WKE NOVEMBER 2017

PROJECT ID: 3190-00-70

COUNTY: WALWORTH

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control)
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 = 868

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3190-00-70	WISC 2017614	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LAKE GENEVA TO EAST TROY ROAD

USH 12 TO N SIDE OF COMO CREEK BRDG

STH 120

WALWORTH COUNTY

STATE PROJECT NUMBER
3190-00-70



38

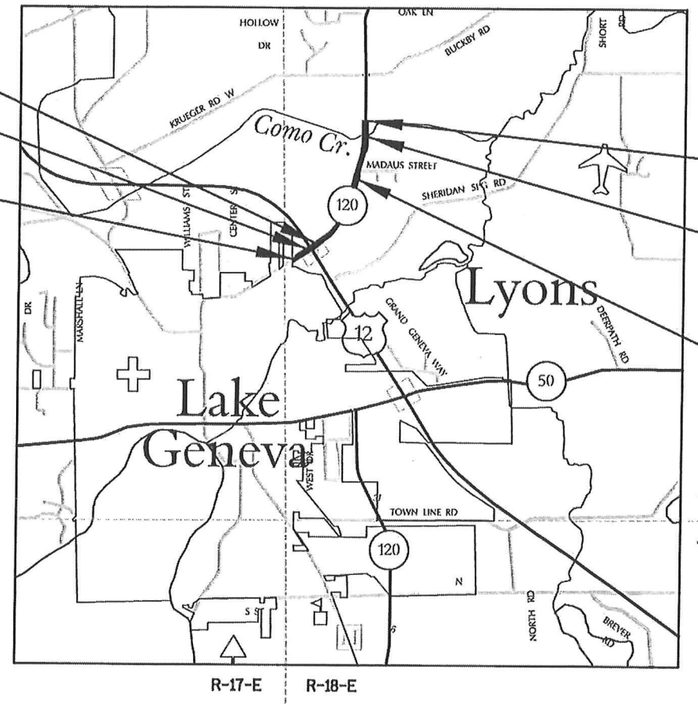
N

STRUCTURE B-64-32

STRUCTURE B-64-33

BEGIN PROJECT 3190-00-70
STA. 29+79.32 NB

Y = 341,340.81
X = 793,736.83



END PROJECT 3190-00-70
STA. 159+80.00 NB

STRUCTURE B-64-182

EQUATION
STA. 80+59.27 NB BK =
STA. 138+99.05 NB AH

T-2-N

T-1-N

*40 MPH DESIGN SPEED FROM STA. 29+79.32 NB TO STA. 57+47 NB

*60 MPH DESIGN SPEED FROM STA. 57+47 NB TO STA. 159+80.00 NB

DESIGN DESIGNATION

A.A.D.T.	2015	=	11,300
A.A.D.T.	2038	=	12,600
D.H.V.		=	1,122
D.D.		=	59/41
T.		=	10.3%
DESIGN SPEED		=	40-60 MPH*
ESALS		=	1,927,200

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

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.356 MI.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Walworth County, NAD 1983 (2007)

Elevations shown on this plan are referenced to the North American Vertical Datum of 1988-NAVD 88 (2007)

ORIGINAL PLANS PREPARED BY:

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

WISCONSIN
ERIC D. HANSON
E-38350
MADISON, WI
PROFESSIONAL ENGINEER

4-20-17

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

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

APPROVED FOR THE DEPARTMENT
DATE: 20 April 2017 (signature)

E

2

GENERAL NOTES

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

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

THE LOCATION OF PROPOSED SIGNS AS SHOWN ON THE PLANS ARE APPROXIMATE. THE EXACT NUMBER OF SIGNS AND SIGN LOCATIONS ARE TO BE APPROVED BY THE ENGINEER IN THE FIELD.

ANY CONFLICTING SIGN SHALL BE COVERED OR REMOVED.

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

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

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

EXISTING PIPE CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR SHALL BASE IT'S BID ON THE ACTUAL FIELD SIZES.

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

TEMPORARY STORAGE OF ANY EXCAVATED MATERIAL WILL NOT BE PERMITTED IN WETLANDS.

RE-TOPSOIL OF GRADED AREAS, AS DESIGNATED BY THE ENGINEER, IMMEDIATELY AFTER GRADING IS COMPLETED WITHIN THOSE AREAS. SEED, FERTILIZE, AND MULCH/EROSION MAT TOP-SOILED AREAS, AS DESIGNATED BY THE ENGINEER, WITHIN FIVE (5) CALENDAR DAYS AFTER PLACEMENT OF TOPSOIL. SEED WITH TEMPORARY SEED AND MULCH ANY AND ALL DISTURBED AREAS THAT WILL NOT BE PERMANENTLY RESTORED IN 14 DAYS OR LESS.

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

EROSION CONTROL BID ITEMS/BEST MANAGEMENT PRACTICES (BMP'S) ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTORS ECIP AND BY THE ENGINEER. EROSION CONTROL BID ITEMS/BMP'S SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINES THAT THE ITEM/BMP IS NO LONGER REQUIRED.

USE SEED MIXTURE NO. 60 FOR ANY DISTURBED AREAS BEYOND THE TOE OF SLOPE ADJACENT TO WETLANDS.

REMOVAL OF TEMPORARY EROSION CONTROL DEVICES IS INCLUDED IN THE COST OF THEIR RESPECTIVE BID ITEMS.

CONTACT THE PROJECT ENGINEER AND SEWRPC (JOHN WASHBURN) AT LEAST TWO WEEKS PRIOR TO WORK NEAR ANY SECTION CORNER MONUMENT.

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
STORM SEWER
LIGHTING
TRAFFIC SIGNAL PLAN
SIGNING REMOVAL PLAN
PERMANENT SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL:
- -STAGE 1 TEMPORARY PAVEMENT, DRAINAGE AND AND EROSION CONTROL
- -STAGE 2 TEMPORARY PAVEMENT, DRAINAGE AND AND EROSION CONTROL
- -TRAFFIC CONTROL LEGEND AND NOTES
- -CONSTRUCTION STAGING DETAILS
- -ADVANCE WARNING SIGNING
- -STAGE 1
- -STAGE 2A
- -STAGE 2B
- -STAGE 3
- -STAGE 4
- -STAGE 4A

DETOUR
ALIGNMENT DETAIL
SOIL BORING INFORMATION
CONTROL POINT DATA

ASPHALTIC PAVING TABLES

6-INCH HMA PAVEMENT		
	THICKNESS	MIX TYPE
UPPER LAYER	2 ½"	4 LT 58-28 S
LOWER LAYER	3 ¼"	3 LT 58-28 S

3 ½-INCH HMA PAVEMENT		
	THICKNESS	MIX TYPE
SINGLE LAYER	3 ½"	4 LT 58-28 S

UTILITIES

AT&T WISCONSIN
SCOTT SOKOLOWSKI
435 S. 95TH STREET
MILWAUKEE, WI 53214
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CELL: (414) 994-8070
ms4143@att.com

CITY OF LAKE GENEVA
JOSH GAJEWSKI
361 W. MAIN STREET
LAKE GENEVA, WI 53147
PH: (262) 248-2311
CELL: (262) 949-4484
lgh2odirector@genevaonline.com

ALLIANT ENERGY CORPORATION
CURT EILERTSON
400 KOOPMAN LANE
ELKHORN, WI 53121
PH: (262) 741-0935
CELL: (262) 379-0162
curteilertson@alliantenergy.com

WE ENERGIES GAS
SCOTT BOHN
500 SOUTH 116TH STREET
WEST ALLIS, WI 53214
PH: (414) 587-3983
CELL: (414) 587-3983
ADD EMAIL

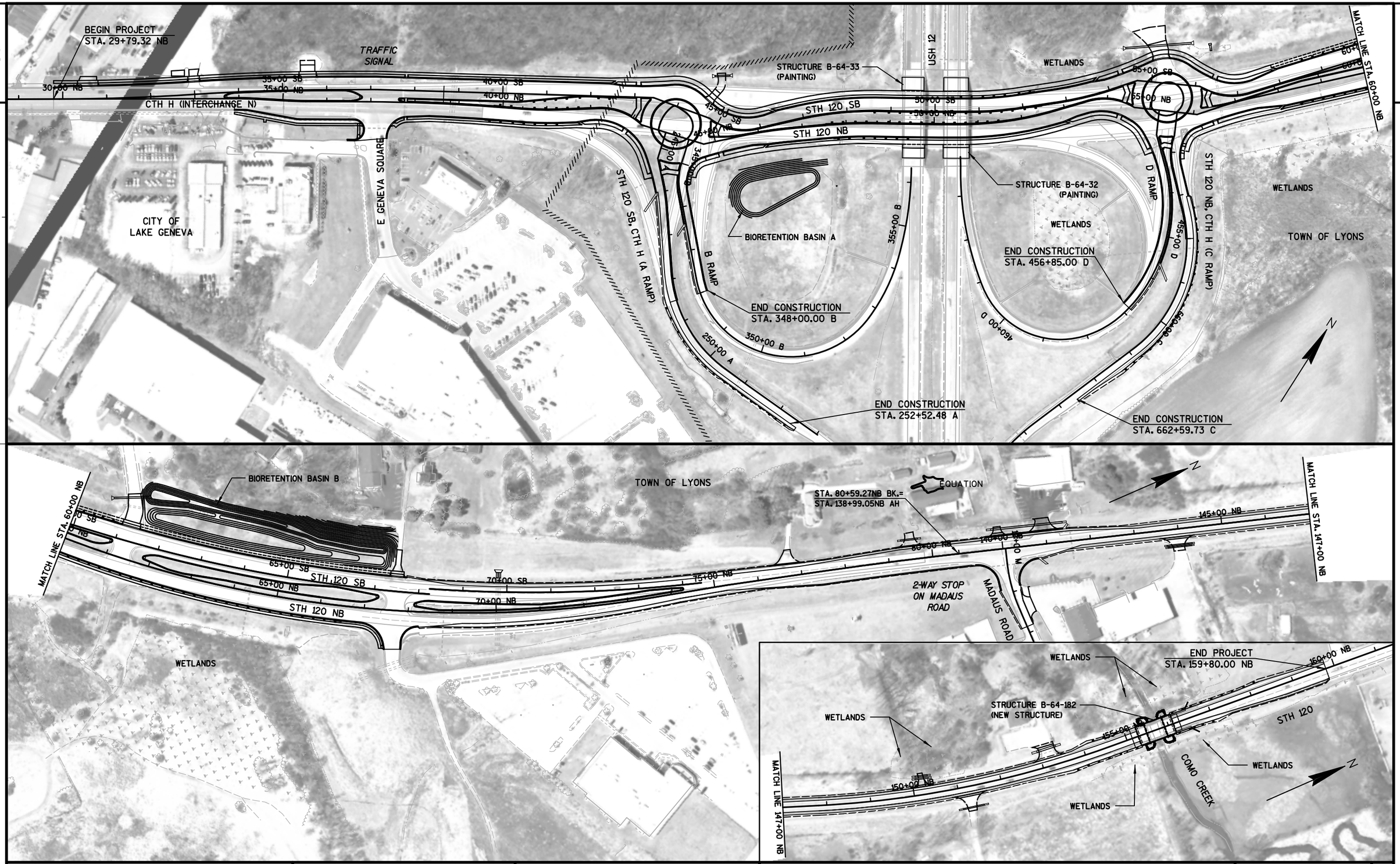
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

WISDOT CONTACT
GARY METZER
WISDOT SOUTHEAST REGION
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gary.metzer@dot.wi.gov

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STRAND ASSOCIATES
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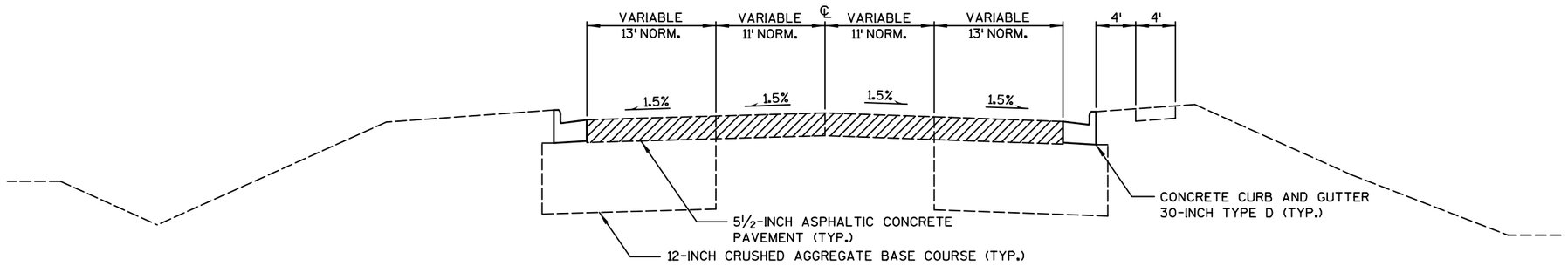
WISDNR CONTACT
CRAIG WEBSTER
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
WAUKESHA SERVICE CENTER
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WAUKESHA, WI 53188
PH: (262) 574-2141
craig.webster@wisconsin.gov

SEWRPC CONTACT
JOHN WASHBURN
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
W239 N1812 ROCKWOOD DRIVE
WAUKESHA, WI 53187
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jwashburn@sewrpc.org



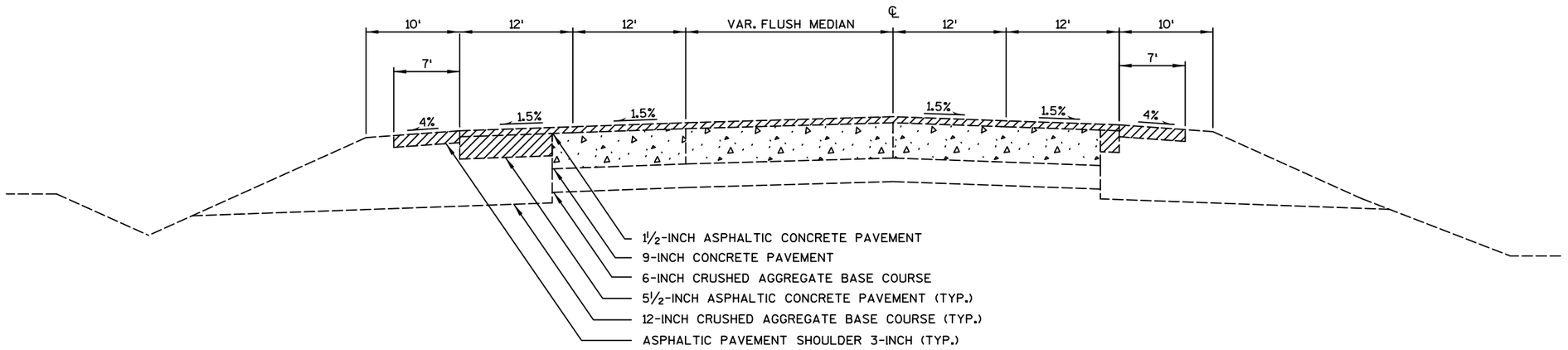
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PROJECT OVERVIEW	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\020201_po.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



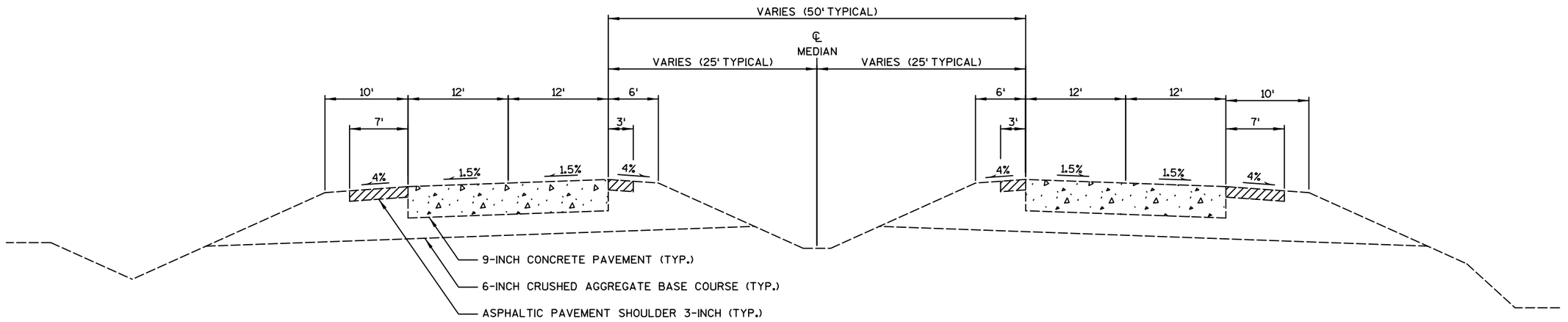
EXISTING STH 120 TYPICAL SECTION

STA. 29+79.32 NB - STA. 35+16 NB



EXISTING UNDIVIDED TYPICAL SECTION - STH 120 / CTH H

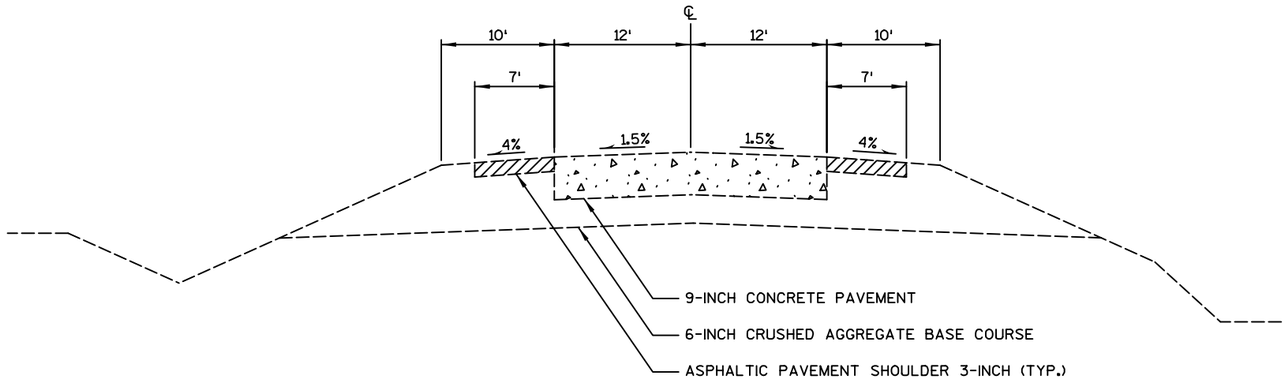
STA. 35+16 NB - STA. 40+05 NB



EXISTING DIVIDED TYPICAL SECTION - STH 120 / CTH H

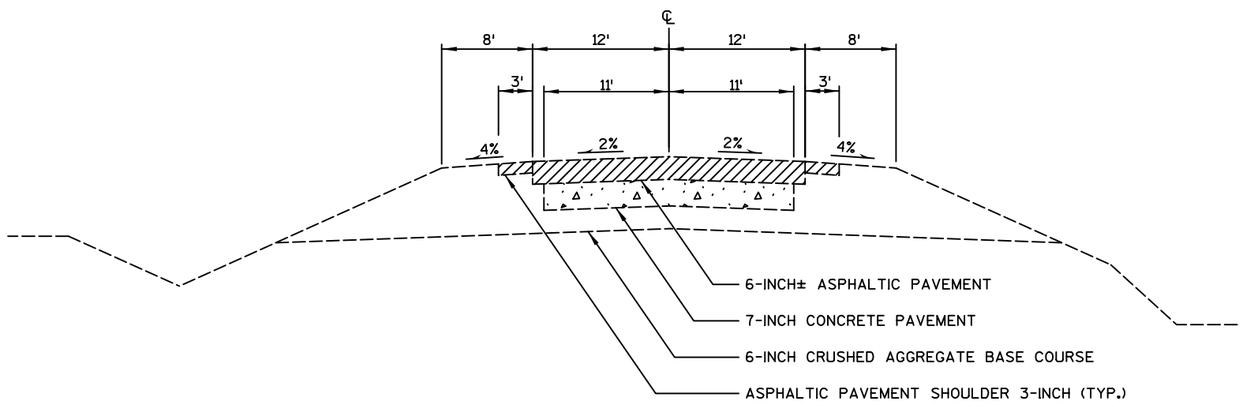
STA. 40+05 NB - STA. 72+20 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EXISTING TYPICAL SECTIONS	SHEET 4	E



EXISTING UNDIVIDED TYPICAL SECTION - STH 120

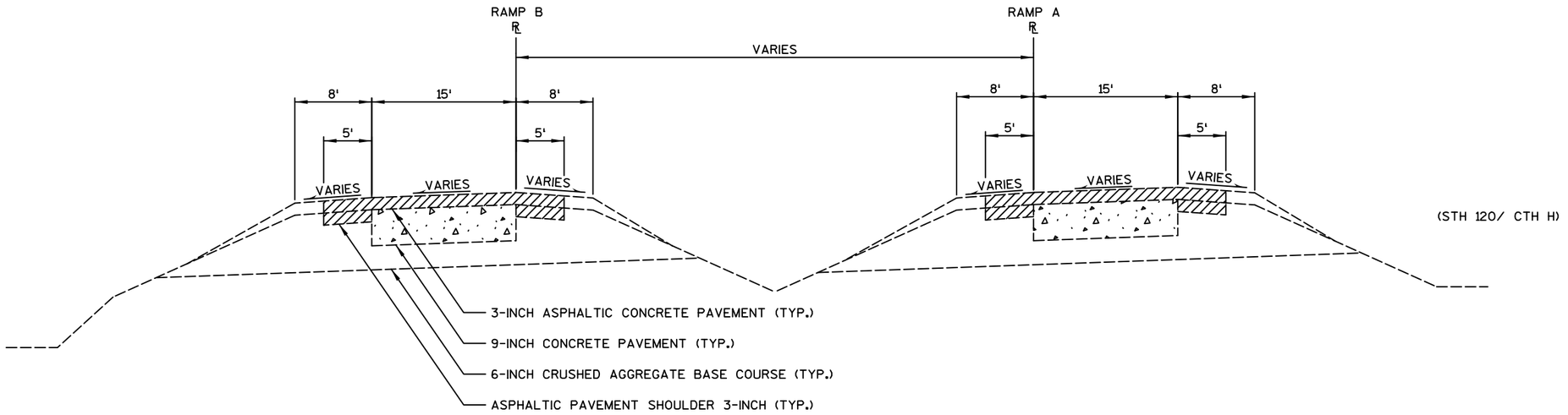
STA. 72+20 NB - STA. 79+81.50 NB



EXISTING UNDIVIDED TYPICAL SECTION - STH 120

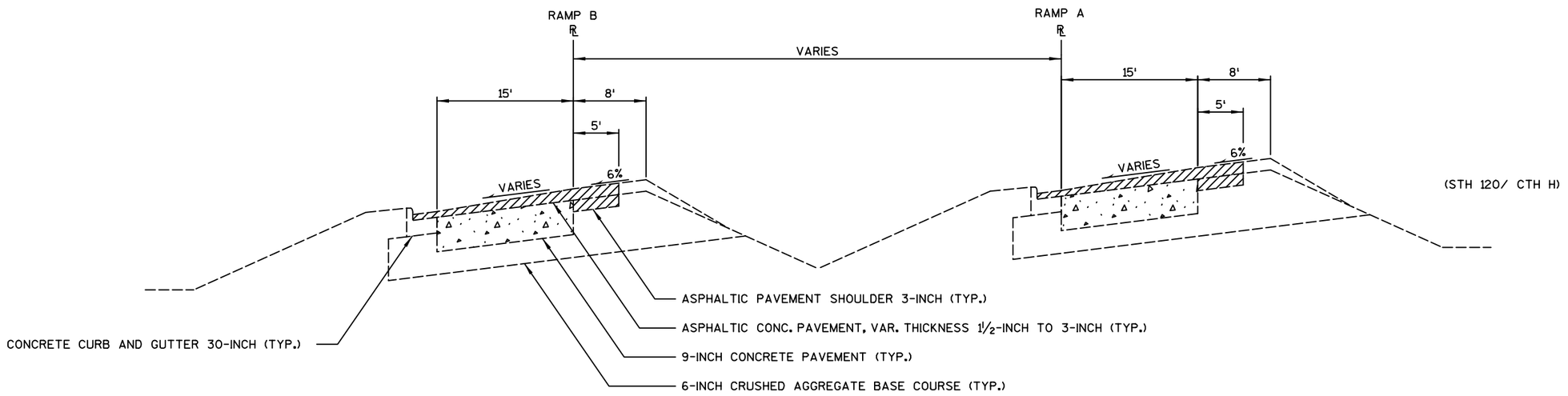
STA. 79+81.50 NB - STA. 159+80 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EXISTING TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION - RAMP A AND B

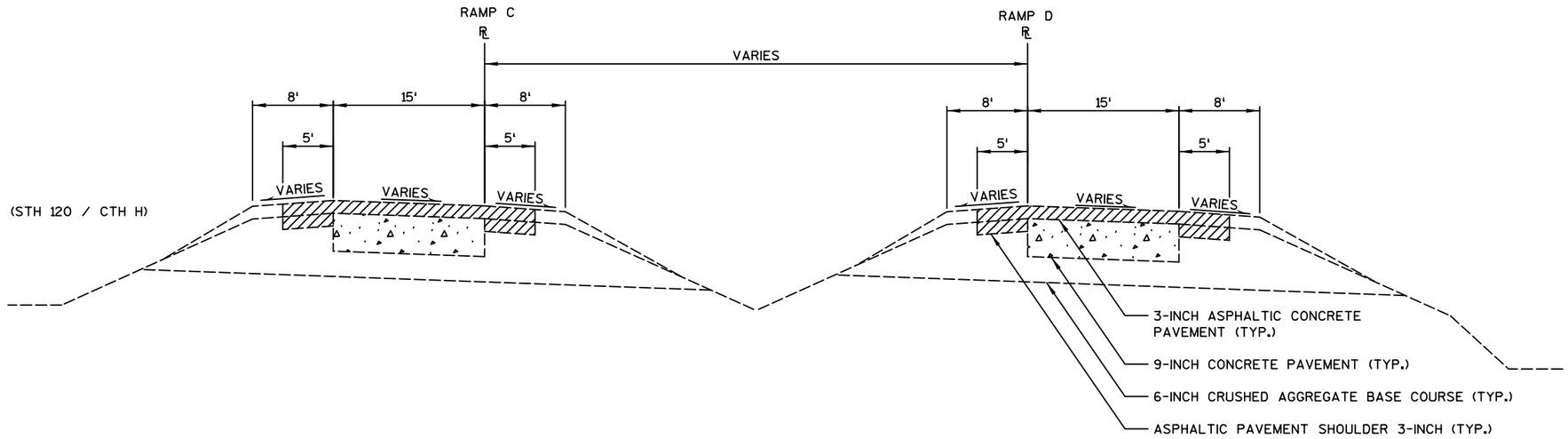
STA. 244+62.75 A - STA. 247+05 A
STA. 250+69 A - STA. 252+36.23 A
STA. 344+43.50 B - STA. 347+07 B



EXISTING TYPICAL SECTION (WITH CURB AND GUTTER) - RAMP A AND RAMP B

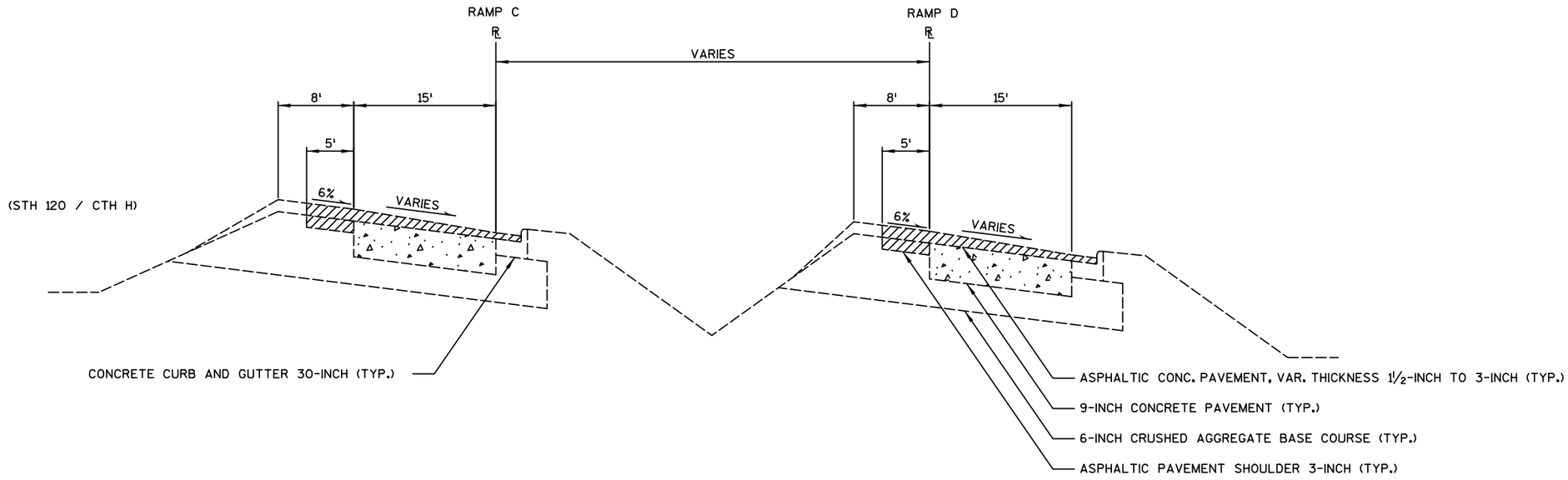
STA. 247+05 A - STA. 250+69 A
STA. 347+07 B - STA. 348+00 B

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EXISTING TYPICAL SECTIONS	SHEET 6	E



EXISTING TYPICAL SECTION - RAMP C AND D

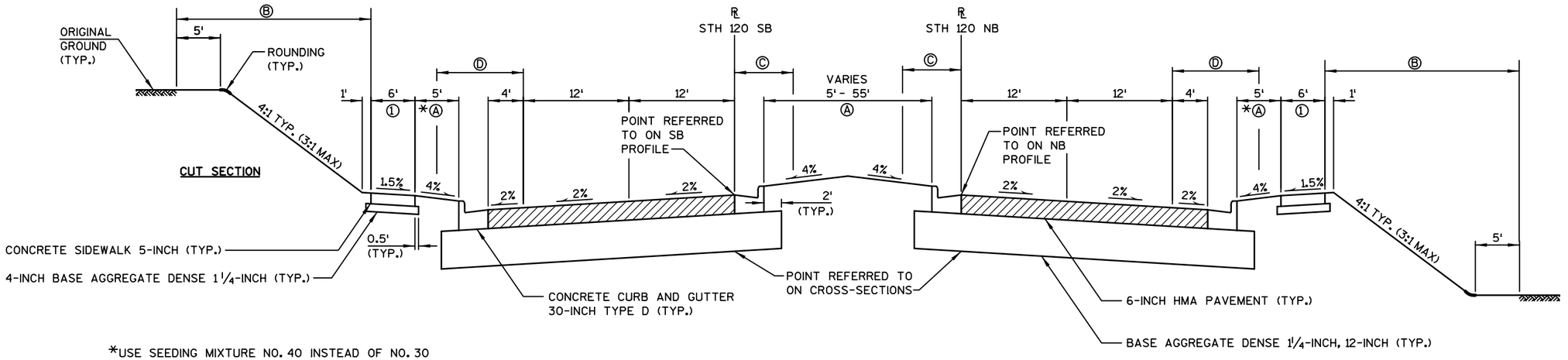
STA. 655+08.25 C - STA. 657+61 C
STA. 452+08.27 D - STA. 454+95 D



EXISTING TYPICAL SECTION (WITH CURB AND GUTTER) - RAMP C AND D

STA. 657+61 C - STA. 662+59.73 C
STA. 454+95 D - STA. 456+85 D

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EXISTING TYPICAL SECTIONS	SHEET 7	E

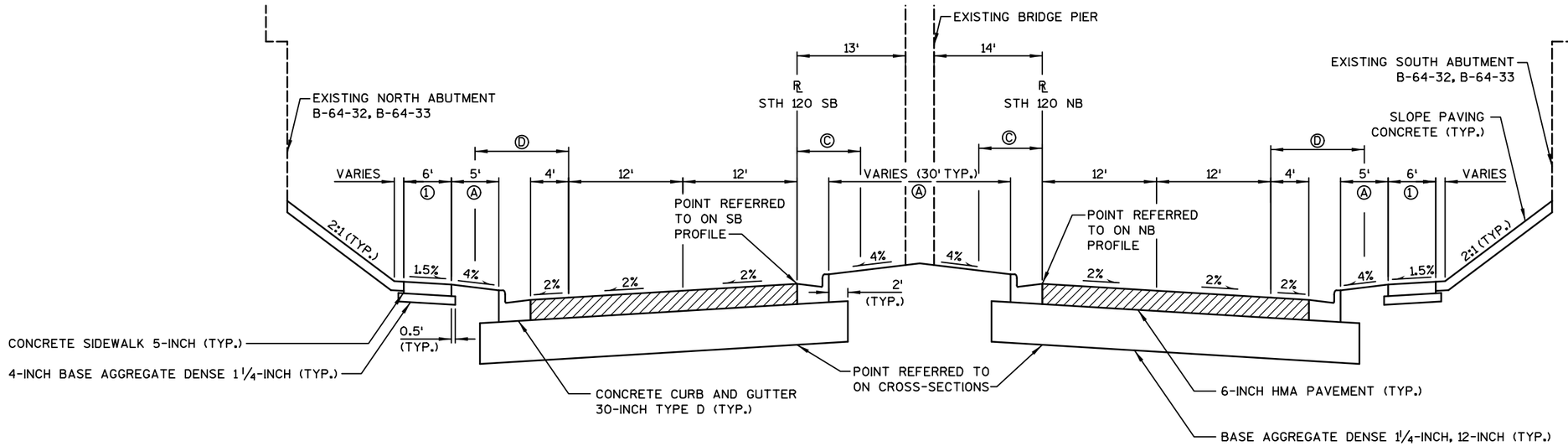


*USE SEEDING MIXTURE NO. 40 INSTEAD OF NO. 30 FOR THE FOLLOWING LOCATIONS:

STA. 39+79.32 NB TO 33+00 NB LT
STA. 33+85 NB TO STA. 40+50 NB RT

TYPICAL FINISHED SECTION - STH 120 / CTH H

STA. 29+79.32 NB - STA. 43+25 NB
STA. 56+08 NB - STA. 57+47 NB



TYPICAL FINISHED SECTION - STH 120 / CTH H

STA. 44+73 NB - STA. 54+65 NB

Ⓐ TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; AND EROSION MAT URBAN CLASS I TYPE A.

Ⓑ SALVAGED TOPSOIL; TOPSOIL; MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS); SEEDING MIXTURE NO. 30; SEEDING TEMPORARY AND FERTILIZER TYPE B.

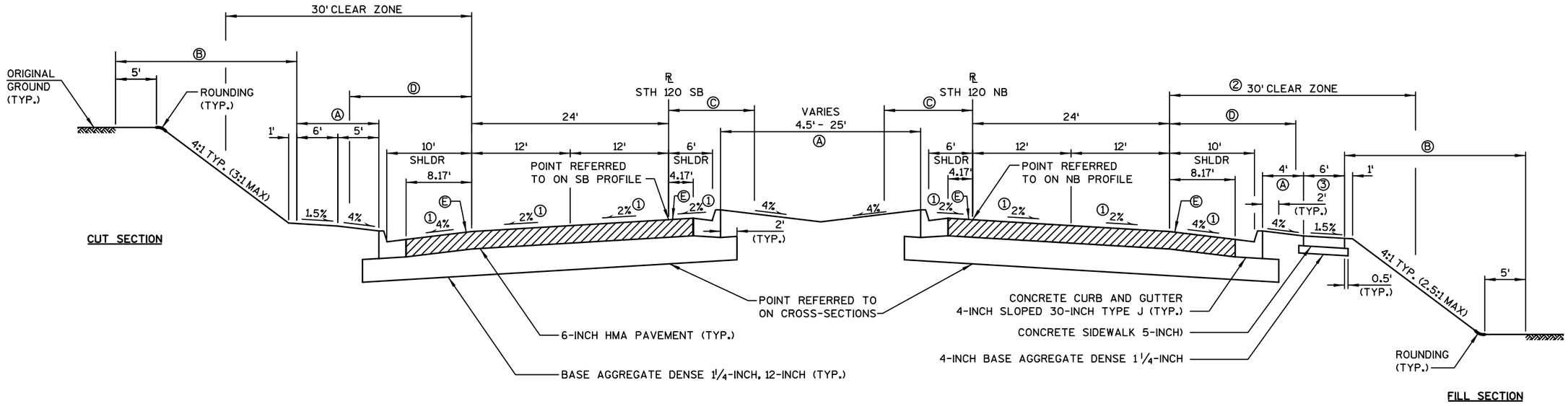
Ⓒ 6' LATERAL CLEARANCE

Ⓓ 8' LATERAL CLEARANCE

① 5' SIDEWALK WIDTH FROM STA. 33+90 NB - STA. 36+78.70 NB RT
10' SIDEWALK WIDTH FROM STA. 41+98 NB - STA. 57+97 NB

SEE EROSION CONTROL AND PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PROPOSED TYPICAL SECTIONS - MAINLINE	SHEET 8	E



TYPICAL FINISHED SECTION - STH 120

STA. 57+47 NB - STA. 68+24 NB

Ⓐ TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; AND EROSION MAT URBAN CLASS I TYPE A.

Ⓑ SALVAGED TOPSOIL; TOPSOIL; MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS); SEEDING MIXTURE NO. 30; SEEDING TEMPORARY AND FERTILIZER TYPE B.

Ⓒ 10' LATERAL CLEARANCE

Ⓓ 14' LATERAL CLEARANCE

Ⓔ ASPHALTIC SHOULDER RUMBLE STRIPS (SEE STANDARD DETAIL DRAWING "SHOULDER RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION).

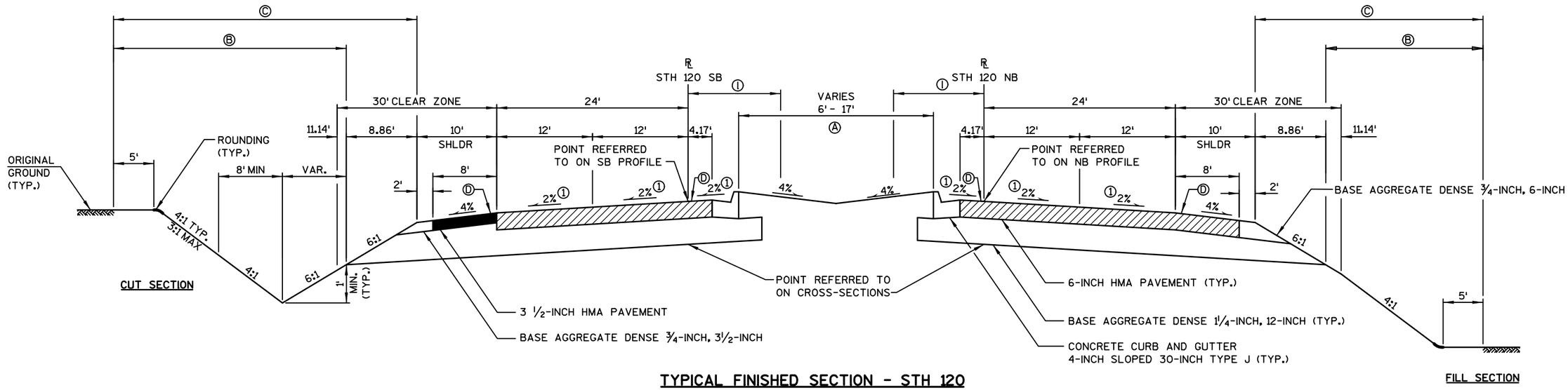
① SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION.

② 20' CLEAR ZONE FROM STA. 58+12 NB - STA. 58+50 NB

③ 10' SIDEWALK WIDTH FROM STA. 41+98 NB - STA. 57+97 NB

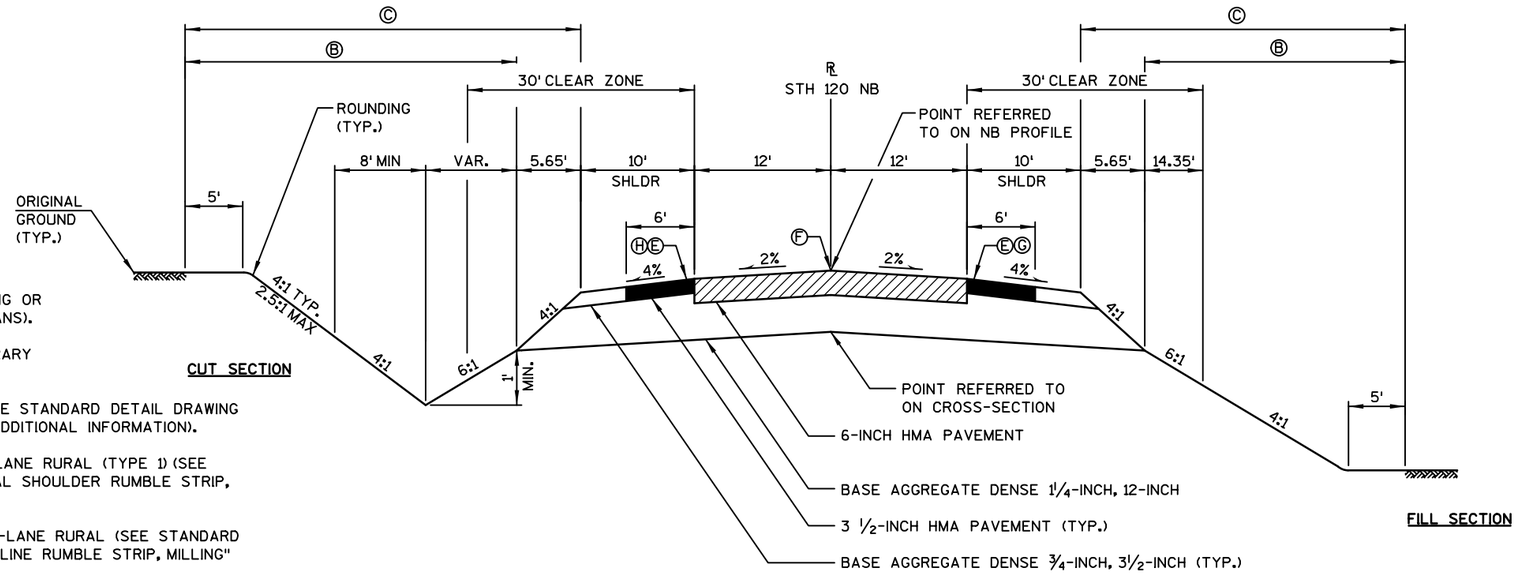
SEE EROSION CONTROL AND PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PROPOSED TYPICAL SECTIONS - MAINLINE	SHEET 9	E



TYPICAL FINISHED SECTION - STH 120

STA. 68+24 NB - STA. 74+30 NB



Ⓐ SALVAGED TOPSOIL; TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; AND EROSION MAT URBAN CLASS I TYPE A.

Ⓑ SALVAGED TOPSOIL; TOPSOIL AND MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS).

Ⓒ SEEDING MIXTURE NO. 30, SEEDING TEMPORARY AND FERTILIZER TYPE B.

Ⓓ ASPHALTIC SHOULDER RUMBLE STRIPS (SEE STANDARD DETAIL DRAWING "SHOULDER RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION).

Ⓔ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL (TYPE 1) (SEE STANDARD DETAIL DRAWING "2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION).

Ⓕ ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (SEE STANDARD DETAIL DRAWING "2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION).

Ⓖ FULL DEPTH SHOULDER REQ'D TO STA. 74+50 NB (FOR TRAFFIC STAGING) AND ADJACENT TO THE MADAUS ROAD RIGHT TURN LANE

Ⓗ FULL DEPTH SHOULDER REQ'D ADJACENT TO THE MADAUS ROAD BYPASS LANE AND NORTH OF THE BYPASS LANE TO STA. 146+50 NB (FOR TRAFFIC STAGING)

Ⓘ 10' LATERAL CLEARANCE

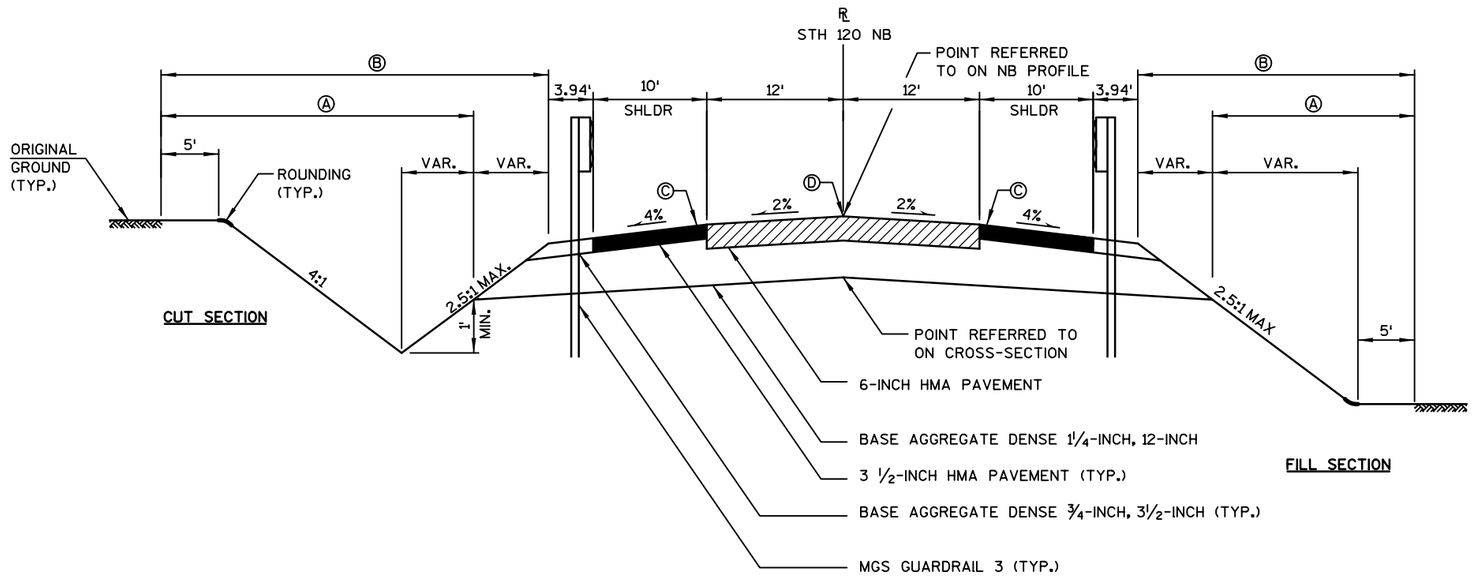
Ⓘ SEE SUPERELEVATION TABLE FOR ADDITIONAL INFORMATION.

TYPICAL FINISHED SECTION - STH 120

STA. 74+30 NB - STA. 153+59 NB
STA. 158+17 NB - STA. 159+80 NB

SEE EROSION CONTROL AND PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PROPOSED TYPICAL SECTION - MAINLINE	SHEET 10	E



TYPICAL FINISHED SECTION - COMO CREEK BRIDGE APPROACHES

STA. 153+59 NB - STA. 158+17 NB

Ⓐ SALVAGED TOPSOIL; TOPSOIL AND MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS); .

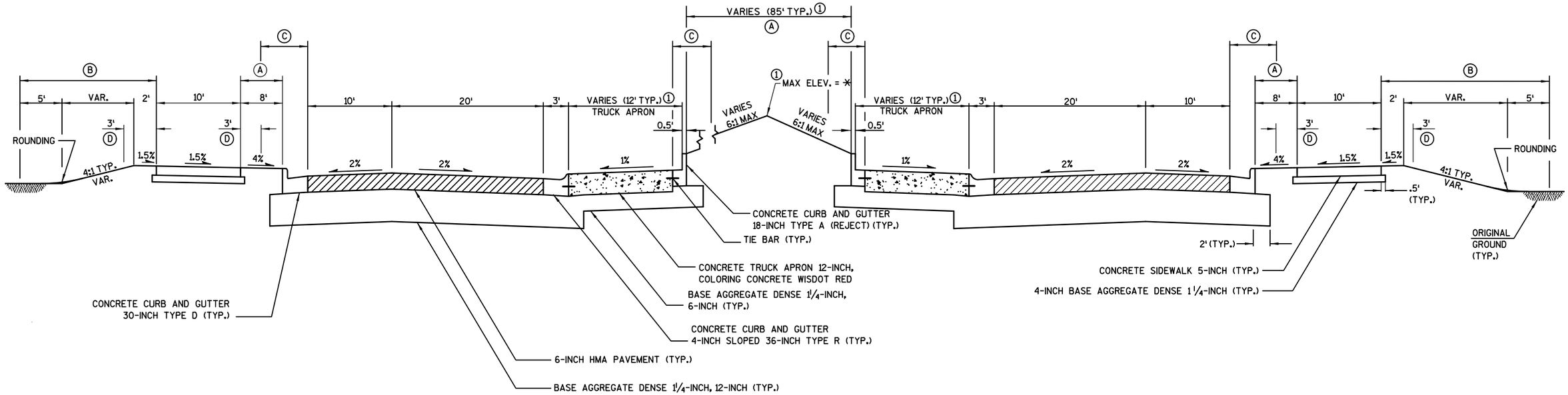
Ⓑ SEED MIXTURE NO. 30, SEEDING TEMPORARY AND FERTILIZER TYPE B.

Ⓒ ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL (TYPE 1) (SEE STANDARD DETAIL DRAWING "2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION).

Ⓓ ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (SEE STANDARD DETAIL DRAWING "2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING" FOR ADDITIONAL INFORMATION).

SEE EROSION CONTROL AND PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TYPICAL SECTIONS - COMO CREEK BRIDGE	SHEET 11	E



TYPICAL FINISHED SECTION THROUGH ROUNDABOUT

STA. 43+25 NB - 44+73 NB
STA. 54+65 NB - 56+08 NB

✳ WESTBOUND TERMINAL = 890.44'

EASTBOUND TERMINAL = 892.78'

Ⓐ SALVAGED TOPSOIL; TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 30; AND EROSION MAT URBAN CLASS I TYPE A.

Ⓑ SALVAGED TOPSOIL; TOPSOIL; MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS); SEEDING MIXTURE NO. 30; SEEDING TEMPORARY AND FERTILIZER TYPE B.

Ⓒ 4' LATERAL CLEARANCE

Ⓓ 3' CLEAR ZONE (FOR PATH)

① SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

SEE EROSION CONTROL AND PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PROPOSED TYPICAL SECTIONS - MAINLINE	SHEET 12	E

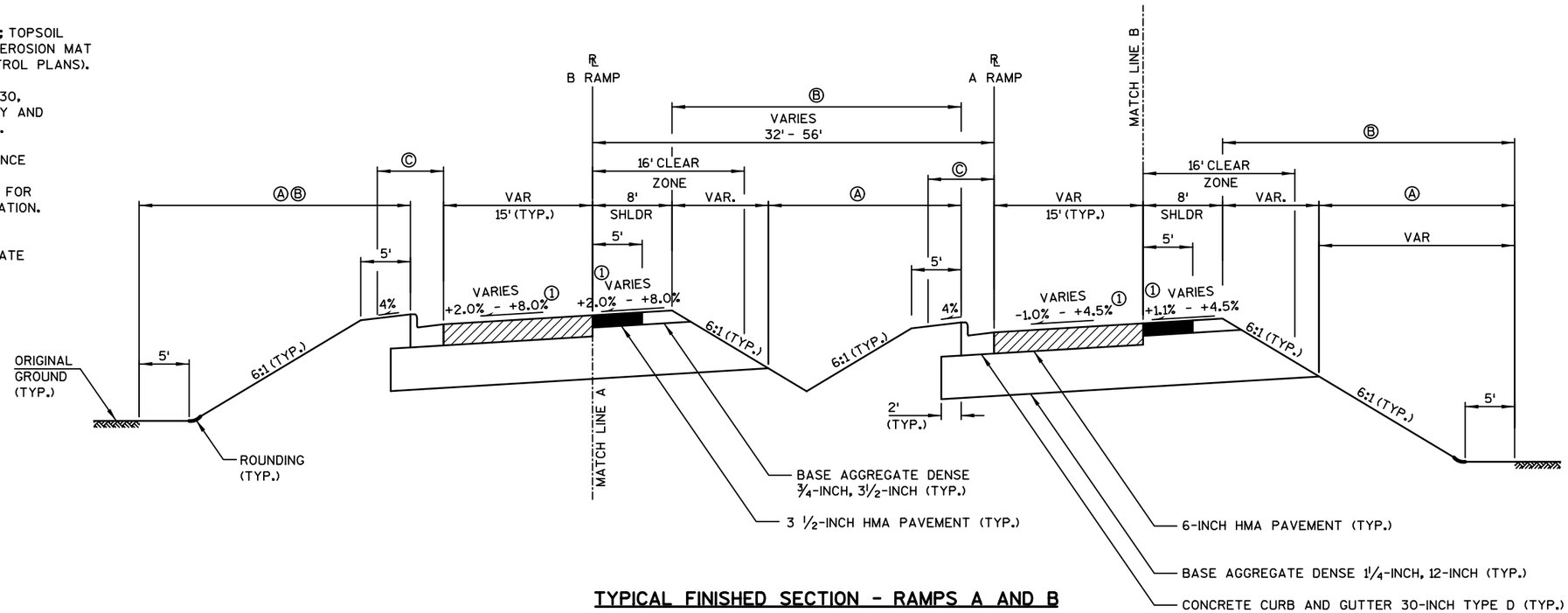
Ⓐ SALVAGED TOPSOIL; TOPSOIL AND MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS).

Ⓑ SEED MIXTURE NO. 30, SEEDING TEMPORARY AND FERTILIZER TYPE B.

Ⓒ 6' LATERAL CLEARANCE

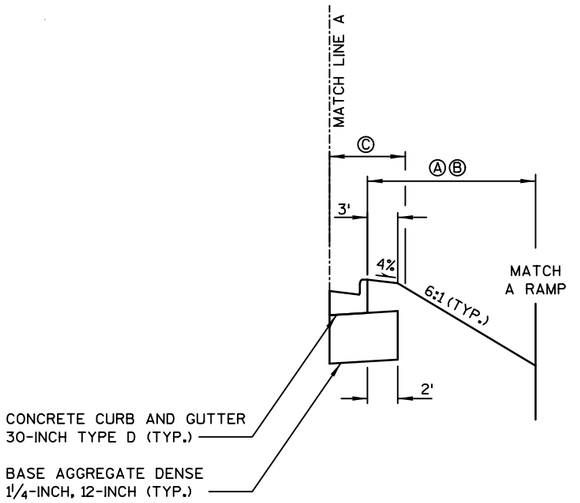
① SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.

② MATCH EXISTING SUPERELEVATION RATE

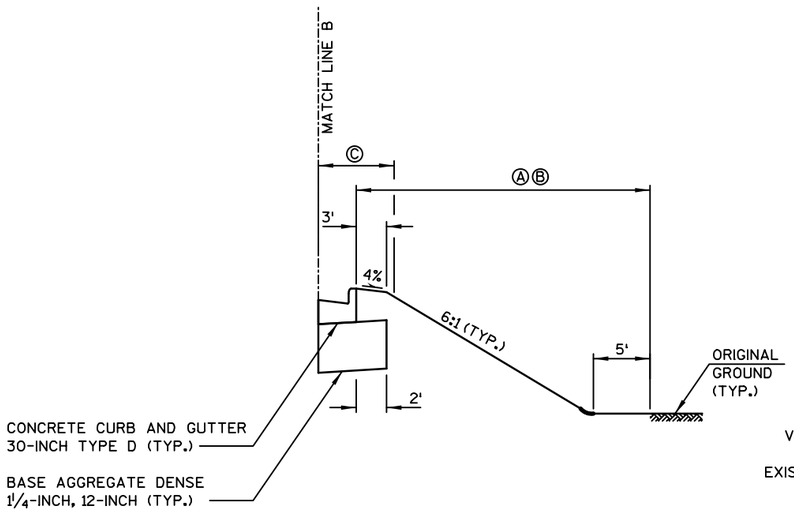


TYPICAL FINISHED SECTION - RAMPS A AND B

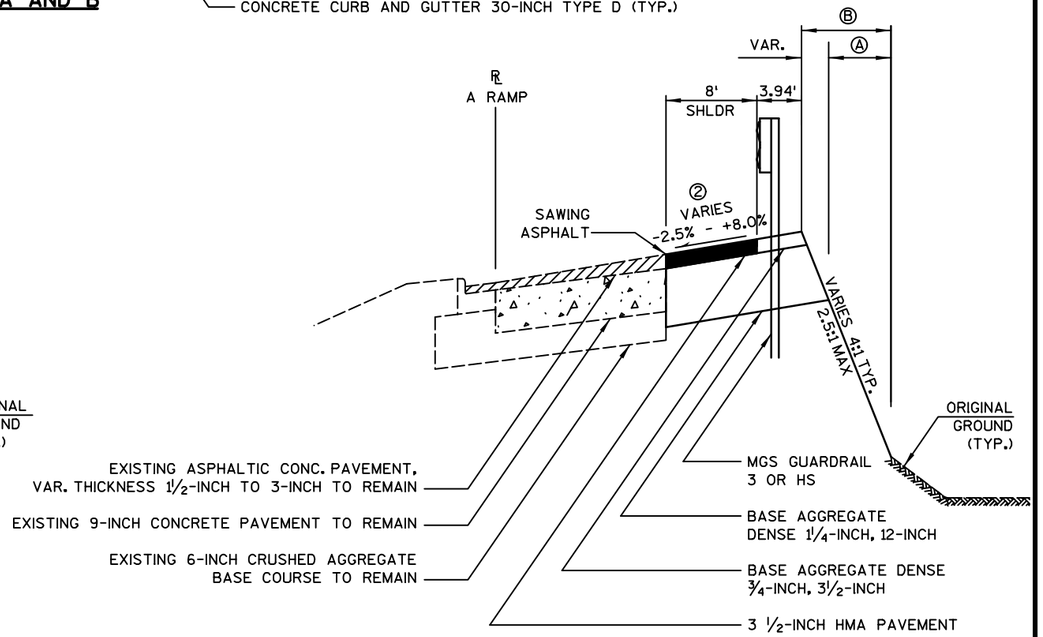
STA. 245+24.94 A - STA. 252+50 A
STA. 345+04 B - STA. 348+00 B



STA. 345+04 B - STA. 346+39 B



STA. 245+24.94 A - STA. 246+03 A



TYPICAL FINISHED SECTION - RAMP A

STA. 248+50 A - STA. 252+63 A

SEE EROSION CONTROL AND PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TYPICAL FINISHED SECTIONS - A AND B RAMPS	SHEET 13	E

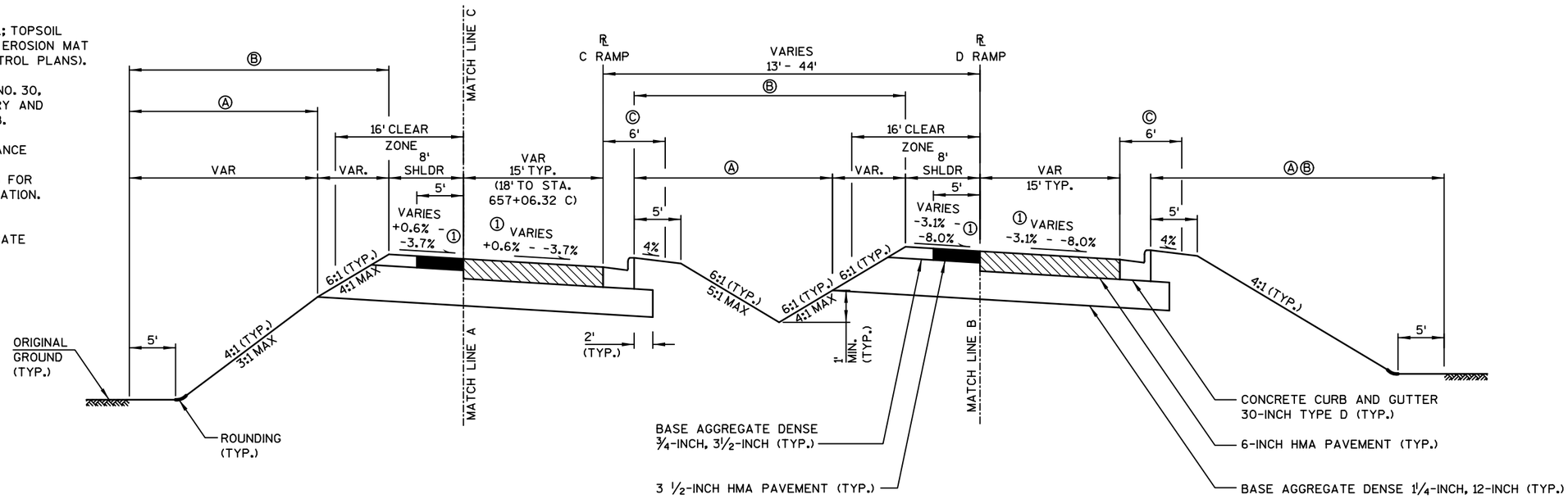
Ⓐ SALVAGED TOPSOIL; TOPSOIL AND MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS).

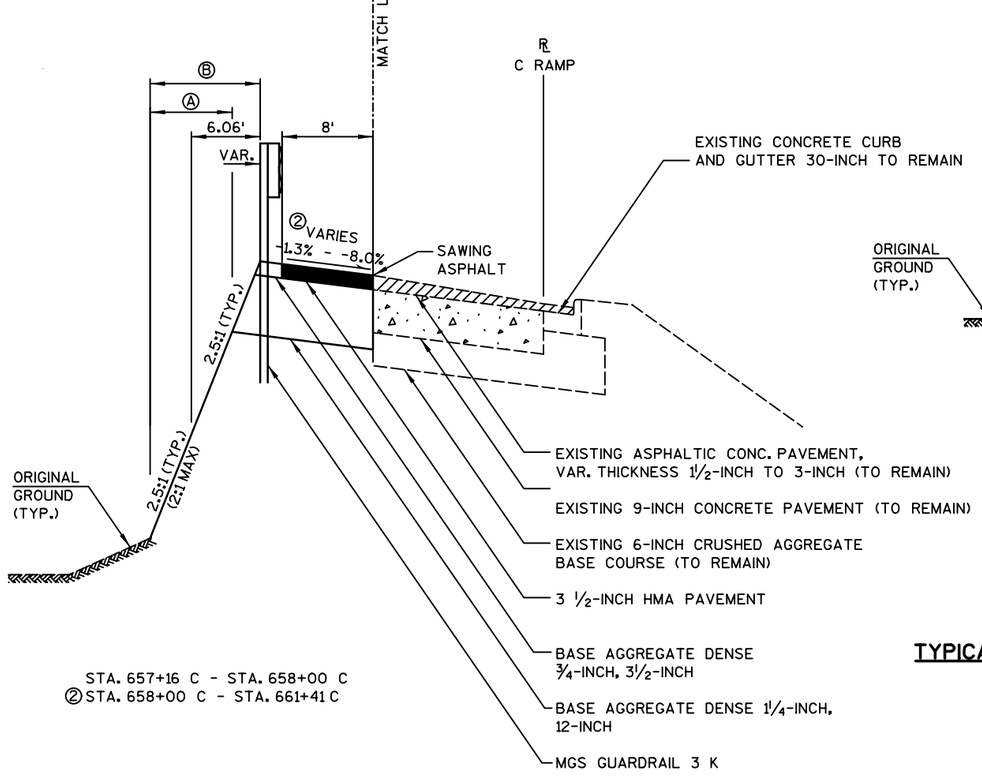
Ⓑ SEEDING MIXTURE NO. 30, SEEDING TEMPORARY AND FERTILIZER TYPE B.

Ⓒ 6' LATERAL CLEARANCE

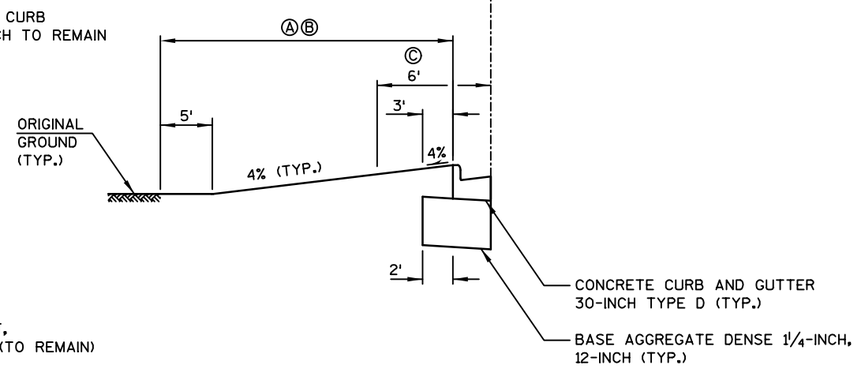
① SEE PLAN DETAILS FOR ADDITIONAL INFORMATION.

② MATCH EXISTING SUPERELEVATION RATE

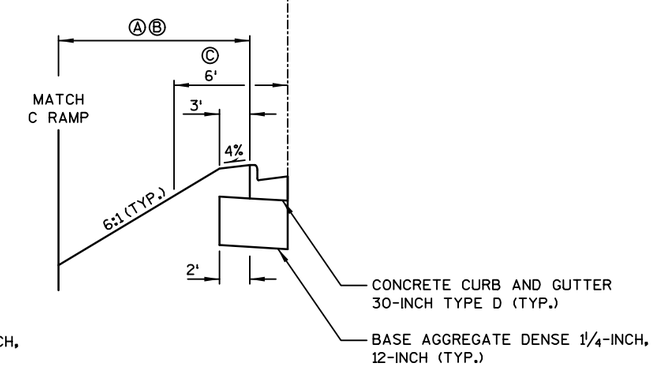




STA. 657+16 C - STA. 658+00 C
② STA. 658+00 C - STA. 661+41 C



STA. 655+68 C - STA. 657+06.32 C



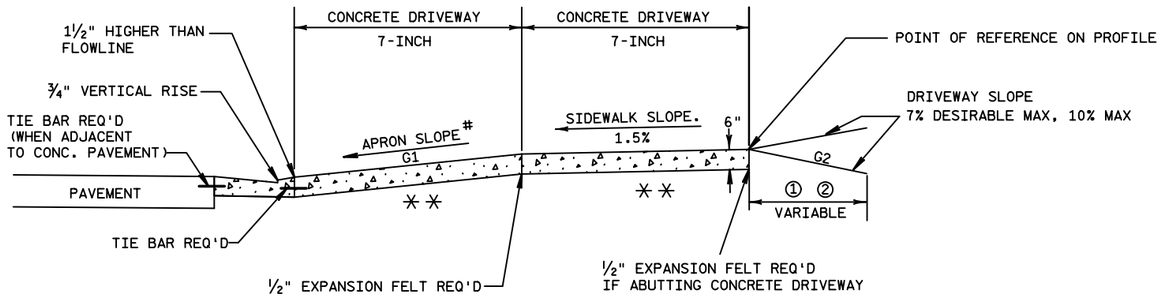
STA. 452+71 D - STA. 455+61 D

TYPICAL FINISHED SECTION - RAMPS C AND D

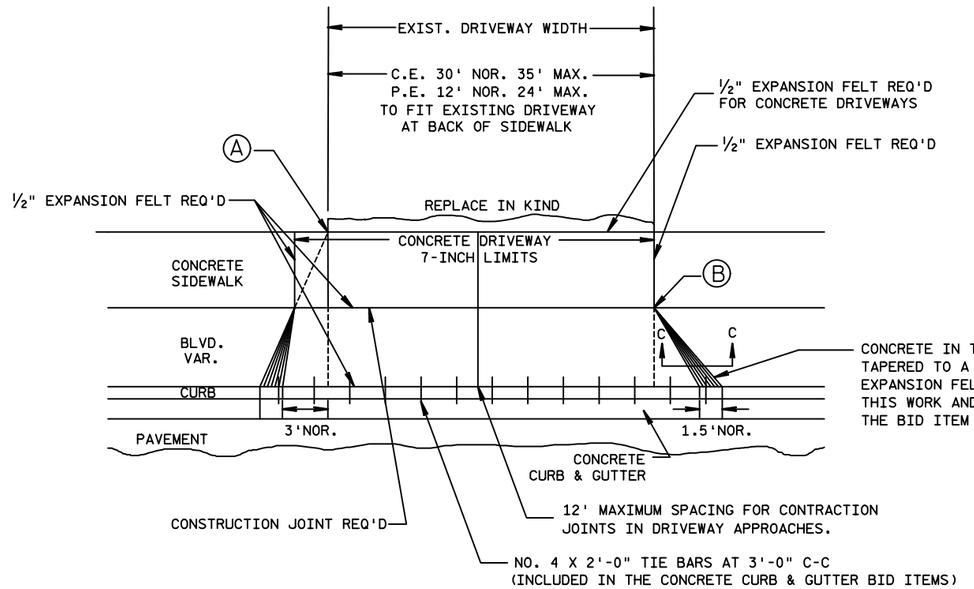
STA. 655+68 C - STA. 662+59.73 C
STA. 452+71 D - STA. 456+85 D

SEE EROSION CONTROL AND PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TYPICAL FINISHED SECTIONS - C AND D RAMPS	SHEET 14	E



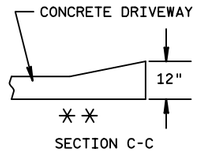
TYPICAL SIDEWALK SECTION



PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



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

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

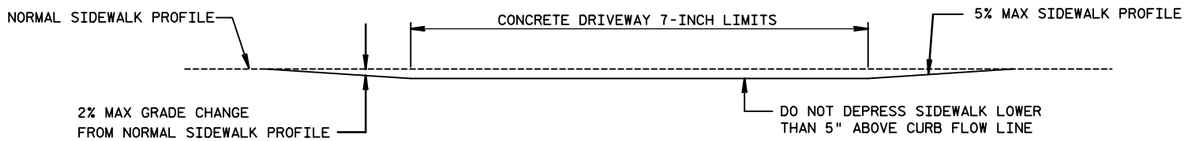
✳✳ = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY

\#

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

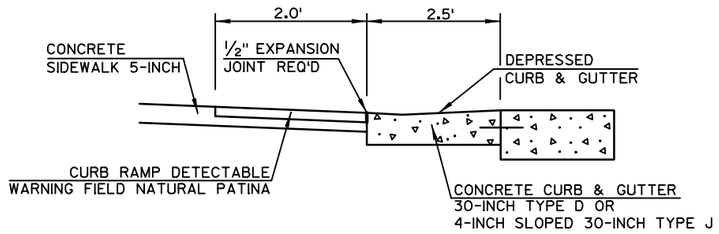
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

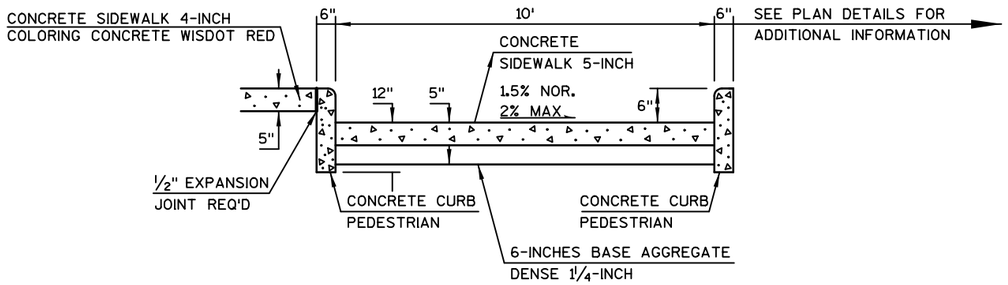


DEPRESSED SIDEWALK PROFILE DETAIL

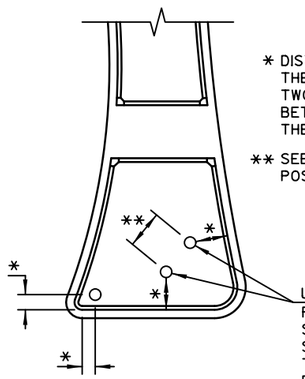
DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



SECTION A-A



SECTION B-B

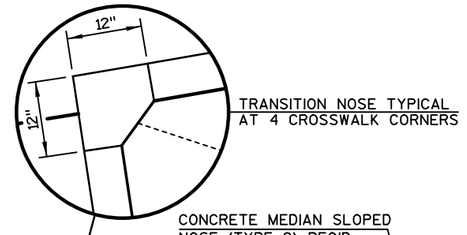


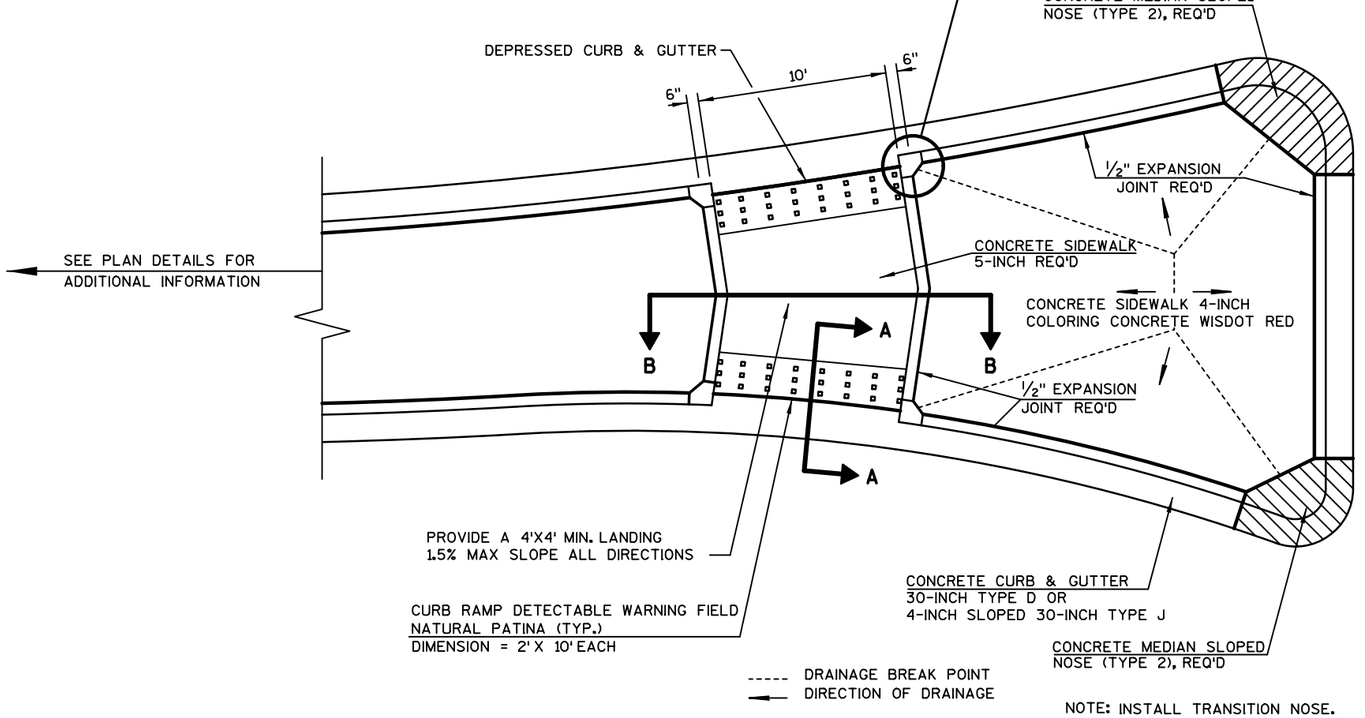
* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

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

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

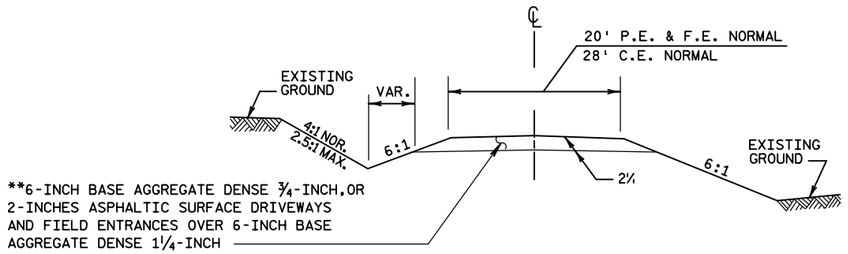
CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)





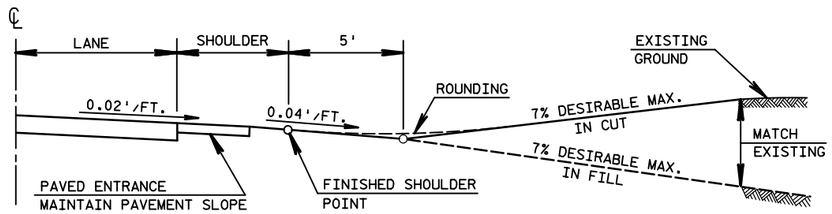
NOTE: INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

SPLITTER ISLAND DETAIL

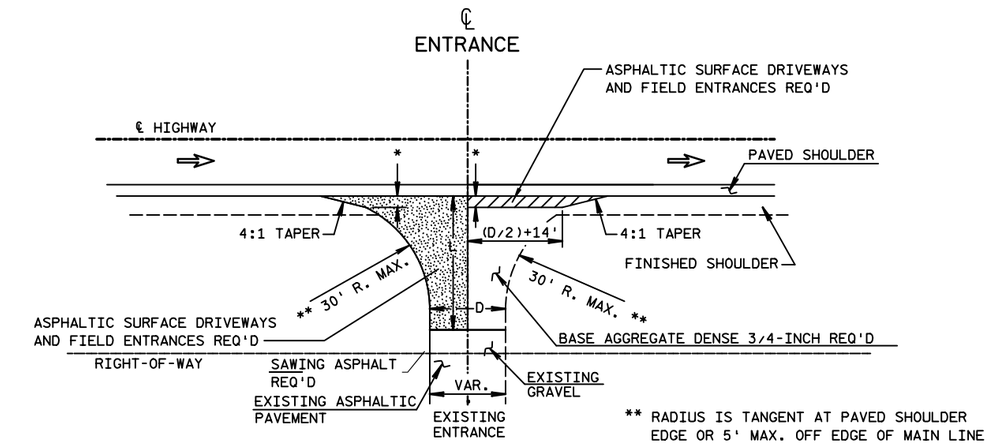


TYPICAL CROSS SECTION

**FOR COMMERCIAL DRIVEWAYS USE
3.5-INCHES ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES OVER 10-INCHES
BASE AGGREGATE DENSE 1¼-INCH



PROFILE VIEW



L=VARIABLE. EXACT LENGTH TO BE DETERMINED
IN THE FIELD BY THE ENGINEER.
BLEND BACK ON THE ENTRANCE FAR
ENOUGH TO GET A SMOOTH PROFILE.

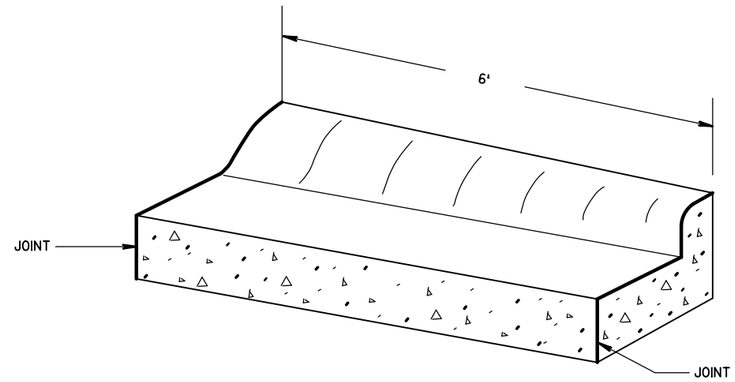
D=DRIVEWAY WIDTH
D=20'TYP.(PE's & FE's) (16'MIN.-24'MAX.)
D=28'TYP.(CE's) (24'MIN.-35'MAX.)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS. (UNLESS SHOWN OTHERWISE IN THE PLANS.)

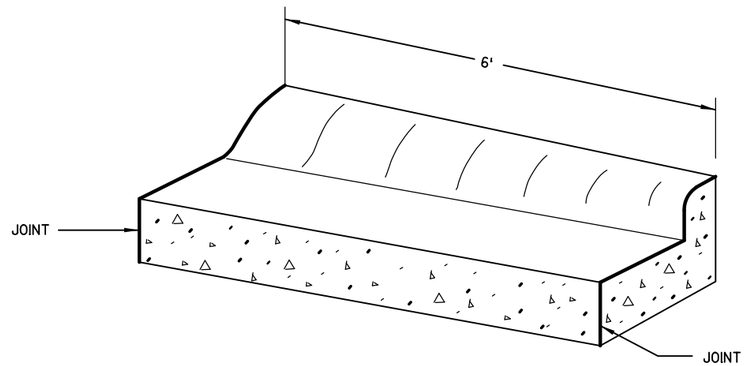
PLAN VIEW

RURAL DRIVEWAY DETAIL



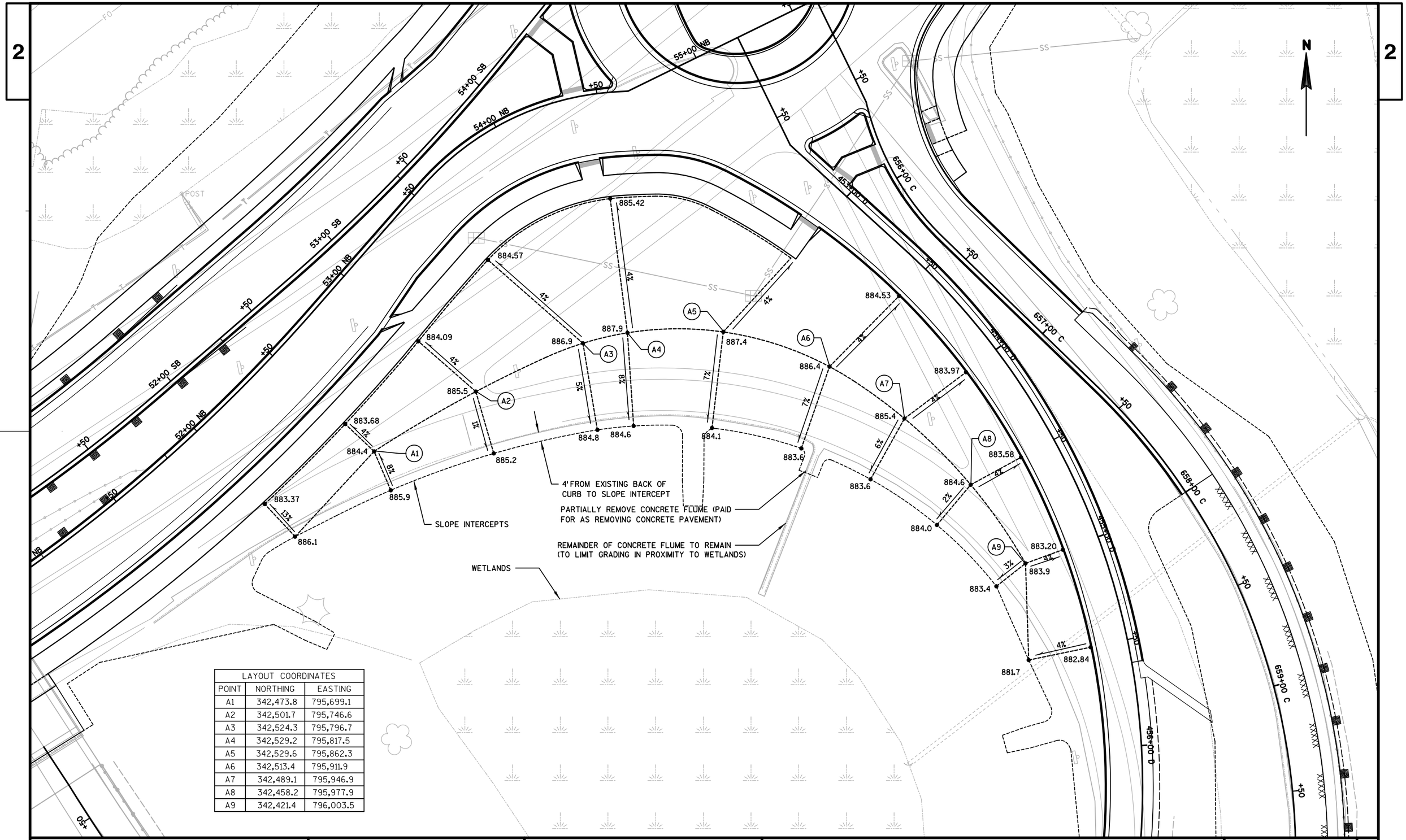
TRANSITION DETAIL

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



TRANSITION DETAIL

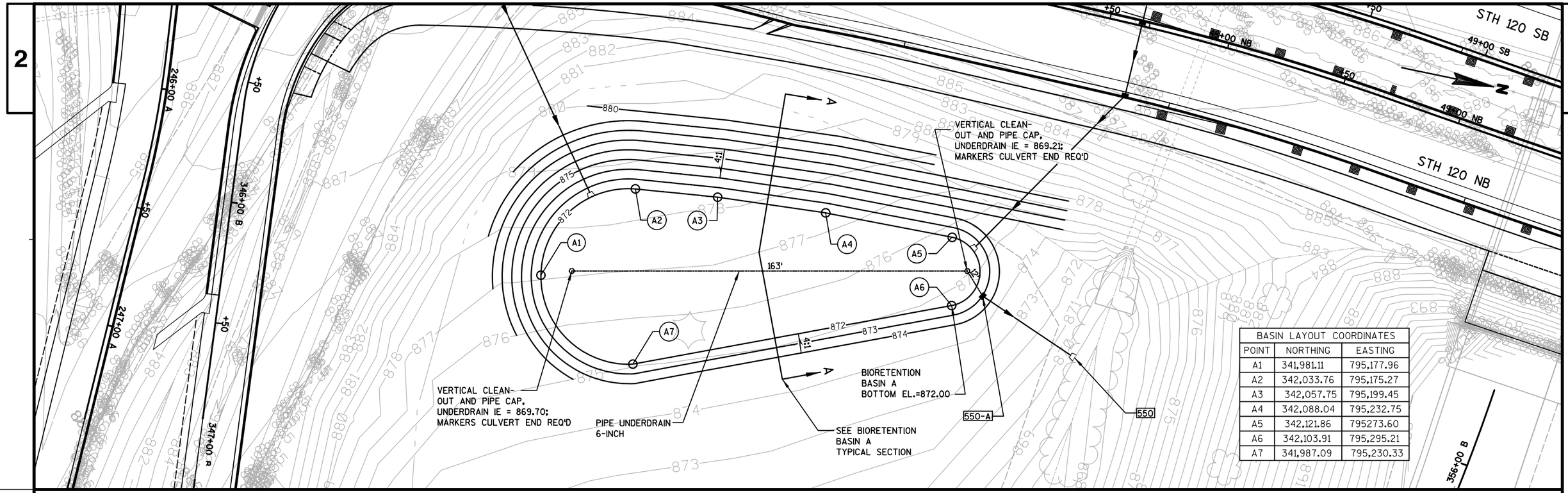
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D TO
CONCRETE CURB & GUTTER 30-INCH TYPE D (TO BE MEASURED AND PAID
FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D)



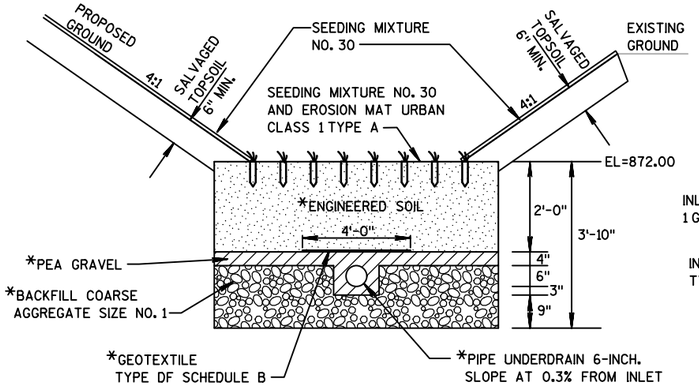
LAYOUT COORDINATES		
POINT	NORTHING	EASTING
A1	342,473.8	795,699.1
A2	342,501.7	795,746.6
A3	342,524.3	795,796.7
A4	342,529.2	795,817.5
A5	342,529.6	795,862.3
A6	342,513.4	795,911.9
A7	342,489.1	795,946.9
A8	342,458.2	795,977.9
A9	342,421.4	796,003.5

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	WESTBOUND RAMP INFIELD GRADING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021004_cd.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



BASIN LAYOUT COORDINATES		
POINT	NORTHING	EASTING
A1	341,981.11	795,177.96
A2	342,033.76	795,175.27
A3	342,057.75	795,199.45
A4	342,088.04	795,232.75
A5	342,121.86	795273.60
A6	342,103.91	795,295.21
A7	341,987.09	795,230.33



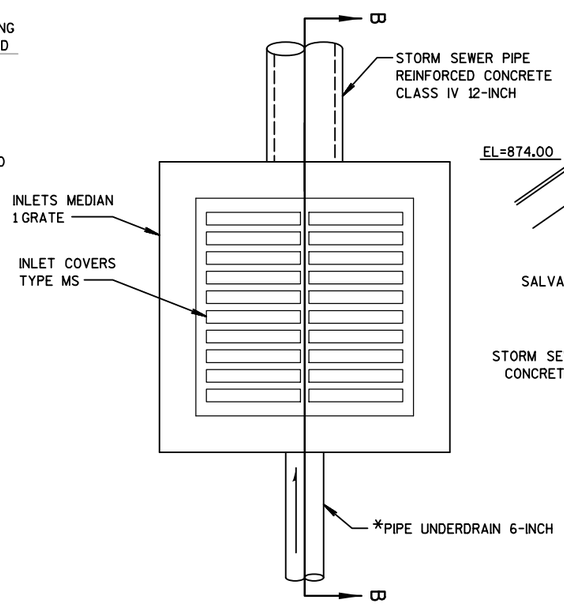
SECTION A-A
NO SCALE

BIORETENTION BASIN A TYPICAL SECTION
NO SCALE

* INCLUDED IN THE ITEM BIORETENTION BASIN A

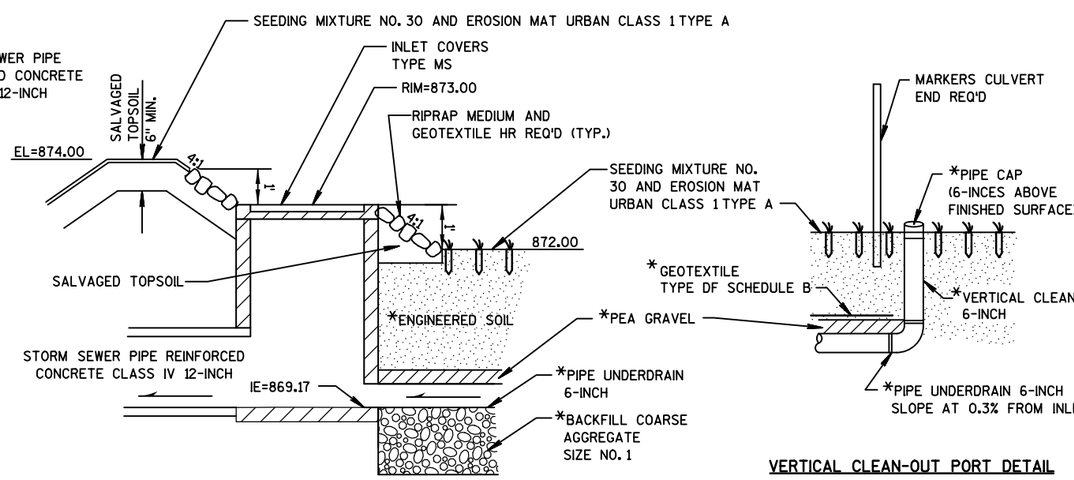
FOR INFORMATION ONLY

GEOTEXTILE TYPE DF SCHEDULE B	= 78 SY
ENGINEERED SOIL	= 681 CY
BACKFILL COARSE AGGREGATE SIZE NO. 1	= 506 CY
PEA GRAVEL	= 117 CY
PIPE UNDERDRAIN 6-INCH	= 175 LF
VERTICAL CLEAN-OUT 6-INCH	= 6 LF
PIPE CAP	= 2 EACH



550-A
NO SCALE

BIORETENTION BASIN A



SECTION B-B
NO SCALE

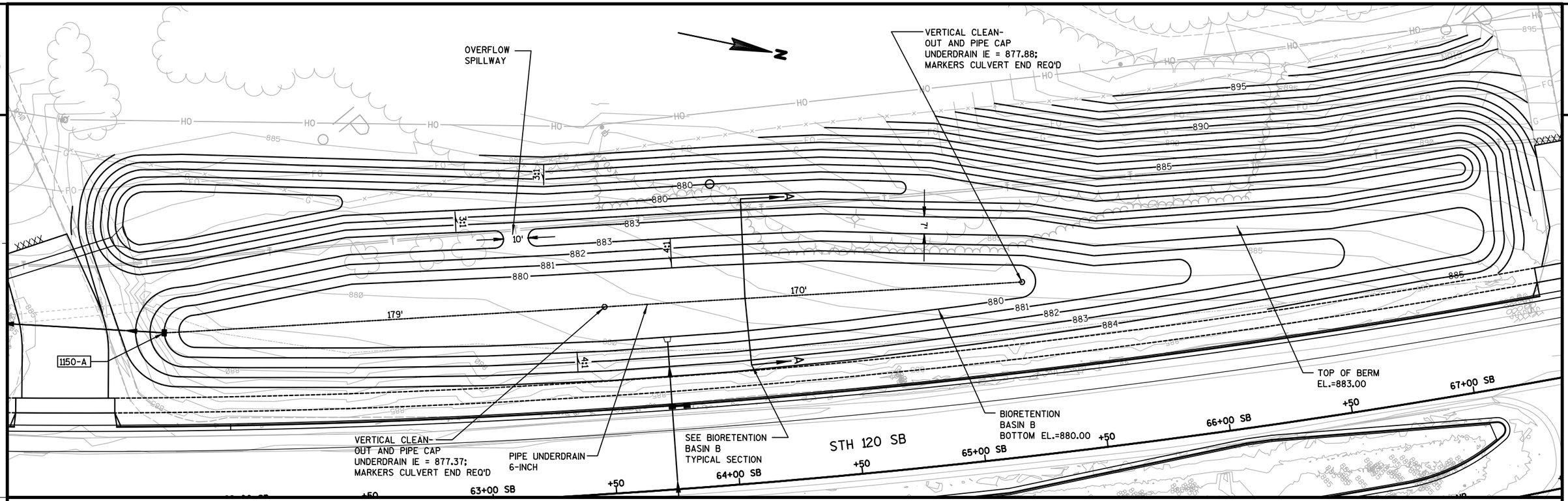
VERTICAL CLEAN-OUT PORT DETAIL

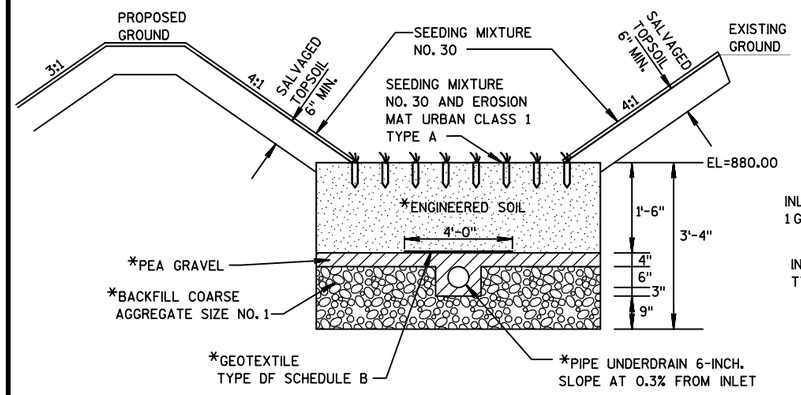
NOTES:

1. EXTEND EROSION MAT URBAN CLASS 1 TYPE A UP SLOPE 1-FOOT FROM BOTTOM OF BASIN.

BIORETENTION BASIN WATER SURFACE ELEVATION INFORMATION				
STORM EVENT	2-YEAR	10-YEAR	25-YEAR	100-YEAR
ELEVATION	872.8	873.3	873.5	873.9

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	BIORETENTION BASIN A CONSTRUCTION DETAIL	SHEET 19	E





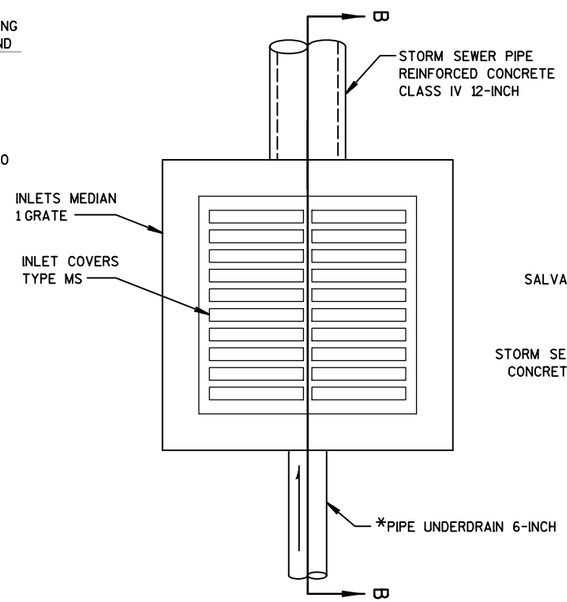
SECTION A-A
NO SCALE

BIORETENTION BASIN B TYPICAL SECTION
NO SCALE

* INCLUDED IN THE ITEM BIORETENTION BASIN B

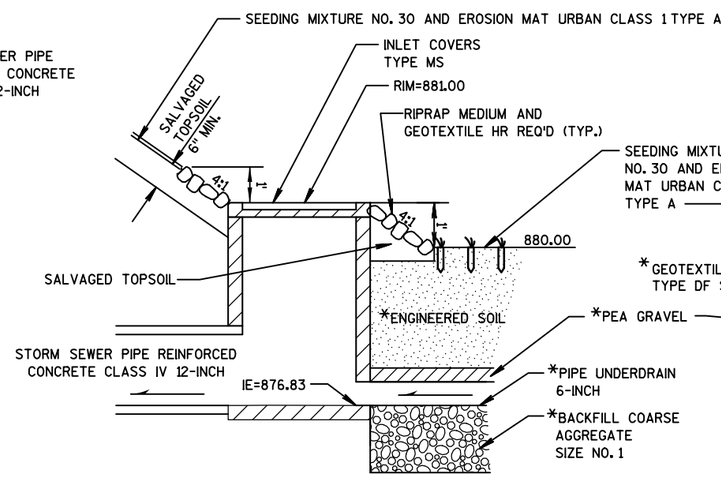
FOR INFORMATION ONLY

GEOTEXTILE TYPE DF SCHEDULE B	= 155 SY
ENGINEERED SOIL	= 451 CY
BACKFILL COARSE AGGREGATE SIZE NO. 1	= 441 CY
PEA GRAVEL	= 107 CY
PIPE UNDERDRAIN 6-INCH	= 349 LF
VERTICAL CLEAN-OUT 6-INCH	= 4 LF
PIPE CAP	= 2 EACH

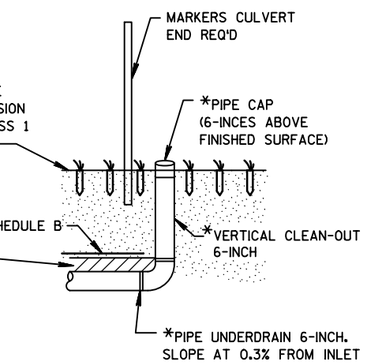


1150-A
NO SCALE

BIORETENTION BASIN B



SECTION B-B
NO SCALE



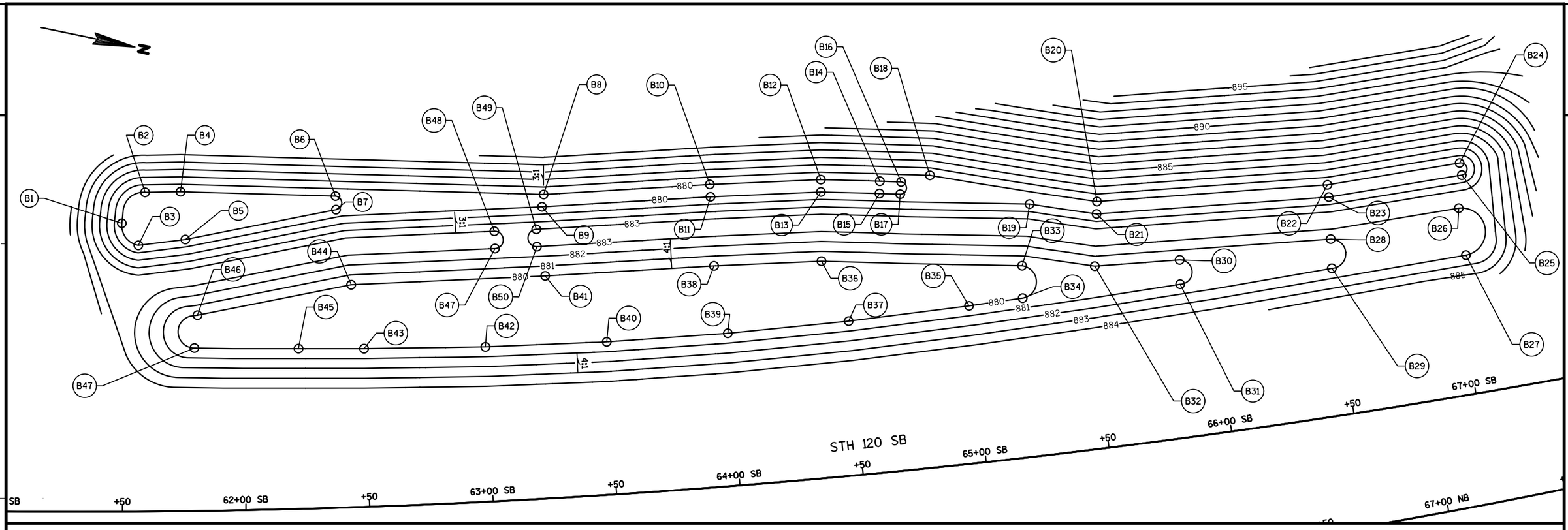
VERTICAL CLEAN-OUT PORT DETAIL

NOTES:

1. EXTEND EROSION MAT URBAN CLASS 1 TYPE A UP SLOPE 1-FOOT FROM BOTTOM OF BASIN.

BIORETENTION BASIN WATER SURFACE ELEVATION INFORMATION				
STORM EVENT	2-YEAR	10-YEAR	25-YEAR	100-YEAR
ELEVATION	880.9	881.4	881.7	882.2

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	BIORETENTION BASIN B CONSTRUCTION DETAIL	SHEET 20	E



BASIN LAYOUT COORDINATES

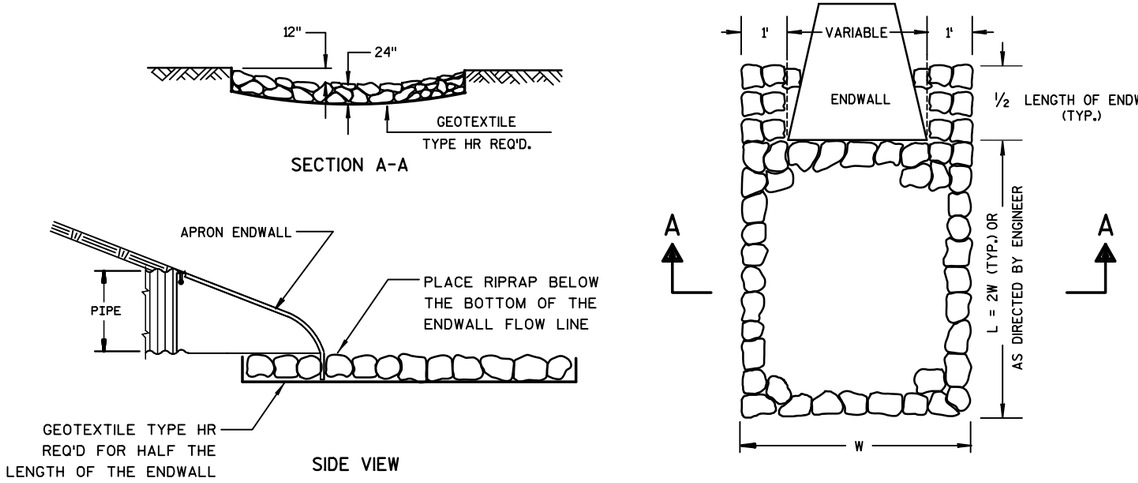
POINT	NORTHING	EASTING
B1	343,207.31	796,203.83
B2	343,222.55	796,200.15
B3	343,206.80	796,214.97
B4	343,233.76	796,209.06
B5	343,222.96	796,225.21
B6	343,281.00	796,250.22
B7	343,277.69	796,254.62
B8	343,346.42	796,303.24
B9	343,342.74	796,306.66
B10	343,400.86	796,342.81
B11	343,397.88	796,346.82
B12	343,436.75	796,369.81
B13	343,433.61	796,373.70
B14	343,454.78	796,385.49
B15	343,451.49	796,389.25
B16	343,461.24	796,391.16
B17	343,457.78	796,394.78
B18	343,471.90	796,396.54
B19	343,495.65	796,431.14
B20	343,517.34	796,447.64
B21	343,514.01	796,451.41
B22	343,593.57	796,501.63
B23	343,590.86	796,505.84
B24	343,640.44	796,528.77
B25	343,637.99	796,533.13

BASIN LAYOUT COORDINATES

POINT	NORTHING	EASTING
B26	343,628.53	796,542.67
B27	343,618.72	796,559.16
B28	343,580.64	796,519.43
B29	343,573.45	796,528.86
B30	343,528.14	796,487.11
B31	343,522.03	796,494.83
B32	343,500.04	796,467.25
B33	343,477.43	796,448.45
B34	343,469.28	796,458.69
B35	343,450.57	796,447.32
B36	343,415.98	796,395.48
B37	343,409.04	796,421.16
B38	343,381.22	796,369.33
B39	343,368.21	796,393.91
B40	343,328.20	796,365.48
B41	343,325.95	796,329.07
B42	343,289.05	796,335.87
B43	343,250.71	796,305.24
B44	343,263.11	796,281.97
B45	343,230.25	796,288.39
B46	343,207.31	796,251.99
B47	343,317.32	796,307.61
B48	343,321.55	796,302.03
B49	343,335.15	796,312.22
B50	343,330.90	796,317.78

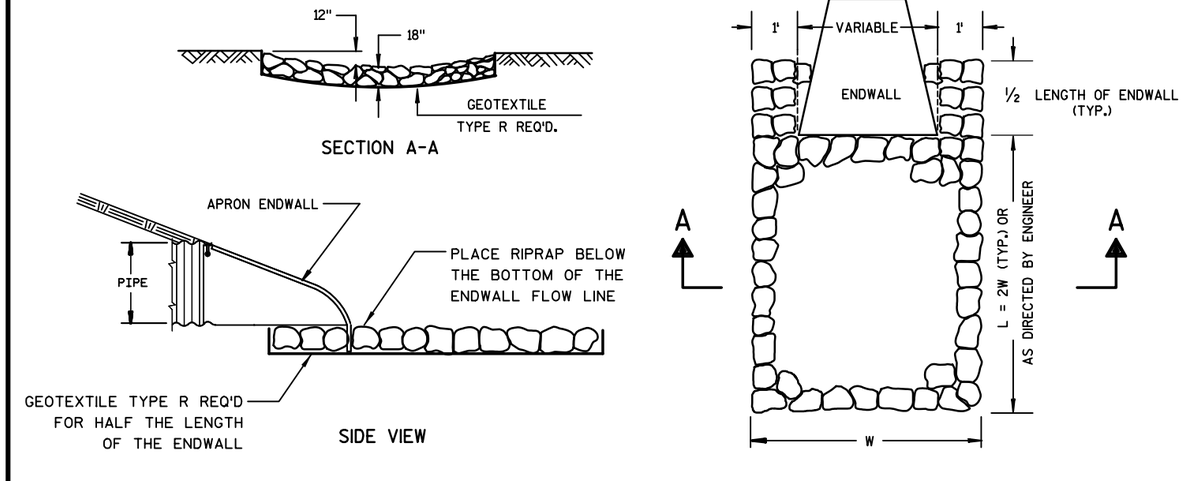
*PIPE CAP
(6-INCES ABOVE
FINISHED SURFACE)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	BIORETENTION BASIN B LAYOUT COORDINATES	SHEET 21	E



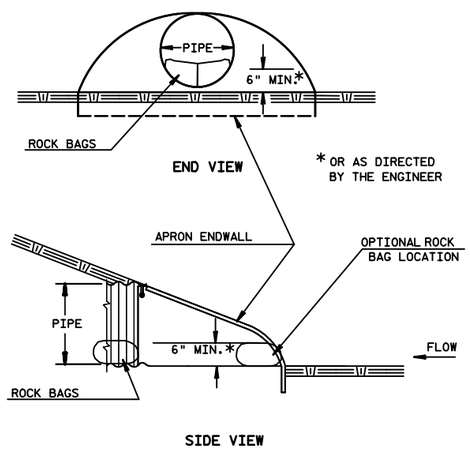
RIPRAP MEDIUM TREATMENT AT CULVERTS

SEE EROSION CONTROL AND MISCELLANEOUS
QUANTITY SHEETS FOR LOCATIONS



RIPRAP LIGHT TREATMENT AT CULVERTS

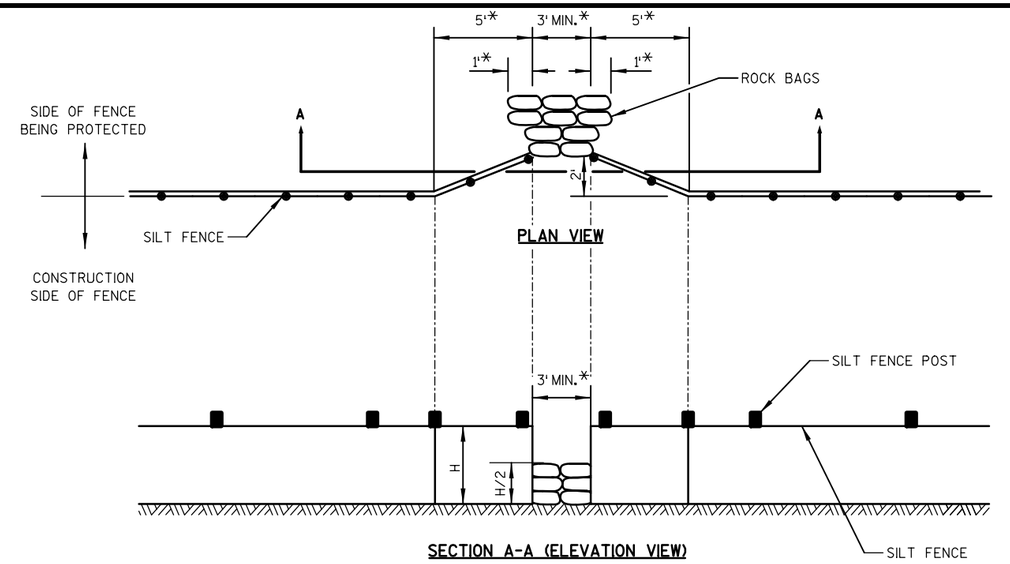
SEE EROSION CONTROL AND MISCELLANEOUS
QUANTITY SHEETS FOR LOCATIONS



ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19

CULVERT PIPE CHECKS

SEE EROSION CONTROL AND MISCELLANEOUS
QUANTITY SHEETS FOR LOCATIONS



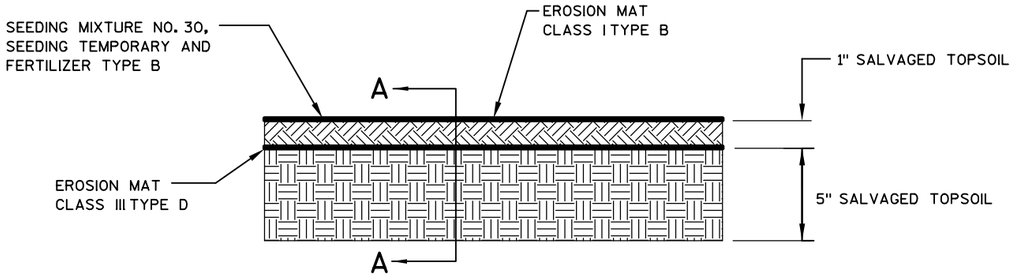
NOTE:

* = DIMENSIONS MAY BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY ENGINEER

H = HEIGHT OF SILT FENCE

SILT FENCE DRAINAGE RELIEF DETAIL

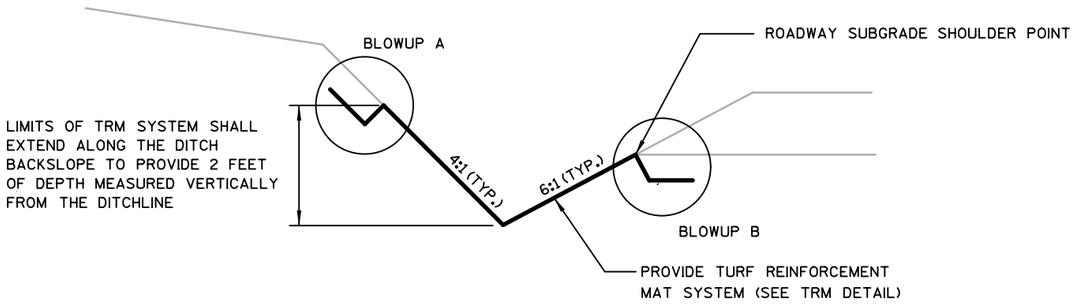
SEE EROSION CONTROL SHEETS FOR LOCATIONS



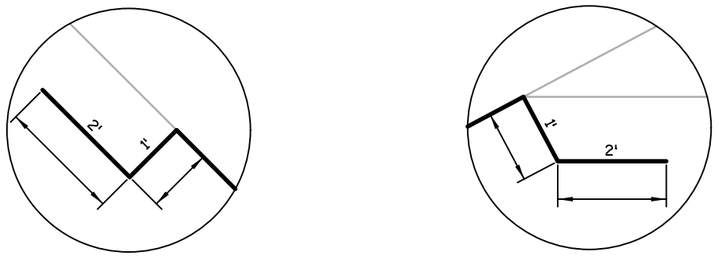
NO SCALE

TURF REINFORCEMENT MAT (TRM) SYSTEM

CROSS SECTION VIEW



TRM PLACEMENT LIMITS



BLOWUP A BLOWUP B

NO SCALE

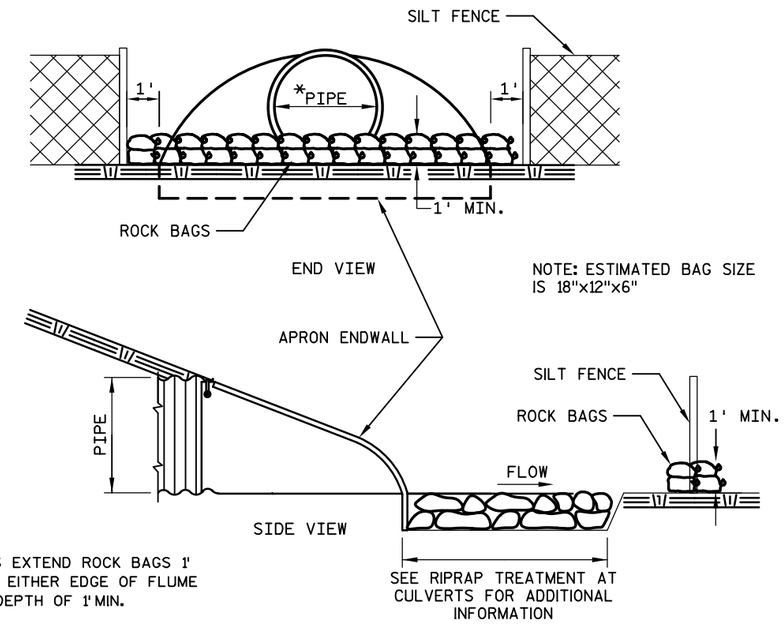
TURF REINFORCEMENT MAT (TRM) SYSTEM

SEE EROSION CONTROL AND MISCELLANEOUS QUANTITY SHEETS FOR LOCATIONS

RUNOFF COEFFICIENT TABLE

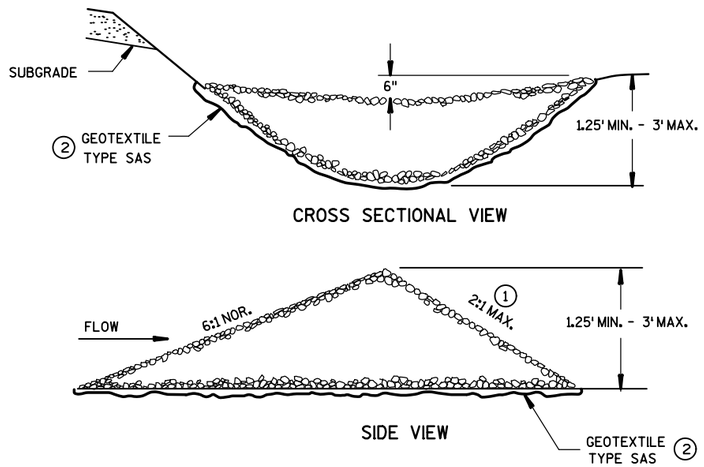
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 55.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 29.1 ACRES



*FOR FLUMES EXTEND ROCK BAGS 1' MIN. BEYOND EITHER EDGE OF FLUME AND TO A DEPTH OF 1' MIN.

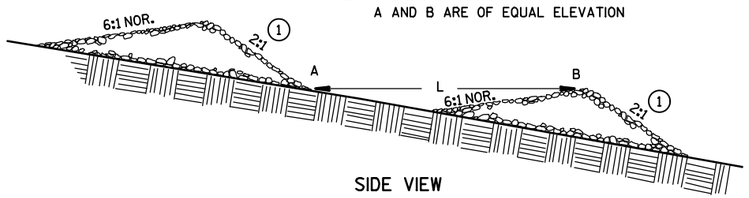
ROCK BAGS FOR CULVERT AND FLUME OUTFALLS WITH SILT FENCE



CROSS SECTIONAL VIEW

SIDE VIEW

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



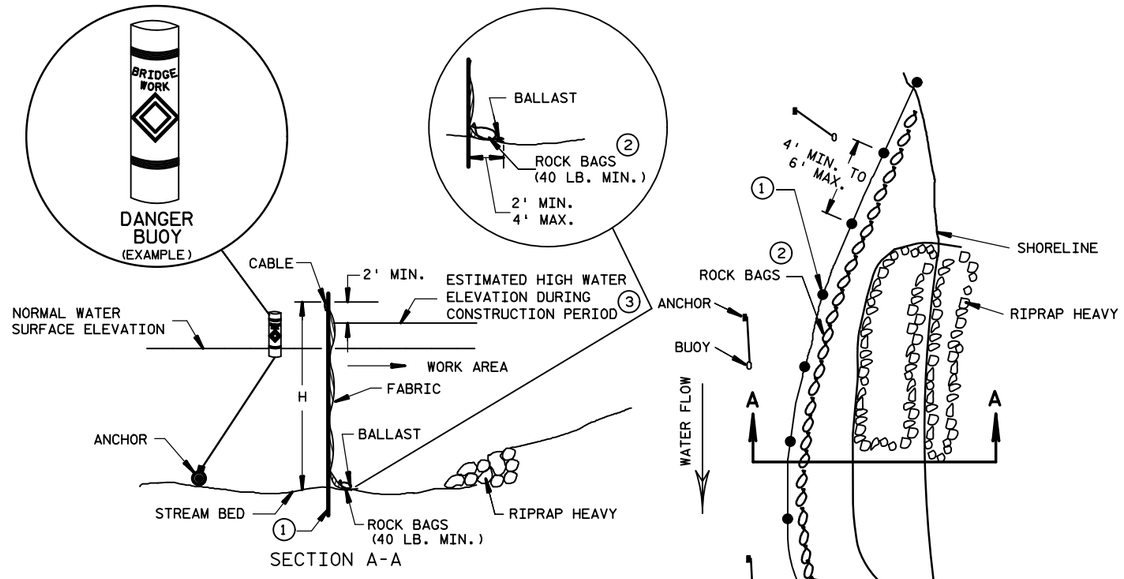
SIDE VIEW

(1) 6:1 MAX. SLOPE IF PERMANENT INSTALLATION

(2) FOR PERMANENT INSTALLATION LOCATED IN AREAS OF TURF MAT REINFORCEMENT SYSTEM MAINTAIN EROSION MAT CLASS III TYPE D THROUGH DITCH CHECK

STONE OR ROCK DITCH CHECKS

SEE EROSION CONTROL AND MISCELLANEOUS QUANTITY SHEETS FOR LOCATIONS



SECTION A-A

PLAN VIEW

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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEER'S DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

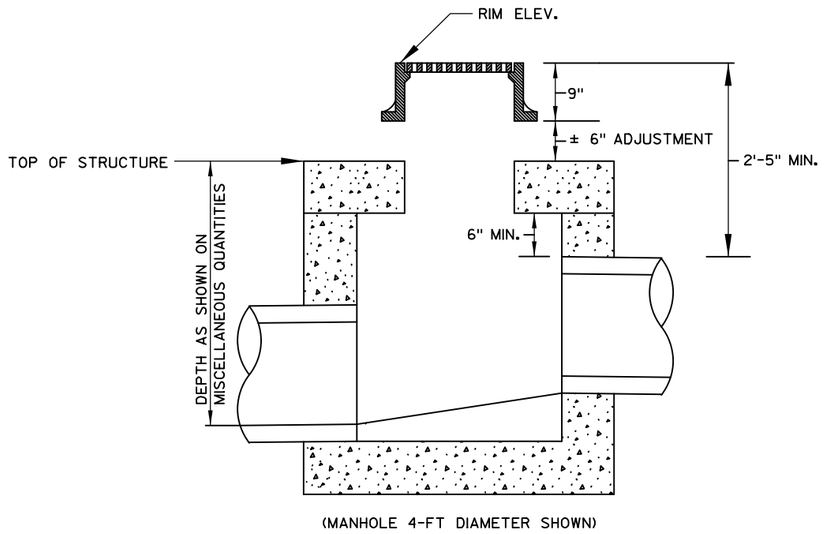
(1) DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

(2) INSTALL A CONTINUOUS LINE OF ROCK BAGS TO ANCHOR THE BARRIER TO THE STREAM BED.

(3) ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2 FEET GREATER THAN EITHER THE Q2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WHICHEVER IS GREATER.

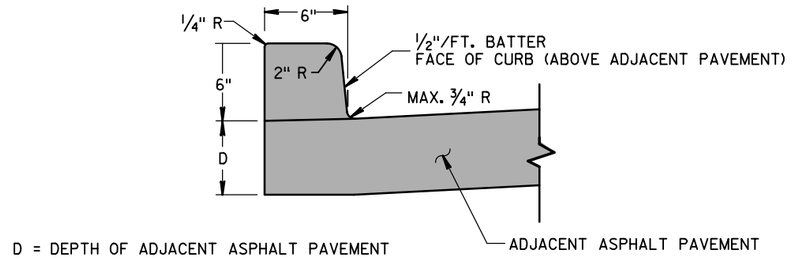
ENHANCED TURBIDITY BARRIER DETAIL

COMO CREEK BRIDGE



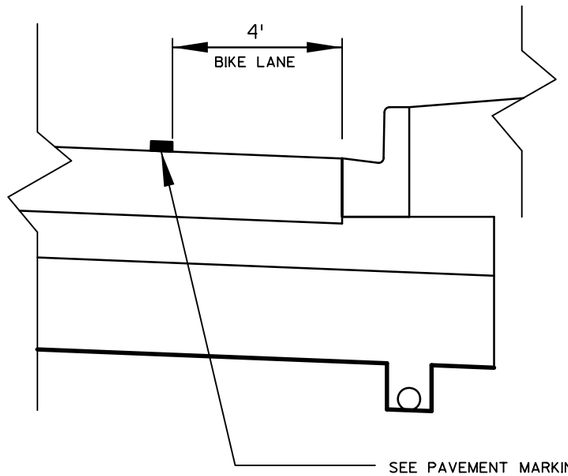
(MANHOLE 4-FT DIAMETER SHOWN)

DETAIL FOR COMPUTING MANHOLE ELEVATIONS



D = DEPTH OF ADJACENT ASPHALT PAVEMENT

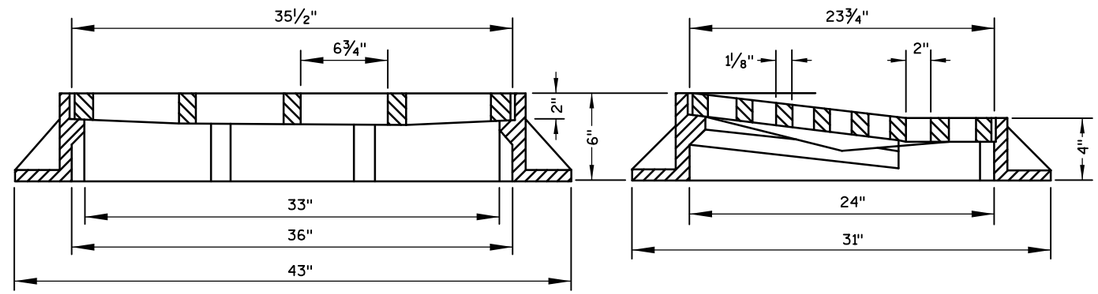
ASPHALTIC CURB DETAIL



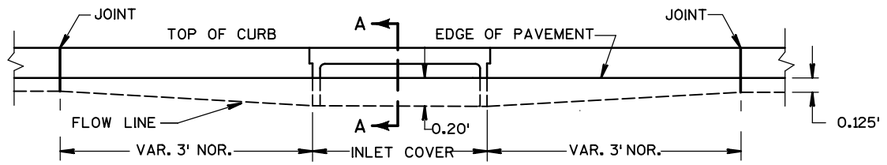
NOTE: SEE PAVEMENT MARKING SHEETS FOR ADDITIONAL INFORMATION.
SEE S.D.D "PAVEMENT MARKING FOR BIKE LANES" FOR ADDITIONAL INFORMATION.

BIKE LANE PAVEMENT MARKING LOCATION

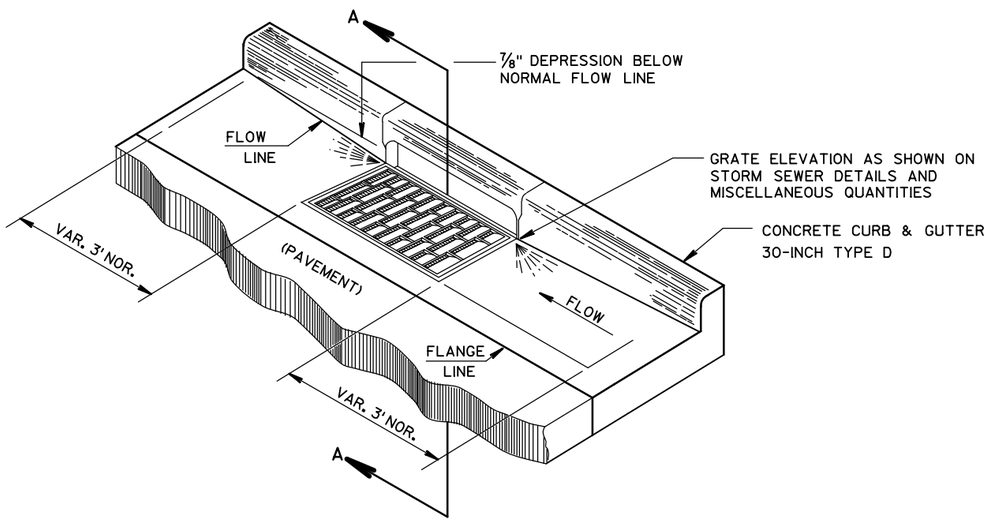
TOTAL WEIGHT APPROXIMATELY 420 POUNDS

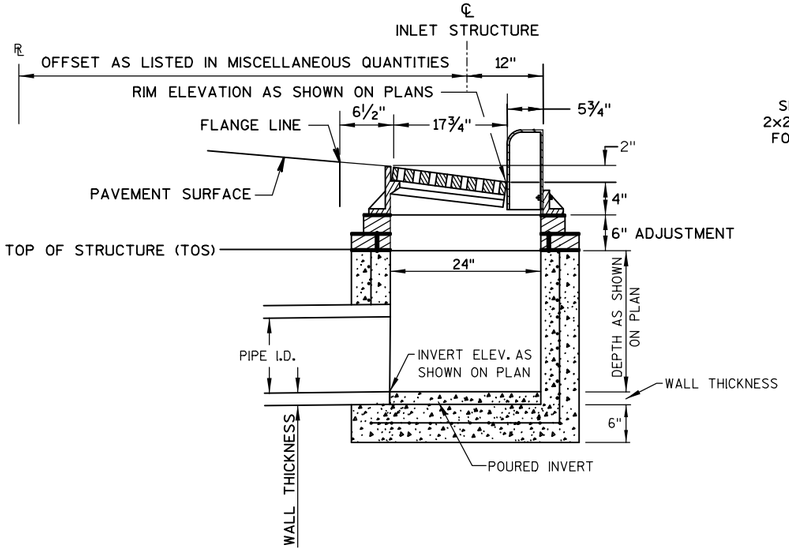


INLET COVERS TYPE DW



ELEVATION

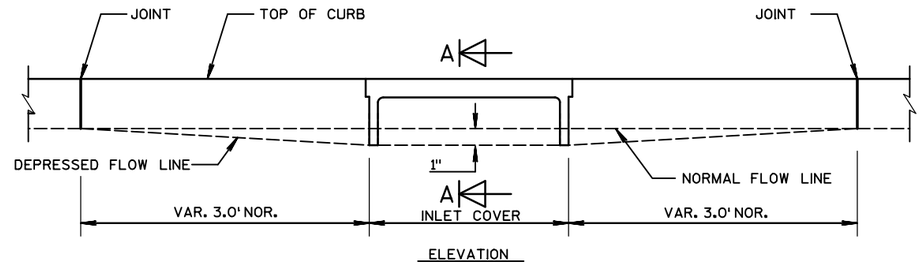




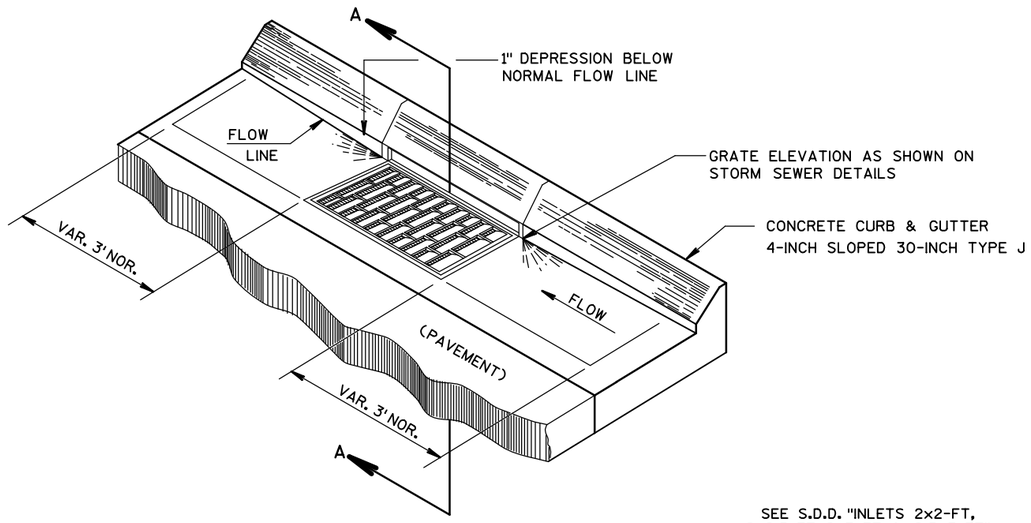
SEE S.D.D. "INLETS 2x2-FT, 2x2.5-FT, 2x3-FT, & 2.5x3-FT" FOR ADDITIONAL INFORMATION

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

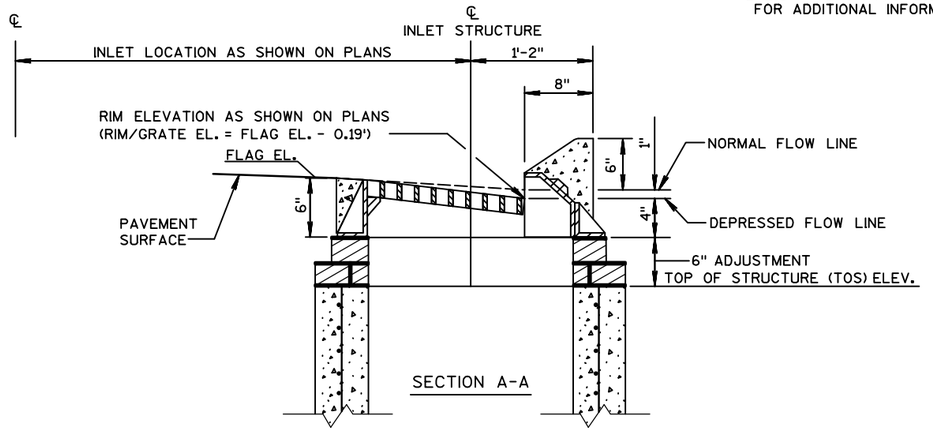
DETAIL OF CONCRETE CURB AND GUTTER 30-INCH TYPE D AT INLETS



ELEVATION

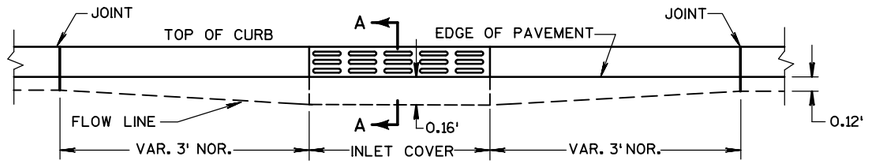


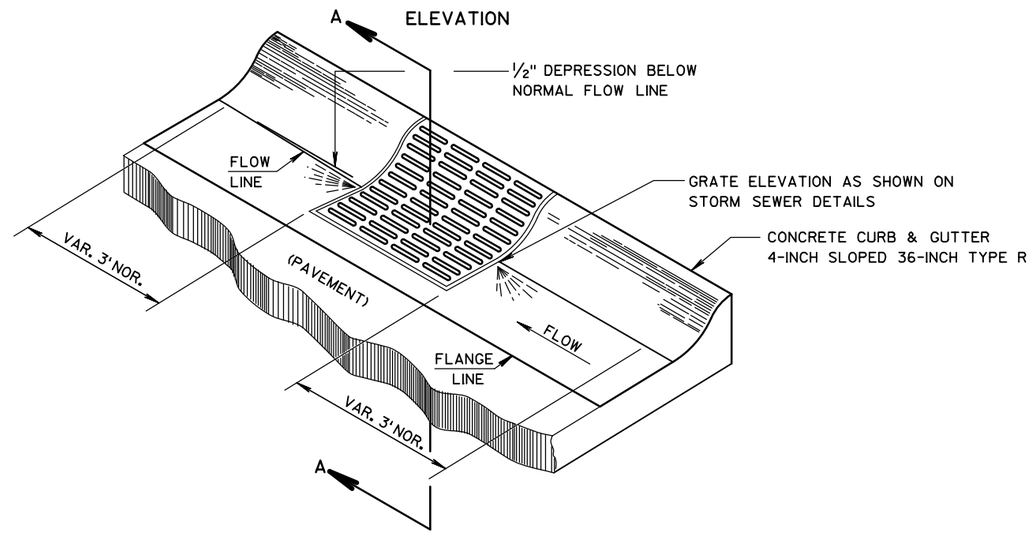
SEE S.D.D. "INLETS 2x2-FT, 2x2.5-FT, 2x3-FT, & 2.5x3-FT" FOR ADDITIONAL INFORMATION



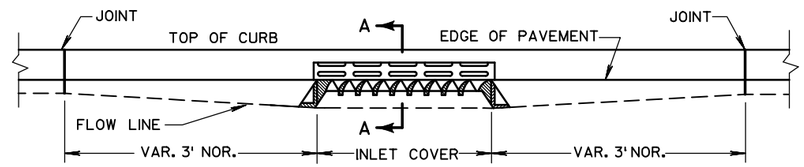
(INLETS 2X3-FT - HM-GJ SHOWN)

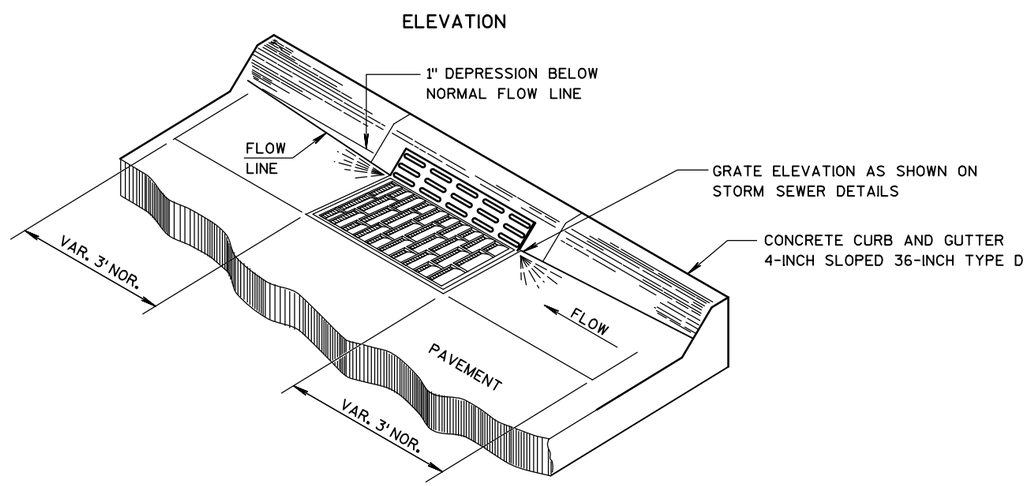
DETAIL OF CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE J AT INLETS





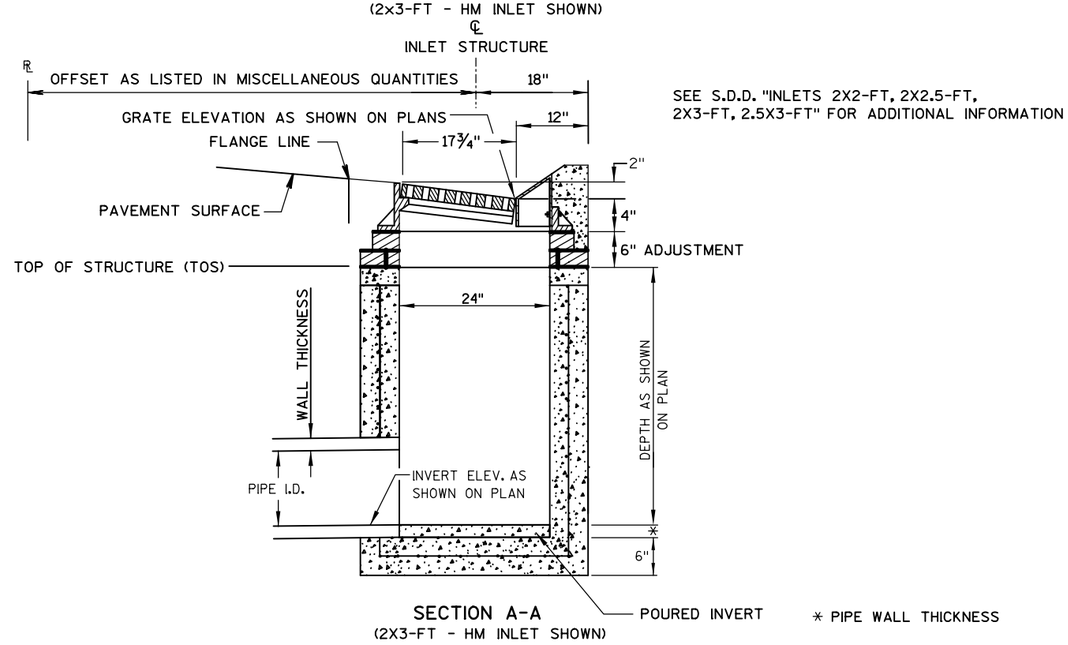
DETAIL OF CONCRETE CURB AND GUTTER 36-INCH TYPE R AT INLETS



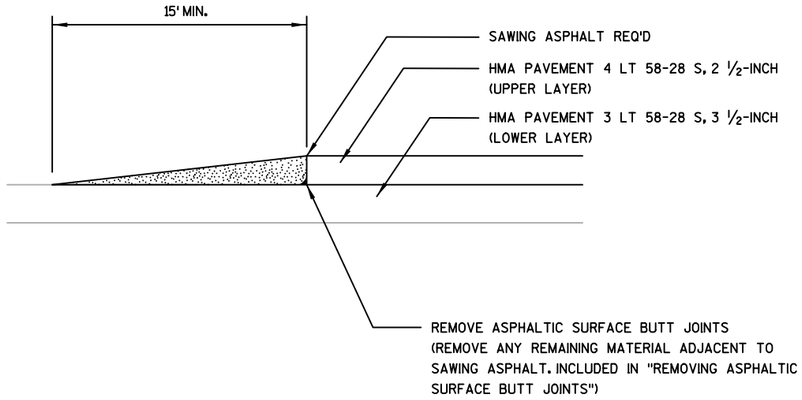


DETAIL OF CURB AND GUTTER AT INLETS

(2x3-FT - HM INLET SHOWN)

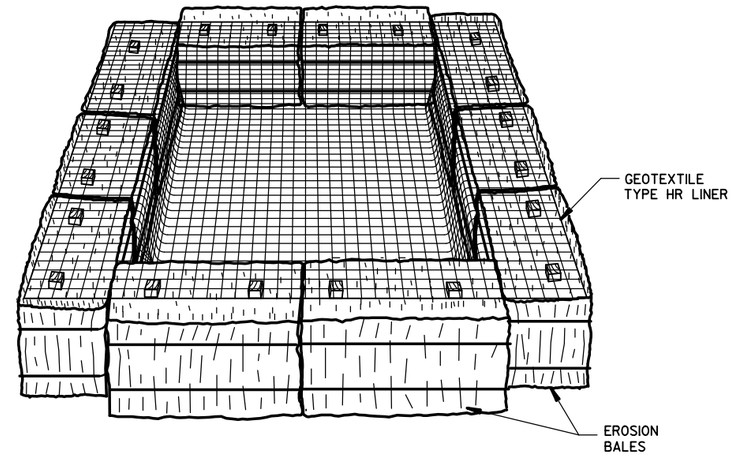


CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D AT INLETS



BUTT JOINT DETAIL FOR BEGIN AND END UPPER LAYER

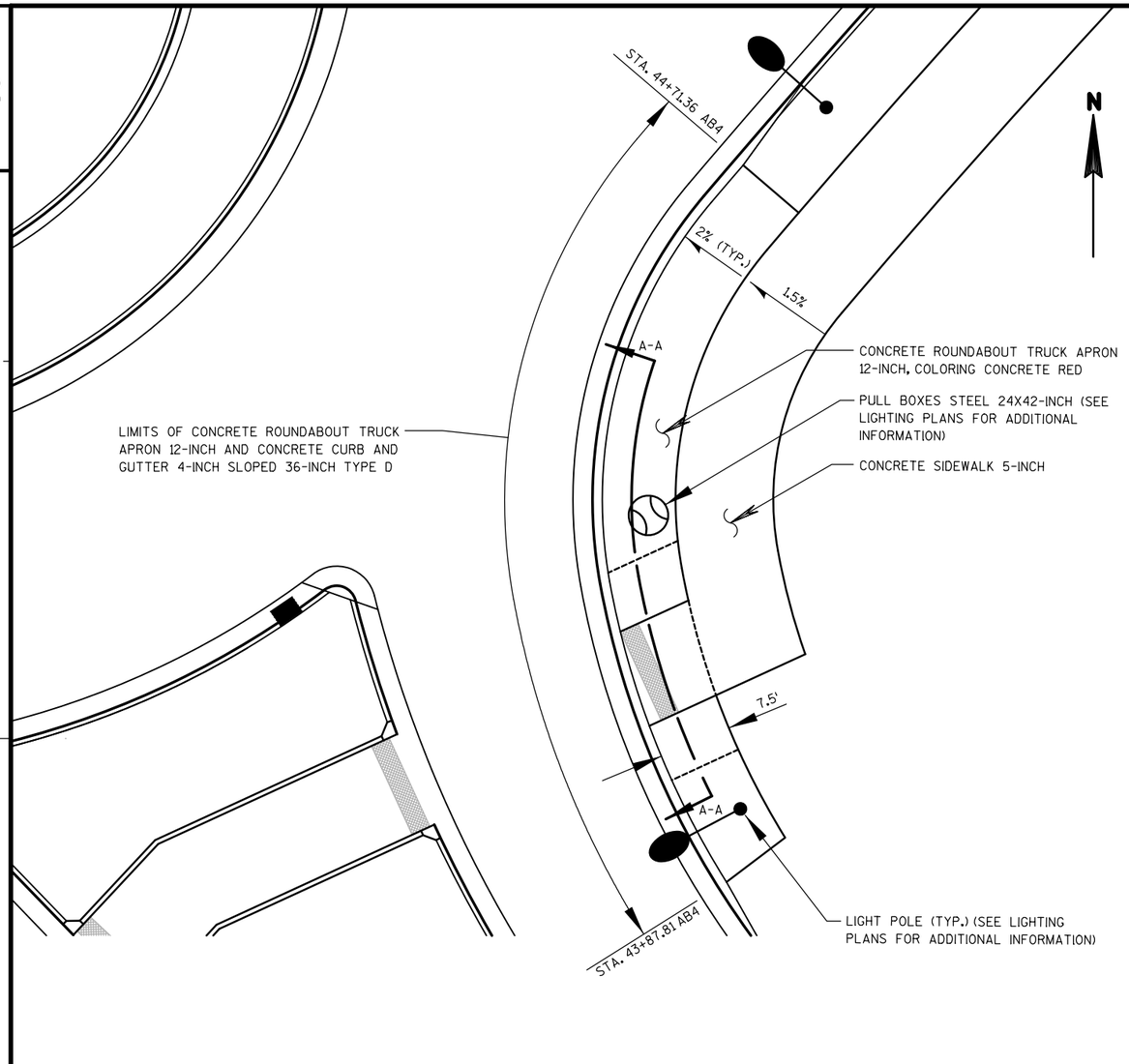
USH 12 RAMP TERMINAL INTERSECTIONS
- PLACED IN STAGE 2B -
- REMOVED IN STAGE 4 -



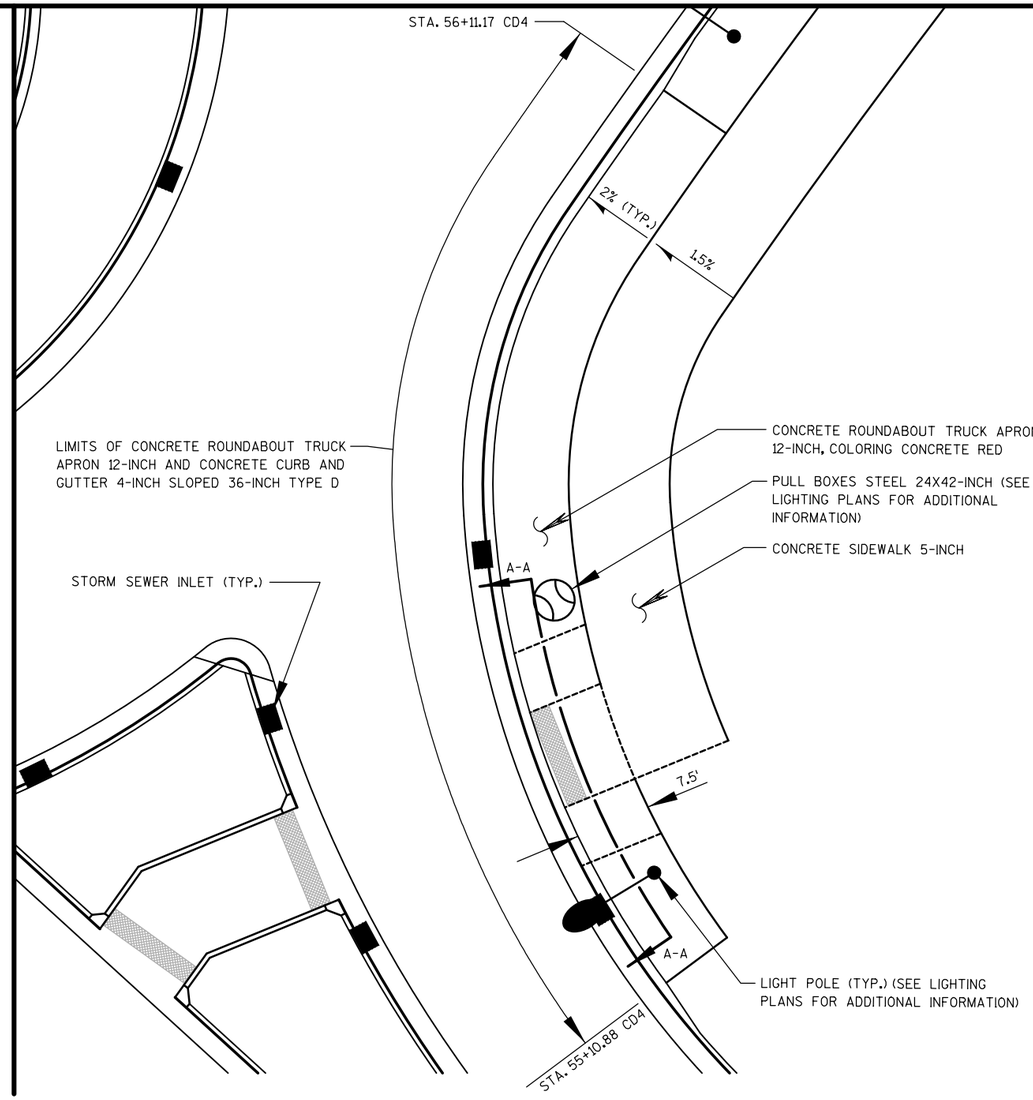
TEMPORARY SEDIMENT BASIN

(SIZE TO BE DETERMINED IN FIELD)
(GEOTEXTILE/SEDIMENT BAG REQ'D; NOT SHOWN)

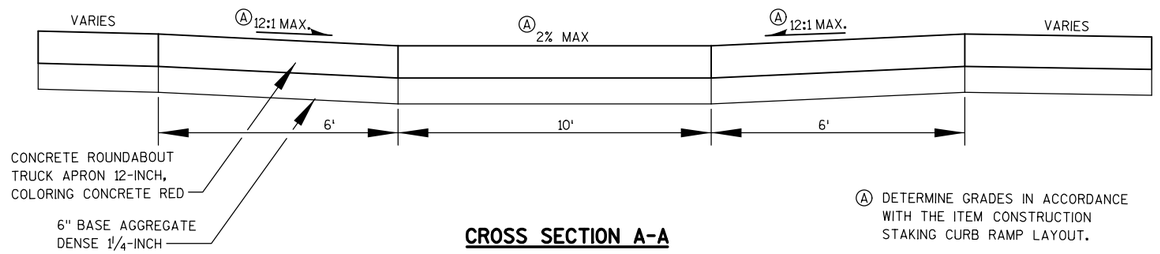
2



TERRACE TRUCK APRON - B RAMP



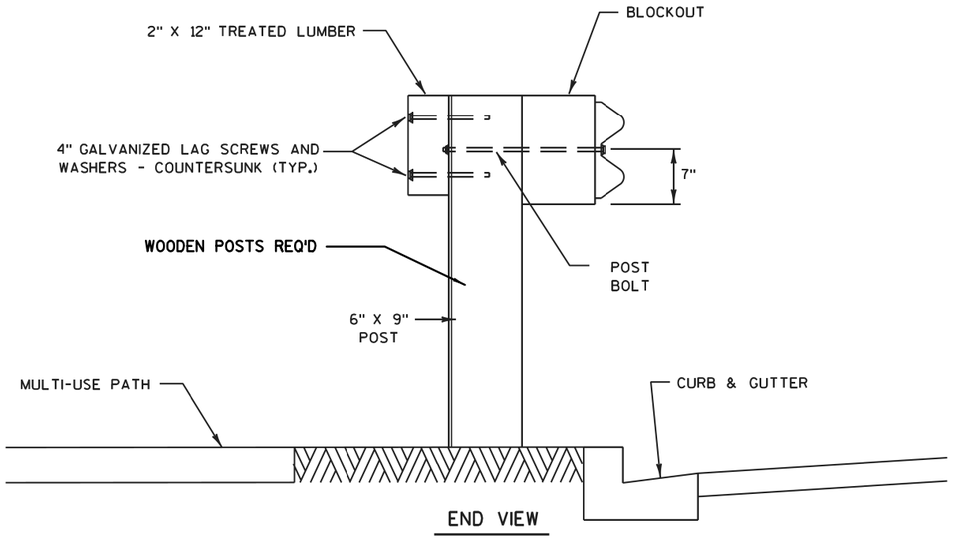
TERRACE TRUCK APRON - C RAMP



CROSS SECTION A-A

Ⓐ DETERMINE GRADES IN ACCORDANCE WITH THE ITEM CONSTRUCTION STAKING CURB RAMP LAYOUT.

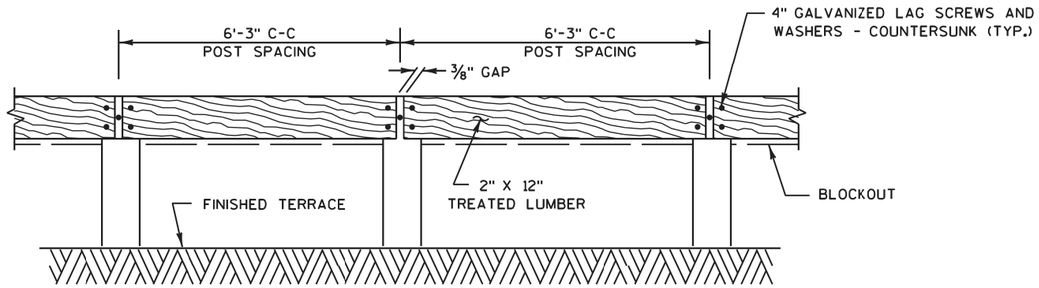
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION DETAILS	SHEET 29	E



END VIEW

NOTES:

SEE SDD "MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL" FOR DETAILS NOT SHOWN



REAR VIEW

TREATED TIMBER RUB RAIL

MGS GUARDRAIL ADJACENT TO SIDEWALK OR MULTIUSE PATH

DESIGN SPEED = 60 M.P.H., R = 3,370'/3,358'

STATION	LEFT	RIGHT	DESCRIPTION
STH 120 SB	(e=4.1%, T=244, L=164)		
58+84.91	-2.0	N/A	NORMAL CROWN
61+28.91	-4.1	N/A	FULL SUPER
73+90.14	-4.1	N/A	FULL SUPER
76+34.14	-2.0	N/A	NORMAL CROWN

DESIGN SPEED = 60 M.P.H., R = 2,550'

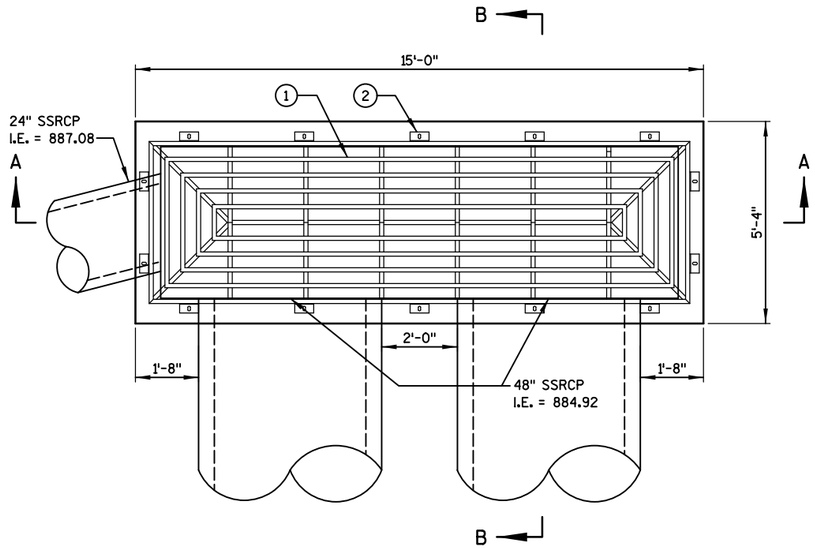
STATION	LEFT	RIGHT	DESCRIPTION
STH 120 NB	(e=4.8%, T=272, L=192)		
57+81.34	N/A	-2.0	NORMAL CROWN
58+61.34	N/A	0.0	0% SUPER
59+41.34	N/A	2.0	REVERSE SUPER
60+53.34	N/A	4.8	FULL SUPER
72+94.27	N/A	4.8	FULL SUPER
74+06.27	N/A	2.0	REVERSE SUPER
74+86.27	N/A	0.0	0% SUPER
75+66.27	N/A	-2.0	NORMAL CROWN

DESIGN SPEED = 60 M.P.H., R = 2,291.83'

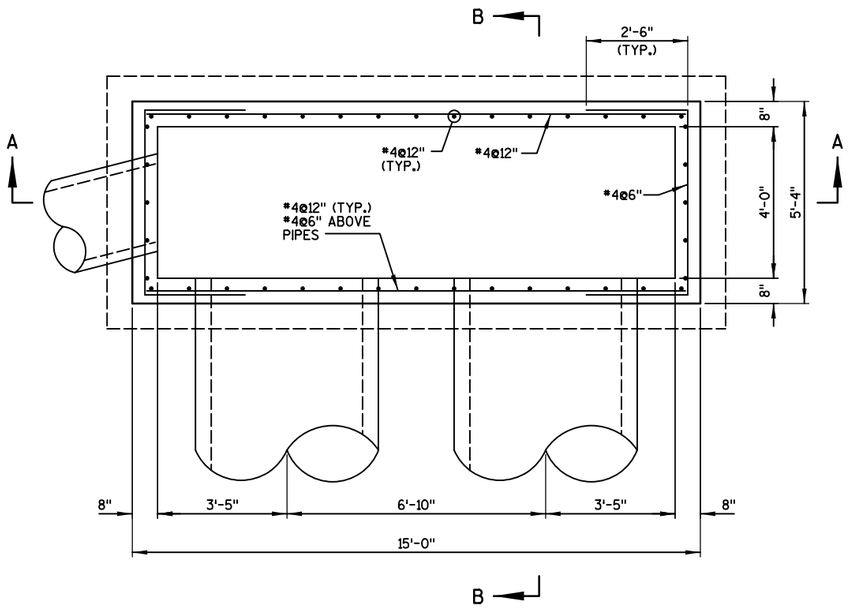
STATION	LEFT	RIGHT	DESCRIPTION
STH 120 NB	(e=5.1%, T=189, L=136)		
146+38.03	-2.0	-2.0	NORMAL CROWN
146+91.03	-2.0	0.0	0% SUPER
147+44.03	-2.0	2.0	REVERSE SUPER
148+27.03	-5.1	5.1	FULL SUPER
153+96.75	-5.1	5.1	*FULL SUPER
154+64.25	-2.0	2.0	*REVERSE SUPER
155+17.25	-2.0	0.0	*0% SUPER
155+42.25	-2.0	-1.0	*1% FOR COMO CREEK BRIDGE
155+96.75	-2.0	-1.0	*1% FOR COMO CREEK BRIDGE
156+50	-2.0	-2.0	*NORMAL CROWN

*TRANSITION RATES WERE ADJUSTED TO A 55 MPH DESIGN SPEED AND THE START AND END OF THE TRANSITIONS ADJUSTED TO PROVIDE AND HOLD A 1% CROSS SLOPE FOR THE NB LANE OVER THE COMO CREEK BRIDGE.

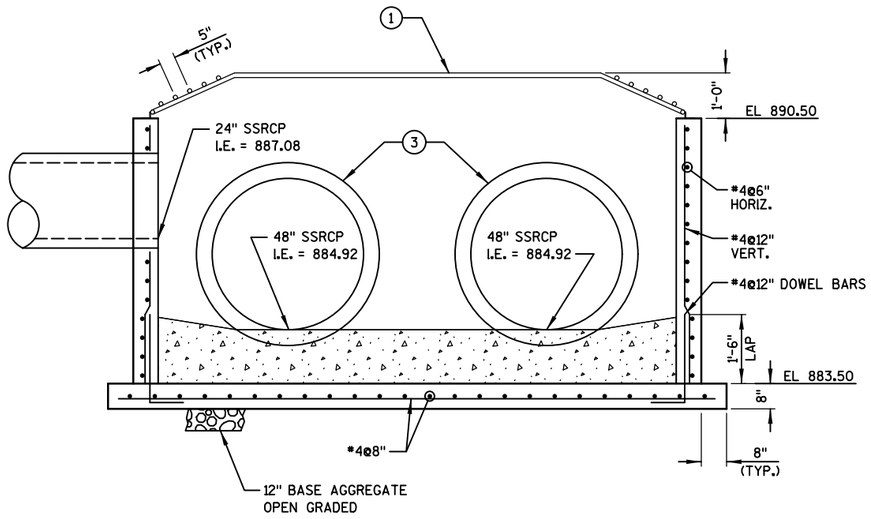
SEE PLAN DETAIL SHEETS FOR ADDITIONAL CROSS SLOPE AND TRANSITION INFORMATION.



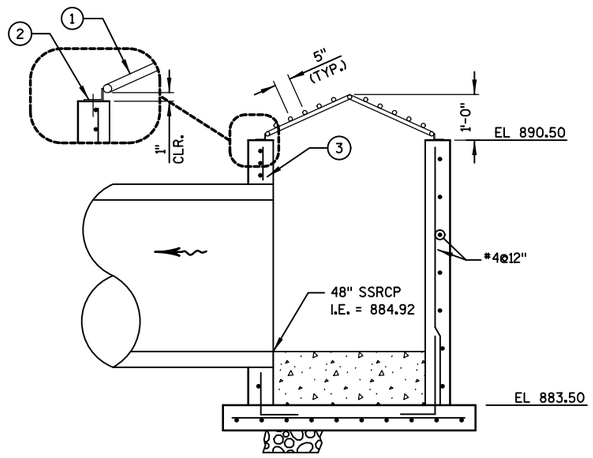
TOP PLAN



LOWER PLAN



SECTION A-A



SECTION B-B
INLET 103A

GENERAL NOTES

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

SSRCP = STORM SEWER REINFORCED CONCRETE PIPE

ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT FOR STORM SEWER PIPES AND PYRAMIDAL INLET GRATE 5 X 15, ARE INCLUDED IN THE BID ITEM "INLET 103A."

REFER TO STORM SEWER PLANS FOR PIPE SIZES, INVERT ELEVATIONS AND STATION/OFFSET TO CENTER OF STRUCTURE.

KEYNOTES

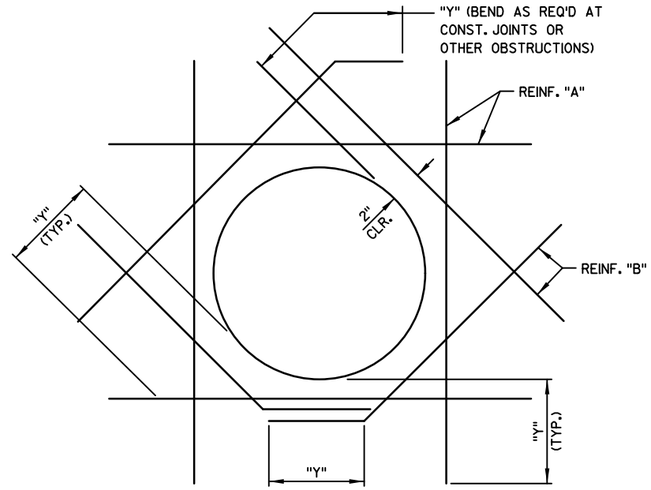
(1) PYRAMIDAL INLET GRATE 5 X 15 CONSTRUCTED OF 1" SCHEDULE 40 PIPE. PROVIDE FULLY-WELDED CONSTRUCTION AND HOT-DIP GALVANIZE AFTER FABRICATION.

(2) CLIP ANGLE 3"X2"X1/4" (SHORT LEG VERTICAL) X6" LONG WITH 5/8" X 1 1/2" SLOTTED HOLES FOR 1/2" DIA. STAINLESS STEEL ADHESIVE ANCHOR. PROVIDE MIN. 4" EDGE DISTANCE AND 4" EMBED FOR ADHESIVE ANCHOR. SPACE MAX. 3'-0" O.C. CLIP ANGLE AND ADHESIVE ANCHORS ARE INCLUDED IN THE BID ITEM "PYRAMIDAL INLET GRATE 5 X 15."

(3) PROVIDE ADDITIONAL REINFORCING AT OPENING PER DETAIL BELOW (TYP. ALL OPENINGS).

DESIGN DATA

CONCRETE MASONRY: f'c = 4000 PSI
STEEL REINFORCING: Fy = 60 KSI



ADDITIONAL REINFORCEMENT AT CONCRETE OPENINGS

NOTES

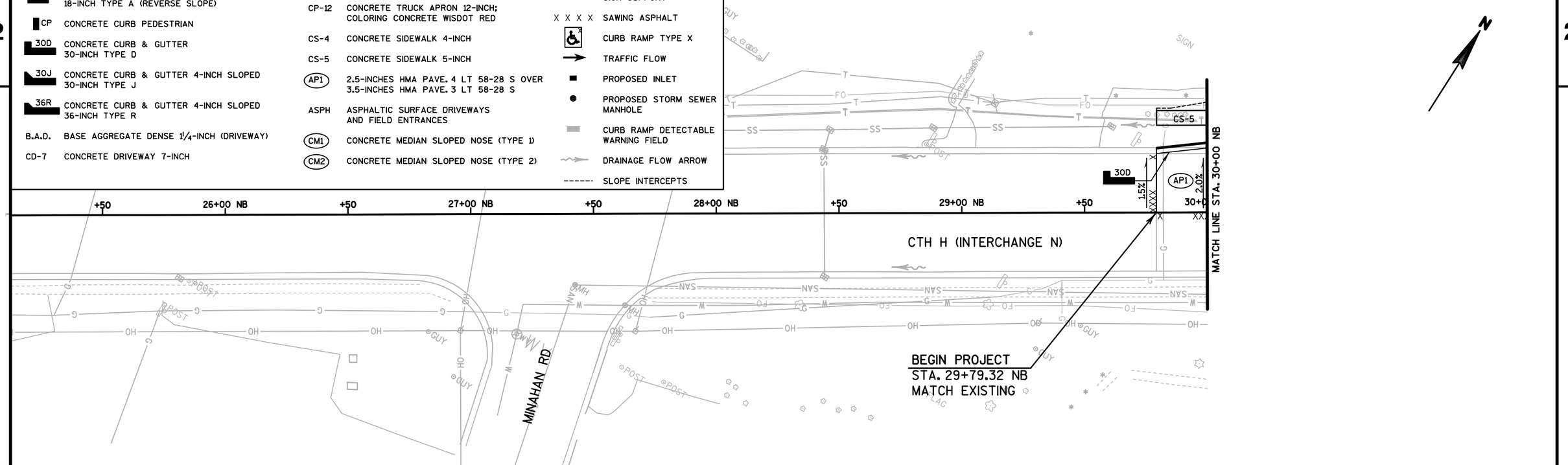
1. MOVE REINF. MAX. OF 2" TO CLEAR OPENING TO AVOID CUTTING REINF. CUT REMAINING BARS THAT PASS THROUGH OPENING.
2. WHERE REINF. MUST BE CUT, ADD REINF. "A" AT LEAST EQUAL IN AREA TO THAT WHICH WAS CUT AND EXTEND BEYOND OPENING DISTANCE "Y".
3. DIAGONAL BARS "B" TO BE PLACED:
   A. AT EACH FACE OF WALL WHERE TWO LAYERS OF REINF. ARE PROVIDED.
   B. AT TOP & BOTTOM OF ALL SLABS.
4. UNLESS OTHERWISE NOTED, SIZE OF REINF. "B" SHALL BE THE SIZE OF THE LARGEST REINF. BAR CUT.
5. Y = CLASS B LAP *5 BAR = 1'-10".
6. THIS DETAIL IS TO BE USED WHEN NO OTHER DETAIL IS SPECIFIED.

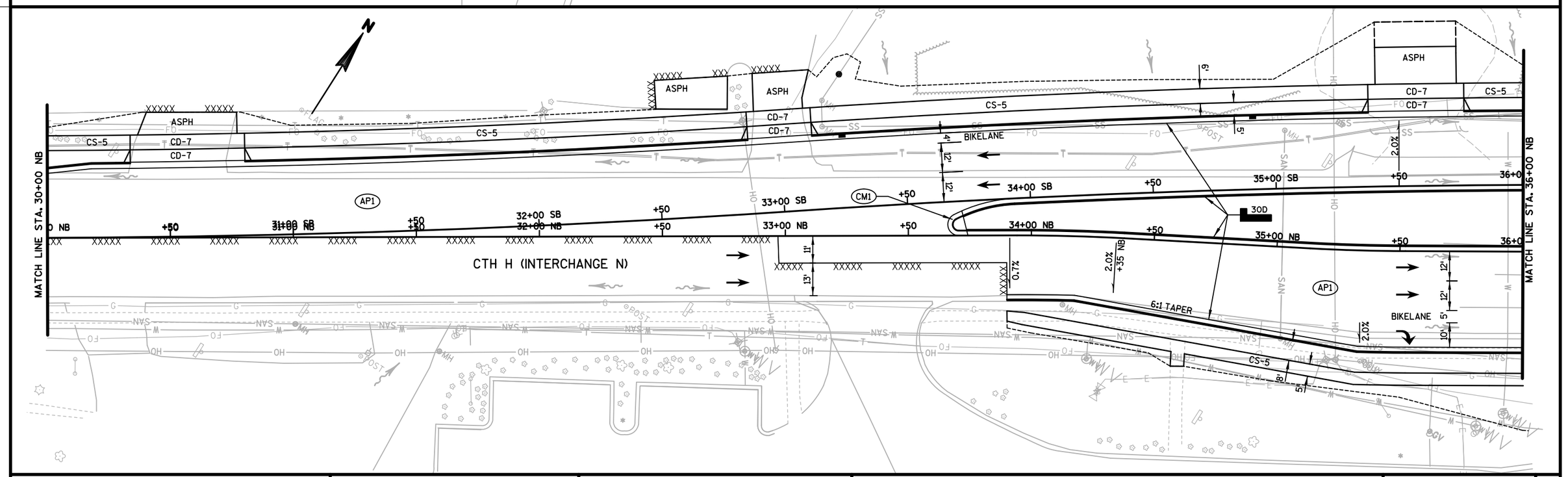
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION DETAILS - INLET 103A	SHEET 32	E

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS





PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

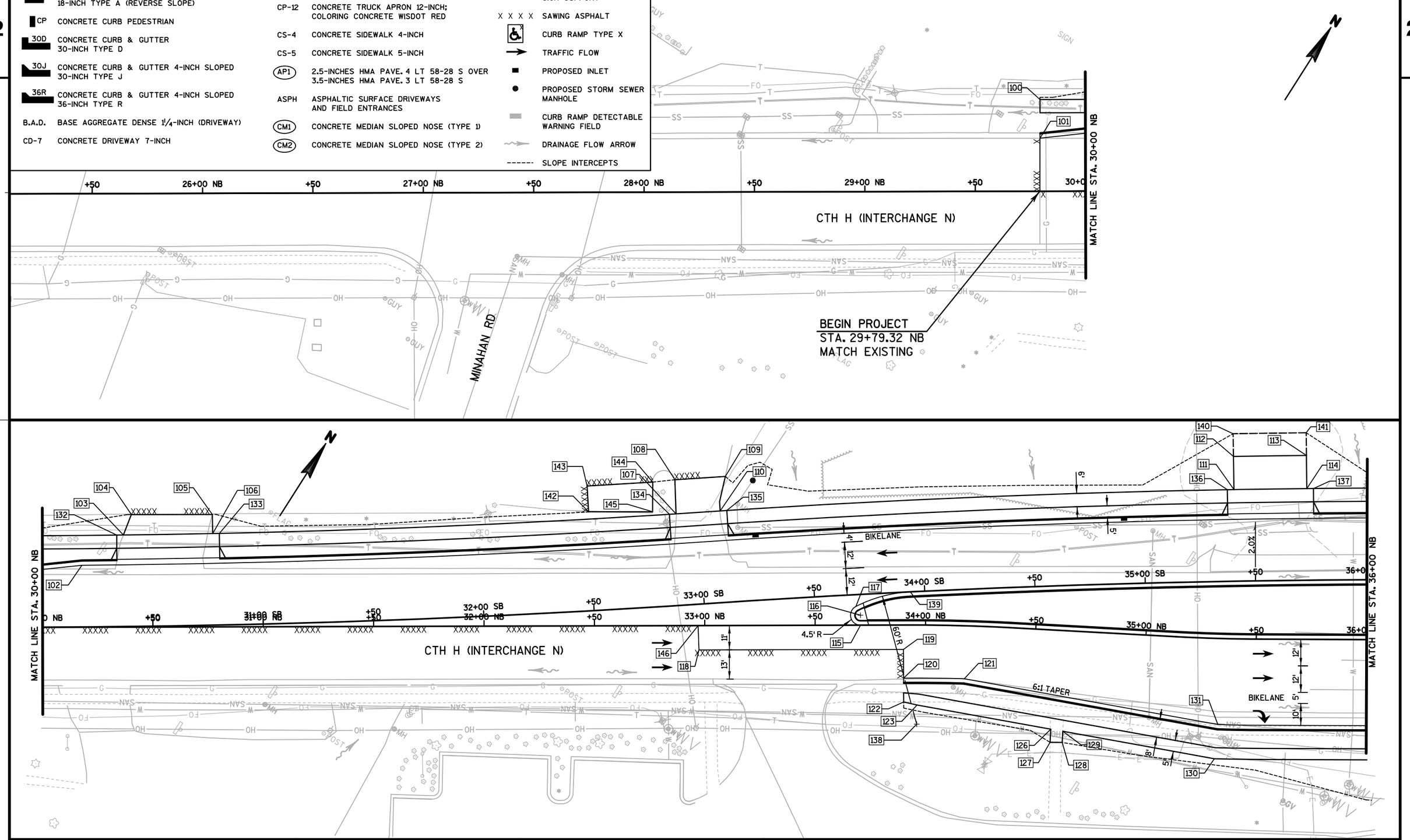
FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021201_a_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021201_b_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	ELEV.	Y	X	REMARKS
100	29+79.44	41.52 'LT	29+79.44	41.52 'LT	---	341,375.86	793,714.57	BOS; END SIDEWALK
101	29+79.39	24.05 'LT	29+79.39	24.05 'LT	---	341,361.11	793,723.94	MATCH EXIST.
102	30+17.94	28.07 'LT	30+18.08	28.00 'LT	---	341,385.25	793,754.25	BEGIN TAPER
103	30+36.74	41.70 'LT	30+37.12	41.50 'LT	---	341,406.87	793,762.74	BOS; DRIVEWAY OPENING
104	30+40.38	51.01 'LT	30+40.89	50.77 'LT	---	341,416.67	793,760.80	SAWCUT; MATCH EXIST.
105	30+77.04	50.93 'LT	30+77.94	50.18 'LT	---	341,436.34	793,791.74	SAWCUT; MATCH EXIST.
106	30+77.19	42.25 'LT	30+77.94	41.50 'LT	---	341,429.12	793,796.54	BOS; DRIVEWAY OPENING
107	32+87.09	50.66 'LT	32+89.87	41.50 'LT	---	341,549.24	793,968.87	BOS; DRIVEWAY OPENING
108	32+86.62	66.09 'LT	32+90.36	56.93 'LT	---	341,561.99	793,960.16	SAWCUT; MATCH EXIST.
109	33+09.47	67.56 'LT	33+13.26	56.95 'LT	---	341,575.54	793,978.63	SAWCUT; MATCH EXIST.
110	33+07.10	51.93 'LT	33+09.95	41.50 'LT	---	341,561.09	793,985.04	BOS; DRIVEWAY OPENING
111	35+38.41	67.58 'LT	35+40.93	41.50 'LT	---	341,694.09	794,176.32	BOS; DRIVEWAY OPENING
112	35+37.75	82.57 'LT	35+40.93	56.50 'LT	---	341,706.61	794,168.06	---
113	35+72.39	83.27 'LT	35+73.62	56.50 'LT	---	341,724.73	794,195.73	---
114	35+72.60	68.27 'LT	35+73.62	41.50 'LT	---	341,712.16	794,203.91	BOS; DRIVEWAY OPENING
115	33+70.55	0.00 'RT	33+70.17	13.95 'RT	896.97	341,551.50	794,066.47	BEGIN RADIUS
116	33+70.55	4.50 'LT	33+70.40	9.46 'RT	---	341,555.29	794,064.05	R = 4.5'
117	33+68.49	8.50 'LT	33+68.55	5.35 'RT	896.90	341,557.56	794,060.16	BEGIN/END RADIUS
118	32+97.32	11.00 'RT	32+96.21	20.68 'RT	---	341,502.80	794,010.70	SAWCUT; MATCH EXIST.
119	33+90.00	11.00 'RT	33+89.15	25.88 'RT	---	341,552.71	794,088.79	SAWCUT; MATCH EXIST.
120	33+90.00	24.01 'RT	33+88.54	38.88 'RT	---	341,541.74	794,095.79	MATCH EXIST.
121	34+18.25	24.00 'RT	34+16.22	40.43 'RT	---	341,556.25	794,119.15	BEGIN TAPER
122	33+90.00	34.79 'RT	33+88.03	49.64 'RT	---	341,532.66	794,101.60	BOS; END SIDEWALK
123	33+96.17	36.20 'RT	33+94.11	51.33 'RT	---	341,534.75	794,107.48	BOS
124	---	--- ---	---	--- ---	---	---	---	NOT USED
125	---	--- ---	---	--- ---	---	---	---	NOT USED
126	34+59.24	44.91 'RT	34+54.91	64.79 'RT	---	341,558.00	794,164.48	BOS
127	34+59.26	50.90 'RT	34+54.38	70.76 'RT	---	341,552.78	794,167.42	SAWCUT; MATCH EXIST.
128	34+64.75	50.64 'RT	34+59.96	70.99 'RT	---	341,555.70	794,172.08	SAWCUT; MATCH EXIST.
129	34+64.74	45.60 'RT	34+60.40	65.96 'RT	---	341,560.09	794,169.60	BOS
130	35+32.57	54.50 'RT	35+29.71	80.20 'RT	---	341,586.43	794,234.16	BOS
131	35+33.66	39.00 'RT	35+31.65	64.78 'RT	894.91	341,600.34	794,227.23	END TAPER
132	30+33.74	41.68 'LT	30+34.09	41.50 'LT	---	341,405.23	793,760.23	BOS; DRIVEWAY OPENING
133	30+80.19	42.31 'LT	30+80.96	41.50 'LT	---	341,430.78	793,799.04	BOS; DRIVEWAY OPENING
134	32+84.10	50.47 'LT	32+86.84	41.50 'LT	---	341,547.47	793,966.45	BOS; DRIVEWAY OPENING
135	33+10.10	52.12 'LT	33+12.92	41.50 'LT	---	341,562.86	793,987.47	BOS; DRIVEWAY OPENING
136	35+35.12	67.45 'LT	35+37.96	41.50 'LT	---	341,692.43	794,173.82	BOS; DRIVEWAY OPENING
137	35+75.60	68.32 'LT	35+76.60	41.50 'LT	---	341,713.79	794,206.42	BOS; DRIVEWAY OPENING
138	33+95.97	44.88 'RT	33+93.49	60.00 'RT	---	341,527.32	794,111.98	R = 60'
139	33+93.14	15.05 'LT	33+93.49	0.00 'LT	896.76	341,576.35	794,077.40	END RADIUS
140	35+37.28	92.85 'LT	35+40.93	66.79 'LT	---	341,715.19	794,162.39	MATCH EXIST.
141	35+72.24	93.56 'LT	35+73.62	66.79 'LT	---	341,733.36	794,190.12	MATCH EXIST.
142	32+47.46	51.70 'LT	32+50.00	44.84 'LT	---	341,528.78	793,934.92	SAWCUT; MATCH EXIST.
143	32+46.83	63.34 'LT	32+50.00	56.50 'LT	---	341,538.25	793,928.12	SAWCUT; MATCH EXIST.
144	32+76.59	65.04 'LT	32+80.17	56.50 'LT	---	341,555.71	793,952.28	SAWCUT; MATCH EXIST.
145	32+76.47	51.64 'LT	32+79.23	43.12 'LT	897.87	341,544.34	793,959.39	EDGE OF PARKING LOT
146	32+96.97	0.00 'RT	32+96.56	9.68 'RT	---	341,511.87	794,004.47	MATCH EXISTING

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
	OVERHEAD SIGN SUPPORT
X X X X	SAWING ASPHALT
	CURB RAMP TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELD
	DRAINAGE FLOW ARROW
	SLOPE INTERCEPTS

FENCE WOVEN WIRE (4-FOOT) REQ'D

STA. 36+07 NB TO STA. 39+62 NB
REMOVING FENCE REQ'D

STA. 37+98 SB TO STA. 40+01 SB
REMOVING GUARDRAIL REQ'D

CTH H (INTERCHANGE N)

MGS GUARDRAIL TERMINAL TYPE 2 REQ'D

MGS GUARDRAIL 3 REQ'D

STA 39+79.44 NB, 4' LT
(MGS EAT POST 1)

8:1 TAPER

MGS GUARDRAIL TERMINAL EAT REQ'D

CTH H (INTERCHANGE N)

S-64-608

STA. 39+61.32 NB, 32' RT
(MGS EAT POST 1)

STA. 37+95 NB TO STA. 39+74 NB
REMOVING GUARDRAIL REQ'D

MGS GUARDRAIL TERMINAL TYPE 2 REQ'D

MGS GUARDRAIL 3 REQ'D WITH TREATED TIMBER RUB RAIL (SEE CONSTRUCTION DETAIL)

STA. 38+11 NB TO STA. 38+97 NB
REMOVING FENCE REQ'D

STA. 38+10 NB TO STA. 38+97 NB
FENCE WOVEN WIRE (4-FOOT) REQ'D

BIKELANE

MATCH LINE STA. 36+00 NB

MATCH LINE STA. 42+00 NB

E. GENEVA SQUARE

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021202_a_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
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CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

CTH H (INTERCHANGE N)
E. GENEVA SQUARE
MATCH LINE STA. 36+00 NB
MATCH LINE STA. 42+00 NB
BIKELANE
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 283 AND 284
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 285 AND 286
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 200 AND 201
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 287 AND 399D
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 202 AND 267
8:1 TAPER
S-64-608
60'R
75'R
50'R
24'R
200'R
300'R
4,010'R

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021202_b_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	ELEV.	Y	X	REMARKS
200	38+61.32	28.00 'RT	38+61.95	55.67 'RT	---	341,780.93	794,500.36	BEGIN DRIVEWAY CURB
201	39+73.91	28.00 'RT	39+73.69	59.21 'RT	---	341,835.09	794,598.17	END DRIVEWAY CURB
202	40+98.66	28.00 'RT	41+00.17	63.33 'RT	---	341,896.29	794,708.93	BEGIN DRIVEWAY CURB
203	36+79.98	12.96 'LT	36+80.32	14.65 'RT	894.38	341,722.60	794,324.24	BEGIN/END RADIUS
204	36+79.56	7.04 'LT	36+79.87	20.57 'RT	894.38	341,717.37	794,327.05	BEGIN/END RADIUS
205	36+51.37	0.00 'RT	36+51.63	27.42 'RT	---	341,696.39	794,306.94	BEGIN RADIUS
206	36+35.84	47.68 'RT	36+35.79	75.00 'RT	---	341,647.77	794,319.22	R = 75'
207	36+51.37	60.00 'LT	36+52.02	32.57 'LT	---	341,747.15	794,274.96	R = 60'
208	36+77.92	10.12 'LT	36+78.25	17.47 'RT	---	341,719.11	794,324.01	R = 3.5'
209	36+49.26	74.83 'LT	36+50.00	47.42 'LT	---	341,758.58	794,265.26	BEGIN FENCE
210	37+50.42	92.03 'LT	37+50.61	64.77 'LT	---	341,827.40	794,343.07	---
211	38+99.80	111.94 'LT	39+03.96	83.36 'LT	---	341,921.87	794,465.28	---
212	38+10.21	82.78 'RT	38+10.94	109.88 'RT	---	341,708.25	794,484.29	BEGIN FENCE
213	38+83.70	84.90 'RT	38+82.85	113.00 'RT	---	341,742.38	794,547.66	---
214	36+35.35	27.32 'LT	36+35.79	0.00 'RT	---	341,710.97	794,278.83	BEGIN RADIUS
215	36+78.70	49.50 'RT	36+78.65	77.10 'RT	---	341,669.08	794,356.46	BOC; CURB RAMP OPENING
216	36+81.72	54.50 'RT	36+81.63	82.12 'RT	---	341,666.46	794,361.68	BOC; CURB RAMP OPENING
217	36+75.15	80.87 'RT	36+74.89	108.44 'RT	---	341,640.65	794,370.18	BOC; CURB RAMP OPENING
218	36+70.15	83.81 'RT	36+69.87	111.35 'RT	---	341,635.50	794,367.52	BOC; CURB RAMP OPENING
219	---	--- ---	---	--- ---	---	---	---	NOT USED
220	36+70.15	49.50 'RT	36+70.09	77.04 'RT	---	341,664.53	794,349.22	FOS; BEGIN PED CURB
221	36+61.97	39.00 'RT	36+61.98	66.49 'RT	893.87	341,669.05	794,336.71	BEGIN RADIUS
222	36+85.82	65.70 'RT	36+85.66	93.35 'RT	893.32	341,659.17	794,371.12	END RADIUS
223	36+61.46	87.97 'RT	36+61.16	115.45 'RT	892.83	341,627.35	794,362.38	END RADIUS
224	36+61.45	88.97 'RT	36+61.14	116.45 'RT	---	341,626.49	794,362.90	SAWCUT; MATCH EXIST.
225	36+61.97	63.00 'RT	36+61.83	90.49 'RT	---	341,648.74	794,349.50	R = 24'
226	36+61.86	63.97 'RT	36+61.71	91.46 'RT	---	341,647.86	794,349.93	R = 24'
227	36+63.94	88.88 'RT	36+63.63	116.39 'RT	---	341,627.89	794,364.96	SAWCUT; MATCH EXIST.
228	37+35.55	82.75 'RT	37+37.82	110.18 'RT	---	341,670.56	794,421.63	MATCH EXIST; BEGIN RADIUS
229	37+83.36	31.40 'RT	37+84.54	58.46 'RT	893.07	341,738.91	794,435.29	END RADIUS
230	37+86.50	81.23 'RT	37+87.71	108.29 'RT	---	341,697.73	794,463.52	R = 50'
231	37+47.12	53.83 'RT	37+48.84	81.12 'RT	---	341,701.17	794,416.22	BOC; CURB RAMP OPENING
232	37+52.37	47.74 'RT	37+53.95	74.98 'RT	---	341,709.06	794,417.47	BOC; CURB RAMP OPENING
233	37+60.20	47.61 'RT	37+61.69	74.78 'RT	---	341,713.19	794,424.01	FOS
234	37+76.78	39.90 'RT	37+78.05	66.97 'RT	---	341,728.27	794,434.07	FOS
235	37+76.77	34.78 'RT	37+78.02	61.86 'RT	---	341,732.65	794,431.43	BOC; CURB RAMP OPENING
236	37+82.82	33.94 'RT	37+84.02	61.00 'RT	---	341,736.46	794,436.14	BOC; CURB RAMP OPENING
237	37+82.84	38.96 'RT	37+84.05	66.02 'RT	---	341,732.16	794,438.73	FOS
238	37+53.65	53.72 'RT	37+55.27	80.94 'RT	---	341,704.61	794,421.66	FOS; END SIDEWALK
239	37+58.26	57.63 'RT	37+59.86	84.81 'RT	---	341,703.64	794,427.58	BOS; END SIDEWALK
240	37+82.70	2.00 'LT	37+83.82	25.06 'RT	---	341,767.23	794,417.58	FOC; CURB RAMP OPENING
241	37+82.68	8.00 'LT	37+83.79	19.06 'RT	---	341,772.37	794,414.48	FOC; CURB RAMP OPENING
242	37+76.69	8.00 'LT	37+77.79	19.08 'RT	---	341,769.29	794,409.33	FOC; CURB RAMP OPENING
243	37+76.70	2.00 'LT	37+77.82	25.08 'RT	---	341,764.15	794,412.43	FOC; CURB RAMP OPENING
244	37+76.02	0.00 'LT	37+77.15	27.08 'RT	---	341,762.08	794,412.88	END RADIUS
245	37+63.89	3.09 'LT	37+65.00	24.05 'RT	893.76	341,758.46	794,400.89	BEGIN/END RADIUS
246	37+65.20	9.64 'LT	37+66.26	17.50 'RT	893.73	341,764.74	794,398.62	BEGIN/END RADIUS
247	37+71.83	10.00 'LT	37+72.91	17.10 'RT	893.69	341,768.49	794,404.13	END RADIUS
248	37+71.83	50.00 'RT	37+73.20	77.10 'RT	---	341,717.09	794,435.09	R = 60'
249	37+65.58	6.16 'LT	37+66.67	20.98 'RT	---	341,761.96	794,400.75	R = 3.5'
250	37+75.89	25.00 'LT	37+76.93	2.08 'RT	---	341,783.44	794,399.89	R = 25'

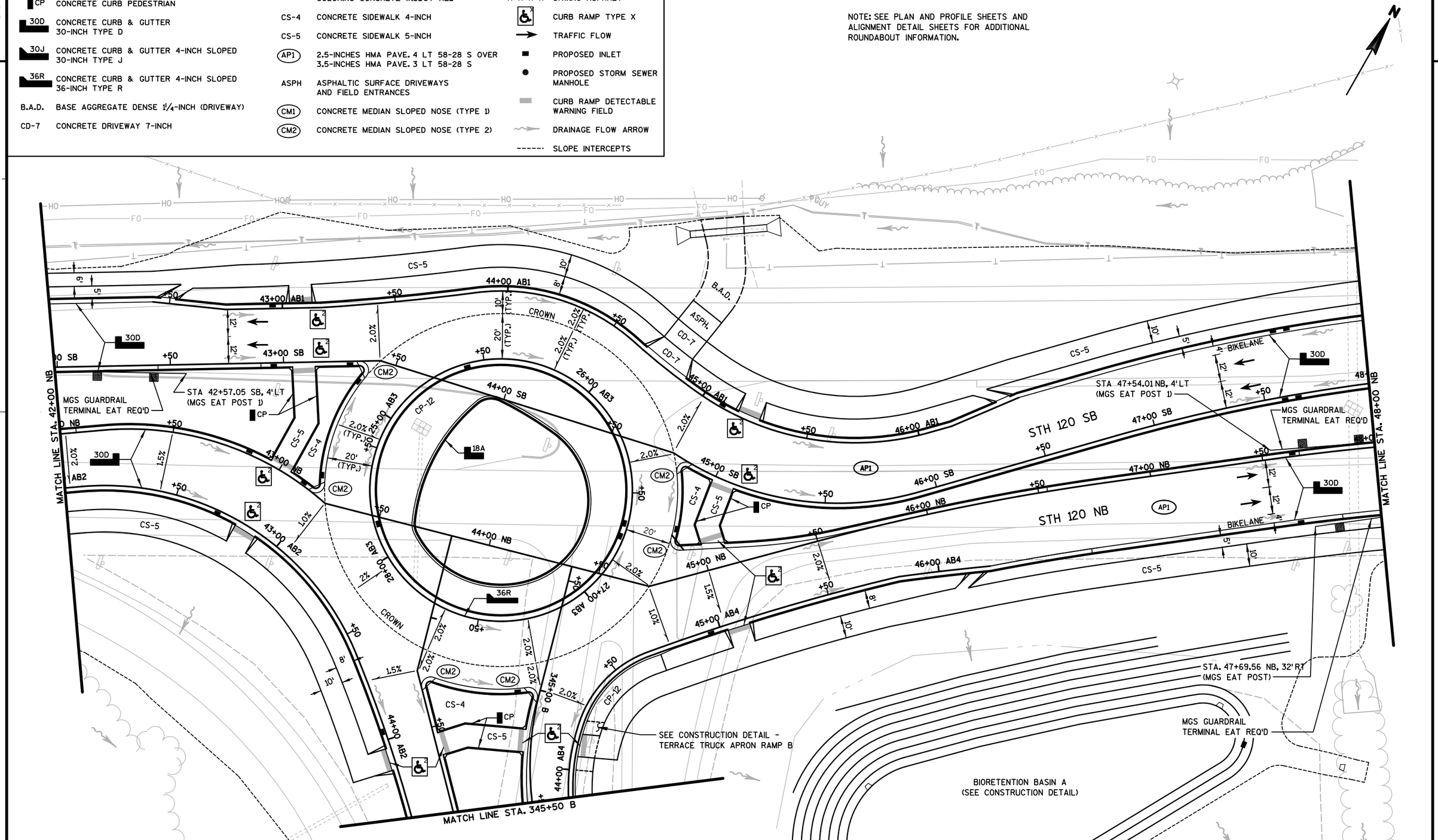
POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	ELEV.	Y	X	REMARKS
251	37+76.60	57.58 'LT	37+77.52	30.50 'LT	---	341,811.74	794,383.72	BOC; CURB RAMP OPENING
252	37+82.51	57.56 'LT	37+83.52	30.50 'LT	---	341,814.81	794,388.88	BOC; CURB RAMP OPENING
253	38+33.64	28.00 'RT	38+34.46	55.28 'RT	892.69	341,767.20	794,476.55	END TAPER
254	38+33.92	35.50 'RT	38+34.66	62.78 'RT	---	341,760.85	794,480.56	FOS
255	38+80.67	8.50 'LT	38+81.98	19.56 'RT	---	341,822.20	794,499.09	BOC; END CONCRETE
256	38+80.67	2.50 'LT	38+81.85	25.56 'RT	---	341,816.98	794,502.04	BOC; END CONCRETE
257	36+79.87	47.01 'RT	36+79.83	74.62 'RT	893.60	341,671.81	794,356.12	CURB RADIUS MID POINT
258	36+77.70	82.00 'RT	36+77.43	109.59 'RT	893.07	341,641.05	794,372.94	CURB RADIUS MID POINT
259	---	--- ---	---	--- ---	---	---	---	NOT USED
260	36+46.53	87.72 'RT	36+46.23	115.11 'RT	---	341,619.60	794,349.62	SAWCUT; MATCH EXIST.
261	40+23.71	16.54 'LT	40+25.50	17.06 'RT	891.69	341,897.81	794,621.09	BEGIN RADIUS
262	40+47.87	19.14 'LT	40+49.69	15.59 'RT	891.52	341,911.46	794,641.12	END RADIUS
263	40+14.27	216.31 'LT	40+25.49	182.94 'LT	---	342,069.62	794,518.72	R = 200'
264	41+60.66	29.98 'LT	41+59.57	2.20 'RT	890.80	341,979.20	794,728.67	BEGIN RADIUS
265	41+97.02	29.79 'LT	41+95.86	0.00 'RT	---	341,999.67	794,758.71	END RADIUS
266	41+77.27	269.56 'RT	41+95.85	300.00 'RT	---	341,741.95	794,912.27	R = 300'
267	41+65.96	28.00 'RT	41+68.67	59.71 'RT	889.99	341,934.46	794,765.92	BEGIN TAPER
268	41+69.55	30.07 'RT	41+72.39	61.54 'RT	---	341,934.79	794,770.05	BOC; CURB RAMP OPENING
269	41+76.13	29.25 'RT	41+78.89	60.28 'RT	---	341,939.20	794,775.00	BOC; CURB RAMP OPENING
270	41+85.22	34.50 'RT	41+88.31	64.92 'RT	---	341,940.04	794,785.47	FOS
271	41+78.46	35.21 'RT	41+81.61	66.08 'RT	---	341,935.61	794,780.30	FOS
272	41+78.46	35.50 'RT	41+81.63	66.37 'RT	---	341,935.38	794,780.46	FOS
273	41+66.12	41.50 'RT	41+69.71	73.17 'RT	---	341,923.44	794,773.71	BOS
274	41+98.12	44.50 'RT	42+01.84	74.05 'RT	---	341,939.12	794,801.76	BOS
275	36+46.51	88.72 'RT	36+46.21	116.11 'RT	---	341,618.74	794,350.14	SAWCUT; MATCH EXIST.
276	36+85.71	66.68 'RT	36+85.54	94.32 'RT	893.30	341,658.29	794,371.54	BEGIN RADIUS
277	36+70.15	54.50 'RT	36+70.06	82.04 'RT	---	341,660.30	794,351.89	BOS
278	36+75.15	54.50 'RT	36+75.06	82.07 'RT	---	341,662.96	794,356.12	BOS; CURB RAMP OPENING
279	37+56.08	41.29 'RT	37+57.56	68.49 'RT	893.22	341,716.48	794,417.25	CURB GRADE HIGH POINT
280	37+99.15	10.00 'LT	38+00.29	17.06 'RT	893.44	341,782.54	794,427.63	END RADIUS
281	39+79.76	4000.00 'RT	37+92.09	4027.05 'RT	---	338,333.51	796,473.19	R = 4,010'
282	41+97.96	24.00 'RT	42+00.34	53.61 'RT	889.81	341,955.91	794,790.00	END TAPER
283	40+16.29	16.19 'LT	40+18.07	17.06 'RT	---	341,894.01	794,614.72	BEGIN DRIVEWAY CURB
284	40+91.05	24.99 'LT	40+91.77	10.46 'RT	---	341,937.40	794,674.65	END DRIVEWAY CURB
285	38+79.44	0.00 'RT	38+80.56	28.03 'RT	---	341,814.20	794,502.20	BEGIN DRIVEWAY CURB
286	39+91.95	0.00 'RT	39+92.99	32.08 'RT	---	341,868.27	794,600.86	END DRIVEWAY CURB
287	41+32.82	0.00 'RT	41+33.76	33.94 'RT	---	341,938.73	794,722.74	BEGIN DRIVEWAY CURB

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

NOTE: SEE PLAN AND PROFILE SHEETS AND ALIGNMENT DETAIL SHEETS FOR ADDITIONAL ROUNDABOUT INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021203_a_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
	OVERHEAD SIGN SUPPORT
X X X X	SAWING ASPHALT
	CURB RAMP TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELD
	DRAINAGE FLOW ARROW
	SLOPE INTERCEPTS

NOTE: SEE PLAN AND PROFILE SHEETS AND ALIGNMENT DETAIL SHEETS FOR ADDITIONAL ROUNDABOUT INFORMATION.

DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 394 AND 395

MATCH LINE STA. 42+00

MATCH LINE STA. 48+00

MATCH LINE STA. 345+50 B

STH 120 SB

STH 120 NB

BIKELANE

SEE CONSTRUCTION DETAIL - TERRACE TRUCK APRON RAMP B

155' RADIUS POINT

BIORETENTION BASIN A (SEE CONSTRUCTION DETAIL)

DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 396 AND 397

DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 399B AND 399C

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 40	E

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	A RAMP (A) STATION	A RAMP (A) OFFSET	B RAMP (B) STATION	B RAMP (B) OFFSET	ELEV.	Y	X	REMARKS
300	42+37.18	69.95 'LT	42+42.80	41.50 'LT	---	--- ---	---	--- ---	---	342,059.35	794,777.80	BOS
301	42+61.51	78.43 'LT	42+81.83	43.62 'LT	---	--- ---	---	--- ---	---	342,081.15	794,810.24	BOS
302	42+49.49	64.28 'LT	42+60.66	33.70 'LT	---	--- ---	---	--- ---	---	342,061.79	794,797.14	FOS
303	42+45.76	65.26 'LT	42+55.29	35.50 'LT	---	--- ---	---	--- ---	---	342,060.59	794,791.60	FOS
304	42+45.79	64.98 'LT	42+55.29	35.21 'LT	---	--- ---	---	--- ---	---	342,060.35	794,791.75	FOS
305	42+40.19	58.85 'LT	42+46.39	30.07 'LT	---	--- ---	---	--- ---	---	342,051.37	794,786.73	BOC; CURB RAMP OPENING
306	42+44.75	58.76 'LT	42+52.96	29.25 'LT	---	--- ---	---	--- ---	---	342,054.03	794,792.80	BOC; CURB RAMP OPENING
307	42+77.89	68.87 'LT	43+03.17	26.50 'LT	---	--- ---	---	--- ---	---	342,077.36	794,837.33	BOC; CURB RAMP OPENING
308	42+83.84	72.83 'LT	43+13.17	26.50 'LT	---	--- ---	---	--- ---	---	342,082.49	794,845.93	BOC; CURB RAMP OPENING
309	42+86.46	43.12 'LT	43+03.98	2.00 'RT	---	--- ---	---	--- ---	---	342,053.30	794,852.62	FOC; CURB RAMP OPENING
310	42+93.06	47.69 'LT	43+13.99	2.00 'RT	---	--- ---	---	--- ---	---	342,058.42	794,861.22	FOC; CURB RAMP OPENING
311	42+95.23	23.49 'LT	43+04.63	24.50 'RT	---	--- ---	---	--- ---	---	342,034.30	794,864.69	FOC
312	43+03.57	26.55 'LT	43+14.70	27.07 'RT	---	--- ---	---	--- ---	---	342,037.26	794,874.66	FOC
313	42+94.99	2.00 'LT	42+93.80	43.06 'RT	---	--- ---	---	--- ---	---	342,012.82	794,864.89	FOC; CURB RAMP OPENING
314	43+04.84	2.00 'LT	43+02.32	48.31 'RT	---	--- ---	---	--- ---	---	342,012.67	794,874.90	FOC; CURB RAMP OPENING
315	42+94.42	30.85 'RT	42+77.25	71.44 'RT	---	--- ---	---	--- ---	---	341,979.97	794,865.21	BOC; CURB RAMP OPENING
316	43+07.56	30.98 'RT	42+85.66	76.88 'RT	---	--- ---	---	--- ---	---	341,979.60	794,875.21	BOC; CURB RAMP OPENING
317	43+04.17	59.49 'LT	43+33.50	0.00 'RT	---	--- ---	---	--- ---	---	342,070.13	794,876.96	BEGIN RADIUS
318	43+08.49	55.72 'LT	43+36.51	6.64 'RT	---	--- ---	---	--- ---	889.38	342,065.96	794,882.94	END RADIUS
319	43+05.71	56.17 'LT	43+33.50	4.00 'RT	---	--- ---	---	--- ---	---	342,066.69	794,879.01	R = 4'
320	43+19.64	6.39 'LT	43+17.14	54.02 'RT	---	--- ---	---	--- ---	889.35	342,015.34	794,890.55	BEGIN RADIUS
321	43+16.55	0.00 'LT	43+10.62	56.92 'RT	---	--- ---	---	--- ---	---	342,009.52	794,886.44	END RADIUS
322	43+16.55	4.00 'LT	43+13.14	53.81 'RT	---	--- ---	---	--- ---	---	342,013.48	794,887.01	R = 4'
323	43+77.88	98.55 'RT	43+96.33	163.05 'RT	245+54.32	22.22 'RT	345+28.91	64.10 'RT	---	341,926.85	794,971.76	BOC; CURB RAMP OPENING
324	43+83.20	107.02 'RT	44+02.10	171.22 'RT	245+64.31	21.61 'RT	345+35.31	60.89 'RT	---	341,920.09	794,979.12	BOC; CURB RAMP OPENING
325	43+98.51	85.81 'RT	44+16.25	149.22 'RT	245+53.04	2.00 'LT	345+22.72	41.46 'RT	---	341,944.58	794,988.30	FOC; CURB RAMP OPENING
326	44+03.32	94.59 'RT	44+21.52	157.73 'RT	245+63.06	2.00 'LT	345+30.02	38.40 'RT	---	341,937.38	794,995.25	FOC; CURB RAMP OPENING
327	44+09.35	79.11 'RT	44+26.71	141.95 'RT	245+52.37	14.72 'LT	345+18.78	29.75 'RT	---	341,953.90	794,996.99	FOC
328	44+12.93	88.66 'RT	44+30.80	151.29 'RT	245+62.46	13.28 'LT	345+26.96	27.78 'RT	---	341,945.63	795,002.95	FOC
329	44+35.90	74.73 'RT	44+52.99	136.15 'RT	245+61.26	40.11 'LT	345+17.94	2.87 'RT	---	341,965.13	795,021.44	FOC; CURB RAMP OPENING
330	44+37.15	84.66 'RT	44+54.77	145.99 'RT	245+70.57	36.45 'LT	345+27.72	3.24 'RT	---	341,955.88	795,025.27	FOC; CURB RAMP OPENING
331	43+86.78	68.51 'RT	44+03.60	132.57 'RT	245+32.23	0.00 'RT	345+09.09	51.24 'RT	---	341,958.18	794,972.41	BEGIN RADIUS
332	43+90.67	62.61 'RT	44+07.17	126.47 'RT	245+28.92	6.25 'LT	345+04.93	47.11 'RT	888.16	341,964.89	794,974.61	END RADIUS
333	43+90.28	66.59 'RT	44+07.00	130.47 'RT	245+32.23	4.00 'LT	345+07.84	47.63 'RT	---	341,960.95	794,975.29	R = 4'
334	44+31.92	56.64 'RT	44+48.04	118.30 'RT	245+43.49	45.30 'LT	345+00.18	5.81 'RT	887.79	341,981.53	795,012.83	BEGIN RADIUS
335	44+37.42	60.44 'RT	44+53.73	121.79 'RT	245+49.45	48.30 'LT	345+03.96	0.32 'RT	887.67	341,979.32	795,019.13	END RADIUS
336	44+33.42	60.35 'RT	44+49.74	121.92 'RT	245+47.46	44.83 'LT	345+03.81	4.32 'RT	---	341,978.34	795,015.25	R = 4'
337	44+61.04	80.71 'RT	44+98.10	137.98 'RT	245+78.57	59.30 'LT	345+28.79	20.95 'LT	---	341,965.99	795,047.27	BOC; CURB RAMP OPENING
338	44+60.72	70.63 'RT	44+96.97	128.15 'RT	245+69.57	63.86 'LT	361+35.01	20.75 'LT	---	341,975.63	795,044.30	BOC; CURB RAMP OPENING
339	45+21.44	132.18 'LT	44+56.01	78.03 'LT	---	--- ---	---	--- ---	---	342,175.10	794,979.09	R = 30'
340	44+72.95	78.04 'RT	45+06.26	132.35 'RT	245+84.37	75.88 'LT	345+29.92	38.49 'LT	---	341,973.32	795,063.22	BOS; END SIDEWALK
341	43+67.89	116.47 'RT	43+87.31	181.48 'RT	245+65.25	39.59 'RT	345+38.57	78.19 'RT	---	341,906.92	794,966.84	BOS; END SIDEWALK
342	45+01.68	27.80 'RT	45+22.61	62.42 'RT	---	--- ---	---	--- ---	---	342,047.39	795,077.45	BOC; CURB RAMP OPENING
343	45+11.67	27.34 'RT	45+28.48	57.27 'RT	---	--- ---	---	--- ---	---	342,054.74	795,084.23	BOC; CURB RAMP OPENING
344	45+71.88	44.50 'RT	45+71.76	55.92 'RT	---	--- ---	---	--- ---	---	342,084.12	795,138.65	BOS
345	46+05.15	34.50 'RT	45+95.65	45.33 'RT	---	--- ---	---	--- ---	---	342,113.15	795,155.42	FOS
346	46+12.96	29.56 'RT	46+03.54	40.94 'RT	---	--- ---	---	--- ---	---	342,121.86	795,157.81	BOC; CURB RAMP OPENING
347	46+19.44	30.19 'RT	46+09.77	42.06 'RT	---	--- ---	---	--- ---	---	342,125.52	795,162.96	BOC; CURB RAMP OPENING
348	46+11.15	35.50 'RT	46+01.35	46.74 'RT	---	--- ---	---	--- ---	---	342,116.24	795,160.41	FOS
349	46+16.36	56.40 'LT	46+13.58	44.50 'LT	---	--- ---	---	--- ---	---	342,188.84	795,103.82	BOS
350	45+60.22	0.62 'LT	45+56.35	13.59 'RT	---	--- ---	---	--- ---	886.73	342,108.73	795,099.15	END RADIUS; BEGIN TAPER
351	45+18.78	5.84 'LT	45+21.12	24.73 'RT	---	--- ---	---	--- ---	886.99	342,083.34	795,065.97	BEGIN RADIUS
352	44+90.28	11.90 'LT	44+99.38	36.19 'RT	---	--- ---	---	--- ---	887.16	342,067.63	795,041.44	BEGIN RADIUS
353	44+87.69	17.87 'LT	44+94.75	33.38 'RT	---	--- ---	---	--- ---	887.26	342,070.06	795,035.39	END RADIUS
354	44+91.12	15.82 'LT	44+97.89	32.66 'RT	---	--- ---	---	--- ---	---	342,071.00	795,039.28	R = 4'
355	44+97.81	45.64 'LT	44+84.24	6.39 'RT	---	--- ---	---	--- ---	887.56	342,096.93	795,023.09	BEGIN RADIUS

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	A RAMP (A) STATION	A RAMP (A) OFFSET	B RAMP (B) STATION	B RAMP (B) OFFSET	ELEV.	Y	X	REMARKS
356	45+04.60	47.83 'LT	44+87.32	0.00 'LT	---	--- ---	---	--- ---	---	342,103.25	795,026.38	END RADIUS
357	45+01.76	45.01 'LT	44+87.32	4.00 'RT	---	--- ---	---	--- ---	---	342,099.25	795,026.34	R = 4'
358	45+00.05	11.87 'LT	45+05.48	30.13 'RT	---	--- ---	---	--- ---	---	342,074.47	795,048.41	FOC; CURB RAMP OPENING
359	45+10.15	9.72 'LT	45+13.27	26.02 'RT	---	--- ---	---	--- ---	---	342,080.04	795,057.10	FOC; CURB RAMP OPENING
360	44+99.67	21.04 'LT	45+00.52	23.16 'RT	---	--- ---	---	--- ---	---	342,080.73	795,041.69	FOC
361	45+09.81	17.98 'LT	45+09.03	19.42 'RT	---	--- ---	---	--- ---	---	342,085.67	795,051.06	FOC
362	45+12.14	38.20 'LT	44+99.29	2.00 'RT	---	--- ---	---	--- ---	---	342,101.70	795,038.51	FOC; CURB RAMP OPENING
363	45+20.05	32.07 'LT	45+09.15	2.00 'RT	---	--- ---	---	--- ---	---	342,102.90	795,048.44	FOC; CURB RAMP OPENING
364	45+39.30	58.58 'LT	45+09.47	30.76 'LT	---	--- ---	---	--- ---	---	342,135.29	795,043.52	BOC; CURB RAMP OPENING
365	45+31.46	64.80 'LT	44+96.36	30.78 'LT	---	--- ---	---	--- ---	---	342,134.21	795,033.57	BOC; CURB RAMP OPENING
366	45+25.47	97.92 'LT	44+77.79	51.28 'LT	---	--- ---	---	--- ---	---	342,153.56	795,006.03	BOS; DRIVEWAY OPENING
367	45+16.00	110.82 'LT	44+62.88	57.09 'LT	---	--- ---	---	--- ---	---	342,156.09	794,990.23	BOS; DRIVEWAY OPENING
368	45+39.19	107.99 'LT	44+78.66	67.34 'LT	---	--- ---	---	--- ---	---	342,170.36	795,008.71	BEGIN RADIUS
369	45+24.53	117.08 'LT	44+66.72	66.94 'LT	---	--- ---	---	--- ---	---	342,166.53	794,991.90	BEGIN RADIUS
370	45+50.72	125.64 'LT	44+78.66	88.39 'LT	---	--- ---	---	--- ---	---	342,191.02	795,004.51	END RADIUS
371	45+55.16	147.18 'LT	44+76.73	108.97 'LT	---	--- ---	---	--- ---	---	342,209.72	794,992.80	MATCH EXIST.
372	45+36.77	140.73 'LT	44+64.36	93.48 'LT	---	--- ---	---	--- ---	---	342,191.96	794,983.99	END RADIUS
373	46+46.42	60.37 'LT	46+45.58	45.50 'LT	---	--- ---	---	--- ---	---	342,212.39	795,125.50	BOS
374	46+35.74	49.16 'LT	46+33.24	35.50 'LT	---	--- ---	---	--- ---	---	342,196.58	795,124.01	FOS
375	46+35.77	48.88 'LT	46+33.24	35.21 'LT	---	--- ---	---	--- ---	---	342,196.38	795,124.21	FOS
376	46+44.74	44.67 'LT	46+42.15	30.07 'LT	---	--- ---	---	--- ---	---	342,199.14	795,134.12	BOC; CURB RAMP OPENING
377	46+38.55	43.17 'LT	46+35.57	29.25 'LT	---	--- ---	---	--- ---	---	342,193.87	795,130.10	BOC; CURB RAMP OPENING
378	46+29.40	47.53 'LT	46+26.48	34.50 'LT	---	--- ---	---	--- ---	---	342,191.05	795,119.99	FOS
379	43+78.73	60.40 'LT	43+88.64	4.28 'RT	---	--- ---	---	--- ---	888.97	342,080.40	794,930.65	BEGIN/END RADIUS
380	43+88.83	64.33 'LT	43+98.52	0.19 'LT	---	--- ---	---	--- ---	888.58	342,086.86	794,939.36	BEGIN/END RADIUS
381	43+86.83	54.54 'LT	43+97.04	9.70 'RT	---	--- ---	---	--- ---	---	342,076.88	794,940.01	R = 10'
382	44+16.19	56.05 'LT	44+26.28	6.62 'RT	---	--- ---	---	--- ---	888.16	342,086.08	794,967.94	BEGIN/END RADIUS
383	44+23.17	10.62 'RT	44+36.83	72.81 'RT	---	--- ---	---	--- ---	887.76	342,023.61	794,992.25	BEGIN/END RADIUS
384	43+66.79	3.42 'RT	43+80.14	68.65 'RT	---	--- ---	---	--- ---	888.88	342,015.69	794,935.97	BEGIN/END RADIUS
385	43+64.40	1.72 'LT	43+77.49	63.65 'RT	---	--- ---	---	--- ---	889.10	342,020.01	794,932.31	BEGIN/END RADIUS
386	43+74.29	3.19 'LT	43+87.29	61.65 'RT	---	--- ---	---	--- ---	---	342,024.04	794,941.47	R = 10'
387	43+99.07	24.99 'LT	44+10.85	38.55 'RT	---	--- ---	---	--- ---	---	342,051.61	794,959.61	R = 43'
388	44+01.87	20.85 'LT	44+13.87	42.53 'RT	---	--- ---	---	--- ---	---	342,048.35	794,963.40	R = 38'
389	44+43.53	13.49 'LT	44+55.87	47.64 'RT	---	--- ---	---	--- ---	---	342,052.24	795,005.53	R = 80'
390	43+57.77	87.52 'RT	43+75.66	153.12 'RT	245+35.00	34.57 'RT	345+19.72	82.00 'RT	---	341,932.19	794,949.45	R = 155'
391	45+67.22	250.50 'LT	44+34.29	204.26 'LT	---	--- ---	---	--- ---	---	342,293.88	794,931.16	R = 250'
392	45+36.94	150.52 'LT	44+59.27	101.83 'LT	---	--- ---	---	--- ---	---	342,199.04	794,977.24	MATCH EXIST.
393	46+13.99	45.50 'RT	46+03.32	56.91 'RT	---	--- ---	---	--- ---	---	342,110.52	795,169.06	BOS
394	42+40.99	28.74 'LT	42+44.56	0.00 'RT	---	--- ---	---	--- ---	---	342,024.60	794,800.55	BEGIN DRIVEWAY CURB
395	42+76.12	39.39 'LT	42+90.00	0.00 'RT	---	--- ---	---	--- ---	---	342,047.86	794,839.59	END DRIVEWAY CURB
396	46+53.99	0.00 'RT	46+46.61	15.37 'RT	---	--- ---	---	--- ---	---	342,170.51	795,169.69	BEGIN DRIVEWAY CURB
397	47+66.45	0.00 'LT	47+60.87	26.78 'RT	---	--- ---	---	--- ---	---	342,239.42	795,258.55	END DRIVEWAY CURB
398	45+33.99	104.18 'LT	44+78.66	61.21 'LT	---	--- ---	---	--- ---	---	342,164.00	795,007.70	---
399	44+33.19	139.71 'LT	44+38.76	77.84 'LT	---	--- ---	---	--- ---	---	342,171.26	794,962.27	R = 30'
399A	44+08.14	23.69 'LT	44+19.98	39.36 'RT	---	--- ---	---	--- ---	892.78	342,052.74	794,968.71	ROUNDABOUT MAX ELEV.
399B	46+69.56	28.00 'RT	46+58.41	45.04 'RT	---	--- ---	---	--- ---	---	342,158.18	795,199.14	BEGIN DRIVEWAY CURB
399C	47+82.46	28.00 'RT	47+76.12	55.50 'RT	---	--- ---	---	--- ---	---	342,226.29	795,287.89	END DRIVEWAY CURB
399D	42+07.07	0.00 'RT	42+07.85	29.06 'RT	---	--- ---	---	--- ---	---	341,980.84	794,783.89	END DRIVEWAY CURB
399E	43+09.47	31.70 'LT	42+23.57	26.93 'RT	---	--- ---	---	--- ---	889.63	342,041.91	794,882.21	ROUNDABOUT CURB GRADE HIGH POINT
399F	44+82.67	10.51 'LT	44+95.65	42.21 'RT	---	--- ---	---	--- ---	887.17	342,061.29	795,037.00	ROUNDABOUT GRADE LOW POINT
399G	45+95.91	0.00 'RT	45+88.99	10.36 'RT	---	--- ---	---	--- ---	---	342,132.73	795,125.59	END TAPER

2

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

USH 12 EB
USH 12 WB
STH 120 SB
STH 120 NB
BIKELANE
SLOPE PAVING CONCRETE REQ'D (SEE STRUCTURE PLANS)
MGS GUARDRAIL TERMINAL TYPE 2 REQ'D
MGS GUARDRAIL 3 REQ'D WITH TREATED TIMBER RUB RAIL (SEE CONSTRUCTION DETAIL)
MGS GUARDRAIL TERMINAL EAT REQ'D
STA 52+31.62 SB, 32' LT (MGS EAT POST 1)
STA 52+43.00 SB, 4' RT (MGS EAT POST 1)
WETLAND LIMITS
S-64-217
S-64-218
STA. 48+52 SB TO STA. 51+64 SB REMOVING GUARDRAIL REQ'D
STA. 48+42 NB TO STA. 51+58 NB REMOVING GUARDRAIL REQ'D
MATCH LINE STA. 48+00 NB
MATCH LINE STA. 54+00 NB
356+00 B
53+00 D
53+00 CD2
2.0%

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 43	E

2

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)	CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CP	CONCRETE CURB PEDESTRIAN	CS-4	CONCRETE SIDEWALK 4-INCH
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	CS-5	CONCRETE SIDEWALK 5-INCH
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J	AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)	CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CD-7	CONCRETE DRIVEWAY 7-INCH	CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

USH 12 EB
USH 12 WB
STH 120 SB
STH 120 NB
BIKELANE
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 414 AND 415
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 422 AND 423
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 418 AND 419
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 416 AND 417
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 420 AND 421
WETLAND LIMITS
S-64-217
S-64-218
CS-5
CD2
MATCH LINE STA. 48+00 NB
MATCH LINE STA. 54+00 NB
356+00 B
53+00 D

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 44	E

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	ELEV.	Y	X	REMARKS
400	53+73.77	42.69 'LT	53+70.34	29.78 'LT	---	342,642.55	795,706.63	BOC; CURB RAMP OPENING
401	53+78.55	42.78 'LT	53+76.88	28.96 'LT	---	342,646.69	795,711.45	BOC; CURB RAMP OPENING
402	53+84.42	50.00 'LT	53+86.46	34.50 'LT	---	342,657.26	795,713.39	FOS
403	53+79.70	49.45 'LT	53+79.67	35.27 'LT	---	342,652.88	795,708.52	FOS
404	53+79.67	49.68 'LT	53+79.66	35.50 'LT	---	342,653.03	795,708.34	FOS
405	53+70.63	58.03 'LT	53+67.53	45.50 'LT	---	342,651.14	795,693.20	BOS
406	53+89.19	62.03 'LT	53+96.49	44.50 'LT	---	342,671.03	795,712.03	BOS
407	52+93.26	30.07 'RT	52+89.67	46.91 'RT	---	342,530.77	795,703.23	BOC; CURB RAMP OPENING
408	52+99.84	29.25 'RT	52+95.77	45.37 'RT	---	342,536.26	795,706.95	BOC; CURB RAMP OPENING
409	53+08.93	34.50 'RT	53+04.83	49.67 'RT	---	342,539.63	795,716.89	FOS
410	53+02.17	35.50 'RT	52+98.58	51.34 'RT	---	342,533.89	795,713.19	FOS
411	53+02.17	35.21 'RT	52+98.55	51.06 'RT	---	342,534.08	795,712.97	FOS
412	52+89.83	45.50 'RT	52+88.13	62.63 'RT	---	342,518.02	795,712.57	BOS
413	53+21.99	44.50 'RT	53+17.85	58.49 'RT	---	342,542.85	795,733.02	BOS
414	48+18.71	28.89 'LT	48+15.93	0.00 'RT	---	342,293.68	795,284.97	BEGIN DRIVEWAY CURB
415	48+91.52	30.00 'LT	48+90.18	0.00 'RT	---	342,334.11	795,347.23	END DRIVEWAY CURB
416	51+07.11	0.00 'RT	51+04.19	28.93 'RT	---	342,424.02	795,544.71	BEGIN DRIVEWAY CURB
417	51+81.36	0.00 'RT	51+75.83	26.40 'RT	---	342,470.58	795,602.52	END DRIVEWAY CURB
418	52+38.78	23.44 'LT	52+30.51	0.00 'RT	---	342,526.60	795,627.16	BEGIN DRIVEWAY CURB
419	53+51.75	12.18 'LT	53+43.00	0.00 'RT	---	342,602.60	795,710.02	END DRIVEWAY CURB
420	49+12.82	28.00 'RT	49+11.39	58.00 'RT	---	342,295.62	795,395.56	BEGIN DRIVEWAY CURB
421	49+87.07	28.00 'RT	49+85.33	58.00 'RT	---	342,334.77	795,458.99	END DRIVEWAY CURB
422	50+14.21	58.00 'LT	50+12.36	28.00 'LT	---	342,422.02	795,436.25	BEGIN DRIVEWAY CURB
423	50+90.80	57.48 'LT	50+86.61	28.00 'LT	---	342,461.72	795,498.57	END DRIVEWAY CURB

2

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

NOTE: SEE PLAN AND PROFILE SHEETS AND ALIGNMENT DETAIL SHEETS FOR ADDITIONAL ROUNDABOUT INFORMATION.

WETLAND LIMITS
B.A.D.
ASPH.
CD-7
CS-5
CROWN
55+00 CD1
56+00 CD1
26+00 CD3
CP-12
30D
CM2
CP
18A
36R
30J
AP1
CS-4
CS-5
MATCH LINE STA. 54+00 NB
MATCH LINE STA. 656+50 C
MATCH LINE STA. 60+00 NB
420'R
FUTURE SIDEWALK BY OTHERS
MGS GUARDRAIL 3 REQ'D
MGS GUARDRAIL TERMINAL TYPE 2 REQ'D
S-64-219
SHLDR
STH 120 SB
STH 120 NB
12.5:1 TAPER
STA. 58+41.98 NB, 36' RT (MGS EAT POST 1)
STA. 56+08 NB TO STA. 60+23 NB REMOVING GUARDRAIL REQ'D
MGS GUARDRAIL TERMINAL EAT REQ'D
MGS GUARDRAIL 3 REQ'D WITH TREATED TIMBER RUB RAIL (SEE CONSTRUCTION DETAIL)
SEE CONSTRUCTION DETAIL - TERRACE TRUCK APRON RAMP C
WETLAND LIMITS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 46	E

2

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

WETLAND LIMITS
WETLAND LIMITS
WETLAND LIMITS
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 592 AND 593
DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 537 AND 538
SEE CONSTRUCTION DETAIL - TERRACE TRUCK APRON RAMP C
MATCH LINE STA. 54+00 NB
MATCH LINE STA. 656+50 C
MATCH LINE STA. 60+00 NB
STH 120 SB
STH 120 NB
SHLDR
S-64-219
420'R
100'R
35'R
58'R
40'R
105'R
10'R
43'R

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 47	E

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	C RAMP (C) STATION	C RAMP (C) OFFSET	D RAMP (D) STATION	D RAMP (D) OFFSET	ELEV.	Y	X	REMARKS
500	54+15.71	58.69 'LT	54+32.03	26.65 'LT	---	--- ---	---	--- ---	---	342,686.45	795,747.76	BOC; CURB RAMP OPENING
501	54+21.51	63.90 'LT	54+42.03	26.91 'LT	---	--- ---	---	--- ---	---	342,694.39	795,753.85	BOC; CURB RAMP OPENING
502	54+26.97	34.43 'LT	54+32.59	2.00 'RT	---	--- ---	---	--- ---	---	342,668.87	795,770.39	FOC; CURB RAMP OPENING
503	54+33.33	40.17 'LT	54+42.59	2.00 'RT	---	--- ---	---	--- ---	---	342,676.65	795,776.68	FOC; CURB RAMP OPENING
504	54+34.57	21.88 'LT	54+32.89	17.58 'RT	---	--- ---	---	--- ---	---	342,659.31	795,782.69	FOC
505	54+42.97	25.59 'LT	54+42.96	20.92 'RT	---	--- ---	---	--- ---	---	342,665.04	795,791.62	FOC
506	54+34.26	2.00 'LT	54+20.69	33.28 'RT	---	--- ---	---	--- ---	---	342,639.95	795,787.23	FOC; CURB RAMP OPENING
507	54+44.11	2.00 'LT	54+28.46	39.57 'RT	---	--- ---	---	--- ---	---	342,642.04	795,797.01	FOC; CURB RAMP OPENING
508	54+41.28	51.16 'LT	54+57.82	0.00 'RT	---	--- ---	---	--- ---	---	342,689.75	795,784.70	BEGIN RADIUS
509	54+46.08	48.12 'LT	54+60.83	6.63 'RT	---	--- ---	---	--- ---	885.23	342,687.92	795,791.75	END RADIUS
510	54+43.16	48.11 'LT	54+57.82	4.00 'RT	---	--- ---	---	--- ---	---	342,687.23	795,787.81	R = 4'
511	54+58.68	6.50 'LT	54+42.33	46.85 'RT	---	--- ---	---	--- ---	884.88	342,648.25	795,811.39	BEGIN RADIUS
512	54+55.64	0.00 'RT	54+35.48	49.04 'RT	---	--- ---	---	--- ---	---	342,641.54	795,808.79	END RADIUS
513	54+55.64	4.00 'LT	54+38.37	46.27 'RT	---	--- ---	---	--- ---	---	342,645.53	795,808.45	R = 4'
514	54+33.49	30.25 'RT	54+01.93	58.89 'RT	---	--- ---	---	--- ---	---	342,608.54	795,794.59	BOC; CURB RAMP OPENING
515	54+46.55	30.44 'RT	54+09.10	65.28 'RT	---	--- ---	---	--- ---	---	342,610.39	795,804.43	BOC; CURB RAMP OPENING
516	55+00.63	104.92 'RT	54+29.89	165.96 'RT	656+06.06	59.95 'RT	453+02.05	37.54 'RT	---	342,563.67	795,896.19	BOS; END SIDEWALK
517	55+16.49	96.42 'RT	55+16.14	158.79 'RT	656+01.16	43.30 'RT	452+99.97	19.66 'RT	---	342,578.28	795,906.70	BOC; CURB RAMP OPENING
518	55+11.63	87.68 'RT	55+11.46	149.95 'RT	655+94.49	47.64 'RT	452+90.05	20.97 'RT	---	342,584.00	795,898.50	BOC; CURB RAMP OPENING
519	55+38.37	84.69 'RT	55+38.25	147.51 'RT	655+92.66	20.84 'RT	452+97.09	5.00 'LT	---	342,598.43	795,921.21	FOC; CURB RAMP OPENING
520	55+34.68	75.33 'RT	55+34.75	138.07 'RT	655+84.73	24.65 'RT	452+87.02	5.00 'LT	---	342,605.22	795,913.77	FOC; CURB RAMP OPENING
521	55+40.89	72.00 'RT	55+41.03	134.87 'RT	655+81.58	18.63 'RT	452+86.21	12.01 'LT	---	342,610.94	795,917.89	FOC
522	55+43.08	82.17 'RT	55+43.01	145.08 'RT	655+90.49	16.10 'RT	452+96.47	10.31 'LT	---	342,602.76	795,924.33	FOC
523	55+57.49	73.12 'RT	55+57.59	136.32 'RT	655+81.58	2.00 'RT	452+93.34	27.03 'LT	---	342,617.22	795,933.29	FOC; CURB RAMP OPENING
524	55+57.19	83.12 'RT	55+57.10	146.32 'RT	655+91.44	2.00 'RT	453+02.54	23.08 'LT	---	342,608.11	795,937.42	FOC; CURB RAMP OPENING
525	55+27.47	62.53 'RT	55+27.80	125.13 'RT	655+74.76	32.88 'RT	452+72.47	3.00 'LT	885.53	342,613.55	795,901.68	BEGIN RADIUS
526	55+31.42	57.07 'RT	55+31.86	119.75 'RT	655+69.96	29.73 'RT	452+68.84	8.67 'LT	885.66	342,620.19	795,902.82	END RADIUS
527	55+31.19	61.06 'RT	55+31.55	123.73 'RT	655+73.21	29.37 'RT	452+72.47	7.00 'LT	---	342,616.50	795,904.38	R = 4'
528	55+56.30	54.89 'RT	55+56.78	118.08 'RT	655+64.18	5.62 'RT	452+75.96	32.62 'LT	885.94	342,633.07	795,924.23	BEGIN RADIUS
529	55+61.15	59.48 'RT	55+61.54	122.77 'RT	655+67.71	0.00 'RT	452+82.01	35.44 'LT	---	342,631.08	795,930.60	END RADIUS
530	55+57.21	58.79 'RT	55+57.61	121.99 'RT	655+67.71	4.00 'RT	452+79.92	32.03 'LT	---	342,629.97	795,926.75	R = 4'
531	55+80.31	84.74 'RT	55+81.17	148.43 'RT	655+93.65	22.08 'LT	453+12.90	44.92 'LT	---	342,617.24	795,959.80	BOC; CURB RAMP OPENING
532	55+82.33	74.79 'RT	55+82.40	138.50 'RT	655+81.58	22.91 'LT	453+04.02	49.53 'LT	---	342,626.63	795,956.35	BOC; CURB RAMP OPENING
533	55+89.85	75.30 'RT	56+32.73	137.53 'RT	655+81.58	30.44 'LT	453+07.25	56.34 'LT	---	342,629.48	795,963.33	FOS
534	55+98.77	85.92 'RT	56+38.29	145.45 'RT	655+95.98	39.50 'LT	453+20.41	60.73 'LT	---	342,623.86	795,976.01	BOS; END SIDEWALK
535	55+38.19	31.73 'LT	55+40.43	31.11 'RT	---	--- ---	---	--- ---	---	342,702.93	795,869.90	R = 35'
536	56+13.46	15.45 'LT	56+24.70	45.15 'RT	---	--- ---	---	--- ---	---	342,719.11	795,938.01	R - 105'
537	58+54.48	32.16 'RT	58+42.19	54.49 'RT	---	--- ---	---	--- ---	---	342,863.16	796,136.54	END DRIVEWAY CURB
538	57+54.92	25.05 'RT	57+43.50	39.58 'RT	---	--- ---	---	--- ---	---	342,797.71	796,061.18	BEGIN DRIVEWAY CURB
539	56+37.39	26.79 'RT	56+57.23	64.27 'RT	---	--- ---	---	--- ---	---	342,710.98	795,985.87	BOC; CURB RAMP OPENING
540	56+47.38	26.58 'RT	56+63.13	59.17 'RT	---	--- ---	---	--- ---	---	342,718.86	795,992.02	BOC; CURB RAMP OPENING
541	57+14.13	0.37 'LT	57+06.65	13.13 'RT	---	--- ---	---	--- ---	887.38	342,786.45	796,014.70	END RADIUS/BEGIN TAPER
542	56+48.44	4.73 'LT	56+51.88	31.65 'RT	---	--- ---	---	--- ---	887.07	342,739.46	795,968.41	BEGIN/END RADIUS
543	56+23.66	9.07 'LT	56+34.27	43.03 'RT	---	--- ---	---	--- ---	886.95	342,722.98	795,949.40	BEGIN/END RADIUS
544	56+21.00	15.20 'LT	56+29.65	40.19 'RT	---	--- ---	---	--- ---	886.99	342,724.80	795,942.97	BEGIN/END RADIUS
545	56+24.35	13.01 'LT	56+32.70	39.60 'RT	---	--- ---	---	--- ---	---	342,726.00	795,946.78	R = 4'
546	56+33.38	49.98 'LT	56+15.59	6.50 'RT	---	--- ---	---	--- ---	887.20	342,756.35	795,923.82	BEGIN/END RADIUS
547	56+40.16	52.42 'LT	56+18.67	0.00 'LT	---	--- ---	---	--- ---	---	342,763.15	795,926.20	BEGIN/END RADIUS
548	56+37.36	49.57 'LT	56+18.67	4.00 'RT	---	--- ---	---	--- ---	---	342,759.18	795,926.65	R = 4'
549	56+36.88	8.62 'LT	56+42.49	35.11 'RT	---	--- ---	---	--- ---	---	342,732.94	795,958.09	FOC; CURB RAMP OPENING
550	56+46.90	6.86 'LT	56+49.88	30.72 'RT	---	--- ---	---	--- ---	---	342,739.61	795,965.79	FOC; CURB RAMP OPENING
551	56+46.61	27.12 'LT	56+39.46	14.51 'RT	---	--- ---	---	--- ---	---	342,752.18	795,949.90	FOC
552	56+36.56	30.64 'LT	56+30.58	18.30 'RT	---	--- ---	---	--- ---	---	342,746.61	795,940.82	FOC
553	56+47.07	43.34 'LT	56+29.89	1.83 'RT	---	--- ---	---	--- ---	---	342,762.78	795,937.60	FOC; CURB RAMP OPENING
554	56+54.69	36.89 'LT	56+39.75	1.83 'RT	---	--- ---	---	--- ---	---	342,764.61	795,947.43	FOC; CURB RAMP OPENING
555	56+67.02	68.34 'LT	56+28.04	30.50 'LT	---	--- ---	---	--- ---	---	342,794.53	795,931.29	BOC; CURB RAMP OPENING

POINT NO.	STH 120 NB (NB)		STH 120 SB (SB)		C RAMP (C)		D RAMP (D)		ELEV.	Y	X	REMARKS
	STATION	OFFSET	STATION	OFFSET	STATION	OFFSET	STATION	OFFSET				
556	56+74.04	61.80 'LT	56+40.80	30.28 'LT	---	--- ---	---	--- ---	---	342,796.13	795,941.16	BOC; CURB RAMP OPENING
557	56+99.88	420.00 'LT	55+45.25	364.36 'LT	---	--- ---	---	--- ---	---	343,056.81	795,693.30	R = 420'
558	57+95.75	63.68 'LT	57+91.16	45.67 'LT	---	--- ---	---	--- ---	---	342,889.28	796,027.21	BOS
559	57+96.22	57.70 'LT	57+91.16	39.67 'LT	---	--- ---	---	--- ---	---	342,885.39	796,031.78	FOS
560	58+06.25	52.94 'LT	58+00.80	34.14 'LT	---	--- ---	---	--- ---	---	342,889.13	796,042.23	BOC; CURB RAMP OPENING
561	57+93.54	53.72 'LT	57+88.18	35.91 'LT	---	--- ---	---	--- ---	---	342,880.68	796,032.70	FOS
562	57+99.16	51.48 'LT	57+93.61	33.24 'LT	---	--- ---	---	--- ---	---	342,883.08	796,038.26	BOC; CURB RAMP OPENING
563	58+24.92	20.16 'LT	58+16.83	0.00 'RT	---	--- ---	---	--- ---	---	342,879.19	796,078.62	BEGIN TAPER
564	58+56.25	12.00 'LT	58+47.43	10.60 'RT	---	--- ---	---	--- ---	887.66	342,895.61	796,106.53	END TAPER
565	59+32.40	24.44 'LT	59+24.31	4.17 'RT	---	--- ---	---	--- ---	887.34	342,958.30	796,151.51	END TAPER
566	57+99.91	33.19 'RT	57+87.71	51.23 'RT	---	--- ---	---	--- ---	---	342,823.81	796,098.72	BOC; CURB RAMP OPENING
567	57+93.48	36.19 'RT	57+81.06	53.71 'RT	---	--- ---	---	--- ---	---	342,817.14	796,096.30	FOS
568	58+07.37	34.12 'RT	57+95.08	52.74 'RT	---	--- ---	---	--- ---	---	342,828.43	796,104.65	BOC; CURB RAMP OPENING
569	57+97.35	38.79 'RT	57+84.72	56.61 'RT	---	--- ---	---	--- ---	---	342,818.04	796,100.88	FOS
570	57+97.35	39.79 'RT	57+84.64	57.61 'RT	---	--- ---	---	--- ---	---	342,817.33	796,101.59	FOS
571	57+97.35	45.79 'RT	57+84.17	63.59 'RT	---	--- ---	---	--- ---	---	342,813.10	796,105.84	BOS
572	58+07.35	44.67 'RT	57+94.23	63.26 'RT	---	--- ---	---	--- ---	---	342,820.97	796,112.11	BOS
573	54+05.54	61.99 'LT	54+20.15	36.23 'LT	---	--- ---	---	--- ---	---	342,683.24	795,732.85	R = 100'
574	54+90.11	128.98 'LT	54+94.33	67.10 'LT	---	--- ---	---	--- ---	---	342,769.18	795,783.99	BOS; DRIVEWAY OPENING
575	54+40.92	140.57 'LT	54+82.69	82.26 'LT	---	--- ---	---	--- ---	---	342,777.34	795,766.70	BEGIN/END RADIUS
576	54+30.84	151.22 'LT	54+67.37	97.71 'RT	---	--- ---	---	--- ---	---	342,782.68	795,743.42	END RADIUS
577	54+36.13	179.33 'LT	54+82.31	122.46 'LT	---	--- ---	---	--- ---	---	342,812.91	795,747.98	MATCH EXIST.
578	55+13.32	192.75 'LT	55+18.83	130.39 'LT	---	--- ---	---	--- ---	---	342,836.66	795,776.83	MATCH EXIST.
579	55+17.83	163.62 'LT	55+22.75	101.17 'LT	---	--- ---	---	--- ---	---	342,812.48	795,793.67	---
580	55+19.40	159.46 'LT	55+24.23	96.98 'LT	---	--- ---	---	--- ---	---	342,809.42	795,796.91	---
581	55+27.15	138.91 'LT	55+31.56	76.28 'LT	---	--- ---	---	--- ---	---	342,794.37	795,812.90	BOS
582	55+04.05	39.42 'LT	55+06.45	22.72 'RT	---	--- ---	---	--- ---	885.24	342,694.85	795,835.85	BEGIN/END RADIUS
583	55+64.65	54.64 'LT	55+67.35	8.74 'RT	---	--- ---	---	--- ---	886.90	342,735.14	795,883.62	BEGIN/END RADIUS
584	55+09.41	2.77 'RT	55+10.96	65.01 'RT	---	--- ---	---	--- ---	885.29	342,659.30	795,859.21	BEGIN/END RADIUS
585	55+04.36	1.99 'LT	55+06.01	60.15 'RT	---	--- ---	---	--- ---	885.16	342,661.36	795,852.58	BEGIN/END RADIUS
586	55+01.82	7.88 'LT	55+03.58	54.21 'RT	---	--- ---	---	--- ---	885.07	342,665.54	795,847.70	BEGIN/END RADIUS
587	55+11.79	8.69 'LT	55+13.57	53.61 'RT	---	--- ---	---	--- ---	---	342,670.64	795,856.31	R = 10'
588	55+34.41	28.46 'LT	55+36.59	34.30 'RT	---	--- ---	---	--- ---	---	342,698.33	795,867.95	R = 40'
589	55+36.29	30.80 'LT	55+38.51	32.00 'RT	---	--- ---	---	--- ---	---	342,701.26	795,868.60	R = 43'
590	57+96.28	56.93 'LT	57+91.16	38.90 'LT	---	--- ---	---	--- ---	---	342,884.89	796,032.36	FOS
591	55+32.61	29.94 'LT	55+34.82	32.78 'RT	---	--- ---	---	--- ---	890.44	342,698.88	795,865.68	ROUNDABOUT MAX ELEV.
592	58+22.07	52.21 'LT	58+16.50	32.17 'LT	---	--- ---	---	--- ---	---	342,899.81	796,053.92	BEGIN DRIVEWAY CURB
593	58+96.09	58.04 'LT	58+90.75	32.17 'LT	---	--- ---	---	--- ---	---	342,956.32	796,102.08	END DRIVEWAY CURB
594	54+22.06	159.70 'LT	54+67.37	111.14 'RT	---	--- ---	---	--- ---	---	342,784.91	795,722.48	MATCH EXIST.
595	54+55.83	10.48 'LT	54+43.20	41.94 'RT	---	--- ---	---	--- ---	884.84	342,652.01	795,808.12	ROUNDABOUT CURB GRADE LOW POINT
596	56+32.18	42.21 'LT	56+20.06	12.88 'RT	---	--- ---	---	--- ---	887.28	342,750.51	795,929.08	ROUNDABOUT CURB GRADE HIGH POINT

2

REMOVING FENCE REQ'D

FENCE WOVEN WIRE (4-FOOT) REQ'D

MGS GUARDRAIL TERMINAL EAT REQ'D

MGS GUARDRAIL 3 REQ'D

STA. 60+94.05 SB, 36'LT (MGS EAT POST 1)

ASPH

CD-7

CD-7

BIORETENTION BASIN B (SEE CONSTRUCITON DETAIL)

FUTURE SIDEWALK BY OTHERS 6' 5'

SHLDR 10' 12' 12'

AP1

STH 120 SB

30J

60+00 SB +50 61+00 SB +50 62+00 SB +50 63+00 SB +50 64+00 SB +50 65+00 SB +50

6' SHLDR 12' 1.0% 1.42% CM1 0.7% 0.5% 1.0% 1.0% 12.5:1 TAPER

MATCH LINE STA. 60+00 NB

60+00 NB +50 61+00 NB +50 62+00 NB 63+00 NB 64+00 NB +50 65+00 NB +50 66+0

12' 12' 1.0% 2.3% 8:1 TAPER 1.2% 6' SHLDR 12.5:1 TAPER 1.0%

SHLDR 10' 12' 12' 12' 10' SHLDR

AP1 STH 120 NB

30J

MATCH LINE STA. 66+00 NB

CS-5 6' 4'

MGS GUARDRAIL 3 REQ'D WITH TREATED TIMBER RUB RAIL (SEE CONSTRUCTION DETAIL)

WETLAND LIMITS

POST

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT

X X X X SAWING ASPHALT

CURB RAMP TYPE X

TRAFFIC FLOW

PROPOSED INLET

PROPOSED STORM SEWER MANHOLE

CURB RAMP DETECTABLE WARNING FIELD

DRAINAGE FLOW ARROW

SLOPE INTERCEPTS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 50 E

2

628 629 630 623 622 624 621 620 625 606 605 604 607 608 609 610 626 627 603 602 631 601 600 611 612 632 617 613 614 615 616 619 618

50' R
50' R
80' R
80' R

BIORETENTION BASIN B
(SEE CONSTRUCITON DETAIL)

DRIVEWAY ENTRANCE CURB
REQ'D BETWEEN POINTS
626 AND 627

STH 120 SB
STH 120 NB

MATCH LINE STA. 60+00 NB
MATCH LINE STA. 66+00 NB

60+00 SB
61+00 SB
62+00 SB
63+00 SB
64+00 SB
65+00 SB
61+00 NB
62+00 NB
63+00 NB
64+00 NB
65+00 NB
+50

SHLDR 6'
SHLDR 10'
12'
12'
12'
12'
12'
10' SHLDR
6'
5'
6'
4'

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

WETLAND LIMITS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021206_b_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	ELEV.	Y	X	REMARKS
600	60+56.25	12.00 'LT	60+46.56	25.40 'RT	886.56	343,037.58	796,246.95	BEGIN RADIUS
601	61+02.59	26.03 'LT	60+93.04	13.43 'RT	886.13	343,080.81	796,267.99	BEGIN/END RADIUS
602	60+99.56	35.17 'LT	60+90.42	4.17 'RT	886.19	343,084.77	796,259.23	BEGIN/END RADIUS
603	60+99.77	30.18 'LT	60+90.42	9.17 'RT	---	343,081.55	796,263.05	R = 5'
604	60+56.26	92.00 'LT	60+50.75	54.49 'LT	---	343,092.58	796,188.86	R = 80'
605	61+13.43	85.59 'LT	61+06.05	45.67 'LT	---	343,128.72	796,231.05	BOS; DRIVEWAY OPENING
606	61+15.97	85.69 'LT	61+08.54	45.67 'LT	---	343,130.60	796,232.62	BOS; DRIVEWAY OPENING
607	61+15.17	105.27 'LT	61+08.53	65.27 'LT	---	343,143.16	796,217.58	BEGIN RADIUS
608	61+51.70	105.20 'LT	61+44.21	63.89 'LT	---	343,169.26	796,240.92	BEGIN RADIUS
609	61+52.17	86.99 'LT	61+44.02	45.67 'LT	---	343,157.59	796,254.91	BOS; DRIVEWAY OPENING
610	61+54.92	87.08 'LT	61+46.71	45.67 'LT	---	343,159.65	796,256.59	BOS; DRIVEWAY OPENING
611	62+20.78	31.41 'LT	62+09.56	12.00 'RT	885.28	343,172.44	796,340.69	BEGIN/END RADIUS
612	61+83.10	20.68 'LT	61+72.16	21.62 'RT	885.51	343,137.02	796,324.85	BEGIN/END RADIUS
613	61+85.11	11.40 'LT	61+73.85	30.96 'RT	885.68	343,132.50	796,333.19	END RADIUS; BEGIN TAPER; CURB GRADE HIGH POINT
614	62+44.91	4.17 'LT	62+32.62	39.87 'RT	885.38	343,173.63	796,376.96	END TAPER
615	62+80.57	4.17 'LT	62+67.79	40.71 'RT	885.28	343,201.37	796,399.26	BEGIN TAPER
616	63+79.04	12.00 'LT	63+64.98	34.54 'RT	884.87	343,284.21	796,452.49	END TAPER
617	61+85.66	16.37 'LT	61+74.54	26.01 'RT	---	343,136.15	796,329.77	R = 5'
618	62+22.97	48.56 'RT	62+09.56	92.00 'RT	---	343,123.04	796,403.62	R = 80'
619	65+24.81	35.23 'LT	65+08.50	12.00 'RT	884.96	343,416.31	796,515.25	BEGIN TAPER
620	61+12.59	118.90 'LT	61+06.57	78.99 'LT	---	343,150.48	796,205.82	END RADIUS
621	60+63.11	102.79 'LT	60+57.87	64.93 'LT	---	343,104.77	796,185.54	R = 50'
622	61+04.26	142.76 'LT	60+99.44	103.15 'LT	---	343,160.67	796,182.84	MATCH EXIST.
623	61+32.07	152.86 'LT	61+26.90	112.20 'LT	---	343,186.89	796,192.88	MATCH EXIST.
624	61+46.25	126.13 'LT	61+39.67	84.99 'LT	---	343,179.19	796,221.77	END RADIUS
625	60+99.60	103.44 'LT	60+93.24	64.04 'LT	---	343,130.88	796,208.89	R = 50'
626	60+88.90	71.11 'LT	60+81.42	32.17 'LT	---	343,101.40	796,225.70	BEGIN DRIVEWAY CURB
627	62+03.68	75.11 'LT	61+94.05	32.17 'LT	---	343,187.65	796,296.43	END DRIVEWAY CURB
628	61+27.06	196.23 'LT	61+23.79	155.72 'LT	---	343,212.31	796,157.44	BEGIN FENCE
629	63+82.56	185.74 'LT	63+70.56	139.15 'LT	---	343,389.41	796,314.18	---
630	63+97.19	190.34 'LT	63+84.76	143.59 'LT	---	343,403.08	796,318.42	---
631	61+04.83	30.18 'LT	60+95.40	9.36 'RT	886.08	343,085.24	796,266.41	CURB GRADE LOW POINT
632	61+80.63	16.37 'LT	61+69.58	25.84 'RT	885.55	343,132.35	796,326.51	CURB GRADE BREAK

2

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

FENCE WOVEN WIRE (4-FOOT) REQ'D
REMOVING FENCE REQ'D
BIORETENTION BASIN B (SEE CONSTRUCTION DETAIL)
FUTURE SIDEWALK BY OTHERS
ASPH
CD-7
CD-7
30J
MATCH LINE STA. 66+00 NB
66+00 SB
67+00 SB
68+00 SB
STH 120 SB
69+00 SB
70+00 SB
71+00 SB
12.5:1 TAPER
CROWN TRANSITION
CROWN
SHLDR
CROWN TRANSITION FROM STA 71+65.6 SB 6'RT TO BEGINNING OF TURN BAY TAPER AT STA 73+23.89, 4.17'RT
+65.6 SB
12.5:1 TAPER
MATCH LINE STA. 72+00 NB
STA. 66+51.84 NB, 36'RT (MGS EAT POST 1)
67+00 NB
68+00 NB
8:1 TAPER
69+00 NB
70+00 NB
71+00 NB
SHLDR
CS-5
STH 120 NB
MGS GUARDRAIL TERMINAL EAT REQ'D
60'R
40'R
CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021207_a_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
	OVERHEAD SIGN SUPPORT
X X X X	SAWING ASPHALT
	CURB RAMP TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELD
	DRAINAGE FLOW ARROW
	SLOPE INTERCEPTS

BIORETENTION BASIN B (SEE CONSTRUCTION DETAIL)

MATCH LINE STA. 66+00 NB

66+00 SB +50 67+00 SB +50 68+00 SB +50 STH 120 SB 69+00 SB +50 70+00 SB +50 71+00 SB +50

67+00 NB +50 68+00 NB +50 69+00 NB +50 70+00 NB +50 71+00 NB +50

MATCH LINE STA. 72+00 NB

STH 120 NB

SHLDR

DRIVEWAY ENTRANCE CURB REQ'D BETWEEN POINTS 732 AND 742

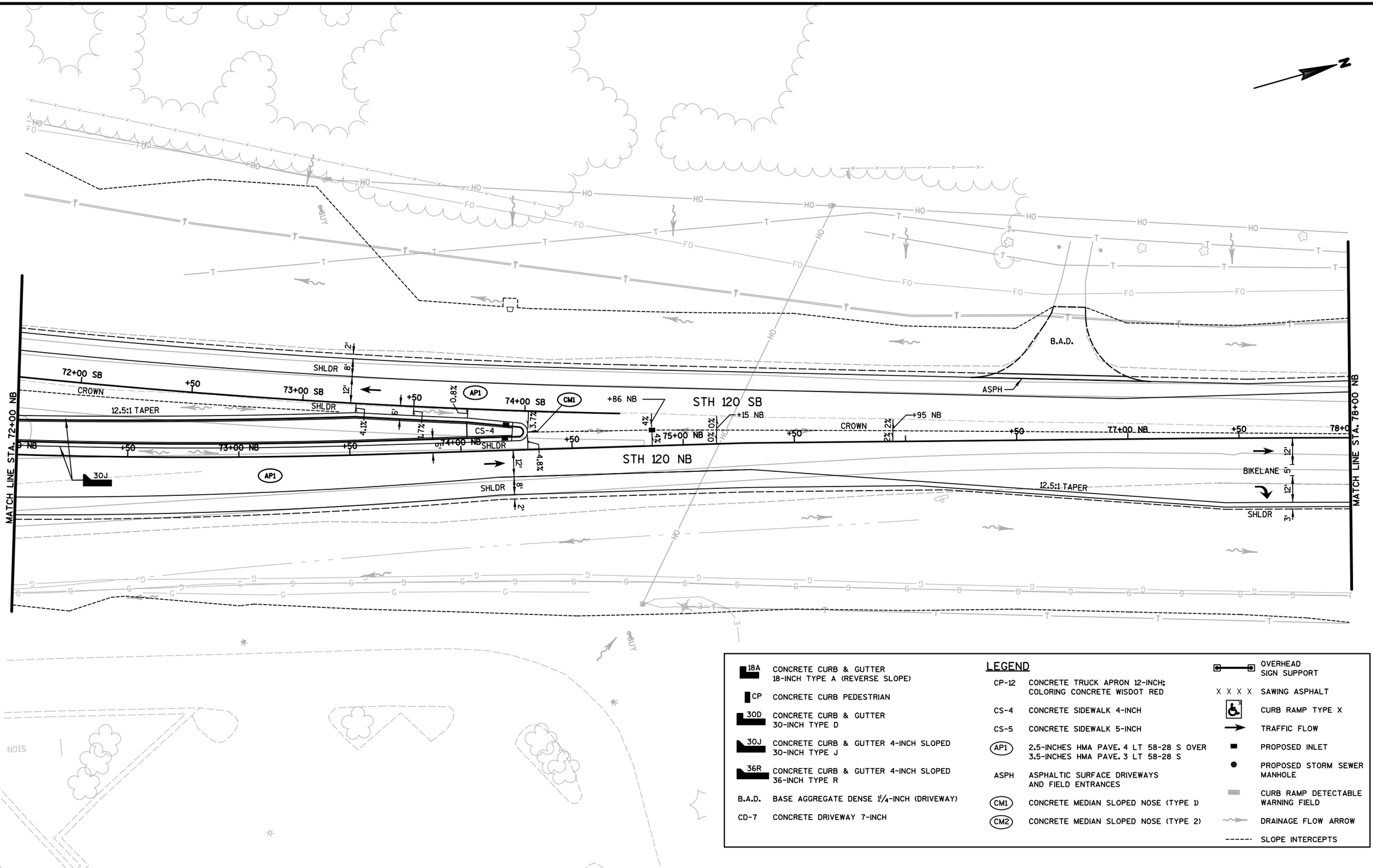
80'R 60'R 40'R 2,355'R

719 729 730 731 740 741 737 736 738 739 706 733 734 700 701 702 735 705 704 703 744 727 725 745 726 724 723 728 732 742 707 713 716 718 720 721 710 711 715 717 722 709 743 712 708 714

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 54 E

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	ELEV.	Y	X	REMARKS
700	66+23.90	42.32 'LT	66+05.80	4.17 'RT	885.65	343,502.99	796,560.63	END TAPER
701	66+34.51	42.18 'LT	66+16.22	4.17 'RT	885.72	343,511.90	796,566.05	BEGIN TAPER
702	67+26.97	33.29 'LT	67+07.25	11.40 'RT	886.21	343,586.89	796,618.52	END TAPER; BEGIN RADIUS
703	67+29.02	24.05 'LT	67+09.47	20.59 'RT	886.26	343,584.29	796,627.61	BEGIN/END RADIUS
704	66+85.81	12.00 'LT	66+67.16	33.53 'RT	886.40	343,540.88	796,617.50	BEGIN/END RADIUS
705	67+26.39	28.32 'LT	67+06.79	16.38 'RT	---	343,584.03	796,622.62	R = 5'
706	66+85.81	92.00 'LT	66+65.65	46.46 'LT	---	343,580.02	796,547.72	R = 80'
707	66+93.16	32.17 'RT	66+75.25	77.55 'RT	887.88	343,525.78	796,659.66	BEGIN RADIUS
708	67+52.43	89.36 'RT	67+35.28	133.40 'RT	---	343,551.87	796,738.84	SAWCUT; MATCH EXIST.
709	66+93.16	92.17 'RT	66+76.35	137.54 'RT	---	343,496.58	796,712.07	R = 60'
710	67+49.24	76.57 'RT	67+31.81	120.69 'RT	887.39	343,554.94	796,726.00	END RADIUS; CURB GRADE BREAK
711	67+47.48	81.52 'RT	67+30.17	125.70 'RT	---	343,551.01	796,729.53	BOC; CURB RAMP OPENING
712	67+48.96	87.43 'RT	67+31.78	131.56 'RT	---	343,549.60	796,735.46	BOC; CURB RAMP OPENING
713	67+28.77	44.60 'RT	67+10.77	89.23 'RT	887.64	343,553.14	796,692.04	CURB RADIUS MID POINT
714	67+85.34	87.24 'RT	67+67.98	130.40 'RT	---	343,583.07	796,752.65	SAWCUT; MATCH EXIST.
715	67+85.28	71.86 'RT	67+67.51	115.02 'RT	887.34	343,590.02	796,738.92	BEGIN RADIUS; CURB GRADE BREAK
716	68+24.18	32.00 'RT	68+04.94	73.99 'RT	888.62	343,643.36	796,721.07	END RADIUS; END CURB & GUTTER
717	68+24.18	72.00 'RT	68+06.18	113.97 'RT	---	343,625.71	796,756.97	R = 40'
718	67+96.53	43.71 'RT	67+77.90	86.56 'RT	887.98	343,613.02	796,719.03	CURB RADIUS MID POINT
719	67+44.88	187.41 'LT	67+20.89	143.09 'LT	---	343,674.74	796,490.73	END FENCE
720	69+22.94	24.00 'RT	69+02.17	74.32 'RT	889.03	343,737.18	796,756.13	END TAPER; BEGIN RADIUS
721	69+79.79	24.00 'RT	69+58.28	71.76 'RT	889.35	343,789.88	796,778.84	BEGIN/END RADIUS
722	68+47.20	52.79 'RT	68+28.42	106.00 'RT	---	343,655.32	796,750.00	R = 80'
723	68+68.27	4.17 'LT	68+47.23	48.32 'RT	887.36	343,698.98	796,707.69	END TAPER
724	68+15.95	10.57 'LT	67+95.48	31.71 'RT	886.65	343,654.79	796,679.23	END RADIUS; BEGIN TAPER
725	68+14.40	20.08 'LT	67+93.66	22.25 'RT	886.63	343,657.64	796,670.03	BEGIN/END RADIUS
726	68+16.51	15.54 'LT	67+95.87	26.72 'RT	---	343,657.50	796,675.03	R = 5'
727	68+49.96	27.16 'LT	68+28.42	26.00 'RT	886.97	343,692.40	796,679.11	BEGIN/END RADIUS
728	71+00.00	15.37 'LT	70+74.71	26.00 'RT	888.90	343,916.34	796,785.98	BEGIN TAPER
729	67+65.33	138.28 'LT	67+42.09	94.49 'LT	---	343,668.83	796,543.12	SAWCUT; MATCH EXIST.
730	67+78.02	137.95 'LT	67+54.43	94.49 'LT	---	343,679.32	796,548.94	SAWCUT; MATCH EXIST.
731	64+95.74	2326.61 'LT	64+82.48	2279.35 'LT	---	344,659.00	794,590.09	R = 2,355'
732	66+39.52	32.17 'RT	66+22.17	78.45 'RT	---	343,478.61	796,632.72	BEGIN DRIVEWAY CURB
733	68+95.26	63.51 'LT	68+71.43	12.00 'LT	886.51	343,748.11	796,665.06	END TAPER
734	67+92.69	75.18 'LT	67+70.63	32.17 'LT	885.40	343,663.30	796,611.23	END RADIUS; END CURB & GUTTER
735	67+31.45	28.33 'LT	67+11.76	16.26 'RT	886.25	343,588.43	796,624.98	CURB GRADE BREAK
736	67+54.71	89.71 'LT	67+33.05	45.67 'LT	---	343,637.31	796,581.45	BOS; DRIVEWAY OPENING
737	67+57.82	89.63 'LT	67+36.09	45.67 'LT	---	343,639.93	796,582.92	BOS; DRIVEWAY OPENING
738	67+82.68	88.97 'LT	67+60.42	45.67 'LT	---	343,660.93	796,594.54	BOS; DRIVEWAY OPENING
739	67+85.78	88.88 'LT	67+63.47	45.67 'LT	---	343,663.56	796,595.99	BOS; DRIVEWAY OPENING
740	67+64.43	104.47 'LT	67+42.15	60.67 'LT	---	343,652.44	796,572.71	---
741	67+76.93	104.14 'LT	67+54.37	60.67 'LT	---	343,662.94	796,578.53	---
742	66+83.29	32.17 'RT	66+65.47	77.74 'RT	---	343,517.05	796,654.77	END DRIVEWAY CURB
743	67+39.15	88.16 'RT	67+22.04	132.54 'RT	---	343,540.30	796,731.35	BOS; END SIDEWALK
744	68+31.75	25.69 'LT	68+10.56	16.09 'RT	886.80	343,675.54	796,672.59	CURB GRADE BREAK
745	68+11.48	15.55 'LT	67+90.92	26.87 'RT	886.58	343,653.02	796,672.80	CURB GRADE LOW POINT

2



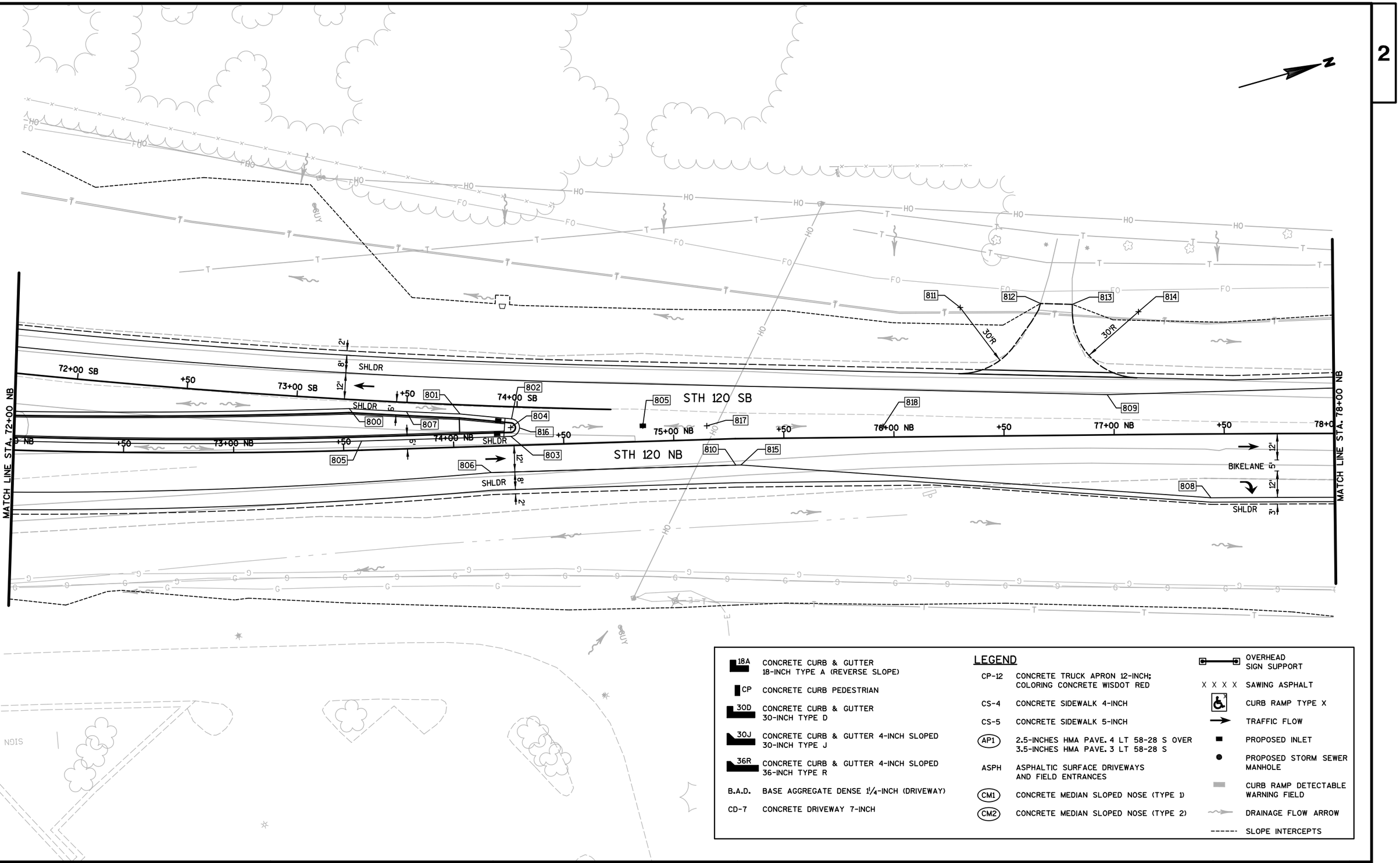
18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH

LEGEND

CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

	OVERHEAD SIGN SUPPORT
X X X X	SAWING ASPHALT
	CURB RAMP TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELD
	DRAINAGE FLOW ARROW
------	SLOPE INTERCEPTS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 56	E



18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH

LEGEND

CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

	OVERHEAD SIGN SUPPORT
X X X X	SAWING ASPHALT
	CURB RAMP TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELD
	DRAINAGE FLOW ARROW
------	SLOPE INTERCEPTS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 57	E

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	ELEV.	Y	X	REMARKS
800	73+52.98	19.04 'LT	73+23.89	4.17 'RT	889.62	344,157.44	796,856.50	END TAPER
801	74+03.30	15.04 'LT	73+74.27	4.17 'RT	889.22	344,205.21	796,872.70	BEGIN TAPER
802	74+26.61	12.14 'LT	73+97.70	5.47 'RT	888.99	344,227.10	796,881.22	END TAPER; BEGIN RADIUS
803	74+26.12	4.17 'LT	73+97.72	13.46 'RT	888.99	344,224.67	796,888.83	END RADIUS
804	74+26.12	8.17 'LT	73+97.46	9.47 'RT	---	344,225.65	796,884.95	R = 4'
805	74+86.15	7.11 'LT	---	--- ---	888.60	344,283.59	796,900.68	CROWN LOW POINT
806	74+16.68	12.00 'RT	73+89.43	30.22 'RT	---	344,211.56	796,902.19	END RADIUS
807	73+79.07	16.88 'LT	73+50.00	4.17 'RT	889.43	344,182.16	796,864.98	CURB GRADE BREAK
808	77+43.75	29.00 'RT	---	--- ---	---	344,522.69	797,002.96	END TAPER
809	76+97.02	18.25 'LT	---	--- ---	---	344,490.25	796,944.98	BEGIN TAPER
810	75+27.80	12.00 'RT	---	--- ---	---	344,319.29	796,929.41	---
811	76+30.71	58.50 'LT	---	--- ---	---	344,436.96	796,888.61	R = 30'
812	76+67.15	59.95 'LT	---	--- ---	---	344,472.49	796,896.86	MATCH EXIST.
813	76+81.61	59.46 'LT	---	--- ---	---	344,486.29	796,901.16	MATCH EXIST.
814	77+11.59	55.78 'LT	---	--- ---	---	344,514.26	796,912.66	R = 30'
815	75+30.36	12.00 'RT	---	--- ---	888.55	344,321.53	796,930.03	BEGIN TAPER
816	74+30.11	7.92 'LT	74+01.45	9.46 'RT	888.79	344,229.46	796,886.17	CURB GRADE LOW POINT
817	75+15.17	6.22 'LT	---	--- ---	888.75	344,311.51	796,908.66	CROWN GRADE BREAK
818	75+95.06	4.84 'LT	---	--- ---	888.45	344,388.37	796,930.92	CROWN GRADE BREAK

2

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

N

CAUTION
SEPTIC FIELD
-DO NOT DISTURB-

STH 120

MATCH LINE STA. 78+00 NB

MATCH LINE STA. 142+00 NB

STA. 80+59.27 NB BK=
STA. 138+99.05 NB AH

EQUATION

MADAUS RD

BYPASS LANE

BIKELANE

SHLDR

20:1 TAPER

10:1 TAPER

B.A.D.

ASPH

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

END CONSTRUCTION
STA. 11+85.10 M

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET 59	E

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	MADAUS ROAD (M) STATION	MADAUS ROAD (M) OFFSET	ELEV.	Y	X	REMARKS
900	79+26.66	24.79 'LT	---	--- ---	---	344,713.31	797,001.72	END TAPER
901	79+42.18	60.22 'LT	---	--- ---	---	344,738.32	796,972.19	MATCH EXIST.
902	79+62.06	61.56 'LT	---	--- ---	---	344,757.85	796,976.62	MATCH EXIST.
903	79+17.63	54.47 'LT	---	--- ---	---	344,713.03	796,970.69	R = 25'
904	79+87.37	54.23 'LT	---	--- ---	---	344,780.11	796,990.97	R = 25'
905	139+83.41	51.13 'LT	---	--- ---	---	344,928.87	797,039.95	MATCH EXIST.
906	139+99.41	51.13 'LT	---	--- ---	---	344,944.16	797,044.68	MATCH EXIST.
907	139+63.41	49.00 'LT	---	--- ---	---	344,909.14	797,036.08	R = 20'
908	140+19.41	49.00 'LT	---	--- ---	---	344,962.64	797,052.62	R = 20'
909	140+75.08	59.61 'LT	---	--- ---	---	345,018.96	797,058.92	MATCH EXIST.
910	140+78.58	59.26 'LT	---	--- ---	---	345,022.20	797,060.29	MATCH EXIST.
911	141+09.42	59.26 'LT	---	--- ---	---	345,051.66	797,069.39	MATCH EXIST.
912	140+74.59	54.63 'LT	---	--- ---	---	345,017.02	797,063.53	R = 5'
913	140+49.98	59.00 'LT	---	--- ---	---	344,994.79	797,052.09	R = 30'
914	141+39.98	59.00 'LT	---	--- ---	---	345,080.78	797,078.67	R = 30'
915	140+79.52	53.76 'LT	---	--- ---	---	345,021.46	797,065.82	BEGIN/END RADIUS
916	141+55.98	24.00 'LT	---	--- ---	---	345,085.74	797,116.84	BEGIN TAPER
917	139+34.38	29.00 'RT	10+29.00	71.67 'RT	886.37	344,858.36	797,102.03	BEGIN CURB & GUTTER
918	139+67.83	41.84 'RT	10+41.12	38.28 'RT	886.19	344,886.53	797,124.17	CURB GRADE LOW POINT
919	139+84.10	73.76 'RT	10+71.31	24.00 'RT	886.77	344,892.65	797,159.48	END RADIUS; CURB GRADE BREAK
920	139+86.71	93.49 'RT	10+89.94	24.00 'RT	887.50	344,889.32	797,179.10	END CURB & GUTTER
921	139+34.38	79.00 'RT	10+71.31	74.00 'RT	---	344,843.59	797,149.80	R = 50'
922	140+32.26	121.18 'RT	11+26.05	14.84 'LT	889.11	344,924.66	797,219.00	END TAPER
923	140+59.47	149.11 'RT	11+61.11	33.00 'LT	---	344,942.41	797,253.72	MATCH EXIST.
924	140+63.42	165.67 'RT	11+78.11	32.00 'LT	---	344,941.29	797,270.71	R = 17'
925	140+49.25	115.16 'RT	11+24.48	32.80 'LT	---	344,942.66	797,218.27	MATCH EXIST.
926	140+48.04	97.20 'RT	11+04.78	35.70 'LT	---	344,946.81	797,200.75	R = 18'
927	140+28.19	86.88 'RT	10+89.94	18.00 'LT	887.24	344,930.90	797,185.03	BEGIN CURB & GUTTER
928	140+39.53	46.55 'RT	10+47.81	33.26 'LT	885.42	344,953.64	797,149.85	CURB GRADE BREAK
929	140+77.56	29.00 'RT	10+29.00	71.52 'LT	884.34	344,995.16	797,144.31	END CURB & GUTTER
930	140+77.56	79.00 'RT	10+89.94	68.00 'LT	---	344,980.39	797,192.08	R = 50'
931	143+56.04	34.58 'RT	---	--- ---	---	345,259.57	797,231.88	R = 374'
932	150+04.61	237.46 'LT	---	--- ---	---	345,940.05	797,147.31	R = 1,051'
933	141+77.56	12.00 'RT	10+12.00	171.52 'LT	---	345,095.72	797,157.60	END TAPER
934	140+48.84	165.83 'RT	11+74.05	18.00 'LT	---	344,927.32	797,266.56	BEGIN TAPER
935	140+47.06	92.37 'RT	10+99.29	35.66 'LT	---	344,947.30	797,195.85	MATCH EXIST.
936	140+50.31	92.15 'RT	10+99.73	38.89 'LT	---	344,950.47	797,196.60	MATCH EXIST.
937	139+63.41	29.00 'LT	---	--- ---	---	344,903.23	797,055.19	BEGIN CURB & GUTTER
938	141+39.98	29.00 'LT	---	--- ---	---	345,071.92	797,107.33	END CURB & GUTTER
939	140+01.77	134.64 'RT	---	--- ---	---	344,891.55	797,222.87	END TAPER

2

18A CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)

CP CONCRETE CURB PEDESTRIAN

30D CONCRETE CURB & GUTTER 30-INCH TYPE D

30J CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J

36R CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R

B.A.D. BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)

CD-7 CONCRETE DRIVEWAY 7-INCH

LEGEND

CP-12 CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED

CS-4 CONCRETE SIDEWALK 4-INCH

CS-5 CONCRETE SIDEWALK 5-INCH

AP1 2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S

ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CM1 CONCRETE MEDIAN SLOPED NOSE (TYPE 1)

CM2 CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT

X X X X SAWING ASPHALT

CURB RAMP TYPE X

TRAFFIC FLOW

PROPOSED INLET

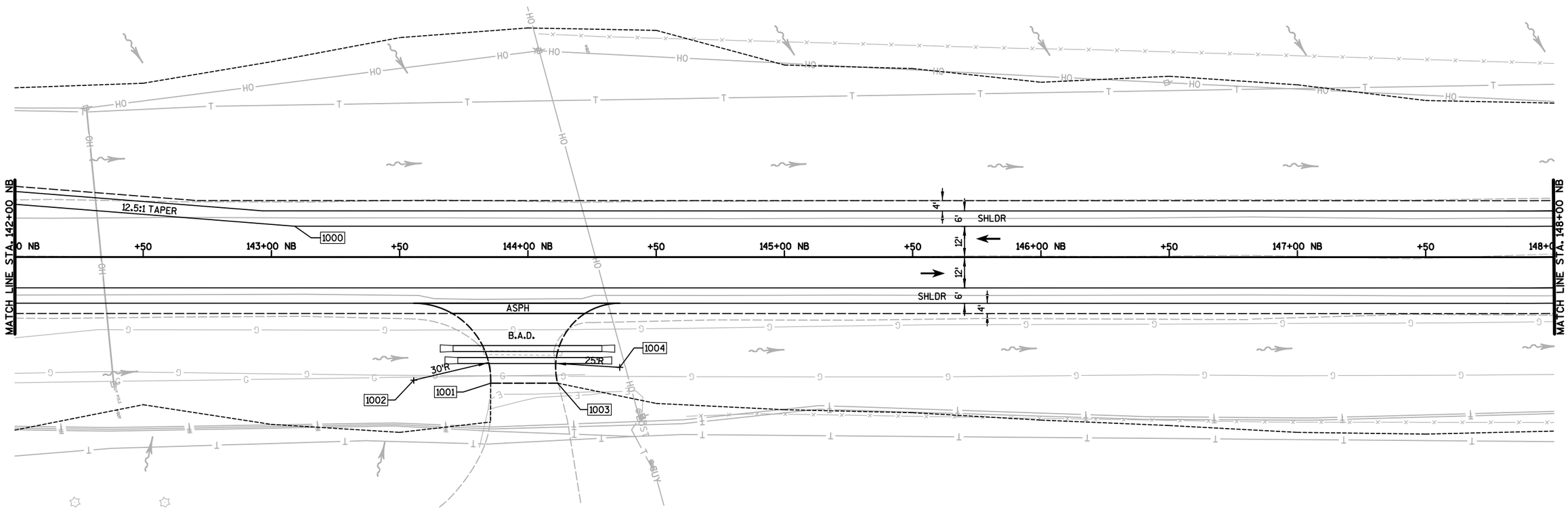
PROPOSED STORM SEWER MANHOLE

CURB RAMP DETECTABLE WARNING FIELD

DRAINAGE FLOW ARROW

SLOPE INTERCEPTS

N

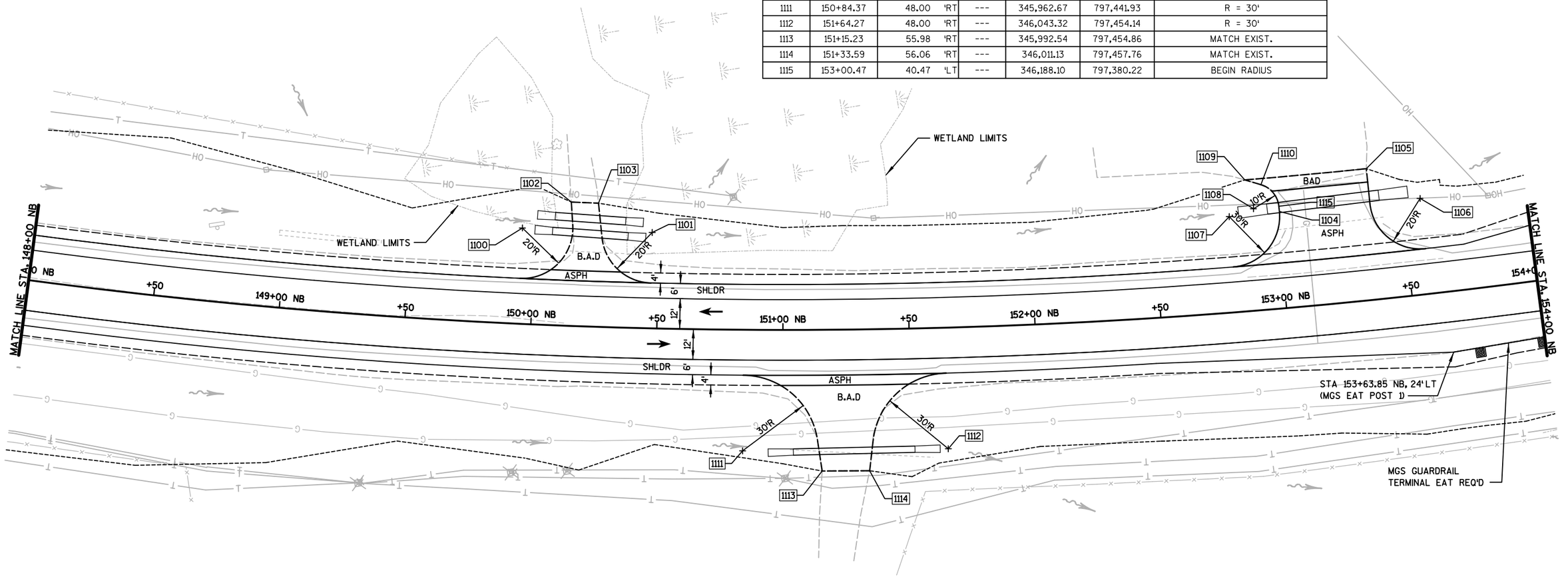


POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	ELEV.	Y	X	REMARKS
1000	143+09.06	12.00 'LT	---	345,228.44	797,173.51	END TAPER
1001	143+85.48	49.18 'RT	---	345,283.39	797,254.52	MATCH EXIST.
1002	143+55.50	48.00 'RT	---	345,255.09	797,244.54	R = 30'
1003	144+11.58	49.14 'RT	---	345,308.34	797,262.19	MATCH EXIST.
1004	144+35.82	43.00 'RT	---	345,333.30	797,263.48	R = 25'

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)
	OVERHEAD SIGN SUPPORT
X X X X	SAWING ASPHALT
	CURB RAMP TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELD
	DRAINAGE FLOW ARROW
	SLOPE INTERCEPTS

POINT NO.	STH 120 NB (NB) STATION	OFFSET	ELEV.	Y	X	REMARKS
1100	149+94.89	38.00 'LT	---	345,890.57	797,340.75	R = 20'
1101	150+47.27	38.00 'LT	---	345,941.10	797,350.75	R = 20'
1102	150+14.19	49.07 'LT	---	345,911.35	797,333.72	MATCH EXIST.
1103	150+25.23	49.03 'LT	---	345,921.93	797,335.87	MATCH EXIST.
1104	153+00.50	38.41 'LT	---	346,187.98	797,382.28	END RADIUS
1105	153+37.12	52.00 'LT	---	346,224.69	797,371.06	MATCH EXIST.
1106	153+57.46	38.00 'LT	---	346,243.86	797,386.10	R = 20'
1107	152+80.17	38.00 'LT	---	346,168.02	797,381.13	R = 20'
1108	152+90.29	40.29 'LT	---	346,178.12	797,379.65	R = 10'
1109	152+87.60	52.00 'LT	---	346,176.41	797,367.76	MATCH EXIST.
1110	152+93.94	49.63 'LT	---	346,182.41	797,370.61	END RADIUS
1111	150+84.37	48.00 'RT	---	345,962.67	797,441.93	R = 30'
1112	151+64.27	48.00 'RT	---	346,043.32	797,454.14	R = 30'
1113	151+15.23	55.98 'RT	---	345,992.54	797,454.86	MATCH EXIST.
1114	151+33.59	56.06 'RT	---	346,011.13	797,457.76	MATCH EXIST.
1115	153+00.47	40.47 'LT	---	346,188.10	797,380.22	BEGIN RADIUS



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS	SHEET	E

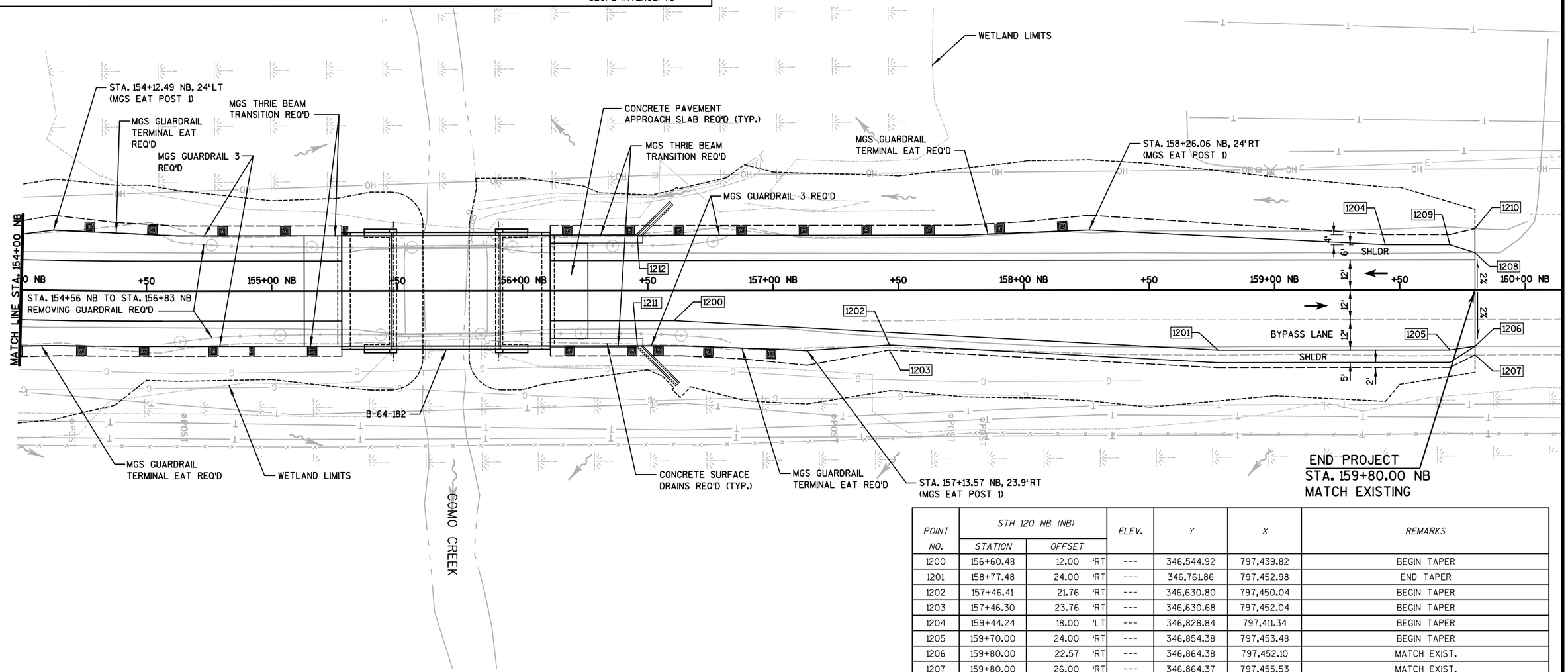
FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021211_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
X X X X SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

N



POINT NO.	STH 120 NB (NB) STATION	OFFSET	ELEV.	Y	X	REMARKS
1200	156+60.48	12.00 'RT	---	346,544.92	797,439.82	BEGIN TAPER
1201	158+77.48	24.00 'RT	---	346,761.86	797,452.98	END TAPER
1202	157+46.41	21.76 'RT	---	346,630.80	797,450.04	BEGIN TAPER
1203	157+46.30	23.76 'RT	---	346,630.68	797,452.04	BEGIN TAPER
1204	159+44.24	18.00 'LT	---	346,828.84	797,411.34	BEGIN TAPER
1205	159+70.00	24.00 'RT	---	346,854.38	797,453.48	BEGIN TAPER
1206	159+80.00	22.57 'RT	---	346,864.38	797,452.10	MATCH EXIST.
1207	159+80.00	26.00 'RT	---	346,864.37	797,455.53	MATCH EXIST.
1208	159+80.00	14.79 'LT	---	346,864.58	797,414.74	MATCH EXIST.
1209	159+70.00	18.00 'LT	---	346,854.60	797,411.48	BEGIN TAPER
1210	159+80.00	24.35 'LT	---	346,864.64	797,405.18	MATCH EXIST.
1211	156+45.81	22.00 'RT	---	346,530.20	797,449.74	BEGIN 45 DEGREE SURFACE DRAIN FLUME
1212	156+45.81	22.00 'LT	---	346,530.44	797,405.74	BEGIN 45 DEGREE SURFACE DRAIN FLUME

LEGEND

18A	CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)
CP	CONCRETE CURB PEDESTRIAN
30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
30J	CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J
36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
B.A.D.	BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)
CD-7	CONCRETE DRIVEWAY 7-INCH
CP-12	CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
AP1	2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
CM1	CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
CM2	CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT
SAWING ASPHALT
CURB RAMP TYPE X
TRAFFIC FLOW
PROPOSED INLET
PROPOSED STORM SEWER MANHOLE
CURB RAMP DETECTABLE WARNING FIELD
DRAINAGE FLOW ARROW
SLOPE INTERCEPTS

NOTE: CROSS SLOPE TRANSITION RATES FOR THE RAMPS ARE SIMILAR TO THE EXISTING TRANSITION RATES TO PROVIDE A CONSISTENT TRANSITION.

BIORETENTION BASIN A
(SEE CONSTRUCITON DETAIL)

MATCH LINE STA. 345+50 B

RAMP B
STH 120 SB, CTH H (A RAMP)
SHLDR
AP1
30D
346+00 B
347+00 B
348+00 B
349+00 B
350+00 B
246+00 A
247+00 A
248+00 A
249+00 A
250+00 A
251+00 A
252+00 A
+50
2%
-2.7 %
5.6%
8%
15'
5'
3'
1300
1301
1302
1303
1304
1305
1306
1307
1308
1309
1310
1311
1312

END CONSTRUCTION
STA. 348+00 B

END CONSTRUCTION
STA. 252+52.48 A

MGS GUARDRAIL 3 REQ'D
MGS GUARDRAIL TERMINAL TYPE 2 REQ'D
MGS GUARDRAIL HS REQ'D
MGS GUARDRAIL TERMINAL EAT REQ'D
STA. 248+35 A TO STA. 252+37 A
REMOVING GUARDRAIL REQ'D
STA. 248+49.78 A, 25' RT
(MGS EAT POST 1)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS - RAMPS A AND B	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021213_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	A RAMP (A) STATION	A RAMP (A) OFFSET		B RAMP (B) STATION	B RAMP (B) OFFSET		ELEV.	Y	X	REMARKS
1300	246+10.21	31.87	'LT	345+68.92	3.00	'RT	887.04	341,922.23	795,050.23	END RADIUS
1301	246+77.33	38.62	'LT	346+38.56	3.00	'RT	886.31	341,871.34	795,097.78	END CURB & GUTTER
1302	246+00.48	18.00	'RT	345+58.09	52.53	'RT	887.27	341,896.85	795,006.17	END CURB & GUTTER
1303	248+34.05	24.60	'RT	347+84.40	80.32	'RT	---	341,707.53	795,146.71	END TAPER
1304	248+46.92	30.34	'RT	347+94.42	86.57	'RT	---	341,693.82	795,153.18	END TAPER
1305	250+50.55	23.00	'RT	349+51.90	92.80	'RT	---	341,619.12	795,357.08	END MGS GUARDRAIL 3; BEGIN MGS GUARDRAIL HS
1306	252+00.23	23.00	'RT	350+46.27	138.96	'RT	---	341,610.68	795,506.84	END MGS GUARDRAIL HS; BEGIN MGS GUARDRAIL 3
1307	250+44.32	26.94	'RT	349+47.30	96.18	'RT	---	341,615.59	795,350.59	BEGIN TAPER
1308	250+50.55	24.94	'RT	349+51.77	94.73	'RT	---	341,617.19	795,356.96	END TAPER
1309	251+93.98	24.94	'RT	350+42.34	137.63	'RT	---	341,609.06	795,500.50	BEGIN TAPER
1310	252+00.23	26.94	'RT	350+45.10	142.40	'RT	---	341,606.74	795,506.64	END TAPER
1311	252+42.48	23.00	'RT	350+67.50	161.53	'RT	---	341,608.55	795,549.04	BEGIN TAPER
1312	252+52.48	21.34	'RT	350+72.71	166.02	'RT	---	341,609.70	795,559.11	END TAPER

POINT NO.	C RAMP (C) STATION	C RAMP (C) OFFSET		D RAMP (D) STATION	D RAMP (D) OFFSET		ELEV.	Y	X	REMARKS
1400	657+06.32	18.00	'LT	454+09.49	40.83	'LT	---	342,537.32	796,028.55	END CURB & GUTTER
1401	658+66.10	56.69	'RT	455+60.87	3.00	'LT	---	342,375.64	796,056.08	END CURB & GUTTER
1402	657+21.06	23.00	'LT	454+21.37	48.68	'LT	---	342,530.66	796,042.62	END MGS GUARDRAIL 3; BEGIN MGS GUARDRAIL K
1403	657+10.07	23.00	'LT	454+11.93	46.44	'LT	---	342,538.31	796,034.72	END TAPER
1404	660+82.32	24.94	'LT	457+26.87	100.99	'LT	---	342,176.28	796,135.70	BEGIN TAPER
1405	660+88.11	26.94	'LT	457+31.13	103.07	'LT	---	342,169.71	796,135.42	END TAPER
1406	660+88.11	23.00	'LT	457+31.17	99.13	'LT	---	342,171.10	796,131.73	END MGS GUARDRAIL K; BEGIN MGS GUARDRAIL 3
1407	662+16.23	20.00	'LT	458+15.12	122.83	'LT	---	342,052.23	796,083.82	END TAPER

STA. 655+62 C TO STA. 661+41 C
REMOVING GUARDRAIL REQ'D

MGS GUARDRAIL TERMINAL TYPE 2 REQ'D

MGS GUARDRAIL K REQ'D

1402

1403

1400

SHLDR 8'

15'

+50

30D

657+00 C

AP1

658+00 C

5.7%

STH 120 NB, CTH H (C RAMP)

659+00 C

660+00 C

8%

+25 C

MATCH LINE STA. 656+50 C

455+00 D

456+00 D

+15 D

6%

3'

RAMP D

1401

END CONSTRUCTION
STA. 456+85 D

457+00 D

458+00 D

1404

1405

1406

MGS GUARDRAIL TERMINAL EAT REQ'D

STA. 661+41.23 C, 25'LT
(MGS EAT POST 1)

661+00 C

662+00 C

1407

END CONSTRUCTION
STA. 662+59.73 C

663+

WETLAND LIMITS

NOTE: CROSS SLOPE TRANSITION RATES FOR THE RAMPS ARE SIMILAR TO THE EXISTING TRANSITION RATES TO PROVIDE A CONSISTENT TRANSITION.

18A CONCRETE CURB & GUTTER 18-INCH TYPE A (REVERSE SLOPE)

CP CONCRETE CURB PEDESTRIAN

30D CONCRETE CURB & GUTTER 30-INCH TYPE D

30J CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J

36R CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R

B.A.D. BASE AGGREGATE DENSE 1¼-INCH (DRIVEWAY)

CD-7 CONCRETE DRIVEWAY 7-INCH

LEGEND

CP-12 CONCRETE TRUCK APRON 12-INCH; COLORING CONCRETE WISDOT RED

CS-4 CONCRETE SIDEWALK 4-INCH

CS-5 CONCRETE SIDEWALK 5-INCH

AP1 2.5-INCHES HMA PAVE. 4 LT 58-28 S OVER 3.5-INCHES HMA PAVE. 3 LT 58-28 S

ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CM1 CONCRETE MEDIAN SLOPED NOSE (TYPE 1)

CM2 CONCRETE MEDIAN SLOPED NOSE (TYPE 2)

OVERHEAD SIGN SUPPORT

X X X X SAWING ASPHALT

CURB RAMP TYPE X

TRAFFIC FLOW

PROPOSED INLET

PROPOSED STORM SEWER MANHOLE

CURB RAMP DETECTABLE WARNING FIELD

DRAINAGE FLOW ARROW

SLOPE INTERCEPTS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN DETAILS - RAMPS C AND D	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\021214_pd.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

N

INLET PROTECTION TYPE A

INLET PROTECTION TYPE C

25+00 NB | +50 | 26+00 NB | +50 | 27+00 NB | +50 | 28+00 NB | +50 | 29+00 NB | +50 | 30+0

MATCH LINE STA. 30+00 NB

CTH H (INTERCHANGE N)

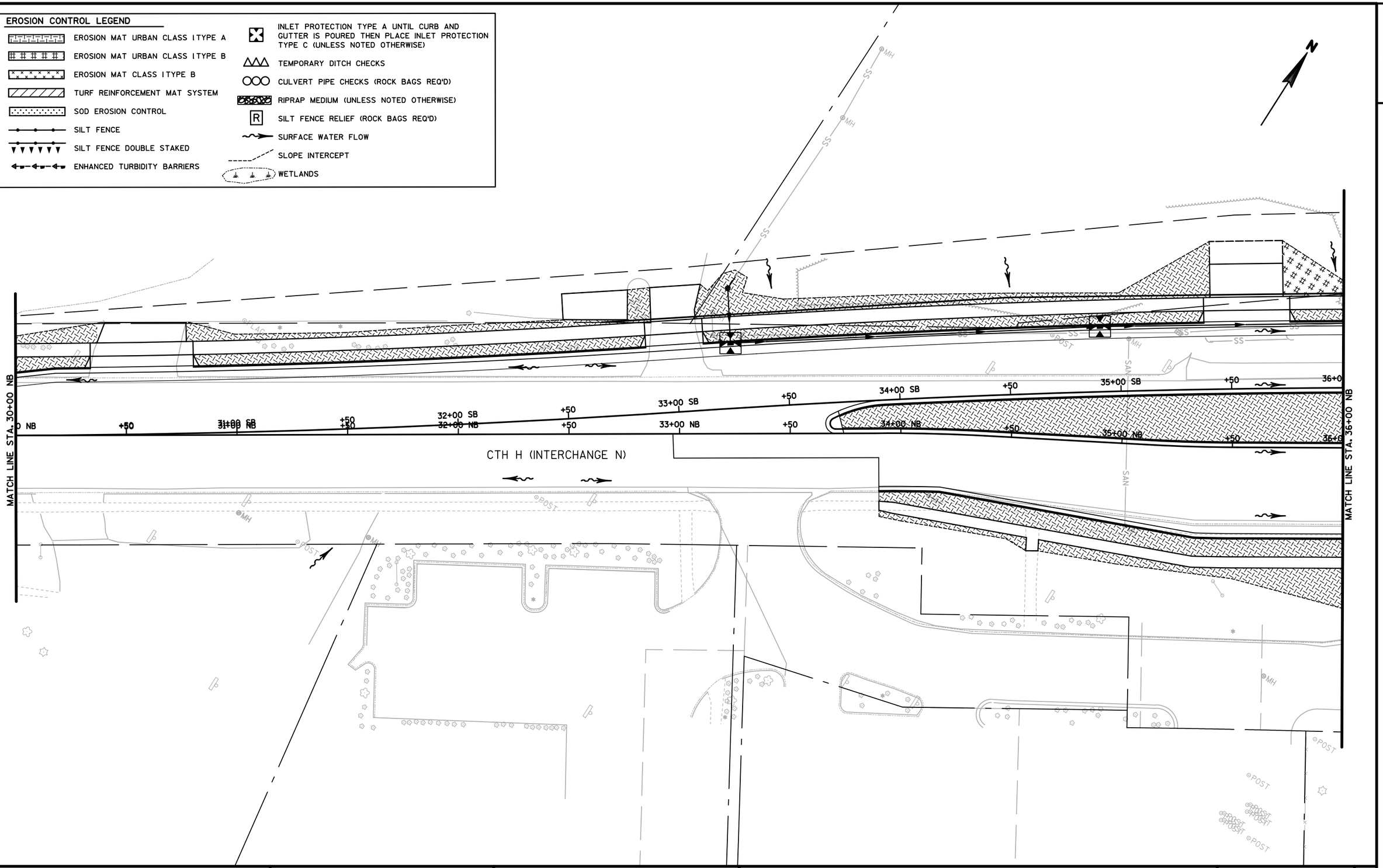
MINAHAN RD

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022001_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

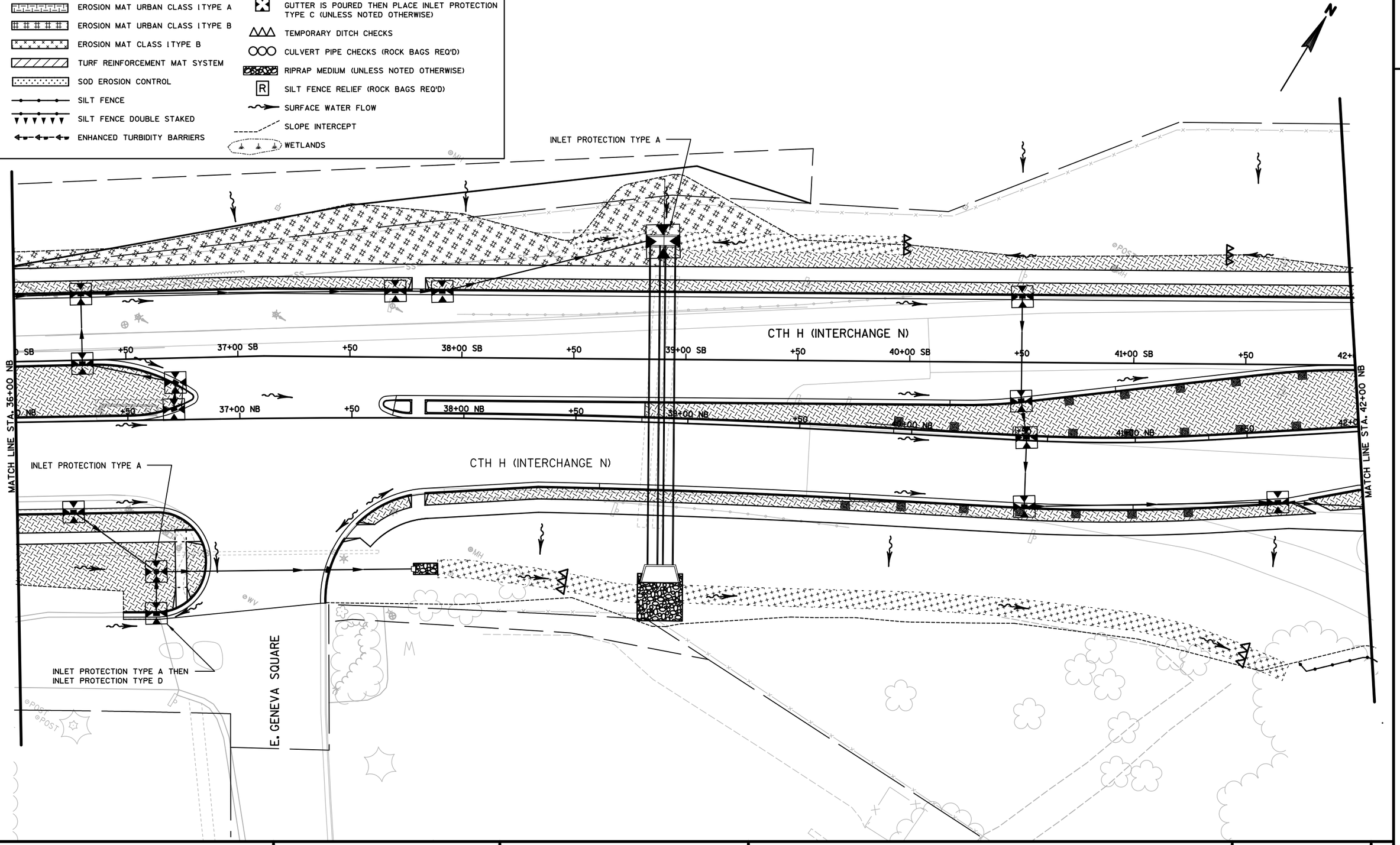


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022002_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022003_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

MATCH LINE STA. 42+00 NB

MATCH LINE STA. 48+00 NB

MATCH LINE STA. 345+50 B

STH 120 SB

STH 120 NB

43+00 SB

44+00 SB

45+00 SB

46+00 SB

47+00 SB

43+00 NB

44+00 NB

45+00 NB

46+00 NB

47+00 NB

345+00 A

345+00 B

+50

INLET PROTECTION TYPE A THEN
INLET PROTECTION TYPE D

INLET PROTECTION TYPE A THEN
INLET PROTECTION TYPE D

BIORETENTION BASIN A
(SEE CONSTRUCTION DETAILS
FOR ADDITIONAL INFORMATION)

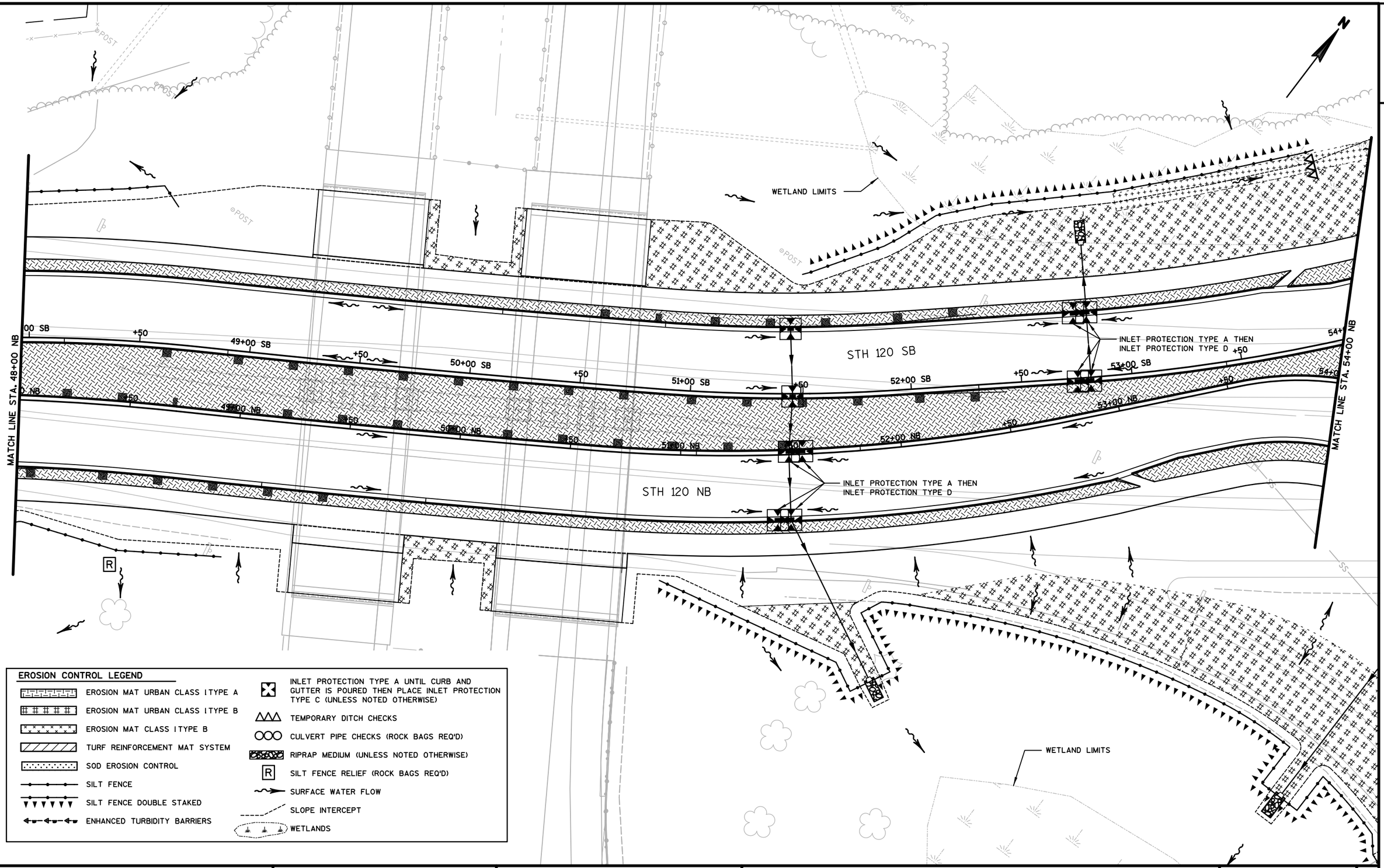
INLET PROTECTION TYPE A

R

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022004_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R — SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

INLET PROTECTION TYPE A

WETLAND LIMITS

INLET PROTECTION TYPE A THEN
INLET PROTECTION TYPE D

INLET PROTECTION TYPE A THEN
INLET PROTECTION TYPE D

WETLANDS LIMITS

MATCH LINE STA. 54+00 NB

MATCH LINE STA. 656+50 C

MATCH LINE STA. 60+00 NB

STH 120 SB

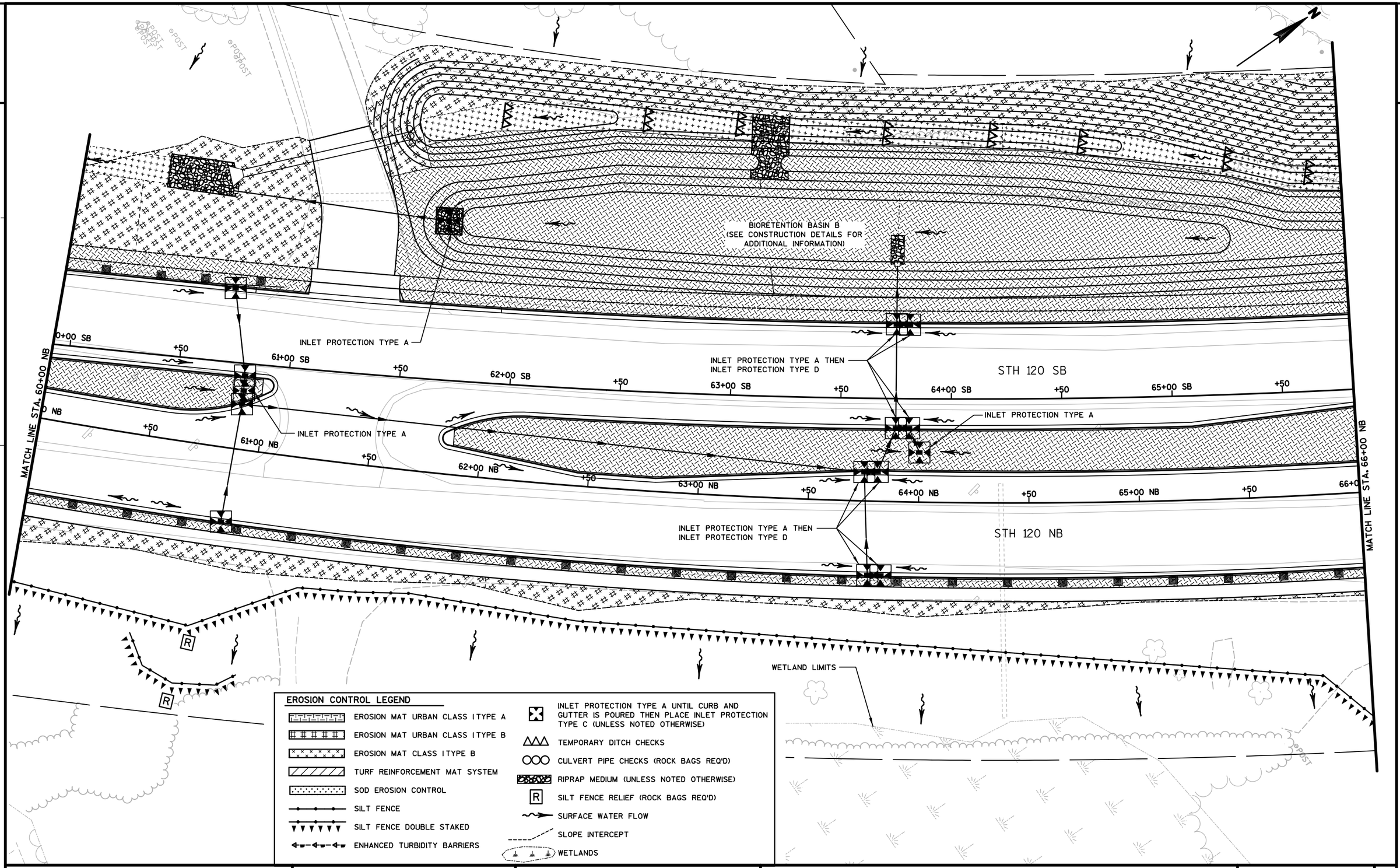
STH 120 NB

54+00 SB
+50
55+00 SB
+50
56+00 SB
+50
57+00 SB
+50
58+00 SB
+50
59+00 SB
+50
55+00 NB
+50
56+00 NB
+50
57+00 NB
+50
58+00 NB
+50
59+00 NB
+50
55+00 D
55+00 C
56+00 C

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022006_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022007_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R — SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

66+00 SB +50 67+00 SB +50 68+00 SB +50 69+00 SB +50 70+00 SB +50 71+00 SB +50

STH 120 SB

INLET PROTECTION TYPE A

MATCH LINE STA. 66+00 NB

+50 67+00 NB +50 68+00 NB +50 69+00 NB +50 70+00 NB +50 71+00 NB +50 72+00 NB

MATCH LINE STA. 72+00 NB

STH 120 NB

R

R

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET 74	E

2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

N

MATCH LINE STA. 72+00 EB

72+00 SB

+50

73+00 SB

+50

74+00 SB

STH 120 SB

+50

75+00 NB

+50

76+00 NB

+50

77+00 NB

+50

78+0

MATCH LINE STA. 78+00 EB

3 NB

+50

73+00 NB

+50

74+00 NB

STH 120 NB

INLET PROTECTION TYPE A THEN
INLET PROTECTION TYPE B

SIGN

SIGN

SIGN

SIGN

SIGN

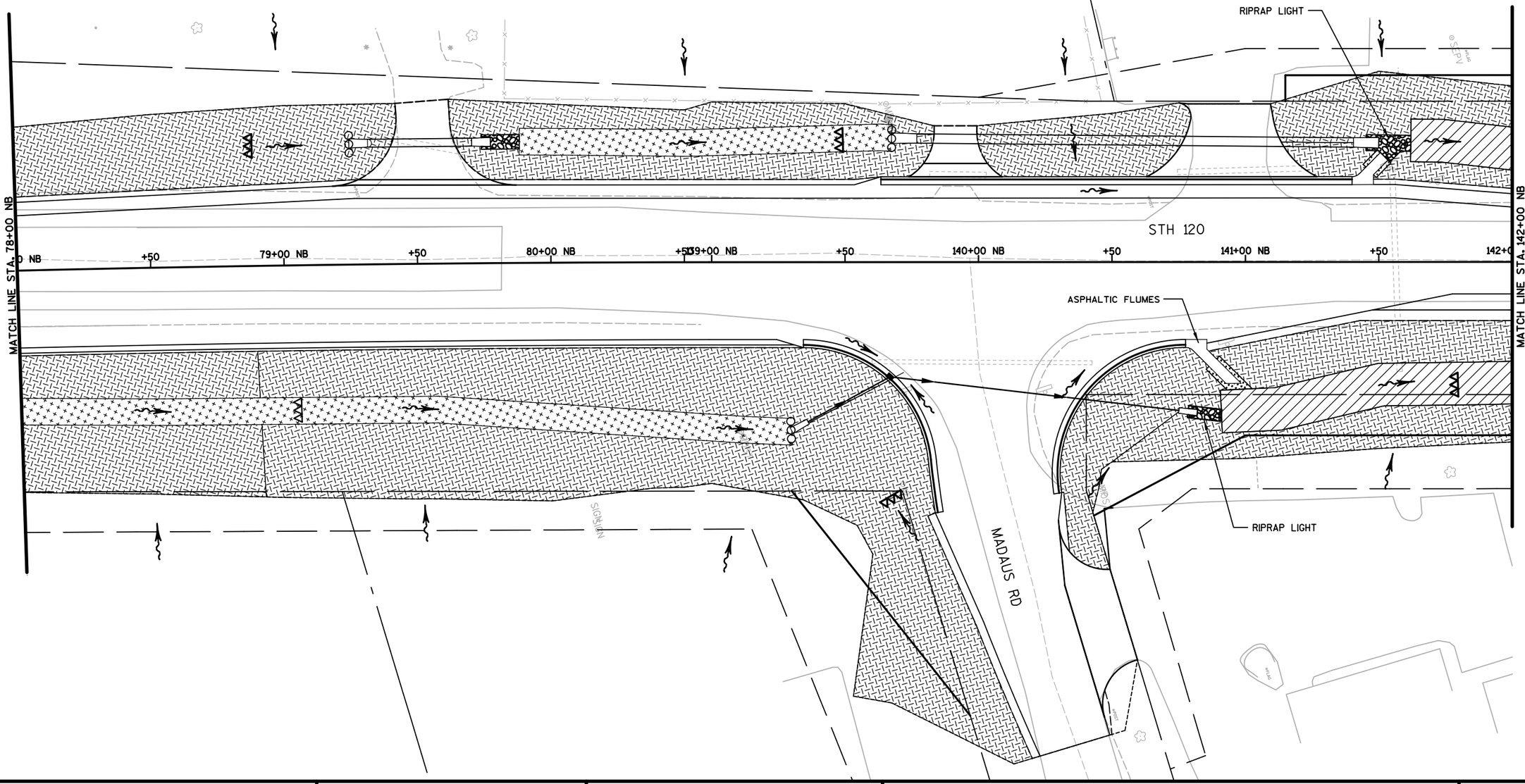
SIGN

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET 75	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022009_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

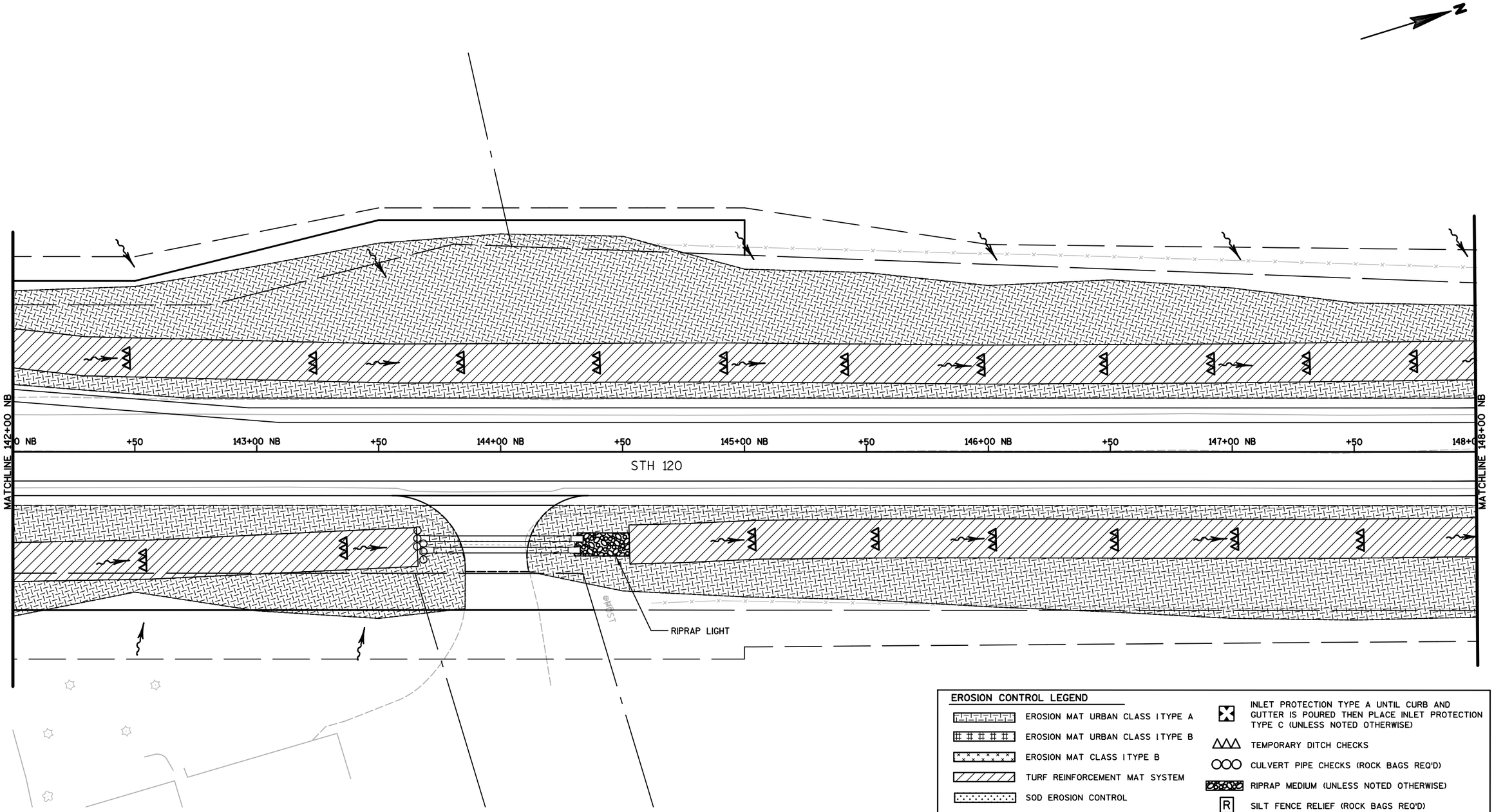


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

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2



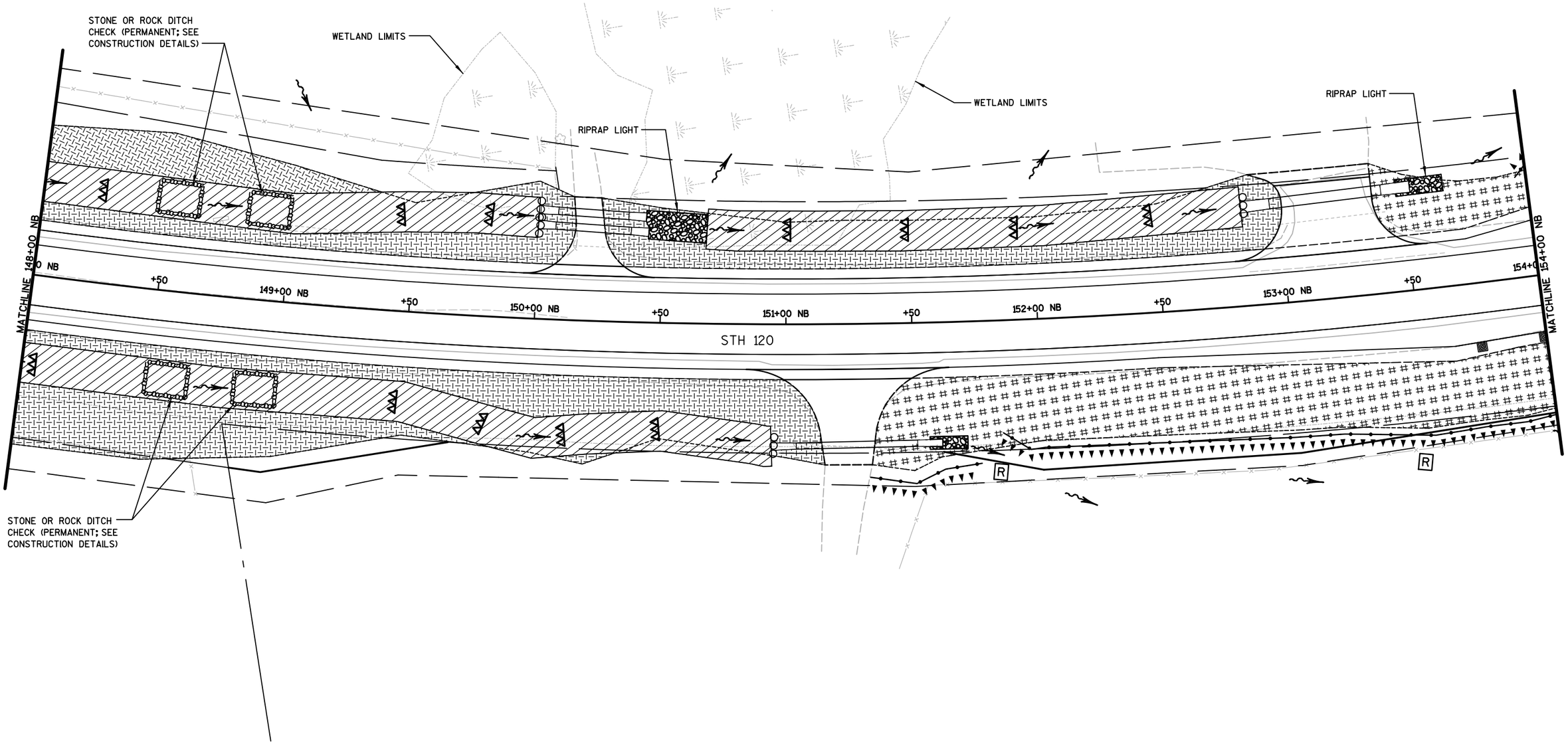
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET 77	E

2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

N

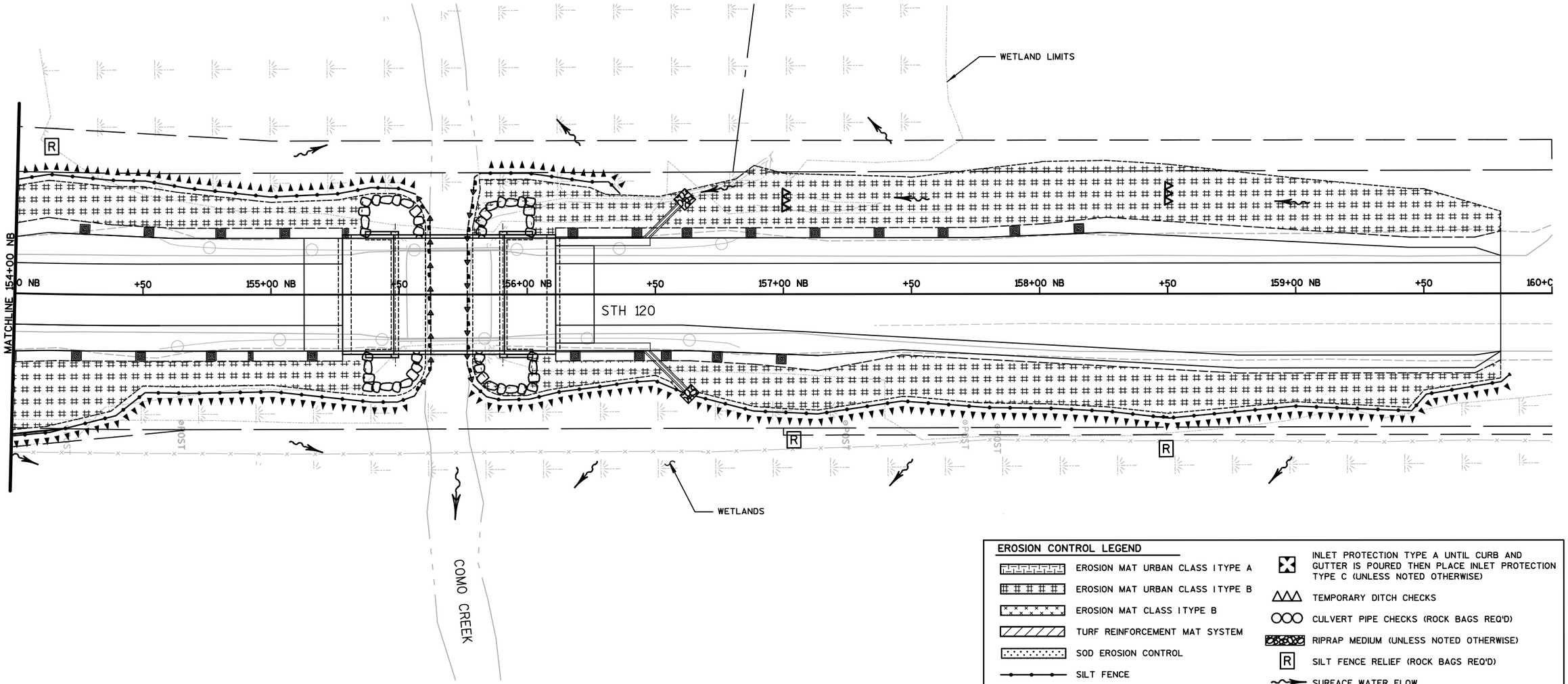


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL	SHEET	E

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N



EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

2

BIORETENTION BASIN A
(SEE CONSTRUCTION DETAILS
FOR ADDITIONAL INFORMATION)

MATCH LINE STA. 345+50 B

RAMP B

346+00 B
347+00 B
348+00 B
349+00 B
350+00 B
246+00 A
247+00 A
248+00 A
249+00 A
250+00 A
251+00 A
252+00 A
+50

ASPHALTIC FLUMES

ASPHALTIC FLUMES

STH 120 SB, CTH H (RAMP A)

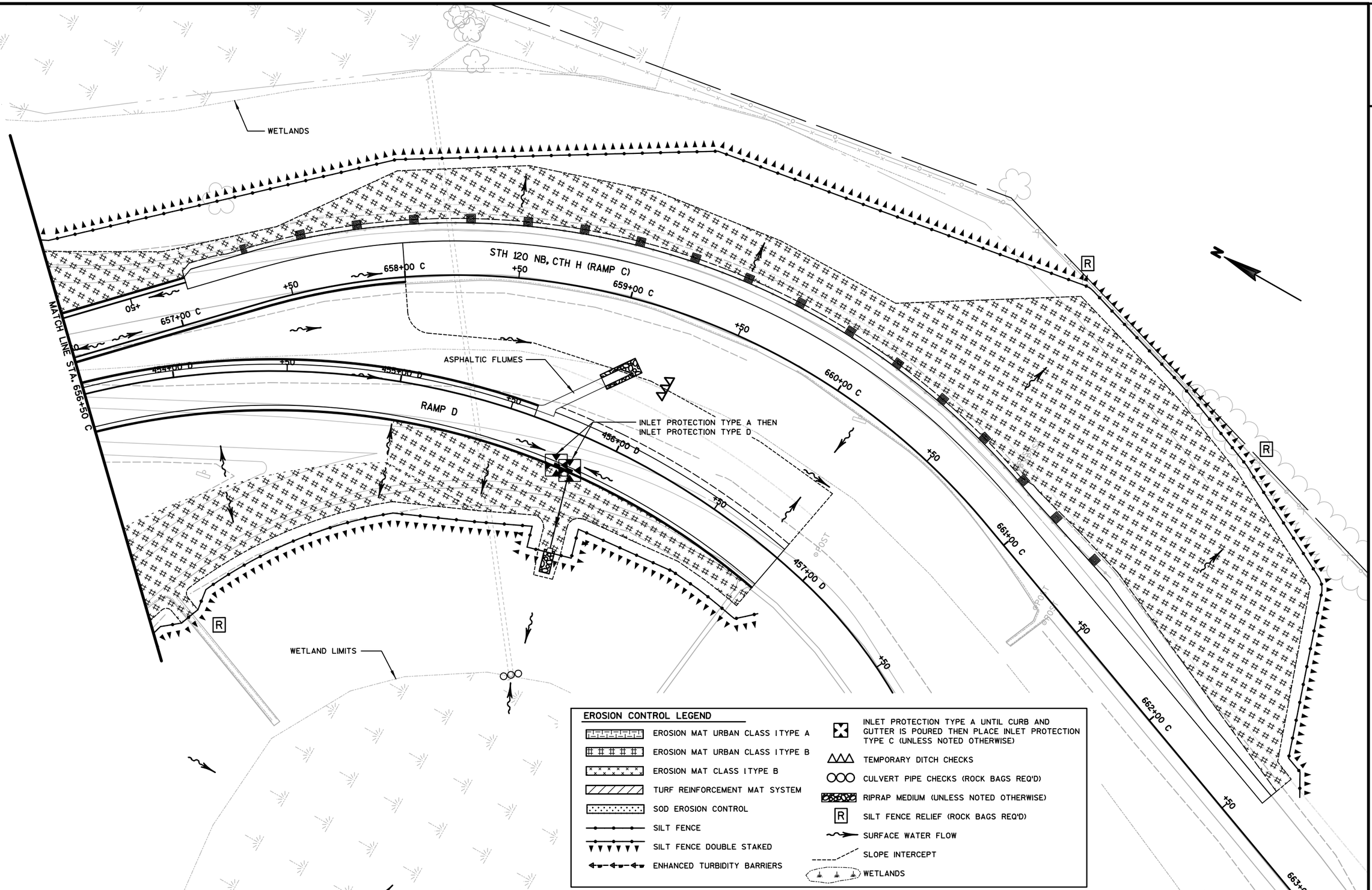
R

N

EROSION CONTROL LEGEND

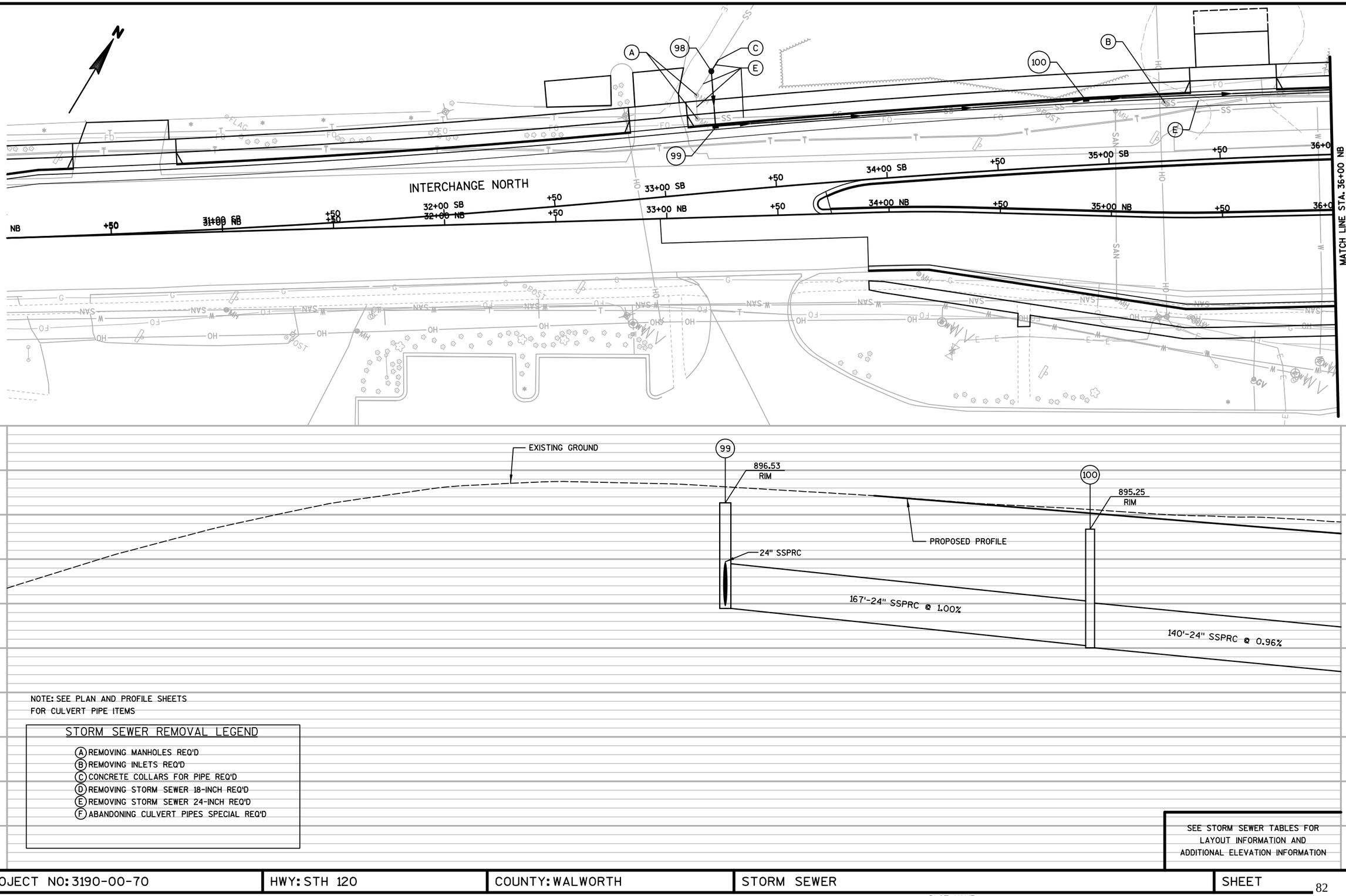
- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL - RAMPS A AND B	SHEET 80	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EROSION CONTROL - RAMPS C AND D	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022015_ec.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



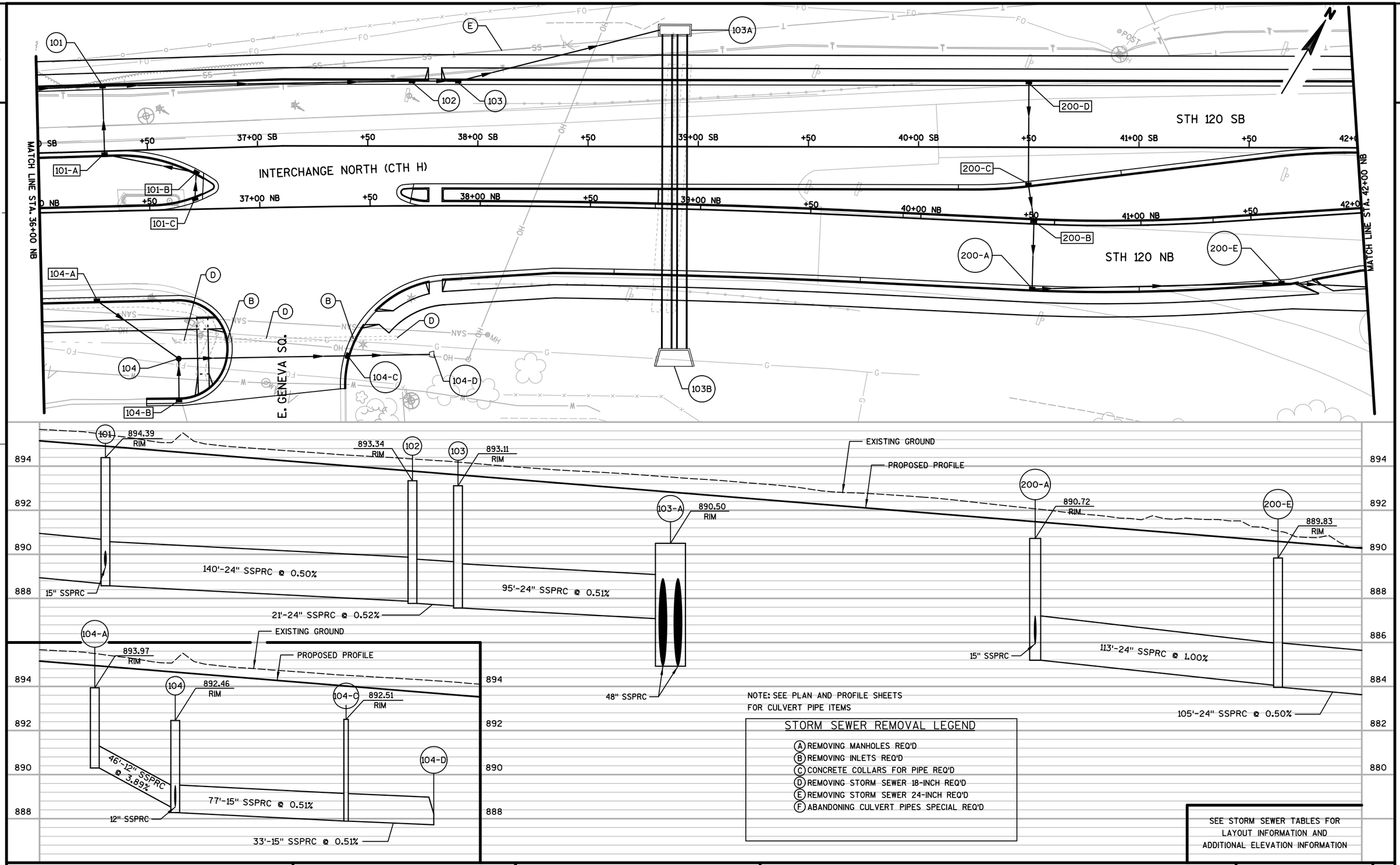
NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS

STORM SEWER REMOVAL LEGEND

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 82	E



NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS

STORM SEWER REMOVAL LEGEND

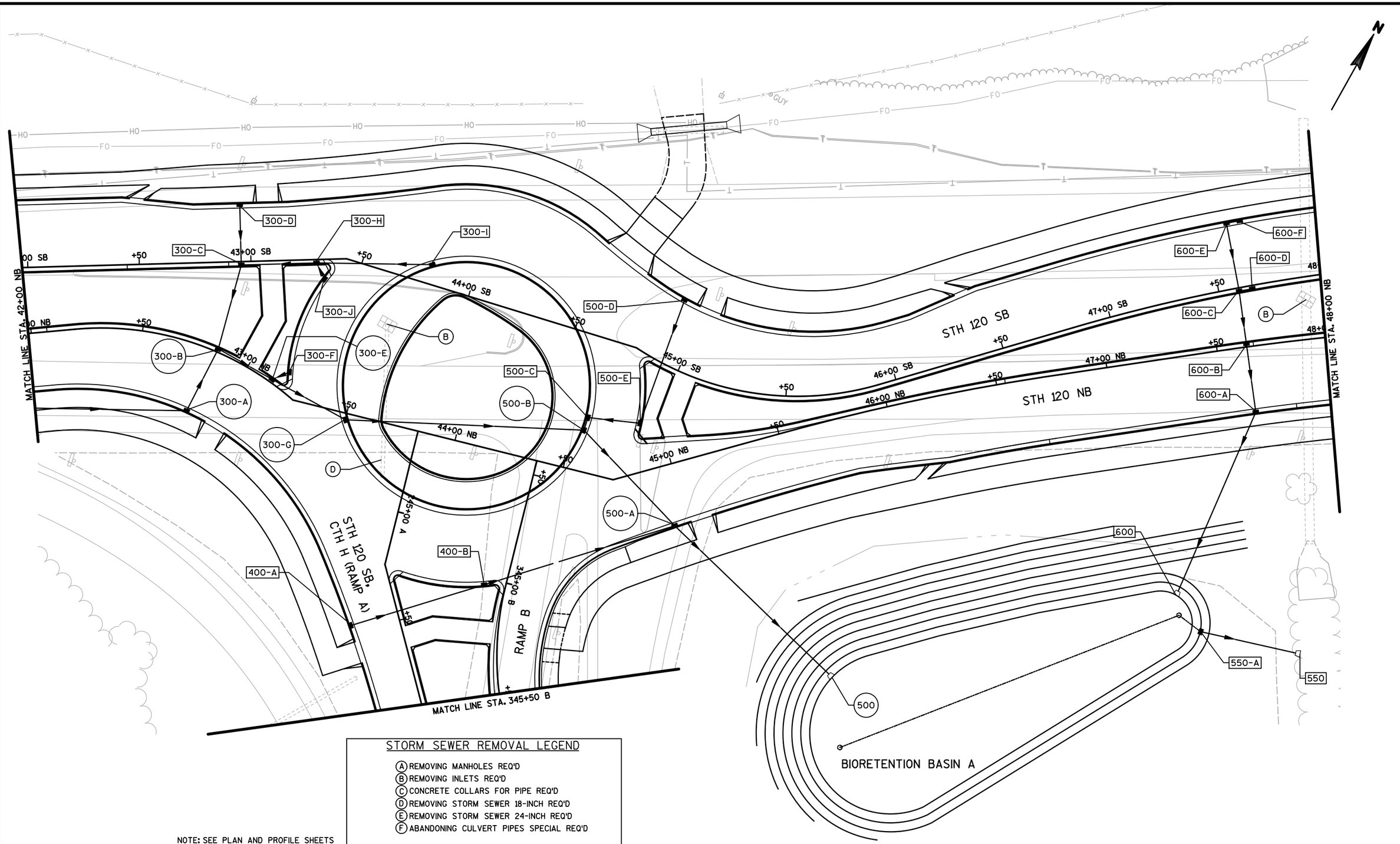
- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022502_ss.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

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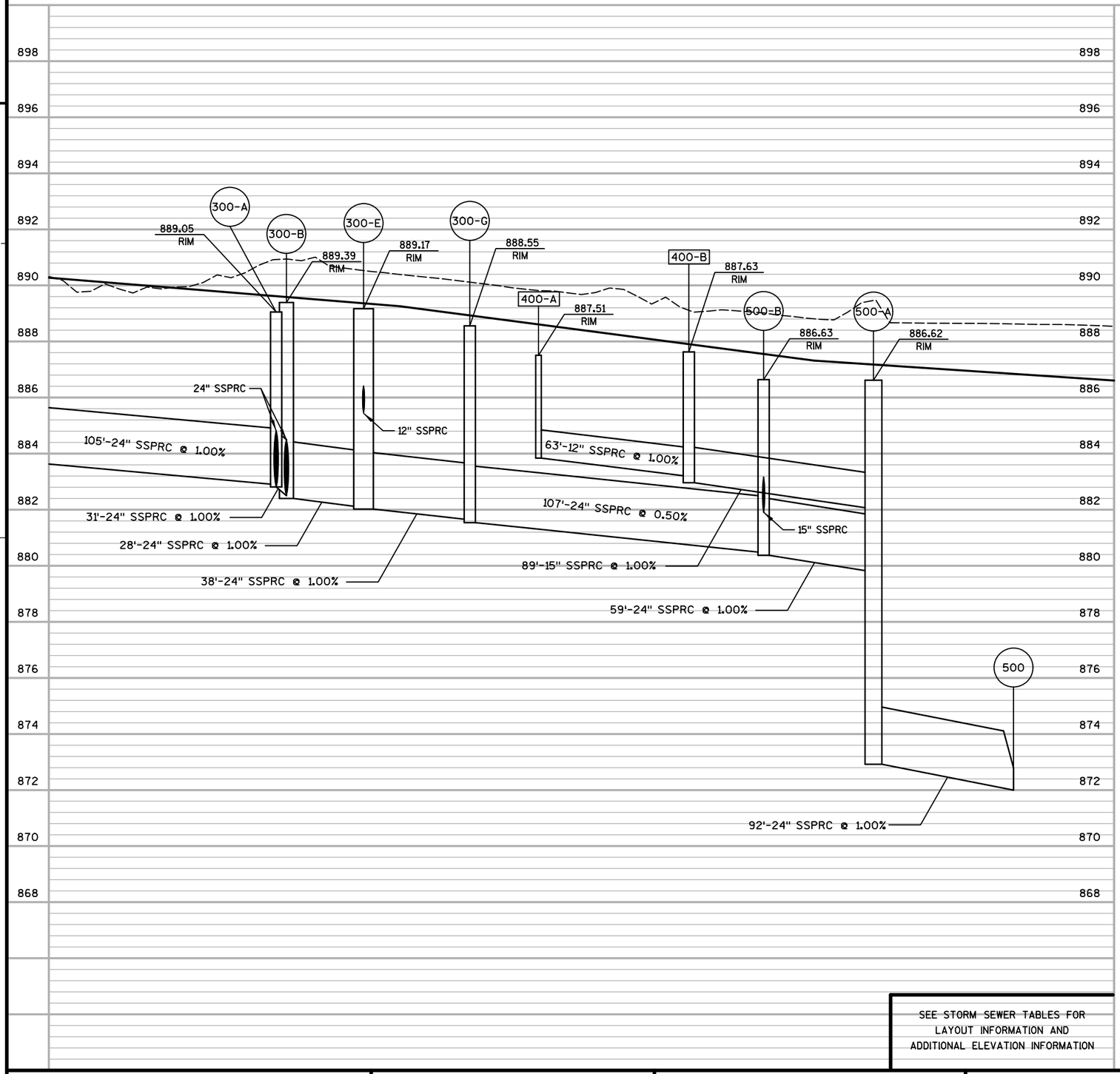
STORM SEWER REMOVAL LEGEND

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

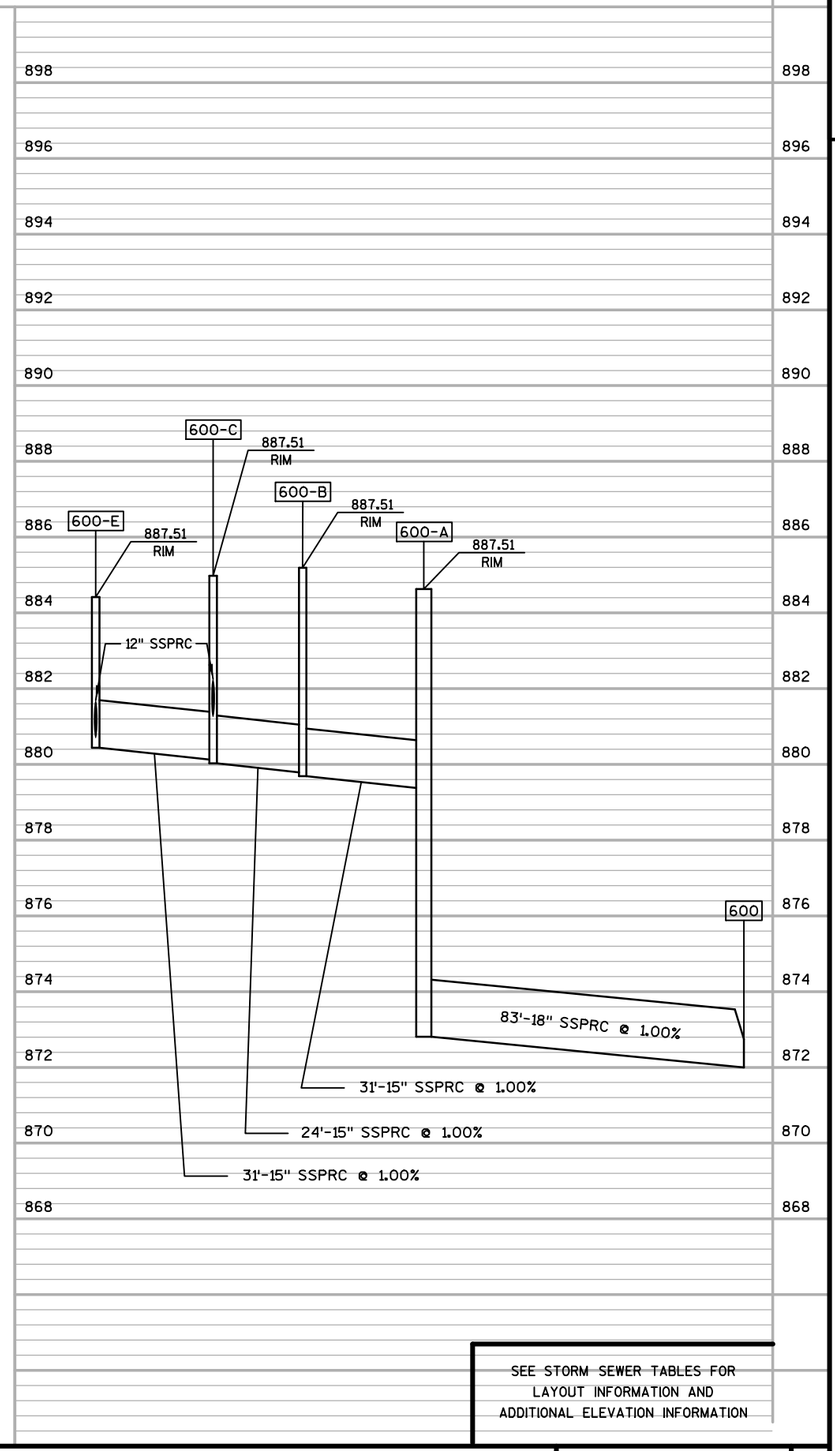
NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022503_ss.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

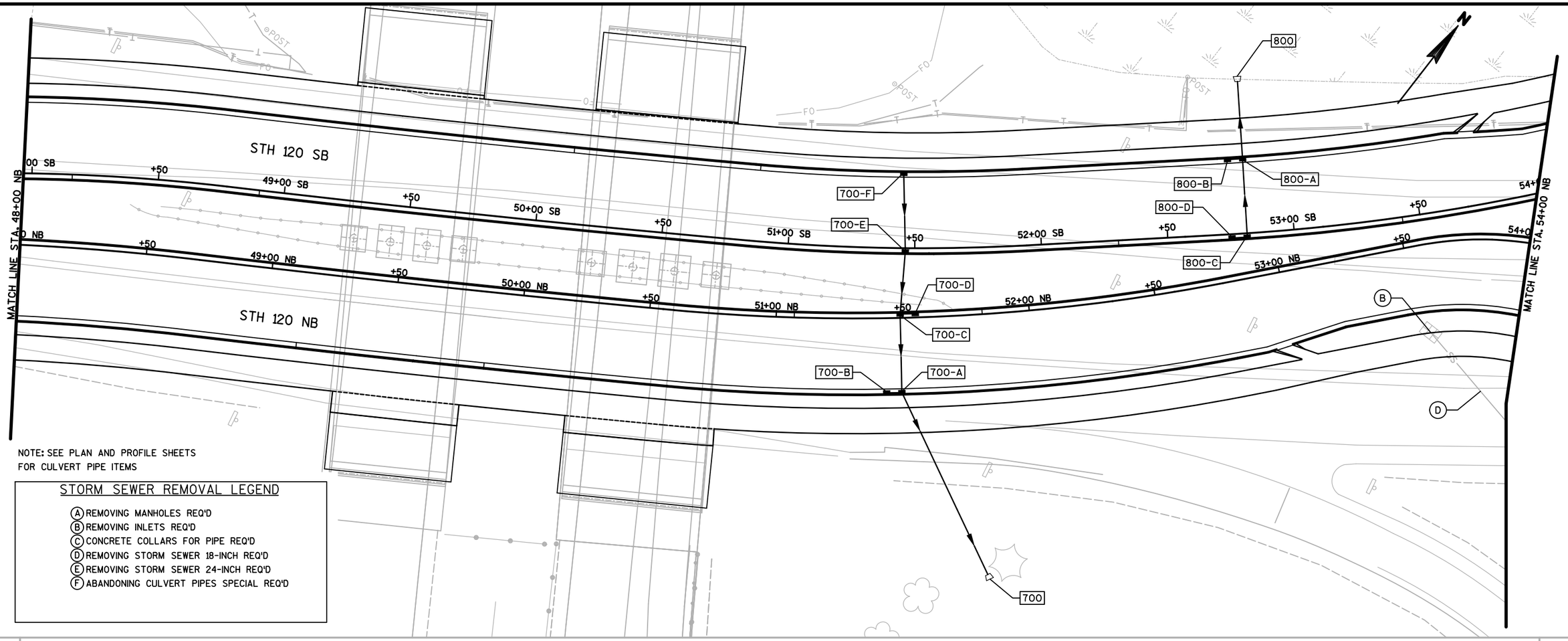


SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION



SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

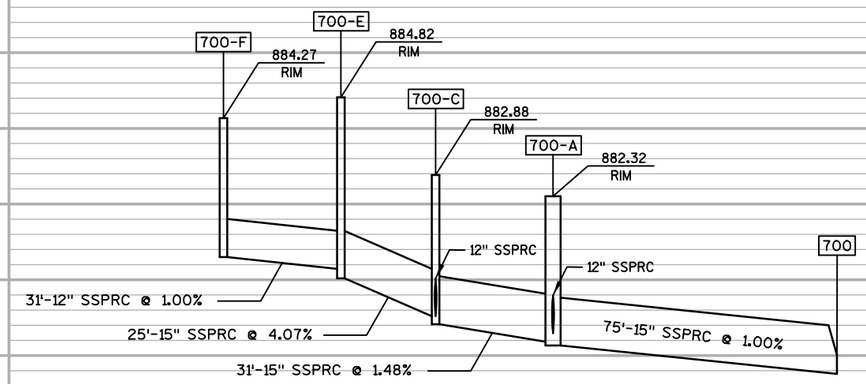
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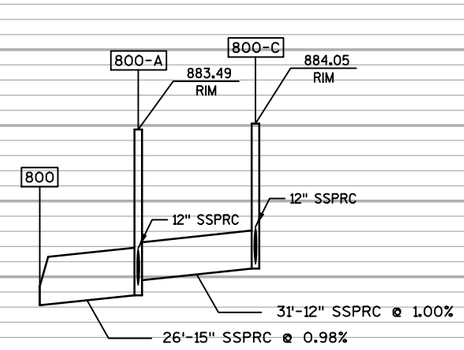


NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS

STORM SEWER REMOVAL LEGEND

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

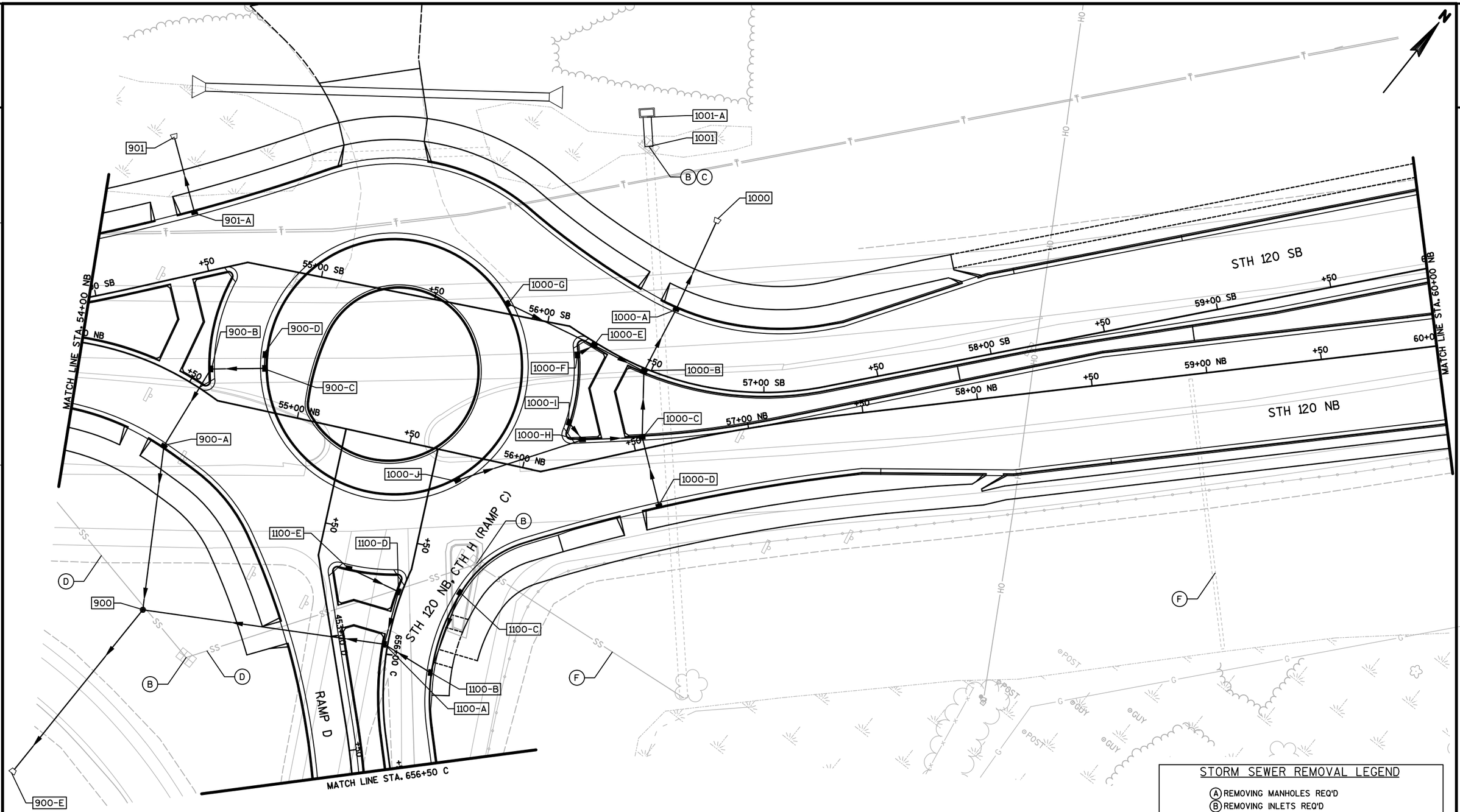




SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 86	E

2

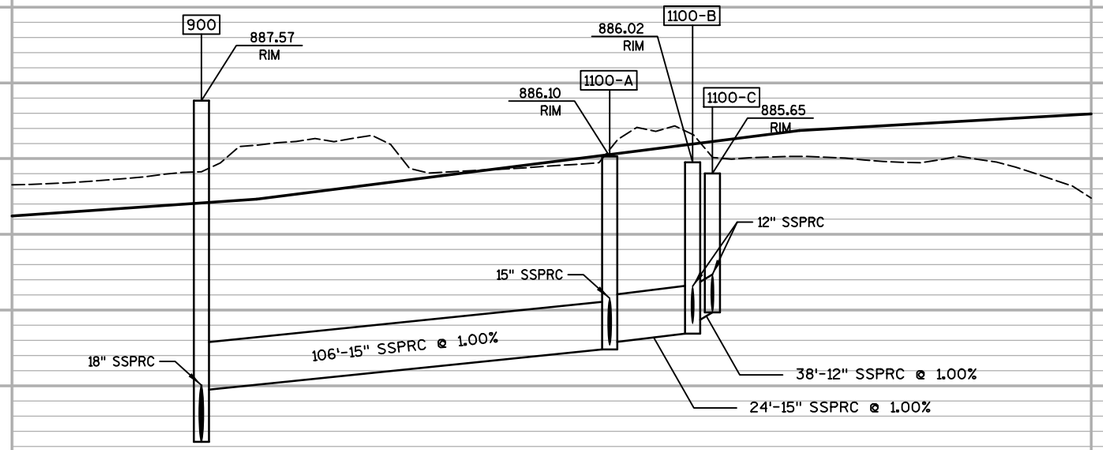


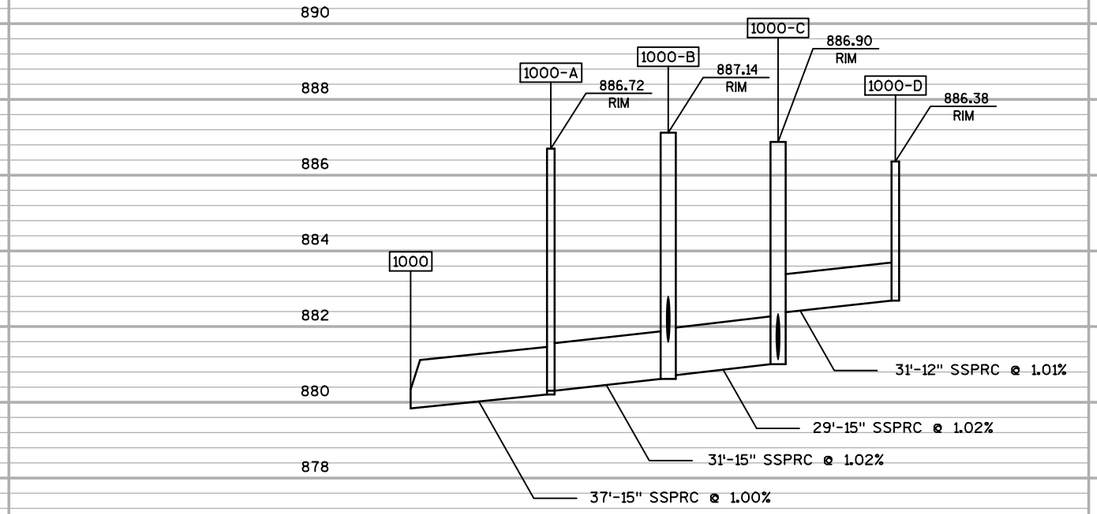
NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS

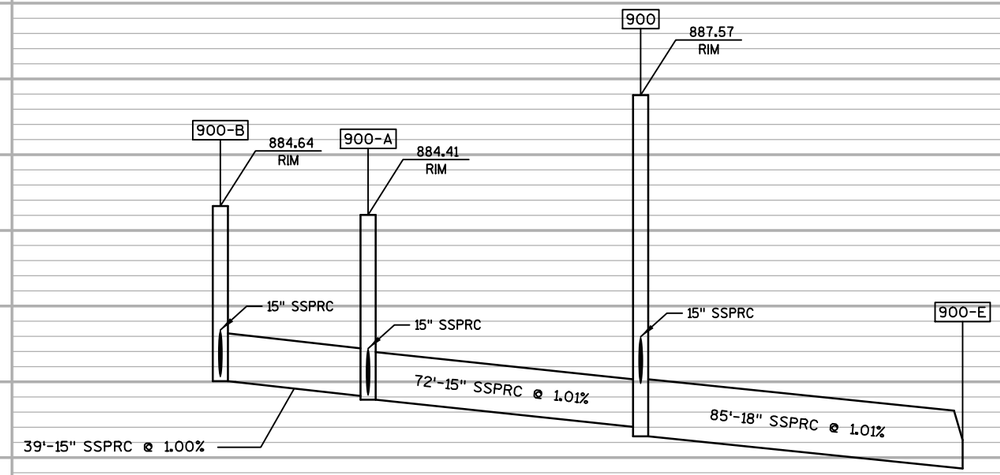
STORM SEWER REMOVAL LEGEND

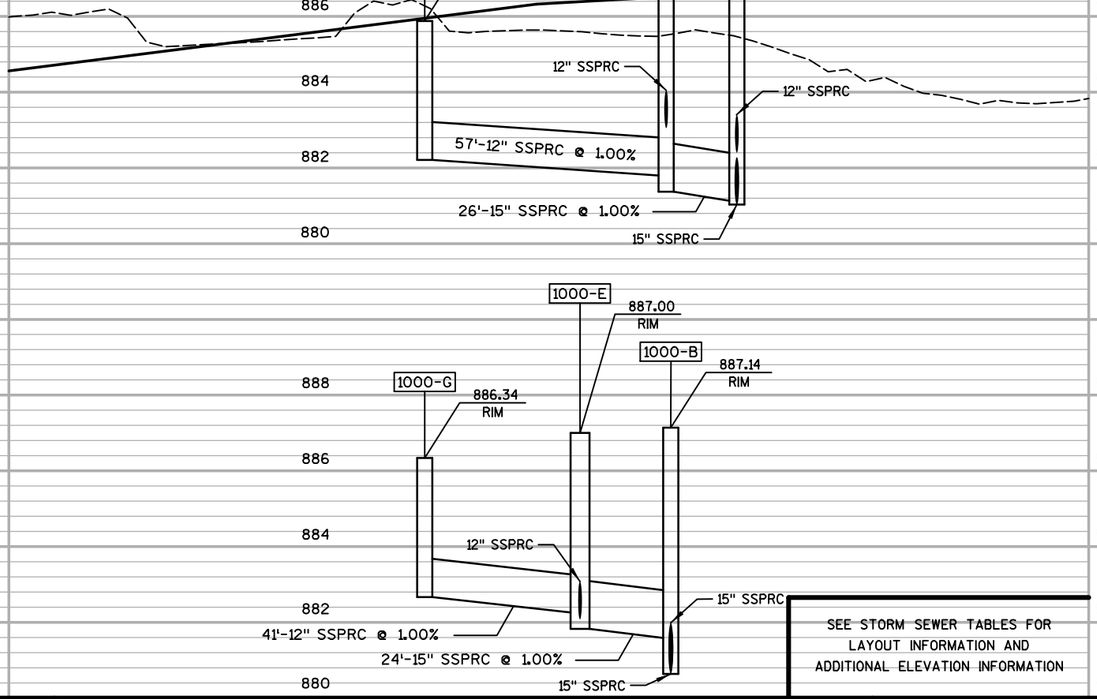
- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 87	E









SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 88	E

2

BIORETENTION BASIN B

1150-A

1150

1300

1200-A

1300-A

1300-B

STH 120 SB

MATCH LINE STA. 60+00 NB

MATCH LINE STA. 66+00 NB

60+00 SB +50 61+00 SB +50 62+00 SB +50 63+00 SB +50 64+00 SB +50 65+00 SB +50

1200-B

1200-C

1200-D

1300-C

1300-D

1300-E

1300-G

60+00 NB +50 61+00 NB +50 62+00 NB +50 63+00 NB +50 64+00 NB +50 65+00 NB +50 66+00

1300-F

STH 120 NB

1200-E

1300-H

1300-I

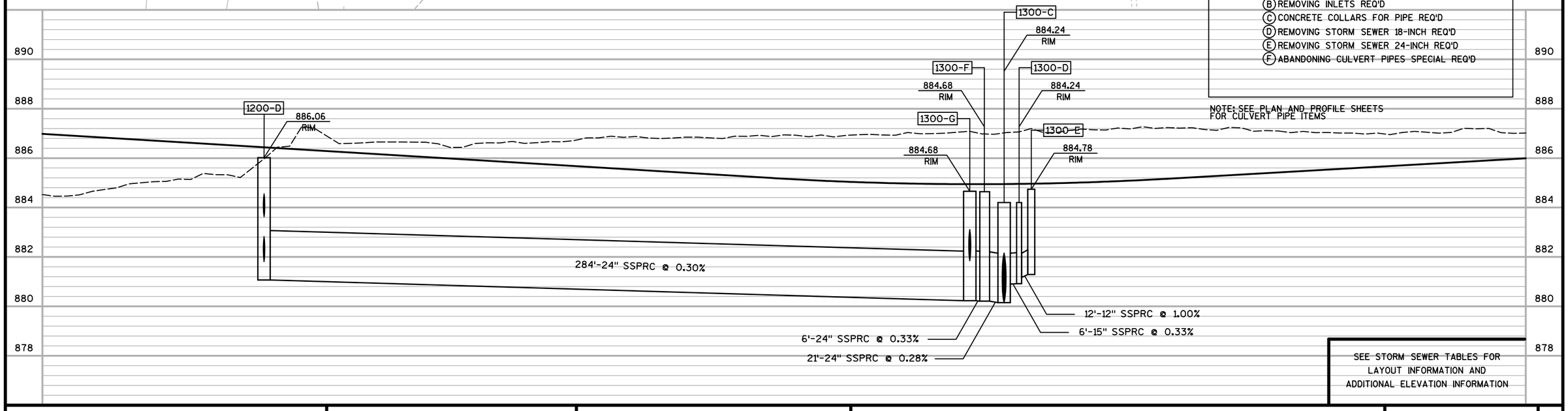
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F

STORM SEWER REMOVAL LEGEND

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

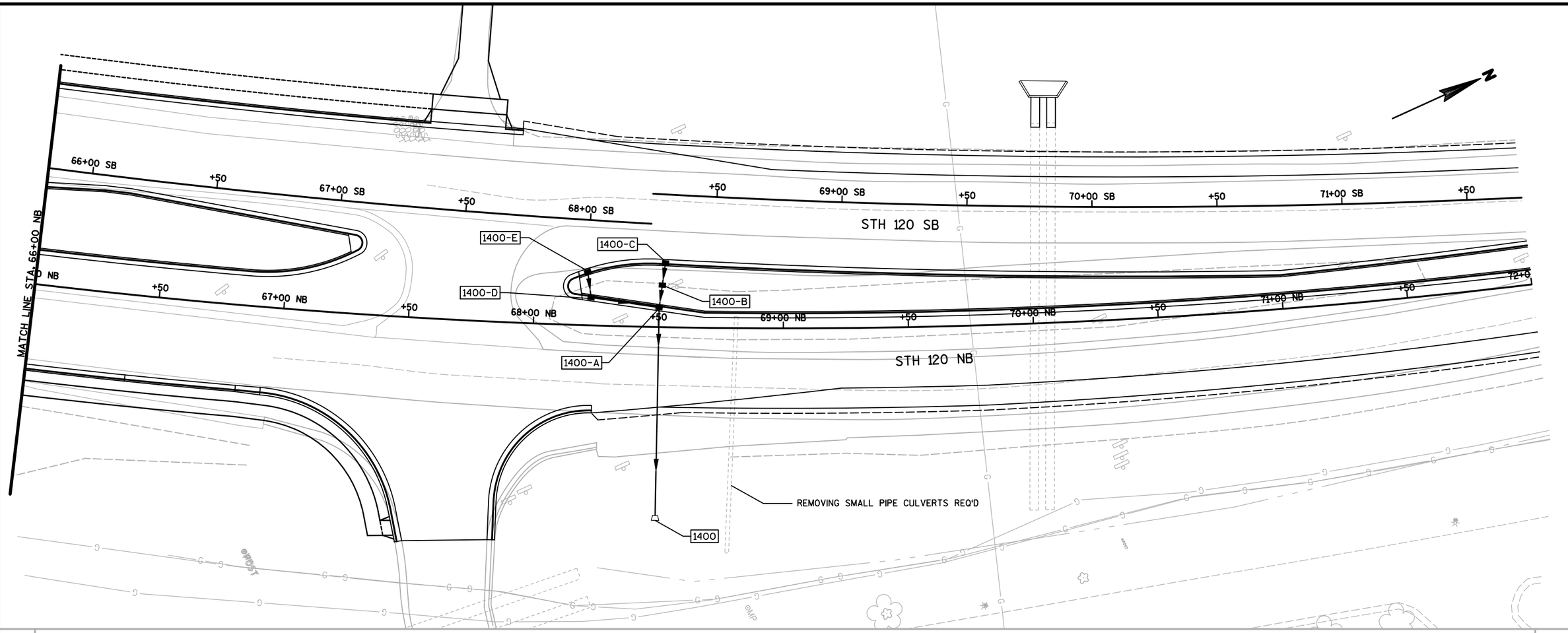
NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS



SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 89	E

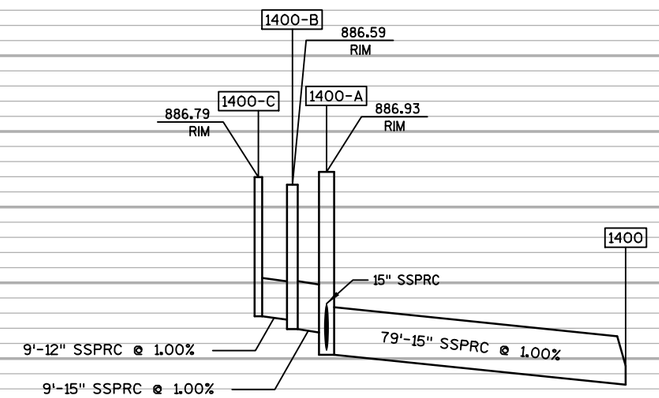
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STORM SEWER REMOVAL LEGEND

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS



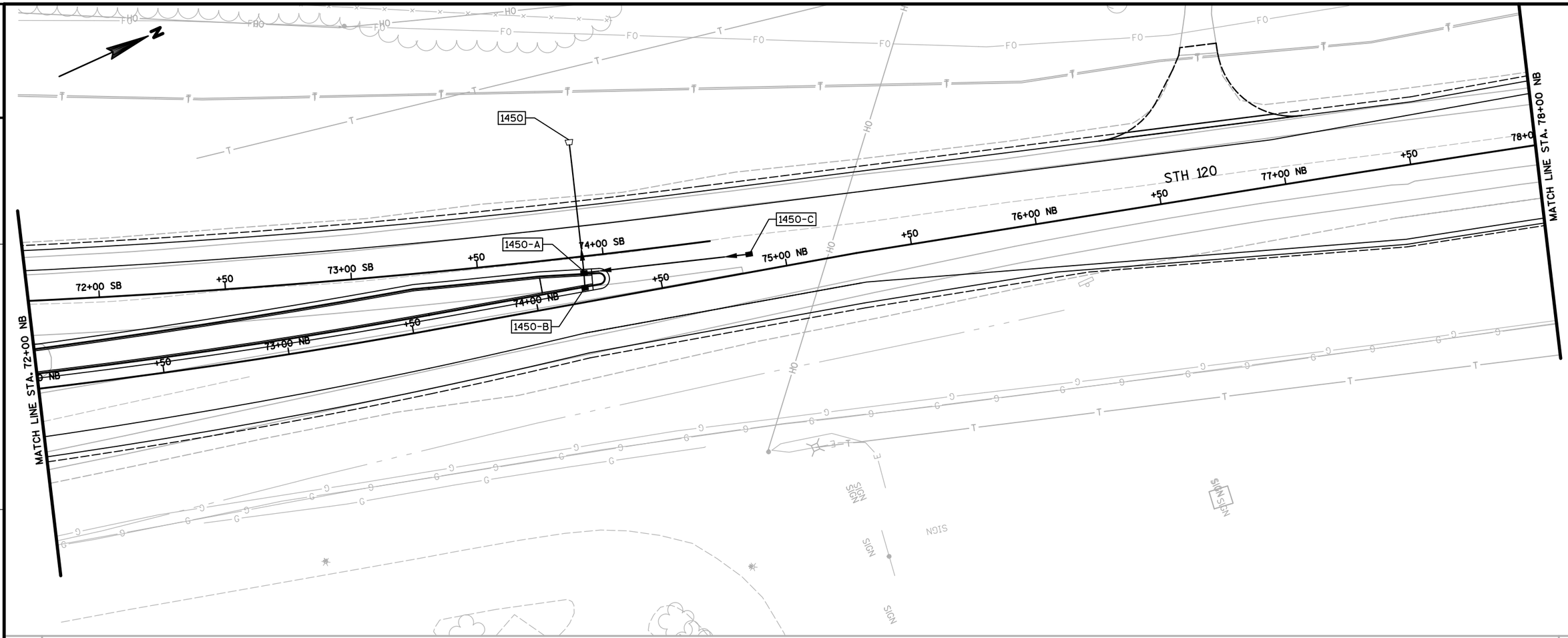
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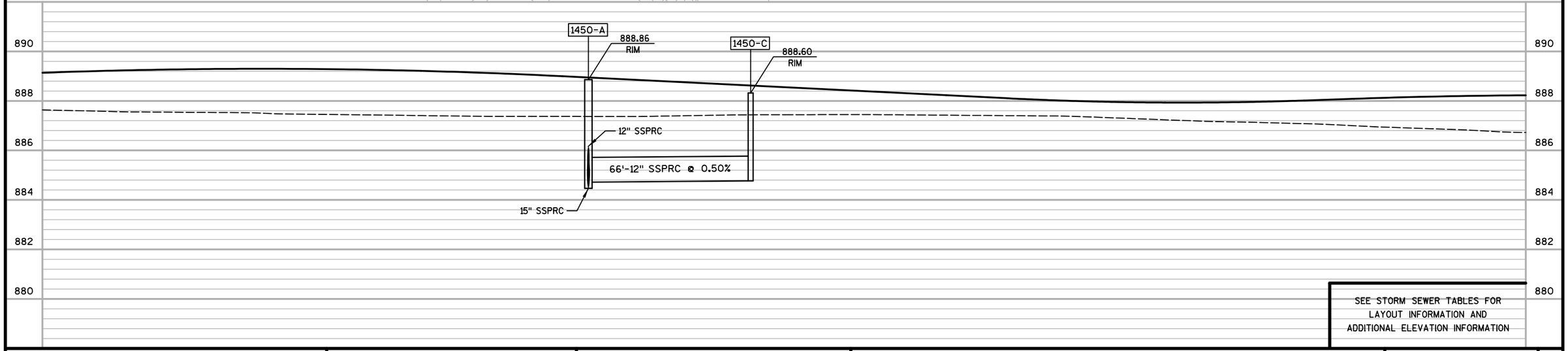
SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 90	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022507_ss.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2





SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 91	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\022507a_ss.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

N

MATCH LINE STA. 78+00 NB

STH 120

79+00 NB

80+00 NB

139+00 NB

140+00 NB

141+00 NB

142+00 NB

+50

100 M

1460

1460-A

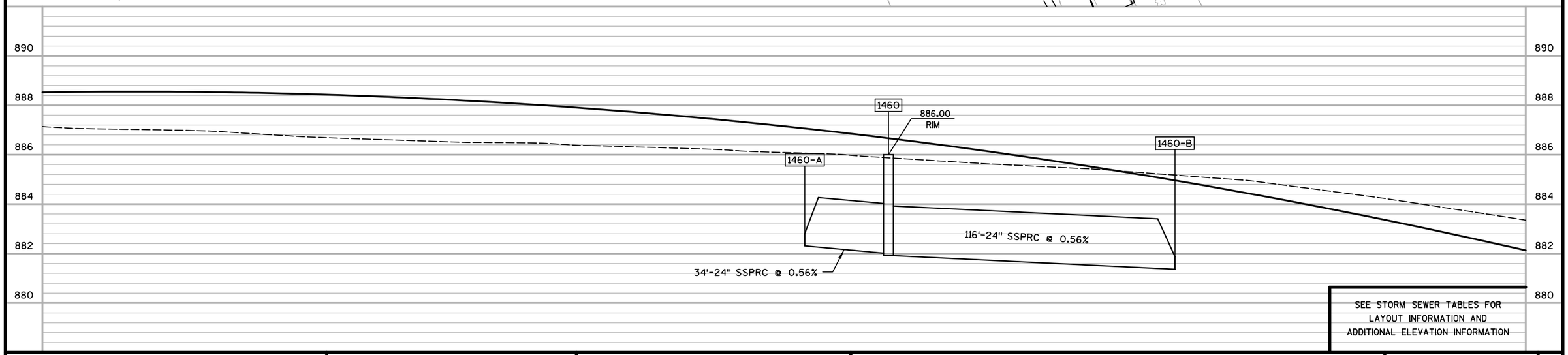
1460-B

111+00 M

MADAUS ROAD

STORM SEWER REMOVAL LEGEND

- (A) REMOVING MANHOLES REQ'D
- (B) REMOVING INLETS REQ'D
- (C) CONCRETE COLLARS FOR PIPE REQ'D
- (D) REMOVING STORM SEWER 18-INCH REQ'D
- (E) REMOVING STORM SEWER 24-INCH REQ'D
- (F) ABANDONING CULVERT PIPES SPECIAL REQ'D

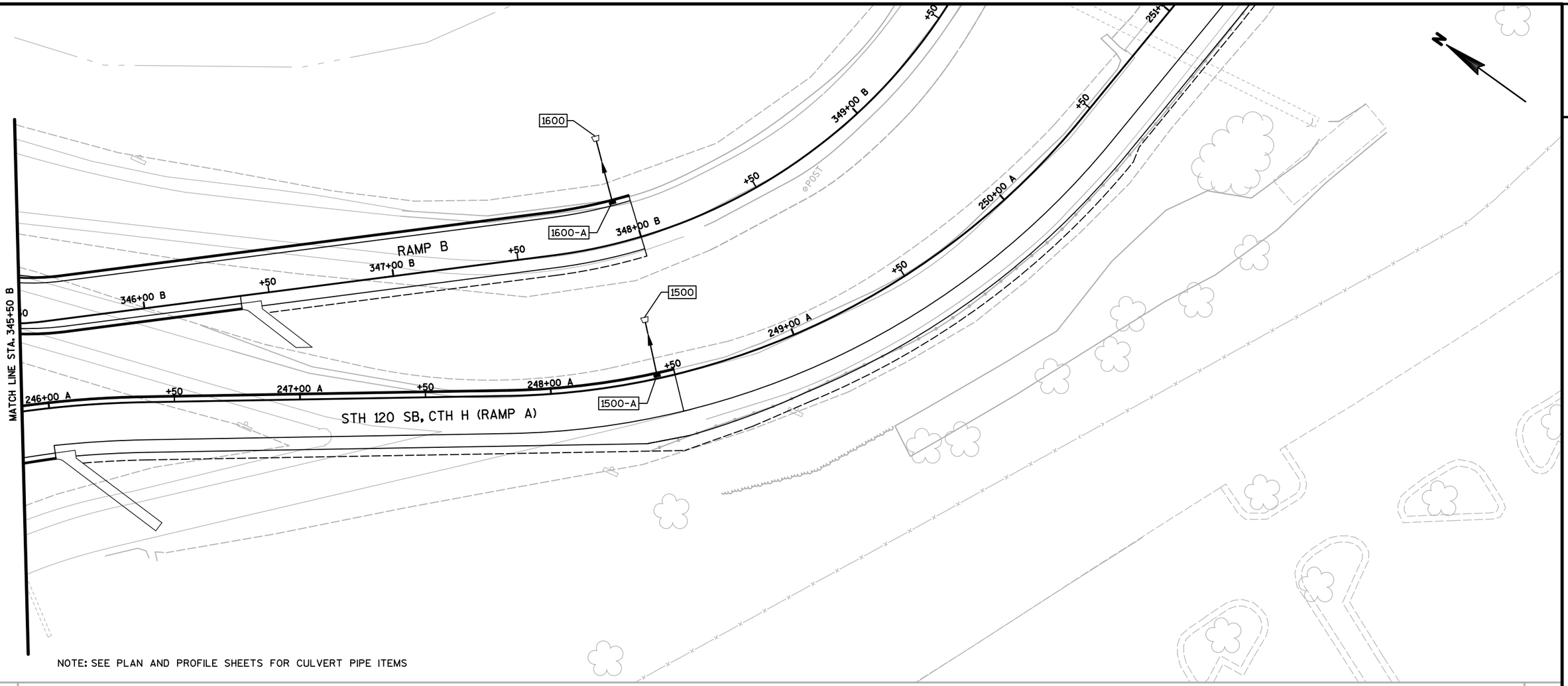


SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

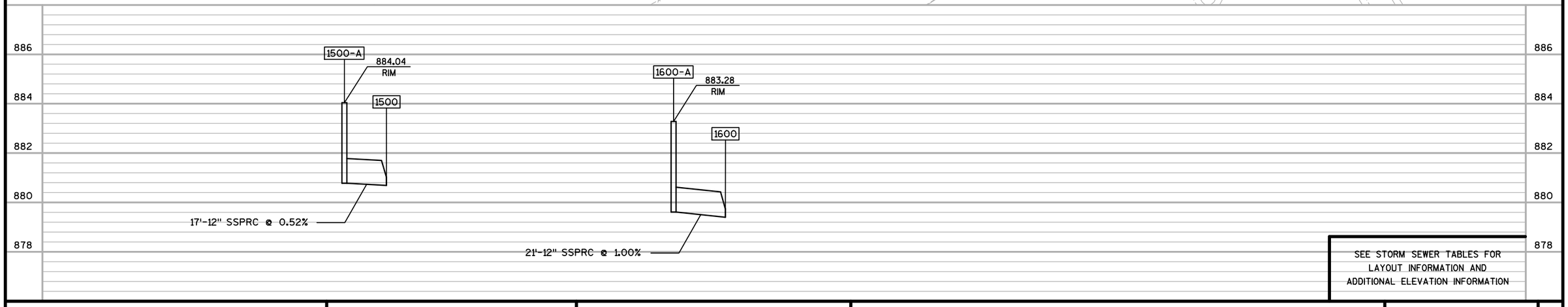
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 92	E

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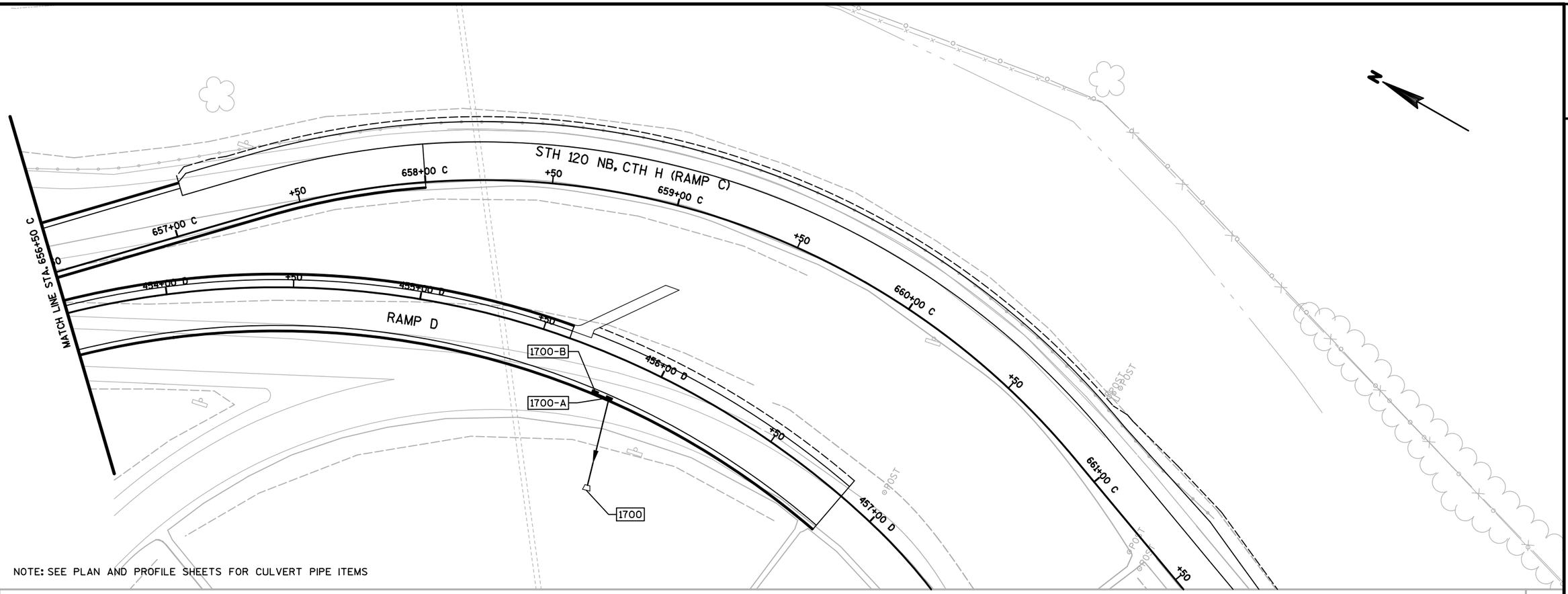
NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS



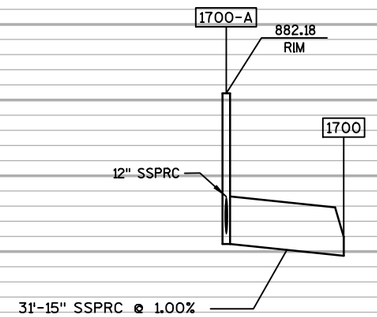
SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET	E

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NOTE: SEE PLAN AND PROFILE SHEETS FOR CULVERT PIPE ITEMS



886
884
882
880
878
876
874

SEE STORM SEWER TABLES FOR LAYOUT INFORMATION AND ADDITIONAL ELEVATION INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STORM SEWER	SHEET 94	E

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
EXIST.	33+29.03 SB	59.1' LT	6.00	98	--	--	--	--	--	--	--	24	MATCH EXIST.	893.92	6	1.12%	CONCRETE COLLARS FOR PIPE REQ'D
98	33+25.42 SB	54.3' LT	24.8	99	--	--	4-FT	J	898.21	896.96	3.74	24	893.22	891.88	25	5.36%	
99	33+25.11 SB	29.5' LT	167.1	100	--	H	5-FT	--	896.53	895.70	3.92	24	891.78	890.11	168	0.99%	FLAT SLAB TOP REQ'D
100	34+91.22 SB	29.5' LT	140.0	101	4-FT	H	--	--	895.25	894.42	4.41	24	890.01	888.67	140	0.96%	
101-C	36+70.64 NB	4.8' LT	11.9	101-B	2X3-FT	H	--	--	894.29	893.46	2.84	12	890.62	890.50	12	1.00%	
101-B	36+71.84 SB	10.9' RT	42.4	101-A	4-FT	H	--	--	894.27	893.44	3.19	15	890.25	889.83	43	0.98%	
101-A	36+30.50 SB	1.5' RT	31.0	101	4-FT	H	--	--	894.73	893.90	4.17	15	889.73	889.42	31	1.00%	
101	36+30.50 SB	29.5' LT	140.4	102	4-FT	H	--	--	894.39	893.56	4.99	24	888.57	887.87	141	0.50%	
102	37+70.02 SB	29.5' LT	21.0	103	4-FT	H	--	--	893.34	892.51	4.74	24	887.77	887.66	21	0.52%	
103	37+91.02 SB	29.5' LT	95.0	103-A	4-FT	H	--	--	893.11	892.28	4.72	24	887.56	887.08	95	0.51%	
103-A	38+89.28 SB	52.9' LT	145.0	103-B	BOX	--	--	--	890.50	890.50	5.58	48	884.92	884.61	290	0.11%	SEE CONSTRUCTION DETAILS
103-B	38+89.35 NB	65.4' RT	--	--	--	--	--	--	--	--	--	48	884.61	--	--	--	CONCRETE MASONRY ENDWALLS REQ'D
104-A	36+25.07 NB	40.5' RT	45.5	104	4-FT	H	--	--	893.97	893.14	2.84	12	890.30	888.53	46	3.85%	
104	36+61.58 NB	67.7' RT	76.7	104-C	--	C	4-FT	--	892.46	891.21	2.93	15	888.28	887.89	77	0.51%	FLAT SLAB TOP REQ'D
104-B	36+61.26 NB	86.5' RT	18.8	104	2X3-FT	H-S	--	--	892.63	891.80	2.84	12	888.96	888.53	19	2.26%	
104-C	37+39.07 NB	67.9' RT	33.1	104-D	2X3-FT	H	--	--	892.51	891.68	3.79	15	887.89	887.72	34	0.50%	
104-D	37+78.89 NB	67.4' RT	--	--	--	--	--	--	--	--	--	15	887.72	--	--	--	APRON ENDWALLS FOR CPRC 15-INCH REQ'D
200-D	40+46.05 NB	64.2' LT	46.6	200-C	2X3-FT	H	--	--	890.91	890.08	2.84	12	887.24	886.77	47	1.00%	
200-C	40+48.13 NB	17.7' LT	16.5	200-B	2X3-FT	DW	--	--	891.32	890.49	3.97	15	886.52	886.35	17	1.00%	
200-B	40+51.36 NB	1.5' LT	31.0	200-A	2X3-FT	H	--	--	891.28	890.45	4.20	15	886.25	885.94	31	1.00%	
200-A	40+51.81 NB	29.5' RT	113.2	200-E	--	H	5-FT	--	890.72	889.89	4.70	24	885.19	884.06	114	0.99%	FLAT SLAB TOP REQ'D
200-E	41+62.00 NB	29.5' RT	104.7	300-A	--	DW	4-FT	--	889.83	889.00	5.04	24	883.96	882.91	105	1.00%	FLAT SLAB TOP REQ'D
300-A	42+82.10 NB	29.6' RT	31.2	300-B	--	H	4-FT	--	889.05	888.22	5.41	24	882.81	882.50	32	0.97%	FLAT SLAB TOP REQ'D
300-D	42+95.66 SB	25.5' LT	27.0	300-C	2X3-FT	H	--	--	889.03	888.20	2.84	12	885.36	885.09	27	1.00%	
300-C	42+95.66 SB	1.5' RT	38.9	300-B	4-FT	H	--	--	889.51	888.68	5.19	15	883.49	883.10	39	1.00%	
300-B	42+84.73 NB	1.5' LT	27.8	300-E	--	H	5-FT	--	889.39	888.56	6.16	24	882.40	882.12	28	1.00%	FLAT SLAB TOP REQ'D
300-H	43+29.35 SB	1.5' RT	33.7	300-C	--	H	5-FT	--	890.21	889.38	5.45	15	883.93	883.59	34	1.00%	FLAT SLAB TOP REQ'D
300-I	43+80.36 SB	8.8' LT	51.9	300-H	4-FT	T	--	--	888.36	887.40	2.70	12	884.70	884.18	52	1.00%	
300-J	43+32.74 SB	8.8' RT	8.1	300-H	2X3-FT	H	--	--	889.23	888.40	2.84	12	885.56	885.48	9	0.89%	
300-E	43+12.26 NB	1.5' LT	37.5	300-G	--	H	7-FT	--	889.17	888.34	6.32	24	882.02	881.64	38	1.00%	FLAT SLAB TOP REQ'D
300-F	43+16.36 NB	8.7' LT	8.4	300-E	4-FT	H	--	--	889.19	888.36	2.84	12	885.52	885.44	9	0.89%	
300-G	43+50.17 NB	2.9' RT	106.9	500-B	--	T	4-FT	--	888.55	887.59	6.05	24	881.54	880.47	107	1.00%	FLAT SLAB TOP REQ'D
400-A	245+46.78 A	21.8' RT	62.5	400-B	2X3-FT	H	--	--	887.51	886.68	2.84	12	883.84	883.21	63	1.00%	
400-B	345+03.14 B	9.4' RT	89.4	500-A	4-FT	H	--	--	887.63	886.80	3.84	15	882.96	882.07	90	0.99%	
500-D	44+86.58 SB	29.7' LT	58.8	500-E	2X3-FT	H	--	--	886.81	885.98	2.84	12	883.14	882.55	59	1.00%	
500-E	44+91.26 NB	21.2' LT	23.4	500-C	4-FT	H	--	--	886.31	885.48	3.18	15	882.30	882.07	24	0.96%	
500-C	44+55.35 NB	24.3' LT	5.9	500-B	4-FT	T	--	--	886.71	885.75	3.78	15	881.97	881.91	6	1.00%	
500-B	44+54.96 NB	18.4' LT	59.0	500-A	--	T	4-FT	--	886.63	885.67	5.30	24	880.37	879.78	59	1.00%	FLAT SLAB TOP REQ'D
500-A	44+94.13 NB	27.2' RT	91.7	500	--	H	6-FT	--	886.62	885.79	12.87	24	872.92	872.00	92	1.00%	FLAT SLAB TOP REQ'D
500	45+44.11 NB	111.3' RT	--	--	--	--	--	--	--	--	--	24	872.00	--	--	--	APRON ENDWALLS FOR CPRC 24-INCH REQ'D

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES.

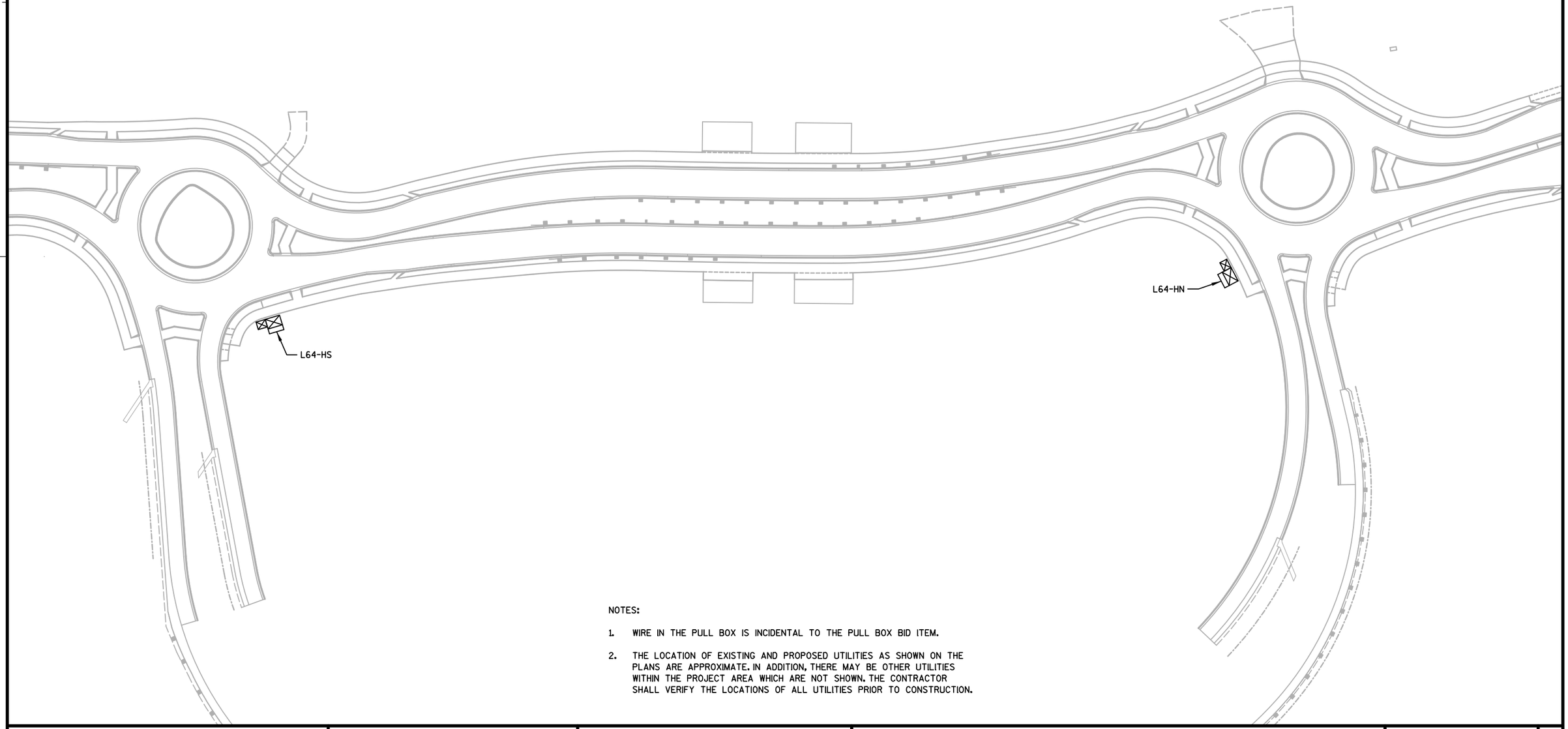
STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
550-A	47+24.15 NB	123.1' RT	39.5	550	1G	MS	--	--	873.00	873.00	3.83	12	869.17	869.00	40	0.42%	
550	47+69.05 NB	139.4' RT	--	--	--	--	--	--	--	--	--	12	870.54	--	--	--	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
600-F	47+64.78 SB	29.5' LT	6.0	600-E	2X3-FT	H-S	--	--	884.42	883.59	2.84	12	880.75	880.69	6	1.00%	
600-E	47+59.00 SB	29.5' LT	31.0	600-C	2X3-FT	H-S	--	--	884.42	883.59	3.15	15	880.44	880.13	31	1.00%	
600-D	47+65.01 SB	1.5' RT	6.0	600-C	2X3-FT	H-S	--	--	884.98	884.15	2.84	12	881.31	881.25	6	1.00%	
600-C	47+59.00 SB	1.5' RT	23.7	600-B	2X3-FT	H-S	--	--	884.98	884.15	4.12	15	880.03	879.79	24	1.00%	
600-B	47+63.38 NB	1.5' LT	31.0	600-A	2X3-FT	DW	--	--	885.19	884.36	4.67	15	879.69	879.38	31	1.00%	
600-A	47+63.38 NB	29.5' RT	83.3	600	4-FT	DW	--	--	884.63	883.80	10.96	18	872.84	872.00	84	1.00%	
600	47+15.63 NB	105.3' RT	--	--	--	--	--	--	--	--	--	18	872.00	--	--	--	APRON ENDWALLS FOR CPRC 18-INCH REQ'D
700-F	51+45.40 SB	29.5' LT	31.0	700-E	2X3-FT	H	--	--	884.27	883.44	2.84	12	880.60	880.29	31	1.00%	
700-E	51+46.28 SB	1.5' RT	24.6	700-C	2X3-FT	H	--	--	884.82	883.99	3.95	15	880.04	879.04	25	4.00%	
700-D	51+54.98 NB	1.5' LT	6.0	700-C	2X3-FT	DW	--	--	882.88	882.05	2.84	12	879.21	879.15	6	1.00%	
700-C	51+48.96 NB	1.5' LT	31.0	700-A	2X3-FT	DW	--	--	882.88	882.05	3.11	15	878.94	878.48	31	1.48%	
700-B	51+43.16 NB	29.5' RT	6.0	700-A	2X3-FT	H-S	--	--	882.32	881.49	2.84	12	878.65	878.59	6	1.00%	
700-A	51+48.94 NB	29.5' RT	75.3	700	4-FT	H-S	--	--	882.32	881.49	3.11	15	878.38	877.63	76	0.99%	
700	51+78.04 NB	104.5' RT	--	--	--	--	--	--	--	--	--	15	877.63	--	--	--	APRON ENDWALLS FOR CPRC 15-INCH REQ'D
800-D	52+75.37 SB	1.5' RT	6.0	800-C	2X3-FT	DW	--	--	884.05	883.22	2.84	12	880.38	880.32	6	1.00%	
800-C	52+81.35 SB	1.5' RT	31.0	800-A	2X3-FT	DW	--	--	884.05	883.22	3.00	12	880.22	879.91	31	1.00%	
800-B	52+75.35 SB	29.5' LT	6.0	800-A	2X3-FT	DW	--	--	883.49	882.66	2.84	12	879.82	879.76	6	1.00%	
800-A	52+81.57 SB	29.5' LT	26.4	800	2X3-FT	DW	--	--	883.49	882.66	3.15	15	879.51	879.25	27	0.96%	
800	52+81.57 SB	62.0' LT	--	--	--	--	--	--	--	--	--	15	879.25	--	--	--	APRON ENDWALLS FOR CPRC 15-INCH REQ'D
900-D	54+80.42 NB	23.9' LT	6.0	900-C	2X2.5-FT	T	--	--	884.36	883.40	2.70	12	880.70	880.60	6	1.67%	
900-C	54+81.46 NB	18.0' LT	23.2	900-B	2X2.5-FT	T	--	--	884.28	883.32	2.97	15	880.35	880.12	24	0.96%	
900-B	54+54.68 NB	9.6' LT	39.2	900-A	4-FT	H-S	--	--	884.64	883.81	3.79	15	880.02	879.63	40	0.97%	
900-A	54+56.33 NB	29.5' RT	71.5	900	4-FT	H	--	--	884.41	883.58	4.05	15	879.53	878.81	72	1.00%	
900	452+75.57 D	78.9' RT	84.7	900-E	--	--	4-FT	J	887.57	886.32	7.76	18	878.56	877.71	85	1.00%	
900-E	453+36.33 D	146.3' RT	--	--	--	--	--	--	--	--	--	18	877.71	--	--	--	APRON ENDWALLS FOR CPRC 18-INCH REQ'D
901-A	54+49.56 SB	26.2' LT	29.0	901	2X3-FT	H	--	--	884.51	883.68	2.84	12	880.84	880.55	29	1.00%	
901	54+48.12 SB	61.2' LT	--	--	--	--	--	--	--	--	--	12	880.55	--	--	--	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
1000-J	55+73.54 NB	11.4' RT	57.0	1000-H	4-FT	T	--	--	885.87	884.91	2.70	12	882.21	881.64	57	1.00%	
1000-I	56+24.46 NB	18.3' LT	9.7	1000-H	4-FT	HM-GJ	--	--	886.84	886.01	2.84	12	883.17	883.07	10	1.00%	
1000-H	56+28.62 NB	9.6' LT	25.9	1000-C	4-FT	HM-GJ	--	--	886.78	885.95	4.56	15	881.39	881.13	26	1.00%	
1000-G	55+81.45 SB	4.4' LT	41.4	1000-E	4-FT	T	--	--	886.33	885.37	2.70	12	882.67	882.26	42	0.98%	
1000-F	56+18.89 SB	8.7' RT	8.4	1000-E	2X3-FT	HM-GJ	--	--	887.05	886.22	4.06	12	882.16	882.08	9	0.89%	
1000-E	56+22.86 SB	1.3' RT	24.4	1000-B	--	HM-GJ	5-FT	--	887.00	886.17	4.34	15	881.83	881.59	25	0.96%	FLAT SLAB TOP REQ'D
1000-D	56+54.88 NB	25.5' RT	30.6	1000-C	2X3-FT	H	--	--	886.38	885.55	2.84	12	882.71	882.40	31	1.00%	
1000-C	56+54.13 NB	5.1' LT	28.5	1000-B	4-FT	HM-GJ	--	--	886.90	886.07	5.04	15	881.03	880.74	29	1.00%	
1000-B	56+47.13 SB	1.3' RT	30.5	1000-A	4-FT	HM-GJ	--	--	887.14	886.31	5.67	15	880.64	880.33	31	1.00%	
1000-A	56+50.37 SB	29.0' LT	37.0	1000	2X3-FT	H	--	--	886.72	885.89	5.66	15	880.23	879.86	37	1.00%	
1000	57+01.75 NB	91.8' LT	--	--	--	--	--	--	--	--	--	15	879.86	--	--	--	APRON ENDWALLS FOR CPRC 15-INCH REQ'D
1001-A	56+82.24 NB	142.4' LT	14.6	1001	2G	MS	--	--	872.48	872.48	5.53	42	866.95	866.53	15	2.80%	2 INLET COVERS TYPE MS REQ'D
1001	56+80.67 NB	127.9' LT	--	--	--	--	--	--	--	--	--	42	866.53	--	--	--	CONCRETE COLLARS FOR PIPE REQ'D
1100-E	655+70.75 C	25.2' RT	23.8	1100-D	4-FT	H	--	--	885.50	884.67	2.84	12	881.83	881.59	24	1.00%	
1100-D	655+72.52 C	1.5' RT	23.6	1100-A	4-FT	H	--	--	885.90	885.07	3.73	15	881.34	881.10	24	1.00%	
1100-C	655+61.73 C	23.2' LT	37.1	1100-B	4-FT	HM-S	--	--	885.65	884.82	2.75	12	882.07	881.69	38	1.00%	
1100-B	656+06.16 C	20.0' LT	23.5	1100-A	4-FT	HM	--	--	886.02	885.19	3.75	15	881.44	881.20	24	1.00%	
1100-A	655+95.88 C	1.5' RT	105.7	900	4-FT	H	--	--	886.10	885.27	4.27	15	881.00	879.94	106	1.00%	

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES.

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS
1150-A	61+67.32 SB	72.0' LT	92.5	1150	1G	MS	--	--	881.00	881.00	4.17	12	876.83	876.60	93	0.25%	
1150	60+66.84 SB	77.3' LT	--	--	--	--	--	--	--	--	--	12	876.60	--	--	--	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
1200-E	60+87.56 NB	33.5' RT	54.0	1200-D	2X3-FT	HM-GJ	--	--	887.84	887.01	2.84	12	884.17	883.63	54	1.00%	
1200-D	60+80.07 SB	18.5' RT	283.5	1300-G	--	HM-GJ	5-FT	--	886.06	885.23	4.12	24	881.11	880.27	284	0.30%	FLAT SLAB TOP REQ'D
1200-C	60+80.22 SB	12.3' RT	6.2	1200-D	1G	MS	--	--	886.27	886.27	4.39	15	881.88	881.86	7	0.29%	
1200-B	60+80.22 SB	5.5' RT	6.8	1200-C	2X3-FT	HM-GJ	--	--	886.07	885.24	3.33	15	881.91	881.88	7	0.43%	
1200-A	60+72.05 SB	33.5' LT	39.8	1200-B	2X3-FT	HM-GJ	--	--	885.01	884.18	1.84	12	882.34	882.16	40	0.45%	
1300-I	63+83.52 NB	33.5' RT	6.0	1300-H	2X3-FT	HM-GJ-S	--	--	886.34	885.51	2.84	12	882.67	882.61	6	1.00%	
1300-H	63+77.60 NB	33.5' RT	46.7	1300-G	2X3-FT	HM-GJ-S	--	--	886.34	885.51	3.15	15	882.36	881.89	47	1.00%	
1300-G	63+75.10 NB	13.1' LT	6.0	1300-F	--	HM-GJ-S	5-FT	--	884.68	883.85	3.58	24	880.27	880.25	6	0.33%	FLAT SLAB TOP REQ'D
1300-F	63+81.14 NB	13.3' LT	21.4	1300-C	4-FT	HM-GJ-S	--	--	884.68	883.85	3.60	24	880.25	880.19	22	0.27%	
1300-E	64+00.00 NB	22.5' LT	12.0	1300-D	1G	MS	--	--	884.78	884.78	3.45	12	881.33	881.21	12	1.00%	
1300-D	63+80.97 SB	13.3' RT	6.0	1300-C	4-FT	HM-GJ-S	--	--	884.24	883.41	2.45	15	880.96	880.94	6	0.33%	
1300-C	63+75.00 SB	13.3' RT	46.8	1300-A	--	HM-GJ-S	5-FT	--	884.24	883.41	3.22	24	880.19	880.05	47	0.30%	FLAT SLAB TOP REQ'D
1300-B	63+81.06 SB	33.5' LT	6.0	1300-A	2X3-FT	HM-GJ-S	--	--	883.04	882.21	1.84	12	880.37	880.34	6	0.50%	
1300-A	63+75.00 SB	33.5' LT	22.2	1300	4-FT	HM-GJ-S	--	--	883.04	882.21	2.16	24	880.05	880.00	23	0.22%	
1300	63+75.00 SB	61.9' LT	--	--	--	--	--	--	--	--	--	24	880.00	--	--	--	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
1400-E	68+21.09 NB	21.4' LT	10.3	1400-D	2X3-FT	HM-GJ	--	--	886.50	885.67	2.84	12	882.83	882.73	11	0.91%	
1400-D	68+22.76 NB	11.1' LT	27.5	1400-A	4-FT	HM-GJ	--	--	886.57	885.74	3.26	15	882.48	882.20	28	1.00%	
1400-C	68+52.39 NB	25.7' LT	9.0	1400-B	2X3-FT	HM-GJ	--	--	886.79	885.96	2.84	12	883.12	883.03	9	1.00%	
1400-B	68+51.26 NB	16.8' LT	9.0	1400-A	1G	MS	--	--	886.59	886.59	3.81	15	882.78	882.69	9	1.00%	
1400-A	68+50.17 NB	7.9' LT	79.1	1400	4-FT	HM-GJ	--	--	886.93	886.10	4.00	15	882.10	881.31	80	0.99%	
1400	68+50.17 NB	77.3' RT	--	--	--	--	--	--	--	--	--	15	881.31	--	--	--	APRON ENDWALLS FOR CPRC 15-INCH REQ'D
1450-C	74+86.15 NB	7.1' LT	65.8	1450-A	2X2-FT	B	--	--	888.60	887.44	2.39	12	885.05	884.72	66	0.50%	
1450-B	74+19.89 NB	5.5' LT	6.1	1450-A	2X3-FT	HM-GJ	--	--	888.83	888.00	2.84	12	885.16	885.10	7	0.86%	
1450-A	73+91.69 SB	6.5' RT	46.8	1450	2X3-FT	HM-GJ	--	--	888.86	888.03	3.56	15	884.47	884.23	47	0.51%	
1450	73+91.69 SB	46.5' LT	--	--	--	--	--	--	--	--	--	15	884.23	--	--	--	APRON ENDWALLS FOR CPRC 15-INCH REQ'D
1460	139+66.82 NB	43.0' RT	116.0	1460-B	--	--	--	--	--	--	--	24	882.02	881.37	116	0.56%	APRON ENDWALLS FOR CP SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 REQ'D
1460-A	139+29.97 NB	63.1' RT	34.0	1460	4-FT	HM-GJ-S	--	--	886.00	885.17	2.86	24	882.31	882.12	34	0.56%	
1460-B	140+81.98 NB	56.4' RT	---	--	--	--	--	--	--	--	--	24	881.37	--	--	--	APRON ENDWALLS FOR CP SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 REQ'D
1500-A	248+42.96 A	1.5' LT	17.3	1500	2X3-FT	H	--	--	884.04	883.21	2.43	12	880.78	880.69	18	0.50%	
1500	248+42.96 A	24.9' LT	--	--	--	--	--	--	--	--	--	12	880.69	--	--	--	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
1600-A	347+92.43 B	16.5' LT	20.9	1600	2X3-FT	H	--	--	883.28	882.45	2.84	12	879.61	879.40	21	1.00%	
1600	347+92.43 B	43.5' LT	--	--	--	--	--	--	--	--	--	12	879.40	--	--	--	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
1700-B	455+78.27 D	16.5' RT	6.00	1700-A	2X3-FT	H-S	--	--	882.18	881.35	2.84	12	878.51	878.45	6	1.00%	
1700-A	455+84.57 D	16.5' RT	30.9	1700	2X3-FT	H-S	--	--	882.18	881.35	3.15	15	878.20	877.89	31	1.00%	
1700	455+92.03 D	52.8' RT	--	--	--	--	--	--	--	--	--	15	877.89	--	--	--	APRON ENDWALLS FOR CPRC 15-INCH REQ'D

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES.

2



NOTES:

1. WIRE IN THE PULL BOX IS INCIDENTAL TO THE PULL BOX BID ITEM.

2. 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.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING - LIGHTING CONTROL OVERVIEW	SHEET 98	E

LEGEND

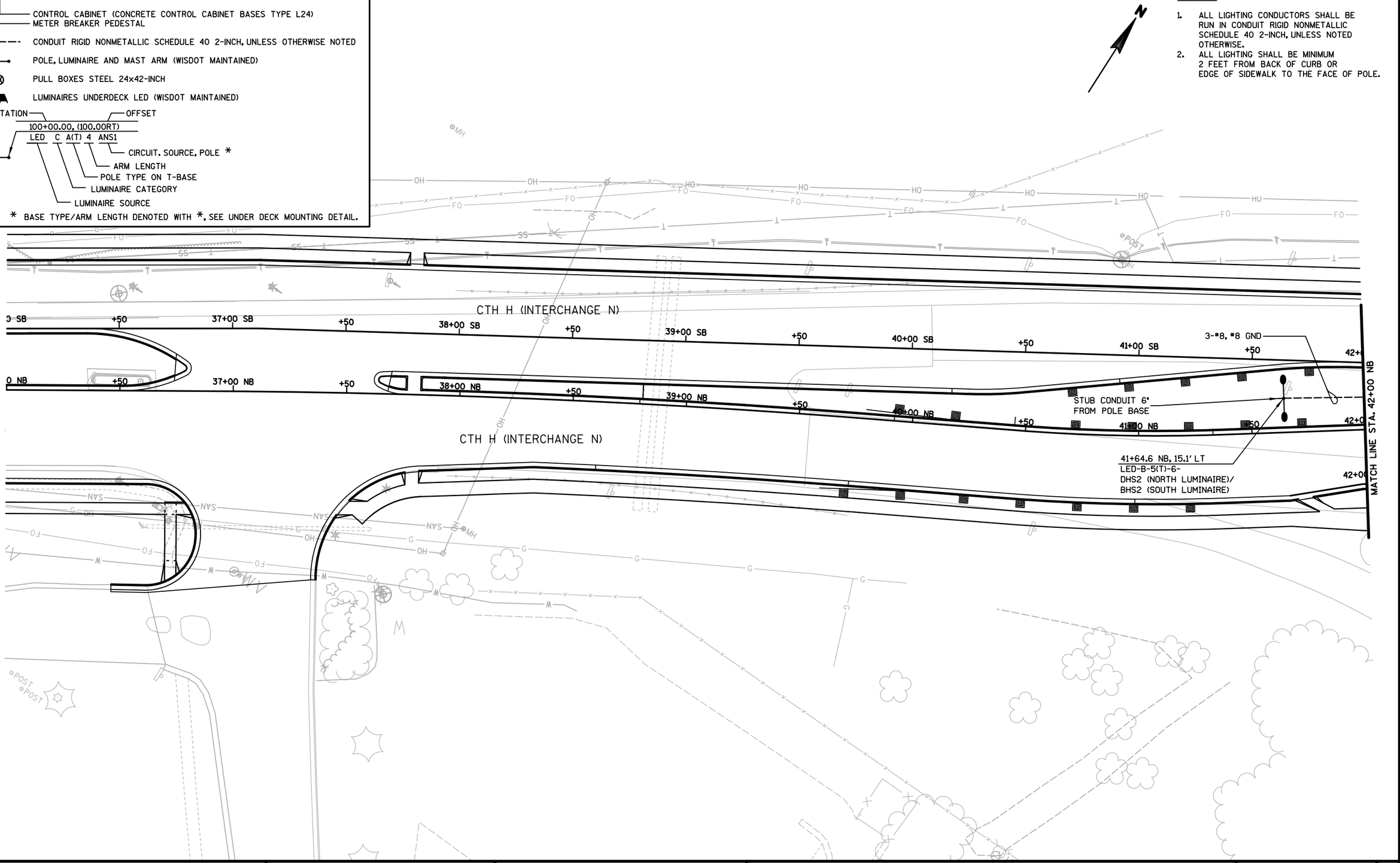
- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1
- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\023501_lp.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

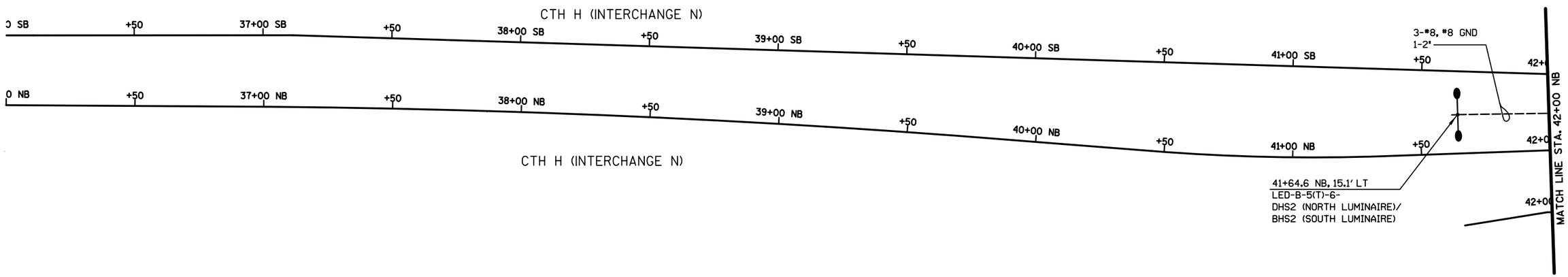
- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1 — CIRCUIT. SOURCE, POLE *
ARM LENGTH
POLE TYPE ON T-BASE
LUMINAIRE CATEGORY
LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



LEGEND

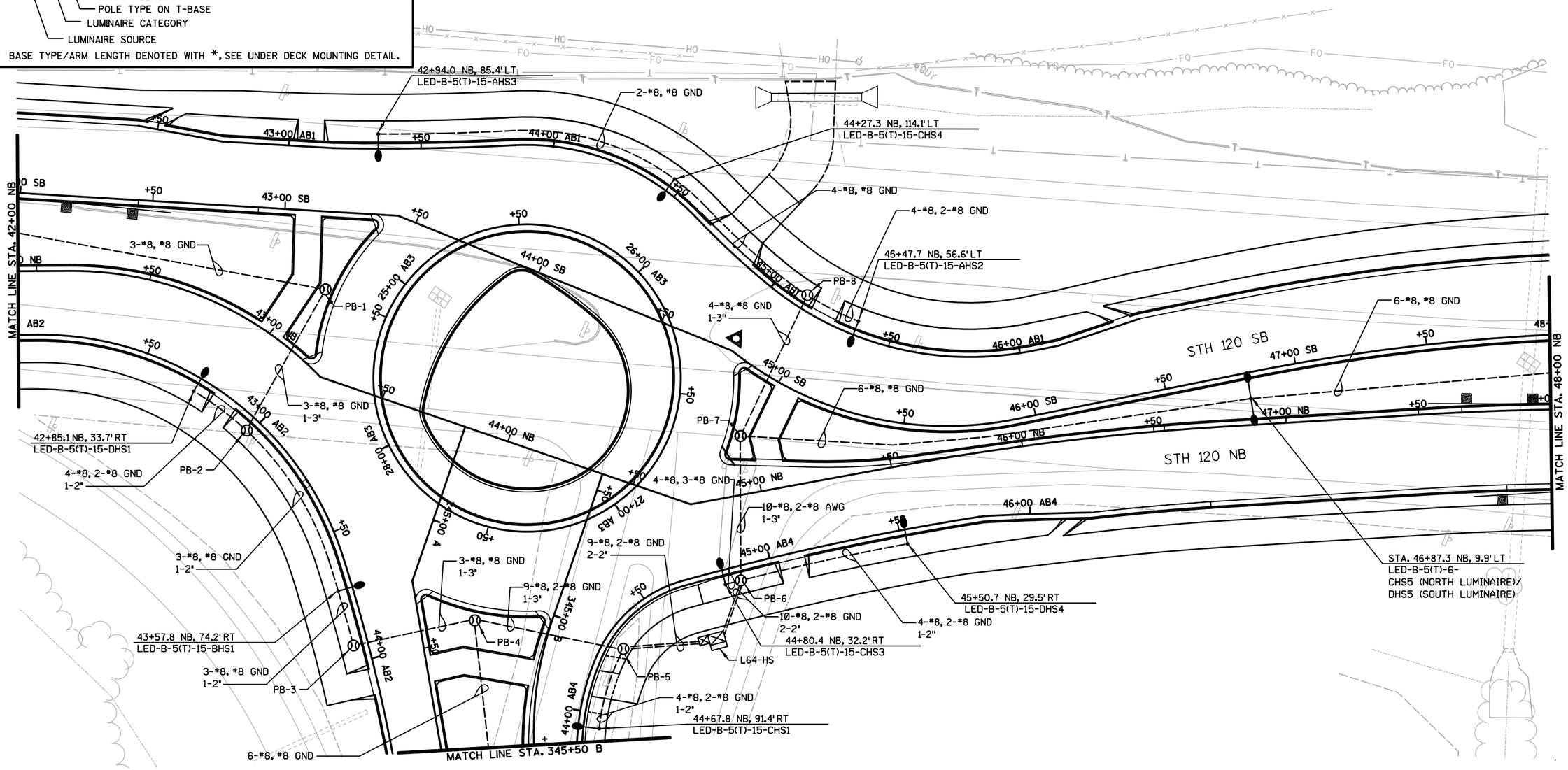
- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1
- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\023503_lp.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

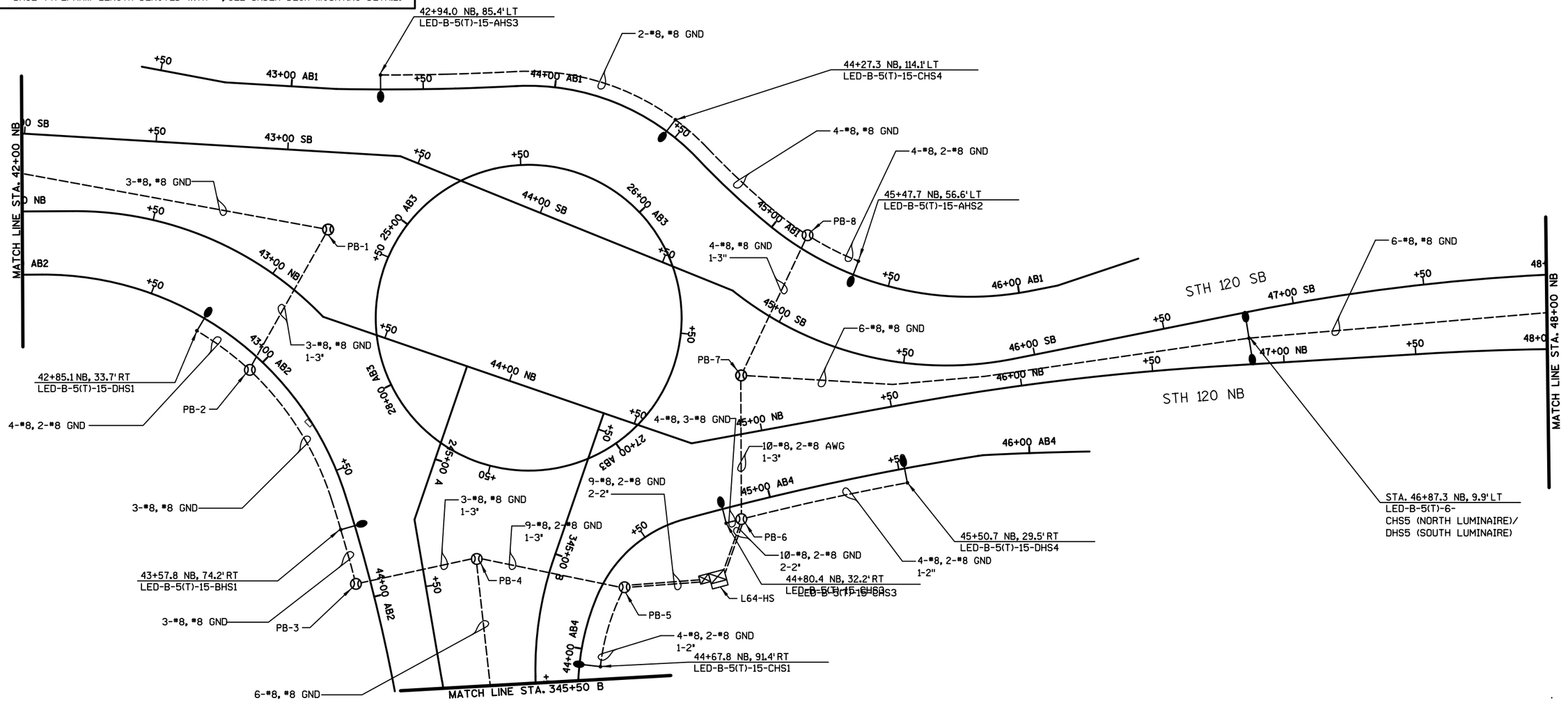
- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1
- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET 102	E

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET

100+00.00, (100.00RT)

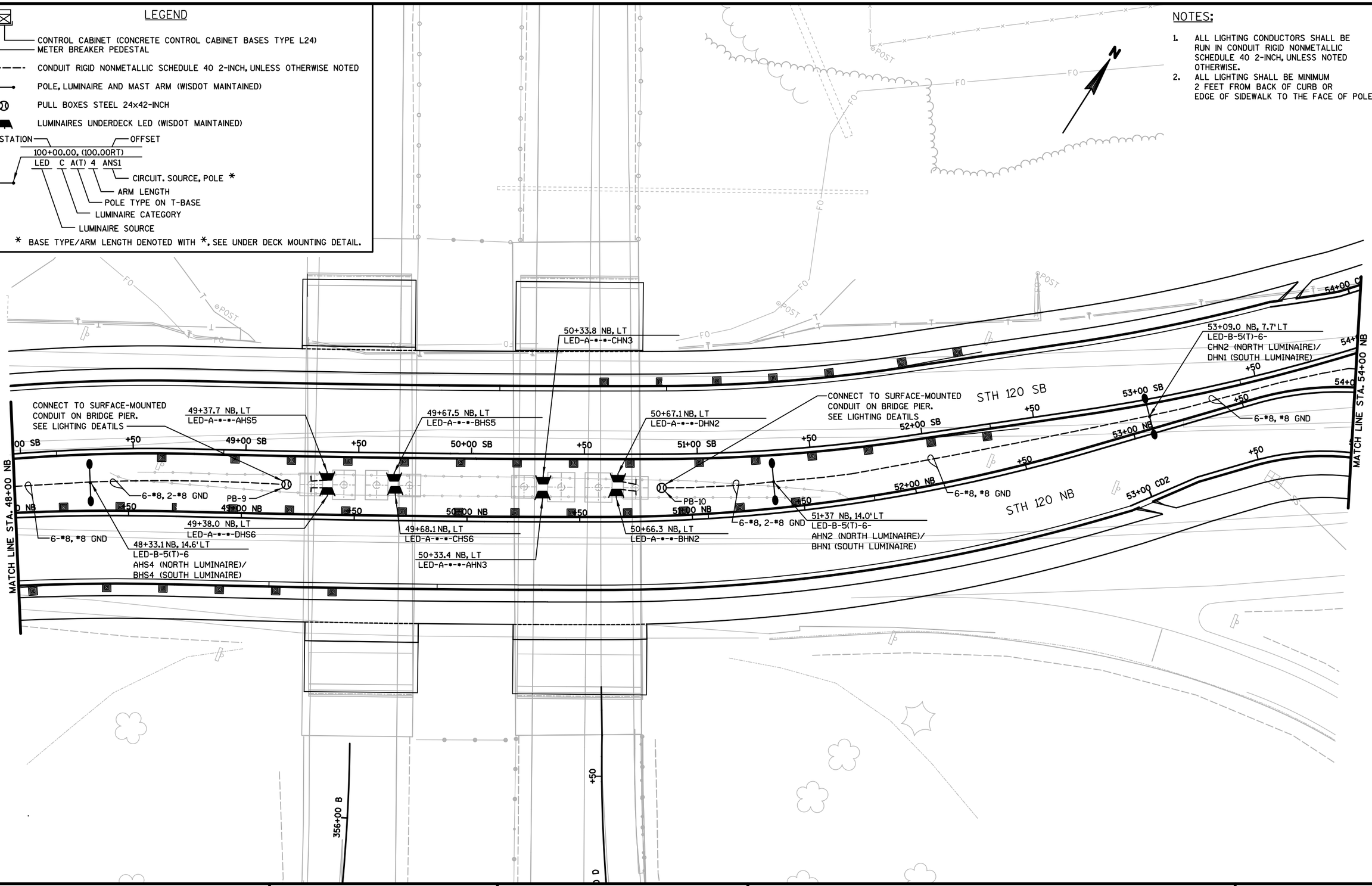
LED C A(T) 4 ANS1

- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\023505_lp.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

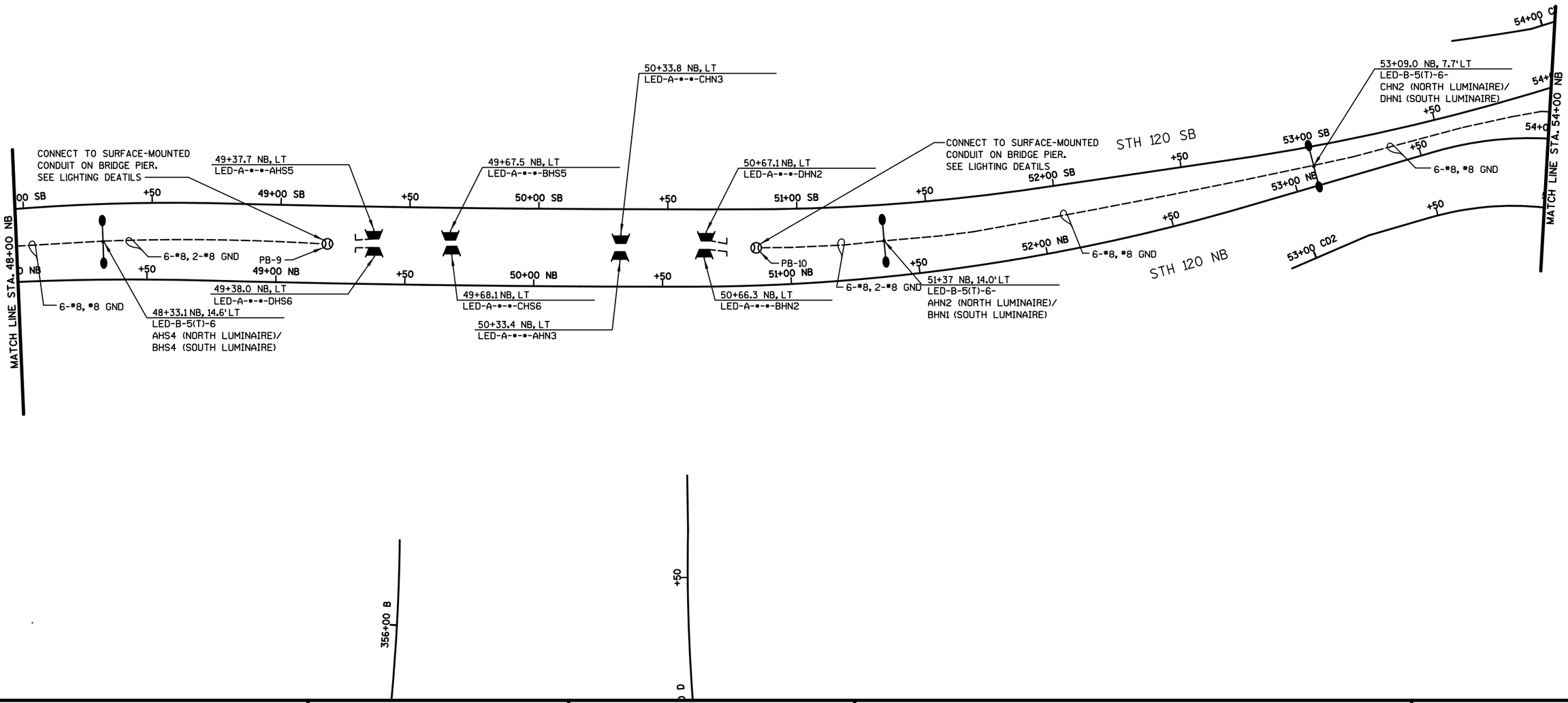
- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1 — CIRCUIT. SOURCE, POLE *
ARM LENGTH
POLE TYPE ON T-BASE
LUMINAIRE CATEGORY
LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

NOTES:

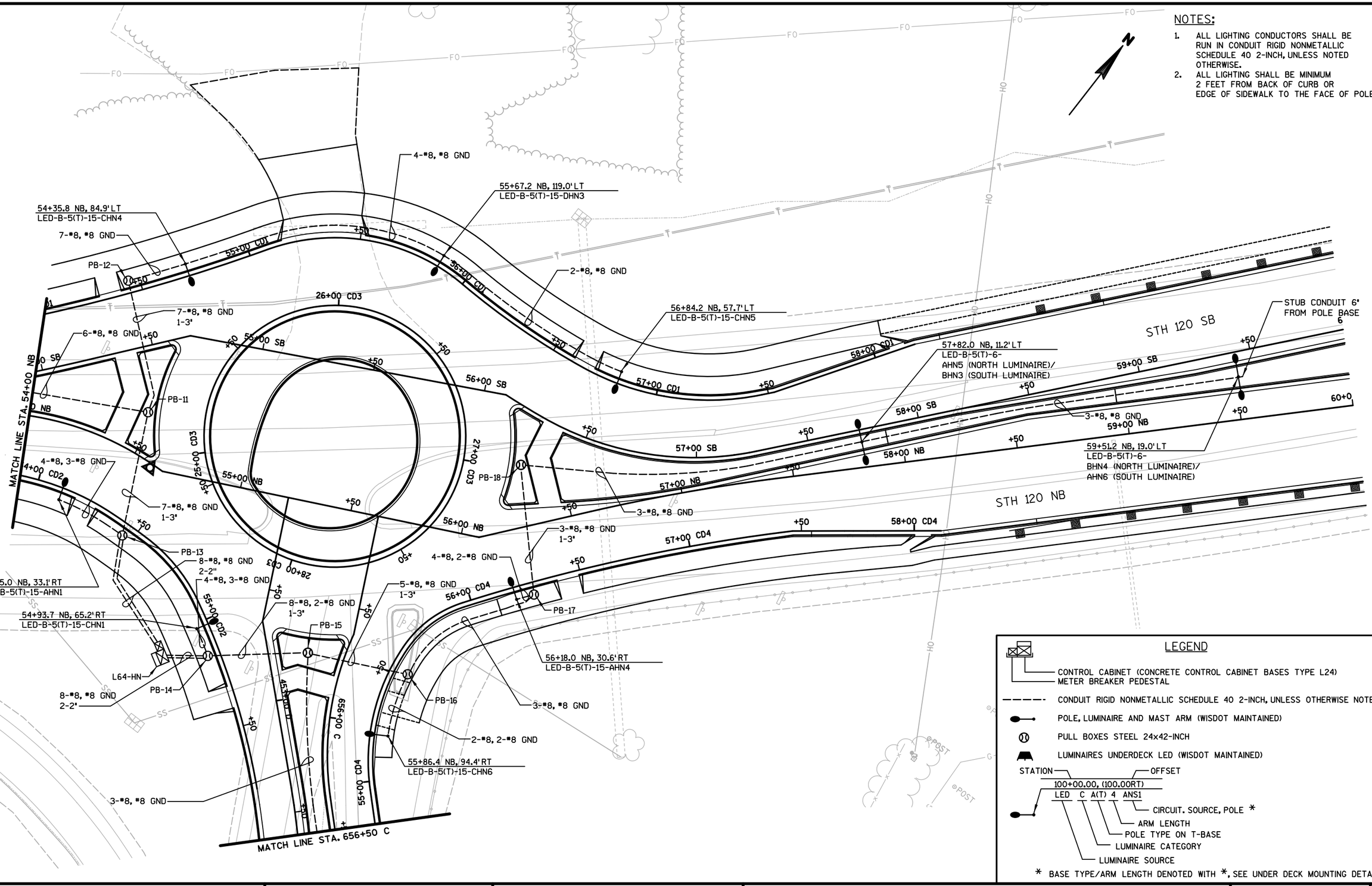
1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET 104	E

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET

100+00.00, (100.00RT)
LED C A(T) 4 ANS1

- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

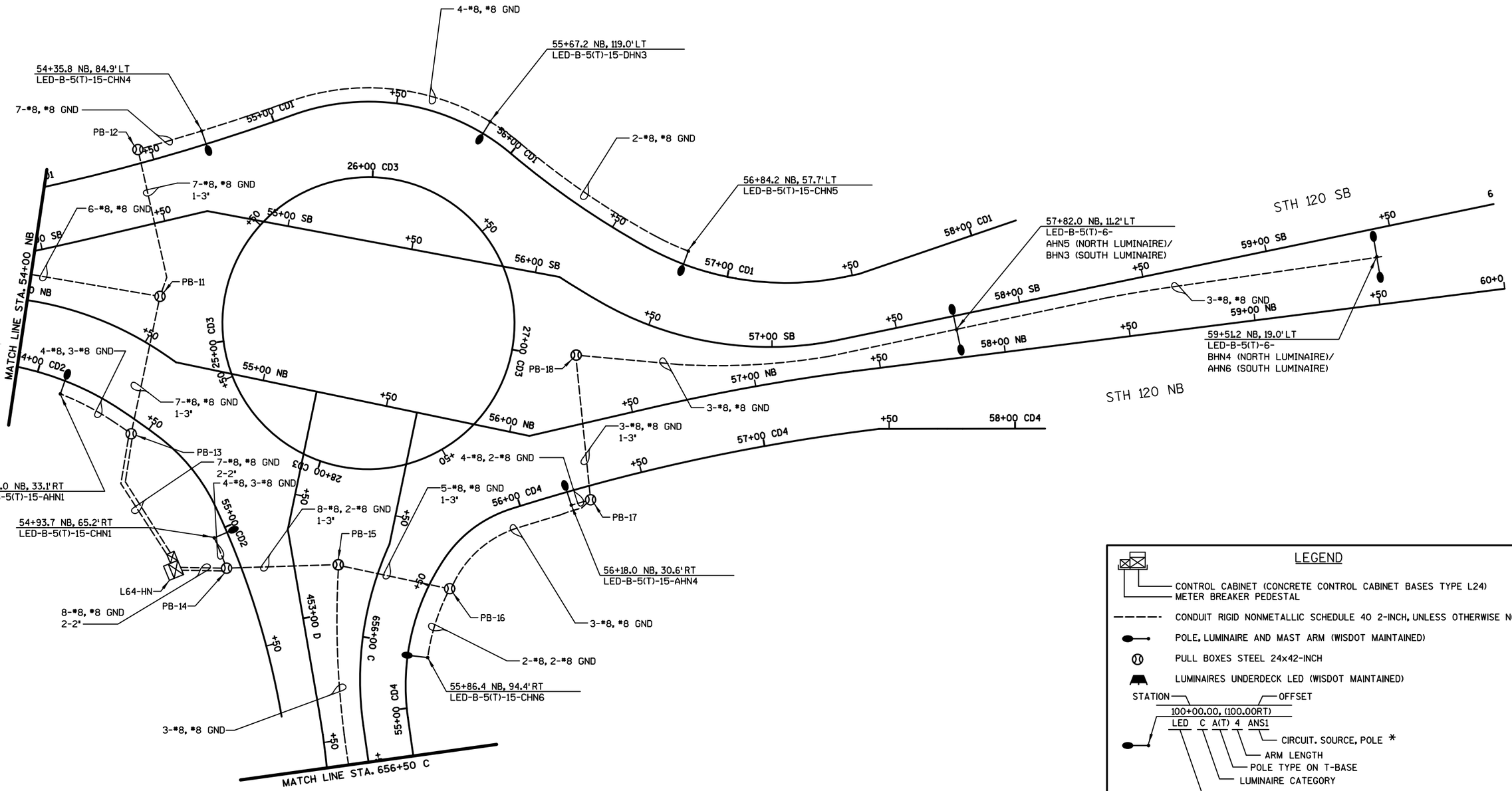
* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\023507_lp.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1
- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET 106	E

LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

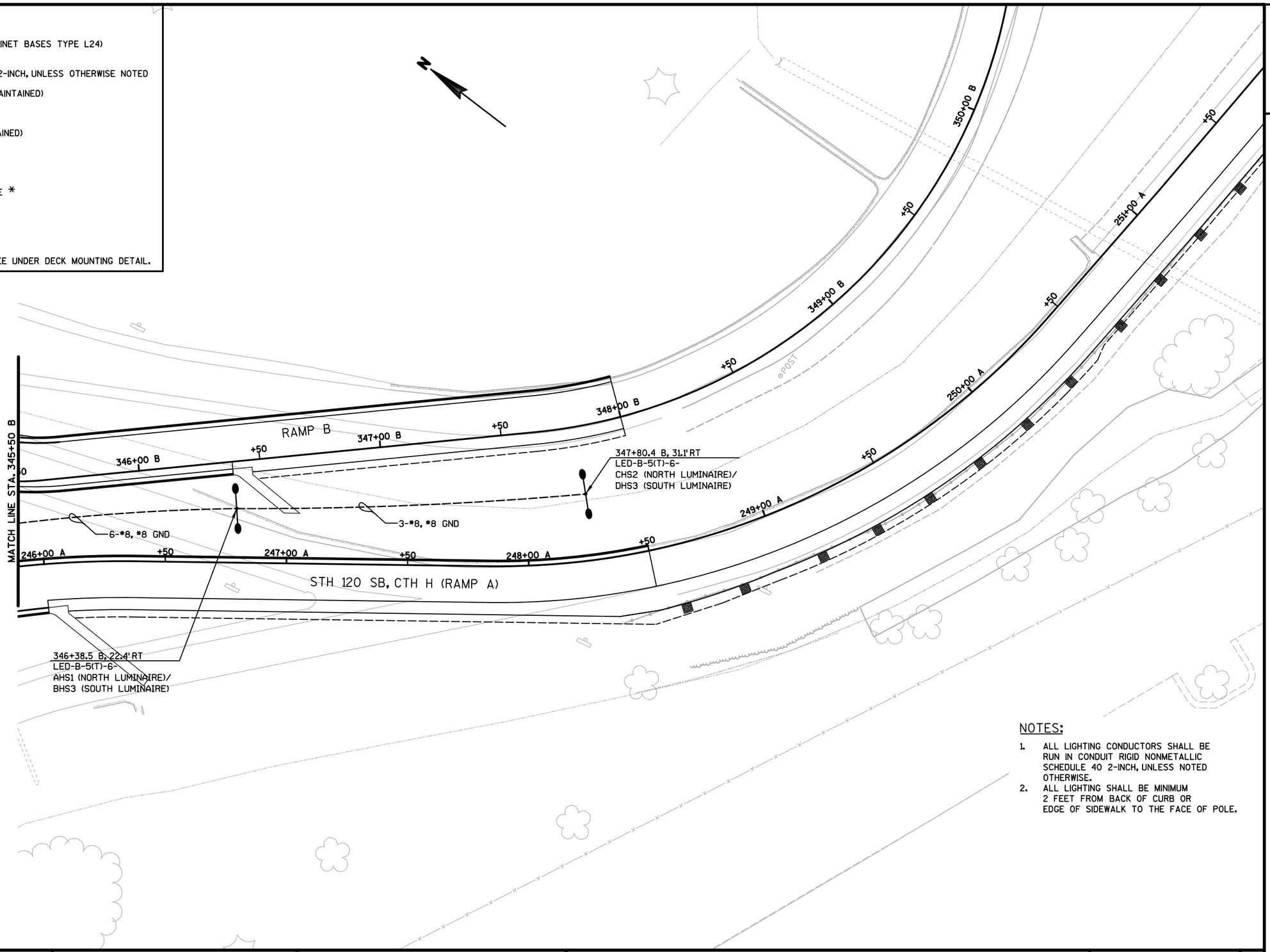
STATION — OFFSET

100+00.00, (100.00RT)

LED C A(T) 4 ANS1

- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.



NOTES:

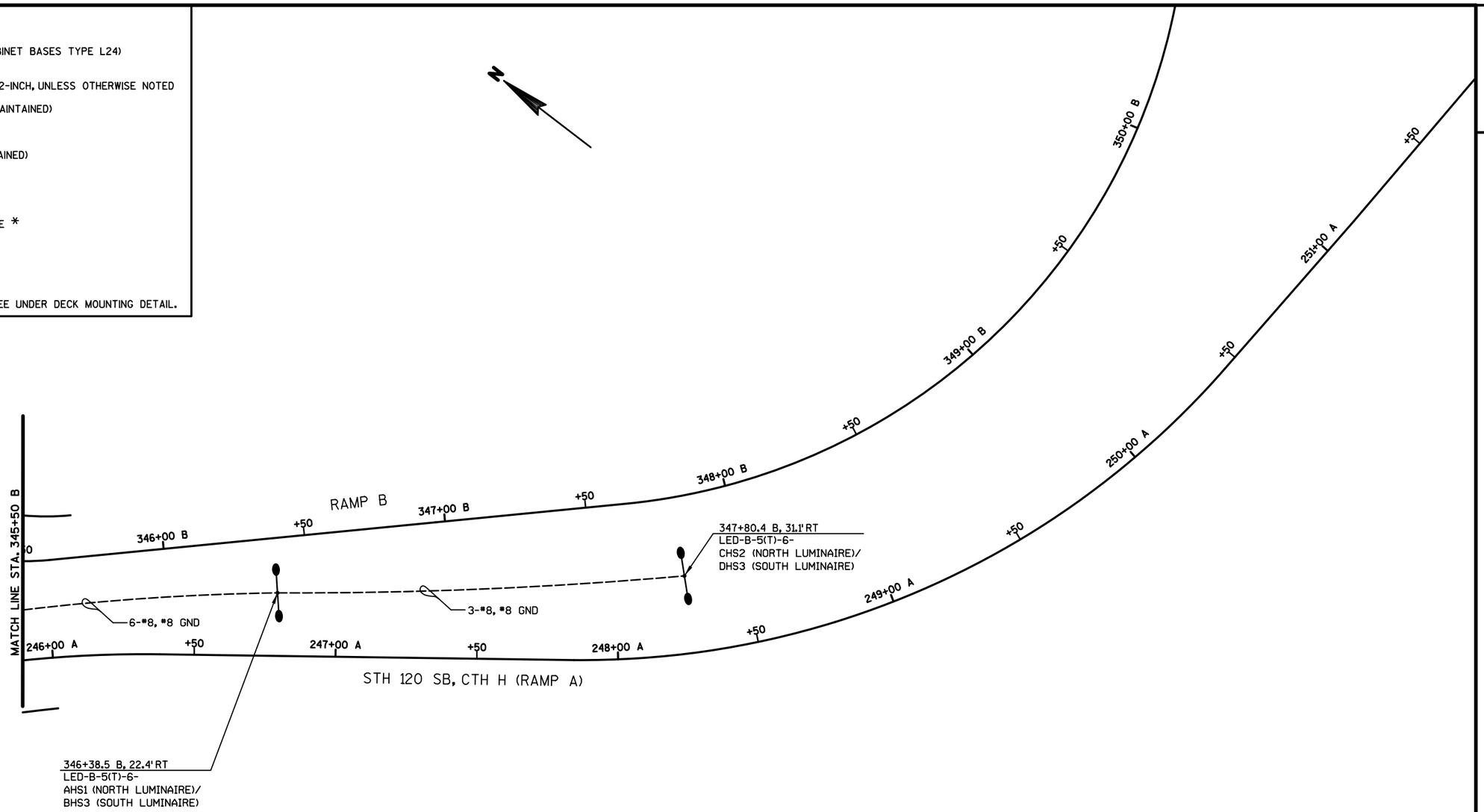
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LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1 — CIRCUIT. SOURCE, POLE *
ARM LENGTH
POLE TYPE ON T-BASE
LUMINAIRE CATEGORY
LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

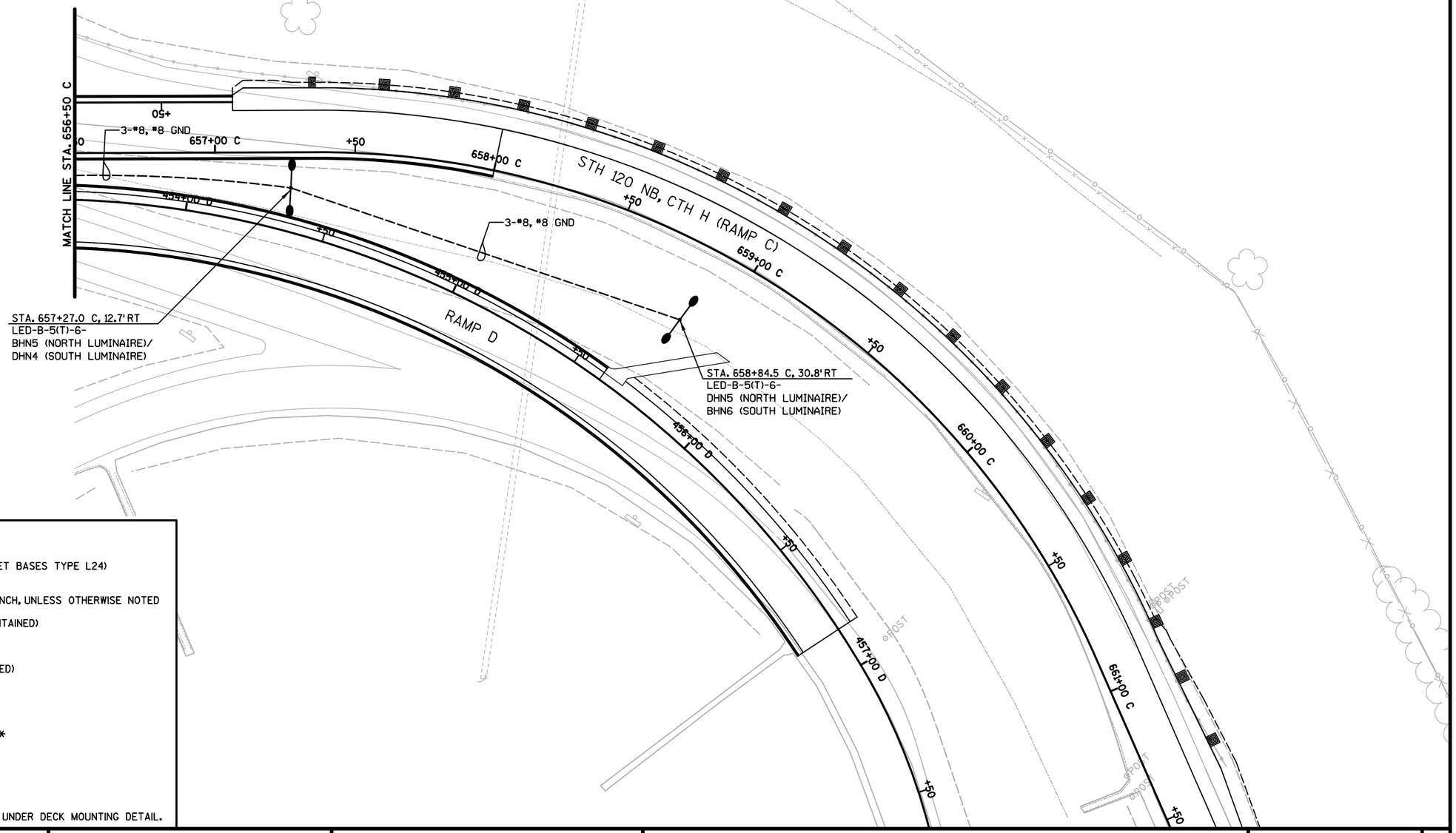


NOTES:

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LEGEND

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- METER BREAKER PEDESTAL
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STATION — OFFSET
100+00.00, (100.00RT)
LED C A(T) 4 ANS1
- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

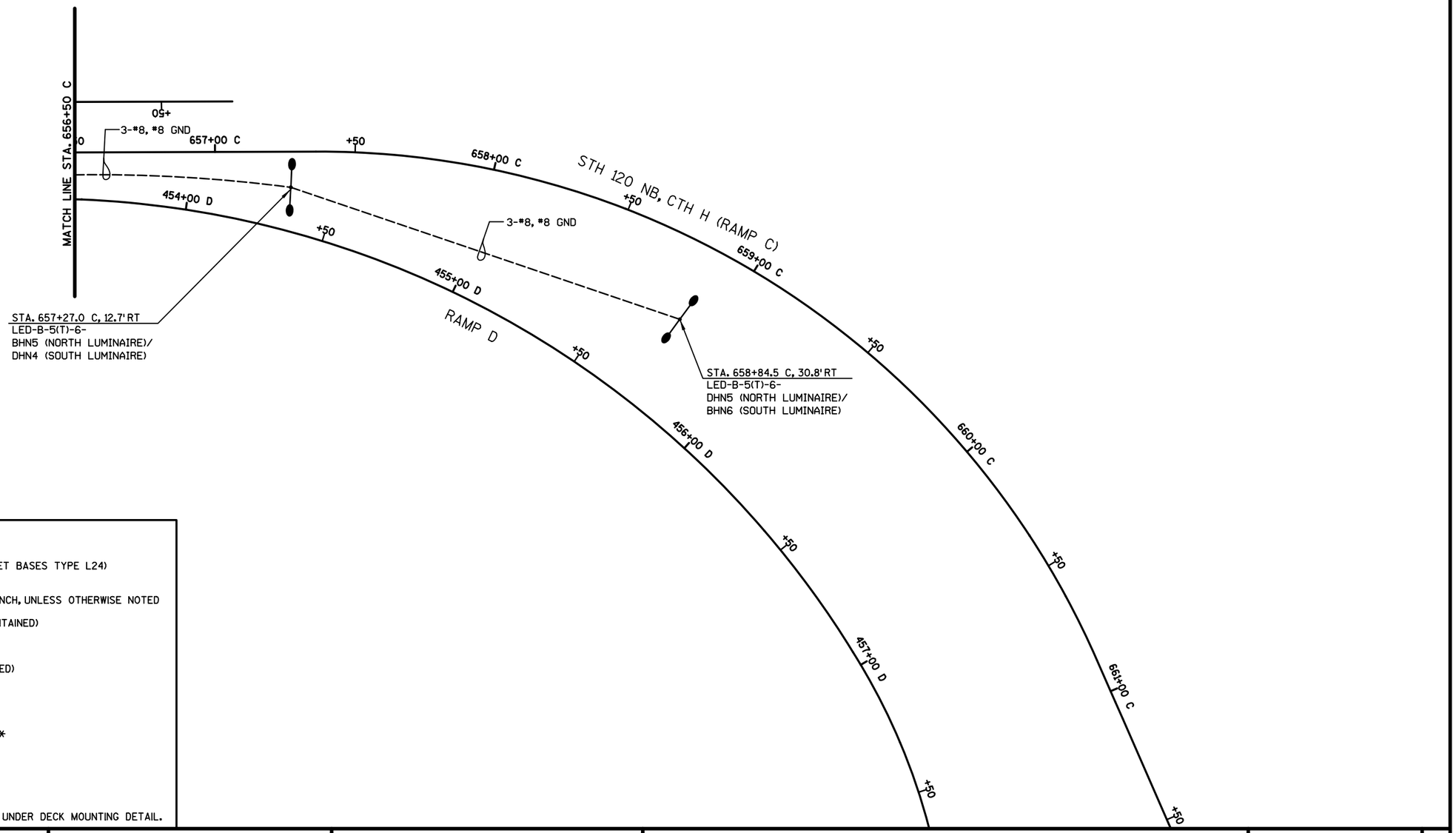
* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\023511_lp.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES:

1. ALL LIGHTING CONDUCTORS SHALL BE RUN IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE.
2. ALL LIGHTING SHALL BE MINIMUM 2 FEET FROM BACK OF CURB OR EDGE OF SIDEWALK TO THE FACE OF POLE.



LEGEND

- CONTROL CABINET (CONCRETE CONTROL CABINET BASES TYPE L24)
  METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- POLE, LUMINAIRE AND MAST ARM (WISDOT MAINTAINED)
- PULL BOXES STEEL 24x42-INCH
- LUMINAIRES UNDERDECK LED (WISDOT MAINTAINED)

STATION — OFFSET

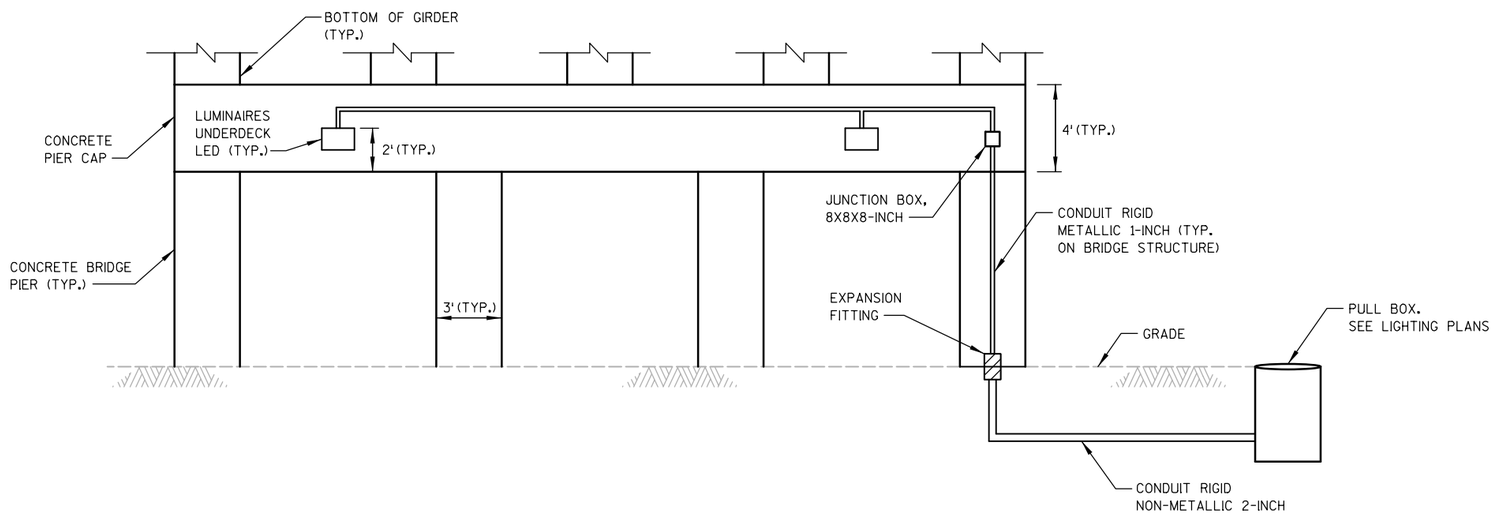
100+00.00, (100.00RT)

LED C A(T) 4 ANS1

- CIRCUIT. SOURCE, POLE *
- ARM LENGTH
- POLE TYPE ON T-BASE
- LUMINAIRE CATEGORY
- LUMINAIRE SOURCE

* BASE TYPE/ARM LENGTH DENOTED WITH *, SEE UNDER DECK MOUNTING DETAIL.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	LIGHTING	SHEET 110	E



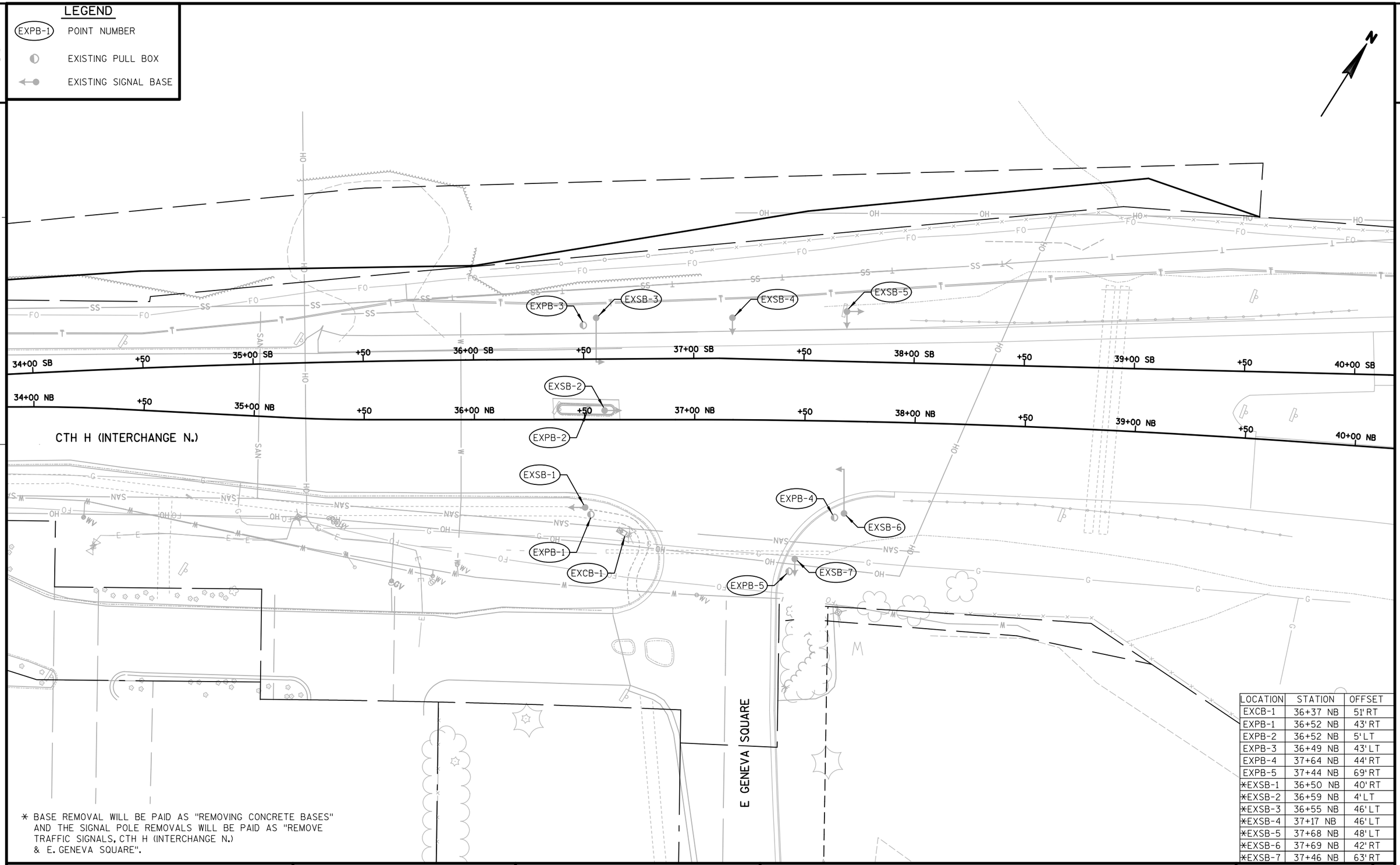
UNDERPASS LIGHTING DETAIL

LEGEND

EXPB-1 POINT NUMBER

EXISTING PULL BOX

EXISTING SIGNAL BASE



LOCATION	STATION	OFFSET
EXCB-1	36+37 NB	51' RT
EXPB-1	36+52 NB	43' RT
EXPB-2	36+52 NB	5' LT
EXPB-3	36+49 NB	43' LT
EXPB-4	37+64 NB	44' RT
EXPB-5	37+44 NB	69' RT
*EXSB-1	36+50 NB	40' RT
*EXSB-2	36+59 NB	4' LT
*EXSB-3	36+55 NB	46' LT
*EXSB-4	37+17 NB	46' LT
*EXSB-5	37+68 NB	48' LT
*EXSB-6	37+69 NB	42' RT
*EXSB-7	37+46 NB	63' RT

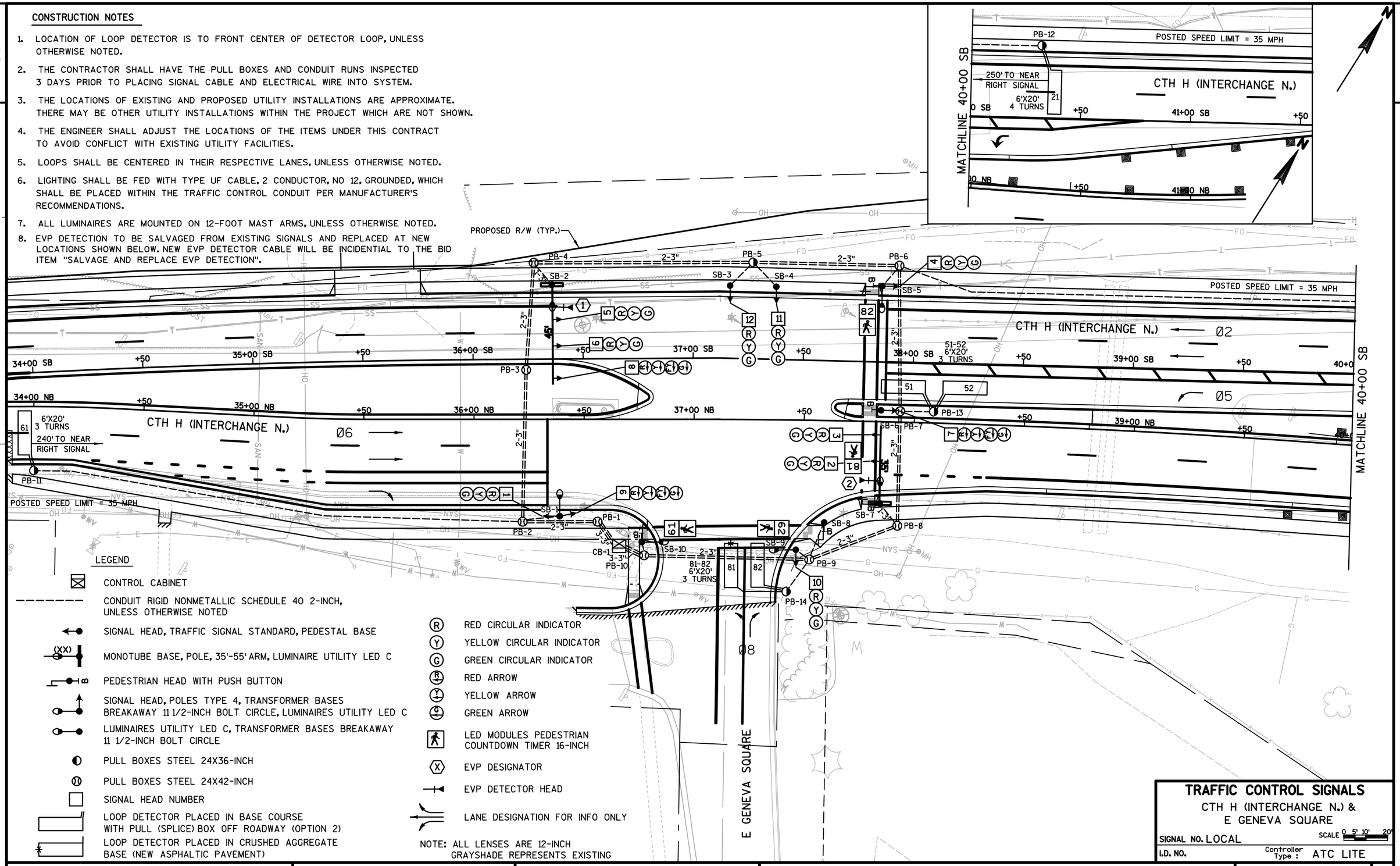
* BASE REMOVAL WILL BE PAID AS "REMOVING CONCRETE BASES" AND THE SIGNAL POLE REMOVALS WILL BE PAID AS "REMOVE TRAFFIC SIGNALS, CTH H (INTERCHANGE N.) & E. GENEVA SQUARE".

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TRAFFIC SIGNAL REMOVAL PLAN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\024001_sp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF DETECTOR LOOP, UNLESS OTHERWISE NOTED.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 3 DAYS PRIOR TO PLACING SIGNAL CABLE AND ELECTRICAL WIRE INTO SYSTEM.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. THE ENGINEER SHALL ADJUST THE LOCATIONS OF THE ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.
5. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES, UNLESS OTHERWISE NOTED.
6. LIGHTING SHALL BE FED WITH TYPE UF CABLE, 2 CONDUCTOR, NO 12, GROUNDED, WHICH SHALL BE PLACED WITHIN THE TRAFFIC CONTROL CONDUIT PER MANUFACTURER'S RECOMMENDATIONS.
7. ALL LUMINAIRES ARE MOUNTED ON 12-FOOT MAST ARMS, UNLESS OTHERWISE NOTED.
8. EVP DETECTION TO BE SALVAGED FROM EXISTING SIGNALS AND REPLACED AT NEW LOCATIONS SHOWN BELOW. NEW EVP DETECTOR CABLE WILL BE INCIDENTIAL TO THE BID ITEM "SALVAGE AND REPLACE EVP DETECTION".



LEGEND

- CONTROL CABINET
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM, LUMINAIRE UTILITY LED C
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- SIGNAL HEAD, POLES TYPE 4, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, LUMINAIRES UTILITY LED C
- LUMINAIRES UTILITY LED C, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
- PULL BOXES STEEL 24X36-INCH
- PULL BOXES STEEL 24X42-INCH
- SIGNAL HEAD NUMBER
- LOOP DETECTOR PLACED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH
- (X) EVP DESIGNATOR
- EVP DETECTOR HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

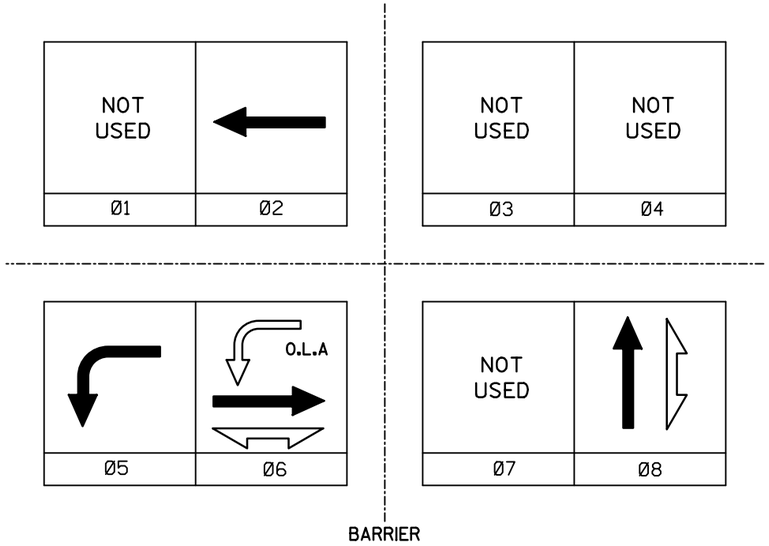
TRAFFIC CONTROL SIGNALS
CTH H (INTERCHANGE N.) &
E GENEVA SQUARE
SIGNAL NO. LOCAL
I.D. NO.
SCALE 0 5' 10' 20'
Controller Type : ATC LITE

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\024002_sp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

RING 1

	HEAD NUMBERS	FLASH
Ø1		
Ø2	4-6	R
Ø3		
Ø4		
Ø5	7-9	R
Ø6	1-3	R
Ø7		
Ø8	10-12	R
O.L. A	7-9	R
O.L. B		
O.L. C		
O.L. D		
Ø2P		
Ø4P		
Ø6P	61,62	
Ø8P	81,82	



CONTROLLER LOGIC

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

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

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =
NONE

SPECIAL OVERLAPS

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

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

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	1	2	3	4
MOVEMENT	←	→		
PHASE	2+5	6		

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	21	52	61					
PHASE CALLED	2	5	6					
PHASE EXTENDED	2	5	6					
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

19	17	23	21	27	25	31	29

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	---	51	---	81	82			
PHASE CALLED		5		8	8			
PHASE EXTENDED		5		8	8			
DISCONNECT TIME								
CALLING DELAY					10			
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30

CTH H (INTERCHANGE N.) &
E. GENEVA SQUARE
CITY OF LAKE GENEVA
WALWORTH

SIGNAL NO. LOCAL

CONTROLLER TYPE: ATC LITE

DATE ----

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SEQUENCE OF OPERATIONS	SHEET 114	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\024003_ph.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CTH H (INTERCHANGE N.) & E. GENEVA SQUARE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	12/C	1	NB	R	R	Ø 6
				Y	O	
				G	G	
		9	SBL	←R	R/BLK	Ø 5
				←Y	O/BLK	
				←FY	G/BLK	
				←G	W/BLK	
CONTROL CABINET TO SB-2	12/C	5	SB	R	R	Ø 2
				Y	O	
				G	G	
		6	SB	R	R	Ø 2
				Y	O	
				G	G	
		8	SBL	←R	R/BLK	Ø 5
				←Y	O/BLK	
				←FY	G/BLK	
				←G	W/BLK	
CONTROL CABINET TO SB-3	5/C	12	WB	R	R	Ø 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-4	5/C	11	WB	R	R	Ø 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-5	7/C	4	SB	R	R	Ø 2
				Y	O	
				G	G	
		82	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-6	7/C	7	SBL	←R	R	Ø 5
				←Y	O	
				←FY	G	
				←G	BLU	
			Ø 8 PED	PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-7	7/C	2	NB	R	R	Ø 6
				Y	O	
				G	G	
		3	NB	R	R	Ø 6
				Y	O	
				G	G	
		81	Ø 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-8	5/C	62	Ø 6 PED	D/WALK	BLK	
				WALK	W	
				PED BUTTON	G	BUTTON
CONTROL CABINET TO SB-9	5/C	10	WB	R	R	Ø 8
				Y	O	
				G	G	
CONTROL CABINET TO SB-10	5/C	61	Ø 6 PED	D/WALK	BLK	
				WALK	W	
				PED BUTTON	G	BUTTON

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

PULL BOX BONDING JUMPER 10 AWG	
FROM	TO
PB-1	CB-1
PB-2	SB-1
PB-3	SB-2
PB-4	SB-2
PB-5	SB-3
PB-6	SB-5
PB-7	SB-6
PB-8	SB-7
PB-9	SB-9
PB-10	SB-10

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
CB-1	SB-1
SB-1	SB-2
CB-1	SB-10
SB-10	SB-7
CB-1	SB-9
SB-9	SB-5

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB-1	SB-2 (EVP1)
CB-1	SB-7 (EVP2)

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

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

TRAFFIC CONTROL SIGNAL
CTH H (INTERCHANGE N.) &
E. GENEVA SQUARE
CITY OF LAKE GENEVA
WALWORTH COUNTY
SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

PAGE 3 OF 3

PROJECT NO: 3190-00-70 | HWY: STH 120 | COUNTY: WALWORTH | CABLE ROUTING | SHEET | E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\024004_cr.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN

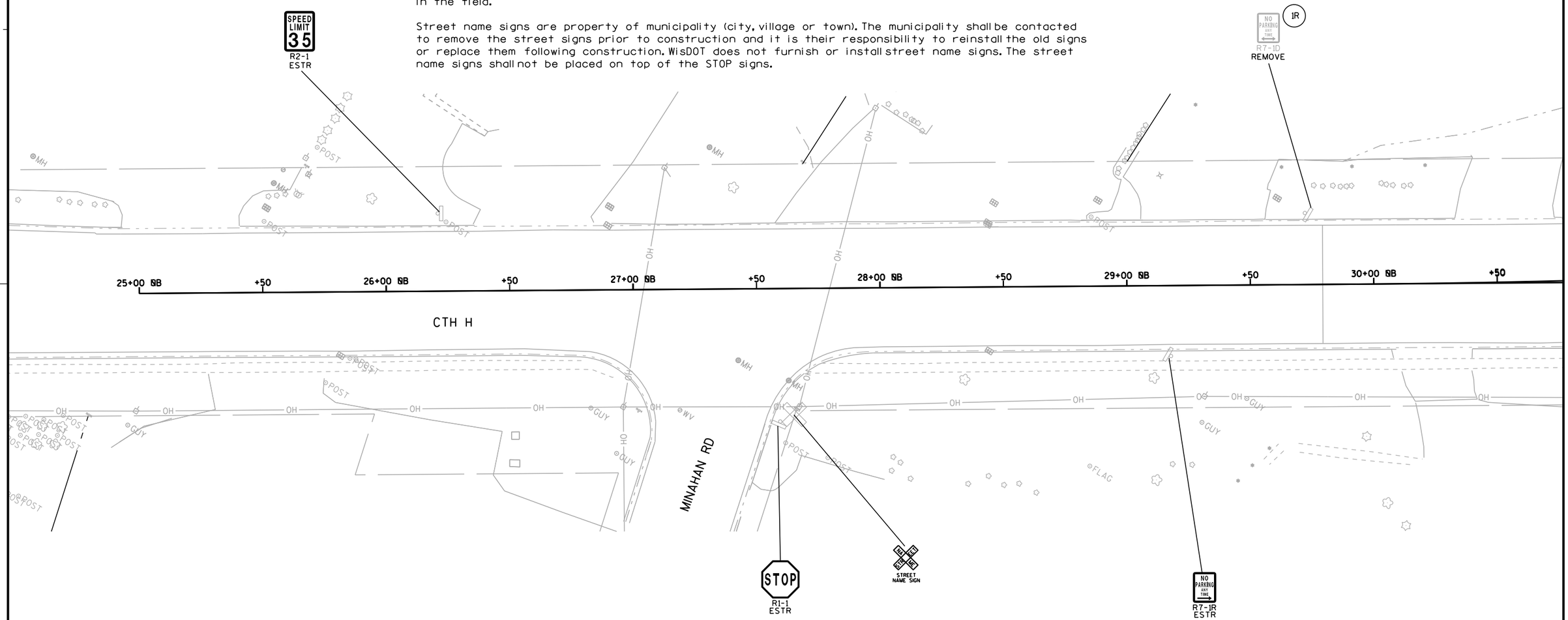
Type II aluminum signs removed under the contract shall be delivered to the County sign shop in the County the project is located in.

Signs shall be carefully removed from the sign supports. The signs shall be palletized for handling with a forklift (see special provisions 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 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 municipality (city, village or town). The municipality shall be contacted to remove the street 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.



SHEET 1 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 116	E

FILE NAME : J:\projects\d2_319000120\SIGN\023101_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

NO PARKING ON ANY CITY STREET 0900 HR TO 0300 PM

LOCAL SIGN
MOVE
SEE PERMANENT SIGNING PLANS

4R
R7-1L
REMOVE

5R
W5-52R
REMOVE

6R
R4-7
REMOVE

31+00 SB
31+00 NB
+50
32+00 SB
32+00 NB
+50
33+00 SB
33+00 NB
+50
34+00 SB
34+00 NB
+50
35+00 SB
35+00 NB
+50
36+00 SB
36+00 NB
+50

CTH H

2R
W3-3
REMOVE

3R
W6-1
REMOVE

7R
R1-1F
REMOVE

SHEET 2 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 117	E

FILE NAME : J:\projects\d2_319000120\SIGN\023102_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

8R STOP R1-1F REMOVE

9R STOP R1-1F REMOVE

10R R4-7 REMOVE

11R DO NOT ENTER R5-1 REMOVE

REMOVE 12R SPEED LIMIT 35 R2-1 RADAR ENFORCED MOVE LOCAL SIGN

13R SPEED LIMIT 35 R2-1 REMOVE

14R Lake Geneva POPULATION 7651 12-3 REMOVE

+50 37+00 SB +50 38+00 SB +50 39+00 SB +50 40+00 SB +50 41+00 SB +50 42+00 SB

CTH H

+50 37+00 NB +50 38+00 NB +50 39+00 NB +50 40+00 NB +50 41+00 NB +50 42+00 NB

CTH H

OH OH OH OH MH OH MH OH

E. GENEVA SQUARE

18R STOP R1-1F REMOVE

17R Milwaukee Madison Chicago D1-3 REMOVE

W5-52L REMOVE

USH 12 EB ON RAMP

EAST 12 SOUTH 120 SOUTH COUNTY H 15R 16R J3-3 REMOVE

SHEET 3 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 118 E

FILE NAME : J:\projects\d2_319000120\SIGN\023103_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

WRONG WAY R5-1A REMOVE (19R)

20R W3-3 REMOVE

21R ONE WAY R6-2L REMOVE

SPEED LIMIT 35 R2-1 REMOVE

EAST SOUTH SOUTH 12 120 COUNTY H (22R) J3-3 REMOVE

35R Chicago D1-1 REMOVE

36R W6-2 REMOVE

23R DO NOT ENTER R5-1 REMOVE

WRONG WAY R5-1A REMOVE

STH 120

43+00 SB +50 44+00 SB +50 45+00 SB +50 46+00 SB +50 47+00 SB +50 48+00 SB

43+00 NB +50 44+00 NB +50 45+00 NB +50 46+00 NB +50 47+00 NB +50 48+00 NB

24R R4-7 REMOVE

ONE WAY R6-2L REMOVE PART OF 25R

STH 120

14'-4" W12-2 REMOVE

WRONG WAY R5-1A (29R) REMOVE

26R R3-1 REMOVE

DO NOT ENTER R5-1 REMOVE

27R FREEWAY ENTRANCE D13-3 REMOVE

28R PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 REMOVE

245+00 A

345+00 B

USH 12 EB ON RAMP

USH 12 EB OFF RAMP

25R STOP R1-1 REMOVE

30R R4-7 REMOVE

31R YIELD R1-2 REMOVE

SPEED LIMIT 45 (32R) (33R) R2-1 REMOVE

14'-4" W12-2 REMOVE PART OF 35R

J4-1 NORTH 120 (34R) Madison D1-1 REMOVE

SHEET 4 OF 15

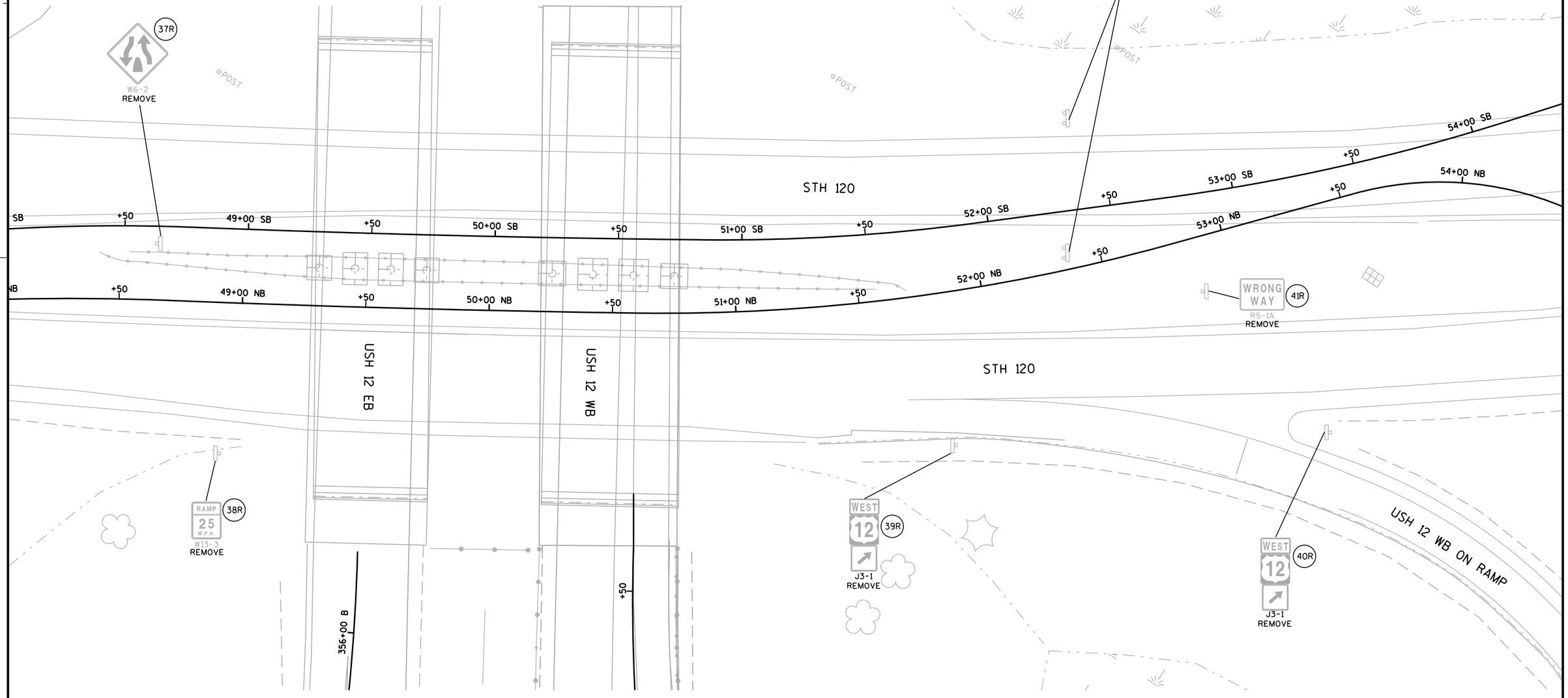
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 119 E

FILE NAME : J:\projects\d2_319000120\SIGN\023104_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN



SHEET 5 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 120 E

FILE NAME : J:\projects\d2_319000120\SIGN\023105_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

REMOVE
ONE WAY 46R
R6-2L
24" X 30"

GAS
FOOD
LODGING
E10-51C
CONTACT INTERSTATE LOGOS-WISC
AT (608) 579-1570

STOP
R1-1
PRIVATE SIGN

SPEED LIMIT 45 44R 45R
R2-1
REMOVE

WEST 12 57R
J3-1
REMOVE

54+00 SB
+50
55+00 SB
+50
56+00 SB
+50
57+00 SB
+50
58+00 SB
+50
59+00 SB
+50
60+00 SB

54+00 NB
+50
55+00 NB
+50
56+00 NB
+50
57+00 NB
+50
58+00 NB
+50
59+00 NB
+50
60+00 NB

STH 120

47R
R4-7
REMOVE

54R
DO NOT ENTER
R5-1
REMOVE

ONE WAY
R6-2L
REMOVE

WRONG WAY
R5-1A
REMOVE

48R
DO NOT ENTER
R5-1
REMOVE

49R
R3-1
REMOVE

50R
FREEWAY ENTRANCE
D13-3
REMOVE

51R
R4-7
REMOVE

453+00 D
455+00 C
+50

USH 12 WB ON RAMP

USH 12 WB OFF RAMP

52R
YIELD
R1-2
REMOVE

53R
STOP
R1-1
REMOVE

NORTH COUNTY H
J3-1
REMOVE
PART OF 54R

55R
NORTH 120
REMOVE

SPEED LIMIT 45 56R
R2-1
REMOVE

HO

POST
GUY

SHEET 6 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 121 E

FILE NAME : J:\projects\d2_319000120\SIGN\023106_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

Lake Geneva
Chicago
Madison
58R
59R
D1-3
REMOVE

WEST 12 | EAST 12 | SOUTH 120 | COUNTY H
66R
67R
J2-4
REMOVE

+00 SB +50 61+00 SB +50 62+00 SB +50 63+00 SB +50 64+00 SB +50 65+00 SB +50 66+00 SB

STH 120

B +50 61+00 NB +50 62+00 NB +50 63+00 NB +50 64+00 NB +50 65+00 NB +50 66+00 NB

STH 120

LEFT LANE ENDS
60R
61R
W9-1L
REMOVE

DO NOT ENTER
62R
R5-1
REMOVE

WEIGHT LIMIT 40 TONS
63R
R12-1
REMOVE

40 TON BRIDGE ⅞ MILES AHEAD
R12-55
REMOVE

64R
65R
W4-2L
REMOVE

2

SHEET 7 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 122 E

FILE NAME : J:\projects\d2_319000120\SIGN\023107_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

66+00 SB +50 67+00 SB +50 68+00 SB +50 69+00 SB +50 70+00 SB +50 71+00 SB +50 72+00

STH 120

66+00 NB +50 67+00 NB +50 68+00 NB +50 69+00 NB +50 70+00 NB +50 71+00 NB +50 72+00 NB

STH 120

69R R4-7 REMOVE

73R SPEED LIMIT 45 74R R2-1 REMOVE

78R 79R JCT 12 J1-1 REMOVE

80R R4-7 REMOVE

68R DO NOT ENTER R5-1 REMOVE

70R ONE WAY R6-2R REMOVE

STOP R1-1 REMOVE

71R SPEED LIMIT 45 72R R2-1 REMOVE

WRONG WAY R5-1A REMOVE PART OF 75R

75R W6-2 REMOVE

Burlington 10
Milwaukee 39
76R D2-2 REMOVE

STOP SCHOOL BUS FLASHING RED LIGHTS 77R R59-51 REMOVE

DO NOT ENTER R5-1 REMOVE PART OF 77R

SHEET 8 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 123 E

FILE NAME : J:\projects\d2_319000120\SIGN\023108_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

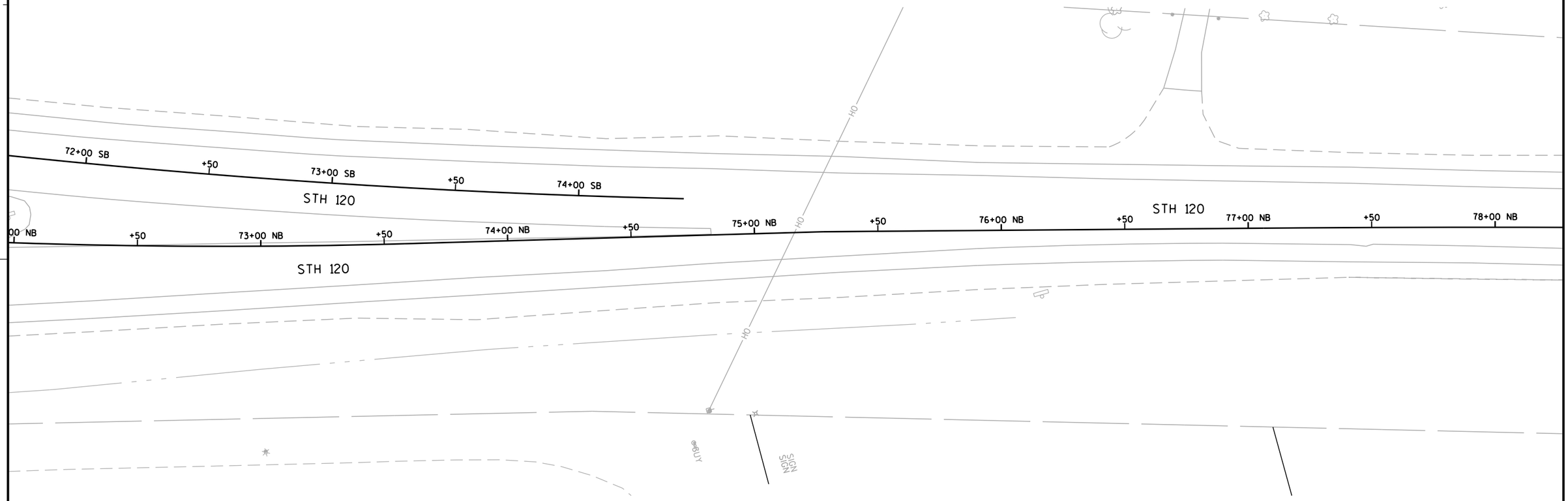
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N



NO SIGNS ON THIS SHEET

SHEET 9 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 124	E

FILE NAME : J:\projects\d2_319000120\SIGN\023109_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN

81R
SPEED LIMIT 45
R2-1
REMOVE

END SCHOOL ZONE
S5-2
REMOVE

82R
W6-1
REMOVE

79+00 NB +50 80+00 NB +50 139+00 NB +50 140+00 NB +50 141+00 NB +50 142+00 NB +50

STH 120

MADAUS RD

10+00 M +50 11+00

HWY 120
MADAUS RD
STREET NAME SIGNS
CONTACT MUNICIPALITY
FOR REMOVAL

84R
STOP
R1-1
REMOVE

83R
SPEED LIMIT 55
R2-1
REMOVE

SHEET 10 OF 15

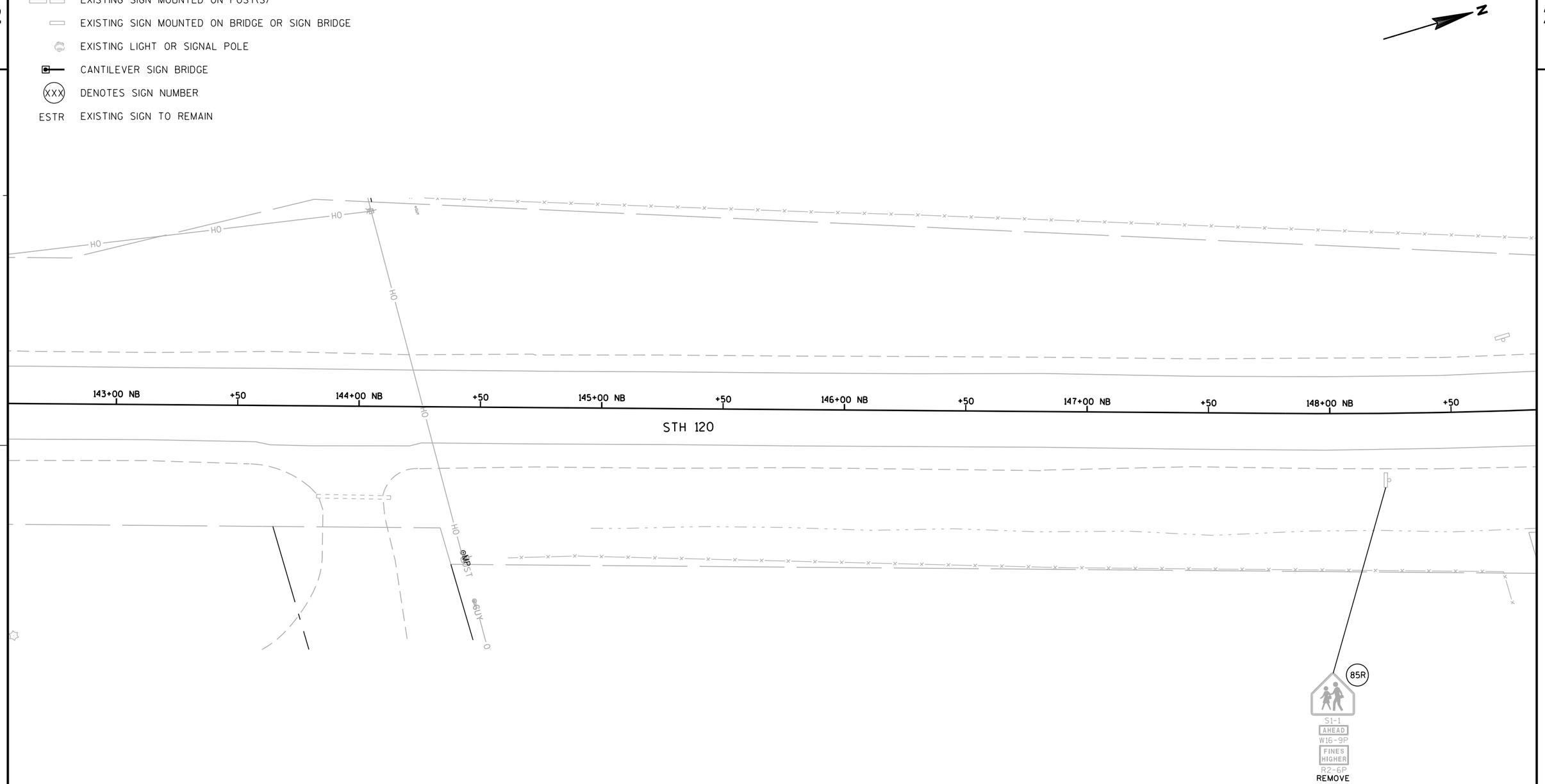
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 125	E

FILE NAME : J:\projects\d2_319000120\SIGN\023110_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 126	E

FILE NAME : J:\projects\d2_319000120\SIGN\023111_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

86R
SPEED LIMIT 45
W3-5
REMOVE

OH
GUY
GUY
OH
OH

149+00 NB
+50
150+00 NB
+50
151+00 NB
+50
152+00 NB
+50
153+00 NB
+50
154+00 NB
+50

STH 120

POST
POST
POST

87R
SCHOOL SPEED LIMIT 45 WHEN CHILDREN ARE PRESENT
S4-51
REMOVE

88R
WEIGHT LIMIT 40 TONS
R12-1
REMOVE

89R
S1-1
AHEAD
W16-9P
REMOVE

2

SHEET 12 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 127	E

FILE NAME : J:\projects\d2_319000120\SIGN\023112_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N

90R
91R
W5-52L
REMOVE

94R
WEIGHT LIMIT 40 TONS
R12-1
REMOVE

155+00 NB
+50
156+00 NB
+50
157+00 NB
+50
158+00 NB
+50
159+00 NB
+50
160+00 NB
+50

STH 120

92R
93R
W5-52R
REMOVE

NO PASSING ZONE
W14-3
ESTR

SHEET 13 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 128	E

FILE NAME : J:\projects\d2_319000120\SIGN\023113_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

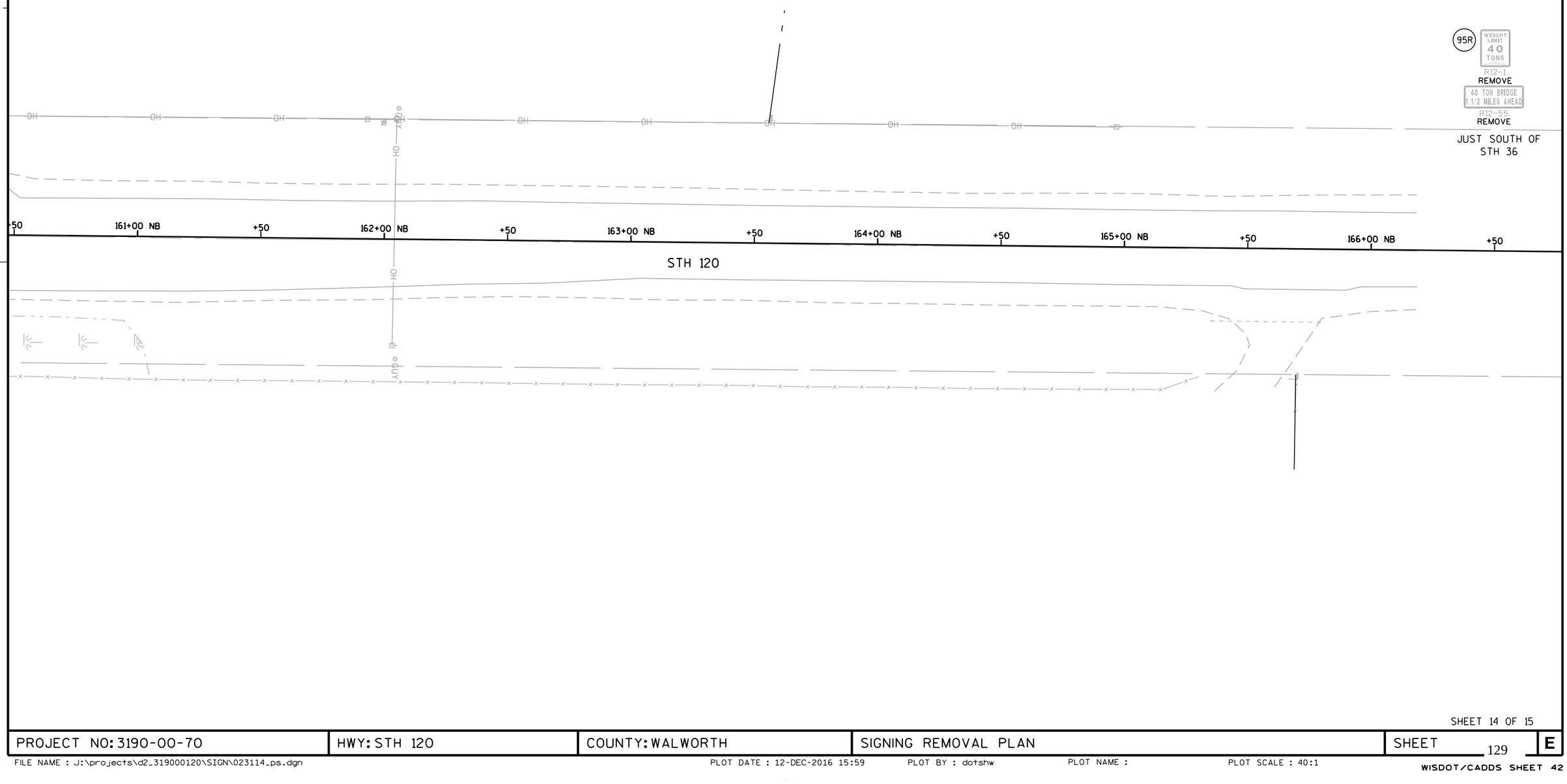
EXISTING LIGHT OR SIGNAL POLE

CANTILEVER SIGN BRIDGE

(XXX) DENOTES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

N



SHEET 14 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 129	E

FILE NAME : J:\projects\d2_319000120\SIGN\023114_ps.dgn PLOT DATE : 12-DEC-2016 15:59 PLOT BY : dotshw PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

96R
WRONG WAY
R5-1A
REMOVE

97R
SOUTH 120 NORTH 120
REMOVE

98R
YIELD
R1-2
REMOVE

99R
W1-6
REMOVE

100R
Lake Geneva
Burlington
D1-2
REMOVE

101R
EXIT 328
E5-1A
REMOVE

102R
103R
W3-1
REMOVE

104R
W1-6
REMOVE

105R
W3-1
REMOVE

106R
Lake Geneva
Burlington
East Troy
D1-3
REMOVE

107R
NORTH 120 NORTH 36 TO COUNTY H
J3-3
REMOVE

108R
WRONG WAY
R5-1A
REMOVE

109R
YIELD
R1-2
REMOVE

110R
PEDESTRIANS BICYCLES NON-MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
R5-57
REMOVE

CAMPING
MOVE

ESTR
EXIT 328
E5-1A

GAS
FOOD
ATTRACTION

CONTACT INTERSTATE LOGOS - WISC
WISCONSIN (608) 579-1570

GAS
FOOD
ATTRACTION

CONTACT INTERSTATE LOGOS - WISC
WISCONSIN (608) 579-1570

USH 12 EB OFF RAMP
USH 12 EB ON RAMP
USH 12 WB ON RAMP
USH 12 WB OFF RAMP
USH 12
USH 12

246+00 A
247+00 A
248+00 A
249+00 A
250+00 A
251+00 A
252+00 A
253+00 A
346+00 B
347+00 B
348+00 B
349+00 B
350+00 B
351+00 B
352+00 B
353+00 B
354+00 B
355+00 B
356+00 B
459+00 D
460+00 D
461+00 D
462+00 D
463+00 D
454+00 D
455+00 D
456+00 D
457+00 D
458+00 D
657+00 C
658+00 C
659+00 C
660+00 C
661+00 C
662+00 C
663+00 C
664+00 C
665+00 C
666+00 C
667+00 C
668+00 C

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- ESTR EXISTING SIGN TO REMAIN

SHEET 15 OF 15

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	SIGNING REMOVAL PLAN	SHEET 130 E

2

LEGEND

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

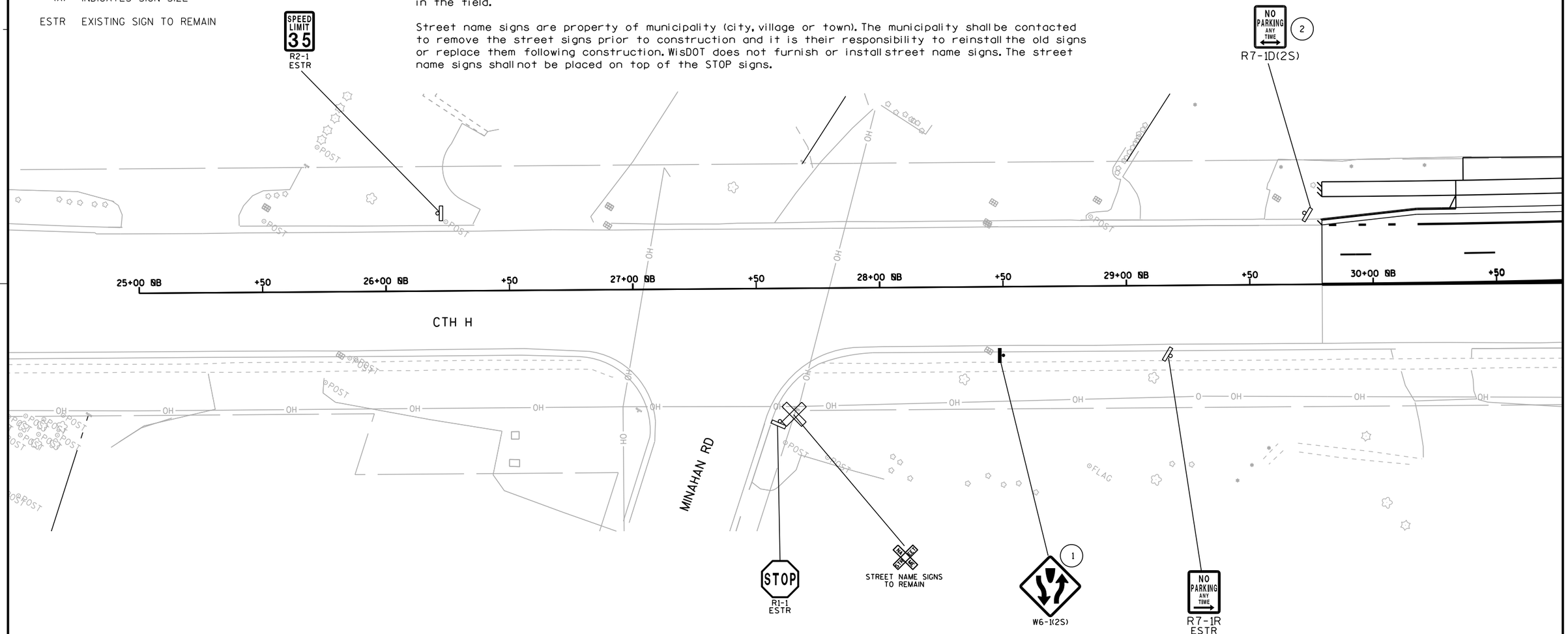
Type II aluminum signs removed under the contract shall be delivered to the County sign shop in the County the project is located in.

Signs shall be carefully removed from the sign supports. The signs shall be palletized for handling with a forklift (see special provisions 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 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 municipality (city, village or town). The municipality shall be contacted to remove the street 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.



SHEET 1 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 131	E

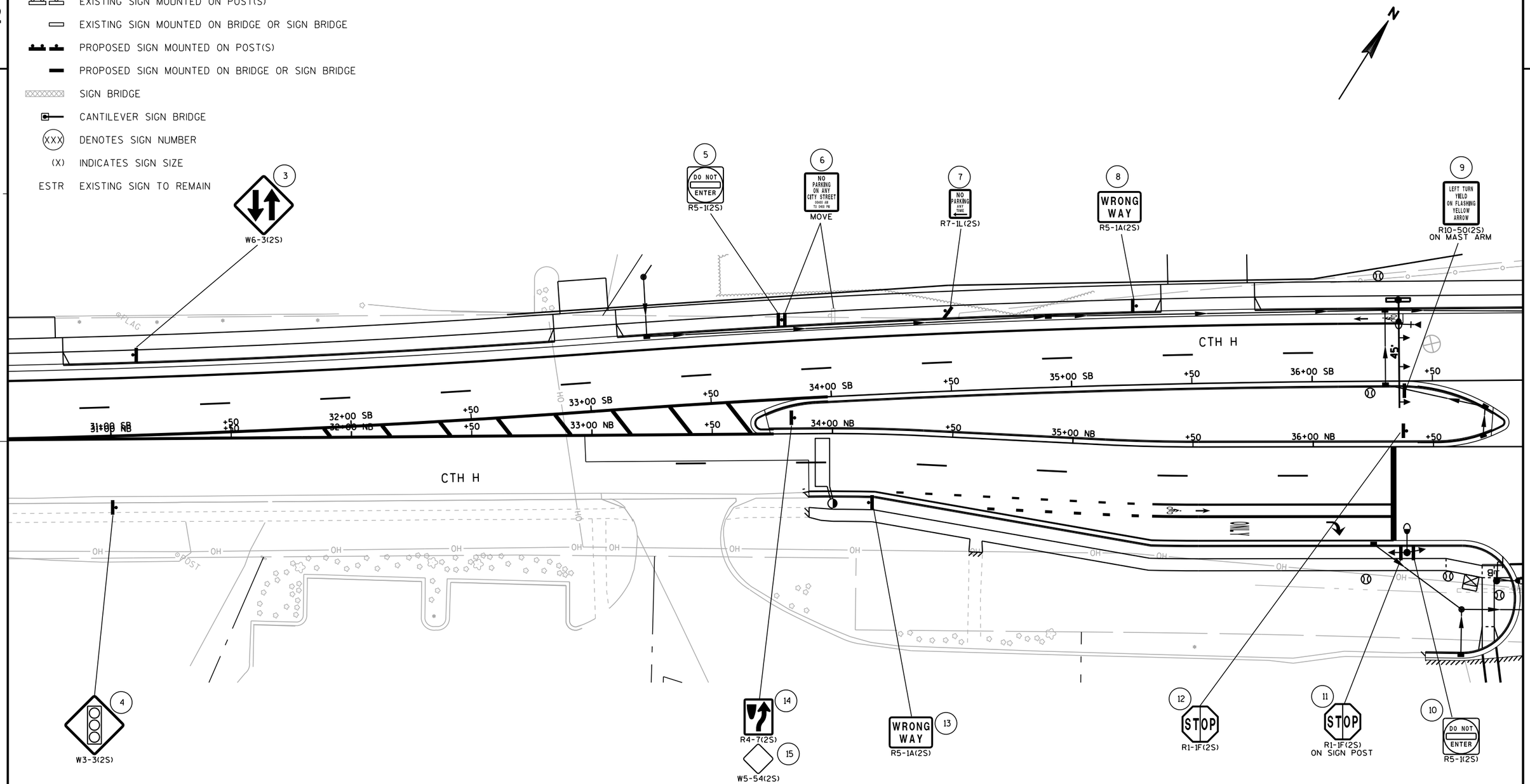
FILE NAME : J:\projects\d2_319000120\SIGN\023201_ps.dgn PLOT DATE : 03-APR-2017 10:12 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

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



SHEET 2 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 132 E

FILE NAME : J:\projects\d2_319000120\SIGN\023202_ps.dgn PLOT DATE : 03-APR-2017 10:12 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

16 ONE WAY R6-2L(2S)

19 20 STOP R1-1F(2S) ON SIGNAL POLE

JCT 12 37 38 J1-1(2S)

Lake Geneva POPULATION 7651 21 I2-3

22 23 W3-3(2S)

24 SPEED LIMIT 35 R2-1(2M)

25 RADAR ENFORCED MOVE FROM STA. 40+50

26 SPEED LIMIT 35 R2-1(2M)

CTH H

37+00 SB +50 38+00 SB +50 39+00 SB +50 40+00 SB +50 41+00 SB +50 42+00 SB

37+00 NB +50 38+00 NB +50 39+00 NB +50 40+00 NB +50 41+00 NB +50 42+00 NB

OVERHEAD SIGN SUPPORT S-64-608 STA. 40+95

45'

35'

17 18 R4-7(2S)

E. GENEVA SQUARE

44 STOP R1-1F(2S)

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

16X16 TEMP. ORANGE FLAGS

39 41 W2-6(2S)

40 42 15 M.P.H. W13-1(2S)

Milwaukee Madison 35 36

Chicago

D1-3

16X16 TEMP. ORANGE FLAGS

33 34 W3-2(2S)

31 WEST 12 NORTH 120 E6-54A TYPE 1

32 WEST 12 NORTH 120 EAST 12 SOUTH 120 SOUTH H E6-53 TYPE 1

29 30 R3-8CC(2S) ON UPRIGHT

28 WATCH FOR WIDE TURNING TRUCKS W8-7(2S)

27 BEGIN LEFT TURN LANE R3-20L(2S)

SHEET 3 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 133	E

2

16X16 TEMP ORANGE FLAGS
91
R1-2(2M)
92
TO TRAFFIC FROM LEFT
R1-54(2M)
48
49
W11-2(2M)
W16-7L(2M)
50
EAST SOUTH SOUTH
12 120 H
Chicago
D1-2
ONE WAY
R6-1R(2M)
51 53 55
52 54 56
R6-4B(2M)
4' MOUNT HEIGHT
16X16 TEMP ORANGE FLAGS
57
R1-2(2M)
58
ONE WAY
R6-2R(2S)
16X16 TEMP ORANGE FLAGS
59
R1-2(2M)
60
TO TRAFFIC FROM LEFT
R1-54(2M)
61
W11-2(2M)
62
W16-7L(2M)
ON LIGHT POLE
63
64
R1-6(2M)
2' MOUNT HEIGHT
65
WATCH FOR WIDE TURNING TRUCKS
W8-73(2M)
66 67
ONLY
R3-8GG(2M)
NORTH
COUNTY
H
45
J4-1(2M)
46
47
R1-6(2M)
2' MOUNT HEIGHT
+50
43+00 NB
44+00 SB
44+00 NB
45+00
46+00 SB
46+00 NB
47+00 SB
47+00 NB
48+00 SB
STH 120
89
90
W11-2(2M)
W16-7L(2M)
ON LIGHT POLE
87
R1-2(2M)
88
ONE WAY
R6-2R(2S)
84
EAST SOUTH SOUTH
12 120 H
Chicago
D1-2
85
86
W11-2(2M)
W16-7L(2M)
ABOVE YIELD SIGN
ONE WAY
77
R6-1L(2M)
246+00 A
346+00 B
80 82
DO NOT ENTER
R5-1(3)
WRONG WAY
81
R5-1A(2S)
83
3' MOUNT HEIGHT
USH 12 EB ON RAMP
USH 12 EB OFF RAMP
78
W11-2(2M)
79
W16-7L(2M)
ON LIGHT POLE
72
R3-1(2M)
69
W11-2(2M)
70
W16-7L(2M)
16X16 TEMP ORANGE FLAGS
73
R1-2(2M)
74
ONE WAY
R6-2R(2S)
16X16 TEMP ORANGE FLAGS
75
R1-2(2M)
76
TO TRAFFIC FROM LEFT
R1-54(2M)
71
NORTH TO WEST
120 12
Madison
D1-2
NORTH
120
68
J4-1(2M)

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
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 134 E

FILE NAME : J:\projects\d2_319000120\SIGN\023204_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1
WISDOT/CADDS SHEET 42

2

16X16 TEMP ORANGE FLAGS
W3-2(2M)
107

93
Chicago
D1-1

16X16 TEMP ORANGE FLAGS
W3-2(2M)
94

OVERHEAD SIGN SUPPORT
S-64-217
STA 50+90

NORTH
H
EAST 12 SOUTH 120 SOUTH H
96 E6-52 TYPE I

NORTH
H
ONLY
TYPE I
97

SOUTH
120
98
J4-1(2M)

SPEED LIMIT 35
241
242
R2-1(2M)

99
100
R1-6(2M)
2' MOUNT HEIGHT

49+00 SB
50+00 SB
51+00 SB
52+00 SB
53+00 SB
54+00 SB
49+00 NB
50+00 NB
51+00 NB
52+00 NB
53+00 NB
54+00 NB
+50
STH 120
STH 120

101
W11-2(2M)
102
W16-7L(2M)
ON LIGHT POLE

WATCH FOR WIDE TURNING TRUCKS
103
W8-73(2M)

104
105
R3-8CC(2M)

NORTH
120
E6-54A
109

NORTH
120
WEST
12
E6-53
110

OVERHEAD SIGN SUPPORT
S-64-218
STA 49+10

106
Madison
D1-1

16X16 TEMP ORANGE FLAGS
95
W3-2(2M)
ON UPRIGHT OF SIGN STRUCTURE

16X16 TEMP ORANGE FLAGS
108
W3-2(2M)

USH 12 EB
356+00 B
+50

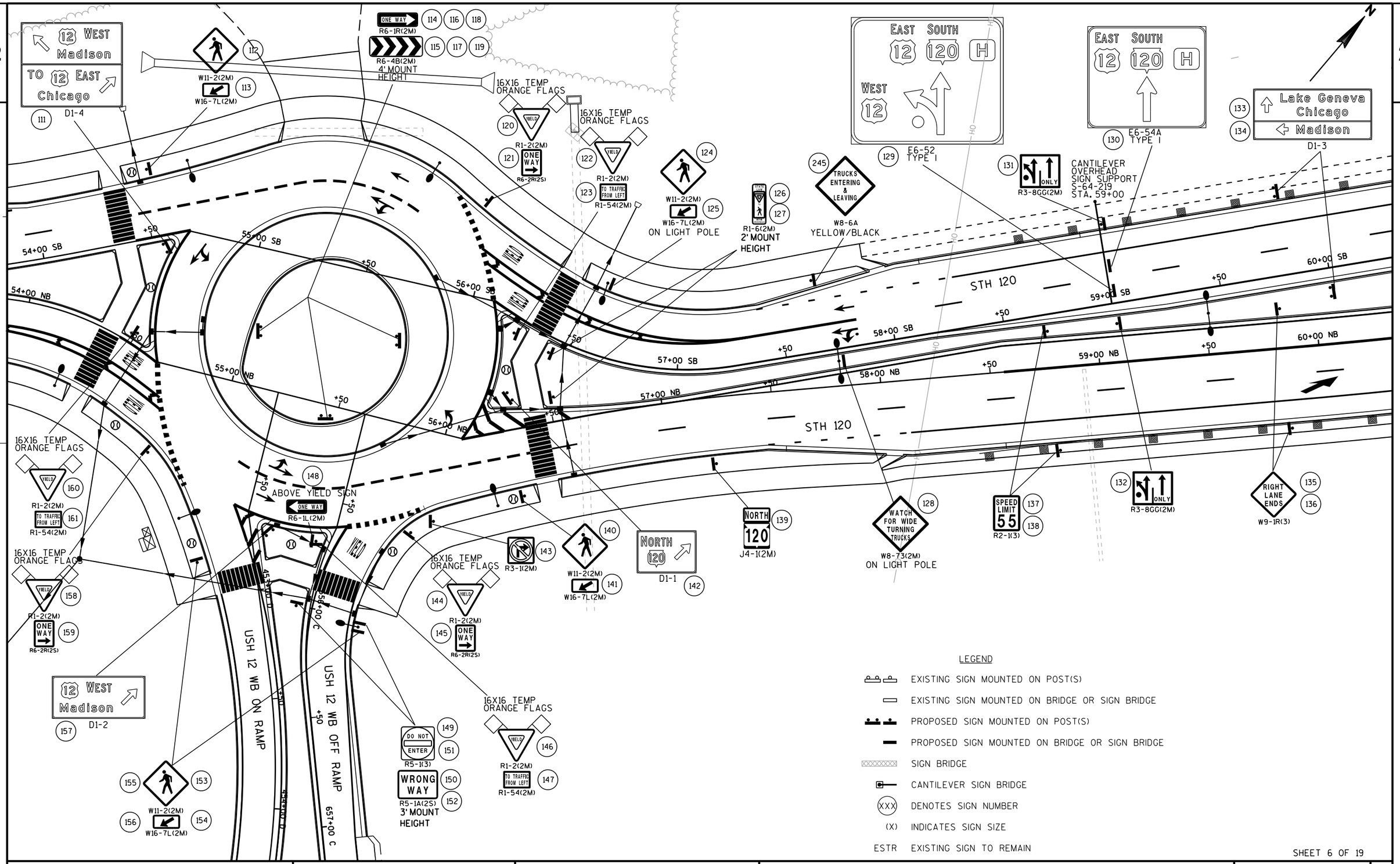
USH 12 WB
+50
463+00 D

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
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 5 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 135 E


12 WEST Madison
TO 12 EAST Chicago
111 D1-4
112
W11-2(2M)
113 W16-7L(2M)
ONE WAY
R6-1R(2M)
114 116 118
115 117 119
R6-4B(2M)
4' MOUNT HEIGHT
16X16 TEMP ORANGE FLAGS
120 R1-2(2M)
121 ONE WAY R6-2R(2S)
122 R1-2(2M)
123 TO TRAFFIC FROM LEFT R1-54(2M)
124
W11-2(2M)
125 W16-7L(2M)
ON LIGHT POLE
126 127 R1-6(2M)
2' MOUNT HEIGHT
245 TRUCKS ENTERING & LEAVING
W8-6A
YELLOW/BLACK
EAST SOUTH 12 120 H
WEST 12
129 E6-52 TYPE I
EAST SOUTH 12 120 H
130 E6-54A TYPE I
131 ONLY R3-8GG(2M)
CANTILEVER OVERHEAD SIGN SUPPORT S-64-219 STA. 59+00
133 Lake Geneva Chicago
134 Madison
D1-3
STH 120
54+00 SB
54+00 NB
55+00 SB
55+00 NB
56+00 SB
56+00 NB
57+00 SB
57+00 NB
58+00 SB
58+00 NB
59+00 SB
59+00 NB
60+00 SB
60+00 NB
+50
16X16 TEMP ORANGE FLAGS
160 R1-2(2M)
161 TO TRAFFIC FROM LEFT R1-54(2M)
16X16 TEMP ORANGE FLAGS
158 R1-2(2M)
159 ONE WAY R6-2R(2S)
148 ABOVE YIELD SIGN
ONE WAY R6-1L(2M)
USH 12 WB ON RAMP
USH 12 WB OFF RAMP
45+00 D
45+00 C
50+00 C
657+00 C
12 WEST Madison
157 D1-2
155 153 W11-2(2M)
156 154 W16-7L(2M)
DO NOT ENTER
149 151 R5-1(3)
WRONG WAY
150 152 R5-1A(2S)
3' MOUNT HEIGHT
16X16 TEMP ORANGE FLAGS
144 R1-2(2M)
145 ONE WAY R6-2R(2S)
143 R3-1(2M)
140 W11-2(2M)
141 W16-7L(2M)
NORTH 120
142 D1-1
16X16 TEMP ORANGE FLAGS
146 R1-2(2M)
147 TO TRAFFIC FROM LEFT R1-54(2M)
NORTH 120
139 J4-1(2M)
128 WATCH FOR WIDE TURNING TRUCKS
W8-73(2M)
ON LIGHT POLE
SPEED LIMIT 55
137 138 R2-1(3)
132 ONLY R3-8GG(2M)
RIGHT LANE ENDS
135 136 W9-1R(3)
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
SIGN BRIDGE
CANTILEVER SIGN BRIDGE
XXX DENOTES SIGN NUMBER
(X) INDICATES SIGN SIZE
ESTR EXISTING SIGN TO REMAIN

2

2

LEGEND

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

N

16X16 TEMP ORANGE FLAGS

243 244 W3-5(2S) SPEED LIMIT 35

162 R4-7(3)

163 164 W3-2(3)

165 167 W2-6(3)

166 168 W13-1(3) 15 M.P.H.

STH 120

+00 SB | +50 | 61+00 SB | +50 | 62+00 SB | +50 | 63+00 SB | +50 | 64+00 SB | +50 | 65+00 SB | +50 | 66+00 SB

B | +50 | 61+00 NB | +50 | 62+00 NB | +50 | 63+00 NB | +50 | 64+00 NB | +50 | 65+00 NB | +50 | 66+00 NB

STH 120

172 ONE WAY R6-2L(2M)

171 R4-7(3)

169 170 W4-2R(3)

SHEET 7 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 137	E

FILE NAME : J:\projects\d2_319000120\SIGN\023207_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

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

N

JCT 12 (173, 174) J1-1(2M)

175 R4-7(3)

ONE WAY (176) R6-2L(2M)

66+00 SB +50 67+00 SB +50 68+00 SB +50 69+00 SB +50 70+00 SB +50 71+00 SB +50 72+00

STH 120

66+00 NB +50 67+00 NB +50 68+00 NB +50 69+00 NB +50 70+00 NB +50 71+00 NB +50 72+00 NB

STH 120

178 ONE WAY R6-1R(3) ABOVE STOP SIGN

STOP (179) R1-1(3)

DIVIDED HIGHWAY (180) R6-3A(2S)

181 R4-7(3)

183 W6-2(2M)

WRONG WAY (184) R5-1A(3)

Burlington 10
Milwaukee 39 (185) D2-2

6 POST

SHEET 8 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 138	E

FILE NAME : J:\projects\d2_319000120\SIGN\023208_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

187 R4-7(3)

188 W5-54(2S)

72+00 SB

+50

73+00 SB

+50

74+00 SB

+50

75+00 NB

+50

76+00 NB

+50

77+00 NB

+50

78+00 NB

00 NB

+50

73+00 NB

+50

74+00 NB

STH 120

STH 120

HO

HO

186 STOP SCHOOL BUS FLASHING RED LIGHTS R59-51(3)

189 DO NOT ENTER R5-1(3)

2

SHEET 9 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 139	E

FILE NAME : J:\projects\d2_319000120\SIGN\023209_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

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

N

191 SPEED LIMIT 55 R2-1(2S)

192 END SCHOOL ZONE S5-29(2S)

NB +50 79+00 NB +50 80+00 NB +50 139+00 NB +50 140+00 NB +50 141+00 NB +50 142+00 NB +50

STH 120

MADAUS RD

190 W6-3(2S)

HWY 120
MADAUS RD
STREET NAME SIGNS
CONTACT MUNICIPALITY
TO MOVE

193 STOP R1-1(2S)

194 SPEED LIMIT 55 R2-1(2S)

SHEET 10 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 140	E

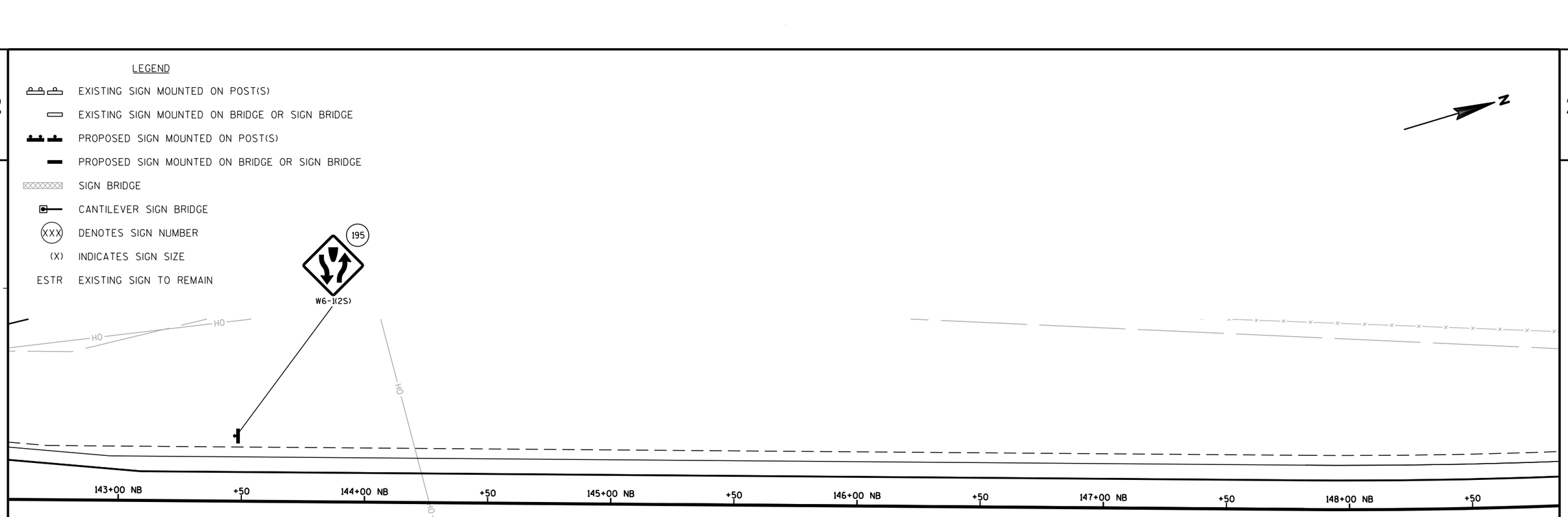
FILE NAME : J:\projects\d2_319000120\SIGN\023210_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

LEGEND

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



SHEET 11 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 141	E

FILE NAME : J:\projects\d2_319000120\SIGN\023211_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

SIGN BRIDGE

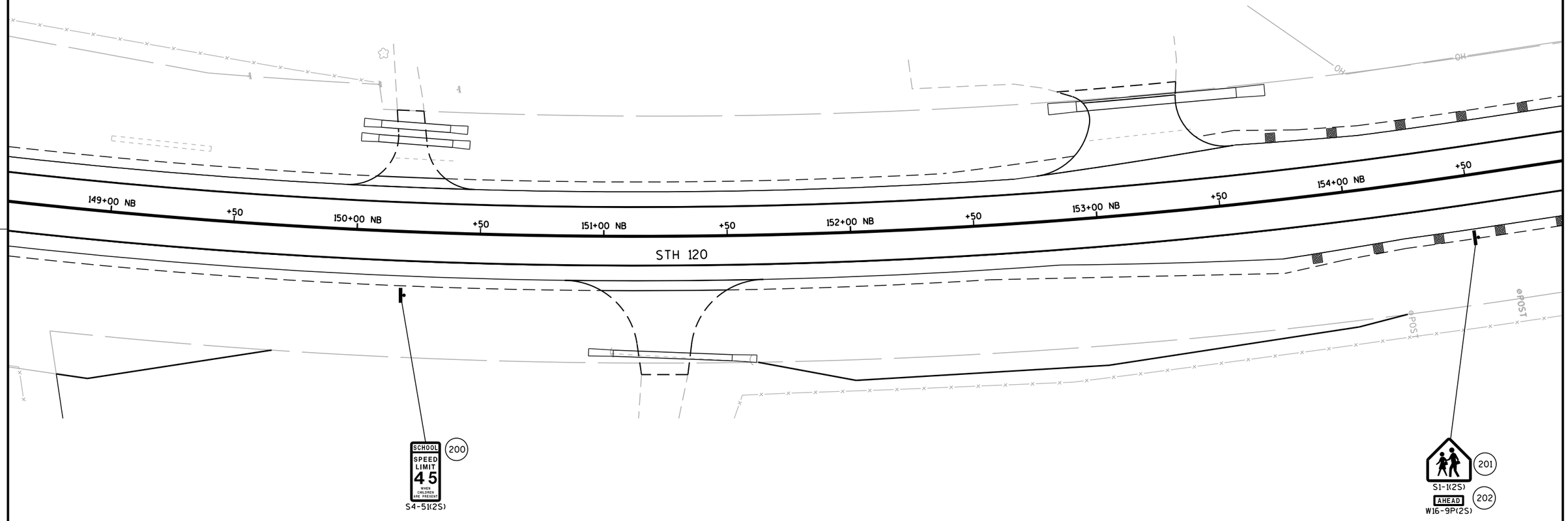
CANTILEVER SIGN BRIDGE

XXX DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

ESTR EXISTING SIGN TO REMAIN

N



SHEET 12 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 142	E

FILE NAME : J:\projects\d2_319000120\SIGN\023212_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

LEGEND

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

N

205
206
W5-52L(2S)
4' MOUNT HEIGHT

OH

155+00 NB
+50
156+00 NB
+50
157+00 NB
+50
158+00 NB
+50
159+00 NB
+50
160+00 NB
+50

STH 120

eDOT
eDOT
eDOT

203
204
W5-52R(2S)
4' MOUNT HEIGHT

207
NO PASSING ZONE
W14-3(2S)

SHEET 13 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 143	E

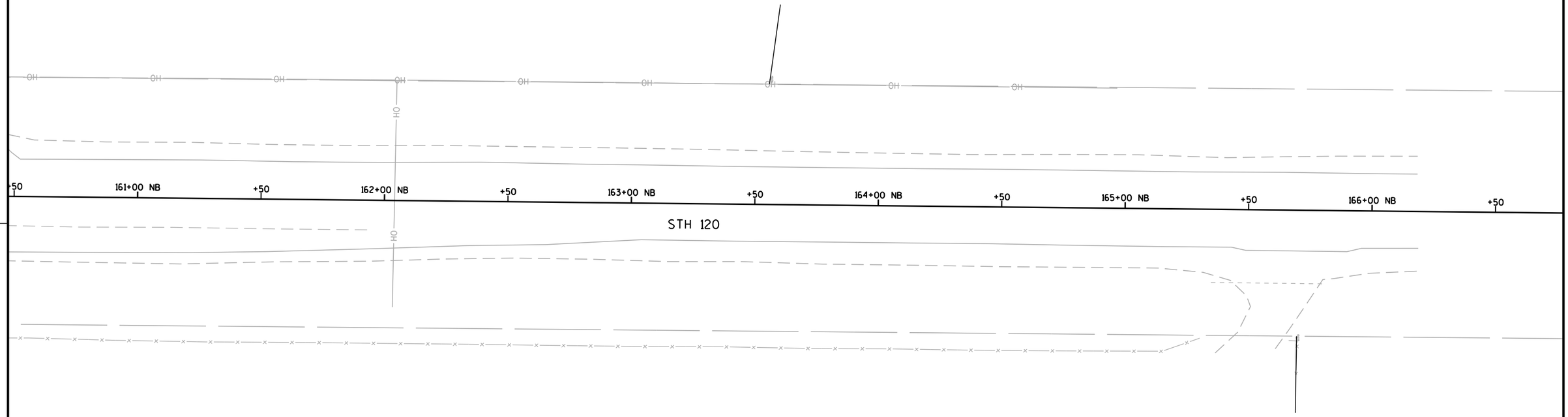
2

LEGEND

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

N

NO SIGNS THIS SHEET



2

SHEET 14 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 144	E

2

N

246+00 A

+50

346+00 B

+50

NORTH COUNTY H NORTH 120
208
J3-2(S)

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
239
R5-57(5)

WRONG WAY
209
210
R5-1A(3)

347+00 B

USH 12 EB OFF RAMP

+50

16X16 TEMP ORANGE FLAGS
211
W3-2(2S)

212
Lake Geneva
Burlington
D1-2

247+00 A

USH 12 EB ON RAMP

+50

348+00 B

248+00 A

+50

GAS
FOOD
ATTRACTION

CONTACT INTERSTATE LOGOS - WISC
(608) 579-1570
TO RELOCATE

+50

349+00 B

+50

350+00 B

16X16 TEMP ORANGE FLAGS
214
W2-6(2S)
215
15 M.P.H.
W13-1(2S)

+50

352+00 B

+50

351+00 B

+50

W1-8(4)
4' MOUNT HEIGHT
216 217 218 219 220

249+00 A

+50

250+00 A

+50

251+00 A

+50

252+00 A

+50

213
W1-6(2S)

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
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 15 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 145	E

2

USH 12 EB OFF RAMP
351+00 B
+50

N

USH 12 WB

666+00 C
+50
667+00 C

USH 12 EB

221
W1-6(2S)

00 A
+50
252+00 A
+50
253+00 A

USH 12 EB ON RAMP

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
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

2

N

USH 12 EB ON RAMP

USH 12 EB

USH 12 WB

USH 12 WB OFF RAMP

222 223 224

W1-8(4)

4' MOUNT HEIGHT

ESTR

EXIT 328

668+00 C

667+00 C

663+00 C

664+00 C

665+00 C

+50

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
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

SHEET 17 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 147	E

FILE NAME : J:\projects\d2_319000120\SIGN\023217_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1

2

N

460+00 D
+50
459+00 D
+50
458+00 D
+50
457+00 D
+50
456+00 D
+50
663+00 C
+50
662+00 C
+50
661+00 C
+50
660+00 C
+50
659+00 C
+50
658+00 C
+50
657+00 C
+50

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
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN

240 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
R5-57(5)

232 NORTH COUNTY H NORTH 120 TO 36
J3-3(2S)

233 CAMPING MOVE

USH 12 WB ON RAMP

230 231 WRONG WAY
R5-1A(3)

USH 12 WB OFF RAMP

16X16 TEMP ORANGE FLAGS
225 W2-6(2S)
226 15 M.P.H. W13-1(2S)

Lake Geneva
Burlington
East Troy
227
D1-3

16X16 TEMP ORANGE FLAGS
228 W3-2(2S)

229 W1-6(2S)

GAS
FOOD
ATTRACTION

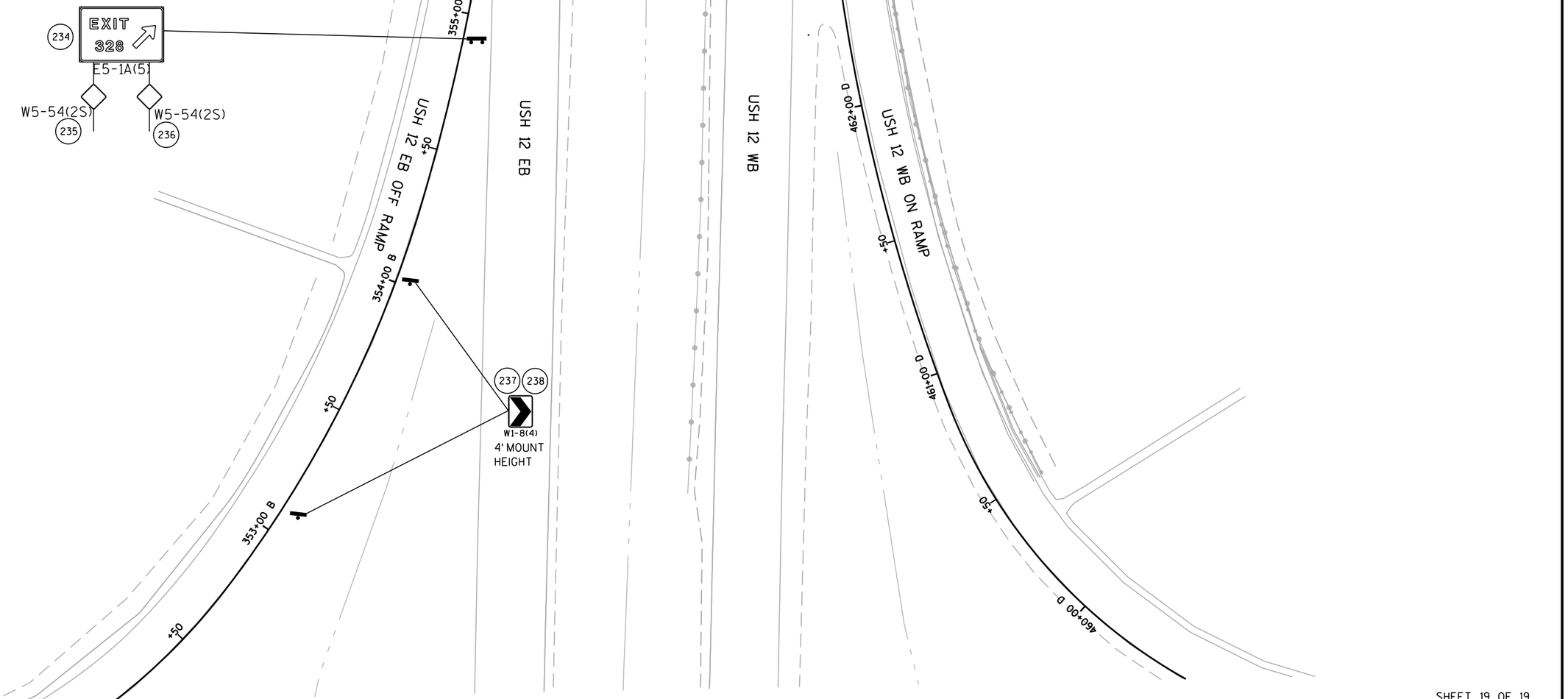
CONTACT INTERSTATE LOGOS - WISC
(608) 579-1570
TO RELOCATE

SHEET 18 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 148 E

LEGEND

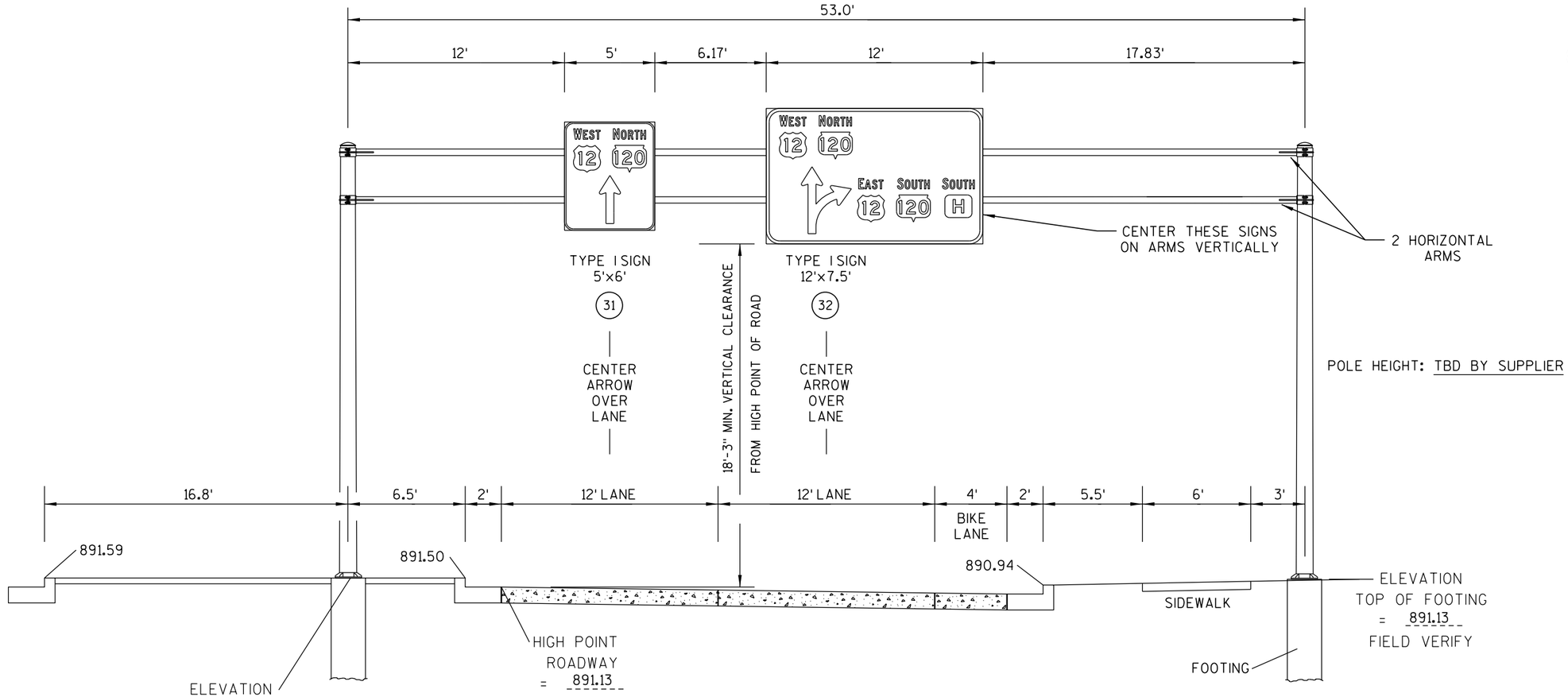
- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- ESTR EXISTING SIGN TO REMAIN



SHEET 19 OF 19

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET 149	E

FILE NAME : J:\projects\d2_319000120\SIGN\023219_ps.dgn PLOT DATE : 03-APR-2017 10:13 PLOT BY : dotcmv PLOT NAME : PLOT SCALE : 40:1



LEGEND

(X) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

OVERHEAD SIGN SUPPORT DETAIL
S-64-608
CTH H WB APPROACHING USH 12 EB ON-RAMP
STATION 40.95

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT TO TOM HEYDEL, WISDOT TRAFFIC OPS SE. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

IBEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE I SIGNS.

FOOTING SHALL BE PER SDD, 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE INCIDENTAL TO STRUCTURE

GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

SHEET 1 OF 4

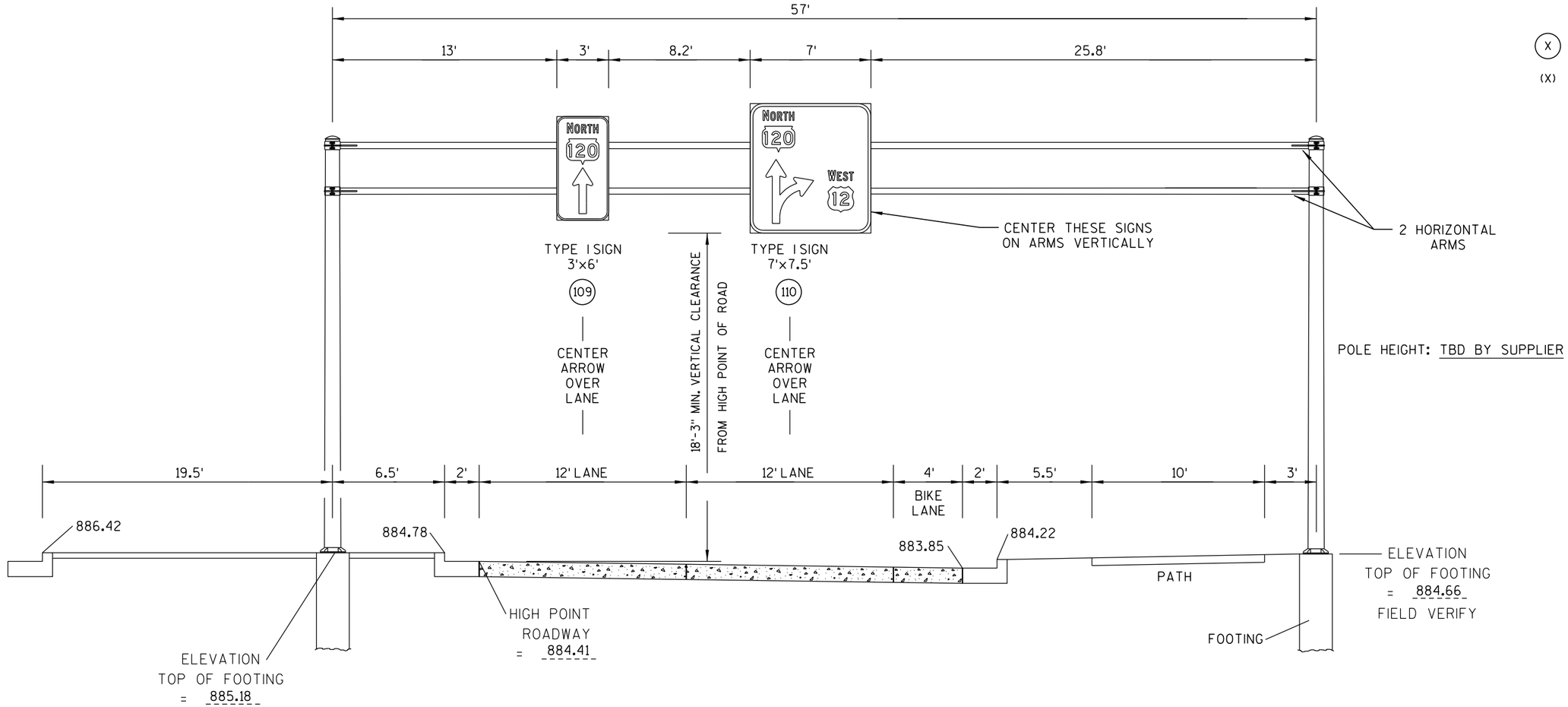
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	OVERHEAD SIGN SUPPORT S-64-608	SHEET 150	E

2

LEGEND

(X) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



OVERHEAD SIGN SUPPORT DETAIL
S-64-218
STH 120 NB APPROACHING USH 12 WB ON-RAMP
STATION 49+10NB

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT TO TOM HEYDEL, WISDOT TRAFFIC OPS SE. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

IBEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE I SIGNS.

FOOTING SHALL BE PER SDD, 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE INCIDENTAL TO STRUCTURE

GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	OVERHEAD SIGN SUPPORT S-64-218	SHEET 151	E

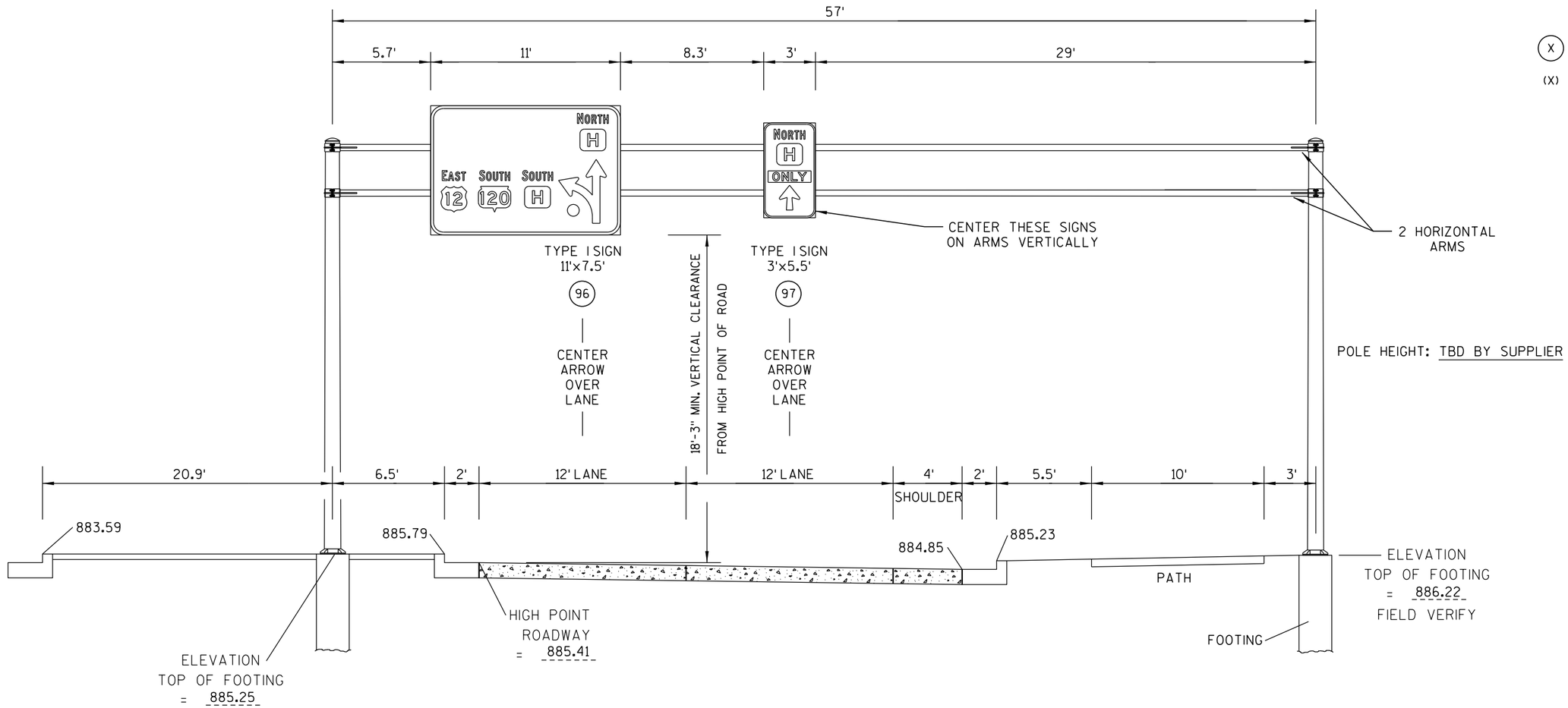
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WISDOT/CADDS SHEET 42

2

LEGEND

(X) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



OVERHEAD SIGN SUPPORT DETAIL
S-64-217
STH 120 EB APPROACHING USH 12 EB ON-RAMP
STATION 50+90

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT TO TOM HEYDEL, WISDOT TRAFFIC OPS SE. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4.

IBEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE I SIGNS.

FOOTING SHALL BE PER SDD, 36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE INCIDENTAL TO STRUCTURE

GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	OVERHEAD SIGN SUPPORT S-64-217	SHEET 152	E

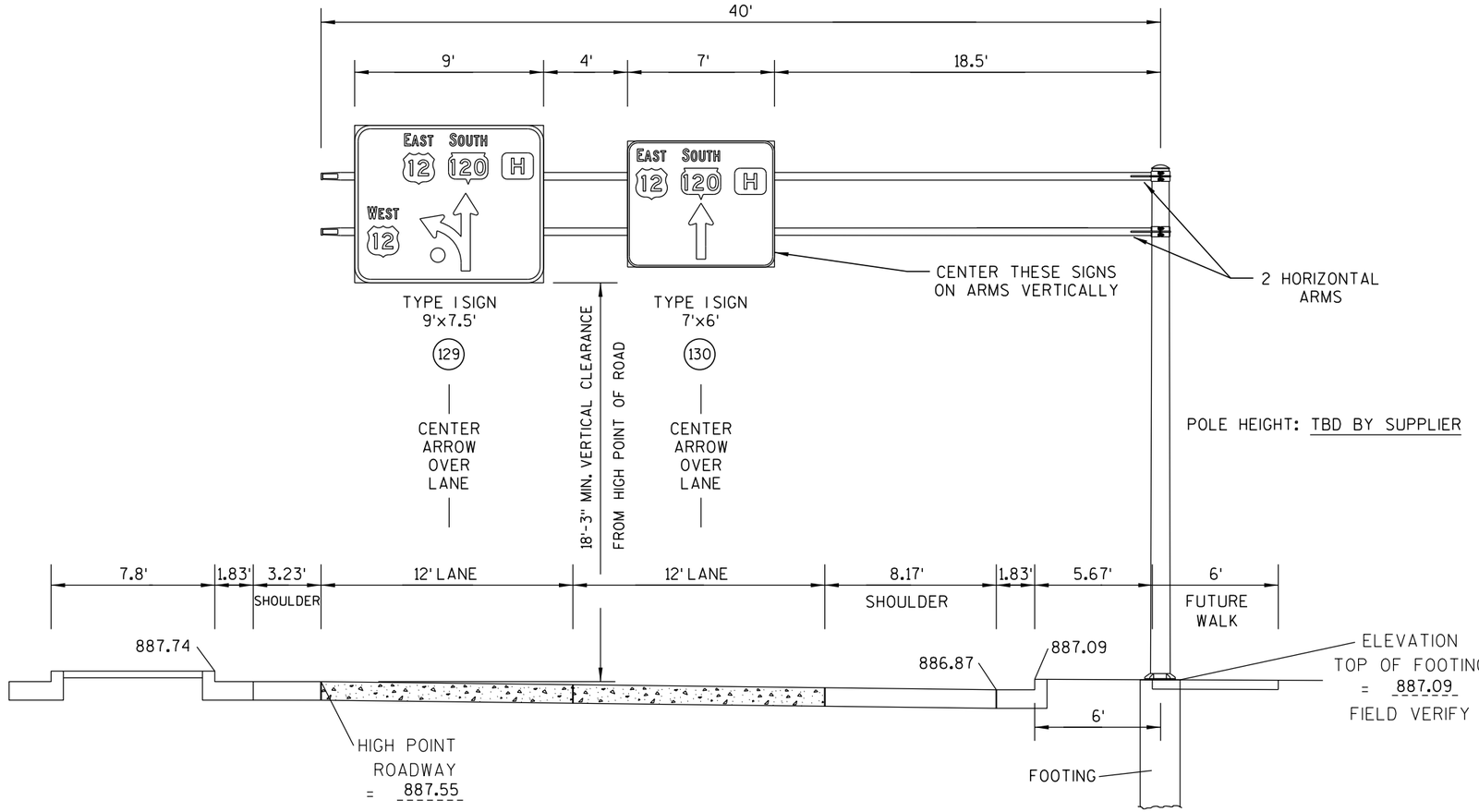
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WISDOT/CADDS SHEET 42

2

LEGEND

(X) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE



OVERHEAD SIGN SUPPORT DETAIL
S-64-219
STH 120 WB APPROACHING USH 12 WB ON-RAMP
STATION 59+00

NOTE, CONTRACTOR SHALL:

1. SUBMIT SHOP DRAWINGS OF OVERHEAD SIGN SUPPORT TO TOM HEYDEL, WISDOT TRAFFIC OPS SE. FOOTING IS INCIDENTAL TO OVERHEAD SIGN SUPPORT.
2. PROVIDE DESIGN CALCULATIONS.
3. SHOW SIGNS ON SHOP DRAWINGS.
4. I.D. PLAQUE INCIDENTAL TO OVERHEAD SIGN SUPPORT PER STANDARD SPEC 641.3.1.4.
5. 6 ANCHOR RODS MINIMUM PER STANDARD DETAIL DRAWING. DESIGN STRUCTURE BASE PLATE CONNECTION TO ACCOMODATE.
6. REFER TO SIGN PLATE A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORT
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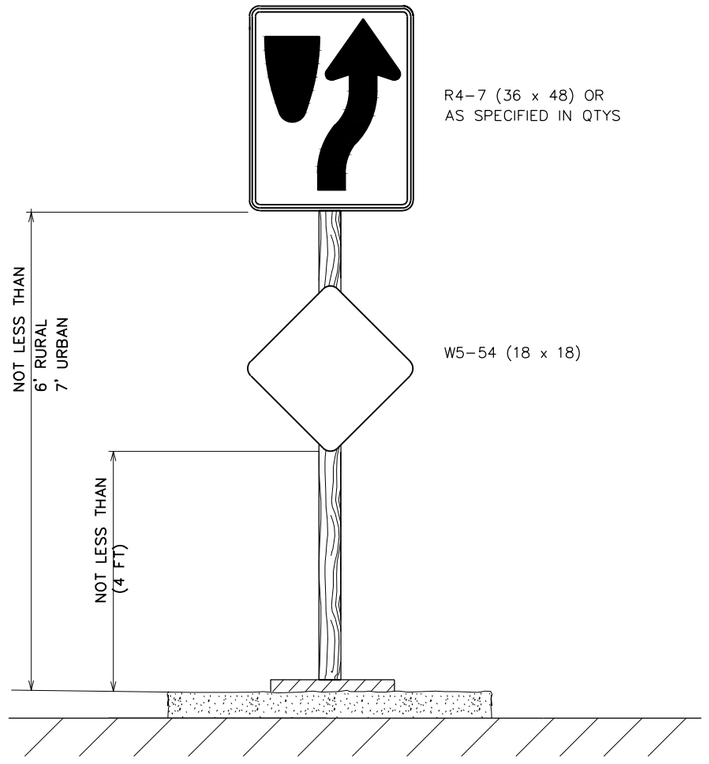
I BEAMS - W5X3.7 IBEAMS FOR MOUNTING SIGNS ARE INCIDENTAL TO TYPE I SIGNS.

FOOTING SHALL BE PER SDD, 42" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE INCIDENTAL TO STRUCTURE

GENERAL NOTES

1. DRAWINGS NOT TO SCALE.
2. DESIGN ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 6TH EDITION & INTERIM REVISIONS FATIGUE CATEGORY 1.
3. THE SIGN STRUCTURES SHALL BE DESIGNED TO SUPPORT THE SIGNS SHOWN.
4. WIND VELOCITY PER WISDOT STD SPECIFICATIONS.
5. BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS DETAILED OTHERWISE.

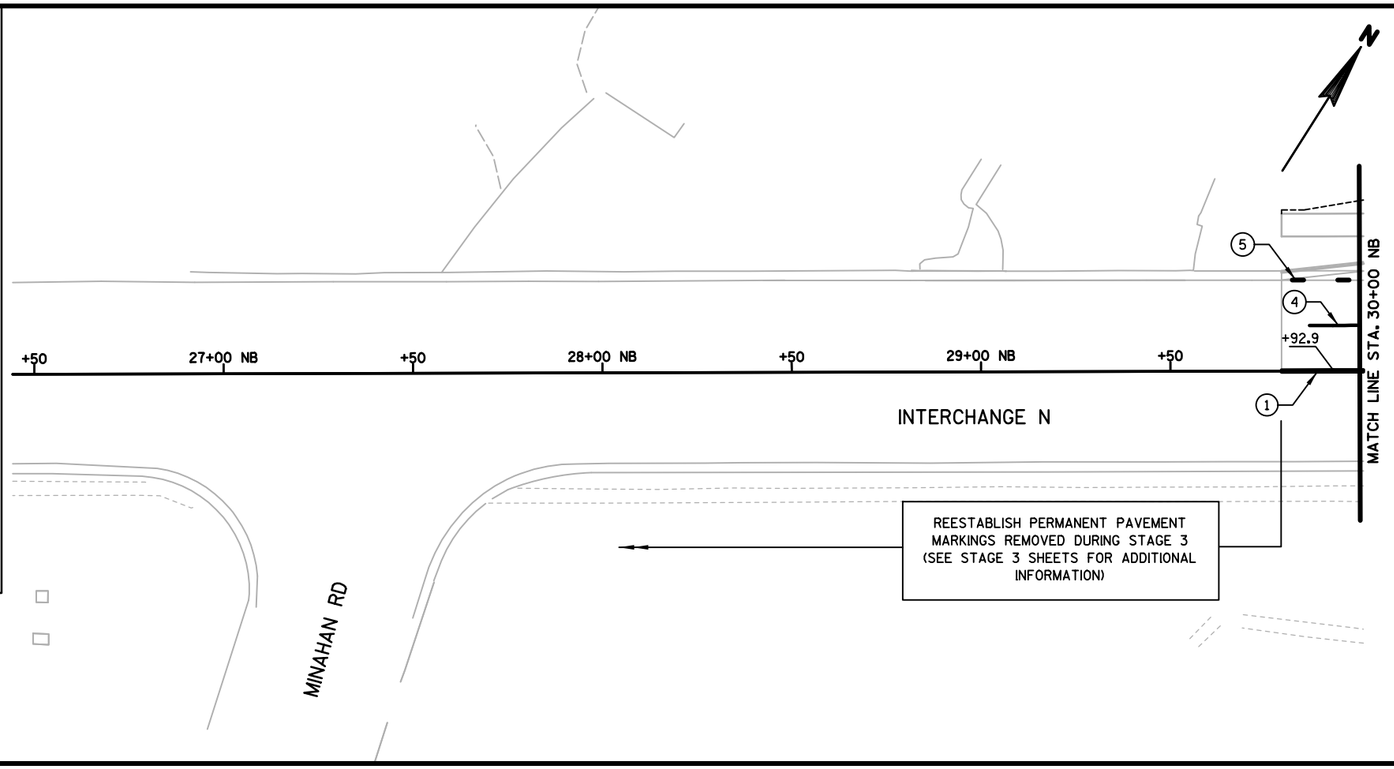
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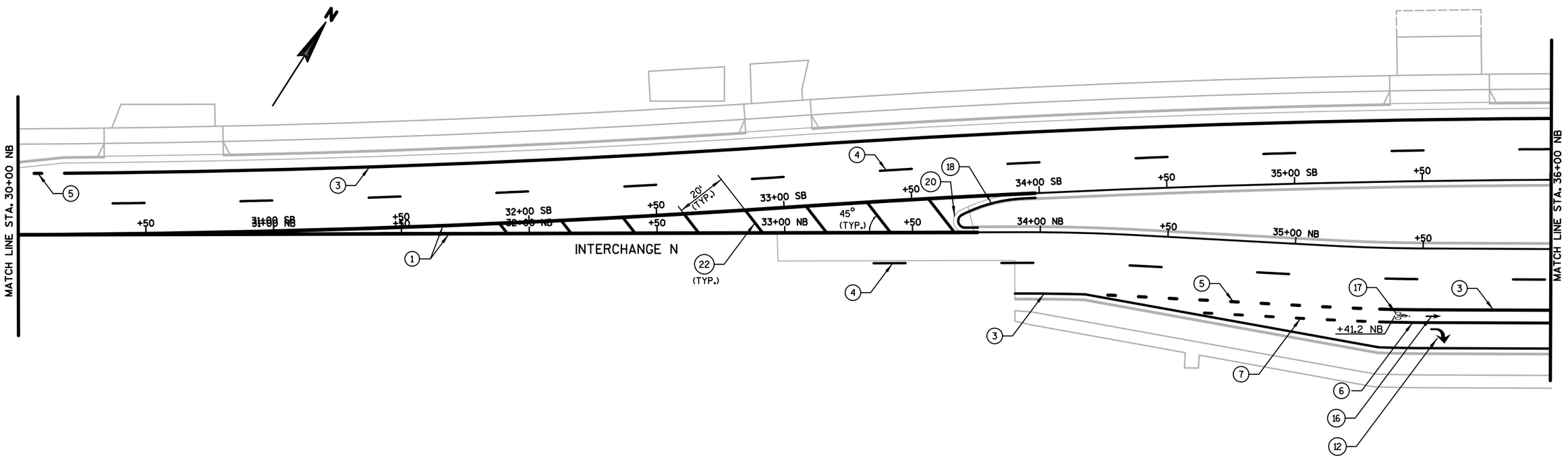


TYPICAL INSTALLATION FOR
TRANSITION TO DIVIDED HIGHWAY
OR OTHER SPECIAL NEEDS AREAS

PAVEMENT MARKING LEGEND

① PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
② PAVEMENT MARKING EPOXY 4-INCH, YELLOW
③ PAVEMENT MARKING EPOXY 4-INCH, WHITE
④ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP
⑤ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
⑥ PAVEMENT MARKING EPOXY 8-INCH, WHITE
⑦ PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
⑧ PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 6' SEG., 3' GAP
⑨ PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
⑩ PAVEMENT MARKING WORDS EPOXY
⑪ PAVEMENT MARKING ARROWS EPOXY TYPE 1
⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑬ PAVEMENT MARKING ARROWS EPOXY TYPE 3
⑭ PAVEMENT MARKING ARROWS EPOXY TYPE 5
⑮ PAVEMENT MARKING ARROWS EPOXY TYPE 3R
⑯ PAVEMENT MARKING ARROWS BIKE LANE EPOXY
⑰ PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
⑱ PAVEMENT MARKING CURB EPOXY
⑲ PAVEMENT MARKING STOP LINE EPOXY 18-INCH
⑳ PAVEMENT MARKING ISLAND NOSE EPOXY
㉑ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
㉒ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
㉓ PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
㉔ PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE)
㉕ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW SKIP, 12.5' SEG., 37.5' GAP
㉖ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW
㉗ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE
㉘ PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 4-INCH, WHITE LANE LINE, 12.5' SEG., 37.5' GAP)
㉙ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP

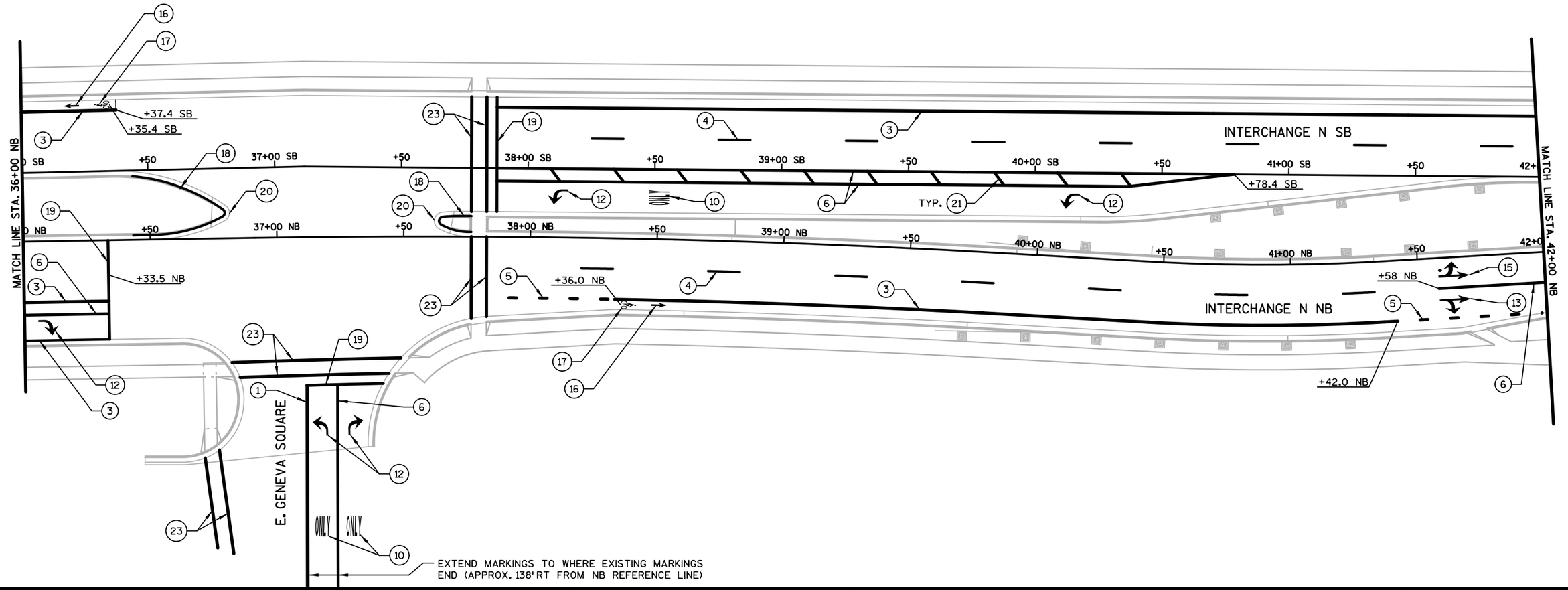




PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 155	E

PAVEMENT MARKING LEGEND

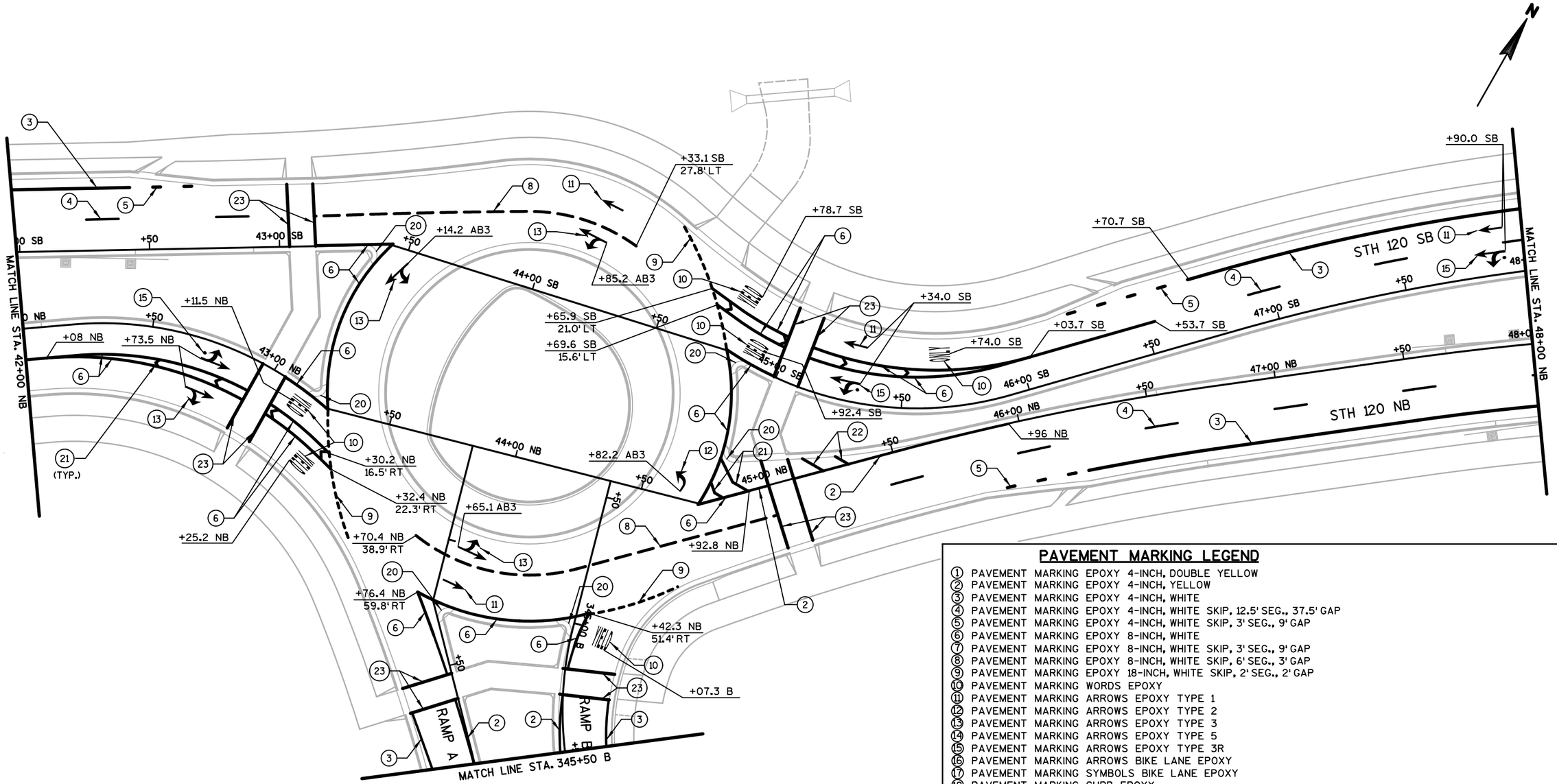
① PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
② PAVEMENT MARKING EPOXY 4-INCH, YELLOW
③ PAVEMENT MARKING EPOXY 4-INCH, WHITE
④ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP
⑤ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
⑥ PAVEMENT MARKING EPOXY 8-INCH, WHITE
⑦ PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
⑧ PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 6' SEG., 3' GAP
⑨ PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
⑩ PAVEMENT MARKING WORDS EPOXY
⑪ PAVEMENT MARKING ARROWS EPOXY TYPE 1
⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2
⑬ PAVEMENT MARKING ARROWS EPOXY TYPE 3
⑭ PAVEMENT MARKING ARROWS EPOXY TYPE 5
⑮ PAVEMENT MARKING ARROWS EPOXY TYPE 3R
⑯ PAVEMENT MARKING ARROWS BIKE LANE EPOXY
⑰ PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
⑱ PAVEMENT MARKING CURB EPOXY
⑲ PAVEMENT MARKING STOP LINE EPOXY 18-INCH
⑳ PAVEMENT MARKING ISLAND NOSE EPOXY
㉑ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
㉒ PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
㉓ PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
㉔ PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE)
㉕ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW SKIP, 12.5' SEG., 37.5' GAP
㉖ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW
㉗ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE
㉘ PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 4-INCH, WHITE LANE LINE, 12.5' SEG., 37.5' GAP)
㉙ PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\024502_pm.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

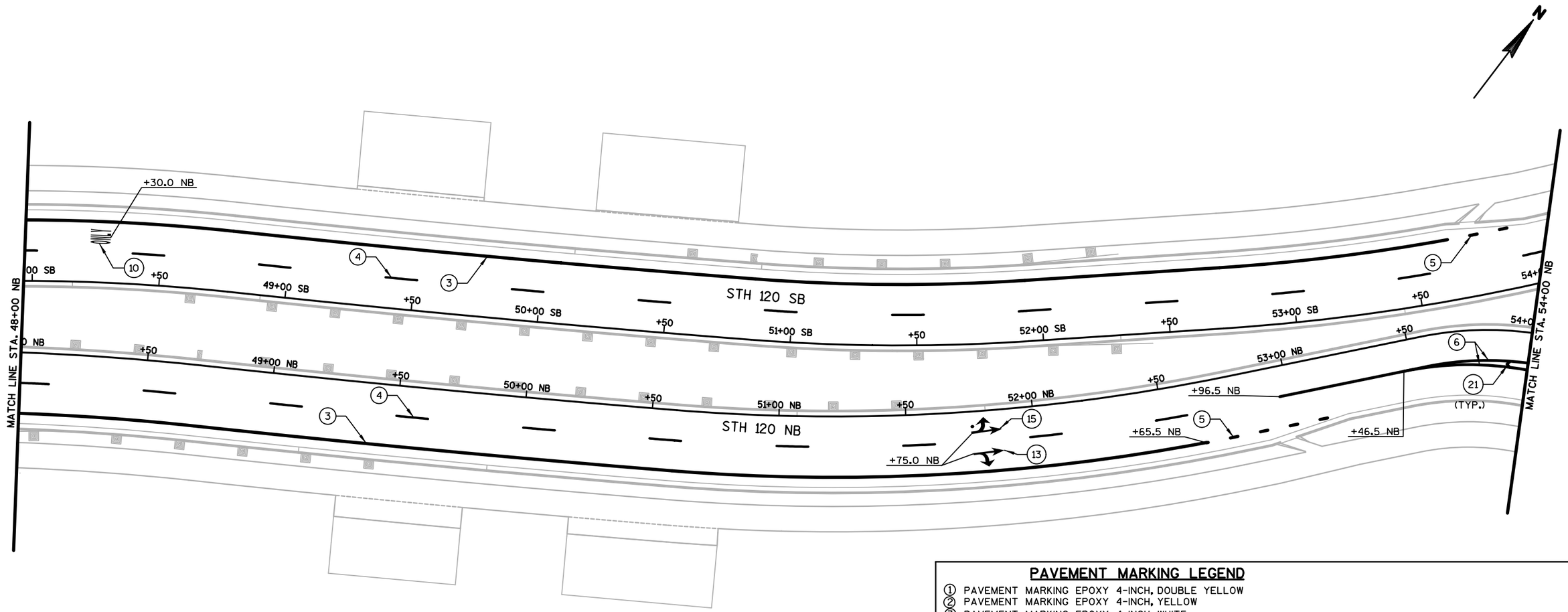


PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP
5. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
7. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 6' SEG., 3' GAP
9. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
10. PAVEMENT MARKING WORDS EPOXY
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING ARROWS EPOXY TYPE 3
14. PAVEMENT MARKING ARROWS EPOXY TYPE 5
15. PAVEMENT MARKING ARROWS EPOXY TYPE 3R
16. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
17. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
20. PAVEMENT MARKING ISLAND NOSE EPOXY
21. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
22. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
24. PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE)
25. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW SKIP, 12.5' SEG., 37.5' GAP
26. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW
27. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE
28. PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 4-INCH, WHITE LANE LINE, 12.5' SEG., 37.5' GAP)
29. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 157	E

2



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP
5. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
7. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 6' SEG., 3' GAP
9. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
10. PAVEMENT MARKING WORDS EPOXY
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING ARROWS EPOXY TYPE 3
14. PAVEMENT MARKING ARROWS EPOXY TYPE 5
15. PAVEMENT MARKING ARROWS EPOXY TYPE 3R
16. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
17. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
20. PAVEMENT MARKING ISLAND NOSE EPOXY
21. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
22. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 158	E

PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP
5. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
7. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 6' SEG., 3' GAP
9. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
10. PAVEMENT MARKING WORDS EPOXY
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING ARROWS EPOXY TYPE 3
14. PAVEMENT MARKING ARROWS EPOXY TYPE 5
15. PAVEMENT MARKING ARROWS EPOXY TYPE 3R
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17. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
20. PAVEMENT MARKING ISLAND NOSE EPOXY
21. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
22. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
24. PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE)
25. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW SKIP, 12.5' SEG., 37.5' GAP
26. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW
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28. PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 4-INCH, WHITE LANE LINE, 12.5' SEG., 37.5' GAP)
29. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP

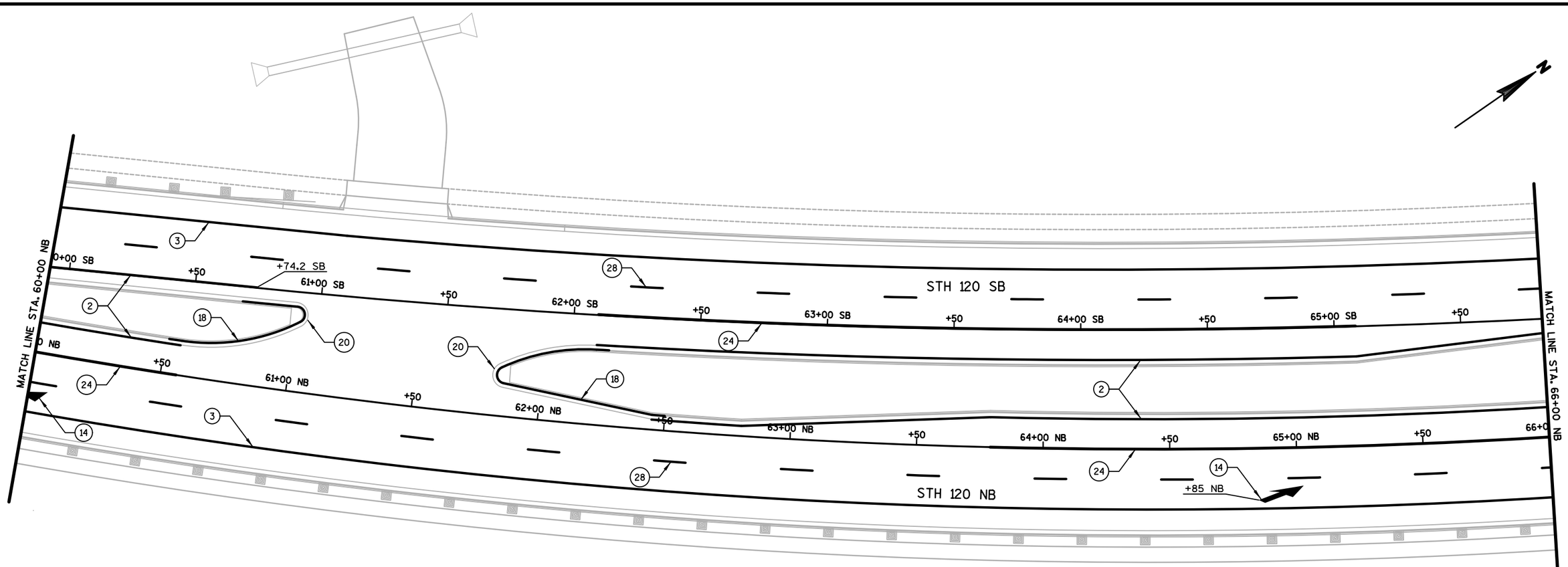
DELINEATOR LEGEND

T DELINEATOR POSTS STEEL AND DELINEATOR REFLECTORS (DOUBLE) (W = WHITE; Y = YELLOW)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET	E

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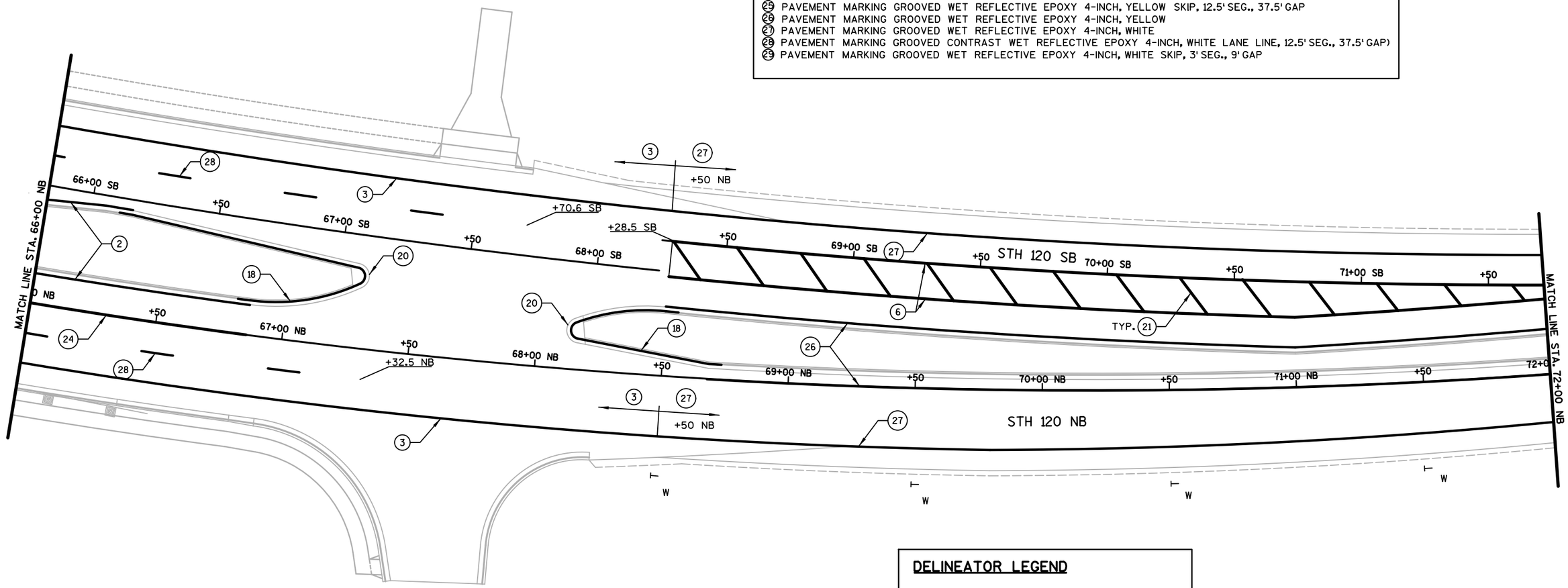


PAVEMENT MARKING LEGEND

① PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
② PAVEMENT MARKING EPOXY 4-INCH, YELLOW
③ PAVEMENT MARKING EPOXY 4-INCH, WHITE
④ PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP
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⑧ PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 6' SEG., 3' GAP
⑨ PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
⑩ PAVEMENT MARKING WORDS EPOXY
⑪ PAVEMENT MARKING ARROWS EPOXY TYPE 1
⑫ PAVEMENT MARKING ARROWS EPOXY TYPE 2
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PAVEMENT MARKING LEGEND

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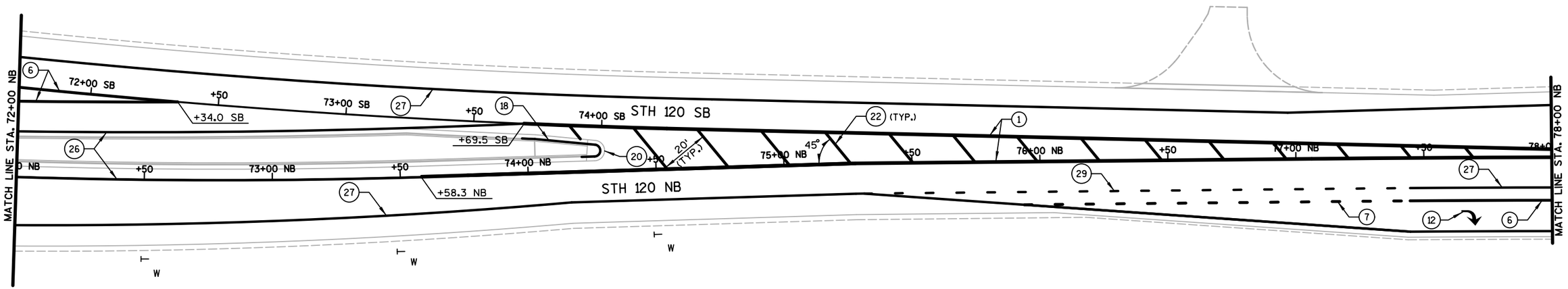


DELINEATOR LEGEND

T DELINEATOR POSTS STEEL AND DELINEATOR REFLECTORS (SINGLE)(W = WHITE; Y = YELLOW)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 161	E

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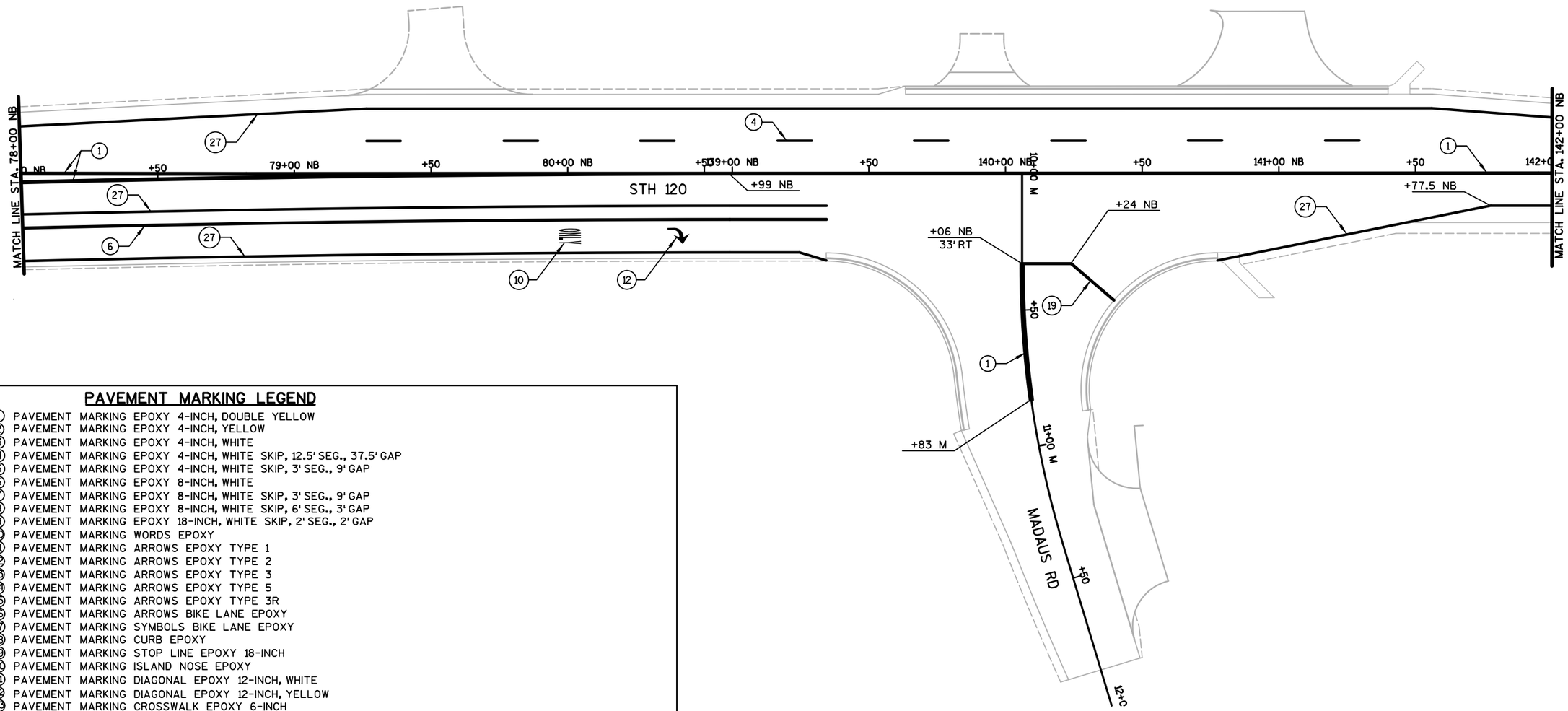
DELINEATOR LEGEND

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⑨ PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
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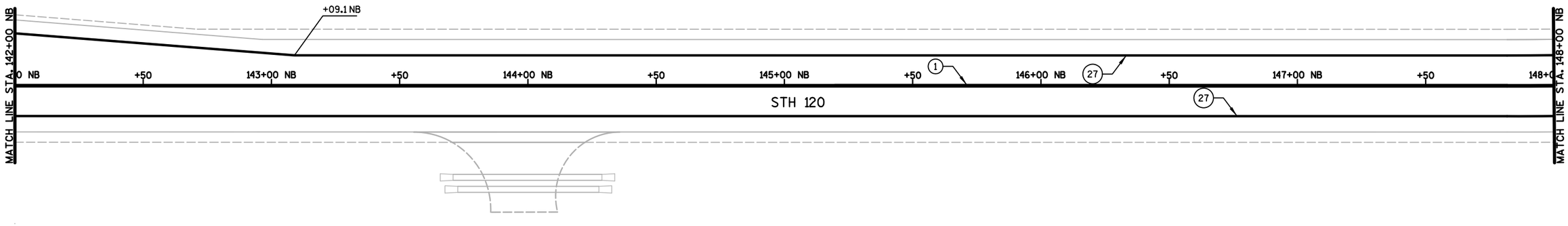


PAVEMENT MARKING LEGEND

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 163	E

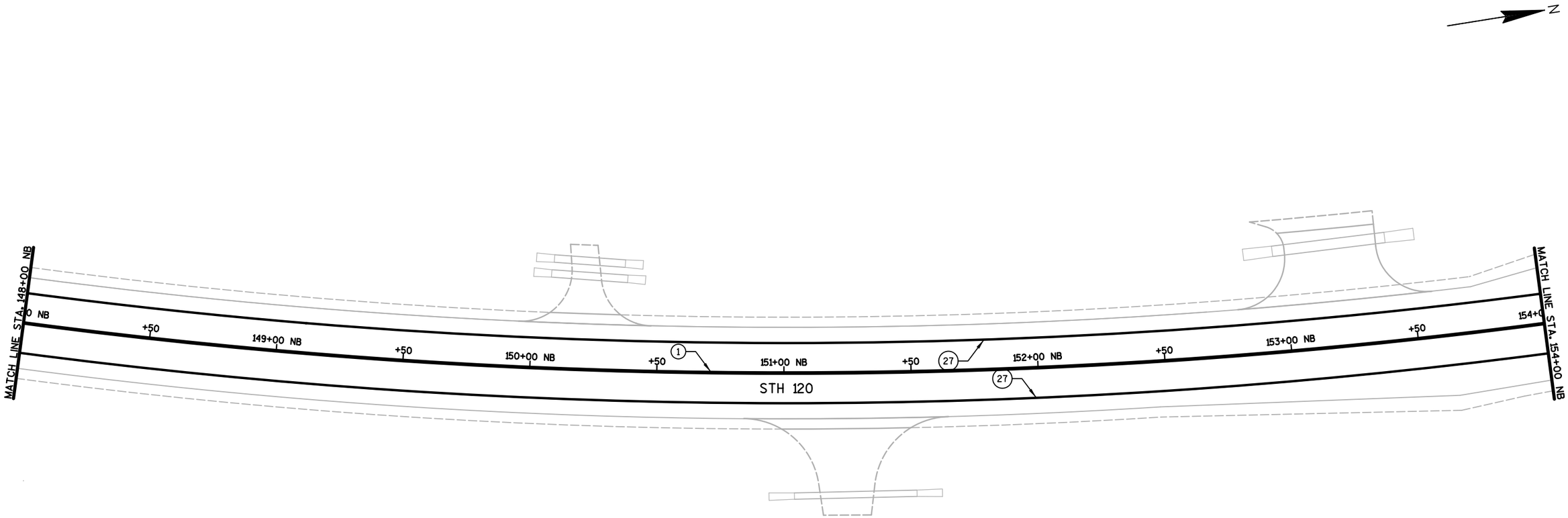
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NOTE: ESTABLISH NO-PASSING ZONES IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

PAVEMENT MARKING LEGEND

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NOTE: ESTABLISH NO-PASSING ZONES IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

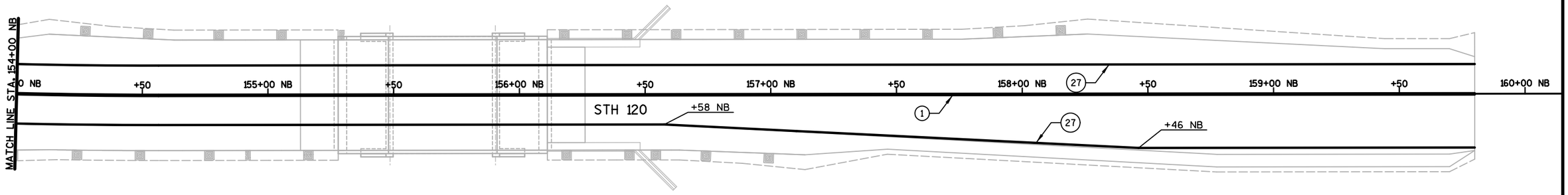
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING	SHEET 165	E

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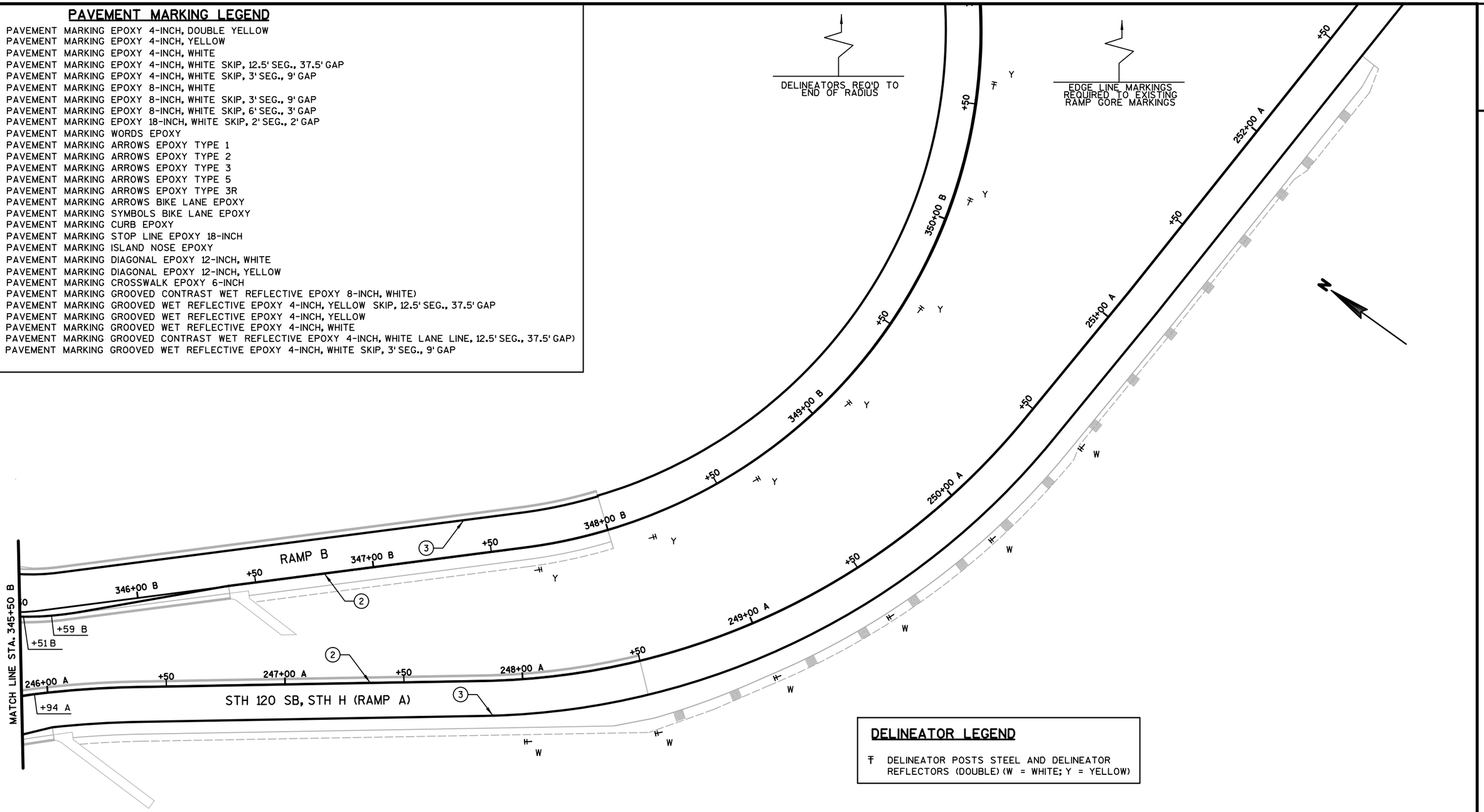
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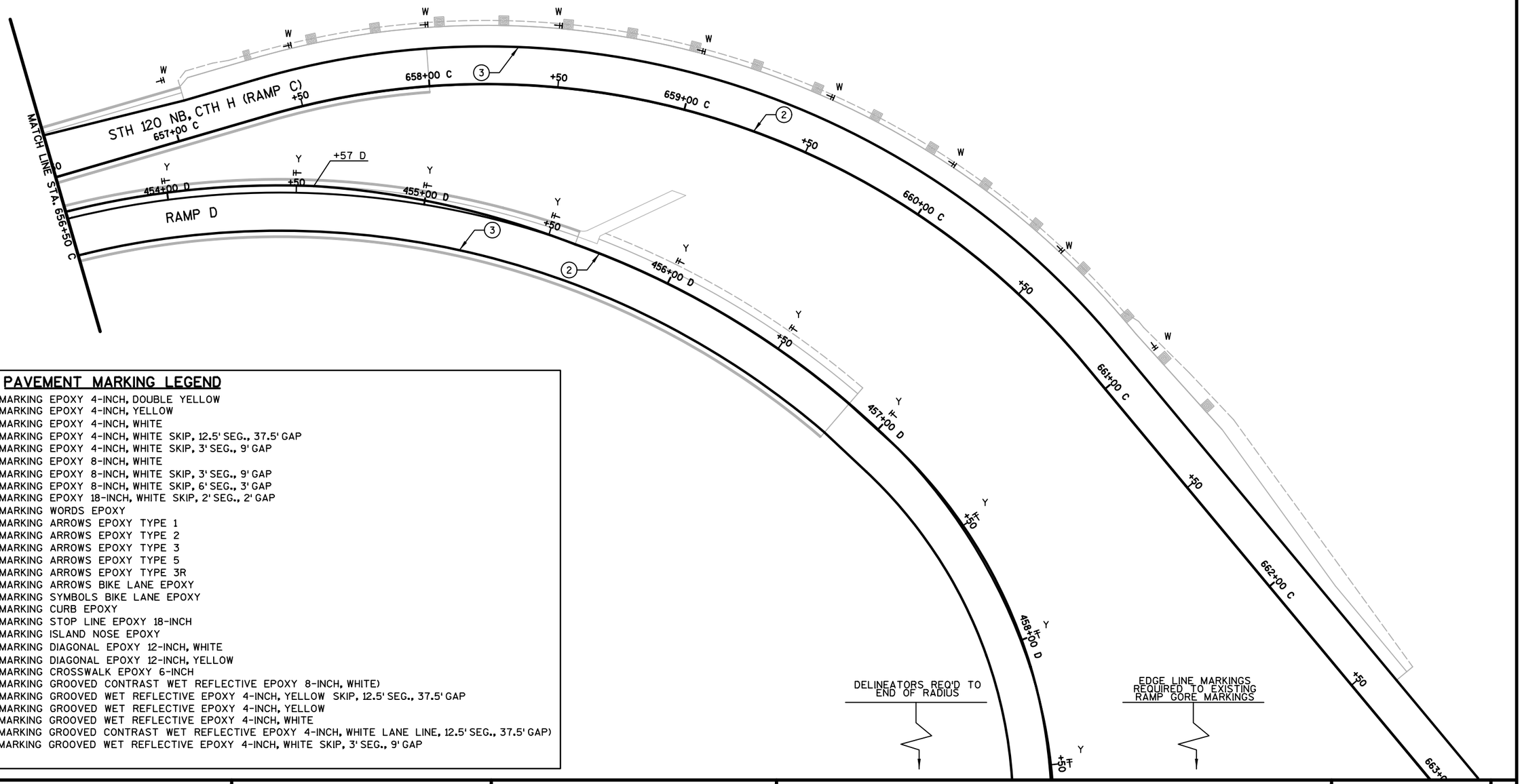
DELINEATOR LEGEND

Ŧ DELINEATOR POSTS STEEL AND DELINEATOR REFLECTORS (DOUBLE) (W = WHITE; Y = YELLOW)

2

DELINEATOR LEGEND

Ŧ DELINEATOR POSTS STEEL AND DELINEATOR REFLECTORS (DOUBLE) (W = WHITE; Y = YELLOW)



PAVEMENT MARKING LEGEND

1. PAVEMENT MARKING EPOXY 4-INCH, DOUBLE YELLOW
2. PAVEMENT MARKING EPOXY 4-INCH, YELLOW
3. PAVEMENT MARKING EPOXY 4-INCH, WHITE
4. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP
5. PAVEMENT MARKING EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
6. PAVEMENT MARKING EPOXY 8-INCH, WHITE
7. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. PAVEMENT MARKING EPOXY 8-INCH, WHITE SKIP, 6' SEG., 3' GAP
9. PAVEMENT MARKING EPOXY 18-INCH, WHITE SKIP, 2' SEG., 2' GAP
10. PAVEMENT MARKING WORDS EPOXY
11. PAVEMENT MARKING ARROWS EPOXY TYPE 1
12. PAVEMENT MARKING ARROWS EPOXY TYPE 2
13. PAVEMENT MARKING ARROWS EPOXY TYPE 3
14. PAVEMENT MARKING ARROWS EPOXY TYPE 5
15. PAVEMENT MARKING ARROWS EPOXY TYPE 3R
16. PAVEMENT MARKING ARROWS BIKE LANE EPOXY
17. PAVEMENT MARKING SYMBOLS BIKE LANE EPOXY
18. PAVEMENT MARKING CURB EPOXY
19. PAVEMENT MARKING STOP LINE EPOXY 18-INCH
20. PAVEMENT MARKING ISLAND NOSE EPOXY
21. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, WHITE
22. PAVEMENT MARKING DIAGONAL EPOXY 12-INCH, YELLOW
23. PAVEMENT MARKING CROSSWALK EPOXY 6-INCH
24. PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH, WHITE)
25. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW SKIP, 12.5' SEG., 37.5' GAP
26. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, YELLOW
27. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE
28. PAVEMENT MARKING GROOVED CONTRAST WET REFLECTIVE EPOXY 4-INCH, WHITE LANE LINE, 12.5' SEG., 37.5' GAP)
29. PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PAVEMENT MARKING - RAMPS C AND D	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\024514_pm.dgn PLOT DATE : 9/13/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

ASPHALTIC CURB (STA. 31+94.48 SB TO STA. 35+16 SB; EXCEPT AT DRIVEWAYS)

INLET PROTECTION TYPE A

INTERCHANGE N

MATCH LINE STA. 36+00 NB

30+00 NB | 31+00 SB | 31+00 NB | 32+00 SB | 32+00 NB | 33+00 SB | 33+00 NB | 34+00 SB | 34+00 NB | 35+00 SB | 35+00 NB | 36+00

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 1 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\025001_S1_Temp Pavement and EC.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

(A) 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

(B) 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER EXISTING BASE AGGREGATE DENSE (REMOVING 3-INCHES ASPAHLTIC SURFACE AND 2-INCHES CRUSHED AGGREGATE DENSE COURSE REQ'D. (PAID FOR AS EXCAVATION COMMON)

*CONSTRUCT PIPES ACROSS INTERCHANGE NORTH (CTH H) USING DIRECTIONAL DETOURS AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

CONCRETE COLLARS FOR PIPE REQ'D (STA. 38+63 SB; I.E. OF PIPE = 887.18)

PERMANENT STORM SEWER PIPE (SEE STORM SEWER SHEETS)

23' OF CULVERT PIPE TEMPORARY REQ'D

MAINTAIN EXISTING SIGNAL EQUIPMENT AND OPERATIONS UNTIL END OF STAGE 1

CONCRETE COLLARS FOR PIPE REQ'D

*EXISTING GUARDRAIL TO REMAIN WHERE NOT IMPACTED BY PIPE CROSSING, REMOVING GUARDRAIL AND STEEL PLATE BEAM GUARD TEMPORARY REQ'D WHERE IMPACTED BY PIPE EXCAVATION. PLACE TEMPORARY GUARDRIAL WITHIN 24 HOURS OF REMOVING EXISTING GUARDRAIL

INTERCHANGE N

MATCH LINE STA. 36+00 NB

36+00 NB

37+00 NB

38+00 NB

39+00 NB

40+00 NB

41+00 NB

42+00 NB

MATCH LINE STA. 42+00 NB

*TEMPORARY SURFACE SAME DAY (FOR INSTALLATION OF CROSS-PIPES; USE SAME PAVEMENT STRUCTURE AS ASPHALTIC SURFACE TEMPORARY)

INTERCHANGE N

*CONSTRUCT CROSS-PIPES AND ASSOCIATED CONCRETE MASONRY ENDWALL AND INLET 103A.

E. GENEVA SQUARE

*EXISTING GUARDRAIL TO REMAIN WHERE NOT IMPACTED BY PIPE CROSSING, REMOVING GUARDRAIL AND STEEL PLATE BEAM GUARD TEMPORARY REQ'D WHERE IMPACTED BY PIPE EXCAVATION. PLACE TEMPORARY GUARDRIAL WITHIN 24 HOURS OF REMOVING EXISTING.

GRADE PROPOSED DITCH TO PROVIDE DRAINAGE FROM NEW CROSS-PIPES AT STA. 38+90 NB AND INSTALL PERMANENT EROSION CONTROL ITEMS.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 1 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 170	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\025002_S1_Temp Pavement and EC.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

STH 120 SB

INLET PROTECTION TYPE A

INLET PROTECTION TYPE A

STA. 43+94 EX

MATCH LINE STA. 42+00 NB

MATCH LINE STA. 48+00 NB

42+00 EX

43+00 EX

44+00 EX

45+00 EX

46+00 EX

47+00 EX

STH 120 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 1 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\025003_S1_Temp Pavement and EC.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

USH 12 EB

USH 12 WB

STH 120 SB

STH 120 NB

MATCH LINE STA. 48+00 NB

MATCH LINE STA. 54+00 NB

48+00 EX
49+00 EX
50+00 EX
51+00 EX
52+00 EX
53+00 EX
49+00 NB
50+00 NB
51+00 NB
52+00 NB
53+00 NB
49+00 SB
50+00 SB
51+00 SB
52+00 SB
53+00 SB
+50

INLET PROTECTION TYPE A

17 18 19 21

R

FO POST T SS

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

*CONSTRUCT PIPES ACROSS STH 120 USING A DIRECTIONAL DETOUR AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

*76'- STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH (FOR TEMPORARY DRAINAGE DURING STAGE 2)

INLET PROTECTION TYPE A

STA. 56+59 NB, 94' LT±;
I.E. = 880.5±

*TEMPORARY SURFACE SAME DAY (FOR INSTALLATION OF CROSS-PIPE; USE SAME PAVEMENT STRUCTURE AS ASPHALTIC SURFACE TEMPORARY)

*APPROX. LOCATION OF TEMPORARY CONNECTION TO STORM SEWER INSTALLED IN STAGE 2 (SEE STORM SEWER SHEETS FOR ADDITIONAL INFORMATION)

STA. 56+58 NB, 19' LT±;
I.E. = 880.9±

INLET PROTECTION TYPE C

INLET PROTECTION TYPE A

STH 120 SB

STH 120 NB

MATCH LINE STA. 54+00 NB

MATCH LINE STA. 60+00 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 1 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 173	E

2

TEMP. PAVEMENT LEGEND

5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

*CONSTRUCT PIPES ACROSS STH 120 USING A DIRECTIONAL DETOUR AS SHOWN IN THE PLANS AND IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

*CONSTRUCT STORM SEWER LATERAL AND ASSOCIATED APRON ENDWALL AND INLETS 1300-A AND 1300-C TO PROVIDE DRAINAGE IN STAGE 2. (COVER INLET STRUCTURES AND PLACE INLET CASTINGS DURING STAGE 3)

*TEMPORARY SURFACE SAME DAY (FOR INSTALLATION OF STORM SEWER; USE SAME PAVEMENT STRUCTURE AS ASPHALTIC SURFACE TEMPORARY)

*COVER PLATES TEMPORARY REQ'D

MATCH LINE STA. 60+00 NB

60+00 SB +50 61+00 SB +50 62+00 SB +50 63+00 SB +50 64+00 SB +50 65+00 SB +50

STH 120 SB

60+00 NB +50 61+00 NB +50 62+00 NB +50 63+00 NB +50 64+00 NB +50 65+00 NB +50 66+0

STH 120 NB

MATCH LINE STA. 66+00 NB

33 34

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 1 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\025006_S1_Temp Pavement and EC.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

MATCH LINE STA. 66+00 NB

66+00 SB +50 67+00 SB +50 68+00 SB +50 69+00 SB +50 70+00 SB +50 71+00 SB +50

STH 120 SB

67+00 NB +50 68+00 NB +50 69+00 NB +50 70+00 NB +50 71+00 NB +50

MATCH LINE STA. 72+00 NB

STH 120 NB

35 36 37 38 39 40 41

COVER PLATES TEMPORARY REQ'D

CONSTRUCT STORM SEWER INLETS 1400-A AND 1400-B FOR DRAINAGE IN STAGE 2. (COVER INLET 1400-A AND PLACE INLET CASTING DURING STAGE 2)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 1 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\025007_S1_Temp Pavement and EC.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

POINT	STH 120 NB (NB)		STH 120 SB (SB)		EXISTING STH 120 (EX)		Y	X	REMARKS
NO.	STATION	OFFSET	STATION	OFFSET	STATION	OFFSET			
1	31+94.48	25.70 'LT	31+95.45	21.42 'LT	---	------	341,478.33	793,904.28	BEGIN PAVEMENT; 'FACE OF ASPHALTIC CURB
2	32+05.17	25.71 'LT	32+06.18	20.96 'LT	---	------	341,484.10	793,913.28	FACE OF ASPHALTIC CURB
3	32+48.89	29.82 'LT	32+50.25	22.92 'LT	---	------	341,511.11	793,947.91	FACE OF ASPHALTIC CURB
4	35+74.94	37.00 'LT	35+75.51	10.20 'LT	---	------	341,686.95	794,222.55	EDGE OF TEMP. PAVEMENT
5	36+74.95	44.72 'LT	36+75.50	17.15 'LT	---	------	341,746.80	794,303.05	EDGE OF TEMP. PAVEMENT
6	38+18.43	43.57 'LT	38+19.86	16.43 'LT	---	------	341,821.32	794,427.30	EDGE OF TEMP. PAVEMENT
7	38+49.69	45.38 'LT	38+51.48	17.89 'LT	---	------	341,838.76	794,453.72	EDGE OF TEMP. PAVEMENT
8	39+43.59	52.78 'LT	39+46.70	22.77 'LT	---	------	341,891.70	794,533.01	EDGE OF TEMP. PAVEMENT
9	40+19.69	60.17 'LT	40+23.54	26.72 'LT	---	------	341,934.42	794,597.00	END PAVEMENT; EDGE OF TEMP. PAVEMENT
10	45+09.26	46.45 'LT	44+91.66	2.27 'LT	44+72.38	3.77 'LT	342,105.55	795,030.66	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
11	45+09.77	48.24 'LT	44+90.78	3.92 'LT	44+72.41	5.63 'LT	342,107.18	795,029.77	'BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
12	45+24.19	44.09 'LT	45+05.22	10.13 'LT	44+87.42	5.38 'LT	342,114.36	795,042.94	R = 15 FEET
13	45+57.04	112.59 'RT	45+69.25	125.24 'RT	45+58.54	137.74 'RT	342,025.61	795,176.07	BEGIN/END RADIUS; EDGE OF TEMP. PAVEMENT
14	45+21.16	58.78 'LT	44+91.90	19.40 'LT	44+80.66	18.78 'LT	342,122.68	795,030.46	R = 175 FEET
15	45+97.79	57.89 'LT	45+94.13	47.34 'LT	45+57.86	37.26 'LT	342,176.93	795,088.16	END RADIUS; EDGE OF TEMP. PAVEMENT
16	46+31.64	50.95 'LT	46+29.13	37.69 'LT	45+94.29	37.35 'LT	342,195.17	795,119.56	END PAVEMENT; EDGE OF TEMP. PAVEMENT
17	51+57.09	65.40 'LT	51+50.00	38.11 'LT	51+19.61	81.32 'LT	342,504.99	795,542.25	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
18	52+29.06	56.15 'LT	52+18.71	31.87 'LT	51+88.22	82.46 'LT	342,542.94	795,597.36	EDGE OF TEMP. PAVEMENT
19	53+57.33	36.80 'LT	53+47.91	24.86 'LT	53+18.15	91.40 'LT	342,623.32	795,695.46	BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
20	54+24.72	39.20 'LT	54+32.77	3.57 'LT	54+06.63	87.86 'LT	342,672.52	795,766.18	BEGIN/END RADIUS; EDGE OF TEMP. PAVEMENT
21	54+72.33	496.52 'RT	53+07.32	520.76 'RT	53+42.66	455.99 'RT	342,199.45	796,042.79	R = 548 FEET
22	55+21.89	64.69 'LT	55+24.80	2.17 'LT	55+00.31	82.37 'LT	342,725.38	795,840.78	END RADIUS; EDGE OF TEMP. PAVEMENT (8 FEET WIDE)
23	54+04.32	560.45 'LT	54+67.37	516.19 'RT	54+91.86	606.32 'LT	343,124.86	795,501.68	R = 524 FEET
24	56+47.32	78.03 'LT	56+09.64	23.50 'LT	55+94.60	82.27 'LT	342,784.88	795,910.87	EDGE OF TEMP. PAVEMENT (8 FEET WIDE)
25	58+45.79	63.46 'LT	58+41.04	41.52 'LT	58+06.16	80.72 'LT	342,924.55	796,062.71	EDGE OF TEMP. PAVEMENT
26	59+38.69	65.03 'LT	59+33.77	35.80 'LT	59+01.40	81.26 'LT	342,991.42	796,127.22	END PAVEMENT; EDGE OF TEMP. PAVEMENT
27	55+78.00	2.01 'RT	55+79.55	65.65 'RT	55+39.33	4.18 'LT	342,690.11	795,920.49	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
28	55+76.73	0.56 'LT	55+78.33	63.05 'RT	55+38.73	6.98 'LT	342,691.86	795,918.22	BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
29	55+78.54	11.99 'LT	55+80.37	51.66 'RT	55+43.31	17.62 'LT	342,702.92	795,914.82	BEGIN/END RADIUS; EDGE OF TEMP. PAVEMENT
30	56+49.63	32.72 'LT	56+38.42	8.24 'RT	56+04.57	37.98 'LT	342,758.05	795,947.46	END RADIUS; EDGE OF TEMP. PAVEMENT
31	55+85.69	5.00 'LT	55+87.38	58.80 'RT	55+48.53	9.08 'LT	342,699.78	795,924.32	R = 10 FEET
32	56+39.70	116.95 'RT	56+80.54	144.74 'RT	56+18.90	111.32 'RT	342,655.84	796,057.24	R = 150 FEET
33	65+41.33	42.05 'LT	65+24.71	5.12 'RT	---	------	343,433.69	796,518.30	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
34	65+74.49	41.41 'LT	65+57.28	5.57 'RT	---	------	343,460.97	796,536.21	EDGE OF TEMP. PAVEMENT
35	66+42.87	33.90 'LT	66+24.54	12.34 'RT	---	------	343,514.82	796,577.36	EDGE OF TEMP. PAVEMENT
36	66+62.42	33.12 'LT	66+43.78	12.82 'RT	---	------	343,531.14	796,587.70	EDGE OF TEMP. PAVEMENT
37	67+08.79	32.75 'LT	66+89.37	12.33 'RT	---	------	343,570.87	796,610.41	BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
38	67+48.79	6.85 'LT	67+29.36	37.31 'RT	---	------	343,593.53	796,652.04	END RADIUS; END PAVEMENT; EDGE OF TEMP. PAVEMENT
39	67+08.02	12.25 'RT	66+89.54	57.33 'RT	---	------	343,548.54	796,649.48	R = 45 FEET
40	67+92.56	9.79 'LT	67+72.44	33.20 'RT	---	------	343,633.61	796,669.50	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
41	68+35.29	23.30 'LT	68+14.13	18.36 'RT	---	------	343,677.64	796,676.28	END PAVEMENT; EDGE OF TEMP. PAVEMENT

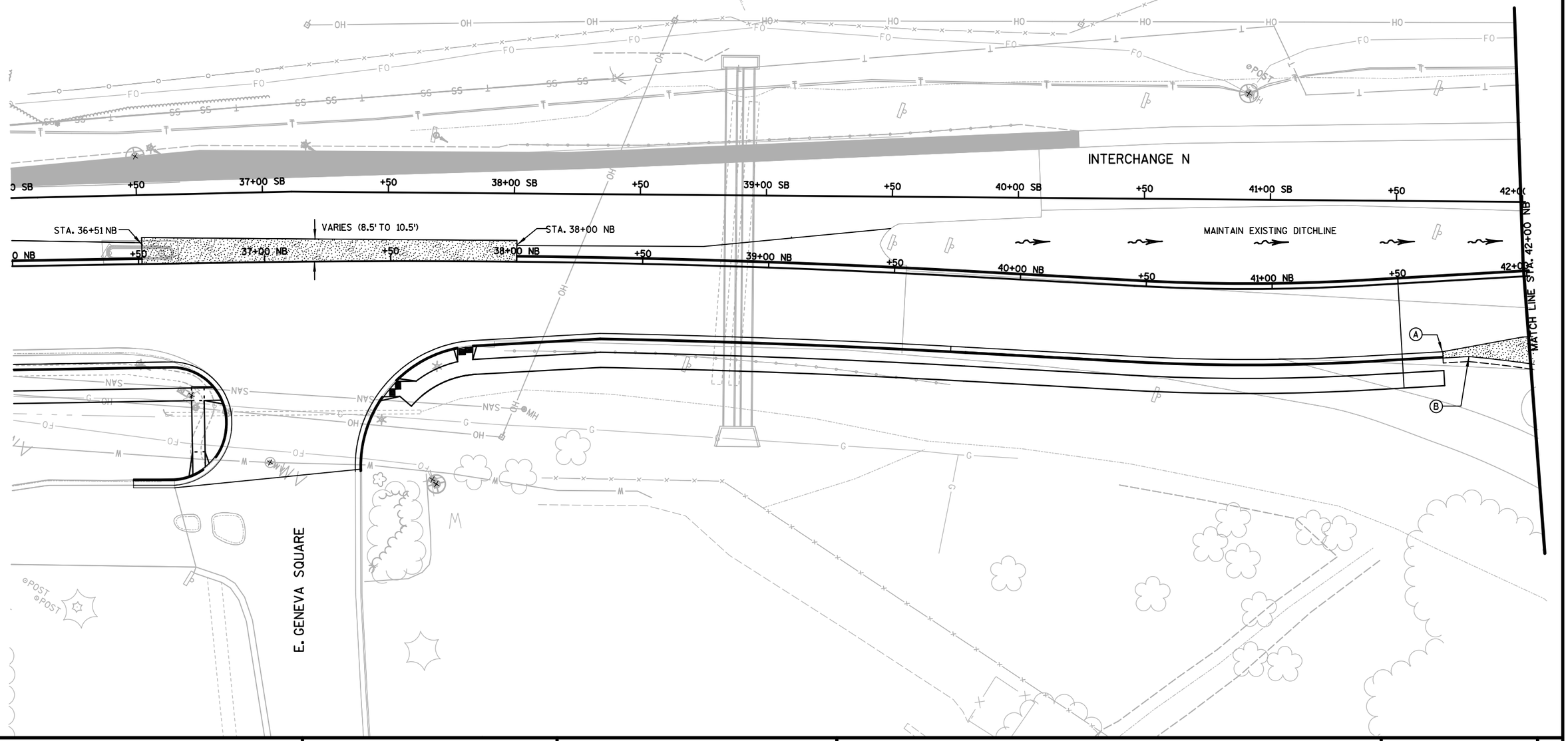
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

SEE PERMANENT EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 177	E

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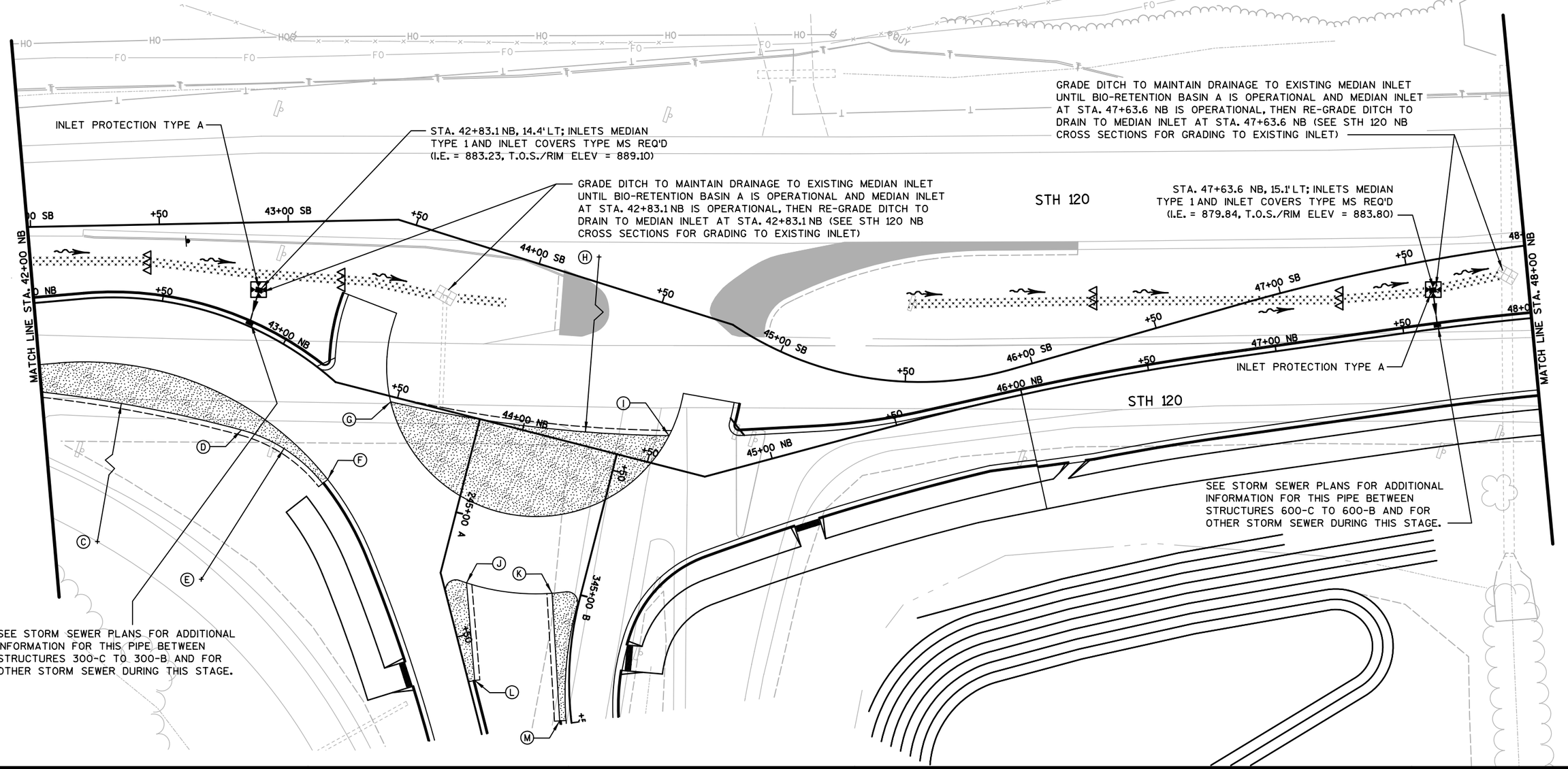
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

SEE PERMANENT EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 178	E

2

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

SEE PERMANENT EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION

MAINTAIN EXISTING DITCHLINE (STA. 48+00 NB TO 51+00 NB)

STA. 51+50.0 NB, 10.9' LT; INLETS MEDIAN TYPE 1 AND INLET COVERS TYPE MS REQ'D (I.E. = 879.42, T.O.S./RIM ELEV = 882.50)

GRADE DITCH TO DRAIN TO MEDIAN INLET AT STA. 51+50.0 NB (SEE STH 120 NB CROSS SECTIONS FOR GRADING)

INLET PROTECTION TYPE A

STH 120

MATCH LINE STA. 48+00 NB

MATCH LINE STA. 54+00 NB

48+00 SB, +50, 49+00 SB, +50, 50+00 SB, +50, 51+00 SB, +50, 52+00 SB, +50, 53+00 SB, +50, 54+00 SB

48+00 NB, +50, 49+00 NB, +50, 50+00 NB, +50, 51+00 NB, +50, 52+00 NB, +50, 53+00 NB, +50, 54+00 NB

USH 12 EB

USH 12 WB

SEE STORM SEWER PLANS FOR ADDITIONAL INFORMATION FOR THIS PIPE BETWEEN STRUCTURES 700-E TO 700-C AND FOR OTHER STORM SEWER DURING THIS STAGE.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 179	E

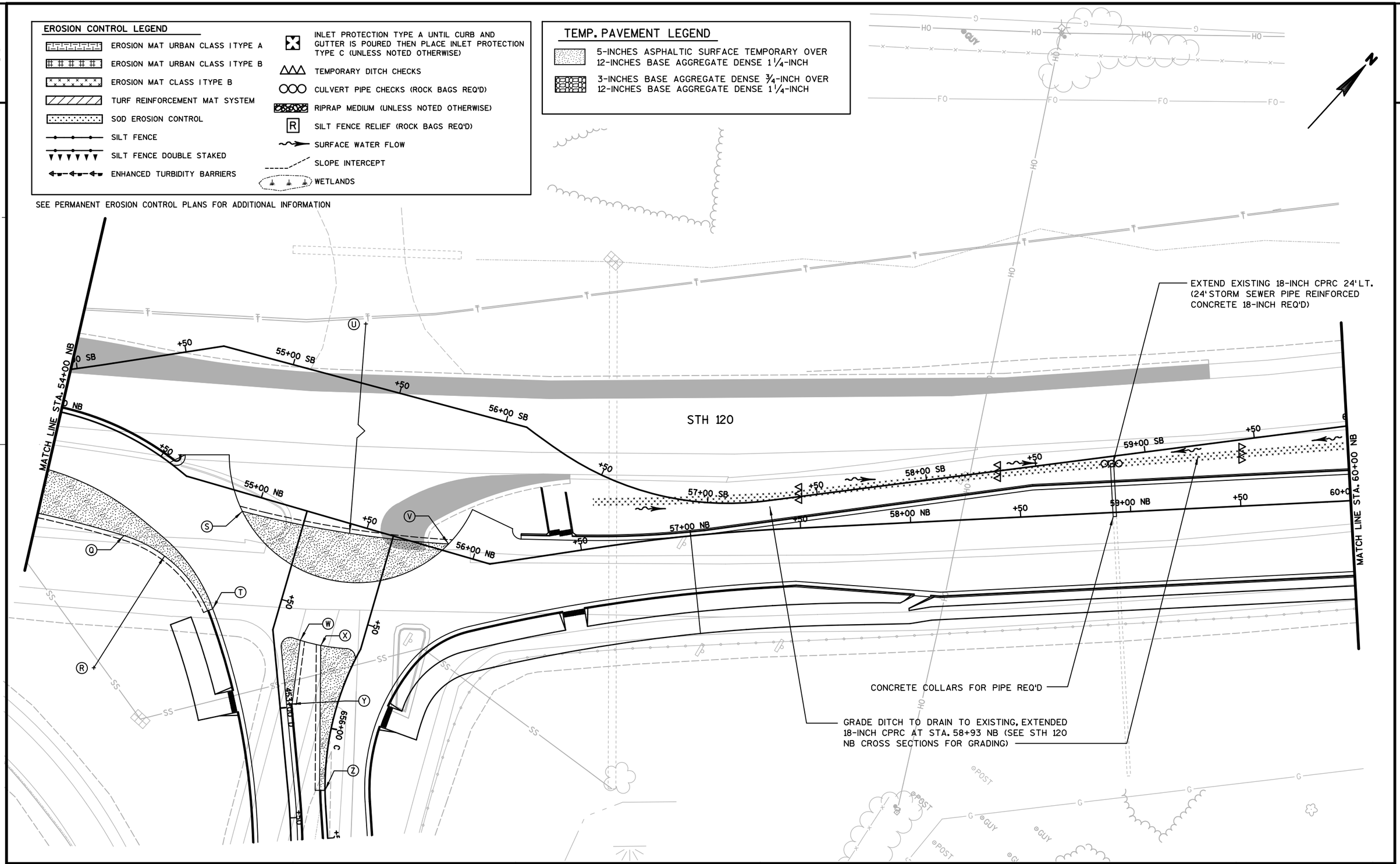
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

SEE PERMANENT EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 180 E

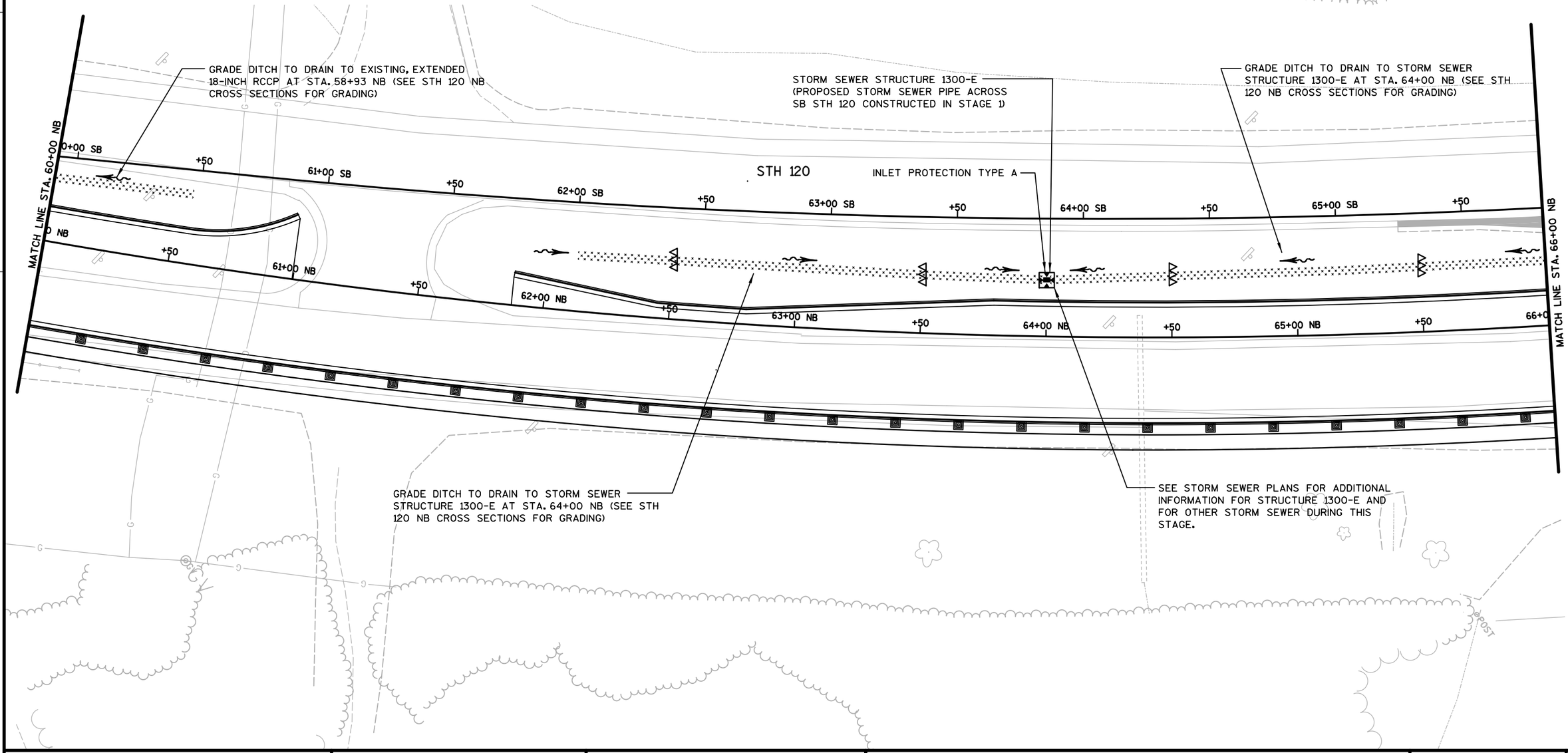
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2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- R SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

SEE PERMANENT EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET	E

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2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

SEE PERMANENT EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

GRADE DITCH TO DRAIN TO STORM SEWER STRUCTURE 1300-E AT STA. 64+00 NB (SEE STH 120 NB CROSS SECTIONS FOR GRADING)

GRADE DITCH TO DRAIN TO STORM SEWER STRUCTURE 1400-B AT STA. 68+50 NB (SEE STH 120 NB CROSS SECTIONS FOR GRADING)

STORM SEWER STRUCTURE 1400-B (CONSTRUCTED IN STAGE 1)

INLET PROTECTION TYPE A

STH 120

66+00 SB

+50

67+00 SB

+50

68+00 SB

+50

69+00 SB

+50

70+00 SB

+50

71+00 SB

+50

MATCH LINE STA. 66+00 NB

0 NB

+50

67+00 NB

+50

68+00 NB

+50

69+00 NB

+50

70+00 NB

+50

71+00 NB

+50

72+00 NB

MATCH LINE STA. 72+00

STA. 67+46 NB

STA. 67+95 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 182	E

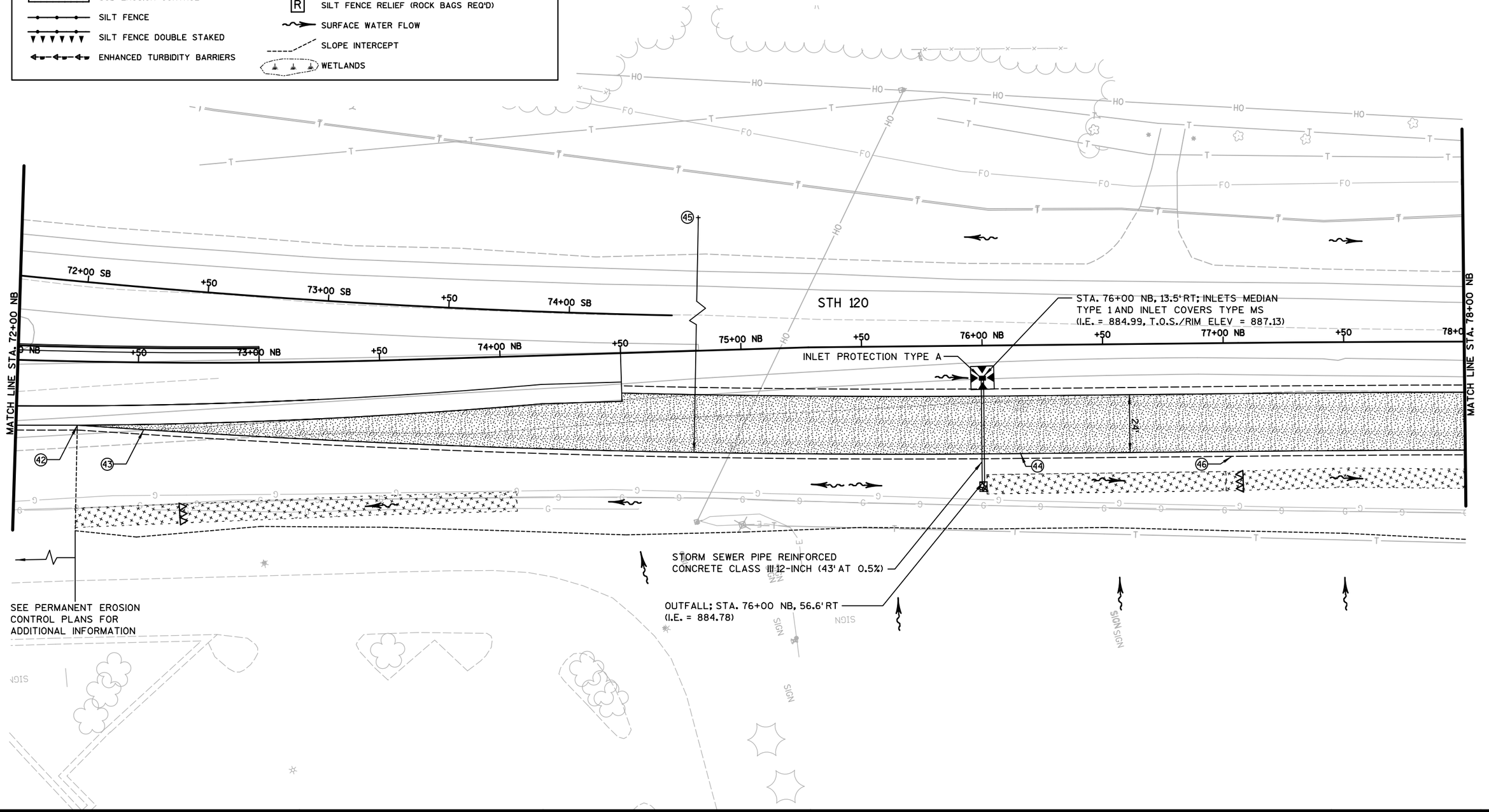
2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET	E

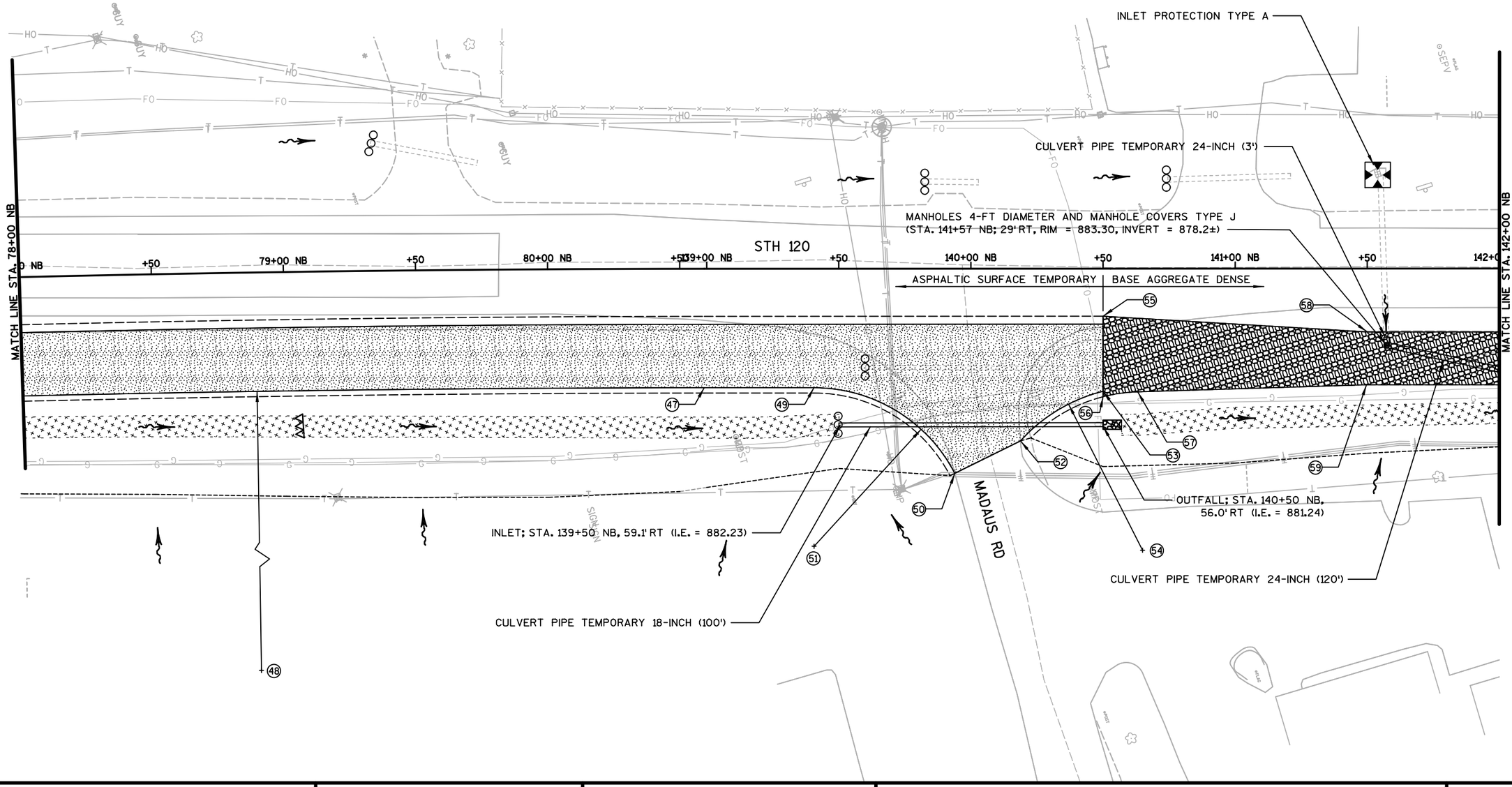
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EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET	E

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2

EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS I TYPE A
- EROSION MAT URBAN CLASS I TYPE B
- EROSION MAT CLASS I TYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

N

MATCH LINE STA. 142+00 NB

142+00 NB +50 143+00 NB +50 144+00 NB +50 STH 120 145+00 NB +50 146+00 NB +50 147+00 NB +50 148+00 NB

MATCH LINE STA. 148+00 NB

OUTLET; STA. 142+75 NB, 54.5' RT (I.E. = 878.27)

INLET; STA. 143+50 NB, 56.5' RT (I.E. = 876.45)

OUTLET; STA. 143+50 NB, 37.8' RT (I.E. = MATCH EXIST.)

60

61

62

STONE OR ROCK DITCH CHECKS (TEMPORARY)

CULVERT PIPE TEMPORARY 24-INCH (120')

CULVERT PIPE TEMPORARY 24-INCH (70')

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 - TEMP. PAVEMENT, DRAINAGE AND EROSION CONTROL	SHEET 185	E

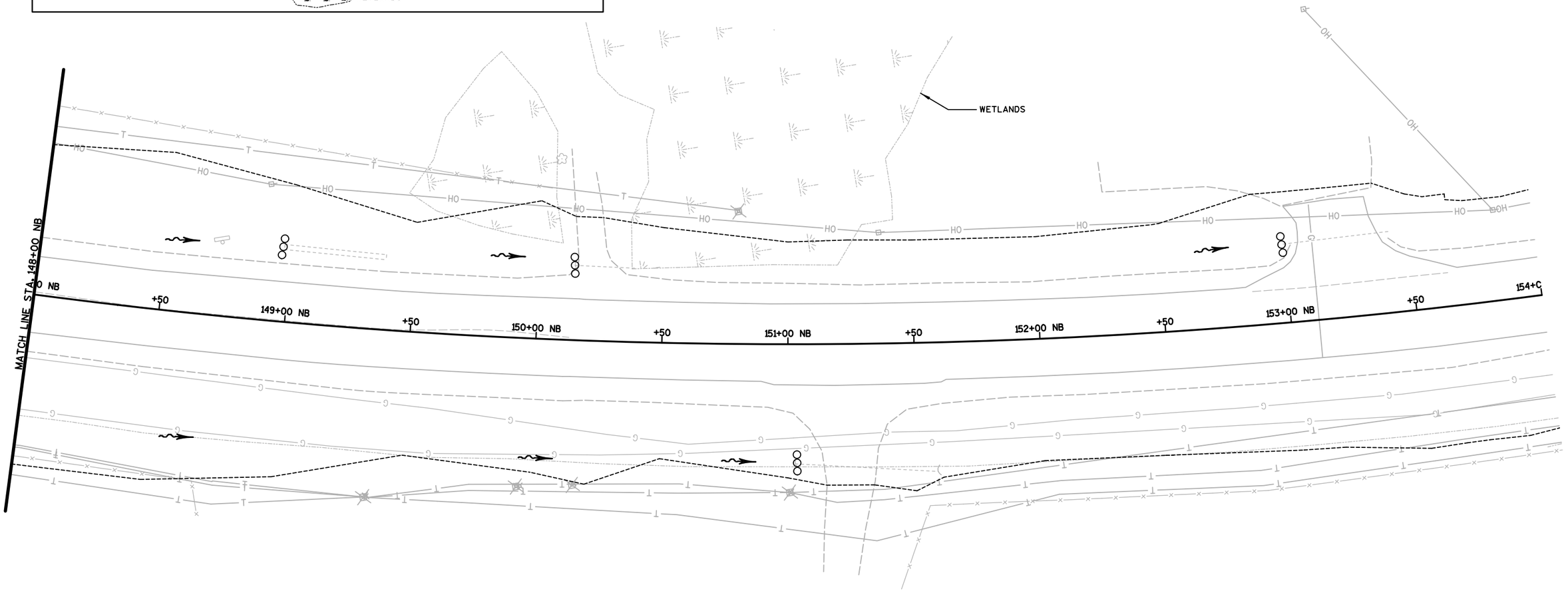
EROSION CONTROL LEGEND

- EROSION MAT URBAN CLASS ITYPE A
- EROSION MAT URBAN CLASS ITYPE B
- EROSION MAT CLASS ITYPE B
- TURF REINFORCEMENT MAT SYSTEM
- SOD EROSION CONTROL
- SILT FENCE
- SILT FENCE DOUBLE STAKED
- ENHANCED TURBIDITY BARRIERS
- INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED THEN PLACE INLET PROTECTION TYPE C (UNLESS NOTED OTHERWISE)
- TEMPORARY DITCH CHECKS
- CULVERT PIPE CHECKS (ROCK BAGS REQ'D)
- RIPRAP MEDIUM (UNLESS NOTED OTHERWISE)
- SILT FENCE RELIEF (ROCK BAGS REQ'D)
- SURFACE WATER FLOW
- SLOPE INTERCEPT
- WETLANDS

TEMP. PAVEMENT LEGEND

- 5-INCHES ASPHALTIC SURFACE TEMPORARY OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
- 3-INCHES BASE AGGREGATE DENSE 3/4-INCH OVER 12-INCHES BASE AGGREGATE DENSE 1 1/4-INCH

N



2

STAGE 2A

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	STH 120 SB (SB) STATION	STH 120 SB (SB) OFFSET	EXISTING STH 120 (EX) STATION	EXISTING STH 120 (EX) OFFSET	Y	X	REMARKS
42	72+25.24	26.47 'RT	---	--- ---	---	--- ---	344,021.98	796,865.61	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
43	72+52.52	27.83 'RT	---	--- ---	---	--- ---	344,047.98	796,874.90	BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
44	76+15.57	45.00 'RT	---	--- ---	---	--- ---	344,394.96	796,984.41	END RADIUS; EDGE OF TEMP. PAVEMENT
45	38+86.00	4425.55 'LT	---	--- ---	---	--- ---	345,671.99	792,333.55	R = 4,823 FEET
46	77+06.22	45.00 'RT	---	--- ---	---	--- ---	344,482.37	797,008.41	BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
47	80+59.25	45.00 'RT	---	--- ---	---	--- ---	344,819.88	797,106.88	END RADIUS; EDGE OF TEMP. PAVEMENT
48	77+06.22	11100.00 'RT	---	--- ---	---	--- ---	341,555.23	807,668.85	R = 11,055 FEET
49	139+40.58	45.00 'RT	---	--- ---	---	--- ---	344,859.56	797,119.15	BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
50	139+93.86	77.42 'RT	---	--- ---	---	--- ---	344,900.89	797,165.86	END RADIUS; EDGE OF TEMP. PAVEMENT
51	139+40.58	105.00 'RT	---	--- ---	---	--- ---	344,841.84	797,176.47	R = 60 FEET
52	140+18.76	65.17 'RT	---	--- ---	---	--- ---	344,928.30	797,161.50	BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
53	140+50.00	46.40 'RT	---	--- ---	---	--- ---	344,963.69	797,152.79	END RADIUS; END PAVEMENT; EDGE OF TEMP. PAVEMENT
54	140+64.91	106.58 'RT	---	--- ---	---	--- ---	344,960.16	797,214.69	R = 62 FEET
55	140+50.00	18.00 'RT	---	--- ---	---	--- ---	344,972.07	797,125.66	BEGIN AGGREGATE; EDGE OF AGGREGATE
56	140+50.00	48.46 'RT	---	--- ---	---	--- ---	344,963.08	797,154.77	BEGIN AGGREGATE; EDGE OF AGGREGATE
57	140+63.10	46.61 'RT	---	--- ---	---	--- ---	344,976.14	797,156.86	END RADIUS; EDGE OF AGGREGATE
58	141+50.00	24.00 'RT	---	--- ---	---	--- ---	345,065.84	797,160.93	EDGE OF AGGREGATE
59	141+49.70	44.00 'RT	---	--- ---	---	--- ---	345,059.65	797,179.95	EDGE OF AGGREGATE
60	143+32.17	44.00 'RT	---	--- ---	---	--- ---	345,233.99	797,233.83	BEGIN RADIUS; EDGE OF AGGREGATE
61	143+85.44	64.31 'RT	---	--- ---	---	--- ---	345,278.88	797,268.97	END RADIUS; END AGGREGATE; EDGE OF AGGREGATE
62	143+32.17	124.00 'RT	---	--- ---	---	--- ---	345,210.36	797,310.27	R = 80 FEET

STAGE 2B

POINT NO.	STH 120 NB (NB) STATION	STH 120 NB (NB) OFFSET	Y	X	REMARKS
A	41+65.96	28.00 'RT	341,934.46	794,765.92	BEGIN PAVEMENT
B	41+76.58	30.53 'RT	341,938.40	794,776.10	'BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
C	41+12.72	549.00 'RT	341,466.71	795,004.32	R = 524 FEET
D	43+04.19	36.92 'RT	341,973.83	794,872.37	BEGIN/END RADIUS; EDGE OF TEMP. PAVEMENT
E	43+25.17	92.55 'LT	341,915.76	794,887.48	R = 60 FEET
F	43+31.57	37.33 'RT	341,973.69	794,910.94	END PAVEMENT
G	43+47.76	2.05 'RT	342,011.99	794,917.25	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
H	42+78.44	487.58 'LT	342,491.50	794,775.58	R = 500 FEET
I	44+55.58	11.97 'LT	342,053.95	795,017.56	END PAVEMENT; EDGE OF TEMP. PAVEMENT
J	43+93.69	62.84 'RT	341,965.46	794,977.59	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
K	44+26.83	58.51 'RT	341,978.38	795,008.41	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
L	44+06.12	98.68 'RT	341,934.18	794,999.03	END PAVEMENT; EDGE OF TEMP. PAVEMENT
M	44+41.93	105.76 'RT	341,936.79	795,035.44	END PAVEMENT; EDGE OF TEMP. PAVEMENT
N	52+77.37	28.00 'RT	342,520.18	795,691.20	BEGIN PAVEMENT
O	52+99.21	30.50 'RT	342,534.96	795,707.48	'BEGIN RADIUS; EDGE OF TEMP. PAVEMENT
P	52+40.12	549.00 'RT	342,129.77	796,039.73	R = 524 FEET
Q	54+59.22	38.81 'RT	342,603.07	795,814.89	BEGIN/END RADIUS; EDGE OF TEMP. PAVEMENT
R	54+64.62	96.00 'LT	342,548.88	795,840.63	R = 60 FEET
S	54+93.45	8.30 'RT	342,647.32	795,847.29	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
T	54+92.82	54.52 'RT	342,605.53	795,867.03	END PAVEMENT
U	54+22.15	483.14 'LT	343,089.74	795,614.35	R = 500 FEET
V	55+87.45	3.49 'LT	342,699.20	795,926.56	END PAVEMENT; EDGE OF TEMP. PAVEMENT
W	55+34.99	57.19 'RT	342,621.65	795,906.09	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
X	55+44.53	56.81 'RT	342,626.17	795,914.49	BEGIN PAVEMENT; EDGE OF TEMP. PAVEMENT
Y	55+39.39	85.90 'RT	342,597.78	795,922.65	END PAVEMENT; EDGE OF TEMP. PAVEMENT
Z	55+64.69	119.42 'RT	342,578.79	795,960.11	END PAVEMENT; EDGE OF TEMP. PAVEMENT

TRAFFIC CONTROL LEGEND

- TEMPORARY BASE AGGREGATE DENSE WIDENING CONSTRUCTED IN PREVIOUS STAGE
- TEMPORARY PAVEMENT CONSTRUCTED IN PREVIOUS STAGE
- BASE AGGREGATE DENSE WIDNEING TO BE USED IN FUTURE STAGES
- TEMPORARY PAVEMENT TO BE USED IN FUTURE STAGES
- WORK ZONE
- AREA MAINTAINED WITH BASE AGGREGATE DENSE 1 1/4-INCH FOR TURNING VEHICLES
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- DRUM WITH/WITHOUT LIGHT, TYPE C
- FLEXIBLE TUBULAR MARKER POSTS & BASES
- SIGN MOUNTED ON POST
- SIGN MOUNTED ON TEMPORARY SUPPORT
- BARRICADES TYPE III WITH SIGN (TWO WARNING LIGHTS TYPE A REQ'D)
- BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D)
- REMOVING PAVEMENT MARKINGS
- TRAFFIC FLOW ARROW
- ARROW BOARD

PAVEMENT MARKING LEGEND

1. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (WHITE)
2. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW)
3. TEMPORARY PAVEMENT MARKING PAINT 4-INCH (DOUBLE YELLOW)
4. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE ARROWS (TYP.)
5. TEMPORARY PAVEMENT MARKING PAINT STOP LINE 18-INCH
6. TEMPORARY PAVEMENT MARKING PAINT 8-INCH (WHITE)
7. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (WHITE)
8. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
9. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 8-INCH (WHITE)
10. TEMPORARY PAVEMENT MARKING STOP LINE REMOVABLE TAPE 12-INCH
11. TEMPORARY PAVEMENT MARKING REMOVABLE TAPE 4-INCH (YELLOW 2' SEG., 9' GAP)
12. TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH (WHITE 2' SEG., 2' GAP)
13. TEMPORARY PAVEMENT MARKING WORDS PAINT
14. TEMPORARY PAVEMENT MARKING ARROWS PAINT

TRAFFIC CONTROL NOTES

ALL SIGN LOCATIONS ARE APPROXIMATE. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

REMOVE OR COVER ANY SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH TRAFFIC CONTROL "IN-USE" AS APPROVED BY THE ENGINEER.

USE ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC. SIGNS AS NEEDED AND REMOVE OR COVER THEM WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS. MAINTAIN LOCAL ACCESS AT ALL TIMES.

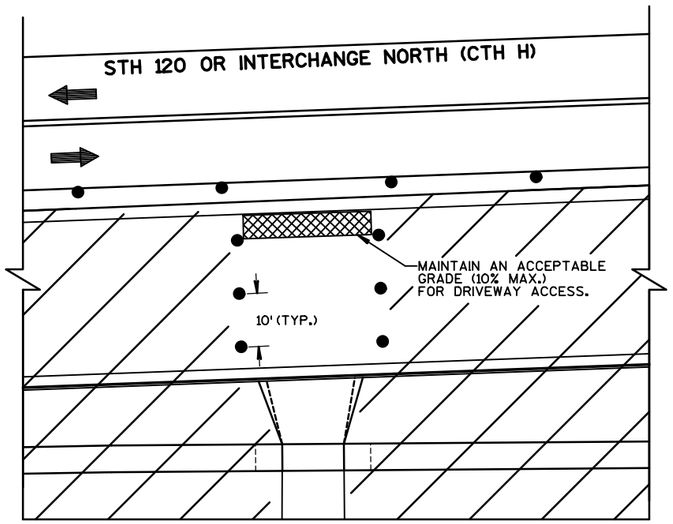
SEE DETOUR SIGNING PLAN FOR ADDITIONAL INFORMATION.

REMOVE PAVEMENT MARKING THAT CONFLICTS WITH TRAFFIC CONTROL "IN-USE" AS DIRECTED BY THE ENGINEER.

ALL TRAFFIC CONTROL DRUM AND TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS/BASES SPACING IS 50', UNLESS OTHERWISE NOTED.

FOR SIDEWALK CLOSURES USE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION"

MAINTAIN A MINIMUM 2:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROP OFF WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 48 HOURS.



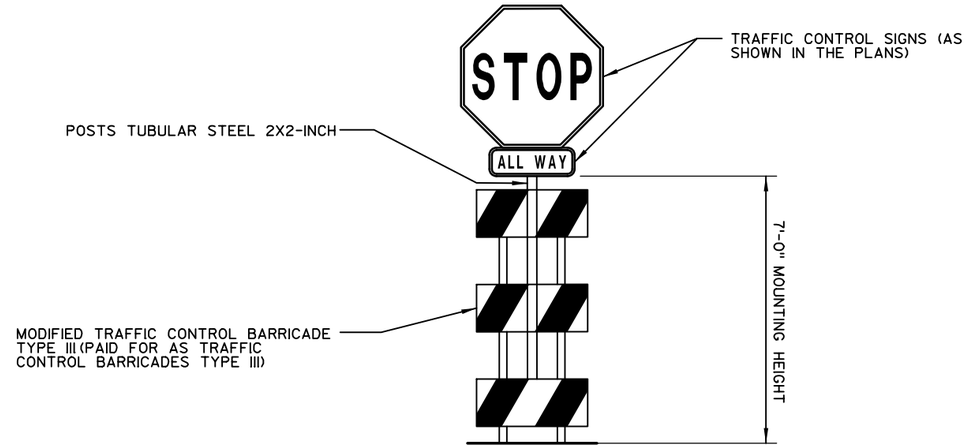
LEGEND

- WORK ZONE
- TRAFFIC FLOW ARROW
- DRUM WITHOUT LIGHT
- BASE AGGREGATE DENSE 1¼-INCH (WEDGING)

MAINTAIN ACCESS PER THE SPECIAL PROVISONS

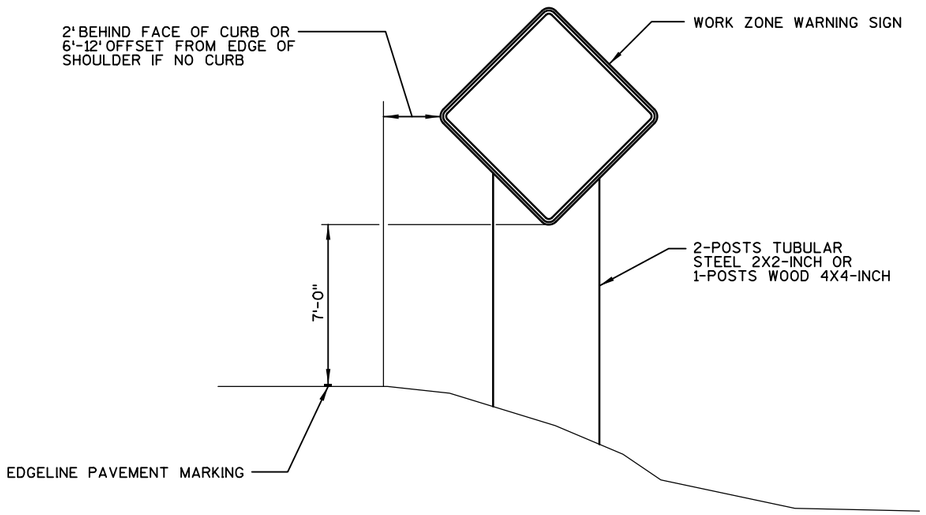
TEMPORARY ACCESS TO DRIVEWAY DETAIL - ALL CONSTRUCTION STAGES *

* DETAIL MIRRORED AS NEEDED TO MATCH APPLICABLE CONSTRUCTION STAGE.



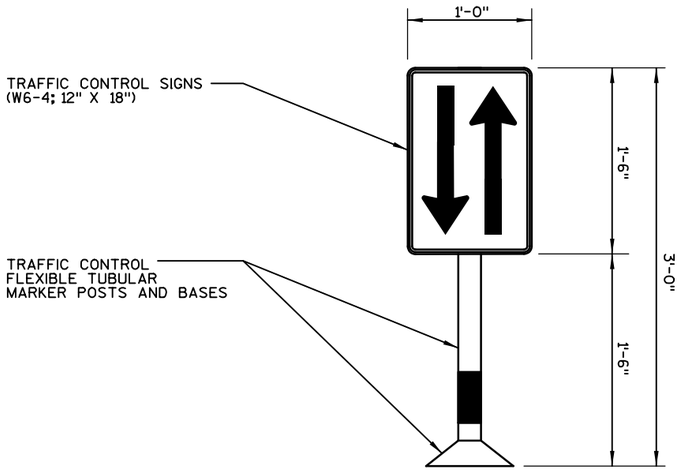
MODIFIED TRAFFIC CONTROL BARRICADES TYPE III WITH TRAFFIC CONTROL SIGNS

SEE TRAFFIC CONTROL PLANS FOR LOCATIONS



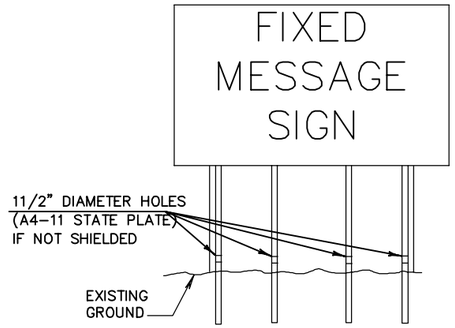
TYPICAL TEMPORARY TRAFFIC CONTROL SIGN MOUNTING ON FIXED SUPPORT

LONG TERM - 7 DAYS OR MORE



BI-DIRECTIONAL TRAFFIC PADDLE

SEE TRAFFIC CONTROL PLANS FOR LOCATIONS



FRONT VIEW

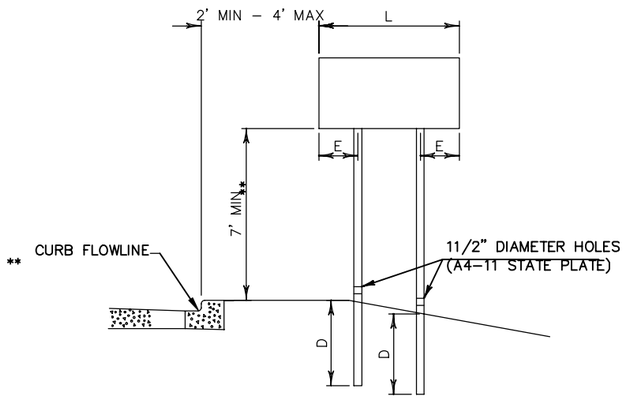
NOTES

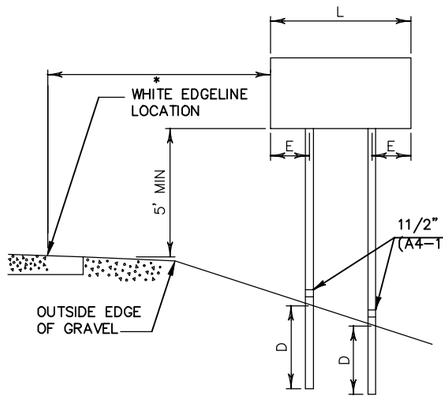
1. SEE TRAFFIC CONTROL AND DETOUR SIGNING SHEETS FOR SIGN LOCATIONS.
2. SEE TABLES BELOW FOR REQUIRED NUMBER OF POSTS.

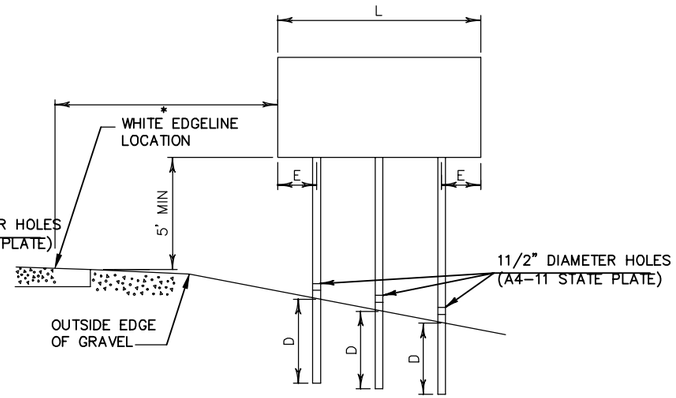
* 6' FROM EDGE OF A PAVED SHOULDER OR 12' FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) OR 2' FROM OUTSIDE EDGE OF GRAVEL, WHICHEVER IS GREATER UNLESS DIRECTED BY PROJECT ENGINEER.

** 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. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5' MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

3. 4X6 WOOD POSTS SHALL HAVE TWO HOLES PER STATE PLATE A4–11







URBAN AREA

RURAL AREA

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
GREATER THAN 48" LESS THAN 60"	12"
60" TO 120"	L/5

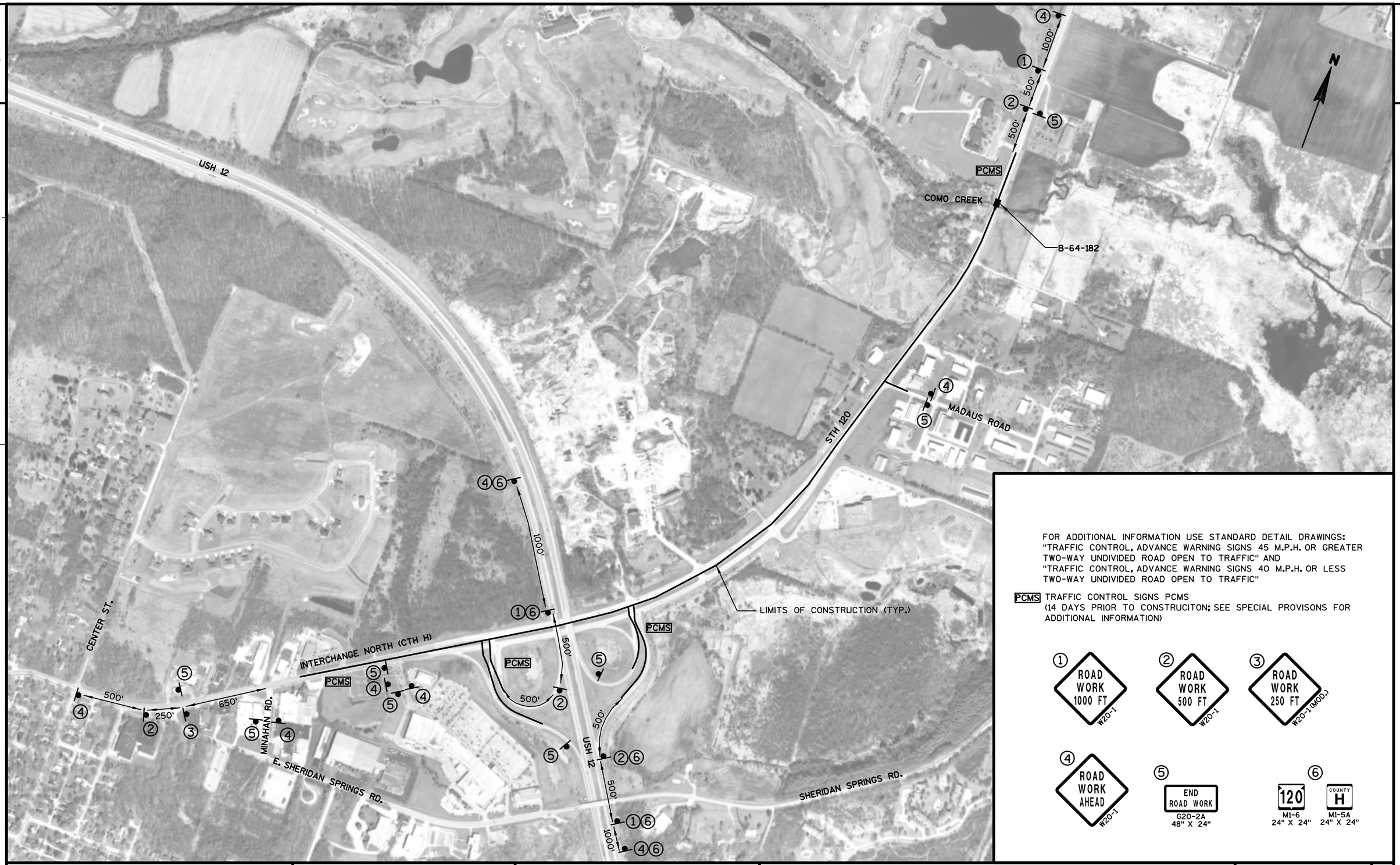
SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
GREATER THAN 120" LESS THAN 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" AND GREATER	12"

POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

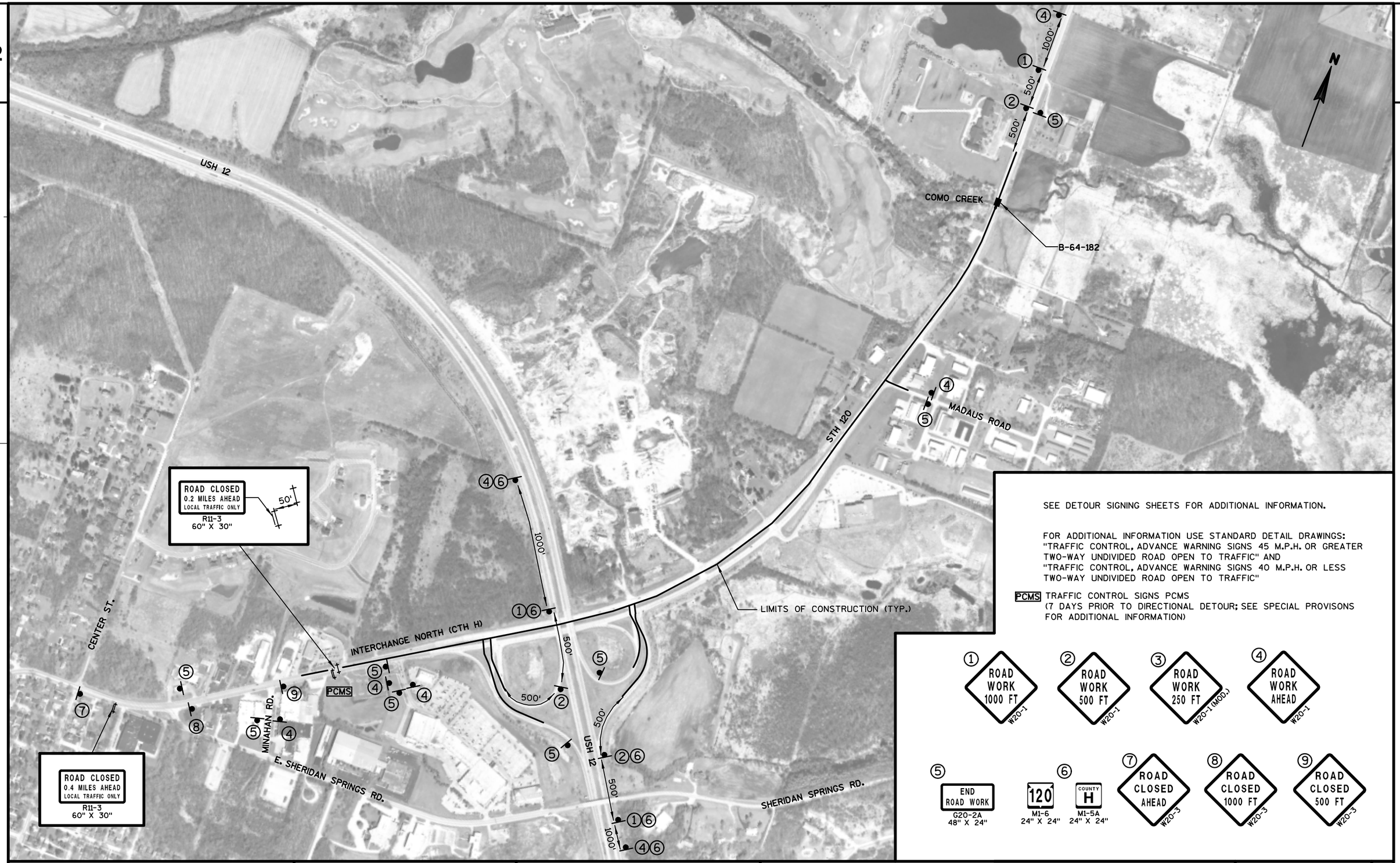
POST MOUNTING DETAIL FOR TRAFFIC CONTROL FIXED MESSAGE SIGNS



FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

PCMS TRAFFIC CONTROL SIGNS PCMS
(14 DAYS PRIOR TO CONSTRUCITON; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ADVANCE WARNING - STAGES 1, 4, AND 4A	SHEET 191	E



SEE DETOUR SIGNING SHEETS FOR ADDITIONAL INFORMATION.

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

PCMS TRAFFIC CONTROL SIGNS PCMS
(7 DAYS PRIOR TO DIRECTIONAL DETOUR; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

① ROAD WORK 1000 FT W20-1
② ROAD WORK 500 FT W20-1
③ ROAD WORK 250 FT W20-1(MOD.)
④ ROAD WORK AHEAD W20-1
⑤ END ROAD WORK G20-2A 48" X 24"
⑥ 120 M1-6 24" X 24" / COUNTY H M1-5A 24" X 24"
⑦ ROAD CLOSED AHEAD W20-3
⑧ ROAD CLOSED 1000 FT W20-3
⑨ ROAD CLOSED 500 FT W20-3

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ADVANCE WARNING - STAGE 1 - SB CTH H DIRECTIONAL DETOUR	SHEET 192 E

2

DRIVEWAY
SOUTHBOUND STH 120
ROAD CLOSED
R11-2
48" X 30"
MEDIAN OPENING

No Access To HWY 12
SPECIAL
60" X 24"
(TRAFFIC CONTROL SIGNS FIXED MESSAGE)
ROAD CLOSED
0.9 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

BUCKBY ROAD INTERSECTION

USH 12

PCMS

COMO CREEK

B-64-182

SOUTHBOUND STH 120
MEDIAN OPENING
ROAD CLOSED
R11-2
48" X 30"
NORTHBOUND STH 120
W01-6
48" X 24"

No Access To HWY 12
SPECIAL
60" X 24"
(TRAFFIC CONTROL SIGNS FIXED MESSAGE)
ROAD CLOSED
0.3 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3
60" X 30"

MADAUS ROAD

PLACE BARRICADES ON SOUTH SIDE OF DRIVEWAY ONLY

STH 120

1000'
500'
1500'
1500'
1000'

LIMITS OF CONSTRUCTION (TYP.)

CENTER ST.

INTERCHANGE NORTH (CTH H)

500'
250'
650'

MINAHAN RD.

E. SHERIDAN SPRINGS RD.

SHERIDAN SPRINGS RD.

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR ADDITIONAL TRAFFIC CONTROL ITEMS FOR EXIT RAMP CLOSURES.

SEE DETOUR SIGNING SHEETS FOR ADDITIONAL INFORMATION.

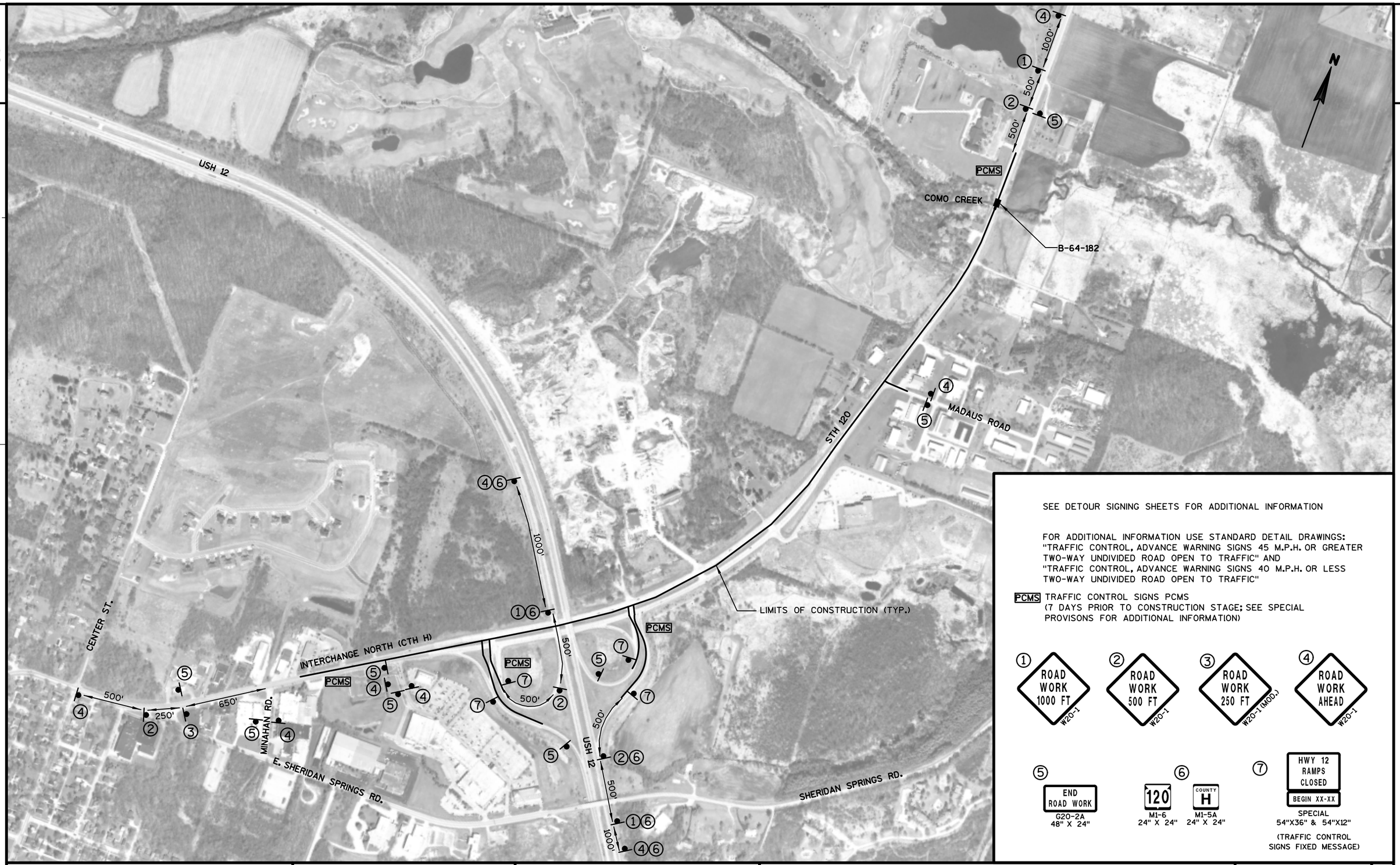
FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

PCMS TRAFFIC CONTROL SIGNS PCMS
(7 DAYS PRIOR TO DIRECTIONAL DETOUR; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

① ROAD WORK 1000 FT W20-1
② ROAD WORK 500 FT W20-1
③ ROAD WORK 250 FT W20-1(MOD.)
④ ROAD WORK AHEAD W20-1
⑤ END ROAD WORK G20-2A 48" X 24"
⑥ 120 M1-6 24" X 24" / COUNTY H M1-5A 24" X 24"
⑦ RAMP CLOSED AHEAD W20-53A
⑧ RAMP CLOSED 1000 FT W20-53C
⑦ ROAD CLOSED AHEAD W20-3
⑧ ROAD CLOSED 1000 FT W20-3
⑨ ROAD CLOSED 500 FT W20-3

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ADVANCE WARNING - STAGE 1 - SB STH 120 DIRECTIONAL DETOUR	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026000D_s1_SB STH 120 Advance Warning.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



SEE DETOUR SIGNING SHEETS FOR ADDITIONAL INFORMATION

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

PCMS TRAFFIC CONTROL SIGNS PCMS
(7 DAYS PRIOR TO CONSTRUCTION STAGE; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

① ROAD WORK 1000 FT W20-1

② ROAD WORK 500 FT W20-1

③ ROAD WORK 250 FT W20-1 (MOD.)

④ ROAD WORK AHEAD W20-1

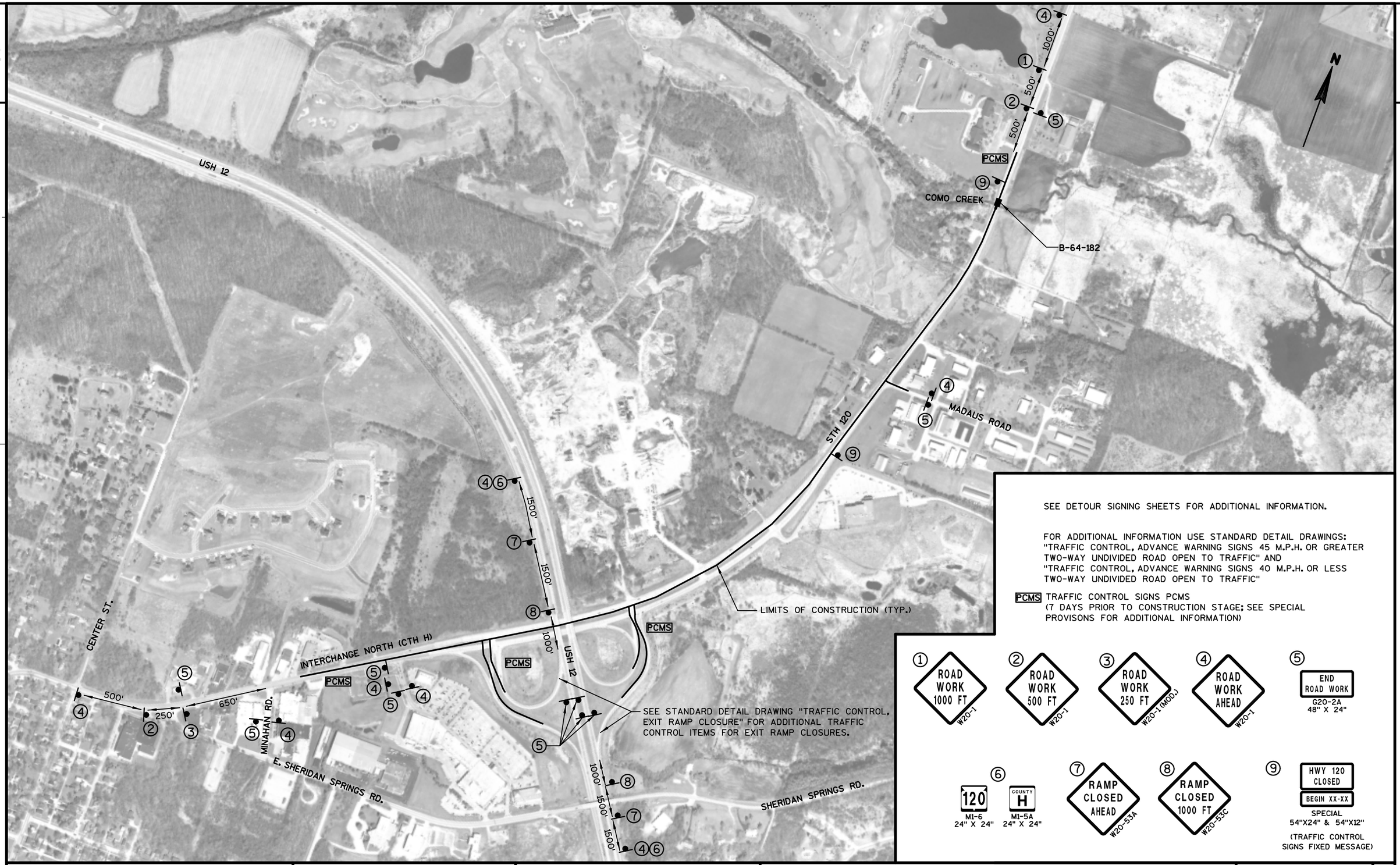
⑤ END ROAD WORK G20-2A 48" X 24"

⑥ 120 M1-6 24" X 24" / COUNTY H M1-5A 24" X 24"

⑦ HWY 12 RAMPS CLOSED / BEGIN XX-XX SPECIAL 54"X36" & 54"X12" (TRAFFIC CONTROL SIGNS FIXED MESSAGE)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ADVANCE WARNING - STAGE 2A	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026000E_s2a_Advance Warning.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



SEE DETOUR SIGNING SHEETS FOR ADDITIONAL INFORMATION.

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

PCMS TRAFFIC CONTROL SIGNS PCMS
(7 DAYS PRIOR TO CONSTRUCTION STAGE; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

① ROAD WORK 1000 FT W20-1

② ROAD WORK 500 FT W20-1

③ ROAD WORK 250 FT W20-1 (MOD.)

④ ROAD WORK AHEAD W20-1

⑤ END ROAD WORK
G20-2A
48" X 24"

⑥ 120 M1-6 24" X 24"
COUNTY H M1-5A 24" X 24"

⑦ RAMP CLOSED AHEAD W20-53A

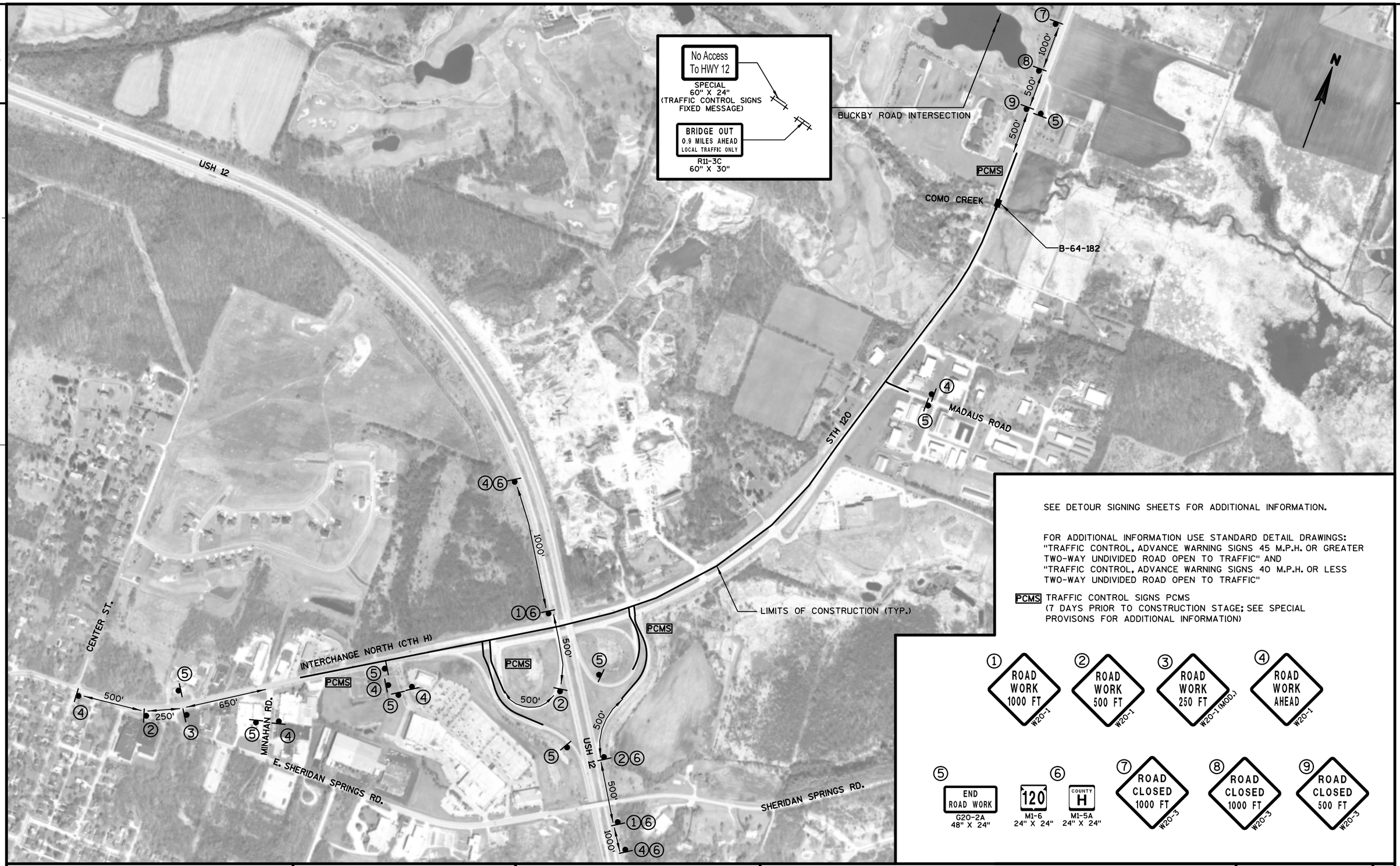
⑧ RAMP CLOSED 1000 FT W20-53C

⑨ HWY 120 CLOSED
BEGIN XX-XX
SPECIAL
54"X24" & 54"X12"
(TRAFFIC CONTROL SIGNS FIXED MESSAGE)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ADVANCE WARNING - STAGE 2B	SHEET 195 E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026000F_s2b_Advance Warning.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



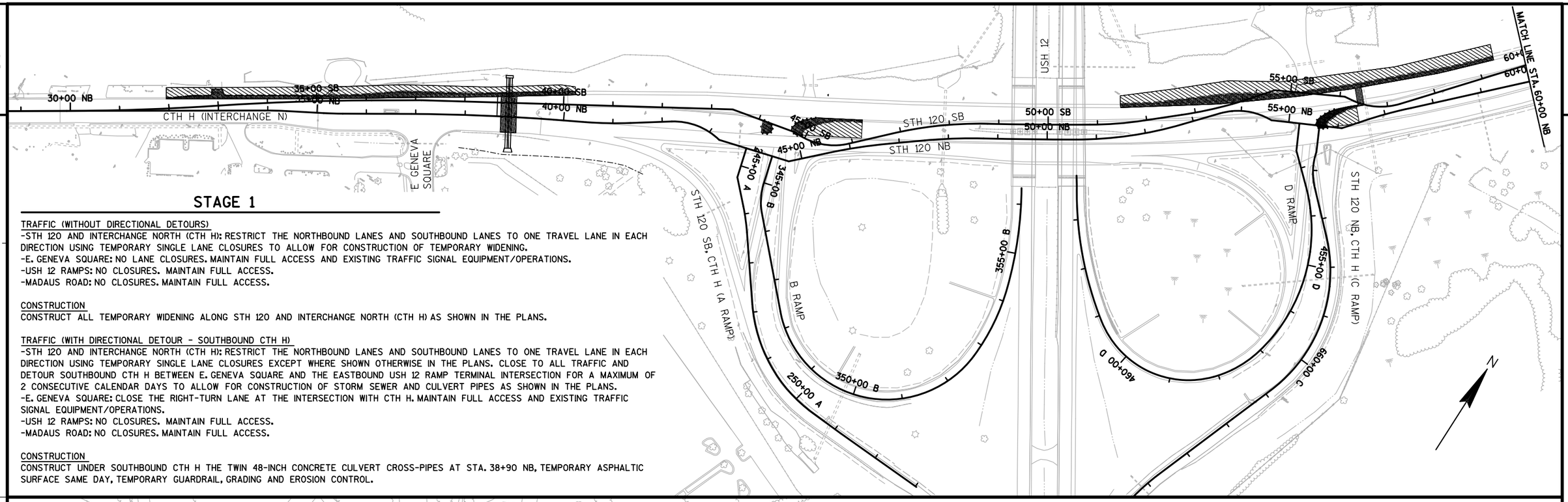
SEE DETOUR SIGNING SHEETS FOR ADDITIONAL INFORMATION.

FOR ADDITIONAL INFORMATION USE STANDARD DETAIL DRAWINGS:
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND
"TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

PCMS TRAFFIC CONTROL SIGNS PCMS
(7 DAYS PRIOR TO CONSTRUCTION STAGE; SEE SPECIAL PROVISONS FOR ADDITIONAL INFORMATION)

① ROAD WORK 1000 FT W20-1
② ROAD WORK 500 FT W20-1
③ ROAD WORK 250 FT W20-1 (MOD.)
④ ROAD WORK AHEAD W20-1
⑤ END ROAD WORK G20-2A 48" X 24"
⑥ 120 M1-6 24" X 24" / COUNTY H M1-5A 24" X 24"
⑦ ROAD CLOSED 1000 FT W20-3
⑧ ROAD CLOSED 1000 FT W20-3
⑨ ROAD CLOSED 500 FT W20-3

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ADVANCE WARNING - STAGE 3	SHEET 196 E



STAGE 1

TRAFFIC (WITHOUT DIRECTIONAL DETOURS)
-STH 120 AND INTERCHANGE NORTH (CTH H): RESTRICT THE NORTHBOUND LANES AND SOUTHBOUND LANES TO ONE TRAVEL LANE IN EACH DIRECTION USING TEMPORARY SINGLE LANE CLOSURES TO ALLOW FOR CONSTRUCTION OF TEMPORARY WIDENING.
-E. GENEVA SQUARE: NO LANE CLOSURES. MAINTAIN FULL ACCESS AND EXISTING TRAFFIC SIGNAL EQUIPMENT/OPERATIONS.
-USH 12 RAMPS: NO CLOSURES. MAINTAIN FULL ACCESS.
-MADAUS ROAD: NO CLOSURES. MAINTAIN FULL ACCESS.

CONSTRUCTION
CONSTRUCT ALL TEMPORARY WIDENING ALONG STH 120 AND INTERCHANGE NORTH (CTH H) AS SHOWN IN THE PLANS.

TRAFFIC (WITH DIRECTIONAL DETOUR - SOUTHBOUND CTH H)
-STH 120 AND INTERCHANGE NORTH (CTH H): RESTRICT THE NORTHBOUND LANES AND SOUTHBOUND LANES TO ONE TRAVEL LANE IN EACH DIRECTION USING TEMPORARY SINGLE LANE CLOSURES EXCEPT WHERE SHOWN OTHERWISE IN THE PLANS. CLOSE TO ALL TRAFFIC AND DETOUR SOUTHBOUND CTH H BETWEEN E. GENEVA SQUARE AND THE EASTBOUND USH 12 RAMP TERMINAL INTERSECTION FOR A MAXIMUM OF 2 CONSECUTIVE CALENDAR DAYS TO ALLOW FOR CONSTRUCTION OF STORM SEWER AND CULVERT PIPES AS SHOWN IN THE PLANS.
-E. GENEVA SQUARE: CLOSE THE RIGHT-TURN LANE AT THE INTERSECTION WITH CTH H. MAINTAIN FULL ACCESS AND EXISTING TRAFFIC SIGNAL EQUIPMENT/OPERATIONS.
-USH 12 RAMPS: NO CLOSURES. MAINTAIN FULL ACCESS.
-MADAUS ROAD: NO CLOSURES. MAINTAIN FULL ACCESS.

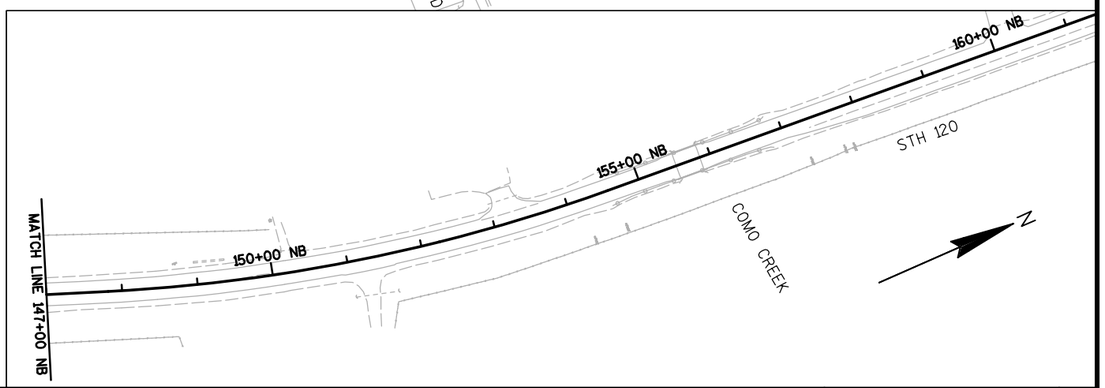
CONSTRUCTION
CONSTRUCT UNDER SOUTHBOUND CTH H THE TWIN 48-INCH CONCRETE CULVERT CROSS-PIPES AT STA. 38+90 NB, TEMPORARY ASPHALTIC SURFACE SAME DAY, TEMPORARY GUARDRAIL, GRADING AND EROSION CONTROL.



STAGE 1 (CONT'D)

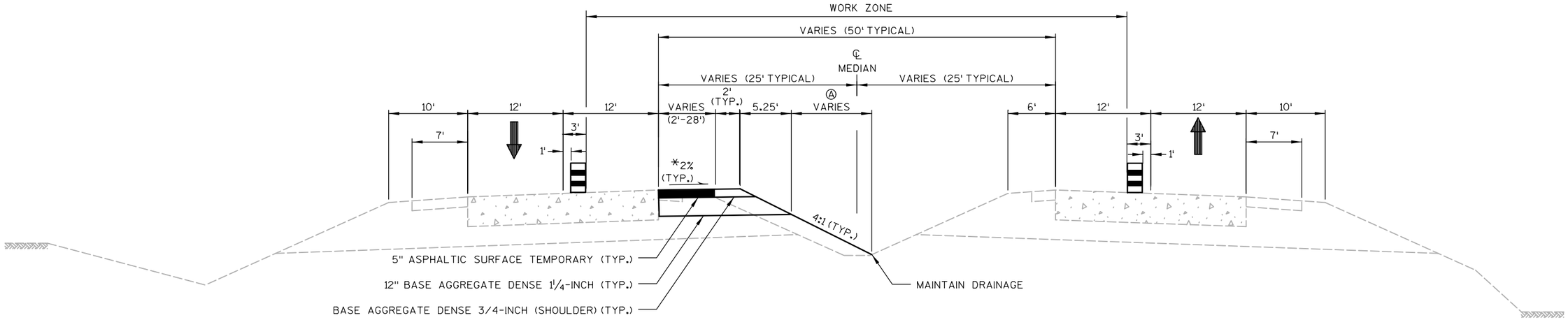
TRAFFIC (WITH DIRECTIONAL DETOUR - SOUTHBOUND STH 120, NORTHBOUND CTH H, AND USH 12 EXIT RAMPS)
-STH 120 AND INTERCHANGE NORTH (CTH H): RESTRICT THE NORTHBOUND LANES AND SOUTHBOUND LANES TO ONE TRAVEL LANE IN EACH DIRECTION USING TEMPORARY SINGLE LANE CLOSURES. CLOSE TO ALL TRAFFIC AND DETOUR SOUTHBOUND STH 120 AND NORTHBOUND CTH H BETWEEN E. GENEVA SQUARE AND THE MEDIAN OPENING AT STA. 68+00 NB FOR A MAXIMUM OF 2 CONSECUTIVE CALENDAR DAYS TO ALLOW FOR CONSTRUCTION OF STORM SEWER AND CULVERT PIPES AS SHOWN IN THE PLANS.
-E. GENEVA SQUARE: NO LANE CLOSURES. MAINTAIN FULL ACCESS AND EXISTING TRAFFIC SIGNAL EQUIPMENT/OPERATIONS.
-USH 12 RAMPS: CLOSE AND DETOUR THE EASTBOUND AND WESTBOUND USH 12 EXIT RAMPS AS SHOWN IN THE PLANS. MAINTAIN FULL ACCESS TO ENTRANCE RAMPS ONTO USH 12.
-MADAUS ROAD: NO CLOSURES. MAINTAIN FULL ACCESS.

CONSTRUCTION
-CONSTRUCT UNDER NORTHBOUND CTH H THE TWIN 48-INCH CONCRETE CULVERT CROSS-PIPES AT STA. 38+90 NB, TEMPORARY ASPHALTIC SURFACE SAME DAY, TEMPORARY GUARDRAIL, GRADING AND EROSION CONTROL.
-CONSTRUCT STORM SEWER CROSSINGS UNDER SOUTHBOUND STH 120 AT STA. 56+59 NB LT AND AT STA. 63+75 SB LT AND ASSOCIATED TEMPORARY ASPHALTIC SURFACE SAME DAY, GRADING AND EROSION CONTROL.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING OVERVIEW - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026002_s1_Stage 1_Overview.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42



STAGE 1 TYPICAL SECTION (EXISTING STH 120 WIDENING WITH INSIDE LANE CLOSURE)

STA. 43+94 EX - STA. 45+94 EX
STA. 55+10 EX - STA. 56+05 EX
STA. 65+25 SB - STA. 68+14 SB

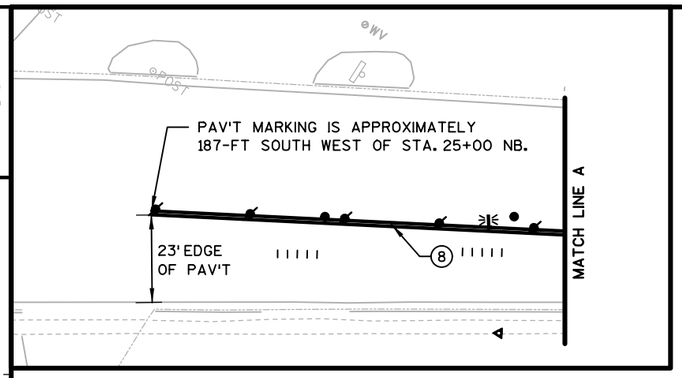
Ⓐ SALVAGED TOPSOIL; TOPSOIL; SEEDING
TEMPORARY AND MULCHING

* MATCH ADJACENT PAVEMENT CROSS SLOPE

SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL LAYOUT AND EROSION CONTROL INFORMATION

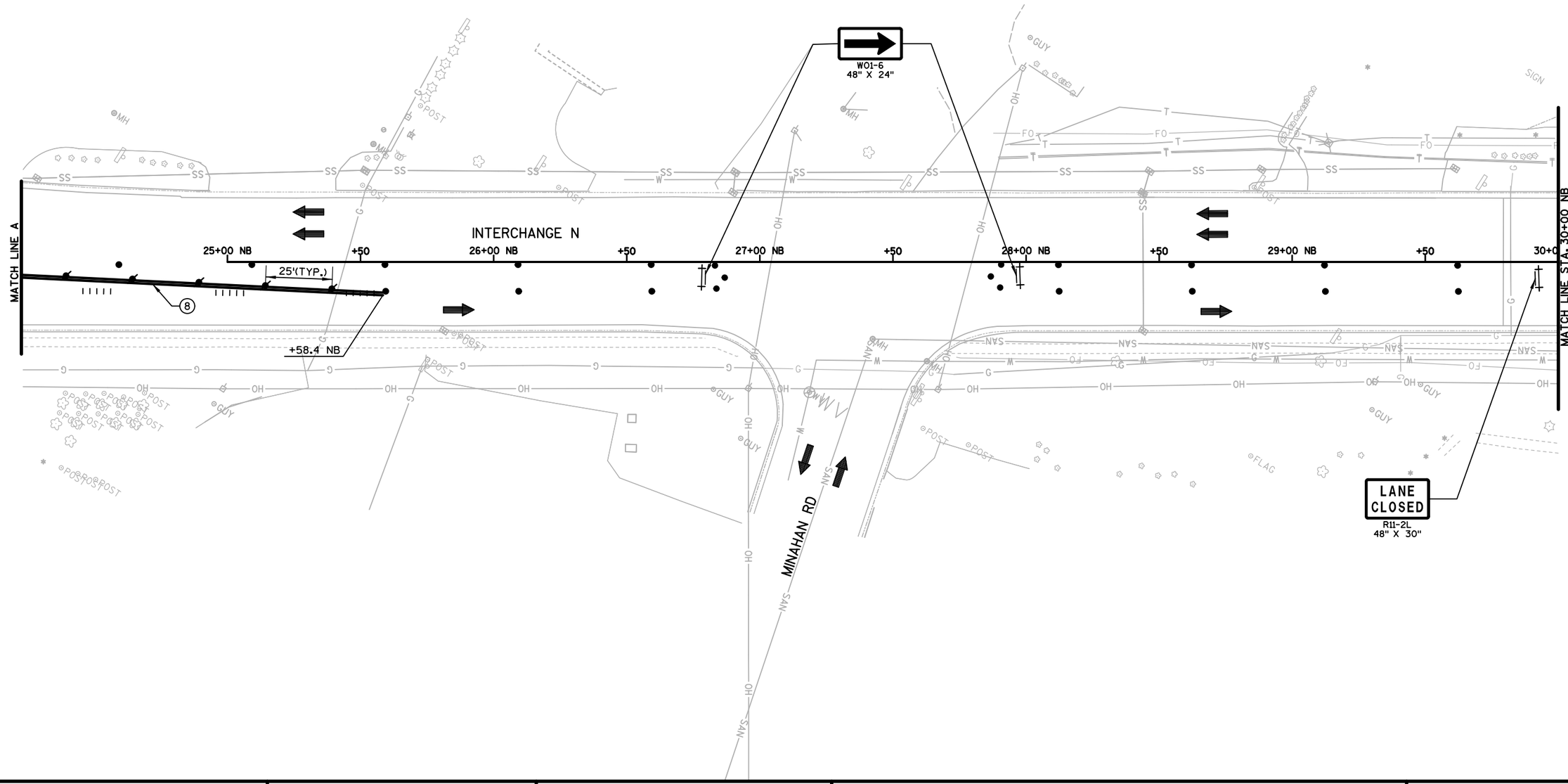
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING TYPICALS - STAGE 1	SHEET 198	E

2



SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

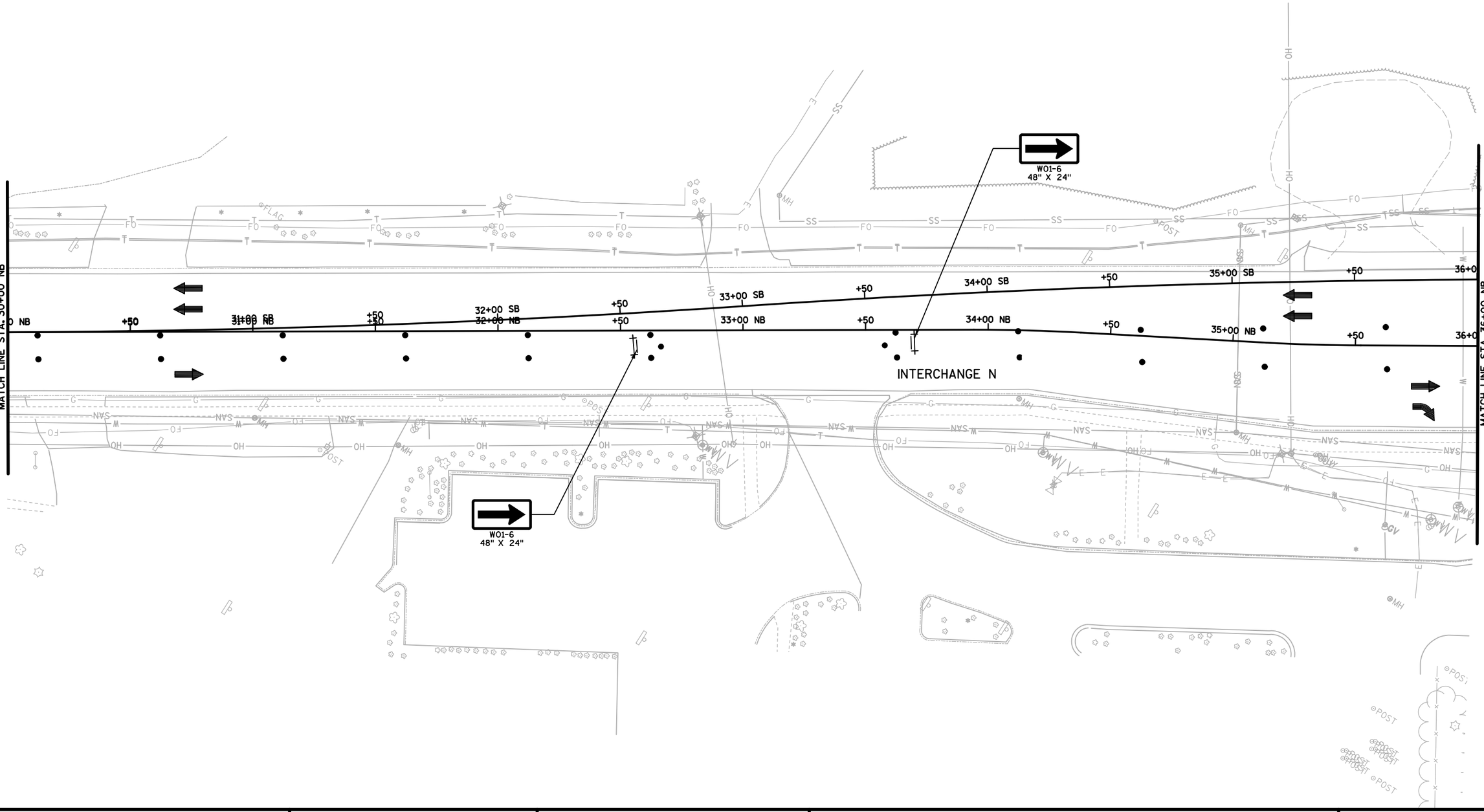
2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET 199 E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026004_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET 200	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026005_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

N

INTERCHANGE N

36+00 SB +50 37+00 SB +50 38+00 SB +50 39+00 SB +50 40+00 SB +50 41+00 SB +50 42+00 SB

36+00 NB +50 37+00 NB +50 38+00 NB +50 39+00 NB +50 40+00 NB +50 41+00 NB +50 42+00 NB

MATCH LINE STA. 36+00 NB

MATCH LINE STA. 42+00 NB

INTERCHANGE N

W01-6
48" X 24"

W01-6
48" X 24"

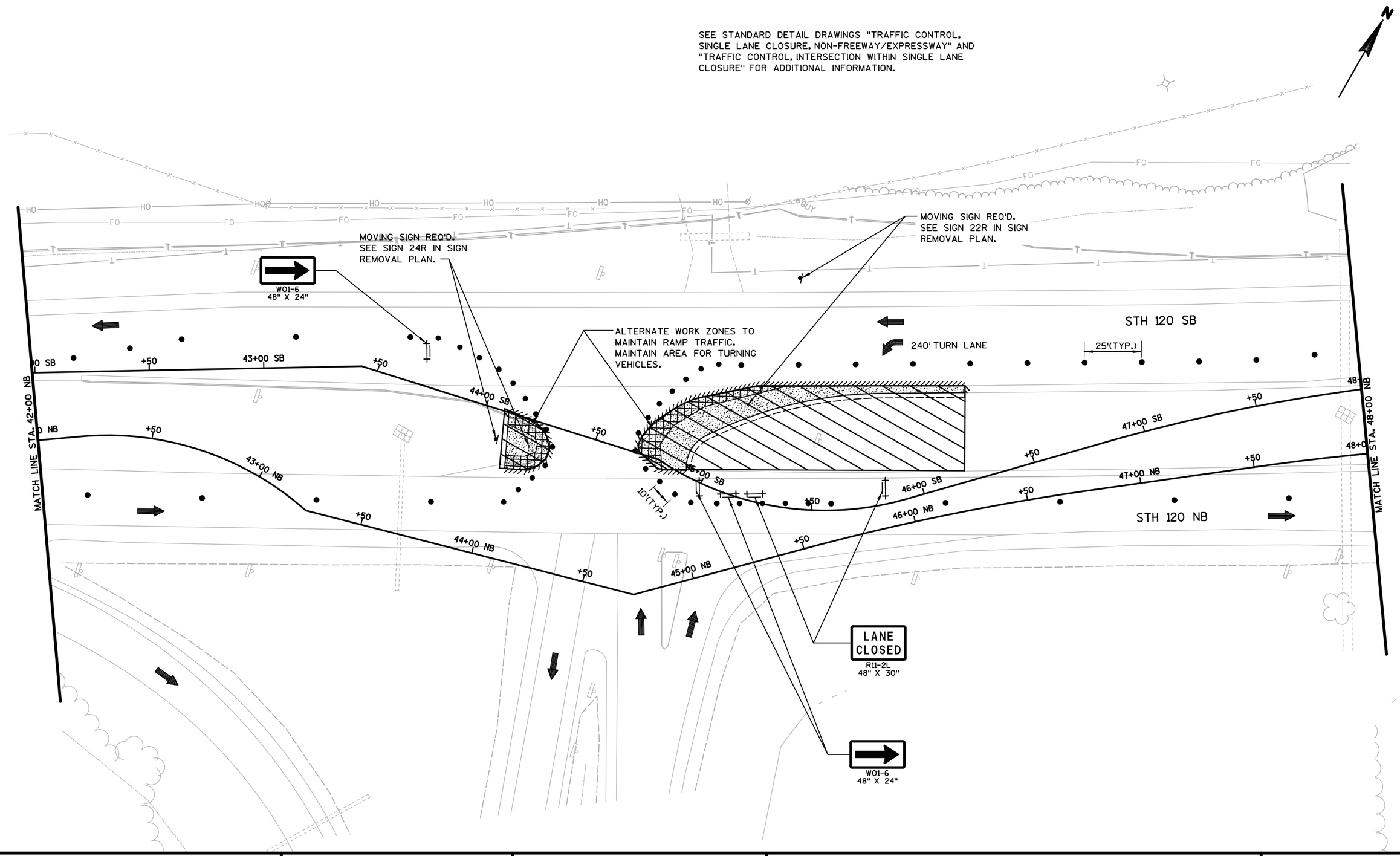
LANE CLOSED
R11-2(MOD)
48" X 30"

E. GENEVA SQUARE

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026006_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026007_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

USH 12 EB

USH 12 WB

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

LANE CLOSED
R11-2L
48" X 30"

150' LONG TURN LANE TAPER

STH 120 SB

MATCH LINE STA. 48+00 NB

49+00 SB

50+00 SB

51+00 SB

52+00 SB

53+00 SB

54+00 SB

49+00 NB

50+00 NB

51+00 NB

52+00 NB

53+00 NB

54+00 NB

MATCH LINE STA. 54+00 NB

STH 120 NB

LANE CLOSED
R11-2L
48" X 30"

25'(TYP.)

150' LONG TURN LANE TAPER

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

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026008_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

W01-6
48" X 24"

MATCH LINE STA. 54+00 NB

55+00 SB

56+00 SB

55+00 NB

100' TURN LANE

MAINTAIN AREA FOR TURNING VEHICLES.

125' TURN LANE

25'(TYP.)

150' LONG TURN LANE TAPER

STH 120 SB

57+00 SB

58+00 SB

59+00 SB

57+00 NB

58+00 NB

59+00 NB

STH 120 NB

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

MATCH LINE STA. 60+00 NB

LANE CLOSED
R11-2L
48" X 30"

W01-6
48" X 24"

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026009_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

W01-6
48" X 24"

10'(TYP.)

LANE CLOSED
R11-2L
48" X 30"

MATCH LINE STA. 60+00 NB

60+00 SB
+50
61+00 SB
+50
62+00 SB
+50
63+00 SB
+50
64+00 SB
+50
65+00 SB
+50

STH 120 SB

MATCH LINE STA. 66+00 NB

NB
+50
61+00 NB
+50
62+00 NB
+50
63+00 NB
+50
64+00 NB
+50
65+00 NB
+50
66+0

100' TURN LANE

150' LONG TURN LANE TAPER
25'(TYP.)

STH 120 NB

W01-6
48" X 24"

LANE CLOSED
R11-2L
48" X 30"

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

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026010_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

W01-6
48" X 24"

ALTERNATE WORK ZONES TO MAINTAIN TRAFFIC

LANE CLOSED
R11-2L
48" X 30"

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

MATCH LINE STA. 66+00 NB

66+00 SB +50 67+00 SB +50 68+00 SB +50 69+00 SB +50 70+00 SB +50 71+00 SB +50

10'(TYP.)

100' TURN LANE

25'(TYP.)

150' LONG TURN LANE TAPER

STH 120 SB

67+00 NB +50 68+00 NB +50 69+00 NB +50 70+00 NB +50 71+00 NB +50 72+0

100' TURN LANE

STH 120 NB

MOVING SIGN REQ'D.
SEE SIGN 69R IN SIGN REMOVAL PLAN.

W01-6
48" X 24"

LANE CLOSED
R11-2L
48" X 30"

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET 206	E

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

N

WO1-6
48" X 24"

STH 120

72+00 SB
+50
73+00 SB
+50
74+00 SB

MATCH LINE STA. 72+00 NB
NB
+50
73+00 NB
+50
74+00 NB
+50
75+00 NB
25'(TYP.)
+50
76+00 NB
+50
77+00 NB
+50
78+0

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - INSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026012_s1_Inside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

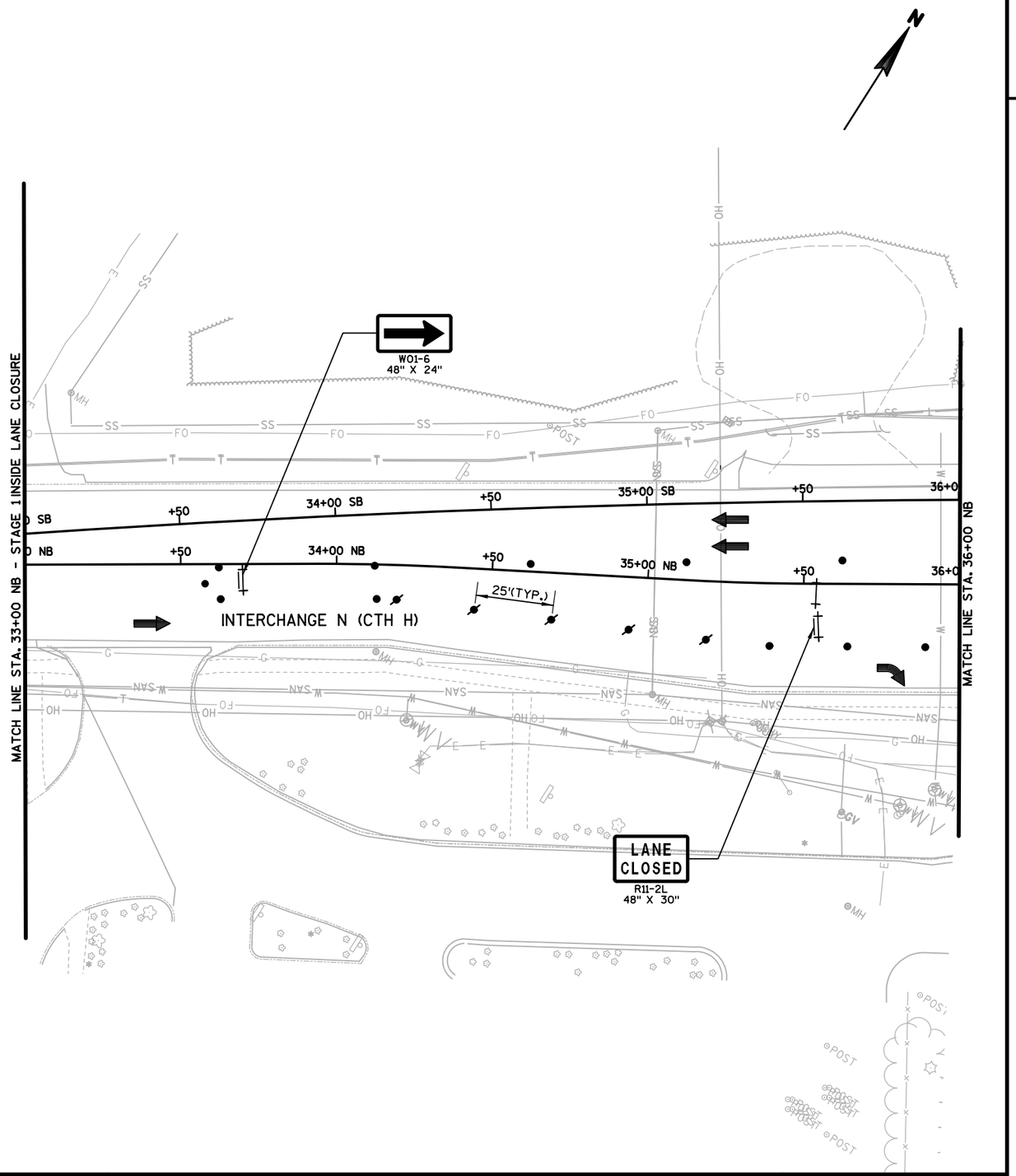
2

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

THIS SHEET SHOWS TRAFFIC CONTROL REQUIRED DURING THE DIRECTIONAL DETOUR OF SOUTHBOUND CTH H IN STAGE 1 TO ALLOW FOR THE INSTALLATION OF THE CROSS PIPES AT STA. 38+90 NB.

DURING THE CTH H SOUTHBOUND DIRECTIONAL DETOUR POST THE DETOUR FOR SOUTHBOUND CTH H AS SHOWN ON THE DETOUR ROUTE SHEETS. COVER ALL DETOUR SIGNAGE FOR NORTHBOUND CTH H AND FOR STH 120.

REFER TO THE ADVANCE WARNING OVERVIEW SHEET FOR ADDITIONAL SIGNAGE REQUIRED DURING THIS STAGE.



2

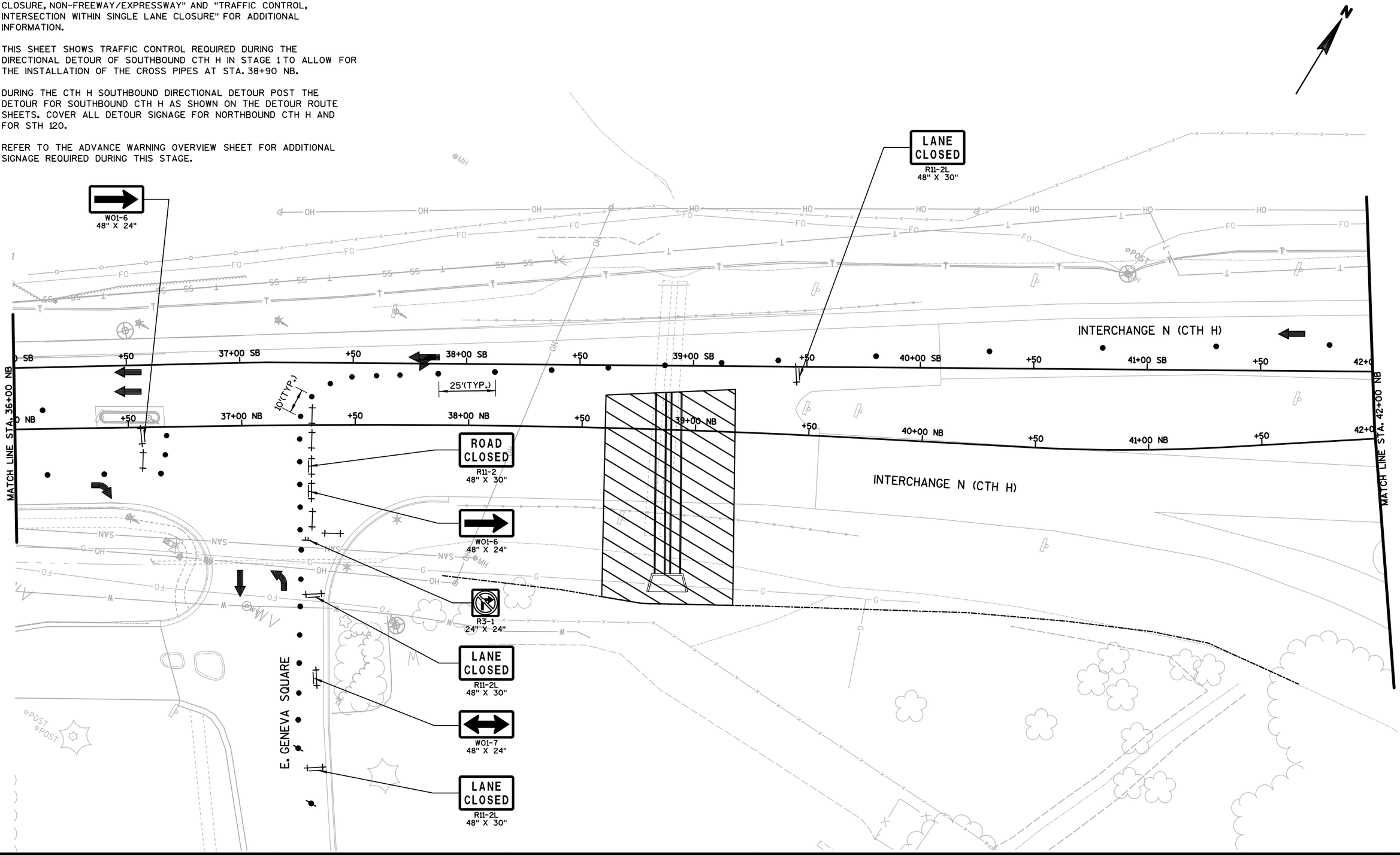
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - SB CTH H DETOUR	SHEET 208	E

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

THIS SHEET SHOWS TRAFFIC CONTROL REQUIRED DURING THE DIRECTIONAL DETOUR OF SOUTHBOUND CTH H IN STAGE 1 TO ALLOW FOR THE INSTALLATION OF THE CROSS PIPES AT STA. 38+90 NB.

DURING THE CTH H SOUTHBOUND DIRECTIONAL DETOUR POST THE DETOUR FOR SOUTHBOUND CTH H AS SHOWN ON THE DETOUR ROUTE SHEETS. COVER ALL DETOUR SIGNAGE FOR NORTHBOUND CTH H AND FOR STH 120.

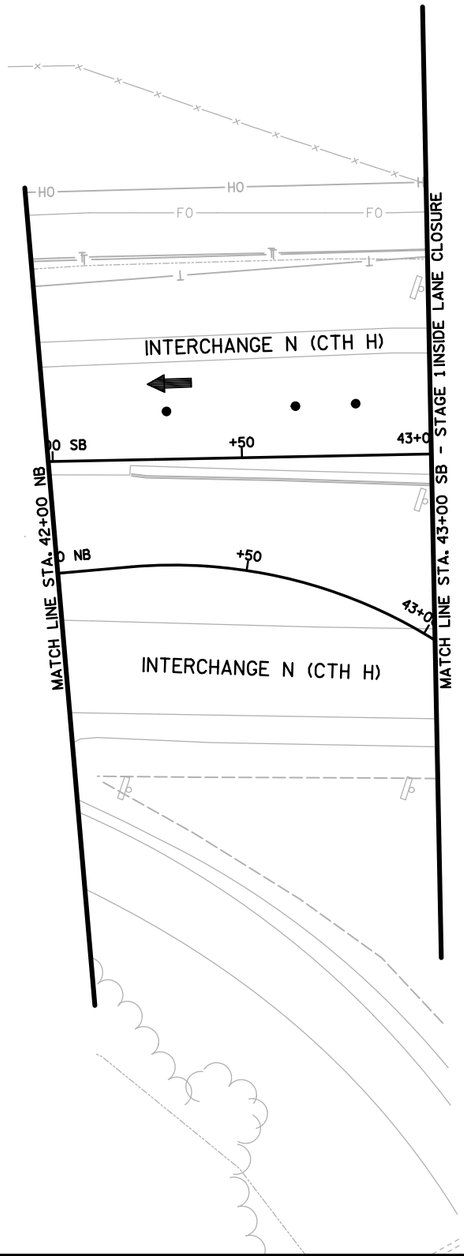
REFER TO THE ADVANCE WARNING OVERVIEW SHEET FOR ADDITIONAL SIGNAGE REQUIRED DURING THIS STAGE.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - SB CTH H DETOUR	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026012b_s1_Southbound CTH H Directional Detour.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

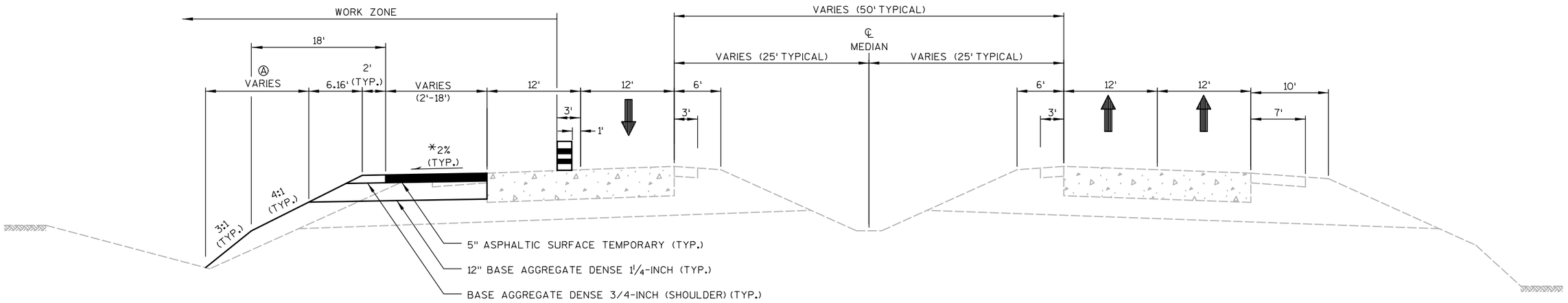
THIS SHEET SHOWS TRAFFIC CONTROL REQUIRED DURING THE DIRECTIONAL DETOUR OF SOUTHBOUND CTH H IN STAGE 1 TO ALLOW FOR THE INSTALLATION OF THE CROSS PIPES AT STA. 38+90 NB.

DURING THE CTH H SOUTHBOUND DIRECTIONAL DETOUR POST THE DETOUR FOR SOUTHBOUND CTH H AS SHOWN ON THE DETOUR ROUTE SHEETS. COVER ALL DETOUR SIGNAGE FOR NORTHBOUND CTH H AND FOR STH 120.

REFER TO THE ADVANCE WARNING OVERVIEW SHEET FOR ADDITIONAL SIGNAGE REQUIRED DURING THIS STAGE.

2

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - SB CTH H DETOUR	SHEET 210	E



STAGE 1 TYPICAL SECTION (EXISTING STH 120 WIDENING WITH OUTSIDE LANE CLOSURE)
STA. 31+95 SB - STA. 40+24 SB
STA. 51+00 EX - STA. 59+00 EX

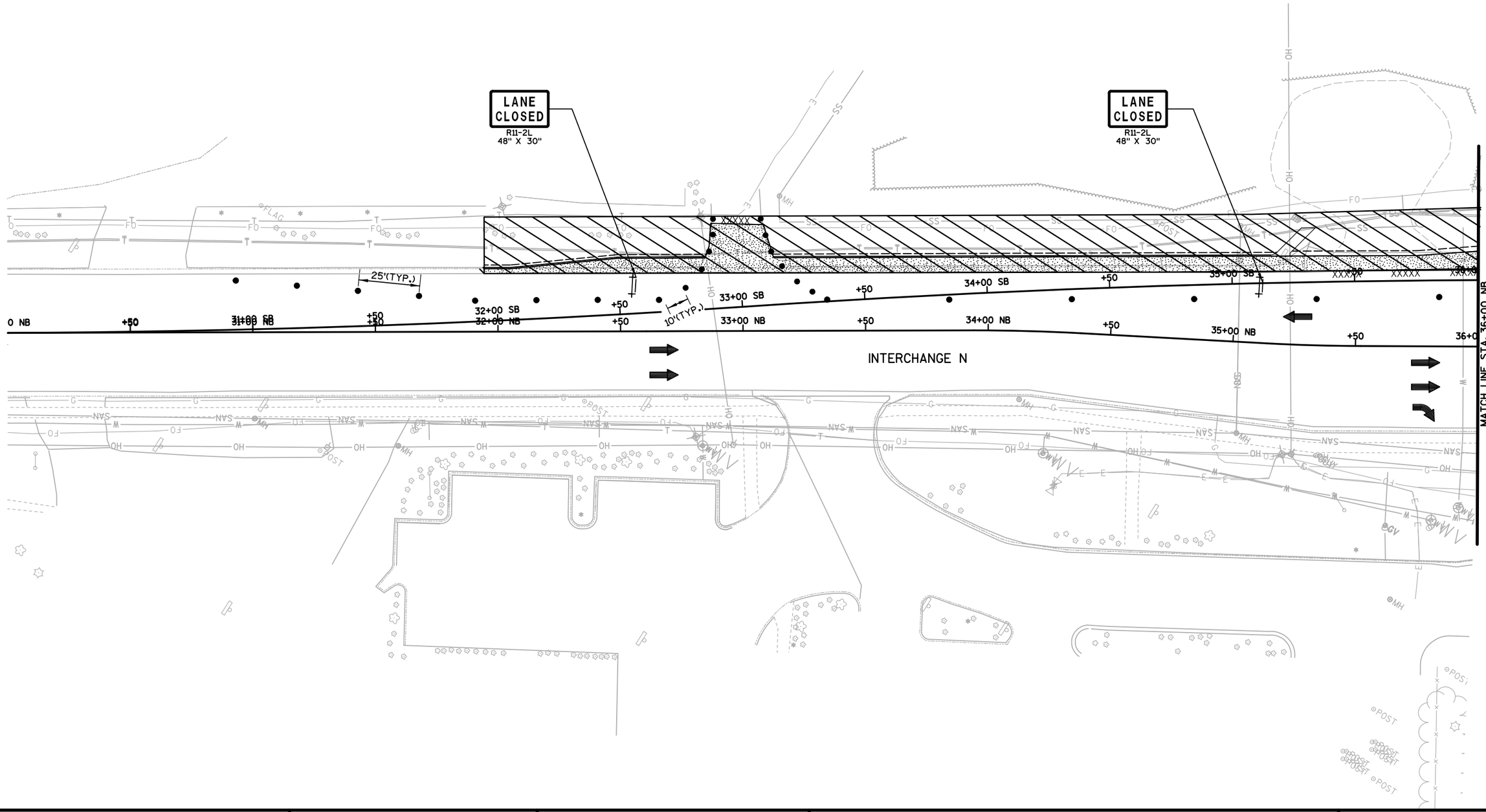
Ⓐ SALVAGED TOPSOIL; TOPSOIL; SEEDING
TEMPORARY AND MULCHING

* MATCH ADJACENT PAVEMENT CROSS SLOPE

SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL LAYOUT AND EROSION CONTROL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING TYPICALS - STAGE 1	SHEET 211	E

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET 212	E

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

MAINTAIN EXISTING SIGNAL EQUIPMENT AND OPERATIONS UNTIL END OF STAGE 1

EXISTING GUARDRAIL TO REMAIN.

LANE CLOSED
R11-2L
48" X 30"

INTERCHANGE N

MATCH LINE STA. 36+00 NB

37+00 NB

38+00 NB

39+00 NB

40+00 NB

41+00 NB

MATCH LINE STA. 42+00 NB

37+00 SB

38+00 SB

39+00 SB

40+00 SB

41+00 SB

10'(TYP.)

W01-6
48" X 24"

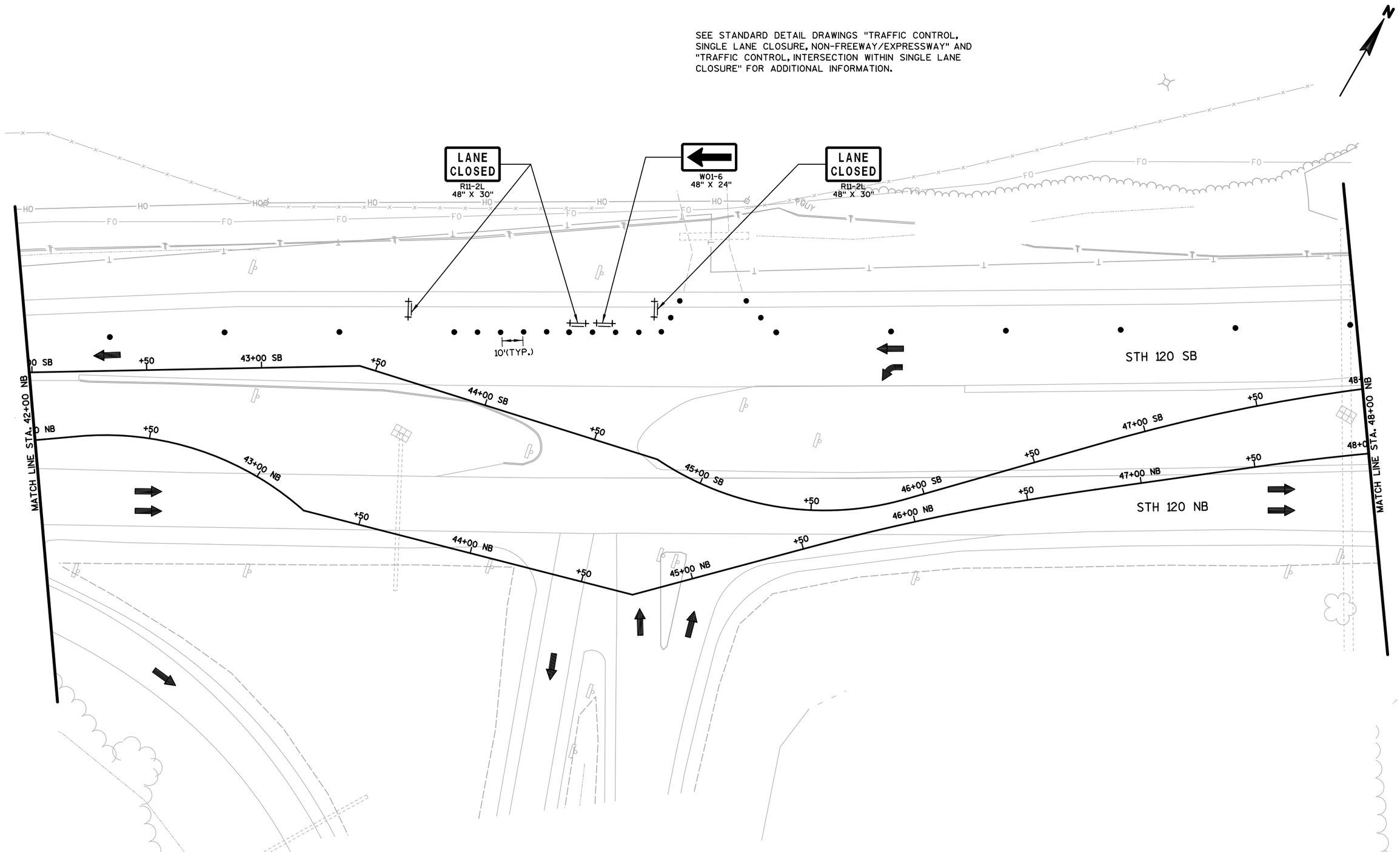
LANE CLOSED
R11-2L
48" X 30"

E. GENEVA SQUARE

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET 213	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026015_s1_Outside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

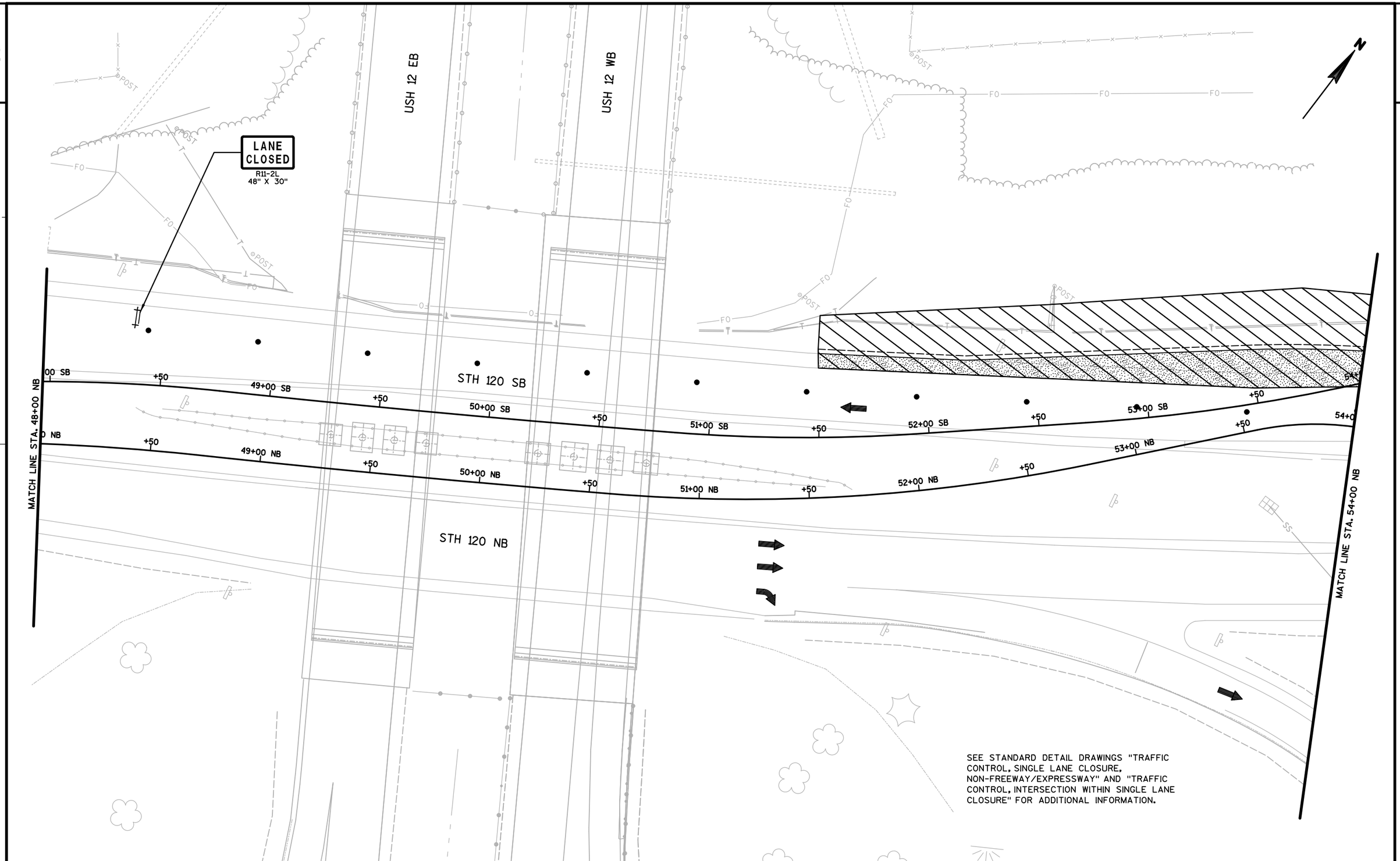


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026016_s1_Outside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2



SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026017_s1_Outside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

MOVING SIGN REQ'D. SEE SIGN 44R IN SIGN REMOVAL PLAN.

LANE CLOSED
R11-2L
48" X 30"

10'(TYP.)

MATCH LINE STA. 54+00 NB

MATCH LINE STA. 60+00 NB

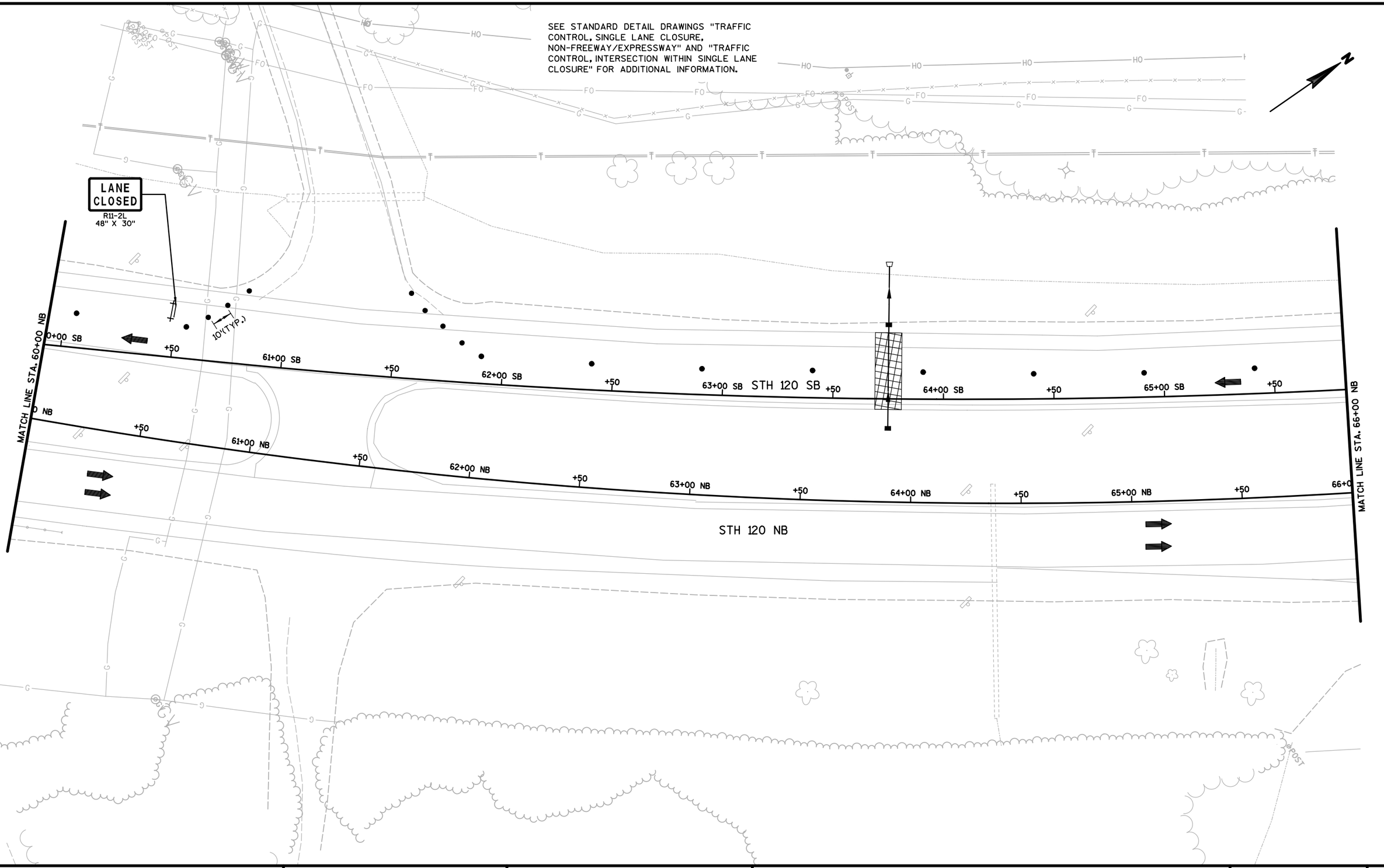
STH 120 SB

STH 120 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026018_s1_Outside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

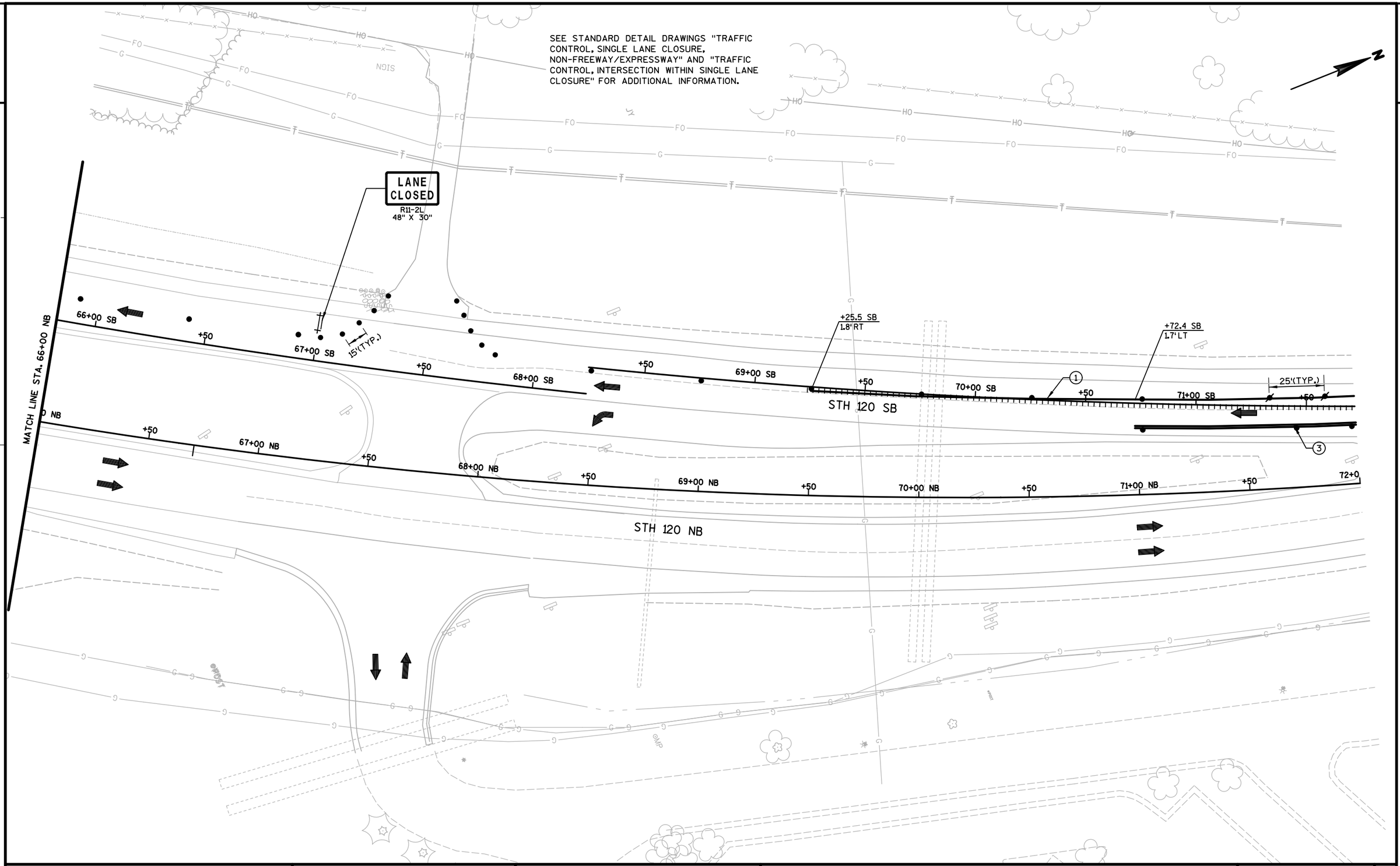
SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026019_s1_Outside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

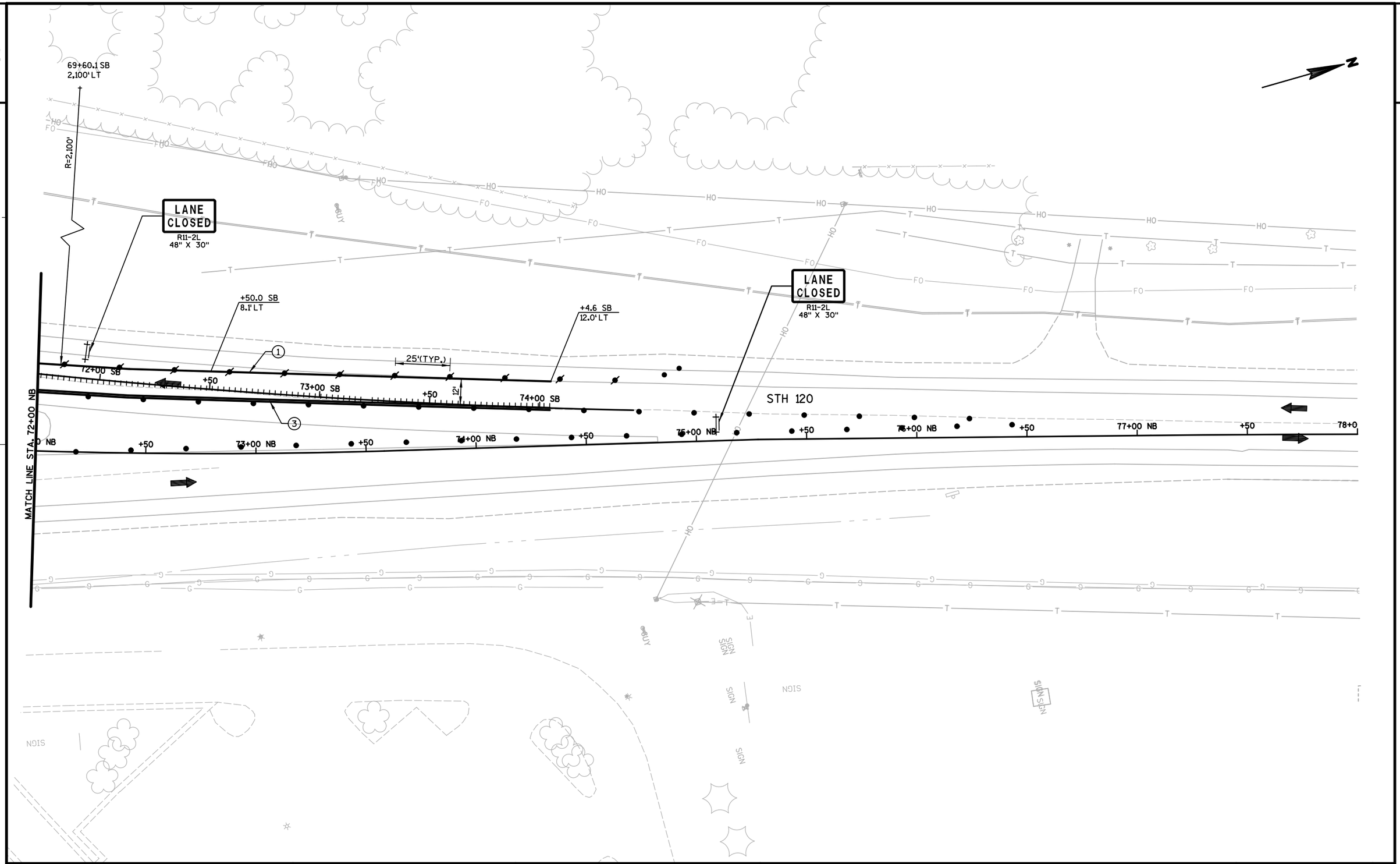
SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



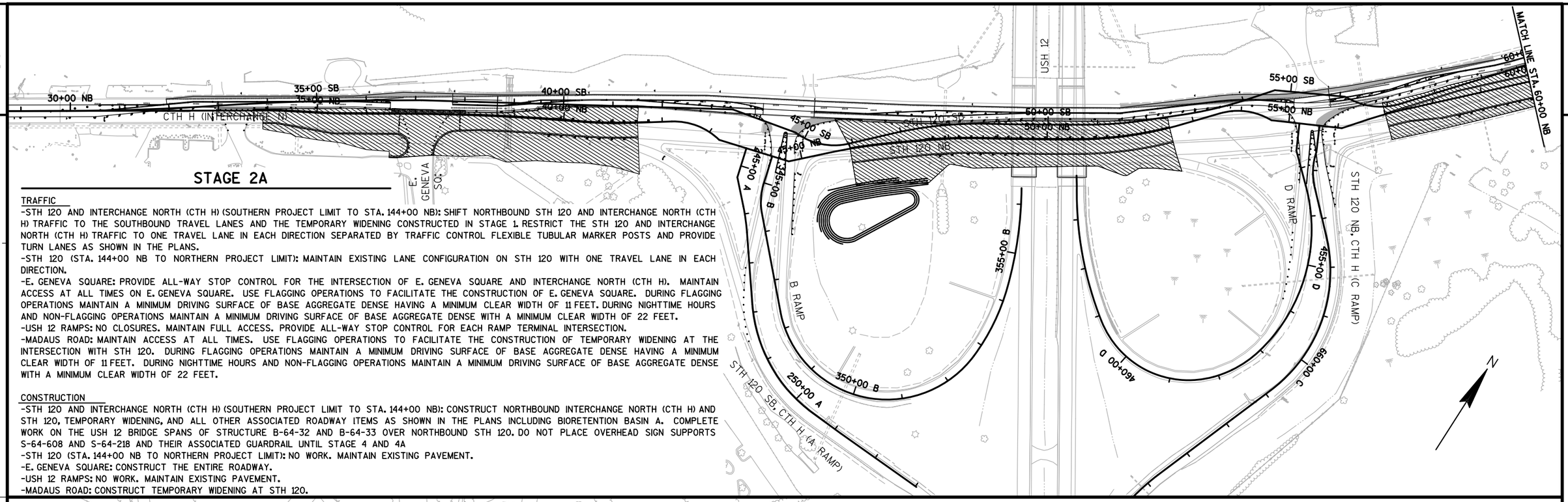
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026020_s1_Outside Closure.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 1 - OUTSIDE LANE CLOSURE	SHEET 219	E



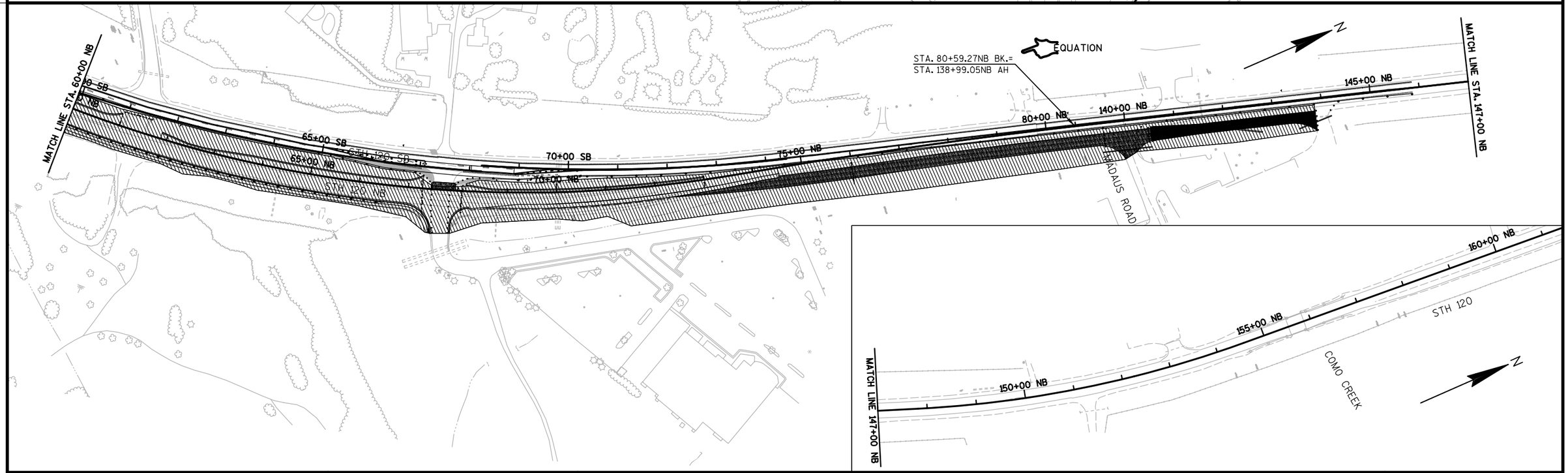
STAGE 2A

TRAFFIC

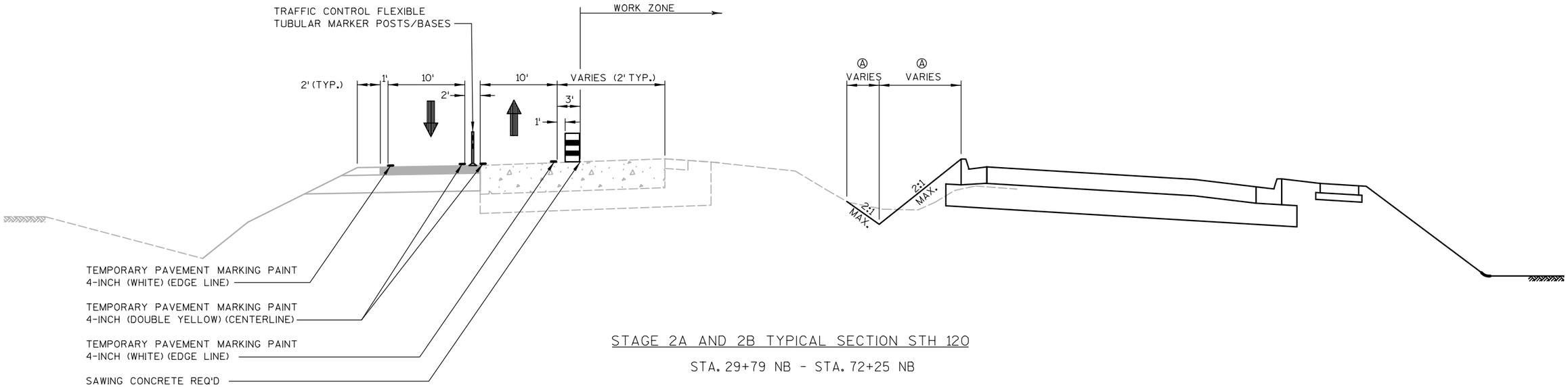
-STH 120 AND INTERCHANGE NORTH (CTH H) (SOUTHERN PROJECT LIMIT TO STA. 144+00 NB): SHIFT NORTHBOUND STH 120 AND INTERCHANGE NORTH (CTH H) TRAFFIC TO THE SOUTHBOUND TRAVEL LANES AND THE TEMPORARY WIDENING CONSTRUCTED IN STAGE 1. RESTRICT THE STH 120 AND INTERCHANGE NORTH (CTH H) TRAFFIC TO ONE TRAVEL LANE IN EACH DIRECTION SEPARATED BY TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND PROVIDE TURN LANES AS SHOWN IN THE PLANS.
-STH 120 (STA. 144+00 NB TO NORTHERN PROJECT LIMIT): MAINTAIN EXISTING LANE CONFIGURATION ON STH 120 WITH ONE TRAVEL LANE IN EACH DIRECTION.
-E. GENEVA SQUARE: PROVIDE ALL-WAY STOP CONTROL FOR THE INTERSECTION OF E. GENEVA SQUARE AND INTERCHANGE NORTH (CTH H). MAINTAIN ACCESS AT ALL TIMES ON E. GENEVA SQUARE. USE FLAGGING OPERATIONS TO FACILITATE THE CONSTRUCTION OF E. GENEVA SQUARE. DURING FLAGGING OPERATIONS MAINTAIN A MINIMUM DRIVING SURFACE OF BASE AGGREGATE DENSE HAVING A MINIMUM CLEAR WIDTH OF 11 FEET. DURING NIGHTTIME HOURS AND NON-FLAGGING OPERATIONS MAINTAIN A MINIMUM DRIVING SURFACE OF BASE AGGREGATE DENSE WITH A MINIMUM CLEAR WIDTH OF 22 FEET.
-USH 12 RAMPS: NO CLOSURES. MAINTAIN FULL ACCESS. PROVIDE ALL-WAY STOP CONTROL FOR EACH RAMP TERMINAL INTERSECTION.
-MADAUS ROAD: MAINTAIN ACCESS AT ALL TIMES. USE FLAGGING OPERATIONS TO FACILITATE THE CONSTRUCTION OF TEMPORARY WIDENING AT THE INTERSECTION WITH STH 120. DURING FLAGGING OPERATIONS MAINTAIN A MINIMUM DRIVING SURFACE OF BASE AGGREGATE DENSE HAVING A MINIMUM CLEAR WIDTH OF 11 FEET. DURING NIGHTTIME HOURS AND NON-FLAGGING OPERATIONS MAINTAIN A MINIMUM DRIVING SURFACE OF BASE AGGREGATE DENSE WITH A MINIMUM CLEAR WIDTH OF 22 FEET.

CONSTRUCTION

-STH 120 AND INTERCHANGE NORTH (CTH H) (SOUTHERN PROJECT LIMIT TO STA. 144+00 NB): CONSTRUCT NORTHBOUND INTERCHANGE NORTH (CTH H) AND STH 120, TEMPORARY WIDENING, AND ALL OTHER ASSOCIATED ROADWAY ITEMS AS SHOWN IN THE PLANS INCLUDING BIORETENTION BASIN A. COMPLETE WORK ON THE USH 12 BRIDGE SPANS OF STRUCTURE B-64-32 AND B-64-33 OVER NORTHBOUND STH 120. DO NOT PLACE OVERHEAD SIGN SUPPORTS S-64-608 AND S-64-218 AND THEIR ASSOCIATED GUARDRAIL UNTIL STAGE 4 AND 4A
-STH 120 (STA. 144+00 NB TO NORTHERN PROJECT LIMIT): NO WORK. MAINTAIN EXISTING PAVEMENT.
-E. GENEVA SQUARE: CONSTRUCT THE ENTIRE ROADWAY.
-USH 12 RAMPS: NO WORK. MAINTAIN EXISTING PAVEMENT.
-MADAUS ROAD: CONSTRUCT TEMPORARY WIDENING AT STH 120.

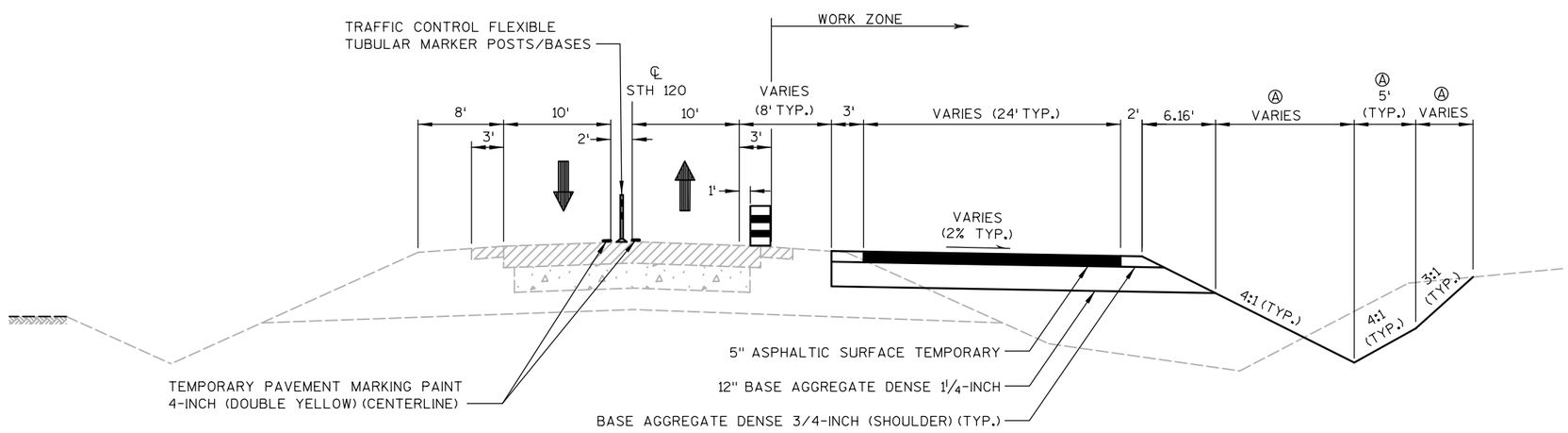


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TRAFFIC CONTROL OVERVIEW - STAGE 2A	SHEET 220	E



STAGE 2A AND 2B TYPICAL SECTION STH 120

STA. 29+79 NB - STA. 72+25 NB

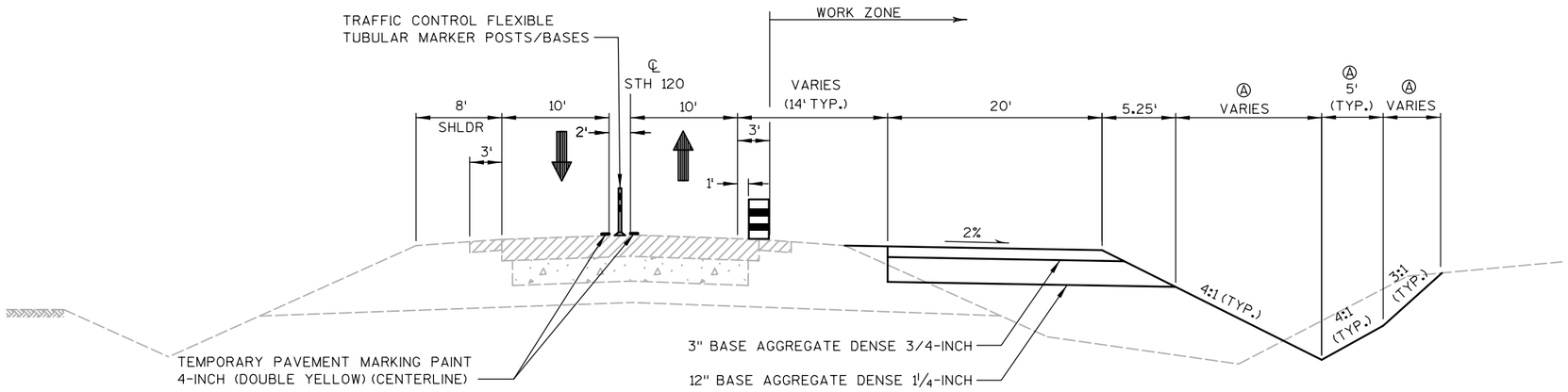


STAGE 2A TYPICAL SECTION (EXISTING STH 120 WIDENING)

STA. 72+25 NB - STA. 140+50 NB

Ⓐ SALVAGED TOPSOIL; TOPSOIL; SEEDING
TEMPORARY AND MULCHING

SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL LAYOUT AND EROSION CONTROL INFORMATION



STAGE 2A TYPICAL SECTION EXISTING STH 120 WIDENING

STA. 140+50 NB - STA. 143+85 NB

Ⓐ SALVAGED TOPSOIL; TOPSOIL; SEEDING
TEMPORARY AND MULCHING

SEE CONSTRUCTION STAGING SHEETS FOR ADDITIONAL LAYOUT AND EROSION CONTROL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING TYPICALS - STAGE 2	SHEET 222	E

2

TEMPORARY PEDESTRIAN SAFETY FENCE REQ'D

PEDESTRIAN ROUTING

TEMPORARY CURB RAMP REQ'D

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQ'D

SIDEWALK CLOSED
R9-9
24" X 12"

DETOUR
M4-9BL
30" X 24"

SIDEWALK CLOSED
R9-9
24" X 12"

DETOUR
M4-9BR
30" X 24"

E. GENEVA SQUARE

DETAILS SHOWN ON THIS SHEET ARE FOR ACCOMMODATING PEDESTRIAN TRAFFIC DURING STAGE 2 OPERATIONS. SEE STAGE 2 TRAFFIC CONTROL SHEETS FOR INFORMATION REGARDING STAGING OF VEHICULAR TRAFFIC.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 PEDESTRIAN ACCESS - PHASE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026100A_Stage 2 Pedestrian Accomodations.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

PEDESTRIAN ROUTING

TEMPORARY PEDESTRIAN SAFETY FENCE REQ'D
(ON WORK ZONE SIDE OF SIDEWALK)

SIDEWALK CLOSED
R9-9
24" X 12"

E. GENEVA SQUARE

DETAILS SHOWN ON THIS SHEET ARE FOR ACCOMMODATING PEDESTRIAN TRAFFIC DURING STAGE 2 OPERATIONS. SEE STAGE 2 TRAFFIC CONTROL SHEETS FOR INFORMATION REGARDING STAGING OF VEHICULAR TRAFFIC.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	STAGE 2 PEDESTRIAN ACCESS - PHASE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026100b_Stage 2 Pedestrian Accomodations Phase 2.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

MAINTAIN DRIVEWAY ACCESS (TYP.)

25+00 NB | +50 | 26+00 NB | +50 | 27+00 NB | +50 | 28+00 NB | +50 | 29+00 NB | +50 | 30+00

MATCH LINE STA. 30+00 EB

+28.4 NB
12' RT

25'(TYP.)

+28.4 NB
12' RT

7

+03.3 NB
12' RT

10'(TYP.)

7

R=50'

+03.3 NB
62' RT

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY EXPRESSWAY" FOR ADDITIONAL INFORMATION

MAX. 10' WIDTH
W12-52
48" X 48"

LANE CLOSED
R11-2L
48" X 30"

DO NOT PASS
R4-1
24" X 30"

W06-3

W01-4L

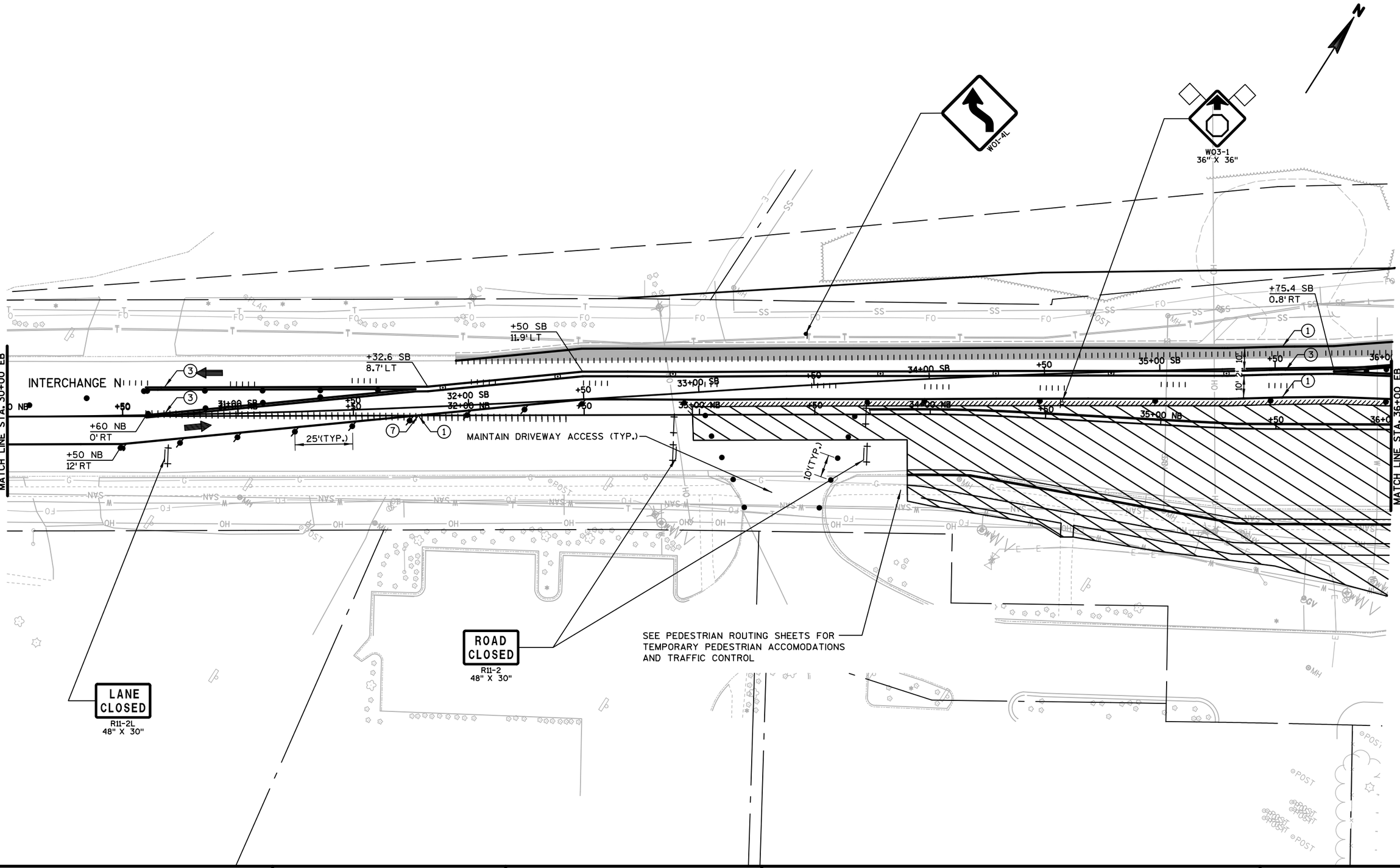
MINAHAN RD.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026101_s2a.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026102_s2a.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.

2

2

R1-1
30" X 30"
STOP
ALL WAY
R1-3P
18" X 6"
MODIFIED TYPE III BARRICADE

W06-3
DO NOT PASS
R4-1
24" X 30"

*
W6-4
12" X 18"

W03-1
36" X 36"

W06-3
DO NOT PASS
R4-1
24" X 30"

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

+75.0 SB
+18.7 SB
2.1'LT
+49.4 SB
4.8'RT
+77.8 SB
5.4'RT
+53.4 SB
8.0'LT
+24.3 SB
10.2'LT
+49.3 SB
11.9'LT

INTERCHANGE N

MATCH LINE STA. 36+00 NB
MATCH LINE STA. 42+00 NB

36+00 SB
37+00 SB
38+00 SB
39+00 SB
40+00 SB
41+00 SB
42+00 SB
+50
36+00 NB
37+00 NB
38+00 NB
39+00 NB
40+00 NB
41+00 NB
42+00 NB

R=61'
10'(TYP.)
25'(TYP.)

MOVING SIGN REQ'D. SEE SIGN 17R IN SIGN REMOVAL PLAN.

W03-1
36" X 36"

RAMP CLOSED
R11-2R
48" X 30"

W06-3
DO NOT PASS
R4-1
24" X 30"

W1-4L
30" X 30"

ROAD CLOSED
R11-2
48" X 30"

SEE NEXT PAGE FOR NEW LOCATION

MOVING SIGN REQ'D. SEE SIGN 15R IN SIGN REMOVAL PLAN.
REPLACE M6-2 WITH M06-1 21" X 21"
SIGNS TO BE PAID AS TRAFFIC CONTROL SIGNS.

R1-1
30" X 30"
STOP
ALL WAY
R1-3P
18" X 6"
MODIFIED TYPE III BARRICADE

ROAD CLOSED
R11-2
48" X 30"

E. GENEVA SQUARE

SEE PEDESTRIAN ROUTING SHEETS FOR TEMPORARY PEDESTRIAN ACCOMODATIONS AND TRAFFIC CONTROL

R1-1
30" X 30"
STOP
ALL WAY
R1-3P
18" X 6"
MODIFIED TYPE III BARRICADE

W03-1
36" X 36"

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 227	E

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.

R1-1 30" X 30" STOP ALL WAY R1-3P 18" X 6" MODIFIED TYPE III BARRICADE

* W6-4 12" X 18"

MAX. 10' WIDTH W12-52

R4-7 24" X 30"

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

STH 120

+90.2 SB 16.9' LT

+29.2 SB 16.1' LT

+0.8 SB

+2.3 SB

+42.8 SB 51.3' LT

+75.7 SB 31.9' LT

+73.7 SB 19.0' LT

+92.9 SB 57.4' LT

+63.8 SB 8.1' RT

+37.4 SB 2.9' LT

+91.2 SB 34.3' RT

42+73.8 SB 83.9' RT

44+25.8 SB 377.2' RT

+23.8 SB 6.9' RT

49+69.3 SB 125.2' RT

MOVING SIGN REQ'D. SEE SIGN 32R IN SIGN REMOVAL PLAN.

MOVING SIGN REQ'D. SEE SIGN 34R IN SIGN REMOVAL PLAN.

MOVING SIGN REQ'D. SEE SIGN 15R IN SIGN REMOVAL PLAN.

REPLACE M6-2 WITH M06-1 21" X 21"

SIGNS TO BE PAID AS TRAFFIC CONTROL SIGNS.

ROAD CLOSED R11-2 48" X 30"

LANE CLOSED R11-2L 48" X 30"

W01-4L

MODIFIED TYPE III BARRICADE

10'(TYP.)

25'(TYP.)

R=400' R=40' R=150' R=175'

MATCH LINE STA. 42+00 NB

MATCH LINE STA. 345+50 B

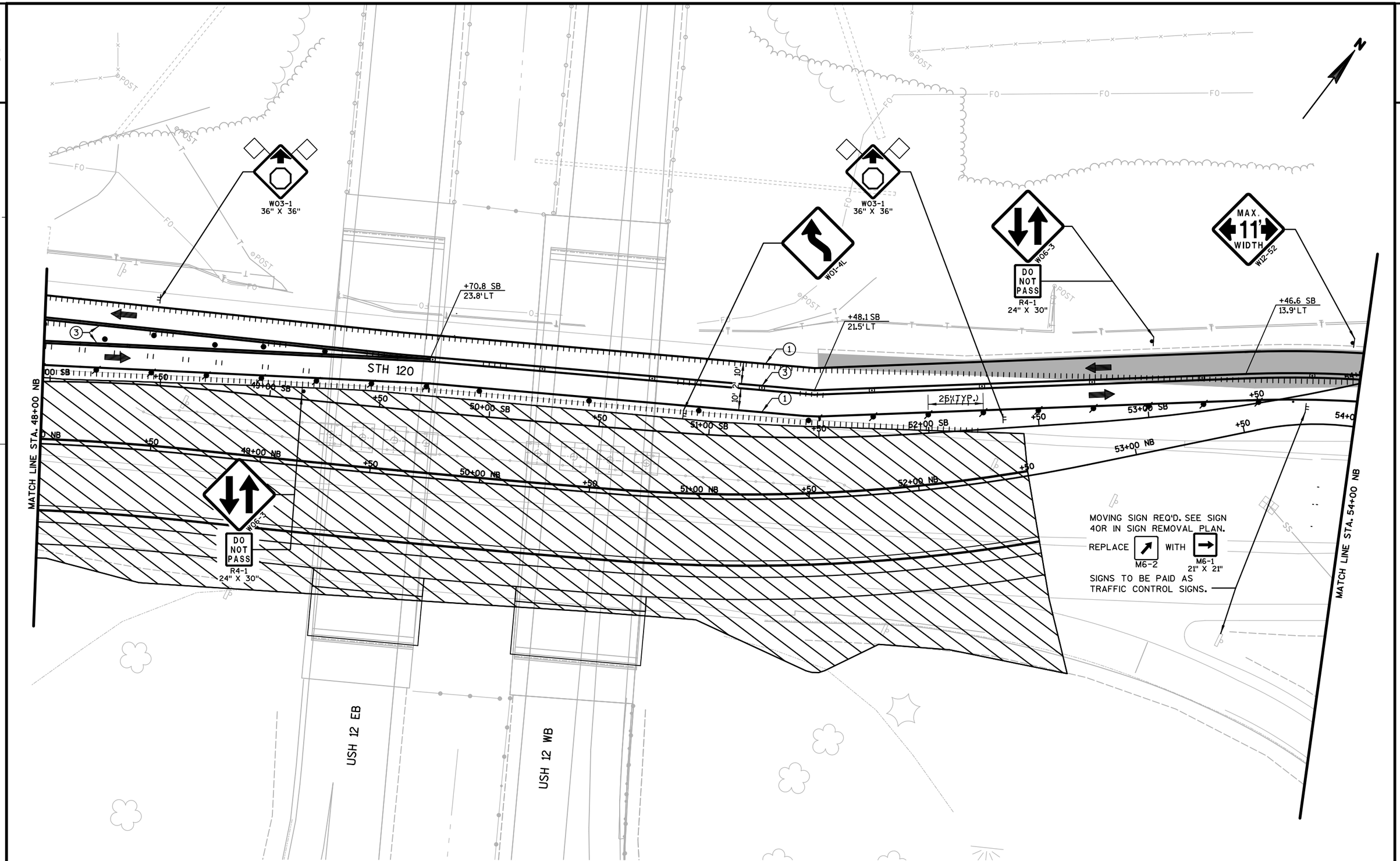
MATCH LINE STA. 48+00 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 228	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026104_s2a.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 229	E

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.

2

2

R1-1 30" X 30"
STOP
R1-3P 18" X 6"
MODIFIED TYPE III BARRICADE

* W6-4 12" X 18"

R1-1 30" X 30"
STOP
R1-3P 18" X 6"
MODIFIED TYPE III BARRICADE

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

W03-1 36" X 36"

MOVING SIGNS REQ'D. SEE SIGN 57R IN SIGN REMOVAL PLAN.

STH 120 SB

MATCH LINE STA. 54+00 NB

MATCH LINE STA. 60+00 NB

+50 SB
55+00 SB
58+00 SB
59+00 SB
54+00 NB
55+00 NB
56+00 NB
57+00 NB
58+00 NB
59+00 NB
60+00 NB
45+00 D
656+00 C

+28.5 SB 7.7' RT
+74.6 SB 23.0' RT
54+35.9 SB 76.8' RT
51+07.8 SB 82.8' RT
+92 SB
+8.5 SB 21.6' RT
+79.6 SB 7.7' RT
+81.0 SB 14.1' RT
+01.7 SB 9.7' RT
+52.7 SB 75.8' RT
+78.1 SB 54.0' RT
+17.4 SB 68.6' RT
+47.8 SB 76.4' RT
+70.3 SB 81.6' RT
+25.4 SB 73.6' RT
+29.1 D 11.2' RT
+11.1 SB 34.0' LT
+90.9 SB 36.6' LT
+32.4 SB 19.3' LT
+57.6 SB 26.4' LT
+32.8 SB 12.9' RT
+71.5 SB 22.5' LT
56+80.5 SB 144.7' RT

R=50'
R=400'
R=30'
R=150'
25'(TYP.)
10'(TYP.)
10'
11'

R4-7 24" X 30"

W01-4L

MAX. 11' WIDTH W12-52

MOVING SIGNS REQ'D. SEE SIGN 55R & 56R IN SIGN REMOVAL PLAN.

MOVING SIGN REQ'D. SEE SIGN 54R IN SIGN REMOVAL PLAN.

ROAD CLOSED
R11-2 48" X 30"

LANE CLOSED
R11-2L 48" X 30"

R1-1 30" X 30"
STOP
R1-3P 18" X 6"
MODIFIED TYPE III BARRICADE

W06-3
DO NOT PASS
R4-1 24" X 30"

MATCH LINE STA. 656+50 C

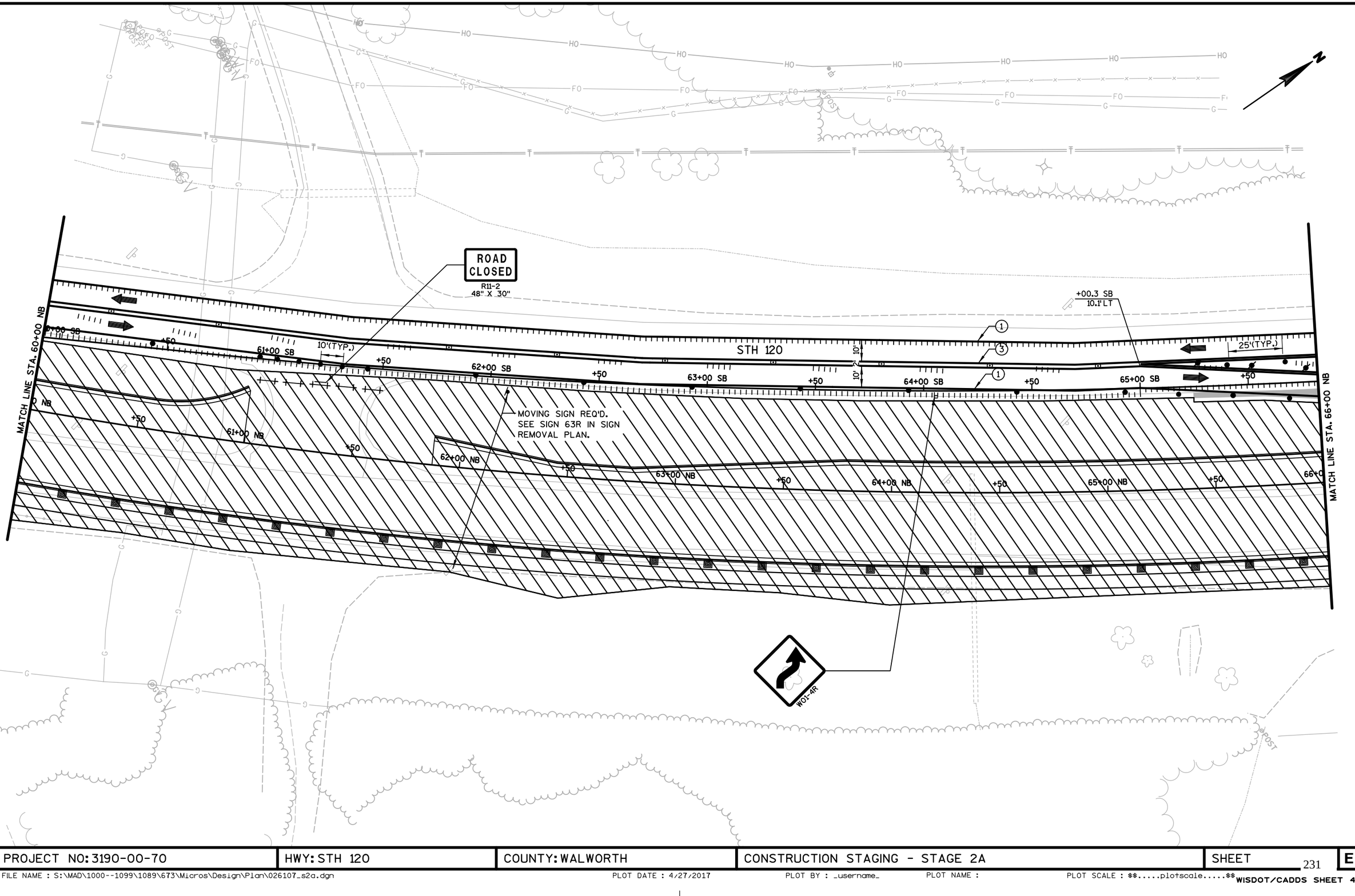
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 230	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026106_s2a.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026107_s2a.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

W06-3

DO NOT PASS
R4-1
24" X 30"

* W6-4
12" X 18"

R1-1
30" X 30"
STOP
MODIFIED TYPE III BARRICADE

* W6-4
12" X 18"

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

MATCH LINE STA. 66+00 NB

66+00 SB
67+00 SB
68+00 SB
69+00 SB
70+00 SB
71+00 SB
STH 120

+08.6 SB
+03.9 SB
+99.6 SB
14.3' RT
+90.3 SB
+64.9 SB
+24.5 SB

25'(TYP.)
10'(TYP.)
+50
11'
10'

67+00 NB
68+00 NB
69+00 NB
70+00 NB
71+00 NB
+60

MOVING SIGN REQ'D.
SEE SIGN 71R IN SIGN REMOVAL PLAN.

W01-4L

MOVING SIGN REQ'D.
SEE SIGN 76R
BURLINGTON 10
MILWAUKEE 39
IN SIGN REMOVAL PLAN.

MATCH LINE STA. 72+00 NB

ROAD CLOSED
R11-2
48" X 30"

W06-3

DO NOT PASS
R4-1
24" X 30"

MOVING SIGN REQ'D.
SEE SIGN 77R
STOP
SCHOOL BUS
FLASHING
RED LIGHTS
IN SIGN REMOVAL PLAN.

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 232	E

2

N

72+00 SB

+50

73+00 SB

+50

74+00 SB

STH 120

1

3

1

+50

76+00 NB

+50

77+00 NB

+50

78+00

MATCH LINE STA. 72+00 NB

+50

73+00 NB

+50

74+00 NB

+50

75+00 NB

MATCH LINE STA. 78+00 NB

MATCH LINE

10'

10'

ROAD CLOSED

R11-2

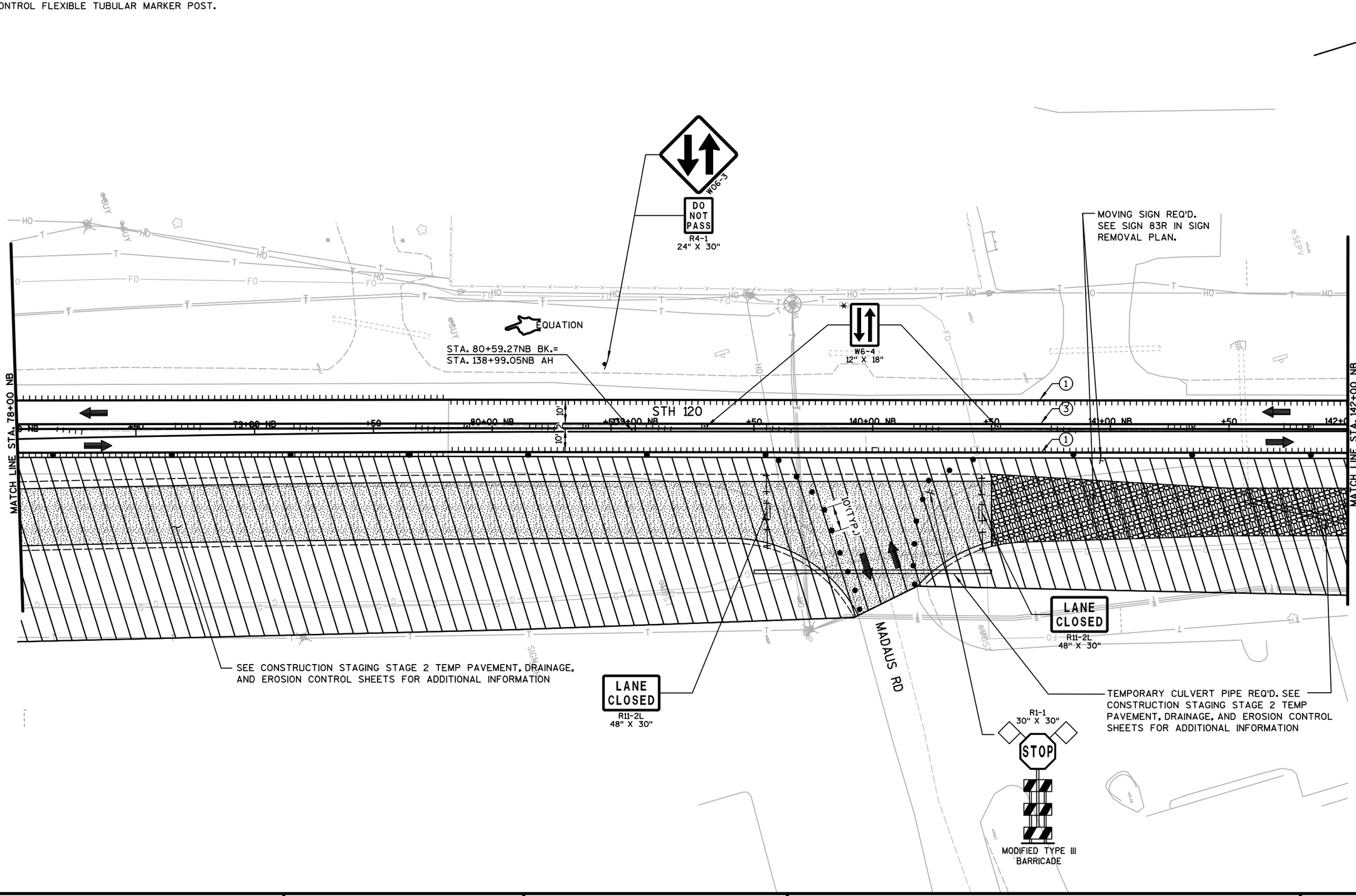
48" X 30"

SEE CONSTRUCTION STAGING STAGE 2 TEMP PAVEMENT, DRAINAGE, AND EROSION CONTROL SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026109_s2a.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026110_s2a.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

W06-3

DO NOT PASS

R4-1
24" X 30"

MAX.
10'
WIDTH

W12-52

MATCH LINE STA. 142+00 NB

142+00 NB | +50 | 143+00 NB | +50 | 144+00 NB | +50 | 145+00 NB | +50 | 146+00 NB | +50 | 147+00 NB | +50 | 148+00 NB

STH 120

11' | 11'

10' TYP.

+85.4 NB

+85.4 NB

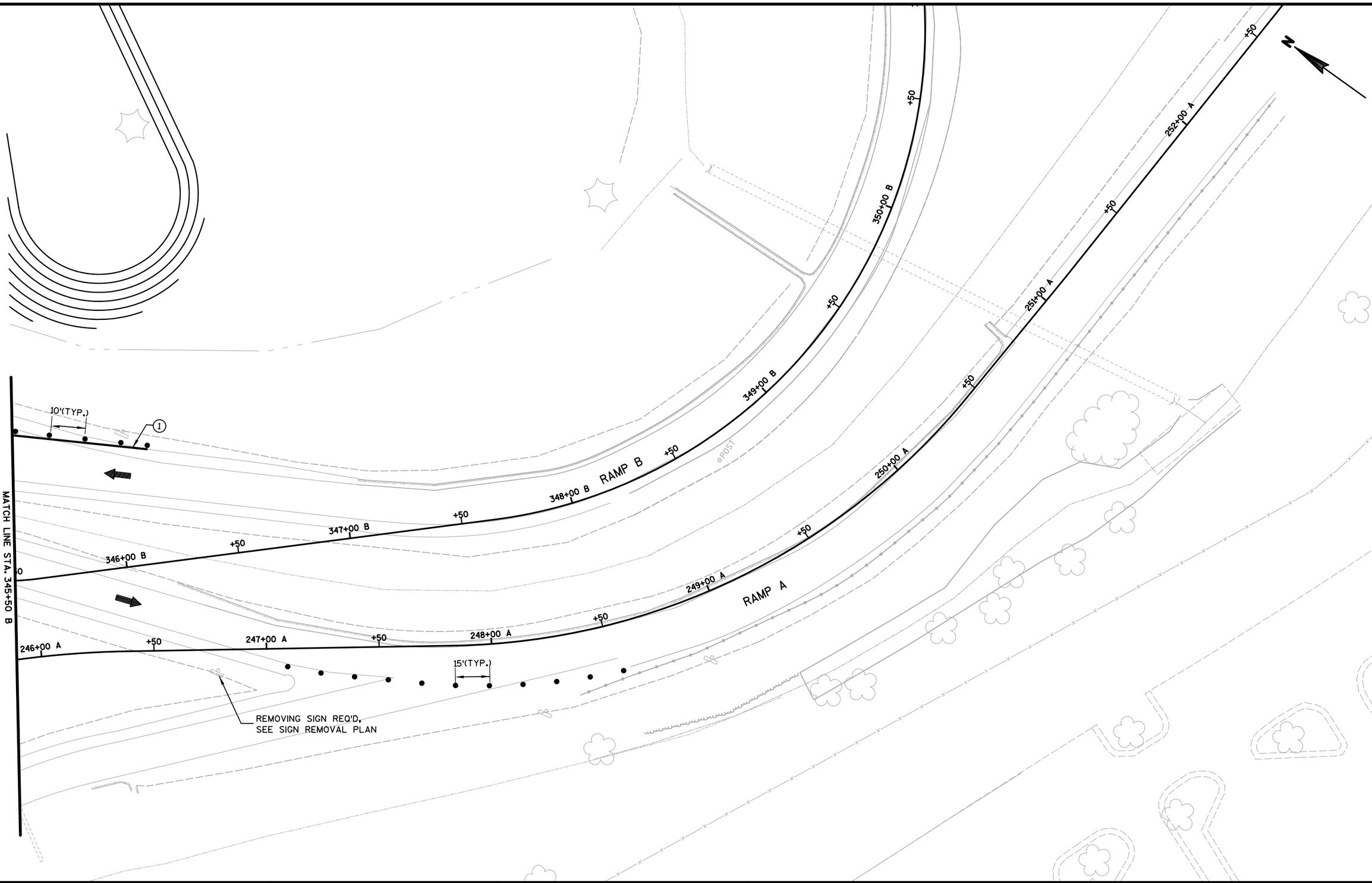
LANE CLOSED

R11-2L
48" X 30"

TEMPORARY CULVERT PIPE REQ'D.
SEE CONSTRUCTION STAGING STAGE
2 TEMP PAVEMENT, DRAINAGE,
AND EROSION CONTROL SHEETS FOR
ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 235	E

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 236	E

2

N

10'(TYP.)

1

MATCH LINE STA. 656+50 C

657+00 C

+50

658+00 C

+50

RAMP C

659+00 C

+50

660+00 C

+50

661+00 C

+50

662+00 C

+50

663+00 C

454+00 D

+50

455+00 D

+50

456+00 D

+50

457+00 D

+50

458+00 D

+50

10'(TYP.)

RAMP D

REMOVING SIGN REQ'D,
SEE SIGN REMOVAL PLAN

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2A	SHEET 237	E

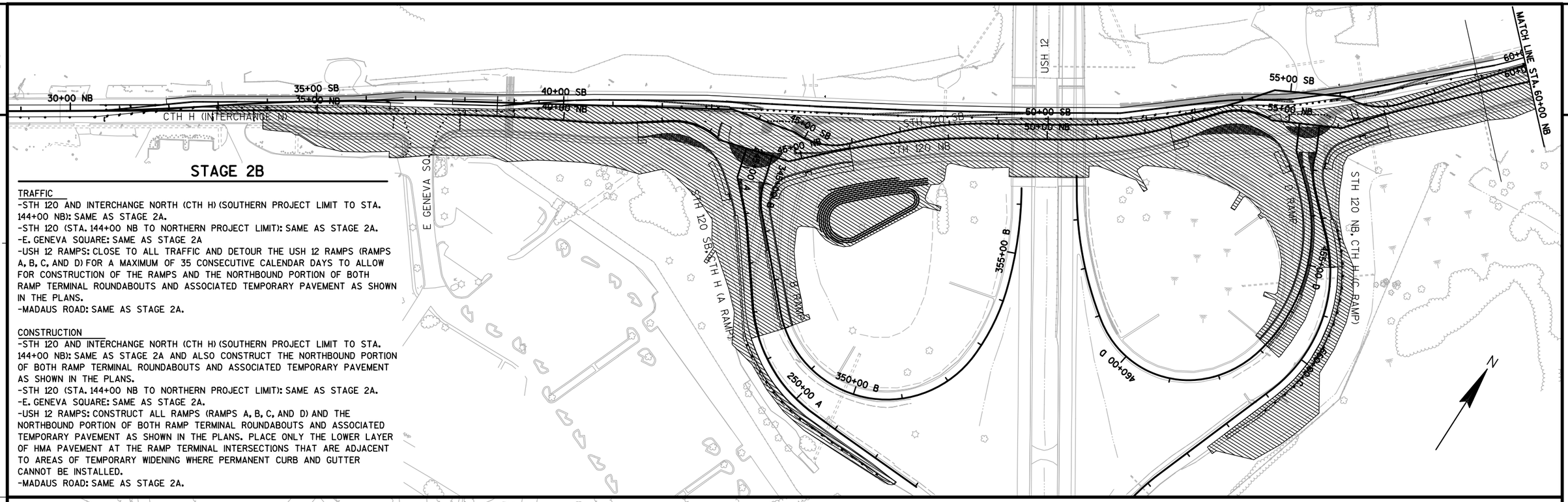
STAGE 2B

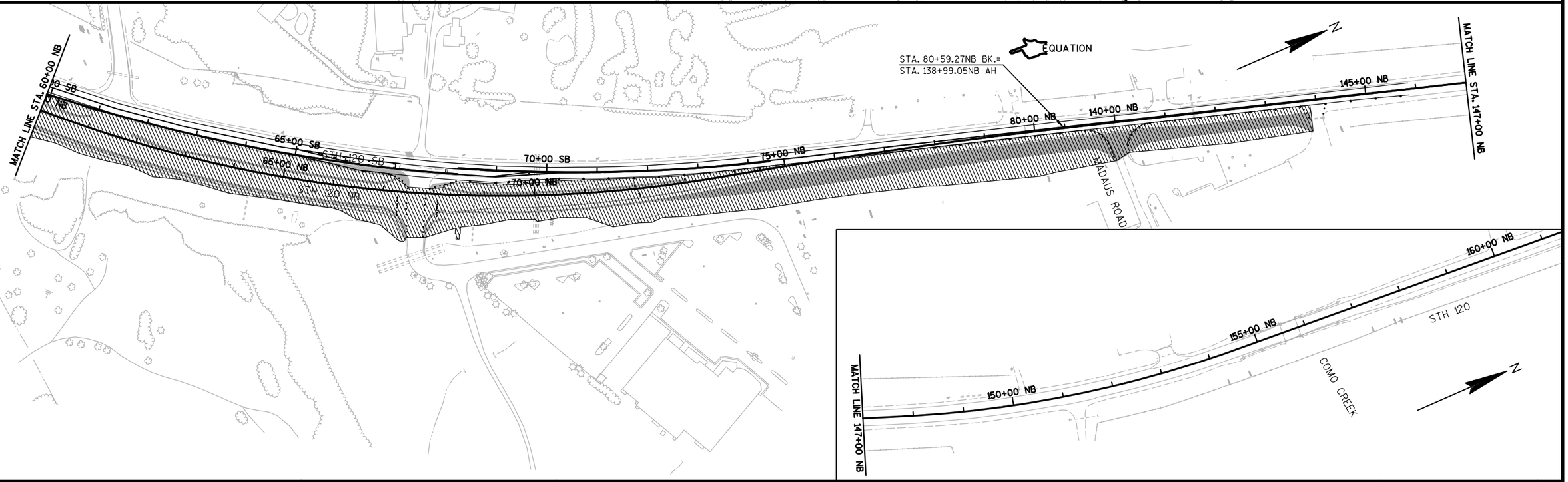
TRAFFIC

-STH 120 AND INTERCHANGE NORTH (CTH H) (SOUTHERN PROJECT LIMIT TO STA. 144+00 NB): SAME AS STAGE 2A.
-STH 120 (STA. 144+00 NB TO NORTHERN PROJECT LIMIT): SAME AS STAGE 2A.
-E. GENEVA SQUARE: SAME AS STAGE 2A
-USH 12 RAMPS: CLOSE TO ALL TRAFFIC AND DETOUR THE USH 12 RAMPS (RAMPS A, B, C, AND D) FOR A MAXIMUM OF 35 CONSECUTIVE CALENDAR DAYS TO ALLOW FOR CONSTRUCTION OF THE RAMPS AND THE NORTHBOUND PORTION OF BOTH RAMP TERMINAL ROUNDABOUTS AND ASSOCIATED TEMPORARY PAVEMENT AS SHOWN IN THE PLANS.
-MADAUS ROAD: SAME AS STAGE 2A.

CONSTRUCTION

-STH 120 AND INTERCHANGE NORTH (CTH H) (SOUTHERN PROJECT LIMIT TO STA. 144+00 NB): SAME AS STAGE 2A AND ALSO CONSTRUCT THE NORTHBOUND PORTION OF BOTH RAMP TERMINAL ROUNDABOUTS AND ASSOCIATED TEMPORARY PAVEMENT AS SHOWN IN THE PLANS.
-STH 120 (STA. 144+00 NB TO NORTHERN PROJECT LIMIT): SAME AS STAGE 2A.
-E. GENEVA SQUARE: SAME AS STAGE 2A.
-USH 12 RAMPS: CONSTRUCT ALL RAMPS (RAMPS A, B, C, AND D) AND THE NORTHBOUND PORTION OF BOTH RAMP TERMINAL ROUNDABOUTS AND ASSOCIATED TEMPORARY PAVEMENT AS SHOWN IN THE PLANS. PLACE ONLY THE LOWER LAYER OF HMA PAVEMENT AT THE RAMP TERMINAL INTERSECTIONS THAT ARE ADJACENT TO AREAS OF TEMPORARY WIDENING WHERE PERMANENT CURB AND GUTTER CANNOT BE INSTALLED.
-MADAUS ROAD: SAME AS STAGE 2A.

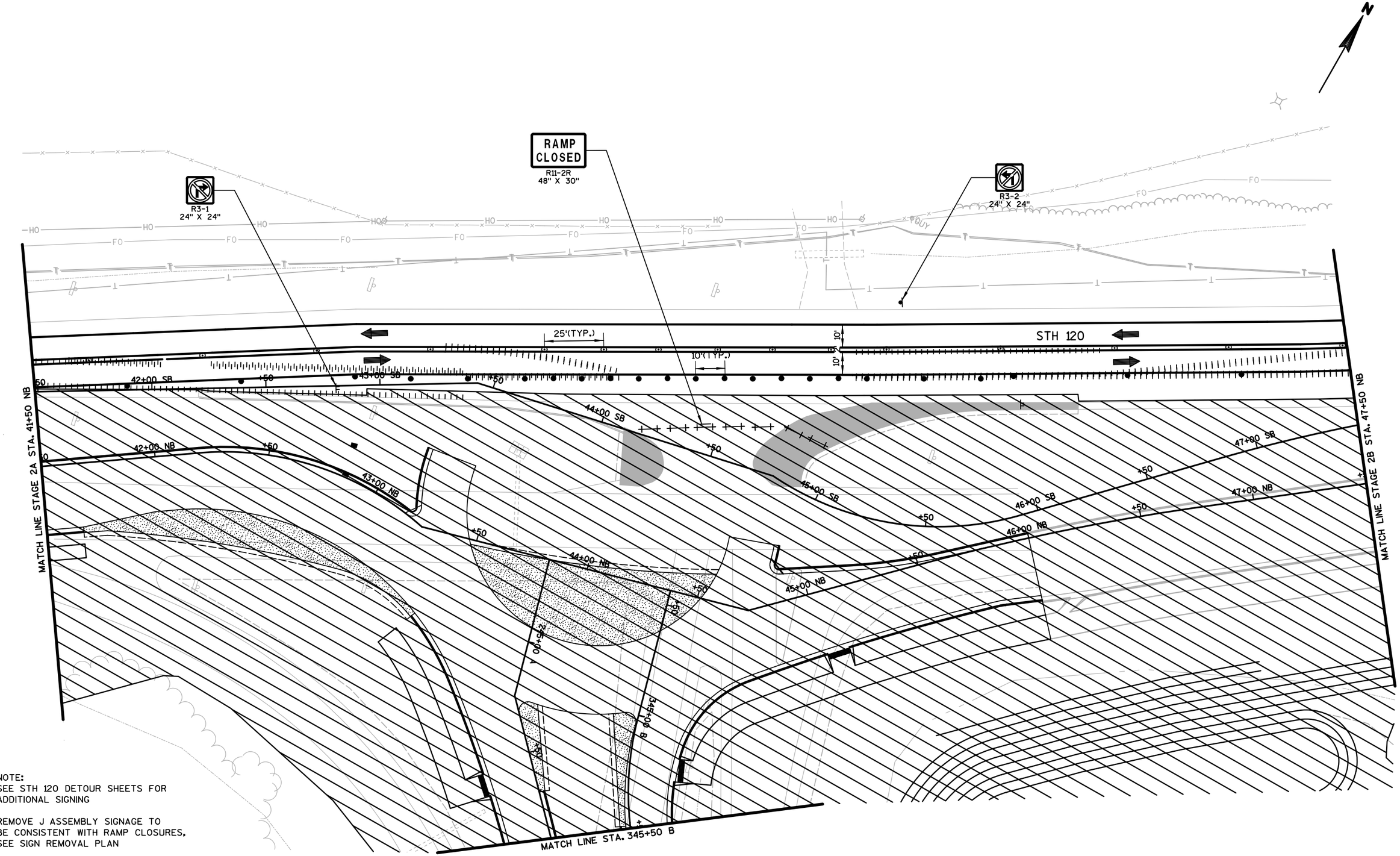




PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TRAFFIC CONTROL OVERVIEW - STAGE 2B	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026200_s2b__Stage 2B_Overview.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



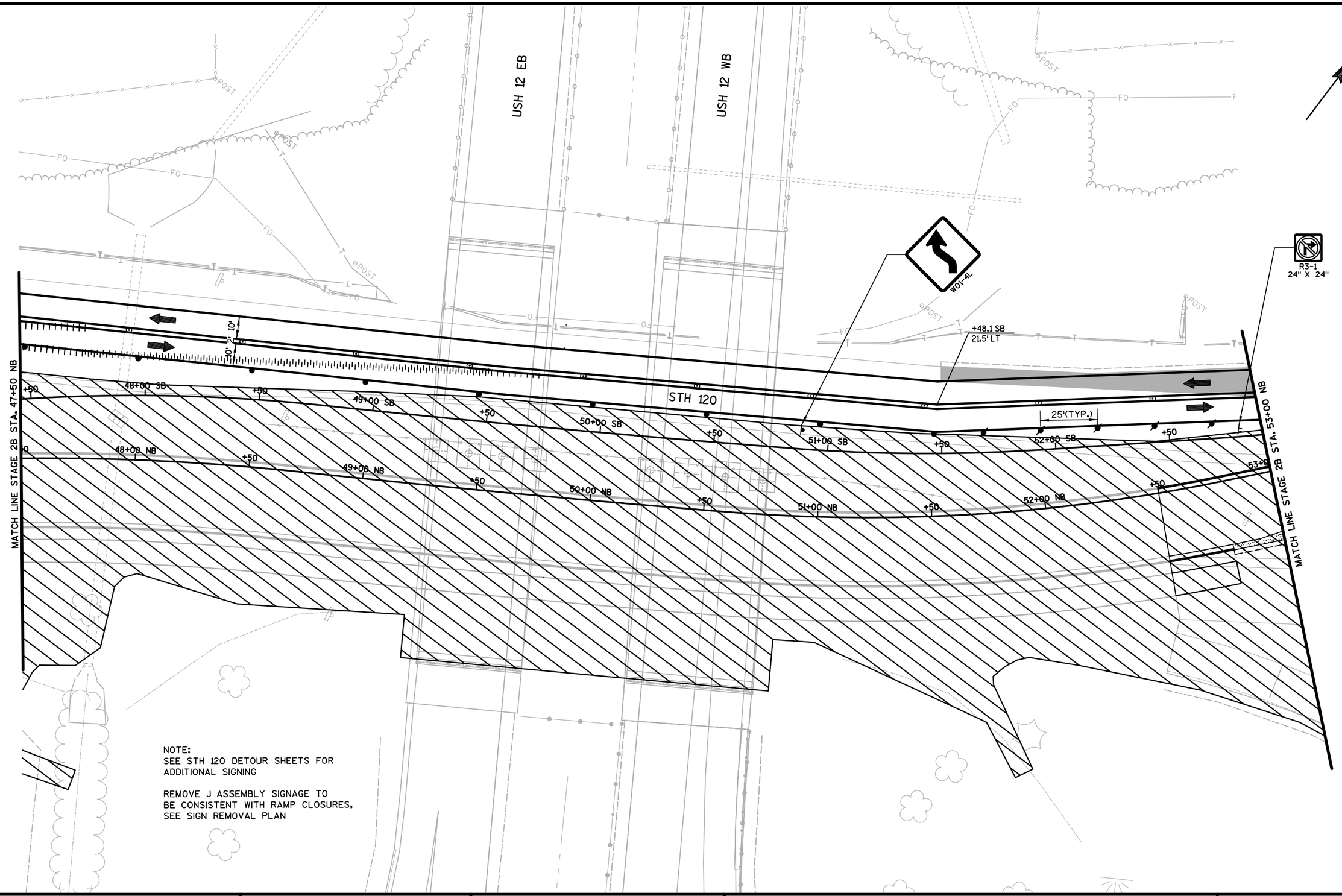
NOTE:
SEE STH 120 DETOUR SHEETS FOR
ADDITIONAL SIGNING

REMOVE J ASSEMBLY SIGNAGE TO
BE CONSISTENT WITH RAMP CLOSURES,
SEE SIGN REMOVAL PLAN

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2B (USH 12 RAMPS CLOSED)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026204_s2b.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



NOTE:
SEE STH 120 DETOUR SHEETS FOR ADDITIONAL SIGNING

REMOVE J ASSEMBLY SIGNAGE TO BE CONSISTENT WITH RAMP CLOSURES, SEE SIGN REMOVAL PLAN

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2B (USH 12 RAMPS CLOSED)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026205_s2b.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE:
SEE STH 120 DETOUR SHEETS FOR
ADDITIONAL SIGNING

REMOVE J ASSEMBLY SIGNAGE TO
BE CONSISTENT WITH RAMP CLOSURES,
SEE SIGN REMOVAL PLAN

RAMP CLOSED
R11-2R
48" X 30"

R3-2
24" X 24"

STH 120

25'(TYP.)

10'(TYP.)

MATCH LINE STAGE 2B STA. 53+00 NB

MATCH LINE STAGE 2A STA. 59+00 NB

MATCH LINE STA. 656+50 C

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2B (USH 12 RAMPS CLOSED)	SHEET 241	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026206_s2b.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE STH 120 DETOUR SHEETS FOR
ADDITIONAL SIGNING

CLOSE EXIT RAMP.
(SEE STANDARD DETAIL
DRAWING "TRAFFIC CONTROL,
EXIT RAMP CLOSURE" FOR
ADDITIONAL INFORMATION)

MATCH LINE STA. 345+50 B

RAMP B

RAMP A

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2B (USH 12 RAMPS CLOSED)	SHEET 242	E

2

N

MATCH LINE STA. 656+50 C

657+00 C

+50

658+00 C

+50

RAMP C

659+00 C

+50

660+00 C

+50

661+00 C

+50

662+00 C

+50

663+00 C

RAMP D

+50

456+00 D

+50

END CONSTRUCTION
STA. 456+85 D

457+00 D

+50

SEE STH 120 DETOUR SHEETS FOR
ADDITIONAL SIGNING

CLOSE EXIT RAMP.
(SEE STANDARD DETAIL DRAWING
"TRAFFIC CONTROL, EXIT RAMP
CLOSURE" FOR ADDITIONAL INFORMATION)

END CONSTRUCTION
STA. 658+00 C

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 2B (USH 12 RAMPS CLOSED)	SHEET 243	E

2

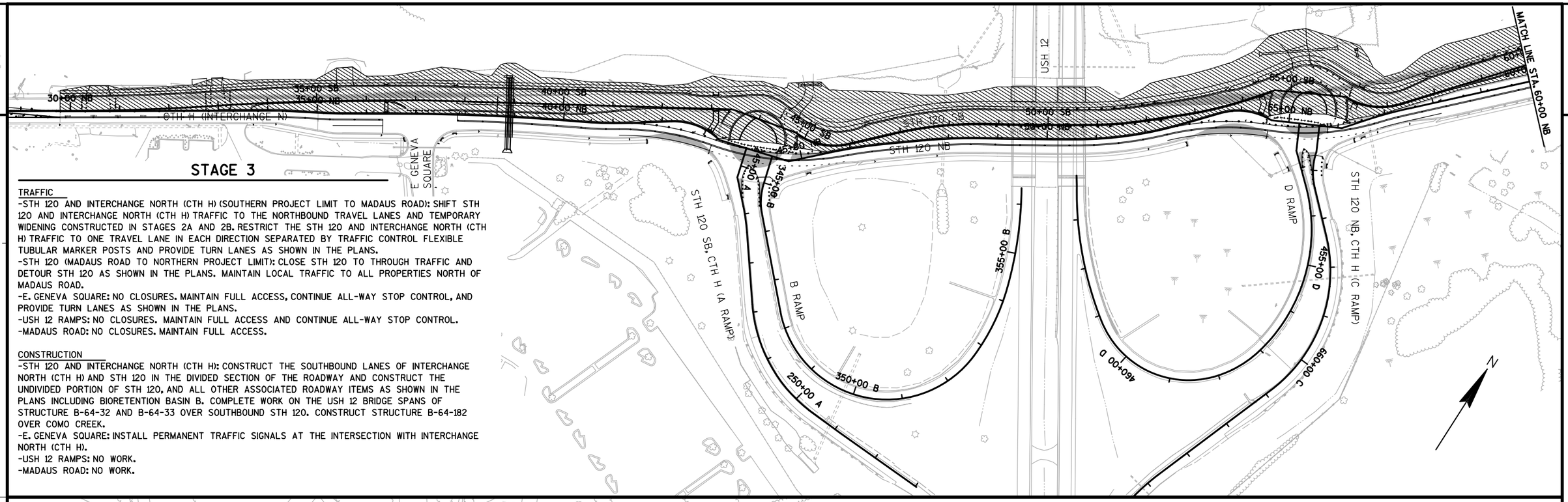
STAGE 3

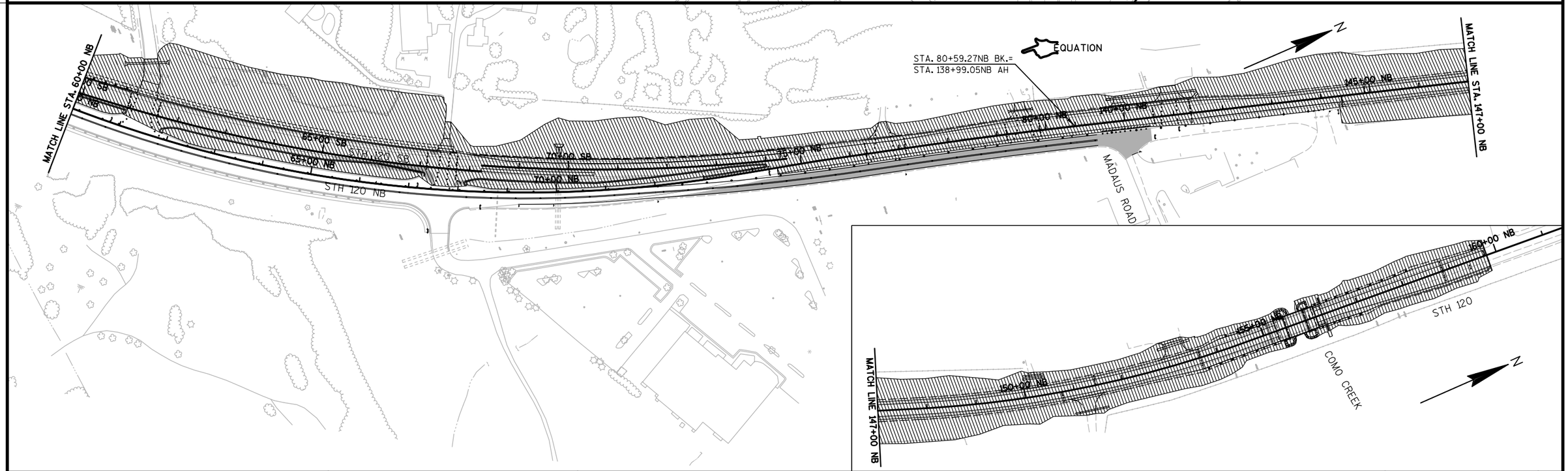
TRAFFIC

-STH 120 AND INTERCHANGE NORTH (CTH H) (SOUTHERN PROJECT LIMIT TO MADAUS ROAD): SHIFT STH 120 AND INTERCHANGE NORTH (CTH H) TRAFFIC TO THE NORTHBOUND TRAVEL LANES AND TEMPORARY WIDENING CONSTRUCTED IN STAGES 2A AND 2B. RESTRICT THE STH 120 AND INTERCHANGE NORTH (CTH H) TRAFFIC TO ONE TRAVEL LANE IN EACH DIRECTION SEPARATED BY TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS AND PROVIDE TURN LANES AS SHOWN IN THE PLANS.
-STH 120 (MADAUS ROAD TO NORTHERN PROJECT LIMIT): CLOSE STH 120 TO THROUGH TRAFFIC AND DETOUR STH 120 AS SHOWN IN THE PLANS. MAINTAIN LOCAL TRAFFIC TO ALL PROPERTIES NORTH OF MADAUS ROAD.
-E. GENEVA SQUARE: NO CLOSURES. MAINTAIN FULL ACCESS, CONTINUE ALL-WAY STOP CONTROL, AND PROVIDE TURN LANES AS SHOWN IN THE PLANS.
-USH 12 RAMPS: NO CLOSURES. MAINTAIN FULL ACCESS AND CONTINUE ALL-WAY STOP CONTROL.
-MADAUS ROAD: NO CLOSURES. MAINTAIN FULL ACCESS.

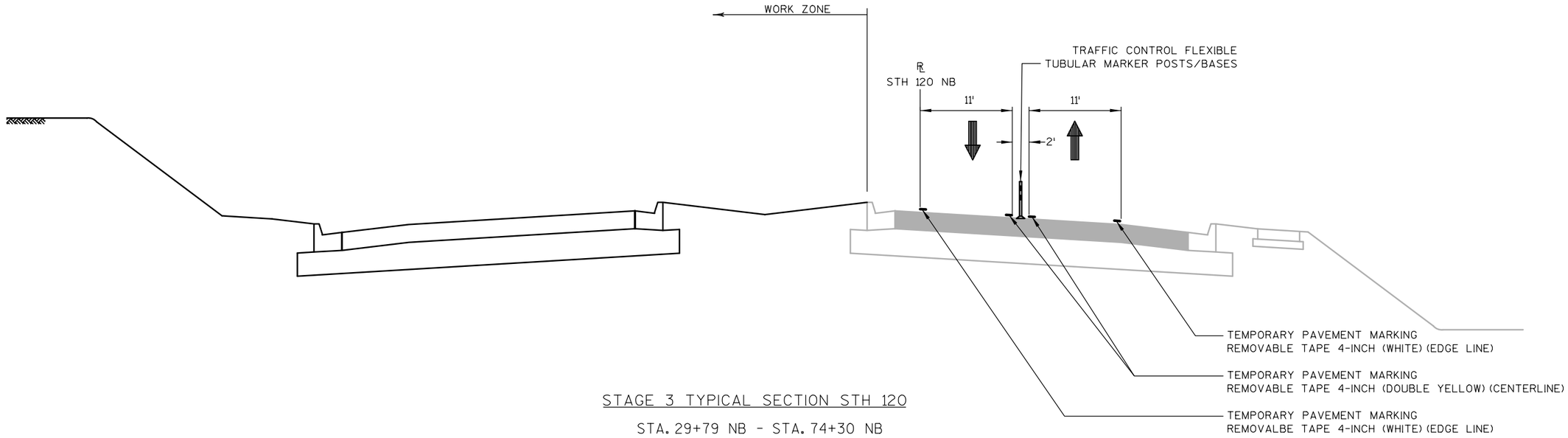
CONSTRUCTION

-STH 120 AND INTERCHANGE NORTH (CTH H): CONSTRUCT THE SOUTHBOUND LANES OF INTERCHANGE NORTH (CTH H) AND STH 120 IN THE DIVIDED SECTION OF THE ROADWAY AND CONSTRUCT THE UNDIVIDED PORTION OF STH 120, AND ALL OTHER ASSOCIATED ROADWAY ITEMS AS SHOWN IN THE PLANS INCLUDING BIORETENTION BASIN B. COMPLETE WORK ON THE USH 12 BRIDGE SPANS OF STRUCTURE B-64-32 AND B-64-33 OVER SOUTHBOUND STH 120. CONSTRUCT STRUCTURE B-64-182 OVER COMO CREEK.
-E. GENEVA SQUARE: INSTALL PERMANENT TRAFFIC SIGNALS AT THE INTERSECTION WITH INTERCHANGE NORTH (CTH H).
-USH 12 RAMPS: NO WORK.
-MADAUS ROAD: NO WORK.



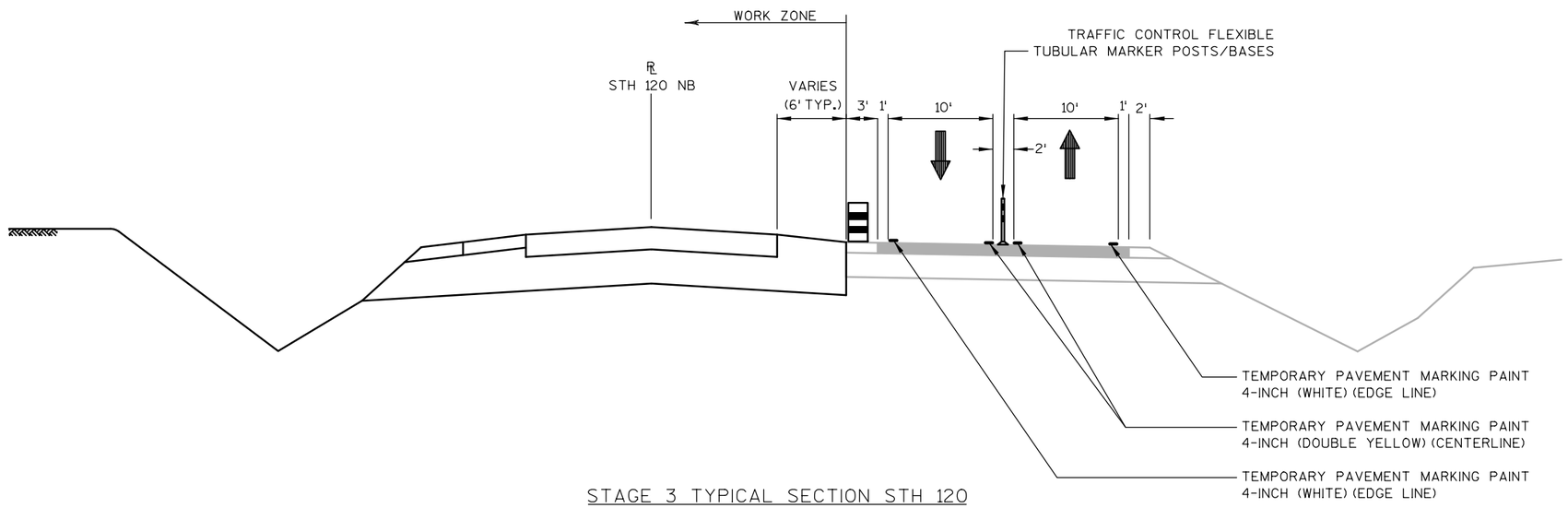


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TRAFFIC CONTROL OVERVIEW - STAGE 3	SHEET 244	E



STAGE 3 TYPICAL SECTION STH 120

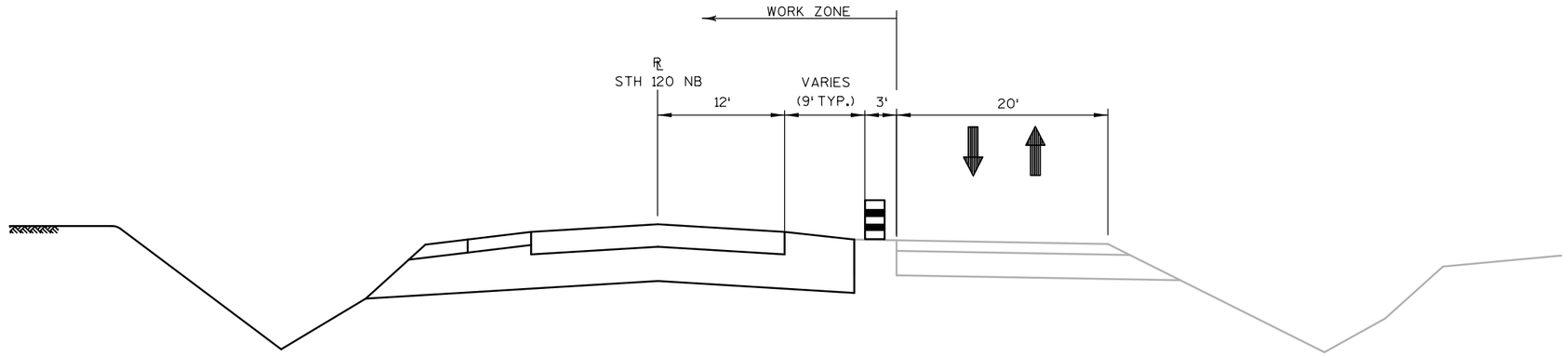
STA. 29+79 NB - STA. 74+30 NB



STAGE 3 TYPICAL SECTION STH 120

STA. 74+30 NB - STA.140+50 NB

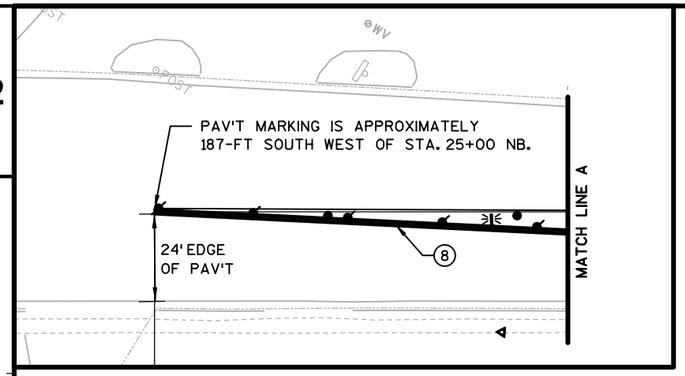
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING TYPICALS - STAGE 3	SHEET 245	E

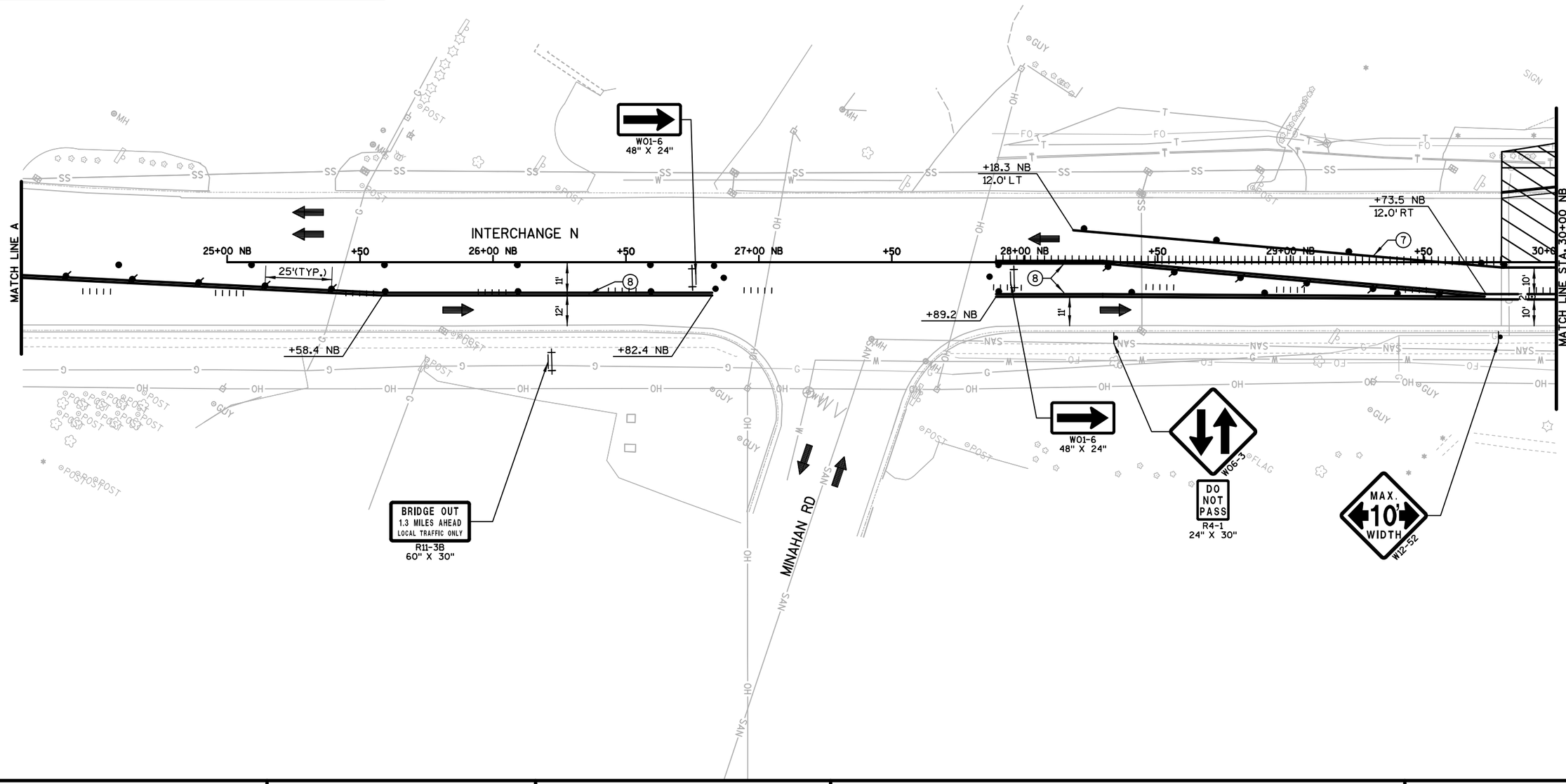


STAGE 3 TYPICAL SECTION STH 120 (LOCAL ACCESS NORTH OF MADAUS ROAD)

STA. 140+50 NB - STA. 143+85 NB
(STH 120 CLOSED TO THROUGH TRAFFIC NORTH OF STA. 143+85 NB)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING TYPICALS - STAGE 3	SHEET 246	E

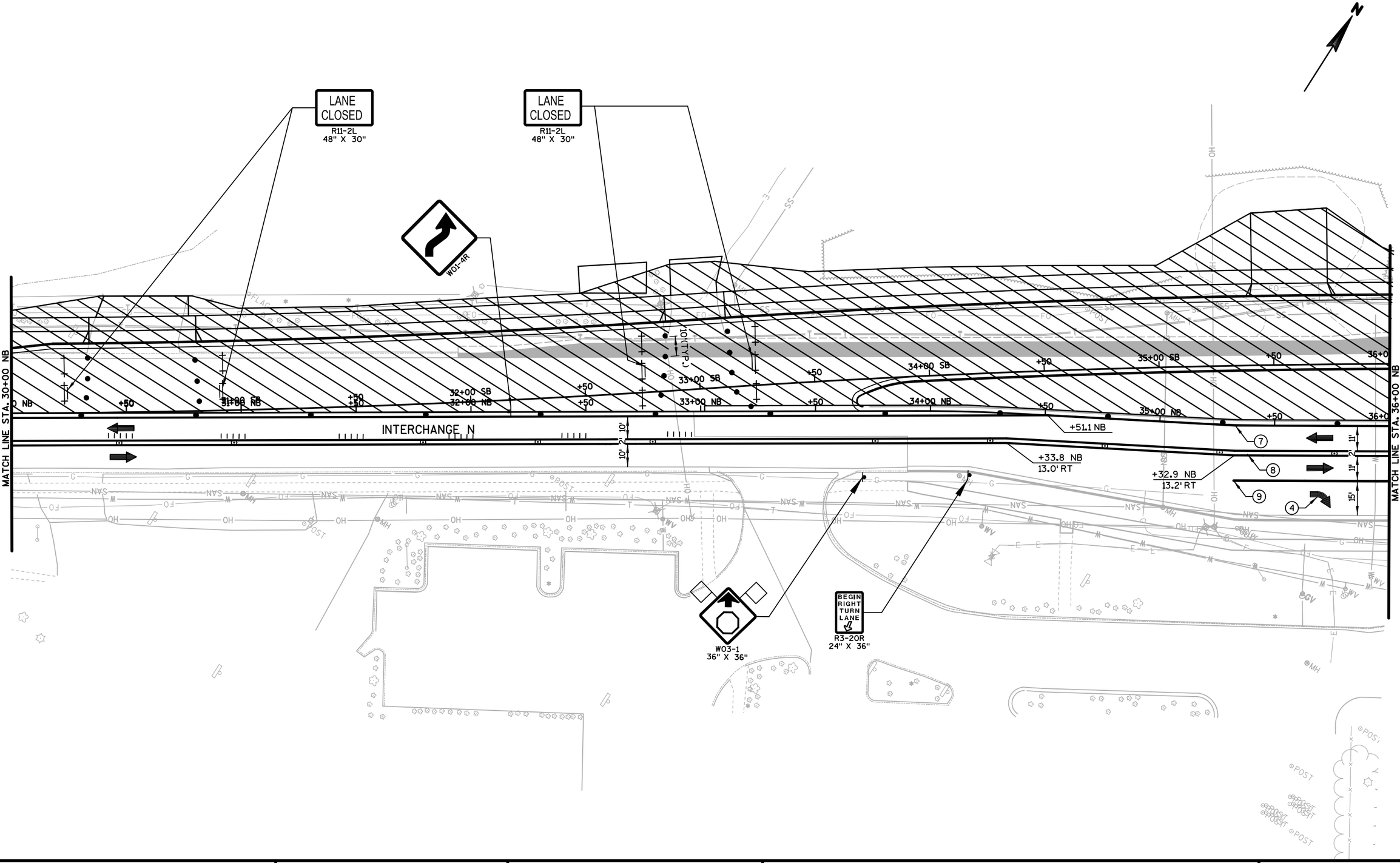




PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026301_s3.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026302_s3.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.

2

2

N

W06-3
DO NOT PASS
R4-1
24" X 30"

W01-7
48" X 24"

ROAD CLOSED
R11-2
48" X 30"

W3-1
36" X 36"

MOVING SIGN REQ'D. SEE SIGN 12R IN SIGN REMOVAL PLAN.

MATCH LINE STA. 36+00 NB

SB

37+00 SB

38+00 SB

39+00 SB

40+00 SB

41+00 SB

42+00 NB

+50

37+00 NB

38+00 NB

39+00 NB

40+00 NB

41+00 NB

42+00

+33.4 NB

10' (TYP.)

11'

15'

W6-4
12" X 18"

+84.7 NB
13.0' RT

INTERCHANGE N

25'(TYP.)

+12.7 NB
24.0' RT

MATCH LINE STA. 42+00 NB

SIDEWALK CLOSED
R9-9
24" X 12"

PERMANENT PAVEMENT MARKING
(SEE PAVEMENT MARKING SHEETS)

MOVING SIGN REQ'D. SEE SIGN 15R FROM CONSTRUCTION STAGING - STAGE 2A.

R=525'

41+12.7 NB
549.0' RT

R1-1
30" X 30"

STOP
ALL WAY
R1-3P
18" X 6"

MODIFIED TYPE III BARRICADE

E. GENEVA SQUARE

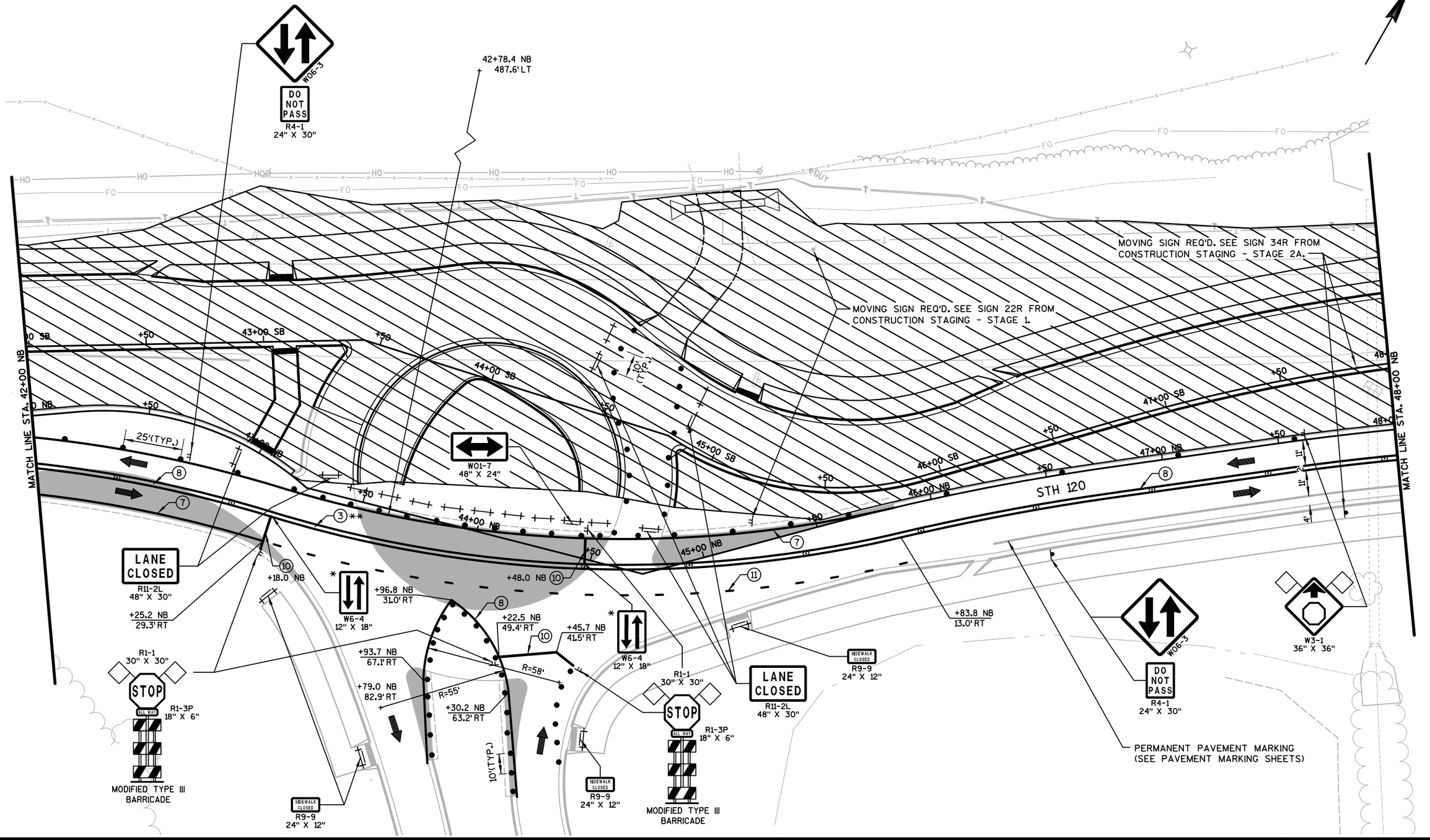
W03-1
36" X 36"

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026303_s3.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.

**USE TEMPORARY PAVEMENT MARKING PAINT BETWEEN STOP BARS.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 250	E

2

2

USH 12 EB

USH 12 WB

MOVING SIGN REQ'D. SEE SIGN 21R IN SIGN REMOVAL PLAN.

MATCH LINE STA. 48+00 NB

MATCH LINE STA. 54+00 NB

48+00 SB

49+00 NB

49+00 SB

50+00 NB

50+00 SB

51+00 NB

51+00 SB

52+00 NB

52+00 SB

53+00 NB

53+00 SB

+50

25'(TYP.)

STH 120

11'

11'

4'

PERMANENT PAVEMENT MARKING
(SEE PAVEMENT MARKING SHEETS)

SIDEWALK CLOSED
R9-9
24" X 12"

+40.1 NB
24.0' RT

MOVING SIGN REQ'D. SEE SIGN 40R FROM CONSTRUCTION STAGING - STAGE 2A.

W3-1
36" X 36"

52+40.1 NB
549.0' RT

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 251	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026305_s3.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.

**USE TEMPORARY PAVEMENT MARKING PAINT BETWEEN STOP BARS.

54+22.2 NB
483.1' LT

R=501'

LANE CLOSED
R11-2L
48" X 30"

W06-3
DO NOT PASS
R4-1
24" X 30"

MOVING SIGN REQ'D. SEE SIGN S7R FROM CONSTRUCTION STAGING - STAGE 2A.

MATCH LINE STA. 54+00 NB

54+00 SB

55+00 SB

56+00 SB

57+00 SB

58+00 SB

59+00 SB

55+00 NB

56+00 NB

57+00 NB

58+00 NB

59+00 NB

60+00

+50

25'(TYP.)

10'(TYP.)

LANE CLOSED
R11-2L
48" X 30"

W01-7
48" X 24"

STH 120

12'

11'

11'

8'

MATCH LINE STA. 60+00 NB

+64.6 NB
33.7' RT

+78.0 NB

+82.2 NB
13.0' RT

+36.0 NB
49.6' RT

+34.1 NB
67.1' RT

+49.5 NB
63.5' RT

R1-1
30" X 30"
STOP
ALL WAY
R1-3P
18" X 6"
MODIFIED TYPE III BARRICADE

W6-4
12" X 18"

SIDEWALK CLOSED
R9-9
24" X 12"

R1-1
30" X 30"
STOP
ALL WAY
R1-3P
18" X 6"
MODIFIED TYPE III BARRICADE

SIDEWALK CLOSED
R9-9
24" X 12"

BRIDGE OUT
0.8 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3B
60" X 30"

W06-3
DO NOT PASS
R4-1
24" X 30"

ROAD CLOSED AHEAD
W20-3

W3-1
36" X 36"

PERMANENT PAVEMENT MARKING
(SEE PAVEMENT MARKING SHEETS)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026306_s3.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

MATCH LINE STA. 60+00 NB

60+00 SB

+50

61+00 SB

62+00 SB

+50

63+00 SB

+50

64+00 SB

+50

65+00 SB

+50

MATCH LINE STA. 66+00 NB

0 NB

+50

10'(TYP.)

61+00 NB

+50

62+00 NB

+50

63+00 NB

+50

64+00 NB

+50

65+00 NB

+50

66+0

STH 120

12'

11'

11'

8'

LANE CLOSED

R11-2L
48" X 30"

PERMANENT PAVEMENT MARKING
(SEE PAVEMENT MARKING SHEETS)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 253	E

2

LANE CLOSED
R11-2L
48" X 30"

MATCH LINE STA. 66+00 NB

66+00 SB
+50
67+00 SB
+50
68+00 SB
+50
69+00 SB
+50
70+00 SB
+50
71+00 SB
+50

10'(TYP.)

0 NB
+50
67+00 NB
+50
68+00 NB
+50
69+00 NB
+50
70+00 NB
+50
71+00 NB
+50
72+00

MATCH LINE STA. 72+00 NB

+0.0 NB
0.0' RT

12'
11'
11'
8'
4'
11'
11'

STH 120

PERMANENT PAVEMENT MARKING
(SEE PAVEMENT MARKING SHEETS)

W06-3

DO NOT PASS
R4-1
24" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

BRIDGE OUT
0.5 MILES AHEAD
LOCAL TRAFFIC ONLY
R11-3B
60" X 30"

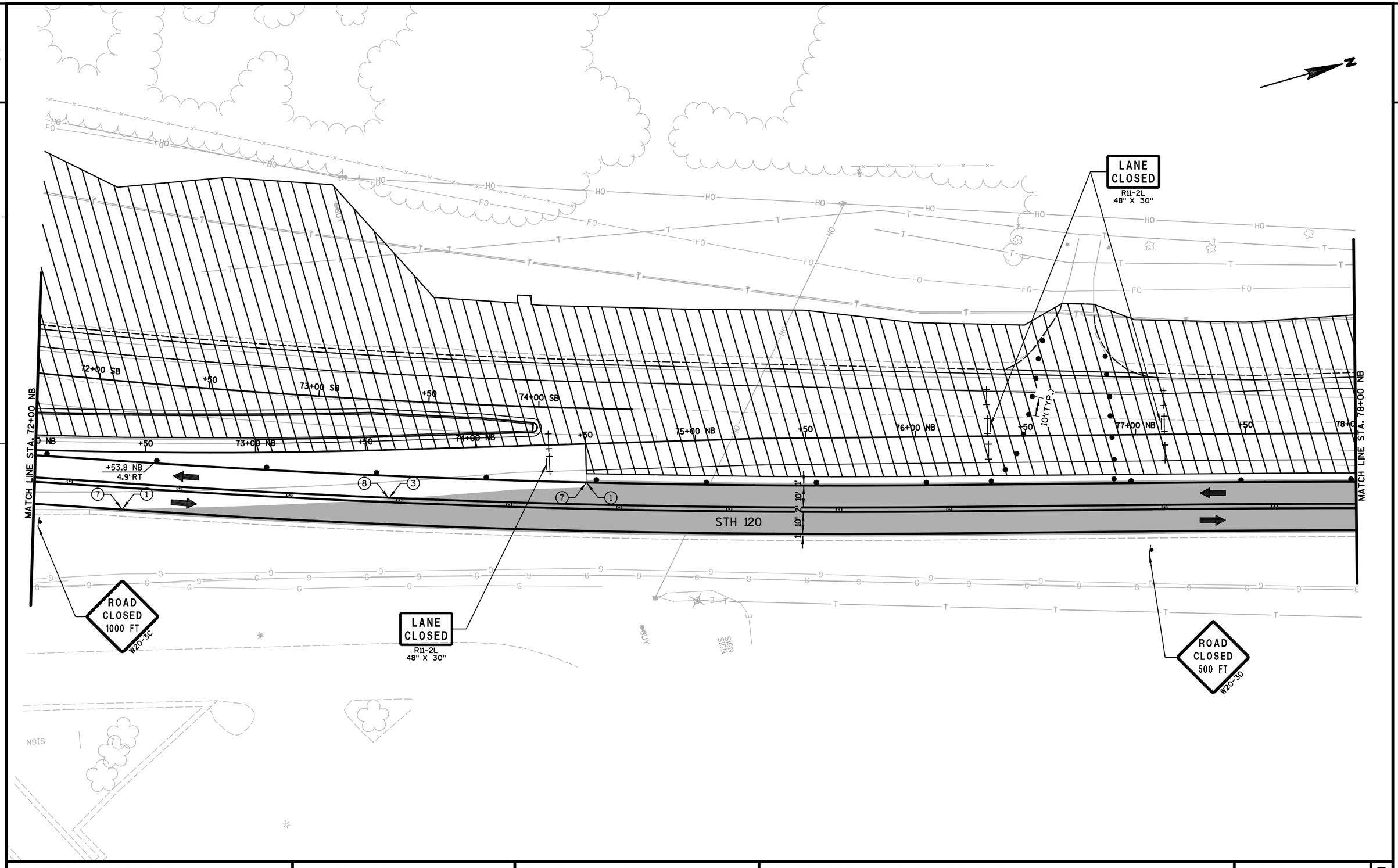
MAX. 10' WIDTH
W12-52

W06-3

DO NOT PASS
R4-1
24" X 30"

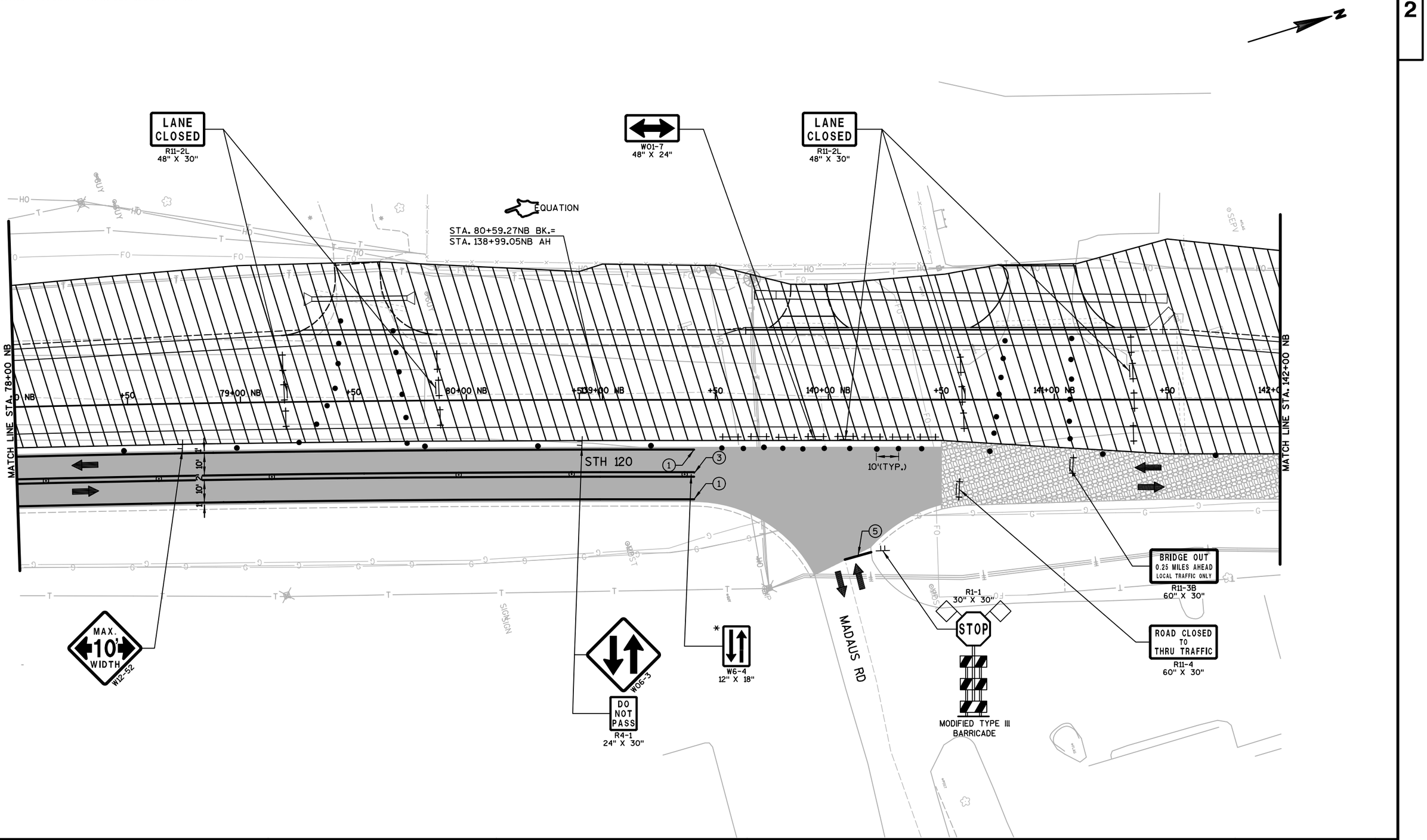
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 254	E

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 255	E

*SEE CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION. SIGN TO BE MOUNTED ON TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 256	E

2

BRIDGE OUT
0.2 MILES AHEAD
R11-3C
60" X 24"

MATCH LINE STA. 142+00 NB

0 NB

+50

143+00 NB

+50

144+00 NB

+50

145+00 NB

+50

146+00 NB

+50

147+00 NB

+50

148+00 NB

MATCH LINE STA. 148+00 NB

10'(TYP.)

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

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 257	E

2

N

ROAD CLOSED
R11-2
48" X 30"

MATCH LINE STA 148+00 NB

148+00 NB

+50

149+00 NB

+50

150+00 NB

+50

151+00 NB

+50

152+00 NB

+50

153+00 NB

+50

154+00 NB

MATCH LINE STA 154+00 NB

BRIDGE OUT
R11-2B
48" X 30"

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET 258	E

2

N

REFER TO STANDARD DETAIL DRAWINGS "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" AND DETOUR ROUTE - STH 120 IN THE PLANS FOR ADDITIONAL SIGNING REQ'D.

MATCH LINE STA. 154+00 NB

154+00 NB

+50

155+00 NB

+50

156+00 NB

+50

157+00 NB

+50

158+00 NB

+50

159+00 NB

+50

160+00 NB

BRIDGE OUT
R11-2B
48" X 30"

ROAD CLOSED
R11-2
48" X 30"

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026313_s3.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STAGE 4 AND 4A

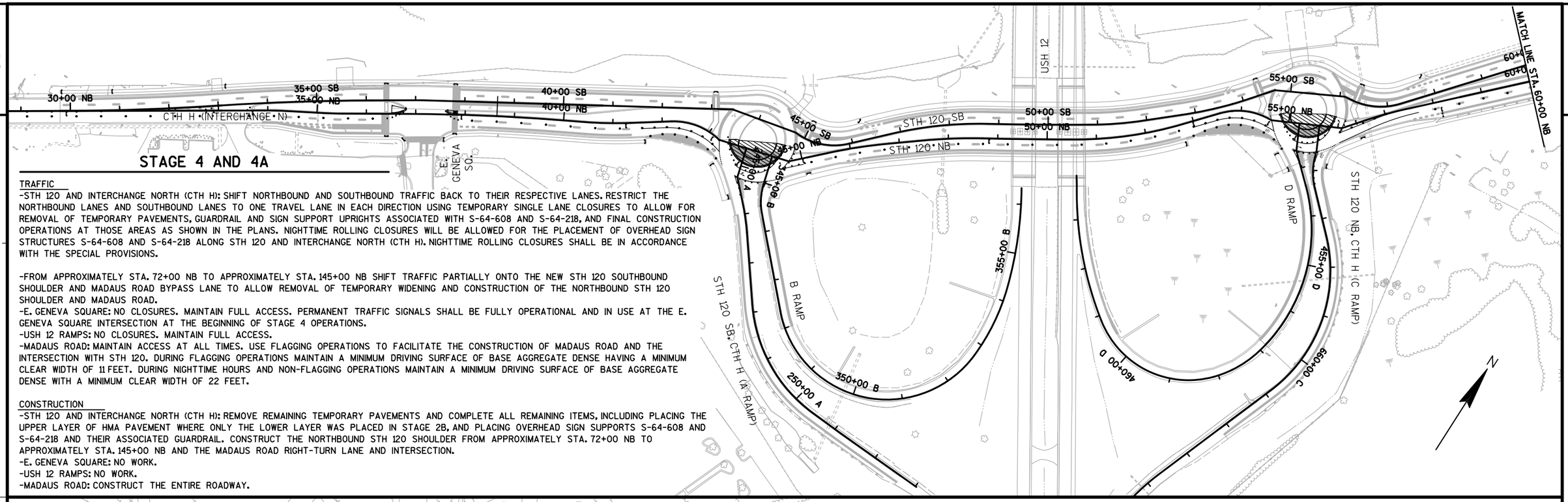
TRAFFIC

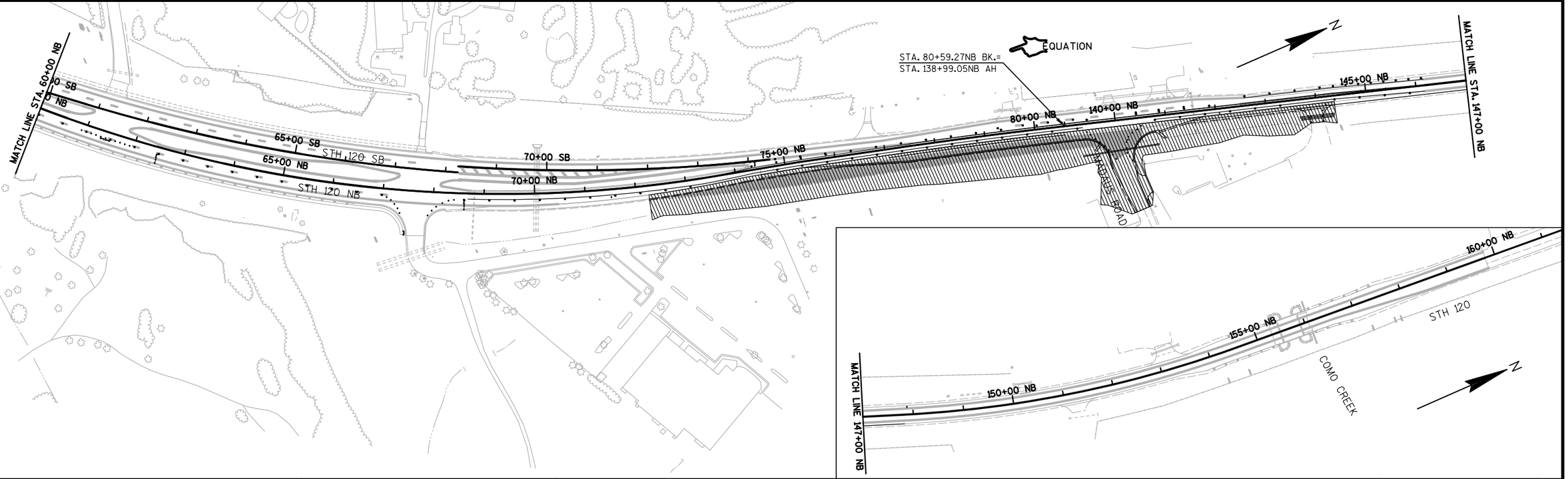
-STH 120 AND INTERCHANGE NORTH (CTH H): SHIFT NORTHBOUND AND SOUTHBOUND TRAFFIC BACK TO THEIR RESPECTIVE LANES. RESTRICT THE NORTHBOUND LANES AND SOUTHBOUND LANES TO ONE TRAVEL LANE IN EACH DIRECTION USING TEMPORARY SINGLE LANE CLOSURES TO ALLOW FOR REMOVAL OF TEMPORARY PAVEMENTS, GUARDRAIL AND SIGN SUPPORT UPRIGHTS ASSOCIATED WITH S-64-608 AND S-64-218, AND FINAL CONSTRUCTION OPERATIONS AT THOSE AREAS AS SHOWN IN THE PLANS. NIGHTTIME ROLLING CLOSURES WILL BE ALLOWED FOR THE PLACEMENT OF OVERHEAD SIGN STRUCTURES S-64-608 AND S-64-218 ALONG STH 120 AND INTERCHANGE NORTH (CTH H). NIGHTTIME ROLLING CLOSURES SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

-FROM APPROXIMATELY STA. 72+00 NB TO APPROXIMATELY STA. 145+00 NB SHIFT TRAFFIC PARTIALLY ONTO THE NEW STH 120 SOUTHBOUND SHOULDER AND MADAUS ROAD BYPASS LANE TO ALLOW REMOVAL OF TEMPORARY WIDENING AND CONSTRUCTION OF THE NORTHBOUND STH 120 SHOULDER AND MADAUS ROAD.
-E. GENEVA SQUARE: NO CLOSURES. MAINTAIN FULL ACCESS. PERMANENT TRAFFIC SIGNALS SHALL BE FULLY OPERATIONAL AND IN USE AT THE E. GENEVA SQUARE INTERSECTION AT THE BEGINNING OF STAGE 4 OPERATIONS.
-USH 12 RAMPS: NO CLOSURES. MAINTAIN FULL ACCESS.
-MADAUS ROAD: MAINTAIN ACCESS AT ALL TIMES. USE FLAGGING OPERATIONS TO FACILITATE THE CONSTRUCTION OF MADAUS ROAD AND THE INTERSECTION WITH STH 120. DURING FLAGGING OPERATIONS MAINTAIN A MINIMUM DRIVING SURFACE OF BASE AGGREGATE DENSE HAVING A MINIMUM CLEAR WIDTH OF 11 FEET. DURING NIGHTTIME HOURS AND NON-FLAGGING OPERATIONS MAINTAIN A MINIMUM DRIVING SURFACE OF BASE AGGREGATE DENSE WITH A MINIMUM CLEAR WIDTH OF 22 FEET.

CONSTRUCTION

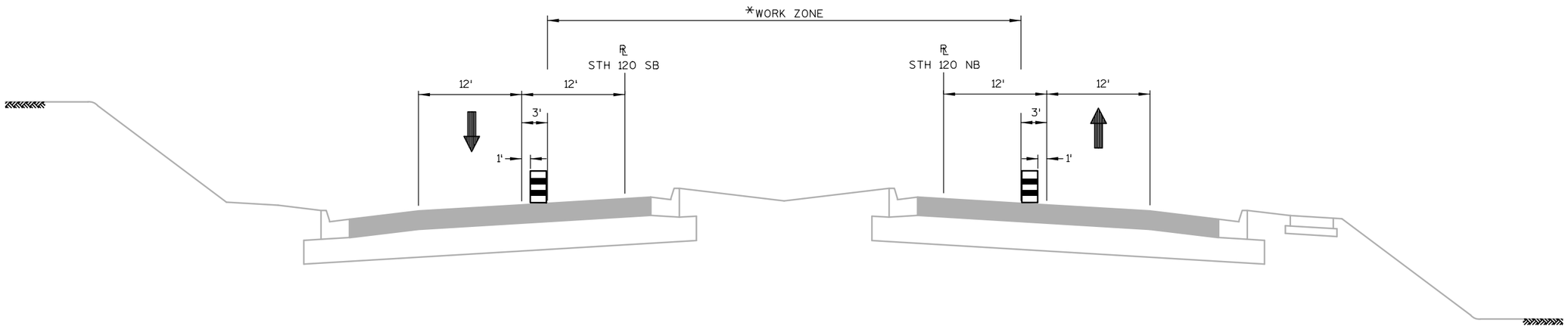
-STH 120 AND INTERCHANGE NORTH (CTH H): REMOVE REMAINING TEMPORARY PAVEMENTS AND COMPLETE ALL REMAINING ITEMS, INCLUDING PLACING THE UPPER LAYER OF HMA PAVEMENT WHERE ONLY THE LOWER LAYER WAS PLACED IN STAGE 2B, AND PLACING OVERHEAD SIGN SUPPORTS S-64-608 AND S-64-218 AND THEIR ASSOCIATED GUARDRAIL. CONSTRUCT THE NORTHBOUND STH 120 SHOULDER FROM APPROXIMATELY STA. 72+00 NB TO APPROXIMATELY STA. 145+00 NB AND THE MADAUS ROAD RIGHT-TURN LANE AND INTERSECTION.
-E. GENEVA SQUARE: NO WORK.
-USH 12 RAMPS: NO WORK.
-MADAUS ROAD: CONSTRUCT THE ENTIRE ROADWAY.





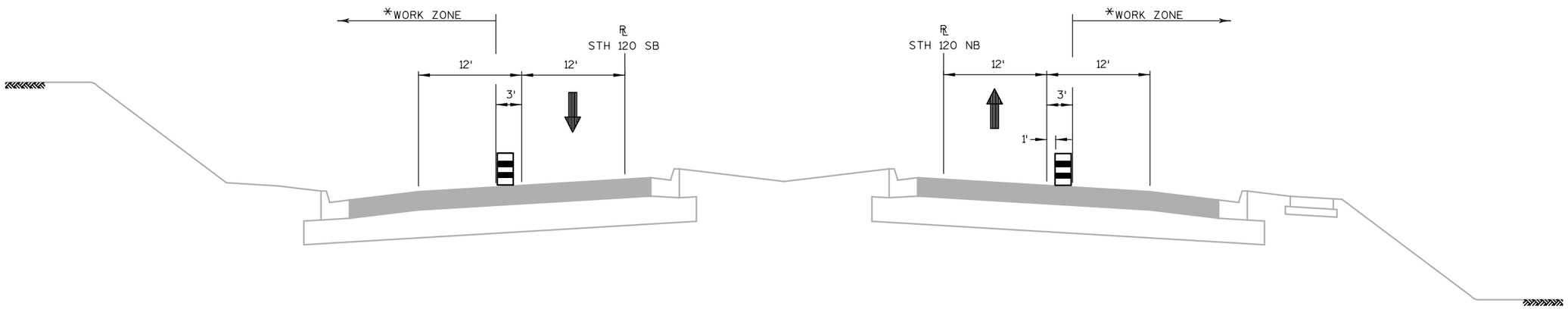
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TRAFFIC CONTROL OVERVIEW - STAGE 4 AND 4A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026400_s4__Stage 4_Overview.dgn PLOT DATE : 9/7/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42



STAGE 4 TYPICAL SECTION STH 120 WITH INSIDE LANE CLOSURE

STA. 37+83.4 NB - STA. 68+25 NB

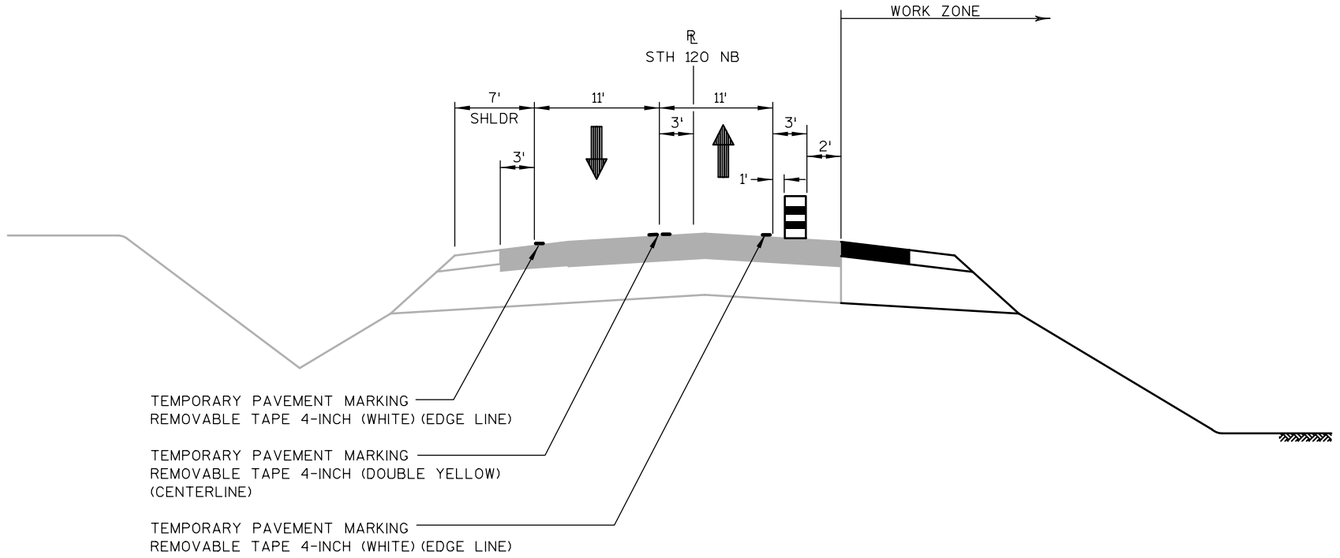


STAGE 4A TYPICAL SECTION STH 120 WITH OUTSIDE LANE CLOSURE

STA. 37+83.4 NB - STA. 68+25 NB

*WORK ZONE PRESENT AT USH 12 RAMP TERMINAL INTERSECTIONS/ROUNDABOUTS

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING TYPICALS - STAGE 4	SHEET 261	E

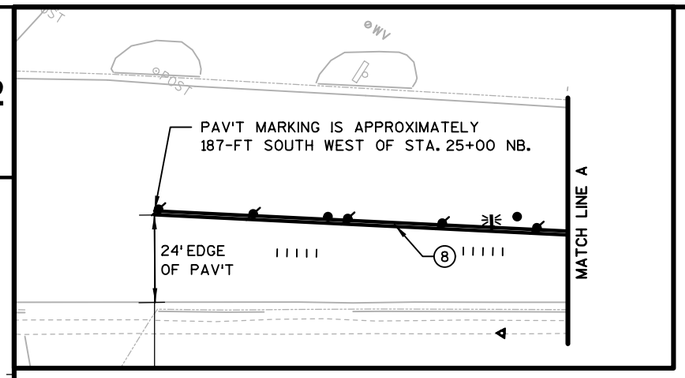


STAGE 4 & 4A TYPICAL SECTION STH 120

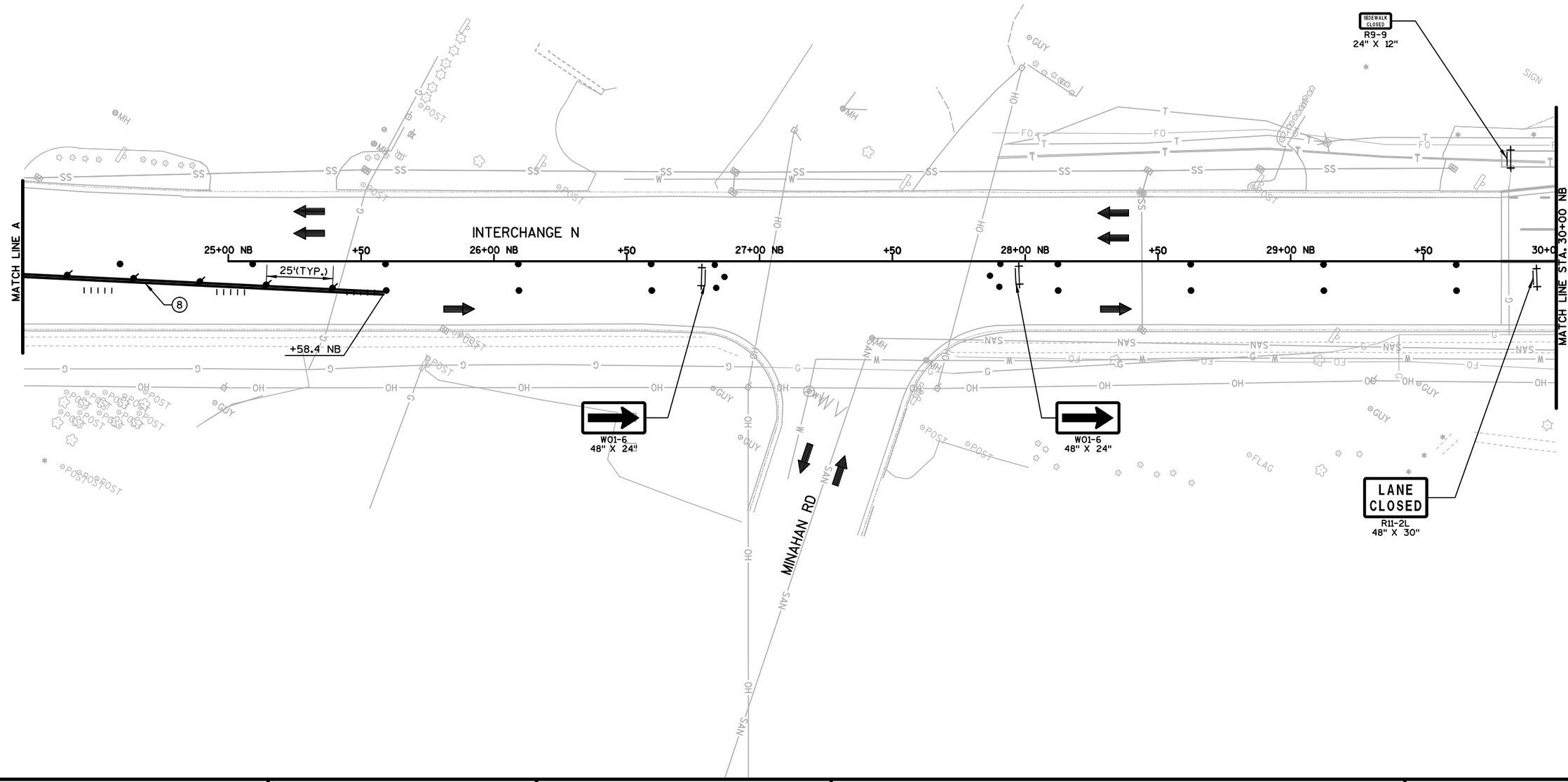
STA. 68+25 NB - STA. 144+36 NB
(STH 120 OPEN TO TRAFFIC NORTH OF STA. 144+36 NB)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING TYPICALS - STAGE 4	SHEET 262	E

2



SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026401_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

W01-6
48" X 24"

MATCH LINE STA. 30+00 NB

MATCH LINE STA. 36+00 NB

INTERCHANGE N

W01-6
48" X 24"

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026402_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR LANE CLOSURE FOR ADDITIONAL INFORMATION.

N

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

INTERCHANGE N

37+00 SB | 38+00 SB | 39+00 SB | 40+00 SB | 41+00 SB

37+00 NB | 38+00 NB | 39+00 NB | 40+00 NB | 41+00 NB

MATCH LINE STA. 36+00 NB

10'(TYP.)

INTERCHANGE N

25'(TYP.)

MATCH LINE STA. 42+00 NB

W01-6
48" X 24"

LANE CLOSED
R11-2L
48" X 30"

SEE PERMANENT PAVEMENT MARKING PLANS FOR LOCATION INFORMATION (TEMPORARY PAINT REQ'D IN AREAS WHERE ONLY LOWER LAYER OF HMA PAVEMENT PLACED IN STAGE 2B) (6)

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

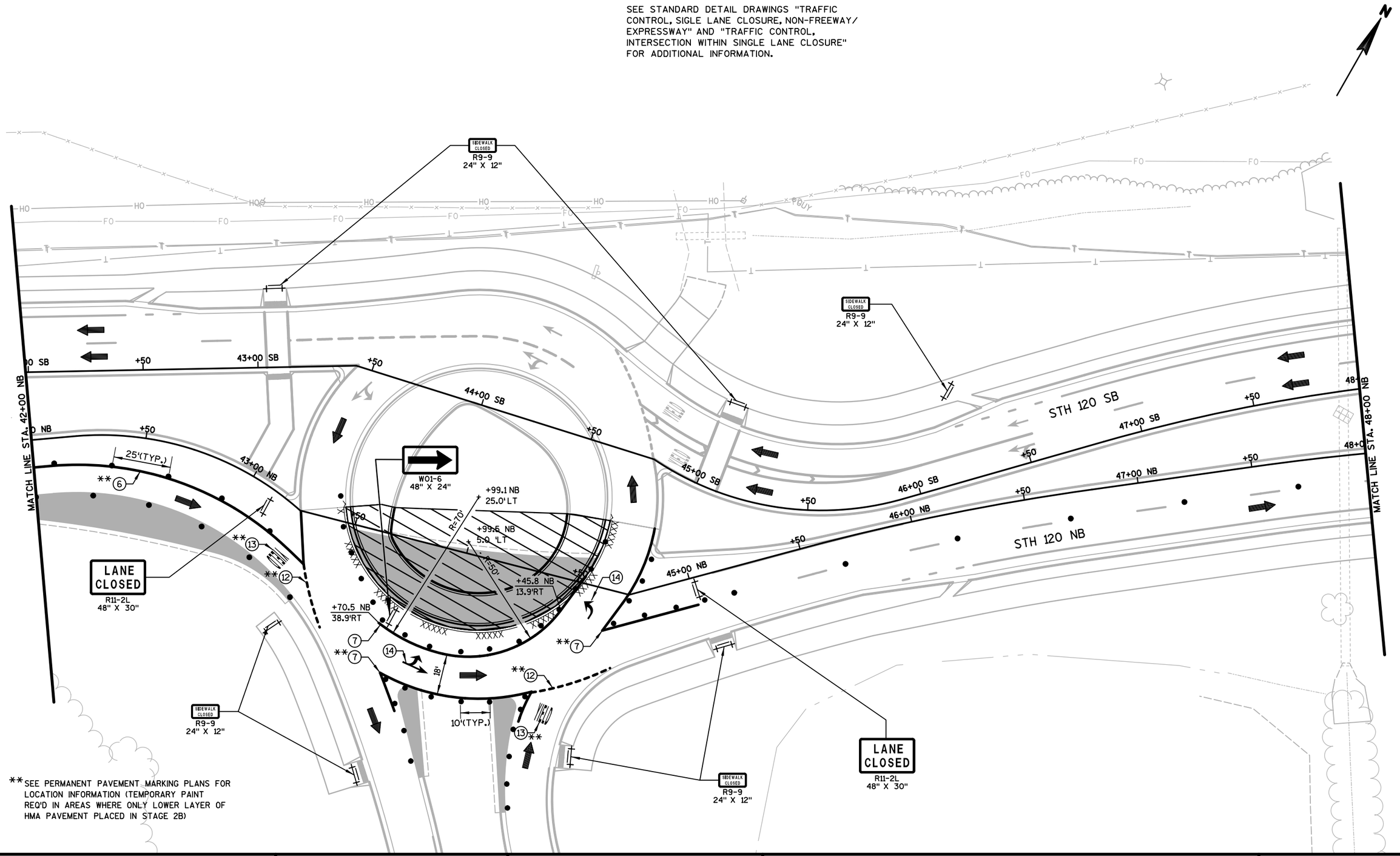
SIDEWALK CLOSED
R9-9
24" X 12"

E. GENEVA SQUARE

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026403_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SIGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

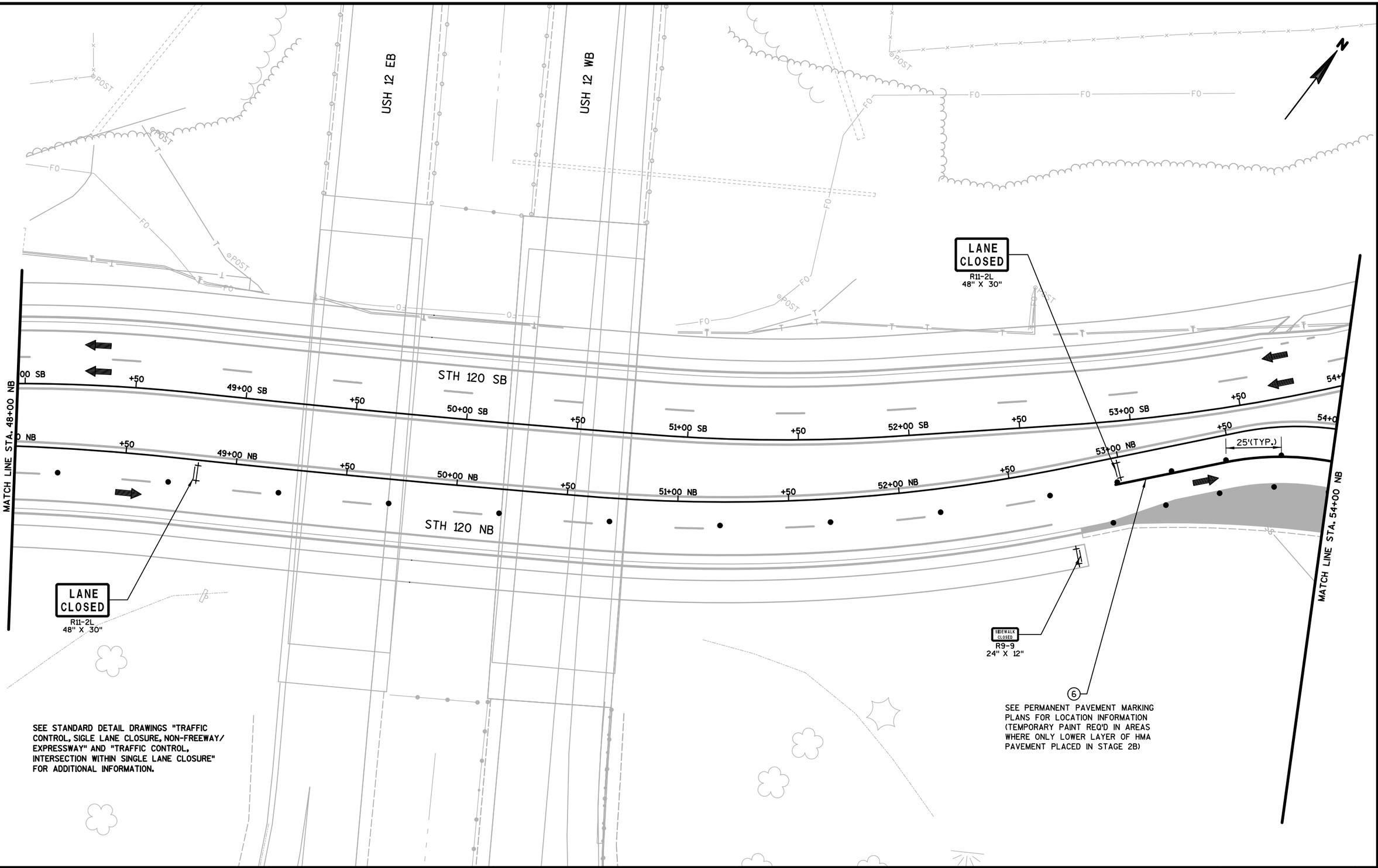


** SEE PERMANENT PAVEMENT MARKING PLANS FOR LOCATION INFORMATION (TEMPORARY PAINT REQ'D IN AREAS WHERE ONLY LOWER LAYER OF HMA PAVEMENT PLACED IN STAGE 2B)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026404_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SIGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.

(6) SEE PERMANENT PAVEMENT MARKING PLANS FOR LOCATION INFORMATION (TEMPORARY PAINT REQ'D IN AREAS WHERE ONLY LOWER LAYER OF HMA PAVEMENT PLACED IN STAGE 2B)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026405_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR LANE CLOSURE FOR ADDITIONAL INFORMATION.

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

LANE CLOSED
R11-2L
48" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

LANE CLOSED
R11-2L
48" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

LANE CLOSED
R11-2L
48" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

W01-6
48" X 24"

MATCH LINE STA. 54+00 NB

MATCH LINE STA. 60+00 NB

STH 120 SB

STH 120 NB

54+00 SB
+50
55+00 SB
+50
56+00 SB
+50
57+00 SB
+50
58+00 SB
+50
59+00 SB
+50
57+00 NB
+50
58+00 NB
+50
59+00 NB
+50
56+00 NB
+50
55+00 NB

25'(TYP.)

10'(TYP.)

R=70'

R=50'

R=500'

+36.3 NB
30.8' LT

+36.5 NB
10.8' LT

+11.6 NB
34.7' RT

+82.5 NB
8.8' RT

+3.6 NB
10.3' RT

+6.7 NB

+36.9 NB
39.2' RT

+9.4 NB

+67.1 NB
12.0' RT

+59.3 NB
19.3' RT

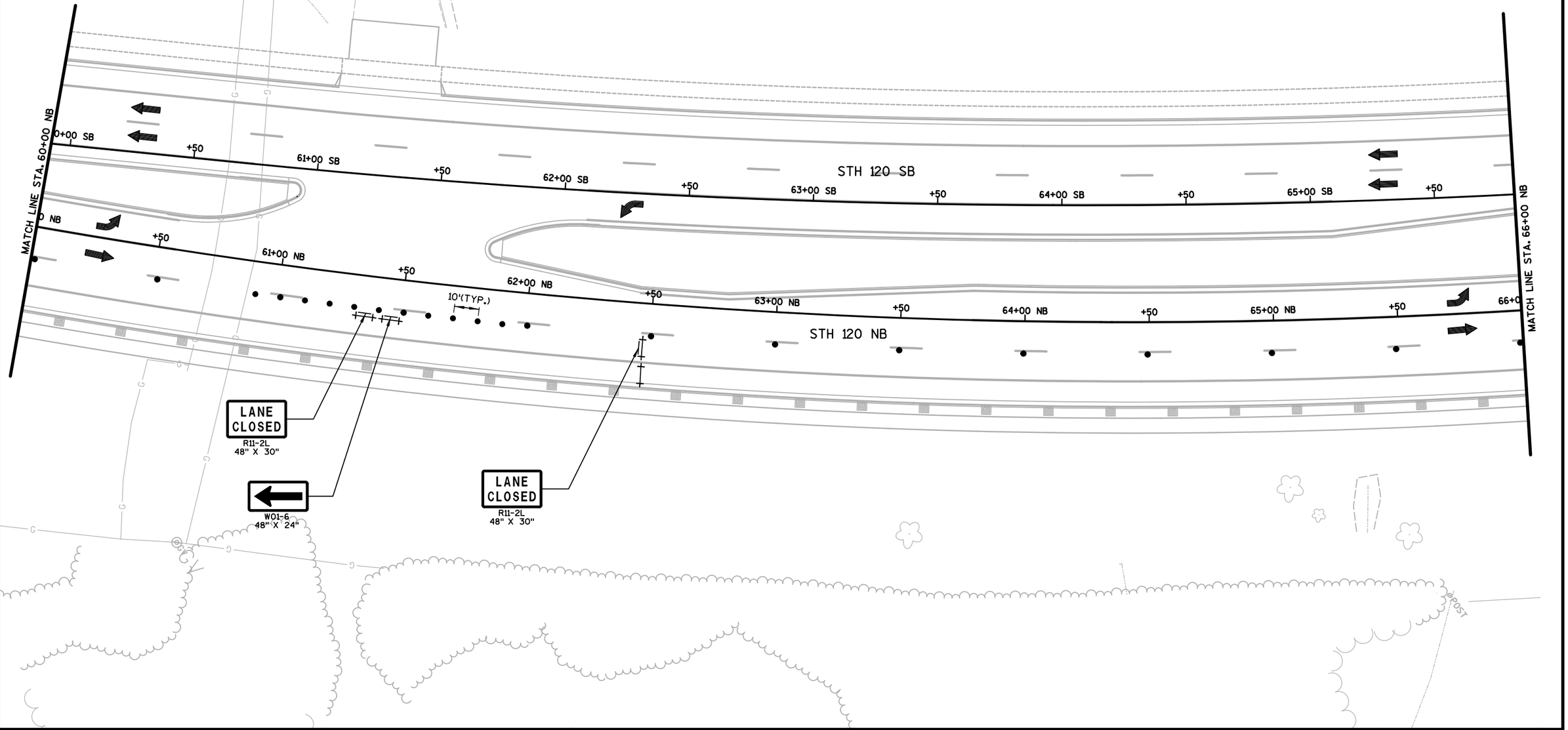
57+67.1 NB
512.0' RT

** SEE PERMANENT PAVEMENT MARKING PLANS FOR LOCATION INFORMATION (TEMPORARY PAINT REQ'D IN AREAS WHERE ONLY LOWER LAYER OF HMA PAVEMENT PLACED IN STAGE 2B)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026406_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

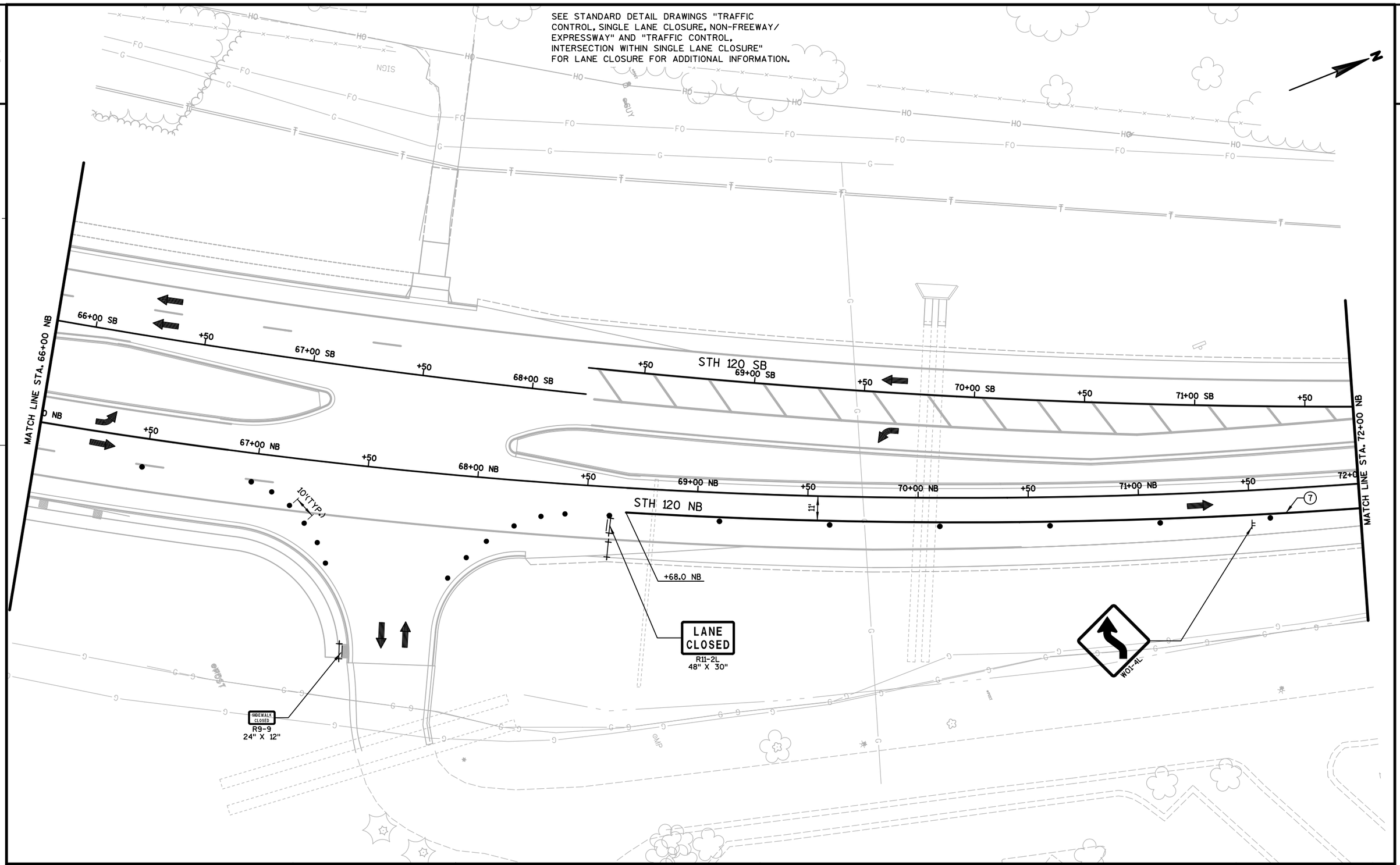
SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR LANE CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026407_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

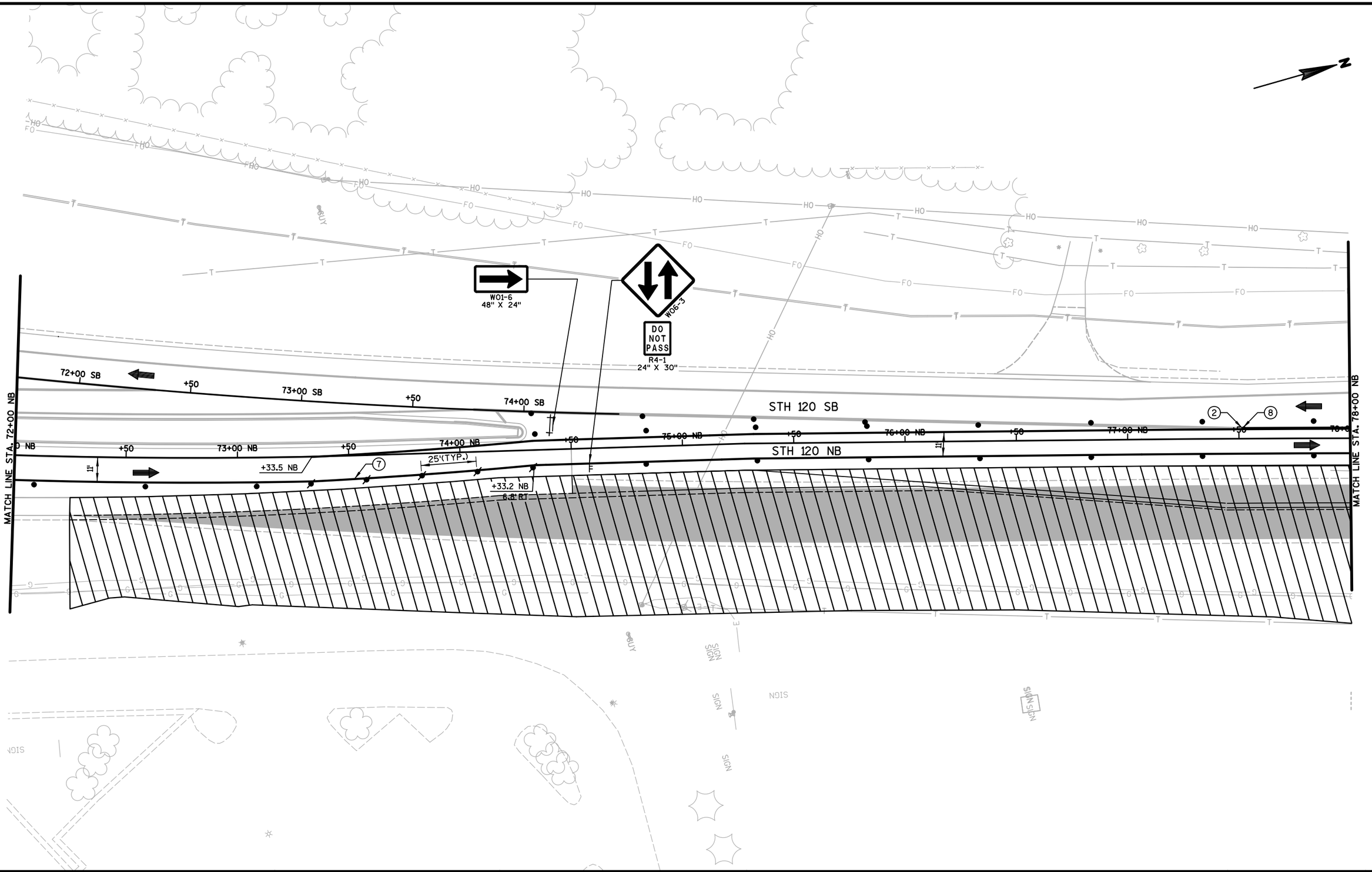
SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR LANE CLOSURE FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026408_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET 271	E

2

N

STH 120

MATCH LINE STA. 78+00 NB

MATCH LINE STA. 142+00 NB

78+00 NB

79+00 NB

88+00 NB

113+00 NB

114+00 NB

141+00 NB

142+00 NB

+50

10'(TYP.)

R1-1
30" X 30"

STOP

MODIFIED TYPE III
BARRICADE

MADAUS RD

SIGN

HO

T

FO

GUY

SEPV

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET 272	E

2

N

W01-4R

+35.8 NB

25'(TYP.)

+15.8 NB

10'

10'

7

8

7

STH 120

MATCH LINE STA. 142+00 NB

142+00 NB

+50

143+00 NB

+50

144+00 NB

+50

145+00 NB

+50

146+00 NB

+50

147+00 NB

+50

148+00 NB

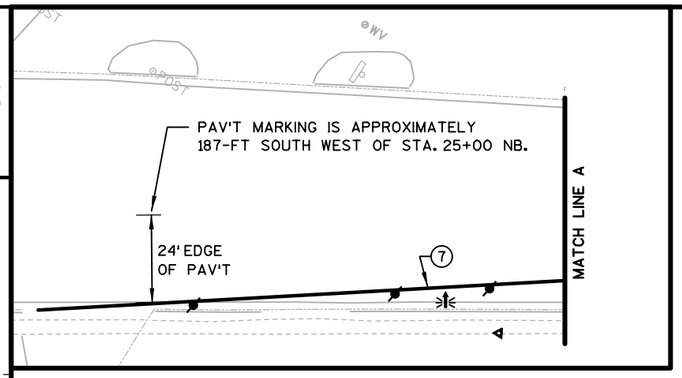
10'(TYP.)

W01-4R

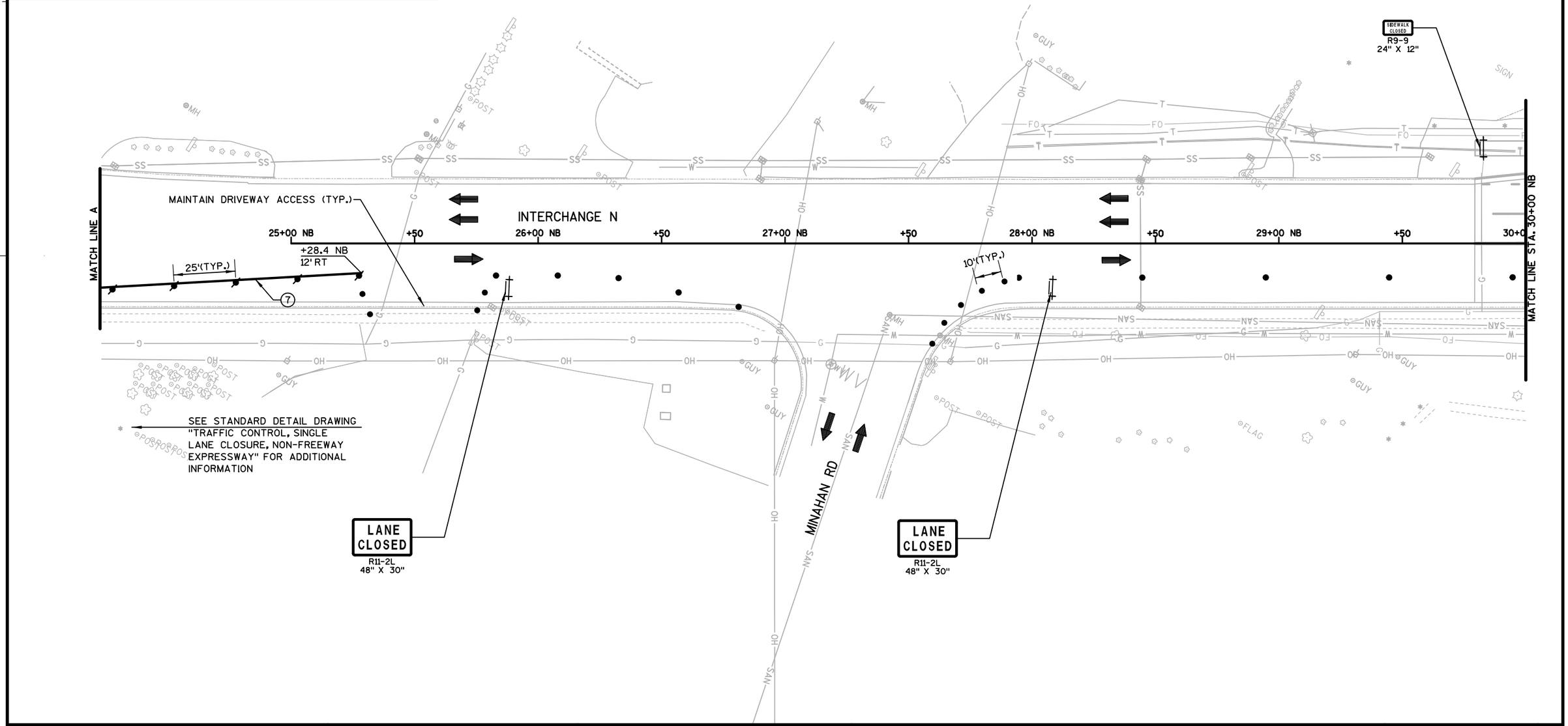
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026411_s4.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



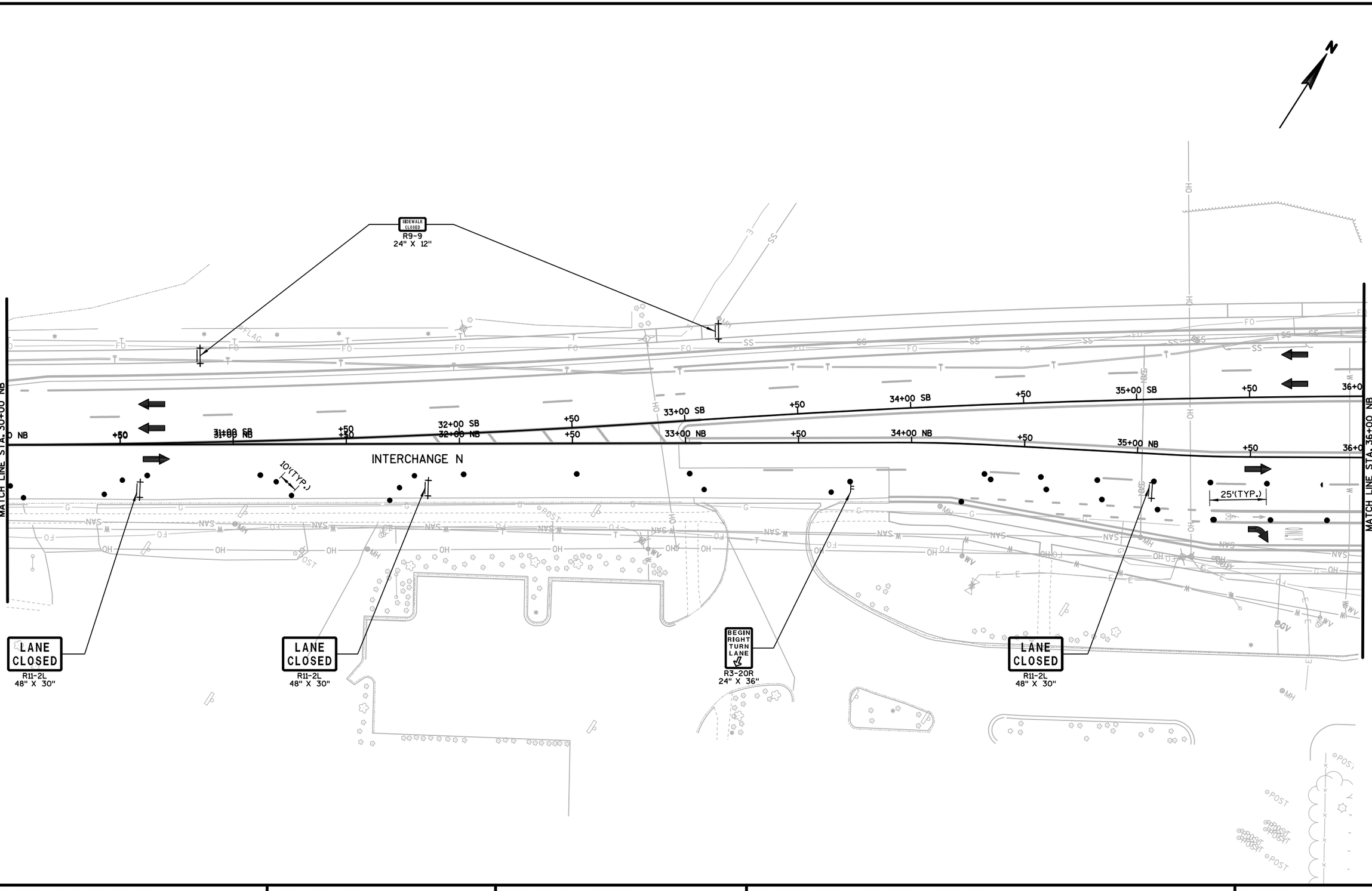
SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4A	SHEET	E

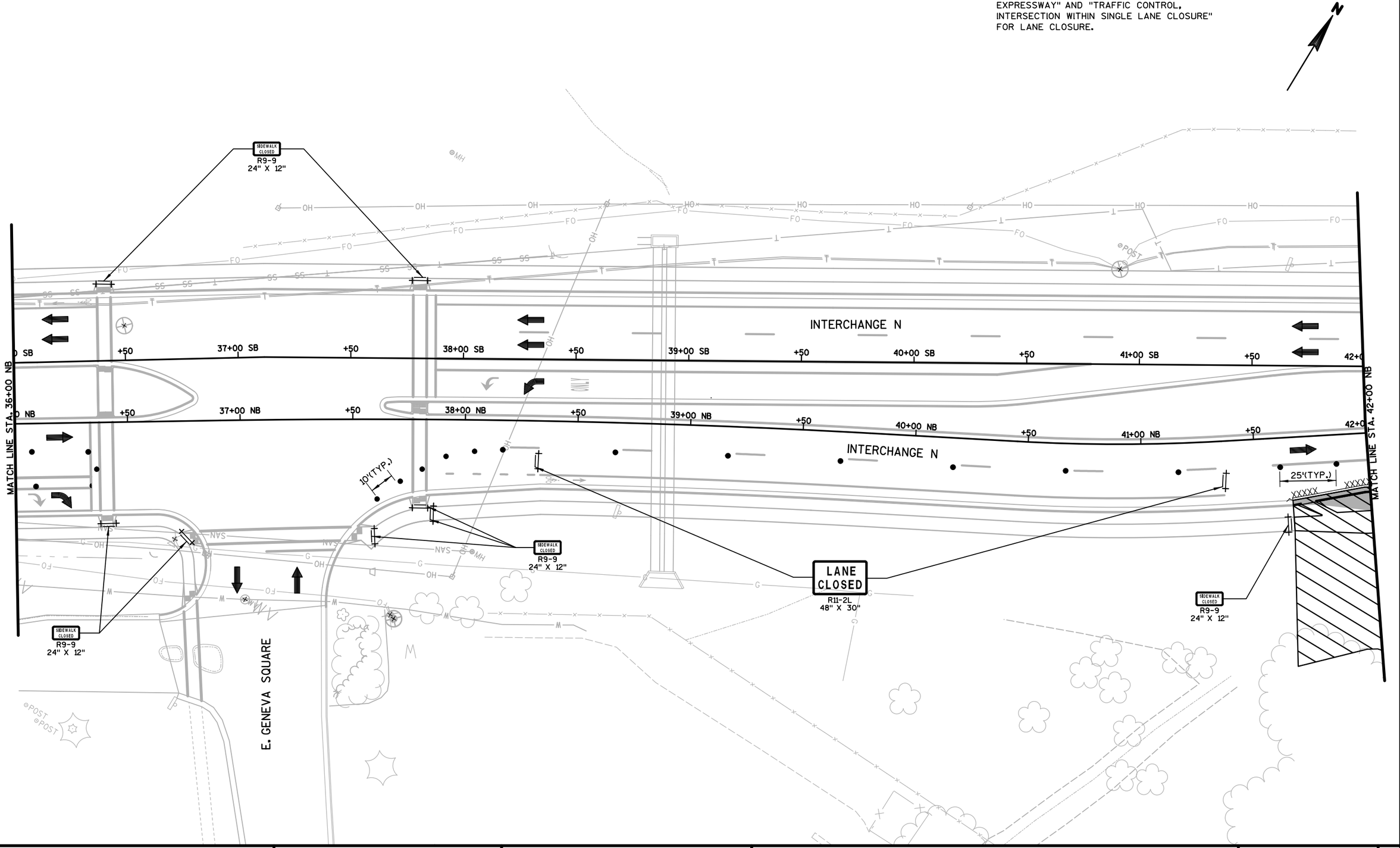
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2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4A	SHEET 275	E

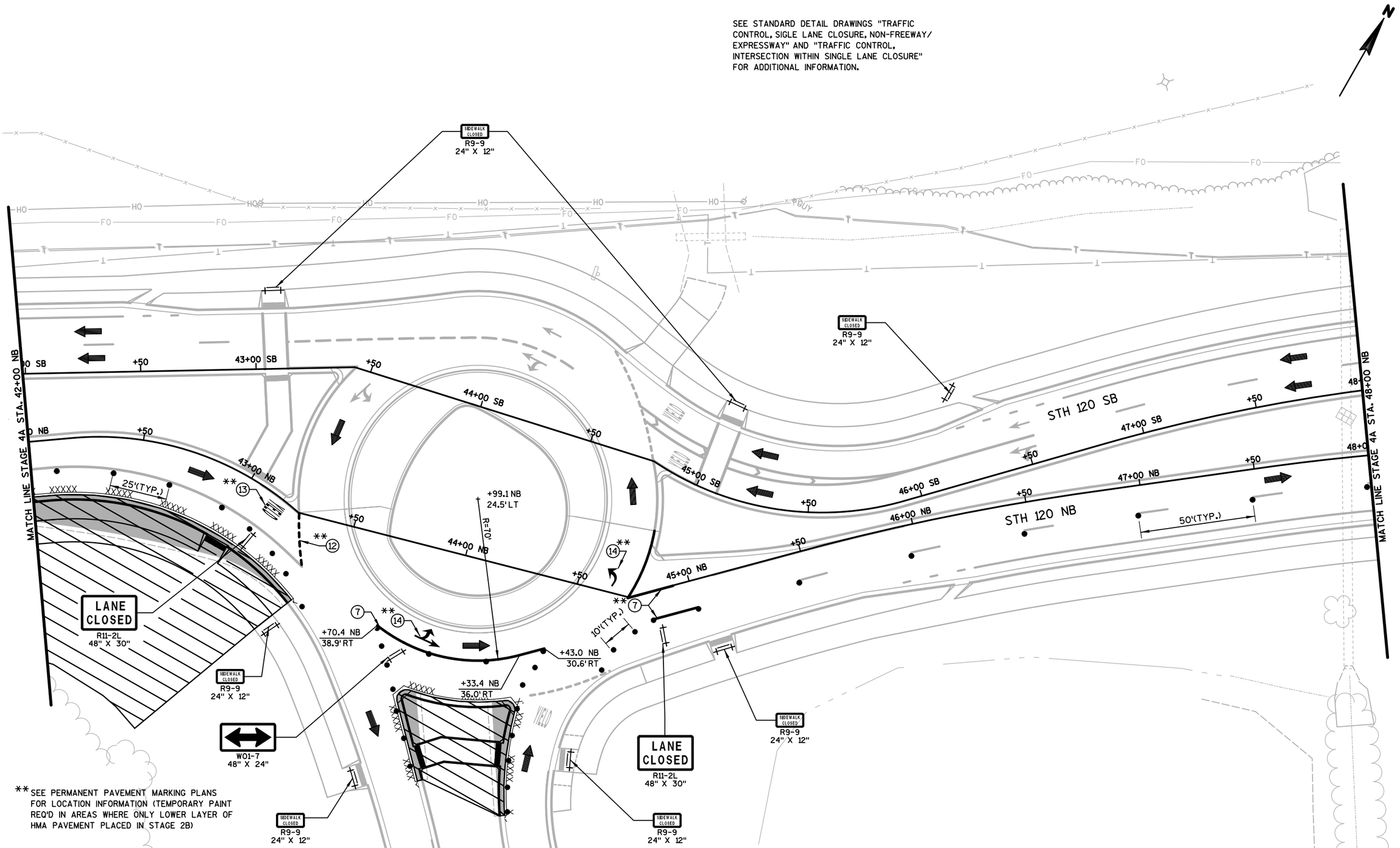
*SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR LANE CLOSURE.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4A	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026426_s4a.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SIGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR ADDITIONAL INFORMATION.



** SEE PERMANENT PAVEMENT MARKING PLANS FOR LOCATION INFORMATION (TEMPORARY PAINT REQ'D IN AREAS WHERE ONLY LOWER LAYER OF HMA PAVEMENT PLACED IN STAGE 2B)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4A	SHEET 277	E

2

2

USH 12 EB

USH 12 WB

STH 120 SB

STH 120 NB

MATCH LINE STAGE 4A STA. 48+00 NB

MATCH LINE STAGE 4A STA. 54+00 NB

49+00 SB

50+00 SB

51+00 SB

52+00 SB

53+00 SB

49+00 NB

50+00 NB

51+00 NB

52+00 NB

53+00 NB

+50

25'(TYP.)

LANE CLOSED
R11-2L
48" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

FO

POST

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4A	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026428_s4a.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

SEE STANDARD DETAIL DRAWINGS "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/ EXPRESSWAY" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR LANE CLOSURE FOR ADDITIONAL INFORMATION.

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

STH 120 SB

STH 120 NB

MATCH LINE STAGE 4A STA. 54+00 NB

MATCH LINE STAGE 4 STA. 60+00 NB

54+00 SB
+50
55+00 SB
+50
56+00 SB
+50
57+00 SB
+50
58+00 SB
+50
59+00 SB
+50
60+00 SB

54+00 NB
+50
55+00 NB
+50
56+00 NB
+50
57+00 NB
+50
58+00 NB
+50
59+00 NB
+50

+36.3 NB
30.8' LT
R=70'

+11.6 NB
34.7' RT

+65.6 NB
32.8' RT

+74.5 NB
28.7' RT

10'(TYP.)

25'(TYP.)

LANE CLOSED
R11-2L
48" X 30"

LANE CLOSED
R11-2L
48" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

SIDEWALK CLOSED
R9-9
24" X 12"

W01-7
48" X 24"

** SEE PERMANENT PAVEMENT MARKING PLANS FOR LOCATION INFORMATION (TEMPORARY PAINT REQ'D IN AREAS WHERE ONLY LOWER LAYER OF HMA PAVEMENT PLACED IN STAGE 2B)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONSTRUCTION STAGING - STAGE 4A	SHEET 279 E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\026429_s4a.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL SIGNS SHOWN SHALL BE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS.

SEE ADVANCE WARNING SIGN SHEET FOR ADDITIONAL INFORMATION.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

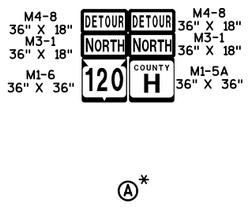
ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL

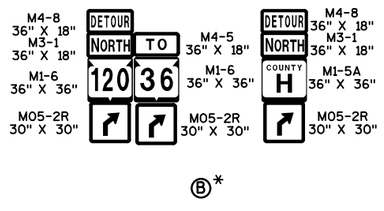
ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

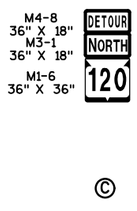
ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

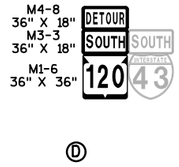
LEGEND

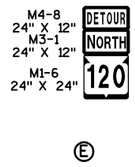
- DETOUR ROUTE - STH 120
- DETOUR ROUTE - CTH H (STAGE 1 DIRECTIONAL DETOUR AND STAGE 2B ONLY)
- BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- WOOD POST WITH ATTACHED SIGN
- 120 EXISTING SIGN (TYP.)

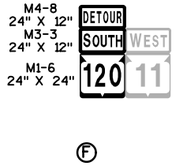


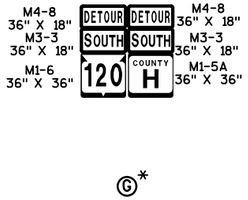




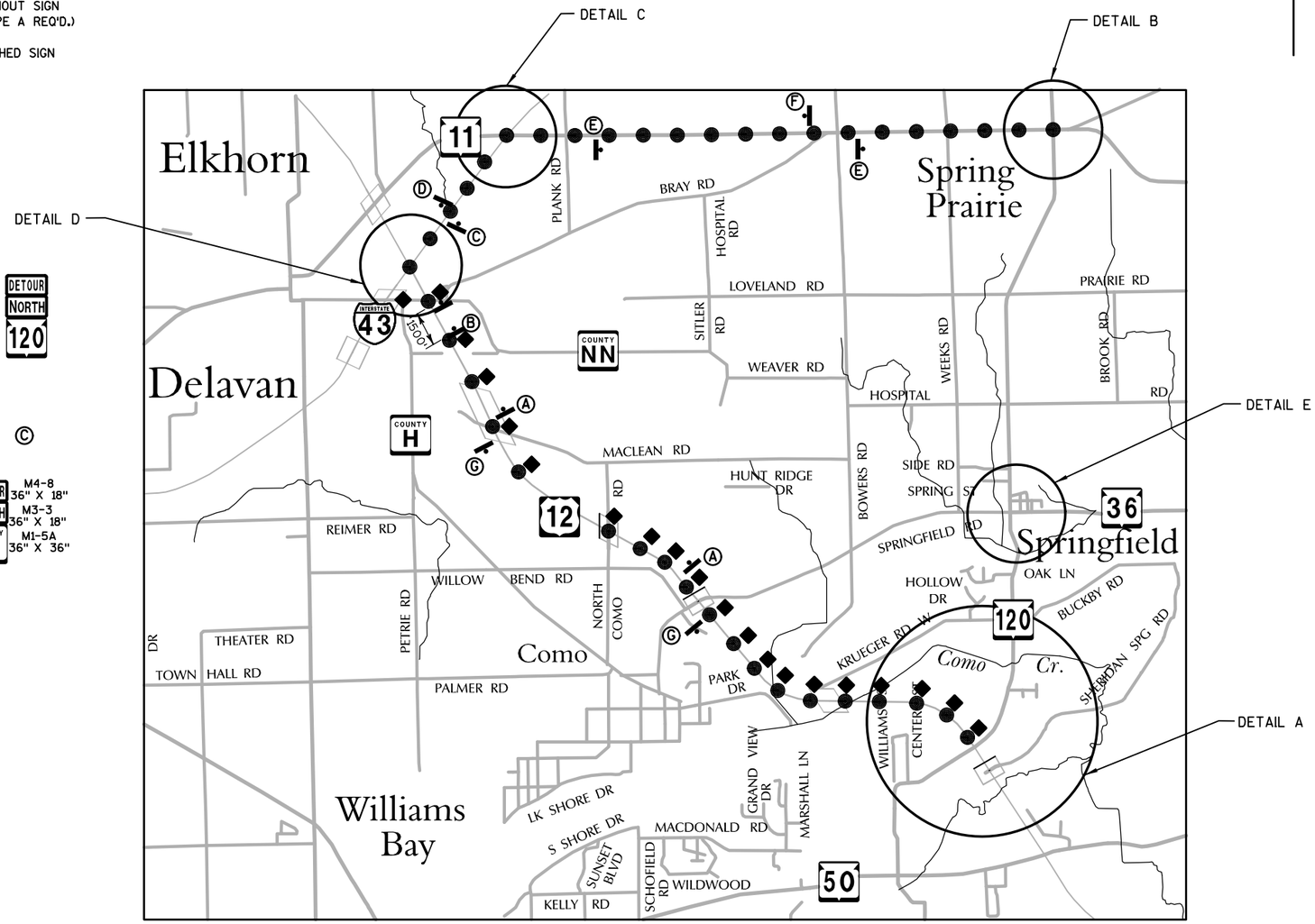




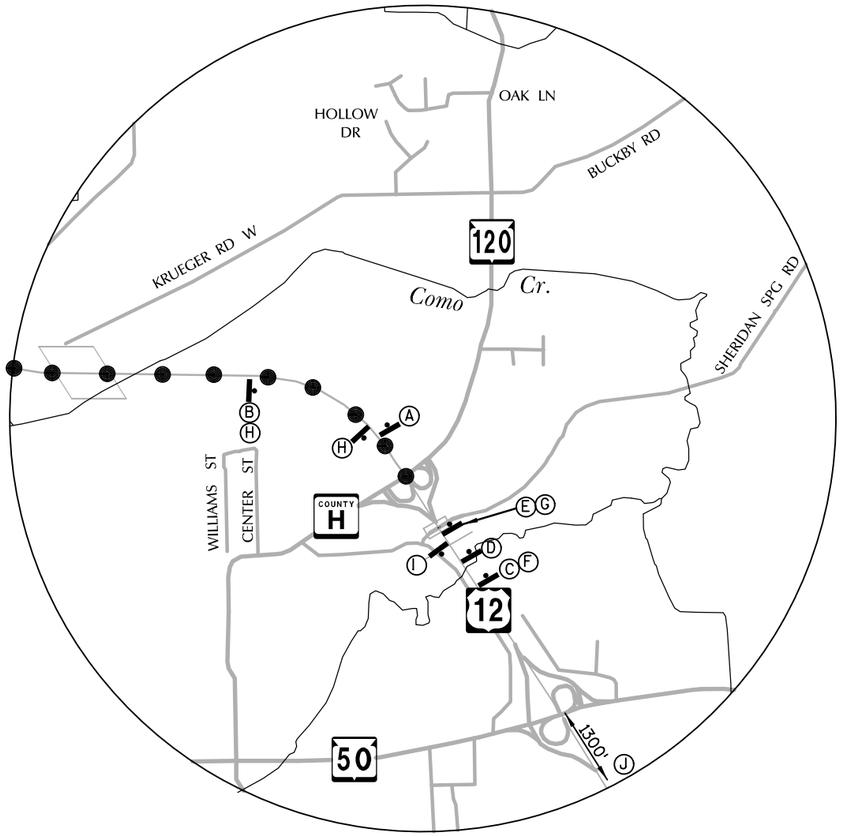




*CTH H DETOUR SIGNS REQUIRED ONLY DURING STAGE 1 DIRECTIONAL DETOURS AND IN STAGE 2B.



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	DETOUR ROUTE SIGNING - STH 120/CTH H	SHEET 280	E



DETAIL A (STAGE 1 DIRECTIONAL DETOUR & STAGE 2B)

(USH 12 EXIT RAMPS CLOSED - STAGE 1 DIRECTIONAL DETOUR)
(ALL USH 12 RAMPS CLOSED - STAGE 2B)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL SIGNS SHOWN SHALL BE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS.

SEE ADVANCE WARNING SIGN SHEET FOR ADDITIONAL INFORMATION.

ANY SIGN TEMPORARY OR EXISTING, THAT CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

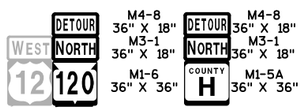
ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL

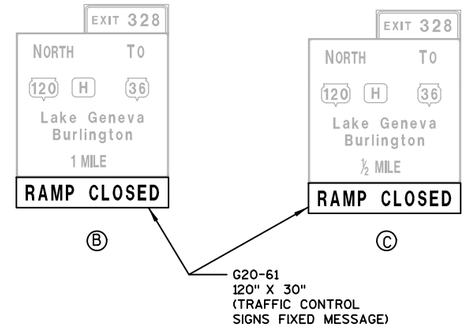
ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

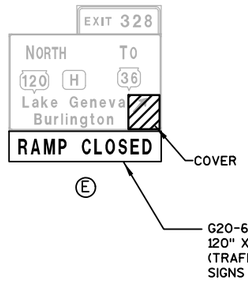
ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

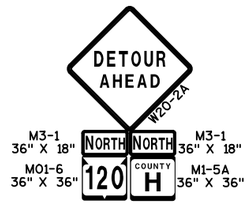
LEGEND

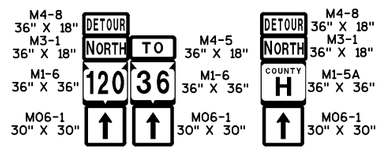
- DETOUR ROUTE
- BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- WOOD POST WITH ATTACHED SIGN
- EXISTING SIGN (TYP.)

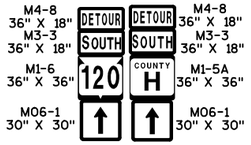


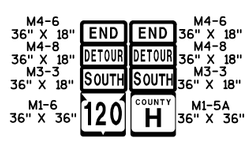






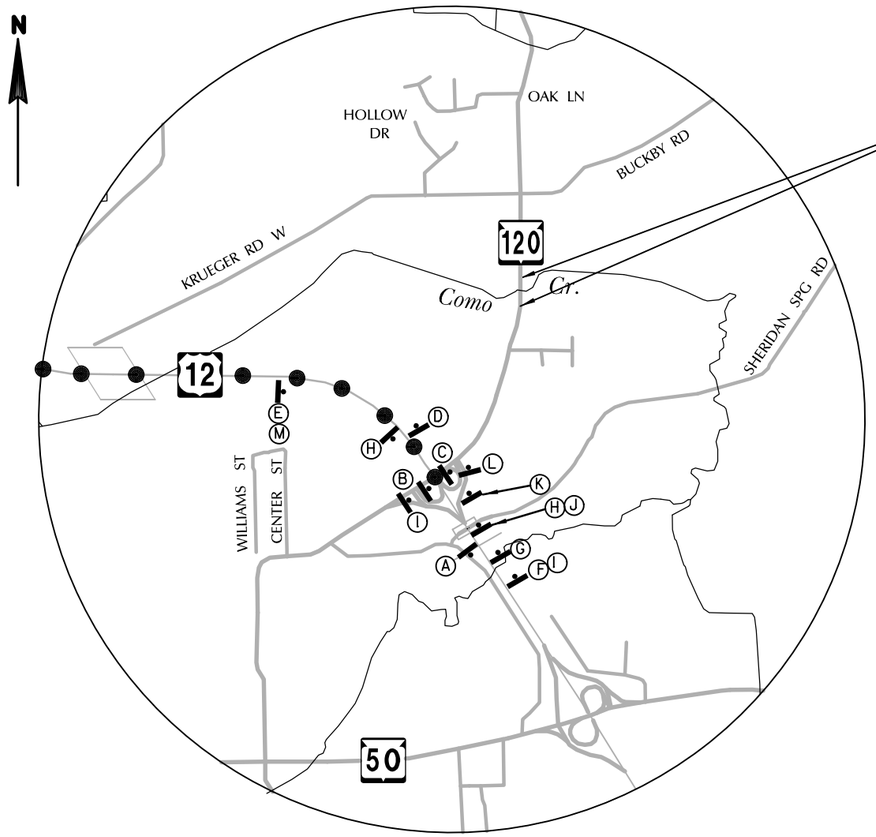








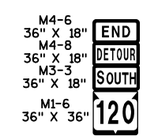
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	DETOUR ROUTE SIGNING - USH 12 RAMP CLOSURES (DETAIL A)	SHEET 281	E



SEE CONSTRUCTION STAGING SHEETS AND SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAIL C FOR COMO CREEK BRIDGE CLOSURE DETAIL

DETAIL A (STAGE 3)

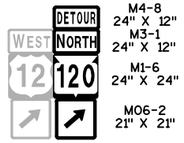
(STH 120 CLOSED BETWEEN MADAUS RD. AND COMO CREEK)



Ⓐ



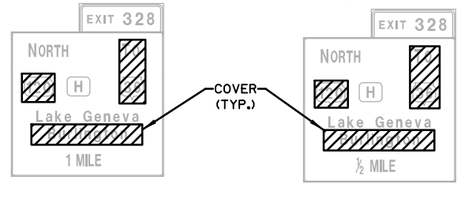
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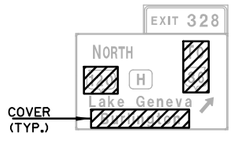
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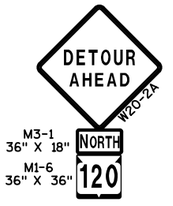
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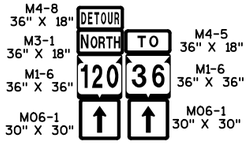
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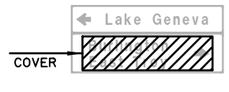
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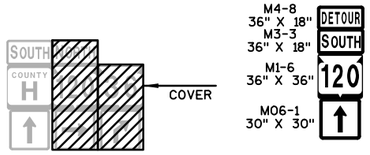
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GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL SIGNS SHOWN SHALL BE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS.

SEE ADVANCE WARNING SIGN SHEET FOR ADDITIONAL INFORMATION.

ANY SIGN TEMPORARY OR EXISTING, THAT CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL

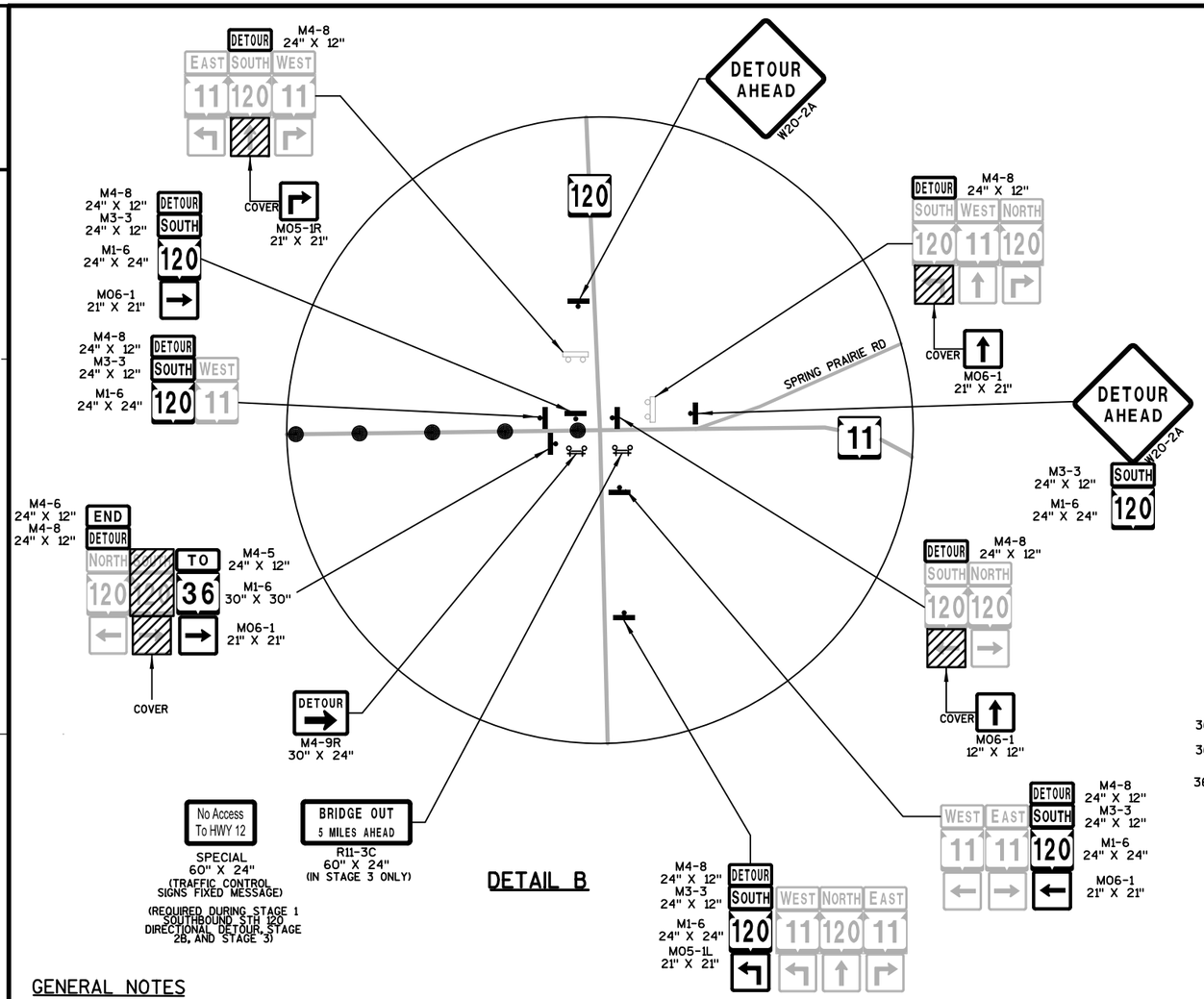
ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

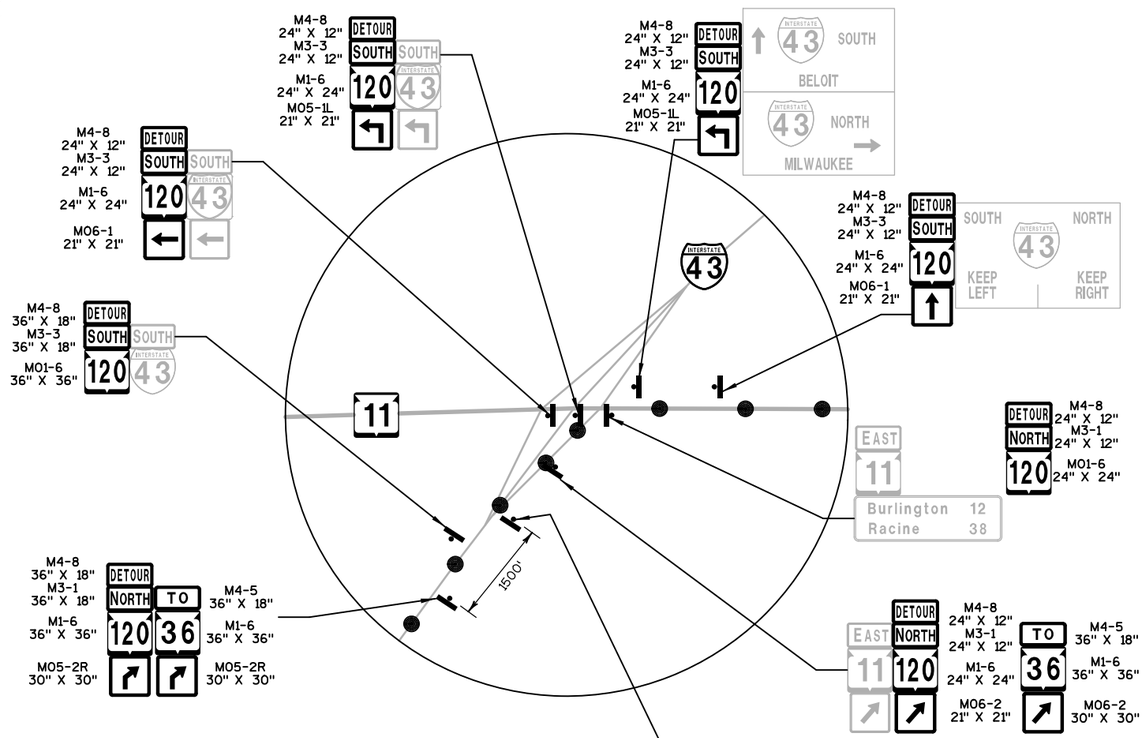
LEGEND

- ●●● DETOUR ROUTE
- BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- WOOD POST WITH ATTACHED SIGN
- 120 EXISTING SIGN (TYP.)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	DETOUR ROUTE SIGNING - STH 120 STAGE 3 (DETAIL A)	SHEET 282	E



DETAIL B



DETAIL C

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL SIGNS SHOWN SHALL BE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS.

SEE ADVANCE WARNING SIGN SHEET FOR ADDITIONAL INFORMATION.

ANY SIGN TEMPORARY OR EXISTING, THAT CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

LEGEND

- DETOUR ROUTE
- BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- WOOD POST WITH ATTACHED SIGN
- 120 EXISTING SIGN (TYP.)

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	DETOUR ROUTE SIGNING - STH 120 (DETAILS B AND C)	SHEET 283	E

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL SIGNS SHOWN SHALL BE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS.

SEE ADVANCE WARNING SIGN SHEET FOR ADDITIONAL INFORMATION.

ANY SIGN TEMPORARY OR EXISTING, THAT CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

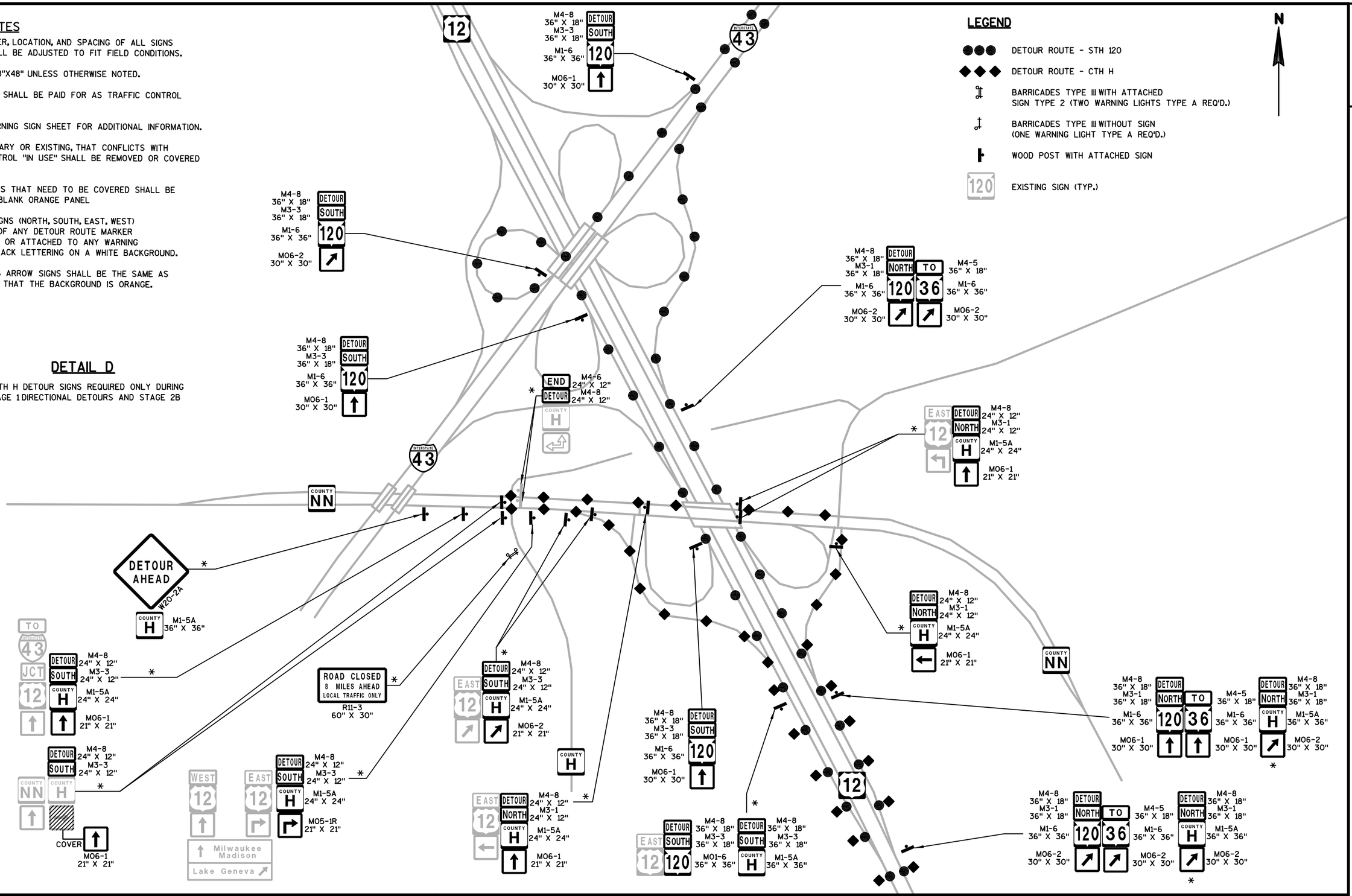
ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

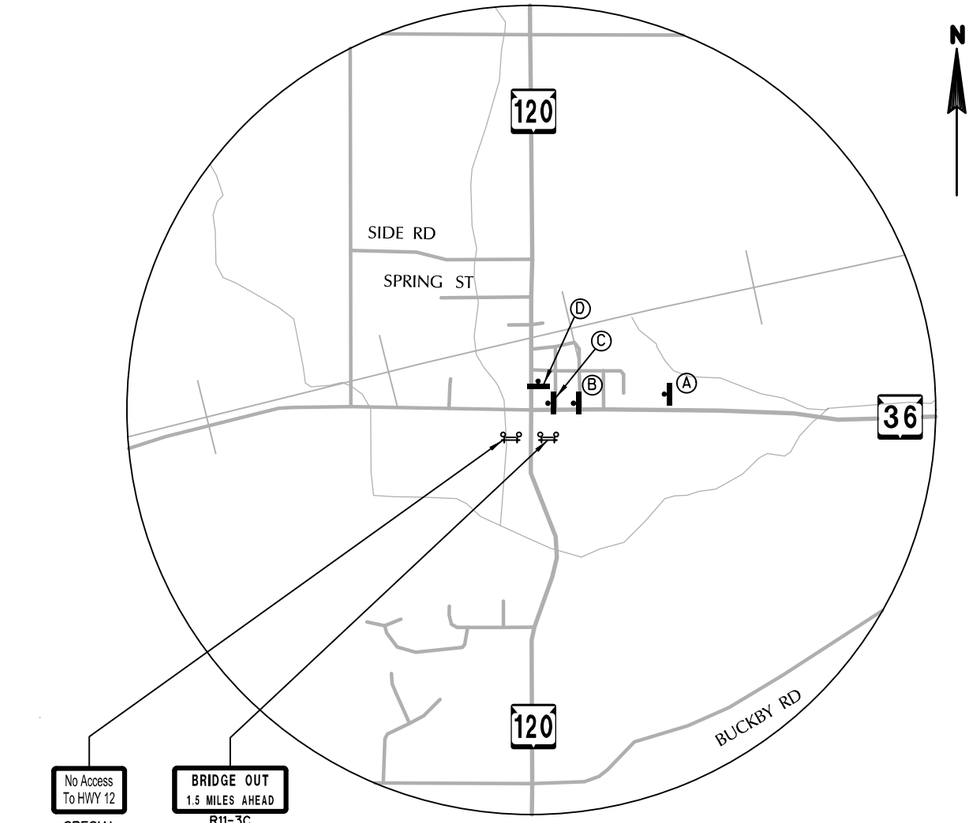
ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

DETAIL D

*CTH H DETOUR SIGNS REQUIRED ONLY DURING STAGE 1 DIRECTIONAL DETOURS AND STAGE 2B



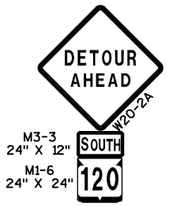
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	DETOUR ROUTE SIGNING - STH 120/CTH H (DETAIL D)	SHEET 284	E



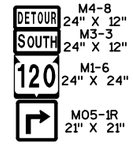
SPECIAL
60" X 24"
(TRAFFIC CONTROL SIGNS FIXED MESSAGE)
(REQUIRED DURING STAGE 1 SOUTHBOUND STH 120 DIRECTIONAL DETOUR, STAGE 2B, AND STAGE 3)

R11-3C
60" X 24"
(IN STAGE 3 ONLY)

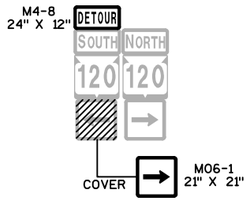
DETAIL E



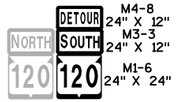
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GENERAL NOTES

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ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ALL SIGNS SHOWN SHALL BE PAID FOR AS TRAFFIC CONTROL DETOUR SIGNS.

SEE ADVANCE WARNING SIGN SHEET FOR ADDITIONAL INFORMATION.

ANY SIGN TEMPORARY OR EXISTING, THAT CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL EXISTING SIGNS THAT NEED TO BE COVERED SHALL BE COVERED WITH A BLANK ORANGE PANEL

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

LEGEND

- DETOUR ROUTE
- BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- WOOD POST WITH ATTACHED SIGN
- 120 EXISTING SIGN (TYP.)

2

CURVE 1

P.I. = 31+47.46 SB
Y = 341,431.36
X = 793,878.50
DELTA = 3° 42' 38" (LT)
D = 1° 12' 04"
T = 154.52'
L = 308.92'
R = 4,770.00'
P.C. = 29+92.94
P.T. = 33+01.87
S.E. = N.C.

CURVE 2

P.I. = 34+56.38 SB
Y = 341,614.29
X = 794,127.57
DELTA = 3° 42' 38" (RT)
D = 1° 12' 04"
T = 154.52'
L = 308.92'
R = 4,770.00'
P.C. = 33+01.87
P.T. = 36+10.79
S.E. = N.C.

CURVE 3

P.I. = 45+39.19 SB
Y = 342,099.02
X = 795,078.09
DELTA = 49° 56' 25" (LT)
D = 44° 04' 25"
T = 60.54'
L = 113.31'
R = 130.00'
P.C. = 44+78.66
P.T. = 45+91.97
S.E. = N.C.

CURVE 4

P.I. = 47+80.46 SB
Y = 342,276.86
X = 795,252.41
DELTA = 14° 27' 34" (RT)
D = 7° 26' 28"
T = 97.68'
L = 194.32'
R = 770.00'
P.C. = 46+82.78
P.T. = 48+77.10
S.E. = N.C.

CURVE 5

P.I. = 49+80.84
Y = 342,380.95
X = 795,424.85
DELTA = 1° 39' 40" (LT)
D = 0° 48' 02"
T = 103.74'
L = 207.47'
R = 7,156.00'
P.C. = 48+77.10
P.T. = 50+84.57
S.E. = N.C.

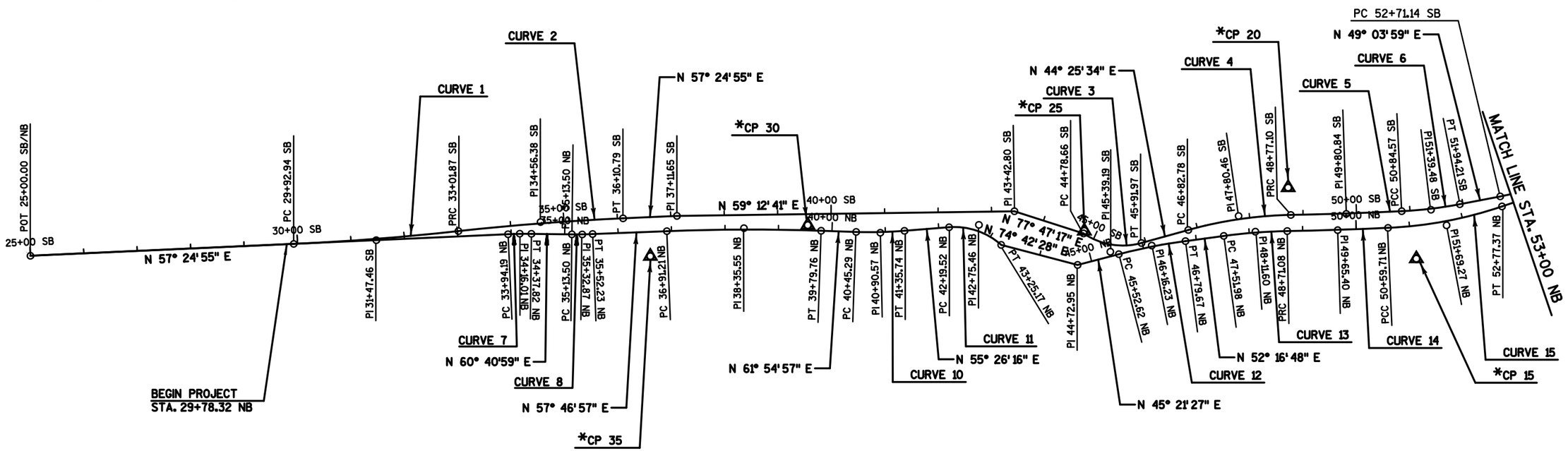
CURVE 6

P.I. = 51+39.48 SB
Y = 342,466.83
X = 795,558.25
DELTA = 8° 09' 29" (LT)
D = 7° 26' 28"
T = 54.91'
L = 109.64'
R = 770.00'
P.C. = 50+84.57
P.T. = 51+94.21
S.E. = N.C.

POT 25+00.00 SB/NB
Y = 341,082.67
X = 793,332.95

PI 37+11.65 SB
Y = 341,751.82
X = 794,342.75

PI 43+42.80 SB
Y = 342,074.89
X = 794,884.95



PI 44+72.95 NB
Y = 342,046.98
X = 795,037.47

CURVE 7

P.I. = 34+16.01 NB
Y = 341,575.98
X = 794,104.77
DELTA = 3° 16' 04" (RT)
D = 7° 29' 23"
T = 21.82'
L = 43.63'
R = 765.00'
P.C. = 33+94.19
P.T. = 34+37.82
S.E. = N.C.

CURVE 8

P.I. = 35+32.87 NB
Y = 341,633.21
X = 794,206.68
DELTA = 2° 54' 02" (LT)
D = 7° 29' 23"
T = 19.37'
L = 38.73'
R = 765.00'
P.C. = 35+13.50
P.T. = 35+52.23
S.E. = N.C.

CURVE 9

P.I. = 38+35.55 NB
Y = 341,794.58
X = 794,462.76
DELTA = 4° 07' 59" (RT)
D = 1° 25' 57"
T = 144.34'
L = 288.55'
R = 4,000.00'
P.C. = 36+91.21
P.T. = 39+79.76
S.E. = N.C.

CURVE 10

P.I. = 40+90.57 NB
Y = 341,914.69
X = 794,687.87
DELTA = 6° 28' 41" (LT)
D = 7° 09' 43"
T = 45.27'
L = 90.45'
R = 800.00'
P.C. = 40+45.29
P.T. = 41+35.74
S.E. = N.C.

CURVE 11

P.I. = 42+75.46 NB
Y = 342,019.64
X = 794,840.21
DELTA = 46° 33' 50" (RT)
D = 44° 04' 25"
T = 55.94'
L = 105.65'
R = 130.00'
P.C. = 42+19.52
P.T. = 43+25.17
S.E. = N.C.

CURVE 12

P.I. = 46+16.23 NB
Y = 342,147.66
X = 795,139.41
DELTA = 7° 06' 33" (RT)
D = 5° 35' 43"
T = 63.61'
L = 127.06'
R = 1,024.00'
P.C. = 45+52.62
P.T. = 46+79.67
S.E. = N.C.

CURVE 13

P.I. = 48+11.60 NB
Y = 342,267.13
X = 795,294.21
DELTA = 6° 39' 50" (RT)
D = 5° 35' 43"
T = 59.62'
L = 119.10'
R = 1,024.00'
P.C. = 47+51.98
P.T. = 48+71.08
S.E. = N.C.

CURVE 14

P.I. = 49+65.40 NB
Y = 342,346.54
X = 795,426.08
DELTA = 1° 30' 14" (LT)
D = 0° 47' 50"
T = 94.32'
L = 188.63'
R = 7,186.00'
P.C. = 48+71.08
P.T. = 50+59.71
S.E. = N.C.

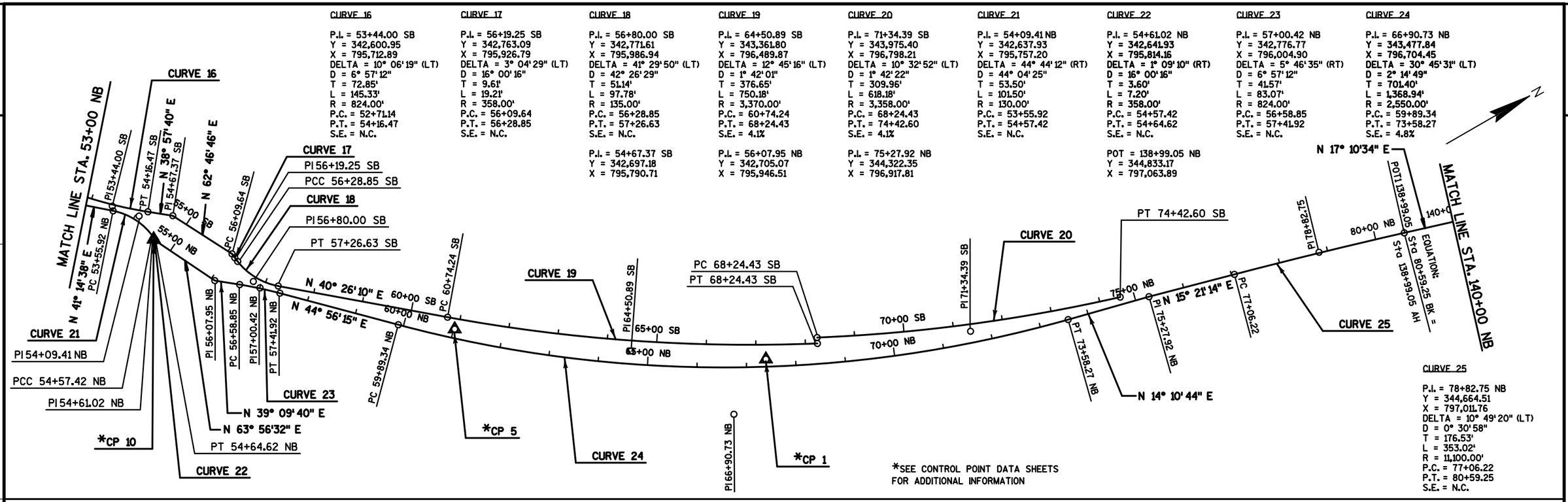
CURVE 15

P.I. = 51+69.27 NB
Y = 342,456.26
X = 795,597.91
DELTA = 16° 11' 46" (LT)
D = 7° 26' 28"
T = 109.56'
L = 217.66'
R = 770.00'
P.C. = 50+59.71
P.T. = 52+77.37
S.E. = N.C.

*SEE CONTROL POINT DATA SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ALIGNMENT DETAIL - STH 120 NB AND SB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\027201_ad.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CURVE 16

P.I. = 53+44.00 SB
Y = 342,600.95
X = 795,712.89
DELTA = 10° 06' 19" (LT)
D = 6° 57' 12"
T = 72.85'
L = 145.33'
R = 824.00'
P.C. = 52+71.14
P.T. = 54+16.47
S.E. = N.C.

CURVE 17

P.I. = 56+19.25 SB
Y = 342,763.09
X = 795,926.79
DELTA = 3° 04' 29" (LT)
D = 16° 00' 16"
T = 9.61'
L = 19.21'
R = 358.00'
P.C. = 56+09.64
P.T. = 56+28.85
S.E. = N.C.

CURVE 18

P.I. = 56+80.00 SB
Y = 342,771.61
X = 795,986.94
DELTA = 41° 29' 50" (LT)
D = 42° 26' 29"
T = 51.14'
L = 97.78'
R = 135.00'
P.C. = 56+28.85
P.T. = 57+26.63
S.E. = N.C.

P.I. = 54+67.37 SB
Y = 342,697.18
X = 795,790.71

CURVE 19

P.I. = 64+50.89 SB
Y = 343,361.80
X = 796,489.87
DELTA = 12° 45' 16" (LT)
D = 1° 42' 01"
T = 376.65'
L = 750.18'
R = 3,370.00'
P.C. = 60+74.24
P.T. = 68+24.43
S.E. = 4.1%

P.I. = 56+07.95 NB
Y = 342,705.07
X = 795,946.51

CURVE 20

P.I. = 71+34.39 SB
Y = 343,975.40
X = 796,798.21
DELTA = 10° 32' 52" (LT)
D = 1° 42' 22"
T = 309.96'
L = 618.18'
R = 3,358.00'
P.C. = 68+24.43
P.T. = 74+42.60
S.E. = 4.1%

P.I. = 75+27.92 NB
Y = 344,322.35
X = 796,917.81

CURVE 21

P.I. = 54+09.41 NB
Y = 342,637.93
X = 795,757.20
DELTA = 44° 44' 12" (RT)
D = 44° 04' 25"
T = 53.50'
L = 101.50'
R = 130.00'
P.C. = 53+55.92
P.T. = 54+57.42
S.E. = N.C.

CURVE 22

P.I. = 54+61.02 NB
Y = 342,641.93
X = 795,814.16
DELTA = 1° 09' 10" (RT)
D = 16° 00' 16"
T = 3.60'
L = 7.20'
R = 358.00'
P.C. = 54+57.42
P.T. = 54+64.62
S.E. = N.C.

POT = 138+99.05 NB
Y = 344,833.17
X = 797,063.89

CURVE 23

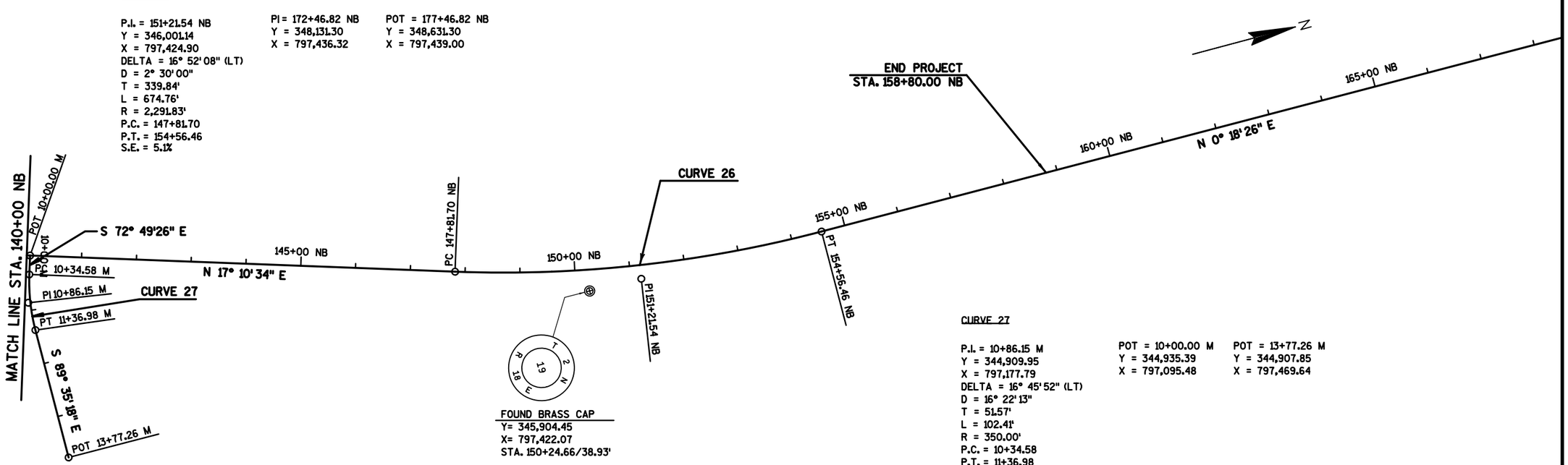
P.I. = 57+00.42 NB
Y = 342,776.77
X = 796,004.90
DELTA = 5° 46' 35" (RT)
D = 6° 57' 12"
T = 41.57'
L = 83.07'
R = 824.00'
P.C. = 56+58.85
P.T. = 57+41.92
S.E. = N.C.

CURVE 24

P.I. = 66+90.73 NB
Y = 343,477.84
X = 796,704.45
DELTA = 30° 45' 31" (LT)
D = 2° 14' 49"
T = 701.40'
L = 1,368.94'
R = 2,550.00'
P.C. = 59+89.34
P.T. = 73+58.27
S.E. = 4.8%

CURVE 25

P.I. = 78+82.75 NB
Y = 344,664.51
X = 797,011.76
DELTA = 10° 49' 20" (LT)
D = 0° 30' 58"
T = 176.53'
L = 353.02'
R = 11,100.00'
P.C. = 77+06.22
P.T. = 80+59.25
S.E. = N.C.



CURVE 26

P.I. = 151+21.54 NB
Y = 346,001.14
X = 797,424.90
DELTA = 16° 52' 08" (LT)
D = 2° 30' 00"
T = 339.84'
L = 674.76'
R = 2,291.83'
P.C. = 147+81.70
P.T. = 154+56.46
S.E. = 5.1%

PI = 172+46.82 NB
Y = 348,131.30
X = 797,436.32

POT = 177+46.82 NB
Y = 348,631.30
X = 797,439.00

CURVE 27

P.I. = 10+86.15 M
Y = 344,909.95
X = 797,177.79
DELTA = 16° 45' 52" (LT)
D = 16° 22' 13"
T = 51.57'
L = 102.41'
R = 350.00'
P.C. = 10+34.58
P.T. = 11+36.98
S.E. = N.C.

POT = 10+00.00 M
Y = 344,935.39
X = 797,095.48

POT = 13+77.26 M
Y = 344,907.85
X = 797,469.64

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ALIGNMENT DETAIL - STH 120 NB AND SB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\027202_ad.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

CURVE 1

P.I. = 246+11.49 A
Y = 341,901.13
X = 795,027.43
DELTA = 7° 16' 50" (RT)
D = 13° 48' 22"
T = 26.40'
L = 52.73'
R = 415.00'
P.C. = 245+85.09 A
P.T. = 246+37.82 A
S.E. = N.C.

CURVE 2

P.I. = 249+23.19 A
Y = 341,651.36
X = 795,214.03
DELTA = 49° 27' 55" (LT)
D = 19° 00' 00"
T = 138.91'
L = 260.34'
R = 301.56'
P.C. = 247+84.28 A
P.T. = 250+44.63 A
S.E. = 8.0%

POT 244+62.75 A
Y = 342,023.25
X = 794,950.66

P.I. = 245+24.27 A
Y = 341,963.91
X = 794,966.88

P.I. = 251+13.83 A
Y = 341,638.02
X = 795,421.71

POT 253+02.15 A
Y = 341,628.50
X = 795,609.79

CURVE 3

P.I. = 345+25.73 B
Y = 341,958.50
X = 795,025.52
DELTA = 19° 14' 33" (LT)
D = 44° 04' 25"
T = 22.04'
L = 43.66'
R = 130.00'
P.C. = 345+03.69 B
P.T. = 345+47.35 B
S.E. = N.C.

CURVE 4

P.I. = 345+53.33 B
Y = 341,935.68
X = 795,041.77
DELTA = 7° 36' 22" (LT)
D = 63° 39' 43"
T = 5.98'
L = 11.95'
R = 90.00'
P.C. = 345+47.35 B
P.T. = 345+59.30 B
S.E. = 8.0%

CURVE 5

P.I. = 347+82.65 B
Y = 341,768.16
X = 795,198.39
DELTA = 9° 04' 15" (LT)
D = 26° 05' 15"
T = 17.42'
L = 34.77'
R = 219.63'
P.C. = 347+65.23 B
P.T. = 348+00.00 B
S.E. = 8.0%

CURVE 6

P.I. = 352+09.17 B
Y = 341,507.49
X = 795,536.07
DELTA = 123° 32' 56" (LT)
D = 26° 05' 15"
T = 409.17'
L = 473.60'
R = 219.63'
P.C. = 348+00.00 B
P.T. = 352+73.59 B
S.E = 8.0%

CURVE 7

P.I. = 353+52.22 B
Y = 341,994.03
X = 795,571.09
DELTA = 21° 00' 00" (LT)
D = 13° 30' 18"
T = 78.63'
L = 155.50'
R = 424.26'
P.C. = 352+73.59 B
P.T. = 354+29.09 B
S.E = 8.0%

CURVE 8

P.I. = 355+31.64 B
Y = 342,167.40
X = 795,518.47
DELTA = 15° 00' 00" (LT)
D = 7° 21' 20"
T = 102.55'
L = 203.93'
R = 778.94'
P.C. = 354+29.09 B
P.T. = 356+33.02 B
S.E = 8.0%

POT = 344+43.53 B
Y = 342,037.71
X = 795,003.54

POT = 346+96.57 B
Y = 341,831.00
X = 795,139.58

CURVE 9

P.I. = 455+39.86 D
Y = 342,431.03
X = 796,097.11
DELTA = 61° 35' 36" (RT)
D = 16° 51' 06"
T = 202.65'
L = 365.50'
R = 340.00'
P.C. = 453+37.21 D
P.T. = 457+02.71 D
S.E. = 8.0%

CURVE 10

P.I. = 457+57.42 D
Y = 342,181.31
X = 796,034.87
DELTA = 27° 58' 20" (RT)
D = 26° 05' 16"
T = 54.70'
L = 107.22'
R = 219.63'
P.C. = 457+02.71 D
P.T. = 458+09.94 D
S.E. = 8.0%

CURVE 11

P.I. = 459+80.68 D
Y = 342,013.68
X = 795,884.12
DELTA = 83° 53' 20" (RT)
D = 30° 09' 20"
T = 170.74'
L = 278.19'
R = 190.00'
P.C. = 458+09.94 D
P.T. = 460+88.12 D
S.E. = 8.0%

CURVE 12

P.I. = 462+29.95 D
Y = 342,196.77
X = 795,630.78
DELTA = 22° 36' 30" (RT)
D = 8° 04' 32"
T = 141.82'
L = 279.96'
R = 709.49'
P.C. = 460+88.12 D
P.T. = 463+68.08 D
S.E = 8.0%

POT = 452+08.27 D
Y = 342,667.17
X = 795,868.99

PI= 452+64.25 D
Y = 342,616.88
X = 795,893.58

POT = 463+89.57 D
Y = 342,335.60
X = 795,544.80

CURVE 13

P.I. = 655+99.49 C
Y = 342,600.12
X = 795,937.79
DELTA = 32° 34' 47" (LT)
D = 44° 04' 25"
T = 37.99'
L = 73.92'
R = 130.00'
P.C. = 655+61.50 C
P.T. = 656+35.42 C
S.E. = N.C.

CURVE 14

P.I. = 659+34.87 C
Y = 342,365.43
X = 796,180.25
DELTA = 66° 32' 41" (RT)
D = 18° 54' 32"
T = 198.83'
L = 351.92'
R = 303.01'
P.C. = 657+36.04 C
P.T. = 660+87.96 C
S.E. = 8.0%

CURVE 15

P.I. = 665+12.83 C
Y = 341,781.66
X = 795,960.69
DELTA = 36° 31' 43" (LT)
D = 13° 34' 57"
T = 139.22'
L = 268.94'
R = 421.83'
P.C. = 663+73.61 C
P.T. = 666+42.55 C
S.E. = 8.0%

CURVE 16

P.I. = 667+45.09 C
Y = 341,549.17
X = 796,026.99
DELTA = 14° 59' 56" (LT)
D = 7° 21' 20"
T = 102.54'
L = 203.91'
R = 778.94'
P.C. = 666+42.55 C
P.T. = 668+46.46 C
S.E = 8.0%

POT = 655+08.10 C
Y = 342,685.05
X = 795,905.56

*CP 30



*SEE CONTROL POINT DATA SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ALIGNMENT DETAIL - USH 12 RAMPS	SHEET 288	E

CURVE 1

P.I. = 43+51.34 AB1
Y = 342,101.09
X = 794,879.19
DELTA = 3° 55' 12" (LT)
D = 5° 43' 46"
T = 34.22'
L = 68.41'
R = 1,000.00'
P.C. = 43+17.12 AB1
P.T. = 43+85.54 AB1

CURVE 2

P.I. = 44+26.04 AB1
Y = 342,146.21
X = 794,938.76
DELTA = 49° 26' 11" (RT)
D = 65° 06' 32"
T = 40.51'
L = 75.93'
R = 88.00'
P.C. = 43+85.54 AB1
P.T. = 44+61.46 AB1

CURVE 3

P.I. = 44+80.05 AB1
Y = 342,133.63
X = 794,996.50
DELTA = 7° 05' 21" (LT)
D = 19° 05' 55"
T = 18.58'
L = 37.12'
R = 300.00'
P.C. = 44+61.46 AB1
P.T. = 44+98.58 AB1

CURVE 4

P.I. = 45+55.51 AB1
Y = 342,126.78
X = 795,071.70
DELTA = 50° 46' 39" (LT)
D = 47° 46' 03"
T = 56.93'
L = 106.30'
R = 119.95'
P.C. = 44+98.58 AB1
P.T. = 46+04.89 AB1

CURVE 5

P.I. = 42+95.86 AB2
Y = 342,011.01
X = 794,870.41
DELTA = 72° 36' 39" (RT)
D = 47° 44' 47"
T = 88.17'
L = 152.08'
R = 120.00'
P.C. = 42+07.69 AB2
P.T. = 43+59.77 AB2

CURVE 6

P.I. = 44+04.64 AB2
Y = 341,929.31
X = 794,975.18
DELTA = 8° 16' 46" (RT)
D = 9° 14' 29"
T = 44.87'
L = 89.59'
R = 620.00'
P.C. = 43+59.77 AB2
P.T. = 44+49.36 AB2

CURVE 7

P.I. = 25+38.75 AB3
Y = 342,093.73
X = 794,904.00
DELTA = 67° 30' 00" (RT)
D = 98° 47' 09"
T = 38.75'
L = 68.33'
R = 58.00'
P.C. = 25+00.00 AB3
P.T. = 25+68.33 AB3

CURVE 8

P.I. = 26+07.08 AB3
Y = 342,119.09
X = 794,977.24
DELTA = 67° 30' 00" (RT)
D = 98° 47' 09"
T = 38.75'
L = 68.33'
R = 58.00'
P.C. = 25+68.33 AB3
P.T. = 26+36.66 AB3

CURVE 9

P.I. = 27+07.33 AB3
Y = 342,037.27
X = 795,049.90
DELTA = 101° 15' 00" (RT)
D = 98° 47' 09"
T = 70.67'
L = 102.49'
R = 58.00'
P.C. = 26+36.66 AB3
P.T. = 27+39.15 AB3

CURVE 10

P.I. = 27+56.75 AB3
Y = 341,992.66
X = 794,973.74
DELTA = 33° 45' 00" (RT)
D = 98° 47' 09"
T = 17.59'
L = 34.16'
R = 58.00'
P.C. = 27+39.15 AB3
P.T. = 27+73.32 AB3

CURVE 11

P.I. = 27+84.86 AB3
Y = 341,994.39
X = 794,944.66
DELTA = 22° 30' 00" (RT)
D = 98° 47' 09"
T = 11.54'
L = 22.78'
R = 58.00'
P.C. = 27+73.32 AB3
P.T. = 27+96.10 AB3

CURVE 12

P.I. = 28+34.85 AB3
Y = 342,016.35
X = 794,899.41
DELTA = 67° 30' 00" (RT)
D = 98° 47' 09"
T = 38.75'
L = 68.33'
R = 58.00'
P.C. = 27+96.10 AB3
P.T. = 28+64.42 AB3

CURVE 13

P.I. = 43+97.16 AB4
Y = 341,954.20
X = 795,044.98
DELTA = 32° 45' 31" (RT)
D = 63° 39' 43"
T = 26.45'
L = 51.46'
R = 90.00'
P.C. = 43+70.70 AB4
P.T. = 44+45.81 AB4

CURVE 14

P.I. = 44+45.81 AB4
Y = 342,003.50
X = 795,036.03
DELTA = 50° 37' 34" (RT)
D = 114° 35' 30"
T = 23.65'
L = 44.18'
R = 50.00'
P.C. = 44+22.16 AB4
P.T. = 44+66.34 AB4

CURVE 15

P.I. = 45+07.14 AB4
Y = 342,052.63
X = 795,077.74
DELTA = 4° 40' 23" (RT)
D = 5° 43' 46"
T = 40.80'
L = 81.56'
R = 1,000.00'
P.C. = 44+66.34 AB4
P.T. = 45+47.90 AB4

CURVE 16

P.I. = 45+65.09 AB4
Y = 342,093.64
X = 795,118.74
DELTA = 1° 58' 11" (RT)
D = 5° 43' 45"
T = 17.19'
L = 34.38'
R = 1,000.08'
P.C. = 45+47.90 AB4
P.T. = 45+82.28 AB4

CURVE 17

P.I. = 46+02.54 AB4
Y = 342,117.67
X = 795,147.41
DELTA = 2° 20' 37" (RT)
D = 5° 47' 06"
T = 20.26'
L = 40.51'
R = 990.43'
P.C. = 45+82.28 AB4
P.T. = 46+22.80 AB4

P.O.T. = 42+42.59 AB1
Y = 342,047.75
X = 794,784.71

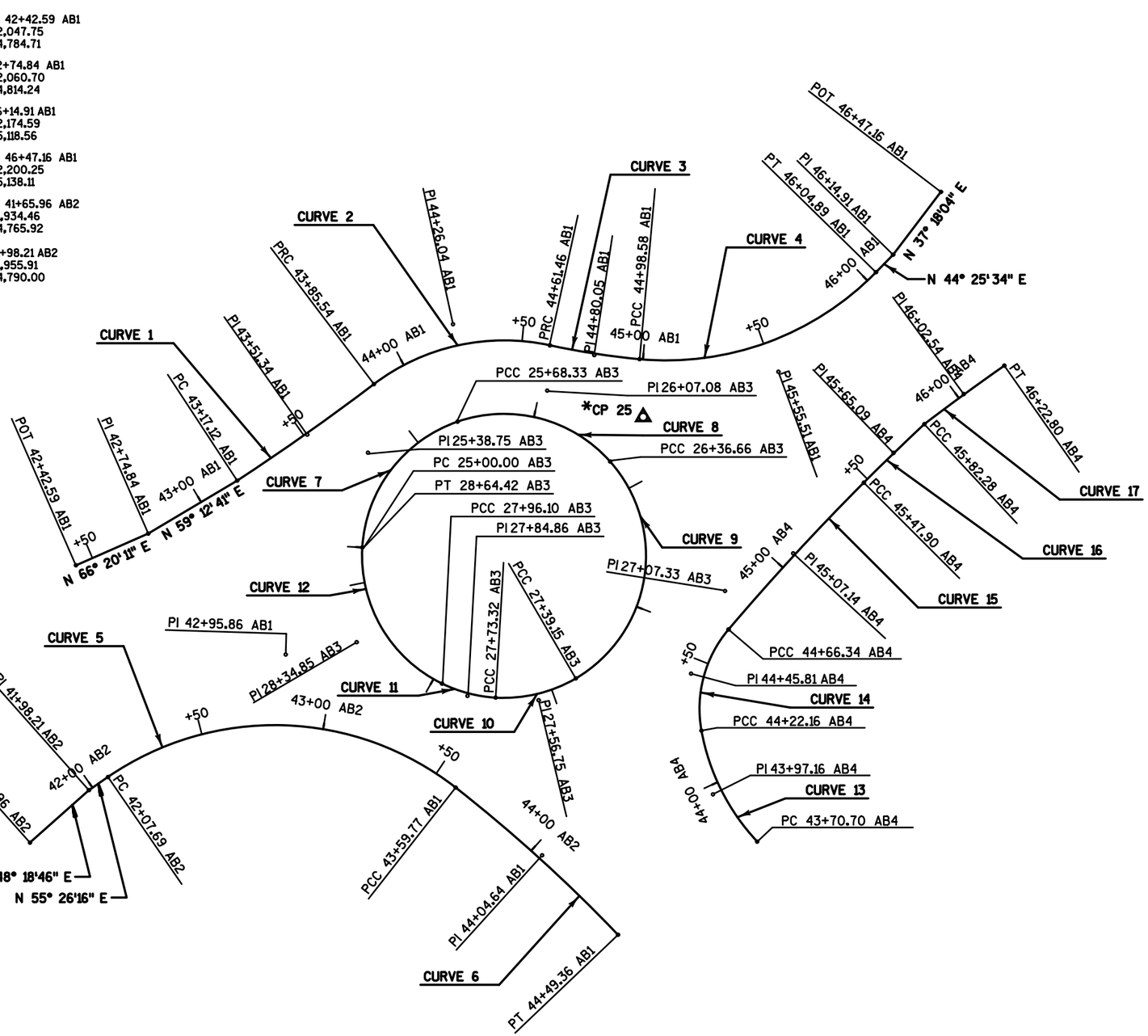
P.I. = 42+74.84 AB1
Y = 342,060.70
X = 794,814.24

P.I. = 46+14.91 AB1
Y = 342,174.59
X = 795,118.56

P.O.T. = 46+47.16 AB1
Y = 342,200.25
X = 795,138.11

P.O.T. = 41+65.96 AB2
Y = 341,934.46
X = 794,765.92

P.I. = 41+98.21 AB2
Y = 341,955.91
X = 794,790.00



*SEE CONTROL POINT DATA SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ALIGNMENT DETAIL - ROUNDABOUT (AT A & B RAMPS)	SHEET 289	E

CURVE 18

P.I. = 53+80.01 CD1
Y = 342,647.15
X = 795,716.03
DELTA = 2° 14' 48" (LT)
D = 7° 14' 02"
T = 15.53'
L = 31.06'
R = 792.05'
P.C. = 53+64.48 CD1
P.T. = 53+95.53 CD1

CURVE 19

P.I. = 54+51.96 CD1
Y = 342,700.59
X = 795,764.07
DELTA = 8° 04' 06" (LT)
D = 7° 09' 43"
T = 56.42'
L = 112.66'
R = 800.00'
P.C. = 53+95.53 CD1
P.T. = 55+08.19 CD1

CURVE 20

P.I. = 55+59.10 CD1
Y = 342,791.31
X = 795,821.41
DELTA = 60° 05' 53" (RT)
D = 65° 06' 32"
T = 50.91'
L = 92.30'
R = 88.00'
P.C. = 55+08.19 CD1
P.T. = 56+00.49 CD1

CURVE 21

P.I. = 56+33.05 CD1
Y = 342,787.82
X = 795,904.81
DELTA = 11° 16' 10" (LT)
D = 17° 21' 44"
T = 32.56'
L = 64.91'
R = 330.00'
P.C. = 56+00.49 CD1
P.T. = 56+65.40 CD1

P.I. = 57+52.69 CD1
Y = 342,836.16
X = 796,010.41

P.O.T. = 58+18.56 CD1
Y = 342,891.21
X = 796,046.59

P.O.T. = 52+89.69 CD2
Y = 342,529.44
X = 795,699.31

P.I. = 53+21.94 CD2
Y = 342,556.13
X = 795,717.40

P.O.T. = 54+24.66 CD4
Y = 342,537.32
X = 796,028.55

P.I. = 57+46.05 CD4
Y = 342,792.53
X = 796,054.53

P.O.T. = 58+11.92 CD4
Y = 342,833.03
X = 796,106.48

CURVE 22

P.I. = 57+08.04 CD1
Y = 342,799.42
X = 795,979.11
DELTA = 40° 41' 23" (LT)
D = 49° 49' 21"
T = 42.64'
L = 81.67'
R = 115.00'
P.C. = 56+65.40 CD1
P.T. = 57+47.07 CD1

CURVE 23

P.I. = 53+94.02 CD2
Y = 342,610.33
X = 795,764.91
DELTA = 44° 38' 52" (RT)
D = 49° 49' 21"
T = 47.22'
L = 89.61'
R = 115.00'
P.C. = 53+46.80 CD2
P.T. = 54+36.41 CD2

CURVE 24

P.I. = 54+45.50 CD2
Y = 342,614.36
X = 795,821.08
DELTA = 3° 09' 17" (RT)
D = 17° 21' 45"
T = 9.09'
L = 18.17'
R = 330.00'
P.C. = 54+36.41 CD2
P.T. = 54+54.58 CD2

CURVE 25

P.I. = 54+72.19 CD2
Y = 342,614.81
X = 795,847.77
DELTA = 26° 25' 52" (RT)
D = 76° 23' 38"
T = 17.61'
L = 34.60'
R = 75.00'
P.C. = 54+54.58 CD2
P.T. = 54+89.18 CD2

CURVE 26

P.I. = 55+34.25 CD2
Y = 342,587.06
X = 795,903.98
DELTA = 15° 47' 25" (RT)
D = 17° 37' 46"
T = 45.07'
L = 89.57'
R = 325.00'
P.C. = 54+89.18 CD2
P.T. = 55+78.75 CD2

CURVE 27

P.I. = 25+67.65 CD3
Y = 342,708.09
X = 795,779.75
DELTA = 98° 47' 09" (RT)
D = 98° 47' 09"
T = 67.65'
L = 100.00'
R = 58.00'
P.C. = 25+00.00 CD3
P.T. = 26+00.00 CD3

CURVE 28

P.I. = 26+67.65 CD3
Y = 342,788.03
X = 795,888.92
DELTA = 98° 47' 09" (RT)
D = 98° 47' 09"
T = 67.65'
L = 100.00'
R = 58.00'
P.C. = 26+00.00 CD3
P.T. = 27+00.00 CD3

CURVE 29

P.I. = 27+67.65 CD3
Y = 342,667.93
X = 795,951.24
DELTA = 98° 47' 09" (RT)
D = 98° 47' 09"
T = 67.65'
L = 100.00'
R = 58.00'
P.C. = 27+00.00 CD3
P.T. = 28+00.00 CD3

CURVE 30

P.I. = 28+35.99 CD3
Y = 342,634.80
X = 795,853.04
DELTA = 63° 38' 33" (RT)
D = 98° 47' 09"
T = 35.99'
L = 64.42'
R = 58.00'
P.C. = 28+00.00 CD3
P.T. = 28+64.42 CD3

CURVE 31

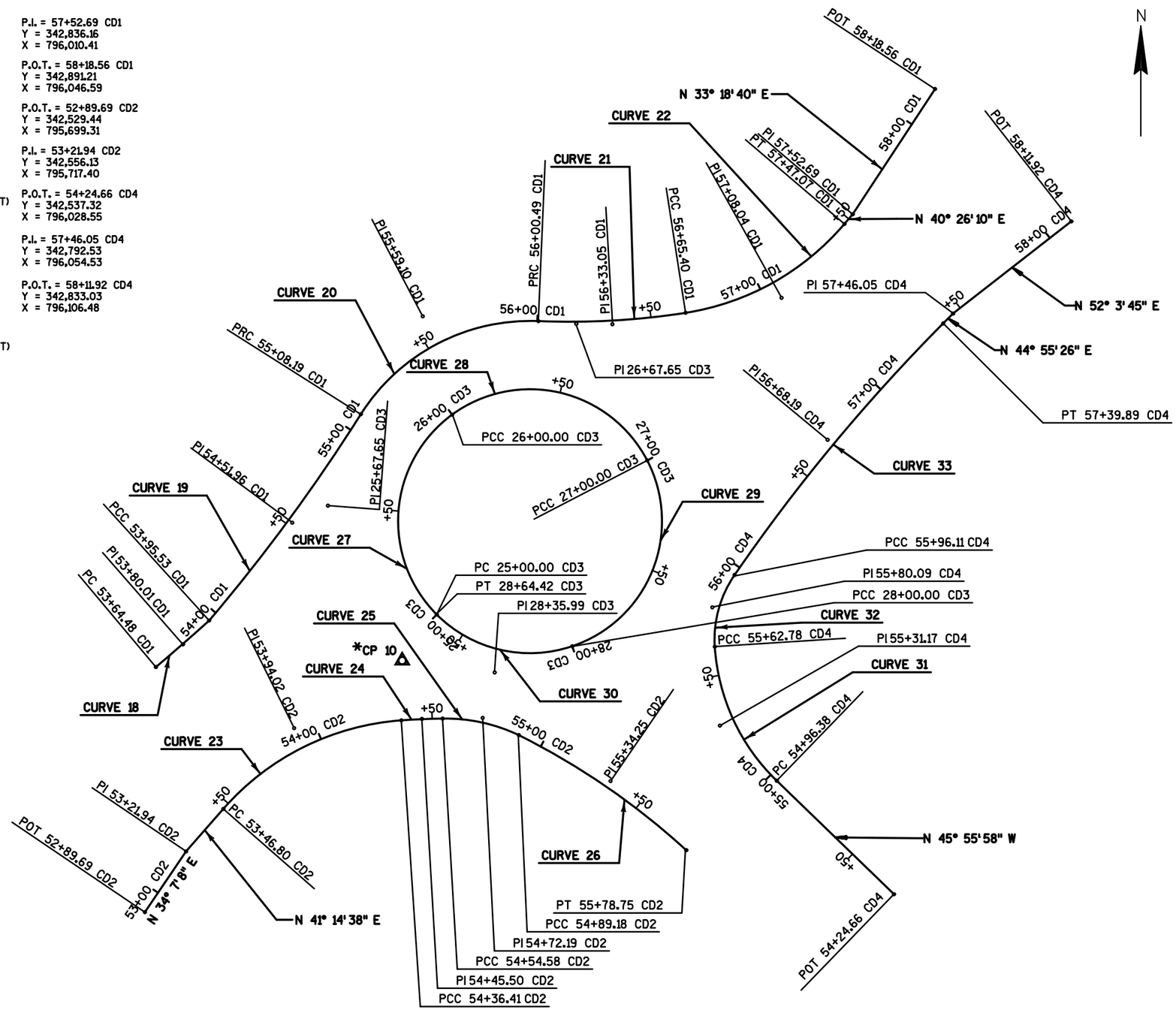
P.I. = 55+31.17 CD4
Y = 342,611.40
X = 795,952.01
DELTA = 42° 16' 25" (RT)
D = 63° 39' 43"
T = 34.79'
L = 66.40'
R = 90.00'
P.C. = 54+96.38 CD4
P.T. = 55+62.78 CD4

CURVE 32

P.I. = 55+80.09 CD4
Y = 342,663.40
X = 795,948.69
DELTA = 38° 11' 24" (RT)
D = 114° 35' 30"
T = 17.31'
L = 33.33'
R = 50.00'
P.C. = 55+62.78 CD4
P.T. = 55+96.11 CD4

CURVE 33

P.I. = 56+68.19 CD4
Y = 342,737.04
X = 795,999.36
DELTA = 10° 17' 52" (RT)
D = 7° 09' 43"
T = 72.09'
L = 143.78'
R = 800.00'
P.C. = 55+96.11 CD4
P.T. = 57+39.89 CD4



*SEE CONTROL POINT DATA SHEETS FOR ADDITIONAL INFORMATION

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ALIGNMENT DETAIL - ROUNDABOUT (AT C & D RAMPS)	SHEET 290	E

2

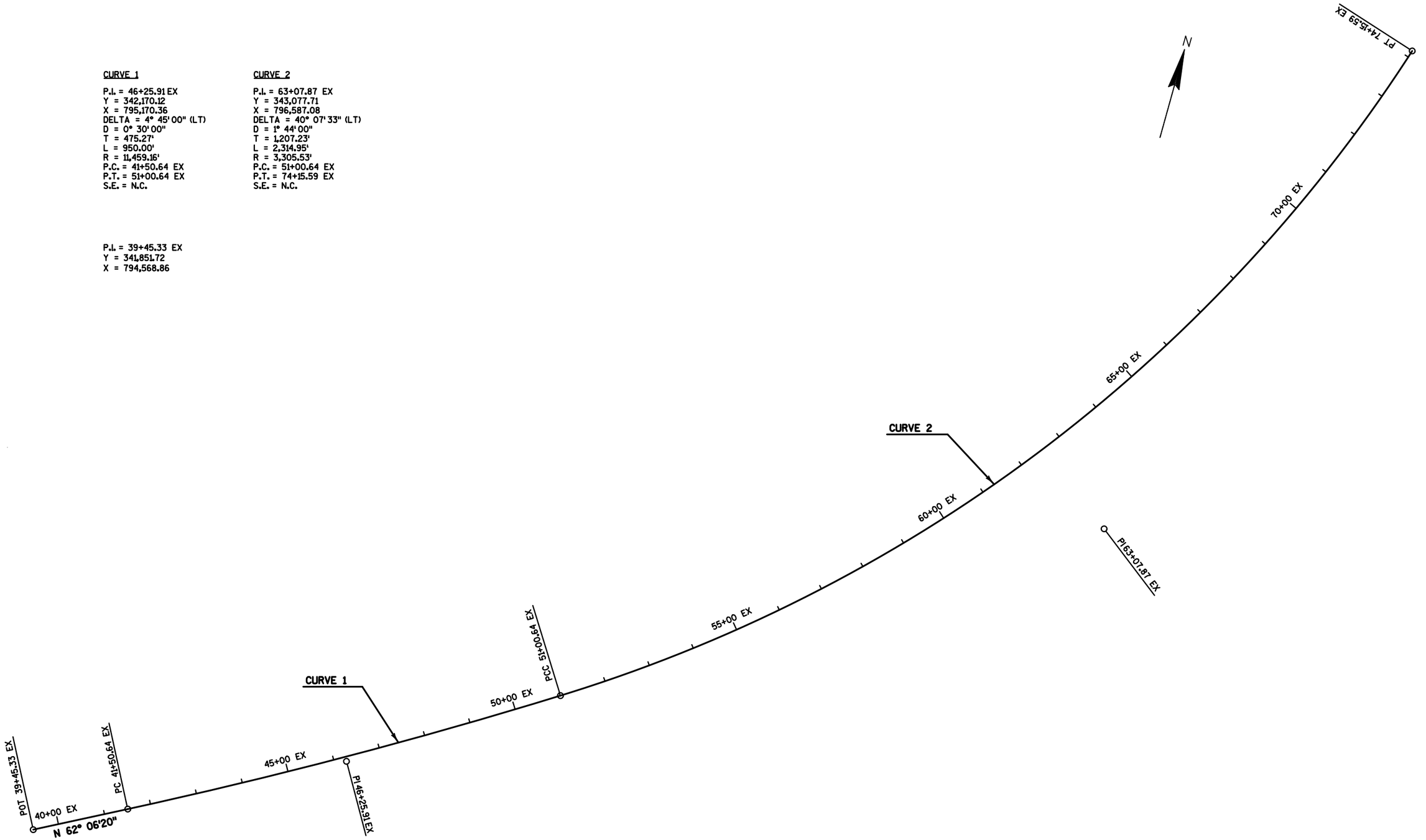
CURVE 1

P.I. = 46+25.91 EX
Y = 342,170.12
X = 795,170.36
DELTA = 4° 45' 00" (LT)
D = 0° 30' 00"
T = 475.27'
L = 950.00'
R = 11,459.16'
P.C. = 41+50.64 EX
P.T. = 51+00.64 EX
S.E. = N.C.

CURVE 2

P.I. = 63+07.87 EX
Y = 343,077.71
X = 796,587.08
DELTA = 40° 07' 33" (LT)
D = 1° 44' 00"
T = 1,207.23'
L = 2,314.95'
R = 3,305.53'
P.C. = 51+00.64 EX
P.T. = 74+15.59 EX
S.E. = N.C.

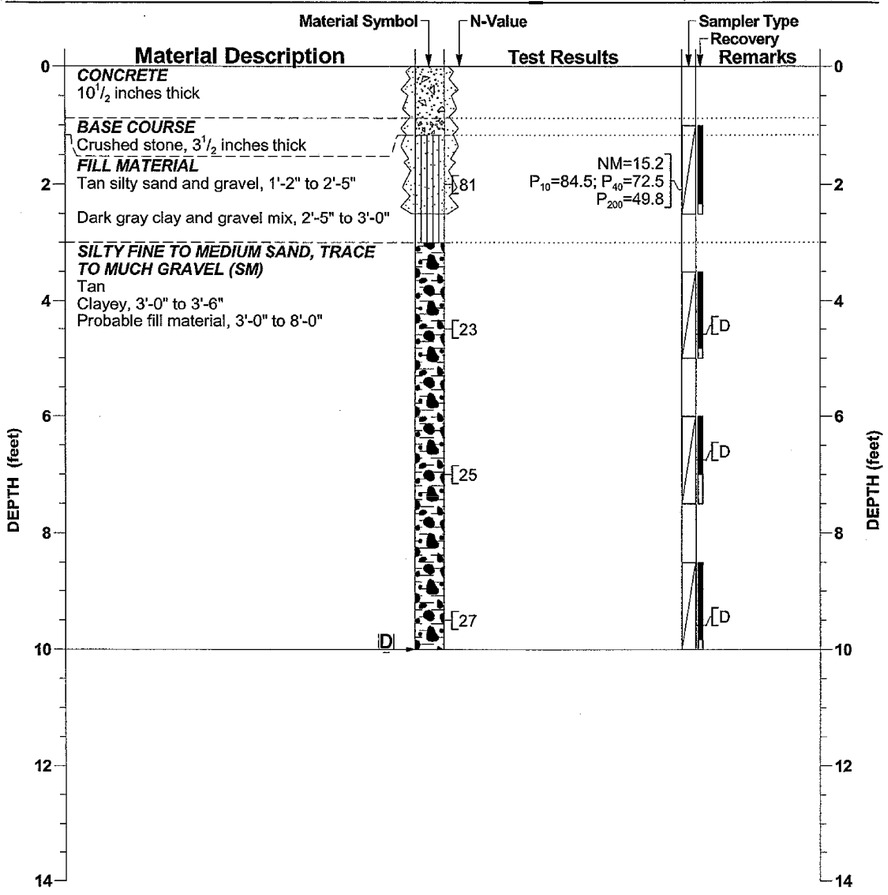
P.I. = 39+45.33 EX
Y = 341,851.72
X = 794,568.86



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	ALIGNMENT DETAIL - EXISTING STH 120	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\027206_ad.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

Boring **1**
Completed **February 25, 2008**
Total Depth = **10'-0"** (Page 1/1)



WATER LEVEL LEGEND
D Dry 10'-0" at completion

OTHER LEVEL LEGEND
Frozen, 0'-0" to 2'-6"

For Notes and Legend, see Drawing 12745-2.

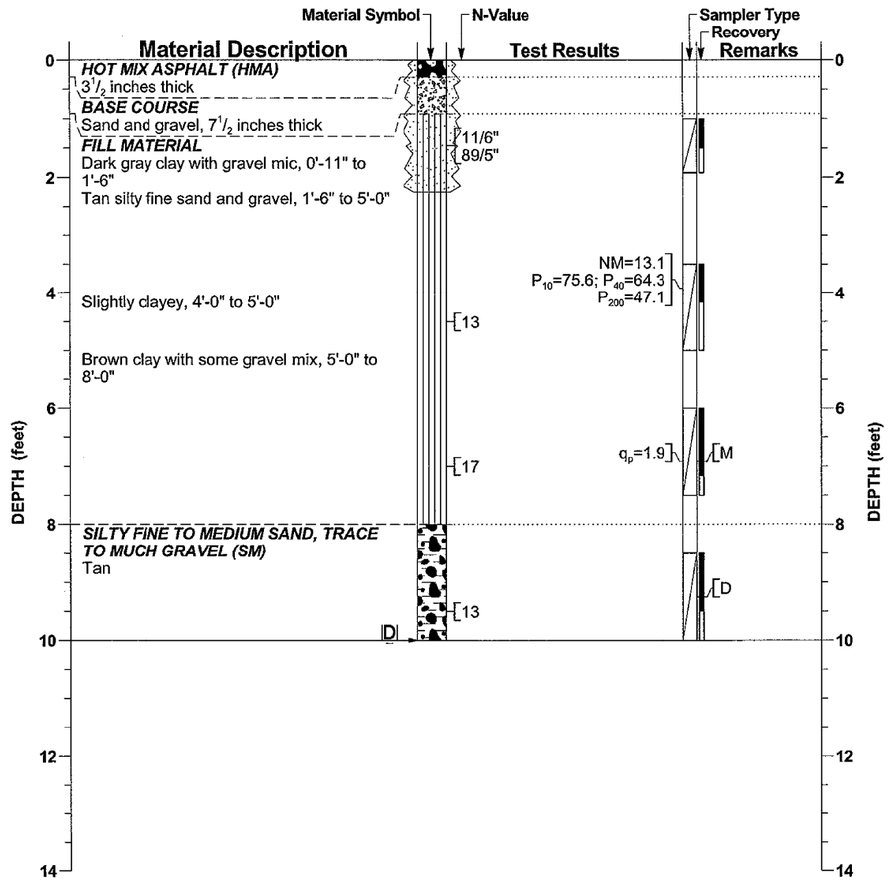
Soils & Engineering Services, Inc.
1102 STEWART STREET • MADISON, WISCONSIN 53713-4648
Phone: 608-274-7600 • 888-866-SOIL (7645)
Fax: 608-274-7511 • Email: soils@soils.ws
CONSULTING CIVIL ENGINEERS SINCE 1966

SOIL BORING RECORD
STH 120
Lake Geneva to East Troy Road
(USH 12 to Madaus Road)
Walworth County, Wisconsin
WisDOT State ID 3190-00-70

DRAWING
12745-3

Printed on 3/17/2008

Boring **2**
Completed **February 25, 2008**
Total Depth = **10'-0"** (Page 1/1)



WATER LEVEL LEGEND
D Dry 10'-0" at completion

OTHER LEVEL LEGEND
Frozen, 0'-0" to 2'-3"

For Notes and Legend, see Drawing 12745-2.

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CONSULTING CIVIL ENGINEERS SINCE 1966

SOIL BORING RECORD
STH 120
Lake Geneva to East Troy Road
(USH 12 to Madaus Road)
Walworth County, Wisconsin
WisDOT State ID 3190-00-70

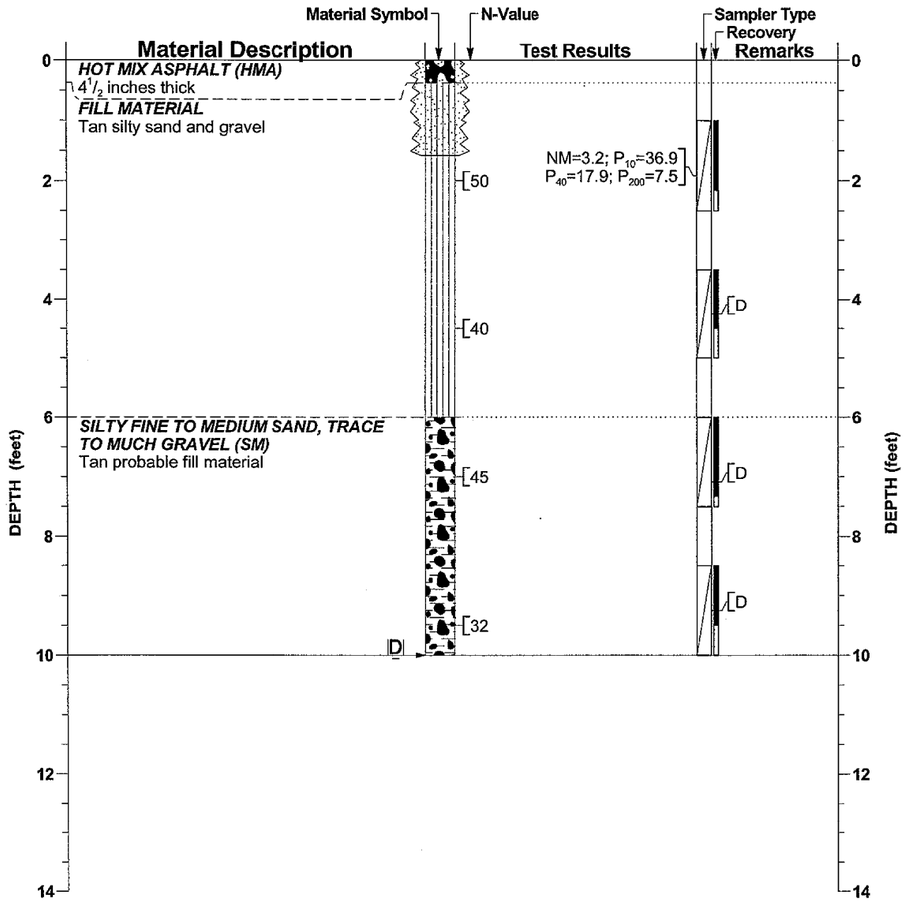
DRAWING
12745-4

Printed on 3/17/2008

SOIL BORINGS (FOR INFORMATIONAL USE ONLY)

THE SOIL BORING INFORMATION SHOWN ON THESE SHEETS
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GEOTECHNICAL REPORT CAN BE OBTAINED THROUGH WISDOT.

Boring **3**
Completed **February 25, 2008**
Total Depth = **10'-0"** (Page 1/1)



WATER LEVEL LEGEND
D Dry 10'-0" at completion

OTHER LEVEL LEGEND
Frozen, 0'-0" to 1'-7"

For Notes and Legend, see Drawing 12745-2.

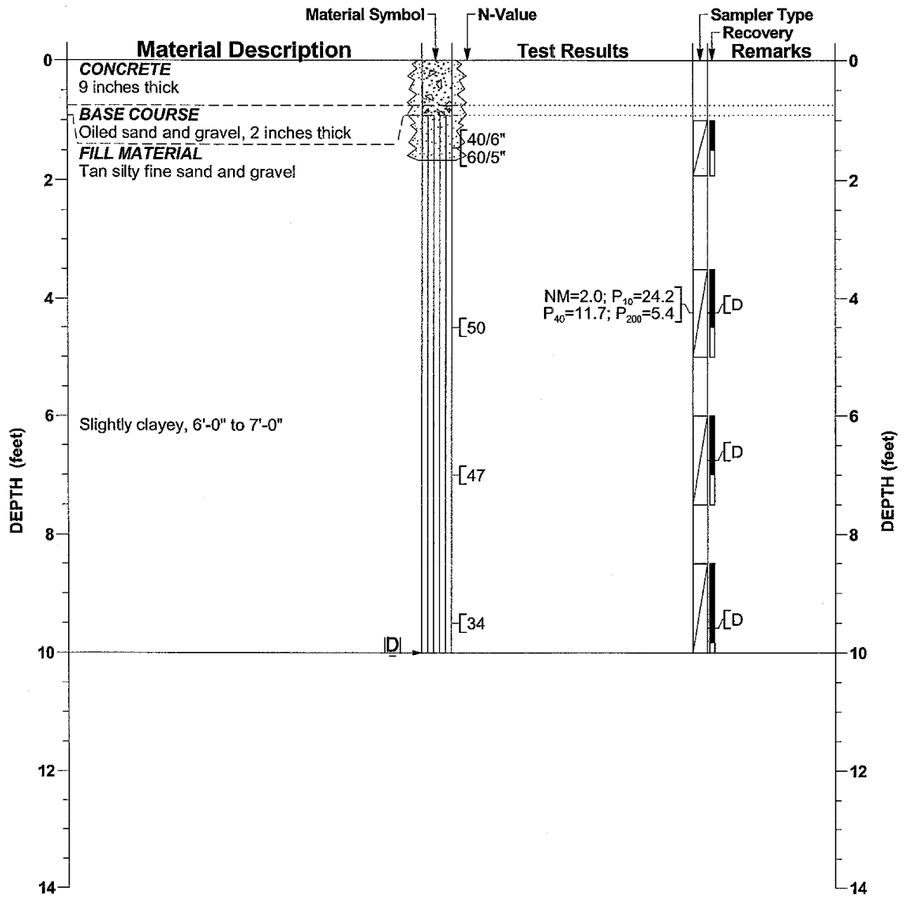
Soils & Engineering Services, Inc.
1102 STEWART STREET • MADISON, WISCONSIN 53713-4648
Phone: 608-274-7600 • 888-866-SOIL (7645)
Fax: 608-274-7511 • Email: soils@soils.ws
CONSULTING CIVIL ENGINEERS SINCE 1966

SOIL BORING RECORD
STH 120
Lake Geneva to East Troy Road
(USH 12 to Madaus Road)
Walworth County, Wisconsin
WisDOT State ID 3190-00-70

DRAWING
12745-5

Printed on 3/17/2008

Boring **4**
Completed **February 25, 2008**
Total Depth = **10'-0"** (Page 1/1)



WATER LEVEL LEGEND
D Dry 10'-0" at completion

OTHER LEVEL LEGEND
Frozen, 0'-0" to 1'-8"

For Notes and Legend, see Drawing 12745-2.

Soils & Engineering Services, Inc.
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Phone: 608-274-7600 • 888-866-SOIL (7645)
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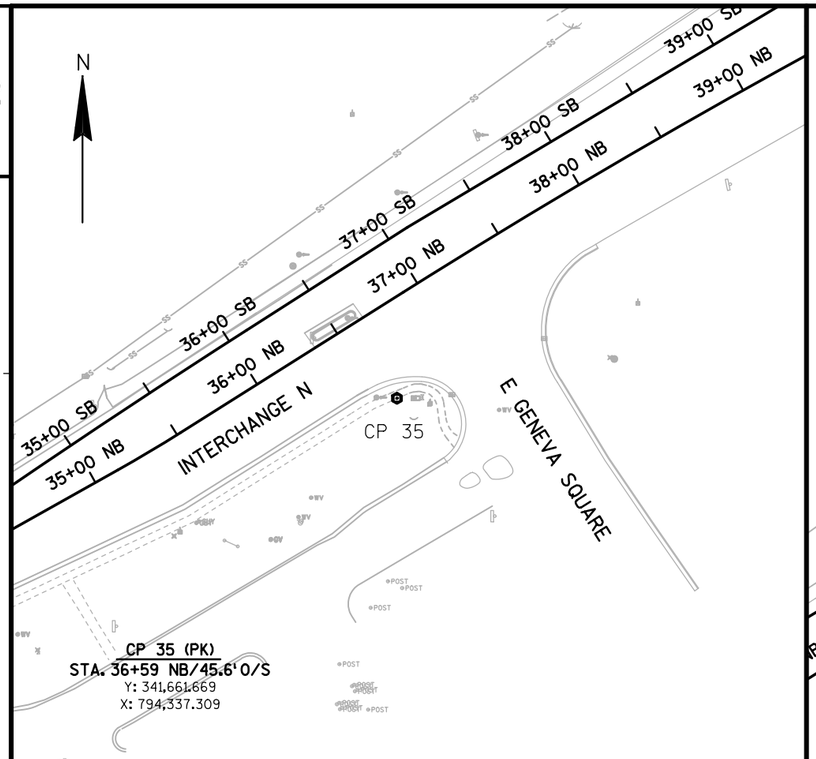
SOIL BORING RECORD
STH 120
Lake Geneva to East Troy Road
(USH 12 to Madaus Road)
Walworth County, Wisconsin
WisDOT State ID 3190-00-70

DRAWING
12745-6

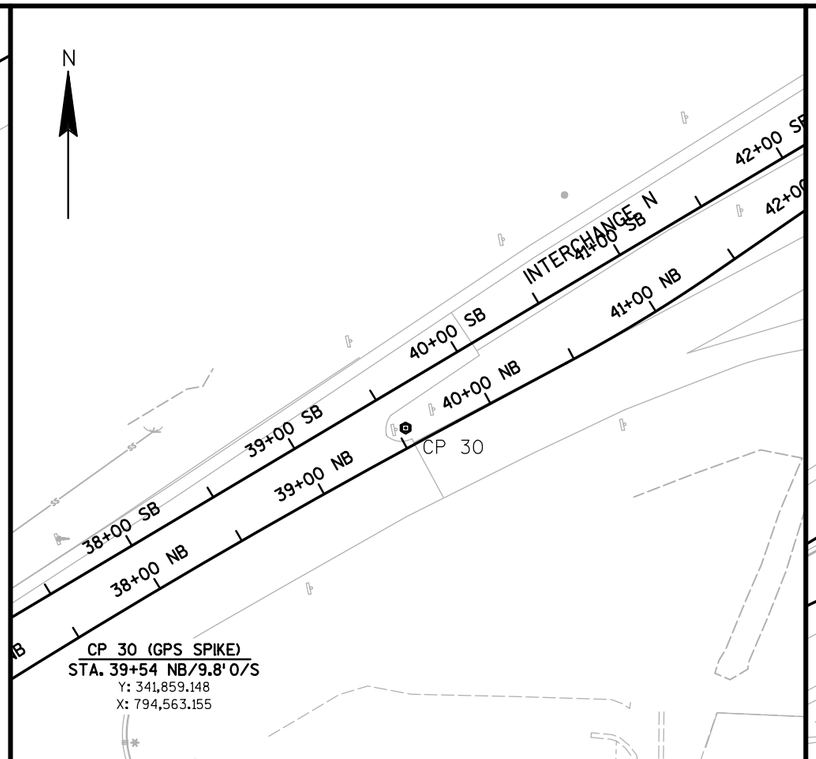
Printed on 3/17/2008

SOIL BORINGS (FOR INFORMATIONAL USE ONLY)

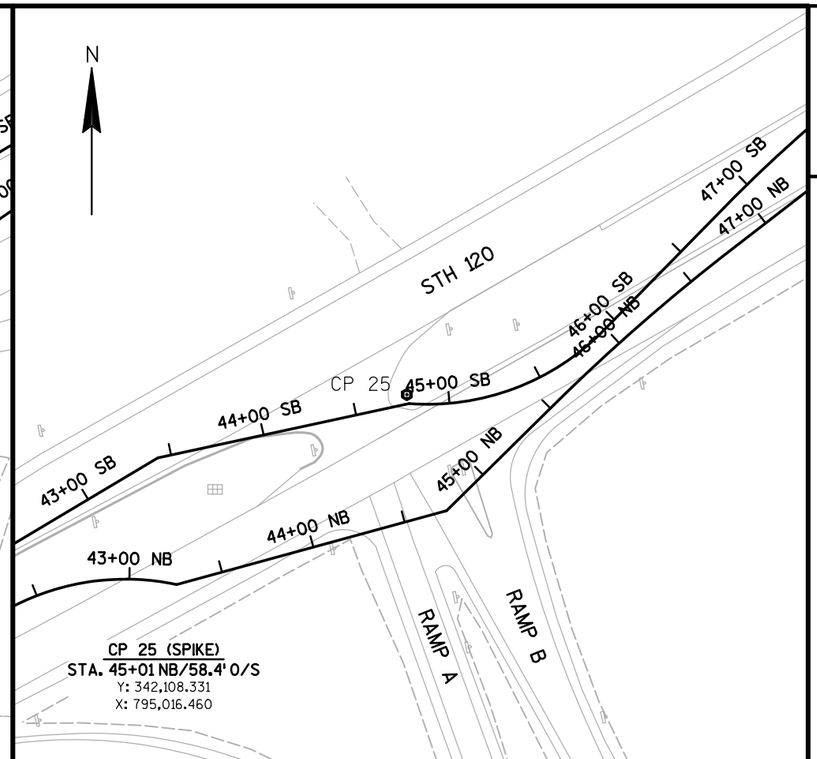
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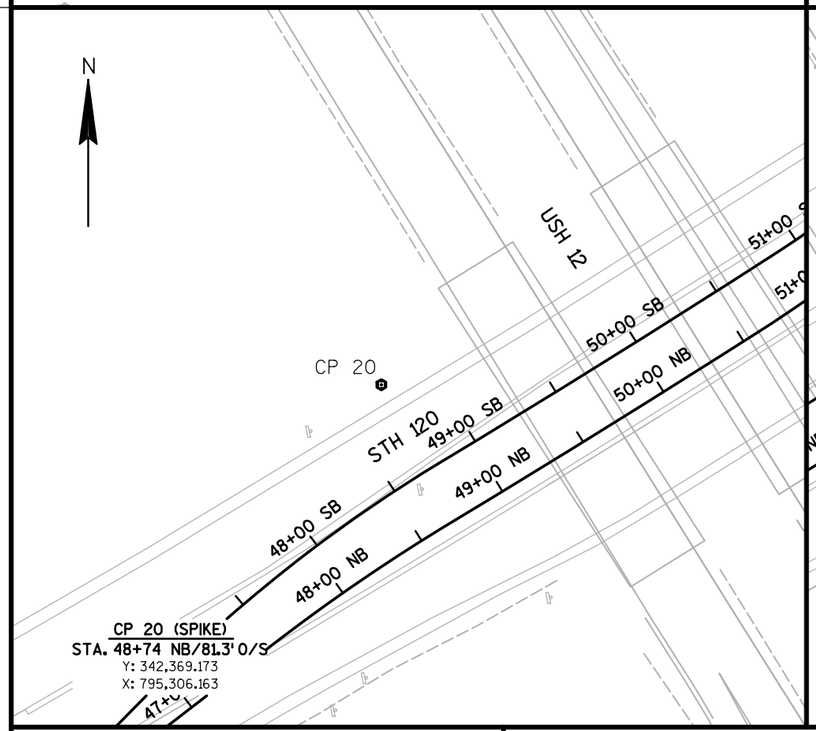
CP 35 (PK)
STA. 36+59 NB/45.6' O/S
Y: 341,661.669
X: 794,337.309



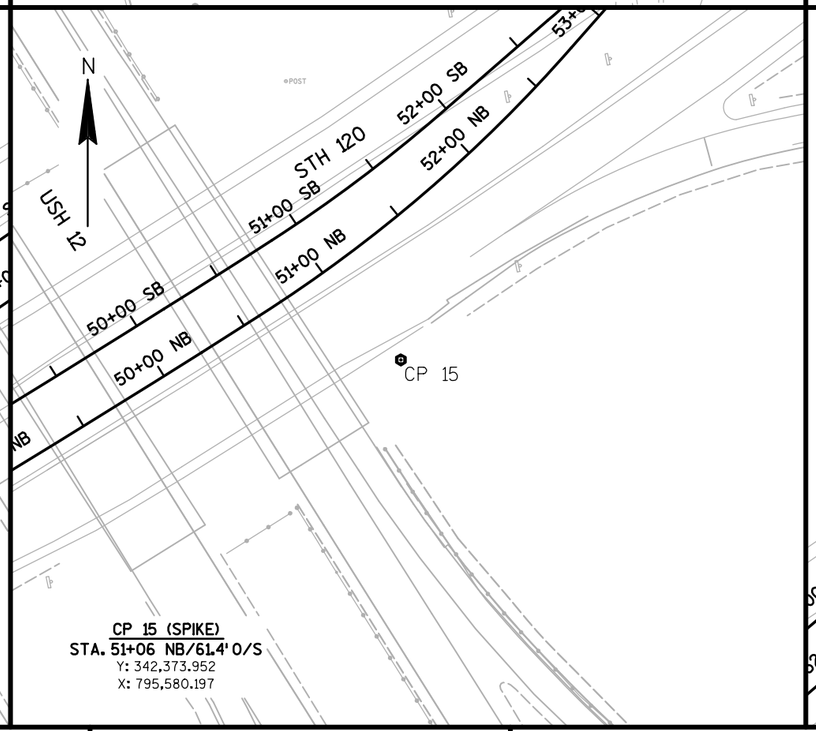
CP 30 (GPS SPIKE)
STA. 39+54 NB/9.8' O/S
Y: 341,859.148
X: 794,563.155



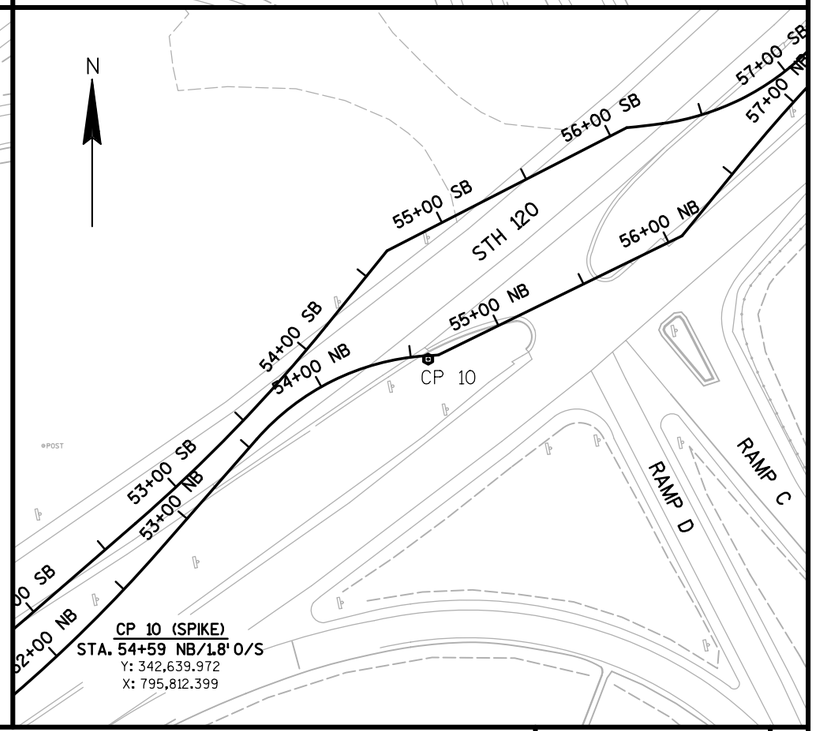
CP 25 (SPIKE)
STA. 45+01 NB/58.4' O/S
Y: 342,108.331
X: 795,016.460



CP 20 (SPIKE)
STA. 48+74 NB/81.3' O/S
Y: 342,369.173
X: 795,306.163

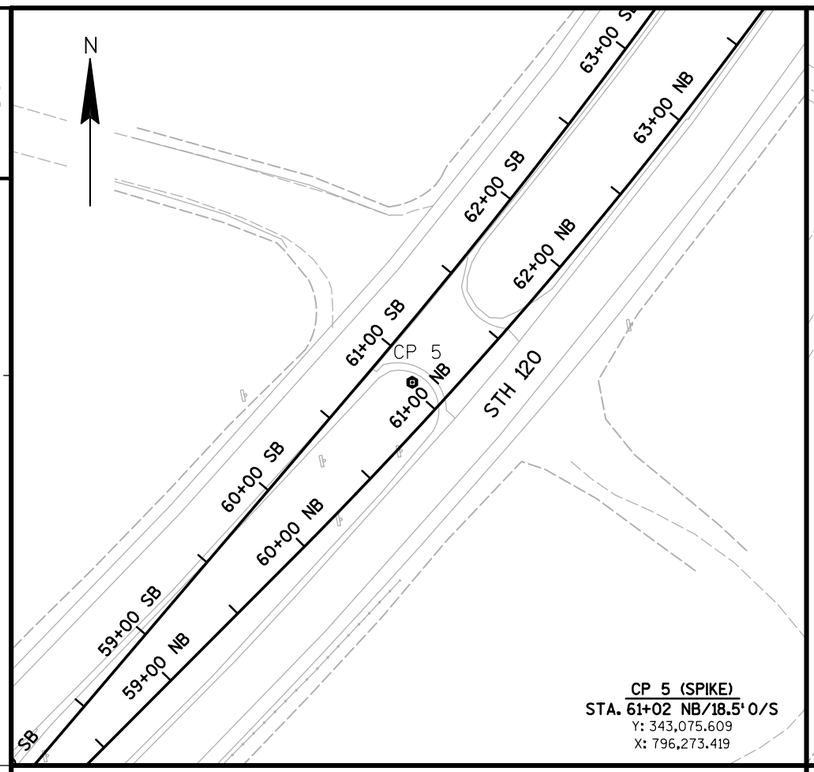


CP 15 (SPIKE)
STA. 51+06 NB/61.4' O/S
Y: 342,373.952
X: 795,580.197

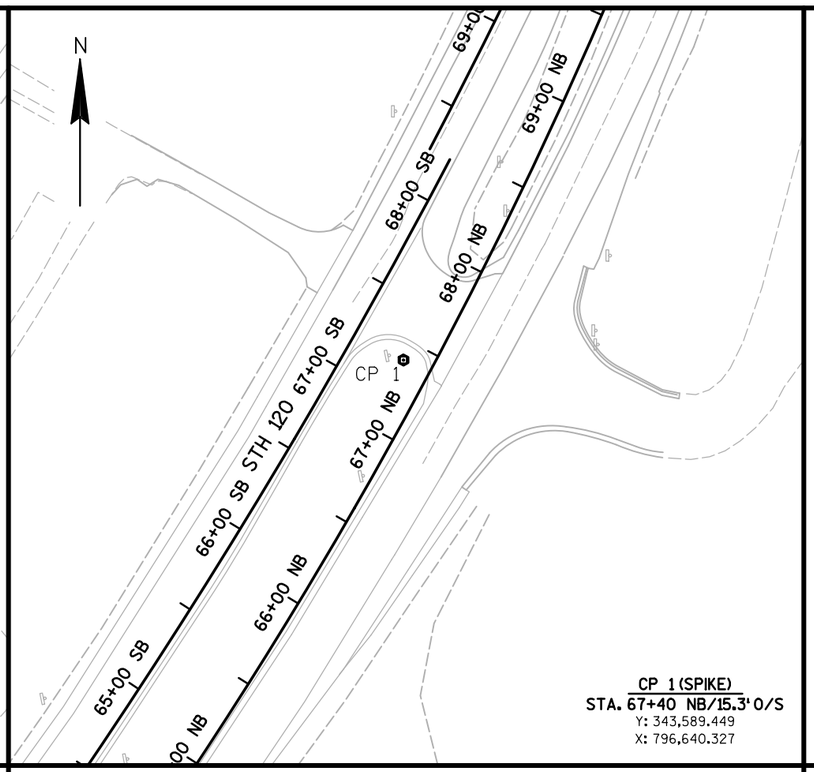


CP 10 (SPIKE)
STA. 54+59 NB/1.8' O/S
Y: 342,639.972
X: 795,812.399

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONTROL POINT DATA SHEET	SHEET 294	E



CP 5 (SPIKE)
STA. 61+02 NB/18.5' O/S
Y: 343,075.609
X: 796,273.419



CP 1 (SPIKE)
STA. 67+40 NB/15.3' O/S
Y: 343,589.449
X: 796,640.327

2

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CONTROL POINT DATA SHEET	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\027402_cp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

Estimate Of Quantities

3190-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	40.000	40.000
0004	201.0205	Grubbing	STA	40.000	40.000
0006	203.0100	Removing Small Pipe Culverts	EACH	18.000	18.000
0008	203.0600.S	Removing Old Structure Over Waterway With Minimal Debris (station) 01. Sta. 155+69.50	LS	1.000	1.000
0010	204.0100	Removing Pavement	SY	35,770.000	35,770.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	440.000	440.000
0014	204.0150	Removing Curb & Gutter	LF	1,144.000	1,144.000
0016	204.0155	Removing Concrete Sidewalk	SY	150.000	150.000
0018	204.0165	Removing Guardrail	LF	2,910.000	2,910.000
0020	204.0170	Removing Fence	LF	1,026.000	1,026.000
0022	204.0180	Removing Delineators and Markers	EACH	72.000	72.000
0024	204.0195	Removing Concrete Bases	EACH	8.000	8.000
0026	204.0210	Removing Manholes	EACH	3.000	3.000
0028	204.0220	Removing Inlets	EACH	14.000	14.000
0030	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	43.000	43.000
0032	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	76.000	76.000
0034	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	434.000	434.000
0036	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	632.000	632.000
0038	204.9060.S	Removing (item description) 01. Landscaping Boulders	EACH	9.000	9.000
0040	205.0100	Excavation Common	CY	71,464.000	71,464.000
0042	206.1000	Excavation for Structures Bridges (structure) 01. B-64-182	LS	1.000	1.000
0044	210.1500	Backfill Structure Type A	TON	165.000	165.000
0046	213.0100	Finishing Roadway (project) 01. 3190-00-70	EACH	1.000	1.000
0048	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,278.000	1,278.000
0050	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	57,611.000	57,611.000
0052	312.0110	Select Crushed Material	TON	7,112.000	7,112.000
0054	405.0100	Coloring Concrete WisDOT Red	CY	437.000	437.000
0056	415.0120	Concrete Pavement 12-Inch	SY	57.000	57.000
0058	415.0410	Concrete Pavement Approach Slab	SY	80.000	80.000
0060	416.0170	Concrete Driveway 7-Inch	SY	345.000	345.000
0062	416.0512	Concrete Truck Apron 12-Inch	SY	1,195.000	1,195.000
0064	416.1010	Concrete Surface Drains	CY	8.700	8.700
0066	440.4410	Incentive IRI Ride	DOL	10,560.000	10,560.000
0068	450.4000	HMA Cold Weather Paving	TON	1,250.000	1,250.000
0070	455.0605	Tack Coat	GAL	2,368.000	2,368.000
0072	460.2000	Incentive Density HMA Pavement	DOL	11,030.000	11,030.000
0074	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	18,585.000	18,585.000
0076	460.5223	HMA Pavement 3 LT 58-28 S	TON	10,395.000	10,395.000

Line	Item	Item Description	Unit	Total	Qty
0078	460.5224	HMA Pavement 4 LT 58-28 S	TON	6,825.000	6,825.000
0080	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	204.000	204.000
0082	465.0125	Asphaltic Surface Temporary	TON	1,629.000	1,629.000
0084	465.0310	Asphaltic Curb	LF	320.000	320.000
0086	465.0315	Asphaltic Flumes	SY	82.000	82.000
0088	465.0400	Asphaltic Shoulder Rumble Strips	LF	3,330.000	3,330.000
0090	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	3,115.000	3,115.000
0092	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	1,210.000	1,210.000
0094	495.1000.S	Cold patch	TON	10.000	10.000
0096	502.0100	Concrete Masonry Bridges	CY	373.000	373.000
0098	502.3200	Protective Surface Treatment	SY	426.000	426.000
0100	502.3210	Pigmented Surface Sealer	SY	70.000	70.000
0102	504.0900	Concrete Masonry Endwalls	CY	9.500	9.500
0104	505.0400	Bar Steel Reinforcement HS Structures	LB	6,540.000	6,540.000
0106	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	54,300.000	54,300.000
0108	505.0800.S	Bar Steel Reinforcement HS Stainless Structures	LB	420.000	420.000
0110	516.0500	Rubberized Membrane Waterproofing	SY	22.000	22.000
0112	517.1800.S	Structure Repainting Recycled Abrasive (structure) 01. B-64-32	LS	1.000	1.000
0114	517.1800.S	Structure Repainting Recycled Abrasive (structure) 02. B-64-33	LS	1.000	1.000
0116	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 01. B-64-32	LS	1.000	1.000
0118	517.4500.S	Negative Pressure Containment and Collection of Waste Materials (structure) 02. B-64-33	LS	1.000	1.000
0120	517.6001.S	Portable Decontamination Facility	EACH	2.000	2.000
0122	520.2018	Culvert Pipe Temporary 18-Inch	LF	100.000	100.000
0124	520.2024	Culvert Pipe Temporary 24-Inch	LF	216.000	216.000
0126	520.8000	Concrete Collars for Pipe	EACH	5.000	5.000
0128	521.0130	Culvert Pipe Corrugated Steel 30-Inch	LF	49.000	49.000
0130	521.0136	Culvert Pipe Corrugated Steel 36-Inch	LF	34.000	34.000
0132	521.0142	Culvert Pipe Corrugated Steel 42-Inch	LF	227.000	227.000
0134	521.0728	Pipe Arch Corrugated Steel 28x20-Inch	LF	113.000	113.000
0136	521.0735	Pipe Arch Corrugated Steel 35x24-Inch	LF	97.000	97.000
0138	521.0742	Pipe Arch Corrugated Steel 42x29-Inch	LF	164.000	164.000
0140	521.0749	Pipe Arch Corrugated Steel 49x33-Inch	LF	45.000	45.000
0142	521.1036	Apron Endwalls for Culvert Pipe Steel 36-Inch	EACH	2.000	2.000
0144	521.1042	Apron Endwalls for Culvert Pipe Steel 42-Inch	EACH	4.000	4.000
0146	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	2.000	2.000
0148	521.1530	Apron Endwalls for Culvert Pipe Sloped Side Drains	EACH	2.000	2.000

Line	Item	Item Description	Unit	Total	Qty
		Steel 30-Inch 6 to 1			
0150	521.1728	Apron Endwalls for Pipe Arch Sloped Side Drains Steel 28x20-Inch 6 to 1	EACH	4.000	4.000
0152	521.1735	Apron Endwalls for Pipe Arch Sloped Side Drains Steel 35x24-Inch 6 to 1	EACH	6.000	6.000
0154	521.1742	Apron Endwalls for Pipe Arch Sloped Side Drains Steel 42x29-Inch 6 to 1	EACH	2.000	2.000
0156	521.1749	Apron Endwalls for Pipe Arch Sloped Side Drains Steel 49x33-Inch 6 to 1	EACH	2.000	2.000
0158	522.0142	Culvert Pipe Reinforced Concrete Class III 42-Inch	LF	26.000	26.000
0160	522.0348	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	290.000	290.000
0162	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	5.000	5.000
0164	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	7.000	7.000
0166	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	2.000	2.000
0168	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000
0170	550.0500	Pile Points	EACH	16.000	16.000
0172	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	440.000	440.000
0174	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	480.000	480.000
0176	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	10,599.000	10,599.000
0178	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	203.000	203.000
0180	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	517.000	517.000
0182	601.0576	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type J	LF	5,240.000	5,240.000
0184	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	700.000	700.000
0186	601.0600	Concrete Curb Pedestrian	LF	399.000	399.000
0188	602.0405	Concrete Sidewalk 4-Inch	SF	3,740.000	3,740.000
0190	602.0410	Concrete Sidewalk 5-Inch	SF	51,790.000	51,790.000
0192	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	574.000	574.000
0194	604.0400	Slope Paving Concrete	SY	731.000	731.000
0196	606.0100	Riprap Light	CY	40.000	40.000
0198	606.0200	Riprap Medium	CY	240.000	240.000
0200	606.0300	Riprap Heavy	CY	104.000	104.000
0202	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	197.000	197.000
0204	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	613.000	613.000
0206	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	169.000	169.000
0208	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-	LF	602.000	602.000

Line	Item	Item Description	Unit	Total	Qty
		Inch			
0210	608.0348	Storm Sewer Pipe Reinforced Concrete Class III 48-Inch	LF	12.000	12.000
0212	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	922.000	922.000
0214	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	911.000	911.000
0216	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	24.000	24.000
0218	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	1,101.000	1,101.000
0220	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	15.000	15.000
0222	611.0530	Manhole Covers Type J	EACH	4.000	4.000
0224	611.0606	Inlet Covers Type B	EACH	1.000	1.000
0226	611.0612	Inlet Covers Type C	EACH	1.000	1.000
0228	611.0624	Inlet Covers Type H	EACH	37.000	37.000
0230	611.0627	Inlet Covers Type HM	EACH	1.000	1.000
0232	611.0630	Inlet Covers Type HM-GJ	EACH	16.000	16.000
0234	611.0633	Inlet Covers Type HM-GJ-S	EACH	9.000	9.000
0236	611.0636	Inlet Covers Type HM-S	EACH	1.000	1.000
0238	611.0639	Inlet Covers Type H-S	EACH	10.000	10.000
0240	611.0642	Inlet Covers Type MS	EACH	11.000	11.000
0242	611.0652	Inlet Covers Type T	EACH	8.000	8.000
0244	611.2004	Manholes 4-FT Diameter	EACH	9.000	9.000
0246	611.2005	Manholes 5-FT Diameter	EACH	8.000	8.000
0248	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0250	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0252	611.3004	Inlets 4-FT Diameter	EACH	34.000	34.000
0254	611.3220	Inlets 2x2-FT	EACH	1.000	1.000
0256	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0258	611.3230	Inlets 2x3-FT	EACH	42.000	42.000
0260	611.3901	Inlets Median 1 Grate	EACH	9.000	9.000
0262	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0264	611.8120.S	Cover Plates Temporary	EACH	14.000	14.000
0266	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	800.000	800.000
0268	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	4.000	4.000
0270	614.0360	Steel Plate Beam Guard Temporary	LF	76.000	76.000
0272	614.2300	MGS Guardrail 3	LF	2,729.000	2,729.000
0274	614.2310	MGS Guardrail 3 HS	LF	150.000	150.000
0276	614.2330	MGS Guardrail 3 K	LF	395.000	395.000

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Line	Item	Item Description	Unit	Total	Qty
0278	614.2500	MGS Thrie Beam Transition	LF	156.000	156.000
0280	614.2610	MGS Guardrail Terminal EAT	EACH	16.000	16.000
0282	614.2620	MGS Guardrail Terminal Type 2	EACH	10.000	10.000
0284	616.0100	Fence Woven Wire (height) 01. 4-Foot	LF	985.000	985.000
0286	616.0700.S	Fence Safety	LF	1,000.000	1,000.000
0288	618.0100	Maintenance And Repair of Haul Roads (project) 01. 3190-00-70	EACH	1.000	1.000
0290	619.1000	Mobilization	EACH	1.000	1.000
0292	620.0300	Concrete Median Sloped Nose	SF	655.000	655.000
0294	623.0200	Dust Control Surface Treatment	SY	63,440.000	63,440.000
0296	624.0100	Water	MGAL	1,160.000	1,160.000
0298	625.0100	Topsoil	SY	13,025.000	13,025.000
0300	625.0500	Salvaged Topsoil	SY	91,125.000	91,125.000
0302	627.0200	Mulching	SY	69,188.000	69,188.000
0304	628.1504	Silt Fence	LF	4,665.000	4,665.000
0306	628.1520	Silt Fence Maintenance	LF	20,380.000	20,380.000
0308	628.1905	Mobilizations Erosion Control	EACH	15.000	15.000
0310	628.1910	Mobilizations Emergency Erosion Control	EACH	15.000	15.000
0312	628.2004	Erosion Mat Class I Type B	SY	6,591.000	6,591.000
0314	628.2006	Erosion Mat Urban Class I Type A	SY	45,580.000	45,580.000
0316	628.2008	Erosion Mat Urban Class I Type B	SY	27,180.000	27,180.000
0318	628.2039	Erosion Mat Class III Type D	SY	6,190.000	6,190.000
0320	628.6505	Soil Stabilizer Type A	ACRE	3.500	3.500
0322	628.6510	Soil Stabilizer Type B	ACRE	3.500	3.500
0324	628.7005	Inlet Protection Type A	EACH	139.000	139.000
0326	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0328	628.7015	Inlet Protection Type C	EACH	79.000	79.000
0330	628.7020	Inlet Protection Type D	EACH	37.000	37.000
0332	628.7504	Temporary Ditch Checks	LF	1,419.000	1,419.000
0334	628.7515.S	Stone or Rock Ditch Checks	CY	148.000	148.000
0336	628.7555	Culvert Pipe Checks	EACH	310.000	310.000
0338	628.7560	Tracking Pads	EACH	7.000	7.000
0340	628.7570	Rock Bags	EACH	344.000	344.000
0342	629.0210	Fertilizer Type B	CWT	84.400	84.400
0344	630.0130	Seeding Mixture No. 30	LB	2,361.000	2,361.000
0346	630.0140	Seeding Mixture No. 40	LB	56.000	56.000
0348	630.0160	Seeding Mixture No. 60	LB	18.000	18.000
0350	630.0200	Seeding Temporary	LB	3,969.000	3,969.000
0352	631.1200	Sod Erosion Control Sandy Soil	SY	83.000	83.000
0354	633.0100	Delineator Posts Steel	EACH	51.000	51.000

Line	Item	Item Description	Unit	Total	Qty
0356	633.0500	Delineator Reflectors	EACH	69.000	69.000
0358	633.5200	Markers Culvert End	EACH	27.000	27.000
0360	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	129.000	129.000
0362	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	2.000	2.000
0364	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	49.000	49.000
0366	637.1210	Signs Type I Reflective H	SF	399.000	399.000
0368	637.2210	Signs Type II Reflective H	SF	1,096.700	1,096.700
0370	637.2215	Signs Type II Reflective H Folding	SF	25.900	25.900
0372	637.2230	Signs Type II Reflective F	SF	640.500	640.500
0374	638.2102	Moving Signs Type II	EACH	27.000	27.000
0376	638.2602	Removing Signs Type II	EACH	110.000	110.000
0378	638.3000	Removing Small Sign Supports	EACH	126.000	126.000
0380	638.4000	Moving Small Sign Supports	EACH	24.000	24.000
0382	641.8100	Overhead Sign Support (structure) 01. S-64-608	LS	1.000	1.000
0384	641.8100	Overhead Sign Support (structure) 02. S-64-217	LS	1.000	1.000
0386	641.8100	Overhead Sign Support (structure) 03. S-64-218	LS	1.000	1.000
0388	641.8100	Overhead Sign Support (structure) 04. S-64-219	LS	1.000	1.000
0390	642.5401	Field Office Type D	EACH	1.000	1.000
0392	643.0100	Traffic Control (project) 01. 3190-00-70	EACH	1.000	1.000
0394	643.0300	Traffic Control Drums	DAY	82,449.000	82,449.000
0396	643.0420	Traffic Control Barricades Type III	DAY	19,799.000	19,799.000
0398	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	267.000	267.000
0400	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	232.000	232.000
0402	643.0705	Traffic Control Warning Lights Type A	DAY	26,767.000	26,767.000
0404	643.0715	Traffic Control Warning Lights Type C	DAY	6,588.000	6,588.000
0406	643.0800	Traffic Control Arrow Boards	DAY	199.000	199.000
0408	643.0900	Traffic Control Signs	DAY	26,167.000	26,167.000
0410	643.0910	Traffic Control Covering Signs Type I	EACH	18.000	18.000
0412	643.0920	Traffic Control Covering Signs Type II	EACH	5.000	5.000
0414	643.1000	Traffic Control Signs Fixed Message	SF	294.000	294.000
0416	643.1050	Traffic Control Signs PCMS	DAY	210.000	210.000
0418	643.2000	Traffic Control Detour (project) 01. 3190-00-70	EACH	1.000	1.000
0420	643.3000	Traffic Control Detour Signs	DAY	24,820.000	24,820.000
0422	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	320.000	320.000
0424	644.1601.S	Temporary Curb Ramp	EACH	2.000	2.000
0426	644.1616.S	Temporary Pedestrian Safety Fence	LF	1,440.000	1,440.000
0428	645.0111	Geotextile Type DF Schedule A	SY	98.000	98.000
0430	645.0120	Geotextile Type HR	SY	766.000	766.000
0432	645.0130	Geotextile Type R	SY	130.000	130.000
0434	645.0140	Geotextile Type SAS	SY	70.000	70.000

Line	Item	Item Description	Unit	Total	Qty
0436	646.0106	Pavement Marking Epoxy 4-Inch	LF	24,469.000	24,469.000
0438	646.0126	Pavement Marking Epoxy 8-Inch	LF	3,939.000	3,939.000
0440	646.0156	Pavement Marking Epoxy 18-Inch	LF	143.000	143.000
0442	646.0600	Removing Pavement Markings	LF	17,755.000	17,755.000
0444	646.0842.S	Pavement Marking Grooved Contrast Wet Reflective Epoxy 4-Inch	LF	519.000	519.000
0446	646.0844.S	Pavement Marking Grooved Contrast Wet Reflective Epoxy 8-Inch	LF	805.000	805.000
0448	646.2304.S	Pavement Marking Grooved Wet Reflective Epoxy 4-Inch	LF	7,922.000	7,922.000
0450	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	8.000	8.000
0452	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	10.000	10.000
0454	647.0170	Pavement Marking Arrows Epoxy Type 3R	EACH	8.000	8.000
0456	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	10.000	10.000
0458	647.0196	Pavement Marking Arrows Epoxy Type 5	EACH	2.000	2.000
0460	647.0206	Pavement Marking Arrows Bike Lane Epoxy	EACH	3.000	3.000
0462	647.0306	Pavement Marking Symbols Bike Lane Epoxy	EACH	3.000	3.000
0464	647.0356	Pavement Marking Words Epoxy	EACH	18.000	18.000
0466	647.0456	Pavement Marking Curb Epoxy	LF	650.000	650.000
0468	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	153.000	153.000
0470	647.0606	Pavement Marking Island Nose Epoxy	EACH	20.000	20.000
0472	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	732.000	732.000
0474	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	964.000	964.000
0476	648.0100	Locating No-Passing Zones	MI	0.410	0.410
0478	649.0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	21,445.000	21,445.000
0480	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	32,280.000	32,280.000
0482	649.0801	Temporary Pavement Marking Removable Tape 8-Inch	LF	100.000	100.000
0484	649.0802	Temporary Pavement Marking Paint 8-Inch	LF	419.000	419.000
0486	649.1100	Temporary Pavement Marking Stop Line 18-Inch	LF	145.000	145.000
0488	649.1200	Temporary Pavement Marking Stop Line Removable Tape 18-Inch	LF	149.000	149.000
0490	649.1800	Temporary Pavement Marking Arrows Removable Tape	EACH	5.000	5.000
0492	650.4000	Construction Staking Storm Sewer	EACH	112.000	112.000
0494	650.4500	Construction Staking Subgrade	LF	19,170.000	19,170.000
0496	650.5000	Construction Staking Base	LF	19,170.000	19,170.000
0498	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	18,138.000	18,138.000
0500	650.6000	Construction Staking Pipe Culverts	EACH	17.000	17.000
0502	650.6500	Construction Staking Structure Layout (structure) 01. B-64-182	LS	1.000	1.000
0504	650.7000	Construction Staking Concrete Pavement	LF	30.000	30.000
0506	650.8500	Construction Staking Electrical Installations (project) 01.	LS	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
		3190-00-70			
0508	650.9910	Construction Staking Supplemental Control (project) 01. 3190-00-70	LS	1.000	1.000
0510	650.9920	Construction Staking Slope Stakes	LF	19,170.000	19,170.000
0512	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	3,749.000	3,749.000
0514	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,772.000	1,772.000
0516	652.0800	Conduit Loop Detector	LF	437.000	437.000
0518	653.0135	Pull Boxes Steel 24x36-Inch	EACH	5.000	5.000
0520	653.0140	Pull Boxes Steel 24x42-Inch	EACH	27.000	27.000
0522	653.0905	Removing Pull Boxes	EACH	5.000	5.000
0524	654.0101	Concrete Bases Type 1	EACH	4.000	4.000
0526	654.0102	Concrete Bases Type 2	EACH	4.000	4.000
0528	654.0105	Concrete Bases Type 5	EACH	26.000	26.000
0530	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
0532	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	1.000	1.000
0534	654.0224	Concrete Control Cabinet Bases Type L24	EACH	2.000	2.000
0536	654.0230	Concrete Control Cabinet Bases Type L30	EACH	2.000	2.000
0538	655.0230	Cable Traffic Signal 5-14 AWG	LF	1,581.000	1,581.000
0540	655.0240	Cable Traffic Signal 7-14 AWG	LF	830.000	830.000
0542	655.0260	Cable Traffic Signal 12-14 AWG	LF	370.000	370.000
0544	655.0305	Cable Type UF 2-12 AWG Grounded	LF	966.000	966.000
0546	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	3,058.000	3,058.000
0548	655.0610	Electrical Wire Lighting 12 AWG	LF	5,976.000	5,976.000
0550	655.0620	Electrical Wire Lighting 8 AWG	LF	24,563.000	24,563.000
0552	655.0640	Electrical Wire Lighting 1 AWG	LF	36.000	36.000
0554	655.0700	Loop Detector Lead In Cable	LF	1,560.000	1,560.000
0556	655.0800	Loop Detector Wire	LF	1,360.000	1,360.000
0558	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. CTH H (Interchange N) & E. Geneva Square	LS	1.000	1.000
0560	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 120/CTH H Ramp B	LS	1.000	1.000
0562	656.0200	Electrical Service Meter Breaker Pedestal (location) 03. STH 120/CTH H Ramp C	LS	1.000	1.000
0564	657.0100	Pedestal Bases	EACH	4.000	4.000
0566	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	30.000	30.000
0568	657.0315	Poles Type 4	EACH	4.000	4.000
0570	657.0322	Poles Type 5-Aluminum	EACH	26.000	26.000
0572	657.0410	Traffic Signal Standards Aluminum 9-FT	EACH	1.000	1.000
0574	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	2.000	2.000
0576	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0578	657.0610	Luminaire Arms Single Member 4 1/2-Inch Clamp 6-FT	EACH	22.000	22.000

Line	Item	Item Description	Unit	Total	Qty
0580	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	4.000	4.000
0582	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	15.000	15.000
0584	658.0110	Traffic Signal Face 3-12 Inch Vertical	EACH	9.000	9.000
0586	658.0115	Traffic Signal Face 4-12 Inch Vertical	EACH	3.000	3.000
0588	658.0215	Backplates Signal Face 3 Section 12-Inch	EACH	9.000	9.000
0590	658.0220	Backplates Signal Face 4 Section 12-Inch	EACH	3.000	3.000
0592	658.0416	Pedestrian Signal Face 16-Inch	EACH	4.000	4.000
0594	658.0500	Pedestrian Push Buttons	EACH	5.000	5.000
0596	658.0600	Led Modules 12-Inch Red Ball	EACH	9.000	9.000
0598	658.0605	Led Modules 12-Inch Yellow Ball	EACH	9.000	9.000
0600	658.0610	Led Modules 12-Inch Green Ball	EACH	9.000	9.000
0602	658.0615	Led Modules 12-Inch Red Arrow	EACH	3.000	3.000
0604	658.0620	Led Modules 12-Inch Yellow Arrow	EACH	6.000	6.000
0606	658.0625	Led Modules 12-Inch Green Arrow	EACH	3.000	3.000
0608	658.0635	Led Modules Pedestrian Countdown Timer 16-Inch	EACH	4.000	4.000
0610	658.5069	Signal Mounting Hardware (location) 01. CTH H (Interchange N) & E. Geneva Square	LS	1.000	1.000
0612	659.1120	Luminaires Utility LED B	EACH	37.000	37.000
0614	659.1125	Luminaires Utility LED C	EACH	6.000	6.000
0616	659.1205	Luminaires Underdeck LED A	EACH	8.000	8.000
0618	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	2.000	2.000
0620	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	2.000	2.000
0622	690.0150	Sawing Asphalt	LF	4,594.000	4,594.000
0624	690.0250	Sawing Concrete	LF	1,446.000	1,446.000
0626	715.0415	Incentive Strength Concrete Pavement	DOL	500.000	500.000
0628	715.0502	Incentive Strength Concrete Structures	DOL	2,238.000	2,238.000
0630	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,000.000	2,000.000
0632	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	3,600.000	3,600.000
0634	SPV.0035	Special 01. Abandoning Culvert Pipes Special	CY	25.100	25.100
0636	SPV.0060	Special 01. Inlet Covers Type DW	EACH	10.000	10.000
0638	SPV.0060	Special 02. Construction Staking Curb Ramp Layout	EACH	31.000	31.000
0640	SPV.0060	Special 03. Section Corner Monuments	EACH	1.000	1.000
0642	SPV.0060	Special 04. Traffic Signal Control Cabinet	EACH	1.000	1.000
0644	SPV.0060	Special 05. Inlet 103A	EACH	1.000	1.000
0646	SPV.0060	Special 06. Pyramidal Inlet Grate 5X15	EACH	1.000	1.000
0648	SPV.0060	Special 07. Adjust Water Valve Box	EACH	1.000	1.000
0650	SPV.0060	Special 08. Replace Casting & Adjust Sanitary Manhole	EACH	1.000	1.000
0652	SPV.0060	Special 09. Replace Casting & Reconstruct Sanitary Manhole	EACH	1.000	1.000
0654	SPV.0060	Special 10. Temporary Sediment Basin	EACH	2.000	2.000

Line	Item	Item Description	Unit	Total	Qty
0656	SPV.0060	Special 11. Monotube Poles Type 13	EACH	2.000	2.000
0658	SPV.0060	Special 12. Monotube Arms 35-Ft	EACH	1.000	1.000
0660	SPV.0060	Special 13. Monotube Arms 45-Ft	EACH	1.000	1.000
0662	SPV.0060	Special 14. Luminaire Arms Steel 12-Ft	EACH	2.000	2.000
0664	SPV.0090	Special 01. Treated Timber Rub Rail	LF	1,102.000	1,102.000
0666	SPV.0090	Special 02. Silt Fence Double Staked	LF	5,525.000	5,525.000
0668	SPV.0105	Special 01. Bioretention Basin A	LS	1.000	1.000
0670	SPV.0105	Special 02. Bioretention Basin B	LS	1.000	1.000
0672	SPV.0105	Special 03. Remove Traffic Signals, CTH H (Interchange N) & E. Geneva Square	LS	1.000	1.000
0674	SPV.0105	Special 04. Salvage and Replace EVP Detection	LS	1.000	1.000
0676	SPV.0105	Special 05. Lighting System Integrator	LS	1.000	1.000
0678	SPV.0105	Special 06. Lighting System Survey	LS	1.000	1.000
0680	SPV.0120	Special 01. Water for Seeded Areas	MGAL	3,294.000	3,294.000
0682	SPV.0180	Special 01. Temporary Surface Same Day	SY	355.000	355.000
0684	SPV.0180	Special 02. Enhanced Turbidity Barriers	SY	119.000	119.000
0686	SPV.0195	Special 01. Select Crushed Material for Travel Corridor	TON	16.000	16.000

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CLEARING AND GRUBBING

CATEGORY	STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
0010	33+50 SB - 44+50 SB	LT	11	11
	40+50 NB - 42+50 NB	RT	2	2
	45+00 NB - 48+00 NB	RT	3	3
	53+00 SB - 56+00 SB	LT	3	3
	62+50 SB - 66+50 SB	LT	3	3
	142+50 NB - 151+50 NB	LT	9	9
	144+50 NB - 148+50 NB	RT	4	4
	*252+00 A - 257+00 A	RT	5	5
		TOTALS	40	40

*CLEAR AND GRUB WITHIN ROADWAY FORESLOPE AND 10 FEET BEYOND THE EXISTING TOE OF SLOPE.

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
0010	35+57 NB	LT	1	12" X 35' CMCP
	37+00 NB	RT	1	18" X 101' CMCP
	38+87 NB	LT/RT	1	48" X 113' RCP
	38+93 NB	LT/RT	1	48" X 113' RCP
	68+81 NB	RT	1	18" X 95' RCP
	79+53 NB	LT	1	24" X 41' CMCP
	139+91 NB	LT	1	24" X 21' CMCP
	140+00 NB	RT	1	18" X 82' CMCP
	140+95 NB	LT	1	24" X 46' CMCP
	144+00 NB	RT	1	18" X 31' CMCP
	149+18 NB	LT	1	18" X 41' CMCP
	150+20 NB	LT	1	18" X 24' CMCP
	151+24 NB	RT	1	18" X 57' CMCP
	153+17 NB	LT	1	18" X 43' CMCP
	SUBTOTAL		14	
	61+26 SB	LT	1	42" X 62' CMCP
	SUBTOTAL		1	
	245+70 A	RT	1	18" X 67' RCP
	44+78 AB1	LT	1	36" X 30' CMCP
	55+33 CD1	LT	1	42" X 76' CMCP
	SUBTOTAL		3	
	TOTAL		18	

REMOVING PAVEMENT

CATEGORY	STATION - STATION	LOCATION	204.0100 SY
0010	29+79.32 NB - 38+00 NB	RT	730
	38+00 NB - 46+00 NB	RT/LT	2,750
	46+00 NB - 57+00 NB	RT/LT	4,050
	57+00 NB - 67+00 NB	RT	2,700
	67+00 NB - 140+00 NB	RT/LT	3,850
	140+00 NB - 159+80 NB	RT/LT	4,750
	SUBTOTAL		18,830
	29+79.32 SB - 38+00 SB	RT/LT	770
	38+00 SB - 46+00 SB	RT/LT	2,950
	46+00 SB - 57+00 SB	RT/LT	4,050
	57+00 SB - 67+00 SB	RT/LT	3,100
	67+00 SB - 74+42.26 SB	RT/LT	2,250
	SUBTOTAL		13,120
	245+33 A - 252+63.3 A	RT/LT	1,300
	345+05 B - 348+00 B	RT/LT	760
	655+69 C - 662+16.23 C	RT/LT	510
	452+74 D - 456+85 D	RT/LT	1,250
	SUBTOTAL		3,820
		TOTAL	35,770

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STAGE	LOCATION	204.0115 SY
0010	STAGE 4	EASTBOUND USH 12 RAMP TERMINAL INTERSECTION	220
	STAGE 4	WESTBOUND USH 12 RAMP TERMINAL INTERSECTION	220
		TOTAL	440

REMOVING CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0150 LF
0010	29+79.32 NB - 38+00 NB	RT	450
	57+00 NB - 67+00 NB	RT	4
	67+00 NB - 140+00 NB	RT	140
	29+79.32 SB - 38+00 SB	LT	550
		TOTAL	1,144

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 SY
0010	29+79.32 - 38+00 NB	RT	150

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REMOVING GUARDRAIL

CATEGORY	STATION - STATION	LOCATION	204.0165 LF
0010	37+95 - 39+74 NB	RT	180
	48+42- 51+58 NB	LT	320
	56+08 - 60+23 NB	RT	440
	154+56 - 156+83 NB	RT/LT	450
	SUBTOTAL		1,390
	37+98 - 40+01 SB	LT	200
	48+52 - 51+64 SB	RT	320
	SUBTOTAL		520
	248+35 - 252+37 A	RT	420
	655+62 - 661+41 C	LT	580
	SUBTOTAL		1,000
		TOTAL	2,910

REMOVING FENCE

CATEGORY	STATION	LOCATION	204.0170 LF
0010	36+07 NB - 39+56 NB	LT	360
	38+11 NB - 38+98 NB	RT	90
	61+25 NB - 67+42 NB	LT	576
		TOTAL	1,026

REMOVING DELINEATORS AND MARKERS

CATEGORY	STATION - STATION	LOCATION	204.0180 EACH
0010	38+00 - 46+00 NB	RT	13
	46+00 - 57+00 NB	RT	7
	245+33 - 252+63.3 A	RT/LT	9
	345+05 - 348+00 B	RT/LT	6
	655+69 - 662+16.23 C	RT/LT	21
	452+74 - 456+85 D	RT/LT	16
	TOTAL		72

REMOVING MANHOLES

CATEGORY	STATION	OFFSET	*204.0210 EACH
0010	33+15 NB	55'LT	1
	33+15 NB	44'LT	1
		TOTAL	2

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING INLETS

CATEGORY	STATION	OFFSET	*204.0220 EACH
0010	36+84 NB	59'RT	1
	37+42 NB	60'RT	1
	54+75 NB	112'RT	1
	55+89 NB	45'RT	1
	141+54 NB	36'LT	1
	35+27 SB	26'LT	1
	43+69 SB	23'RT	1
	47+88 SB	10'RT	1
	53+47 SB	47'RT	1
	56+10 SB	85'LT	1
		TOTAL	10

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING STORM SEWER

CATEGORY	STATION - STATION	OFFSET	*204.0245 .03 18-INCH LF	*204.0245 .04 24-INCH LF
0010	33+15 NB - 33+25 NB	55' - 71'LT	---	19
	33+15 NB	44' - 55'LT	---	11
	33+15 NB - 38+38 NB	LT	---	525
	36+60 NB - 37+62 NB	RT	100	---
	43+65 NB	LT/RT	69	---
	53+54 NB - 55+89 NB	RT	265	---
	141+56 NB	LT/RT	---	77
		TOTALS	434	632

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ABANDONING CULVERT PIPES SPECIAL

CATEGORY	STATION	LOCATION	SPV.0035.01 CY	REMARKS
0010	56+83 NB	RT	7.0	18-INCH DIA. X 107 FEET
	58+93 NB	RT	9.3	18-INCH DIA. X 142 FEET
	64+38 NB	LT/RT	8.8	24-INCH DIA. X 106 FEET
		TOTAL	25.1	

EARTHWORK

CATEGORY	STAGE	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (1) CUT (2) 5% OF CUT CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	SALVAGED PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	EXPANDED EBS BACKFILL (5) FACTOR 1.25 CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FACTOR 1.25 CY	MASS ORDINATE +/- (7)	WASTE (8) CY	312.0110 SELECT CRUSHED MATERIAL (9) TON	*624.0100 WATER (FOR DUST CONTROL) MGAL
0010	STAGE 1	STH 120 SB TEMP PAV'T	32+00 SB - 37+50 SB	357	18	0	357	22	2	3	354	376	42	1
		STH 120 EX TEMP PAV'T	51+50 EX - 59+00 EX	497	25	0	497	31	297	371	126	157	59	2
			SUBTOTALS (STAGE 1)	854	43	0	854	53	299	374	480	533	101	3
	STAGE 2	STH 120 NB	33+90 NB - 74+50 NB	14,464	723	2,430	12,034	904	3,760	4,701	7,333	8,237	1,718	31
		STH 120 NB TEMP PAV'T	72+25 NB - 143+85 NB	2,743	137	0	2,743	171	1,148	1,435	1,309	1,480	326	6
		RAMP A	245+24 A - 252+52 A	998	50	244	754	62	1,781	2,226	-1,472	-1,410	118	3
		RAMP B	344+98 B - 348+00 B	444	22	138	306	28	130	163	143	171	53	1
		RAMP C	655+61 C - 662+60 C	1,004	50	192	812	63	1,587	1,984	-1,171	-1,109	119	3
		RAMP D	452+64 D - 456+85 D	1,253	63	193	1,060	78	2,087	2,609	-1,549	-1,471	149	3
		STH 120 EB RAMP TERMINAL ROUNDABOUT	25+00 AB3 - 28+64 AB3	783	39	56	727	49	502	627	100	149	93	2
		STH 120 WB RAMP TERMINAL ROUNDABOUT	25+00 CD3 - 28+64 CD3	310	15	2	308	19	939	1,174	-866	-847	37	1
		BIORETENTION BASIN A	45+00 NB - 47+50 NB	3,630	0	0	3,630	0	30	38	3,593	3,593	0	8
			SUBTOTALS (STAGE 2)	25,629	1,100	3,255	22,374	1,375	11,965	14,956	7,418	8,793	2,612	58
	STAGE 3	STH 120 SB	29+79 SB - 74+43 SB	18,637	932	2,144	16,492	1,165	6,820	8,525	7,967	9,132	2,213	40
		STH 120 NB	74+50 NB - 159+80 NB	13,586	679	1,798	11,788	849	1,478	1,848	9,940	10,789	1,613	29
		STH 120 EB RAMP TERMINAL ROUNDABOUT	43+00 AB1 - 44+78.1 AB1	406	20	169	237	25	76	95	142	167	48	1
		STH 120 WB RAMP TERMINAL ROUNDABOUT	54+66 CD1 - 56+50 CD1	33	2	0	33	2	1,968	2,460	-2,427	-2,425	4	1
		STH 120 EB RAMP TERMINAL ROUNDABOUT	25+00 AB3 - 28+64 AB3	783	39	56	727	49	502	627	100	149	93	2
		STH 120 WB RAMP TERMINAL ROUNDABOUT	25+00 CD3 - 28+64 CD3	310	15	2	308	19	939	1,174	-866	-847	37	1
		BIORETENTION BASIN B	61+25 SB - 67+40 SB	4,950	0	0	4,950	0	600	750	4,200	4,200	0	10
			SUBTOTALS (STAGE 3)	38,704	1,688	4,169	34,535	2,110	12,383	15,479	19,056	21,165	4,008	84
	STAGE 4	STH 120 NB	72+25 NB - 143+85 NB	2,747	137	0	2,747	172	1,837	2,297	451	622	326	6
		MADAUS ROAD	10+29 M - 11+85 M	536	27	0	536	33	19	24	512	545	64	2
			SUBTOTALS (STAGE 4)	3,283	164	0	3,283	205	1,856	2,320	962	1,167	390	8
			TOTALS	68,469	2,994	7,423	61,046	3,743	26,504	33,129	27,916	31,659	7,112	153
			ITEM TOTALS		71,464									

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
4) AVAILABLE MATERIAL = CUT - SALVAGED PAVEMENT MATERIAL.
5) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL EXPANSION FACTOR = 1.25.
6) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
7) MASS ORDINATE: MASS ORDINATE = CUT - SALVAGED PAVEMENT MATERIAL - EXPANDED FILL
PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
8) WASTE = MASS ORDINATE + EXPANDED EBS BACKFILL
9) SELECT CRUSHED MATERIAL IS USED FOR BACKFILL OF EBS.

REMOVING LANDSCAPING BOULDERS

CATEGORY	STATION	LOCATION	204.9060.S.01 EACH
0010	67+50 SB	LT	9

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.01 EACH
0010	3190-00-70	1

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	*624.0100 WATER (FOR COMPACTION) MGAL	*624.0100 WATER (FOR DUST CONTROL) MGAL	REMARKS
0010	29+79.32 - 38+00 NB	RT/LT	---	1,800	27	4	
	38+00 - 46+00 NB	RT/LT	---	2,900	43	6	
	46+00 - 57+00 NB	RT/LT	---	3,750	56	8	
	57+00 - 67+00 NB	RT/LT	---	4,250	63	9	
	67+00 - 140+00 NB	RT/LT	140	6,900	110	14	
	140+00 - 159+80 NB	RT/LT	370	9,000	140	19	
	SUBTOTALS		510	28,600	439	60	
	29+79.32 - 38+00 SB	RT/LT	---	2,850	42	6	
	38+00 - 46+00 SB	RT/LT	---	3,200	48	7	
	46+00 - 57+00 SB	RT/LT	---	4,050	61	9	
	57+00 - 67+00 SB	RT/LT	---	3,900	59	8	
	67+00 - 74+42.26 SB	RT/LT	50	3,250	50	7	
	SUBTOTALS		50	17,250	260	37	
	245+33 - 252+63.3 A	RT/LT	65	1,450	23	3	
	345+05 - 348+00 B	RT/LT	15	760	12	2	
	655+69 - 662+16.23 C	RT/LT	50	1,150	18	3	
	452+74 - 456+85 D	RT/LT	15	980	15	2	
	SUBTOTALS		145	4,340	68	10	
	10+29 - 11+85.10 M	RT/LT	10	730	11	2	
	SUBTOTALS		10	730	11	2	
	31+95 - 40+24 SB	LT	35	580	9	2	TEMP PAV'T STAGE 1
	USH 12 EB RAMP TERMINAL INTERSECTION	RT/LT	15	200	3	1	TEMP PAV'T STAGE 1
	51+20 - 59+01 EX	LT	75	910	15	2	TEMP PAV'T STAGE 1
	USH 12 WB RAMP TERMINAL INTERSECTION	RT/LT	8	110	2	1	TEMP PAV'T STAGE 1
	65+25 - 68+14 SB	RT	25	250	4	1	TEMP PAV'T STAGE 1
	SUBTOTALS (STAGE 1)		158	2,050	33	7	
	E. GENEVA SQ. INTERSECTION	RT/LT	---	110	2	1	TEMP PAV'T STAGE 2
	USH 12 EB RAMP TERMINAL INTERSECTION	RT/LT	35	500	8	2	TEMP PAV'T STAGE 2
	USH 12 WB RAMP TERMINAL INTERSECTION	RT/LT	40	510	8	2	TEMP PAV'T STAGE 2
	67+27 - 67+75 SB	RT	---	55	1	1	TEMP PAV'T STAGE 2
	72+25 - 143+85 NB	RT	330	2,950	49	6	TEMP PAV'T STAGE 2
	SUBTOTALS (STAGE 2)		405	4,125	68	12	
	UNDISTRIBUTED		---	250	---	---	FOR MAINTAINING TURNING MOVEMENTS/ACCESS DURING STAGING
	TOTALS		---	---	879	128	
	ITEM TOTALS		1,278	57,345	1,007		

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

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CONCRETE PAVEMENT 12-INCH

CATEGORY	STATION - STATION	LOCATION	415.0120 SY
0010	140+00 - 159+80 NB	RT/LT	57

CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	STATION - STATION	LOCATION	415.0410 SY
0010	140+00 - 159+80 NB	RT/LT	80

CONCRETE DRIVEWAY 7-INCH

CATEGORY	STATION	OFFSET	416.0170 SY
0010	30+60 SB	30.5'LT	60
	33+00 SB	30.5'LT	35
	35+57 SB	30.5'LT	50
	61+26 SB	34.7'LT	50
	67+48 SB	34.7'LT	40
	SUBTOTAL		235
	44+78 AB1	2.5'LT	35
	55+33 CD1	2.5'LT	75
	SUBTOTAL		110
	TOTAL		345

ROUNDABOUT TRUCK APRON

CATEGORY	STATION - STATION	LOCATION	*405.0100 COLORING CONCRETE WISDOT RED CY	416.0512 CONCRETE TRUCK APRON 12-INCH SY
0010	43+00 - 45+00 NB	LT/RT	80	250
	54+50 - 56+50 NB	LT/RT	65	190
	43+00 - 45+00 SB	LT/RT	90	260
	54+50 - 56+50 SB	LT/RT	120	360
	43+88 - 44+71 AB4	RT	20	60
	55+11 - 56+11 CD4	RT	25	75
	TOTALS		400	1,195

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

*CONCRETE SURFACE DRAINS

CATEGORY	STATION	LOCATION	416.1010 CY
0010	156+11 NB	RT	4.6
	156+11 NB	LT	4.2
	TOTAL		8.7

*FORM SURFACE DRAIN CURB HEAD ADJACENT TO THRIE BEAM TRANSITION IN ACCORDANCE WITH STANDARD DETAIL DRAWING "MIDWEST GUARDRAIL SYSTEM (MGS) THRIE BEAM TRANSITION"

ASPHALTIC RUMBLE STRIP ITEMS

CATEGORY	STATION - STATION	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
0010	29+79.32 - 38+00 NB	RT/LT	---	---	---
	38+00 - 46+00 NB	RT/LT	---	---	---
	46+00 - 57+00 NB	RT/LT	---	---	---
	57+00 - 67+00 NB	RT/LT	790	---	---
	67+00 - 140+00 NB	RT/LT	1,270	415	---
	140+00 - 159+80 NB	RT/LT	---	2,700	1,210
	SUBTOTALS		2,060	3,115	1,210
	29+79.32 - 38+00 SB	RT/LT	---	---	---
	38+00 - 46+00 SB	RT/LT	---	---	---
	46+00 - 57+00 SB	RT/LT	---	---	---
	57+00 - 67+00 SB	RT/LT	700	---	---
	67+00 - 74+42.26 SB	RT/LT	570	---	---
	SUBTOTALS		1,270	0	0
	245+33 - 252+63.3 A	RT/LT	---	---	---
	345+05 - 348+00 B	RT/LT	---	---	---
	655+69 - 662+16.23 C	RT/LT	---	---	---
	452+74 - 456+85 D	RT/LT	---	---	---
	SUBTOTALS		0	0	0
	10+29 - 11+85.10 M	RT/LT	---	---	---
	SUBTOTALS		0	0	0
	TOTALS		3,330	3,115	1,210

COLD PATCH

CATEGORY	495.1000.S TON	REMARKS
0010	10	UNDISTRIBUTED

ASPHALTIC SURFACE TEMPORARY

CATEGORY	STATION - STATION	LOCATION	465.0125 TON	REMARKS
0010	31+95 - 40+24 SB	LT	185	TEMP PAV'T STAGE 1
	USH 12 EB RAMP TERMINAL INTERSECTION	RT/LT	56	TEMP PAV'T STAGE 1
	51+20 - 59+01 EX	LT	230	TEMP PAV'T STAGE 1
	USH 12 WB RAMP TERMINAL INTERSECTION	RT/LT	31	TEMP PAV'T STAGE 1
	65+25 - 68+14 SB	RT	61	TEMP PAV'T STAGE 1
	SUBTOTAL (STAGE 1)		563	
	E. GENEVA SQ. INTERSECTION	RT/LT	43	TEMP PAV'T STAGE 2
	USH 12 EB RAMP TERMINAL INTERSECTION	RT/LT	150	TEMP PAV'T STAGE 2
	USH 12 WB RAMP TERMINAL INTERSECTION	RT/LT	145	TEMP PAV'T STAGE 2
	67+27 - 67+75 SB	RT	23	TEMP PAV'T STAGE 2
	72+25 - 143+85 NB	RT	705	TEMP PAV'T STAGE 2
	SUBTOTAL (STAGE 2)		1,066	
	TOTAL		1,629	

TEMPORARY SURFACE SAME DAY

CATEGORY	STATION	LOCATION	SPV.0180.01 SY	REMARKS
0010	38+90 NB	LT/RT	260	STAGE 1; FOR CROSS-PIPE INSTALLATION
	56+50 NB	LT	46	STAGE 1; FOR CROSS-PIPE INSTALLATION
	63+87 NB	LT	49	STAGE 1; FOR CROSS-PIPE INSTALLATION
	TOTAL		355	

ASPHALTIC CURB

CATEGORY	STATION - STATION	LOCATION	465.0310 LF	REMARK
0010	31+95 - 40+24 SB	LT	320	TEMP PAV'T STAGE 1

ASPHALTIC ITEMS

CATEGORY	STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.5223 HMA PAVEMENT 3 LT 58-28 S TON	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (DRIVEWAYS) TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (PARKING LOTS) TON
0010	29+79.32 - 38+00 NB	RT/LT	105	425	305	960	---	---
	38+00 - 46+00 NB	RT/LT	145	580	415	775	---	---
	46+00 - 57+00 NB	RT/LT	185	745	530	1,070	---	---
	57+00 - 67+00 NB	RT/LT	240	965	690	2,810	---	---
	67+00 - 140+00 NB	RT/LT	375	1,550	1,080	3,130	3	---
	140+00 - 159+80 NB	RT/LT	310	1,710	895	2,680	66	---
	SUBTOTALS		1,360	5,975	3,915	11,425	69	0
	29+79.32 - 38+00 SB	RT/LT	150	610	435	985	26	8
	38+00 - 46+00 SB	RT/LT	160	655	470	1,040	4	---
	46+00 - 57+00 SB	RT/LT	185	745	530	1,070	17	---
	57+00 - 67+00 SB	RT/LT	220	885	630	2,560	47	---
	67+00 - 74+42.26 SB	RT/LT	140	670	400	1,350	15	---
	SUBTOTALS		855	3,565	2,465	7,005	109	8
	245+33 - 252+63.3 A	RT/LT	28	220	81	---	---	---
	345+05 - 348+00 B	RT/LT	27	125	77	---	---	---
	655+69 - 662+16.23 C	RT/LT	21	185	62	---	---	---
	452+74 - 456+85 D	RT/LT	39	170	115	---	---	---
	SUBTOTALS		115	700	335	0	0	0
	10+29 - 11+85.10 M	RT/LT	38	155	110	155	18	---
	SUBTOTALS		38	155	110	155	18	0
	TOTALS		2,368	10,395	6,825	18,585	204	

NOTE: A CONVERSION FACTOR OF 110 LBS/SY/IN WAS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

ASPHALTIC FLUME ITEMS

CATEGORY	STATION	LOCATION	465.0315 ASPHALTIC FLUMES SY	631.1200 SOD EROSION CONTROL SANDY SOIL SY	REMARKS
0010	35+25 SB	LT	7	8	TEMPORARY: STAGE 1
	140+82 NB	RT	11	7	
	141+44 NB	LT	8	3	
	246+05 A	RT	23	40	
	346+43 B	RT	14	9	
	455+65 D	LT	19	---	
	UNDISTRIBUTED		---	16	
	TOTALS		82	83	

HMA COLD WEATHER PAVING

CATEGORY	450.4000 TON
0010	1,250

TEMPORARY DRAINAGE ITEMS

CATEGORY	STATION - STATION	LOCATION	*204.0210 REMOVING MANHOLES EACH	*204.0220 REMOVING INLETS EACH	*204.0245 REMOVING STORM SEWER .01 12-INCH LF	*204.0245 REMOVING STORM SEWER .02 15-INCH LF	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF	520.2024 CULVERT PIPE TEMPORARY 24-INCH LF	*608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	*608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	*520.8000 CONCRETE COLLARS FOR PIPE EACH	*611.0530 MANHOLE COVERS TYPE J EACH	*611.0642 INLET COVERS TYPE MS EACH	*611.2004 MANHOLES 4-FT DIAMETER EACH	*611.3901 INLETS MEDIAN 1 GRATE EACH	*650.4000 CONSTRUCTION STAKING STORM SEWER EACH	*650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	REMARKS
0010	38+39 NB - 38+59 NB	LT	---	---	---	---	---	23	---	---	---	2	---	---	---	---	1	---	TEMP CONNECTION IN STAGE 1
	42+83.1 NB	LT	---	1	---	---	---	---	---	---	---	---	---	1	---	1	1	---	TEMP DRAINAGE IN STAGE 2; REMOVED IN STAGE 3
	47+63.6 NB	LT	---	1	---	---	---	---	---	---	---	---	---	1	---	1	1	---	TEMP DRAINAGE IN STAGE 2; REMOVED IN STAGE 3
	51+50.0 NB	LT	---	1	---	---	---	---	---	---	---	---	---	1	---	1	1	---	TEMP DRAINAGE IN STAGE 2; REMOVED IN STAGE 3
	56+57 NB	LT	---	---	---	76	---	---	---	76	---	---	---	---	---	---	1	---	TEMP CONNECTION IN STAGE 1; REMOVED IN STAGE 3
	58+93 NB	LT/RT	---	---	---	---	---	---	---	77	24	1	---	---	---	---	1	---	TEMP DRAINAGE IN STAGE 2; ABANDONED IN STAGE 3
	76+00 NB	RT	---	1	43	---	---	---	43	---	---	---	---	1	---	1	1	---	TEMP DRAINAGE USED IN STAGE 3; REMOVED IN STAGE 4
	139+50 NB - 140+50 NB	RT	---	---	---	---	100	---	---	---	---	---	---	---	---	---	---	1	TEMP DRAINAGE USED IN STAGE 3
	141+57 NB - 142+75 NB	RT	1	---	---	---	---	123	---	---	---	---	1	---	1	---	1	---	TEMP DRAINAGE USED IN STAGE 3; REMOVED IN STAGE 4
	143+50 NB - 144+17 NB	RT	---	---	---	---	---	70	---	---	---	---	---	---	---	---	---	1	TEMP DRAINAGE USED IN STAGE 3
	TOTALS		1	4	43	76	100	216	43	153	24	3	1	4	1	4	8	2	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STORM SEWER STRUCTURE 103A SUMMARY

CATEGORY	STATION	LOCATION	SPV.0060.05 INLET 103A EACH	SPV.0060.06 PYRAMIDAL INLET GRATE 5X15 EACH
0010	38+89.3 SB	52.9'LT	1	1

CULVERT PIPE ITEMS

CATEGORY	STATION	LOCATION	504.0900 CONCRETE MASONRY ENDWALLS CY	521.0130 CULVERT PIPE CORRUGATED STEEL 30-INCH LF	521.0136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF	521.0142 CULVERT PIPE CORRUGATED STEEL 42-INCH LF	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 36-INCH EACH	521.1042 APRON ENDWALLS FOR CULVERT PIPE STEEL 42-INCH EACH	521.0728 PIPE ARCH CORRUGATED STEEL 28X20-INCH LF	521.0735 PIPE ARCH CORRUGATED STEEL 35X24-INCH LF	521.0742 PIPE ARCH CORRUGATED STEEL 42X29-INCH LF	521.0749 PIPE ARCH CORRUGATED STEEL 49X33-INCH LF	521.1530 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 30-INCH 6 TO 1 EACH	521.1728 APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 28X20-INCH 6 TO 1 EACH	521.1735 APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 35X24-INCH 6 TO 1 EACH	521.1742 APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 42X29-INCH 6 TO 1 EACH	521.1749 APRON ENDWALLS FOR PIPE ARCH SLOPED SIDE DRAINS STEEL 49X33-INCH 6 TO 1 EACH	MIN. THICKNESS (INCHES) STEEL	522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	522.0348 CULVERT PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	*633.5200 MARKERS CULVERT END EACH	*650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
	CROSS DRAINS																				
0010	38+90 NB	RT	4.8	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	290	2	2
	47+90 NB	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
	56+65 NB	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	70+06 NB	LT	4.7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	26	---	2	2
	MINOR SIDE ROAD, PRIVATE ENTRANCE AND SLOPE DRAINS																					
	44+78 AB1	LT	---	---	34	---	2	---	---	---	---	---	---	---	---	---	---	0.079	---	---	---	1
	55+33 CD1	LT	---	---	---	149	---	2	---	---	---	---	---	---	---	---	---	0.109	---	---	---	1
	61+26 SB	LT	---	---	---	78	---	2	---	---	---	---	---	---	---	---	---	0.109	---	---	---	1
	79+53 NB	LT	---	---	---	---	---	---	---	39	---	---	---	---	2	---	---	0.079	---	---	---	1
	139+67 - 141+50 NB	LT	---	---	---	---	---	---	---	---	164	---	---	---	---	2	---	0.079	---	---	---	1
	144+00 NB	RT	---	---	---	---	---	---	113	---	---	---	4	---	---	---	---	0.064	---	---	---	2
	150+21 NB	LT	---	---	---	---	---	---	---	58	---	---	---	4	---	---	---	0.079	---	---	---	2
	151+24 NB	RT	---	49	---	---	---	---	---	---	---	---	---	---	---	---	---	0.079	---	---	---	1
	153+17 NB	LT	---	---	---	---	---	---	---	---	---	45	---	---	---	---	2	0.109	---	---	---	1
	TOTALS		9.5	49	34	227	2	4	113	97	164	45	2	4	6	2	2		26	290	7	15

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0576 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	29+79.32 - 38+00 NB	RT/LT	---	780	---	---	---	---	13	793
	38+00 - 46+00 NB	RT/LT	140	1,370	---	49	---	185	58	1,802
	46+00 - 57+00 NB	RT/LT	100	1,880	95	63	---	150	80	2,368
	57+00 - 67+00 NB	RT/LT	---	45	1,870	---	7	---	---	1,922
	67+00 - 140+00 NB	RT/LT	---	---	630	---	195	---	---	825
	140+00 - 159+80 NB	RT/LT	---	---	---	---	140	---	---	140
	SUBTOTALS		240	4,075	2,595	112	342	335	151	7,850
	29+79.32 - 38+00 SB	RT/LT	---	1,160	---	---	---	---	4	1,164
	38+00 - 46+00 SB	RT/LT	105	1,500	---	---	---	165	80	1,850
	46+00 - 57+00 SB	RT/LT	135	2,000	100	---	---	200	58	2,493
	57+00 - 67+00 SB	RT/LT	---	34	1,870	---	---	---	---	1,904
	67+00 - 74+42.26 SB	RT/LT	---	---	675	---	---	---	---	675
	SUBTOTALS		240	4,694	2,645	0	0	365	142	8,086
	245+33 - 252+63.3 A	RT/LT	---	400	---	---	---	---	21	421
	345+05 - 348+00 B	RT/LT	---	405	---	44	---	---	48	497
	655+69 - 662+16.23 C	RT/LT	---	330	---	47	---	---	28	405
	452+74 - 456+85 D	RT/LT	---	695	---	---	---	---	9	704
	SUBTOTALS		0	1,830	0	91	0	0	106	2,027
	10+29 - 11+85.10 M	RT/LT	---	---	---	---	175	---	---	175
	SUBTOTALS		0	0	0	0	175	0	0	175
	TOTALS		480	10,599	5,240	203	517	700	399	18,138

CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	*405.0100 COLORING CONCRETE WISDOT RED CY
0010	29+79.32 - 38+00 NB	RT/LT	60	2,050	0.0
	38+00 - 46+00 NB	RT/LT	500	6,200	6.2
	46+00 - 57+00 NB	RT/LT	380	11,700	4.7
	57+00 - 67+00 NB	RT/LT	210	6,450	0.0
	67+00 - 140+00 NB	RT/LT	95	430	0.0
	140+00 - 159+80 NB	RT/LT	---	---	0.0
	SUBTOTALS		1,245	26,830	11
	29+79.32 - 38+00 SB	RT/LT	55	4,300	0.0
	38+00 - 46+00 SB	RT/LT	750	6,600	9.3
	46+00 - 57+00 SB	RT/LT	350	11,500	4.3
	57+00 - 67+00 SB	RT/LT	350	870	0.0
	67+00 - 74+42.26 SB	RT/LT	---	---	0.0
	SUBTOTALS		1,505	23,270	14
	245+33 - 252+63.3 A	RT/LT	240	530	3.0
	345+05 - 348+00 B	RT/LT	400	410	5.0
	655+69 - 662+16.23 C	RT/LT	240	320	3.0
	452+74 - 456+85 D	RT/LT	110	430	1.3
	SUBTOTALS		990	1,690	12
	TOTALS		3,740	51,790	37

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CATEGORY	STATION - STATION	LOCATION	602.0515 SF
0010	29+79.32 - 38+00 NB	RT/LT	58
	38+00 - 46+00 NB	RT/LT	80
	46+00 - 57+00 NB	RT/LT	80
	67+00 - 140+00 NB	RT/LT	12
	SUBTOTAL		230
	29+79.32 - 38+00 SB	RT/LT	24
	38+00 - 46+00 SB	RT/LT	80
	46+00 - 57+00 SB	RT/LT	80
	SUBTOTAL		184
	245+33 - 252+63.3 A	RT/LT	40
	345+05 - 348+00 B	RT/LT	40
	655+69 - 662+16.23 C	RT/LT	40
	452+74 - 456+85 D	RT/LT	40
	SUBTOTAL		160
	TOTAL		574

STORM SEWER

CATEGORY	FROM STRUCTURE	TO STRUCTURE	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 15-INCH EACH	522.1018 18-INCH EACH	522.1024 24-INCH EACH	*608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	*608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0348 48-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0424 24-INCH LF	608.0442 42-INCH LF	JOINT TIES REQ'D EACH**	*633.5200 MARKERS CULVERT END EACH	*520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	EXIST.	98	---	---	---	---	---	---	---	---	---	---	---	---	6	---	---	---	1
	98	99	---	---	---	---	---	---	---	---	---	---	---	---	25	---	---	---	---
	99	100	---	---	---	---	---	---	---	---	---	---	---	---	168	---	---	---	---
	100	101	---	---	---	---	---	---	---	---	---	---	---	---	140	---	---	---	---
	101-C	101-B	---	---	---	---	---	---	---	---	---	---	12	---	---	---	---	---	---
	101-B	101-A	---	---	---	---	---	---	---	---	---	---	---	43	---	---	---	---	---
	101-A	101	---	---	---	---	---	---	31	---	---	---	---	---	---	---	---	---	---
	101	102	---	---	---	---	---	---	---	---	141	---	---	---	---	---	---	---	---
	102	103	---	---	---	---	---	---	---	---	---	---	---	---	21	---	---	---	---
	103	103-A	---	---	---	---	---	---	---	---	---	---	---	---	95	---	---	---	---
	103-A	103-B	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	103-B	--	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	104-A	104	---	---	---	---	---	---	---	---	---	---	46	---	---	---	---	---	---
	104	104-C	---	---	---	---	---	---	---	---	---	---	---	77	---	---	---	---	---
	104-B	104	---	---	---	---	---	---	---	---	---	---	19	---	---	---	---	---	---
	104-C	104-D	---	---	---	---	---	---	---	---	---	---	---	34	---	---	6	---	---
	104-D	--	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	200-D	200-C	---	---	---	---	---	---	---	---	---	---	47	---	---	---	---	---	---
	200-C	200-B	---	---	---	---	---	---	---	---	---	---	---	17	---	---	---	---	---
	200-B	200-A	---	---	---	---	---	---	31	---	---	---	---	---	---	---	---	---	---
	200-A	200-E	---	---	---	---	---	---	---	---	---	---	---	---	114	---	---	---	---
	200-E	300-A	---	---	---	---	---	---	---	---	105	---	---	---	---	---	---	---	---
	300-A	300-B	---	---	---	---	---	---	---	---	32	---	---	---	---	---	---	---	---
	300-D	300-C	---	---	---	---	---	---	---	---	---	---	27	---	---	---	---	---	---
	300-C	300-B	---	---	---	---	---	---	39	---	---	---	---	---	---	---	---	---	---
	300-B	300-E	---	---	---	---	---	---	---	---	28	---	---	---	---	---	---	---	---
	300-H	300-C	---	---	---	---	---	---	34	---	---	---	---	---	---	---	---	---	---
	300-I	300-H	---	---	---	---	---	---	---	---	---	---	52	---	---	---	---	---	---
	300-J	300-H	---	---	---	---	---	---	---	---	---	---	9	---	---	---	---	---	---
	300-E	300-G	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---	---	---
	300-F	300-E	---	---	---	---	---	---	---	---	---	---	9	---	---	---	---	---	---
	300-G	500-B	---	---	---	---	---	---	---	---	107	---	---	---	---	---	---	---	---
	400-A	400-B	---	---	---	---	---	---	---	---	---	---	63	---	---	---	---	---	---
	400-B	500-A	---	---	---	---	---	---	---	---	---	---	---	90	---	---	---	---	---
	500-D	500-E	---	---	---	---	---	---	---	---	---	---	59	---	---	---	---	---	---
	500-E	500-C	---	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---	---
	500-C	500-B	---	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---
	500-B	500-A	---	---	---	---	---	---	---	---	59	---	---	---	---	---	---	---	---
	500-A	500	---	---	---	---	---	---	---	---	92	---	---	---	---	---	6	---	---
	500	--	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
	550-A	550	---	---	---	---	---	40	---	---	---	---	---	---	---	---	6	---	---
	550	--	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	600-F	600-E	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	600-E	600-C	---	---	---	---	---	---	---	---	---	---	---	31	---	---	---	---	---
	600-D	600-C	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	600-C	600-B	---	---	---	---	---	---	24	---	---	---	---	---	---	---	---	---	---
	600-B	600-A	---	---	---	---	---	---	31	---	---	---	---	---	---	---	---	---	---
	600-A	600	---	---	---	---	---	---	---	84	---	---	---	---	---	---	6	---	---
	600	--	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
	601	EXIST.	---	---	---	---	---	---	---	---	---	12	---	---	---	---	---	---	---

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

**NON-BID ITEM (FOR INFORMATION ONLY)

STORM SEWER (CONT'D)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 15-INCH EACH	522.1018 18-INCH EACH	522.1024 24-INCH EACH	*608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	*608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0348 48-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0424 24-INCH LF	608.0442 42-INCH LF	JOINT TIES REQ'D EACH**	*633.5200 MARKERS CULVERT END EACH	*520.8000 CONCRETE COLLARS FOR PIPE EACH
0010 (CONT'D)	700-F	700-E	---	---	---	---	---	---	---	---	---	---	31	---	---	---	---	---	---
	700-E	700-C	---	---	---	---	---	---	---	---	---	---	---	25	---	---	---	---	---
	700-D	700-C	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	700-C	700-A	---	---	---	---	---	---	---	---	---	---	---	31	---	---	---	---	---
	700-B	700-A	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	700-A	700	---	---	---	---	---	---	---	---	---	---	---	76	---	---	6	---	---
	700	--	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	800-D	800-C	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	800-C	800-A	---	---	---	---	---	---	---	---	---	---	31	---	---	---	---	---	---
	800-B	800-A	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	800-A	800	---	---	---	---	---	---	---	---	---	---	---	27	---	---	6	---	---
	800	--	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	900-D	900-C	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	900-C	900-B	---	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---	---
	900-B	900-A	---	---	---	---	---	---	---	---	---	---	---	40	---	---	---	---	---
	900-A	900	---	---	---	---	---	---	---	---	---	---	---	72	---	---	---	---	---
	900	900-E	---	---	---	---	---	---	---	85	---	---	---	---	---	---	6	---	---
	900-E	--	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
	901-A	901	---	---	---	---	---	---	---	---	---	---	29	---	---	---	6	---	---
	901	--	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1000-J	1000-H	---	---	---	---	---	---	---	---	---	---	57	---	---	---	---	---	---
	1000-I	1000-H	---	---	---	---	---	---	---	---	---	---	10	---	---	---	---	---	---
	1000-H	1000-C	---	---	---	---	---	---	26	---	---	---	---	---	---	---	---	---	---
	1000-G	1000-E	---	---	---	---	---	---	---	---	---	---	42	---	---	---	---	---	---
	1000-F	1000-E	---	---	---	---	---	9	---	---	---	---	---	---	---	---	---	---	---
	1000-E	1000-B	---	---	---	---	---	---	25	---	---	---	---	---	---	---	---	---	---
	1000-D	1000-C	---	---	---	---	---	---	---	---	---	---	31	---	---	---	---	---	---
	1000-C	1000-B	---	---	---	---	---	---	29	---	---	---	---	---	---	---	---	---	---
	1000-B	1000-A	---	---	---	---	---	---	31	---	---	---	---	---	---	---	---	---	---
	1000-A	1000	---	---	---	---	---	---	37	---	---	---	---	---	---	---	6	---	---
	1000	--	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1001-A	1001	---	---	---	---	---	---	---	---	---	---	---	---	---	15	---	---	1
	1001	--	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1100-E	1100-D	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---	---	---
	1100-D	1100-A	---	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---	---
	1100-C	1100-B	---	---	---	---	---	---	---	---	---	---	38	---	---	---	---	---	---
	1100-B	1100-A	---	---	---	---	---	---	---	---	---	---	---	24	---	---	---	---	---
	1100-A	900	---	---	---	---	---	---	106	---	---	---	---	---	---	---	---	---	---
	1150-A	1150	---	---	---	---	---	93	---	---	---	---	---	---	---	---	6	---	---
	1150	--	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1200-E	1200-D	---	---	---	---	---	---	---	---	---	---	54	---	---	---	---	---	---
	1200-D	1300-G	---	---	---	---	---	---	---	---	---	---	---	---	284	---	---	---	---
	1200-C	1200-D	---	---	---	---	---	---	7	---	---	---	---	---	---	---	---	---	---
	1200-B	1200-C	---	---	---	---	---	---	---	---	---	---	---	7	---	---	---	---	---
	1200-A	1200-B	---	---	---	---	---	---	---	---	---	---	40	---	---	---	---	---	---
	1300-I	1300-H	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	1300-H	1300-G	---	---	---	---	---	---	---	---	---	---	---	47	---	---	---	---	---
	1300-G	1300-F	---	---	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---
	1300-F	1300-C	---	---	---	---	---	---	---	---	---	---	---	---	22	---	---	---	---
	1300-E	1300-D	---	---	---	---	---	12	---	---	---	---	---	---	---	---	---	---	---

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

**NON-BID ITEM (FOR INFORMATION ONLY)

STORM SEWER (CONT'D)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 24-INCH 6 TO 1 EACH	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1015 15-INCH EACH	522.1018 18-INCH EACH	522.1024 24-INCH EACH	*608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	*608.0315 15-INCH LF	608.0318 18-INCH LF	608.0324 24-INCH LF	608.0348 48-INCH LF	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0424 24-INCH LF	608.0442 42-INCH LF	JOINT TIES REQ'D EACH**	*633.5200 MARKERS CULVERT END EACH	*520.8000 CONCRETE COLLARS FOR PIPE EACH
0010 (CONT'D)	1300-D	1300-C	---	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---
	1300-C	1300-A	---	---	---	---	---	---	---	---	---	---	---	---	47	---	---	---	---
	1300-B	1300-A	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	1300-A	1300	---	---	---	---	---	---	---	---	---	---	---	---	23	---	6	---	---
	1300	--	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
	1400-E	1400-D	---	---	---	---	---	---	---	---	---	---	11	---	---	---	---	---	---
	1400-D	1400-A	---	---	---	---	---	---	---	---	---	---	---	28	---	---	---	---	---
	1400-C	1400-B	---	---	---	---	---	---	---	---	---	---	9	---	---	---	---	---	---
	1400-B	1400-A	---	---	---	---	---	---	9	---	---	---	---	---	---	---	---	---	---
	1400-A	1400	---	---	---	---	---	---	---	---	---	---	---	80	---	---	6	---	---
	1400	--	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1450-C	1450-A	---	---	---	---	---	---	---	---	---	---	66	---	---	---	---	---	---
	1450-B	1450-A	---	---	---	---	---	---	---	---	---	---	7	---	---	---	---	---	---
	1450-A	1450	---	---	---	---	---	---	---	---	---	---	---	47	---	---	6	---	---
	1450	--	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1460	1460-B	---	---	---	---	---	---	---	---	---	---	---	---	116	---	6	---	---
	1460-A	1460	1	---	---	---	---	---	---	---	---	---	---	---	34	---	---	---	---
	1460-B	--	1	---	---	---	---	---	---	---	---	---	---	---	--	---	---	---	---
	1500-A	1500	---	---	---	---	---	---	---	---	---	---	18	---	---	---	6	---	---
	1500	--	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1600-A	1600	---	---	---	---	---	---	---	---	---	---	21	---	---	---	6	---	---
	1600	--	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	1700-B	1700-A	---	---	---	---	---	---	---	---	---	---	6	---	---	---	---	---	---
	1700-A	1700	---	---	---	---	---	---	---	---	---	---	---	31	---	---	6	---	---
	1700	--	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	BIORETENTION BASIN A		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
	BIORETENTION BASIN B		---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	---
TOTALS			2	5	7	2	2	154	460	169	602	12	922	911	1,101	15	102	20	2

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

**NON-BID ITEM (FOR INFORMATION ONLY)

INLETS, MANHOLES, MANHOLE COVERS, AND INLET COVERS

CATEGORY	STRUCT. ID#	STATION	OFFSET	*611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3220 INLETS 2x2-FT EACH	611.3225 INLETS 2x2.5-FT EACH	611.3230 INLETS 2x3-FT EACH	*611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	*611.0530 MANHOLE COVERS TYPE J EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0633 INLET COVERS TYPE HM-GJ-S EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	*611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	SPV.0060.01 INLET COVERS TYPE DW EACH	*650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	EXIST.	33+29.03 SB	59.1' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	98	33+25.42 SB	54.3' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	99	33+25.11 SB	29.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	100	34+91.22 SB	29.5' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	101-C	36+70.64 NB	4.8' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	101-B	36+71.84 SB	10.9' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	101-A	36+30.50 SB	1.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	101	36+30.50 SB	29.5' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	102	37+70.02 SB	29.5' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	103	37+91.02 SB	29.5' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	103-A	38+89.28 SB	52.9' LT	SEE "STORM SEWER STRUCTURE 103A SUMMARY" LISTED ELSEWHERE AND CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION																							
	103-B	38+89.35 NB	65.4' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	104-A	36+25.07 NB	40.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	104	36+61.58 NB	67.7' RT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1
	104-B	36+61.26 NB	86.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	104-C	37+39.07 NB	67.9' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	104-D	37+78.89 NB	67.4' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	200-D	40+46.05 NB	64.2' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	200-C	40+48.13 NB	17.7' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	200-B	40+51.36 NB	1.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	200-A	40+51.81 NB	29.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	200-E	41+62.00 NB	29.5' RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	300-A	42+82.10 NB	29.6' RT	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-D	42+95.66 SB	25.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-C	42+95.66 SB	1.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-B	42+84.73 NB	1.5' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-H	43+29.35 SB	1.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-I	43+80.36 SB	8.8' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	300-J	43+32.74 SB	8.8' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-E	43+12.26 NB	1.5' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-F	43+16.36 NB	8.7' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	300-G	43+50.17 NB	2.9' RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	400-A	245+46.78 A	21.8' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	400-B	345+03.14 B	9.4' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	500-D	44+86.58 SB	29.7' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	500-E	44+91.26 NB	21.2' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	500-C	44+55.35 NB	24.3' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	500-B	44+54.96 NB	18.4' LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	500-A	44+94.13 NB	27.2' RT	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	500	45+44.11 NB	111.3' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	550-A	47+24.15 NB	123.1' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	550	47+69.05 NB	139.4' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	600-F	47+64.78 SB	29.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	600-E	47+59.00 SB	29.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	600-D	47+65.01 SB	1.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	600-C	47+59.00 SB	1.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	600-B	47+63.38 NB	1.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	600-A	47+63.38 NB	29.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	600	47+15.63 NB	105.3' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	601	47+91.99 NB	17.7' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

INLETS, MANHOLES, MANHOLE COVERS, AND INLET COVERS (CONT'D)

CATEGORY	STRUCT. ID#	STATION	OFFSET	*611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3220 INLETS 2x2-FT EACH	611.3225 INLETS 2x2.5-FT EACH	611.3230 INLETS 2x3-FT EACH	*611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	*611.0530 MANHOLE COVERS TYPE J EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0633 INLET COVERS TYPE HM-GJ-S EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	*611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	SPV.0060.01 INLET COVERS TYPE DW EACH	*650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010 (CONT'D)	700-F	51+45.40 SB	29.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	700-E	51+46.28 SB	1.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	700-D	51+54.98 NB	1.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	700-C	51+48.96 NB	1.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	700-B	51+43.16 NB	29.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	700-A	51+48.94 NB	29.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	700	51+78.04 NB	104.5' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	800-D	52+75.37 SB	1.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	800-C	52+81.35 SB	1.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	800-B	52+75.35 SB	29.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	800-A	52+81.57 SB	29.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	800	52+81.57 SB	62.0' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	900-D	54+80.42 NB	23.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	900-C	54+81.46 NB	18.0' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	900-B	54+54.68 NB	9.6' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	900-A	54+56.33 NB	29.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	900	452+75.57 D	78.9' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	900-E	453+36.33 D	146.3' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	901-A	54+49.56 SB	26.2' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	901	54+48.12 SB	61.2' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1000-J	55+73.54 NB	11.4' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	1000-I	56+24.46 NB	18.3' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1000-H	56+28.62 NB	9.6' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1000-G	55+81.45 SB	4.4' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	1000-F	56+18.89 SB	8.7' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1000-E	56+22.86 SB	1.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1000-D	56+54.88 NB	25.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1000-C	56+54.13 NB	5.1' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1000-B	56+47.13 SB	1.3' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1000-A	56+50.37 SB	29.0' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1000	57+01.75 NB	91.8' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1001-A	56+82.24 NB	142.4' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	---	---	1
	1001	56+80.67 NB	127.9' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1100-E	655+70.75 C	25.2' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1100-D	655+72.52 C	1.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1100-C	655+61.73 C	23.2' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	1100-B	656+06.16 C	20.0' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	1100-A	655+95.88 C	1.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1150-A	61+67.32 SB	72.0' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	1150	60+66.84 SB	77.3' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1200-E	60+87.56 NB	33.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1200-D	60+80.07 SB	18.5' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1200-C	60+80.22 SB	12.3' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	1200-B	60+80.22 SB	5.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1200-A	60+72.05 SB	33.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1300-I	63+83.52 NB	33.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300-H	63+77.60 NB	33.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300-G	63+75.10 NB	13.1' LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300-F	63+81.14 NB	13.3' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300-E	64+00.00 NB	22.5' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

INLETS, MANHOLES, MANHOLE COVERS, AND INLET COVERS (CONT'D)

CATEGORY	STRUCT. ID#	STATION	OFFSET	*611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3220 INLETS 2x2-FT EACH	611.3225 INLETS 2x2.5-FT EACH	611.3230 INLETS 2x3-FT EACH	*611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	*611.0530 MANHOLE COVERS TYPE J EACH	611.0606 INLET COVERS TYPE B EACH	611.0612 INLET COVERS TYPE C EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0630 INLET COVERS TYPE HM-GJ EACH	611.0633 INLET COVERS TYPE HM-GJ-S EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	*611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	SPV.0060.01 INLET COVERS TYPE DW EACH	*650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010 (CONT'D)	1300-D	63+80.97 SB	13.3' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300-C	63+75.00 SB	13.3' RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300-B	63+81.06 SB	33.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300-A	63+75.00 SB	33.5' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1300	63+75.00 SB	61.9' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1400-E	68+21.09 NB	21.4' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1400-D	68+22.76 NB	11.1' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1400-C	68+52.39 NB	25.7' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1400-B	68+51.26 NB	16.8' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	1400-A	68+50.17 NB	7.9' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1400	68+50.17 NB	77.3' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1450-C	74+86.15 NB	7.1' LT	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1
	1450-B	74+19.89 NB	5.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1450-A	73+91.69 SB	6.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	1450	73+91.69 SB	46.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1460	139+66.82 NB	43.0' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	1460-A	139+29.97 NB	63.1' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	1460-B	140+81.98 NB	56.4' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1500-A	248+42.96 A	1.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1500	248+42.96 A	24.9' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1600-A	347+92.43 B	16.5' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	1600	347+92.43 B	43.5' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	1700-B	455+78.27 D	16.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	1700-A	455+84.57 D	16.5' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	1700	455+92.03 D	52.8' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	TOTALS			8	8	1	1	34	1	2	42	5	1	3	1	1	37	1	16	9	1	10	7	8	10	104

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

COVER PLATES TEMPORARY

CATEGORY	STAGE	STORM SEWER STRUCTURE	611.8120.S EACH
0010	1	1300-A	1
		1300-C	1
		1400-A	1
	2	300-A	1
		300-G	1
		400-B	1
		500-B	1
		500-C	1
		900-A	1
		1000-I	1
		1000-J	1
		1100-A	1
		1100-D	1
		1100-E	1
		TOTAL	14

3

RIRRAP ITEMS

CATEGORY	STATION - STATION	LOCATION	606.0100 RIPRAP LIGHT CY	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE TYPE HR SY	645.0130 GEOTEXTILE TYPE R SY
0010	29+79.32 - 38+00 NB	RT/LT	---	4	15	---
	38+00 - 46+00 NB	RT/LT	---	33	75	---
	46+00 - 57+00 NB	RT/LT	---	21	60	---
	57+00 - 67+00 NB	RT/LT	---	---	---	---
	67+00 - 140+00 NB	RT/LT	---	9	35	---
	140+00 - 159+80 NB	RT/LT	40	19	70	130
	SUBTOTALS		40	86	255	130
	29+79.32 - 38+00 SB	RT/LT	---	---	---	---
	38+00 - 46+00 SB	RT/LT	---	17	40	---
	46+00 - 57+00 SB	RT/LT	---	30	85	---
	57+00 - 67+00 SB	RT/LT	---	82	150	---
	67+00 - 74+42.26 SB	RT/LT	---	1	5	---
	SUBTOTALS		0	130	280	0
	245+33 - 252+63.3 A	RT/LT	---	12	25	---
	345+05 - 348+00 B	RT/LT	---	3	10	---
	655+69 - 662+16.23 C	RT/LT	---	---	---	---
	452+74 - 456+85 D	RT/LT	---	9	20	---
	SUBTOTALS		0	24	55	0
	10+29 - 11+85.10 M	RT/LT	---	---	---	---
	SUBTOTALS		0	0	0	0
	TOTALS		40	240	590	130

FENCE WOVEN WIRE (4-FOOT)

CATEGORY	STATION	LOCATION	616.0100.01 LF
0010	36+49 NB - 39+56 NB	LT	320
	38+10 NB - 38+98 NB	RT	90
	61+27 NB - 67+45 NB	LT	575
		TOTAL	985

FENCE SAFETY

CATEGORY	LOCATION	616.0700.S LF
0010	UNDISTRIBUTED	1.000

STEEL PLATE BEAM GUARD TEMPORARY

CATEGORY	STATION	LOCATION	614.0360 LF	REMARKS
0010	38+90 NB	RT	38	STAGE 1: FOR CROSS-PIPE INSTALLATION
	38+90 SB	LT	38	STAGE 1: FOR CROSS-PIPE INSTALLATION
	TOTAL		76	

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100.01 EACH
0010	3190-00-70	1

MOBILIZATION

PROJECT	CATEGORY	619.1000 EACH
3190-00-70	0010	1.00

GUARDRAIL SUMMARY

CATEGORY	STATION - STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2330 MGS GUARDRAIL 3 K LF	614.2610 TERMINAL EAT EACH	614.2620 TERMINAL TYPE 2 EACH	614.2500 MGS THRIE BEAM TRANSITION LF	*SPV.0090.01 TREATED TIMBER RUB RAIL LF	REMARKS
0010	39+61.32 - 41+40.91 NB	RT	130	---	---	1	1	---	130	WOOD POSTS REQ'D
	39+79.44 - 41+75.07 NB	MEDIAN LT	142	---	---	1	1	---	---	
	40+50.07 - 42+57.05 SB	MEDIAN RT	155	---	---	1	1	---	---	
	47+54.01 - 51+49.36 NB	MEDIAN LT	342	---	---	1	1	---	---	
	47+69.56 - 49+55.07 NB	RT	130	---	---	1	1	---	130	WOOD POSTS REQ'D
	48+47.93 - 52+43.00 SB	MEDIAN RT	342	---	---	1	1	---	---	
	50+44.36 - 52+31.62 SB	LT	130	---	---	1	1	---	130	WOOD POSTS REQ'D
	58+41.98 - 66+51.84 NB	RT	713	---	---	2	0	---	713	WOOD POSTS REQ'D
	58+48.50 - 60+94.05 SB	LT	192	---	---	1	1	---	---	
	153+63.84 - 155+30.42 NB	RT	75	---	---	1	0	39	---	
	154+12.49 - 155+30.42 NB	LT	25	---	---	1	0	39	---	
	156+08.58 - 157+13.56 NB	RT	13	---	---	1	0	39	---	
	156+08.58 - 158+26.06 NB	LT	125	---	---	1	0	39	---	
	SUBTOTALS		2,513	0	0	14	8	156	1,102	
	248+49.78 - 252+42.48 A	RT	205	150	---	1	1	---	---	
	657+10.07 - 661+41.23 C	LT	11	---	395	1	1	---	---	
	SUBTOTALS		216	150	395	2	2	0	0	
	TOTALS		2,729	150	395	16	10	156	1,102	

*DO NOT PLACE RUB RAIL ON GUARDRAIL TERMINAL POSTS.

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	OFFSET	620.0300 SF
0010	43+16 NB	0.0 FT LT	17
	44+92 NB	11.6 FT LT	18
	54+55 NB	0.0 FT LT	17
	56+25 NB	8.8 FT LT	17
		SUBTOTAL	69
	33+73 SB	4.0 FT RT	56
	36+75 SB	11.2 FT RT	55
	37+71 SB	17.1 FT RT	48
	43+32 SB	0.0 FT RT	20
	44+88 SB	0.0 FT RT	17
	54+57 SB	0.0 FT RT	17
	56+19 SB	0.0 FT RT	17
	60+89 SB	4.2 FT RT	60
	61+76 SB	19.5 FT RT	61
	67+04 SB	11.1 FT RT	60
	67+97 SB	20.8 FT RT	59
	73+95 SB	5.3 FT RT	48
		SUBTOTAL	518
	245+31 A	2.0 FT LT	17
	345+04 B	2.3 FT RT	17
	655+68 C	2.0 FT RT	17
	452+73 D	5.0 FT LT	17
		SUBTOTAL	68
		TOTAL	655

DUST CONTROL SURFACE TREATMENT

CATEGORY	STATION - STATION	LOCATION	623.0200 SY	REMARKS
0010	29+79.32 - 38+00 NB	RT/LT	2,500	
	38+00 - 46+00 NB	RT/LT	3,700	
	46+00 - 57+00 NB	RT/LT	4,800	
	57+00 - 67+00 NB	RT/LT	5,750	
	67+00 - 140+00 NB	RT/LT	6,900	
	140+00 - 159+80 NB	RT/LT	5,900	
	SUBTOTAL		29,550	
	29+79.32 - 38+00 SB	RT/LT	3,600	
	38+00 - 46+00 SB	RT/LT	4,100	
	46+00 - 57+00 SB	RT/LT	4,850	
	57+00 - 67+00 SB	RT/LT	5,350	
	67+00 - 74+42.26 SB	RT/LT	3,100	
	SUBTOTAL		21,000	
	245+33 - 252+63.3 A	RT/LT	750	
	345+05 - 348+00 B	RT/LT	740	
	655+69 - 662+16.23 C	RT/LT	610	
	452+74 - 456+85 D	RT/LT	1,150	
	SUBTOTAL		3,250	
	10+29 - 11+85.10 M	RT/LT	860	
	SUBTOTAL		860	
	31+95 - 40+24 SB	LT	820	TEMP PAV'T STAGE 1
	USH 12 EB RAMP TERMINAL INTERSECTION	RT/LT	280	TEMP PAV'T STAGE 1
	51+20 - 59+01 EX	LT	1,300	TEMP PAV'T STAGE 1
	USH 12 WB RAMP TERMINAL INTERSECTION	RT/LT	150	TEMP PAV'T STAGE 1
	65+25 - 68+14 SB	RT	360	TEMP PAV'T STAGE 1
	SUBTOTAL (STAGE 1)		2,910	
	E. GENEVA SQ. INTERSECTION	RT/LT	150	TEMP PAV'T STAGE 2
	USH 12 EB RAMP TERMINAL INTERSECTION	RT/LT	720	TEMP PAV'T STAGE 2
	USH 12 WB RAMP TERMINAL INTERSECTION	RT/LT	720	TEMP PAV'T STAGE 2
	67+27 - 67+75 SB	RT	80	TEMP PAV'T STAGE 2
	72+25 - 143+85 NB	RT	4,200	TEMP PAV'T STAGE 2
	SUBTOTAL (STAGE 2)		5,870	
	TOTAL		63,440	

FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0160 SEEDING MIXTURE NO. 60 LB	630.0200 SEEDING TEMPORARY LB	SPV.0120.01 WATER FOR SEEDED AREAS MGAL
0010	29+79.32 - 38+00 NB	RT/LT	180	1,000	420	0.7	4	15	---	30	25
	38+00 - 46+00 NB	RT/LT	860	4,450	2,450	3.3	70	25	---	140	120
	46+00 - 57+00 NB	RT/LT	860	5,050	1,550	3.5	100	---	---	160	130
	57+00 - 67+00 NB	RT/LT	470	2,400	630	1.3	35	---	---	75	65
	67+00 - 140+00 NB	RT/LT	30	12,500	2,850	5.9	170	---	---	380	320
	140+00 - 159+80 NB	RT/LT	---	14,000	4,350	8.7	250	---	10	410	340
	SUBTOTALS		2,400	39,400	12,250	23.4	629	40	10	1,195	1,000
	29+79.32 - 38+00 SB	RT/LT	1,250	1,700	900	1.3	35	5	---	80	65
	38+00 - 46+00 SB	RT/LT	1,650	2,750	1,300	2.3	65	---	---	120	95
	46+00 - 57+00 SB	RT/LT	2,900	5,500	2,050	4.2	120	---	4	220	180
	57+00 - 67+00 SB	RT/LT	1,550	8,000	---	5.8	170	---	---	260	210
	67+00 - 74+42.26 SB	RT/LT	670	4,200	1,300	3.5	100	---	---	150	130
	SUBTOTALS		8,020	22,150	5,550	17.1	490	5	4	830	680
	245+33 - 252+63.3 A	RT/LT	---	1,750	1,700	1.5	45	---	---	65	55
	345+05 - 348+00 B	RT/LT	---	2,400	2,400	1.7	45	---	---	70	60
	655+69 - 662+16.23 C	RT/LT	---	4,000	1,300	2.9	80	---	---	120	100
	452+74 - 456+85 D	RT/LT	---	2,150	1,100	1.3	40	---	---	55	45
	SUBTOTALS		0	10,300	6,500	7.4	210	0	0	310	260
	10+29 - 11+85.10 M	RT/LT	---	1,050	1,050	0.6	20	---	---	30	25
	SUBTOTALS		0	1,050	1,050	0.6	20	0	0	30	25
	WASTE SITE	---	---	---	30,000	18.9	540	---	---	810	670
	UNDISTRIBUTED	---	2,605	18,225	13,838	17	472	11	4	794	659
	TOTALS		13,025	91,125	69,188	84.4	2,361	56	18	3,969	3,294

SOIL STABILIZER

CATEGORY	LOCATION	628.6505 TYPE A ACRE	628.6510 TYPE B ACRE
0010	UNDISTRIBUTED	3.5	3.5

3

SILT FENCE SUMMARY

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	SPV.0090.02 SILT FENCE DOUBLE STAKED LF	628.1520 SILT FENCE MAINTENANCE LF
0010	29+79.32 - 38+00 NB	RT/LT	---	---	---
	38+00 - 46+00 NB	RT/LT	95	---	190
	46+00 - 57+00 NB	RT/LT	210	670	1,760
	57+00 - 67+00 NB	RT/LT	---	1,100	2,200
	67+00 - 140+00 NB	RT/LT	300	45	690
	140+00 - 159+80 NB	RT/LT	---	1,050	2,100
	SUBTOTALS		605	2,865	6,940
	29+79.32 - 38+00 SB	RT/LT	---	---	---
	38+00 - 46+00 SB	RT/LT	---	---	---
	46+00 - 57+00 SB	RT/LT	---	240	480
	57+00 - 67+00 SB	RT/LT	---	---	---
	67+00 - 74+42.26 SB	RT/LT	---	---	---
	SUBTOTALS		0	240	480
	245+33 - 252+63.3 A	RT/LT	780	---	1,560
	345+05 - 348+00 B	RT/LT	250	120	740
	655+69 - 662+16.23 C	RT/LT	---	830	1,660
	452+74 - 456+85 D	RT/LT	---	370	740
	SUBTOTALS		1,030	1,320	4,700
	10+29 - 11+85.10 M	RT/LT	---	---	---
	SUBTOTALS		0	0	0
	WASTE SITE	---	2,100	---	4,200
	UNDISTRIBUTED	---	930	1,100	4,060
	TOTALS		4,665	5,525	20,380

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	STAGE 1	2	2
	STAGE 2	4	4
	STAGE 3	4	4
	STAGE 4	2	2
	UNDISTRIBUTED	3	3
	TOTALS	15	15

EROSION MAT ITEMS

CATEGORY	STATION - STATION	LOCATION	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.2008 EROSION MAT URBAN CLASS I TYPE B SY	628.2039 EROSION MAT CLASS III TYPE D SY
0010	29+79.32 - 38+00 NB	RT/LT	10	760	---	---
	38+00 - 46+00 NB	RT/LT	470	2,400	---	---
	46+00 - 57+00 NB	RT/LT	330	3,150	890	---
	57+00 - 67+00 NB	RT/LT	780	500	980	---
	67+00 - 140+00 NB	RT/LT	1,800	7,500	130	---
	140+00 - 159+80 NB	RT/LT	240	6,500	7,650	4,950
	SUBTOTALS		3,630	20,810	9,650	4,950
	29+79.32 - 38+00 SB	RT/LT	---	1,300	740	---
	38+00 - 46+00 SB	RT/LT	120	2,200	760	---
	46+00 - 57+00 SB	RT/LT	190	3,050	3,100	---
	57+00 - 67+00 SB	RT/LT	760	6,200	3,500	---
	67+00 - 74+42.26 SB	RT/LT	500	2,850	240	---
	SUBTOTALS		1,570	15,600	8,340	0
	245+33 - 252+63.3 A	RT/LT	---	20	---	---
	345+05 - 348+00 B	RT/LT	---	7	---	---
	655+69 - 662+16.23 C	RT/LT	---	8	2,700	---
	452+74 - 456+85 D	RT/LT	---	15	1,050	---
	SUBTOTALS		0	50	3,750	0
	10+29 - 11+85.10 M	RT/LT	---	---	---	---
	SUBTOTALS		0	0	0	0
	TEMPORARY DITCH CHECK LOCATIONS NOT COVERED BY ABOVE	---	71	---	---	---
	UNDISTRIBUTED	---	1,320	9,120	5,440	1,240
	TOTALS		6,591	45,580	27,180	6,190

ENHANCED TURBIDITY BARRIERS

CATEGORY	LOCATION	SPV.0180.02 SY
0010	COMO CREEK BRIDGE (B-64-182)	95
	UNDISTRIBUTED	24
	TOTAL	119

STONE OR ROCK DITCH CHECKS

CATEGORY	STATION	LOCATION	628.7515.S STONE OR ROCK DITCH CHECKS CY	645.0140 GEOTEXTILE TYPE SAS SY	REMARKS
0010	142+45 NB	RT	4	5	TEMPORARY; STAGE 2
	142+95 NB	RT	4	5	TEMPORARY; STAGE 2
	148+60 NB	RT	35	15	PERMANENT; USE 6:1 SLOPES
	148+90 NB	RT	35	15	PERMANENT; USE 6:1 SLOPES
	148+60 NB	LT	35	15	PERMANENT; USE 6:1 SLOPES
	148+90 NB	LT	35	15	PERMANENT; USE 6:1 SLOPES
	TOTALS		148	70	

INLET PROTECTION SUMMARY

CATEGORY	STATION - STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	29+79.32 - 38+00 NB	RT/LT	4	---	3	1
	38+00 - 46+00 NB	RT/LT	14	---	10	2
	46+00 - 57+00 NB	RT/LT	18	---	10	5
	57+00 - 67+00 NB	RT/LT	7	---	1	4
	67+00 - 140+00 NB	RT/LT	4	---	2	---
	140+00 - 159+80 NB	RT/LT	1	---	---	---
	SUBTOTALS		48	0	26	12
	29+79.32 - 38+00 SB	RT/LT	9	---	8	---
	38+00 - 46+00 SB	RT/LT	9	---	8	---
	46+00 - 57+00 SB	RT/LT	22	---	9	11
	57+00 - 67+00 SB	RT/LT	10	---	3	4
	67+00 - 74+42.26 SB	RT/LT	6	1	4	---
	SUBTOTALS		56	1	32	15
	245+33 - 252+63.3 A	RT/LT	2	---	2	---
	345+05 - 348+00 B	RT/LT	1	---	1	---
	655+69 - 662+16.23 C	RT/LT	2	---	2	---
	452+74 - 456+85 D	RT/LT	2	---	---	2
	SUBTOTALS		7	0	5	2
	10+29 - 11+85.10 M	RT/LT	---	---	---	---
	SUBTOTALS		0	0	0	0
	UNDISTRIBUTED	---	28	1	16	8
	TOTALS		139	2	79	37

CULVERT PIPE CHECKS

CATEGORY	STATION - STATION	LOCATION	628.7555 EACH
0010	29+79.32 - 38+00 NB	RT/LT	2
	38+00 - 46+00 NB	RT/LT	---
	46+00 - 57+00 NB	RT/LT	---
	57+00 - 67+00 NB	RT/LT	7
	67+00 - 140+00 NB	RT/LT	59
	140+00 - 159+80 NB	RT/LT	56
	SUBTOTAL		124
	29+79.32 - 38+00 SB	RT/LT	1
	38+00 - 46+00 SB	RT/LT	34
	46+00 - 57+00 SB	RT/LT	26
	57+00 - 67+00 SB	RT/LT	16
	67+00 - 74+42.26 SB	RT/LT	32
	SUBTOTAL		109
	245+33 - 252+63.3 A	RT/LT	2
	345+05 - 348+00 B	RT/LT	10
	655+69 - 662+16.23 C	RT/LT	---
	452+74 - 456+85 D	RT/LT	3
	SUBTOTAL		15
	10+29 - 11+85.10 M	RT/LT	---
	SUBTOTAL		0
	UNDISTRIBUTED	---	62
	TOTAL		310

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	WASTE SITE	1
	STH 120 NB	2
	STH 120 SB	2
	UNDISTRIBUTED	2
	TOTAL	7

TEMPORARY SEDIMENT BASIN

CATEGORY	LOCATION	SPV.0060.10 EACH
0010	UNDISTRIBUTED	2

TEMPORARY DITCH CHECKS

CATEGORY	STATION - STATION	LOCATION	628.7504 LF
0010	29+79.32 - 38+00 NB	RT/LT	---
	38+00 - 46+00 NB	RT/LT	50
	46+00 - 57+00 NB	RT/LT	40
	57+00 - 67+00 NB	RT/LT	200
	67+00 - 140+00 NB	RT/LT	160
	140+00 - 159+80 NB	RT/LT	430
	SUBTOTAL		880
	29+79.32 - 38+00 SB	RT/LT	---
	38+00 - 46+00 SB	RT/LT	40
	46+00 - 57+00 SB	RT/LT	15
	57+00 - 67+00 SB	RT/LT	80
	67+00 - 74+42.26 SB	RT/LT	65
	SUBTOTAL		200
	245+33 - 252+63.3 A	RT/LT	25
	345+05 - 348+00 B	RT/LT	---
	655+69 - 662+16.23 C	RT/LT	15
	452+74 - 456+85 D	RT/LT	---
	SUBTOTAL		40
	10+29 - 11+85.10 M	RT/LT	15
	SUBTOTAL		15
	UNDISTRIBUTED		284
	TOTAL		1,419

ROCK BAGS

CATEGORY	LOCATION	628.7570 EACH
0010	SILT FENCE DRAINAGE RELIEF LOCATIONS	210
	CULVERT OR FLUME OUTFALLS WITH SILT FENCE	64
	UNDISTRIBUTED	70
	TOTAL	344

FIELD OFFICE TYPE D

CATEGORY	PROJECT	642.5401 EACH
0010	3190-00-70	1

DELINEATOR SUMMARY

CATEGORY	STATION - STATION	LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
0010	67+00 - 140+00 NB	RT	7	7
	245+33 - 252+63.3 A	RT	6	12
	345+05 - 348+00 B	RT	13	---
	655+69 - 662+16.23 C	RT	9	18
	452+74 - 456+85 D	LT	16	32
	TOTALS		51	69

TRAFFIC CONTROL

CATEGORY	PROJECT	643.0100.01 EACH
0010	3190-00-70	1

TRAFFIC CONTROL DETOUR

CATEGORY	PROJECT	643.2000.01 EACH
0010	3190-00-70	1

TEMPORARY PEDESTRIAN ACCOMMODATION ITEMS

CATEGORY	STATION - STATION	LOCATION	644.1410.S TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601.S TEMPORARY CURB RAMP EACH	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE LF	REMARKS
0010	33+80 NB - 37+00 NB	RT	20	1	1,150	STAGE 2: TEMP. SIDEWALK TO E. GENEVA SQUARE
	UNDISTRIBUTED	---	300	1	290	
	TOTALS		320	2	1,440	

MOVING SIGN SUMMARY

CATEGORY	STATION - STATION	*638.2102 MOVING SIGNS TYPE II EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH
0010	STAGE 1	4	4
	STAGE 2	13	13
	STAGE 3	7	7
	STAGE 4	---	---
	TOTALS	24	24

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

OVERHEAD SIGN SUPPORTS - MISC QUANTITIES USH 12 AT 120 3190-00-70

LOCATION	OVERHEAD SIGN SUPPORT STRUCTURE S-64-608 L.S. 641.8100.01	OVERHEAD SIGN SUPPORT STRUCTURE S-64-217 L.S. 641.8100.02	OVERHEAD SIGN SUPPORT STRUCTURE S-64-218 L.S. 641.8100.03	OVERHEAD SIGN SUPPORT STRUCTURE S-64-219 L.S. 641.8100.04
CTH H EASTBOUND AT USH 12 EB ON RAMP	1			
STH 120 WESTBOUND AT USH 12 EB ON RAMP		1		
STH 120 EASTBOUND AT USH 12 WB ON RAMP			1	
STH 120 WESTBOUND AT USH 12 WB ON RAMP				1
TOTALS	1	1	1	1

3

FILE NAME : N:\SPO\Operations\Signing\Miscellaneous Quantities\XXXX-XX-XX\030501_MQ.pptx PLOT DATE : 12/20/2016 PLOT BY : DOTCMV PLOT NAME : 030501_MQ.pdf PLOT SCALE : 1:1

TYPE II SIGN REMOVAL **3190-00-70 STH 120**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
1R	R7-1D	--	1	1	--
2R	W3-3	--	1	1	--
3R	W6-1	--	1	1	--
4R	R7-1L	--	1	1	--
5R	W5-52R	--	1	1	--
6R	R4-7	--	1	--	REMOVE FROM SIGNAL POLE
7R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
8R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
9R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
10R	R4-7	--	1	1	ALSO REMOVE W5-52L
11R	R5-1	--	1	1	--
12R	R2-1	--	1	1	--
13R	R2-1	--	1	1	--
14R	I2-3	LAKE GENEVA POP 7489	1	2	--
15R	J3-3	--	1	2	--
16R	J3-3	--	1	2	--
17R	D1-3	--	1	2	--
18R	R1-1F	--	1	--	REMOVE FROM SIGNAL POLE
19R	R5-1A	--	1	1	ALSO REMOVE W3-3
20R	W3-3	--	1	1	--
21R	R6-2L	--	1	1	ALSO REMOVE R2-1
22R	J3-3	--	1	2	--
23R	R5-1	--	1	1	ALSO REMOVE R5-1A
24R	R4-7	--	1	1	--
25R	R1-1	--	1	1	--
26R	R3-1	--	1	1	ALSO REMOVE R5-1
27R	D13-3	--	1	2	--
28R	R5-57	--	1	1	--
29R	R5-1A	--	1	1	ALSO REMOVE W12-2
30R	R4-7	--	1	1	--
31R	R1-2	--	1	1	--
32R	R2-1	--	1	1	--
33R	R2-1	--	1	1	--
34R	D1-1	MADISON	1	2	ALSO REMOVE J4-1 ASSEMBLY
35R	D1-1	CHICAGO	1	2	ALSO REMOVE W12-2

TYPE II SIGN REMOVAL **3190-00-70 STH 120**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
36R	W6-2	--	1	1	--
37R	W6-2	--	1	1	--
38R	W13-3	--	1	1	--
39R	J3-1	--	1	1	--
40R	J3-1	--	1	1	--
41R	R5-1A	--	1	1	--
42R	J2-3	--	1	2	--
43R	J2-3	--	1	2	--
44R	R2-1	--	1	1	--
45R	R2-1	--	1	1	--
46R	R6-2L	--	1	1	--
47R	R4-7	--	1	1	--
48R	R5-1	--	1	1	--
49R	R3-1	--	1	1	--
50R	D13-3	--	1	2	--
51R	R4-7	--	1	1	--
52R	R1-2	--	1	1	--
53R	R1-1	--	1	1	ALSO REMOVE R6-2L
54R	R5-1	--	1	1	ALSO REMOVE R5-1A AND J3-1 ASSEMBLY
55R	J4-1	--	1	1	--
56R	R2-1	--	1	1	--
57R	J3-1	--	1	1	--
58R	D1-3	LAKE GENEVA/CHICAGO/MADISON	1	2	--
59R	D1-3	LAKE GENEVA/CHICAGO/MADISON	1	2	--
60R	W9-1L	--	1	1	--
61R	W9-1L	--	1	1	--
62R	R5-1	--	1	1	--
63R	R12-1	--	1	1	ALSO REMOVE R12-55
64R	W4-2L	--	1	1	--
65R	W4-2L	--	1	1	--
66R	J2-4	--	1	2	--
67R	J2-4	--	1	2	--
68R	R5-1	--	1	1	--
69R	R4-7	--	1	1	--
70R	R6-2R	--	1	1	ALSO REMOVE R1-1

TYPE II SIGN REMOVAL **3190-00-70 STH 120**

SIGN NO.	SIGN CODE	SIGN MESSAGE	638.2602 REMOVING SIGNS TYPE II [EA]	638.3000 REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
71R	R2-1	--	1	1	--
72R	R2-1	--	1	1	--
73R	R2-1	--	1	1	--
74R	R2-1	--	1	1	--
75R	W6-2	--	1	1	--
76R	D2-2	BURLINGTON 10/MILWAUKEE 39	1	2	ALSO REMOVE W6-2 AND R5-1A
77R	R59-51	--	1	1	ALSO REMOVE R5-1
78R	J1-1	--	1	1	--
79R	J1-1	--	1	1	--
80R	R4-7	--	1	1	--
81R	R2-1	--	1	1	ALSO REMOVE S5-2
82R	W6-1	--	1	1	--
83R	R2-1	--	1	1	--
84R	R1-1	--	1	1	--
85R	S1-1	--	1	1	ALSO REMOVE S16-9P AND R2-6P
86R	W3-5	--	1	1	--
87R	S4-51	--	1	1	--
88R	R12-1	--	1	1	--
89R	S1-1	--	1	1	ALSO REMOVE S16-9P
90R	W5-52L	--	1	1	--
91R	W5-52L	--	1	1	--
92R	W5-52R	--	1	1	--
93R	W5-52R	--	1	1	--
94R	R12-1	--	1	1	--
95R	R12-1	--	1	1	ALSO REMOVE R12-55 JUST SOUTH OF STH 36
96R	R5-1A	--	1	1	--
97R	J2-2	--	1	1	ALSO REMOVE R5-1A
98R	R1-2	--	1	1	--
99R	W1-6	--	1	1	--
100R	D1-2	LAKE GENEVA/BURLINGTON	1	2	--
101R	E5-1A	EXIT 328	1	2	--
102R	W3-1	--	1	1	--
103R	W3-1	--	1	1	--
104R	W1-6	--	1	1	--
105R	W3-1	--	1	1	--

TYPE II SIGN REMOVAL **3190-00-70 STH 120**

SIGN NO.	SIGN CODE	SIGN MESSAGE	**638.2602** REMOVING SIGNS TYPE II [EA]	**638.3000** REMOVING SMALL SIGN SUPPORTS [EA]	REMARKS / SIGN LOCATION
106R	D1-3	LAKE GENEVA/BURLINGTON/EAST TROY	1	2	--
107R	J3-3	--	1	2	ALSO REMOVE R5-1A
108R	R5-1A	--	1	1	--
109R	R1-2	--	1	1	--
110R	R5-57	--	1	1	--
	TOTALS		110	125	

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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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
1	W6-1(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
2	R7-1D(2S)	II	--	18 x 24	3.000	--	--	--	1	--	--	--	--	--	-- x --	--
3	W6-3(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
4	W3-3(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
5	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	1	--	--	--	--	--	-- x --	--
6	--	--	NO PARKING ON ANY CITY...	-- x --	--	--	--	1	--	--	--	1	5	MOVE TO BACK OF SIGN #5	-- x --	--
7	R7-1L(2S)	II	--	18 x 24	3.000	--	--	--	1	--	--	--	--	--	-- x --	--
8	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	1	--	--	--	--	--	-- x --	--
9	R10-50(2S)	II	--	30 x 36	7.500	--	--	--	--	--	--	--	--	ON MAST ARM	-- x --	--
10	R5-1(2S)	II	--	30 x 30	6.250	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
11	R1-1F(2S)	II	--	30 x 30	--	--	5.18	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
12	R1-1F(2S)	II	--	30 x 30	--	--	5.18	--	1	--	--	--	--	--	-- x --	--
13	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	1	--	--	--	--	--	-- x --	--
14	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	--	-- x --	--
15	W5-54(2S)	II	--	18 x 18	--	2.250	--	--	--	--	--	--	14	--	-- x --	--
16	R6-2L(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	--	-- x --	--
17	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	1	--	--	--	--	--	-- x --	--
18	R4-7(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
19	R1-1F(2S)	II	--	30 x 30	--	--	5.18	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
20	R1-1F(2S)	II	--	30 x 30	--	--	5.18	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
21	I2-3	II	LAKE GENEVA POPULATION 7651	84 x 24	14.000	--	--	--	2	--	--	--	--	--	-- x --	--
22	W3-3(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
23	W3-3(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
24	R2-1(2M)	II	35 MPH	30 x 36	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
25	--	--	RADAR ENFORCED	-- x --	--	--	--	--	--	--	--	1	24	MOVE LOCAL SIGN FROM STA 40+50	-- x --	--
26	R2-1(2S)	II	35 MPH	30 x 36	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
27	R3-20L(2S)	II	--	24 x 36	6.000	--	--	--	1	--	--	--	--	--	-- x --	--
28	W8-73(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
29	R3-8CC(2S)	II	--	36 x 30	7.500	--	--	--	--	--	--	--	--	MOUNT ON UPRIGHT S-64-608	-- x --	--
30	R3-8CC(2S)	II	--	36 x 30	7.500	--	--	--	--	--	--	--	--	MOUNT ON UPRIGHT S-64-608	-- x --	--
31	E6-53	I	WEST NORTH [12] [120] [ARROW]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-608 I-BEAMS INCIDENTAL	5 x 6	30.000
32	E6-53	I	WEST NORTH [12] [120] EAST SOUTH SOUTH [ARROW] [12] [120] [H]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-608 I-BEAMS INCIDENTAL	12 x 7.5	90.000
33	W3-2(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
34	W3-2(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
35	D1-3	II	[ARROW] MILWAUKEE MADISON CHICAGO [ARROW]	72 x 36	18.000	--	--	--	2	--	--	--	--	--	-- x --	--

SHEET 1 OF 8

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PERMANENT SIGNING 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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
36	D1-3	II	[ARROW] MILWAUKEE MADISON CHICAGO [ARROW]	72 x 36	18.000	--	--	--	2	--	--	--	--	--	-- x --	--
37	J1-1(2S)	II	--	24 x 39	6.500	--	--	--	1	--	--	--	--	--	-- x --	--
	M2-1		--	21 x 15												
	M1-4		USH 12	24 x 24												
38	J1-1(2S)	II	--	24 x 39	6.500	--	--	--	1	--	--	--	--	--	-- x --	--
	M2-1		--	21 x 15												
	M1-4		USH 12	24 x 24												
39	W2-6(2S)	II	--	30 x 30	--	6.250	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
40	W13-1(2S)	II	15 MPH	18 x 18	--	2.250	--	--	--	--	--	--	39	--	-- x --	--
41	W2-6(2S)	II	--	30 x 30	--	6.250	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
42	W13-1(2S)	II	15 MPH	18 x 18	--	2.250	--	--	--	--	--	--	41	--	-- x --	--
43	R6-3A(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
44	R1-1F(2S)	II	--	30 x 30	--	--	5.18	--	--	--	--	--	--	MOUNT ON SIGNAL POLE	-- x --	--
45	J4-1(2M)	II	--	24 x 36	6.000	--	--	--	1	--	--	--	--	--	-- x --	--
	M3-1		--	24 x 12												
	M1-5A		CTH H	24 x 24												
46	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
47	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
48	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	1	--	--	--	-- x --	--
49	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	48	--	-- x --	--
50	D1-2	II	EAST SOUTH SOUTH [ARROW] [12] [120] [H] CHICAGO	84 x 42	24.500	--	--	--	--	--	2	--	--	--	-- x --	--
51	R6-1R(2M)	II	--	54 x 18	6.750	--	--	--	--	--	2	--	--	--	-- x --	--
52	R6-4B(2M)	II	--	60 x 24	10.000	--	--	--	--	--	--	--	51	4 FT MOUNTING HEIGHT	-- x --	--
53	R6-1R(2M)	II	--	54 x 18	6.750	--	--	--	--	--	2	--	--	--	-- x --	--
54	R6-4B(2M)	II	--	60 x 24	10.000	--	--	--	--	--	--	--	53	4 FT MOUNTING HEIGHT	-- x --	--
55	R6-1R(2M)	II	--	54 x 18	6.750	--	--	--	--	--	2	--	--	--	-- x --	--
56	R6-4B(2M)	II	--	60 x 24	10.000	--	--	--	--	--	--	--	55	4 FT MOUNTING HEIGHT	-- x --	--
57	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
58	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	57	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
59	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
60	R1-54 (2M)	II	--	24 x 15	2.500	--	--	--	--	--	--	--	59	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
61	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
62	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
63	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	--	-- x --	--
64	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	--	-- x --	--
65	W8-73(2M)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
66	R3-8GG(2M)	II	--	36 x 30	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
67	R3-8GG(2M)	II	--	36 x 30	7.500	--	--	--	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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
68	J4-1(2M) M3-1 M1-6	II	-- -- STH 120	24 x 36 24 x 12 24 x 24	6.000	--	--	--	1	--	--	--	--	--	-- x --	--
69	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	1	--	--	--	-- x --	--
70	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	69	--	-- x --	--
71	D1-2	II	NORTH TO WEST [120] [12] [ARROW] MADISON	84 x 42	24.500	--	--	--	--	--	2	--	--	--	-- x --	--
72	R3-1(2M)	II	--	36 x 36	9.000	--	--	--	--	--	1	--	--	--	-- x --	--
73	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
74	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	73	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
75	R1-2(2S)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
76	R1-54(2S)	II	--	24 x 15	2.500	--	--	--	--	--	--	--	75	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
77	R6-1L(2M)	II	--	54 x 18	6.750	--	--	--	--	--	--	--	75	MOUNT ABOVE YIELD SIGN	-- x --	--
78	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
79	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
80	R5-1(3)	II	--	36 x 36	9.000	--	--	--	--	--	2	--	--	--	-- x --	--
81	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	--	--	--	--	80	3 FT MOUNT HEIGHT	-- x --	--
82	R5-1(3)	II	--	36 x 36	9.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
83	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	--	--	--	--	--	3 FT MOUNT HEIGHT ON LIGHT POLE	-- x --	--
84	D1-2	II	EAST SOUTH SOUTH [12] [120] [H] [ARROW] CHICAGO	84 x 42	24.500	--	--	--	--	--	2	--	--	--	-- x --	--
85	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	1	--	--	--	-- x --	--
86	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	85	--	-- x --	--
87	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
88	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	--	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
89	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
90	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	89	MOUNT ON LIGHT POLE	-- x --	--
91	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
92	R1-54(2M)	II	--	24 x 15	2.500	--	--	--	--	--	--	--	91	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
93	D1-1	II	[ARROW] CHICAGO	60 x 15	6.250	--	--	--	2	--	--	--	--	--	-- x --	--
94	W3-2(2M)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
95	W3-2(2S)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	--	MOUNT ON UPRIGHT S-64-217	-- x --	--
96	E6-52	I	NORTH EAST SOUTH SOUTH [H] [12] [120] [H] [ARROW]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-217 I-BEAMS INCIDENTAL	11 x 7.5	82.500
97	--	I	NORTH [H] ONLY [ARROW]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-217 I-BEAMS INCIDENTAL	3 x 5.5	16.500

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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
98	J4-1(2M) M3-3 M1-6	II	-- -- STH 120	24 x 36 24 x 12 24 x 24	6.000	--	--	--	1	--	--	--	--	--	-- x --	--
99	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
100	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
101	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
102	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
103	W8-73(2M)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
104	R3-8CC(2M)	II	--	36 x 30	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
105	R3-8CC(2M)	II	--	36 x 30	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
106	D1-1	II	MADISON [ARROW]	60 x 15	6.250	--	--	--	2	--	--	--	--	--	-- x --	--
107	W3-2(2M)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
108	W3-2(2M)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
109	E6-54A	I	NORTH [120] [ARROW]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-218 I-BEAMS INCIDENTAL	3 x 6	18.000
110	E6-53	I	NORTH [120] WEST [ARROW] [12]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-218 I-BEAMS INCIDENTAL	7 x 7.5	52.500
111	D1-4	II	[ARROW] [12] WEST MADISON TO [12] EAST [ARROW] CHICAGO	72 x 60	30.000	--	--	--	2	--	--	--	--	--	-- x --	--
112	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	1	--	--	--	-- x --	--
113	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	112	--	-- x --	--
114	R6-1R(2M)	II	--	54 x 18	6.750	--	--	--	--	--	1	--	--	--	-- x --	--
115	R6-4B(2M)	II	--	60 x 24	10.000	--	--	--	--	--	--	--	114	4 FT MOUNTING HEIGHT	-- x --	--
116	R6-1R(2M)	II	--	54 x 18	6.750	--	--	--	--	--	1	--	--	--	-- x --	--
117	R6-4B(2M)	II	--	60 x 24	10.000	--	--	--	--	--	--	--	116	4 FT MOUNTING HEIGHT	-- x --	--
118	R6-1R(2M)	II	--	54 x 18	6.750	--	--	--	--	--	1	--	--	--	-- x --	--
119	R6-4B(2M)	II	--	60 x 24	10.000	--	--	--	--	--	--	--	118	4 FT MOUNTING HEIGHT	-- x --	--
120	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
121	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	120	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
122	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
123	R1-54(2M)	II	--	24 x 15	2.500	--	--	--	--	--	--	--	122	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
124	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
125	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
126	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
127	R1-6(2M)	II	--	12 x 36	--	3.000	--	--	--	--	1	--	--	2 FT MOUNTING HEIGHT	-- x --	--
128	W8-73(2M)	II	--	36 x 36	--	9.000	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
129	E6-52	I	EAST SOUTH WEST [12] [120] [H] [12] [ARROW]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-219 I-BEAMS INCIDENTAL	9 x 7.5	67.500

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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
130	E6-54A	I	EAST SOUTH [12] [120] [H] [ARROW]	-- x --	--	--	--	--	--	--	--	--	--	INSTALL ON S-64-219 I-BEAMS INCIDENTAL	7 x 6	42.000
131	R3-8GG(2M)	II	--	36 x 30	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
132	R3-8GG(2M)	II	--	36 x 30	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
133	D1-3	II	[ARROW] LAKE GENEVA CHICAGO [ARROW] MADISON	84 x 36	21.000	--	--	--	2	--	--	--	--	--	-- x --	--
134	D1-3	II	[ARROW] LAKE GENEVA CHICAGO [ARROW] MADISON	84 x 36	21.000	--	--	--	2	--	--	--	--	--	-- x --	--
135	W9-1R(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
136	W9-1R(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
137	R2-1(3)	II	55 MPH	36 x 48	12.000	--	--	--	1	--	--	--	--	--	-- x --	--
138	R2-1(3)	II	55 MPH	36 x 48	12.000	--	--	--	1	--	--	--	--	--	-- x --	--
139	J4-1(2M) M3-1 M1-6	II	-- -- STH 120	24 x 36 24 x 12 24 x 24	6.000	--	--	--	1	--	--	--	--	--	-- x --	--
140	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	1	--	--	--	-- x --	--
141	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	140	--	-- x --	--
142	D1-1	II	[120 NORTH [ARROW]	42 x 30	8.750	--	--	--	--	--	2	--	--	--	-- x --	--
143	R3-1(2M)	II	--	36 x 36	9.000	--	--	--	--	--	1	--	--	--	-- x --	--
144	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
145	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	144	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
146	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
147	R1-54(2M)	II	--	24 x 15	2.500	--	--	--	--	--	--	--	146	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
148	R6-1L(2M)	II	--	54 x 18	6.750	--	--	--	--	--	--	--	146	MOUNT ABOVE YIELD SIGN	-- x --	--
149	R5-1(3)	II	--	36 x 36	9.000	--	--	--	1	--	--	--	--	--	-- x --	--
150	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	--	--	--	--	149	3 FT MOUNTING HEIGHT	-- x --	--
151	R5-1(3)	II	--	36 x 36	9.000	--	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
152	R5-1A(2S)	II	--	36 x 24	6.000	--	--	--	--	--	--	--	151	3 FT MOUNTING HEIGHT ON LIGHT POLE	-- x --	--
153	W11-2(2S)	II	--	30 x 30	--	6.250	--	--	--	--	--	--	--	MOUNT ON LIGHT POLE	-- x --	--
154	W16-7L(2S)	II	--	24 x 12	--	2.000	--	--	--	--	--	--	153	MOUNT ON LIGHT POLE	-- x --	--
155	W11-2(2M)	II	--	36 x 36	--	9.000	--	--	--	--	1	--	--	--	-- x --	--
156	W16-7L(2M)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	155	--	-- x --	--
157	D1-2	II	[12] WEST [ARROW] MADISON	66 x 30	13.750	--	--	--	--	--	2	--	--	--	-- x --	--
158	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
159	R6-2R(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	--	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
160	R1-2(2M)	II	--	36 x 31	3.880	--	--	--	--	--	1	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
161	R1-54(2M)	II	--	24 x 15	2.500	--	--	--	--	--	--	--	--	7 FT TO BOTTOM OF YIELD SIGN	-- x --	--
162	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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
163	W3-2(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
164	W3-2(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
165	W2-6(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
166	W13-1(3)	II	15 MPH	24 x 24	--	4.000	--	--	--	--	--	--	165	--	-- x --	--
167	W2-6(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
168	W13-1(3)	II	15 MPH	24 x 24	--	4.000	--	--	--	--	--	--	167	--	-- x --	--
169	W4-2R(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
170	W4-2R(3)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
171	R4-7(3)	II	--	36 x 48	12.000	--	--	--	1	--	--	--	--	--	-- x --	--
172	R6-2L(2M)	II	--	30 x 36	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
173	J1-1(2S)	II	--	24 x 39	6.500	--	--	--	1	--	--	--	--	--	-- x --	--
	M2-1		--	21 x 15												
	M1-4		USH 12	24 x 24												
174	J1-1(2S)	II	--	24 x 39	6.500	--	--	--	1	--	--	--	--	--	-- x --	--
	M2-1		--	21 x 15												
	M1-4		USH 12	24 x 24												
175	R4-7(3)	II	--	36 x 48	12.000	--	--	--	1	--	--	--	--	--	-- x --	--
176	R6-2L(2M)	II	--	30 x 36	7.500	--	--	--	1	--	--	--	--	--	-- x --	--
177	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	--	-- x --	--
178	R6-1R(3)	II	--	54 x 18	6.750	--	--	--	2	--	--	--	--	MOUNT ABOVE STOP SIGN	-- x --	--
179	R1-1(3)	II	--	36 x 36	7.460	--	--	--	--	--	--	--	178	--	-- x --	--
180	R6-3A(2S)	II	--	30 x 24	5.000	--	--	--	--	--	--	--	178	--	-- x --	--
181	R4-7(3)	II	--	36 x 48	12.000	--	--	--	1	--	--	--	--	--	-- x --	--
182	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	--	-- x --	--
183	W6-2(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
184	R5-1A(3)	II	--	42 x 30	8.750	--	--	--	--	--	--	--	183	BACK OF SIGN #183	-- x --	--
185	D2-2	II	BURLINGTON 10 MILWAUKEE 39	84 x 24	14.000	--	--	--	2	--	--	--	--	--	-- x --	--
186	R59-51(3)	II	--	48 x 48	16.000	--	--	--	1	--	--	--	--	--	-- x --	--
187	R4-7(3)	II	--	36 x 48	12.000	--	--	--	1	--	--	--	--	--	-- x --	--
188	W5-54(2S)	II	--	18 x 18	--	2.250	--	--	--	--	--	--	187	--	-- x --	--
189	R5-1(3)	II	--	36 x 36	9.000	--	--	--	1	--	--	--	--	--	-- x --	--
190	W6-3(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
191	R2-1(2S)	II	55 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	--	-- x --	--
192	S5-2(2S)	II	--	24 x 30	5.000	--	--	--	--	--	--	--	191	--	-- x --	--
193	R1-1(2S)	II	--	30 x 30	5.180	--	--	--	1	--	--	--	--	--	-- x --	--
194	R2-1(2S)	II	55 MPH	24 x 30	5.000	--	--	--	1	--	--	--	--	--	-- x --	--
195	W6-1(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	--	-- x --	--
196	S1-1(2S)	II	--	36 x 36	--	6.750	--	--	1	--	--	--	--	--	-- x --	--
197	S16-9P(2S)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	196	--	-- x --	--
198	R2-6P(2S)	II	--	24 x 18	3.000	--	--	--	--	--	--	--	196	--	-- x --	--
199	NOT USED	--	--	-- x --	--	--	--	--	--	--	--	--	--	--	-- x --	--
200	S4-51(2S)	II	45 MPH	24 x 48	8.000	--	--	--	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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
201	S1-1(2S)	II	--	36 x 36	--	6.750	--	--	1	--	--	--	--	--	-- x --	--
202	S16-9P(2S)	II	--	30 x 18	--	3.750	--	--	--	--	--	--	201	--	-- x --	--
203	W5-52R(2S)	II	--	12 x 36	--	3.000	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
204	W5-52R(2S)	II	--	12 x 36	--	3.000	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
205	W5-52L(2S)	II	--	12 x 36	--	3.000	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
206	W5-52L(2S)	II	--	12 x 36	--	3.000	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
207	W14-3(2S)	II	--	48 x 36	--	6.000	--	--	1	--	--	--	--	--	-- x --	--
208	J3-2(2S)	II	--	48 x 57	19.000	--	--	--	1	--	--	--	--	--	-- x --	--
	M3-1		--	24 x 12												
	M1-5A		CTH H	24 x 24												
	M6-1		--	21 x 21												
	M3-1		--	24 x 12												
	M1-6		STH 120	24 x 24												
	M6-1		--	21 x 21												
209	R5-1A(3)	II	--	42 x 30	8.750	--	--	--	1	--	--	--	--	--	-- x --	--
210	R5-1A(3)	II	--	42 x 30	8.750	--	--	--	1	--	--	--	--	--	-- x --	--
211	W3-2(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
212	D1-2	II	[ARROW] LAKE GENEVA	84 x 30	17.500	--	--	--	2	--	--	--	--	--	-- x --	--
			BURLINGTON [ARROW]													
213	W1-6(2S)	II	--	48 x 24	--	8.000	--	--	1	--	--	--	--	--	-- x --	--
214	W2-6(2S)	II	--	30 x 30	--	6.250	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
215	W13-1(2S)	II	15 MPH	18 x 18	--	2.250	--	--	--	--	--	--	214	--	-- x --	--
216	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
217	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
218	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
219	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
220	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
221	W1-6(2S)	II	--	48 x 24	--	8.000	--	--	1	--	--	--	--	--	-- x --	--
222	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
223	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
224	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
225	W2-6(2S)	II	--	30 x 30	--	6.250	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
226	W13-1(2S)	II	15 MPH	18 x 18	--	2.250	--	--	--	--	--	--	225	--	-- x --	--
227	D1-3	II	[ARROW] LAKE GENEVA	84 x 36	21.000	--	--	--	2	--	--	--	--	--	-- x --	--
			BURLINGTON [ARROW]													
			EAST TROY													
228	W3-2(2S)	II	--	36 x 36	--	9.000	--	--	1	--	--	--	--	16X16 ORANGE FLAGS INCIDENTAL	-- x --	--
229	W1-6(2S)	II	--	48 x 24	--	8.000	--	--	1	--	--	--	--	--	-- x --	--
230	R5-1A(3)	II	--	42 x 30	8.750	--	--	--	1	--	--	--	--	--	-- x --	--
231	R5-1A(3)	II	--	42 x 30	8.750	--	--	--	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]	637.2215 SIGNS TYPE II REFLC H FOLDING [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.]	637.1210 SIGNS TYPE I REFLC H [SF]
232	J3-3(2S)	II	--	72 x 57	28.500	--	--	--	2	--	--	--	--	--	-- x --	--
	M3-1		--	24 x 12												
	M1-5A		CTH H	24 x 24												
	M6-1		--	21 x 21												
	M3-1		--	24 x 12												
	M1-6		STH 120	24 x 24												
	M6-1		--	21 x 21												
	M4-5		--	24 x 12												
	M1-6		STH 36	24 x 24												
	M6-1		--	21 x 21												
233	--	--	CAMPING [ARROW]	-- x --	--	--	--	--	--	--	--	1	232	--	-- x --	--
234	E5-1A(5)	II	EXIT 328	90 x 60	37.500	--	--	--	--	2	--	--	--	--	-- x --	--
235	W5-54(2S)	II	--	18 x 18	--	2.250	--	--	--	--	--	--	234	--	-- x --	--
236	W5-54(2S)	II	--	18 x 18	--	2.250	--	--	--	--	--	--	234	--	-- x --	--
237	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
238	W1-8(4)	II	--	30 x 36	--	7.500	--	--	1	--	--	--	--	4 FT MOUNTING HEIGHT	-- x --	--
239	R5-57(5)	II	--	36 x 36	9.000	--	--	--	1	--	--	--	--	SHEET 15 OF 19	-- x --	--
240	R5-57(5)	II	--	36 x 36	9.000	--	--	--	1	--	--	--	--	SHEET 18 OF 19	-- x --	--
241	R2-1(2M)	II	35 MPH	30 x 36	7.500	--	--	--	1	--	--	--	--	SHEET 5 OF 19	-- x --	--
242	R2-1(2M)	II	35 MPH	30 x 36	7.500	--	--	--	--	--	--	--	--	SHEET 5 OF 19 - MOUNT ON LIGHT POLE	-- x --	--
243	W3-5(2S)	II	35 MPH	36 x 36	--	9.000	--	--	1	--	--	--	--	SHEET 7 OF 19	-- x --	--
244	W3-5(2S)	II	35 MPH	36 x 36	--	9.000	--	--	1	--	--	--	--	SHEET 7 OF 19	-- x --	--
245	W8-6A	--	YELLOW/BLACK	36 x 36	--	9.000	--	--	1	--	--	--	--	YELLOW / BLACK - SHEET 6 OF 19	-- x --	--
TOTALS					1096.700	640.500	25.900	1	129	2	49	3				399.000

TRAFFIC CONTROL

CATEGORY	TRAFFIC CONTROL OPERATIONS	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A 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	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.3000 TRAFFIC CONTROL DETOUR SIGNS EACH	643.3000 TRAFFIC CONTROL DETOUR SIGNS DAY
0010	PROJECT PRE-WARNING	14	12	168	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	56	---	---
	STAGE 1 DIRECTIONAL DETOUR PRE-WARNING	7	6	42	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	14	---	---
	STAGE 1 (INSIDE LANE CLOSURE)	10	327	3,270	29	290	---	---	60	600	11	110	1	10	67	670	---	---	---	---	---	---	---	---
	STAGE 1 (INSIDE LANE CLOSURE WITH SB STH 120 DIRECTIONAL DETOUR AND EXIT RAMP CLOSURES)	2	366	732	45	90	---	---	85	170	21	42	1	2	76	152	---	---	---	---	---	---	39	78
	STAGE 1 (INSIDE LANE CLOSURE WITH SB CTH H DIRECTIONAL DETOUR)	2	427	854	79	158	---	---	128	256	11	22	1	2	82	164	2	1	20	---	---	224	448
	STAGE 1 (OUTSIDE LANE CLOSURE)	14	195	2,730	15	210	---	---	30	420	13	182	---	---	44	616	---	---	---	---	---	---	---	---
	ALL-WAY STOP AT E. GENEVA SQ. AND STAGE 2 PRE-WARNING	7	12	84		---		---		---		---		---		---	---	---	---	4	28	---	---
	STAGE 2A	38	481	18,278	71	2,698	77	77	82	3,116	71	2,698	1	38	144	5,472	---	---	72	---	---	---	---	---
	RAMP CLOSURE AND DETOUR PRE-WARNING	7	12	84		---		---		---		---		---		---	---	---	---	4	28	---	---
	STAGE 2B	35	439	15,365	77	2,695	38	38	97	3,395	46	1,610	1	35	111	3,885	2	1	172	---	---	263	9,205
	STAGE 3/STH 120 CLOSURE AND DETOUR PRE-WARNING	7	12	84		---		---		---		---		---		---	---	---	---	4	28	---	---
	STAGE 3	79	381	30,099	152	12,008	95	95	198	15,642	16	1,264	1	79	157	12,403	14	3	30	---	---	191	15,089
	STAGE4 PRE-WARNING	7	12	---		---	---	---	---	---	---	---	---	---	---	---	---	---	---	4	28	---	---
	STAGE 4	33	323	10,659	50	1,650	22	22	96	3,168	20	660	1	33	85	2,805	---	---	---	---	---	---	---
	UNDISTRIBUTED	---	---	---	---	---	35	---	---	---	---	---	---	---	---	---	---	---	---	---	28	---	---
	TOTALS			82,449		19,799	267	232		26,767		6,588		199		26,167	18	5	294		210		24,820

REMOVING PAVEMENT MARKINGS

CATEGORY	STATION - STATION	646.0600 LF
0010	29+79.32 - 38+00 NB	50
	67+00 - 140+00 NB	1,630
	SUBTOTAL (STAGE 1)	1,680
	29+79.32 - 38+00 NB	1,270
	38+00 - 46+00 NB	1,650
	46+00 - 57+00 NB	1,320
	57+00 - 67+00 NB	2,040
	67+00 - 140+00 NB	3,270
	140+00 - 159+80 NB	1,310
	SUBTOTAL (STAGE 2A)	10,860
	38+00 - 46+00 NB	1,020
	46+00 - 57+00 NB	1,990
	57+00 - 67+00 NB	470
	SUBTOTAL (STAGE 2B)	3,480
	29+79.32 - 38+00 NB	595
	SUBTOTAL (STAGE 3)	595
	29+79.32 - 38+00 NB	50
	38+00 - 46+00 NB	560
	46+00 - 57+00 NB	530
	SUBTOTAL (STAGE 4 & 4A)	1,140
	TOTAL	17,755

TEMPORARY PAVEMENT MARKING SUMMARY

CATEGORY	LOCATION	649.0400 TEMPORARY PAVEMENT MARKING 4-INCH (YELLOW) LF	(DOUBLE YELLOW) LF	(WHITE) LF	(WHITE) (3' SEG. 6' GAP) LF	649.0801 REMOVABLE TAPE 8-INCH (WHITE) LF	649.1800 ARROWS EACH	649.0402 TEMPORARY PAVEMENT MARKING 4-INCH (DOUBLE YELLOW) LF	(WHITE) LF	649.0802 MARKING PAINT 8-INCH WHITE LF	649.1100 TEMPORARY PAVEMENT MARKING STOP LINE 18-INCH LF	649.1200 REMOVABLE TAPE 18-INCH LF
0010	29+79.32 - 38+00 NB	---	490	---	---	---	---	---	---	---	---	---
	67+00 - 140+00 NB	---	---	---	---	---	---	665	480	---	---	---
	SUBTOTALS (STAGE 1)	0	490	0	0	0	0	665	480	0	0	0
	29+79.32 - 38+00 NB	---	---	---	---	---	---	1,590	1,100	25	33	---
	38+00 - 46+00 NB	---	---	---	---	---	2	2,410	1,750	135	57	---
	46+00 - 57+00 NB	---	---	---	---	---	1	3,370	2,430	165	55	---
	57+00 - 67+00 NB	---	---	---	---	---	---	2,650	1,990	8	---	---
	67+00 - 140+00 NB	---	---	---	---	---	1	2,930	2,830	86	---	---
	140+00 - 159+80 NB	---	---	---	---	---	---	1,170	1,170	---	---	---
	SUBTOTALS (STAGE 2A)	0	0	0	0	0	4	14,120	11,270	419	145	0
	38+00 - 46+00 NB	---	---	---	90	---	---	480	420	---	---	---
	46+00 - 57+00 NB	---	---	---	75	---	---	890	645	---	---	---
	57+00 - 67+00 NB	---	---	---	---	---	---	170	150	---	---	---
	SUBTOTALS (STAGE 2B)	0	0	0	165	0	0	1,540	1,215	0	0	0
	29+79.32 - 38+00 NB	---	2,780	985	---	100	1	---	---	---	---	40
	38+00 - 46+00 NB	---	1,580	990	---	---	---	---	---	---	---	60
	46+00 - 57+00 NB	---	2,180	675	---	---	---	---	---	---	---	49
	57+00 - 67+00 NB	---	2,010	1,110	---	---	---	---	---	---	---	---
	67+00 - 140+00 NB	---	1,320	1,070	---	---	---	1,480	1,510	---	---	---
	SUBTOTALS (STAGE 3)	0	9,870	4,830	0	100	1	1,480	1,510	0	0	149
	29+79.32 - 38+00 NB	---	490	245	---	---	---	---	---	---	---	---
	38+00 - 46+00 NB	---	---	360	21	---	---	---	---	---	---	---
	46+00 - 57+00 NB	---	---	355	24	---	---	---	---	---	---	---
	67+00 - 140+00 NB	375	865	1,230	---	---	---	---	---	---	---	---
	140+00 - 159+80 NB	---	1,230	895	---	---	---	---	---	---	---	---
	SUBTOTALS (STAGE 4)	375	2,585	3,085	45	0	0	0	0	0	0	0
	TOTALS	375	12,945	7,915	210	100	5	17,805	14,475	419	145	149
	ITEM TOTALS		21,445					32,280				

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	646.0106 EPOXY 4-INCH (DOUBLE YELLOW) LF	646.0106 EPOXY 4-INCH (YELLOW) LF	646.0106 EPOXY 4-INCH (WHITE) LF	646.0106 EPOXY 4-INCH (WHITE SKIP 12.5' SEG., 37.5' GAP) LF	646.0106 EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP) LF	646.0126 EPOXY 8-INCH (WHITE) LF	646.0126 EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP) LF	646.0126 EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP) LF	646.0156 EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP) LF	646.2304.S GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE SKIP 3' SEG., 9' GAP) LF	646.2304.S GROOVED WET REFLECTIVE EPOXY 4-INCH (YELLOW) LF	646.2304.S GROOVED WET REFLECTIVE EPOXY 4-INCH (WHITE) LF	646.0842.S GROOVED CONTRAST WET REFLECTIVE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP) LF	646.0844.S GROOVED CONTRAST WET REFLECTIVE EPOXY 8-INCH (WHITE) LF
0010	29+79.32 - 38+00 NB	RT/LT	1,330	---	345	215	33	180	19	---	---	---	---	---	---	---
	38+00 - 46+00 NB	RT/LT	---	93	305	110	28	480	---	49	44	---	---	---	---	---
	46+00 - 57+00 NB	RT/LT	---	63	645	175	20	480	---	46	47	---	---	---	13	---
	57+00 - 67+00 NB	RT/LT	---	795	895	---	---	---	---	---	---	16	---	---	250	505
	67+00 - 140+00 NB	RT/LT	2,550	---	150	58	---	345	38	---	---	53	490	2,290	8	---
	140+00 - 159+80 NB	RT/LT	3,960	---	---	39	---	---	---	---	---	---	---	3,890	---	---
	SUBTOTALS		7,840	951	2,340	597	81	1,485	57	95	91	69	490	6,180	271	505
	29+79.32 - 38+00 SB	RT/LT	675	---	630	170	10	25	---	---	---	---	---	---	---	---
	38+00 - 46+00 SB	RT/LT	---	---	445	125	8	905	---	42	26	---	---	---	---	---
	46+00 - 57+00 SB	RT/LT	---	60	695	195	22	355	---	45	26	---	---	---	---	---
	57+00 - 67+00 SB	RT/LT	---	785	865	---	---	115	---	---	---	23	---	---	230	300
	67+00 - 74+42.26 SB	RT/LT	145	---	125	---	---	815	---	---	---	---	545	615	18	---
	SUBTOTALS		820	845	2,760	490	40	2,215	0	87	52	23	545	615	248	300
	245+33 - 252+63.3 A	RT/LT	---	1,060	1,050	---	---	---	---	---	---	---	---	---	---	---
	345+05 - 348+00 B	RT/LT	---	880	825	---	---	---	---	---	---	---	---	---	---	---
	655+69 - 662+16.23 C	RT/LT	---	1,030	1,030	---	---	---	---	---	---	---	---	---	---	---
	452+74 - 456+85 D	RT/LT	---	895	835	---	---	---	---	---	---	---	---	---	---	---
	SUBTOTALS		0	3,865	3,740	0	0	0	0	0	0	0	0	0	0	0
	10+29 - 11+85.10 M	RT/LT	100	---	---	---	---	---	---	---	---	---	---	---	---	---
	SUBTOTALS		100	0	0	0	0	0	0	0	0	0	0	0	0	0
	TOTALS		8,760	5,661	8,840	1,087	121	3,700	57	182	143	92	1,035	6,795	519	805
	ITEM TOTALS		24,469					3,939				7,922				

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	647.0356 WORDS EPOXY EACH	647.0156 ARROWS EPOXY TYPE 1 EACH	647.0166 ARROWS EPOXY TYPE 2 EACH	647.0176 ARROWS EPOXY TYPE 3 EACH	647.0170 ARROWS EPOXY TYPE 3R EACH	647.0196 ARROWS EPOXY TYPE 5 EACH	647.0206 ARROWS BIKE LANE EPOXY EACH	647.0306 SYMBOLS BIKE LANE EPOXY EACH	647.0456 CURB EPOXY LF	647.0566 STOP LINE EPOXY 18-INCH LF	647.0606 ISLAND NOSE EPOXY EACH	647.0726 DIAGONAL EPOXY 12-INCH (WHITE) LF	647.0726 DIAGONAL EPOXY 12-INCH (YELLOW) LF	647.0766 CROSSWALK EPOXY 6-INCH LF
0010	29+79.32 - 38+00 NB	RT/LT	2	---	4	---	---	---	1	1	51	69	3	---	---	265
	38+00 - 46+00 NB	RT/LT	3	1	1	3	2	---	1	1	---	---	4	46	15	125
	46+00 - 57+00 NB	RT/LT	3	1	1	3	2	---	---	---	---	---	4	52	18	115
	57+00 - 67+00 NB	RT/LT	---	1	---	---	---	2	---	---	145	---	2	---	---	---
	67+00 - 140+00 NB	RT/LT	1	---	2	---	---	---	---	---	105	---	3	230	170	---
	140+00 - 159+80 NB	RT/LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	SUBTOTALS		9	3	8	6	4	2	2	2	301	69	16	328	203	505
	29+79.32 - 38+00 SB	RT/LT	---	---	---	---	---	---	1	1	96	45	---	---	80	90
	38+00 - 46+00 SB	RT/LT	4	2	2	2	1	---	---	---	---	---	2	86	---	105
	46+00 - 57+00 SB	RT/LT	3	3	---	2	2	---	---	---	---	---	2	20	---	105
	57+00 - 67+00 SB	RT/LT	2	---	---	---	1	---	---	---	165	---	---	---	---	---
	67+00 - 74+42.26 SB	RT/LT	---	---	---	---	---	---	---	---	88	---	---	---	---	---
	SUBTOTALS		9	5	2	4	4	0	1	1	349	45	4	106	80	300
	245+33 - 252+63.3 A	RT/LT	---	---	---	---	---	---	---	---	---	---	---	---	---	39
	345+05 - 348+00 B	RT/LT	---	---	---	---	---	---	---	---	---	---	---	---	---	39
	655+69 - 662+16.23 C	RT/LT	---	---	---	---	---	---	---	---	---	---	---	---	---	39
	452+74 - 456+85 D	RT/LT	---	---	---	---	---	---	---	---	---	---	---	---	15	42
	SUBTOTALS		0	0	0	0	0	0	0	0	0	0	0	0	15	159
	10+29 - 11+85.10 M	RT/LT	---	---	---	---	---	---	---	---	---	39	---	---	---	---
	SUBTOTALS		0	0	0	0	0	0	0	0	0	39	0	0	0	0
	TOTALS		18	8	10	10	8	2	3	3	650	153	20	434	298	964
	ITEM TOTALS													732		

LOCATING NO-PASSING ZONES

CATEGORY	STATION	648.0100 MI
0010	80+00 NB - 159+80 NB	0.41

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.9920 SLOPE STAKES LF
0010	32+97 - 38+00 NB	NORTHBOUND MAINLINE	505	505	---	505
	38+00 - 46+00 NB	NORTHBOUND MAINLINE	800	800	---	800
	46+00 - 57+00 NB	NORTHBOUND MAINLINE	1,100	1,100	---	1,100
	57+00 - 67+00 NB	NORTHBOUND MAINLINE	1,000	1,000	---	1,000
	67+00 - 140+00 NB	NORTHBOUND MAINLINE	1,460	1,460	---	1,460
	140+00 - 159+80 NB	NORTHBOUND MAINLINE	1,980	1,980	30	1,980
	SUBTOTALS		6,845	6,845	30	6,845
	29+79.32 - 38+00 SB	SOUTHBOUND MAINLINE	820	820	---	820
	38+00 - 46+00 SB	SOUTHBOUND MAINLINE	800	800	---	800
	46+00 - 57+00 SB	SOUTHBOUND MAINLINE	1,100	1,100	---	1,100
	57+00 - 67+00 SB	SOUTHBOUND MAINLINE	1,000	1,000	---	1,000
	67+00 - 74+42.26 SB	SOUTHBOUND MAINLINE	740	740	---	740
	SUBTOTALS		4,460	4,460	0	4,460
	244+62.75 - 252+52.48 A	RAMP A	790	790	---	790
	344+43.53 - 348+00 B	RAMP B	355	355	---	355
	655+08.10 - 662+59.73 C	RAMP C	750	750	---	750
	452+08.27 - 456+85 D	RAMP D	475	475	---	475
	SUBTOTALS		2,370	2,370	0	2,370
	10+00 - 11+85.10 M	MADAUS ROAD	185	185	---	185
	SUBTOTALS		185	185	0	185
	25+00 - 28+64.42 AB3	ROUNDABOUT	365	365	---	365
	25+00 - 28+64.42 CD3	ROUNDABOUT	365	365	---	365
	SUBTOTALS		730	730	0	730
	31+95 - 40+24 SB	TEMP. PAVEMENT; LT; STAGE 1	830	830	---	830
	43+94 - 45+94 EX	TEMP. PAVEMENT; MEDIAN; STAGE 1	800	800	---	800
	51+20 - 59+01 EX	TEMP. PAVEMENT; LT & MEDIAN; STAGE 2	780	780	---	780
	65+25 - 68+35 NB	TEMP. PAVEMENT; MEDIAN; STAGE 1	250	250	---	250
	72+25 - 143+85 NB	TEMP. PAVEMENT; RT; STAGE 2	1,320	1,320	---	1,320
	41+66 - 44+56 NB	TEMP. PAVEMENT; LT/RT; STAGE 3	290	290	---	290
	52+78 - 55+88 NB	TEMP. PAVEMENT; LT/RT; STAGE 3	310	310	---	310
	SUBTOTALS		4,580	4,580	0	4,580
	TOTALS		19,170	19,170	30	19,170

SAWING ASPHALT

CATEGORY	STATION - STATION	LOCATION	690.0150 LF
0010	29+79.32 - 38+00 NB	RT/LT	115
	38+00 - 46+00 NB	RT/LT	---
	46+00 - 57+00 NB	RT/LT	---
	57+00 - 67+00 NB	RT/LT	---
	67+00 - 140+00 NB	RT/LT	34
	140+00 - 159+80 NB	RT/LT	48
	SUBTOTAL		197
	29+79.32 - 38+00 SB	RT/LT	445
	38+00 - 46+00 SB	RT/LT	---
	46+00 - 57+00 SB	RT/LT	---
	57+00 - 67+00 SB	RT/LT	28
	67+00 - 74+42.26 SB	RT/LT	12
	SUBTOTAL		485
	245+33 - 252+63.3 A	RT/LT	420
	345+05 - 348+00 B	RT/LT	5
	655+69 - 662+16.23 C	RT/LT	480
	452+74 - 456+85 D	RT/LT	8
	SUBTOTAL		913
	10+29 - 11+85.10 M	RT/LT	89
	SUBTOTAL		89
	STAGE 1	---	530
	STAGE 2	---	355
	STAGE 4	---	1,260
	UNDISTRIBUTED	---	765
	TOTAL		4,594

SAWING CONCRETE

CATEGORY	STATION - STATION	LOCATION	690.0250 LF
0010	29+79.32 - 38+00 NB	RT/LT	110
	38+00 - 46+00 NB	RT/LT	---
	46+00 - 57+00 NB	RT/LT	---
	57+00 - 67+00 NB	RT/LT	---
	67+00 - 140+00 NB	RT/LT	6
	140+00 - 159+80 NB	RT/LT	24
	SUBTOTAL		140
	29+79.32 - 38+00 SB	RT/LT	9
	38+00 - 46+00 SB	RT/LT	---
	46+00 - 57+00 SB	RT/LT	---
	57+00 - 67+00 SB	RT/LT	---
	67+00 - 74+42.26 SB	RT/LT	---
	SUBTOTAL		9
	245+33 - 252+63.3 A	RT/LT	18
	345+05 - 348+00 B	RT/LT	18
	655+69 - 662+16.23 C	RT/LT	18
	452+74 - 456+85 D	RT/LT	23
	SUBTOTAL		77
	10+29 - 11+85.10 M	RT/LT	---
	SUBTOTAL		0
	STAGE 1	---	860
	STAGE 2	---	710
	UNDISTRIBUTED	---	360
	TOTAL		1,446

SECTION CORNER MONUMENTS

CATEGORY	STATION	OFFSET	SPV.0060.03 EACH
0010	150+25 NB	38.9 FT RT	1

CONSTRUCTION STAKING CURB RAMP LAYOUT

CATEGORY	LOCATION	SPV.0060.02 EACH
0010	E. GENEVA SQ. INTERSECTION	6
	USH 12 EB RAMP TERMINAL INTERSECTION	12
	USH 12 WB RAMP TERMINAL INTERSECTION	12
	67+48 NB	1
	TOTAL	31

REMOVING CONCRETE BASES

CATEGORY	LOCATION	EQUIP. LOCATION	STATION	LOCATION	204.0195 EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	EXCB-1	36+37 NB	51'RT	1
		EXSB-1	36+50 NB	40'RT	1
		EXSB-2	36+59 NB	4'LT	1
		EXSB-3	36+55 NB	46'LT	1
		EXSB-4	37+17 NB	46'LT	1
		EXSB-5	37+68 NB	48'LT	1
		EXSB-6	37+69 NB	42'RT	1
		EXSB-7	37+46 NB	63'RT	1
				TOTAL	8

REMOVING PULL BOXES

CATEGORY	LOCATION	EQUIP. LOCATION	STATION	LOCATION	653.0905 EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	EXPB-1	36+52 NB	43'RT	1
		EXPB-2	36+52 NB	5'LT	1
		EXPB-3	36+49 NB	43'LT	1
		EXPB-4	37+64 NB	44'RT	1
		EXPB-5	37+44 NB	69'RT	1
				TOTAL	5

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

CATEGORY	PROJECT	*650.8500.01 LS
0020	3190-00-70	0.25

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	INTERSECTION	LOCATION FROM	TO	NO.	*652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	*652.0235 3-INCH LF
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	CB-1	PB-1	3	---	45
		PB-1	PB-2	2	---	70
		PB-2	SB-1	1	20	---
		PB-2	PB-11	1	225	---
		PB-2	PB-3	2	---	140
		PB-3	PB-4	2	---	98
		PB-4	SB-2	1	---	13
		PB-4	PB-5	2	---	200
		PB-5	SB-3	1	15	---
		PB-5	SB-4	1	16	---
		PB-5	PB-6	2	---	135
		PB-6	SB-5	1	13	---
		PB-6	PB-12	1	240	---
		PB-6	PB-7	2	---	135
		PB-7	SB-6	1	9	---
		PB-7	PB-13	1	16	---
		PB-7	PB-8	2	---	105
		PB-8	SB-7	1	---	13
		PB-8	PB-9	2	---	86
		PB-9	SB-8	1	19	---
		PB-9	SB-9	1	8	---
		PB-9	PB-14	1	18	---
		PB-9	PB-10	2	---	150
		PB-10	SB-10	1	10	---
		PB-10	CB-1	3	---	42
			TOTALS		609	1,232

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

LOOP DETECTOR INSTALLATION

CATEGORY	INTERSECTION	LOOP NO.	STATION	LOCATION	SIZE FT x FT	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	21	40+31.9 NB	46.0'LT	6X20	4	76	535	305	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		51	37+84.7 NB	16.0'LT	6X20	3	72	235	215	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		52	38+12.5 NB	16.2'LT	6X20	3	72	235	215	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		61	33+98.8 NB	12.0'RT	6X20	3	68	295	205	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		81	37+17.1 NB	56.3'RT	6X20	3	75	130	200	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		82	37+29.3 NB	56.1'RT	6X20	3	74	130	220	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
					TOTALS		437	1,560	1,360	

TRAFFIC SIGNAL PULL BOX SUMMARY

CATEGORY	INTERSECTION	PULL BOX NO.	STATION	LOCATION	653.0135 PULL BOXES STEEL 24X36-INCH EACH	*653.0140 PULL BOXES STEEL 24X42-INCH EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	PB-1	36+56 NB	46.5' RT	---	1
		PB-2	36+22 NB	46.5' RT	---	1
		PB-3	36+24 NB	22.4' LT	---	1
		PB-4	36+27 NB	71.1' LT	---	1
		PB-5	37+26 NB	71.4' LT	1	---
		PB-6	37+91 NB	71.0' LT	---	1
		PB-7	37+93 NB	5.0' LT	---	1
		PB-8	37+93 NB	47.1' RT	---	1
		PB-9	37+53 NB	63.2' RT	---	1
		PB-10	36+77 NB	61.8' RT	---	1
		PB-11	34+00 NB	29.1' RT	1	---
		PB-12	40+28 NB	66.9' LT	1	---
		PB-13	38+09 NB	5.2' LT	1	---
		PB-14	37+43 NB	77.9' RT	1	---
				TOTALS	5	9

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	INTERSECTIONS	LOCATION FROM	LOCATION TO	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	CB-1	SB-1	---	---	110
		SB-1	HEAD 1	22	---	---
		SB-1	HEAD 9	22	---	---
		CB-1	SB-2	---	---	260
		SB-2	HEAD 5	41	---	---
		SB-2	HEAD 6	53	---	---
		SB-2	HEAD 8	69	---	---
		CB-1	SB-3	375	---	---
		SB-3	HEAD 12	19	---	---
		CB-1	SB-4	375	---	---
		SB-4	HEAD 11	19	---	---
		CB-1	SB-5	---	355	---
		SB-5	HEAD 4	19	---	---
		SB-5	82	12	---	---
		SB-5	BUTTON	6	---	---
		CB-1	SB-6	---	270	---
		SB-6	HEAD 7	22	---	---
		SB-6	BUTTON	6	---	---
		CB-1	SB-7	---	205	---
		SB-7	HEAD 2	44	---	---
		SB-7	HEAD 3	56	---	---
		SB-7	81	12	---	---
		SB-7	BUTTON	6	---	---
		CB-1	SB-8	155	---	---
		SB-8	62	12	---	---
		SB-8	BUTTON	6	---	---
		CB-1	SB-9	145	---	---
		SB-9	HEAD 10	19	---	---
		CB-1	SB-10	48	---	---
		SB-10	61	12	---	---
		SB-10	BUTTON	6	---	---
			TOTALS	1,581	830	370

ELECTRICAL WIRE, LIGHTING (LUMINAIRES)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	CB-1	SB-1	115	---
			POLE	---	135
		SB-1	SB-2	210	---
			POLE	---	135
		CB-1	SB-10	51	---
			POLE	---	135
		SB-10	SB-7	200	---
			POLE	---	135
		CB-1	SB-9	145	---
			POLE	---	135
		SB-9	SB-5	245	---
			POLE	---	135
			TOTALS	966	810

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL EQUIPMENT GROUNDING AND GROUNDED CONDUCTORS

CATEGORY	INTERSECTION	LOCATION FROM	LOCATION TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (WHITE) LF
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	CB-1	SB-1	115	115
		SB-1	SB-2	210	210
		SB-2	SB-3	165	165
		SB-3	SB-4	52	52
		SB-4	SB-5	130	130
		SB-5	SB-6	125	125
		SB-6	SB-7	110	110
		SB-7	SB-8	110	110
		SB-8	SB-9	47	47
		SB-9	SB-10	135	135
		SB-10	CB-1	51	51
		CB-1	PB-1	41	41
		SB-1	PB-2	39	39
		SB-2	PB-3	95	95
		SB-2	PB-4	31	---
		SB-3	PB-5	34	---
		SB-5	PB-6	31	---
		SB-6	PB-7	27	---
		SB-7	PB-8	31	---
		SB-9	PB-9	26	---
		SB-10	PB-10	28	---
			TOTALS	1,633	1,425
			ITEM TOTAL	3,058	

TRAFFIC SIGNAL BASES

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	657.0100 PEDESTAL BASES EACH	*657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	CB-1	36+65.9 NB	54.5'RT	--	--	--	1	---	--
		SB-1	36+38.9 NB	44.0'RT	--	1	--	---	---	1
		SB-2	36+35.4 NB	61.1'LT	--	--	1	---	---	--
		SB-3	37+15.9 NB	60.8'LT	1	--	--	---	1	--
		SB-4	37+36.7 NB	60.4'LT	1	--	--	---	1	--
		SB-5	37+84.0 NB	61.5'LT	--	1	--	---	---	1
		SB-6	37+84.7 NB	5.2'LT	1	--	--	---	1	--
		SB-7	37+85.2 NB	37.1'RT	--	--	1	---	---	--
		SB-8	37+59.8 NB	46.3'RT	1	--	--	---	1	--
		SB-9	37+47.0 NB	58.9'RT	--	1	--	---	---	1
		SB-10	36+77.9 NB	55.8'RT	--	1	--	---	---	1
				TOTALS	4	4	2	1	4	4

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL POLES

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	657.0315 POLES TYPE 4 EACH	657.0410 TRAFFIC SIGNAL STANDARDS ALUMINUM 9-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0709 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT EACH	SPV.0060.11 MONOTUBE POLES TYPE 13 EACH	SPV.0060.12 MONOTUBE ARMS 35-FT EACH	SPV.0060.13 MONOTUBE ARMS 45-FT EACH	SPV.0060.14 LUMINAIRE ARMS STEEL 12-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	659.1125 LUMINAIRES UTILITY LED C EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	SB-1	36+38.9 NB	44.0'RT	1	---	---	---	1	---	---	---	---	---	1
		SB-2	36+35.4 NB	61.1'LT	---	---	---	---	---	1	---	1	1	---	1
		SB-3	37+15.9 NB	60.8'LT	---	---	1	---	---	---	---	---	---	---	---
		SB-4	37+36.7 NB	60.4'LT	---	---	1	---	---	---	---	---	---	---	---
		SB-5	37+84.0 NB	61.5'LT	1	---	---	---	1	---	---	---	---	1	1
		SB-6	37+84.7 NB	5.2'LT	---	---	---	1	---	---	---	---	---	1	---
		SB-7	37+85.2 NB	37.1'RT	---	---	---	---	---	1	1	---	1	1	1
		SB-8	37+59.8 NB	46.3'RT	---	1	---	---	---	---	---	---	---	1	---
		SB-9	37+47.0 NB	58.9'RT	1	---	---	---	1	---	---	---	---	---	1
		SB-10	36+76.2 NB	55.8'RT	1	---	---	---	1	---	---	---	---	1	1
				TOTALS	4	1	2	1	4	2	1	1	2	5	6

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	INTERSECTION	BASE NO.	HEAD NO.	658.0110 TRAFFIC SIGNAL FACE 3-12 INCH VERTICAL EACH	658.0115 TRAFFIC SIGNAL FACE 4-12 INCH VERTICAL EACH	658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH EACH	658.0220 BACKPLATES SIGNAL FACE 4 SECTION 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH	658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	SB-1	1	1	---	1	---	---	---
			9	---	1	---	1	---	---
		SB-2	5	1	---	1	---	---	---
			6	1	---	1	---	---	---
			8	---	1	---	1	---	---
		SB-3	12	1	---	1	---	---	---
		SB-4	11	1	---	1	---	---	---
		SB-5	4	1	---	1	---	---	---
			82	---	---	---	---	1	1
		SB-6	7	---	1	---	1	---	---
		SB-7	2	1	---	1	---	---	---
			3	1	---	1	---	---	---
			81	---	---	---	---	1	1
		SB-8	62	---	---	---	---	1	1
		SB-9	10	1	---	1	---	---	---
		SB-10	61	---	---	---	---	1	1
			TOTALS	9	3	9	3	4	4

LED MODULE SUMMARY

CATEGORY	INTERSECTION	658.0600 LED MODULES 12-INCH RED BALL EACH	658.0605 LED MODULES 12-INCH YELLOW BALL EACH	658.0610 LED MODULES 12-INCH GREEN BALL EACH	658.0615 LED MODULES 12-INCH RED ARROW EACH	658.0620 LED MODULES 12-INCH YELLOW ARROW EACH	658.0625 LED MODULES 12-INCH GREEN ARROW EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	9	9	9	3	6	3

TRAFFIC SIGNAL CONTROLLER, SIGNAL MOUNTING HARDWARE

CATEGORY	LOCATION	658.5069.01 SIGNAL MOUNTING HARDWARE CTH H (INTERCHANGE N) & E. GENEVA SQUARE LS	SPV.0060.04 TRAFFIC SIGNAL CONTROL CABINET EACH
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	1	1

EVP DETECTION SUMMARY

CATEGORY	LOCATION	SPV.0105.04 SALVAGE AND REPLACE EVP DETECTION LS	FOR INFORMATION ONLY EVP DETECTOR CABLE LF
0020	CTH H (INTERCHANGE N) & E. GENEVA SQUARE	1	535

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\030303_mq.dgn PLOT DATE : 4/28/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 43

3

EQUIPMENT GROUNDING CONDUCTORS

CATEGORY	LOCATION FROM	LOCATION TO	*655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF
0030	L64-HS	CHS3	58
	CHS3	DHS4	73
	DHS4	CHS5/DHS5	319
	CHS5/DHS5	AHS4/BHN6	153
	AHS4/BHN6	DHS6	118
	DHS6	CHS6	28
	AHS4/BHN6	AHS5	118
	AHS5	BHS5	28
	CHS3	AHS2	150
	AHS2	CHS4	93
	CHS4	AHS3	113
	L64-HS	CHS1	98
	CHS1	AHS1/BHS3	238
	AHS1/BHS3	CHS2/DHS3	146
	CHS1	BHS1	143
	BHS1	DHS1	98
	DHS1	DHS2/BHS2	241
	L64-HN	AHN1	116
	AHN1	CHN2/DHN1	234
	CHN2/DHN1	AHN2/BHN1	156
	AHN2/BHN1	BHN2	100
	BHN2	AHN3	30
	AHN2/BHN1	DHN2	120
	DHN2	CHN3	35
	AHN1	CHN4	186
	CHN4	DHN3	118
	DHN3	CHN5	98
	L64-HN	CHN1	1228
	CHN1	CHN6	148
	CHN6	AHN4	108
	AHN4	AHN5/BHN3	246
	AHN5/BHN3	BHN4/AHN6	176
	CHN1	CHN1	226
	CHN1	DHN5/BHN6	151
	TOTAL		5,690

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONDUIT RIGID NONMETALIC SCHEDULE 40

CATEGORY	LOCATION FROM	LOCATION TO	*652.0225 2-INCH LF	*652.0235 3-INCH LF
0030	DHS2/BHS2	PB-1	160	---
	PB-1	PB-2	---	60
	PB-2	DHS1	25	---
	PB-2	BHS1	70	---
	BHS1	PB-3	25	---
	PB-3	PB-4	---	40
	PB-4	AHS1/BHS3	140	---
	AHS1/BHS3	CHS2/DHS3	140	---
	PB-4	PB-5	---	60
	PB-5	CHS1	35	---
	PB-5	L64-HS	60	---
	L64-HS	PB-6	40	---
	PB-6	CHS3	5	---
	PB-6	DHS4	70	---
	PB-6	PB-7	---	55
	PB-7	PB-8	---	60
	PB-8	AHS2	20	---
	PB-8	CHS4	70	---
	CHS4	AHS3	120	---
	PB-7	CHS5/DHS5	195	---
	CHS5/DHS5	AHS4/BHS4	150	---
	AHS4/BHS4	PB-9	85	---
	PB-9	AHS5	35	---
	AHS5	BHS5	30	---
	PB-9	DHS6	35	---
	DHS6	CHS6	30	---
	CHN3	DHN2	35	---
	DHN2	PB-10	35	---
	AHN3	BHN2	35	---
	BHN2	PB-10	35	---
	PB-10	AHN2/BHN1	50	---
	AHN2/BHN1	CHN2/DHN1	170	---
	CHN2/DHN1	PB-11	140	---
	PB-11	PB-12	---	50
	PB-12	CHN4	25	---
	CHN4	DHN3	80	---
	DHN3	CHN5	95	---
	PB-11	PB-13	---	65
	PB-13	AHN1	35	---
	PB-13	L64-HN	95	---
	L64-HN	PB-14	20	---
	PB-14	CHN1	15	---
	PB-14	PB-15	---	45
	PB-15	BHN5/DHN4	160	---
	BHN5/DHN4	DHN5/BHN6	145	---
	PB-15	PB-16	---	45
	PB-16	CHN6	40	---
	PB-16	PB-17	60	---
	PB-17	AHN4	10	---
	PB-17	PB-18	---	60
	PB-18	AHN5/BHN3	150	---
	AHN5/BHN3	BHN4/AHN6	170	---
		TOTALS	3,140	540

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING ELECTRICAL WIRE

CATEGORY	LOCATION FROM	LOCATION TO	*655.0620 ELECTRICAL WIRE LIGHTING 8 AWG LF
0030	L64-HS	AHS1/BHS3	540
	L64-HS	AHS2	432
	AHS2	AHS3	438
	L64-HS	AHS4/BHS4	950
	AHS4/BHS4	AHS5	132
	L64-HS	AHS1/BHS3	270
	L64-HS	BHS1	402
	BHS1	DHS2/BHS2	610
	L64-HS	AHS4/BHS4	475
	AHS4/BHS4	BHS5	182
	L64-HS	CHS1	208
	CHS1	CHS2/DHS3	385
	L64-HS	CHS3	148
	CHS3	CHS4	422
	L64-HS	CHS5/DHS5	325
	CHS5/DHS5	CHS6	570
	L64-HS	DHS4	278
	DHS4	CHS5/DHS5	670
	CHS5/DHS5	DHS6	520
	L64-HS	CHS2/DHS3	820
	L64-HS	DHS1	542
	DHS1	DHS2/BHS2	260
	L64-HN	AHN1	318
	AHN1	AHN2/BHN1	435
	AHN2/BHN1	AHN3	200
	L64-HN	AHN4	454
	AHN4	AHN5/BHN3	235
	AHN5/BHN3	BHN4/AHN6	346
	L64-HN	AHN2/BHN1	1030
	AHN2/BHN1	BHN2	142
	L64-HN	BHN5/DHN4	418
	BHN5/DHN4	DHN5/BHN6	296
	L64-HN	AHN5/BHN3	866
	AHN5/BHN3	BHN4/AHN6	173
	L64-HN	CHN4	552
	CHN4	CHN5	356
	CHN5	CHN2/DHN1	240
	CHN2/DHN1	CHN3	532
	L64-HN	CHN1	128
	CHN1	CHN6	332
	L64-HN	CHN2/DHN1	690
	CHN2/DHN1	DHN2	482
	L64-HN	DHN3	712
	L64-HN	BHN5/DHN4	209
	BHN5/DHN4	DHN5/BHN6	148
		TOTAL	18,873

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

CATEGORY	STATION	LOCATION	SEQUENCE ID	*655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	654.0105 CONCRETE BASES TYPE 5 EACH	657.0322 POLES TYPE 5- ALUMINUM EACH	*657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE 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	659.1120 LUMINAIRES UTILITY LED B EACH	659.1205 LUMINAIRES UNDERDECK LED A EACH
0030	41+64.6 NB	15.1' LT	DHS2/BHS2	252	1	1	1	2	---	2	---
	42+85.1 NB	33.7' RT	DHS1	252	1	1	1	---	1	1	---
	42+94.0 NB	85.4' LT	AHS3	153	1	1	1	---	1	1	---
	44+27.3 NB	114.1' LT	CHS4	153	1	1	1	---	1	1	---
	45+47.7 NB	56.6' LT	AHS2	153	1	1	1	---	1	1	---
	44+80.4 NB	32.2' RT	CHS3	153	1	1	1	---	1	1	---
	43+57.8 NB	74.2' RT	BHS1	153	1	1	1	---	1	1	---
	44+67.8 NB	91.4' RT	CHS1	153	1	1	1	---	1	1	---
	346+38.6 B	19.4' RT	AHS1/BHS3	252	1	1	1	2	---	2	---
	347+80.4 B	28.1' RT	CHS2/DHS3	252	1	1	1	2	---	2	---
	45+50.7 NB	29.5' RT	DHS4	153	1	1	1	---	1	1	---
	46+87.3 NB	9.9' LT	CHS5/DHS5	252	1	1	1	2	---	2	---
	48+33.1 NB	14.6' LT	AHS4/BHS4	252	1	1	1	2	---	2	---
	51+37.0 NB	14.0' LT	AHN2/BHN1	153	1	1	1	---	1	1	---
	53+09.0 NB	7.7' LT	CHN2/DHN1	252	1	1	1	2	---	2	---
	54+25.0 NB	33.1' RT	AHN1	252	1	1	1	2	---	2	---
	54+93.7 NB	65.2' RT	CHN1	153	1	1	1	---	1	1	---
	657+27.0 C	12.7' RT	BHN5/DHN4	252	1	1	1	2	---	2	---
	658+84.6 C	27.8' RT	DHN5/BHN6	252	1	1	1	2	---	2	---
	55+86.4 NB	94.4' RT	CHN6	153	1	1	1	---	1	1	---
	56+18.0 NB	30.6' RT	AHN4	153	1	1	1	---	1	1	---
	54+35.8 NB	84.9' LT	CHN4	153	1	1	1	---	1	1	---
	55+67.2 NB	119.0' LT	DHN3	153	1	1	1	---	1	1	---
	56+84.2 NB	57.7' LT	CHN5	153	1	1	1	---	1	1	---
	57+82.0 NB	11.2' LT	AHN5/BHN3	252	1	1	1	2	---	2	---
	59+51.2 NB	19.0' LT	BHN4/AHN6	252	1	1	1	2	---	2	---
	49+37.7 NB	LT	AHS5	---	---	---	---	---	---	---	1
	49+67.5 NB	LT	BHS5	---	---	---	---	---	---	---	1
	49+38.0 NB	LT	DHS6	---	---	---	---	---	---	---	1
	49+68.1 NB	LT	CHS6	---	---	---	---	---	---	---	1
	50+33.8 NB	LT	CHN3	---	---	---	---	---	---	---	1
	50+67.1 NB	LT	DHN2	---	---	---	---	---	---	---	1
	50+33.4 NB	LT	AHN3	---	---	---	---	---	---	---	1
	50+66.3 NB	LT	BHN2	---	---	---	---	---	---	---	1
TOTALS				5,166	26	26	26	22	15	37	8

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING PULL BOX SUMMARY

CATEGORY	PULL BOX NO.	STATION	LOCATION	*653.0140 PULL BOXES STEEL 24X42-INCH EACH
0030	PB-1	43+06.0 NB	26.0' LT	1
	PB-2	43+18.8 NB	33.9' RT	1
	PB-3	43+69.9 NB	91.8' RT	1
	PB-4	44+10.1 NB	68.0' RT	1
	PB-5	44+66.6 NB	60.0' RT	1
	PB-6	44+86.3 NB	31.7' RT	1
	PB-7	44+96.1 NB	21.9' LT	1
	PB-8	45+30.5 NB	69.7' LT	1
	PB-9	49+20.0 NB	15.0' LT	1
	PB-10	50+87.0 NB	14.8' LT	1
	PB-11	54+46.3 NB	18.7' LT	1
	PB-12	54+22.7 NB	68.7' LT	1
	PB-13	655+39.6 C	109.39' RT	1
	PB-14	55+01.0 NB	76.0' RT	1
	PB-15	55+44.0 NB	65.5' RT	1
	PB-16	55+89.4 NB	65.9' RT	1
	PB-17	56+26.0 NB	30.2' RT	1
	PB-18	56+33.2 NB	27.1' LT	1
			TOTAL	18

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS

CATEGORY	PROJECT	*650.8500.01 LS
0030	3190-00-70	0.75

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING SYSTEM ITEMS

CATEGORY	CABINET NO.	STATION	LOCATION	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	655.0640 ELECTRICAL WIRE LIGHTING 1 AWG LF	SPV.0105.05 LIGHTING SYSTEM INTEGRATOR LS	SPV.0105.06 LIGHTING SYSTEM SURVEY LS
0030	L64-HS	344+86.4 B	59.8' LT	1	1	18	0.5	0.5
	L64-HN	655+88.70 C	76.1' RT	1	1	18	0.5	0.5
			TOTALS	2	2	36	1	1

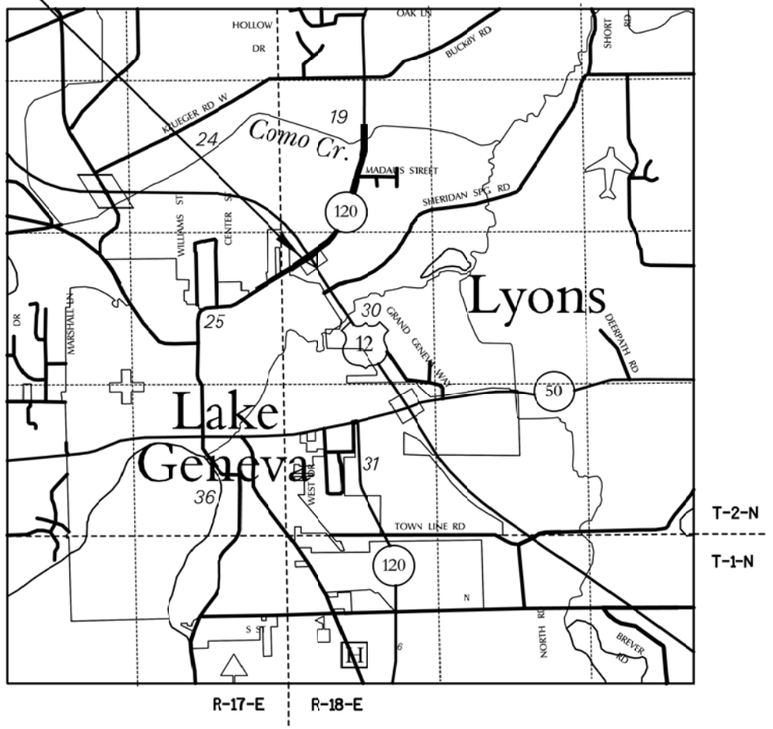
CITY OF LAKE GENEVA SANITARY SEWER AND WATER MAIN SUMMARY

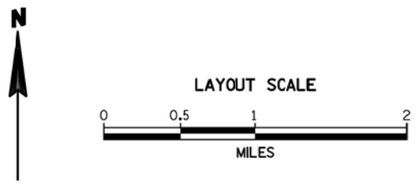
CATEGORY	STATION	LOCATION	SPV.0060.07 ADJUST WATER VALVE BOX EACH	SPV.0060.08 REPLACE CASTING & ADJUST SANITARY MANHOLE EACH	SPV.0060.09 REPLACE CASTING & RECONSTRUCT SANITARY MANHOLE EACH
0070	35+04 NB	LT	---	1	---
	35+04 NB	RT	---	---	1
	37+02 NB	RT	1	---	---
		TOTALS	1	1	1



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 3190-00-20
LAKE GENEVA TO EAST TROY ROAD
(USH 12 TO N SIDE OF COMO CREEK BRDG)
STH 120
WALWORTH COUNTY

PROJECT LOCATION





LAYOUT SCALE

0 0.5 1 2

MILES

NOTES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 3190-00-20.

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR STH 120 ESTABLISHED FROM PREVIOUS PROJECTS T 064-1(3), T 04-1(21), 319C-5-21, PLAT OF LYONS INDUSTRIAL PARK, CSM 1100, CSM 4159, CSM 4413, CSM 2512, CSM 1625, CSM 2309, SHOWBOAT OF LYONS CONDOMINIUM PLAT, AND FARRIS HANSEN & ASSOCIATES PLAT OF SURVEY 6886.13.

EXISTING HIGHWAY RIGHT-OF-WAY FOR MADAUS STREET ESTABLISHED FROM PLAT OF LYONS INDUSTRIAL PARK AND CSM 614.

EXISTING HIGHWAY RIGHT-OF-WAY FOR PRIVATE ROAD ESTABLISHED FROM CSM 614.

EXISTING ACCESS CONTROL ALONG STH 120 & CTH H (INTERCHANGE N) ESTABLISHED FROM PREVIOUS PROJECT T04-1(21).

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE LAND SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN WAUKESHA.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS AND INTERESTS REQUIRED.

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	REBAR	RBR
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
BUILDING	BLDG	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
HOUSE	H		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	△
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
FEE ACCUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4" REBAR UNLESS NOTED) IP
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN — SIGN
OFF-PREMISE SIGN — SIGN
R/W BOUNDARY POINT 203
TLE POINT TLE205
PLE AND HE POINT HE200

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	●	○
TELEPHONE POLE	⌀	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✱	✱

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

BRIDGE

PARCEL NUMBER 25
UTILITY NUMBER 40

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS

TPP NUMBER 3190-00-20 - 4.01
SHEET 2 OF 2

FILE NAME : S:\MAD\1000--1099\1089\417\Micros\TPP\040101_rt.dgn
PLOT DATE : 1/15/2016
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

3190-00-20-4.01

CAB D SLIDE 197

TRANSPORTATION PROJECT PLAT NO: 3190-00-20 - 4.01
AMENDMENT NO. 1

AMENDS UTILITY NO. 102 OF TRANSPORTATION PROJECT PLAT 3190-00-20-4.01 RECORDED AS DOCUMENT 919951.

THAT PART OF LOTS 1 AND 4 OF CERTIFIED SURVEY MAP 1100, AND OTHER LANDS IN THE SE¼ OF THE NE¼ OF SECTION 25, T2N, R17E, CITY OF LAKE GENEVA; ALSO PART OF THE SE¼ OF THE NE¼ OF SECTION 25, T2N, R17E, TOWN OF GENEVA, ALL IN WALWORTH COUNTY, WISCONSIN.

RELOCATION ORDER STH 120 WALWORTH COUNTY LAKE GENEVA - EAST TROY ROAD (USH 12 TO N SIDE OF COMO CREEK BRDG.)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3190-00-20-4.01 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) Heather Bartelt DATE 7/1/16
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) Robert L. Duffeck DATE 2/01/16
(PRINTED NAME) ROBERT L. DUFFECK PLS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOCUMENT 919951

THIS IS A COPY. ORIGINAL DOCUMENT IS AT THE WALWORTH COUNTY REGISTER OF DEEDS.

Doc # 919951
Recorded
February 05, 2016 11:33 AM
DONNA R PRUESS
REGISTER OF DEEDS
WALWORTH COUNTY, WI
Fee Amount: $25.00
Total Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3190-00-20-4.01
AMENDMENT NO: 1

TLE COURSE TABLE		
COURSE	BEARING	LENGTH
RW1 - TLE1	N 88° 13' 32" W	231.43'
TLE1 - TLE2	S 69° 42' 35" W	62.55'
TLE2 - TLE3	S 62° 16' 15" W	97.81'
TLE3 - TLE4	S 52° 14' 19" W	10.52'
TLE4 - RW102	N 31° 24' 44" W	7.80'
RW8 - TLE5	N 53° 24' 19" E	350.86'
TLE5 - TLE6	N 52° 07' 28" E	251.88'
TLE6 - TLE7	N 56° 11' 06" E	407.75'
TLE7 - PRW6	S 28° 30' 38" E	24.50'

R/W POINT STATION & OFFSET TABLE		
PRW1	32+65.04 NB	-50.46'
PRW2	34+45.00 NB	-63.00'
PRW3	36+00.00 NB	-69.83'
PRW4	37+50.00 NB	-95.00'
PRW5	39+00.00 NB	-115.00'
PRW6	39+50.00 NB	-100.50'
RW1	41+30.45 NB	223.19'
RW2	38+84.21 NB	87.91'
RW3	35+19.94 NE	77.75'
RW4	34+10.57 NE	81.61'
RW5	34+10.53 NE	51.73'
RW6	32+68.87 NB	49.54'
RW7	29+50.00 NB	49.54'
RW8	29+50.00 NB	-50.46'
RW9	40+10.93 NE	-100.13'
RW30	41+25.83 NE	-142.31'
RW31	42+23.06 NB	-135.80'
RW32	42+69.45 NB	-113.69'
RW33	42+69.87 NB	-113.91'
RW102	37+39.32 NB	83.36'

TLE POINT STATION & OFFSET TABLE		
TLE1	39+13.33 NB	105.00'
TLE2	38+50.00 NB	95.00'
TLE3	37+50.00 NB	90.00'
TLE4	37+39.30 NB	91.16'
TLE5	33+00.00 NB	-75.00'
TLE6	35+50.00 NB	-105.00'
TLE7	39+50.00 NB	-125.00'

P.I. = 34+16.01 NB
Y = 341,575.98
X = 794,104.78
DELTA = 3° 16' 04" (RT)
D = 7° 29' 23"
T = 21.82'
L = 43.63'
R = 765.00'
P.C. = 33+94.19 NB
P.T. = 34+37.82 NB

P.I. = 35+32.87 NB
Y = 341,633.21
X = 794,206.68
DELTA = 2° 54' 02" (LT)
D = 7° 29' 23"
T = 19.37'
L = 38.73'
R = 765.00'
P.C. = 35+13.50 NB
P.T. = 35+52.23 NB

P.I. = 38+35.55 NB
Y = 341,794.58
X = 794,462.76
DELTA = 4° 07' 59" (RT)
D = 1° 25' 57"
T = 144.34'
L = 288.55'
R = 4,000.00'
P.C. = 36+91.21 NB
P.T. = 39+79.76 NB

CITY OF LAKE GENEVA

TOWN OF GENEVA

SE-NE SEC 25

NE-NE SEC 25

SW-NW SEC 30

INTERCHANGE N

CTH H

FRONTAGE ROAD (CITY OF LAKE GENEVA)

E. GENEVA SQUARE (PRIVATE ROAD)

FOUND BRASS CAP
Y= 343,308.74
X= 794,820.46

FOUND STONE MONUMENT
Y= 340,674.96
X= 794,809.75

STA. 42+43.62 NB

DETAIL 1

CURVE 1 (RW2 - RW3)
R = 5639.65'
L = 363.62'
LC = 363.55'
LCB = S 60° 13' 14" W

CURVE 2 (RW32 - RW33)
R = 11339.17'
L = 0.81'
LC = 0.81'
LCB = N 61° 31' 34" E

(100) ALLIANT ENERGY - ELECTRIC
PARCELS 1 & 2 - NO RECORDED EASEMENT

(101) CITY OF LAKE GENEVA
STORM SEWER EASEMENT
DOC.696320 - PARCEL 2

(102) AT&T WISCONSIN
PARCEL 3 - NO RECORDED EASEMENT

(103) LAKE GENEVA UTILITY COMMISSION - WATER
PARCEL 3 - NO RECORDED EASEMENT

LOT 1 C.S.M. 4413 DOC.831590 V.28, P.307-309

LOT 2 C.S.M. 4159 V. 25, P. 163

LOT 2 CSM 4413

LOT 1 C.S.M. 1100 V. 5, P. 108

LOT 4 CSM 1100 DOC.65264 V.5, P.108

EXISTING ACCESS CONTROL ALONG CTH H (INTERCHANGE N) ESTABLISHED FROM PREVIOUS PROJECT T04-1 (21).

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

HWY	BASIS OF EXIST. R/W
CTH H INTERCHANGE N	PROJECTS: T 064-1 (13), T 04-1 (21), CSM 1100, CSM 4159, CSM 4413, FARRIS HANSEN & ASSOCIATES PLAT OF SURVEY 6886.13
E. GENEVA SQUARE	CSM 1100 AND DEED DOC. 221896, V.542, P.433
FRONTAGE ROAD	DEED DOC. 221896, V.542, P.433 DEED DOC. 215256, V.528, P.149

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	R/W S.F. REQUIRED EXISTING	R/W S.F. REQUIRED TOTAL	TLE S.F.	PLE S.F.
1	PETROS REAL ESTATE HOLDINGS, LLC.	FEE, TLE	61	---	61	4595	---
2	3MK LLC.	FEE, TLE	5138	---	5138	14844	---
3	LAKE GENEVA INVESTORS, LLC.	TLE	---	---	---	1309	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
101	CITY OF LAKE GENEVA - STORM SEWER	RELEASE OF RIGHTS
102	AT&T WISCONSIN - COMMUNICATIONS	RELEASE OF RIGHTS
103	LAKE GENEVA UTILITY COMMISSION - WATER	RELEASE OF RIGHTS

SCALE, FEET
0 50 100

PROJECT LOCATION

SHEET LOCATION

LAYOUT SCALE 0 1 MI.

FILE NAME : S:\MAD\1000--1099\1089\417\Micros\TPP\040101_rp amendment1.cgn
PLOT DATE : 7/1/2016
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
CONST. 3190-00-70 STH 120 R/W 3190-00-20-4.01 AMENDMENT NO. 1

CAB D Slide 199

R/W COURSE TABLE			
COURSE	BEARING		LENGTH
PRW7 - TLE8	S	89° 35' 18" E	31.33'
TLE8 - TLE9	S	17° 10' 34" W	50.87'
TLE9 - TLE10	S	85° 22' 29" W	107.70'
TLE10 - TLE11	S	16° 55' 55" W	670.44'
TLE11 - TLE12	S	14° 52' 02" W	361.34'
TLE12 - RW11	N	68° 53' 40" W	13.51'

R/W POINT STATION & OFFSET TABLE		
PRW7	11+63.04 M	33.00'
PRW8	139+30.00 NB	85.76'
PRW9	140+43.17 NB	95.00'
RW10	74+32.23 NB	69.96'
RW11	70+50.00 NB	86.49'
RW12	70+50.00 NB	-175.44'
RW13	74+41.28 NB	-104.81'
RW14	140+00.16 NB	-61.80'
RW15	140+40.32 NB	49.69'
RW16	10+90.77 M	-30.22'

TLE POINT STATION & OFFSET TABLE			
TLE8	11+94.38 M		33.00'
TLE9	11+79.70 M		81.71'
TLE10	139+15.00 NB		100.00'
TLE11	74+00.00 NB		85.00'
TLE12	70+50.00 NB		100.00'

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI53715
(608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3190-00-20-4.02 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 6/30/16
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 2/22/16
(PRINTED NAME) ROBERT L. DUFFECK

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN WALWORTH COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 919951.

Doc # 920792
Recorded
February 25, 2016 11:24 AM
DONNA R PRUESS
REGISTER OF DEEDS
WALWORTH COUNTY, WI
Fee Amount: $25.00
Total Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3190-00-20-4.02
AMENDMENT NO: 1

THIS IS A COPY. ORIGINAL DOCUMENT IS AT THE WALWORTH COUNTY REGISTER OF DEEDS.

SCALE, FEET
0 50 100
N

P.I. = 10+86.15 M
Y = 344,909.95
X = 797,177.79
DELTA = 16° 45' 52" (LT)
D = 16° 22' 13"
T = 51.57'
L = 102.41'
R = 350.00'
P.C. = 10+34.58 M
P.T. = 11+36.98 M

P.I. = 66+90.73 NB
Y = 344,477.84
X = 796,704.45
DELTA = 30° 45' 31" (LT)
D = 2° 14' 49"
T = 701.40'
L = 1,368.94'
R = 2,550.00'
P.C. = 59+89.34 NB
P.T. = 73+58.27 NB

P.I. = 75+27.92 NB
Y = 344,322.35
X = 796,917.81
DELTA = 1° 10' 30" (RT)

P.I. = 78+82.75 NB
Y = 344,664.51
X = 797,011.76
DELTA = 1° 49' 20" (RT)
D = 0° 30' 58"
T = 176.63'
L = 353.02'
R = 11,100.00'
P.C. = 77+06.22 NB
P.T. = 80+59.25 NB

EXISTING ACCESS CONTROL ALONG STH 120 ESTABLISHED FROM THE PLAT OF LYONS INDUSTRIAL PARK, AND SHOWBOAT OF LYONS CONDOMINIUM

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

HWY	BASIS OF EXIST. R/W
STH 120	PROJECTS: T 064-1 (13), T 04-1 (21) PLAT OF LYONS INDUSTRIAL PARK
MADAUS ROAD	PLAT OF LYONS INDUSTRIAL PARK CSM 614

(102) AT&T WISCONSIN
PARCELS 6, 7, 8 - BLANKET EASEMENT
DOC. 595842, V.654, P.172-173
PARCEL 5 - BLANKET EASEMENT
DOC. 190087, V.105, P.448

(104) WE ENERGIES - GAS
PARCELS 5, 6, 7, 8 - BLANKET EASEMENT
DOC. 566214, V.614, P.203-204

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.
5	SHOWBOAT OF LYONS CONDOMINIUM OWNER'S ASSOCIATION	TLE	---	---	---	6771	---
6	WEIS & PECK LLC.	TLE	---	---	---	3375	---
7	RJ AMANN PROPERTIES LLC.	TLE	---	---	---	3181	---
8	VENTURES INVESTMENTS LLC.	FEE, TLE	1743	---	1743	6863	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
102	AT&T WISCONSIN	RELEASE OF RIGHTS
104	WE ENERGIES - GAS	RELEASE OF RIGHTS

TRANSPORTATION PROJECT PLAT NO: 3190-00-20 - 4.02 AMENDMENT NO. 1

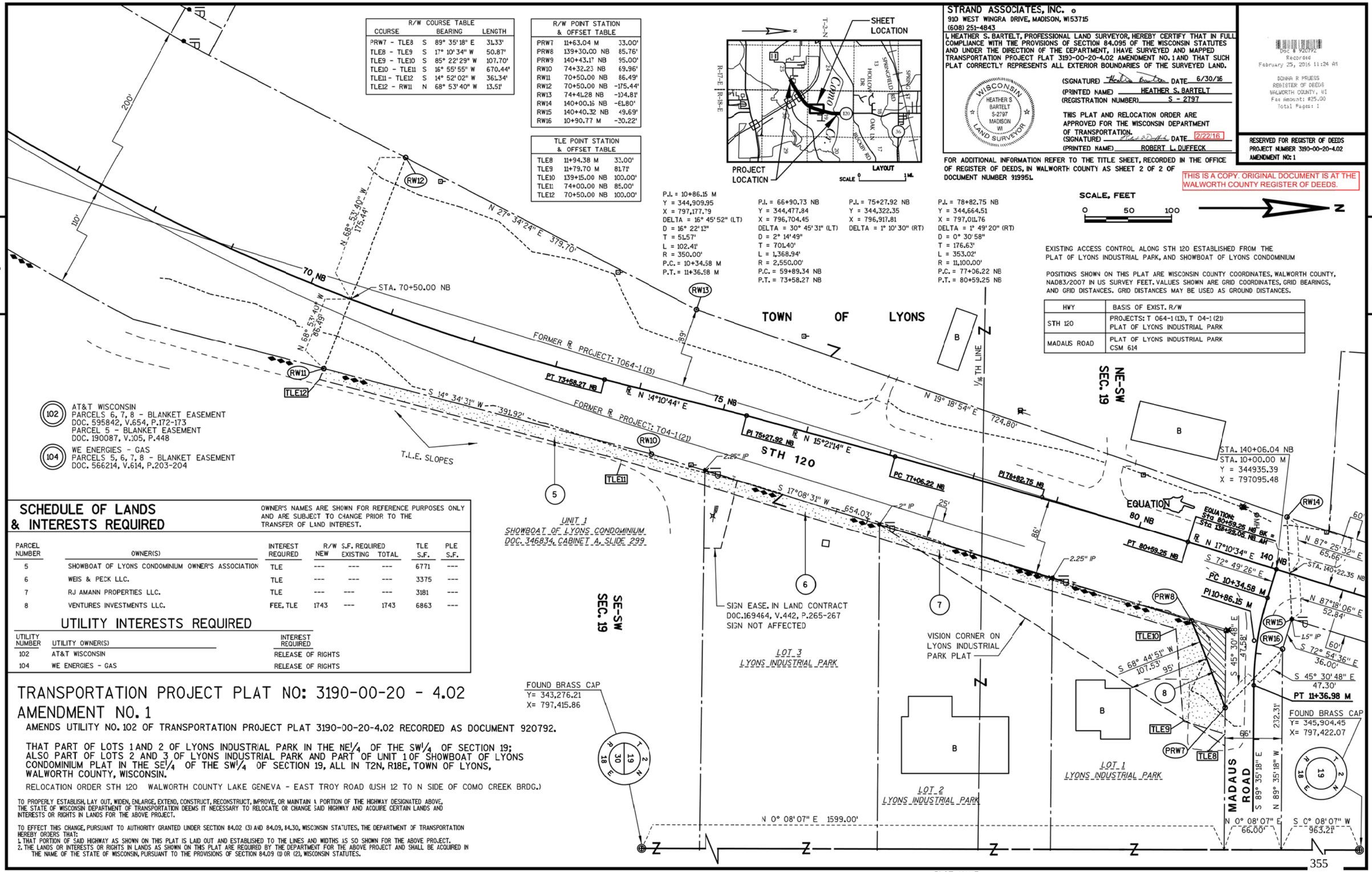
AMENDS UTILITY NO. 102 OF TRANSPORTATION PROJECT PLAT 3190-00-20-4.02 RECORDED AS DOCUMENT 920792.

THAT PART OF LOTS 1 AND 2 OF LYONS INDUSTRIAL PARK IN THE NE¼ OF THE SW¼ OF SECTION 19; ALSO PART OF LOTS 2 AND 3 OF LYONS INDUSTRIAL PARK AND PART OF UNIT 1 OF SHOWBOAT OF LYONS CONDOMINIUM PLAT IN THE SE¼ OF THE SW¼ OF SECTION 19, ALL IN T2N, R18E, TOWN OF LYONS, WALWORTH COUNTY, WISCONSIN.

RELOCATION ORDER STH 120 WALWORTH COUNTY LAKE GENEVA - EAST TROY ROAD (USH 12 TO N SIDE OF COMO CREEK BRDG.)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.



FILE NAME : S:\MAD\1000--1099\1089\417\Micros\TPP\040102_rp AMENDMENT1.cgn
PLOT DATE : 7/1/2016
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
CONST. 3190-00-70 STH 120 R/W 3190-00-20-4.02 AMENDMENT NO. 1

Cab D Slide 200

TRANSPORTATION PROJECT PLAT NO: 3190-00-20 - 4.03

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 614, AND PART OF LOT 1 OF CERTIFIED SURVEY MAP 485, AND PART OF LOT 1 OF CERTIFIED SURVEY MAP 4298, AND PART OF A PRIVATE ROAD AND OTHER LANDS IN THE NE¼ OF THE SW¼ OF SECTION 19, ALSO PART OF LOT 1 OF CERTIFIED SURVEY MAP 485 AND OTHER LANDS IN THE NW¼ OF THE SE¼ OF SECTION 19, ALL IN T2N, R18E, TOWN OF LYONS, WALWORTH COUNTY, WISCONSIN.

RELOCATION ORDER STH 120 WALWORTH COUNTY LAKE GENEVA - EAST TROY ROAD (USH 12 TO N SIDE OF COMO CREEK BRDG.)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

P.I. = 78+82.75 NB
Y = 344,664.51
X = 797,011.76
DELTA = 1° 49' 20" (RT)
D = 0° 30' 58"
T = 176.53'
L = 353.02'
R = 11,100.00'
P.C. = 71+06.22 NB
P.T. = 80+59.25 NB

P.I. = 151+21.54 NB
Y = 346,001.14
X = 791,424.90
DELTA = 16° 52' 08" (LT)
D = 2° 30' 00"
T = 339.84'
L = 674.76'
R = 2,291.83'
P.C. = 147+81.70 NB
P.T. = 154+56.46 NB

CURVE 1
R = 2232.01'
L = 69.65'
LC = 69.65'
LCB = N 12° 40' 53" E

CURVE 2
R = 2342.01'
L = 59.70'
LC = 59.70'
LCB = S 11° 59' 32" W

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

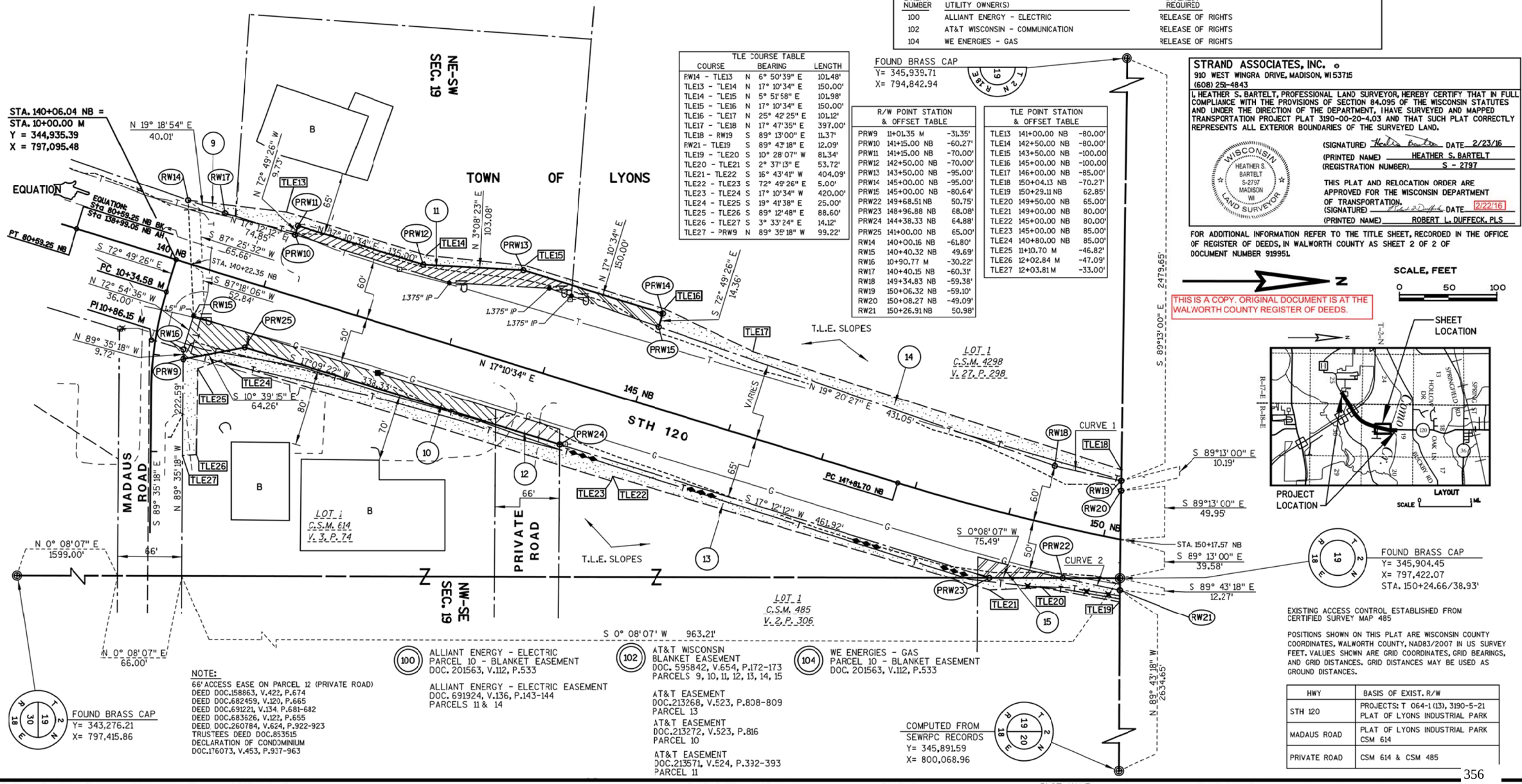
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.
9	WEIS & PECK LLC.	TLE	---	---	---	268	---
10	STIER RENTALS LLC.	FEE, TLE	5888	---	5888	7458	---
11	DIANE M MEYR TRUST	FEE, TLE	3604	---	3604	3415	---
12	ESTATE OF EVERETT J. & HELEN M. MADAUS	FEE, TLE	1036	---	1036	1386	---
13	THOMAS E WHITE	TLE	---	---	---	6424	---
14	TOWER VIEW MOBILE COURT INC.	FEE, TLE	1212	---	1212	6991	---
15	TIMOTHY MILBOCKER	FEE, TLE	887	---	887	1746	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
102	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
104	WE ENERGIES - GAS	RELEASE OF RIGHTS

Doc # 920195
Recorded
February 25, 2016 11:24 AM
DONNA R PRUESS
REGISTER OF DEEDS
WALWORTH COUNTY, WI
Fee Amount: $25.00
Total Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3190-00-20-4.03
AMENDMENT NO:



TLE COURSE TABLE			
COURSE		BEARING	LENGTH
RW14 - TLE13	N	6° 50'39" E	101.48'
TLE13 - TLE14	N	17° 10'34" E	150.00'
TLE14 - TLE15	N	5° 51'58" E	101.98'
TLE15 - TLE16	N	17° 10'34" E	150.00'
TLE16 - TLE17	N	25° 42'25" E	101.12'
TLE17 - TLE18	N	17° 47'35" E	397.00'
TLE18 - RW19	S	89° 13'00" E	11.37'
RW21 - TLE19	S	89° 43'18" E	12.09'
TLE19 - TLE20	S	10° 28'07" W	81.34'
TLE20 - TLE21	S	2° 37'13" E	53.72'
TLE21 - TLE22	S	16° 43'41" W	404.09'
TLE22 - TLE23	S	72° 49'26" E	5.00'
TLE23 - TLE24	S	17° 10'34" W	420.00'
TLE24 - TLE25	S	19° 41'38" E	25.00'
TLE25 - TLE26	S	89° 12'48" E	88.60'
TLE26 - TLE27	S	3° 33'24" E	14.12'
TLE27 - PRW9	N	89° 35'18" W	99.22'

R/W POINT STATION & OFFSET TABLE		
PRW9	11+01.35 M	-31.35'
PRW10	141+15.00 NB	-60.27'
PRW11	141+15.00 NB	-70.00'
PRW12	142+50.00 NB	-70.00'
PRW13	143+50.00 NB	-95.00'
PRW14	145+00.00 NB	-95.00'
PRW15	145+00.00 NB	-80.64'
PRW22	149+68.51 NB	50.75'
PRW23	148+96.88 NB	68.08'
PRW24	144+38.33 NB	64.88'
PRW25	141+00.00 NB	65.00'
RW14	140+00.16 NB	-61.80'
RW15	140+40.32 NB	49.69'
RW16	10+90.77 M	-30.22'
RW17	140+40.15 NB	-60.31'
RW18	149+34.83 NB	-59.38'
RW19	150+06.32 NB	-59.10'
RW20	150+08.27 NB	-49.09'
RW21	150+26.91 NB	50.98'

TLE POINT STATION & OFFSET TABLE		
TLE13	141+00.00 NB	-80.00'
TLE14	142+50.00 NB	-80.00'
TLE15	143+50.00 NB	-100.00'
TLE16	145+00.00 NB	-100.00'
TLE17	146+00.00 NB	-85.00'
TLE18	150+04.13 NB	-70.27'
TLE19	150+29.11 NB	62.85'
TLE20	149+50.00 NB	65.00'
TLE21	149+00.00 NB	80.00'
TLE22	145+00.00 NB	80.00'
TLE23	145+00.00 NB	85.00'
TLE24	140+80.00 NB	85.00'
TLE25	11+10.70 M	-46.82'
TLE26	12+02.84 M	-47.09'
TLE27	12+03.81 M	-33.00'

(100) ALLIANT ENERGY - ELECTRIC
PARCEL 10 - BLANKET EASEMENT
DOC. 201563, V.112, P.533

ALLIANT ENERGY - ELECTRIC EASEMENT
DOC. 691924, V.136, P.143-144
PARCELS 11 & 14

(102) AT&T WISCONSIN
BLANKET EASEMENT
DOC. 595842, V.654, P.172-173
PARCELS 9, 10, 11, 12, 13, 14, 15

AT&T EASEMENT
DOC.213268, V.523, P.808-809
PARCEL 13

AT&T EASEMENT
DOC.213272, V.523, P.816
PARCEL 10

AT&T EASEMENT
DOC.213571, V.524, P.392-393
PARCEL 11

(104) WE ENERGIES - GAS
PARCEL 10 - BLANKET EASEMENT
DOC. 201563, V.112, P.533

NOTE:
66' ACCESS EASE ON PARCEL 12 (PRIVATE ROAD)
DEED DOC.158863, V.422, P.674
DEED DOC.682459, V.120, P.665
DEED DOC.691221, V.134, P.681-682
DEED DOC.683526, V.122, P.655
DEED DOC.260784, V.624, P.922-923
TRUSTEES DEED DOC.853515
DECLARATION OF CONDOMINIUM
DOC.176073, V.453, P.937-963

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

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3190-00-20-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) Heather Bartelt DATE 2/23/16
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) Robert L Dufeck DATE 2/22/16
(PRINTED NAME) ROBERT L. DUFFECK, PLS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN WALWORTH COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 919951.

THIS IS A COPY. ORIGINAL DOCUMENT IS AT THE WALWORTH COUNTY REGISTER OF DEEDS.

SCALE, FEET
0 50 100

SHEET LOCATION

EXISTING ACCESS CONTROL ESTABLISHED FROM CERTIFIED SURVEY MAP 485

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

HWY	BASIS OF EXIST. R/W
STH 120	PROJECTS: T 064-1 (13), 3190-5-21 PLAT OF LYONS INDUSTRIAL PARK
MADAUS ROAD	PLAT OF LYONS INDUSTRIAL PARK CSM 614
PRIVATE ROAD	CSM 614 & CSM 485

Cab E Slide 1

TRANSPORTATION PROJECT PLAT NO: 3190-00-20 - 4.04

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 4298, AND PART OF LOT 1 OF CERTIFIED SURVEY MAP 1625 AND OTHER LANDS IN THE SE¼ OF THE NW¼ OF SECTION 19; ALSO PART OF THE SW¼ OF THE NE¼ OF SECTION 19, ALL IN T2N, R18E, TOWN OF LYONS, WALWORTH COUNTY, WISCONSIN.

RELOCATION ORDER STH 120 WALWORTH COUNTY LAKE GENEVA - EAST TROY ROAD (USH 12 TO N SIDE OF COMO CREEK BRDG.)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
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HWY	BASIS OF EXIST. R/W
STH 120	PROJECTS: T 064-1 (13), 3190-5-21

R/W COURSE TABLE		
COURSE	BEARING	LENGTH
RW19 - TLE18	N 89° 13' 00" W	11.37'
TLE18 - TLE28	N 17° 47' 35" E	44.83'
TLE28 - TLE29	N 12° 09' 39" E	97.35'
TLE29 - TLE30	N 3° 39' 00" E	341.67'
TLE30 - TLE31	N 0° 18' 26" E	500.00'
TLE31 - RW27	S 89° 41' 34" E	11.83'
RW28 - TLE32	S 89° 41' 34" E	3.17'
TLE32 - TLE33	S 0° 18' 26" W	300.00'
TLE33 - TLE34	N 89° 41' 34" W	2.72'
TLE34 - RW29	S 0° 13' 16" W	231.50'
RW29 - TLE35	S 5° 07' 50" E	70.29'
TLE35 - TLE36	S 0° 10' 57" W	102.84'
TLE36 - TLE37	S 6° 05' 37" W	154.23'
TLE37 - TLE19	S 10° 28' 07" W	124.27'
TLE19 - RW21	N 89° 43' 18" W	12.09'

R/W POINT STATION & OFFSET TABLE			
PRW16	154+19.69	NB	52.48'
PRW17	154+00.00	NB	55.00'
PRW18	153+00.00	NB	60.00'
PRW19	152+00.00	NB	60.00'
PRW20	151+61.45	NB	51.50'
RW19	150+06.32	NB	-59.10'
RW20	150+08.27	NB	-49.09'
RW21	150+26.91	NB	50.98'
RW26	154+66.35	NB	-47.37'
RW27	160+00.00	NB	-48.17'
RW28	160+00.00	NB	51.83'
RW29	154+66.50	NB	52.63'

TLE POINT STATION & OFFSET TABLE			
TLE18	150+04.13	NB	-70.27'
TLE19	150+29.11	NB	62.85'
TLE28	150+50.00	NB	-65.00'
TLE29	151+50.00	NB	-60.00'
TLE30	155+00.00	NB	-60.00'
TLE31	160+00.00	NB	-60.00'
TLE32	160+00.00	NB	55.00'
TLE33	157+00.00	NB	55.00'
TLE34	157+00.00	NB	52.28'
TLE35	154+00.00	NB	60.00'
TLE36	153+00.00	NB	65.00'
TLE37	151+50.00	NB	65.00'

STRAND ASSOCIATES, INC. ®
910 WEST WINGRA DRIVE, MADISON, WI53715
(608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 3190-00-20-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 2/15/16
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 2/22/16
(PRINTED NAME) ROBERT L. DUFFECK, PLS

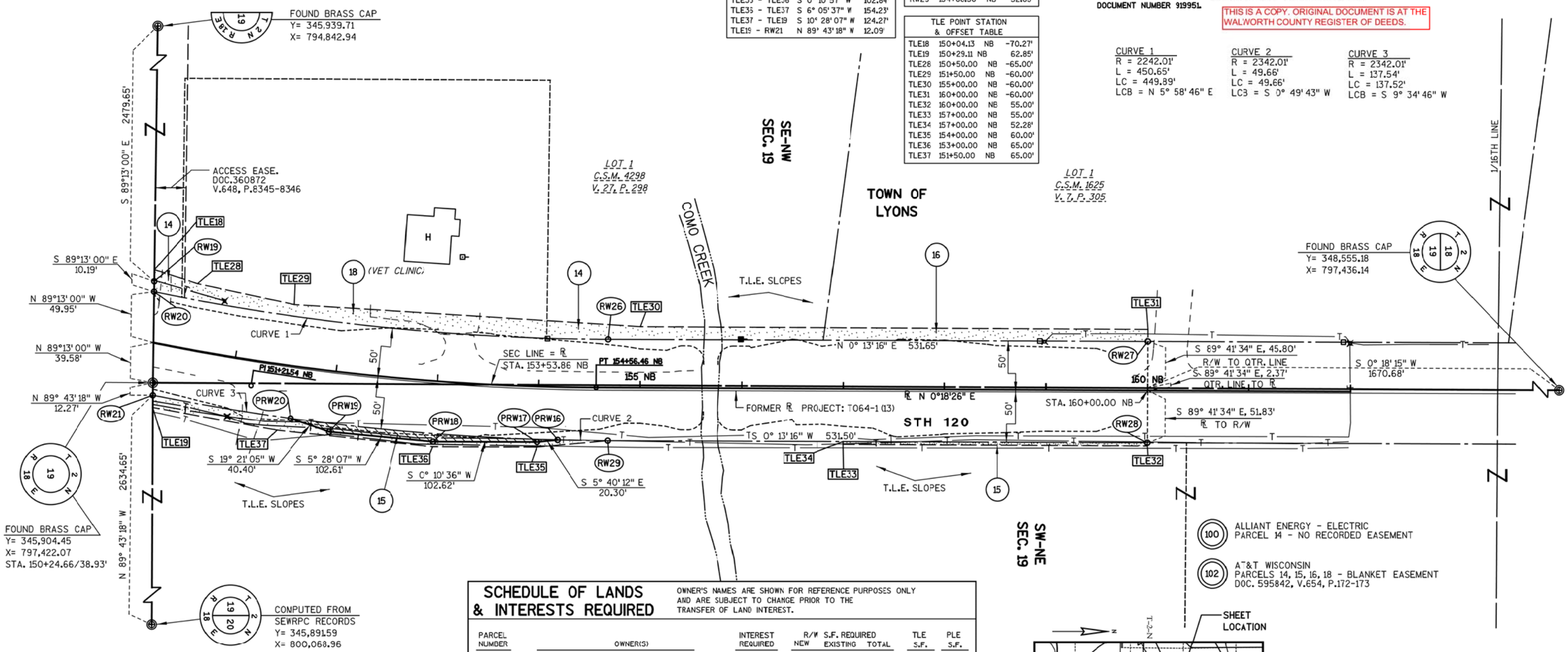
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN WALWORTH COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 919951.

THIS IS A COPY. ORIGINAL DOCUMENT IS AT THE WALWORTH COUNTY REGISTER OF DEEDS.

DOC # 920796
Recorded
February 25, 2016 11:24 AM
DONNA R PRUESS
REGISTER OF DEEDS
WALWORTH COUNTY, WI
Fee Amount: $25.00
Total Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3190-00-20-4.04
AMENDMENT NO:

CURVE 1	CURVE 2	CURVE 3
R = 2242.01'	R = 2342.01'	R = 2342.01'
L = 450.65'	L = 49.66'	L = 137.54'
LC = 449.89'	LC = 49.66'	LC = 137.52'
LCB = N 5° 58' 46" E	LCB = S 0° 49' 43" W	LCB = S 9° 34' 46" W



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.
14	TOWER VIEW MOBILE COURT, INC.	TLE	---	---	---	4199	---
15	TIMOTHY & THERESA MILBOCKER	FEE, TLE	1489	---	1489	4093	---
16	MT. ZION CHRISTIAN TEMPLE, INC.	TLE	---	---	---	3848	---
18	TOWER VIEW MOBILE COURT, INC.	TLE	---	---	---	5800	---

UTILITY & INTERESTS REQUIRED

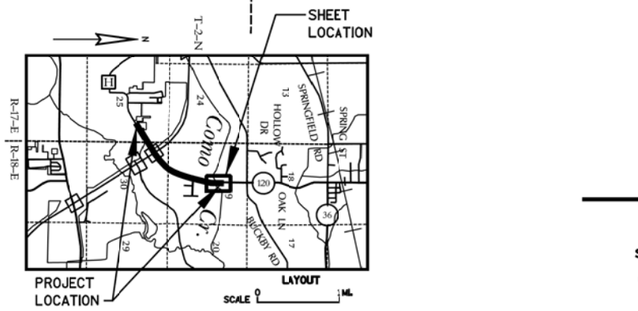
UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
102	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS

(100) ALLIANT ENERGY - ELECTRIC
PARCEL 14 - NO RECORDED EASEMENT

(102) AT&T WISCONSIN
PARCELS 14, 15, 16, 18 - BLANKET EASEMENT
DOC. 595842, V.654, P.172-173

P.I. = 151+21.54 NB
Y = 345,001.14
X = 797,424.90
DELTA = 16° 52' 08" (LT)
D = 2° 30' 00"
T = 339.84'
L = 674.76'
R = 2,291.83'
P.C. = 147+81.70 NB
P.T. = 154+56.46 NB

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WALWORTH COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.



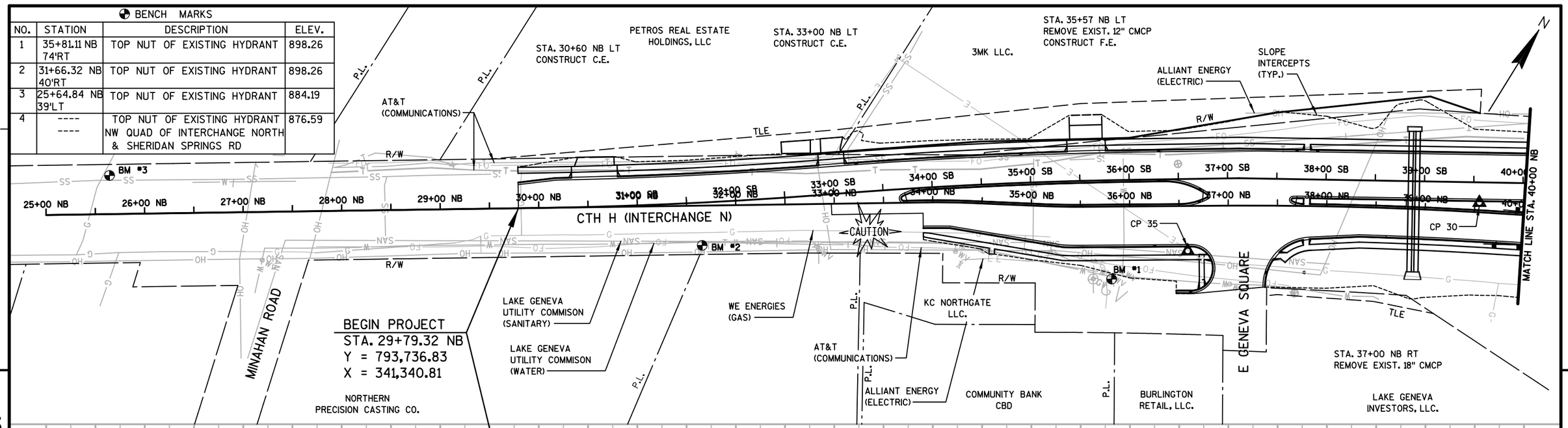
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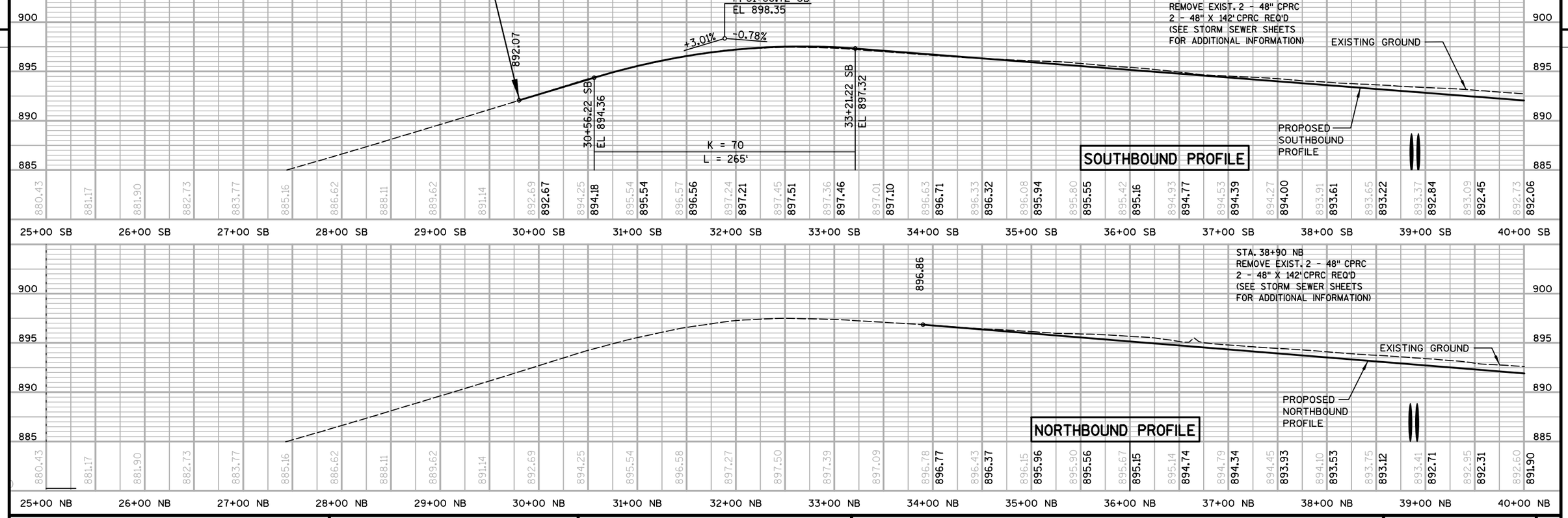
SCALE, FEET
0 50 100

FILE NAME : S:\MAD\1000--1099\1089\417\Micros\TPP\040104_rp.dgn PLOT DATE : 2/15/2016 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
CONST. 3190-00-70 STH 120 R/W 3190-00-20-4.04

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
1	35+81.11 NB 74'RT	TOP NUT OF EXISTING HYDRANT	898.26
2	31+66.32 NB 40'RT	TOP NUT OF EXISTING HYDRANT	898.26
3	25+64.84 NB 39'LT	TOP NUT OF EXISTING HYDRANT	884.19
4	---- ----	TOP NUT OF EXISTING HYDRANT NW QUAD OF INTERCHANGE NORTH & SHERIDAN SPRINGS RD	876.59





PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - MAINLINE	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\050101_pp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

STA. 44+78 AB1 LT
REMOVE EXIST. 36" CMCP
1 - 36" X 34' CPCS REQ'D
2 - 36" AECP REQ'D
CONSTRUCT C.E.

AT&T
(COMMUNICATIONS)

ALLIANT ENERGY
(ELECTRIC)

3MK LLC.

USH 12 EB

USH 12 WB

R/W

MATCH LINE 40+00 NB

MATCH LINE 54+00 NB

STH 120 SB / CTH H

STH 120 NB / CTH H

CP 20

CP 25

CP 15

SB-1

SB-2

SB-3

A RAMP

B RAMP

SLOPE
INTERCEPTS
(TYP.)

SB-X GEOTECHNICAL BORING

SOUTHBOUND PROFILE

PI 42+42.80 SB
EL 890.18

PI 42+74.80 SB
EL 889.90

PI 43+43.04 SB
EL 889.29

PI 44+78.65 SB
EL 887.65

PI 46+45.74 SB
EL 885.98

PI 46+95.00 SB
EL 885.49

PI 47+50.00 SB
EL 884.95

PI 48+05.00 SB
EL 885.34

PI 48+80.00 SB
EL 885.88

PI 49+50.00 SB
EL 886.38

PI 50+20.00 SB
EL 885.90

PI 52+35.00 SB
EL 884.41

PI 52+80.00 SB
EL 884.10

PI 53+25.00 SB
EL 884.39

K = 65
L = 110'

K = 100
L = 140'

K = 67
L = 90'

EXISTING GROUND

PROPOSED
SOUTHBOUND
PROFILE

STA. 47+90 SB
EXISTING 48" CPRC
TO REMAIN

-0.78% -0.87% -0.89% -1.21% -1.21% -1.00% -1.00% -0.99% -0.99% +0.71% +0.71% -0.69% -0.69% +0.65%

40+00 SB	41+00 SB	42+00 SB	43+00 SB	44+00 SB	45+00 SB	46+00 SB	47+00 SB	48+00 SB	49+00 SB	50+00 SB	51+00 SB	52+00 SB	53+00 SB	54+00 SB
892.73	892.06	892.34	891.67	891.97	891.29	891.62	890.90	891.36	890.51	891.10	890.12	890.62	889.67	890.27	889.21	890.23	888.60	889.84	888.00	889.38	887.44	888.86	886.94	888.61	886.44	888.36	885.94	886.10	885.45	886.79	885.18	887.54	885.31	887.37	885.66	886.76	886.00	885.91	886.13	885.84	886.01	885.32	885.69	885.68	885.34	885.81	885.00	885.72	884.65	885.56	884.32	885.35	884.28	885.14	884.56	884.88	884.88

NORTHBOUND PROFILE

PI 43+25.20 NB
EL 889.26

PI 44+72.97 NB
EL 887.32

PI 50+70.00 NB
EL 883.34

PI 51+50.00 NB
EL 882.81

PI 52+30.00 NB
EL 883.36

K = 118
L = 160'

EXISTING GROUND

PROPOSED
NORTHBOUND
PROFILE

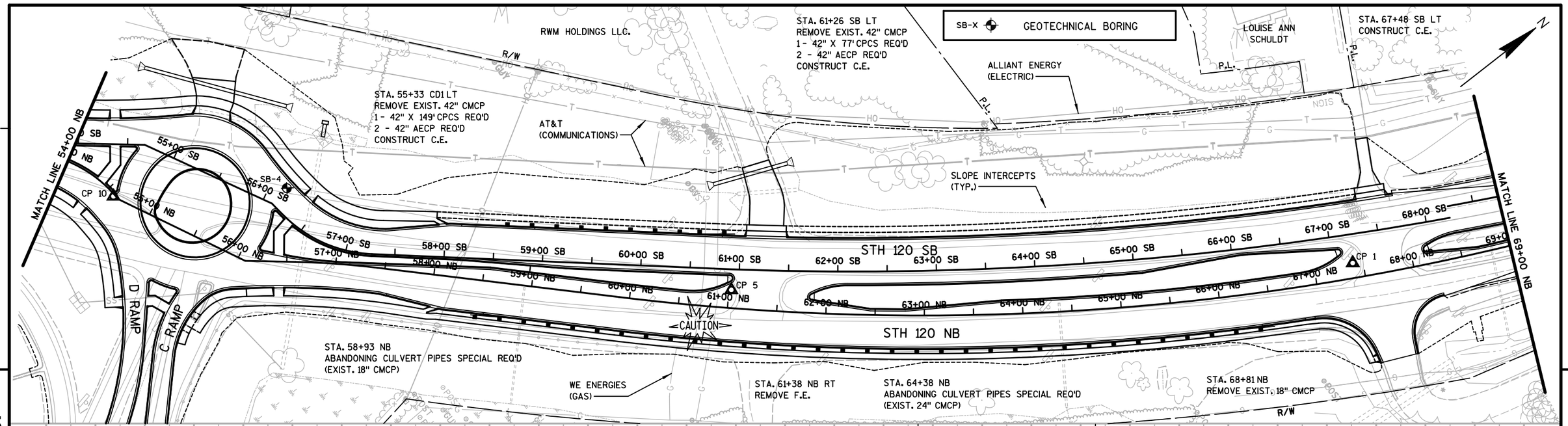
STA. 47+90 NB
EXISTING 48" CPRC
TO REMAIN

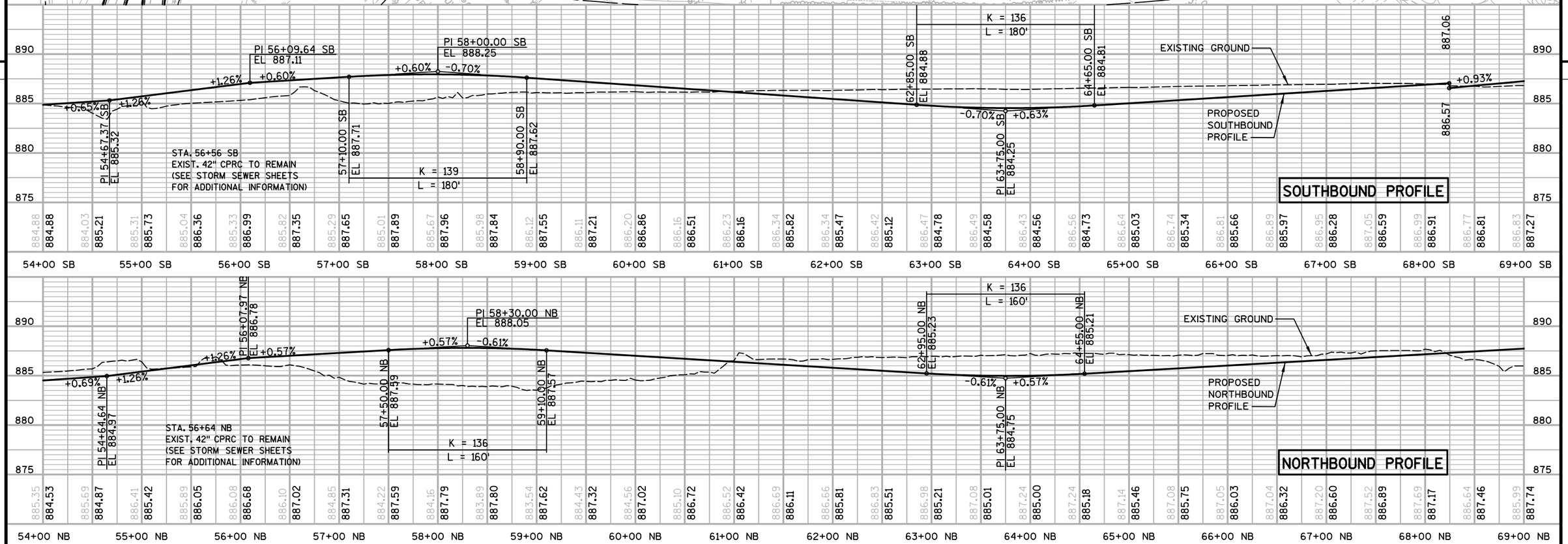
-0.81% -1.31% -1.31% -0.67% -0.67% +0.69%

40+00 NB	41+00 NB	42+00 NB	43+00 NB	44+00 NB	45+00 NB	46+00 NB	47+00 NB	48+00 NB	49+00 NB	50+00 NB	51+00 NB	52+00 NB	53+00 NB	54+00 NB
892.60	891.90	892.08	891.50	891.57	891.09	891.26	890.68	890.32	890.28	889.96	889.87	890.69	889.46	890.12	888.93	889.91	888.28	889.06	887.62	888.67	887.14	888.61	886.81	888.47	886.47	888.27	886.14	888.01	885.81	887.82	885.47	886.92	885.14	886.64	884.81	886.51	884.48	885.68	884.14	885.60	883.81	885.31	883.48	884.97	883.18	883.96	883.08	883.49	883.19	883.71	883.50	885.74	883.84	885.44	884.18	885.35	884.53

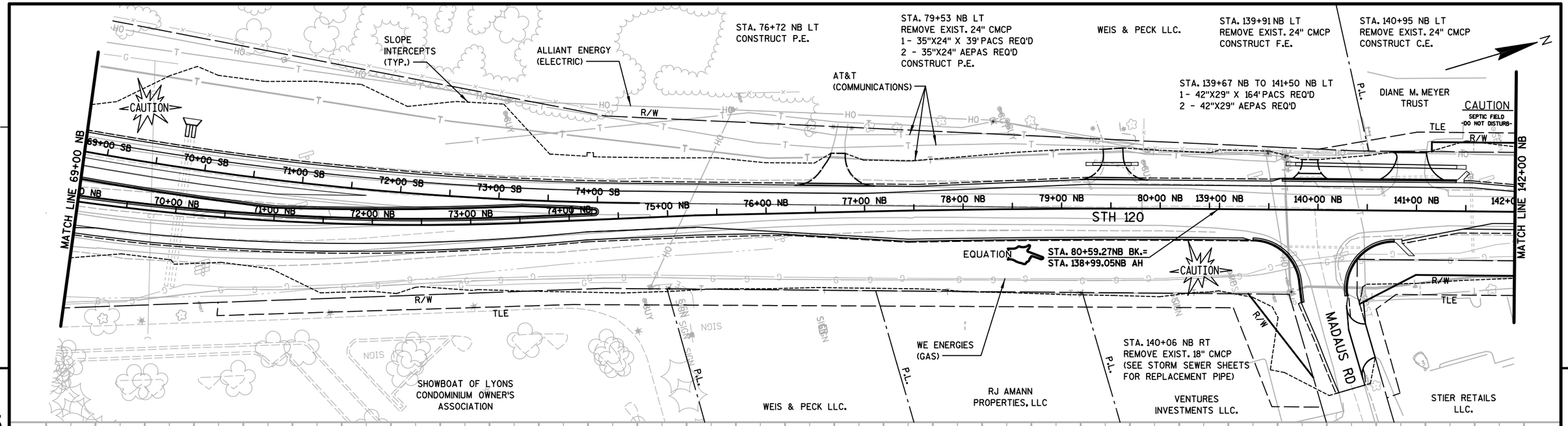
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - MAINLINE	SHEET	E

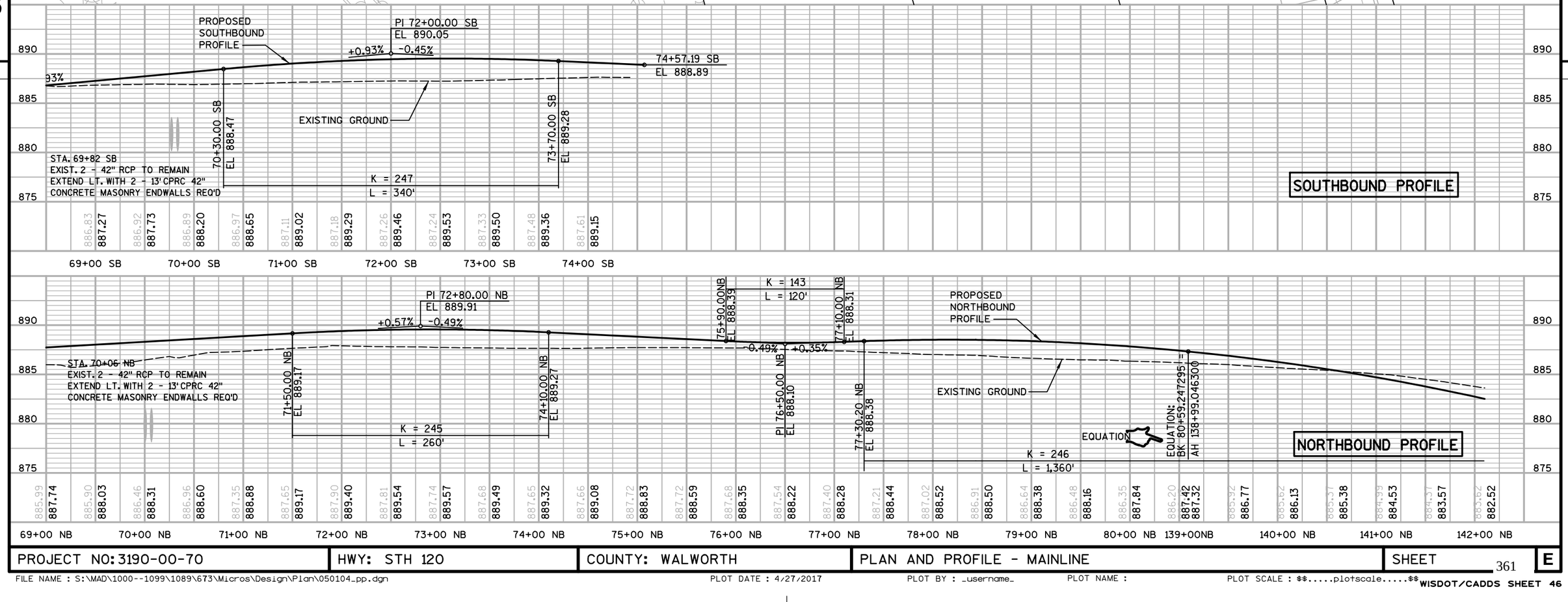
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - MAINLINE	SHEET 360 E





PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - MAINLINE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\050104_pp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

DIANE M. MEYER TRUST

ALLIANT ENERGY (ELECTRIC)

TOWER VIEW MOBILE COURT, INC.

N

STA. 150+21 NB LT
REMOVE EXIST. 18" CMCP
1 - 35"X24" X 30' PACS REQ'D
1 - 35"X24" X 28' PACS REQ'D
4 - 35"X24" AEPAS REQ'D
CONSTRUCT P.E.

STA. 149+18 NB LT
REMOVE EXIST. 18" CMCP
REMOVE F.E.

AT&T (COMMUNICATIONS)

P.L.

TLE

R/W

MATCH LINE 142+00 NB

143+00 NB | 144+00 NB | 145+00 NB | 146+00 NB | 147+00 NB | 148+00 NB | 149+00 NB | 150+00 NB | 151+00 NB

MATCH LINE 151+00 NB

STH 120

CAUTION

STA. 144+00 NB RT
REMOVE EXIST. 18" CMCP
1 - 28"X20" X 58' PACS REQ'D
1 - 28"X20" X 55' PACS REQ'D
4 - 28"X20" AEPAS REQ'D
CONSTRUCT C.E.

STIER RETAILS LLC.

WE ENERGIES (GAS)

AT&T (COMMUNICATIONS)

SLOPE INTERCEPTS (TYP.)

ESTATE OF EVERETT J. & HELEN M. MADAUS

THOMAS E. WHITE

TIMOTHY MILBOCKER

+0.35%

-5.17%

PI 142+50.00 NB
EL 890.75

EXISTING GROUND

PROPOSED NORTHBOUND PROFILE

149+30.00 NB
EL 855.58

150+37.50 NB
EL 850.02

K = 246
L = 1,360'

142+00 NB	143+00 NB	144+00 NB	145+00 NB	146+00 NB	147+00 NB	148+00 NB	149+00 NB	150+00 NB	151+00 NB
884.37	883.62	882.81	881.75	880.49	879.03	877.52	875.98	874.26	872.21
883.57	882.52	881.37	880.11	878.75	877.29	875.73	874.07	872.30	870.44
870.01	867.80	865.32	862.72	860.01	858.38	854.78	852.87	849.75	847.38
868.47	866.40	864.24	861.96	859.59	857.12	854.55	851.96	849.38	846.94

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - MAINLINE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\050105_pp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

STA. 153+17 NB LT
REMOVE EXIST. 18" CMCP
1 - 49"X33" X 65'PACS REQ'D
2 - 49"X33" AEPAS REQ'D
CONSTRUCT P.E.

TOWER VIEW MOBILE COURT, INC.

MT. ZION CHRISTIAN TEMPLE, INC.

N

P.L.

AT&T (COMMUNICATIONS)

ALLIANT ENERGY (ELECTRIC)

B-64-182

TLE

BM #6

BM #5

R/W

MATCH LINE 151+00 NB

151+00 NB 152+00 NB 153+00 NB 154+00 NB 155+00 NB 156+00 NB 157+00 NB 158+00 NB 159+00 NB 160+00 NB 161+00 NB 162+00 NB 163+00 NB 164+00 NB 165+00 NB 166+00 NB

STH 120

CAUTION

SLOPE INTERCEPTS (TYP.)

END PROJECT
STA. 159+80.00 NB

WE ENERGIES (GAS)

AT&T (COMMUNICATIONS)

COMO CREEK

STA. 151+24 NB RT
REMOVE EXIST. 18" CMCP
1 - 30" X 48'CPCS REQ'D
2 - 30" AECP REQ'D
CONSTRUCT F.E.

TIMOTHY MILBOCKER

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5	155+85.10 NB 20'LT	NW BRIDGE ABUTMENT	833.38
6	158+95.01 NB 47'LT	SPIKE IN POWER POLE	832.36

5

5

K = 136
L = 865'

159+02.50 NB
EL 832.81

STA. 155+69.54 NB
REMOVE STRUCTURE B-64-8
SINGLE SPAN CONCRETE DECK GIRDER
33' OVERALL LENGTH
34' OVERALL WIDTH

PROPOSED NB PROFILE

EXISTING GROUND

833.73

-5.17%

+1.19%

PI 154+70.00 NB
EL 827.66

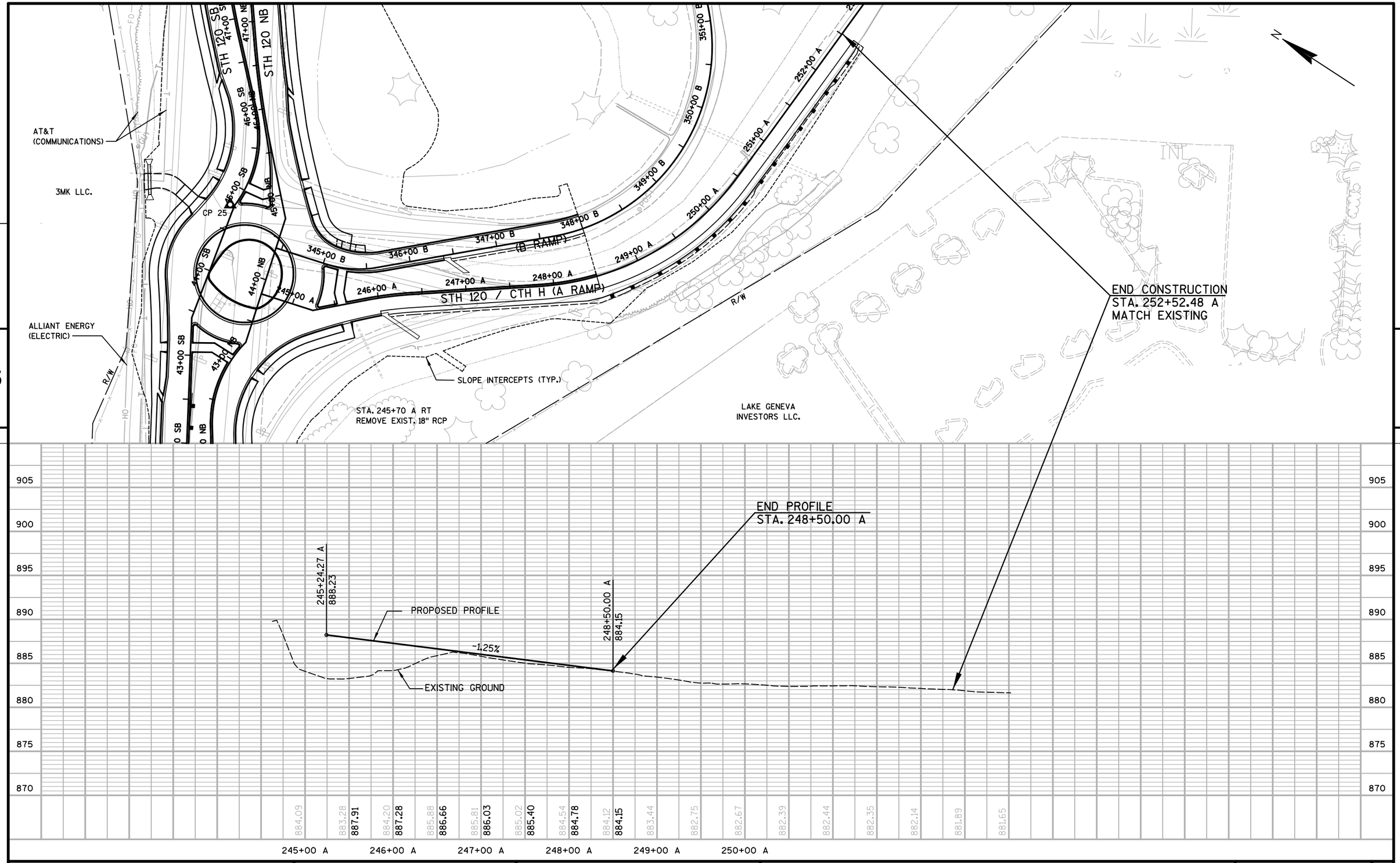
STA. 155+69.50 NB
STRUCTURE B-64-182 REQ'D
SINGLE SPAN FLAT SLAB 44'CLEAR ROADWAY
0 DEGREE SKEW

860 855 850 845 840 835 830 825

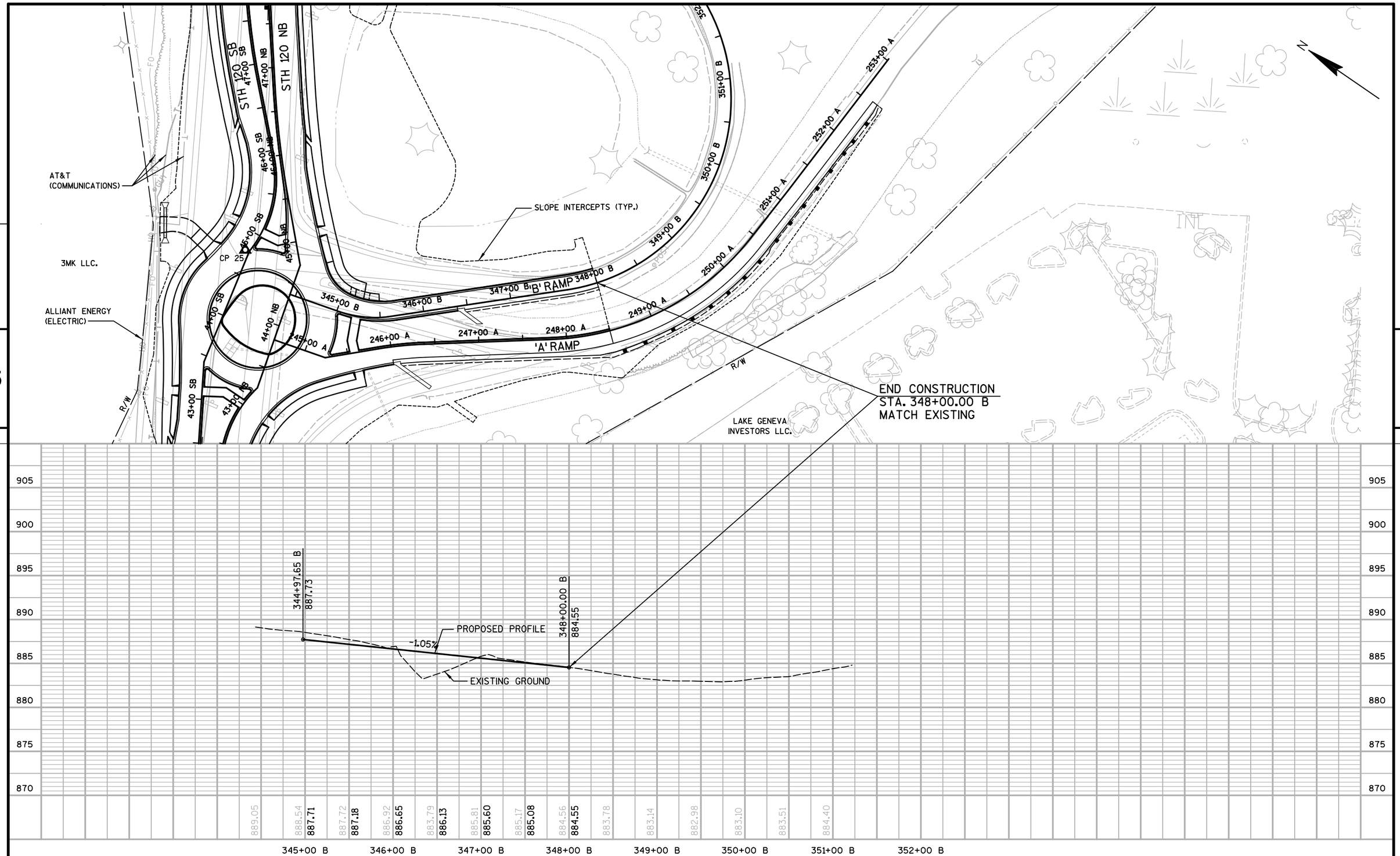
847.38 846.94 844.85 844.67 842.27 842.59 840.01 840.70 837.93 838.98 836.34 837.45 835.11 836.11 834.14 834.95 833.38 833.97 832.61 833.18 832.61 832.57 832.87 832.15 833.01 831.90 833.03 831.85 833.13 831.97 833.22 832.28 833.30 832.78 833.51 833.37 833.87

151+00 NB 152+00 NB 153+00 NB 154+00 NB 155+00 NB 156+00 NB 157+00 NB 158+00 NB 159+00 NB 160+00 NB 161+00 NB 162+00 NB

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - MAINLINE	SHEET 363	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - STH 120 / CTH H (A RAMP)	SHEET 364	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - B RAMP	SHEET 365	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\050108_pp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

STH 120 SB
STH 120 NB
CAUTION
WE ENERGIES (GAS)
MANFRED GEHRLEIN
R/W
SLOPE INTERCEPTS (TYP.)
STH 120 /CTH H (C RAMP)
D RAMP
AT&T (COMMUNICATIONS)
CP 10
STA. 658+23 C
EXIST. 24" CPRC TO REMAIN
END CONSTRUCTION
STA. 662+59.73 C
MATCH EXISTING
N
5
5

PROPOSED C PROFILE
655+61.50 C
886.01
PI 656+66.38 C
EL 886.90
658+00.00 C
885.44
+0.85%
-1.09%
END PROFILE
STA. 658+00.00 C
EXISTING GROUND
655+96.38 C
EL 886.31
VPT 657+36.38 C
EL 886.14
K = 72
L = 140'

905 900 895 890 885 880 875 870

886.27 886.34 886.52 886.56 886.43 886.44 885.99 885.99 885.44 885.44 884.82 884.27 883.81 883.46 882.90 882.72 882.64 882.60 882.48 882.23 882.05 881.68

656+00 C 657+00 C 658+00 C 659+00 C 660+00 C 661+00 C

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - STH 120 / CTH H (C RAMP)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\050109_pp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

STH 120 SB
STH 120 NB
SB 57+00
NB 57+00
SB 56+00
NB 56+00
SB 55+00
NB 55+00
SB 54+00
NB 54+00
SB 53+00
NB 53+00
CP 10
R/W
AT&T
(COMMUNICATIONS)
SLOPE
INTERCEPTS
(TYP.)
CAUTION
WE ENERGIES
(GAS)
MANFRED GEHRLEIN
N
656+00 C
657+00 C
658+00 C
659+00 C
660+00 C
661+00 C
662+00 C
663+00 C
664+00 C
453+00 D
454+00 D
455+00 D
456+00 D
457+00 D
458+00 D
459+00 D
STH 120 / CTH H (C RAMP)
D RAMP
PARTIALLY REMOVE
CONCRETE FLUMES
(PAID FOR AS REMOVING
CONCRETE PAVEMENT)
REMAINDER OF CONCRETE
FLUMES TO REMAIN
(TO AVOID GRADING NEAR
WETLANDS)
STA. 455+33 D
EXIST. 24" CPRC TO REMAIN
END CONSTRUCTION
STA. 456+85.00 D
MATCH EXISTING
5
5

905
900
895
890
885
880
875
870

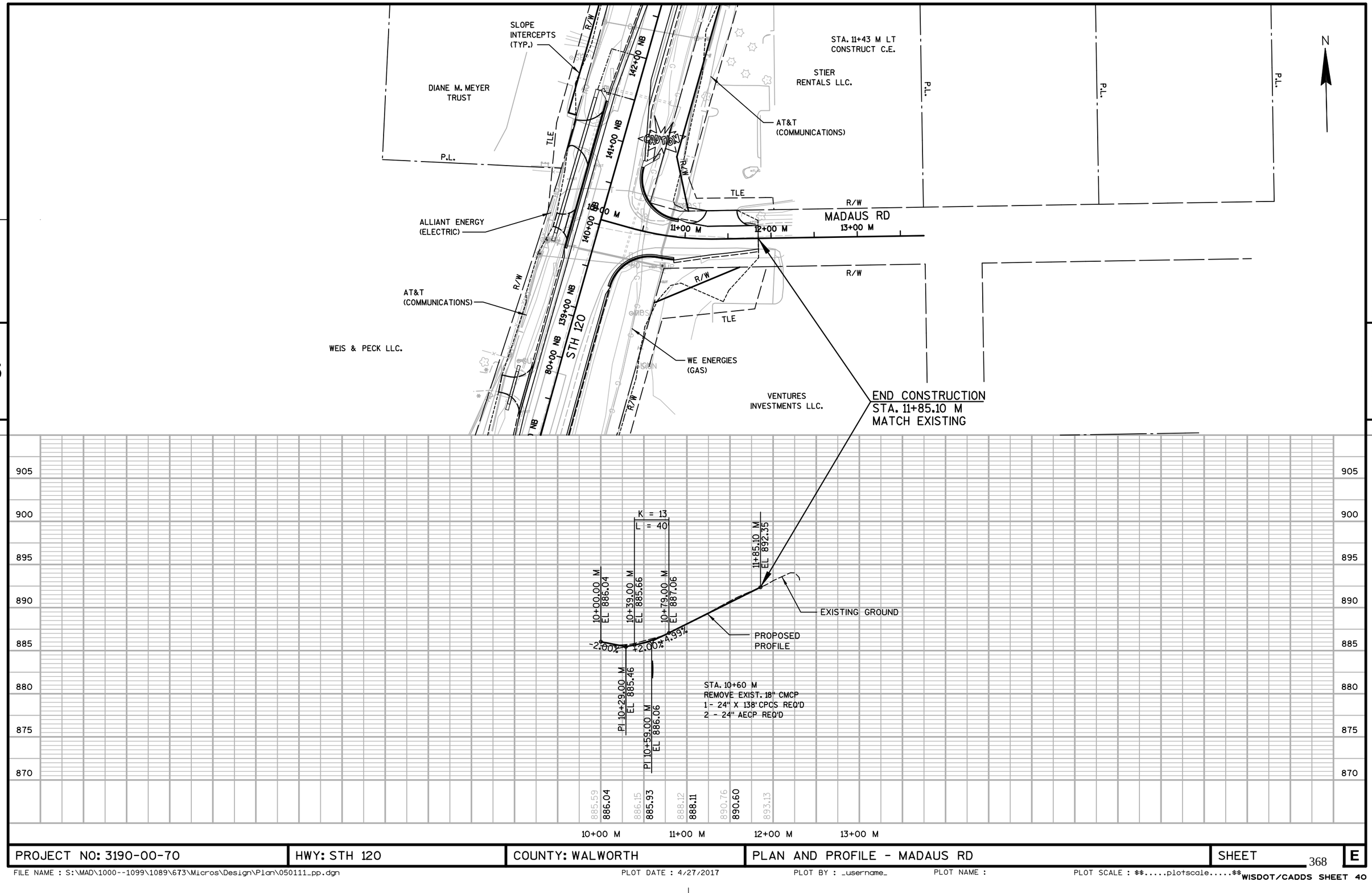
452+64.25 D
885.55
455+29.89 D
EL 883.49
K = 70
L = 100'
456+30.11 D
EL 883.42
456+85.00 D
883.78
EXISTING GROUND
PROPOSED PROFILE
-0.78%
+0.65%
PI 455+80.00 D
EL 883.10

886.34
886.36 885.27
886.55 884.88
884.94 884.50
883.57 884.11
883.71 883.72
884.24 883.36
884.08 883.29
883.89 883.55
883.81
884.17
885.06
886.47
887.88
889.28
890.69
892.09
893.50
894.90
896.31
897.72
899.12
900.53

453+00 D
454+00 D
455+00 D
456+00 D
457+00 D
458+00 D
459+00 D
460+00 D
461+00 D
462+00 D
463+00 D

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - D RAMP	SHEET	E

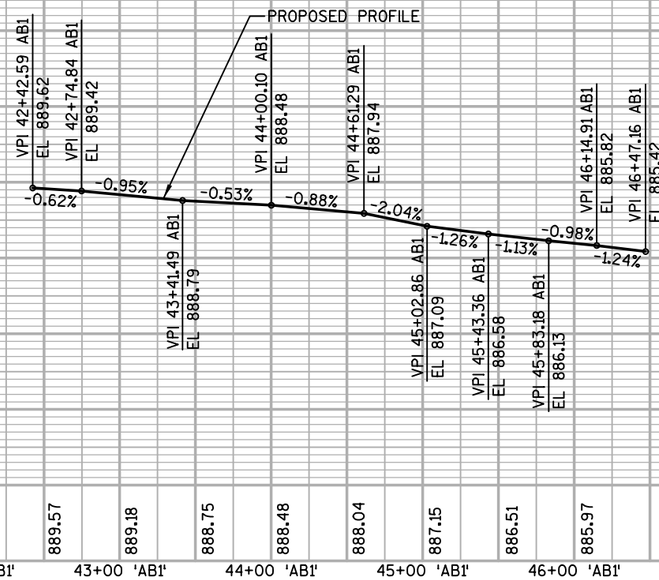
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PLOT DATE : 4/27/2017
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 40



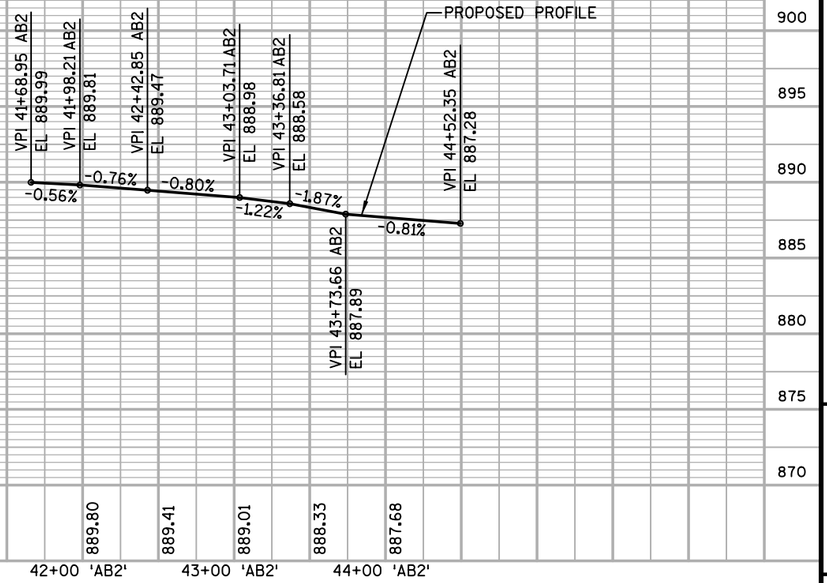
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PLAN AND PROFILE - MADAUS RD	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\050111_pp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

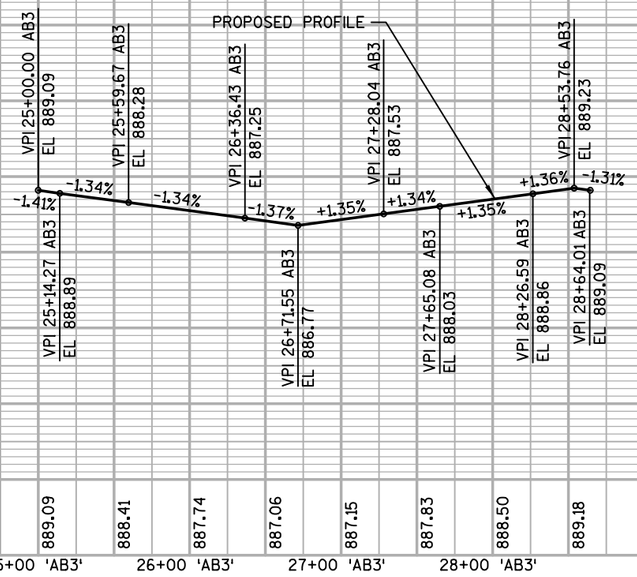
AB1 PROFILE



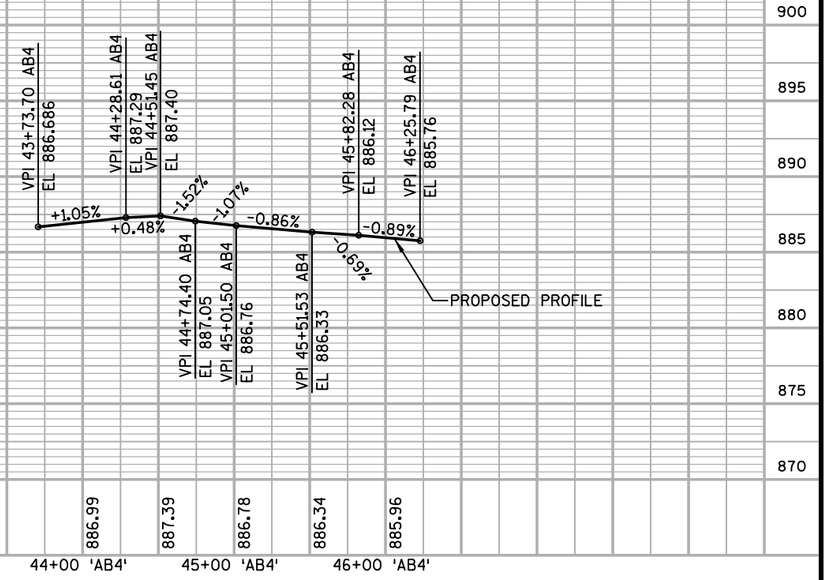
AB2 PROFILE



AB3 PROFILE



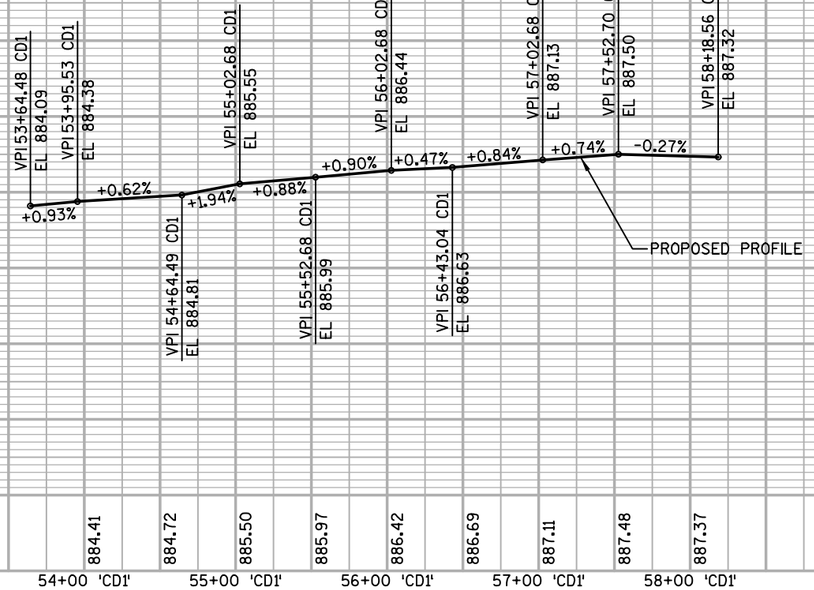
AB4 PROFILE



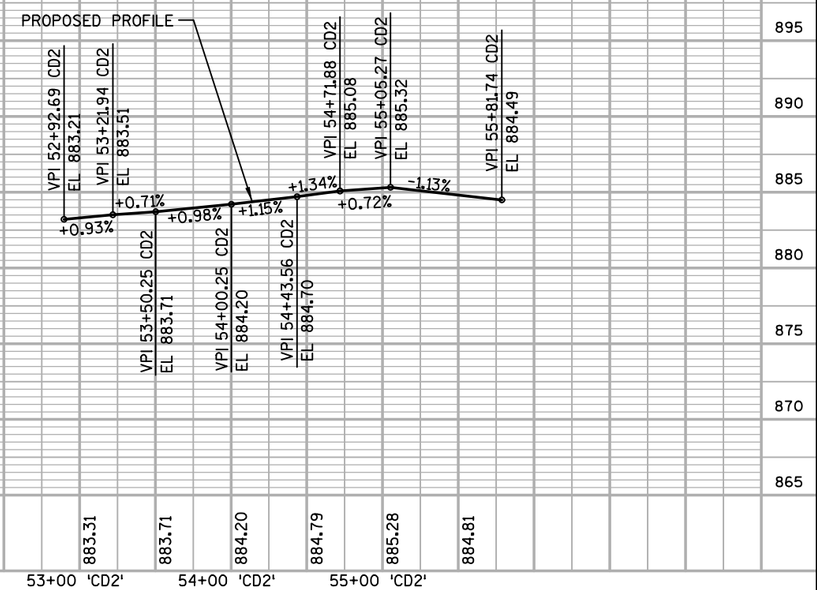
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PROFILE - STH 120 EB RAMP TERMINAL ROUNDABOUT	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\050112_pp.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

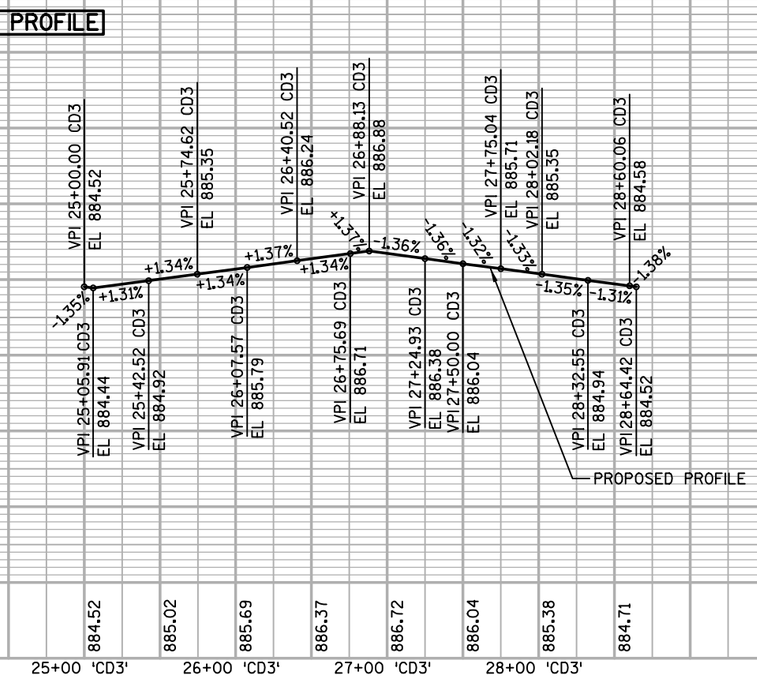
CD1 PROFILE



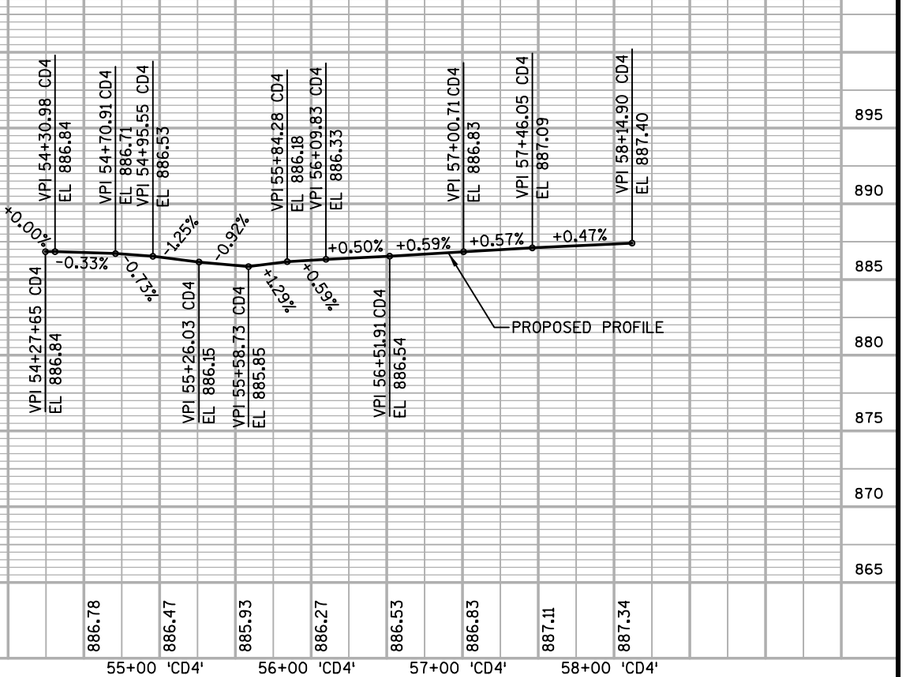
CD2 PROFILE



CD3 PROFILE



CD4 PROFILE



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	PROFILE - STH 120 WB RAMP TERMINAL ROUNDABOUT	SHEET 370	E

Standard Detail Drawing List

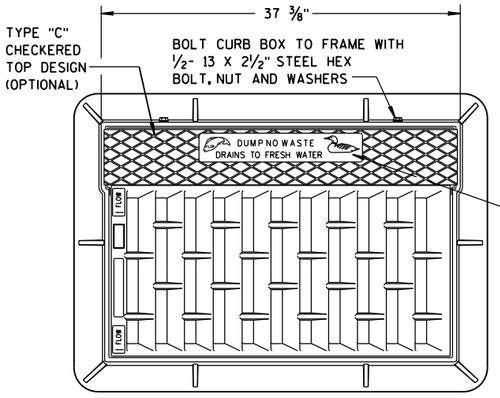
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-18A	CURB RAMPS TYPES 1 AND 1-A
08D05-18B	CURB RAMPS TYPES 2 AND 3
08D05-18C	CURB RAMPS TYPES 4A AND 4A1
08D05-18D	CURB RAMPS TYPE 4B AND 4B1
08D05-18E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E11-02	TURBIDITY BARRIER
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
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
08F10-01	CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B02-09	CONDUIT
09B04-11	PULL BOX
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C12-08A	CONCRETE BASE TYPE 13
09C12-08B	CONCRETE BASE TYPE 13
09C13-02	CONCRETE BASE TYPE 10 & TYPE 13 EXTENSION
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-07E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-06	CONCRETE PAVEMENT SHOULDERS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13B02-08B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
14B15-09A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

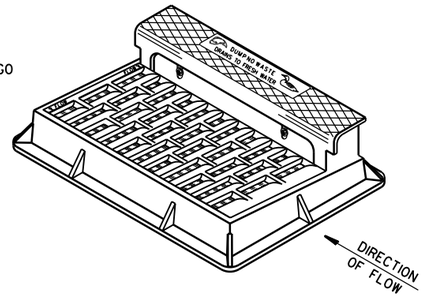
Standard Detail Drawing List

14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A02-09	DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15A06-02	DELINEATOR LAYOUT
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C06-08	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-13A	PAVEMENT MARKING SYMBOLS
15C07-13B	PAVEMENT MARKING WORDS
15C07-13C	PAVEMENT MARKING ARROWS
15C07-13D	ROUNDABOUT ARROWS
15C07-13E	PAVEMENT MARKING FOR BIKE LANES
15C08-17A	LONGITUDINAL MARKING (MAINLINE)
15C08-17B	PAVEMENT MARKING (TURN LANES)
15C08-17C	PAVEMENT MARKING (ISLANDS)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C12-05	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-03	MEDIAN ISLAND MARKING
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C21-07	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C25-04	42" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C28-02	SIGNING AND MARKING FOR COMBINATION RIGHT TURN AND BYPASS LANE
15C29-05A	BICYCLE LANE MARKING
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D16-03	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-01A	TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS
15D38-01B	ATTACHMENT OF SIGNS TO POSTS

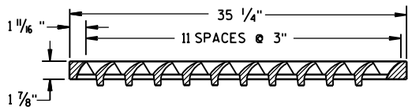
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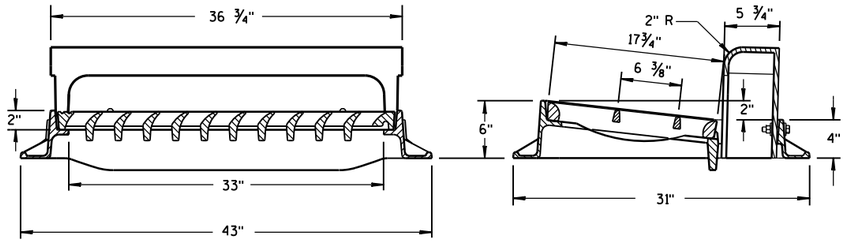


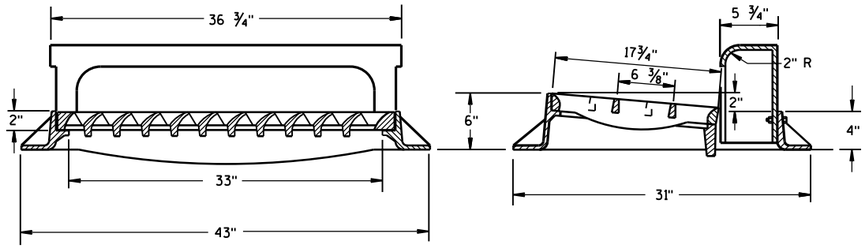
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

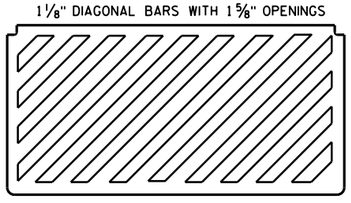






TYPE "H"

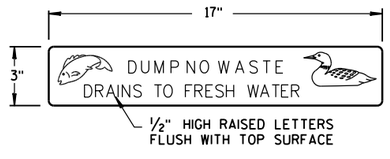
NOTE: EITHER CASTING IS ACCEPTABLE



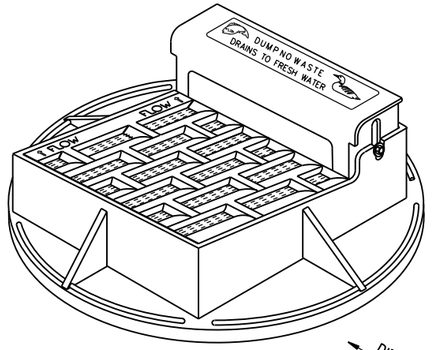
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

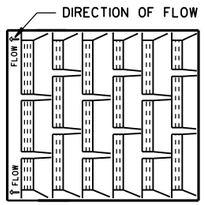
NOTE:
GRATE IS REVERSIBLE.

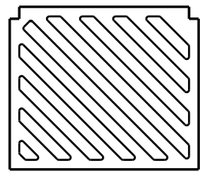
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

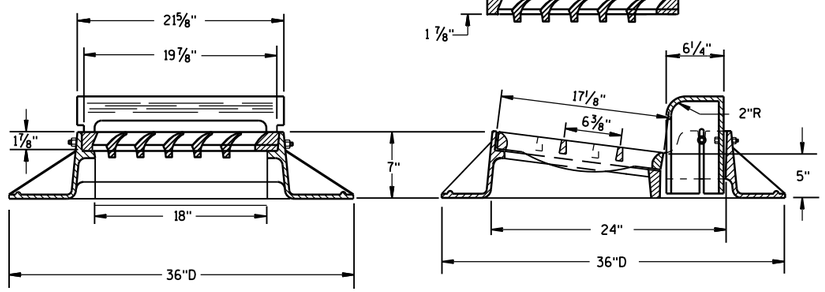




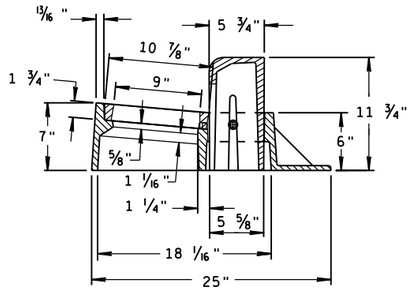
SPECIAL GRATE FOR TYPE "A" COVER

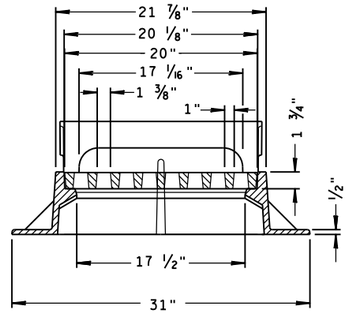
(MEASURES 19 3/4" X 17" X 1 7/8")

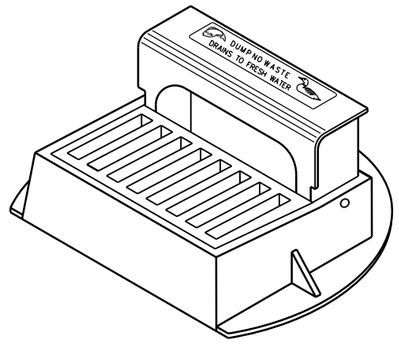
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

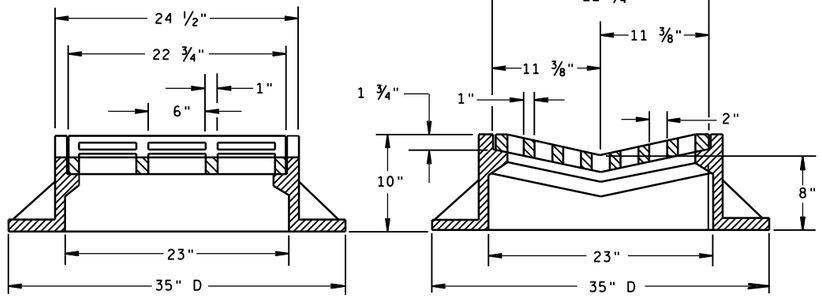
INLET COVERS
TYPE A, H, A-S, H-S & Z

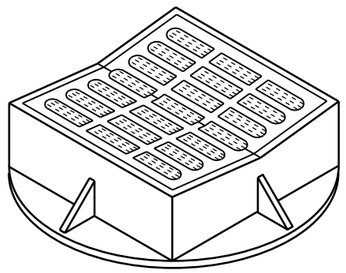
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

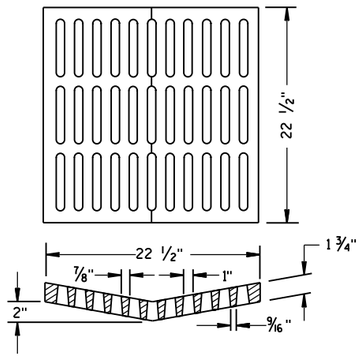
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S.D.D. 8 A 5-19a



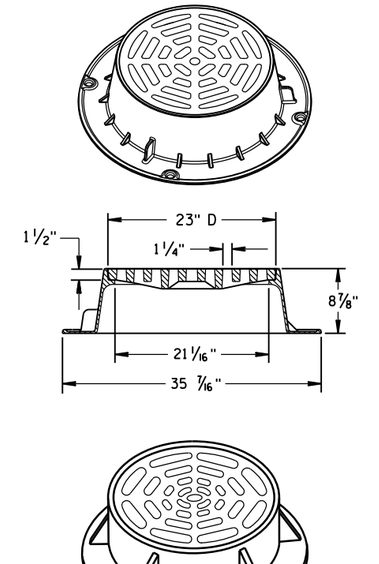


TYPE "B"



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"

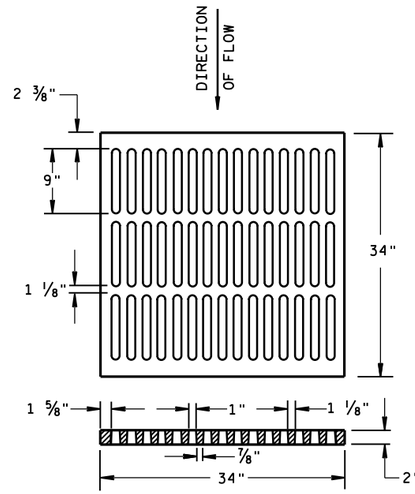
NOTE: EITHER CASTING IS ACCEPTABLE

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.

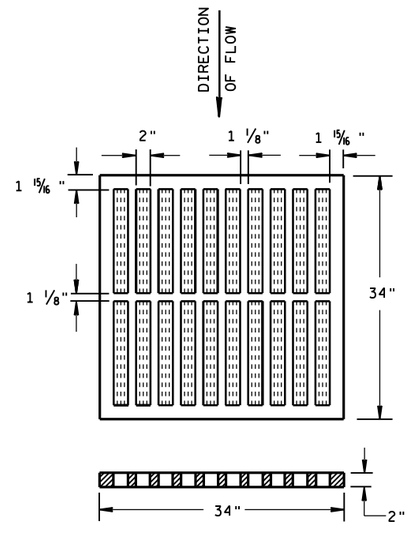
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



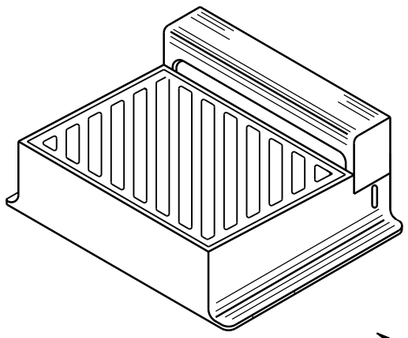
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

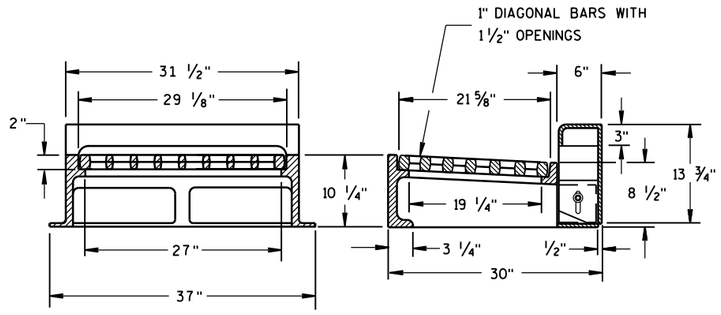


TYPE "MS"

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"

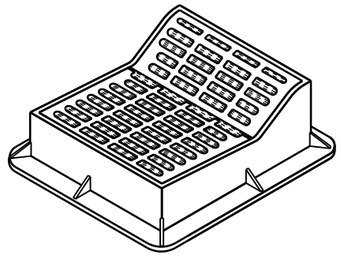
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

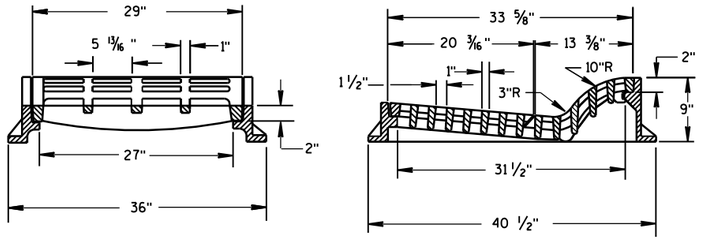
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

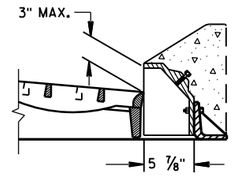
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

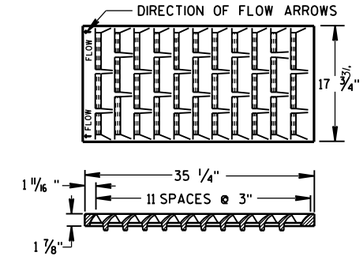
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

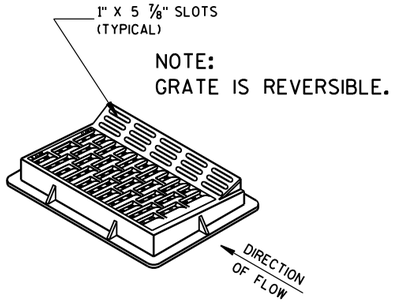
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

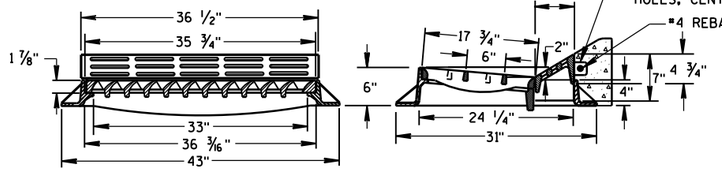
GENERAL NOTES

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.



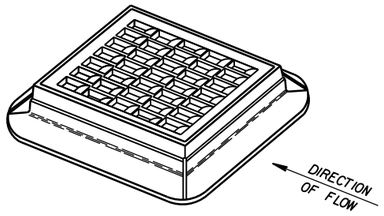


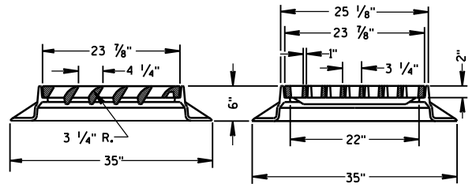


TYPE "HM"

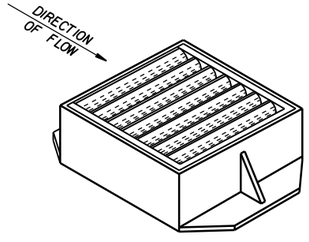
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

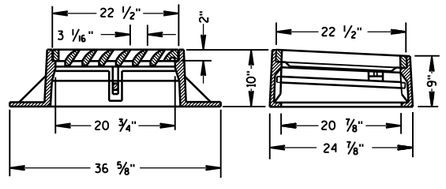
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



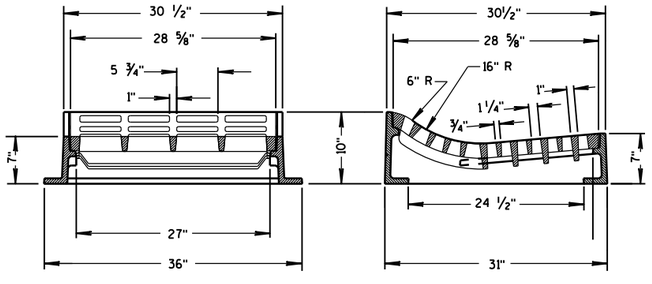


TYPE "S"



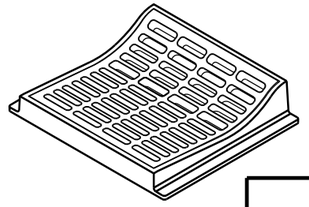


TYPE "V"



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

375

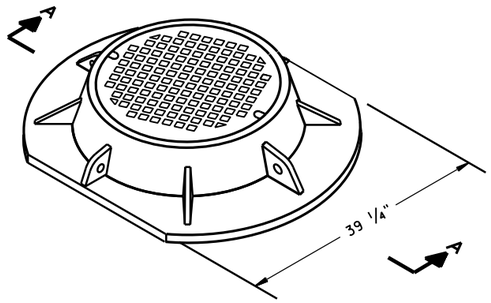
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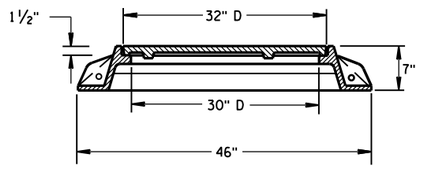
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S.D.D. 8 A 5-19c

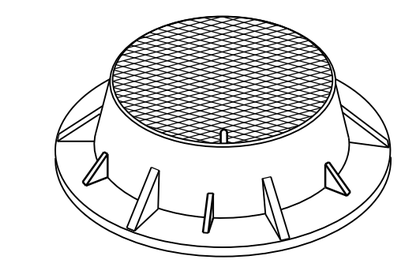
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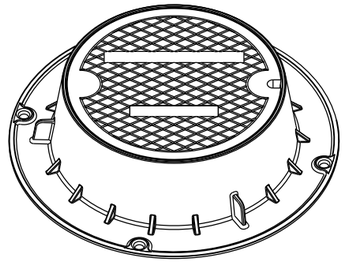
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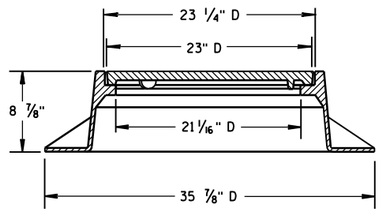


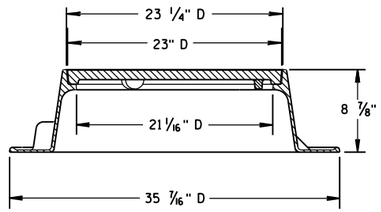


SECTION A-A
TYPE "K"









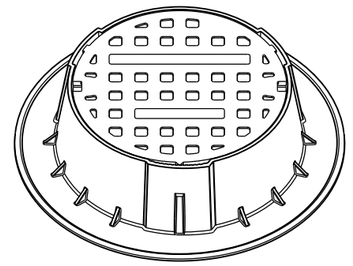
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

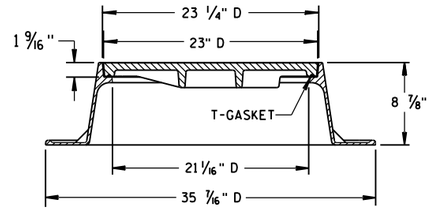
GENERAL NOTES

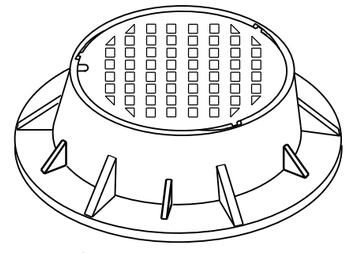
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

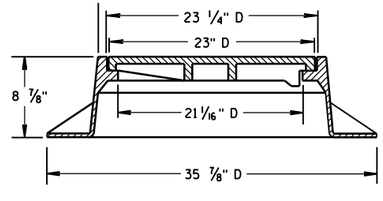
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

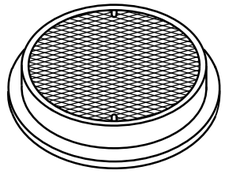


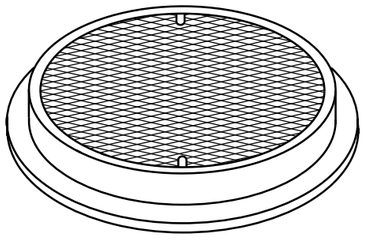


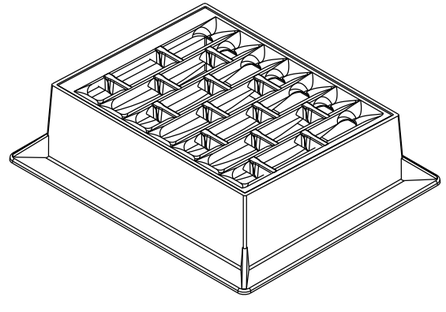


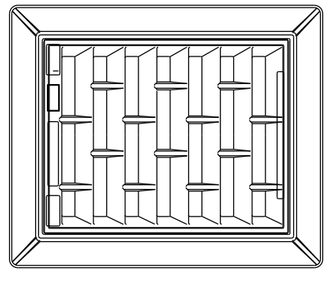


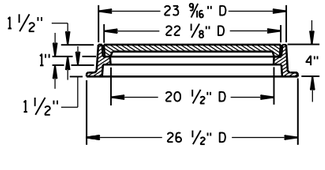
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



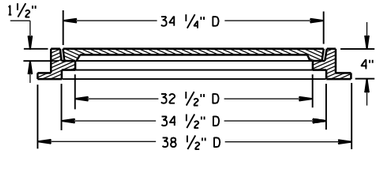




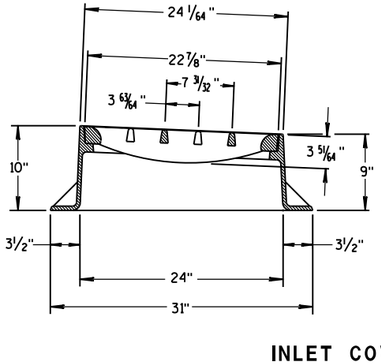


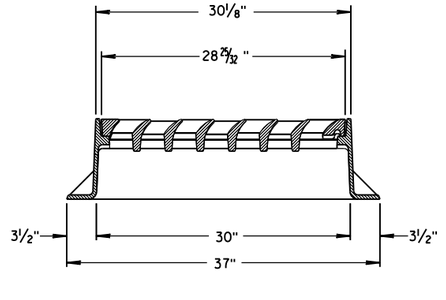


TYPE "L"



TYPE "M"





INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

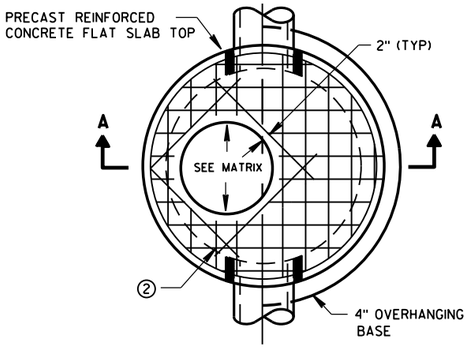
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

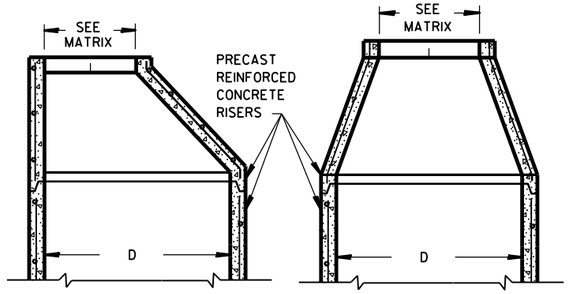
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

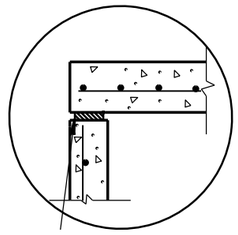


PLAN VIEW CIRCULAR OPENING

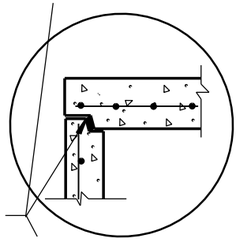


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

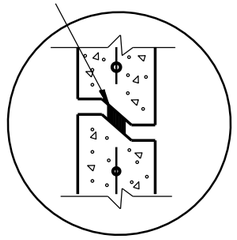


TOP WITH PLAIN END JOINT



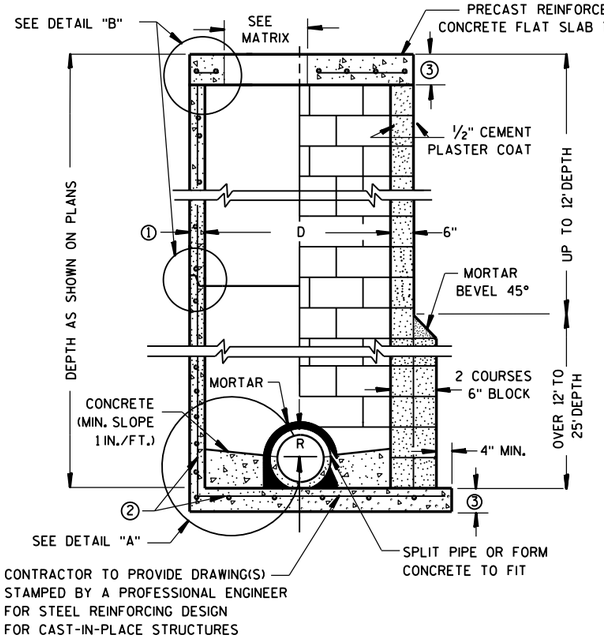
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



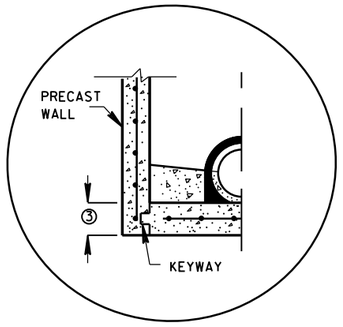
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

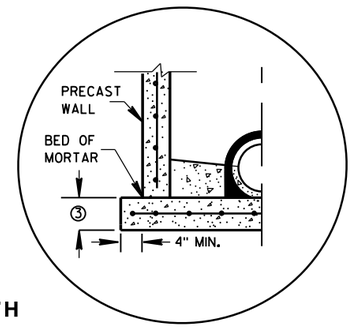


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

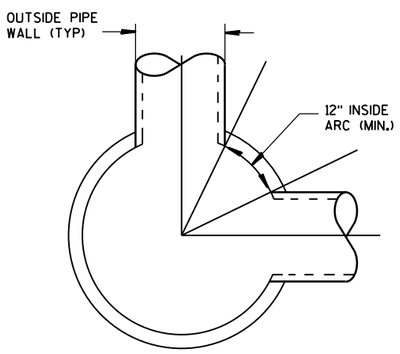


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

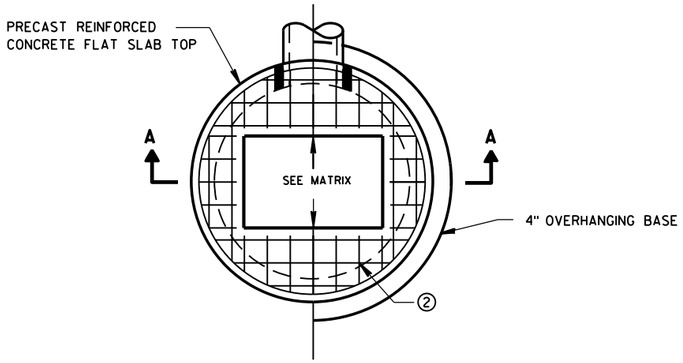
Sept., 2016
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

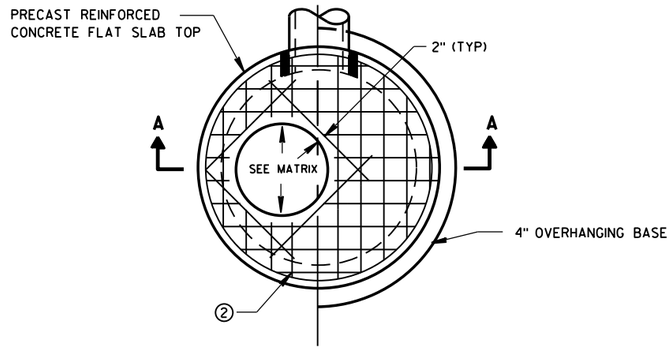
FHWA

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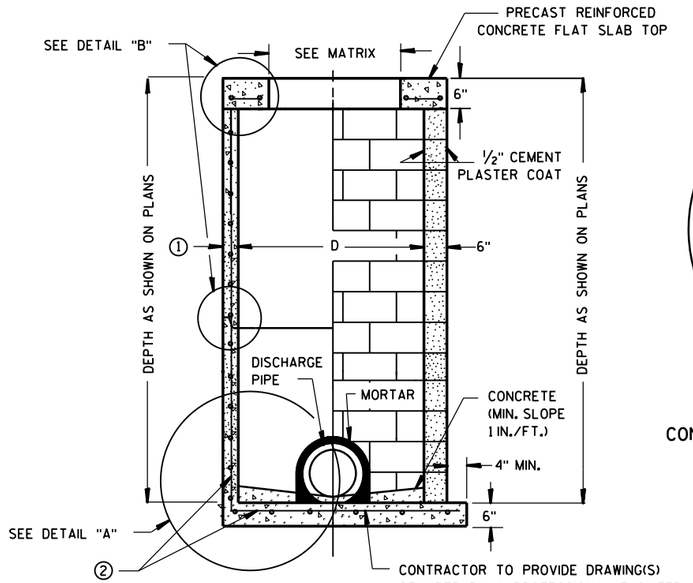
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

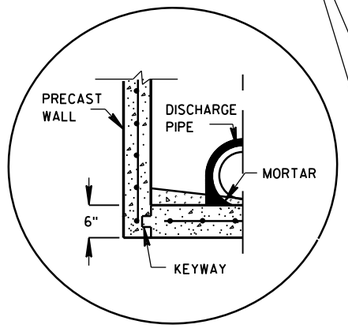


SECTION A-A

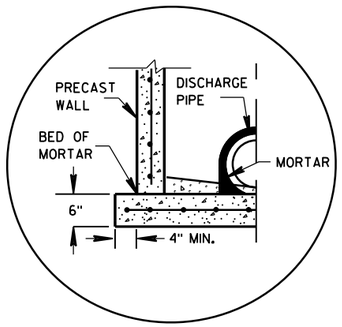
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

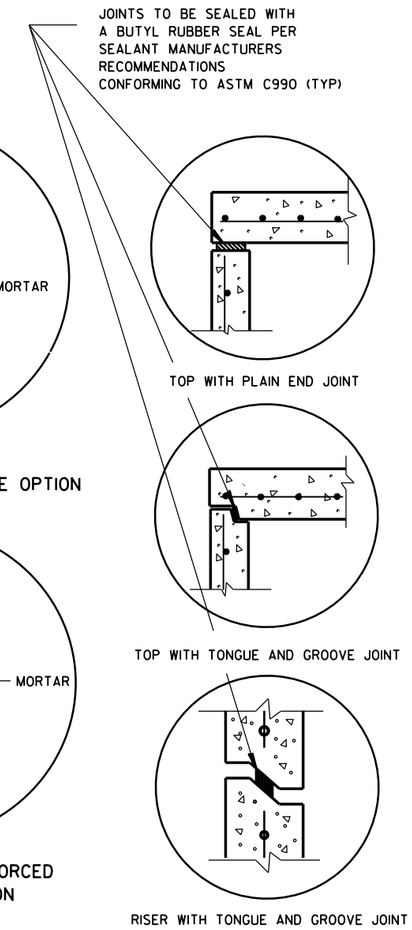


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF 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.

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.

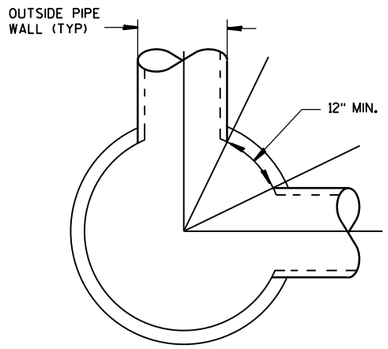
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

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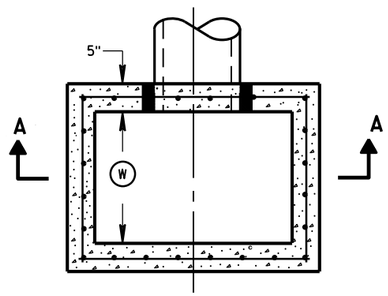
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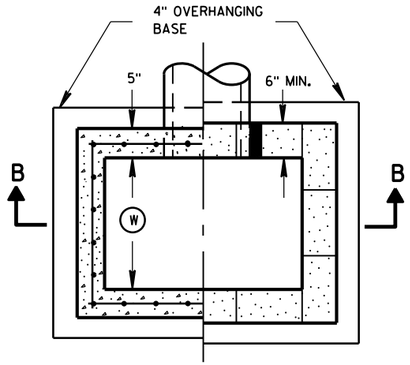
S.D.D. 8 C 6-2

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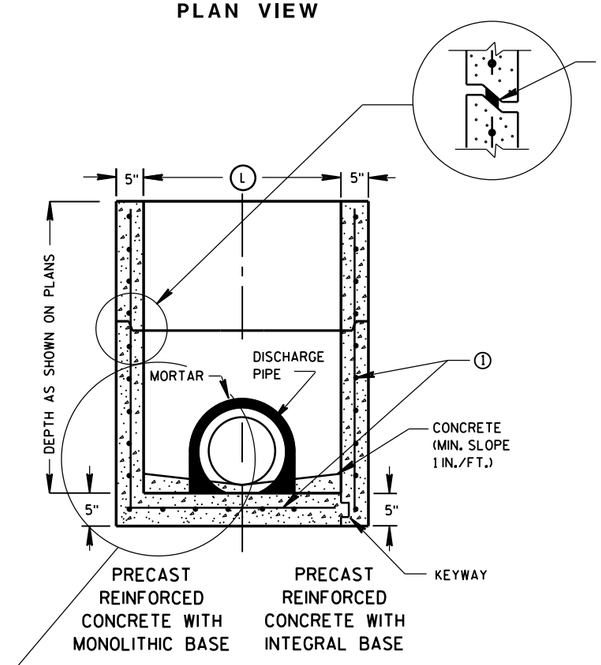
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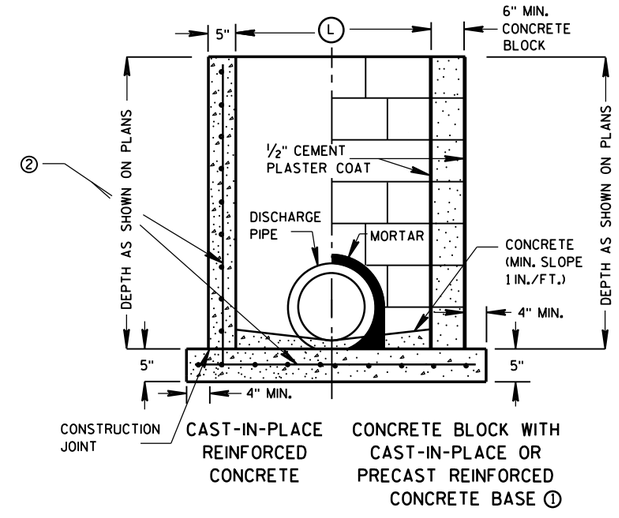
PLAN VIEW



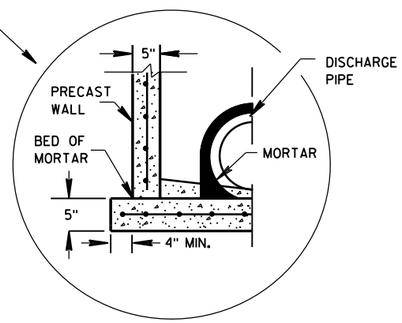
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

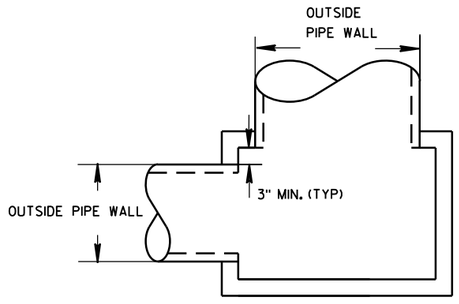
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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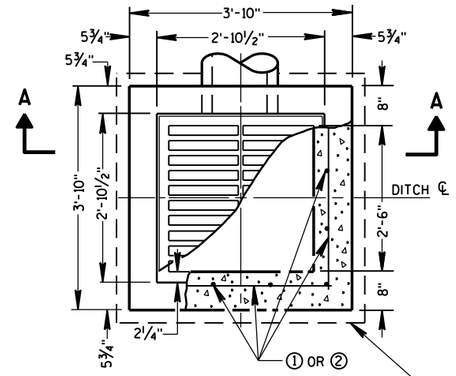
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6

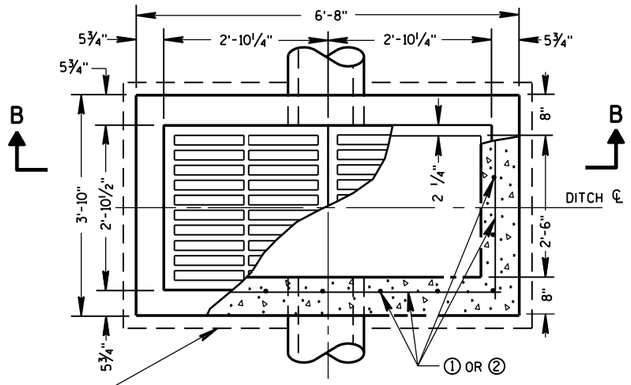
S.D.D. 8 C 7-2

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S.D.D. 8 C 7-2

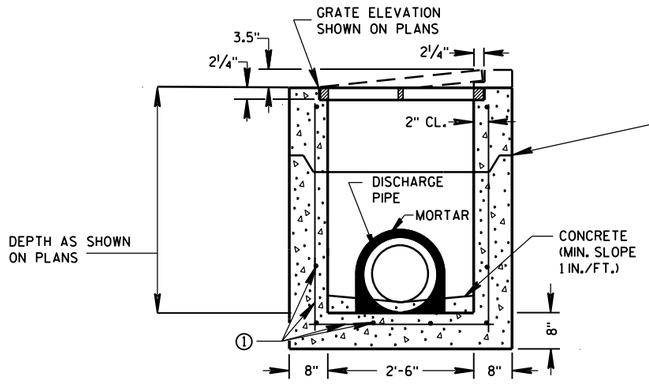


PLAN VIEW

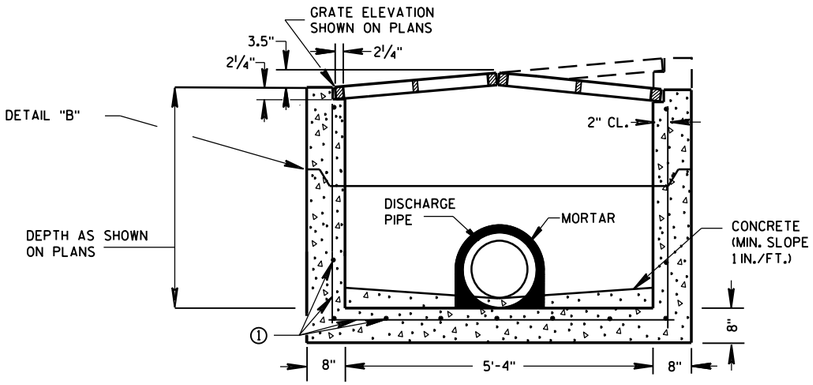


PLAN VIEW

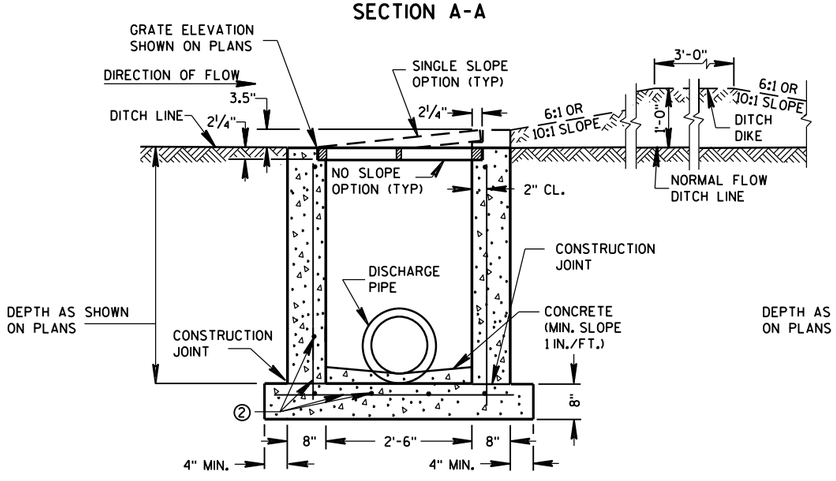
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



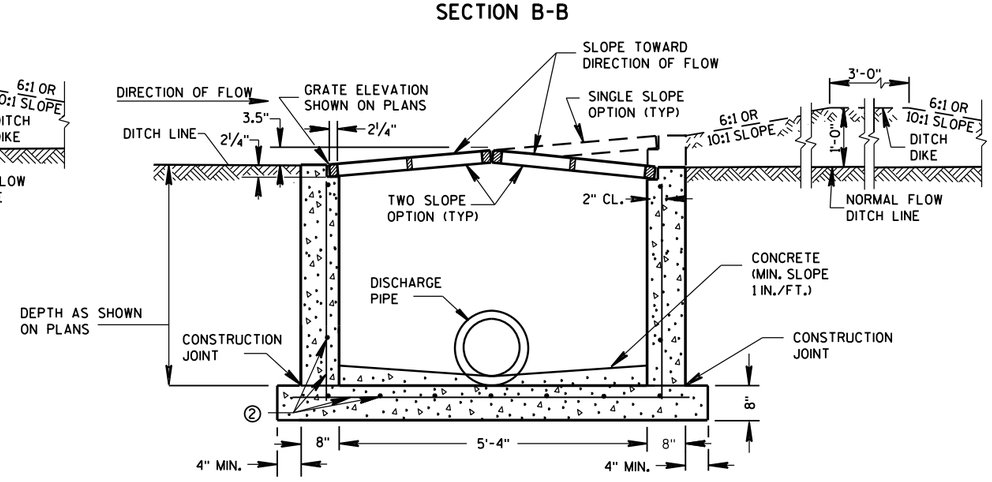
PRECAST REINFORCED CONCRETE SECTION A-A



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.

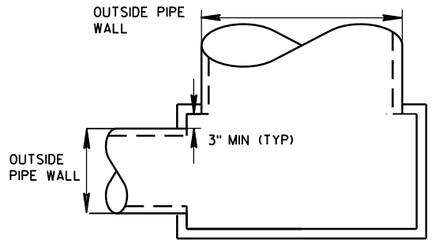
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

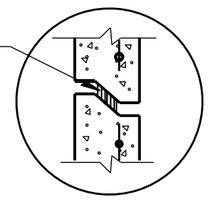
PIPE MATRIX

	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)



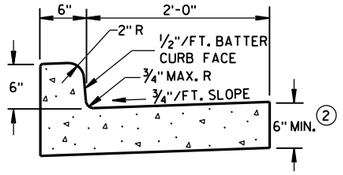
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

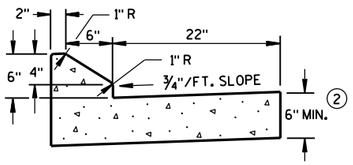
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/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

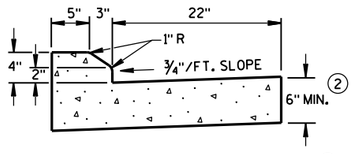
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S.D.D. 8 C 8-2



TYPES A & D ①

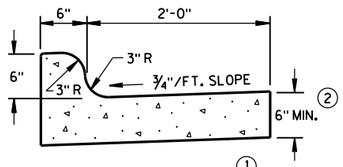


6" SLOPED CURB TYPES G & J ①

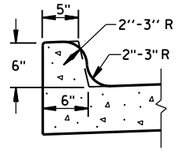


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

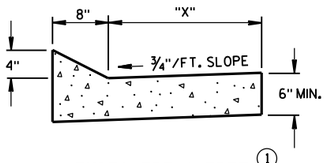


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

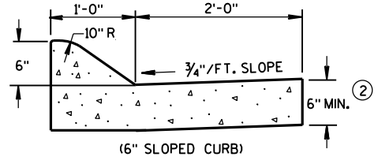
CONCRETE CURB & GUTTER 30"



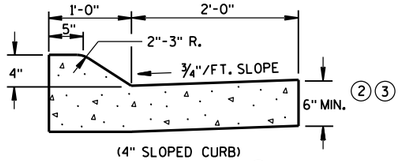
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"

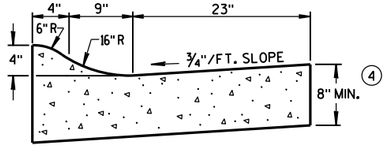


(6" SLOPED CURB)



(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.

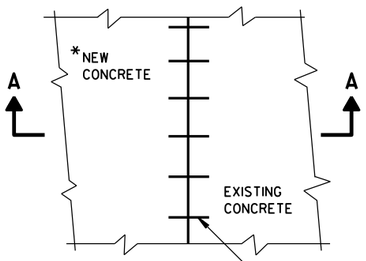
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

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.

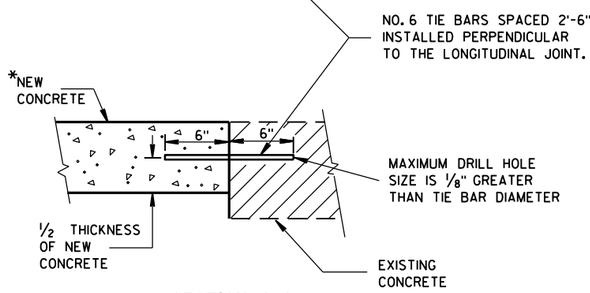
⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



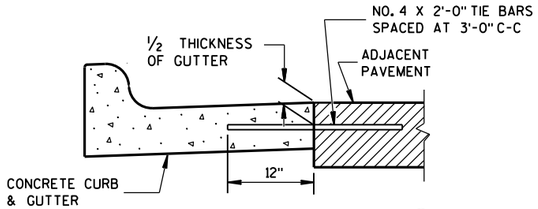
PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

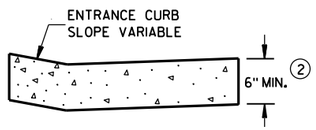


SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT

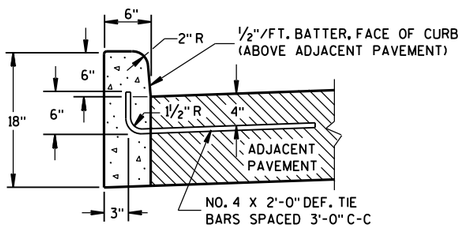


TYPICAL TIE BAR LOCATION ①

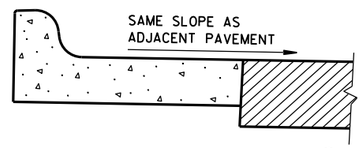


DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)

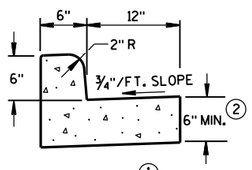


① TYPES A & D



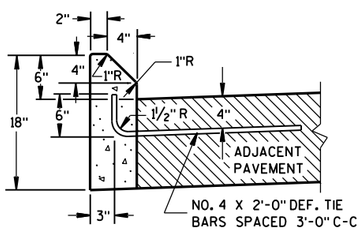
⑥ REVERSE SLOPE GUTTER

(TYPICAL FOR ALL CURB & GUTTER TYPES)



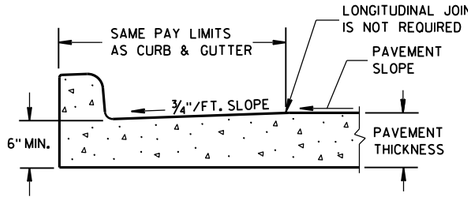
① TYPES A & D

CONCRETE CURB & GUTTER 18"

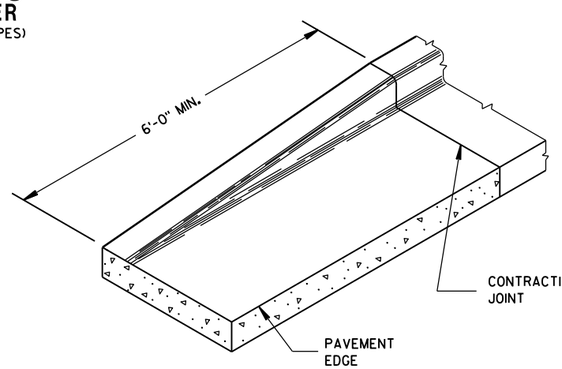


① TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

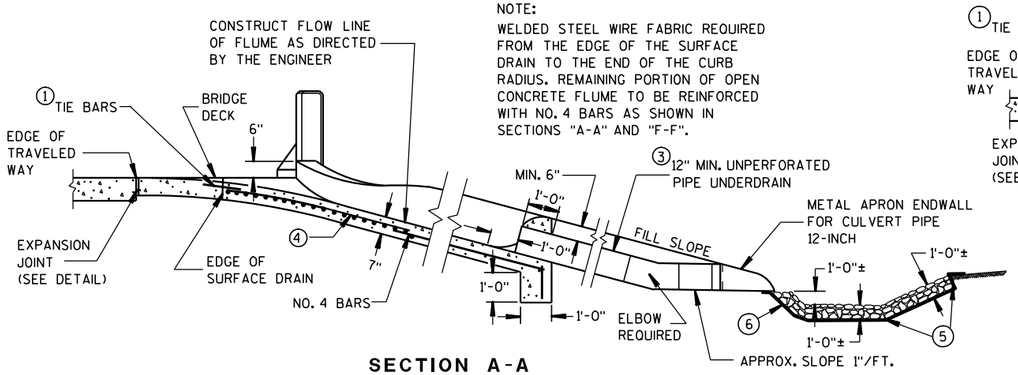
CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

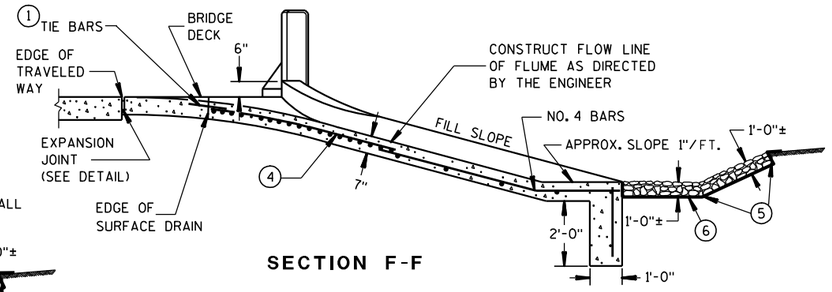
APPROVED
June, 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 D 1-19



SECTION A-A



SECTION F-F

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.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PIPE UNDERDRAIN MAY BE ANY OF THE MATERIALS LISTED IN SECTION 612.2 OF THE STANDARD SPECIFICATIONS EXCEPT DRAIN TILE.

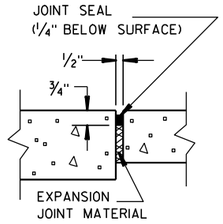
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

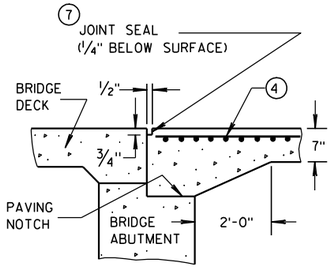
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

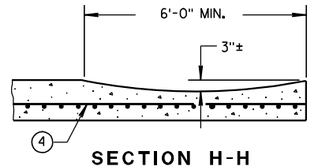
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



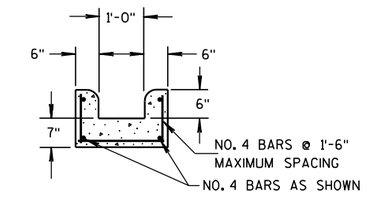
EXPANSION JOINT DETAIL



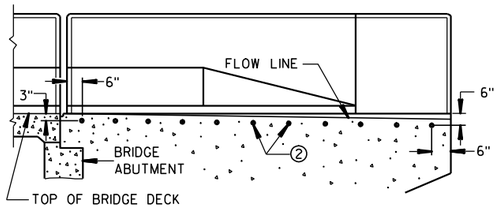
SECTION D-D



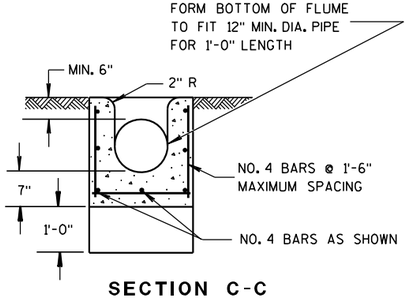
SECTION H-H



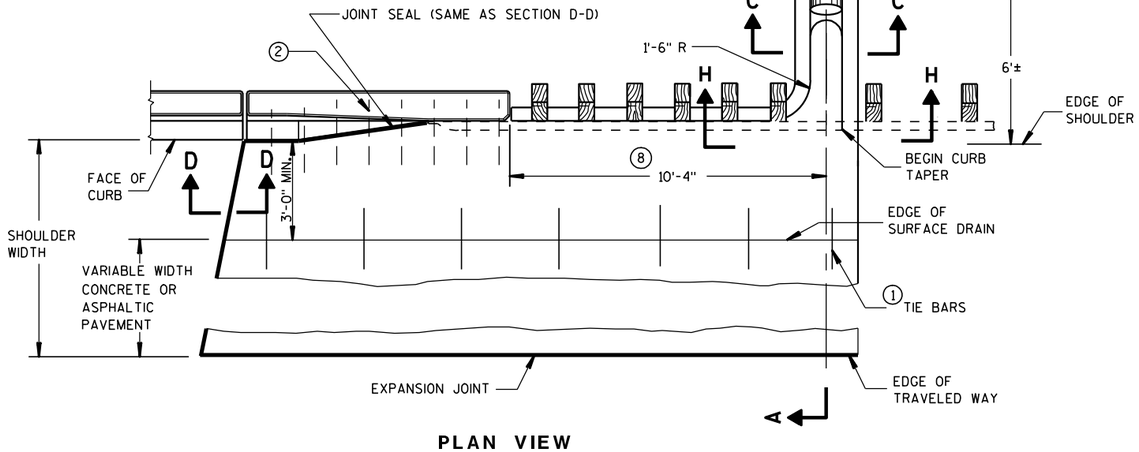
SECTION E-E



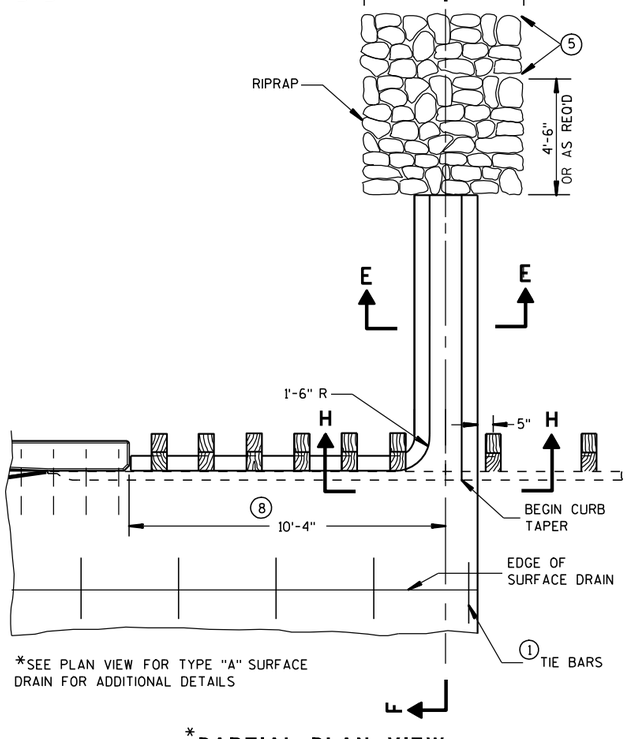
LOCATION OF TIE BARS IN WINGWALL



SECTION C-C



PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



*SEE PLAN VIEW FOR TYPE "A" SURFACE DRAIN FOR ADDITIONAL DETAILS

*PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

382

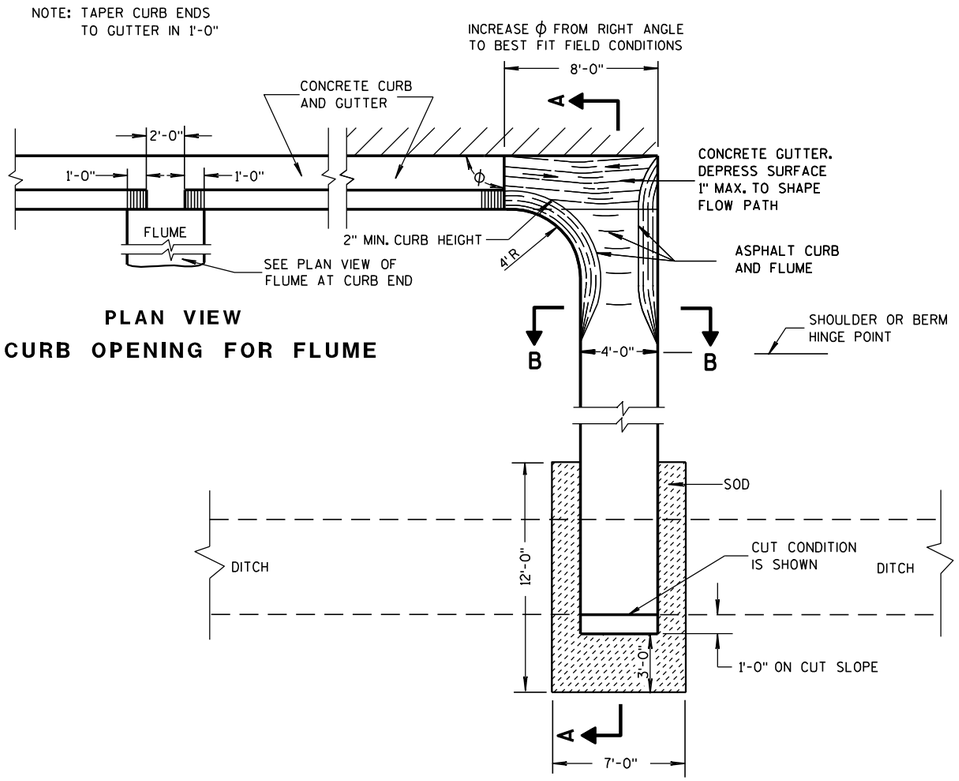
6

S.D.D. 8 D 2-6

6

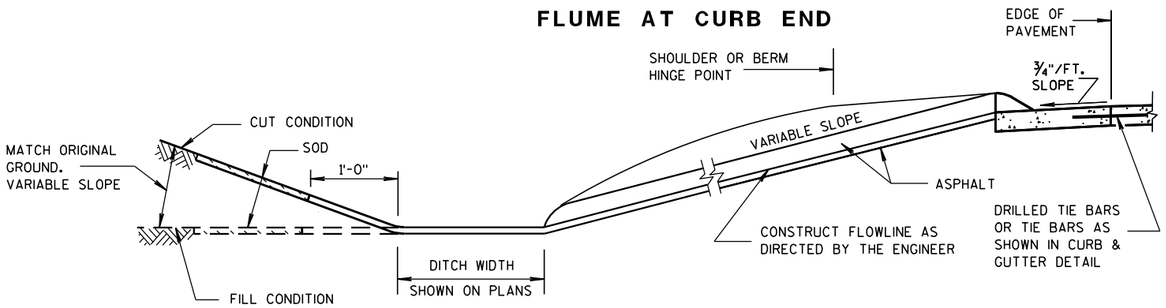
S.D.D. 8 D 2-6

ASPHALTIC FLUME

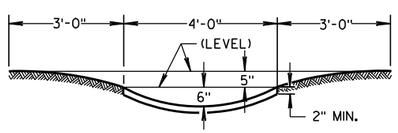


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

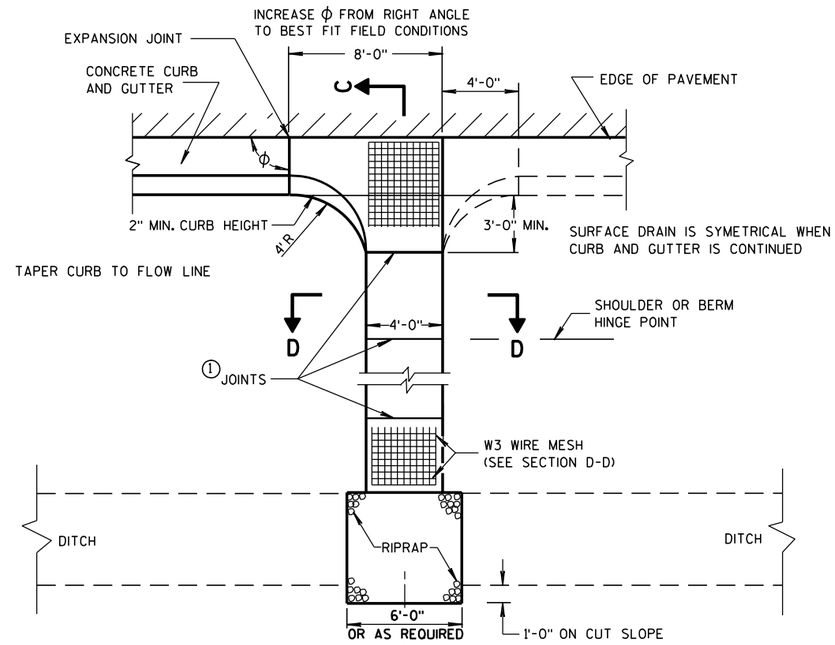
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

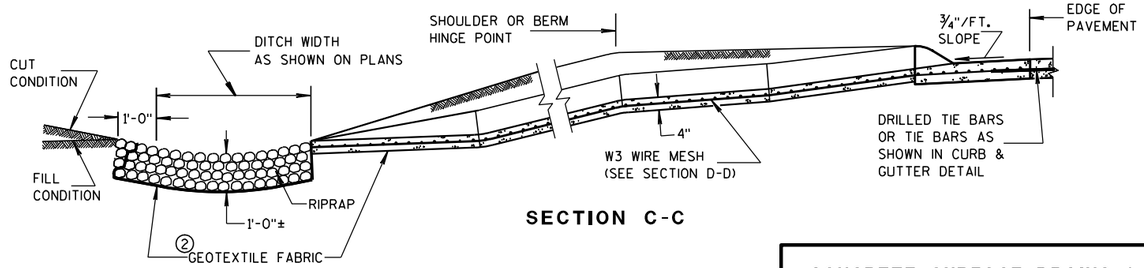
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

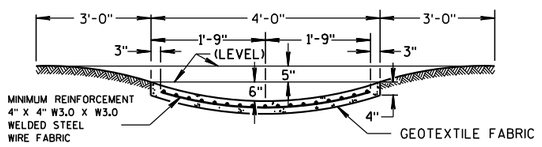
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

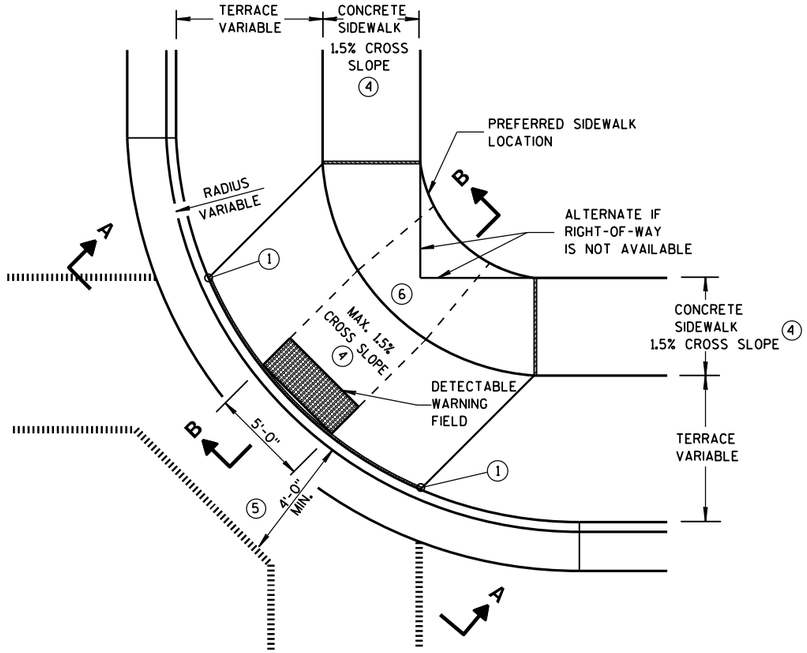
APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
383
MENT
FHWA

6

S.D.D. 8 D 4-5

6

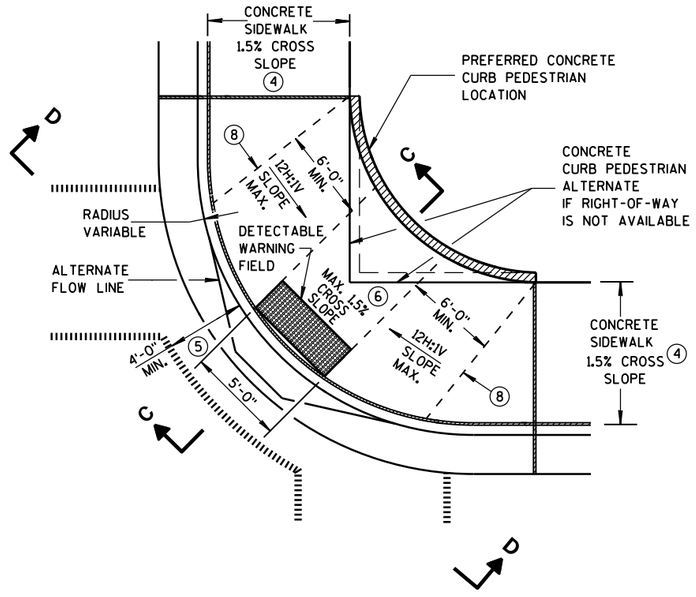
S.D.D. 8 D 4-5



PLAN VIEW

TYPE 1 RAMP

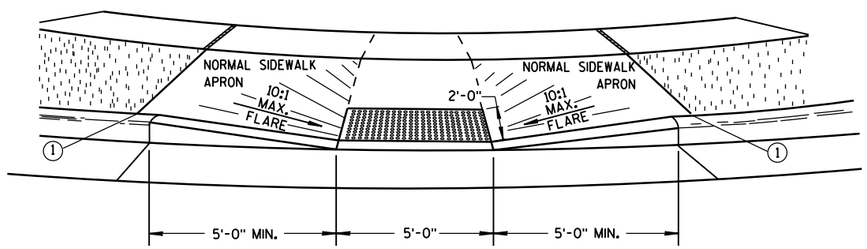
(CENTER OF CORNER RADIUS)



PLAN VIEW

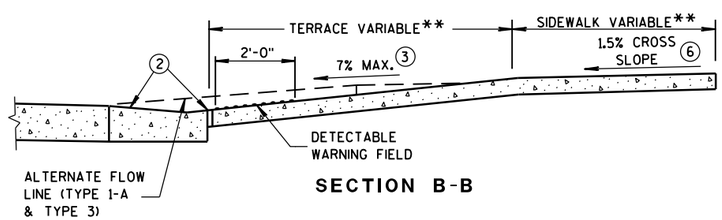
TYPE 1-A RAMP

(NO TERRACE)

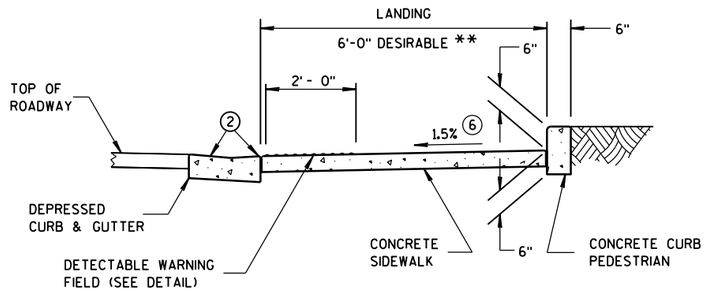


VIEW A-A

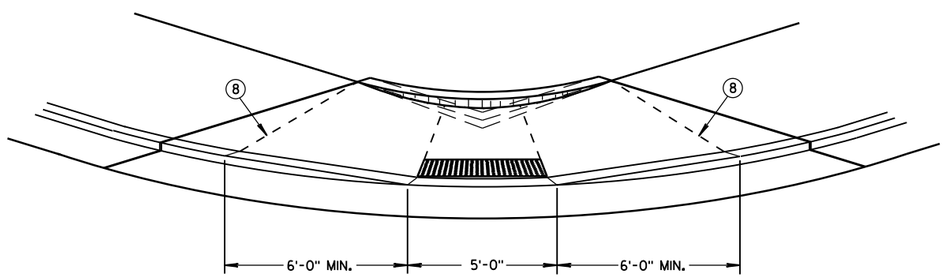
** WIDTH SHOWN ELSEWHERE IN THE PLANS



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

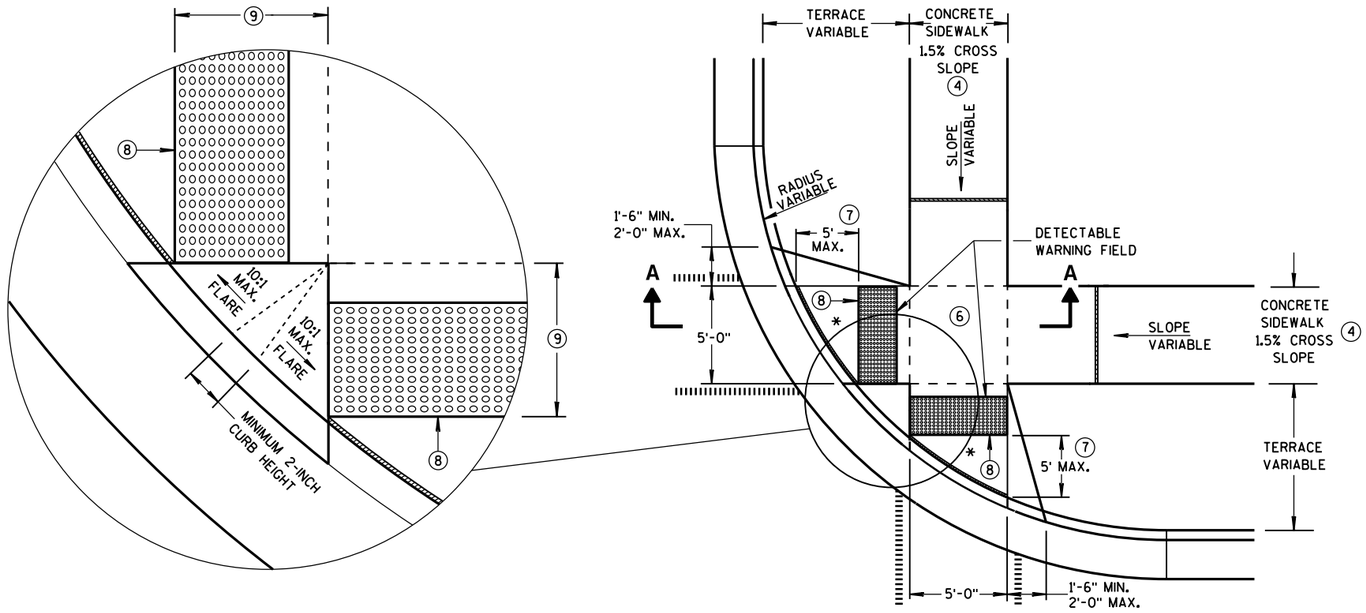
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 8 D 5-18a

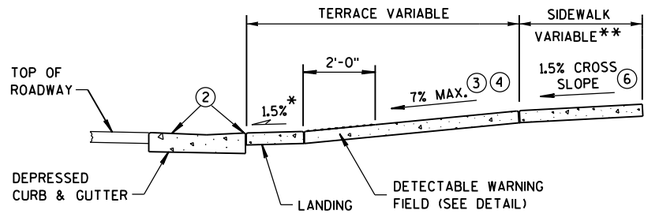


PLAN VIEW

TYPE 2 RAMP

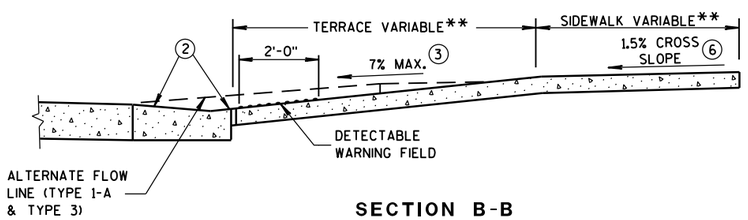
(ON LINE WITH SIDEWALK)

* 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.

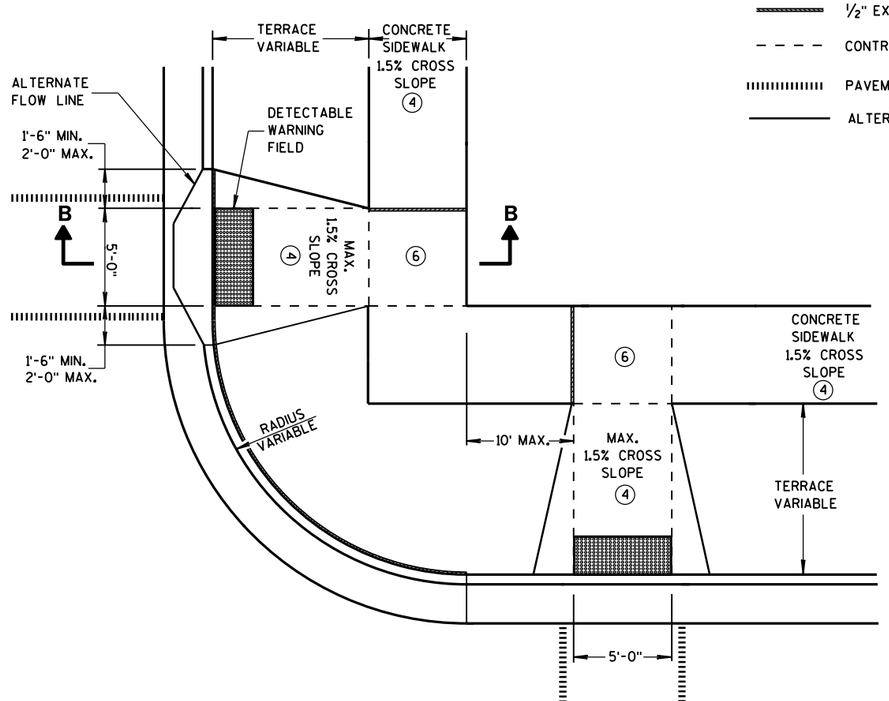
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION 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

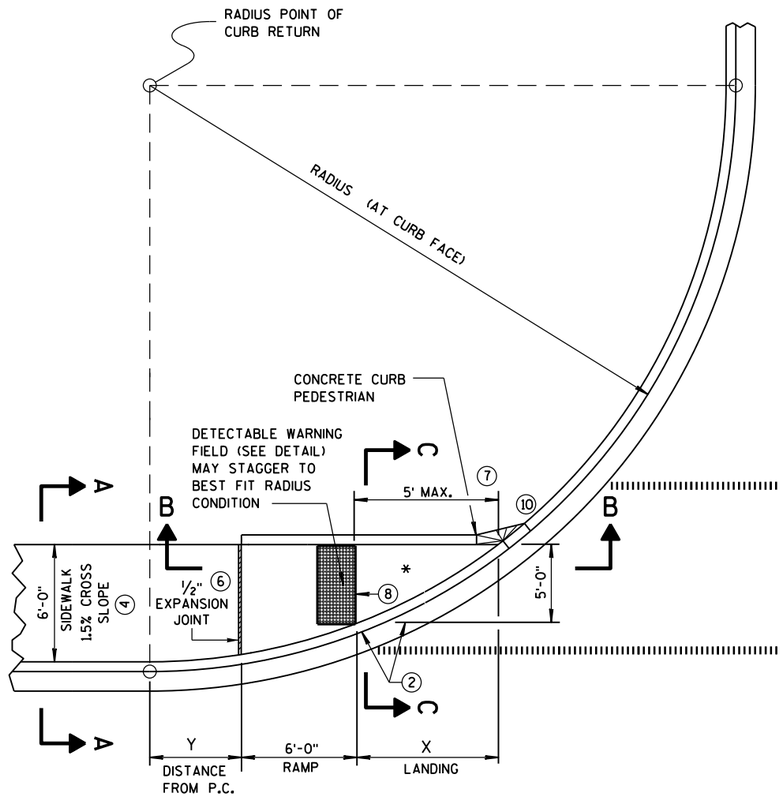
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

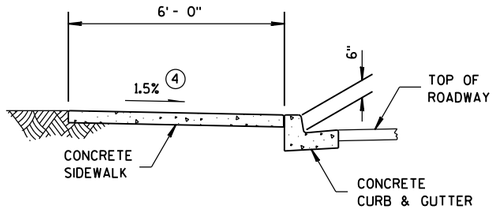
S.D.D. 8 D 5-18b



CURB RAMP TYPE 4A
PLAN VIEW

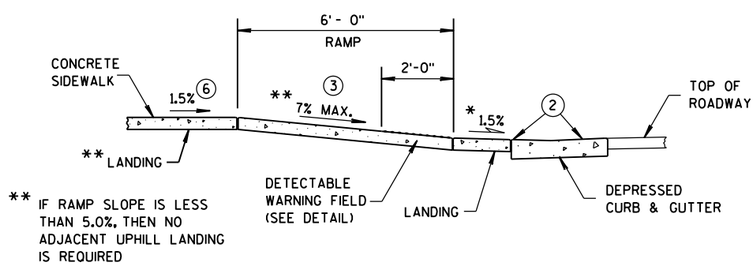
RADIUS (AT CURB FACE)	X	Y
20 FEET	7'-11"	0'-2"
30 FEET	10'-2¾"	1'-7½"
40 FEET	12'-1¼"	2'-10"
50 FEET	13'-8¾"	3'-10¾"
60 FEET	15'-2"	4'-10¼"

INTERMEDIATE RADII CAN BE INTERPOLATED

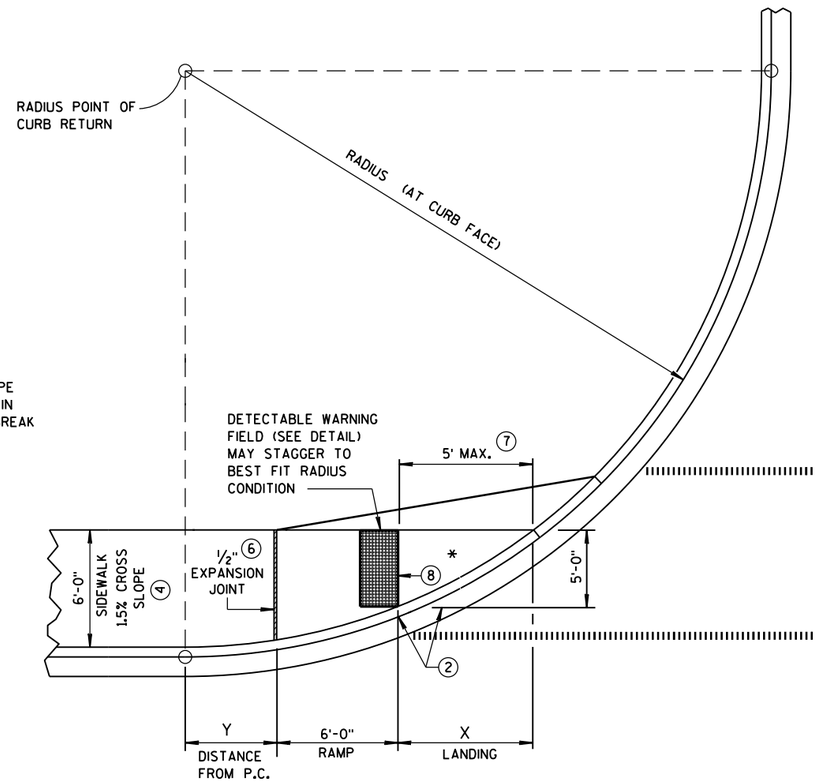


SECTION A-A FOR TYPE 4A

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.

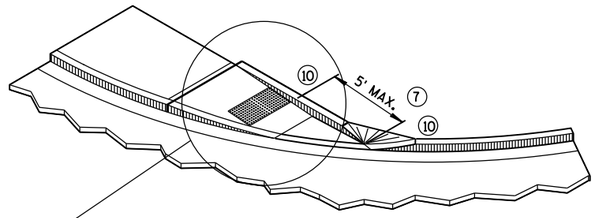
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

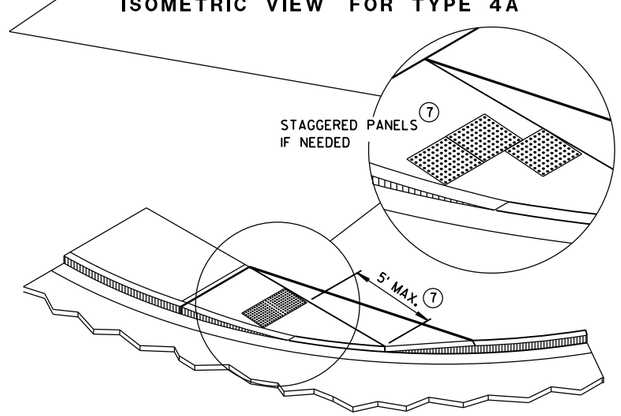
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION 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

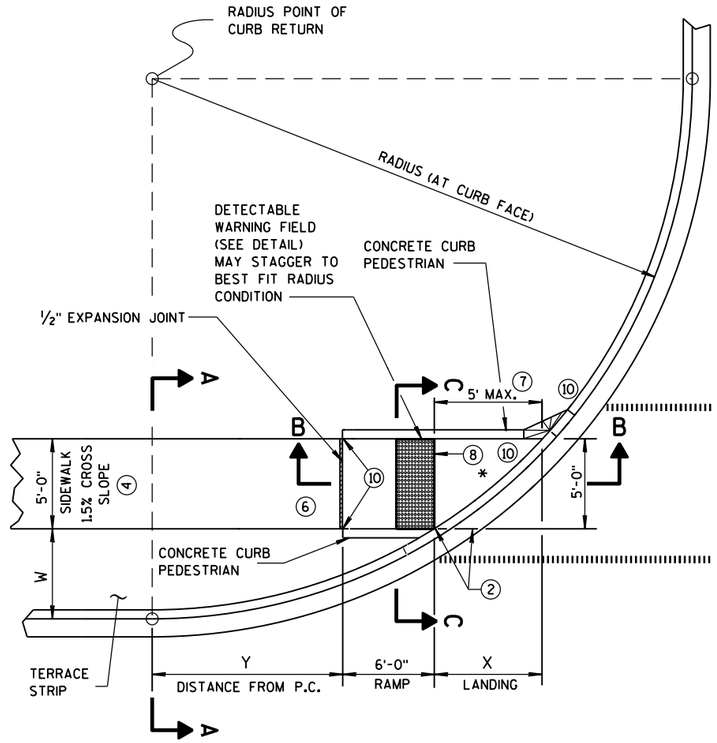
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 4A AND 4A1

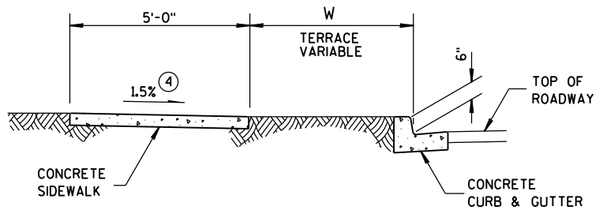
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

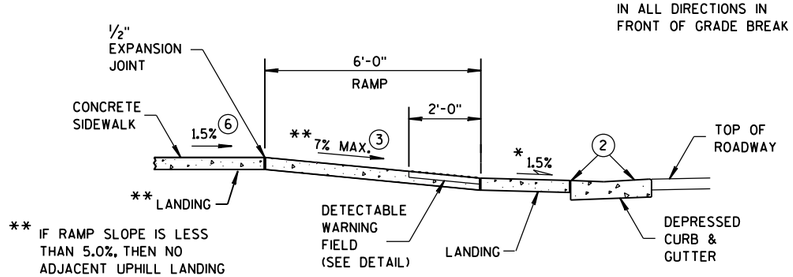
S.D.D. 8 D 5-18c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



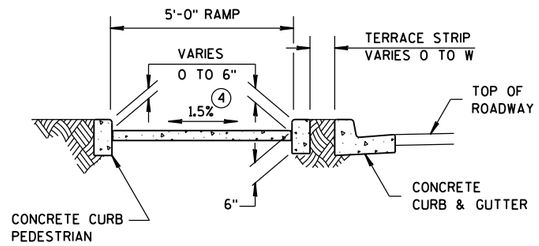
SECTION B-B FOR TYPE 4B

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.

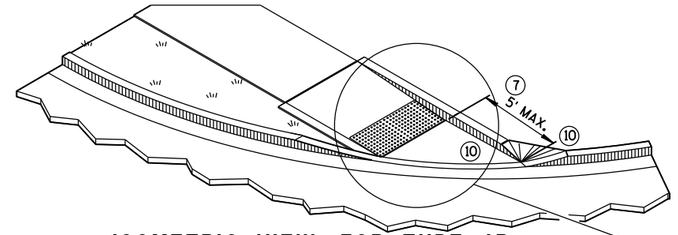
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

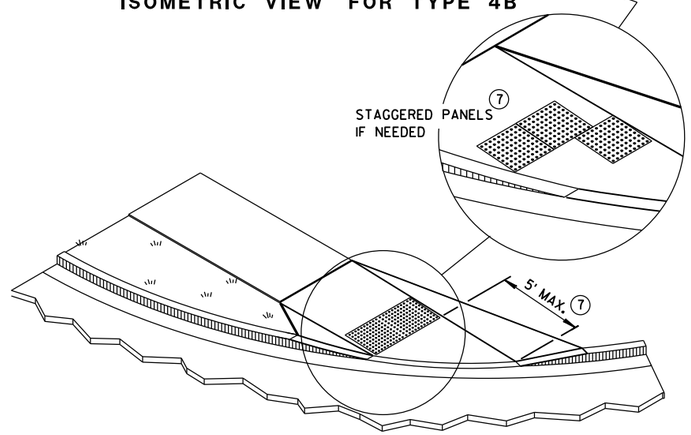
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, STAGGER ADDITIONAL DETECTABLE WARNING PANEL FORWARD TO REDUCE THIS DISTANCE. PROVIDE MINIMUM 12-INCH ROW OVERLAP TO AVOID SIDESTEP OF DOME DETECTION. USE EQUAL-SIZE PANELS TO DEVELOP OVERLAPPING, STAGGERED ROWS. ALIGN DOMES BETWEEN OVERLAPPING ROWS AND IN DIRECTION OF PEDESTRIAN TRAVEL.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

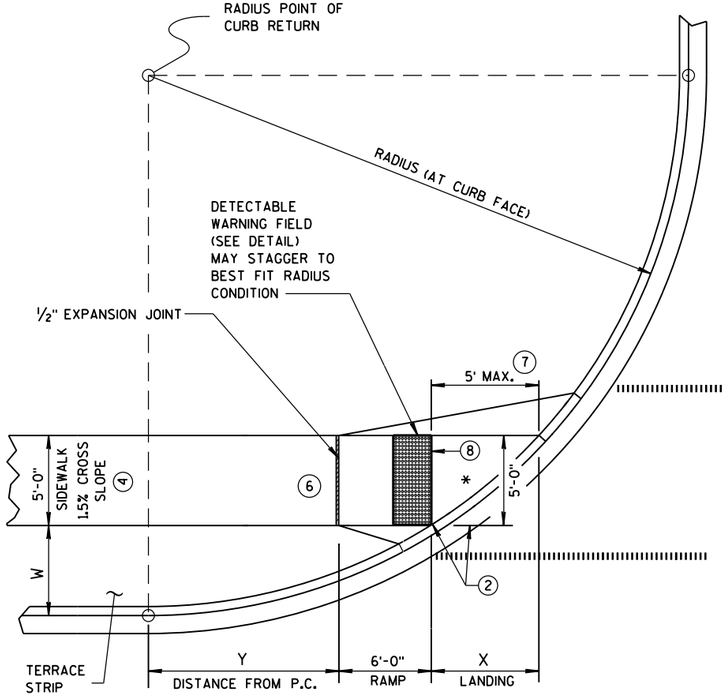
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1



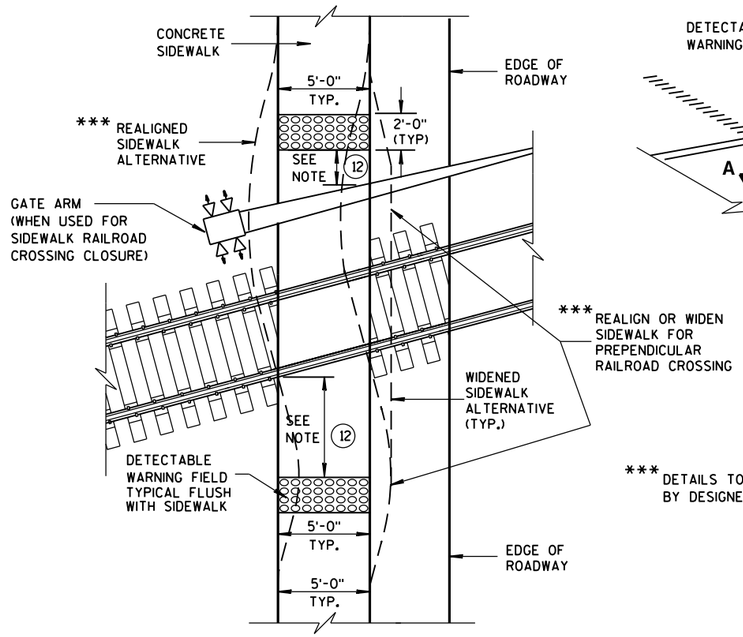
CURB RAMP TYPE 4B1
PLAN VIEW

CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

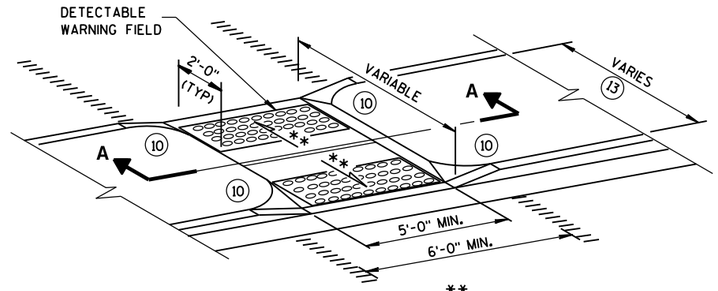
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S.D.D. 8 D 5-18d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



MEDIAN ISLAND NON-ELEVATED CROSSING
TYPE 5

GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL NOT EXCEED 7%.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

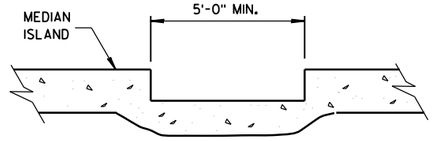
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

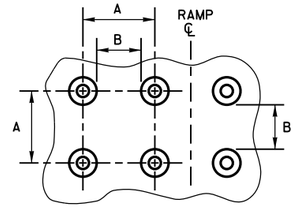
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



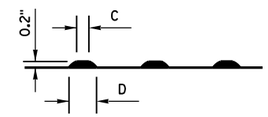
SECTION A-A

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

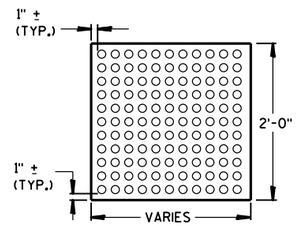


PLAN VIEW

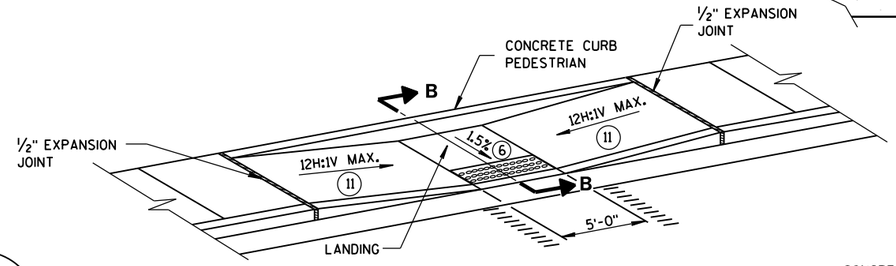


ELEVATION VIEW

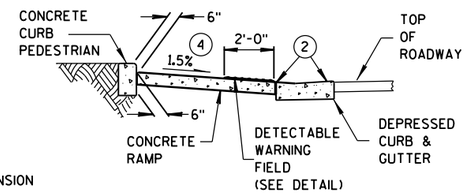
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



PLAN VIEW
DETECTABLE WARNING FIELD (TYPICAL)

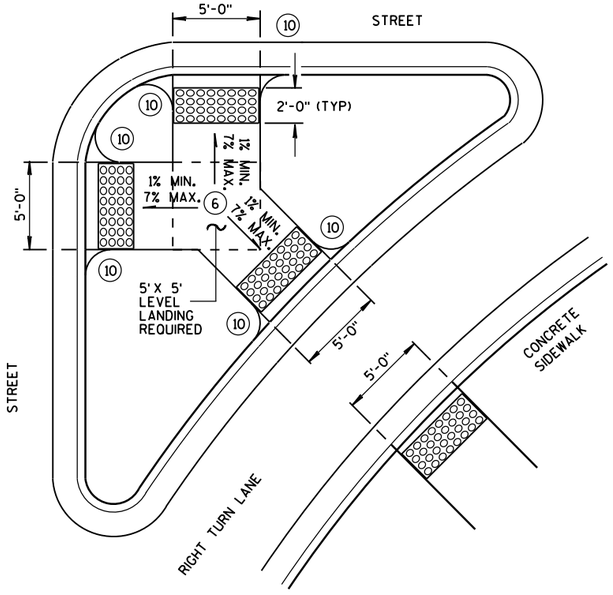


MID-BLOCK CROSSING
TYPE 7A

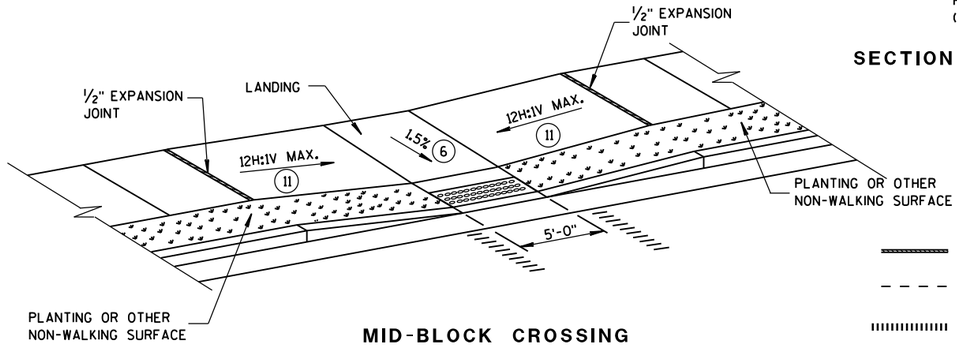


SECTION B-B

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

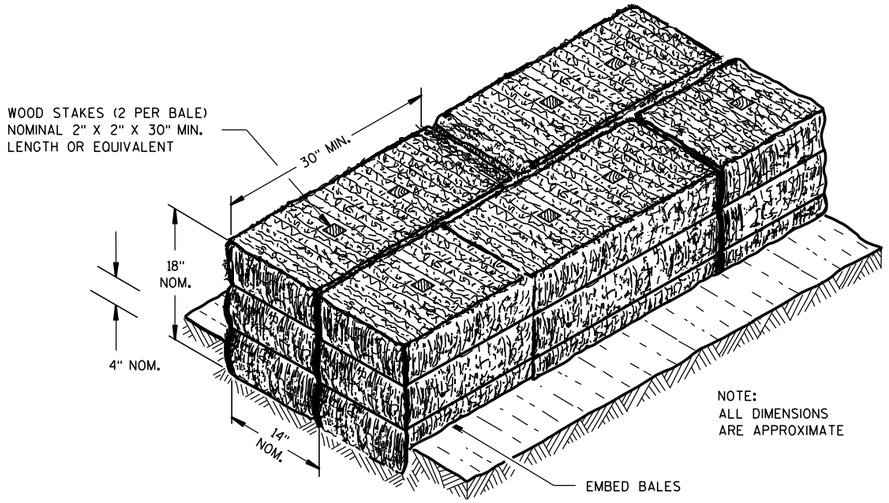
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
388
ENT
FHWA

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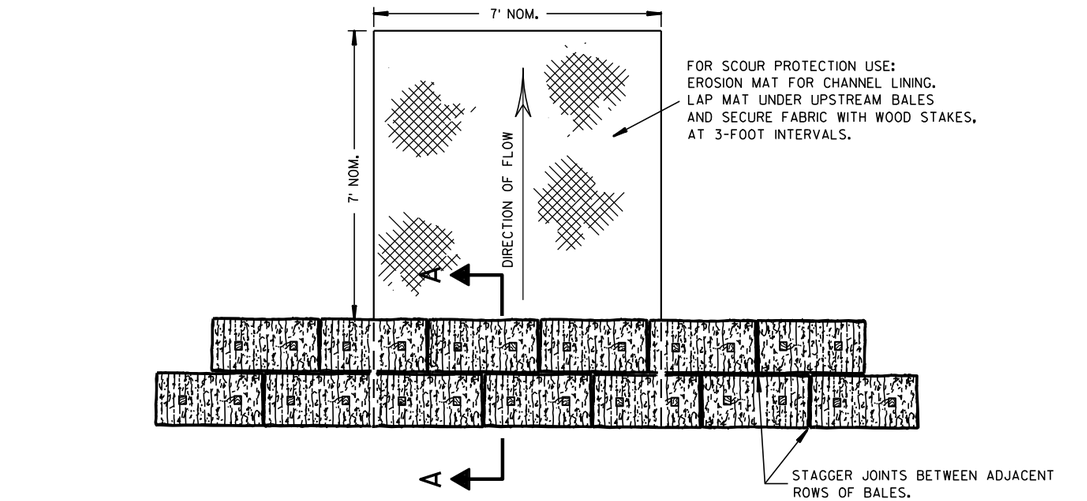
S.D.D. 8 D 5-18e

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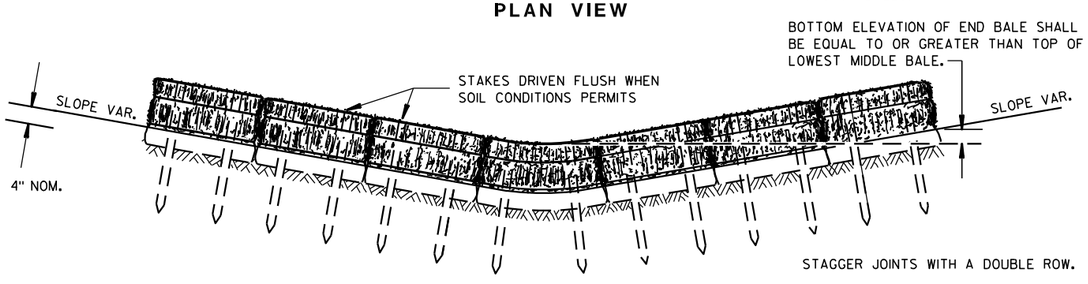
S.D.D. 8 D 5-18e



SECTION A-A



PLAN VIEW



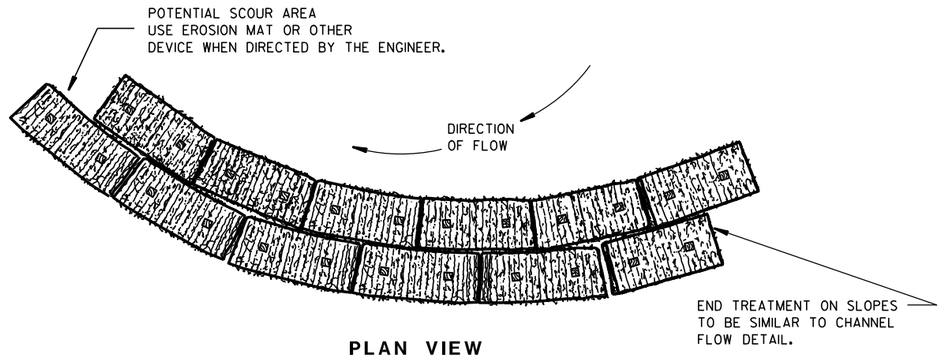
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

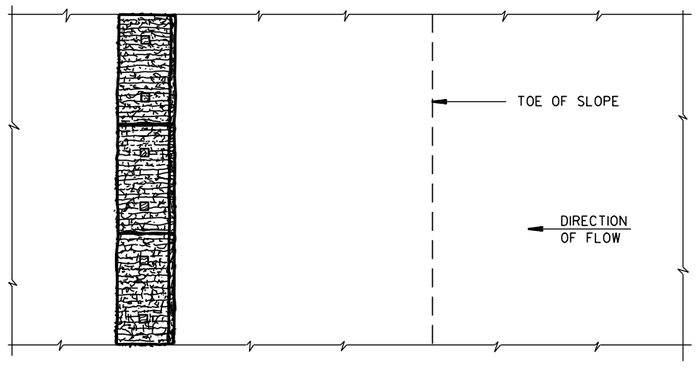
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

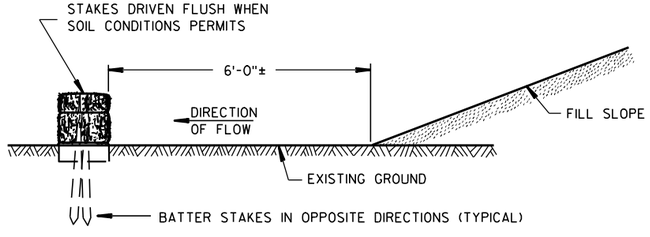


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

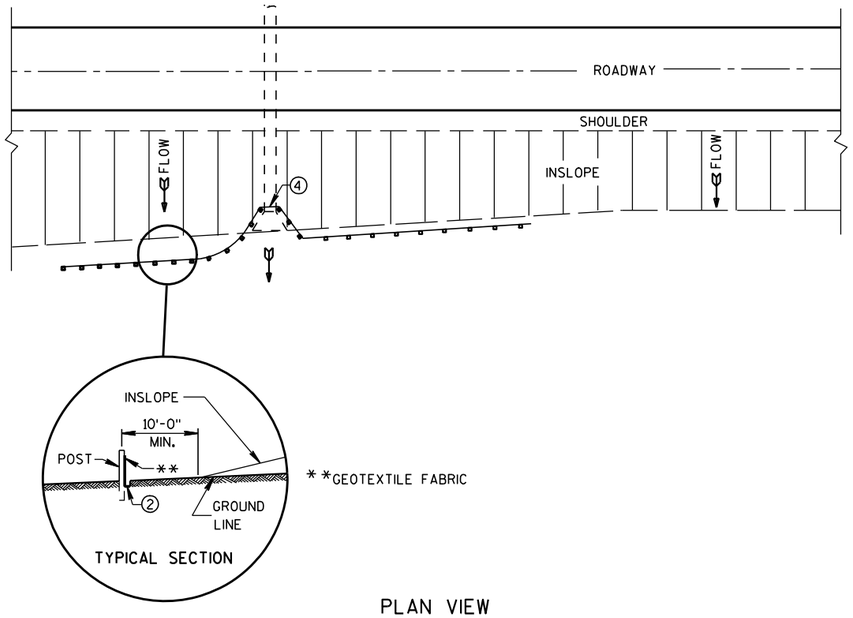
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

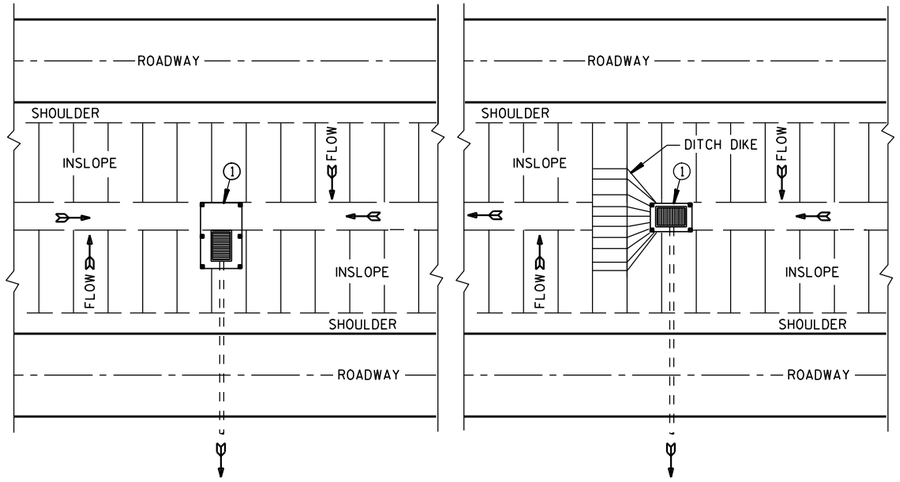
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

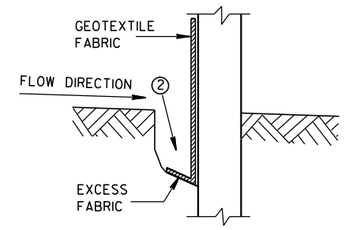
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

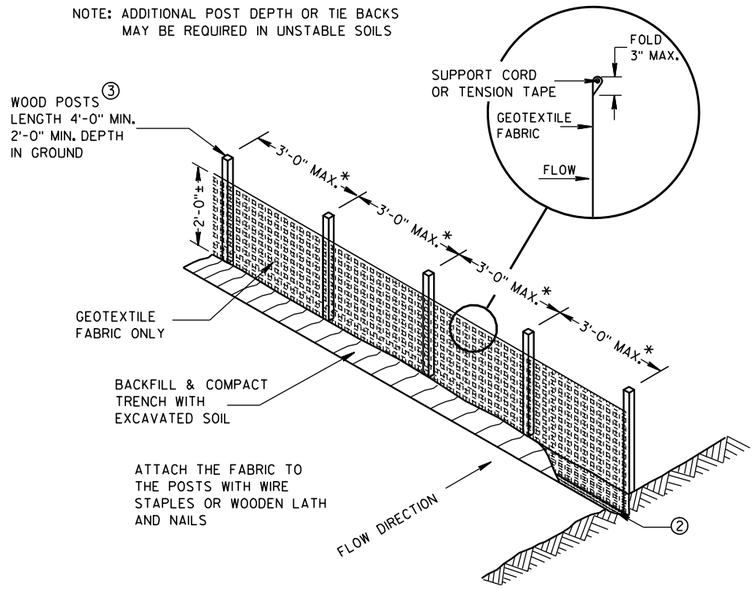
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

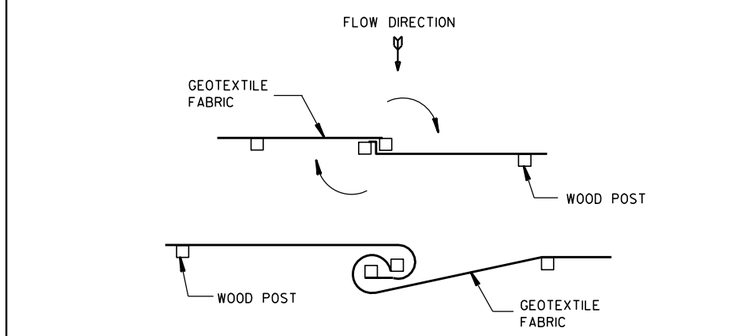
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



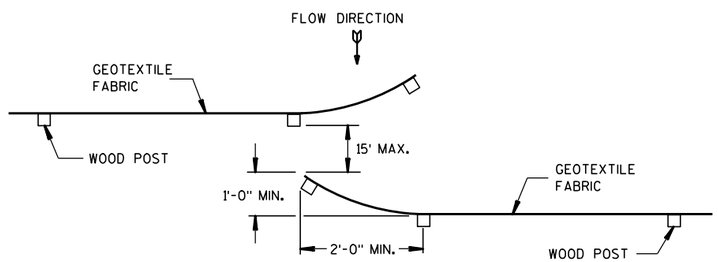
TRENCH DETAIL



SILT FENCE

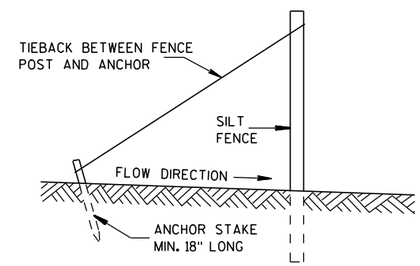


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

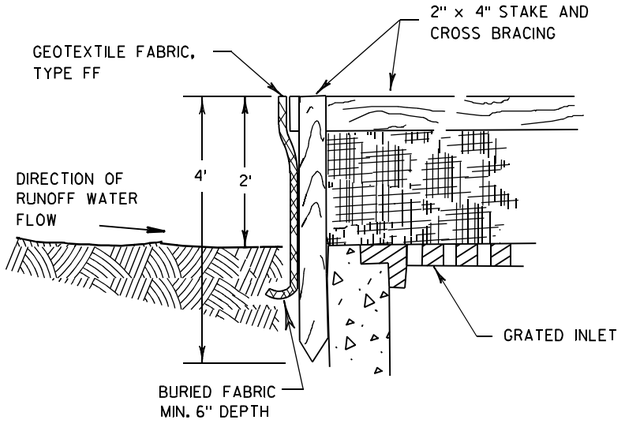
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

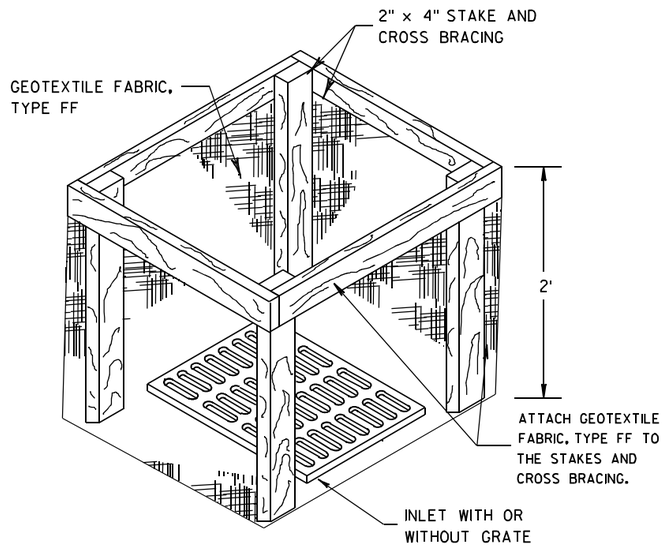
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S.D.D. 8 E 9-6

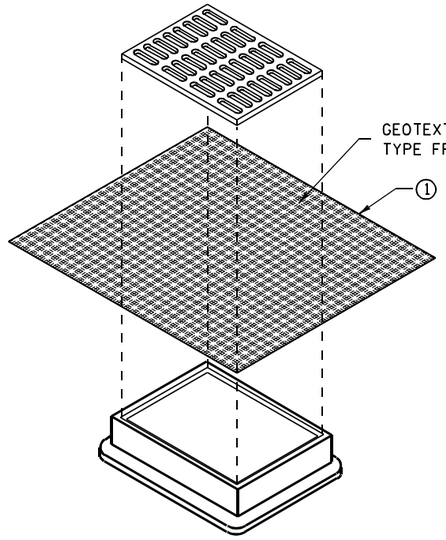
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S.D.D. 8 E 9-6



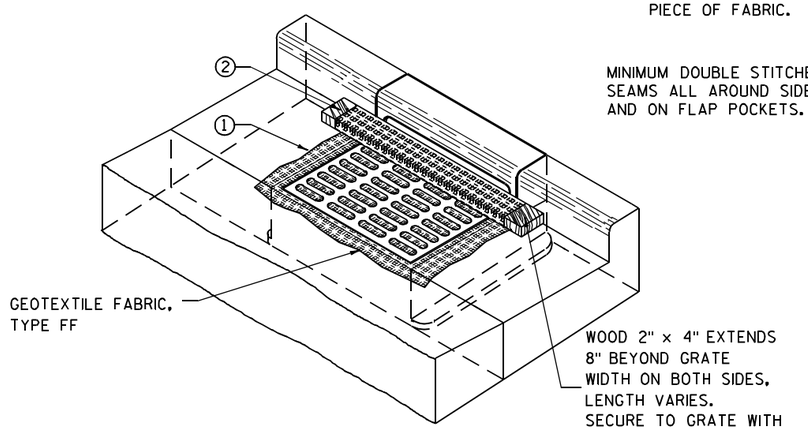


INLET PROTECTION, TYPE A

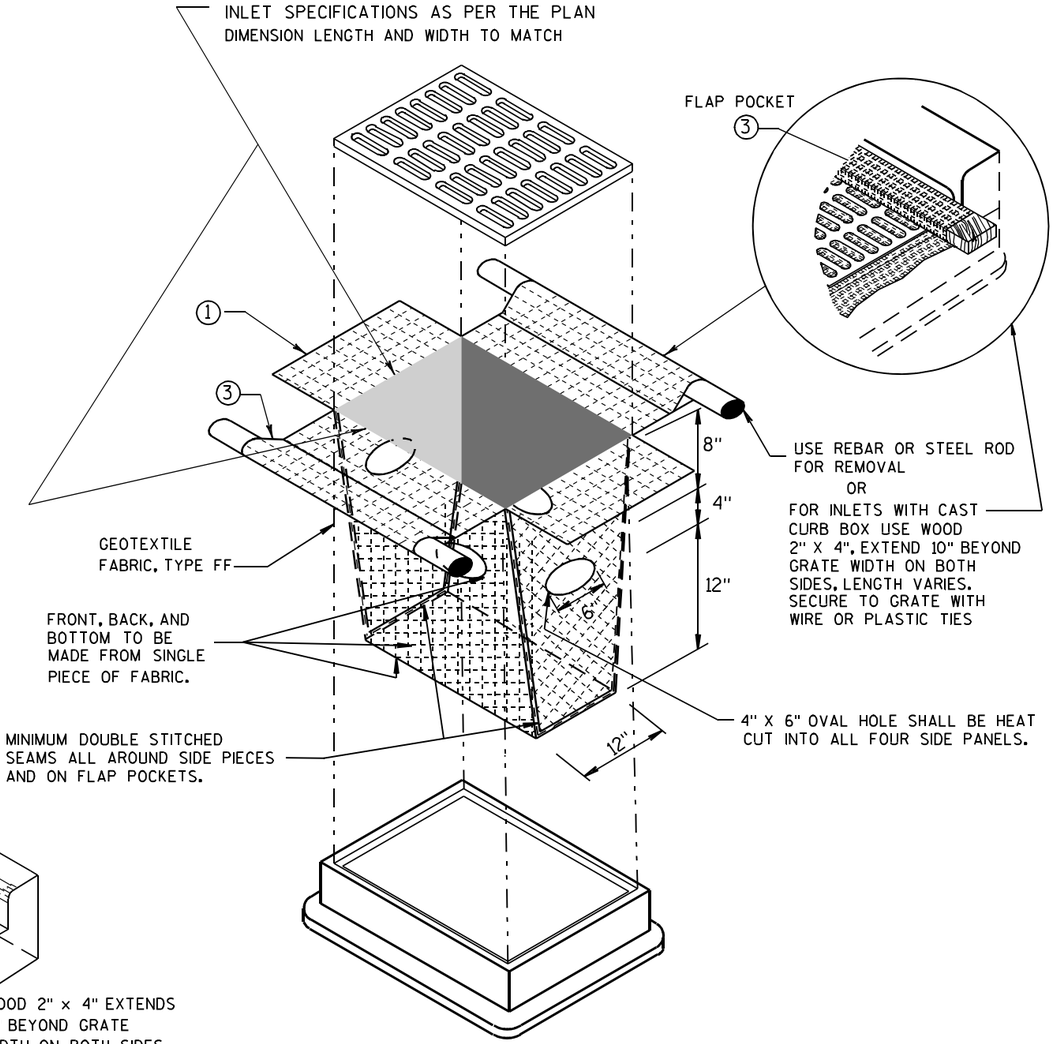


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

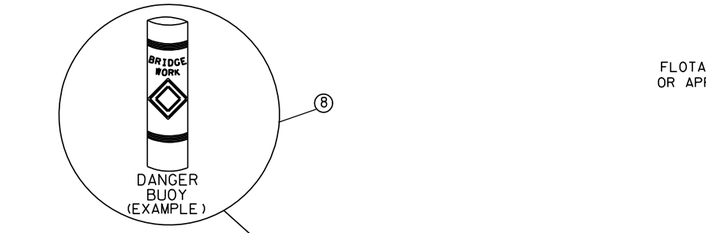
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

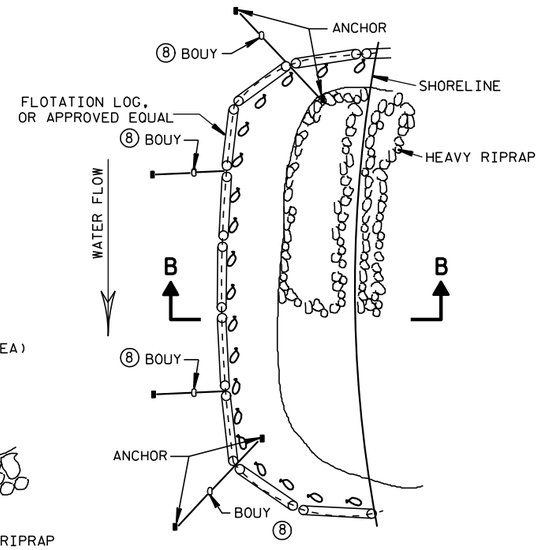
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

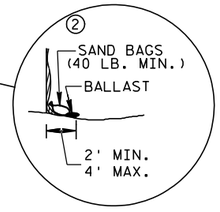
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2

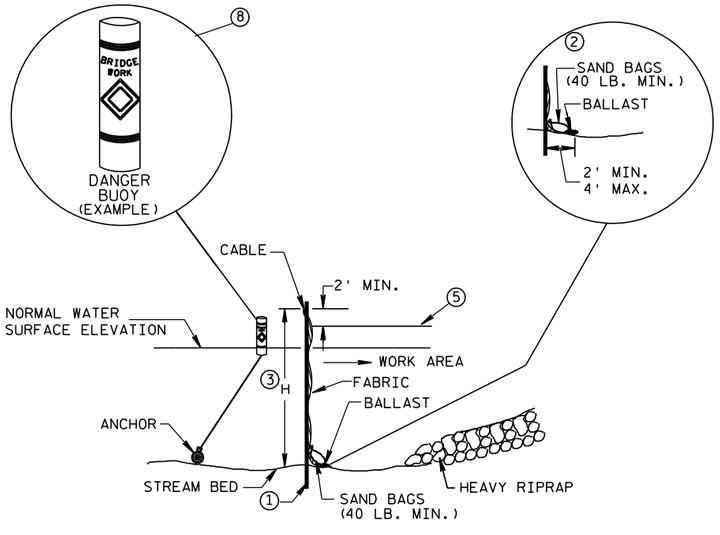


SECTION B-B

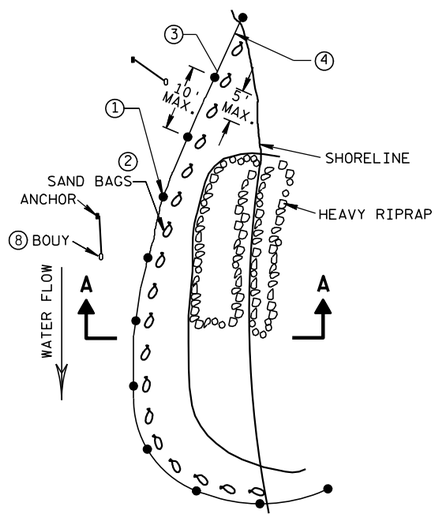




TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A-A



PLAN VIEW

TURBIDITY BARRIER STANDARD POST INSTALLATION

TURBIDITY BARRIER PLACEMENT 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.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.

② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.

③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.

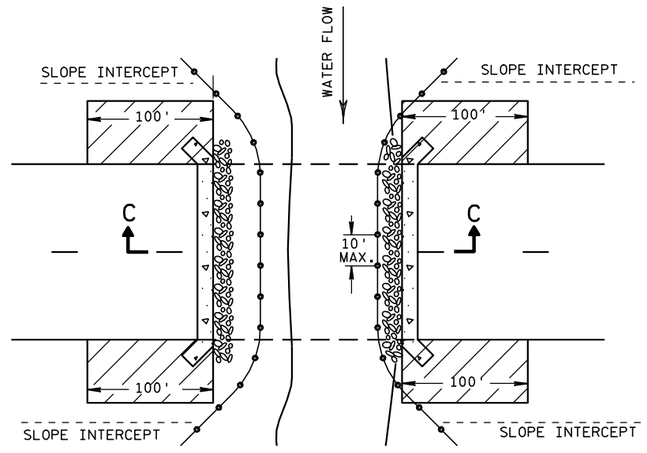
④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.

⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MIMIMUM BARRIER HEIGHT SHALL BE 2'GREATER THAN EITHER THE 02 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.

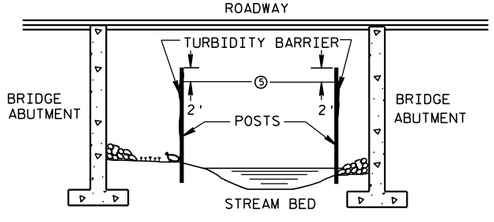
⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.

⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.

⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

TURBIDITY BARRIER DETAIL SHOWING TYPICAL PLACEMENT AT STRUCTURES

TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

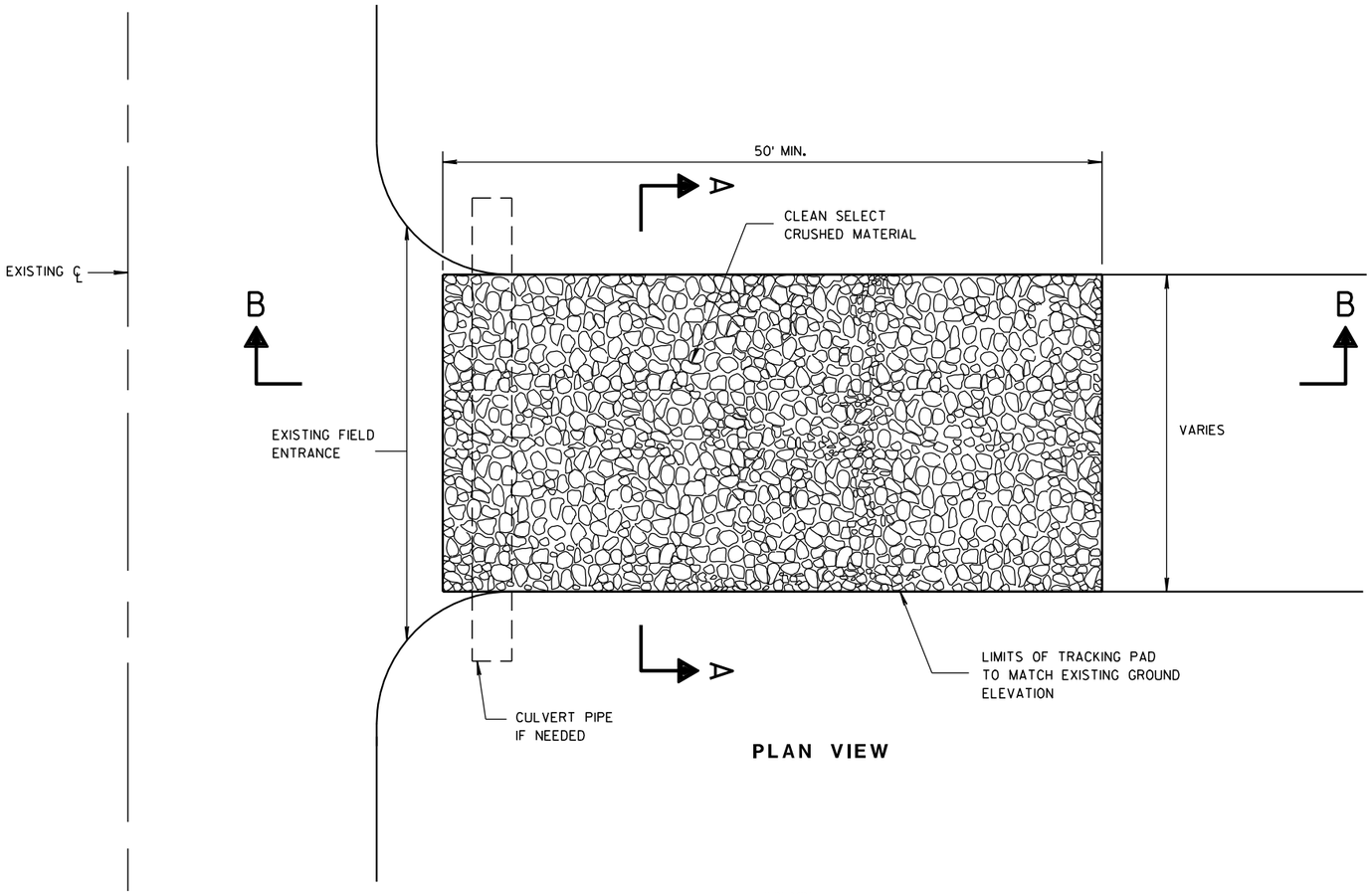
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

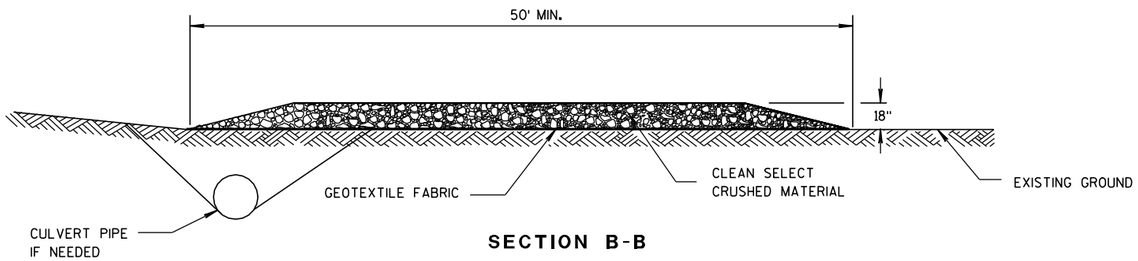
S.D.D. 8 E 11-2

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S.D.D. 8 E 11-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

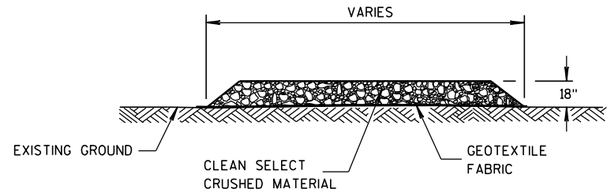
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER
393	ENT

S.D.D. 8 E 14-1
6

METAL APRON ENDWALLS

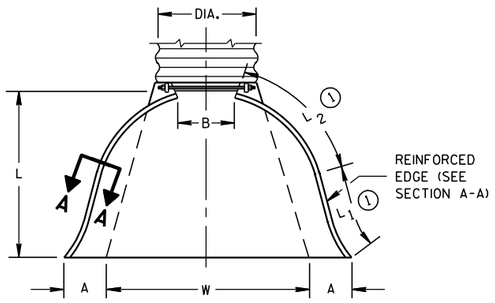
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

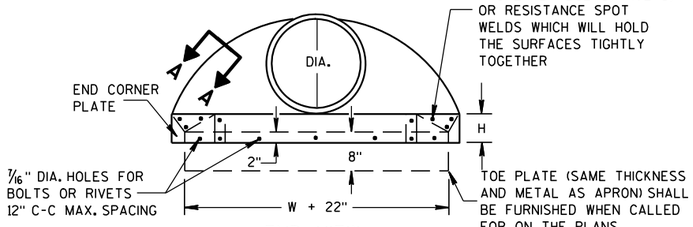
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

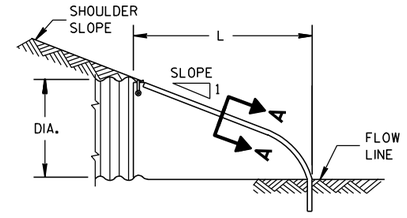
* MINIMUM
** MAXIMUM



PLAN VIEW

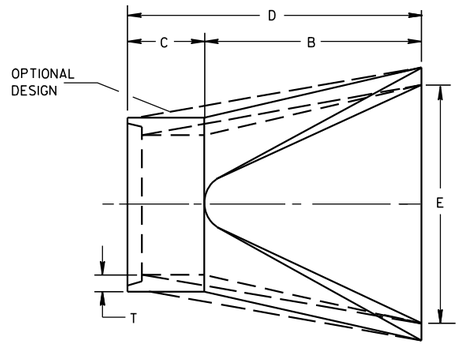


END VIEW

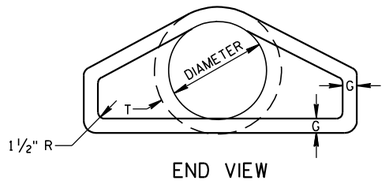


SIDE ELEVATION

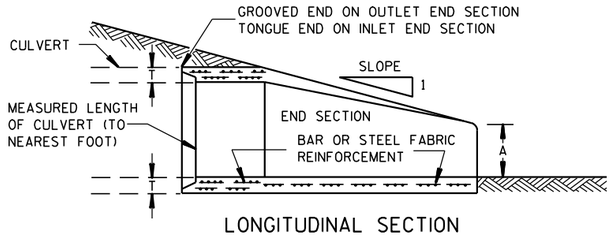
METAL ENDWALLS



PLAN

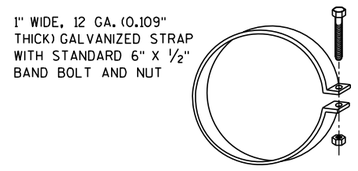


END VIEW



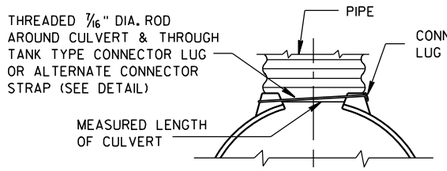
LONGITUDINAL SECTION

CONCRETE ENDWALLS

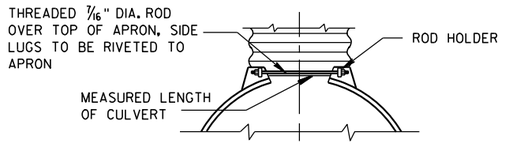


ALTERNATE FOR TYPE 1 CONNECTION

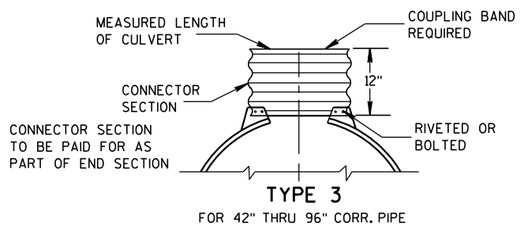
END SECTION CONNECTOR STRAP



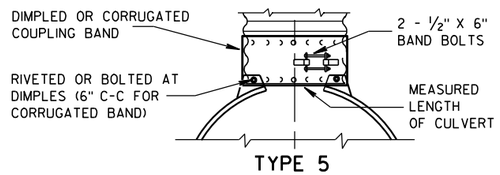
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

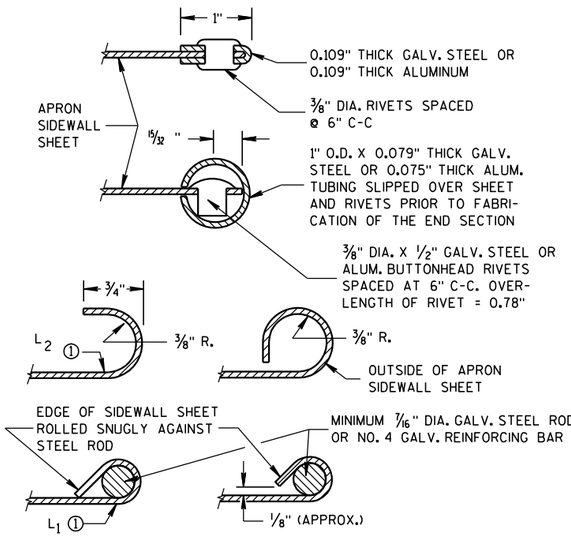
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

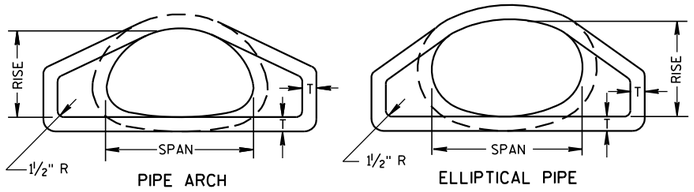
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

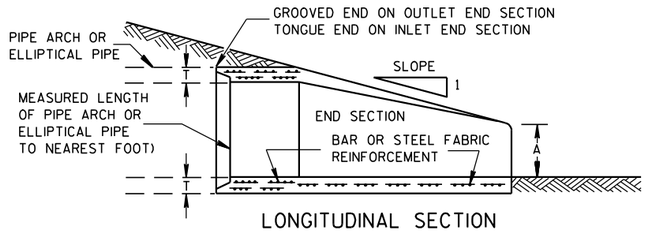
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

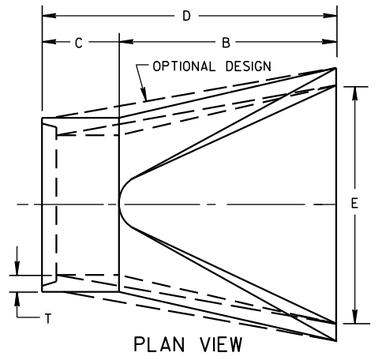
6
S.D.D. 8 F 1-11



END VIEW

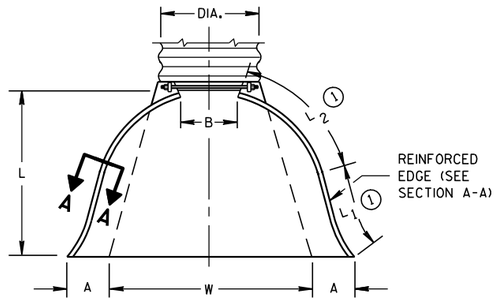


LONGITUDINAL SECTION

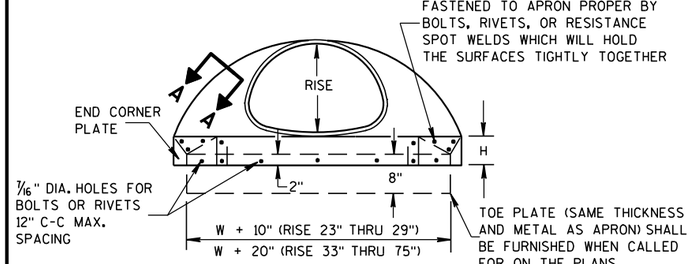


PLAN VIEW

CONCRETE ENDWALLS

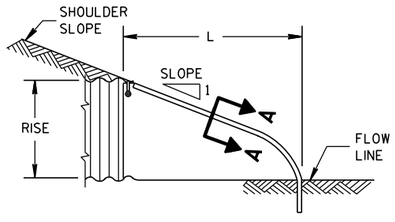


PLAN VIEW



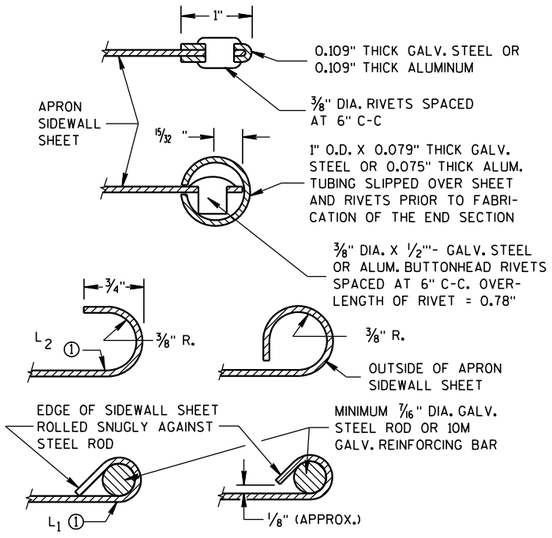
END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- ⅔" X ½" 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 (±1½")	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 (±1½")	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

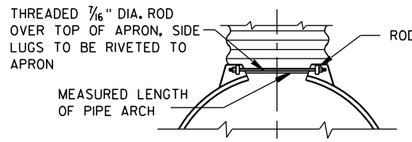
REINFORCED CONCRETE PIPE ARCH

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

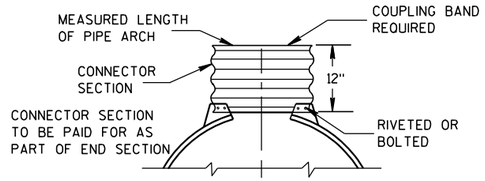
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



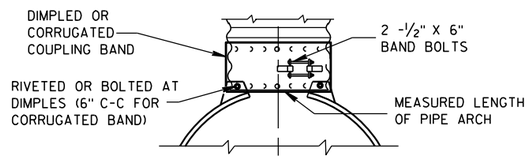
TYPE 2

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

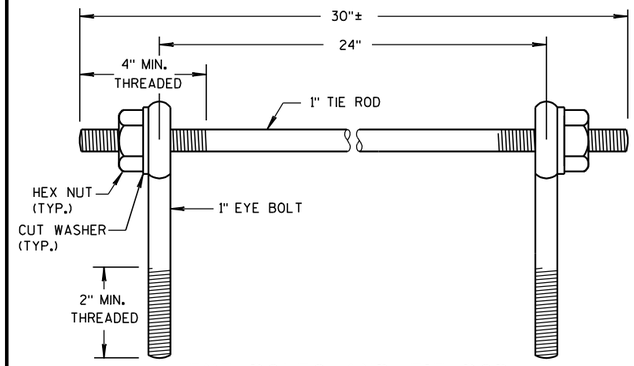
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

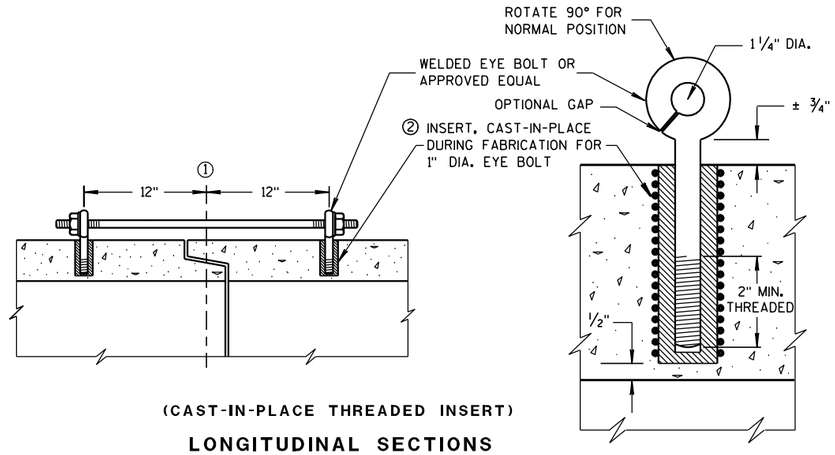
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S.D.D. 8 F 2-1



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.

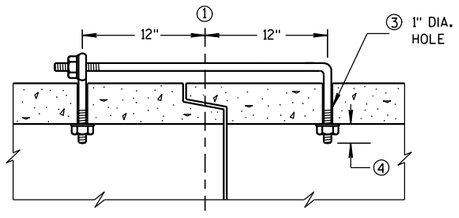
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

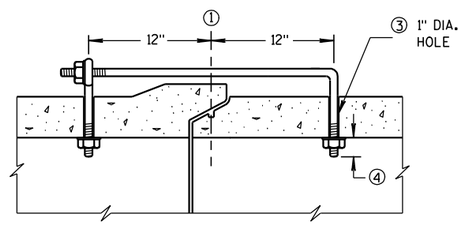
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

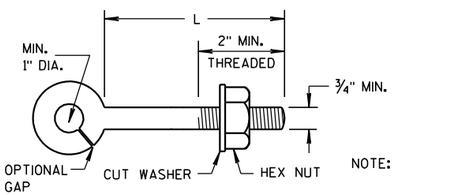


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

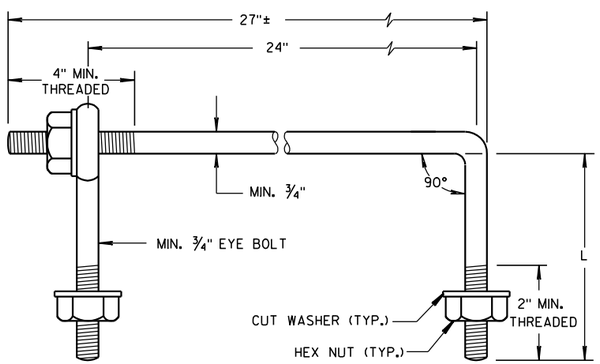
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

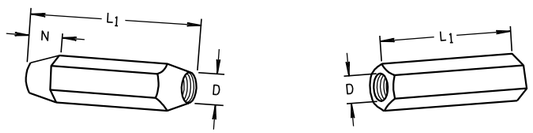
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

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

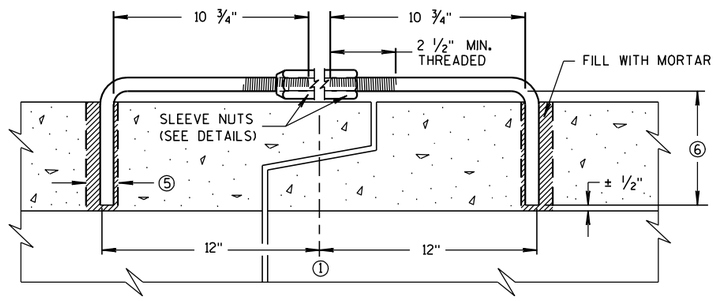
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

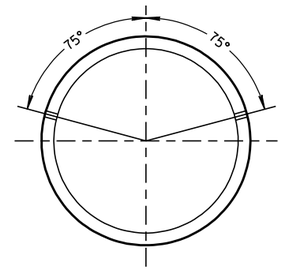
SLEEVE NUTS



LONGITUDINAL SECTION

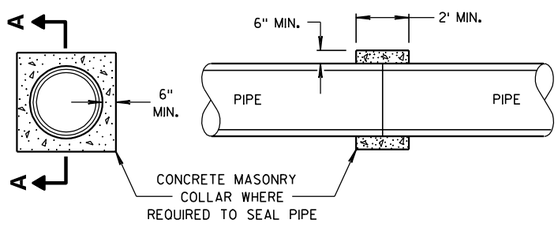
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

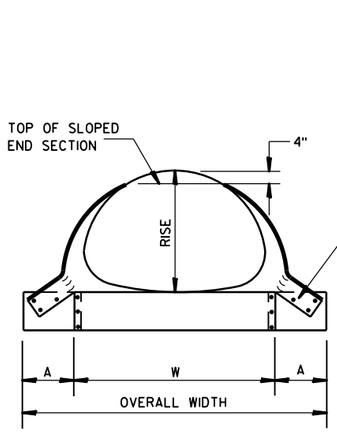
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
396
FHWA

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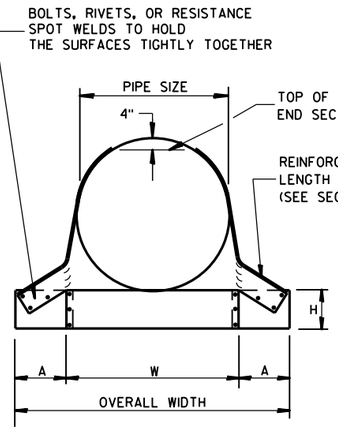
S.D.D. 8 F 4-7

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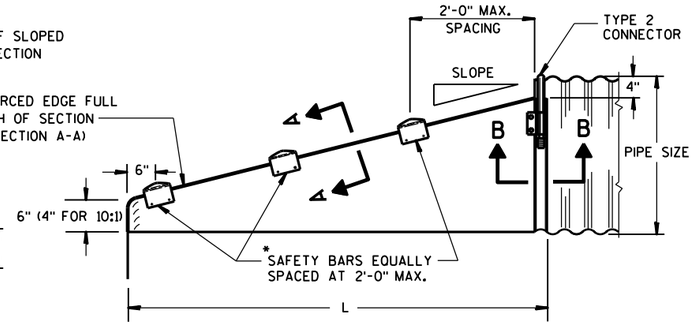
S.D.D. 8 F 4-7



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

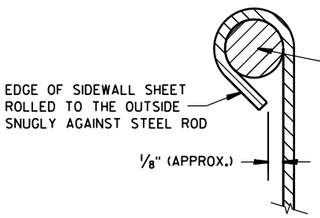
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

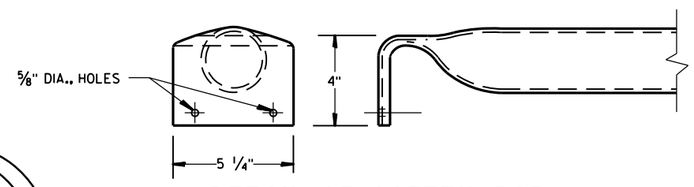
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

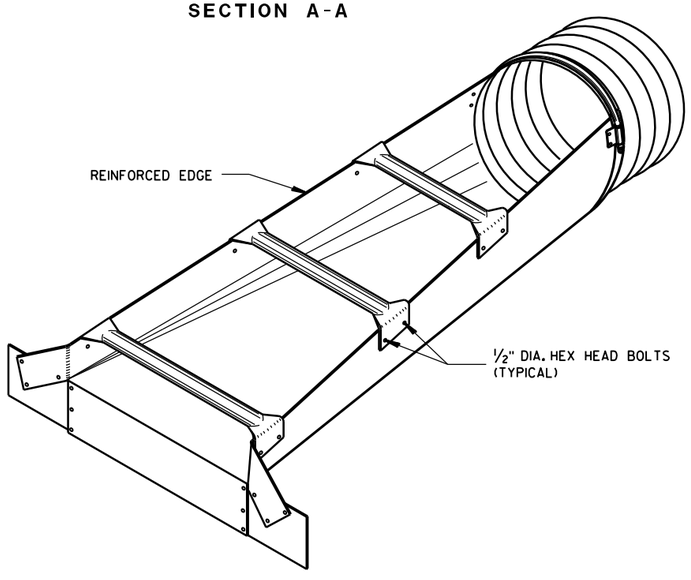


DETAIL OF SAFETY BAR

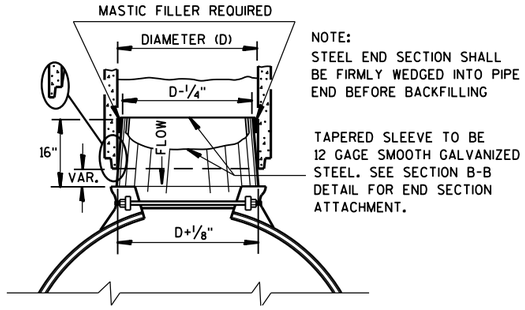
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

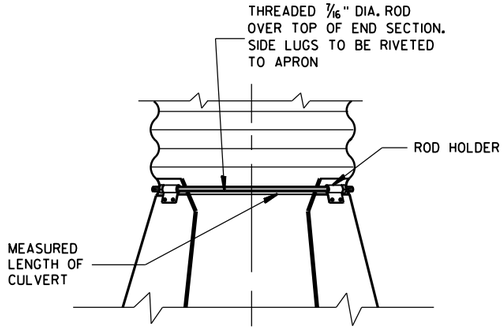
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



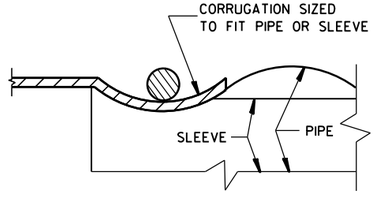
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

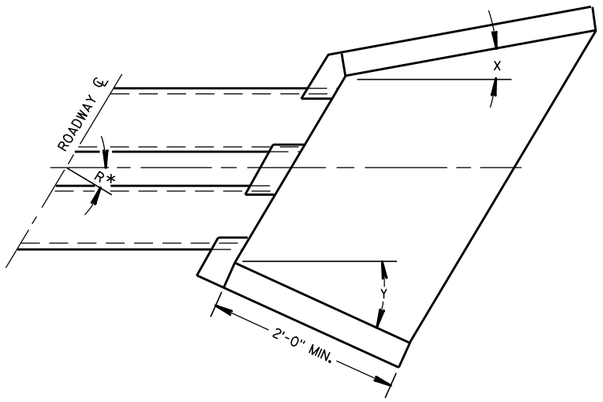
APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 7-5

6

S.D.D. 8 F 7-5



WINGWALL ANGLE DETAILS

INLET			OUTLET		
R*	X	Y	R*	X	Y
0 - 7°	30°	30°	0 - 15°	15°	15°
8 - 22°	25°	"	16 - 45°	10°	"
23 - 37°	20°	"	46 - 75°	5°	"
38 - 52°	15°	"	OVER 75°	0°	"
53 - 67°	10°	"			
68 - 82°	5°	"			
OVER 82°	0°	"			

*R = NUMBER OF DEGREES RIGHT OR LEFT HAND FORWARD

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

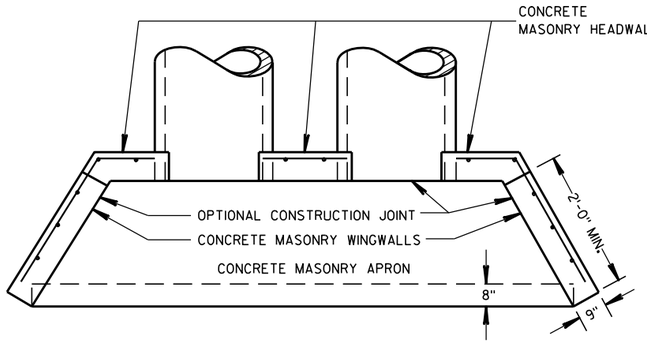
FILL SLOPES FLATTER THAN 2 ½:1 SHALL BE WARPED TO MEET THE TOP OF THE WINGWALLS.

ALL STEEL REINFORCEMENT AND WELDED STEEL WIRE FABRIC SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE NOTED.

(1) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS SPACED 12" C-C IN BOTH DIRECTIONS.

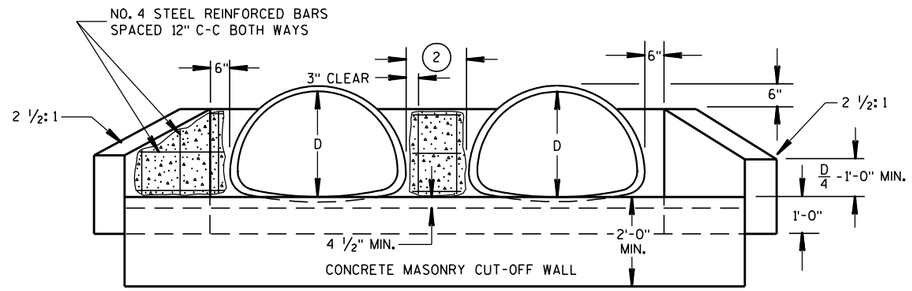
(2) THE SPACE BETWEEN PIPES SHALL BE AS FOLLOWS:

DIAMETER OR SPAN	SPACE
UP TO AND INCLUDING 48"	2'-0"
OVER 48" TO 72"	½ DIA. OR SPAN
OVER 72"	3'-0"



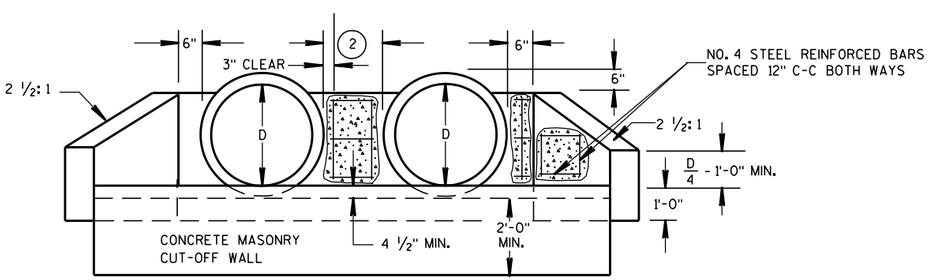
PLAN VIEW

CULVERT PIPE AND PIPE ARCH



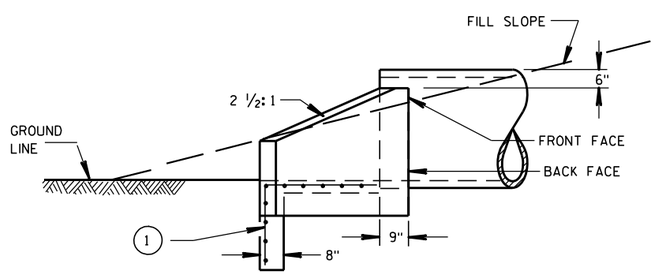
END ELEVATION

PIPE ARCH



END ELEVATION

CULVERT PIPE



SIDE ELEVATION

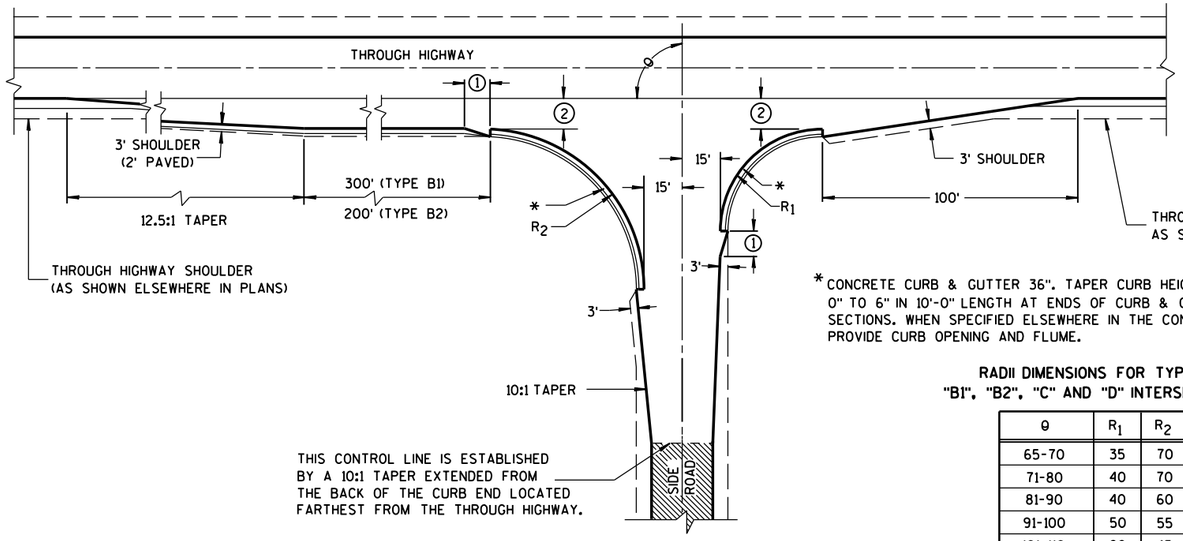
CULVERT PIPE AND PIPE ARCH

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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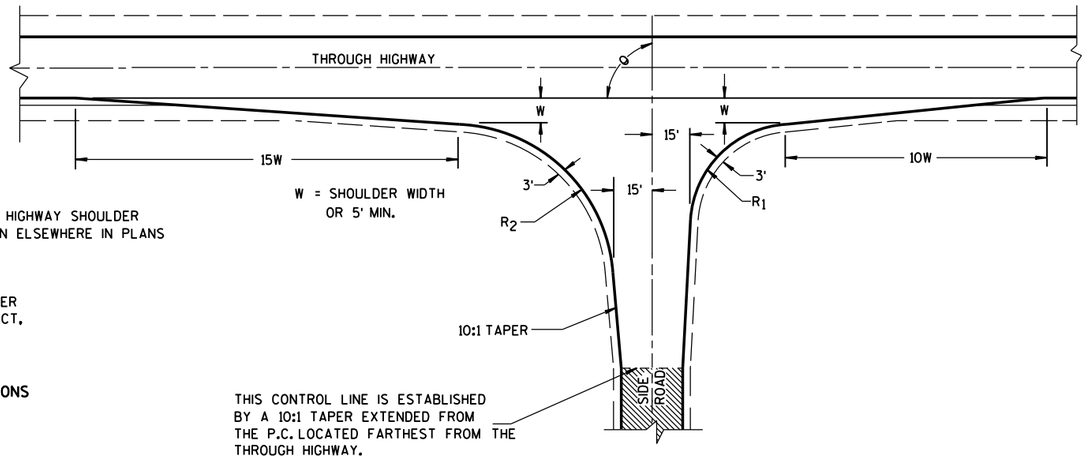


TYPE "B1" AND "B2"

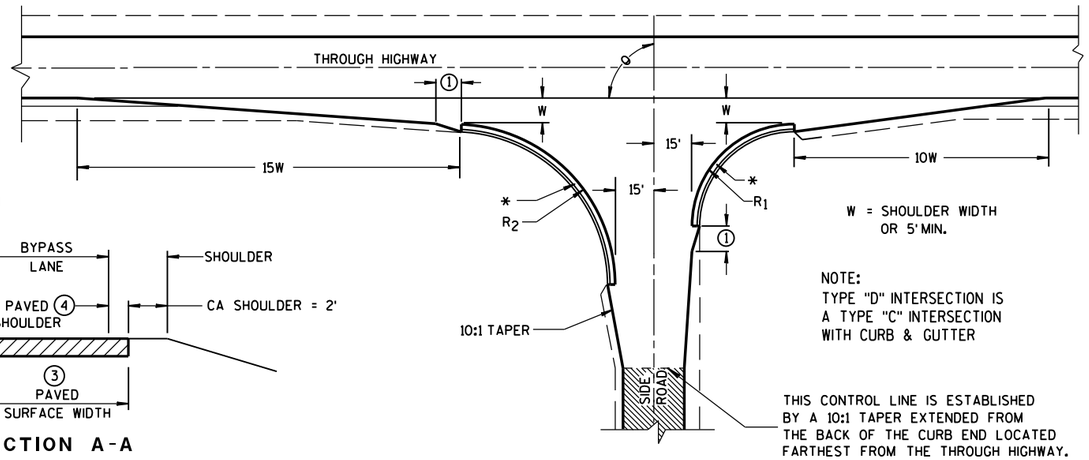
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

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

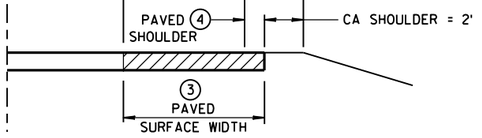
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

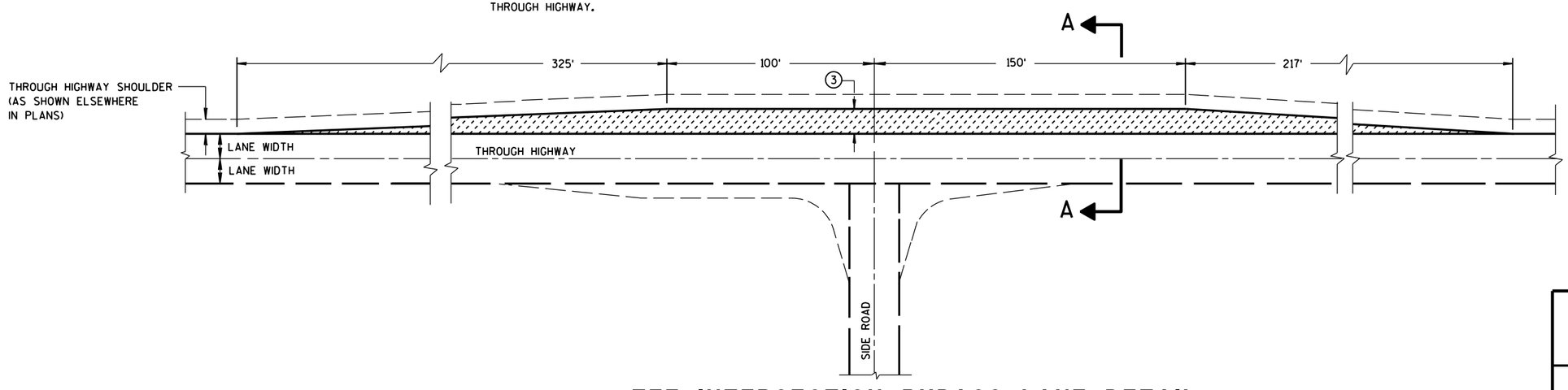
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(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)



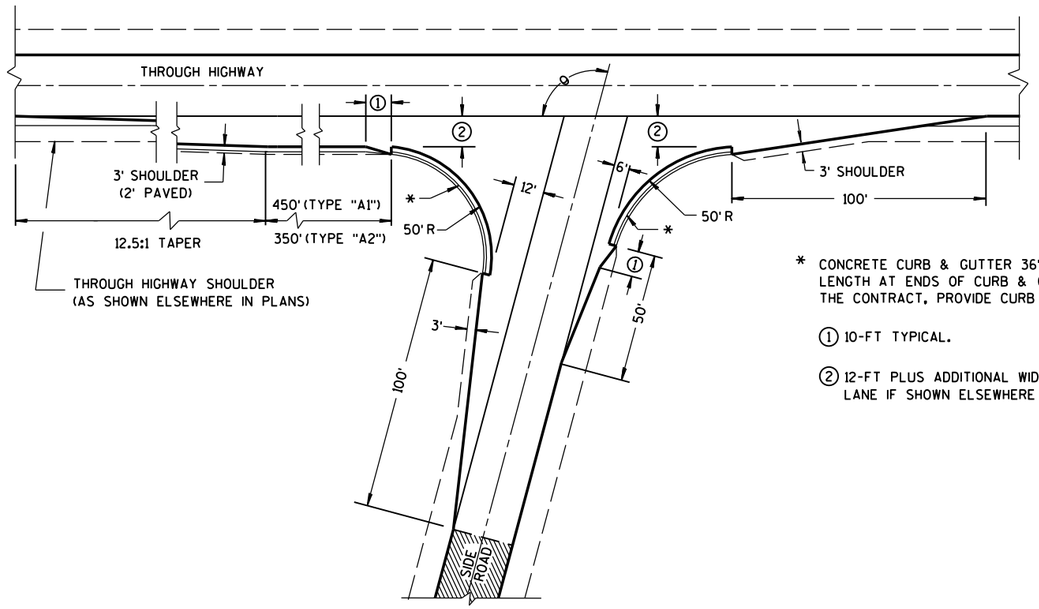
TEE INTERSECTION BYPASS LANE DETAIL

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



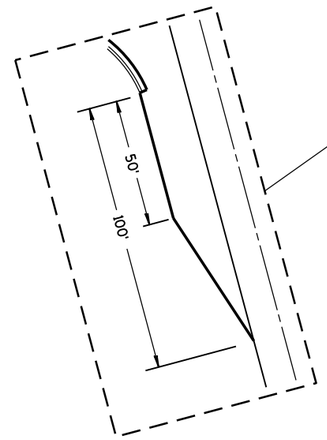
θ = MORE THAN 80°

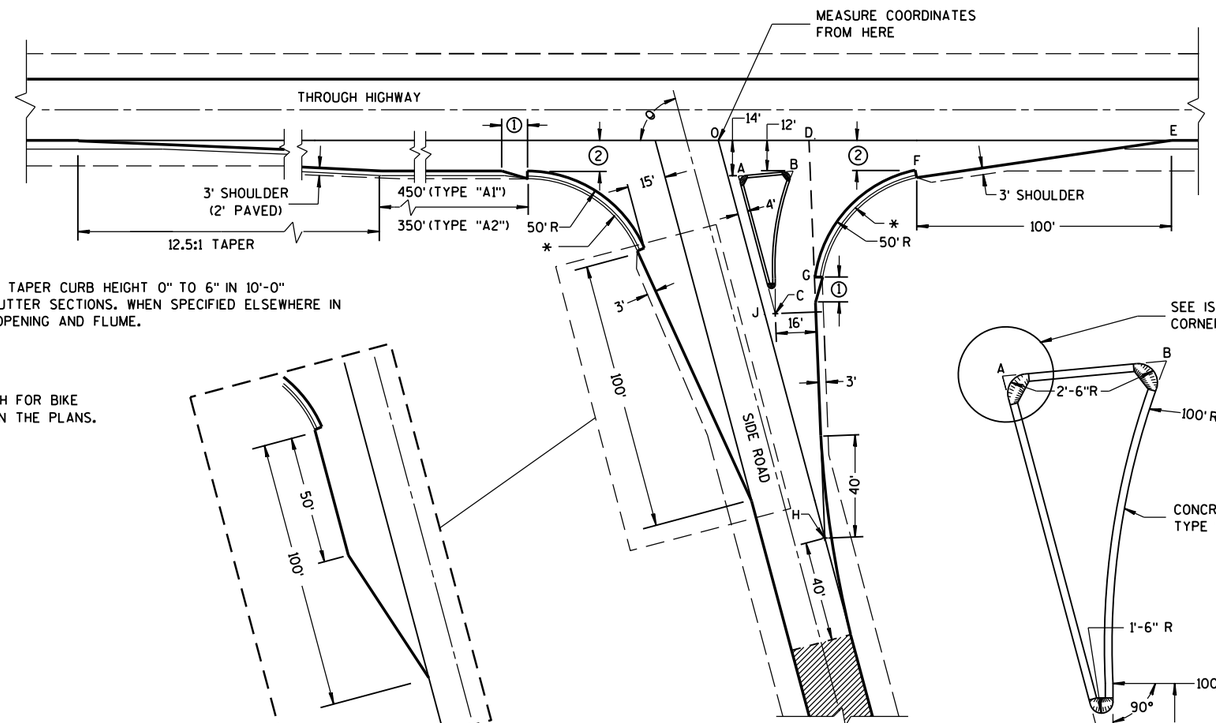
* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

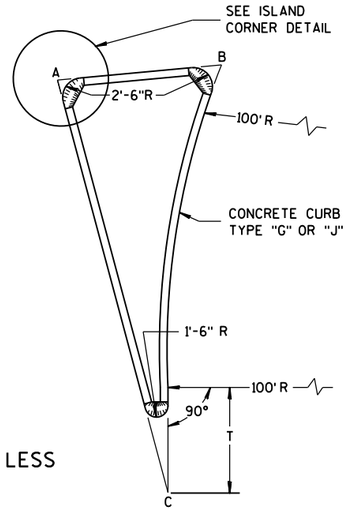
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE

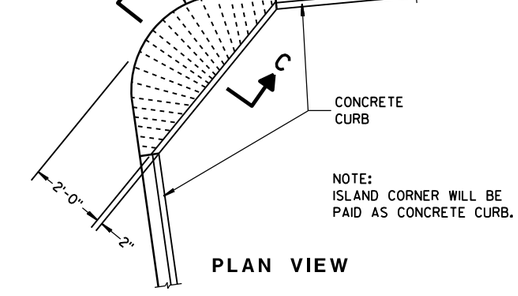




θ = ACUTE ANGLES 80° OR LESS

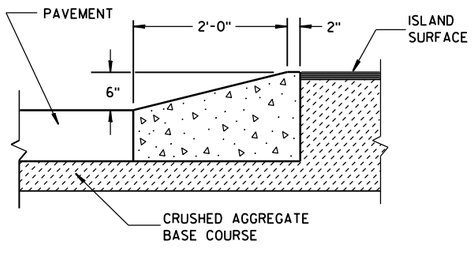


SIDE ROAD WIDENING AND TAPER REQUIRED WHERE
THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS



NOTE:
ISLAND CORNER WILL BE
PAID AS CONCRETE CURB.

PLAN VIEW



SECTION C-C

ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)

TABLE OF DIMENSIONS FOR
VARIABLE SIDE ROAD INTERSECTION ANGLES
(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

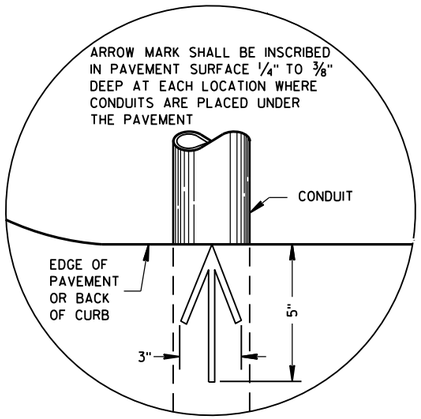
TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

AT-GRADE SIDE ROAD
INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

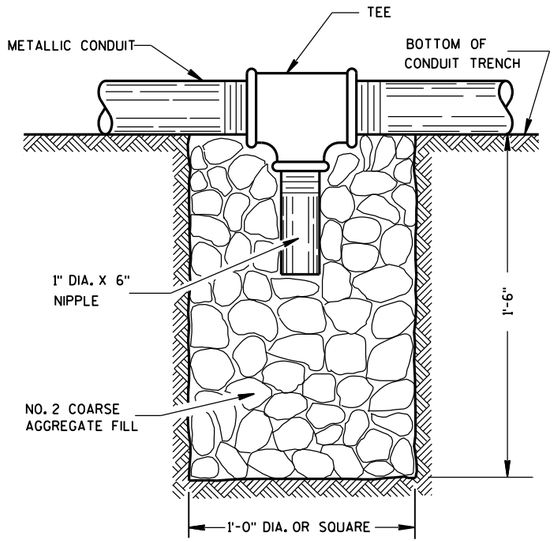
APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 9 A 1-13b



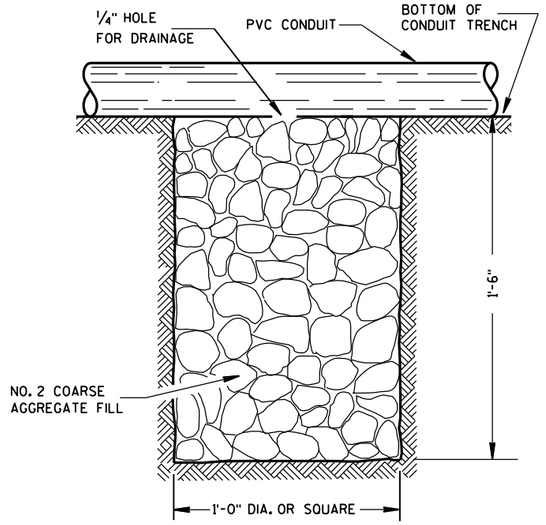
PLAN VIEW

ARROW MARK



NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR METALLIC CONDUIT



NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

DRAIN SUMP FOR PVC CONDUIT

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

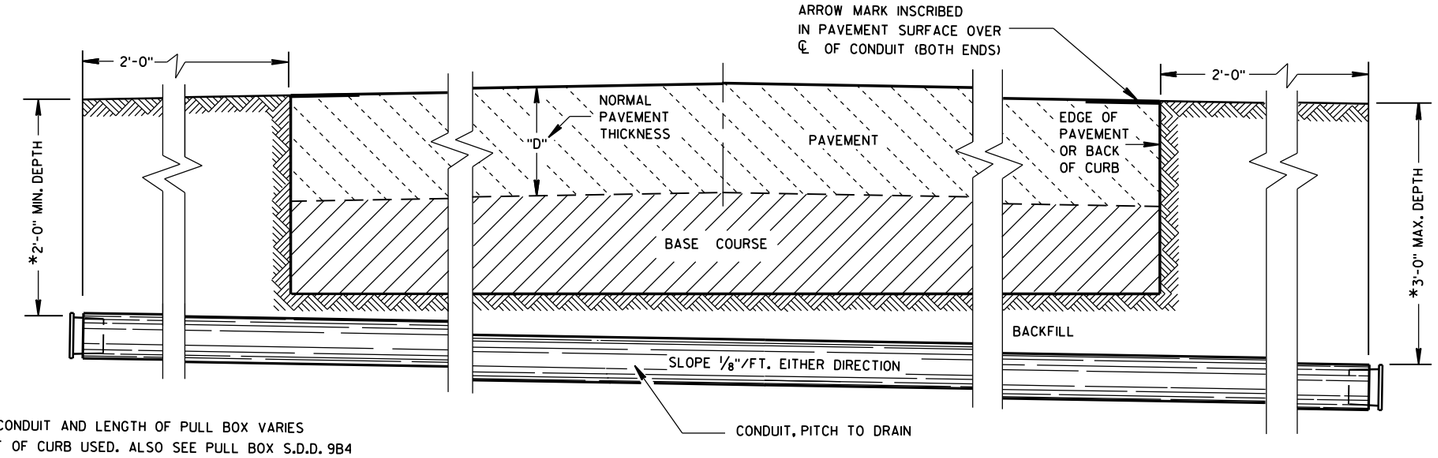
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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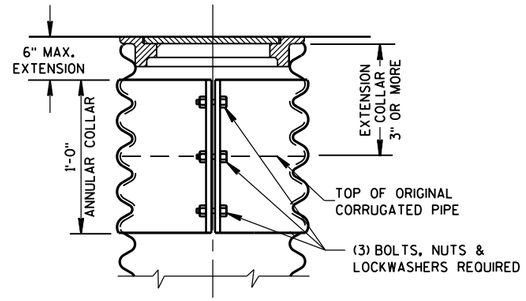
S.D.D. 9 B 2-9

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

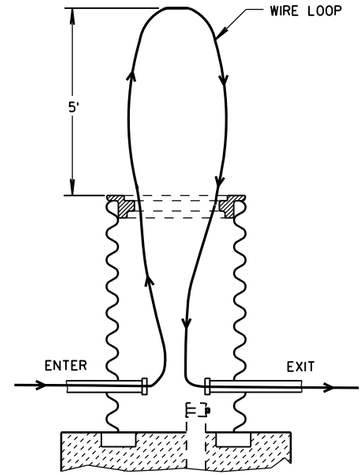
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

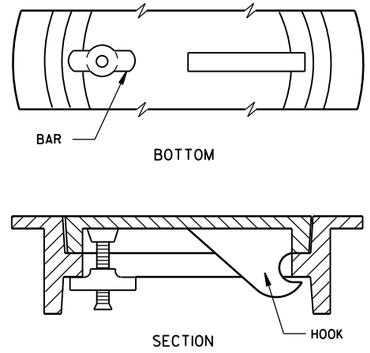
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

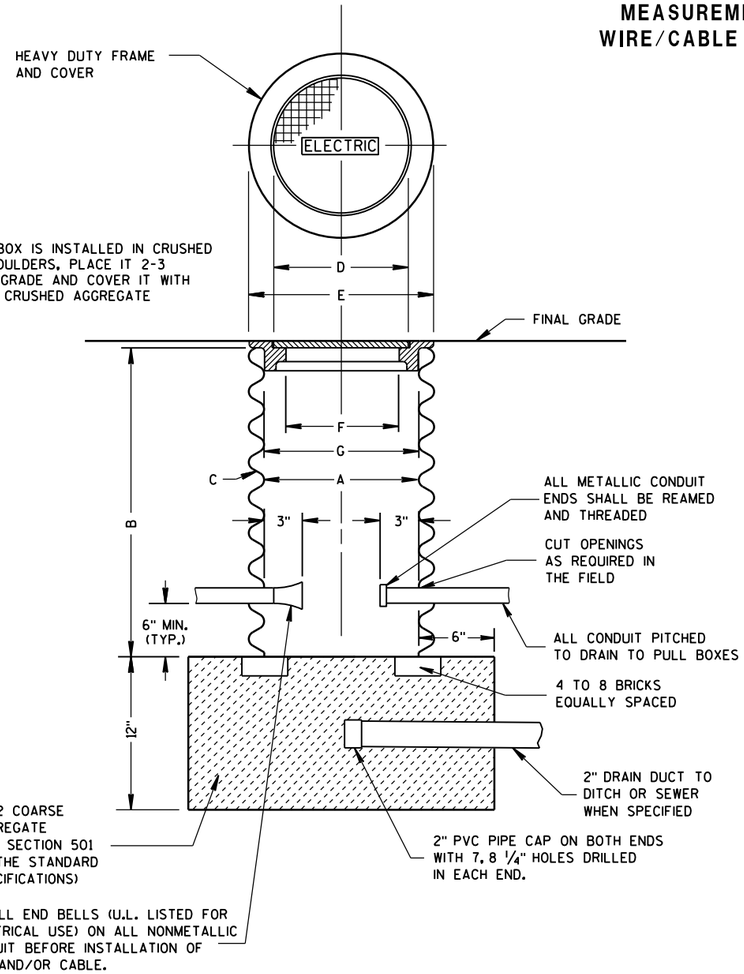


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



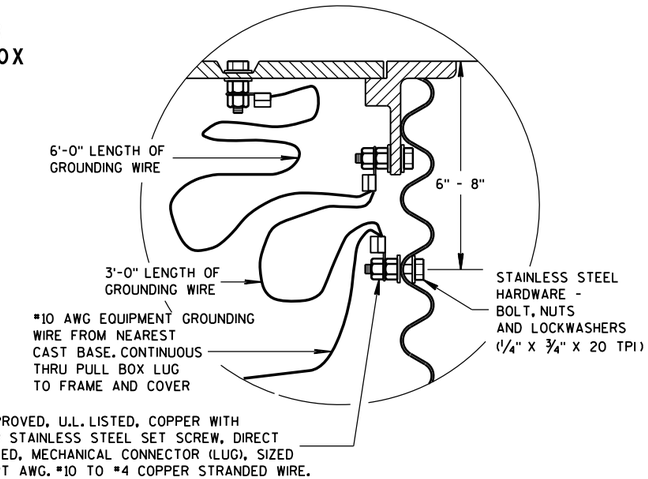
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

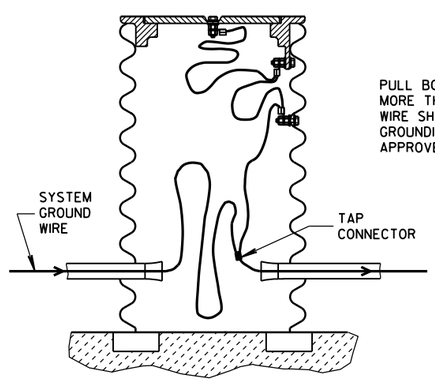


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

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

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

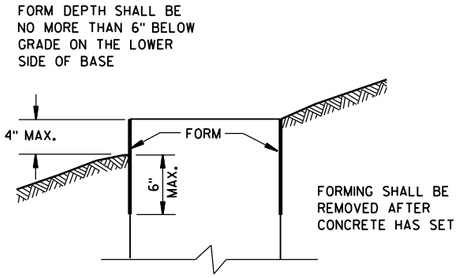
PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 402
FHWA

6

S.D.D. 9 B 4-11



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

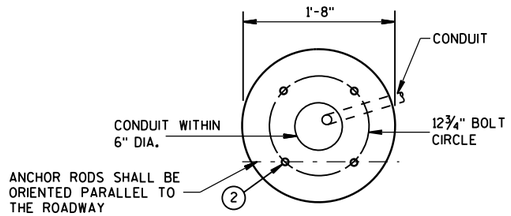
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

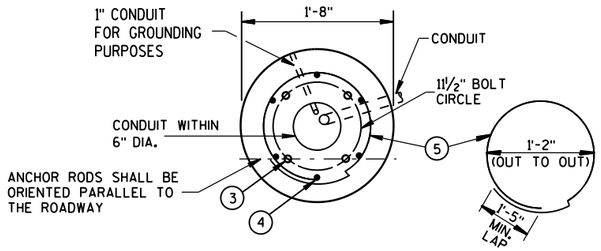
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

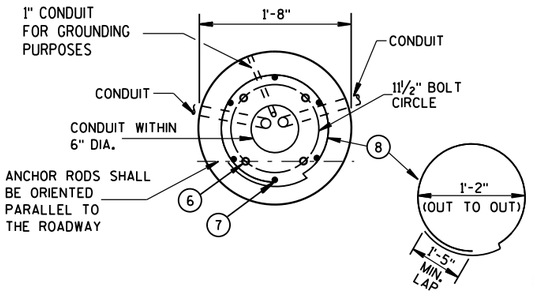
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

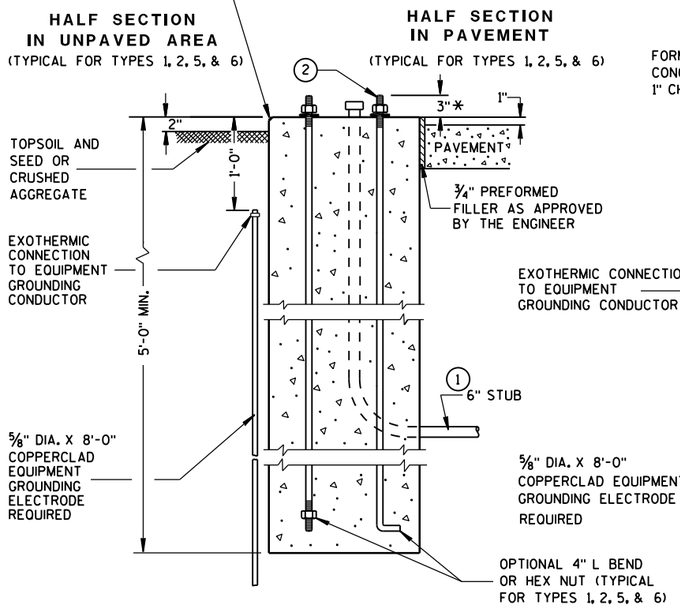


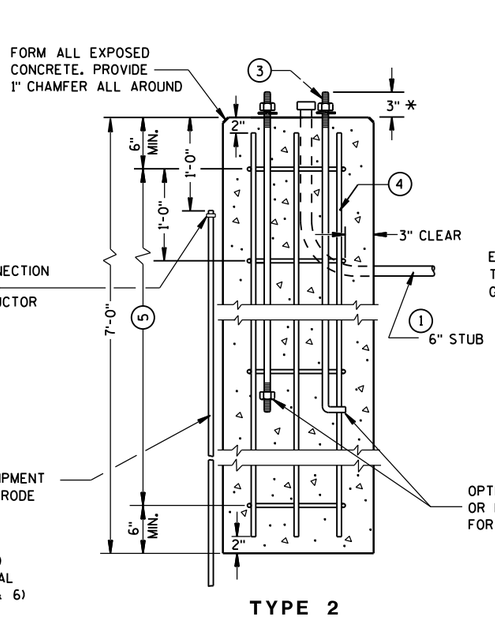




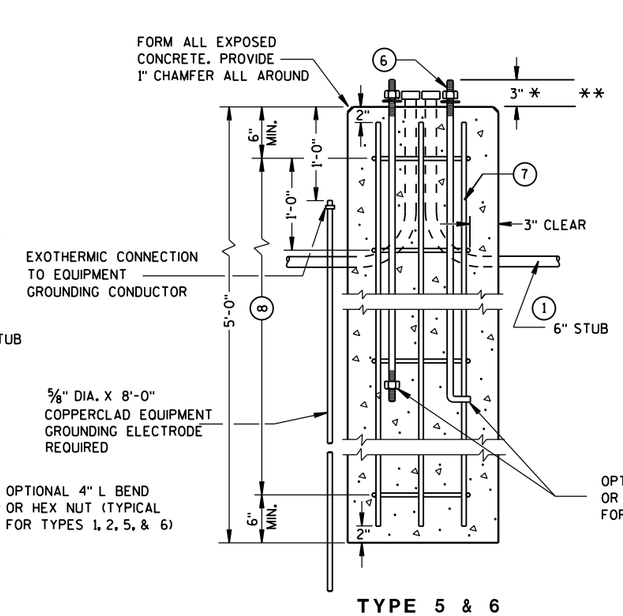
HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)





TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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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.

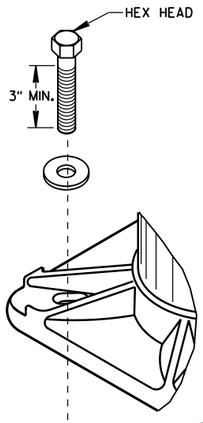
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

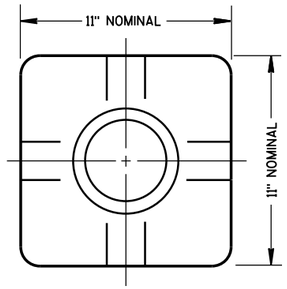
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

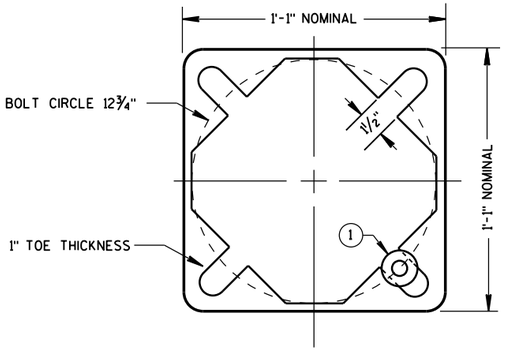
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

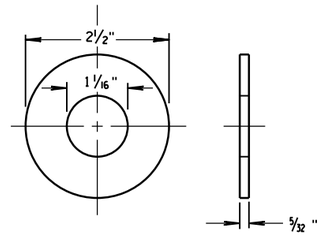




TOP VIEW
(PEDESTAL BASE)

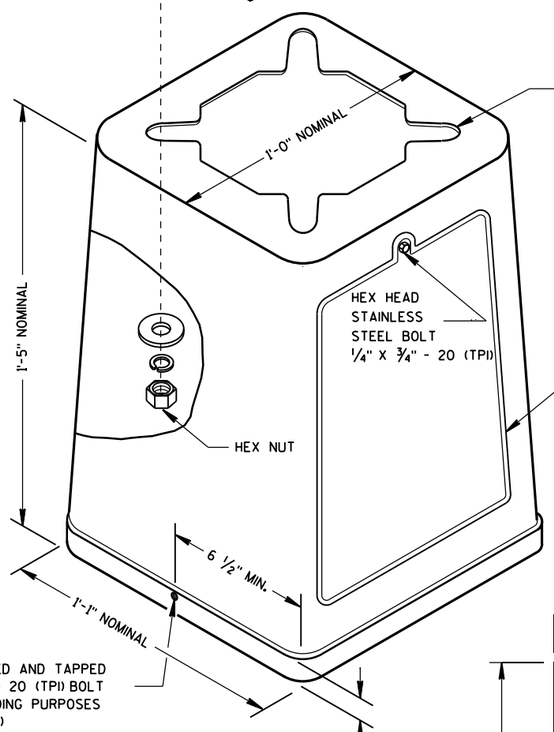


BOTTOM VIEW
(PEDESTAL BASE)

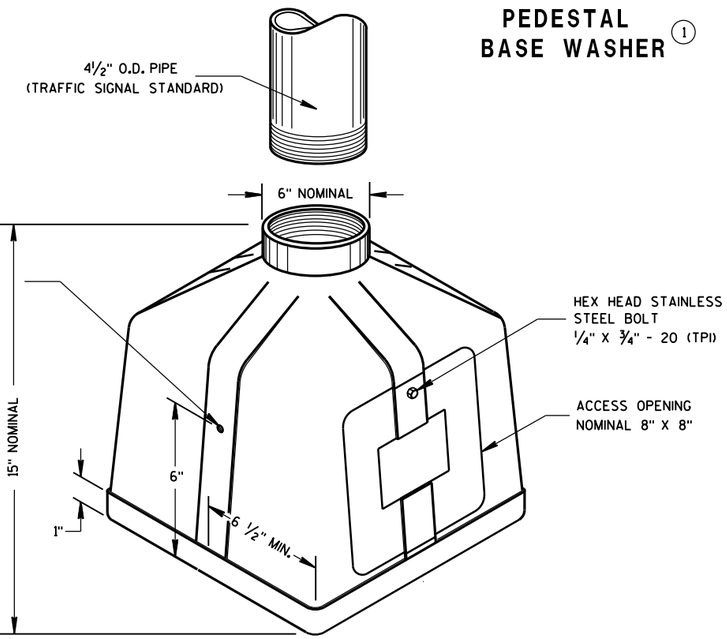


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

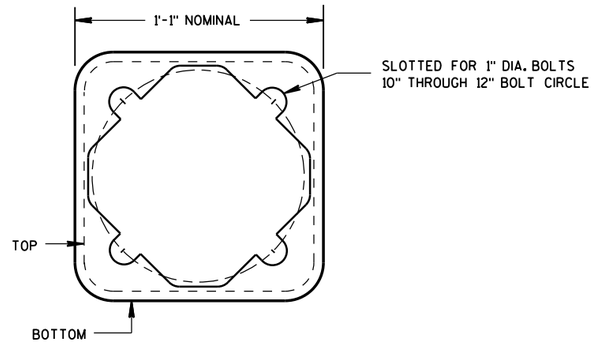


ISOMETRIC VIEW

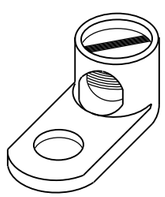


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

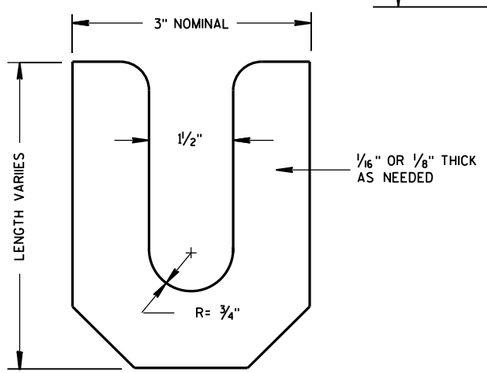


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



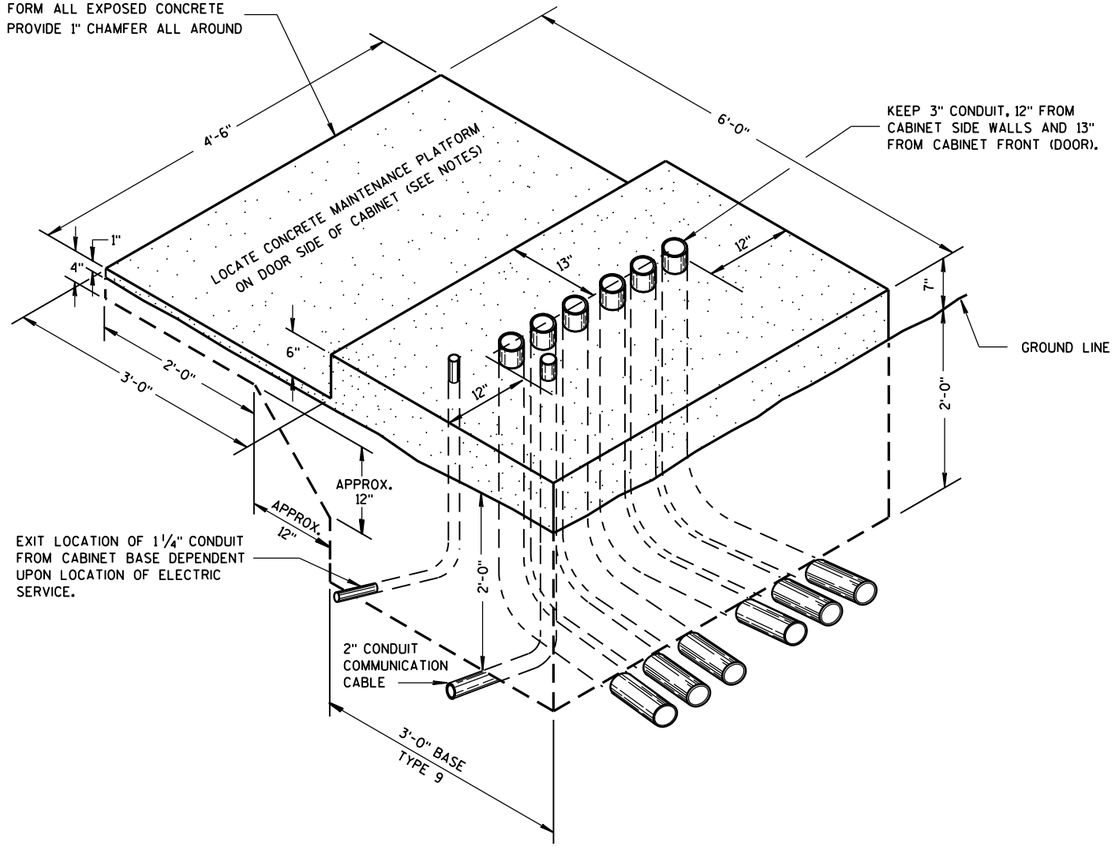
LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
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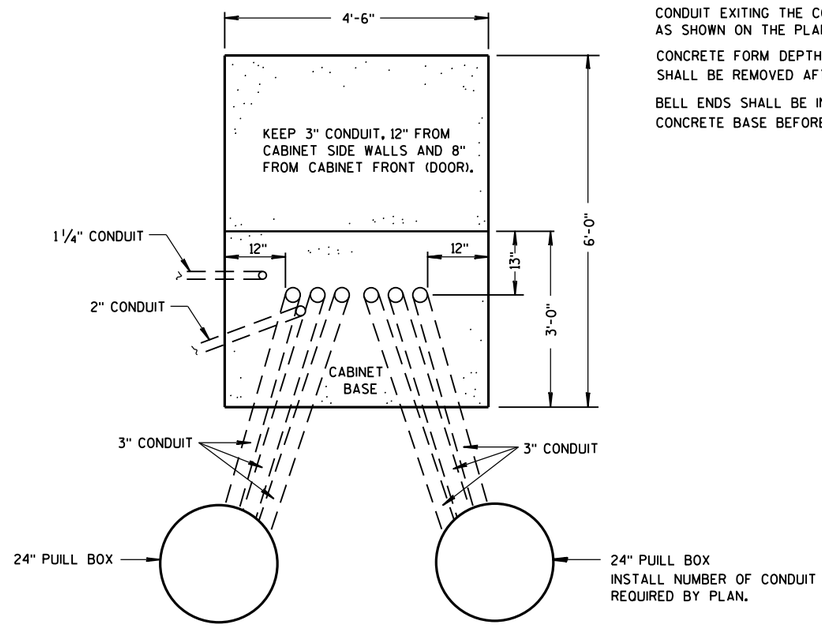
6
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

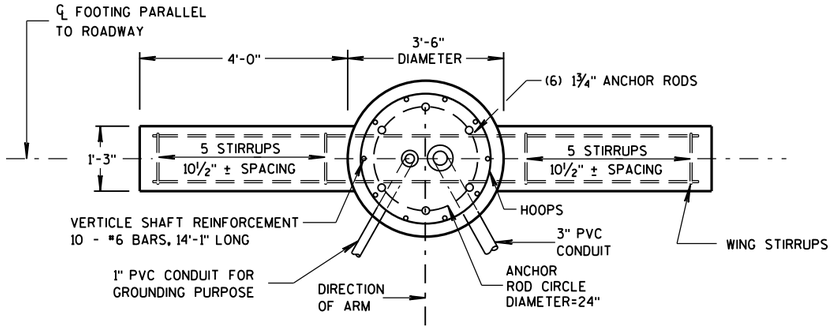
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

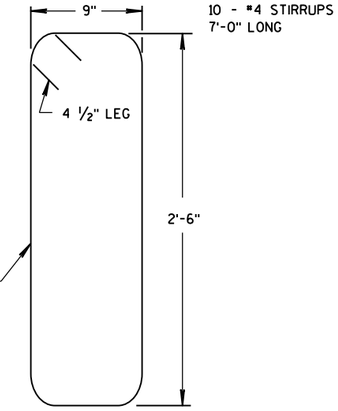
CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

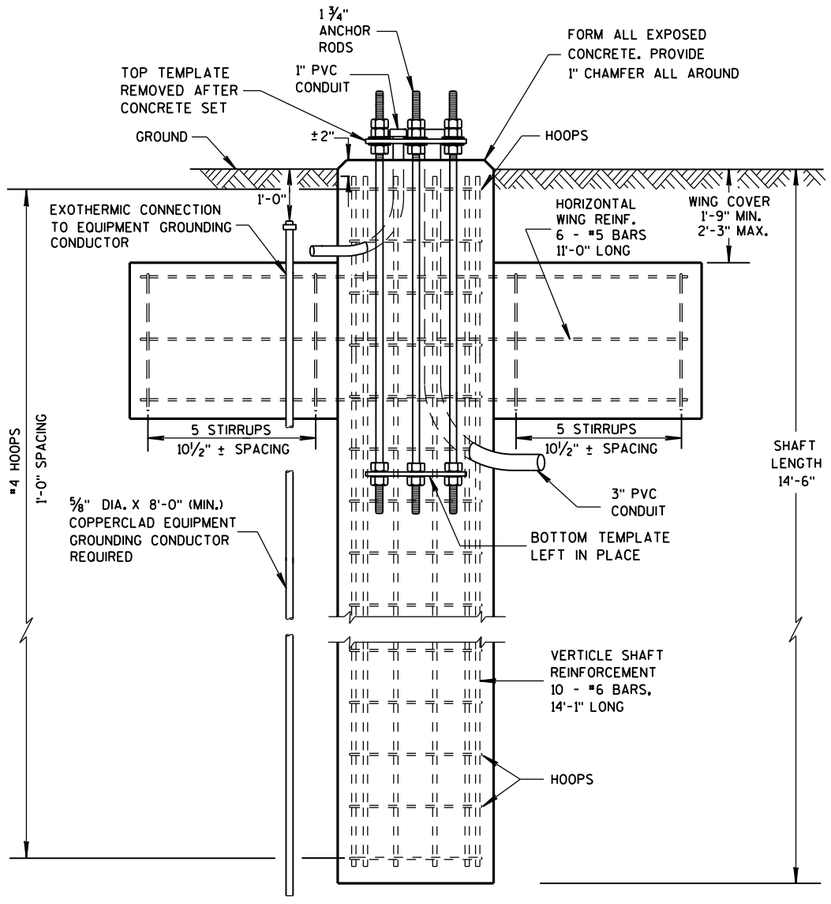
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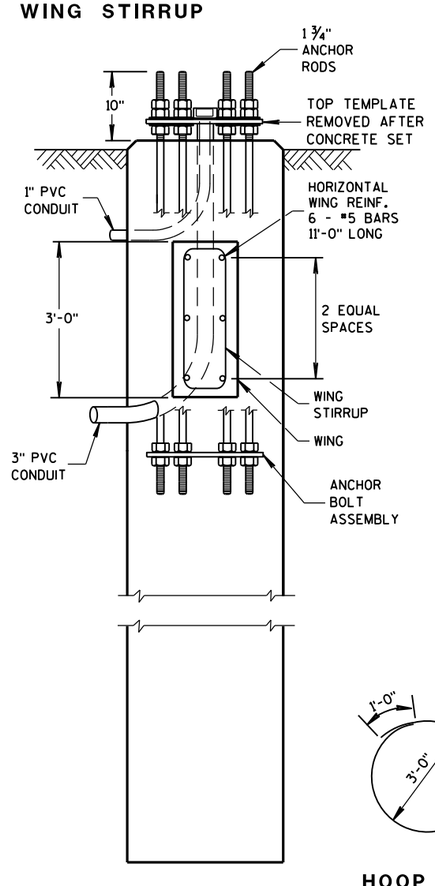
PLAN VIEW



WING STIRRUP

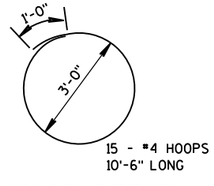


ELEVATION VIEW



SIDE VIEW

DOES NOT SHOW HOOPS OR VERTICAL SHAFT REINFORCEMENT



15 - #4 HOOPS 10'-6" LONG

HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 433 LBS.

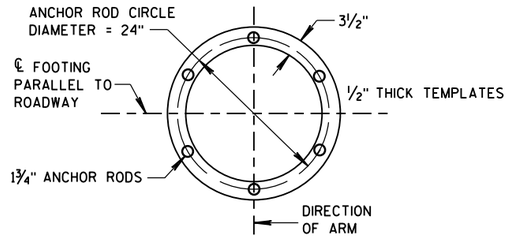
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

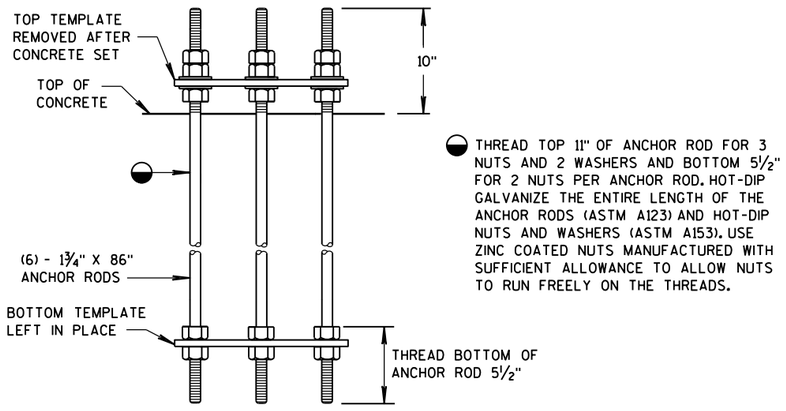
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DEPARTMENT OF TRANSPOI

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S.D.D. 9 C 12-8a

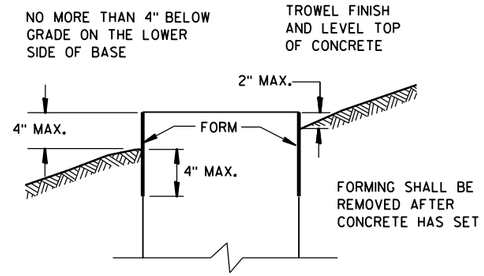


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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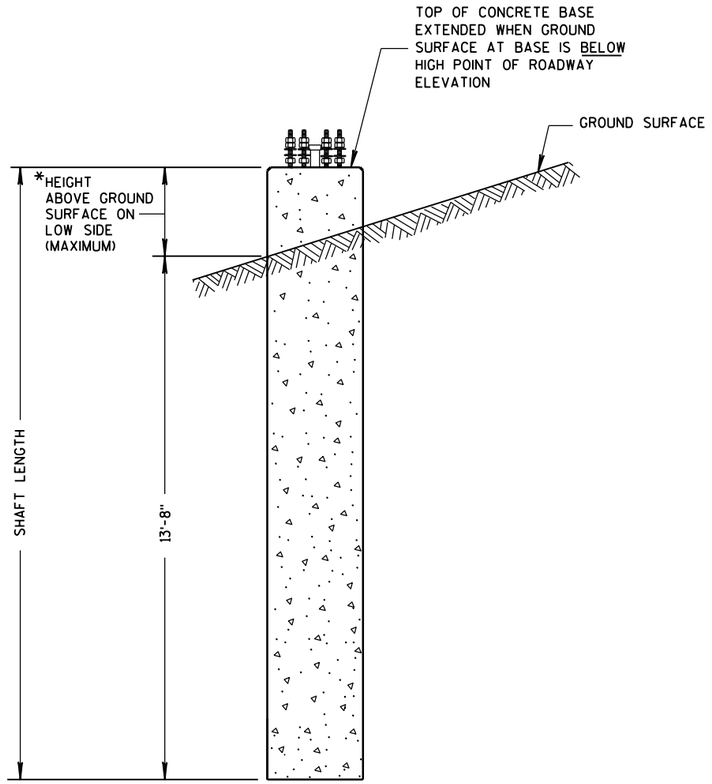
S.D.D. 9 C 12-8b

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S.D.D. 9 C 12-8b

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 10 CONCRETE BASE

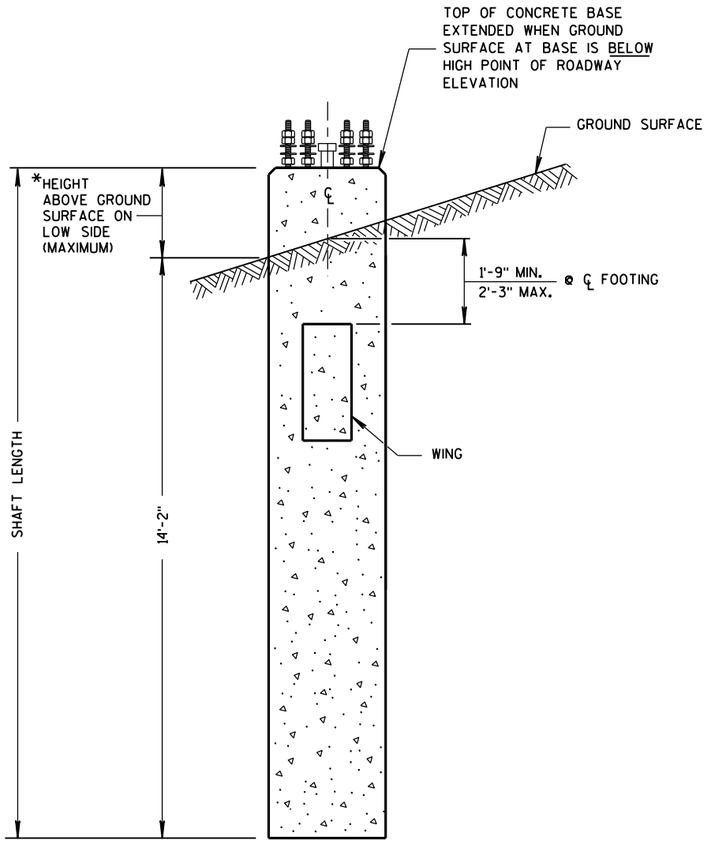
HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF HOOP BAR STEEL	LBS. OF VERTICAL BAR STEEL
>0" TO 6"	10"	14'-6"	14'-1"	16	2.6	78	127
>6" TO 1'-0"	1'-4"	15'-0"	14'-7"	16	2.7	78	131
>1'-0" TO 1'-6"	1'-10"	15'-6"	15'-1"	17	2.8	83	136
>1'-6" TO 2'-0"	2'-4"	16'-0"	15'-7"	17	2.9	83	141



CONCRETE BASE TYPE 10 (EXTENDED)

REINFORCEMENT AND CONCRETE QUANTITIES
ADJUSTED FOR EXTENDED TYPE 13 CONCRETE BASE

HEIGHT INCREASE REQUIRED	* HEIGHT ABOVE GROUND SURFACE ON LOW SIDE (MAXIMUM)	SHAFT LENGTH	LENGTH OF #6 VERTICAL REINF.	NO. OF #4 HOOPS	C.Y. OF CONCRETE	LBS. OF H.S. BAR STEEL
>0" TO 6"	10"	15'-0"	14'-7"	16	6.5	447
>6" TO 1'-0"	1'-4"	15'-6"	15'-1"	16	6.6	454
>1'-0" TO 1'-6"	1'-10"	16'-0"	15'-7"	17	6.8	469
>1'-6" TO 2'-0"	2'-4"	16'-6"	16'-1"	17	7.0	476



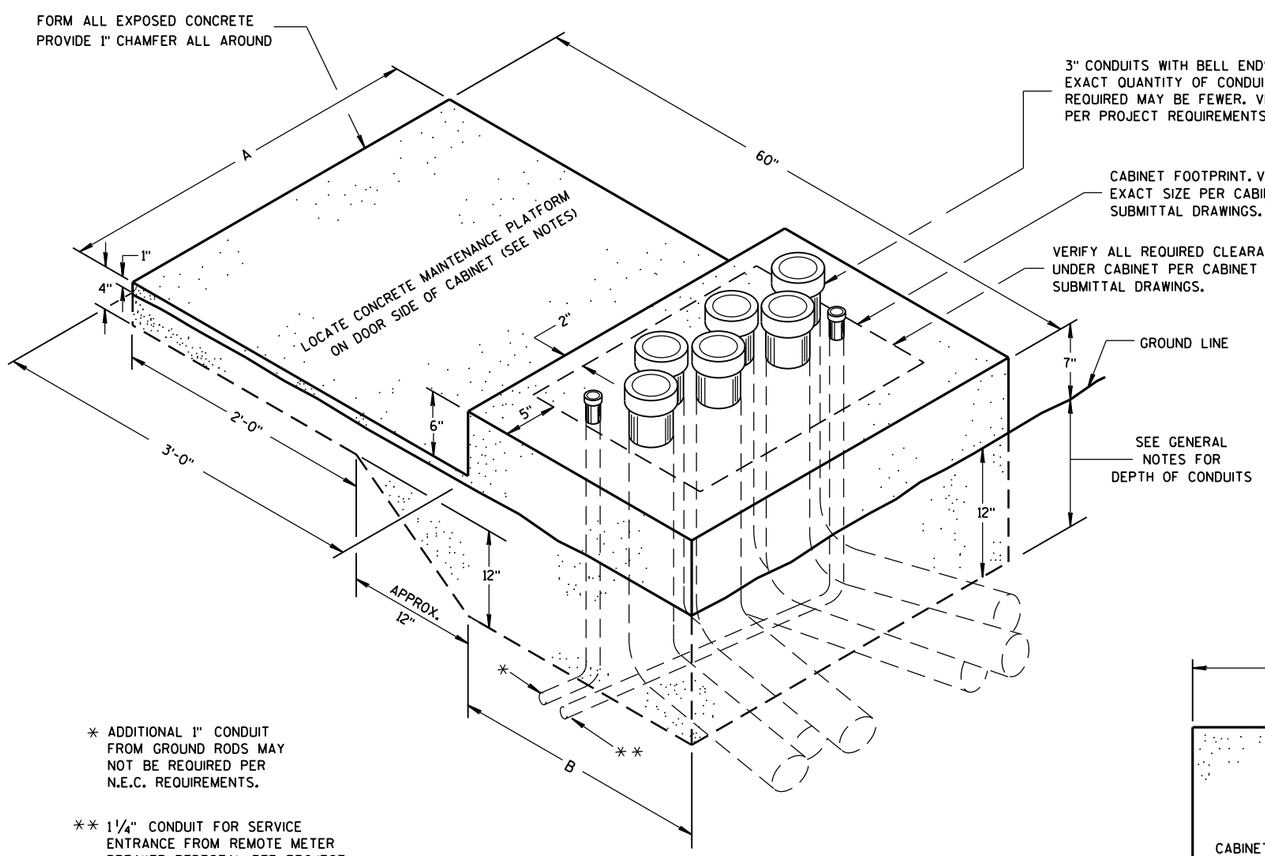
CONCRETE BASE TYPE 13 (EXTENDED)

CONCRETE BASE
TYPE 10 & TYPE 13 EXTENSION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-26-2013
DATE
/S/ Ahmet Demirbilek
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

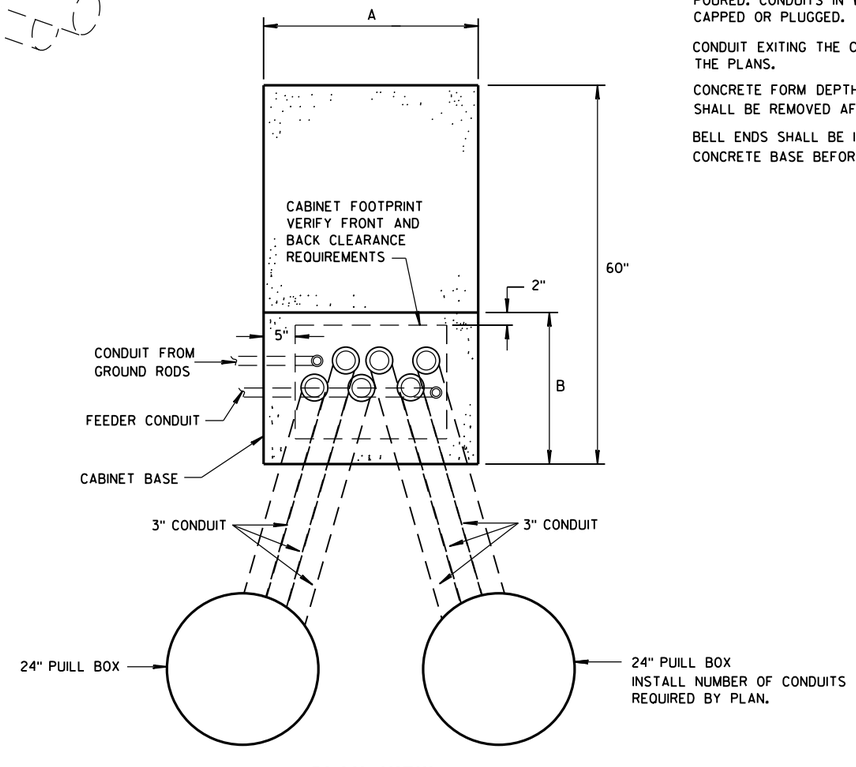
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

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.

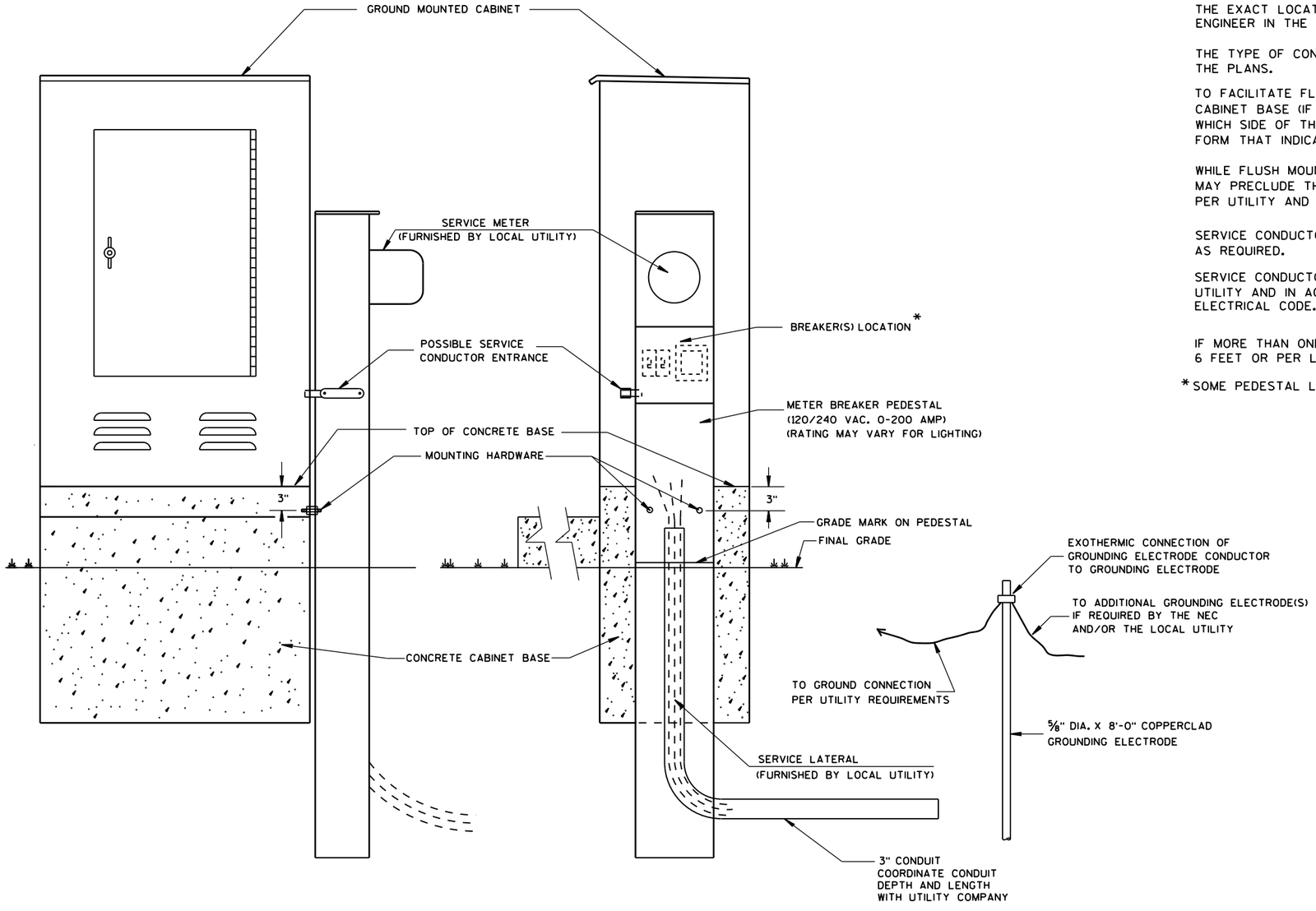
CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE
FHWA
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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

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S.D.D. 9 D 1-5

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S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

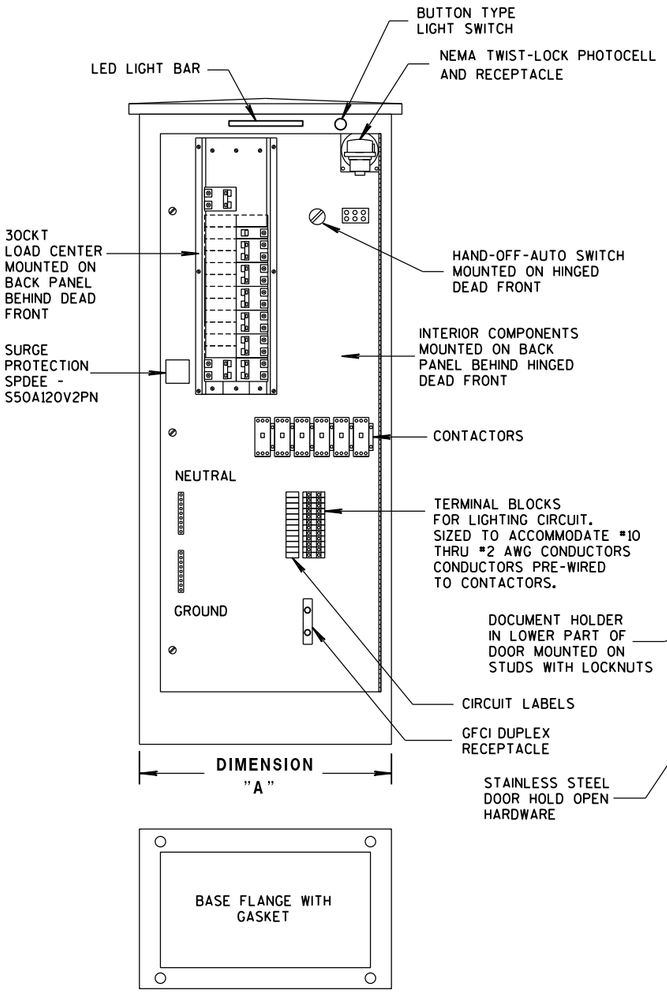
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

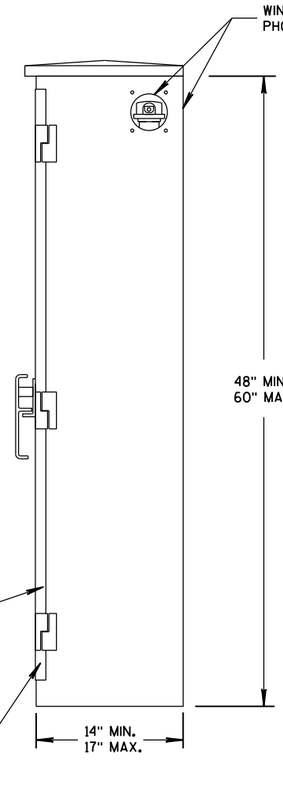
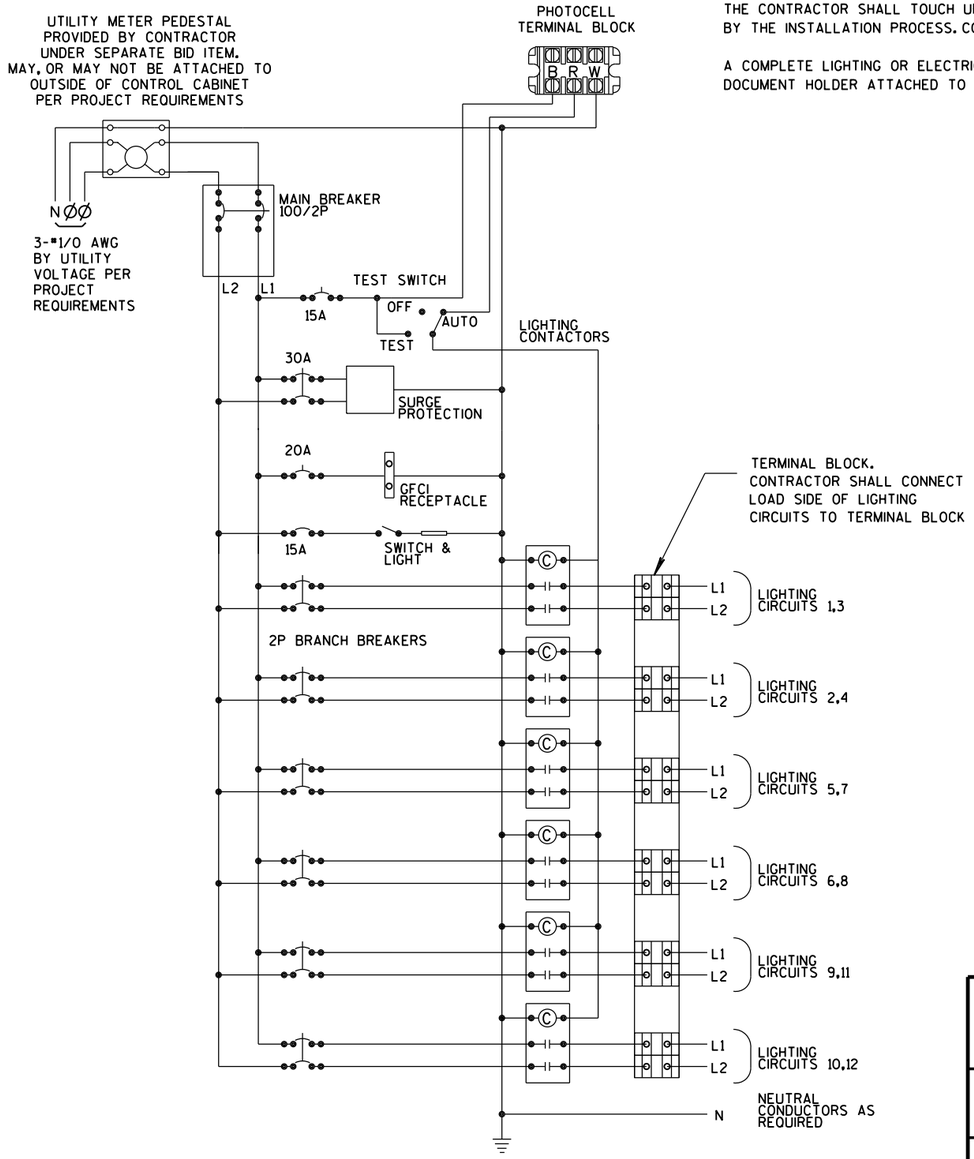


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



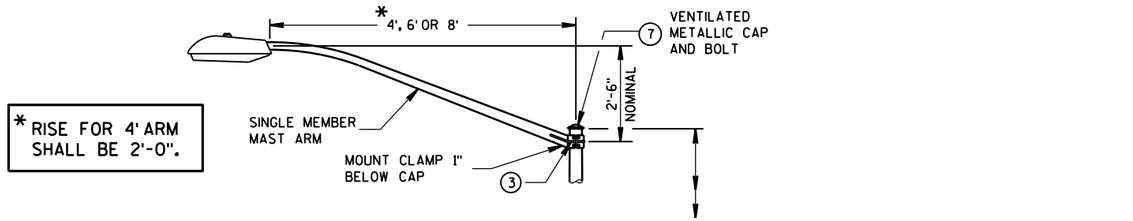
CONTROL CABINET SCHEMATIC

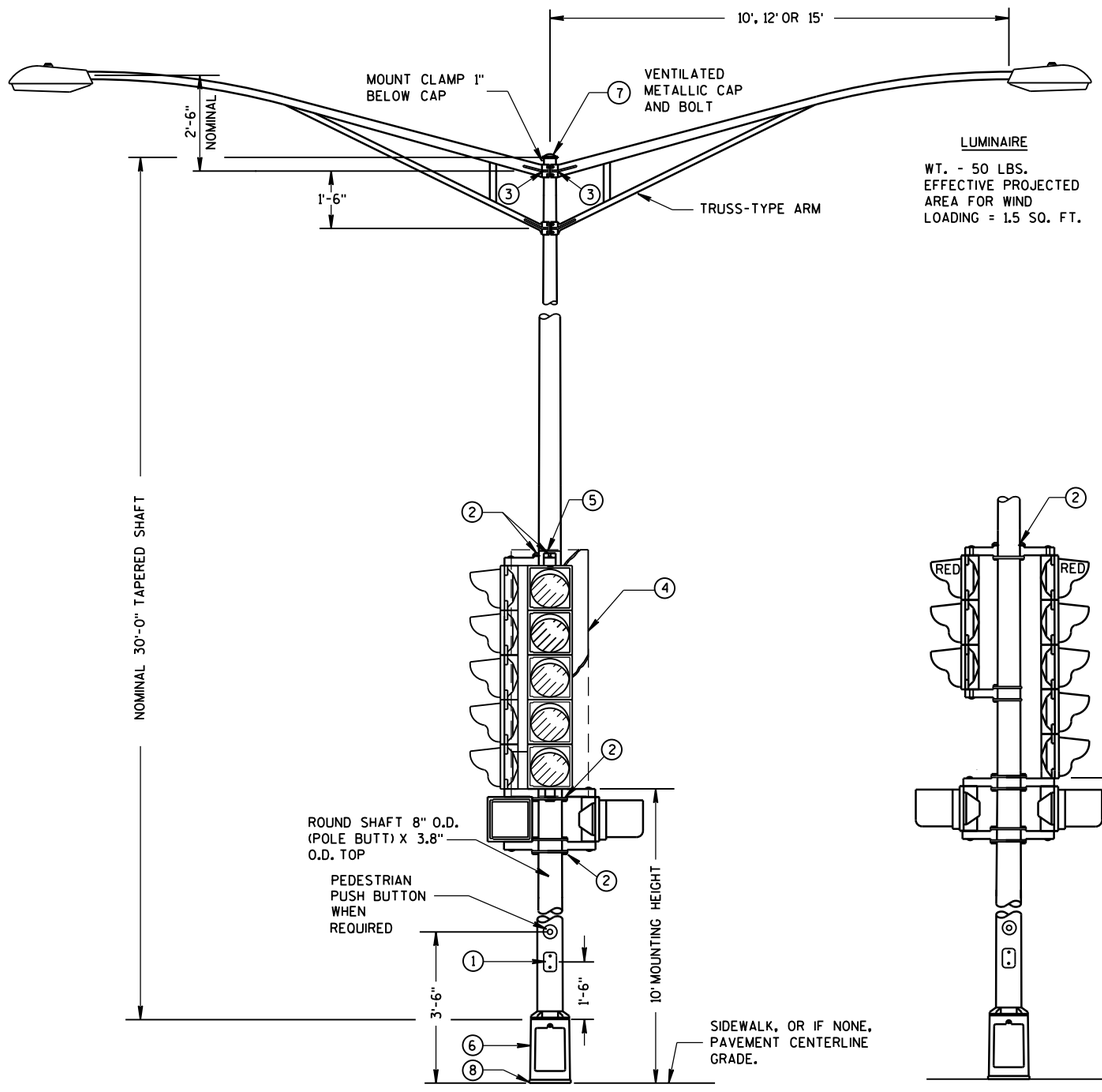
LIGHTING CONTROL CABINET 120/240 VOLT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 DATE
/S/ Thomas Gonring STATE LIGHTING ENGINEER
411
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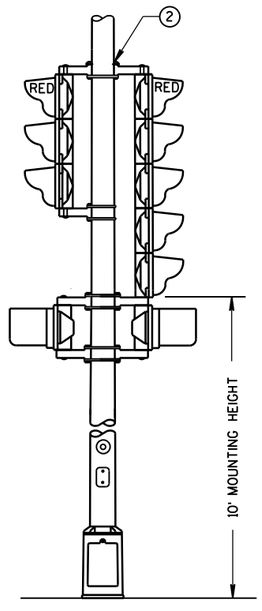




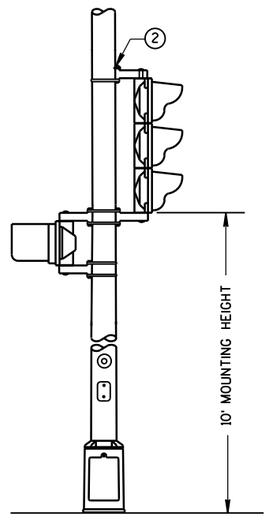
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

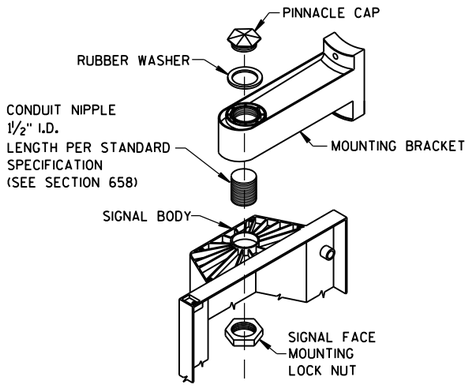


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

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

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

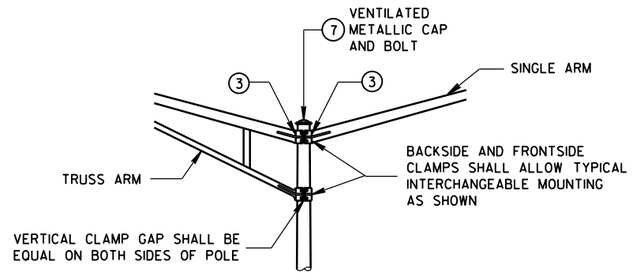
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

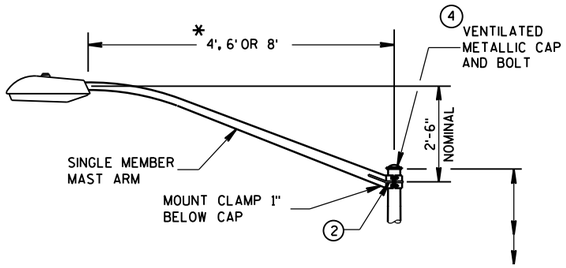
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

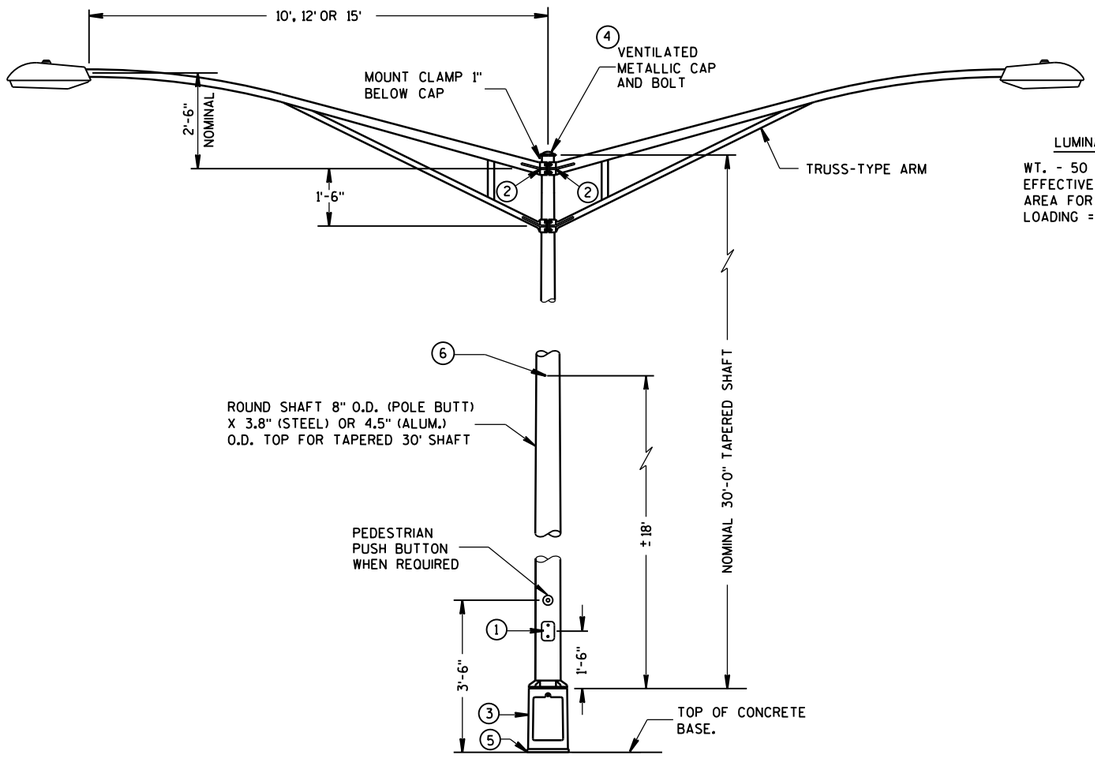
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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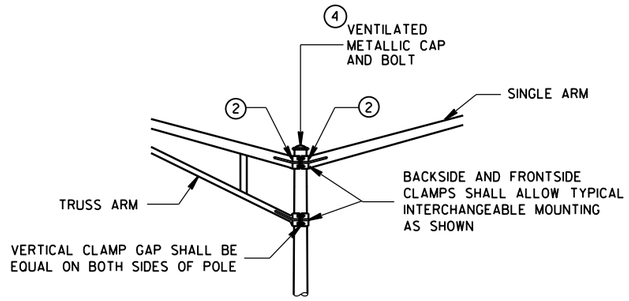
S.D.D. 9 E 1-14c
S.D.D. 9 E 1-14c

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

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

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

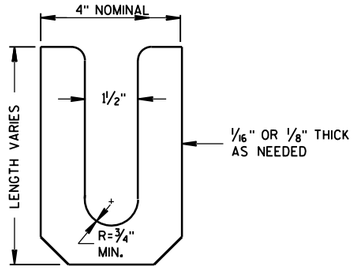
S.D.D. 9 E 1-14d

POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

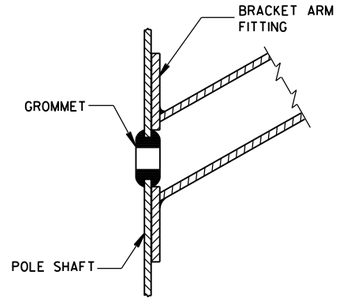
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S.D.D. 9 E 1-14d

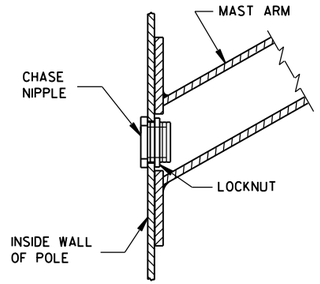


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

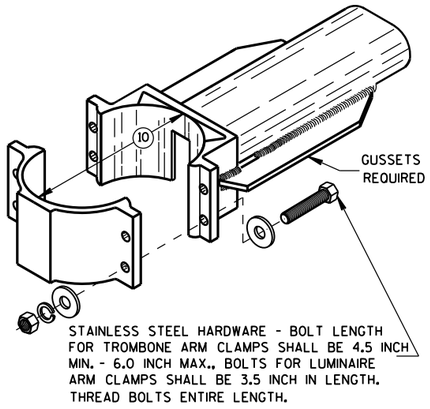
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

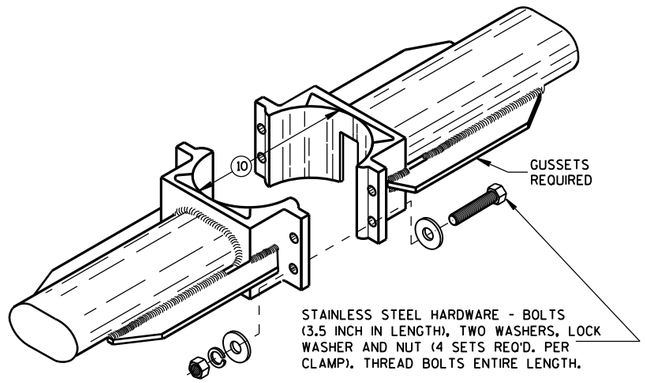
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

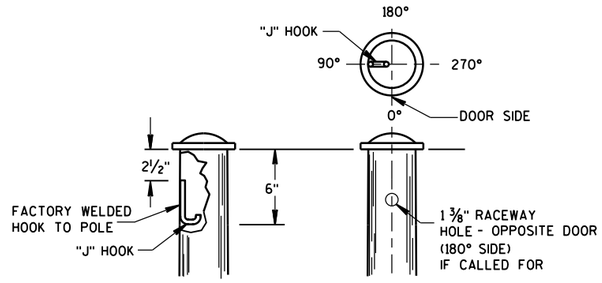
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



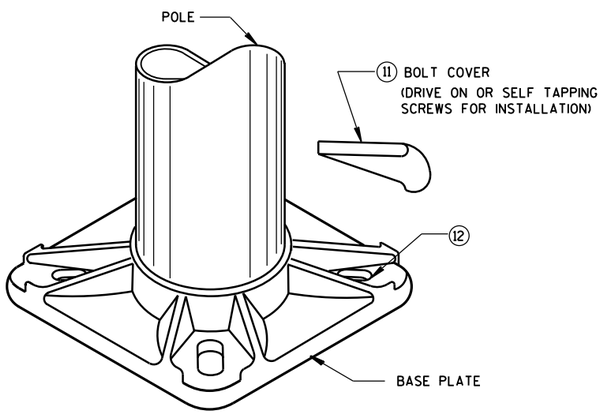
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



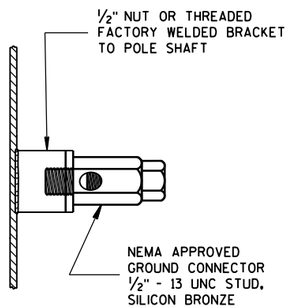
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

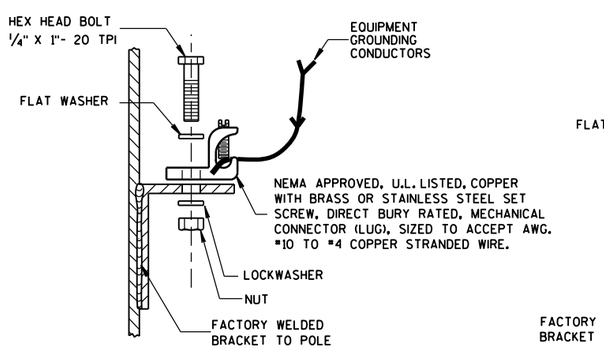


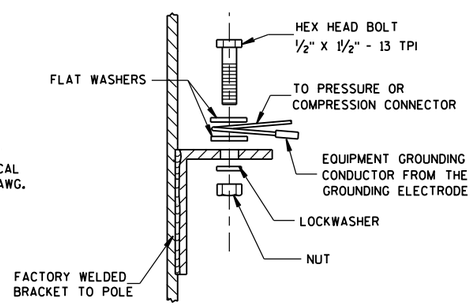
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

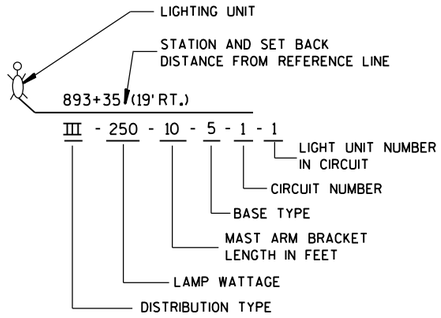
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

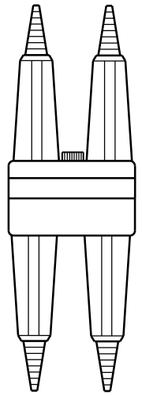
APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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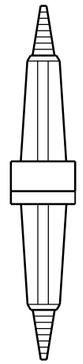
S.D.D. 9 E 1-14g



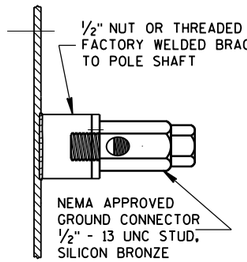
LIGHTING UNIT CODE
(TYPICAL)

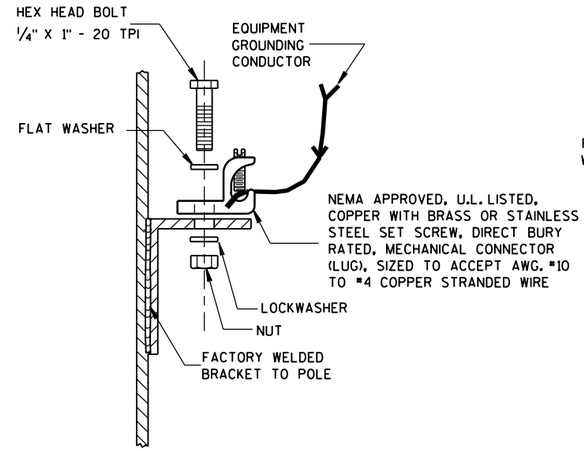


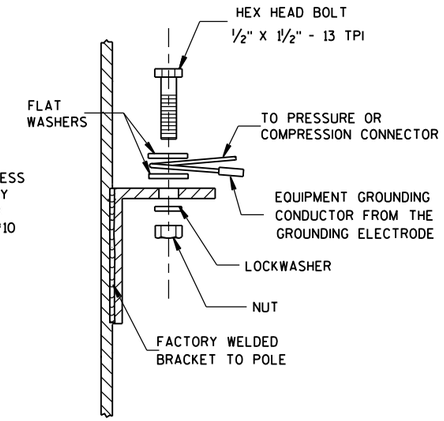
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



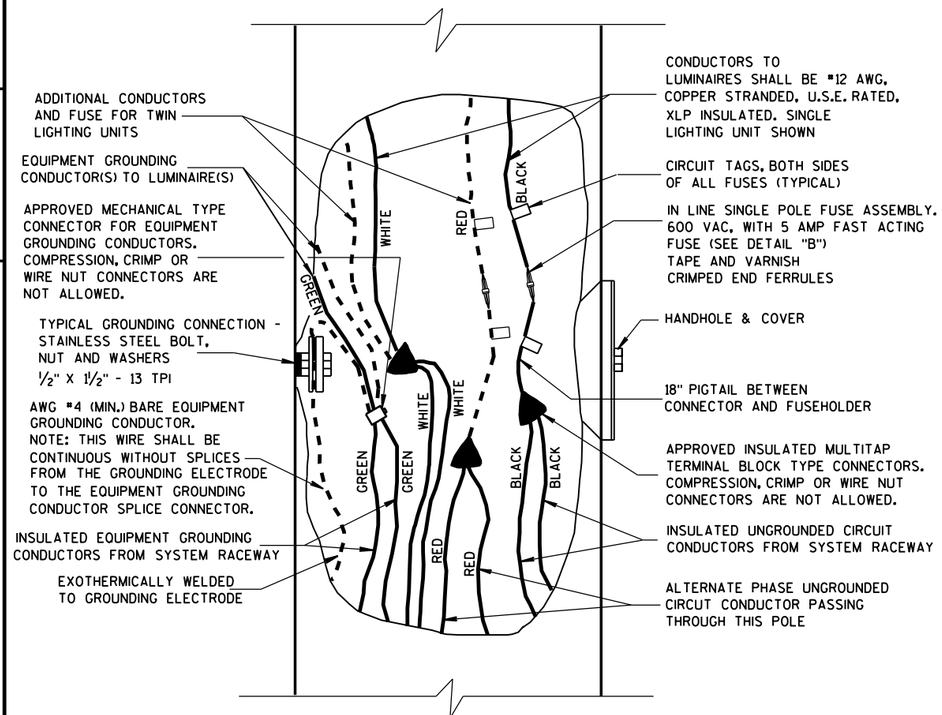
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



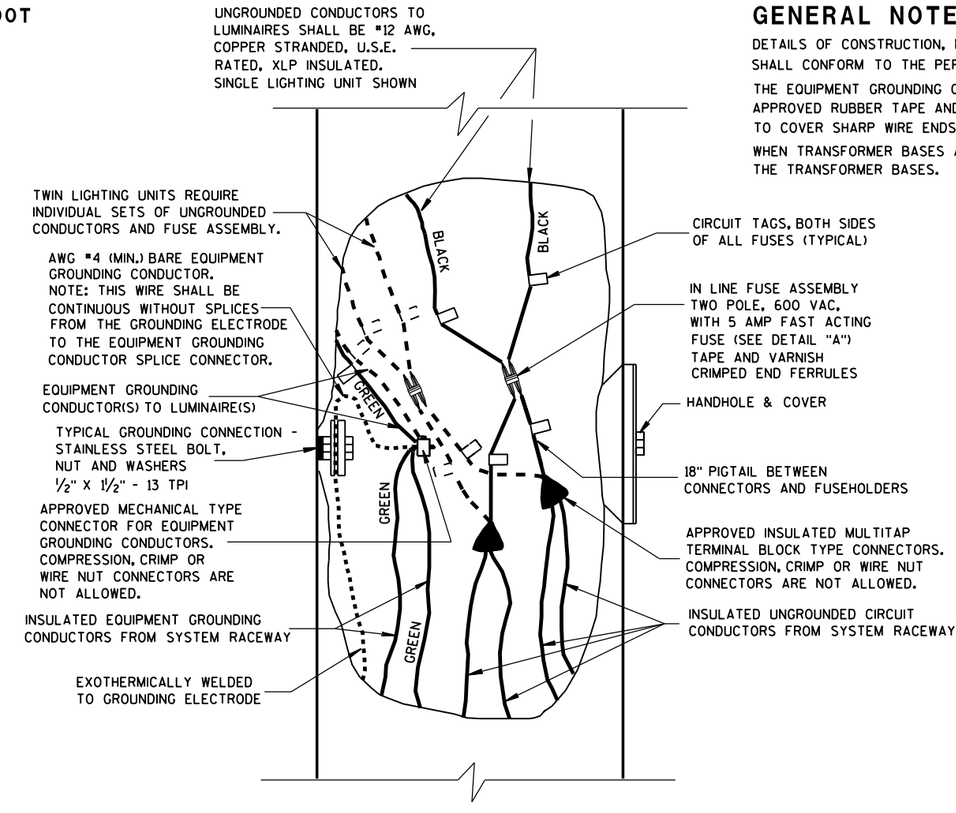




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



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.

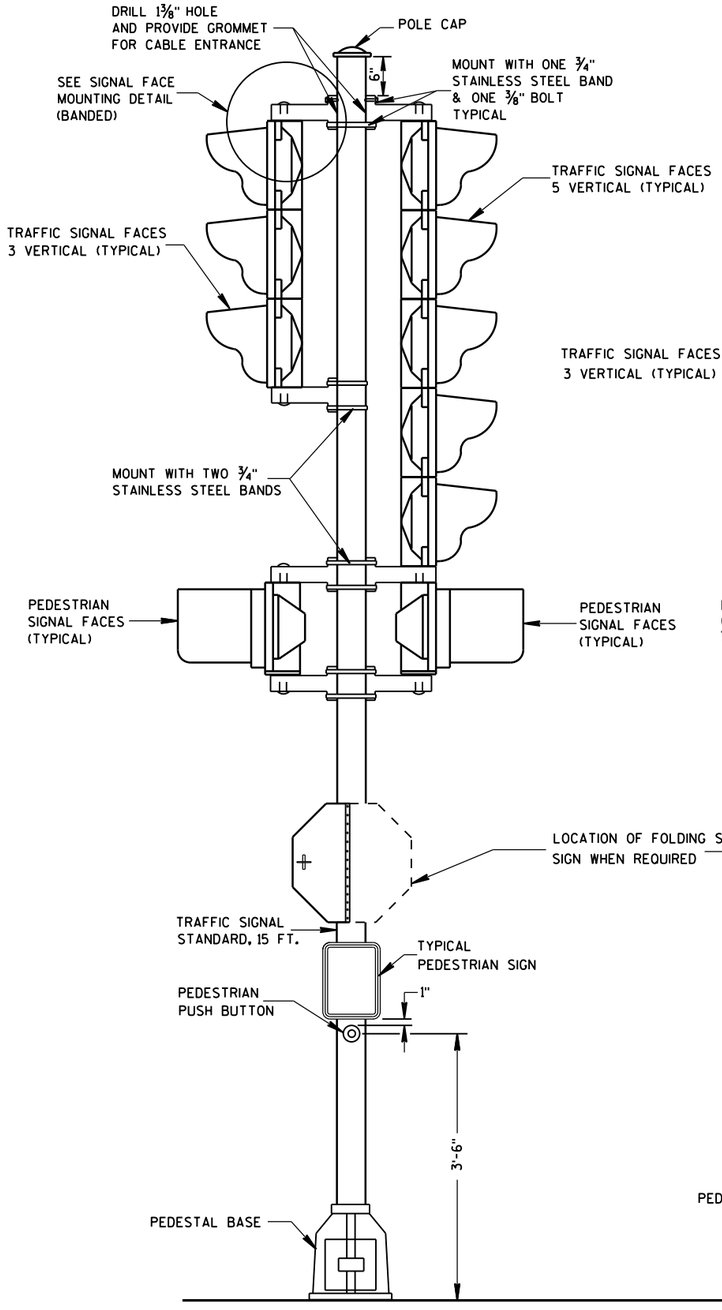
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

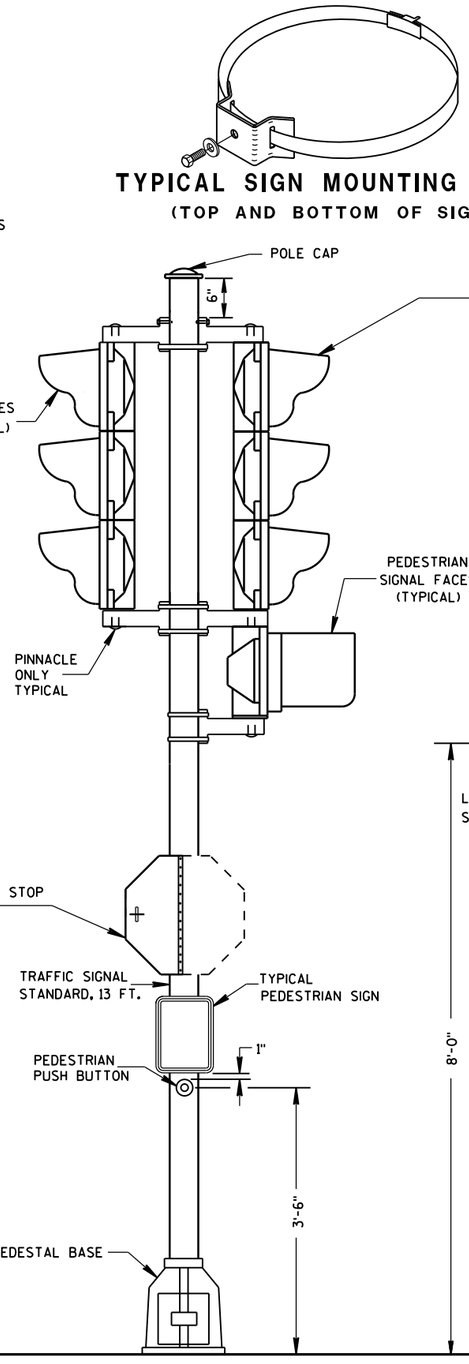
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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S.D.D. 9 E 3-5

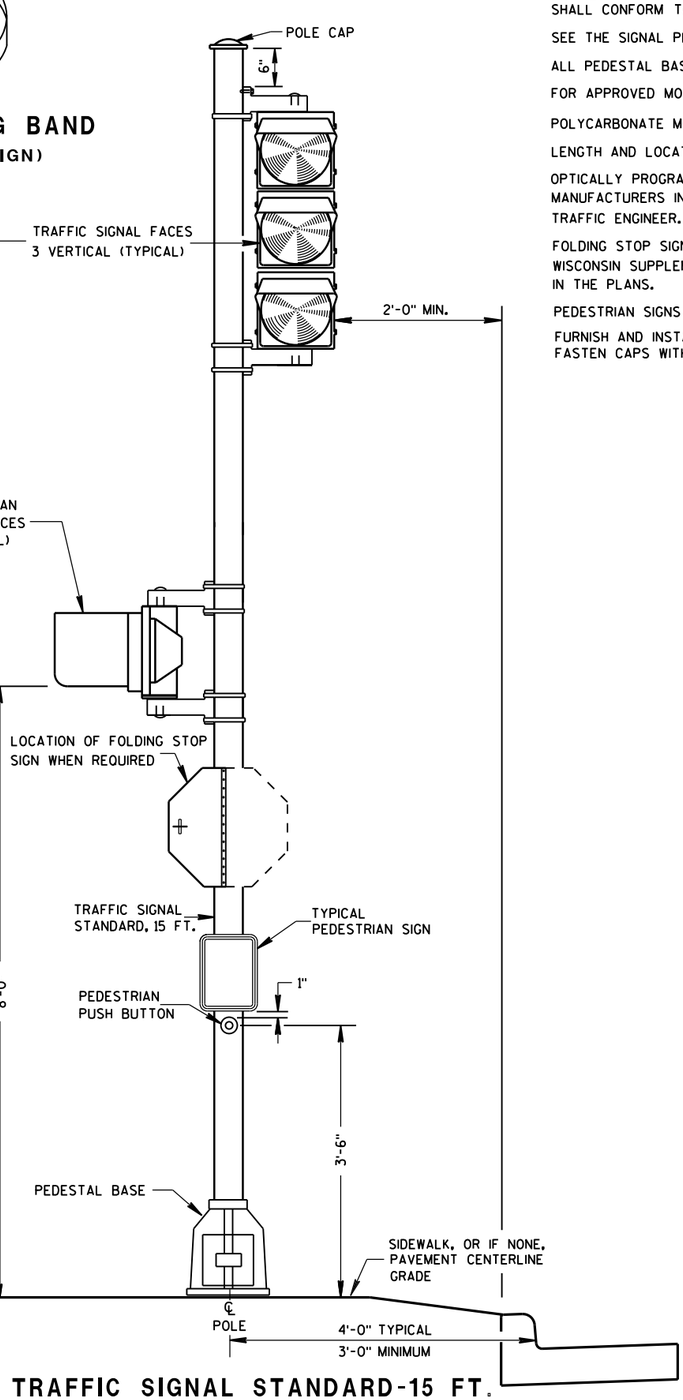


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

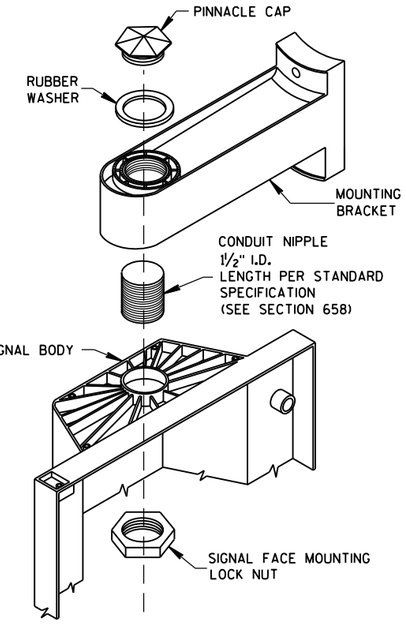
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
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APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

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S.D.D. 9 E 6-5

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

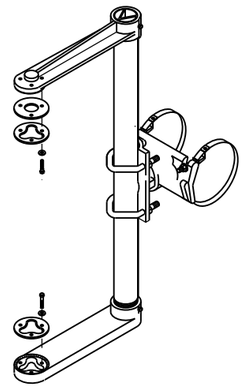
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

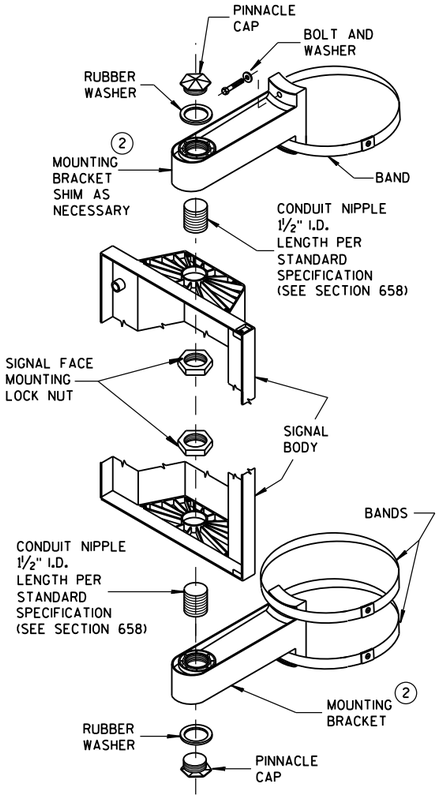
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

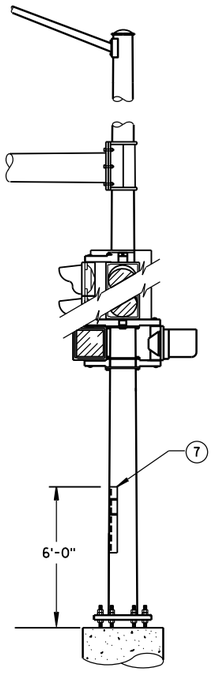


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

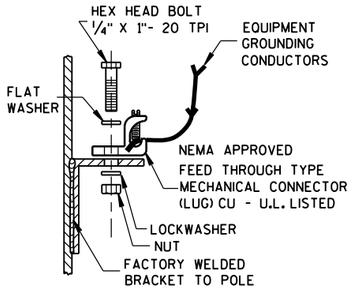
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

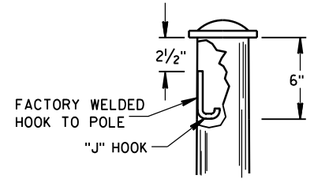


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

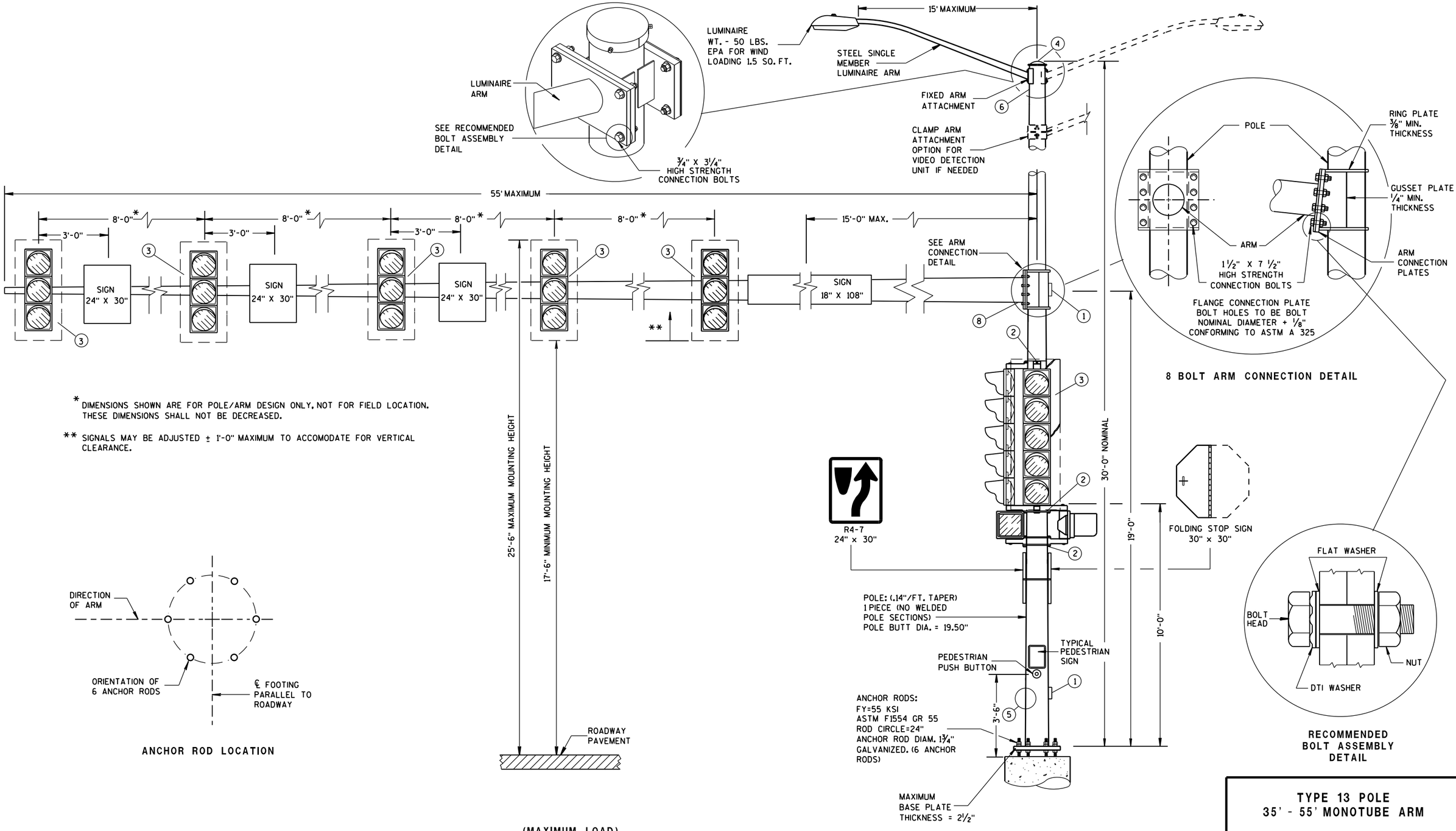
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 417
FHWA

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S.D.D. 9 E 8-7e

6

S.D.D. 9 E 8-7e



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 8-8d

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

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- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

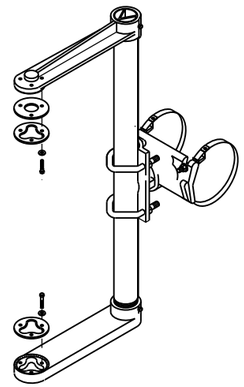
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

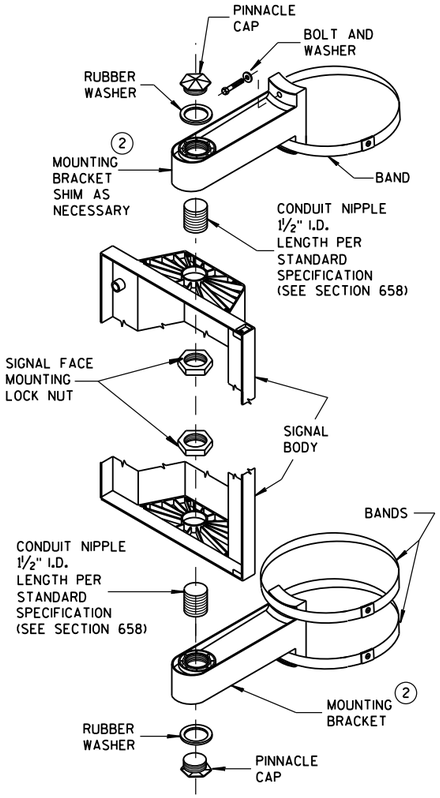
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

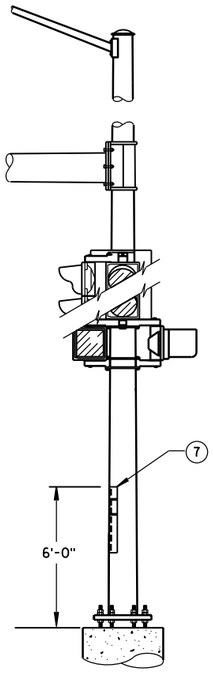


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

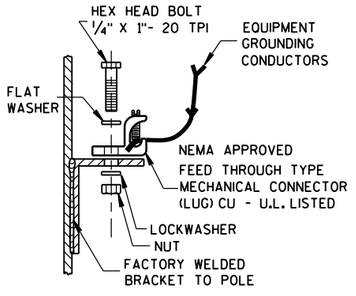
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

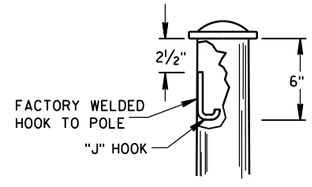


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



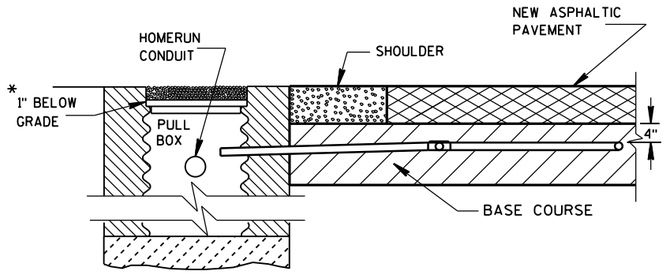
"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

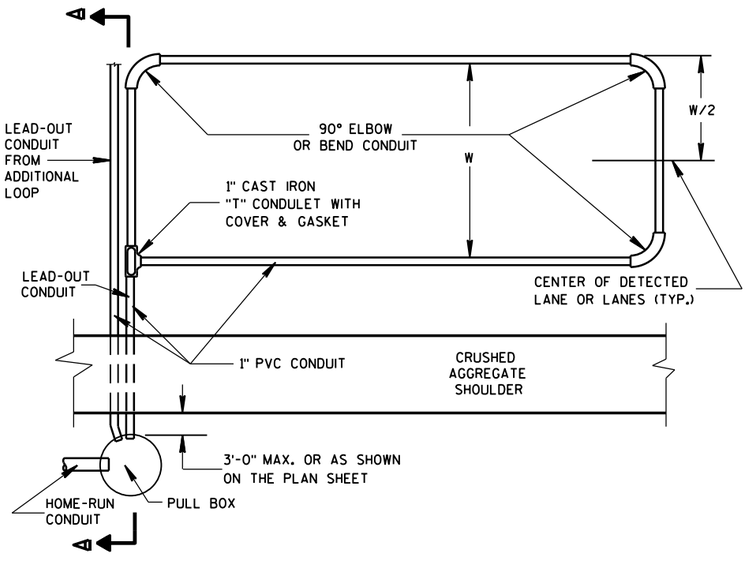
S.D.D. 9 E 8-8e



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

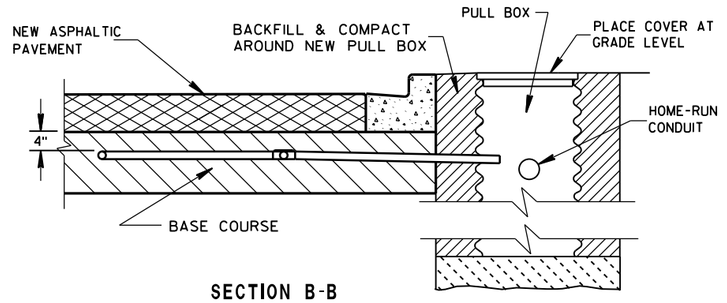
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

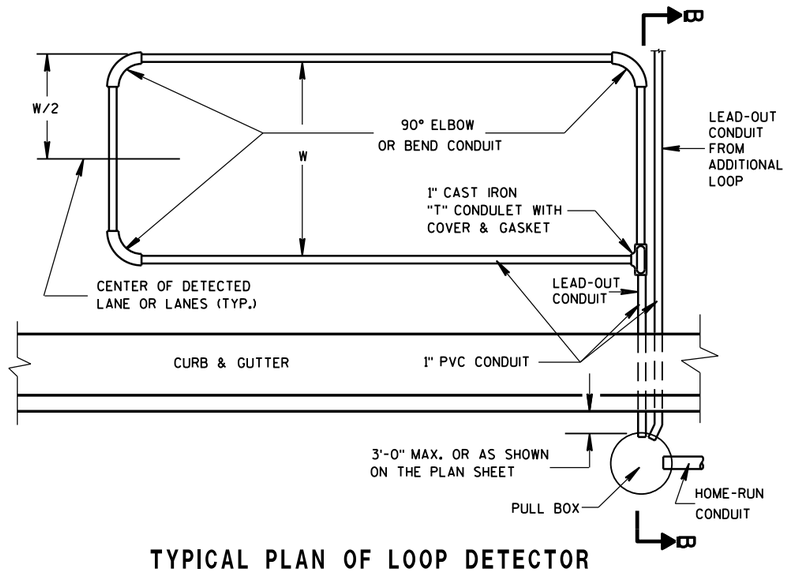
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

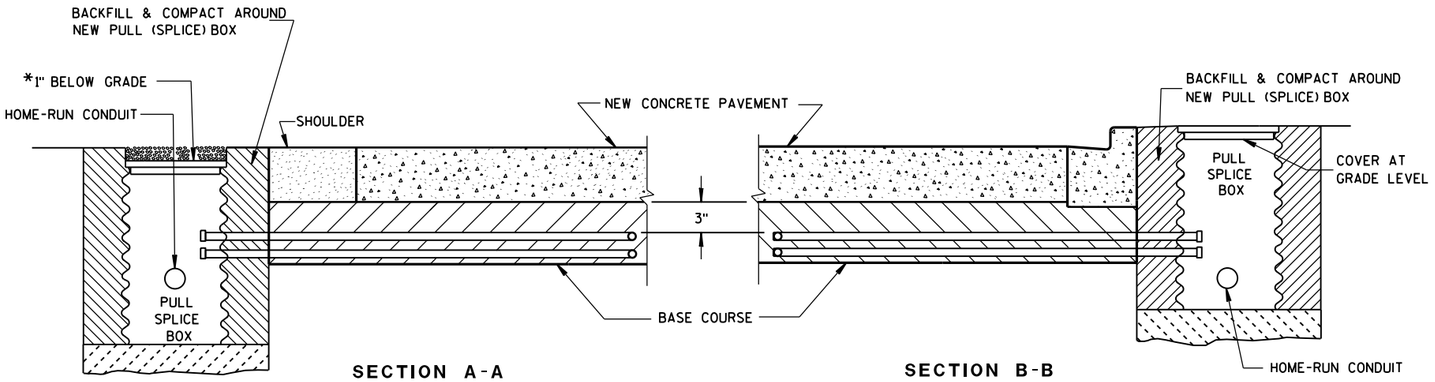


TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

6

S.D.D. 9 F 8-4



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

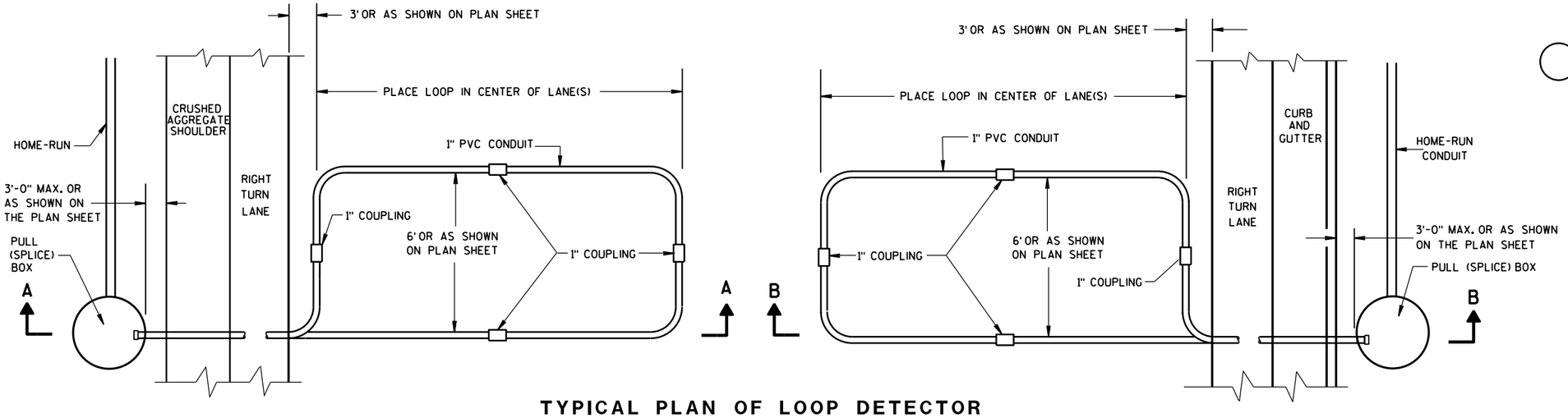
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

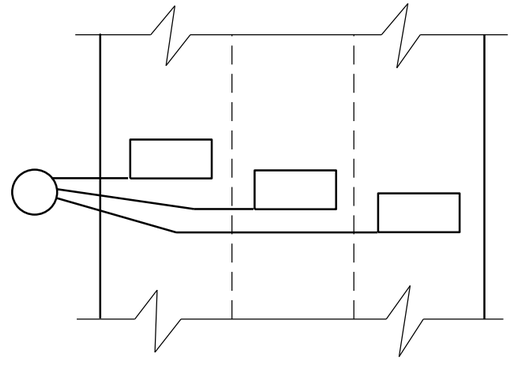
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

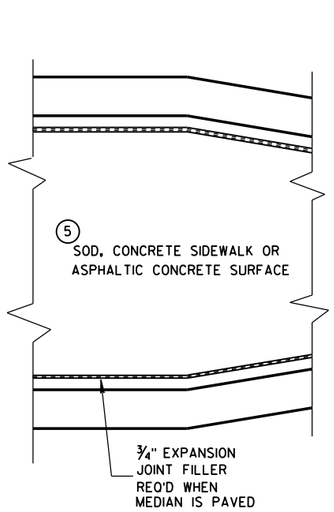
APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

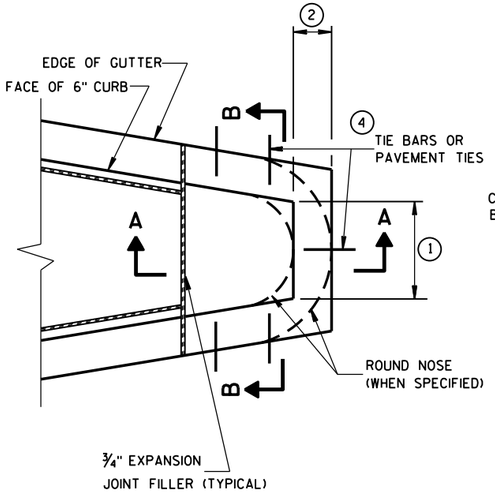
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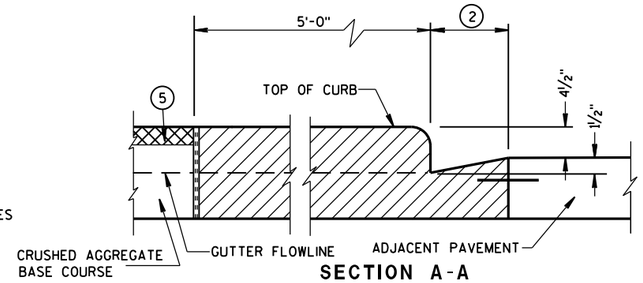
S.D.D. 9 F 15-4b

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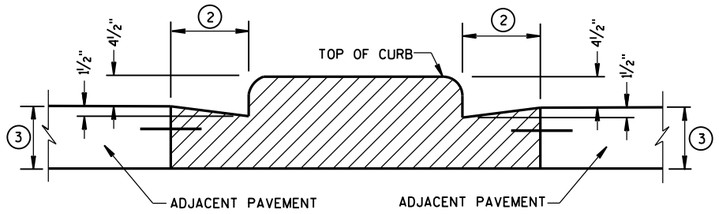
S.D.D. 9 F 15-4b







SECTION A-A



SECTION B-B

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.

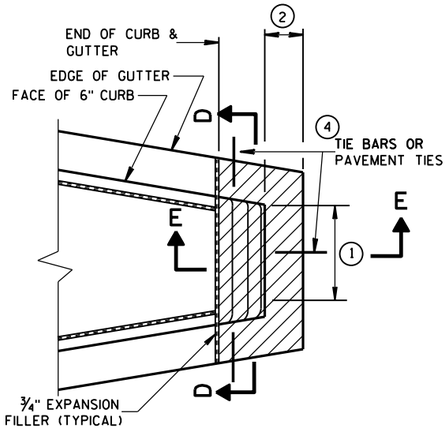
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

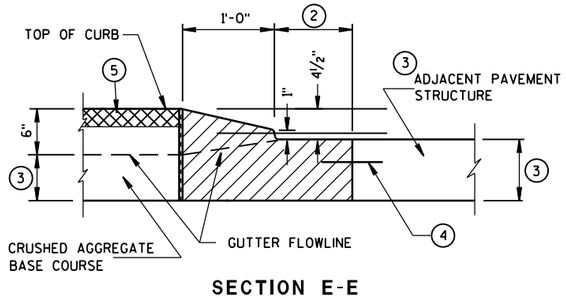
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

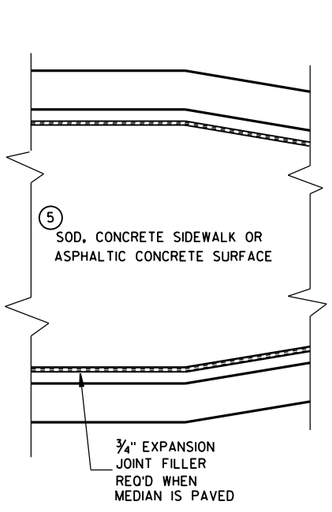
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

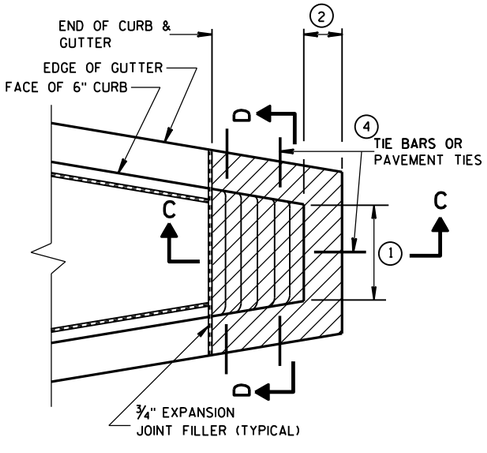


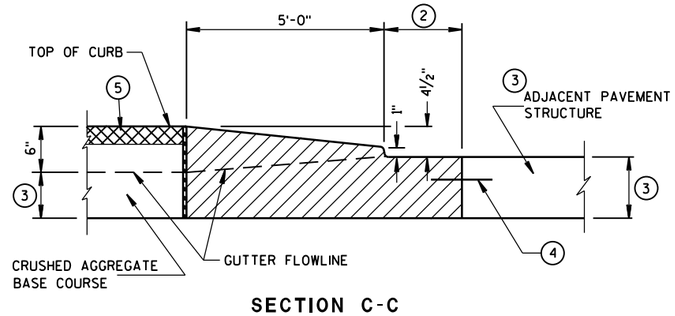


SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

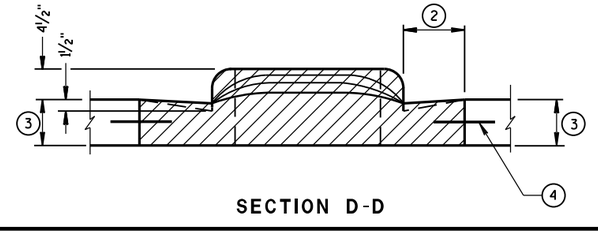






SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

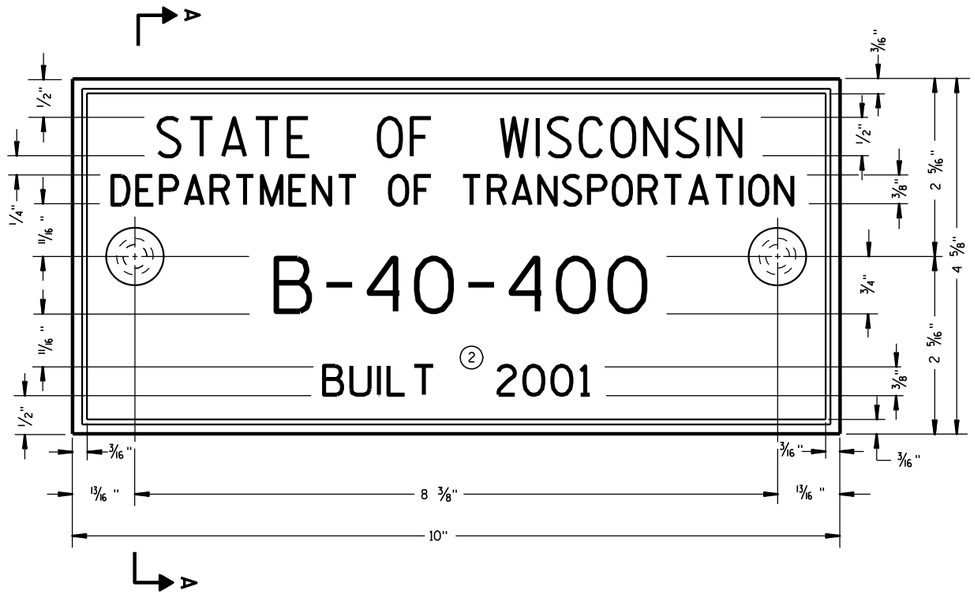
CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS D ENGINEER

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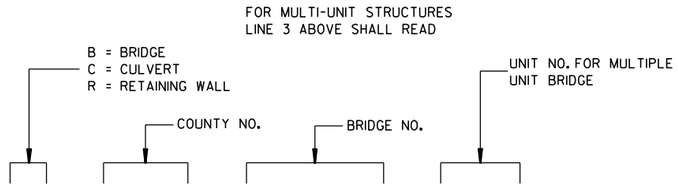
S.D.D. 11 B 2-2

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S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

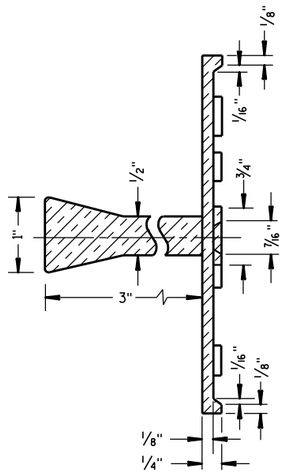
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

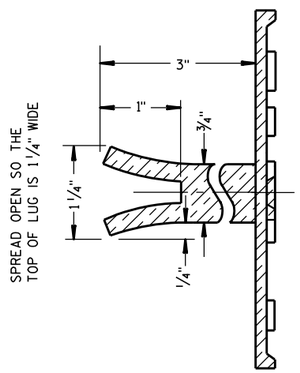
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

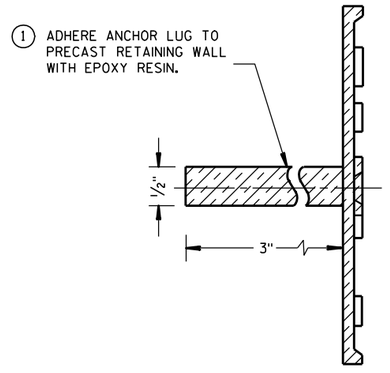
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

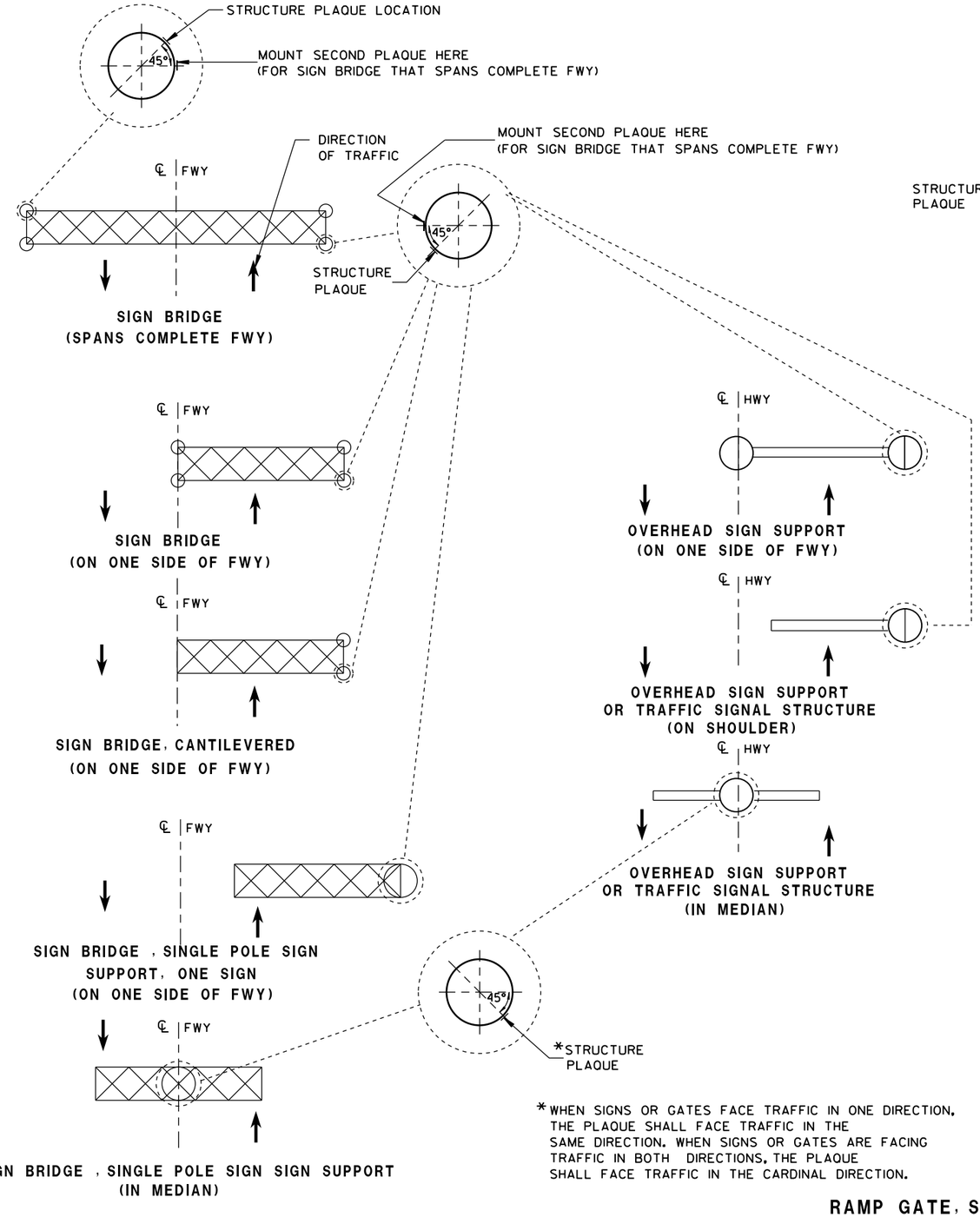
APPROVED

3/26/10 DATE — /S/ Scot Beck — CHIEF STRUCTURAL DEVELOPMENT ENGINEER

FHWA

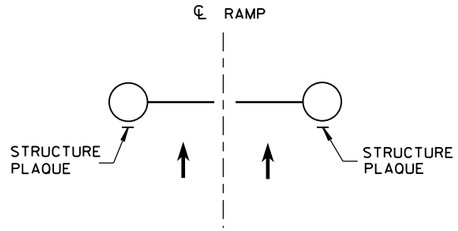
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S.D.D. 12 A 3-10

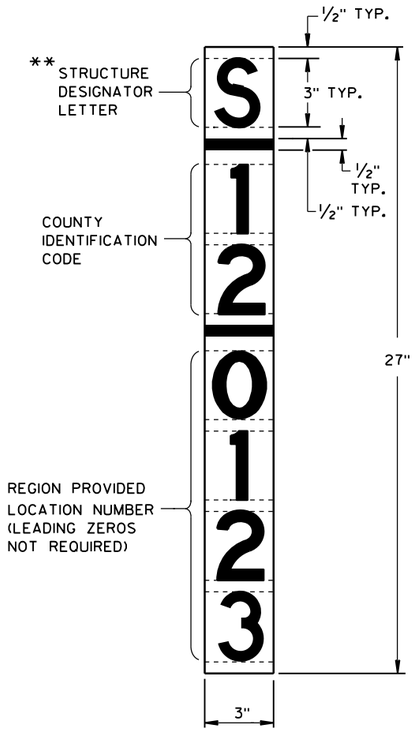


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

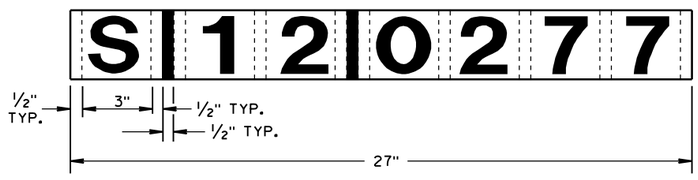
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

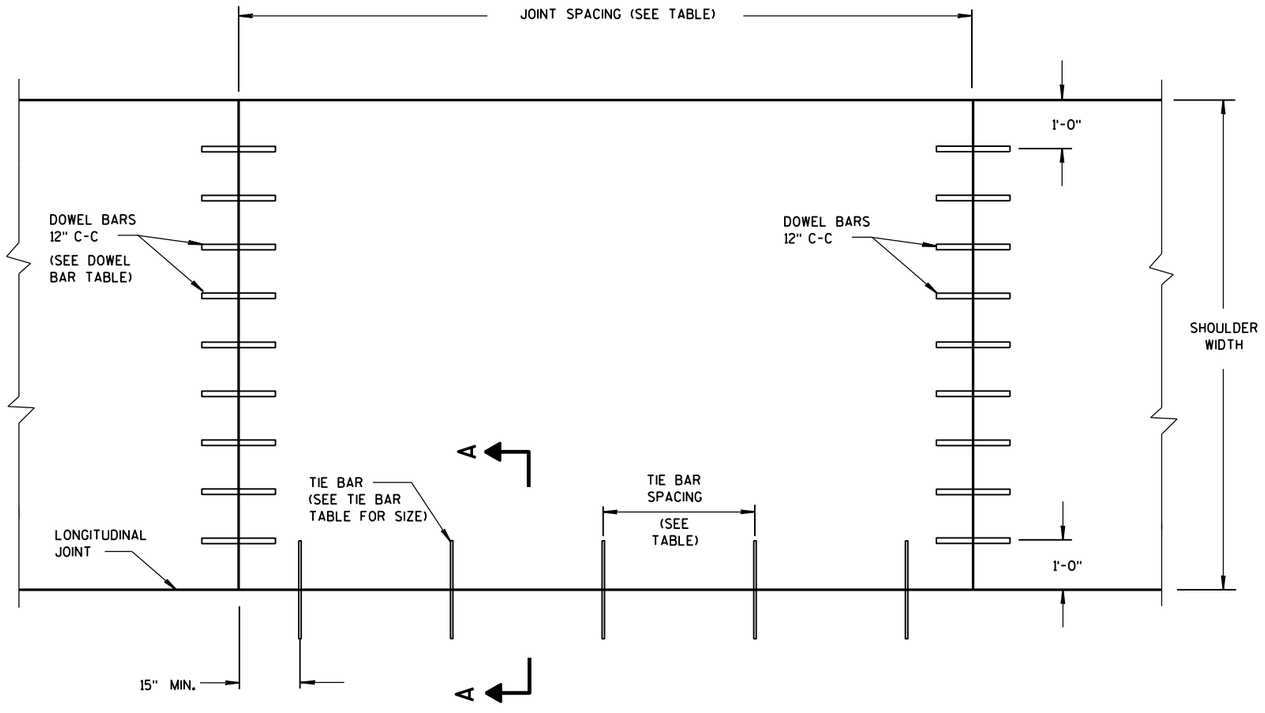
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

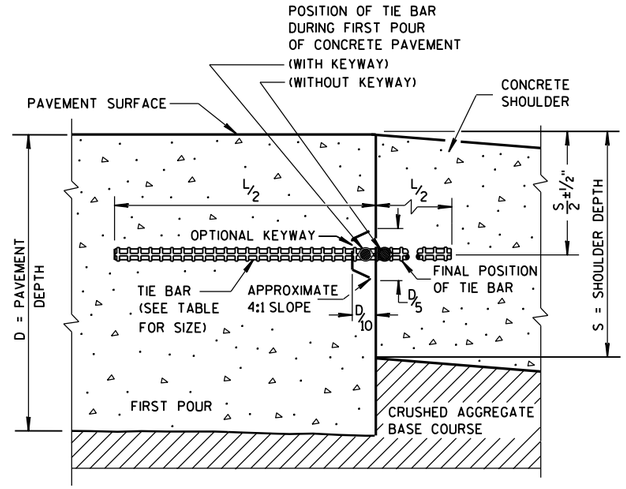
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER***	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

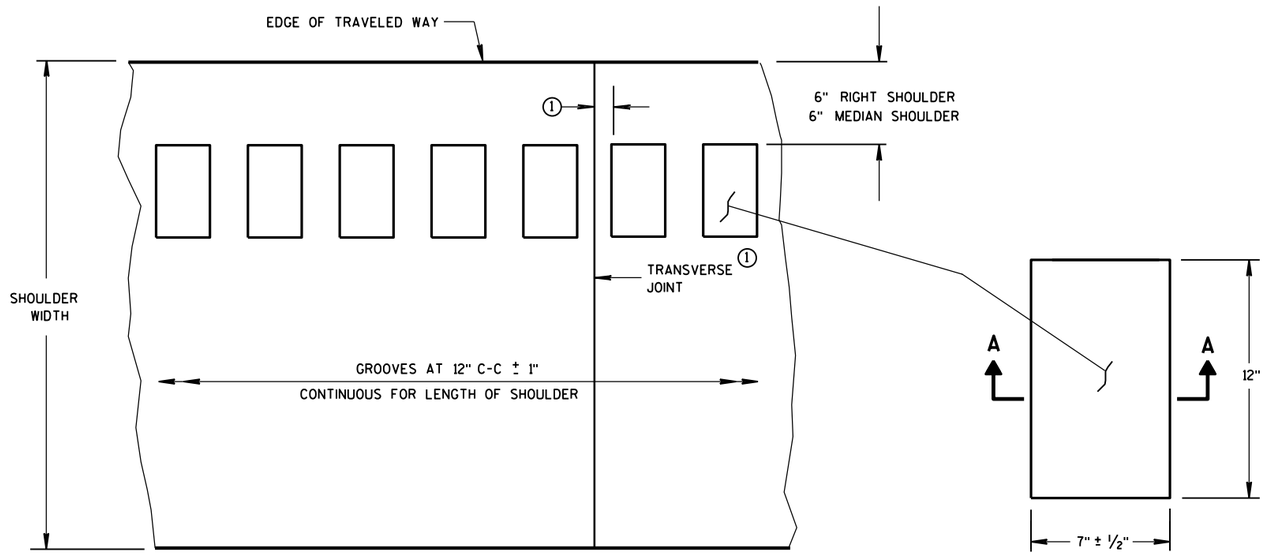
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPERV
FHWA

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S.D.D. 13 A 3-6

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S.D.D. 13 A 3-6



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

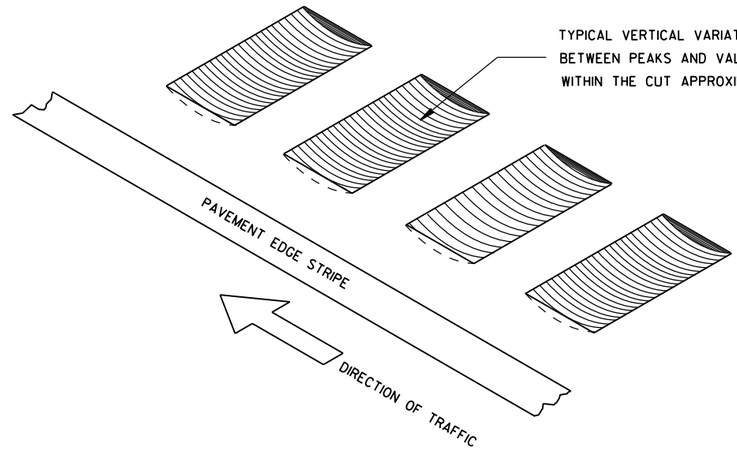
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

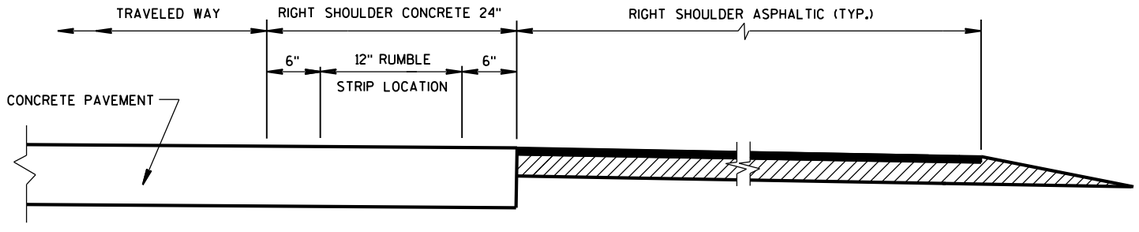
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

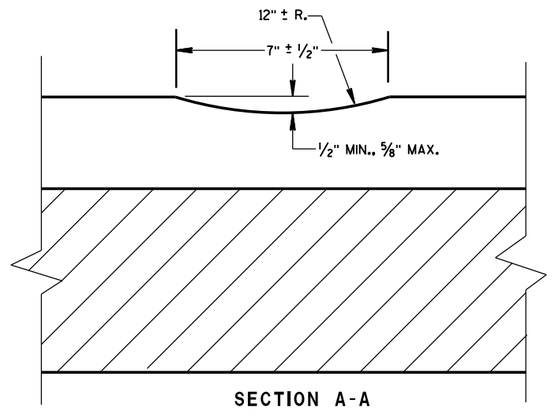
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



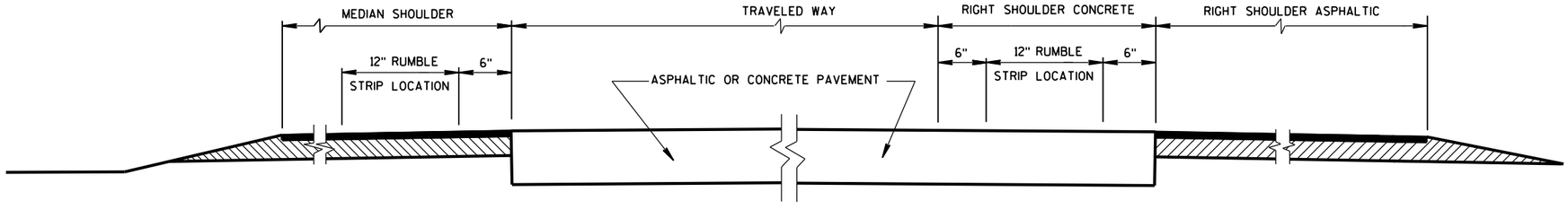
ISOMETRIC



SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION A-A



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIP, MILLING

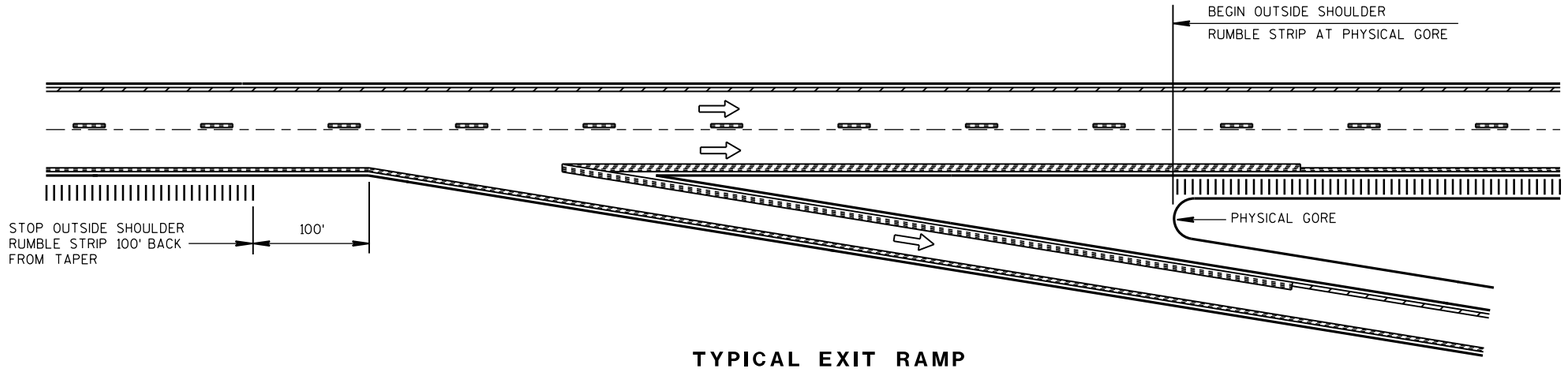
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 13 A 5-5a

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S.D.D. 13 A 5-5a



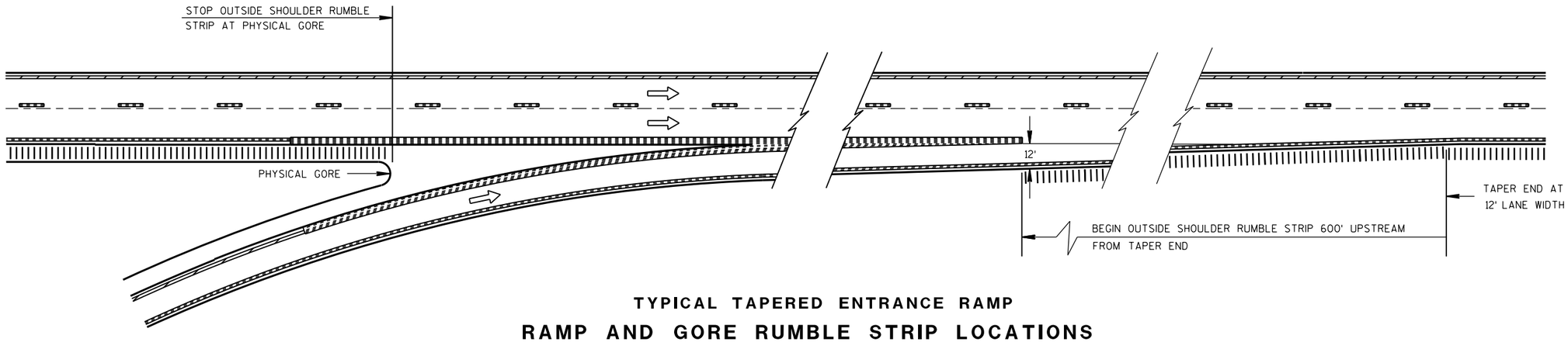
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

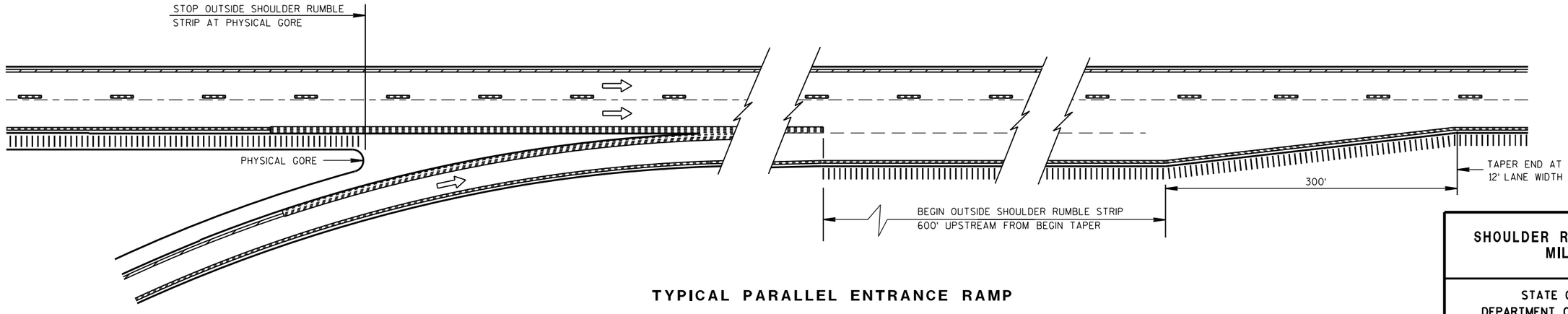
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

427

FHWA

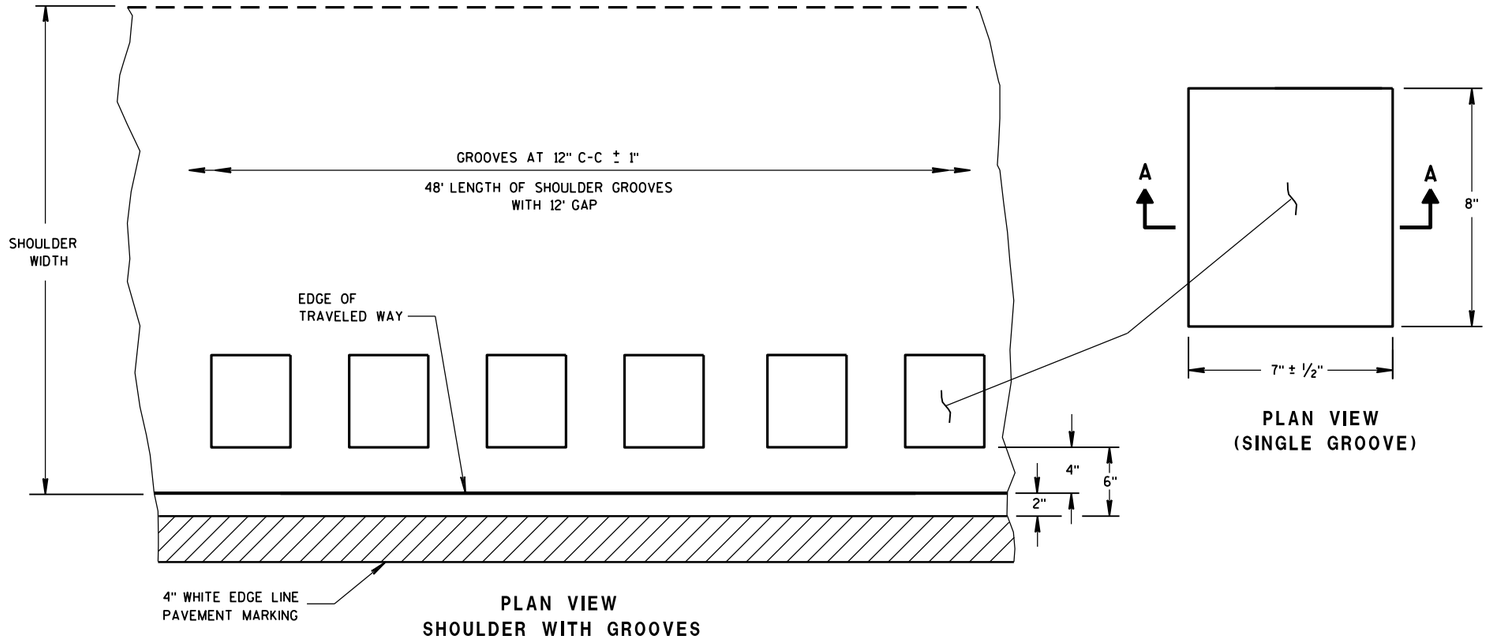
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S.D.D. 13 A 5-5b

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S.D.D. 13 A 5-5b



PLAN VIEW
SHOULDER WITH GROOVES

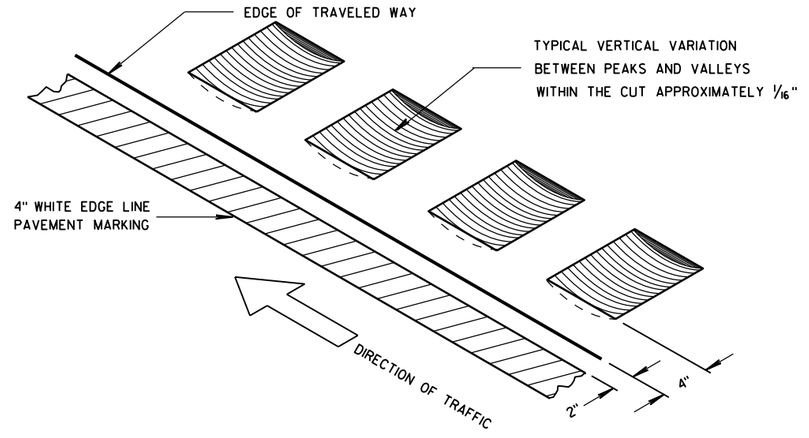
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

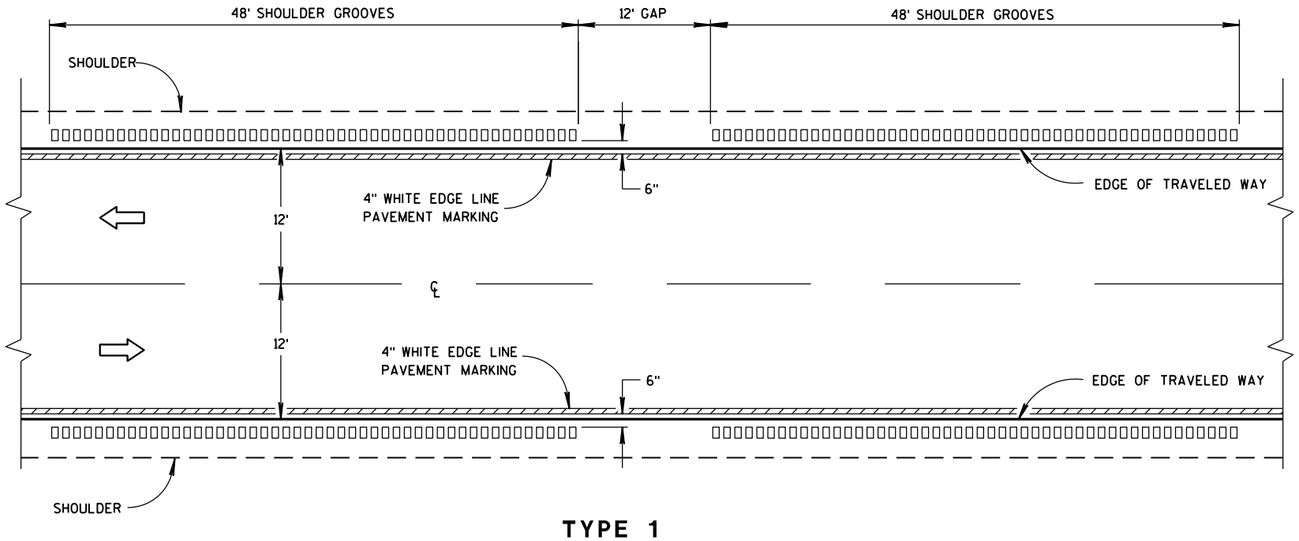
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

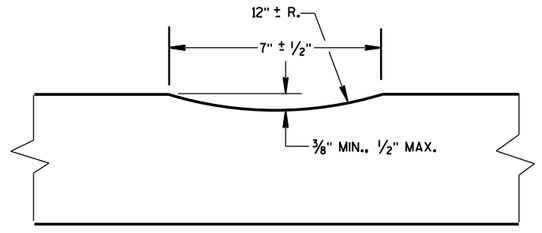


ISOMETRIC

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



TYPE 1
2-LANE SHOULDER RUMBLE STRIP



SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

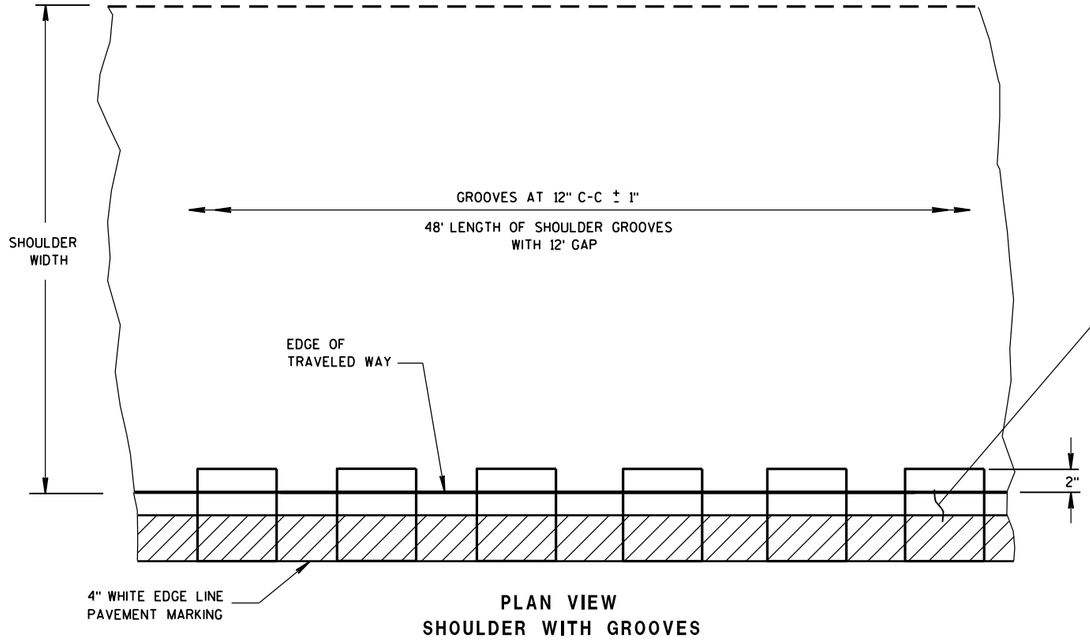
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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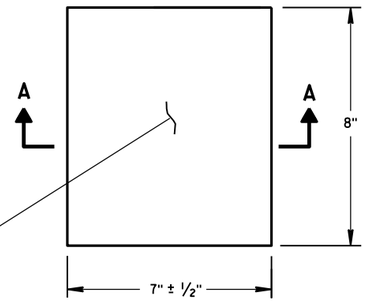
S.D.D. 13 A 10-1a

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S.D.D. 13 A 10-1a



PLAN VIEW
SHOULDER WITH GROOVES



PLAN VIEW
(SINGLE GROOVE)

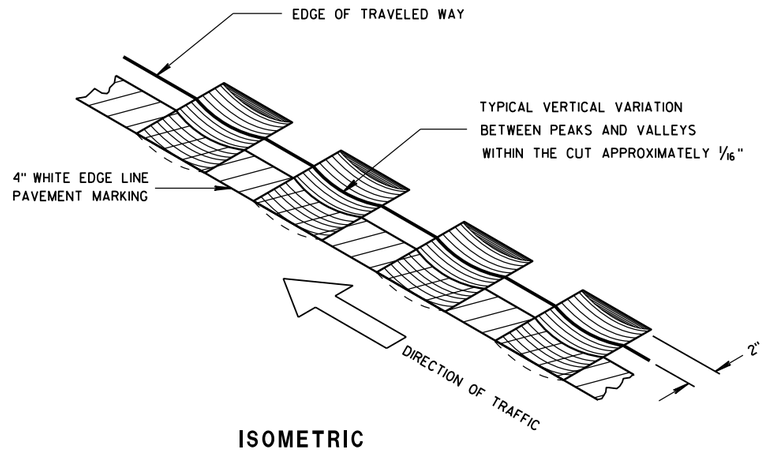
PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP

GENERAL NOTES

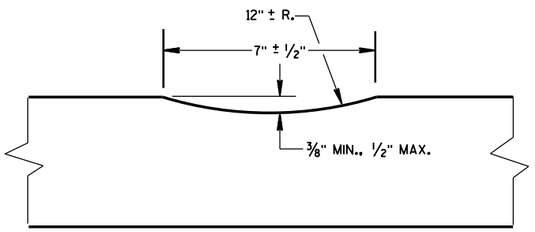
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

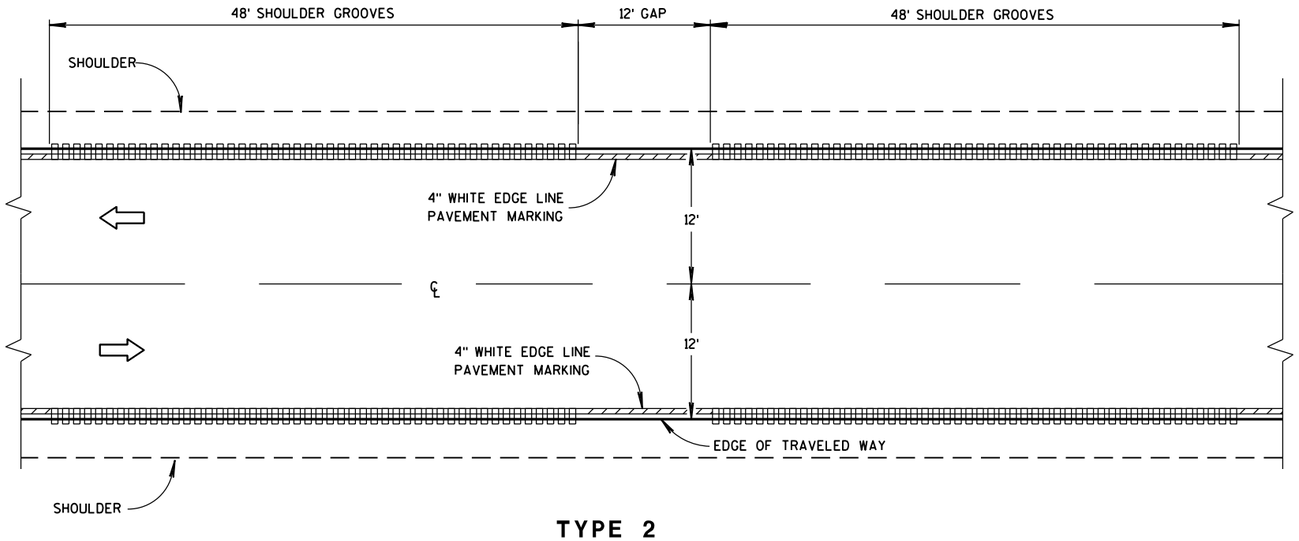
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



SECTION A-A



TYPE 2
2-LANE SHOULDER RUMBLE STRIP

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

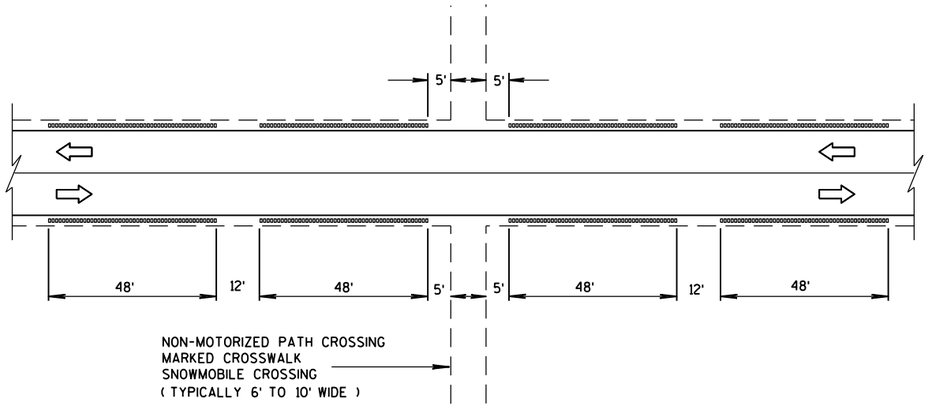
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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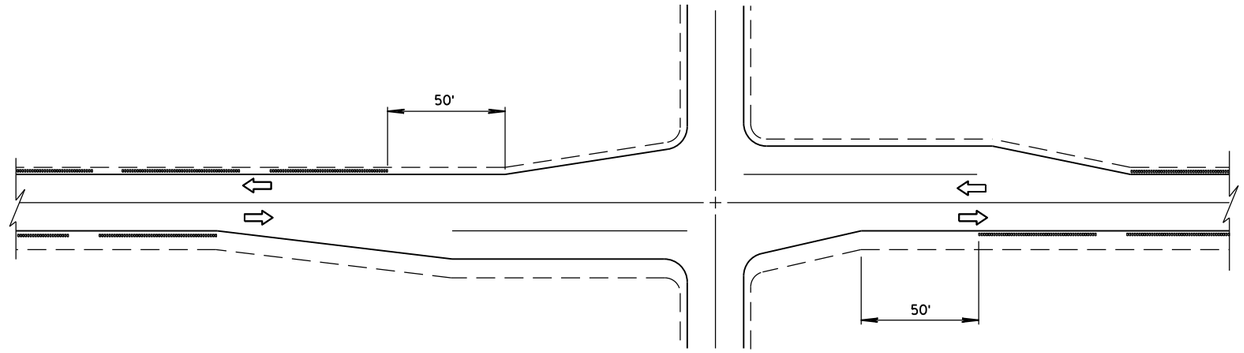
S.D.D. 13 A 10-1b

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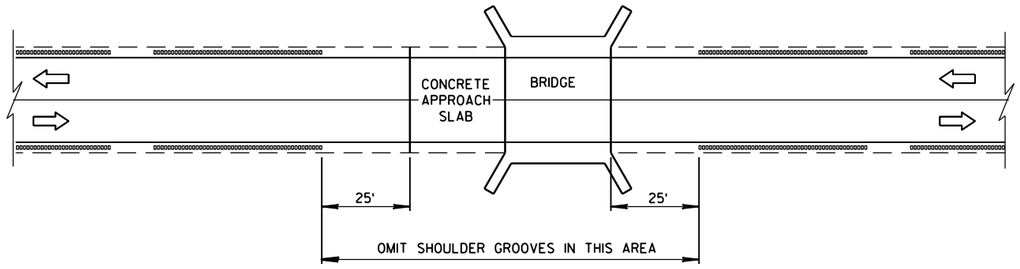
S.D.D. 13 A 10-1b



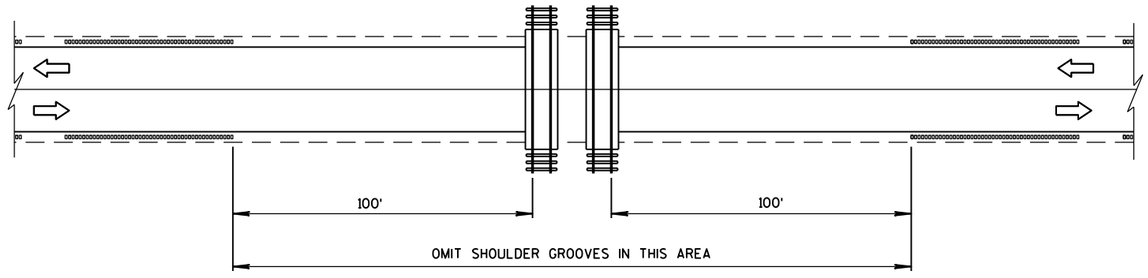
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



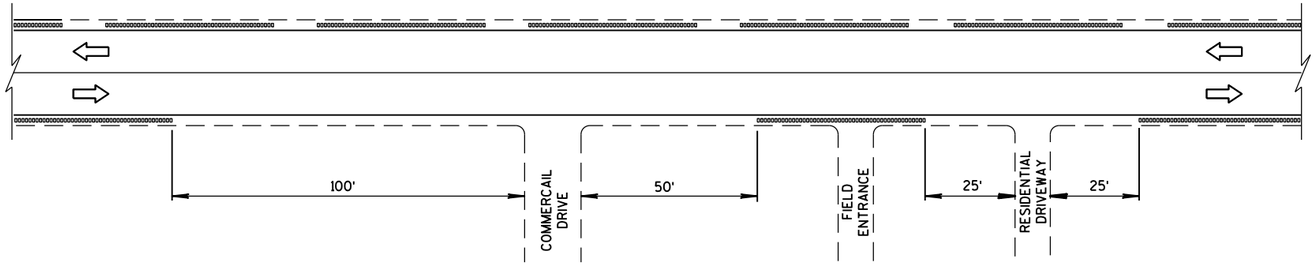
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT RAILROADS

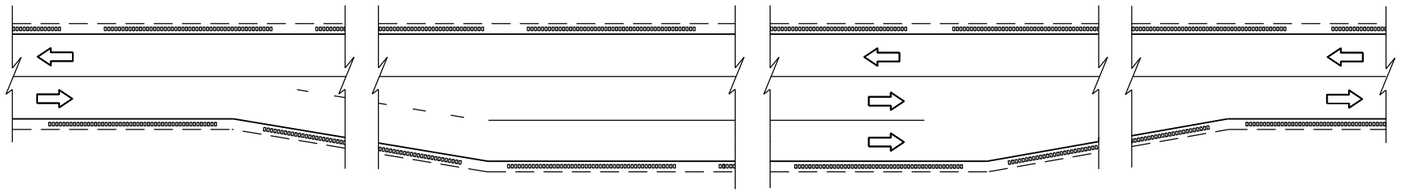


SHOULDER GROOVES AT DRIVEWAYS (1)

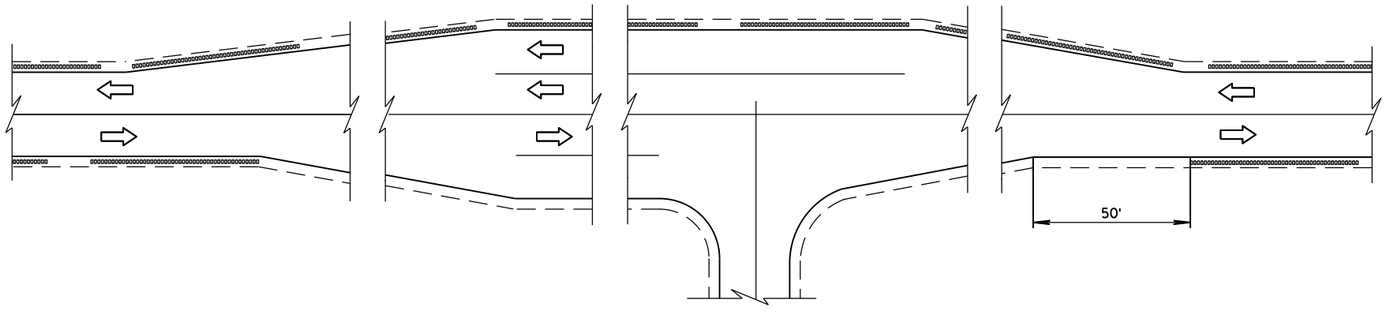
2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 13 A 10-1c



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

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S.D.D. 13 A 10-1d

S.D.D. 13 A 10-1d

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

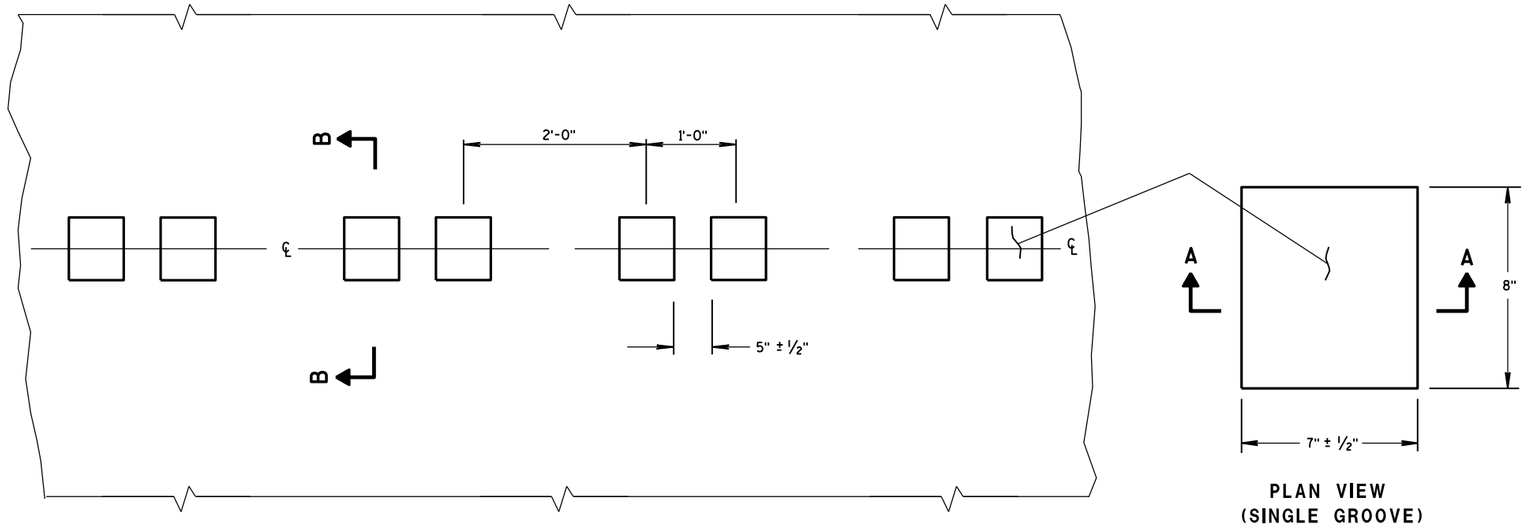
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

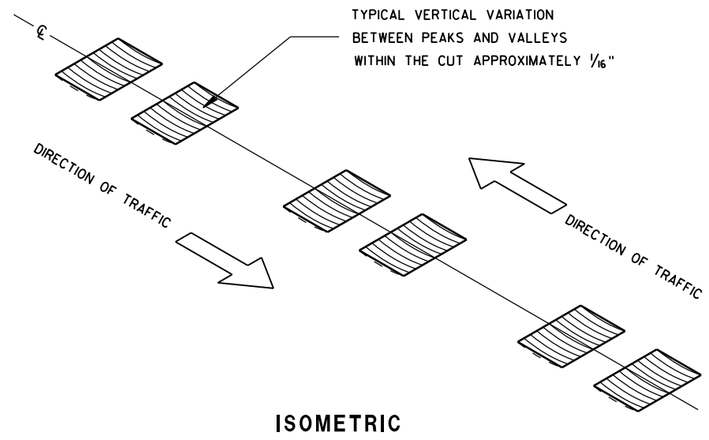
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

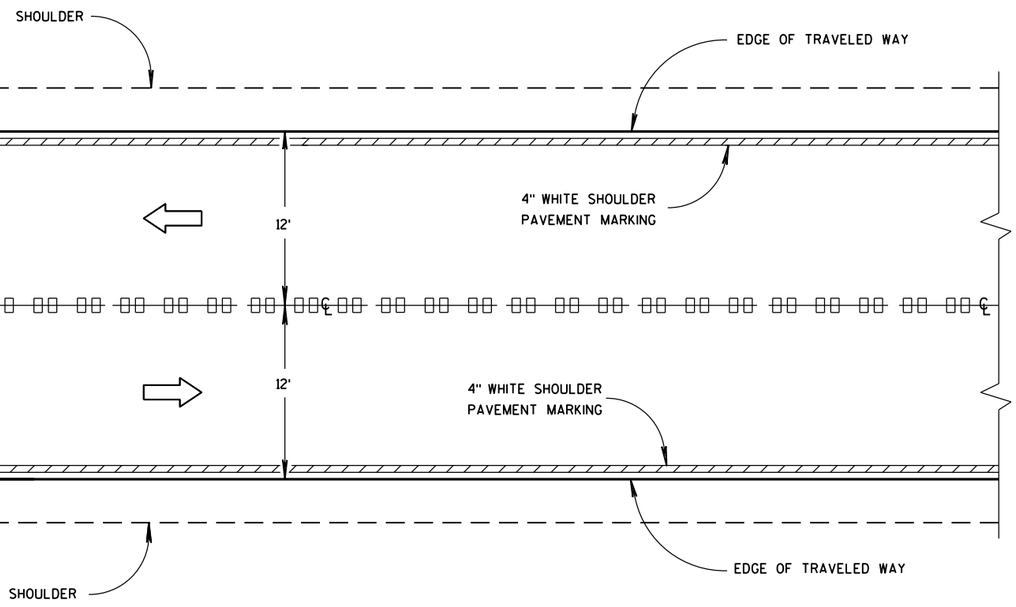
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

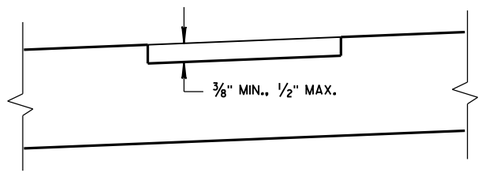
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



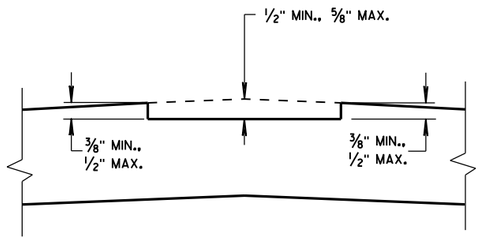
ISOMETRIC



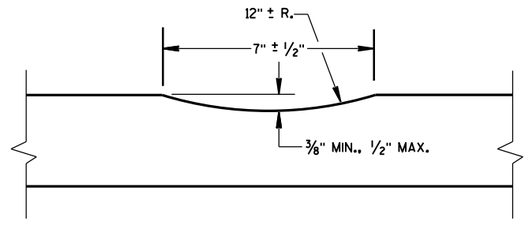
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

6

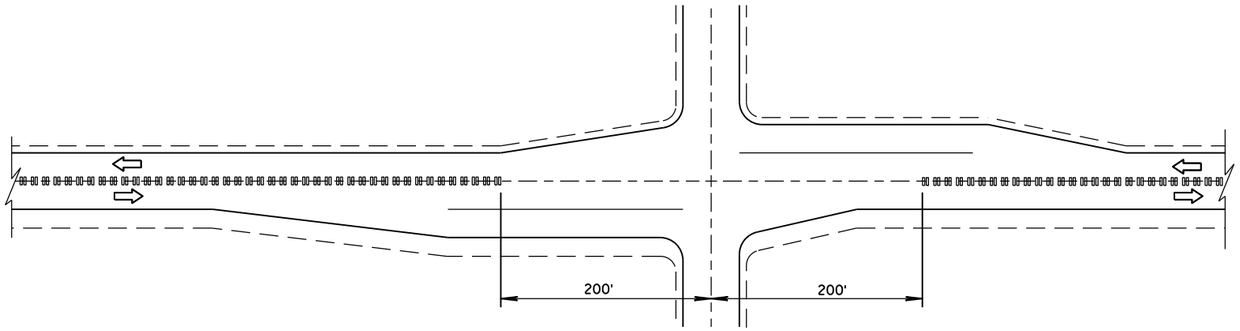
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S.D.D. 13 A 11-2a

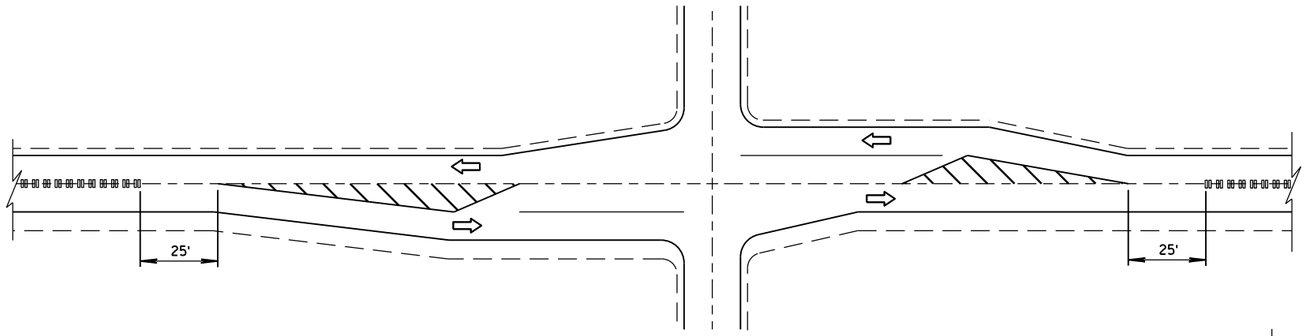
S.D.D. 13 A 11-2a

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

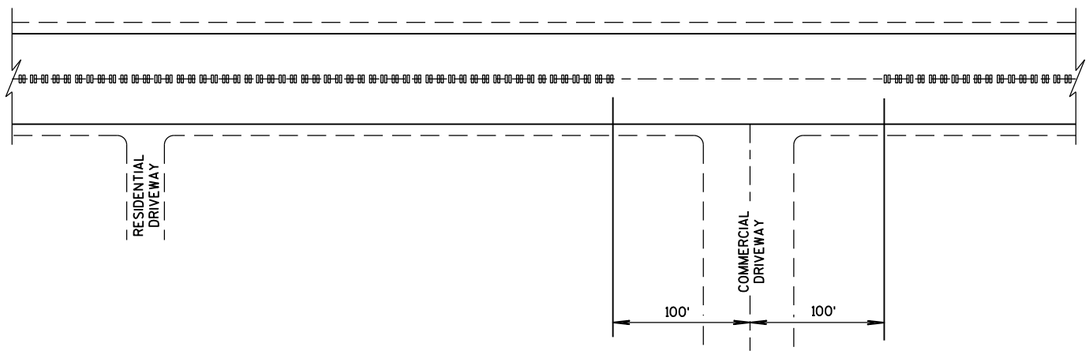
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI



CENTER LINE GROOVES AT INTERSECTIONS

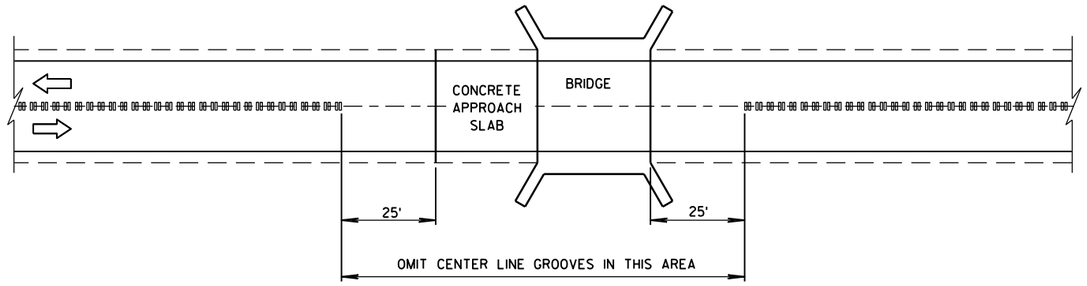


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

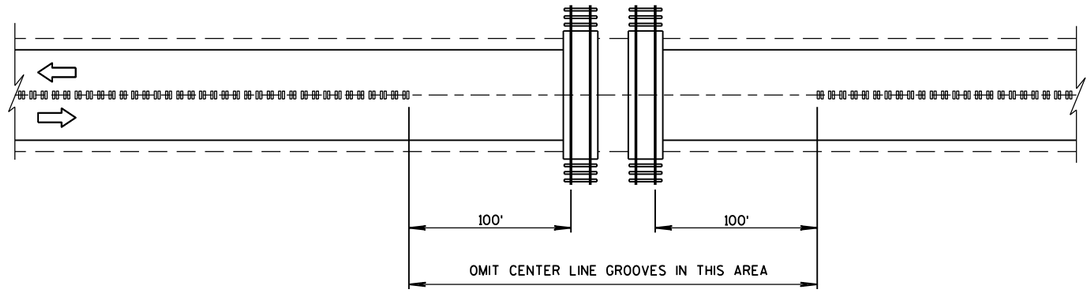


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

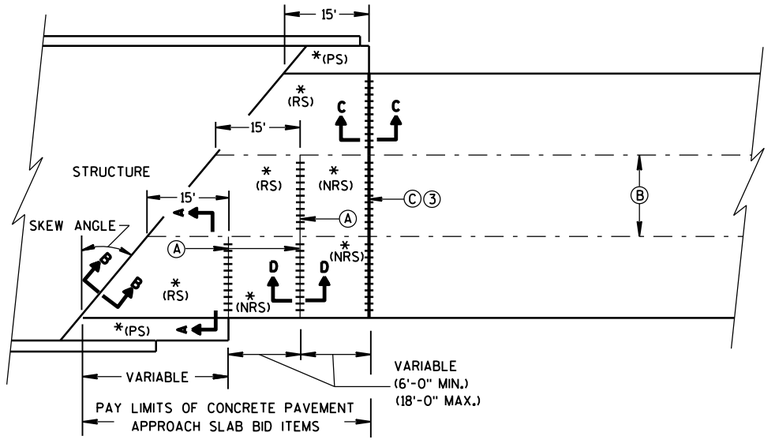
5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

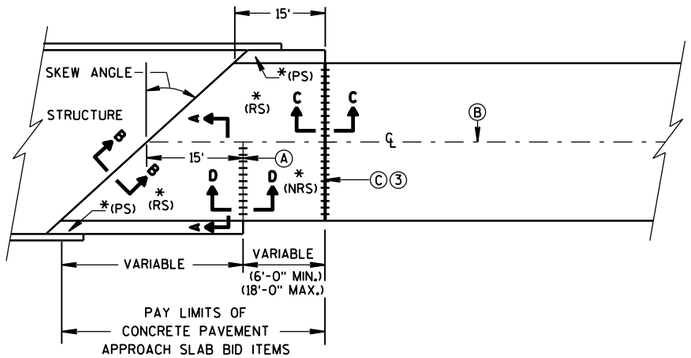
433

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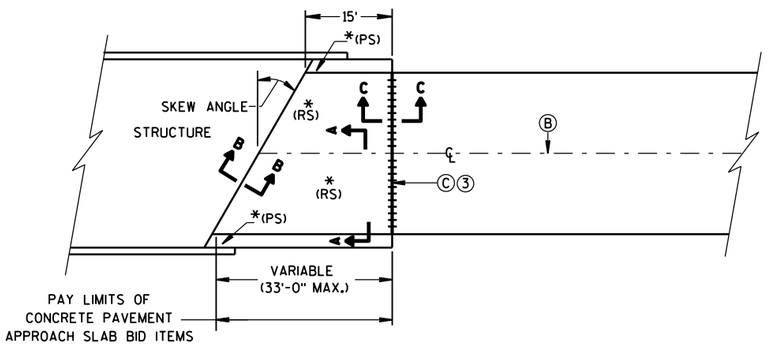
FHWA



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



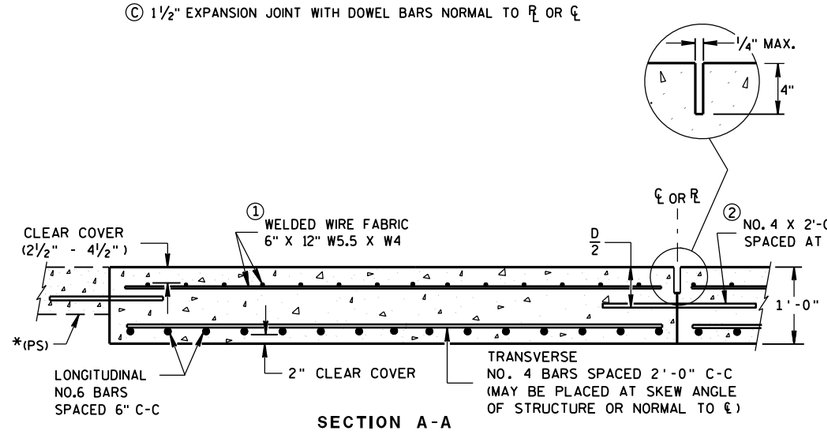
SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

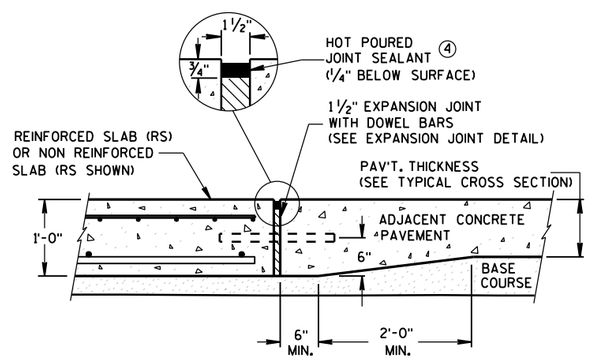
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

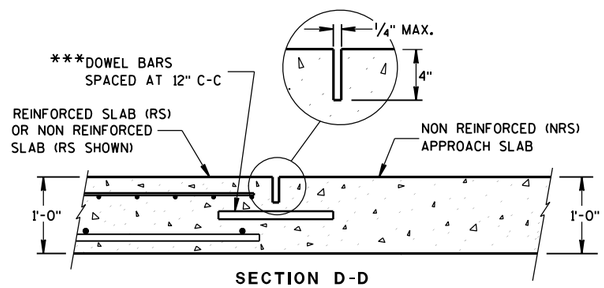
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

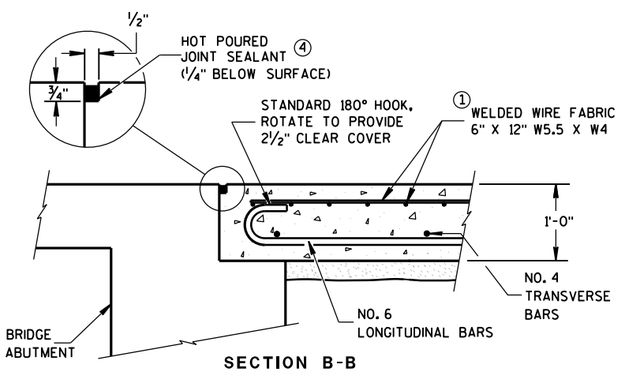
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

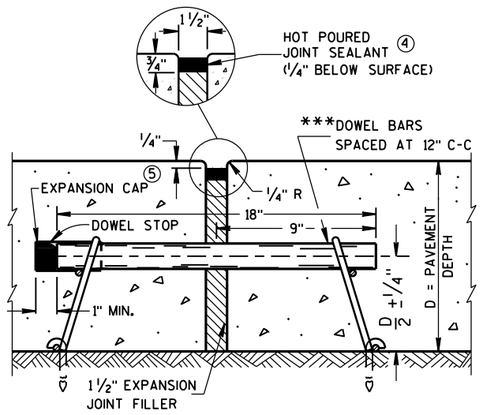
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



EXPANSION JOINT DETAIL

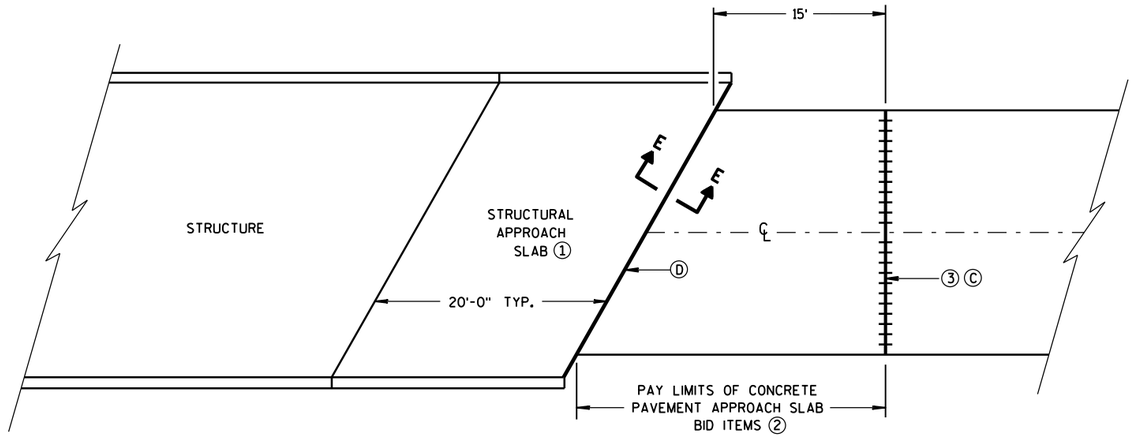
CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

6
S.D.D. 13 B 2-8a

BRIDGE APPROACHES



GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

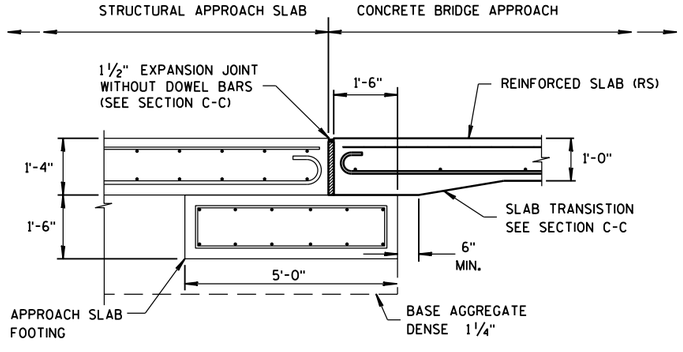
① SEE BRIDGE PLAN.

② CONFORM TO SHEET 13 B 2(A) FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS.

③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION E-E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015 — DATE

/S/ Peter Kemp, P.E. — PAVEMENT SUPER

FHWA

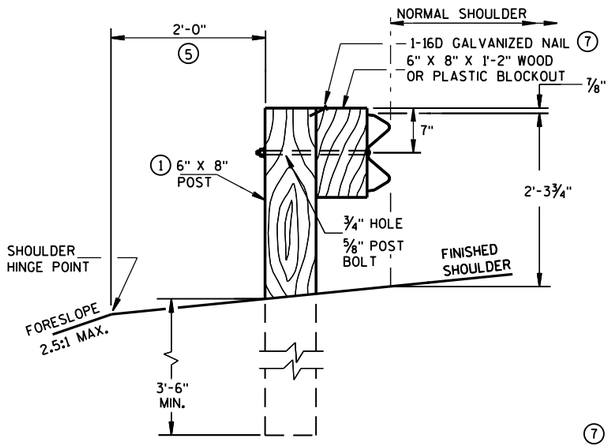
6

S.D.D. 13 B 2-8b

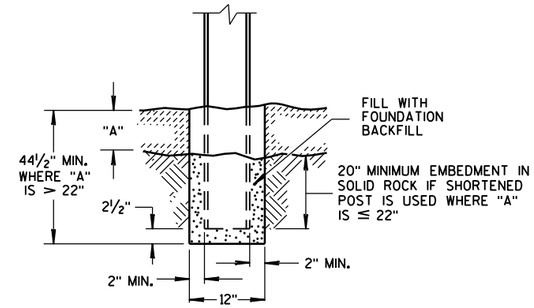
GENERAL NOTES

1. W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.
   DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.
2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.
3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
5. IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

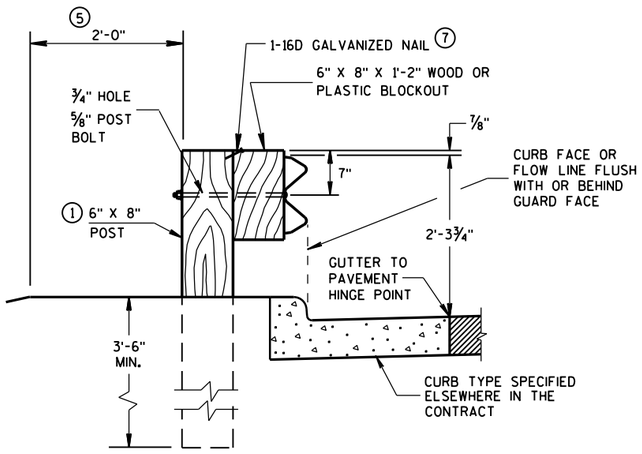
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



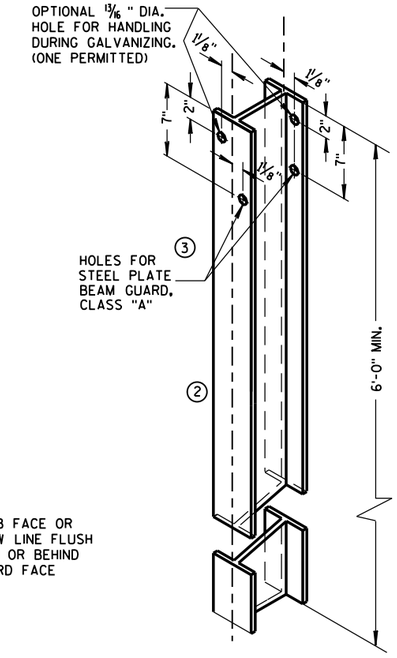
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



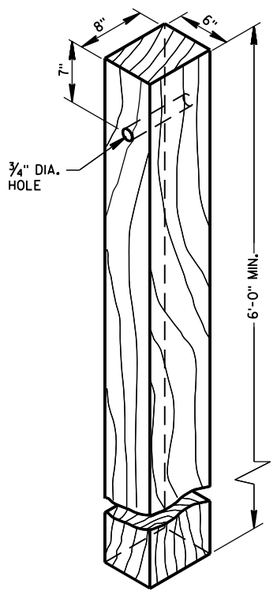
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥



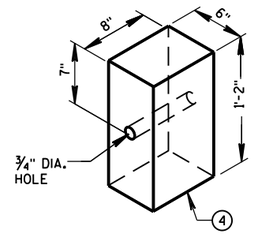
END VIEW
LOCATED ALONG A CURBED ROADWAY



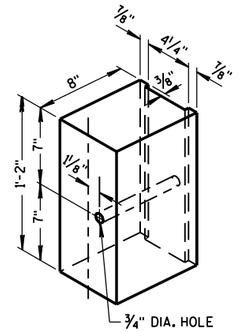
STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



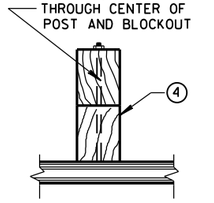
WOOD POST
(6"X8") NOMINAL



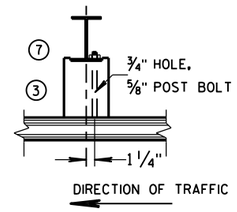
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



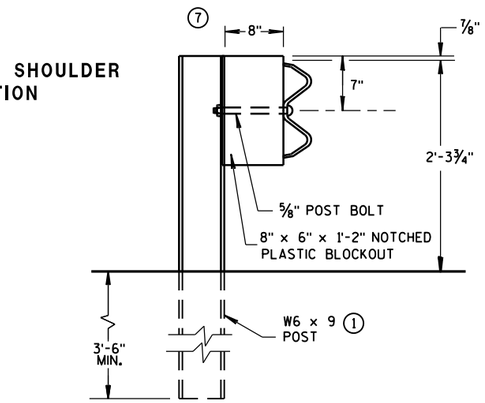
TYPICAL NOTCHED ①
PLASTIC BLOCKOUT
FOR STEEL POSTS



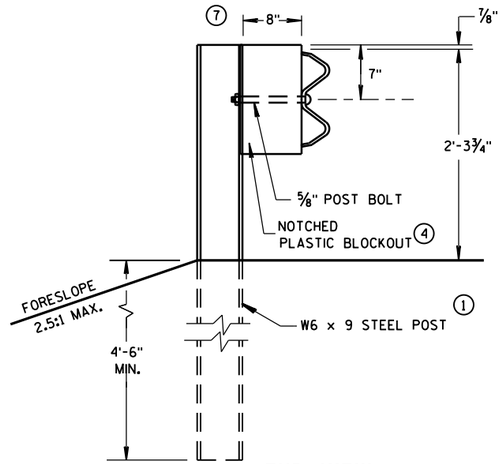
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



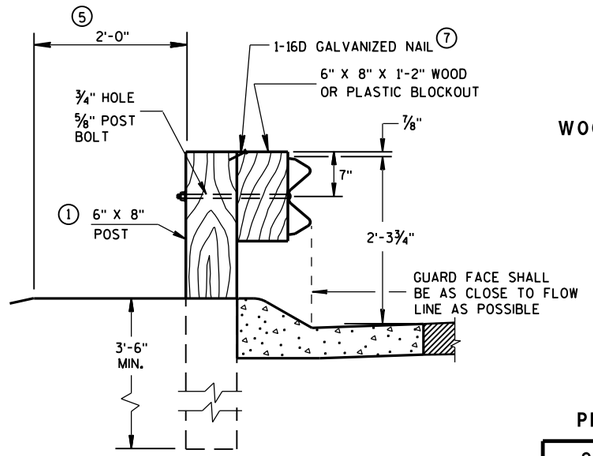
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



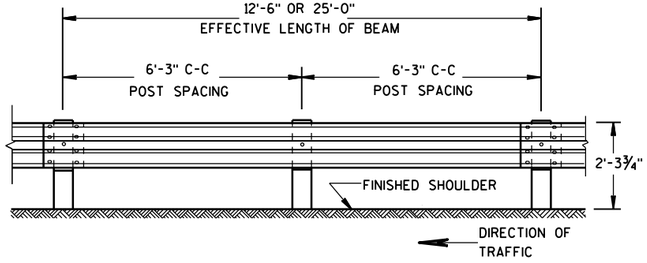
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

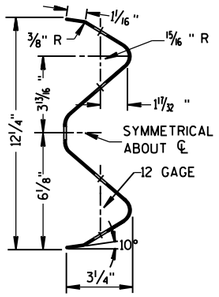
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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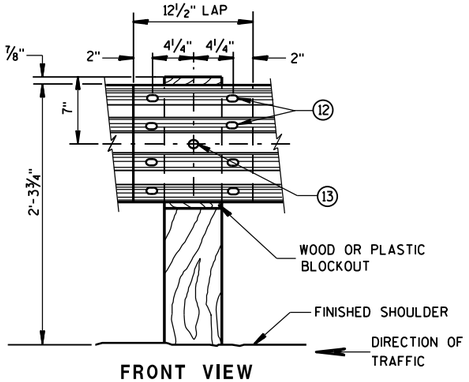


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

(8) PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

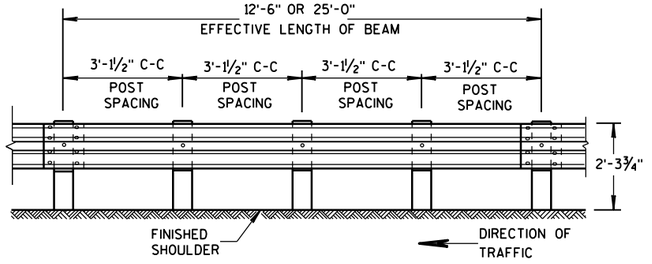
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(10) REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

(11) PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

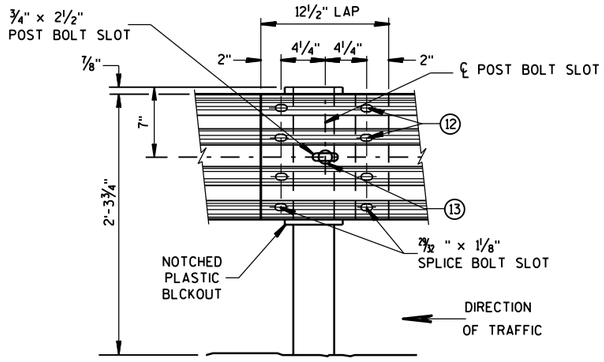
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

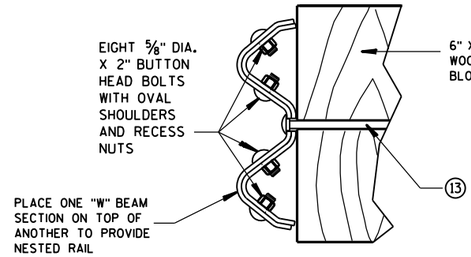
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

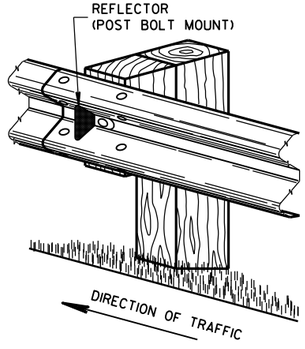


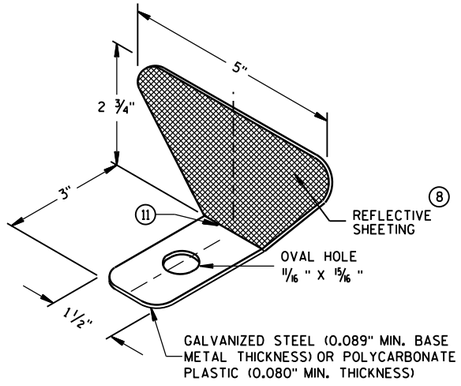
NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING (9)

	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	1 1	3
TWO WAY TRAFFIC	< 200' > 200'	25' C-C 50' C-C	1 (10) 1	6
TWO WAY TRAFFIC	< 200' > 200'	50' C-C 100' C-C	2 2 (11)	3



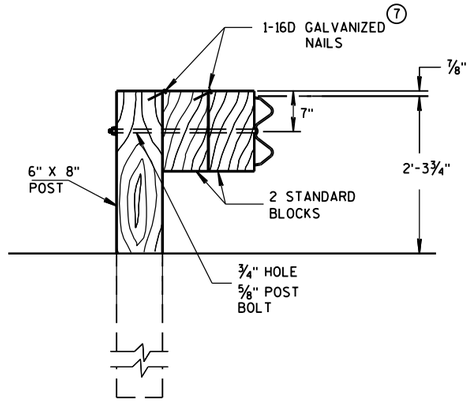


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (8)

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

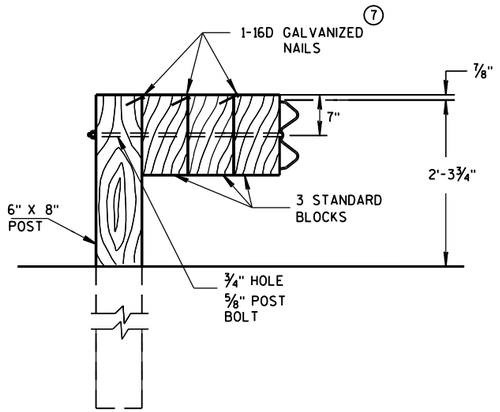
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 15-9b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

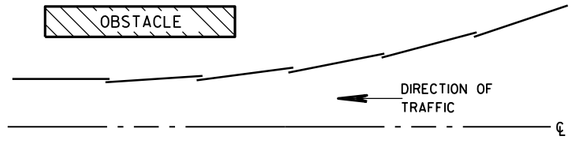


DETAIL FOR TRIPLE BLOCKS

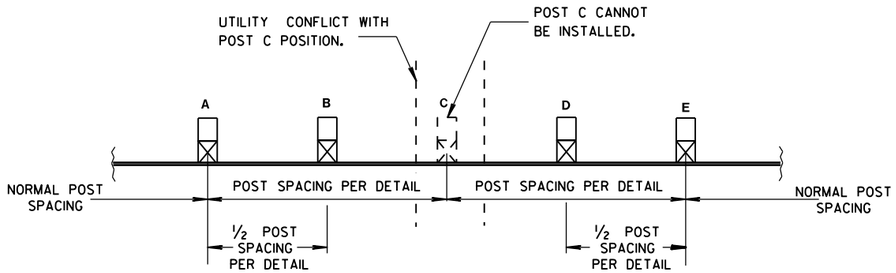
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 15-9c

① WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

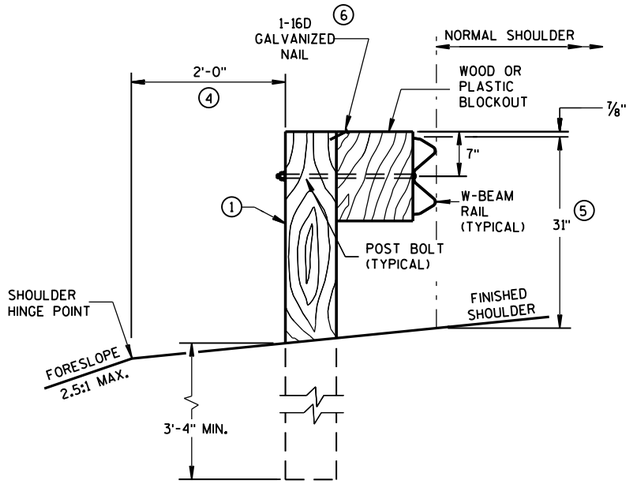
② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

③ IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

④ WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

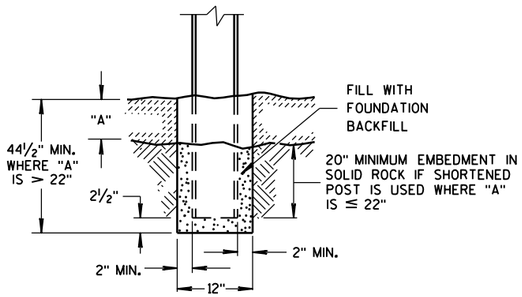
⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

⑥ WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



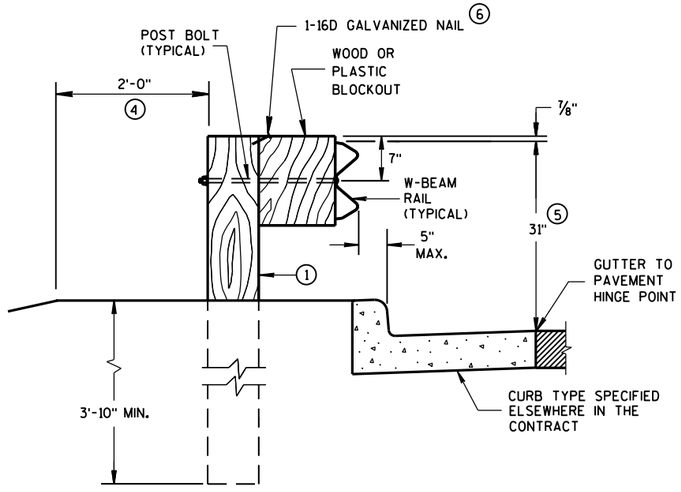
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



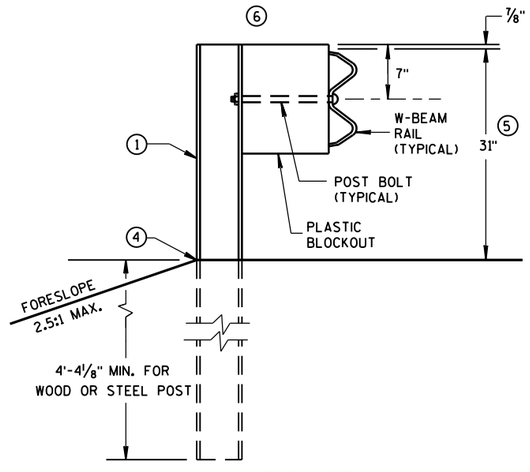
END VIEW

SETTING STEEL OR WOOD POST IN ROCK ③



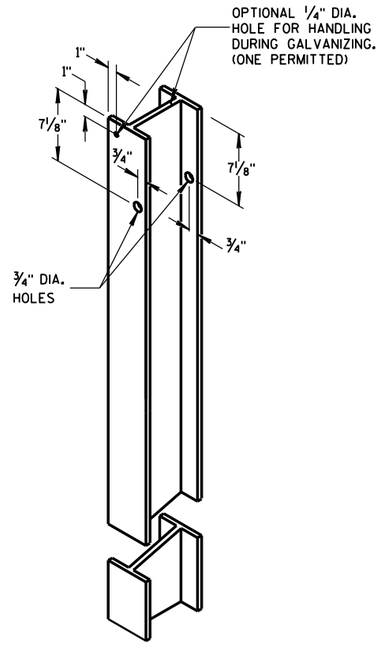
END VIEW

LOCATED ALONG A CURBED ROADWAY

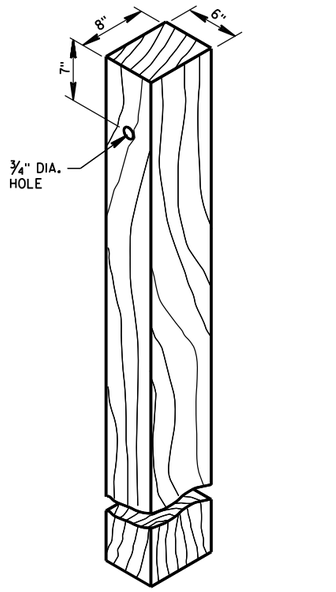


END VIEW

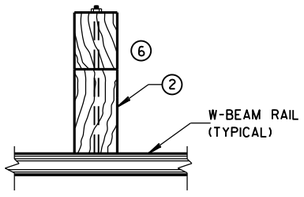
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



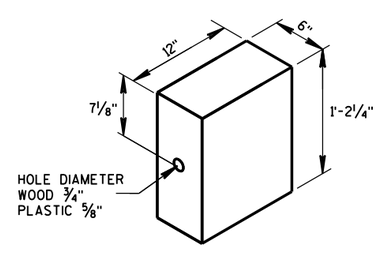
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①



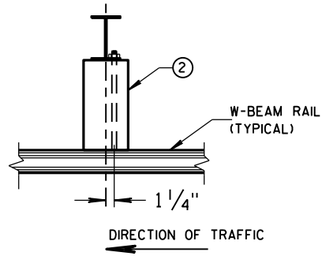
WOOD POST
(6" X 8") NOMINAL ①



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT ②



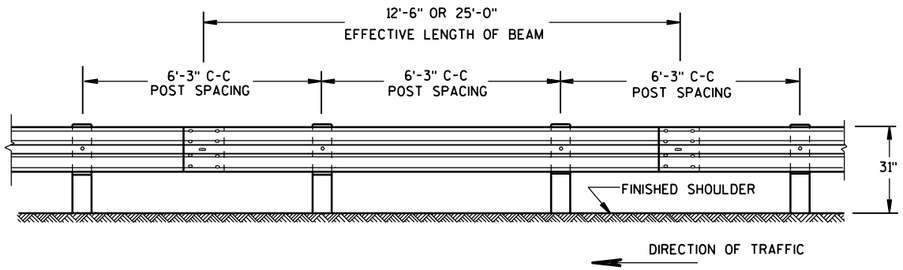
PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

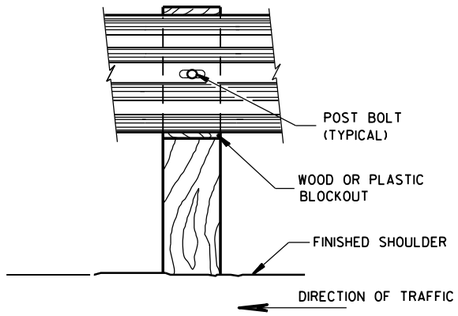
6

S.D.D. 14 B 42-4a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

7. PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.

8. DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

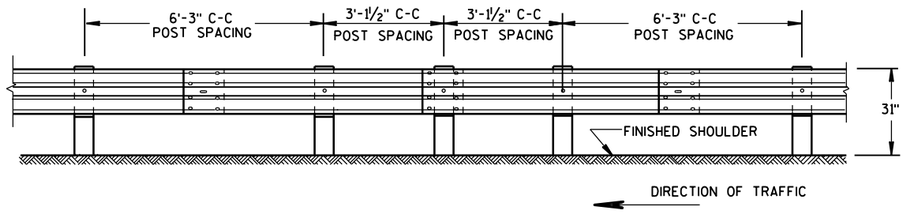
9. REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

10. PROVIDE AN ANGLE OF BEND OF 90° ± 1° FOR TWO-SIDED REFLECTORS.

11. 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

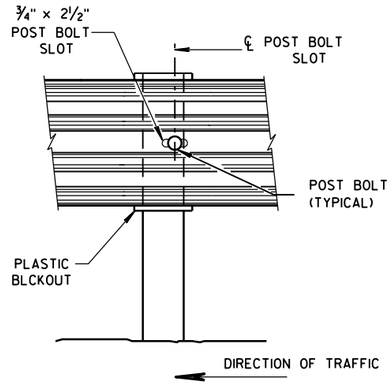
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

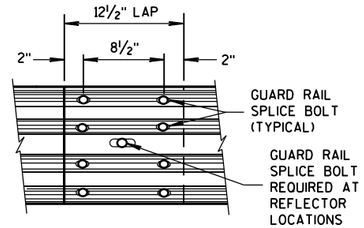


FRONT VIEW

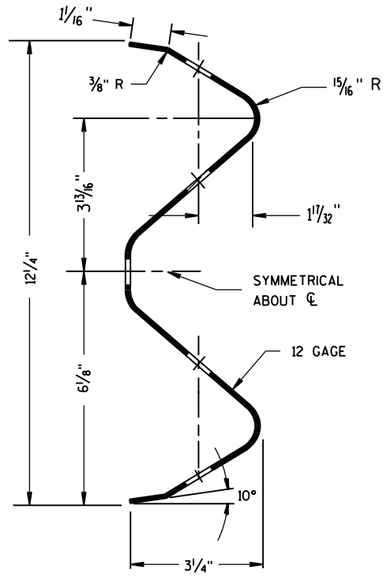
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



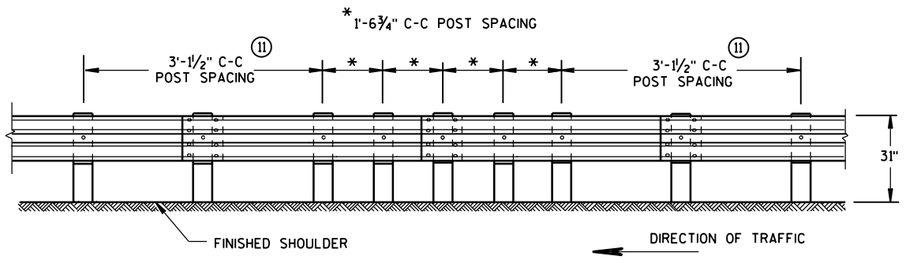
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

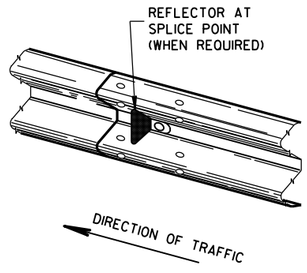


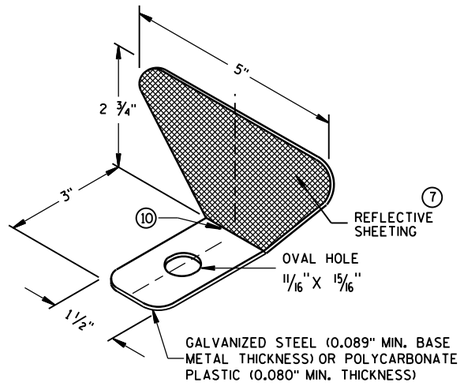
SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)





ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION (7)

REFLECTOR SPACING (8)

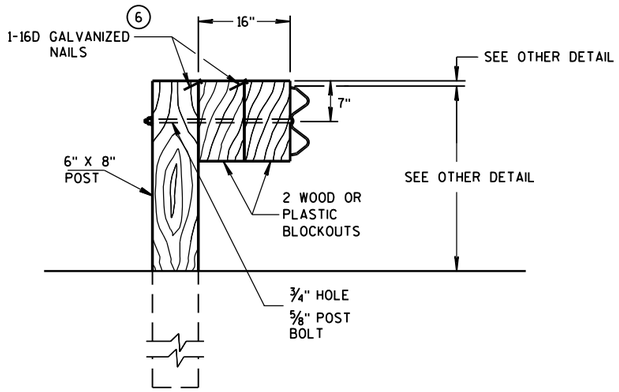
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 (9)	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2 (10)	

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

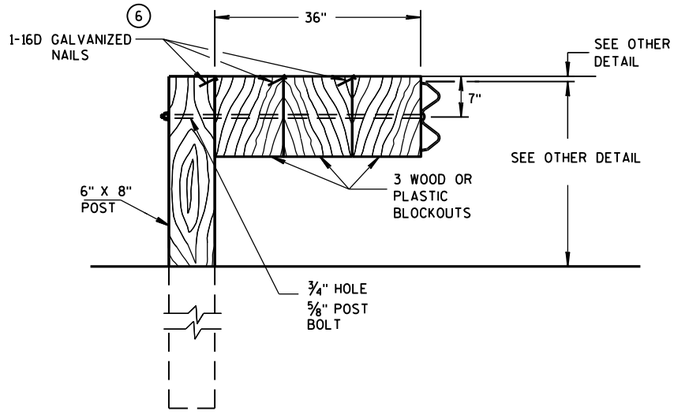
6

S.D.D. 14 B 42-4b



DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

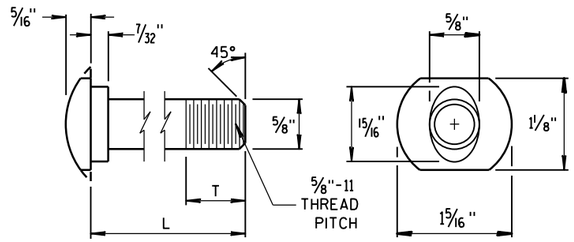


DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

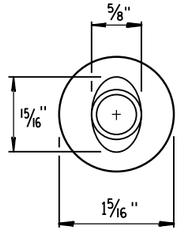
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

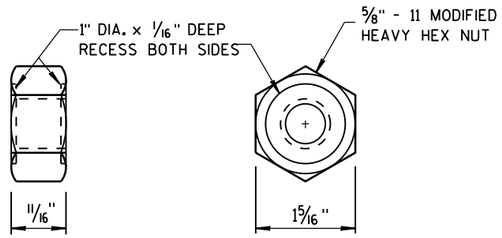


POST BOLT TABLE

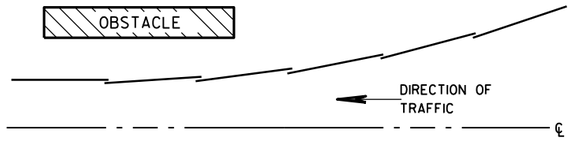
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

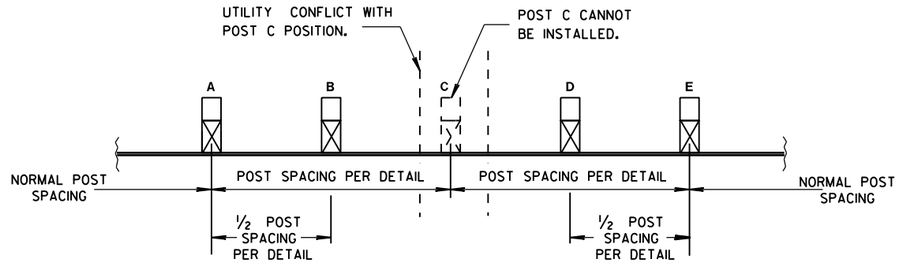


POST BOLT, SPLICE BOLT AND RECESS NUT

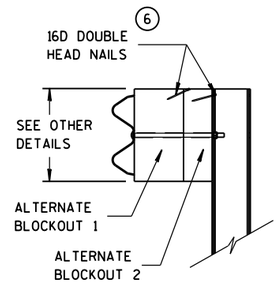


PLAN VIEW

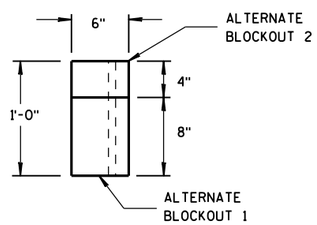
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(G) ½" DIAMETER X 3" LONG LAG BOLT AND WASHER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

(I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

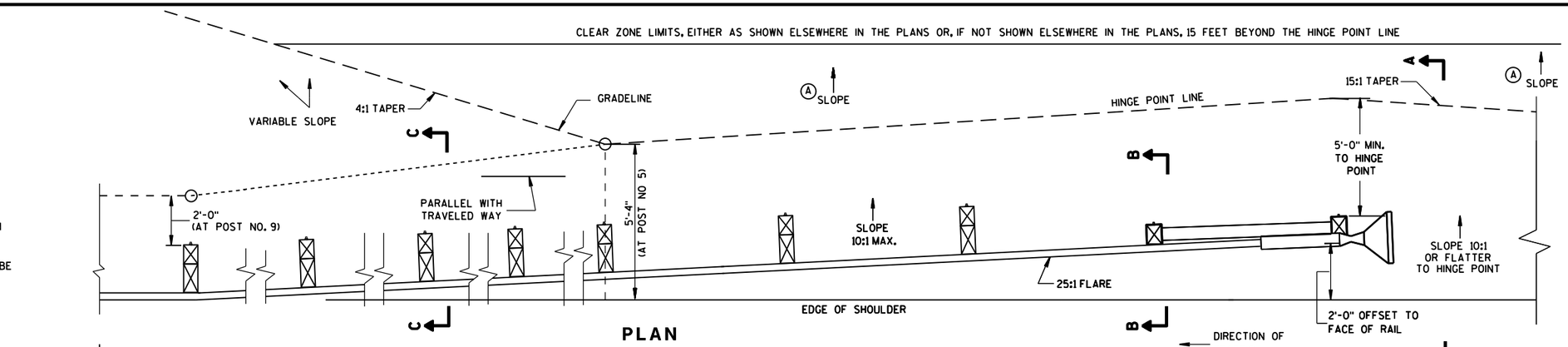
SEE SDD 14B42 FOR MORE INFORMATION.

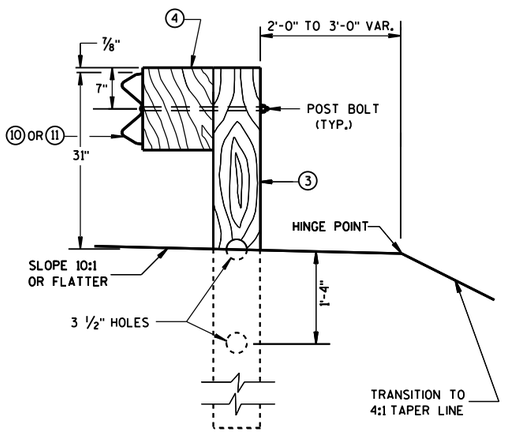
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

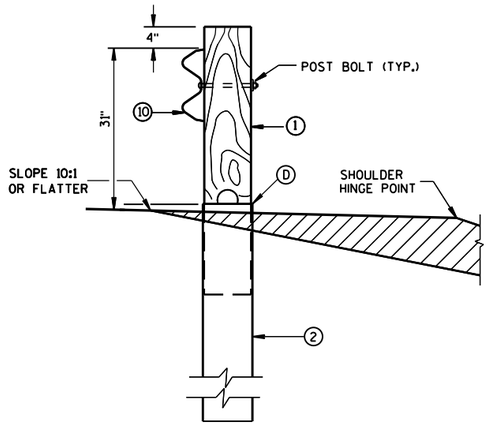
W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

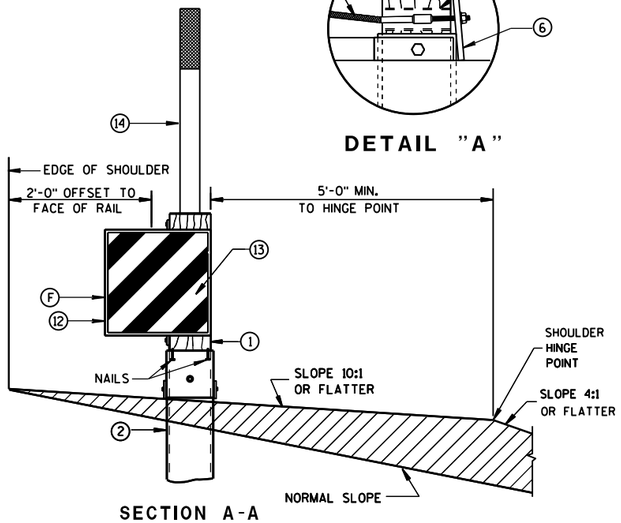




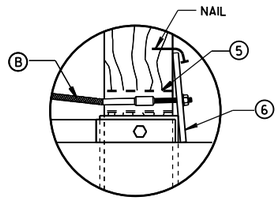
SECTION C-C
TYPICAL AT POST NOS. 3-9



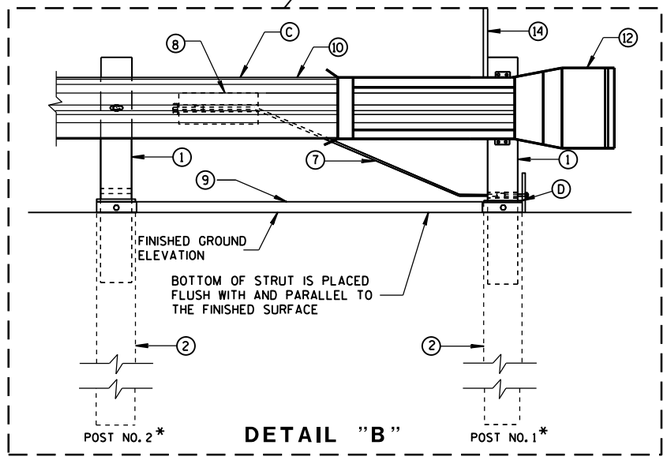
SECTION B-B
TYPICAL AT POST NO. 2*



SECTION A-A
TYPICAL AT POST NO. 1*



DETAIL "A"



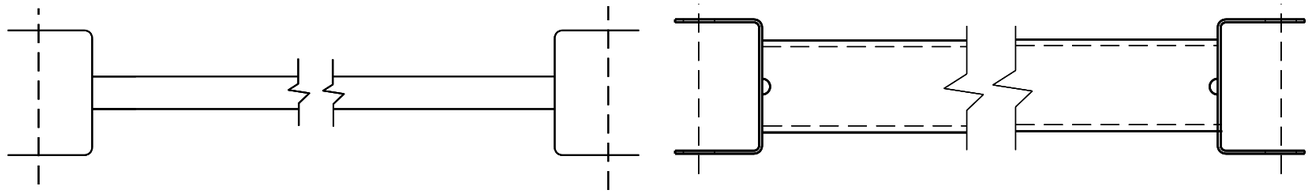
DETAIL "B"

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

S.D.D. 14 B 44-2a

S.D.D. 14 B 44-2a

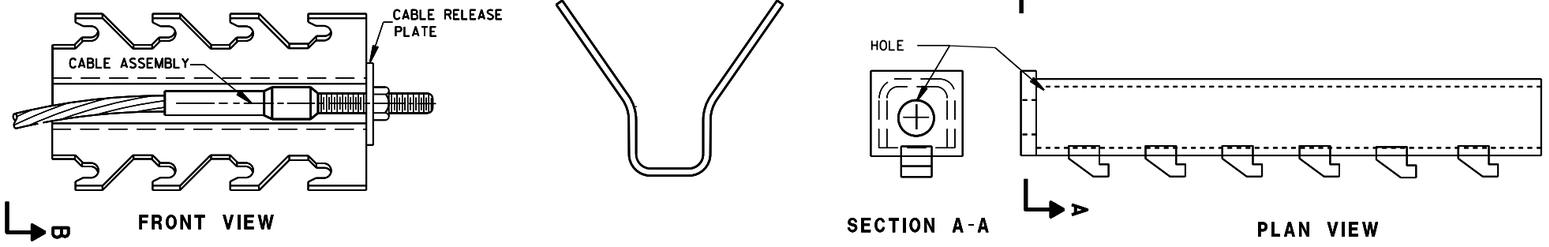


⑨ Ⓗ

GENERIC GROUND STRUT

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
①	WOOD BREAKAWAY POST
②	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	END SECTION EAT
⑬	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
⑭	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



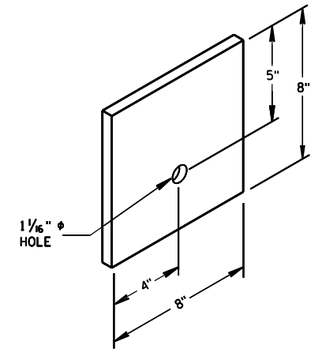
FRONT VIEW

SECTION B-B

SECTION A-A

PLAN VIEW

GENERIC ANCHOR CABLE BOX ⑧ Ⓗ



BEARING PLATE ⑥

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

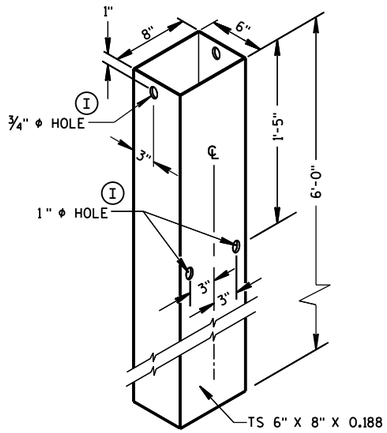
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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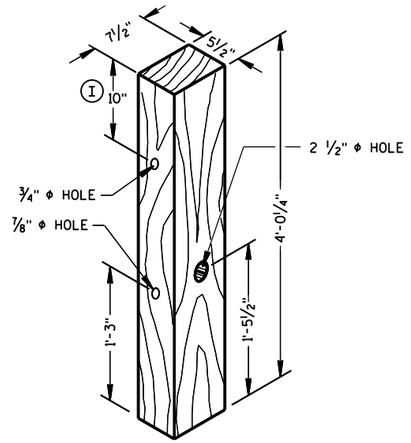
S.D.D. 14 B 44-2b

6

S.D.D. 14 B 44-2b

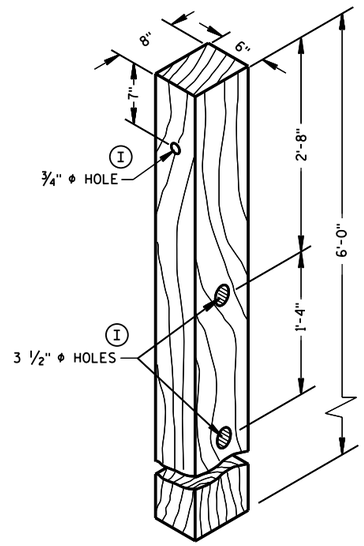


FOUNDATION TUBE (2)



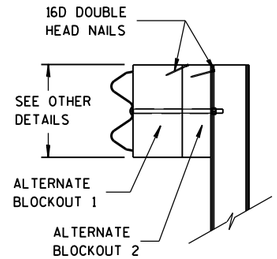
POSTS NUMBER 1 AND 2

WOOD BREAKAWAY POST (1)

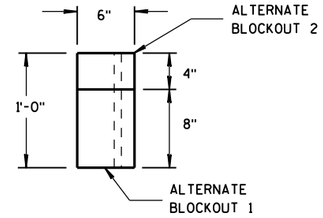


POSTS NUMBER 3-9

WOOD CRT POST (3)

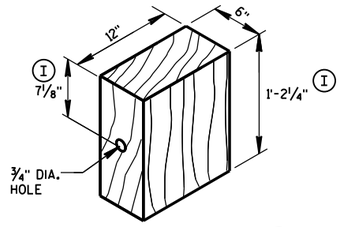


SIDE VIEW



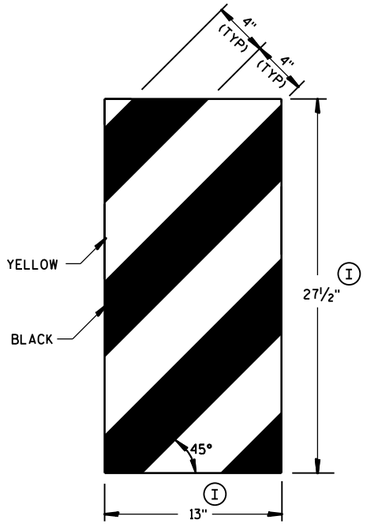
TOP VIEW

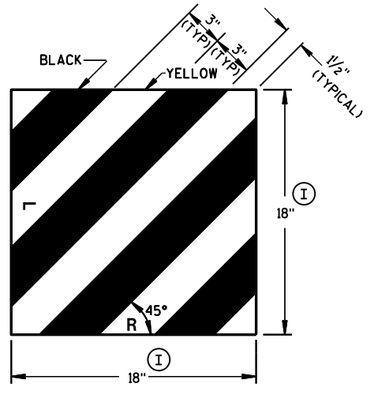
ALTERNATE WOOD BLOCKOUT DETAIL



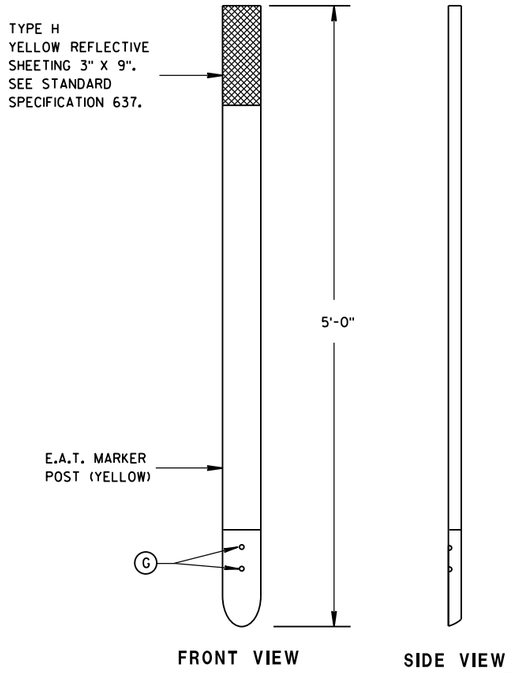
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2





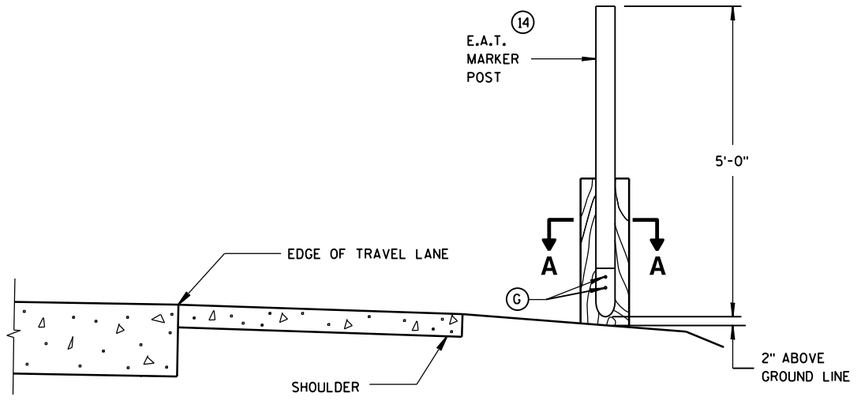
GENERIC REFLECTIVE SHEETING (13) (H)



FRONT VIEW

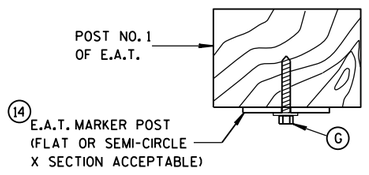
SIDE VIEW

E.A.T. MARKER POST (14)



TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1

(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A

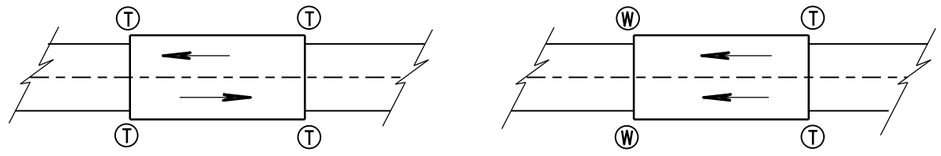
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 14 B 44-2c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

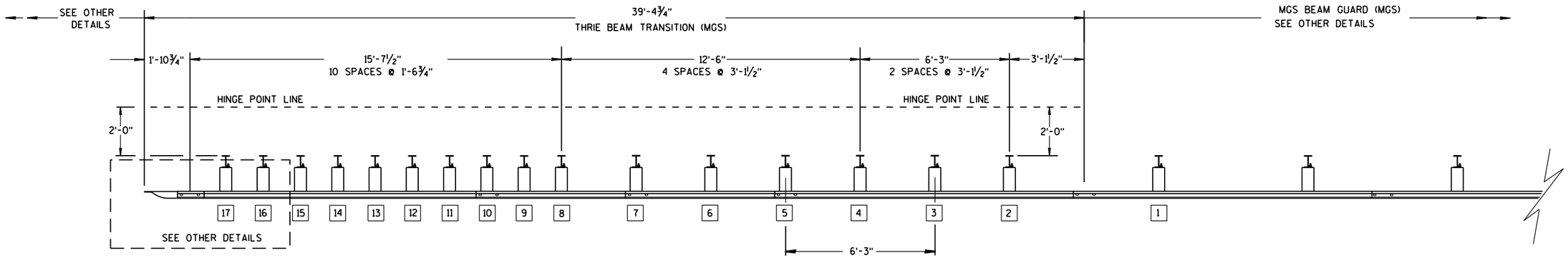
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

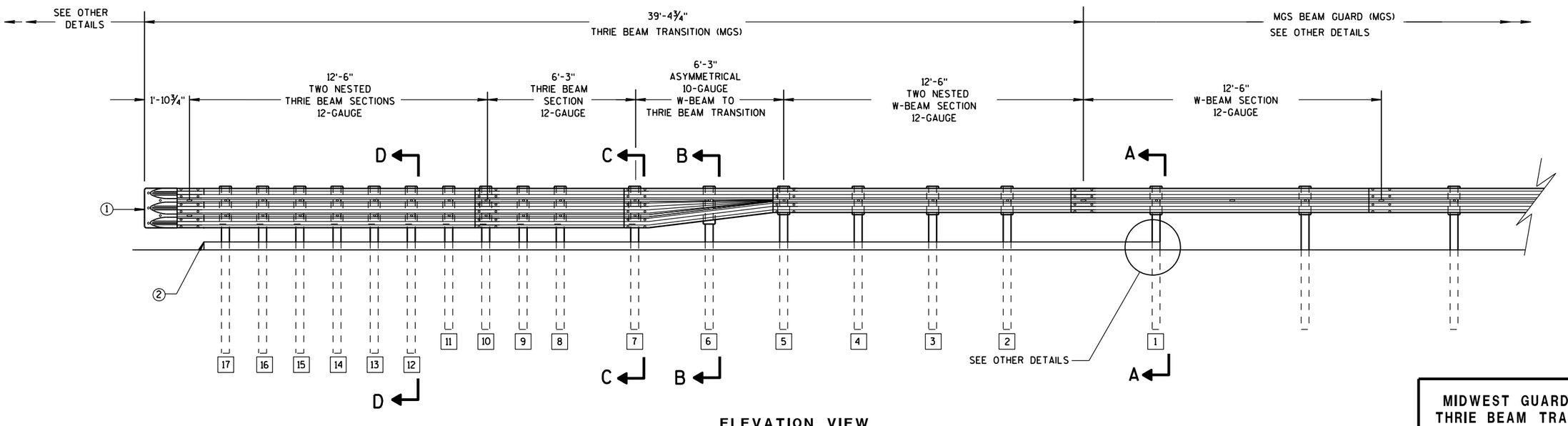
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

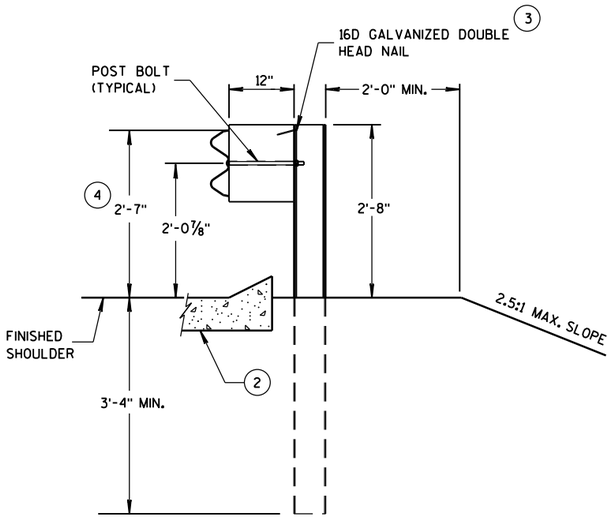
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

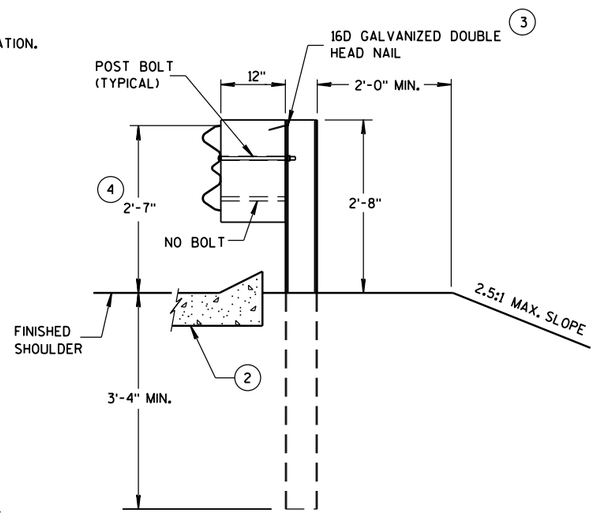
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



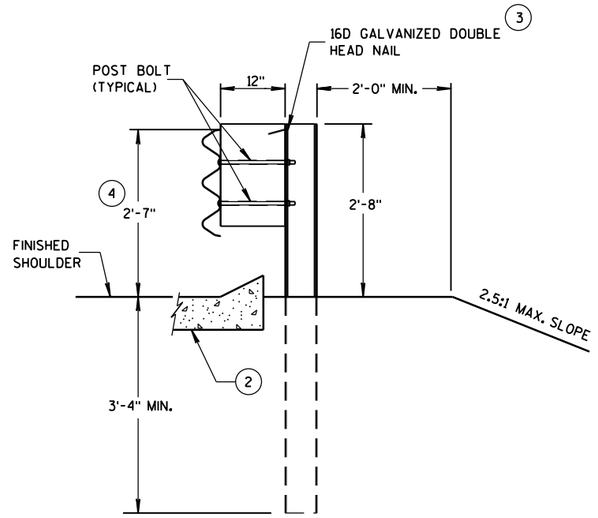
SECTION A-A

POSTS 1-5



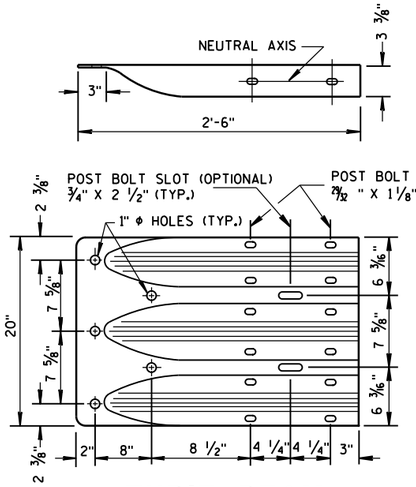
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

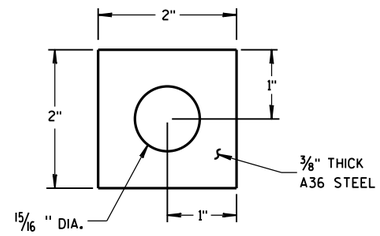
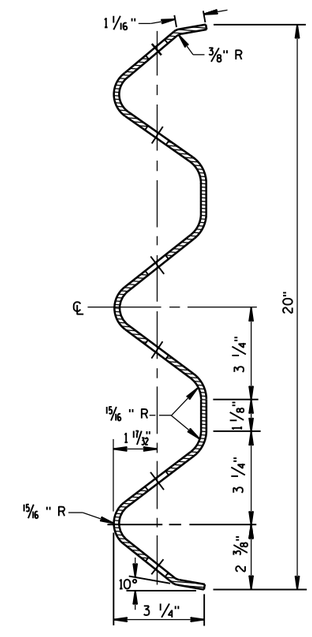
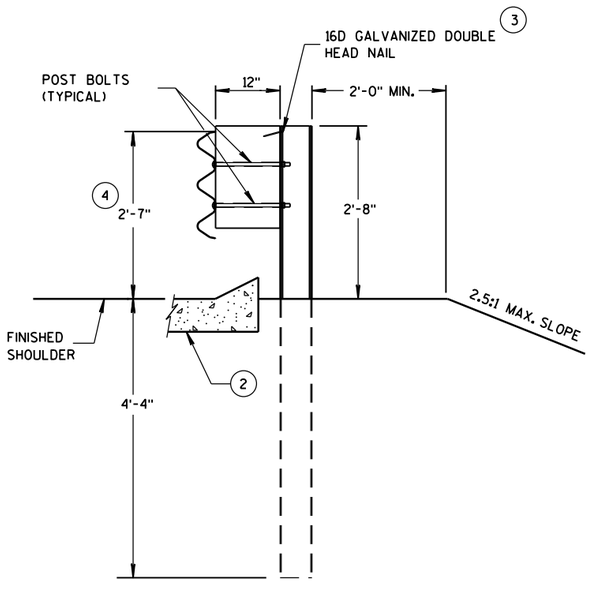


PLATE WASHER DETAIL

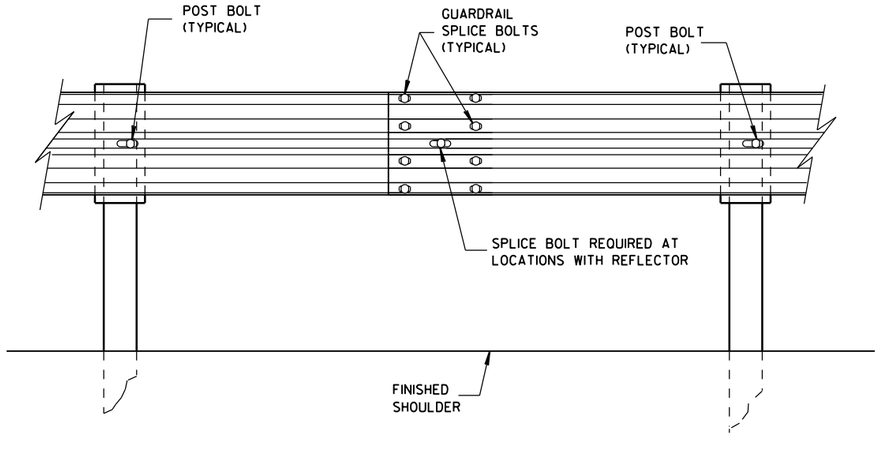


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



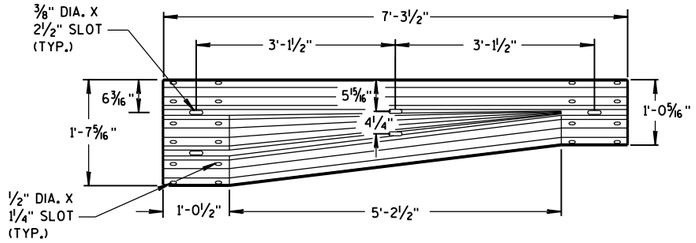
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

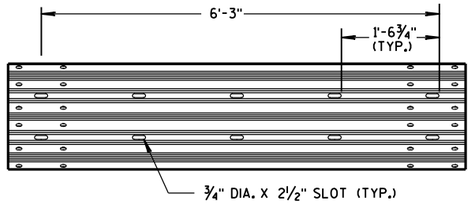
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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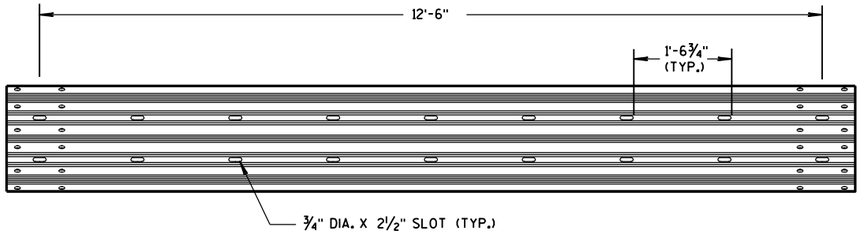
S.D.D. 14 B 45-4b



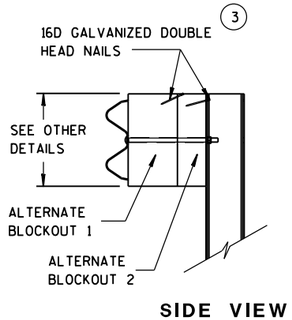
W-BEAM TO THRIE BEAM TRANSITION SECTION



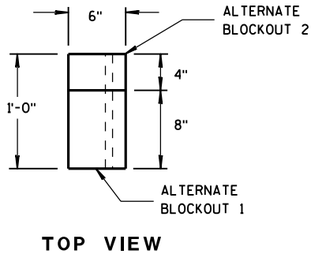
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

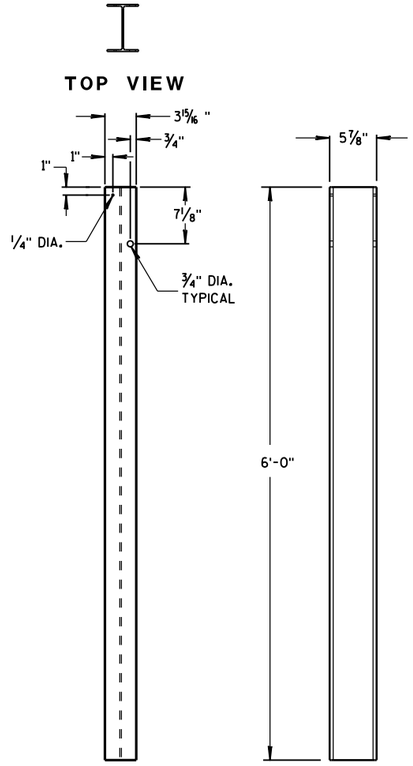


SIDE VIEW



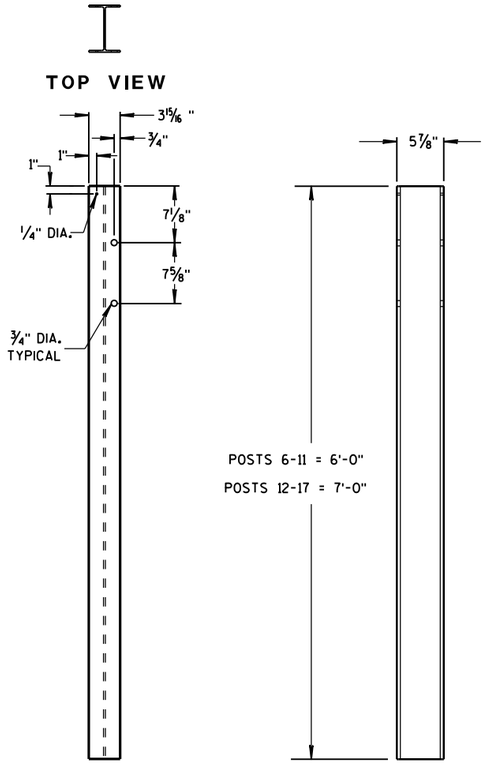
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



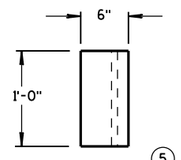
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5

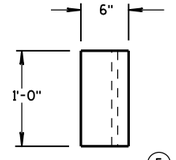


FRONT VIEW SIDE VIEW

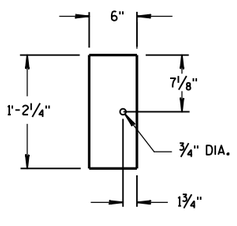
STEEL POSTS 6-17



TOP VIEW

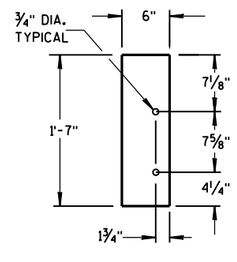


TOP VIEW



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

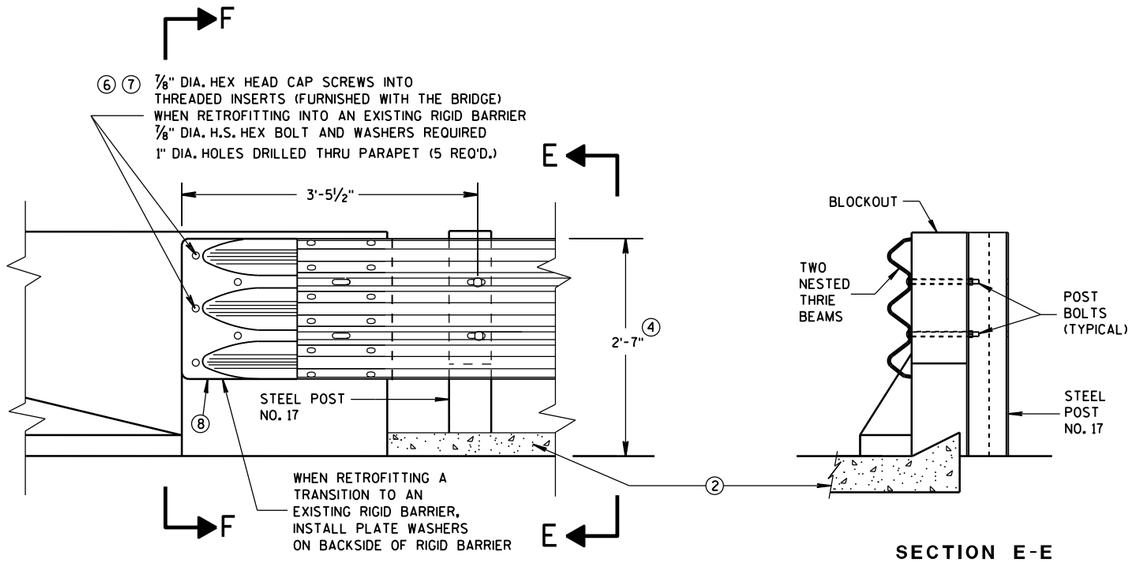
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 45-4c
S.D.D. 14 B 45-4c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

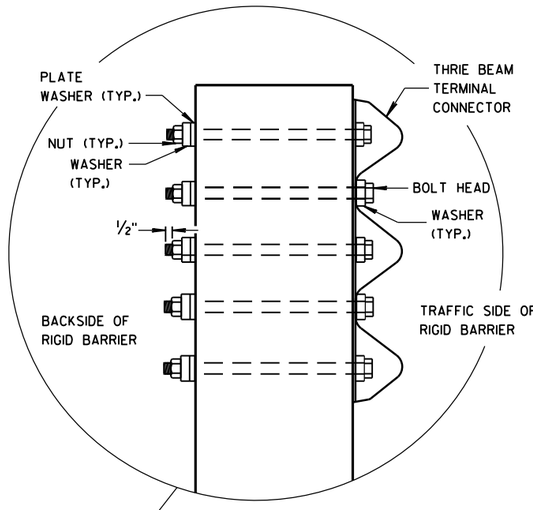
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

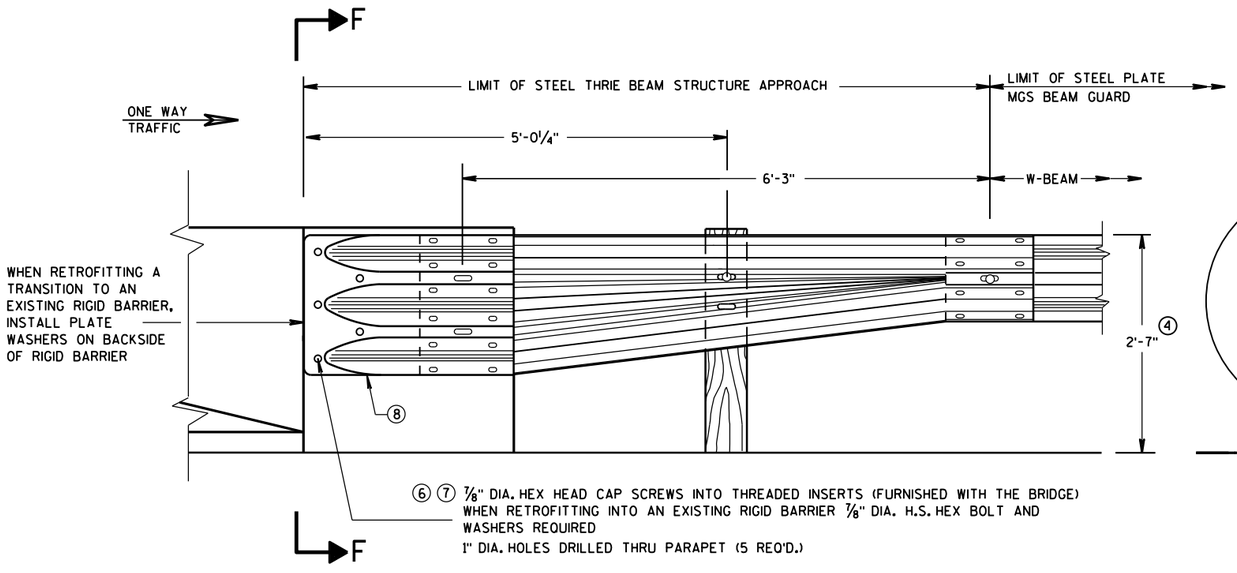
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

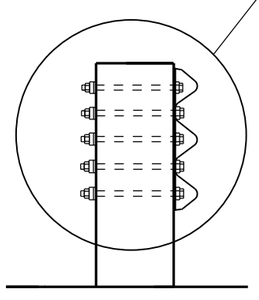
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

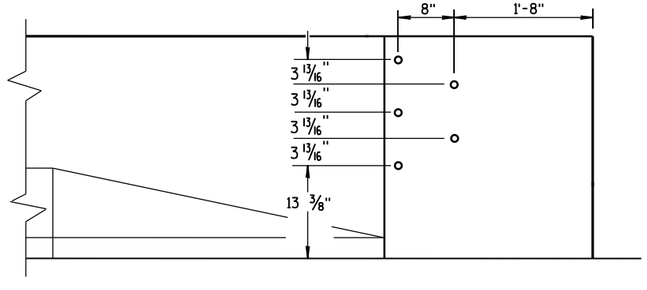




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 45-4d

6

S.D.D. 14 B 45-4d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

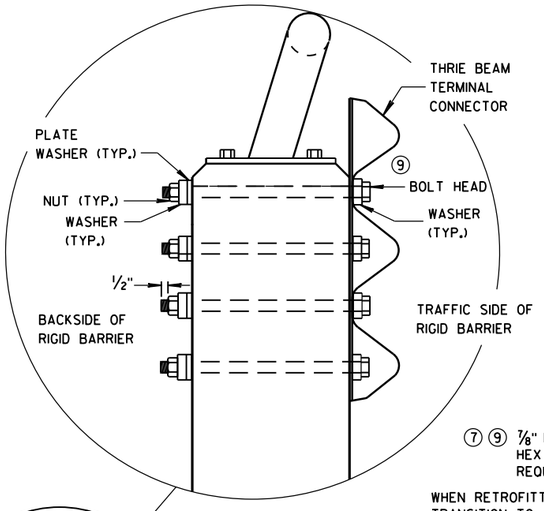
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

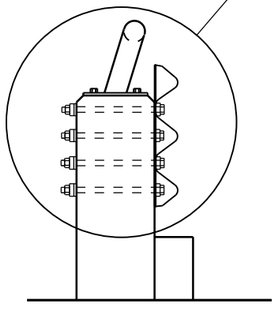
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

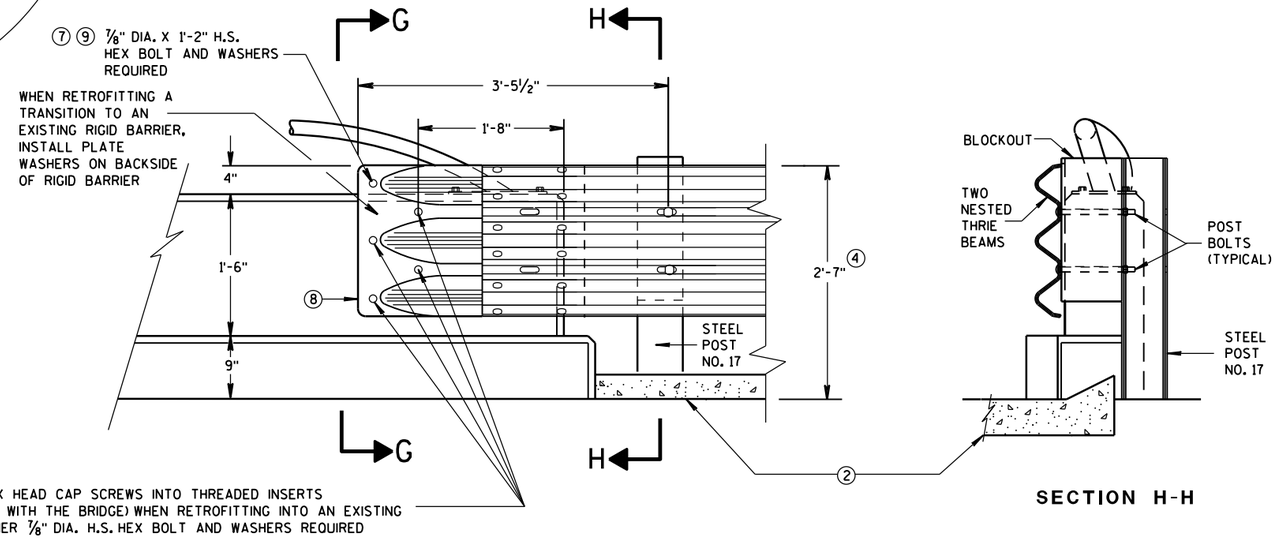
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





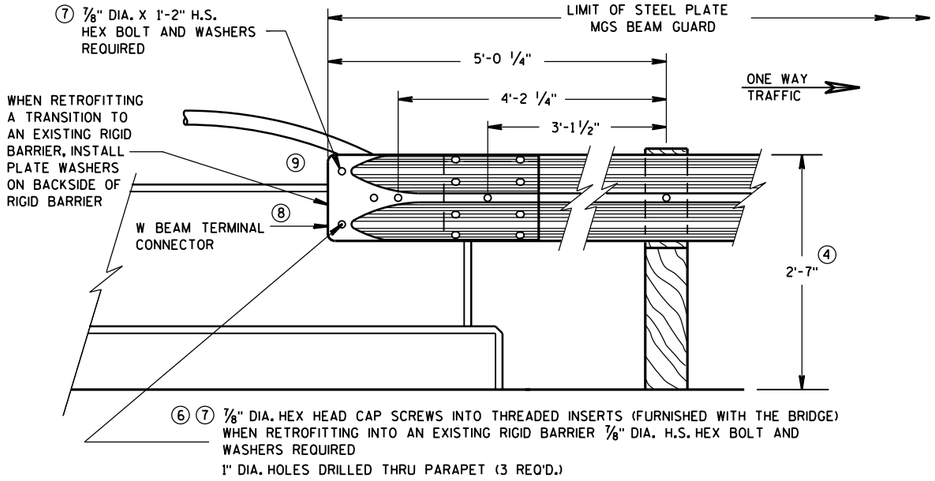
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

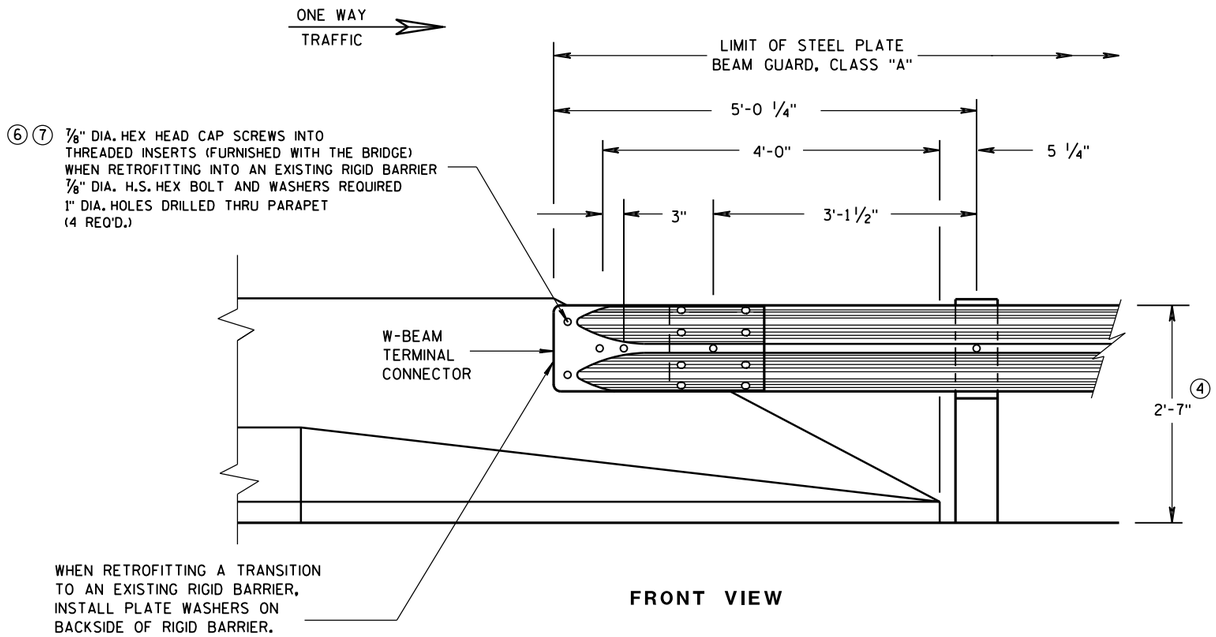
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 14 B 45-4e



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

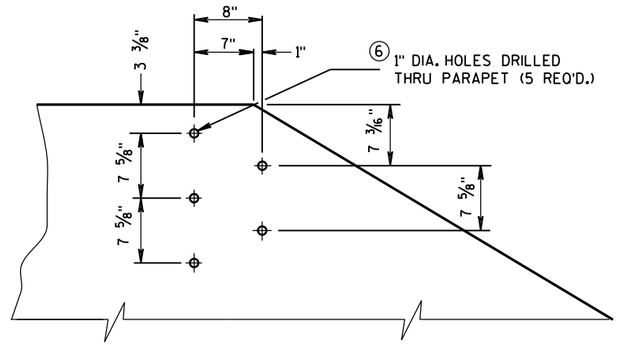
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

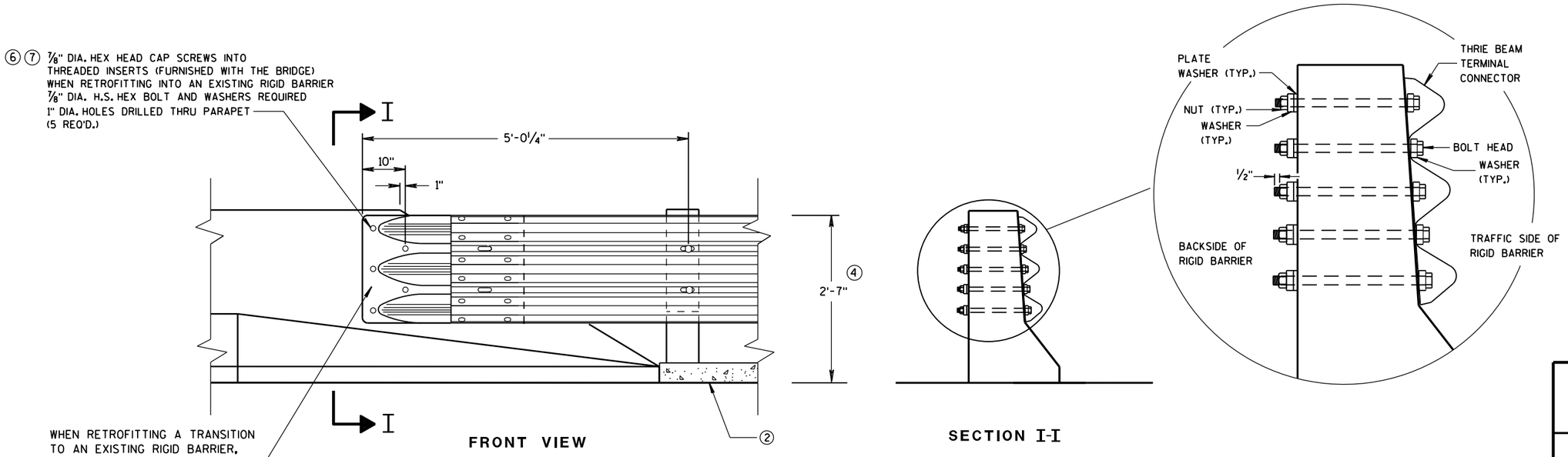
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION



FRONT VIEW

SECTION I-I

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

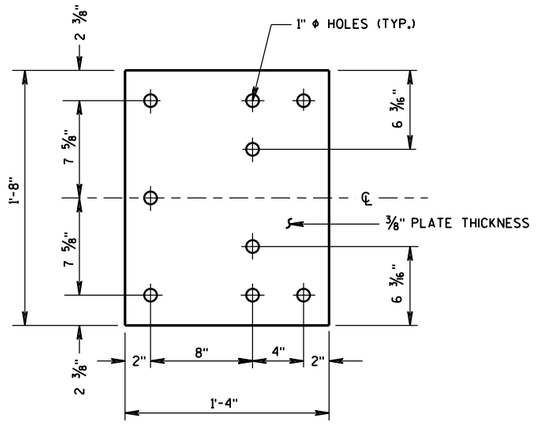
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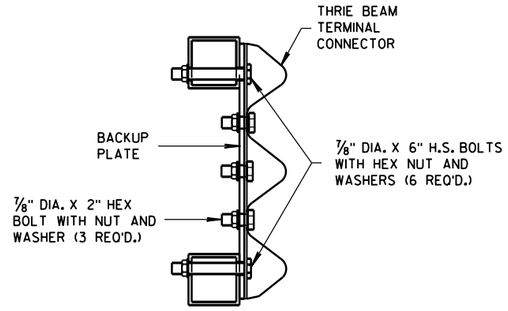
S.D.D. 14 B 45-4f

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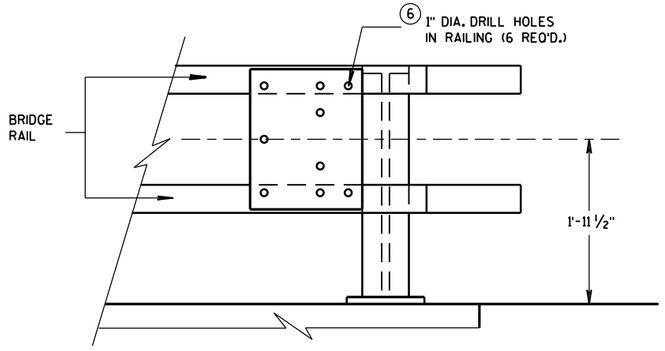
S.D.D. 14 B 45-4f



BACK-UP PLATE DETAIL



SECTION J-J

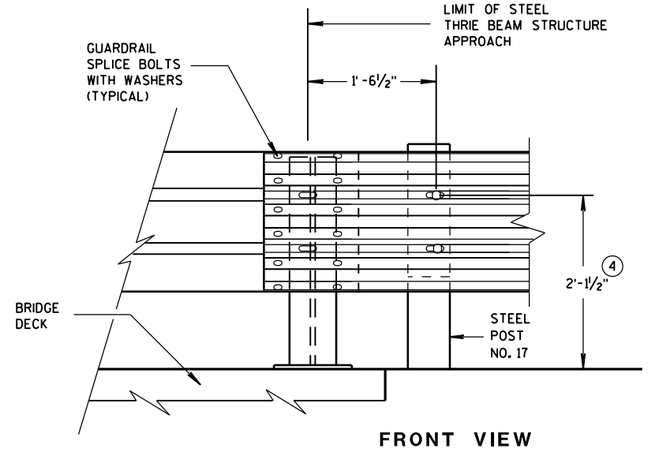


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

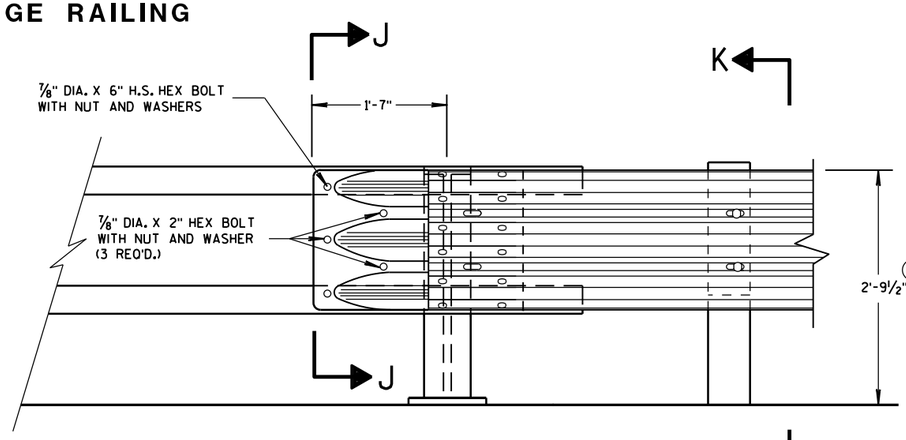
4 TOLERANCE FOR TOP OF BEAM IS ± 1".

6 DRILLING HOLES THROUGH THE PAPRPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

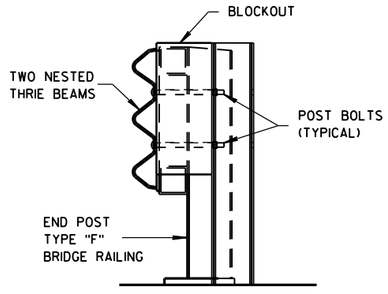


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
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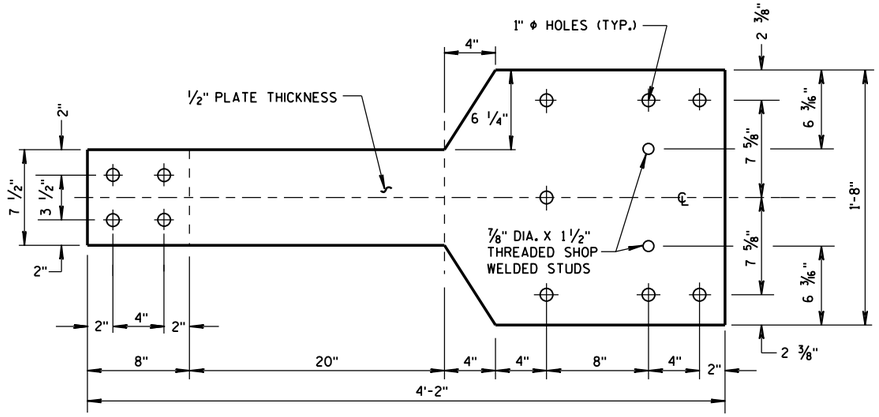
S.D.D. 14 B 45-4g

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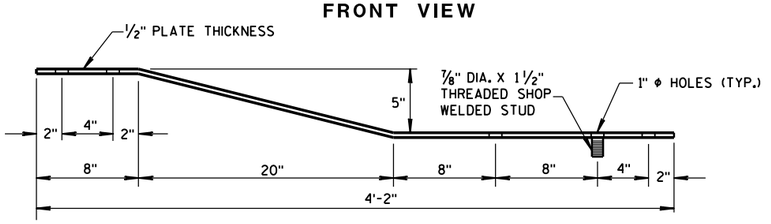
S.D.D. 14 B 45-4g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

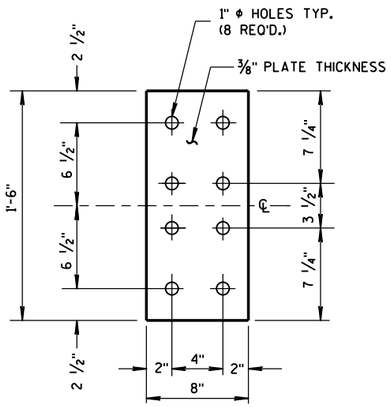


FRONT VIEW



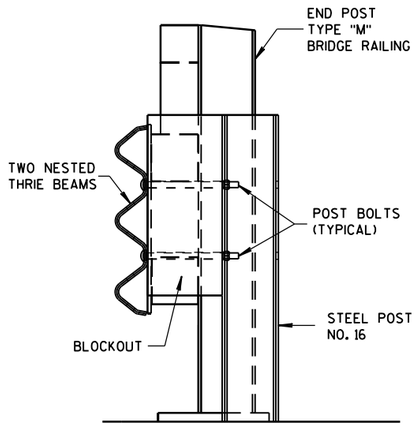
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

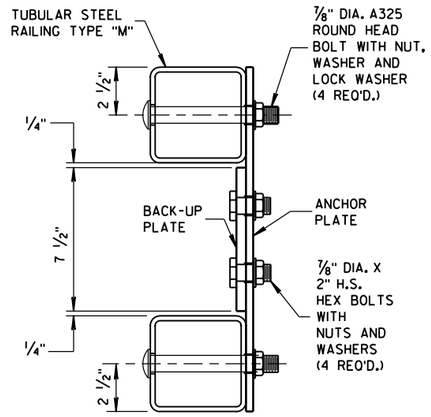


FRONT VIEW

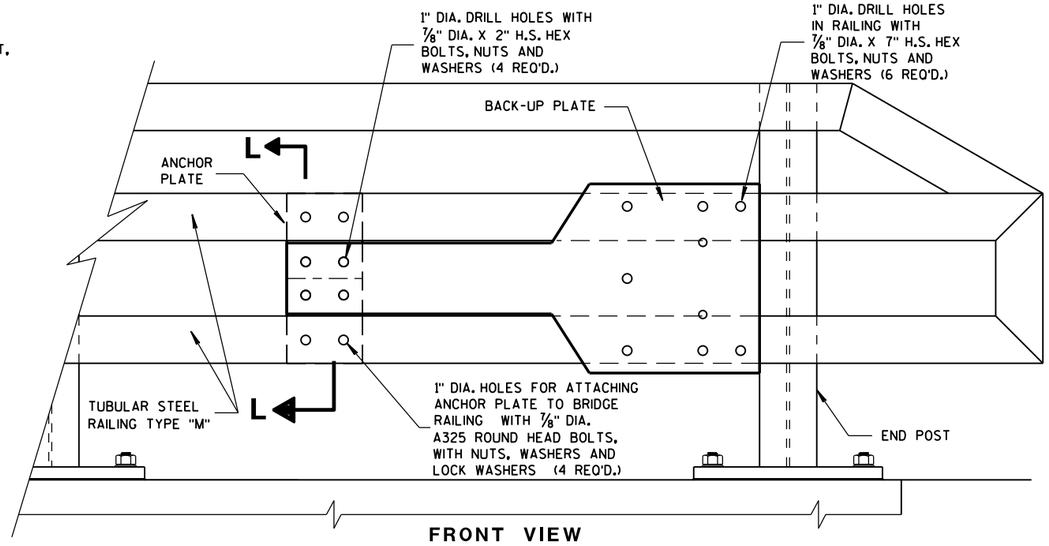
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

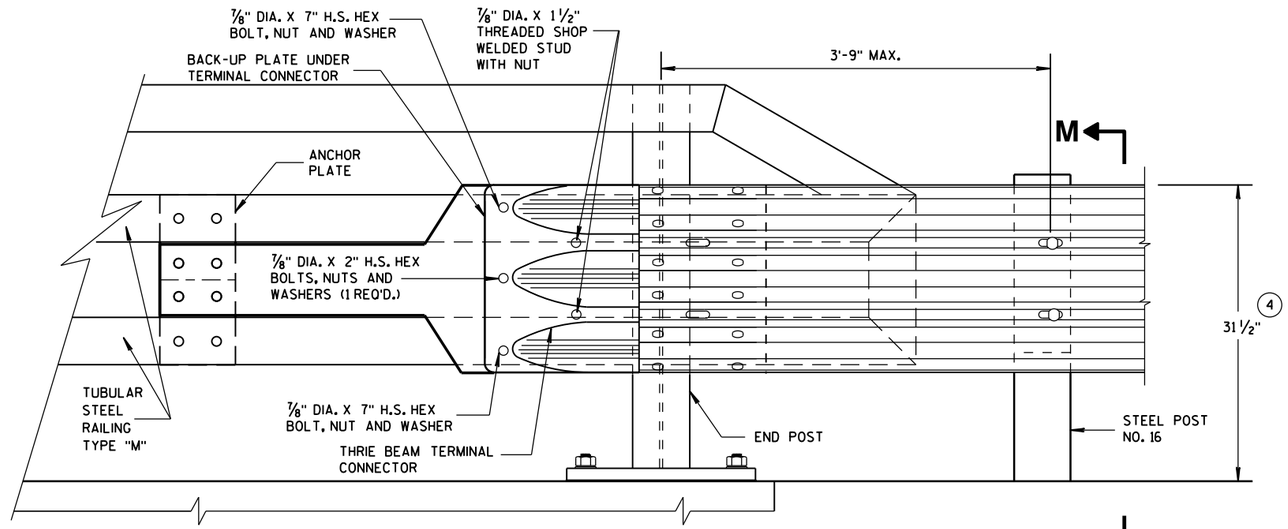


SECTION L-L

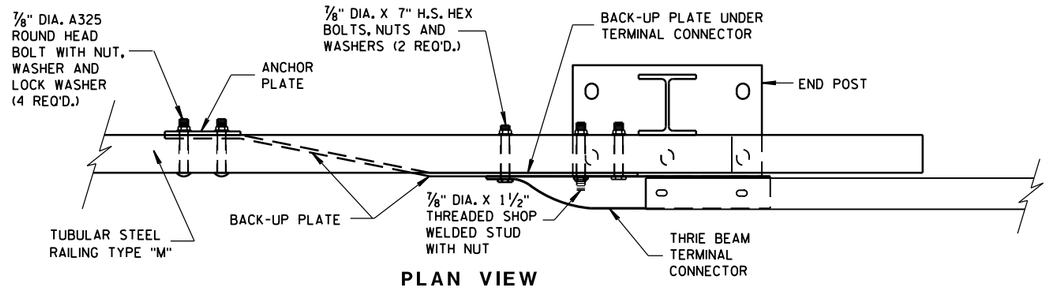


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

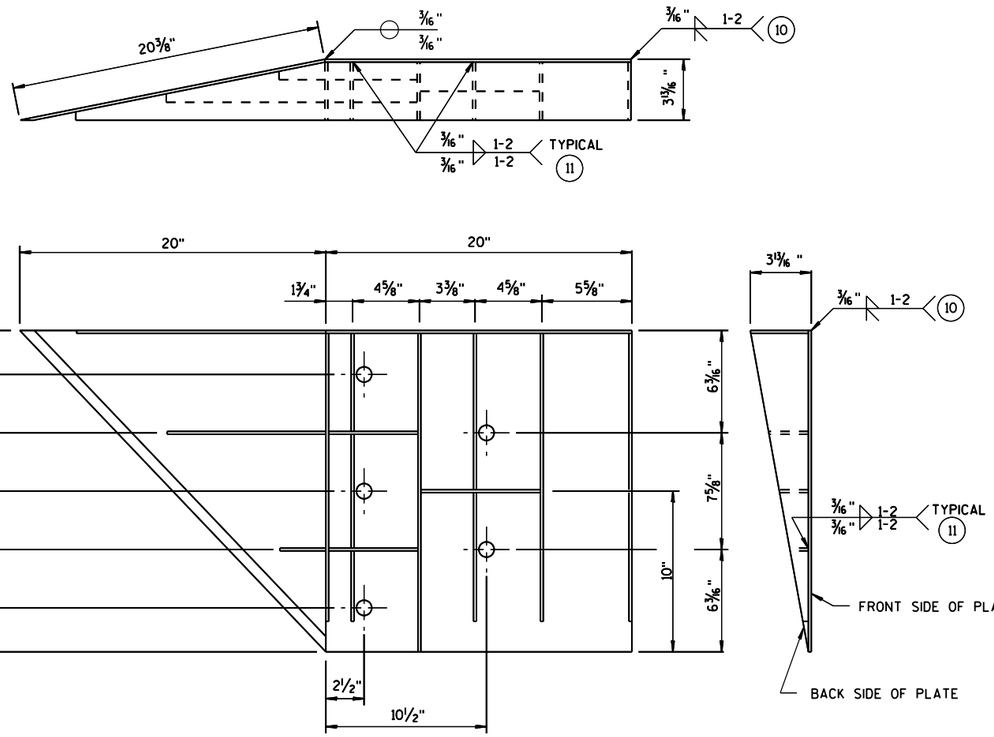
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WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

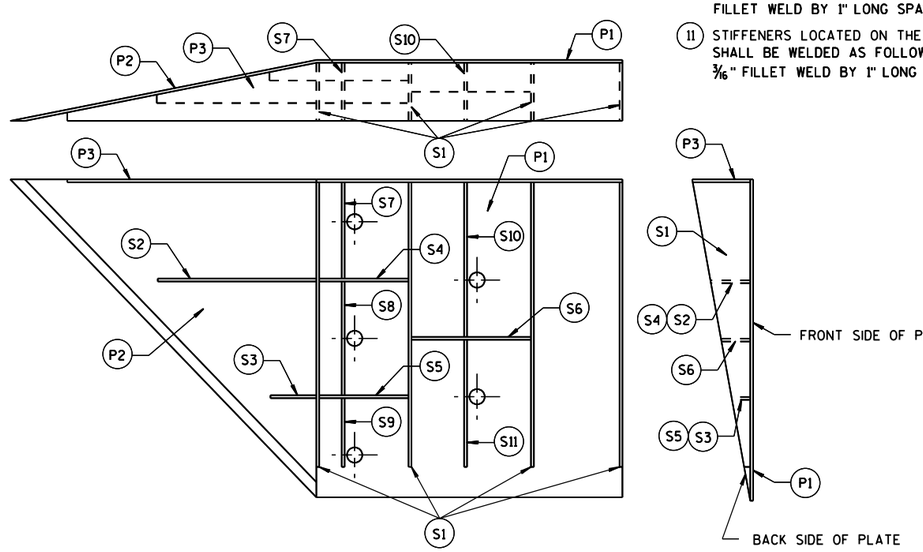


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 3/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 1/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

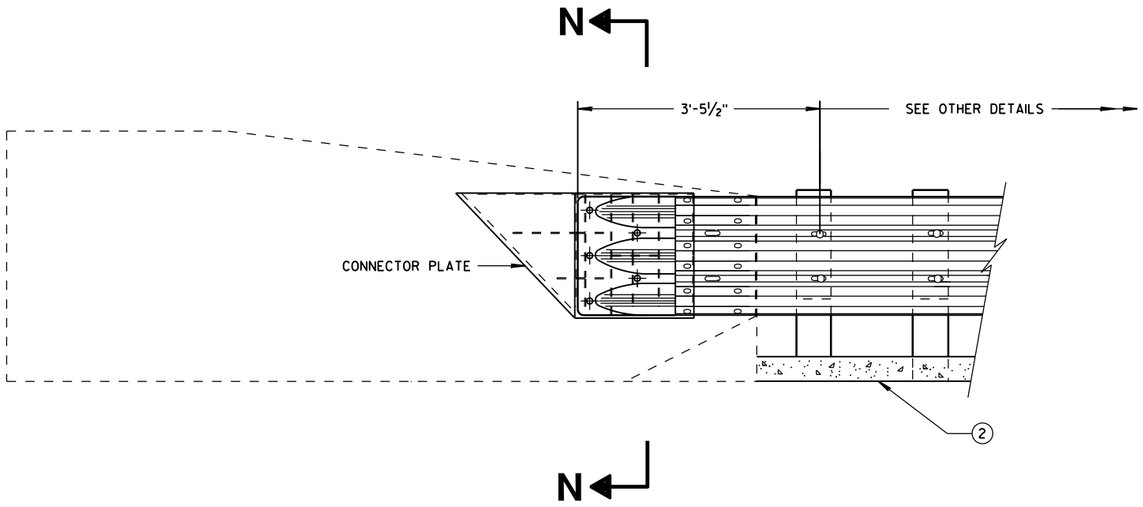
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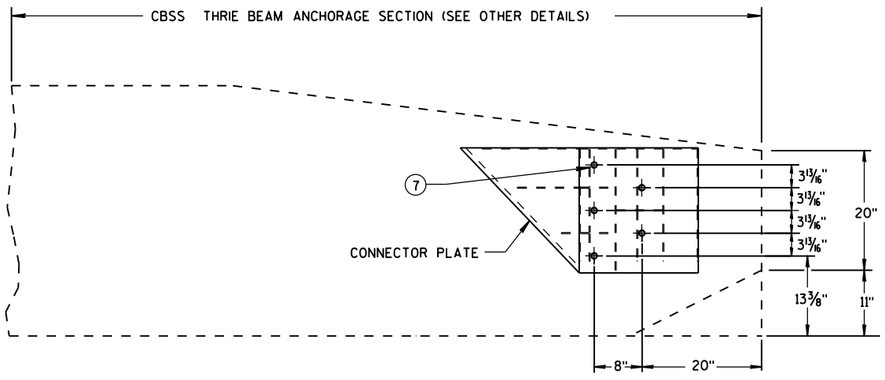
S.D.D. 14 B 45-4i

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S.D.D. 14 B 45-4i



THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



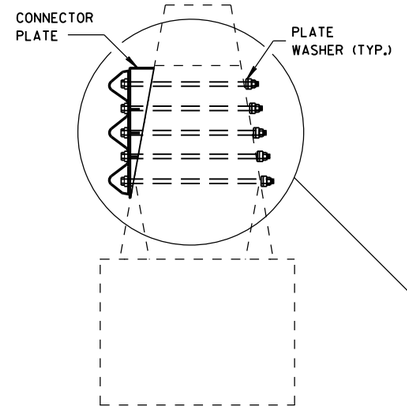
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

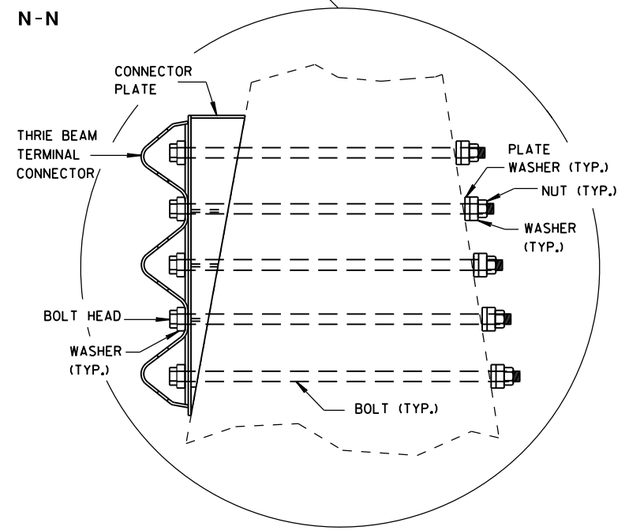
CONNECTOR PLATE, DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

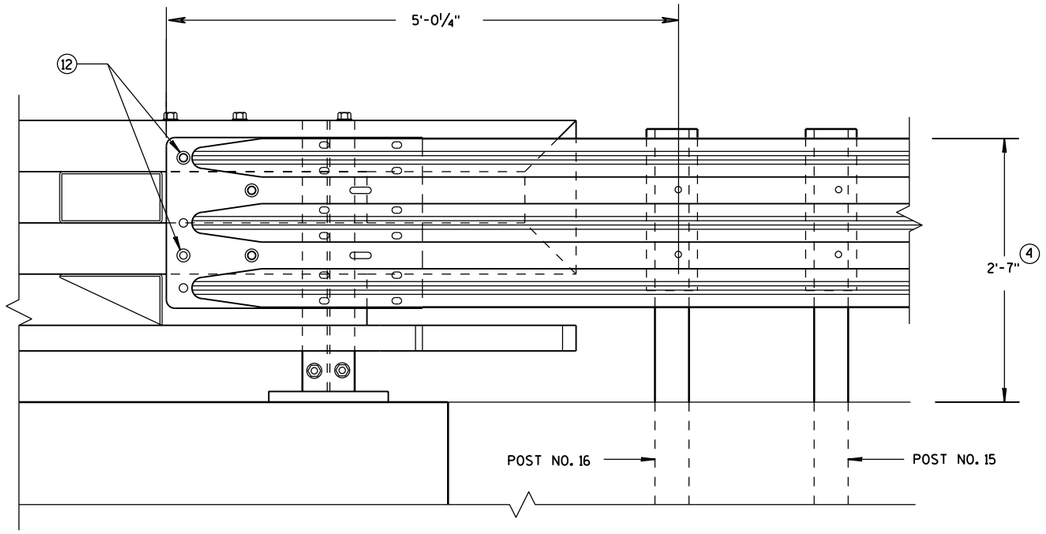
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S.D.D. 14 B 45-4j

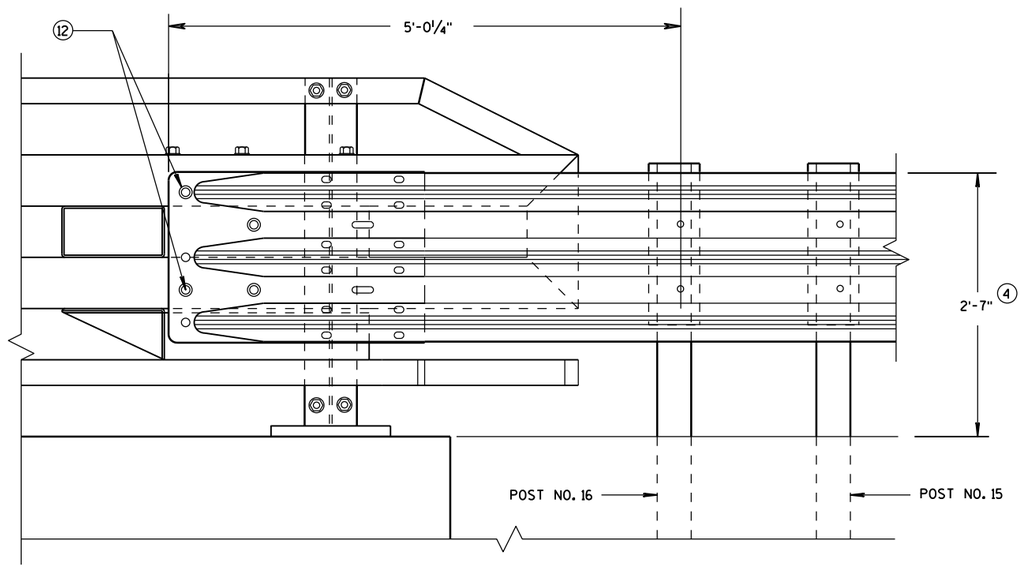
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S.D.D. 14 B 45-4j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND ½-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D 455 NT
ENGINEER

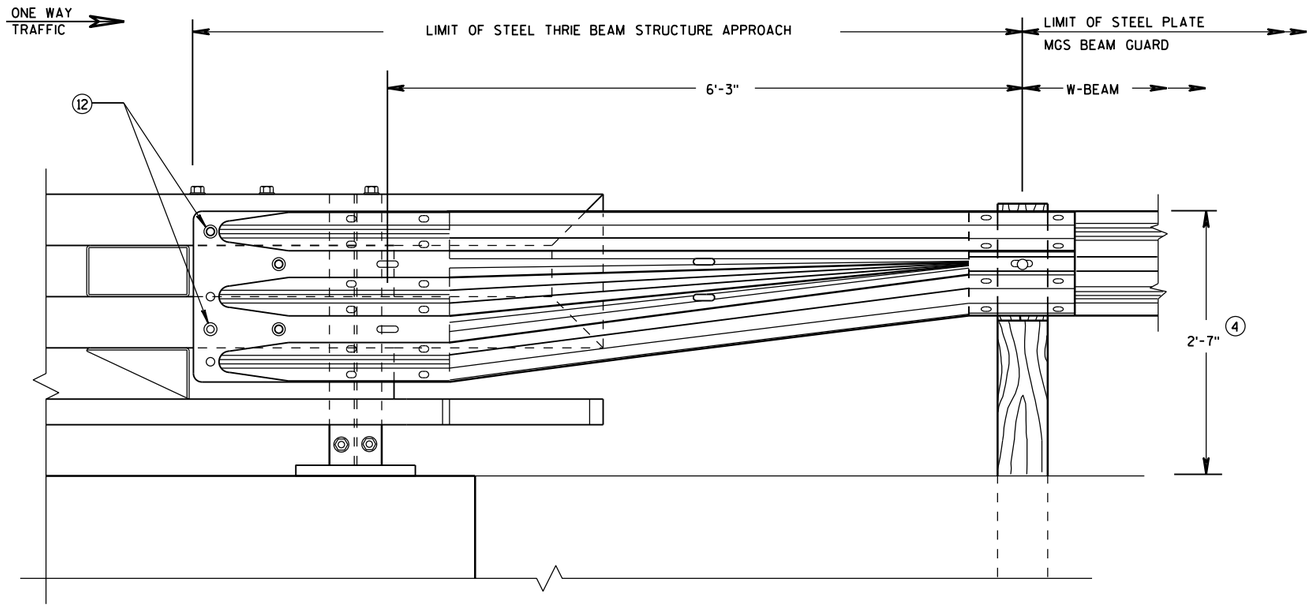
FHWA

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S.D.D. 14 B 45-4k

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S.D.D. 14 B 45-4k



FRONT VIEW

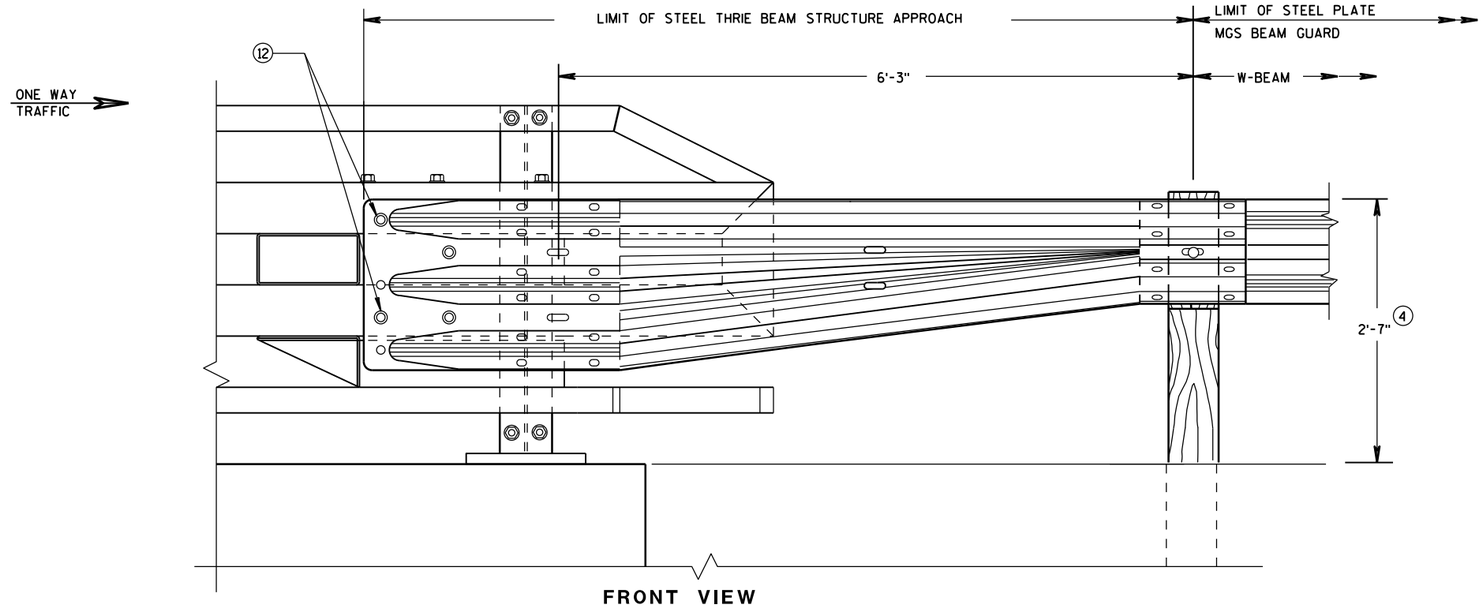
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

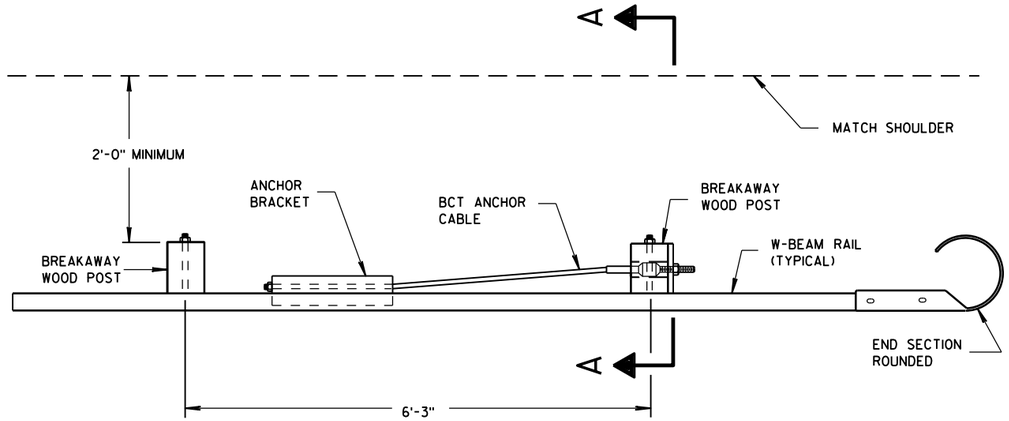
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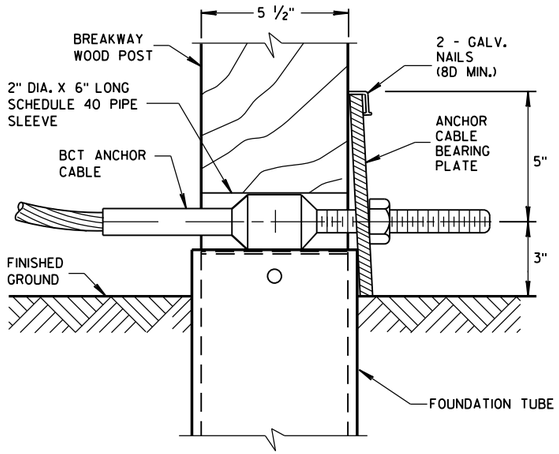
S.D.D. 14 B 45-4L

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S.D.D. 14 B 45-4L



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

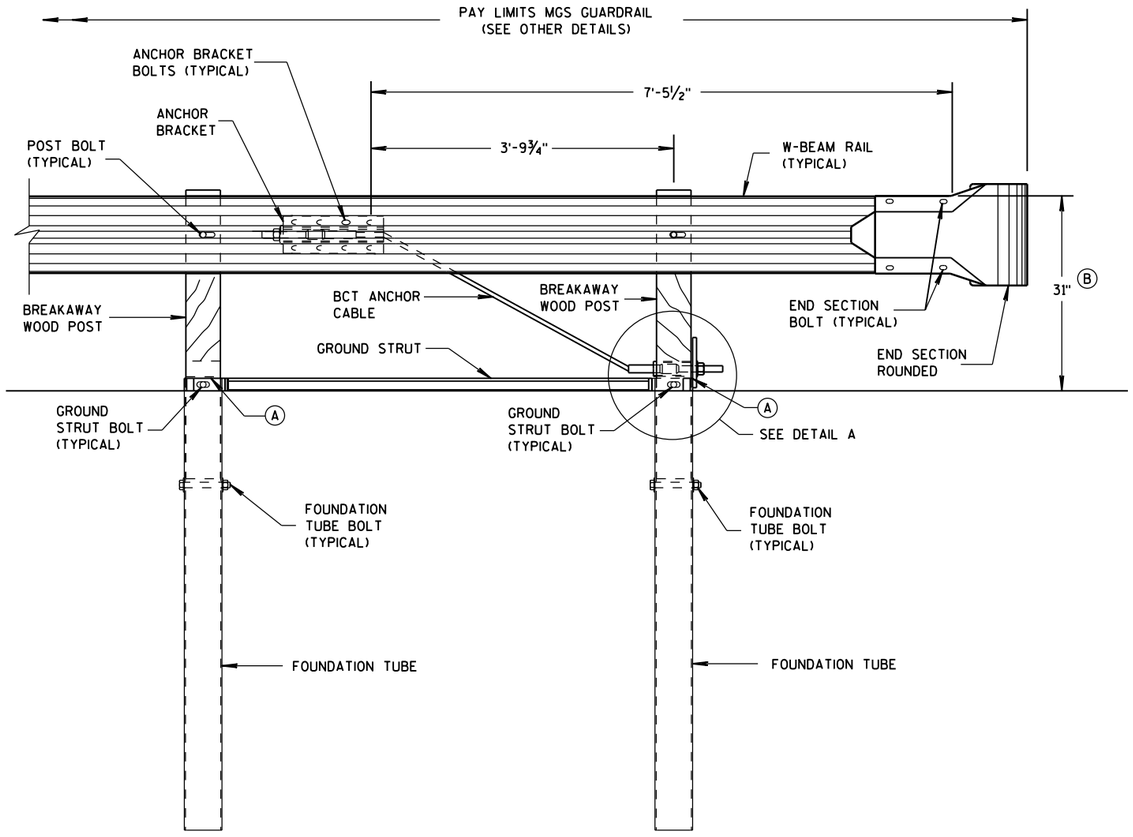
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

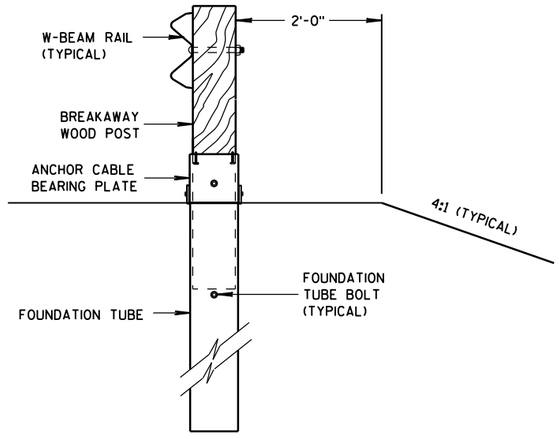
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

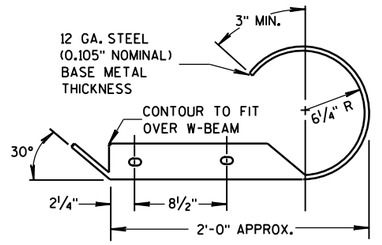


FRONT VIEW

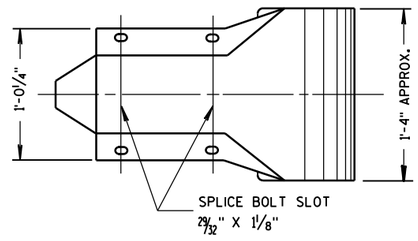
END RAIL DETAIL



SECTION A-A



PLAN VIEW



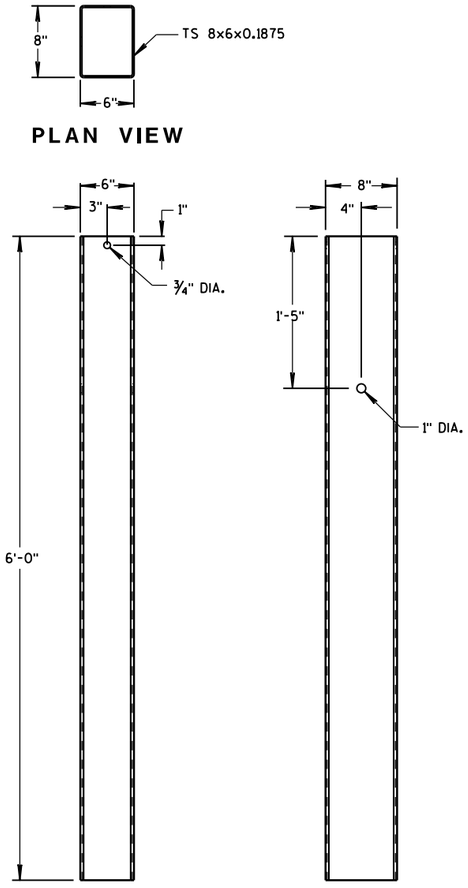
FRONT VIEW

W BEAM END SECTION ROUNDED

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

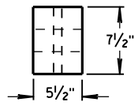
6
S.D.D. 14 B 47-2a



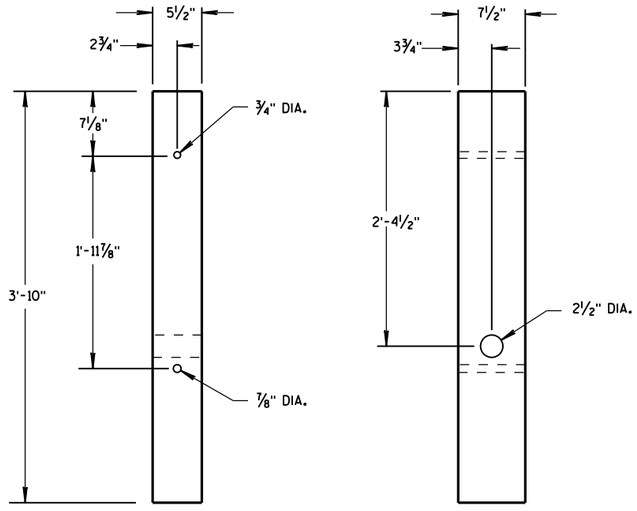
PLAN VIEW

FRONT VIEW SIDE VIEW

FOUNDATION TUBE



PLAN VIEW



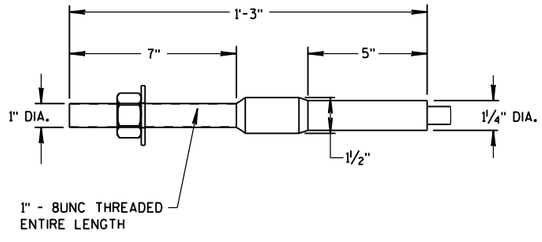
FRONT VIEW SIDE VIEW

BREAKAWAY WOOD POST

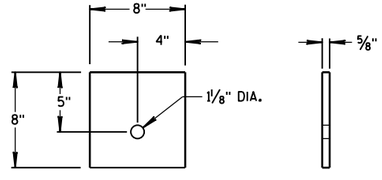
GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

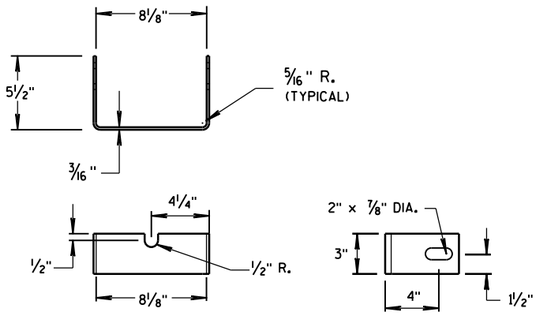
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

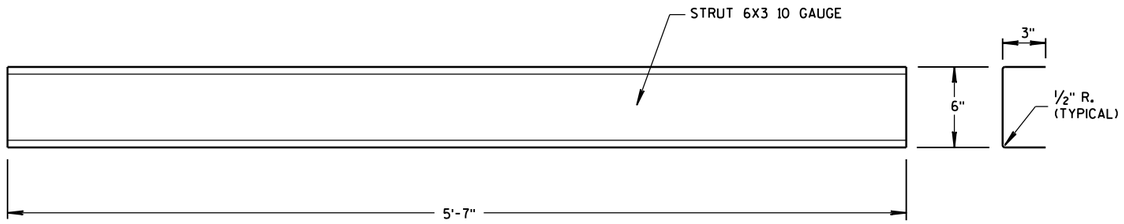
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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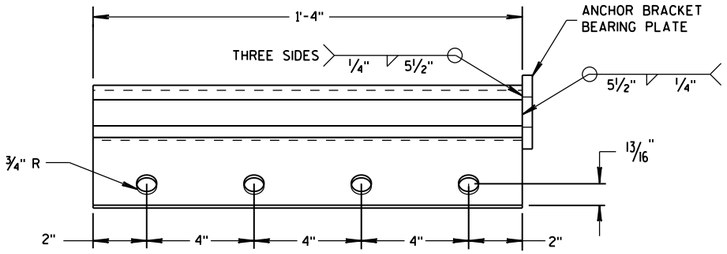
S.D.D. 14 B 47-2b

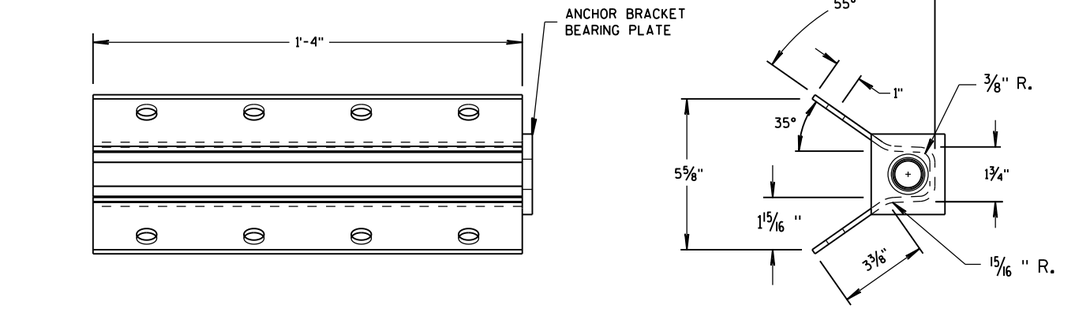


YOKE DETAIL

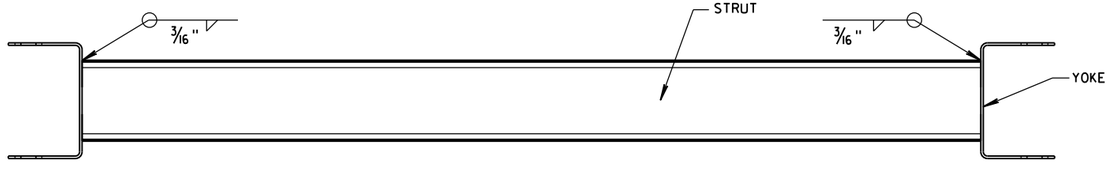


STRUT DETAIL

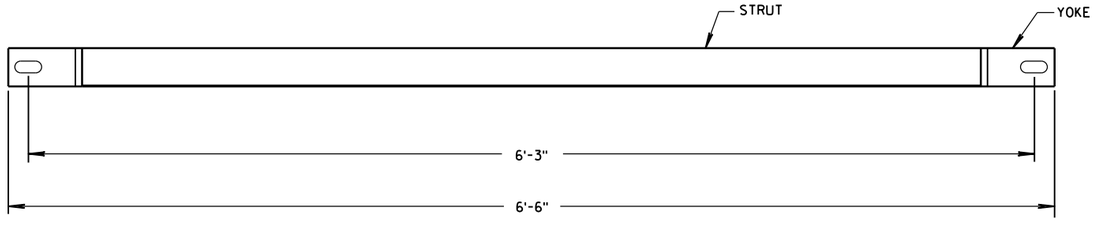




ANCHOR BRACKET

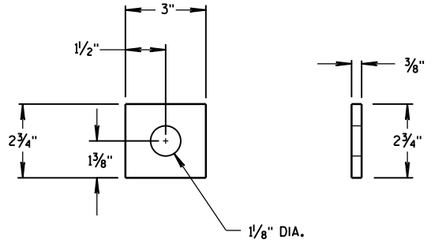


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

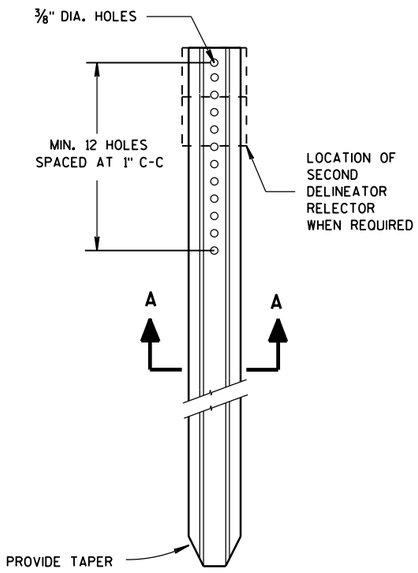
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

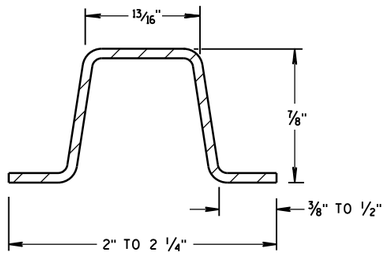
S.D.D. 14 B 47-2c

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S.D.D. 14 B 47-2c

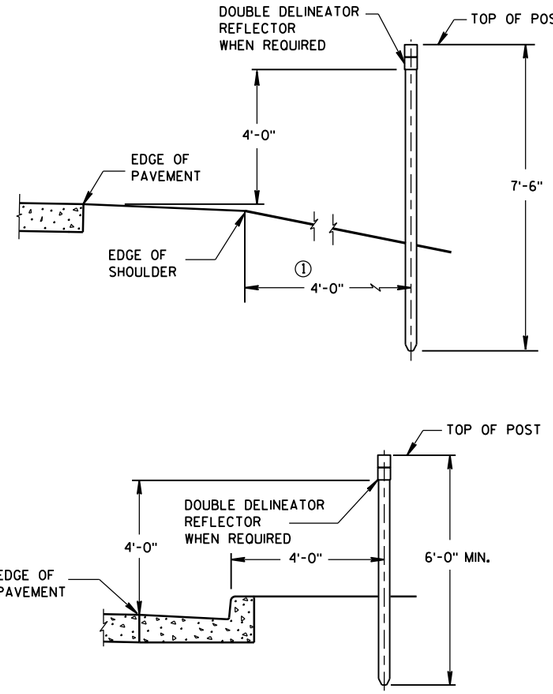


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

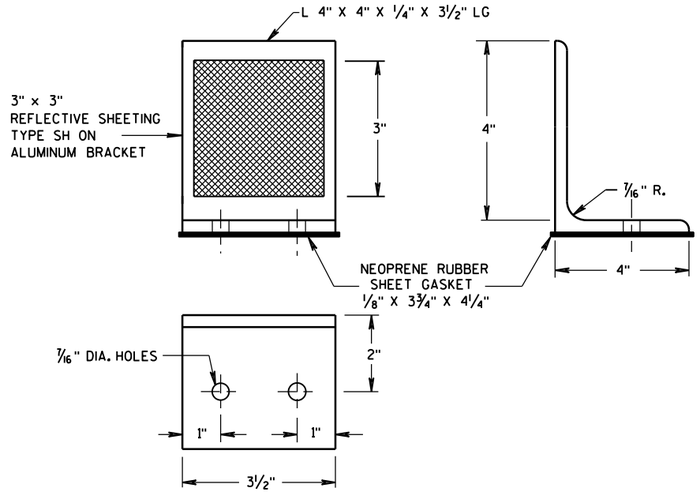


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

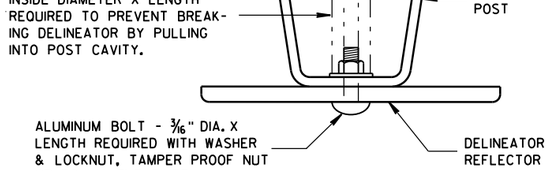
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

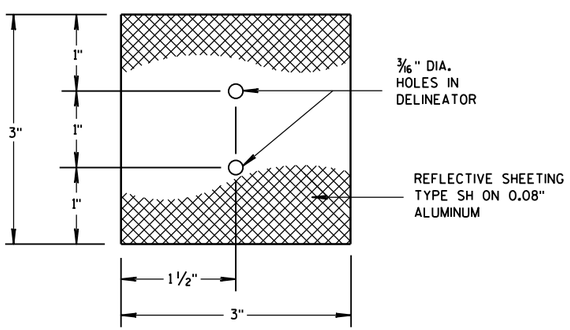
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



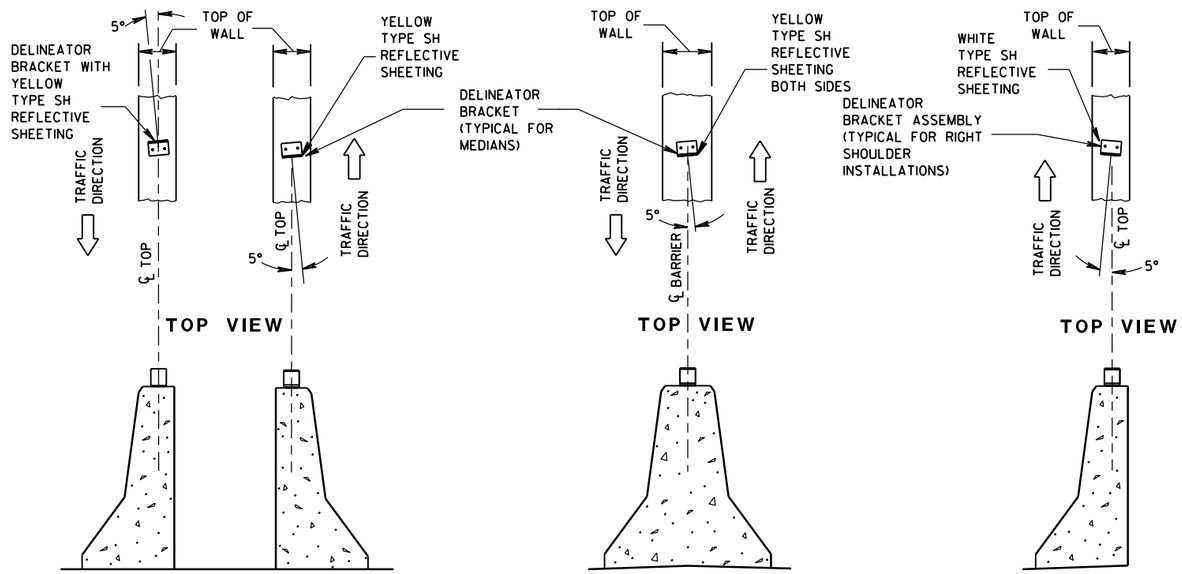
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR REFLECTOR

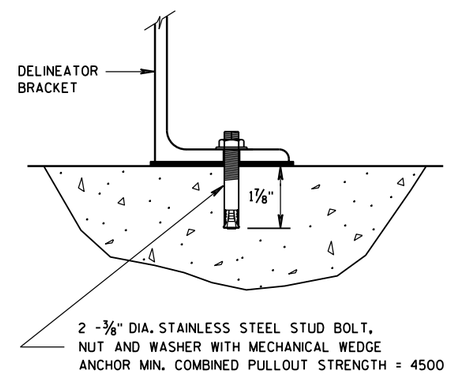


3"x 3" DELINEATOR REFLECTOR



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

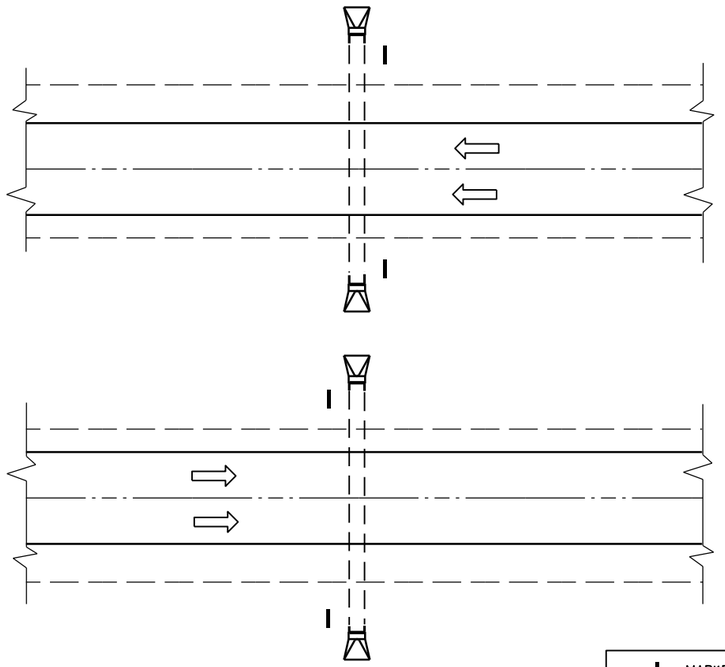
APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible]460 [illegible]GINEER
FHWA

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S.D.D. 15 A 2-9

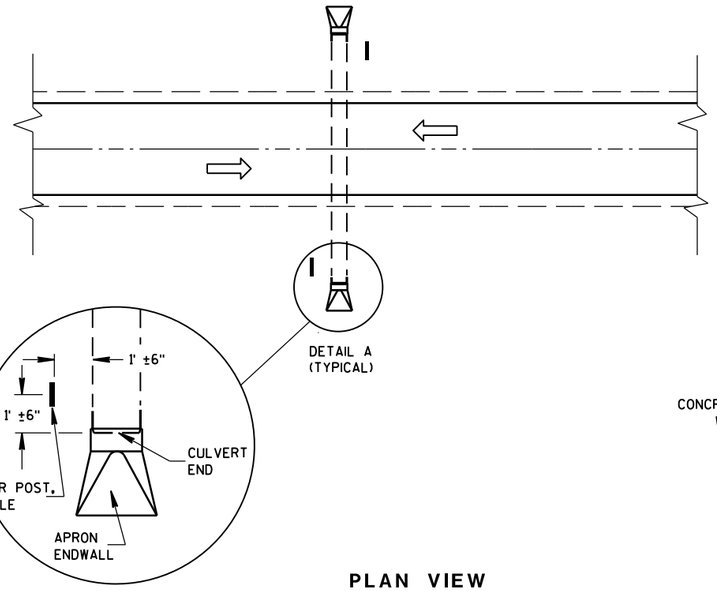
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S.D.D. 15 A 2-9



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

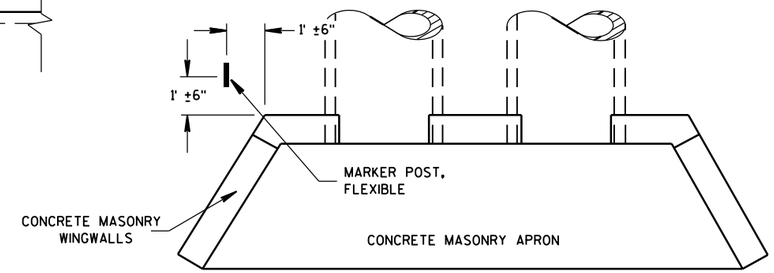
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

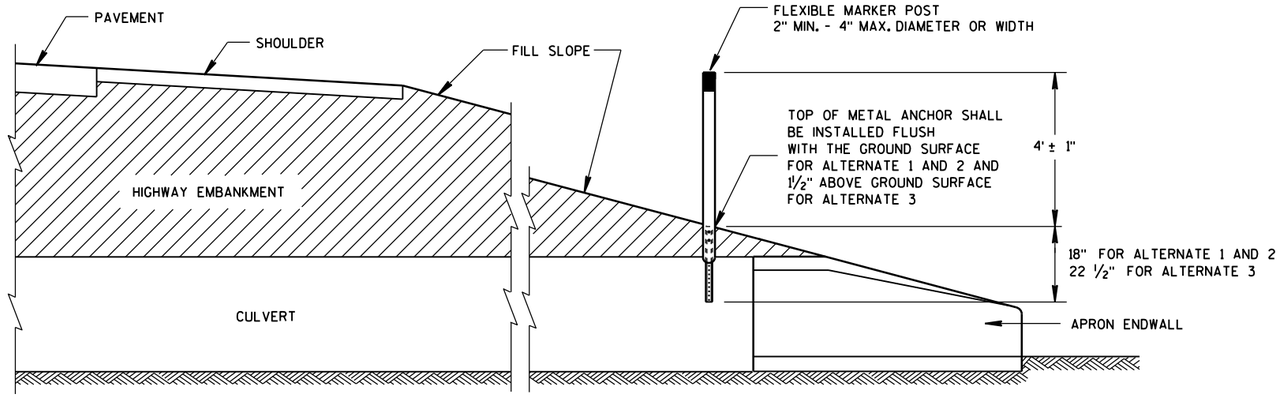
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

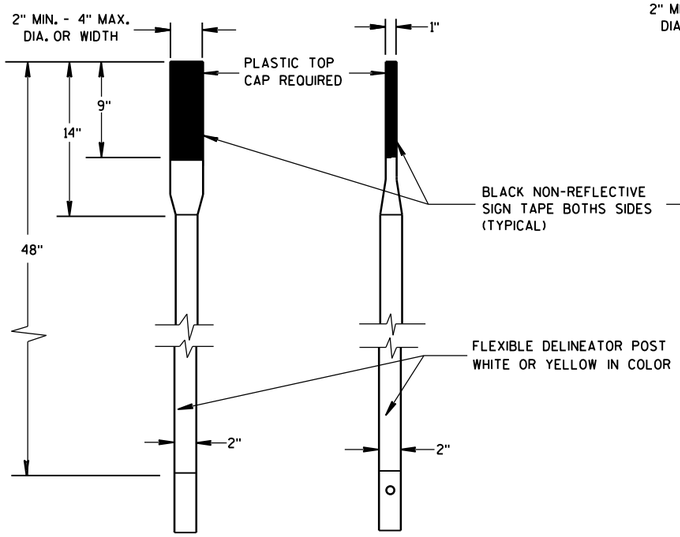
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

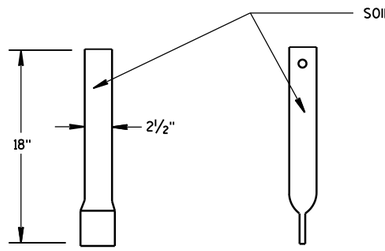
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S.D.D. 15 A 3-2a

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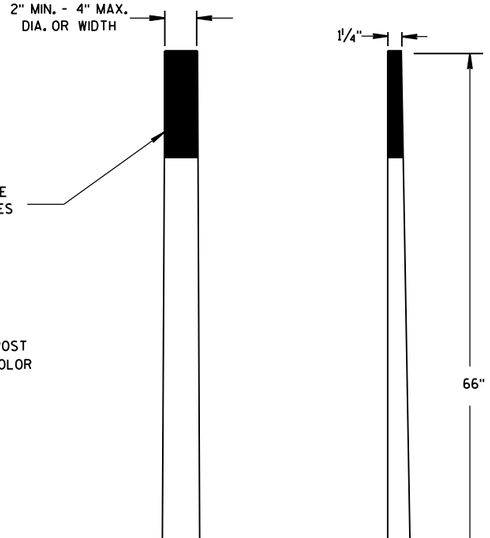
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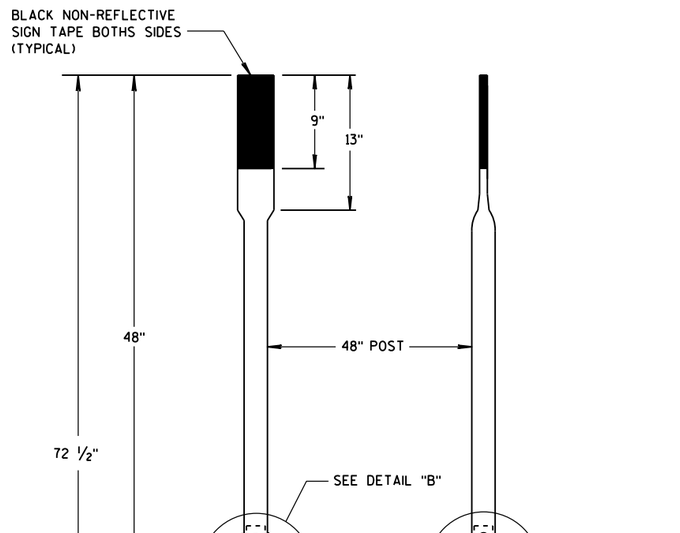
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

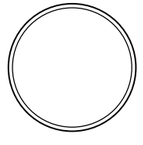
ALTERNATE 2



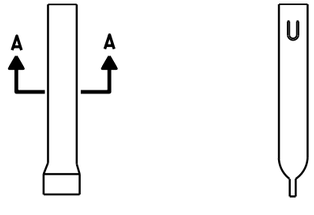
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

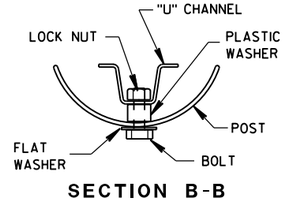


SECTION A-A

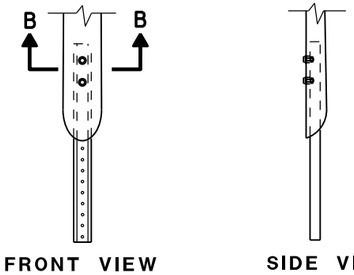


FRONT VIEW SIDE VIEW

ALTERNATE 1

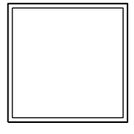


SECTION B-B

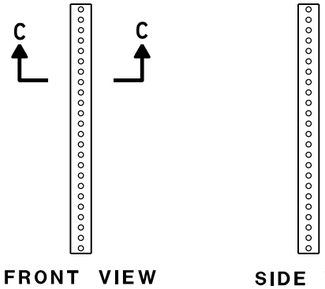


FRONT VIEW SIDE VIEW

ALTERNATE 2



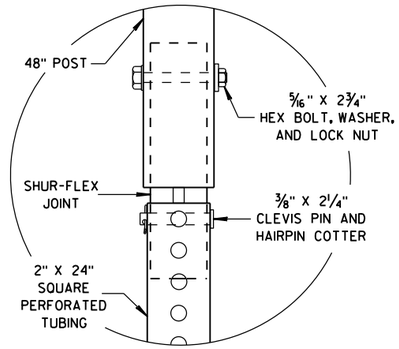
SECTION C-C



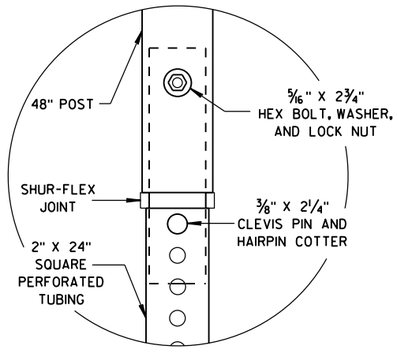
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

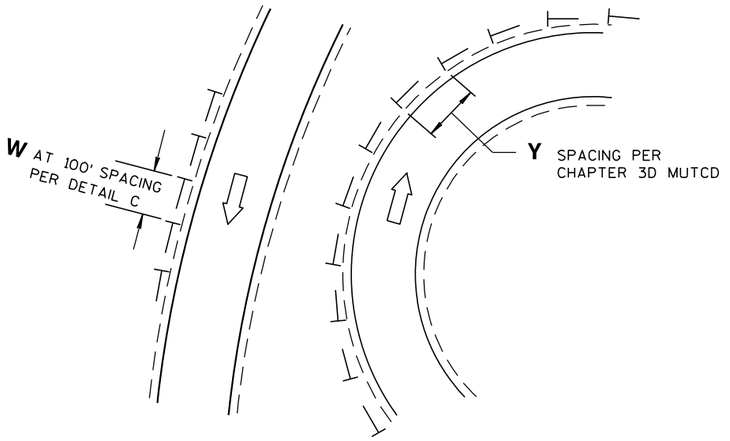
S.D.D. 15 A 3-2b

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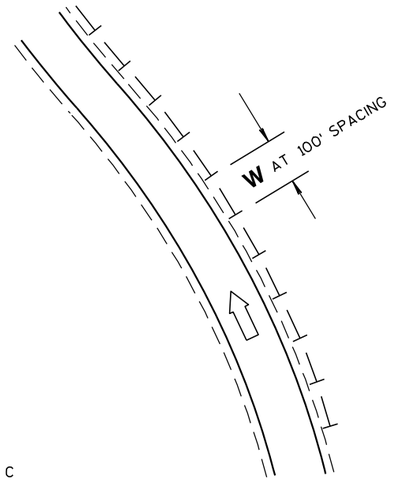
S.D.D. 15 A 3-2b

GENERAL NOTES

* USE DOUBLE DELINEATOR ALONG ACCELERATION-DECELERATION LANES AND TAPERS. USE SINGLE DELINEATOR WHEN RAMP PAVEMENT IS FULL WIDTH.



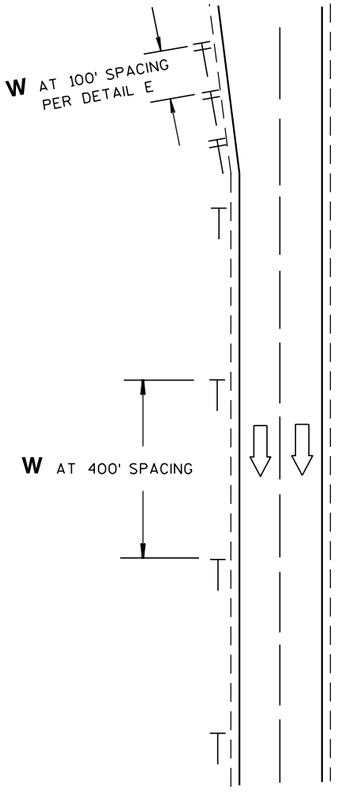
DETAIL A
DELINEATOR LAYOUT AT CURVED RAMP



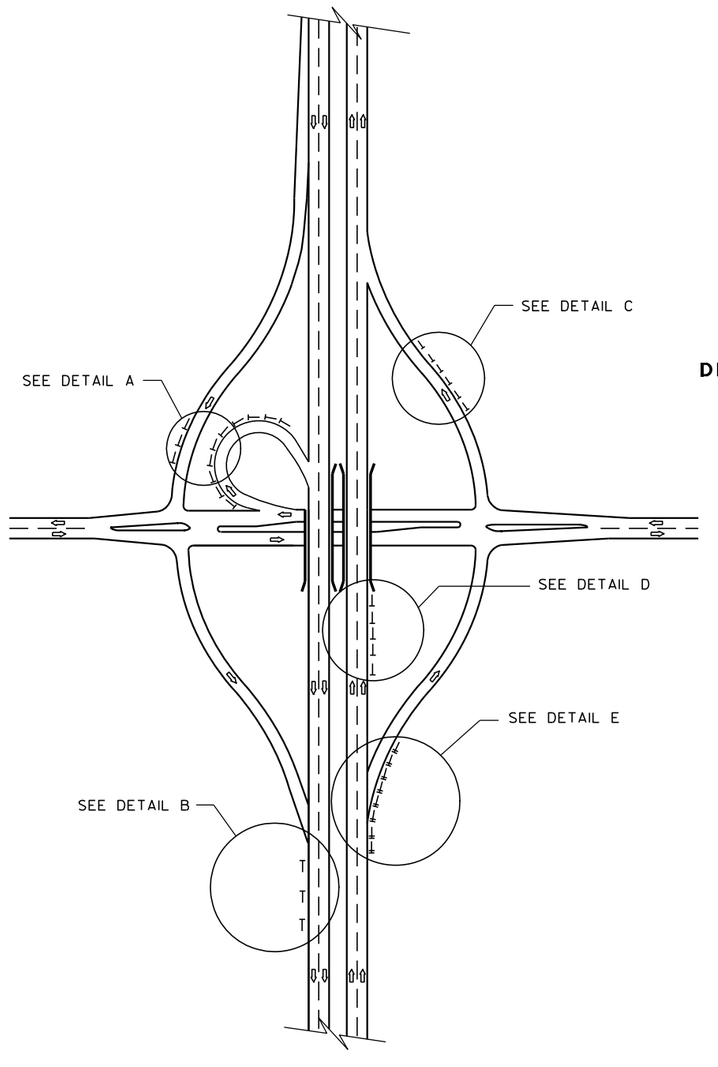
DETAIL C
DELINEATOR LAYOUT ALONG RAMP

LEGEND

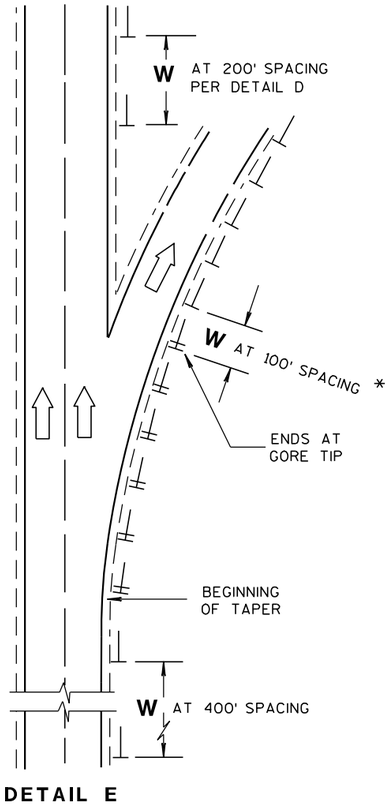
- DIRECTION OF TRAFFIC FLOW
- SINGLE DELINEATOR
- DOUBLE DELINEATOR
- W — WHITE
- Y — YELLOW



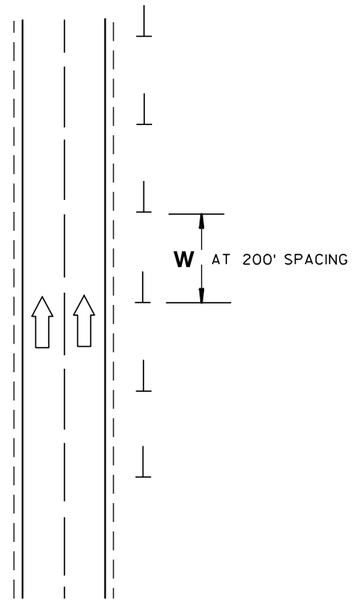
DETAIL B
DELINEATOR LAYOUT ALONG MAINLINE



DELINEATOR LAYOUT



DETAIL E
DELINEATOR LAYOUT FOR ACCELERATION - DECELERATION LANES AND TAPERS AT RAMPS



DETAIL D
DELINEATOR LAYOUT BETWEEN INTERCHANGE RAMPS

DELINEATOR LAYOUT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/5/09 DATE
/S/ Thomas N. Nothdurft STATE TRAFFIC ENGINEER
FHWA

6

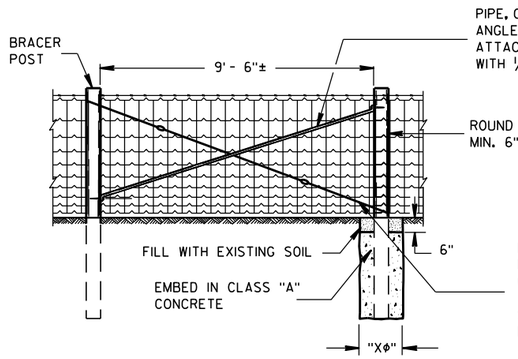
S.D.D. 15 A 6-2

6

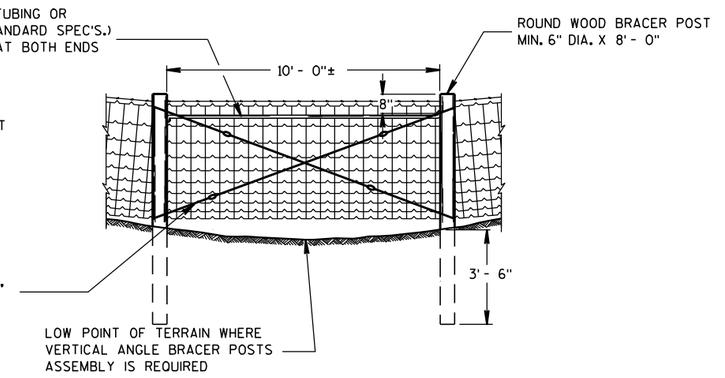
S.D.D. 15 A 6-2

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY

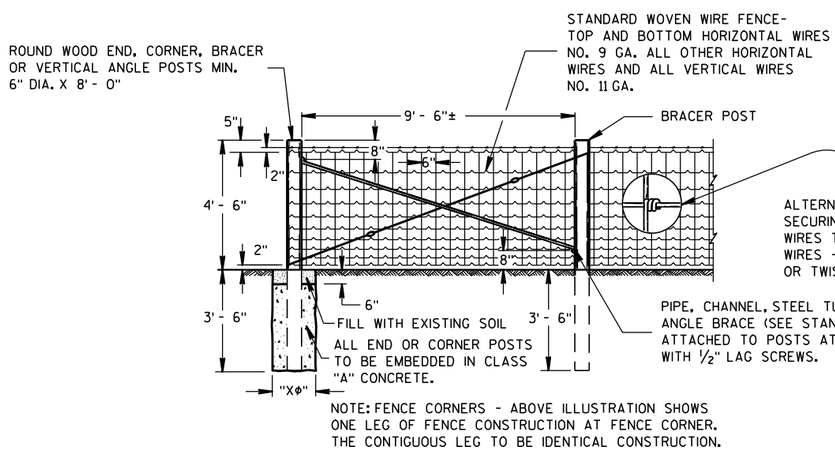
GENERAL NOTES

"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

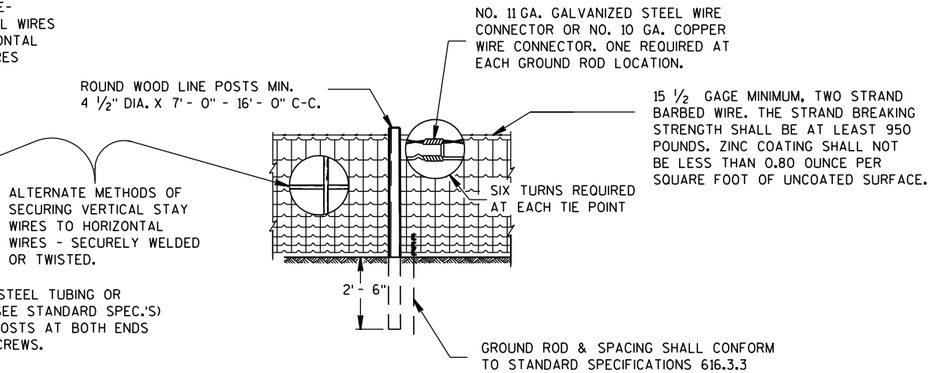
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.



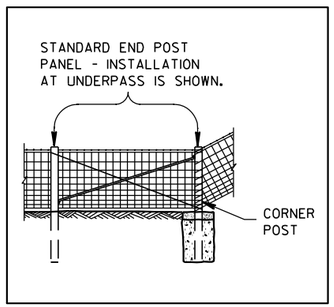
NOTE: FENCE CORNERS - ABOVE ILLUSTRATION SHOWS ONE LEG OF FENCE CONSTRUCTION AT FENCE CORNER. THE CONTIGUOUS LEG TO BE IDENTICAL CONSTRUCTION.

END OR CORNER POSTS ASSEMBLY

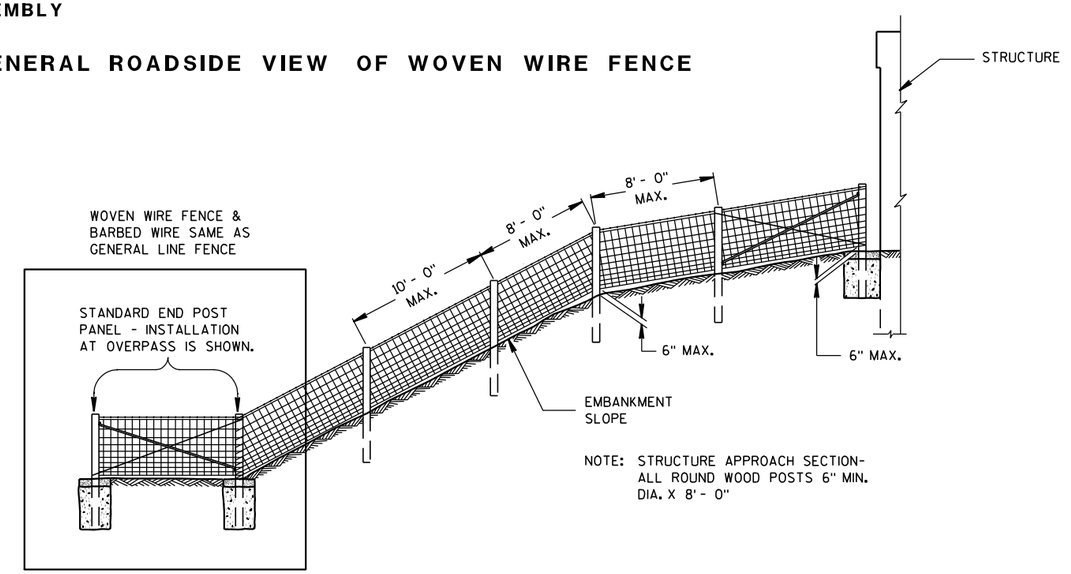


LINE FENCE CONSTRUCTION

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



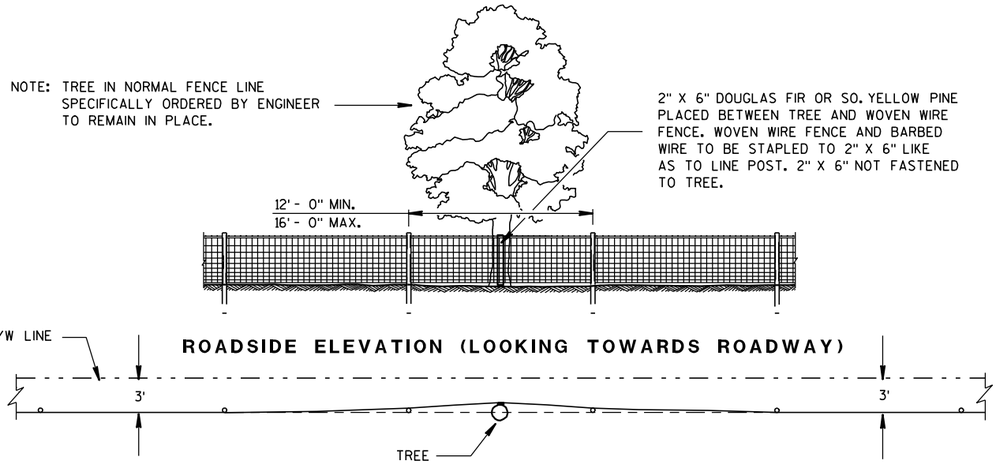
FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

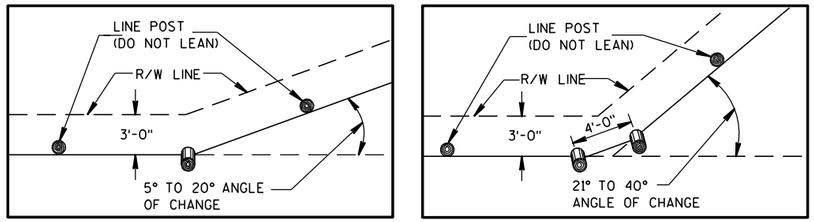
6

S.D.D. 15 B 1-8a
S.D.D. 15 B 1-8a



PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



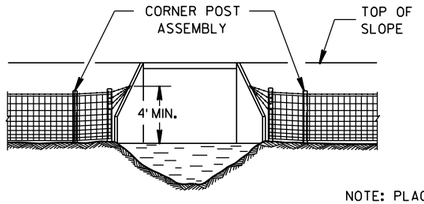
PLAN VIEW
SINGLE POST CORNER

PLAN VIEW
DOUBLE POST CORNER

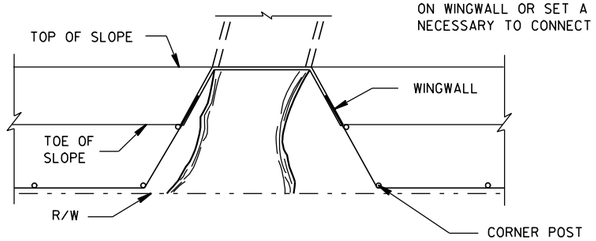
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

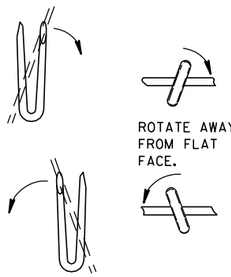
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



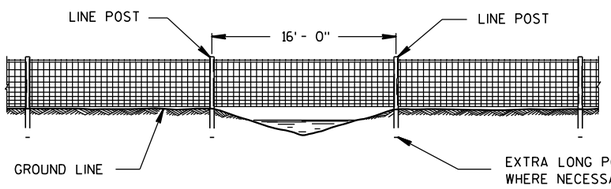
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



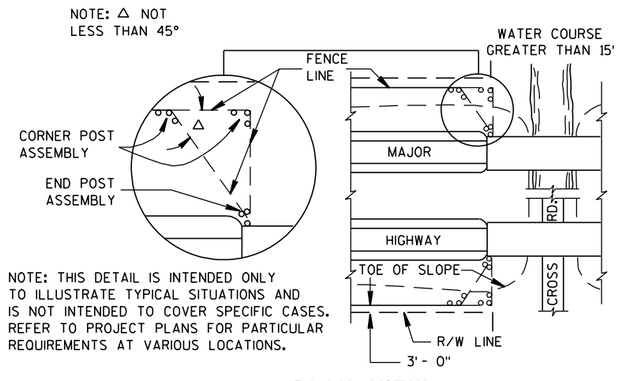
FENCE INSTALLATION TO WINGWALLS



LINE POST

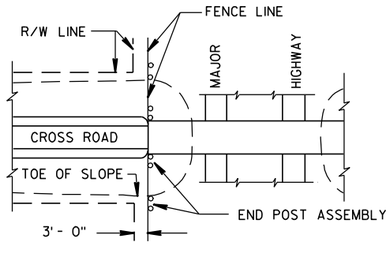


FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH



PLAN VIEW

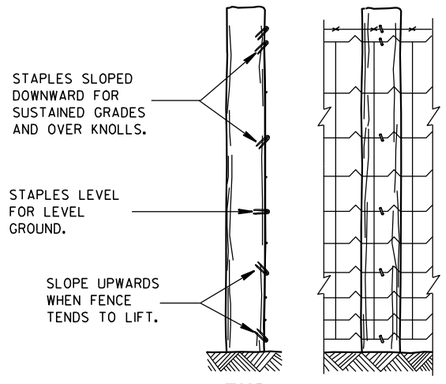
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW

MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION **FARM SIDE ELEVATION**

FENCE MOUNTING DETAIL

FENCE LOCATION AT STRUCTURES

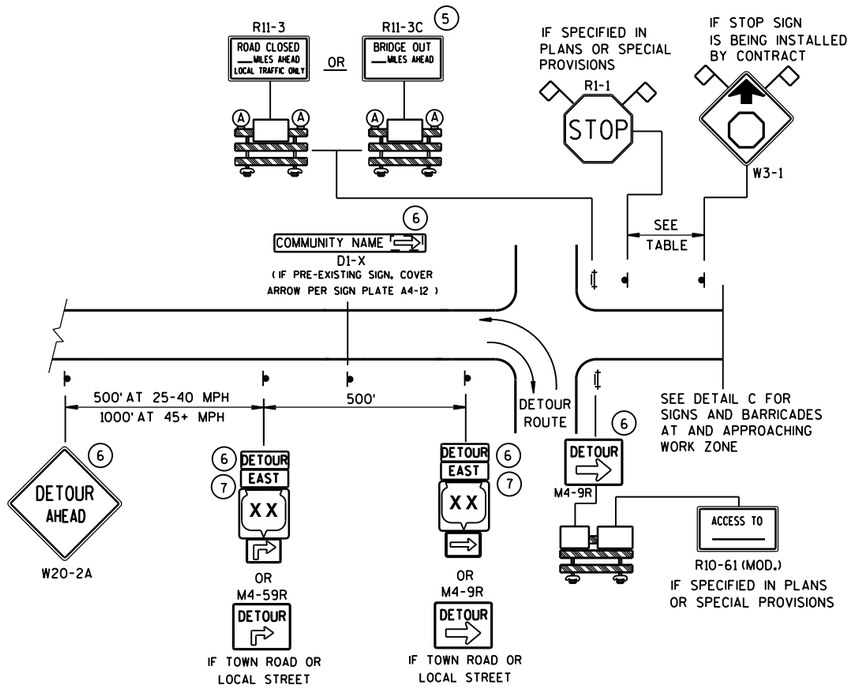
FENCE WOVEN WIRE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS [illegible] ENGINEER
FHWA

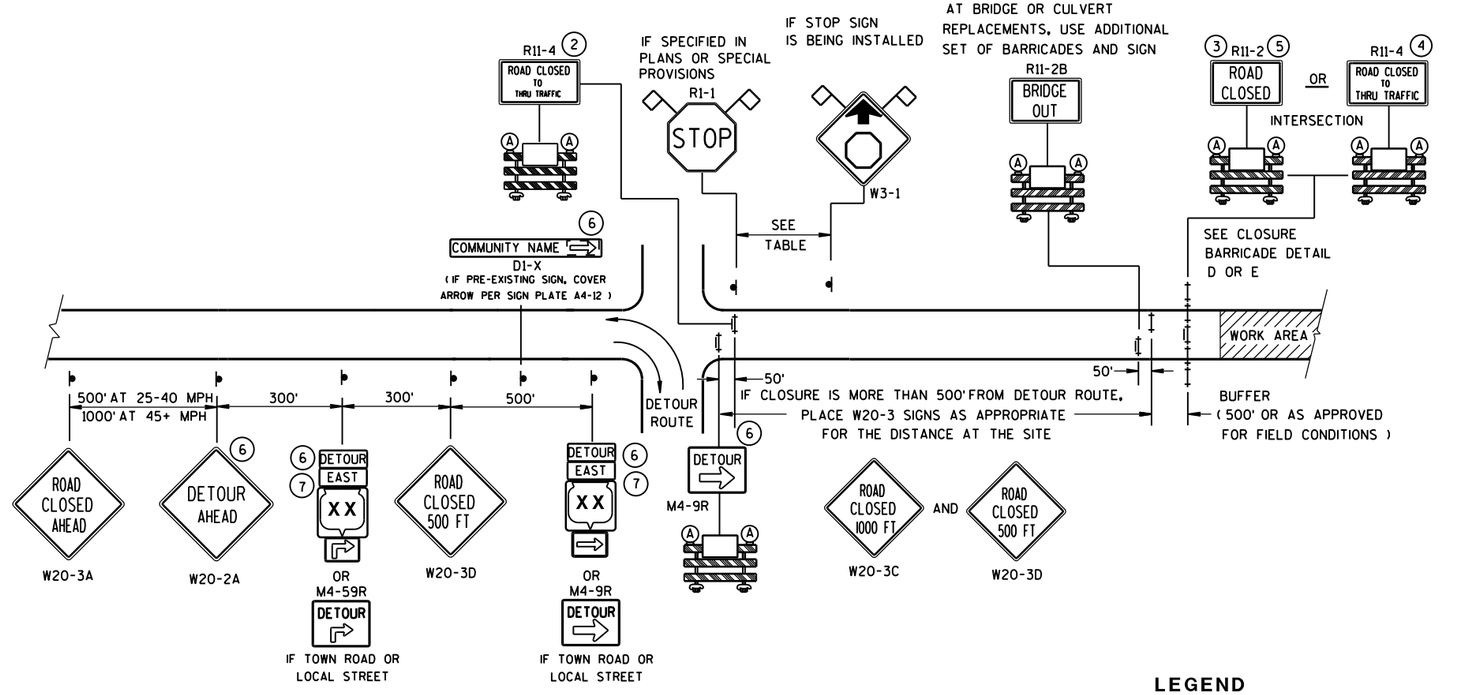
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S.D.D. 15 B 1-8b



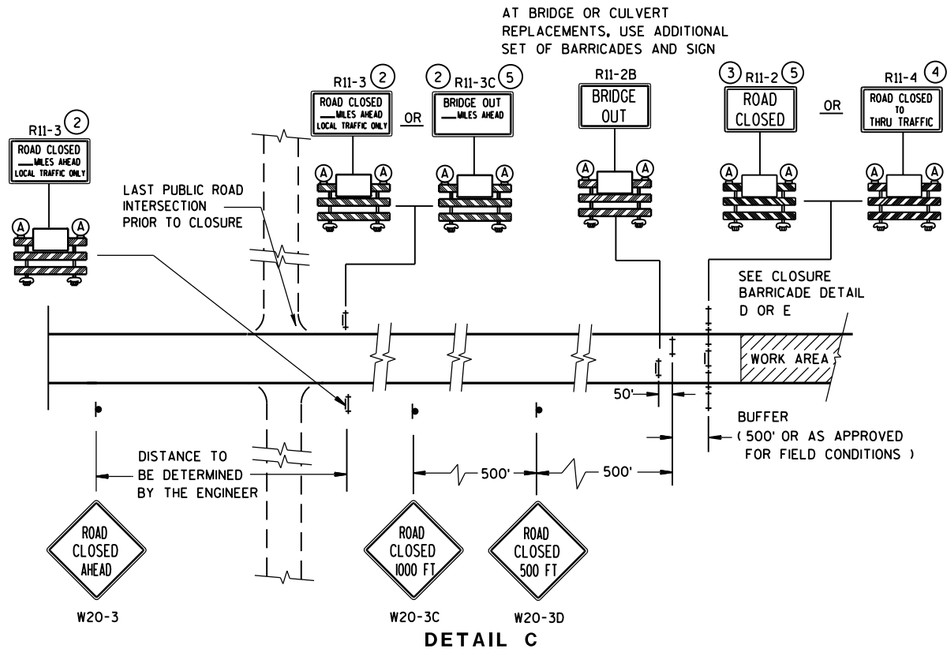
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

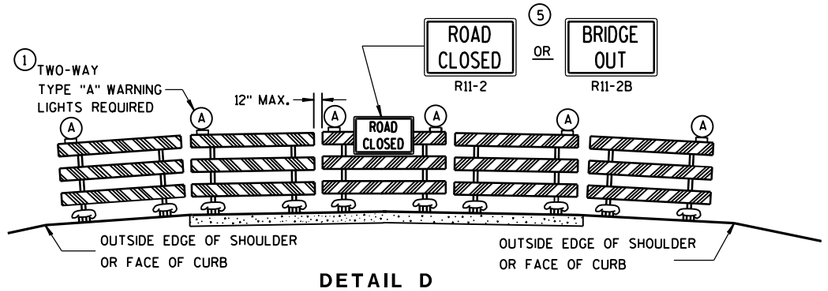
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

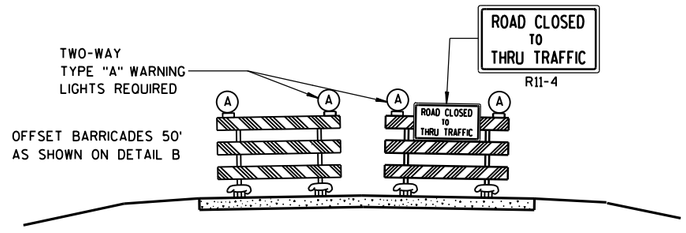
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI

FHWA

FIC

6

S.D.D. 15 C 2-6b

6

S.D.D. 15 C 2-6b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

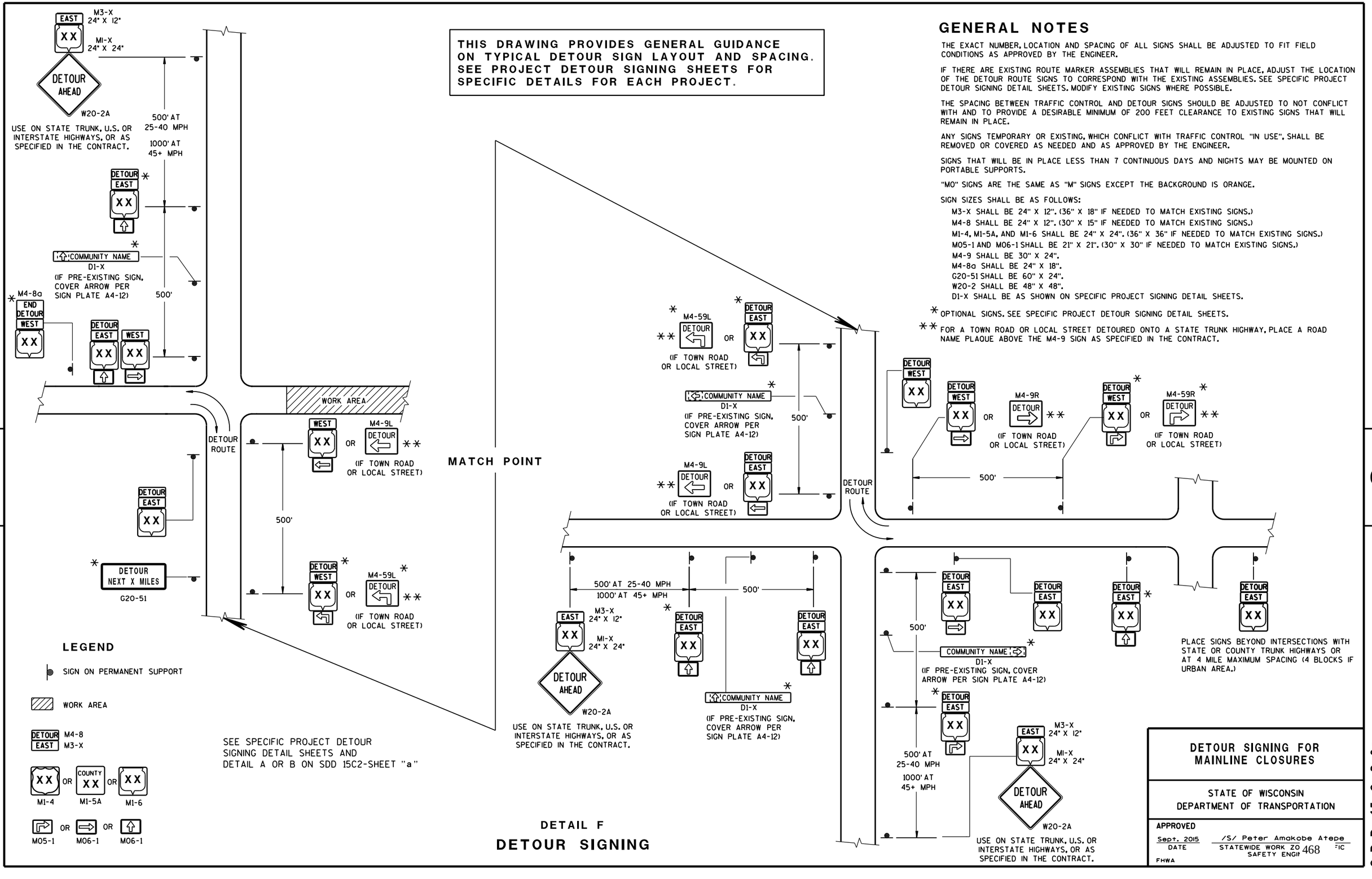
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- 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

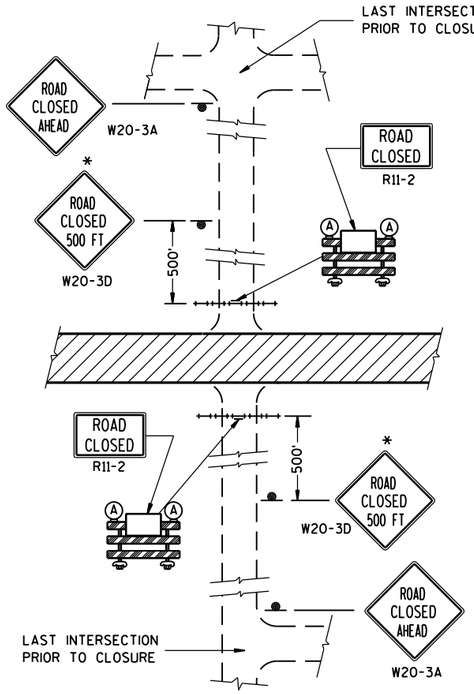
APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... FIC

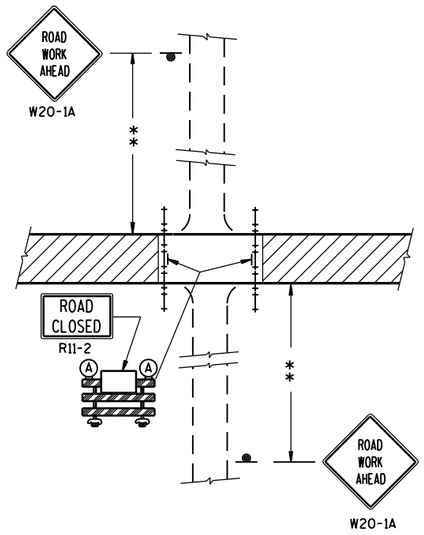
FHWA

6 S.D.D. 15 C 2-6c



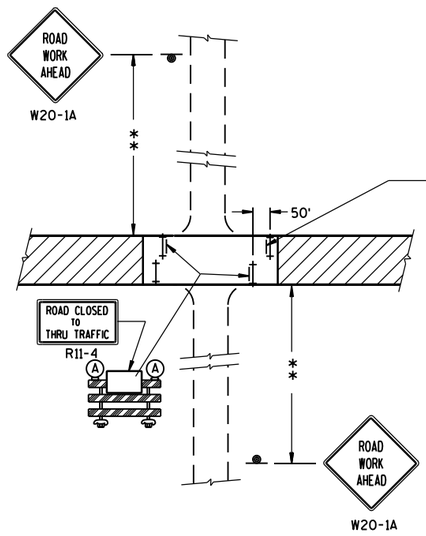
DETAIL 1

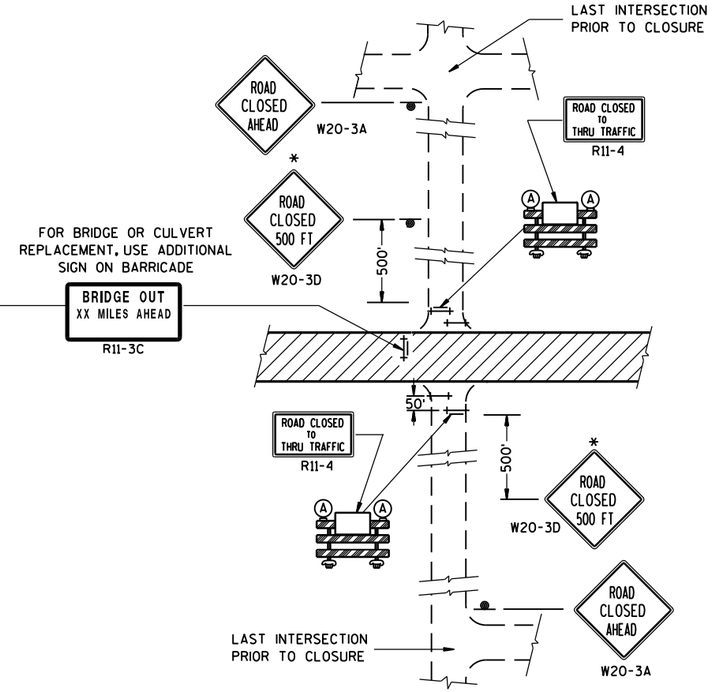
(NO ACCESS TO PROJECT)



DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA

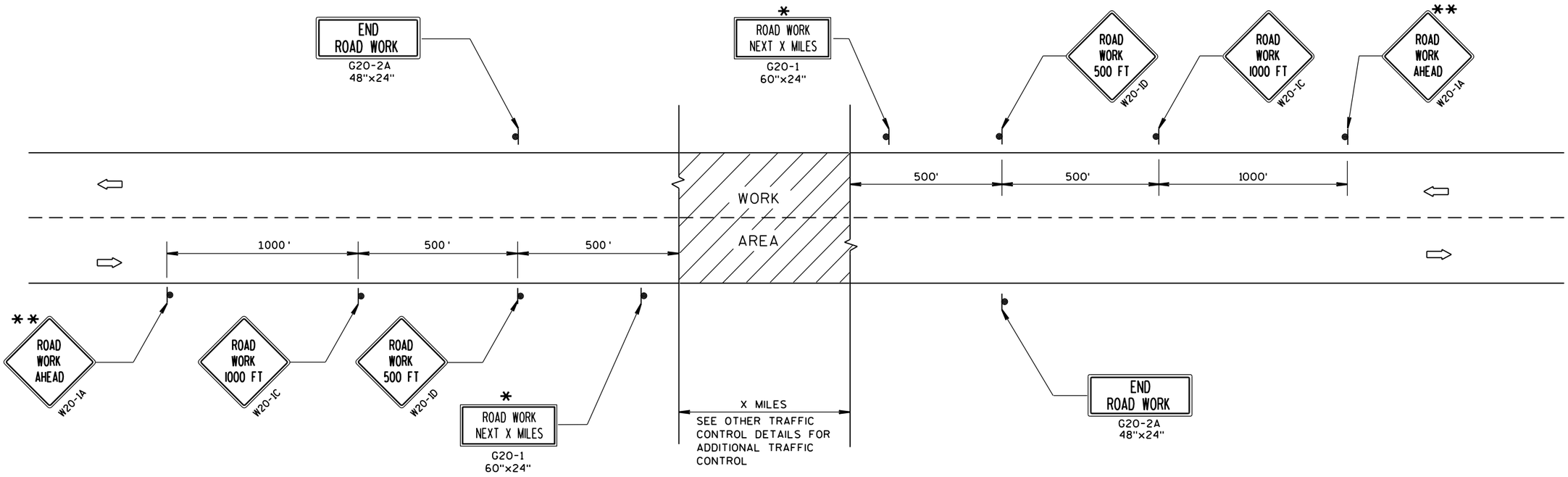
6

S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

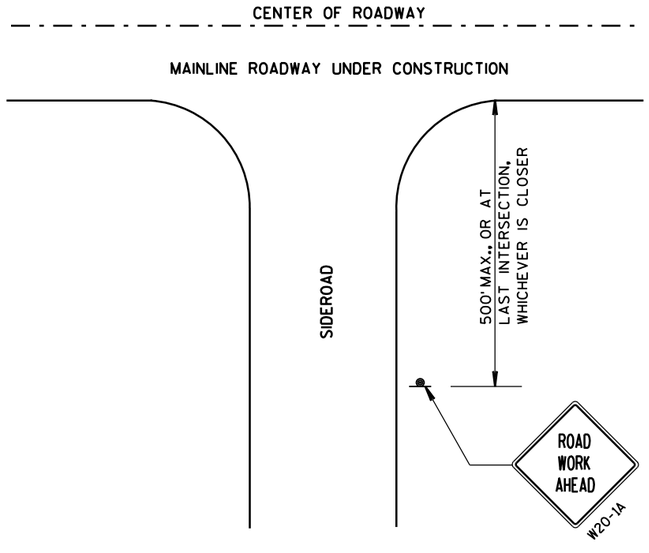
ALL SIGNS ARE 48"×48" UNLESS OTHERWISE NOTED.

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

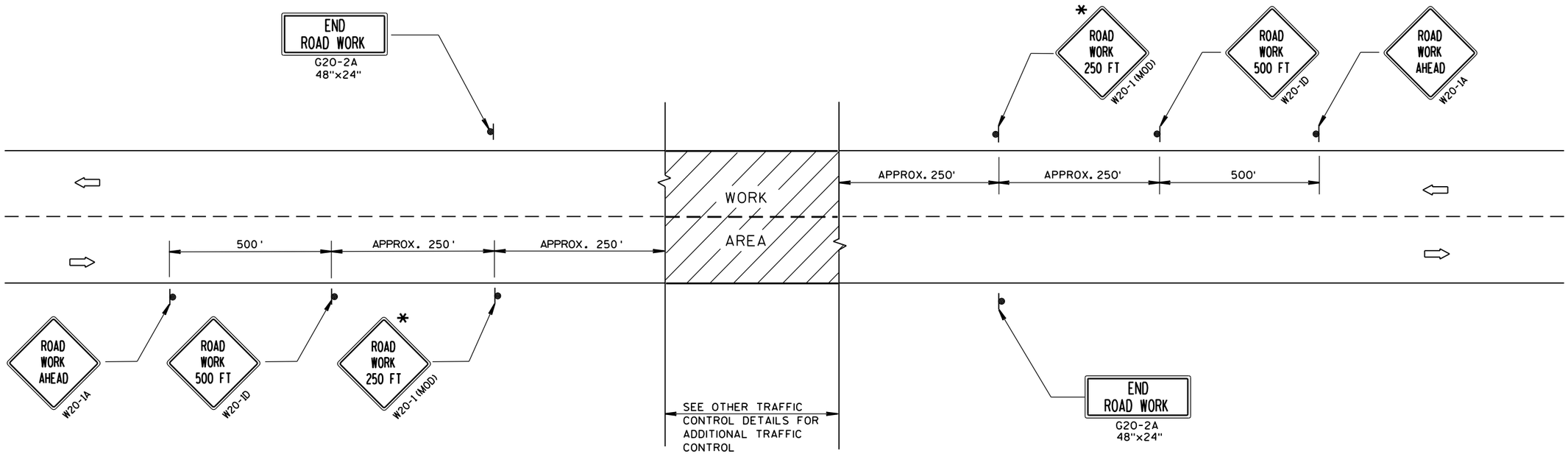
Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

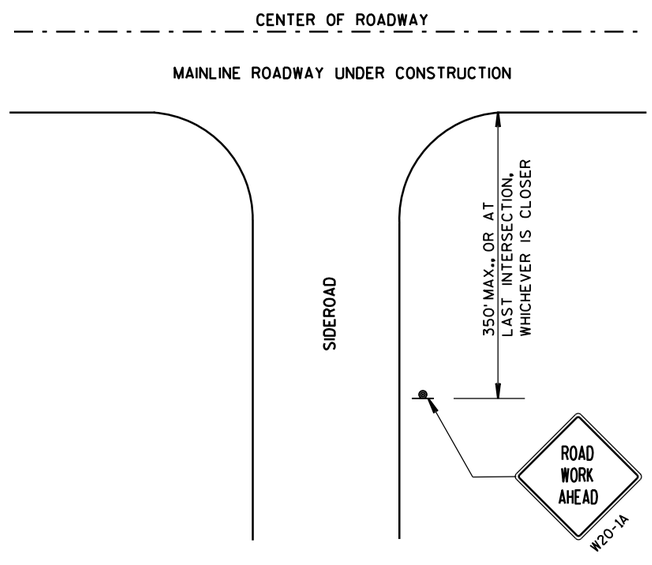
FHWA

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S.D.D. 15 C 4-3



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

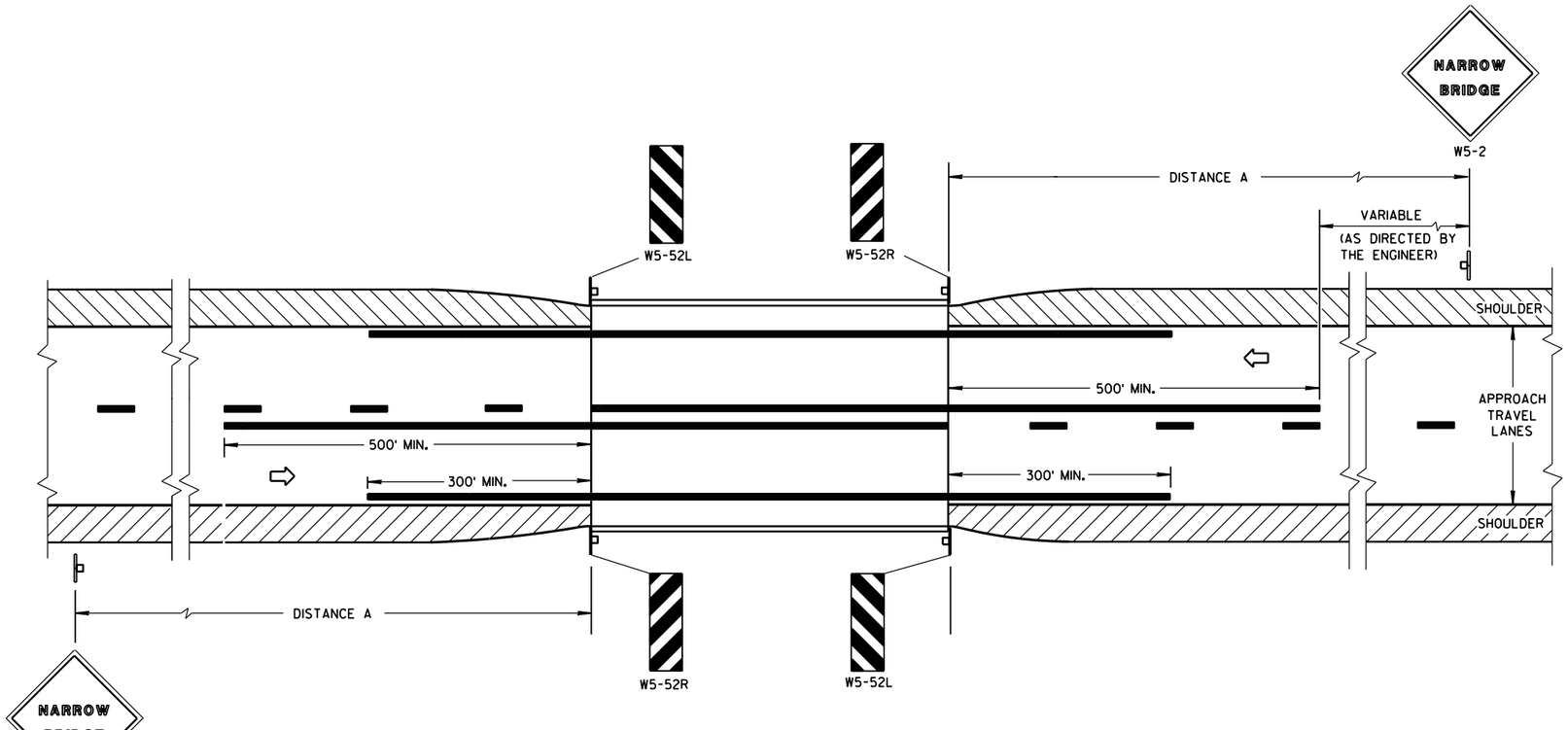
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

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S.D.D. 15 C 5-3



SITUATION 1

WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.

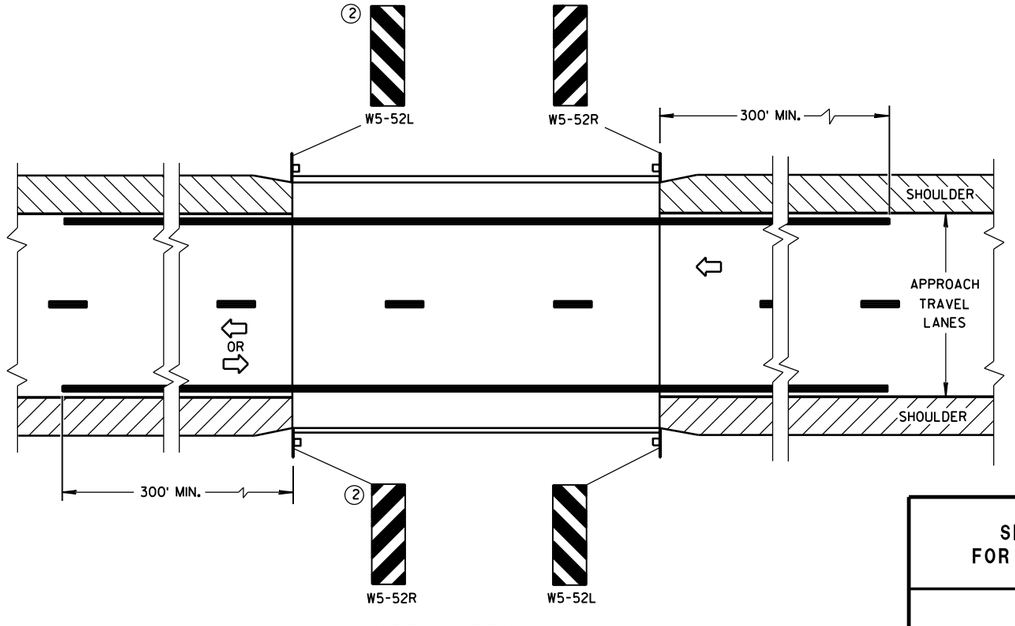
DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

1. LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.
2. OMIT ON ONE-WAY TRAVELLED WAYS.
3. EDGE OF W5-52 SIGN SHALL BE PLACED IN LINE WITH FACE OF CURB OR PARAPET.



SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET.

SIGNING & MARKING FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]EER
FHWA

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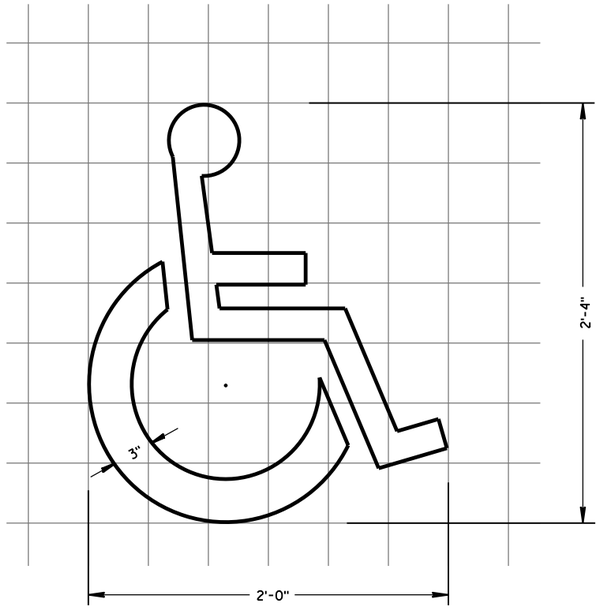
S.D.D. 15 C 6-8

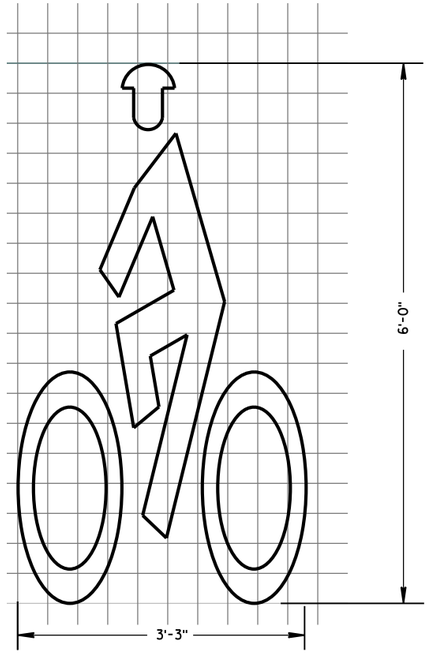
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S.D.D. 15 C 6-8

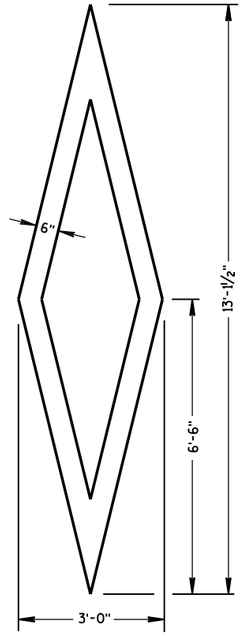
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.





BIKE CROSSING SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-13a

S.D.D. 15 C 7-13a

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

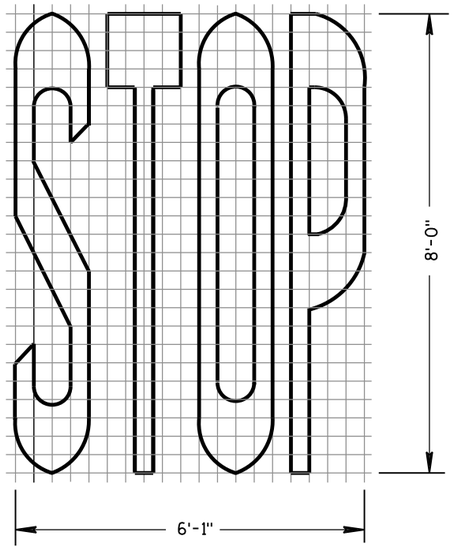
APPROVED

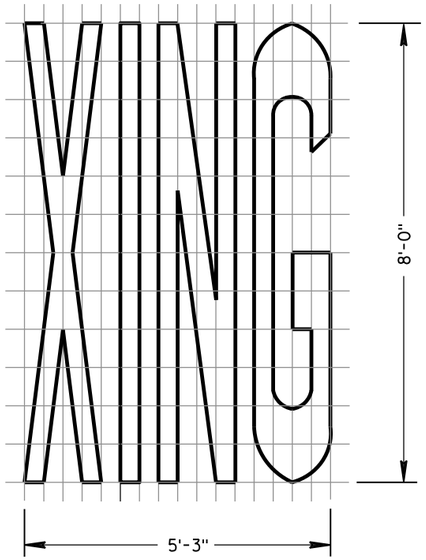
4/18/16	/S/ Matthew R. Rauch
DATE	STATE SIGNING AND MARK EER

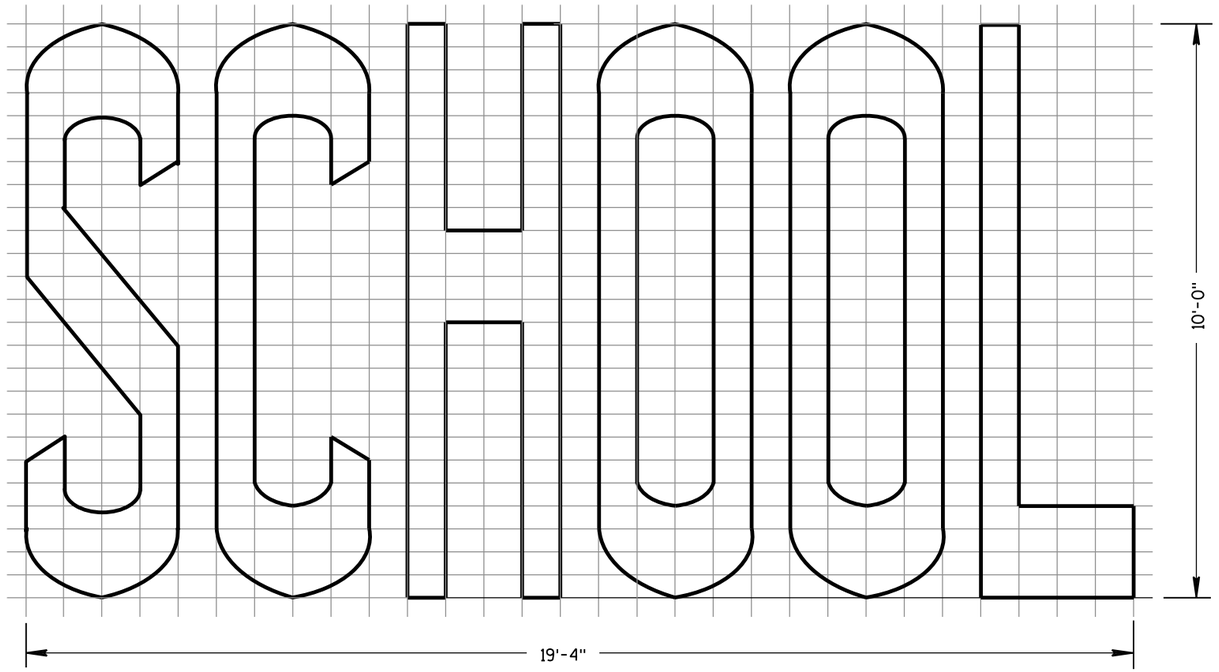
FHWA

GENERAL NOTES

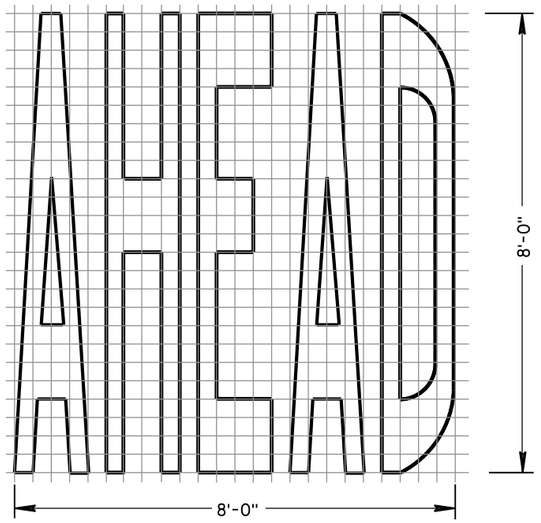
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

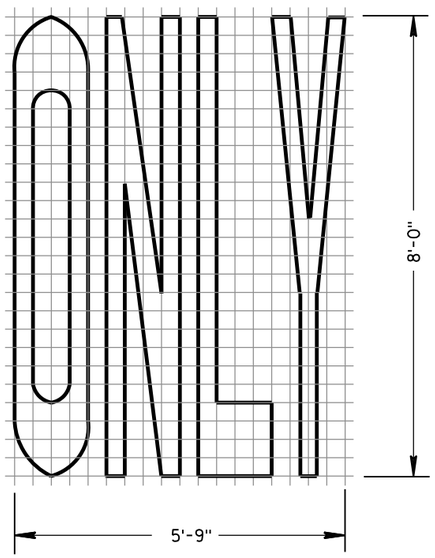


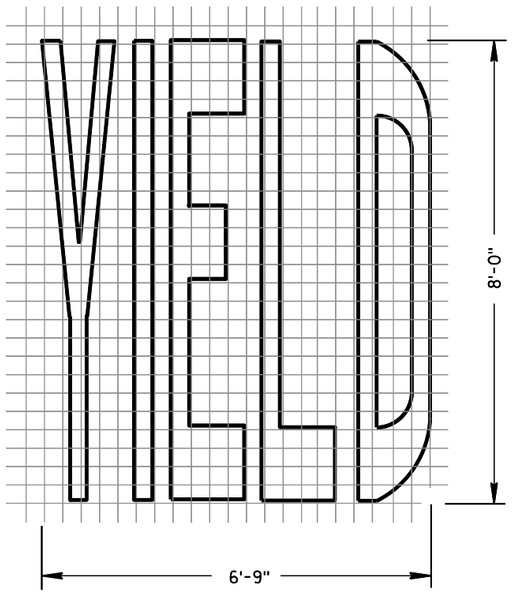


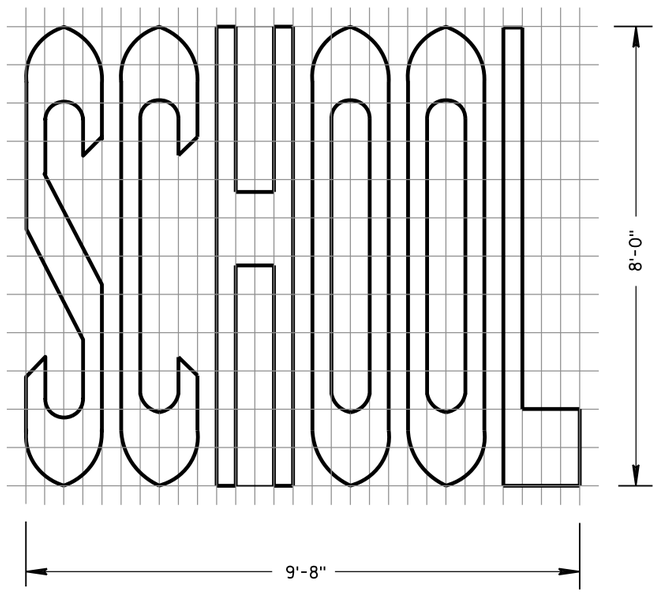


TWO-LANE









SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-16	/S/ Matthew R. Rauch	
DATE	STATE SIGNING AND MARK	EER

FHWA

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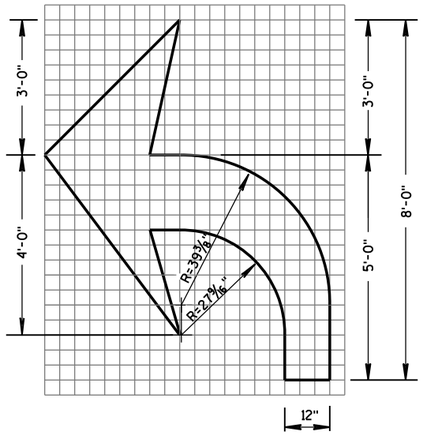
S.D.D. 15 C 7-13b

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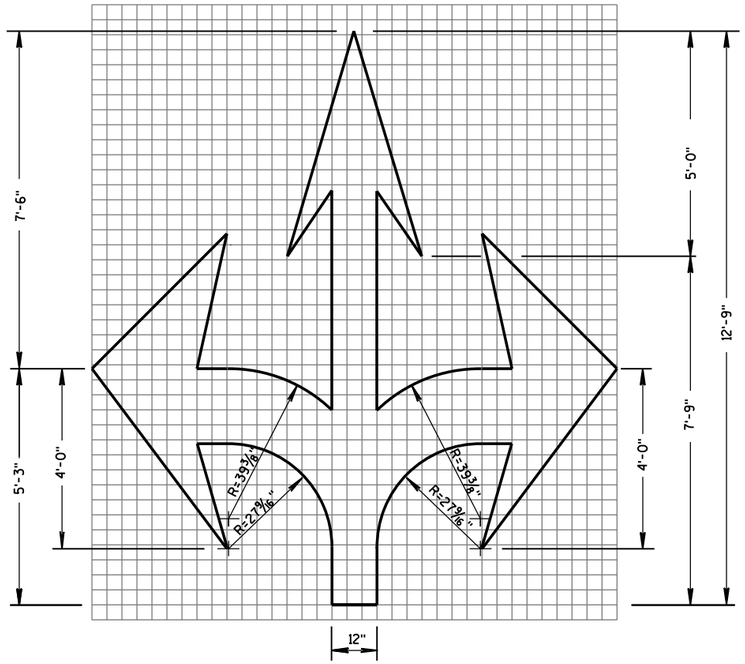
S.D.D. 15 C 7-13b

GENERAL NOTES

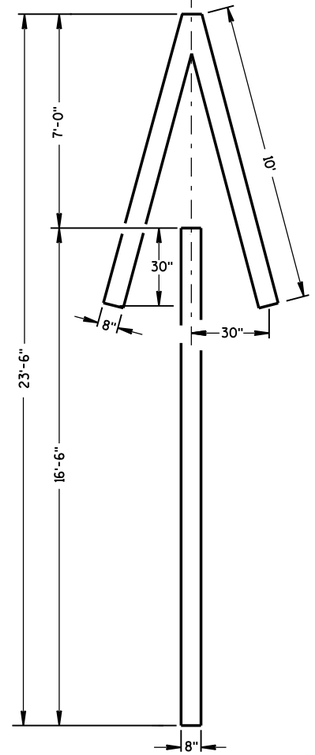
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



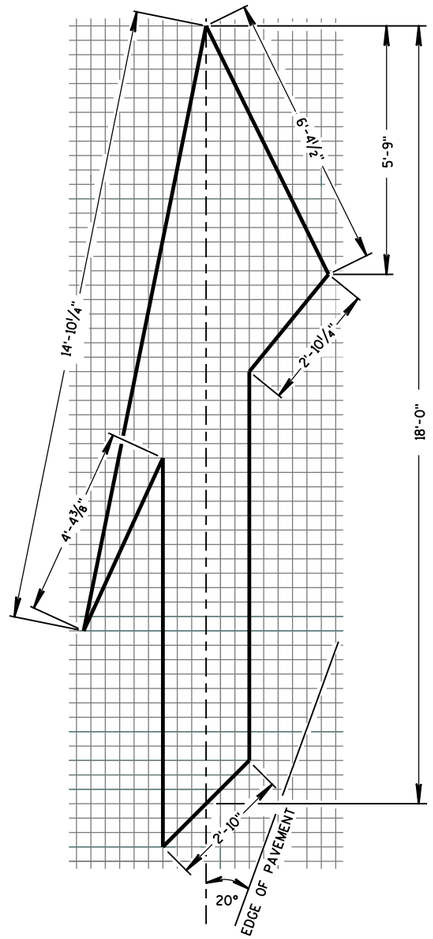
TYPE 2



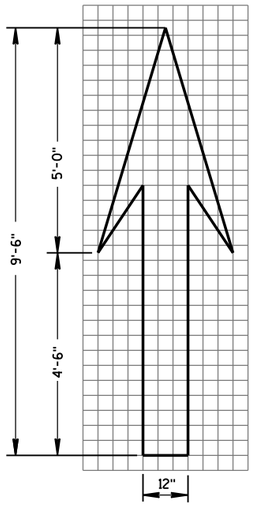
TYPE 6



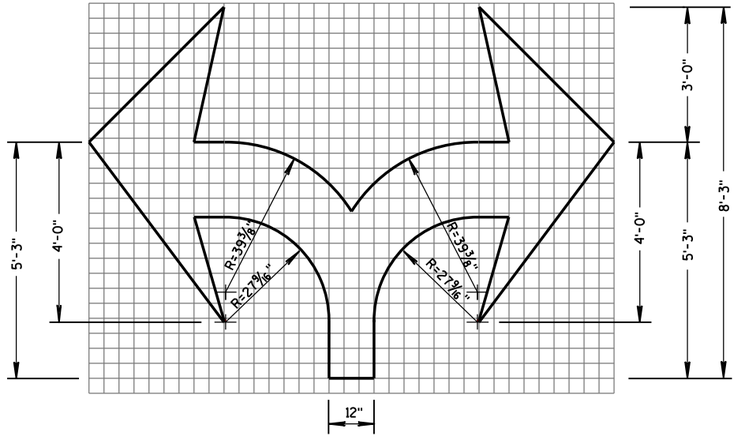
TYPE 4



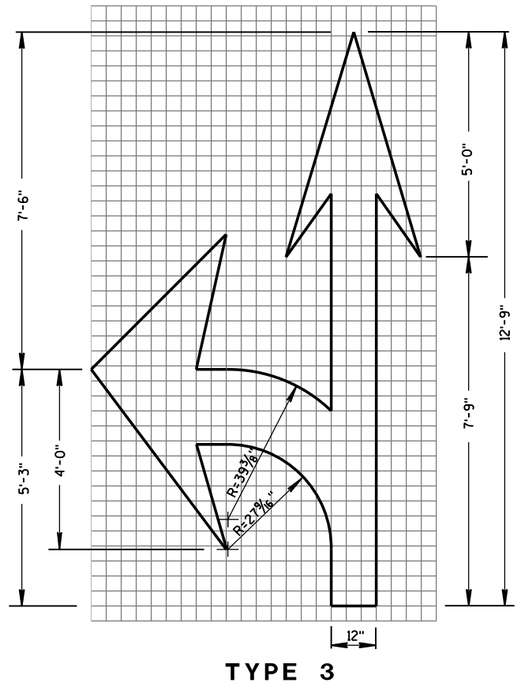
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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4-18-16
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/S/ Matthew R. Rauch
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ENGINEER
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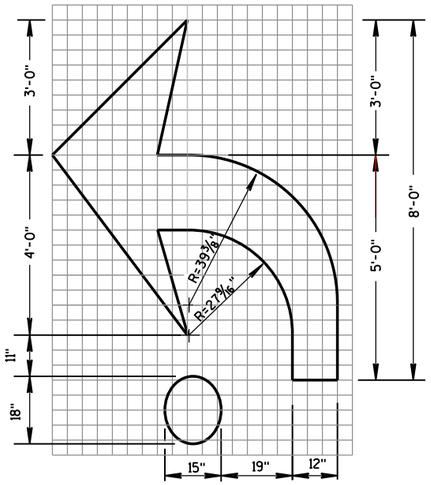
S.D.D. 15 C 7-13c

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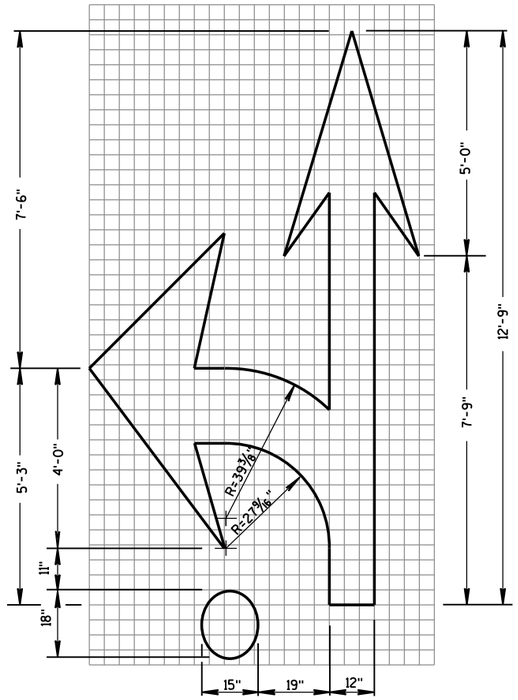
S.D.D. 15 C 7-13c

GENERAL NOTES

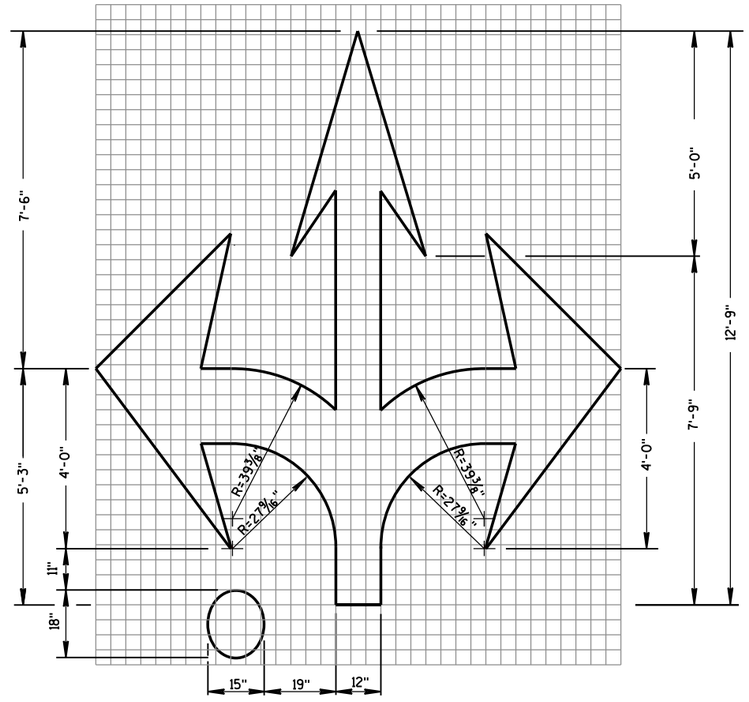
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



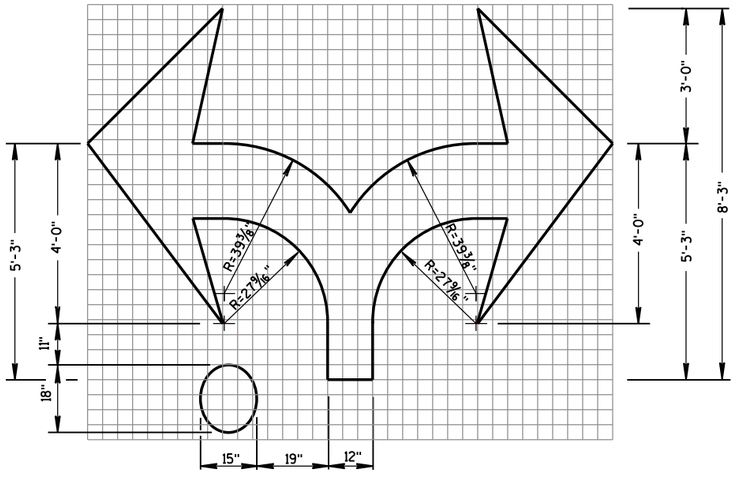
TYPE 2R



TYPE 3R



TYPE 6R



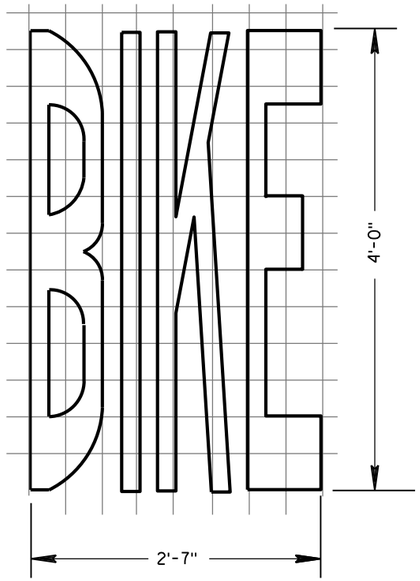
TYPE 7R

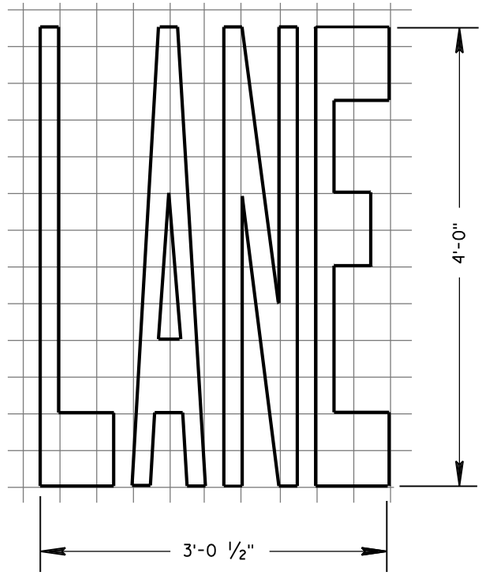
ROUNDABOUT ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

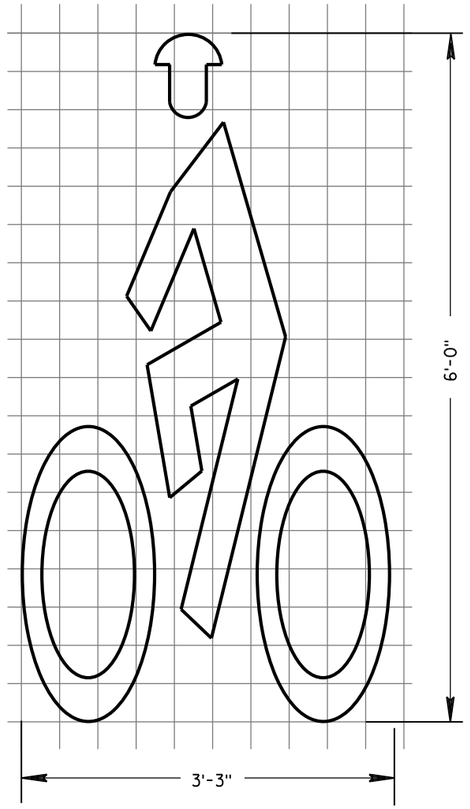
APPROVED
4/18/2016 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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S.D.D. 15 C 7-13d

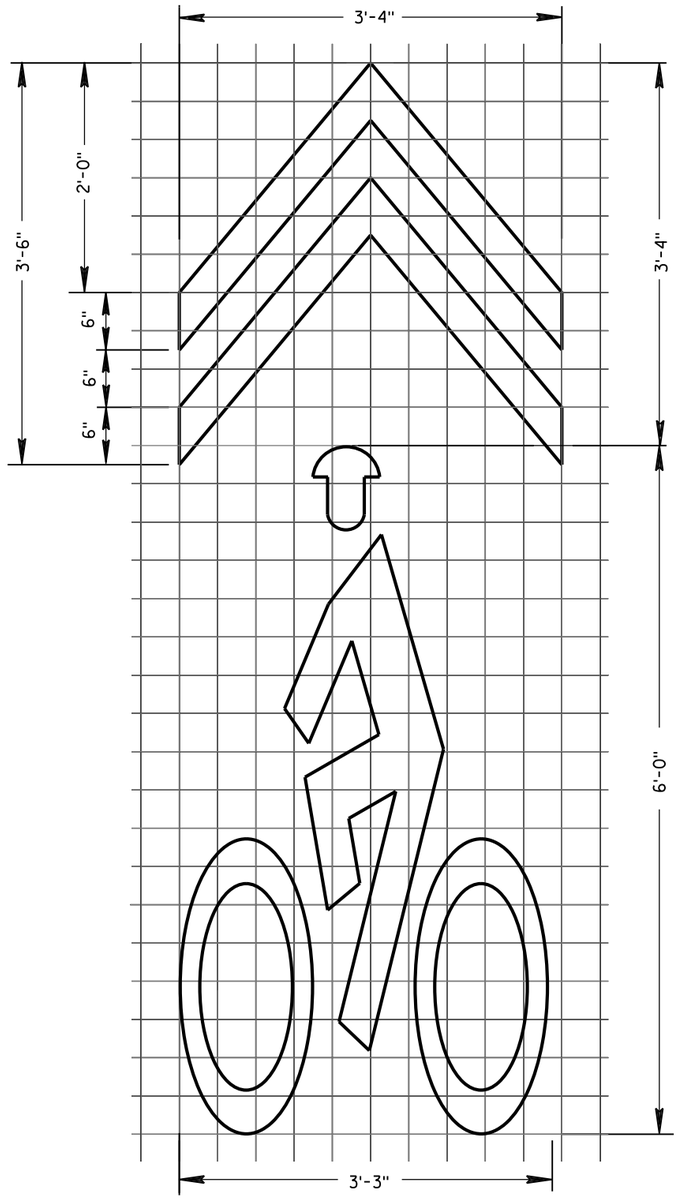




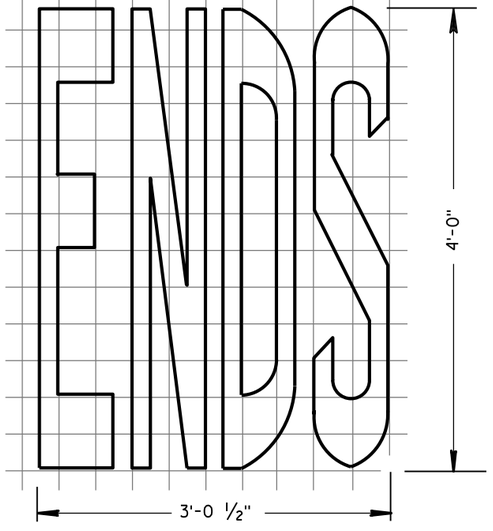
BIKE LANE WORDS



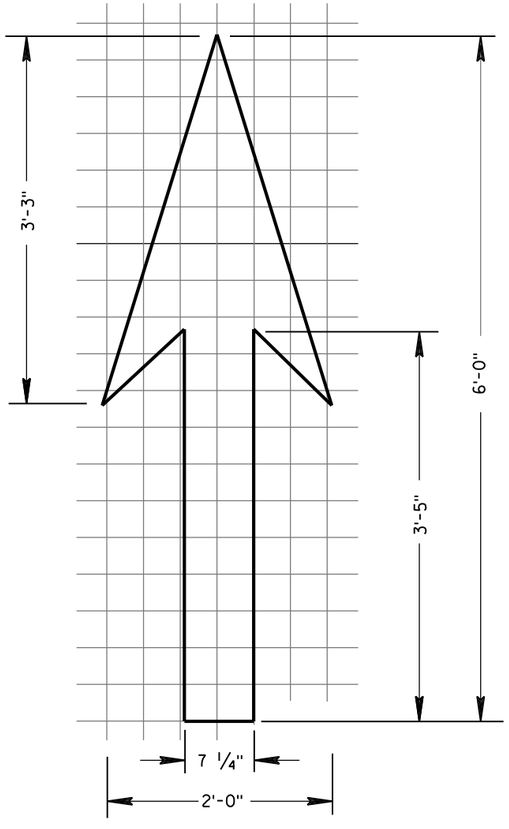
BIKE LANE SYMBOL



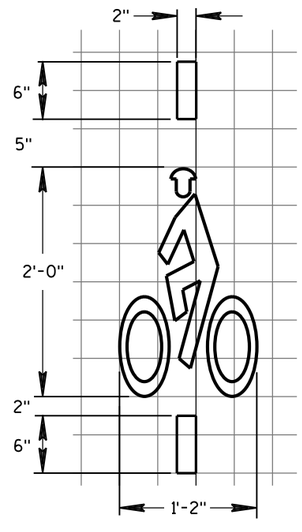
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARK 477 EER

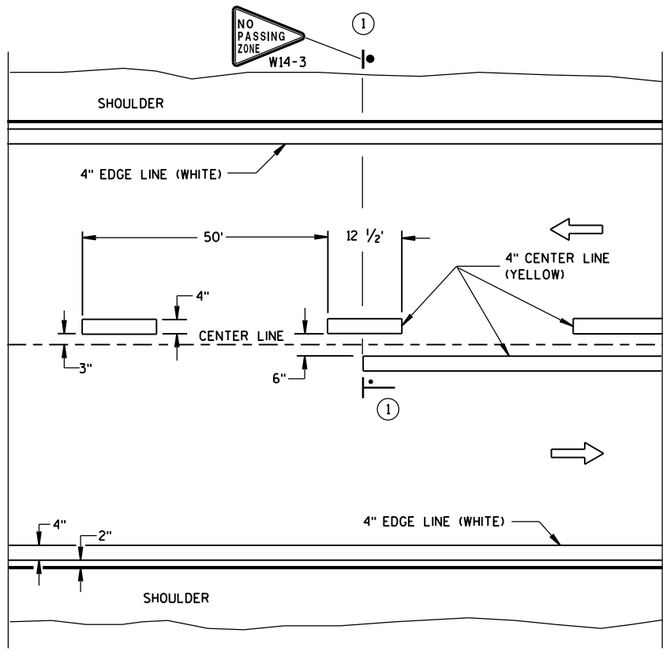
FHWA

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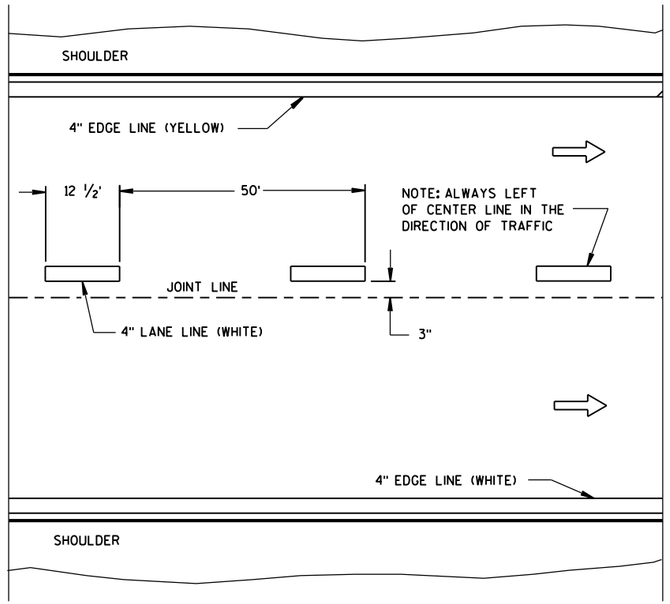
S.D.D. 15 C 7-13e

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S.D.D. 15 C 7-13e



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) NO PASSING ZONE W14-3 SIGN SHALL BE LOCATED WITHIN 50 FEET OF THE "T" MARKING.

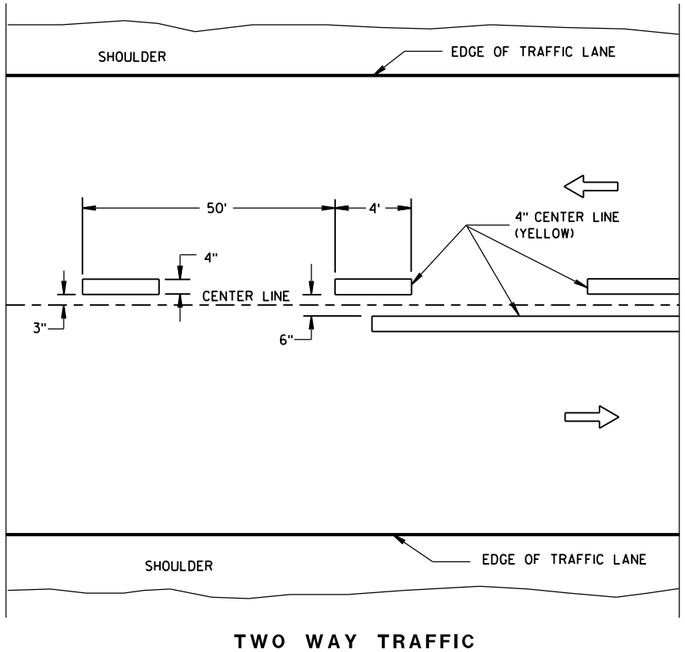
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

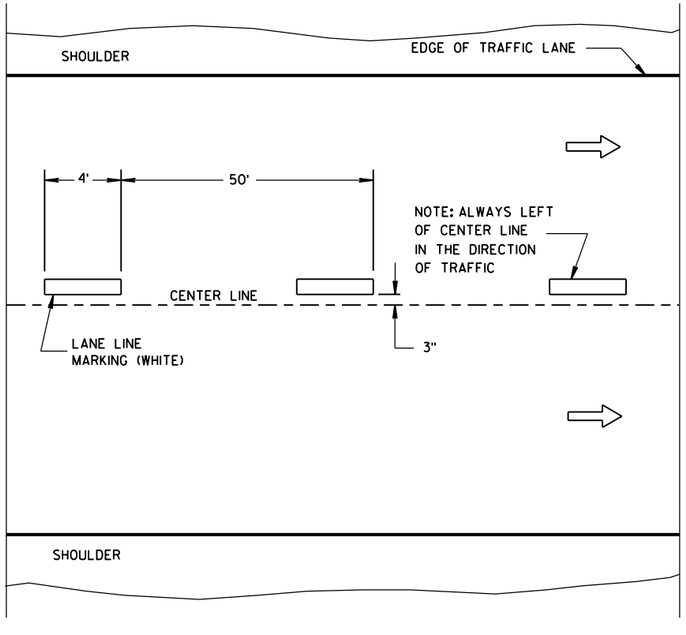
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

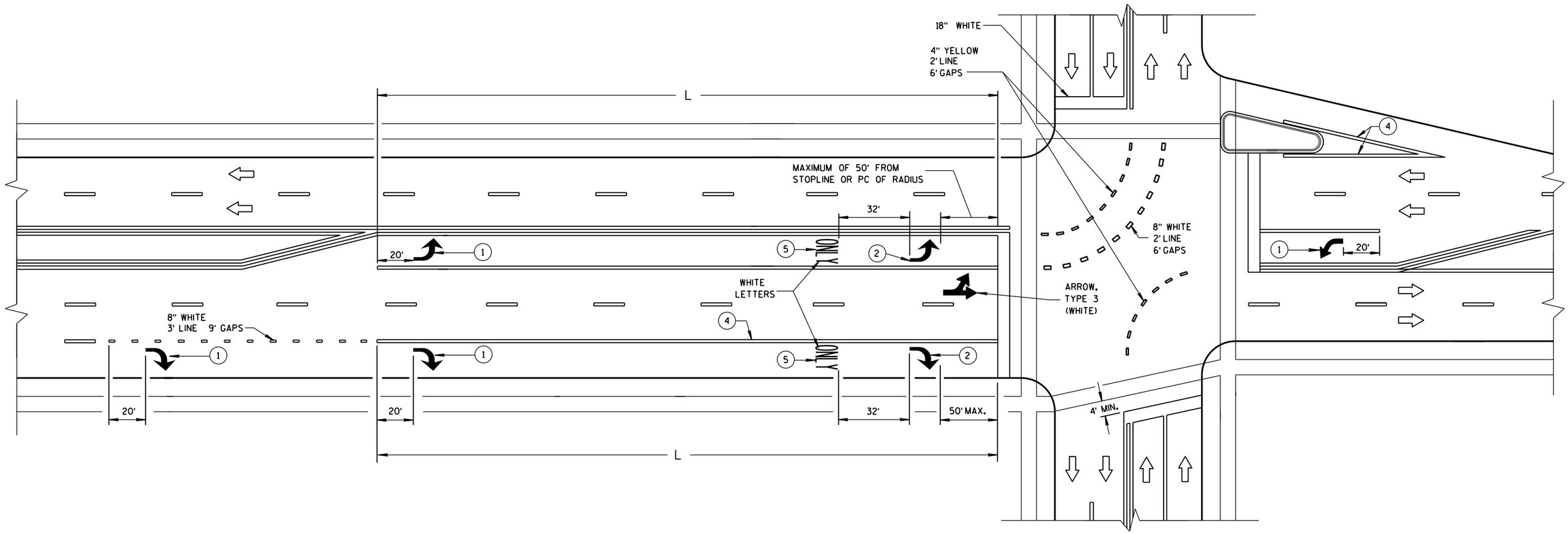
LONGITUDINAL MARKING (MAINLINE)

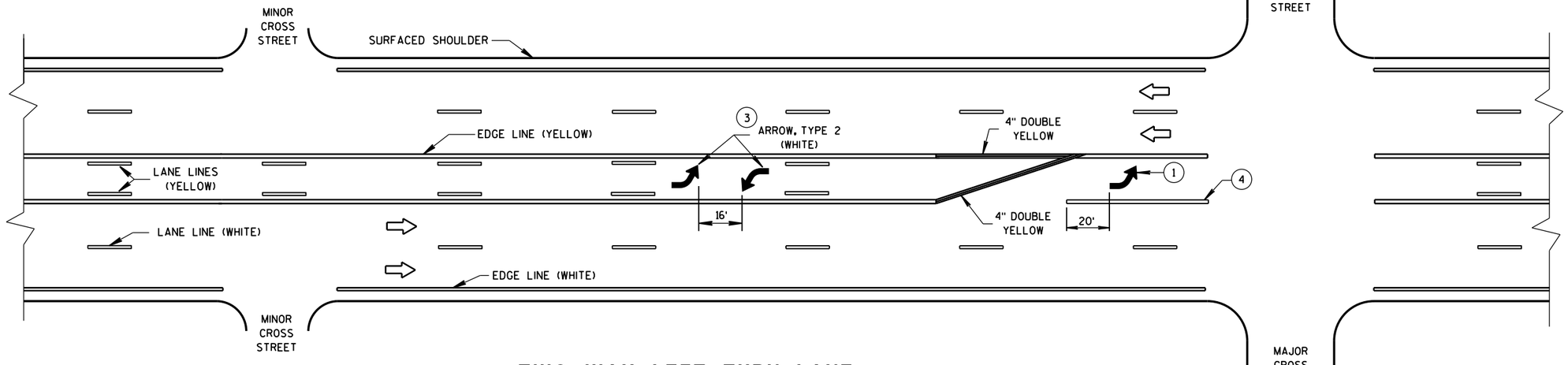
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]INEER
FHWA

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

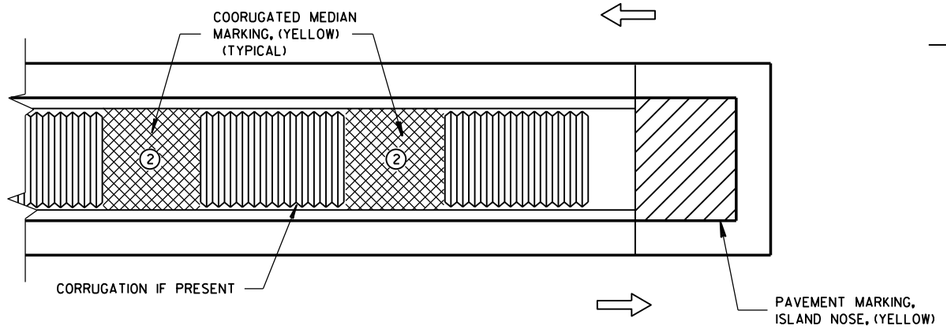
TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(TURN LANES)

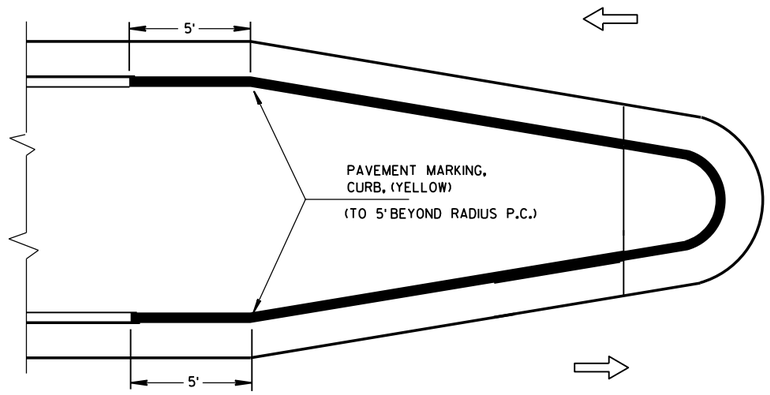
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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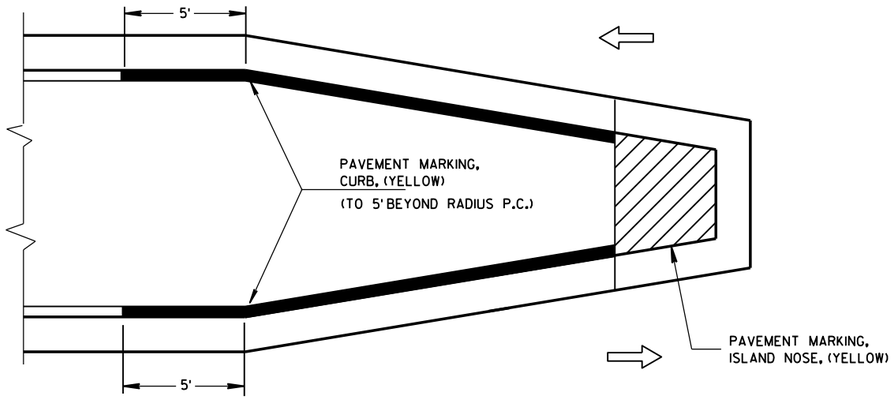
S.D.D. 15 C 8-17b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

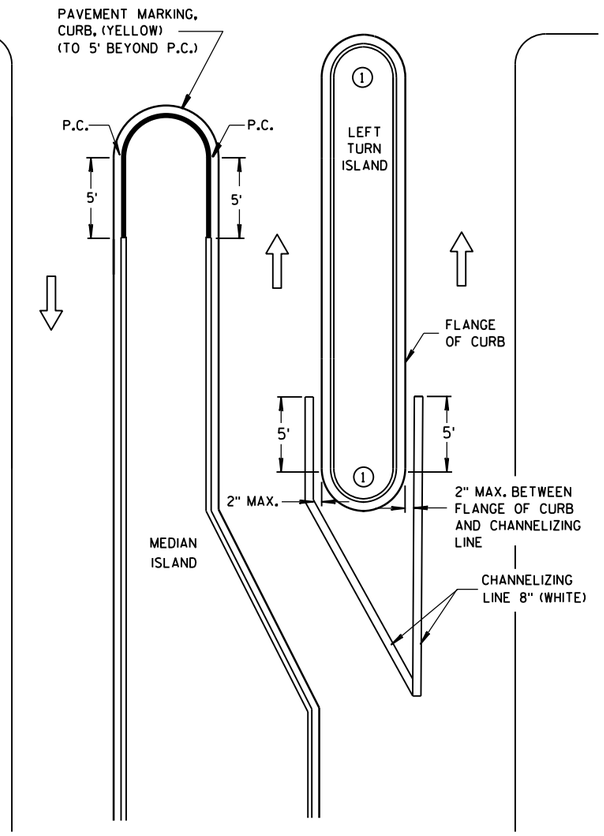


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

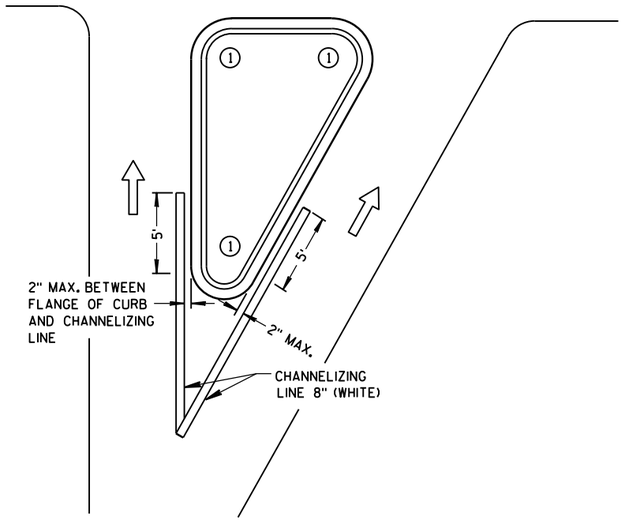


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

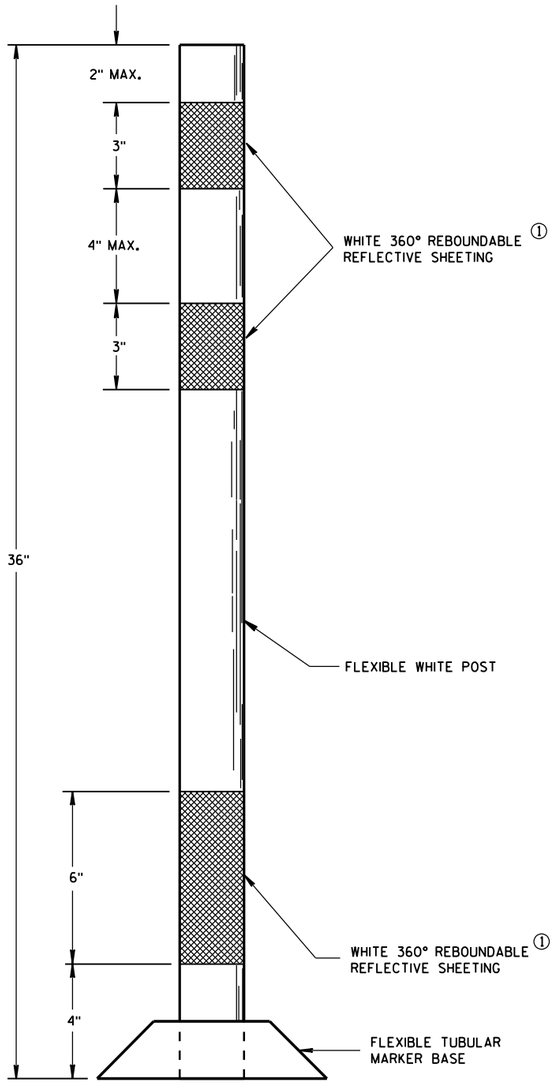
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

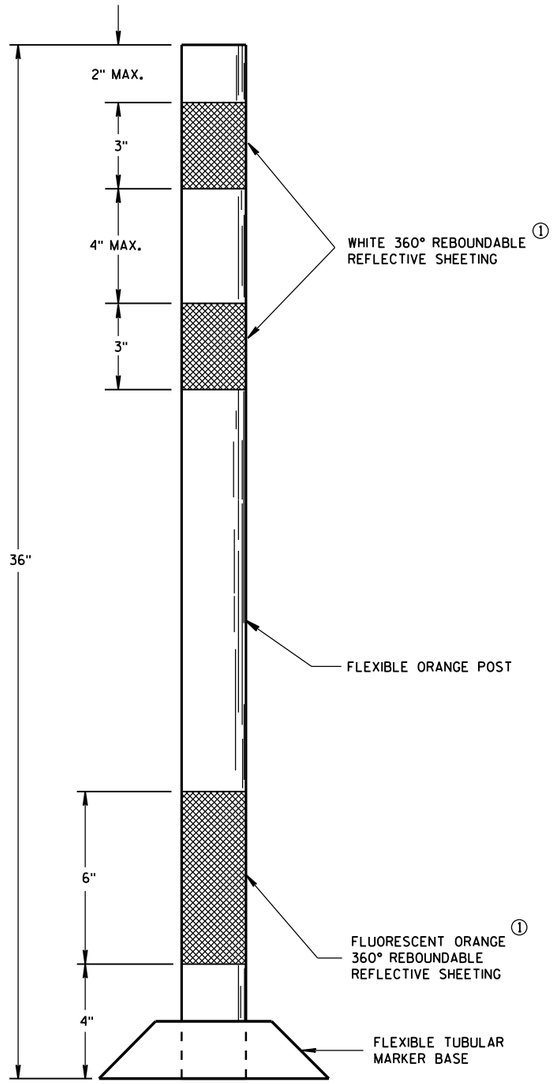
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-17c



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON
SAFETY ENGINE

6

S.D.D. 15 C 11-6

LEGEND

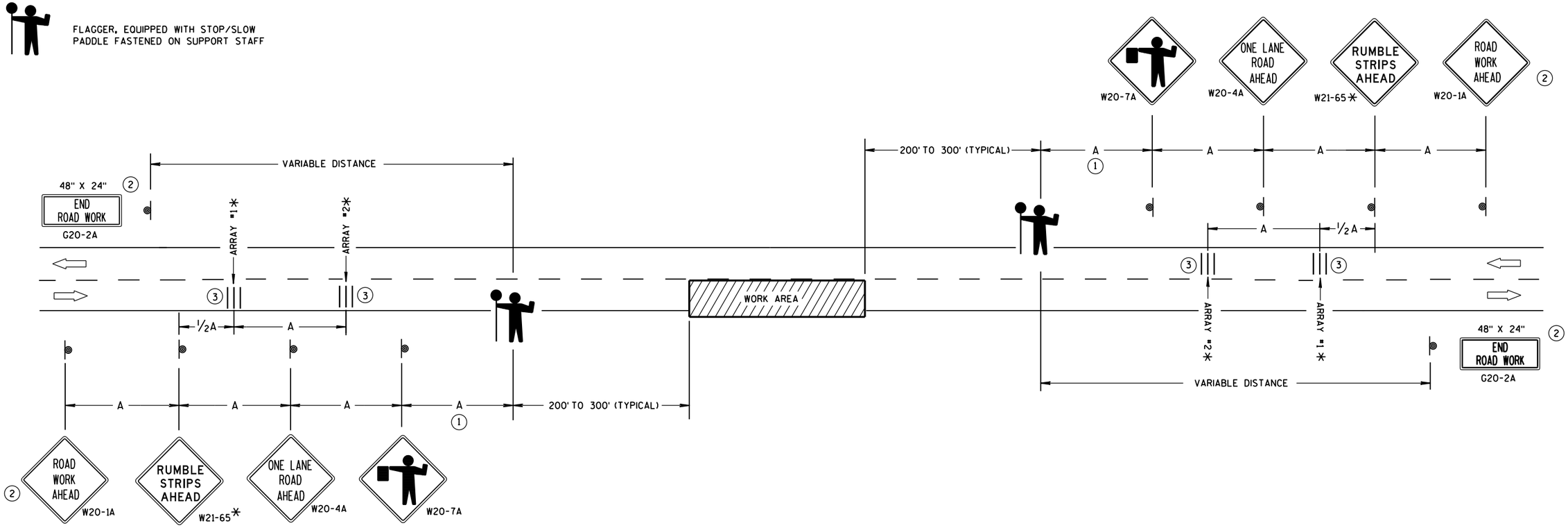
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — /S/ Andrew Heldtke
DATE — WORK ZONE ENG
FHWA

6
S.D.D. 15 C 12-5

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.

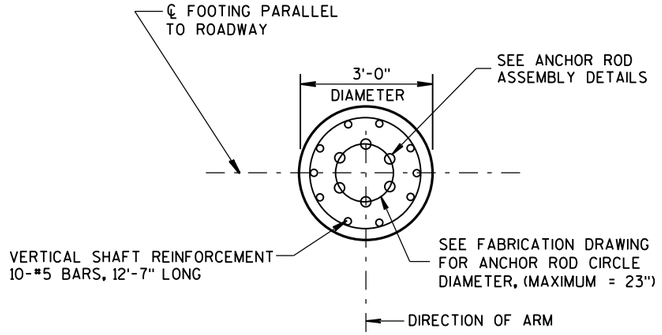
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

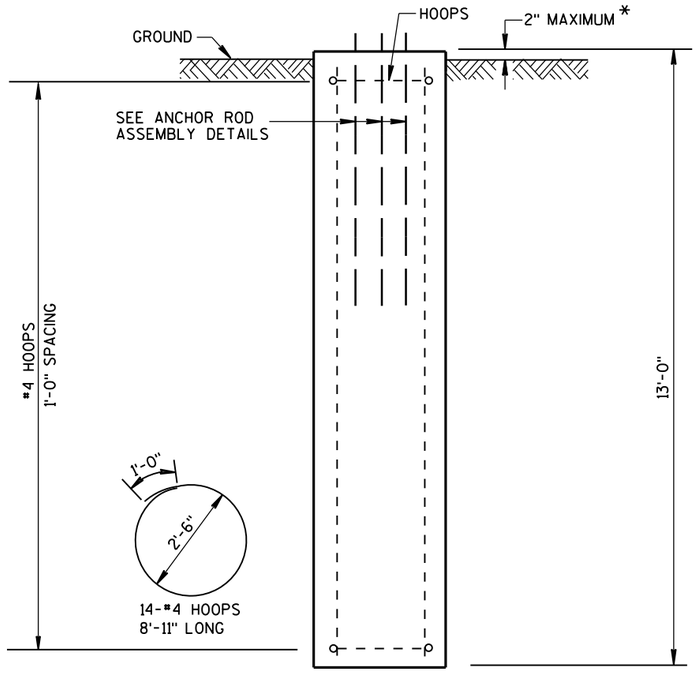
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

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.

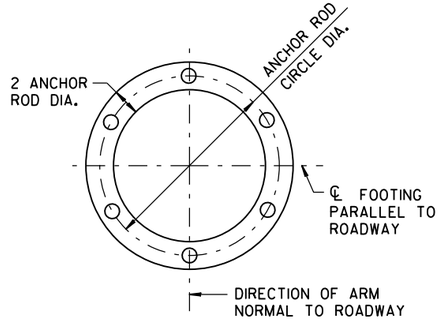
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



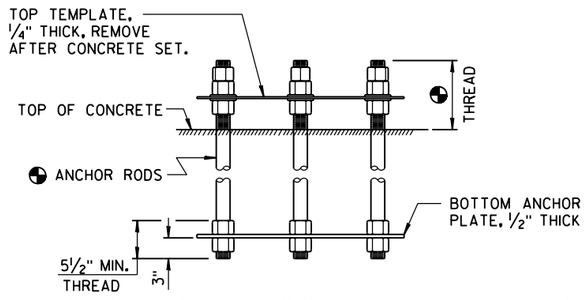
PLAN VIEW



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

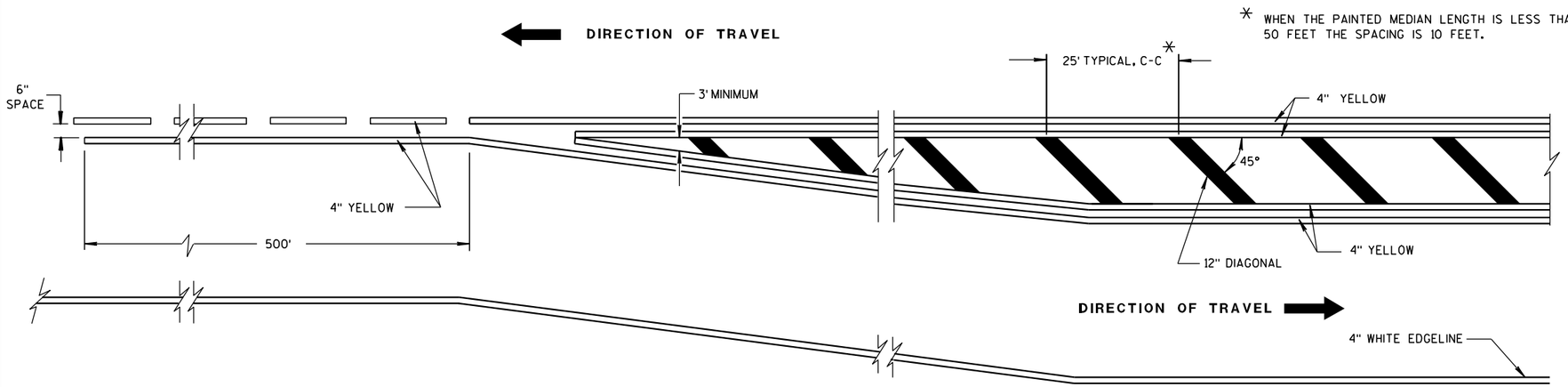
36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

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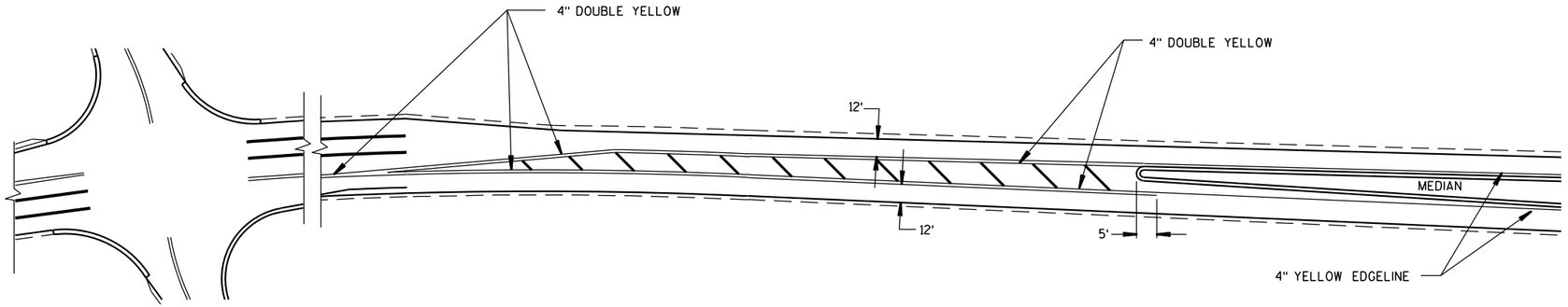
S.D.D. 15 C 15-5



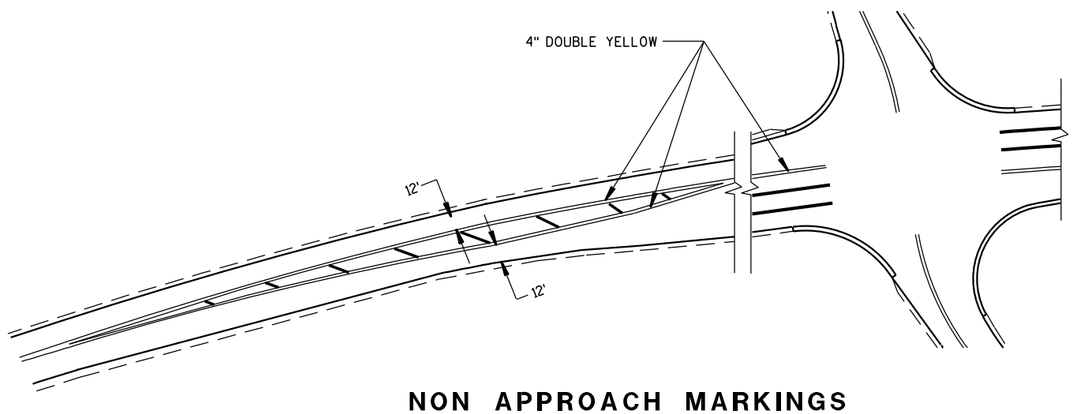
MEDIAN ISLAND DETAIL

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

6

6

S.D.D. 15 C 18-3

S.D.D. 15 C 18-3

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

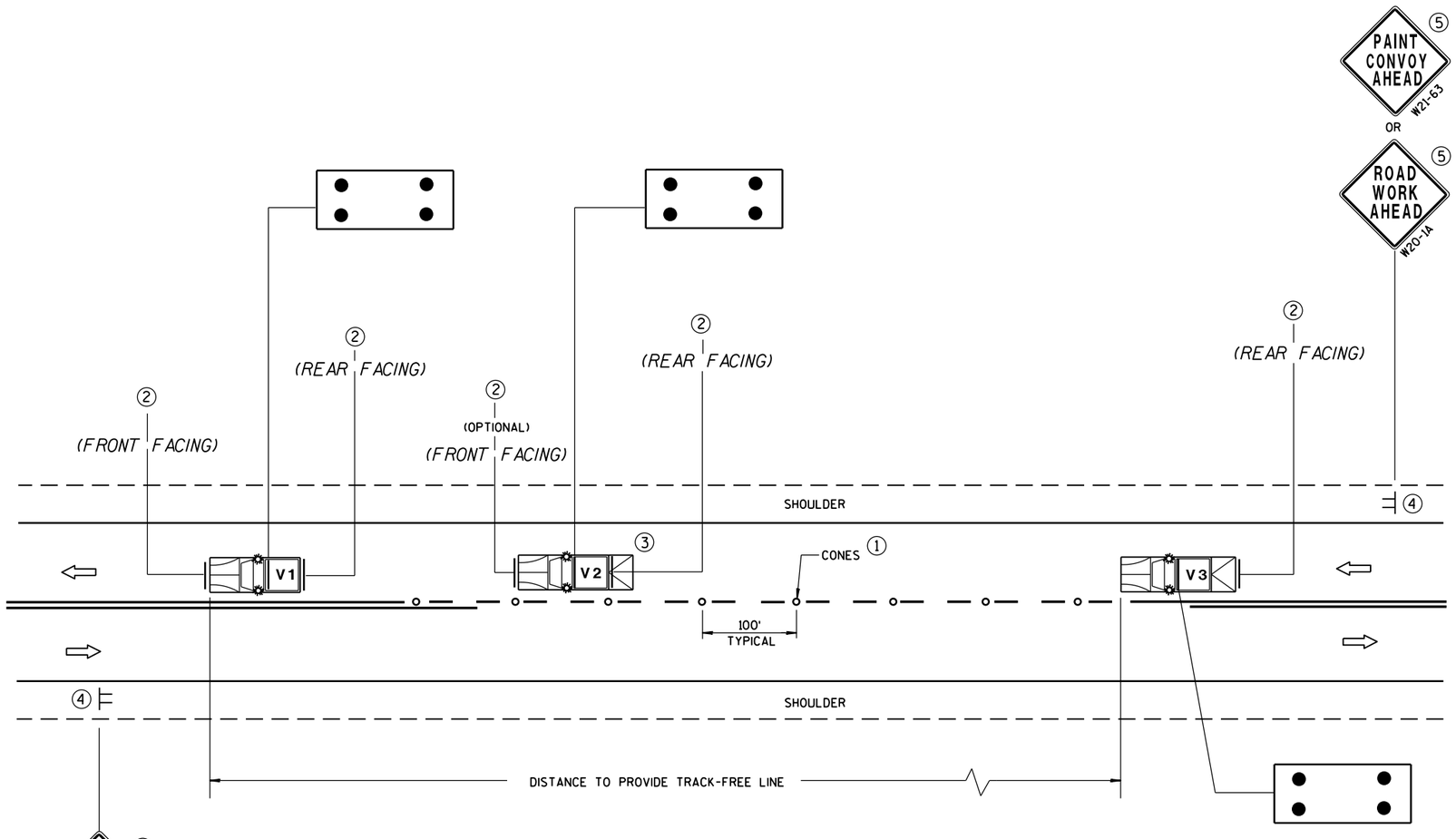
APPROVED

2-5-09 DATE

/S/ Thomas N. Nothohm
STATE TRAFFIC ENGINEER

484 IGN

FHWA



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
⊨	SIGN ON TEMPORARY SUPPORT
⇨	DIRECTION OF TRAFFIC
○	CONES
⁘	FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE
FHWA

6

S.D.D. 15 C 19-4a

6

S.D.D. 15 C 19-4a

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

(2) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

SYMBOLS

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

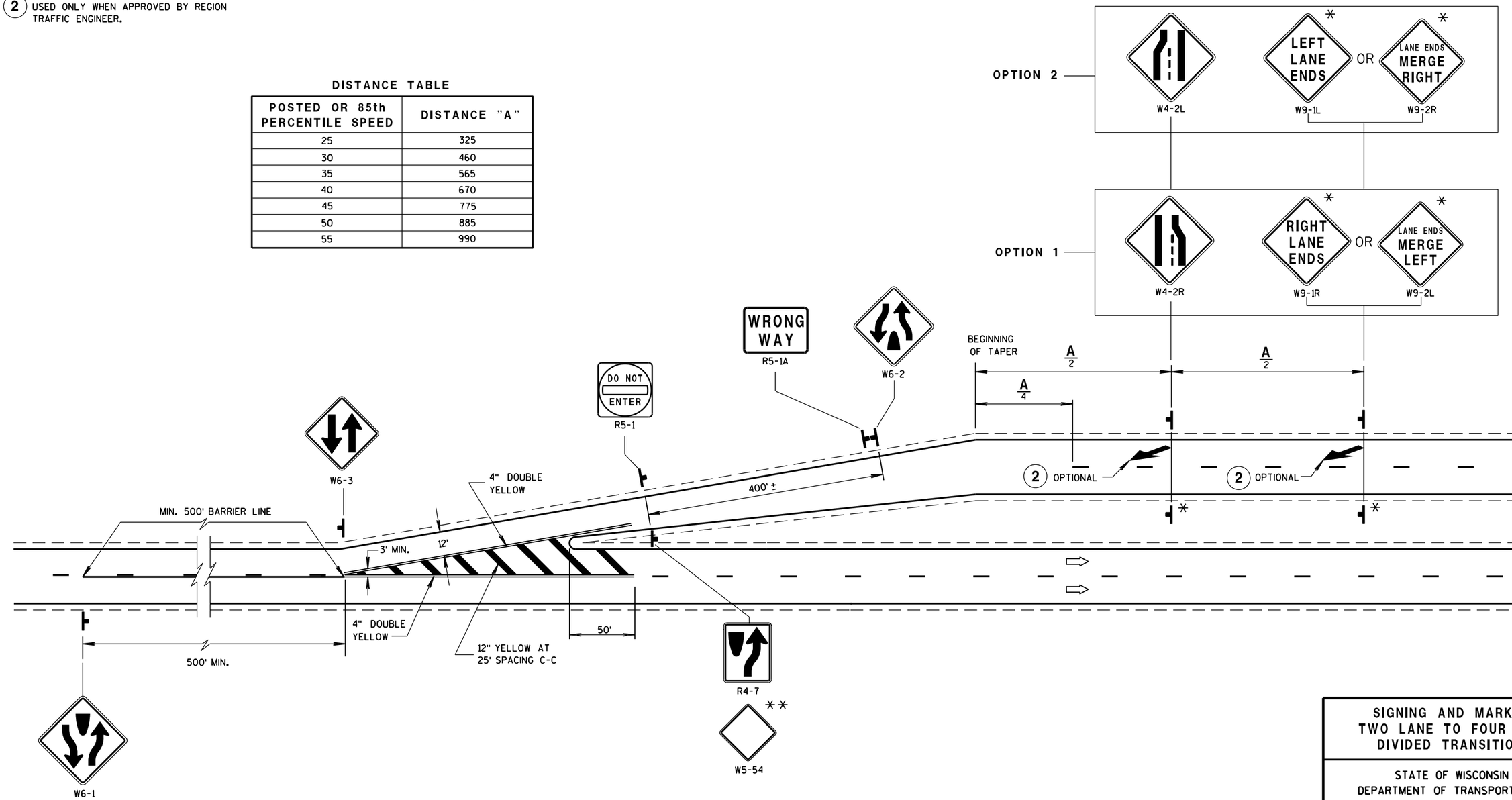
** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990



SIGNING AND MARKING TWO LANE TO FOUR LANE DIVIDED TRANSITIONS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
4-18-2016 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MARI IEER
FHWA	

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S.D.D. 15 C 21-7

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.

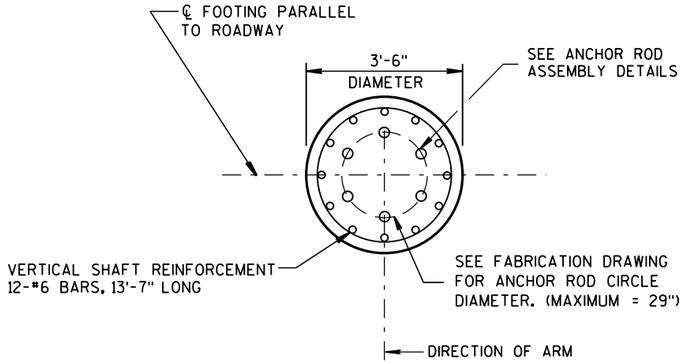
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

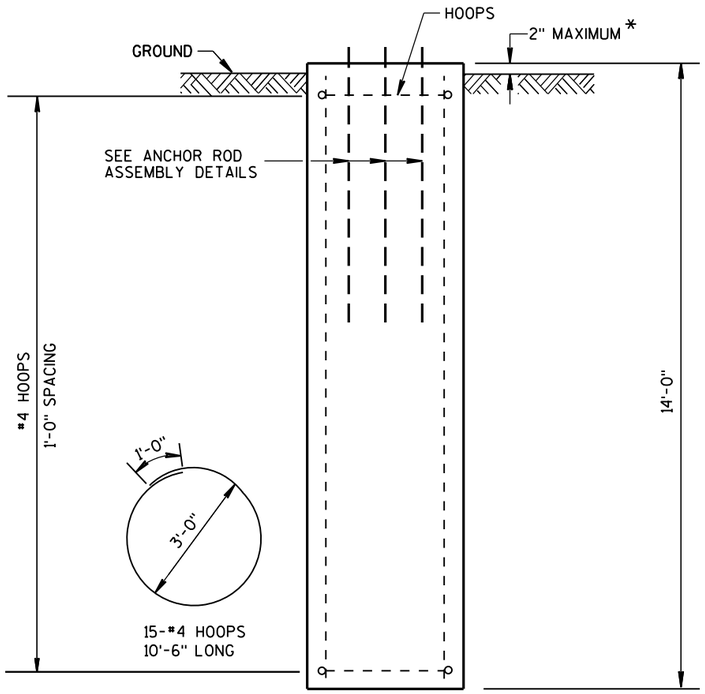
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

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).

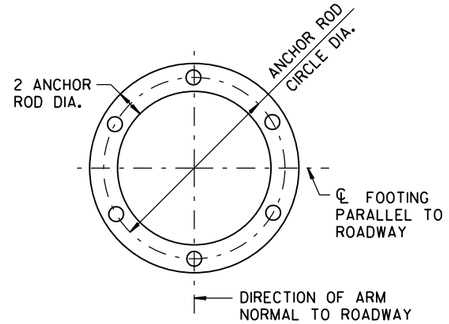


PLAN VIEW

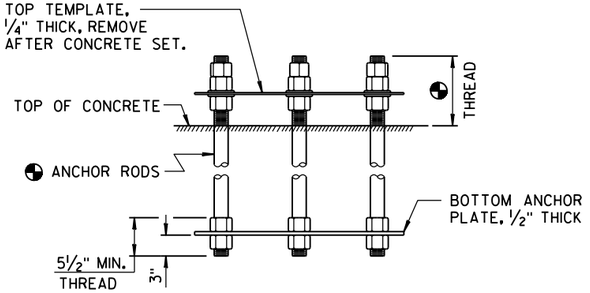


ELEVATION VIEW

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.



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.

CONCRETE - 5.0 C.Y. PER FOOTING
H.S. REINFORCEMENT - 350 LBS. PER FOOTING

42" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STR PROGRAM LEA
FHWA

6

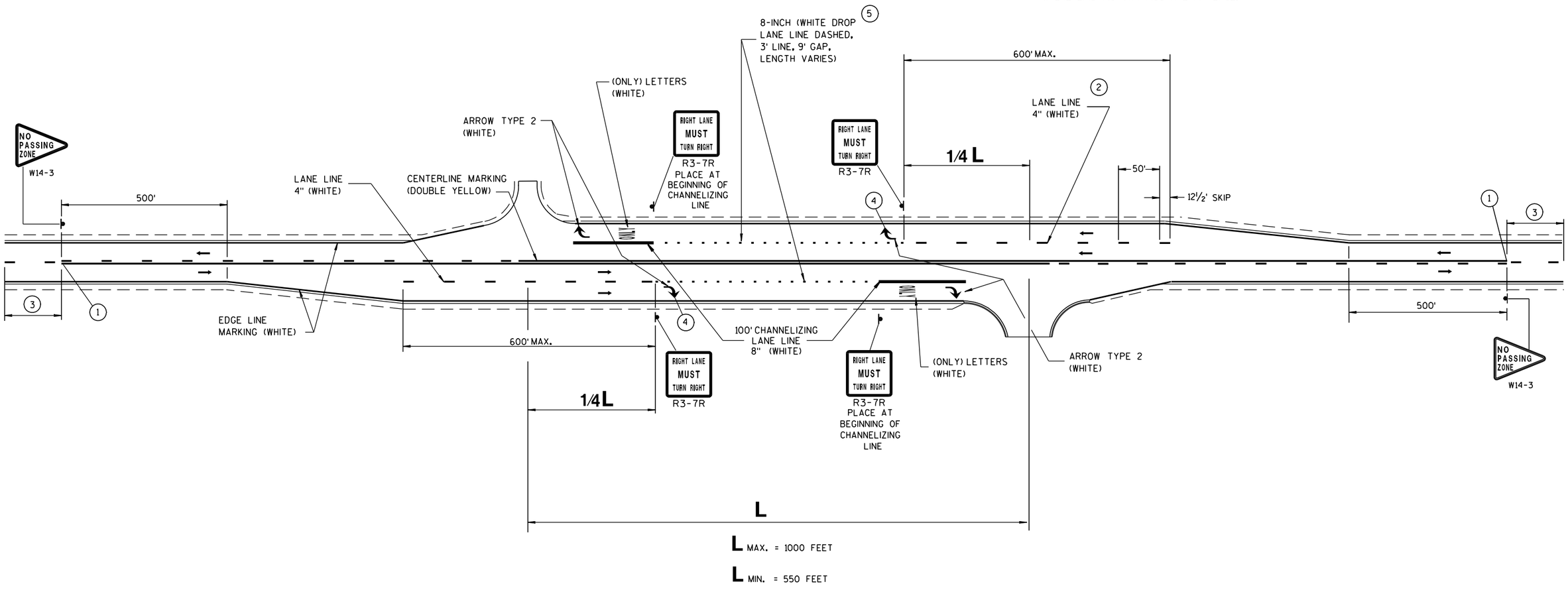
S.D.D. 15 C 25-4

6

S.D.D. 15 C 25-4

GENERAL NOTES

1. BARRIER LINE STARTS AT 500 FEET PRIOR TO THE BYPASS TAPER.
2. PLACE R3-7R SIGNS AT BEGINNING OF WHITE DROP LANE LINE DASHED AND WHITE CHANNEL LINE.
3. IF THE DISTANCE BETWEEN TWO SUCCESSIVE NO PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE TWO ZONES.
4. REQUIRED ONLY WHEN SPECIFIED IN THE PLANS.
5. 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.



LEGEND

⇄ DIRECTION OF TRAFFIC

SIGNING AND MARKING FOR COMBINATION RIGHT TURN AND BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

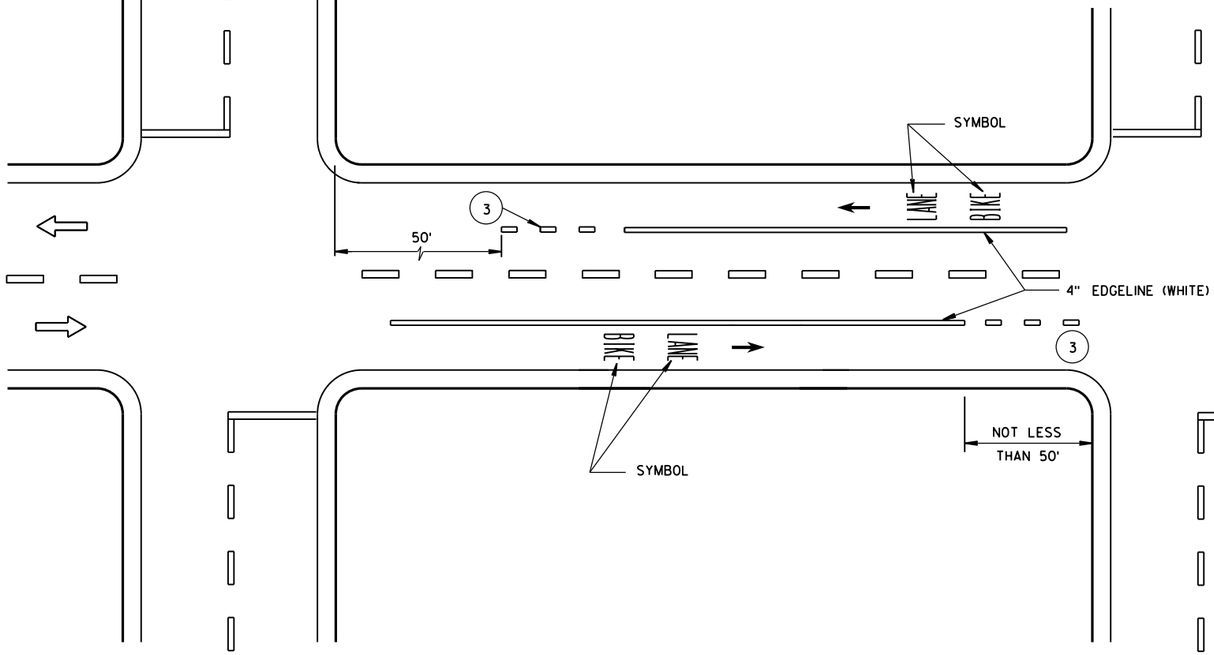
5-13-10 DATE

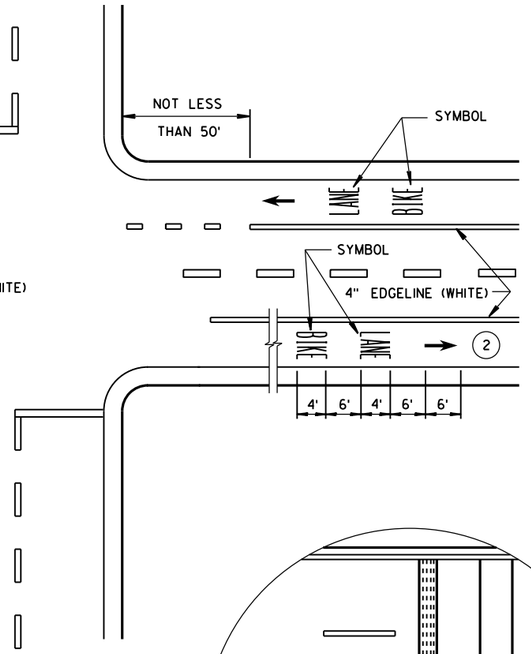
/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 15 C 28-2



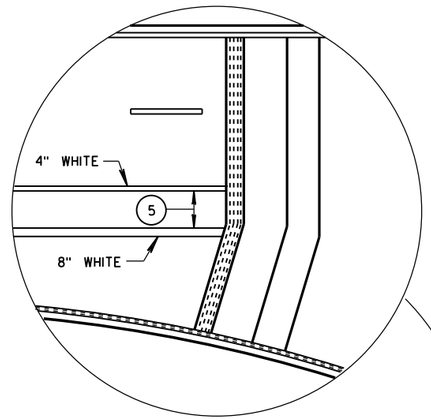


DESIGNATED BICYCLE LANE
NO PARKING

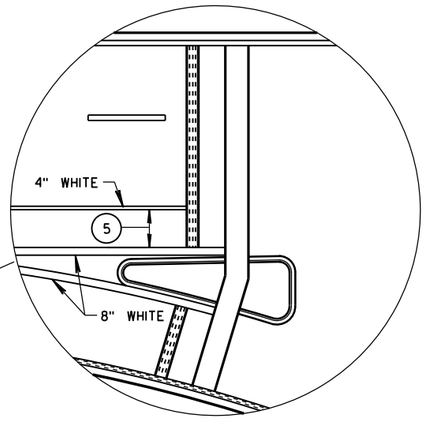
GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3'LINE, 9'GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMODATION FOR CONCRETE PAVEMENT IS 5 FEET WIDE. BIKE ACCOMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4 FEET. USE 5 FEET AT ≥45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FEET WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

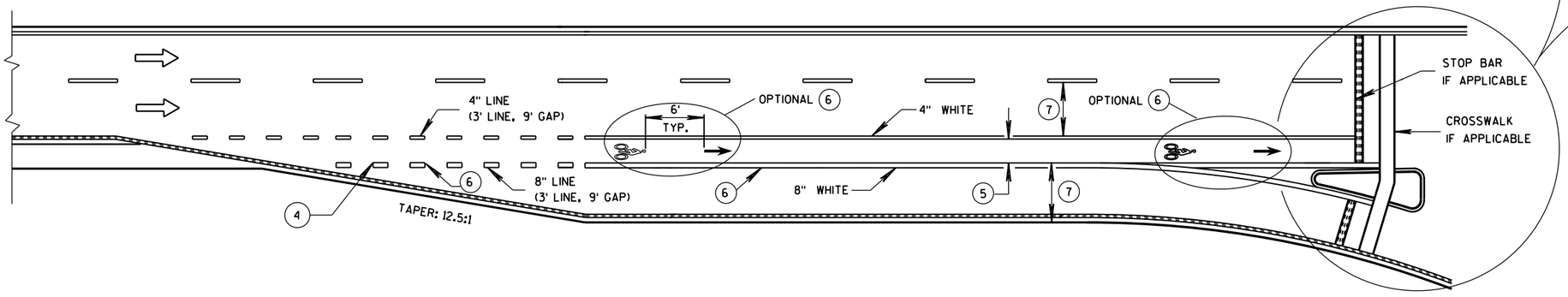
⇨ DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

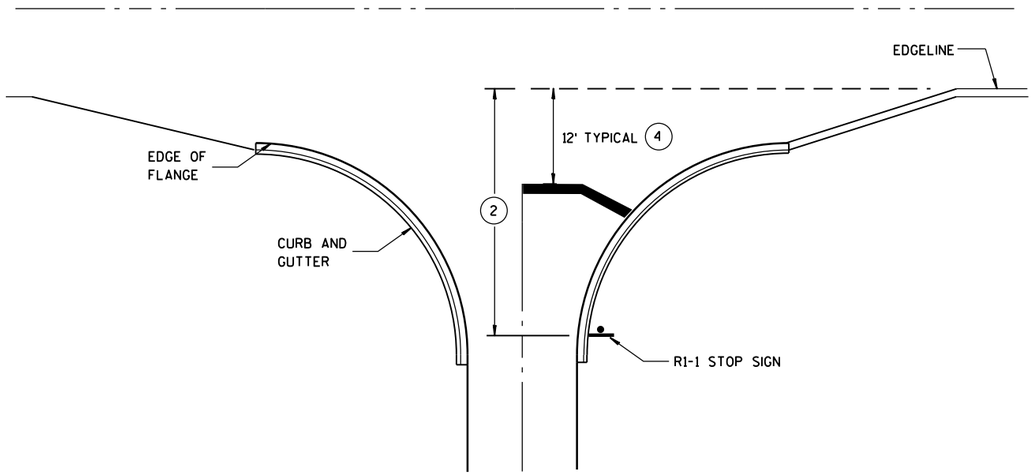
APPROVED
12-2016 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR NEER
FHWA

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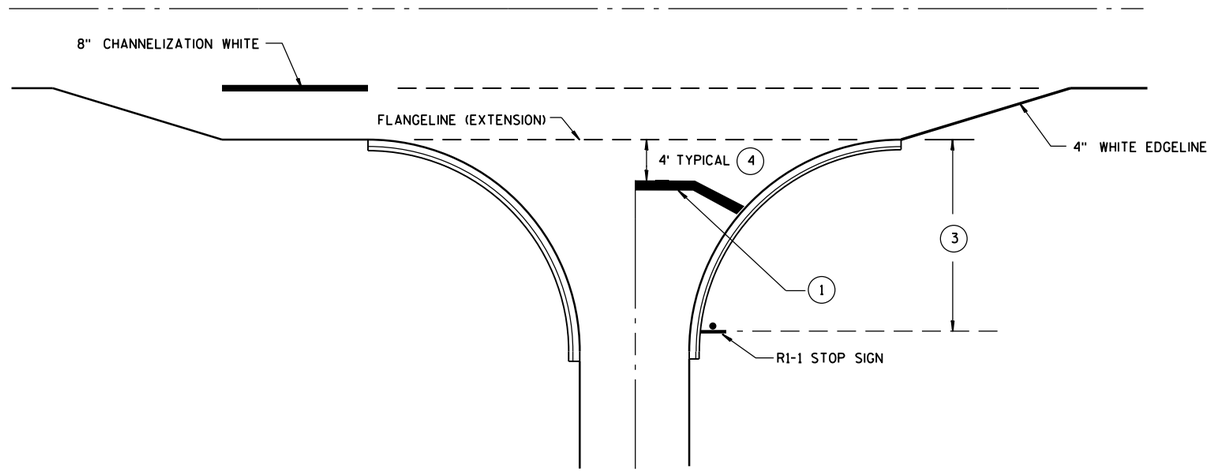
S.D.D. 15 C 29-5a

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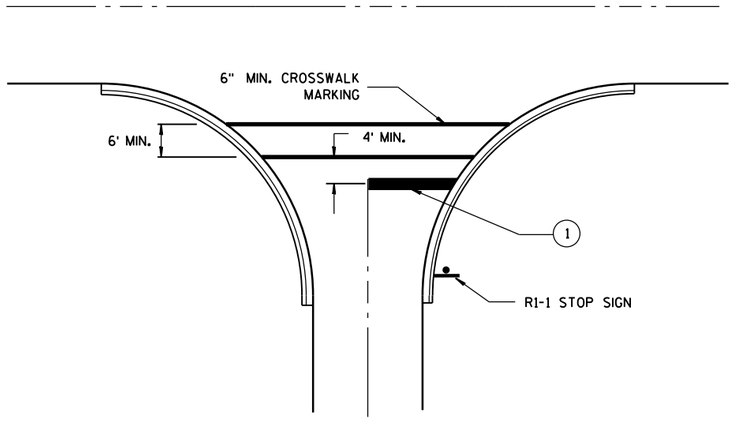
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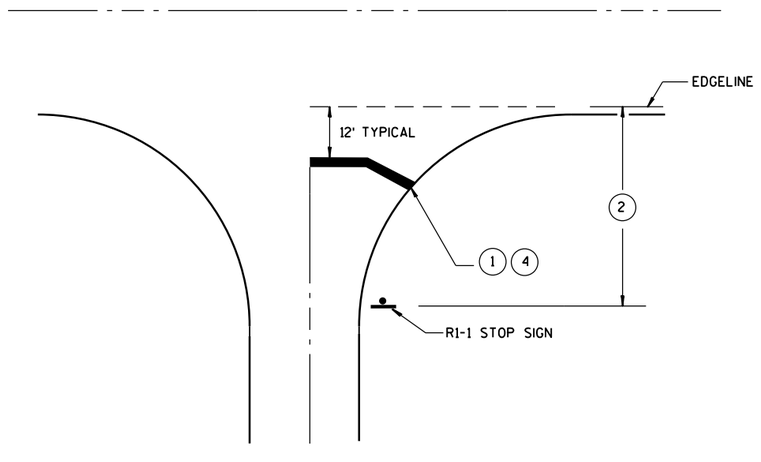
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

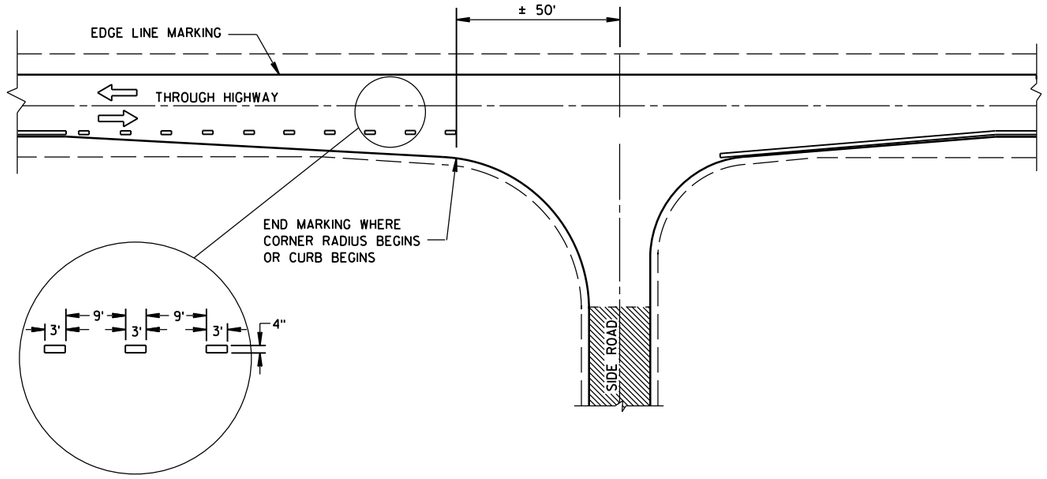
APPROVED

4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 490 NEER

FHWA

6
S.D.D. 15 C 33-2



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

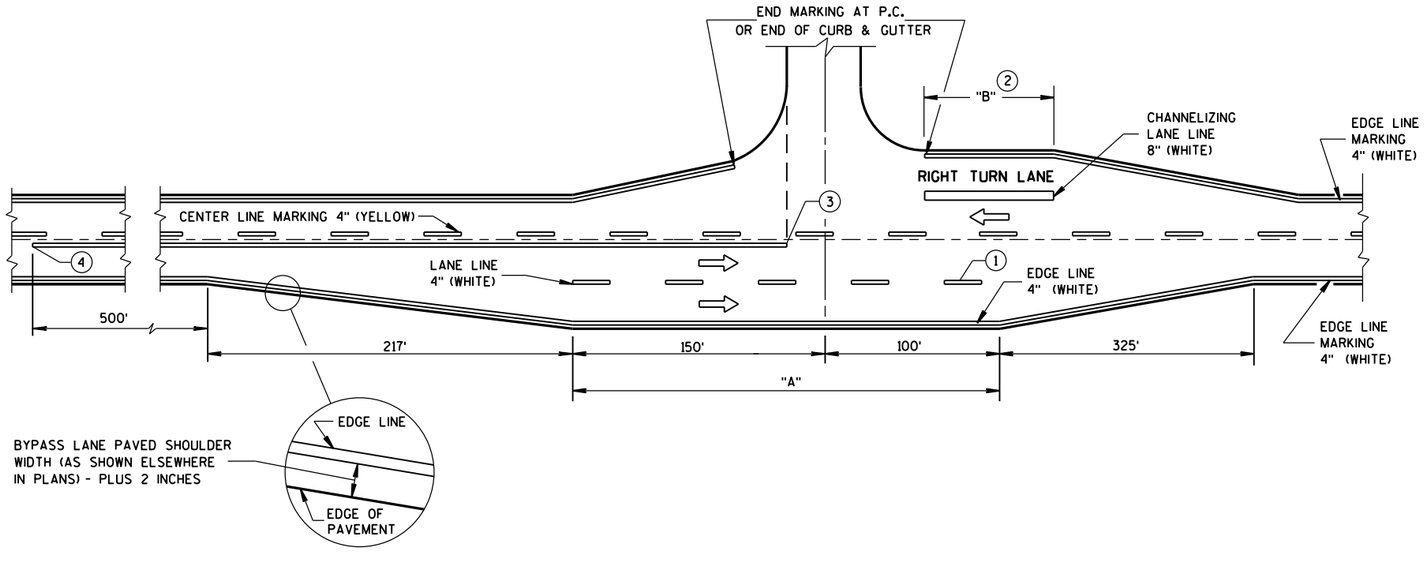
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

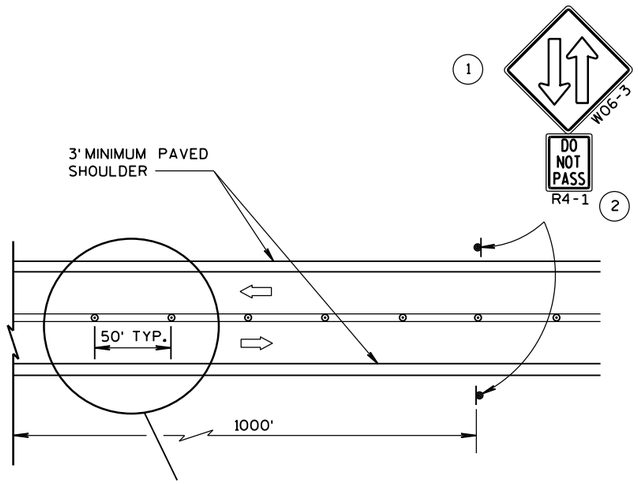
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

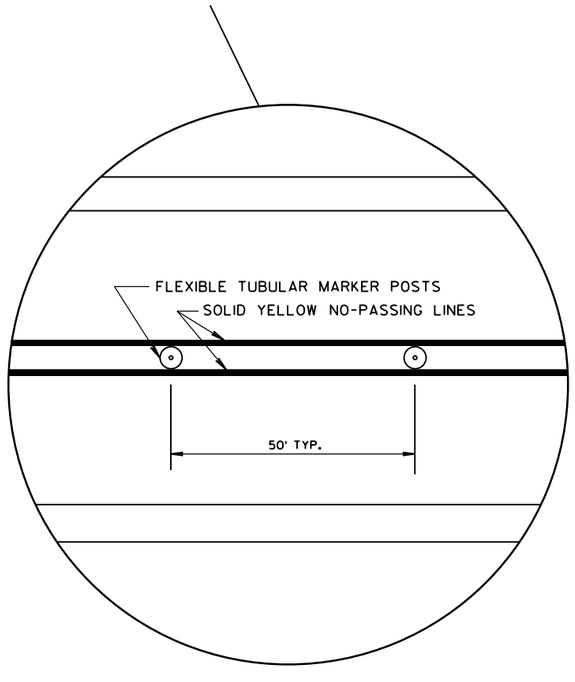
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 C 35-1a



TWO LANE, TWO WAY OPERATION



GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.



THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 DATE
/S/ Travis Feltes STATE TRAFFIC ENGINEER
SIGN
FHWA

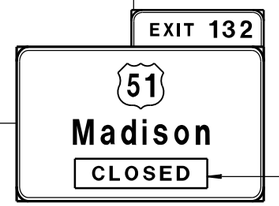
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S.D.D. 15 D 6-3



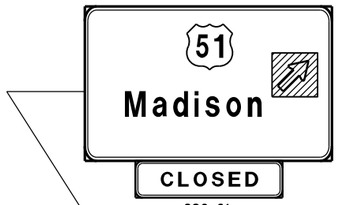
G20-60
108"x24"

OR



G20-60
108"x24"

PLACE SIGN G20-60 OVER MILEAGE
ON EXISTING E1-1A SIGN



COVER ARROW ON
EXISTING E4-1A
SIGN (COVERING
SIGNS TYPE I)

G20-61
120"x30"

TEMPORARY PAVEMENT MARKING
4" REMOVABLE TAPE, WHITE
(ACROSS THE RAMP OPENING)

END
ROAD WORK
*G20-2A
48"x24"

25' TYP.

100' MIN.

200'

EDGE OF SHOULDER

COVER EXISTING
EXIT SIGN

ROAD
WORK
AHEAD
*W20-1A

RAMP
CLOSED
AHEAD
W20-53A

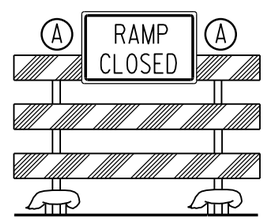
RAMP
CLOSED
1000 FT
W20-53C

1500'

1500'

1000'

R11-2R
48" X 30"
MOUNTED ON
TYPE III BARRICADE



RAMP WILL
BE CLOSED
(TIME)
BEGINNING
(DATE)

**R11-51
48"X48"
(OR SPECIAL SIGN IF INDICATED IN PLAN)

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

* W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

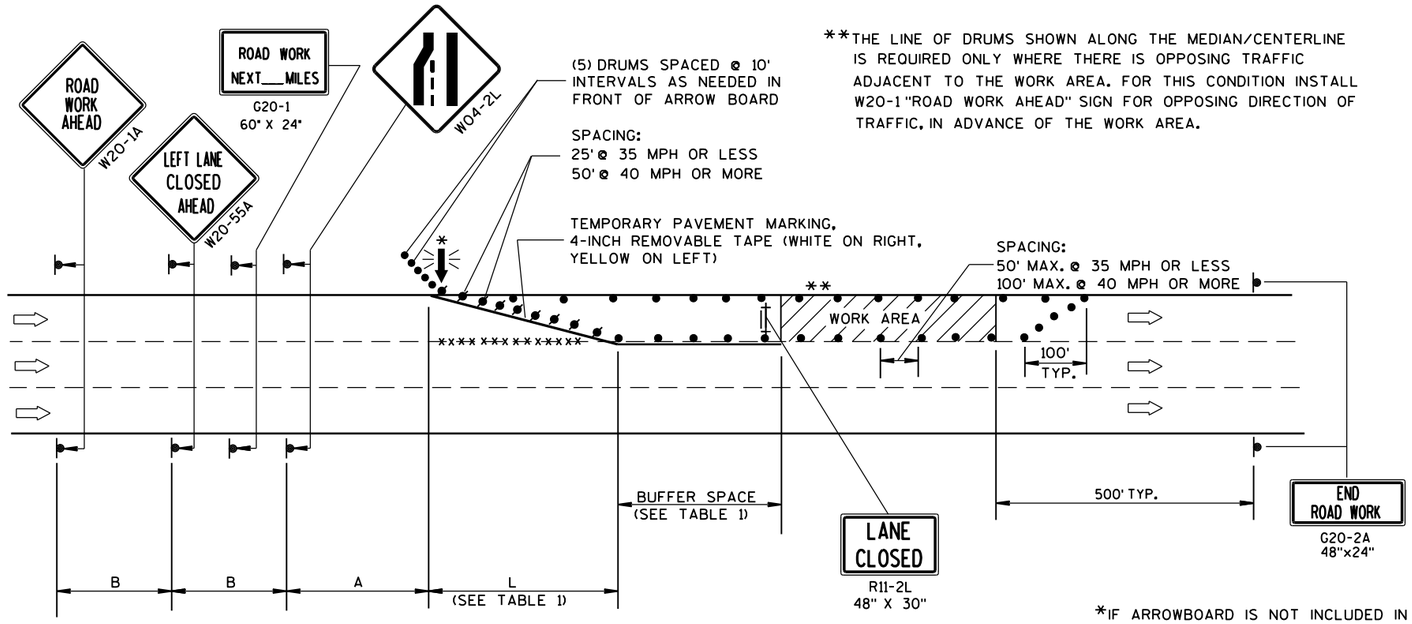
APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGII — FIC
FHWA

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S.D.D. 15 D 16-3

6

S.D.D. 15 D 16-3



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

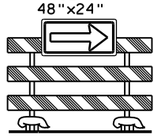


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

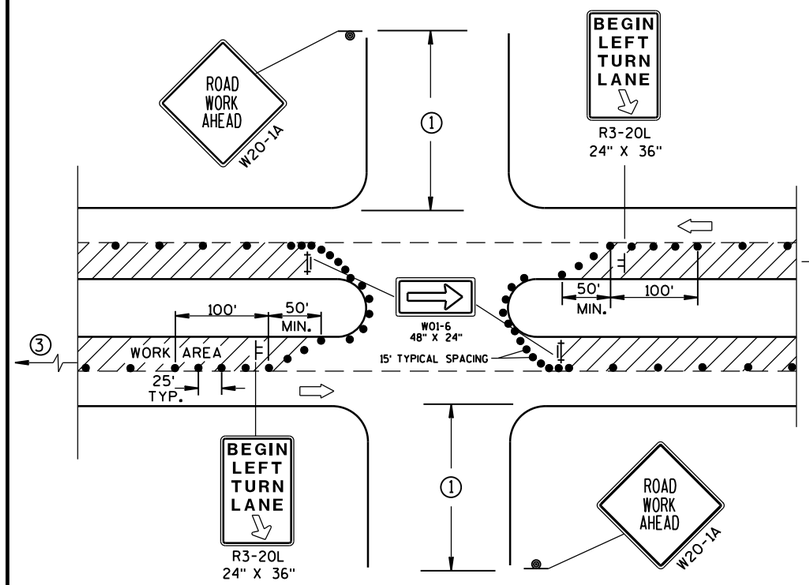
TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

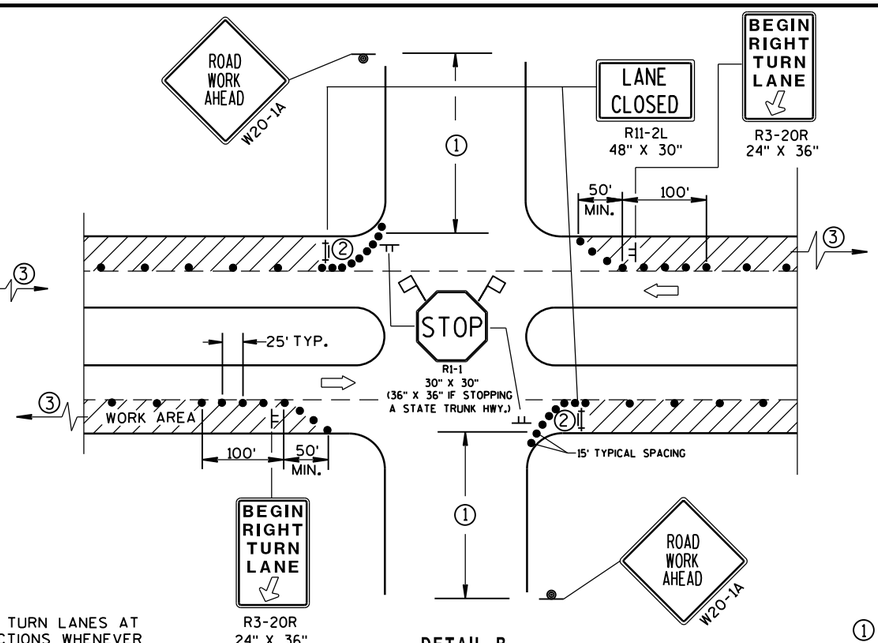
S.D.D. 15 D 20-4



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

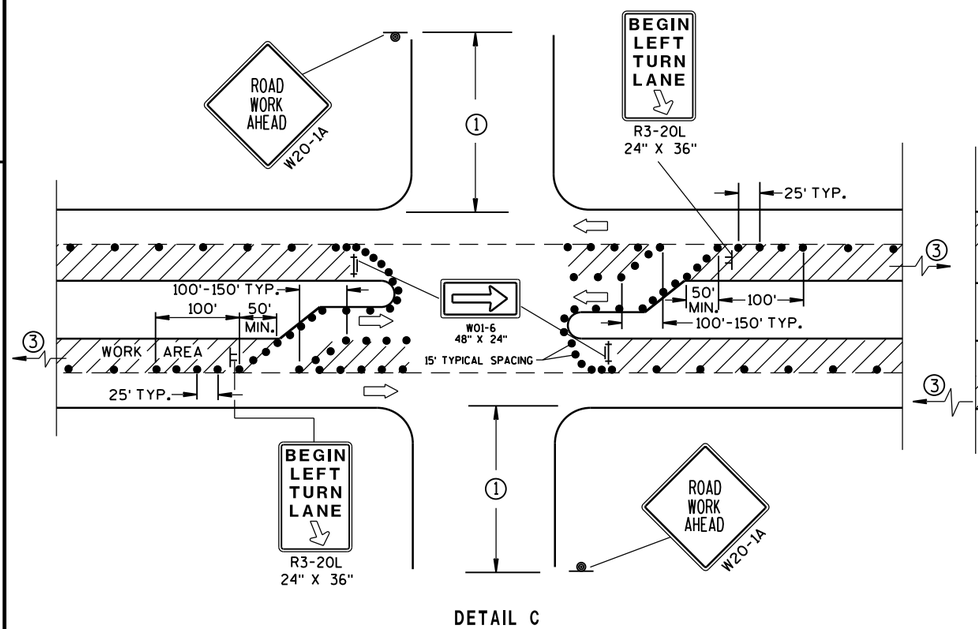
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

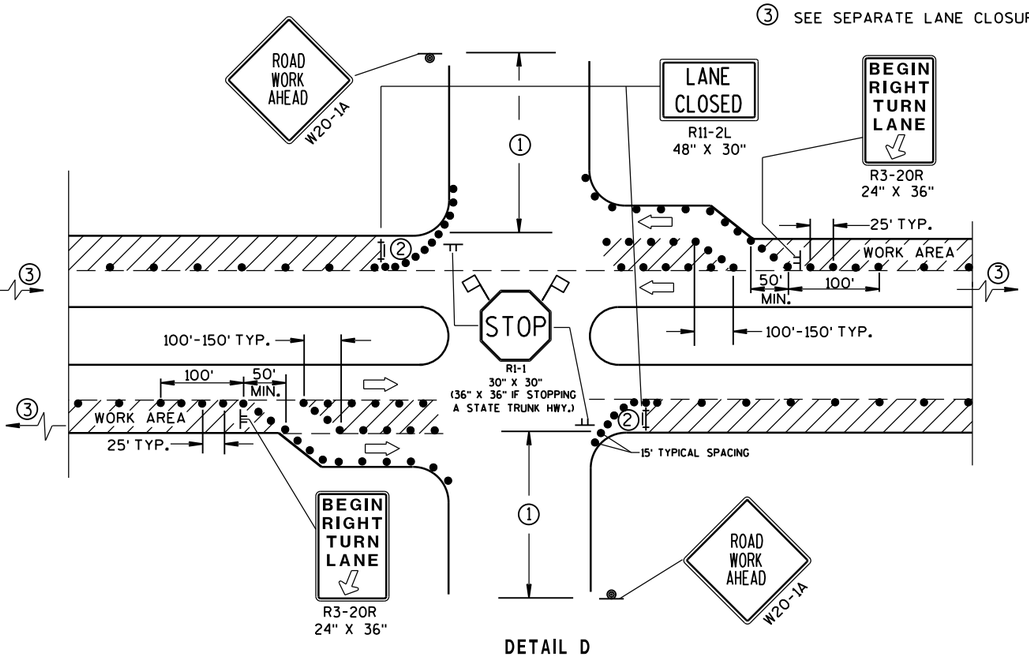
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Anakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

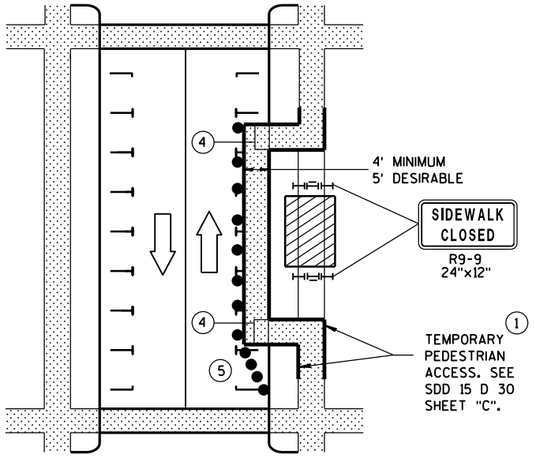
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S.D.D. 15 D 21-4

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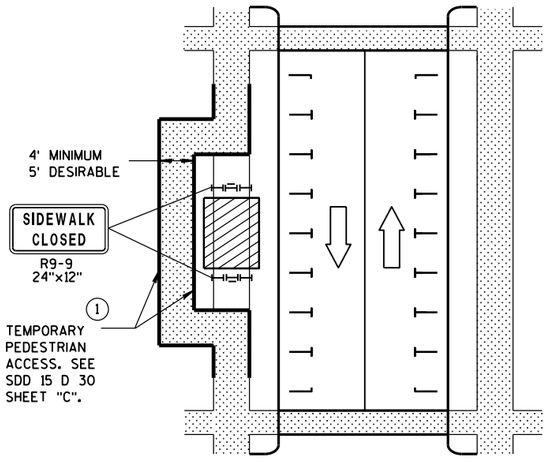
S.D.D. 15 D 21-4

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

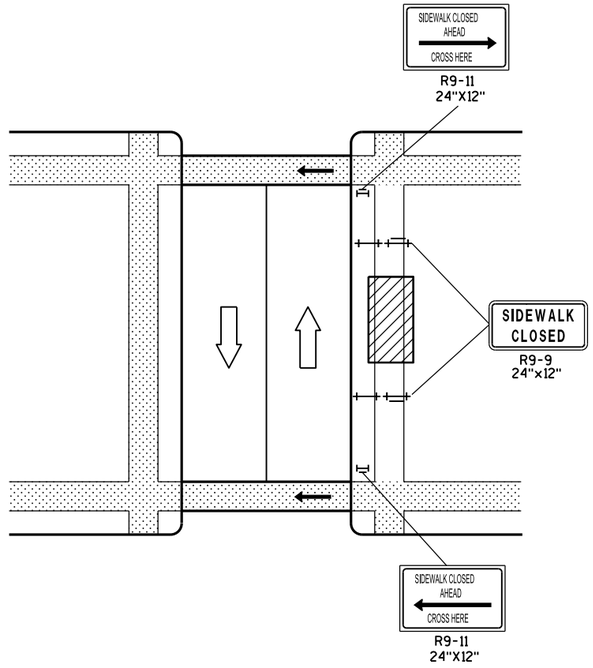


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

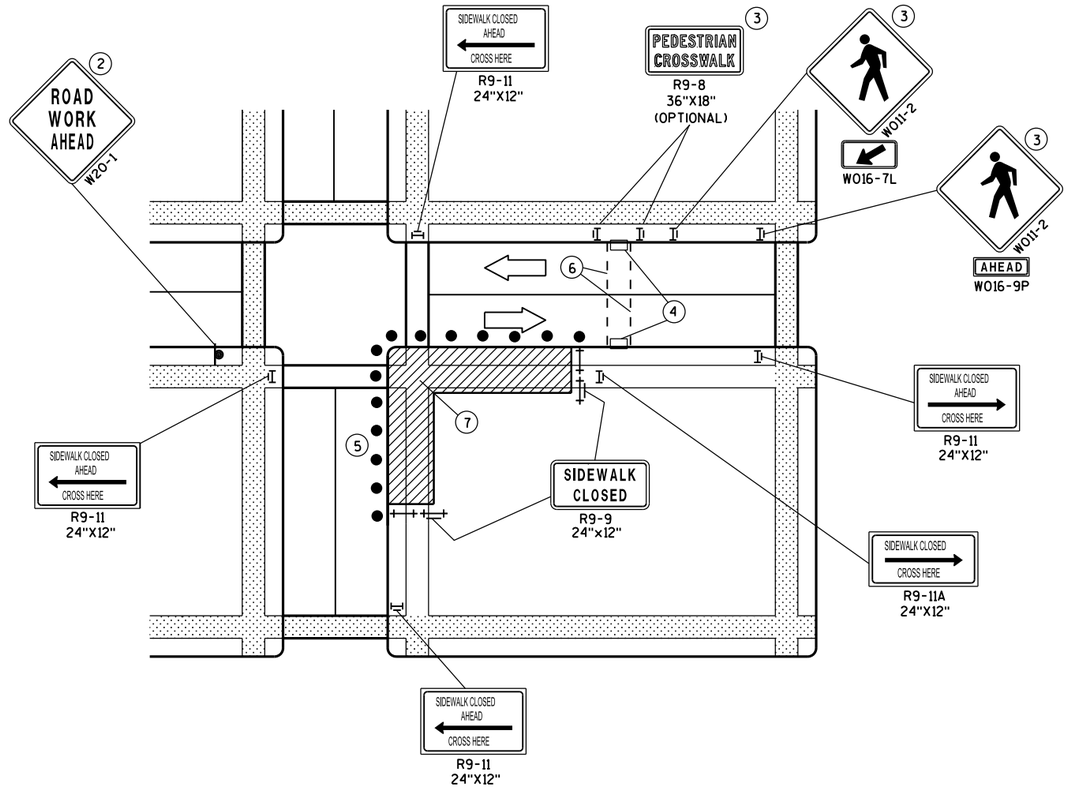
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

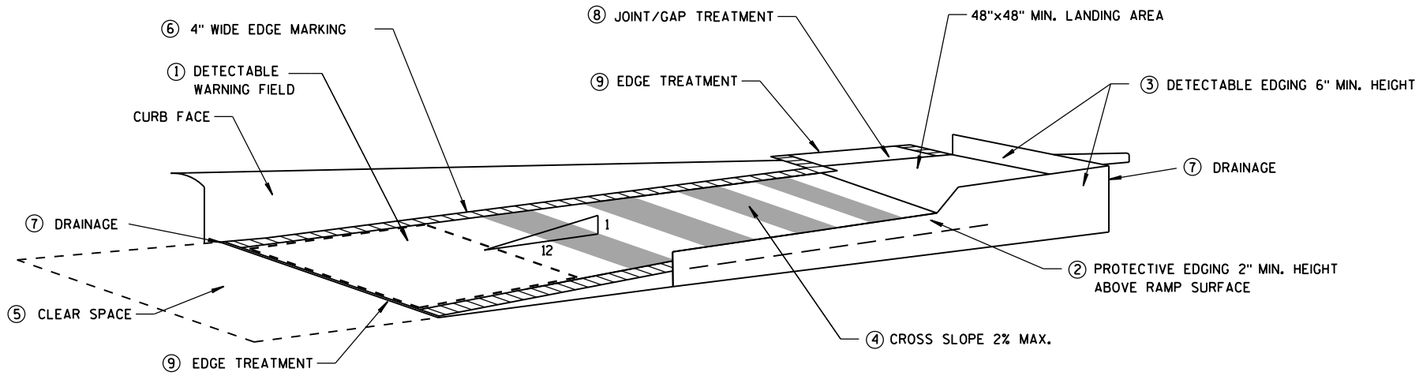
- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 30-3a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

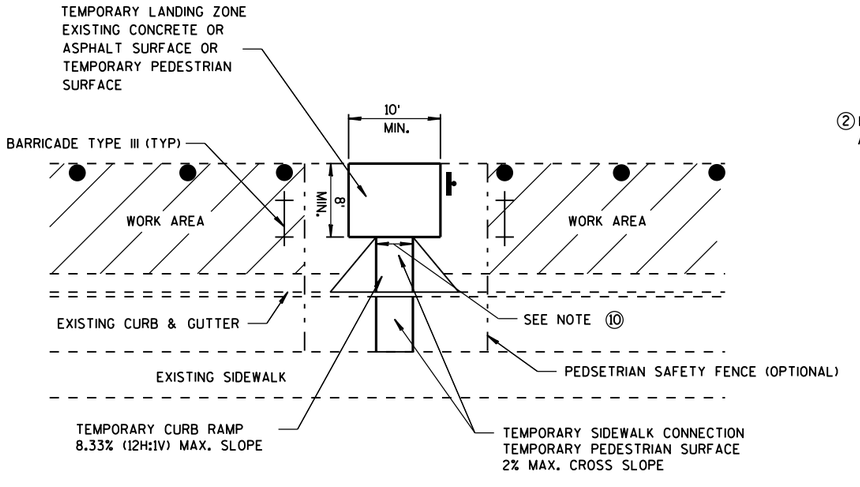
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

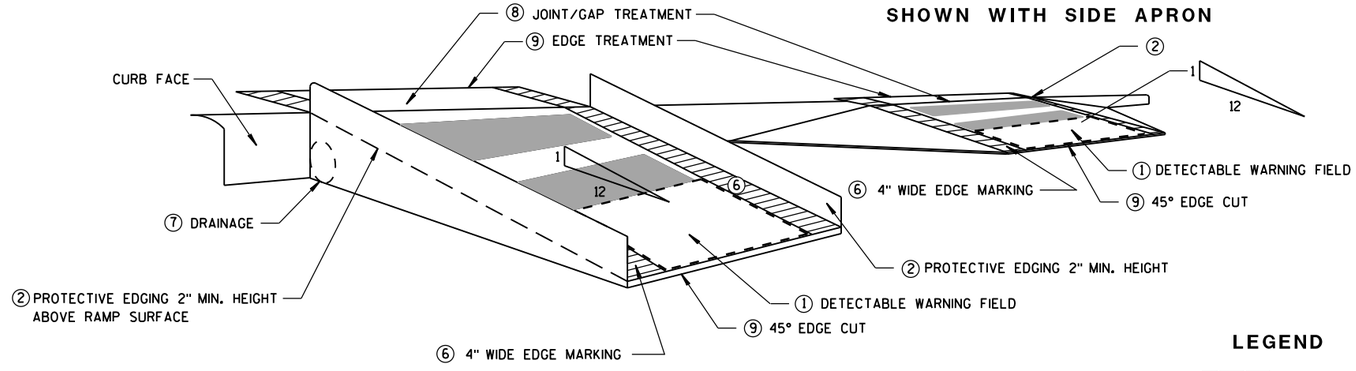
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH SIDE APRON

SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

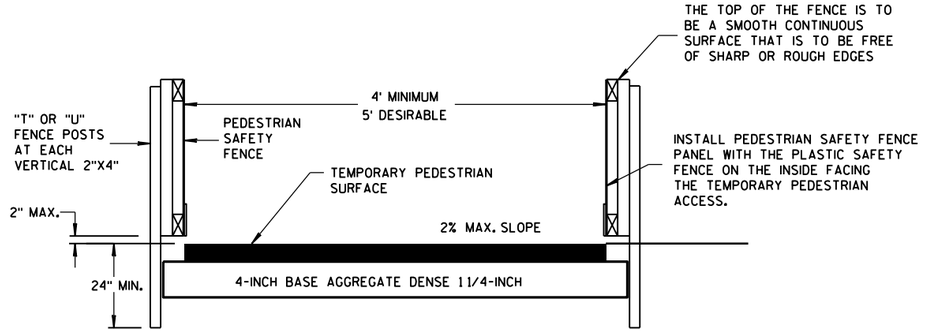
FHWA

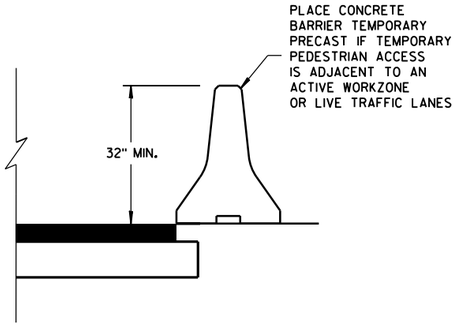
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S.D.D. 15 D 30-3b

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S.D.D. 15 D 30-3b

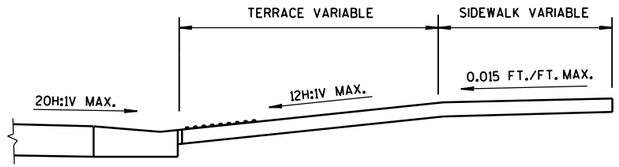




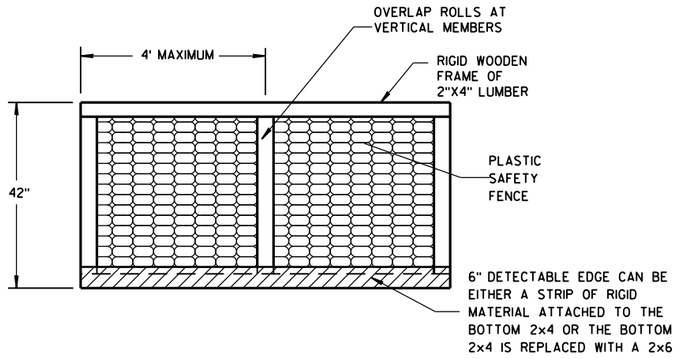
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

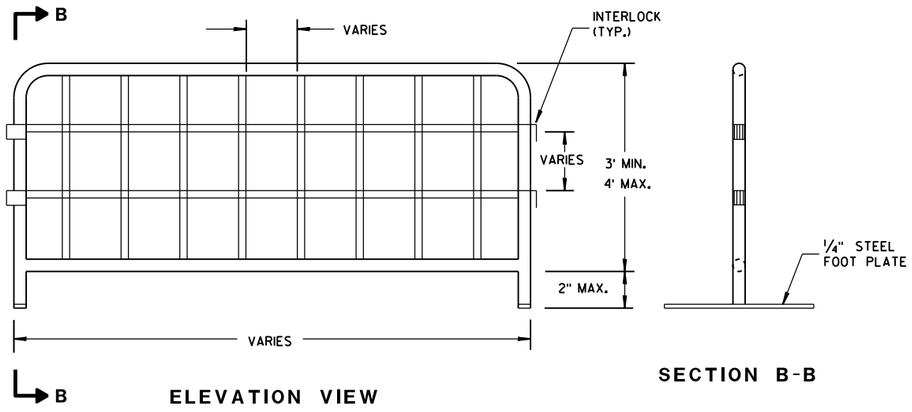
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



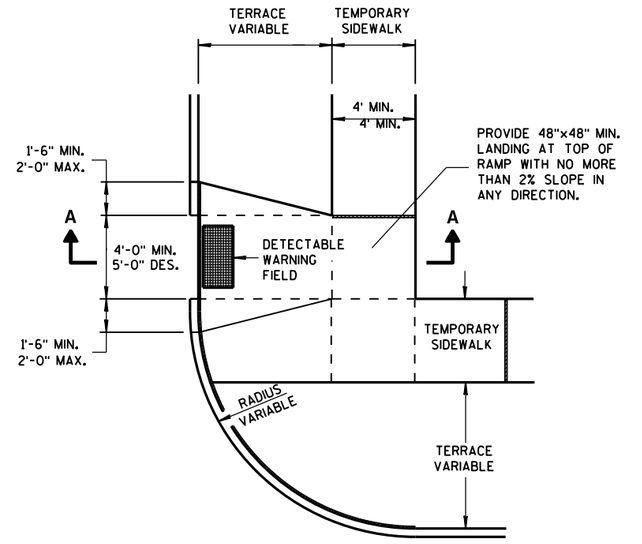
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

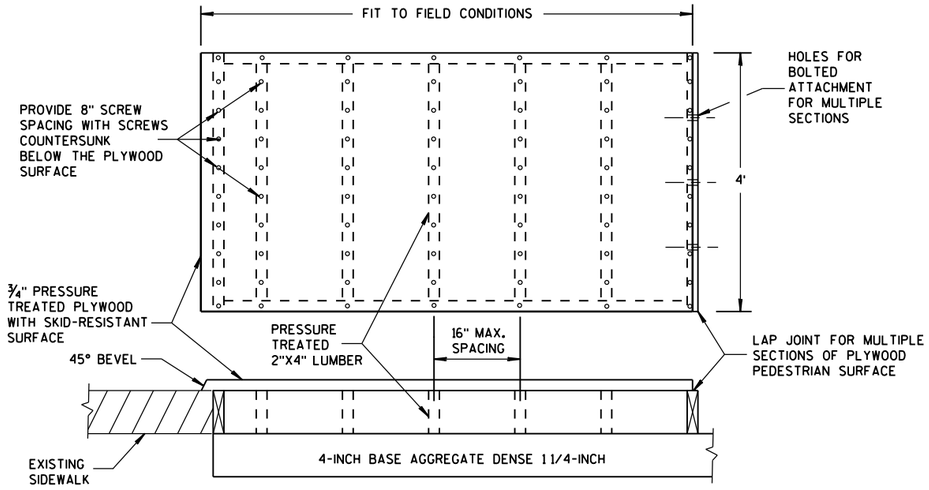
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



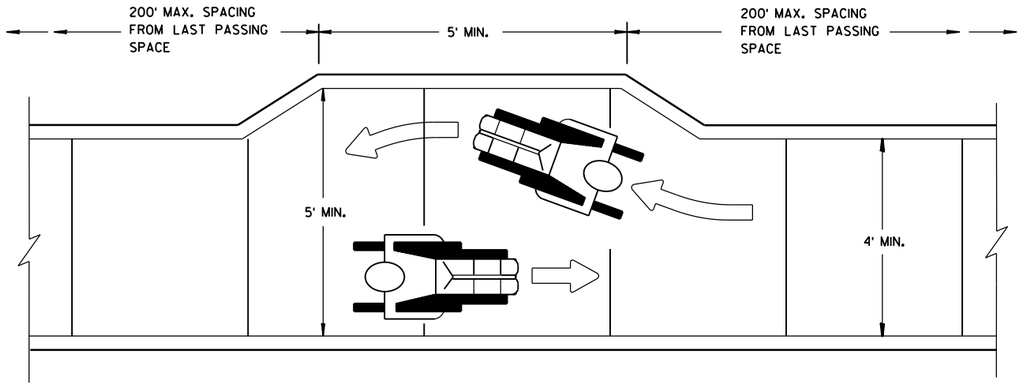
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

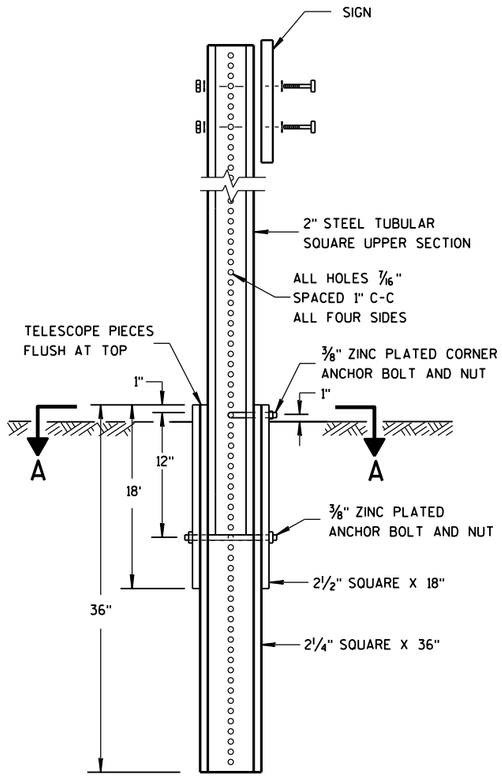
APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON IC
SAFETY ENGIN
FHWA

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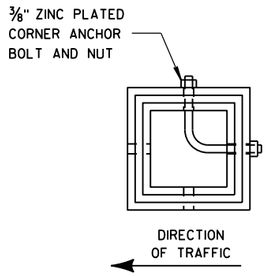
S.D.D. 15 D 30-3c

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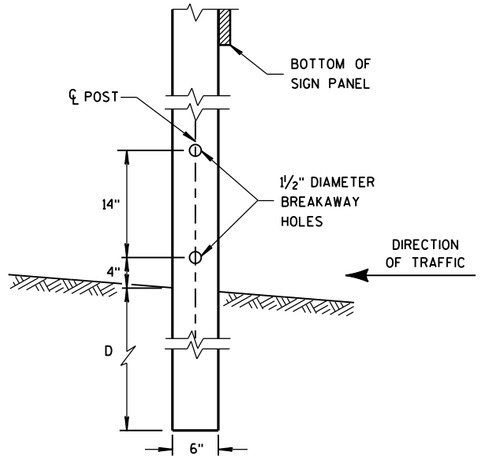
S.D.D. 15 D 30-3c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



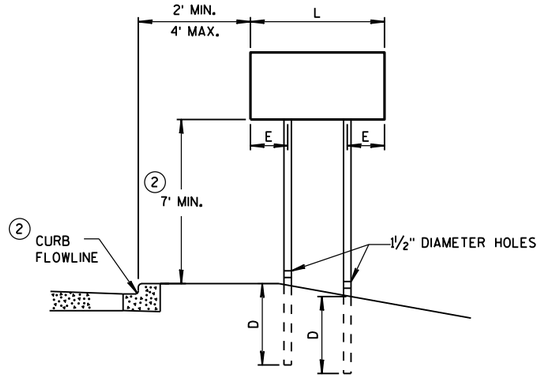
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

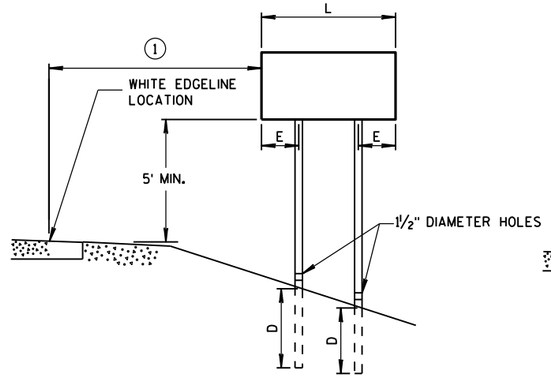
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

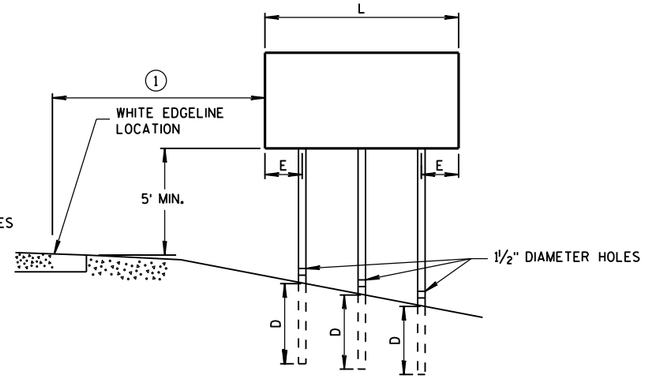
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

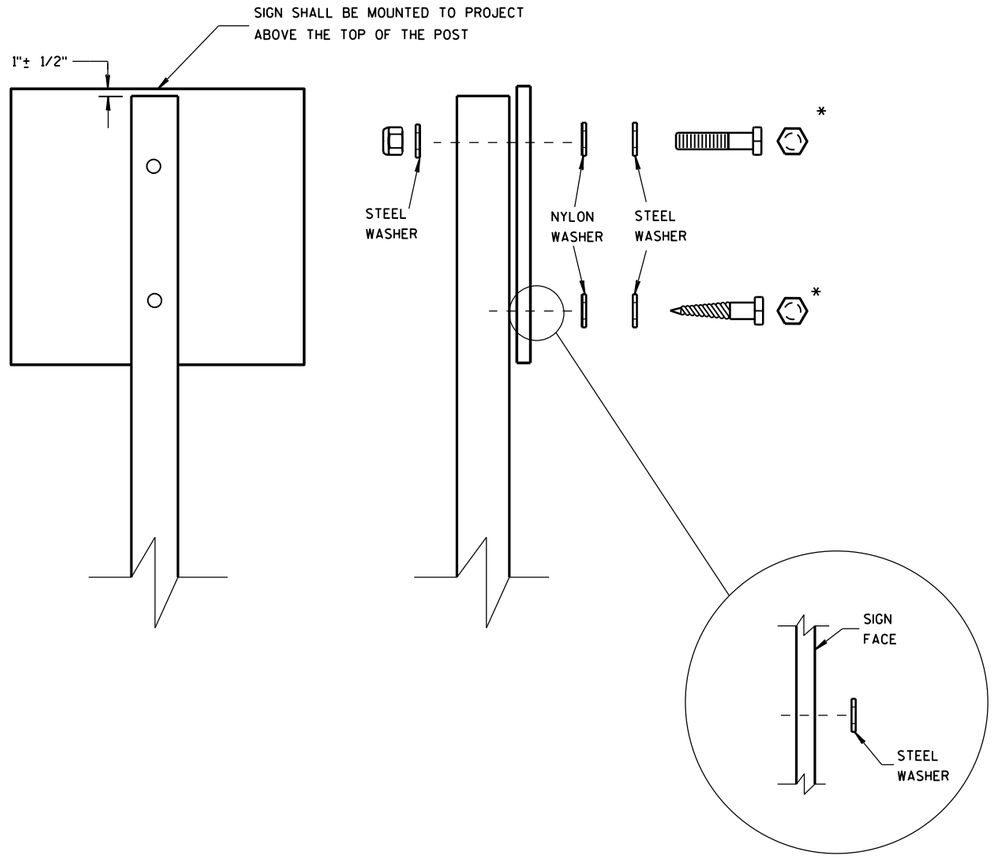
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

STATE OF WISCONSIN DEPARTMENT OF TRANSPO

6

S.D.D. 15 D 38-1a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-1b

S.D.D. 15 D 38-1b

ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

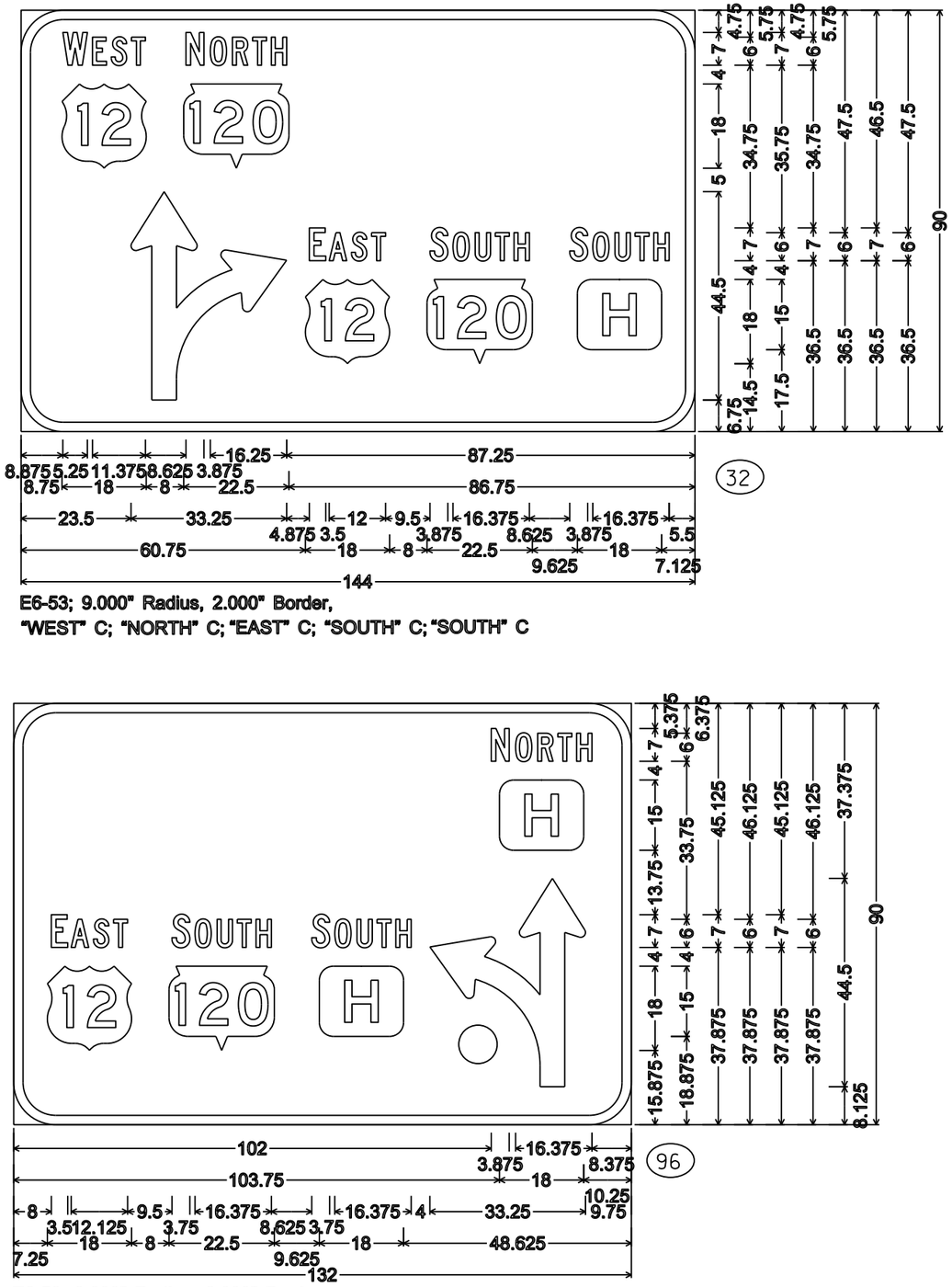
APPROVED

Feb. 2015 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

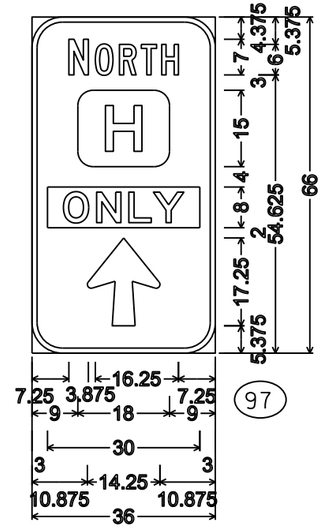
SIGN



E6-53; 9.000" Radius, 2.000" Border,
"WEST" C; "NORTH" C; "EAST" C; "SOUTH" C; "SOUTH" C

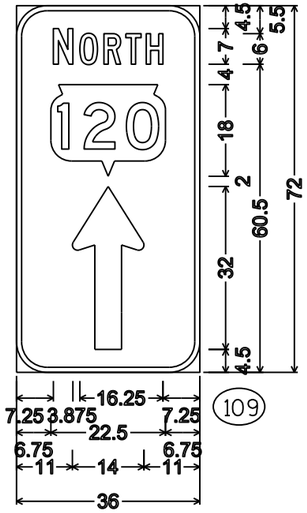
NOTES

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



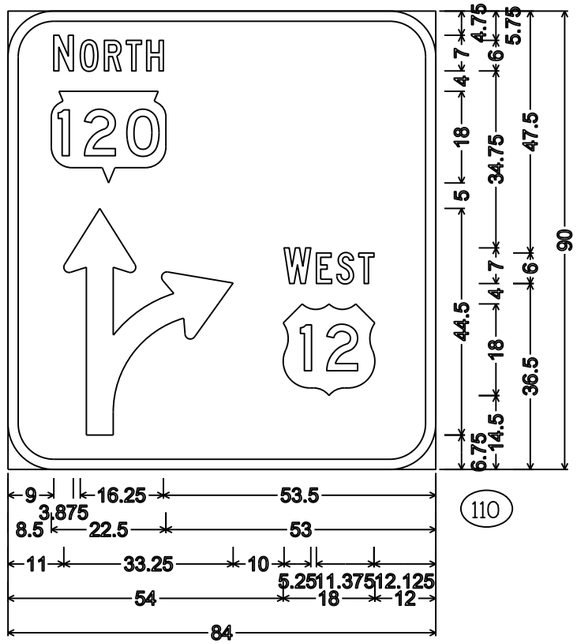
D16-1;
6.000" Radius, 1.000" Border,
"NORTH" C;
Rectangle Fluorescent yellow

No border, Fluorescent yellow;
"ONLY" Black E

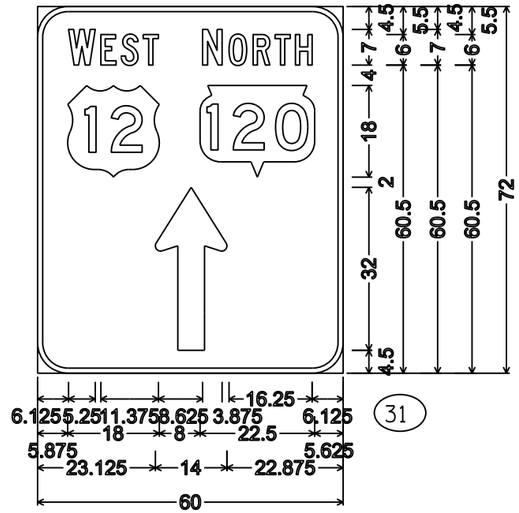


E6-54A;
6.000" Radius, 1.000" Border,
"NORTH" C

E6-52; 9.000" Radius, 2.000" Border,
"NORTH" C; "EAST" C; "SOUTH" C; "SOUTH" C



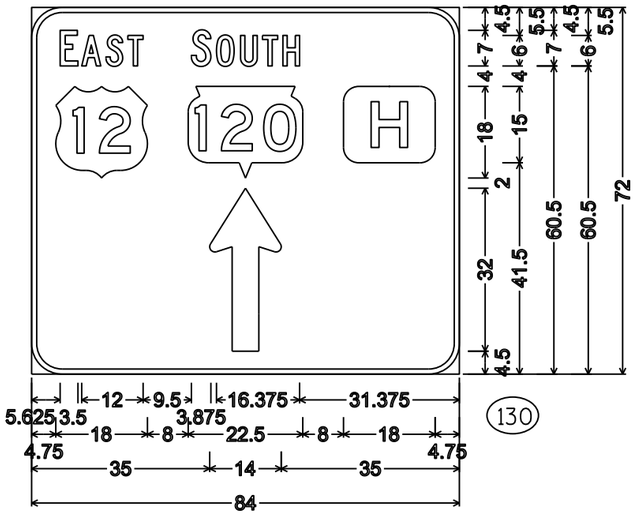
E6-53;
9.000" Radius, 2.000" Border,
"NORTH" C; "WEST" C



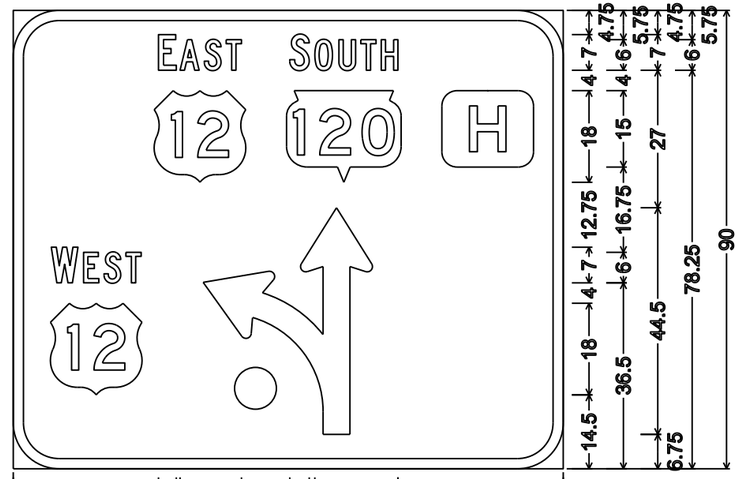
E6-54A;
6.000" Radius, 1.000" Border,
"WEST" C; "NORTH" C

NOTES

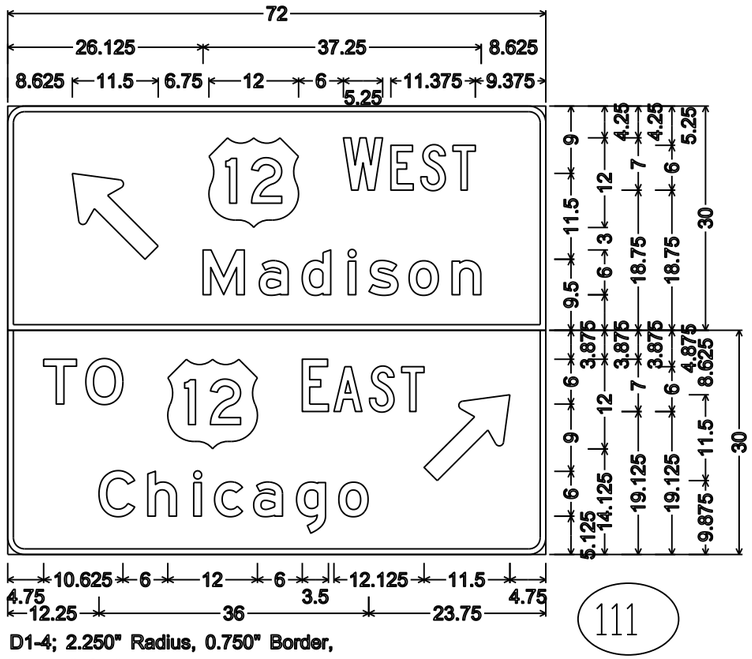
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



E6-54A;
6.000" Radius, 1.000" Border,
"EAST" C; "SOUTH" C



E6-52; 9.000" Radius, 2.000" Border,
"EAST" C; "SOUTH" C; "WEST" C



111

D1-4; 2.250" Radius, 0.750" Border,
"WEST" C; "Madison" E; "TO" E; "EAST" C; "Chicago" E

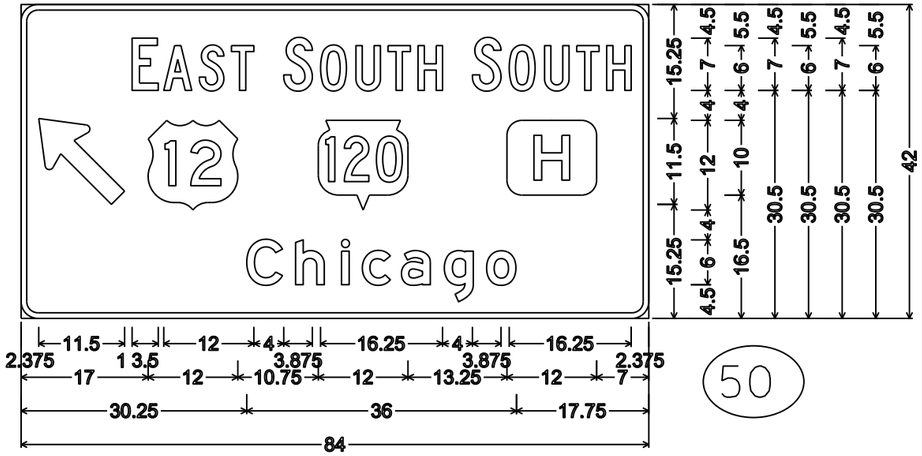


93

D1-1;
2.250" Radius, 0.750" Border

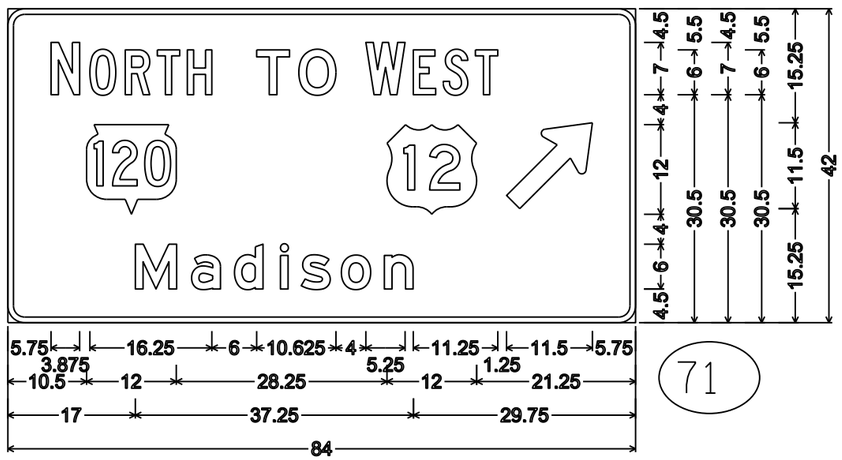
NOTES

1. Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



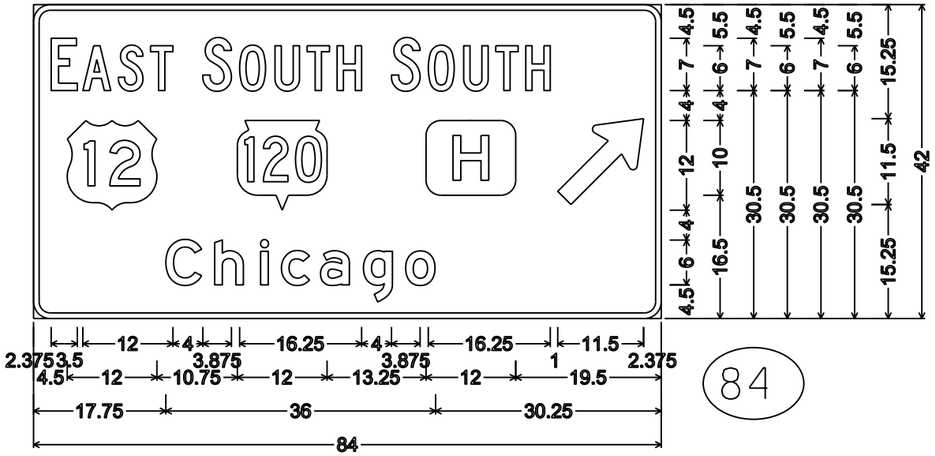
50

D1-4; 2.250" Radius, 0.750" Border,
"EAST" C; "SOUTH" C; "SOUTH" C; "Chicago" E



71

D1-3; 2.250" Radius, 0.750" Border, White on Green;
"NORTH" C; "TO" E; "WEST" C; "Madison" E;

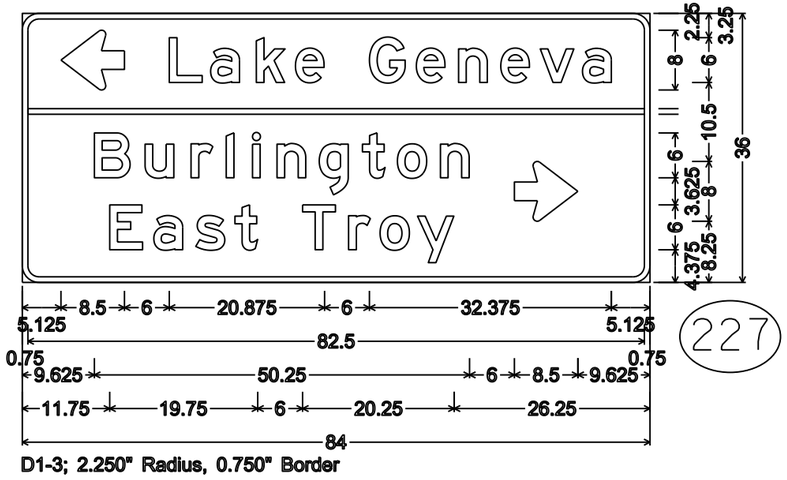


84

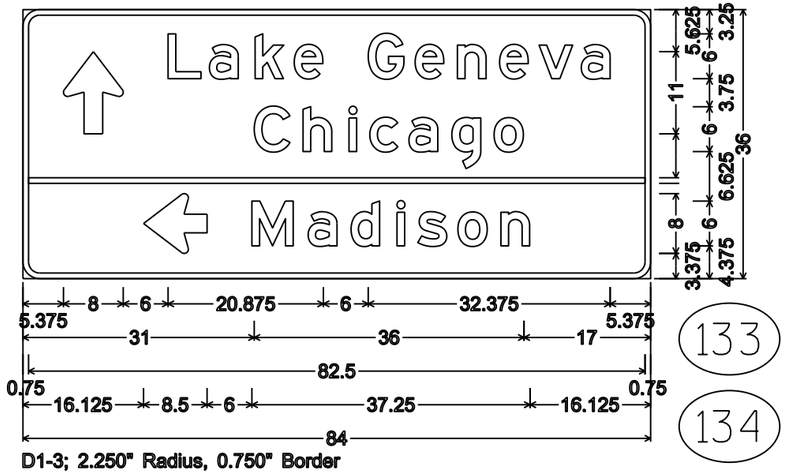
D1-4; 2.250" Radius, 0.750" Border,
"EAST" C; "SOUTH" C; "SOUTH" C; "Chicago" E

NOTES

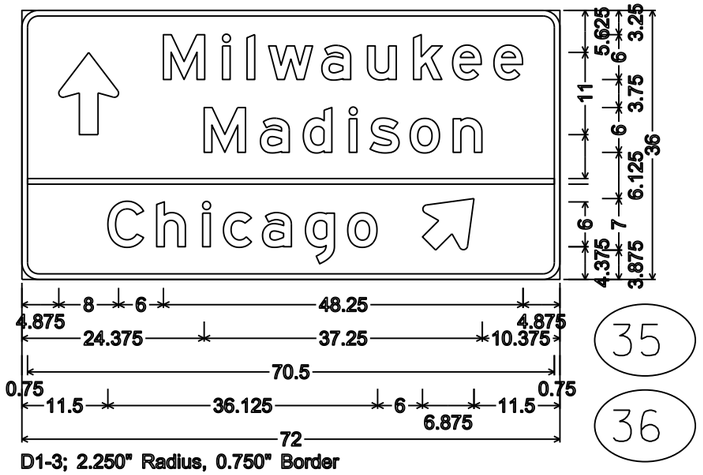
1. Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



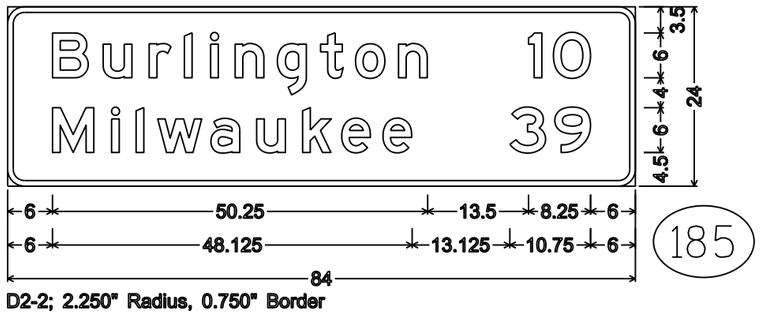
D1-3; 2.250" Radius, 0.750" Border



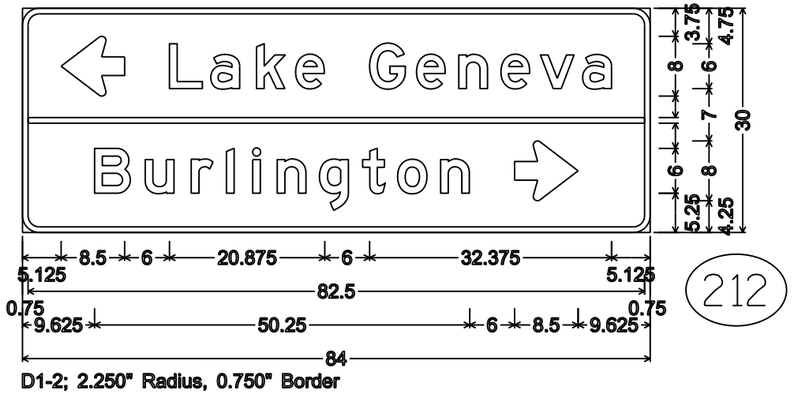
D1-3; 2.250" Radius, 0.750" Border



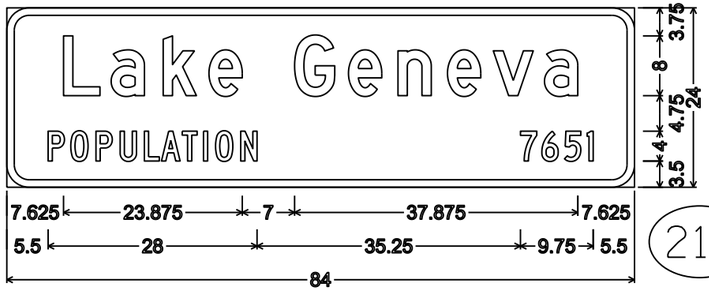
D1-3; 2.250" Radius, 0.750" Border



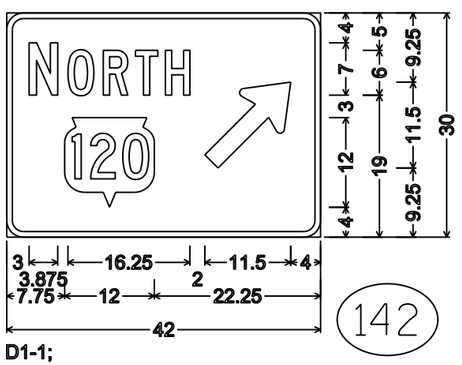
D2-2; 2.250" Radius, 0.750" Border



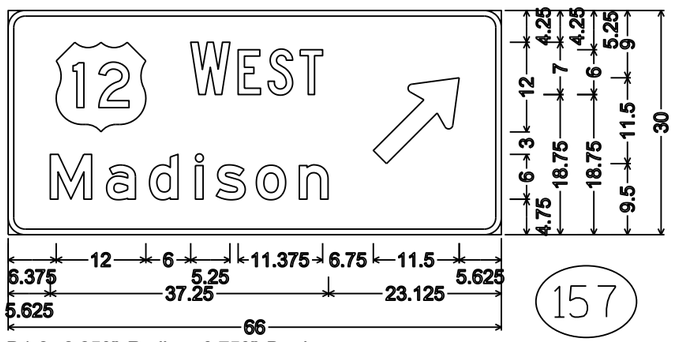
D1-2; 2.250" Radius, 0.750" Border



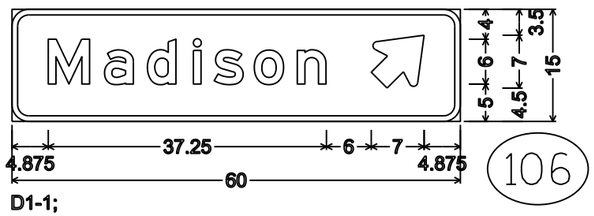
I2-3; 3.000" Radius, 1.000" Border,
"Lake" D; "Geneva" D; "POPULATION" C; "7651" C



D1-1;
2.250" Radius, 0.750" Border,
"NORTH" C



D1-2; 2.250" Radius, 0.750" Border,
"WEST" C; "Madison" E



D1-1;
2.250" Radius, 0.750" Border

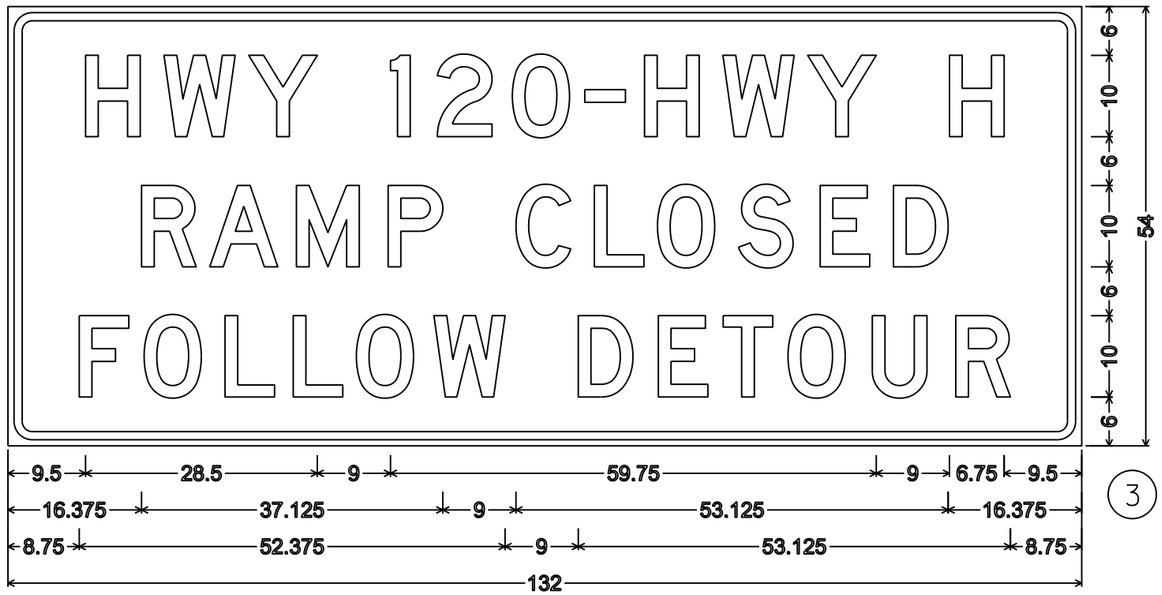
7

7

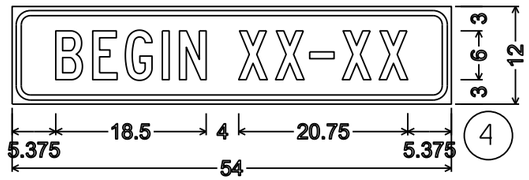
PROJECT NO: 3190-00-70	HWY: USH 12	COUNTY: WALWORTH	PERMANENT SIGNING	SHEET NO: 504	E

NOTES

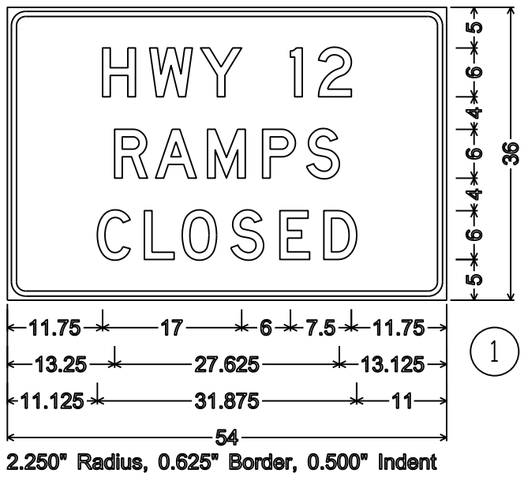
1. Fixed Message Type II Signs - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D except as noted



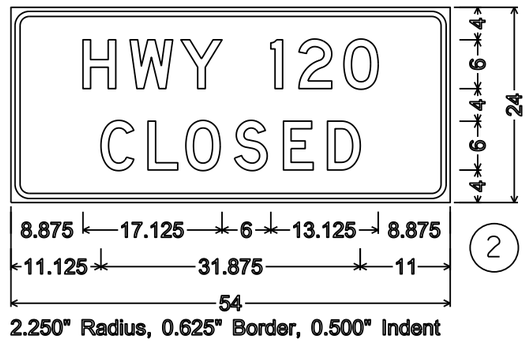
3.000" Radius, 1.000" Border, 0.750" Indent



2.250" Radius, 0.625" Border, 0.500" Indent,
"BEGIN" C; "XX-XX" C



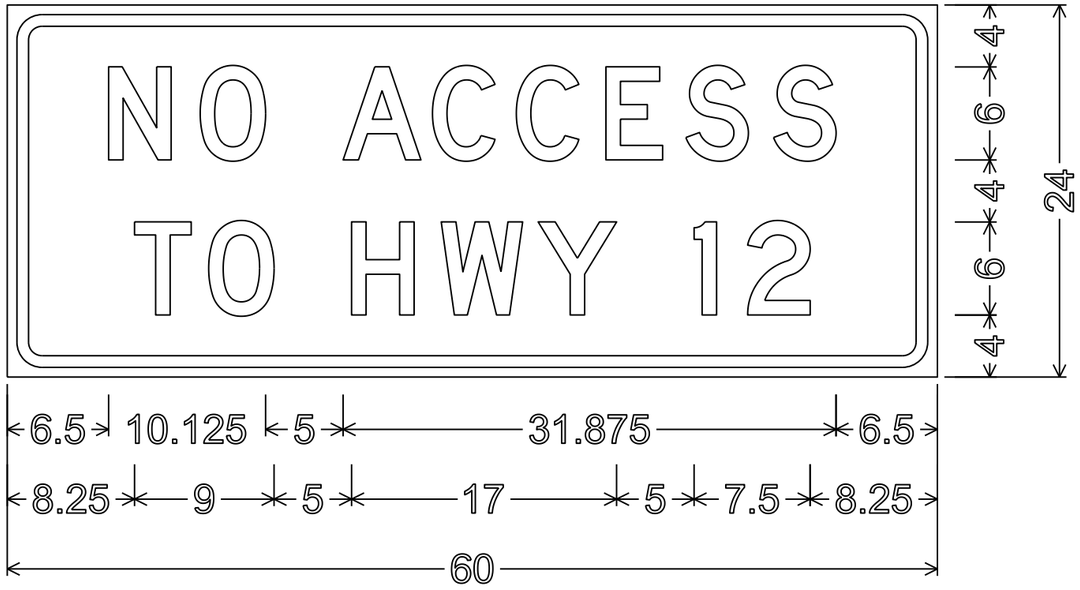
2.250" Radius, 0.625" Border, 0.500" Indent



2.250" Radius, 0.625" Border, 0.500" Indent

NOTES

1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



2.250" Radius, 0.750" Border, 0.625" Indent

7

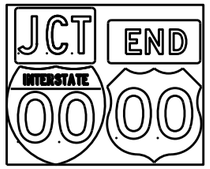
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	TEMPORARY SIGNING	SHEET NO: 506	E

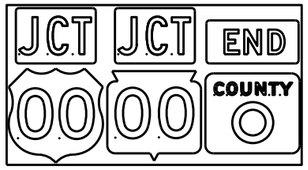
TYPICAL ASSEMBLIES



J1-1



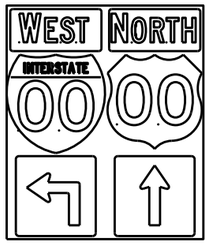
J1-2



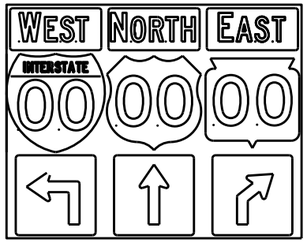
J1-3



J2-1



J2-2

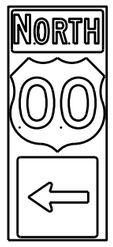


J2-3

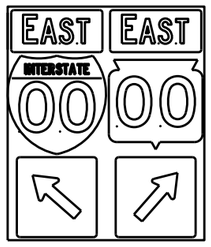


JV

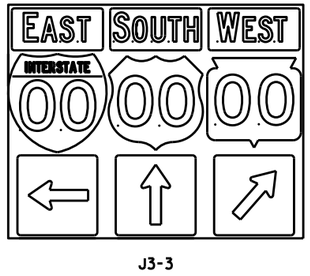
(Typical Vertical J-Assembly
See Note 10 and 11)



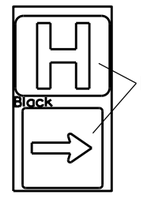
J3-1



J3-2



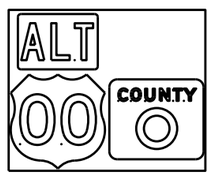
J3-3



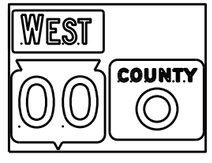
JH-1



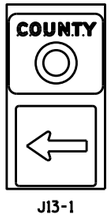
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

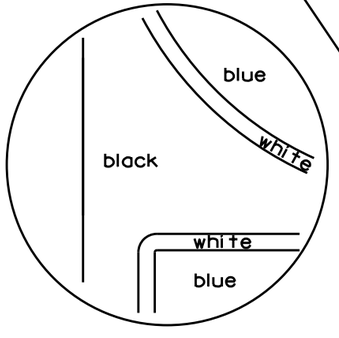


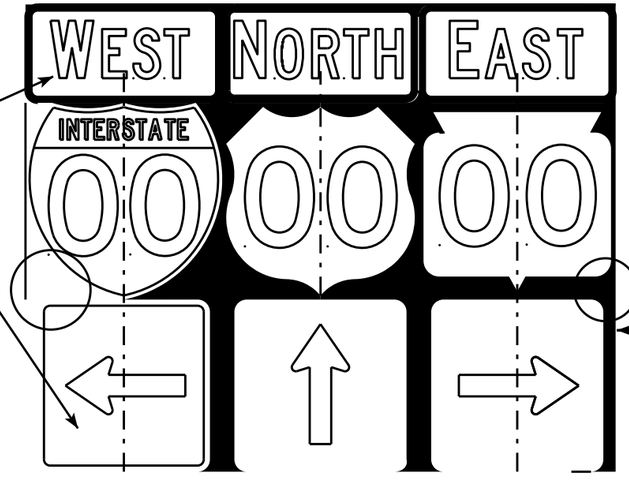
J23-1

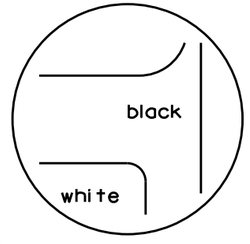


J22-1

[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

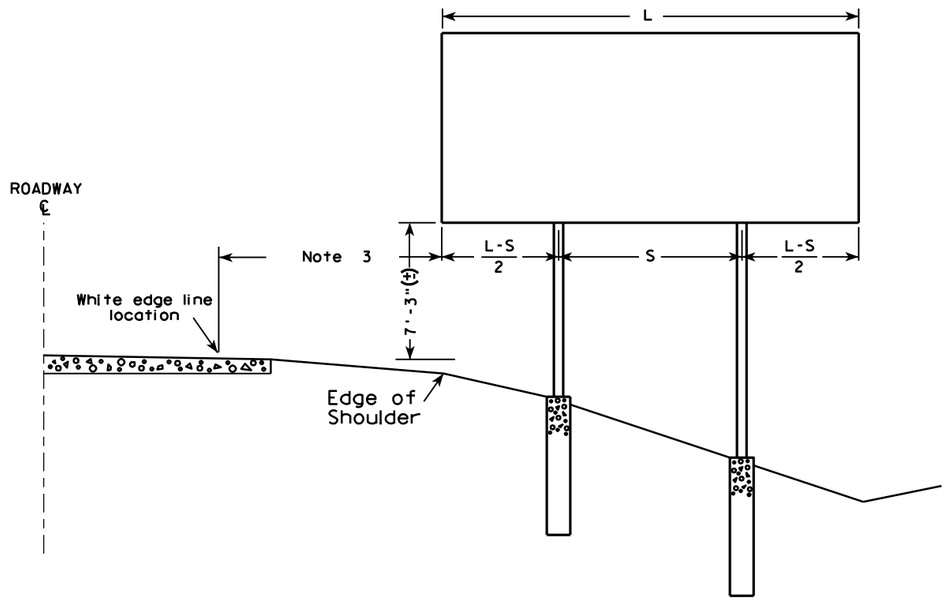
WISCONSIN DEPT OF TRANSPORTATION

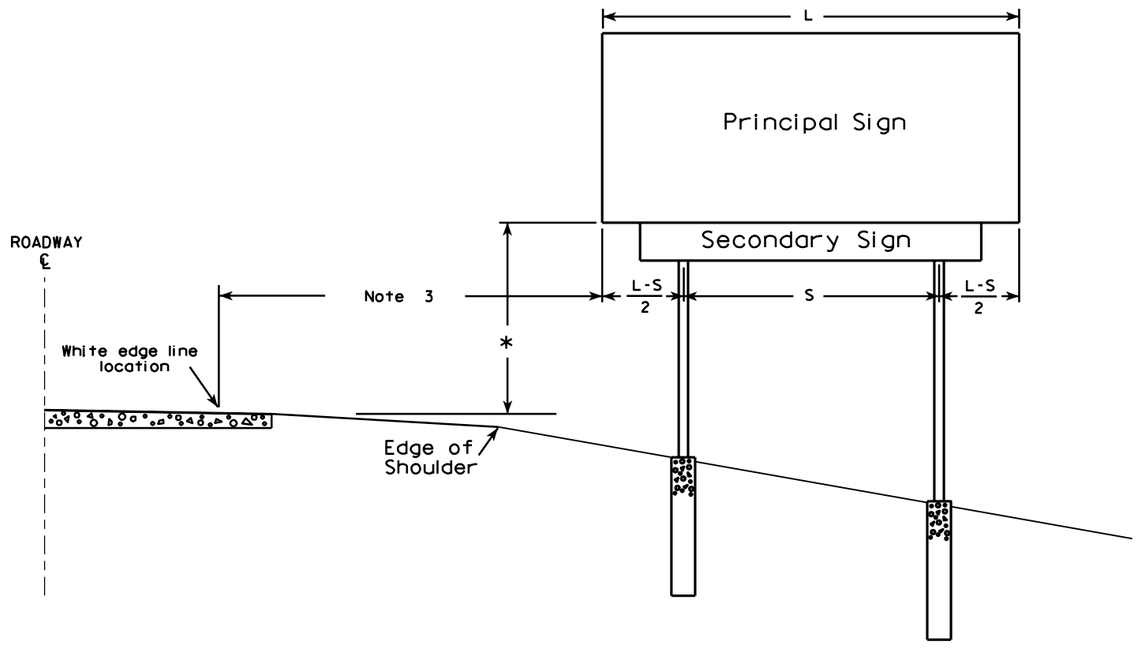
APPROVED Matthew R Rauch
for State Traffic Engineer

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"(±).

7

7

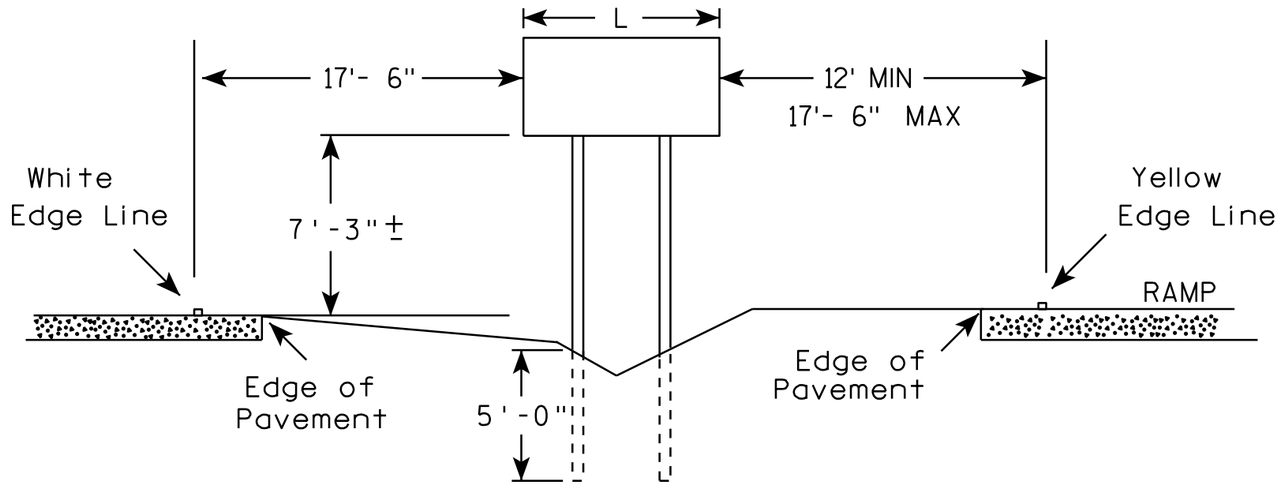
TYPICAL INSTALLATION
OF TYPE I SIGNS

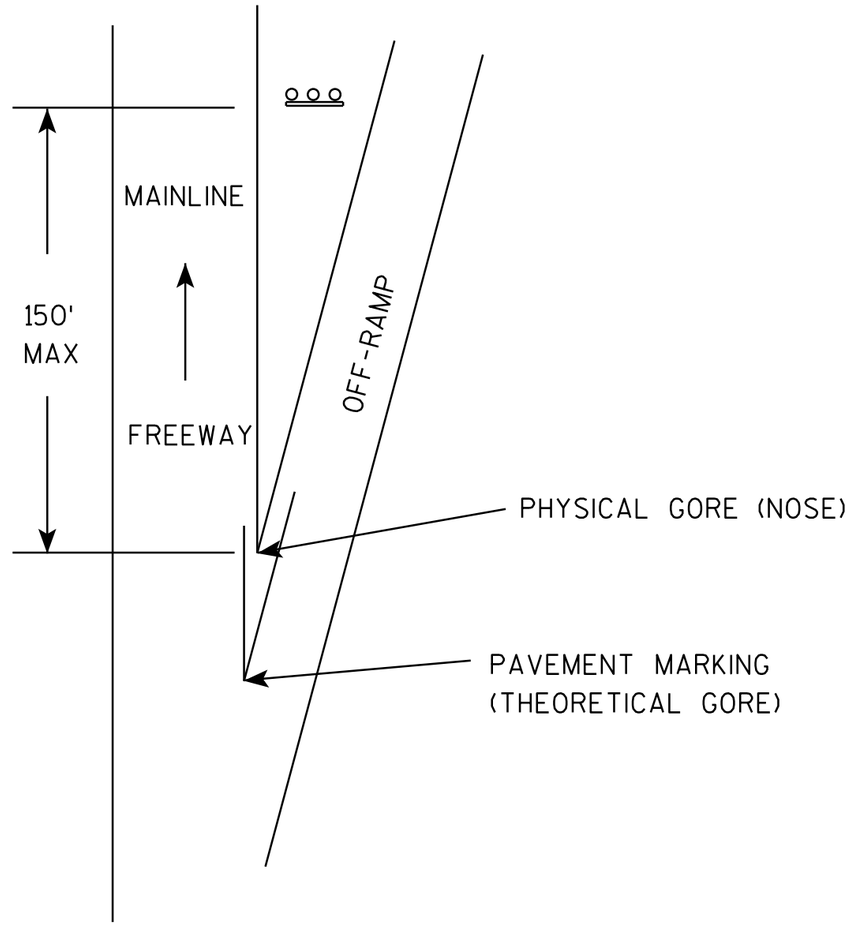
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 508	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

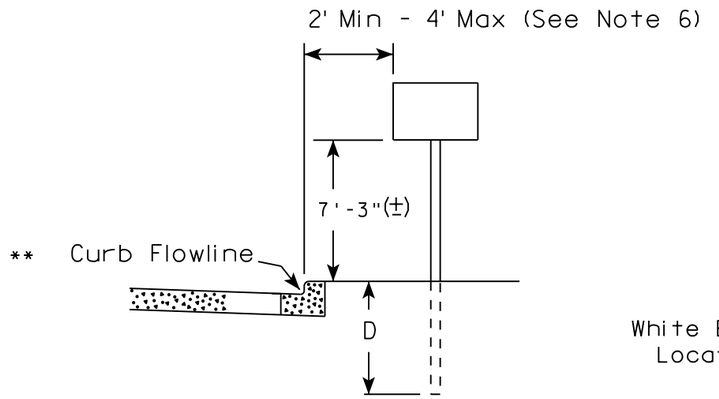
DATE 2/06/14 PLATE A4-2.3

PROJECT NO: | SHEET NO: E

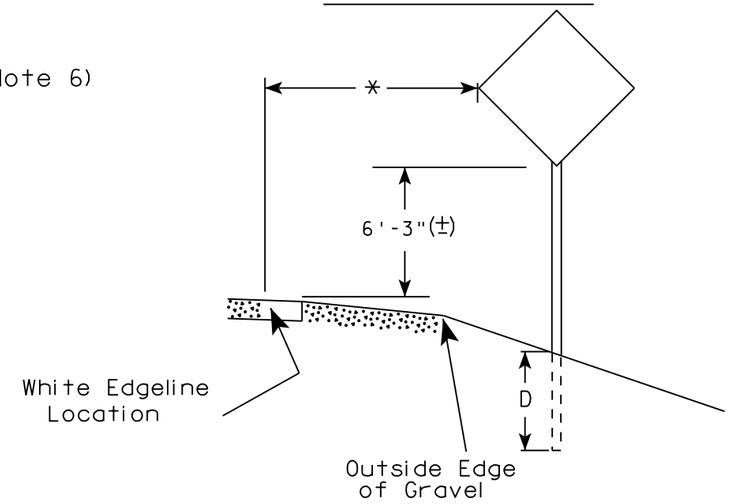
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

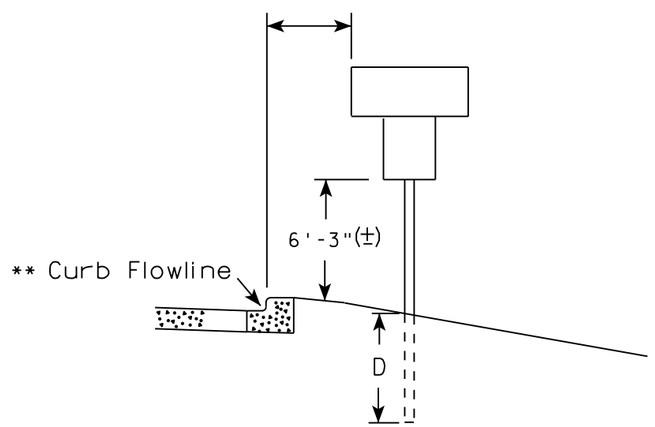
WISDOT/CADDS SHEET 42

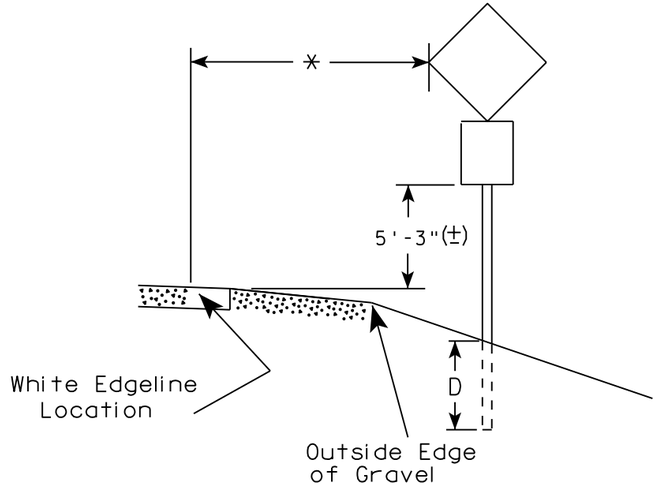
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

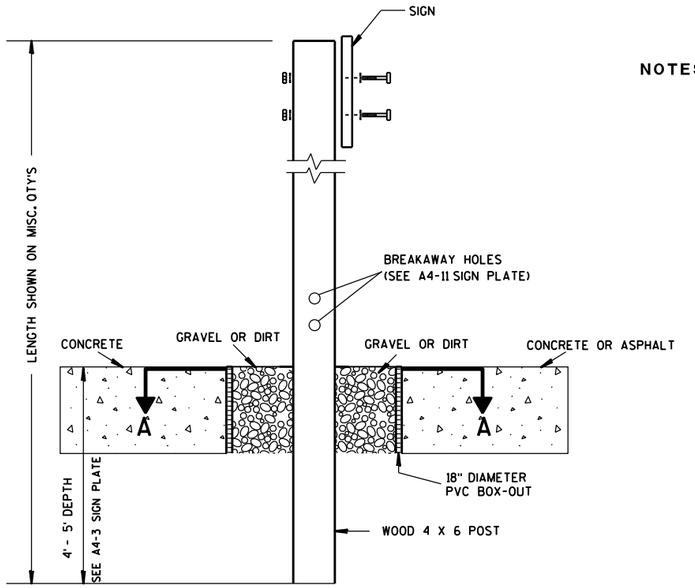
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies 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" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

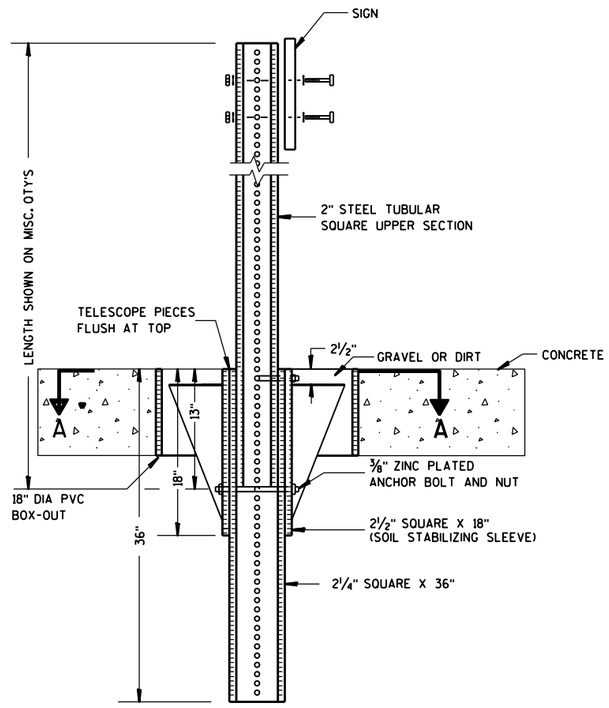
DATE 8/21/17 PLATE NO. A4-3.21



ELEVATION VIEW

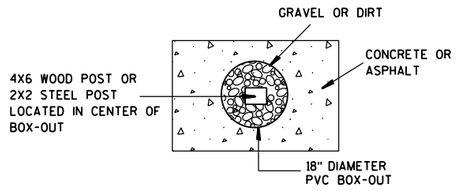
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

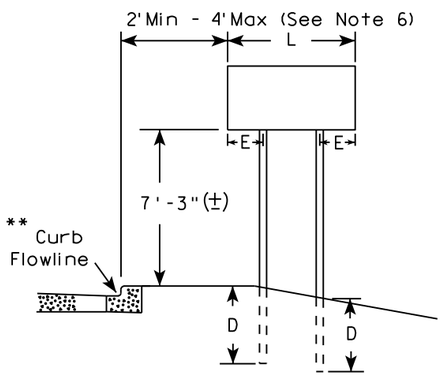
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

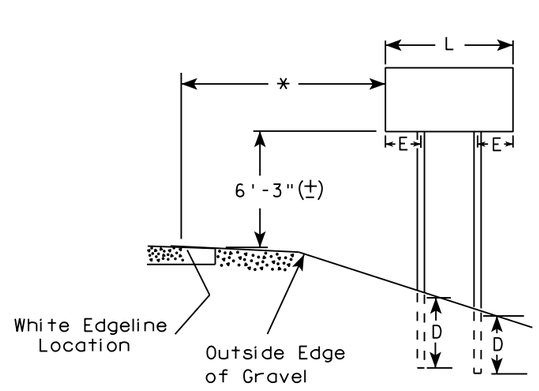
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

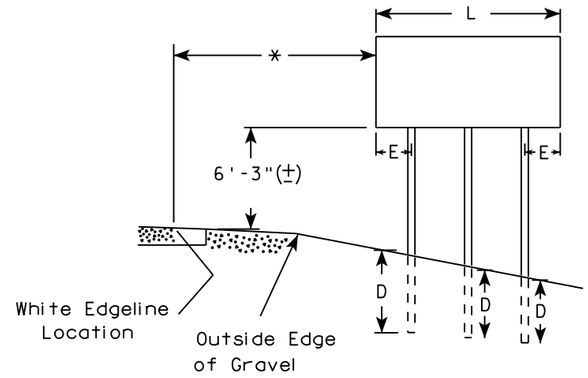
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

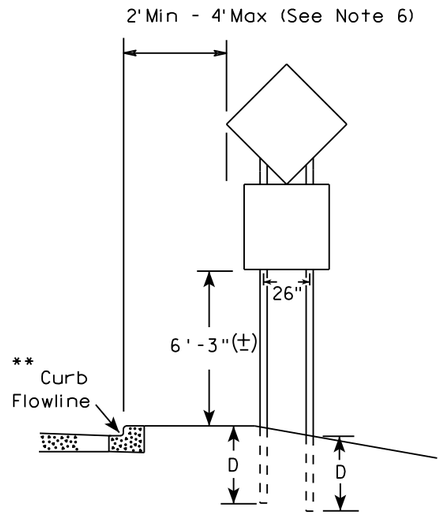
URBAN AREA



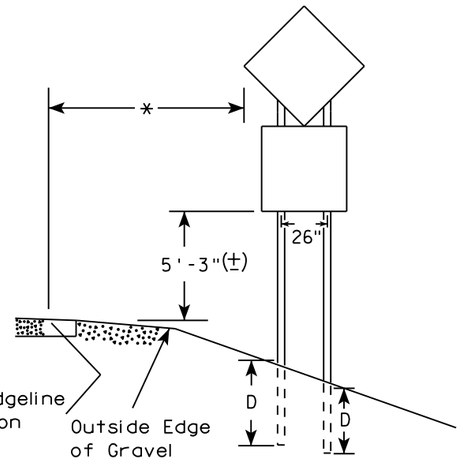
RURAL AREA (See Note 3)







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

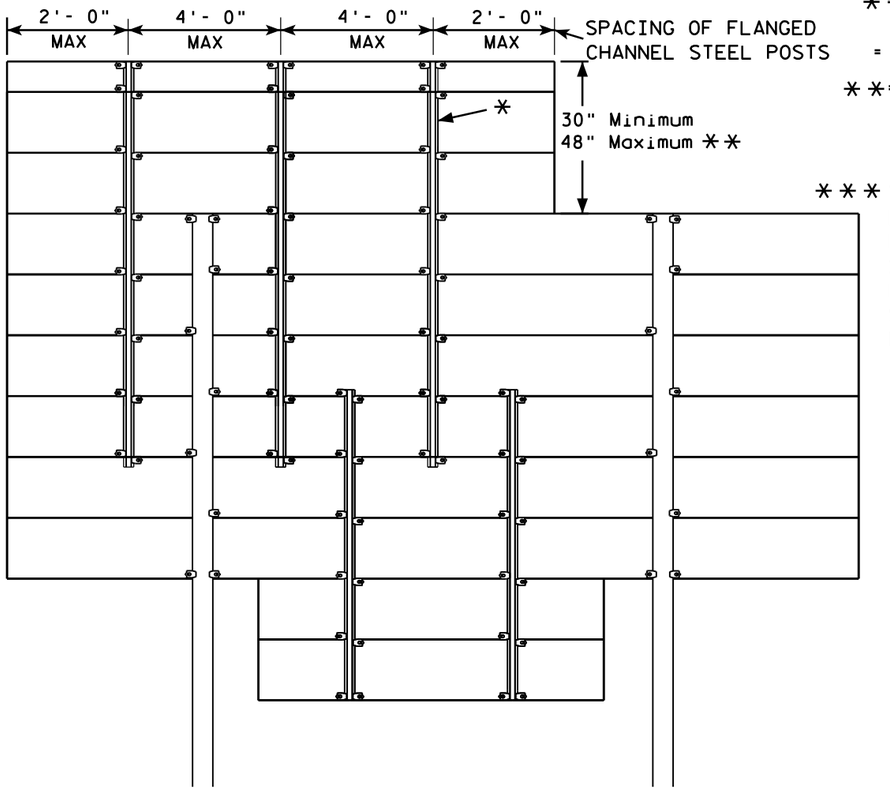
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 512	E

GROUND MOUNTED SIGN

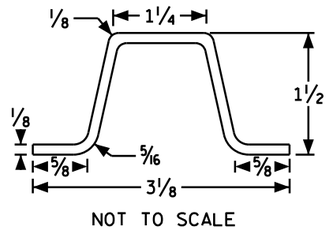


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

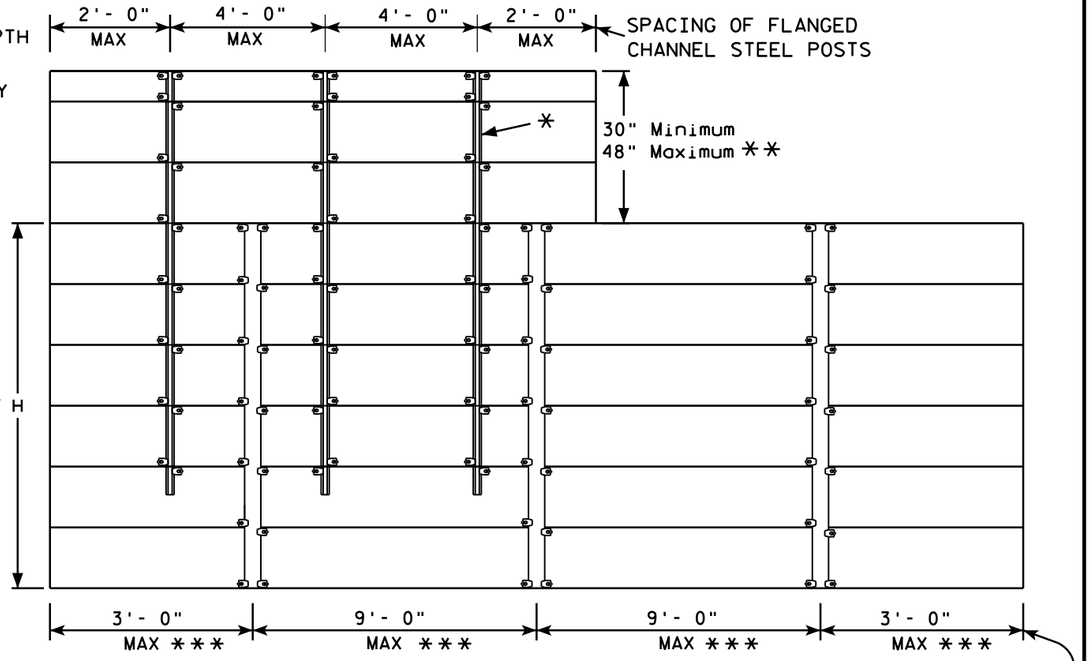
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

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.

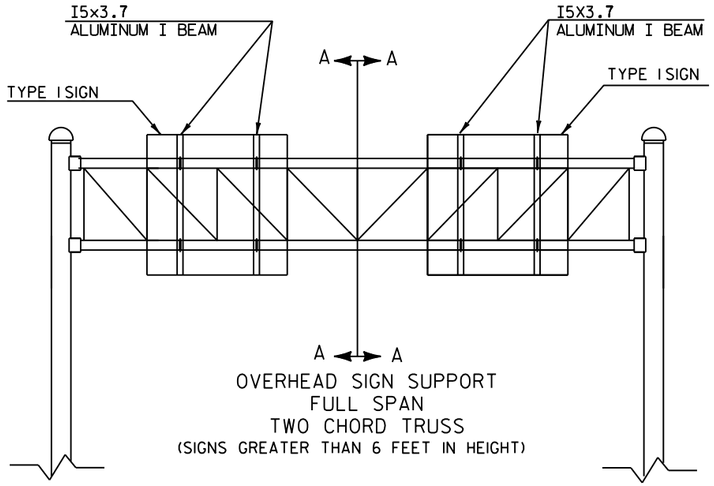
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

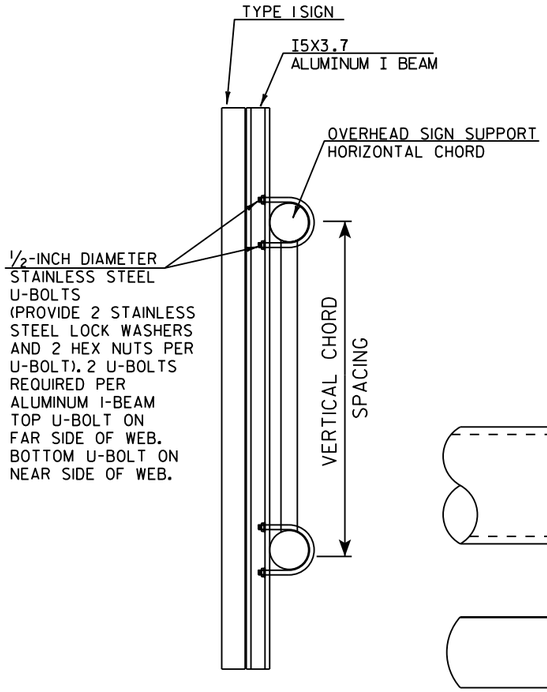
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT A4-6.12

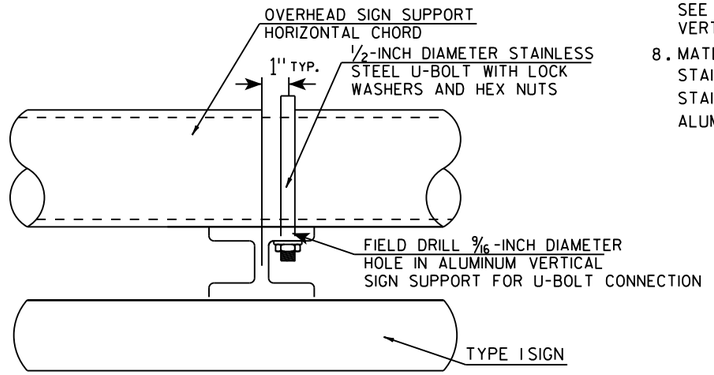
PROJECT NO: | SHEET NO: E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



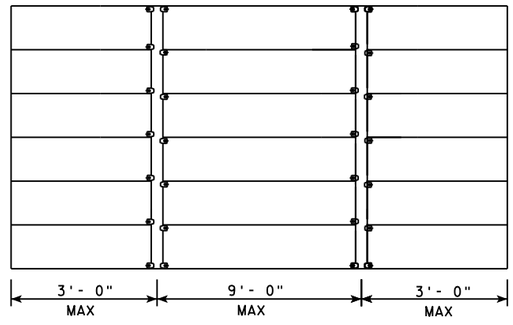
CUT SECTION A-A



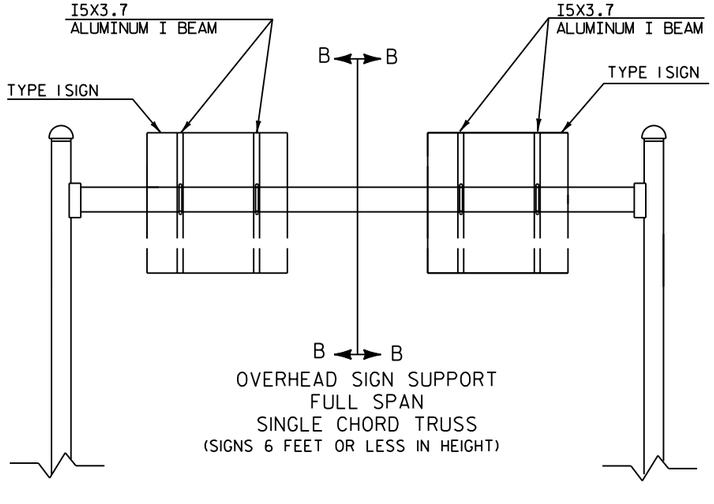
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

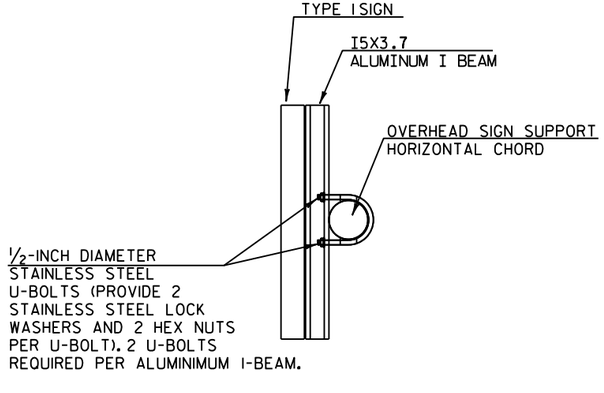
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE 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.



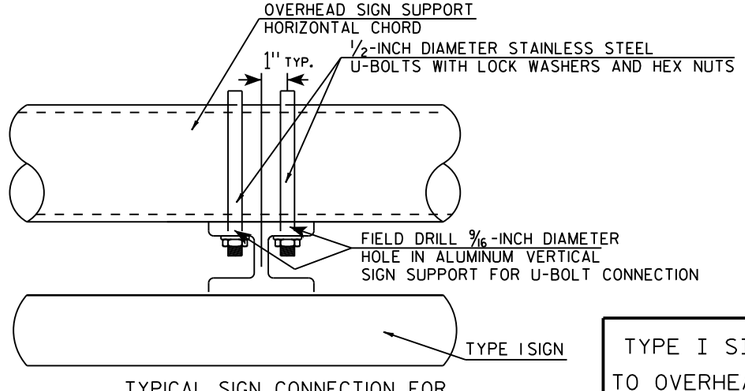
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



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

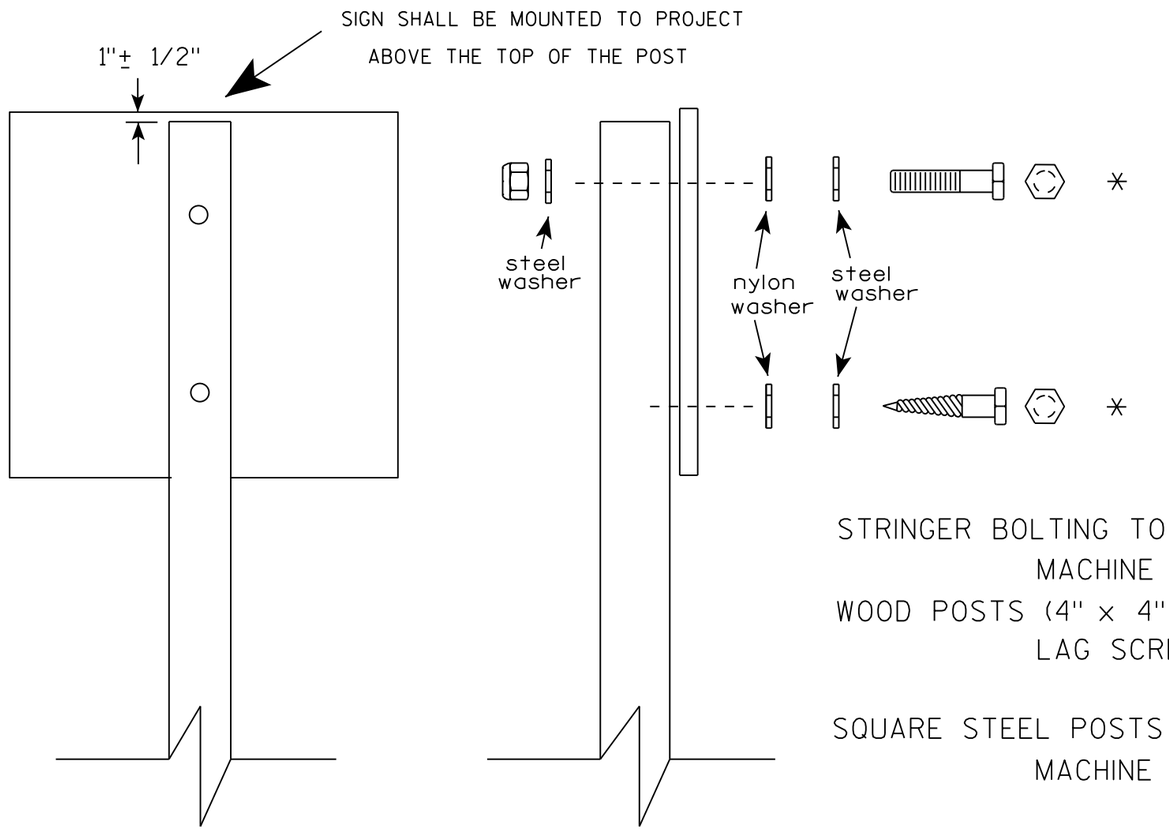
WISCONSIN DEPT OF TRANSPORTATION

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

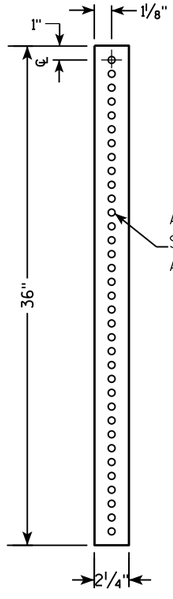
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

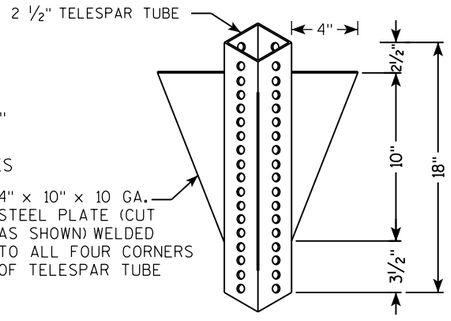
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

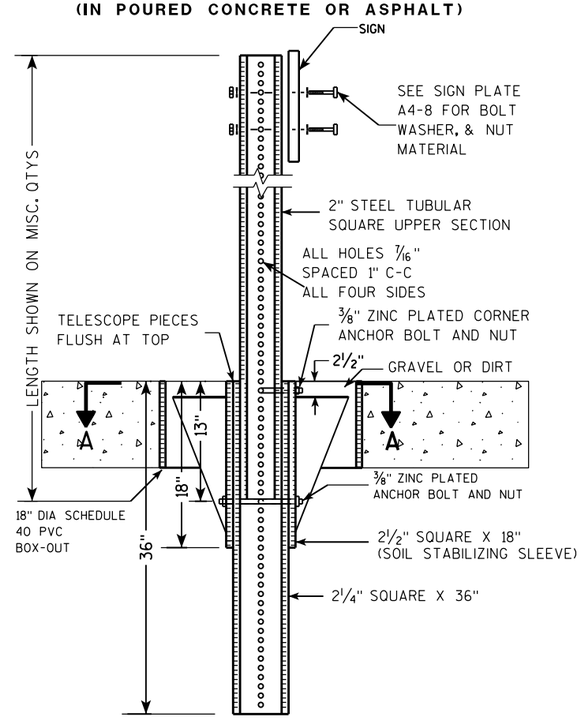
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



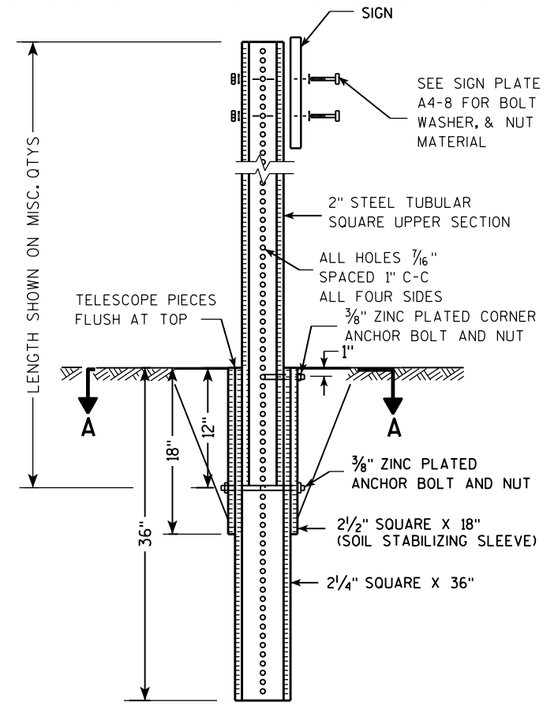
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

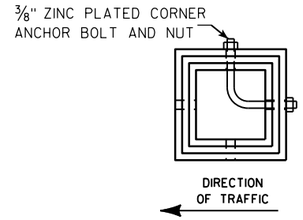


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

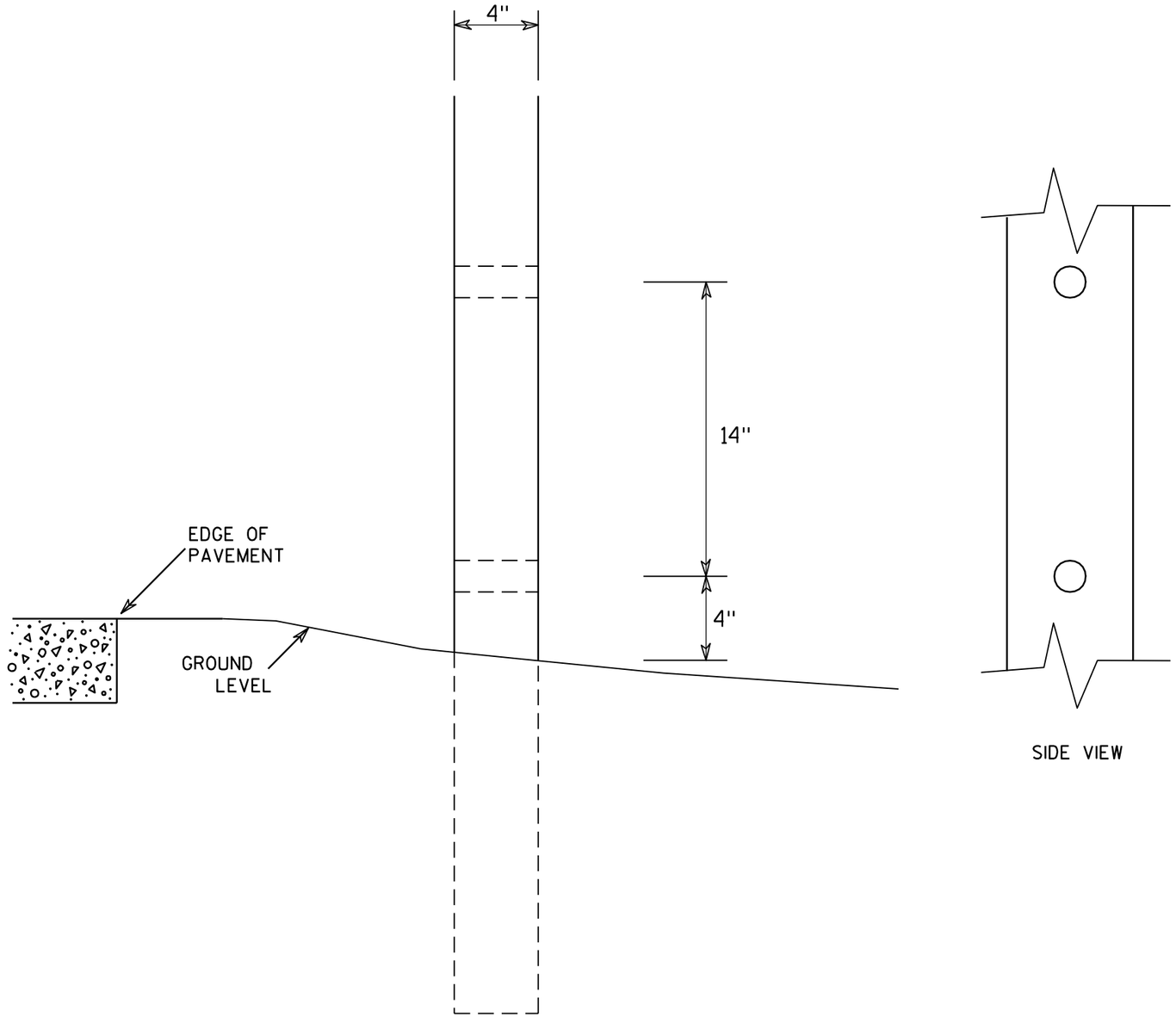
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 516 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

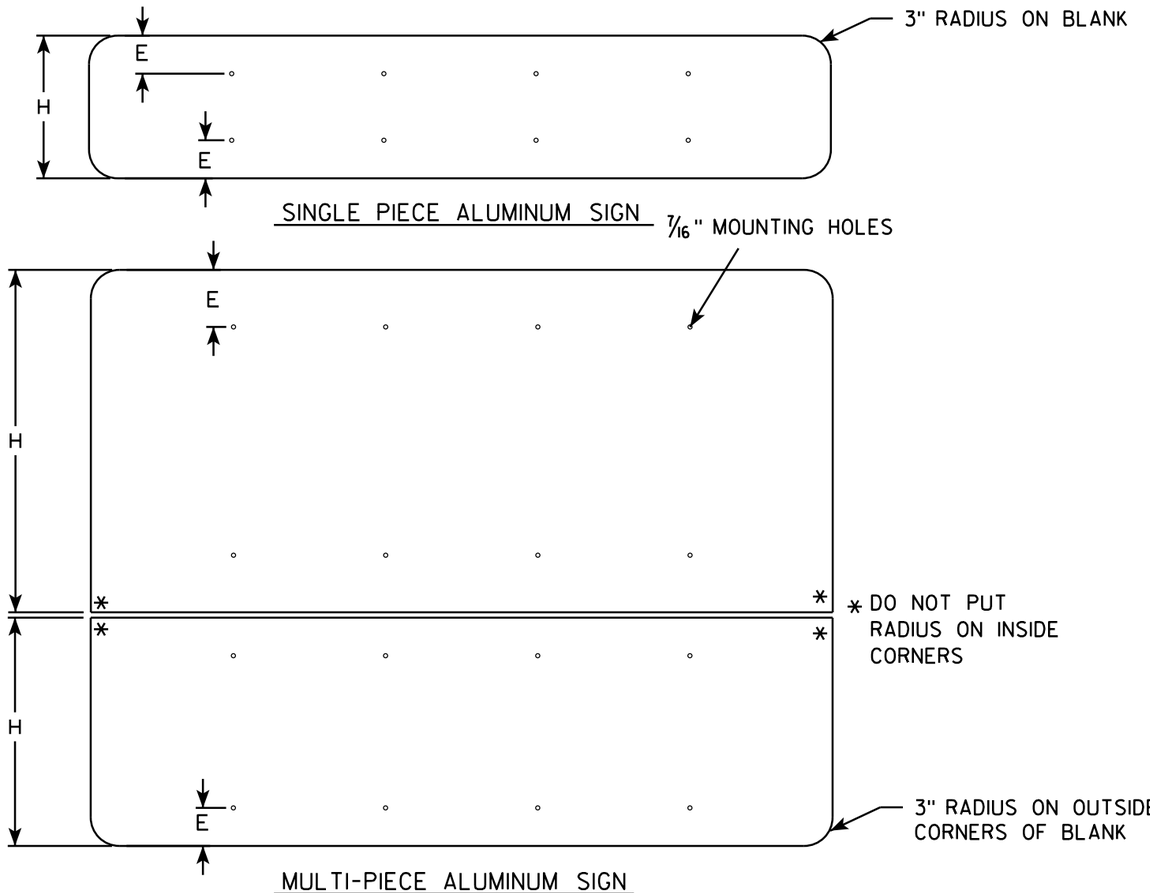
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

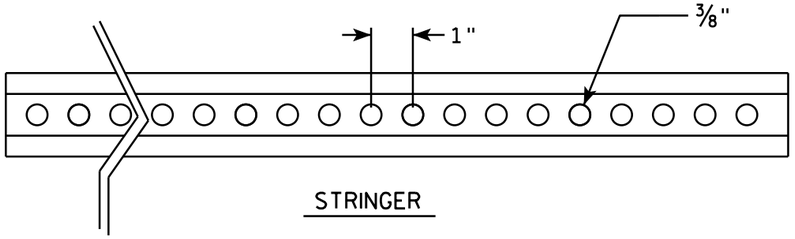
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 517	E



GENERAL NOTES

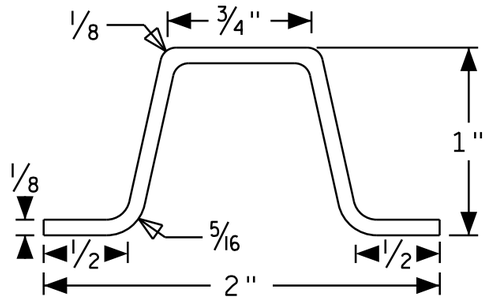
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

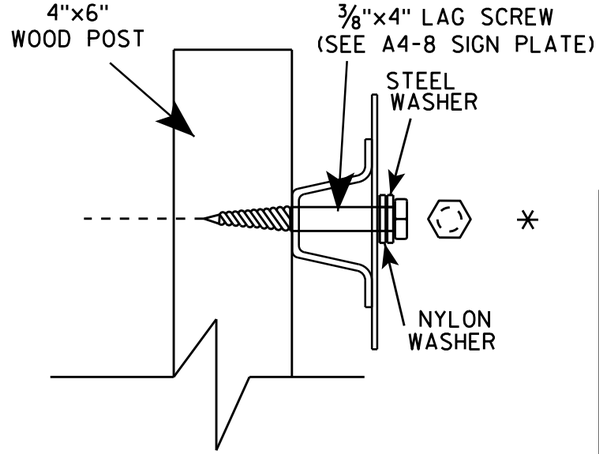


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

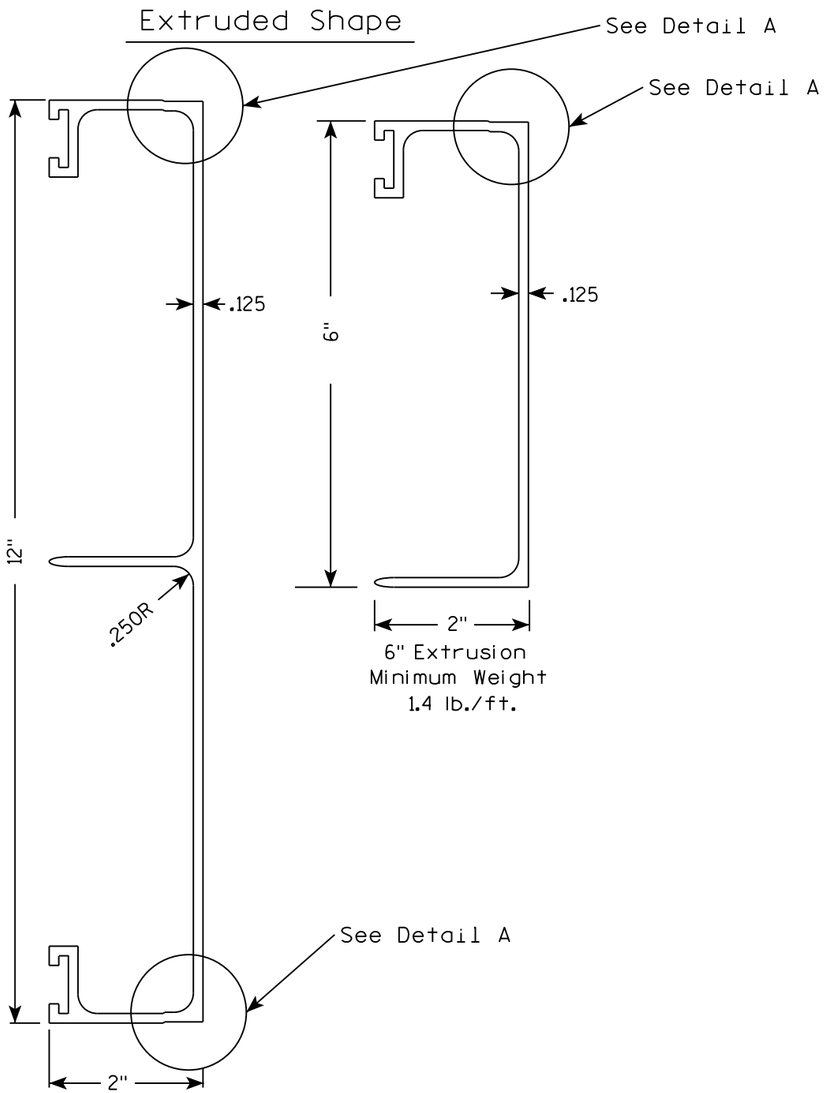
for State Traffic Engineer

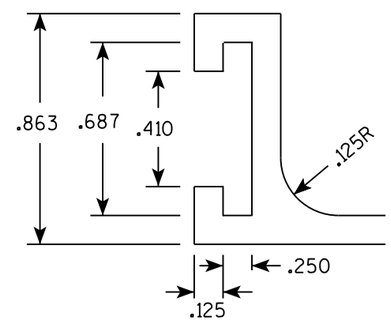
DATE 4/26/16 PLATE NO A4-18.1

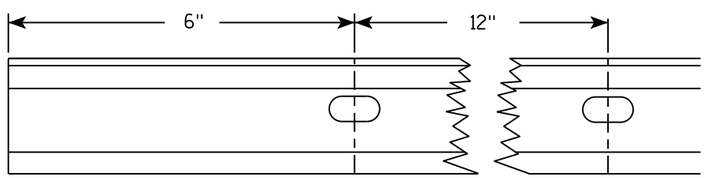
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

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







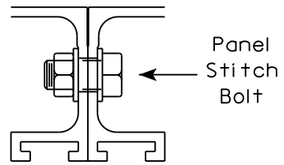
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

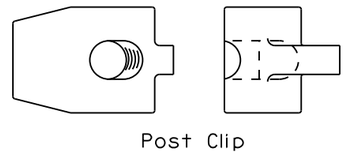
The hardware includes:

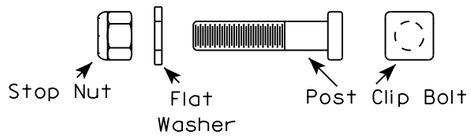
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

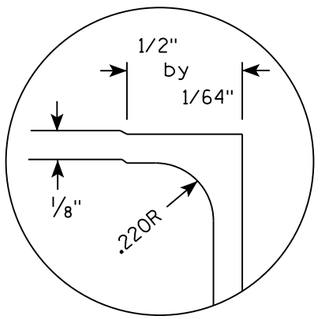
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





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

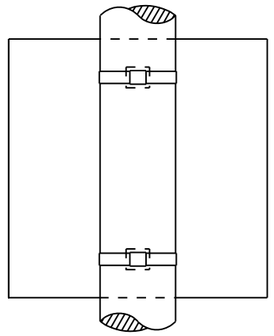
APPROVED Matthew R Rauch
for State Traffic Engineer

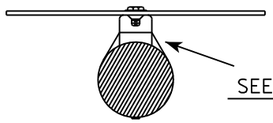
DATE 11/30/16 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO: 519	E

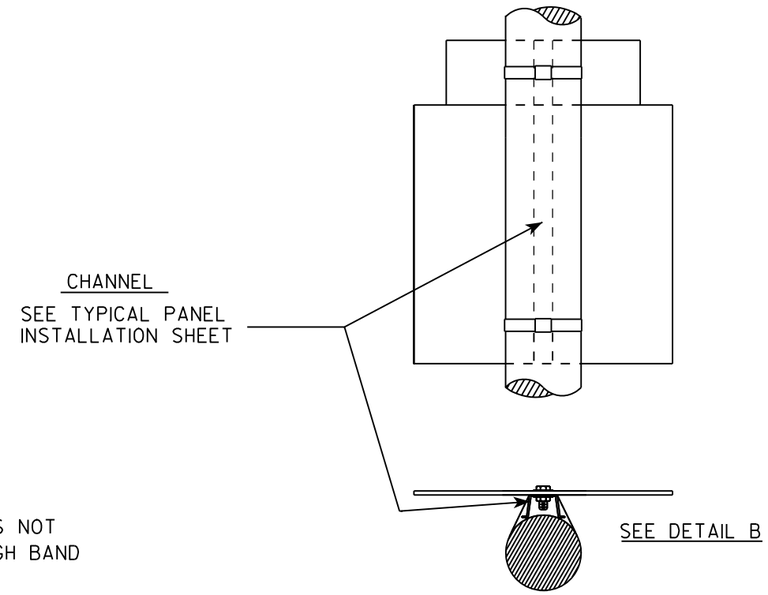
BANDING

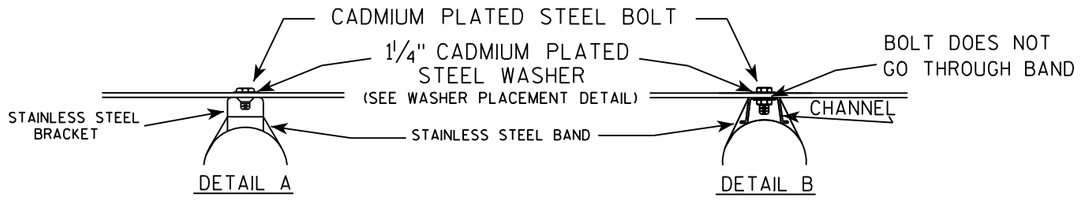
SINGLE SIGN



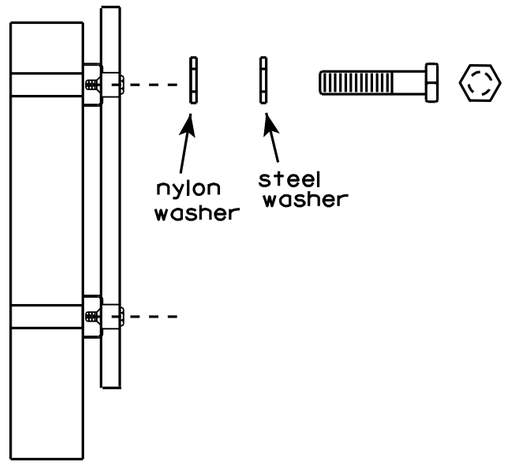


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

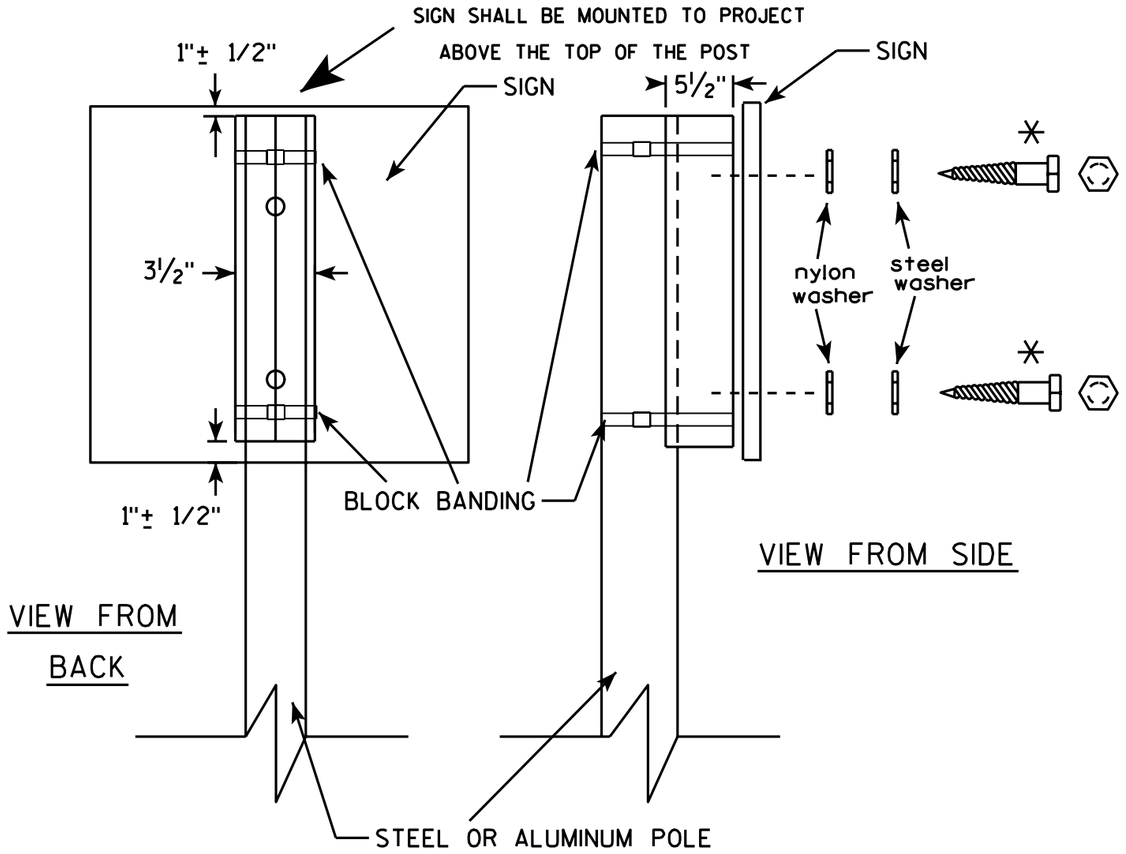
STANDARD SIGN
SIGN BANDING DETAILS

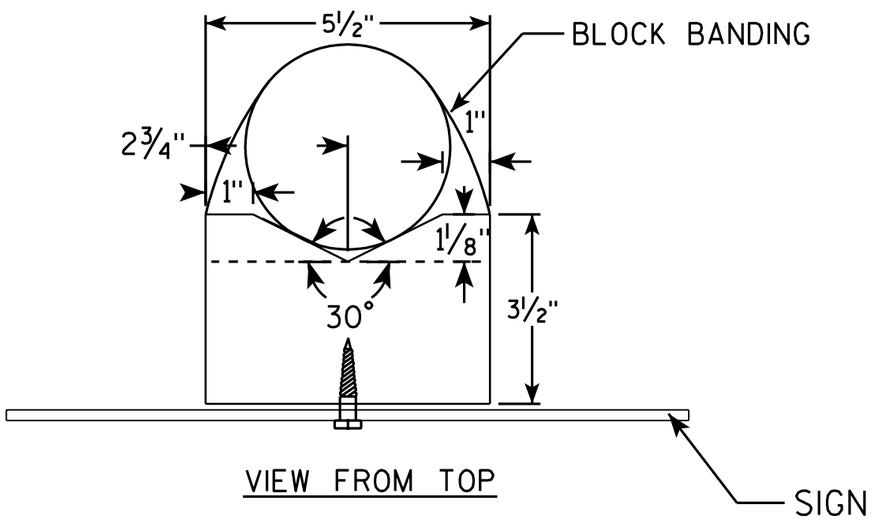
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 520	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

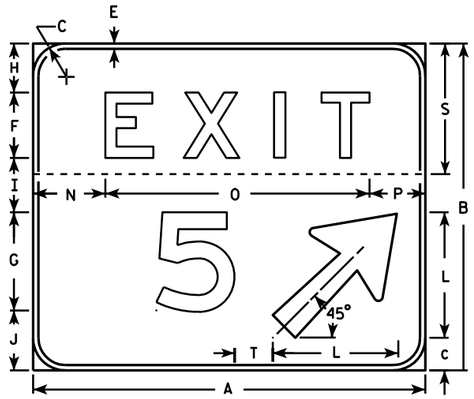
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

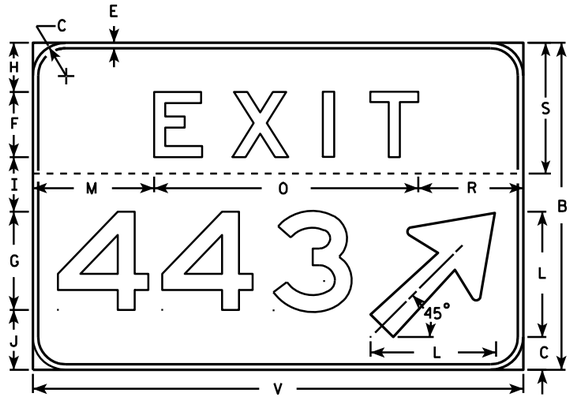
SHEET NO: 521 E

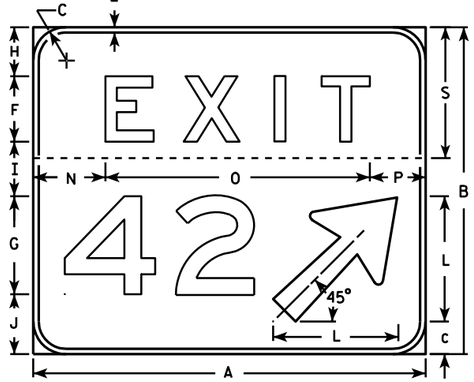
FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

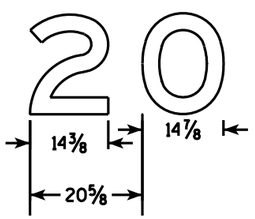


NOTE: T diminision shall be measured from the back of the number to the front of the arrow





EXAMPLE FOR USING SPACING CHART



NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

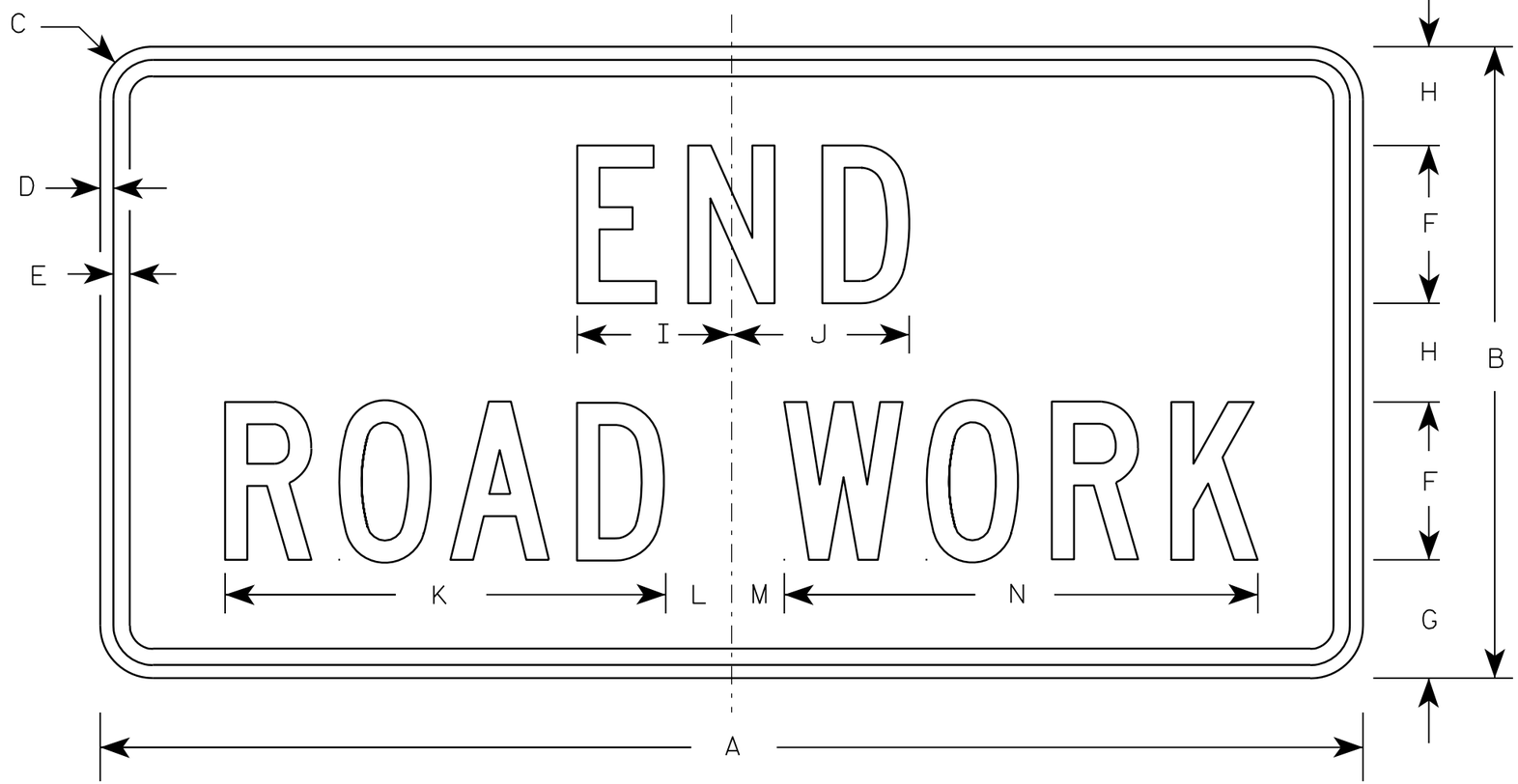
STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 522 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

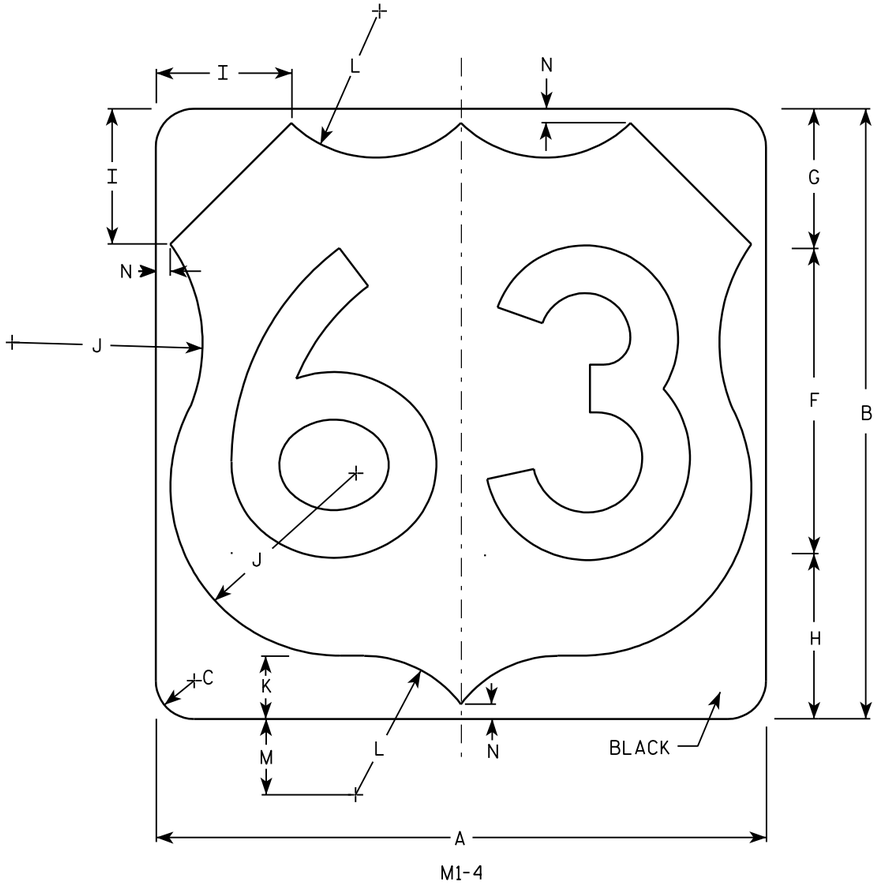
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

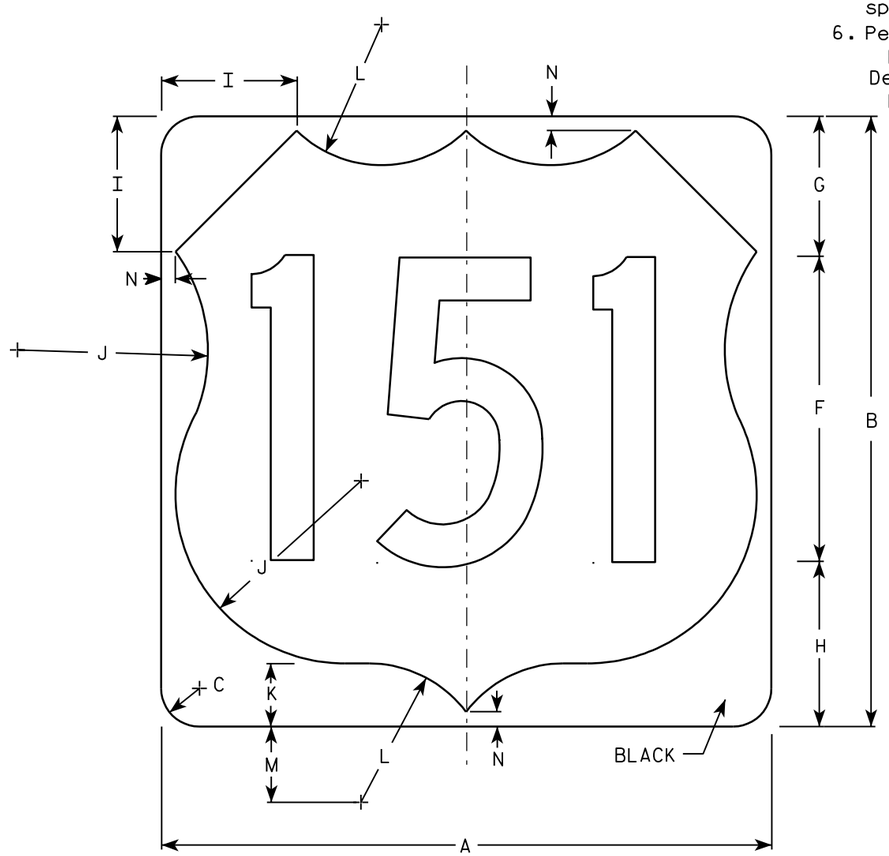
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 523	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

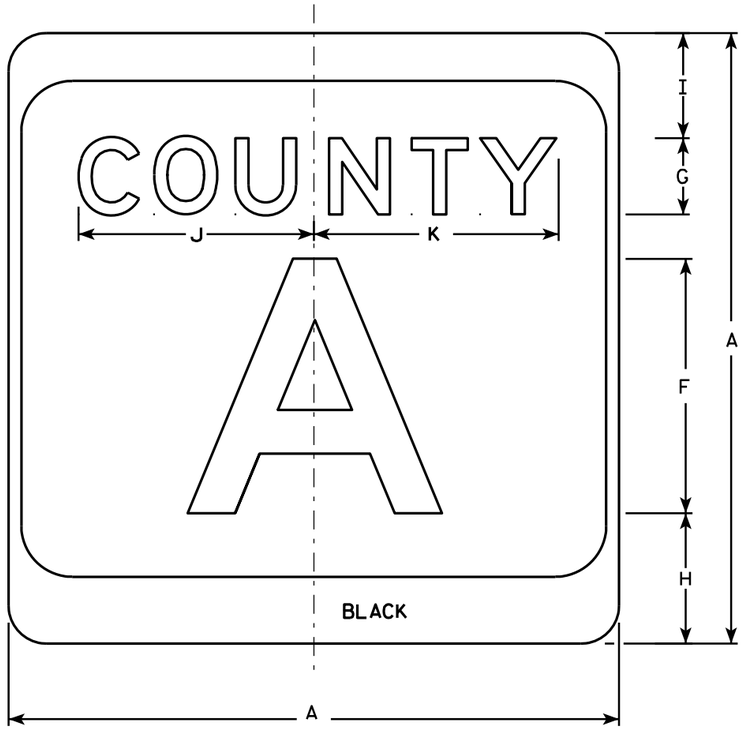
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

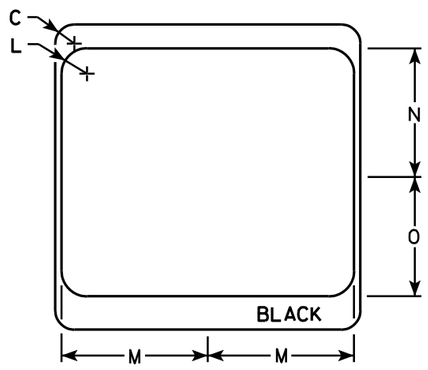
APPROVED Matthew R Rauch
for State Traffic Engineer

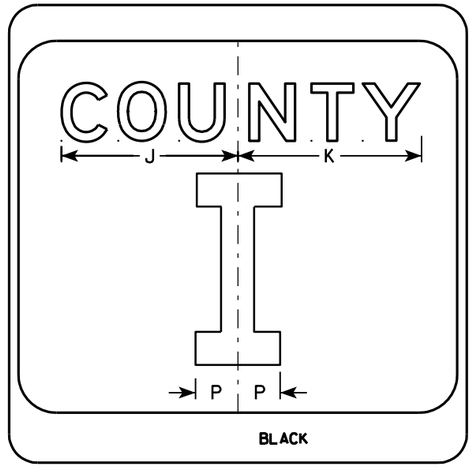
DATE 08/25/05 PLATE NO. M1-4.9

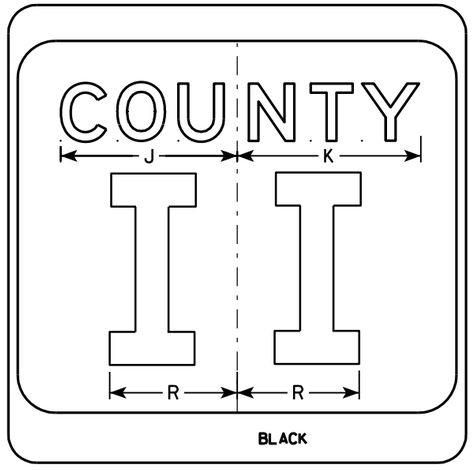
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 524 | E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

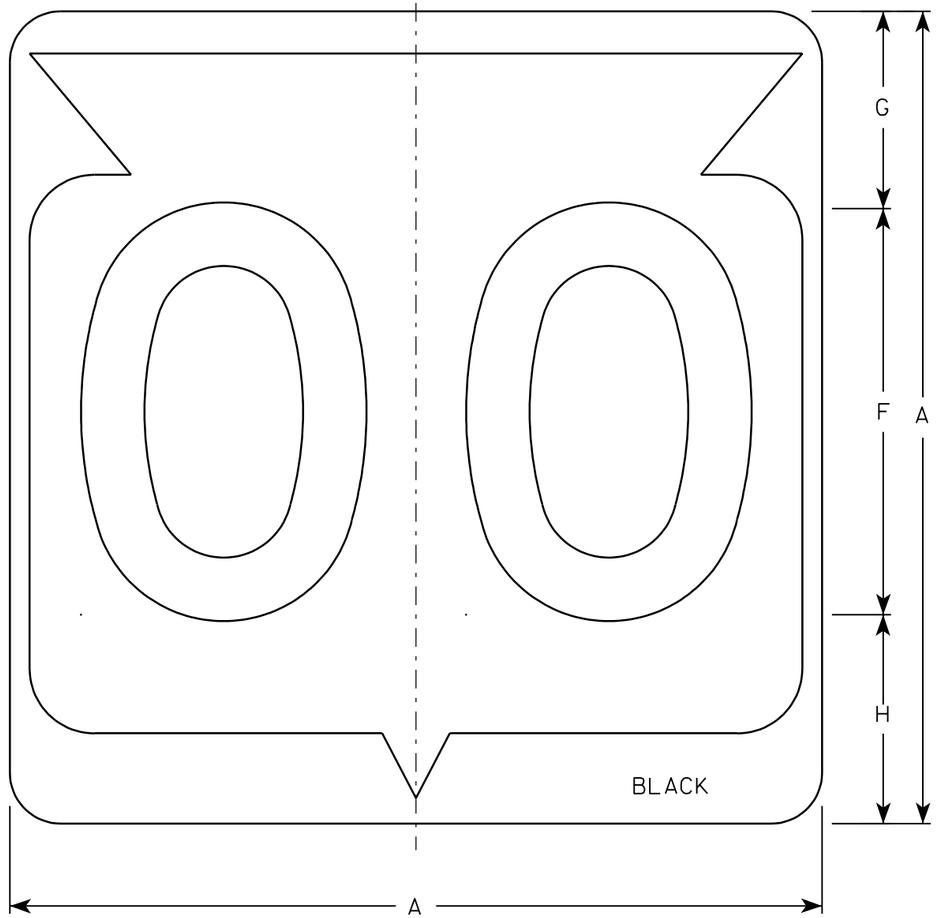
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

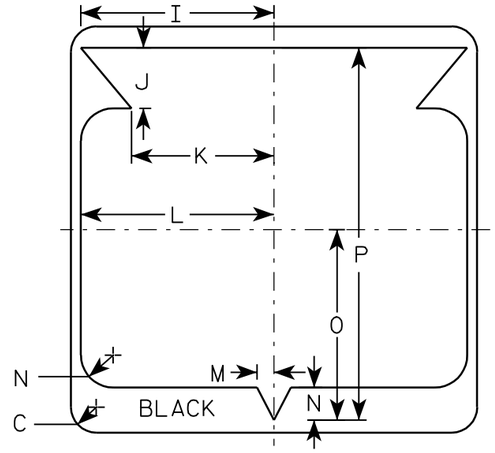
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 525	E



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

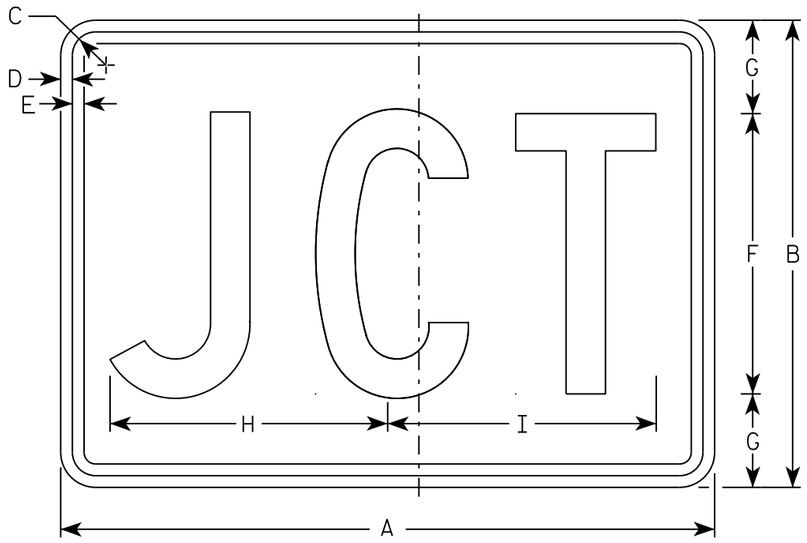
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

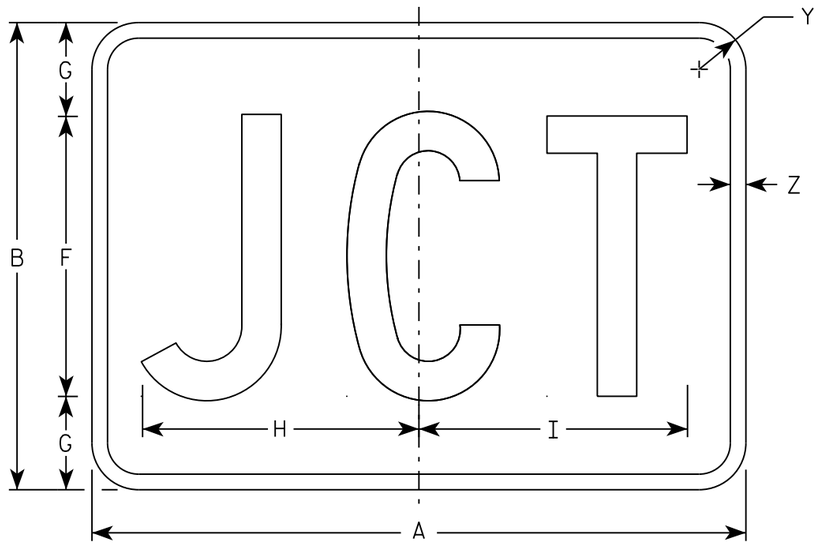
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 526	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

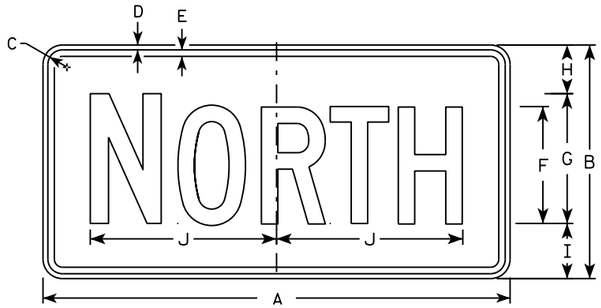
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

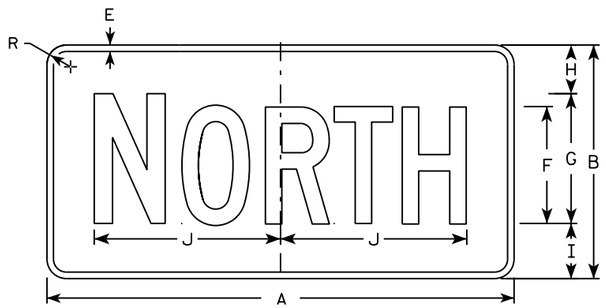
DATE 10/15/15 PLATE 527 12-1.12

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



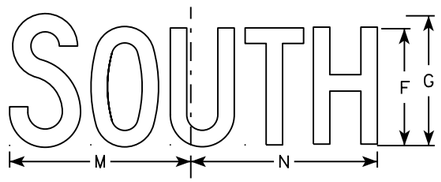
MB3-1
MK3-1
MN3-1



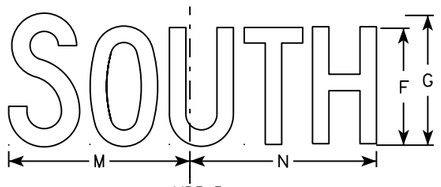
M3-2
MM3-2
MP3-2



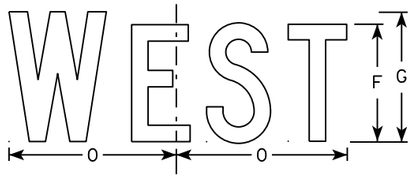
MB3-2
MK3-2
MN3-2



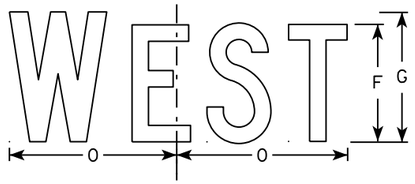
M3-3
MM3-3
MP3-3



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

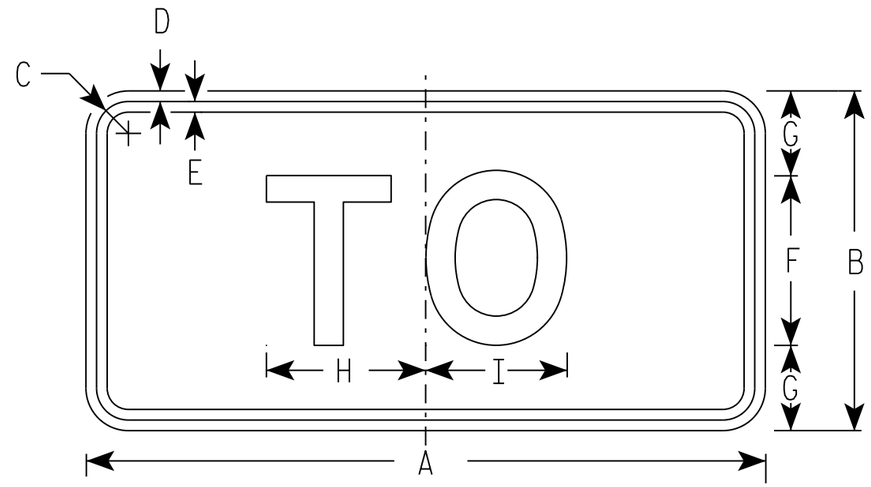
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

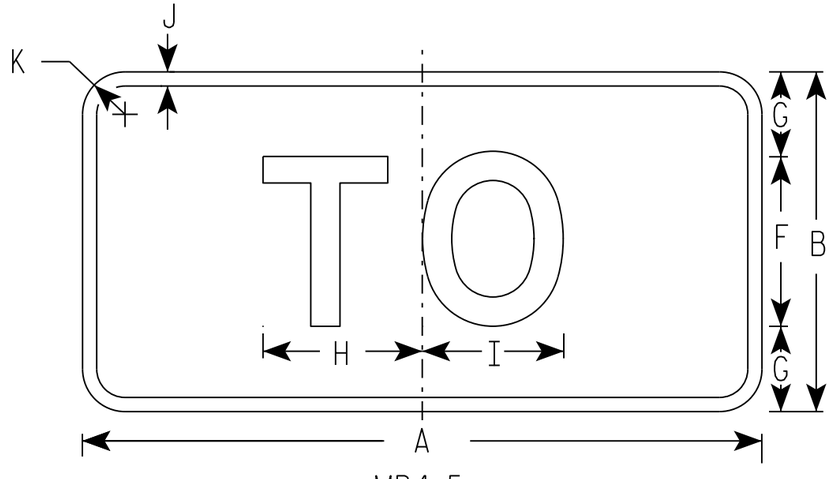
DATE 10/15/15 PLATE NO M3-1.14

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

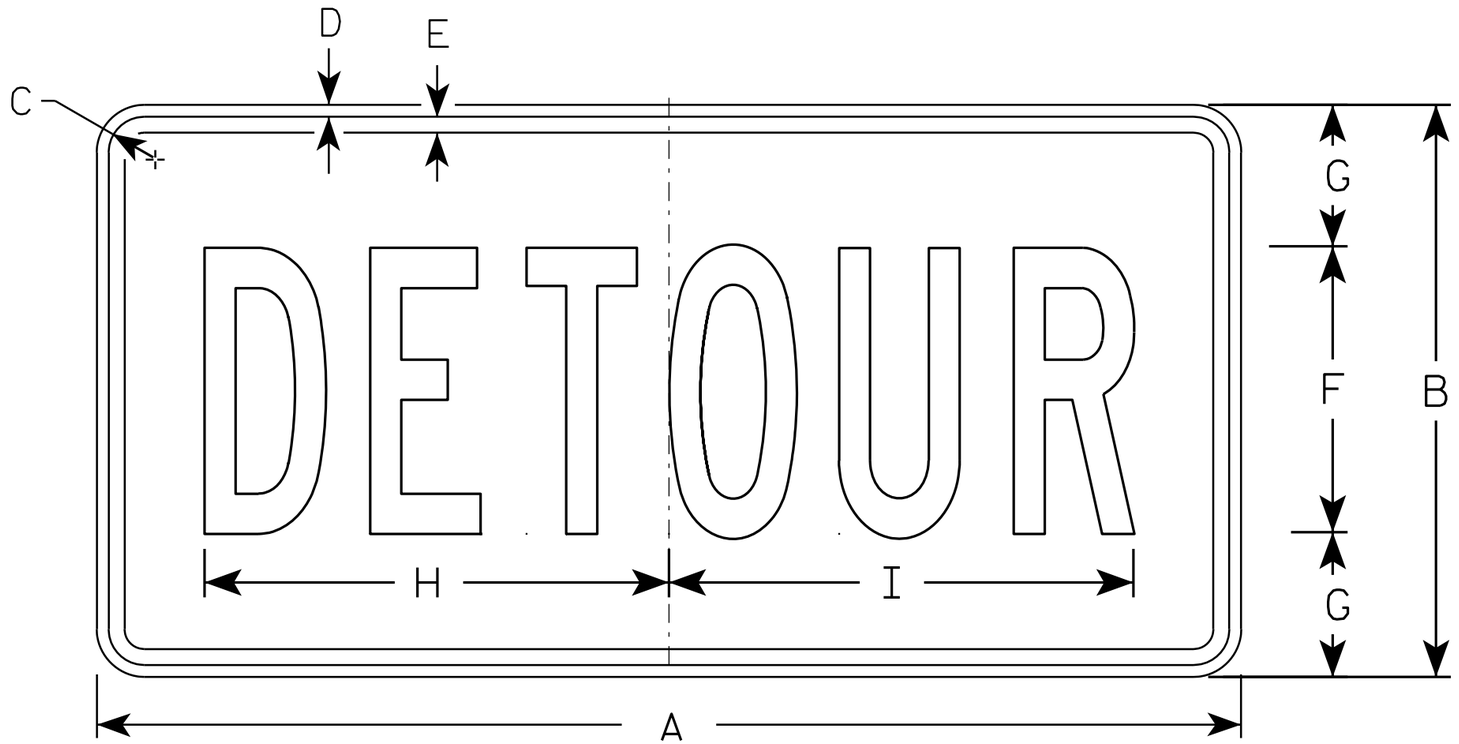
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 529 M4-5.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M45.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

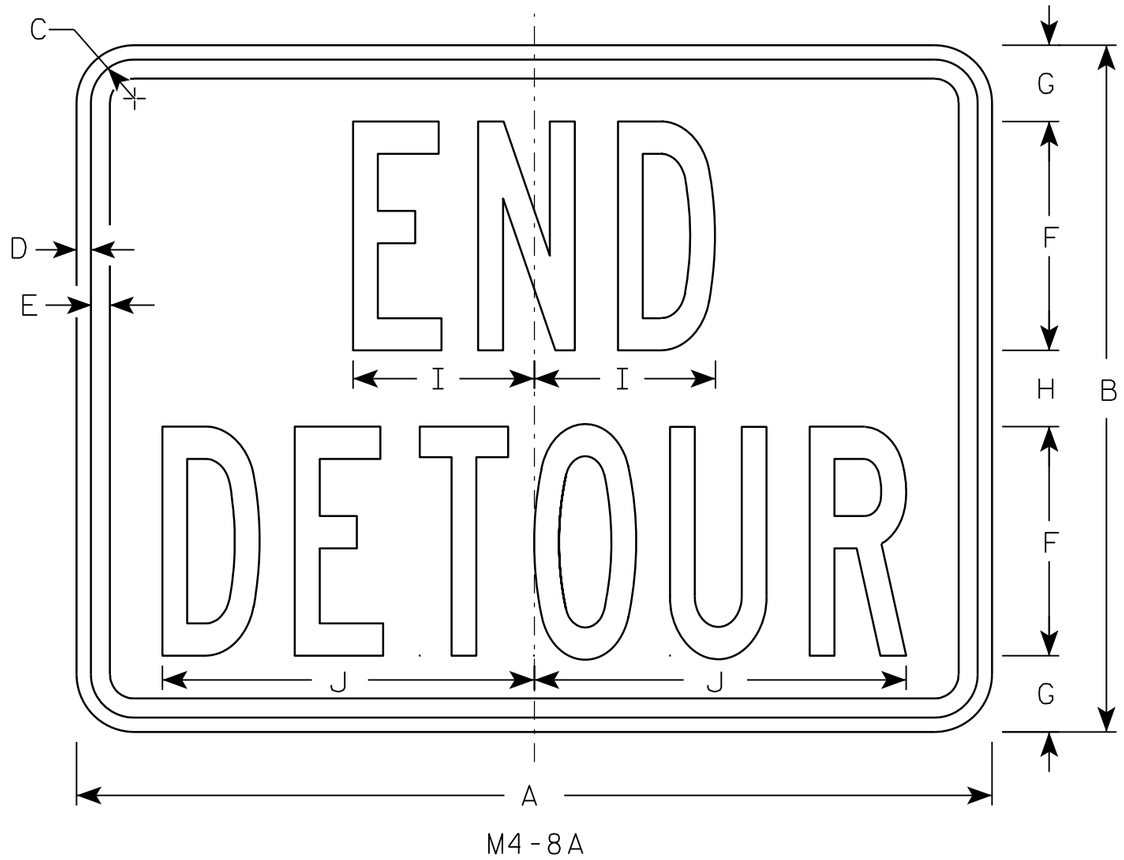
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 530	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

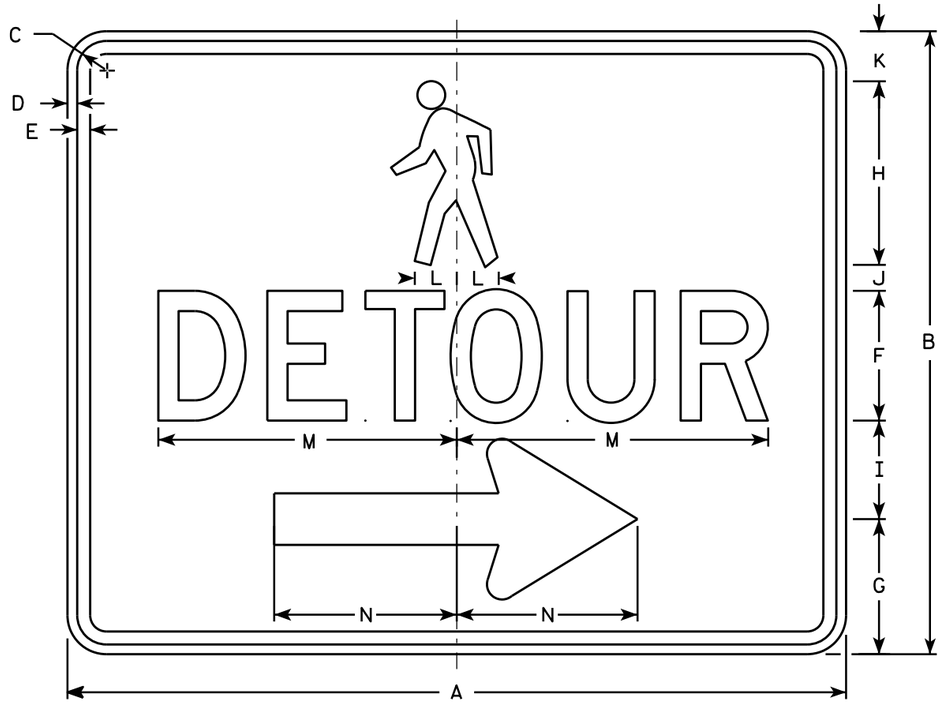
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

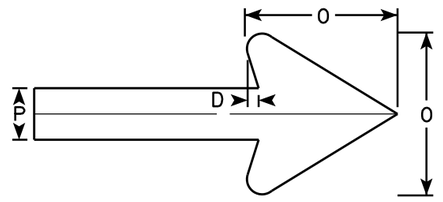
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 531	E



M4-9BR

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.00
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

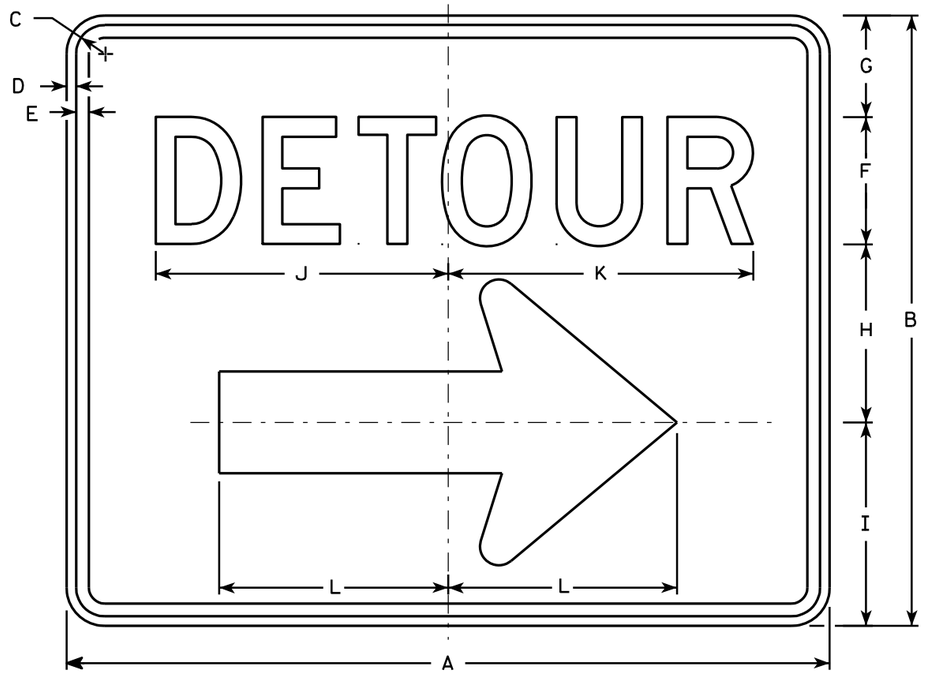
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/13 PLATE NO. M4-9B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

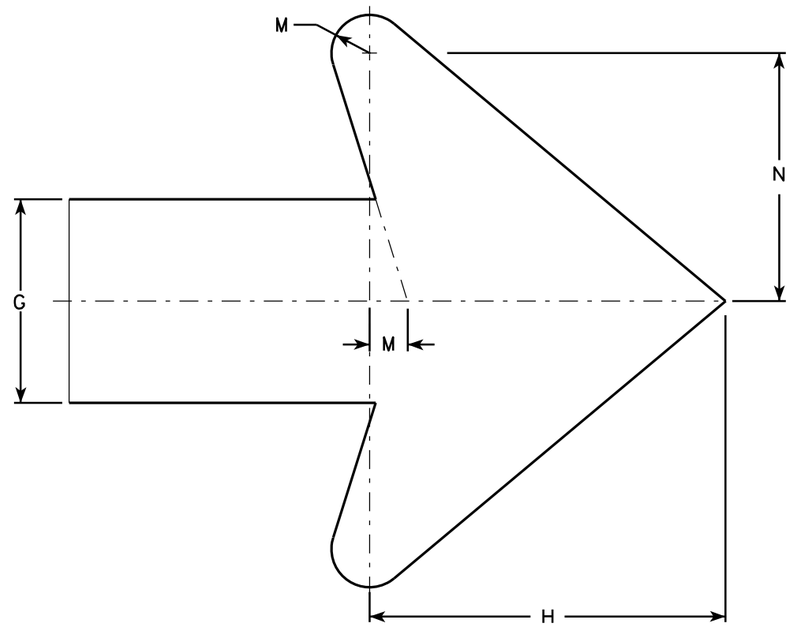
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M49B.DGN PLOT DATE : 01-OCT-2013 13:44 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

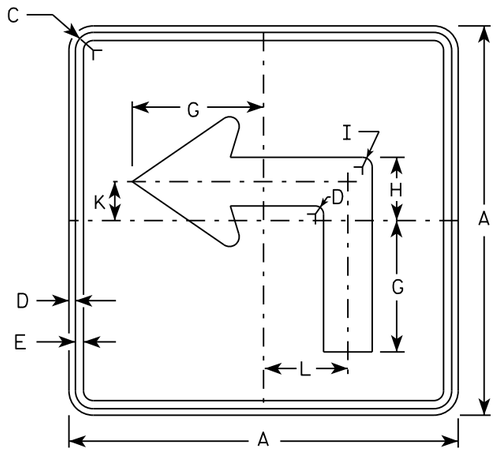
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

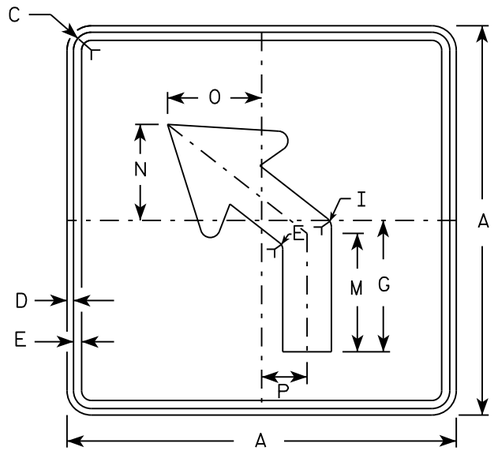
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

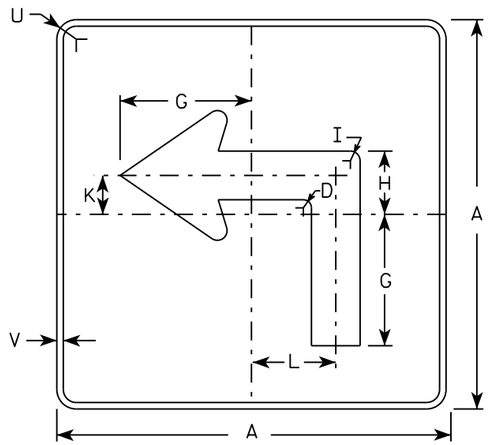
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 533	E



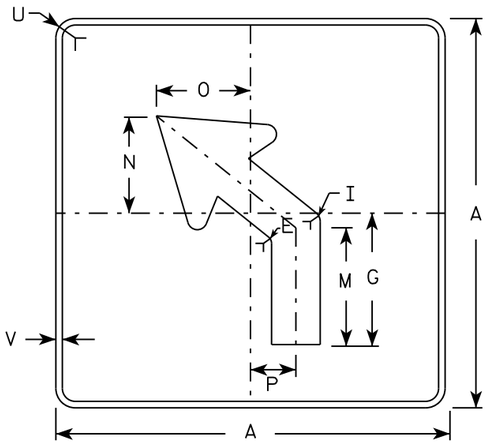
M5-1L
MM5-1L
MO5-1L
MP5-1L



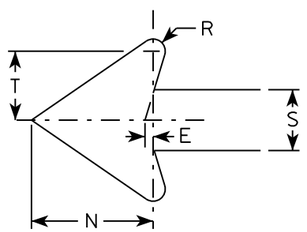
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

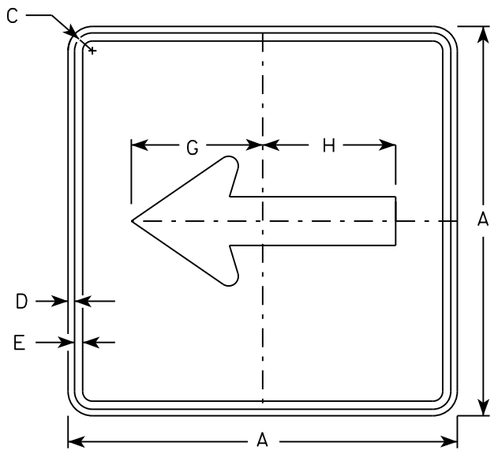
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

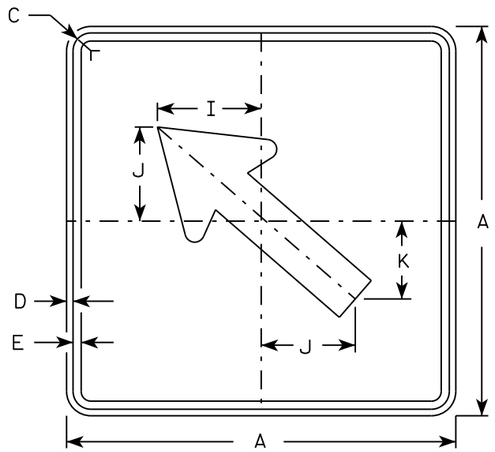
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



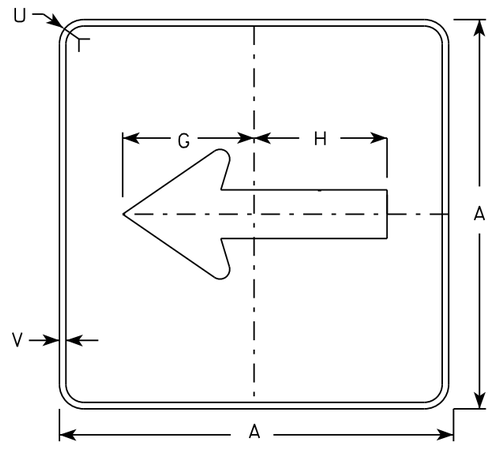
M6-1
MM6-1
MO6-1
MP6-1



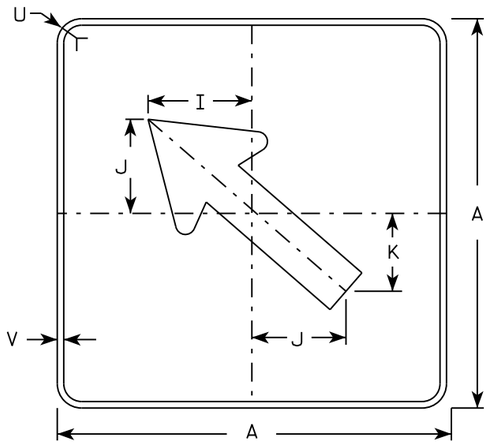
M6-2
MM6-2
MO6-2
MP6-2

NOTES

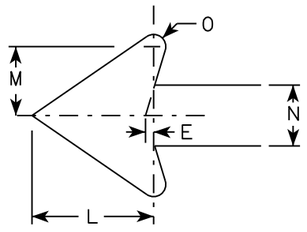
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

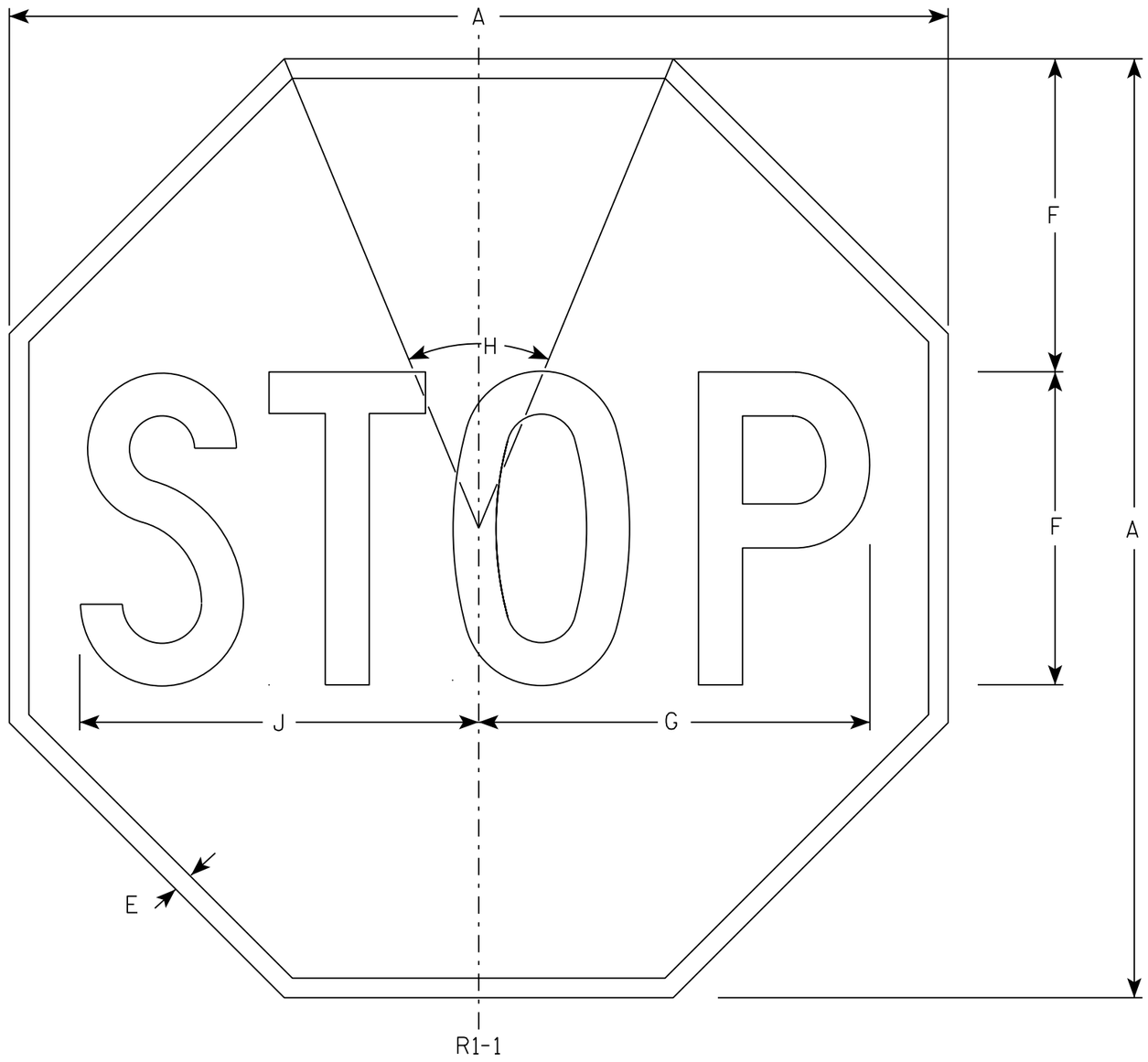
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLAT 535 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



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

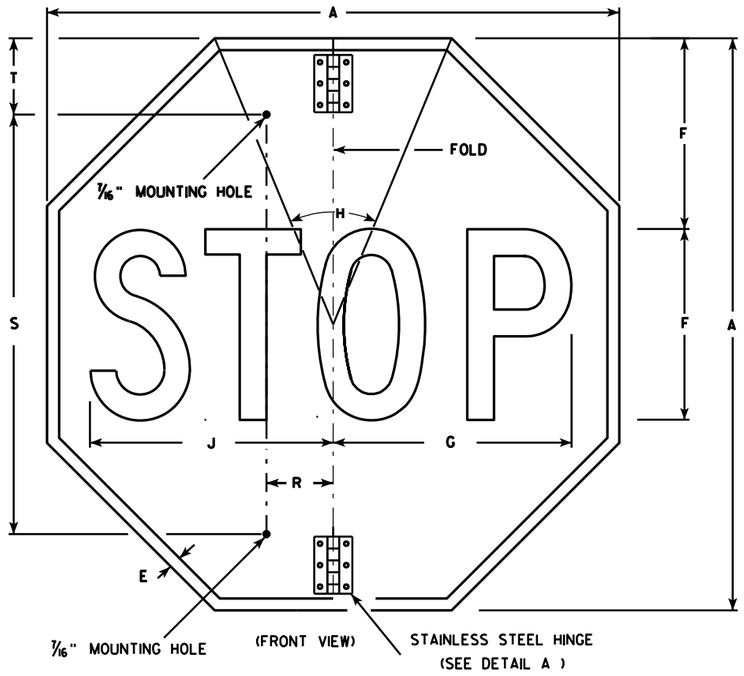
STANDARD SIGN
R1-1

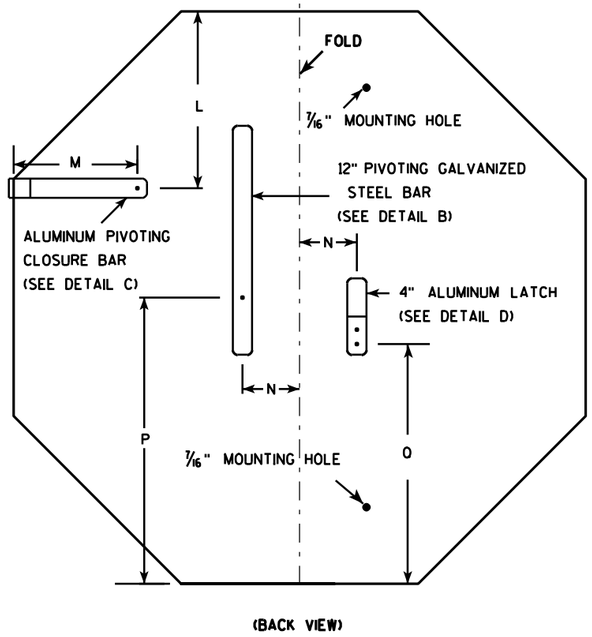
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

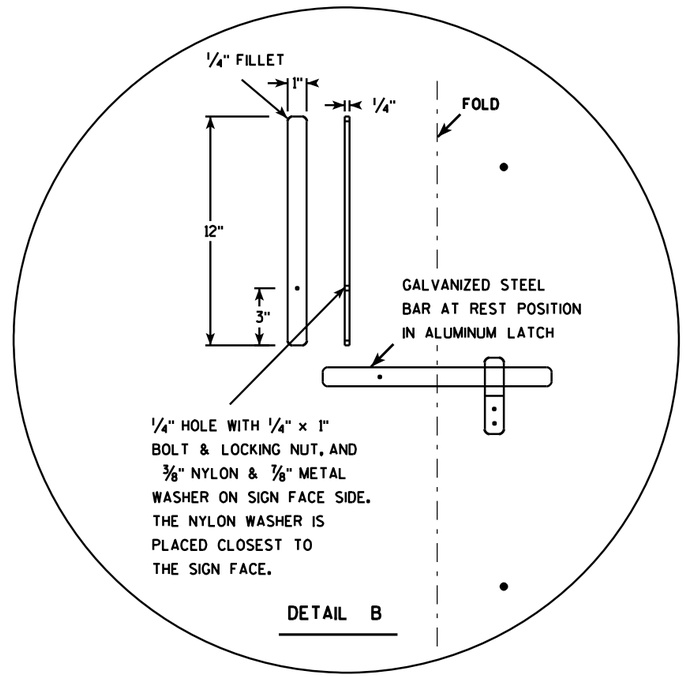
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 536	E



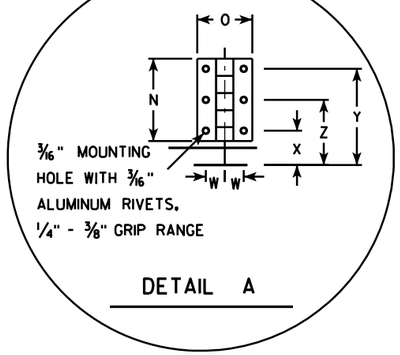


NOTES

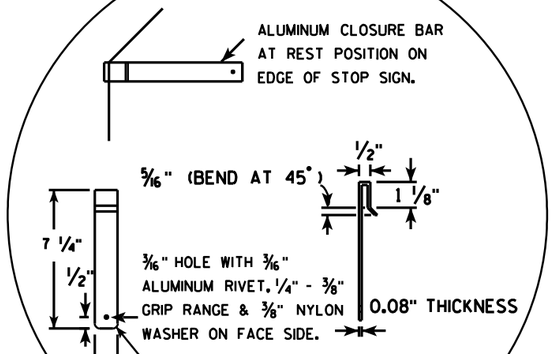
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



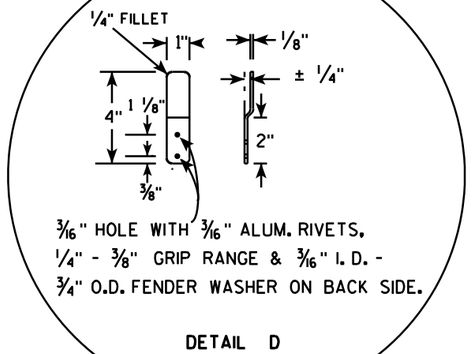
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

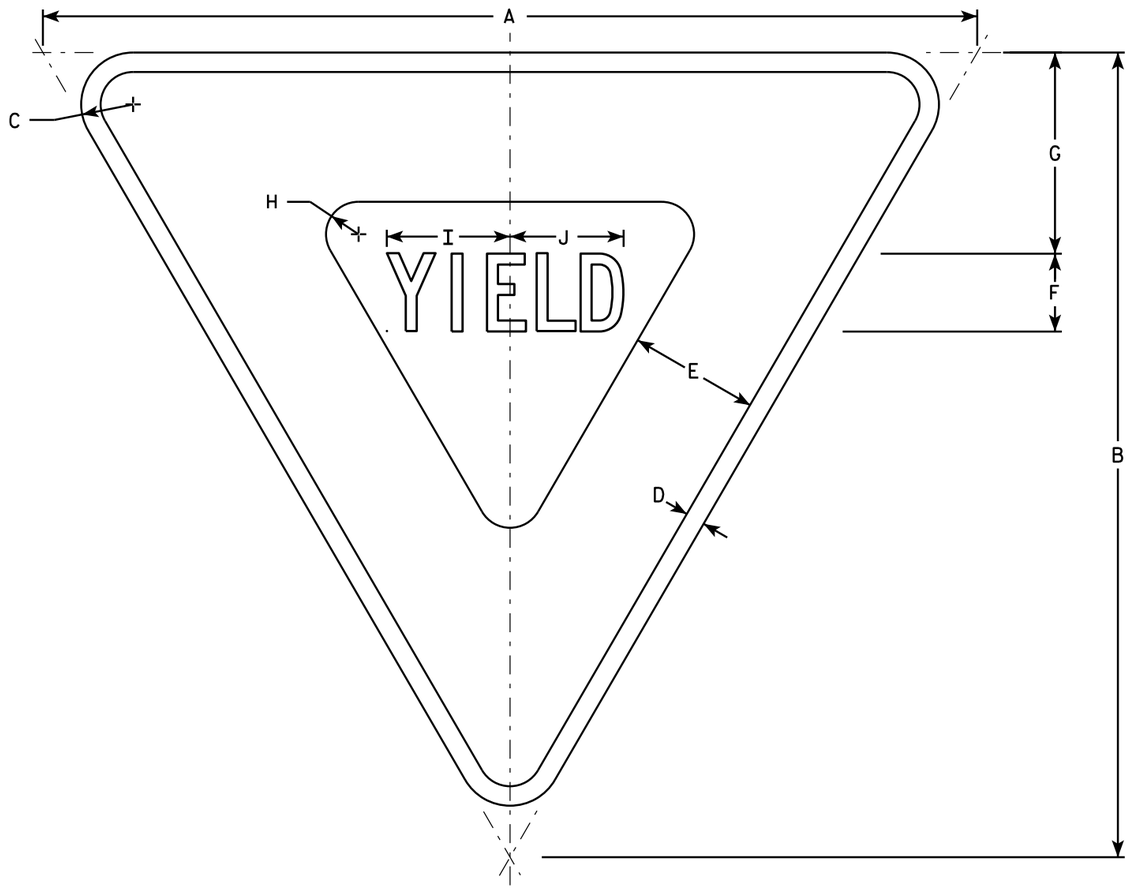
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 537 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



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

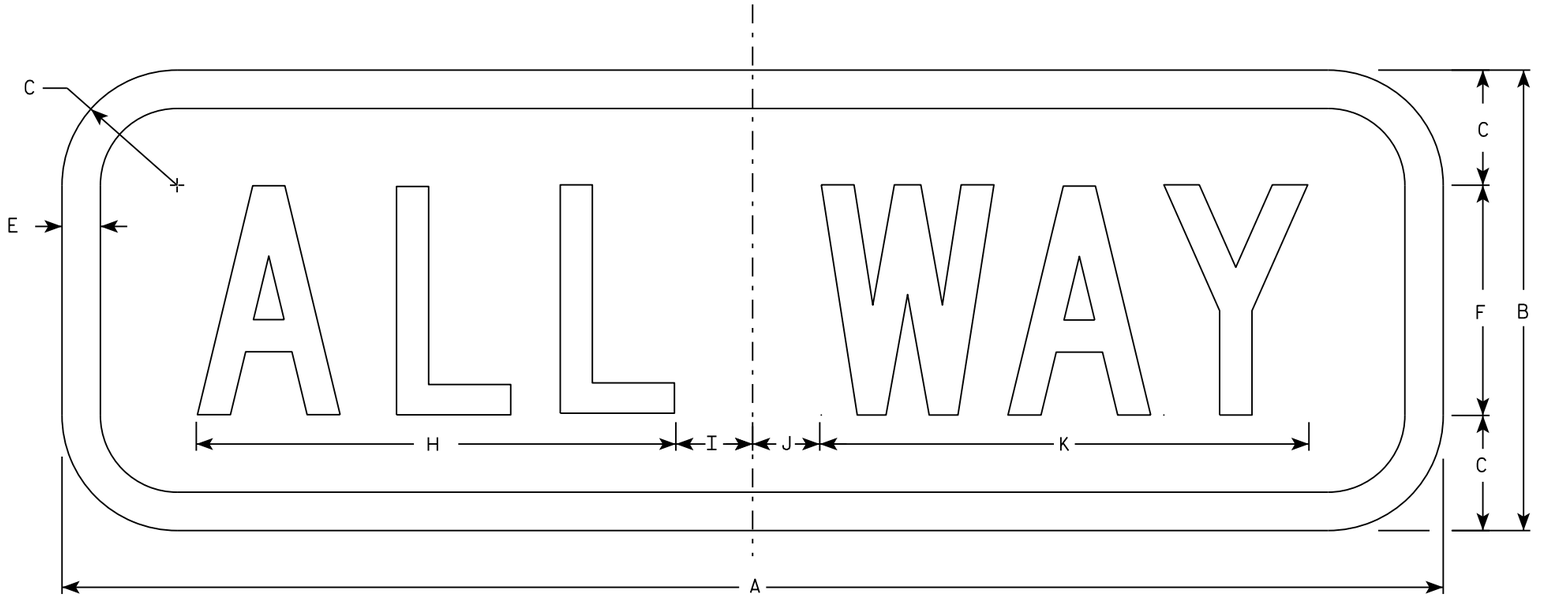
DATE 10/13/14 PLATE R1-2.12

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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. For 30"x30" R1-1 use 18"x6" R1-3P sign
   For 36"x36" R1-1 use 24"x9" R1-3P sign
   For 48"x48" R1-1 use 30"x12" R1-3P sign



R1-3P

SIZE	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	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																0.75
2S	18	6	1 1/2		1/2	3		6 1/4	1 1/4	7/8	6 3/8																1.5
2M	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
3	24	9	1 1/2		1/2	5		9 1/4	1 1/4	3/4	9 3/4																1.5
4	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5
5	30	12	2 1/4		5/8	6		11	2 1/4	1 1/2	11 3/4																2.5

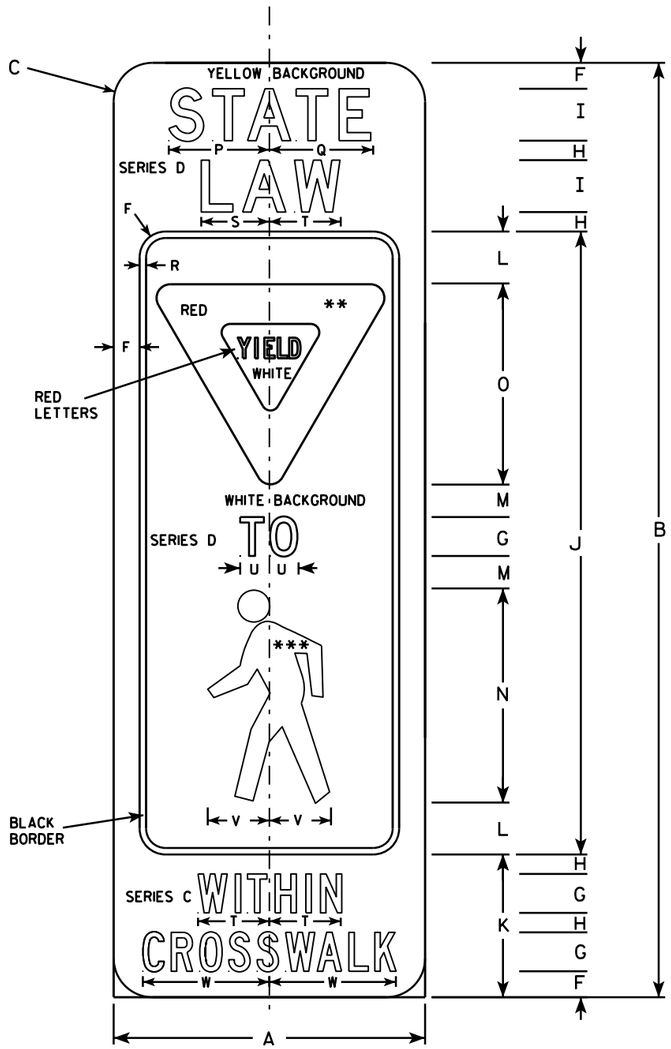
STANDARD SIGN
R1-3P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R1-3P.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 539 | E



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

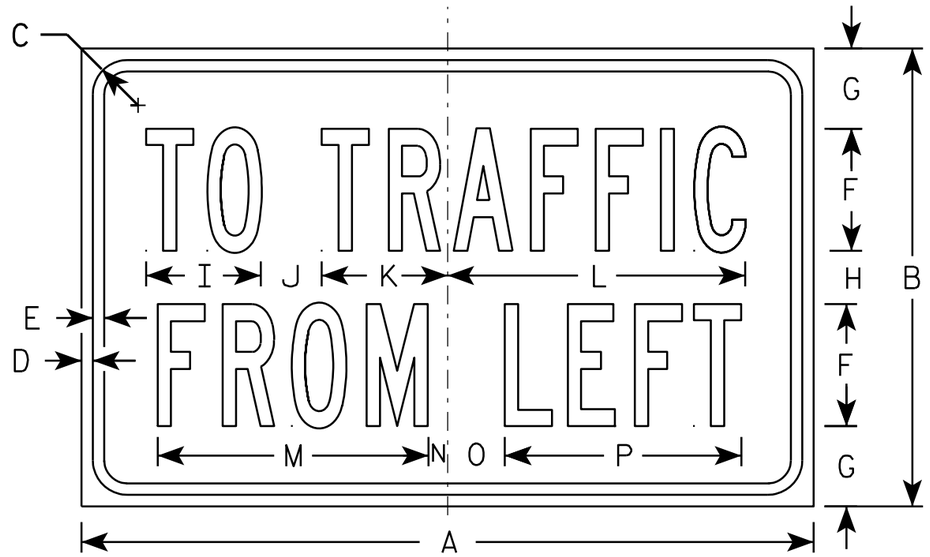
WISCONSIN DEPT OF TRANSPORTATION

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																											

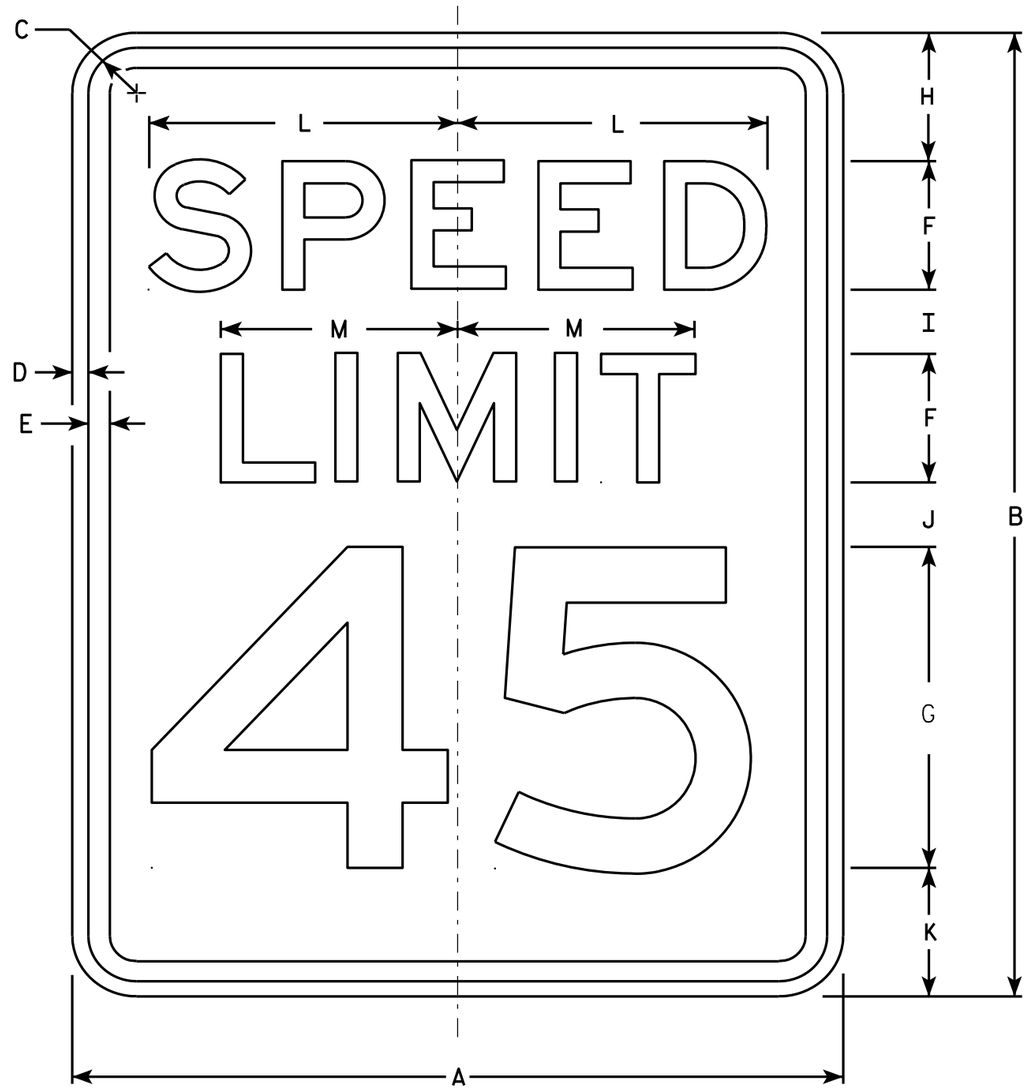
STANDARD SIGN
R1-54

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: 541	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

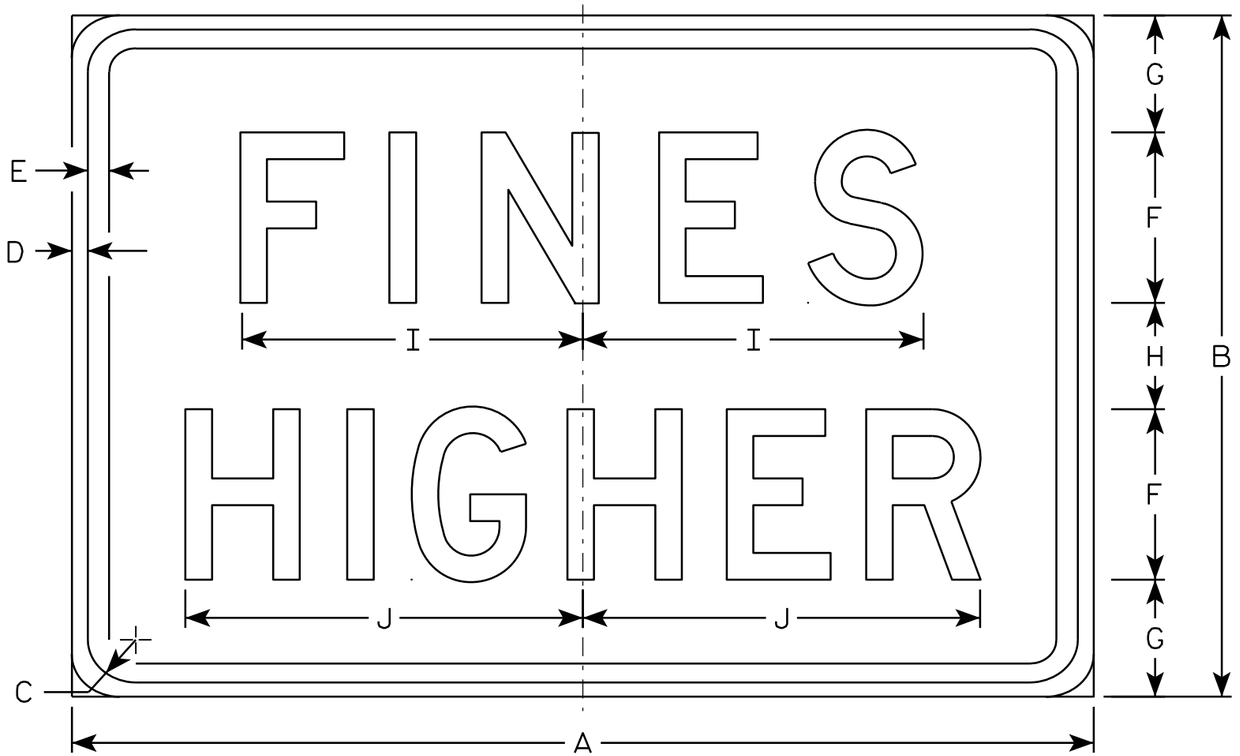
STANDARD SIGN
R2-1

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: 542 | E



R2-6P

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
2M	24	18	1 1/8	3/8	3/8	4	3 1/2	3	7 5/8	9 1/4																	3.0
3	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
4	36	24	1 1/8	3/8	1/2	6	4 1/8	3 3/4	12	14																	6.0
5	48	36	1 3/8	1/2	5/8	8	7	6	15 1/8	19																	12.0

STANDARD SIGN
R2-6P

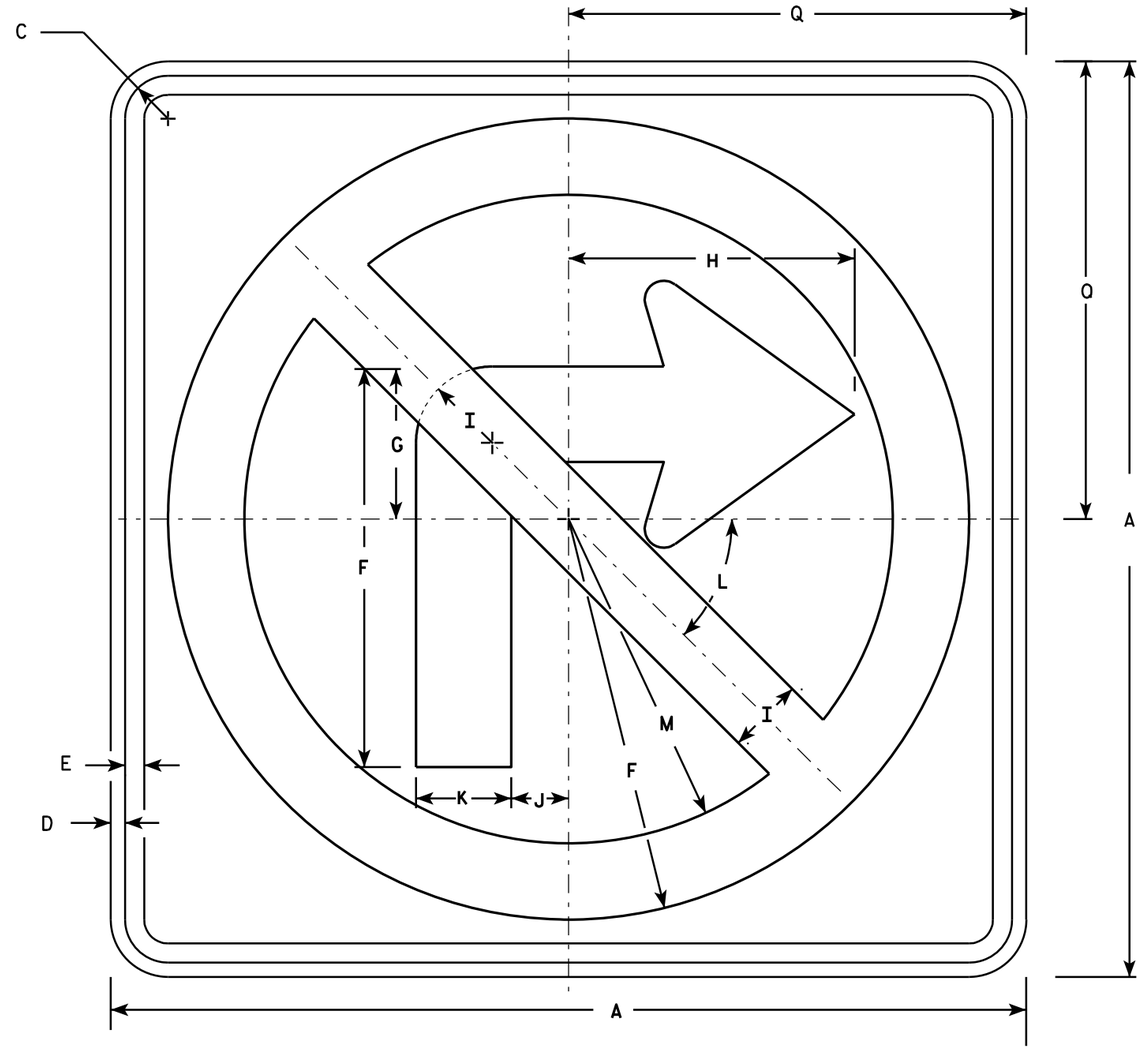
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/20/10 PLATE NO. R2-6P.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 543 | E

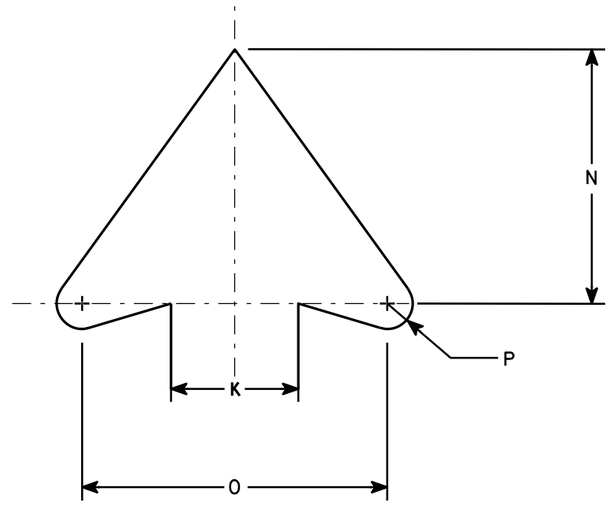
7



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

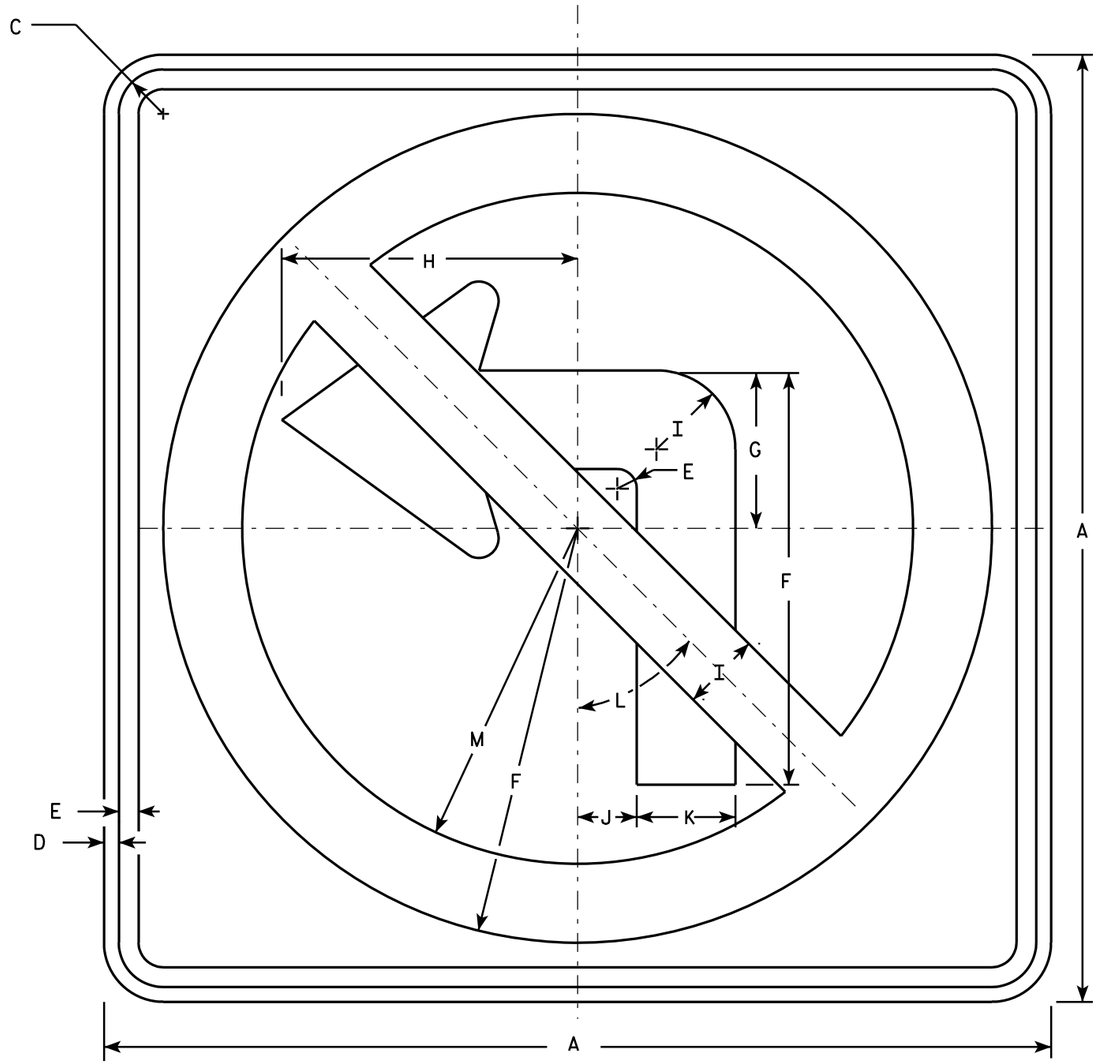
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

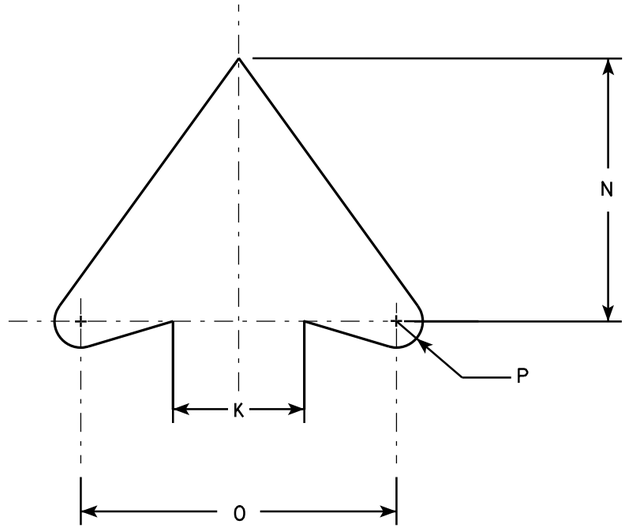
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 544 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

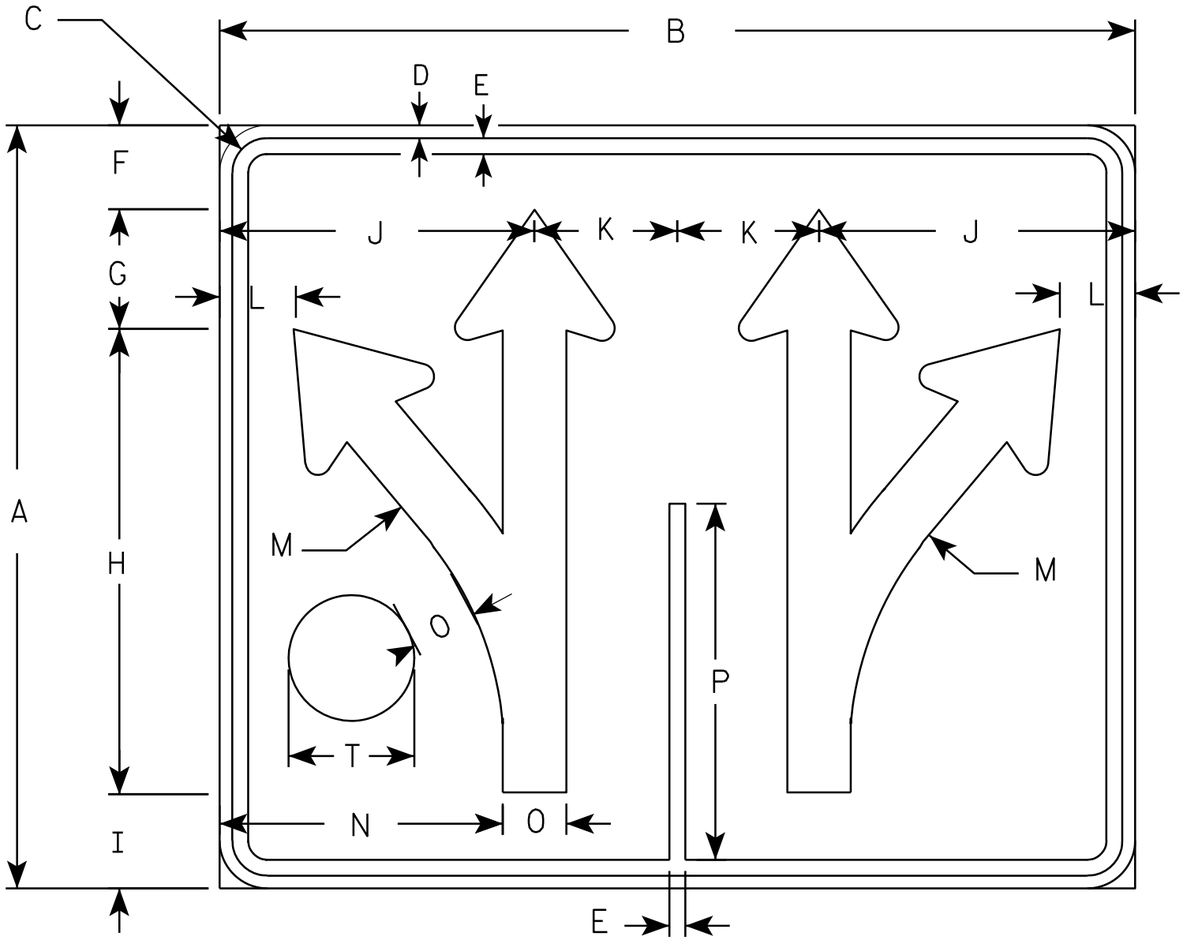
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

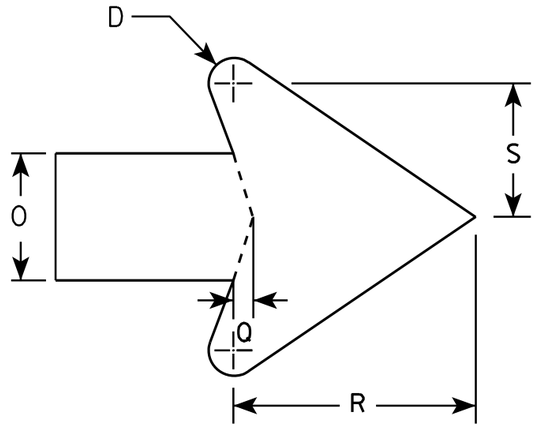
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 545 | E



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																											

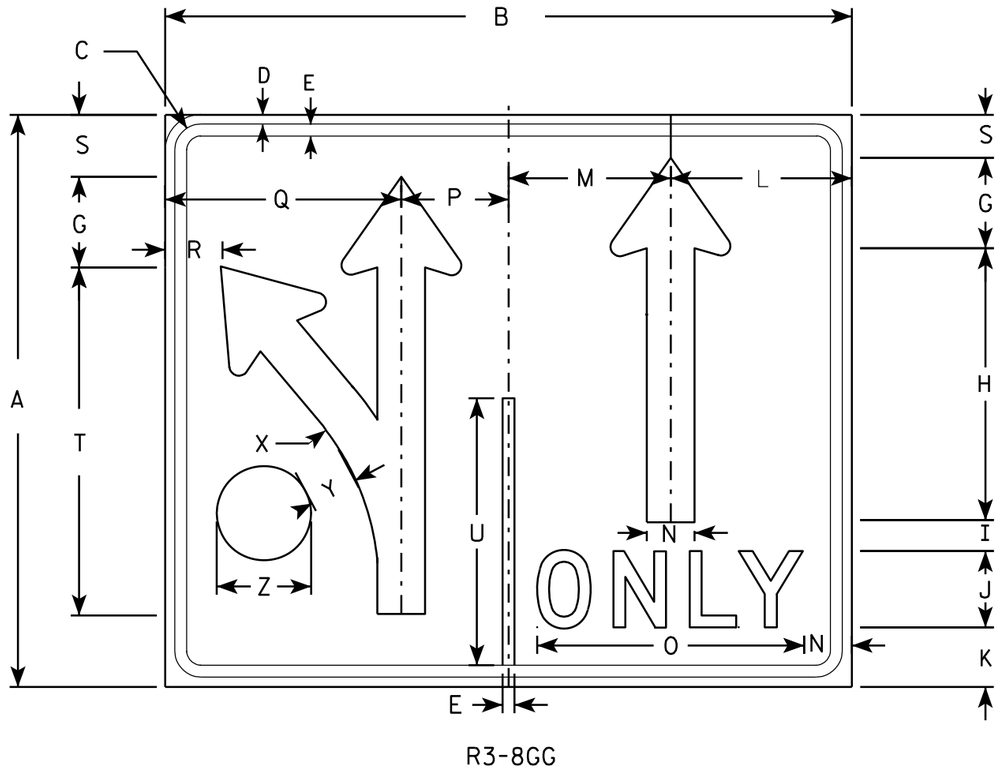
STANDARD SIGN
R3-8CC

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8CC.2

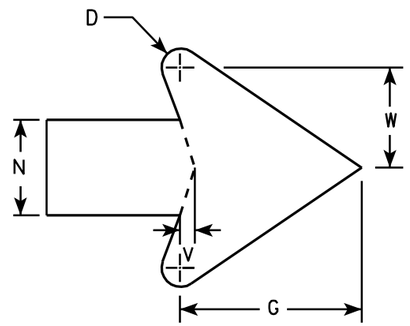
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 546	E



R3-8GG

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.



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	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4	2 1/2	5	7.5
2M	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4	2 1/2	5	7.5
3																											
4																											
5																											

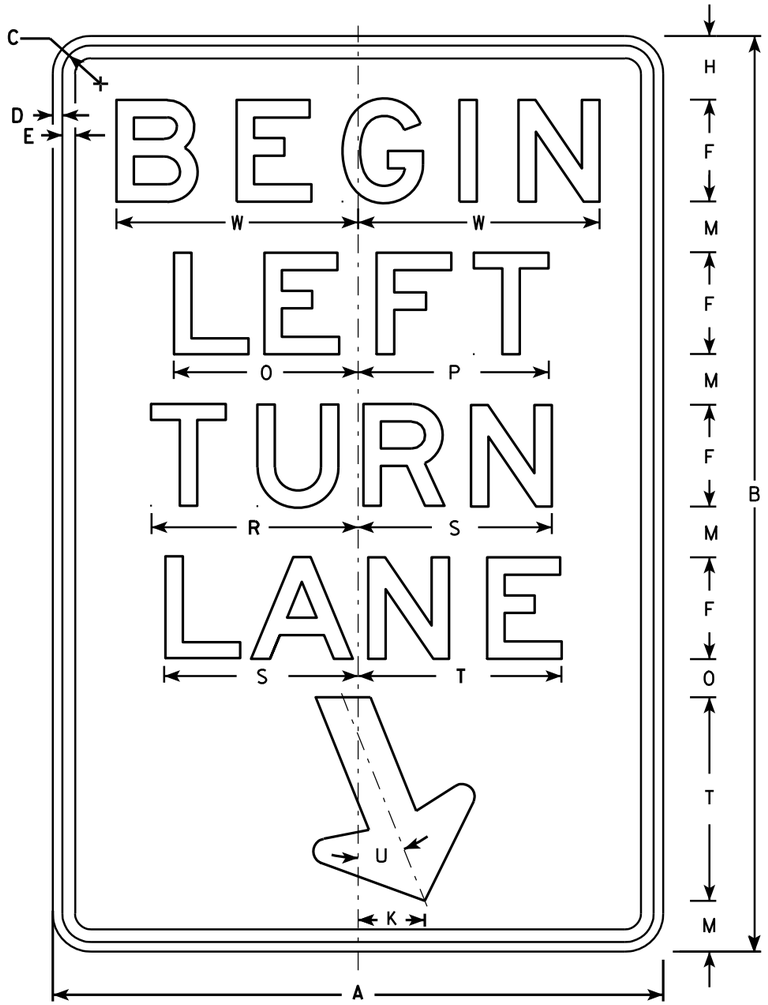
STANDARD SIGN
R3-8GG

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO R3-8GG.2

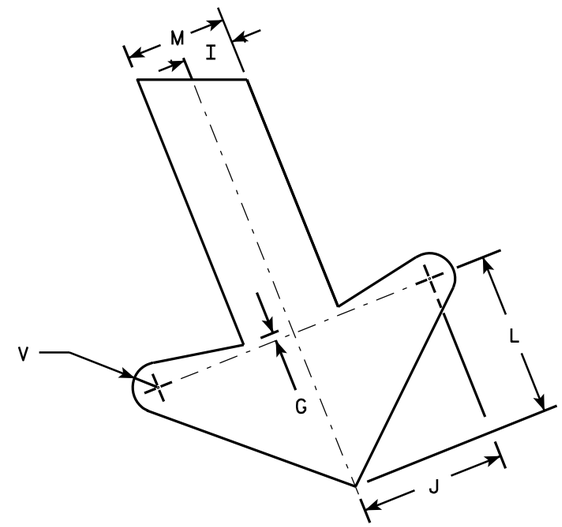
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 547	E



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																											

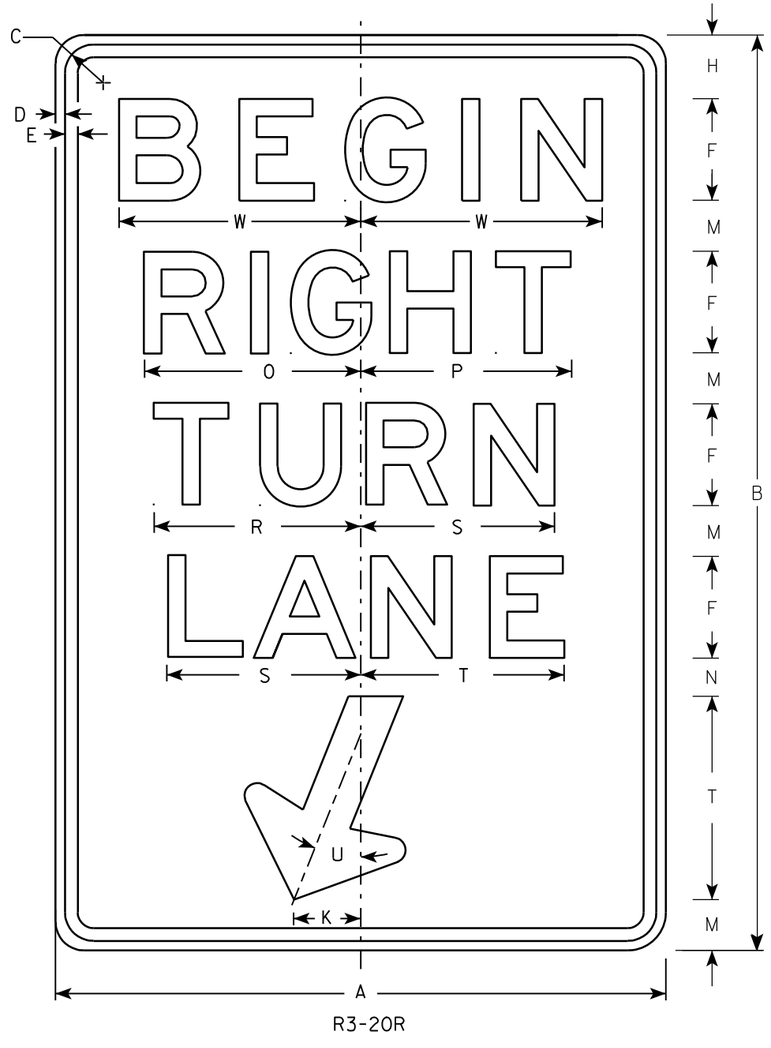
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

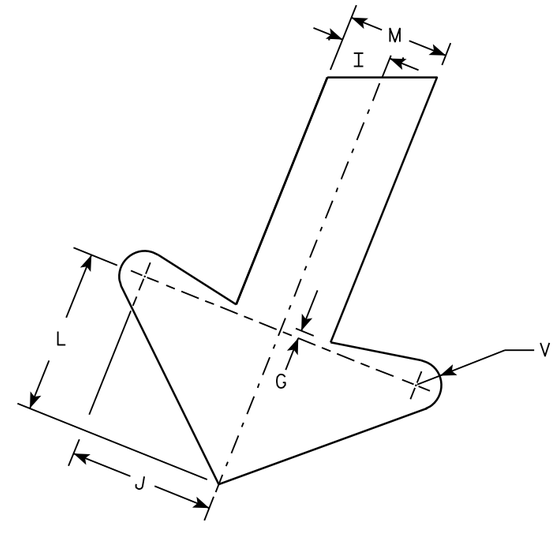
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 548 | E



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

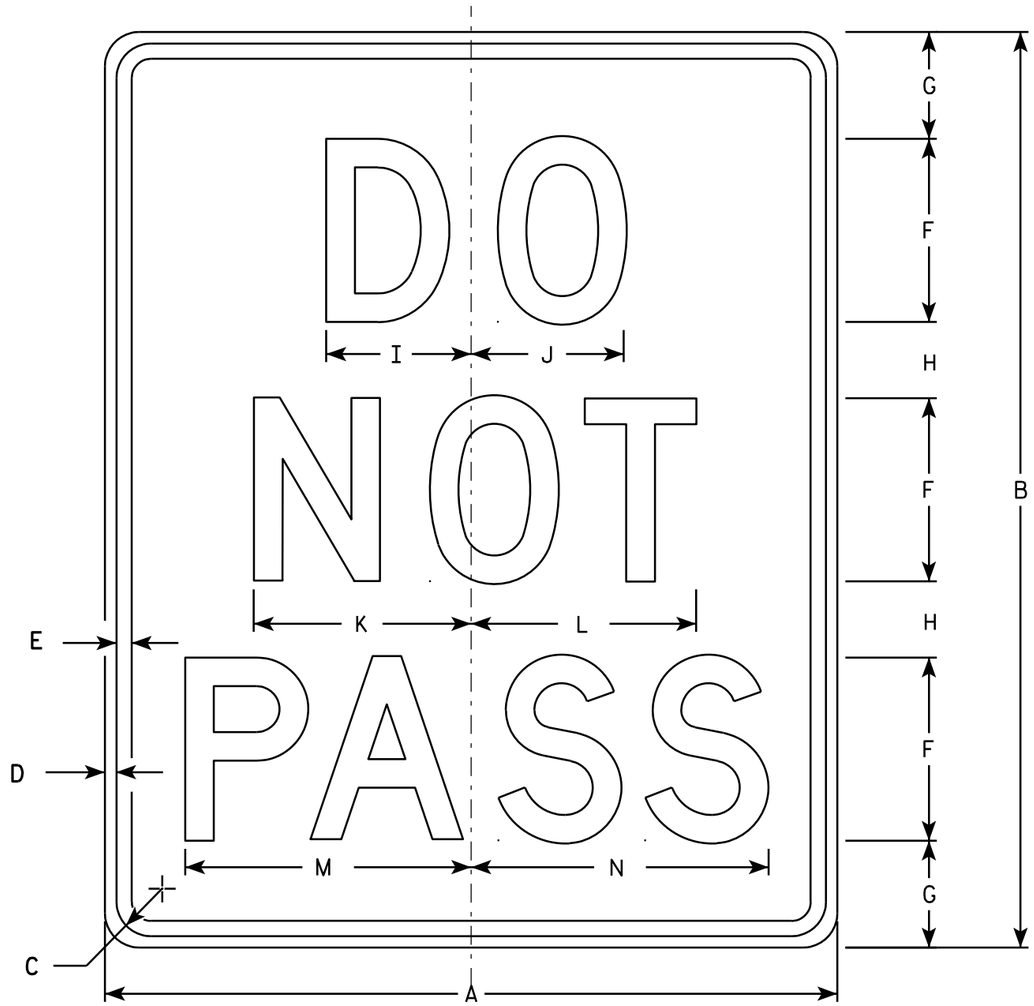
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 549 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320R.DGN PLOT DATE : 15-OCT-2010 14:59 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42



R4-1

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

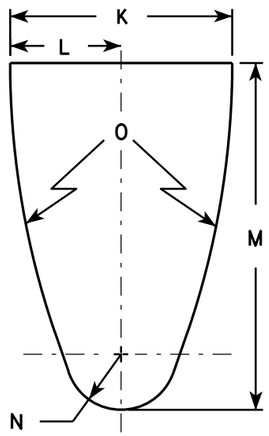
STANDARD SIGN
R4-1

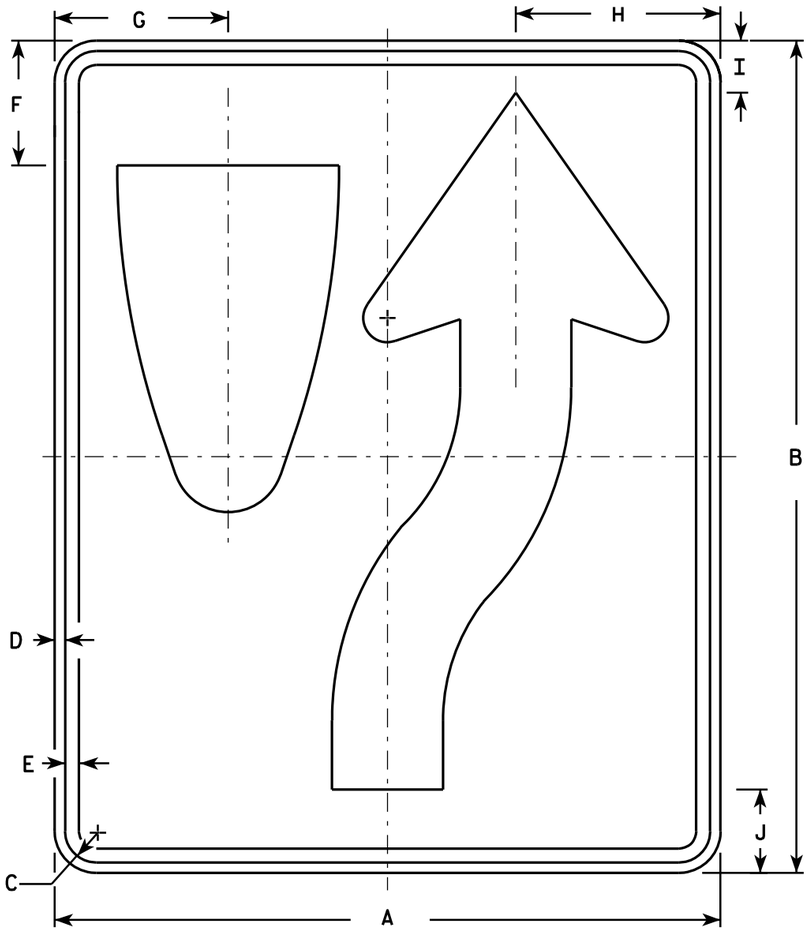
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 550 | E

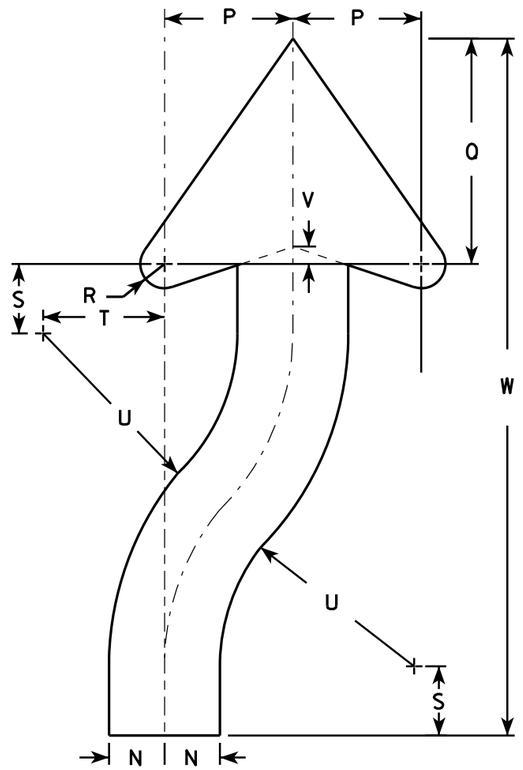




R4-7

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

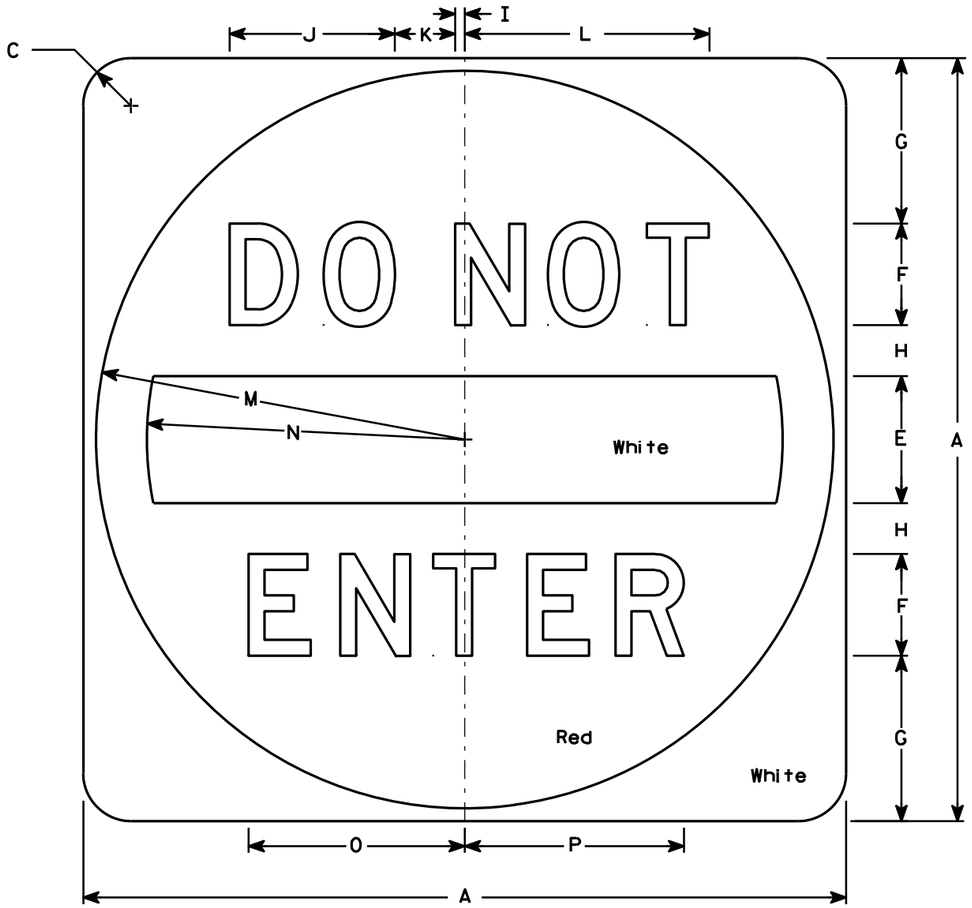
STANDARD SIGN
R4-7 & R4-8

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: 551	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

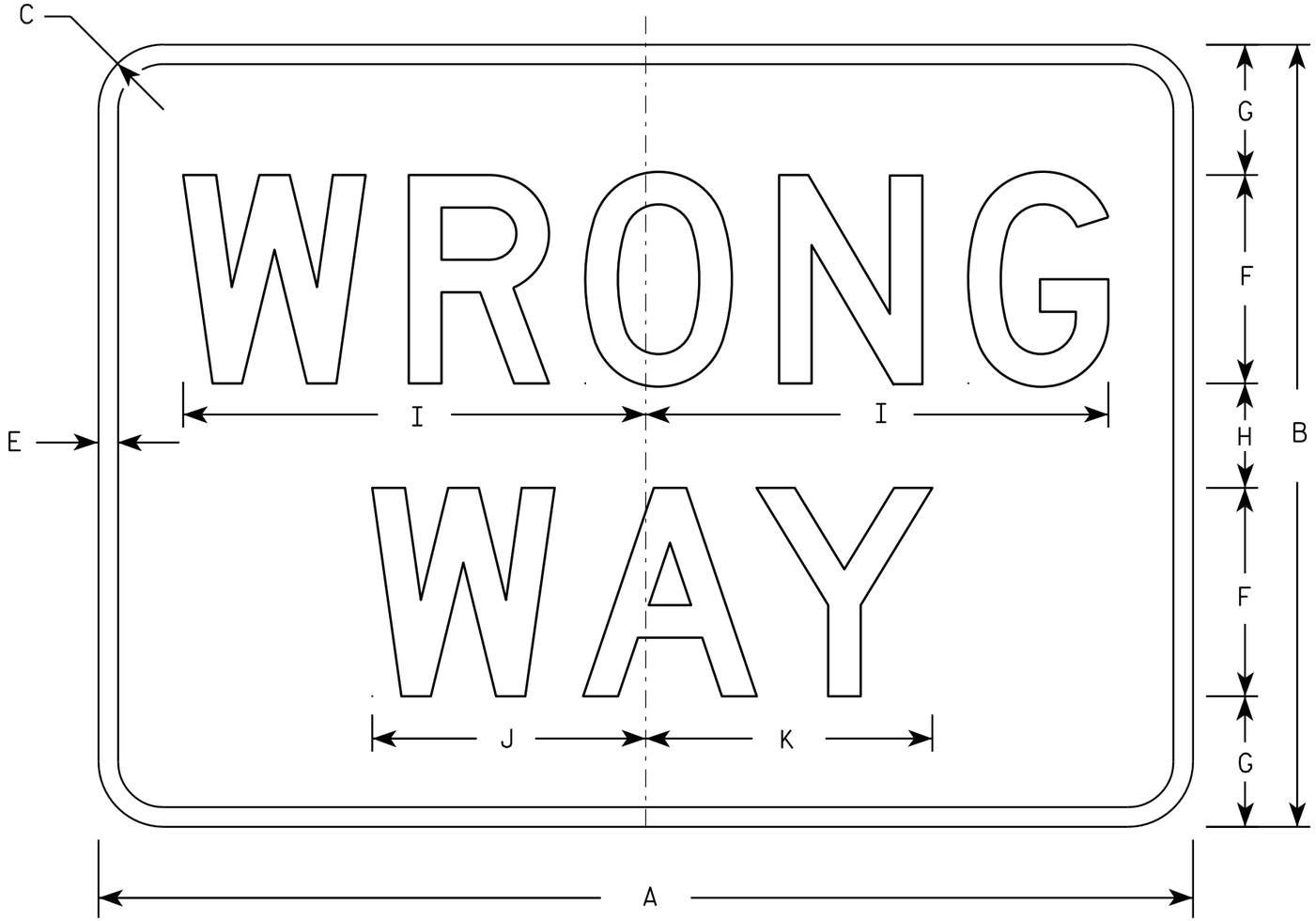
STANDARD SIGN
R5-1

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: 552 | 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: 553 | E



R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

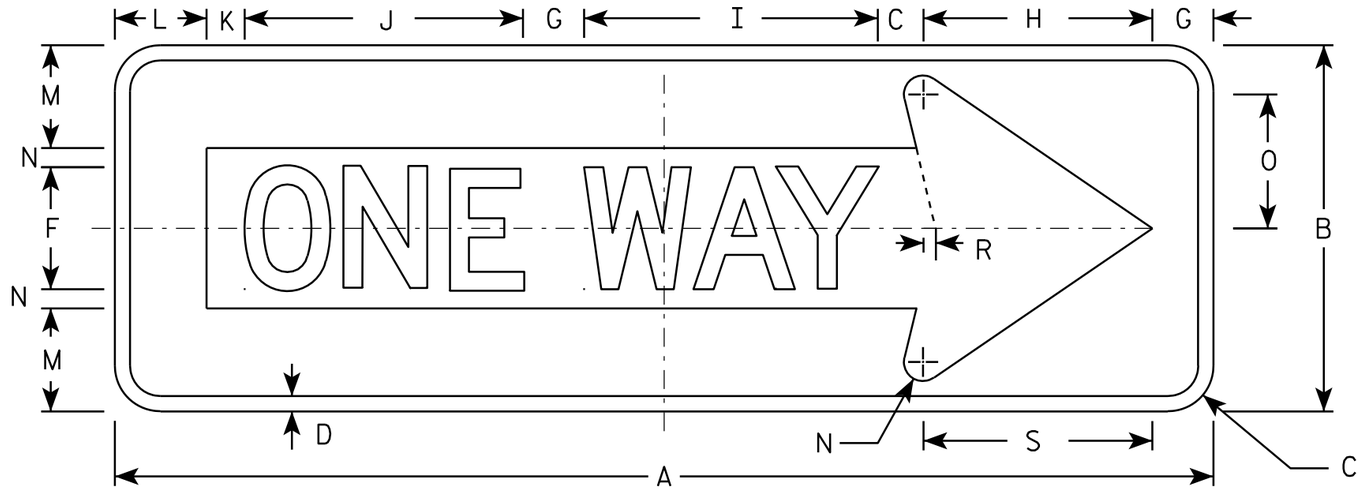
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 554 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R557.DGN PLOT DATE : 29-MAR-2011 14:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

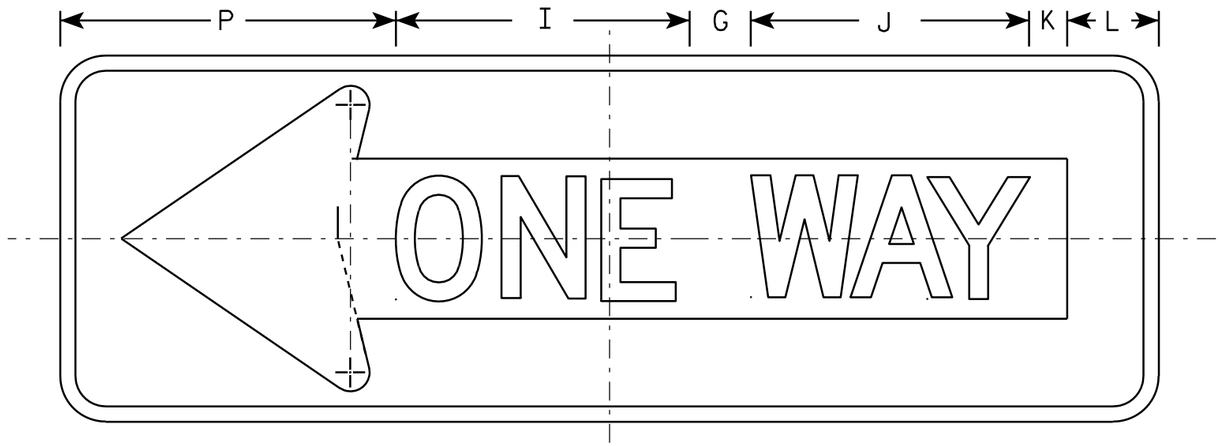
7



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

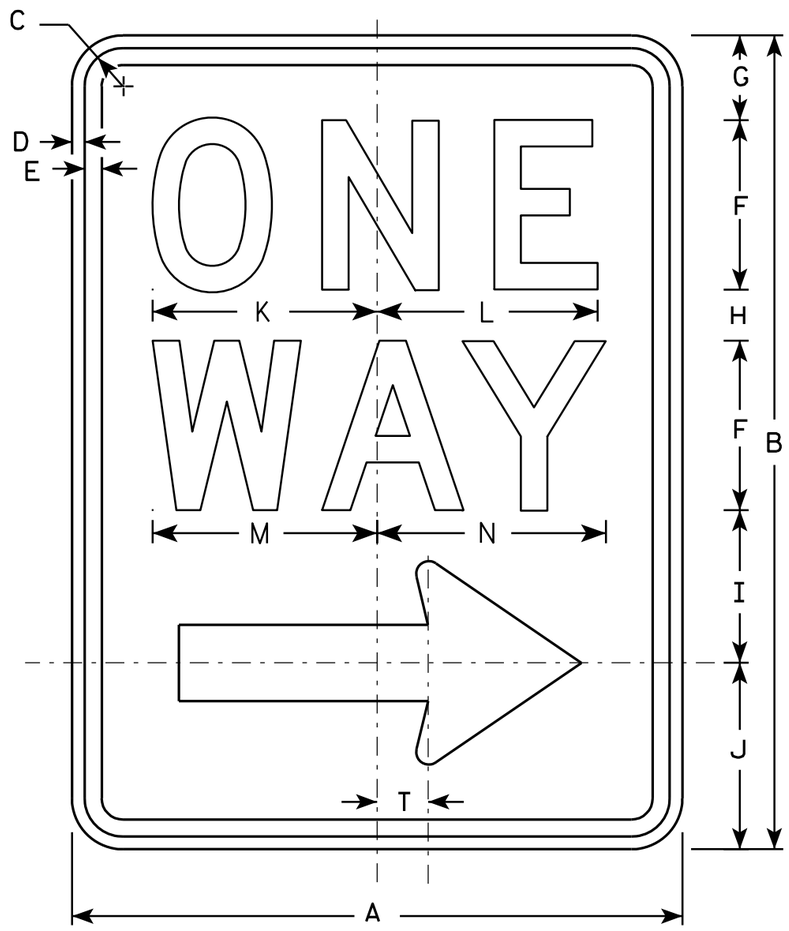
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 555 E

7

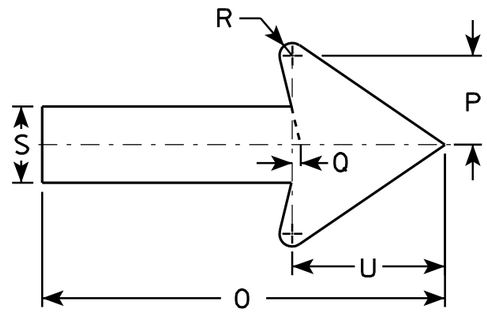
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

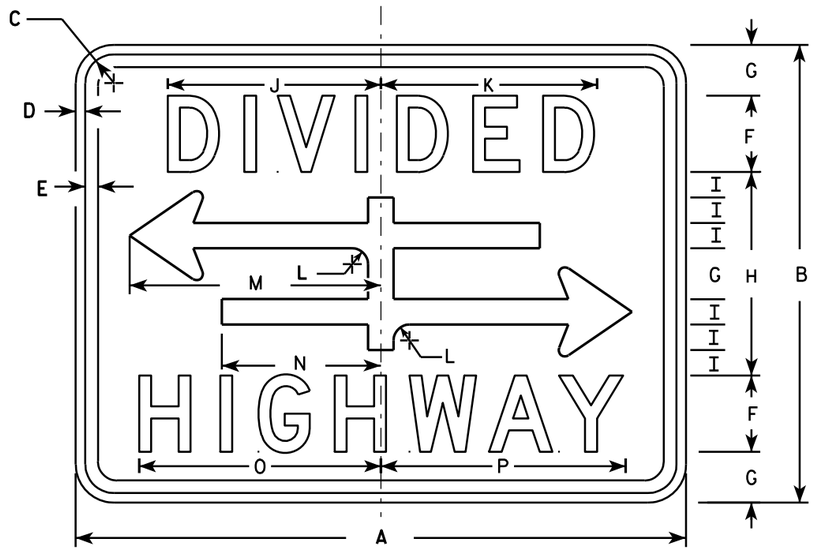
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

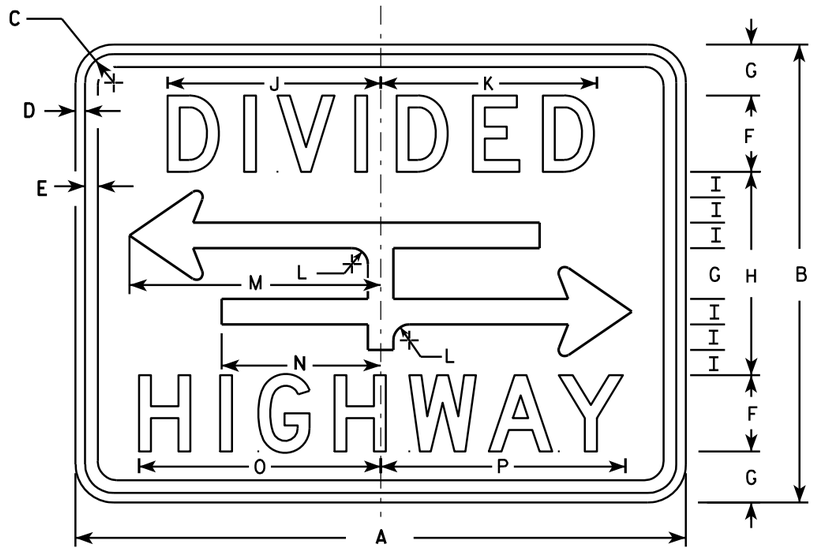
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 556	E



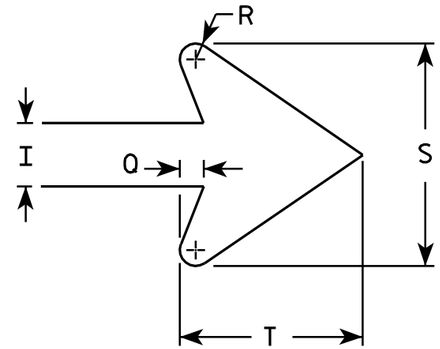
R6-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

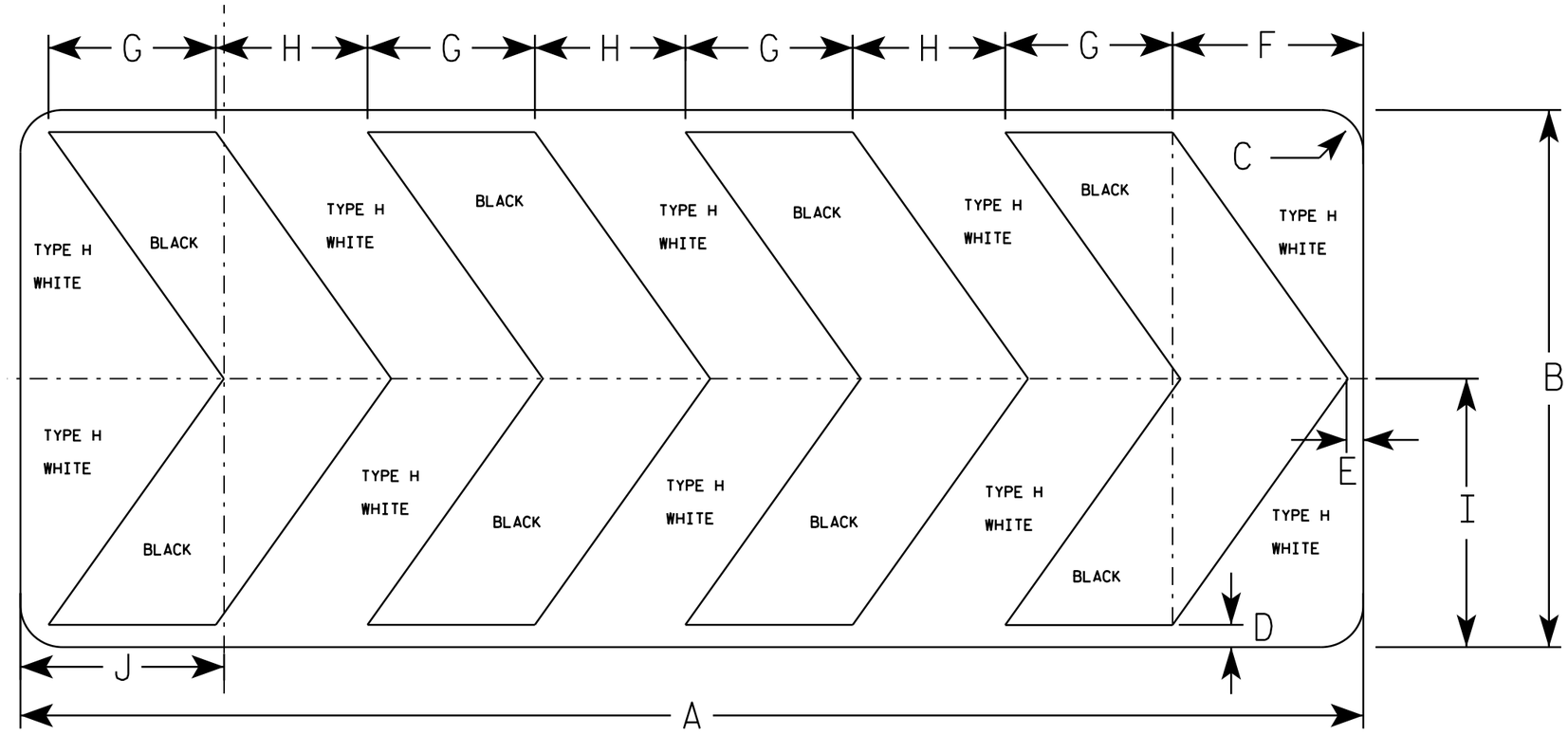
DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

SHEET NO: 557 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

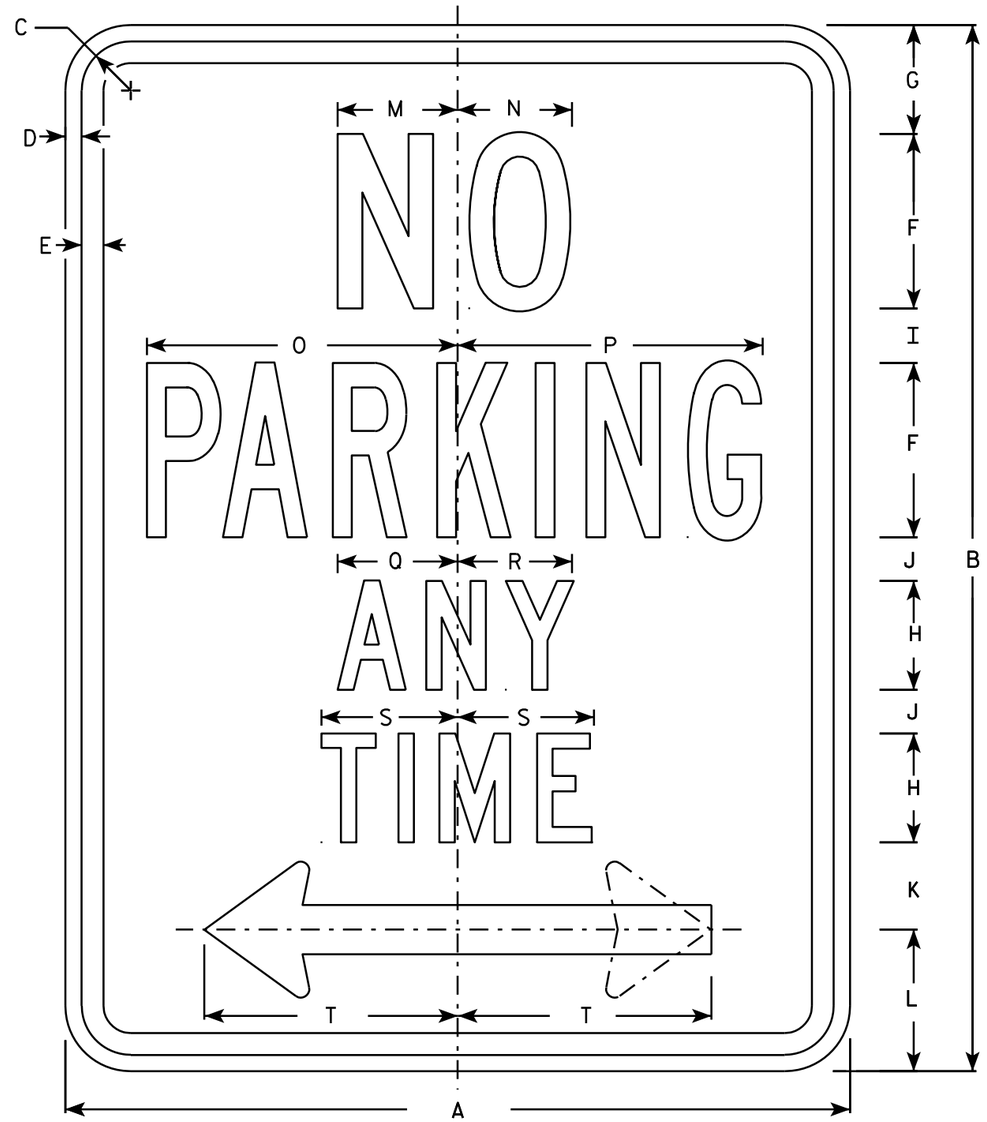
APPROVED Matthew R Rauch
for State Traffic Engineer

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

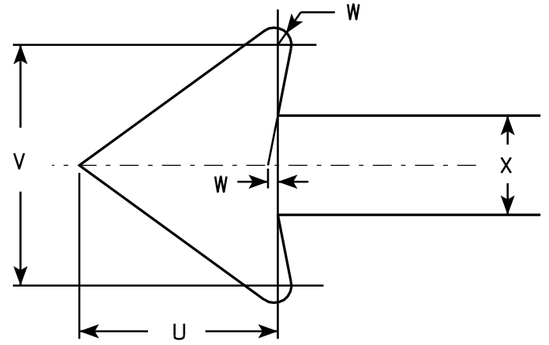
WISDOT/CADDS SHEET 42



R7-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1, 3 and 4 are series C, line 2 is series B.
6. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	2 1/4	2 1/8	2 1/2	3 7/8	1 1/2	1 3/4	1/8	3/4			1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	2 3/4	2 5/8	3 1/8	5 7/8	2 1/4	2 5/8	1/4	1 1/8			3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	3 1/4	3 1/4	3 3/4	7 3/4	3	3 1/2	1/4	1 1/2			5.0
4																											
5																											

STANDARD SIGN
R7-1

WISCONSIN DEPT OF TRANSPORTATION

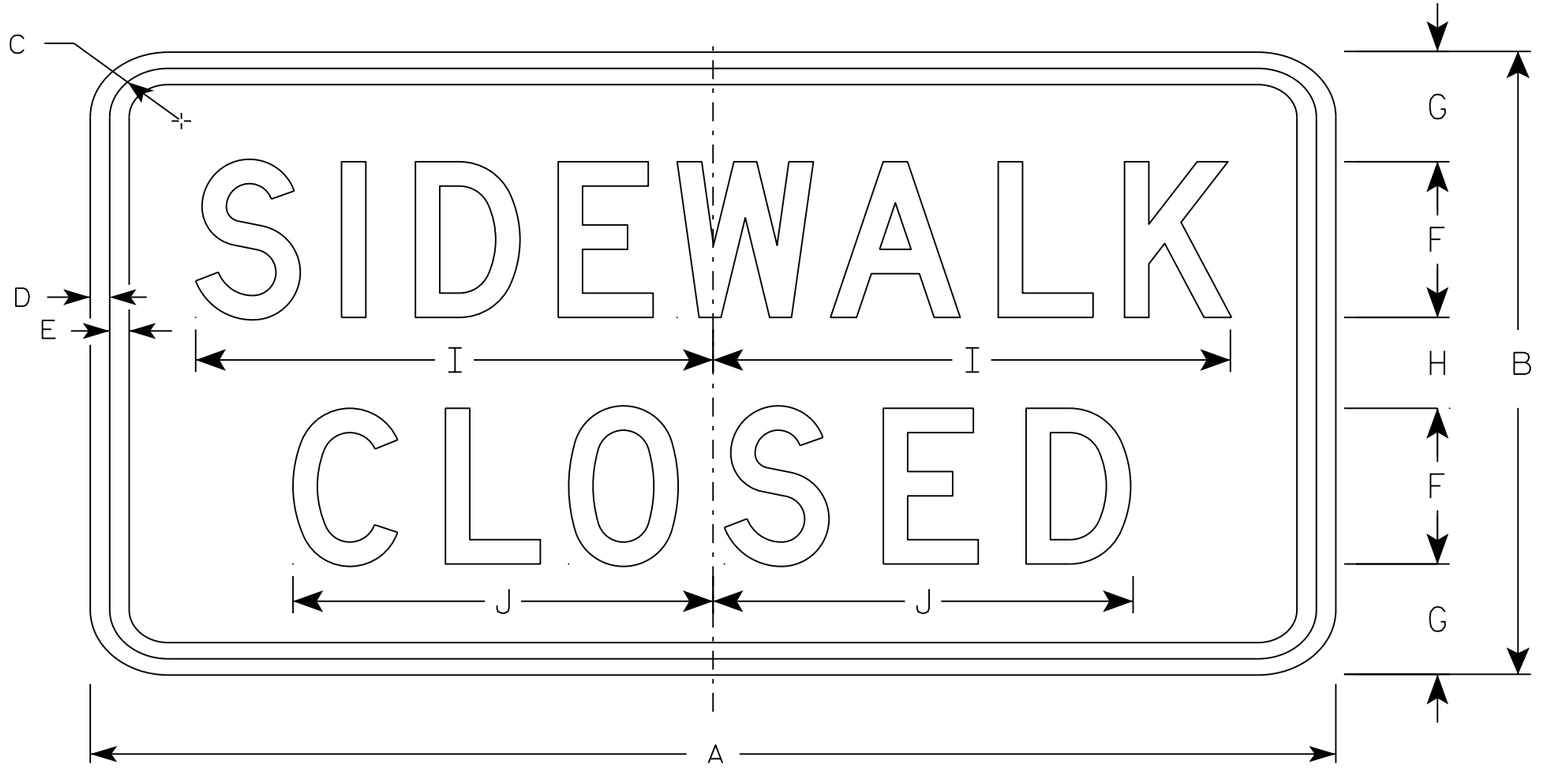
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 559 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.DGN PLOT DATE : 31-MAR-2011 09:20 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.476110:1.000000

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

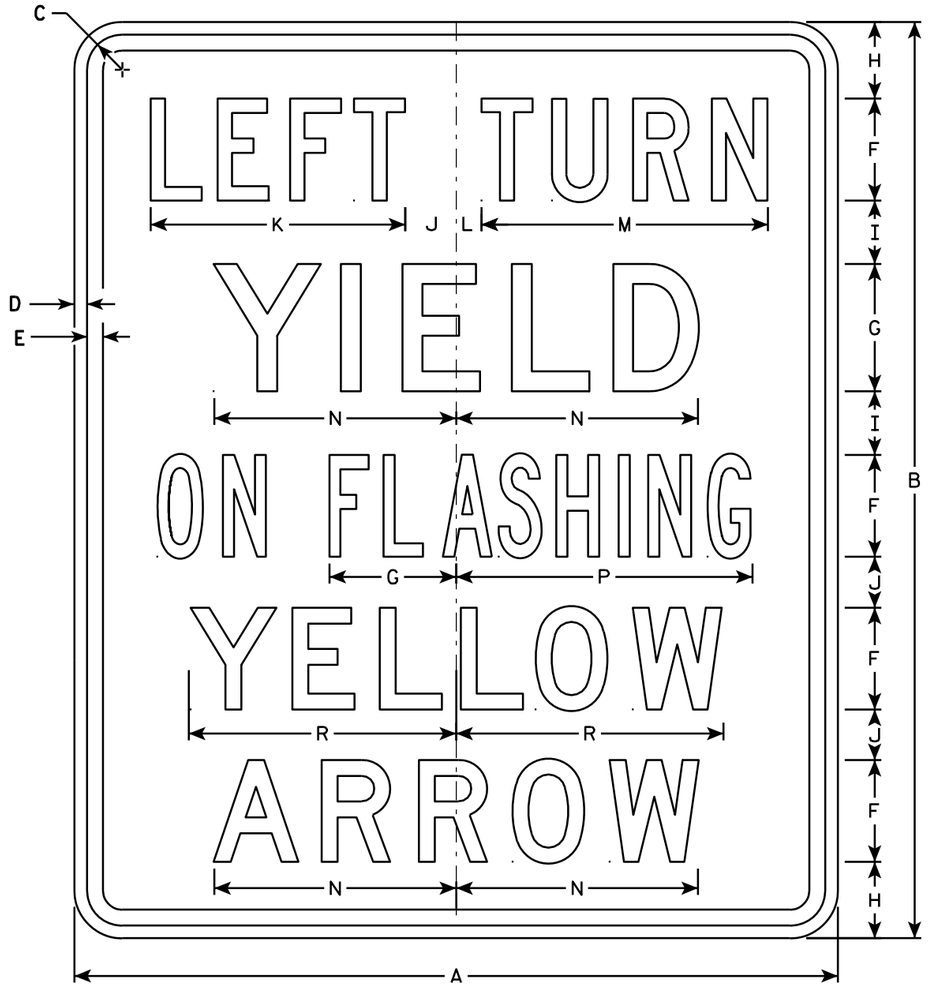
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 560 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

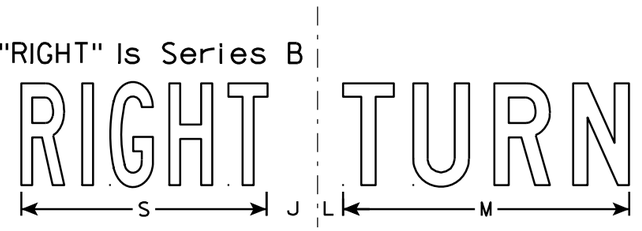


R10-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C.
   Lines 2, 4 and 5 are Series D.
   Line 3 is Series B.

"RIGHT" Is Series B



R10-50R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
2M	30	36	1 3/8	1/2	5/8	4	5	3	2 1/2	2	10	1	11 1/4	9 1/2	4 1/4	11 5/8		10 1/2	9 5/8								7.5
3																											
4																											
5																											

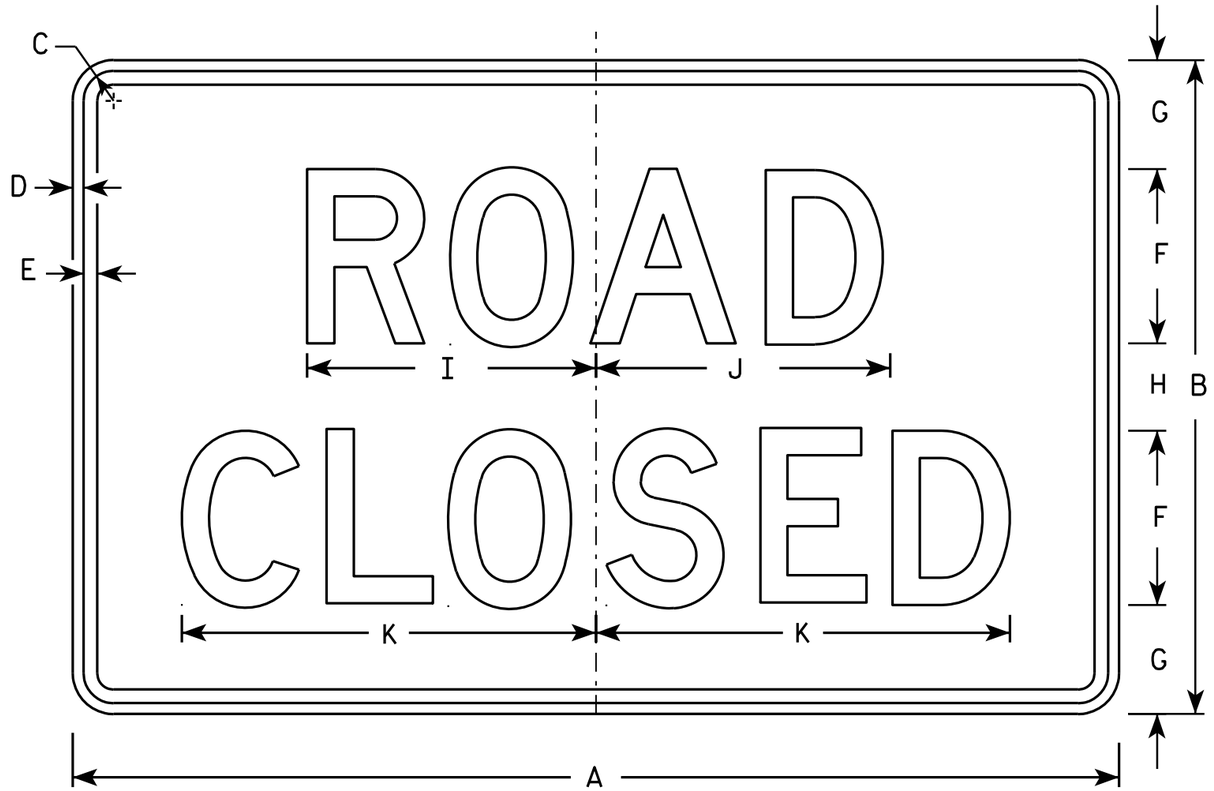
STANDARD SIGN
R10-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/11/13 PLATE NO. R10-50.2

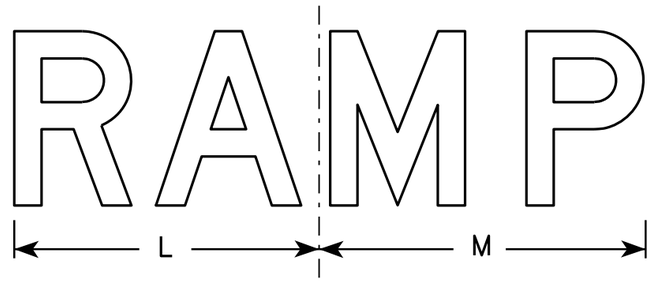
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 561	E



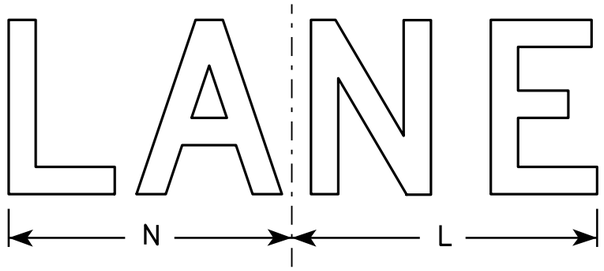
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

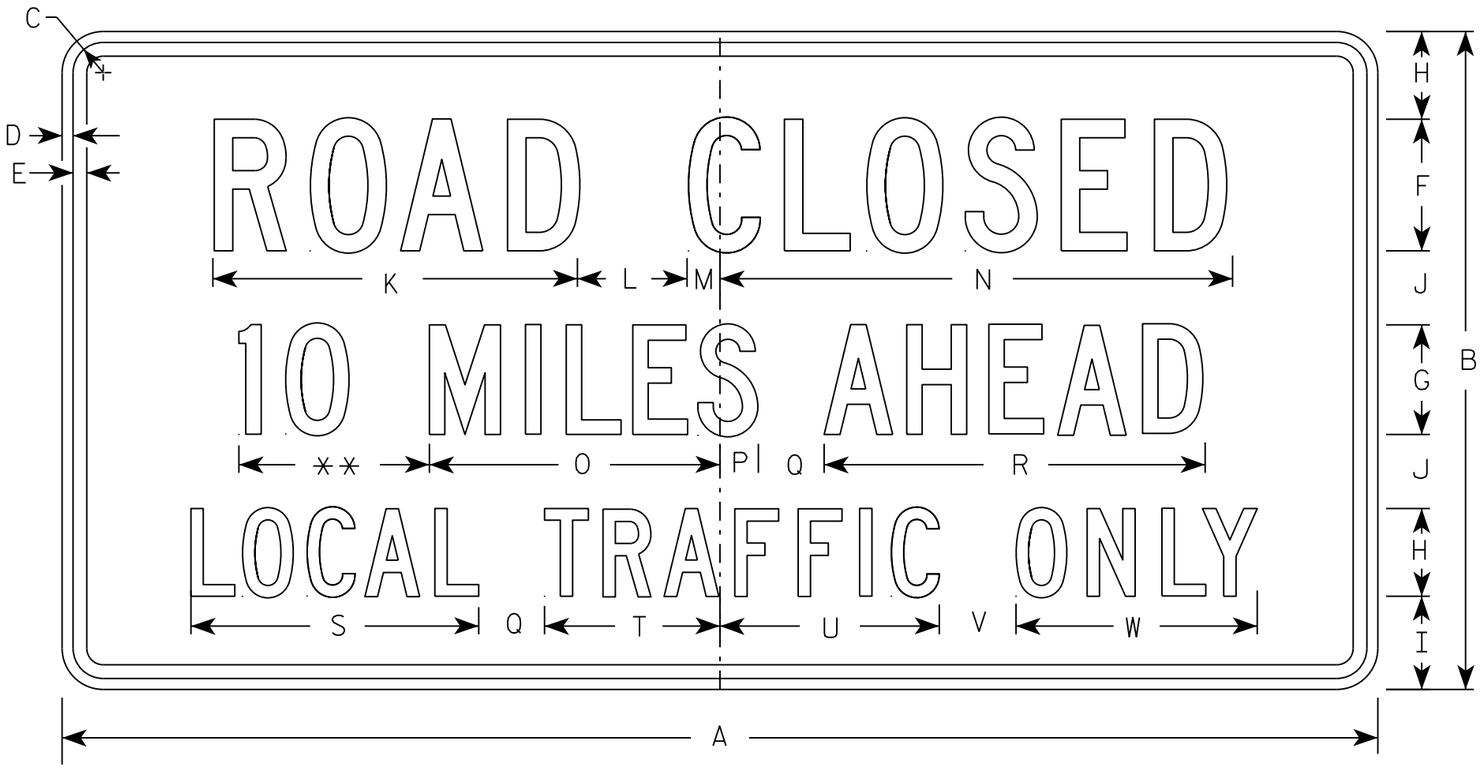
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 562 | E

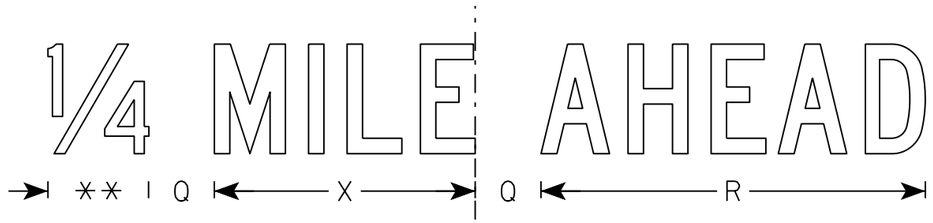
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

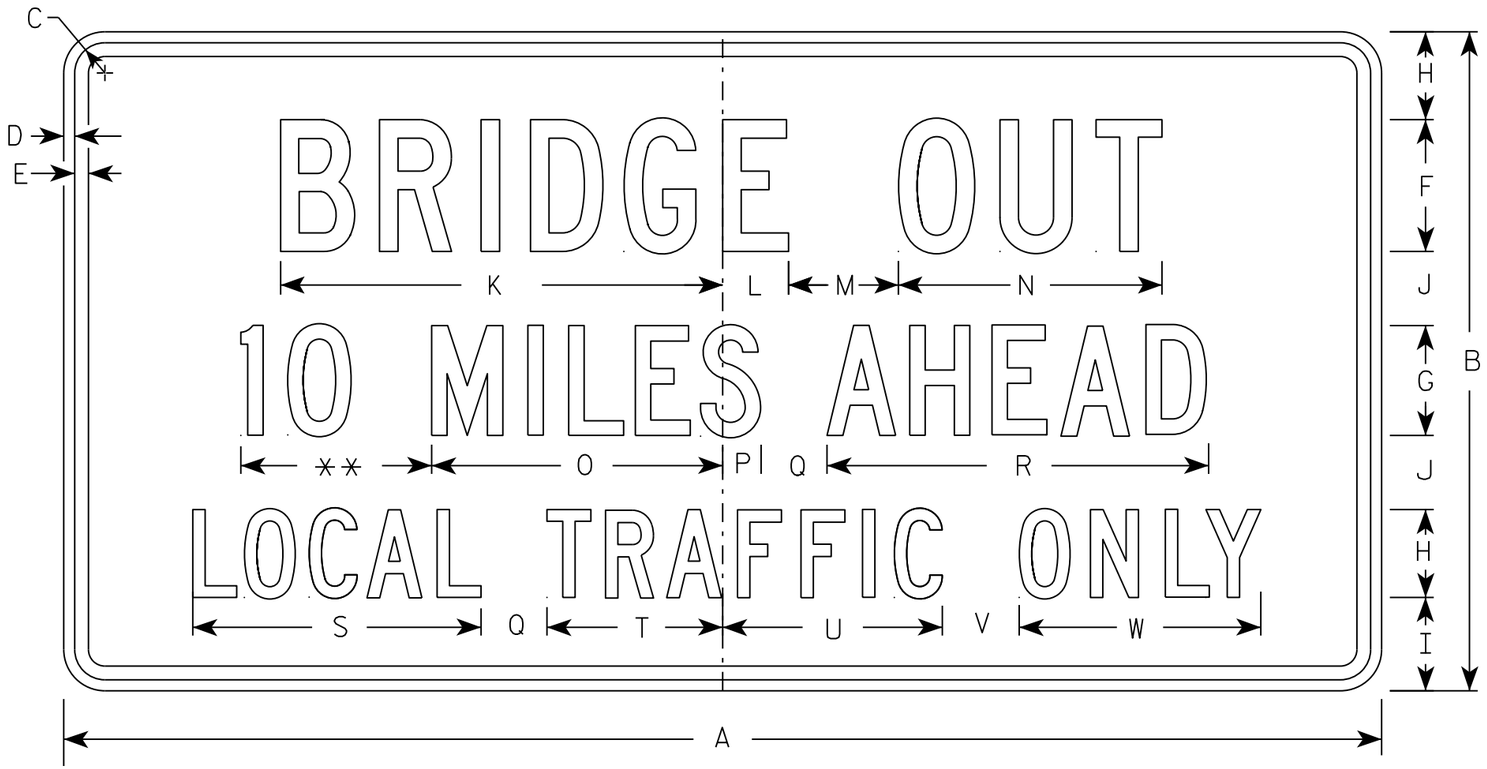
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

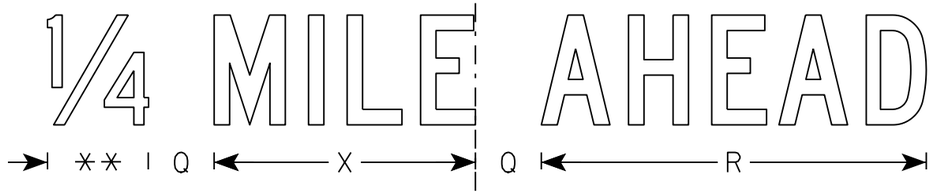
DATE 3/15/17 PLATE NO. R11-3.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 563	E



R11-3B

** See Note 5



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

STANDARD SIGN
R11-3B

WISCONSIN DEPT OF TRANSPORTATION

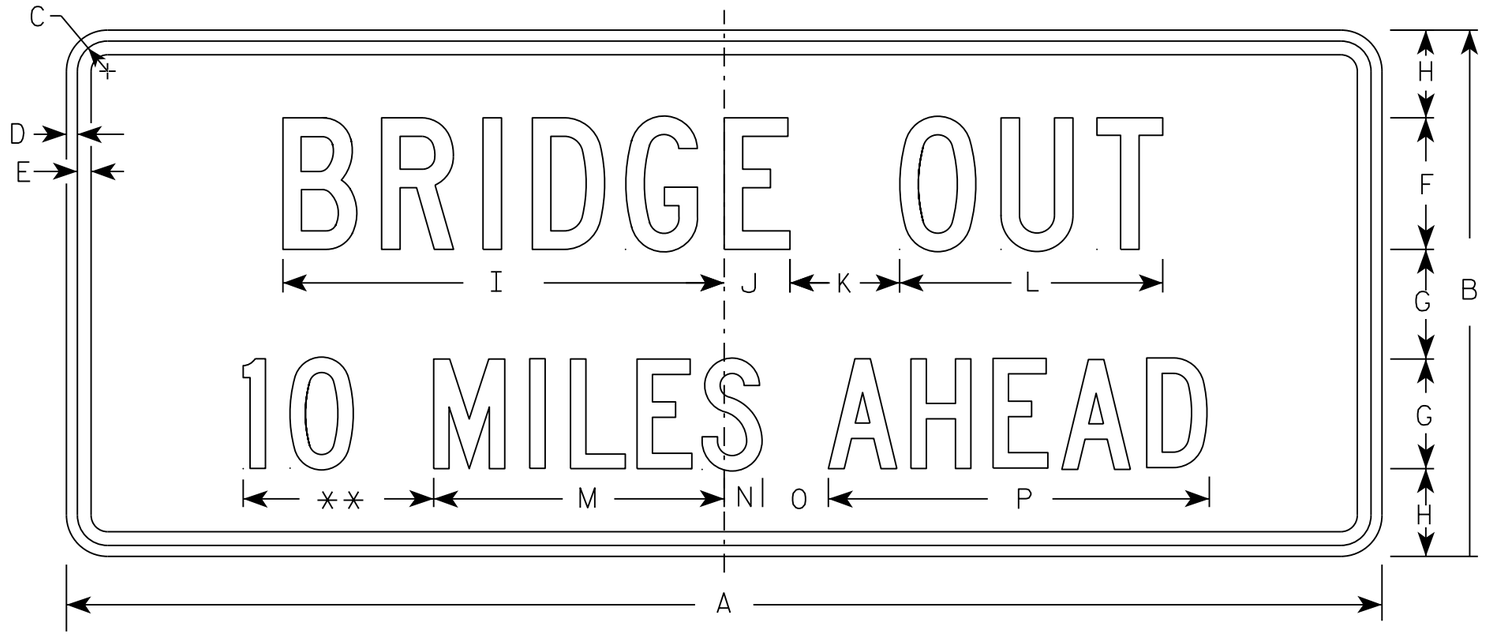
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. R11-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 564 | E

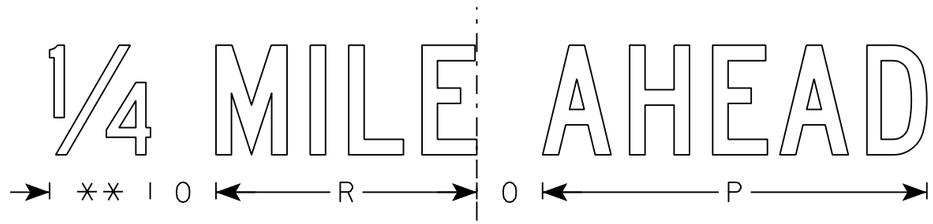
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3C

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	15	1 3/8	1/2	5/8	4	3	2 1/2	13 1/4	2 1/4	3	8	8	1 1/2	2	10 3/4		7 1/8									3.75
2S	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
2M	60	24	1 3/8	1/2	5/8	6	5	4	20 1/8	3	5	12	13 1/4	1 3/4	3	17 3/8		11 7/8									10.0
3																											
4																											
5																											

STANDARD SIGN
R11-3C

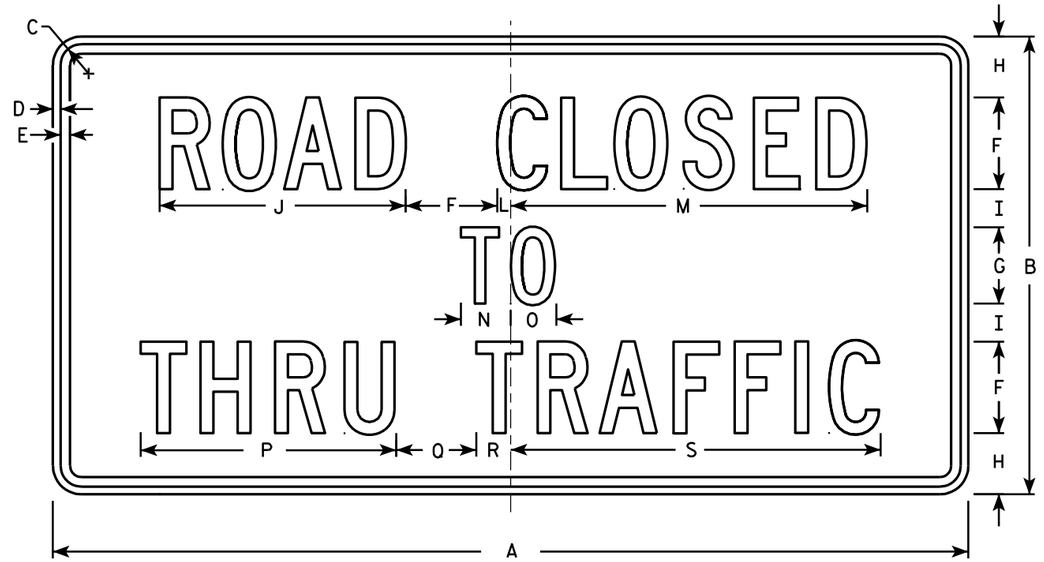
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3C.3

PROJECT NO:

SHEET NO: 565 E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

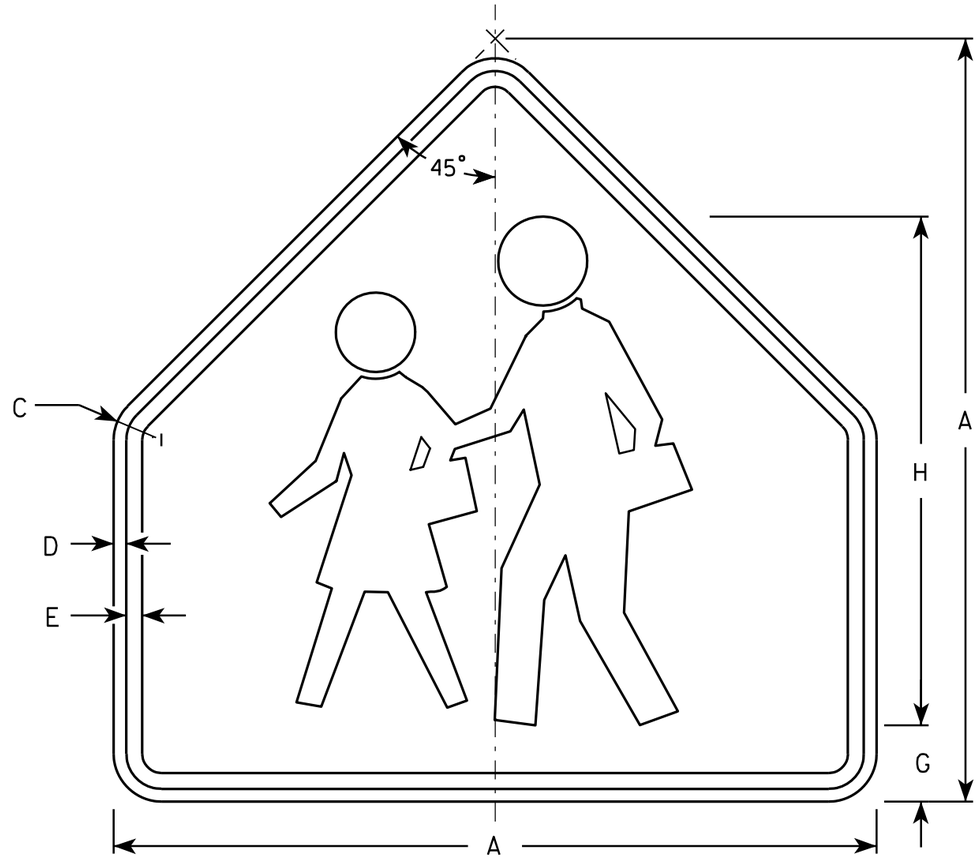
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 566 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R114.DGN PLOT DATE : 01-APR-2011 14:11 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000 WISDOT/CADDS SHEET 42



S1-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3	20																			4.69
2	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
3	36		1 5/8	5/8	3/4		3 1/2	24																			6.75
4	48		2 1/4	3/4	1		4 3/4	32																			12
5																											

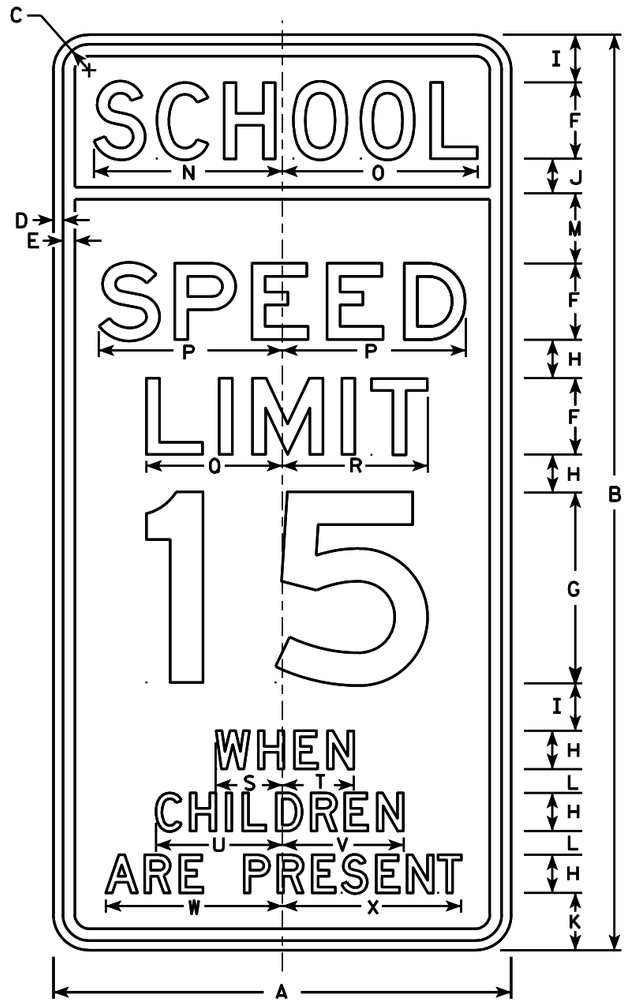
STANDARD SIGN
S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/05 PLATE NO. S1-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 567	E



S4-51

NOTES

1. Sign is Type II - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. (See note 5).
2. Color:
   Background - See note 5
   Message - Black
3. Message Series - See note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Top panel (SCHOOL) background - Yellow Green -Type F Reflective.
   Lower panel background - White -Type H Reflective.
6. From top to bottom:
   Lines 1, 5, 6 & 7 are series D
   Lines 2, 3 & 4 are series E
7. Line 4 substitute appropriate numerals and adjust spacing to achieve proper balance.

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 1200 mm
3	900 mm X 1800 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	48	1 3/8	1/2	5/8	4	10	2	2 1/2	1 3/4	3	1 1/4	3 3/4	9 7/8	10 1/4	9 5/8	7 1/8	7 5/8	3 1/2	3 3/8	6 5/8	6 3/8	9 1/4	9 3/8			8.00	0.72
3	36	72	2 1/4	3/4	1	6	15	3	3 3/4	2 3/4	4 1/2	1 7/8	5 1/2	15	15 1/4	14 1/2	11 1/4	11 1/2	5 1/2	5 3/4	10	9 3/4	14	14 1/8			18.00	1.62
4																												
5																												

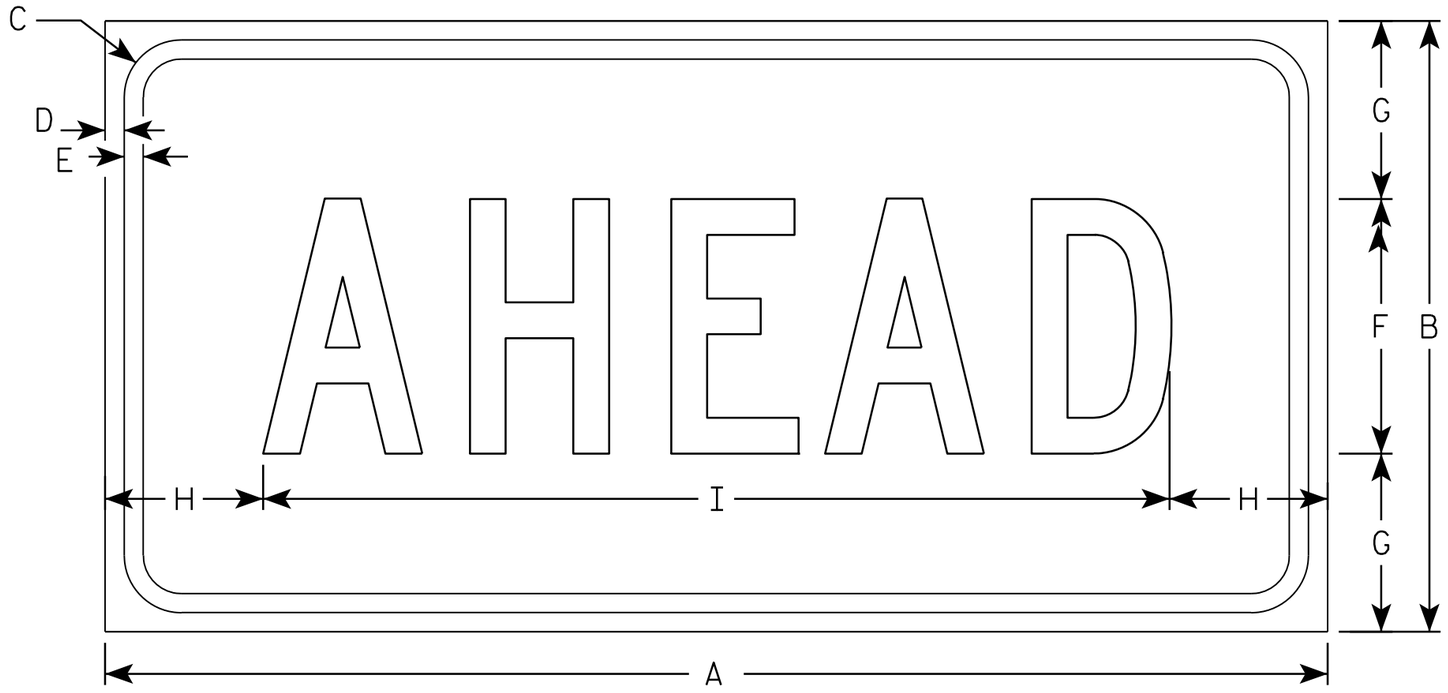
STANDARD SIGN
S4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/10 PLATE NO. S4-51.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 568	E



S16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2S	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

STANDARD SIGN
S16-9P

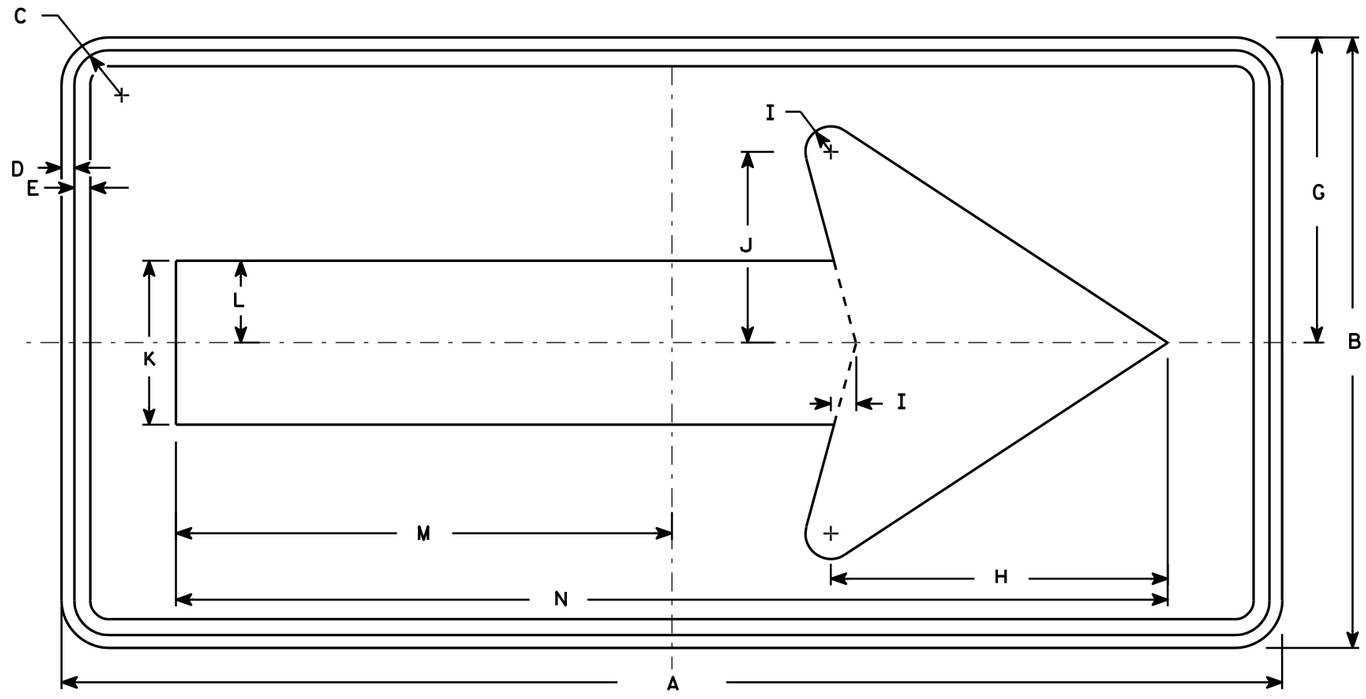
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/22/13 PLATE NO. S16-9P.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 569 | E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\S169P.dgn PLOT DATE : 22-JUL-2013 10:32 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 2.977140:1.000000



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

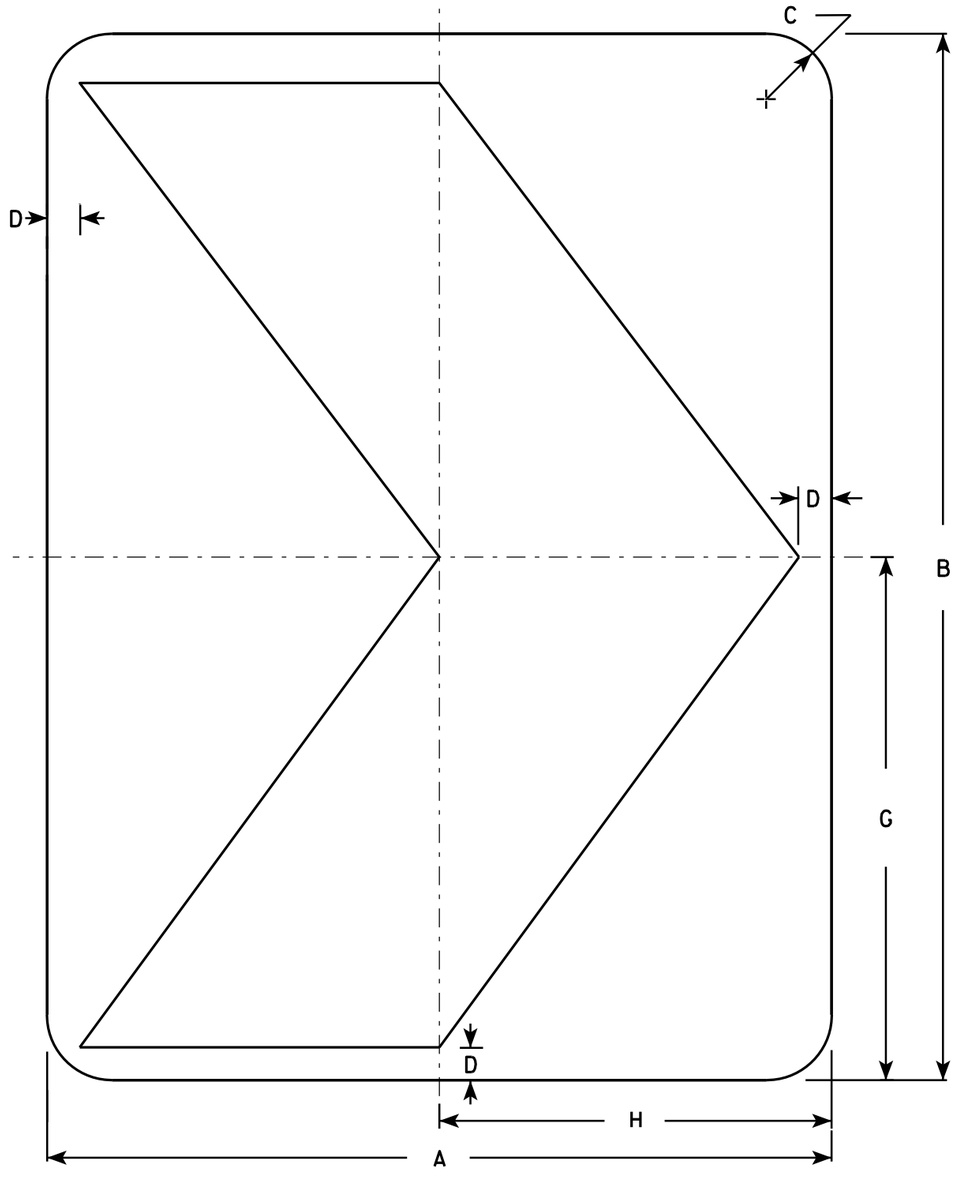
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 570



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.

W1-8

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	2 ¼	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

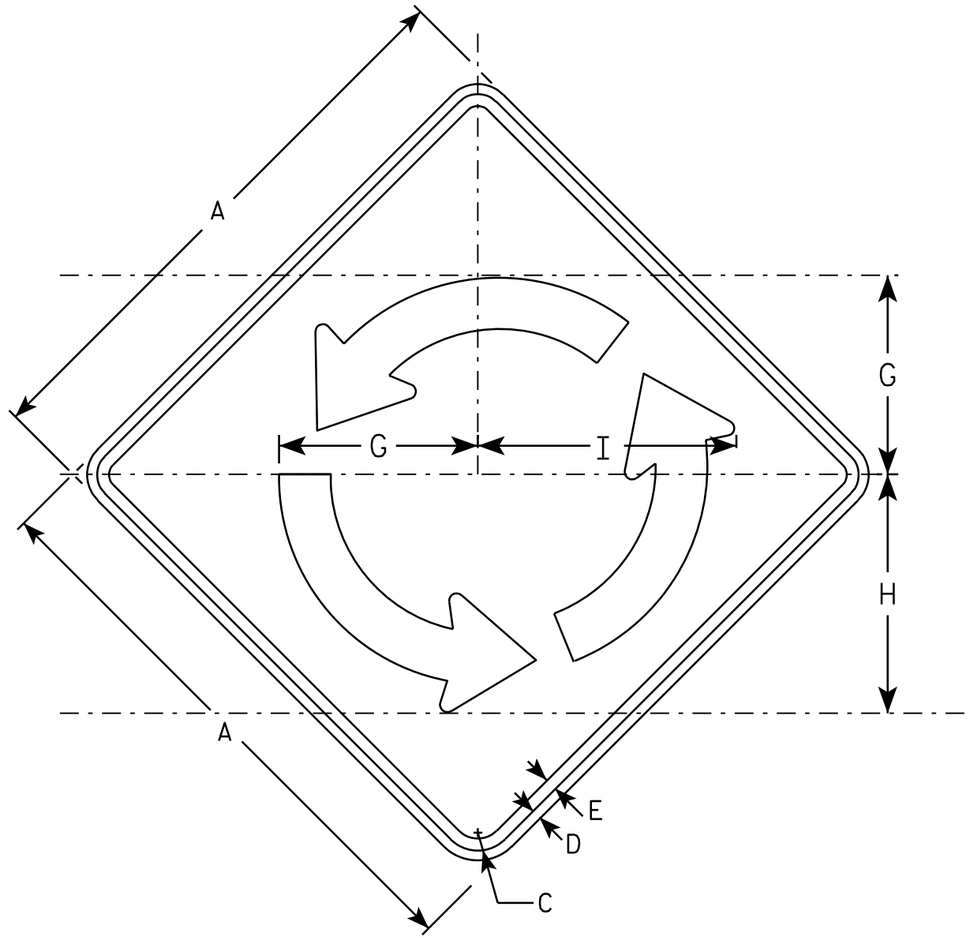
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

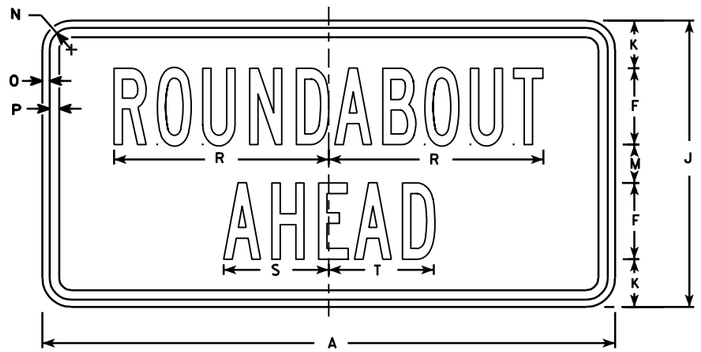
SHEET NO: 571 E



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

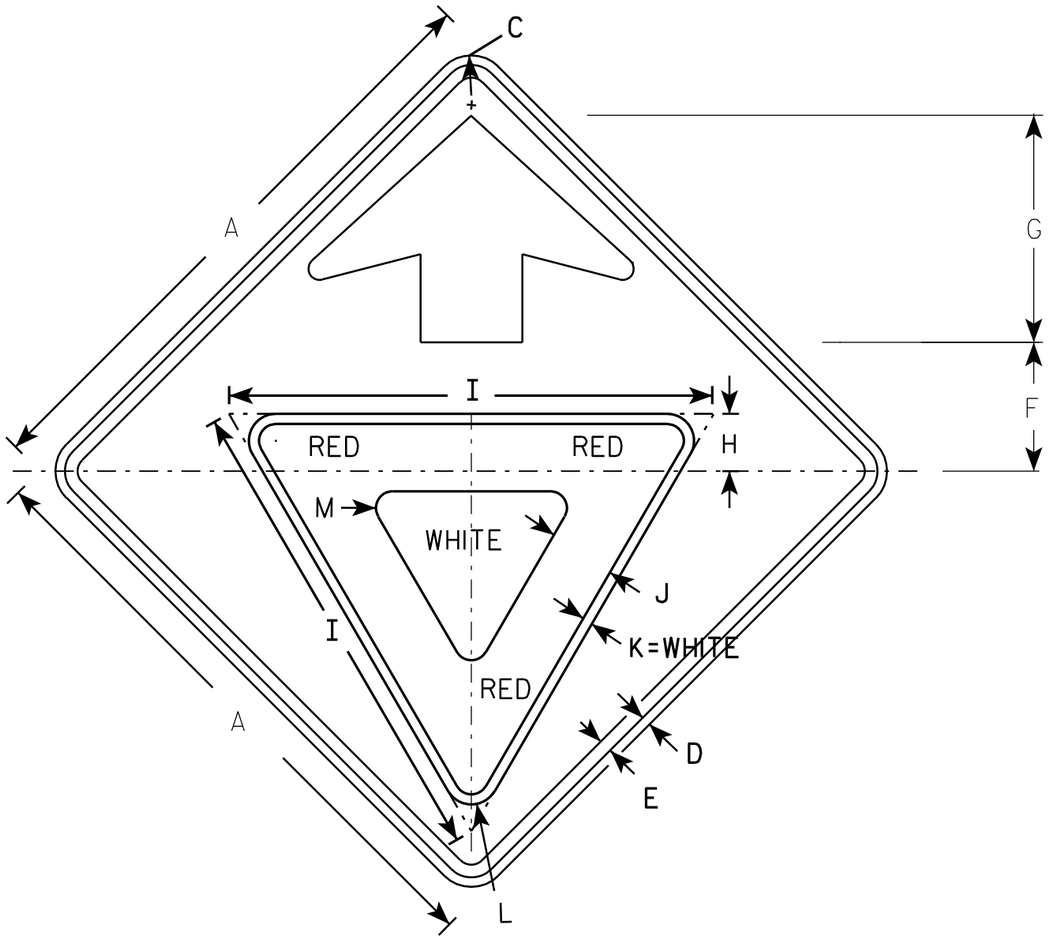
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

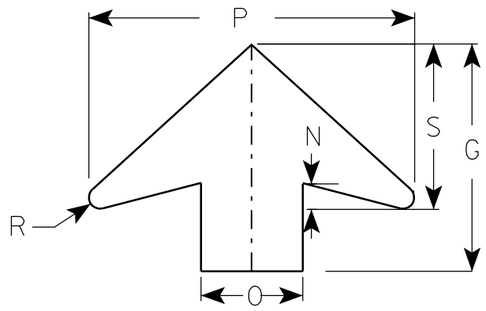
SHEET NO: 572 E



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:

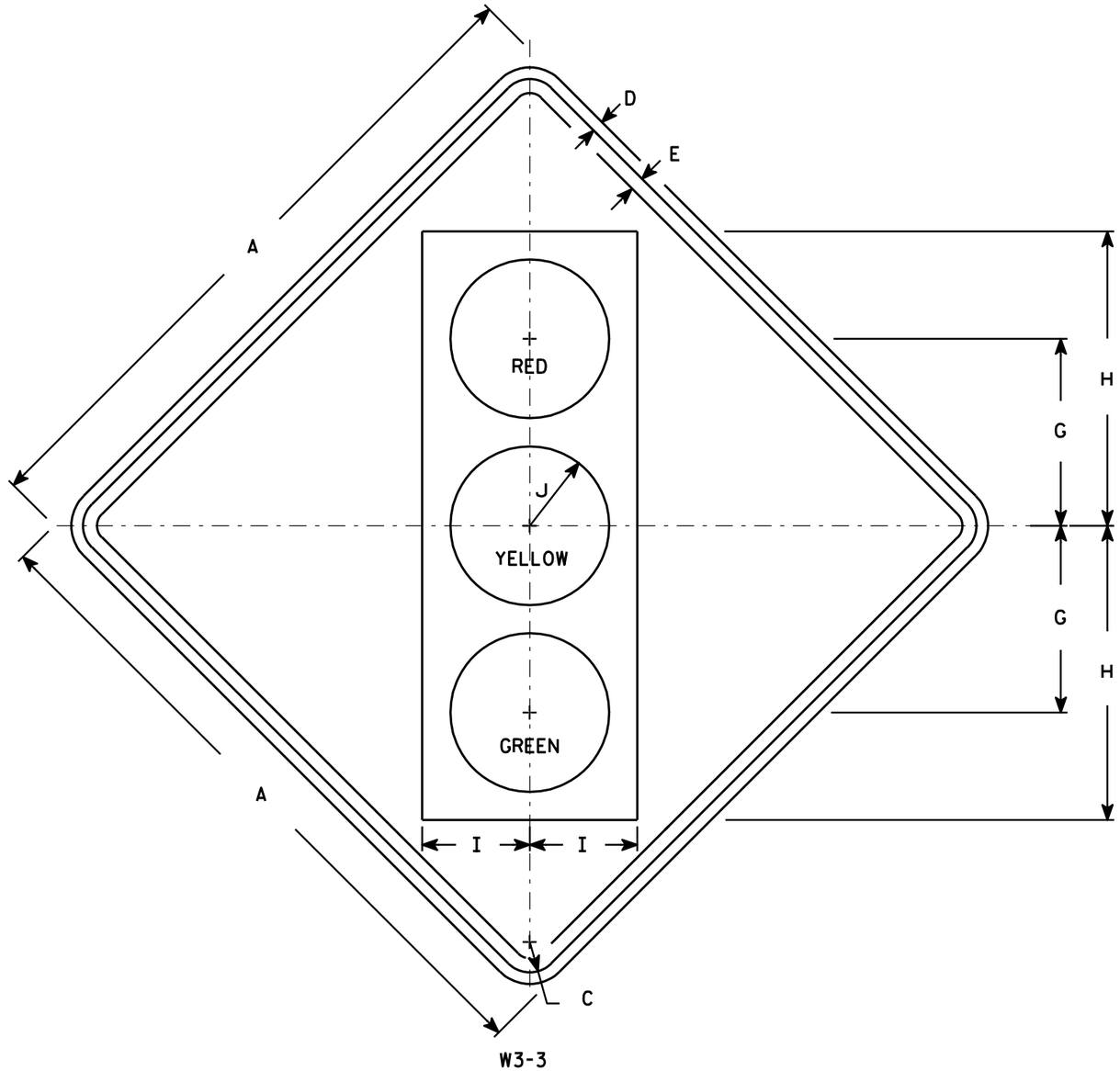
SHEET NO: 573 E

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



W3-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

WISCONSIN DEPT OF TRANSPORTATION

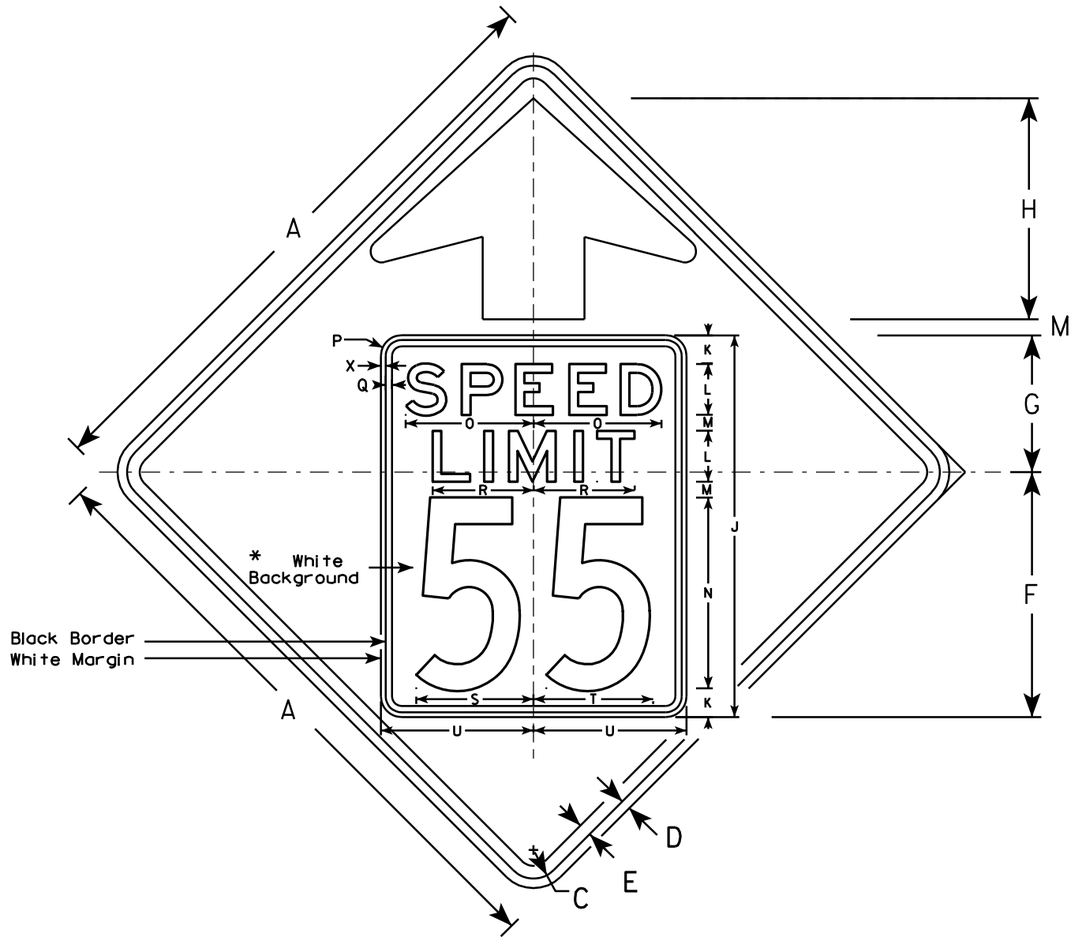
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 574 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W33.DGN PLOT DATE : 07-JUN-2010 13:07 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 7.448805:1.000000

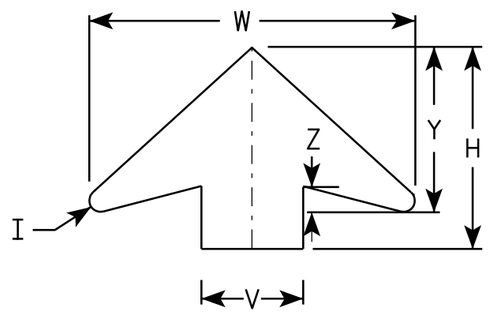


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

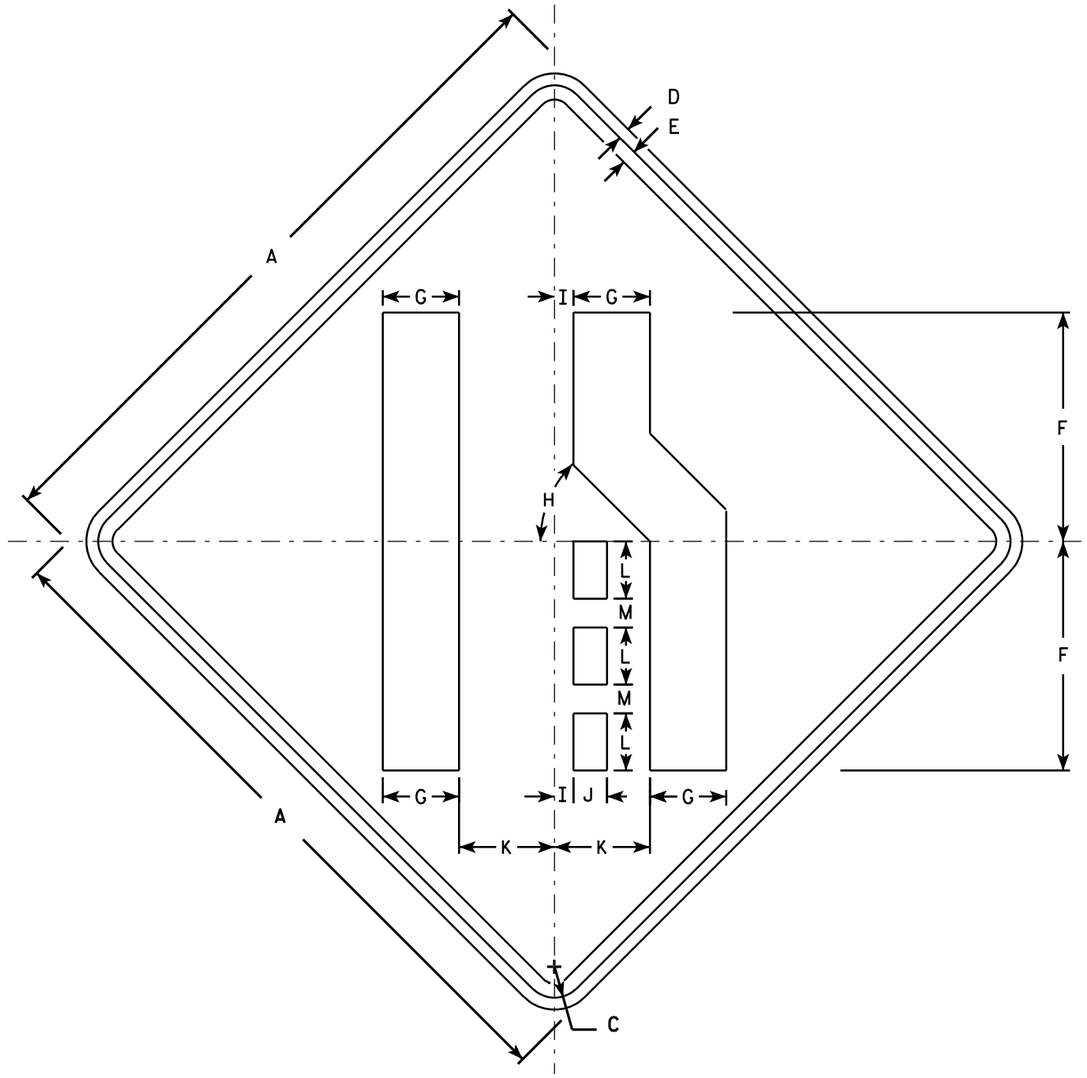
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 575 E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

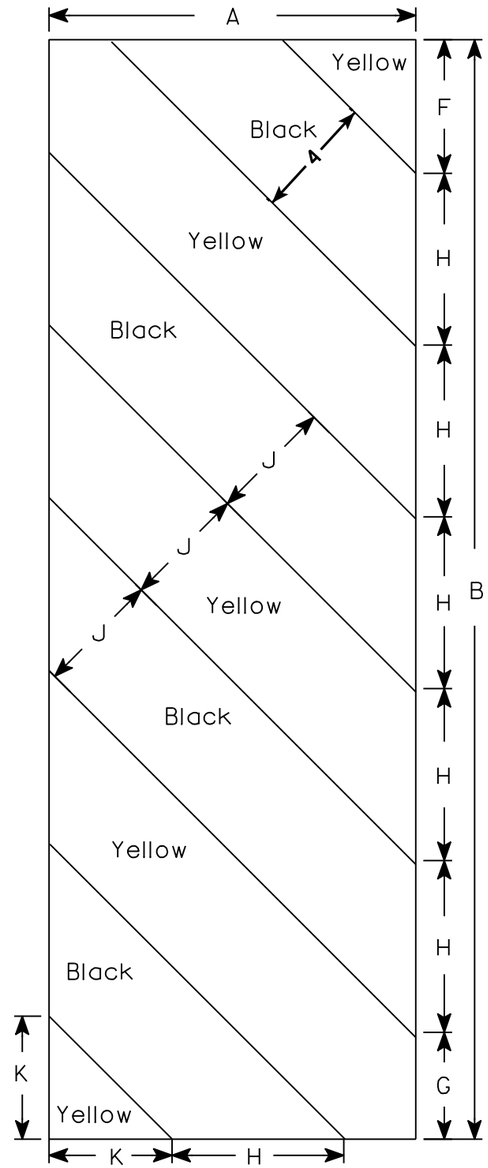
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

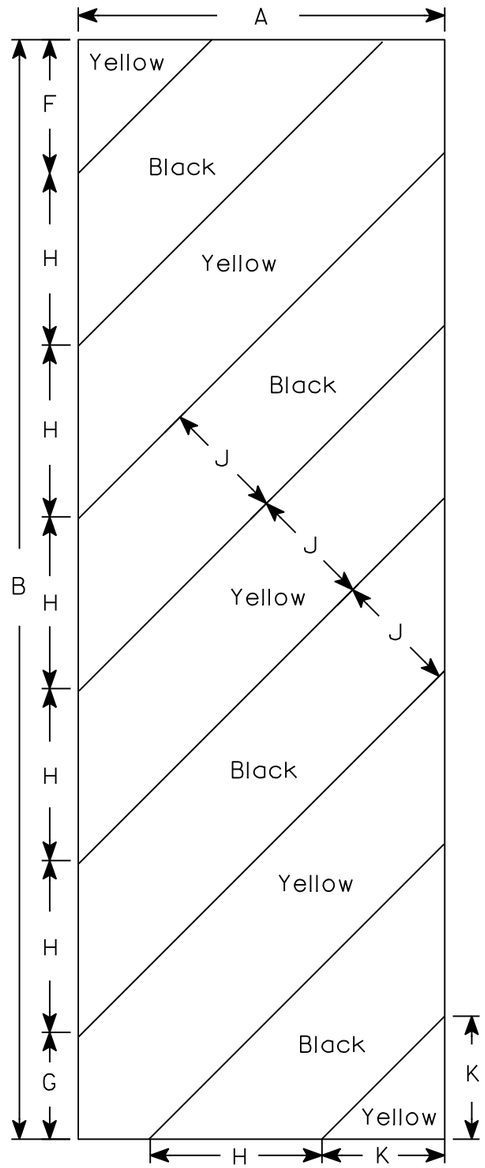
DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 576 E



W5-52L



W5-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

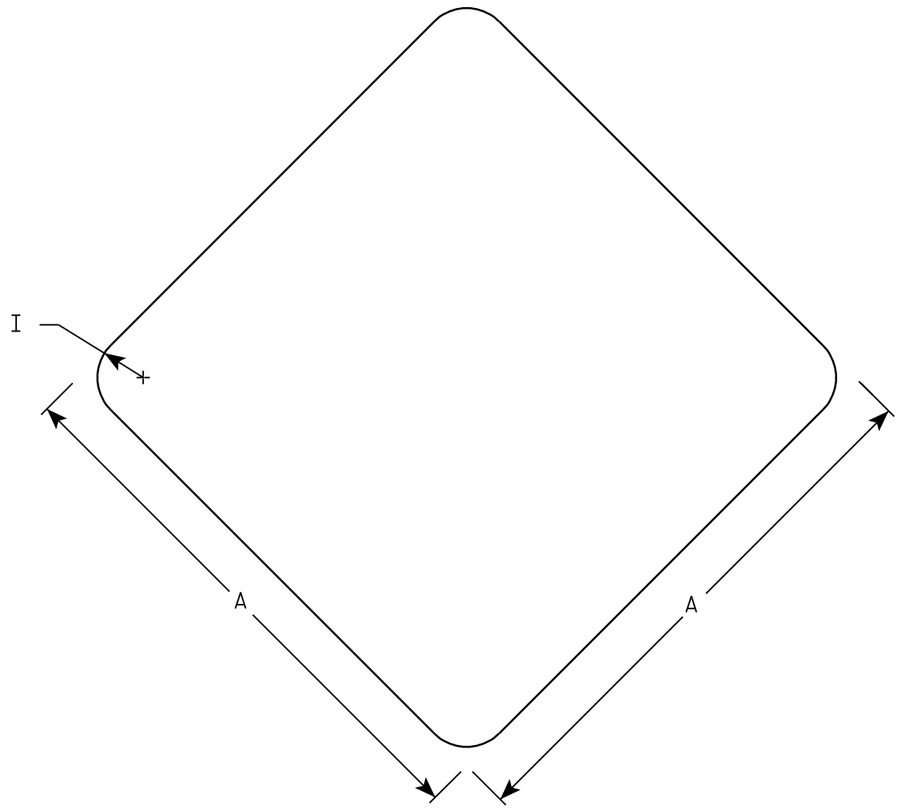
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 577 | E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

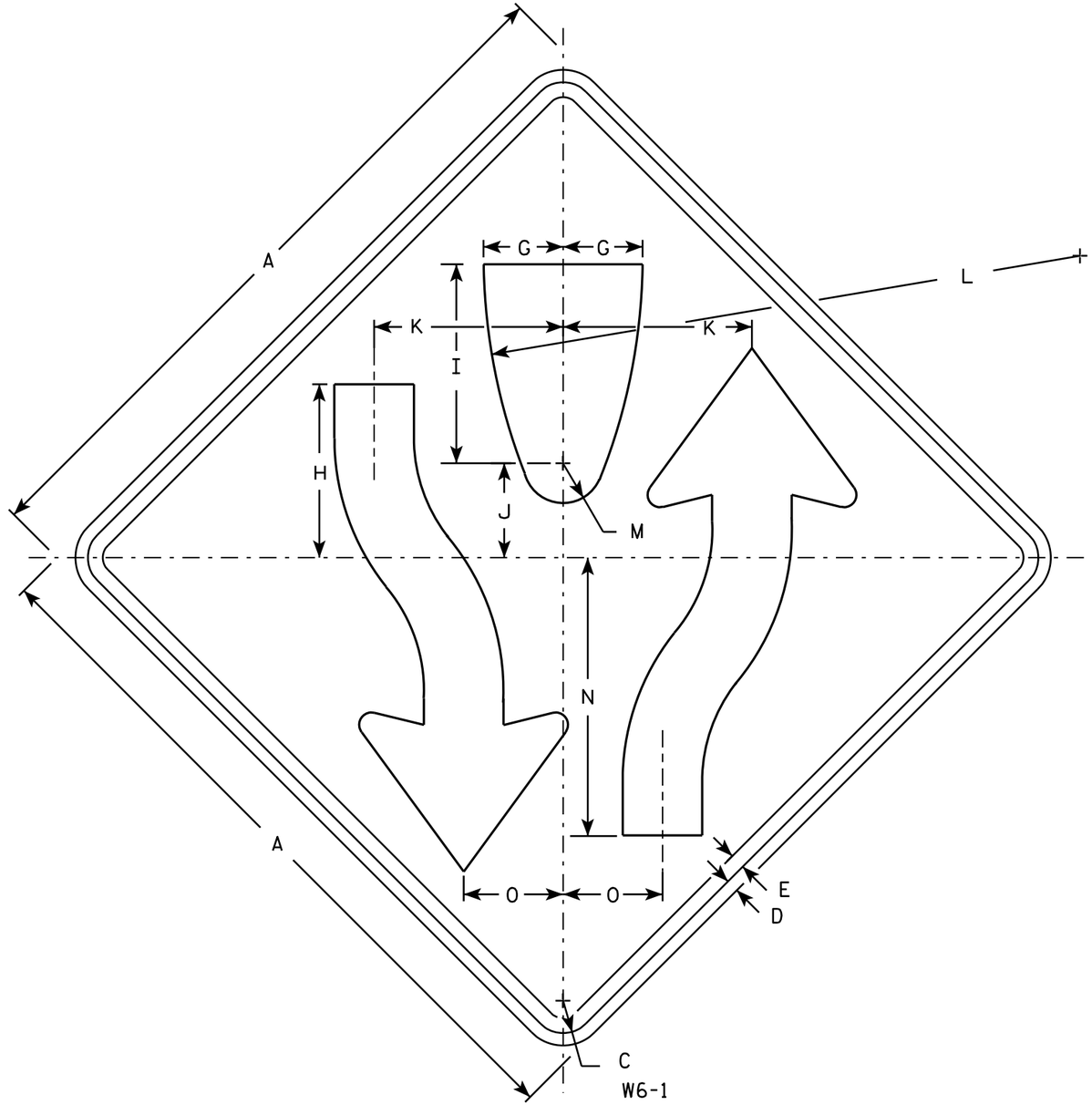
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

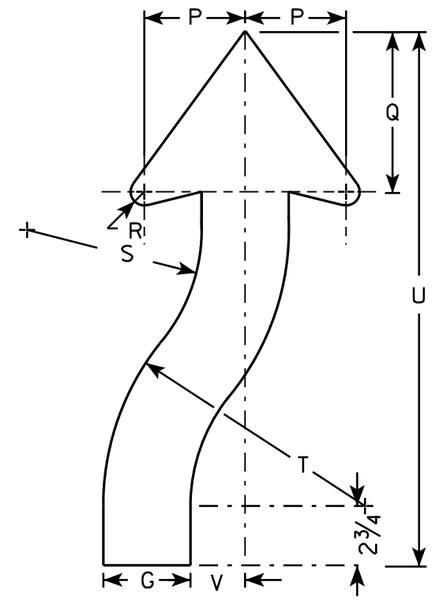
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 578	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

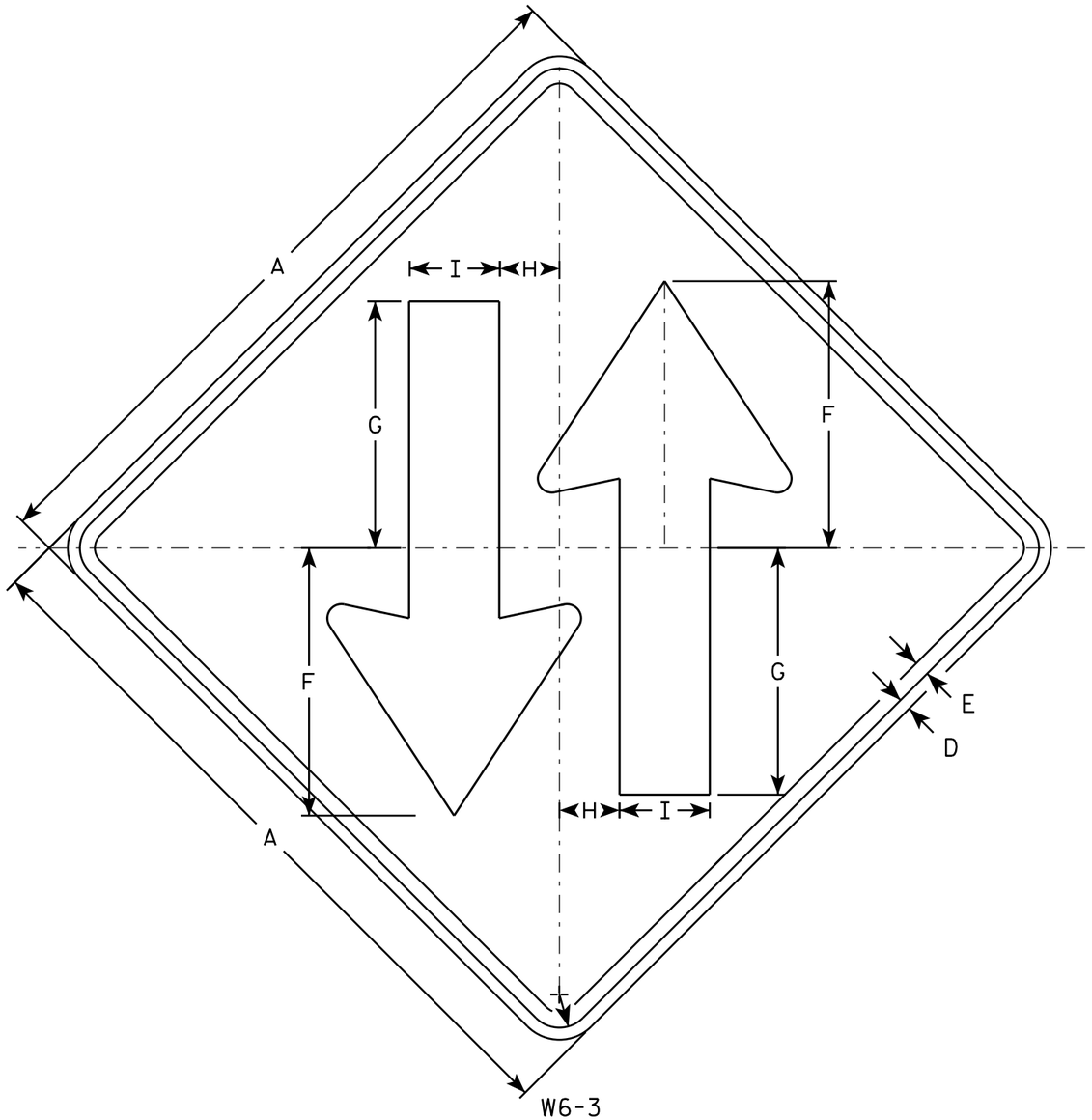
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 579	E

7

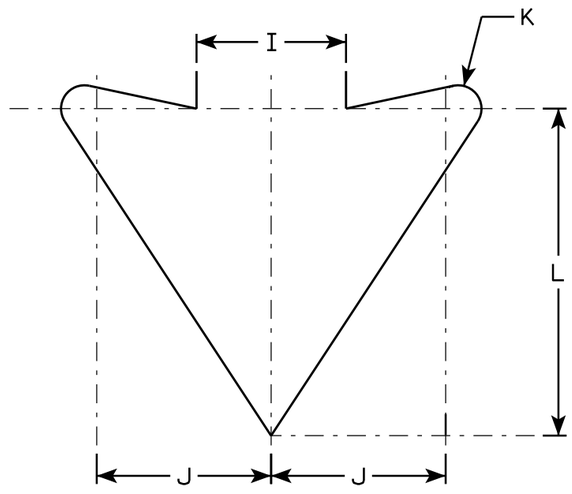
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W6-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

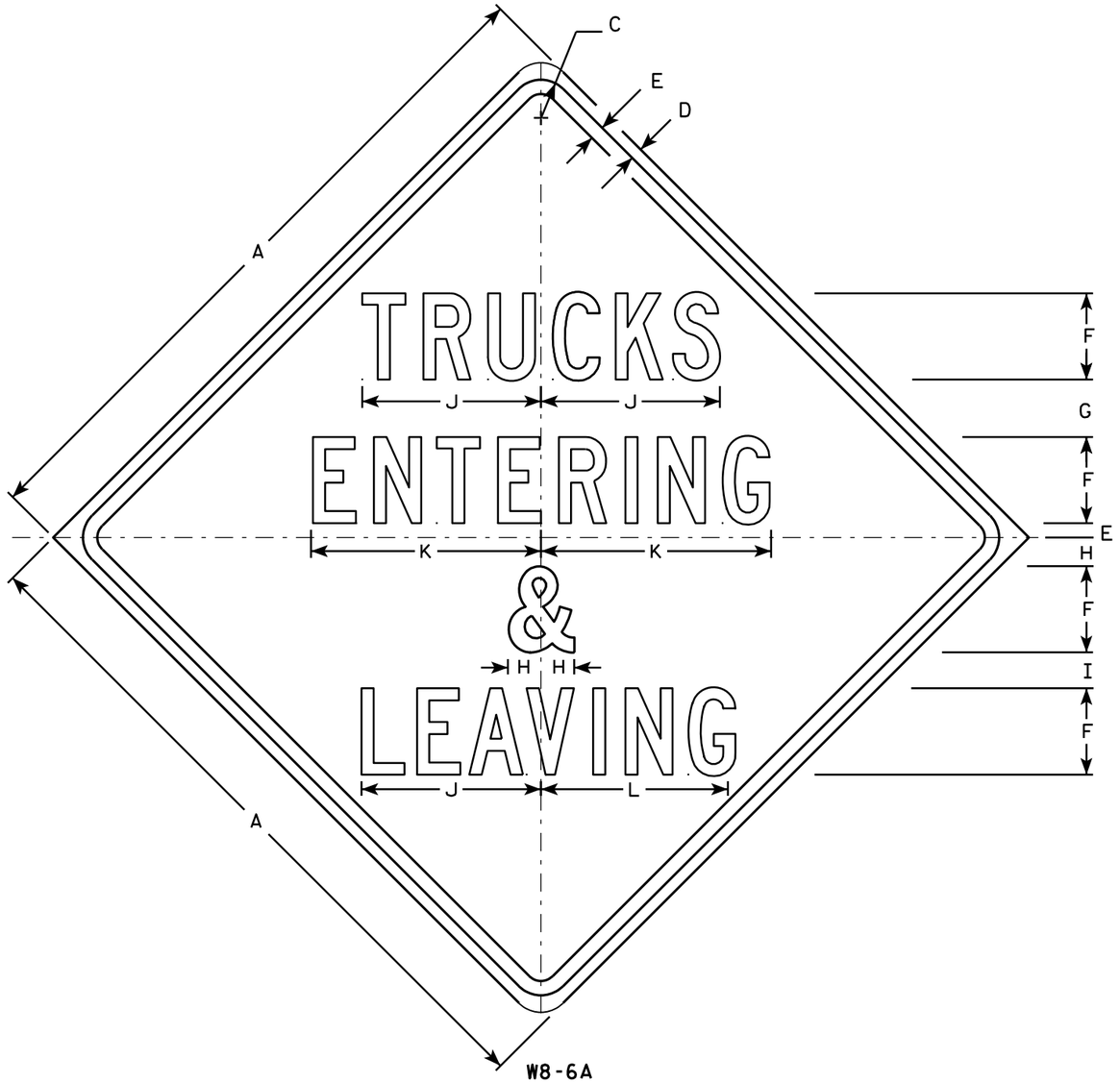
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE W6-3.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 10-MAR-2016 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W8-6A

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 3/8	1/2	5/8	4 1/2	3	1 1/2	1 7/8	9 3/8	12	9 3/4															9
2S	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
2M	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
3	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
4	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16
5	48		2 1/4	3/4	1	6	4	2	2 1/2	12 1/2	16	13															16

STANDARD SIGN
W8-6A

WISCONSIN DEPT OF TRANSPORTATION

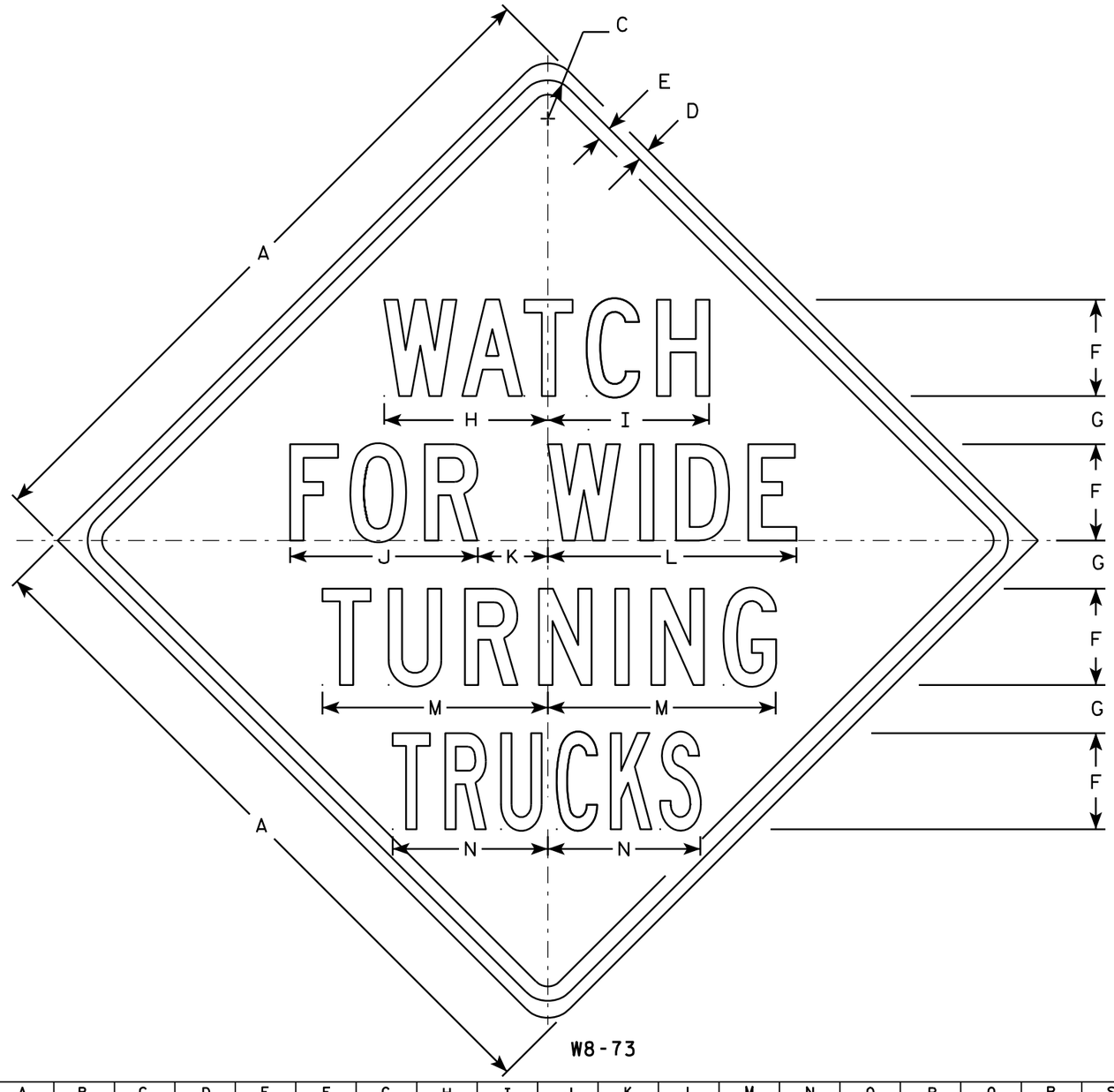
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/11 PLATE NO. W8-6A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 581 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W86A.DGN PLOT DATE : 23-MAR-2011 10:02 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 10.136330:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. 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

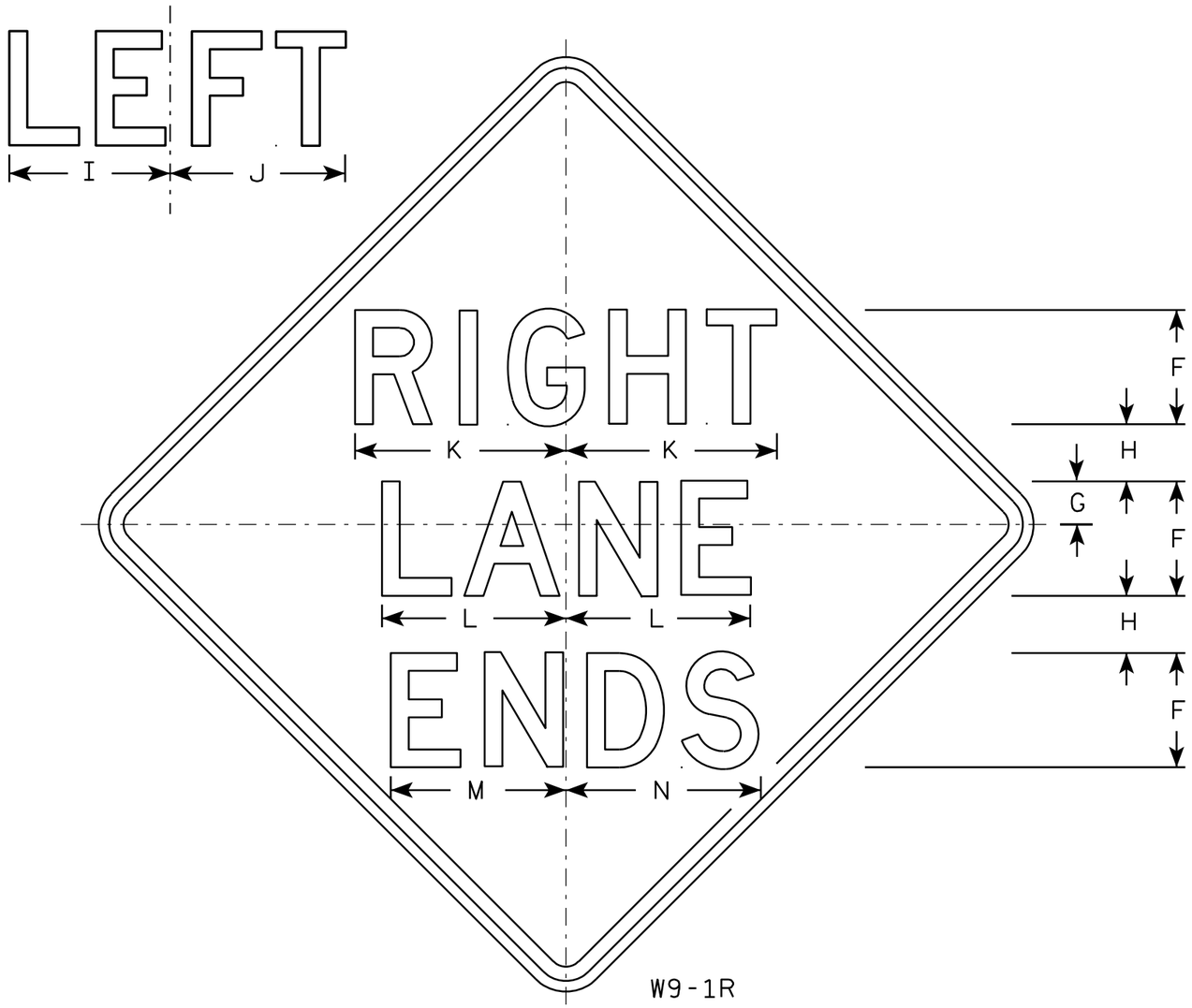
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/18/13 PLATE NO. W8-73.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 582 | 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



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

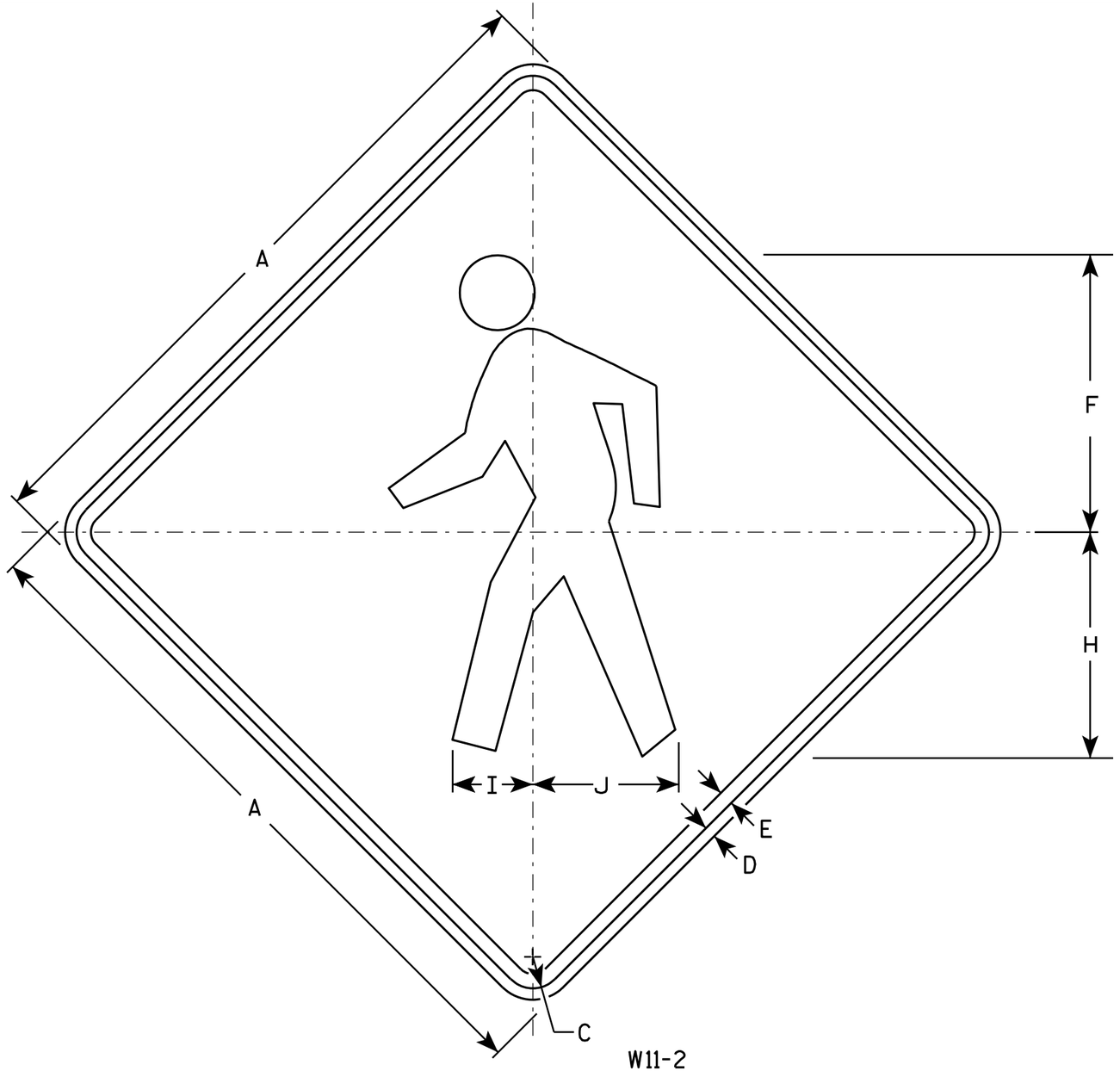
SHEET NO: 583 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7



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																											

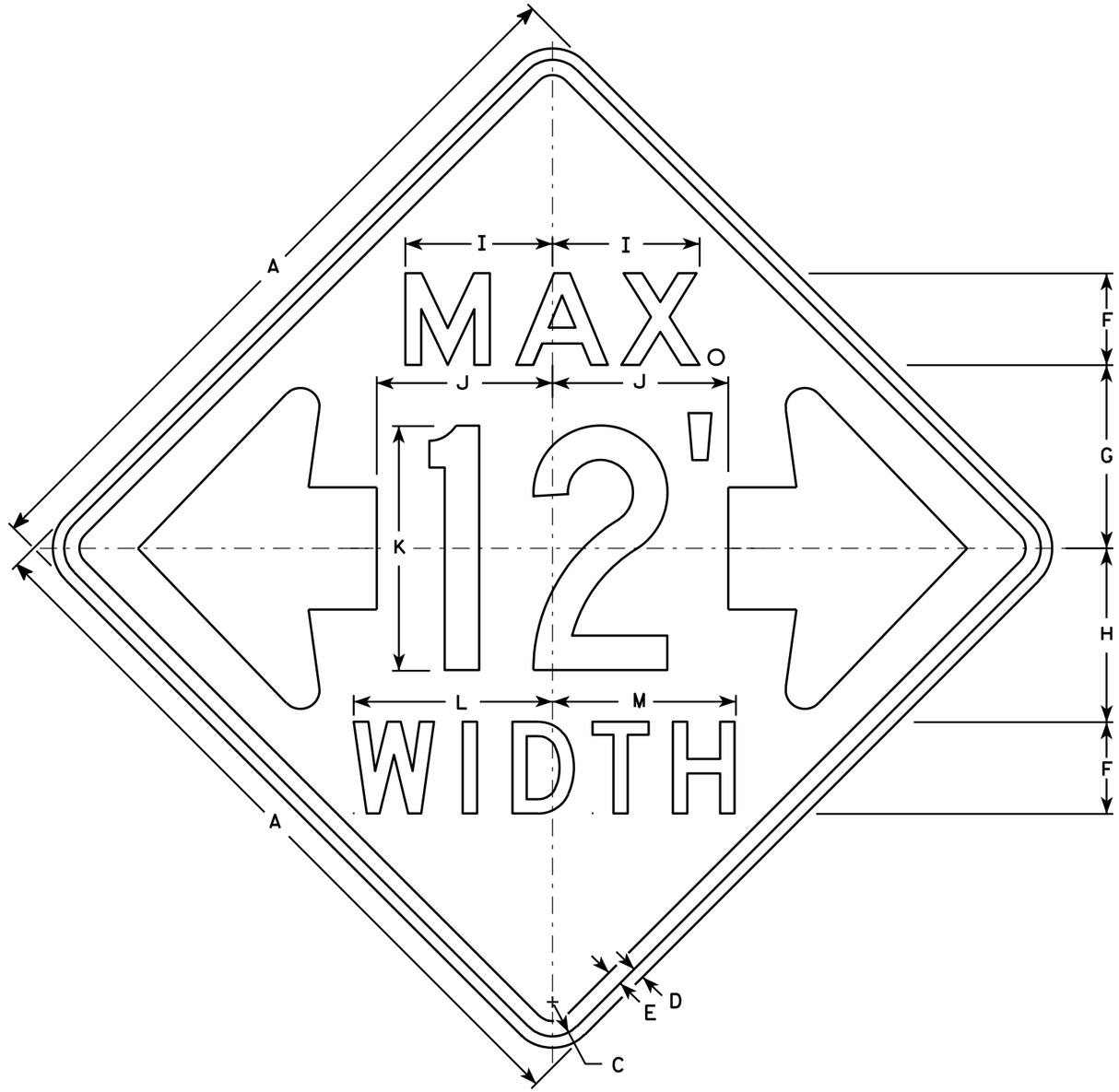
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

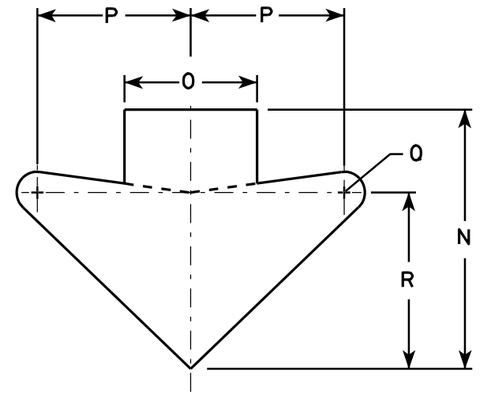
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 584	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

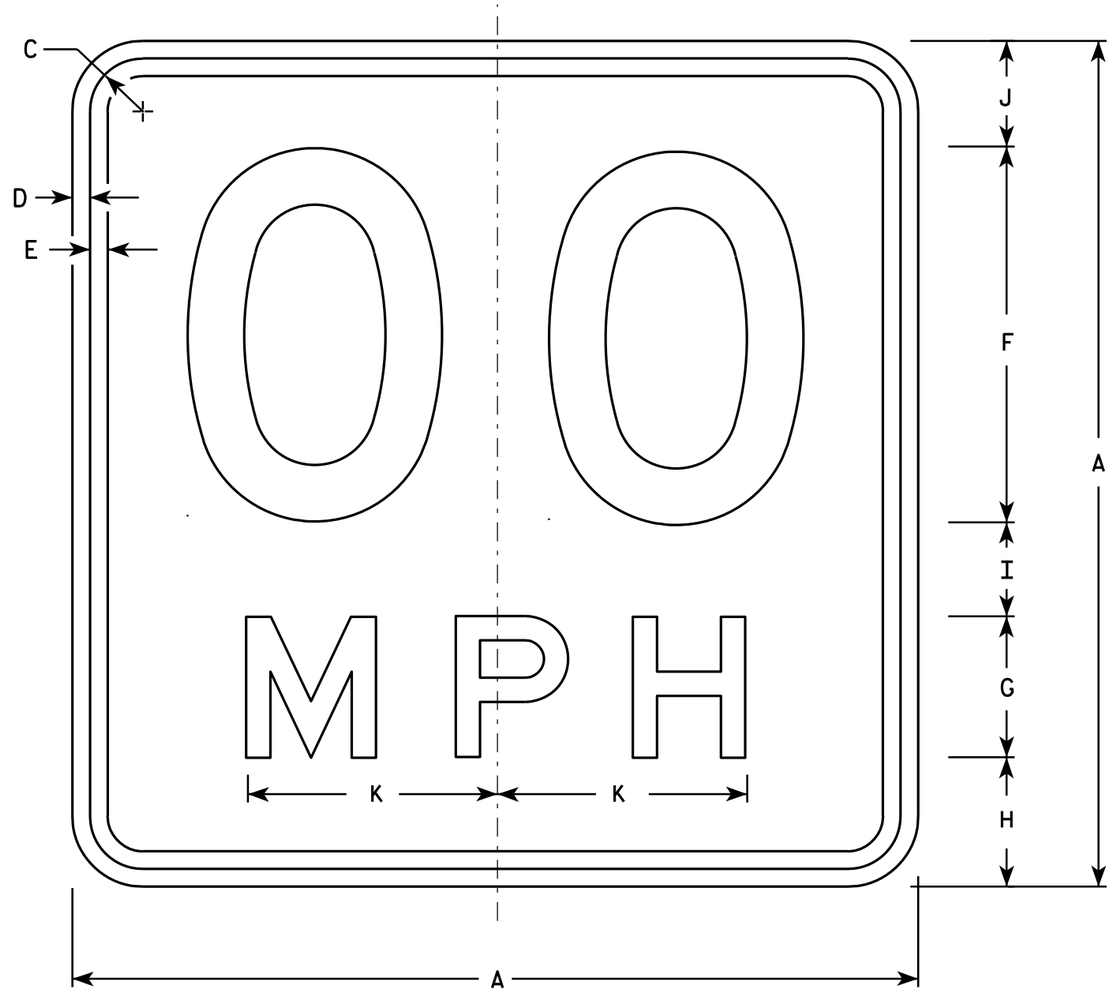
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 585 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000



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

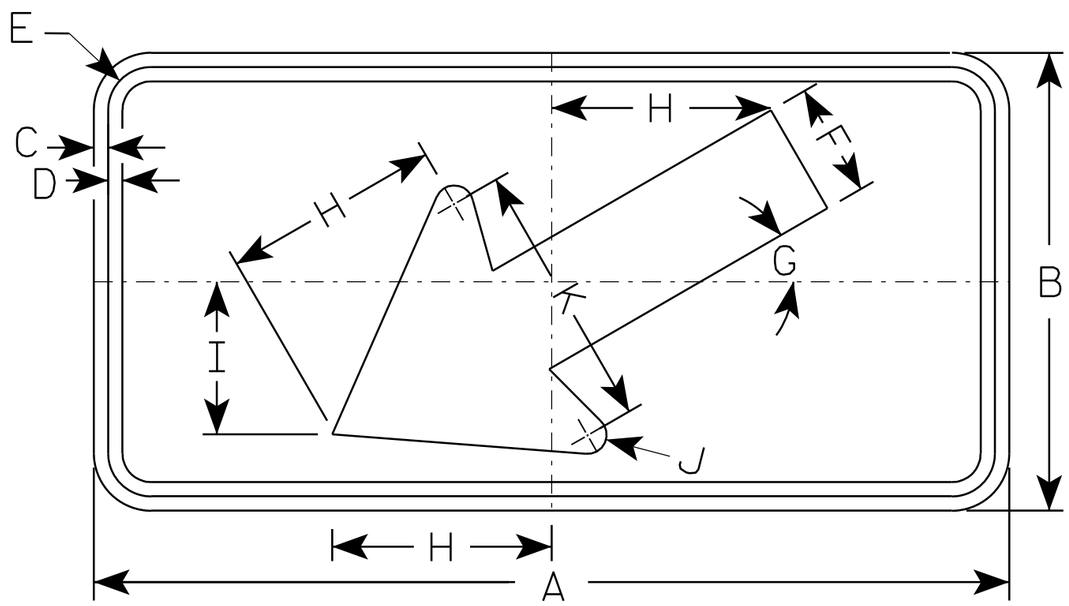
STANDARD SIGN
W13-1

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: 586 | 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

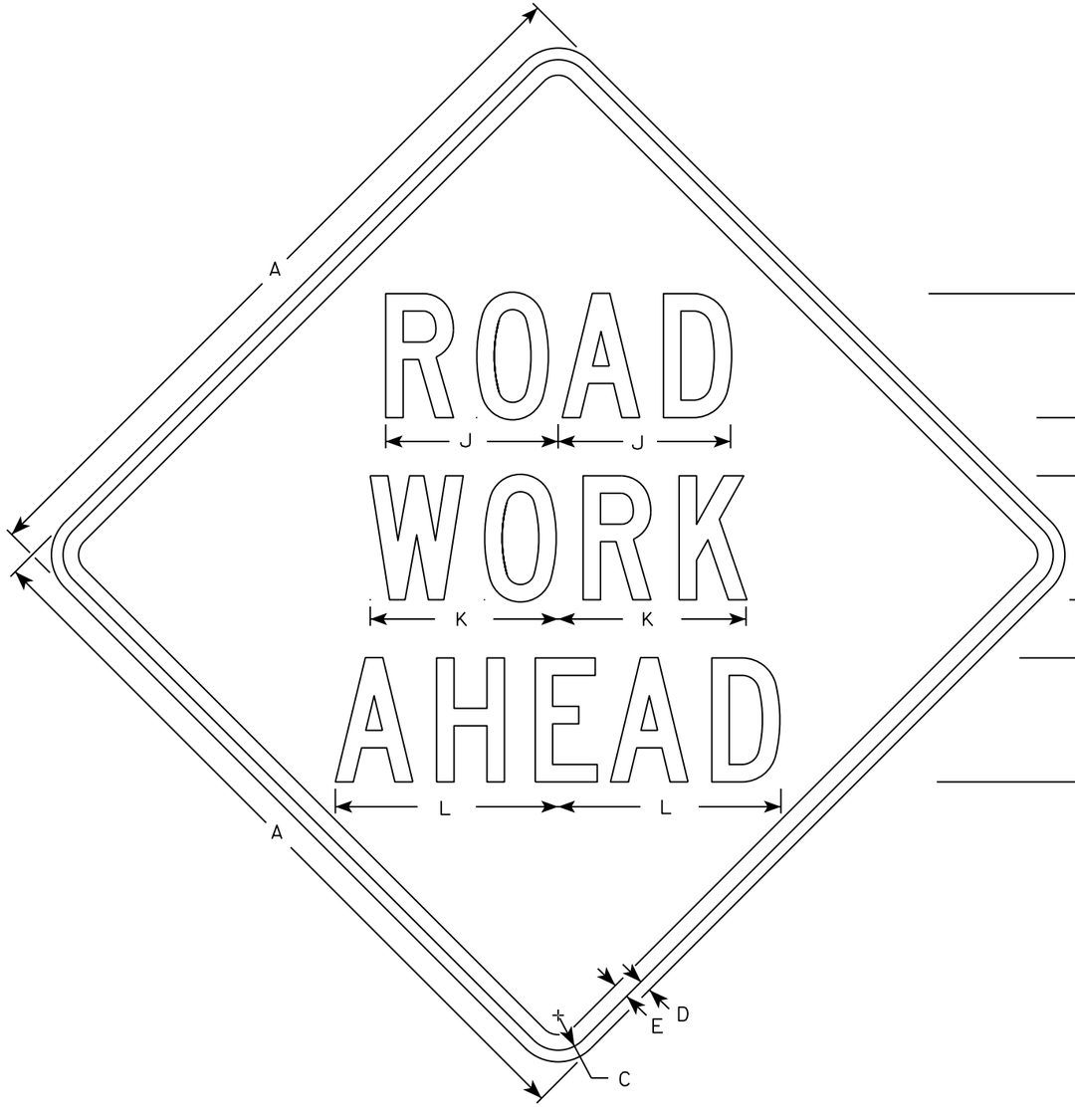
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

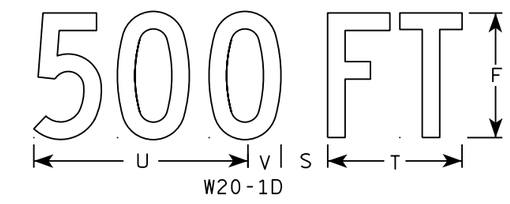
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

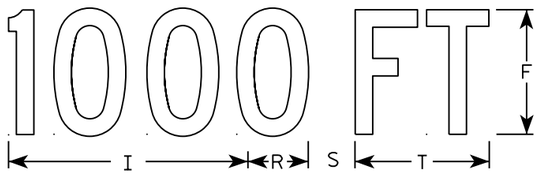
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 587	E



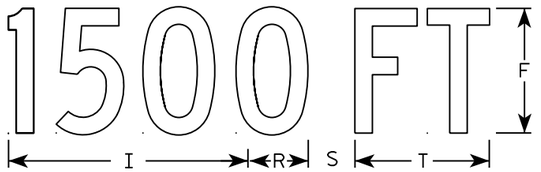
W20-1A



W20-1D



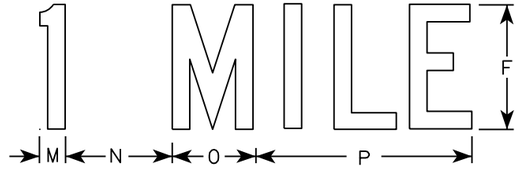
W20-1C



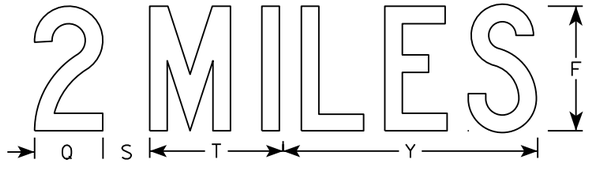
W20-1B



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

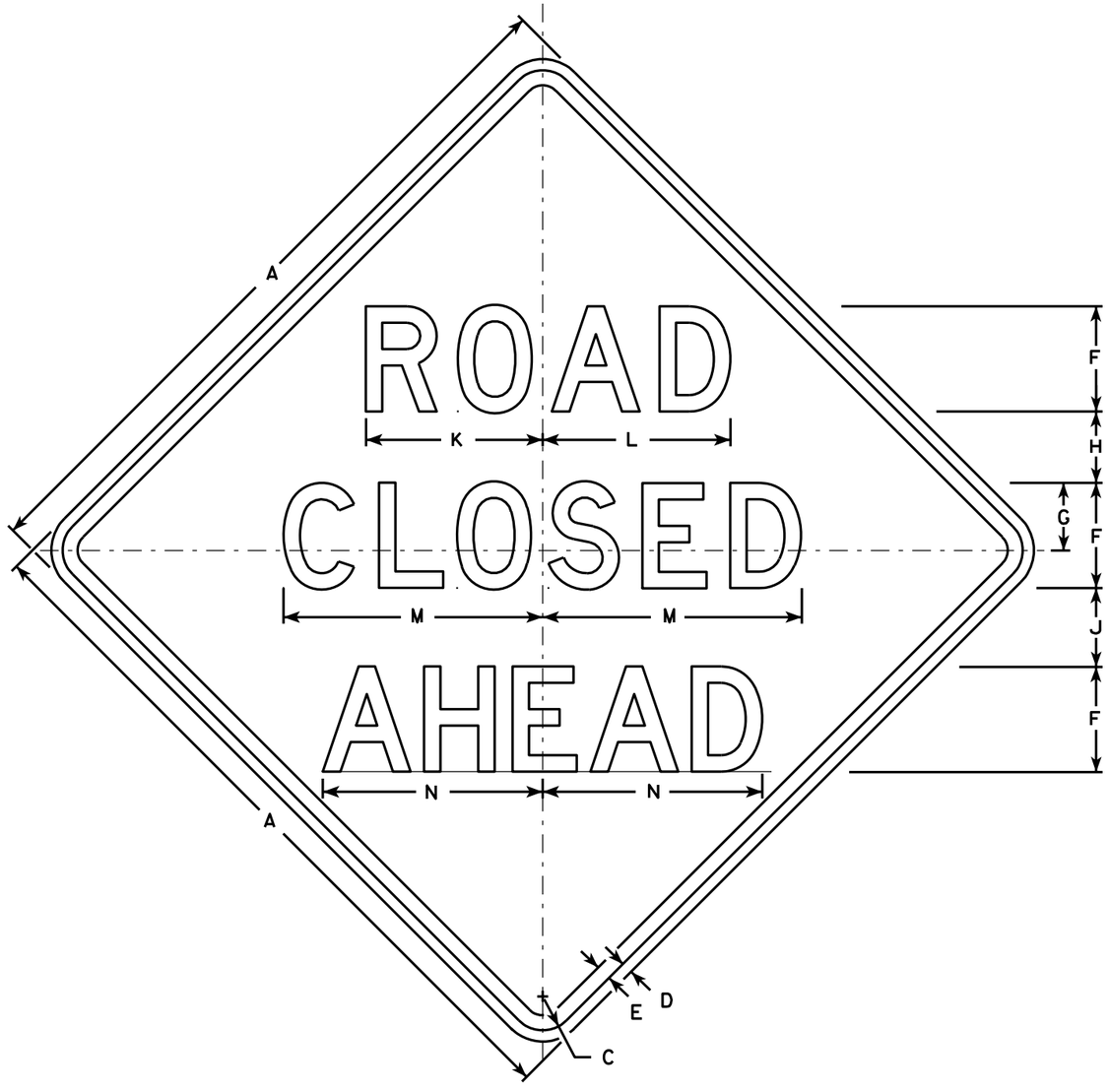
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

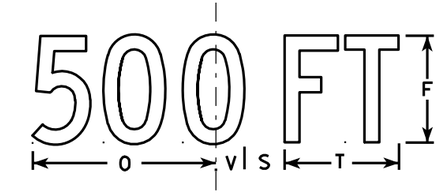
PROJECT NO:

SHEET NO: E

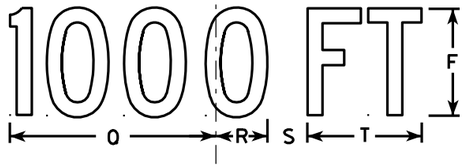
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



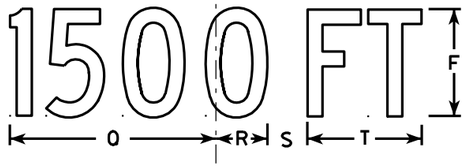
W20-3A



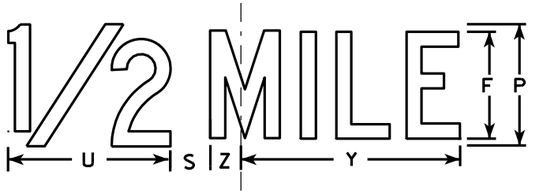
W20-3D



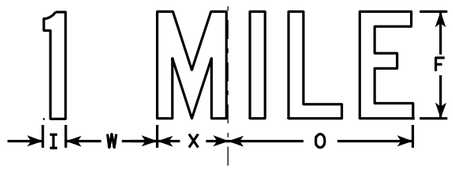
W20-3C



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

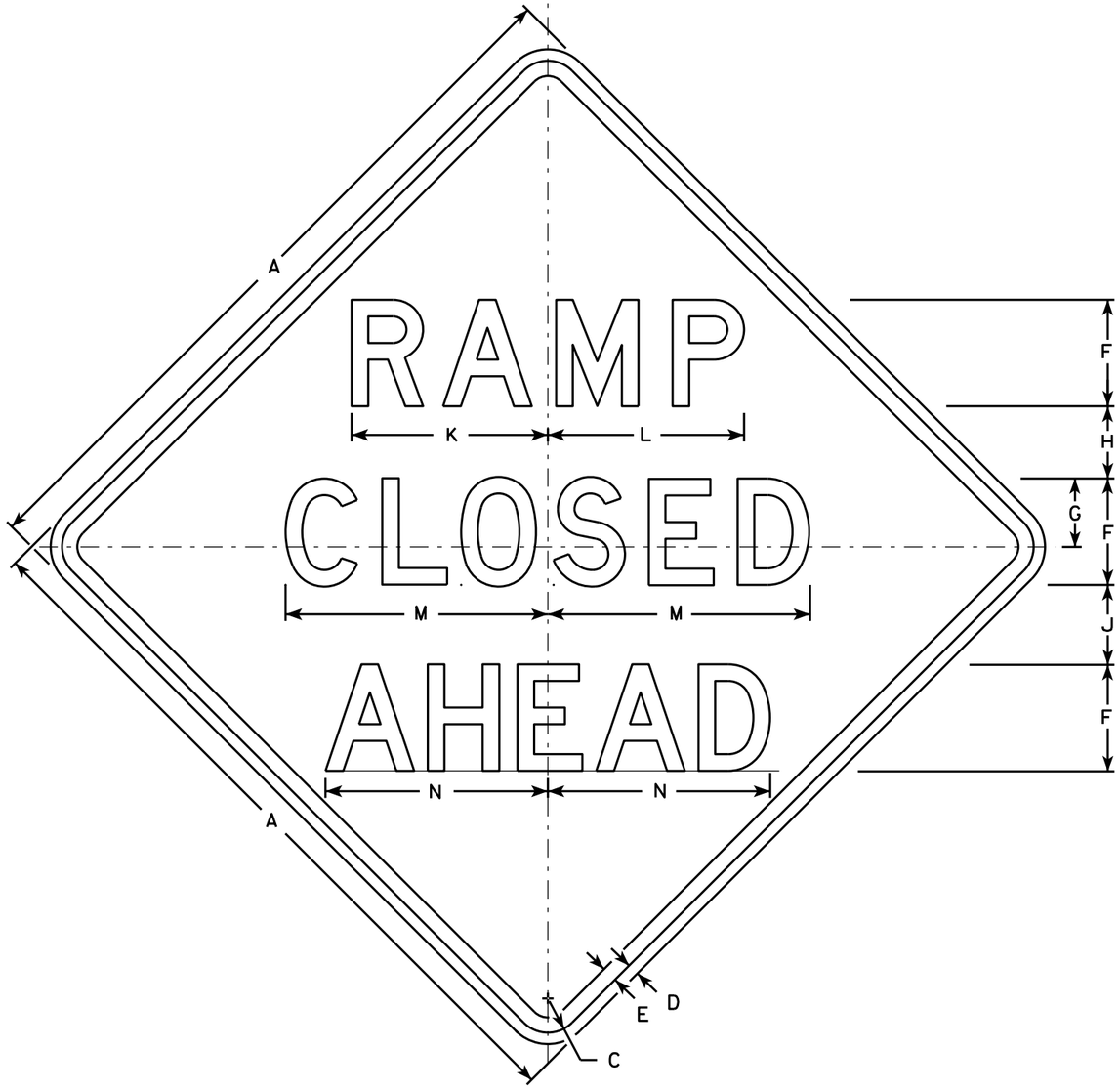
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 589 | E

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

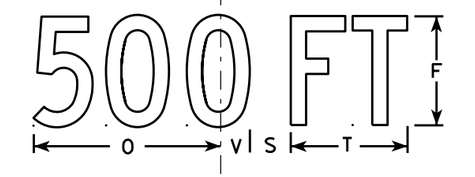
WISDOT/CADDS SHEET 42

7

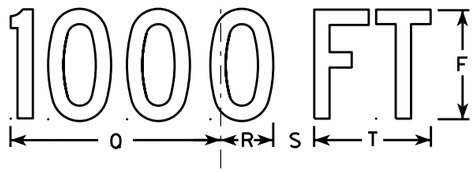
7



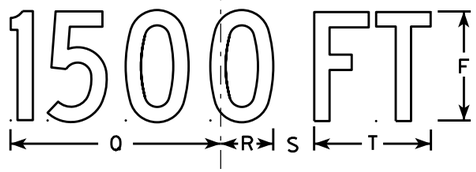
W20-53A



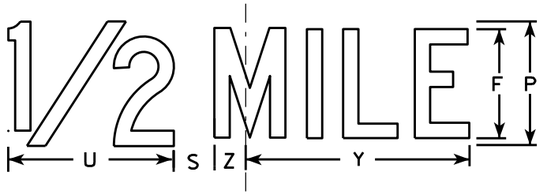
W20-53D



W20-53C



W20-53B



W20-53G



W20-53F

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	9 1/4	9 1/4	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	12 7/8	12 7/8	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	12 7/8	12 7/8	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	12 7/8	12 7/8	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	12 7/8	12 7/8	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	12 7/8	12 7/8	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
W20-53A,B,C,D,F,G

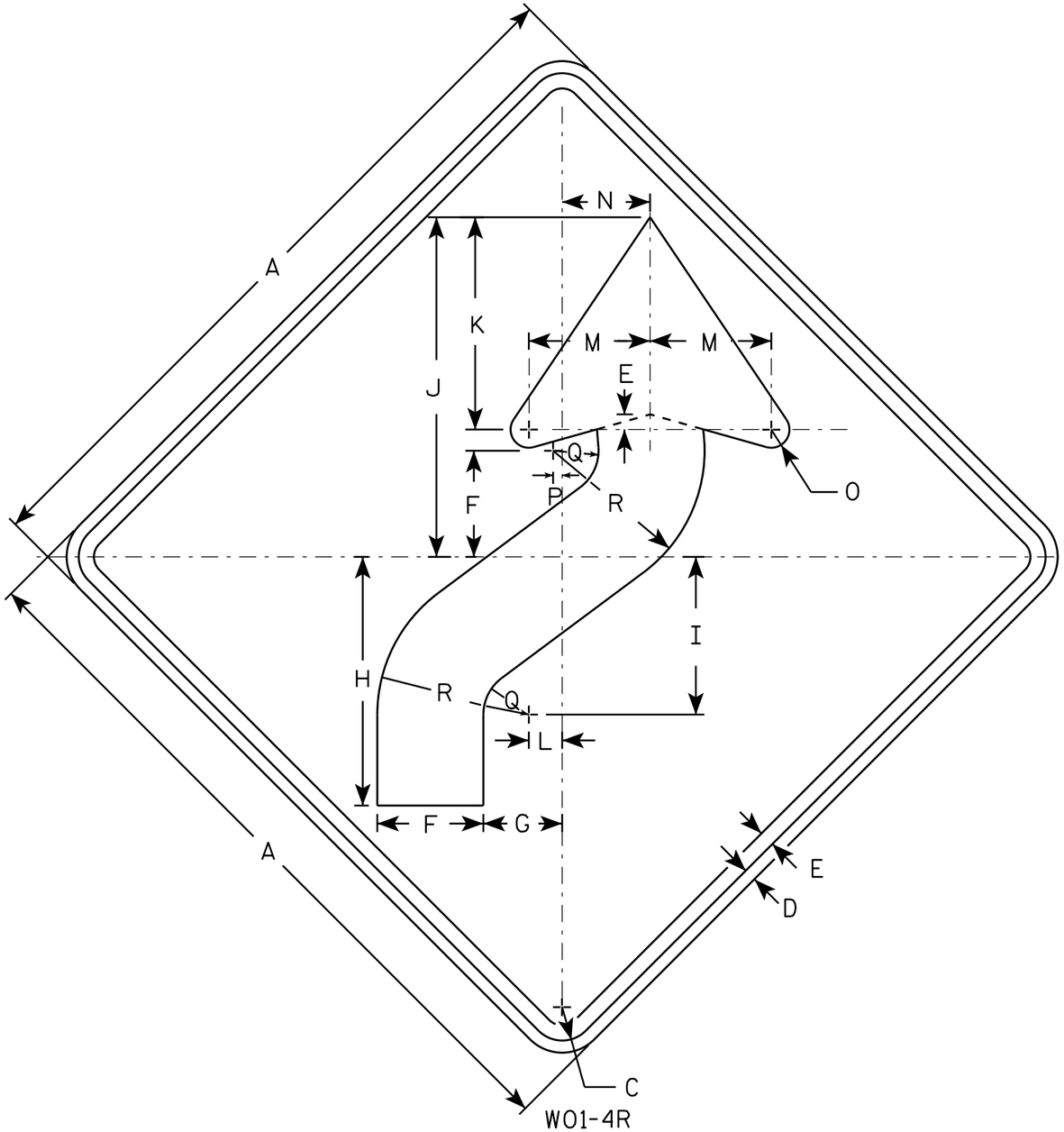
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 27-MAY-2015 19:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.729210:1.000000
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

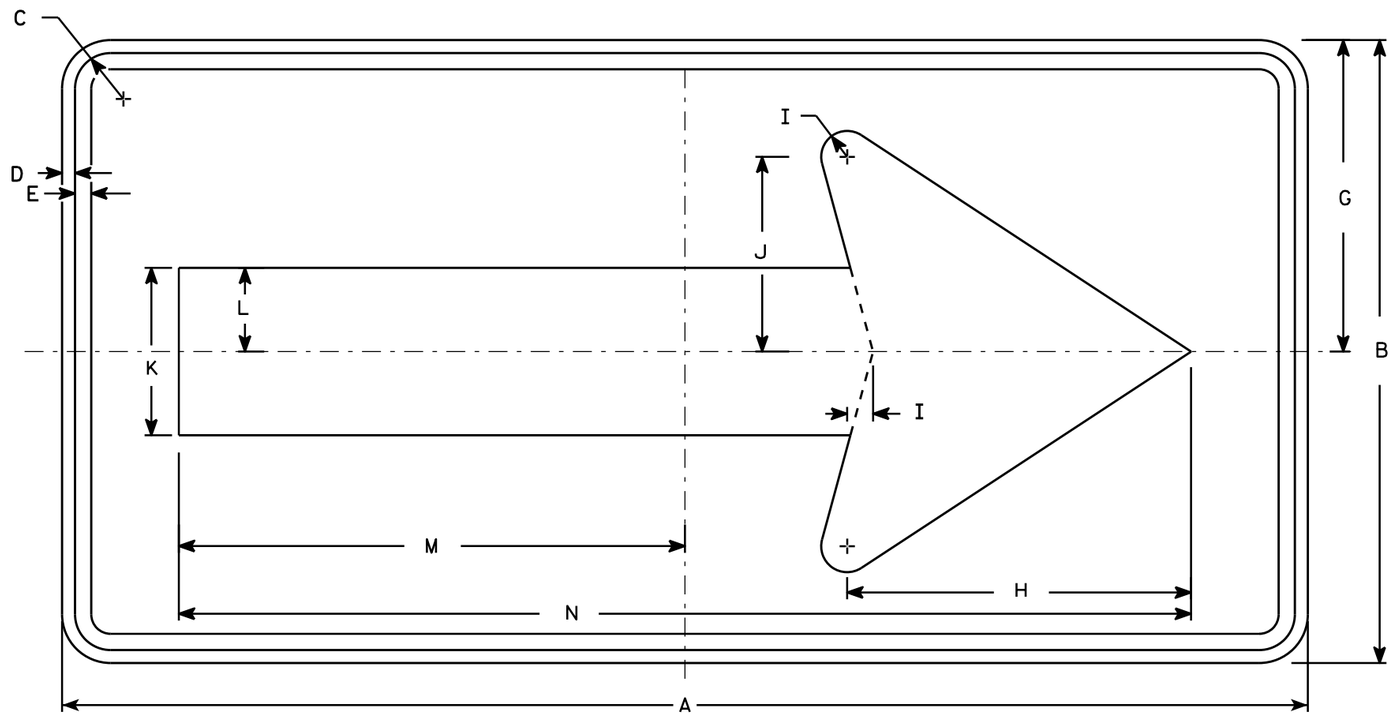
WISCONSIN DEPT OF TRANSPORTATION

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

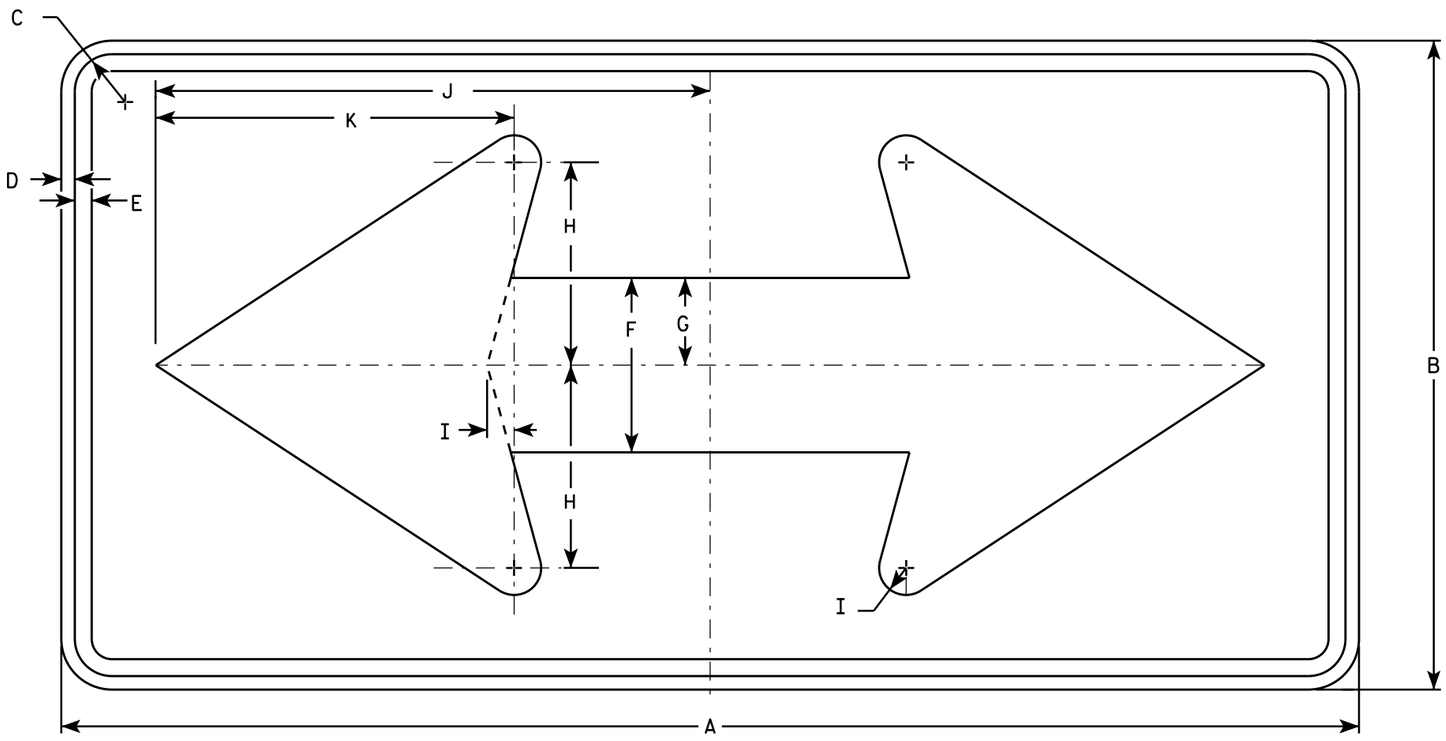
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



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

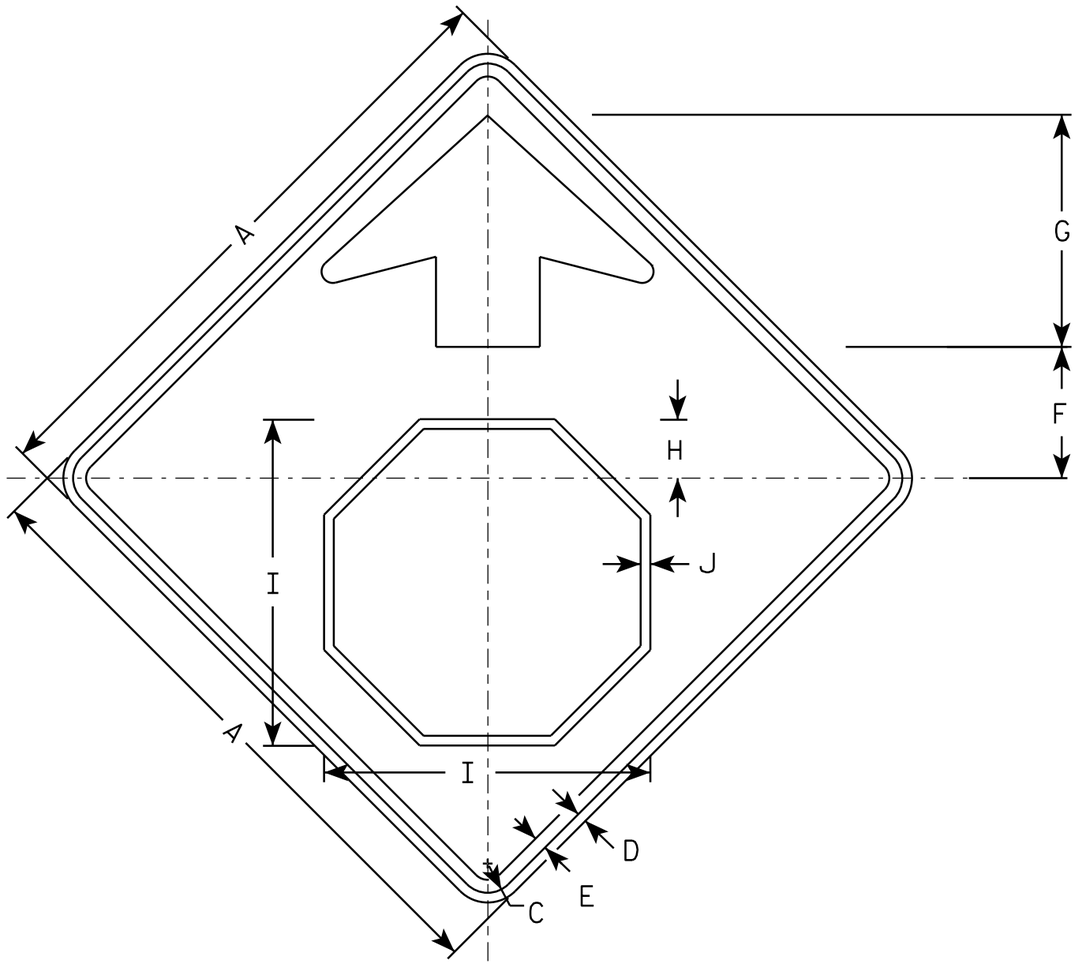
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1593 W01-7.1

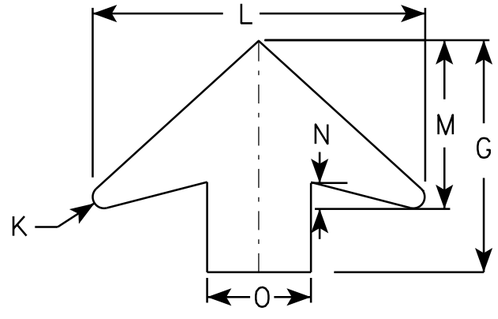
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W03-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W03-1

WISCONSIN DEPT OF TRANSPORTATION

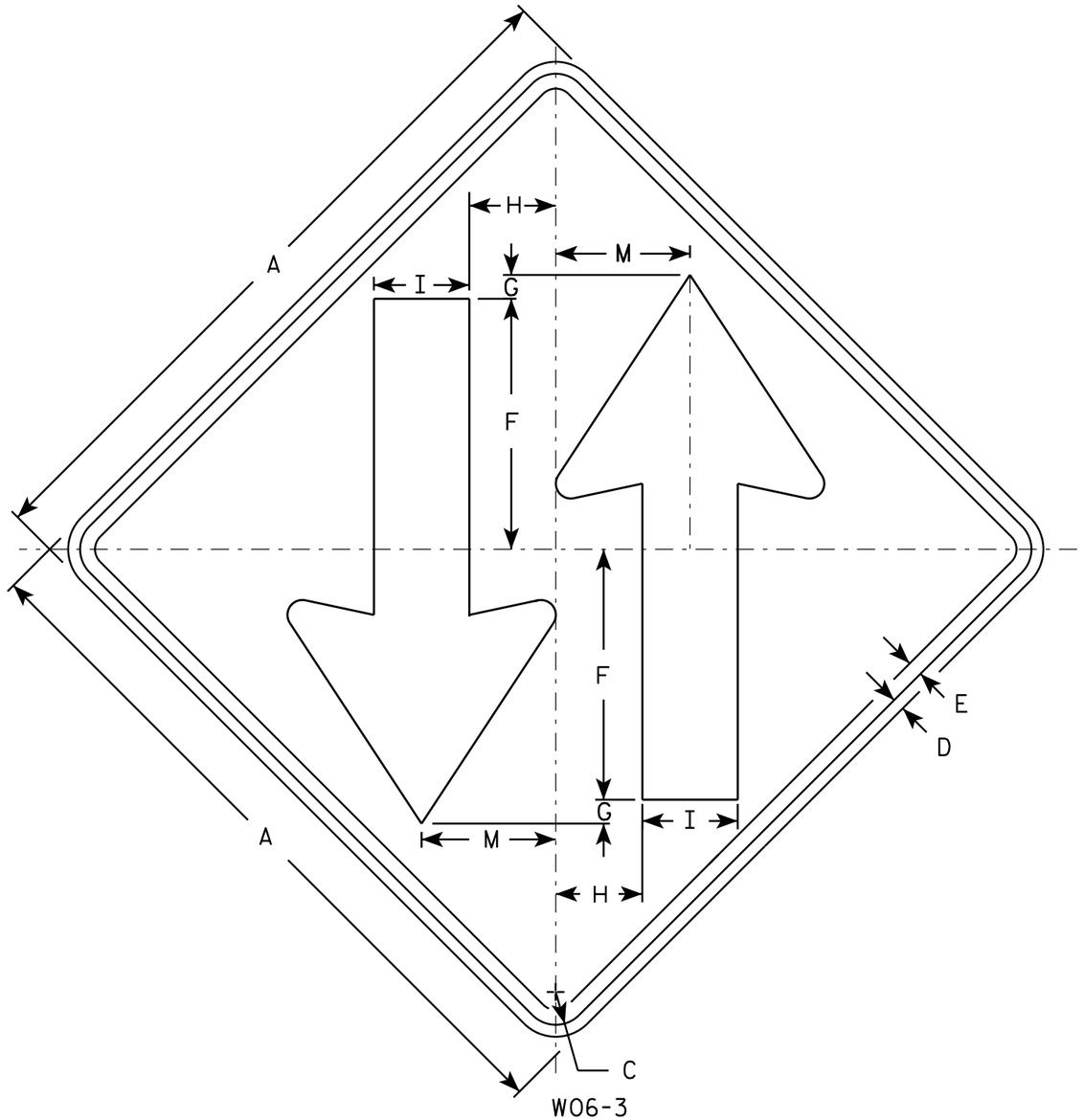
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 594 03-1.1

PROJECT NO: | SHEET NO: E

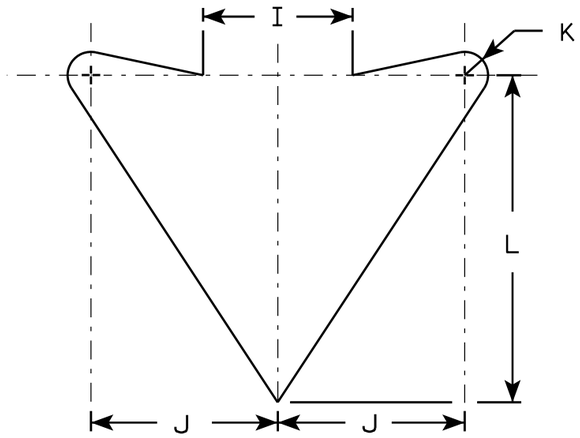
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W031.DGN PLOT DATE : 20-NOV-2013 10:54 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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

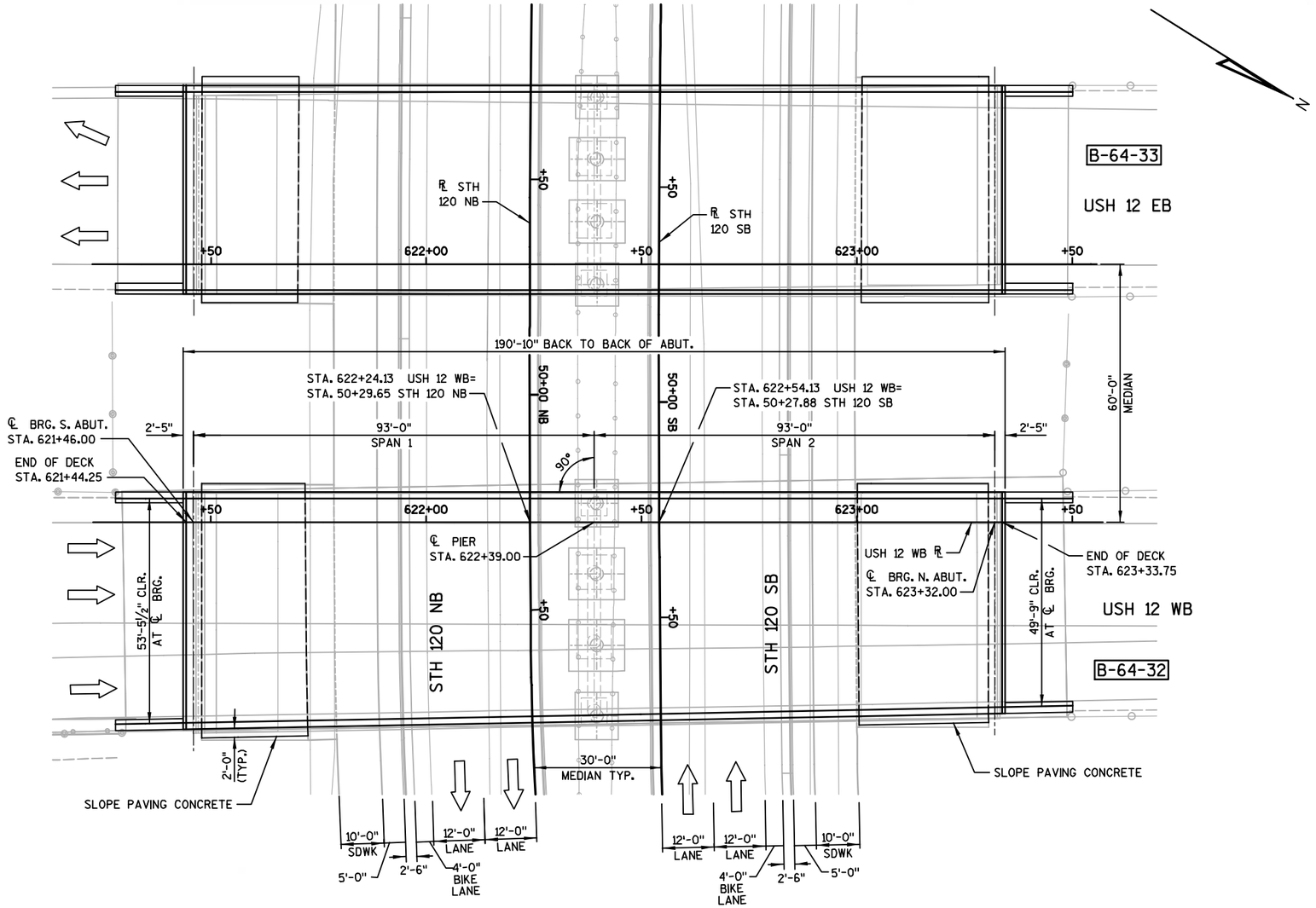
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 595 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

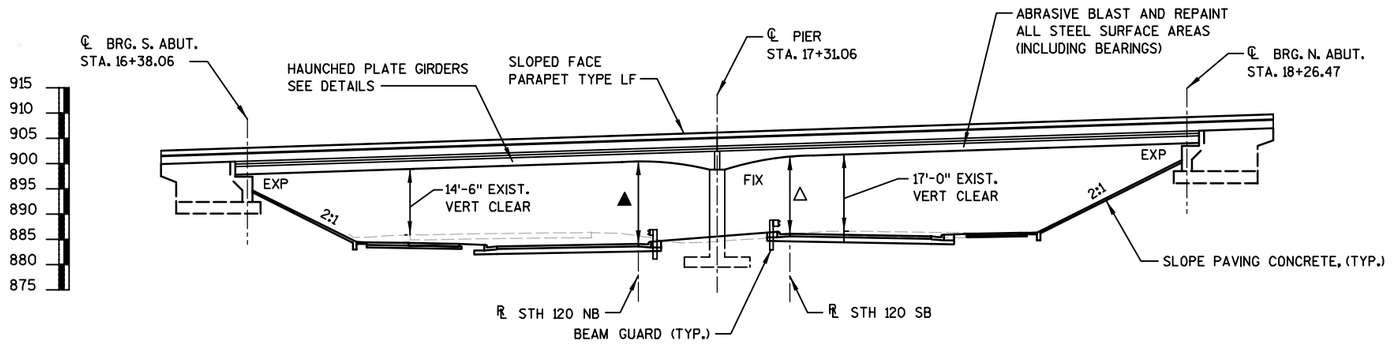
STATE PROJECT NUMBER

3190-00-70



PLAN

(2 SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE)



ELEVATION

(NORMAL TO STH 120 LOOKING WEST)

DESIGN DATA

LIVE LOAD: (TAKEN FROM HSI - 12/19/2016)

DESIGN LOADING: HS20
INVENTORY RATING: HS18
OPERATING RATING: HS30
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 220 KIPS.

TRAFFIC VOLUME

STH 120
AADT (2038) = 12,600
R.D.S. = 40 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS BASED ON EXISTING STRUCTURE PLANS.

STATIONS BASED ON ORIGINAL STRUCTURE PLANS.

ESTIMATED STRUCTURAL STEEL SURFACE AREA = 14,600 SF

PAINT ALL STEEL SURFACES GRAY, FEDERAL STANDARD COLOR NO. 26293.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION AND QUANTITIES
3. SUPERSTRUCTURE DETAILS
4. CONCRETE SLOPE PAVING

LEGEND

▲ VERTICAL CLEARANCE WILL BE CHANGED TO 18'-1" AS A RESULT OF THE HIGHWAY RECONSTRUCTION.

△ VERTICAL CLEARANCE WILL BE CHANGED TO 16'-9" AS A RESULT OF THE HIGHWAY RECONSTRUCTION.

STRUCTURE DESIGN CONTACT

CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
3/22/2017

NO.	DATE	REVISION	BY

STRAND ASSOCIATES
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 05/22/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-64-32

WB USH 12 OVER STH 120

COUNTY	TOWN/~~CITY/VILLAGE~~
WALWORTH	LYONS

DESIGN SPEC.
REHABILITATION - N/A

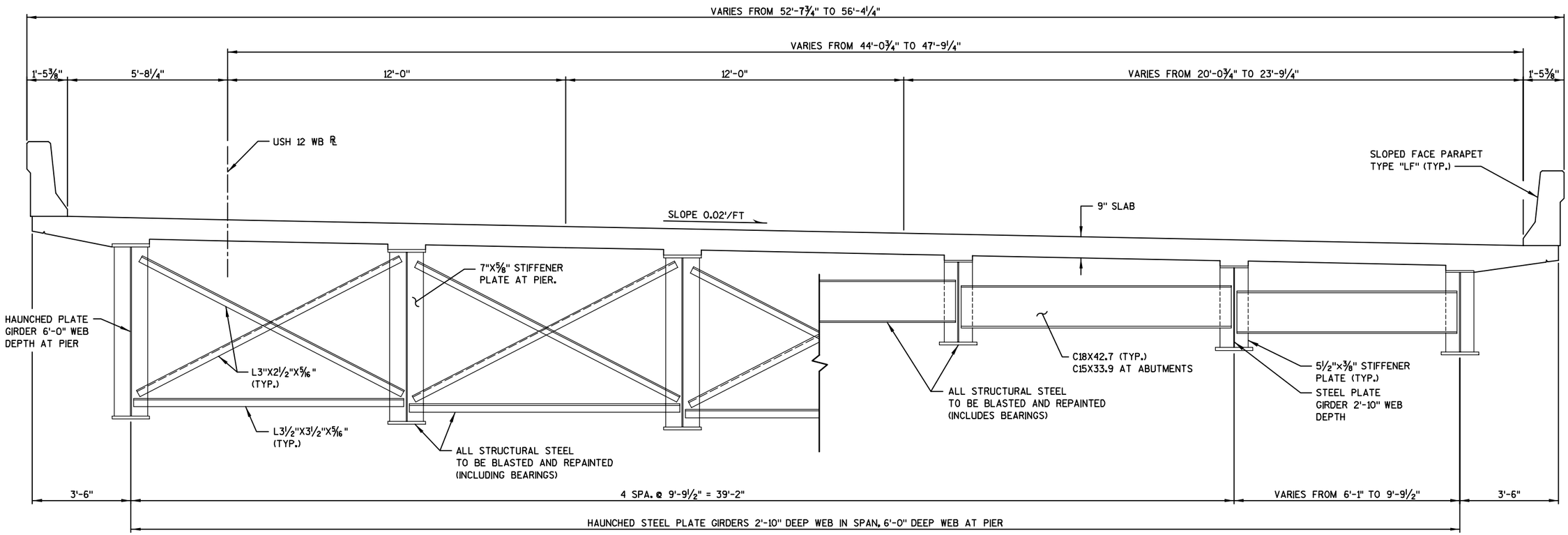
DESIGNED BY	BMO	DESIGN CK'D.	BMO	DRAWN BY	DTH	PLANS CK'D.	BMO

GENERAL PLAN

SHEET 1 OF 4
596

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\080101_gp.dgn

STATE PROJECT NUMBER
3190-00-70



AT PIER

IN SPAN

CROSS SECTION THRU ROADWAY

LOOKING NORTH

TOTAL ESTIMATED QUANTITIES

NO.	BID ITEM	UNIT	QUANTITY
517.1800.S	STRUCTURE REPAINTING RECYCLED ABRASIVE B-64-32	LS	1
517.4500.S	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EA	1
604.0400	SLOPE PAVING CONCRETE	SY	392
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	320

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-32

DRAWN BY	DTH	PLANS CK'D.	BMO

CROSS SECTION AND QUANTITIES

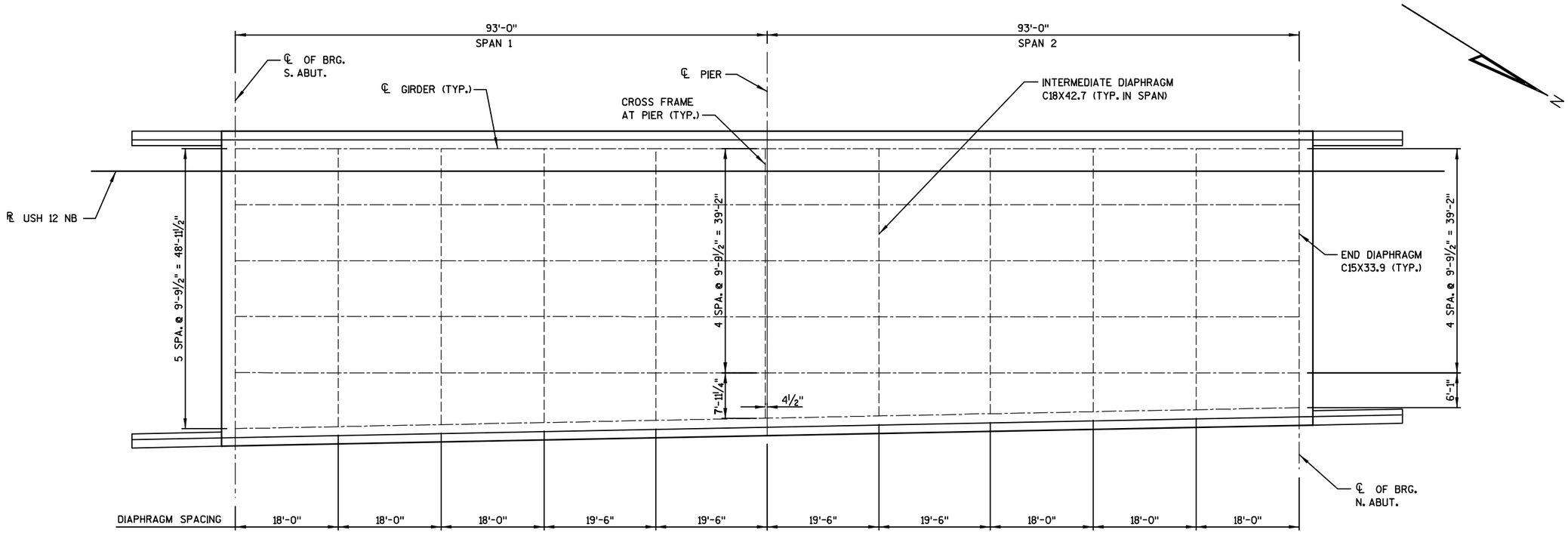
SHEET 2
597

8

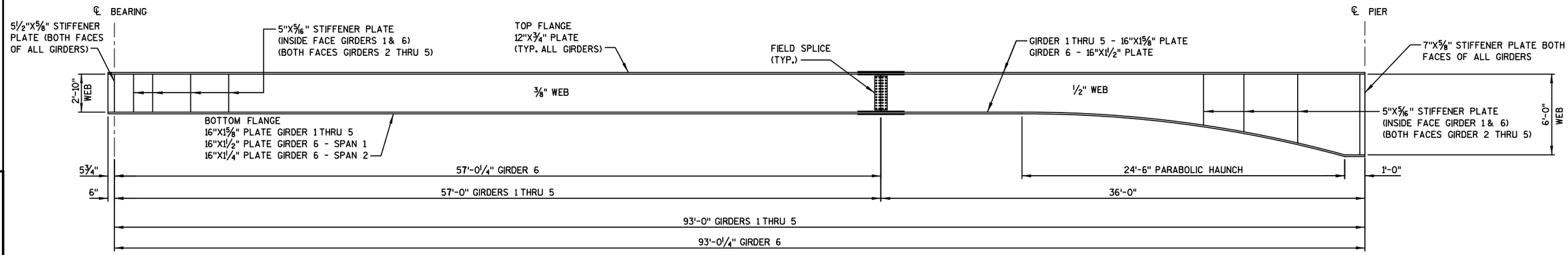
8

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\080102_gp.dgn

STATE PROJECT NUMBER
3190-00-70



SUPERSTRUCTURE FRAMING PLAN



NOTE: INTERMEDIATE STIFFENERS AT DIAPHRAGM LOCATIONS NOT SHOWN.

TYPICAL GIRDER ELEVATION

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-32

DRAWN BY DTH | PLANS CK'D. BMO

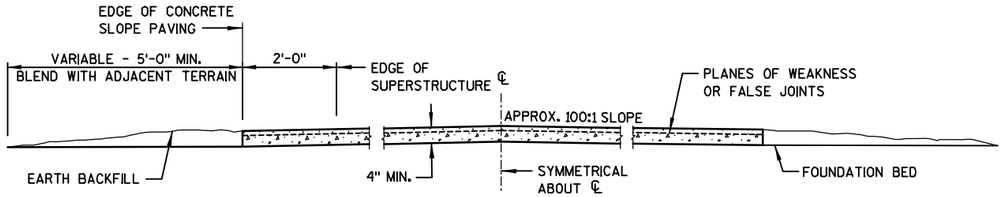
SUPERSTRUCTURE DETAILS

SHEET 3
598

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\080103_gp.dgn

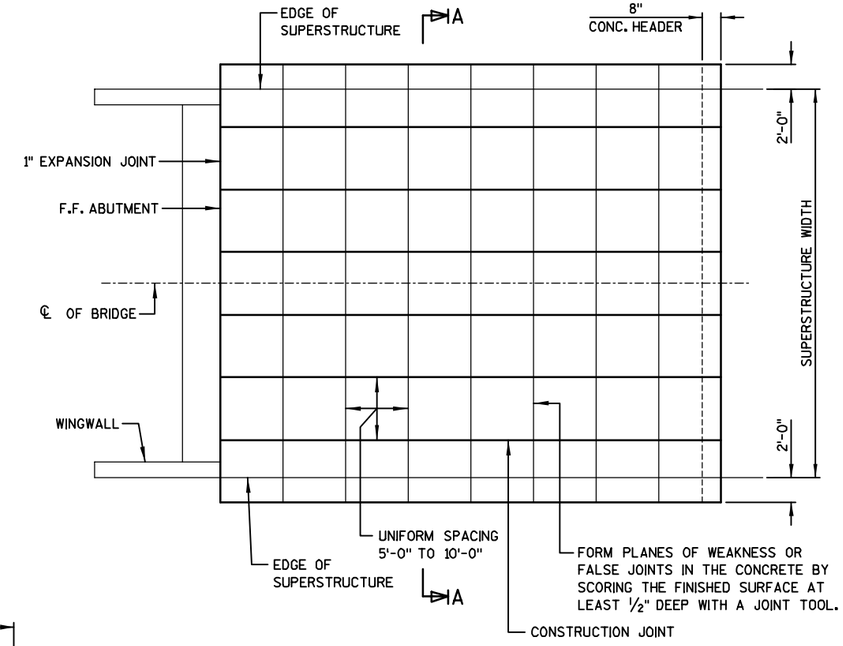
STATE PROJECT NUMBER

3190-00-70

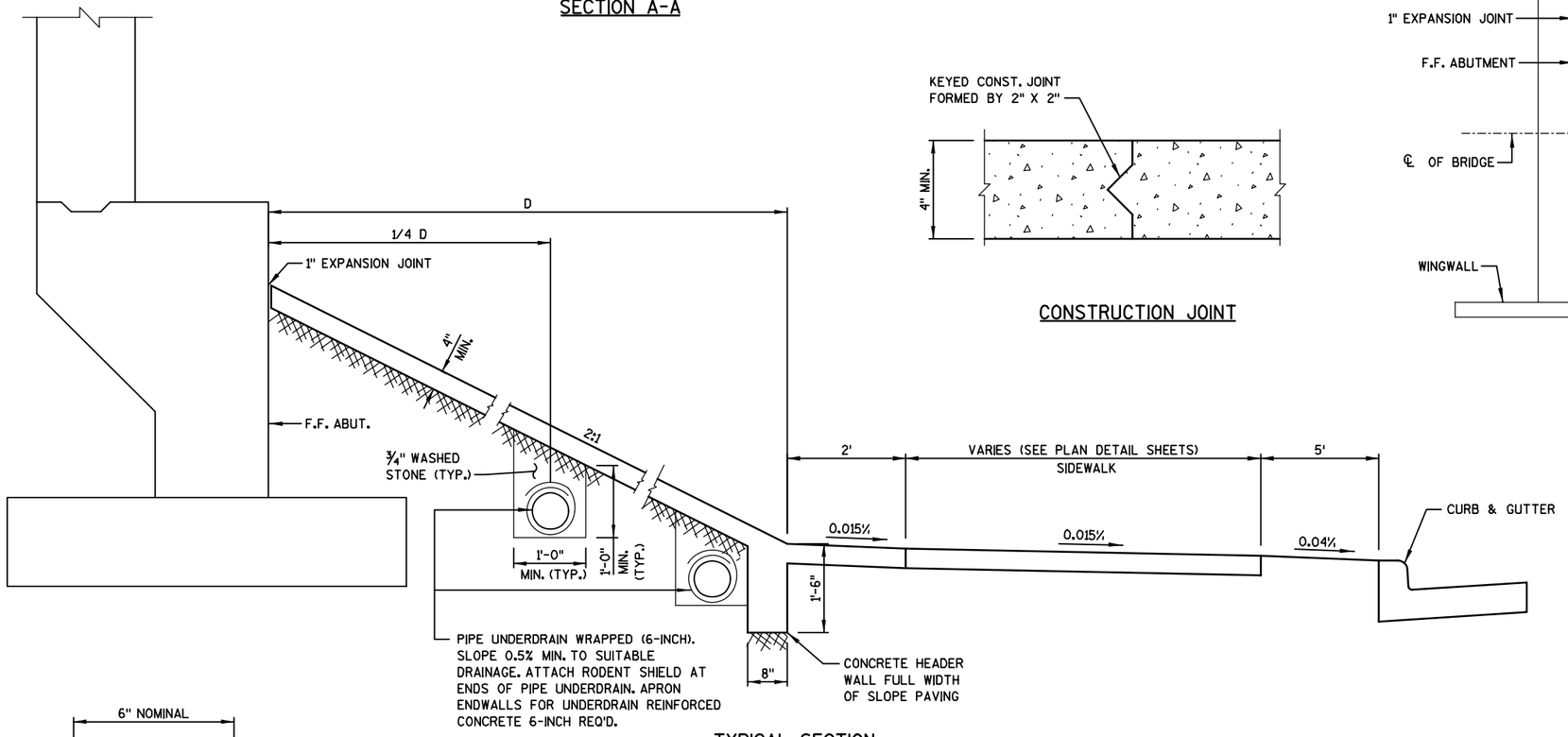


SECTION A-A

CONSTRUCTION JOINT

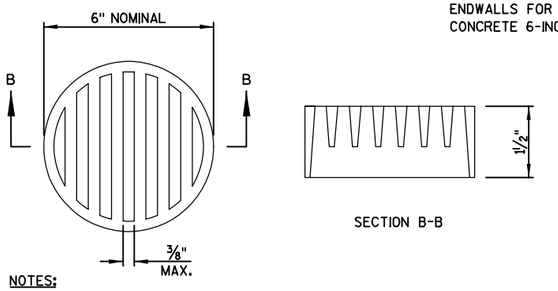


PLAN



TYPICAL SECTION

SLOPE PAVING (CONCRETE CAST-IN-PLACE)



SECTION B-B

NOTES:

DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-32

DRAWN BY	DTH	PLANS CK'D.	BMO

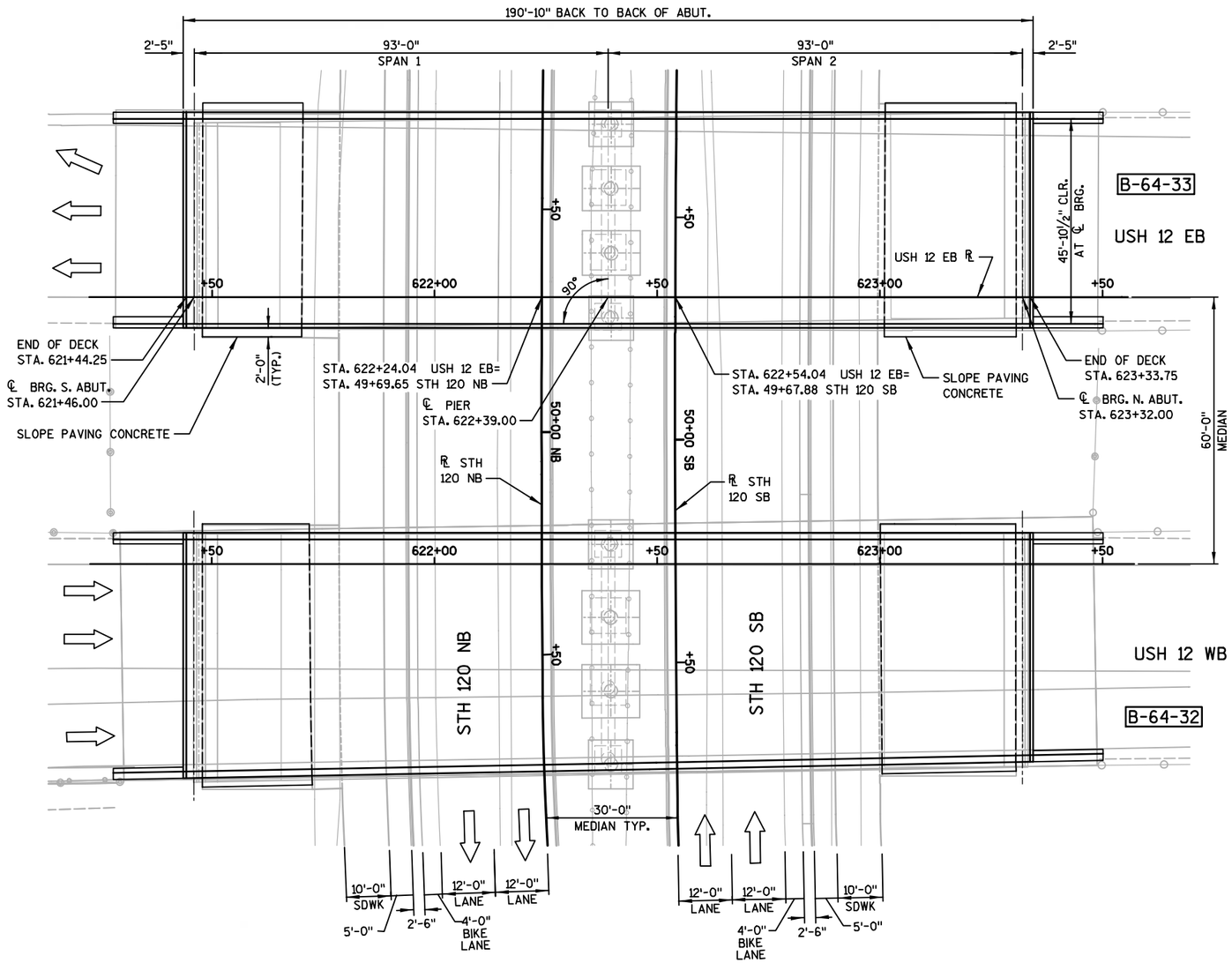
CONCRETE SLOPE PAVING

SHEET 4
599

8

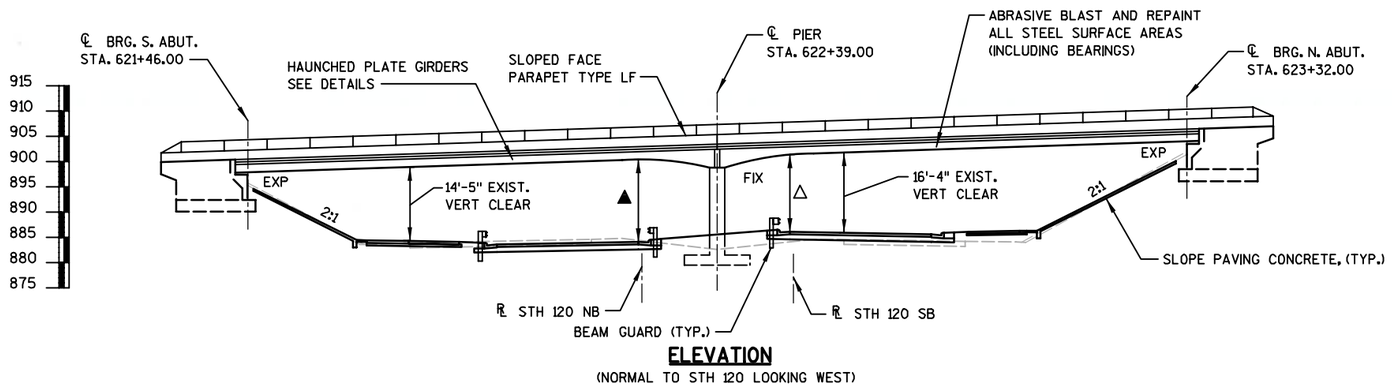
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PLAN

(2 SPAN CONTINUOUS STEEL PLATE GIRDER BRIDGE)



ELEVATION

(NORMAL TO STH 120 LOOKING WEST)

STATE PROJECT NUMBER

3190-00-70

DESIGN DATA

LIVE LOAD: (TAKEN FROM HSI - 12/19/2016)

DESIGN LOADING: HS20
INVENTORY RATING: HS18
OPERATING RATING: HS30
MAXIMUM STANDARD PERMIT VEHICLE LOAD = 220 KIPS.

TRAFFIC VOLUME

STH 120
AADT (2038) = 12,600
R.D.S. = 40 MPH

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS BASED ON EXISTING STRUCTURE PLANS.

STATIONS BASED ON ORIGINAL STRUCTURE PLANS.

ESTIMATED STRUCTURAL STEEL SURFACE AREA = 14,600 SF

PAINT ALL STEEL SURFACES GRAY, FEDERAL STANDARD COLOR NO. 26293.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION AND QUANTITIES
3. SUPERSTRUCTURE DETAILS
4. CONCRETE SLOPE PAVING

LEGEND

▲ VERTICAL CLEARANCE WILL BE CHANGED TO 18'-1" AS A RESULT OF THE HIGHWAY RECONSTRUCTION.

△ VERTICAL CLEARANCE WILL BE CHANGED TO 16'-9" AS A RESULT OF THE HIGHWAY RECONSTRUCTION.

STRUCTURE DESIGN CONTACT

CONSULTANT CONTACT:
BRETT OFTEDAHL (608) 251-4843

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 05/22/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-64-33

WB USH 12 OVER STH 120

COUNTY	TOWN/~~CITY/VILLAGE~~
WALWORTH	LYONS

DESIGN SPEC.
REHABILITATION - N/A

DESIGNED BY	BMO	DESIGN CK'D.	BMO	DRAWN BY	DTH	PLANS CK'D.	BMO

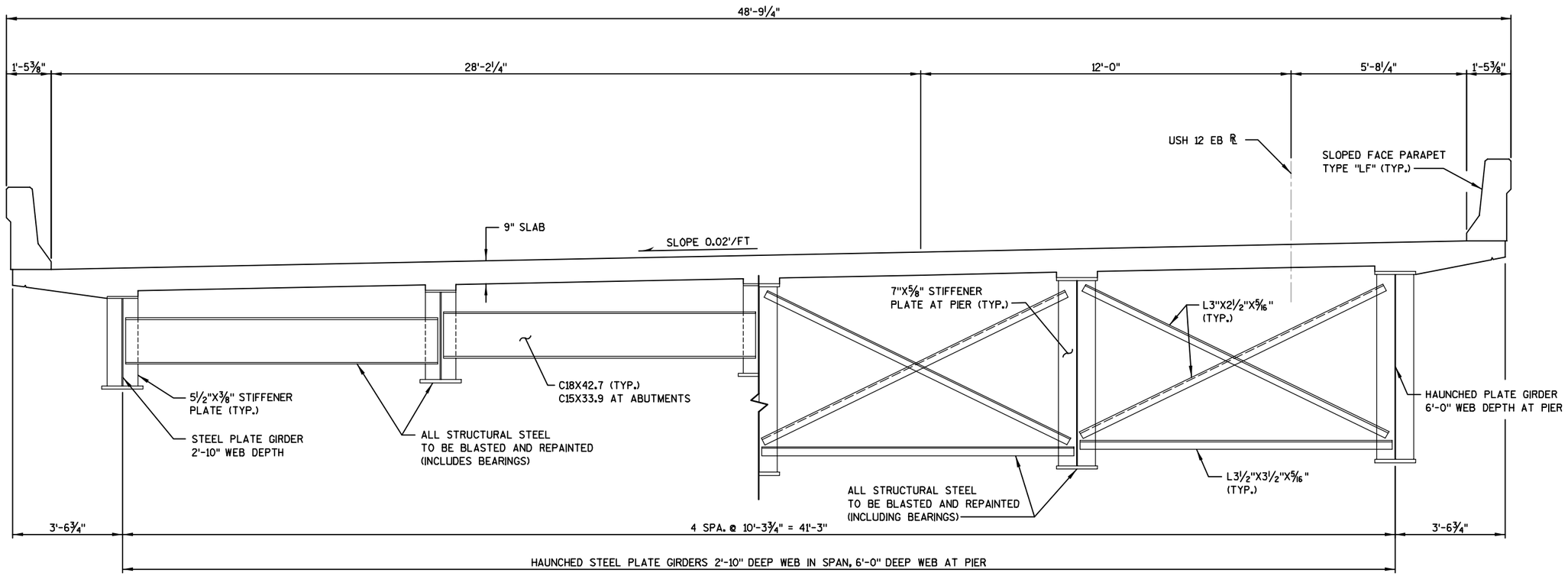
GENERAL PLAN

SHEET 1 OF 4
600

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
3/22/2017

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STATE PROJECT NUMBER
3190-00-70



IN SPAN AT PIER

CROSS SECTION THRU ROADWAY

LOOKING NORTH

8

8

TOTAL ESTIMATED QUANTITIES

NO.	BID ITEM	UNIT	QUANTITY
517.1800.S	STRUCTURE REPAINTING RECYCLED ABRASIVE B-64-33	LS	1
517.4500.S	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS	LS	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY	EA	1
604.0400	SLOPE PAVING CONCRETE	SY	339
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	290

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-33

DRAWN BY DTH | PLANS CK'D. BMO

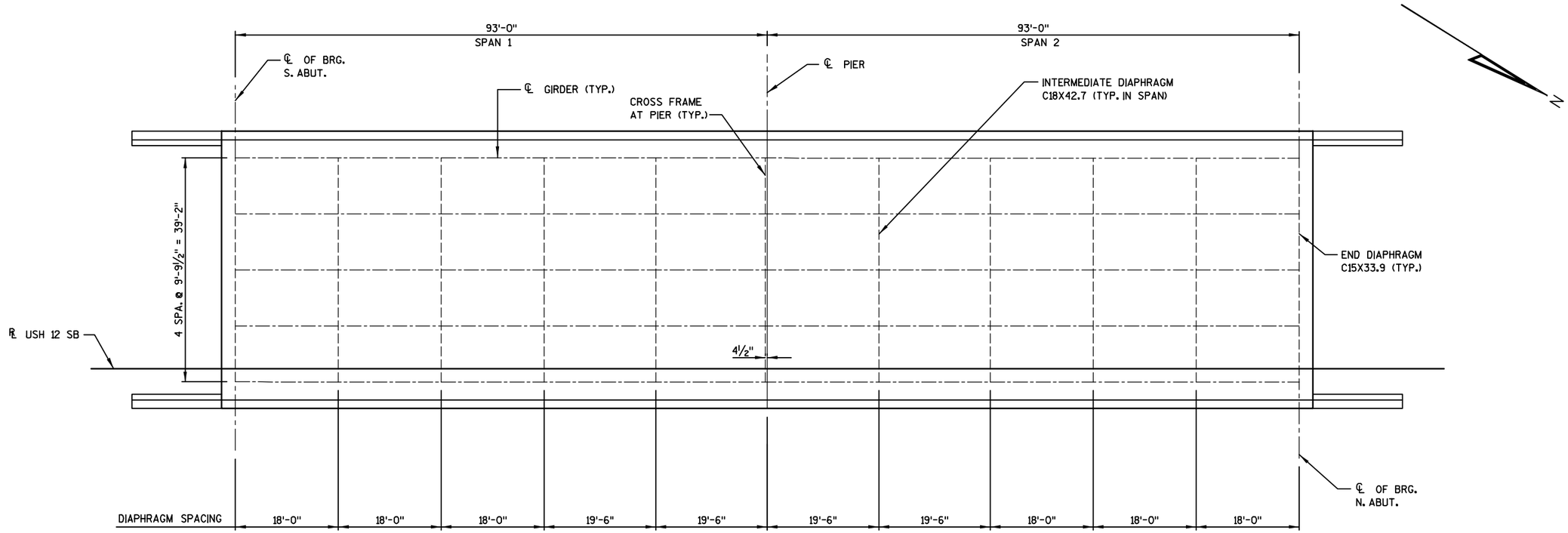
CROSS SECTION AND QUANTITIES

SHEET 2
601

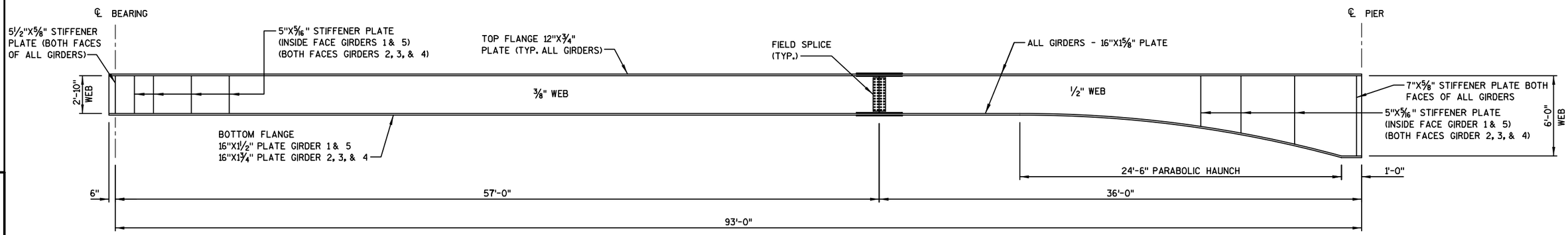
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STATE PROJECT NUMBER

3190-00-70



SUPERSTRUCTURE FRAMING PLAN



NOTE: INTERMEDIATE STIFFENERS AT DIAPHRAGM LOCATIONS NOT SHOWN.

TYPICAL GIRDER ELEVATION

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-33

DRAWN BY DTH | PLANS CK'D. BMO

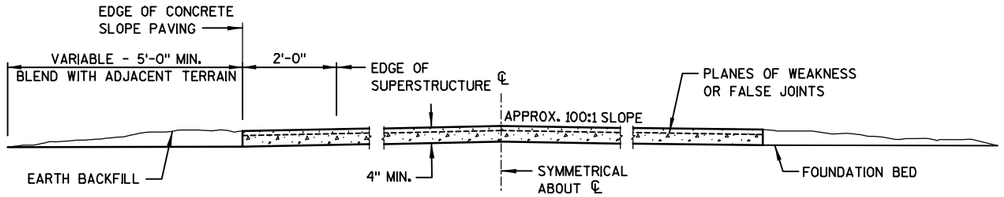
SUPERSTRUCTURE DETAILS

SHEET 3
602

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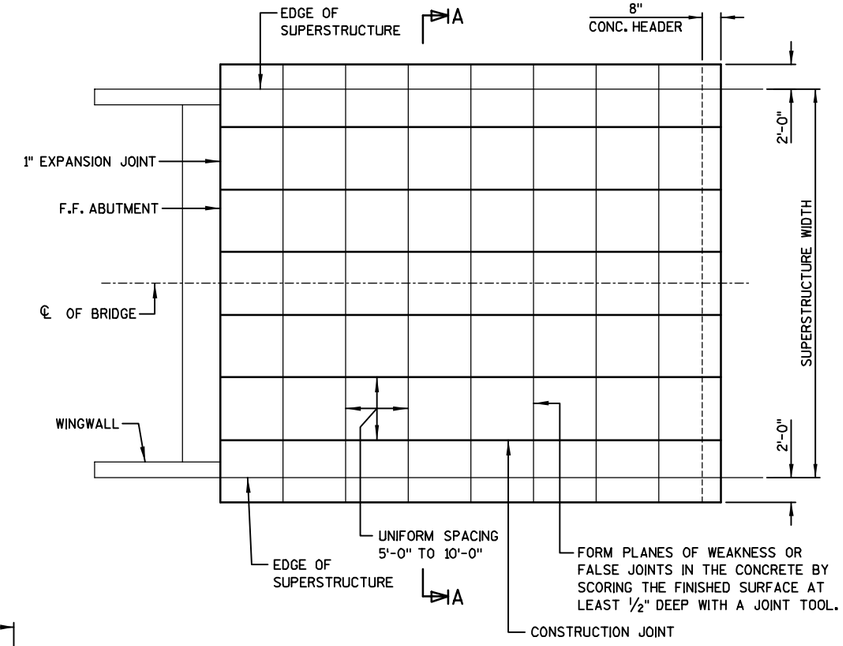
STATE PROJECT NUMBER

3190-00-70

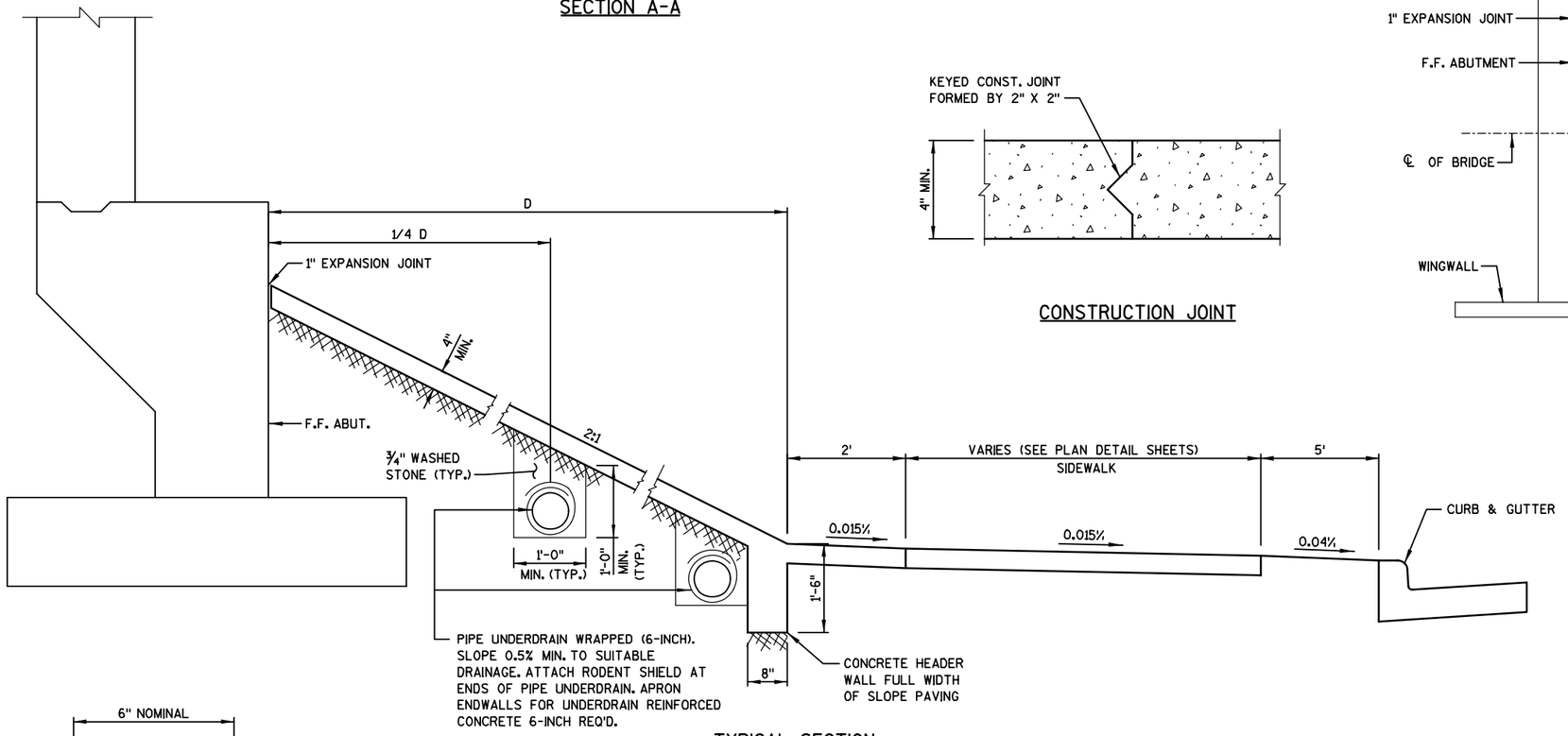


SECTION A-A

CONSTRUCTION JOINT

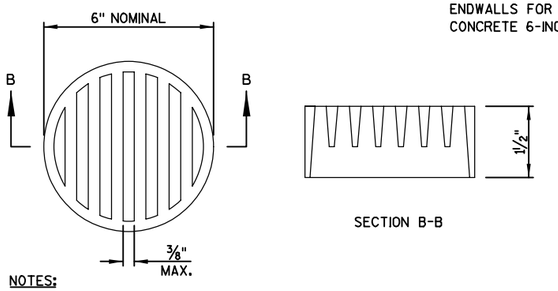


PLAN



TYPICAL SECTION

SLOPE PAVING (CONCRETE CAST-IN-PLACE)



SECTION B-B

NOTES:

DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HEREON SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-64-33

DRAWN BY	DTH	PLANS CK'D.	BMO

CONCRETE SLOPE PAVING

SHEET 4
603

8

8

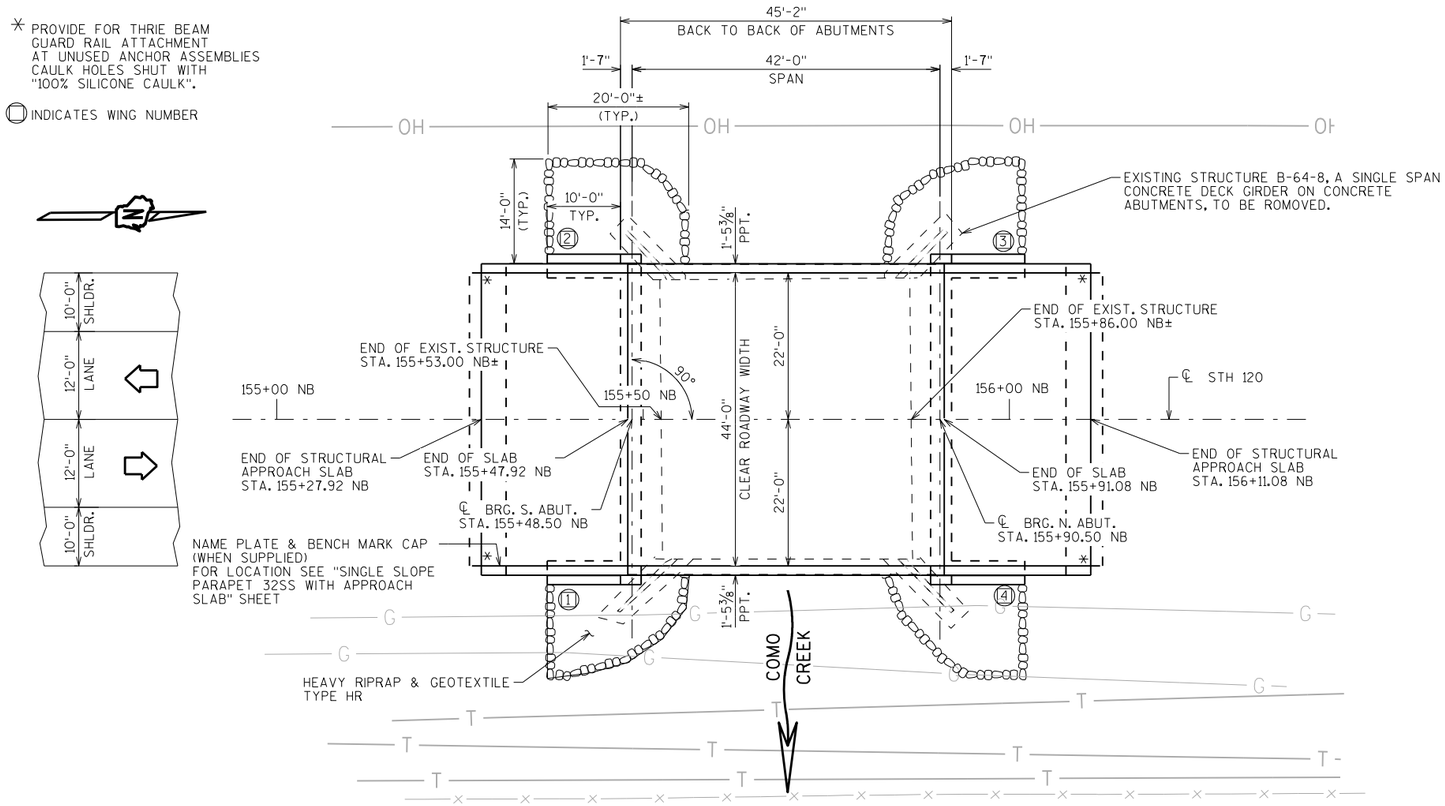
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STATE PROJECT NUMBER

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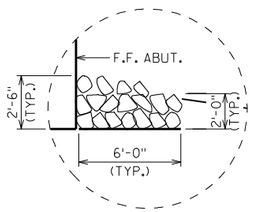
✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT AT UNUSED ANCHOR ASSEMBLIES CAULK HOLES SHUT WITH "100% SILICONE CAULK".

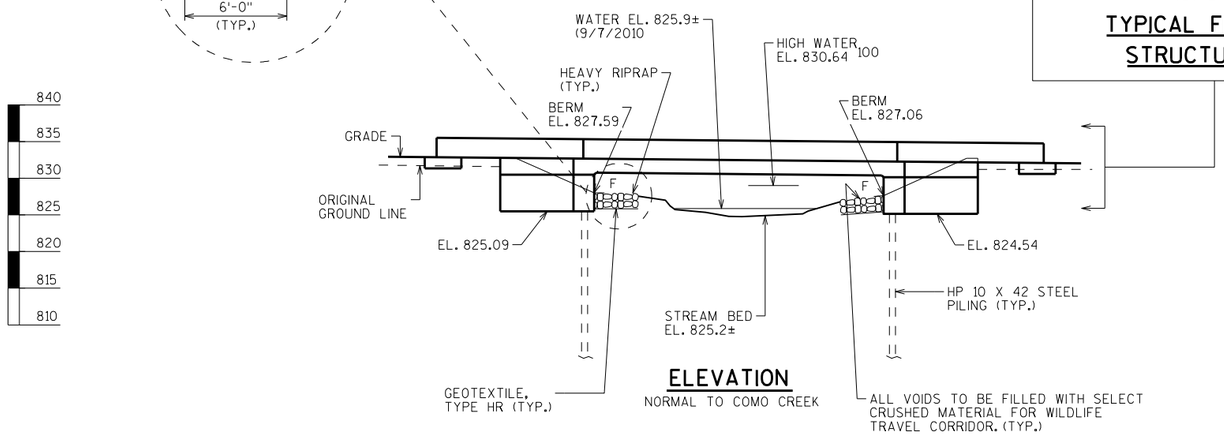
(1) INDICATES WING NUMBER



PLAN

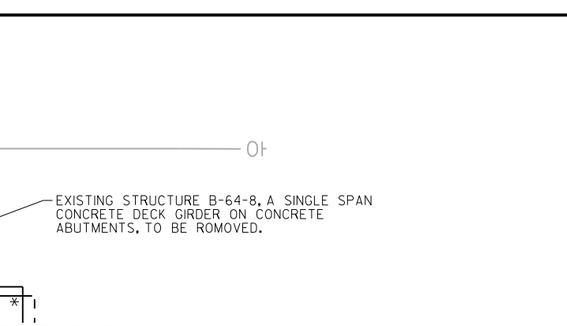
SINGLE SPAN - FLAT SLAB





ELEVATION

NORMAL TO COMO CREEK



TYPICAL FILL SECTION AT END OF STRUCTURAL APPROACH SLABS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.15
OPERATING RATING FACTOR: RF = 1.49
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STRUCTURE IS DESIGN FOR A FUTURE WEARING SURFACE OF 20 POUNDS PER SQUARE FOOT.

MATERIAL PROPERTIES:

CONCRETE MASONRY:
- SUPERSTRUCTURE — f'c = 4,000 P.S.I.
- ALL OTHER — f'c = 3,500 P.S.I.

BAR STEEL REINFORCEMENT:
- GRADE 60 — fy = 60,000 P.S.I.
- STAINLESS, GRADE 60 — fy = 60,000 P.S.I.

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON 10 X 42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 140 TONS ✳✳ PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA.
ESTIMATED 25'-0" LONG. (S. ABUT.)
ESTIMATED 30'-0" LONG. (N. ABUT.)

✳✳ THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} = 670 C.F.S.
VEL. = 5.20 F.P.S.
$HW._{100}$ = EL. 830.64
WATERWAY AREA = 129.00 SQ. FT.
DRAINAGE AREA = 16.70 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY

Q_2 = 300 C.F.S.
$HW._2$ = EL. 828.90
VEL. = 4.10 F.P.S.

TRAFFIC VOLUME

STH 120

ADT = 10,300 (2032)
R.D.S. = 60 M.P.H.

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION & QUANTITIES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. SUPERSTRUCTURE
9. SUPERSTRUCTURE DETAILS
10. STRUCTURAL APPROACH SLAB
11. PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

STRUCTURE DESIGN CONTACTS:

JONATHON RESHESKE (608) 266-8491
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION — BUREAU OF STRUCTURES

ACCEPTED William C. Dreher LLS 9/6/17
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-64-182

STH 120 OVER COMO CREEK

COUNTY	TOWN
WALWORTH	LYONS

DESIGN SPEC. AASHTO LRFD DESIGN SPEC. 5TH EDITION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D.
DVB	RAC/JLR	CRJ	JLR

GENERAL PLAN

SHEET 1 OF 11

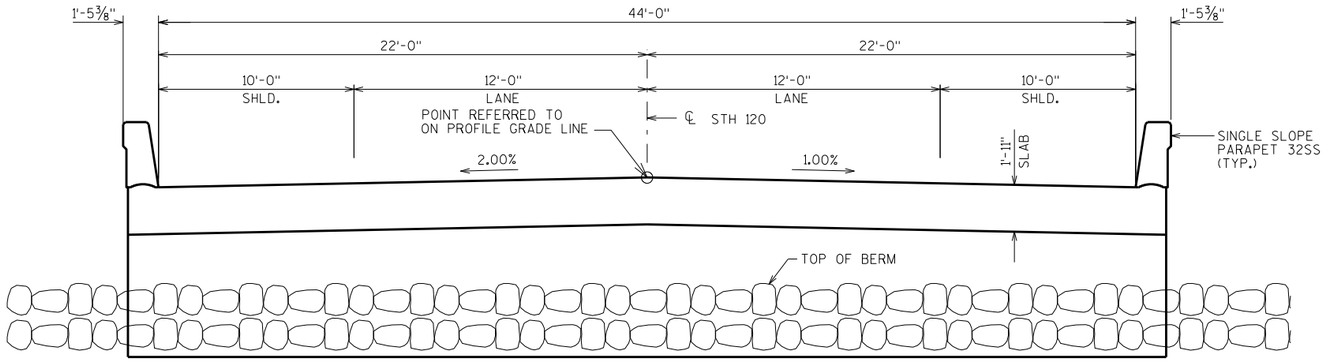
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I.D. 3190-00-00 DATE: FEB. 2017

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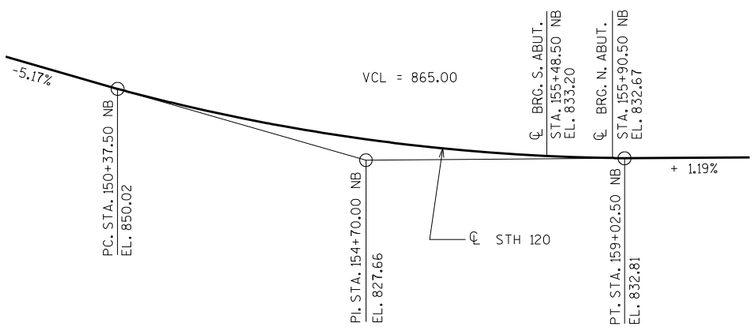
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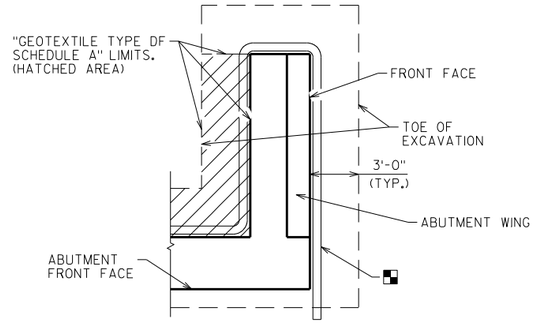


CROSS SECTION THRU ROADWAY

LOOKING UPSTATION



PROFILE GRADE LINE ℄ STH 120



ABUTMENT PLAN WITH WING

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH APPROACH	SOUTH ABUTMENT	NORTH ABUTMENT	NORTH APPROACH	TOTALS
203.0600.S	REMOVING OLD STRUCTURE OVER WATERWAY WITH MINIMAL DEBRIS STA. 155+69.50±	LS	———	———	———	———	———	1
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-64-182	LS	———	———	———	———	———	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	———	———	83	82	———	165
305.0120	BASE AGGREGATE DENSE 1¼ INCH	TON	———	135	———	———	131	266
502.0100	CONCRETE MASONRY BRIDGES	CY	163	63	42	42	63	373
502.3200	PROTECTIVE SURFACE TREATMENT	SY	230	98	———	———	98	426
502.3210	PIGMENTED SURFACE SEALER	SY	36	17	———	———	17	70
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	———	3,270	3,270	———	6,540
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	30,410	10,710	1,240	1,230	10,710	54,300
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	420	———	———	———	———	420
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	———	11	11	———	22
550.0500	PILE POINTS	EACH	———	———	8	8	———	16
550.1100	PILING STEEL HP 10-INCH X 42 LB	LF	———	———	200	240	———	440
606.0300	RIPRAP HEAVY	CY	———	———	52	52	———	104
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	———	95	95	———	190
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	———	2	———	———	2	4
645.0111	GEOTEXTILE TYPE DF SCHEDULE A	SY	———	———	49	49	———	98
645.0120	GEOTEXTILE TYPE HR	SY	———	———	88	88	———	176
SPV.0195	SELECT CRUSHED MATERIAL FOR TRAVEL CORRIDOR	TON	———	———	8	8	———	16
	NON-BID ITEMS							
	FILLER	SIZE	———	———	———	———	———	½", ¾", 1½"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾"UNLESS OTHERWISE NOTED.

AT THE BACK FACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL. ALSO EXCLUDED IS THE "BASE AGGREGATE DENSE 1 1/4-INCH" AS DETAILED ON THE STRUCTURAL APPROACH SLAB SHEETS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF SLAB AND APPROACH SLAB SURFACES AND TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES AT ABUTMENT DIAPHRAGMS.

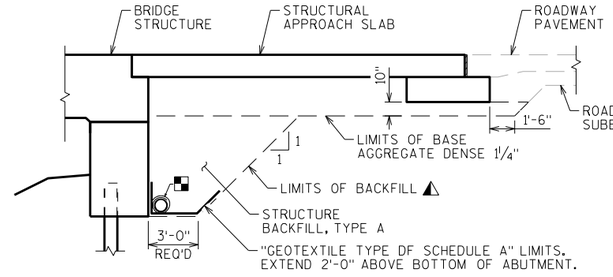
PIGMENTED PROTECTIVE SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE PARAPETS, INCLUDING PARAPETS ON APPROACH SLABS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE "HR" TO THE EXTENT SHOWN ON SHEET 1 AND THE ABUTMENT DETAILS.

SLAB FALSEWORK SHALL BE SUPPORTED ON PILES OR THE SUBSTRUCTURE, UNLESS AN ALTERNATE METHOD IS APPROVED BY THE ENGINEER.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES BRIDGES B-64-182" SHALL BE THE EXISTING GROUNDLINE

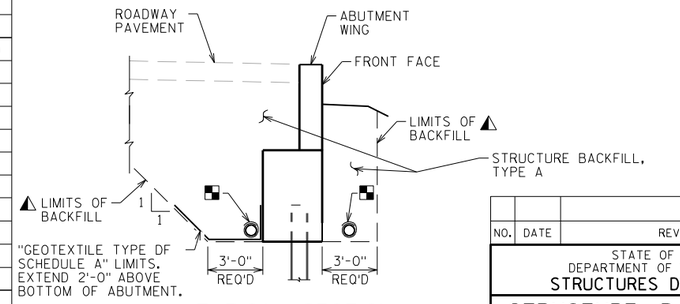
ALL VOIDS BETWEEN HEAVY RIPRAP SHALL BE FILLED USING SELECT CRUSHED MATERIAL. WORK SHALL BE PAID FOR AS "SELECT CRUSHED MATERIAL FOR TRAVEL CORRIDOR".



TYPICAL SECTION THRU ABUTMENT

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

▪ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.



TYPICAL SECTION THRU WING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY CRJ | PLANS CK'D. JLR

CROSS SECTION & QUANTITIES

SHEET 2

605

STATE PROJECT NUMBER

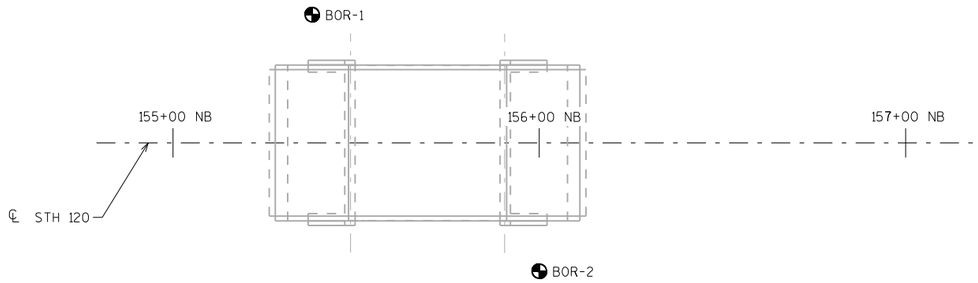
3190-00-70

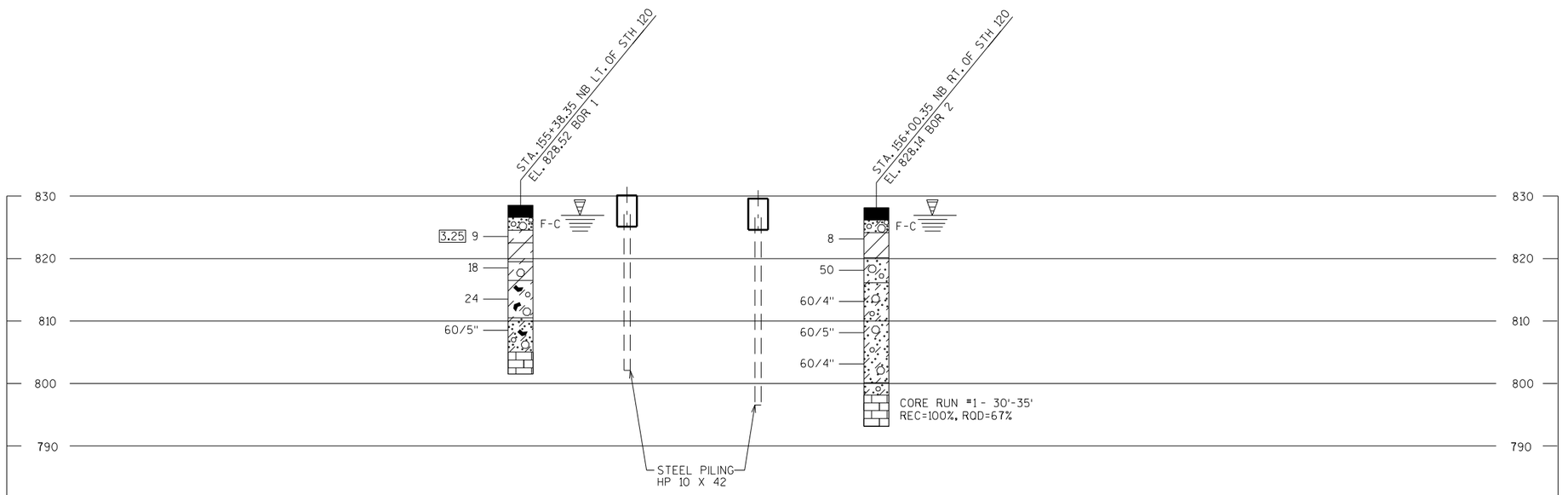
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8

SCALE = 3.00

LAKE GENEVA TO EAST TROY ROAD
USH 12 TO MADAUS ROAD





STATE PROJECT NUMBER

3190-00-70

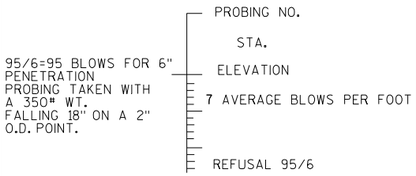
ABBREVIATIONS

F — FINE M — MEDIUM C — COARSE
WS — WEATHERED SO — SOUND

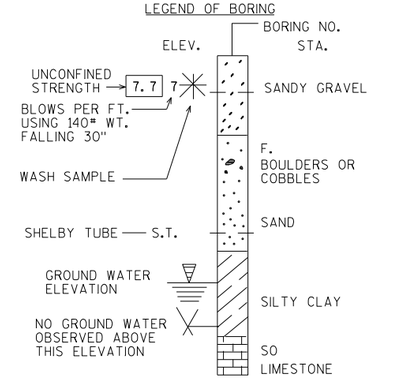
MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, IGNEOUS ROCK

LEGEND OF PROBING



LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS AND/OR SOUNDINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS AND/OR SOUNDINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY CRJ | PLANS CK'D. JLR

SUBSURFACE EXPLORATION

SHEET 3

606

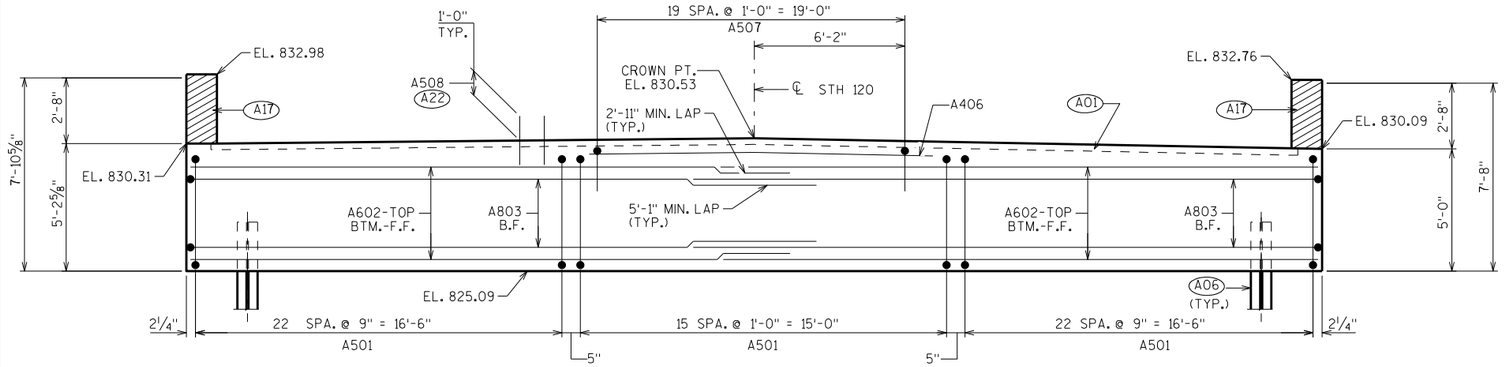
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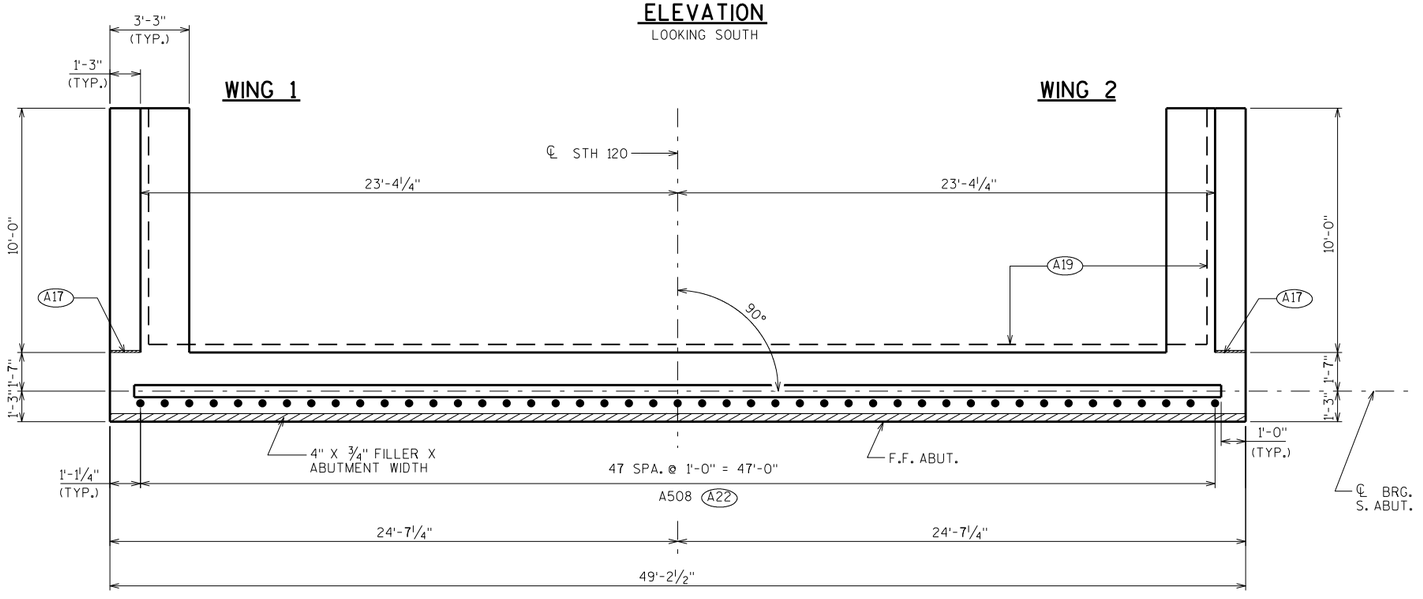
STATE PROJECT NUMBER

3190-00-70

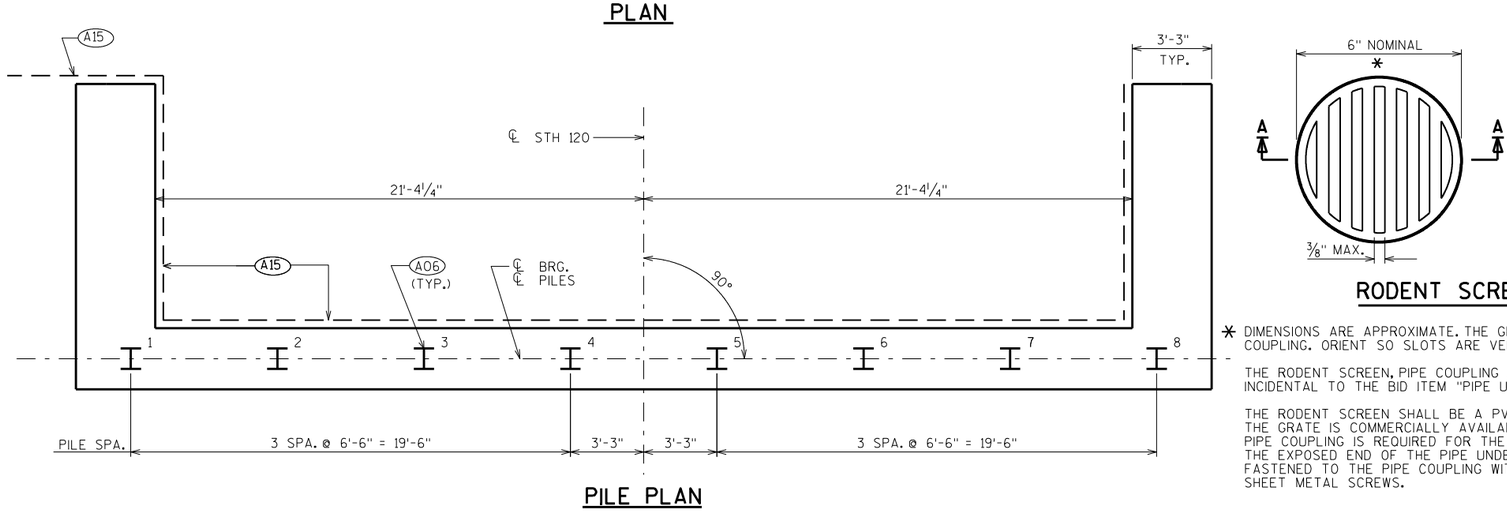


ELEVATION

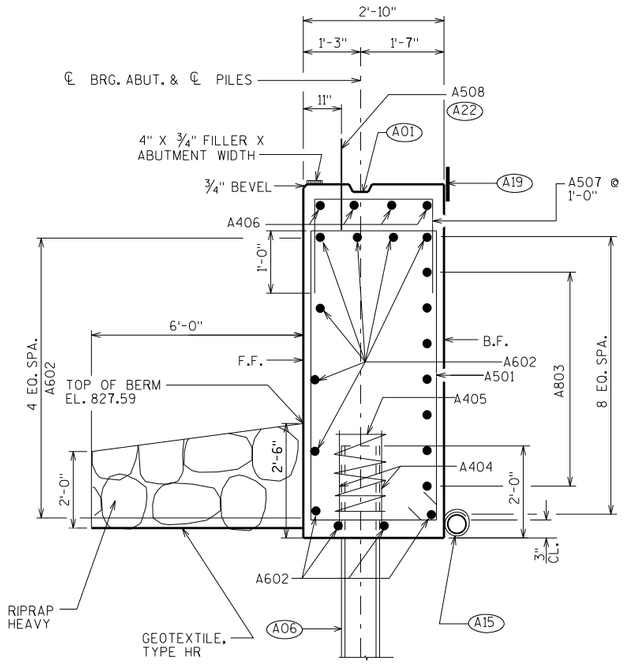
LOOKING SOUTH



PLAN



PILE PLAN



SECTION THRU ABUTMENT BODY

(A01) CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" x 6".

(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING, ESTIMATED 25'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE. PILE POINTS ARE REQ'D.

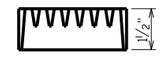
(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A22) A508 BARS SPACED @ 1'-0" CTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)

RODENT SCREEN DETAIL



SECTION A-A

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

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SOUTH ABUTMENT

SHEET 4

607

SCALE = 3.00

8

8

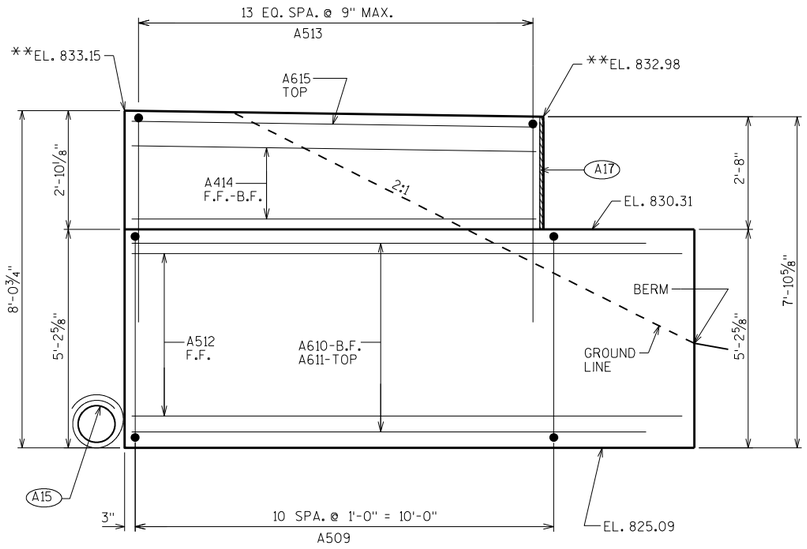
STATE PROJECT NUMBER

3190-00-70

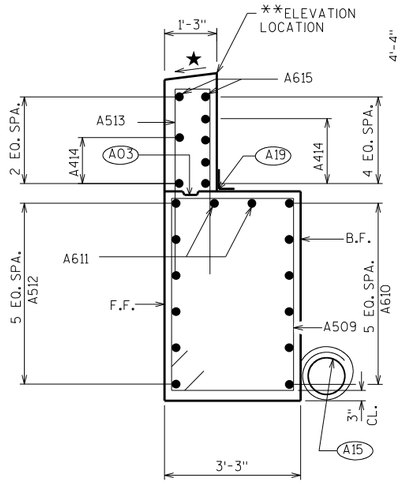
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

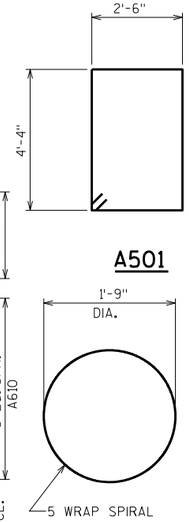
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A501		62	14'-4"	X		BODY STIRRUPS
A602		22	25'-11"			BODY-HORIZ-TOP-BTM.-F.F.
A803		14	27'-11"	X		BODY-HORIZ.-B.F.
A404		16	2'-3"			PILES-2 PER BODY PILE
A405		8	28'-0"	X		PILES-1 PER BODY PILE
A406		4	19'-4"			BODY-HORIZ.-TOP
A507		20	5'-9"	X		BODY-TOP-VERT.
A508		48	2'-0"			BODY-TOP-VERT.
A509	X	11	16'-0"	X		WING 1-STIRRUPS
A610	X	6	12'-0"			WING 1-HORIZ.-B.F.
A611	X	2	12'-0"			WING 1-HORIZ.-TOP
A512	X	6	12'-6"			WING 1-HORIZ.-F.F.
A513	X	14	10'-2"	X		WING 1-VERT.
A414	X	6	9'-8"			WING 1-HORIZ.-F.F.-B.F.
A615	X	2	9'-8"			WING 1-HORIZ.-TOP
A516	X	11	15'-8"	X		WING 2-STIRRUPS
A617	X	6	12'-0"			WING 2-HORIZ.-B.F.
A618	X	2	12'-0"			WING 2-HORIZ.-TOP
A519	X	6	12'-6"			WING 2-HORIZ.-F.F.
A520	X	14	10'-2"	X		WING 2-VERT.
A421	X	6	9'-8"			WING 2-HORIZ.-F.F.-B.F.
A622	X	2	9'-8"			WING 2-HORIZ.-TOP



ELEVATION WING 1

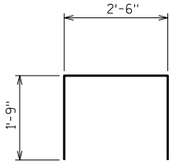


SECTION WING 1

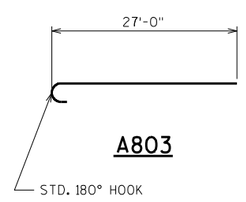


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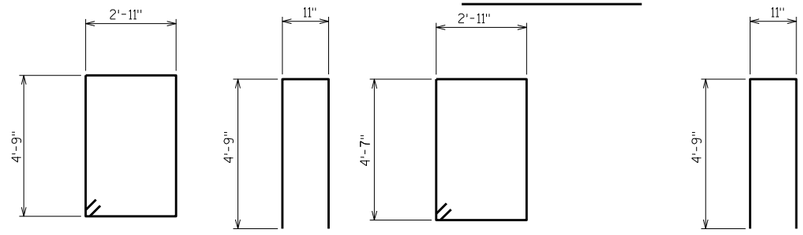
A405



A507



A803

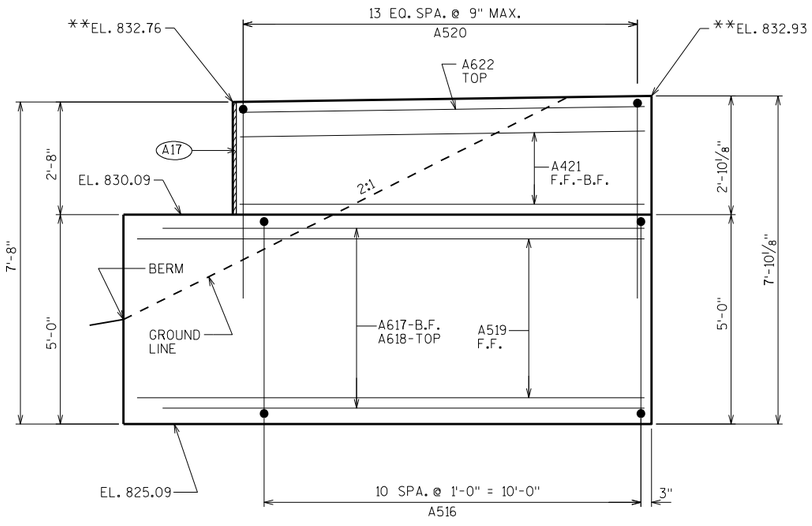


A509

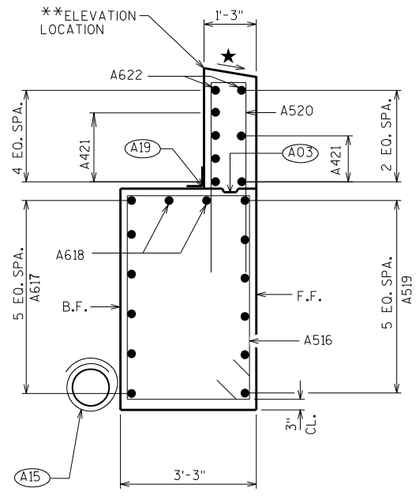
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A516

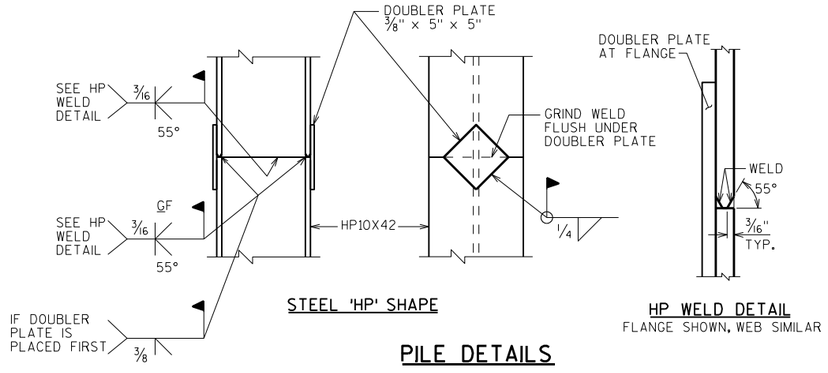
A520



ELEVATION WING 2



SECTION WING 2



STEEL 'HP' SHAPE

HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR

PILE DETAILS

★ SLOPE 2.0% FOR DRAINAGE

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" × 6". (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

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SOUTH ABUTMENT DETAILS

SHEET 5

608

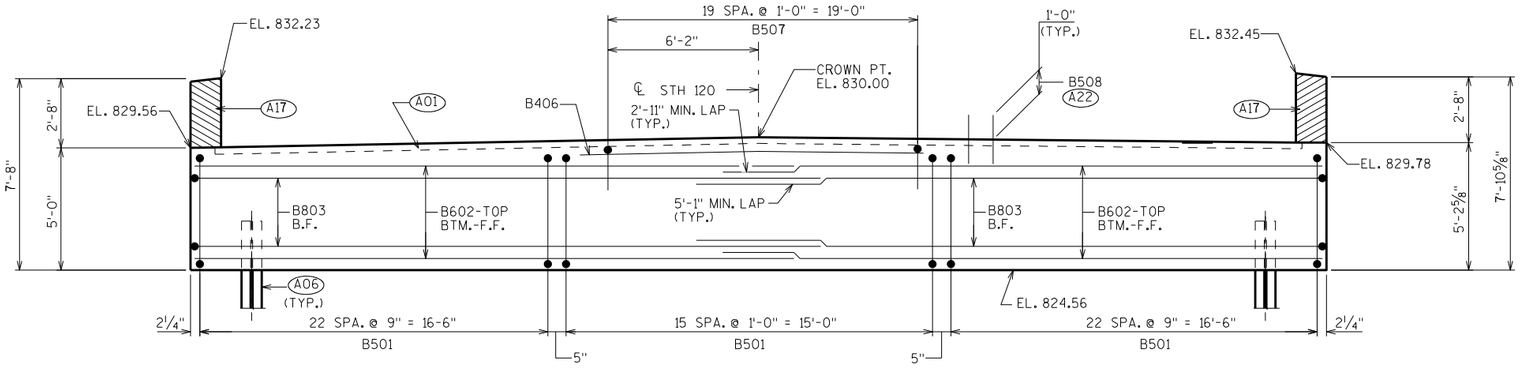
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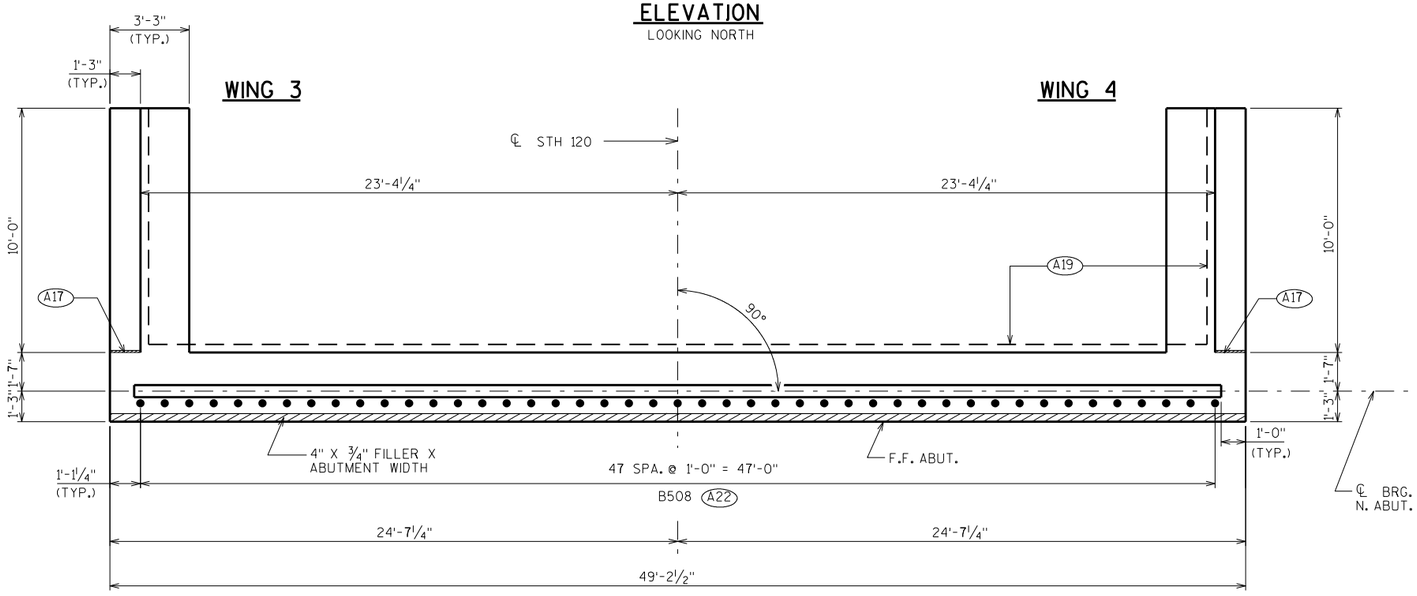
STATE PROJECT NUMBER

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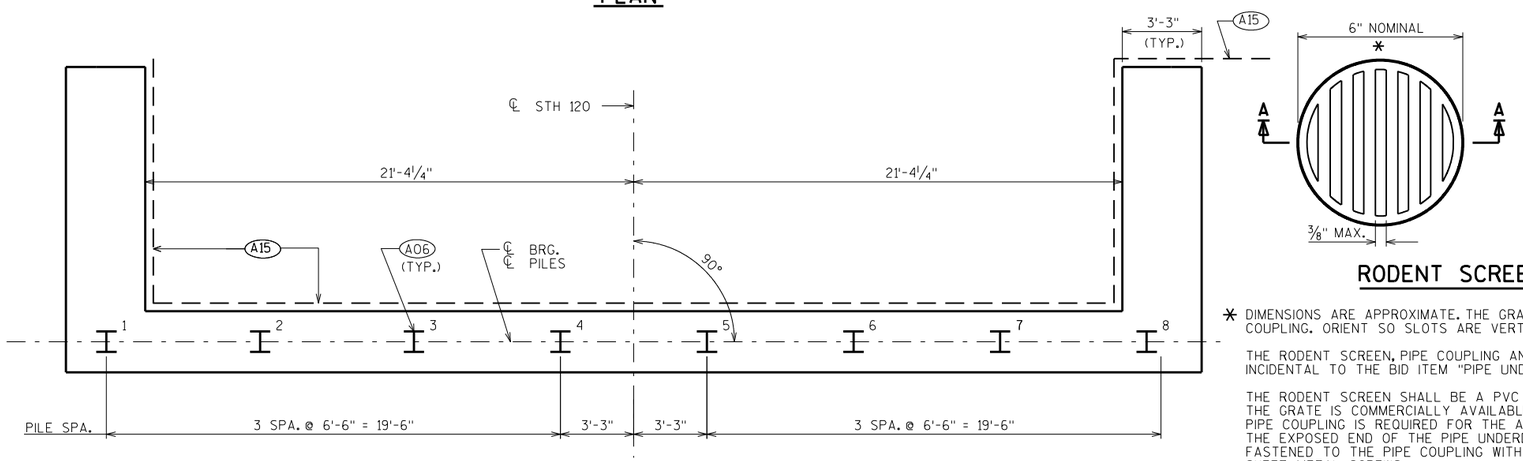


ELEVATION

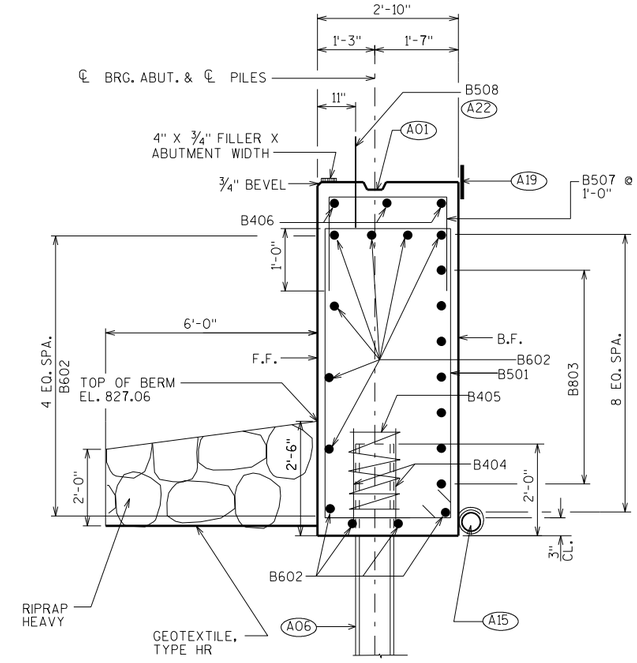
LOOKING NORTH



PLAN



PILE PLAN



SECTION THRU ABUTMENT BODY

(A01) CONSTRUCTION JOINT: KEYWAY FORMED BY A BEVELED 2" x 6".

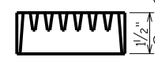
(A06) SUPPORT ABUTMENT ON HP 10 X 42 STEEL PILING. ESTIMATED 30'-0" LONG WITH A REQUIRED DRIVING RESISTANCE OF 140 TONS PER PILE. PILE POINTS ARE REQ'D.

(A15) PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SCREEN REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH): SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

(A22) B508 BARS SPACED @ 1'-0" CTRS. MAY BE PLACED AFTER CONCRETE IS POURED BUT BEFORE INITIAL SET HAS TAKEN PLACE. (EMBED 1'-0" INTO CONC.)



SECTION A-E

RODENT SCREEN DETAIL

* DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SCREEN, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SCREEN SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH SHEET METAL SCREWS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY CRJ | PLANS CK'D. JLR

NORTH ABUTMENT

SHEET 6

609

SCALE = 3.00

8

8

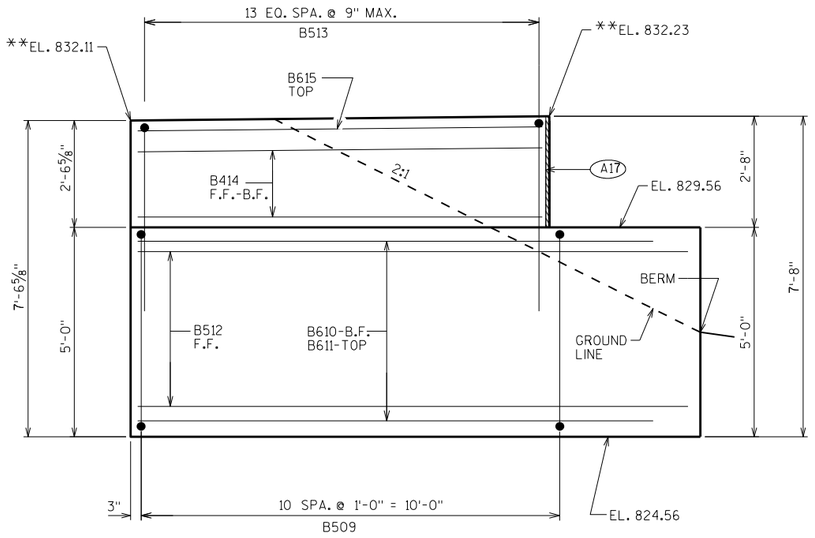
STATE PROJECT NUMBER

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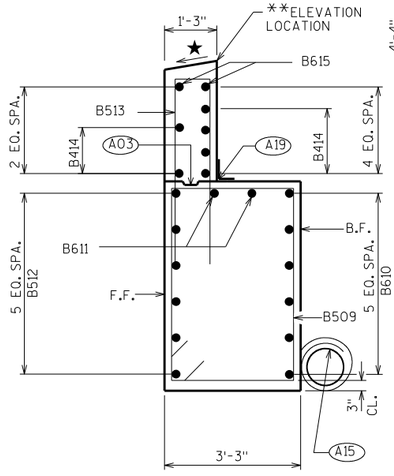
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

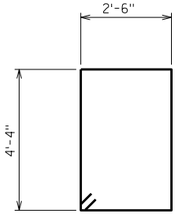
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
B501		62	14'-4"	X		BODY STIRRUPS
B602		22	25'-11"			BODY-HORIZ-TOP-BTM.-F.F.
B803		14	27'-11"	X		BODY-HORIZ.-B.F.
B404		16	2'-3"			PILES-2 PER BODY PILE
B405		8	28'-0"	X		PILES-1 PER BODY PILE
B406		4	19'-4"			BODY-HORIZ.-TOP
B507		20	5'-9"	X		BODY-TOP-VERT.
B508		48	2'-0"			BODY-TOP-VERT.
B509	X	11	15'-8"	X		WING 3-STIRRUPS
B610	X	6	12'-0"			WING 3-HORIZ.-B.F.
B611	X	2	12'-0"			WING 3-HORIZ.-TOP
B512	X	6	12'-6"			WING 3-HORIZ.-F.F.
B513	X	14	9'-8"	X		WING 3-VERT.
B414	X	6	9'-8"			WING 3-HORIZ.-F.F.-B.F.
B615	X	2	9'-8"			WING 3-HORIZ.-TOP
B516	X	11	16'-0"	X		WING 4-STIRRUPS
B617	X	6	12'-0"			WING 4-HORIZ.-B.F.
B618	X	2	12'-0"			WING 4-HORIZ.-TOP
B519	X	6	12'-6"			WING 4-HORIZ.-F.F.
B520	X	14	9'-8"	X		WING 4-VERT.
B421	X	6	9'-8"			WING 4-HORIZ.-F.F.-B.F.
B622	X	2	9'-8"			WING 4-HORIZ.-TOP



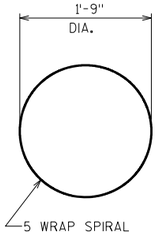
ELEVATION WING 3



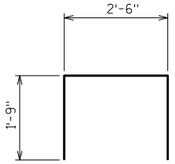
SECTION WING 3



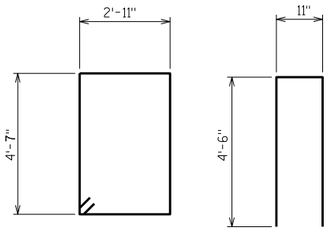
B501



B405

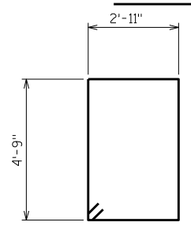


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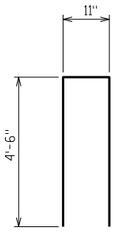


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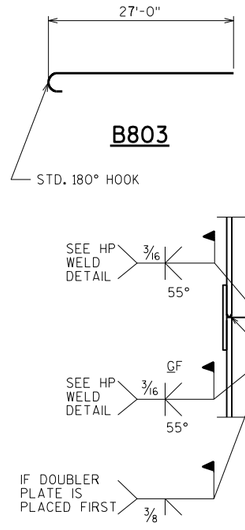
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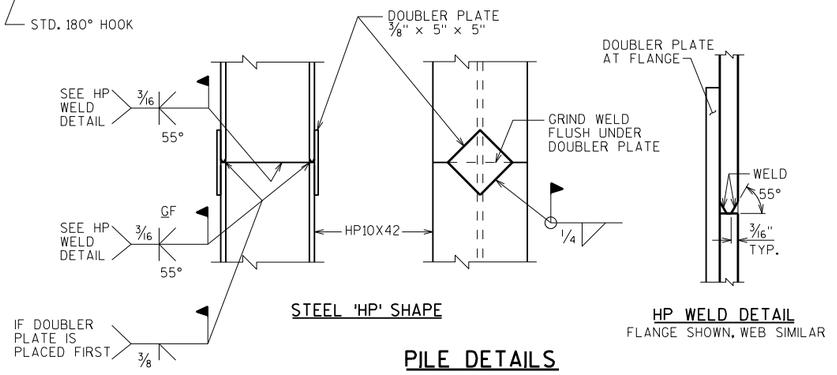
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B520



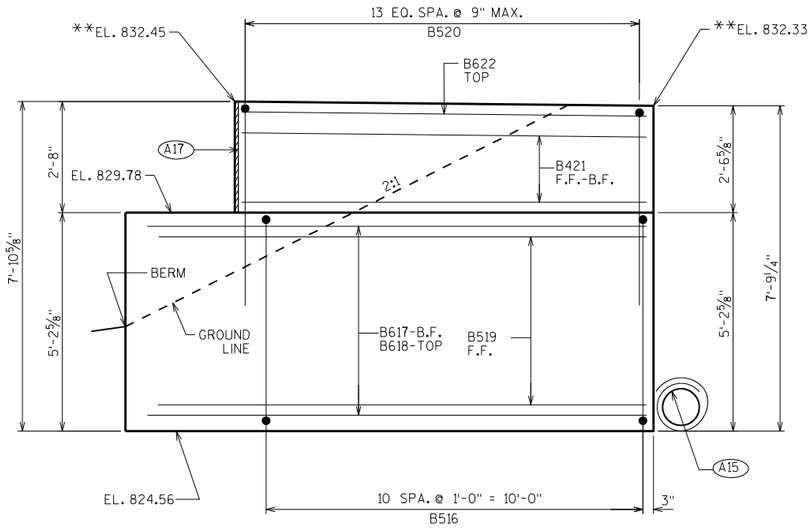
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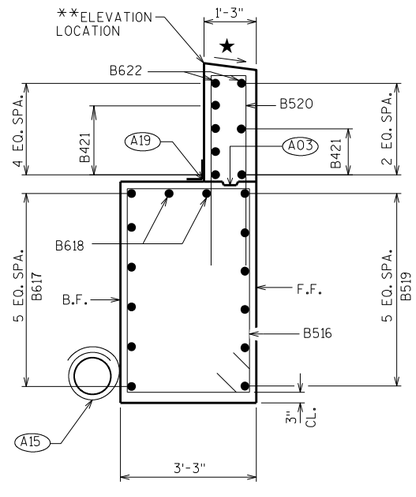
STEEL 'HP' SHAPE

HP WELD DETAIL
FLANGE SHOWN, WEB SIMILAR

PILE DETAILS



ELEVATION WING 4



SECTION WING 4

★ SLOPE 2.0% FOR DRAINAGE.

(A03) OPTIONAL CONST. JOINT: KEYWAY FORMED BY BEVELED 2" × 6". (18" RMW @ B.F. & 3/4" "V" GROOVE @ F.F. IF JOINT IS USED).

(A15) PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. RODENT SHIELD REQUIRED.

(A17) 1/2" FILLER (INCLUDED IN WING LENGTH); SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF 1/2" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY CRJ | PLANS CK'D. JLR

NORTH ABUTMENT DETAILS

SHEET 7

610

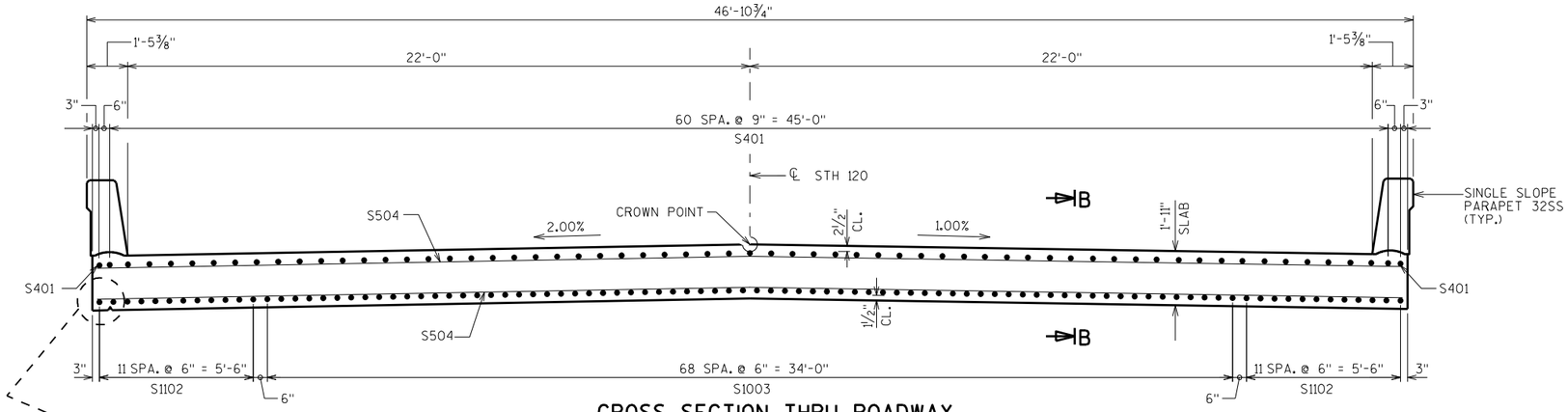
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8

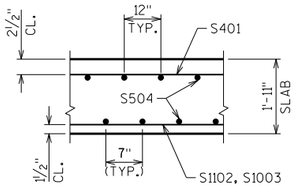
STATE PROJECT NUMBER

3190-00-70

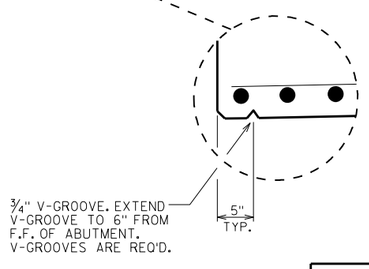


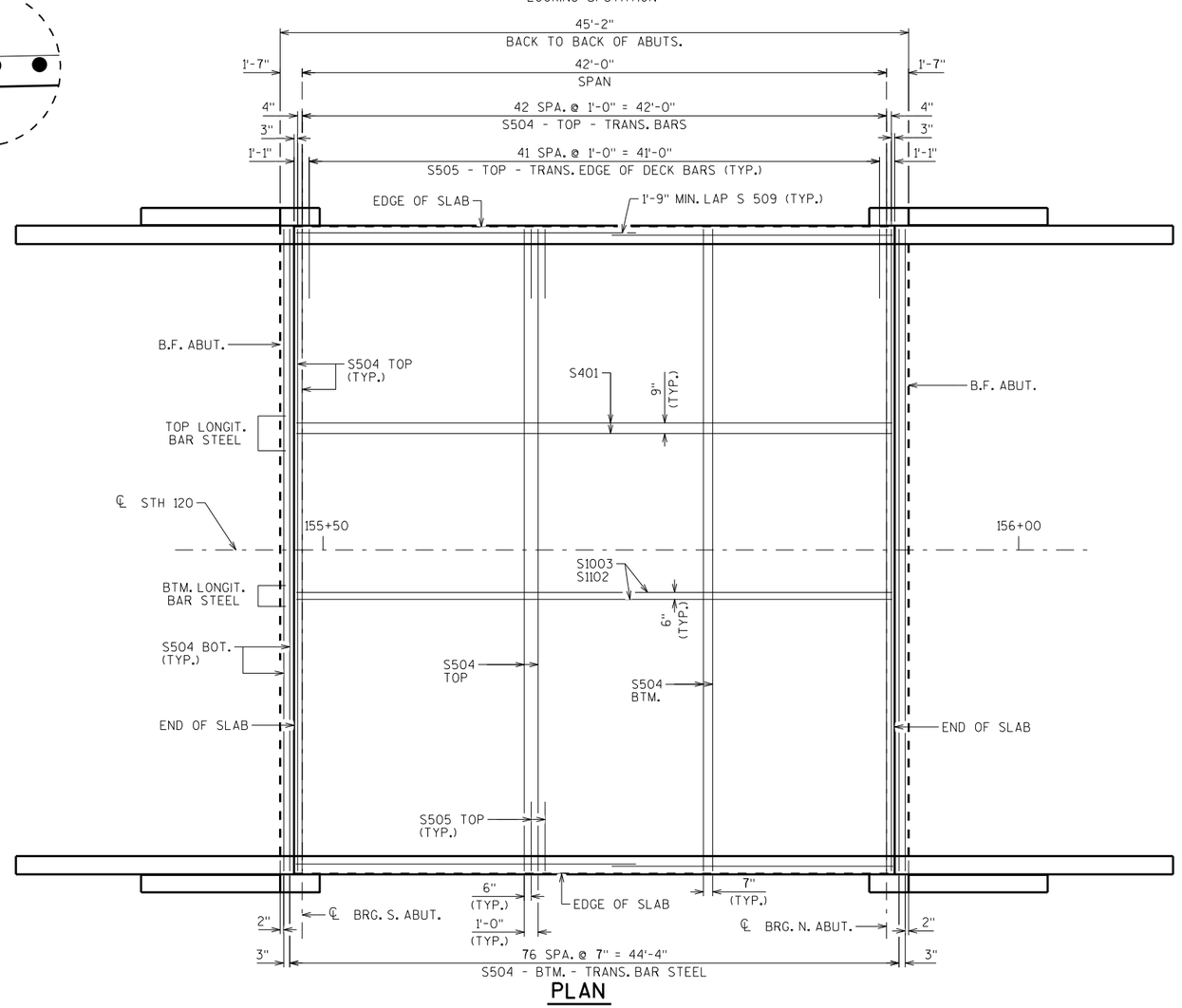
CROSS SECTION THRU ROADWAY

LOOKING UPSTATION



SECTION B-B





PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY CRJ | PLANS CK'D. JLR

SUPERSTRUCTURE

SHEET 8

611

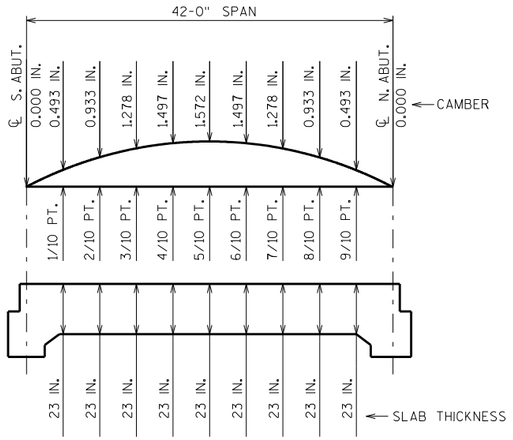
SCALE = 5.00

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8

STATE PROJECT NUMBER

3190-00-70



CAMBER AND SLAB THICKNESS DIAGRAM

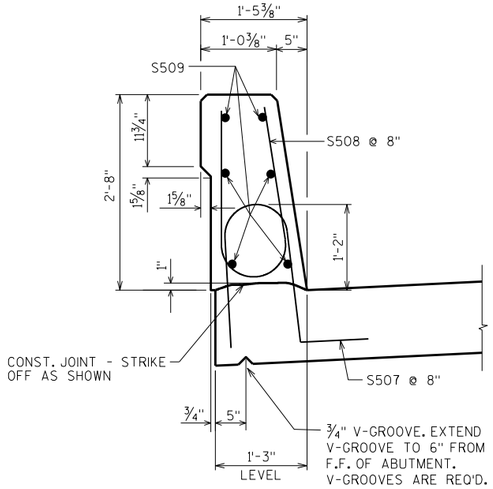
CAMBER IS BASED ON 3 TIMES DEAD LOAD DEFLECTIONS. CAMBER SPAN AS SHOWN TO PROVIDE FOR DEADLOAD DEFLECTION & FUTURE CREEP. CAMBER DOES NOT INCLUDE ALLOWANCE FOR FORM SETTLEMENT.

PARAPETS SHOWN ABOVE THE HORIZ. CONST. JT. SHALL BE POURED AFTER FALSEWORK HAS BEEN RELEASED.

TO DETERMINE FALSEWORK ELEVATION AT EDGE OF SLAB, CROWN OR CENTERLINE FOLLOW THIS PROCEDURE:

	TOP OF DECK ELEVATION AT FINAL GRADE
LESS	SLAB THICKNESS
PLUS	CAMBER
PLUS	FORM SETTLEMENT/DEFLECTION DUE TO PLACEMENT OF SLAB CONCRETE (TO BE COMPUTED BY THE CONTRACTOR)
EQUALS	TOP OF SLAB FALSEWORK ELEVATION.

PRIOR TO RELEASING SLAB FALSEWORK, TAKE TOP OF SLAB ELEVATIONS AT THE ℄ OF ABUTMENTS, AND AT 5/10 PTS. (AT GUTTERLINES AND CROWN) TO VERIFY CAMBER.

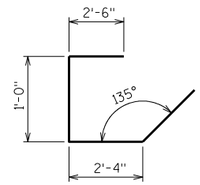


SECTION THRU PARAPET ON BRIDGE

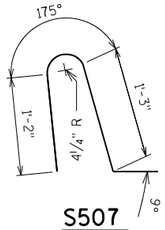
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

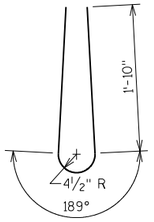
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	63	42'-10"			SLAB-LONGIT. TOP
S1102	X	24	44'-10"			SLAB-LONGIT. BTM.-EXTERIOR
S1003	X	69	44'-10"			SLAB-LONGIT. BTM.-INTERIOR
S504	X	128	46'-2"			SLAB-TRANS.-TOP & BTM.
S505	X	84	5'-0"			SLAB-TRANS.-END OF SLAB-TOP
S506	X	94	7'-7"	X		SLAB-ABUTS.-VERT.
S507	X	132	4'-5"	X		PPT./SLAB VERT.
S508	X	132	5'-0"	X		PPT. VERT.
S509	X	24	23'-0"			PPT. HORIZ.
S510	X	94	3'-8"	X		SLAB-ABUTS.-VERT.
SS601		94	3'-0"			STRUCTURE SLAB TO APPROACH SLAB



S506



S507

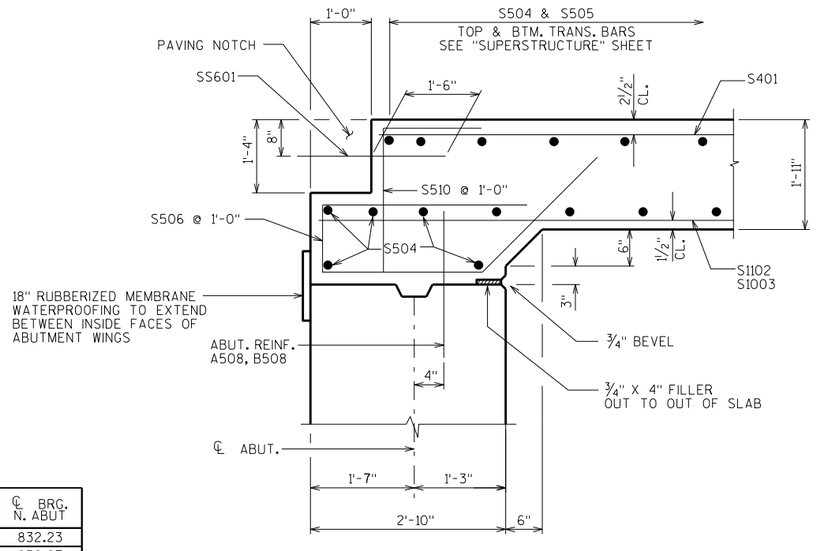


S508

NOTES

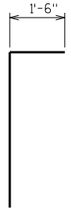
TOP TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY INDIVIDUAL BAR CHAIRS AT APPROXIMATELY 3'-0" CENTERS EACH WAY. BOTTOM LONGITUDINAL BARS SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.

ALL SLAB THICKNESS DIMENSIONS ARE MINIMUM. ANY TOLERANCES NECESSARY TO CORRECT CONSTRUCTION DISCREPANCIES ARE TO BE PLUS (+).



ABUTMENT DETAIL

(S. ABUT. SHOWN, N. ABUT. SIMILAR)



S510

TOP OF SLAB ELEVATIONS

	℄ BRG. S. ABUT	1/10 PT.	2/10 PT.	3/10 PT.	4/10 PT.	5/10 PT.	6/10 PT.	7/10 PT.	8/10 PT.	9/10 PT.	℄ BRG. N. ABUT
W. GUTTER	832.76	832.70	832.64	832.59	832.53	832.48	832.43	832.38	832.33	832.28	832.23
CROWN PT.	833.20	833.14	833.08	833.03	832.97	832.92	832.87	832.82	832.77	832.72	832.67
E. GUTTER	832.98	832.92	832.86	832.81	832.75	832.70	832.65	832.60	832.55	832.50	832.45

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY CRJ | PLANS CK'D. JLR

SUPERSTRUCTURE DETAILS

SHEET 9

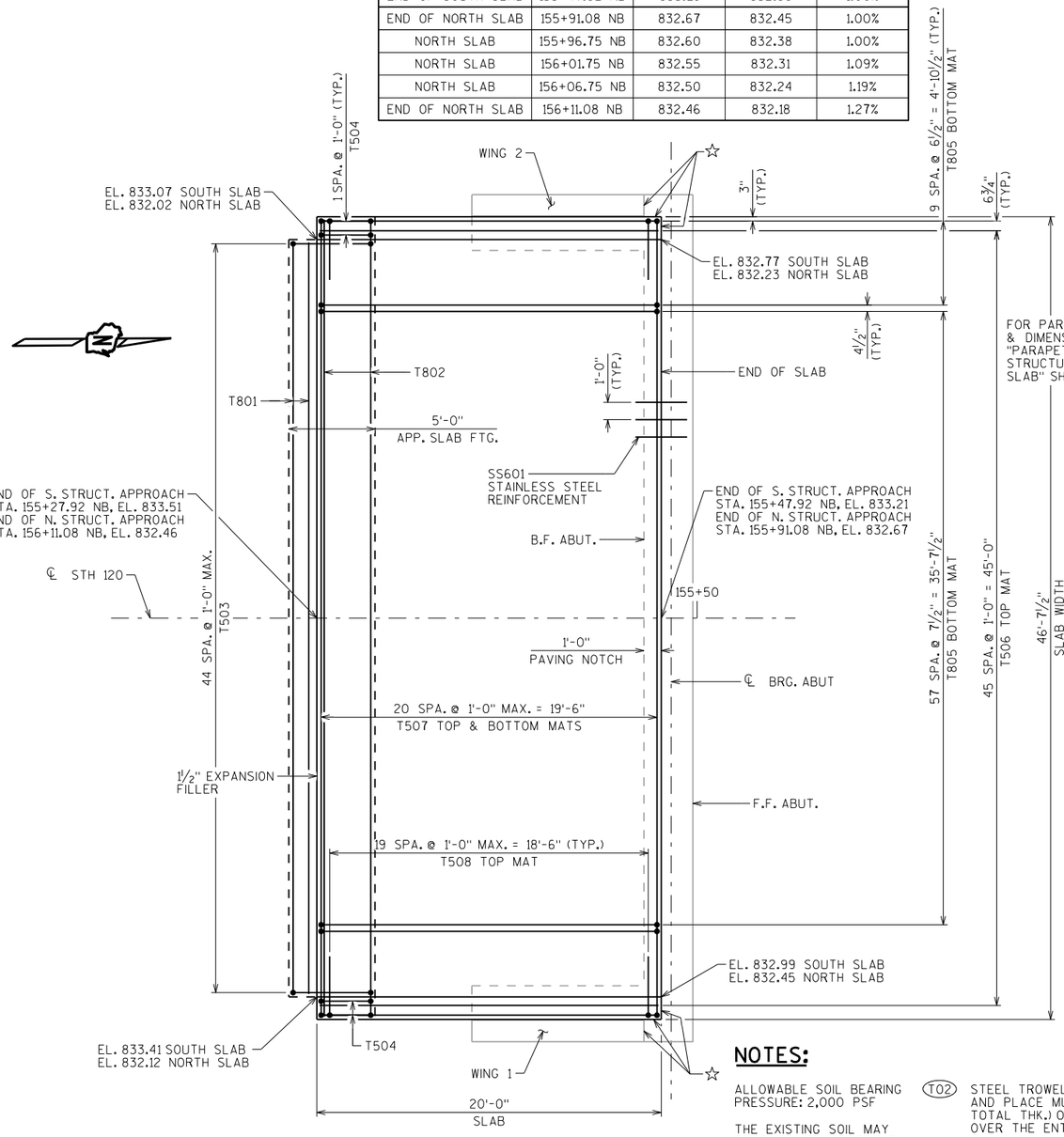
612

SCALE = 2.00

STATE PROJECT NUMBER
3190-00-70

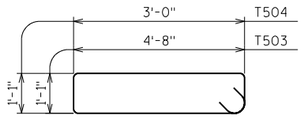
CROSS SLOPE TRANSITION TABLE

LOCATION	STATION	℄ STH 120 ELEVATION	E. GUTTER ELEVATION	CROSS SLOPE
END OF SOUTH SLAB	155+27.92 NB	833.51	833.41	0.43%
SOUTH SLAB	155+32.92 NB	833.43	833.29	0.63%
SOUTH SLAB	155+37.92 NB	833.35	833.17	0.83%
SOUTH SLAB	155+42.25 NB	833.29	833.07	1.00%
END OF SOUTH SLAB	155+47.92 NB	833.21	832.99	1.00%
END OF NORTH SLAB	155+91.08 NB	832.67	832.45	1.00%
NORTH SLAB	155+96.75 NB	832.60	832.38	1.00%
NORTH SLAB	156+01.75 NB	832.55	832.31	1.09%
NORTH SLAB	156+06.75 NB	832.50	832.24	1.19%
END OF NORTH SLAB	156+11.08 NB	832.46	832.18	1.27%

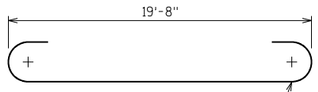


PLAN

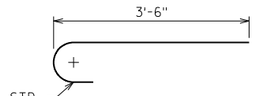
SOUTH STRUCTURAL APPROACH SLAB SHOWN
NORTH STRUCTURAL APPROACH SLAB SIMILAR



T503, T504



T805

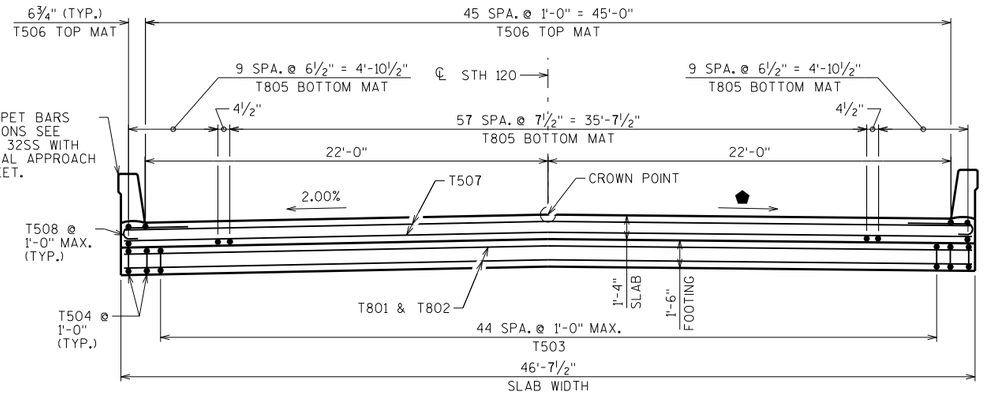


T508

BILL OF BARS

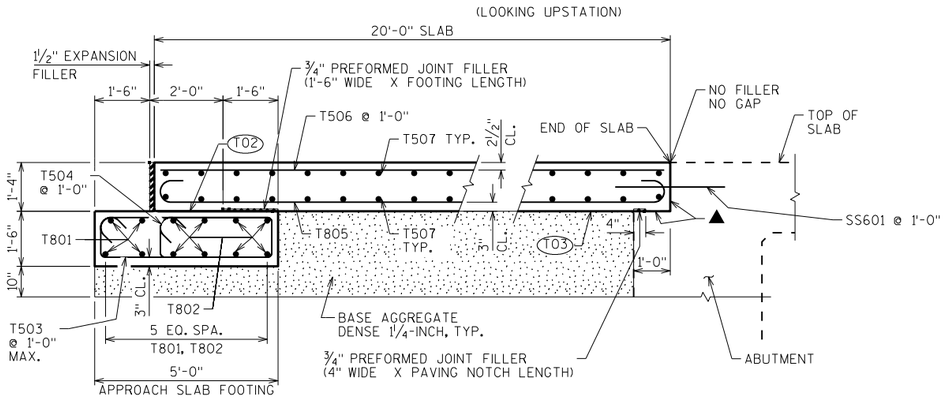
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE

BAR MARK	COAT	NO. REQ'D. SOUTH SLAB	NO. REQ'D. NORTH SLAB	LENGTH	BENT	BAR SERIES	LOCATION
T801	X	4	4	43'-8"			FOOTING - TRANSVERSE
T802	X	8	8	46'-3"			FOOTING - TRANSVERSE
T503	X	45	45	12'-2"	X		FOOTING - STIRRUPS
T504	X	4	4	8'-10"	X		FOOTING - STIRRUPS
T805	X	78	78	21'-6"	X		APPROACH SLAB - LONGITUDINAL - BOTTOM
T506	X	48	48	19'-8"			APPROACH SLAB - LONGITUDINAL - TOP
T507	X	42	42	46'-3"			APPROACH SLAB - TRANSVERSE - TOP & BOTTOM
T508	X	40	40	4'-1"	X		APPROACH SLAB - TRANSVERSE - TOP EDGES



CROSS SECTION THRU APPROACH SLAB

(LOOKING UPSTATION)



SECTION THRU APPROACH SLAB

NOTES:

ALLOWABLE SOIL BEARING PRESSURE: 2,000 PSF

THE EXISTING SOIL MAY REMAIN IN PLACE IF THE REGION SOILS ENGINEER DETERMINES THAT THE EXISTING SOIL BEARING PRESSURE MEETS THE REQUIREMENT ABOVE.

(T02) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE LENGTH OF THE FOOTING.

(T03) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHYLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB.

☆ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

▲ APPLY PROTECTIVE SURFACE TREATMENT TO PAVING NOTCH SURFACES PRIOR TO POURING STRUCTURAL APPROACH SLAB.

⬟ CROSS SLOPE VARIES, SEE CROSS SLOPE TRANSITION TABLE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY JLR | PLANS CK'D. MJL

STRUCTURAL APPROACH SLAB

SHEET 10

613

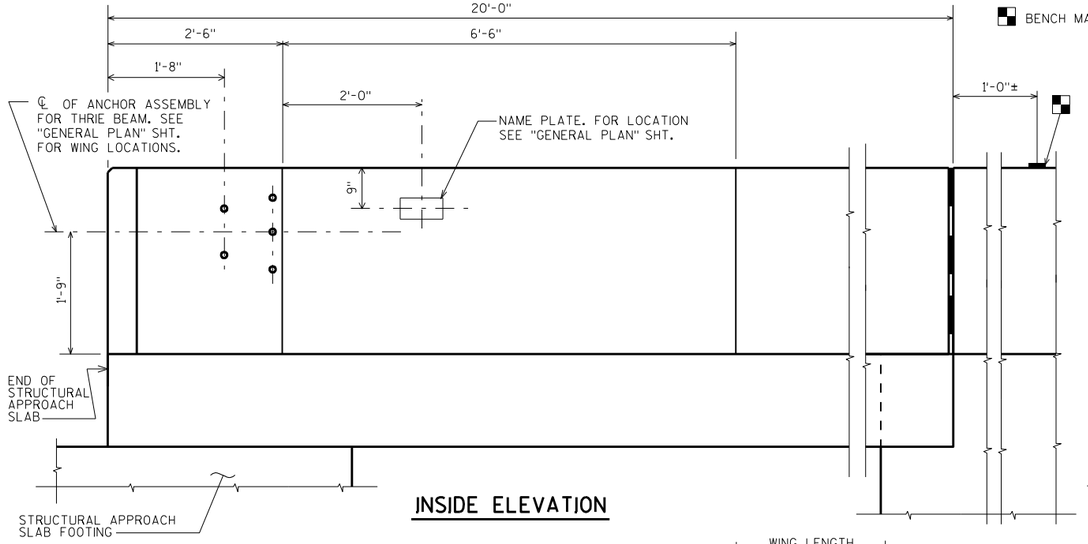
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8

8

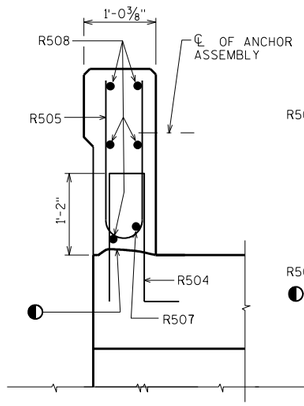
STATE PROJECT NUMBER

3190-00-70

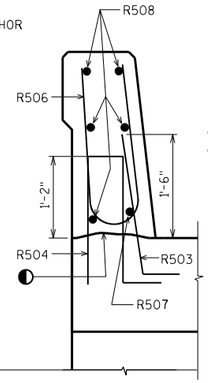


INSIDE ELEVATION

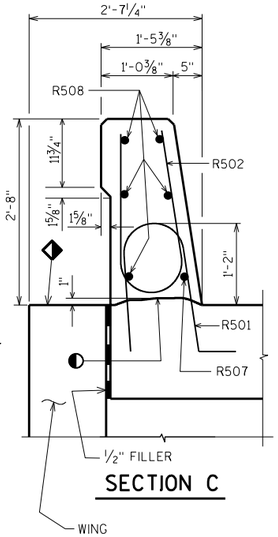
BENCH MARK CAP (WHEN SUPPLIED).



SECTION A



SECTION B

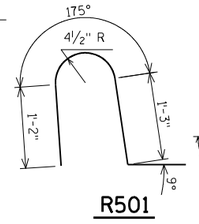


SECTION C

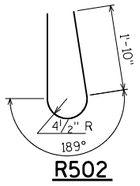
BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

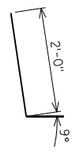
BAR MARK	COAT	S. APP.	N. APP.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	36	36	4'-5"	X		PARAPET VERT.
R502	X	36	36	5'-0"	X		PARAPET VERT.
R503	X	24	24	2'-9"	X		PARAPET VERT.
R504	X	34	34	4'-4"	X		PARAPET VERT.
R505	X	22	22	4'-9"	X		PARAPET VERT.
R506	X	12	12	4'-10"	X		PARAPET VERT.
R507	X	2	2	19'-6"	X		PARAPET HORIZ.
R508	X	10	10	19'-6"			PARAPET HORIZ.



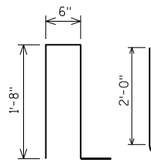
R501



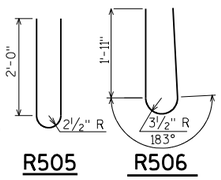
R502



R503

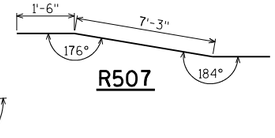


R504

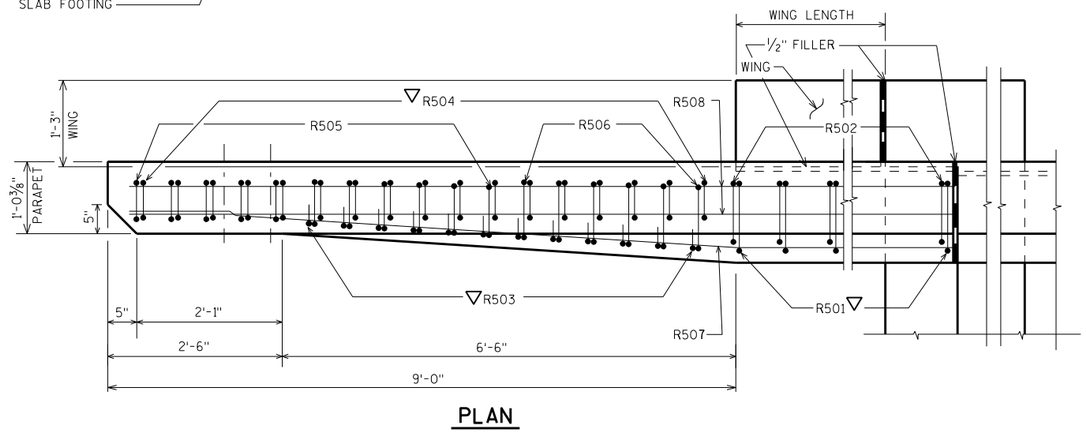


R505

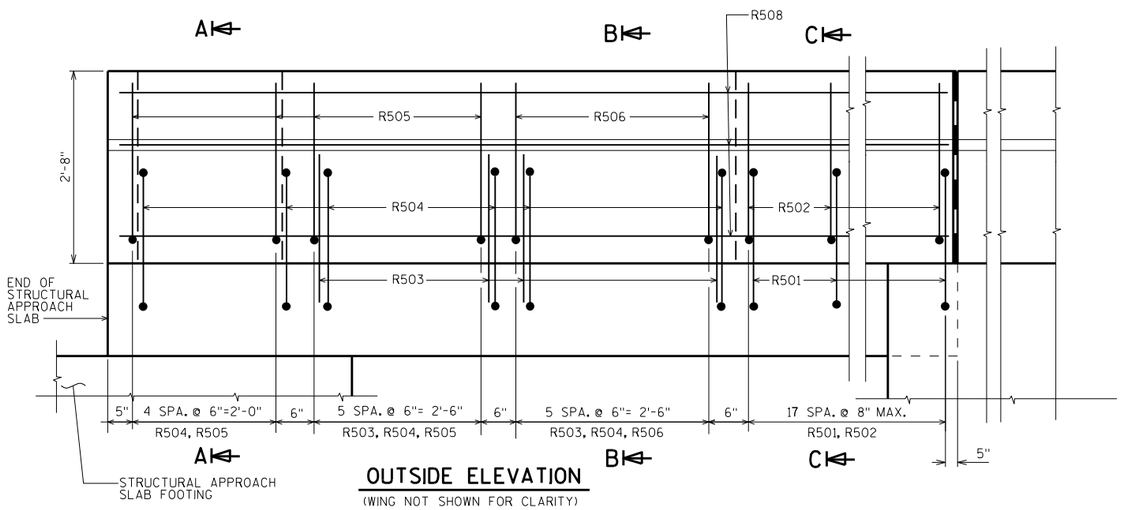
R506



R507

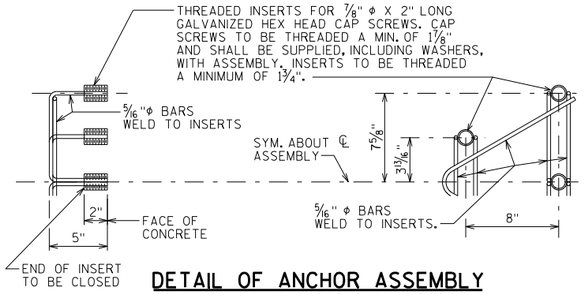


PLAN



OUTSIDE ELEVATION

(WING NOT SHOWN FOR CLARITY)



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

◆ SLOPE FOR DRAINAGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501, R503, AND R504 BARS TO BE TIED TO STRUCTURAL APPROACH SLAB STEEL BEFORE STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-64-182

DRAWN BY JLR | PLANS CK'D. MJL

PARAPET 32SS WITH STRUCTURAL APPROACH SLAB

SHEET 11

614

SCALE = 1.05

8

8

SB LINE (STAGE 1)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
32+00		8.0	0.0	0.0	0.4	0	0	0	0	0	0	0
32+50	50	19.6	0.0	0.0	0.9	26	0	0	1	26	0	24
33+00	50	24.1	0.0	0.0	1.1	40	0	0	2	66	0	63
33+50	50	18.8	0.0	0.0	0.9	40	0	0	2	106	0	101
34+00	50	19.3	0.0	0.0	0.9	35	0	0	2	141	0	134
34+50	50	20.3	0.0	0.0	1.0	37	0	0	2	178	0	169
35+00	50	19.5	0.0	0.0	0.9	37	0	0	2	214	0	204
35+50	50	15.1	0.0	0.0	0.7	32	0	0	2	247	0	235
36+00	50	14.0	0.0	0.0	0.7	27	0	0	1	273	0	260
36+50	50	20.0	0.0	0.0	1.0	32	0	0	2	305	0	290
37+00	50	19.1	0.0	1.0	0.9	36	0	1	2	341	1	324
37+50	50	16.8	0.0	0.3	0.8	33	0	1	2	374	3	354
				COLUMN TOTALS		374	0	2	18			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EARTHWORK - STAGE 1	SHEET 615	E

EX LINE (STAGE 1)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
51+50		17.8	0.0	0.0	0.8	0	0	0	0	0	0	0
52+00	50	20.8	0.0	0.0	1.0	36	0	0	2	36	0	34
52+50	50	21.8	0.0	15.8	1.0	39	0	15	2	75	18	53
53+00	50	22.0	0.0	47.8	1.0	41	0	59	2	116	92	18
53+50	50	22.4	0.0	58.9	1.1	41	0	99	2	157	215	-66
54+00	50	20.9	0.0	33.2	1.0	40	0	85	2	197	322	-134
54+50	50	16.1	0.0	0.2	0.8	34	0	31	2	231	361	-140
55+00	50	13.9	0.0	3.8	0.7	28	0	4	1	259	365	-118
55+50	50	14.6	0.0	0.7	0.7	26	0	4	1	285	370	-98
56+00	50	15.5	0.0	0.0	0.7	28	0	1	1	313	371	-73
56+50	50	15.3	0.0	0.1	0.7	29	0	0	1	342	371	-46
57+00	50	20.8	0.0	0.0	1.0	33	0	0	2	375	371	-14
57+50	50	19.8	0.0	0.0	0.9	38	0	0	2	413	371	22
58+00	50	19.6	0.0	0.0	0.9	37	0	0	2	449	371	57
58+50	50	19.8	0.0	0.0	0.9	37	0	0	2	486	371	92
59+00	50	19.3	0.0	0.0	0.9	36	0	0	2	522	371	126
				COLUMN TOTALS		522	0	297	25			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EARTHWORK - STAGE 1	SHEET 616	E

NB LIne (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
32+97		18.2	0.0	0.0	0.9	0	0	0	0	0	0	0
33+00	3	18.2	0.0	0.0	0.9	2	0	0	0	2	0	2
33+50	50	18.2	0.0	0.0	0.9	34	0	0	2	35	0	34
33+90	40	58.1	0.0	1.7	2.8	56	0	1	3	92	2	86
34+00	10	59.6	0.0	1.8	2.8	22	0	1	1	114	2	106
34+50	50	74.3	0.0	0.1	3.5	124	0	2	6	238	5	222
35+00	50	96.7	0.0	0.4	4.6	158	0	0	8	396	5	372
35+50	50	117.5	23.8	0.3	5.6	198	22	1	9	595	6	538
36+00	50	112.2	23.9	4.9	5.3	213	44	5	10	807	12	691
36+50	50	105.3	20.2	24.0	5.0	201	41	27	10	1,009	45	808
37+00	50	159.7	20.2	0.0	7.6	245	37	22	12	1,254	73	977
37+50	50	51.5	21.1	0.0	2.5	196	38	0	9	1,450	73	1,125
38+00	50	147.5	25.1	31.9	7.0	184	43	30	9	1,634	110	1,221
38+50	50	121.0	24.7	36.5	5.8	249	46	63	12	1,883	189	1,332
38+87	37	146.0	24.7	27.0	7.0	183	34	43	9	2,065	244	1,418
38+93	6	140.6	24.7	23.4	6.7	32	6	6	2	2,098	251	1,436
39+00	7	136.9	24.7	34.7	6.5	36	6	7	2	2,133	260	1,455
39+50	50	113.5	24.7	7.8	5.4	232	46	39	11	2,365	309	1,580
39+61	11	113.9	29.8	10.2	5.4	48	11	4	2	2,413	314	1,610
39+79	18	118.4	30.0	6.0	5.6	78	20	5	4	2,491	321	1,657
39+86	7	118.1	30.2	8.5	5.6	31	8	2	1	2,521	323	1,676
40+00	14	119.0	30.5	14.4	5.7	59	15	6	3	2,581	330	1,710
40+04	4	119.0	30.5	12.9	5.7	20	5	2	1	2,601	333	1,721
40+11	7	116.0	26.3	14.2	5.5	30	7	4	1	2,631	338	1,738
40+29	18	118.6	26.9	0.4	5.6	78	18	5	4	2,709	344	1,789
40+50	21	118.1	27.4	0.2	5.6	90	21	0	4	2,799	344	1,854
41+00	50	109.2	31.0	0.7	5.2	210	54	1	10	3,010	345	1,999
41+50	50	105.3	18.8	14.3	5.0	199	46	14	9	3,208	362	2,125
42+00	50	105.2	19.6	16.3	5.0	195	36	28	9	3,403	398	2,240
42+50	50	142.4	25.6	17.4	6.8	229	42	31	11	3,633	437	2,377
43+00	50	155.9	29.1	46.8	7.4	276	51	59	13	3,909	511	2,515
43+70	70	155.9	29.1	46.8	7.4	404	75	121	19	4,313	663	2,673
44+50		165.3	26.7	2.7	7.9	0	0	0	0	4,313	663	2,673
45+00	50	165.3	26.7	2.7	7.9	306	49	5	15	4,619	669	2,909
45+50	50	100.6	8.3	129.7	4.8	246	32	123	12	4,865	822	2,958
46+00	50	116.1	11.0	137.2	5.5	201	18	247	10	5,066	1,131	2,822
46+50	50	139.0	14.6	110.8	6.6	236	24	230	11	5,302	1,418	2,736
47+00	50	161.1	18.3	64.8	7.7	278	30	163	13	5,580	1,621	2,767
47+50	50	183.1	18.5	18.4	8.7	319	34	77	15	5,899	1,718	2,941

CON'T PREVIOUS SHEET

NB Line (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
47+54	4	183.1	18.6	13.1	8.7	27	3	2	1	5,926	1,721	2,961
47+70	16	196.1	19.1	0.0	9.3	109	11	4	5	6,035	1,725	3,049
47+79	9	205.0	19.4	0.0	9.8	69	7	0	3	6,104	1,725	3,109
47+95	16	181.1	19.9	0.0	8.6	118	12	0	6	6,222	1,725	3,209
48+00	5	182.7	20.0	0.0	8.7	31	3	0	1	6,253	1,725	3,235
48+04	4	184.3	20.1	0.0	8.8	26	3	0	1	6,279	1,725	3,257
48+21	17	189.5	20.6	0.0	9.0	119	13	0	6	6,399	1,725	3,358
48+50	29	198.1	22.0	0.0	9.4	208	23	0	10	6,606	1,725	3,533
49+00	50	205.0	25.1	0.0	9.8	373	44	0	18	6,980	1,725	3,845
49+50	50	225.1	27.0	0.0	10.7	398	48	0	19	7,378	1,725	4,176
50+00	50	209.8	26.7	0.0	10.0	403	50	0	19	7,780	1,725	4,509
50+50	50	253.7	26.9	0.0	12.1	429	50	0	20	8,210	1,725	4,868
51+00	50	240.7	28.1	0.0	11.5	458	51	0	22	8,667	1,725	5,254
51+50	50	282.1	31.2	1.8	13.4	484	55	2	23	9,152	1,727	5,658
52+00	50	224.5	31.1	0.0	10.7	469	58	2	22	9,621	1,729	6,045
52+50	50	213.8	33.4	0.0	10.2	406	60	0	19	10,026	1,729	6,372
53+00	50	177.8	34.7	0.1	8.5	363	63	0	17	10,389	1,729	6,654
53+50	50	128.1	24.9	59.9	6.1	283	55	56	13	10,672	1,799	6,799
54+00	50	112.5	19.2	96.2	5.4	223	41	145	11	10,895	1,979	6,790
54+50	50	94.5	10.7	169.6	4.5	192	28	246	9	11,087	2,287	6,637
55+00	50	94.5	10.7	169.6	4.5	175	20	314	8	11,262	2,680	6,391
56+08		47.7	16.8	7.2	2.3	0	0	0	0	11,262	2,680	6,391
56+50	42	47.7	16.8	7.2	2.3	74	26	11	4	11,336	2,694	6,422
57+00	50	30.6	13.6	18.6	1.5	72	28	24	3	11,409	2,724	6,433
57+50	50	24.4	11.6	29.9	1.2	51	23	45	2	11,459	2,780	6,402
58+00	50	18.7	11.2	55.1	0.9	40	21	79	2	11,499	2,878	6,321
58+42	42	13.9	8.5	69.6	0.7	25	15	97	1	11,525	2,999	6,208
58+50	8	13.6	8.5	70.3	0.6	4	3	21	0	11,529	3,025	6,184
58+67	17	11.1	6.9	71.7	0.5	8	5	45	0	11,537	3,081	6,130
58+92	25	10.3	6.3	77.5	0.5	10	6	69	0	11,546	3,168	6,047
59+00	8	9.7	6.3	75.1	0.5	3	2	23	0	11,549	3,196	6,020
59+50	50	23.6	8.8	52.8	1.1	31	14	118	1	11,580	3,344	5,887
60+00	50	16.4	9.2	44.4	0.8	37	17	90	2	11,617	3,456	5,793
60+50	50	21.1	11.3	27.6	1.0	35	19	67	2	11,652	3,540	5,724
61+00	50	45.6	17.7	6.0	2.2	62	27	31	3	11,714	3,579	5,717
61+50	50	65.3	17.3	3.7	3.1	103	32	9	5	11,817	3,590	5,771
62+00	50	108.5	17.6	0.6	5.2	161	32	4	8	11,978	3,595	5,887
62+50	50	123.0	17.9	1.4	5.9	214	33	2	10	12,192	3,597	6,056
63+00	50	147.9	17.9	0.0	7.0	251	33	1	12	12,443	3,599	6,261

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CON'T PREVIOUS SHEET

NB Line (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
63+50	50	172.0	17.9	0.0	8.2	296	33	0	14	12,739	3,599	6,510
64+00	50	186.3	17.9	0.0	8.9	332	33	0	16	13,071	3,599	6,792
64+50	50	170.8	18.0	0.0	8.1	331	33	0	16	13,401	3,599	7,074
65+00	50	149.0	18.6	0.0	7.1	296	34	0	14	13,697	3,599	7,322
65+50	50	129.5	18.9	0.3	6.2	258	35	0	12	13,955	3,599	7,533
66+00	50	114.5	18.4	2.2	5.5	226	35	2	11	14,181	3,602	7,711
66+02	2	113.6	18.4	1.9	5.4	8	1	0	0	14,190	3,602	7,717
66+27	25	108.2	18.5	0.0	5.2	103	17	1	5	14,293	3,603	7,797
66+50	23	113.0	18.6	2.7	5.4	94	16	1	4	14,387	3,605	7,869
66+52	2	113.9	18.6	3.2	5.4	8	1	0	0	14,395	3,605	7,876
67+00	48	94.4	18.4	1.7	4.5	185	33	4	9	14,580	3,610	8,014
67+50	50	57.6	17.4	0.0	2.7	141	33	2	7	14,721	3,612	8,113
67+69	19	145.3	20.9	0.0	6.9	71	13	0	3	14,792	3,612	8,167
68+00	31	48.3	21.0	0.0	2.3	112	24	0	5	14,904	3,612	8,249
68+50	50	70.8	18.0	0.1	3.4	110	36	0	5	15,014	3,612	8,318
69+00	50	30.8	13.1	14.9	1.5	94	29	14	4	15,108	3,629	8,361
69+50	50	14.1	7.5	25.1	0.7	42	19	37	2	15,149	3,676	8,336
69+98	48	7.5	3.2	30.2	0.4	19	9	49	1	15,168	3,737	8,284
70+00	2	7.1	3.2	30.2	0.3	1	0	3	0	15,169	3,740	8,280
70+04	4	6.7	3.2	30.9	0.3	1	0	4	0	15,170	3,745	8,276
70+50	46	2.2	0.5	36.6	0.1	8	3	58	0	15,178	3,818	8,208
71+00	50	0.0	0.0	42.3	0.0	2	0	73	0	15,180	3,909	8,118
71+50	50	0.2	0.0	81.2	0.0	0	0	114	0	15,180	4,052	7,975
72+00	50	2.3	0.0	112.8	0.1	2	0	180	0	15,182	4,276	7,753
72+50	50	0.0	0.0	37.2	0.0	2	0	139	0	15,184	4,450	7,581
73+00	50	0.0	0.0	35.9	0.0	0	0	68	0	15,184	4,535	7,496
73+50	50	0.0	0.0	32.1	0.0	0	0	63	0	15,184	4,613	7,418
74+00	50	0.0	0.0	21.3	0.0	0	0	49	0	15,184	4,675	7,356
74+50	50	3.3	0.0	0.6	0.2	3	0	20	0	15,187	4,701	7,333
				COLUMN TOTALS		15,187	2,430	3,760	723			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT

2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS

3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL

4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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NB LINE (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
72+25		1.6	0.0	76.5	0.1	0	0	0	0	0	0	0
72+50	25	7.0	0.0	86.6	0.3	4	0	75	0	4	93	-90
73+00	50	10.9	0.0	98.9	0.5	17	0	172	1	21	308	-289
73+50	50	20.2	0.0	98.2	1.0	29	0	182	1	49	536	-489
74+00	50	29.4	0.0	98.0	1.4	46	0	182	2	95	763	-673
74+50	50	50.9	0.0	69.9	2.4	74	0	155	4	170	958	-796
75+00	50	58.1	0.0	41.9	2.8	101	0	103	5	271	1,087	-829
75+50	50	70.8	0.0	24.9	3.4	119	0	62	6	390	1,164	-793
76+00	50	93.0	0.0	16.7	4.4	152	0	39	7	542	1,212	-697
76+50	50	111.1	0.0	9.5	5.3	189	0	24	9	731	1,243	-547
77+00	50	121.6	0.0	8.0	5.8	215	0	16	10	946	1,263	-362
77+50	50	118.7	0.0	8.7	5.7	222	0	15	11	1,168	1,282	-170
78+00	50	129.5	0.0	11.2	6.2	230	0	18	11	1,398	1,305	26
78+50	50	145.7	0.0	11.7	6.9	255	0	21	12	1,653	1,332	243
79+00	50	162.8	0.0	11.8	7.8	286	0	22	14	1,939	1,359	487
79+50	50	178.3	0.0	9.2	8.5	316	0	19	15	2,255	1,383	764
80+00	50	173.6	0.0	10.0	8.3	326	0	18	16	2,580	1,406	1,052
80+50	50	150.2	0.0	15.1	7.2	300	0	23	14	2,880	1,435	1,309
				COLUMN TOTALS		2,880	0	1,148	137			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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A LINE (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
244+63		28.1	7.6	320.3	1.3	0	0	0	0	0	0	0
245+50	87	28.1	7.6	320.3	1.3	91	25	1,035	4	91	1,294	-1,232
246+00	50	35.0	14.5	97.5	1.7	58	20	387	3	149	1,778	-1,681
246+50	50	99.3	26.6	10.1	4.7	124	38	100	6	273	1,902	-1,725
247+00	50	80.6	22.3	42.7	3.8	167	45	49	8	440	1,963	-1,673
247+50	50	63.8	30.8	35.7	3.0	134	49	73	6	574	2,054	-1,685
247+93	43	65.7	21.7	26.4	3.1	103	42	50	5	677	2,116	-1,690
248+00	7	68.6	20.5	25.5	3.3	17	5	7	1	694	2,124	-1,688
248+50	50	15.6	0.0	30.9	0.7	78	19	52	4	772	2,190	-1,698
248+73	23	14.4	0.0	8.3	0.7	13	0	17	1	785	2,211	-1,707
248+96	23	16.1	0.0	1.0	0.8	13	0	4	1	798	2,216	-1,699
249+00	4	16.0	0.0	1.2	0.8	2	0	0	0	800	2,216	-1,697
249+50	50	16.6	0.0	1.1	0.8	30	0	2	1	831	2,218	-1,671
250+00	50	16.3	0.0	2.9	0.8	30	0	4	1	861	2,223	-1,647
250+50	50	21.4	0.0	0.0	1.0	35	0	3	2	896	2,226	-1,617
251+00	50	19.5	0.0	0.0	0.9	38	0	0	2	934	2,226	-1,581
251+50	50	20.3	0.0	0.0	1.0	37	0	0	2	971	2,226	-1,546
252+00	50	20.8	0.0	0.0	1.0	38	0	0	2	1,009	2,226	-1,509
252+50	50	19.3	0.0	0.0	0.9	37	0	0	2	1,046	2,226	-1,474
252+52	2	18.5	0.0	0.0	0.9	2	0	0	0	1,048	2,226	-1,472
				COLUMN TOTALS		1,048	244	1,781	50			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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B LINE (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
344+98		50.2	12.5	21.8	2.4	0	0	0	0	0	0	0
345+50	52	50.2	12.5	21.8	2.4	97	24	42	5	97	53	16
346+00	50	46.0	15.5	6.0	2.2	89	26	26	4	187	85	42
346+50	50	32.3	3.9	12.4	1.5	72	18	17	3	259	106	72
347+00	50	41.3	9.3	10.2	2.0	68	12	21	3	327	133	99
347+50	50	38.4	17.7	7.7	1.8	74	25	17	4	401	153	123
348+00	50	32.1	17.7	0.6	1.5	65	33	8	3	466	163	143
				COLUMN TOTALS		466	138	130	22			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT

2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS

3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL

4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EARTHWORK - STAGE 2	SHEET 622	E

C LINE (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
655+62		150.9	41.4	1.5	7.2	0	0	0	0	0	0	0
656+00	39	150.9	41.4	1.5	7.2	215	59	2	10	215	3	143
656+50	50	104.5	20.8	7.5	5.0	236	58	8	11	452	13	300
657+00	50	66.1	15.8	12.4	3.1	158	34	18	8	610	36	394
657+50	50	62.8	14.3	32.3	3.0	119	28	41	6	729	88	428
658+00	50	18.1	0.0	10.5	0.9	75	13	40	4	804	137	436
658+50	50	12.8	0.0	19.2	0.6	29	0	28	1	832	172	429
659+00	50	13.1	0.0	17.2	0.6	24	0	34	1	856	214	410
659+50	50	12.8	0.0	14.1	0.6	24	0	29	1	880	250	396
660+00	50	12.3	0.0	17.0	0.6	23	0	29	1	903	286	383
660+50	50	12.9	0.0	157.3	0.6	23	0	161	1	927	488	203
660+91	41	14.5	0.0	181.9	0.7	21	0	259	1	948	812	-101
661+00	9	14.9	0.0	200.1	0.7	5	0	62	0	952	889	-174
661+16	16	17.2	0.0	209.3	0.8	10	0	123	0	962	1,043	-319
661+41	25	15.1	0.0	239.4	0.7	15	0	208	1	977	1,303	-564
661+50	9	15.5	0.0	223.5	0.7	5	0	75	0	982	1,397	-653
662+00	50	16.7	0.0	141.8	0.8	30	0	338	1	1,012	1,819	-1,047
662+50	50	20.6	0.0	0.0	1.0	35	0	131	2	1,047	1,984	-1,179
662+60	10	20.3	0.0	0.0	1.0	7	0	0	0	1,054	1,984	-1,171
				COLUMN TOTALS		1,054	192	1,587	50			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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D LINE (STAGE 2)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
452+10		44.5	0.0	299.8	2.1	0	0	0	0	0	0	0
453+00	90	44.5	0.0	379.6	2.1	148	0	1,132	7	148	1,415	-1,274
453+50	50	86.3	14.4	155.6	4.1	121	13	495	6	270	2,035	-1,791
454+00	50	99.0	13.8	39.5	4.7	172	26	181	8	441	2,260	-1,880
454+50	50	94.9	13.4	35.6	4.5	179	25	70	9	621	2,347	-1,821
455+00	50	90.7	12.1	60.0	4.3	172	24	89	8	792	2,458	-1,792
455+50	50	104.0	18.7	23.9	5.0	180	29	78	9	973	2,555	-1,746
456+00	50	71.1	12.3	7.6	3.4	162	29	29	8	1,135	2,592	-1,656
456+50	50	54.3	16.2	4.1	2.6	116	26	11	6	1,251	2,605	-1,586
456+85	35	46.1	16.8	0.6	2.2	65	21	3	3	1,316	2,609	-1,549
				COLUMN TOTALS		1,316	193	2,087	63			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EARTHWORK - STAGE 2	SHEET 624	E

AB3 LINE (STAGES 2 & 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
25+00		78.5	0.0	32.9	3.7	0	0	0	0	0	0	0
25+50	50	173.3	31.0	62.7	8.3	233	29	89	11	233	111	83
26+00	50	236.3	21.2	46.5	11.3	379	48	101	18	612	237	269
26+50	50	183.0	0.0	45.5	8.7	388	20	85	18	1,001	344	513
27+00	50	122.7	8.5	67.9	5.8	283	8	105	13	1,284	475	643
27+50	50	0.0	0.0	193.5	0.0	114	8	242	5	1,397	777	441
28+00	50	55.5	0.0	65.0	2.6	51	0	239	2	1,449	1,077	191
28+50	50	103.3	0.0	56.5	4.9	147	0	113	7	1,596	1,217	190
28+64	14	78.5	0.0	54.0	3.7	49	0	30	2	1,644	1,254	199
				COLUMN TOTALS		1,644	112	1,003	78			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

CD3 LINE (STAGES 2 & 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
25+00		115.3	14.5	91.6	5.5	0	0	0	0	0	0	0
25+50	50	38.0	7.8	121.4	1.8	142	21	197	7	142	247	-132
26+00	50	0.0	0.0	162.8	0.0	35	7	263	2	177	576	-435
26+50	50	0.4	0.0	161.1	0.0	0	0	300	0	177	950	-809
27+00	50	30.9	0.0	157.8	1.5	29	0	295	1	206	1,320	-1,151
27+50	50	64.0	24.7	129.7	3.0	88	23	266	4	294	1,652	-1,423
28+00	50	79.8	27.6	138.2	3.8	133	48	248	6	427	1,962	-1,654
28+50	50	99.0	11.6	131.3	4.7	166	36	250	8	593	2,274	-1,845
28+64	14	115.3	0.0	91.6	5.5	57	3	60	3	650	2,349	-1,868
				COLUMN TOTALS		650	139	1,879	31			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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SB Line (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
29+79		50.8	0.0	3.0	2.4	0	0	0	0	0	0	0
29+80	1	50.8	0.0	3.0	2.4	1	0	0	0	1	0	1
30+00	20	65.0	0.0	0.0	3.1	43	0	1	2	44	1	41
30+50	50	73.1	0.0	0.0	3.5	128	0	0	6	172	2	162
30+60	10	72.0	0.0	0.0	3.4	27	0	0	1	199	2	188
31+00	40	69.3	0.0	0.7	3.3	105	0	1	5	304	2	287
31+50	50	82.8	0.0	0.0	3.9	141	0	1	7	444	3	420
32+00	50	99.7	0.0	0.0	4.7	169	0	0	8	613	3	581
32+50	50	106.2	0.0	0.0	5.1	191	0	0	9	804	3	763
33+00	50	110.9	0.0	0.0	5.3	201	0	0	10	1,005	3	954
33+50	50	109.2	0.0	0.0	5.2	204	0	0	10	1,209	3	1,148
34+00	50	106.9	0.0	3.7	5.1	200	0	3	10	1,409	7	1,335
34+50	50	102.1	0.0	5.7	4.9	193	0	9	9	1,602	18	1,508
35+00	50	79.6	0.0	6.8	3.8	168	0	12	8	1,771	33	1,654
35+50	50	131.2	0.6	5.2	6.2	195	1	11	9	1,966	47	1,825
35+57	7	131.1	0.6	4.8	6.2	34	0	1	2	2,000	48	1,856
36+00	43	90.8	0.6	3.1	4.3	177	1	6	8	2,177	56	2,015
36+50	50	82.9	2.6	4.3	3.9	161	3	7	8	2,338	65	2,157
37+00	50	146.9	22.1	0.1	7.0	213	23	4	10	2,550	70	2,332
37+50	50	171.3	23.1	0.0	8.2	295	42	0	14	2,845	70	2,570
38+00	50	121.5	20.2	2.3	5.8	271	40	2	13	3,116	72	2,786
38+50	50	107.4	22.9	58.5	5.1	212	40	56	10	3,328	143	2,877
38+86	36	158.5	24.9	61.2	7.5	177	32	80	8	3,505	242	2,914
38+92	6	143.9	24.9	66.2	6.9	34	6	14	2	3,538	260	2,923
39+00	8	148.5	26.1	59.3	7.1	44	8	19	2	3,582	284	2,934
39+50	50	141.5	18.0	42.8	6.7	268	41	94	13	3,851	402	3,030
40+00	50	136.2	16.6	16.1	6.5	257	32	55	12	4,108	470	3,175
40+50	50	137.7	19.1	5.9	6.6	254	33	20	12	4,361	495	3,358
41+00	50	138.1	19.1	14.3	6.6	255	35	19	12	4,617	519	3,542
41+50	50	127.9	19.7	22.0	6.1	246	36	34	12	4,863	561	3,699
42+00	50	120.0	21.4	13.4	5.7	230	38	33	11	5,093	602	3,839
42+07	7	118.1	21.6	13.0	5.6	31	6	3	1	5,124	606	3,858
42+32	25	119.4	22.7	6.7	5.7	110	21	9	5	5,234	617	3,931
42+50	18	122.6	23.6	6.9	5.8	80	15	5	4	5,314	623	3,987
42+57	7	117.4	23.6	10.1	5.6	31	6	2	1	5,346	626	4,008
43+00	43	110.5	23.4	7.5	5.3	181	37	14	9	5,527	643	4,125
43+43	43	110.5	23.4	7.5	5.3	175	37	12	8	5,702	658	4,240
44+79		347.6	34.5	0.0	16.6	0	0	0	0	0	0	0
45+00	21	347.6	34.5	0.0	16.6	275	27	0	13	5,977	658	4,475

CON'T PREVIOUS SHEET

SB Line (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
45+50	50	374.3	44.2	0.0	17.8	668	73	0	32	6,645	658	5,038
46+00	50	370.0	37.4	0.0	17.6	689	76	0	33	7,335	658	5,619
46+50	50	354.4	26.9	0.0	16.9	671	60	0	32	8,005	658	6,199
47+00	50	315.9	26.6	0.0	15.0	621	50	0	30	8,626	658	6,740
47+50	50	256.3	26.4	6.2	12.2	530	49	6	25	9,156	666	7,188
47+98	48	208.5	25.3	21.6	9.9	413	46	25	20	9,569	696	7,505
48+00	2	206.9	25.3	21.1	9.9	15	2	2	1	9,584	698	7,516
48+50	50	160.8	23.0	8.8	7.7	340	45	28	16	9,925	733	7,761
49+00	50	136.5	21.1	6.0	6.5	275	41	14	13	10,200	750	7,965
49+50	50	106.4	19.2	15.0	5.1	225	37	19	11	10,425	775	8,118
50+00	50	88.3	18.3	14.4	4.2	180	35	27	9	10,605	809	8,220
50+50	50	96.8	18.3	17.8	4.6	171	34	30	8	10,777	846	8,313
51+00	50	164.0	18.3	12.3	7.8	241	34	28	11	11,018	881	8,474
51+50	50	110.2	17.8	7.1	5.2	254	33	18	12	11,272	903	8,660
51+81	31	112.9	18.3	16.2	5.4	129	21	13	6	11,401	920	8,745
51+93	12	114.7	18.3	20.6	5.5	50	8	8	2	11,451	930	8,774
52+00	7	116.9	18.3	27.2	5.6	30	5	6	1	11,481	938	8,790
52+07	7	118.7	18.8	34.8	5.7	29	5	8	1	11,510	947	8,804
52+18	11	120.9	18.8	47.5	5.8	51	8	17	2	11,560	969	8,822
52+32	14	128.4	19.1	60.7	6.1	63	10	27	3	11,623	1,003	8,838
52+43	11	130.2	19.1	66.9	6.2	54	8	27	3	11,678	1,037	8,849
52+50	7	130.3	19.3	72.5	6.2	34	5	18	2	11,711	1,059	8,853
53+00	50	114.6	19.4	105.8	5.5	227	36	165	11	11,938	1,266	8,827
53+50	50	83.2	10.8	169.6	4.0	183	28	255	9	12,121	1,584	8,655
54+00	50	43.3	2.3	288.5	2.1	117	12	424	6	12,238	2,114	8,224
54+50	50	11.9	0.0	452.1	0.6	51	2	686	2	12,289	2,972	7,414
54+67	17	11.9	0.0	452.1	0.6	8	0	291	0	12,297	3,335	7,057
56+17		0.0	0.0	238.4	0.0	0	0	0	0	0	0	0
56+50	33	0.1	0.0	104.7	0.0	0	0	210	0	12,297	3,597	6,795
57+00	50	1.0	0.0	109.8	0.0	1	0	199	0	12,298	3,846	6,548
57+50	50	0.0	0.0	114.5	0.0	1	0	208	0	12,299	4,105	6,289
58+00	50	0.0	0.0	120.1	0.0	0	0	217	0	12,299	4,377	6,018
58+50	50	6.9	0.0	111.5	0.3	6	0	214	0	12,306	4,645	5,756
59+00	50	11.7	3.3	114.3	0.6	17	3	209	1	12,323	4,906	5,508
59+50	50	42.4	13.7	87.0	2.0	50	16	186	2	12,373	5,139	5,307
60+00	50	59.2	18.6	87.2	2.8	94	30	161	4	12,467	5,341	5,165
60+44	44	101.5	18.9	72.8	4.8	131	30	130	6	12,597	5,503	5,096
60+50	6	112.4	19.0	66.4	5.4	24	4	16	1	12,622	5,523	5,095
60+69	19	84.2	19.1	102.6	4.0	69	13	59	3	12,690	5,597	5,074

CON'T PREVIOUS SHEET

SB Line (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
60+94	25	94.7	34.9	132.5	4.5	83	25	110	4	12,774	5,734	4,991
61+00	6	157.3	34.9	11.6	7.5	28	8	16	1	12,802	5,754	4,990
61+26	26	277.6	18.2	0.0	13.2	209	26	6	10	13,011	5,761	5,157
61+50	24	208.2	23.1	0.0	9.9	216	18	0	10	13,227	5,761	5,344
62+00	50	165.4	18.4	13.5	7.9	346	38	12	16	13,573	5,776	5,619
62+50	50	180.5	18.4	13.7	8.6	320	34	25	15	13,893	5,808	5,859
63+00	50	206.2	19.0	16.3	9.8	358	35	28	17	14,251	5,842	6,131
63+50	50	222.7	19.4	12.7	10.6	397	36	27	19	14,648	5,876	6,440
64+00	50	224.4	19.3	8.8	10.7	414	36	20	20	15,062	5,901	6,773
64+50	50	215.7	18.6	12.4	10.3	407	35	20	19	15,470	5,926	7,102
65+00	50	206.1	18.6	15.6	9.8	390	34	26	19	15,860	5,958	7,407
65+50	50	182.0	19.2	23.7	8.7	359	35	36	17	16,220	6,004	7,668
66+00	50	164.0	19.0	21.8	7.8	320	35	42	15	16,540	6,056	7,885
66+50	50	149.3	17.5	21.8	7.1	290	34	40	14	16,830	6,106	8,078
67+00	50	145.9	18.2	0.0	6.9	273	33	20	13	17,103	6,132	8,280
67+48	48	279.3	48.8	0.0	13.3	378	60	0	18	17,481	6,132	8,580
67+50	2	281.3	48.8	0.0	13.4	21	4	0	1	17,502	6,132	8,596
68+00	50	130.8	18.1	0.0	6.2	382	62	0	18	17,884	6,132	8,898
68+50	50	98.6	18.2	20.2	4.7	212	34	19	10	18,096	6,155	9,043
69+00	50	70.4	17.4	38.1	3.4	157	33	54	7	18,252	6,222	9,092
69+50	50	93.6	17.0	55.2	4.5	152	32	86	7	18,404	6,330	9,097
69+77	27	174.0	12.3	32.0	8.3	134	15	44	6	18,538	6,385	9,155
69+83	6	157.6	12.3	31.6	7.5	39	3	8	2	18,577	6,394	9,180
70+00	17	107.7	6.7	83.0	5.1	82	6	35	4	18,659	6,438	9,208
70+50	50	64.0	0.3	97.6	3.0	159	6	167	8	18,818	6,647	9,144
71+00	50	69.6	0.0	104.5	3.3	124	0	187	6	18,942	6,881	9,027
71+50	50	76.8	0.0	111.8	3.7	136	0	200	6	19,077	7,132	8,906
72+00	50	51.5	0.0	120.2	2.5	119	0	215	6	19,196	7,400	8,751
72+50	50	71.5	0.0	121.5	3.4	114	0	224	5	19,310	7,680	8,579
73+00	50	92.2	0.0	116.9	4.4	152	0	221	7	19,462	7,956	8,448
73+50	50	0.2	0.0	92.6	0.0	86	0	194	4	19,547	8,199	8,287
74+00	50	5.9	3.7	49.5	0.3	6	3	132	0	19,553	8,363	8,124
74+71	71	5.9	3.7	49.5	0.3	16	10	130	1	19,568	8,525	7,967
				COLUMN TOTALS		19,568	2,144	6,820	932			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

NB Line (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
74+50		3.3	0.0	0.0	0.2	0	0	0	0	0	0	0
75+00	50	15.3	12.1	39.3	0.7	17	11	36	1	17	45	-40
75+50	50	27.0	18.5	17.7	1.3	39	28	53	2	56	111	-97
76+00	50	39.0	21.8	6.4	1.9	61	37	22	3	117	139	-104
76+50	50	37.2	19.7	2.1	1.8	71	38	8	3	188	149	-85
76+72	22	35.3	19.2	9.3	1.7	30	16	5	1	218	155	-79
77+00	28	44.0	15.4	3.5	2.1	40	18	7	2	259	163	-66
77+50	50	10.4	5.8	16.5	0.5	50	20	19	2	309	186	-61
78+00	50	1.6	0.7	35.9	0.1	11	6	49	1	320	247	-117
78+50	50	0.5	0.1	47.5	0.0	2	1	77	0	322	344	-212
79+00	50	0.4	0.0	53.7	0.0	1	0	94	0	323	461	-329
79+50	50	9.3	0.2	24.0	0.4	9	0	72	0	332	551	-410
79+53	3	9.4	0.2	23.5	0.4	1	0	2	0	333	554	-412
80+00	47	17.3	2.0	59.4	0.8	23	2	72	1	356	644	-483
80+50	50	32.6	8.1	50.0	1.6	46	9	101	2	402	771	-575
80+59	9	32.6	8.1	50.0	1.6	11	3	17	1	414	792	-588
138+99		43.1	9.0	47.3	2.1							
139+00	1	43.1	9.0	47.3	2.1	2	0	2	0	415	794	-589
139+50	50	68.3	16.3	28.4	3.3	103	23	70	5	518	882	-602
139+91	41	57.6	23.8	0.0	2.7	97	31	22	5	615	909	-568
140+00	9	52.8	23.8	0.4	2.5	18	8	0	1	632	909	-559
140+50	50	61.7	23.9	28.8	2.9	106	44	27	5	738	943	-536
140+95	45	126.8	23.8	0.0	6.0	157	40	24	7	895	973	-456
141+00	5	130.6	23.8	0.0	6.2	24	4	0	1	919	973	-438
141+50	50	202.5	23.8	8.4	9.6	308	44	8	15	1,228	983	-198
142+00	50	226.7	23.8	0.0	10.8	397	44	8	19	1,625	992	127
142+50	50	258.7	23.8	0.0	12.3	449	44	0	21	2,075	992	511
143+00	50	320.7	23.8	0.0	15.3	536	44	0	26	2,611	992	977
143+50	50	364.1	23.8	0.0	17.3	634	44	0	30	3,245	992	1,537
144+00	50	410.0	23.8	0.0	19.5	717	44	0	34	3,962	992	2,176
144+50	50	488.3	23.8	0.0	23.3	832	44	0	40	4,794	992	2,924
145+00	50	411.4	23.8	0.0	19.6	833	44	0	40	5,627	992	3,673
145+50	50	388.5	23.8	0.0	18.5	741	44	0	35	6,367	992	4,334
146+00	50	372.8	23.8	0.0	17.8	705	44	0	34	7,072	992	4,962
146+50	50	361.4	23.8	0.0	17.2	680	44	0	32	7,752	992	5,565
147+00	50	313.5	23.8	0.0	14.9	625	44	0	30	8,377	992	6,116
147+50	50	265.7	23.8	0.0	12.7	536	44	0	26	8,913	992	6,582
148+00	50	255.9	23.8	0.0	12.2	483	44	0	23	9,396	992	6,998
148+50	50	266.2	23.8	0.0	12.7	483	44	0	23	9,880	992	7,414

CON'T PREVIOUS SHEET

NB Line (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
149+00	50	213.7	23.8	0.0	10.2	444	44	0	21	10,324	992	7,794
149+50	50	125.0	23.8	0.5	6.0	314	44	0	15	10,638	993	8,048
150+00	50	143.7	23.8	4.1	6.8	249	44	4	12	10,886	998	8,235
150+21	21	105.6	23.8	11.9	5.0	97	19	6	5	10,983	1,006	8,301
150+50	29	120.0	23.8	0.0	5.7	121	26	6	6	11,104	1,014	8,383
151+00	50	113.6	23.8	0.0	5.4	216	44	0	10	11,321	1,014	8,545
151+24	24	110.2	23.8	0.1	5.2	99	21	0	5	11,420	1,014	8,618
151+50	26	103.1	23.8	6.0	4.9	103	23	3	5	11,523	1,018	8,689
152+00	50	61.8	23.8	12.1	2.9	153	44	17	7	11,675	1,039	8,769
152+47	47	37.5	16.4	29.9	1.8	86	35	37	4	11,762	1,085	8,771
152+50	3	37.0	16.4	31.1	1.8	4	2	3	0	11,766	1,089	8,769
153+00	50	16.7	9.6	55.3	0.8	50	24	80	2	11,816	1,189	8,692
153+17	17	11.7	7.4	70.7	0.6	9	5	40	0	11,825	1,239	8,646
153+50	33	14.5	7.4	98.5	0.7	16	9	103	1	11,841	1,368	8,523
153+64	14	13.8	7.4	99.5	0.7	7	4	51	0	11,848	1,431	8,462
153+73	9	12.9	7.5	98.4	0.6	4	2	33	0	11,852	1,472	8,423
153+89	16	14.2	7.5	96.8	0.7	8	4	57	0	11,860	1,544	8,355
154+00	11	16.2	9.5	86.5	0.8	6	4	39	0	11,867	1,592	8,309
154+12	12	19.8	9.5	84.2	0.9	8	4	39	0	11,875	1,641	8,263
154+13	1	20.1	9.5	83.4	1.0	1	0	2	0	11,876	1,644	8,261
154+38	24	27.9	13.1	48.6	1.3	22	10	60	1	11,897	1,719	8,196
154+50	12	32.2	14.3	32.1	1.5	14	6	18	1	11,911	1,742	8,180
154+63	13	37.0	14.3	33.3	1.8	17	7	16	1	11,928	1,762	8,169
155+00	37	42.3	19.8	24.1	2.0	54	23	39	3	11,982	1,811	8,149
155+28	28	42.3	19.8	24.1	2.0	44	20	25	2	12,026	1,842	8,138
156+11		126.6	23.8	0.3	6.0							
156+50	39	126.6	23.8	0.3	6.0	182	34	0	9	12,208	1,843	8,277
156+64	14	142.0	23.8	0.0	6.8	68	12	0	3	12,276	1,843	8,330
156+89	25	176.6	23.8	1.7	8.4	147	22	1	7	12,423	1,844	8,447
157+00	11	190.7	23.8	1.0	9.1	78	10	1	4	12,501	1,845	8,510
157+14	14	188.9	23.8	1.1	9.0	95	12	1	5	12,596	1,845	8,588
157+46	33	192.7	23.8	0.0	9.2	231	29	1	11	12,828	1,846	8,779
157+50	4	193.1	23.8	0.0	9.2	26	3	0	1	12,854	1,846	8,801
157+76	26	199.1	23.8	0.0	9.5	190	23	0	9	13,044	1,846	8,958
158+00	24	221.3	23.8	0.0	10.5	186	21	0	9	13,230	1,846	9,114
158+01	1	222.3	23.8	0.0	10.6	9	1	0	0	13,239	1,846	9,122
158+26	25	207.1	23.8	0.0	9.9	199	22	0	9	13,437	1,846	9,289
158+50	24	184.7	23.8	0.0	8.8	174	21	0	8	13,611	1,846	9,433
159+00	50	146.4	23.8	0.4	7.0	307	44	0	15	13,918	1,847	9,681

CON'T PREVIOUS SHEET

NB Line (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
159+44	44	113.4	23.8	0.0	5.4	213	39	0	10	14,130	1,847	9,844
159+50	6	110.6	23.8	0.3	5.3	24	5	0	1	14,154	1,847	9,862
159+80	30	88.4	23.8	0.3	4.2	111	26	0	5	14,265	1,848	9,940
				COLUMN TOTALS		14,265	1,798	1,478	679			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

AB1 LINE (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
43+00		75.1	14.5	14.4	3.6	0	0	0	0	0	0	0
43+50	50	75.1	14.4	14.4	3.6	139	27	27	7	139	33	72
44+00	50	39.6	32.6	19.2	1.9	106	44	31	5	245	72	91
44+50	50	58.2	35.4	0.0	2.8	91	63	18	4	336	95	92
44+78	28	115.0	33.2	0.0	5.5	90	36	0	4	426	95	142
				COLUMN TOTALS		426	169	76	20			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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CD1 LINE (STAGE 3)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
54+66		0.0	0.0	401.2	0.0	0	0	0	0	0	0	0
55+00	34	0.0	0.0	401.2	0.0	0	0	505	0	0	632	-632
55+33	33	9.6	0.0	53.7	0.5	6	0	277	0	6	978	-972
55+50	17	0.0	0.0	62.4	0.0	3	0	37	0	9	1,024	-1,015
56+00	50	12.3	0.0	476.8	0.6	11	0	499	1	20	1,648	-1,629
56+17	17	11.8	0.0	398.5	0.6	8	0	276	0	28	1,992	-1,966
56+50	33	0.0	0.0	214.2	0.0	7	0	374	0	35	2,460	-2,427
				COLUMN TOTALS		35	0	1,968	2			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EARTHWORK - STAGE 3	SHEET 632	E

NB Line (STAGE 4)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
72+50		11.2	0.0	115.6	0.5	0	0	0	0	0	0	0
73+00	50	22.0	0.0	120.6	1.0	31	0	219	1	31	273	-244
73+50	50	53.0	0.0	93.7	2.5	69	0	198	3	100	521	-426
74+00	50	82.7	0.0	61.6	3.9	126	0	144	6	226	701	-486
74+50	50	92.9	0.0	32.2	4.4	163	0	87	8	388	810	-440
75+00	50	62.9	0.0	56.8	3.0	144	0	82	7	533	913	-406
75+50	50	58.7	0.0	28.0	2.8	113	0	79	5	645	1,011	-397
76+00	50	55.5	0.0	14.8	2.6	106	0	40	5	751	1,061	-345
76+50	50	41.9	0.0	13.3	2.0	90	0	26	4	841	1,093	-292
76+72	22	34.7	0.0	24.3	1.7	32	0	16	2	873	1,113	-281
77+00	28	32.8	0.0	19.5	1.6	34	0	22	2	907	1,141	-276
77+50	50	21.5	0.0	32.9	1.0	50	0	49	2	958	1,201	-289
78+00	50	17.3	0.0	54.4	0.8	36	0	81	2	994	1,302	-356
78+50	50	20.8	0.0	65.0	1.0	35	0	111	2	1,029	1,441	-460
79+00	50	22.0	0.0	70.2	1.0	40	0	125	2	1,069	1,597	-579
79+50	50	26.1	0.0	35.5	1.2	45	0	98	2	1,113	1,719	-659
79+53	3	26.0	0.0	35.7	1.2	3	0	4	0	1,116	1,724	-661
80+00	47	27.9	0.0	66.6	1.3	47	0	89	2	1,163	1,836	-728
80+50	50	44.3	0.0	60.7	2.1	67	0	118	3	1,230	1,983	-812
80+59	9	44.3	0.0	60.7	2.1	15	0	21	1	1,245	2,009	-823
138+99		48.6	0.0	24.3	2.3							
139+00	1	48.6	0.0	24.3	2.3	2	0	1	0	1,247	2,010	-823
139+50	50	48.6	0.0	24.3	2.3	90	0	45	4	1,337	2,066	-793
139+91	41	20.8	0.0	0.0	1.0	53	0	19	3	1,390	2,090	-766
140+00	9	29.7	0.0	0.0	1.4	8	0	0	0	1,398	2,090	-758
140+50	50	77.2	0.0	26.9	3.7	99	0	25	5	1,497	2,121	-695
140+95	45	77.2	0.0	26.9	3.7	129	0	45	6	1,626	2,177	-628
141+00	5	80.5	0.0	25.9	3.8	15	0	5	1	1,641	2,183	-620
141+50	50	118.4	0.0	0.0	5.6	184	0	24	9	1,825	2,213	-475
142+00	50	119.7	0.0	0.0	5.7	220	0	0	10	2,045	2,213	-265
142+50	50	119.2	0.0	0.9	5.7	221	0	1	11	2,266	2,214	-55
143+00	50	119.6	0.0	9.9	5.7	221	0	10	11	2,488	2,226	143
143+50	50	120.2	0.0	25.4	5.7	222	0	33	11	2,710	2,267	314
144+00	50	68.5	0.0	0.0	3.3	175	0	24	8	2,884	2,297	451
				COLUMN TOTALS		2,884	0	1,837	137			

NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

M LINE (STAGE 4)		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+29		80.7	0.0	7.9	3.8	0	0	0		0	0	0
10+71	42	80.7	0.0	7.9	3.8	127	0	12	6	127	16	105
10+90	19	103.0	0.0	7.3	4.9	63	0	5	3	190	22	159
11+00	10	120.3	0.0	0.0	5.7	42	0	1	2	231	24	197
11+43	43	127.6	0.0	0.0	6.1	199	0	0	9	431	24	386
11+50	7	101.8	0.0	0.0	4.8	28	0	0	1	459	24	413
11+85	35	57.5	0.0	0.0	2.7	104	0	0	5	562	24	512
				COLUMN TOTALS		562	0	19	27			

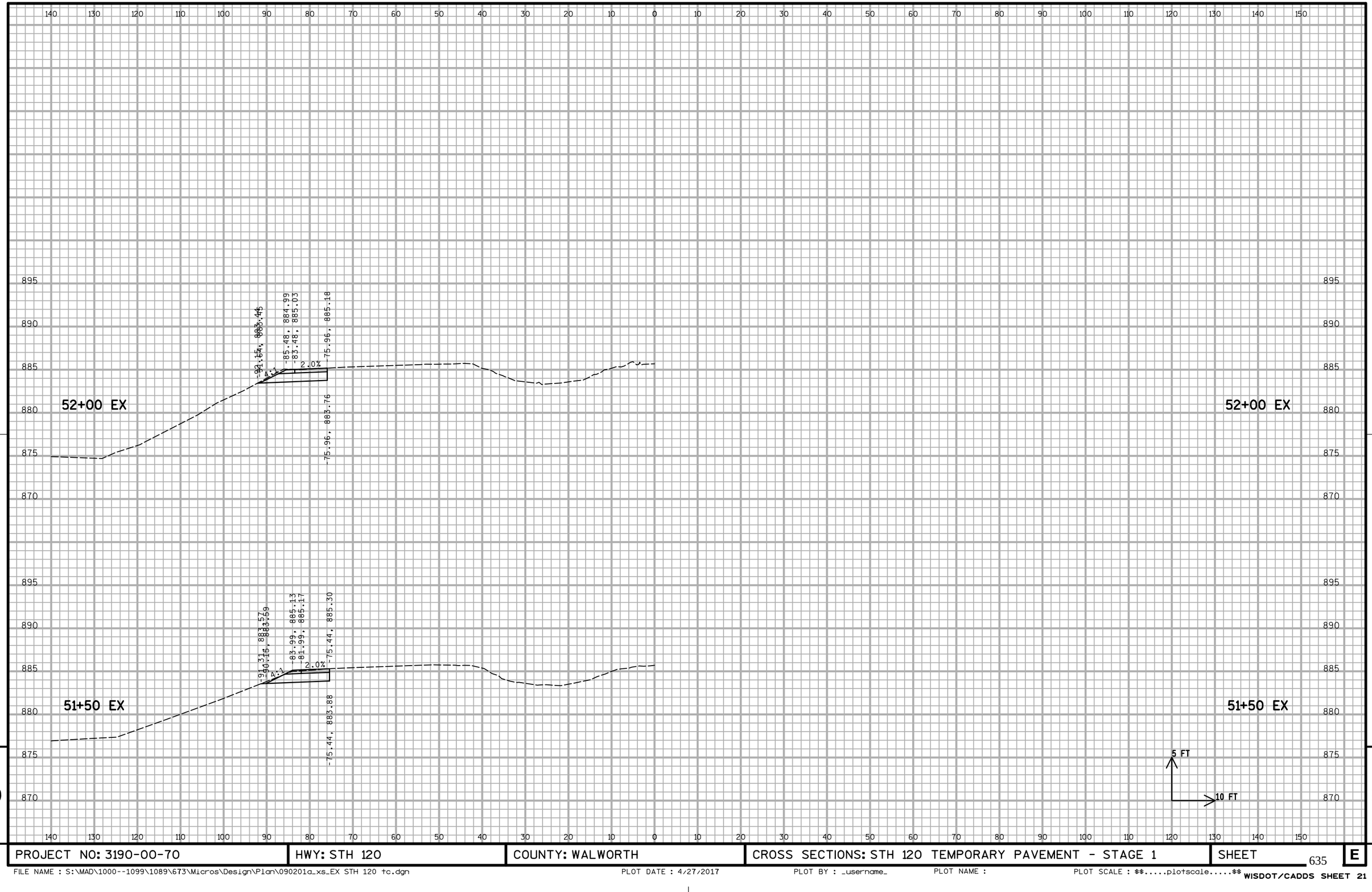
NOTES:

1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	EARTHWORK - STAGE 4	SHEET 634	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 635	E

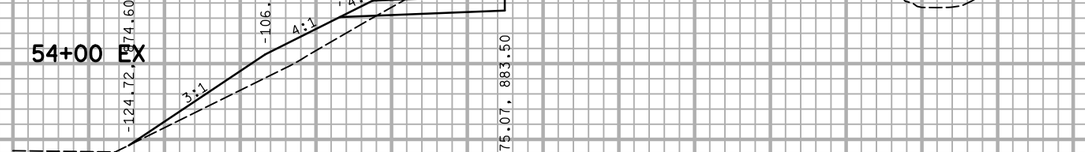
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 636	E

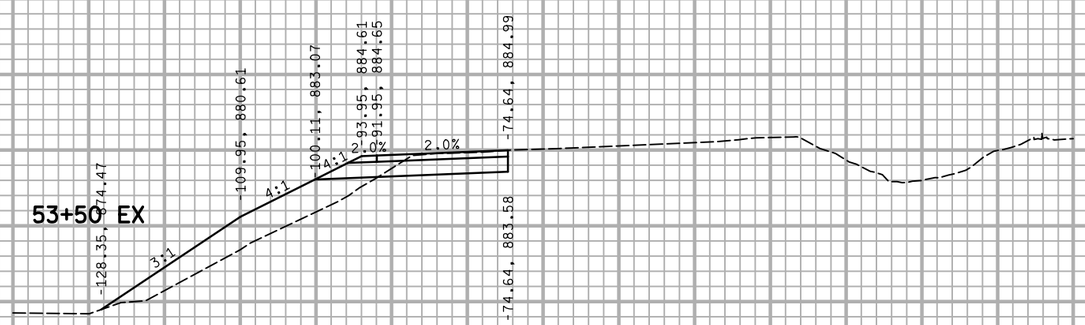
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54+00 EX



54+00 EX

53+50 EX



53+50 EX

5 FT

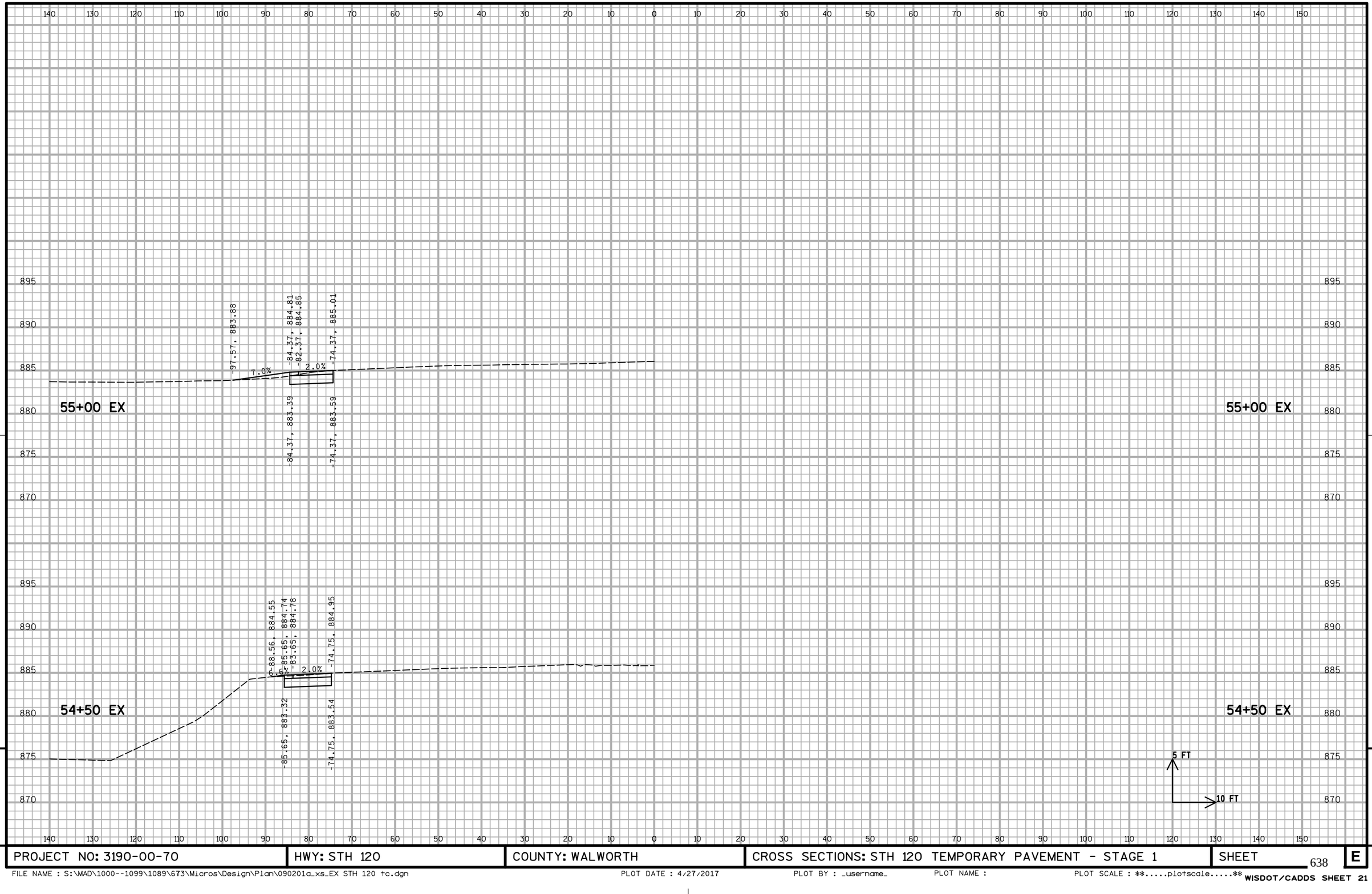
10 FT

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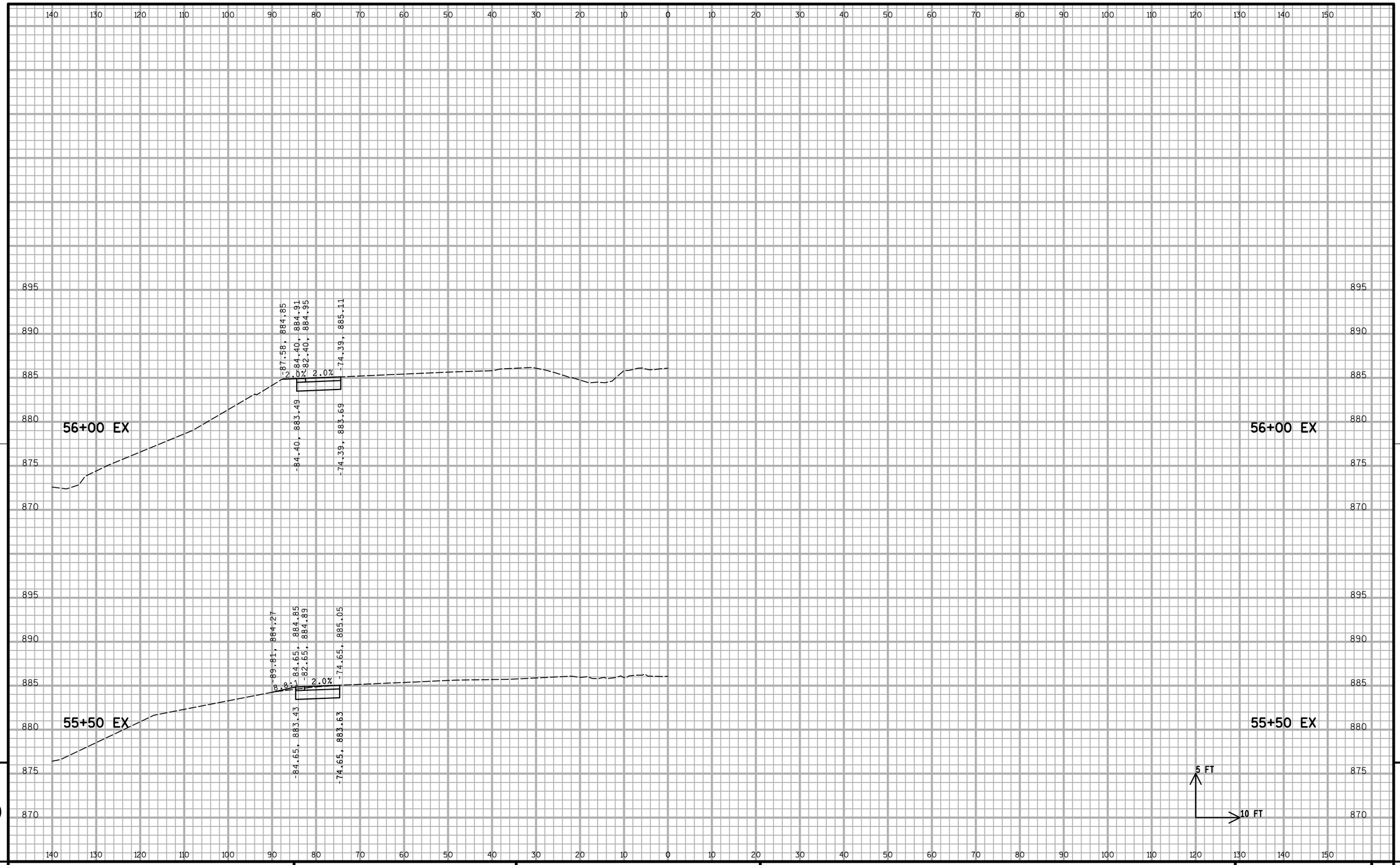
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 637	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201a_xs_EX STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



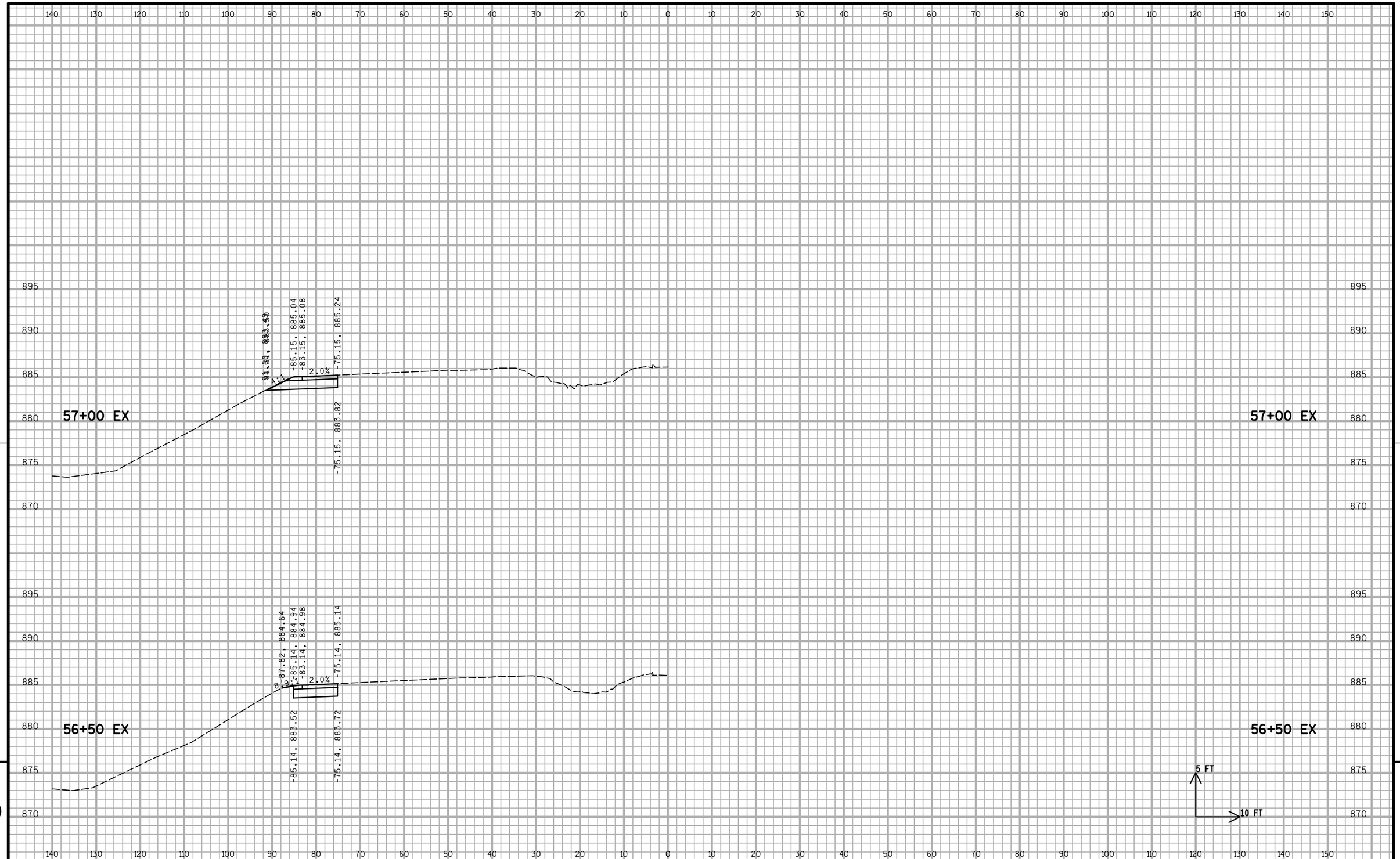
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 638	E

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 639 E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201a_xs_EX STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

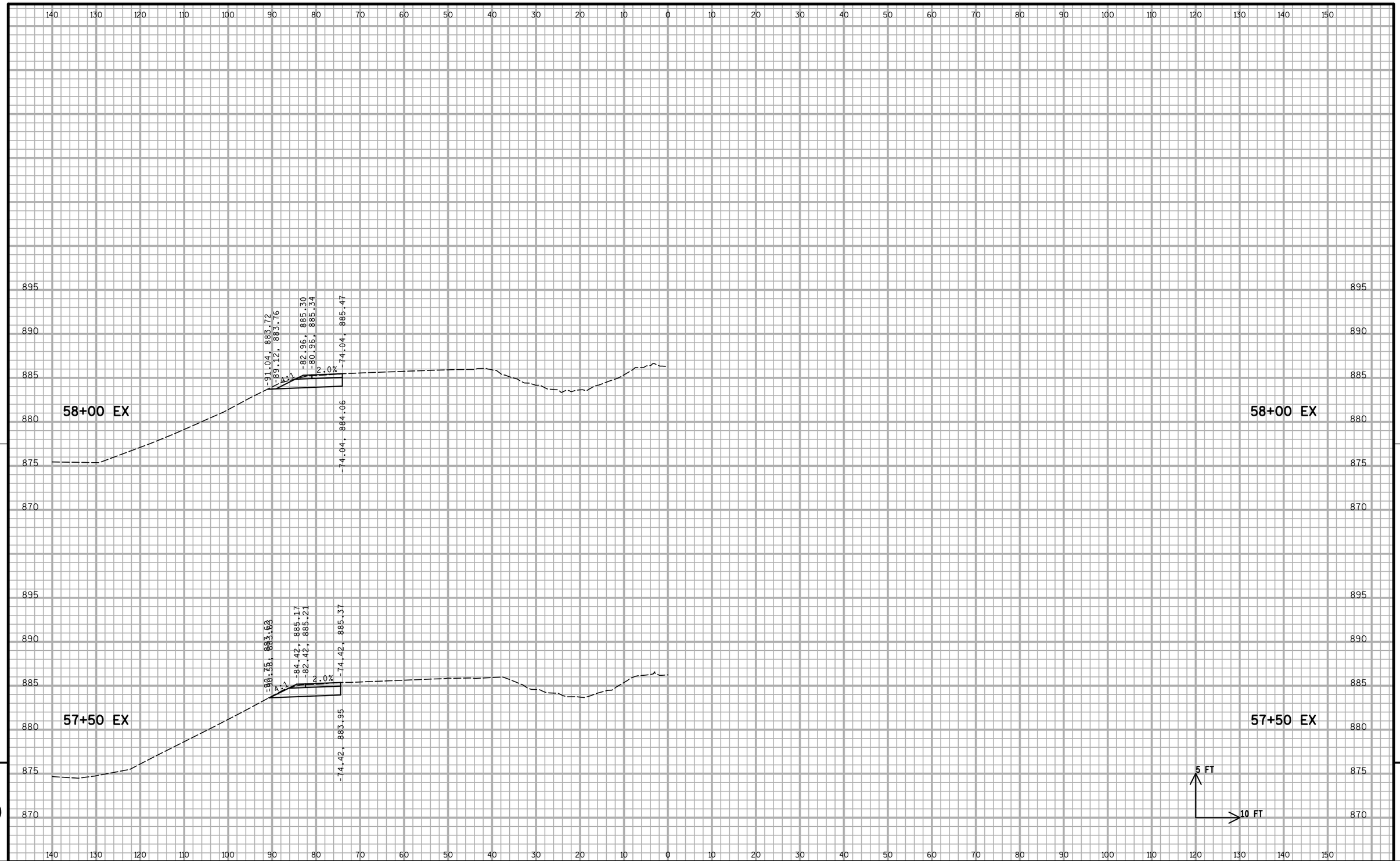


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 640	E

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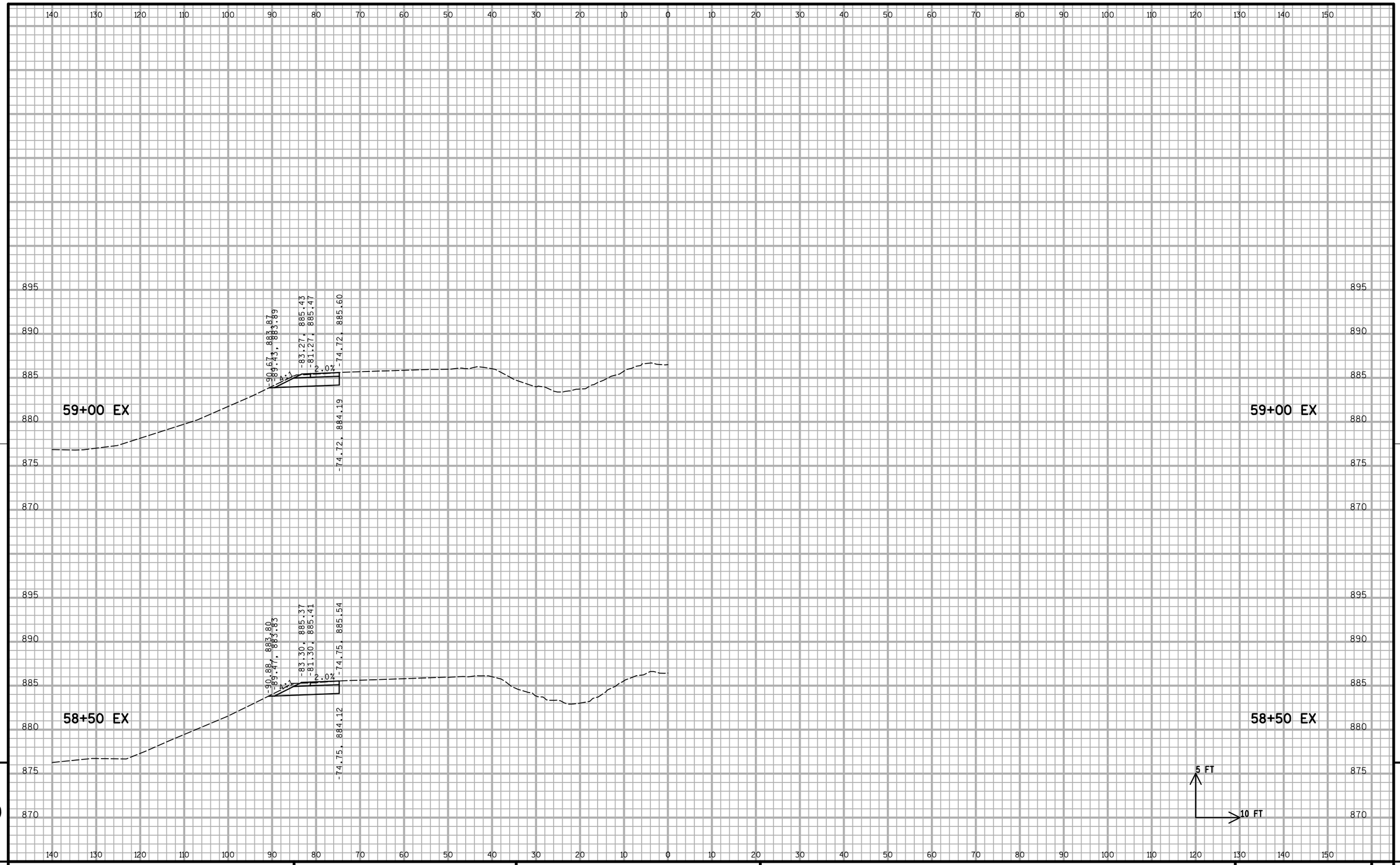
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 641	E

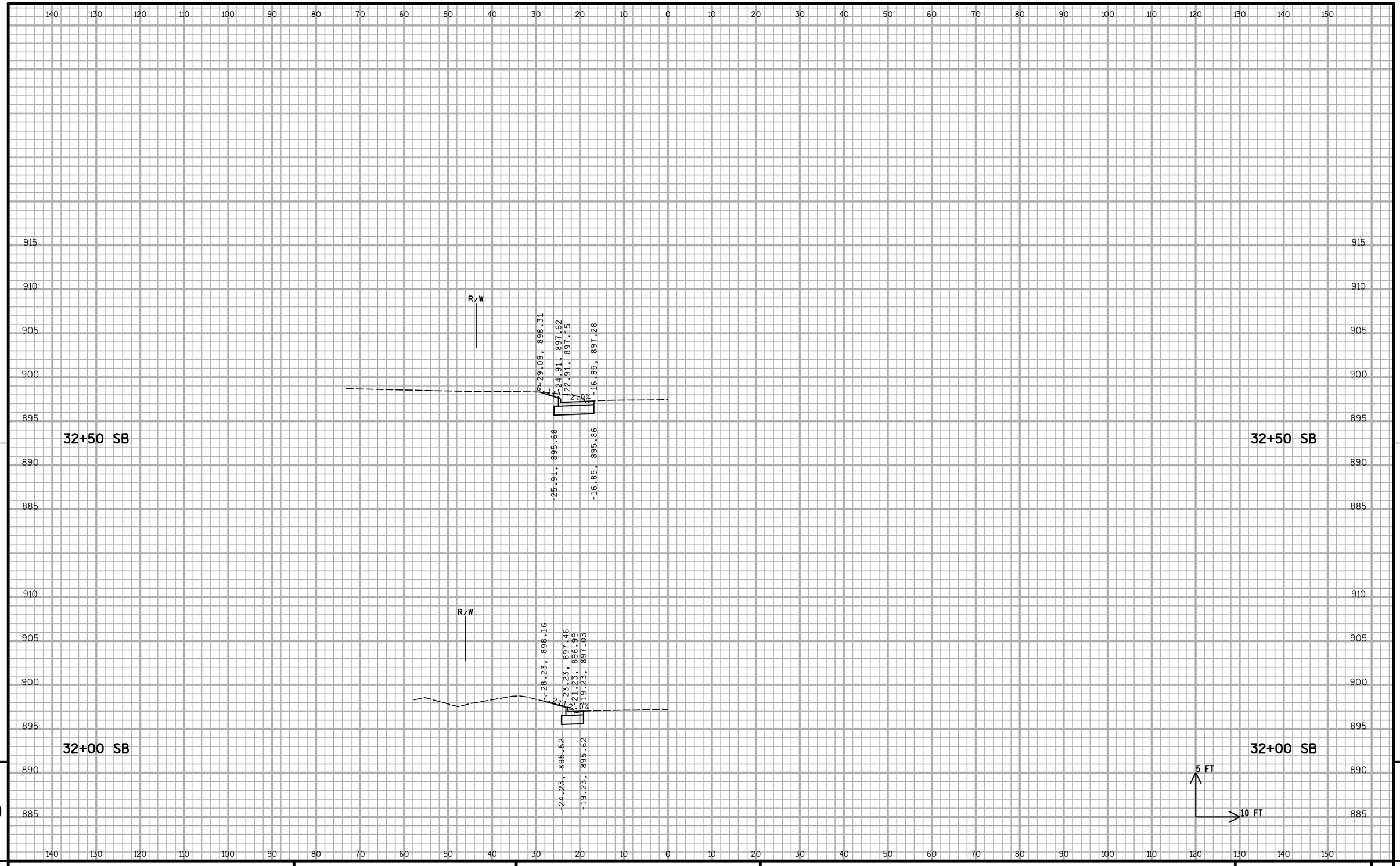
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WISDOT/CADDS SHEET 21



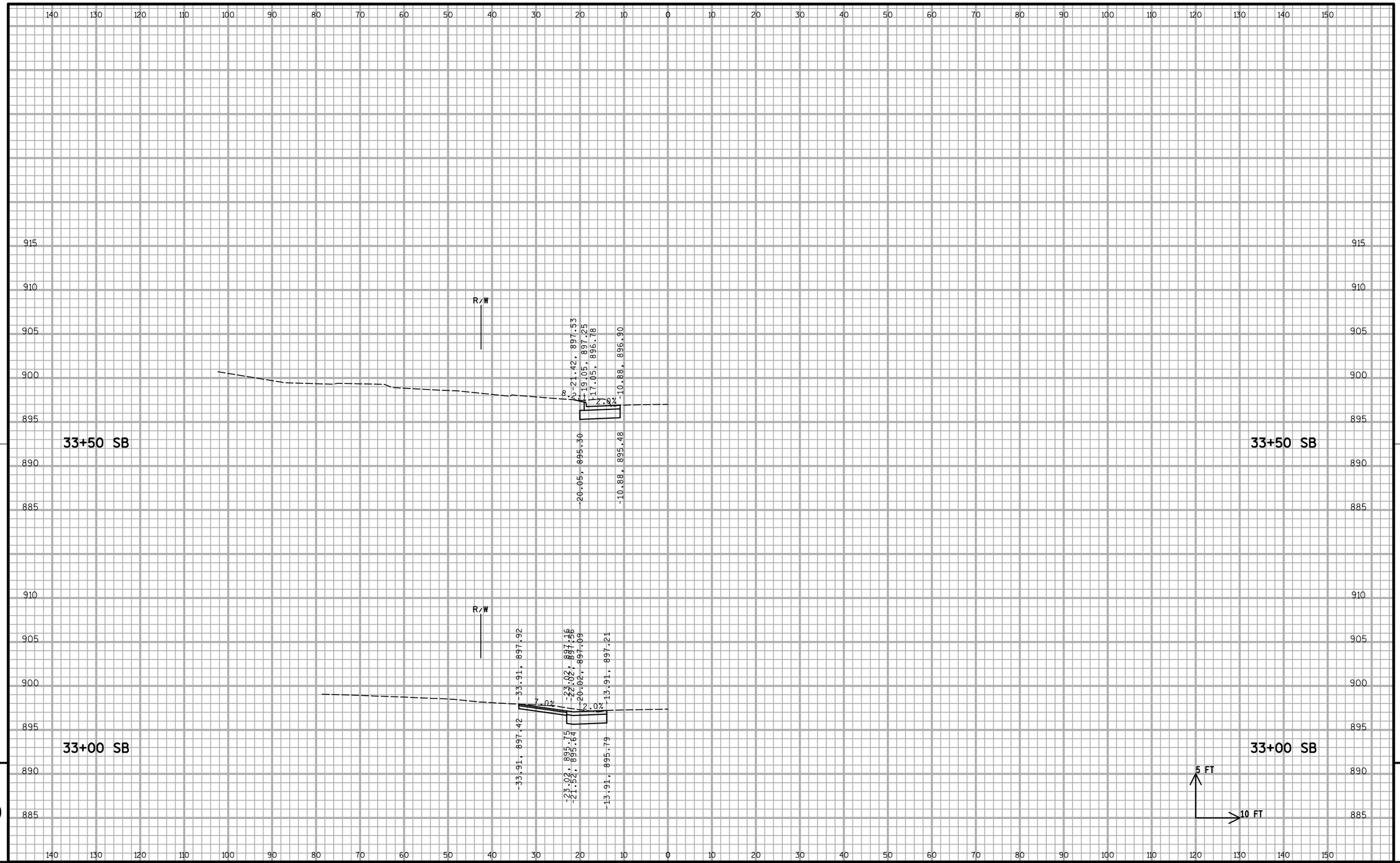
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201b_xs_SB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



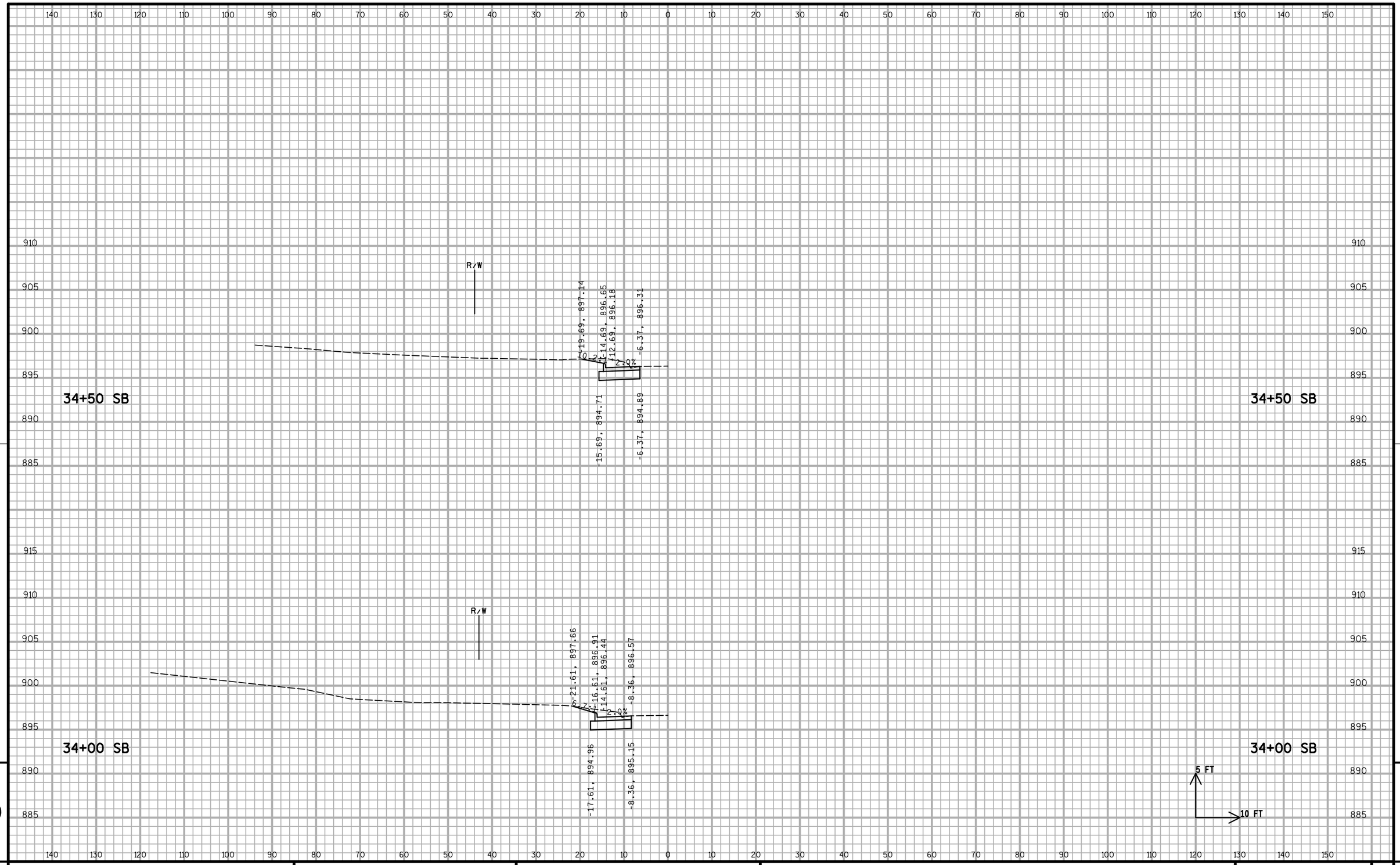
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 644	E

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WISDOT/CADDS SHEET 21



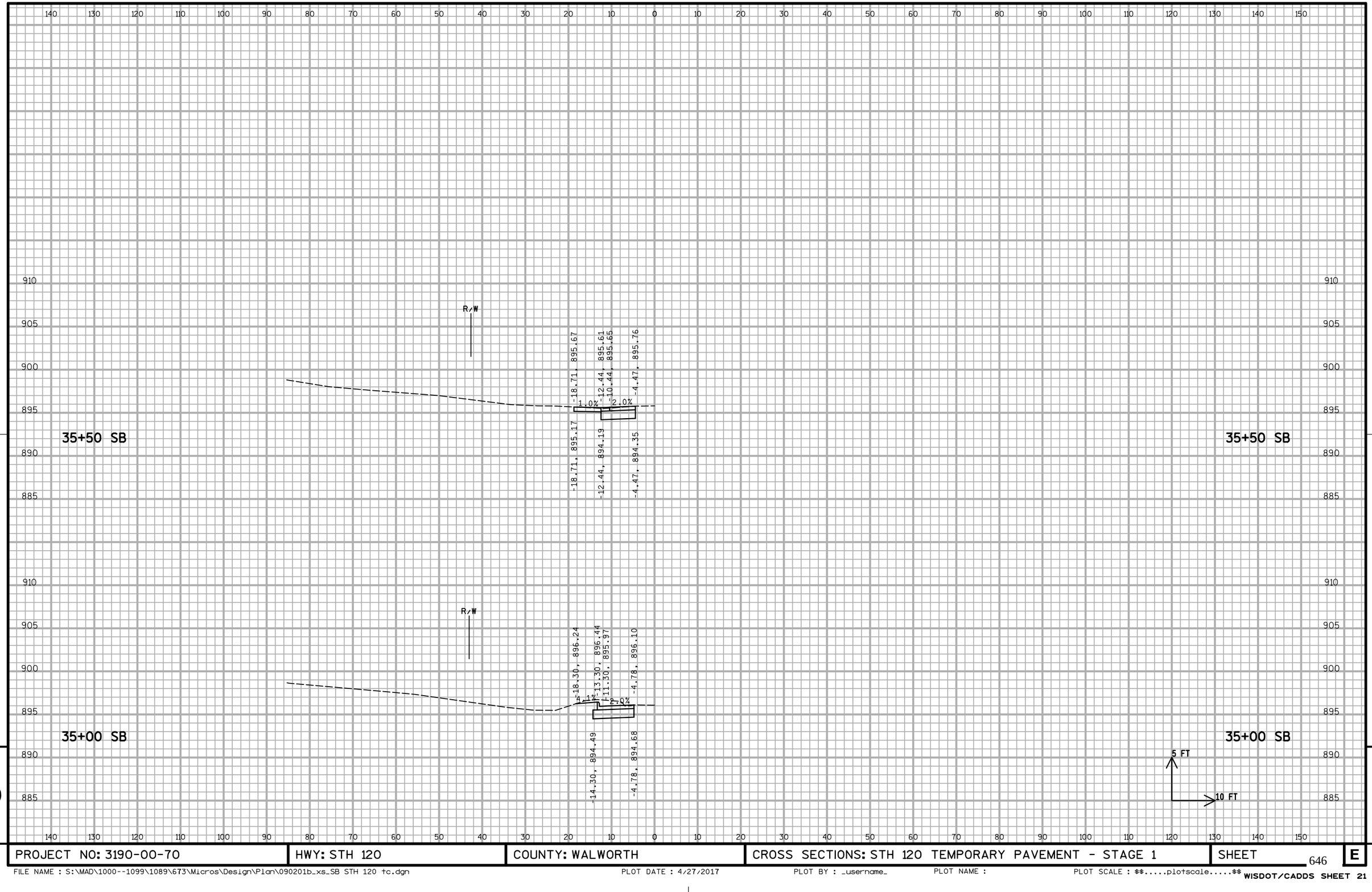
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET	E

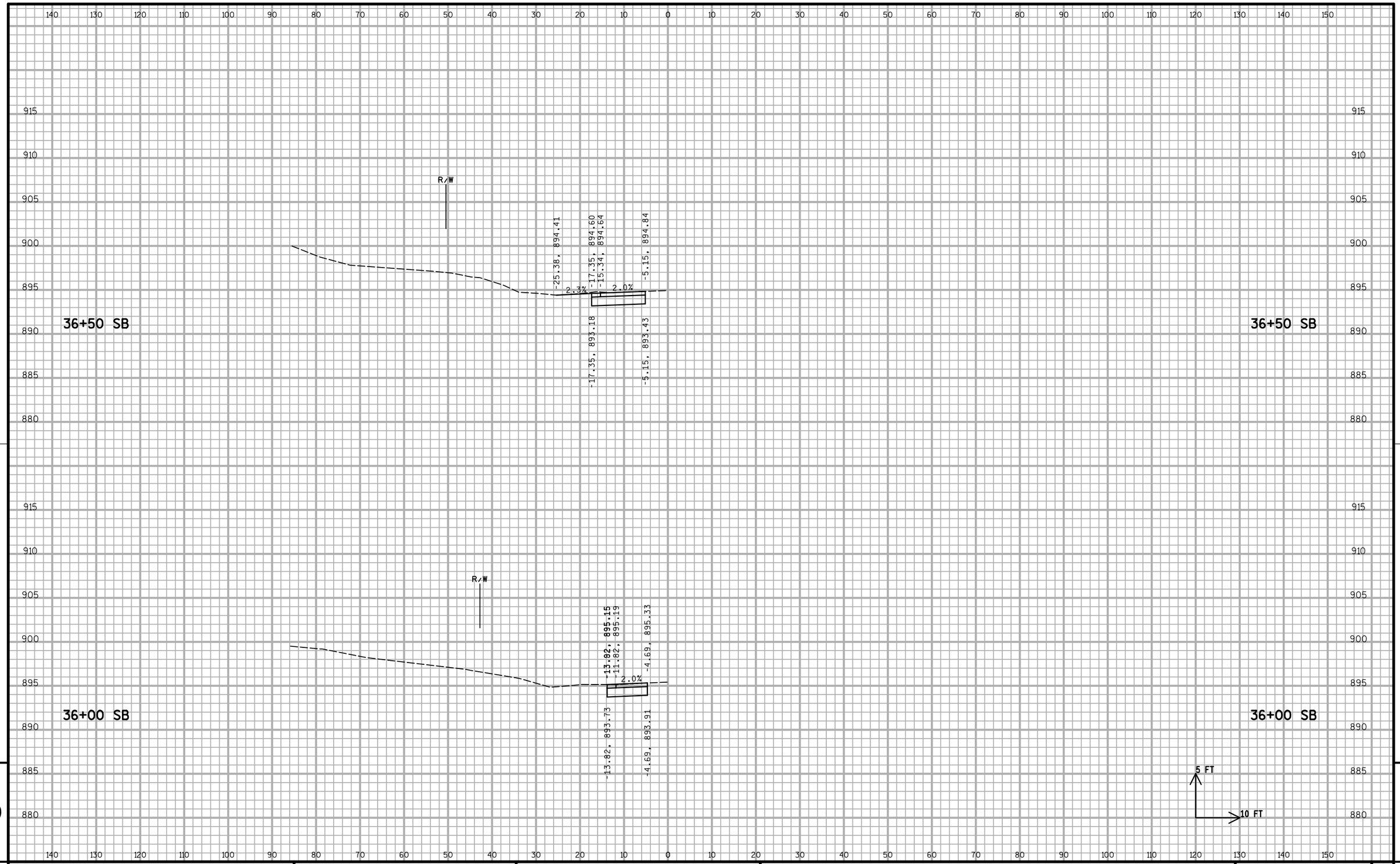
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WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 646	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201b_xs_SB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



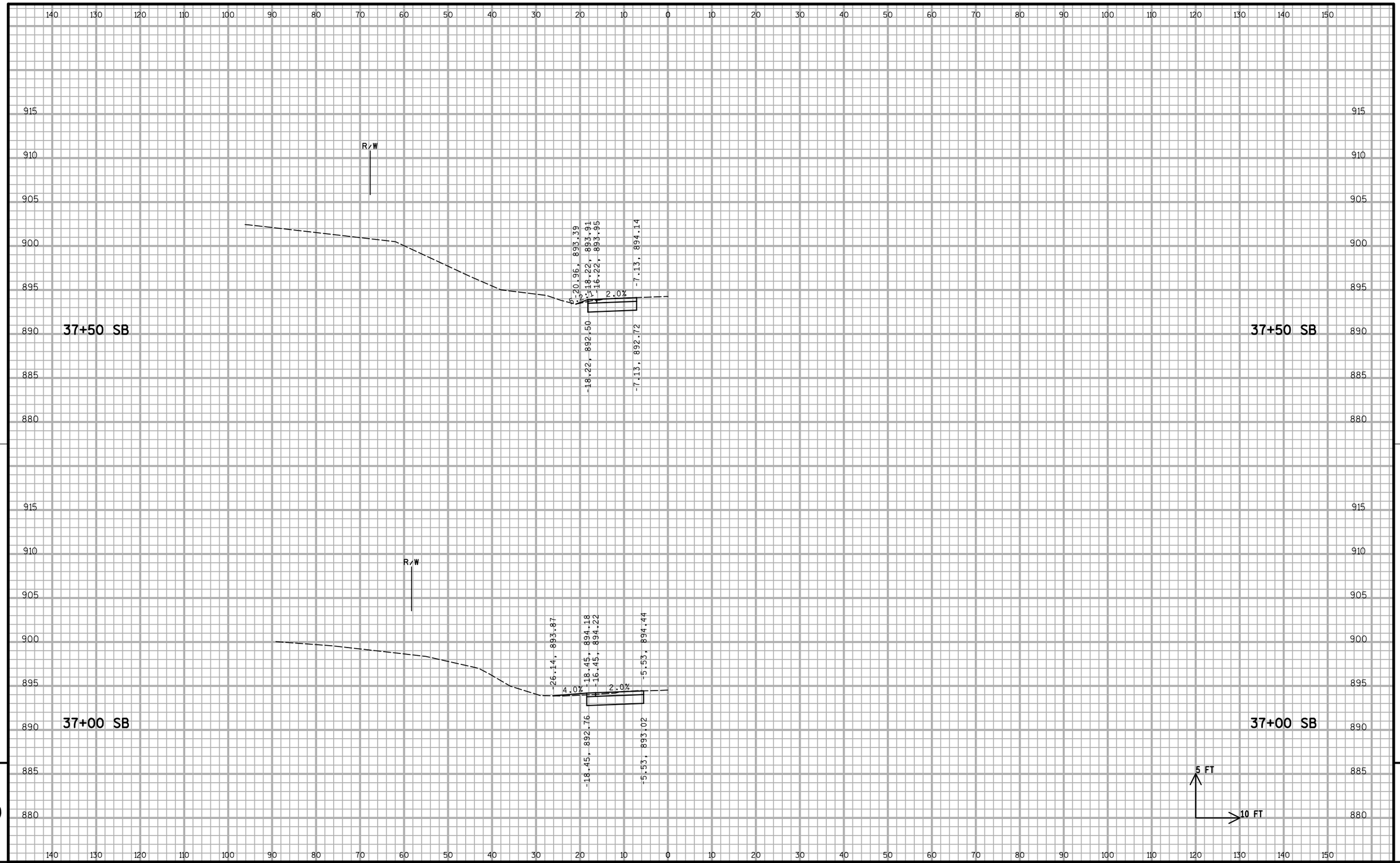
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 647	E

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WISDOT/CADDS SHEET 21

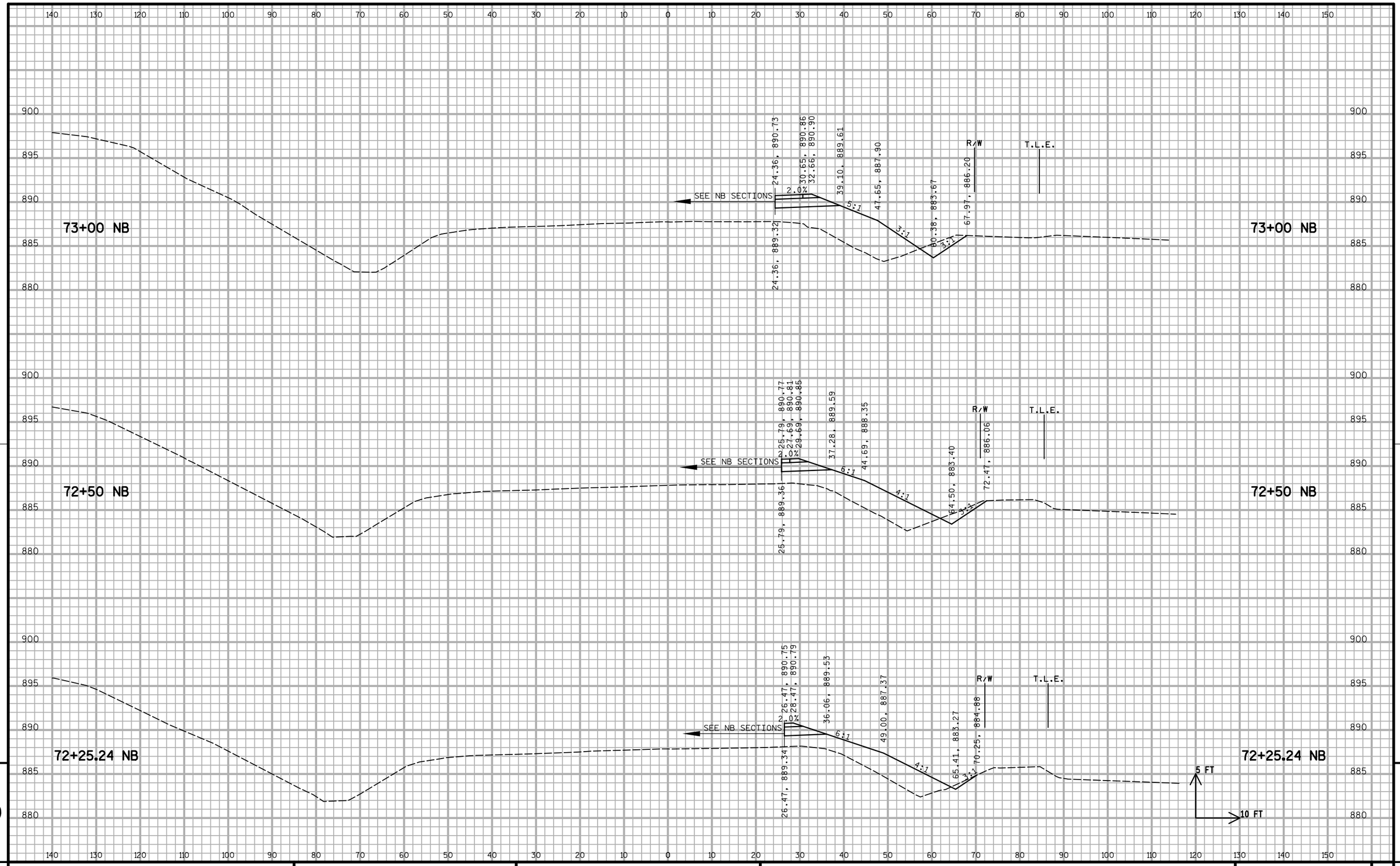


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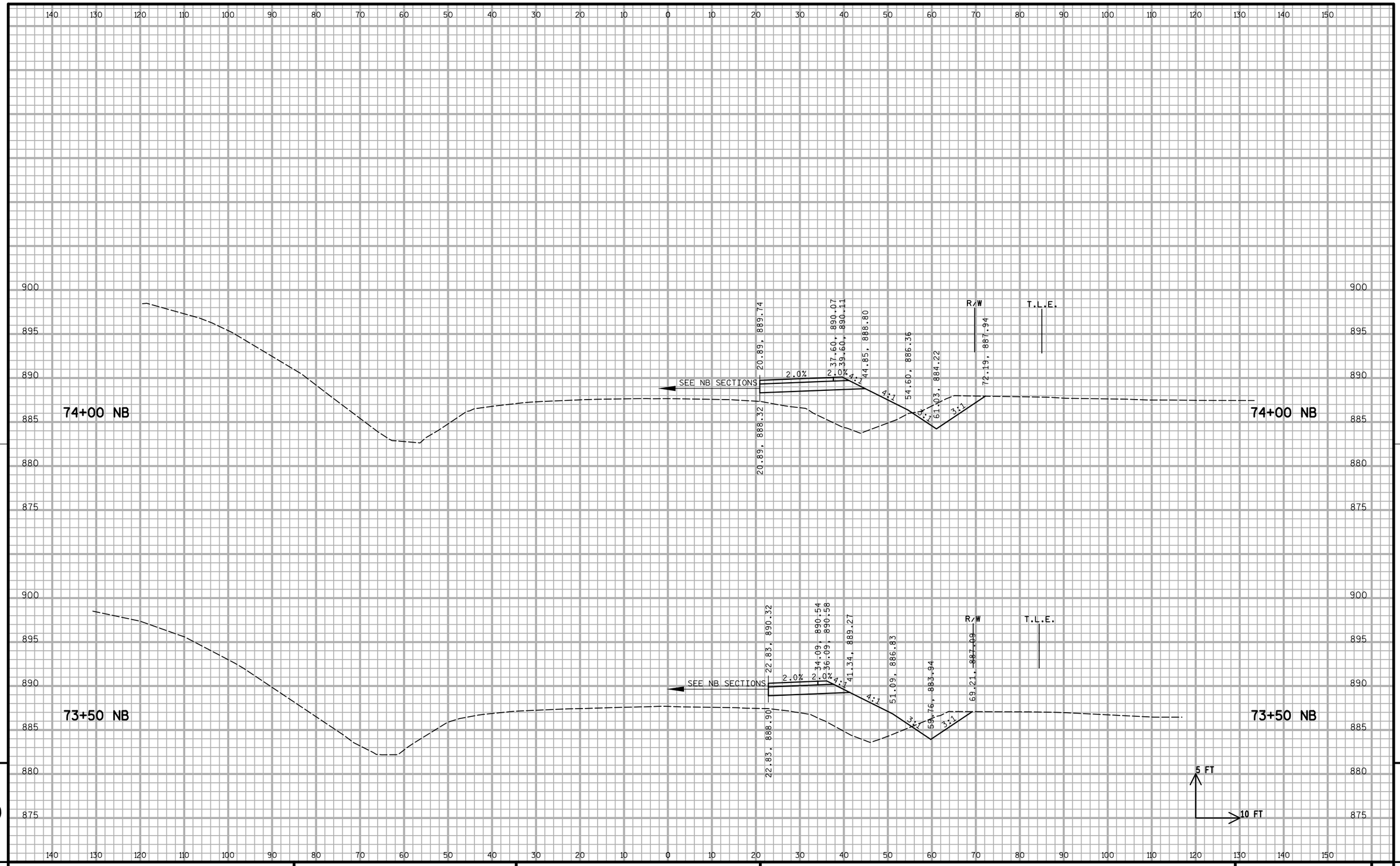
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 1	SHEET 648	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201b_xs_SB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 649	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

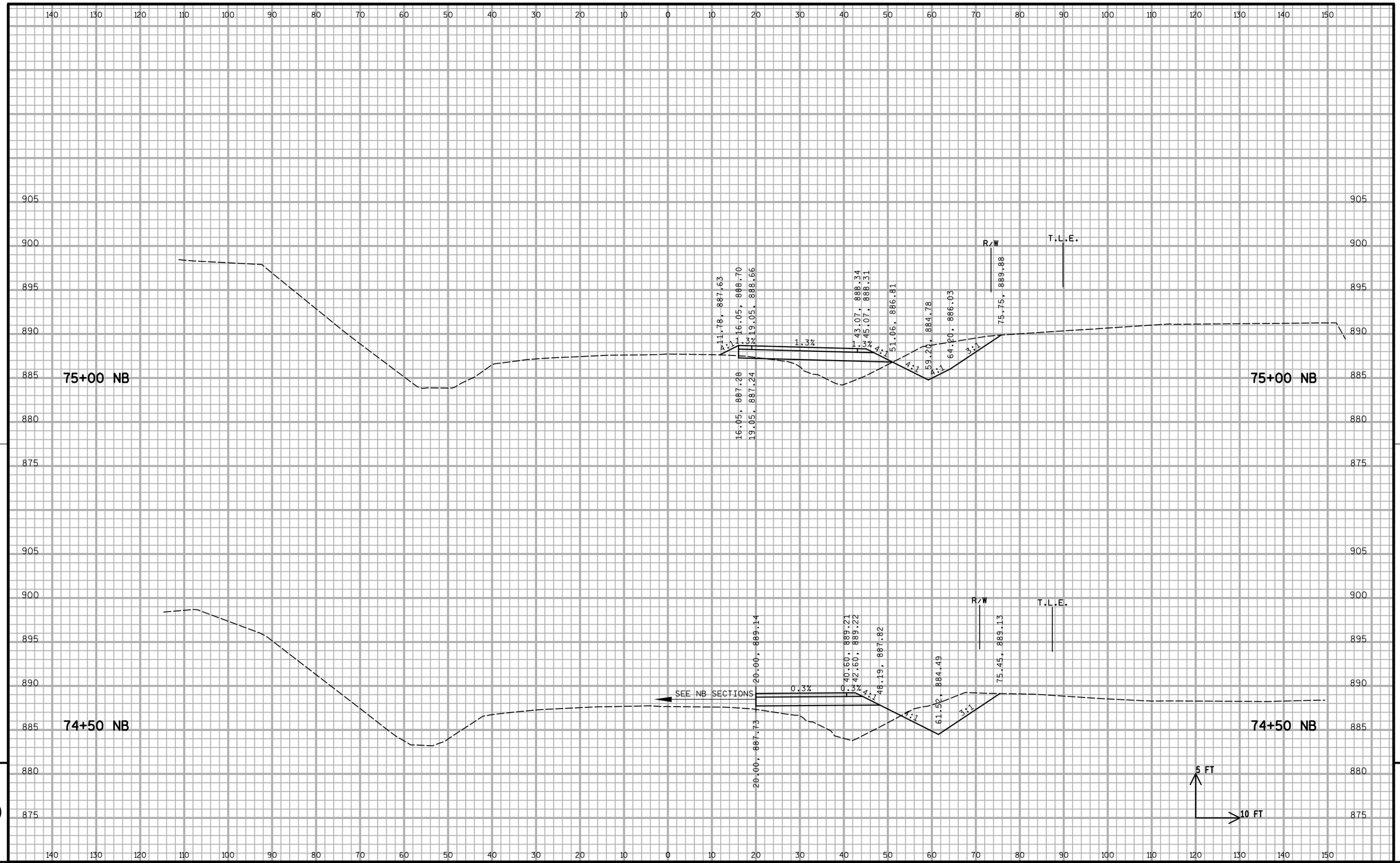


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 650	E

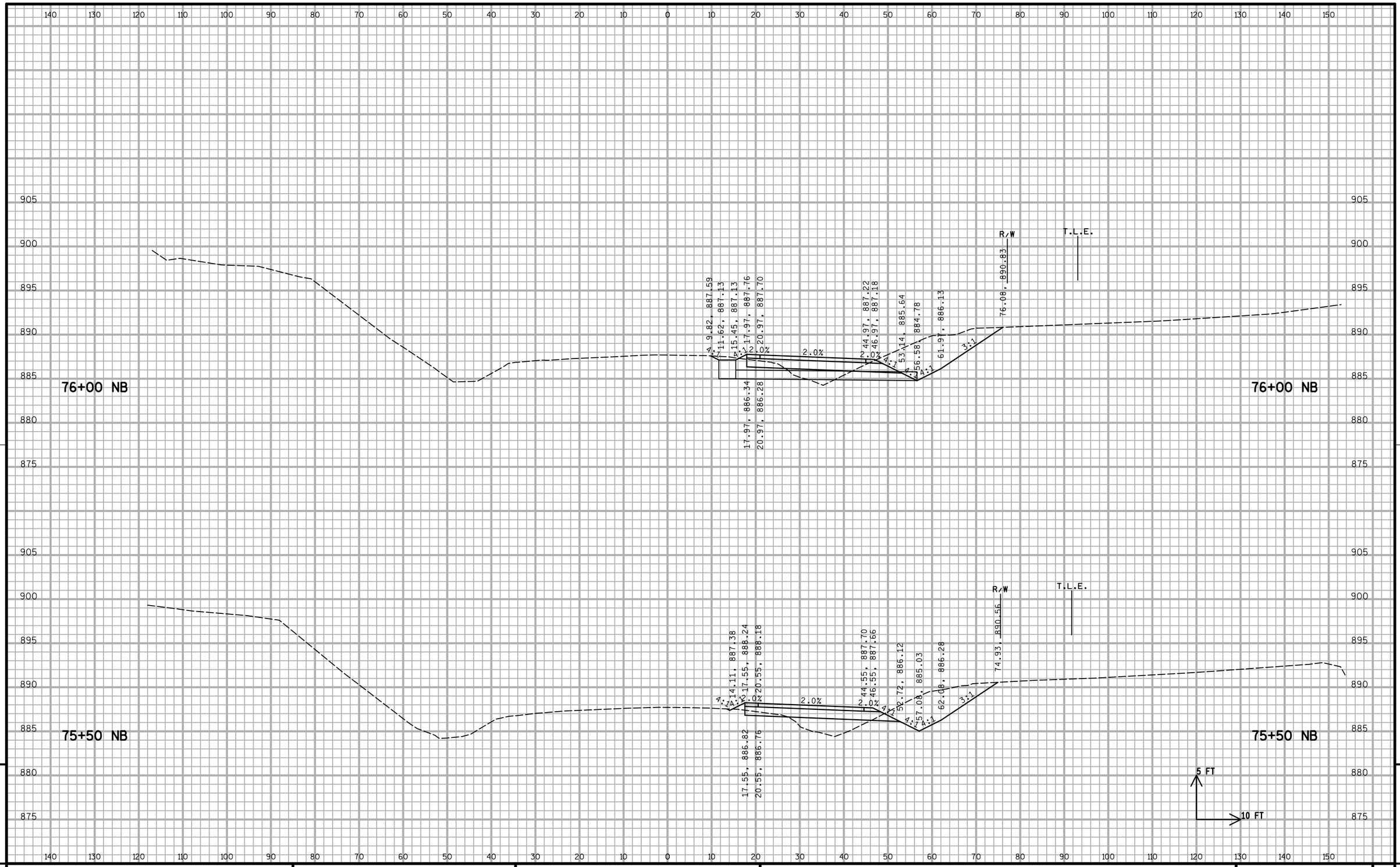
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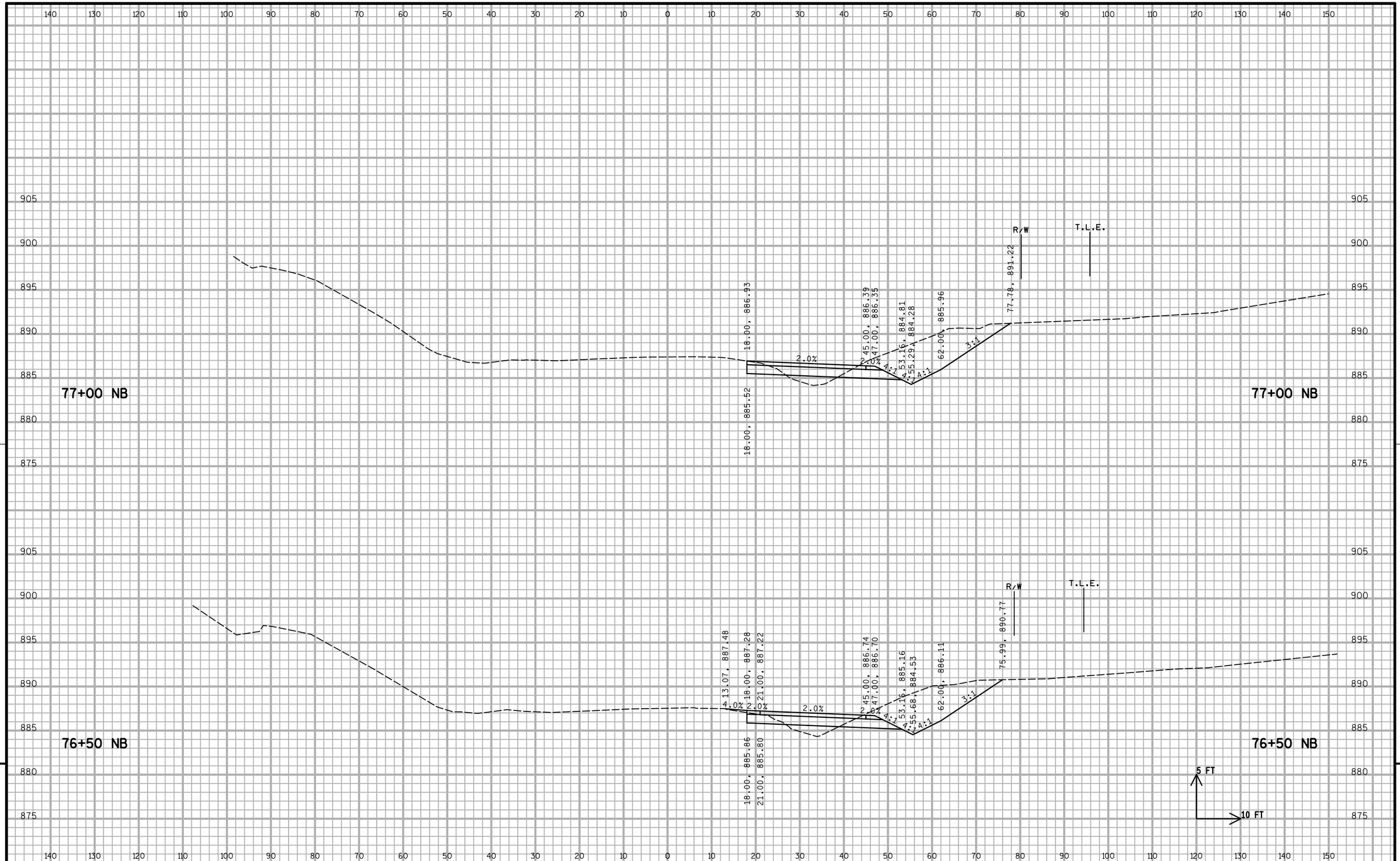
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 651	E

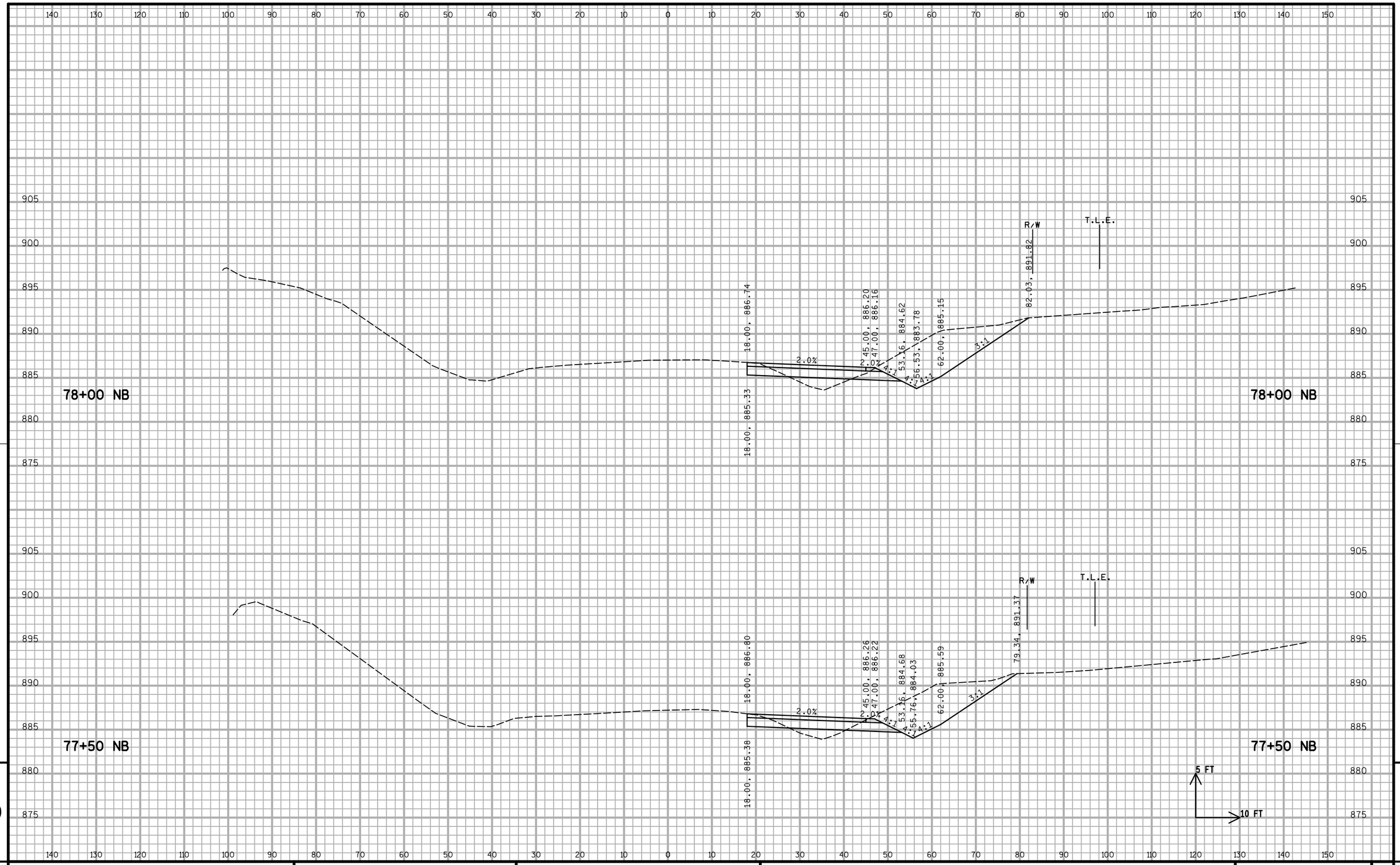


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 652	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 653	E

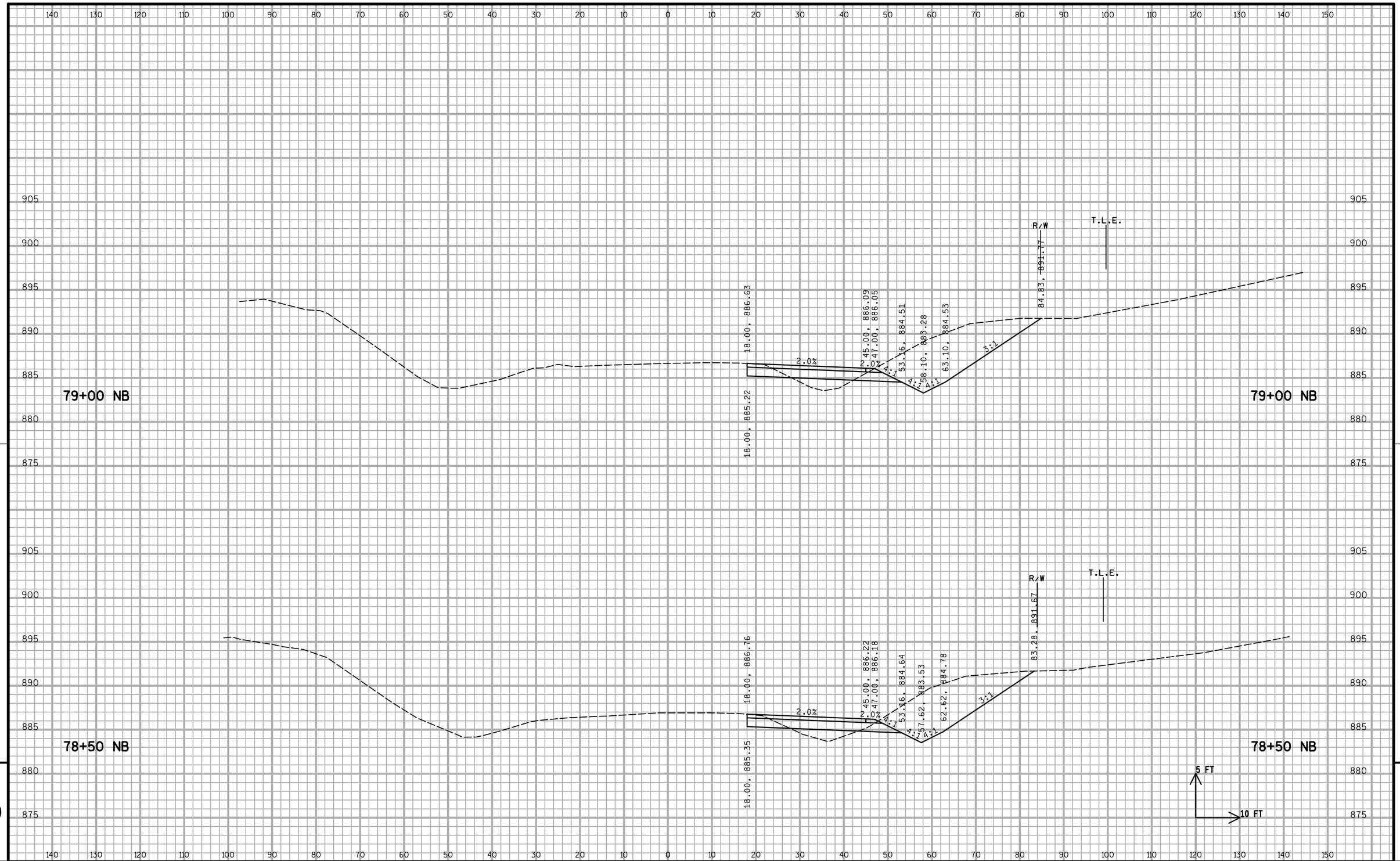
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 654	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



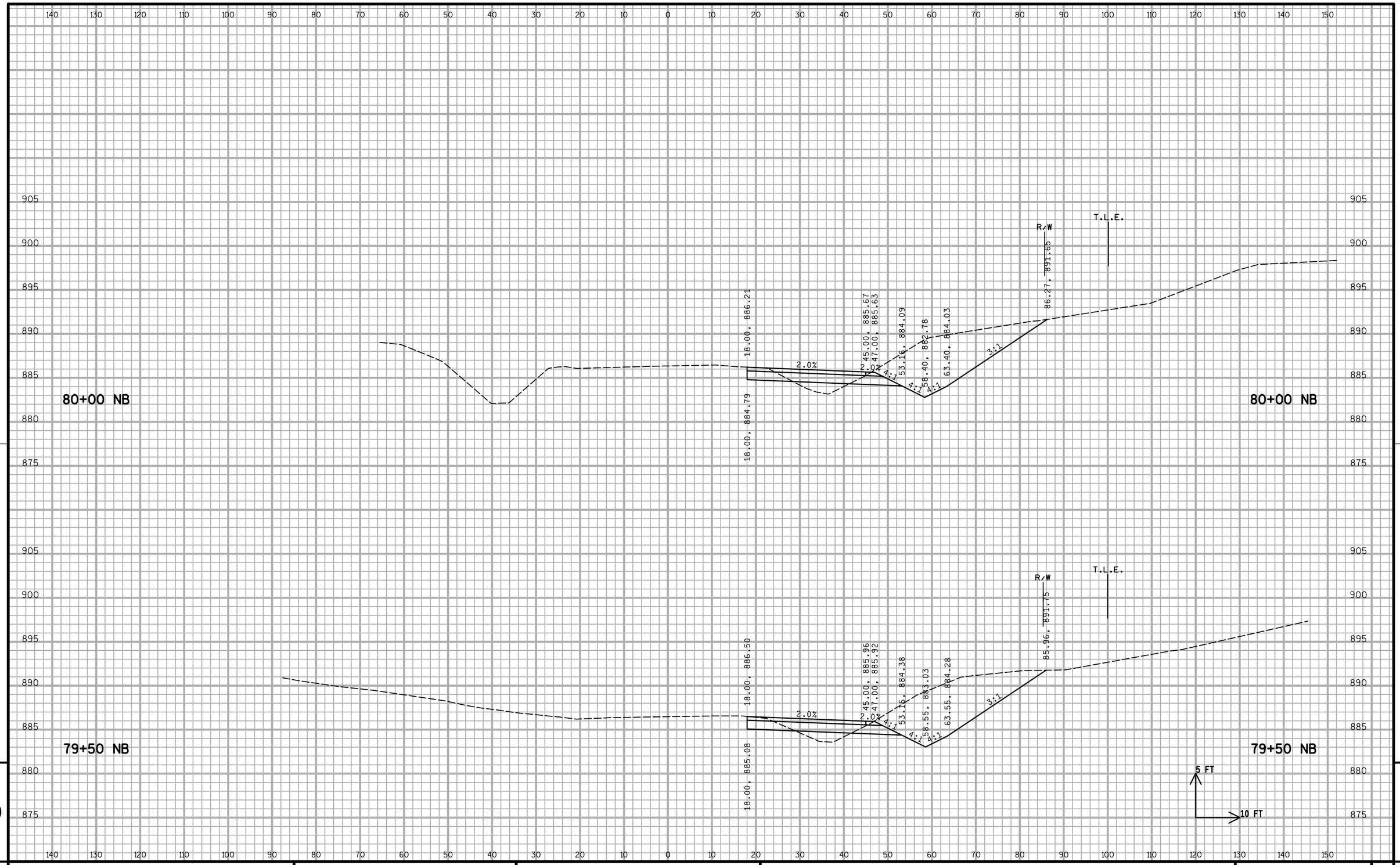
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

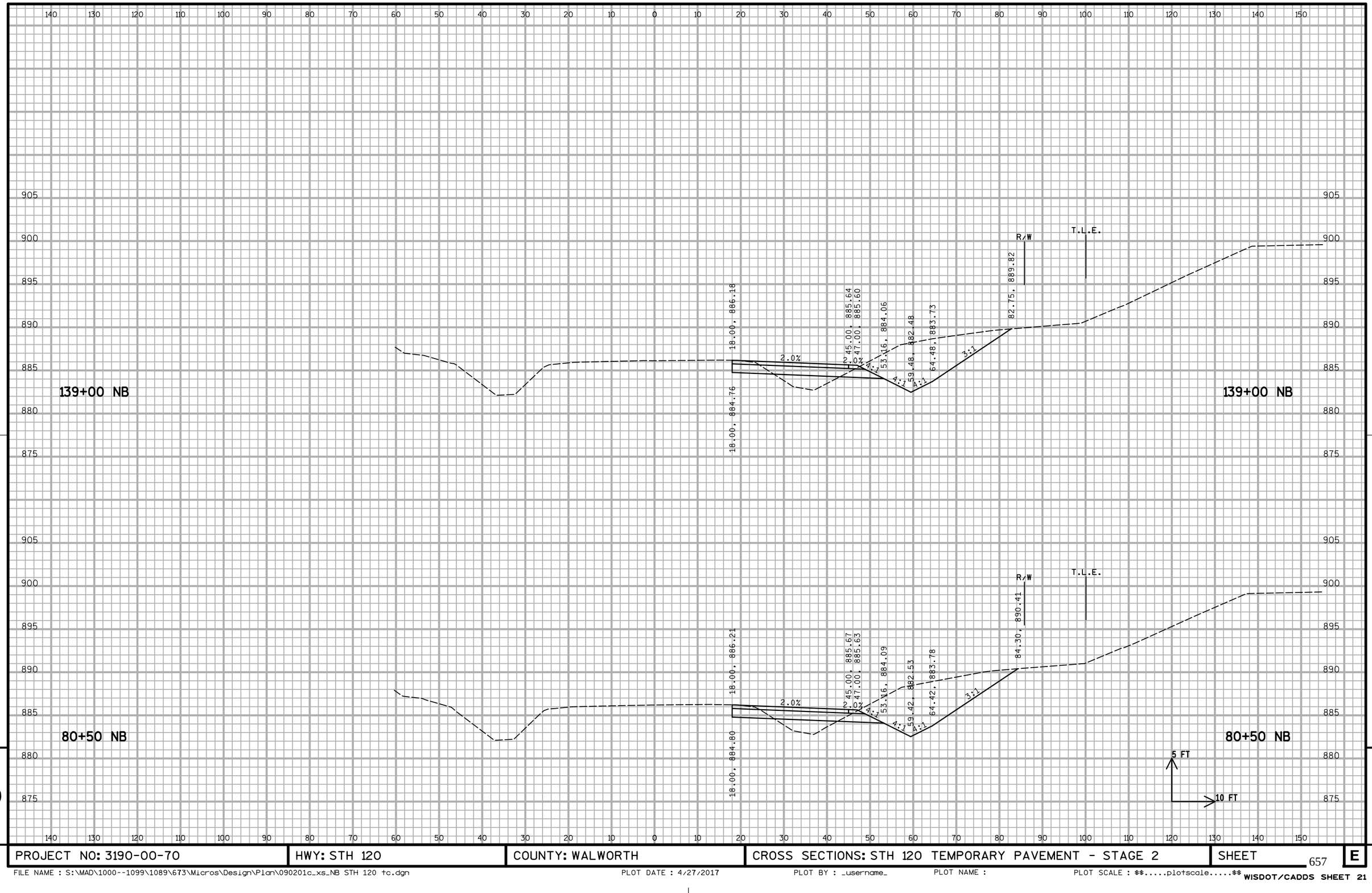
WISDOT/CADDS SHEET 21



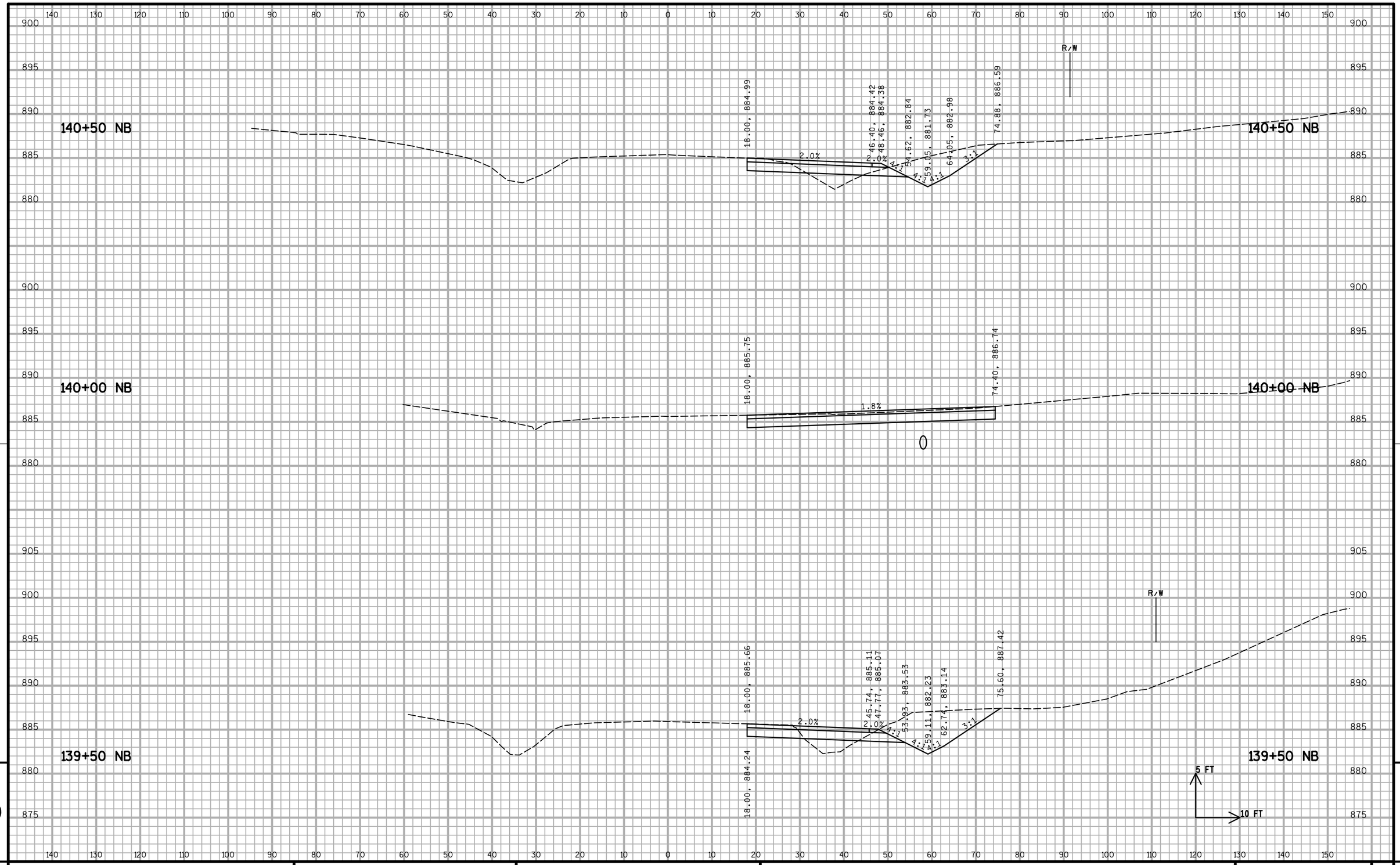
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 656	E



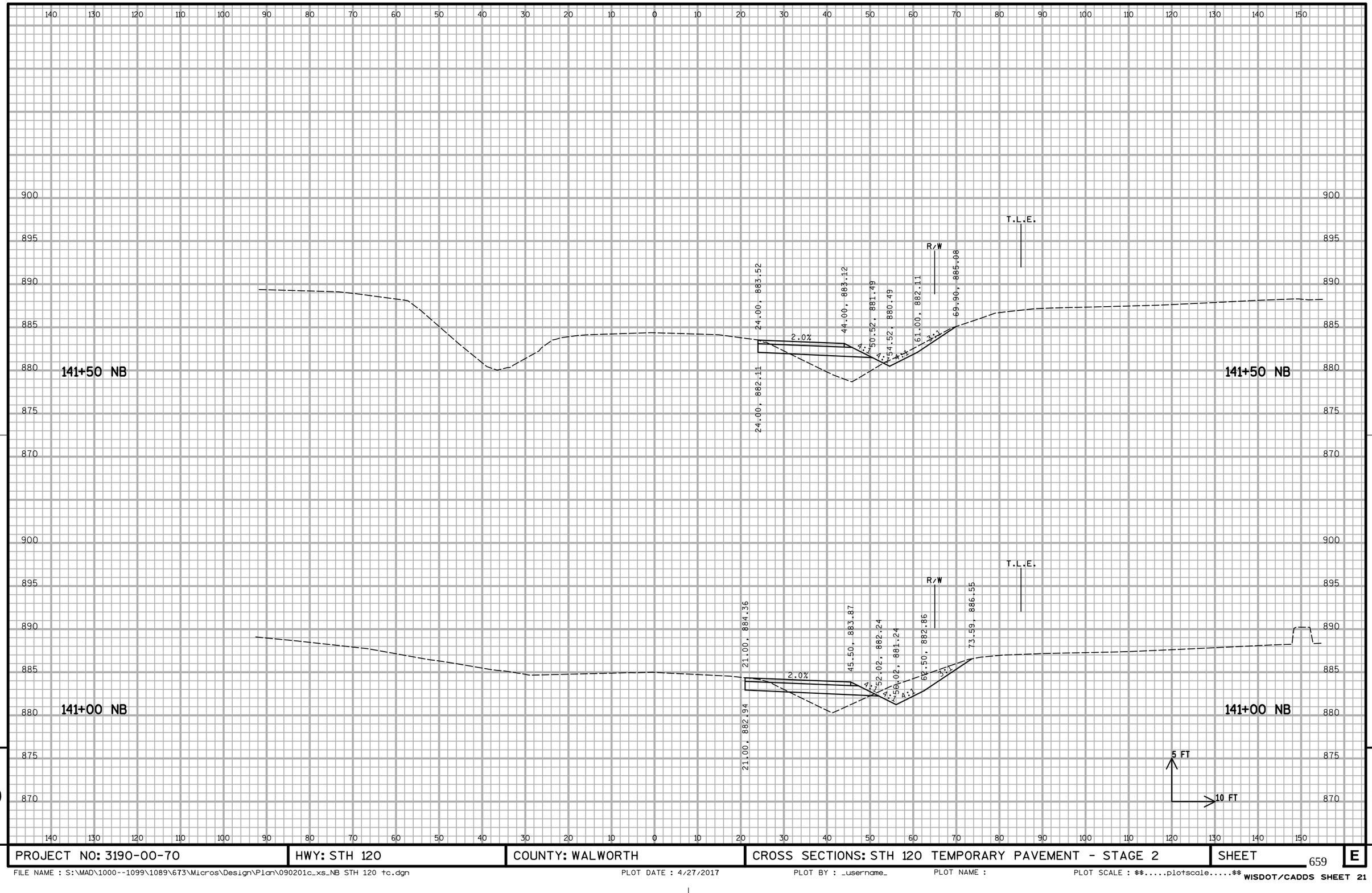
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 657	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 658	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

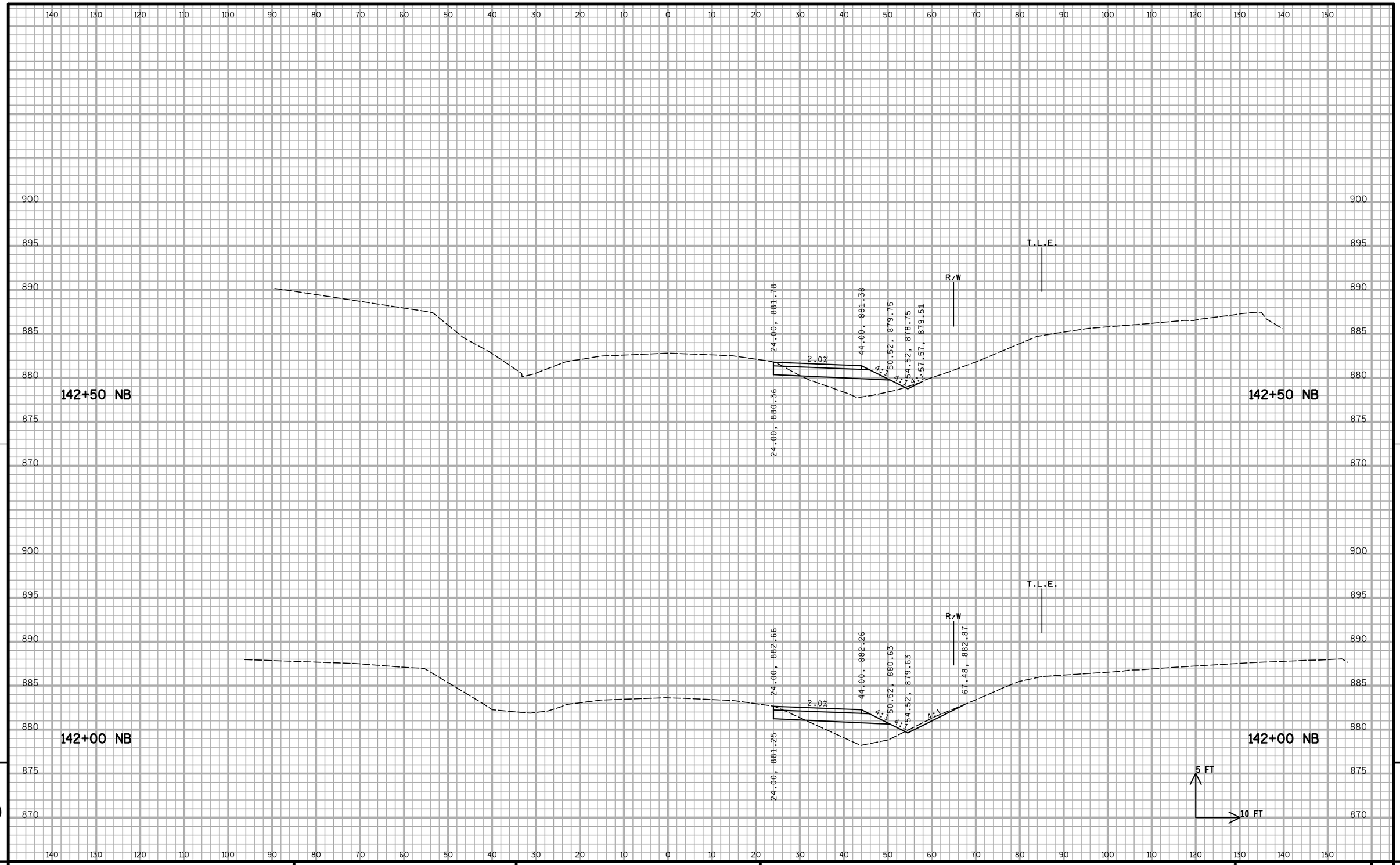
WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 659	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



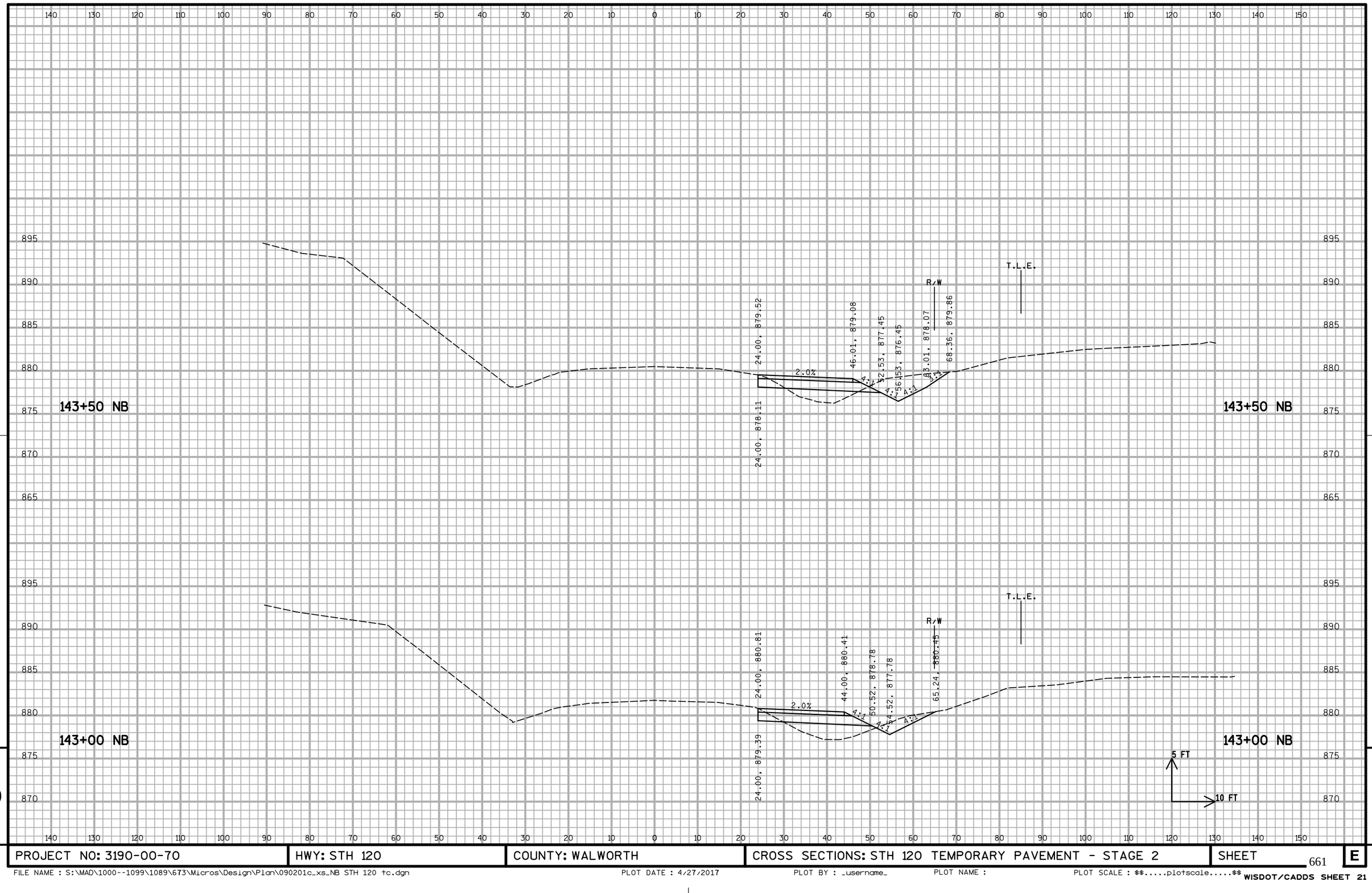
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 660	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

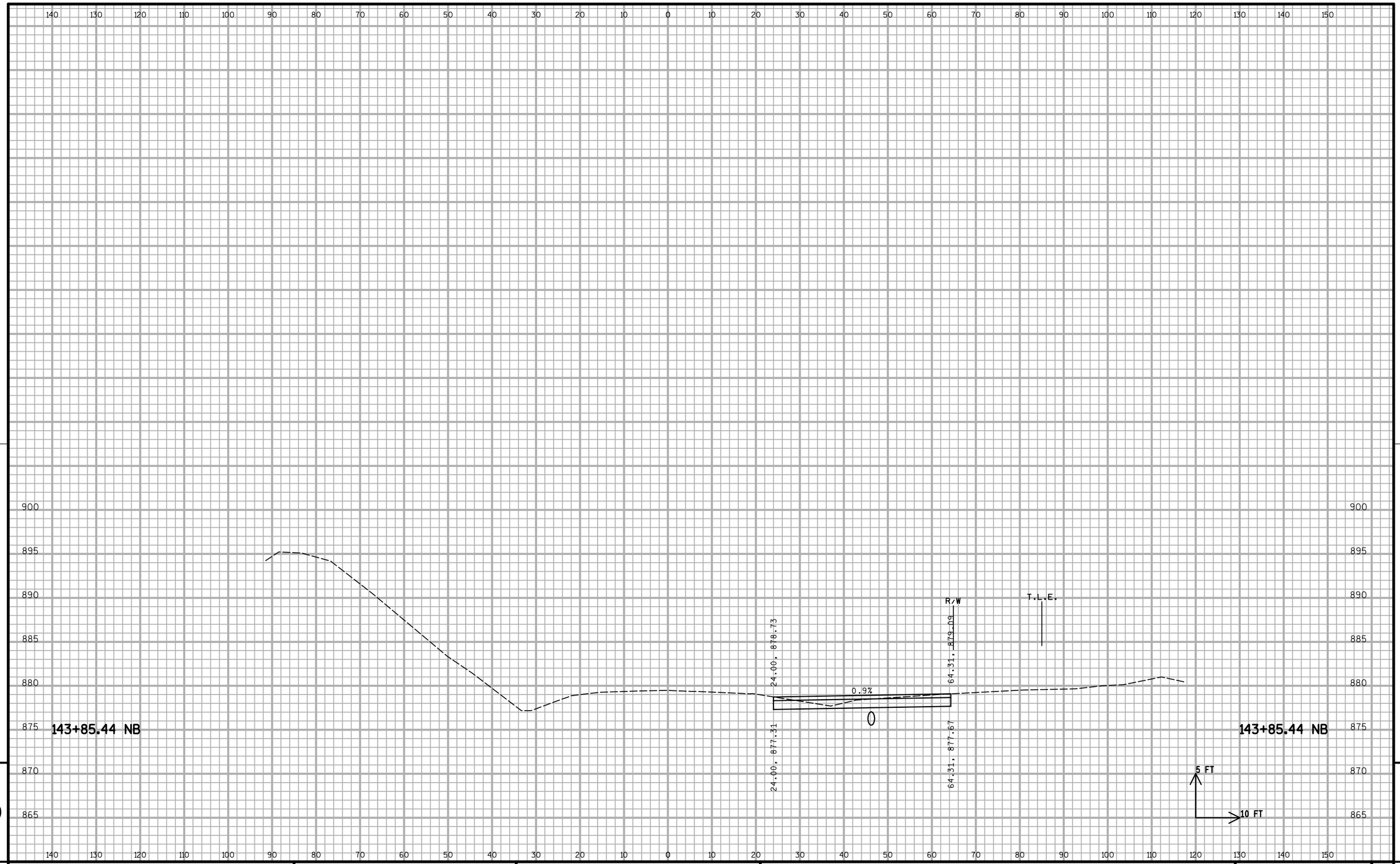
WISDOT/CADDS SHEET 21



9

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET 661	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

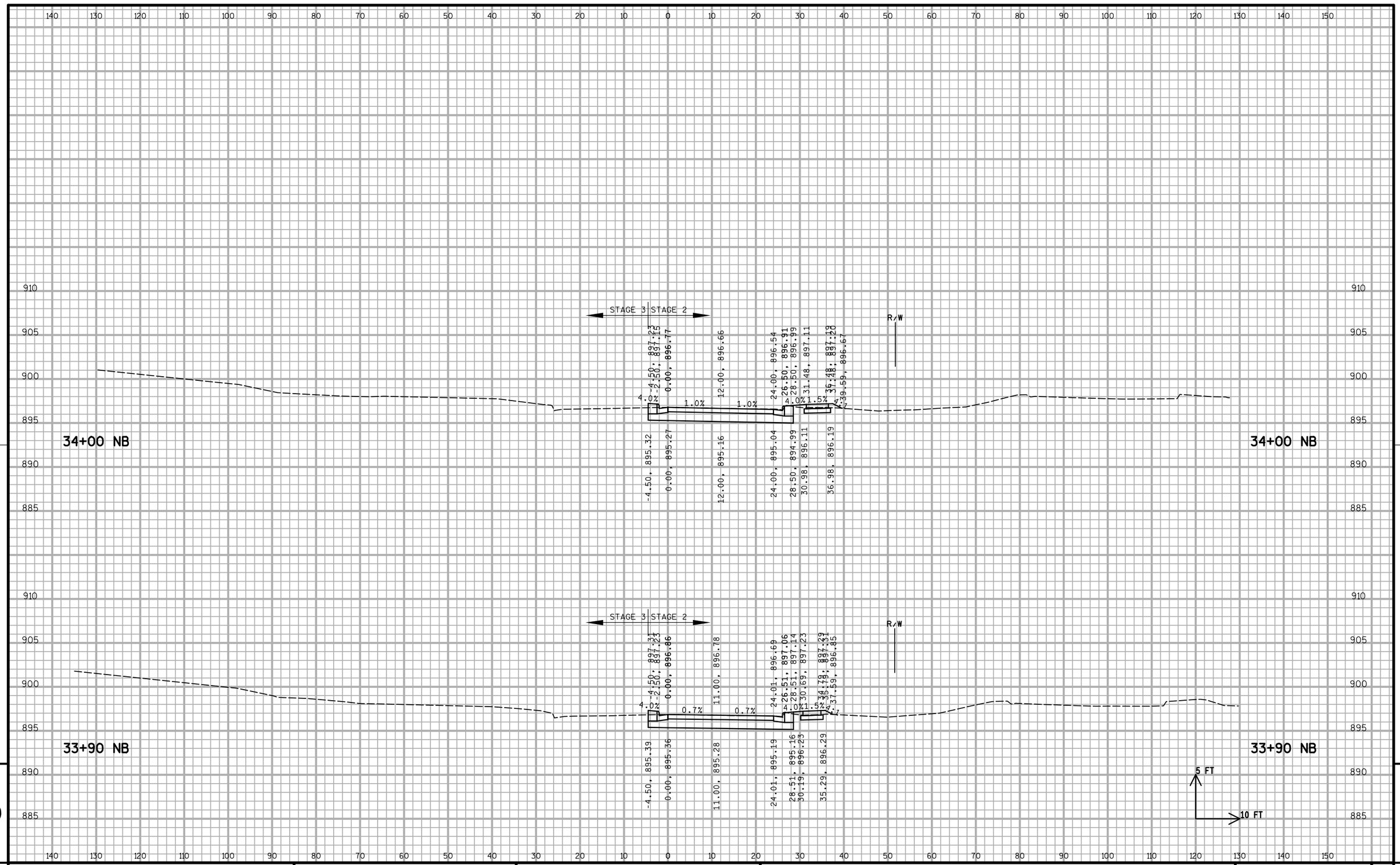


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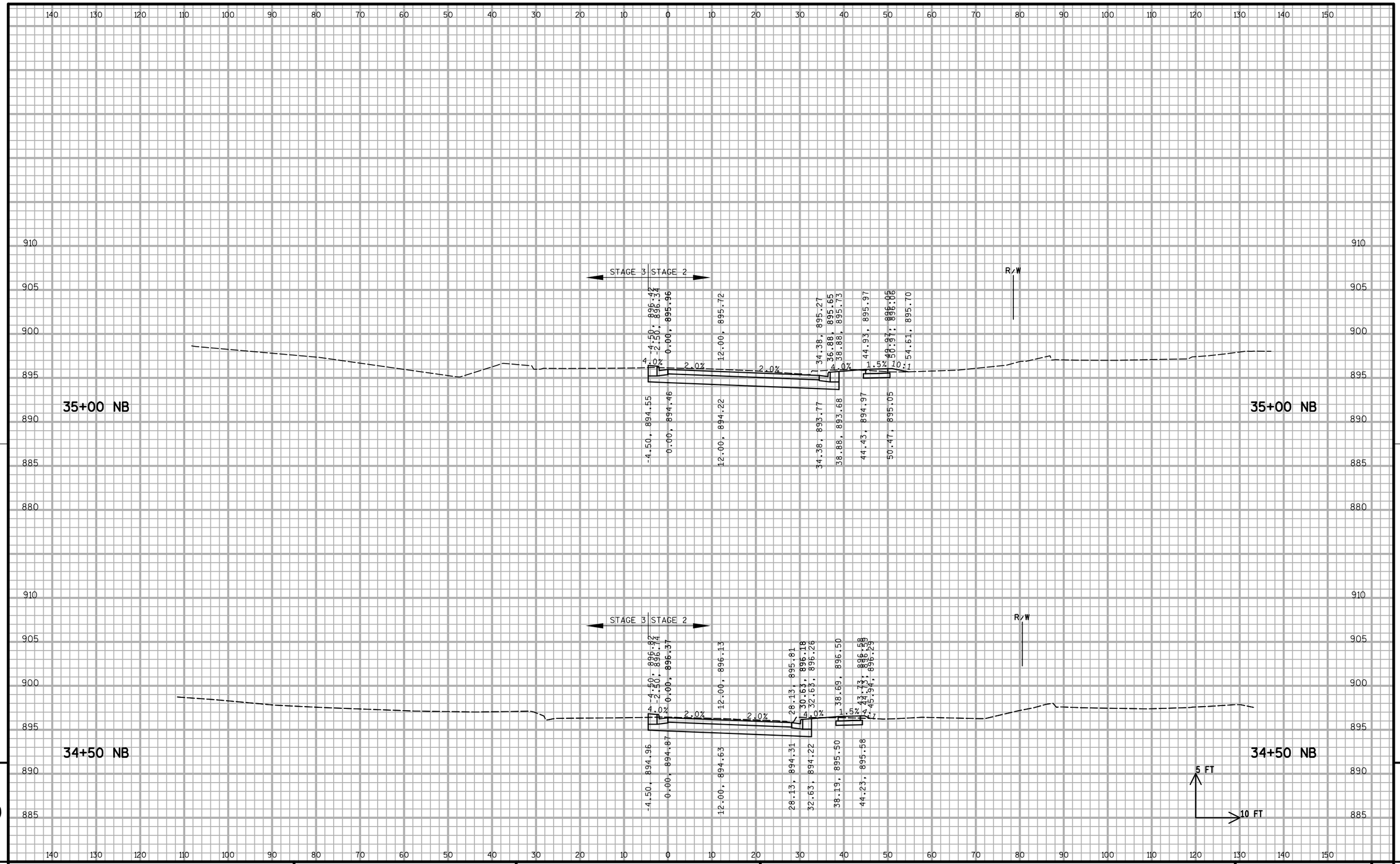
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 TEMPORARY PAVEMENT - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090201c_xs_NB STH 120 tc.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



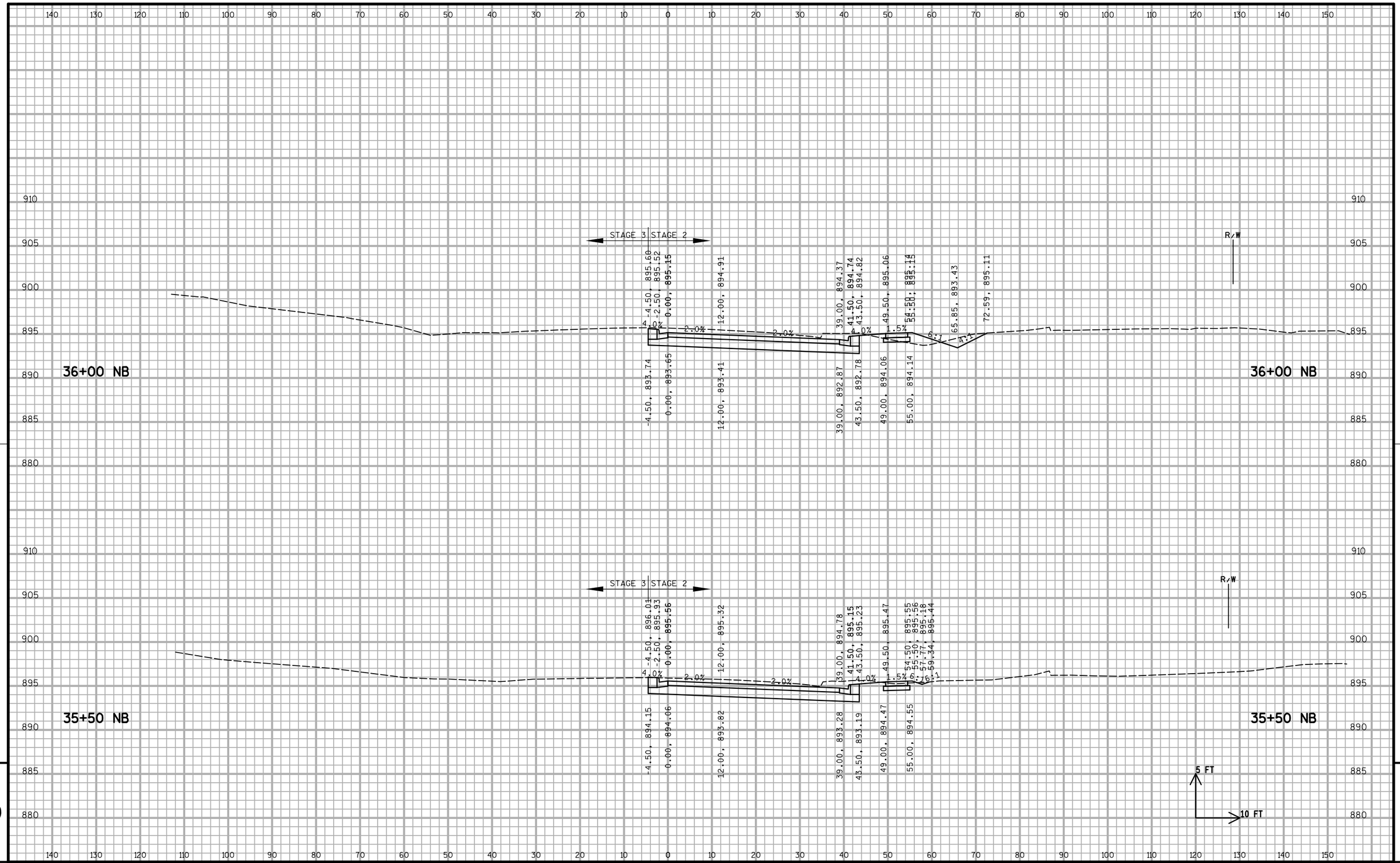
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 664	E

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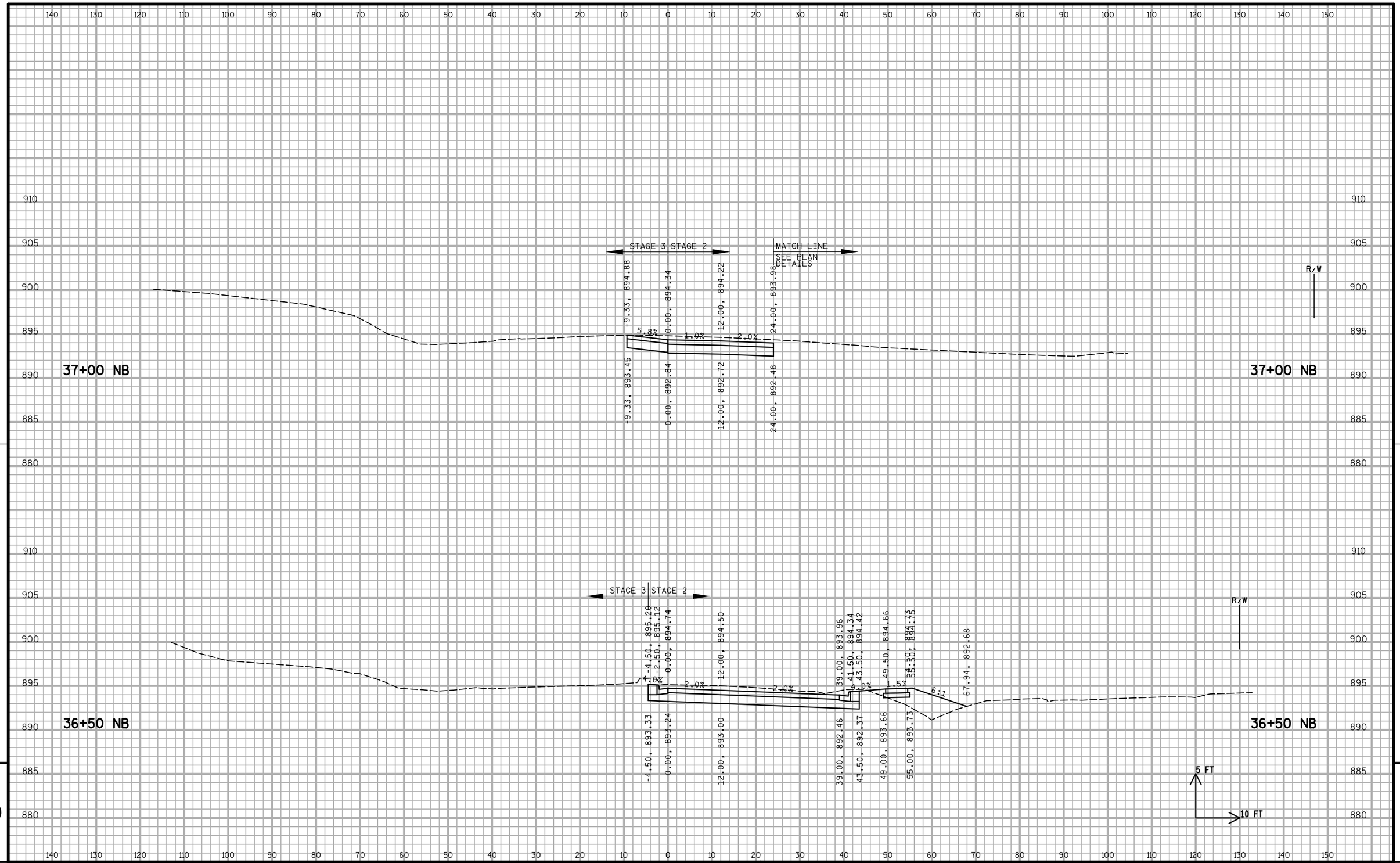


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 665	E

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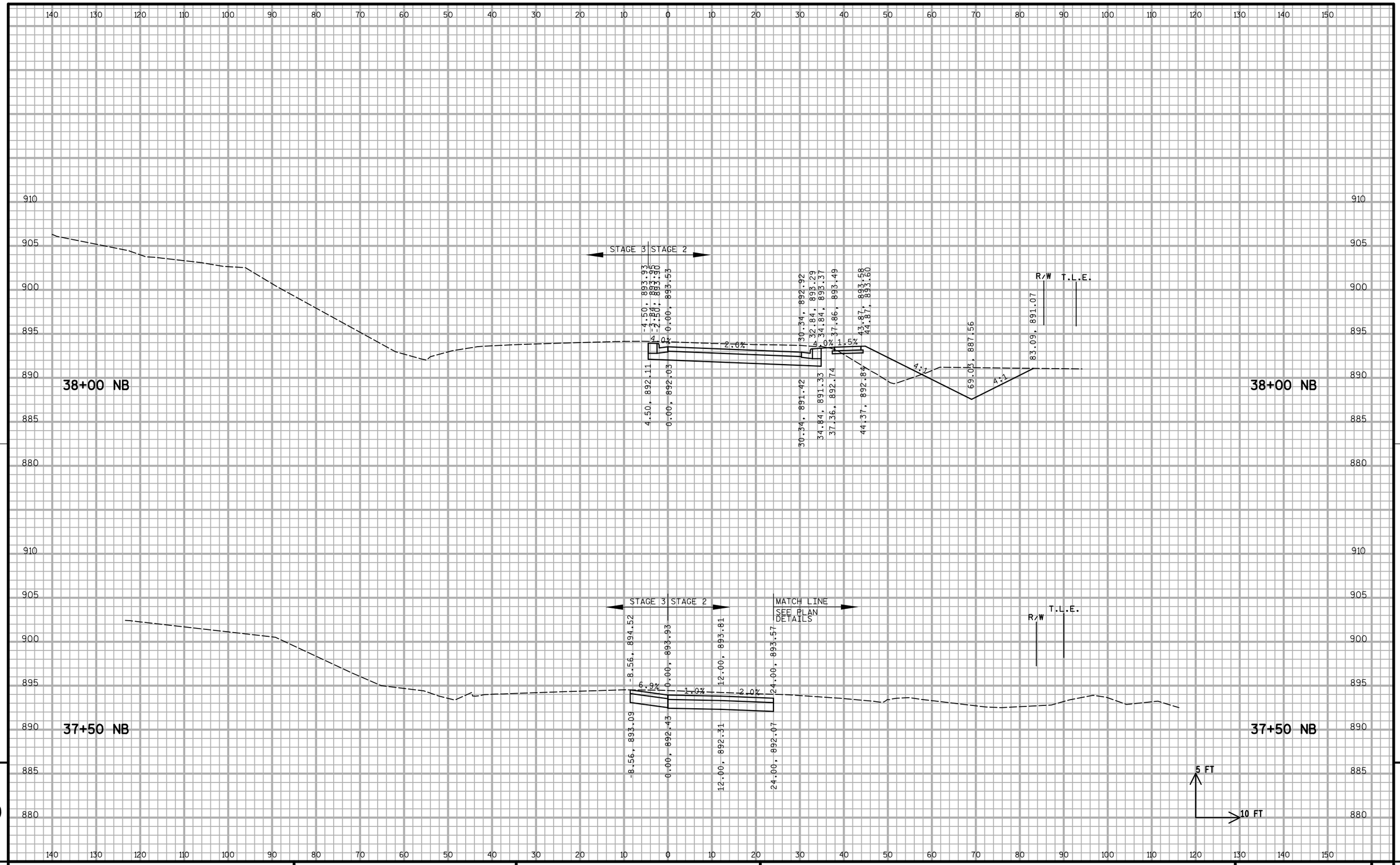


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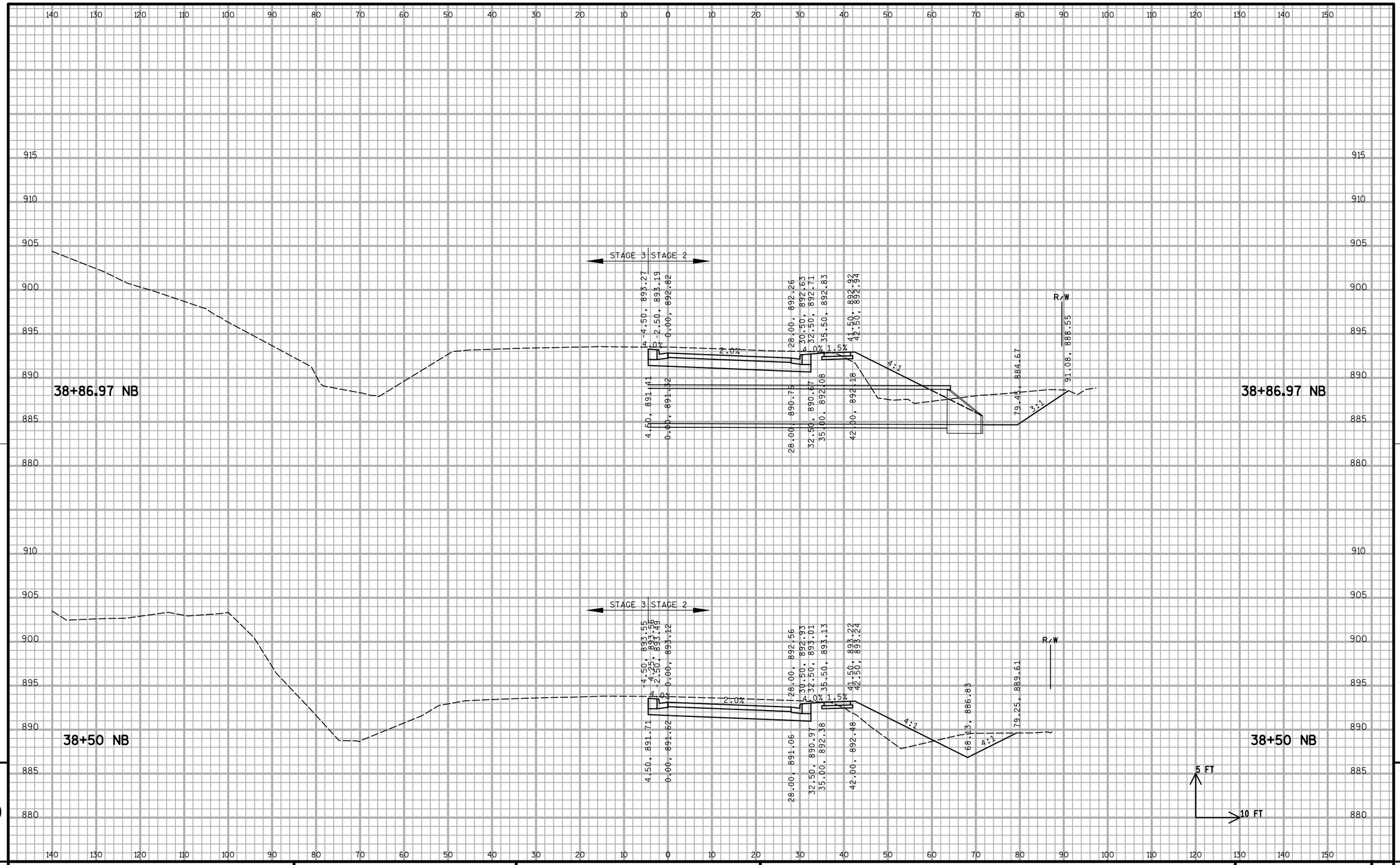
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



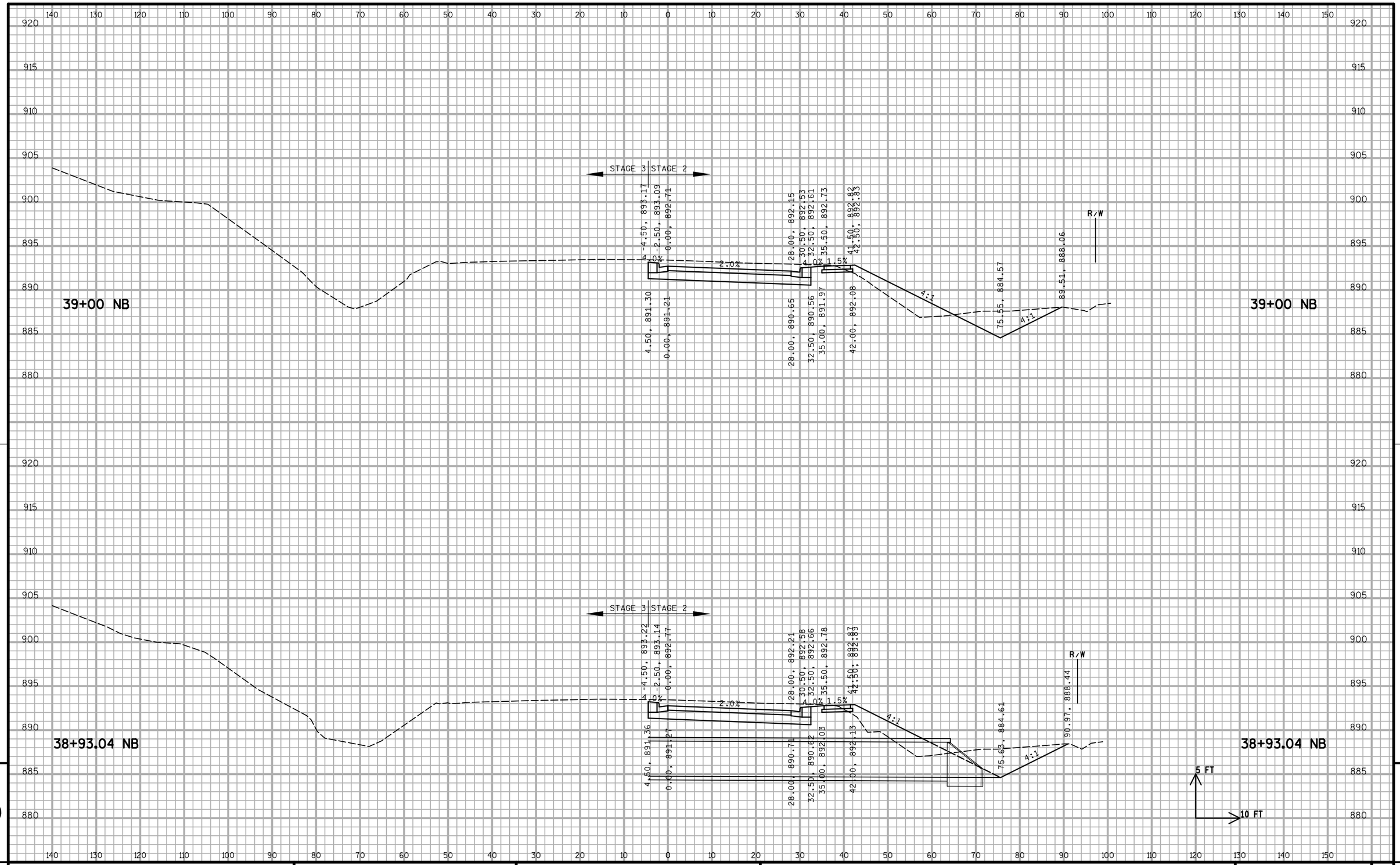
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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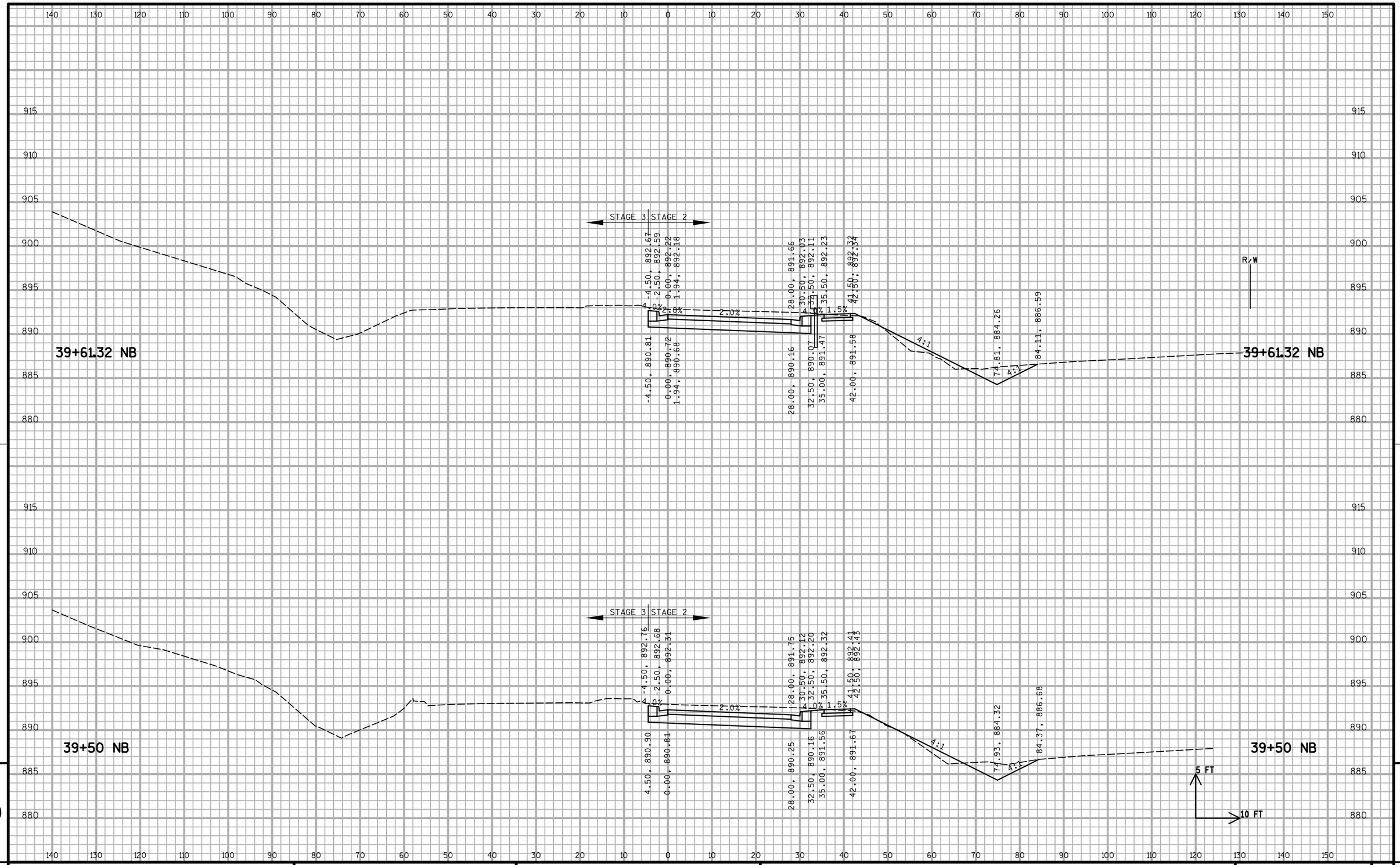
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

669

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

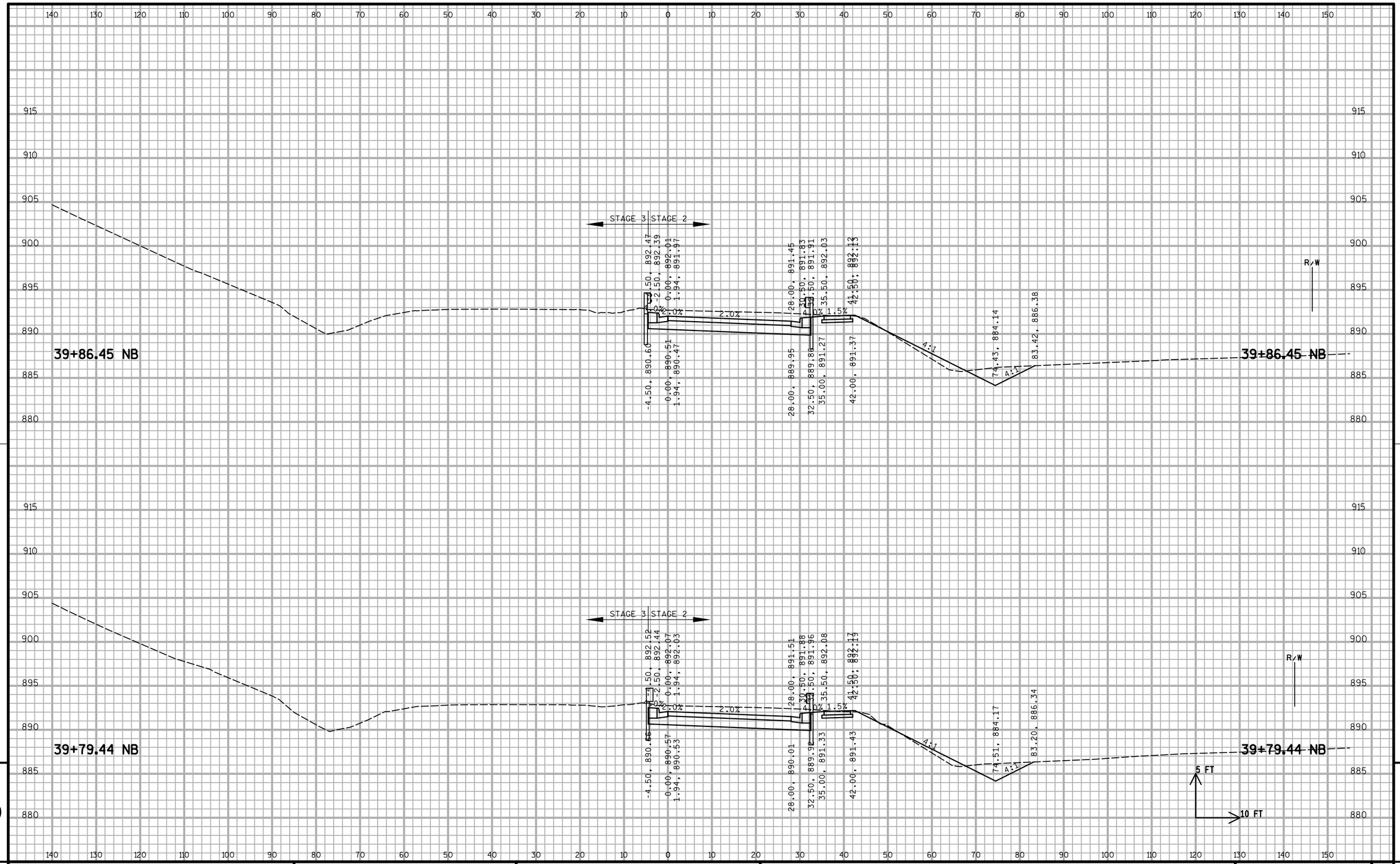


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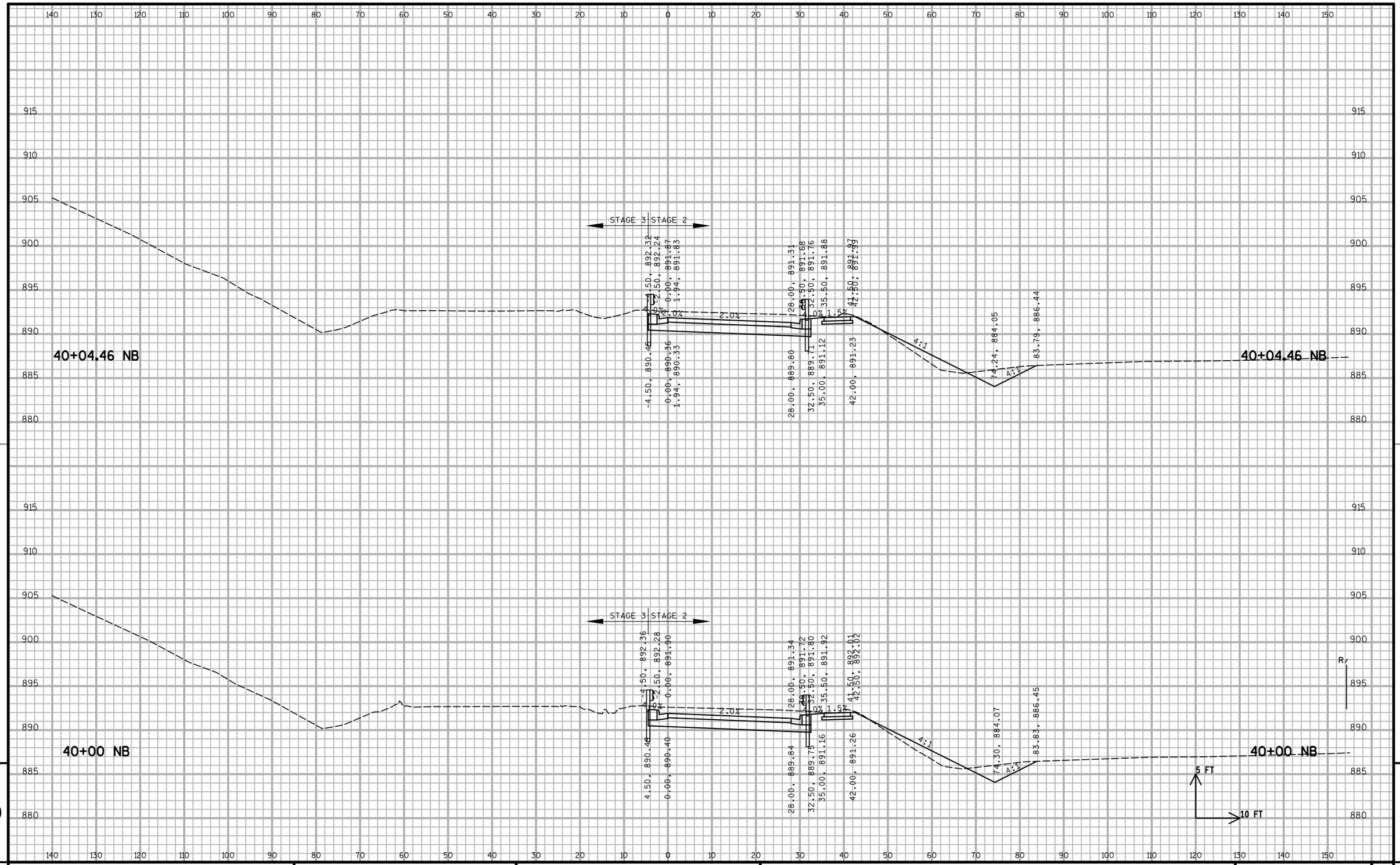
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 671	E

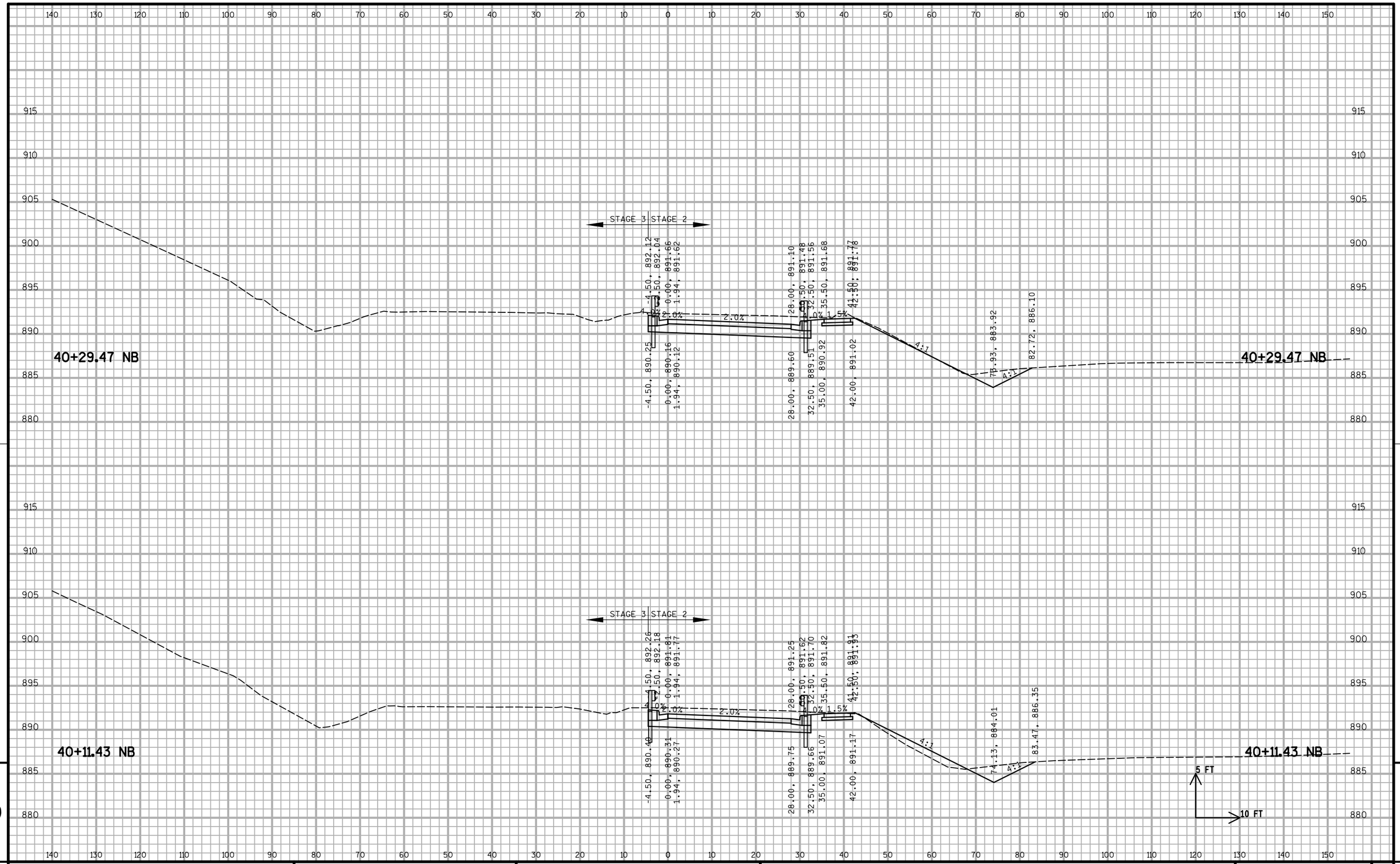
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

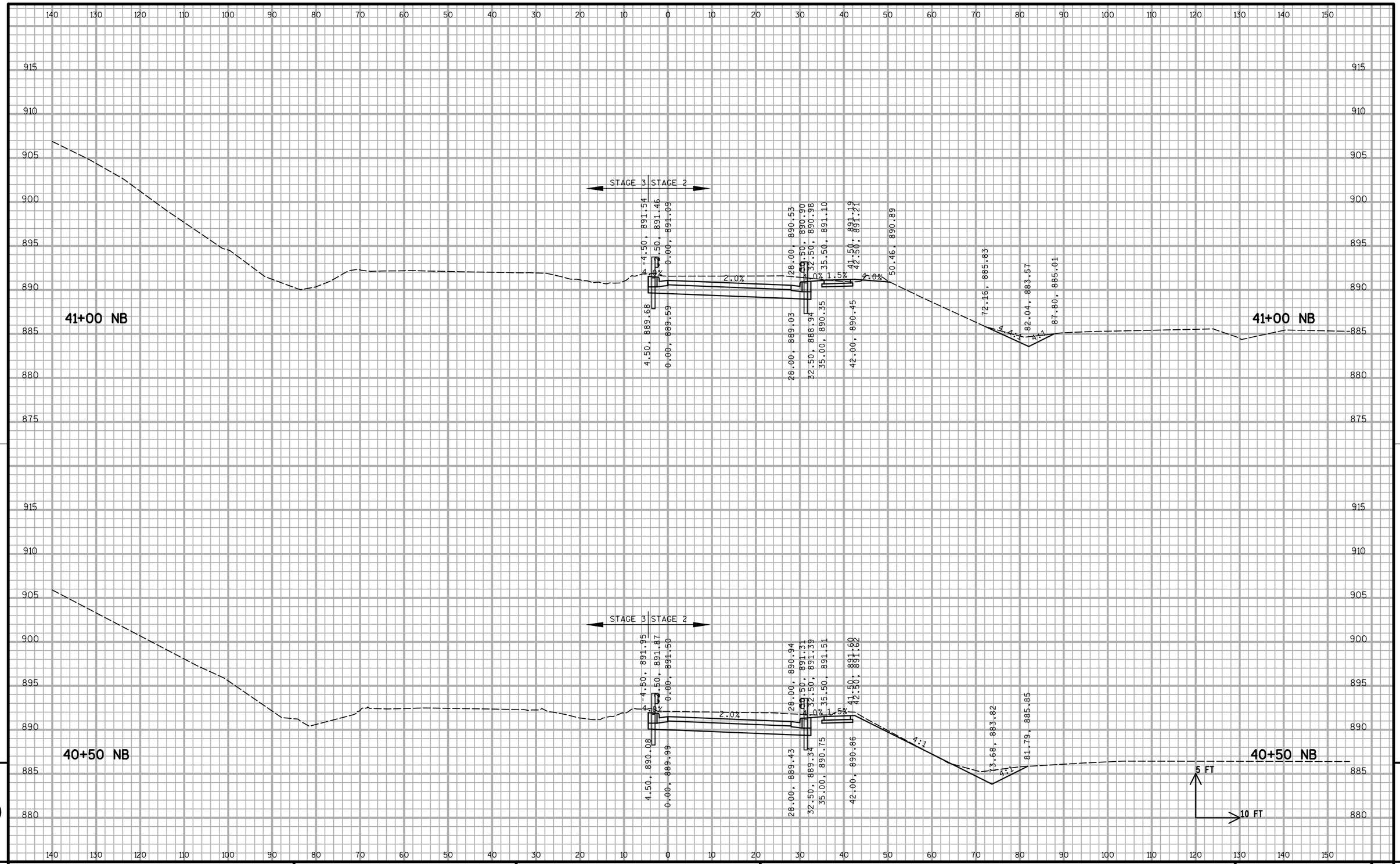
WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

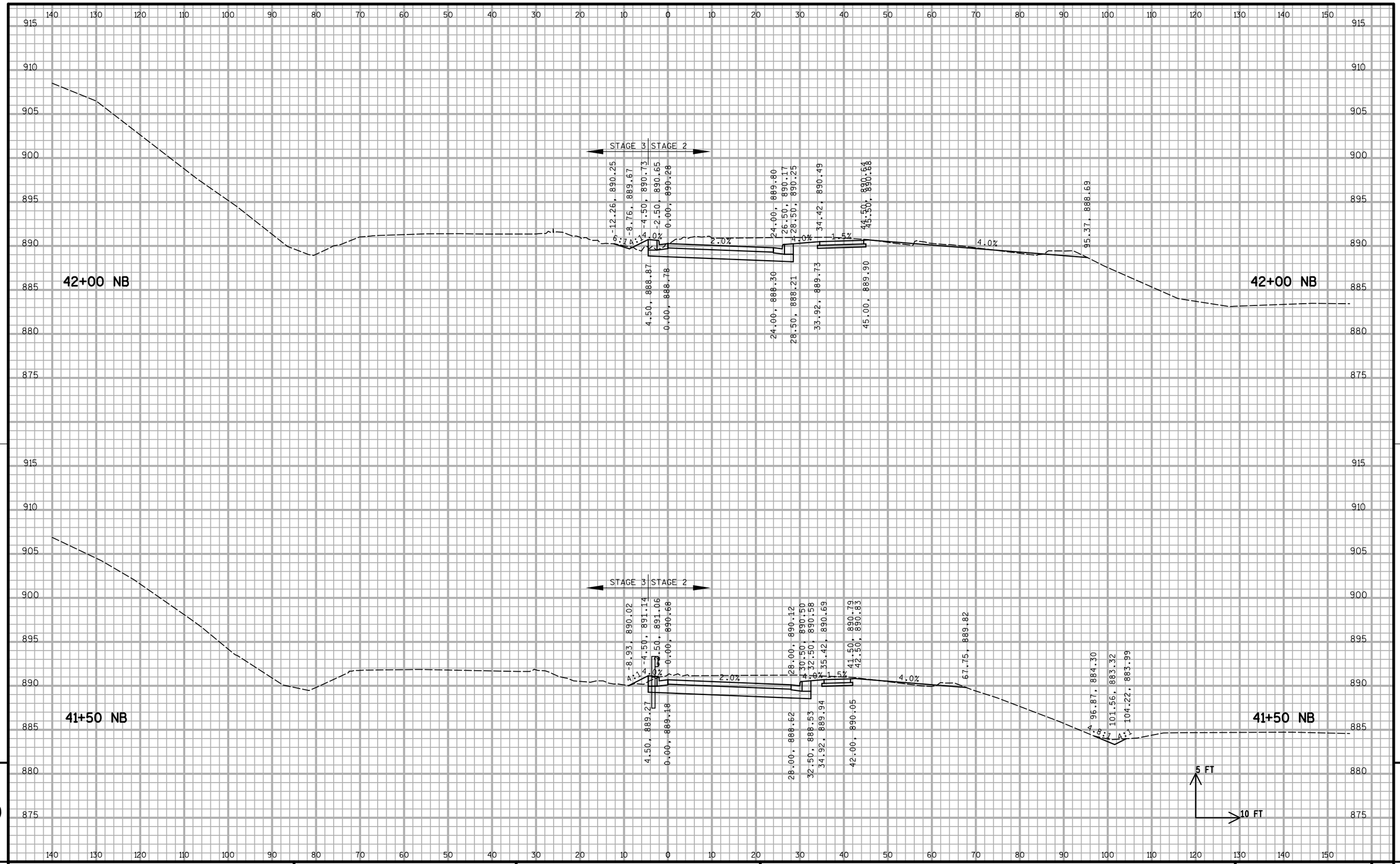
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WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 674	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



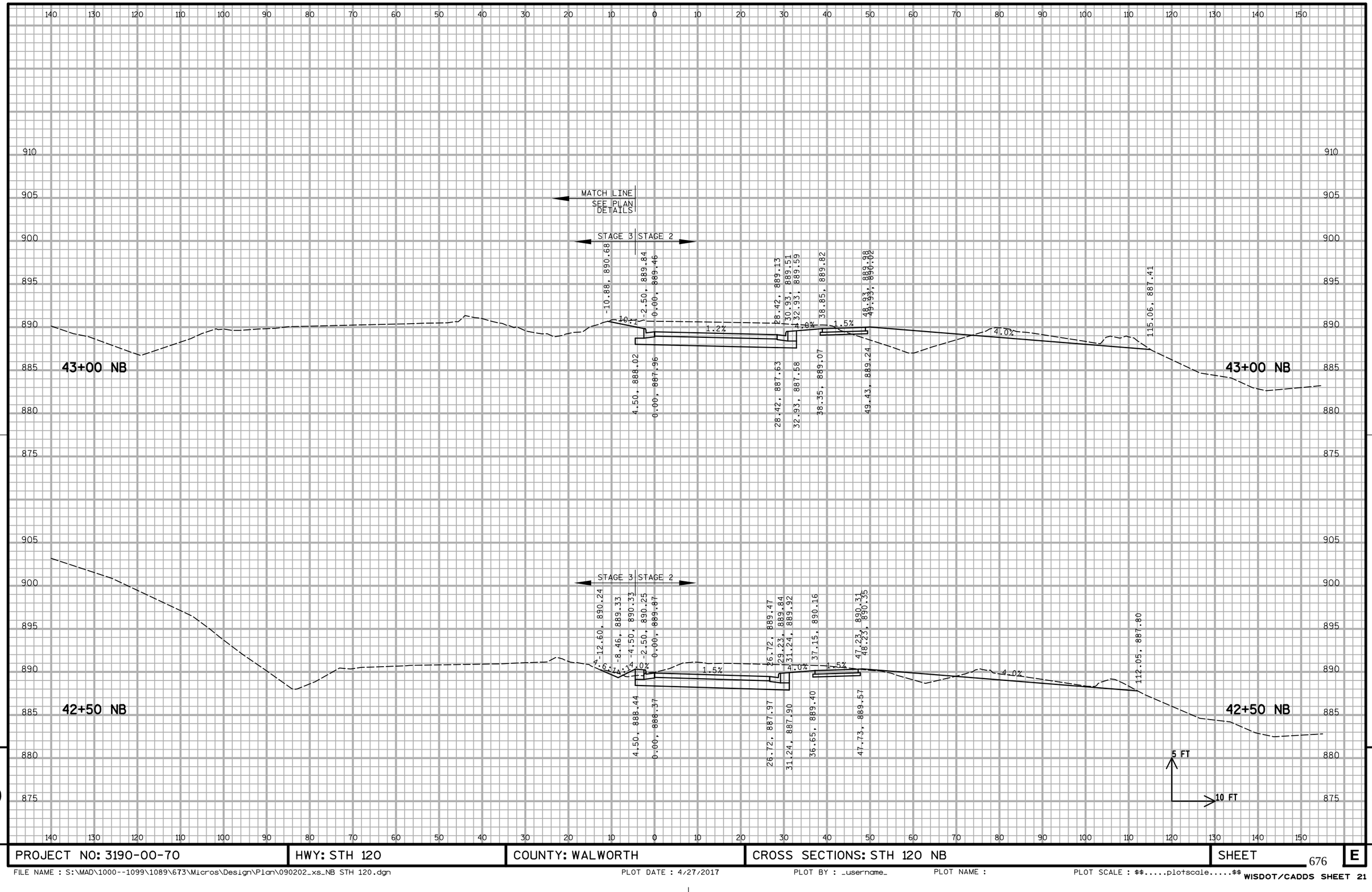
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

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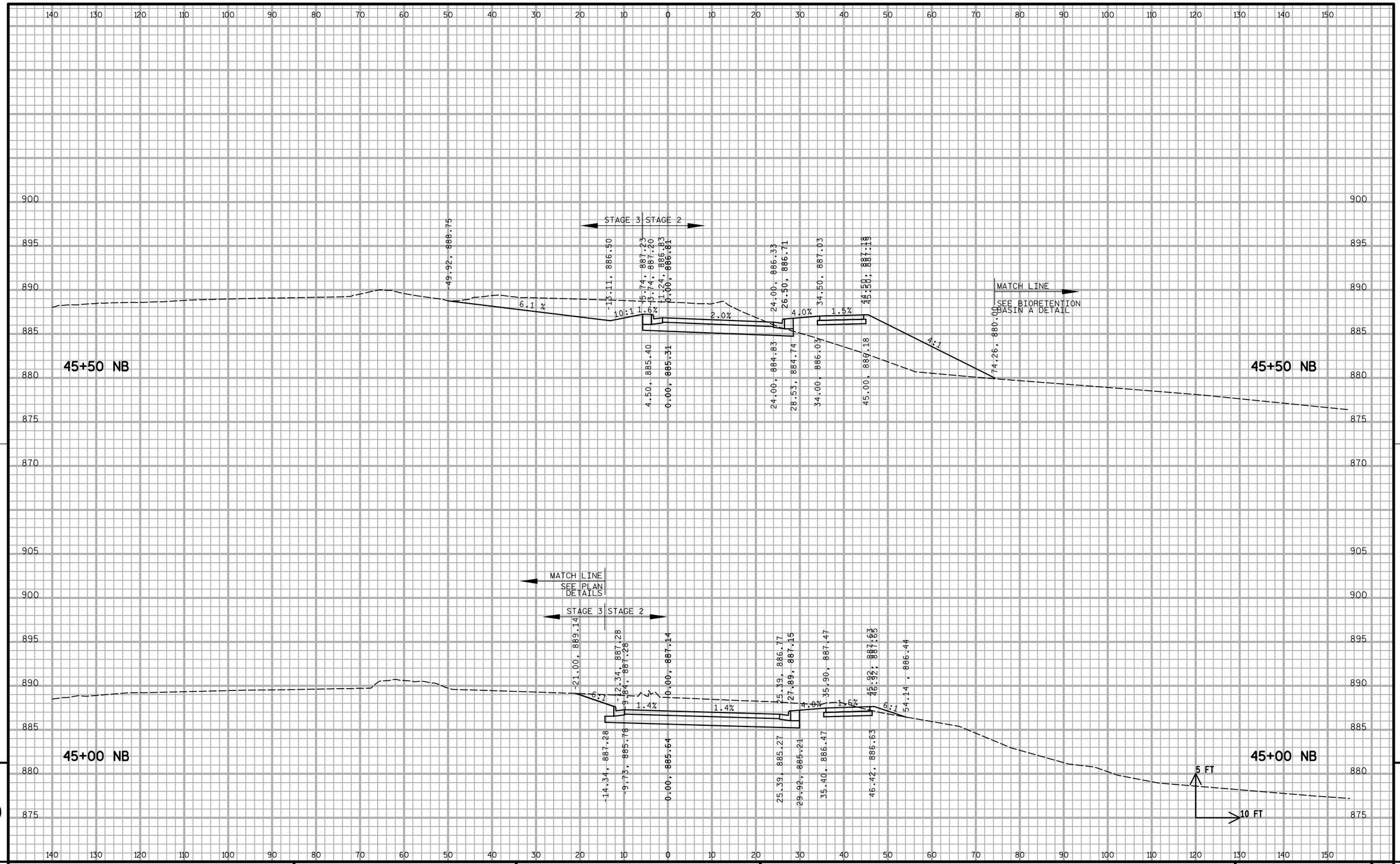
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



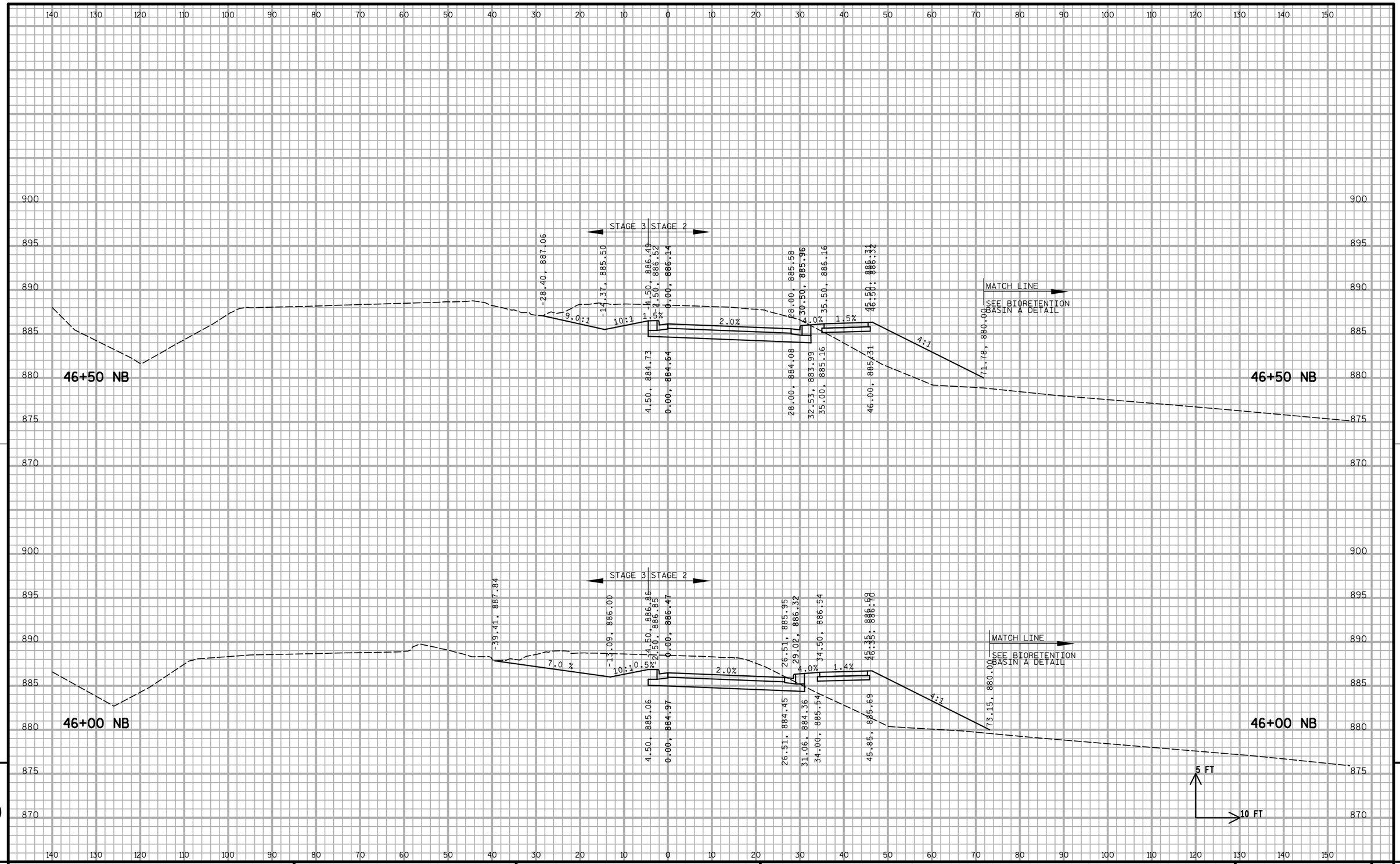
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

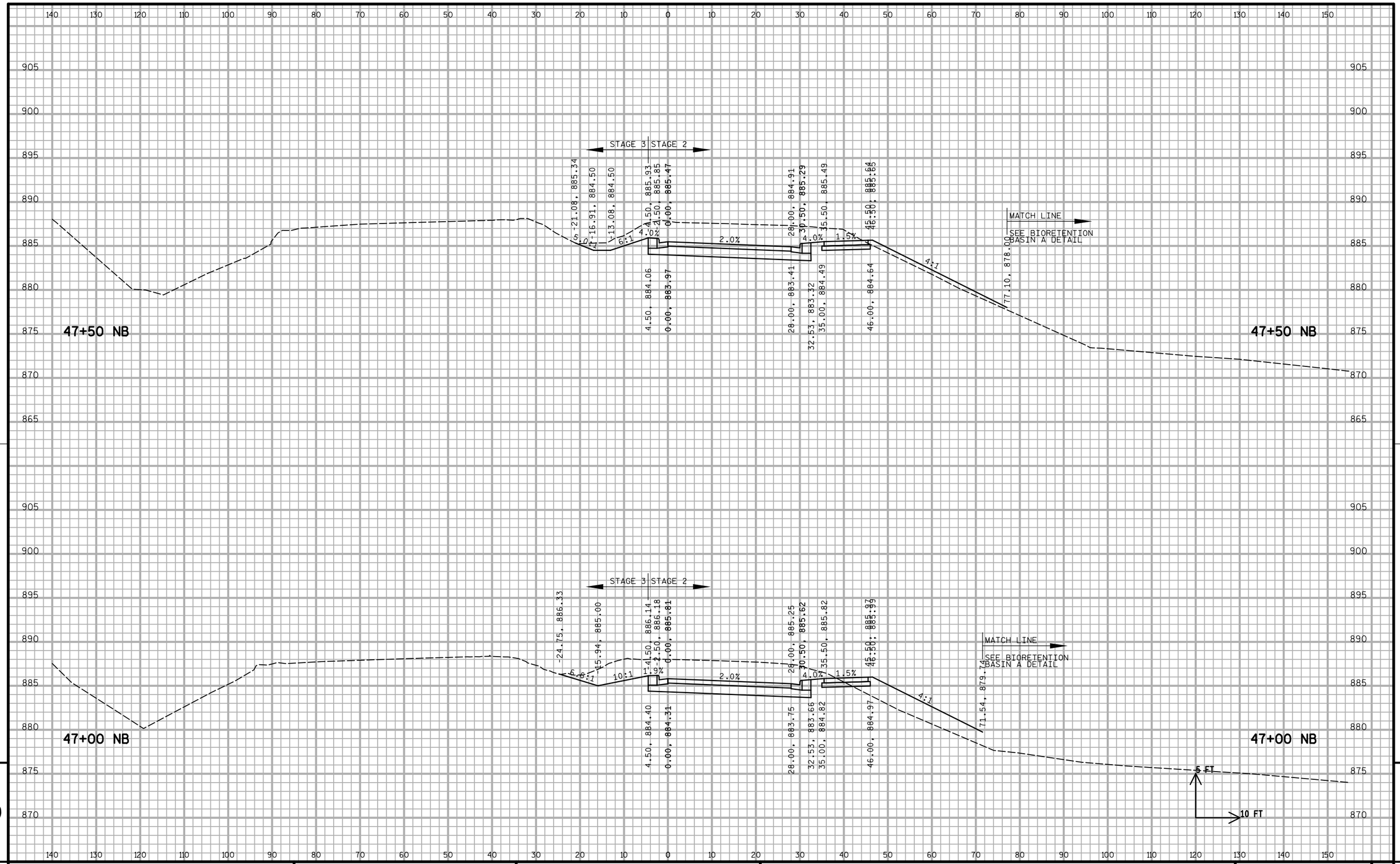
WISDOT/CADDS SHEET 21



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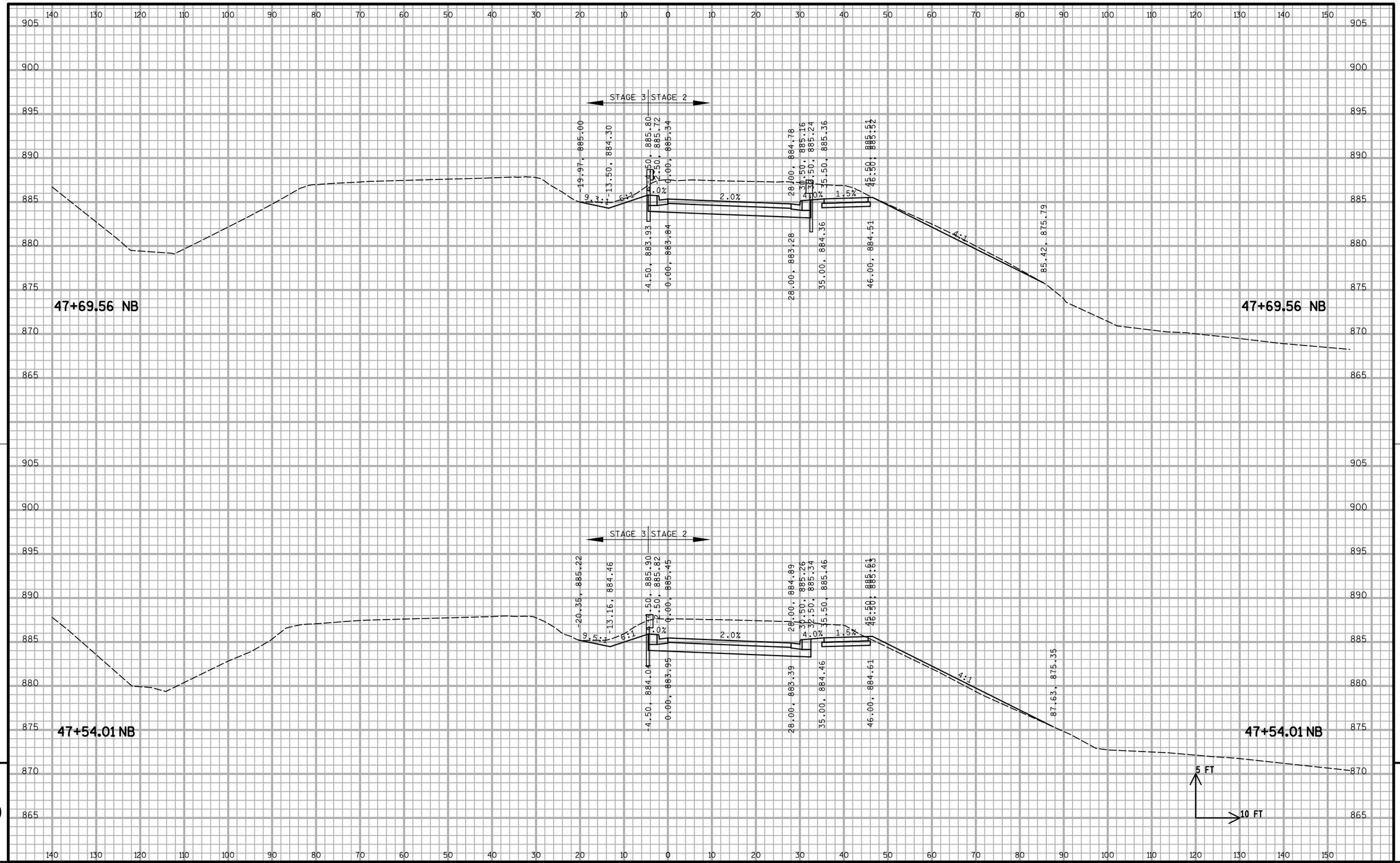
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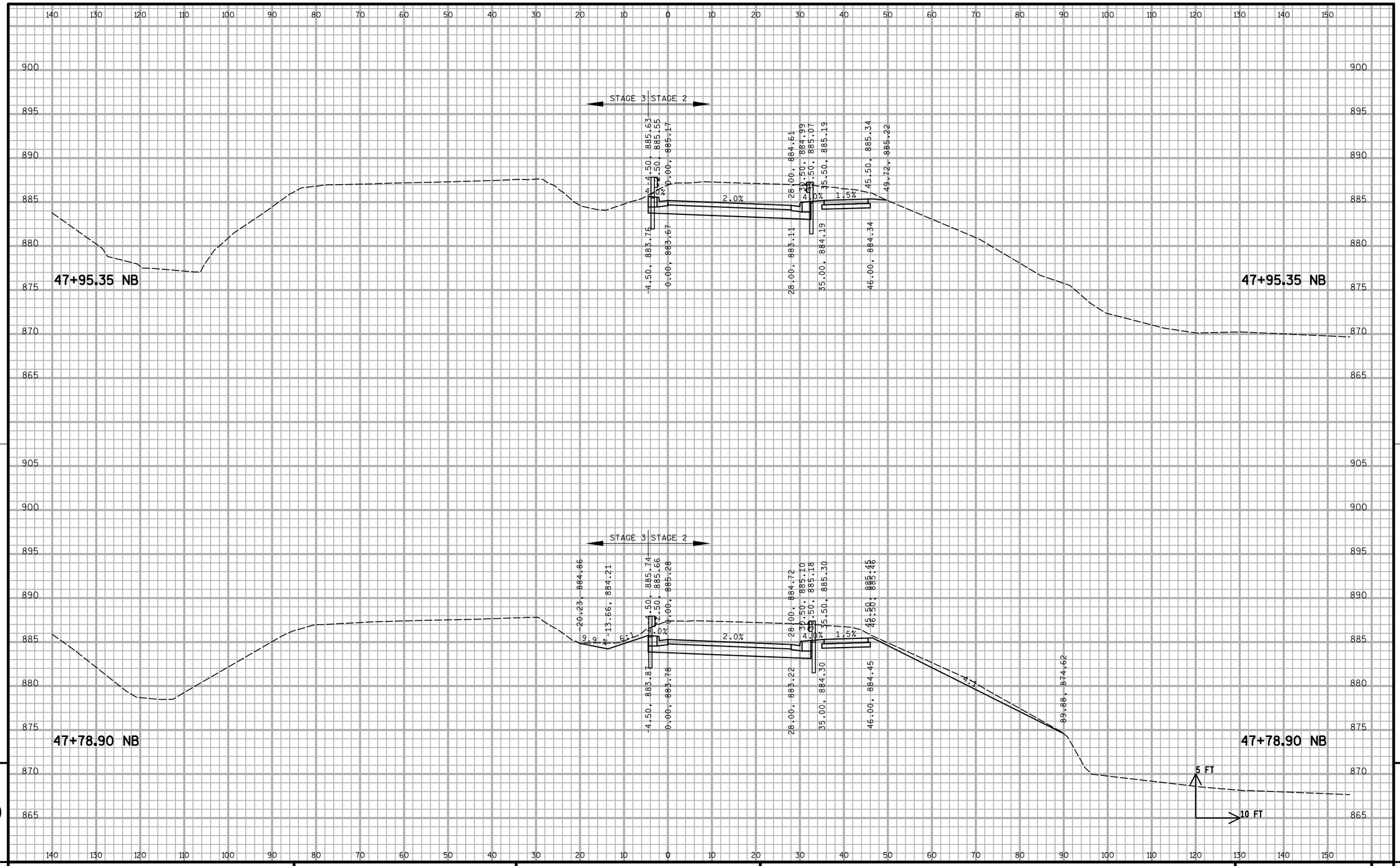
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



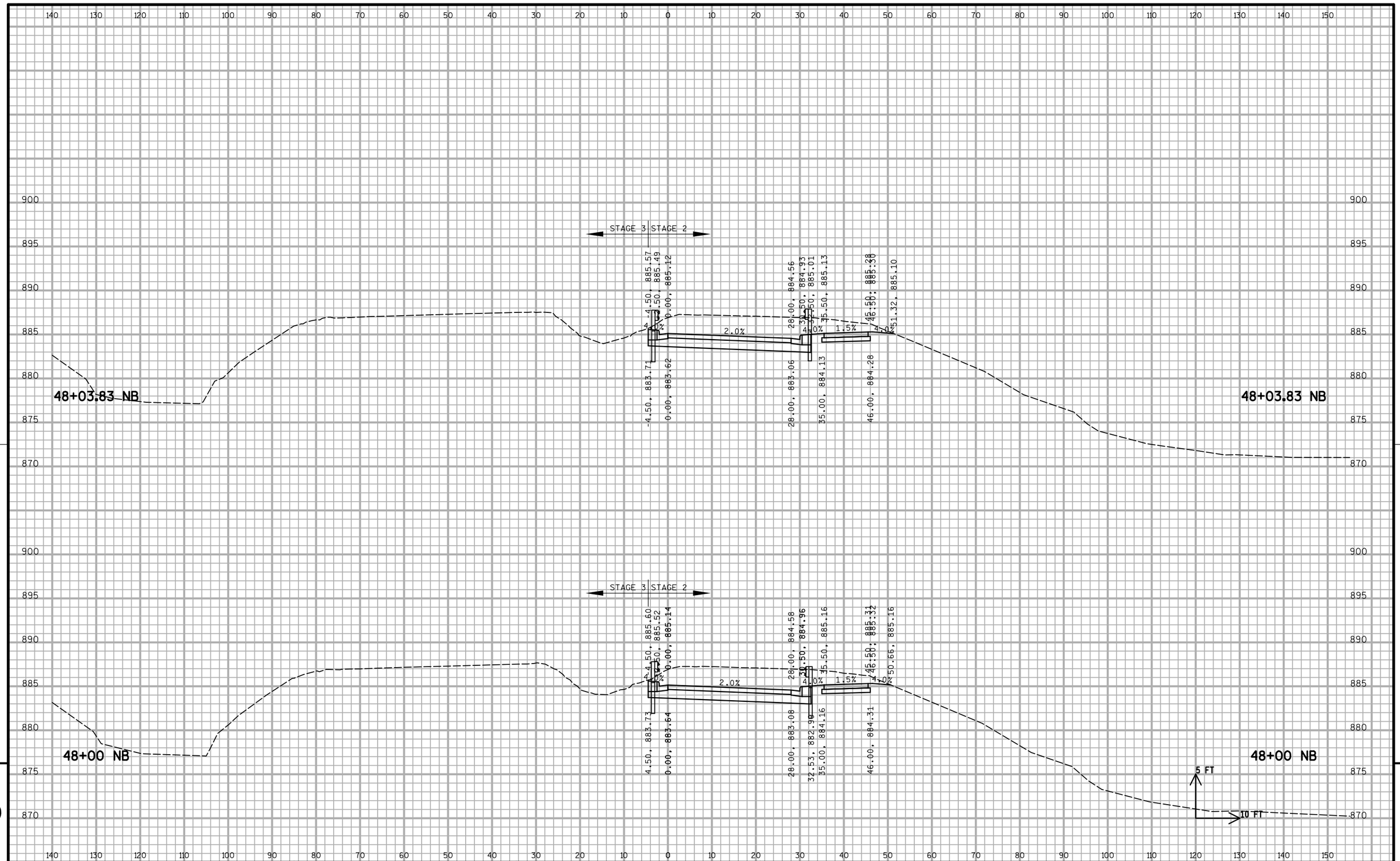
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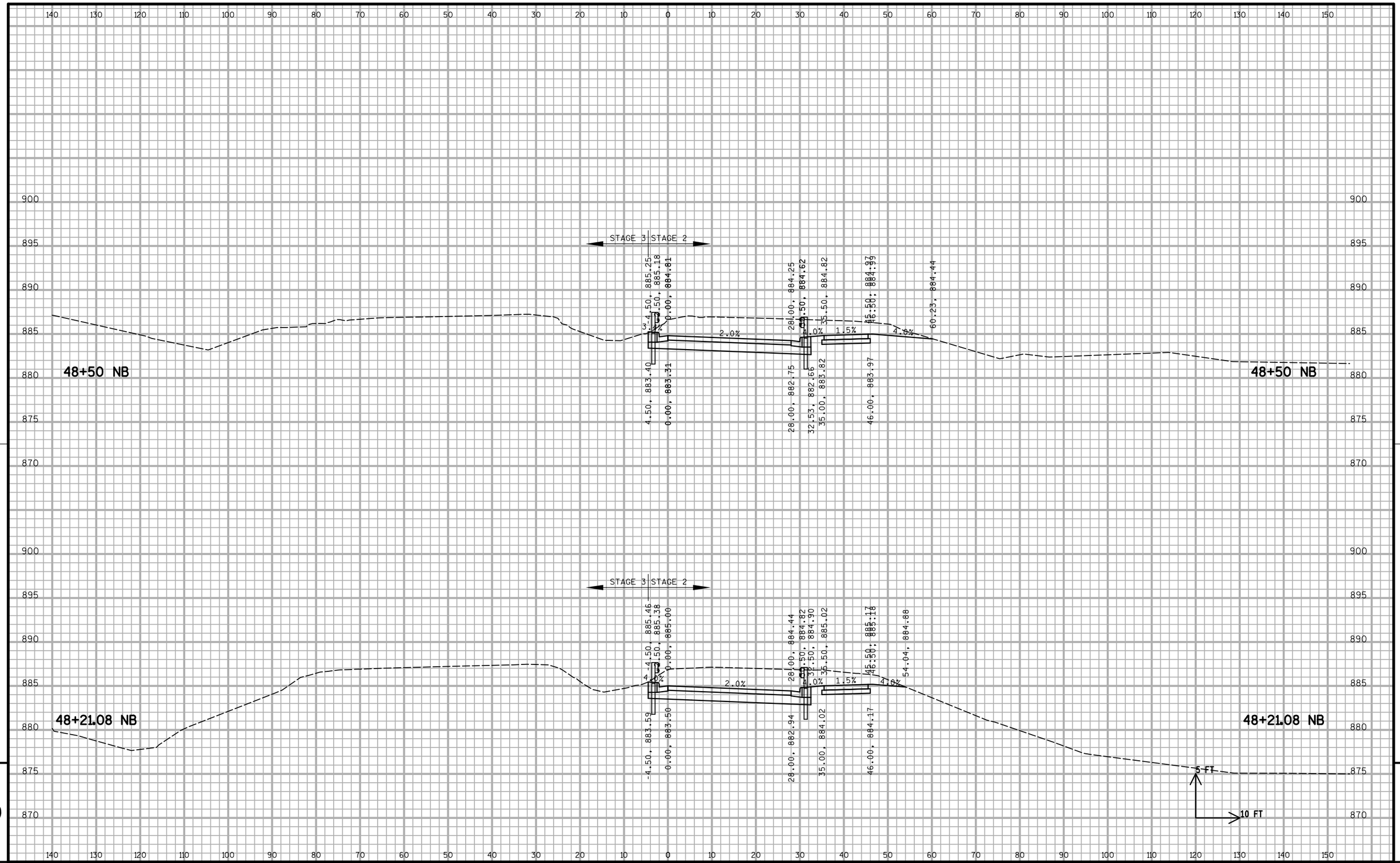
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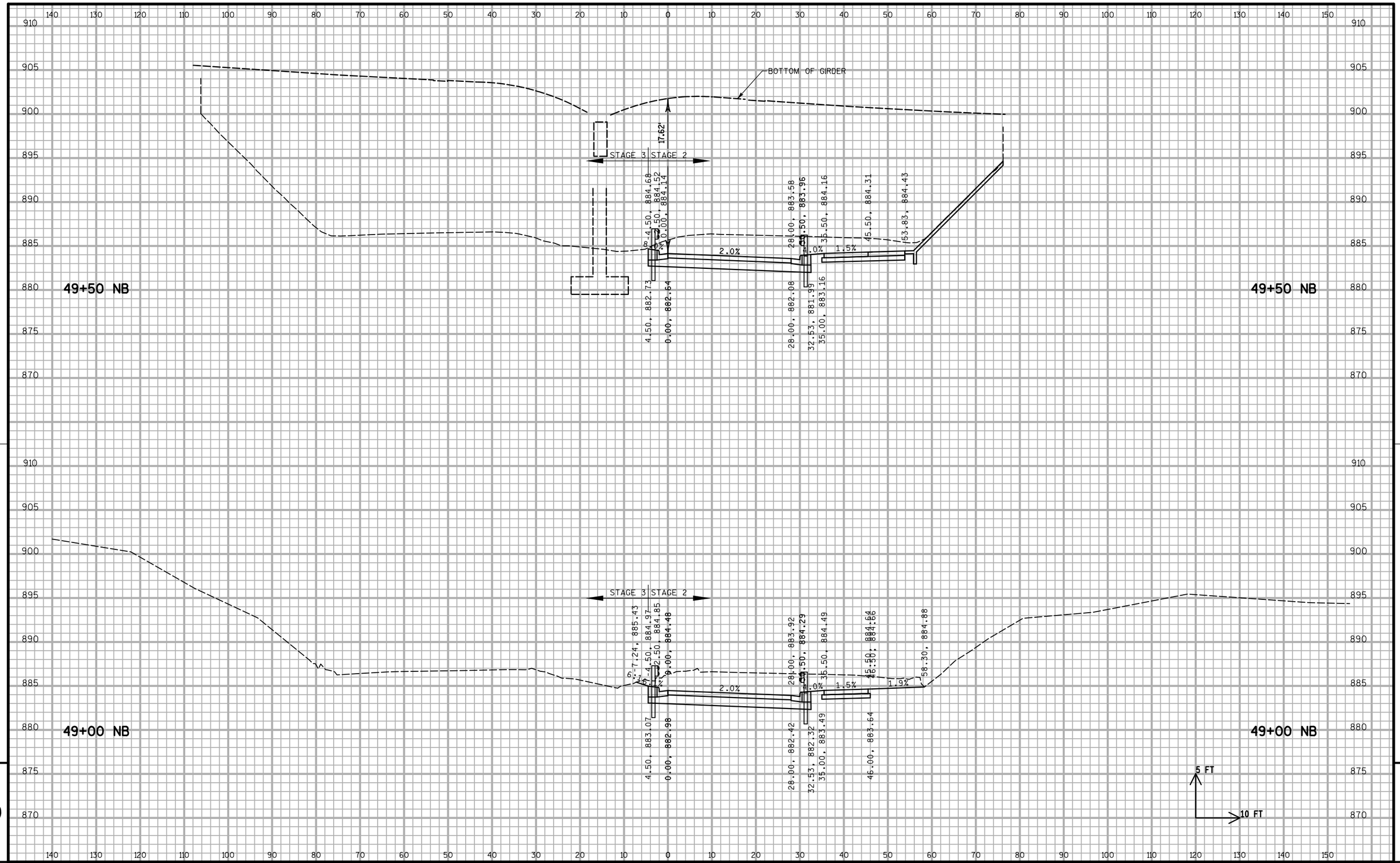
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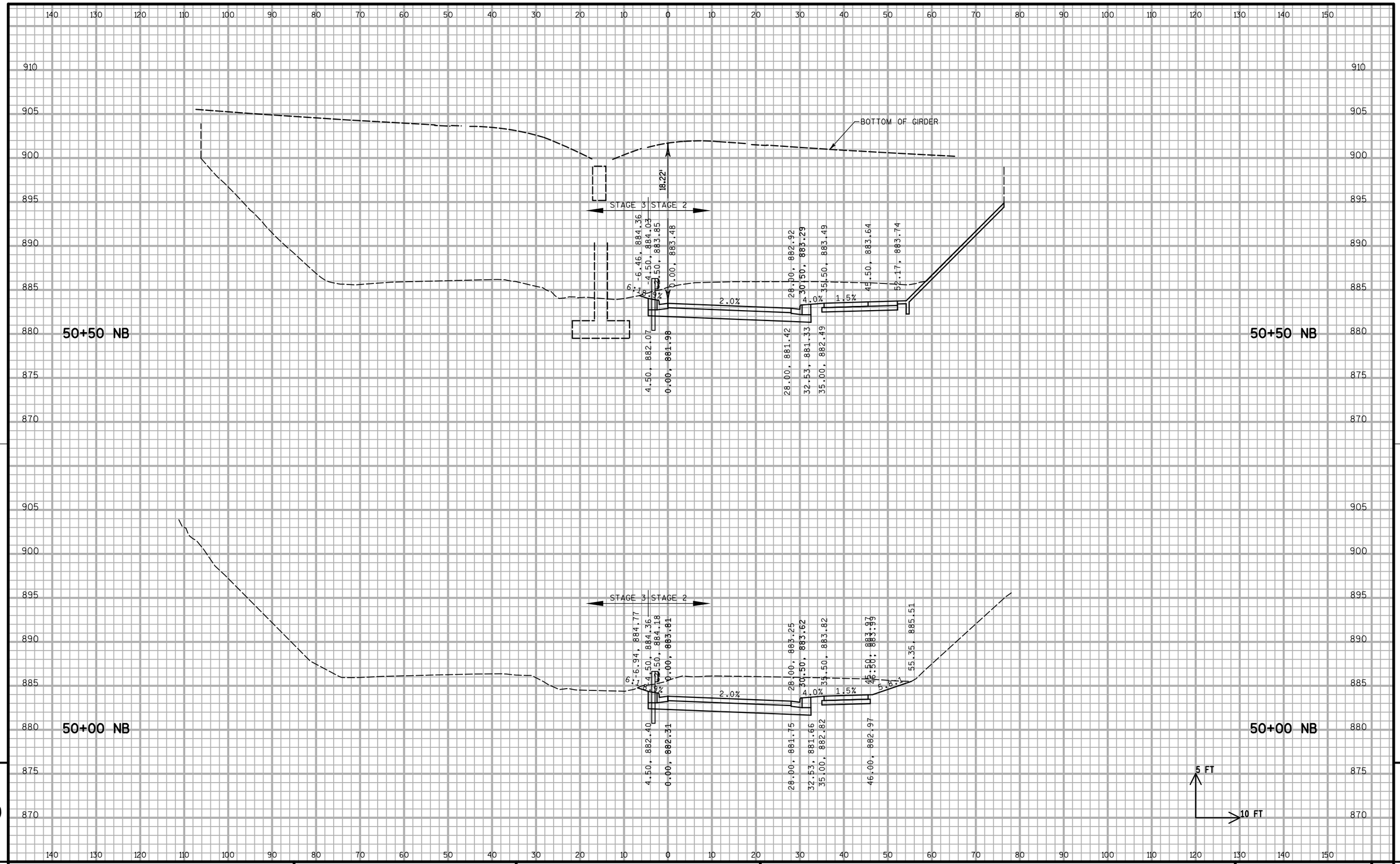
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 684	E

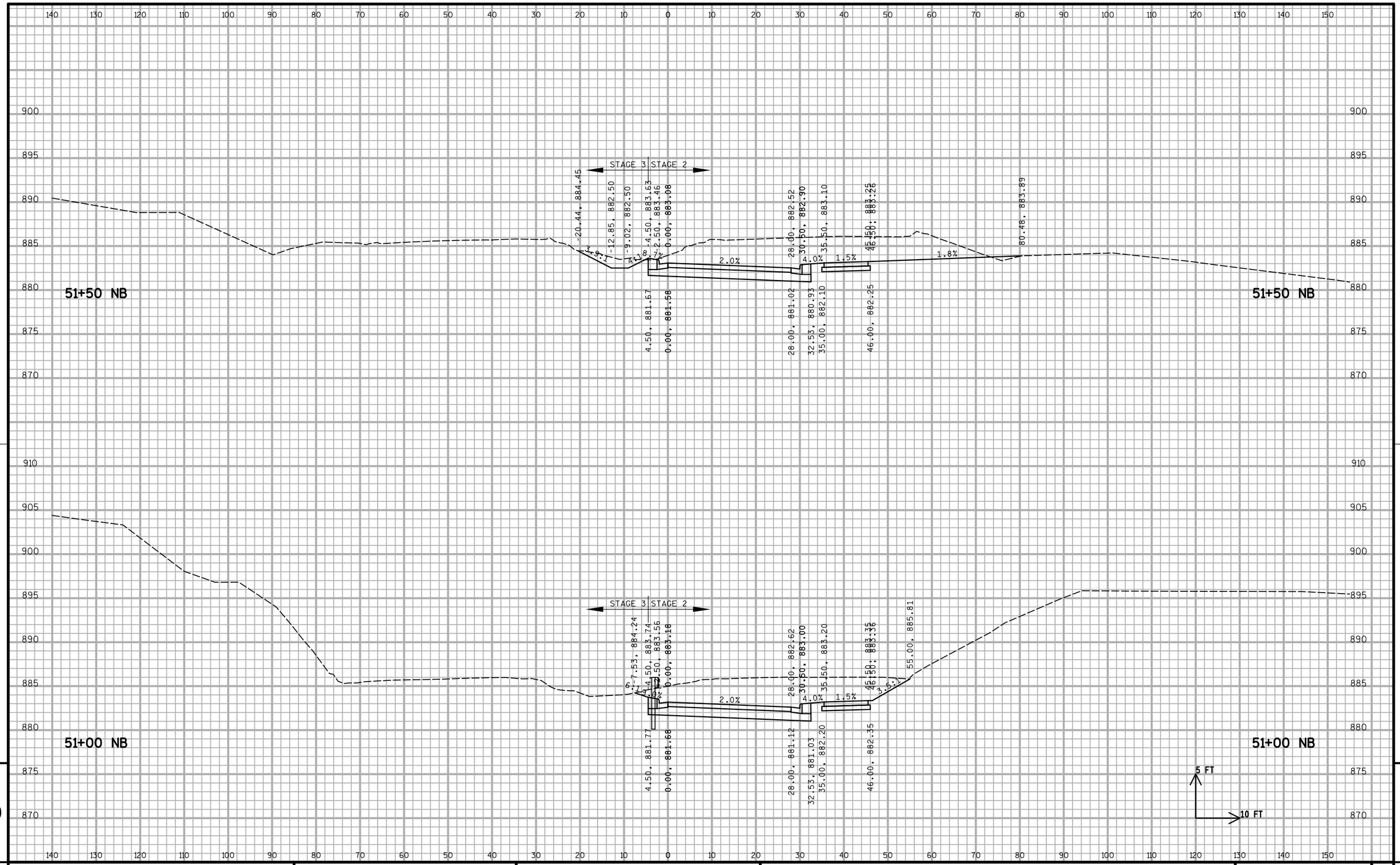
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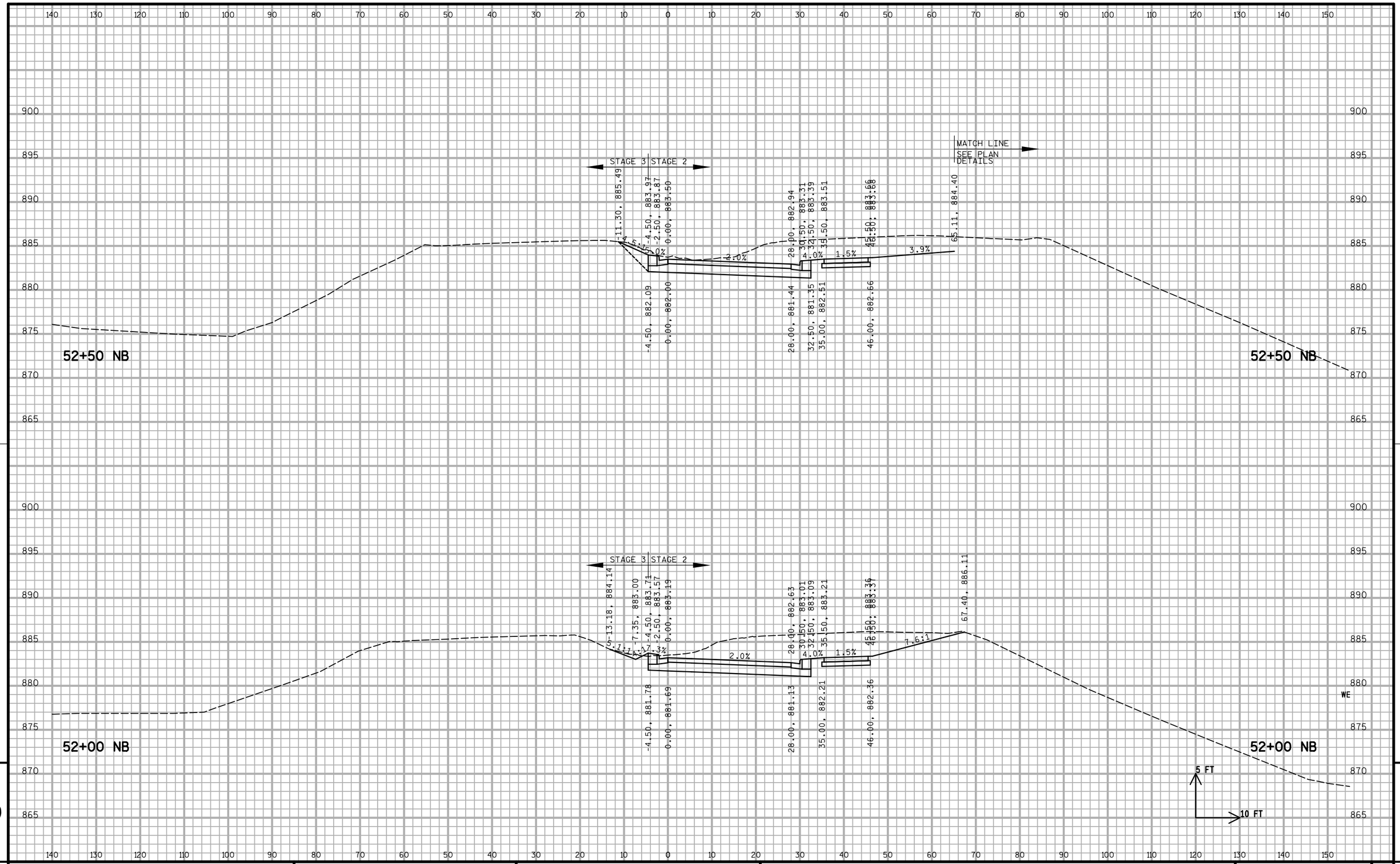
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 686 E

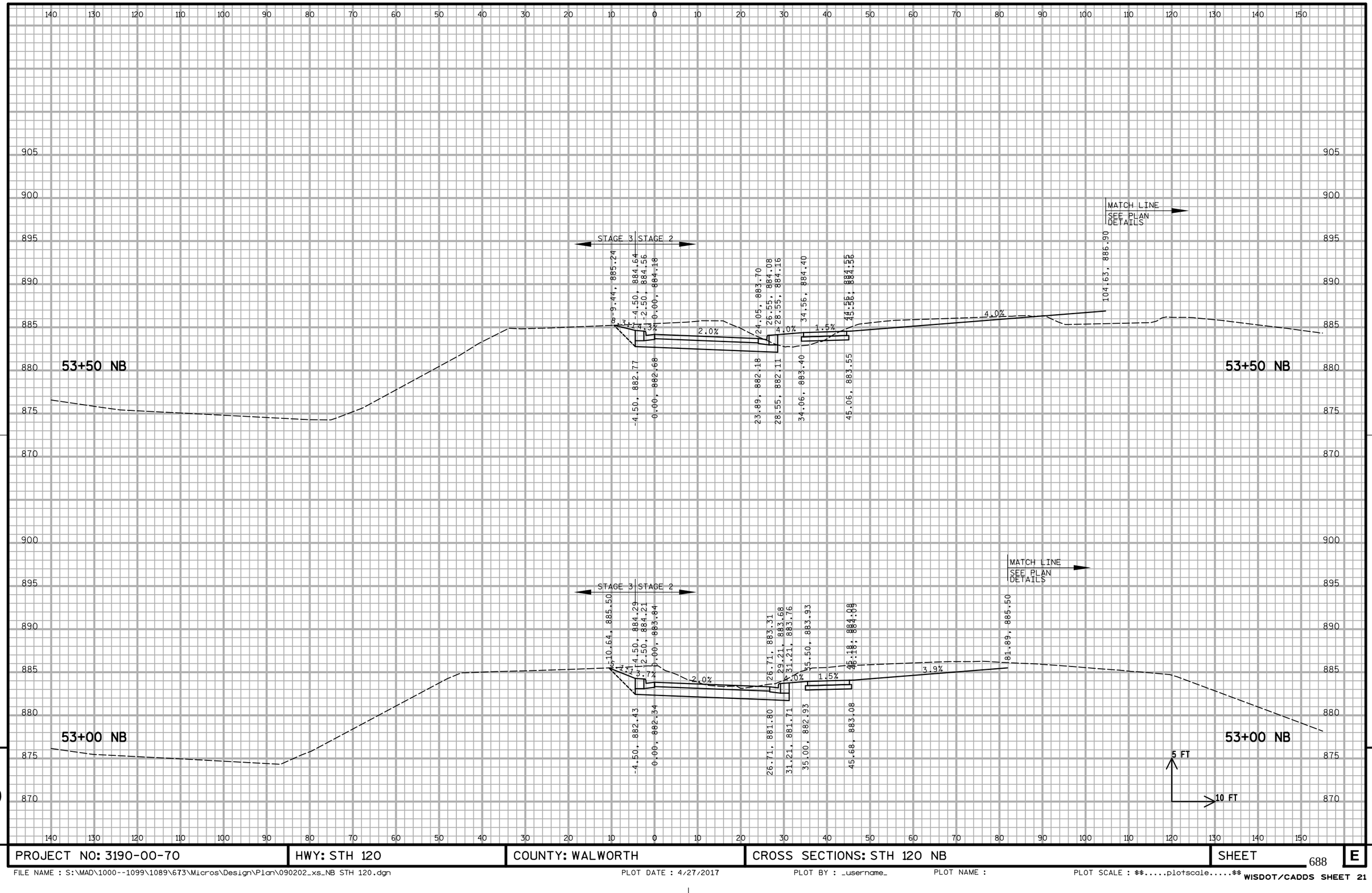
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WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 687	E

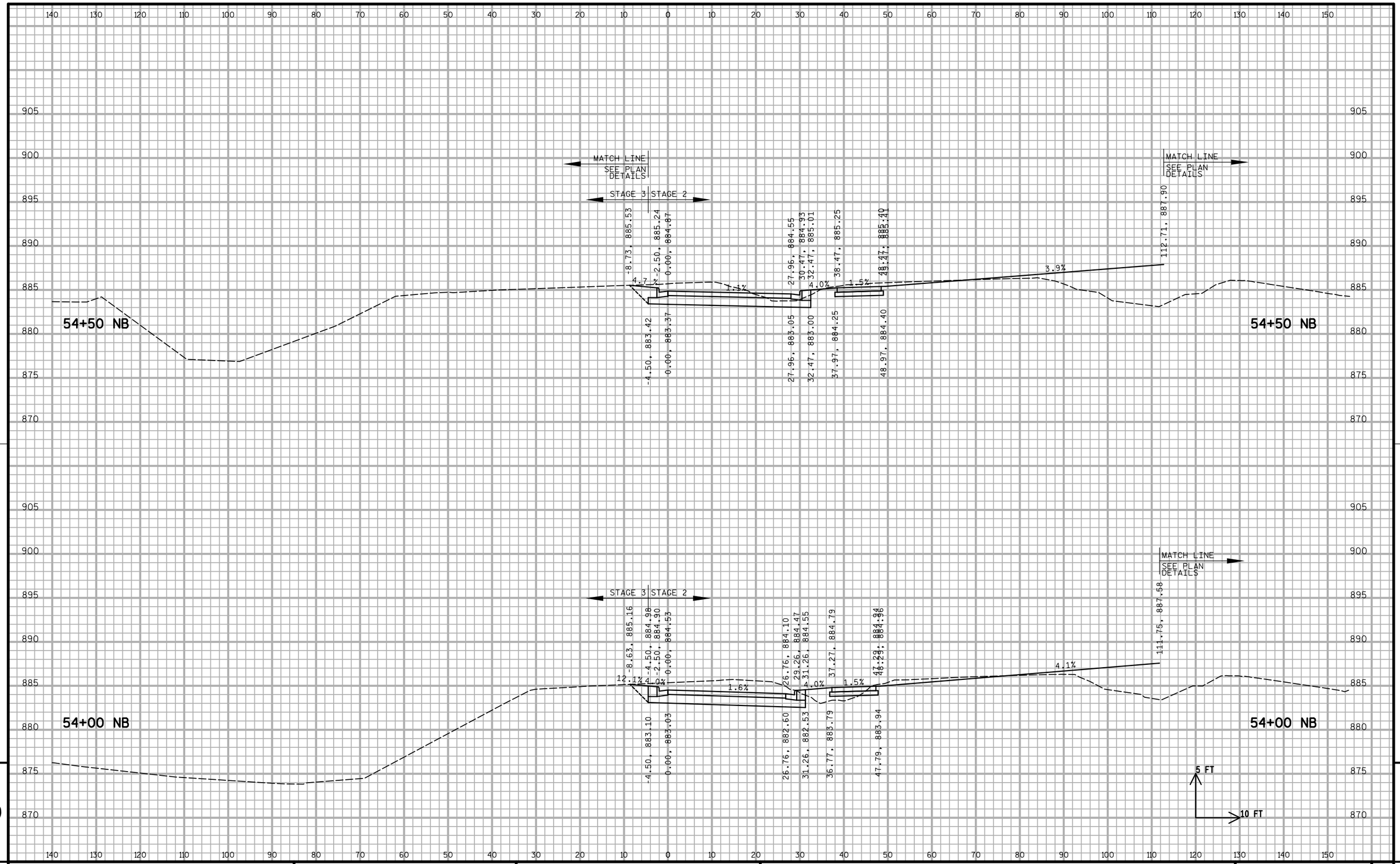
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 688	E

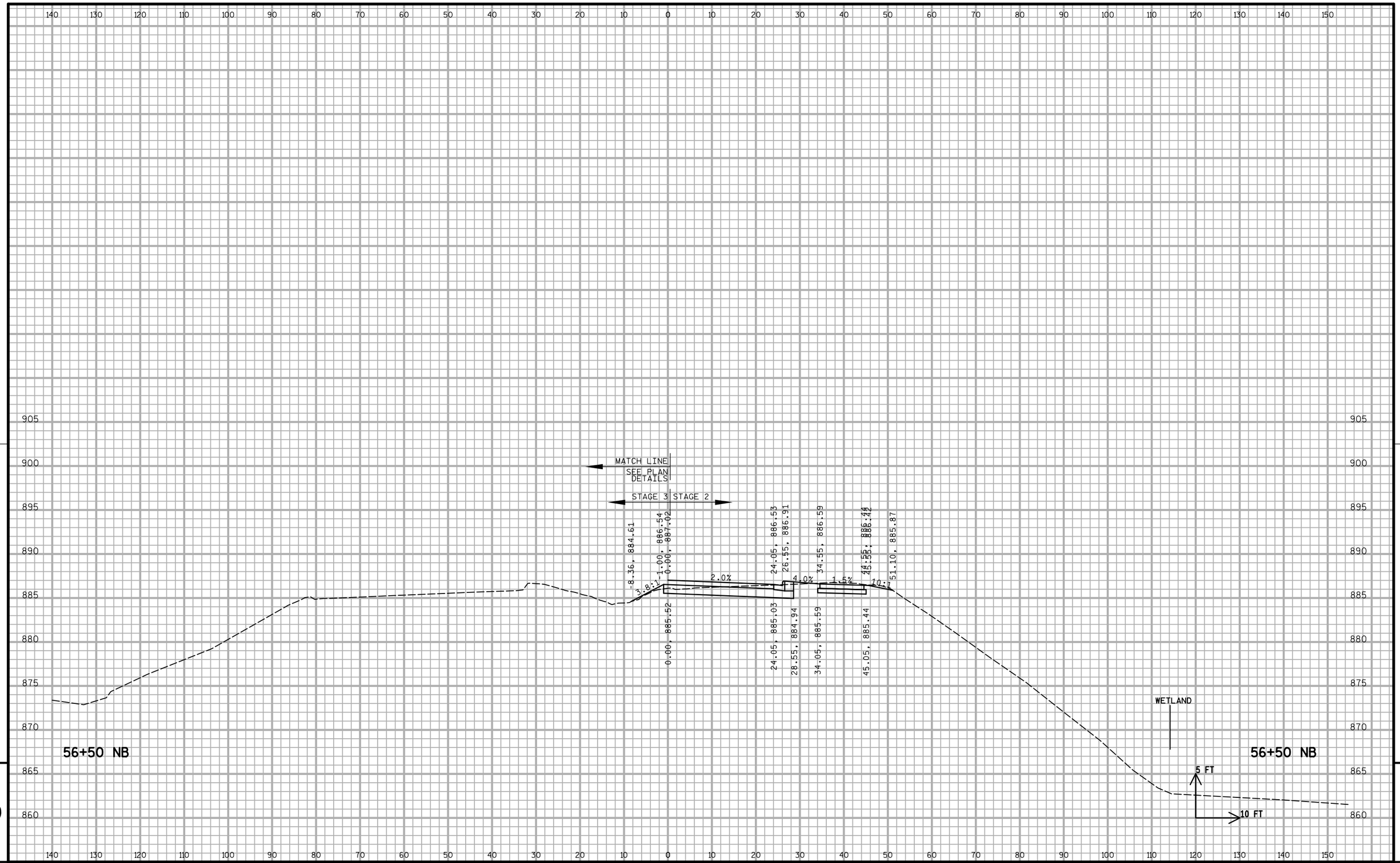


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 689	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

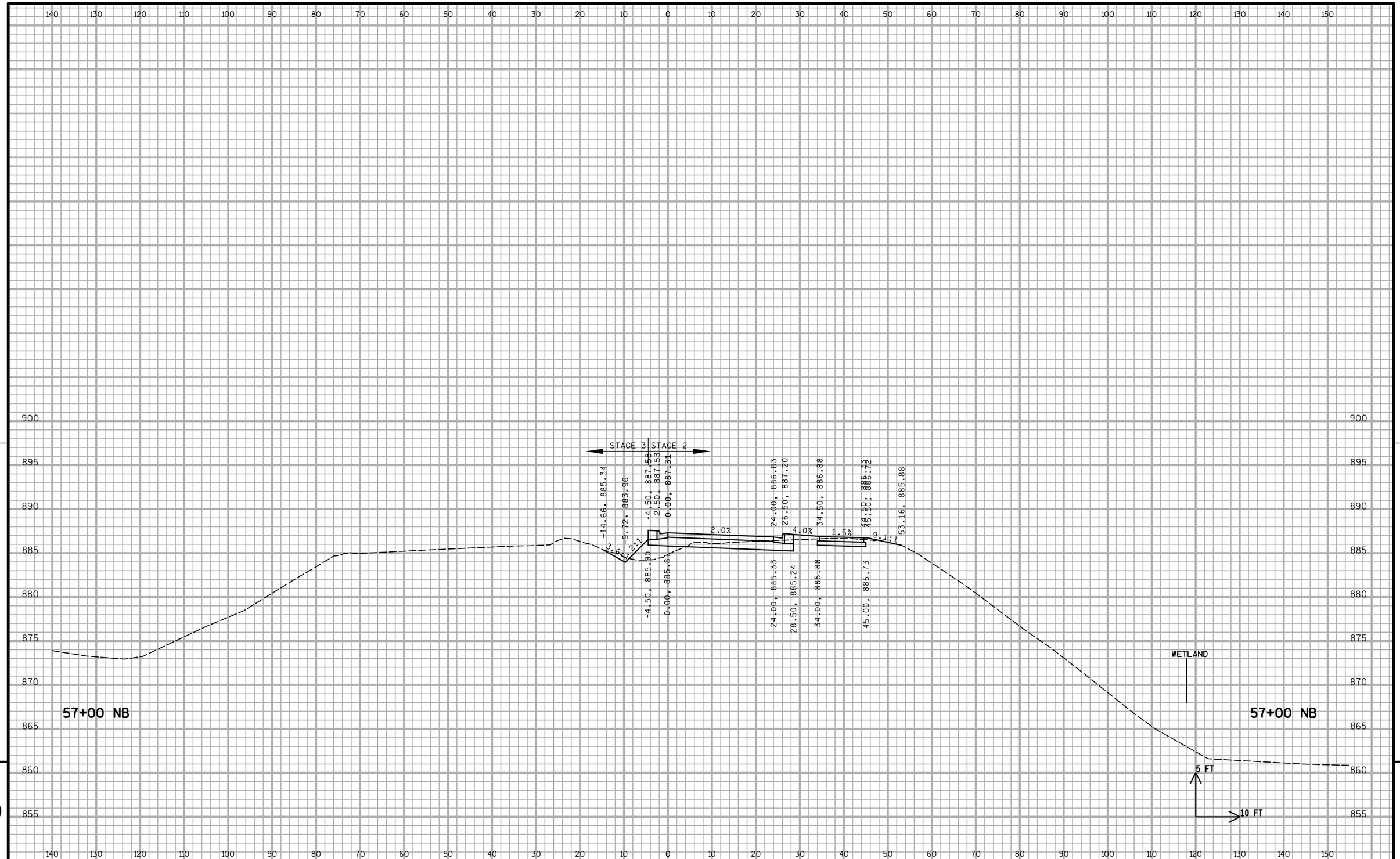


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



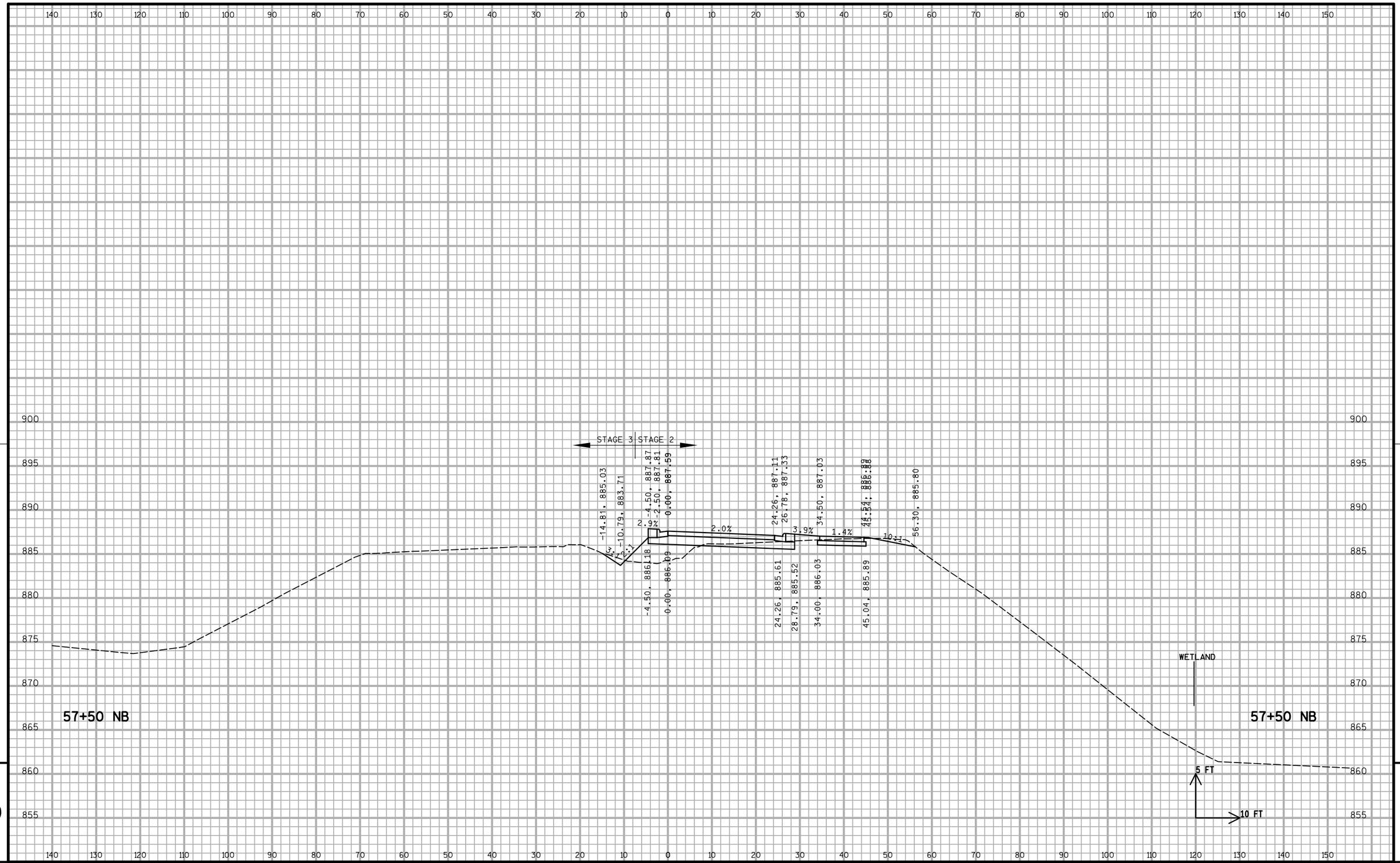
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

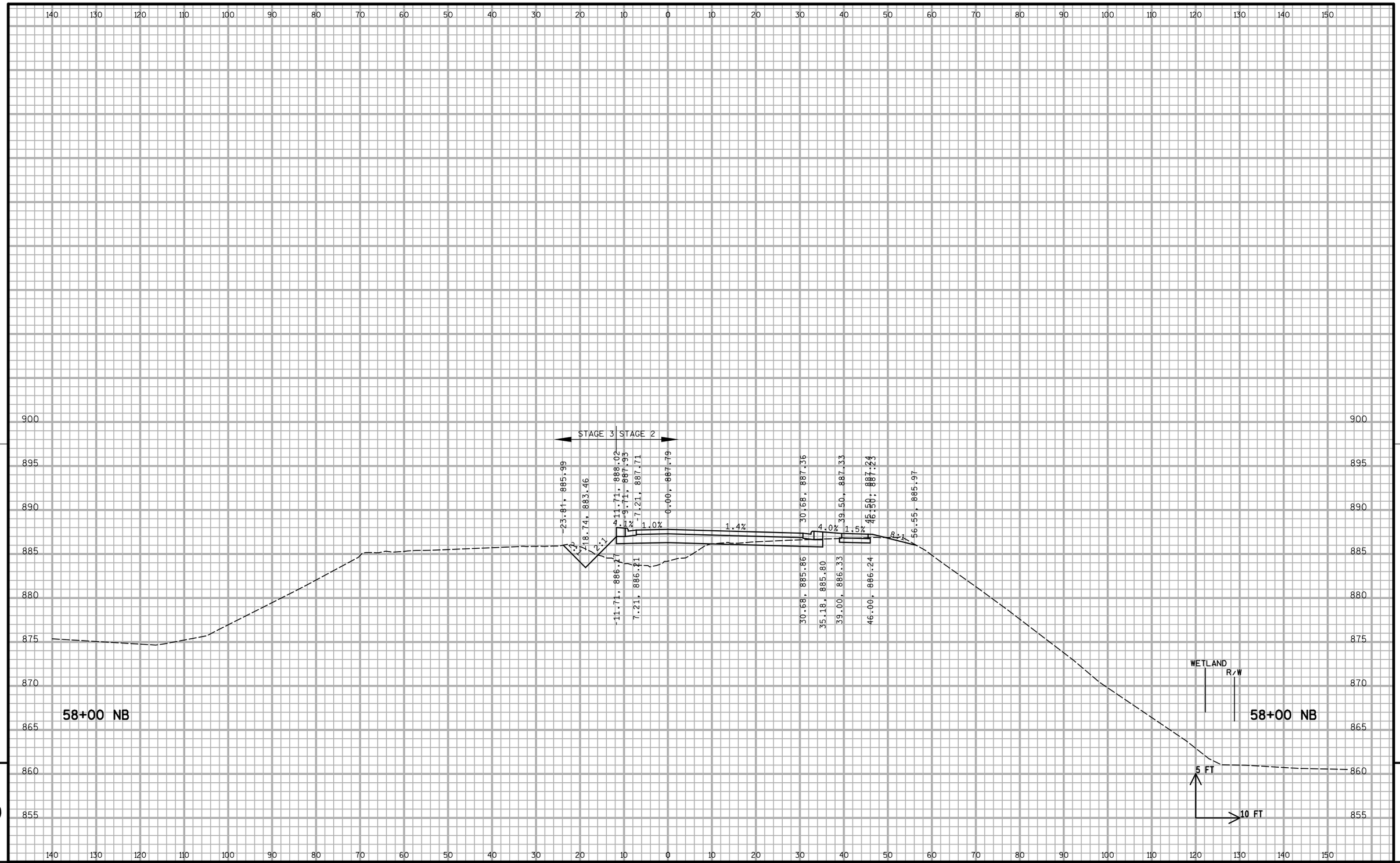
WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

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WISDOT/CADDS SHEET 21

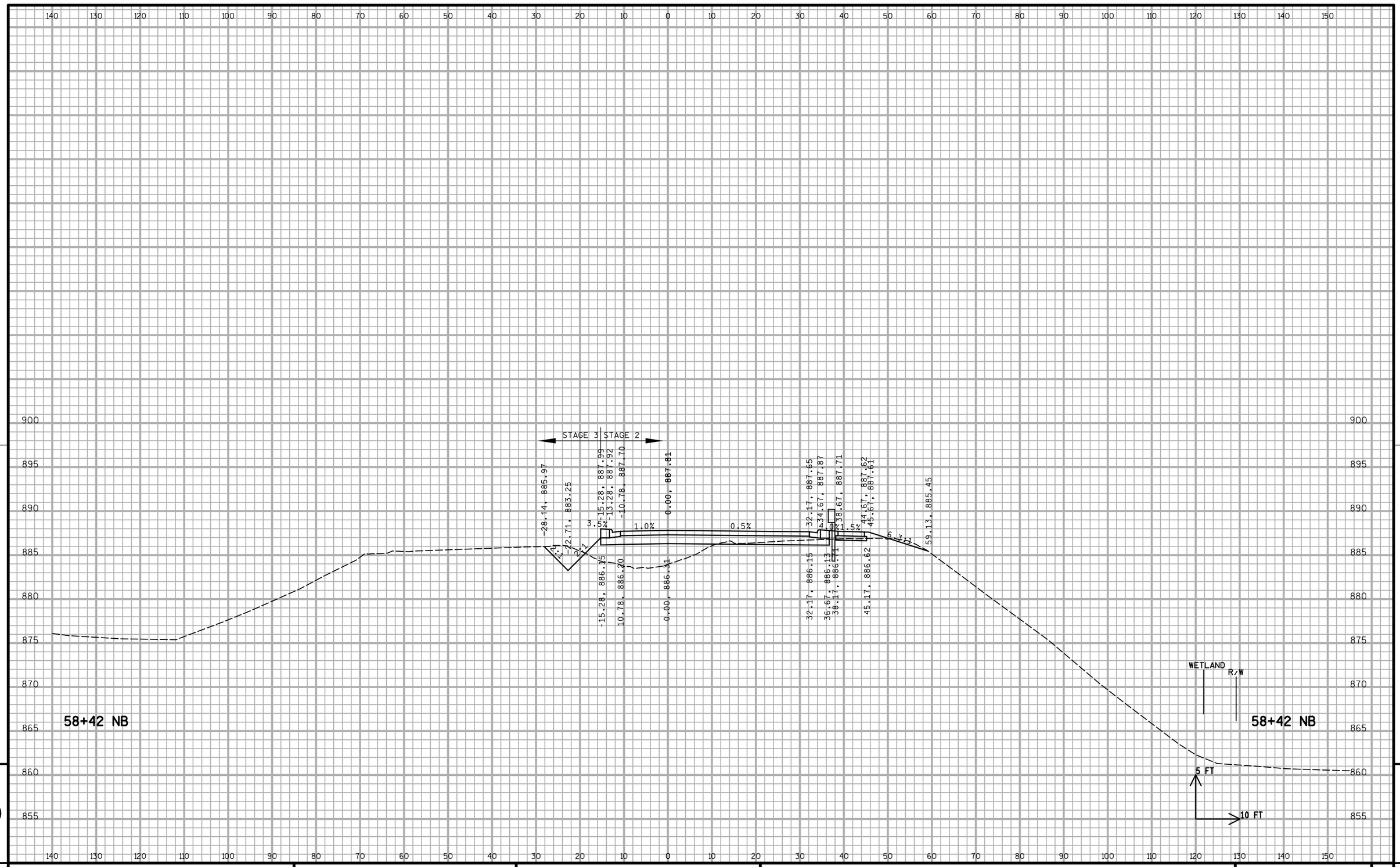


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



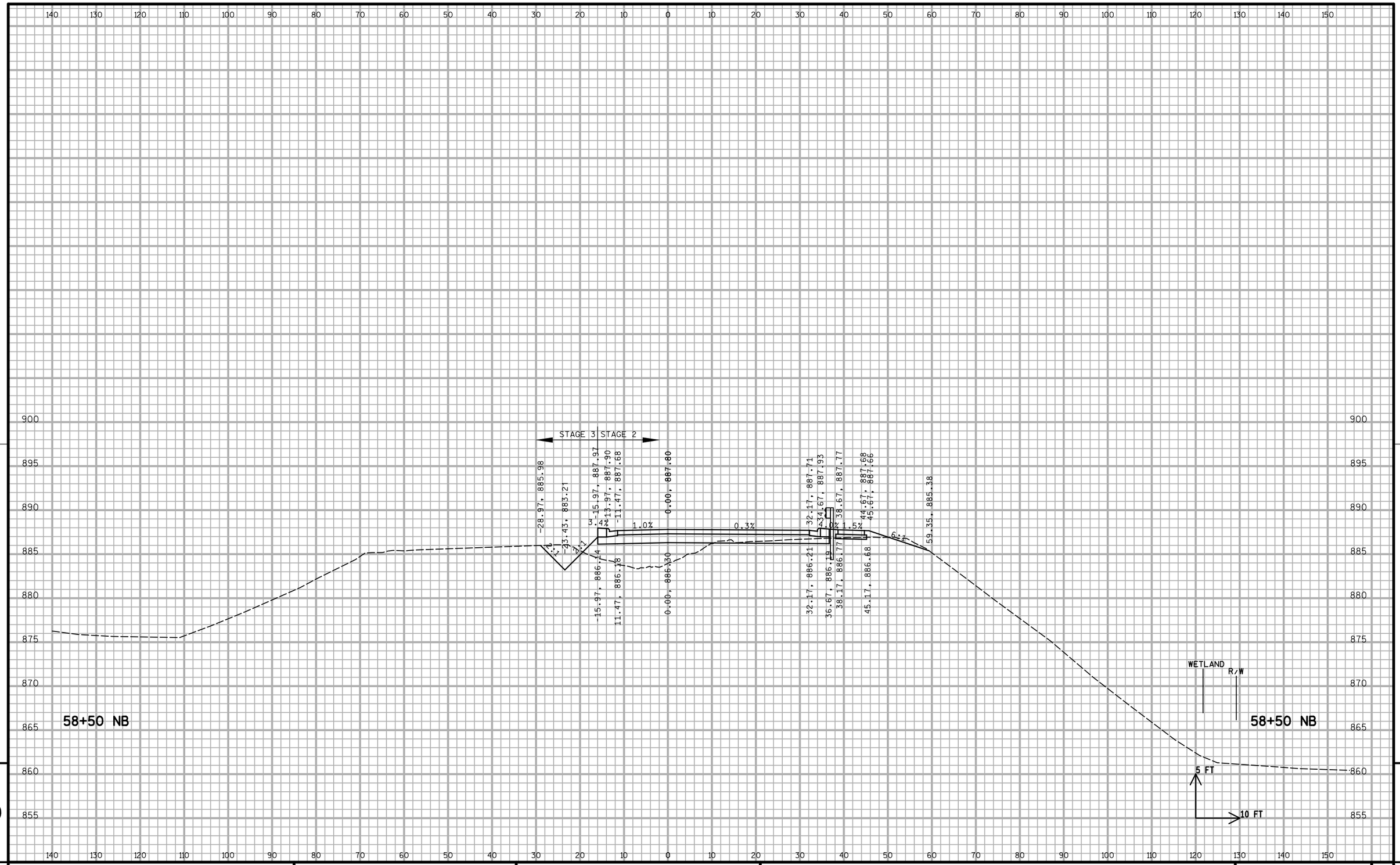
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 694	E

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WISDOT/CADDS SHEET 21

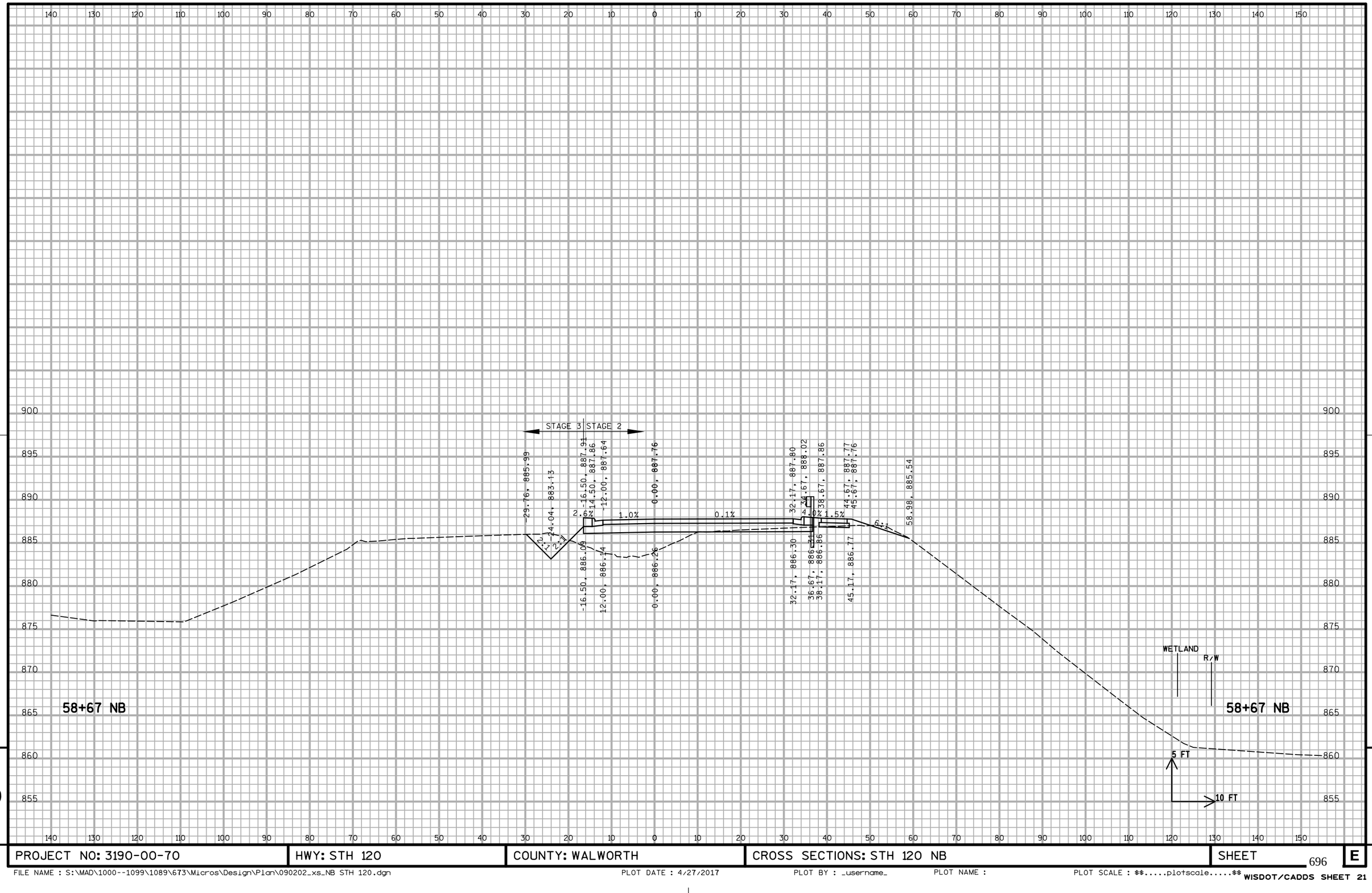


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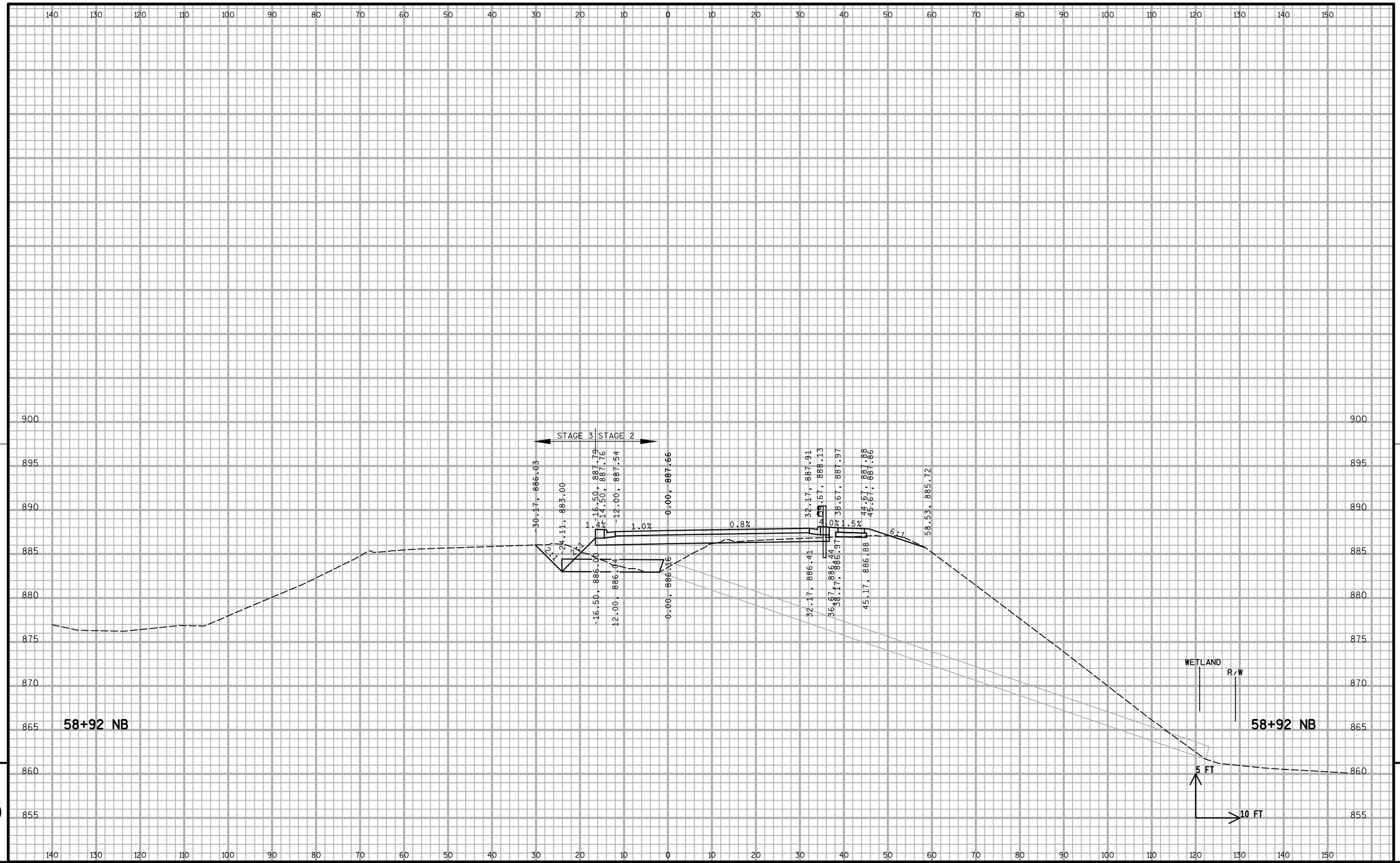
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

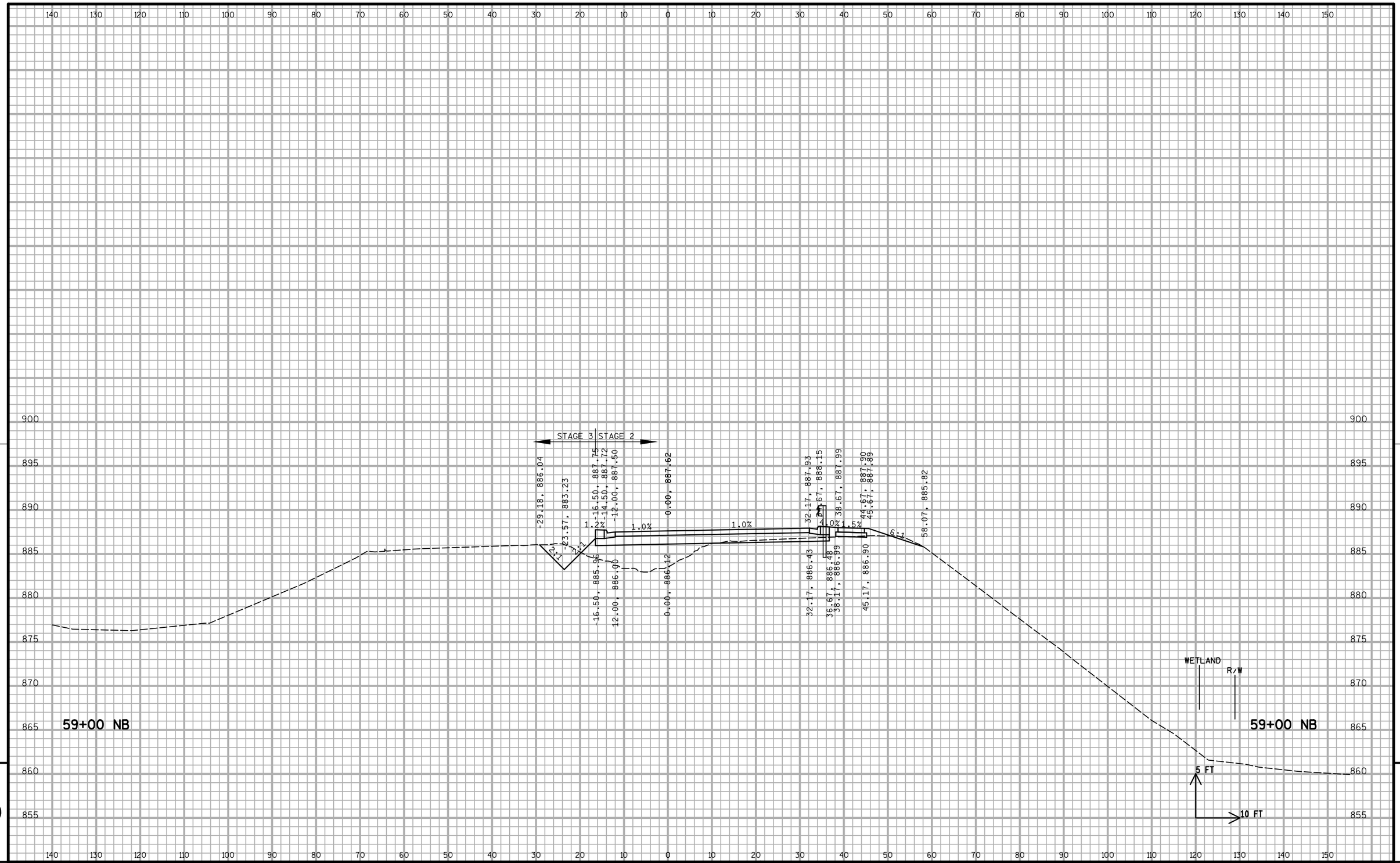
WISDOT/CADDS SHEET 21



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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



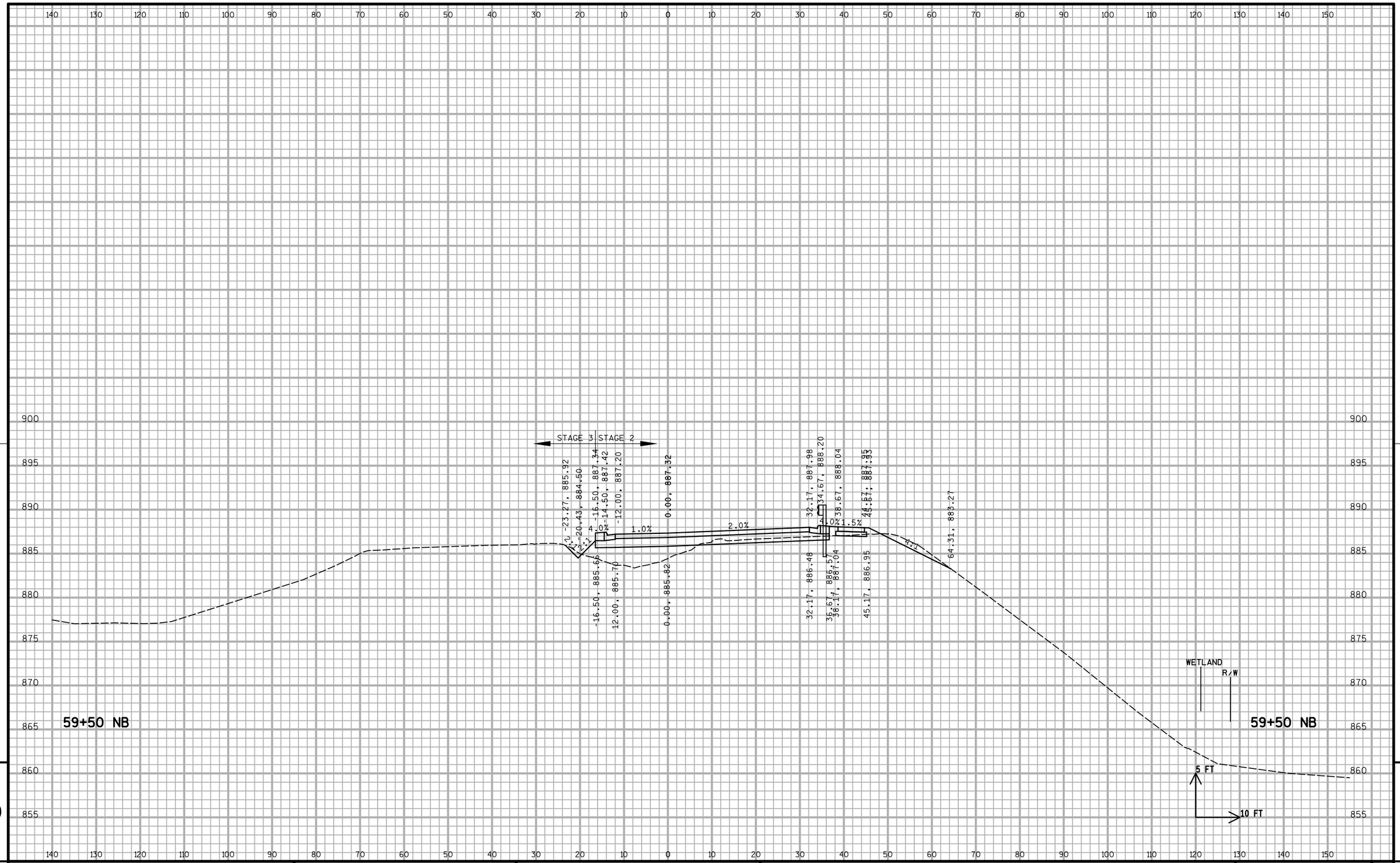
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

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WISDOT/CADDS SHEET 21

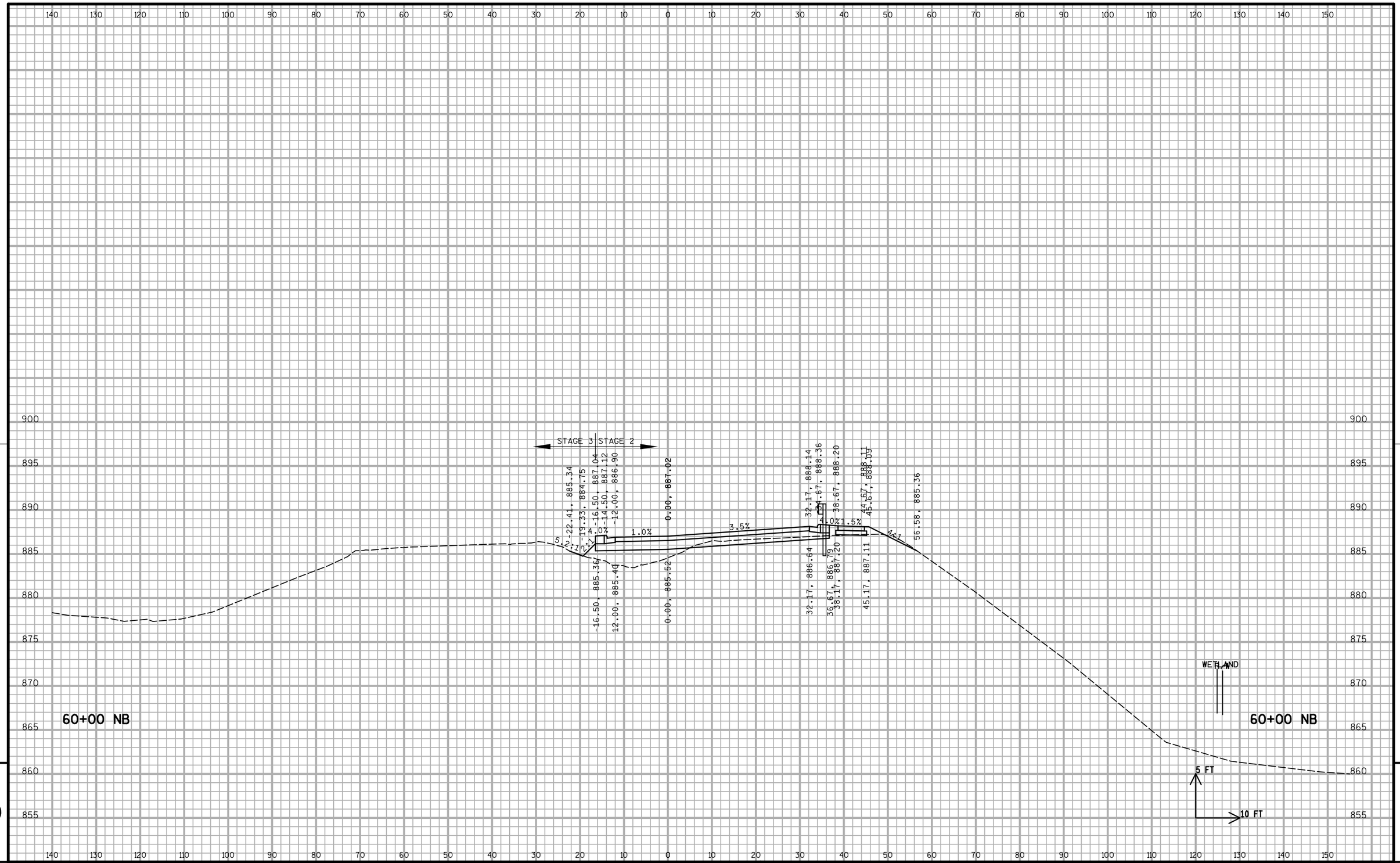


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

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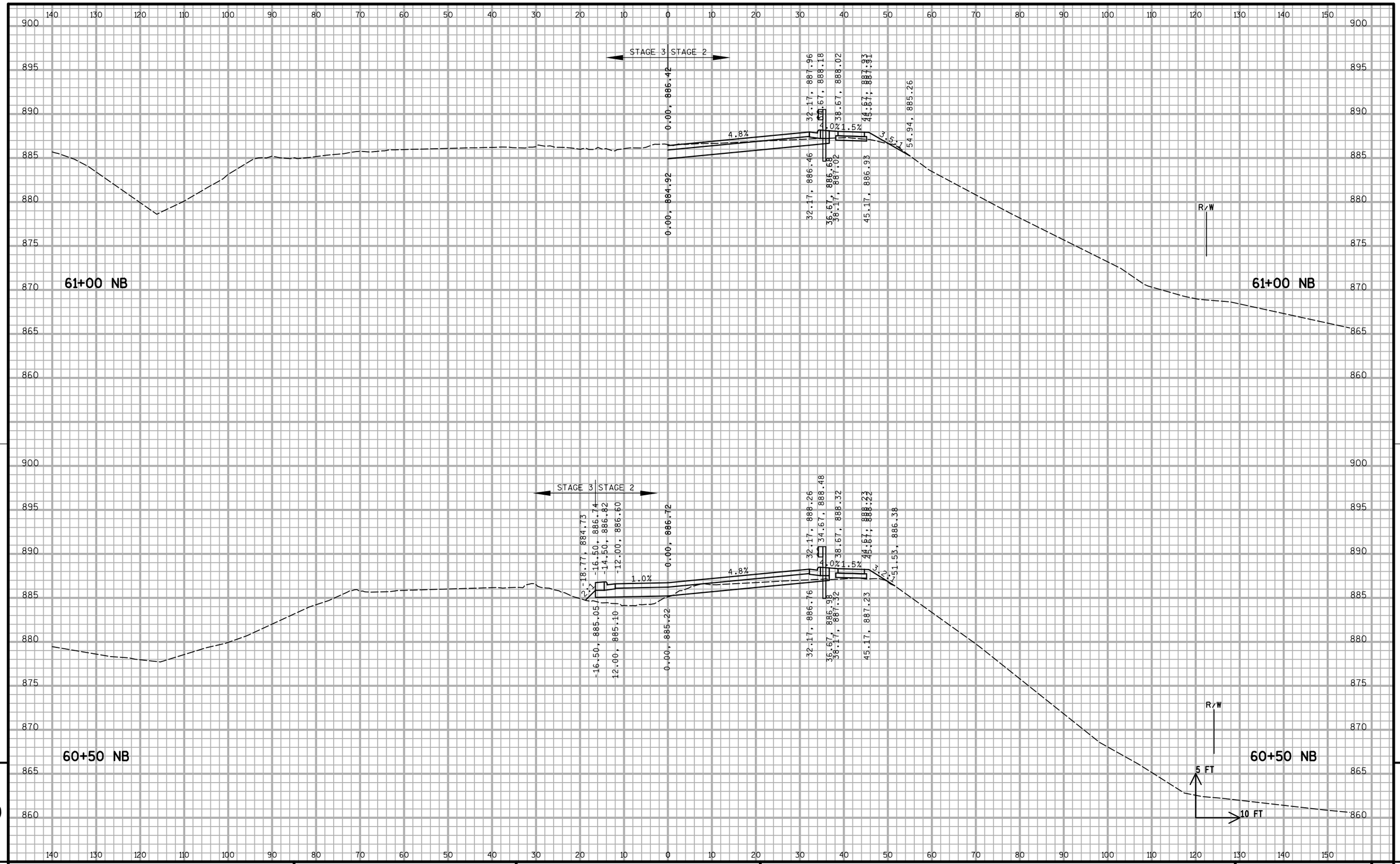
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WISDOT/CADDS SHEET 21



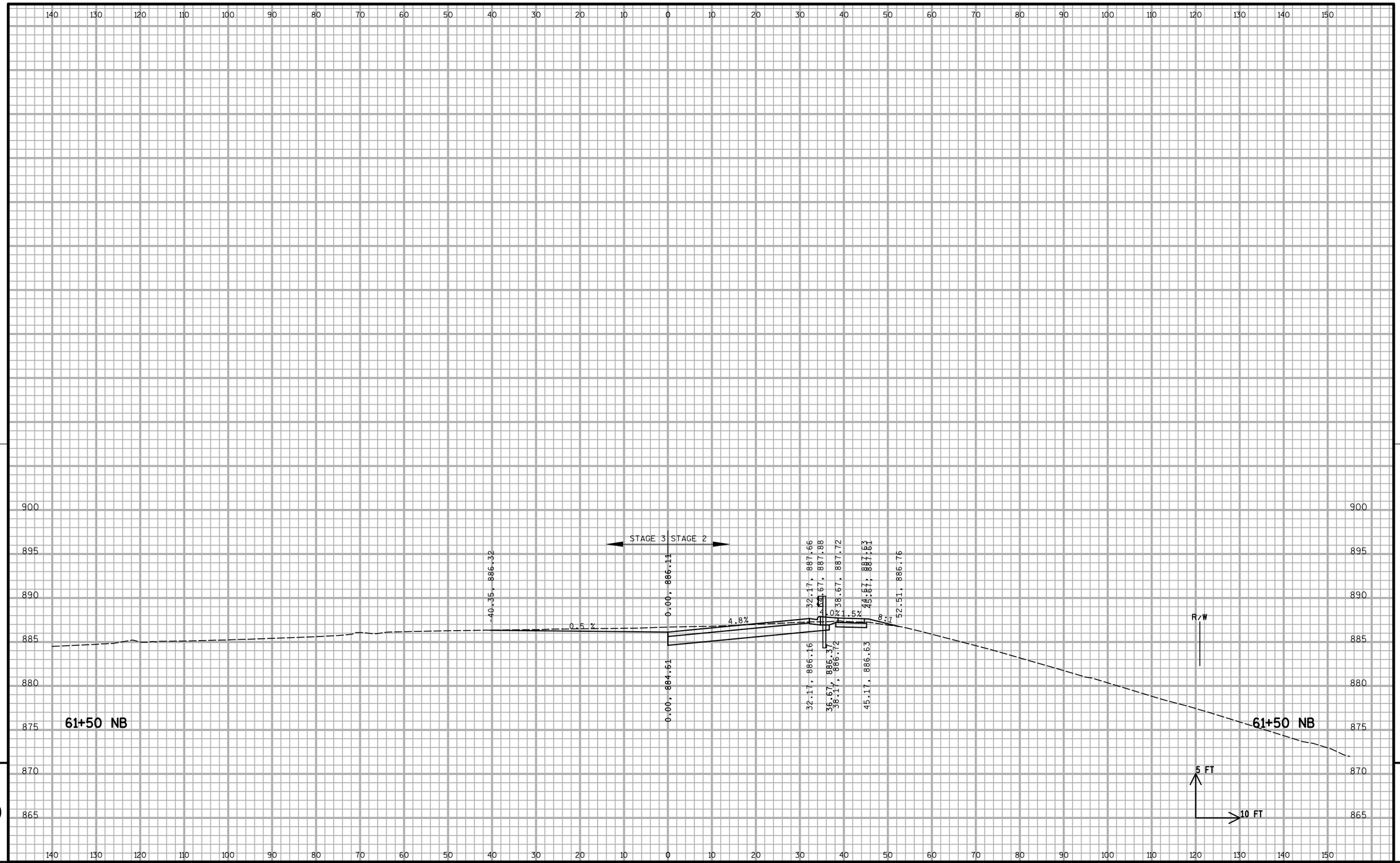
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 701	E

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WISDOT/CADDS SHEET 21

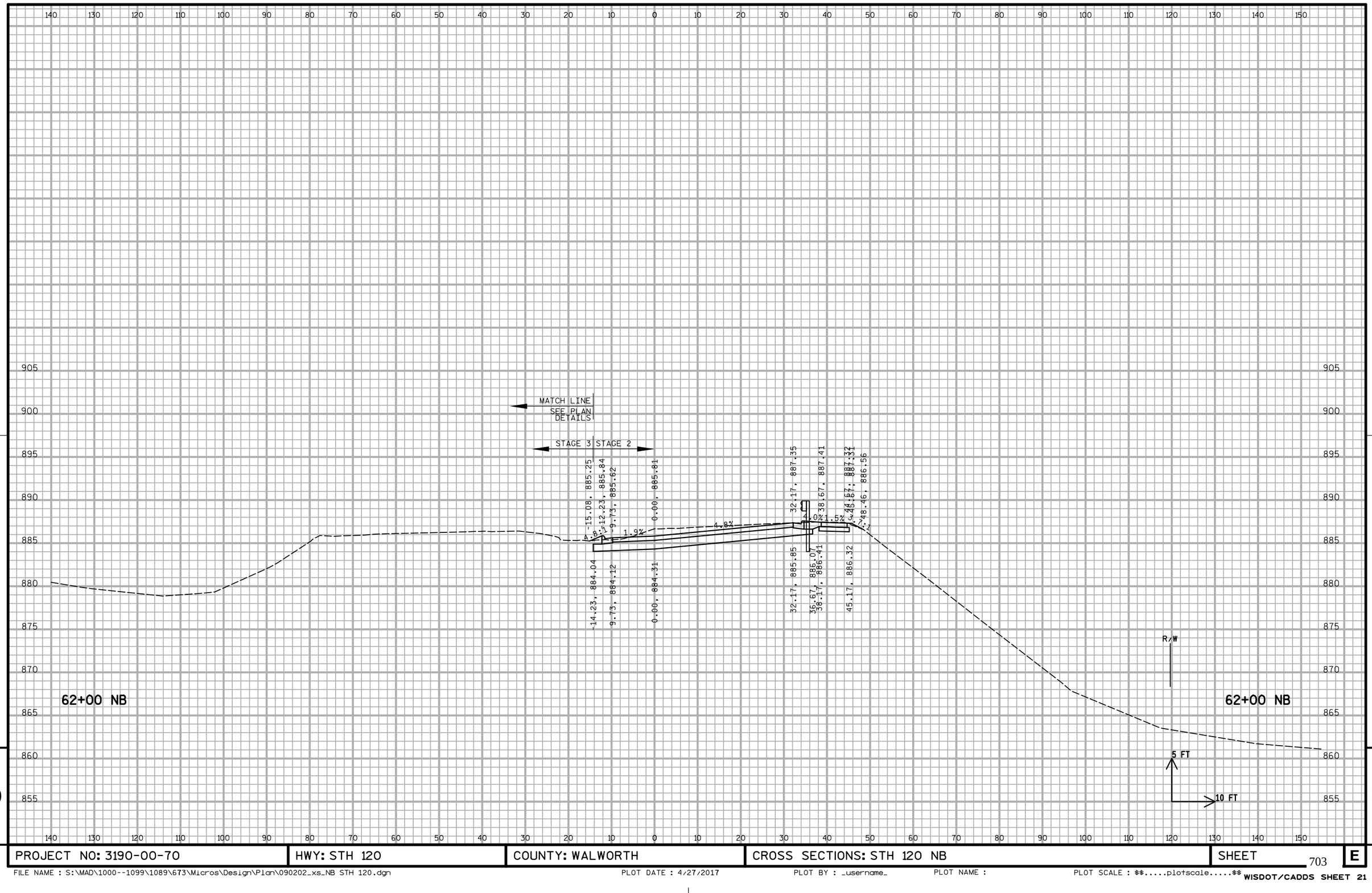


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

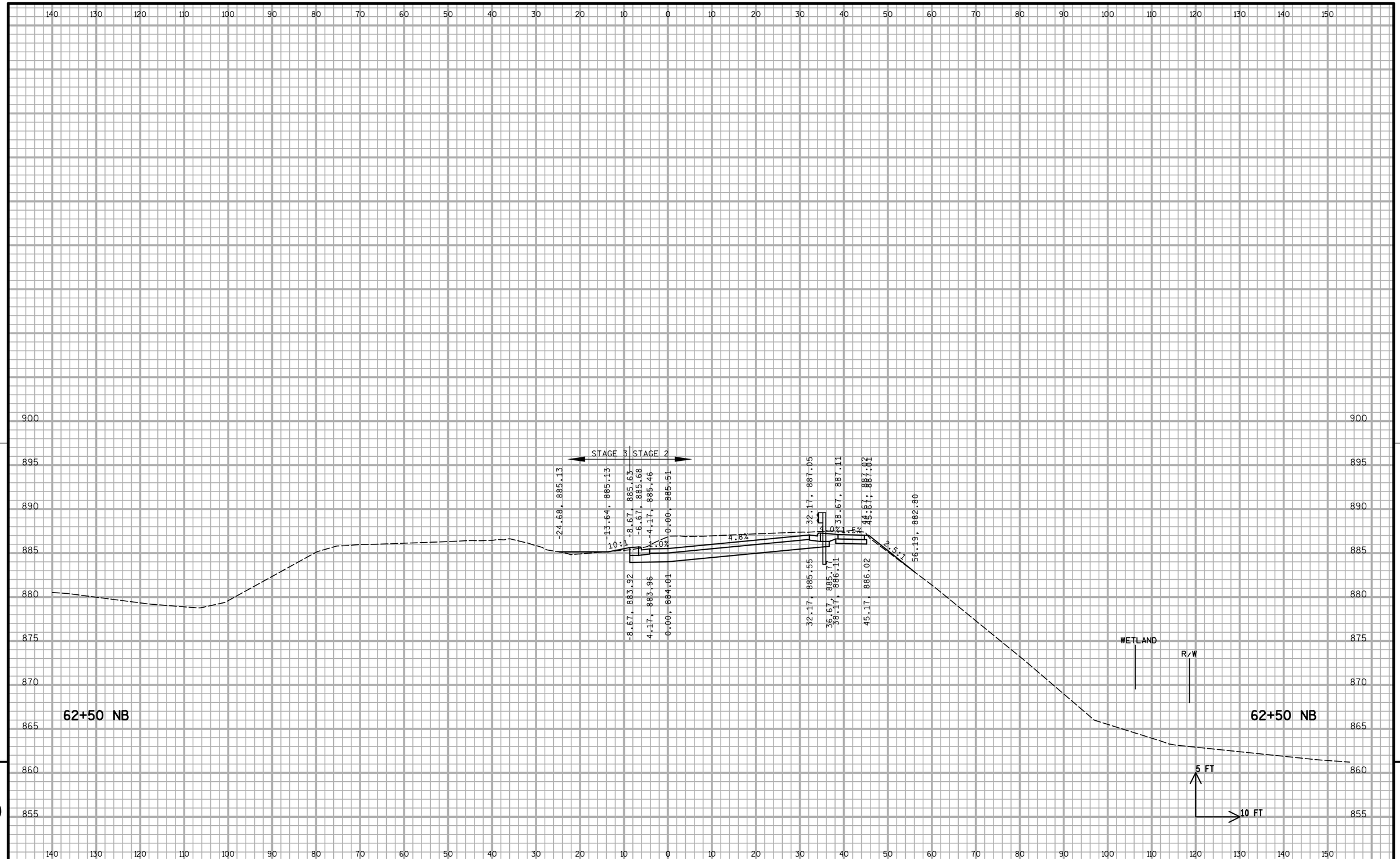


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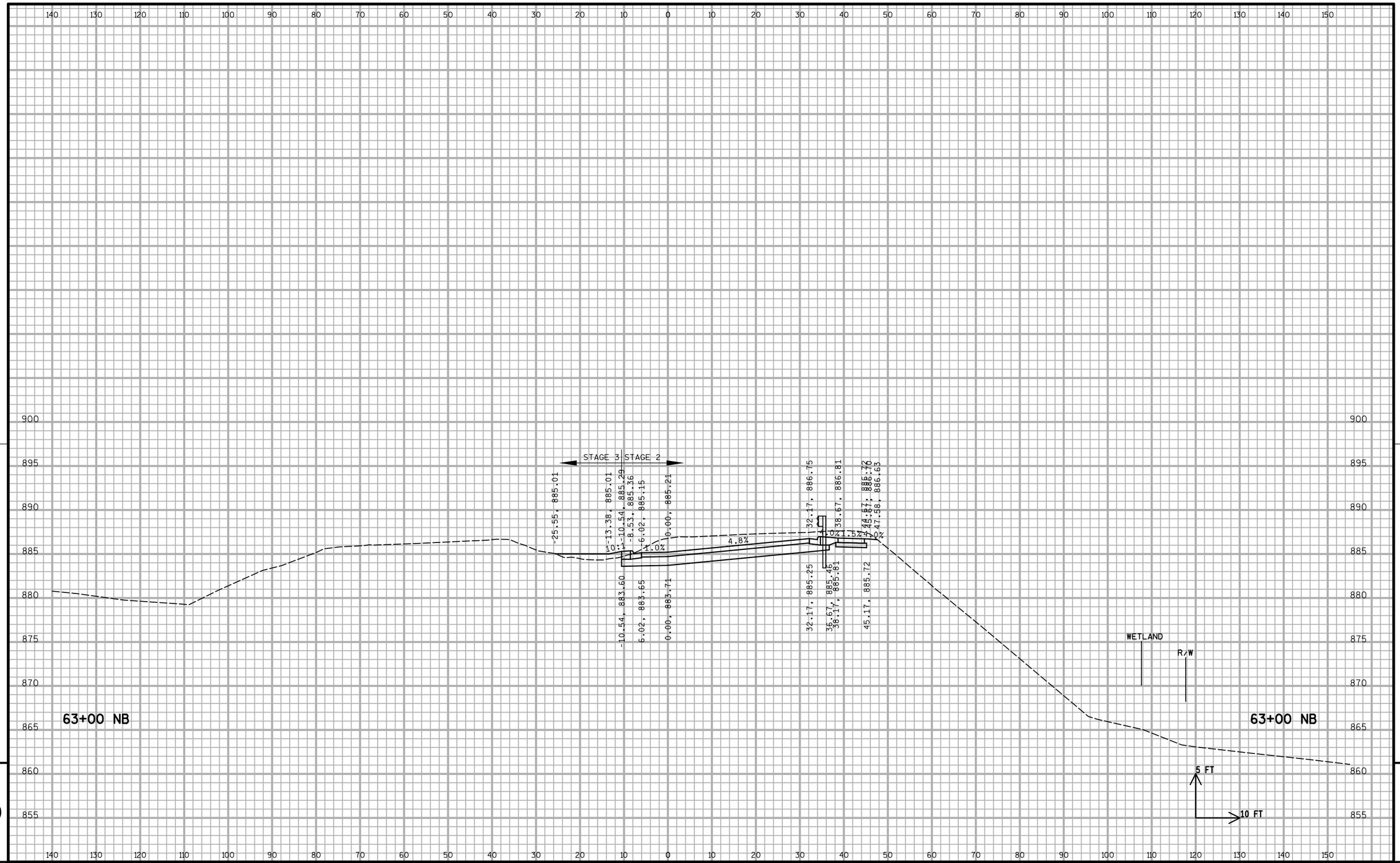
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



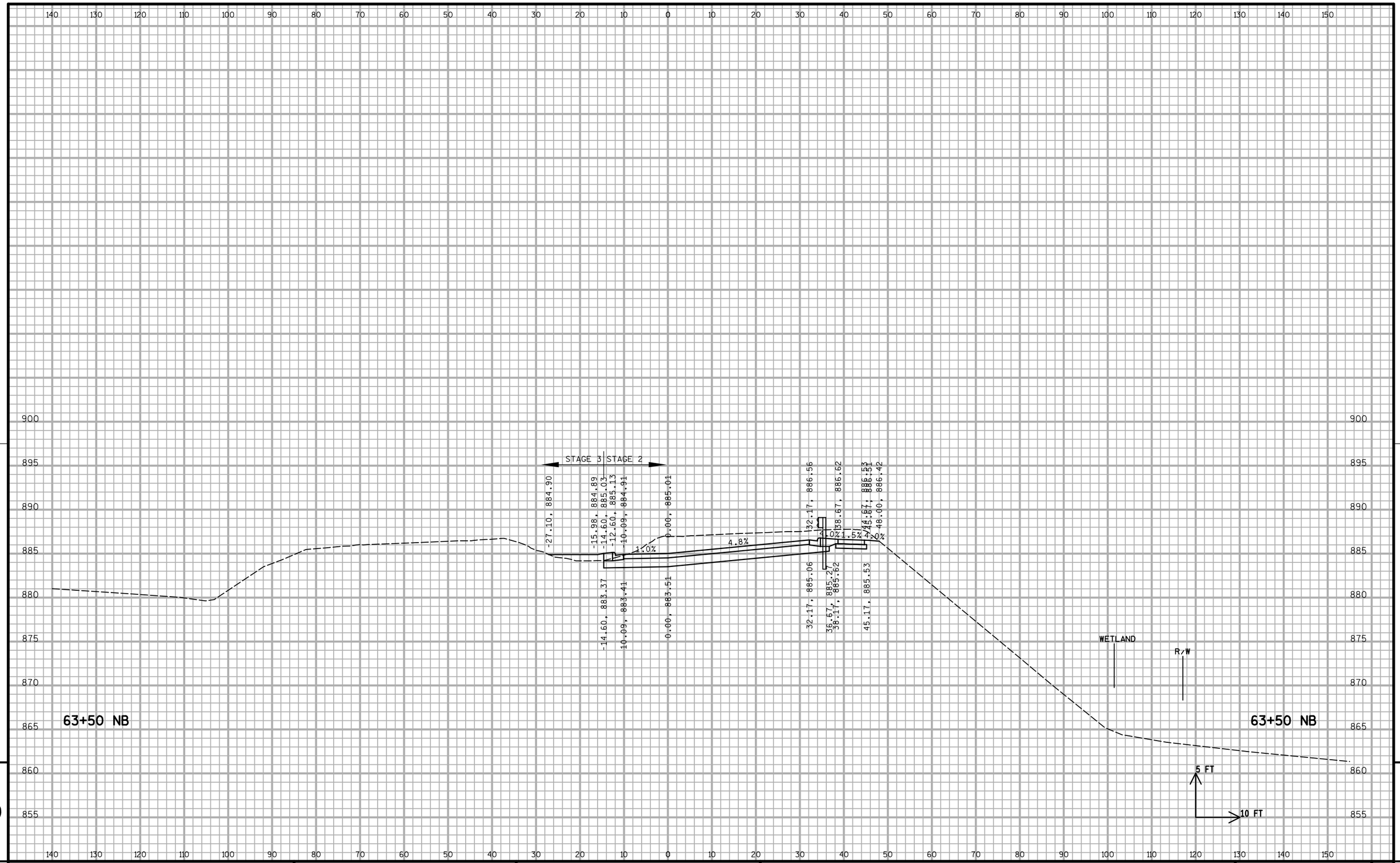
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



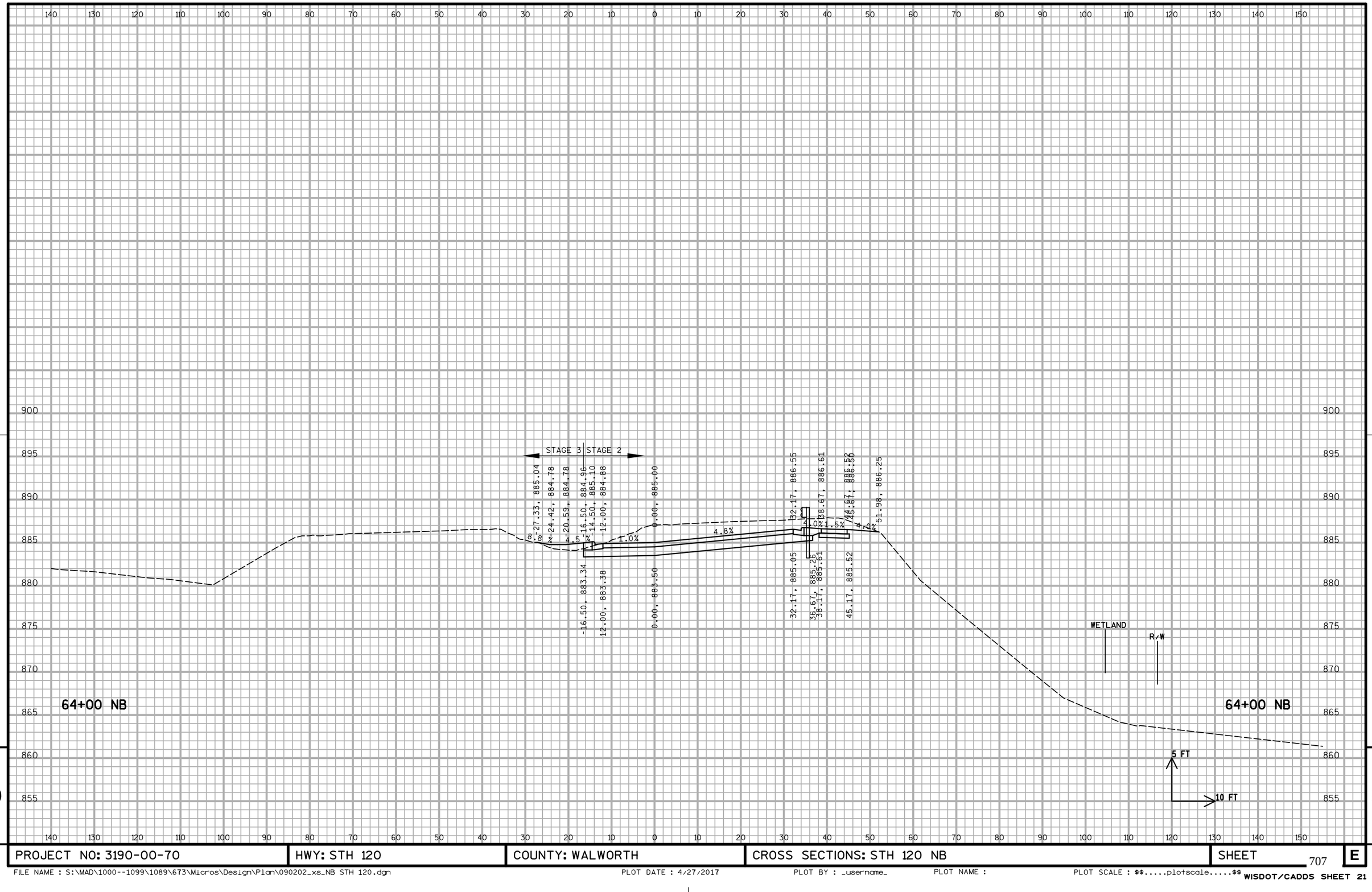
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



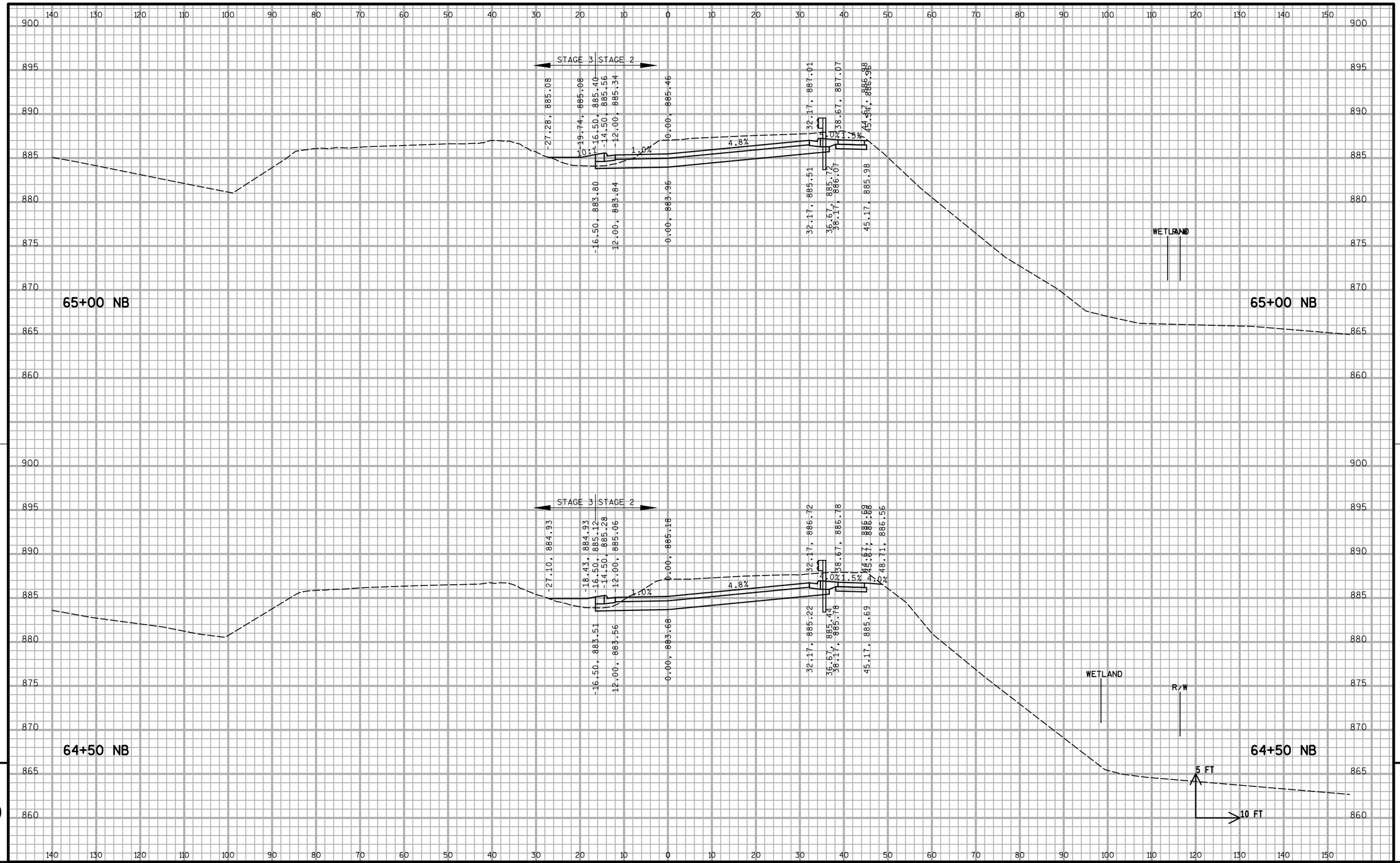
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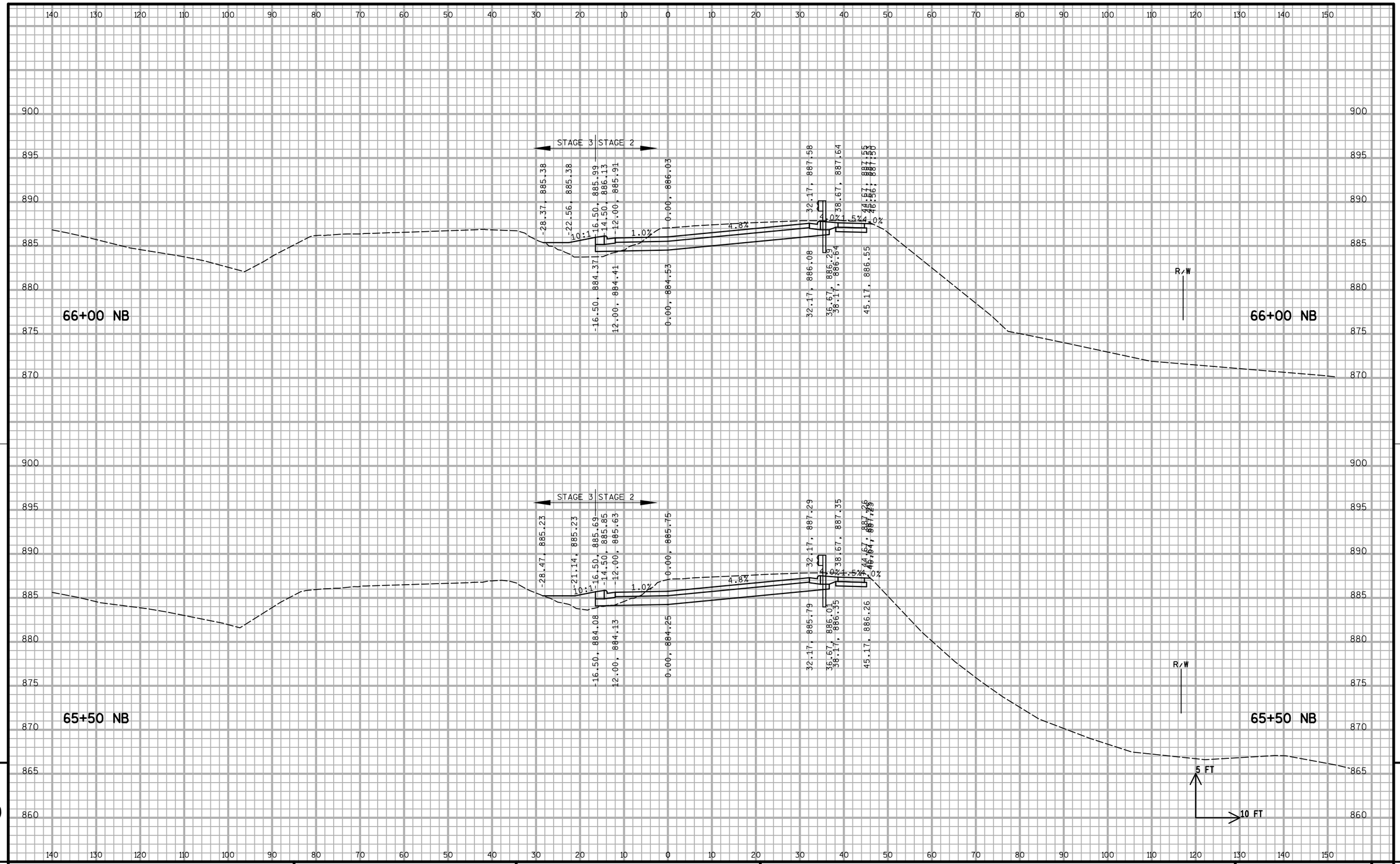
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 708	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

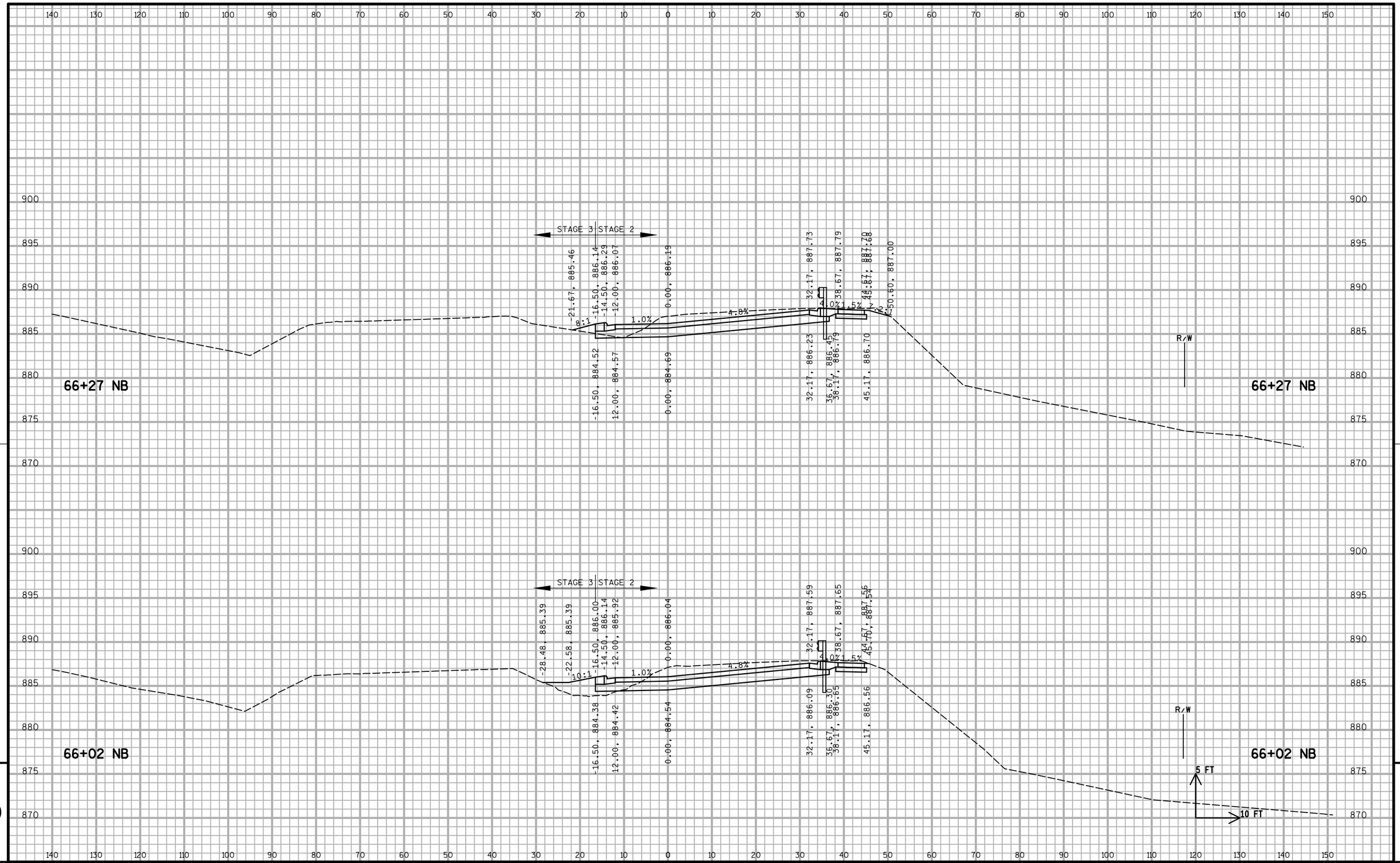


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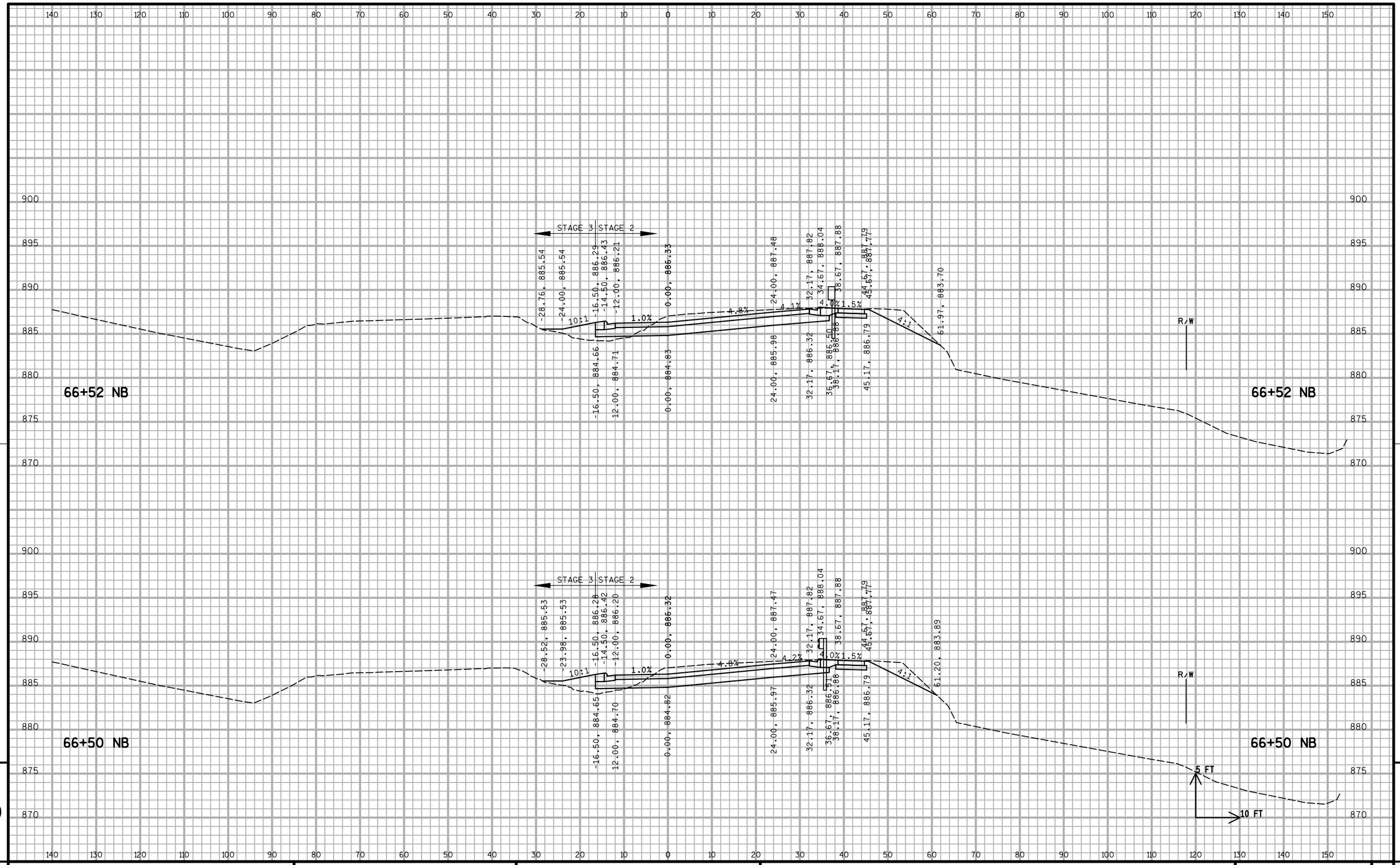
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



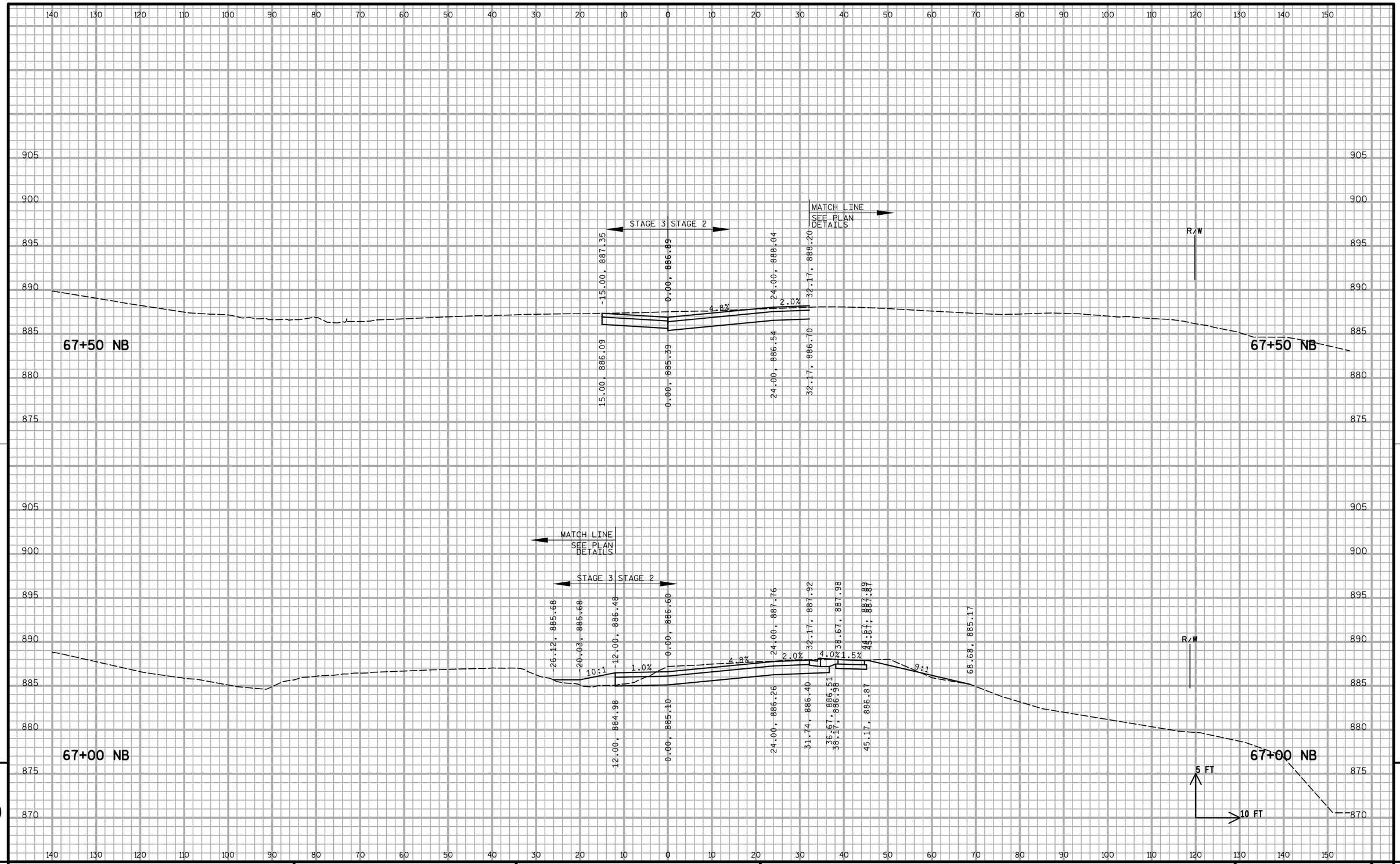
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



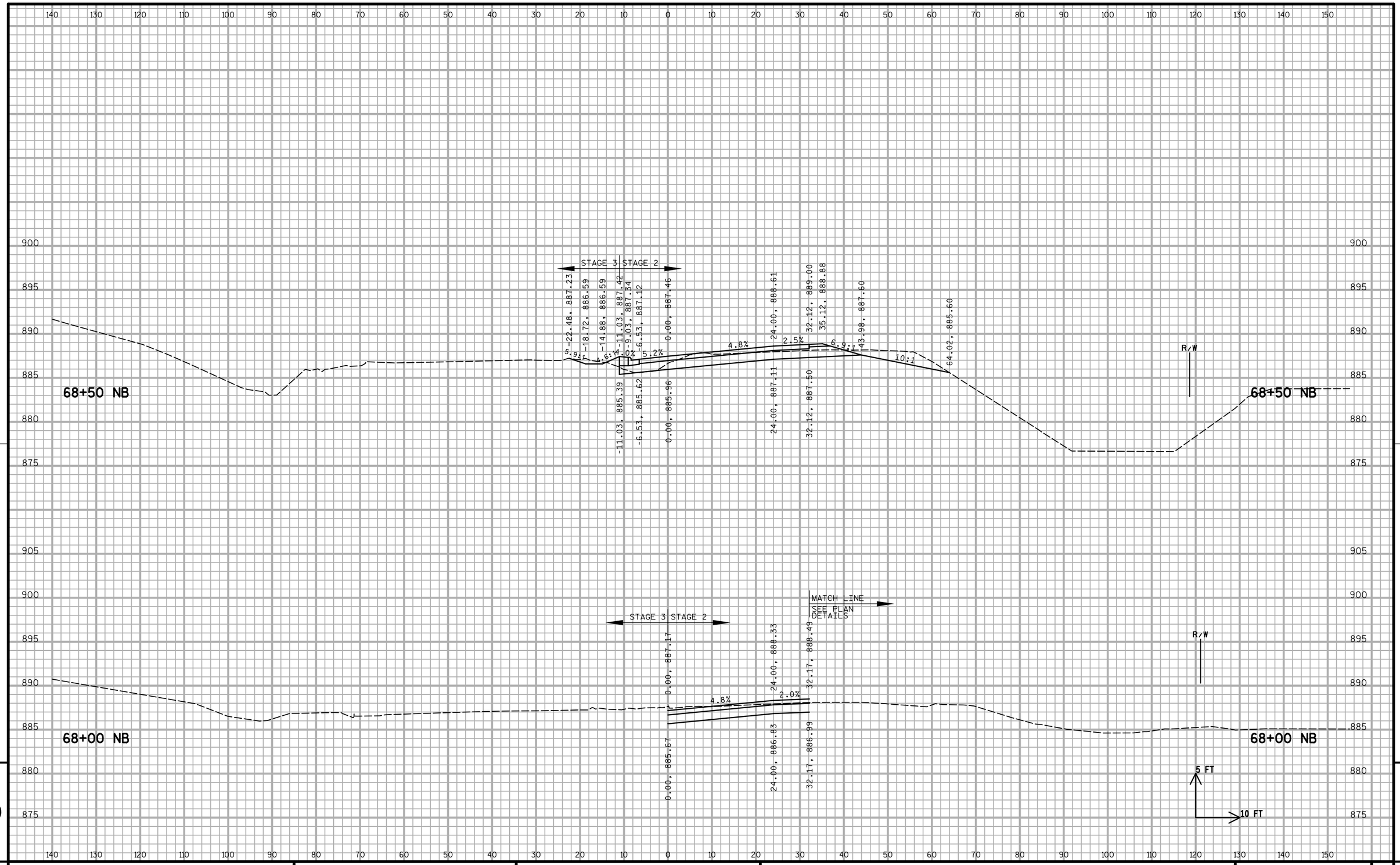
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 712	E

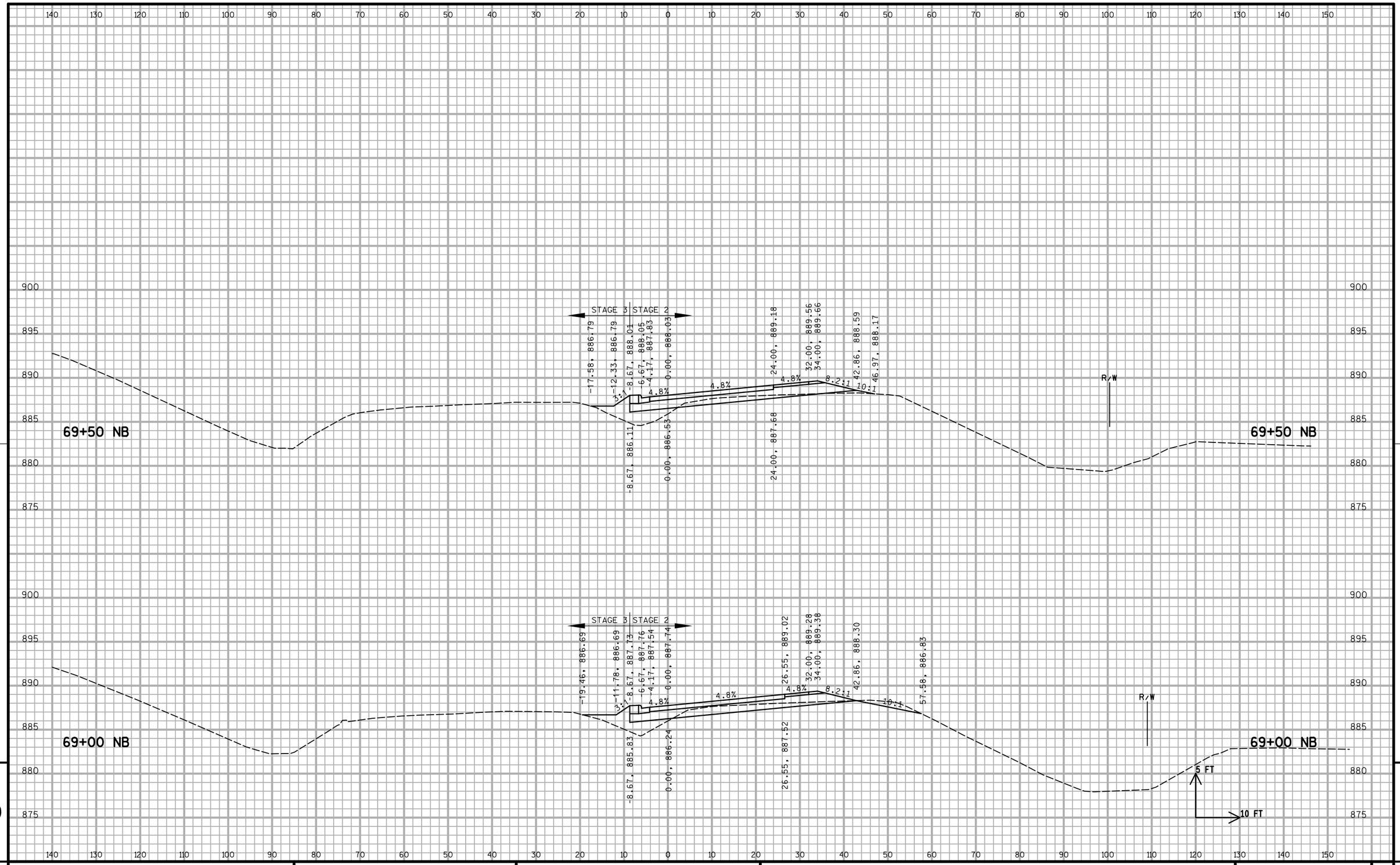
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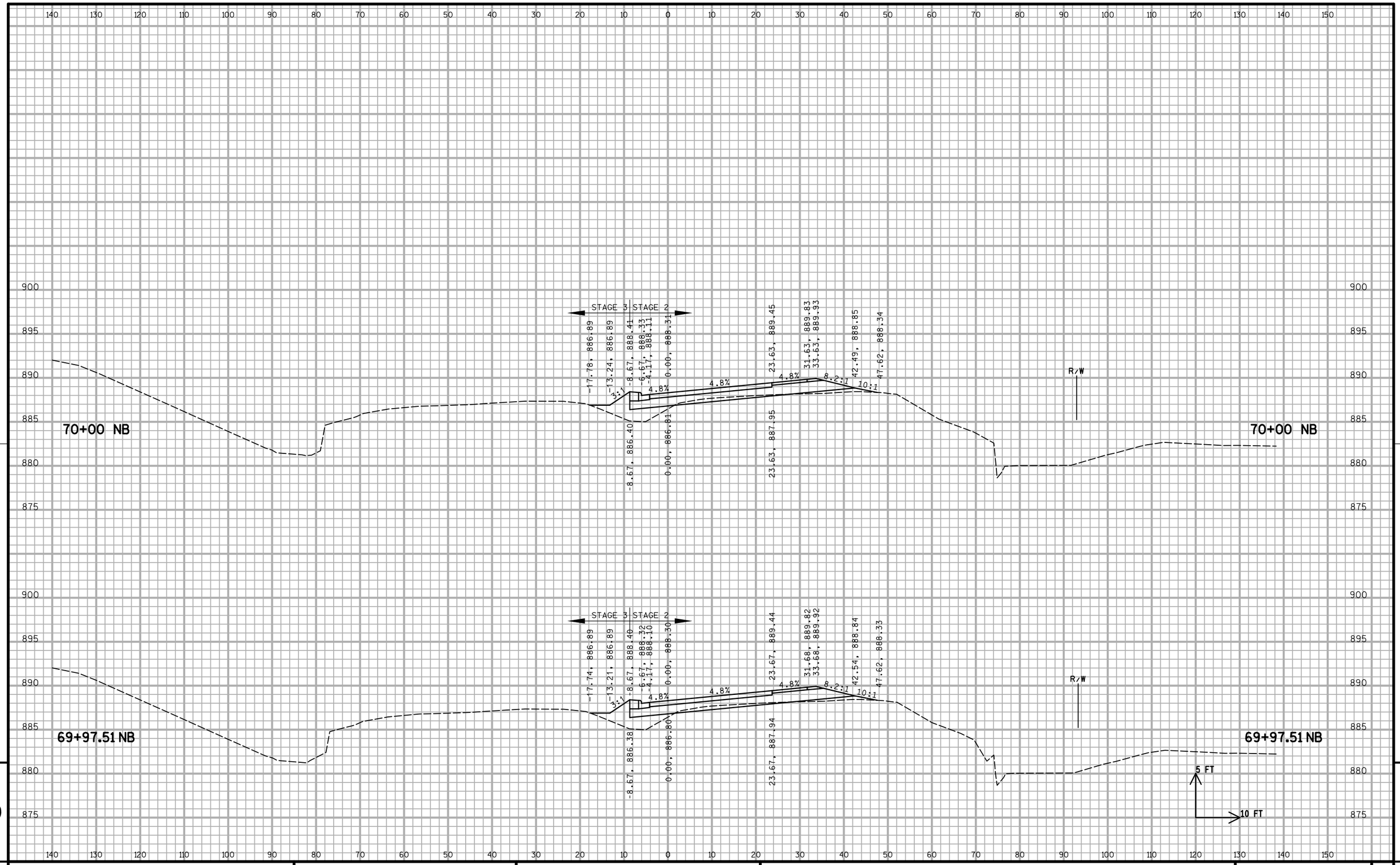
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 714	E

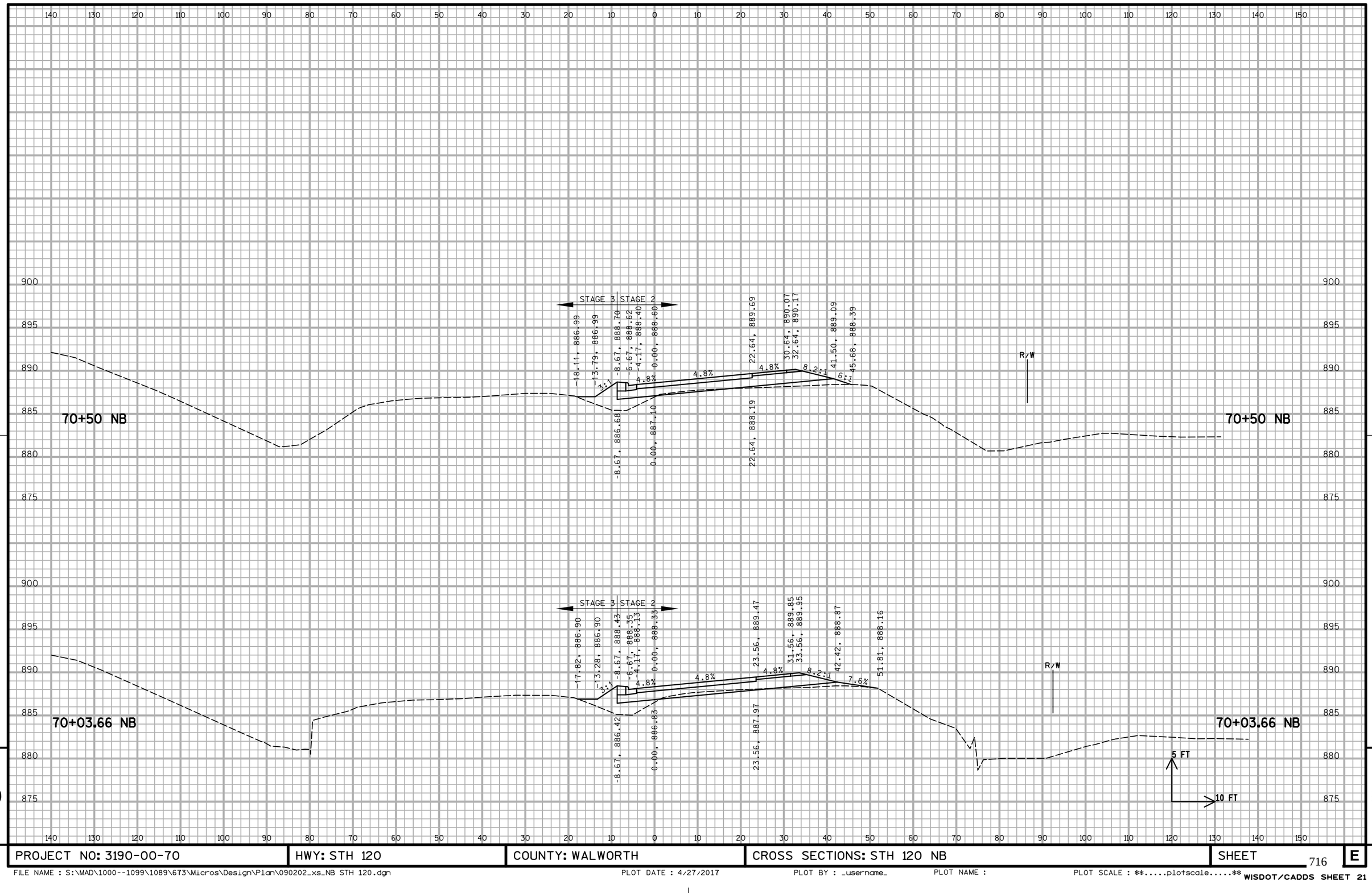
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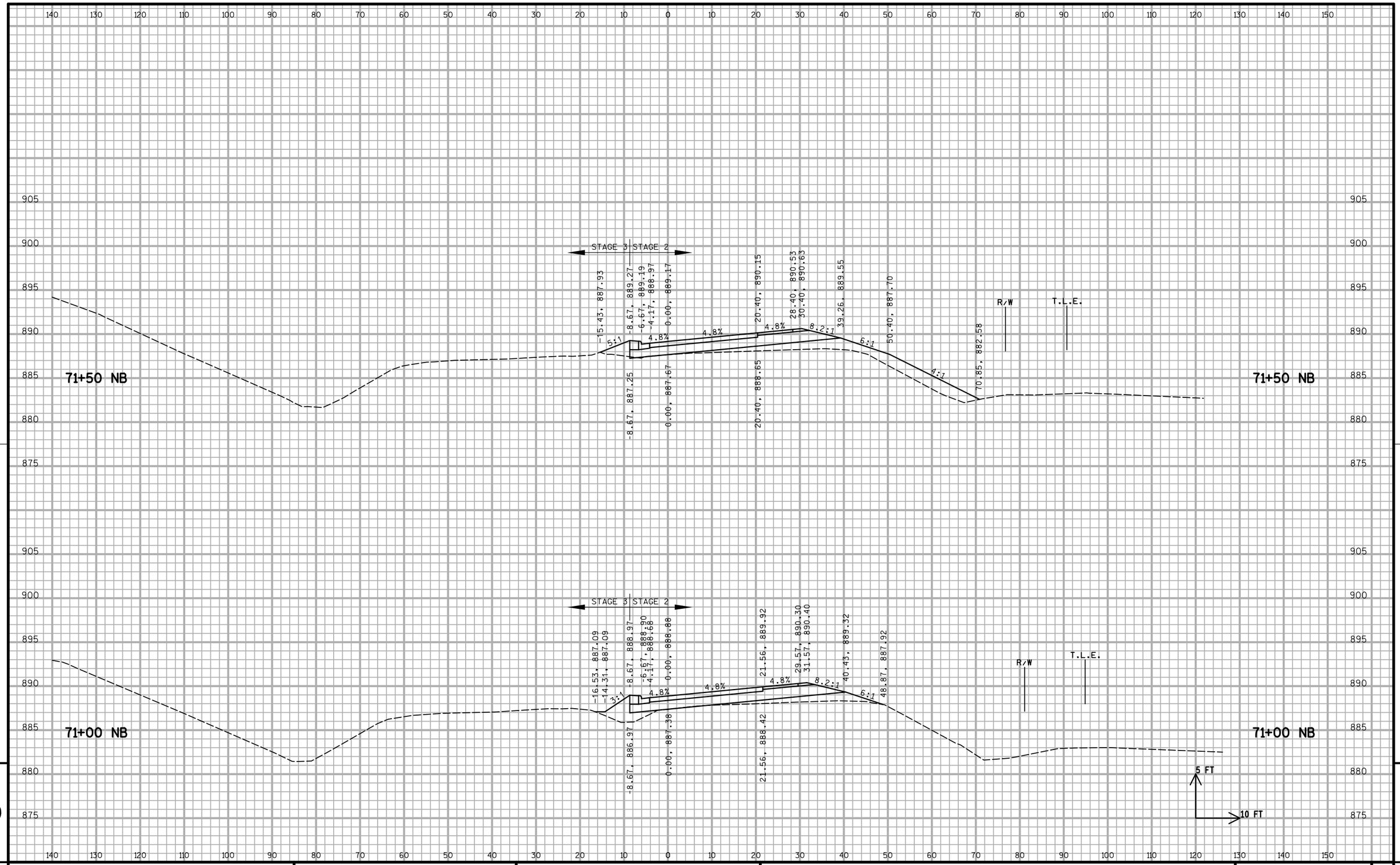
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 716	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



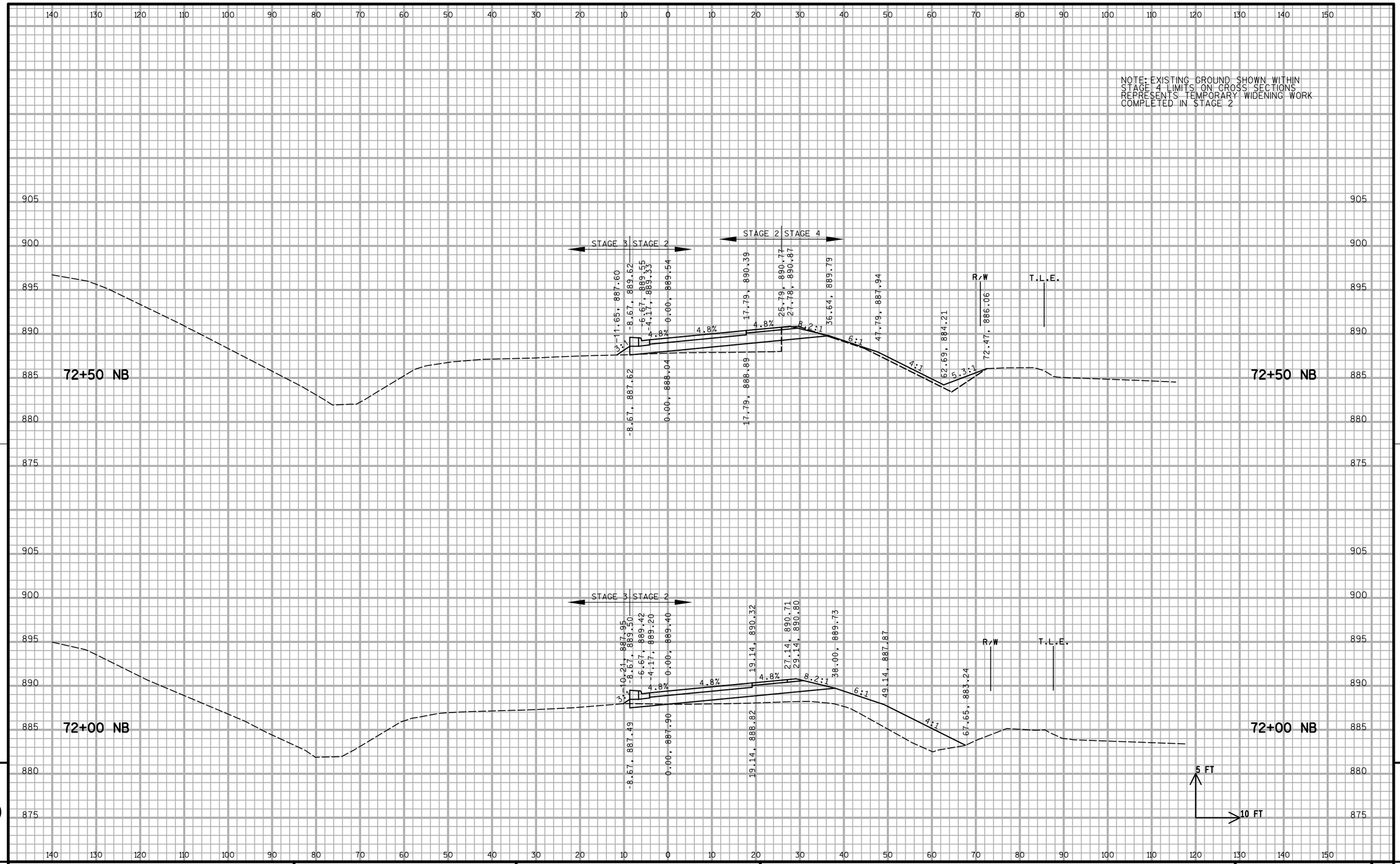
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 717	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

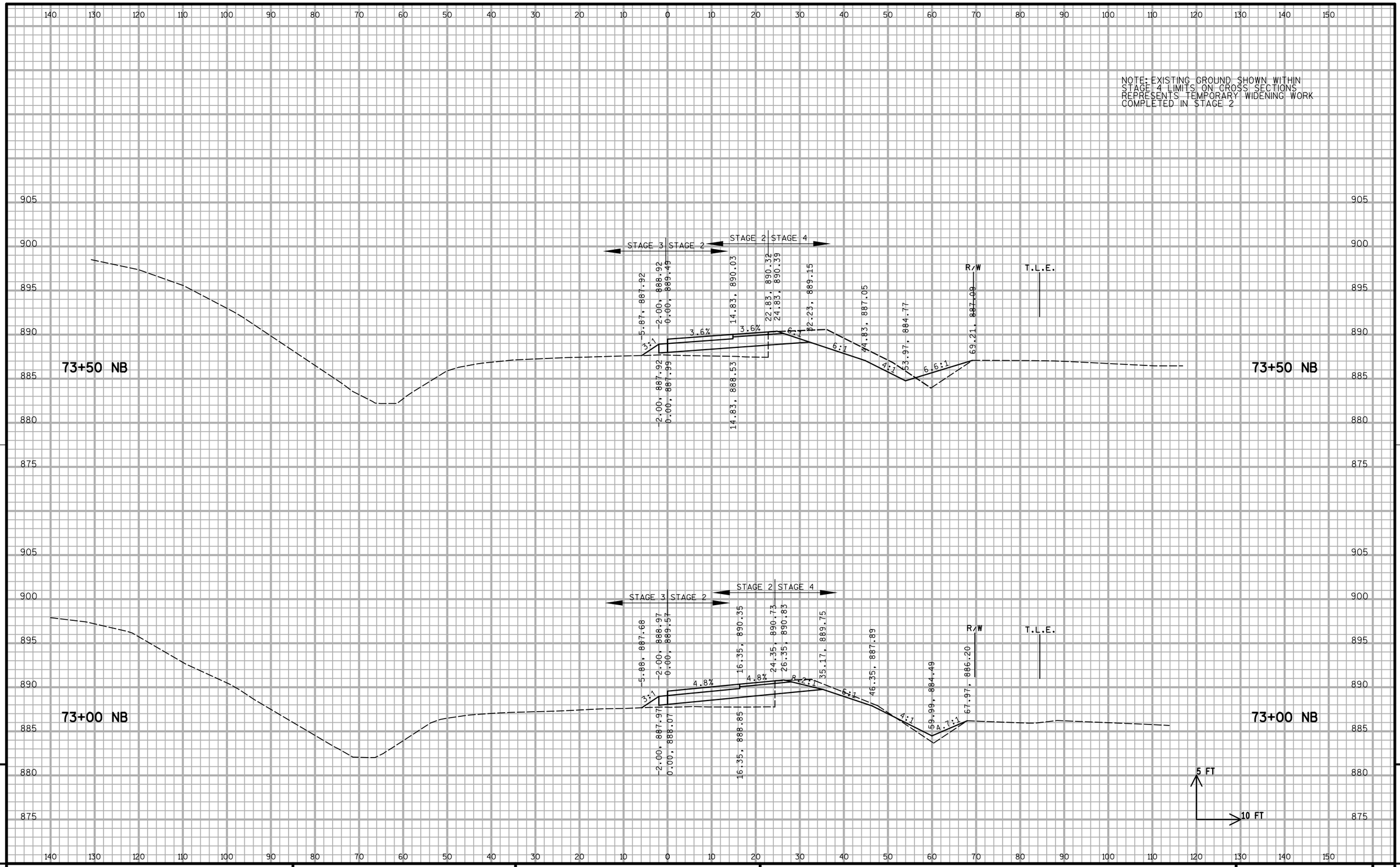
NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 718	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



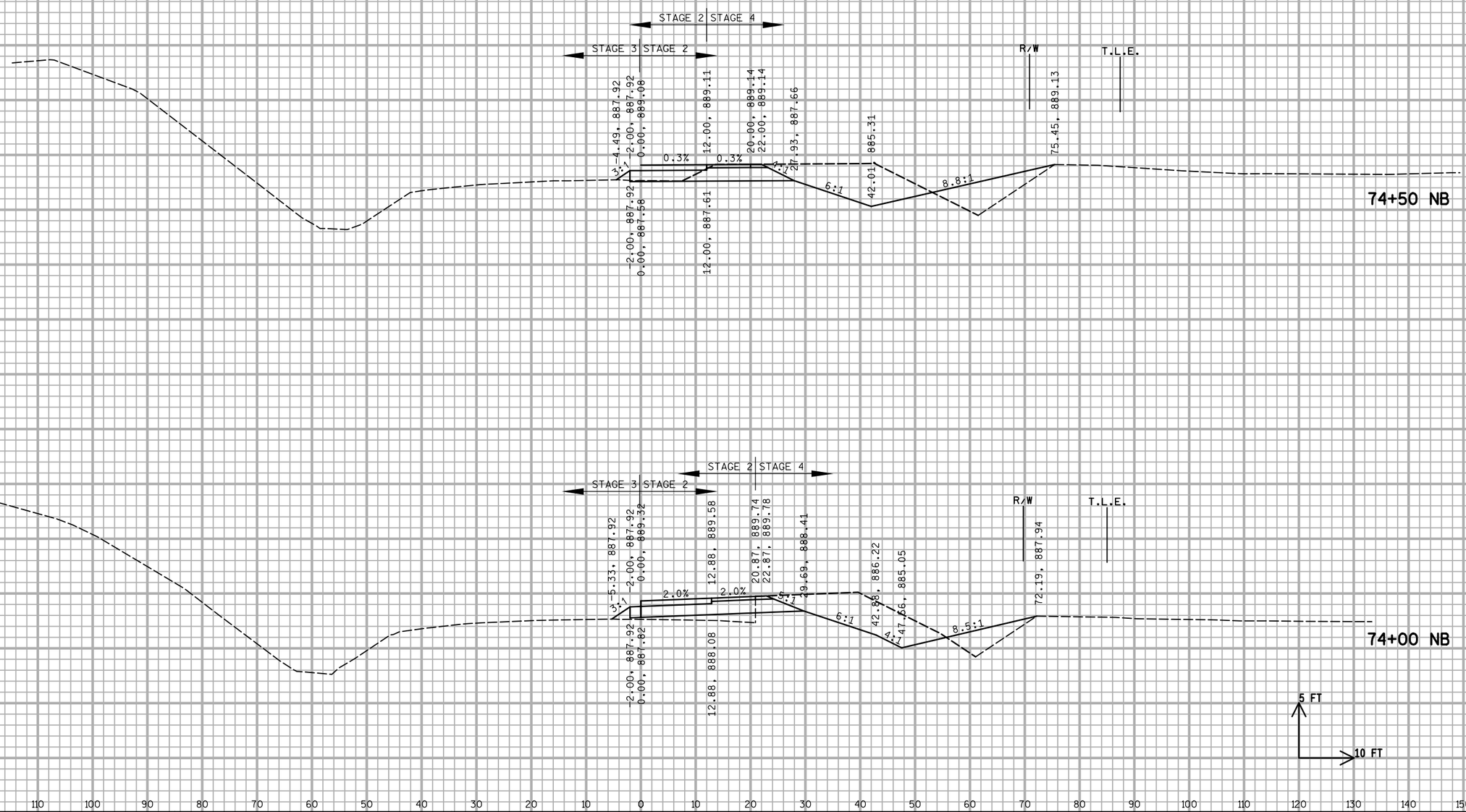
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 719	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

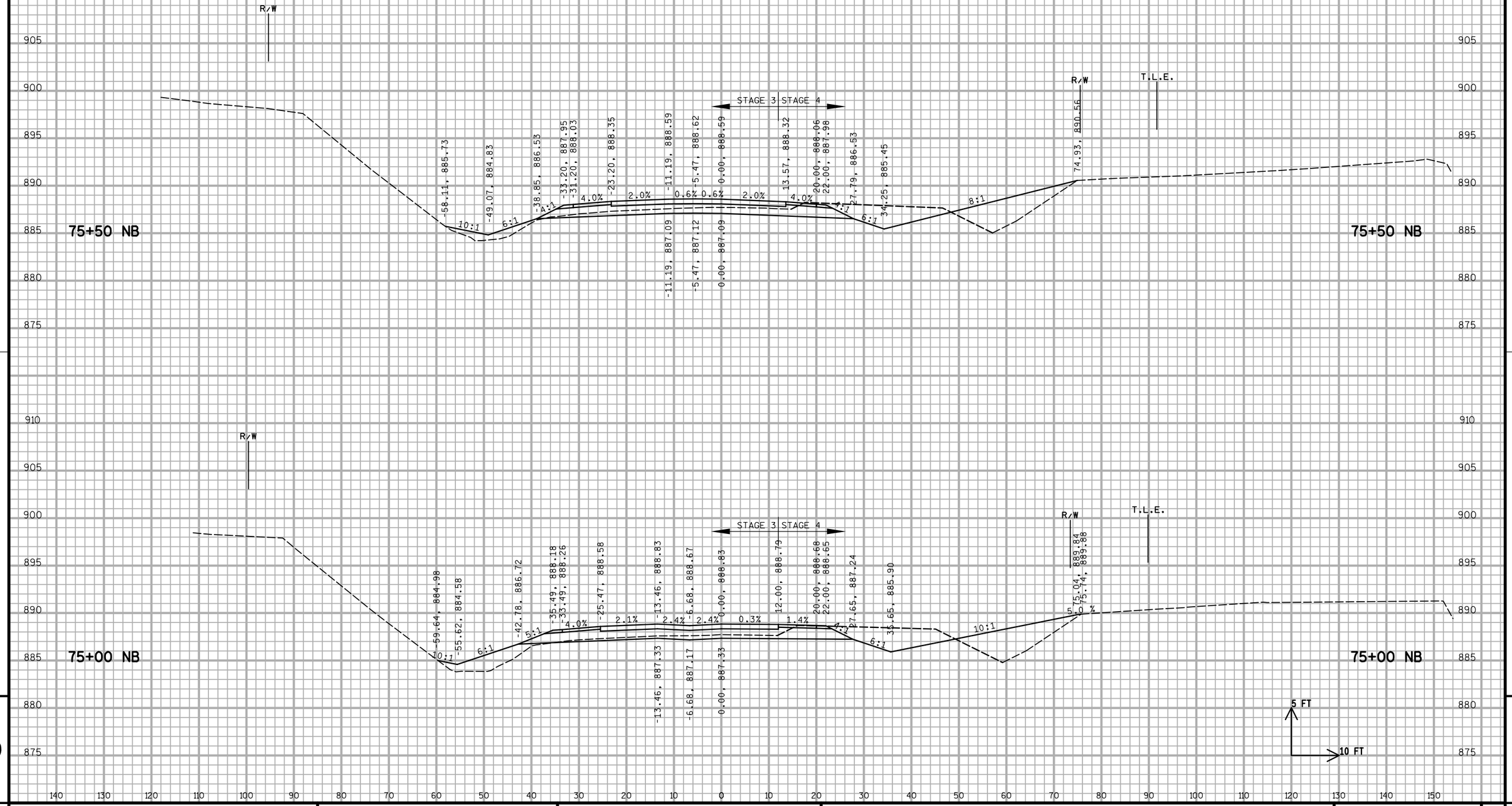
NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 720	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



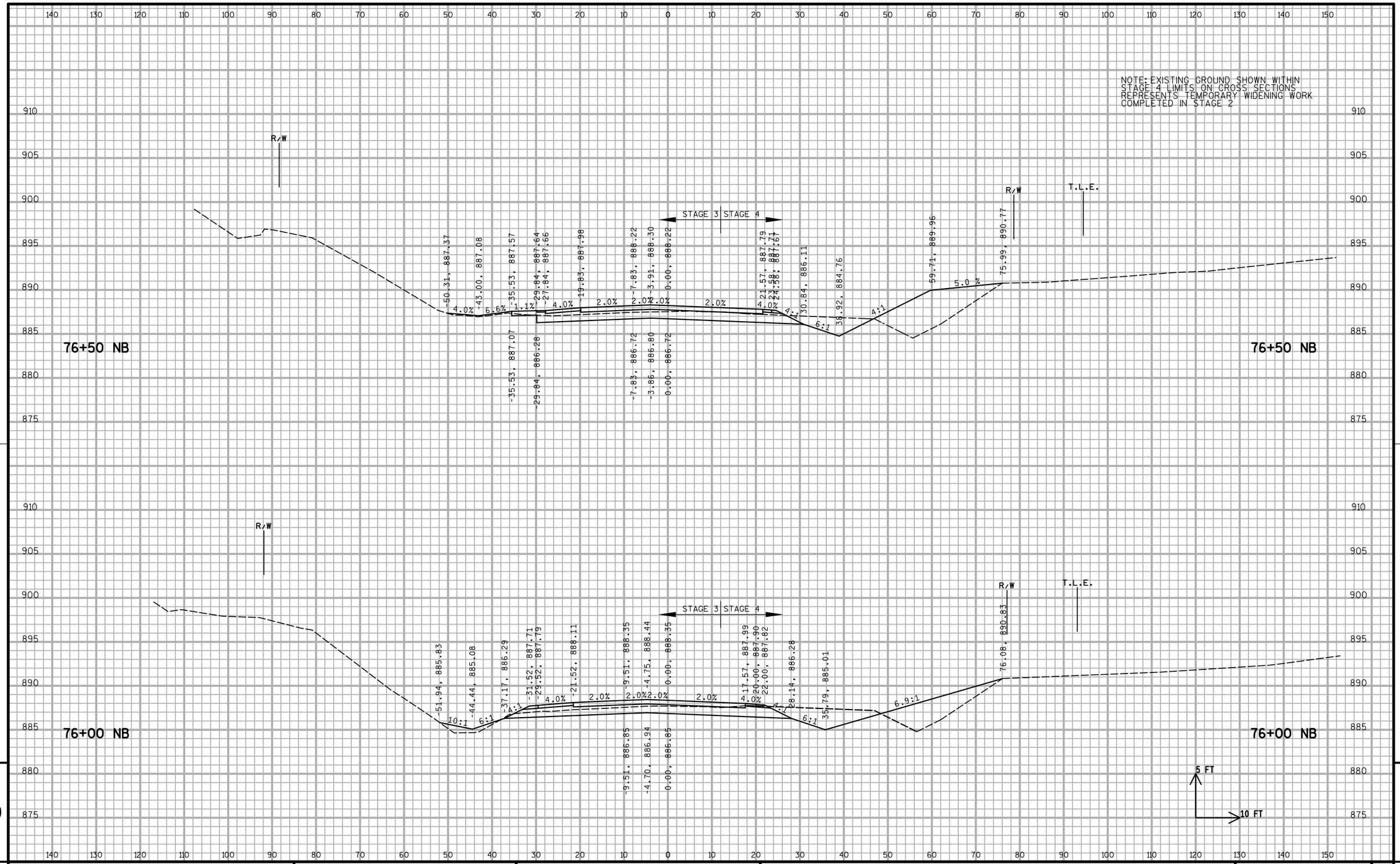
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 721	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

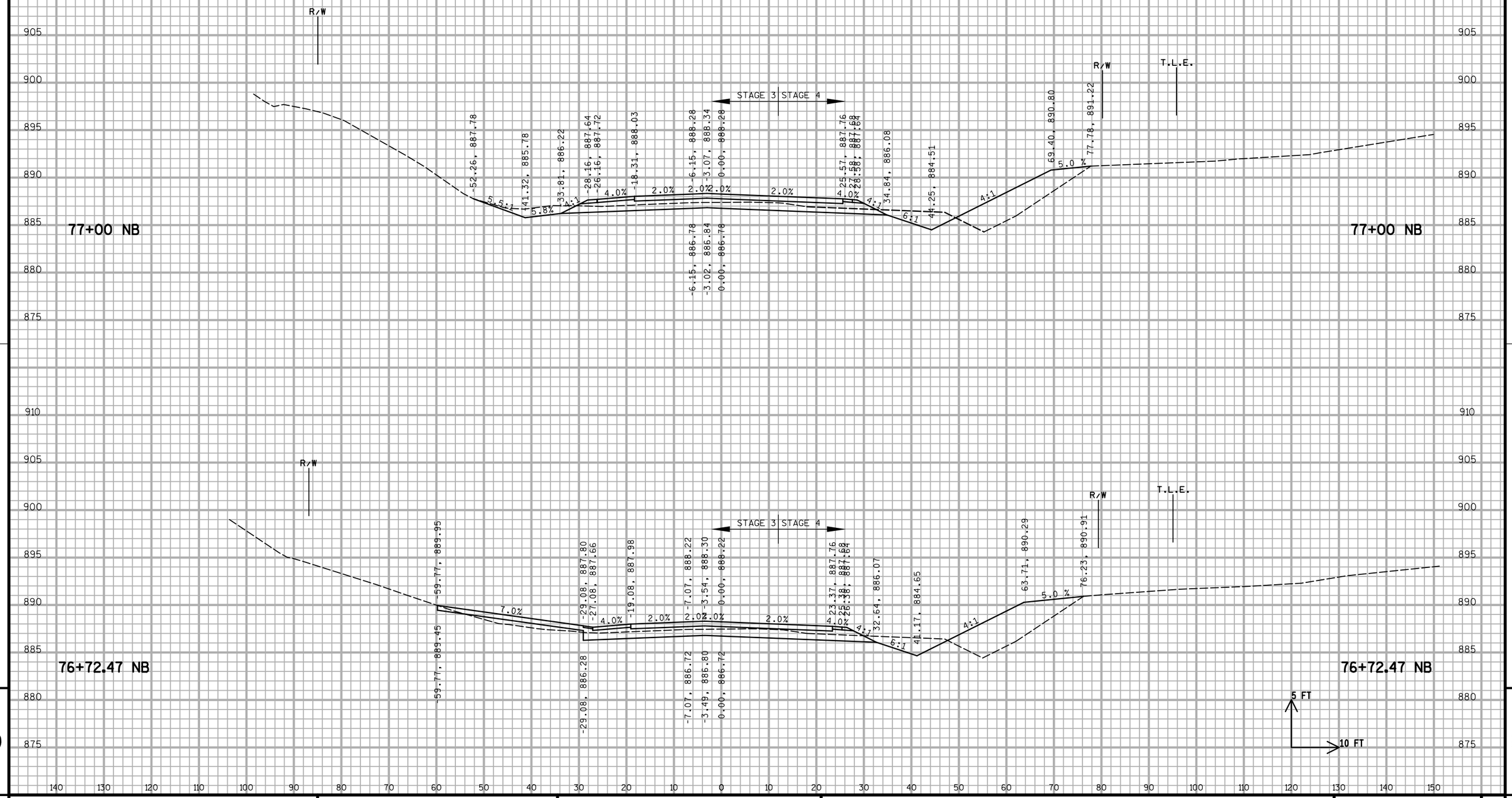
NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 722	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

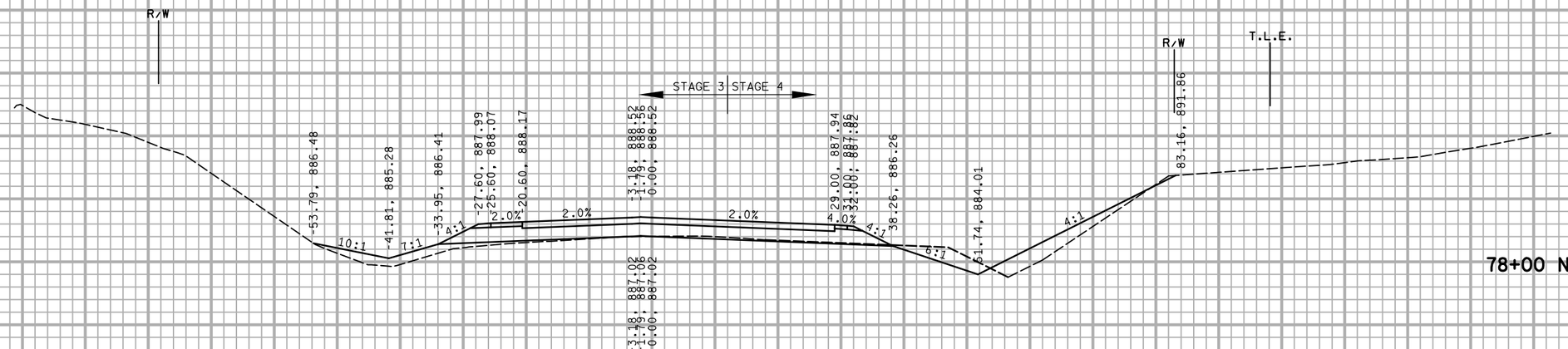
NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2

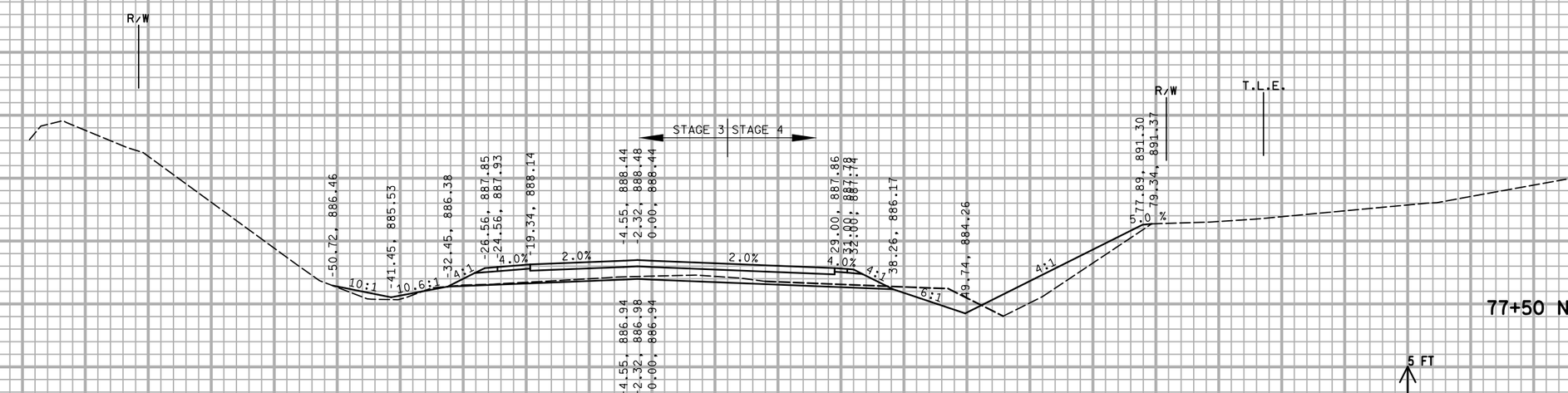


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 723	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2

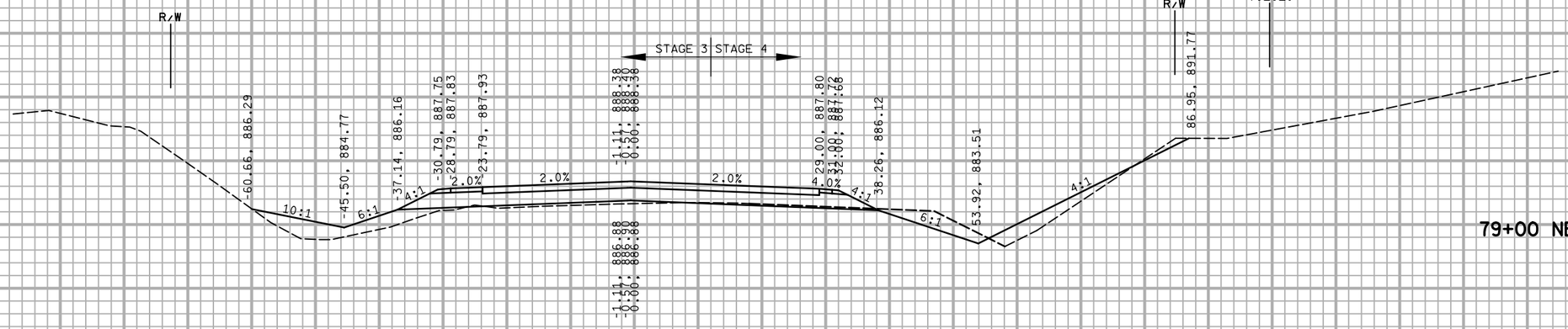


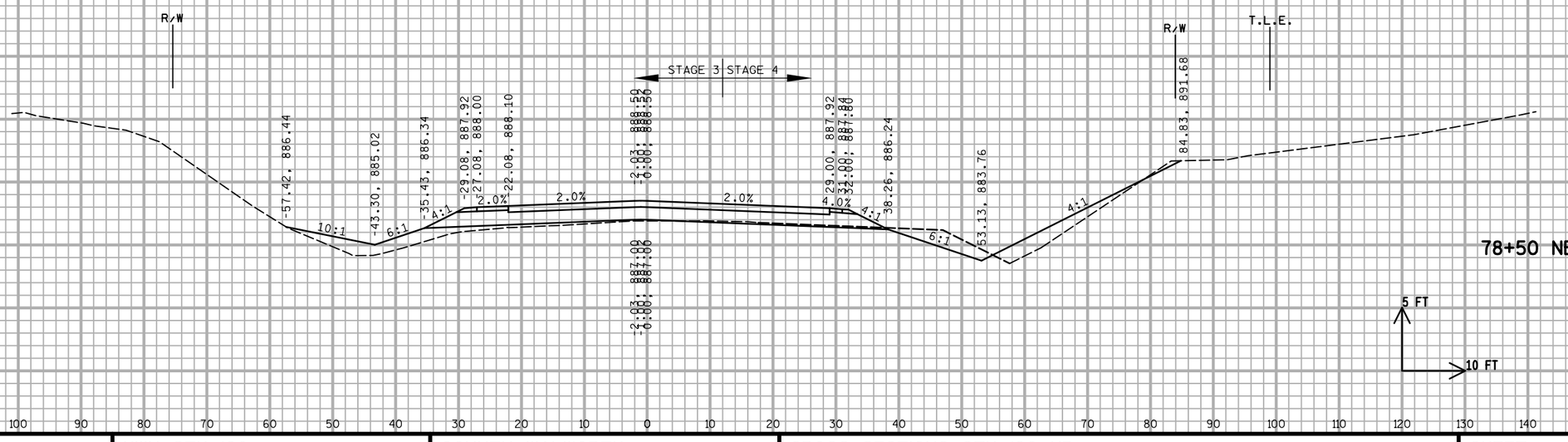


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 724	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2

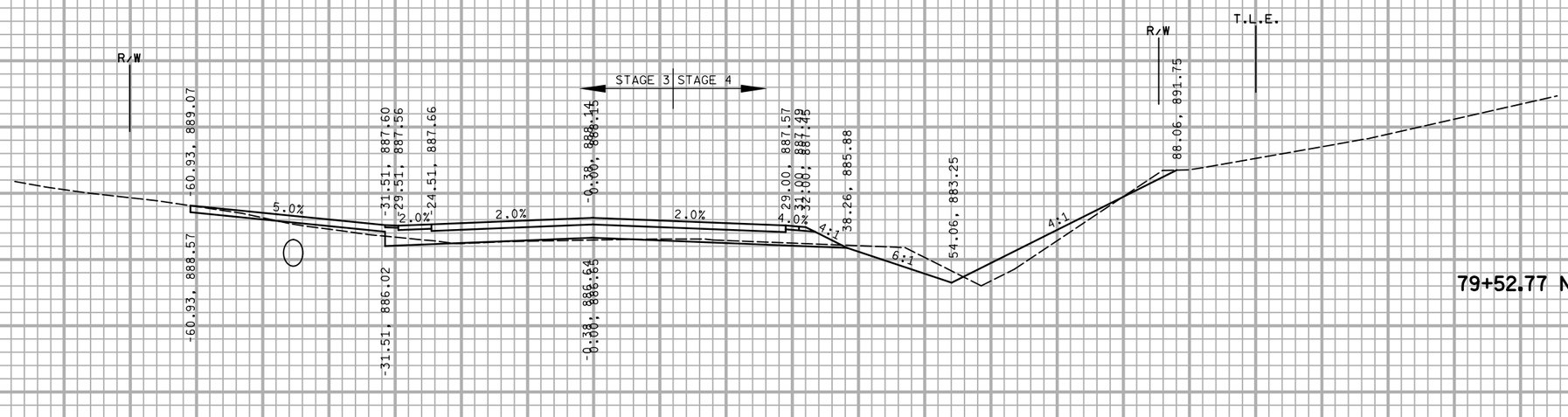


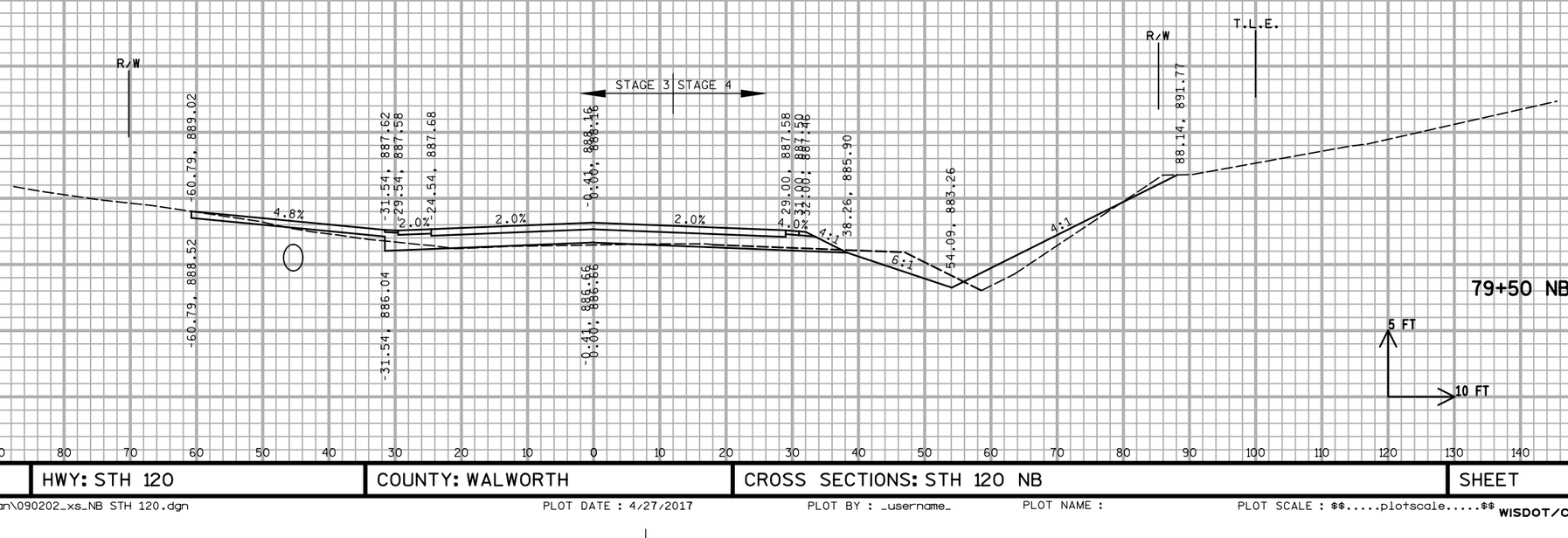


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 725	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2





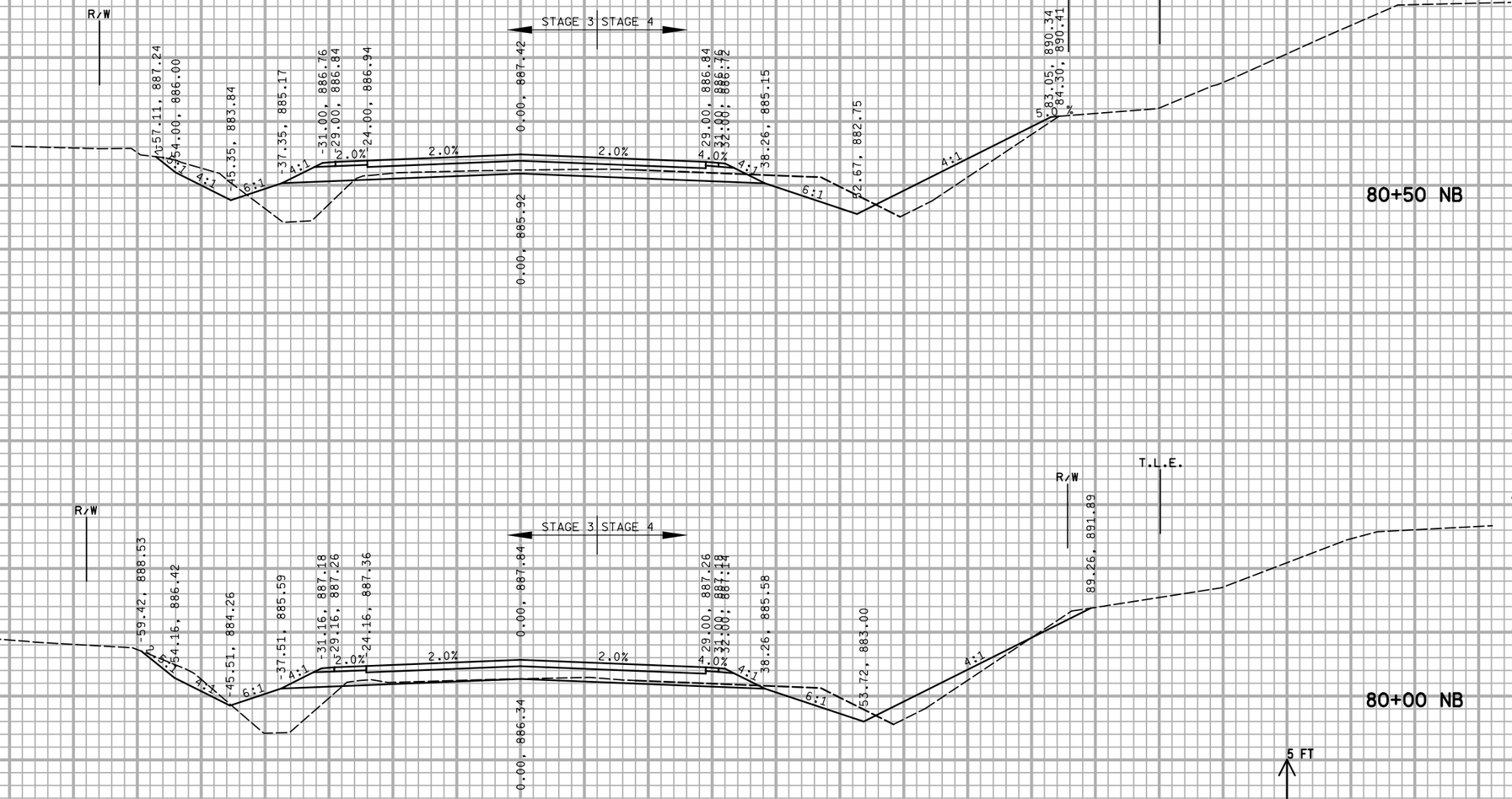
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

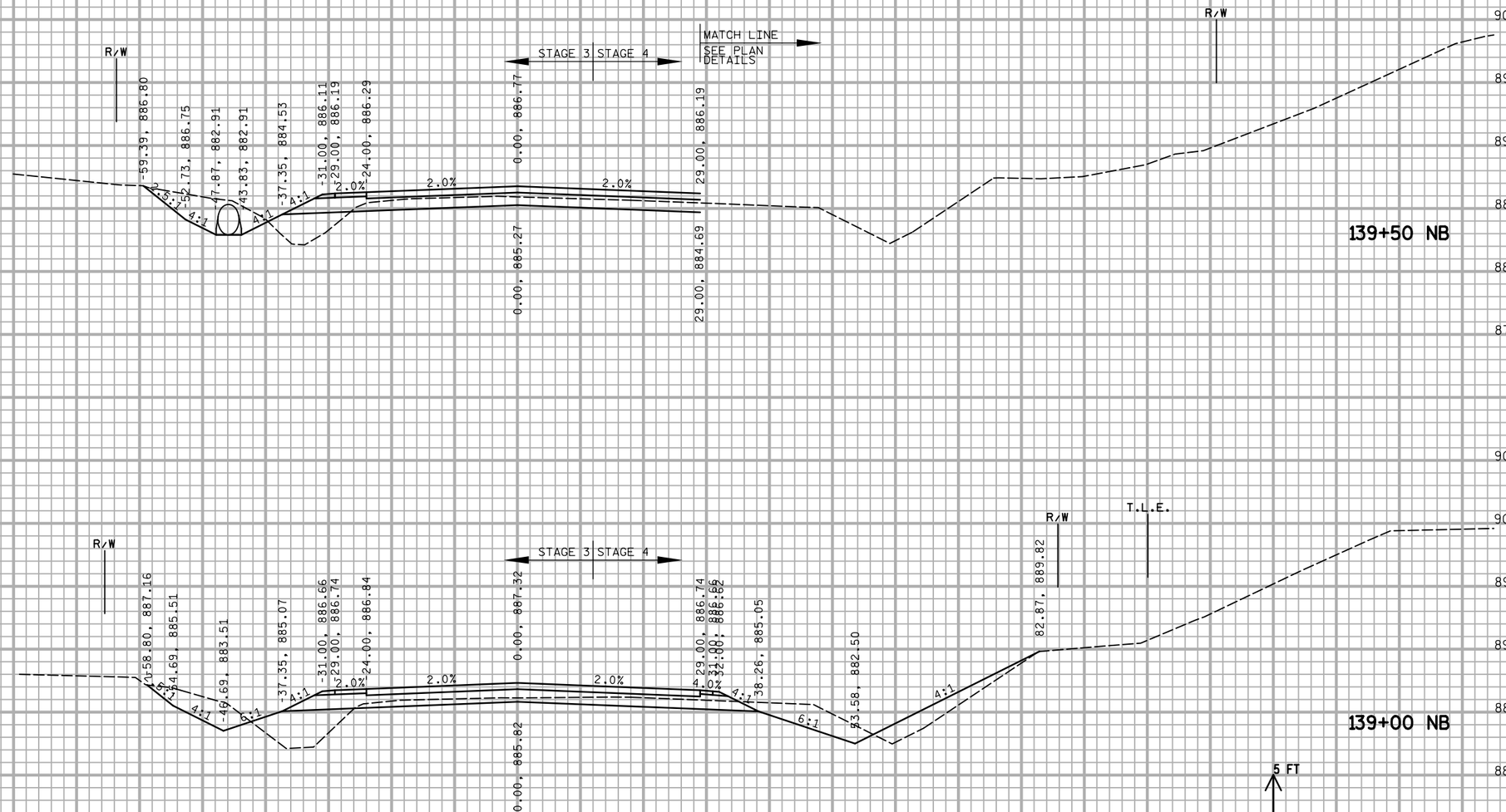
NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 727	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2

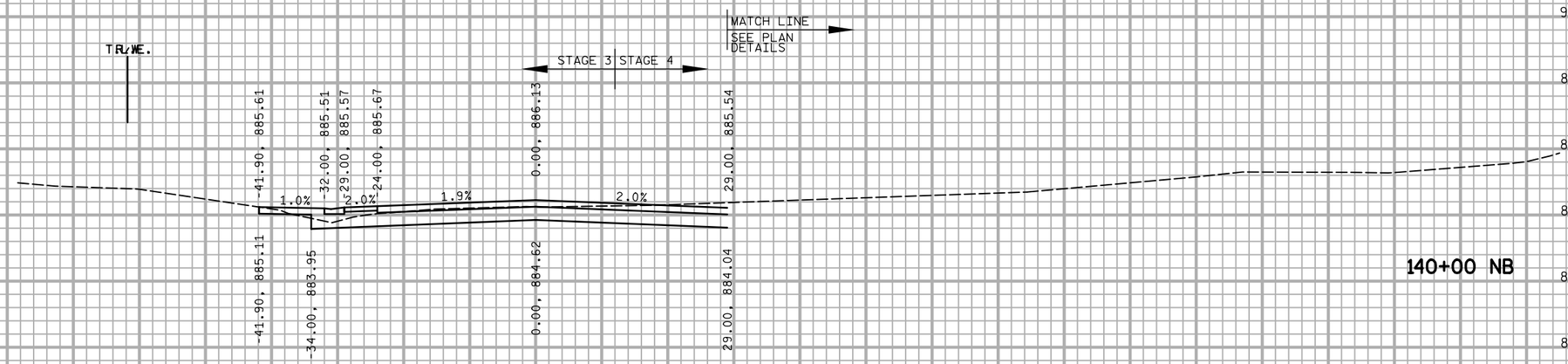


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 728	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

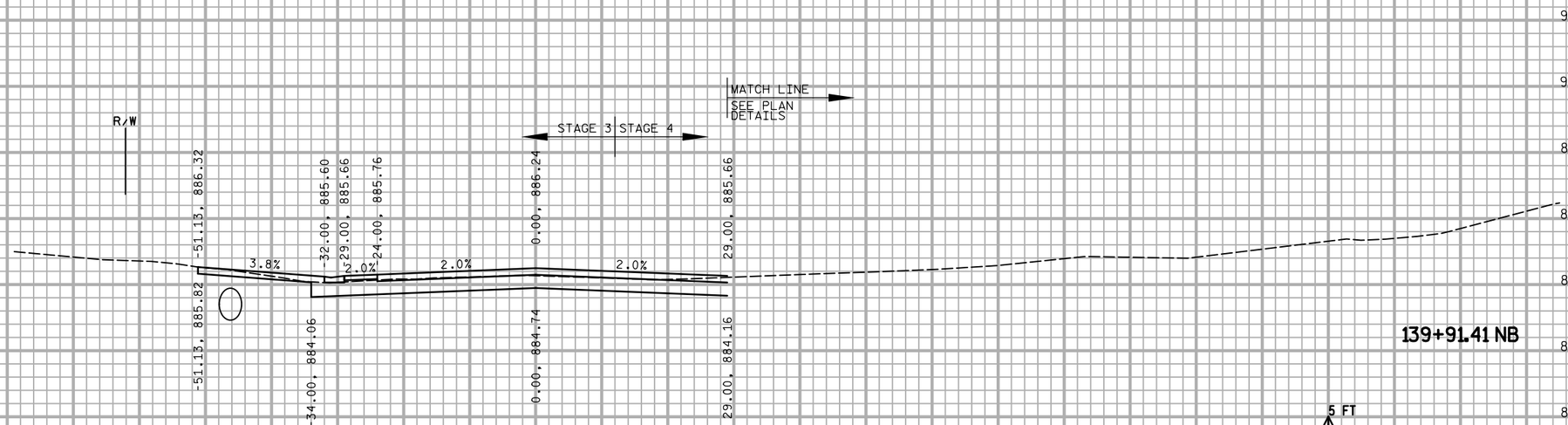
WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



140+00 NB

140+00 NB



139+91.41 NB

139+91.41 NB

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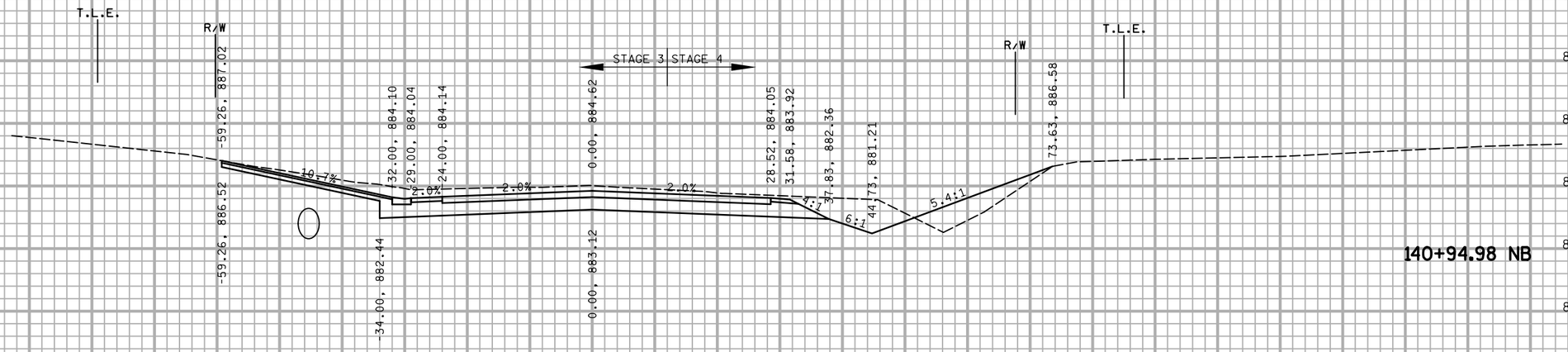
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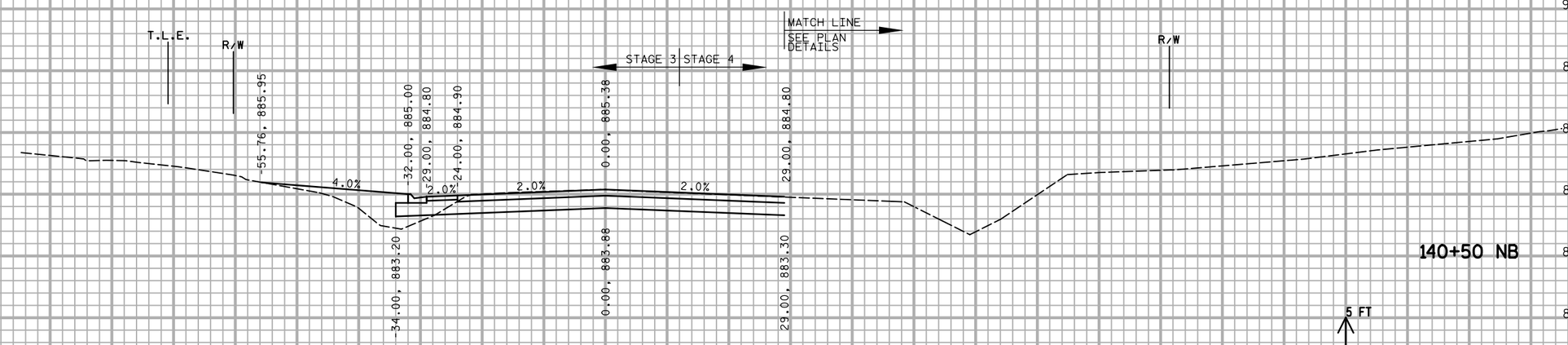
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 729	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2

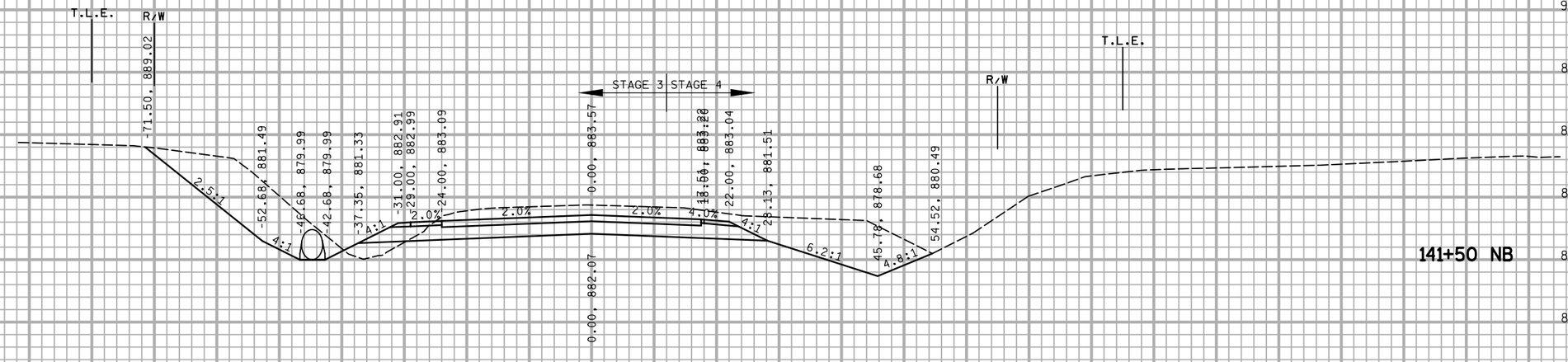


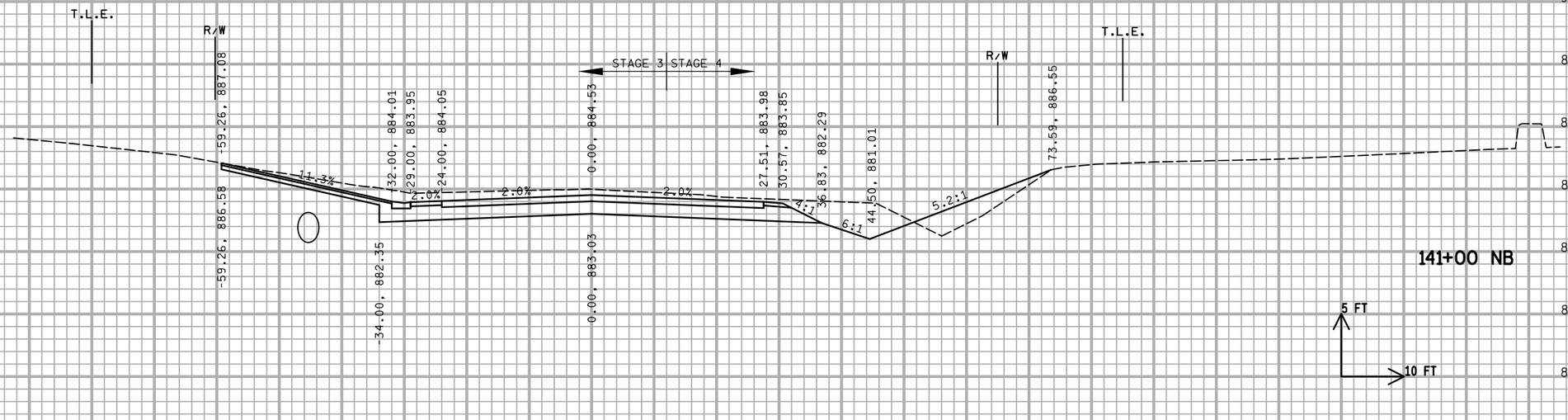


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 730	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2

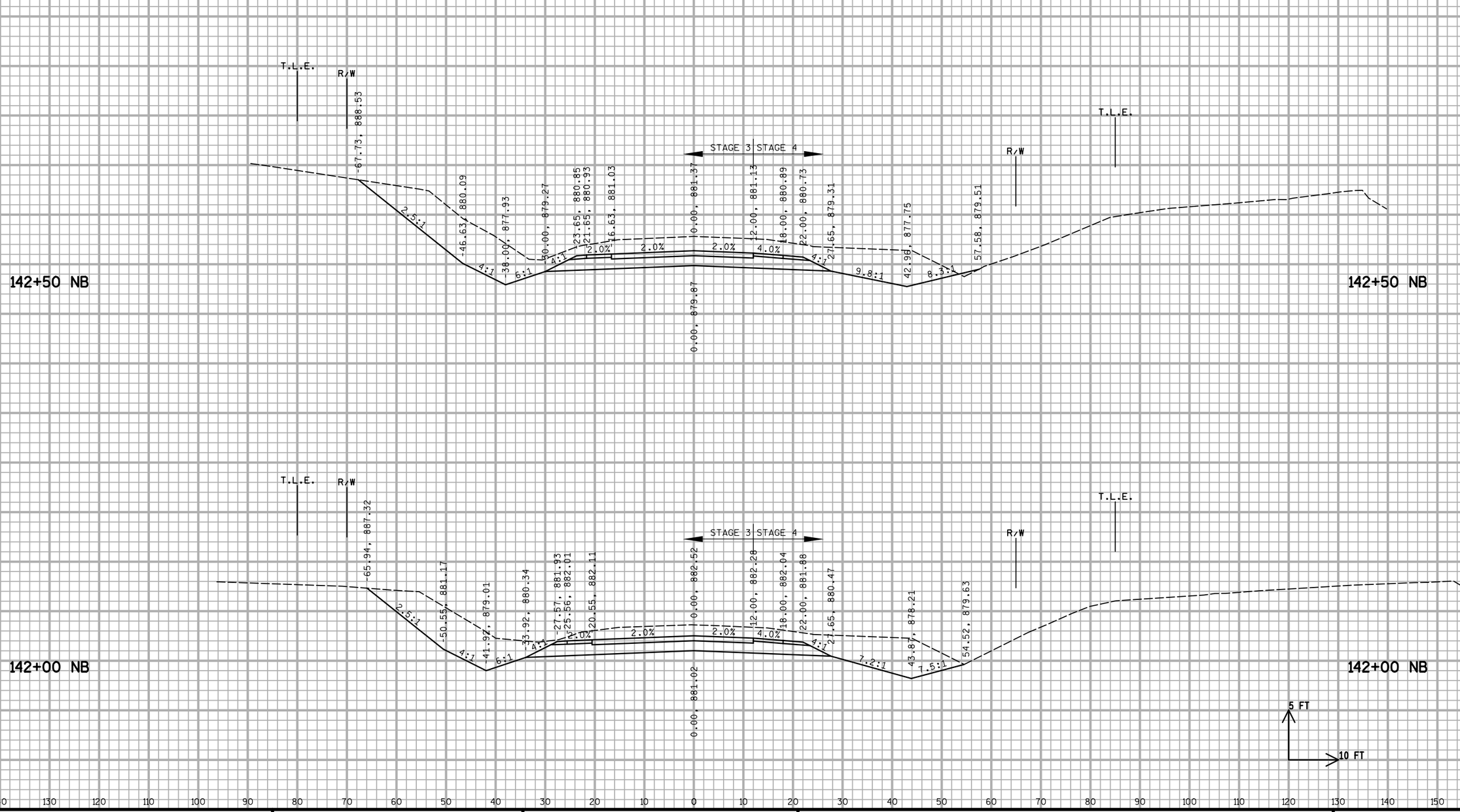




PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

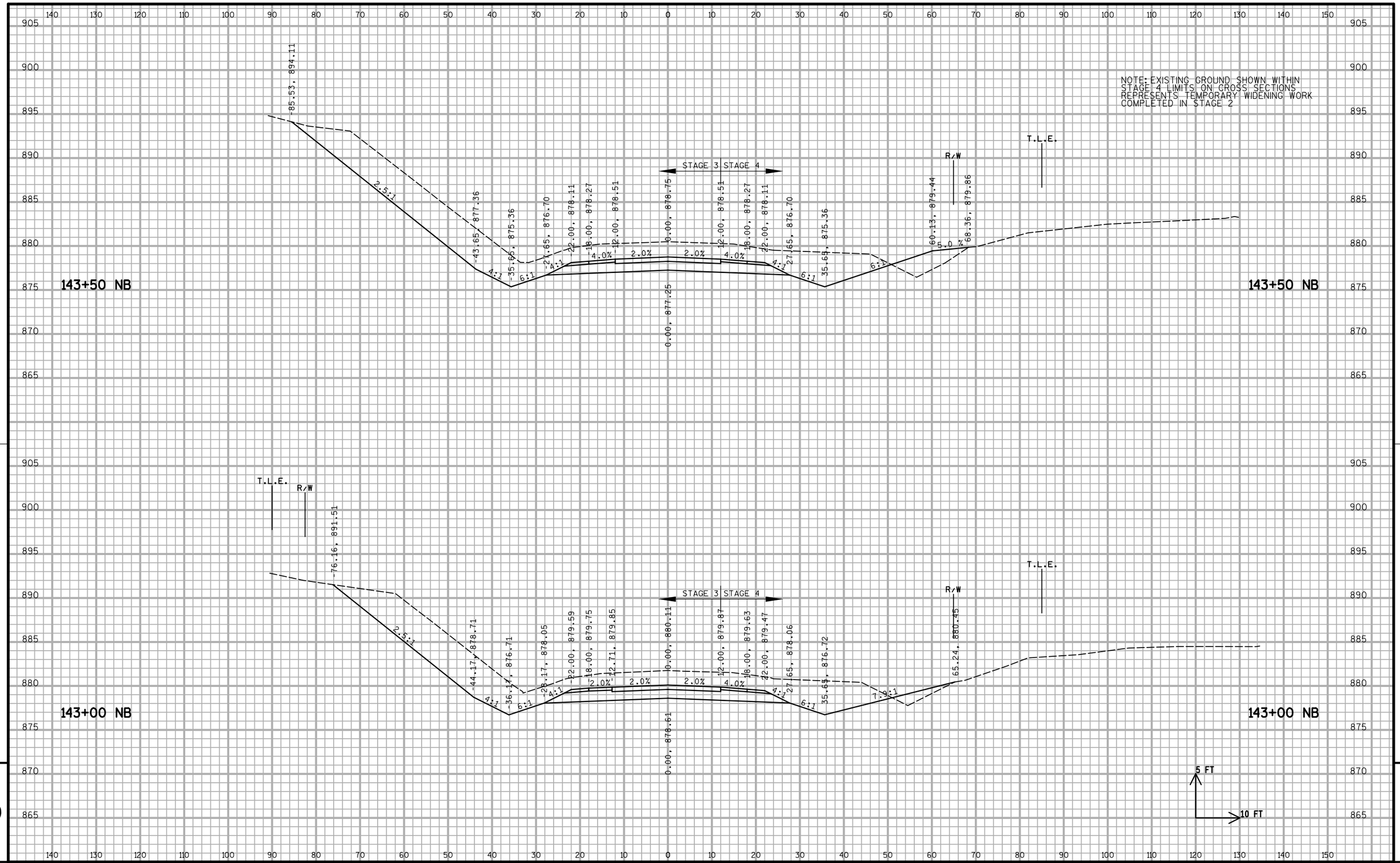
FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

NOTE: EXISTING GROUND SHOWN WITHIN STAGE 4 LIMITS ON CROSS SECTIONS REPRESENTS TEMPORARY WIDENING WORK COMPLETED IN STAGE 2



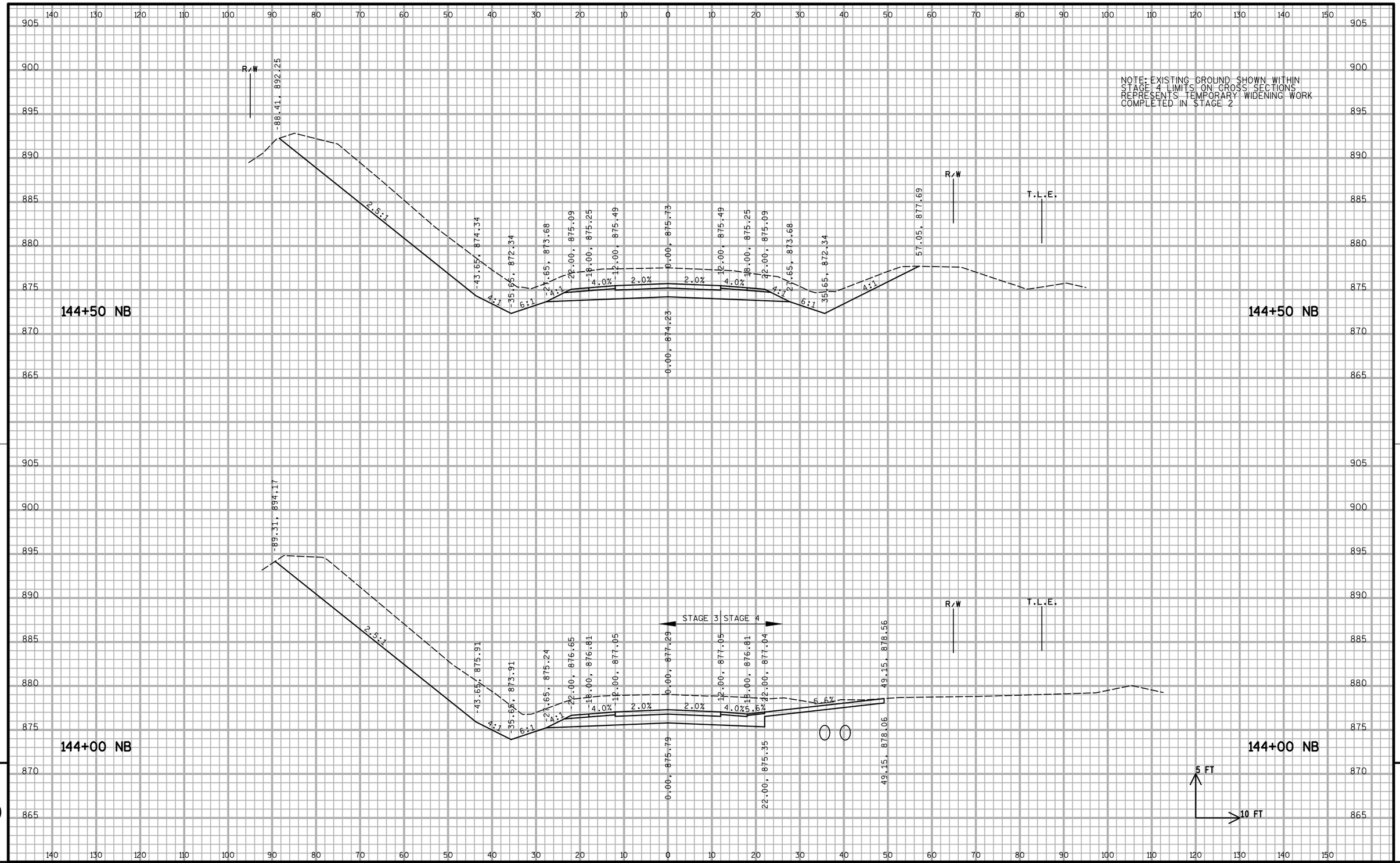
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 733	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

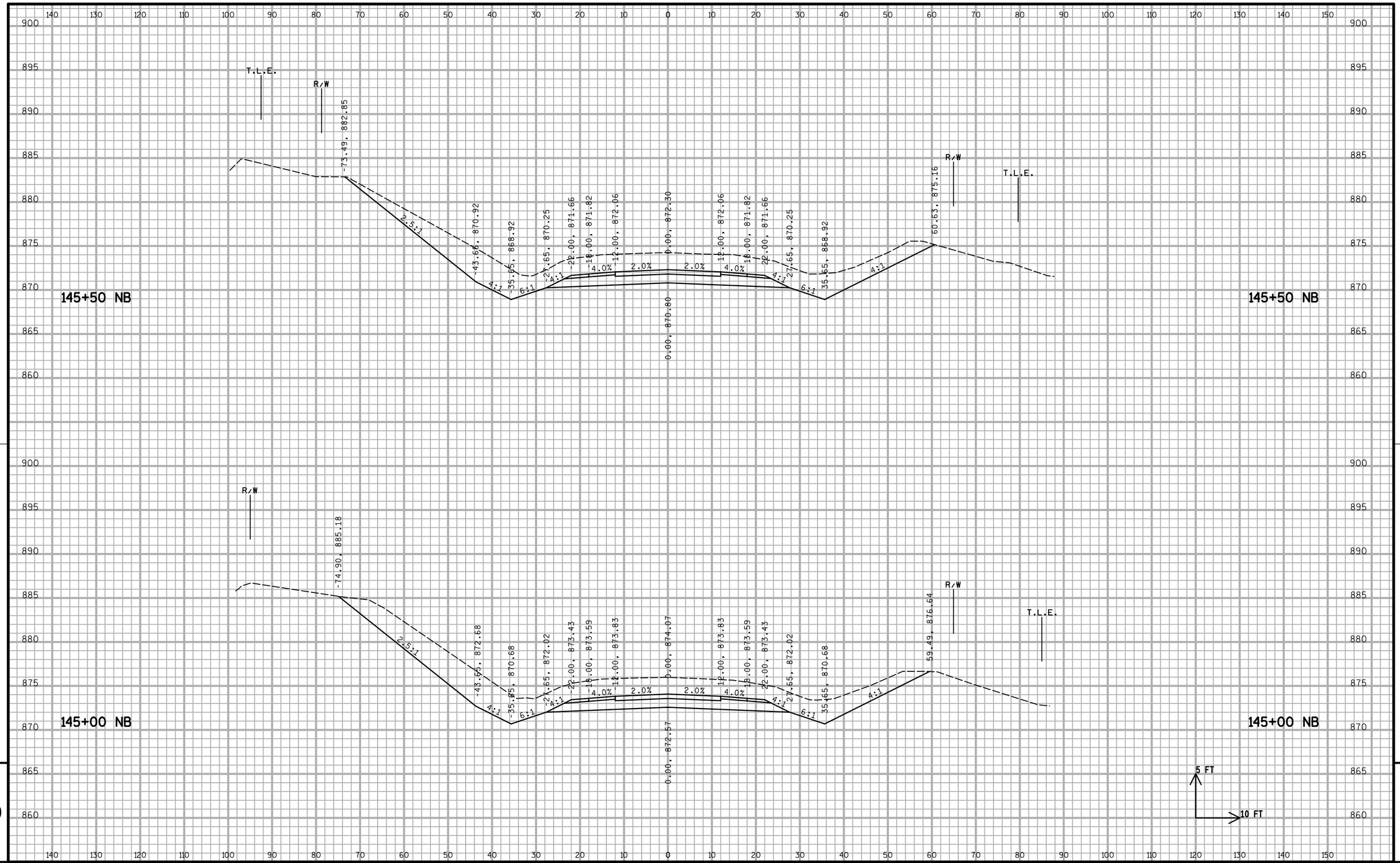


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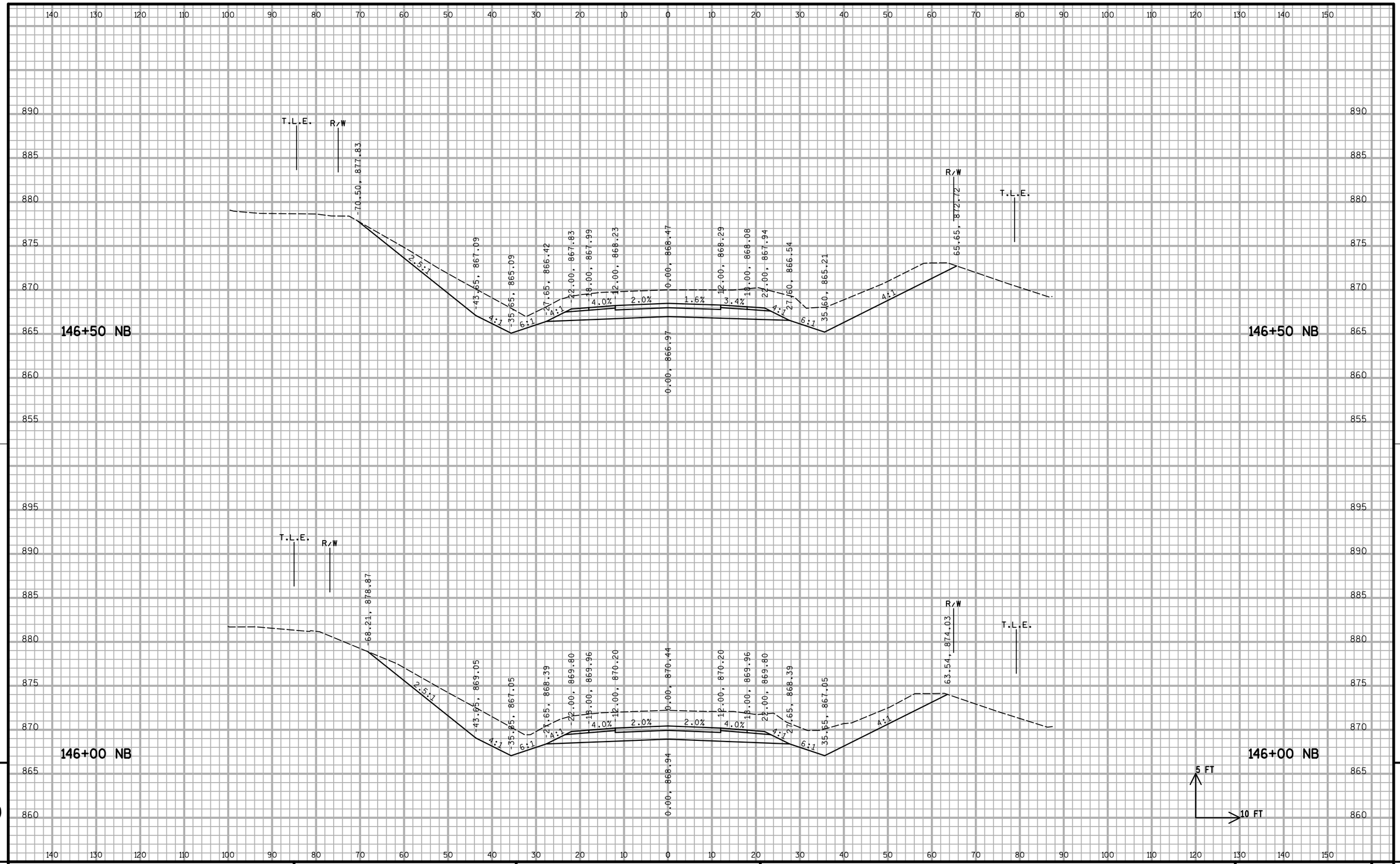
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 734	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 735	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

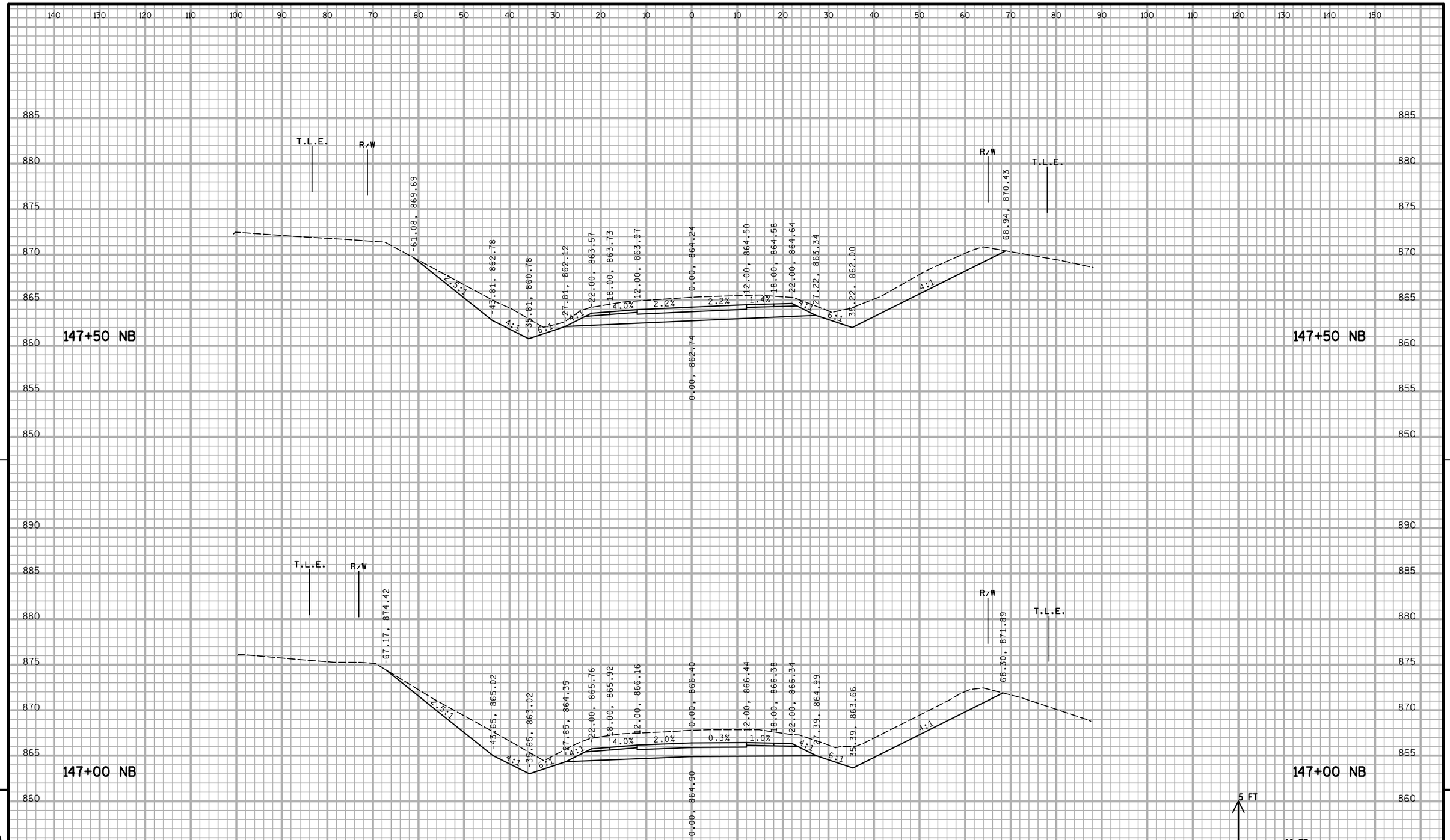


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

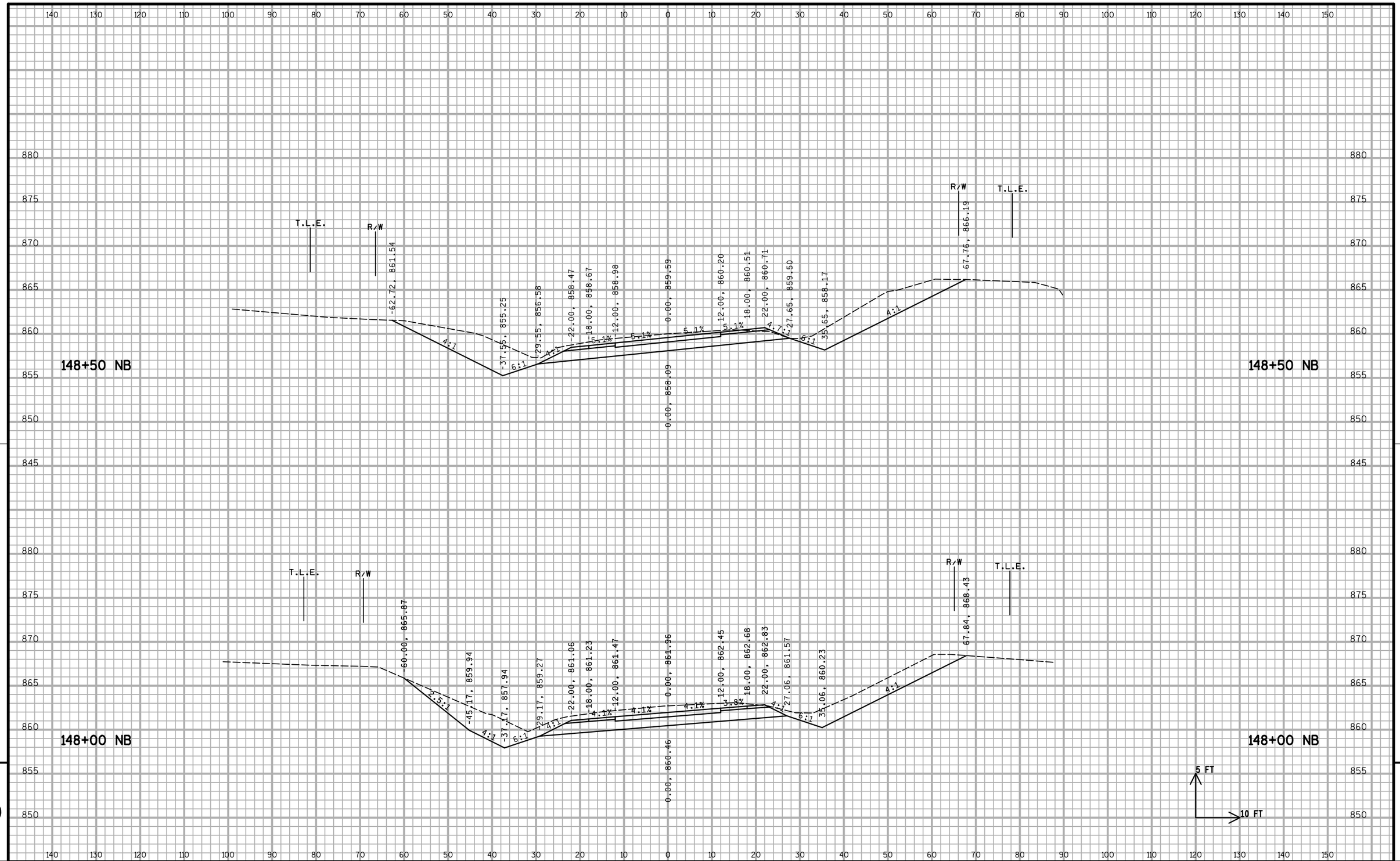
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 737	E

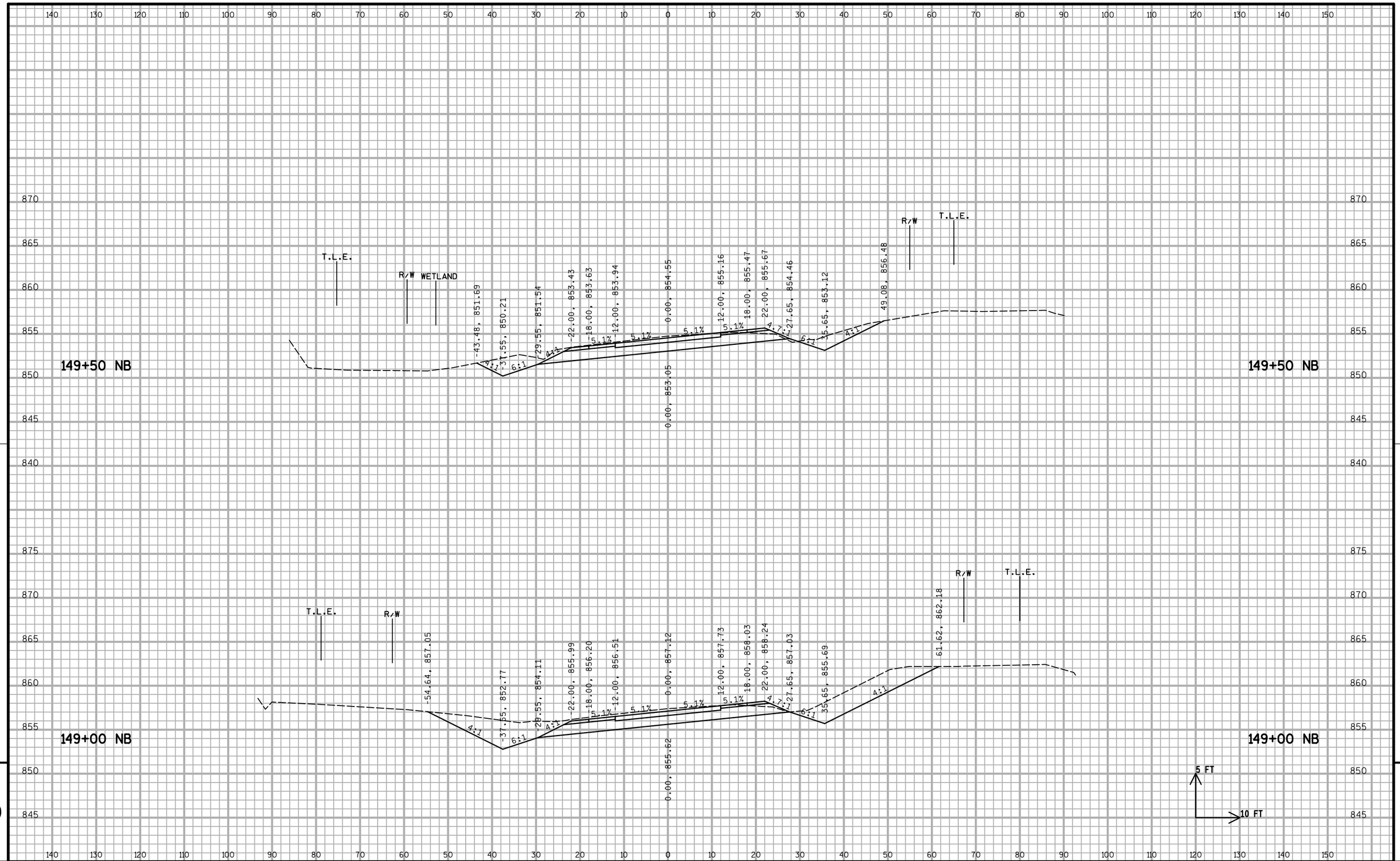


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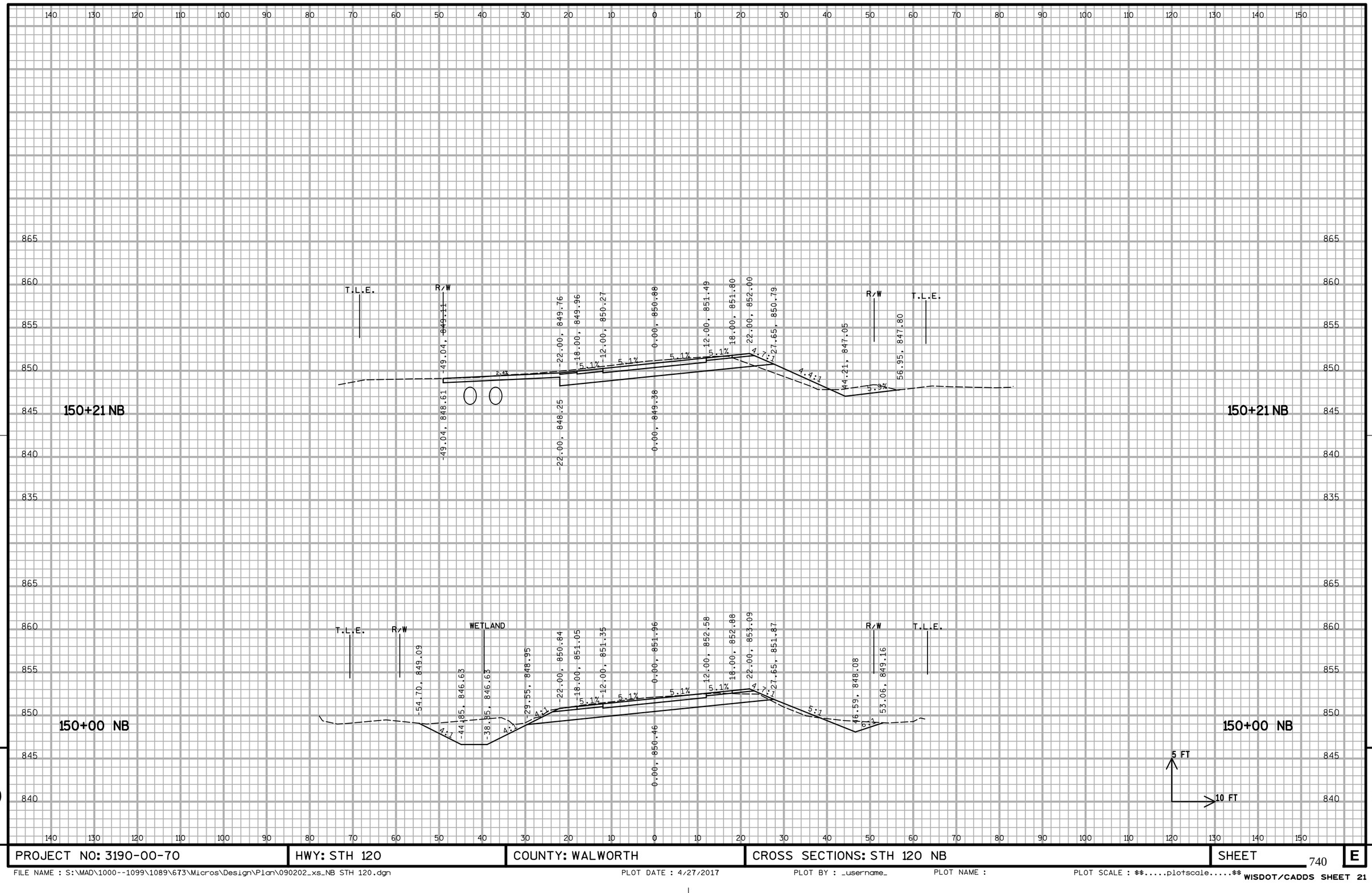
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 739	E

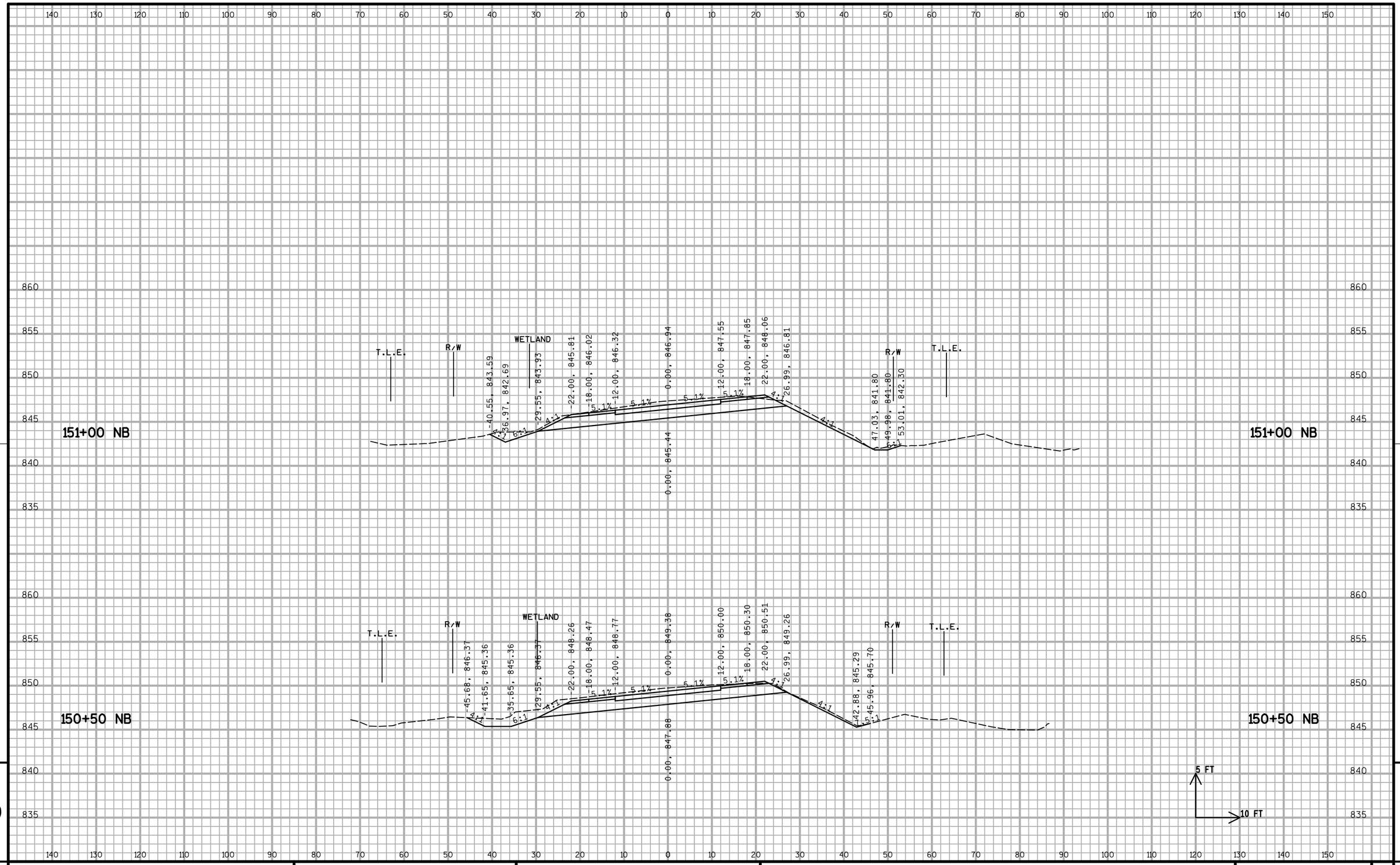
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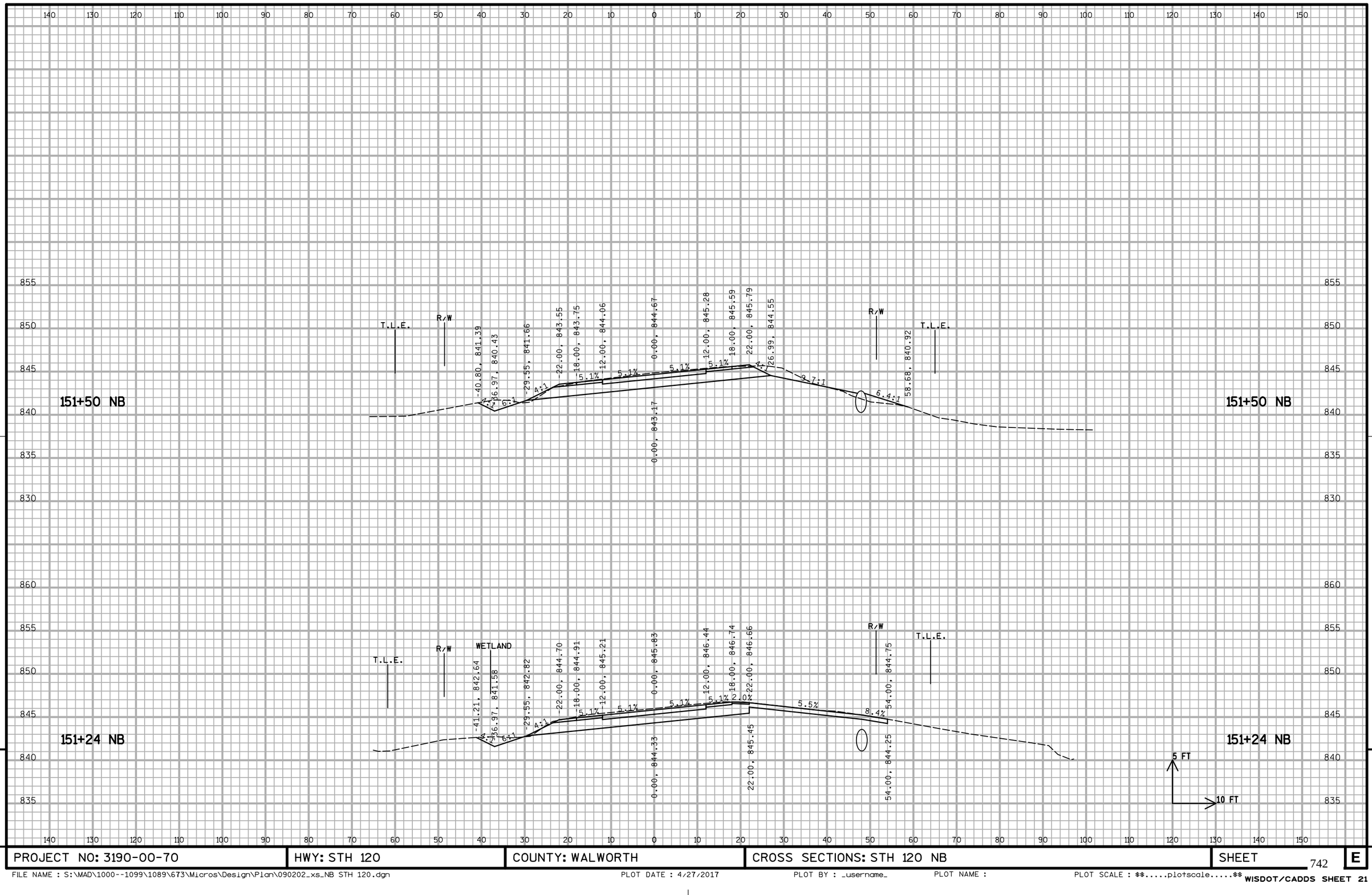
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 740	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

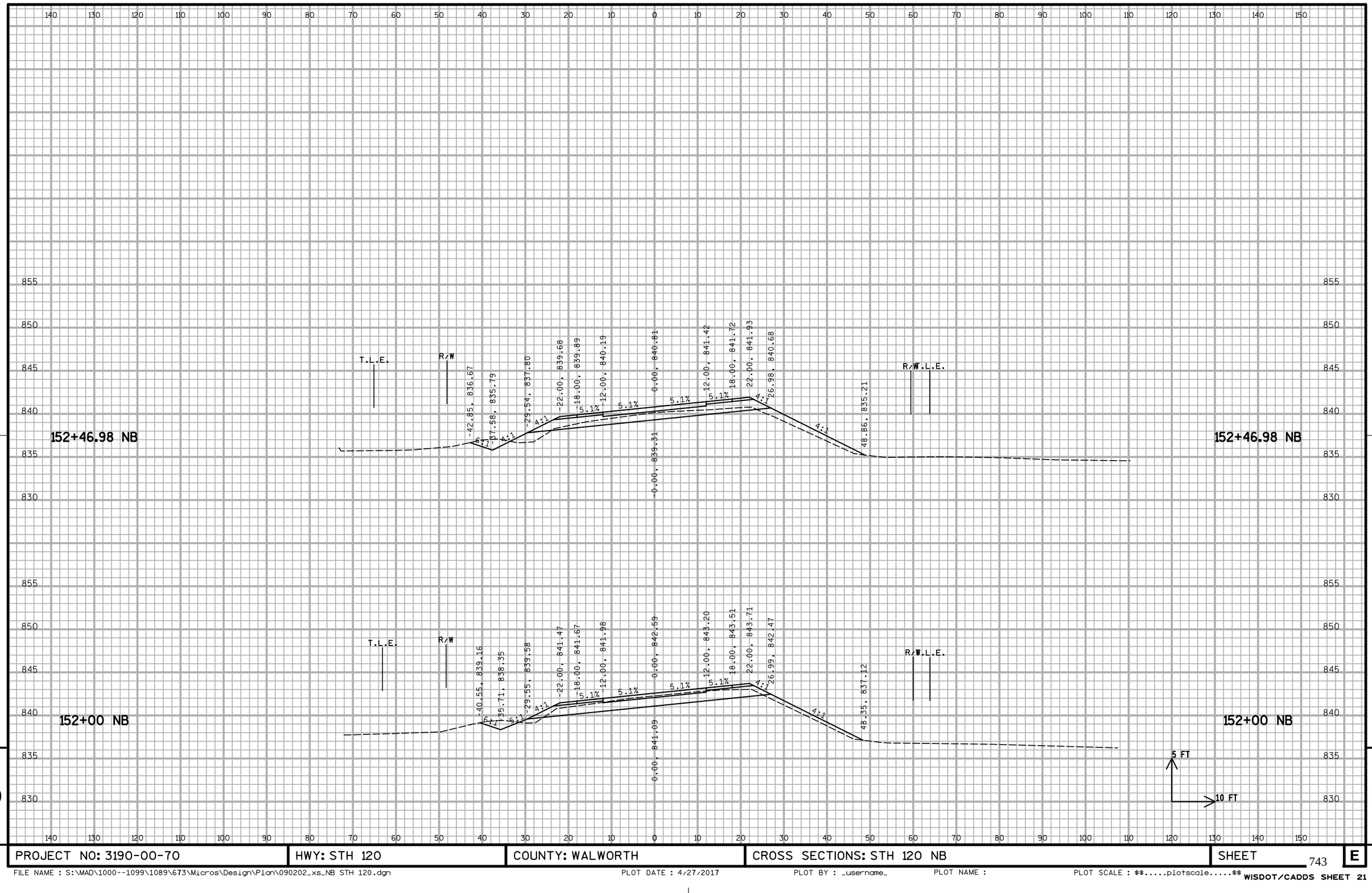


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 741	E

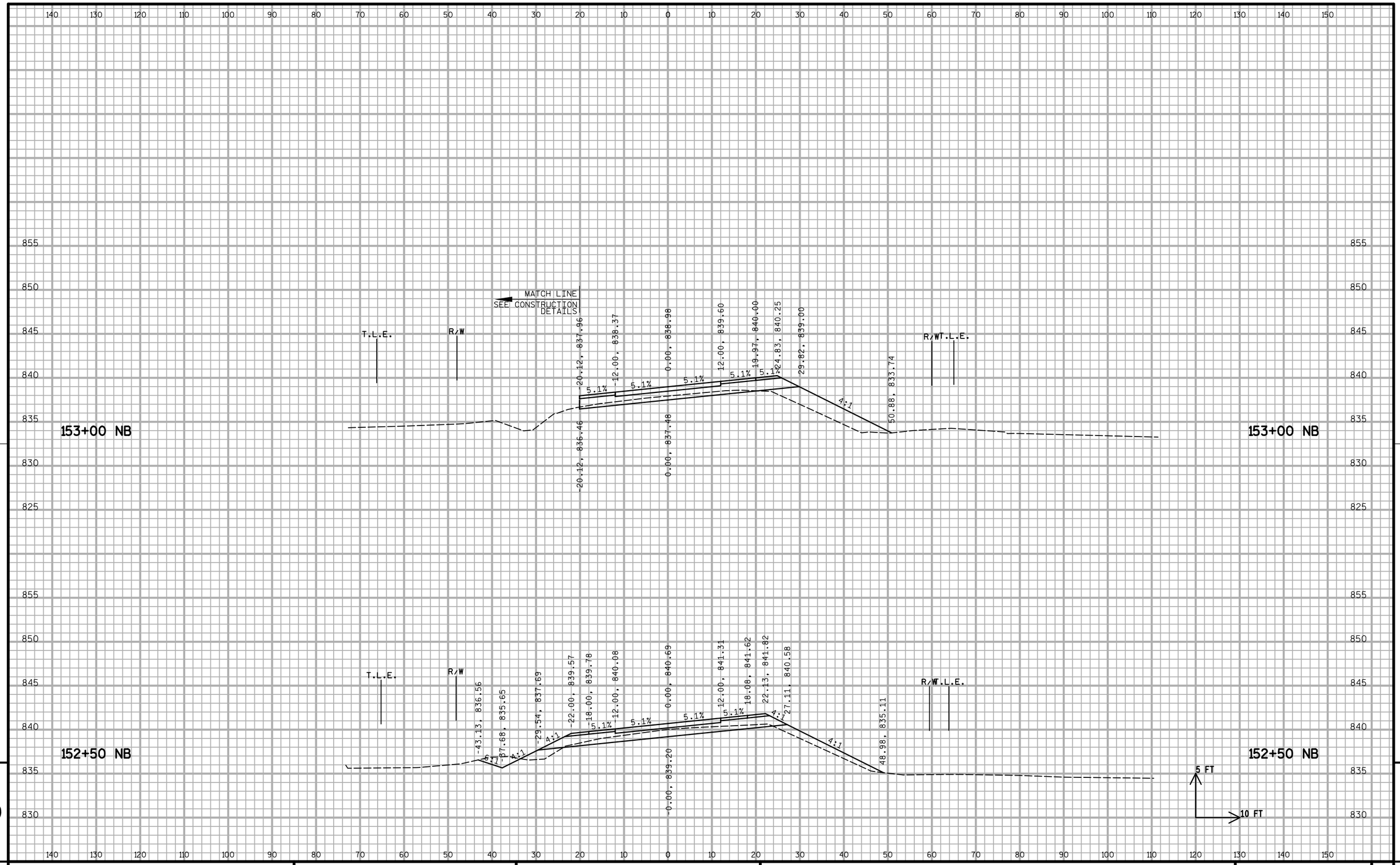


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 742	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



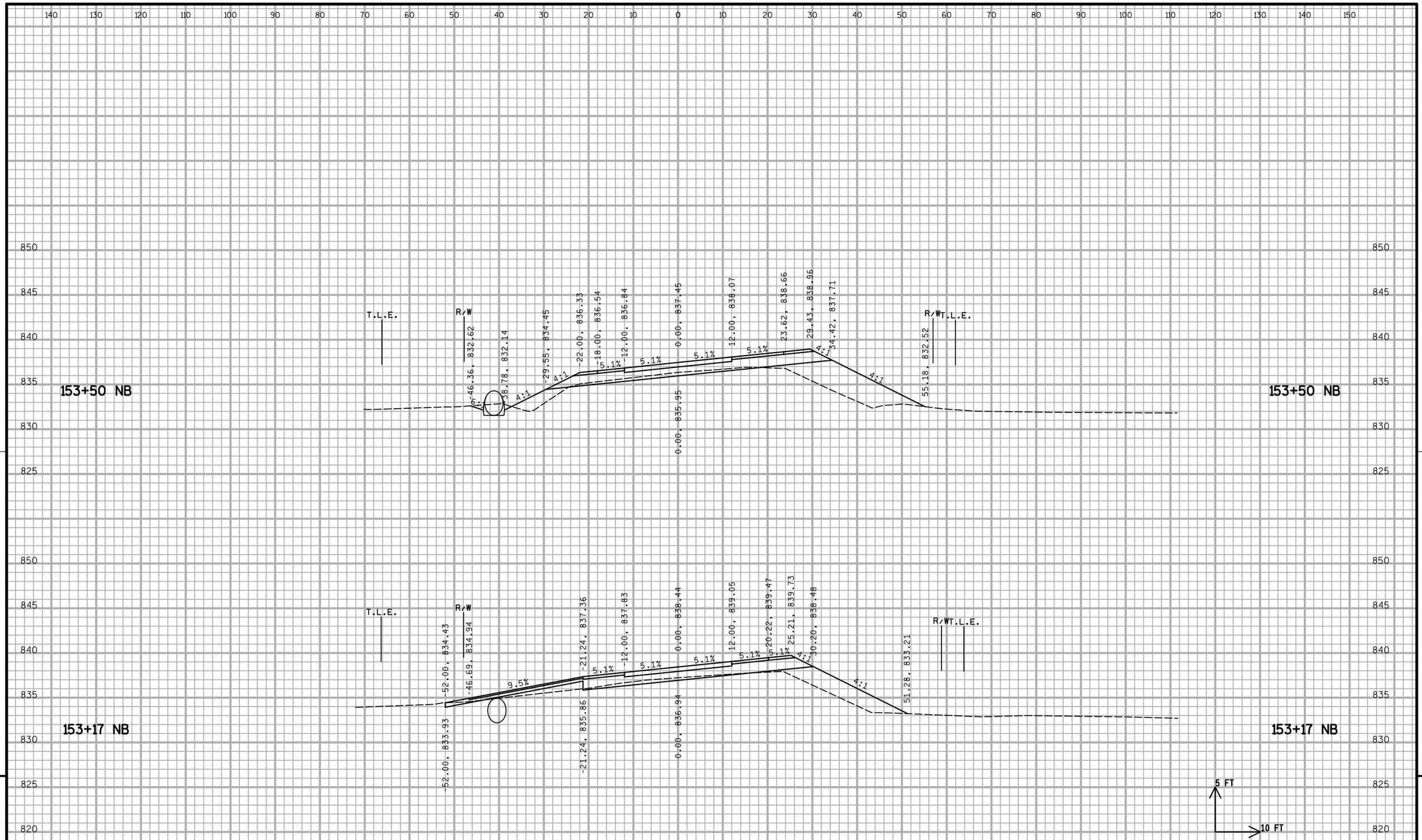
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 743	E



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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 744	E



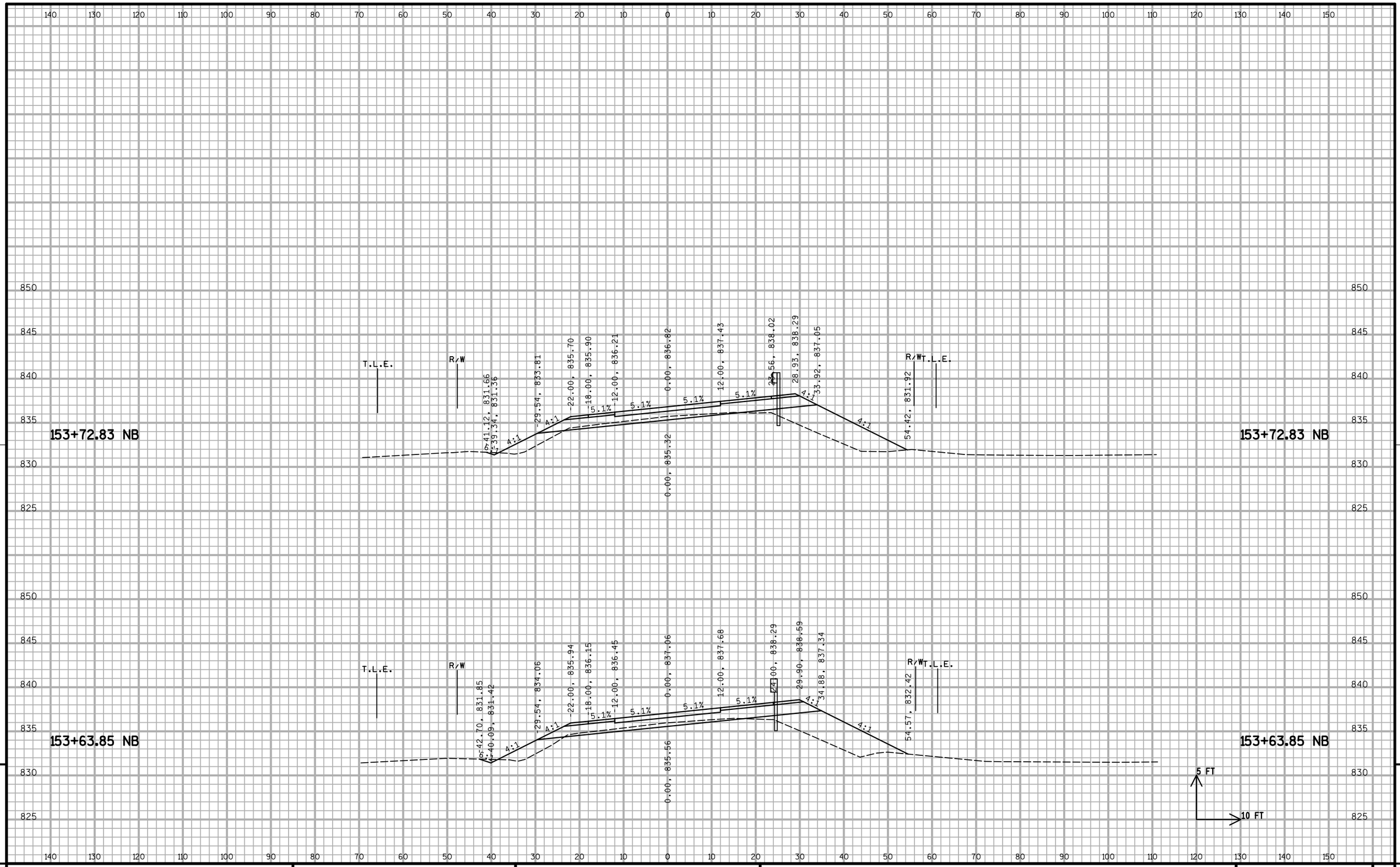
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 745	E

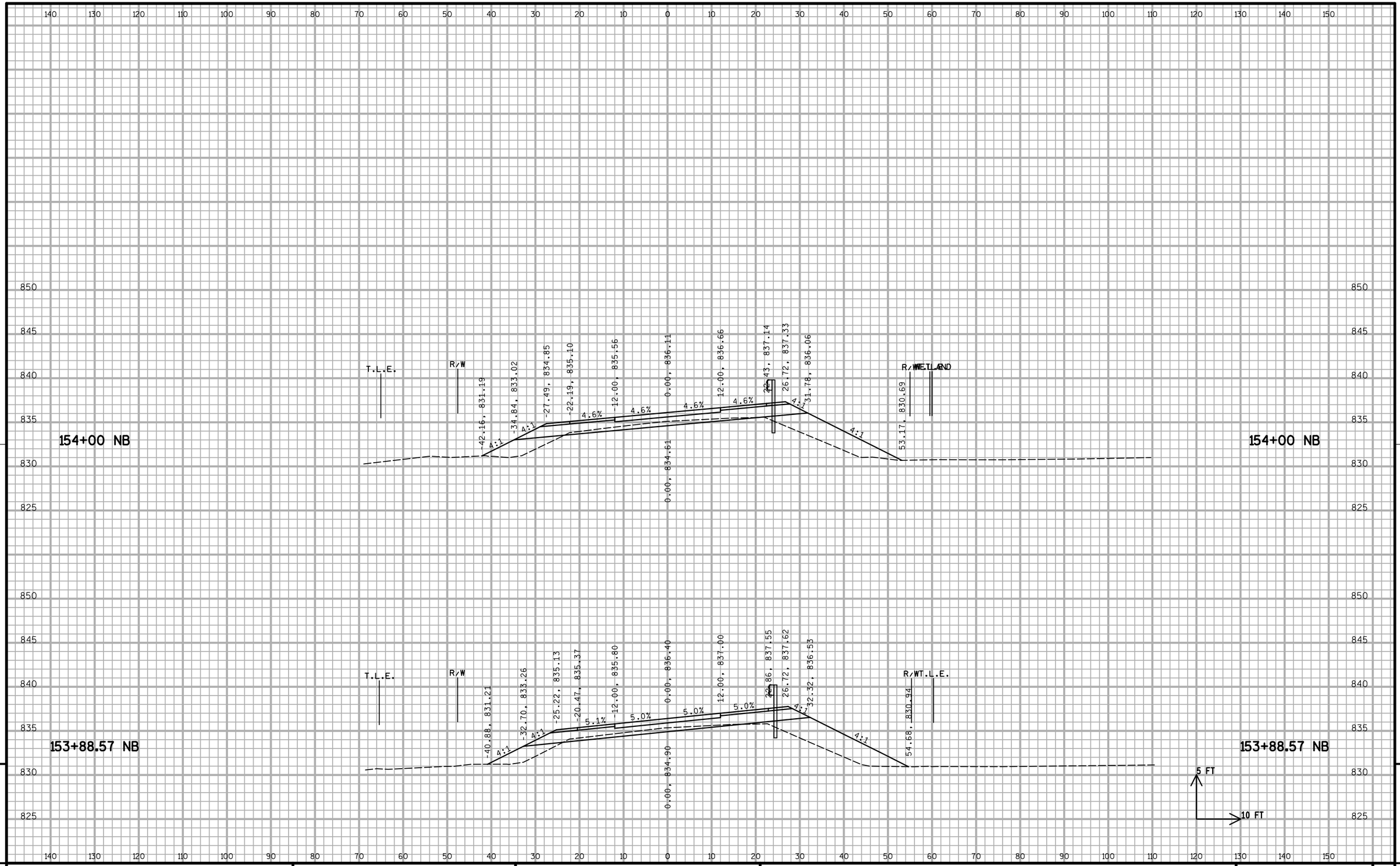
FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



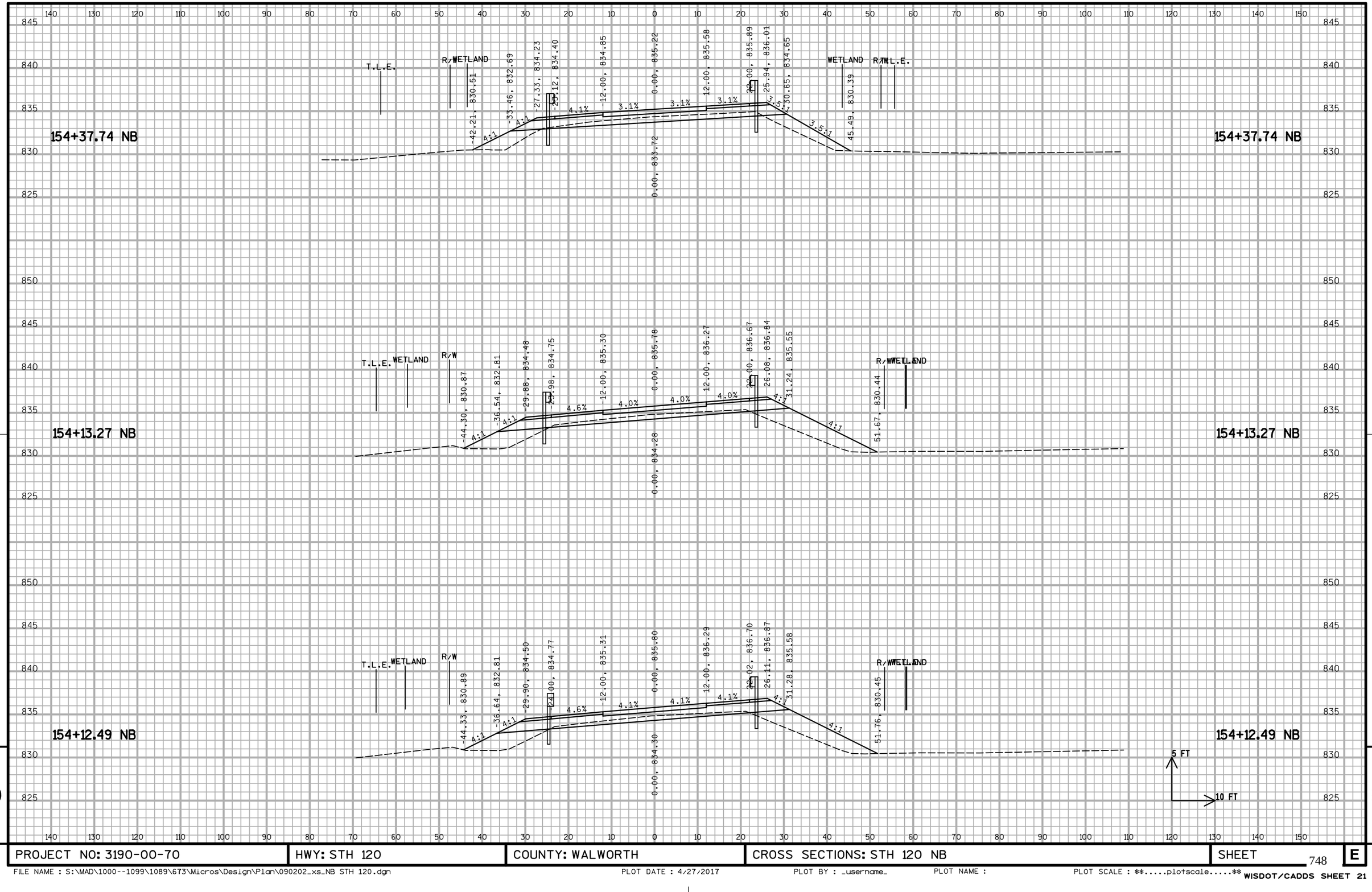
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 746	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



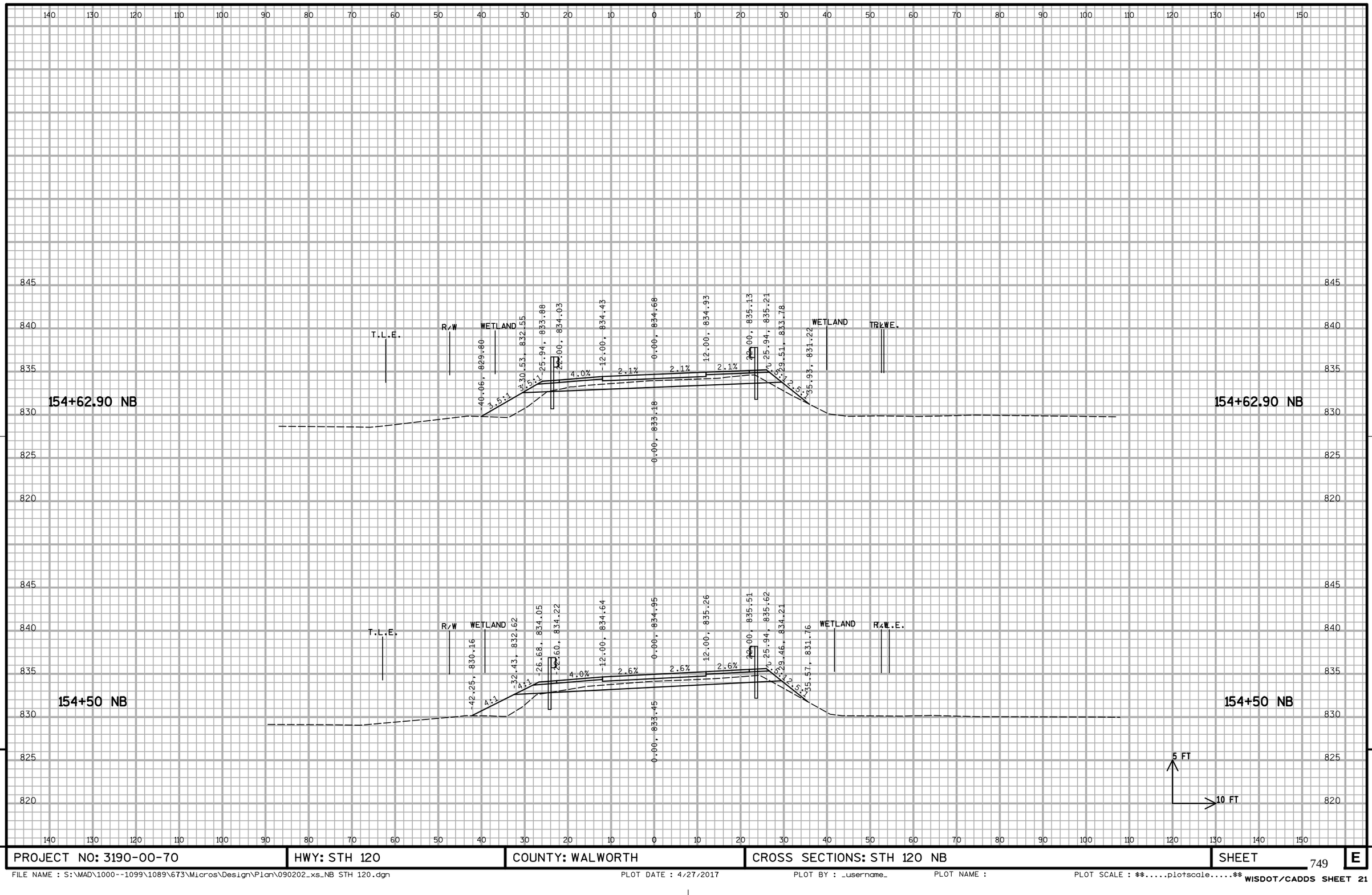
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 747	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 748	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

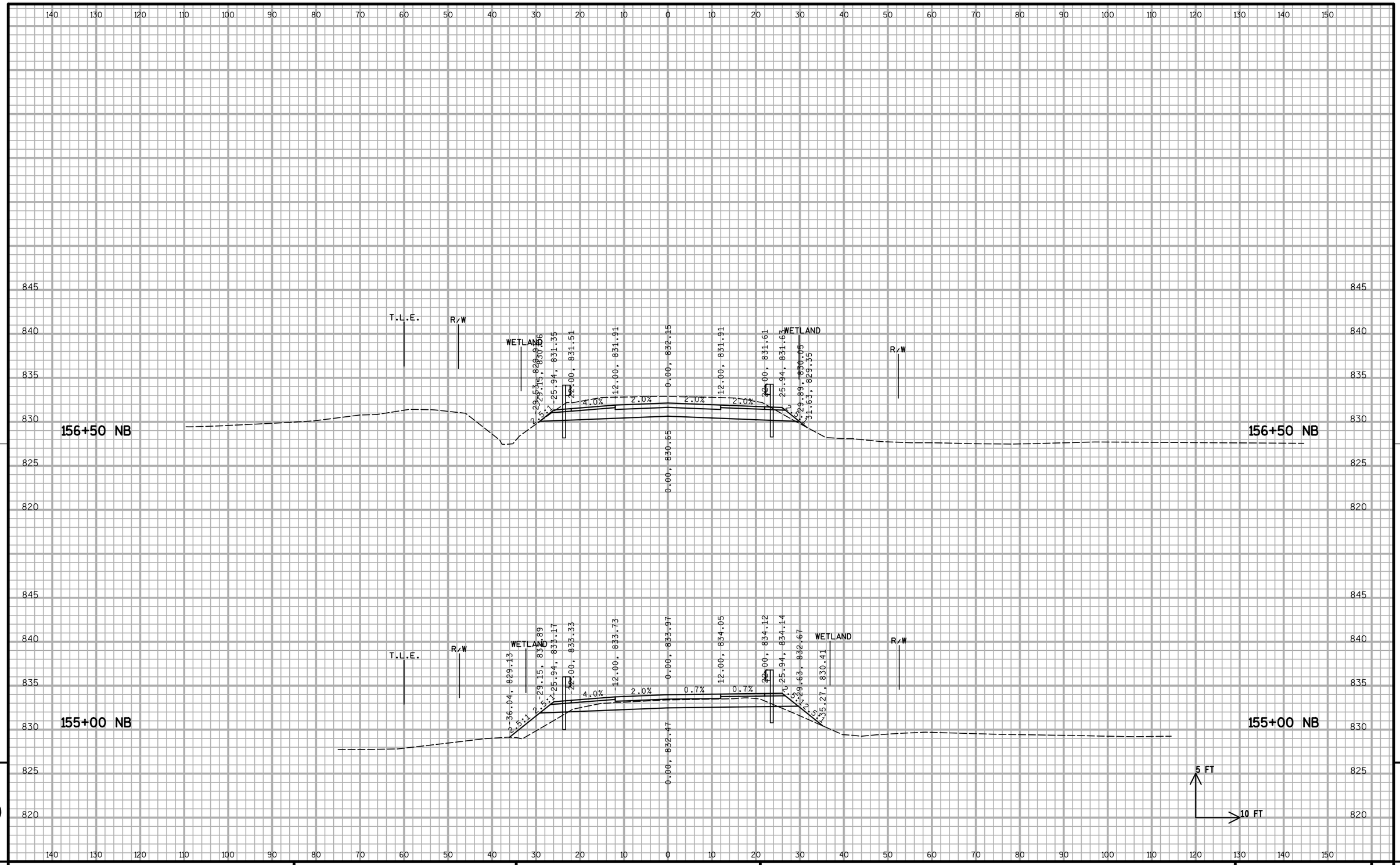


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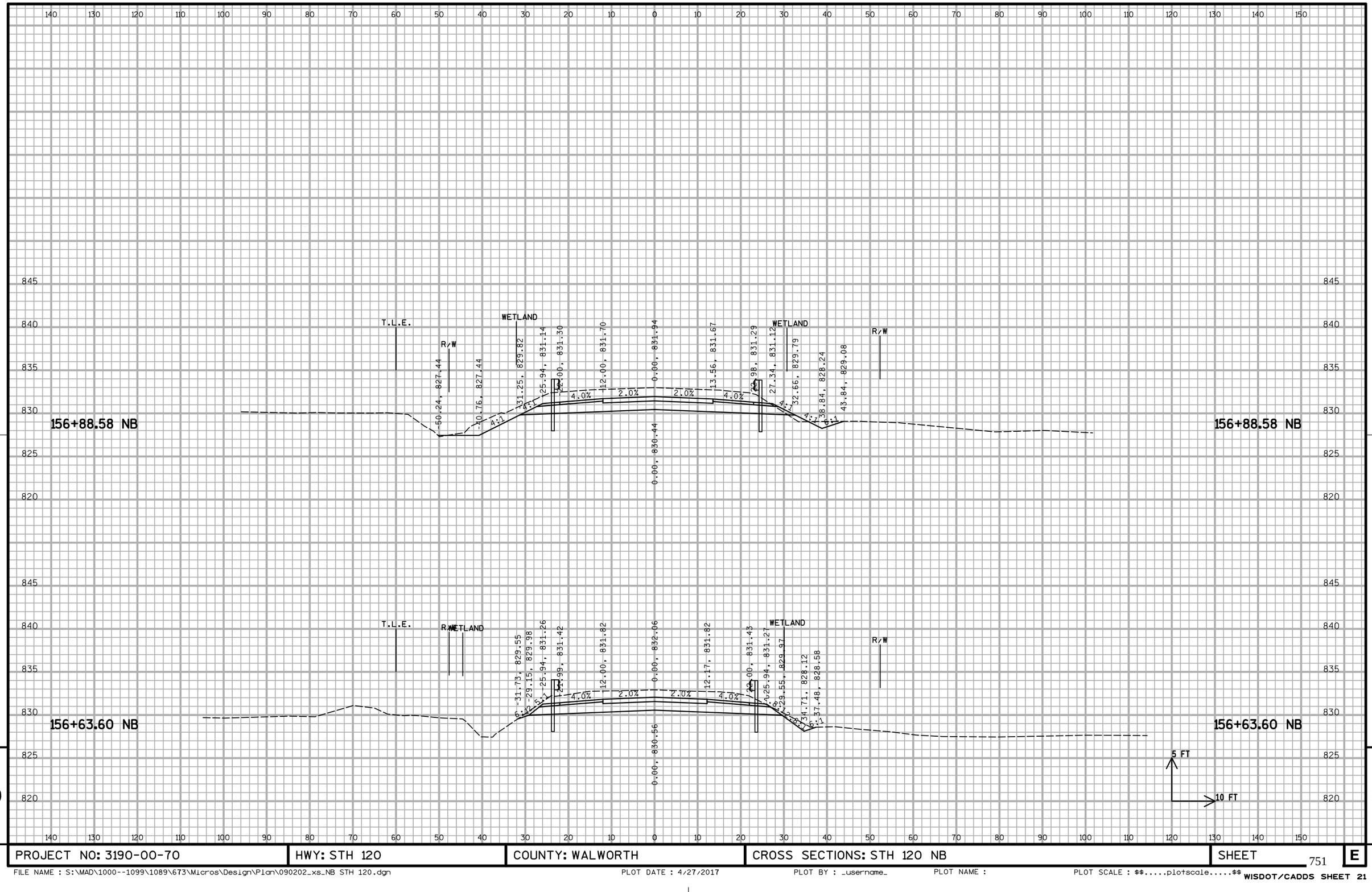
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 749	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 750	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

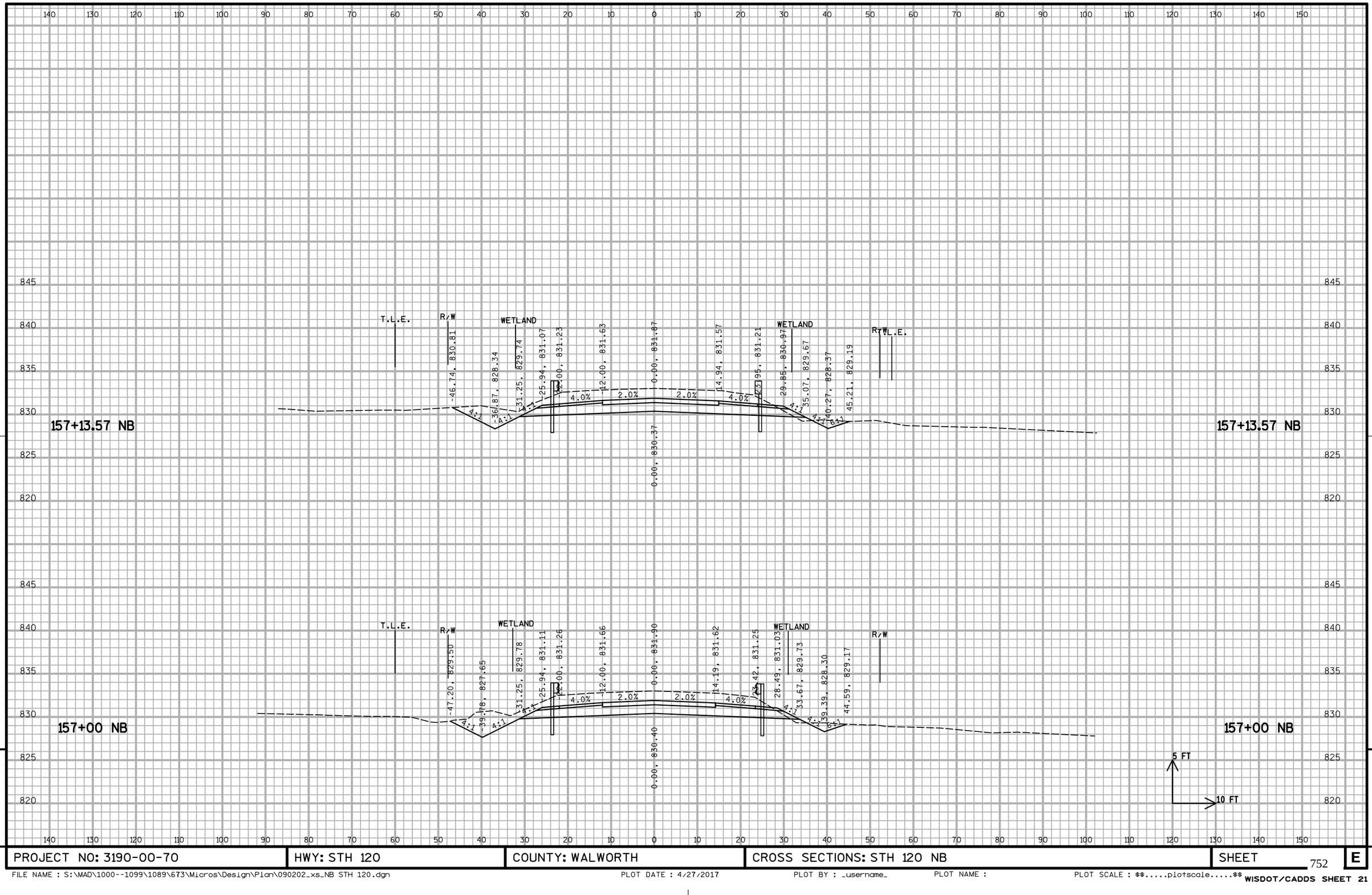


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 751	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

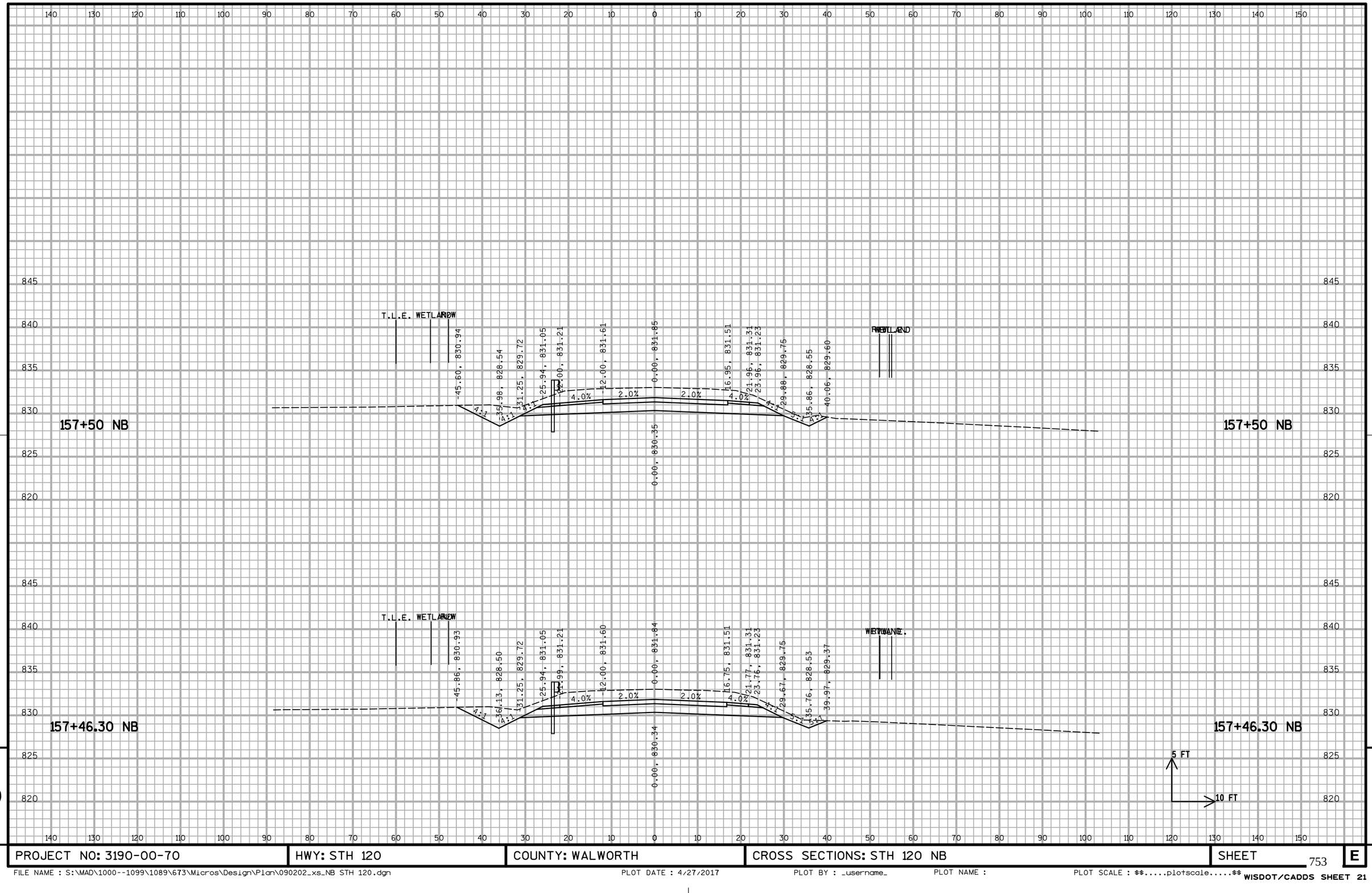


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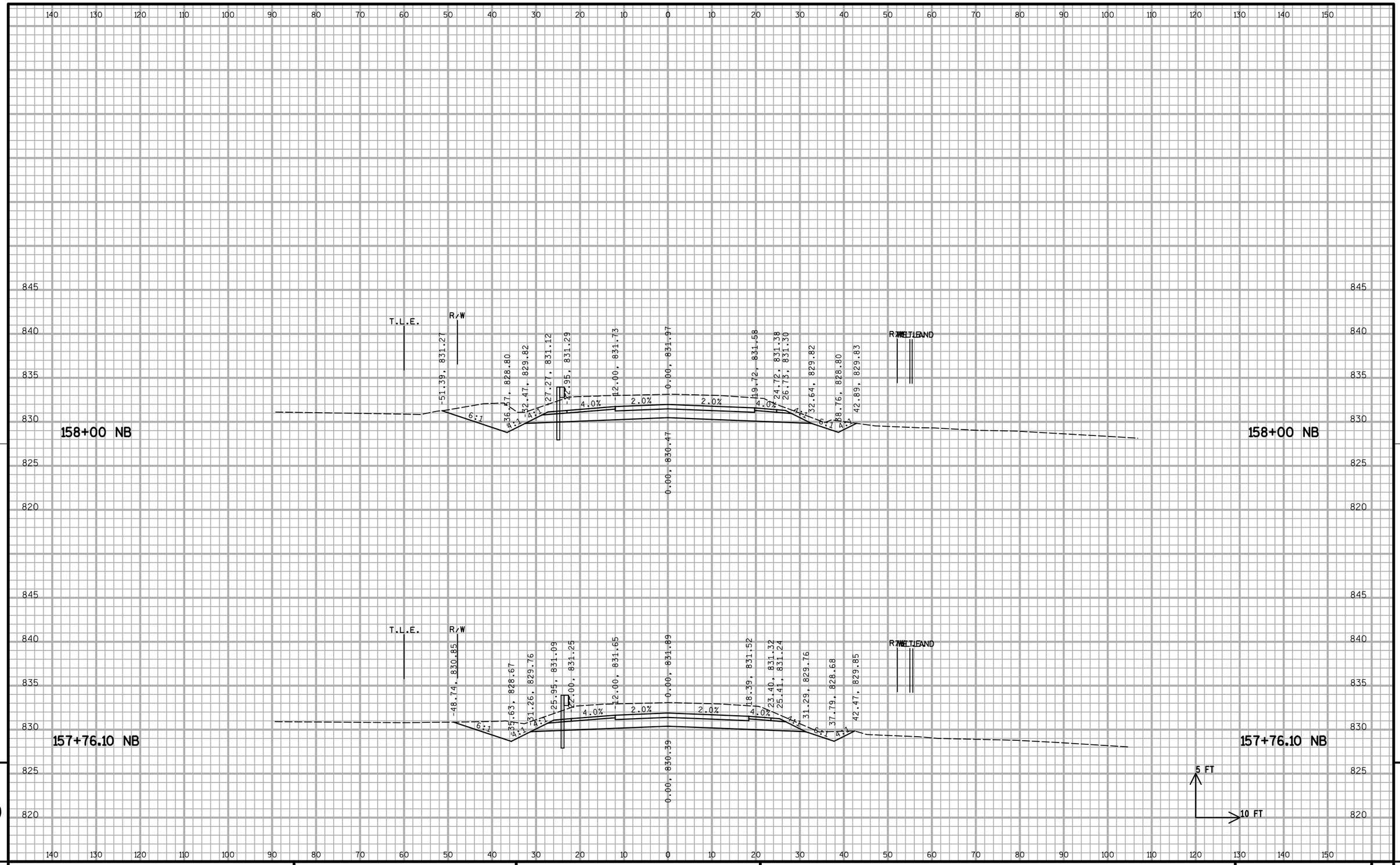
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 752	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

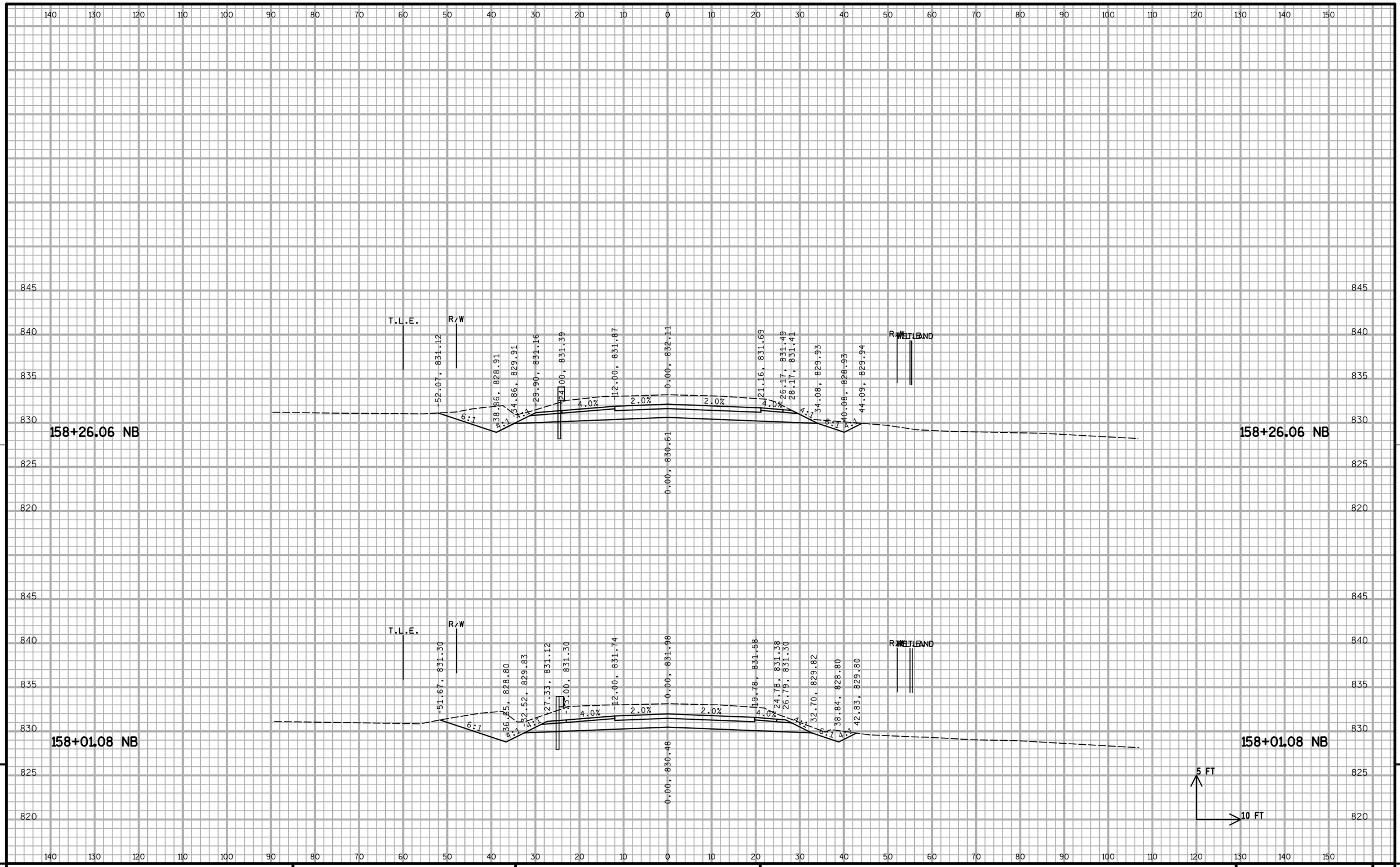


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 753	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



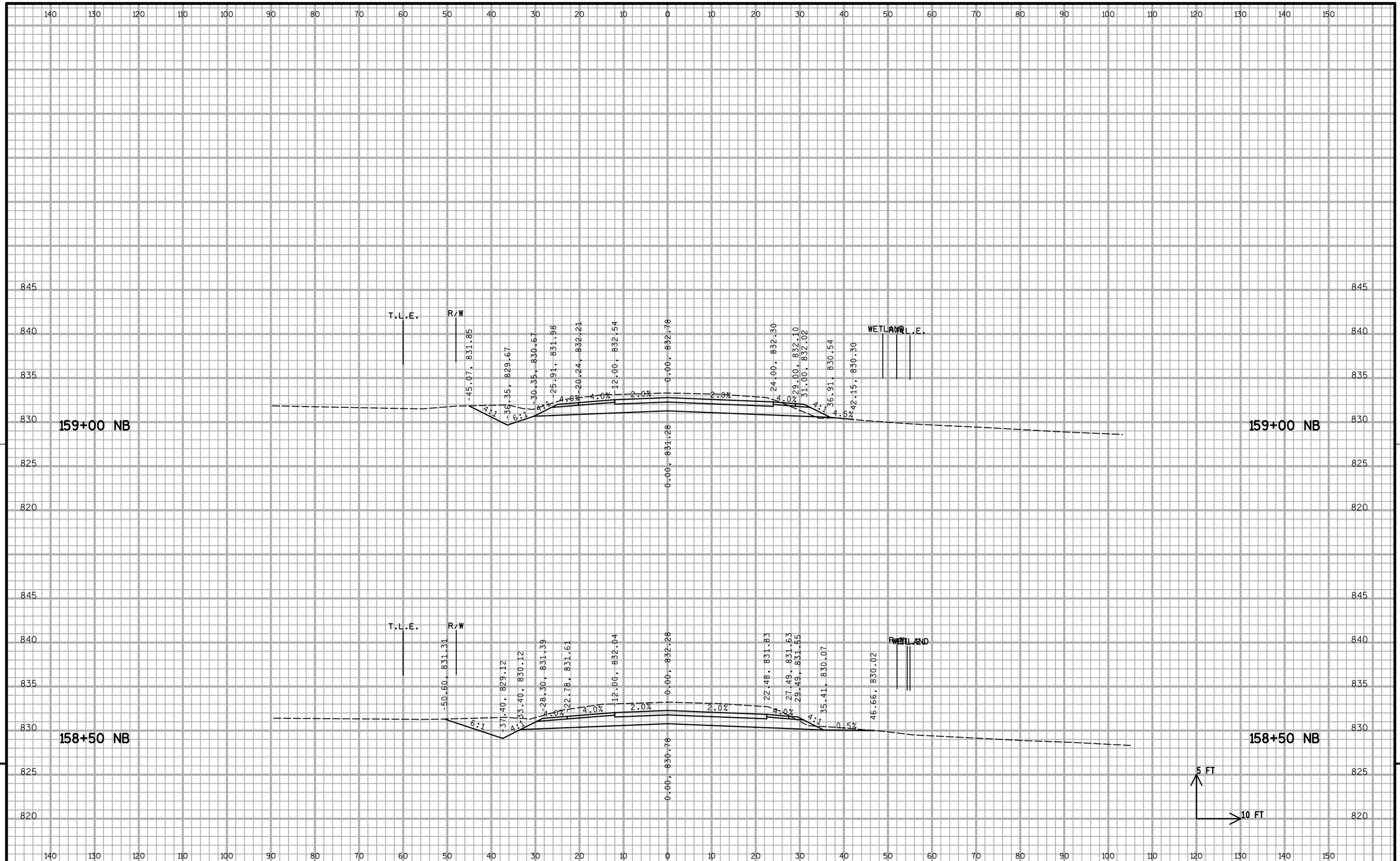
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 754	E



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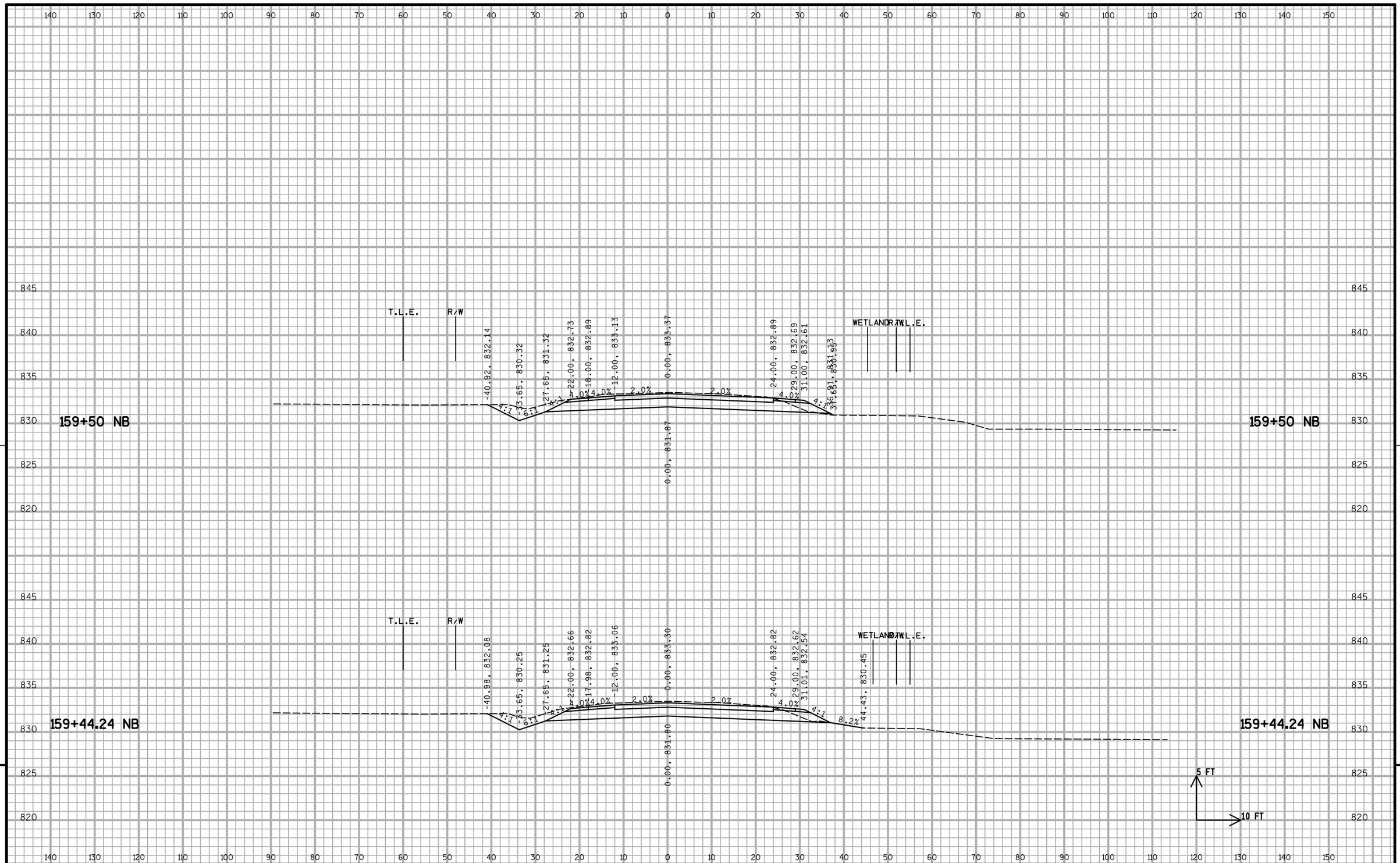
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 755	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 756	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



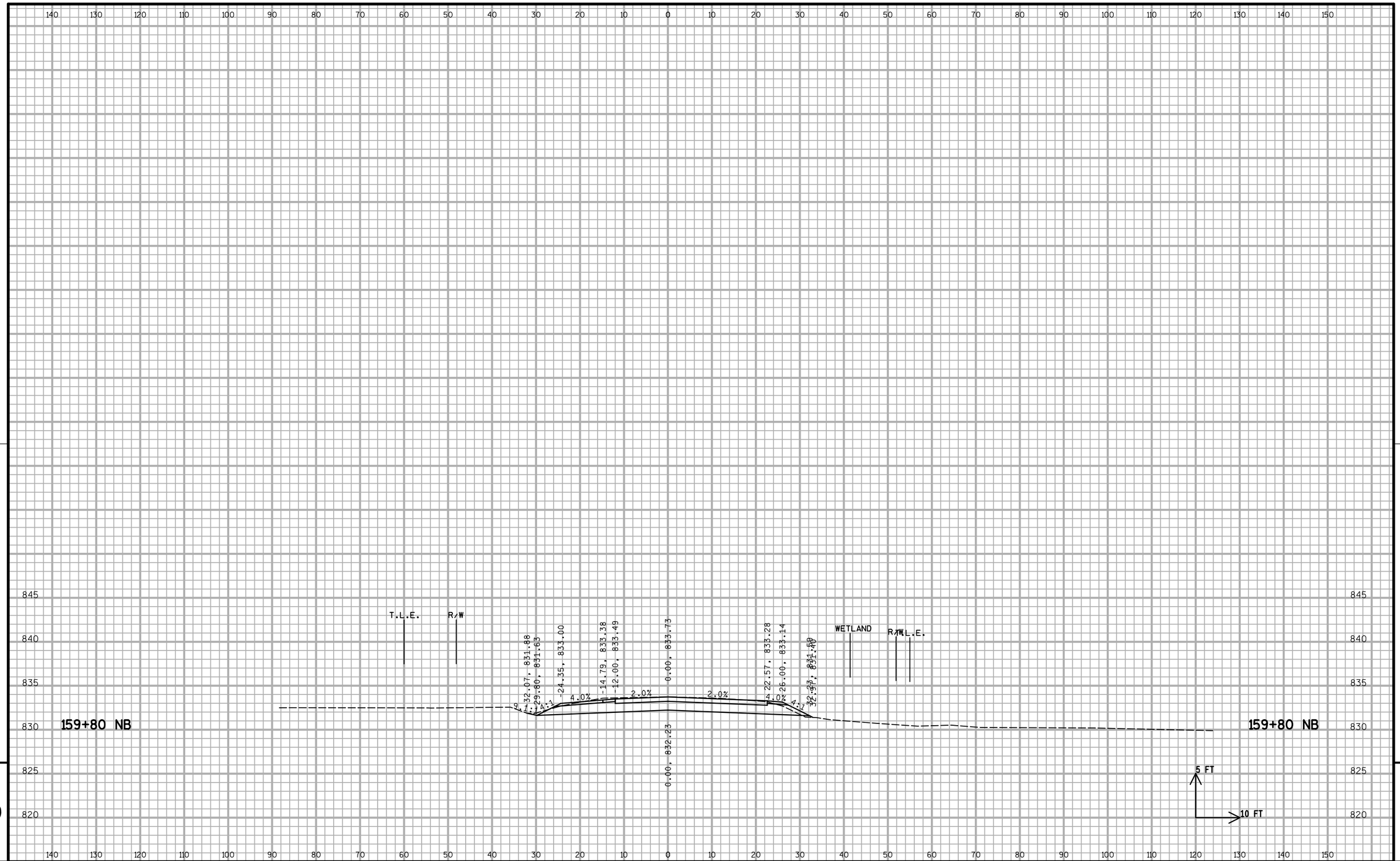
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 757	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



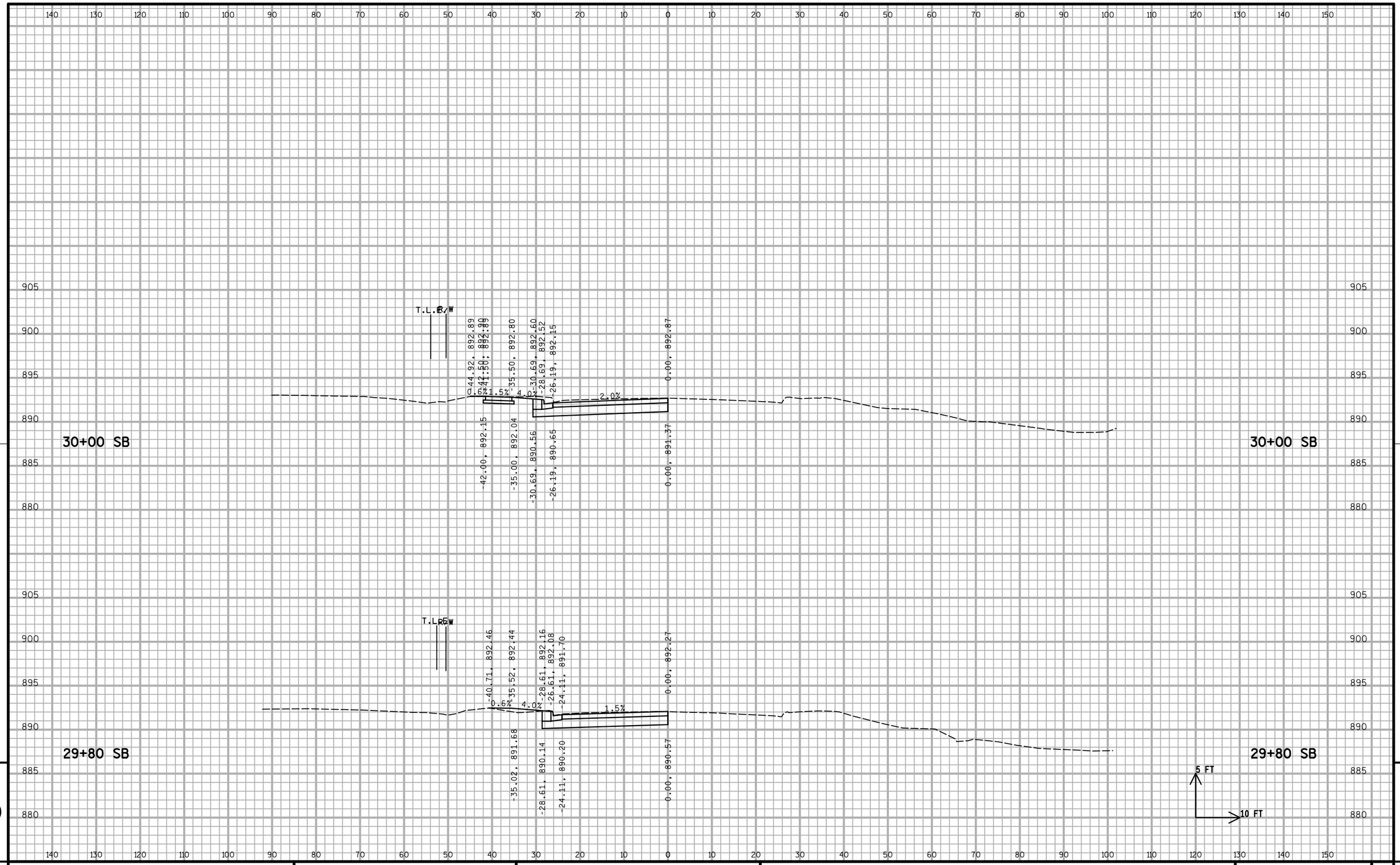
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 NB	SHEET 758	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090202_xs_NB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

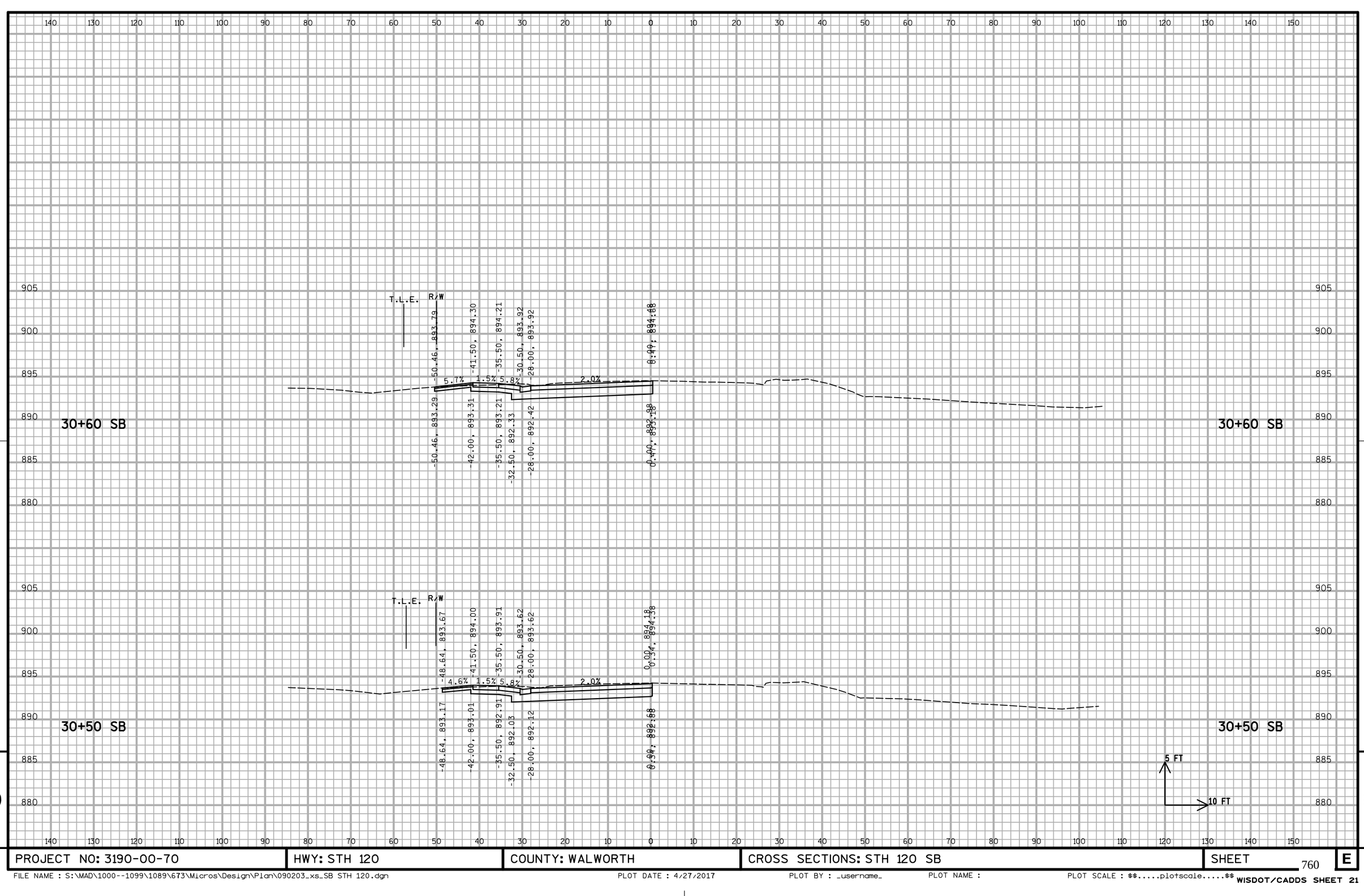
WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 759	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

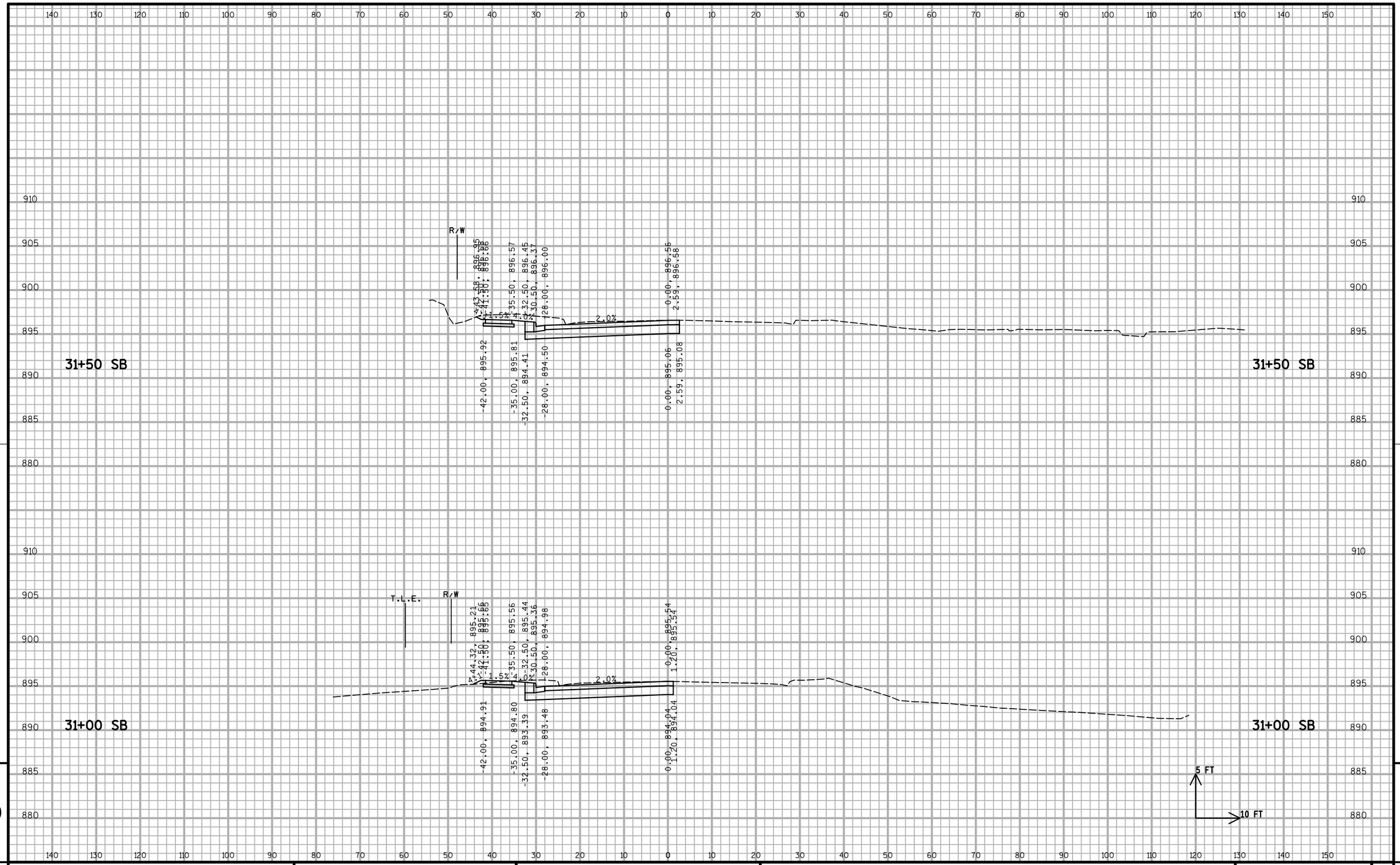
WISDOT/CADDS SHEET 21



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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 760	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



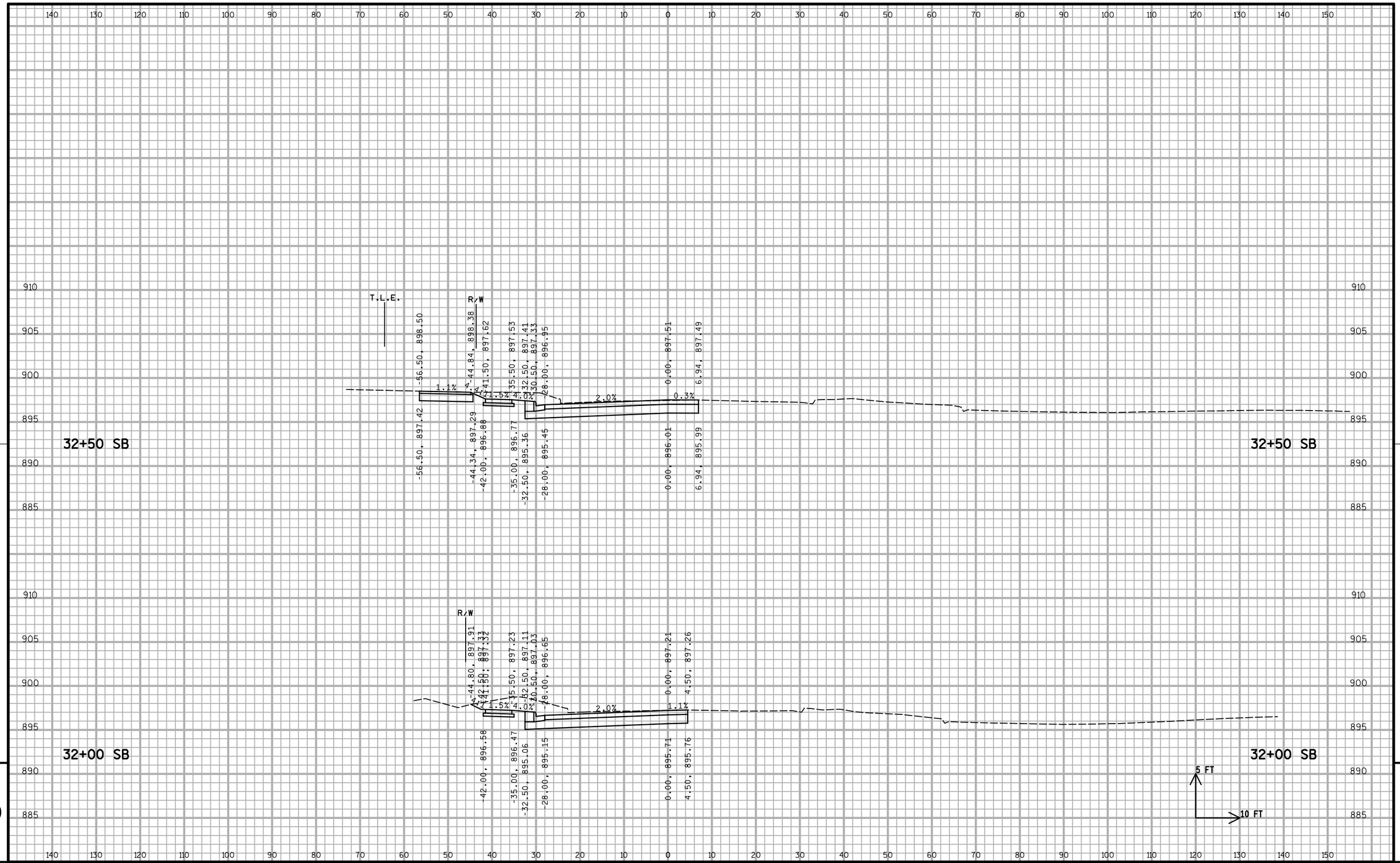
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 761	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

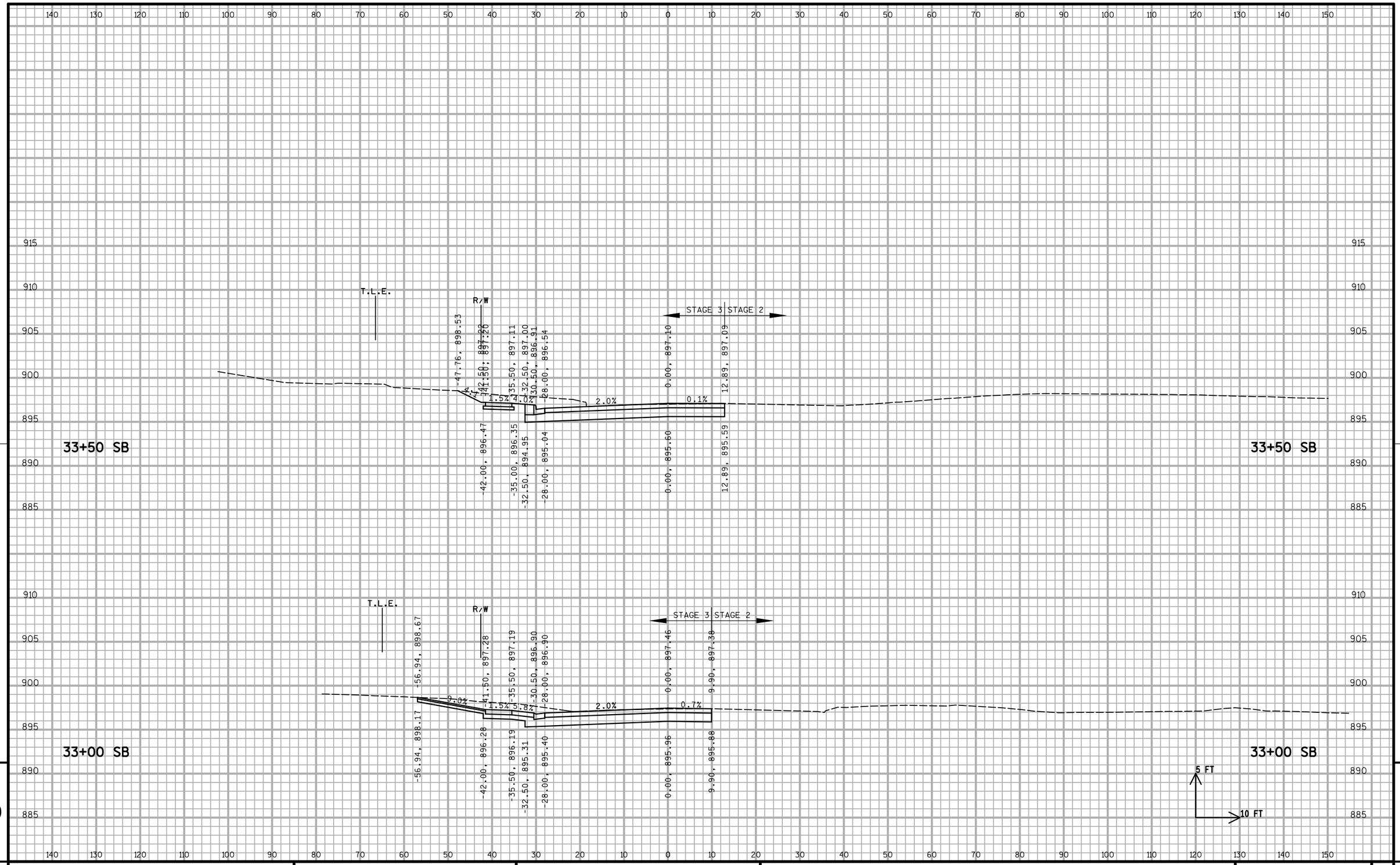


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 762	E

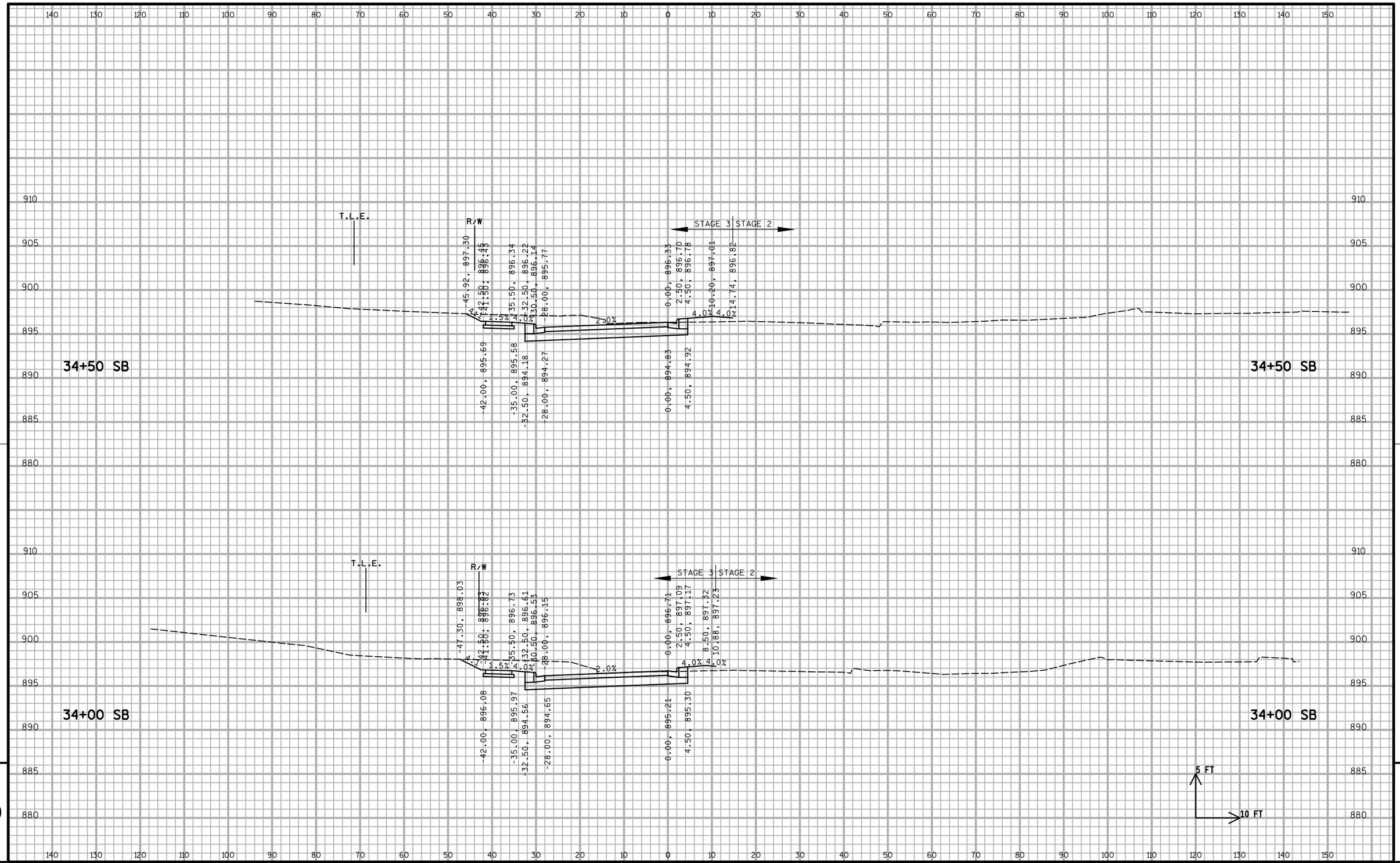
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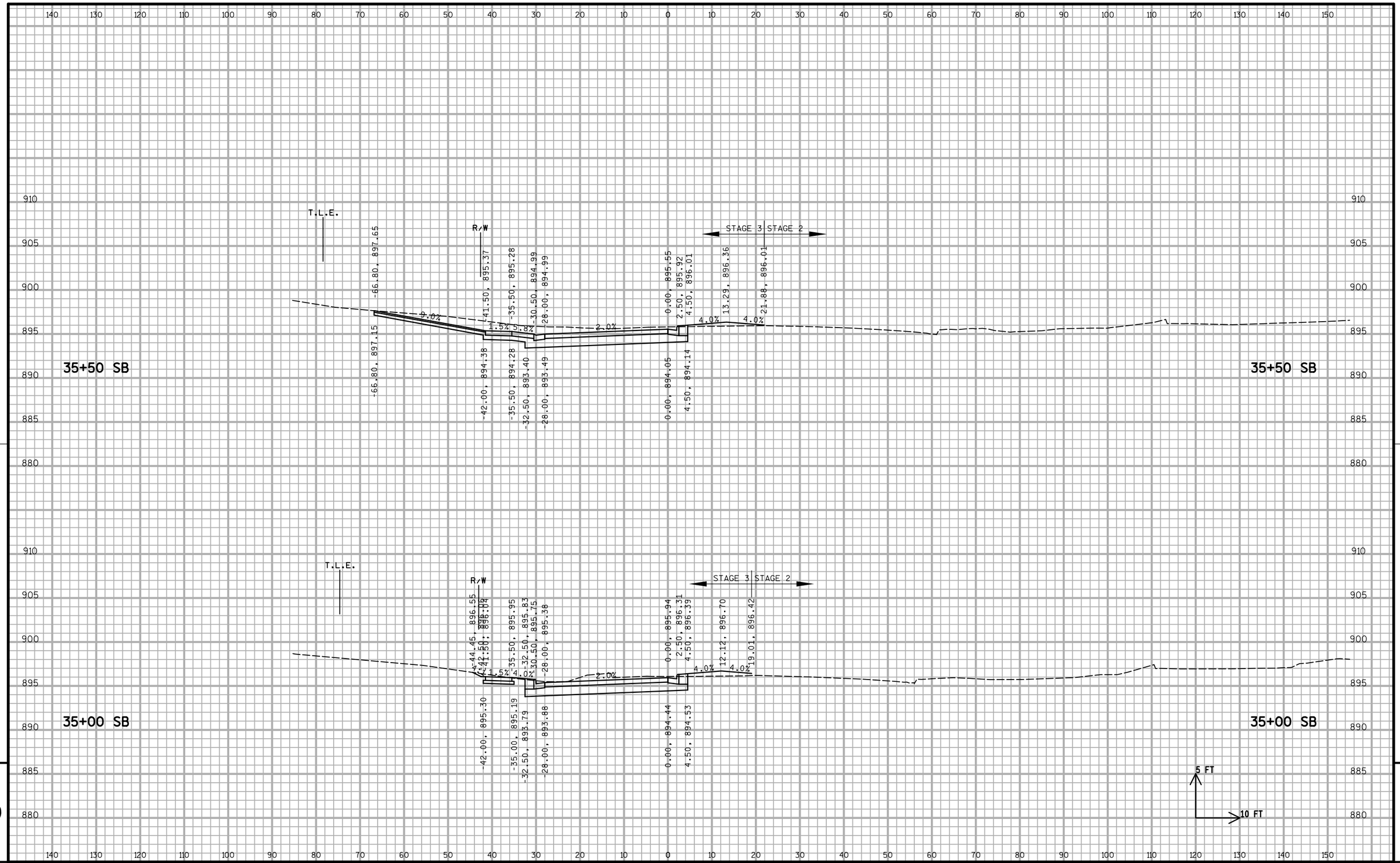
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 763	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 764	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



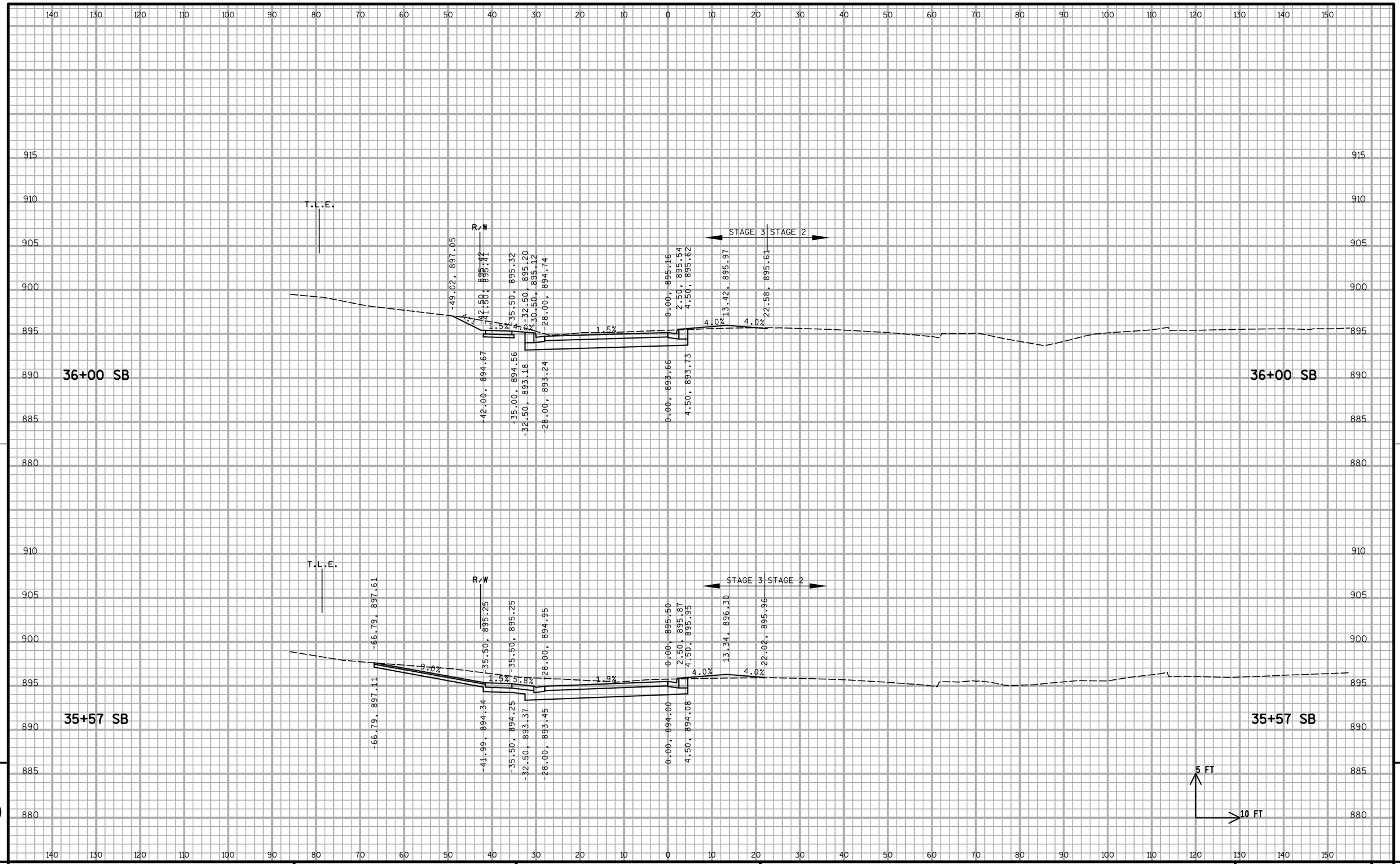
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 765	E

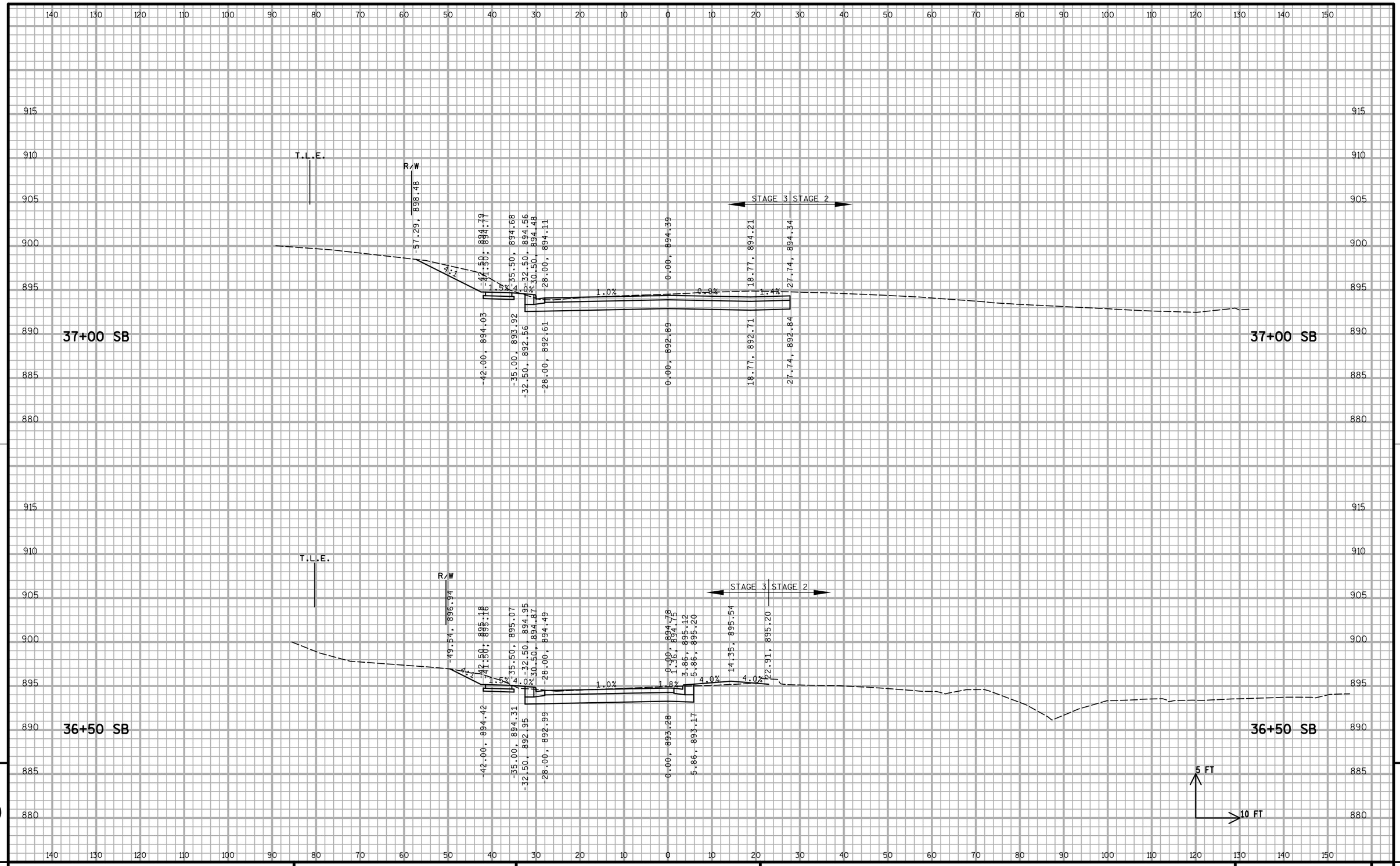
FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 766	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

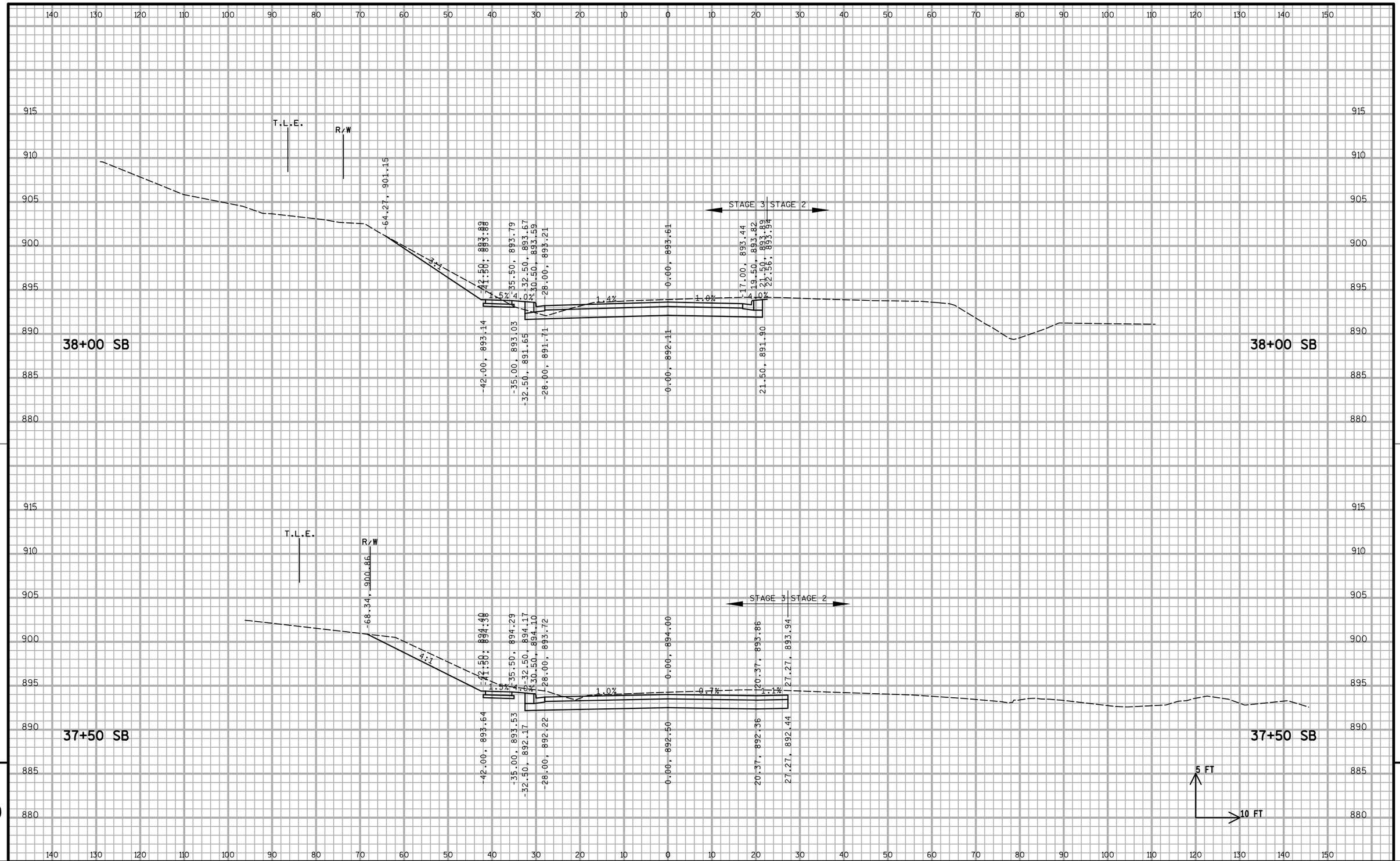


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 767	E

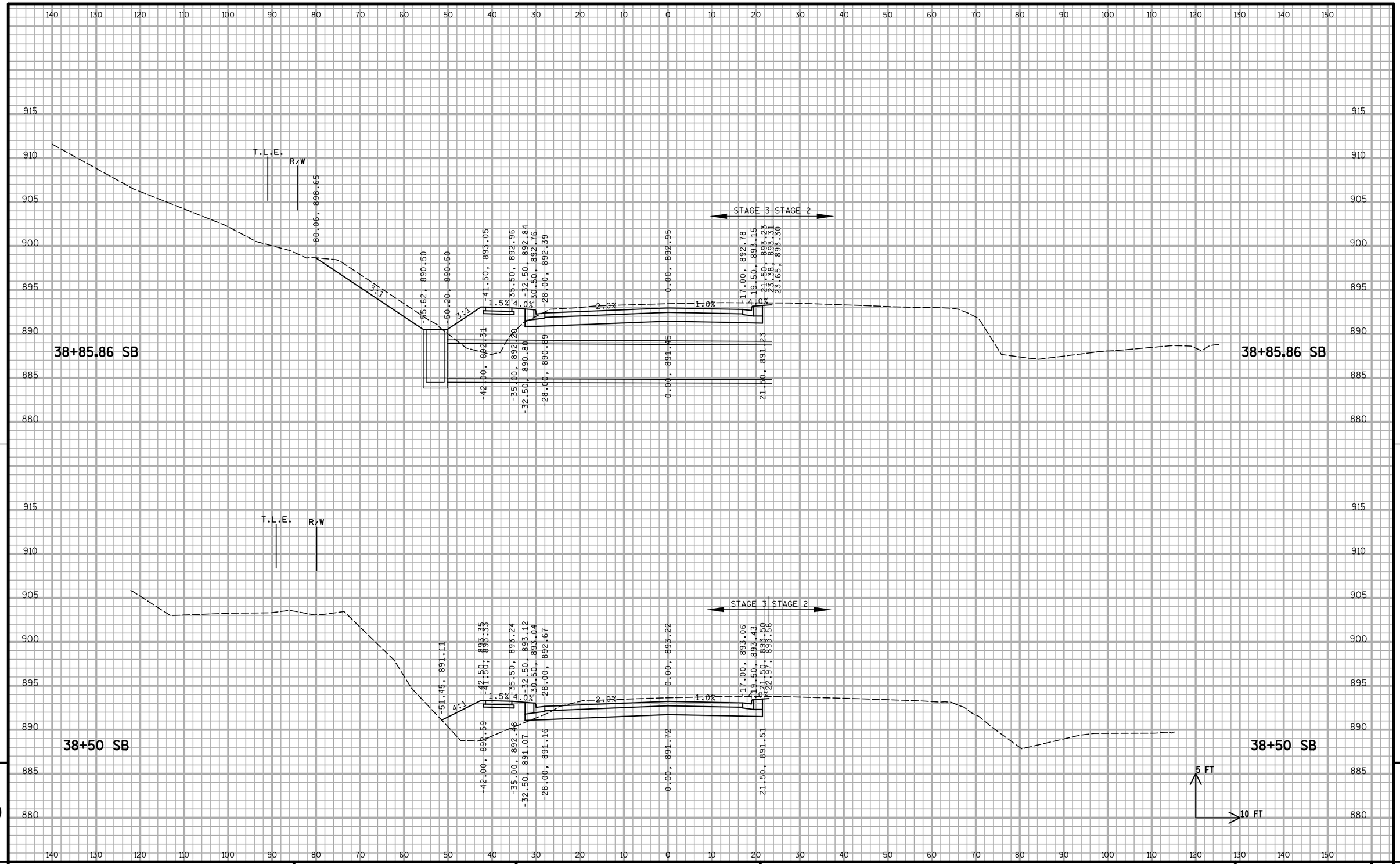
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 768	E

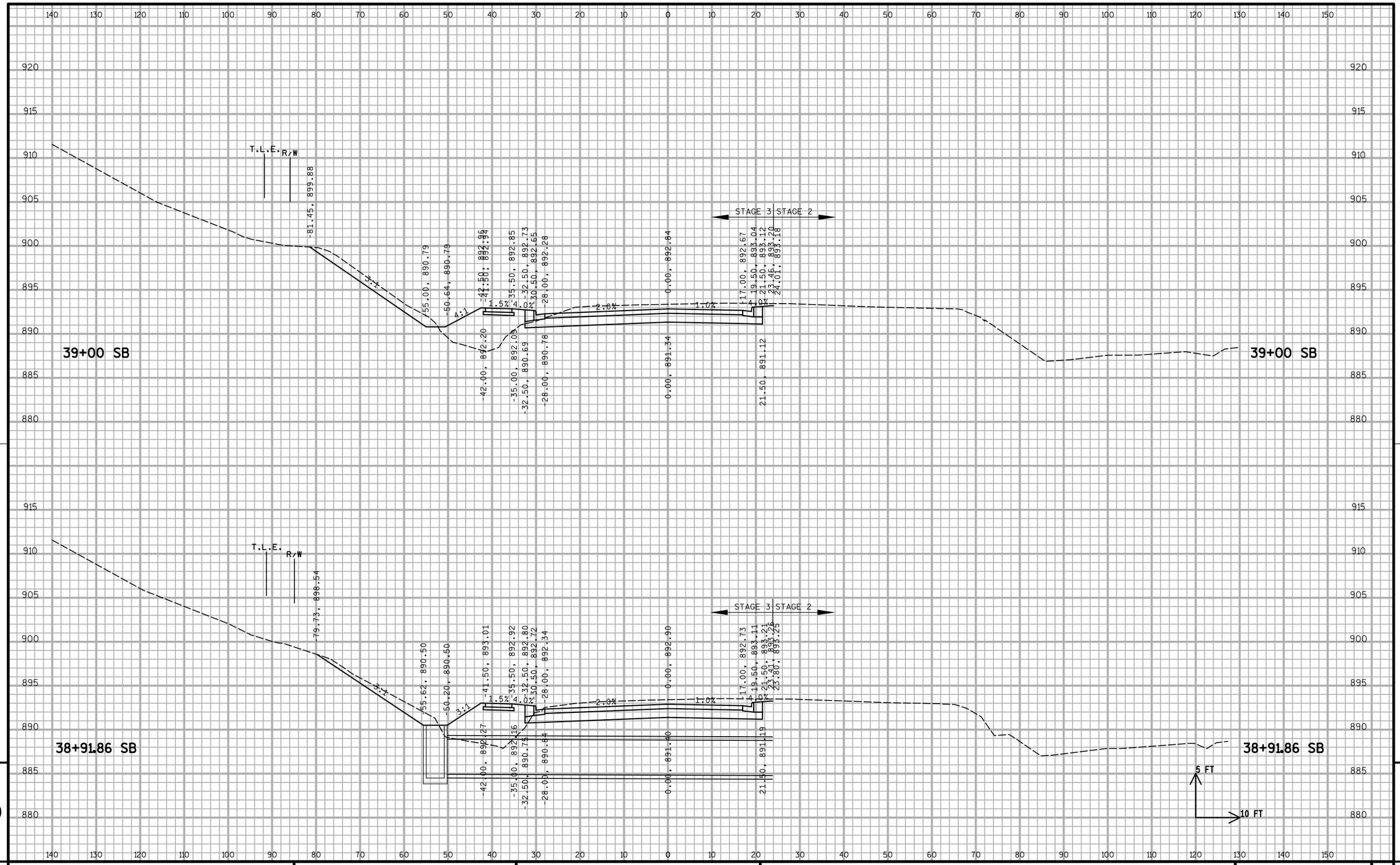


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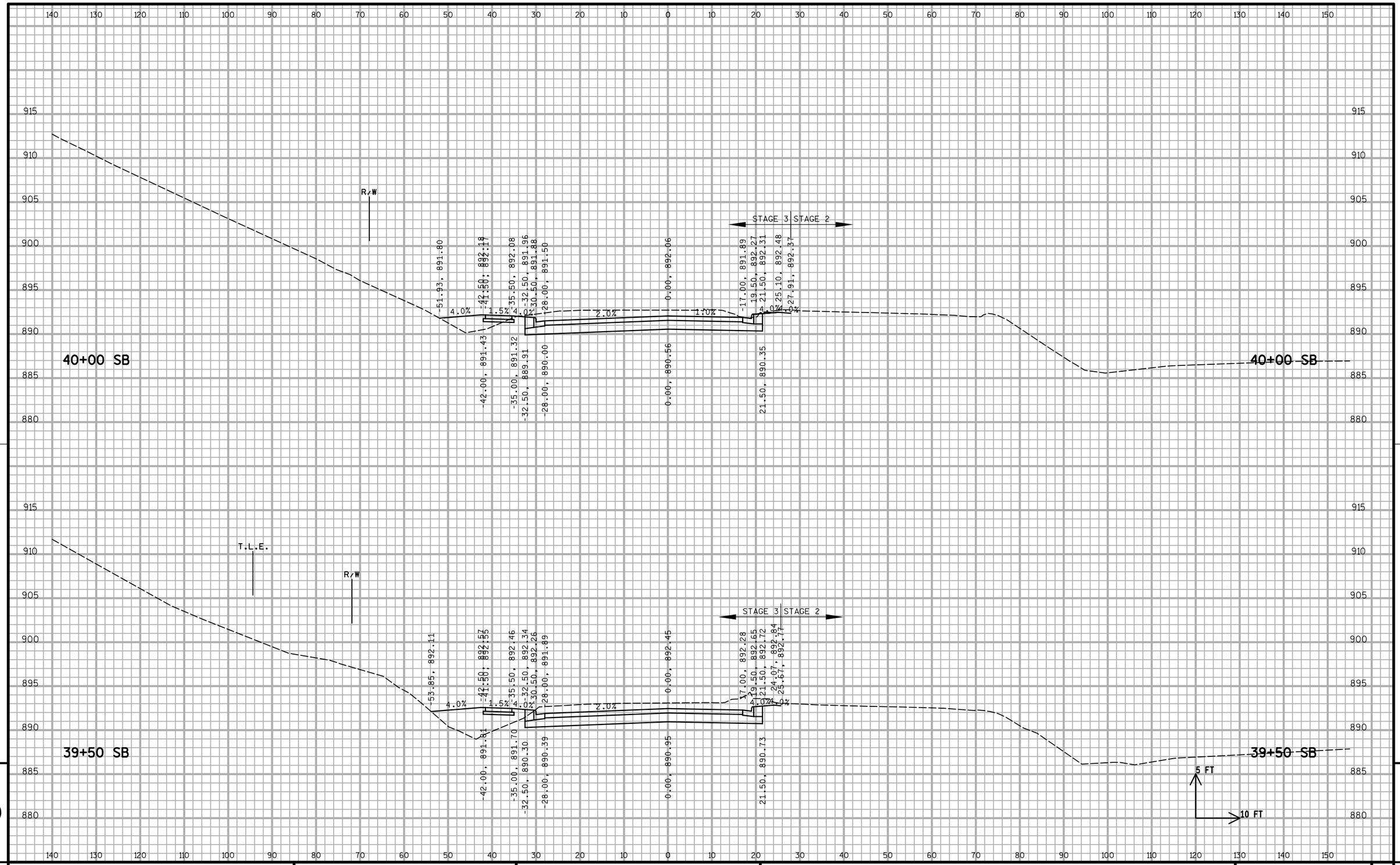
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



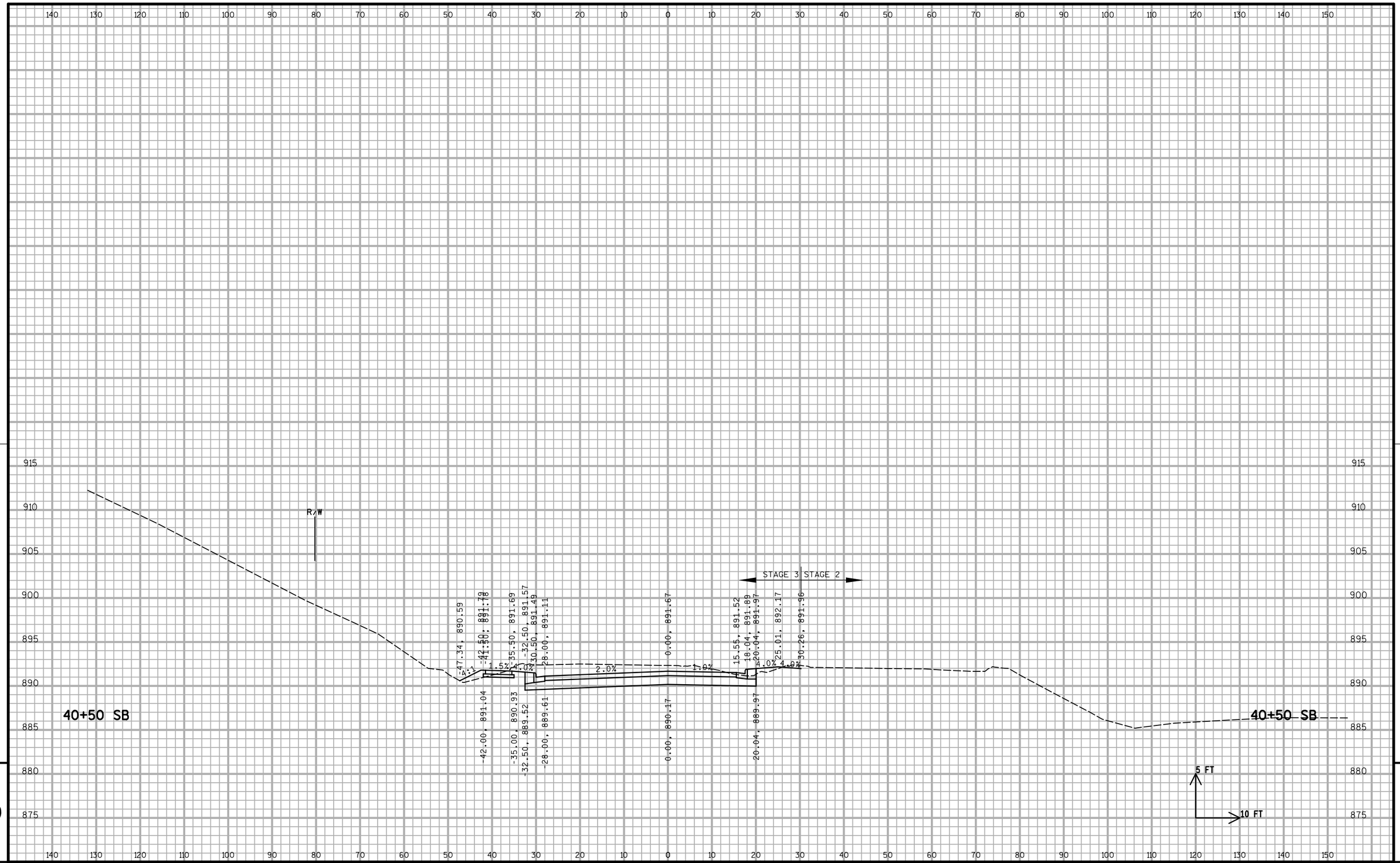
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 770	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



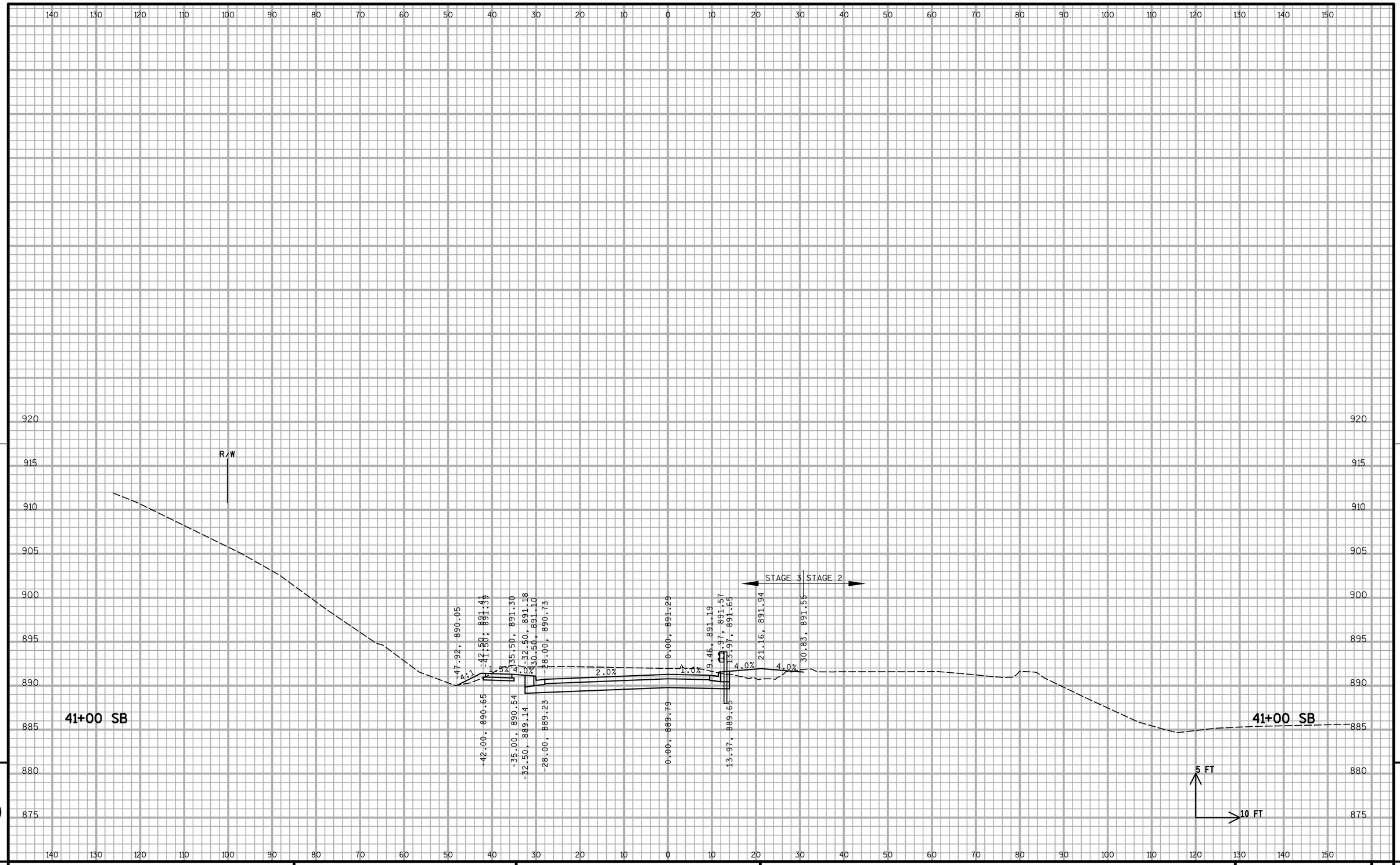
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 771	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 772	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



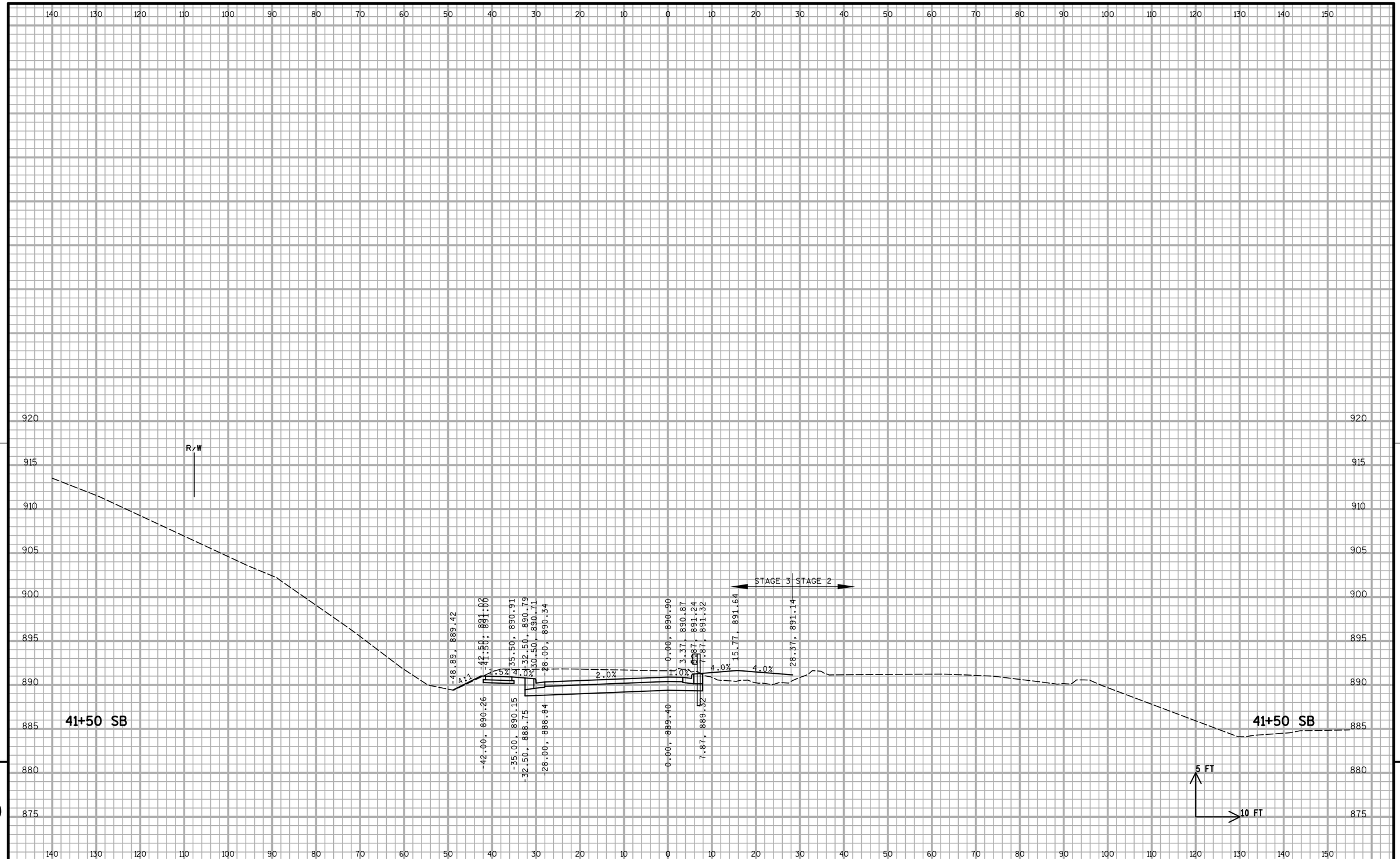
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 773	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

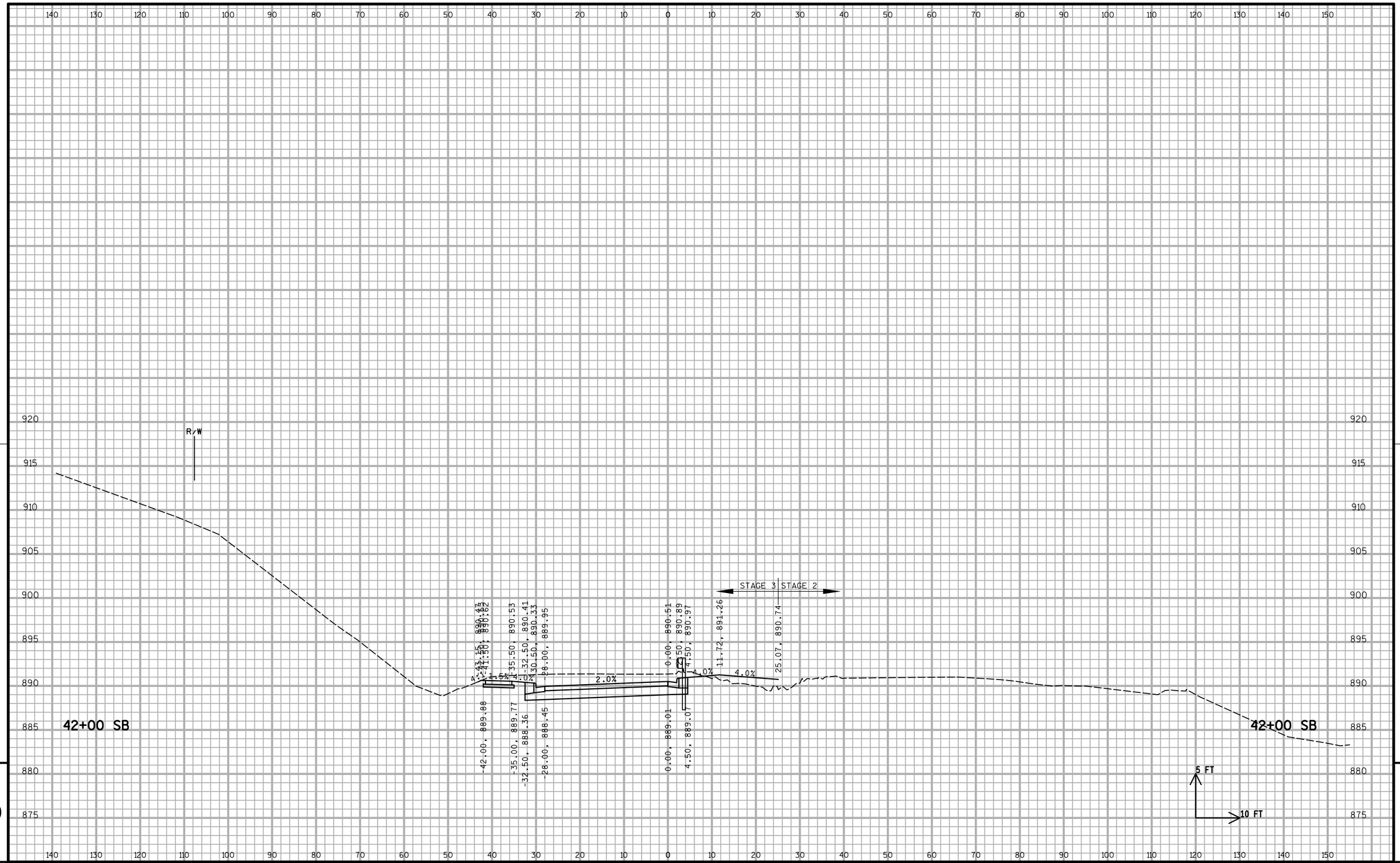


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 774	E

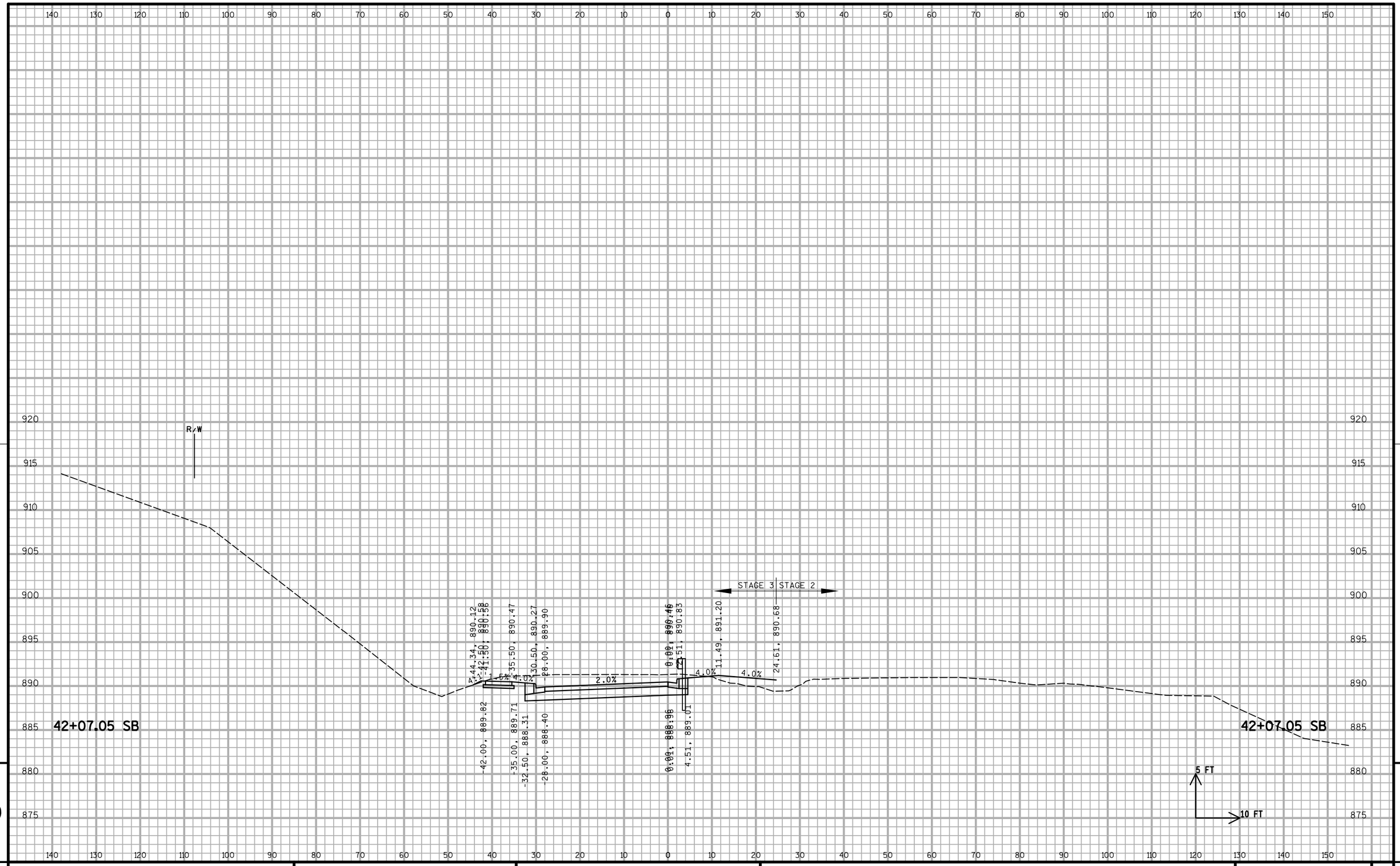
FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 775	E

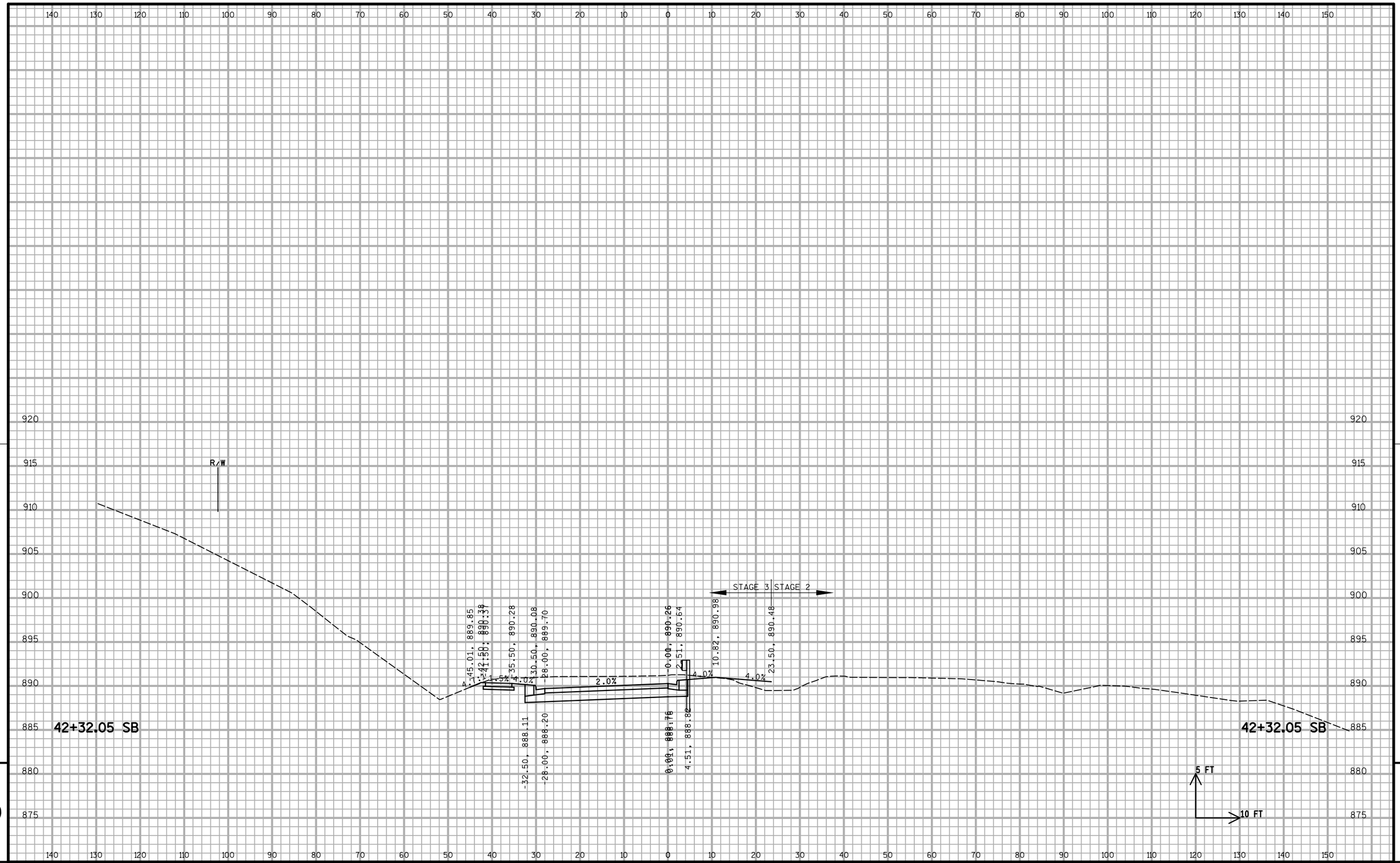


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 776	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

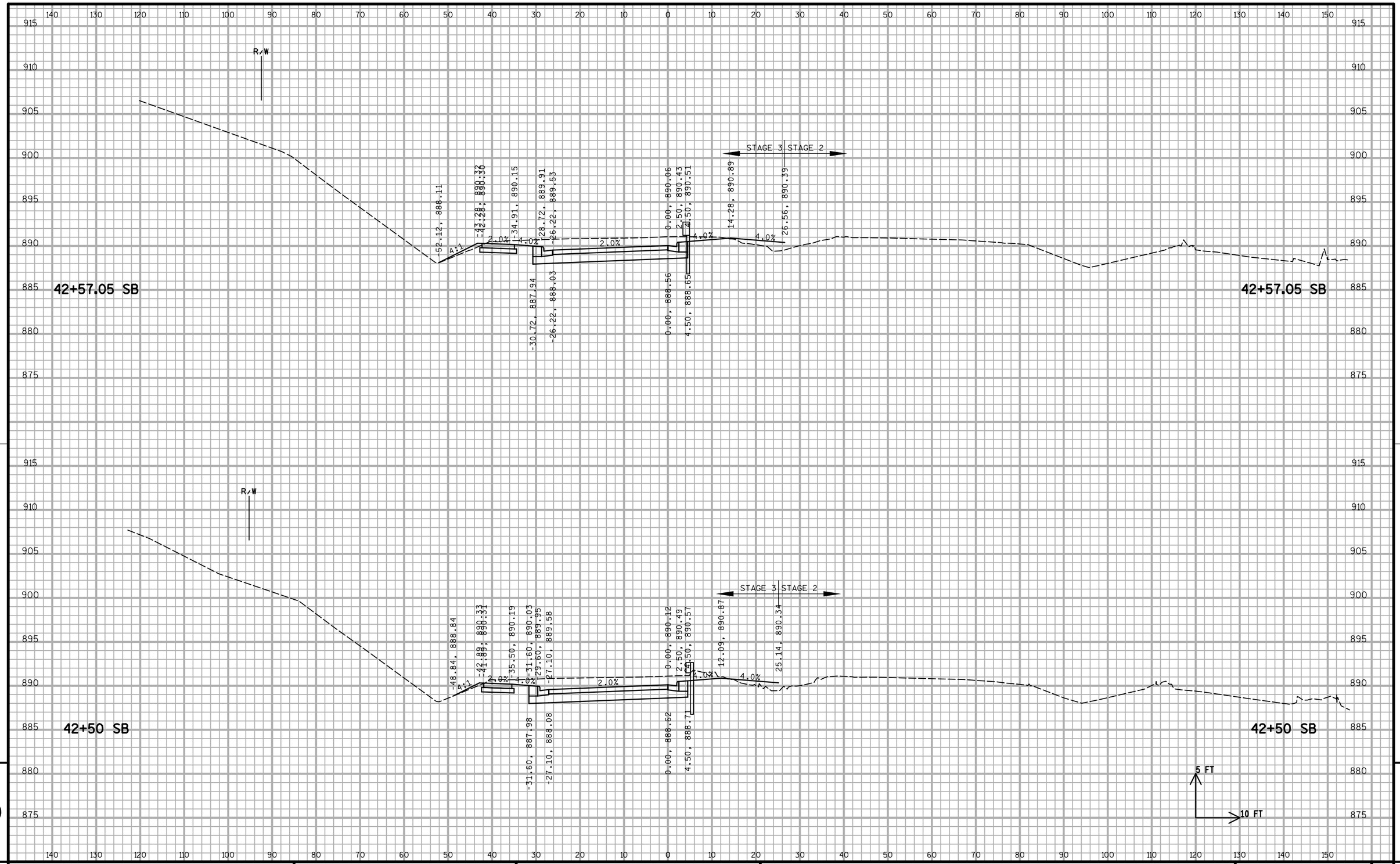


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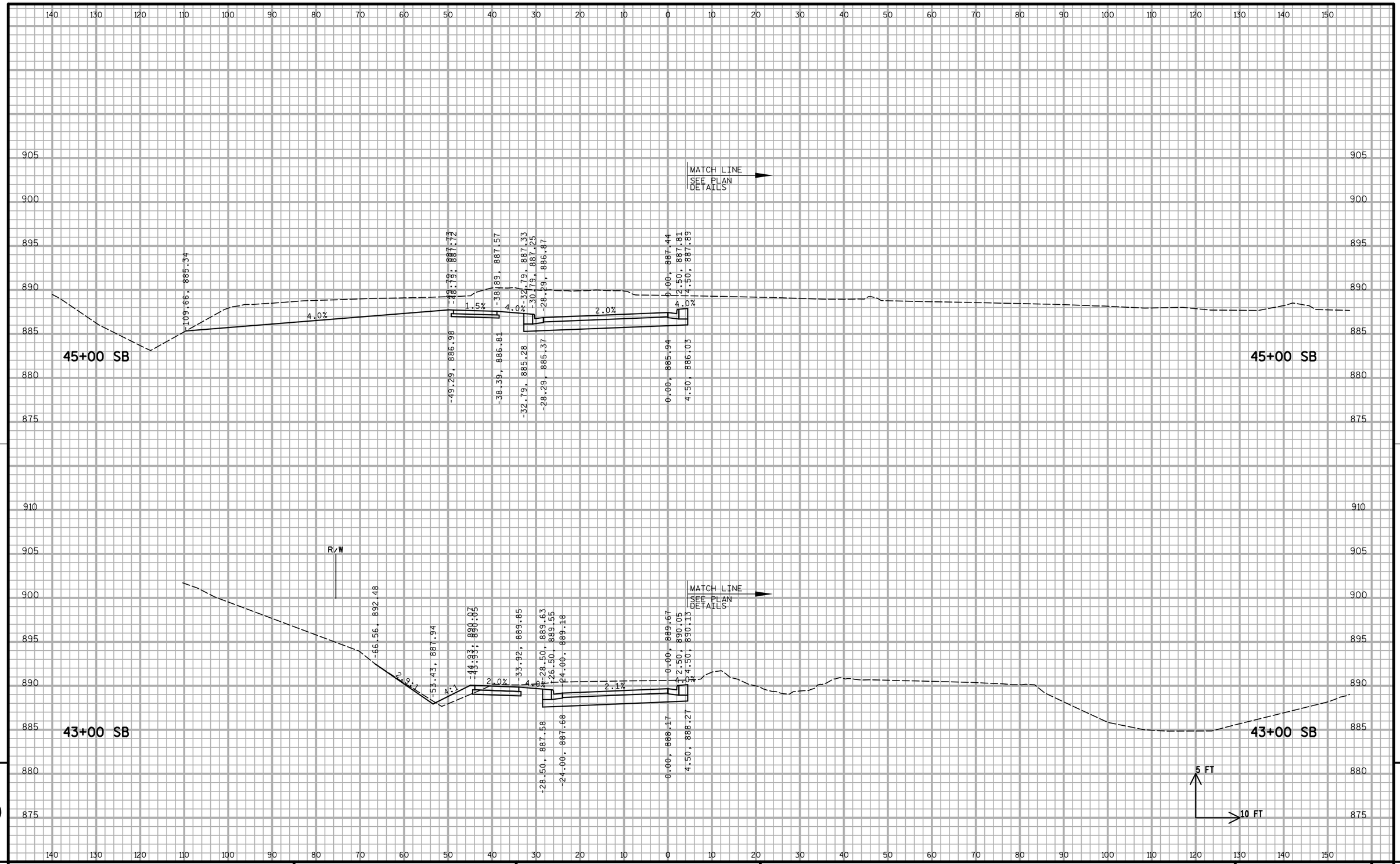
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 778	E

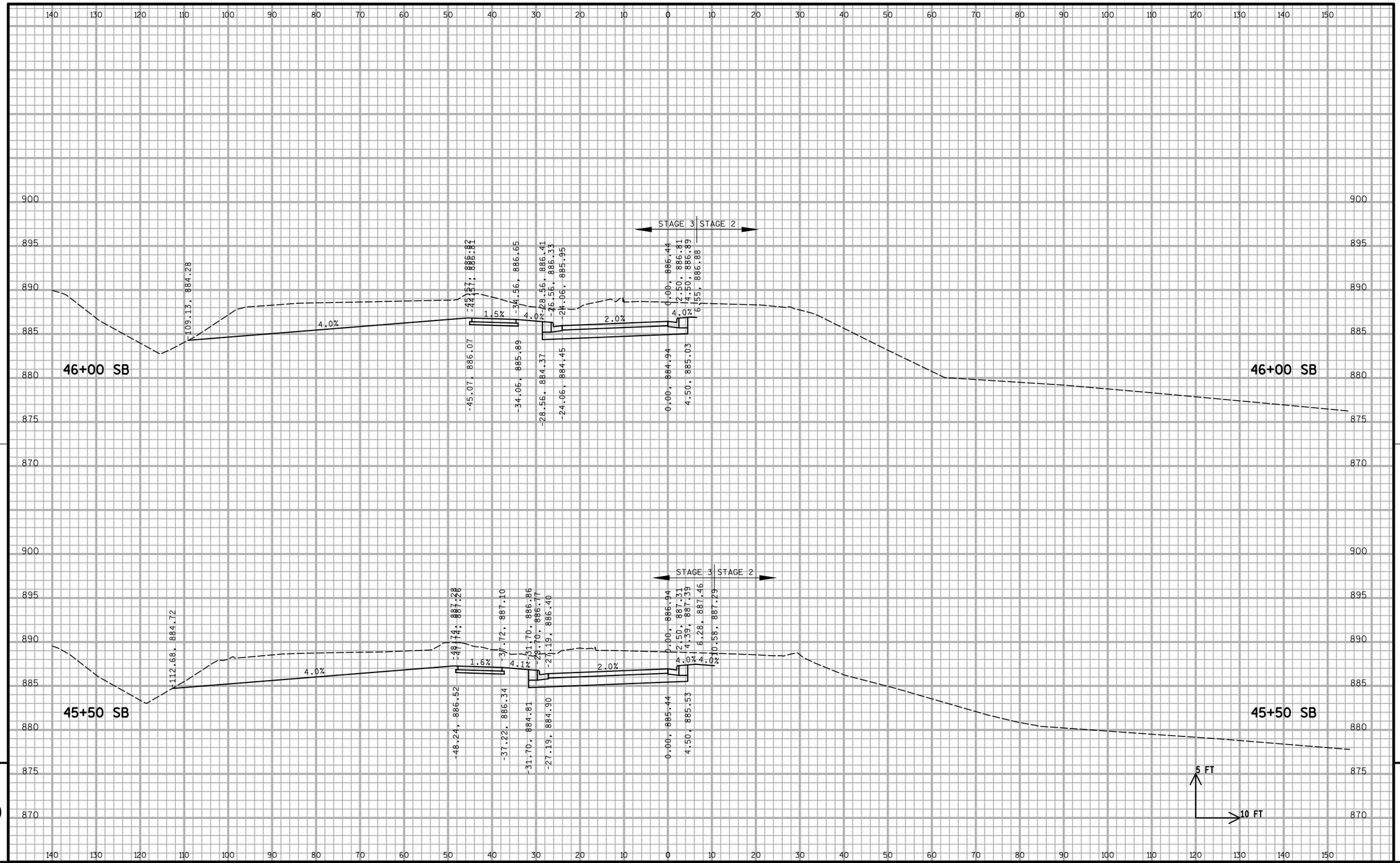
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 779	E

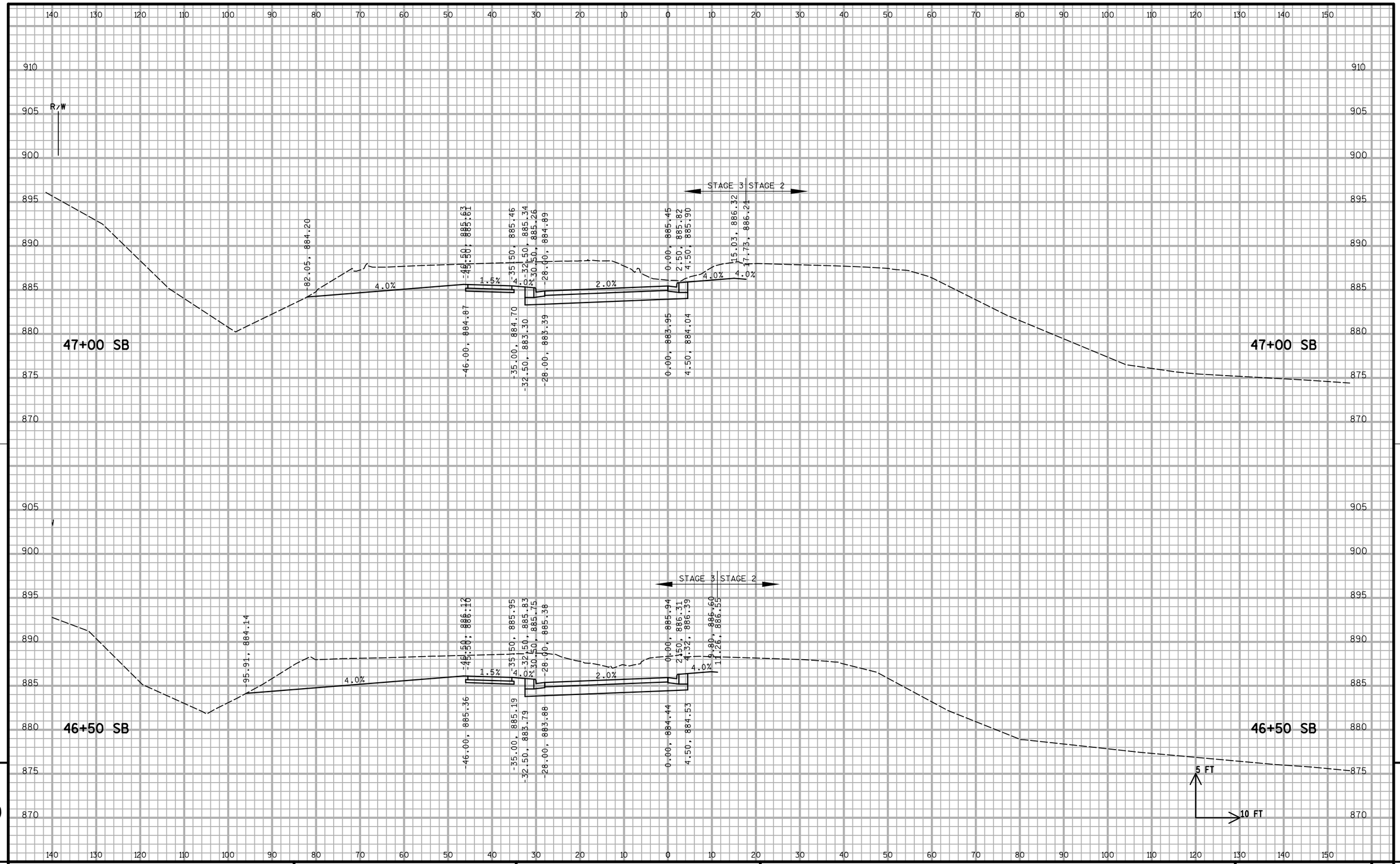


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 780	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

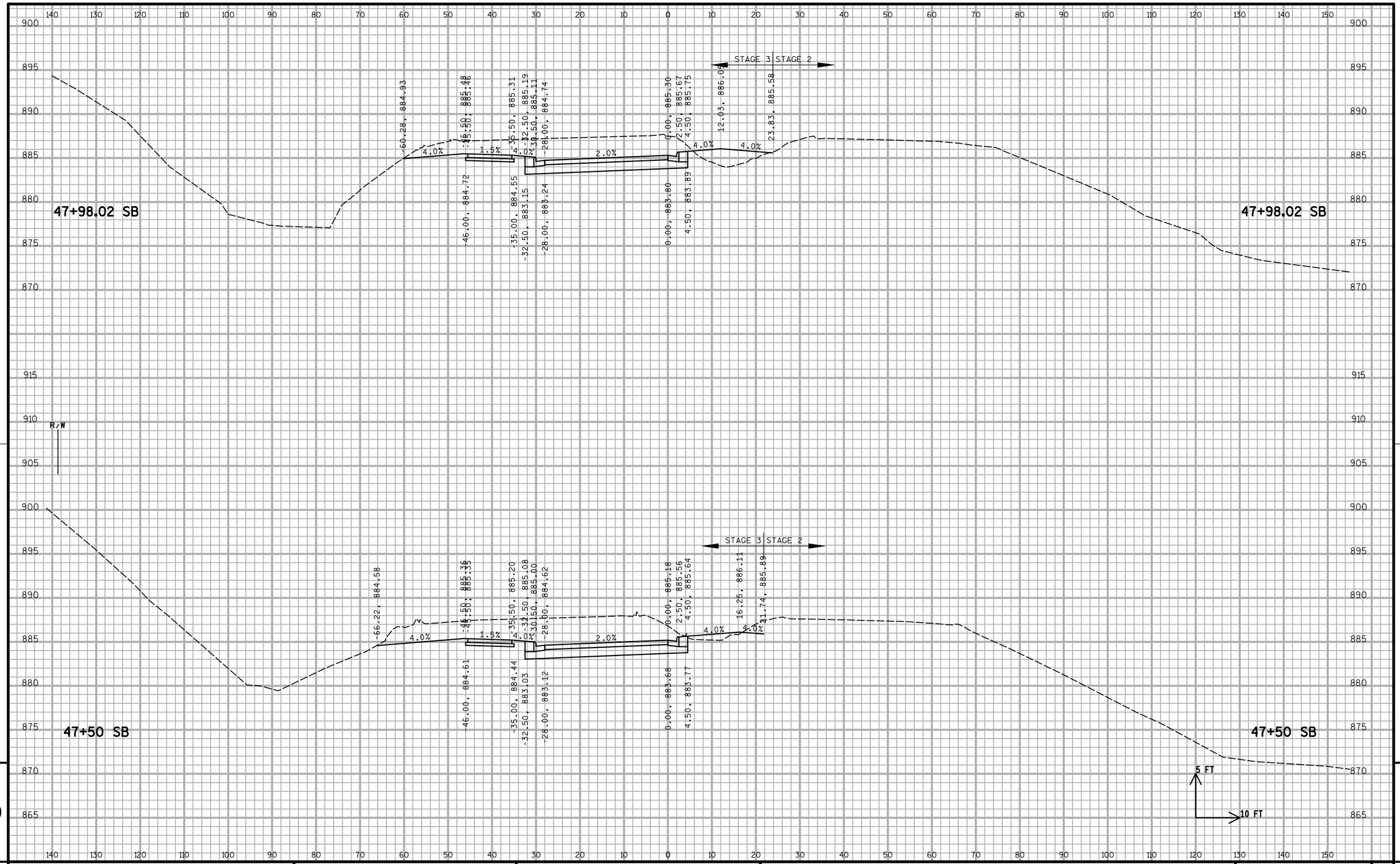


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 781	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

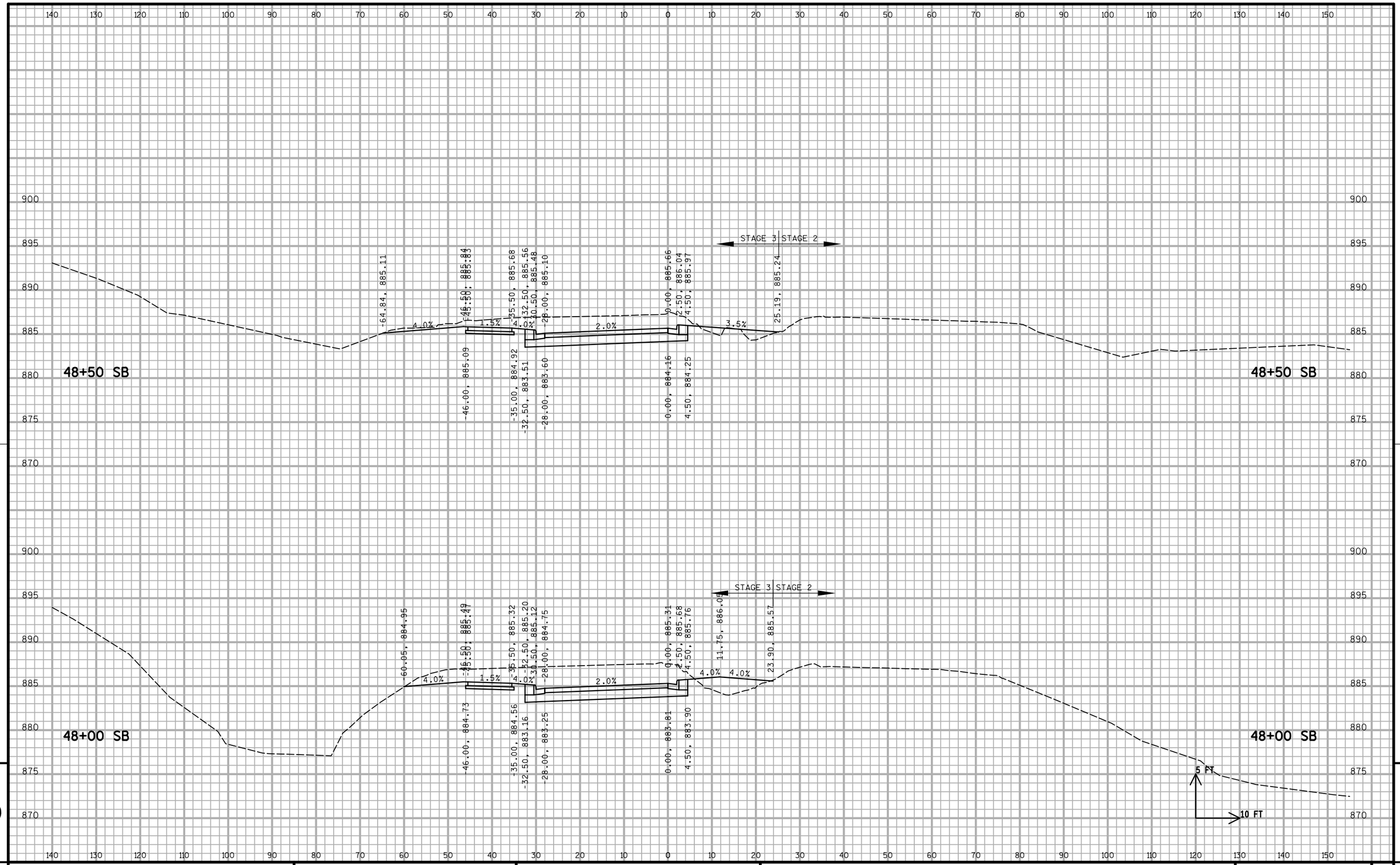


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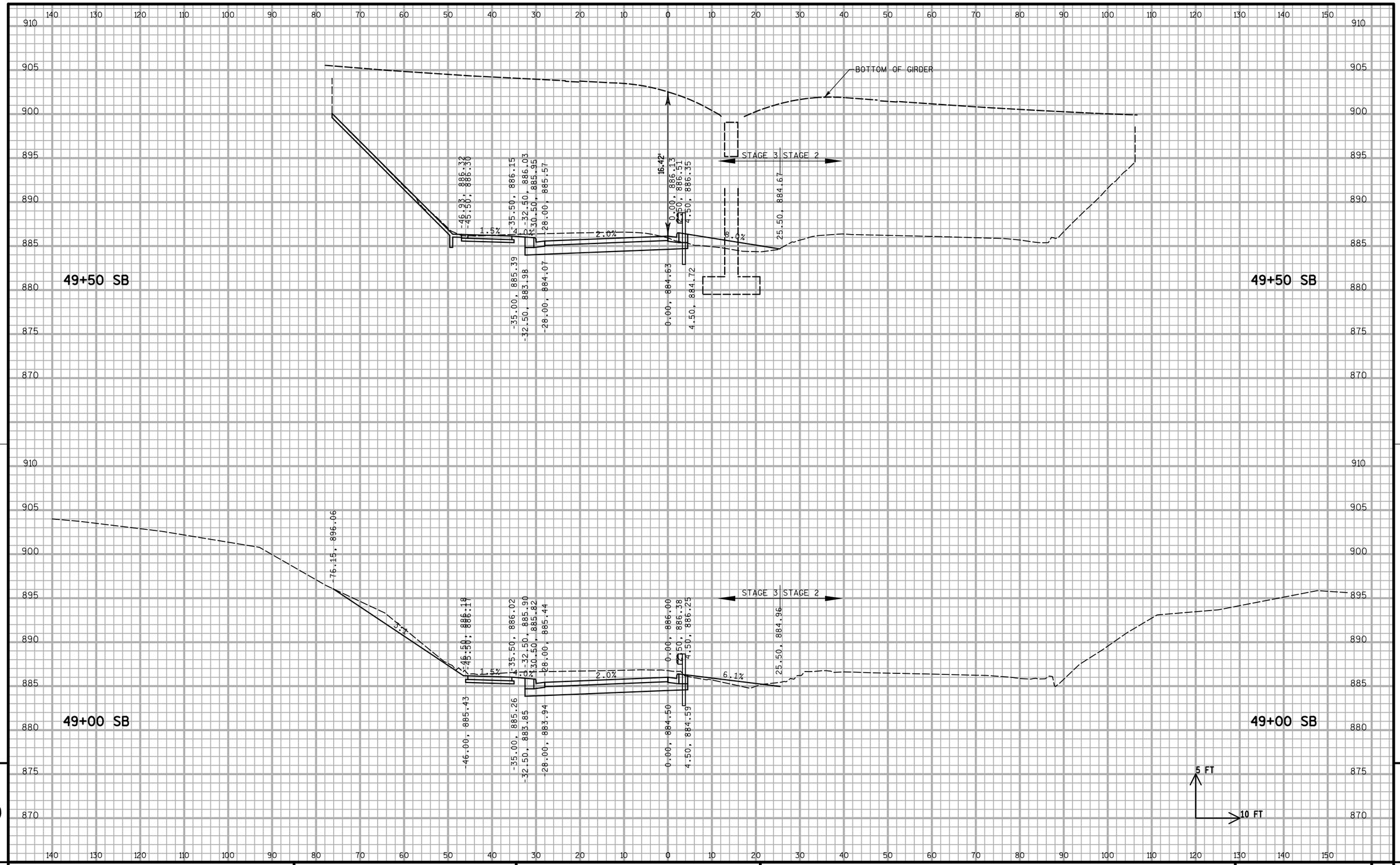
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



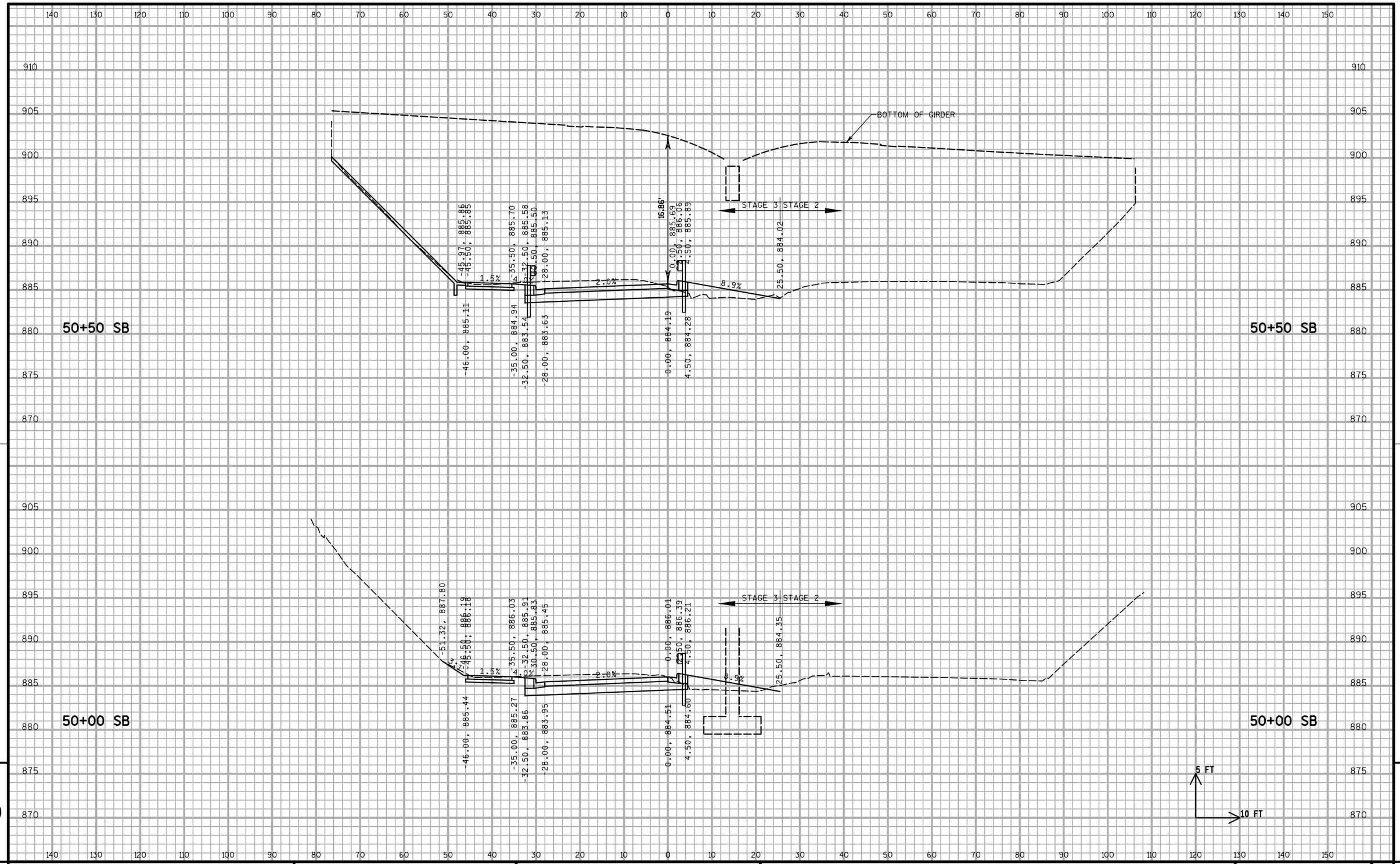
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



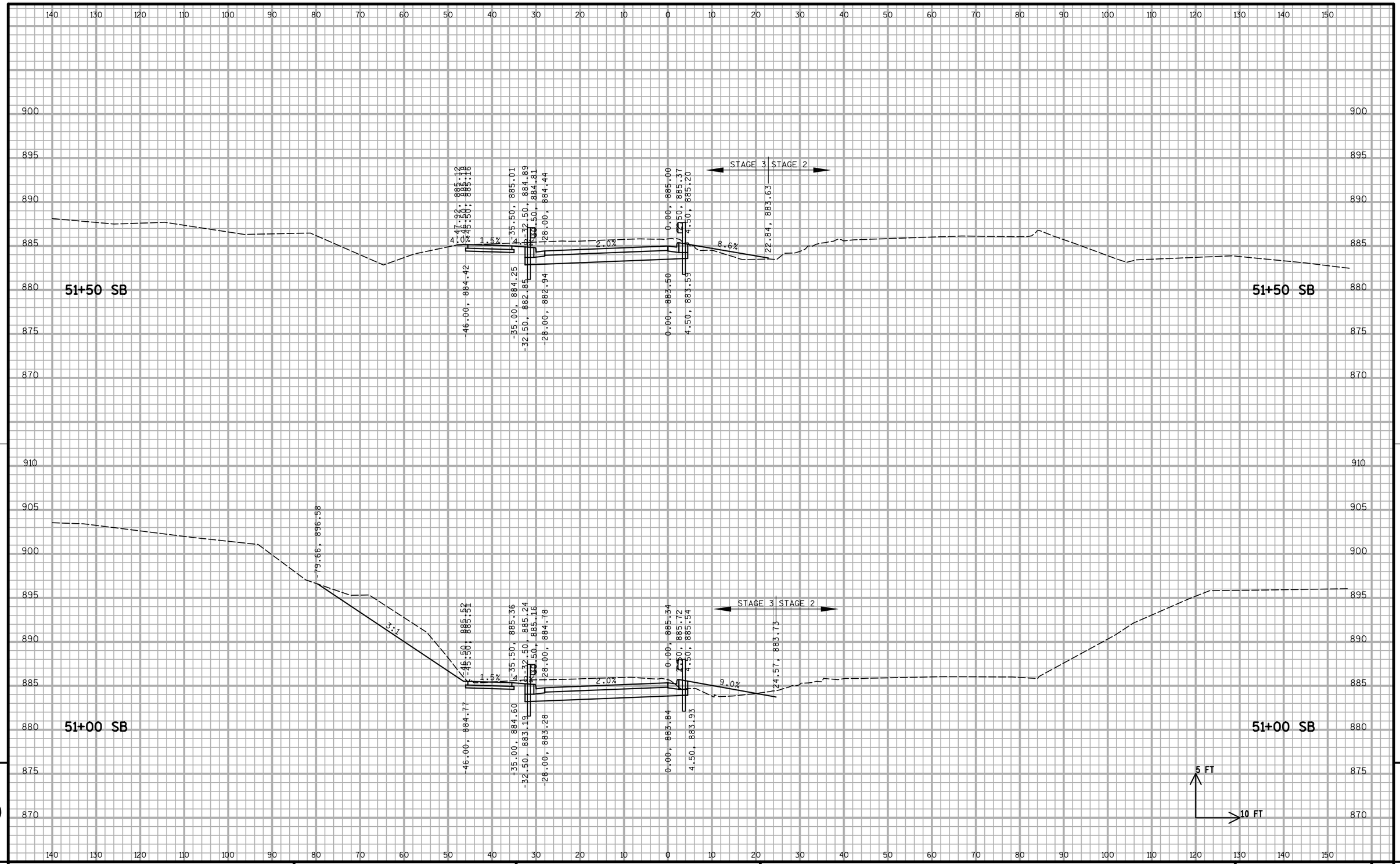
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 785	E

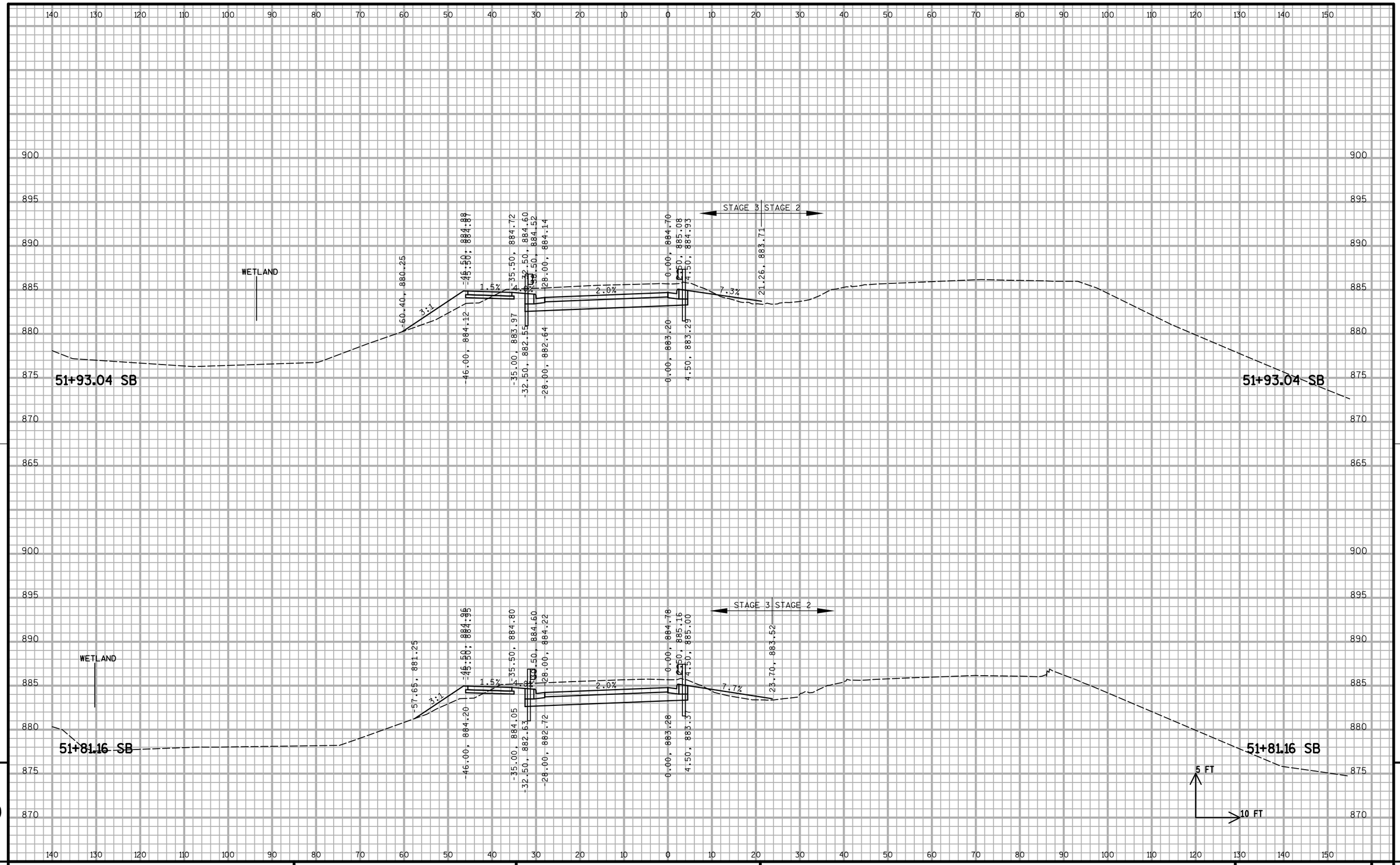
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

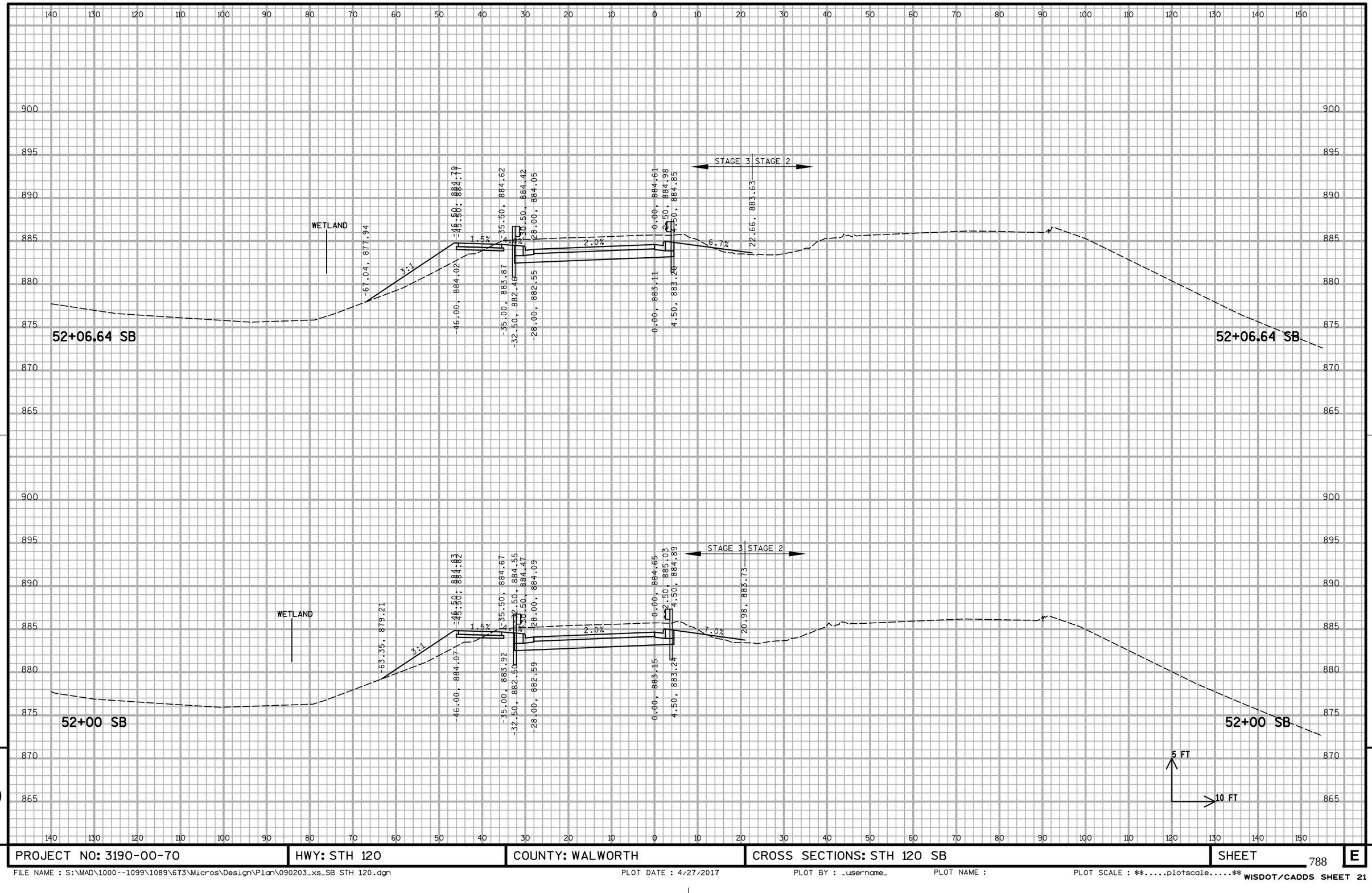


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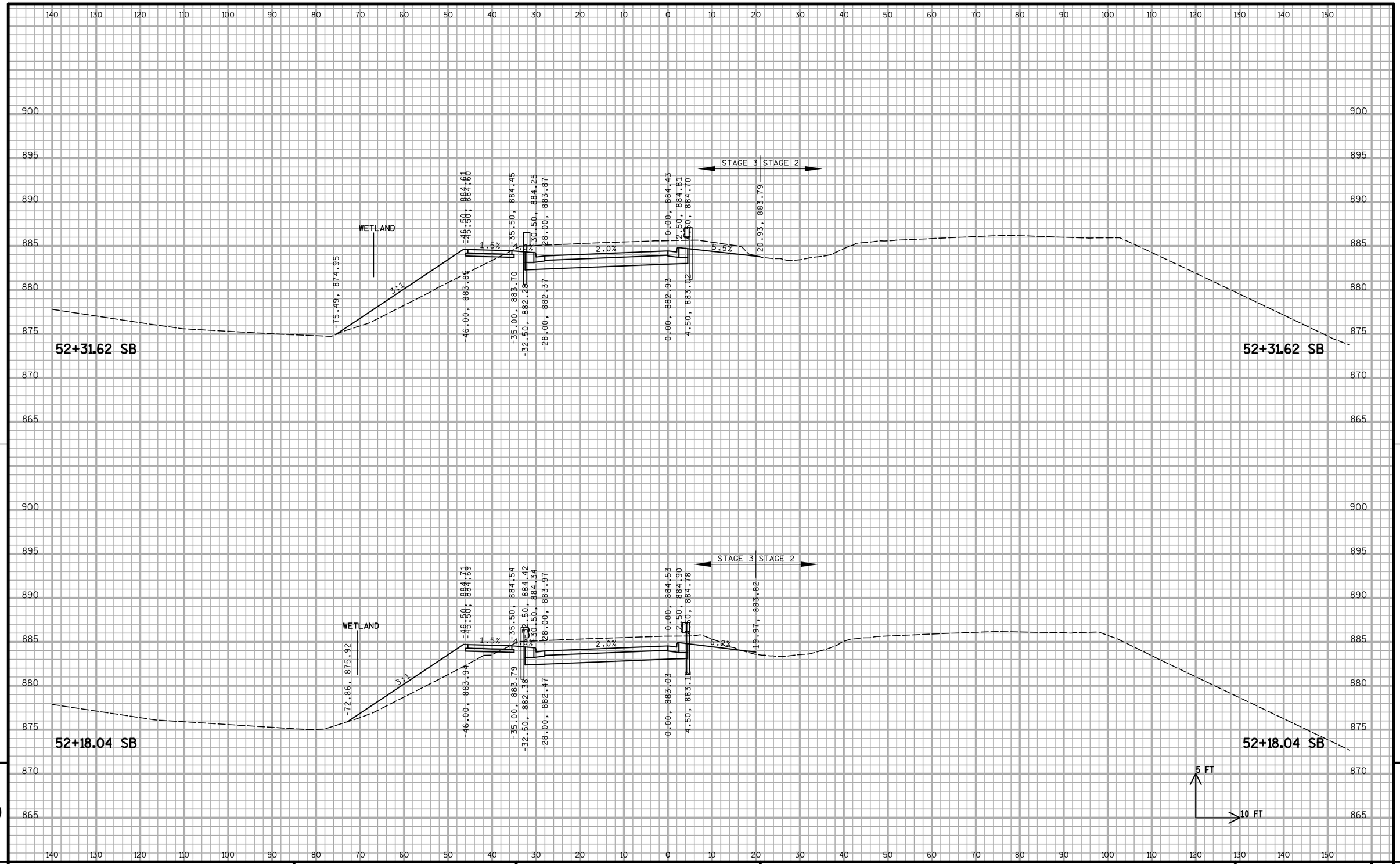
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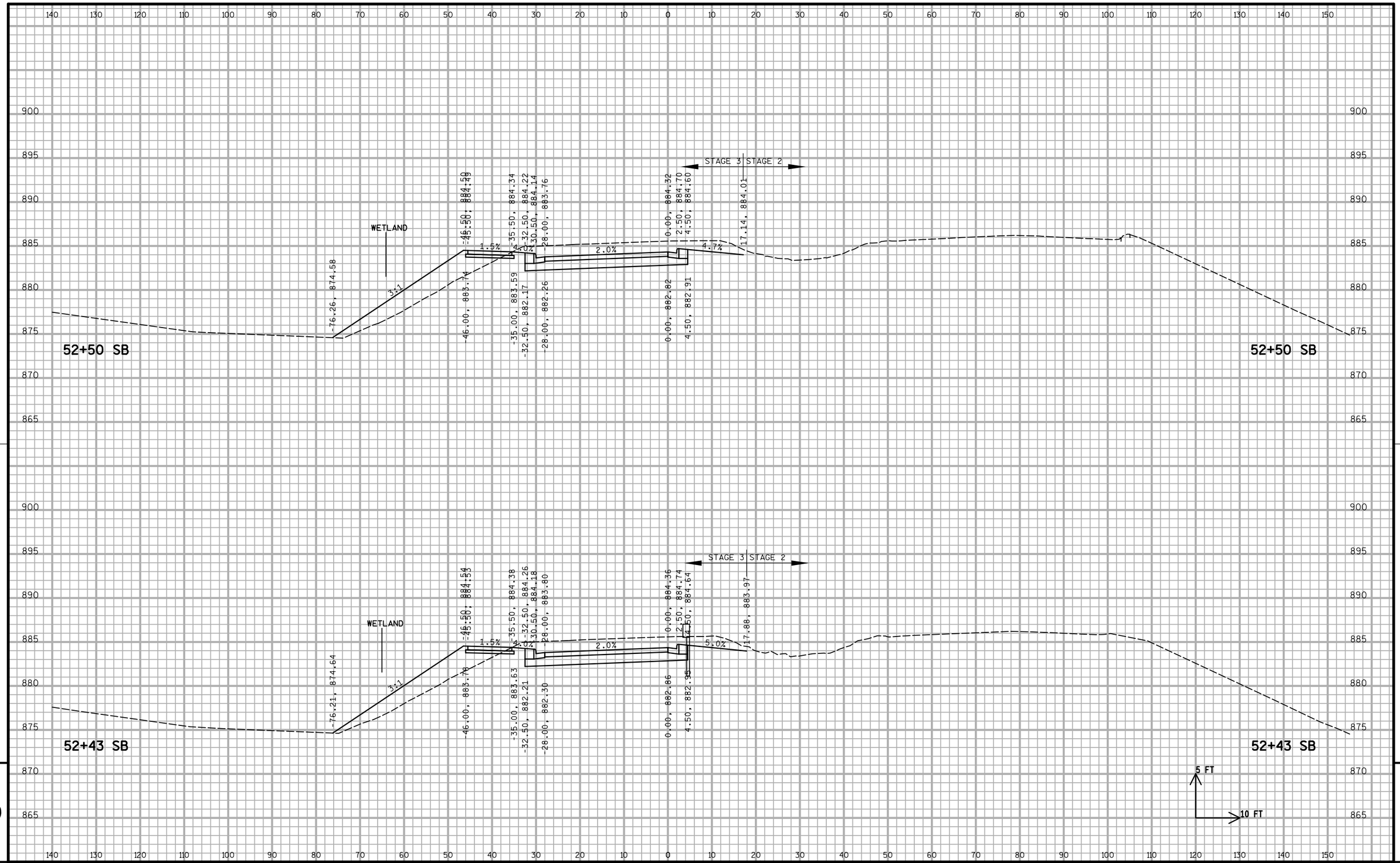
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



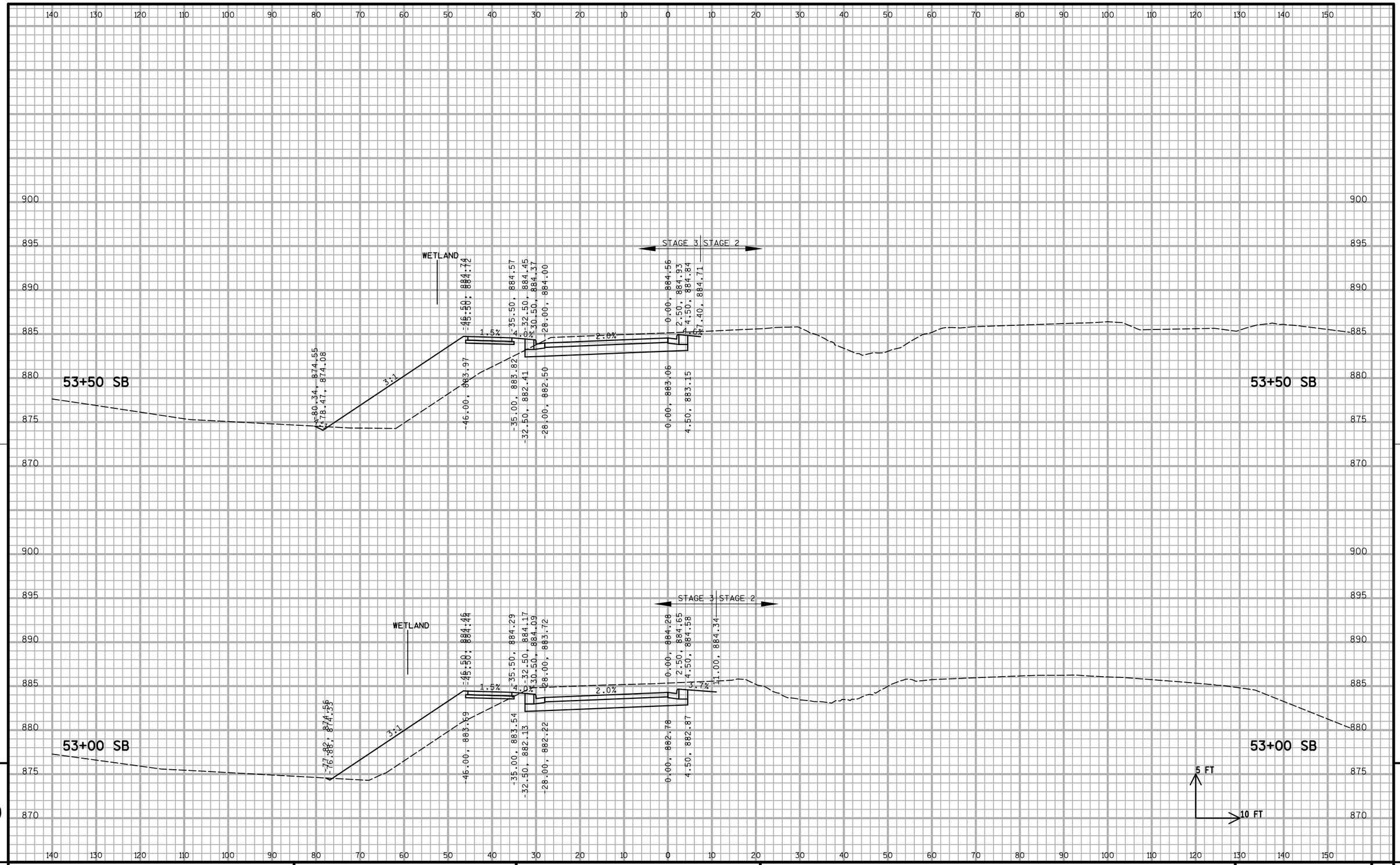
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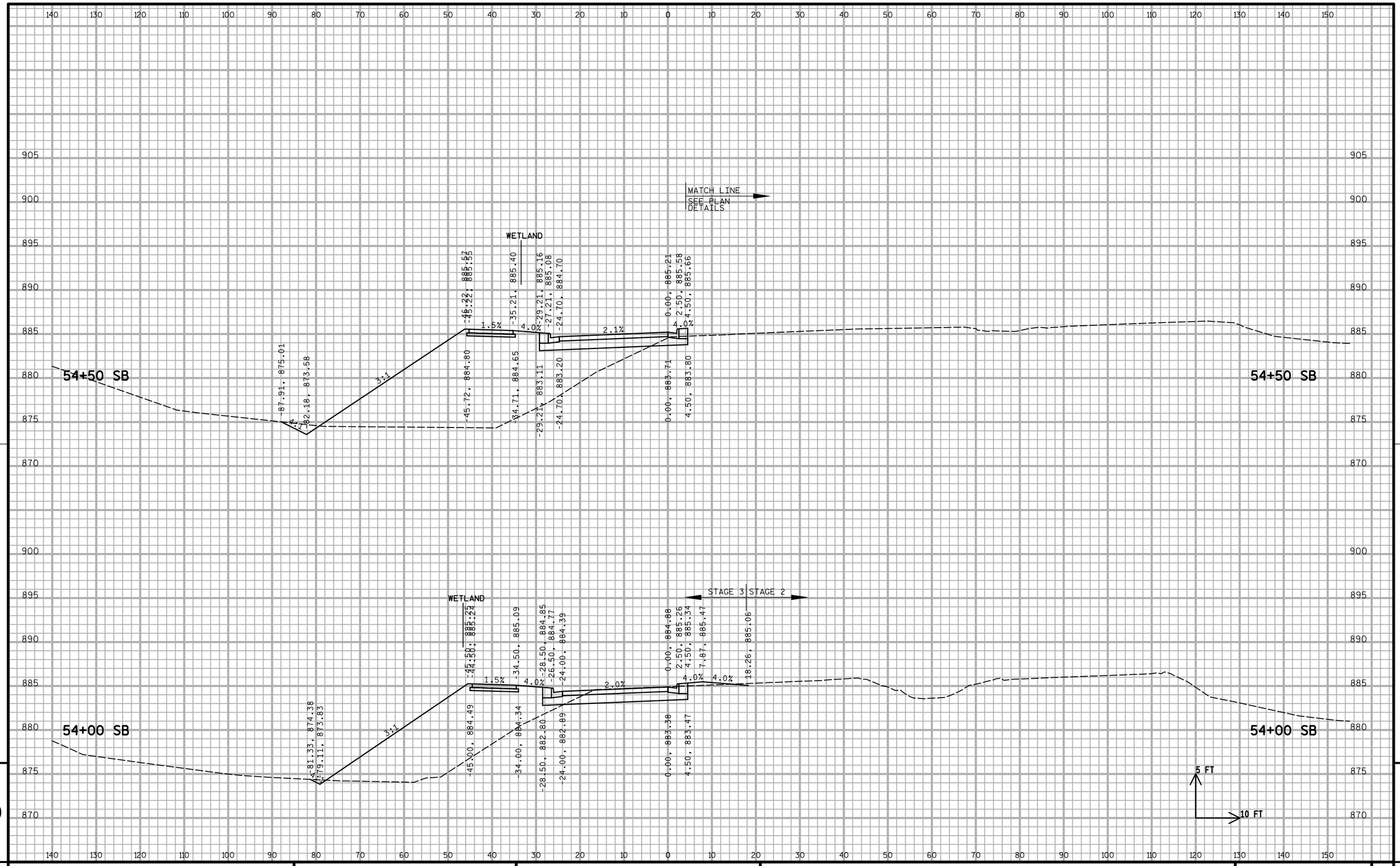
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 790	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 791	E

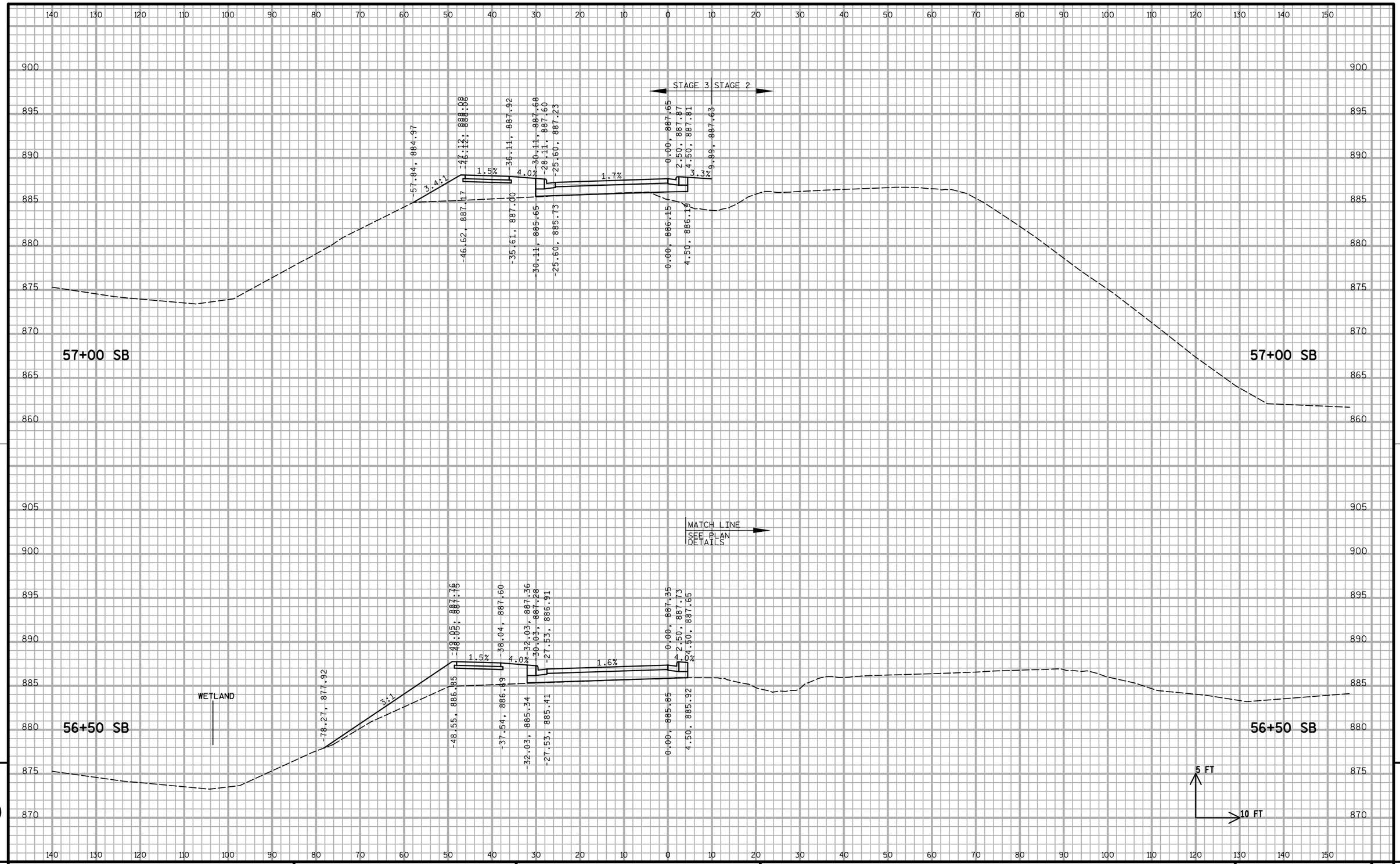
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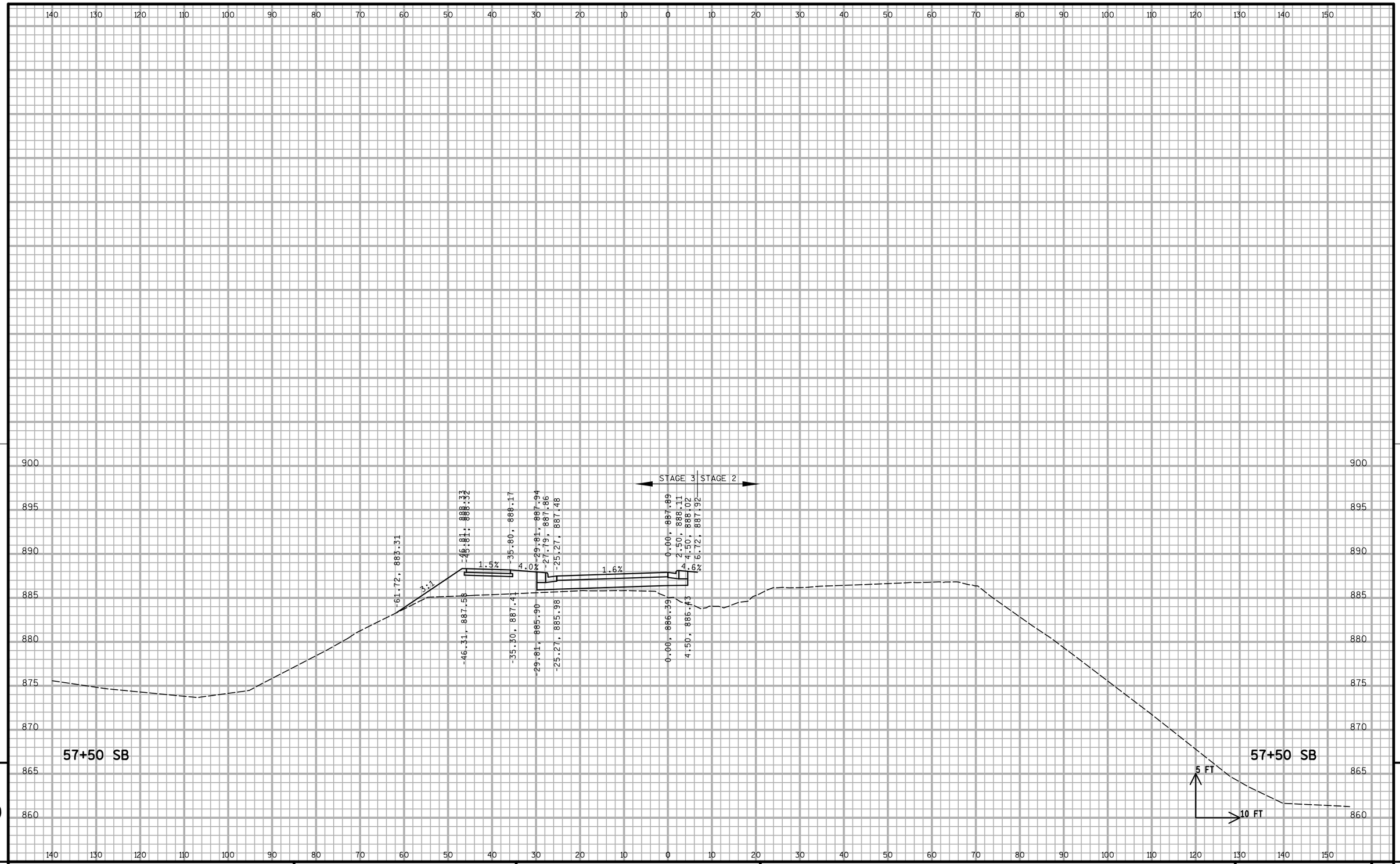
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET	E

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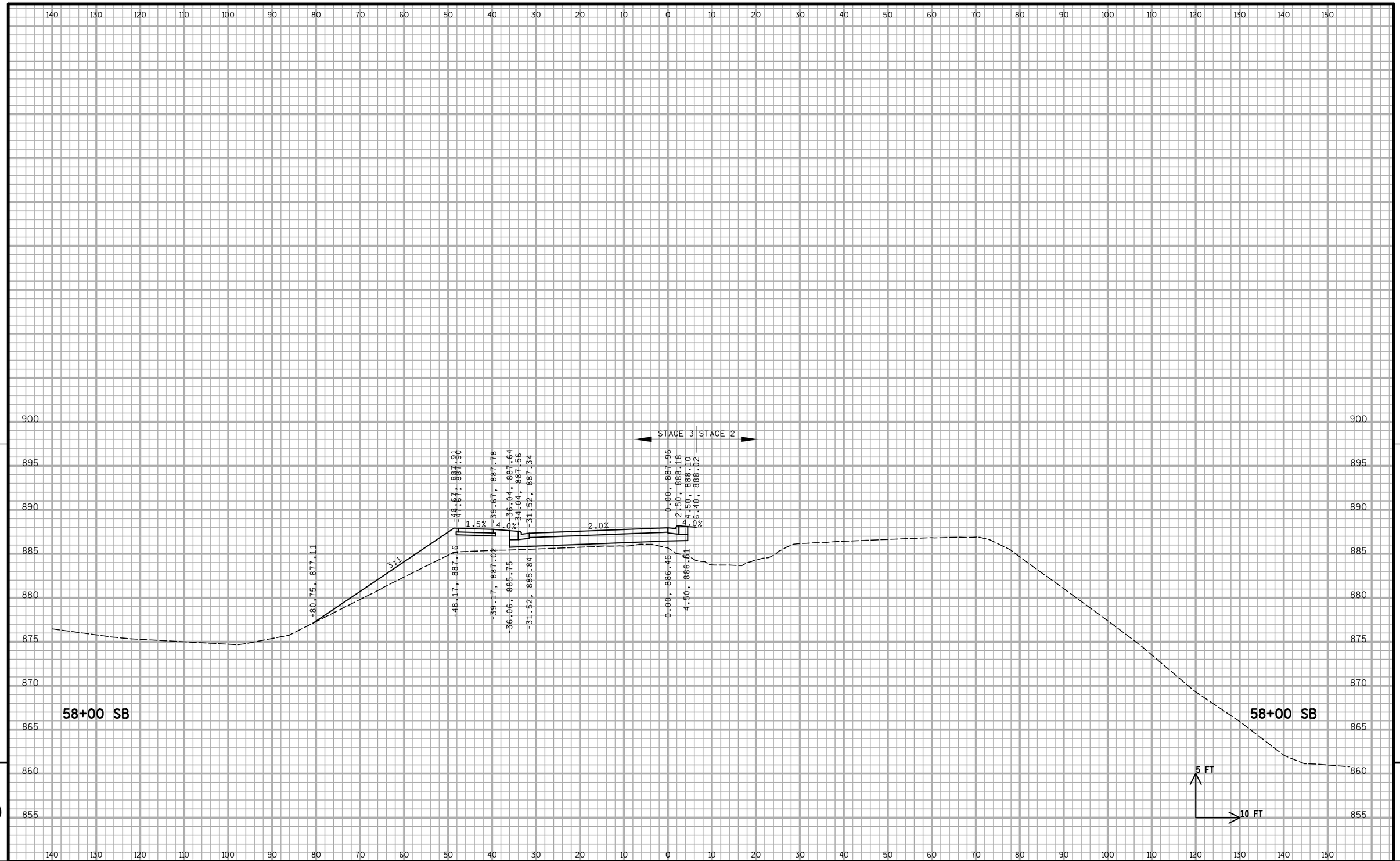
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 794	E

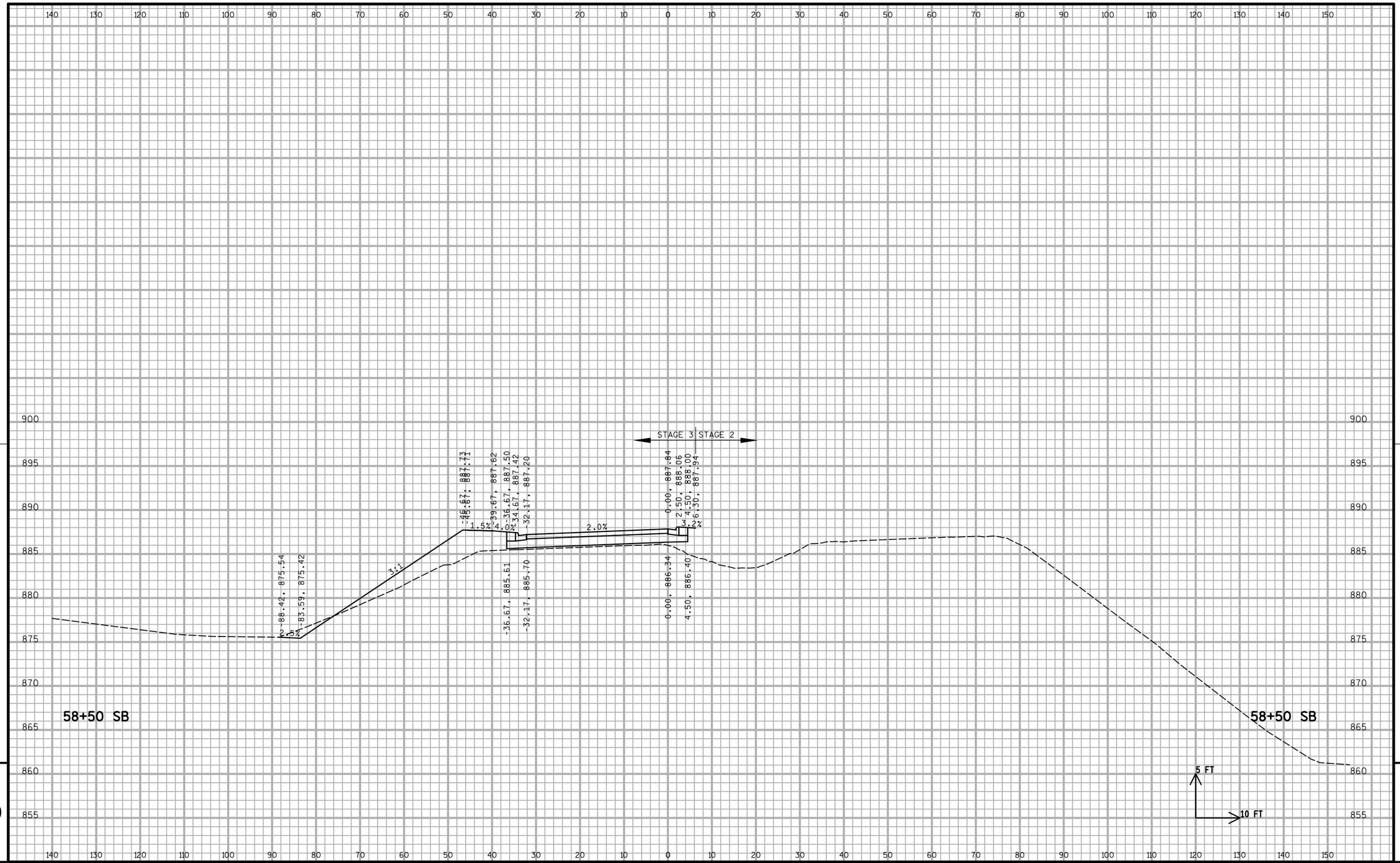
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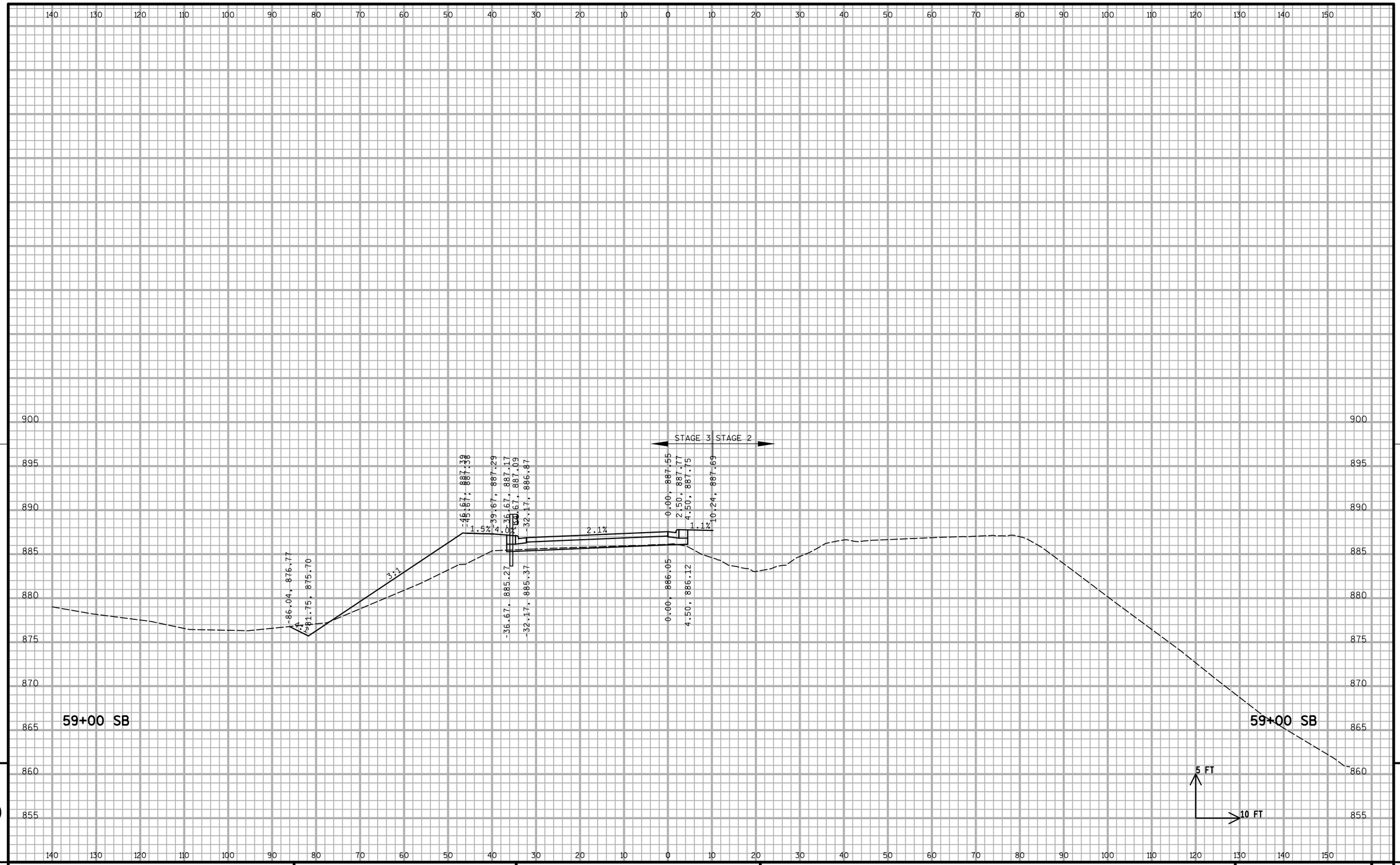
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

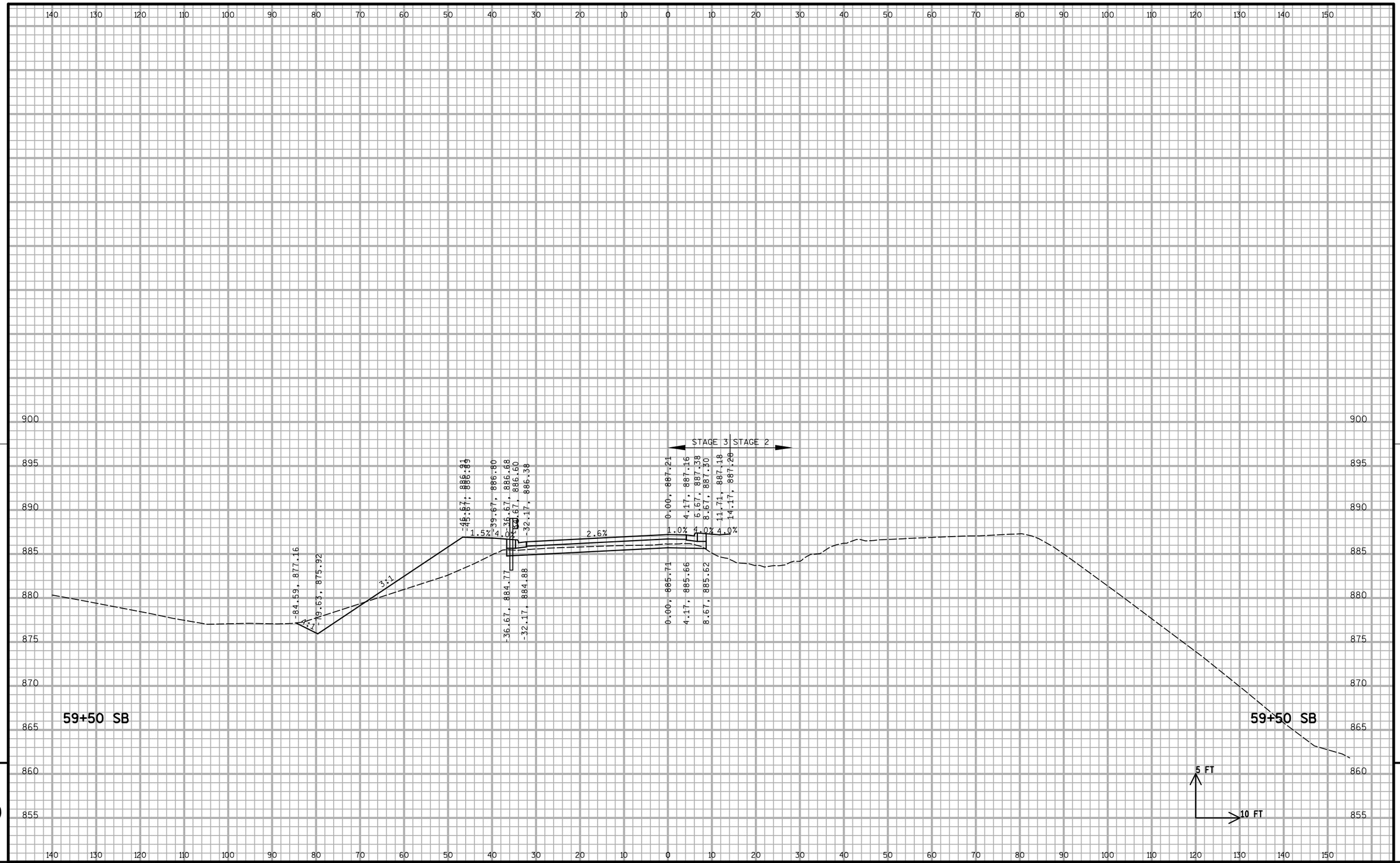


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 797	E

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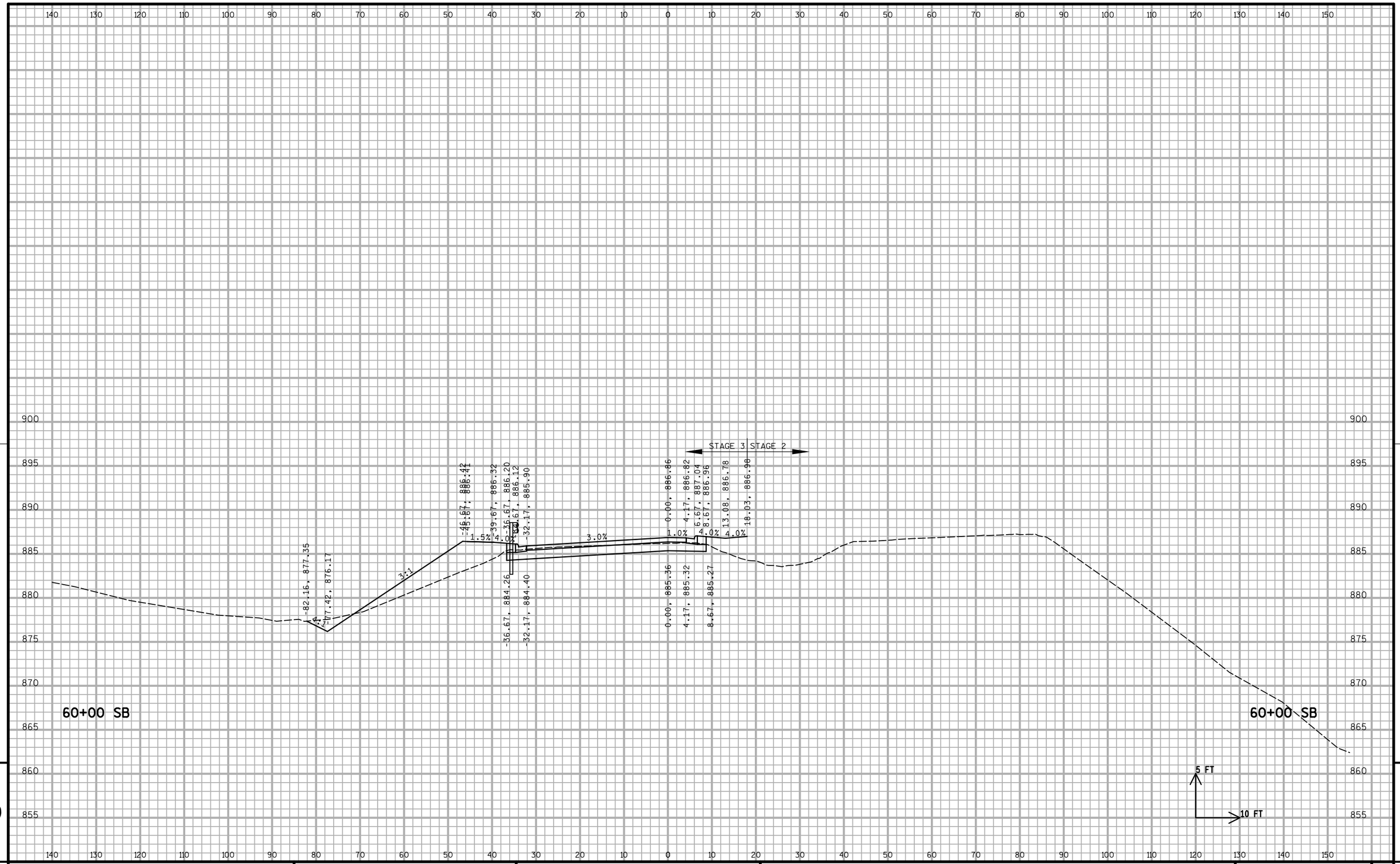


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 798	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



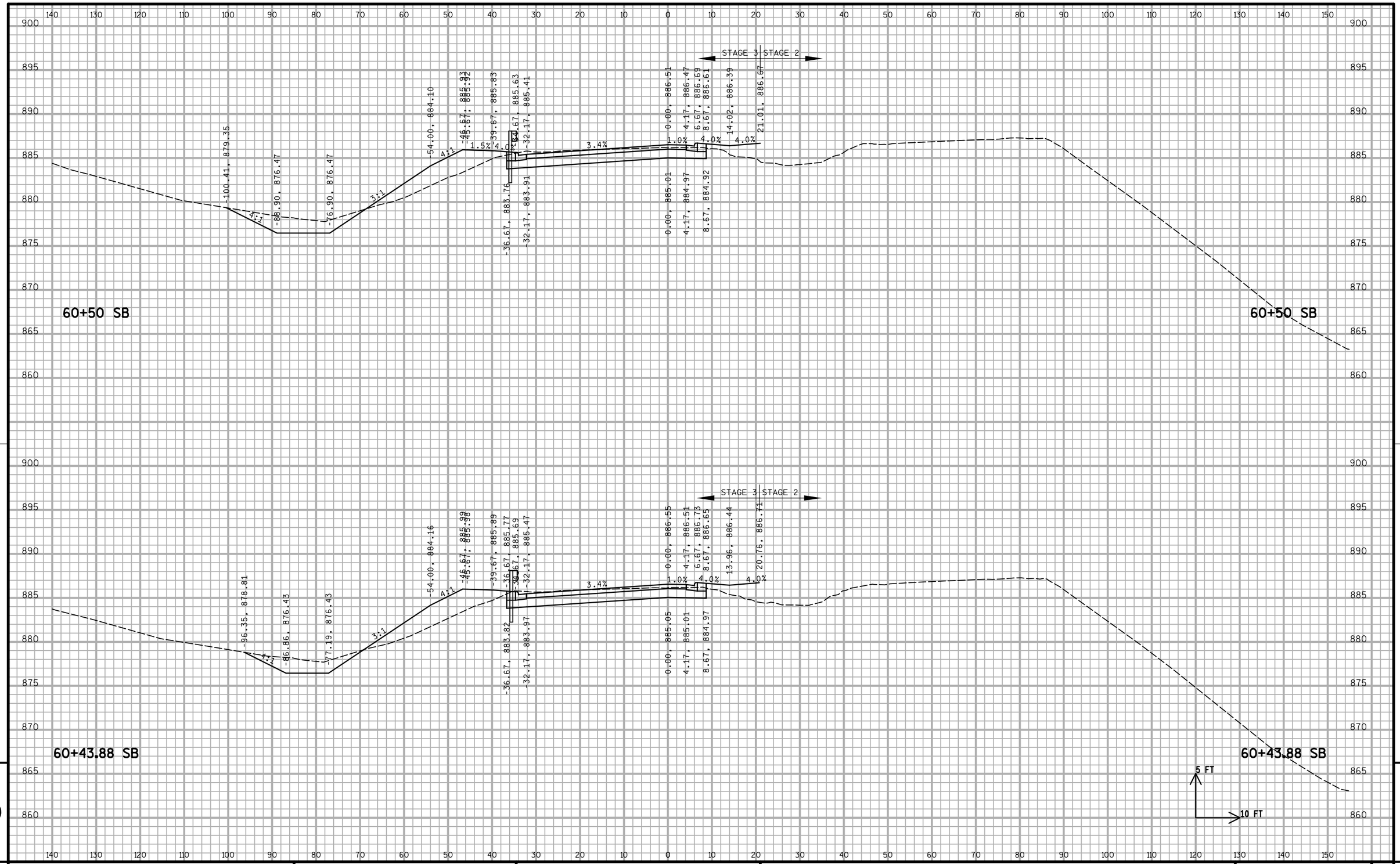
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 799	E

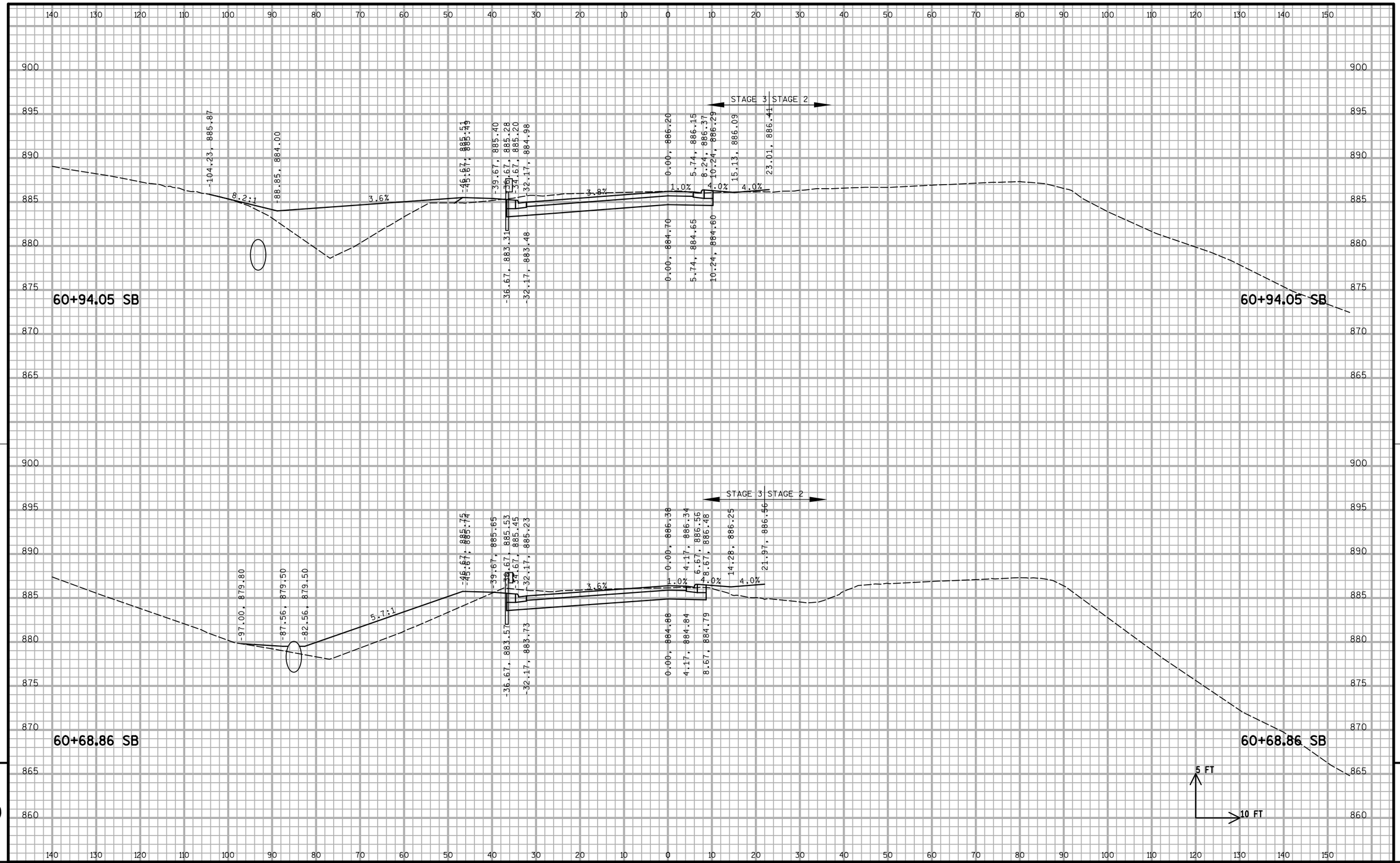
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WISDOT/CADDS SHEET 21



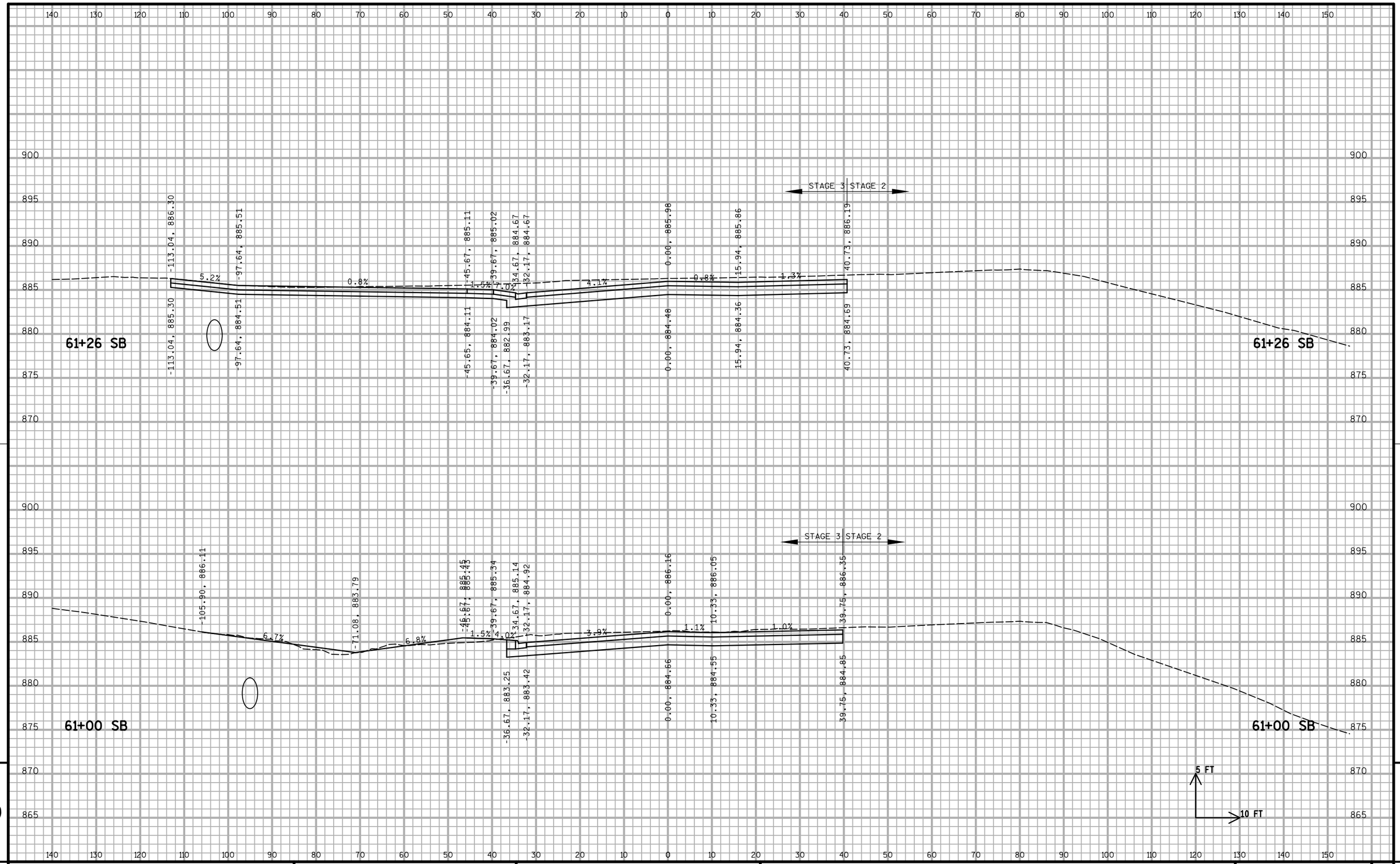
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



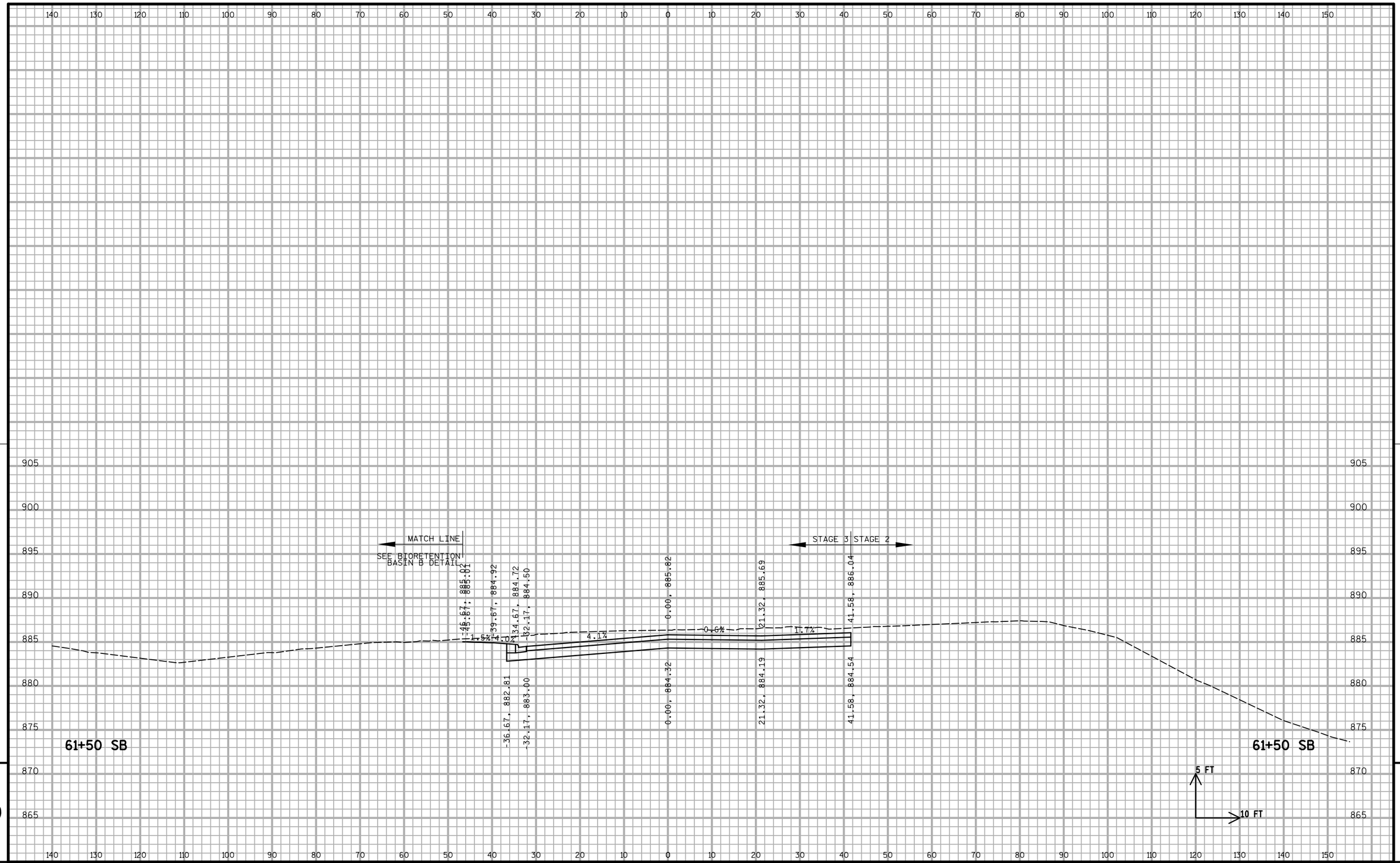
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 802	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

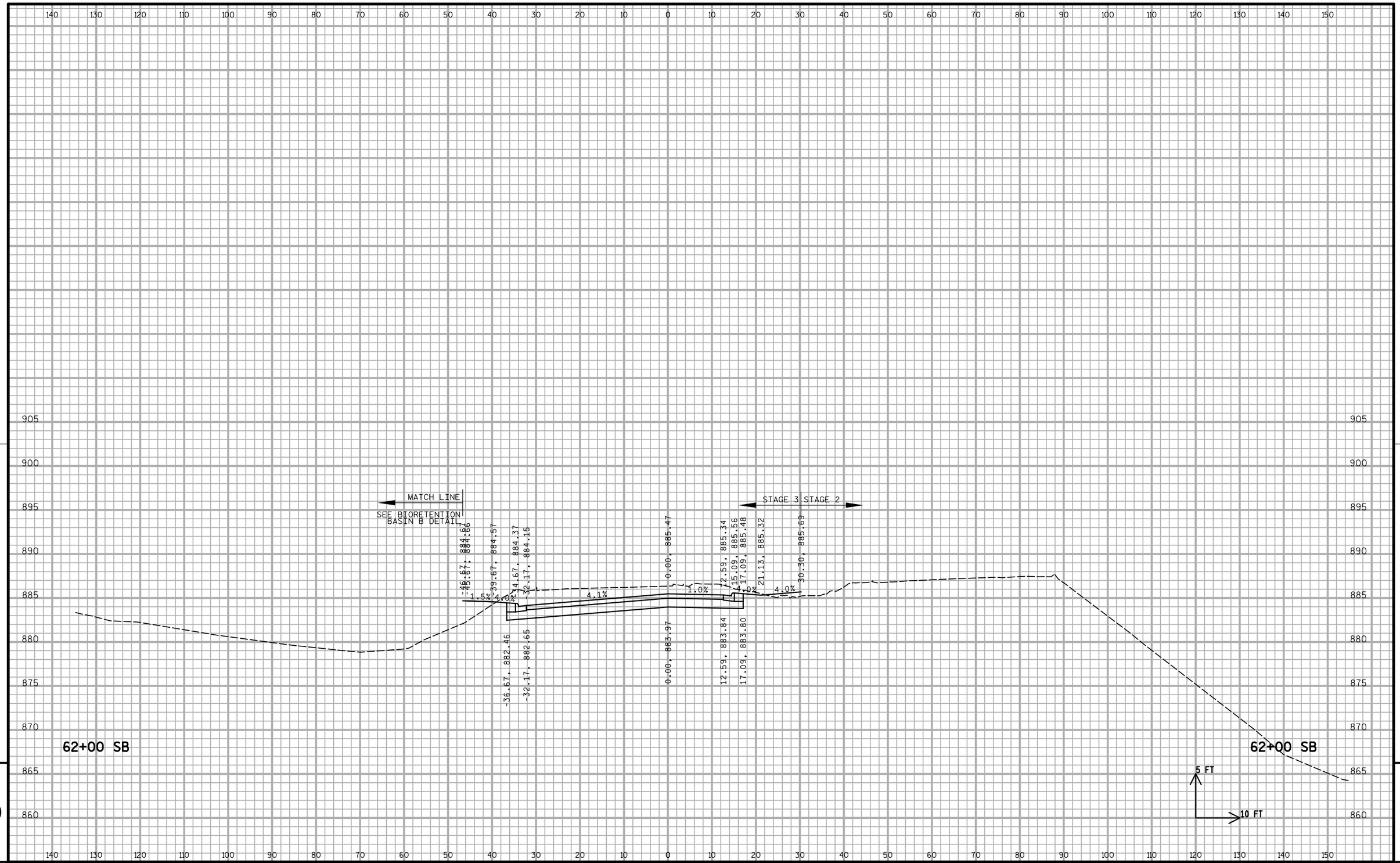


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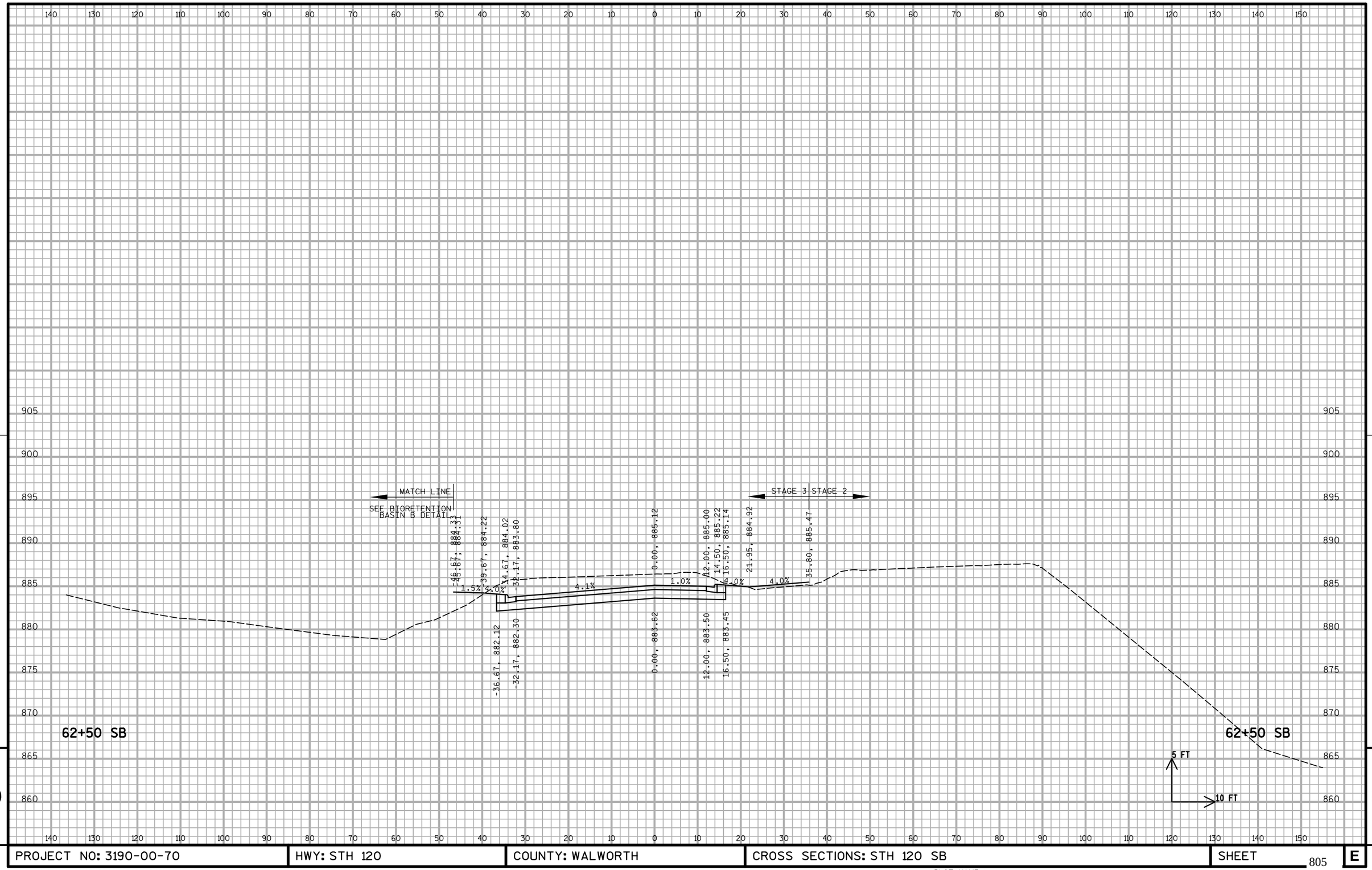
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 804	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

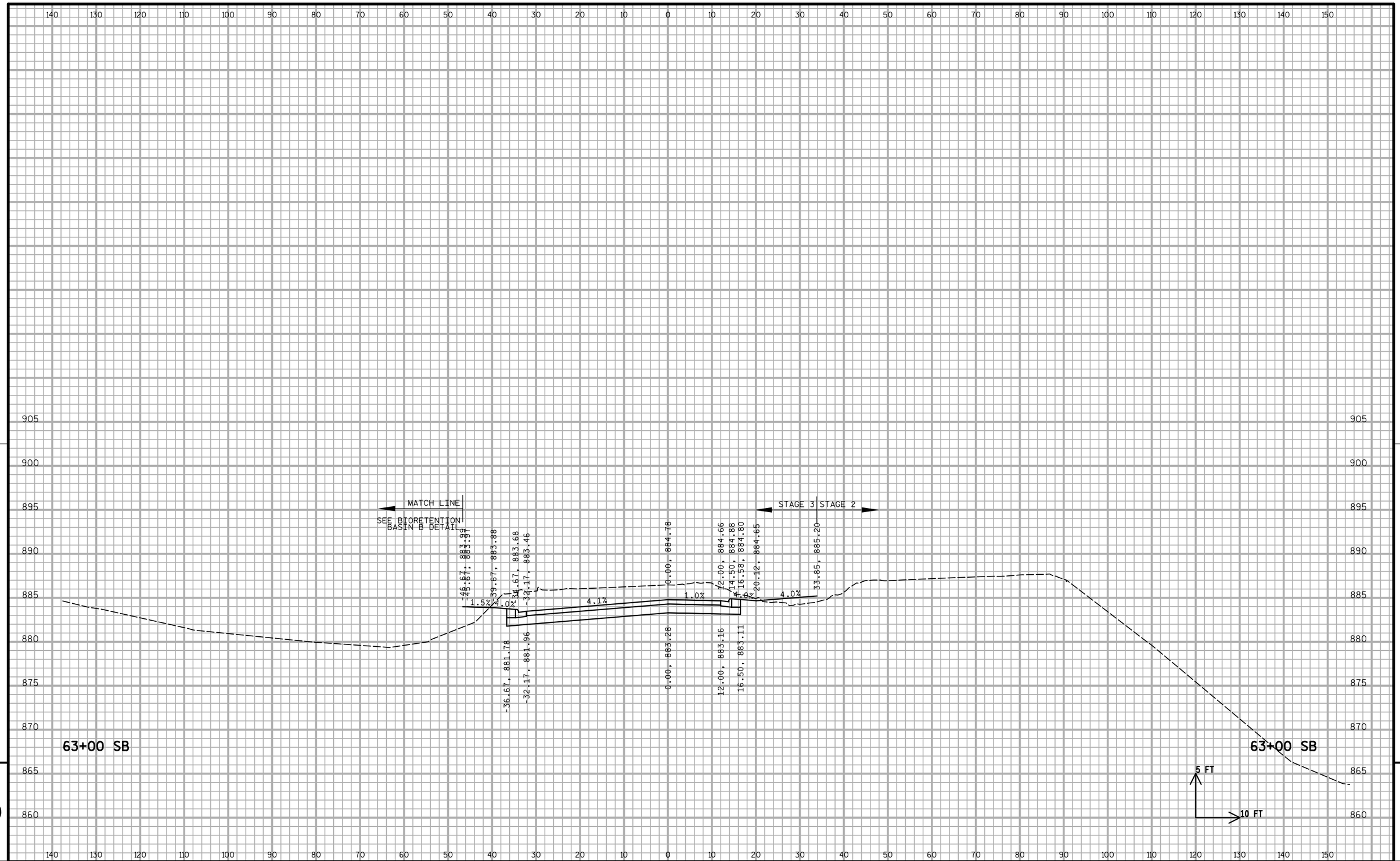


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 805	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

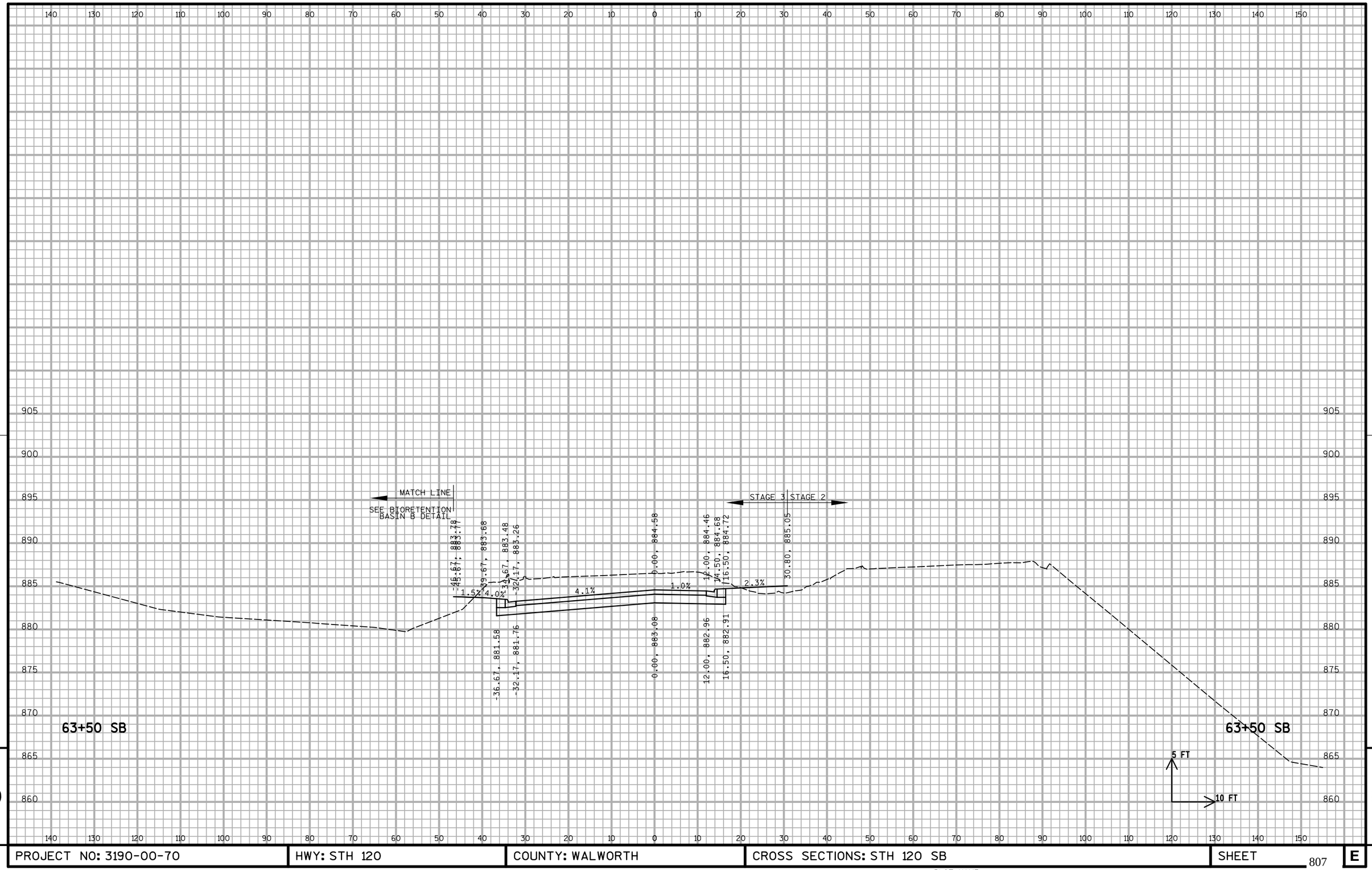


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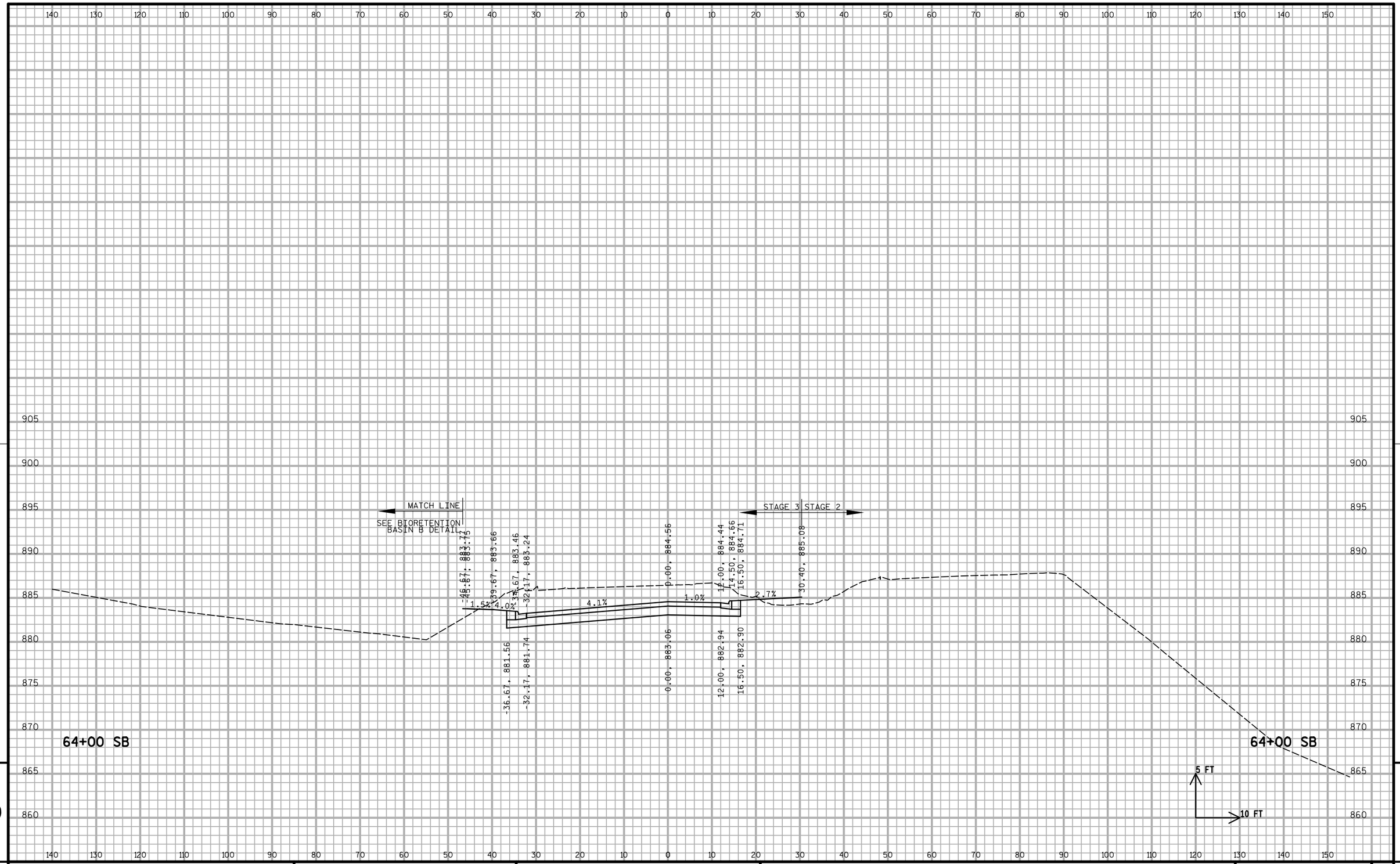
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



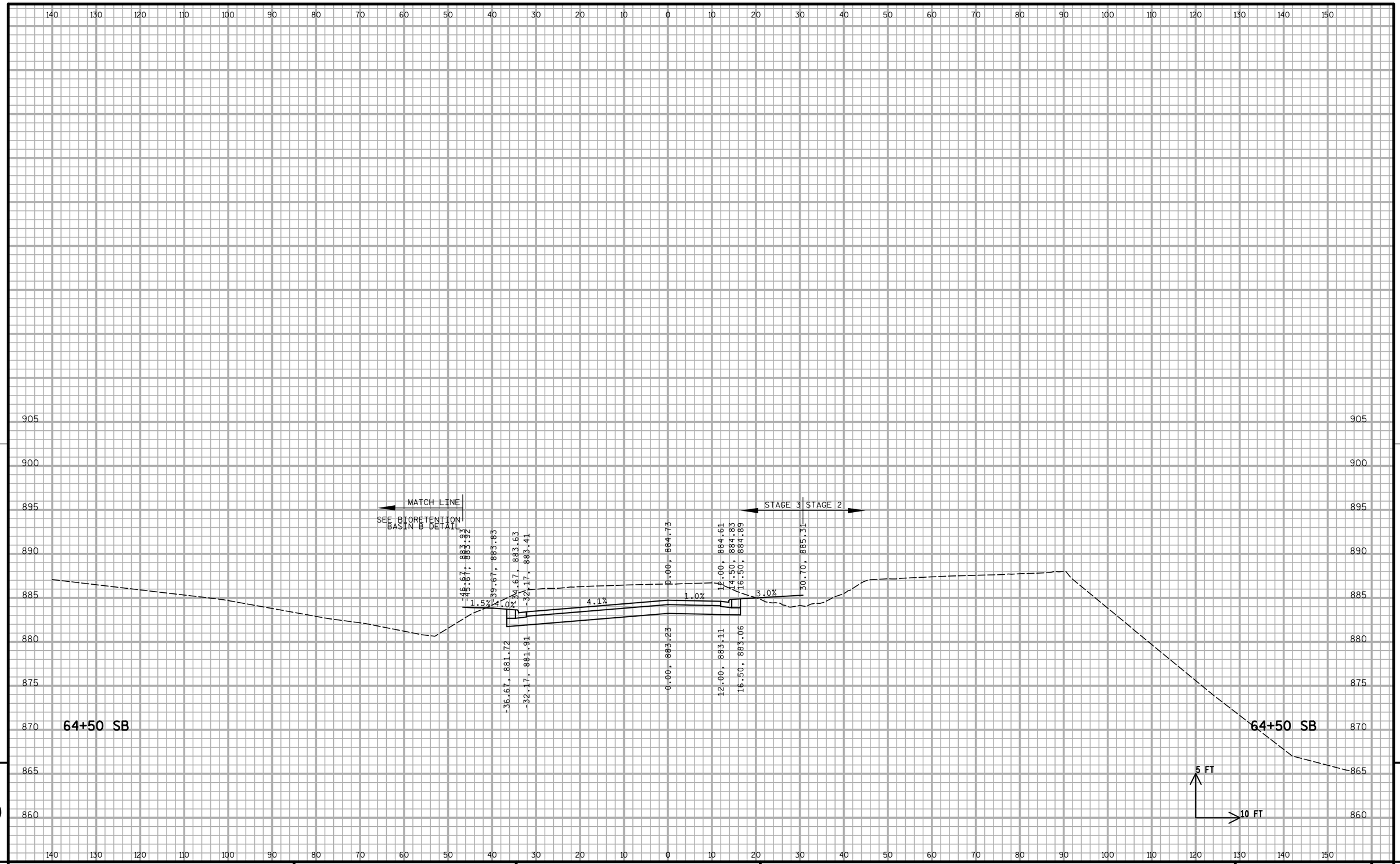
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 808	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

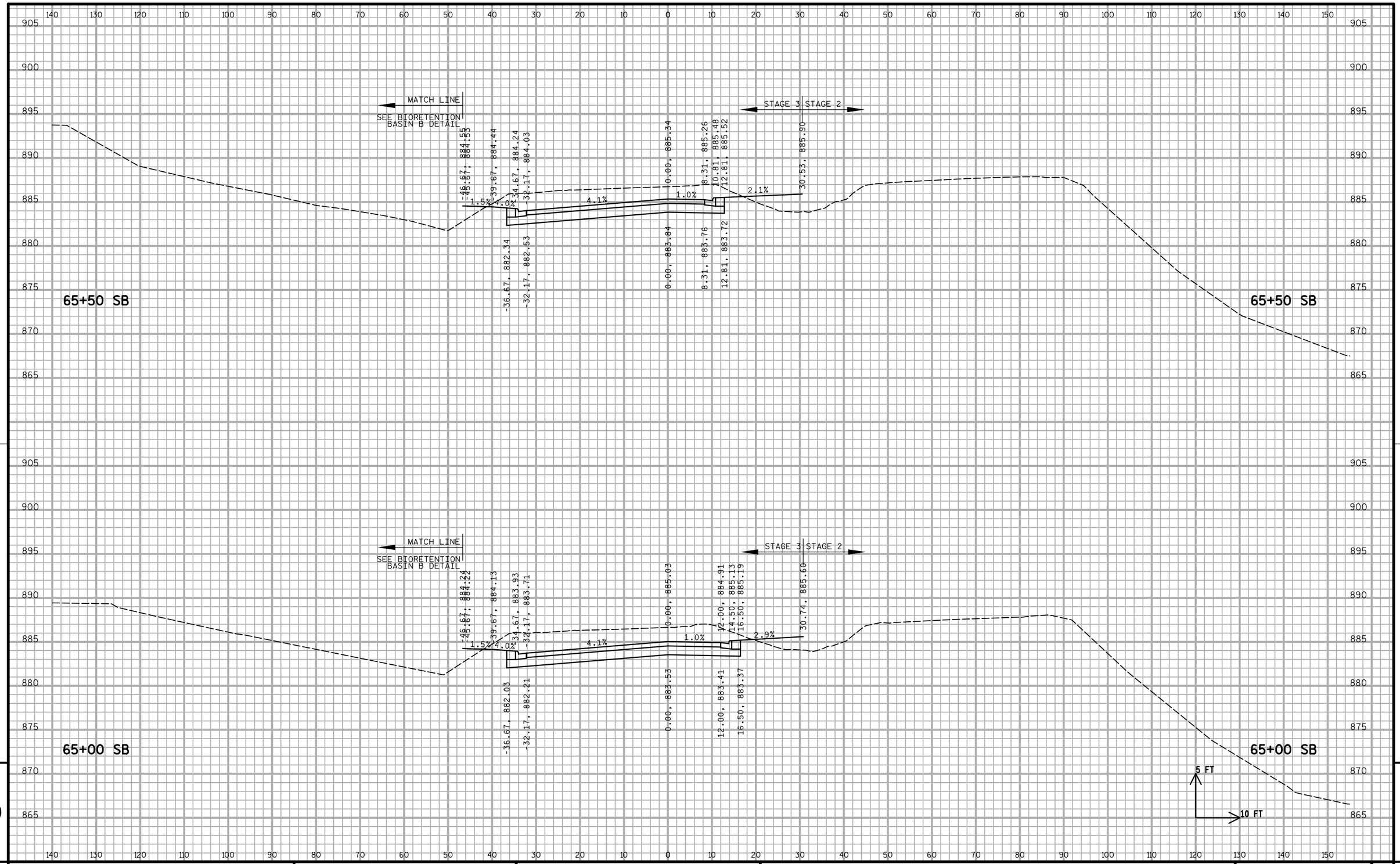


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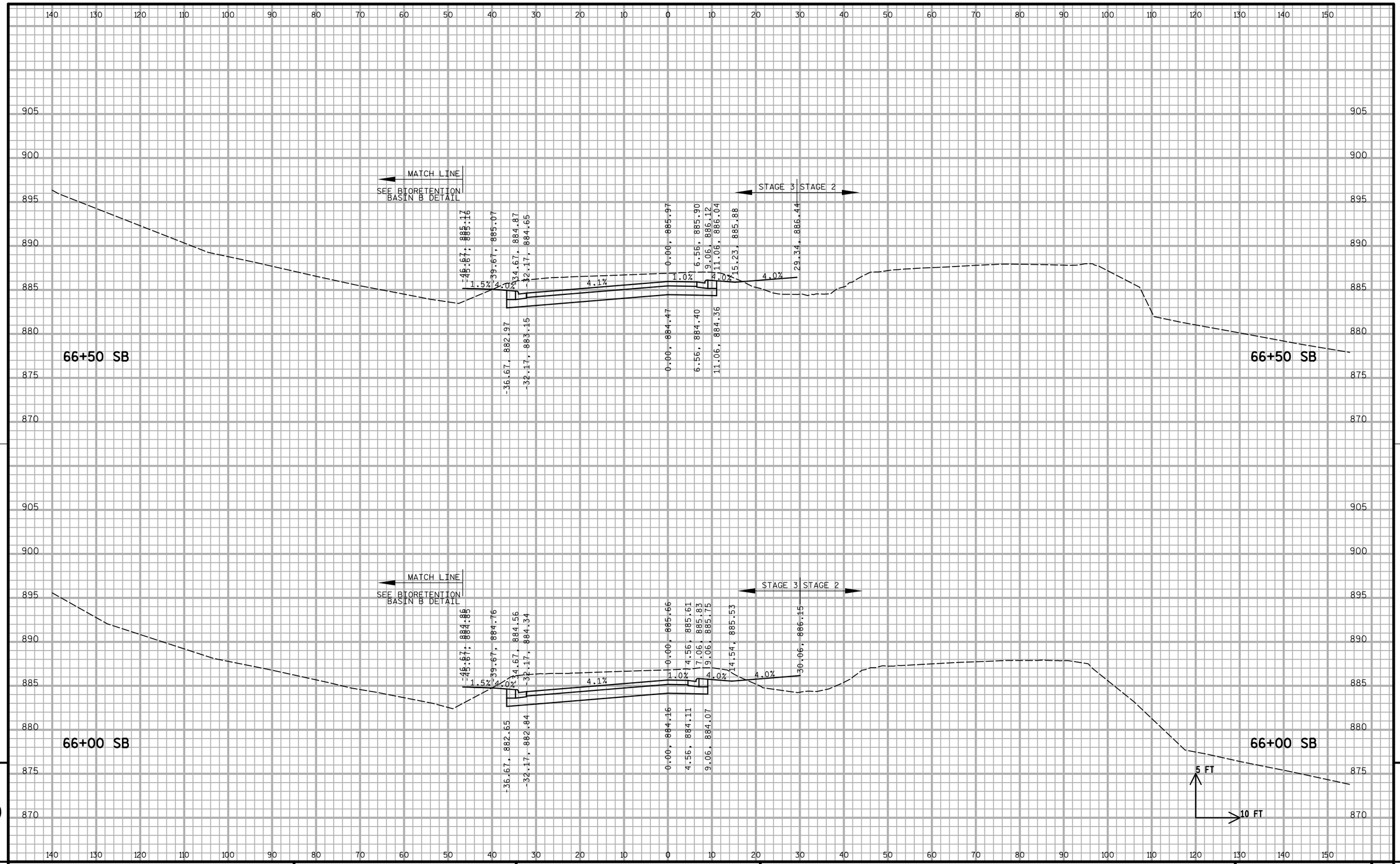
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 810	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



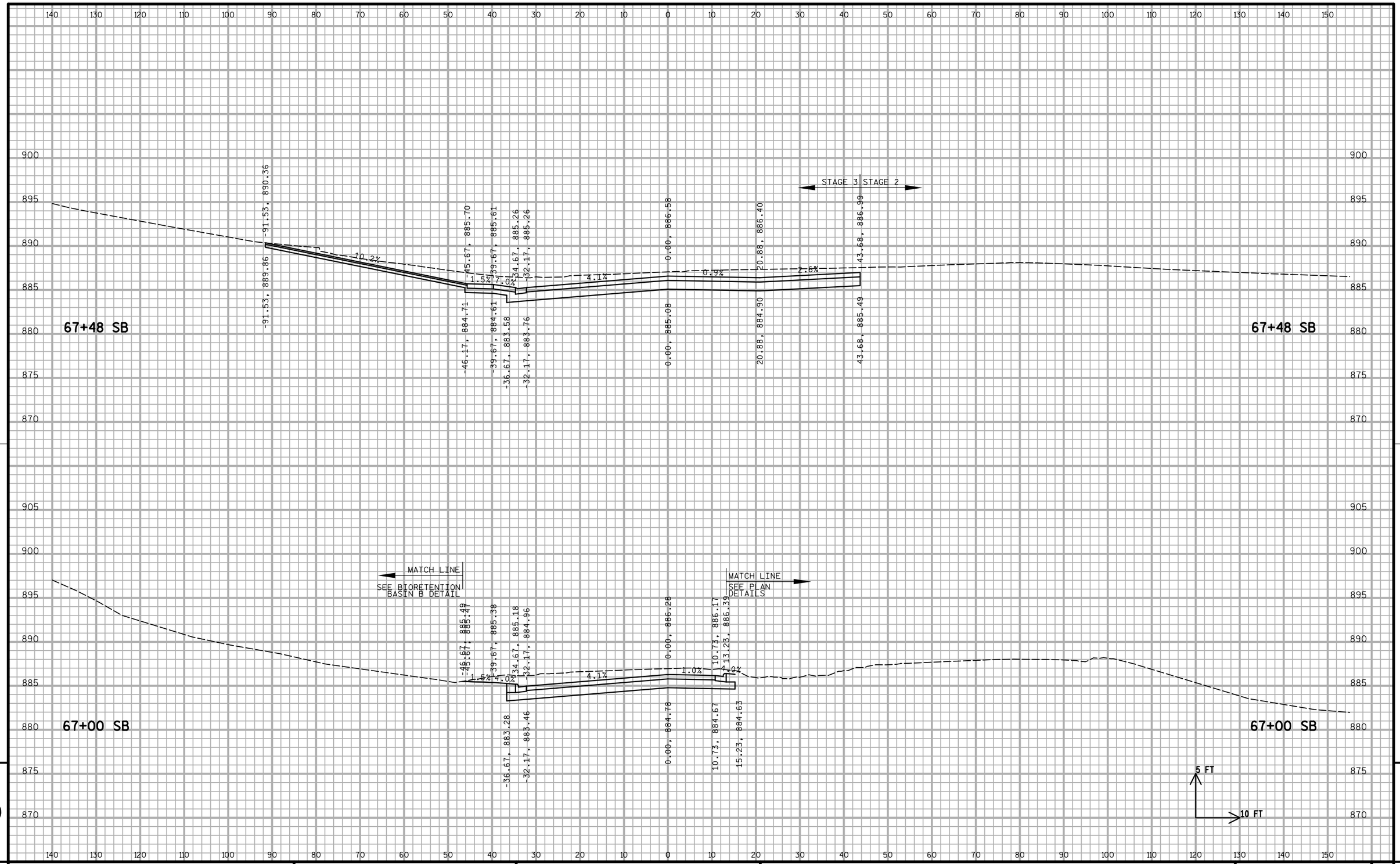
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 811	E

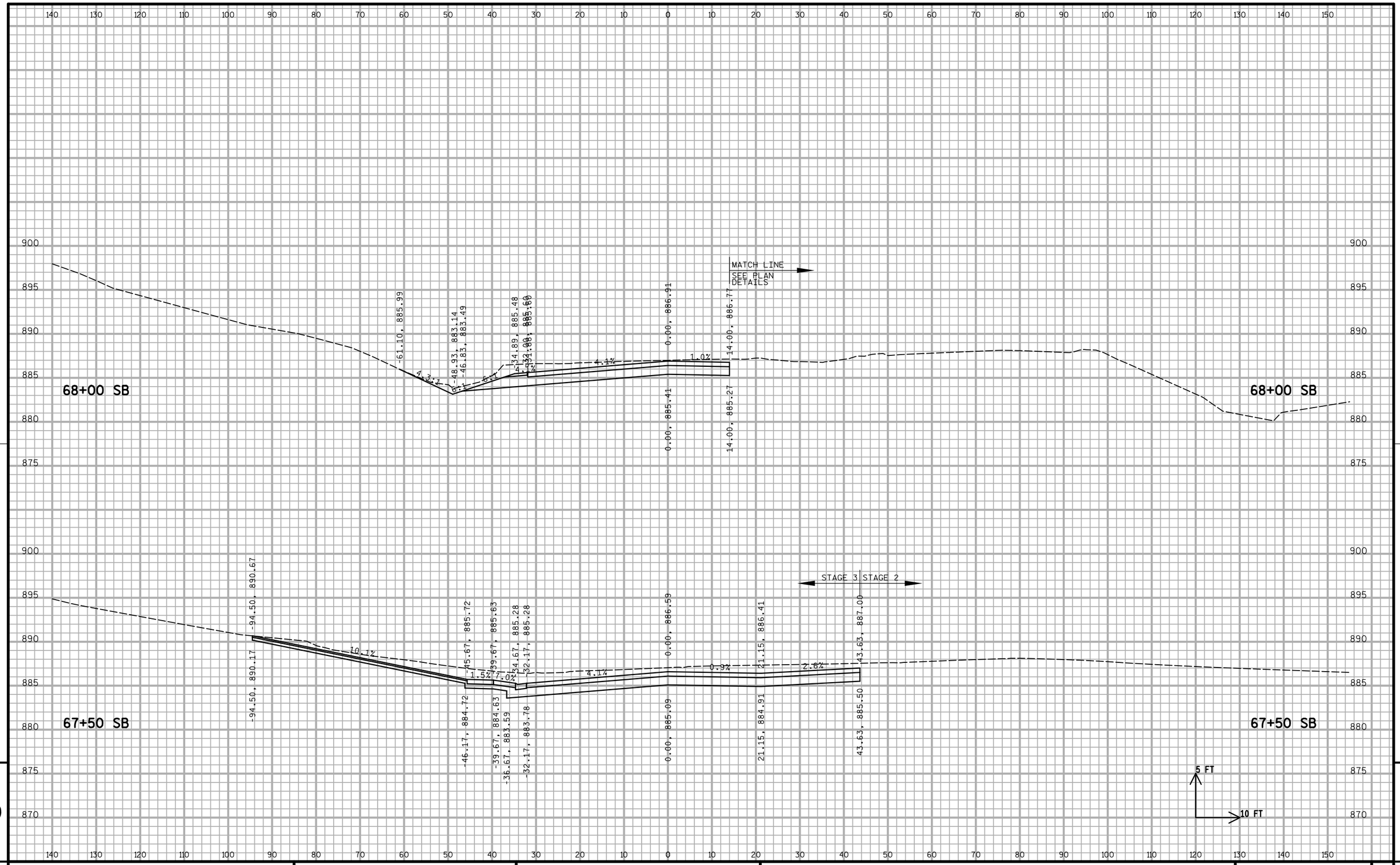
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WISDOT/CADDS SHEET 21



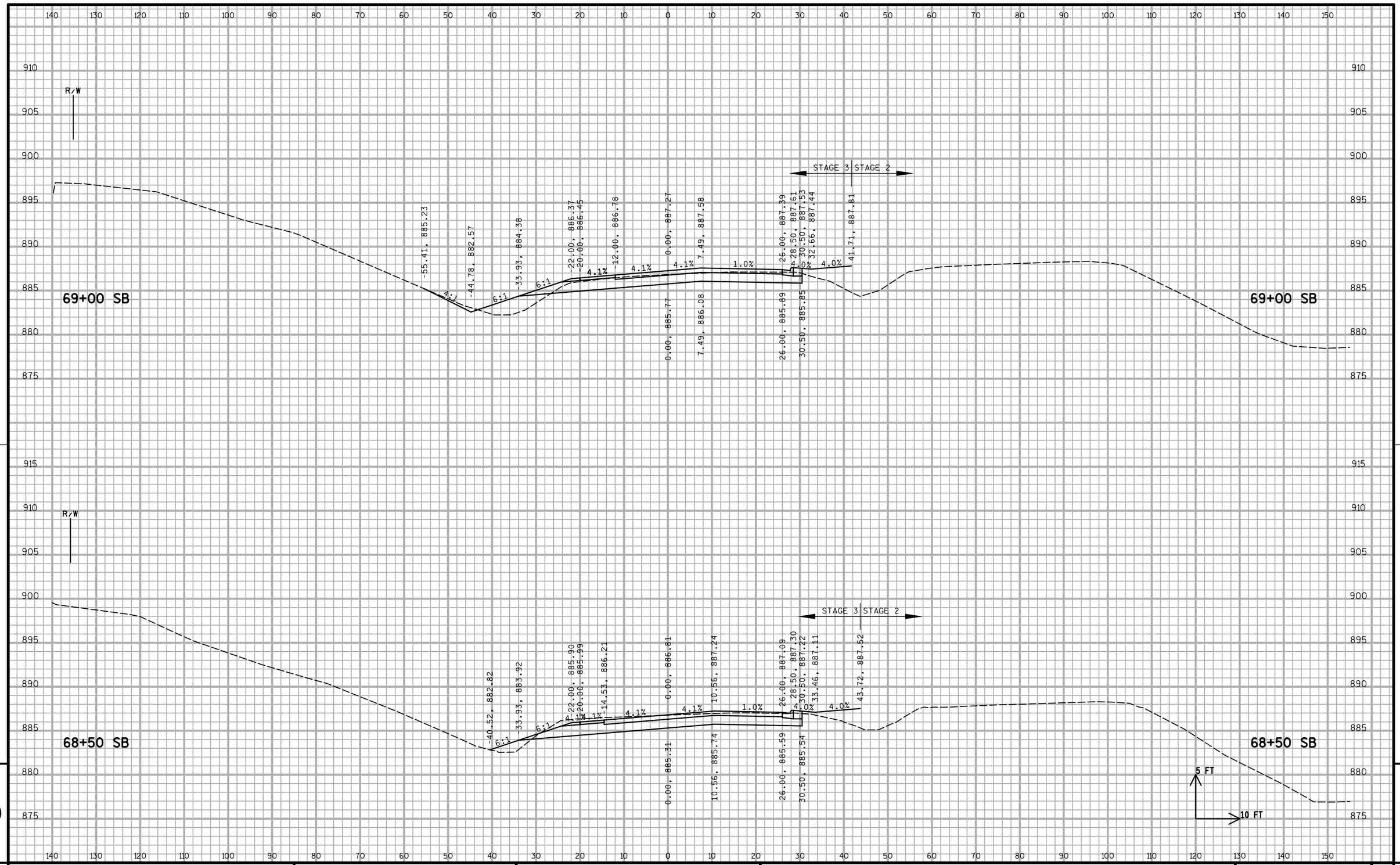
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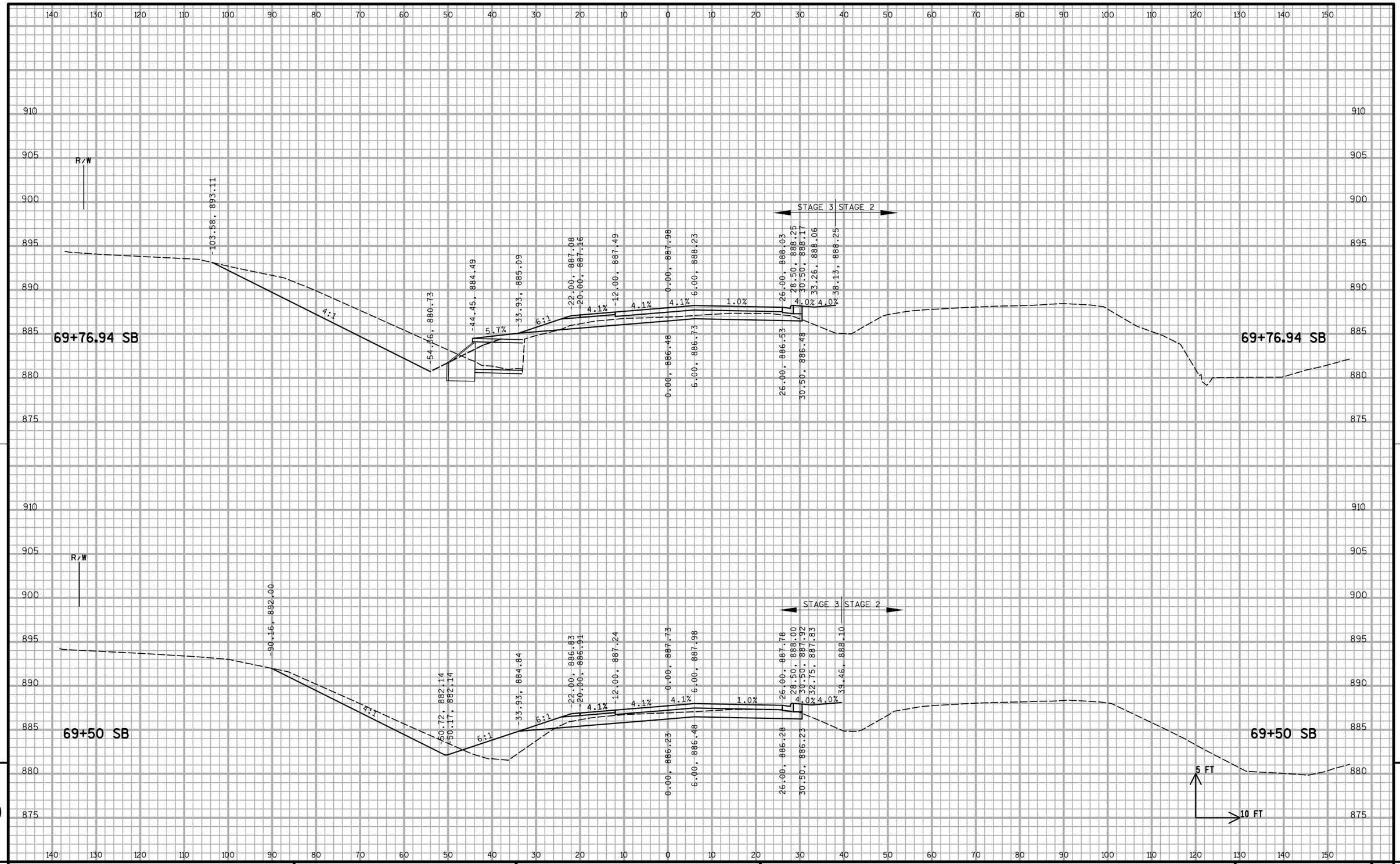
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



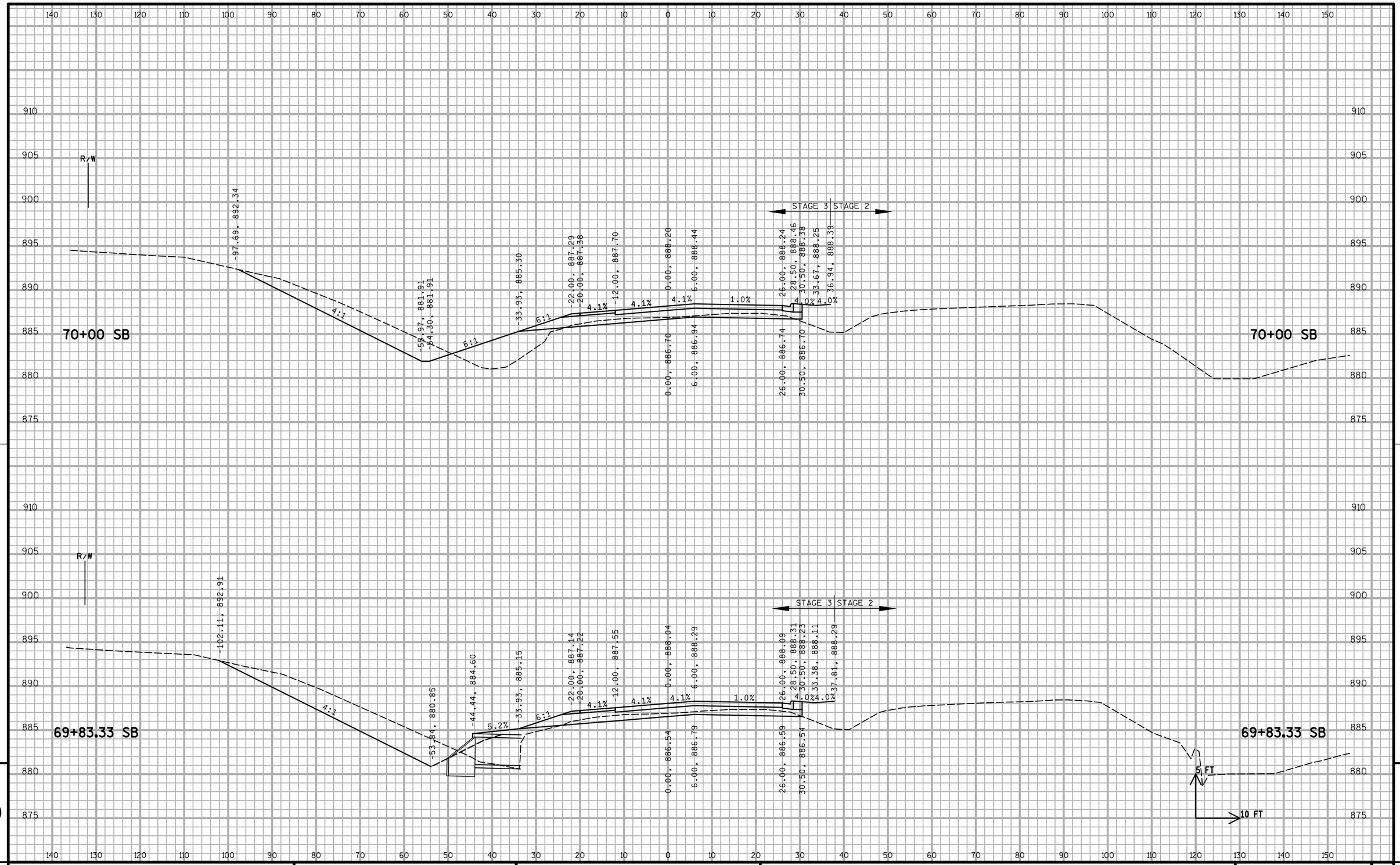
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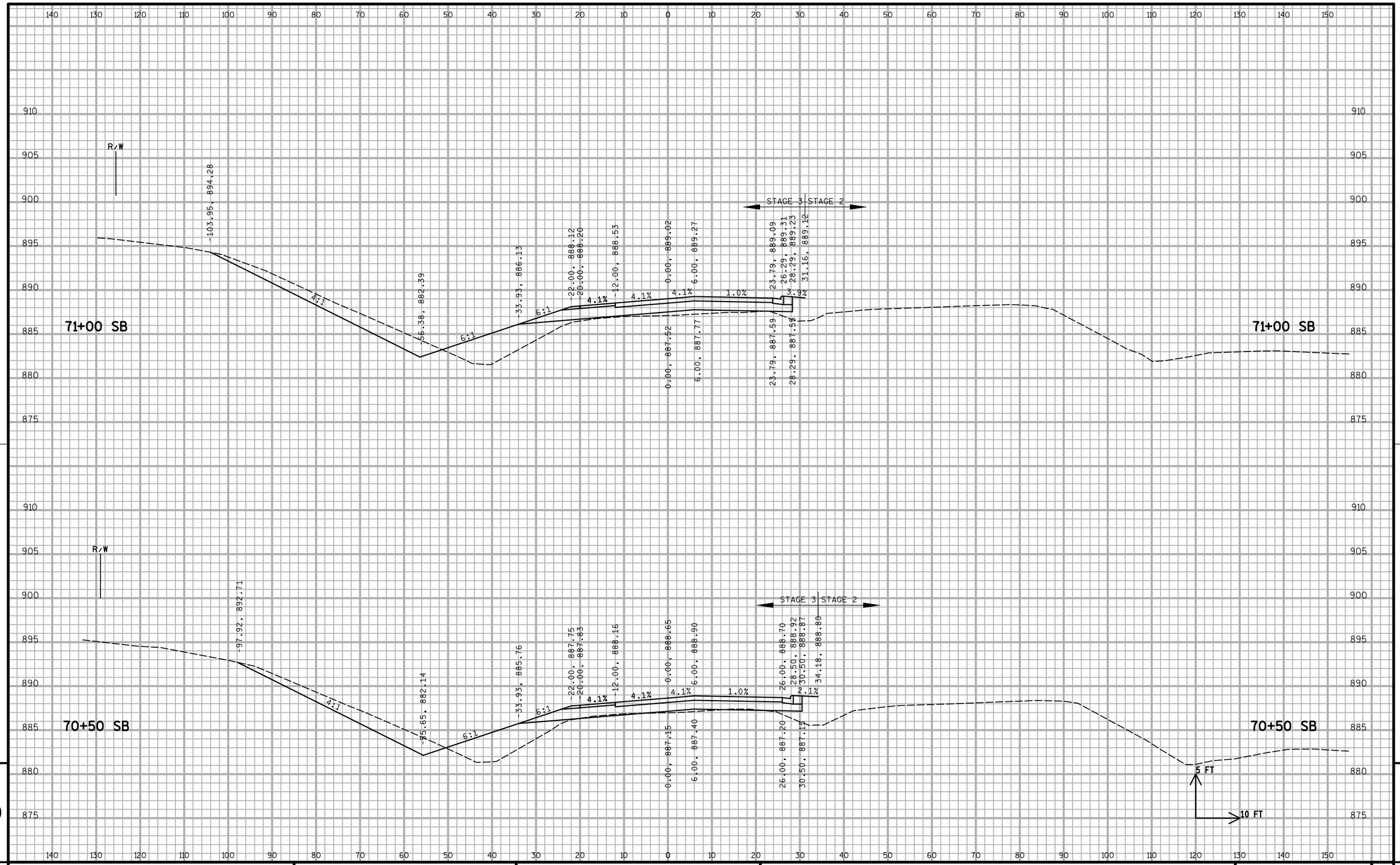
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 816	E

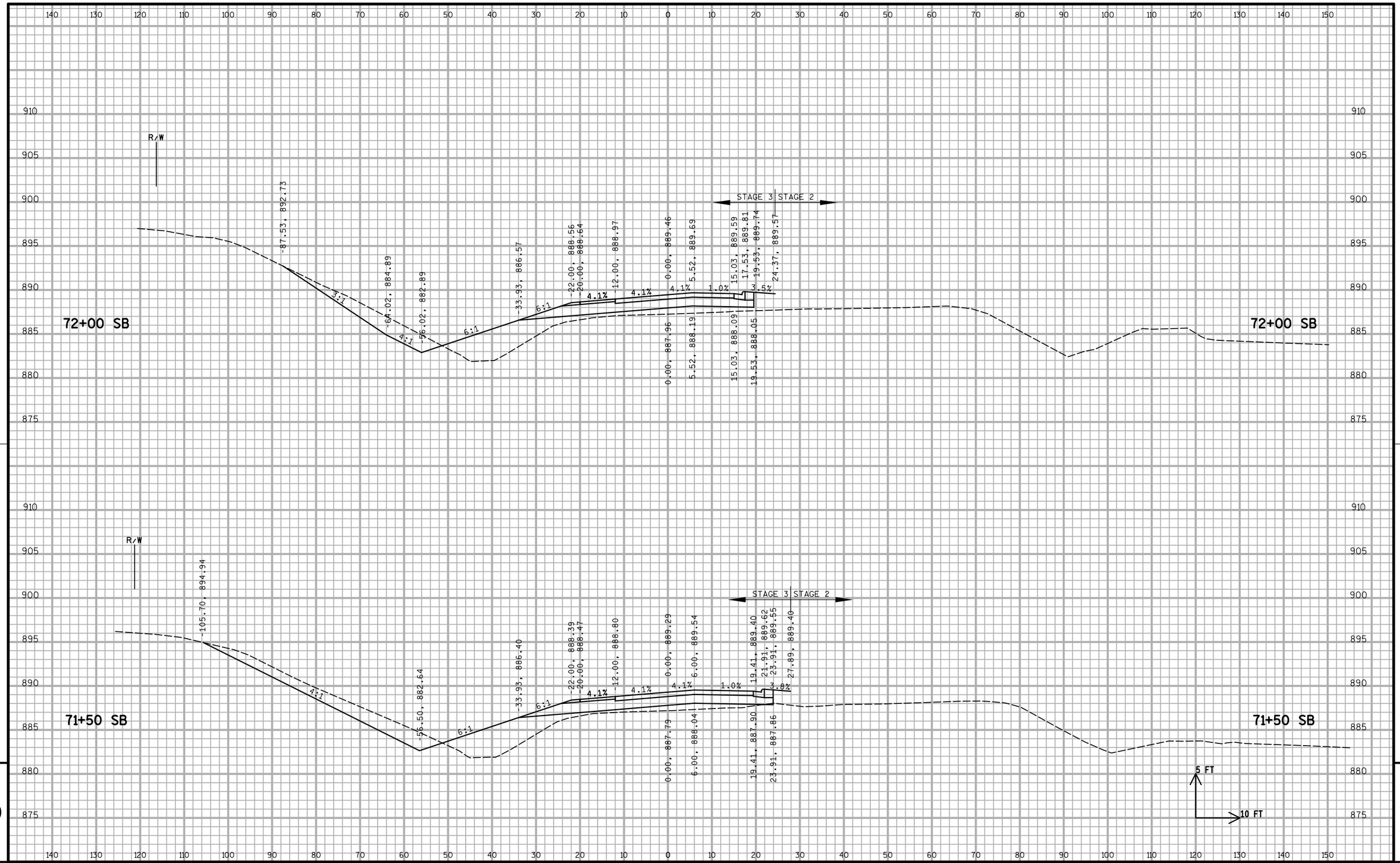
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 817	E

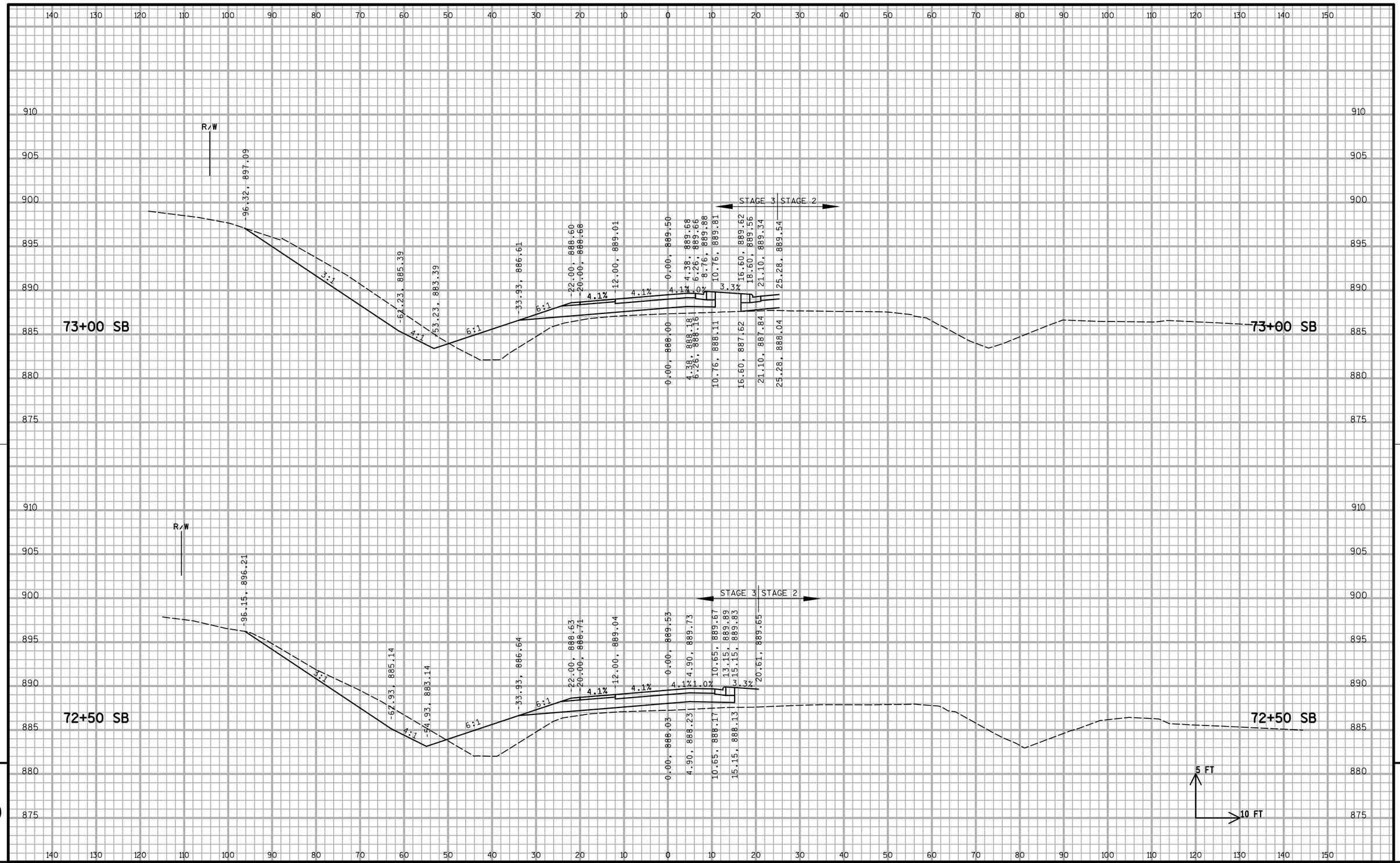


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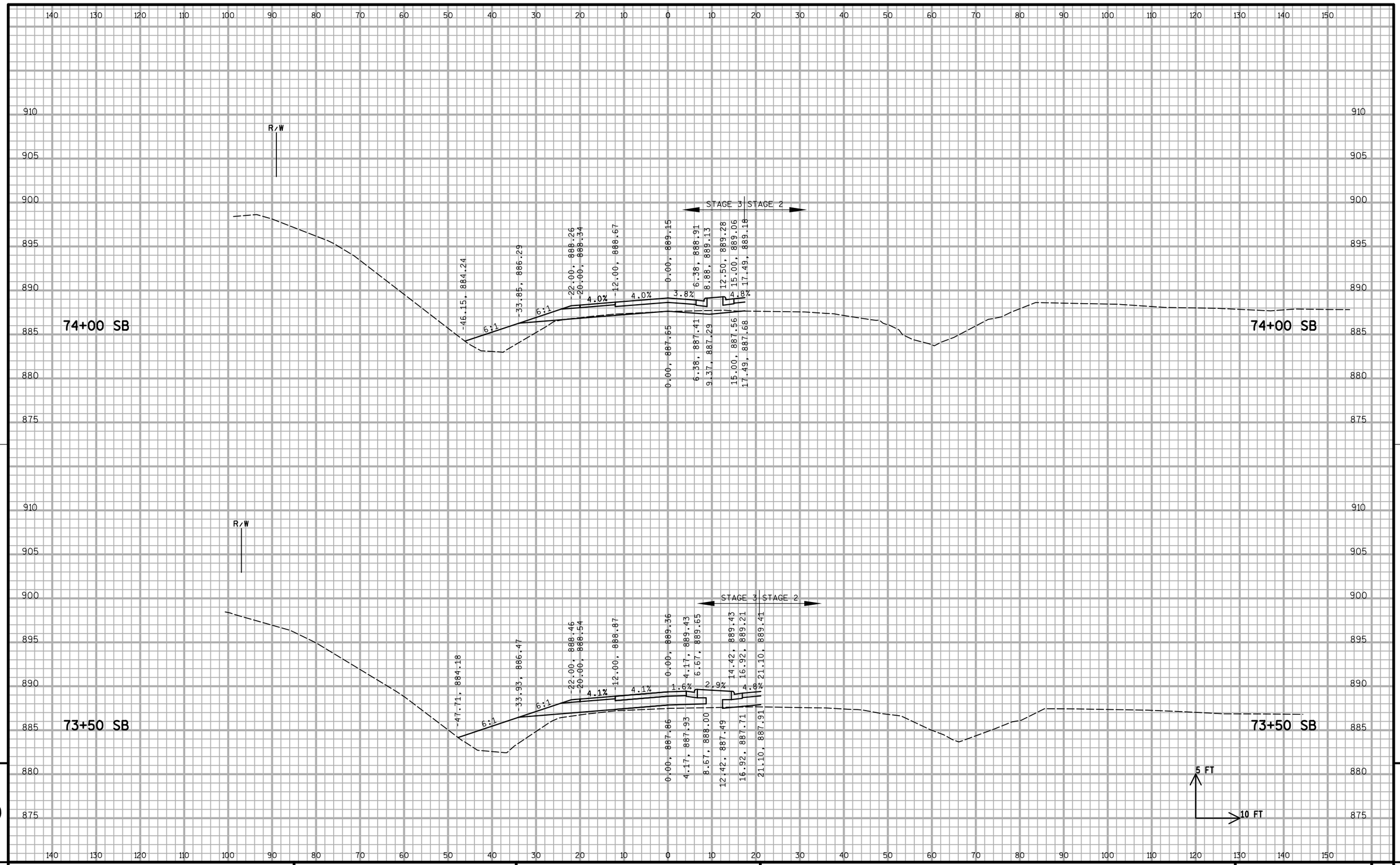
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090203_xs_SB STH 120.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



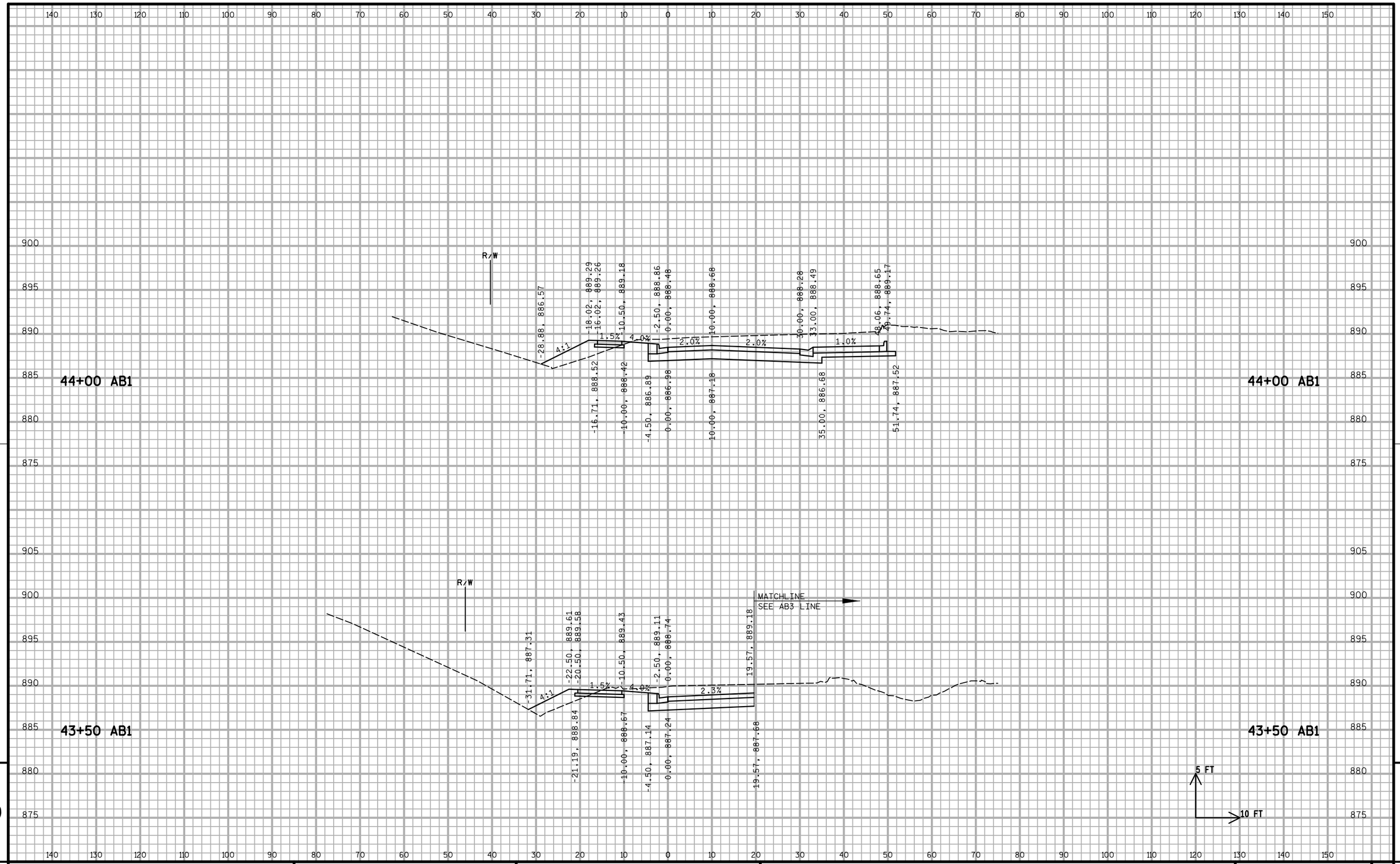
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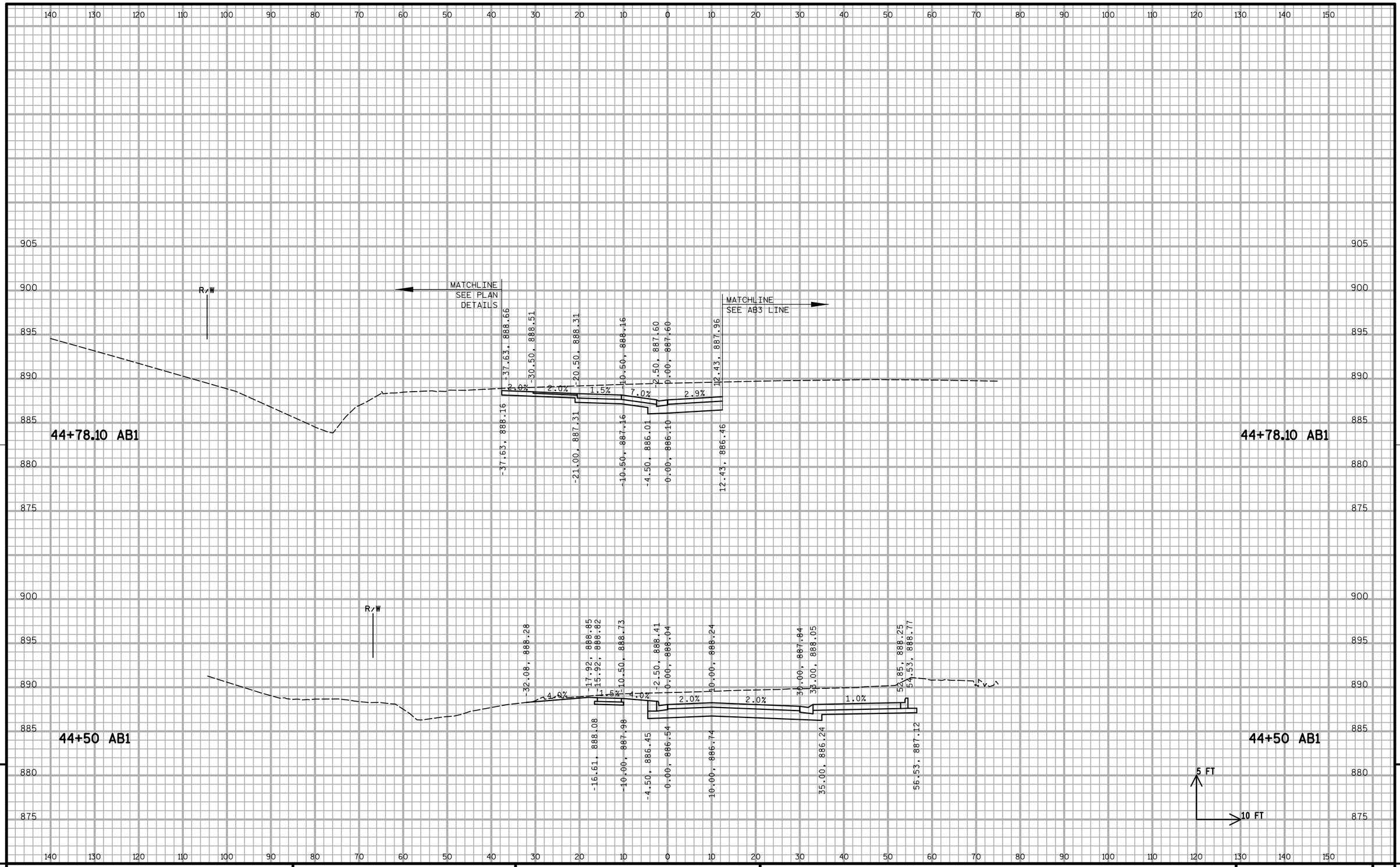
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 SB	SHEET 820	E

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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI AB1	SHEET 821	E

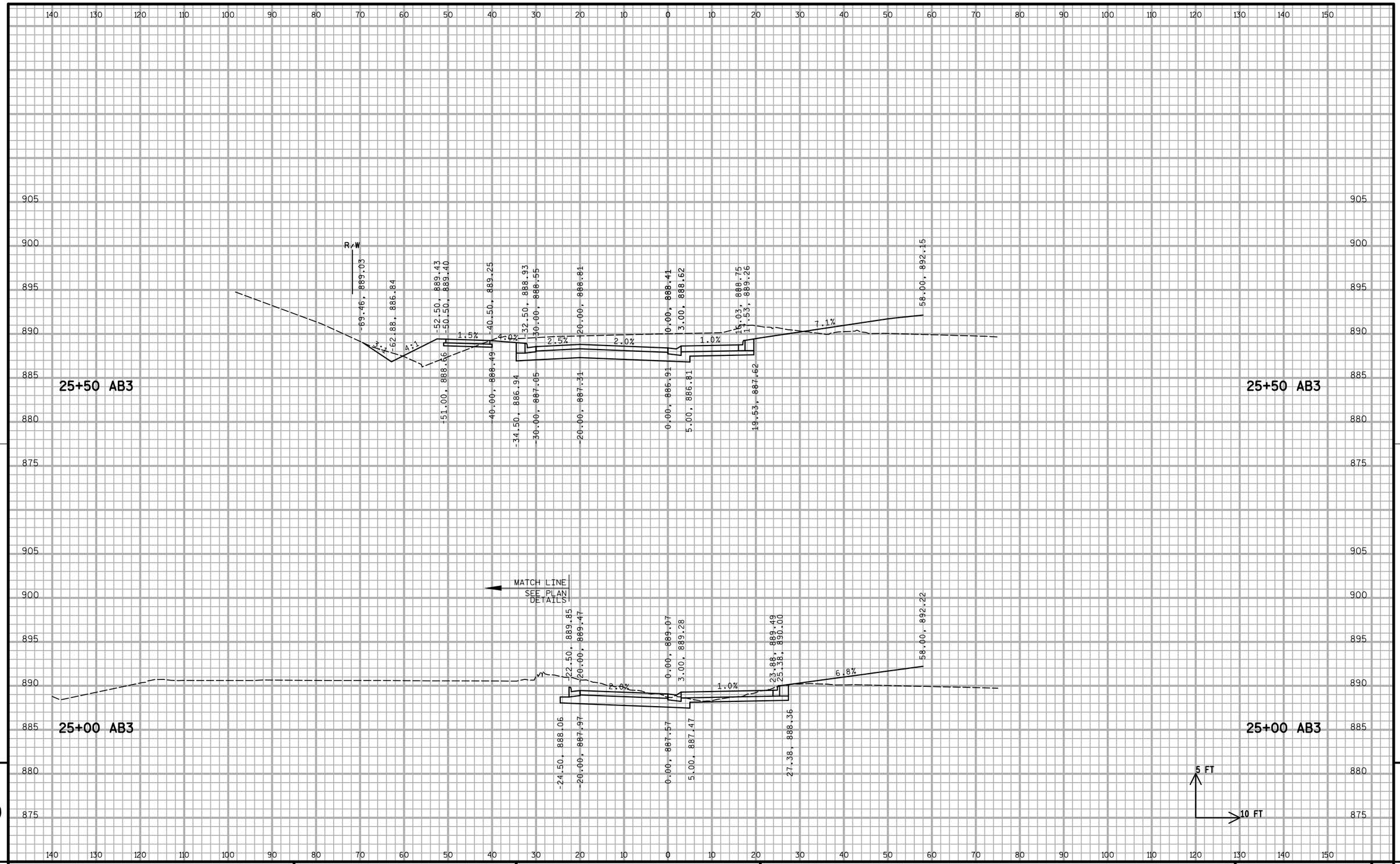
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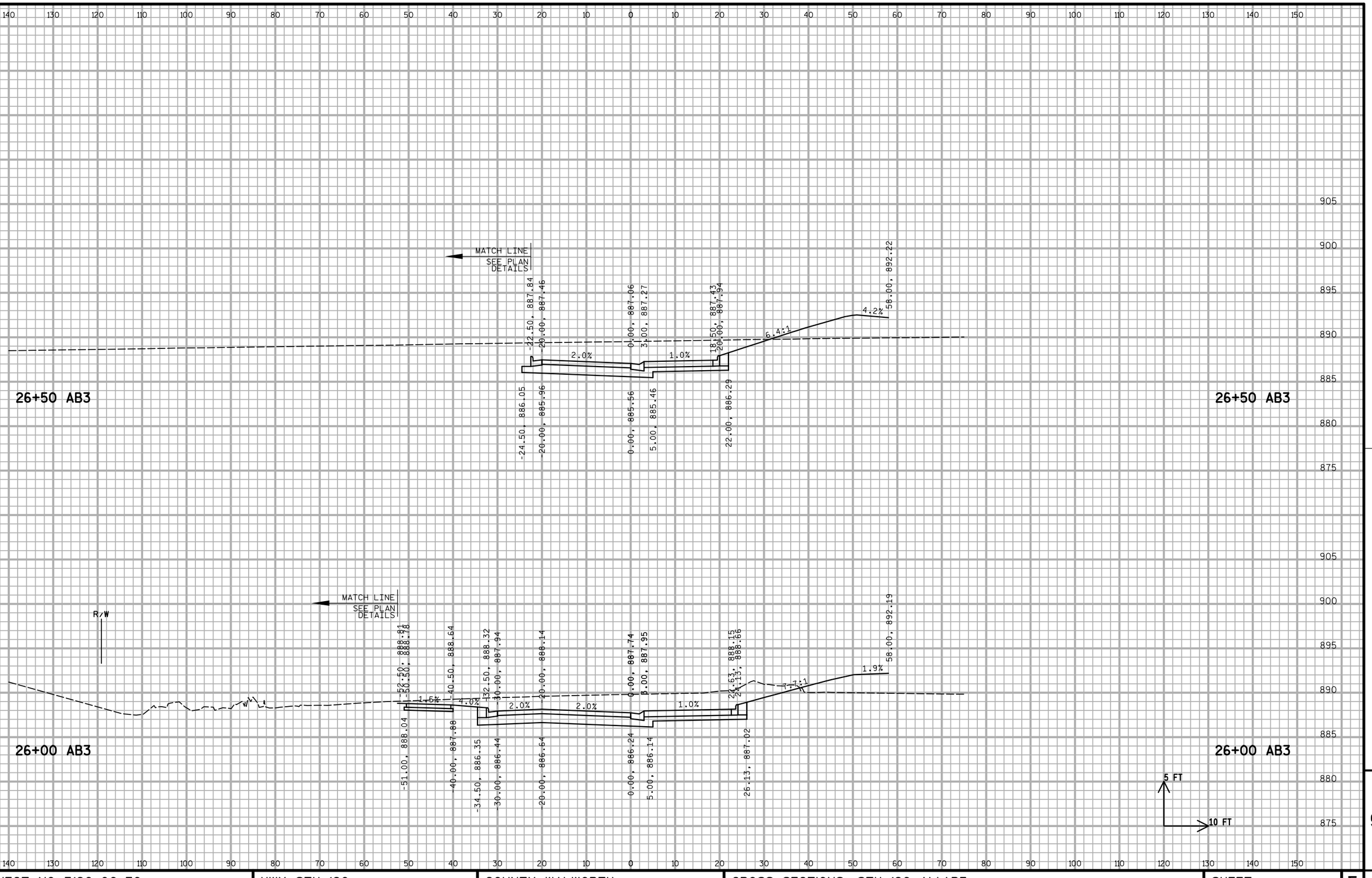
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI AB3	SHEET 823	E

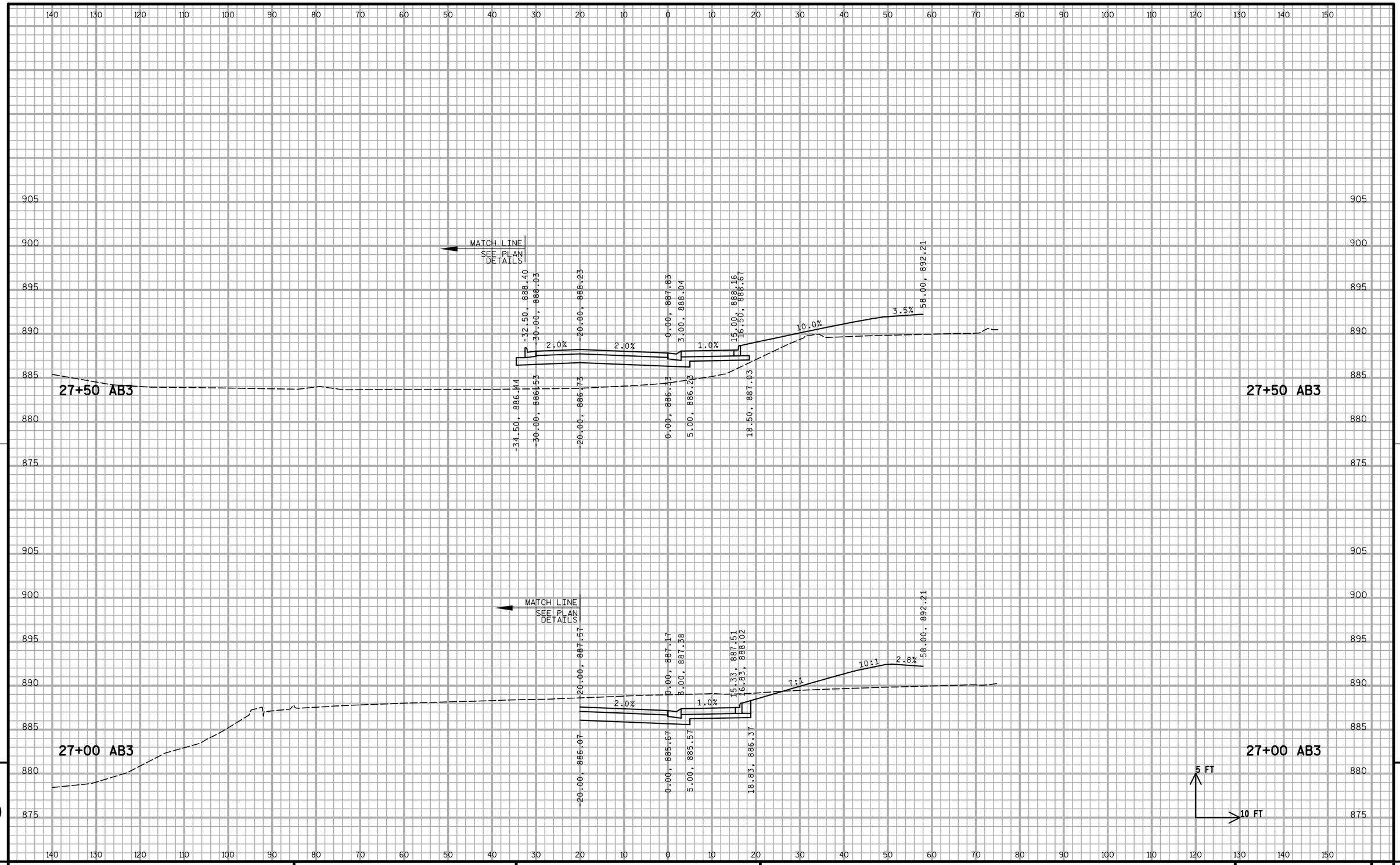
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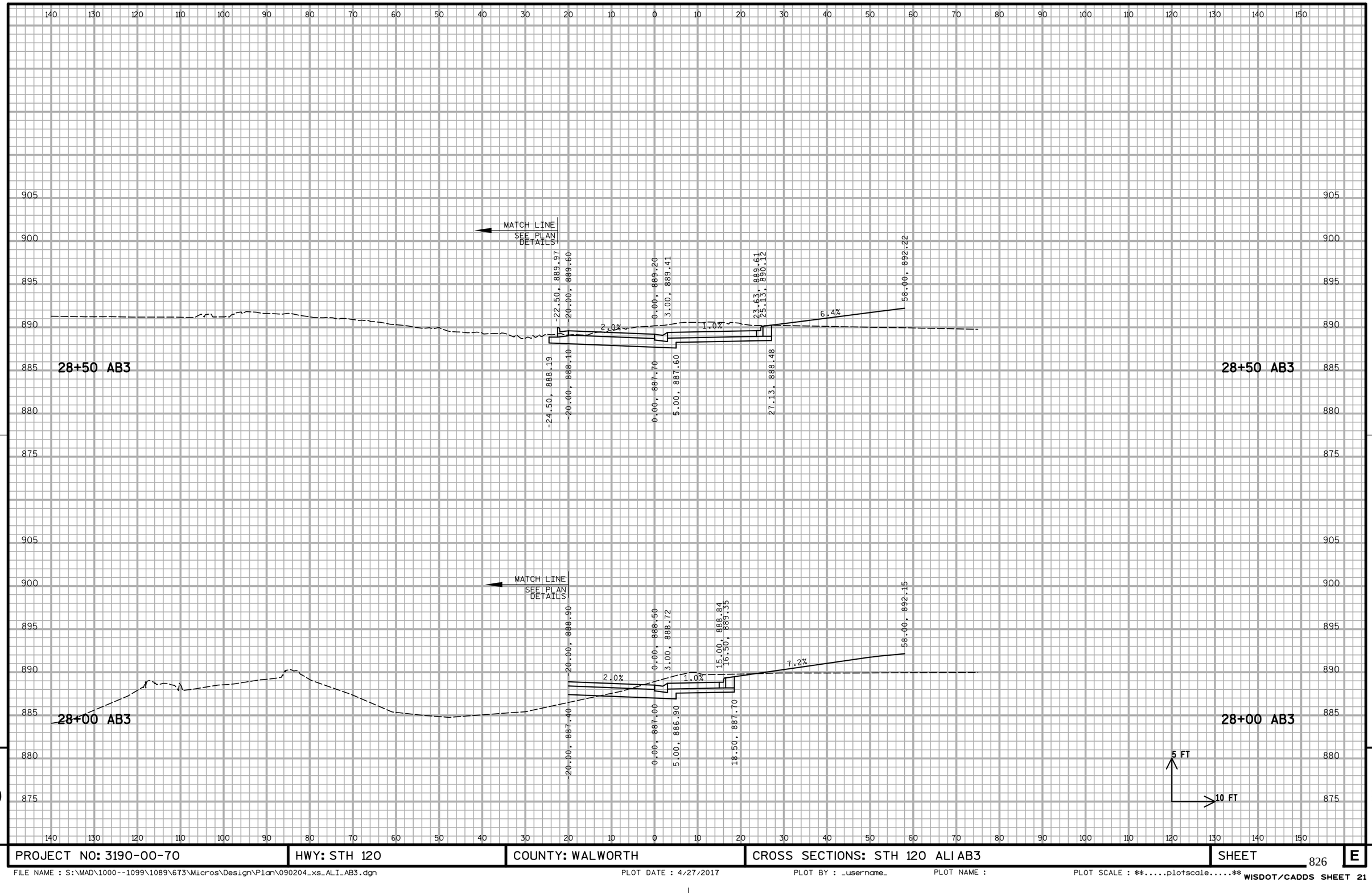
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI AB3	SHEET 824	E

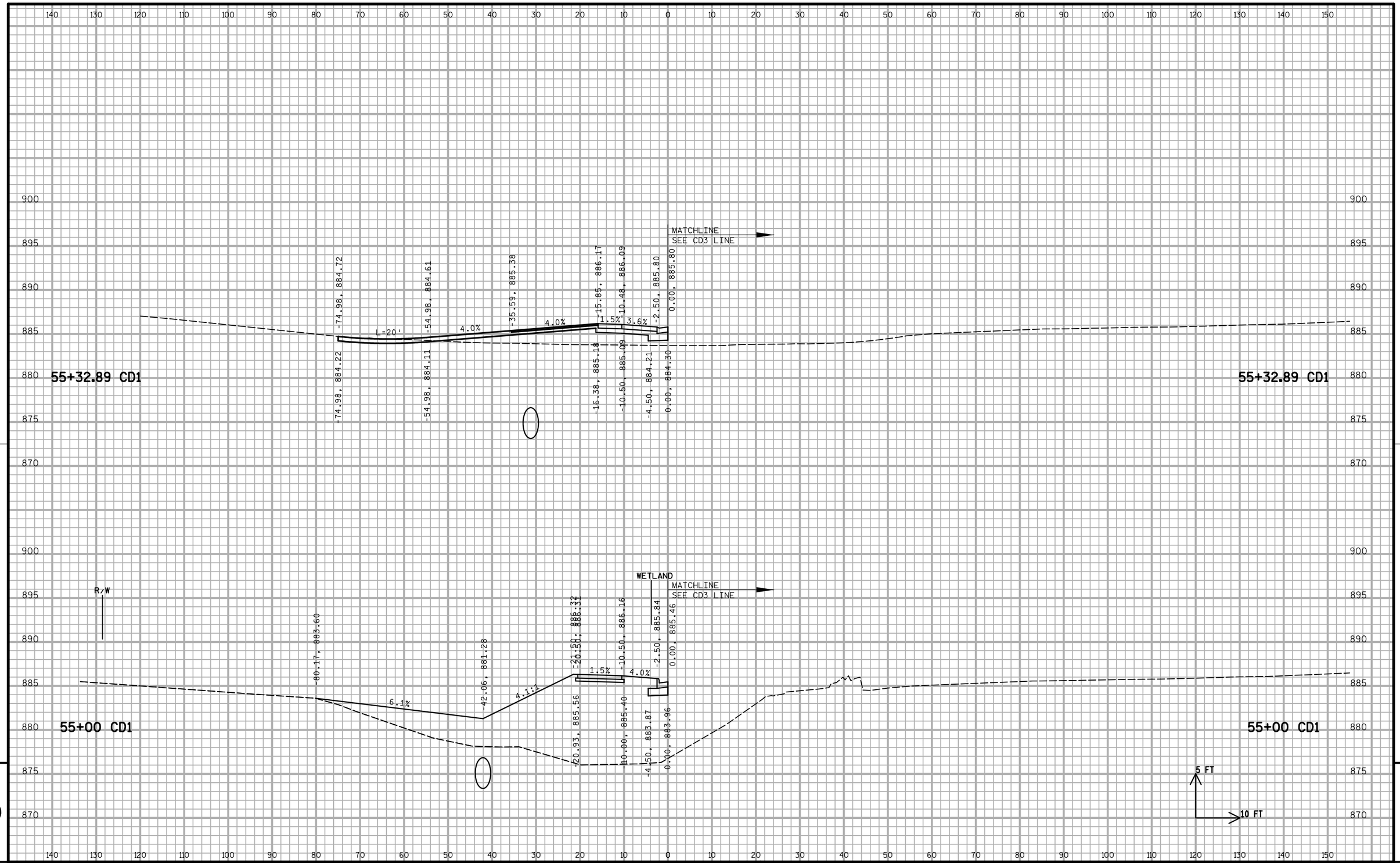


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI AB3	SHEET 825	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI AB3	SHEET	E

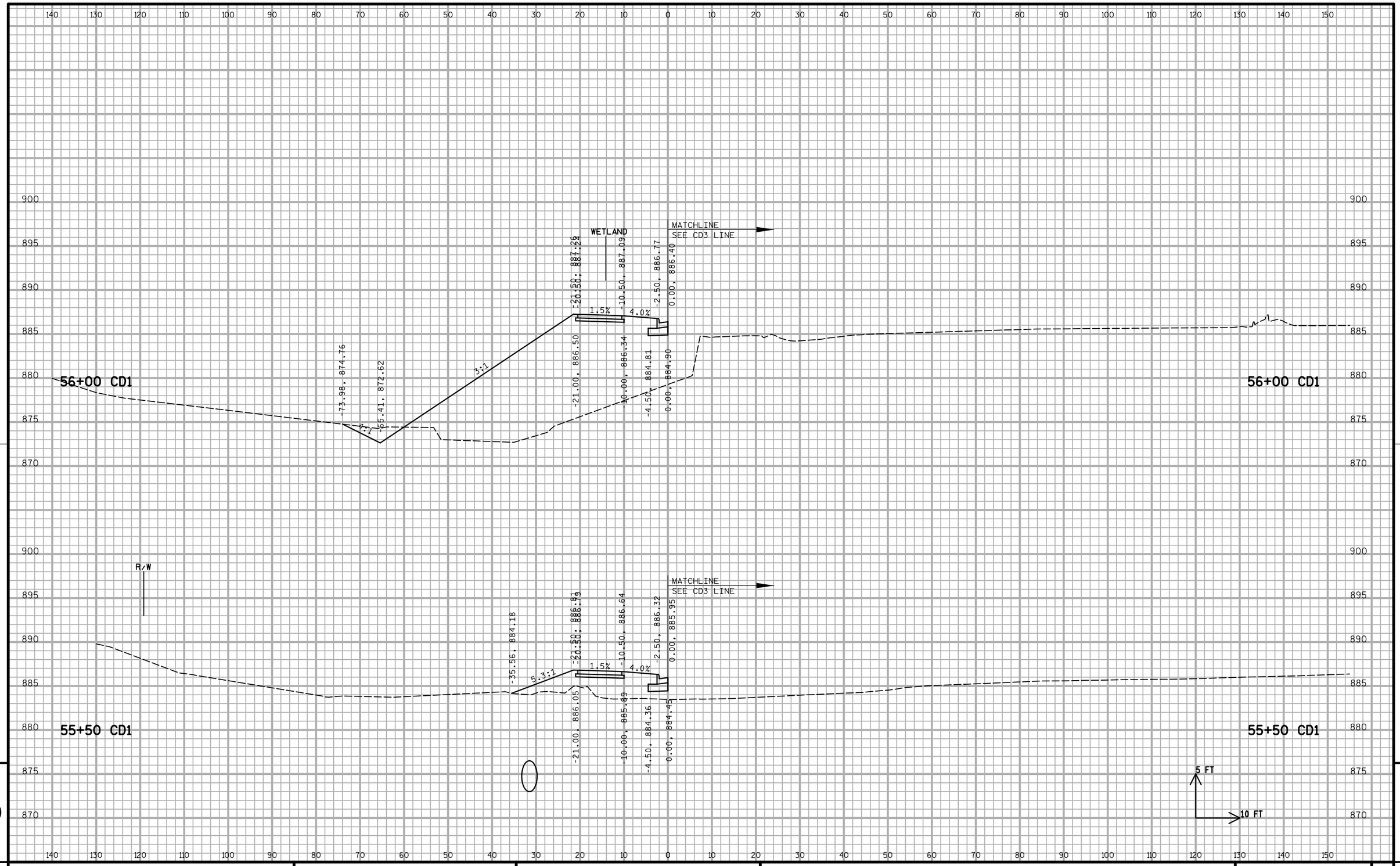
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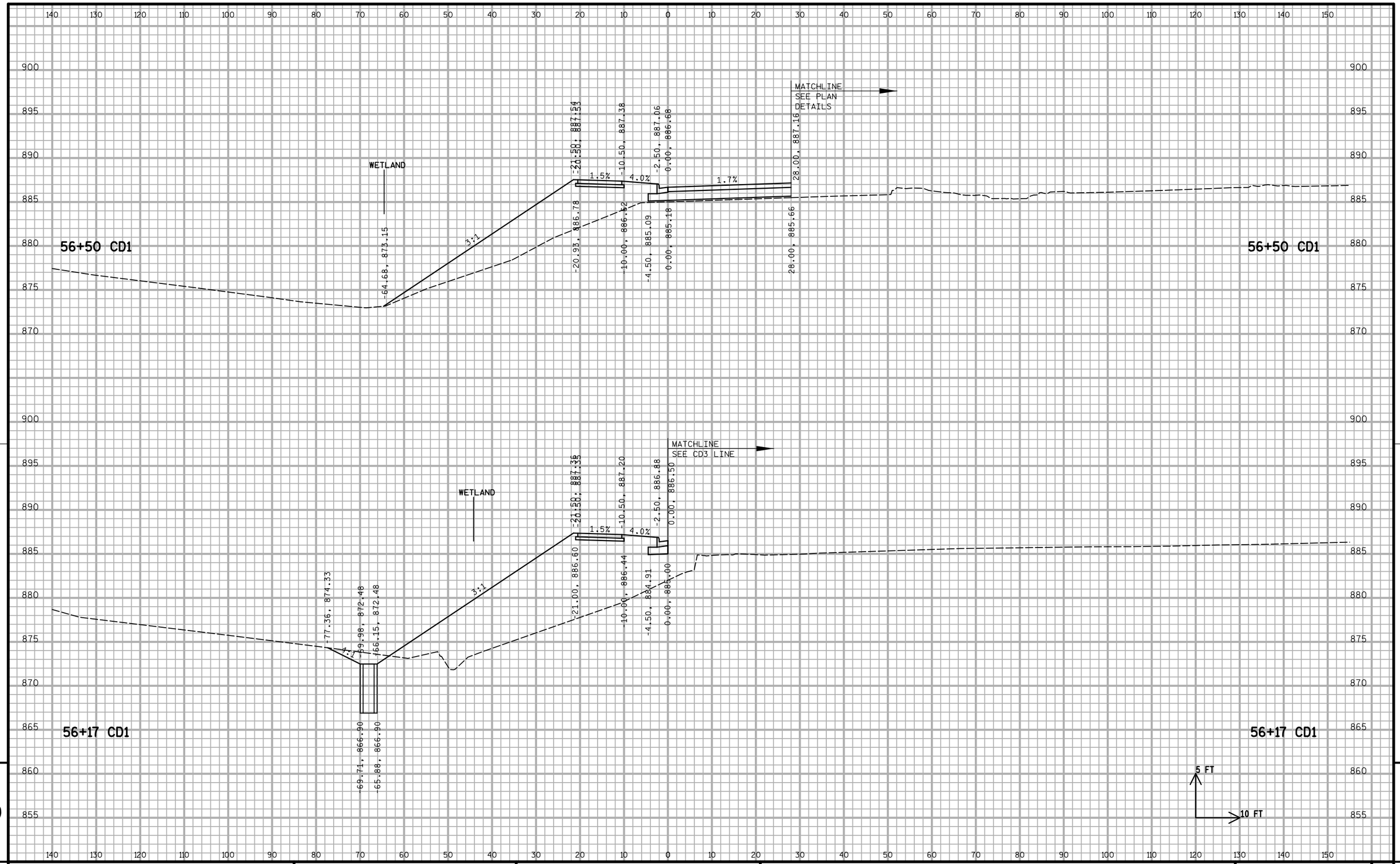
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI CD1	SHEET 827	E



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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI CD1	SHEET 828	E

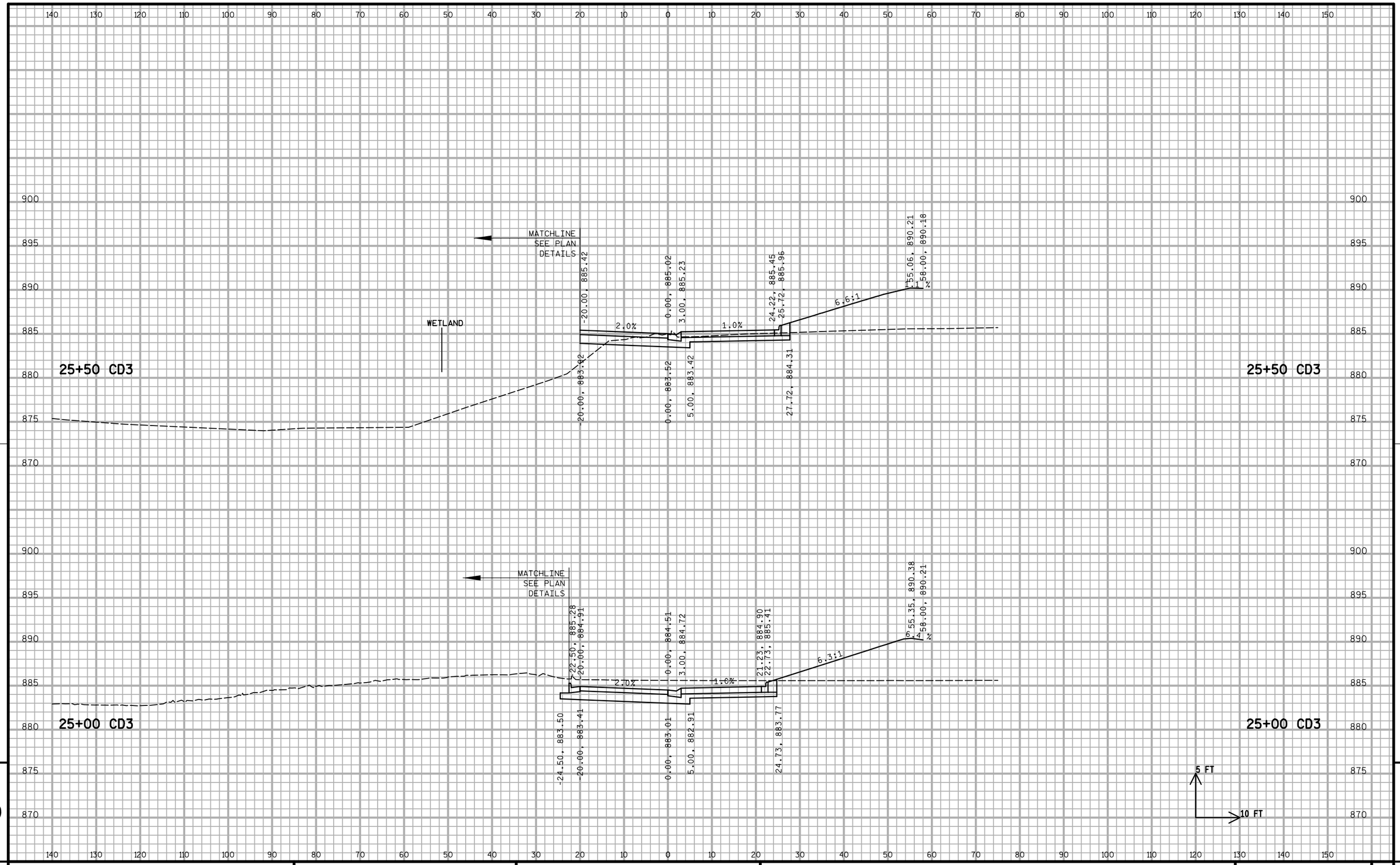
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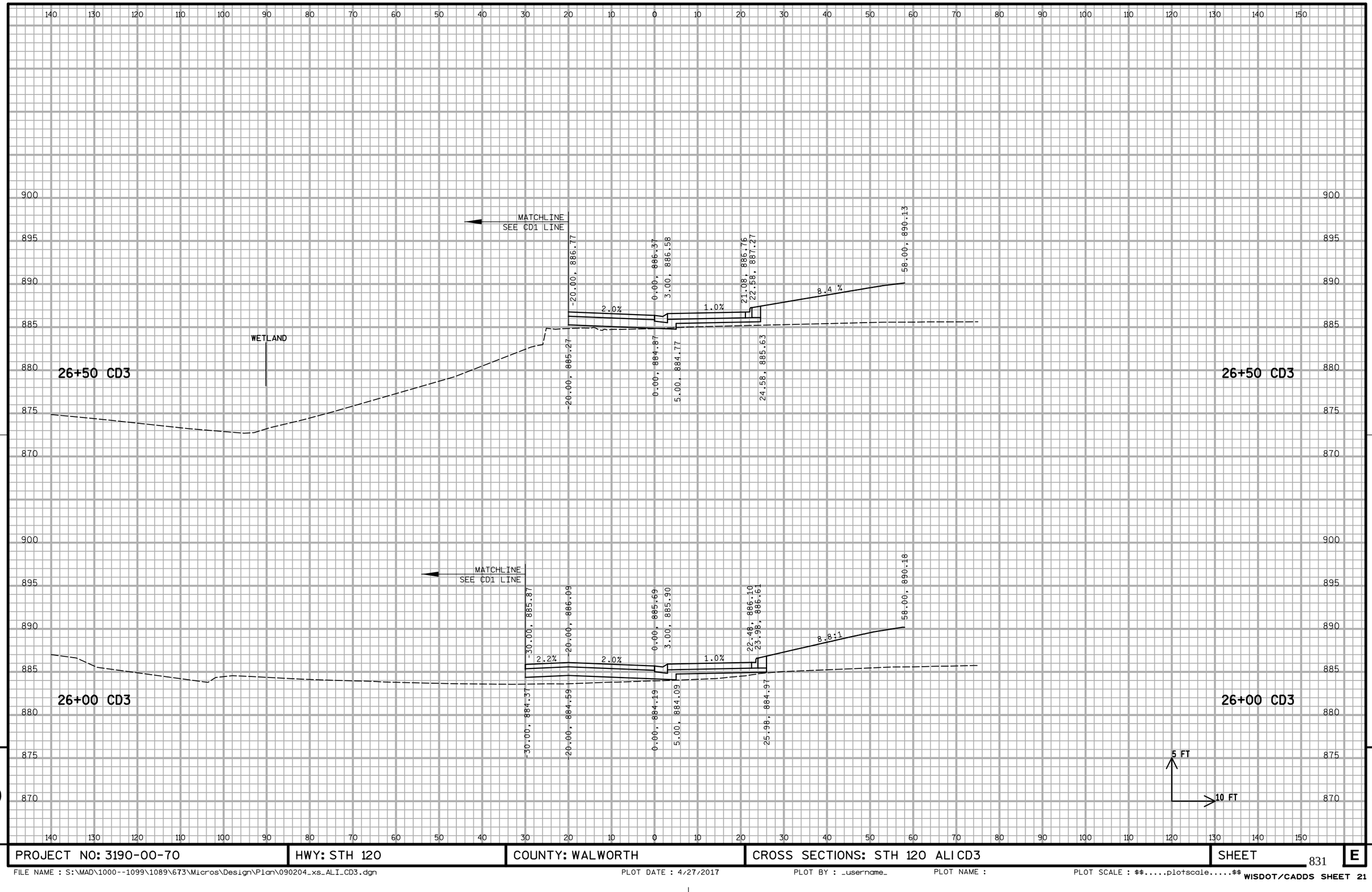
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090204_xs_ALI_CD1.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI CD3	SHEET 830	E

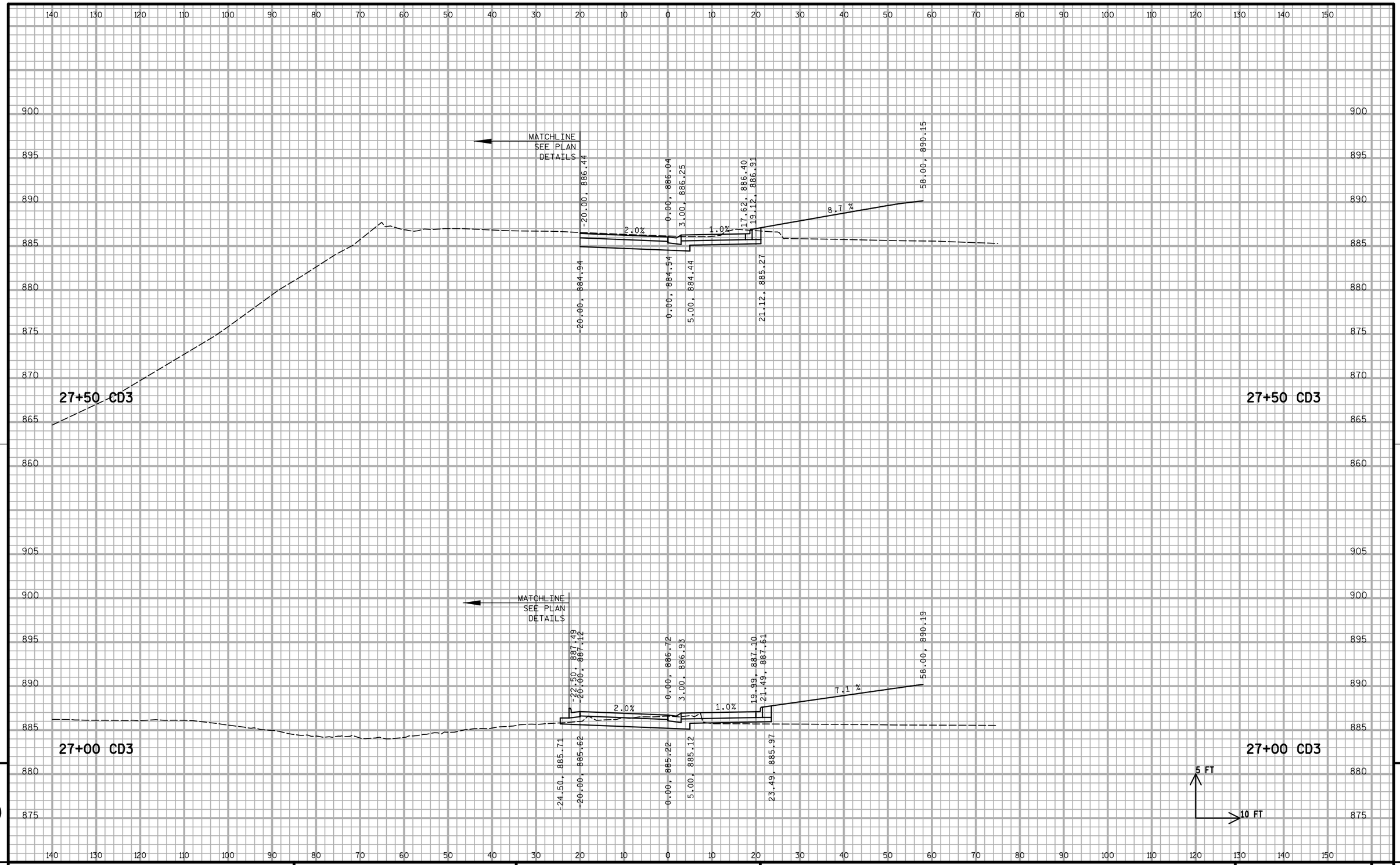


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI CD3	SHEET 831	E

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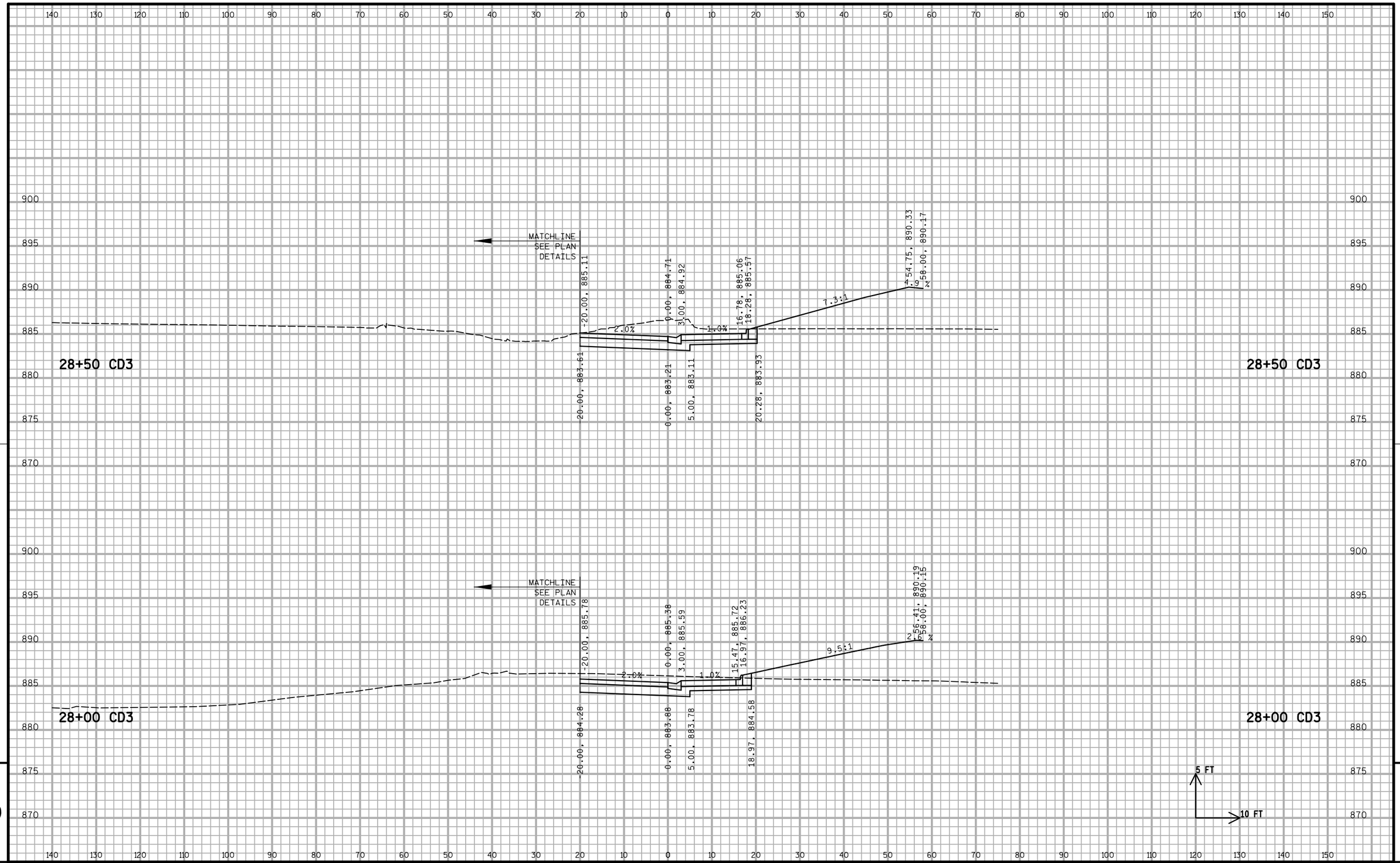


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI CD3	SHEET 832	E

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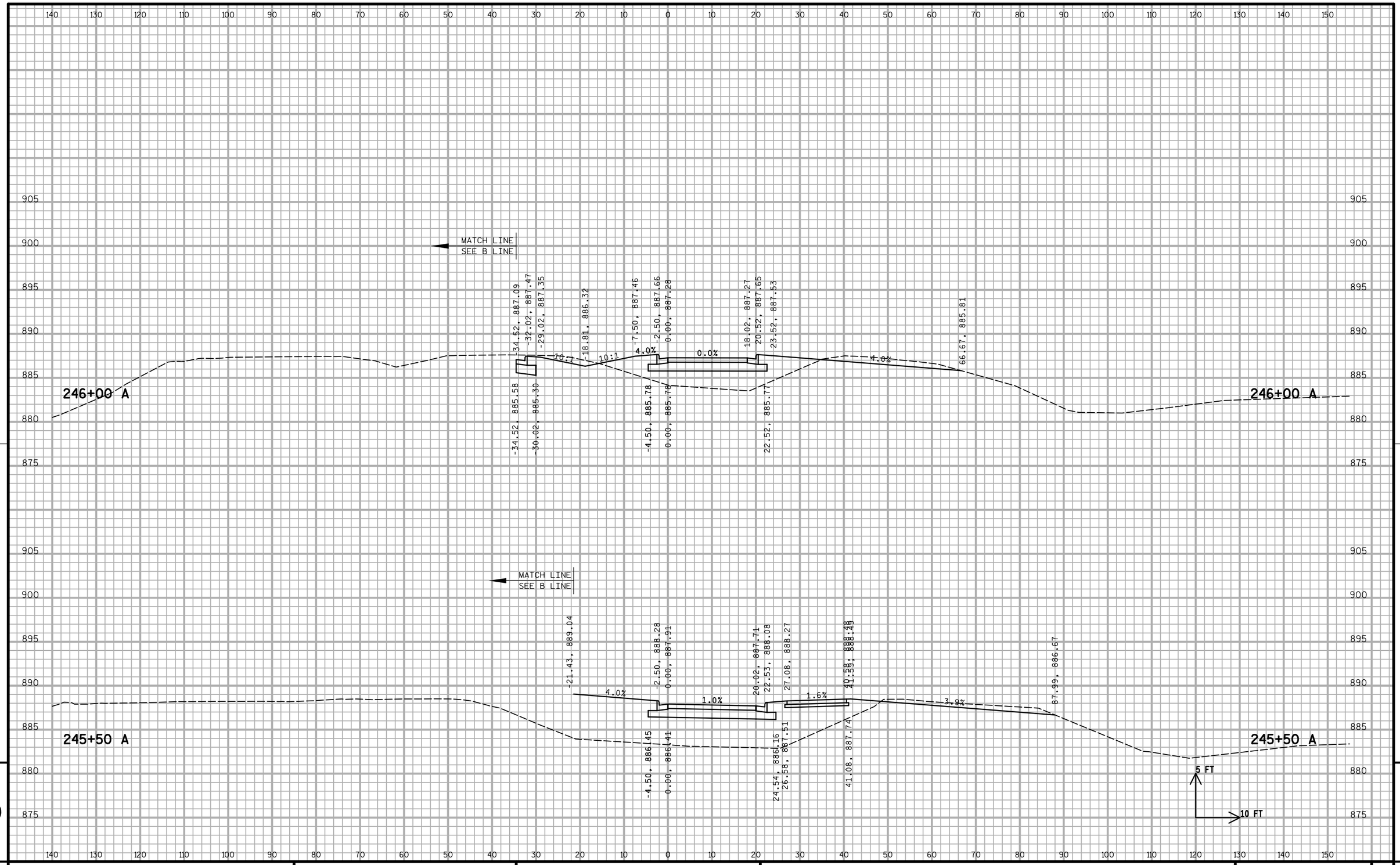


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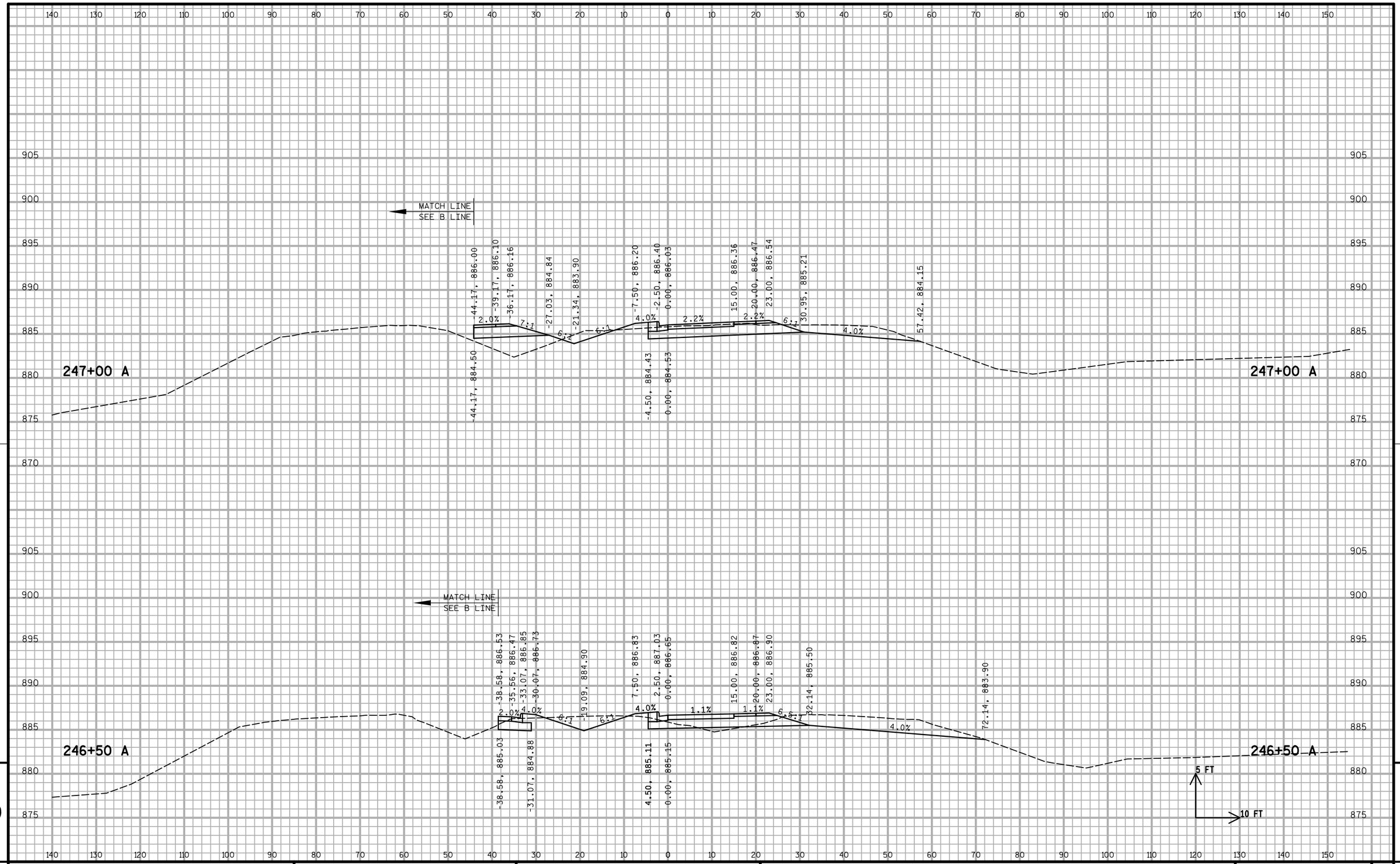
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 ALI CD3	SHEET 833	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090204_xs_ALI_CD3.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 834 E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

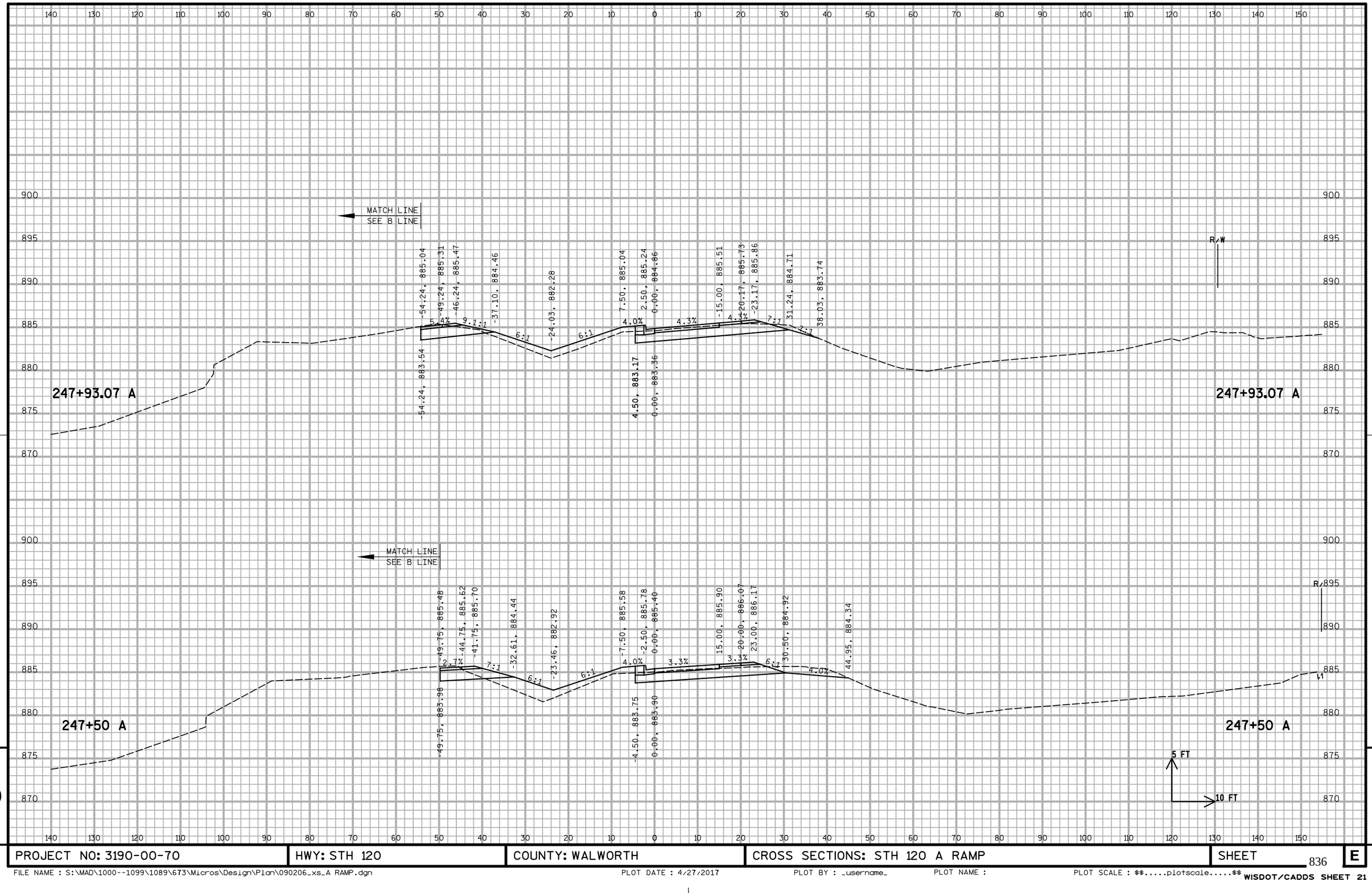


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 835	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

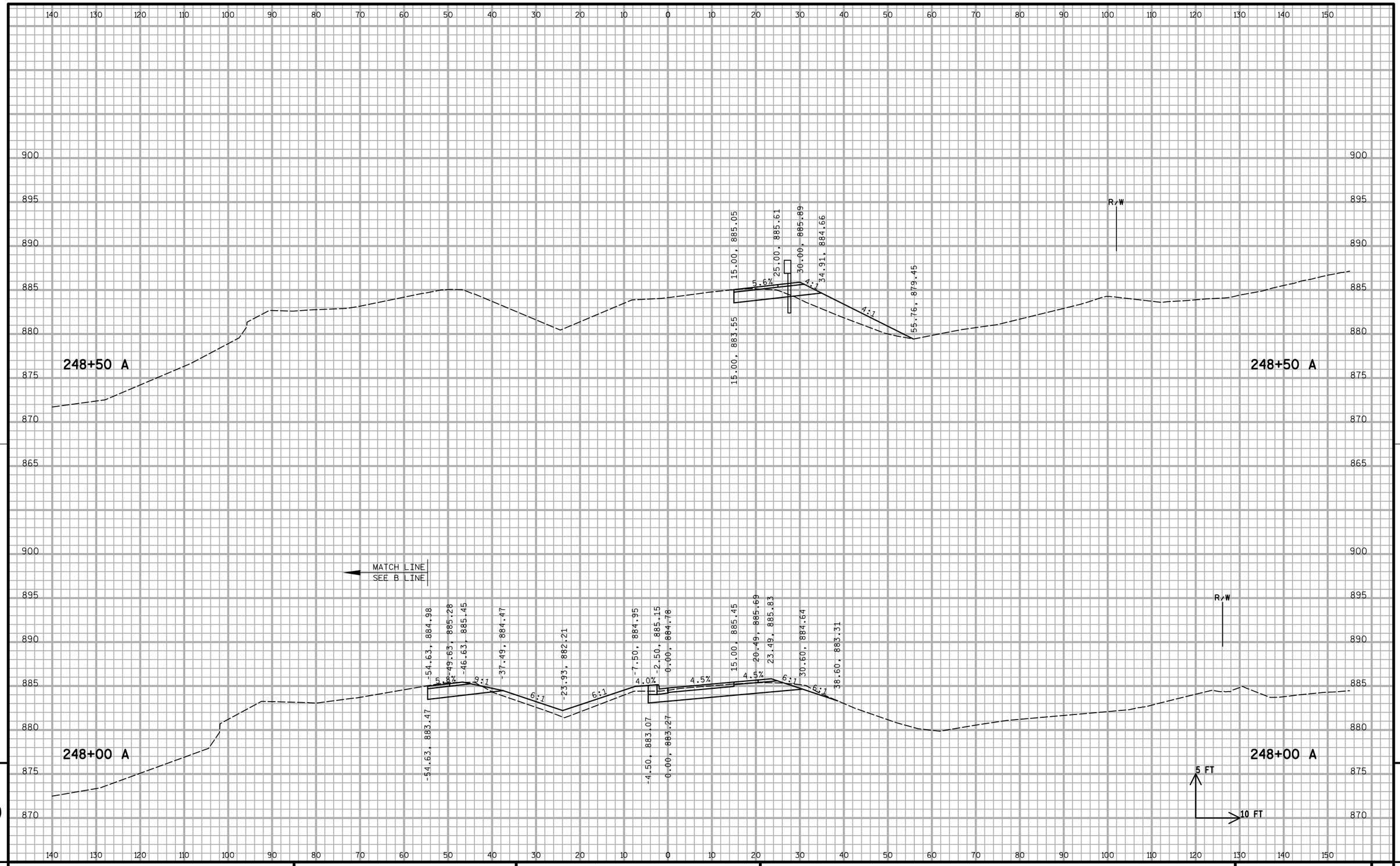


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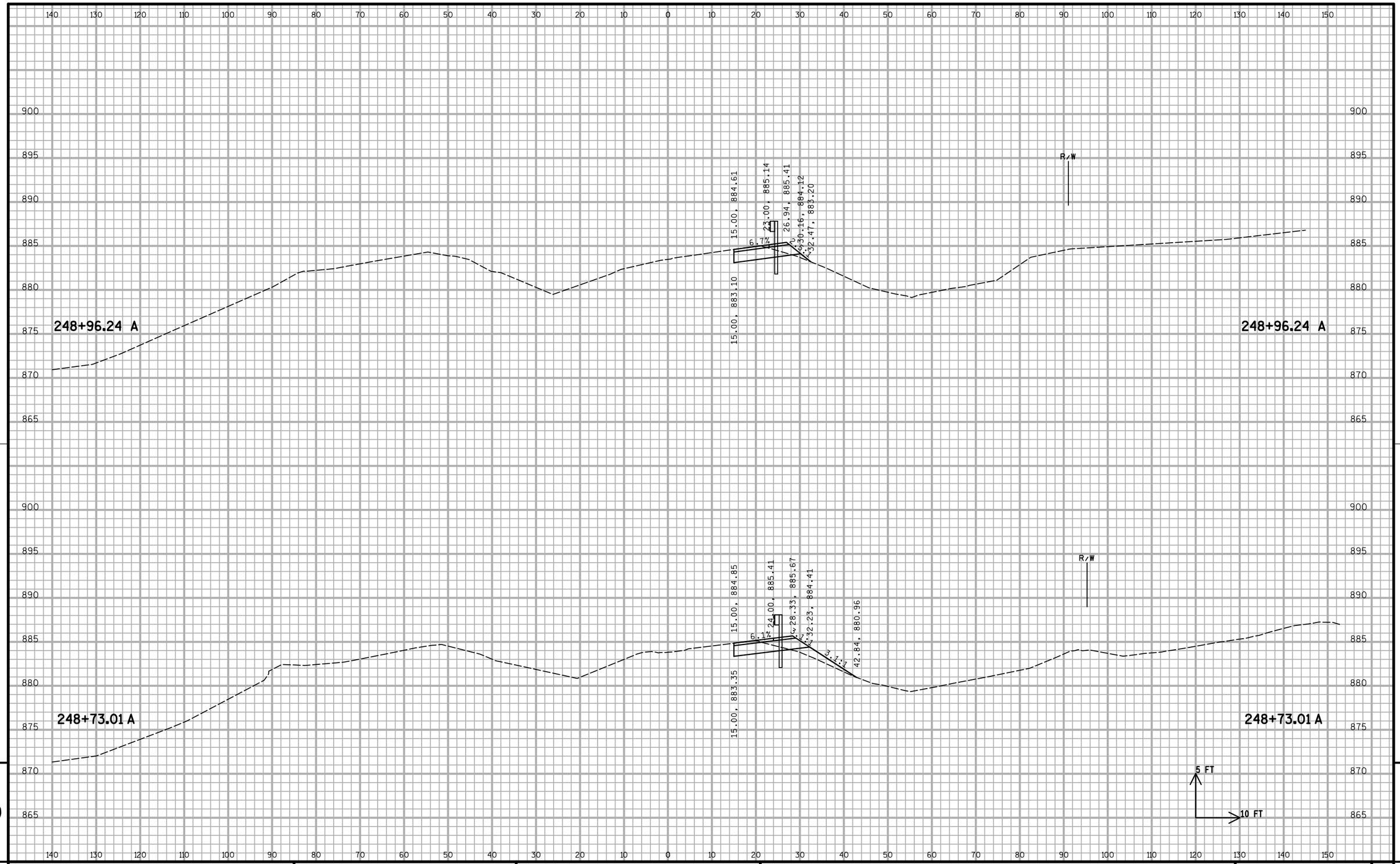
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FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



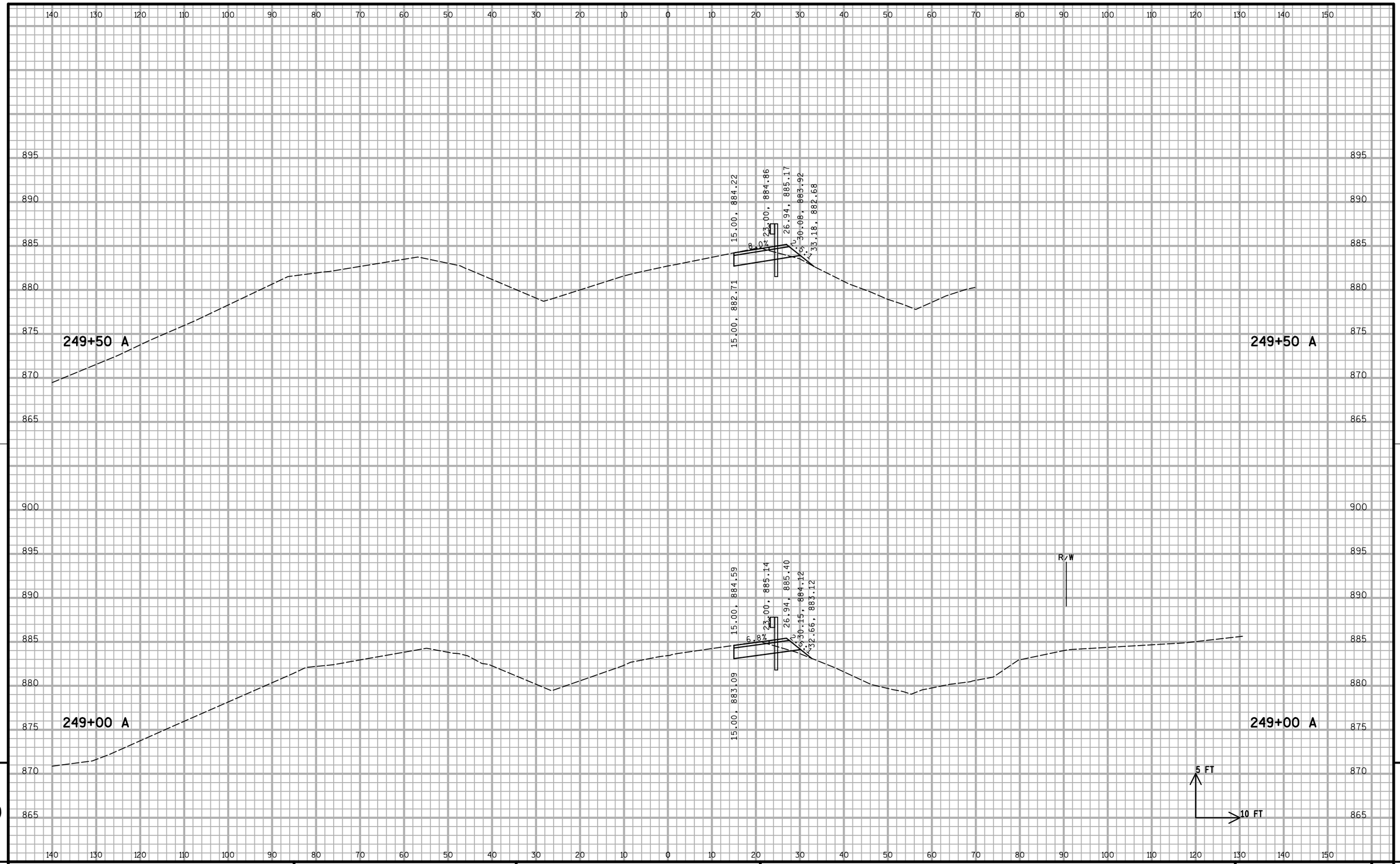
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 837	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



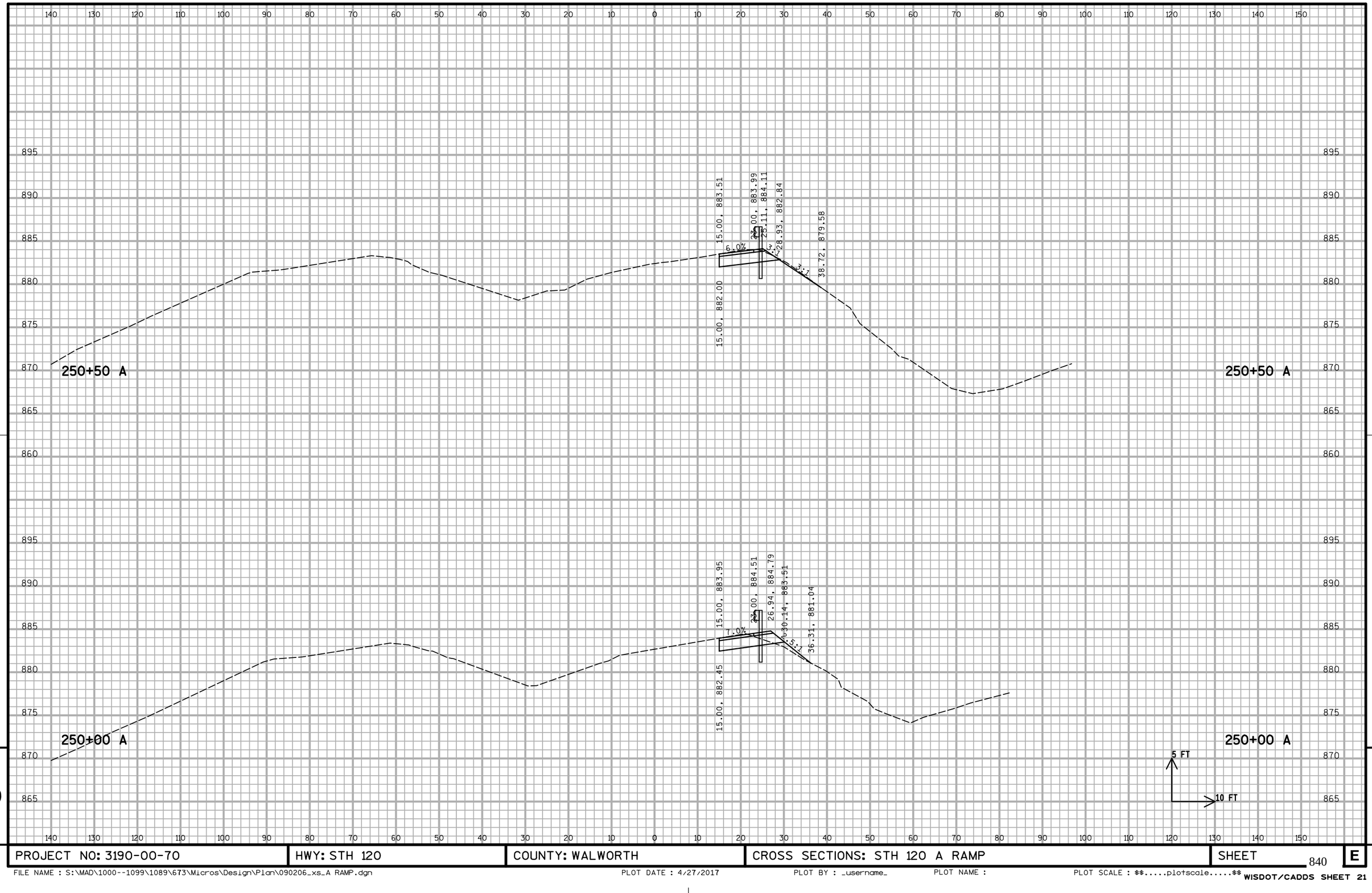
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 838	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



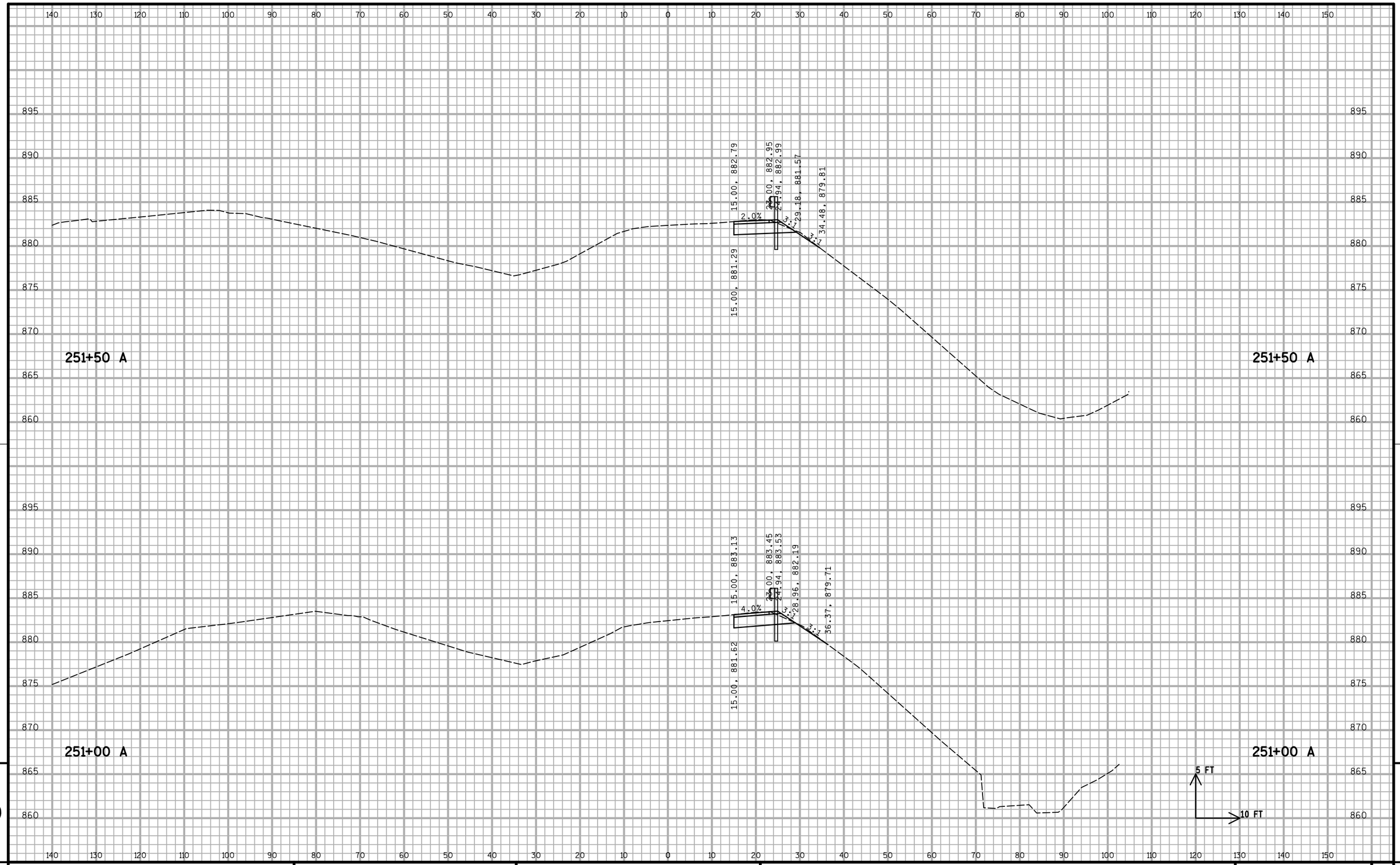
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 839	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 840	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

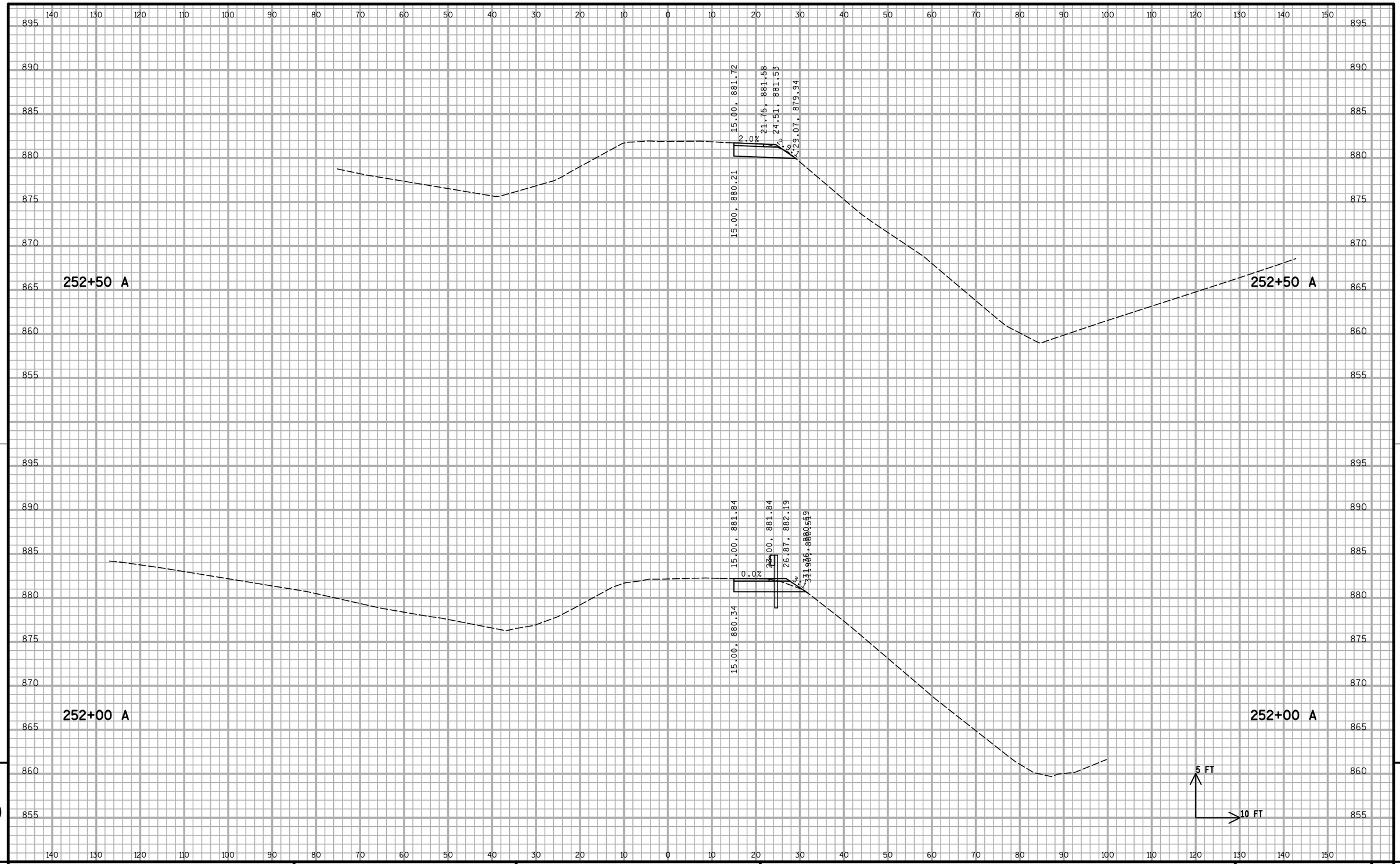


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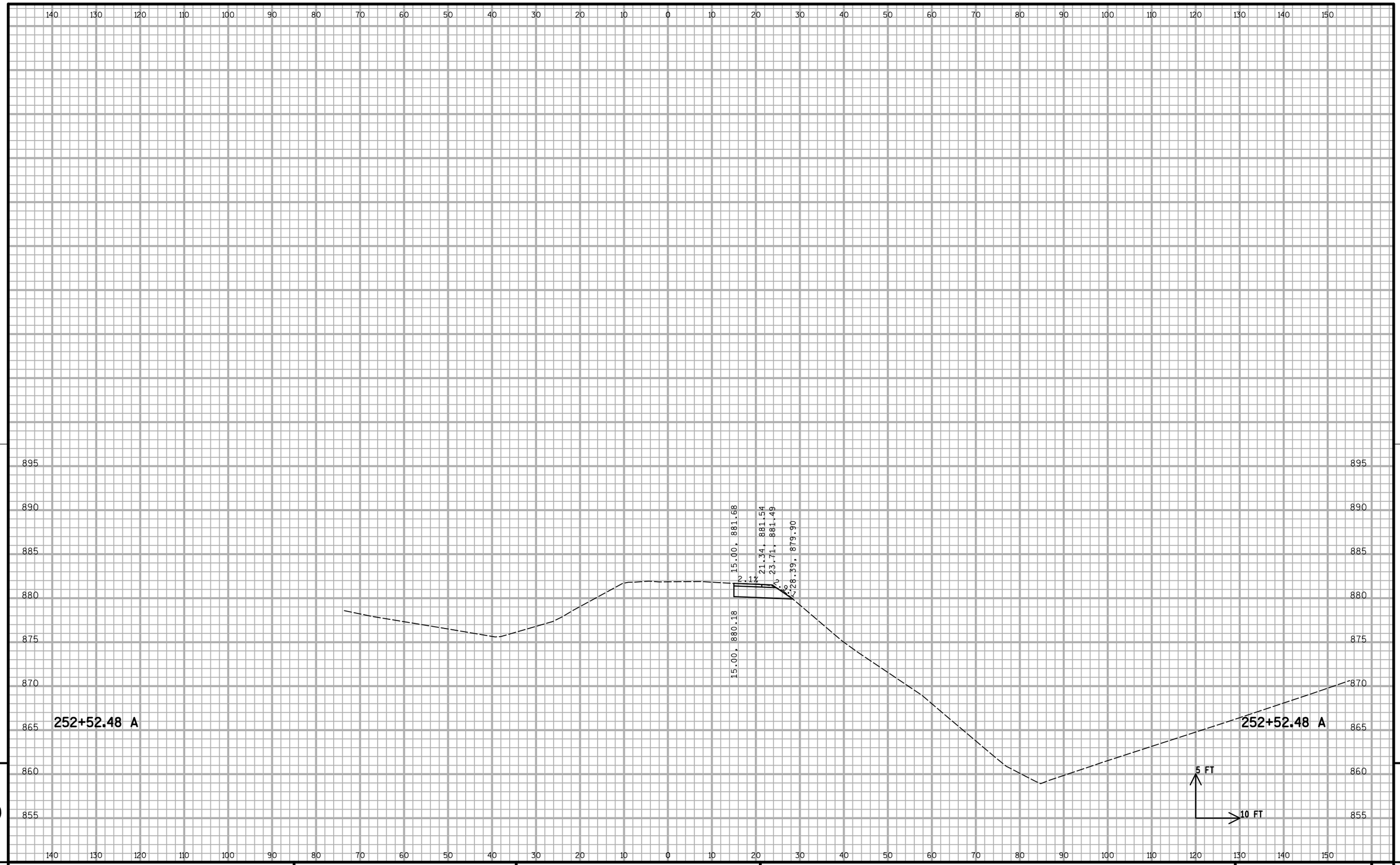
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 841	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 842	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

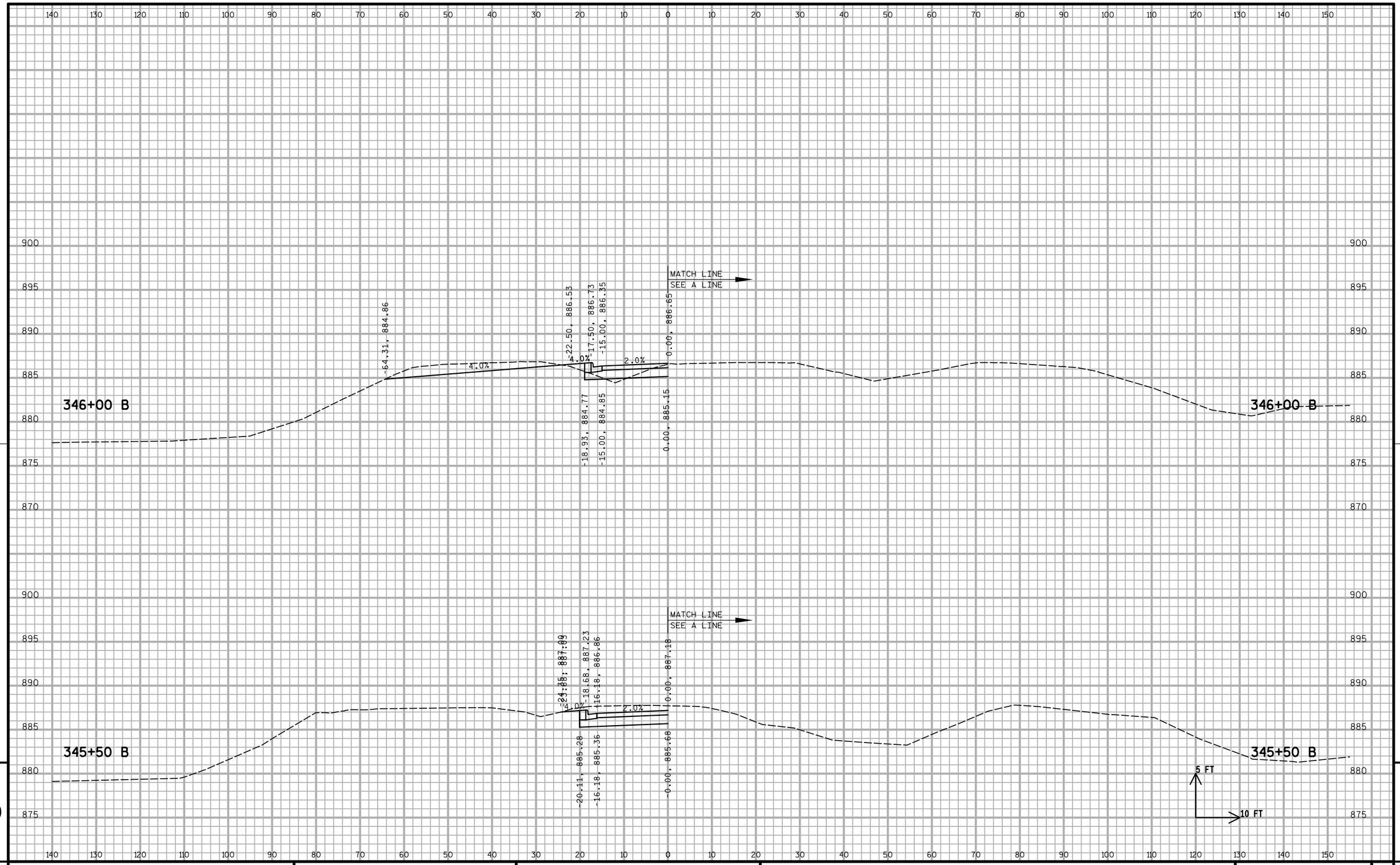


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 A RAMP	SHEET 843	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090206_xs_A RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

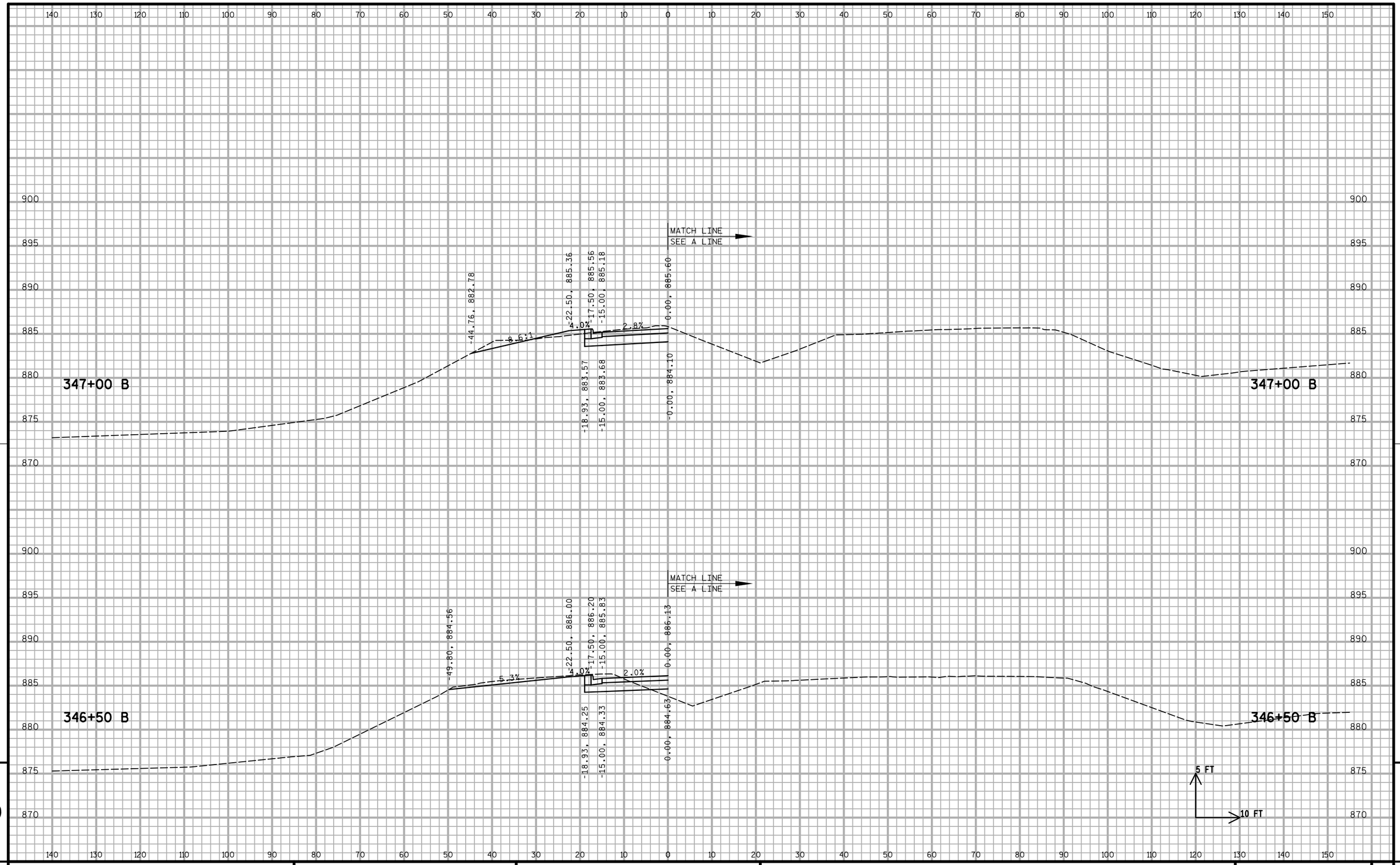


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 B RAMP	SHEET 844	E

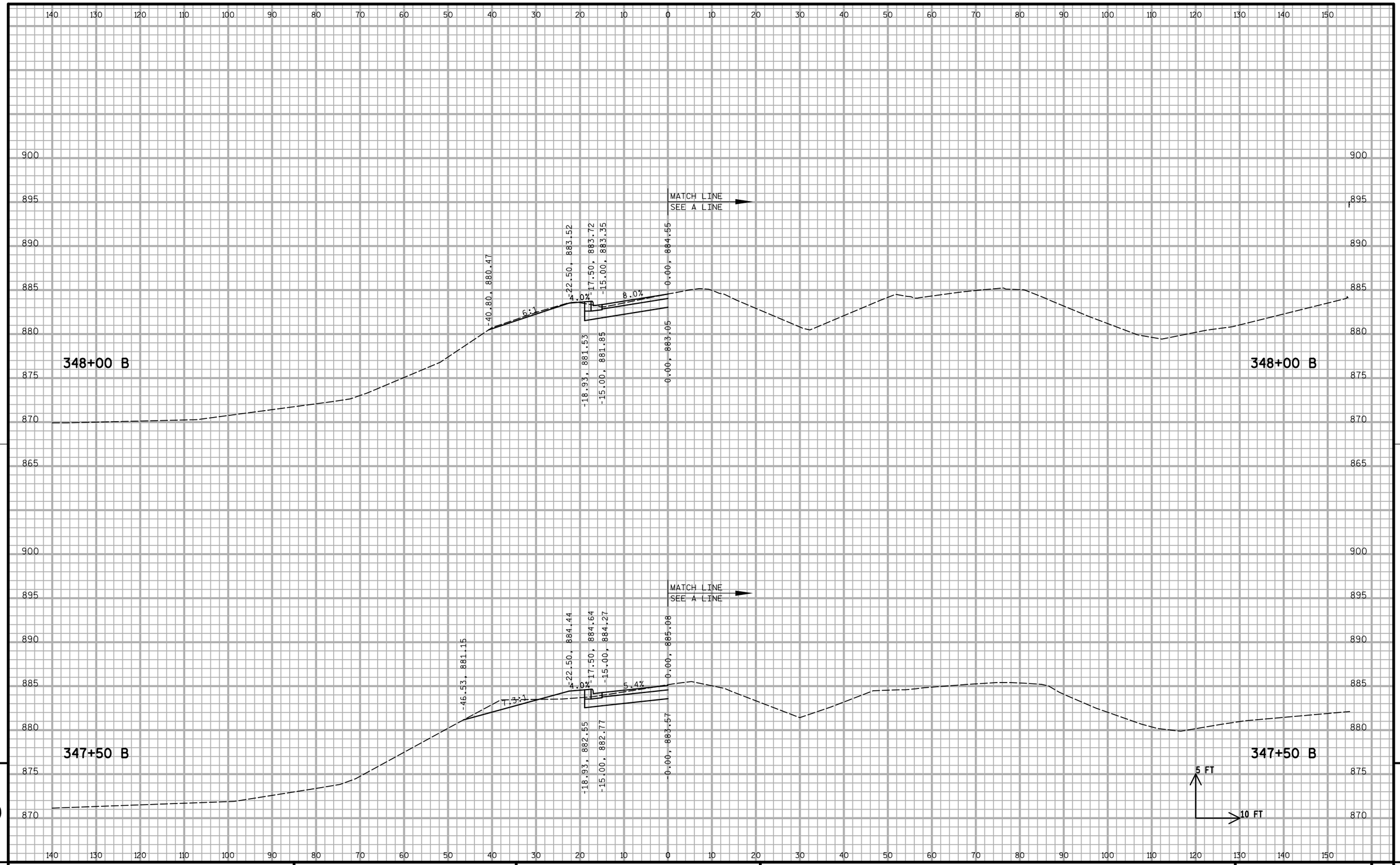
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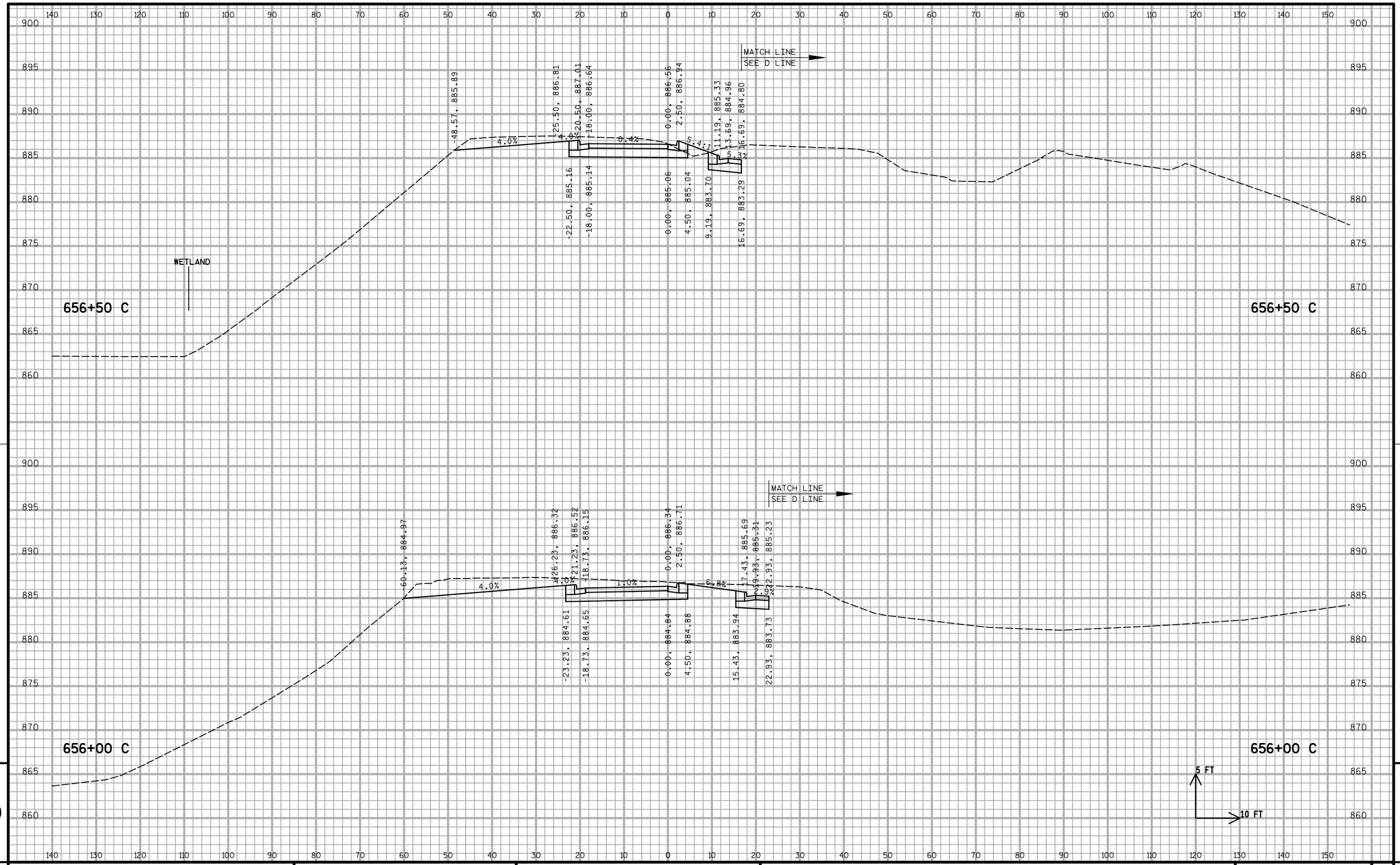
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 B RAMP	SHEET 845	E



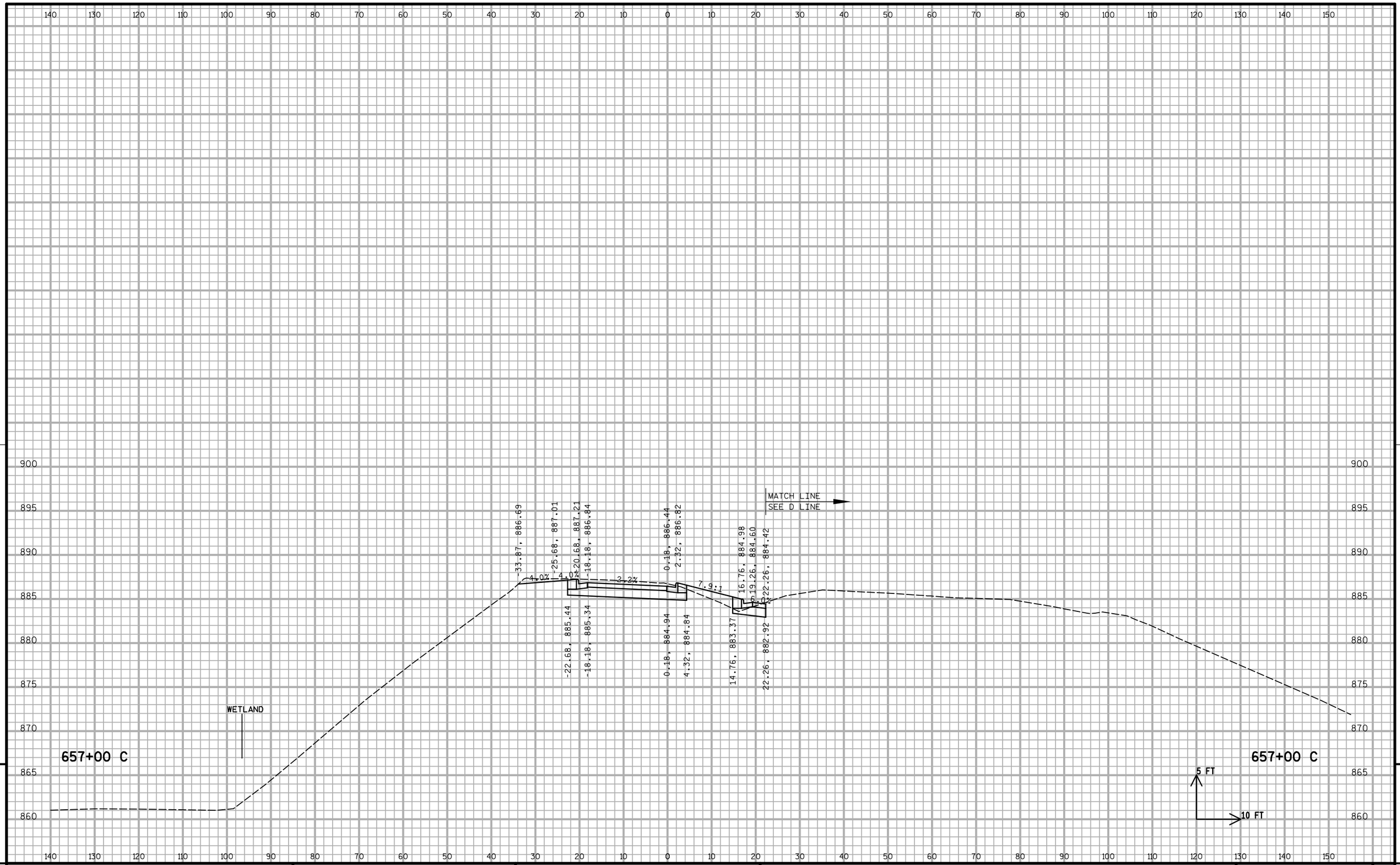
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 B RAMP	SHEET 846	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090207_xs_B RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



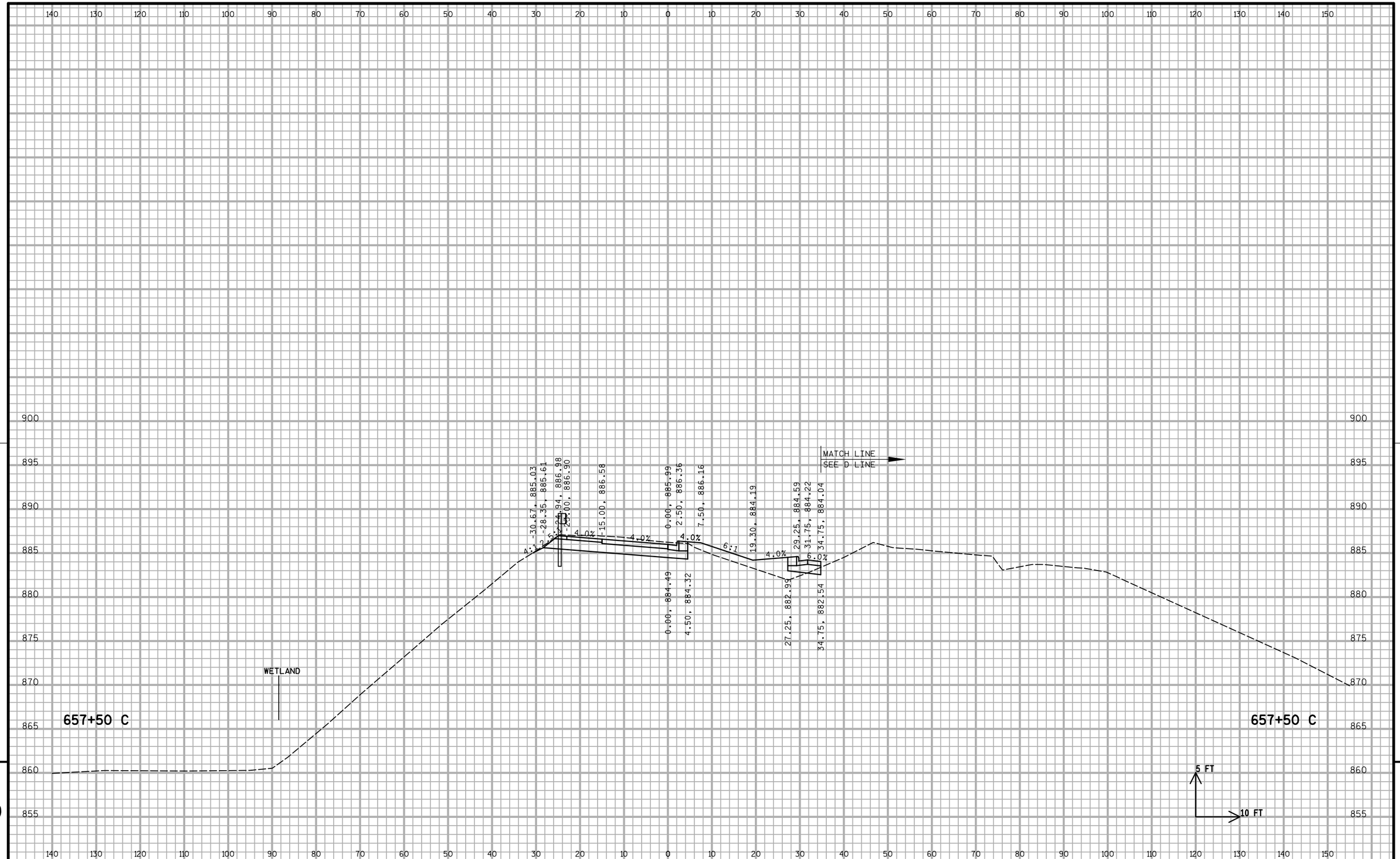
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 847	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



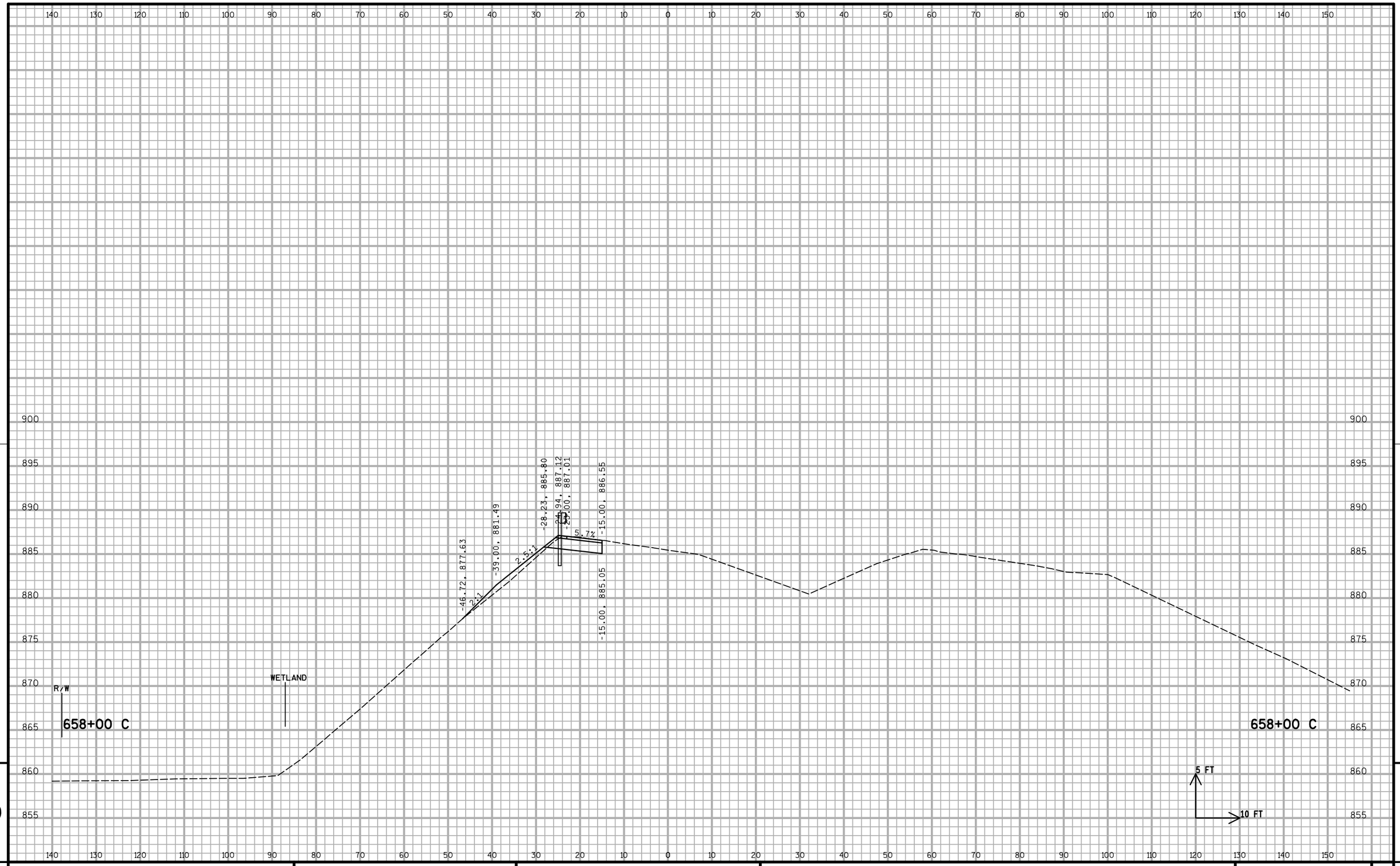
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 848	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



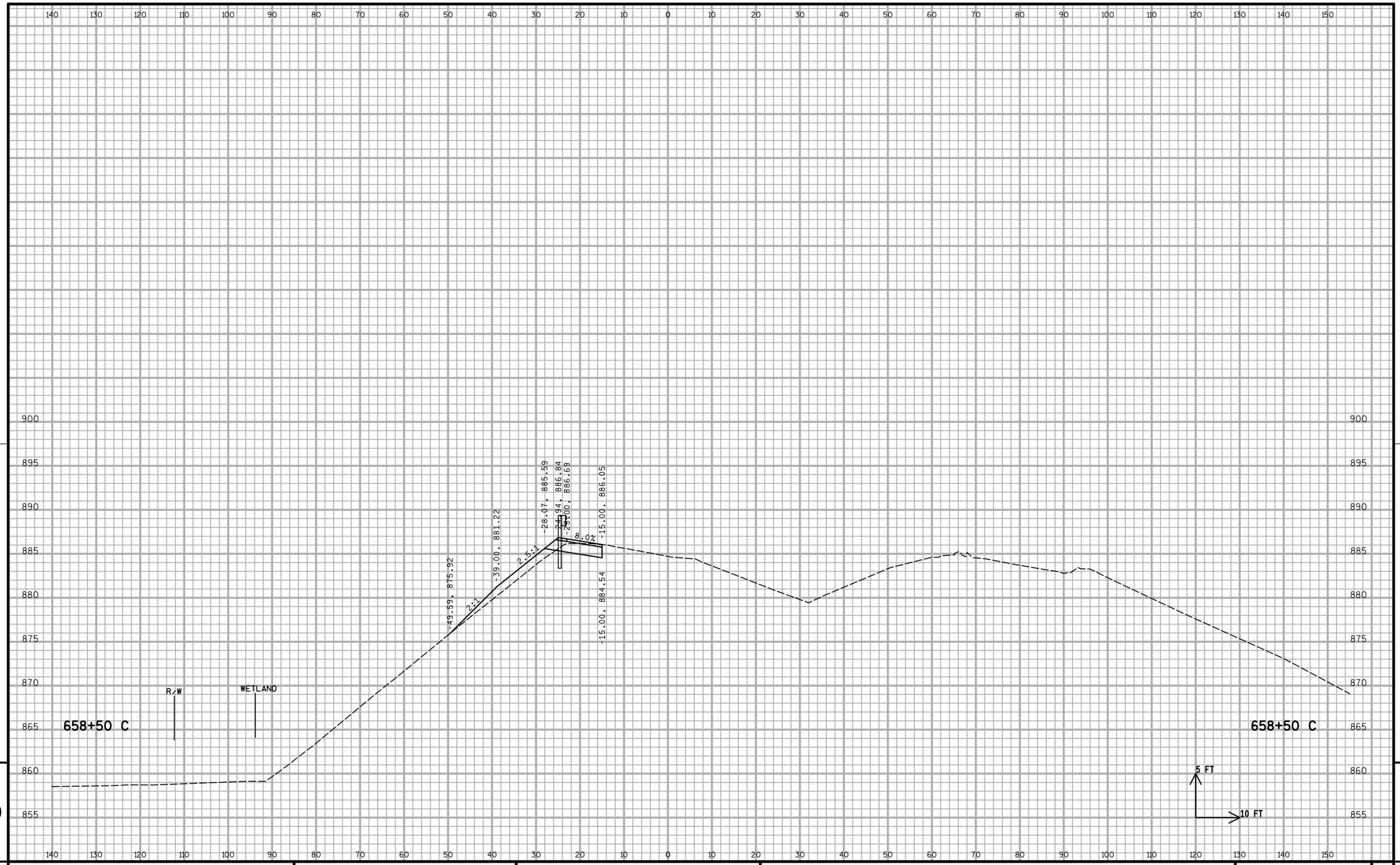
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 849	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 850	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 851	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

659+50 C

659+50 C

-45.67, 876.92

2:1

-39.00, 880.25

2.5:1

-28.07, 884.62

-24.94, 885.87

-25.00, 885.72

8.0%

-15.00, 885.08

-15.00, 883.57

659+00 C

659+00 C

R/W

47.94, 876.19

2:1

-39.00, 880.66

2.5:1

-28.07, 885.03

-24.94, 886.28

-25.00, 886.13

8.0%

-15.00, 885.49

-15.00, 883.98

5 FT

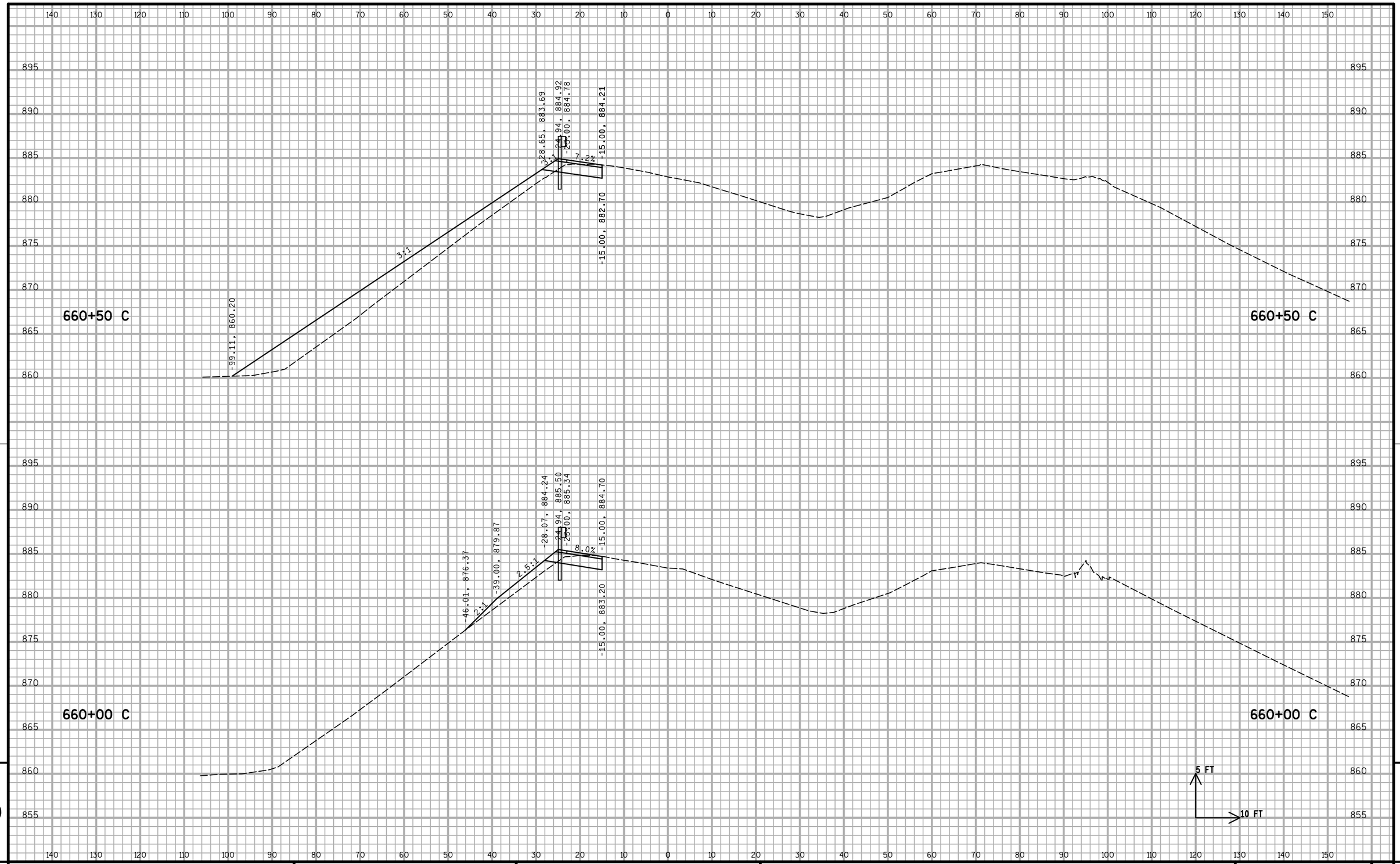
10 FT

9

9

PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 852	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

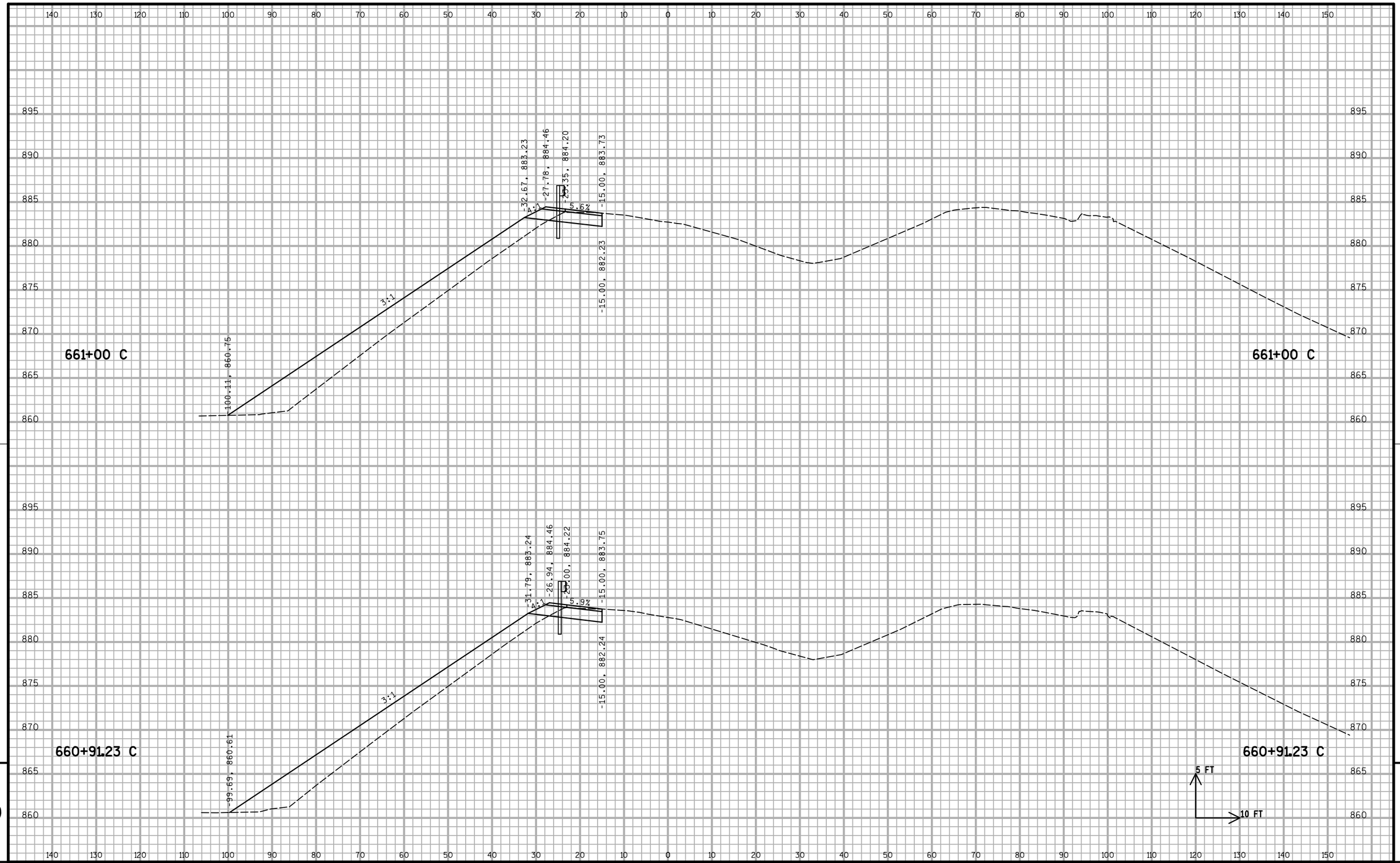


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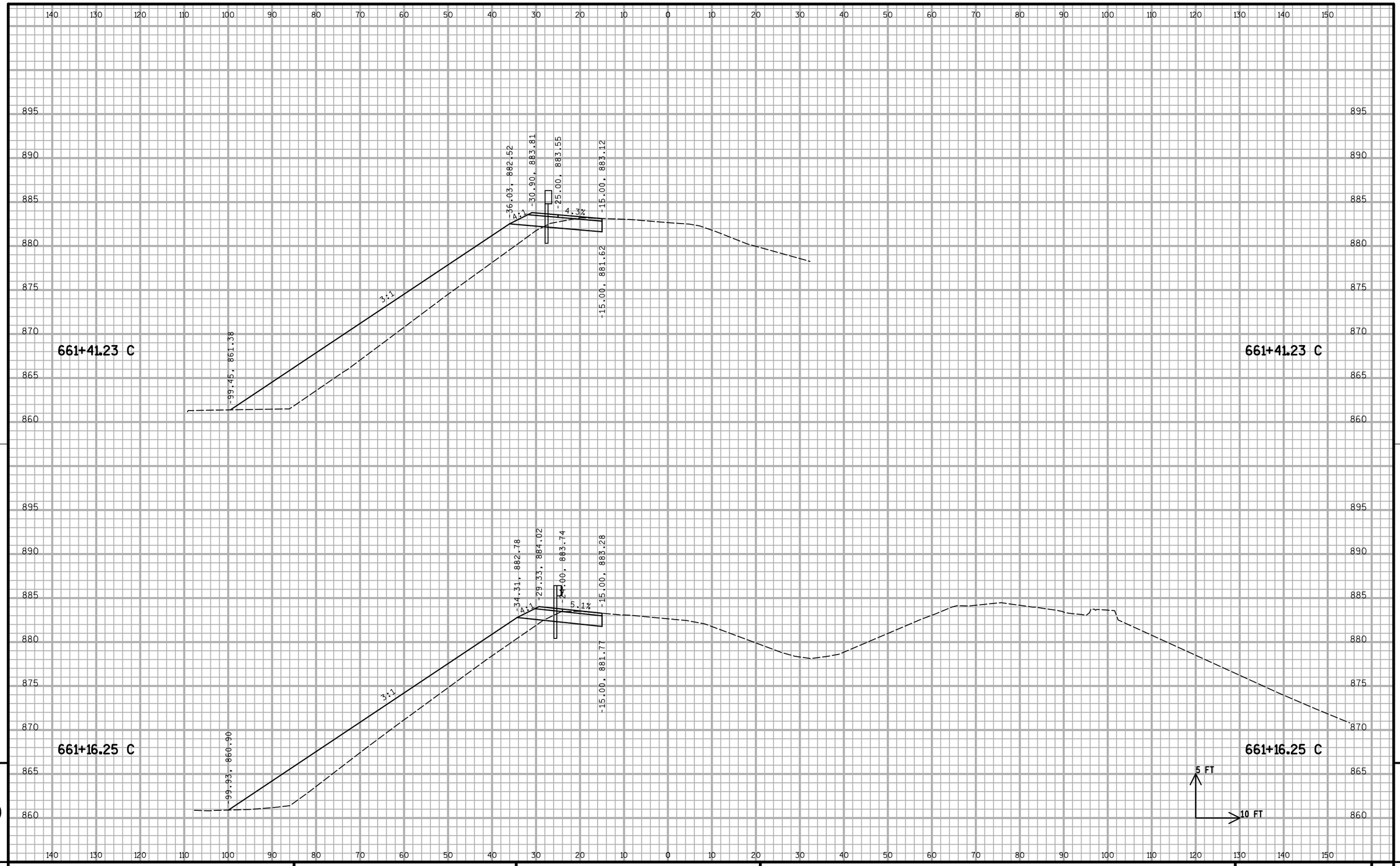
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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 853	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

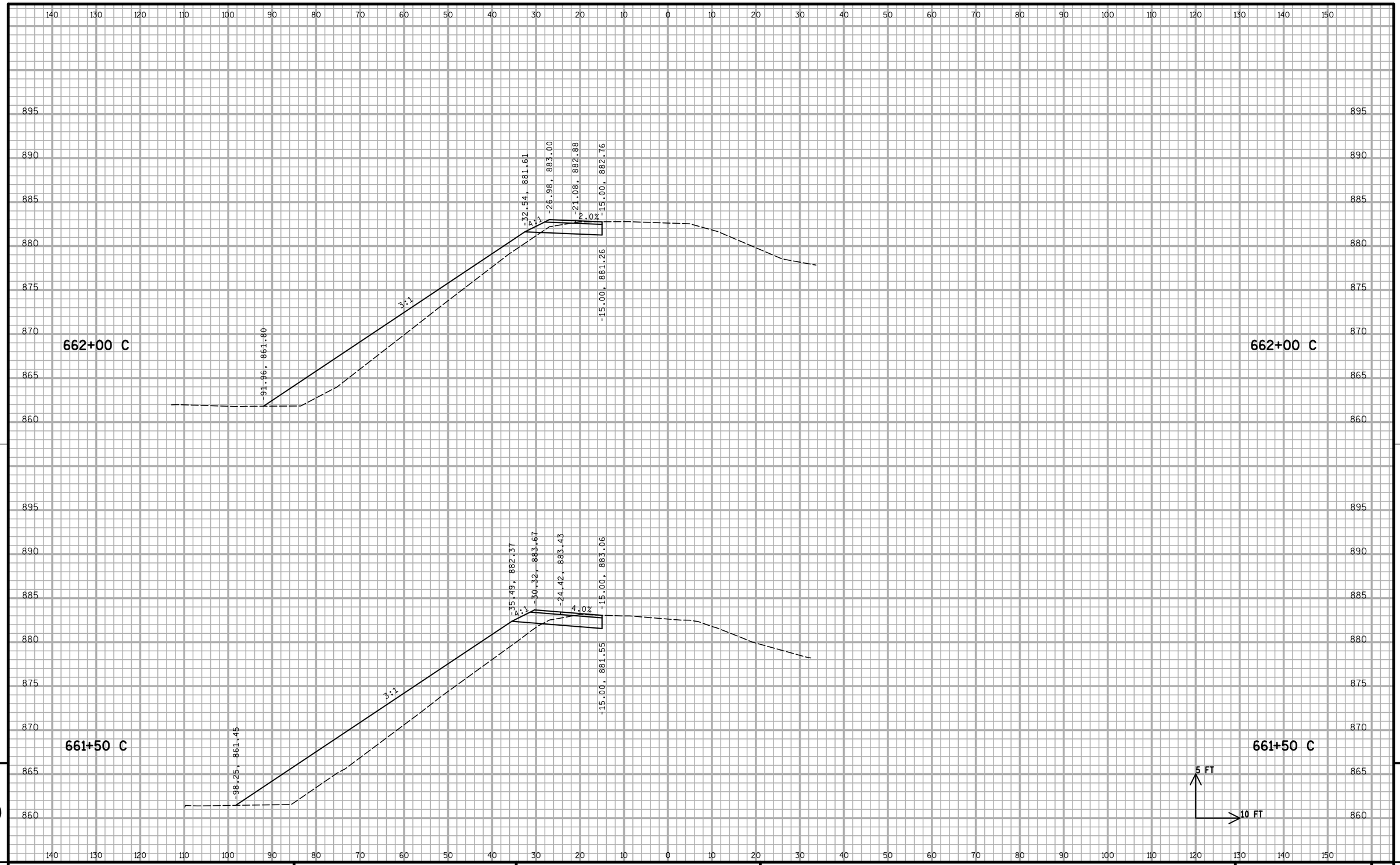


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 854	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 855	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

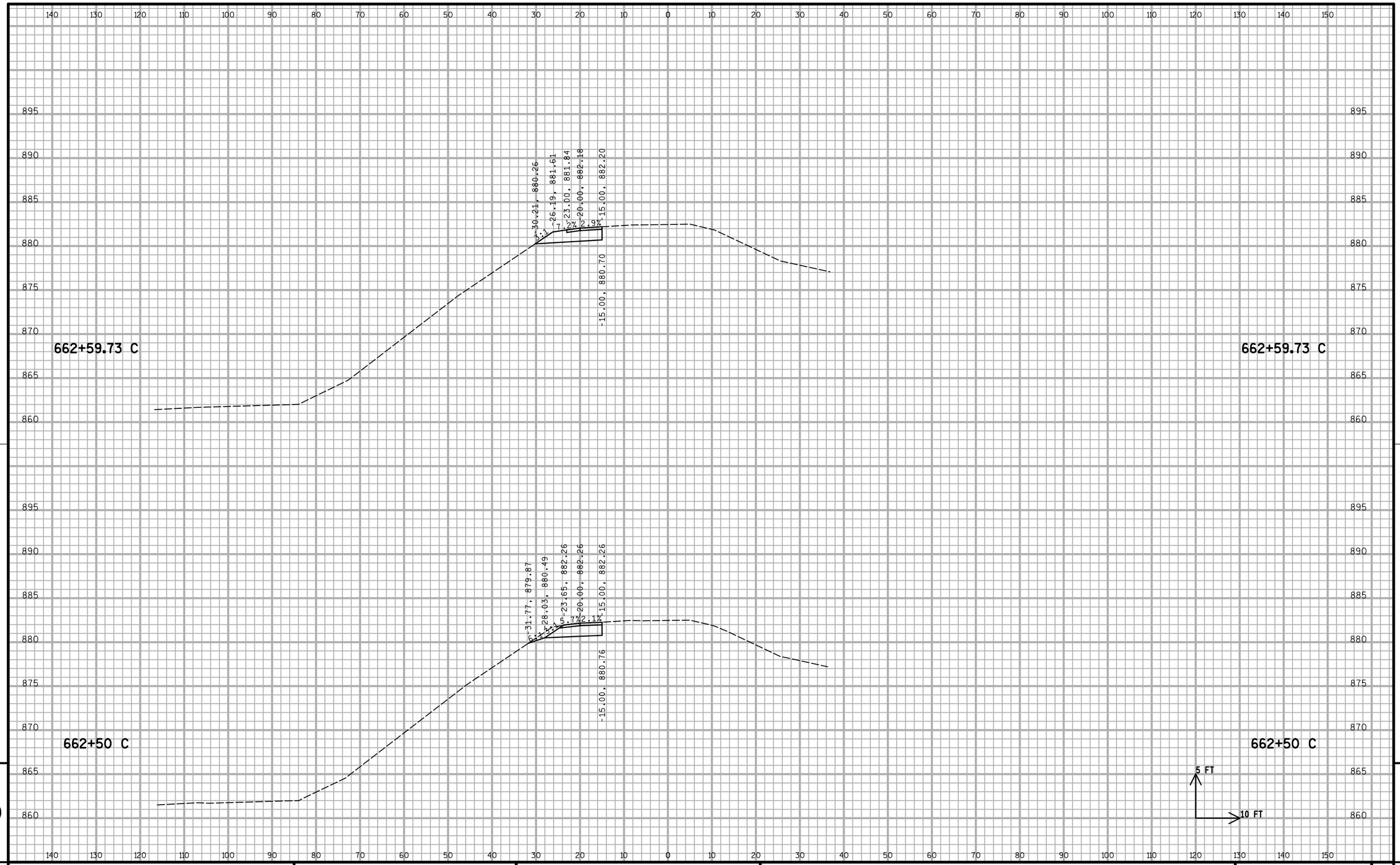


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 856	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090208_xs_C RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

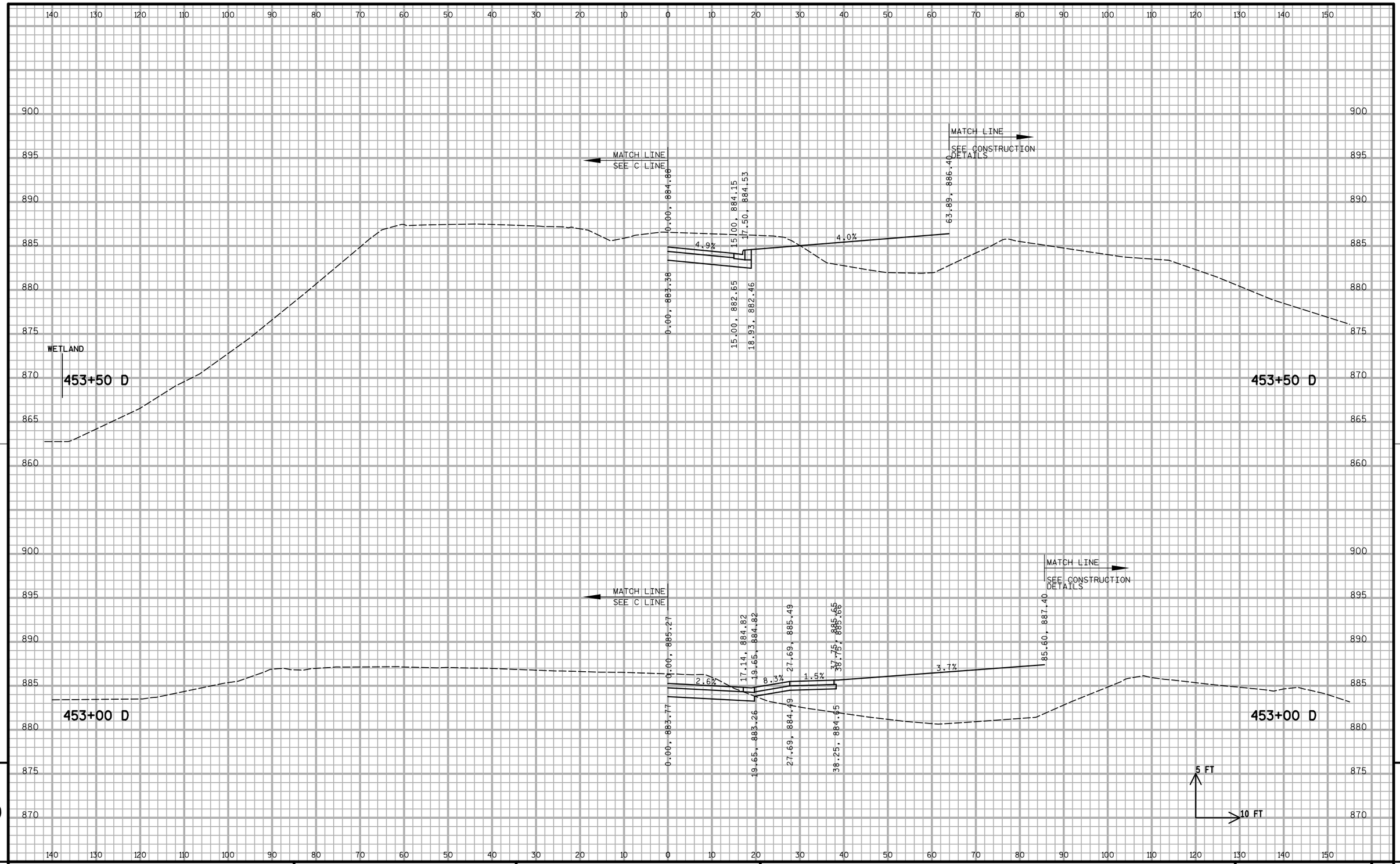


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 C RAMP	SHEET 857	E

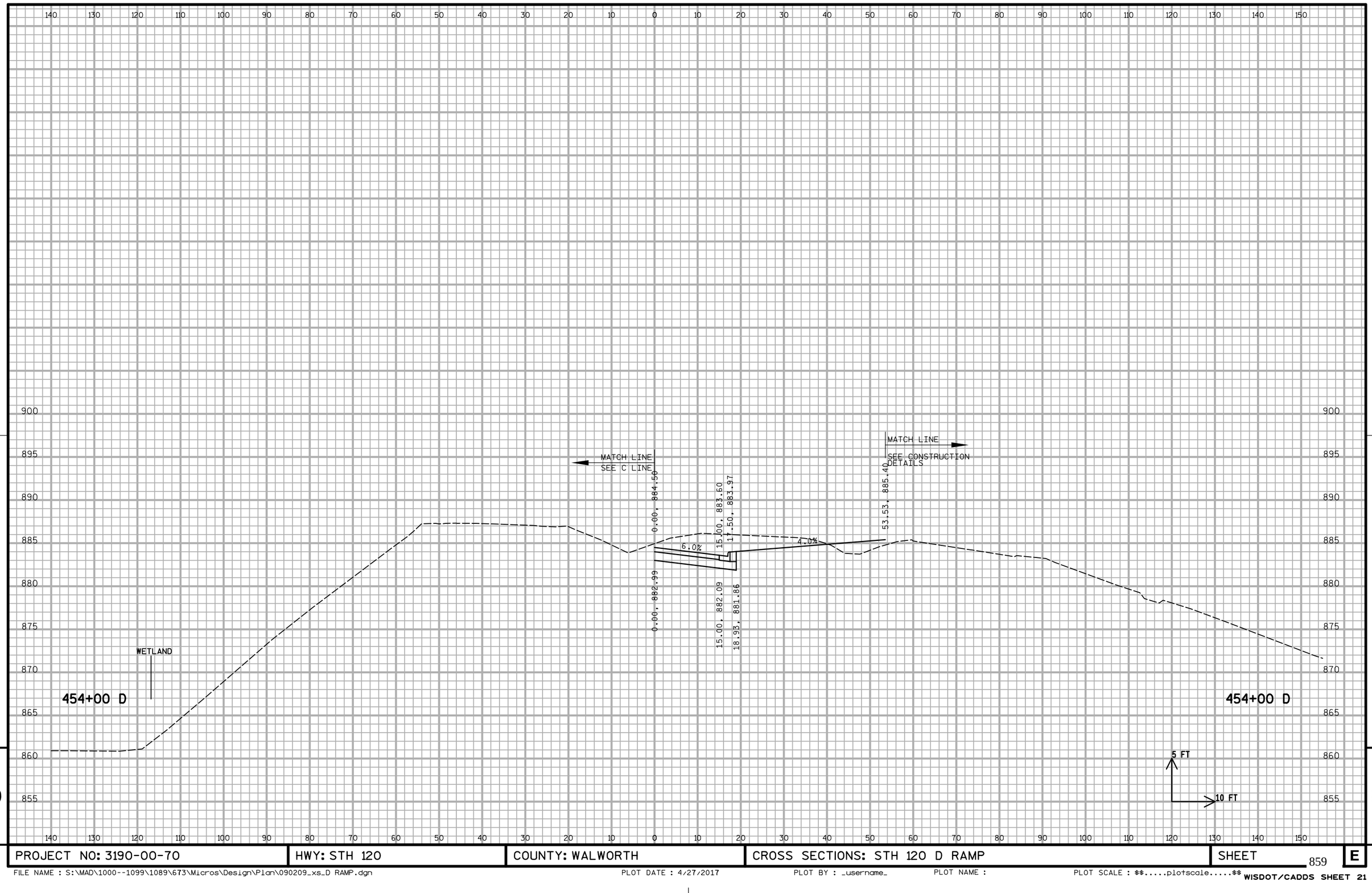
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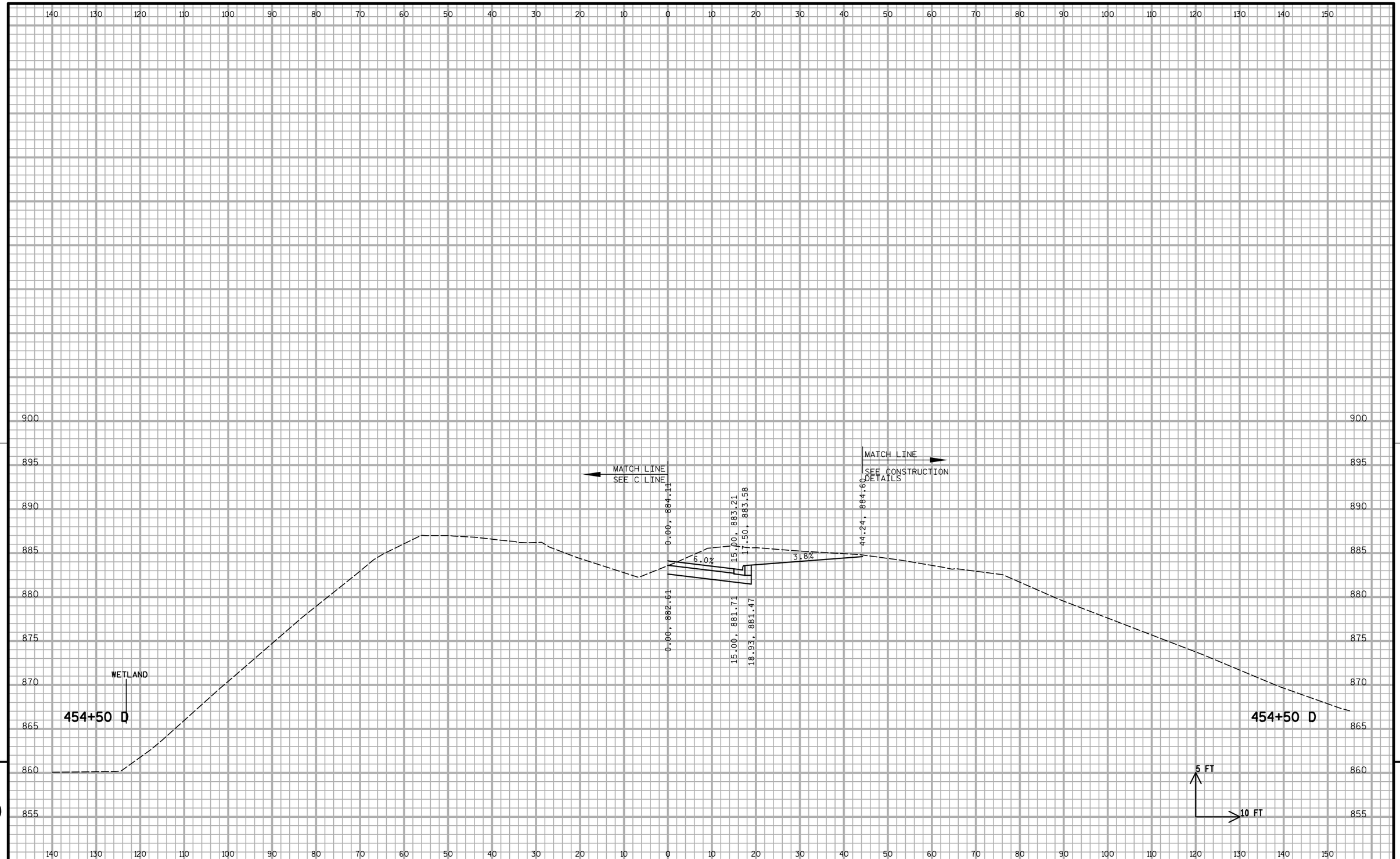
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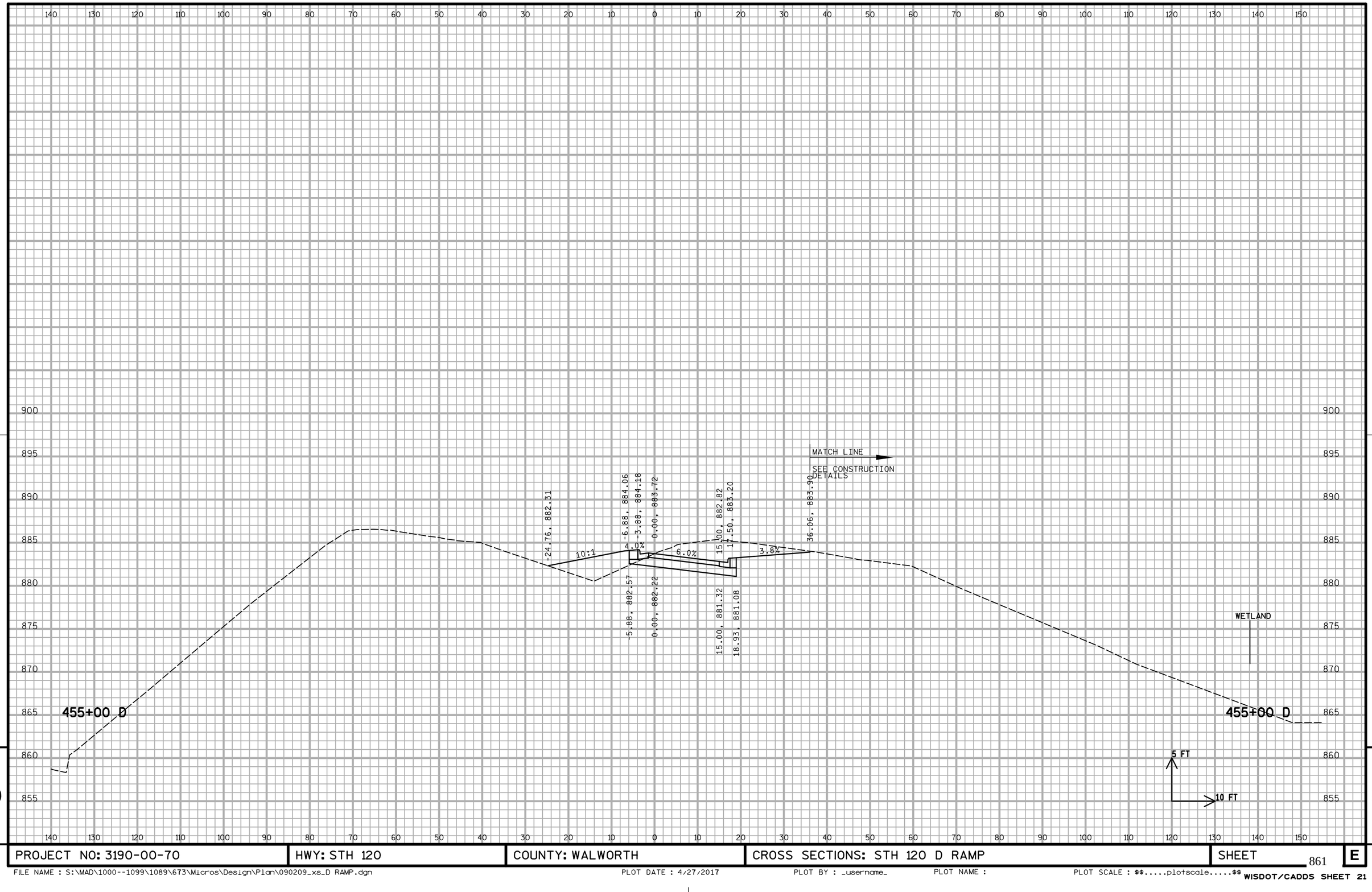
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 D RAMP	SHEET 858	E



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 D RAMP	SHEET 859	E

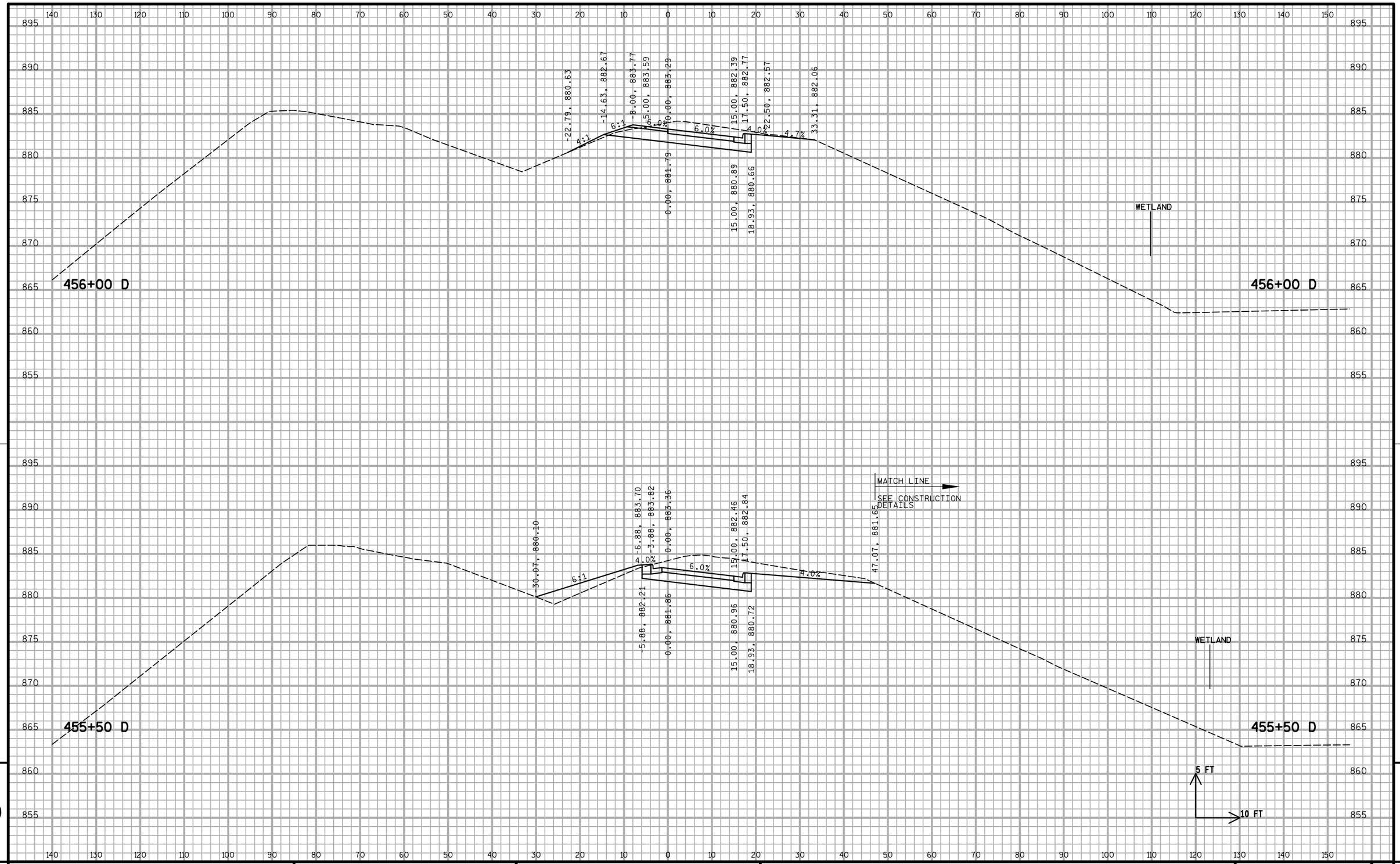


PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 D RAMP	SHEET 860	E



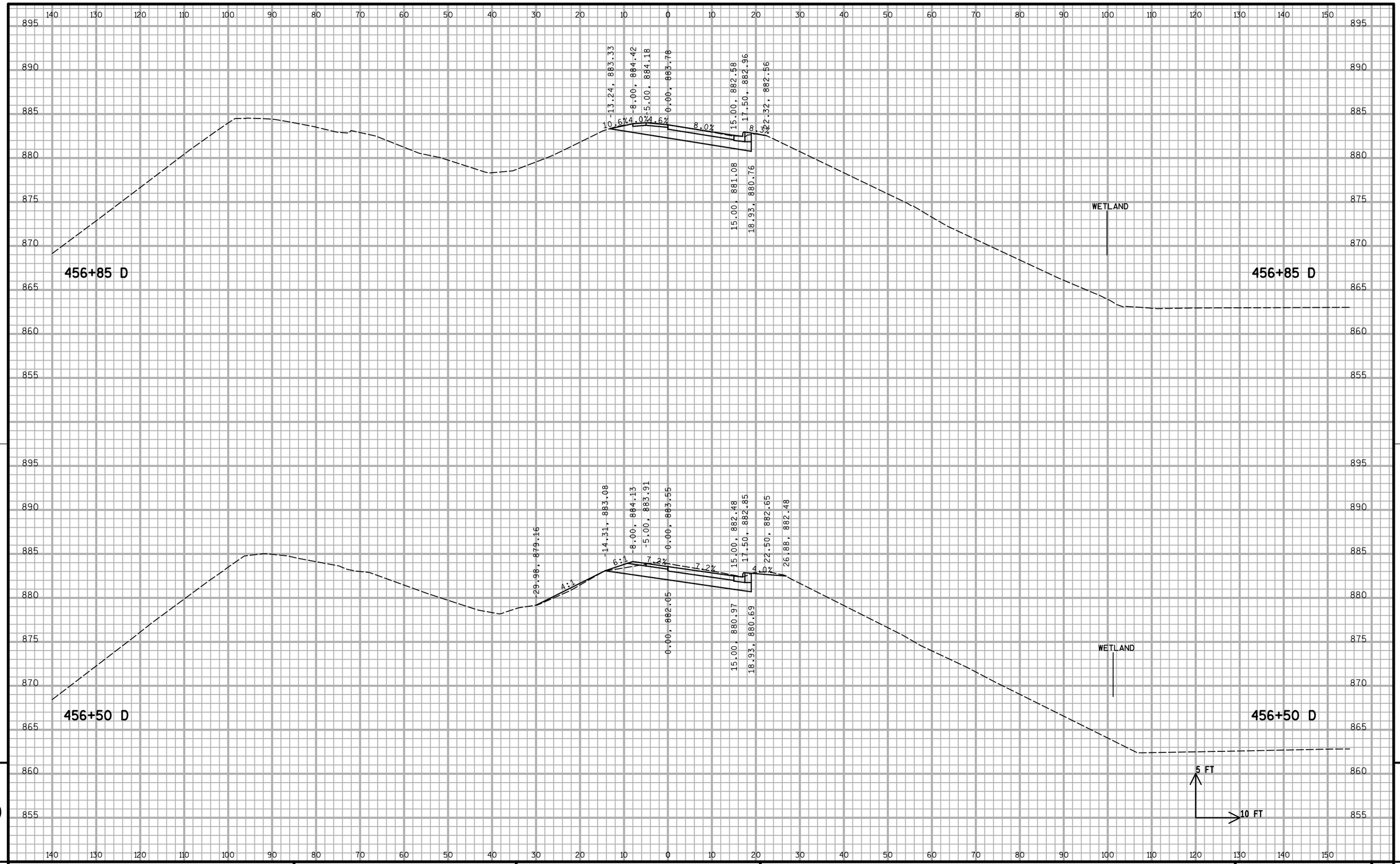
PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 D RAMP	SHEET 861	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090209_xs_D RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 D RAMP	SHEET 862	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090209_xs_D RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

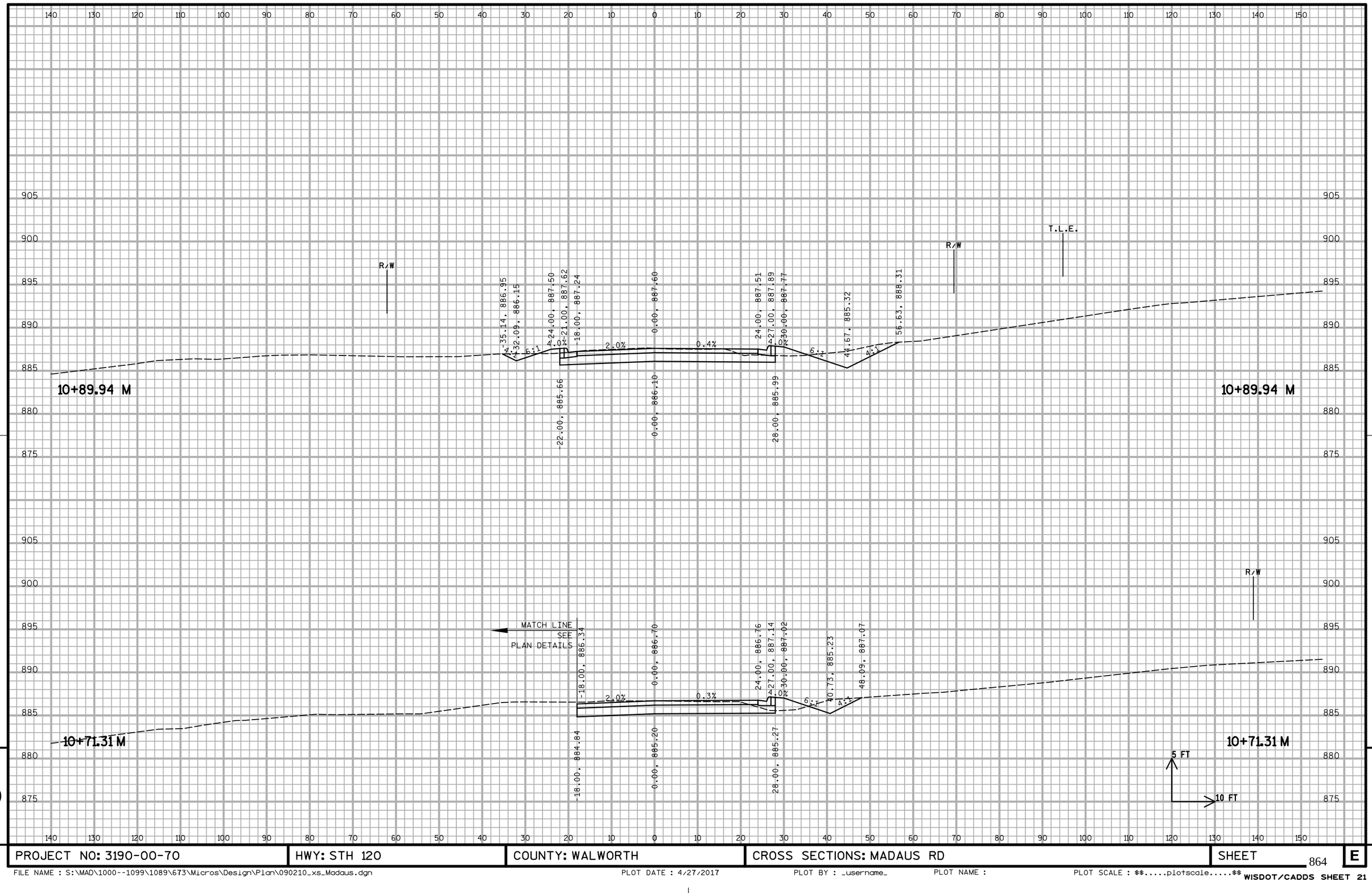


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: STH 120 D RAMP	SHEET 863	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090209_xs_D RAMP.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

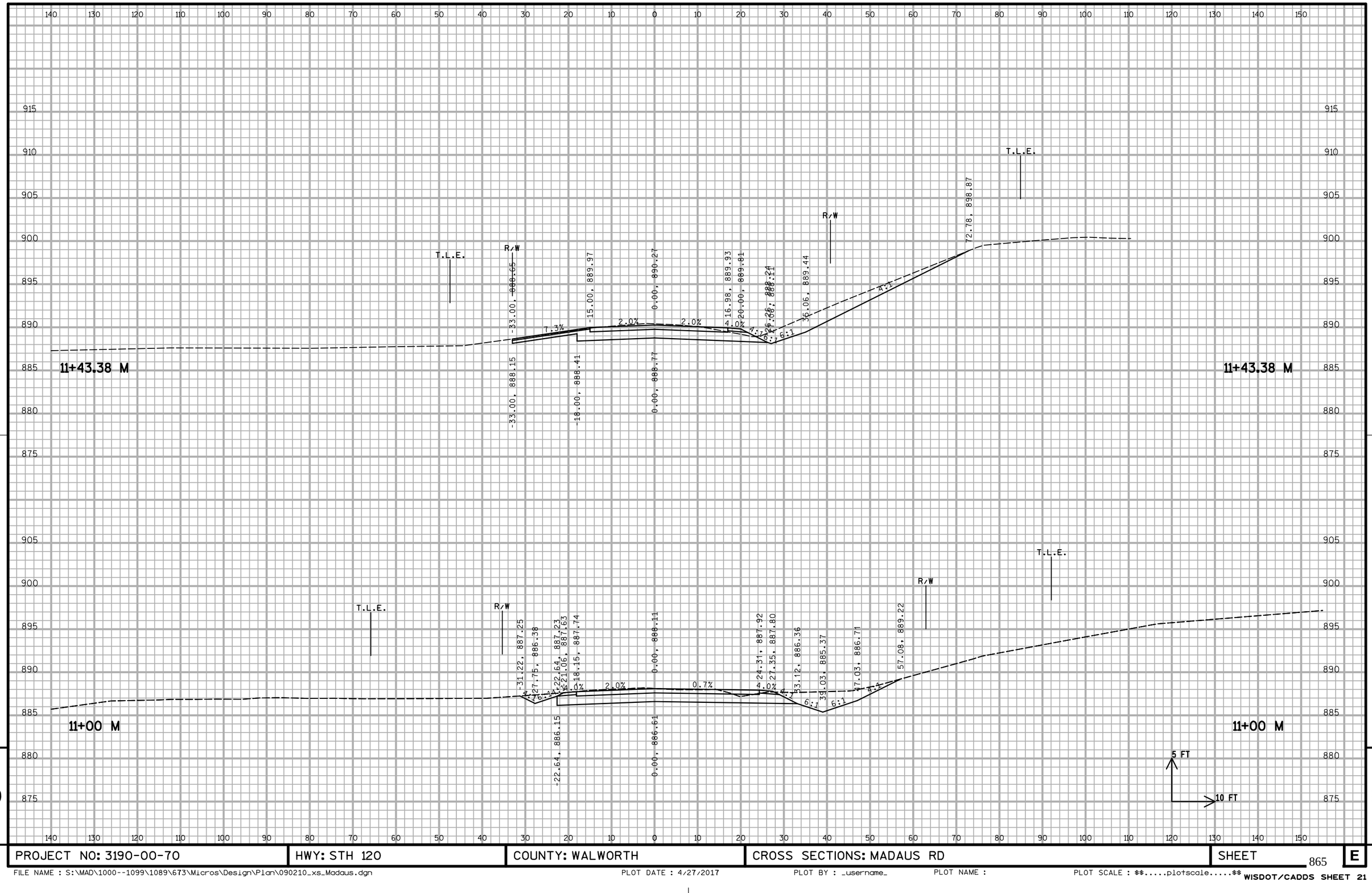


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: MADAUS RD	SHEET 864	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090210_xs_Madaus.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

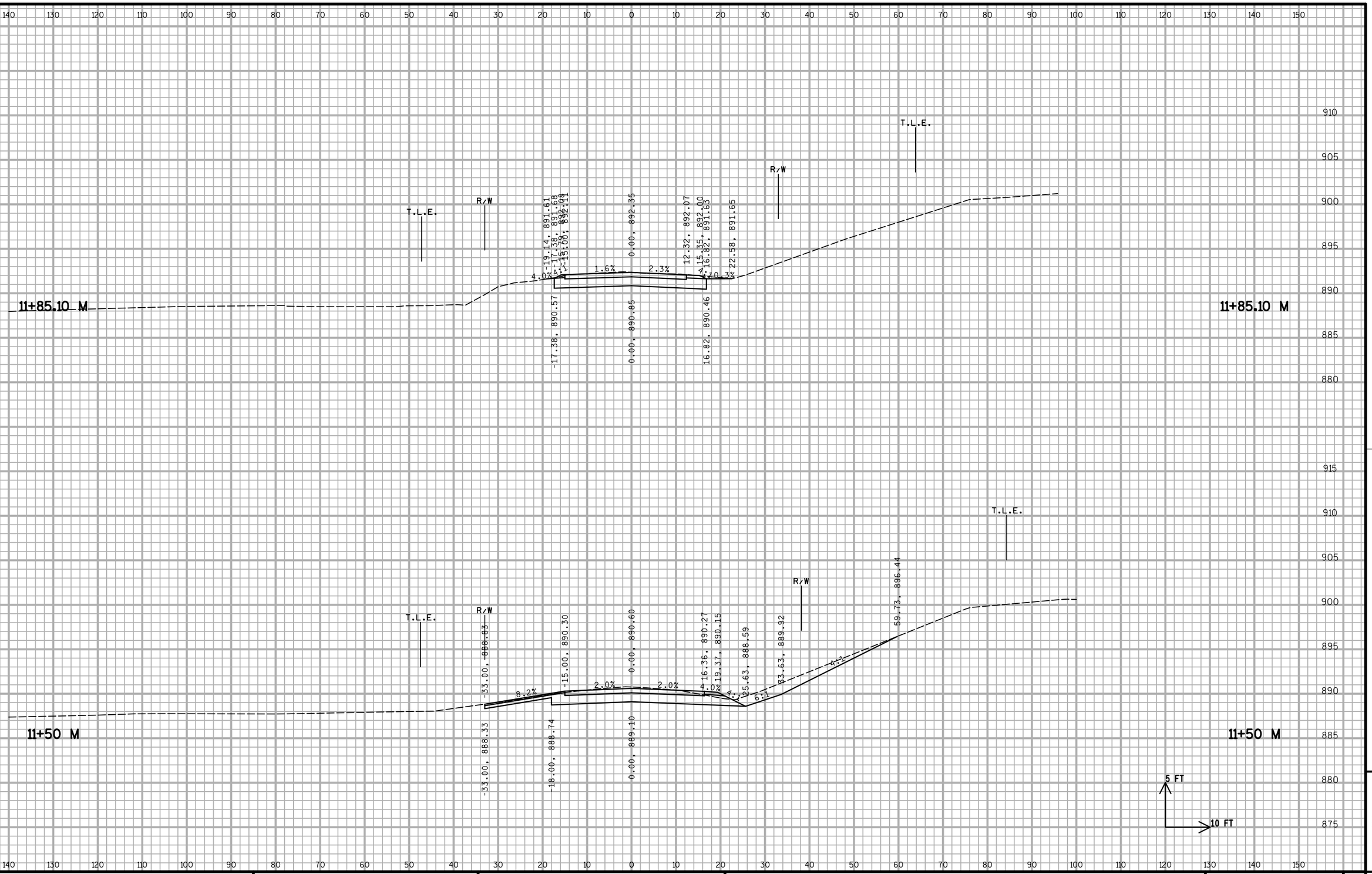


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PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: MADAUS RD	SHEET 865	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090210_xs_Madaus.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 3190-00-70	HWY: STH 120	COUNTY: WALWORTH	CROSS SECTIONS: MADAUS RD	SHEET 866	E

FILE NAME : S:\MAD\1000--1099\1089\673\Micros\Design\Plan\090210_xs_Madaus.dgn PLOT DATE : 4/27/2017 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov