

MAD WITH: PROJECT ID: 3575-03-72 COUNTY: JEFFERSON COUNTY

FEBRUARY 2018
ORDER OF SHEETS

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

TOTAL SHEETS = 126

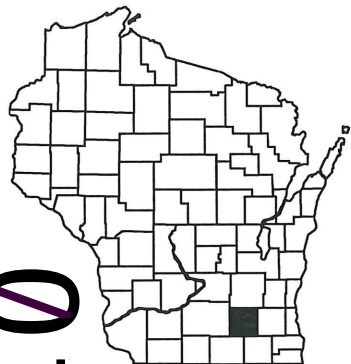
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

FORT ATKINSON - WHITEWATER
BUCKINGHAM RD TO WHITEWATER BYPASS
USH 12
JEFFERSON COUNTY

STATE PROJECT NUMBER
3575-03-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
3575-03-72	WISC 2018080	1



01

DESIGN DESIGNATION

A.A.D.T.	2015	=	6400
A.A.D.T.	2042	=	7900
D.H.V.		=	13.6%
D.D.		=	59/41
T.		=	15.8%
DESIGN SPEED		=	60 MPH
ESALS		=	2,500,000

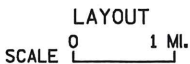
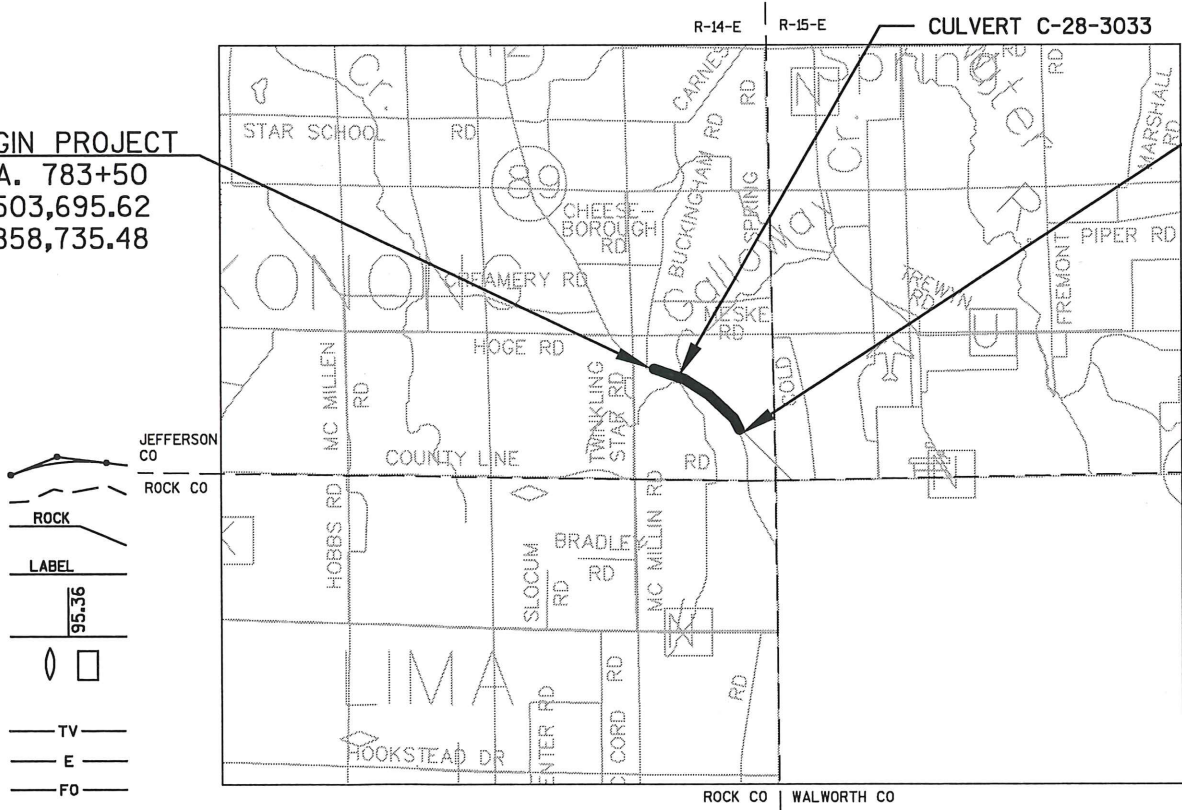
CONVENTIONAL SYMBOLS

PLAN	
PERMANENT LIMITED EASEMENT	---
TEMPORARY LIMITED EASEMENT	- - -
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)	---
SPECIAL DITCH	---
GRADE ELEVATION	---
CULVERT (Profile View)	---
UTILITIES	
TELEVISION CABLE	---
ELECTRIC	---
FIBER OPTIC	---
GAS	---
SANITARY SEWER	---
STORM SEWER	---
TELEPHONE	---
WATER	---
UTILITY PEDESTAL	---
POWER POLE	---
TELEPHONE POLE	---

BEGIN PROJECT
STA. 783+50
Y=503,695.62
X=858,735.48

END PROJECT
STA. 824+86



TOTAL NET LENGTH OF CENTERLINE = 0.783 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, JEFFERSON COUNTY, NAD83, NAVD88 (2012), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

PEOPLE WHO CARE,
CREATING QUALITY TRANSPORTATION
TODAY AND TOMORROW
WISDOT SOUTHWEST REGION - MADISON OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	
Designer	JOHN JENKINS
Project Manager	JEREMY HALL
Regional Examiner	
Regional Supervisor	JIM OETTINGER
C.O. Examiner	

APPROVED FOR THE DEPARTMENT
DATE: 7/24/17
(Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS THAT ARE NOT MARKED ON THE PLAN TO BE REMOVED SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER IN THE FIELD.

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

CONTRACTOR TO VERIFY ELEVATIONS OF THE EXISTING PAVEMENT TO REMAIN IN PLACE, PRIOR TO STAKING.

ALL NEW AND RELAID CONCRETE PIPES SHALL HAVE THE APRON ENDWALL AND FIRST TWO PIPE JOINTS TIED.

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

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

PLACE THE 5.5-INCH 4MT 58-28 S HMA PAVEMENT IN THREE LAYERS, 1.75-INCH UPPER, 1.75-INCH LOWER, AND 2-INCH LOWER LEVEL.

APPLY TACK COAT BETWEEN LAYERS OF ASPHALT PAVEMENT AND TO MILLED SURFACES. THE APPLICATION RATE IS 0.05 GAL/SY BETWEEN LAYERS OF NEW HMA PAVEMENT AND 0.07 GAL/SY PLACED ON EXISTING ASPHALT, MILLED SURFACES AND CONCRETE PAVEMENT OR AS DIRECTED BY THE ENGINEER.

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

EXACT SIGN LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE AND THE LOCATIONS OF SIGNS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS OR ABANDONMENTS SHALL BE BACKFILLED WITH GRANULAR MATERIAL AND COMPACTED. GRANULAR MATERIAL IS INCIDENTAL TO THE REMOVAL ITEM.

ALL PROPERTY LINES ON PLANS ARE APPROXIMATE.

PRIOR TO PLACEMENT OF BEAM GUARD THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED.

CURB AND GUTTER PLAN GRADES ARE AT THE FLANGE LINE UNLESS OTHERWISE NOTED.

UTILITY LINES IN CROSS SECTIONS ARE FOR HORIZONTAL REFERENCE ONLY.

RIGHT OF WAY LINES SHOWN ON THE CROSS SECTIONS ARE APPROXIMATE.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PAVING OR PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PAVEMENT OR PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED, AND EROSION MAT INSTALLED AS SHOWN ON THE EROSION CONTROL PLAN OR AS DIRECTED BY THE FIELD ENGINEER.

THE LOCATION OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION.

WE ENERGIES (ELECTRIC)
DANE SANDE
333 WEST EVERETT ST, ROOM A299
MILWAUKEE, WI 53203
o. (414) 221-4578
c. (414) 550-4993
dane.sande@we-energies.com

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MILWAUKEE, WI 53203
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c. (414) 550-4993
dane.sande@we-energies.com

AT&T WISCONSIN (COMMUNICATION LINE)
CAROL ANASON
316 W WASHINGTON AVE, ROOM 305
MADISON, WI 53703
(608) 252-2385
ca2624@att.com

CHARTER COMMUNICATIONS (COMMUNICATION LINE)
BRANDON STORM
2701 DANIELS ST.
MADISON, WI 53718
(608) 274-3822
brandon.storm@charter.com



Dial **811** or (800) 242-8511

www.DiggersHotline.com

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laura.bub@wisconsin.gov

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STANDARD ABBREVIATIONS

AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

SECTION 2 ORDER OF SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- EROSION CONTROL
- PERM/ SIGNING AND PAVEMENT MARKING
- TRAFFIC CONTROL
- ALIGNMENT LAYOUT



PROJECT NO:3575-03-72

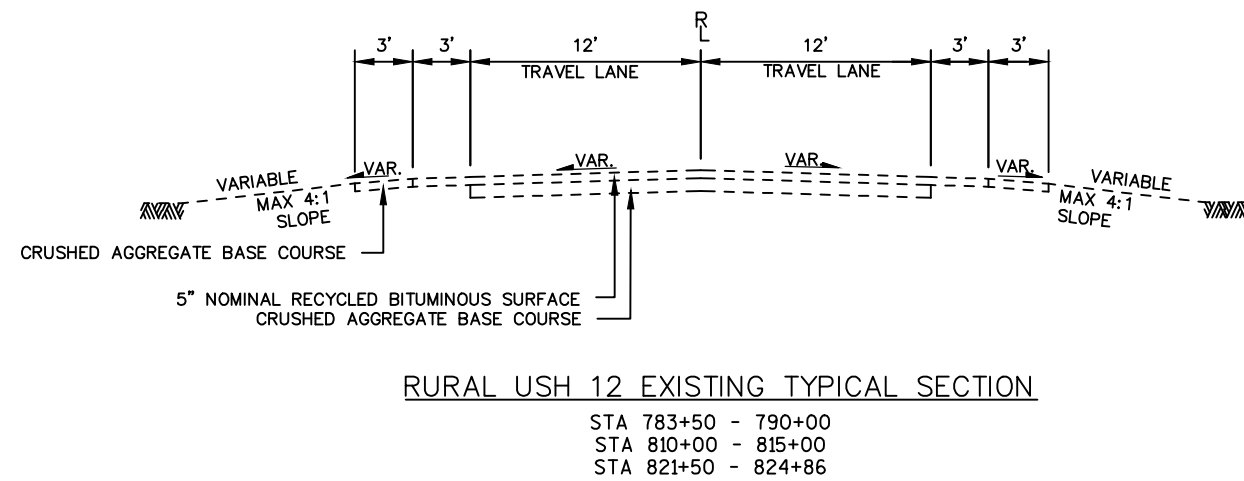
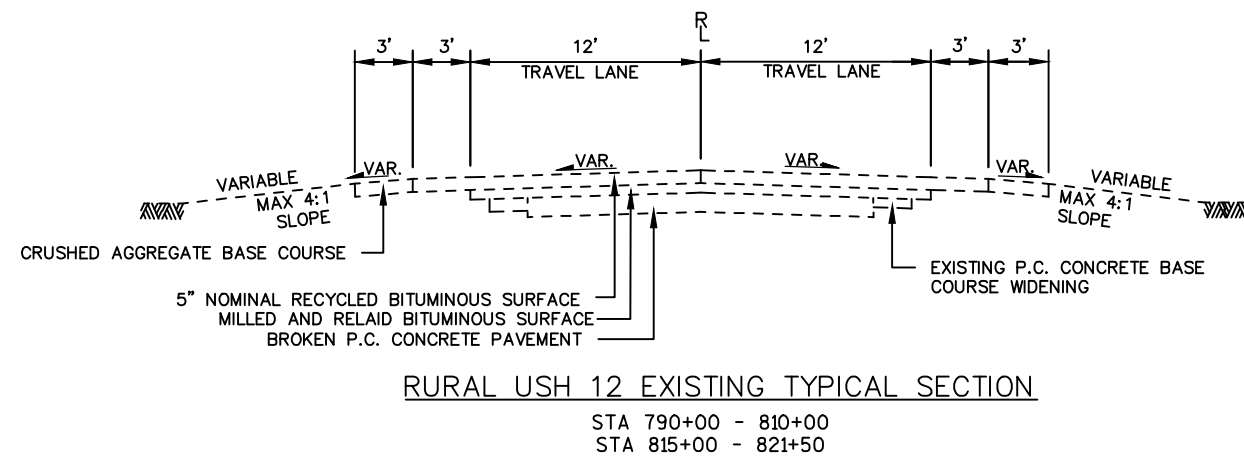
HWY:USH 12

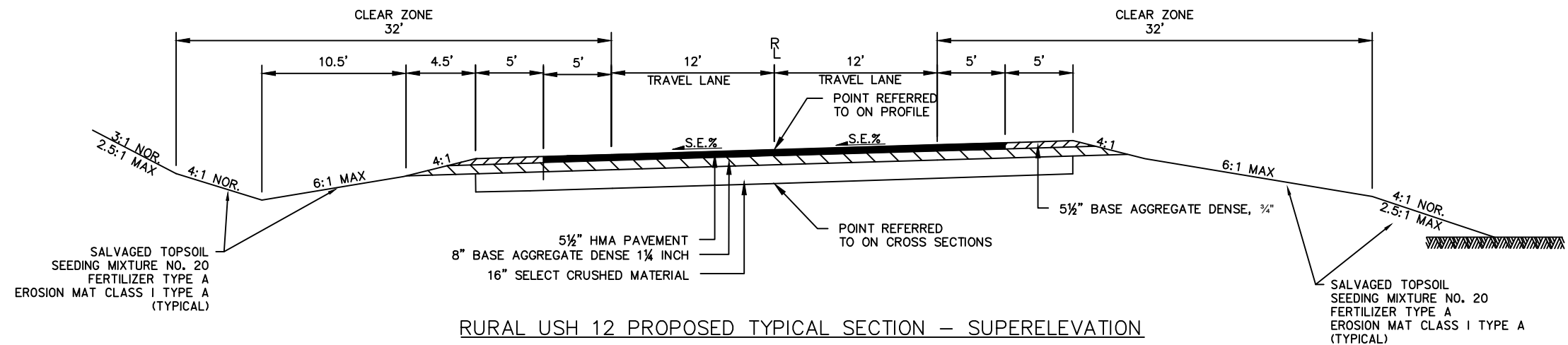
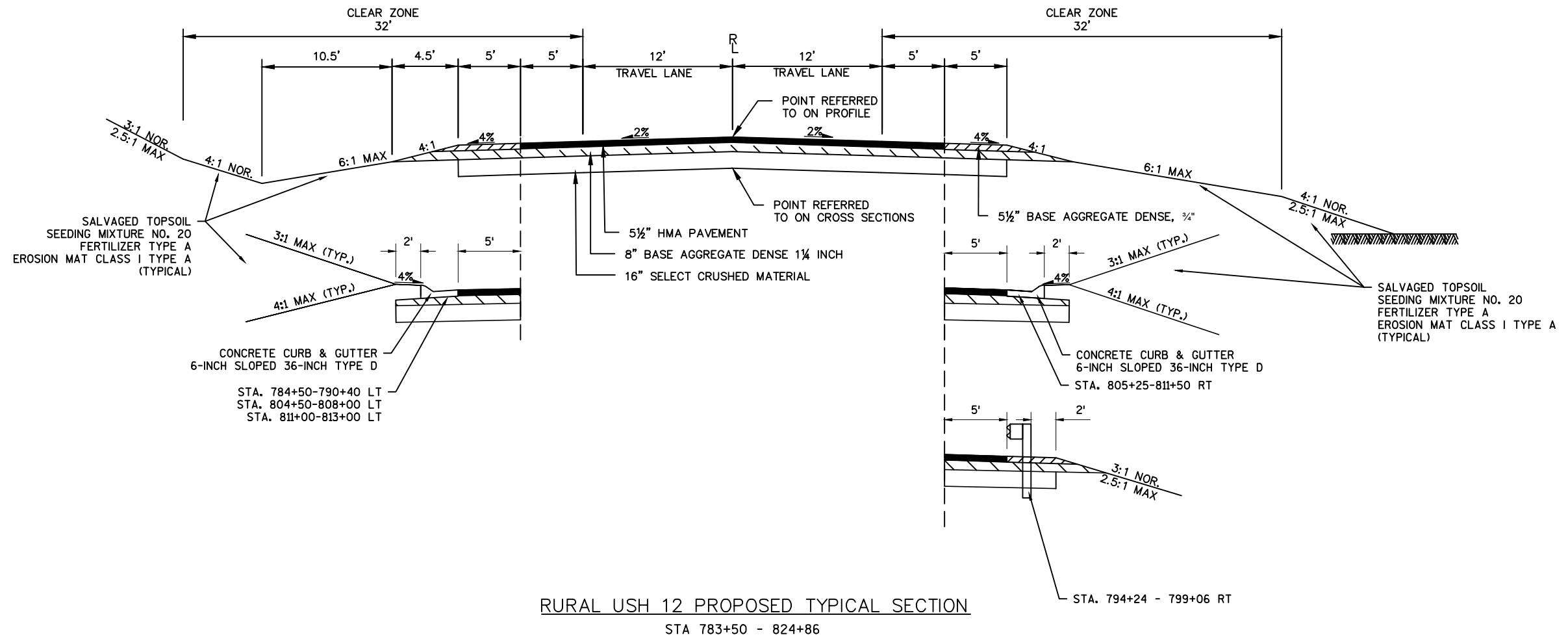
COUNTY:JEFFERSON

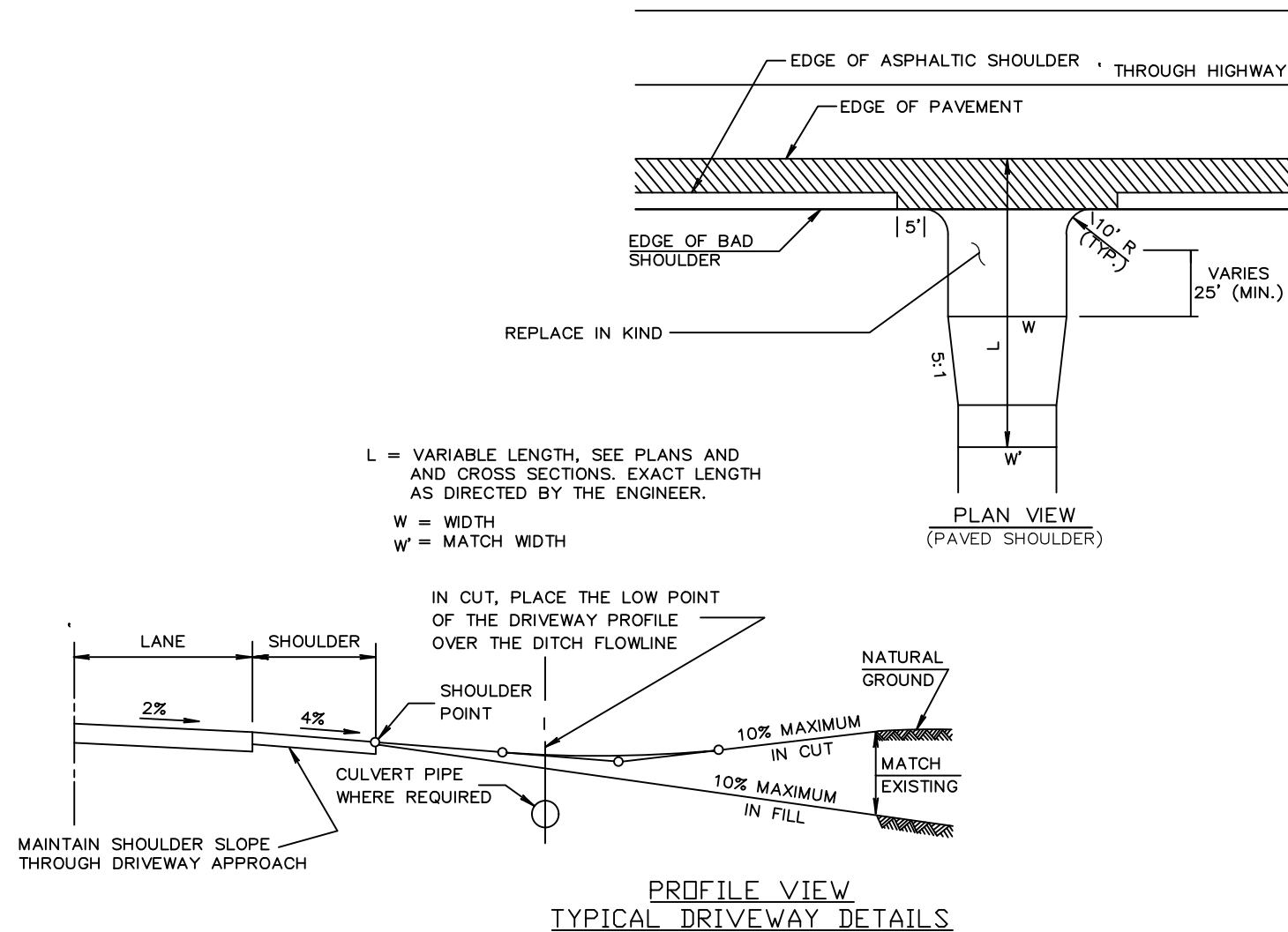
PROJECT OVERVIEW

SHEET

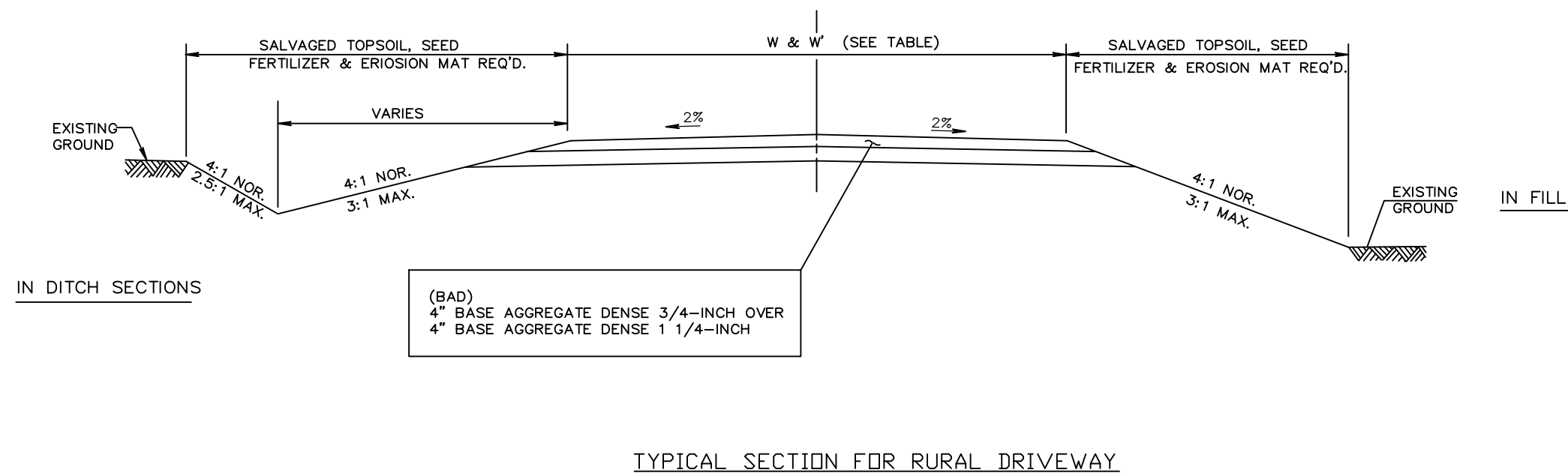
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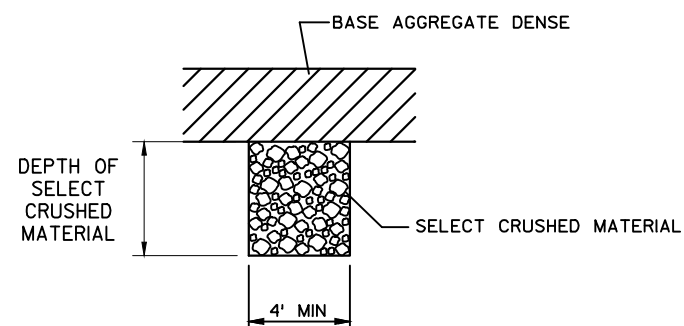
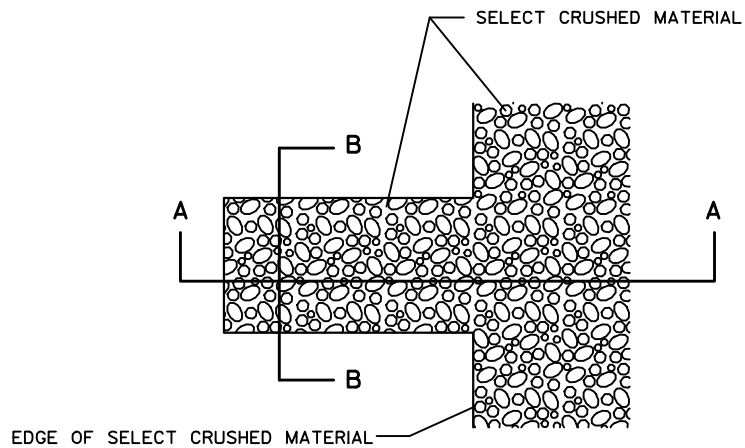




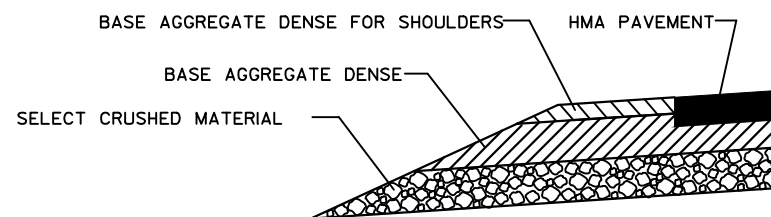


DRIVEWAY TABLE				
STATION	LOCATION	WIDTH (W)	MATCH WIDTH (W')	SURFACE
790+22	LT	12'	12'	GRAVEL
800+98	LT	12'	12'	GRAVEL
804+41	RT	12'	12'	GRAVEL
809+90	RT	12'	12'	GRAVEL
810+25	LT	12'	12'	GRAVEL
812+40	LT	14'	13'	GRAVEL





SECTION B-B



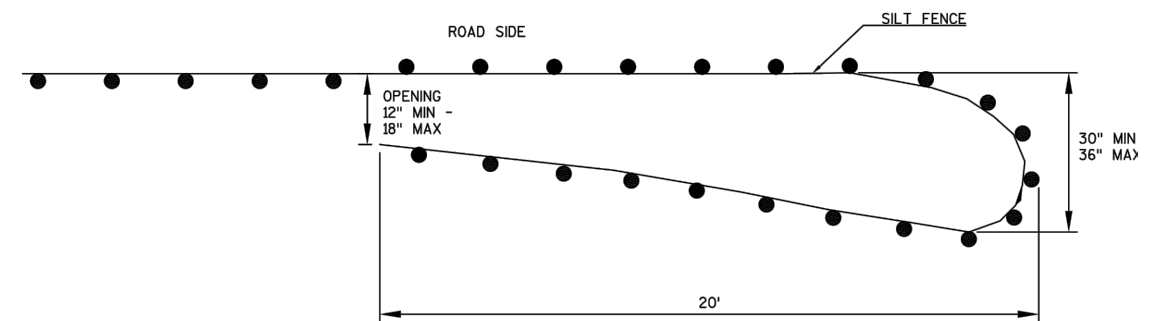
SECTION A-A

DETAIL FOR FRENCH DRAINS/WEEP

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250' OR AT ANY LOW POINT ABLE TO SUFFICIENTLY DRAIN SELECT CRUSHED MATERIAL (OR AS OTHERWISE DIRECTED BY THE FIELD ENGINEER)

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS/WEEPS SHALL BE CONSIDERED INCIDENTAL TO THE ITEM, SELECT CRUSHED MATERIAL.

DO NOT COVER FORESLOPE SELECT CRUSHED MATERIAL WITH TOPSOIL



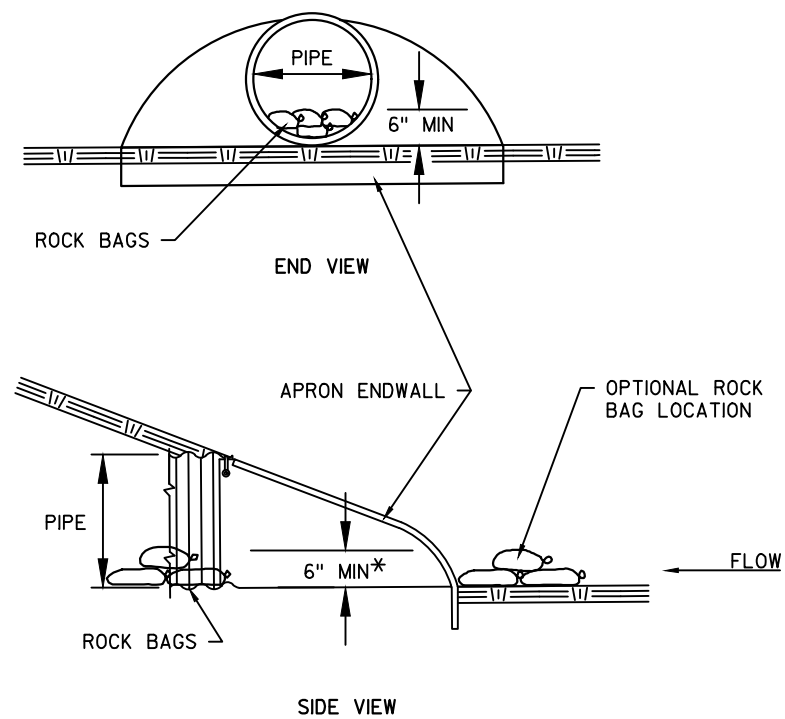
PLAN VIEW

GENERAL NOTES:

SILT FENCE POSTS FOR THE TURN-AROUND SHOULD BE ON THE OUTSIDE OF THE TURN-AROUND, AND TRENCHED IN ACCORDING TO SILT FENCE REQUIREMENTS.

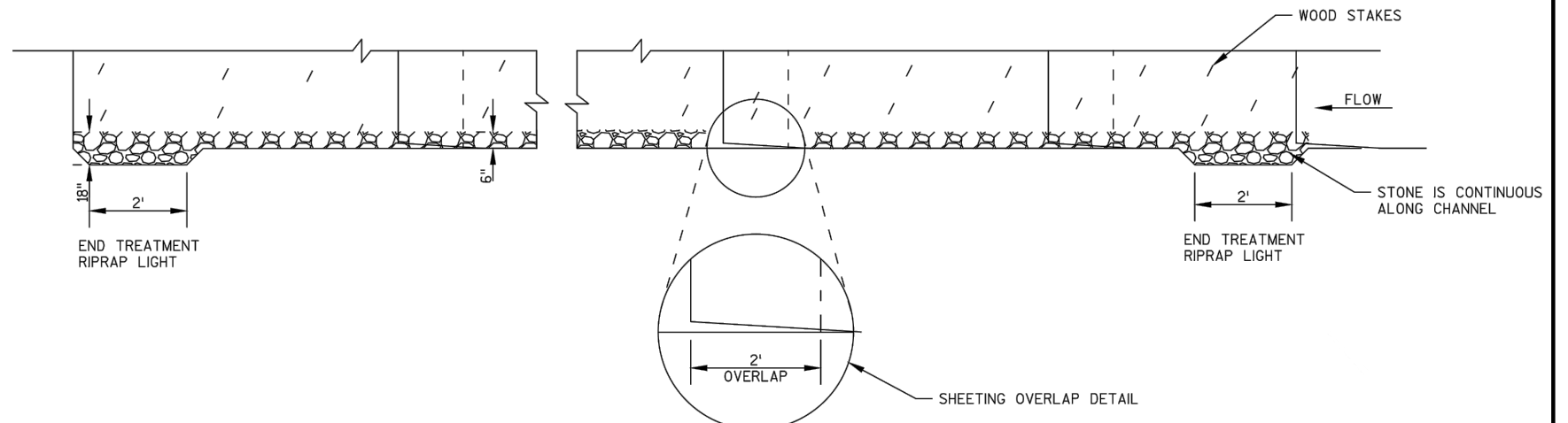
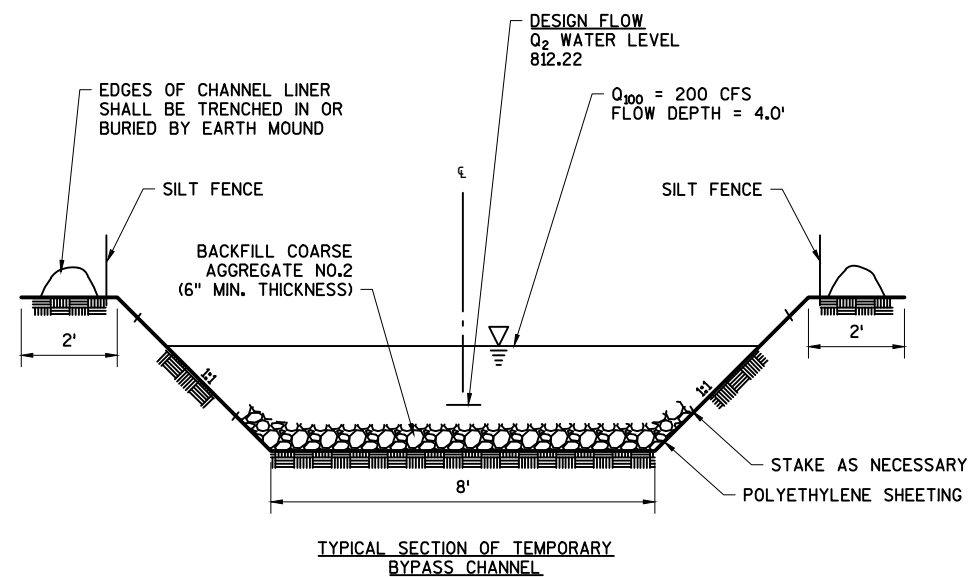
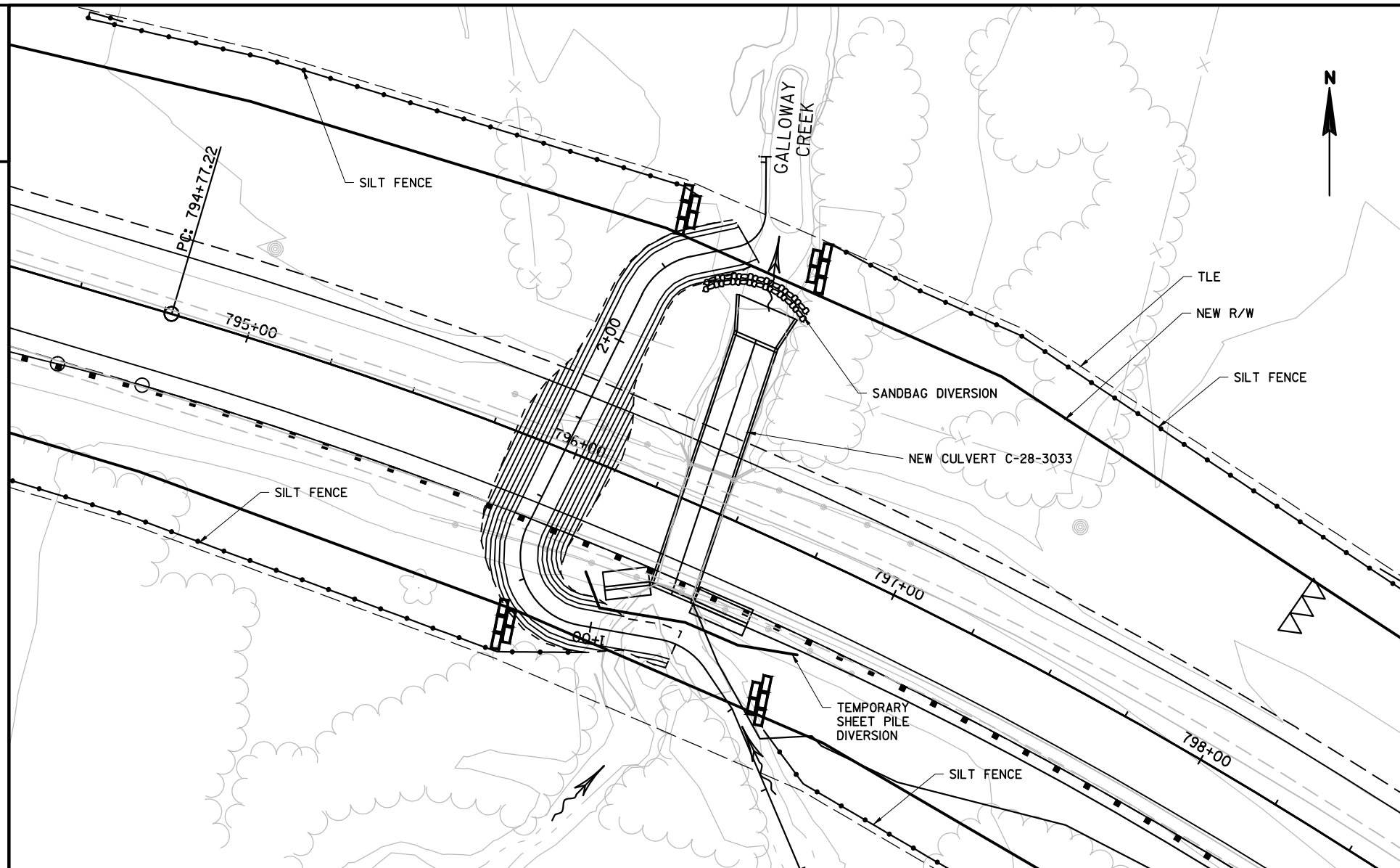
SEE EROSION CONTROL PLANS FOR LOCATIONS.

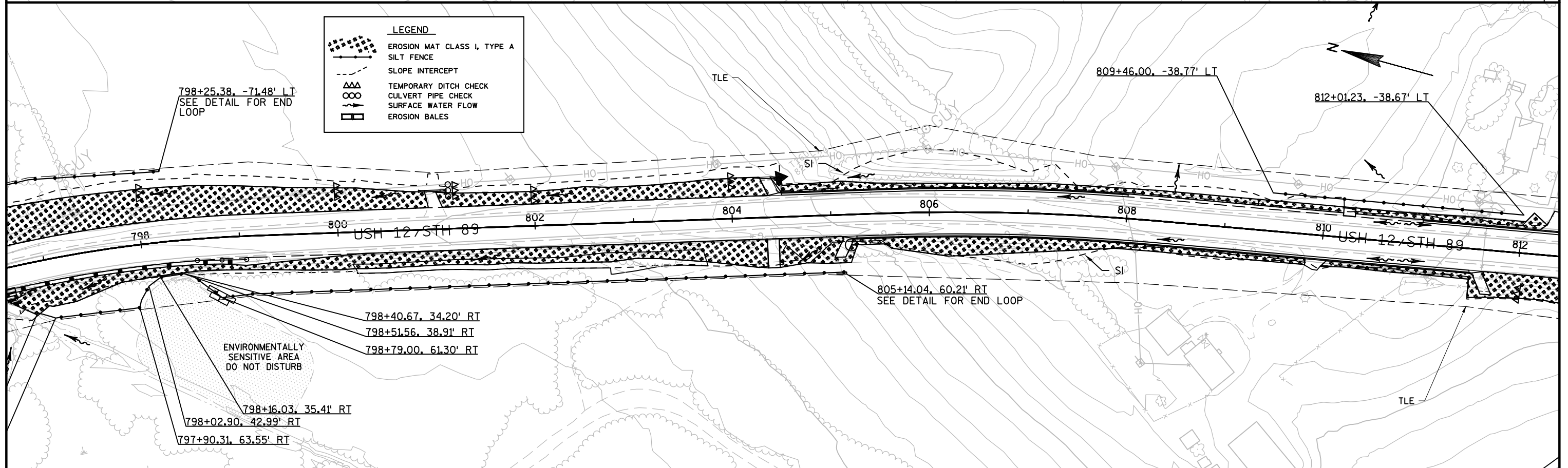
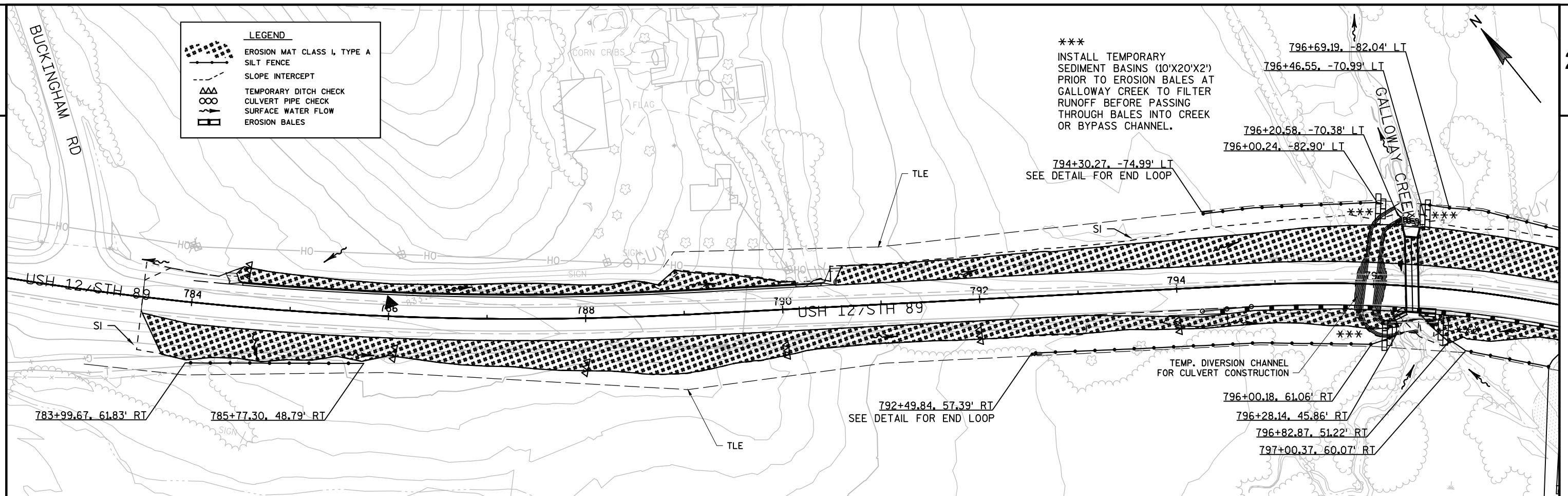
SILT FENCE - END LOOP DETAIL



CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

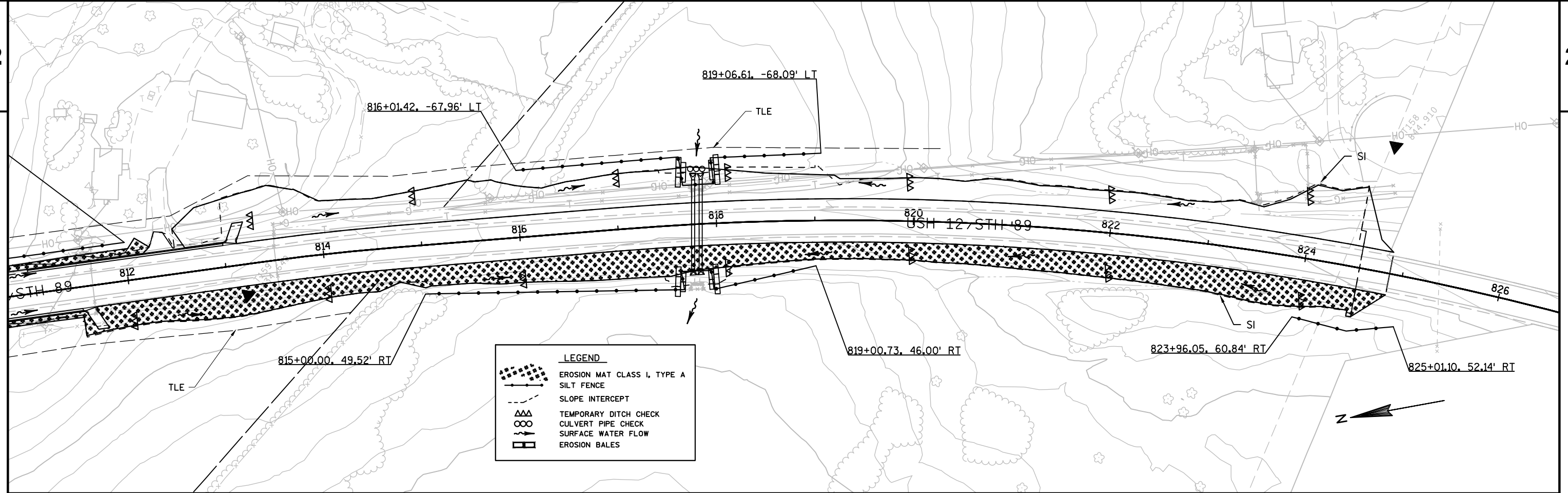
ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19





2

2



PROJECT NO:3575-03-72

HWY: USH 12

COUNTY: JEFFERSON

EROSION CONTROL PLAN

SHEET

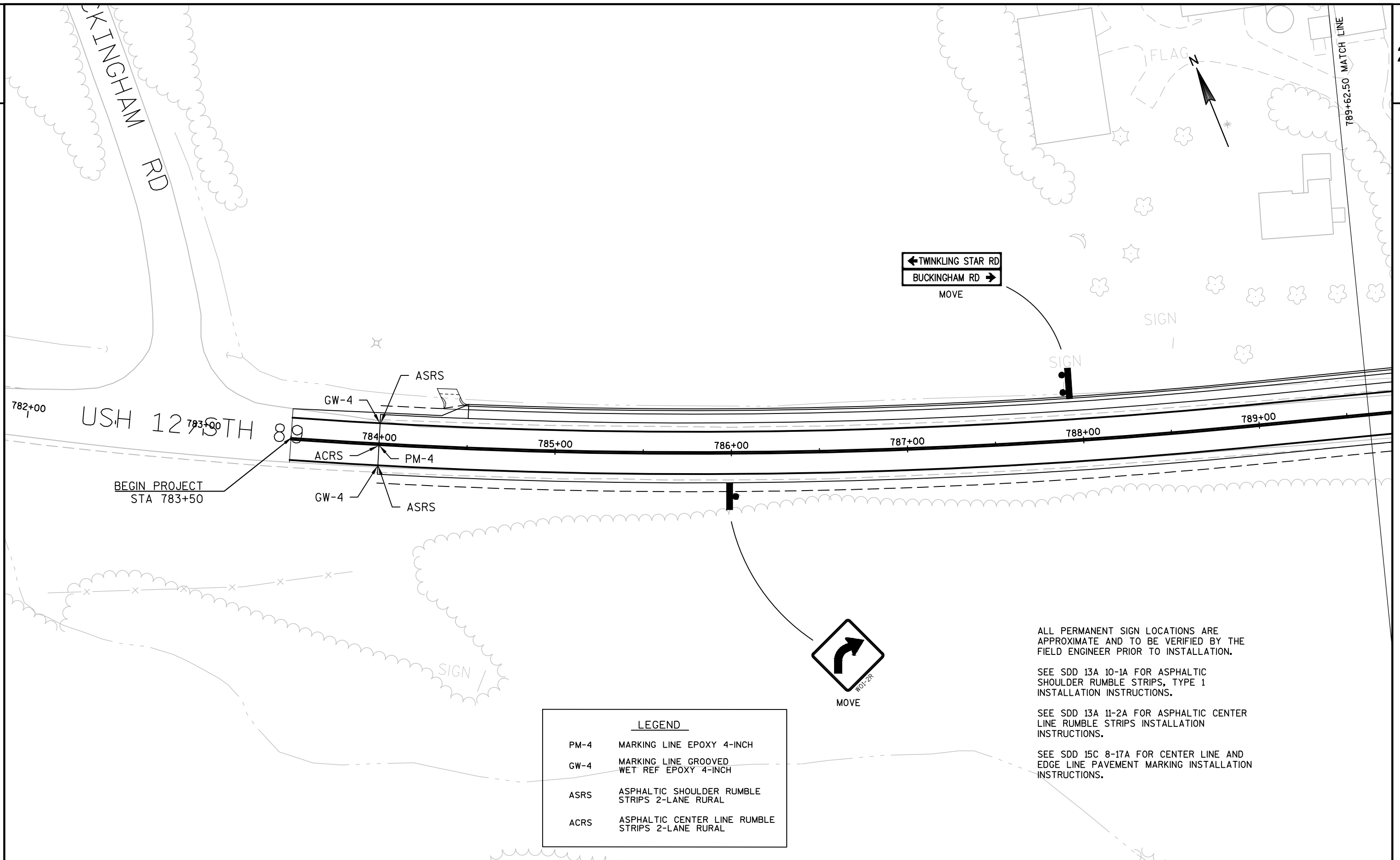
FILE NAME : N:\PDS\C3D\35750302\SHEETSPLAN\022001 EROSION CONTROL\35750372_ECP.DWG
LAYOUT NAME - 022002_EC

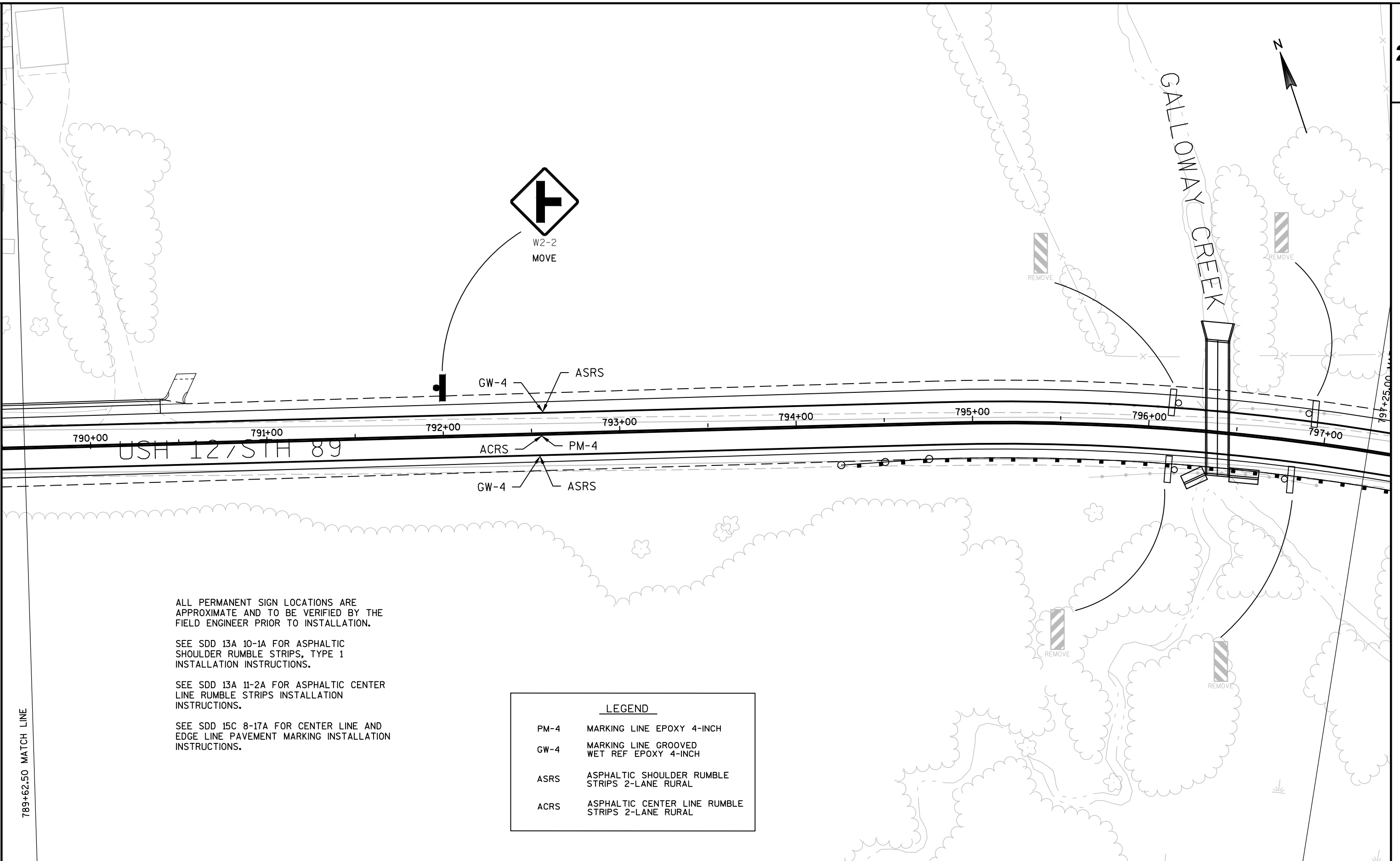
PLOT DATE : 11/22/2017 8:59 AM PLOT BY : KENNEY, MATTHEW D

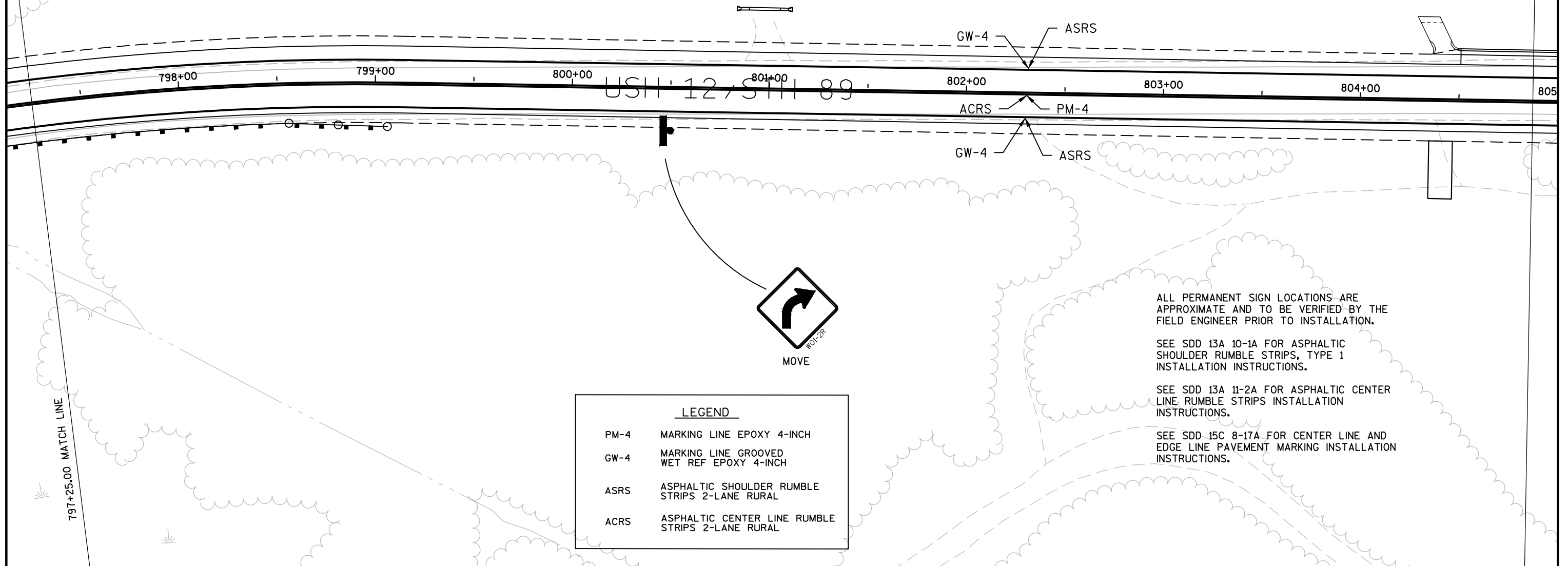
PLOT BY : KENNEY, MATTHEW D PLOT NAME : PLOT SCALE : #####

PLOT SCALE : ##### WISDOT/CADDS SHEET 14

WISDOT/CADDS SHEET 44









MOVE

GW-4

ASRS

805+00

806+00

807+00

808+00

809+00

810+00

811+00

812+00

ACRS

PM-4

USH 12 / SH 89

GW-4

ASRS

ALL PERMANENT SIGN LOCATIONS ARE
APPROXIMATE AND TO BE VERIFIED BY THE
FIELD ENGINEER PRIOR TO INSTALLATION.

SEE SDD 13A 10-1A FOR ASPHALTIC
SHOULDER RUMBLE STRIPS, TYPE 1
INSTALLATION INSTRUCTIONS.

SEE SDD 13A 11-2A FOR ASPHALTIC CENTER
LINE RUMBLE STRIPS INSTALLATION
INSTRUCTIONS.

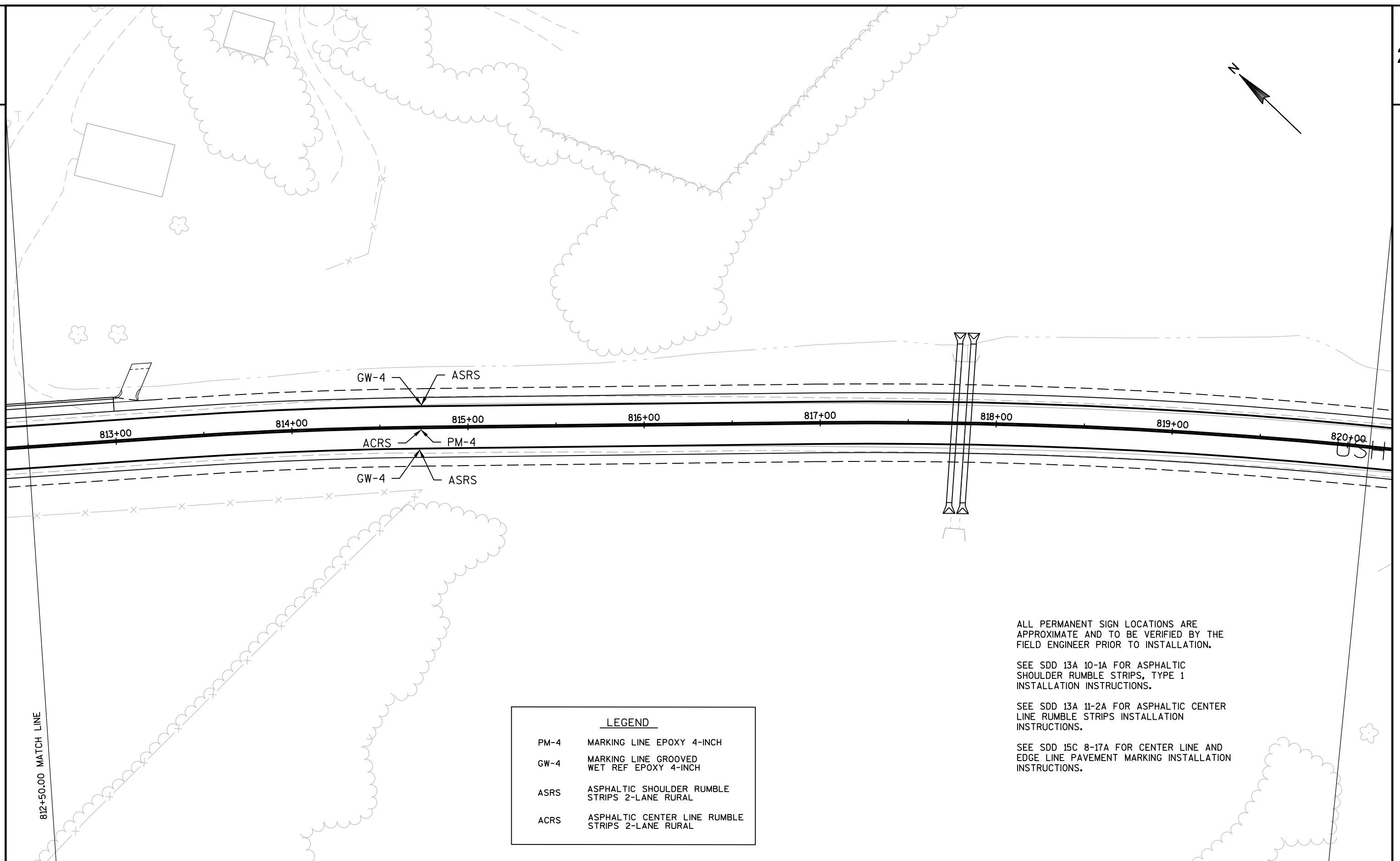
SEE SDD 15C 8-17A FOR CENTER LINE AND
EDGE LINE PAVEMENT MARKING INSTALLATION
INSTRUCTIONS.

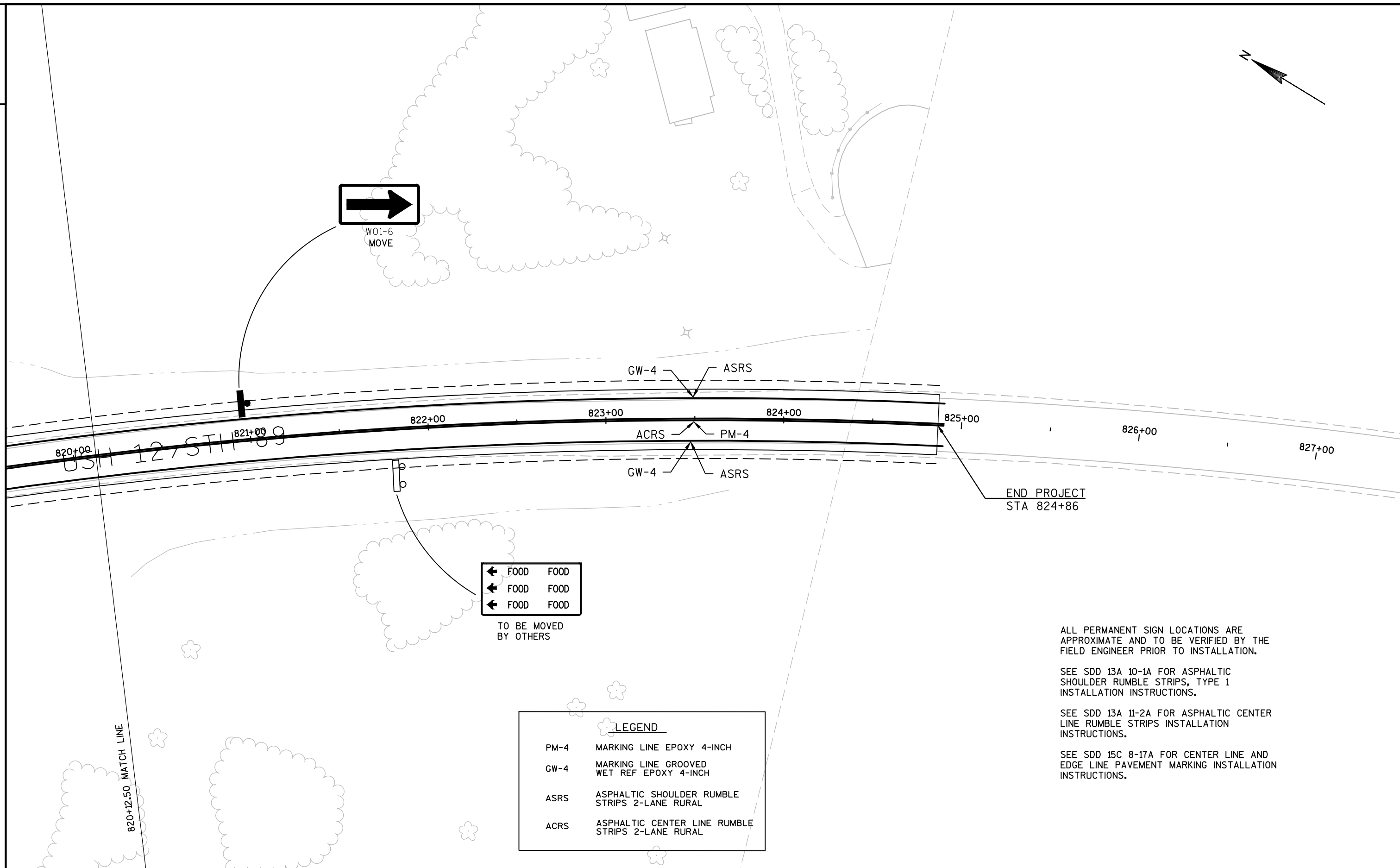
LEGEND

PM-4	MARKING LINE EPOXY 4-INCH
GW-4	MARKING LINE GROOVED WET REF EPOXY 4-INCH
ASRS	ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL
ACRS	ASPHALTIC CENTER LINE RUMBLE STRIPS 2-LANE RURAL



MOVE





LEGEND

-  WORK ZONE
-  EXISTING SIGN SINGLE/DOUBLE POST
-  NEW SIGN SINGLE/DOUBLE POST
-  TYPE III BARRICADE WITH SIGN
-  DETOUR ROUTE
-  COVER EXISTING SIGN

M4-8
24"X12"
M3-2
24"X12"
M1-4
24"X24"
M3-3
24"X12"
M1-6
24"X24"
M5-1R
21"X21"
M5-1L
21"X21"

M3-2
24"X12"
M1-4
24"X24"
M3-3
24"X12"
M1-6
24"X24"
W20-2-A
DETOUR AHEAD

M4-8
24"X12"
M3-2
24"X12"
M1-4
24"X24"
M3-3
24"X12"
M1-6
24"X24"
M6-1
21"X21"
M6-1
21"X21"

M4-8
36"X18"
M3-2
36"X18"
M1-4
36"X36"
M3-3
36"X18"
M1-6
36"X36"

M4-8
36"X18"
M3-4
36"X18"
M1-4
36"X36"
M4-8
36"X18"
M3-1
36"X18"
M1-6
36"X36"

M4-8
36"X18"
M3-2
36"X18"
M1-4
36"X36"
M3-3
36"X18"
M1-6
36"X36"
M05-2R
30"X30"
M05-2L
30"X30"

IN
MEDIAN

M4-8
24"X12"
M3-4
24"X12"
M1-4
24"X24"
M4-8
24"X12"
M3-1
24"X12"
M1-6
24"X24"

M4-8
24"X12"
M3-2
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M1-4
24"X24"
M3-3
24"X12"
M1-6
24"X24"

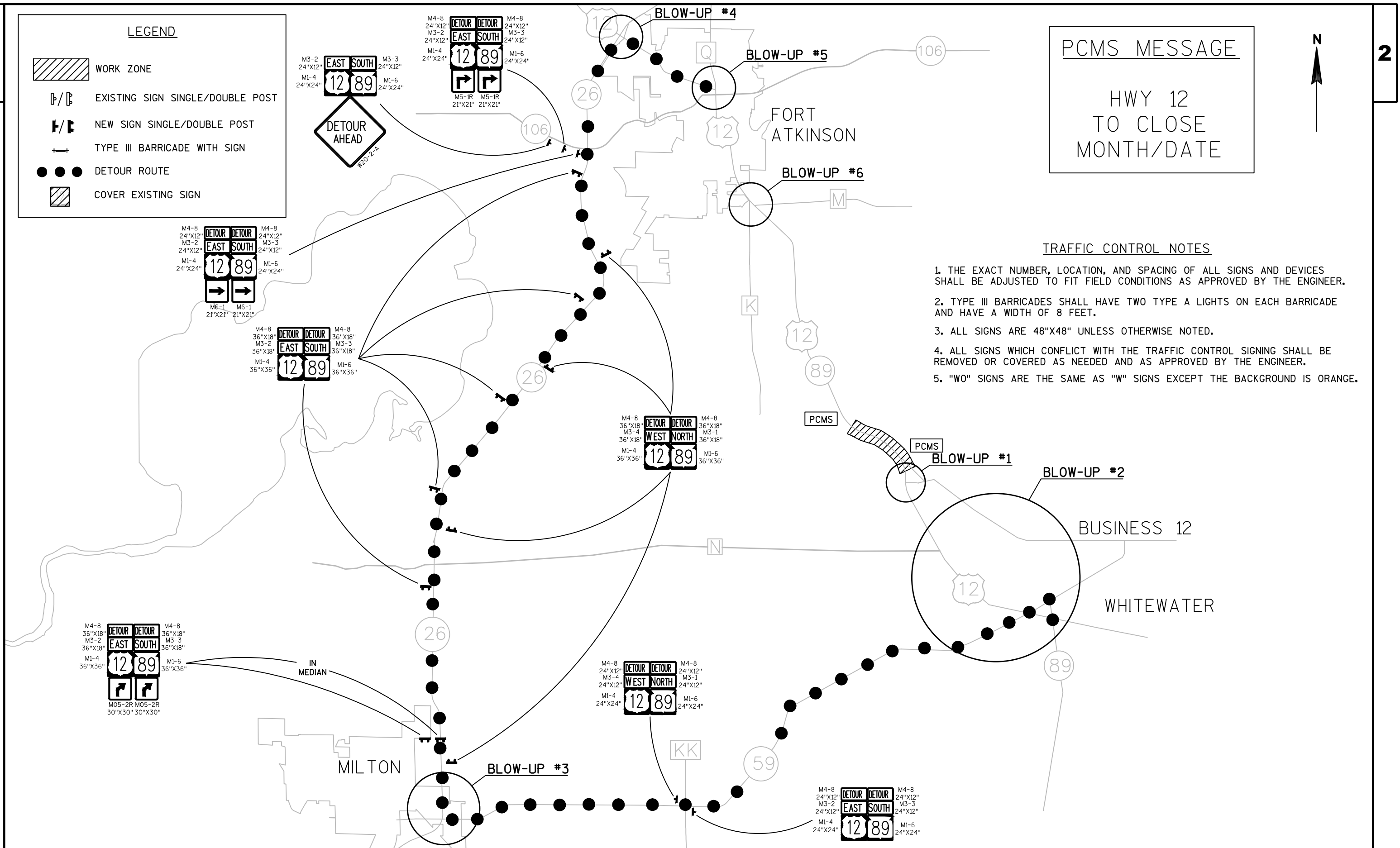
PCMS MESSAGE

HWY 12
TO CLOSE
MONTH/DATE



TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. TYPE III BARRICADES SHALL HAVE TWO TYPE A LIGHTS ON EACH BARRICADE AND HAVE A WIDTH OF 8 FEET.
3. ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
4. ALL SIGNS WHICH CONFLICT WITH THE TRAFFIC CONTROL SIGNING SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
5. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.



LEGEND

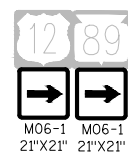
-  WORK ZONE
-  EXISTING SIGN SINGLE/DOUBLE POST
-  NEW SIGN SINGLE/DOUBLE POST
-  TYPE III BARRICADE WITH SIGN
-  DETOUR ROUTE
-  COVER EXISTING SIGN

PCMS MESSAGE

HWY 12
TO CLOSE
MONTH/DATE



E. COUNTY LINE RD.

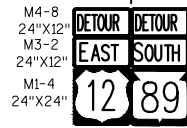
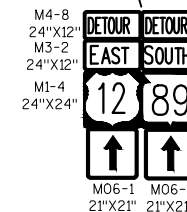
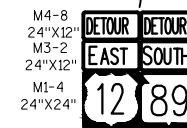
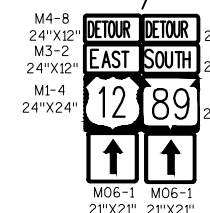
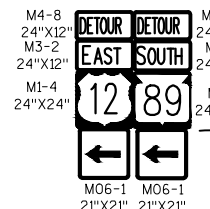
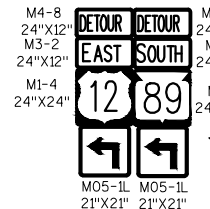
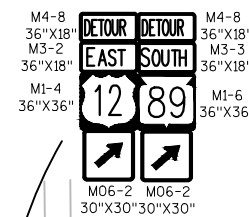
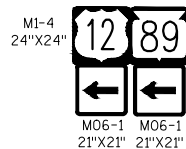
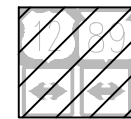


BLOW-UP #1

ROAD
CLOSED

R11-2
48"X30"

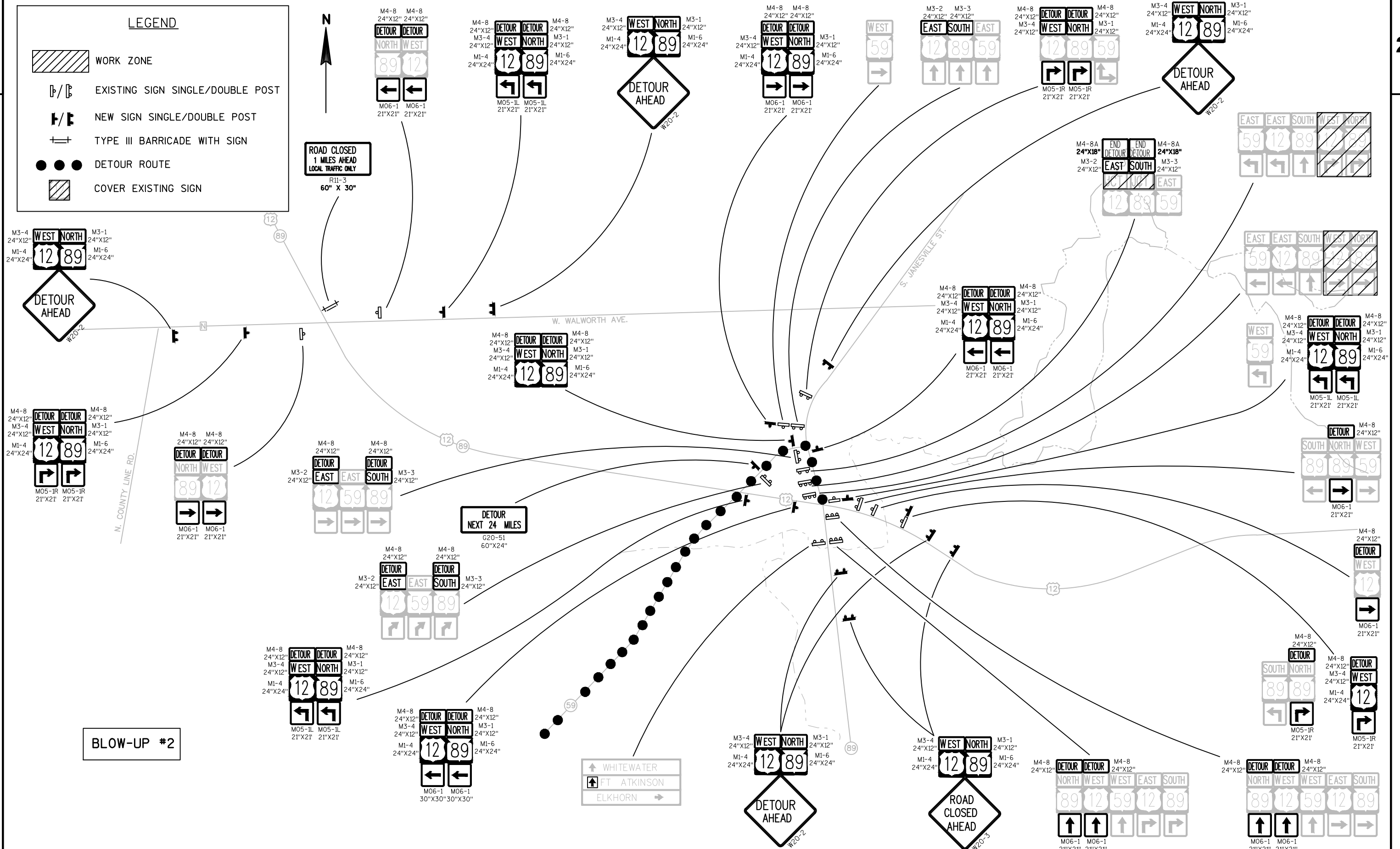
PCMS



BLOW-UP #3

LEGEND

-  WORK ZONE
-  EXISTING SIGN SINGLE/DOUBLE POST
-  NEW SIGN SINGLE/DOUBLE POST
-  TYPE III BARRICADE WITH SIGN
-  DETOUR ROUTE
-  COVER EXISTING SIGN



PROJECT NO: 3575-03-72

HWY: USH 12

COUNTY: JEFFERSON

DETOUR - BLOW UP #2

SHEET

E





LEGEND

WORK ZONE

EXISTING SIGN SINGLE/DOUBLE POST

NEW SIGN SINGLE/DOUBLE POST

TYPE III BARRICADE WITH SIGN

DETOUR ROUTE

COVER EXISTING SIGN



M4-8
24"X12"
M3-2
24"X12"
M1-4
24"X24"

DETOUR
EAST
12

DETOUR
SOUTH
89

M4-8
24"X12"
M3-3
24"X12"
M1-6
24"X24"

12
89

M06-1
21"X21"

←

12
89

M06-1
21"X21"

→

FORT ATKINSON →

→ WHITEWATER

ROAD CLOSED
4 MILES AHEAD
LOCAL TRAFFIC ONLY

R11-3
60" X 30"

← FORT ATKINSON

WHITEWATER →



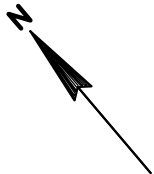
M

K



HACKBARTH

BENCHMARK / CONTROL POINT						
NO.	STATION	OFFSET	DESCRIPTION	ELEV.	NORTHING	EASTING
CP 200	777+99.82	32.95' RT.	FENO W/ WISDOT CTL KL ENG CAP	834.97	503951.765	858245.064
CP 201	786+52.93	29.87' RT.	FENO W/ WISDOT CTL KL ENG CAP	833.19	503667.506	858724.961



PI STA = 775+63.85
Y = 503931.476
X = 857771.497
DELTA = 50°31'12"
D = 1°45'09"
T = 1542.53'
L = 2882.55'
R = 3269.16'
PC STA = 760+21.32
PT STA = 789+03.87

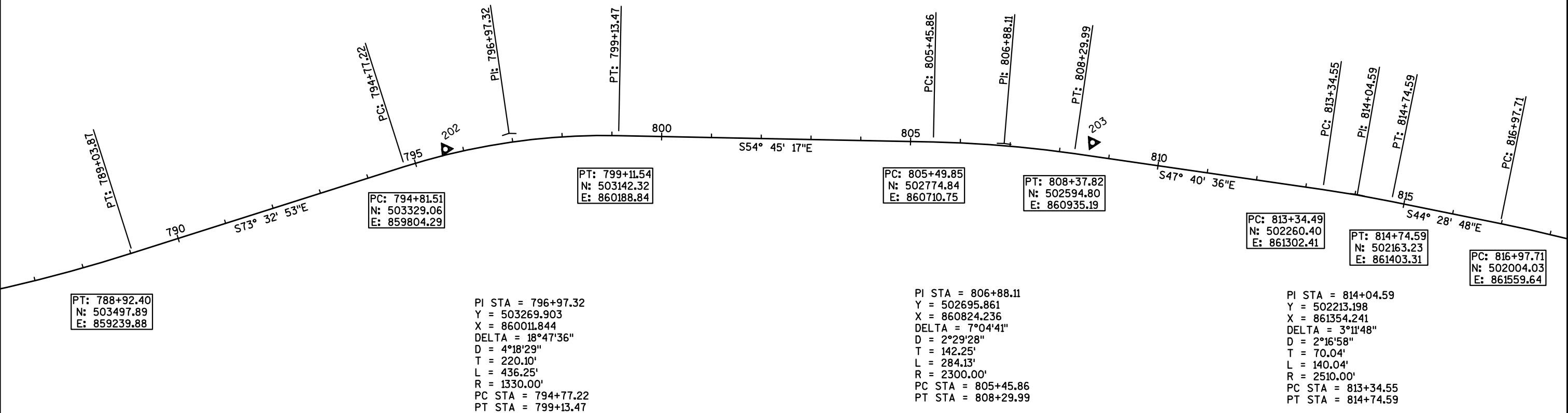
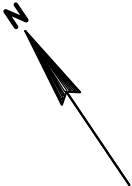
BP: 760+21.32
N: 505351.09
E: 857168.08

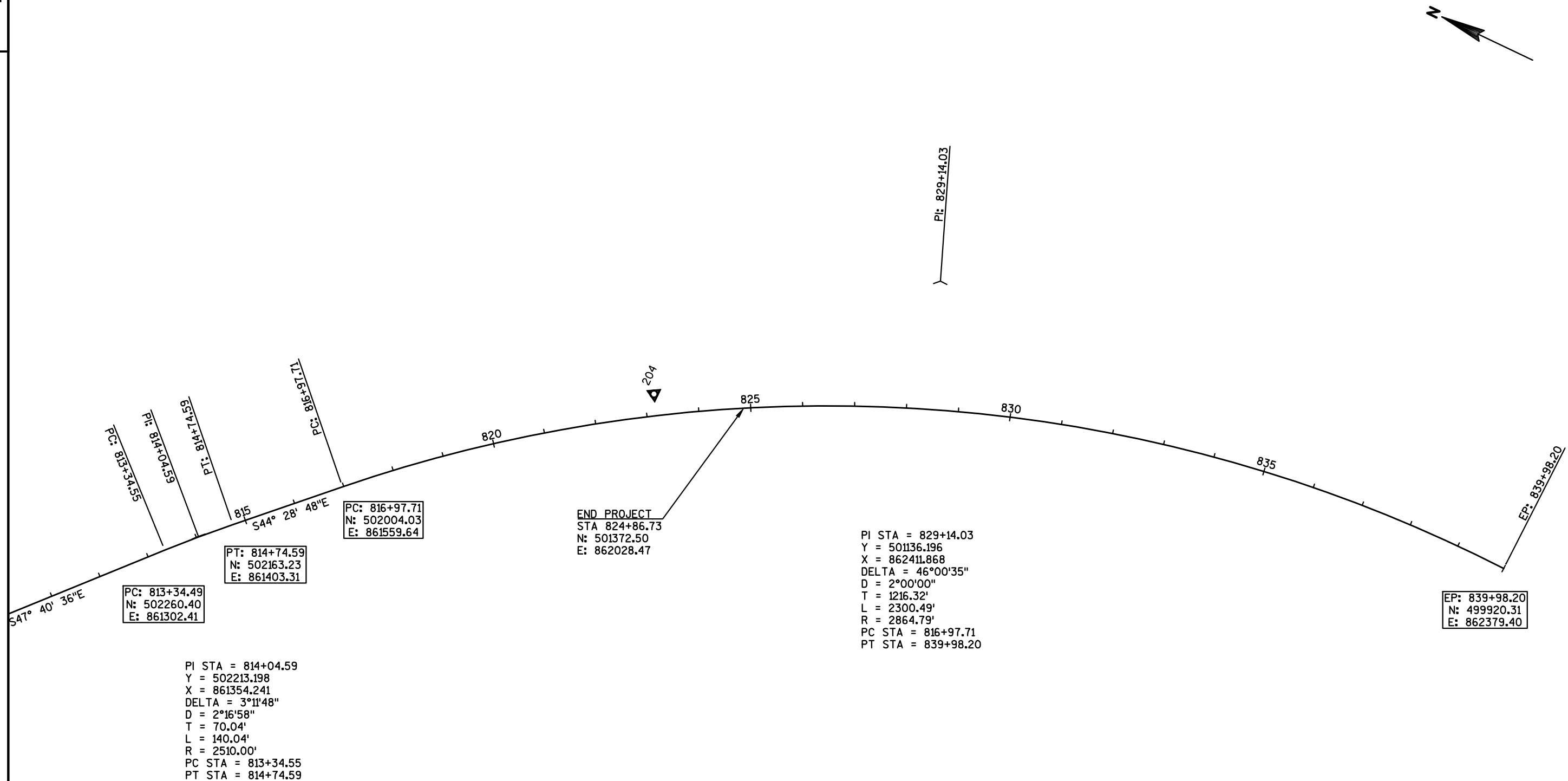
PT: 788+92.40
N: 503497.89
E: 859239.88

BEGIN PROJECT
STA 783+50.00
N: 503695.62
E: 858735.48

PI: 775+63.85

BENCHMARK / CONTROL POINT						
NO.	STATION	OFFSET	DESCRIPTION	ELEV.	NORTHING	EASTING
CP 202	795+65.45	11.09' LT.	FENO W/ WISDOT CTL KL ENG CAP	817.41	503314.867	859888.319
CP 203	808+63.36	26.99' LT.	FENO W/ WISDOT CTL KL ENG CAP	834.14	502597.568	860972.253





Estimate Of Quantities

3575-03-72

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	16.500	16.500
0004	201.0205	Grubbing	STA	16.500	16.500
0006	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0008	203.0500.S	Removing Old Structure Over Waterway (station) 01. 796+39	LS	1.000	1.000
0010	204.0100	Removing Pavement	SY	6,478.000	6,478.000
0012	204.0165	Removing Guardrail	LF	264.000	264.000
0014	204.0180	Removing Delineators and Markers	EACH	1.000	1.000
0016	204.0185	Removing Masonry	CY	4.000	4.000
0018	205.0100	Excavation Common	CY	20,282.000	20,282.000
0020	205.0400	Excavation Marsh	CY	170.000	170.000
0022	206.2000	Excavation for Structures Culverts (structure) 01. C-28-3033	LS	1.000	1.000
0024	210.2500	Backfill Structure Type B	TON	515.000	515.000
0026	213.0100	Finishing Roadway (project) 01. 3575-03-72	EACH	1.000	1.000
0028	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,481.000	1,481.000
0030	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	11,153.000	11,153.000
0032	311.0110	Breaker Run	TON	66.000	66.000
0034	312.0110	Select Crushed Material	TON	20,687.000	20,687.000
0036	440.4410	Incentive IRI Ride	DOL	8,300.000	8,300.000
0038	455.0605	Tack Coat	GAL	1,882.000	1,882.000
0040	460.2000	Incentive Density HMA Pavement	DOL	5,052.000	5,052.000
0042	460.6224	HMA Pavement 4 MT 58-28 S	TON	5,268.000	5,268.000
0044	465.0315	Asphaltic Flumes	SY	145.000	145.000
0046	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	8,272.000	8,272.000
0048	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	4,136.000	4,136.000
0050	504.0100	Concrete Masonry Culverts	CY	140.000	140.000
0052	505.0400	Bar Steel Reinforcement HS Structures	LB	18,150.000	18,150.000
0054	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	1,590.000	1,590.000
0056	516.0500	Rubberized Membrane Waterproofing	SY	10.000	10.000
0058	521.1012	Apron Endwalls for Culvert Pipe Steel 12-Inch	EACH	2.000	2.000
0060	521.3112	Culvert Pipe Corrugated Steel 12-Inch	LF	28.000	28.000
0062	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	208.000	208.000
0064	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	4.000	4.000
0066	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	1,764.000	1,764.000
0068	606.0100	Riprap Light	CY	42.000	42.000
0070	606.0300	Riprap Heavy	CY	32.000	32.000
0072	614.2300	MGS Guardrail 3	LF	285.250	285.250
0074	614.2340	MGS Guardrail 3 L	LF	90.500	90.500

Estimate Of Quantities

3575-03-72

Line	Item	Item Description	Unit	Total	Qty
0076	614.2610	MGS Guardrail Terminal EAT	EACH	2.000	2.000
0078	619.1000	Mobilization	EACH	1.000	1.000
0080	624.0100	Water	MGAL	71.000	71.000
0082	625.0500	Salvaged Topsoil	SY	17,880.000	17,880.000
0084	628.1104	Erosion Bales	EACH	50.000	50.000
0086	628.1504	Silt Fence	LF	3,308.000	3,308.000
0088	628.1520	Silt Fence Maintenance	LF	3,308.000	3,308.000
0090	628.1905	Mobilizations Erosion Control	EACH	6.000	6.000
0092	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0094	628.1920	Cleaning Sediment Basins	CY	60.000	60.000
0096	628.2002	Erosion Mat Class I Type A	SY	18,774.000	18,774.000
0098	628.7504	Temporary Ditch Checks	LF	356.000	356.000
0100	628.7555	Culvert Pipe Checks	EACH	20.000	20.000
0102	629.0205	Fertilizer Type A	CWT	11.300	11.300
0104	630.0120	Seeding Mixture No. 20	LB	483.000	483.000
0106	630.0200	Seeding Temporary	LB	100.000	100.000
0108	633.5200	Markers Culvert End	EACH	2.000	2.000
0110	634.0416	Posts Wood 4x4-Inch X 16-FT	EACH	8.000	8.000
0112	638.2102	Moving Signs Type II	EACH	7.000	7.000
0114	638.2602	Removing Signs Type II	EACH	4.000	4.000
0116	638.3000	Removing Small Sign Supports	EACH	12.000	12.000
0118	642.5201	Field Office Type C	EACH	1.000	1.000
0120	643.0420	Traffic Control Barricades Type III	DAY	2,684.000	2,684.000
0122	643.0705	Traffic Control Warning Lights Type A	DAY	5,368.000	5,368.000
0124	643.0900	Traffic Control Signs	DAY	69,296.000	69,296.000
0126	643.0920	Traffic Control Covering Signs Type II	EACH	19.000	19.000
0128	643.1000	Traffic Control Signs Fixed Message	SF	73.900	73.900
0130	643.1050	Traffic Control Signs PCMS	DAY	28.000	28.000
0132	643.5000	Traffic Control 01. 3575-03-72	EACH	1.000	1.000
0134	645.0105	Geotextile Type C	SY	223.000	223.000
0136	645.0120	Geotextile Type HR	SY	47.000	47.000
0138	646.1020	Marking Line Epoxy 4-Inch	LF	8,272.000	8,272.000
0140	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	8,272.000	8,272.000
0142	650.4500	Construction Staking Subgrade	LF	4,136.000	4,136.000
0144	650.5000	Construction Staking Base	LF	4,136.000	4,136.000
0146	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,764.000	1,764.000
0148	650.6000	Construction Staking Pipe Culverts	EACH	3.000	3.000
0150	650.6500	Construction Staking Structure Layout (structure) 01. C-28-3033	LS	1.000	1.000
0152	650.9910	Construction Staking Supplemental Control (project) 01.	LS	1.000	1.000

Estimate Of Quantities

3575-03-72					
Line	Item	Item Description	Unit	Total	Qty
3575-03-72					
0154	650.9920	Construction Staking Slope Stakes	LF	4,136.000	4,136.000
0156	690.0150	Sawing Asphalt	LF	30.000	30.000
0158	715.0502	Incentive Strength Concrete Structures	DOL	1,400.000	1,400.000
0160	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	250.000	250.000
0162	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	175.000	175.000
0164	SPV.0035	Special 01. Temporary Sediment Basin	CY	60.000	60.000
0166	SPV.0105	Special 01. Temporary Bypass Channel	LS	1.000	1.000

			Common Excavation (1) 205.0100		Salvaged/ Unusable Pavement Material (4)	Available Material (5)	Marsh Excavation (6) (205.0500)	Reduced Marsh in Fill (8)	Expanded Marsh Backfill (10)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	Borrow (208.0100)
Division	From/To Station	Location	Cut (2)	EBS Excavation (3)				Factor 0.60	Factor 1.50		Factor 1.25			
USH 12	783+50/824+50	LT/RT	19,877	0	4,010	15,867	0	0	0	4,926	6,157	9,964	9,964	0
USH 12	797+00/797+50	25' - 42' RT	-	-	-	-	66	40	99	-	-	-	-	0
USH 12	797+50/798+00	21' - 38' RT	-	-	-	-	95	57	143	-	-	-	-	0
USH 12	783+50/824+50	UNDISTRIBUTED	-	405	-	-	8	5	12	-	-	-	-	0
Grand Total			19,877	405	4,010	15,867	169	101	254	4,926	6,157	9,964	9,964	0
Total Common Excavation: 20,282.00														

- 1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
- 2) Salvaged/Unsuable Pavement Material is included in Cut.
- 3) EBS Excavation to be backfilled with Select Borrow material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well.
- 4) Salvaged/Unusable Pavement Material
- 5) Available Material = Cut - Salvaged/Unusuable Pavement Material
- 6) Marsh Excavation - to be backfilled with Select Borrow Material. Note: this is designers choice, can be backfilled with Borrow, or Cut as well. Item number 20505
- 8) Reduced Marsh in Fill - Excavated Marsh material is usable in Fills outside the 1:1 slope. Marsh in Fill Reduction factor = 0.6
- 10) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.1100
- 13) Expanded Fill. Factor = 1.25
- Depending on selections:
- Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced EBS) * Fill Factor

Or

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh) * Fill Factor

Or

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor) * Fill Factor
- 14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

CLEARING AND GRUBBING

					201.0105 CLEARING	201.0205 GRUBBING
CATEGORY	STATION	TO	STATION	LOCATION	STA	STA
0010	784+00	-	791+00	RT	7	7
0010	794+00	-	795+00	RT	1	1
0010	795+50	-	796+50	LT	1	1
0010	796+00	-	800+50	RT	4.5	4.5
0010	805+00	-	807+00	LT	2	2
0010	815+50	-	816+50	LT	1	1
TOTAL 0010					16.5	16.5

EXCAVATION MARSH

					205.0400
					EXCAVATION
					MARSH
CATEGORY	STATION	TO	STATION	LOCATION	CY
0010	797+00	-	797+50	RT	67
0010	797+50	-	798+00	RT	95
0010	UNDISTRIBUTED			RT	8
TOTAL 0010					170

REMOVALS

					203.0100 REMOVING SMALL PIPE CULVERTS (STL/CONC)	204.0100 REMOVING PAVEMENT	204.0165 REMOVING GUARDRAIL	204.0180 REMOVING DELINEATORS AND MARKERS	204.0185 REMOVING MASONRY	690.0150 SAWING ASPHALT	
CATEGORY	STATION	TO	STATION	LOCATION	EACH	SY	LF	EACH	CY	LF	REMARKS
0010	783+50			LT/RT	-	-	-	-	-	30	BEGIN PROJECT
0010	790+00	-	810+00	LT/RT	-	4889	-	-	-	-	
0010	815+00	-	821+50	LT/RT	-	1589	-	-	-	-	
0010	795+65	-	796+96	RT	-	-	131	-	-	-	DRIVEWAY
0010	795+77	-	797+10	LT	-	-	133	-	-	-	
0010	790+10	-	790+41	LT	1	-	-	-	-	-	
0010	817+80			LT/RT	2	-	-	1	3	-	CROSS CULVERTS STA 817+80
0010	UNDISTRIBUTED			LT/RT	-	-	-	-	0.5	-	
TOTAL 0010					3	6478	264	1	4	30	

ROADWAY ITEMS

					305.0110 BASE AGGREGATE DENSE 3/4-INCH	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	312.0110 SELECT CRUSHED MATERIAL	455.0605 TACK COAT	460.6224 HMA PAVEMENT 4 MT 58-28 S	460.2000 INCENTIVE DENSITY HMA PAVEMENT	624.0100 WATER	
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	TON	GAL	TON	DOL	MGAL	REMARKS
0010	783+50	-	796+37	LT/RT	458	3475	6324	588	1646	1994	16	MAINLINE
0010	796+37	-	805+26	LT/RT	394	2307	4058	374	1048	998	11	MAINLINE
0010	805+26	-	824+87	LT/RT	589	5333	9873	919	2574	2059	24	MAINLINE
0010			790+22	LT	4	4	-	-	-	-	0.0	DRIVEWAY
0010			800+98	LT	10	9	-	-	-	-	0.1	DRIVEWAY
0010			804+41	RT	9	8	-	-	-	-	0.1	DRIVEWAY
0010			809+90	RT	5	5	-	-	-	-	0.0	DRIVEWAY
0010			810+25	LT	5	5	-	-	-	-	0.0	DRIVEWAY
0010			812+40	LT	7	7	-	-	-	-	0.1	DRIVEWAY
0010	UNDISTRIBUTED			LT/RT	-	-	61	-	-	-	-	EBS FILL MATERIAL
0010	UNDISTRIBUTED			LT/RT	-	-	371	-	-	-	-	FRENCH DRAINS/WEEPS
0010	UNDISTRIBUTED			LT/RT	-	-	-	-	-	-	20	DUST CONTROL
TOTAL 0010					1481	11153	20687	1882	5268	5052	71	

INCENTIVE IRI RIDE

					440.4410 INCENTIVE IRI RIDE
CATEGORY	STATION	TO	STATION	LOCATION	DOL
0010	783+50	-	796+37	LT/RT	2600
0010	796+37	-	805+26	LT/RT	1800
0010	805+26	-	824+87	LT/RT	3900
TOTAL 0010					8300

ASPHALTIC FLUMES

				465.0315 ASPHALTIC FLUMES
CATEGORY	STATION	LOCATION		SY
0010	784+42	LT		15
0010	790+50	LT		22
0010	804+40	LT		24
0010	805+20	RT		27
0010	811+63	RT		29
0010	813+00	LT		27
TOTAL 0010				145

CURB AND GUTTER

						601.0557 CONCRETE CURB AND GUTTER 6-INCH SLOPED 36-INCH TYPE D	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER
CATEGORY	STATION	TO	STATION	LOCATION		LF	LF
0010	784+50	-	790+40	LT		590	590
0010	804+50	-	808+00	LT		350	350
0010	811+00	-	813+00	LT		200	200
0010	805+26	-	811+50	RT		624	624
TOTAL 0010						1764	1764

CULVERT PIPES

										521.1012 APRON ENDWALLS FOR CULVERT PIPE STEEL 12-INCH	521.3112 CULVERT PIPE CORRUGATED STEEL 12-INCH	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH	633.5200 MARKERS CULVERT END	650.6000 CONSTRUCTION STAKING PIPE CULVERTS	
CATEGORY	STATION	TO	STATION	LOCATION		LF	LF	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	REMARKS
0010	800+98			LT		-	28	-	-	-	-	-	-	-	1	DRIVEWAY
0010	800+83			39' LT		1	-	-	-	-	-	-	-	-	-	ENDWALL
0010	801+11			39' LT		1	-	-	-	-	-	-	-	-	-	ENDWALL
0010	817+77			LT/RT		-	-	104	-	1	-	1	1	-	1	CROSS CULVERT
0010	817+84			LT/RT		-	-	104	-	1	-	1	1	-	1	CROSS CULVERT
0010	817+74			52' RT		-	-	-	1	-	-	-	-	-	-	ENDWALL
0010	817+79			52' LT		-	-	-	1	-	-	-	-	-	-	ENDWALL
0010	817+82			52' RT		-	-	-	1	-	-	-	-	-	-	ENDWALL
0010	817+86			52' LT		-	-	-	1	-	-	-	-	-	-	ENDWALL
TOTAL 0010						2	28	208	4	2	3					

BEAM GUARD

								614.2300 MGS GUARDRAIL 3	614.2340 MGS GUARDRAIL 3L	614.2610 MGS GUARDRAIL TERMINAL EAT
CATEGORY	STATION	TO	STATION	LOCATION		LF	LF	LF	LF	EACH
0010	794+25	-	799+07	RT		285.3	90.5	2		
TOTAL 0010						285.3	90.5	2		

SITE RESTORATION ITEMS									
					625.0500	628.2002	629.0205	630.0120	630.0200
					SALVAGED	EROSION	FERTILIZER	SEEDING	SEEDING
					TOPSOIL	MAT	TYPE A	MIXTURE	TEMPORARY
						CLASS I		NO. 20	
						TYPE A			
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	CWT	LB	LB
0010	783+50	-	824+87	PROJECT LIMITS	17880	17880	11.3	483	-
0010	UNDISTRIBUTED			PROJECT LIMITS	-	894	-	-	100
TOTAL 0010					17880	18774	11.3	483	100

PERMANENT SIGNS AND PAVEMENT MARKING													
					465.0425	465.0475	634.0416	638.2102	638.2602	638.3000	646.1020	646.1040	
					ASPHALTIC	ASPHALTIC	POSTS	MOVING	REMOVING	REMOVING	MARKING	MARKING	
					SHOULDER	CENTER LINE	WOOD	SIGNS	SIGNS	SMALL	LINE	LINE GROOVED	
					RUMBLE STRIPS	RUMBLE	4X4-INCH	TYPE II	TYPE II	SIGN	EPOXY	WET REF	
					2-LANE RURAL	STRIPS	X 16-FT			SUPPORTS	4-INCH	EPOXY	
						2-LANE RURAL						4-INCH	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	EACH	EACH	LF	LF	REMARKS
0010	783+50	-	824+86	LT/RT	8272	4136	-	-	-	-	-	-	
0010	783+50	-	824+86	LT/RT	-	-	-	-	-	-	8272	-	DOUBLE YELLOW CL
0010	783+50	-	824+86	LT/RT	-	-	-	-	-	-	-	8272	EDGELINES
0010	796+00	-	796+80	LT/RT	-	-	-	-	4	4	-	-	HAZARD SIGNS
0010	783+50	-	824+86	LT/RT	-	-	-	-	-	8	-	-	
0010		786+00		RT	-	-	1	1	-	-	-	-	CURVE ARROW
0010		788+00		LT	-	-	2	1	-	-	-	-	DESTINATION/ARROWS
0010		790+70		LT	-	-	1	1	-	-	-	-	T-INTERSECTION
0010		799+20		RT	-	-	1	1	-	-	-	-	CURVE ARROW
0010		807+70		LT	-	-	1	1	-	-	-	-	CURVE ARROW
0010		810+80		RT	-	-	1	1	-	-	-	-	CURVE ARROW
0010		820+90		LT	-	-	1	1	-	-	-	-	CURVE ARROW
TOTAL 0010					8272	4136	8	7	4	12	8272	8272	

TRAFFIC CONTROL ITEMS														
		643.0420		643.0705		643.0900		***	643.0920		643.1000		643.1050	
		TRAFFIC		TRAFFIC		TRAFFIC			TRAFFIC		TRAFFIC		TRAFFIC	
		CONTROL		CONTROL		CONTROL			CONTROL		CONTROL		CONTROL	
		BARRICADES		WARNING		SIGNS			COVERING		SIGNS		SIGNS	
		TYPE III		LIGHTS					SIGNS		FIXED		PCMS	
				TYPE A					TYPE II		MESSAGE			
CATEGORY	LOCATION	NO. DEVICES	DAY	NO. DEVICES	DAY	NO. DEVICES	DAY	EACH	SF	NO. DEVICES	DAY			
0010	PROJECT DETOUR	6	732	12	1464	104	12688	-	-	1	14			
0010	BLOW UP #1	6	732	12	1464	14	1708	1	-	1	14			
0010	BLOW UP #2	2	244	4	488	149	18178	3	24.6	-	-			
0010	BLOW UP #3	-	-	-	-	82	10004	-	-	-	-			
0010	BLOW UP #4	2	244	4	488	99	12078	3	22.5	-	-			
0010	BLOW UP #5	-	-	-	-	109	13298	12	10.0	-	-			
0010	BLOW UP #6	2	244	4	488	9	1098	-	16.8	-	-			
0010	UNDISTRIBUTED	4	488	8	976	2	244	-	-	-	-			
TOTAL 0010		-	2684	-	5368	-	69296	19	73.9	-	28			
*** 1 CYCLE FOR ALL TRAFFIC CONTROL COVERING SIGNS TYPE II														
*** EACH COVERING SIGN LOCATION INCLUDES SINGLE OR MULTIPLE SIGNS TYPE II COVERED AS SHOWN IN THE DETOUR PLAN SHEETS														

CONSTRUCTION STAKING									
		650.4500		650.5000		650.6500		650.9910	
		CONSTRUCTION		CONSTRUCTION		CONSTRUCTION		CONSTRUCTION	
		STAKING		STAKING		STAKING		STAKING	
		SUBGRADE		BASE		STRUCTURE		SUPPLEMENTAL	
						LAYOUT		CONTROL	
						(01. C-28-3033)		(01. 3575-03-72)	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LS	LS	LF
0010	783+50	-	824+86	LT/RT	4136	4136	-	1	4136
TOTAL 0010					4136	4136	0	1	4136
0020	796+37			BOX CULVERT	-	-	1	-	-
TOTAL 0020					0	0	1	0	0

INCENTIVE STRENGTH CONCRETE STRUCTURES						
		715.0502				
		INCENTIVE STRENGTH				
		CONCRETE STRUCTURES				
CATEGORY	STATION	TO	STATION	LOCATION	DOL	REMARKS
0020	796+32	-	796+46	LT/RT	1400	C-28-3033
TOTAL 0020					1400	

SPECIAL (01. TEMPORARY BYPASS CHANNEL)						
		SPV.0105.01				
		TEMPORARY				
		BYPASS				
		CHANNEL				
CATEGORY	STATION	TO	STATION	LOCATION	LS	REMARKS
0010	0+50	-	2+75	796+00 LT/RT	1	SEE CONSTRUCTION DETAIL
TOTAL 0010					1	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
3575-03-22
FORT ATKINSON - WHITEWATER
BUCKINGHAM ROAD TO WHITEWATER BYPASS
US 12
JEFFERSON COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE	-----	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	-----	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	-----	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP
NEW R/W LINE	-----	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
EXISTING R/W OR HE LINE	-----	SIGN			
PROPERTY LINE	-----				
LOT, TIE & OTHER MINOR LINES	-----				
SLOPE INTERCEPT	-----				
CORPORATE LIMITS	-----				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC.)	-----				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)	-----				
TEMPORARY LIMITED EASEMENT AREA	-----				
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)	-----				
TRANSMISSION STRUCTURES	-----				
BUILDING	-----				
BRIDGE	-----				

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	REBAR	RB
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTICTIVE DEVELOPMENT	RDE
CERTIFIED SURVEY MAP	CSM	EASEMENT	
CONCRETE	CONC	RIGHT	RT
COUNTY	CO	RIGHT OF WAY	R/W
COUNTY TRUNK HIGHWAY	CTH	SECTION	SEC
DISTANCE	DIST	SEPTIC VENT	SEPV
CORNER	COR	SQUARE FEET	SF
DOCUMENT NUMBER	DOC	STATE TRUNK HIGHWAY	STH
EASEMENT	EASE	STATION	STA
EXISTING	EX	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED EASEMENT	TLE
GRID NORTH	GN	TRANSPORTATION PROJECT	TTP
HIGHWAY EASEMENT	HE	PLAT	
IDENTIFICATION	ID	UNITED STATES HIGHWAY	USH
LAND CONTRACT	LC	VOLUME	V
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		
POINT OF COMPOUND CURVE	PCC		

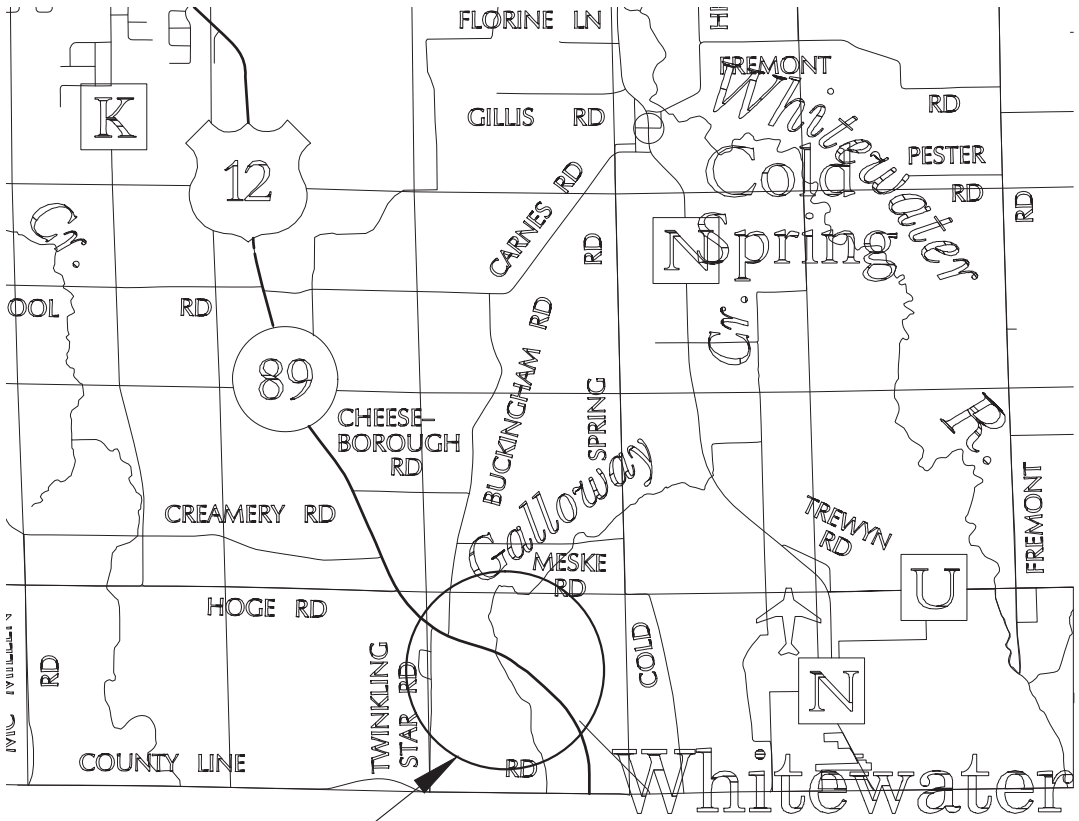
CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER	—W—
GAS	—G—
TELEPHONE	—T—
OVERHEAD	—OH—
TRANSMISSION LINES	—E—
ELECTRIC	—TV—
CABLE TELEVISION	—FO—
FIBER OPTIC	—SAN—
SANITARY SEWER	—SS—
STORM SEWER	

GN



PROJECT LOCATION

LAYOUT
SCALE 0 .5 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 3575-03-22.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES JEFFERSON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG US 12 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS 3575-00-29 AND 1080-00-23.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR US 12 ESTABLISHED FROM PREVIOUS PROJECTS T04-1(8), 3575-01-21, 1080-00-23, CSM 4725, CSM 4444 AND PLAT OF SURVEY 016M076.
EXISTING HIGHWAY R/W FOR US 12 ESTABLISHED FROM PREVIOUS PROJECTS T04-1(8), 3575-01-21, CSM 4725 AND PLAT OF SURVEY 016M076.
EXISTING HIGHWAY R/W FOR TWINKLING STAR ROAD ESTABLISHED FROM CSM 4202, WILLOW WINDS CONDOMINIUM, SUNNY OAKS SUBDIVISION, PLAT OF SURVEY 016M076 AND PREVIOUS PROJECT 3575-01-21.
EXISTING HIGHWAY R/W FOR BUCKINGHAM ROAD ESTABLISHED FROM PREVIOUS PROJECT 3575-01-21.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3575-03-22 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

TRANSPORTATION PROJECT PLAT NO: 3575-03-22 - 4.01

THAT PART OF THE NW¼ OF THE NW¼ AND THE SW¼ OF THE NW¼ OF SECTION 36, ALL IN T 5 N, R 14 E, TOWN OF KOSHKONONG, JEFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER US 12 FORT ATKINSON - WHITEWATER (BUCKINGHAM ROAD TO WHITEWATER BYPASS)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED			TLE ACRES OR S.F.
			NEW	EXISTING	TOTAL	
1	TRUSTEE OF THE R&C LUEBKE MANAGEMENT TRUST	FEE & TLE	0.075	0.078	0.153	0.063
2	ROBERT A & DONNA L KENAS JOINT IRREVOCABLE LIVING TRUST AND THE LAMAR COMPANY LLC	FEE & TLE	0.180	0.839	1.019	0.258
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.						

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE D.O.T.

GN

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN _____ COUNTY, WISCONSIN AT _____ M ON _____ AS DOCUMENT _____ AND FILED IN TPP-_____

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3575-03-22 - 4.01
SHEET 1 OF 2
AMENDMENT NO:...

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES JEFFERSON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG US 12 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS 3575-00-29.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
EXISTING HIGHWAY R/W FOR US 12 ESTABLISHED FROM PREVIOUS PROJECTS T04-1 (8), 3575-01-21, CSM 4725 AND PLAT OF SURVEY 016M076.
EXISTING HIGHWAY R/W FOR TWINKLING STAR ROAD ESTABLISHED FROM CSM 4202, WILLOW WINDS CONDOMINIUM, SUNNY OAKS SUBDIVISION, PLAT OF SURVEY 016M076 AND PREVIOUS PROJECT 3575-01-21.
EXISTING HIGHWAY R/W FOR BUCKINGHAM ROAD ESTABLISHED FROM PREVIOUS PROJECT 3575-01-21.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

WE-ENERGIES - ELECTRIC NO RECORD OF EASEMENT
WE-ENERGIES - GAS NO RECORD OF EASEMENT
AT&T NO RECORD OF EASEMENT

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2.

UTILITY SCHEDULE & INTEREST REQUIRED

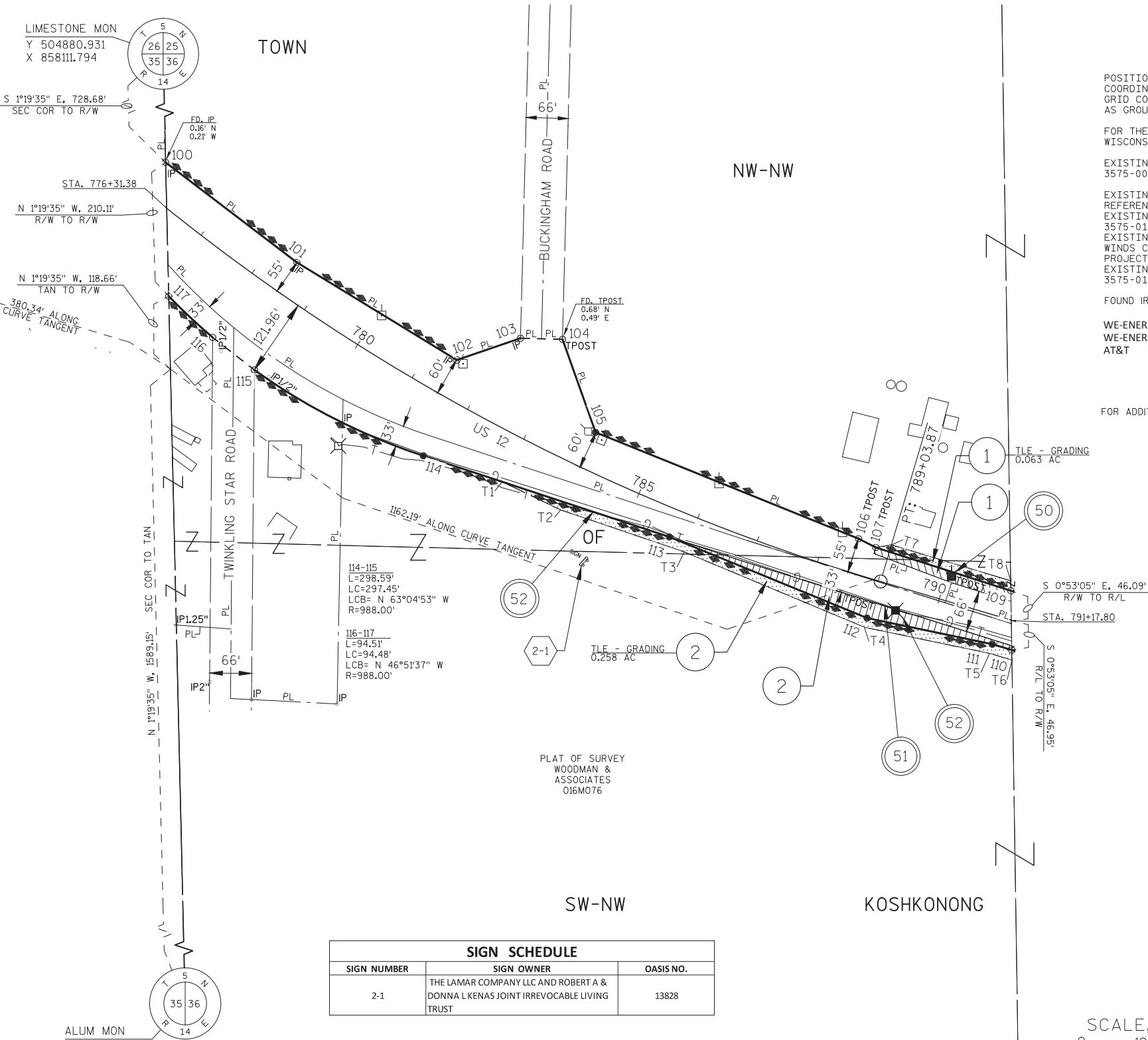
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
50	WE-ENERGIES - ELECTRIC	RELEASE OF RIGHTS
51	WE-ENERGIES - GAS	RELEASE OF RIGHTS
52	AT&T	RELEASE OF RIGHTS

R/W Course Table		
100-101	S 52° 41' 48" E	258.83'
101-102	S 58° 35' 48" E	294.21'
	(S 59° 27' 30" E)	(294.67')
102-103	N 71° 06' 22" E	105.71'
	(N 70° 11' 23" E)	(105.35')
103-104	S 88° 31' 25" E	66.00'
104-105	S 19° 33' 03" E	154.99'
105-106	S 67° 58' 42" E	445.26'
106-107	S 63° 04' 41" E	30.30'
	(S 63° 54' 21" E)	(30.25')
107-109	S 72° 13' 31" E	222.66'
110-111	N 73° 20' 49" W	31.95'
111-112	N 78° 12' 20" W	200.72'
112-113	N 67° 41' 50" W	335.45'
113-114	N 71° 44' 33" W	406.56'
114-115	SEE CURVE NOTE	
115-116	N 52° 00' 48" W	83.17'
116-117	SEE CURVE NOTE	

PI 775+63.85
Y = 503931.476
X = 857771.497
Delta = 50° 31' 12" LT
D = 1° 45' 09"
T = 1542.53'
L = 2882.55'
R = 3269.16'
DA = S 73° 32' 53" E
DB = S 23° 01' 41" E
PC = 760+21.32

R/W Station & Offset Table		
Point No.	Station	Offset
100	775+84.25	54.73'
101	778+47.56	54.59'
102	781+47.05	59.41'
103	782+20.03	137.94'
104	782+82.03	167.30'
105	783+97.32	59.41'
106	788+50.79	54.22'
107	788+81.13	49.06'
109	791+04.07	44.00'
110	791+31.80	44.82'
111	790+99.84	44.71'
112	788+99.86	61.01'
113	785+70.00	44.07'
114	781+75.21	97.28'
115	778+88.35	122.28'
116	778+08.24	117.88'
117	777+17.52	106.87'

TLE Station & Offset Table		
Point No.	Station	Offset
T1	783+00.00	74.99'
T2	784+00.00	74.00'
T3	786+00.00	57.00'
T4	788+99.83	76.01'
T5	790+99.79	59.71'
T6	791+36.48	59.84'
T7	789+03.87	60.00'
T8	790+99.39	59.00'



SW-NW

KOSHKONONG

SIGN SCHEDULE

SIGN NUMBER	SIGN OWNER	OASIS NO.
2-1	THE LAMAR COMPANY LLC AND ROBERT A & DONNA L KENAS JOINT IRREVOCABLE LIVING TRUST	13828

SCALE, FEET



STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, KEIF S. CALLAWAY, 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 OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: *Keif S. Callaway* DATE: _____
PRINT NAME: KEIF S. CALLAWAY
REGISTRATION NUMBER: S-2607

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION - MADISON OFFICE

SIGNATURE: _____ DATE: _____
PRINT NAME: _____

TRANSPORTATION PROJECT PLAT NO: 3575-03-22 - 4.02

THAT PART OF THE SE¼ OF THE NW¼ OF SECTION 36, T5 N, R14 E, TOWN OF KOSHKONONG, EFFERSON COUNTY, WISCONSIN.

RELOCATION ORDER US 12 FORT ATKINSON - WHITEWATER (BUCKINGHAM ROAD TO WHITEWATER BYPASS)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

- 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.
- 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

R/W Course Table			
Point No.	Station	Offset	
200-201	SEE CURVE NOTE		
201-202	N 54° 54' 44" W	581.22'	
202-203	N 59° 40' 23" W	203.61'	
203-204	N 66° 40' 54" W	96.56'	
204-205	N 69° 47' 41" W	114.46'	
205-206	N 73° 20' 49" W	349.56'	
207-208	S 76° 46' 09" E	373.74'	
208-209	S 73° 03' 44" E	129.26'	
209-210	S 66° 06' 59" E	105.39'	
210-211	S 56° 48' 30" E	223.52'	
211-212	S 49° 19' 52" E	169.28'	
212-213	S 54° 45' 17" E	409.27'	
213-214	N 34° 13' 47" E	21.53'	
214-215	SEE CURVE NOTE		

R/W Station & Offset Table		
Point No.	Station	Offset
200	806+62.67	46.13'
201	804+92.84	44.46'
202	799+11.55	46.05'
203	797+00.34	47.07'
204	796+00.18	48.07'
205	794+81.50	46.04'
206	791+31.80	44.82'
207	791+04.07	44.00'
208	794+77.22	65.00'
209	796+00.20	69.88'
210	797+00.34	69.93'
211	799+13.47	60.00'
212	800+82.00	44.00'
213	804+91.27	44.00'
214	804+90.89	65.53'
215	805+77.38	65.36'

TLE Station & Offset Table		
Point No.	Station	Offset
T9	790+99.39	59.00'
T10	794+77.22	80.00'
T11	796+00.20	84.93'
T12	797+00.34	84.93'
T13	799+13.47	75.00'
T14	800+82.00	59.00'
T15	805+66.47	80.66'
T16	791+36.48	59.84'
T17	794+81.50	61.04'
T18	796+00.18	63.07'
T19	797+00.34	62.07'
T20	799+11.56	61.05'
T21	804+92.86	60.08'
T22	806+80.54	67.79'

SCHEDULE OF LANDS & INTERESTS REQUIRED				OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE D.O.T.		
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED			TLE ACRES OR S.F.
			NEW	EXISTING	TOTAL	
1	TRUSTEE OF THE R&C LUEBKE MANAGEMENT TRUST	FEE & TLE	0.833	1.196	2.029	0.533
2	ROBERT A & DONNA L KENAS JOINT IRREVOCABLE LIVING TRUST AND THE LAMAR COMPANY LLC	FEE & TLE	0.278	1.202	1.480	0.546
ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.						



FILE NAME : N:\PDS\RW-PLAT\35750301\DWG\040402.DWG
APPRAISAL PLAT DATE : -----

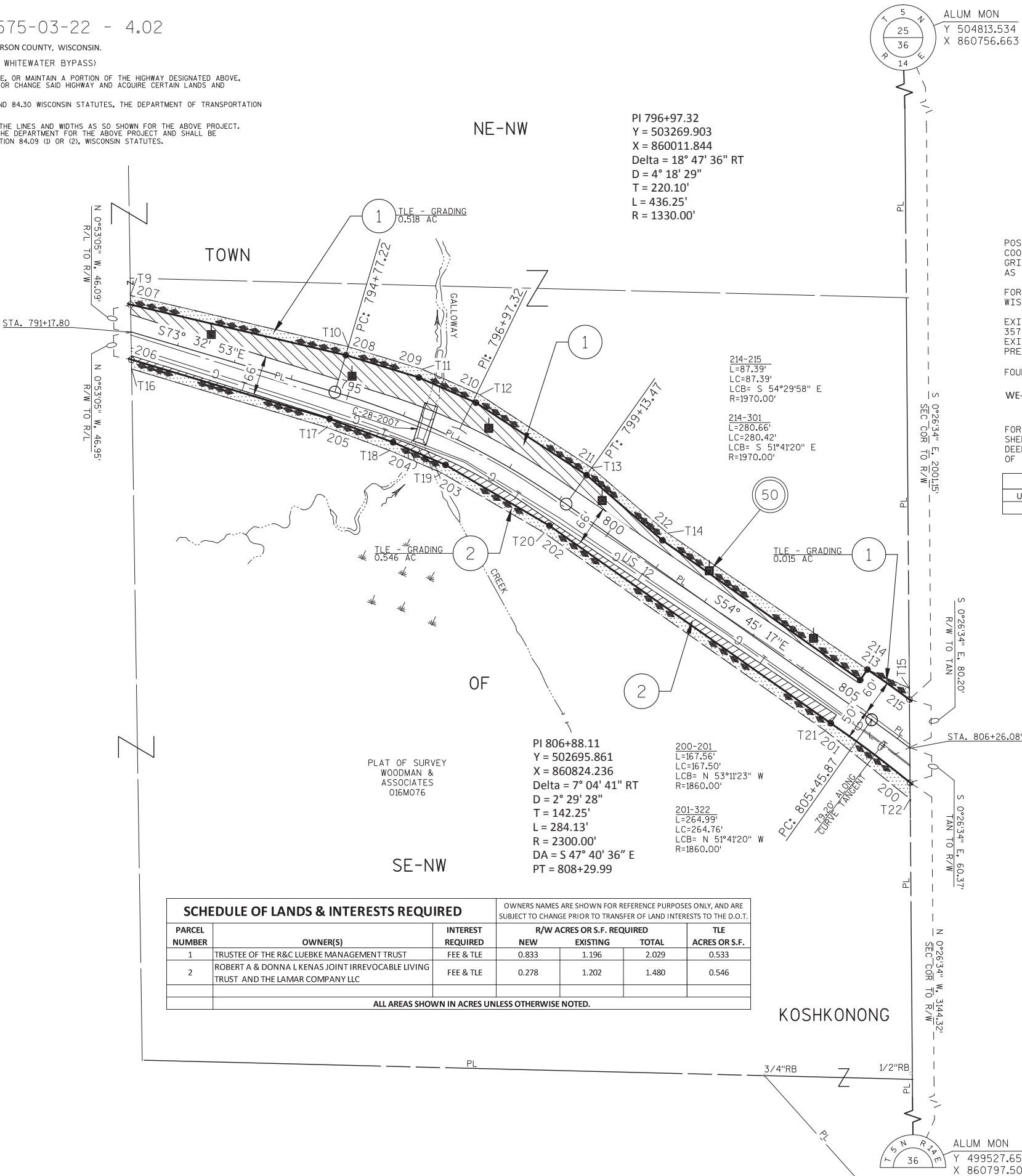
PLOT DATE : 9/19/2016 11:31 AM

PLOT BY : CLARK, CLYDE J

PLOT NAME :

PLOT SCALE : *****

3575-03-22 4.02



ALUM MON
Y 504813.534
X 860756.663

GN

ACCEPTED FOR RECORDING AND
FILING IN THE OFFICE OF THE
REGISTER OF DEED IN -----
COUNTY, WISCONSIN AT ----- M
ON ----- AS
DOCUMENT ----- AND
FILED IN TPP-----

SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 3575-03-22 - 4.02
AMENDMENT NO:---

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM
COORDINATES JEFFERSON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE
GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED
AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE
WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG US 12 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT
3575-00-29.
EXISTING HIGHWAY R/W FOR US 12 ESTABLISHED FROM PLAT OF SURVEY 016M076 AND
PREVIOUS PROJECT T04-1 (8).

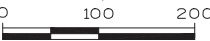
FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

WE-ENERGIES - ELECTRIC NO RECORD OF EASEMENT

FOR ADDITIONAL INFORMATION REFER TO THE TITLE
SHEET, RECORDED IN THE OFFICE OF REGISTER OF
DEEDS, IN JEFFERSON COUNTY AS SHEET 2 OF 2
OF DOCUMENT # AND FILED IN .

UTILITY SCHEDULE & INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
50	WE-ENERGIES - ELECTRIC	RELEASE OF RIGHTS

SCALE, FEET



STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, KEIF S. CALLAWAY 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 OF TRANSPORTATION, I
HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT
CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



SIGNATURE: *Keif S. Callaway* DATE: _____
PRINT NAME: KEIF S. CALLAWAY
REGISTRATION NUMBER: S-2607

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR
THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SW REGION - MADISON OFFICE

SIGNATURE: _____ DATE: _____
PRINT NAME: _____

TRANSPORTATION PROJECT PLAT NO: 3575-03-22 - 4.03

THAT PART OF THE SW¼ OF THE NE¼ AND THE NW¼ OF THE SE¼ OF SECTION 36, ALL IN T 5 N, R 14 E, TOWN OF KOSHKONONG, JEFFERSON COUNTY, WISCONSIN, RELOCATION ORDER US 12 FORT ATKINSON - WHITEWATER (BUCKINGHAM ROAD TO WHITEWATER BYPASS) 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 EFFECTUATE THE FOREGOING, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAND OUIT AND ESTABLISHED TO THE LINES AND WIDTHS AS SHOWN FOR THE ABOVE PROJECT.

2. THAT LANDS OR INTERESTS OR RIGHTS IN LANDS 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

UTILITY SCHEDULE & INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
50	WE-ENERGIES - ELECTRIC	RELEASE OF RIGHTS
52	AT&T	RELEASE OF RIGHTS

TOWN

300-301	214-301	306-307
L=193.26'	L=193.26'	L=193.26'
LC=93.19'	LC=280.42'	LC=147.01'
LCB= S 50°25'05" E	LCB= S 51°41'20" E	LCB= S 47°01'14" E
R=1970.00'	R=1970.00'	R=5785.00'

SW-NE

R/W Course Table		
Point No.	Station	Offset
300	805+77.38	65.36'
301	807+65.40	61.28'
302	807+64.90	43.75'
303	808+37.82	43.99'
304	813+12.03	44.00'
305	813+12.06	53.87'
306	814+03.82	54.60'
307	815+49.15	60.09'
308	818+00.73	62.00'
309	820+42.76	74.31'
310	822+80.51	113.83'
311	822+83.68	97.15'
312	823+70.65	116.32'
313	824+53.55	197.12'
314	825+99.27	168.97'
315	828+95.24	233.05'
316	820+64.90	307.04'
317	811+20.60	321.96'
318	814+39.33	45.44'
319	813+00.74	50.00'
320	811+50.74	44.00'
321	808+11.38	49.71'
322	807+62.11	48.67'
323	806+62.67	46.13'

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEED IN _____ COUNTY, WISCONSIN AT _____ AM ON _____ DOCUMENT _____ AS FILED IN TTP-_____ AND _____

SIGNATURE OF REGISTER OF DEEDS _____

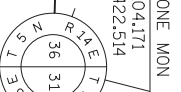
RESERVED FOR REGISTER OF DEEDS PROJECT NUMBER 3575-03-22 - 4.03 AMENDMENT NO.



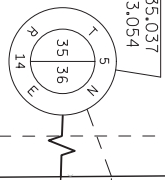
SE-NE

TILE Station & Offset Table		
Point No.	Station	Offset
T23	806+80.54	67.79'
T24	808+11.43	64.71'
T25	811+50.74	59.00'
T26	813+00.74	65.00'
T27	814+21.98	61.32'
T28	805+66.47	80.66'
T29	806+00.40	88.19'
T30	812+50.73	59.00'
T31	813+34.48	88.60'
T32	814+74.59	72.25'
T33	815+64.63	75.09'
T34	818+00.73	77.00'

R/W Station & Offset Table		
Point No.	Station	Offset
300	805+77.38	65.36'
301	807+65.40	61.28'
302	807+64.90	43.75'
303	808+37.82	43.99'
304	813+12.03	44.00'
305	813+12.06	53.87'
306	814+03.82	54.60'
307	815+49.15	60.09'
308	818+00.73	62.00'
309	820+42.76	74.31'
310	822+80.51	113.83'
311	822+83.68	97.15'
312	823+70.65	116.32'
313	824+53.55	197.12'
314	825+99.27	168.97'
315	828+95.24	233.05'
316	820+64.90	307.04'
317	811+20.60	321.96'
318	814+39.33	45.44'
319	813+00.74	50.00'
320	811+50.74	44.00'
321	808+11.38	49.71'
322	807+62.11	48.67'
323	806+62.67	46.13'



LIMESTONE MON
Y 502104.171
X 863422.514



ALUM MON
Y 502235.037
X 858173.054

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN JEFFERSON COUNTY AS SHEET 2 OF 2 OF DOCUMENT # _____ AND FILED IN _____

322-323	322-201	315-316
L=97.43'	L=264.99'	L=720.98'
LC=97.42'	LC=264.76'	LC=717.33'
LCB= N 49°06'30" W	LCB= N 51°41'20" W	LCB= N 35°05'50" W
R=1860.00'	R=1860.00'	R=2066.93'

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES JEFFERSON COUNTY, NAD 83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING ACCESS CONTROL ALONG US 12 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS 3575-00-29 AND 1080-00-23.

EXISTING HIGHWAY R/W FOR US 12 ESTABLISHED FROM CSM 4444, AND PREVIOUS PROJECTS T04-1(8) AND 1080-00-23.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

WISCONSIN GAS & ELECTRIC COMPANY VOL 4 OF MISC, P 381, DOC 237515 - PARCEL 3 & 4 VOL 4 OF MISC, P 382 - PARCEL 6

AT&T NO RECORD OF EASEMENT

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES OR S.F. REQUIRED	NEW EXISTING	TOTAL ACRES OR S.F.	TILE
3	DAVID A. LUEKE & STACY J. WARNER-LUEKE	FEE & TLE	0.199	0.692	0.891	0.271
4	DONALD G. & SHARON PRISK	FEE & TLE	0.142	0.910	1.052	0.392
6	SCOTT M. KOWALSKI	FEE & TLE	0.218		0.218	0.124

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE D.O.T.

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.

NW-SE

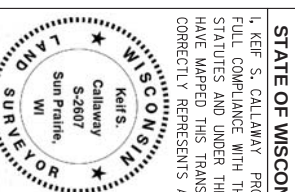
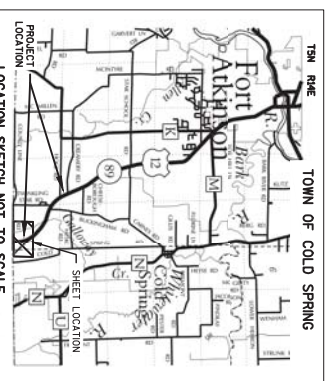
NE-SE

LOT 1
CSM 4444
VOL 22, P
193-194
DOC 1126303



ALUM MON
Y 499527.651
X 860797.502

SCALE, FEET
0 100 200



SIGNATURE: _____ DATE: _____
PRINT NAME: KEIF S. CALLAWAY
REGISTRATION NUMBER: S-2607
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SW REGION - MADISON OFFICE
SIGNATURE: _____ DATE: _____
PRINT NAME: _____

4

4

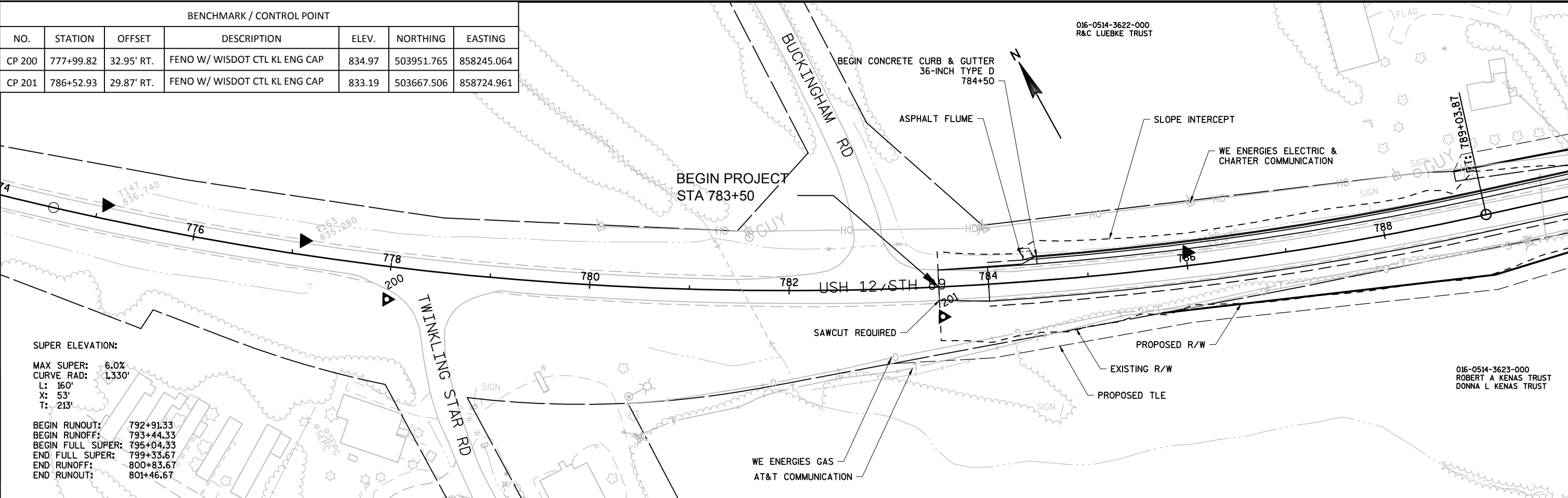
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, JEFFERSON COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

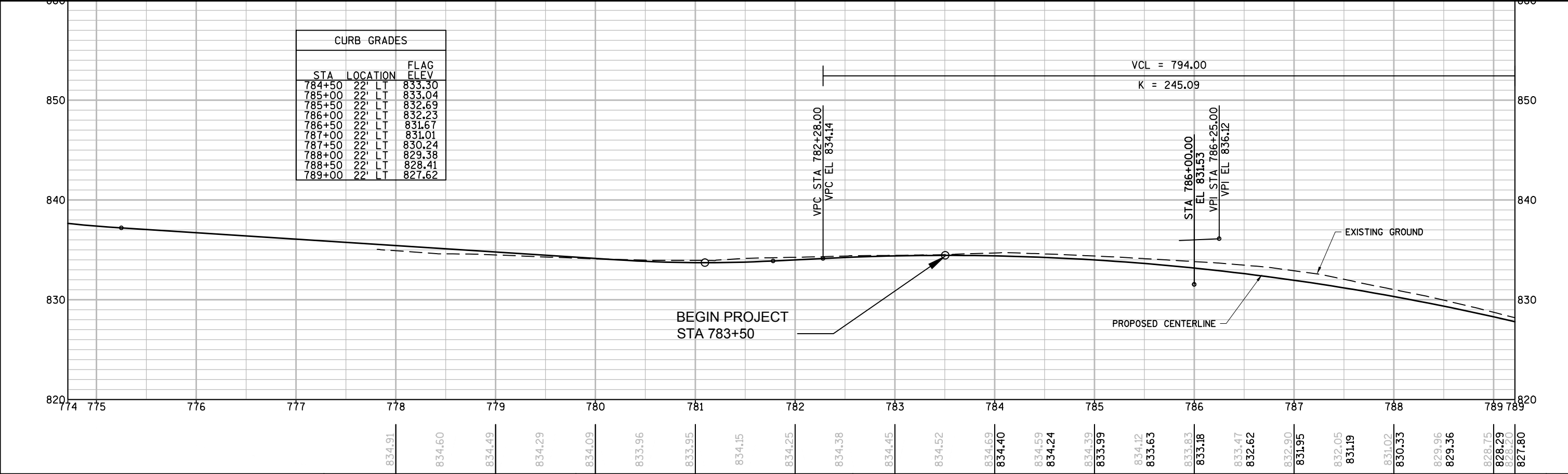
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
100	504,152.444	858,128.661
101	503,995.583	858,334.545
102	503,842.284	858,585.655
103	503,876.516	858,685.674
104	503,874.816	858,751.652
105	503,728.761	858,803.518
106	503,561.809	859,216.291
107	503,548.089	859,243.309
109	503,480.116	859,455.341
110	503,387.080	859,456.778
111	503,396.236	859,426.166
112	503,437.264	859,229.682
113	503,564.567	858,919.330
114	503,691.938	858,533.235
115	503,826.601	858,268.011
116	503,877.790	858,202.461
117	503,942.390	858,133.524

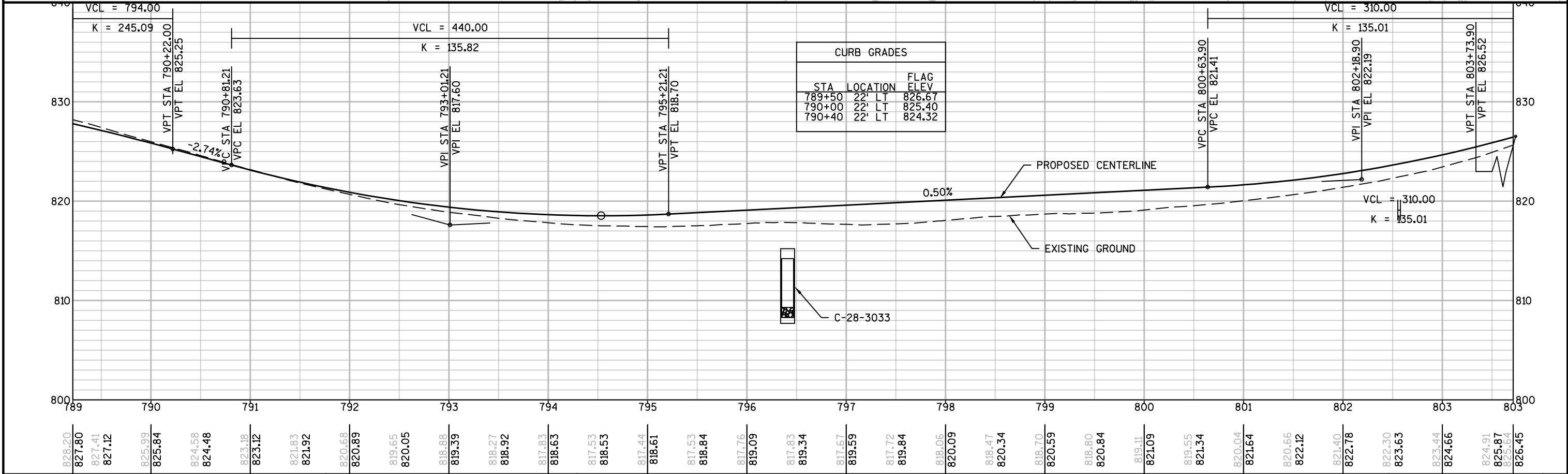
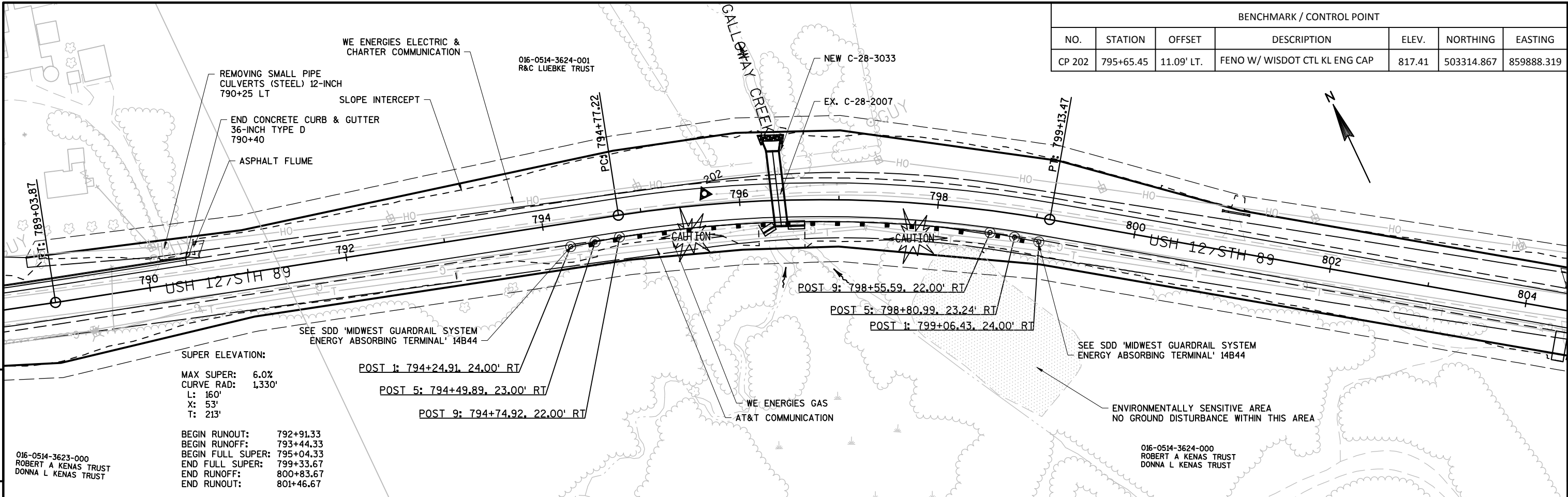
R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
200	502,671.879	860,773.210
201	502,772.239	860,639.105
202	503,106.343	860,163.509
203	503,209.150	859,987.766
204	503,247.373	859,899.091
205	503,286.906	859,791.675
206	503,387.080	859,456.778
207	503,480.116	859,455.341
208	503,394.576	859,819.163
209	503,356.920	859,942.812
210	503,314.250	860,039.175
211	503,191.888	860,226.224
212	503,081.568	860,354.624
213	502,845.386	860,688.872
214	502,863.186	860,700.982
215	502,812.440	860,772.124

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE		
POINT	Y	X
300	502,812.440	860,772.124
301	502,689.345	860,921.015
302	502,676.395	860,909.194
303	502,627.337	860,964.810
304	502,308.050	861,315.434
305	502,315.332	861,322.100
306	502,252.359	861,390.878
307	502,152.137	861,498.429
308	501,971.067	861,676.261
309	501,803.814	861,833.594
310	501,611.383	862,018.680
311	501,599.584	862,006.441
312	501,533.120	862,070.368
313	501,498.182	862,184.169
314	501,385.634	862,212.365
315	500,954.030	861,967.111
316	501,540.930	861,554.673
317	502,166.371	860,927.489
318	502,155.926	861,346.463
319	502,246.158	861,243.788
320	502,351.588	861,136.922
321	502,575.538	860,882.422
322	502,608.105	860,846.853
323	502,671.879	860,773.210

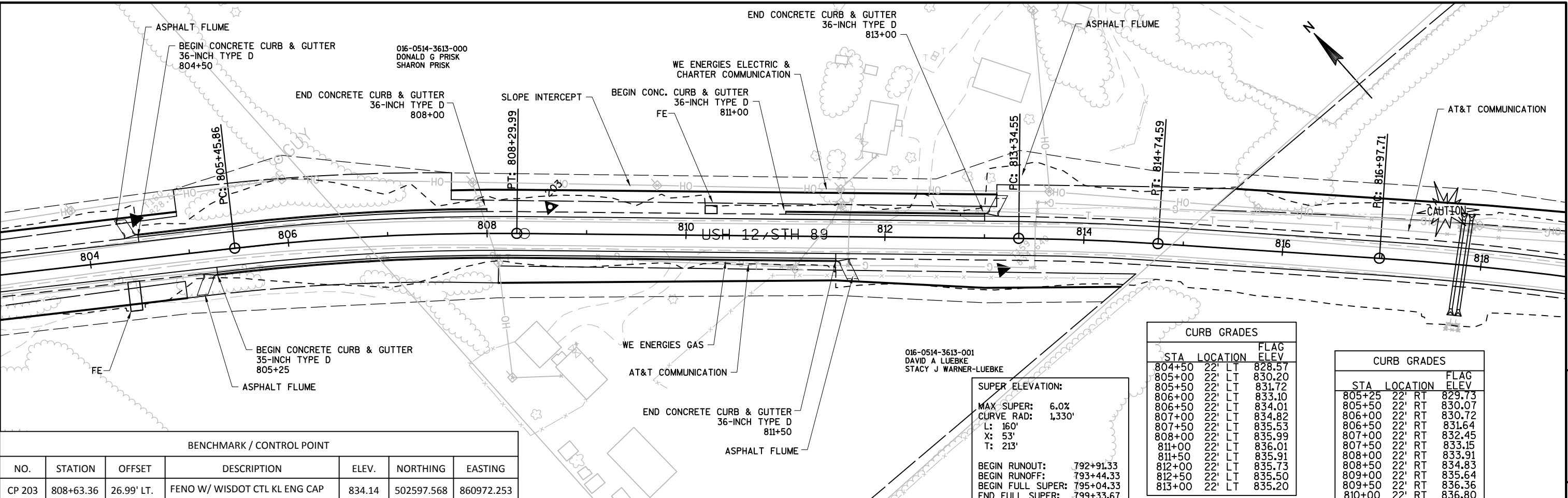


CURB GRADES			
STA	LOCATION	FLAG	ELEV
784+50	22' LT		833.30
785+00	22' LT		833.04
785+50	22' LT		832.69
786+00	22' LT		832.23
786+50	22' LT		831.67
787+00	22' LT		831.01
787+50	22' LT		830.24
788+00	22' LT		829.38
788+50	22' LT		828.41
789+00	22' LT		827.62

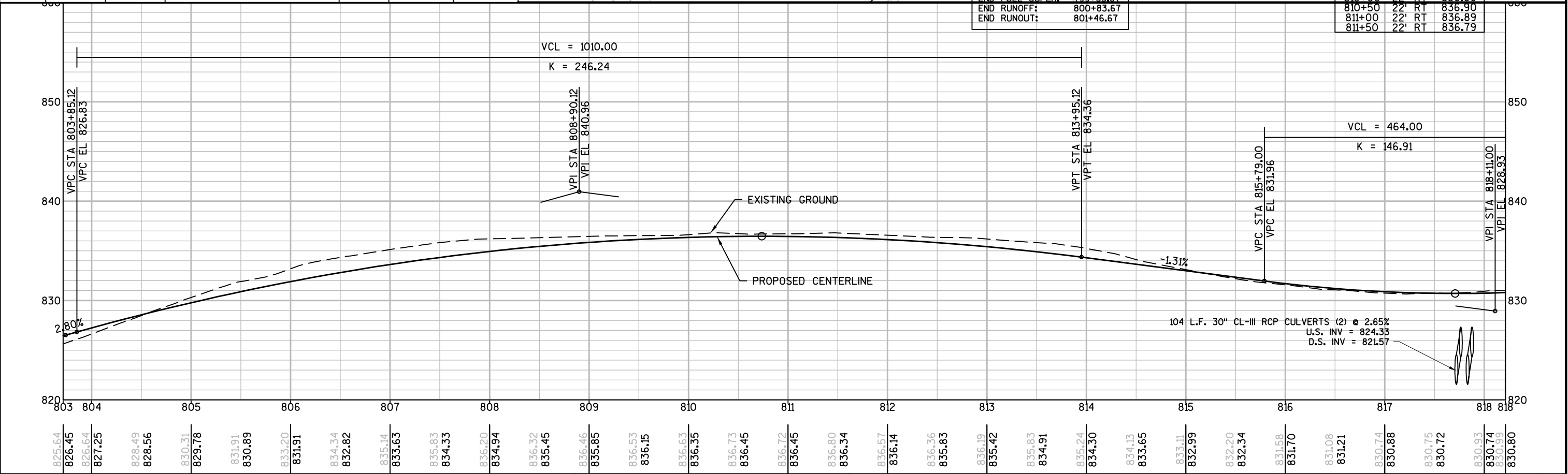


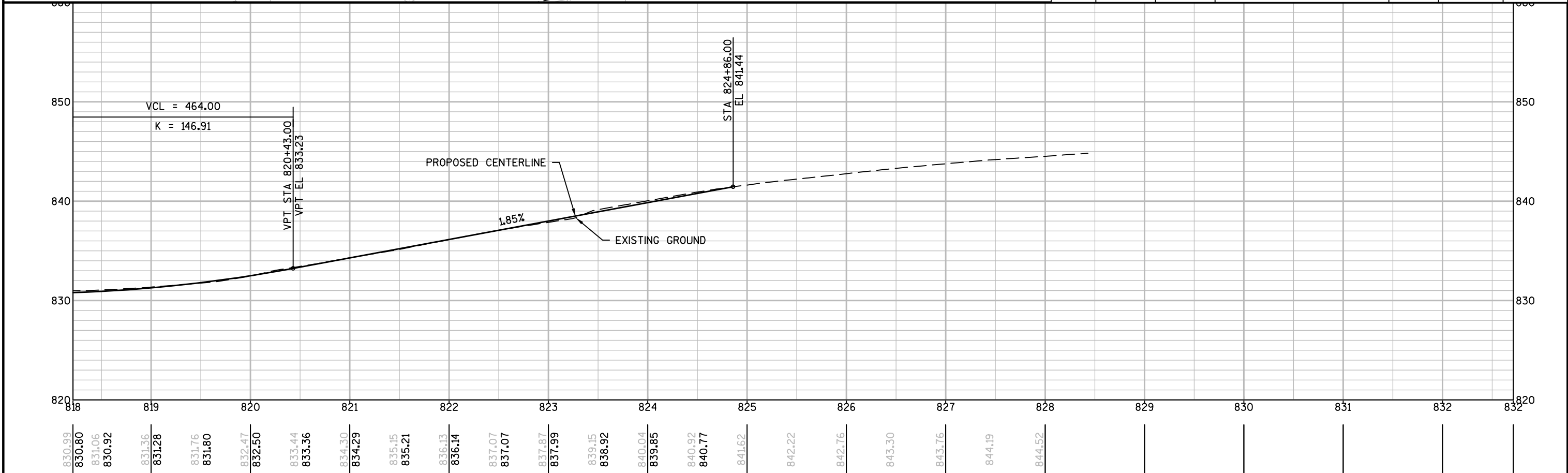
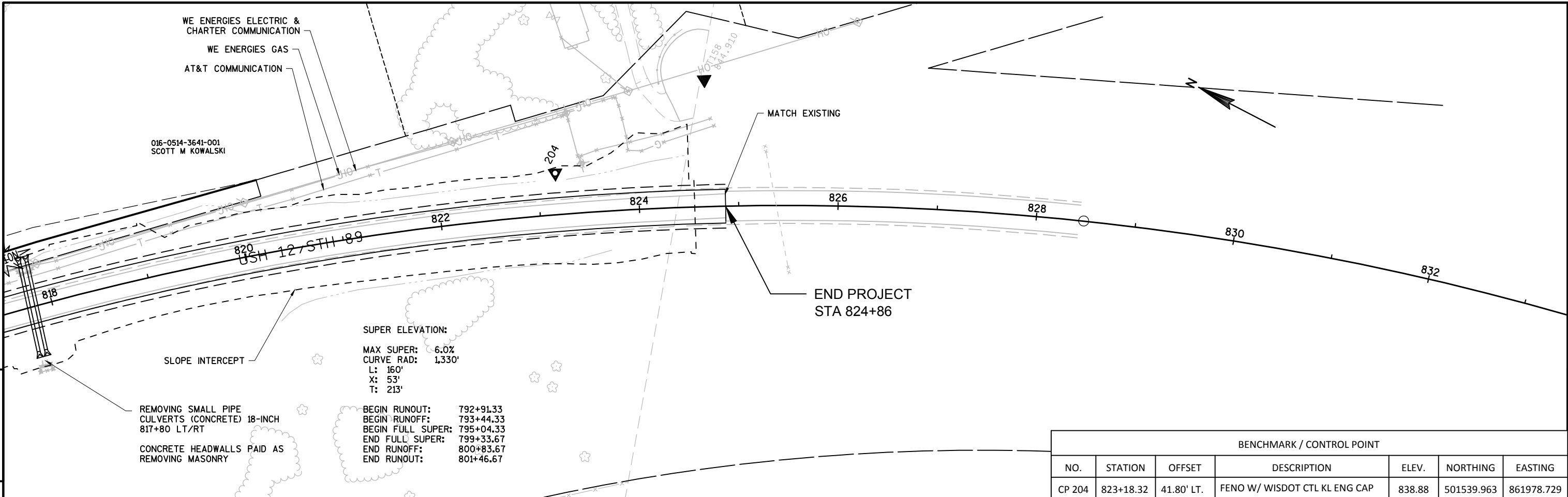


5



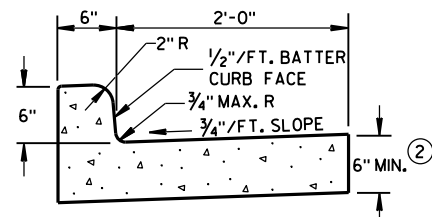
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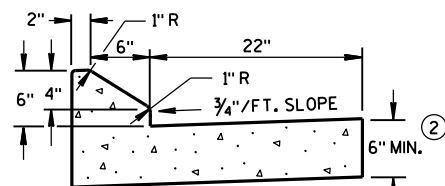


Standard Detail Drawing List

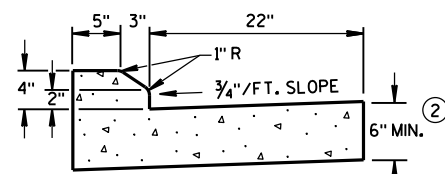
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
12A03-10	NAME PLATE (STRUCTURES)
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B43-03A	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-03B	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
14B43-03C	MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L)
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)
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-17A	LONGITUDINAL MARKING (MAINLINE)



TYPES A & D ①

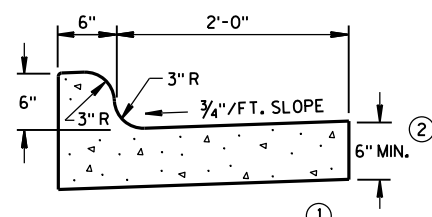


6" SLOPED CURB TYPES G & J ①



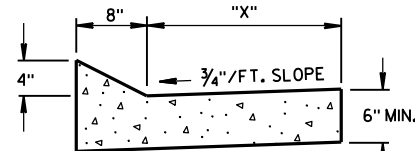
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"



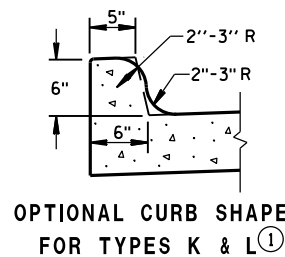
TYPES K & L ①

CONCRETE CURB & GUTTER 30"

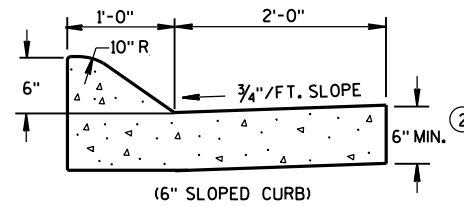


TYPES TBT & TBTt ①
CONCRETE CURB & GUTTER

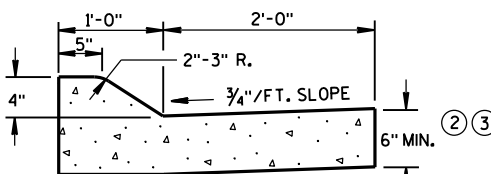
TBT & TBTt	"X"
30"	22"
36"	28"



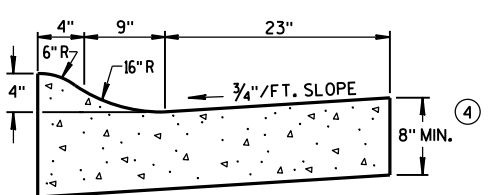
OPTIONAL CURB SHAPE
FOR TYPES K & L ①



(6" SLOPED CURB)



(4" SLOPED CURB)
TYPES A & D ①



4" SLOPED CURB TYPES R & T ① ⑤
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.

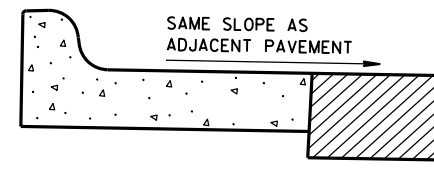
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.

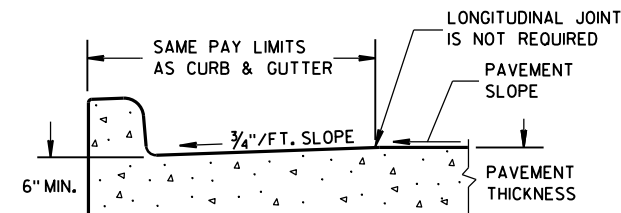
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

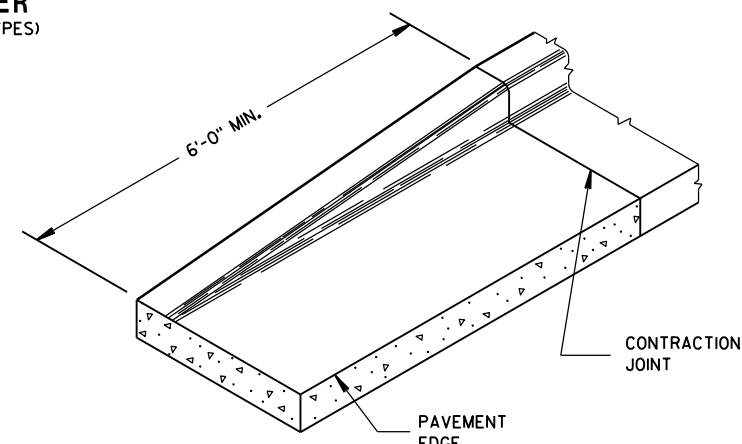
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTt.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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.



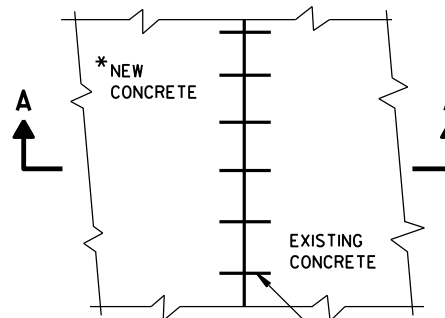
REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



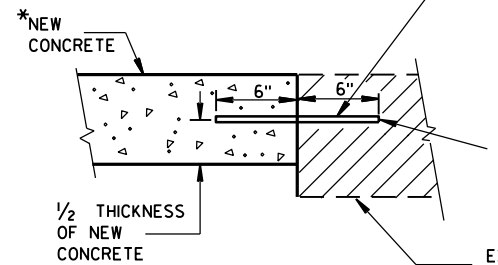
END SECTION CURB & GUTTER



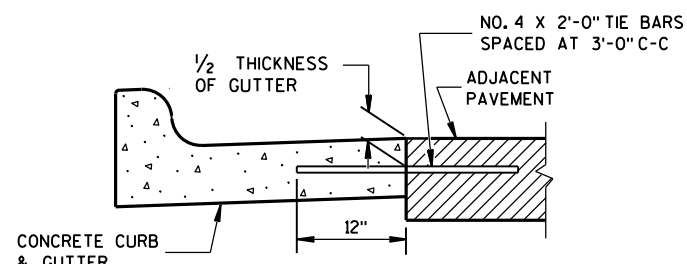
PLAN VIEW

* NEW CURB & GUTTER,
SURFACE DRAINS,
CONCRETE PAVEMENT
OR OTHER NEW CONCRETE.

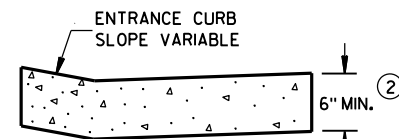
NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.



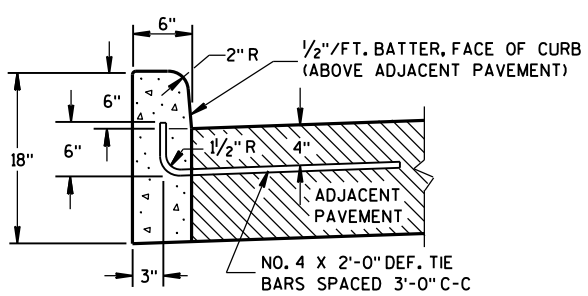
SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION ①

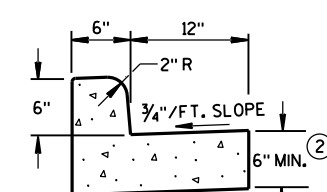


DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

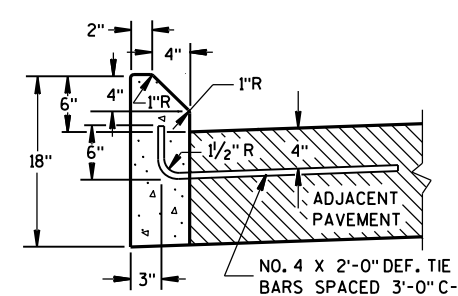


TYPES A & D ①

CONCRETE CURB



TYPES A & D
CONCRETE CURB & GUTTER 18"



TYPES G & J ①

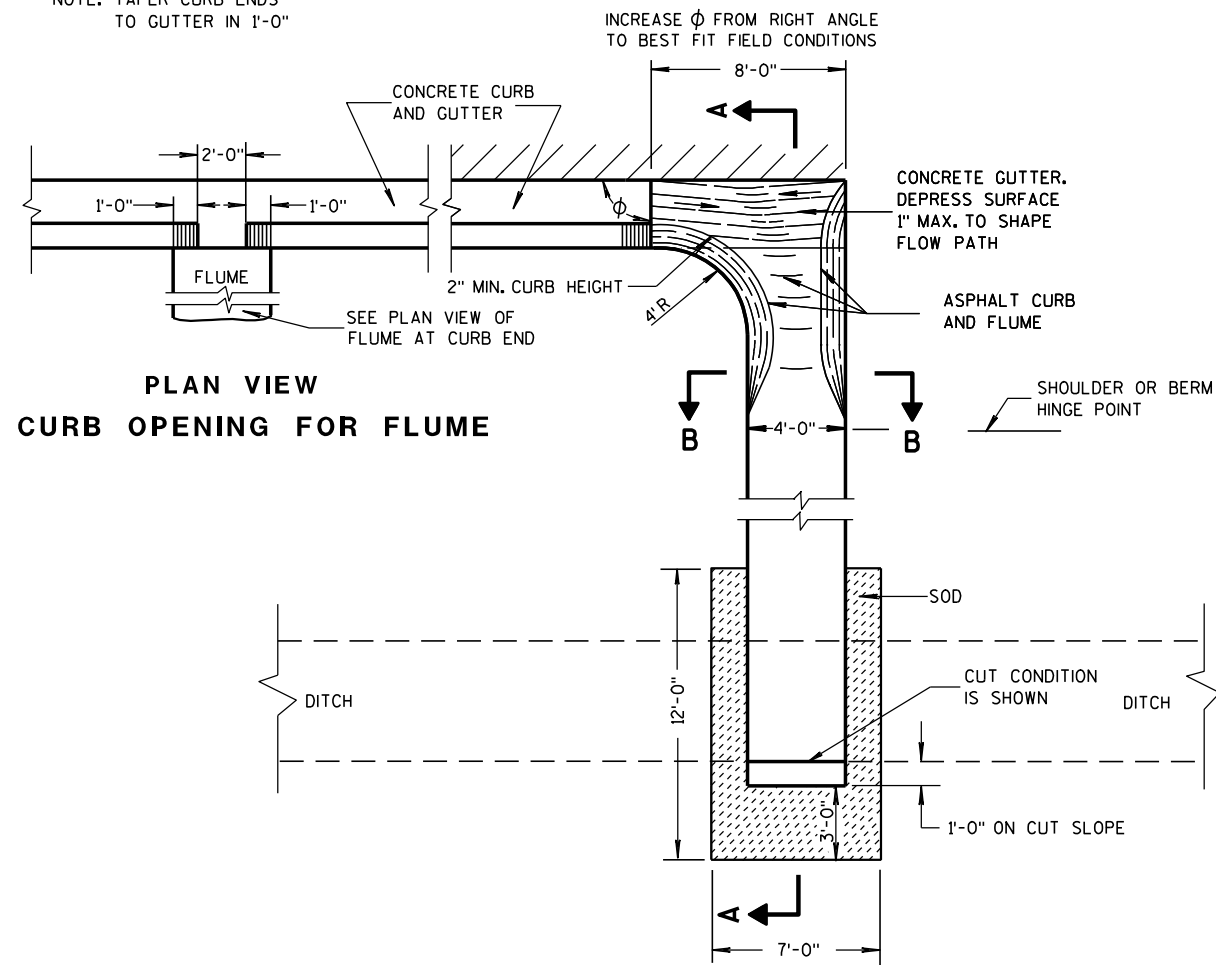
CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2016 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

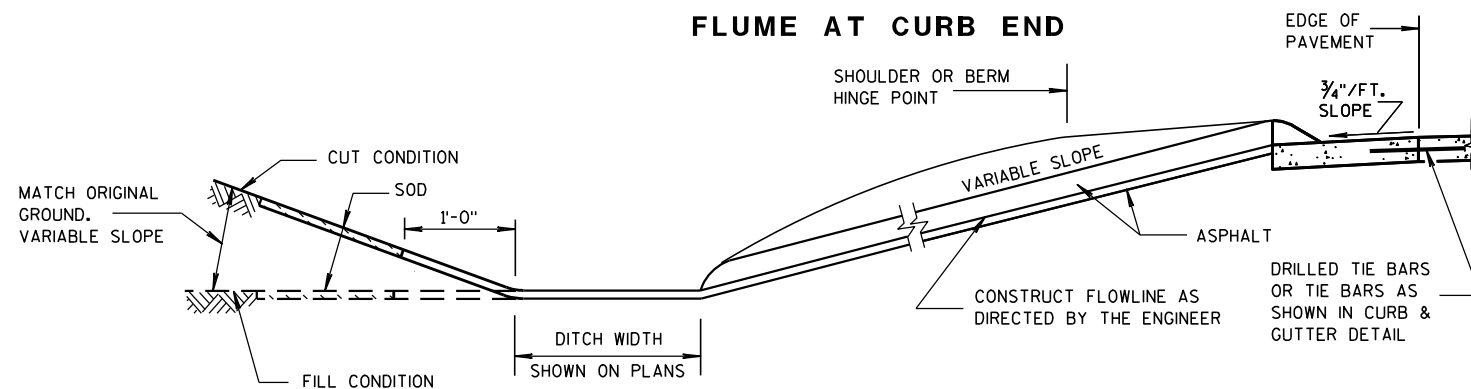
ASPHALTIC FLUME

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

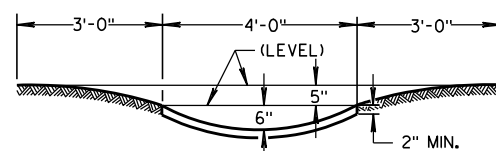


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

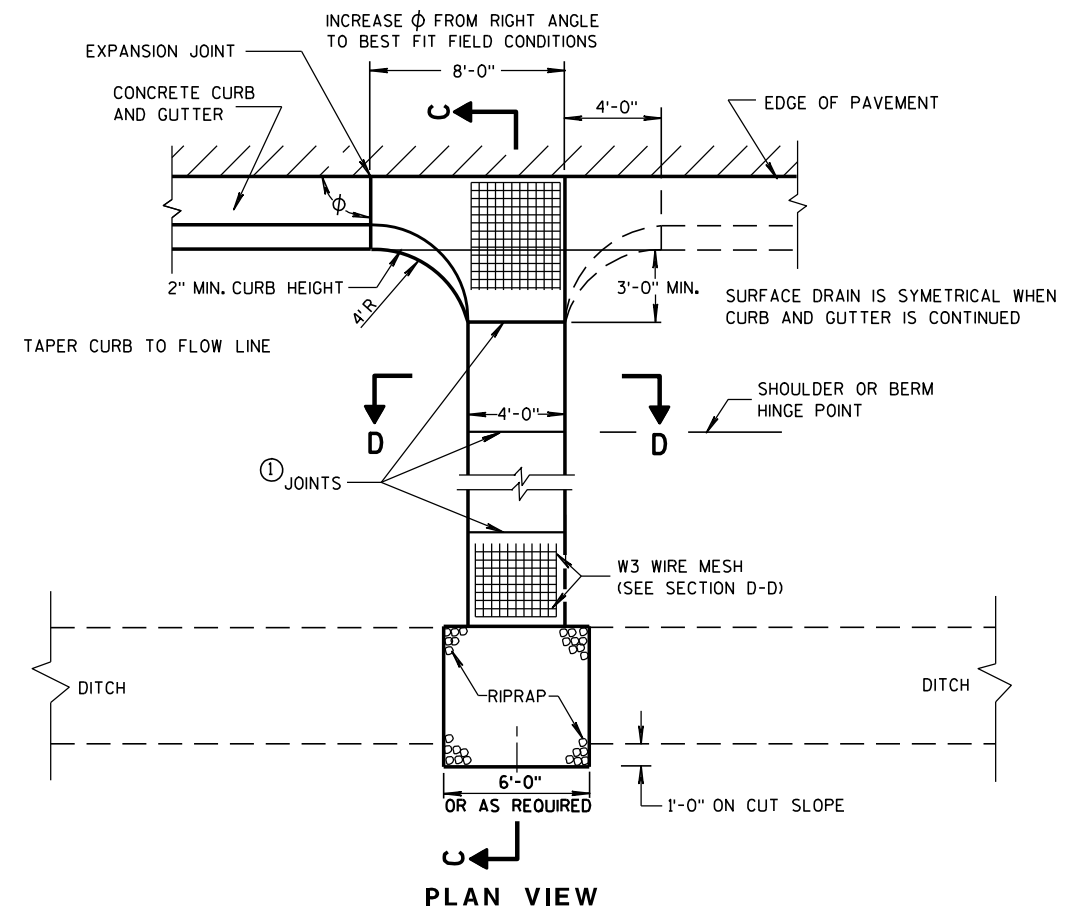
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

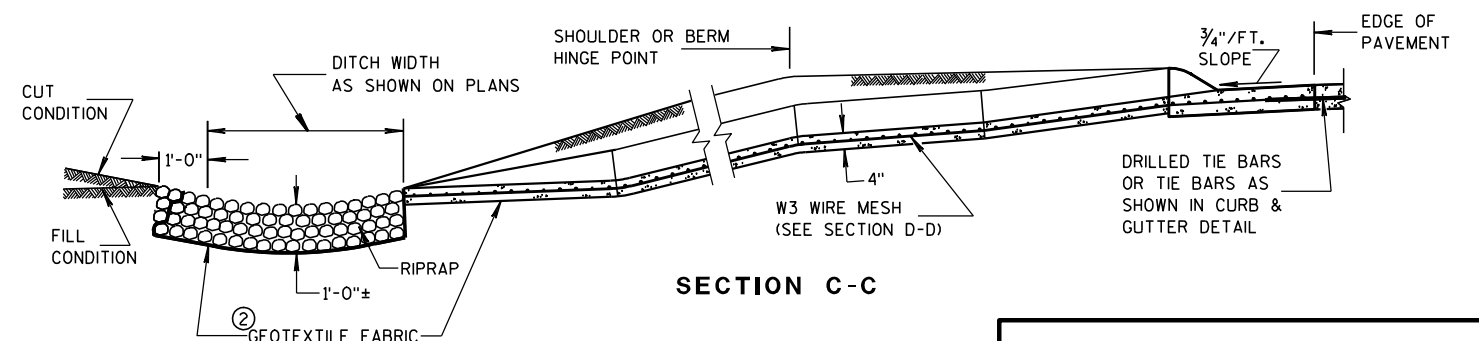
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

- ① JOINTS SHALL BE 1/8" TO 1/4" INCH WIDE BY 1 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

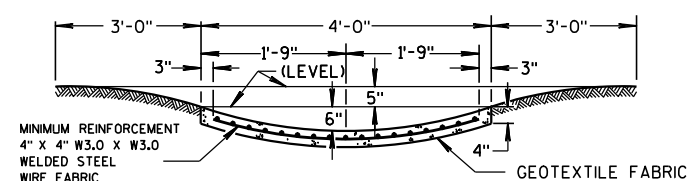
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

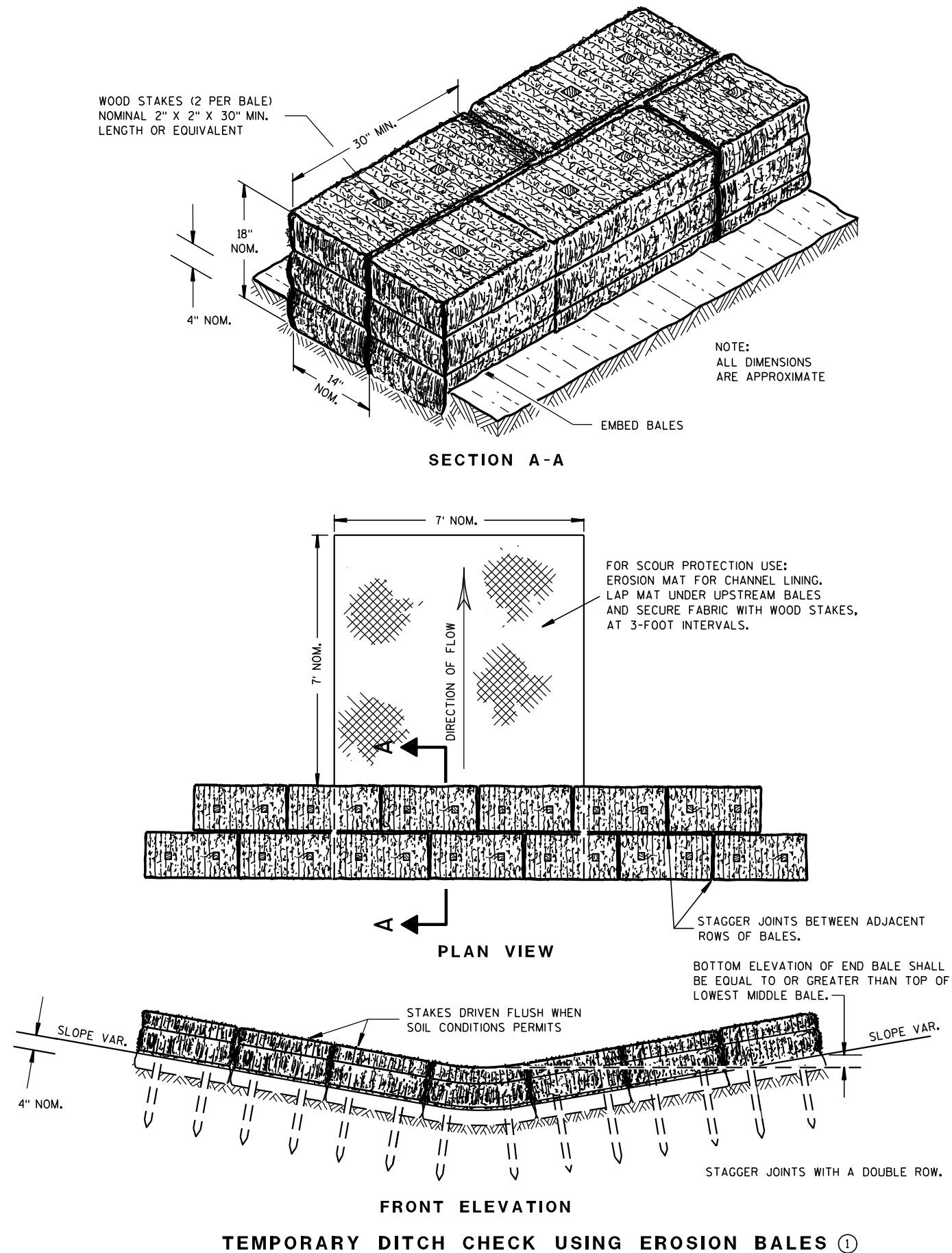
APPROVED

9-4-08

DATE

FHWA

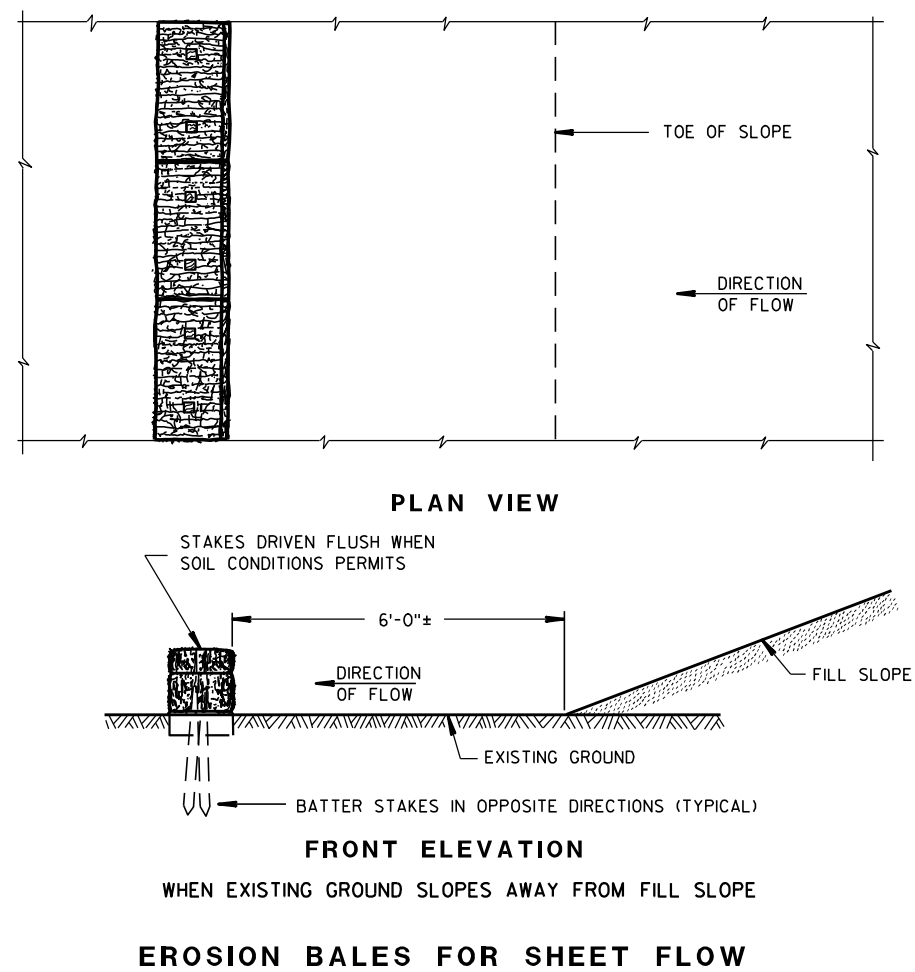
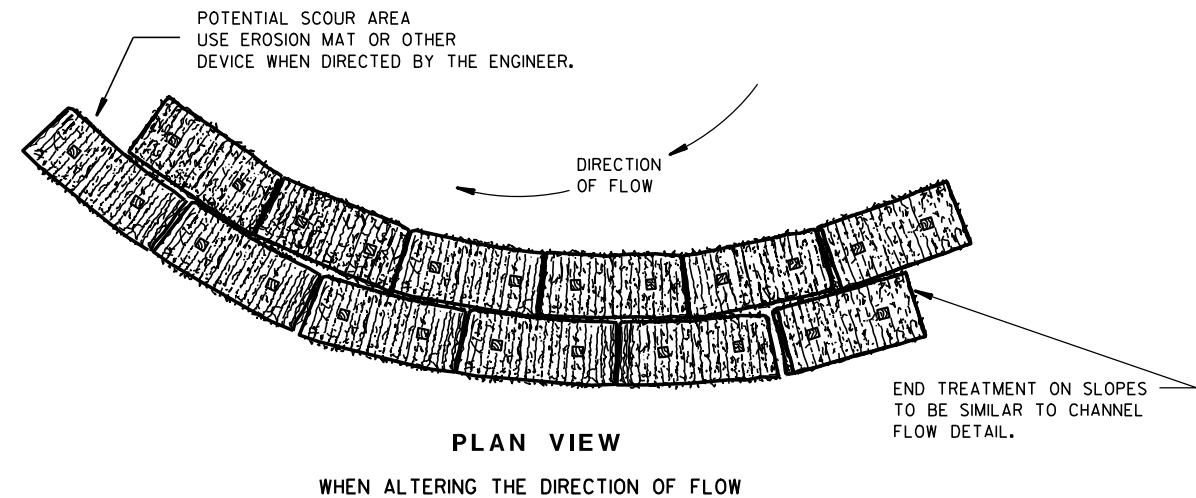
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



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.

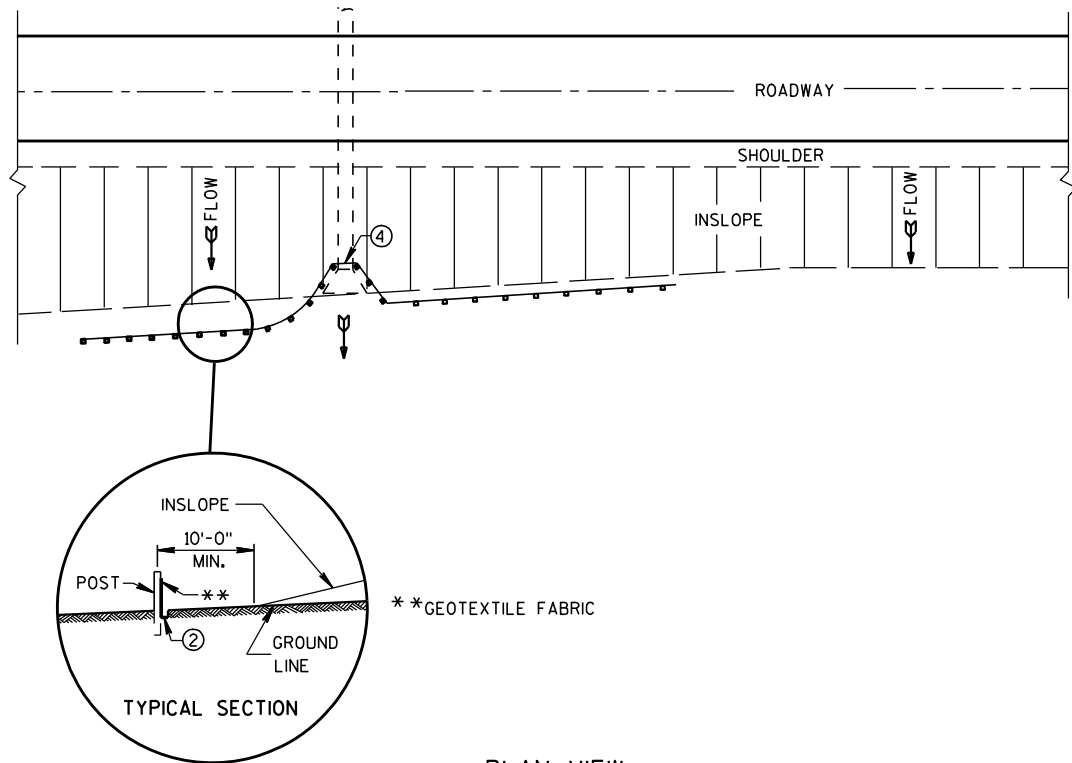
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

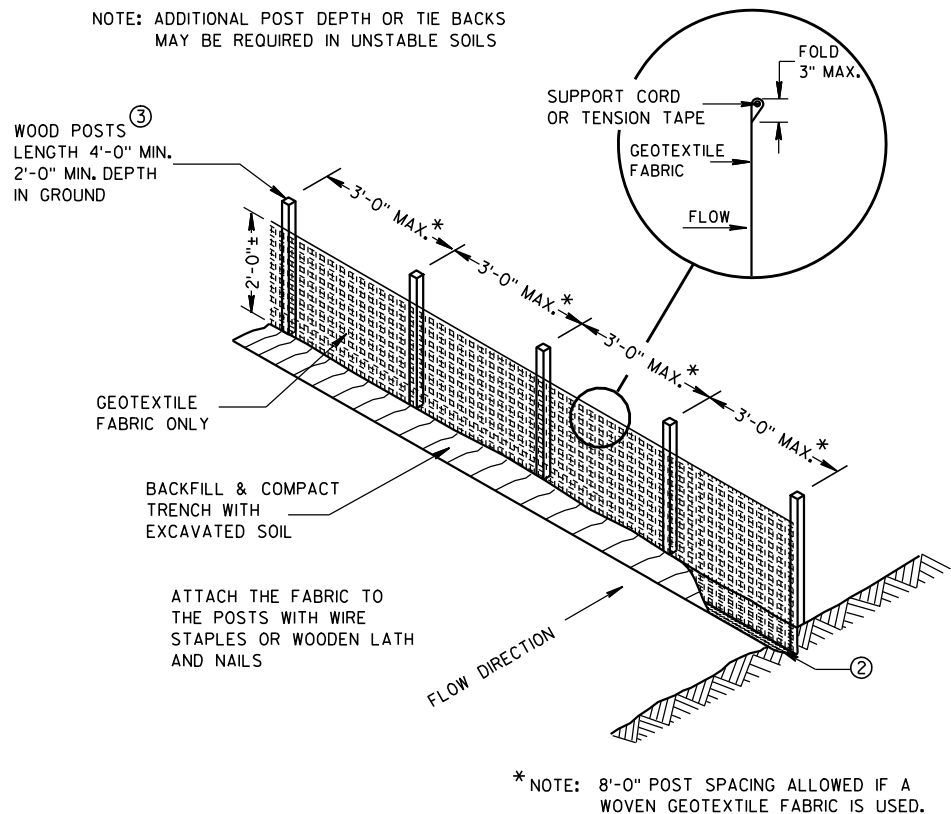
APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

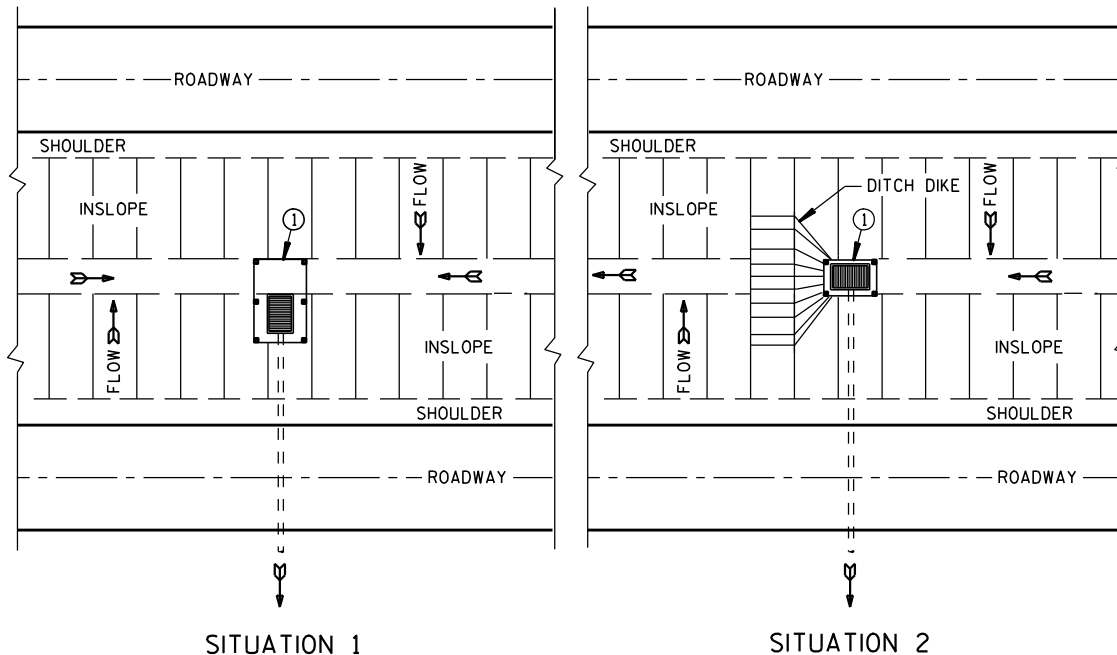
FHWA



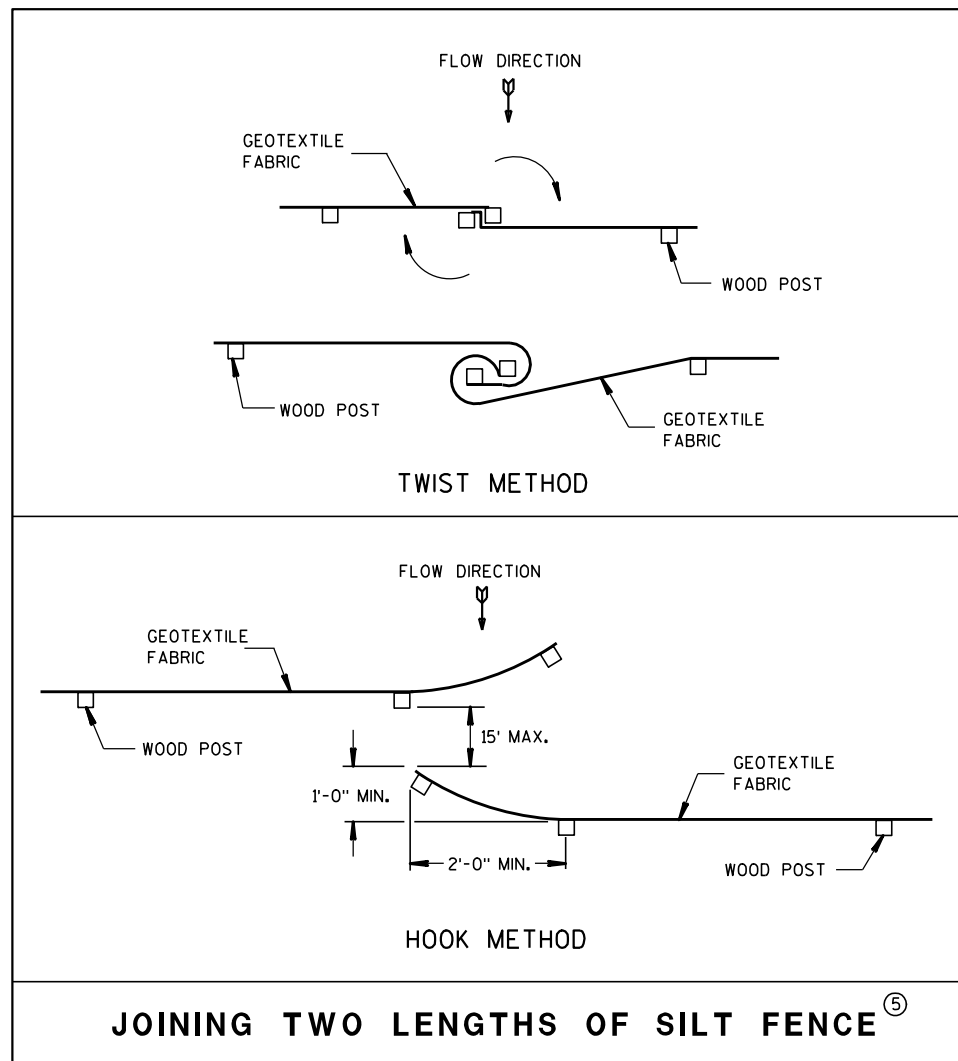
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

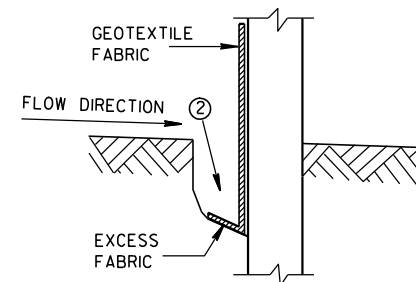


JOINING TWO LENGTHS OF SILT FENCE

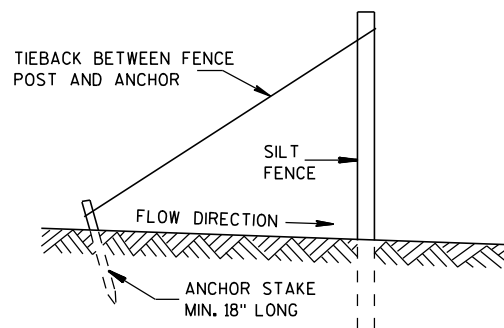
GENERAL NOTES

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 1 1/8" X 1 1/8" 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.

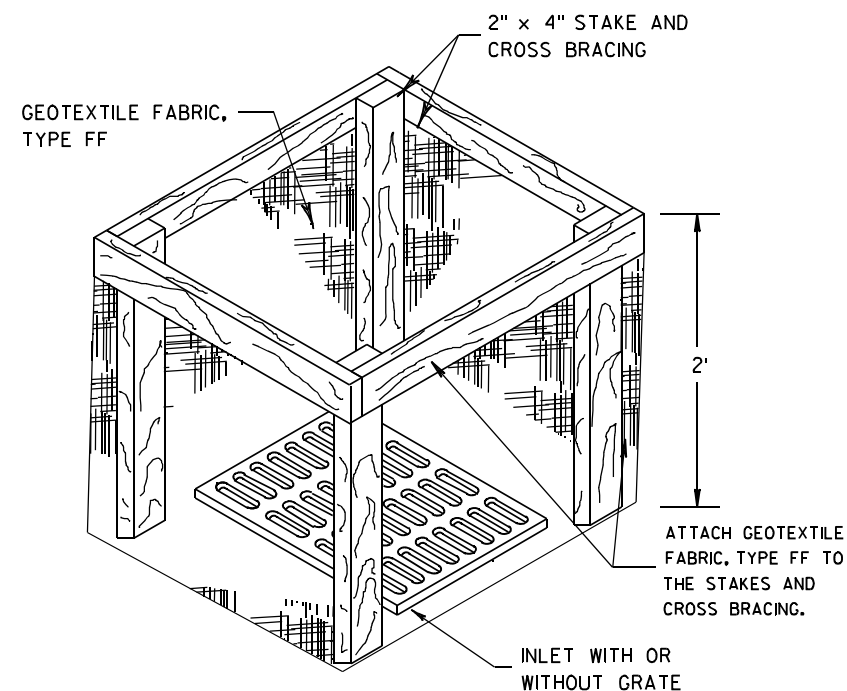
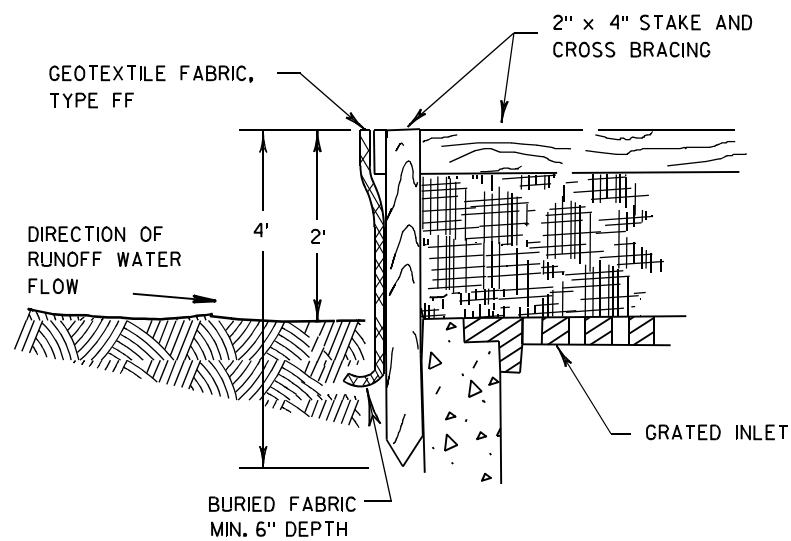


TRENCH DETAIL



SILT FENCE 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	



INLET PROTECTION, TYPE A

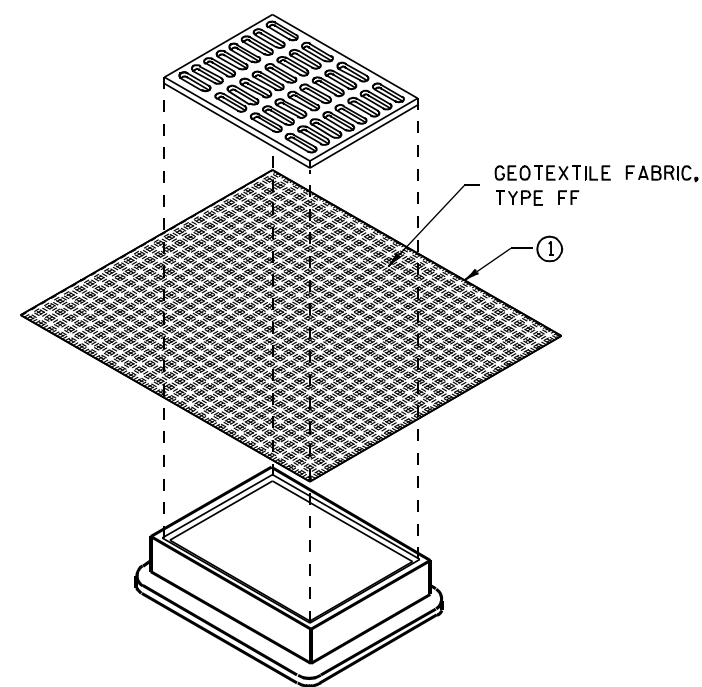
GENERAL NOTES

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.

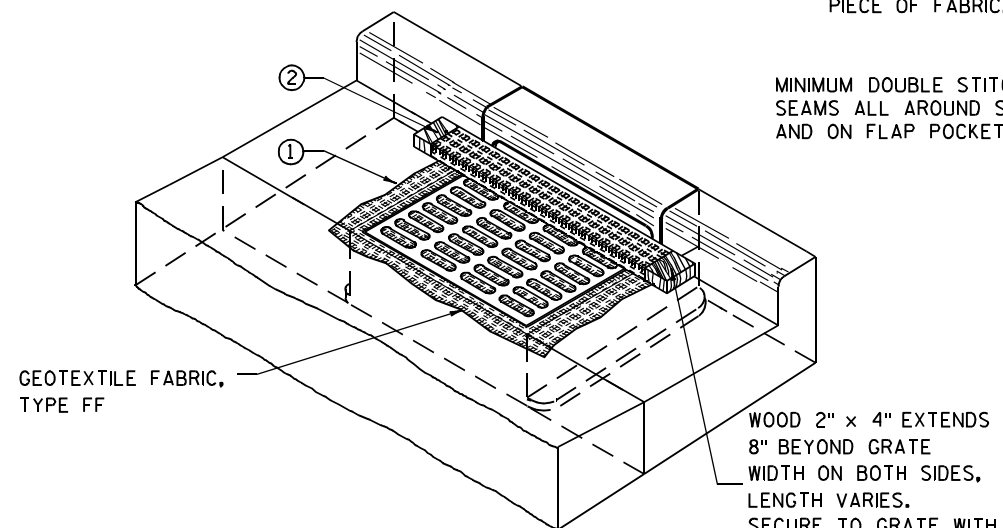
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

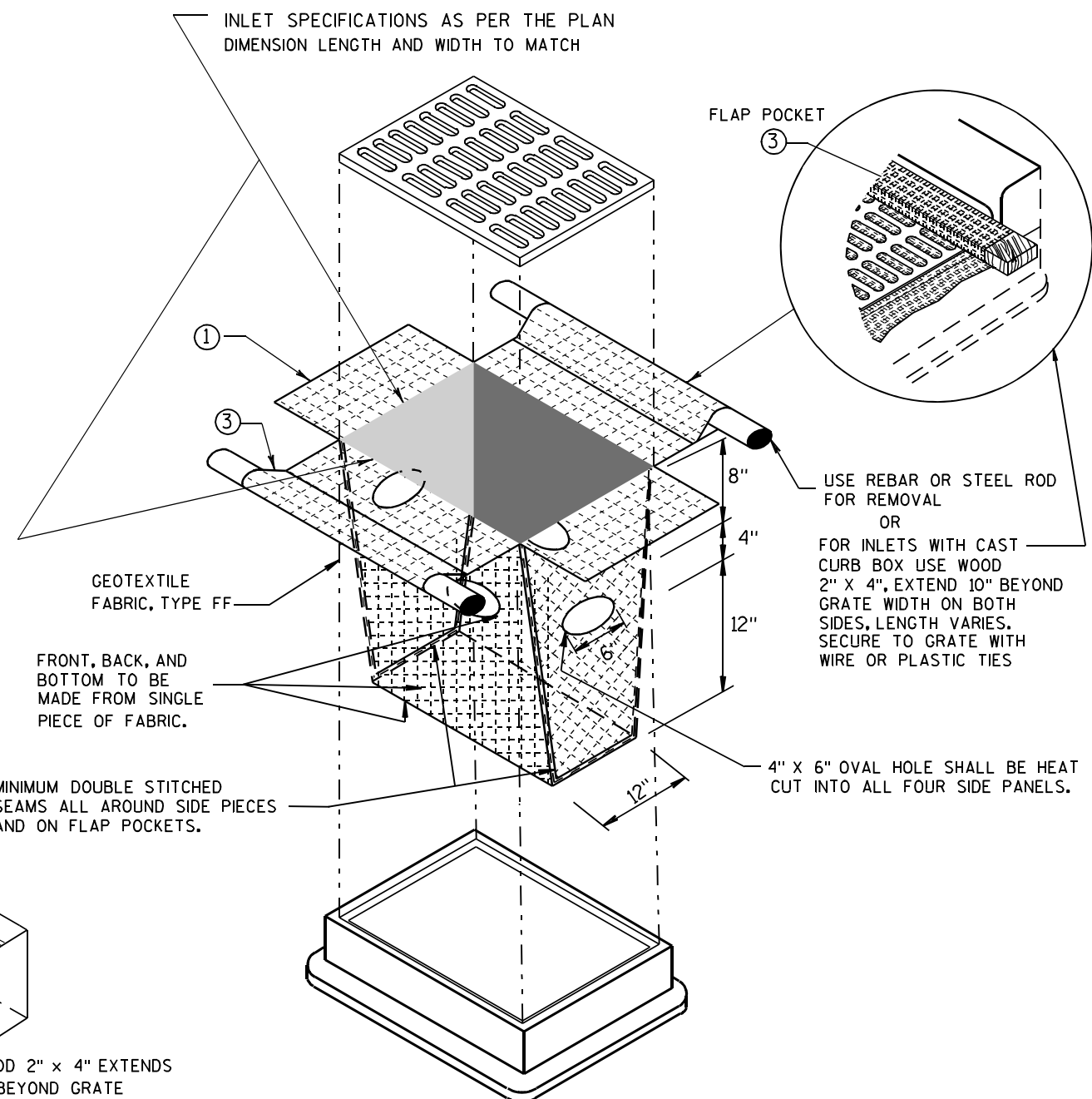
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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 D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

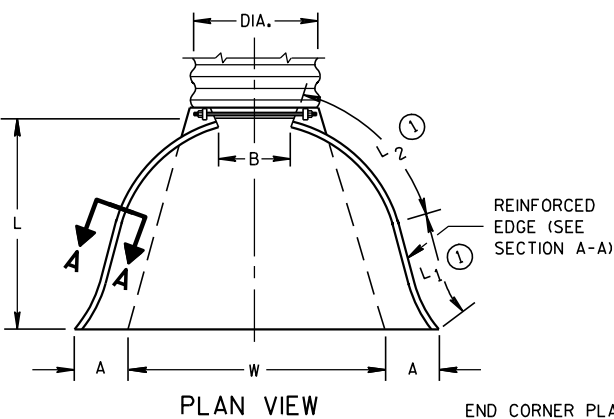
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

METAL APRON ENDWALLS												
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY	
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L ₁ ①	L ₂ ①	W (±2")			
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	.109x	.105x	18	33	12	87	—	—	114	2 to 1	3 Pc.	
66	.109x	.105x	18	36	12	87	—	—	120	2 to 1	3 Pc.	
72	.109x	.105x	18	39	12	87	—	—	126	2 to 1	3 Pc.	
78	.109x	.105x	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.	
84	.109x	.105x	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.	
90	.109x	.105x	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.	
96	.109x	.105x	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.	

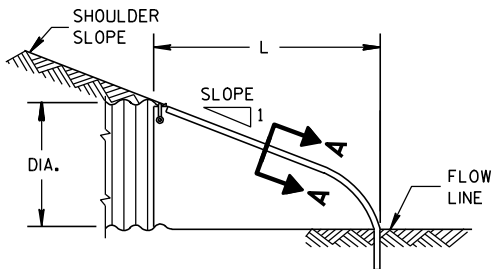
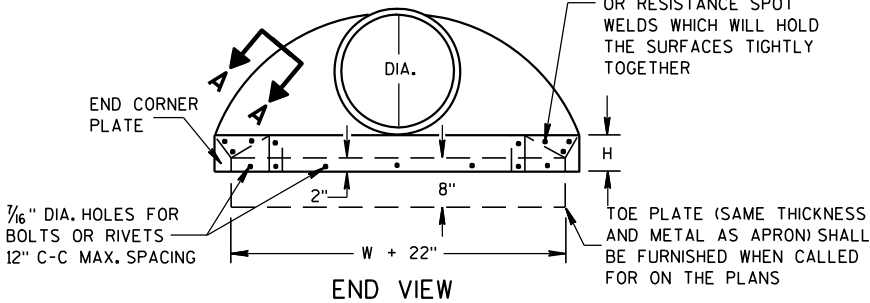
* EXCEPT CENTER PANEL
SEE GENERAL NOTES



REINFORCED
EDGE (SEE
SECTION A-A)

END CORNER PLATES MAY
BE FASTENED TO APRON
PROPER BY BOLTS, RIVETS,
OR RESISTANCE SPOT
WELDS WHICH WILL HOLD
THE SURFACES TIGHTLY
TOGETHER

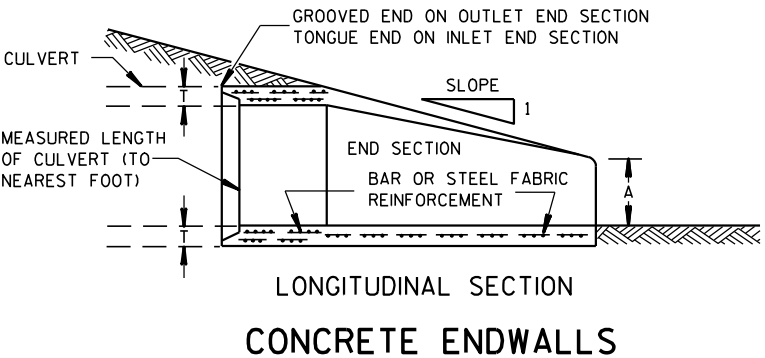
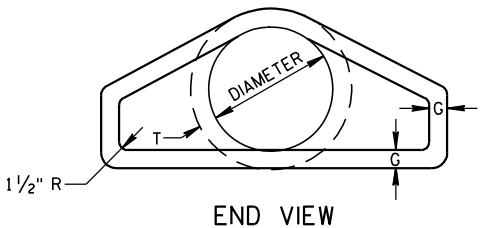
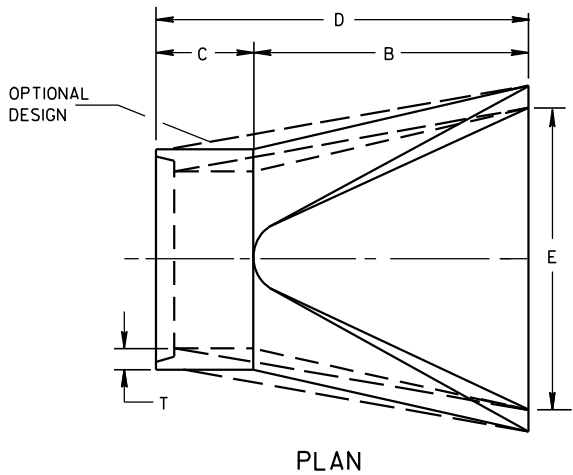
TOE PLATE (SAME THICKNESS
AND METAL AS APRON) SHALL
BE FURNISHED WHEN CALLED
FOR ON THE PLANS



SIDE ELEVATION
METAL ENDWALLS

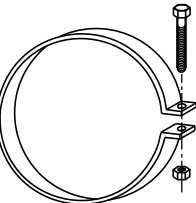
REINFORCED CONCRETE APRON ENDWALLS								
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE
	T	A	B	C	D	E	G	
12	2	4	24	48 ⁷ / ₈	72 ⁷ / ₈	24	2	3 to 1
15	2 ¹ / ₄	6	27	46	73	30	2 ¹ / ₄	3 to 1
18	2 ¹ / ₂	9	27	46	73	36	2 ¹ / ₂	3 to 1
21	2 ³ / ₄	9	36	37 ¹ / ₂	73 ¹ / ₂	42	2 ³ / ₄	3 to 1
24	3	9 ¹ / ₂	43 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 ¹ / ₂ 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

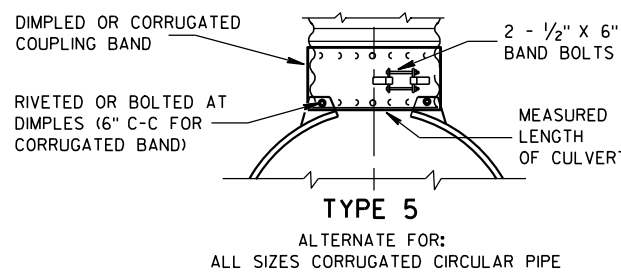
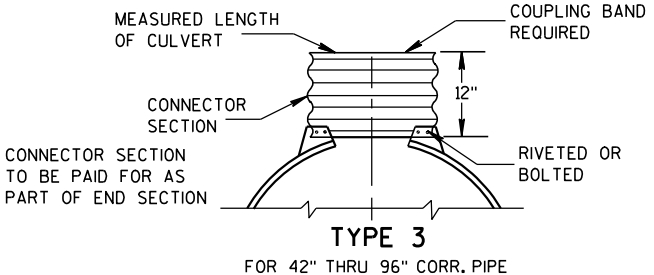
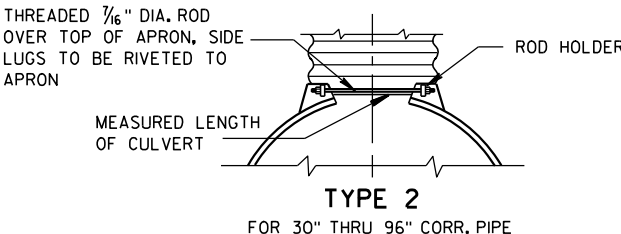
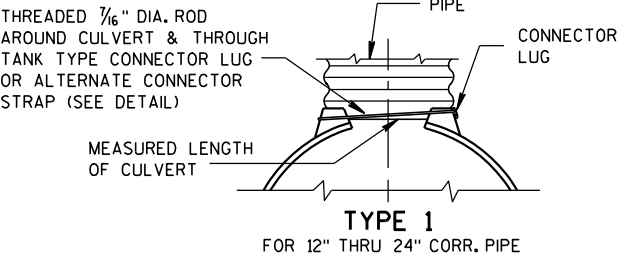


LONGITUDINAL SECTION
CONCRETE ENDWALLS

1" WIDE, 12 GA. (0.109"
THICK) GALVANIZED STRAP
WITH STANDARD 6" X 1/2"
BAND BOLT AND NUT



ALTERNATE FOR TYPE 1 CONNECTION
END SECTION CONNECTOR STRAP



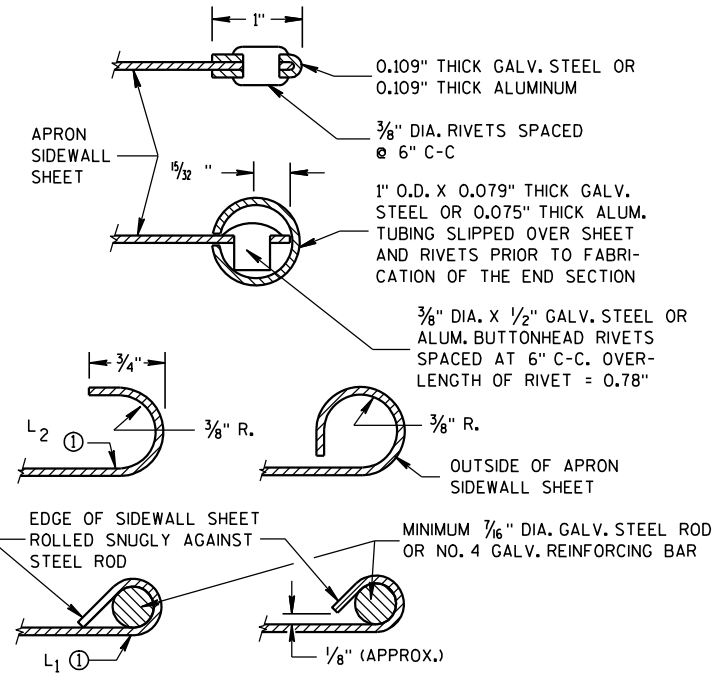
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,
AND CORRUGATED BAND FITS INSIDE ENDWALL.
DIMPLED BAND MAY BE USED WITH HELICALLY
CORRUGATED PIPE.

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.

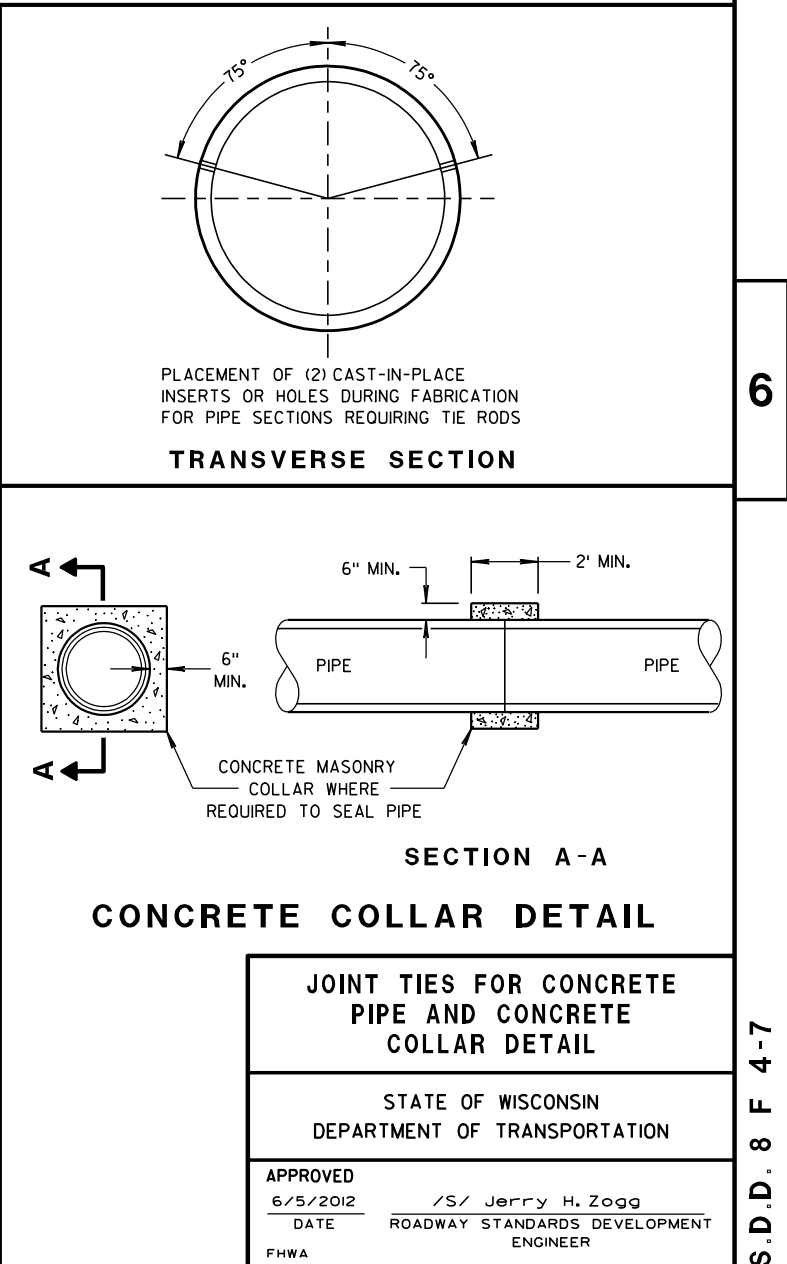
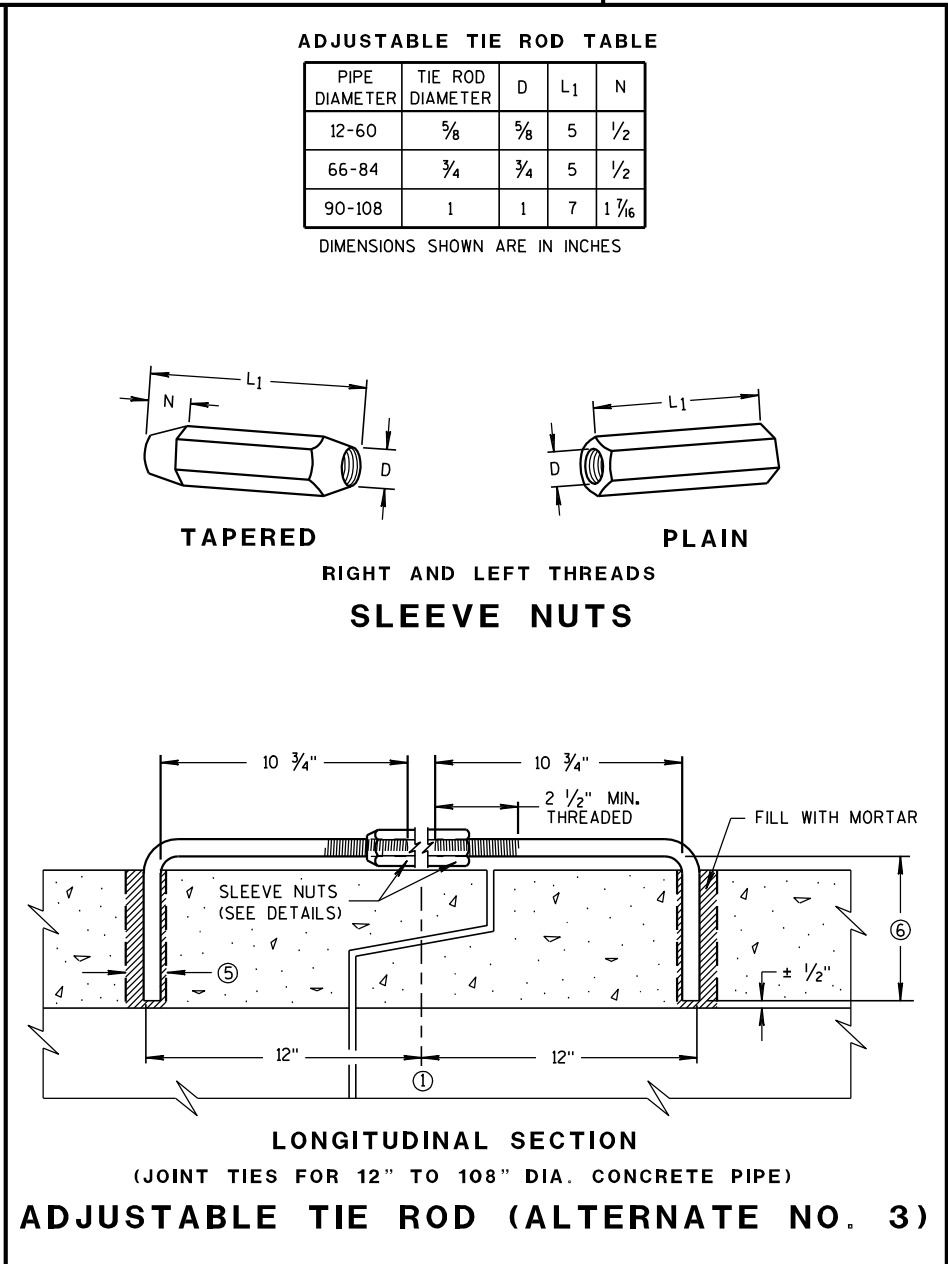
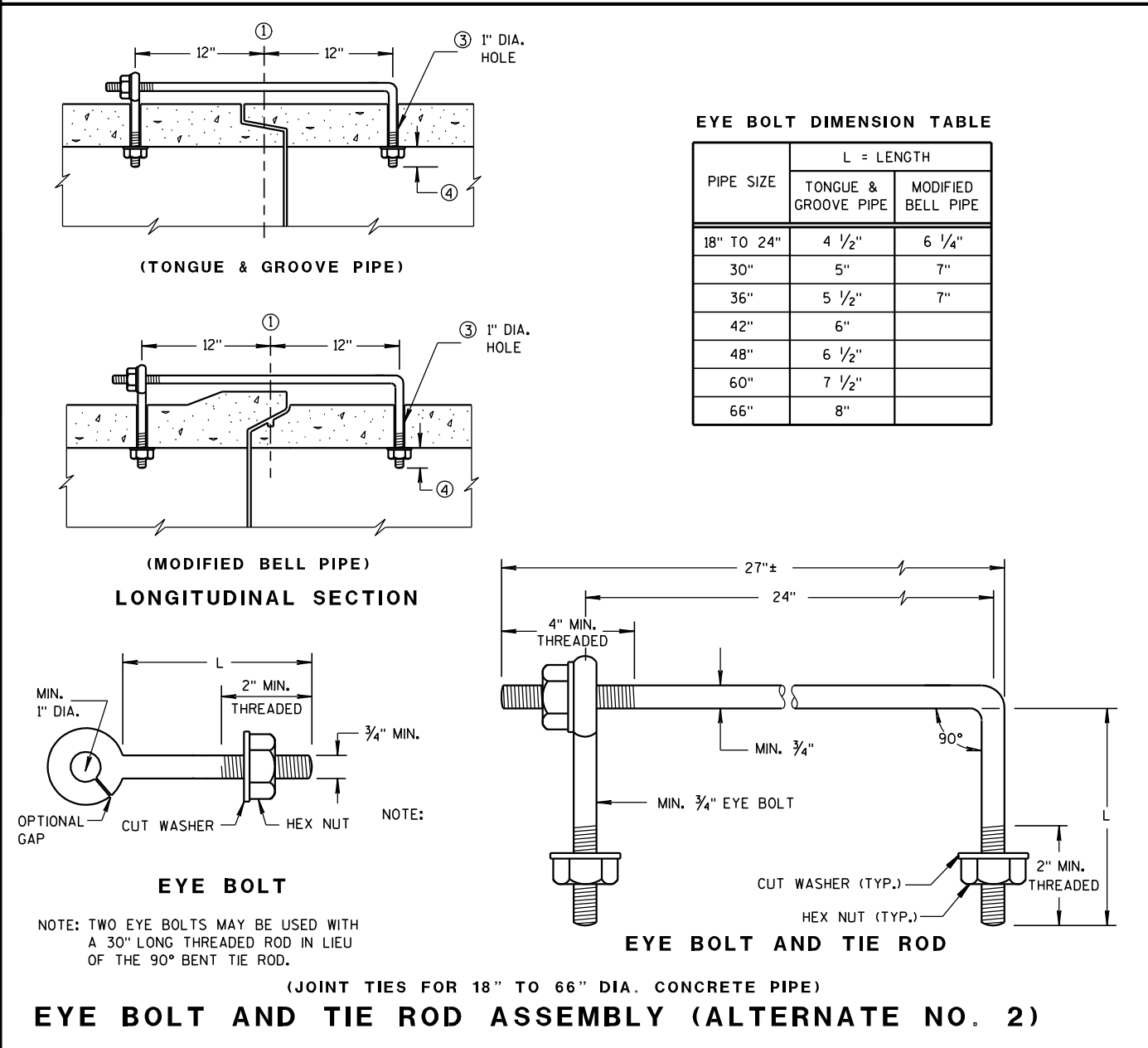
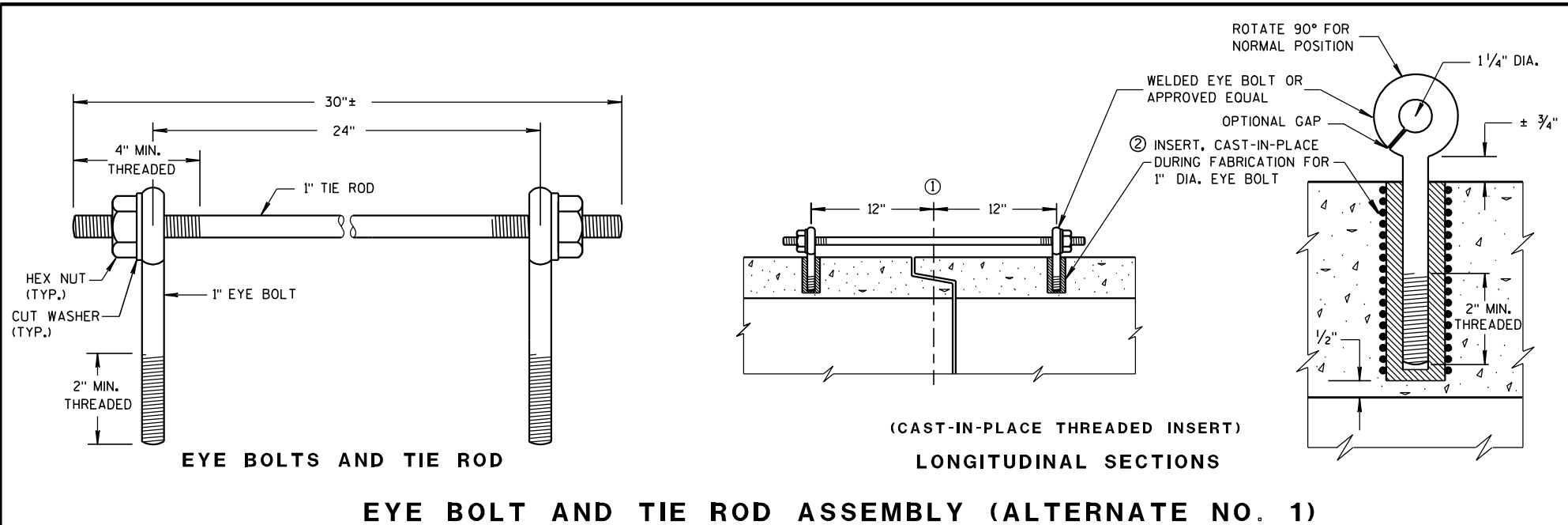
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT
TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT
TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

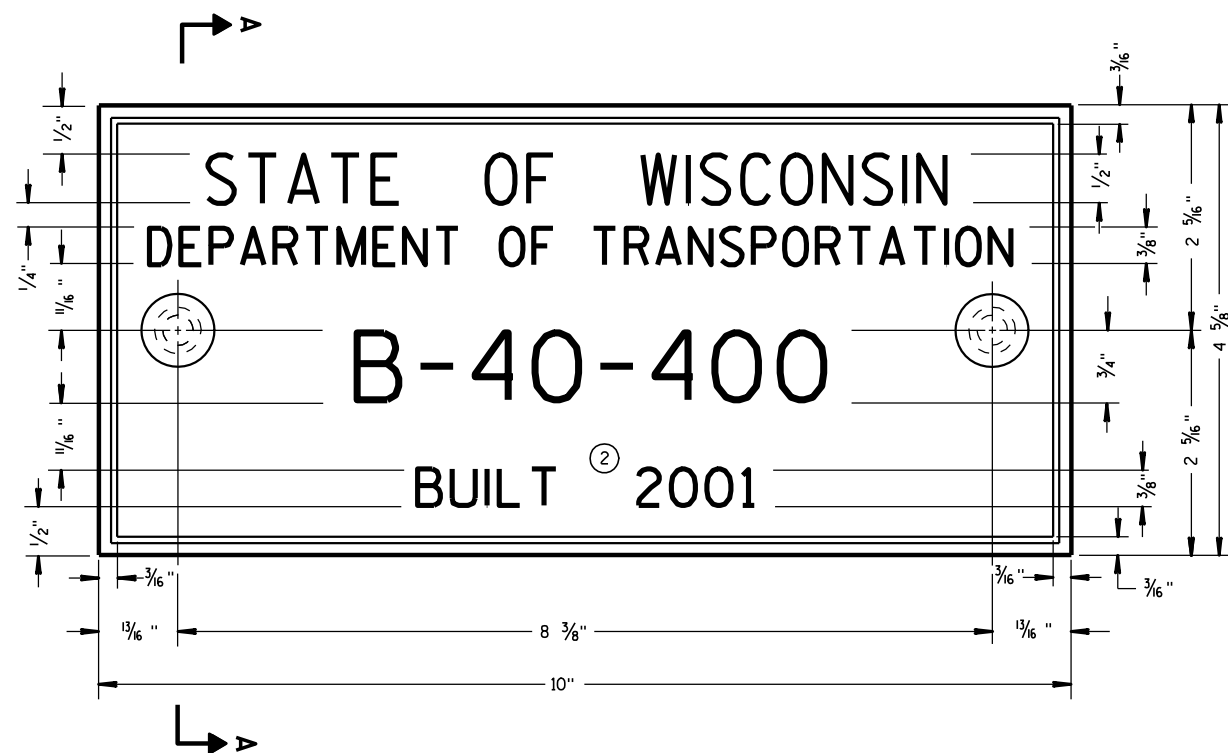
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED
INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR
CULVERT PIPE

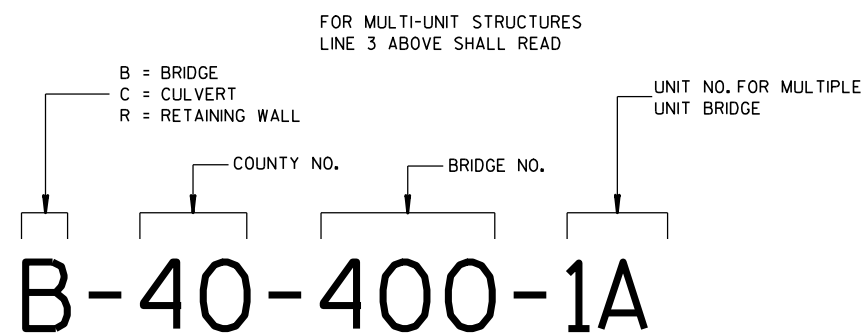
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94
DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA





TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



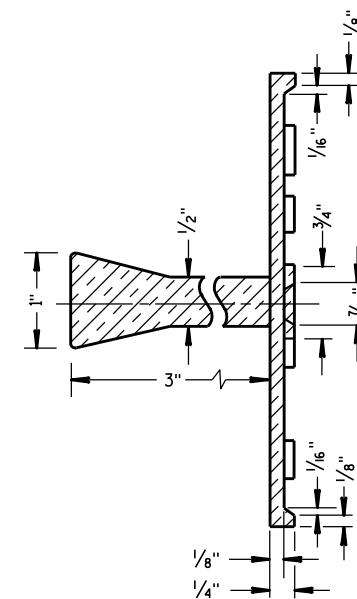
**NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES**

GENERAL NOTES

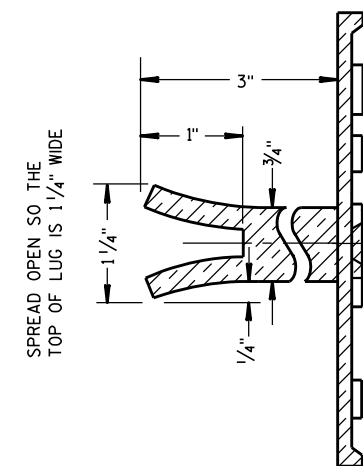
NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

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.

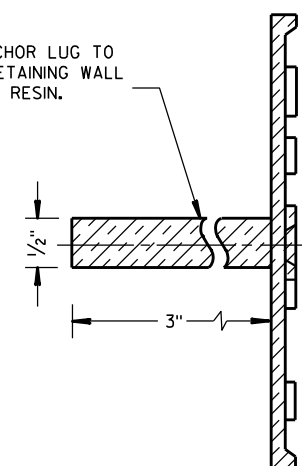


SECTION A-A



ALTERNATE LUG

- ① ADHERE ANCHOR LUG TO PRECAST RETAINING WALL WITH EPOXY RESIN.



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

**NAME PLATE
(STRUCTURES)**

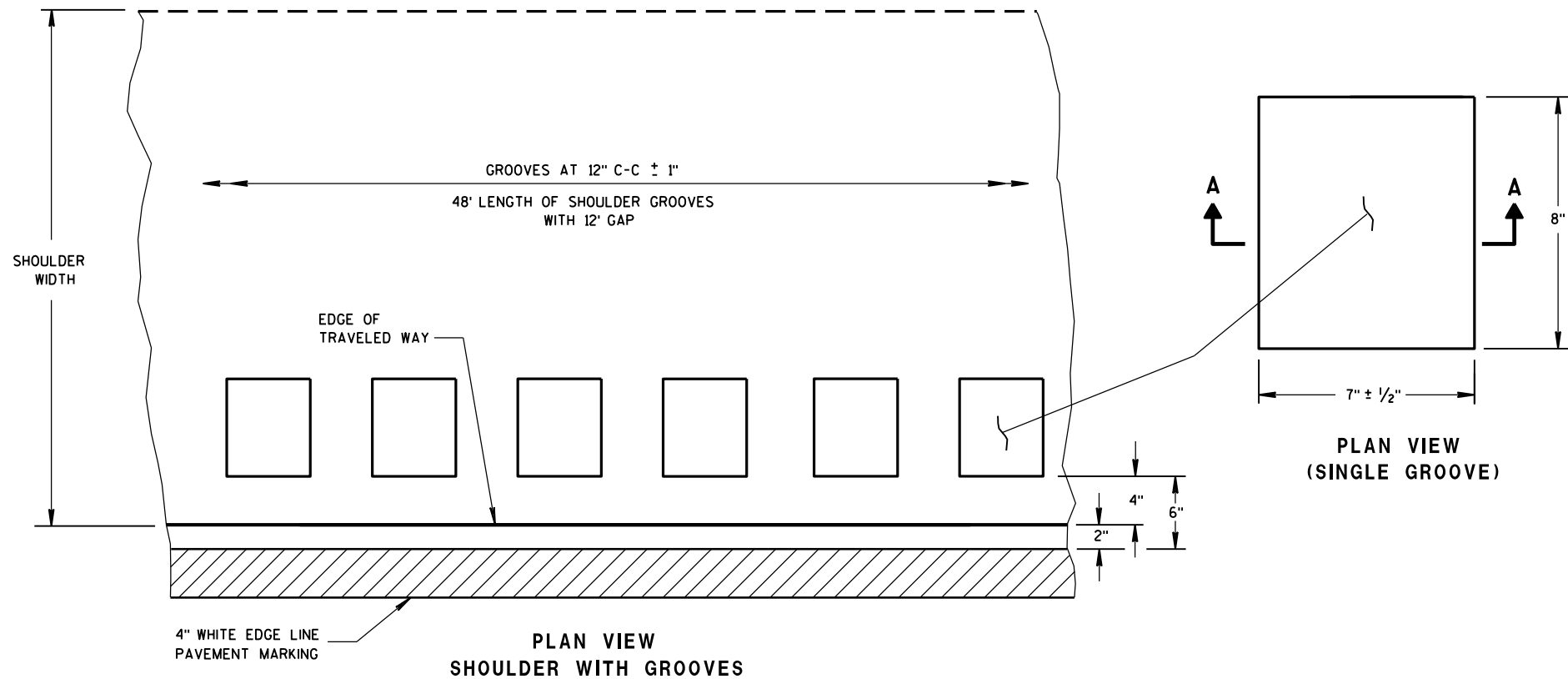
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10
DATE

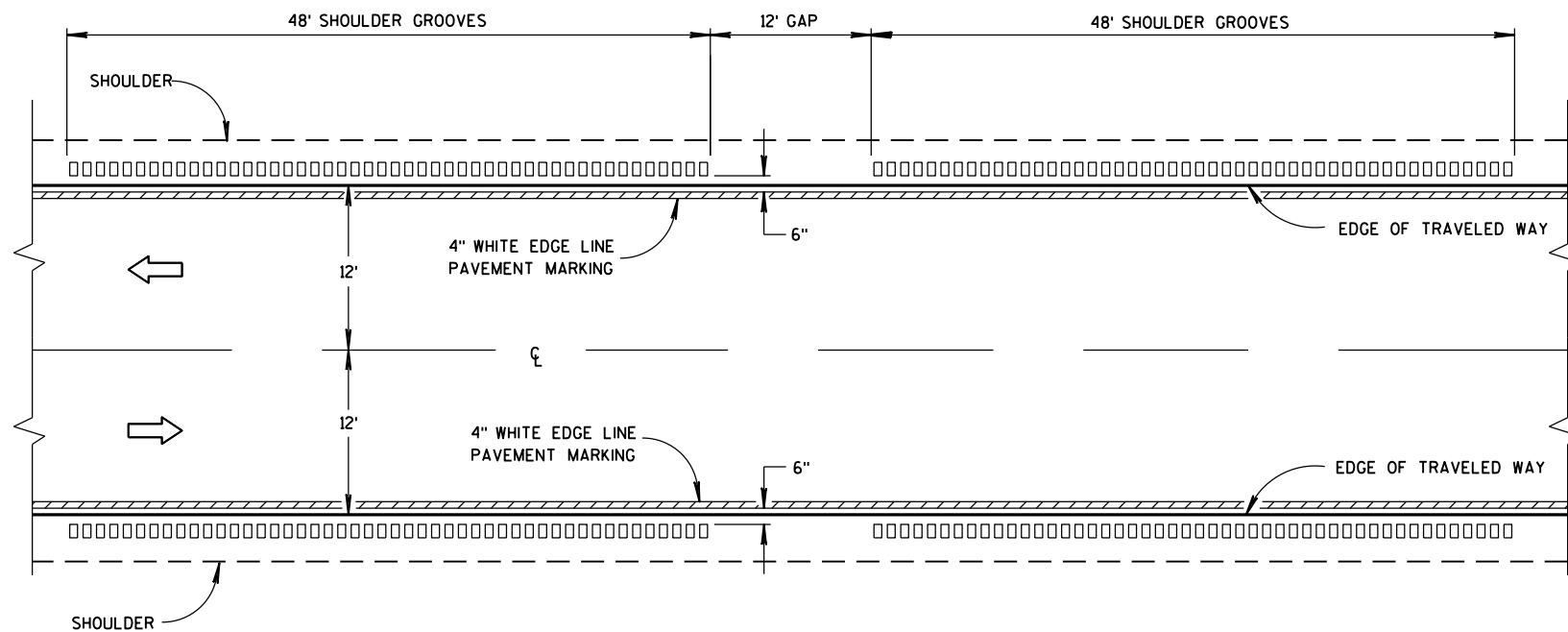
FHWA

/S/ Scot Becker
CHIEF STRUCTURAL DEVELOPMENT ENGINEER



6

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



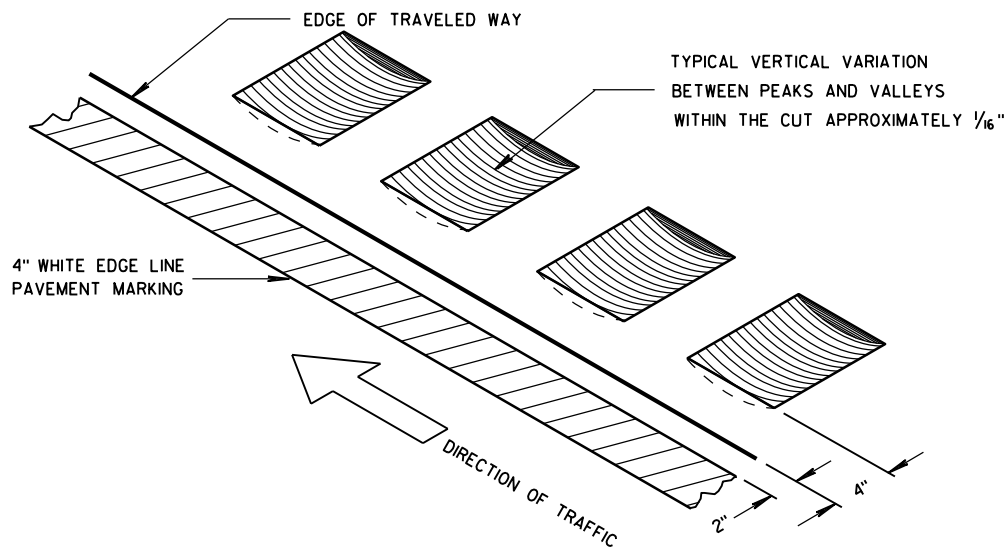
TYPE 1
2-LANE SHOULDER RUMBLE STRIP

GENERAL NOTES

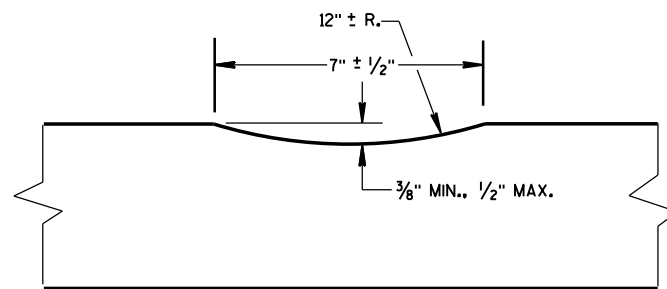
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

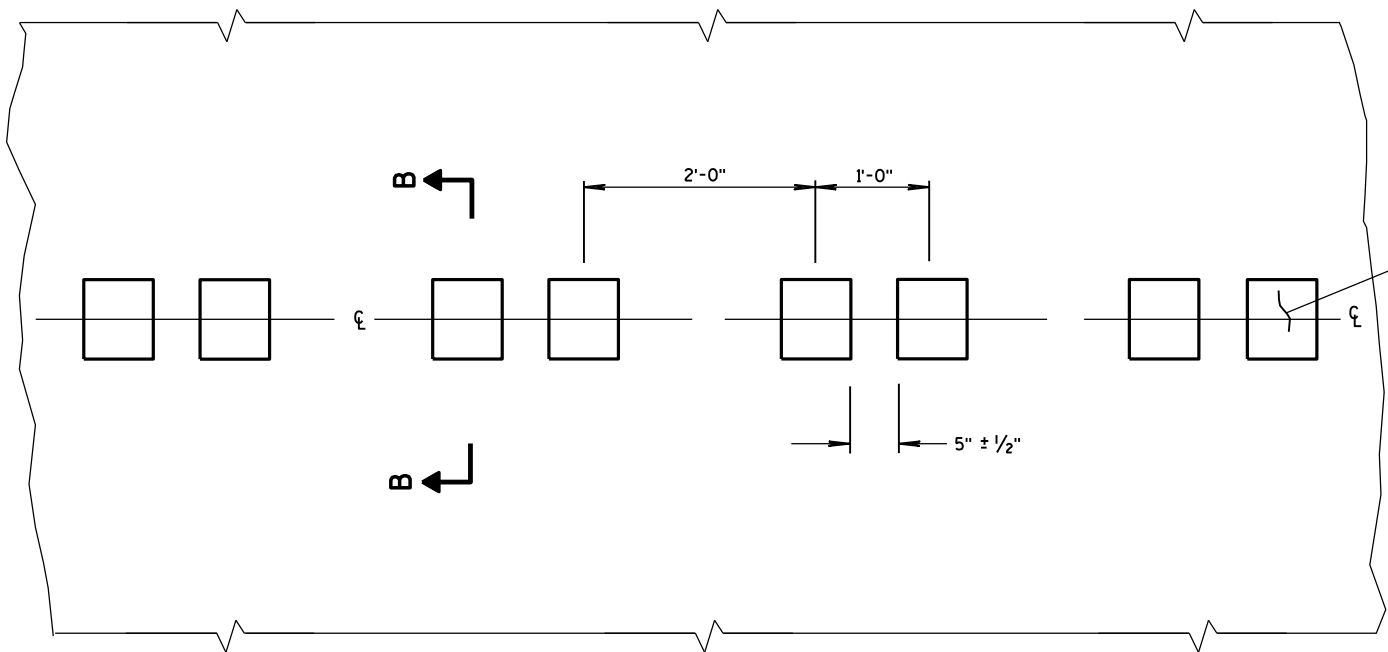
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

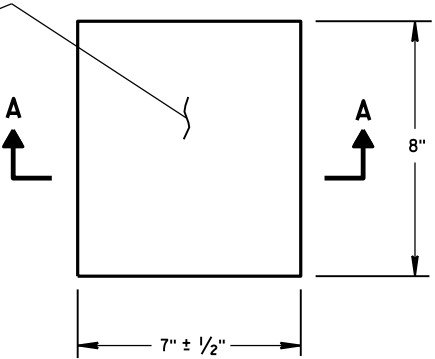
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

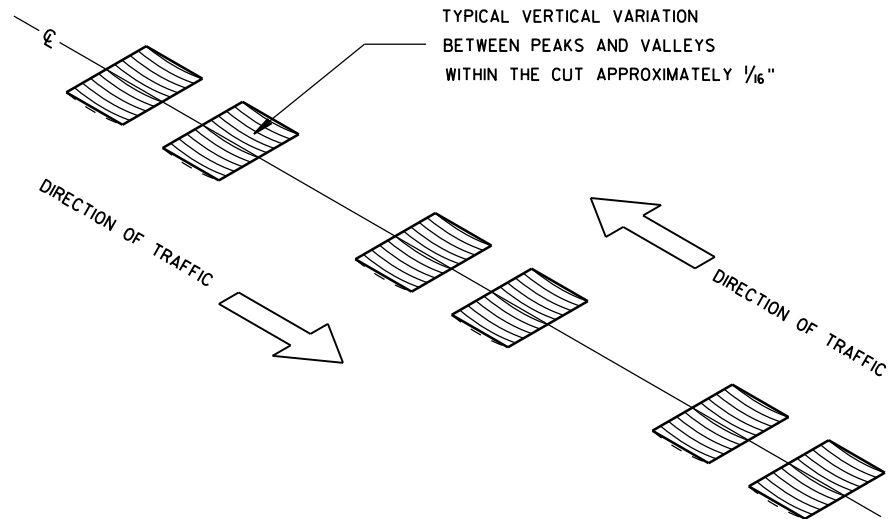
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



PLAN VIEW
CENTER LINE WITH GROOVES

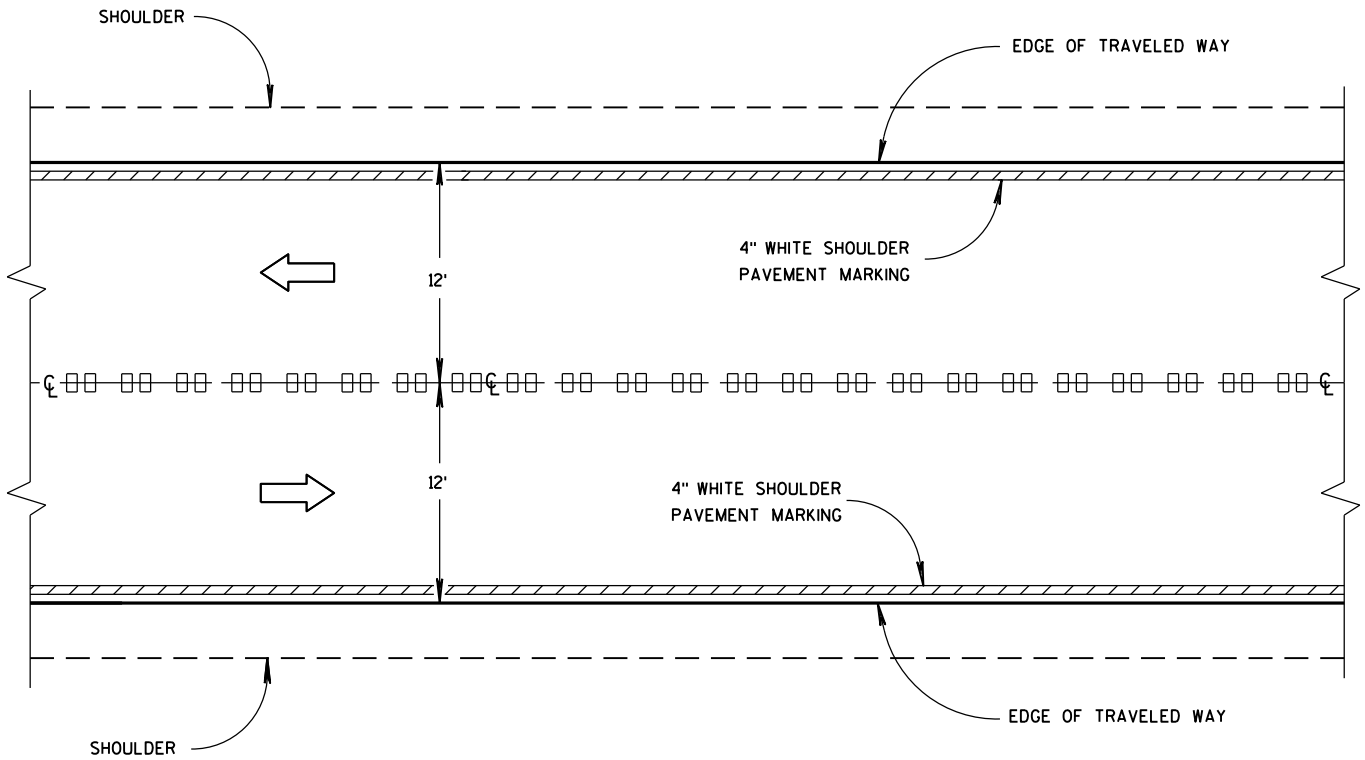


PLAN VIEW
(SINGLE GROOVE)

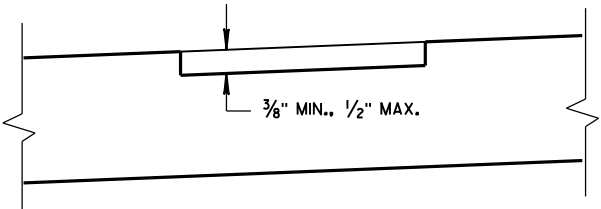


ISOMETRIC

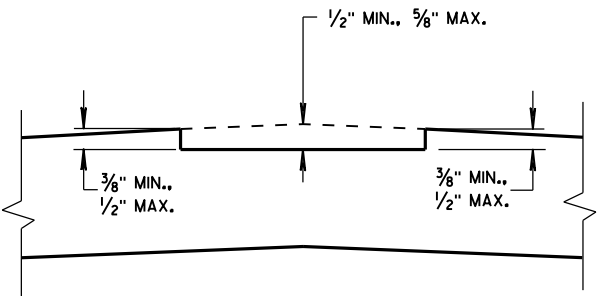
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



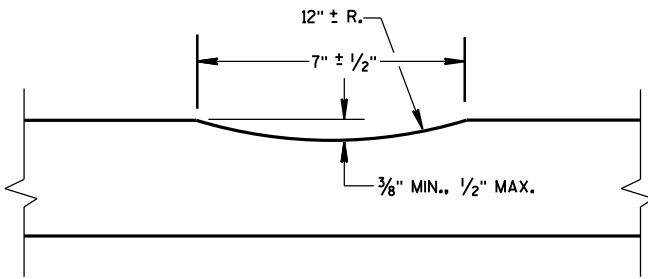
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY

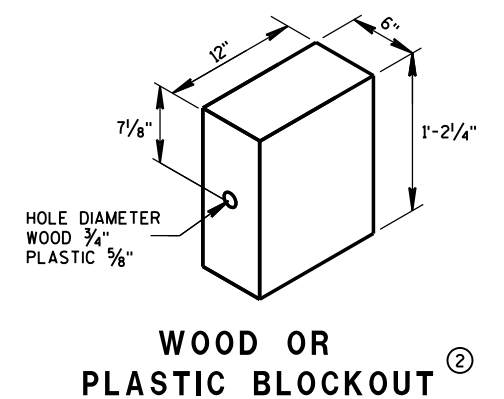
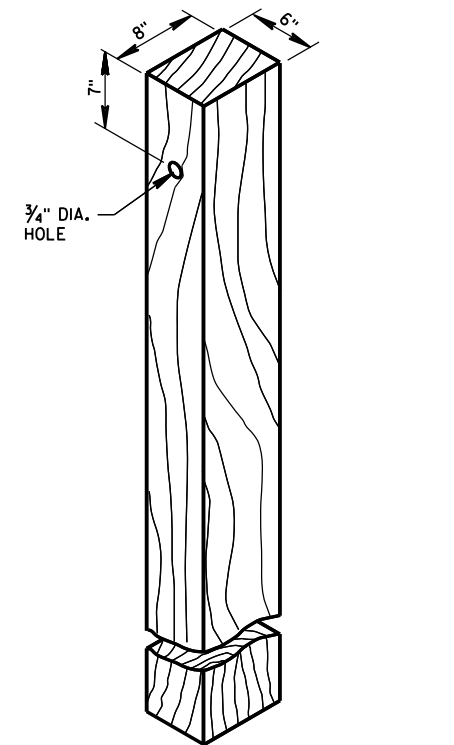
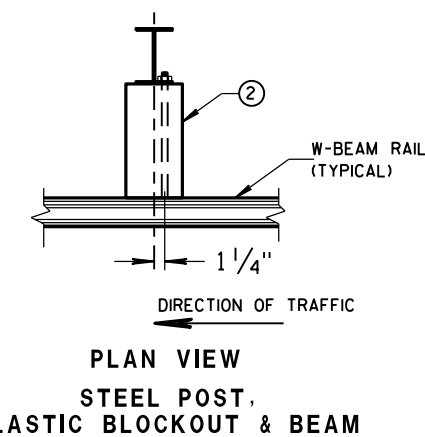
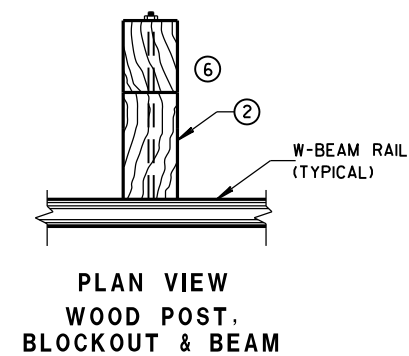
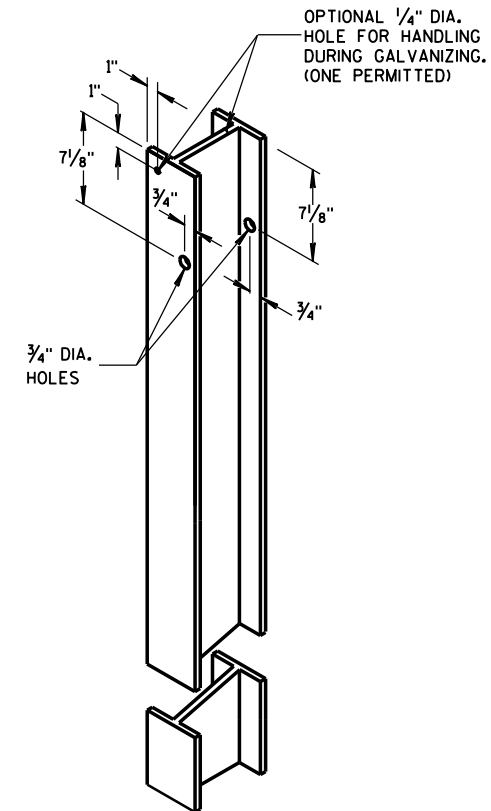
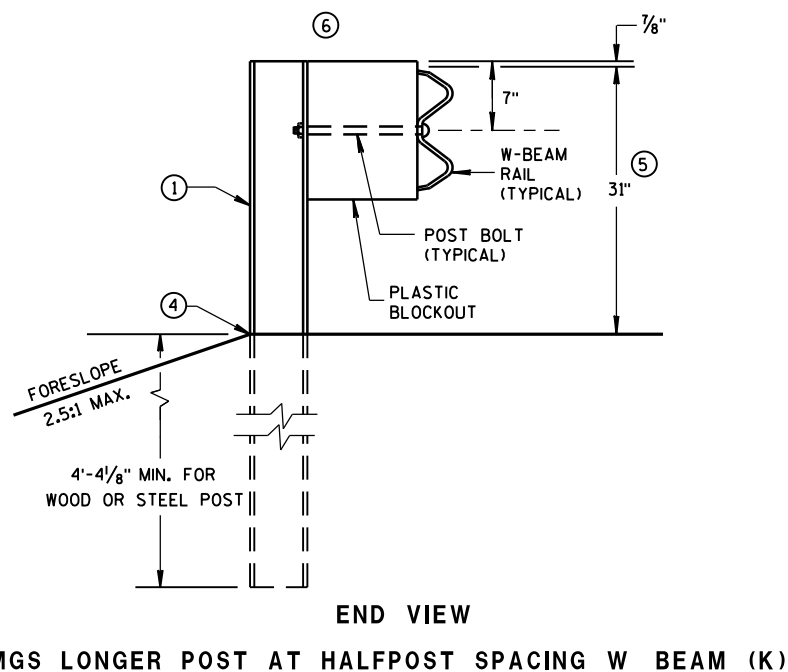
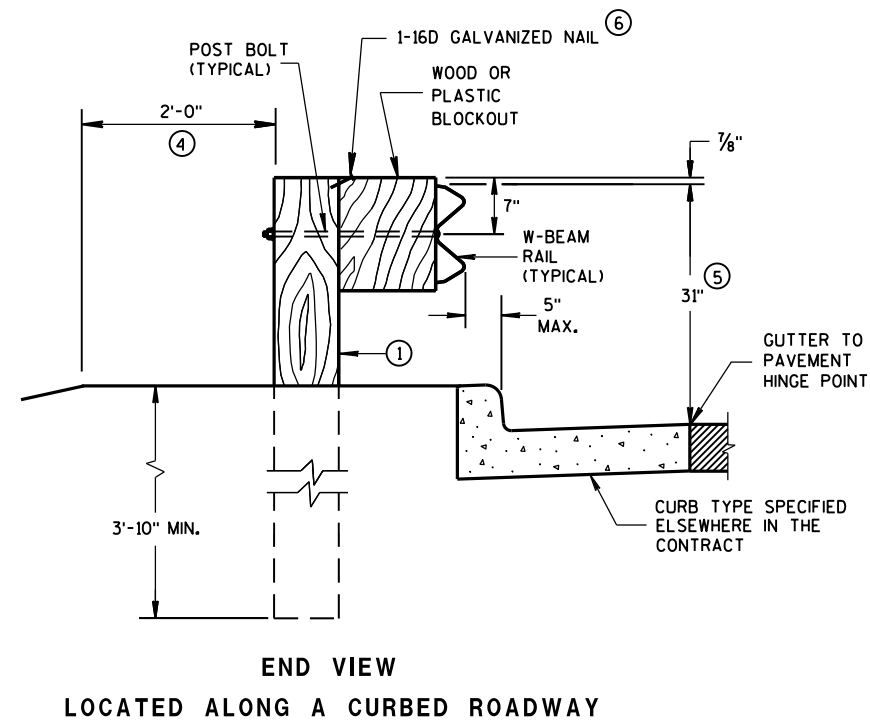
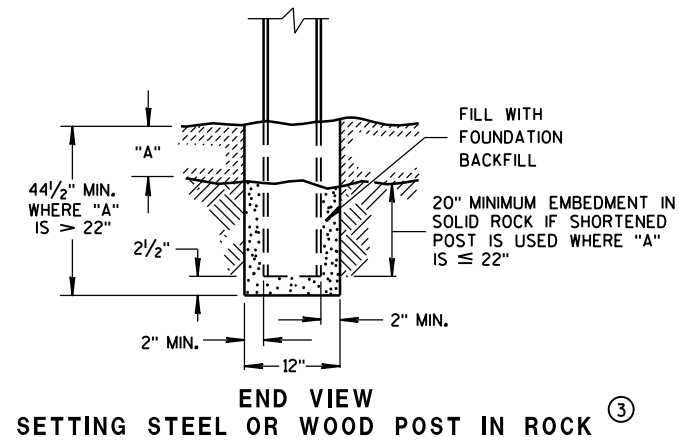


SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

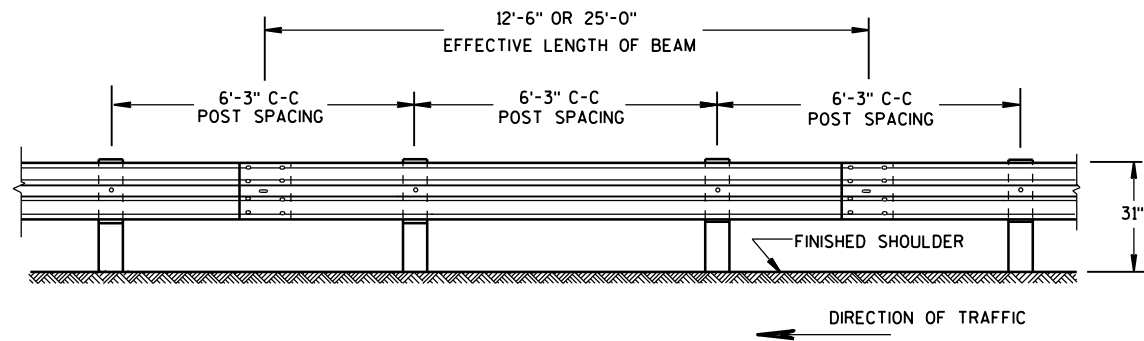
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

- 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 TO LENGTH AND 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.



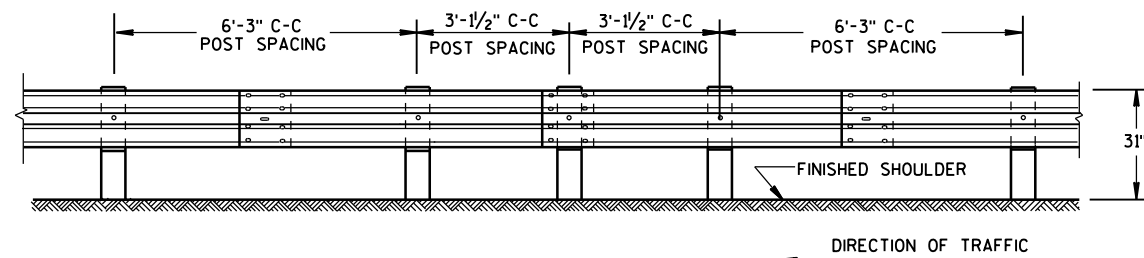
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



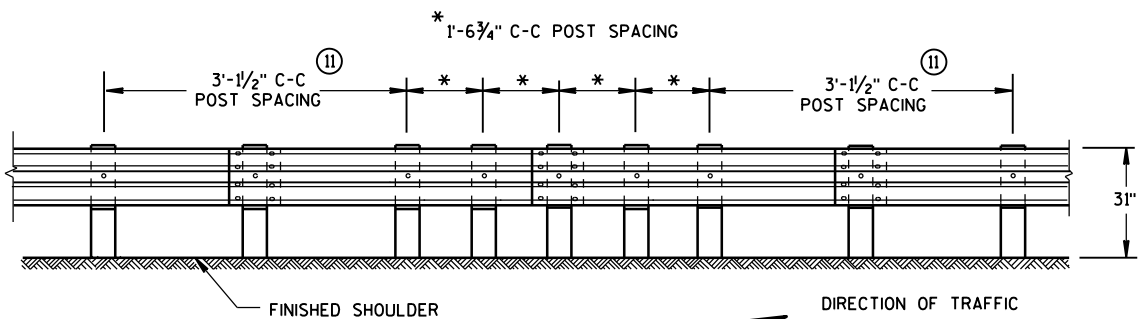
FRONT VIEW

POST SPACING STANDARD INSTALLATION



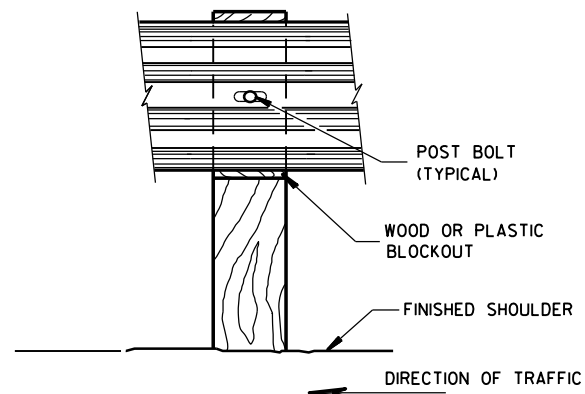
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

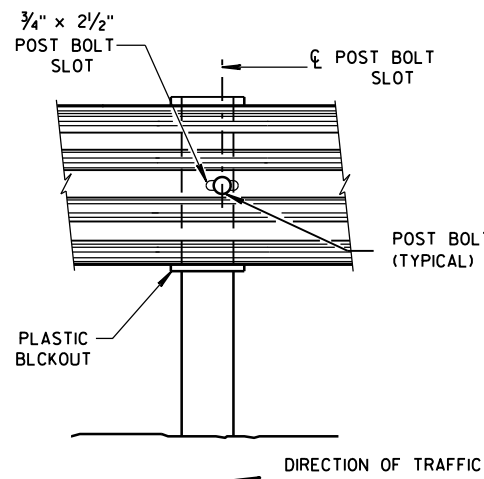


FRONT VIEW

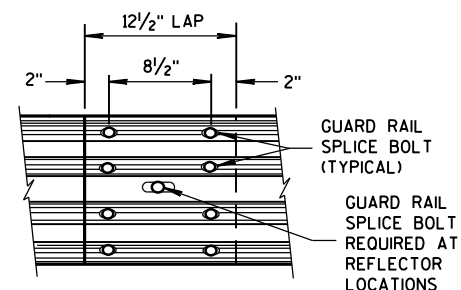
QUARTER POST SPACING (QS)



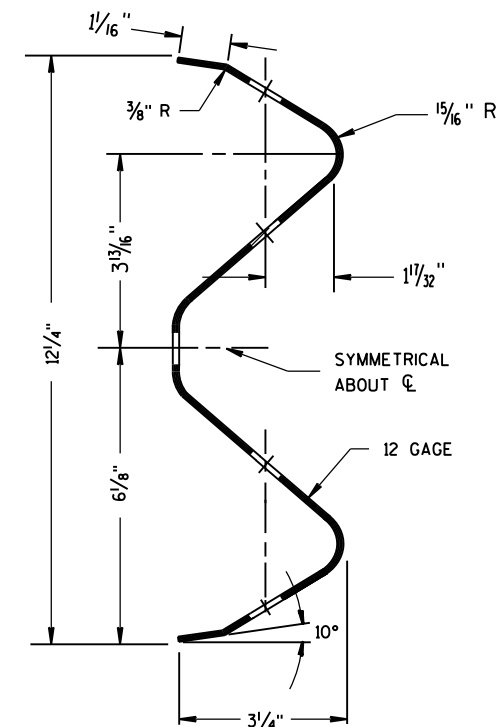
FRONT VIEW AT WOOD POST



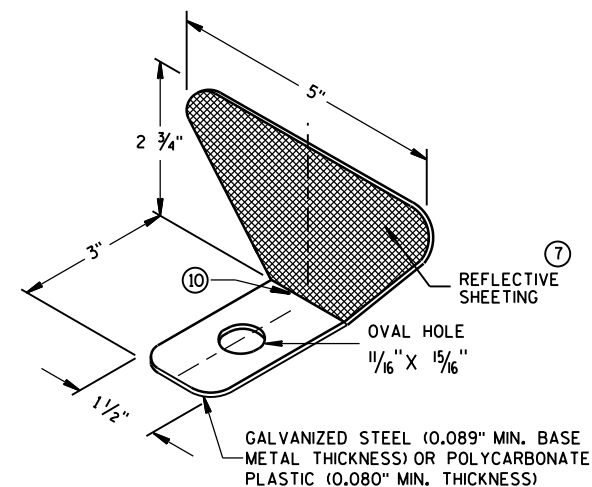
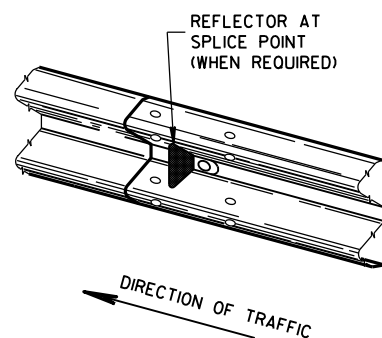
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

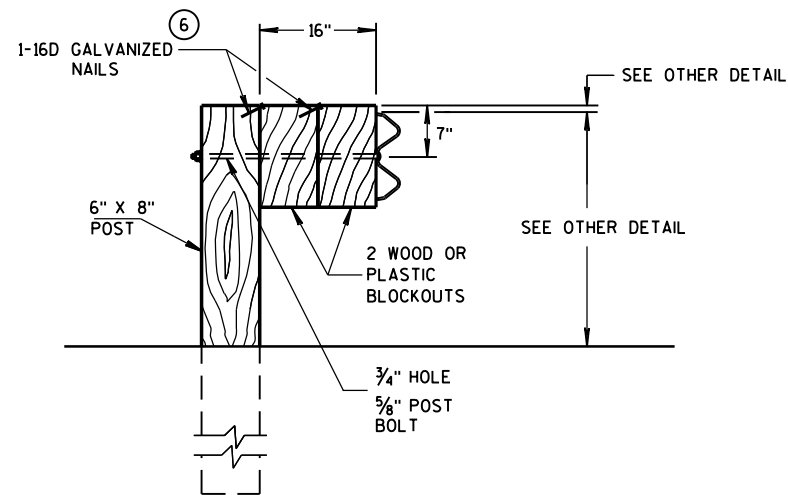
- ⑦ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.
 - ⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF 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 $90^\circ \pm 1^\circ$ 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 $\frac{5}{8}$ " DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES $\frac{5}{8}$ " DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND $\frac{5}{8}$ " DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.
- GUARD RAIL SPLICE BOLTS ARE A $\frac{5}{8}$ " DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES $\frac{5}{8}$ " DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING

	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 ⑩	3
	> 200'	100' C-C	2	

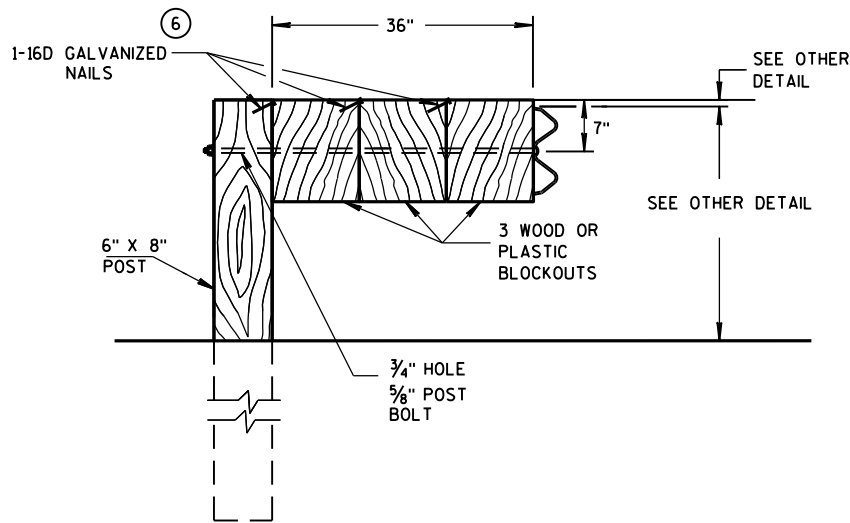
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL FOR 16" BLOCKOUT DEPTH

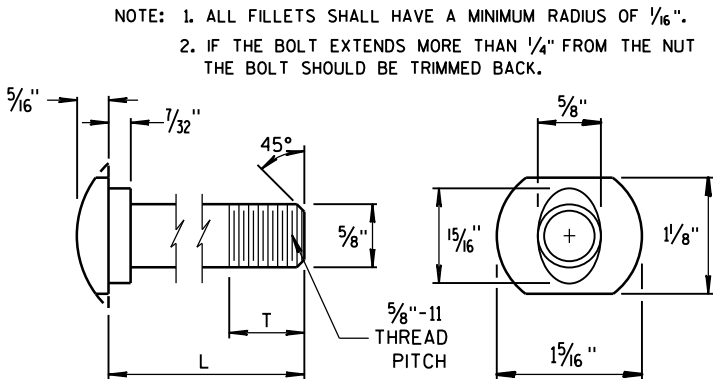
IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



DETAIL FOR 36" BLOCKOUT DEPTH

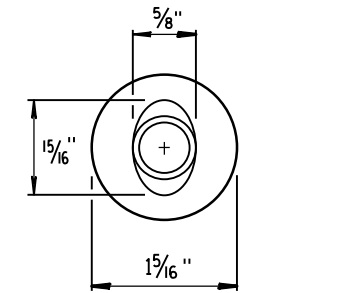
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

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.

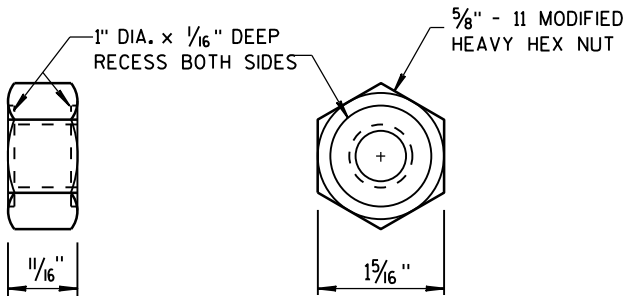


POST BOLT TABLE

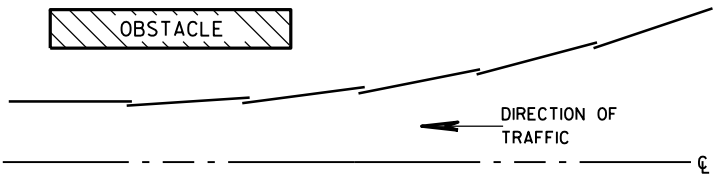
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



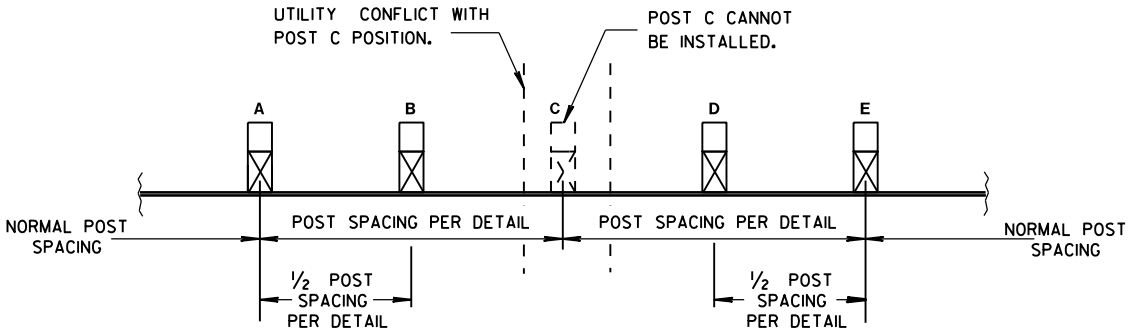
ALTERNATE BOLT HEAD



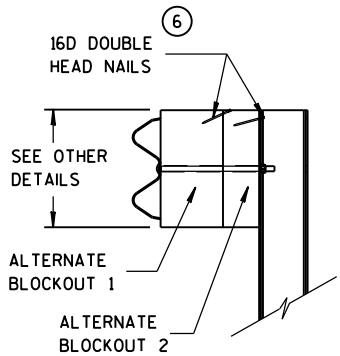
POST BOLT, SPLICE BOLT AND RECESS NUT



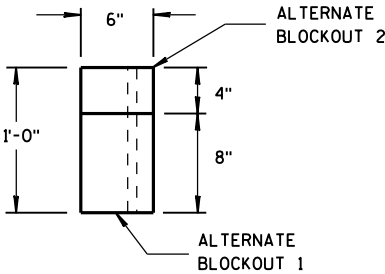
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA ENGINEER

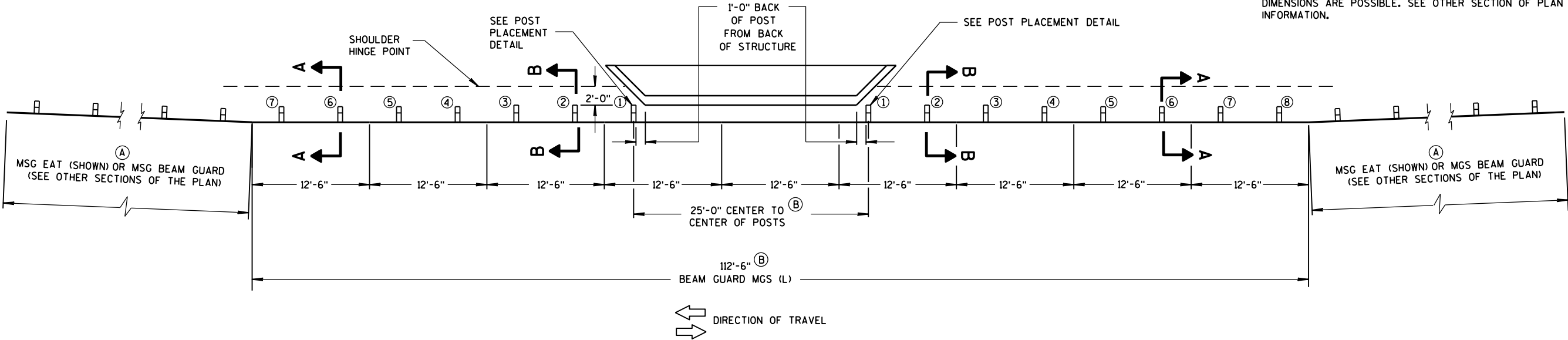
GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

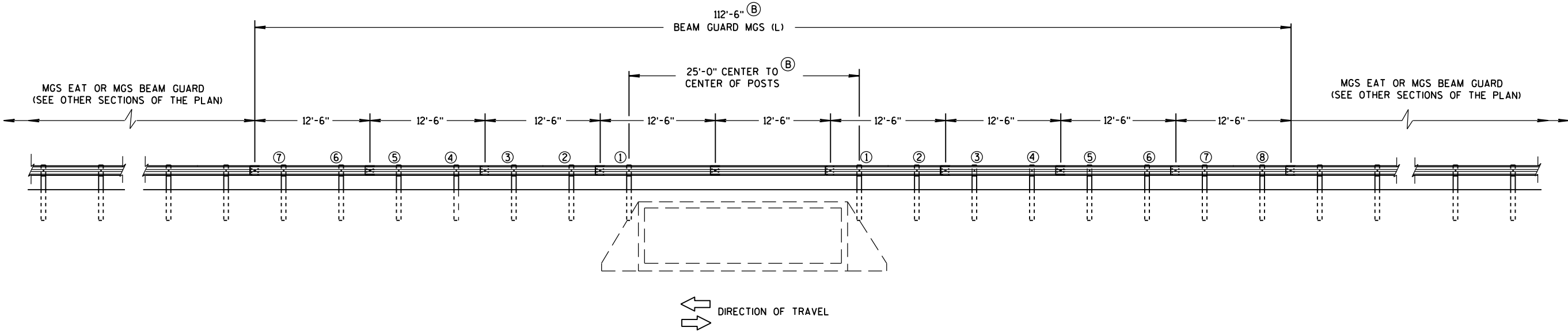
SEE SDD 14 B 42 FOR MORE DETAILS.

(A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.

(B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) TWO-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

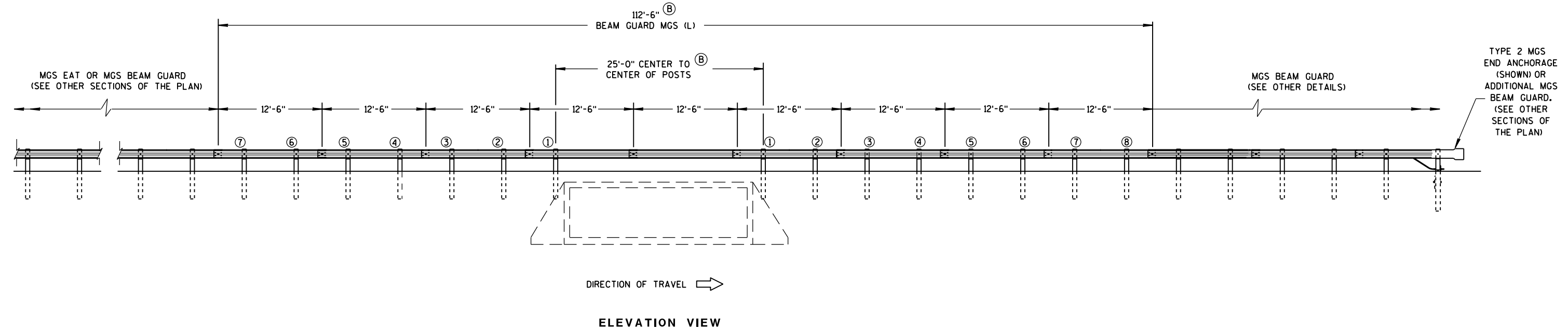
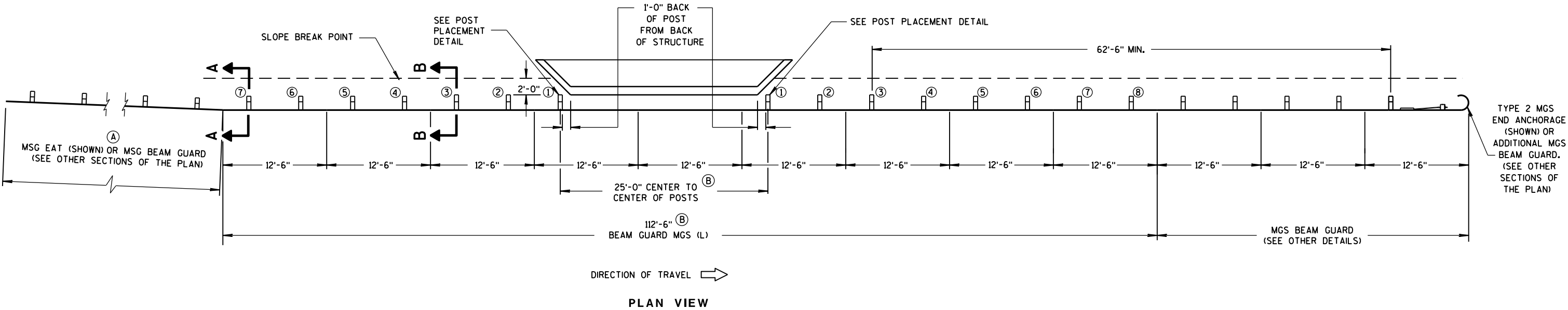
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

POSTS 1 THROUGH 3 ARE CRT POSTS.
ALL OTHER POSTS SHALL BE WOOD OR STEEL.

SEE SDD 14 B 42 FOR MORE DETAILS.

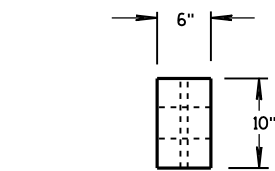
- (A) FLARE FOR MGS EAT SHOWN. IF INSTALLING MGS NO FLARE NEEDED.
- (B) VALUES SHOWN ON DRAWING REPRESENT THE MAXIMUM LENGTH. SHORTER DIMENSIONS ARE POSSIBLE. SEE OTHER SECTION OF PLAN FOR MORE INFORMATION.



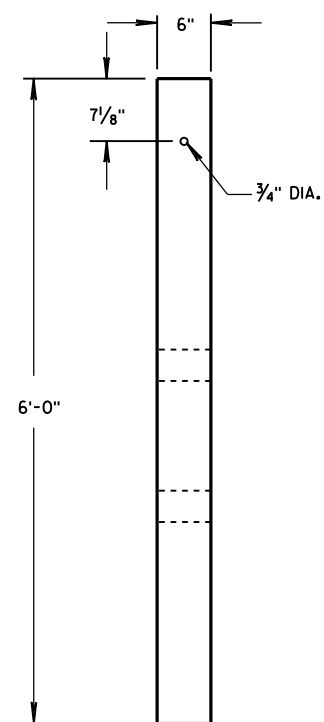
MIDWEST GUARDRAIL SYSTEM LONG SPAN MGS (L) ONE-WAY TRAFFIC

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

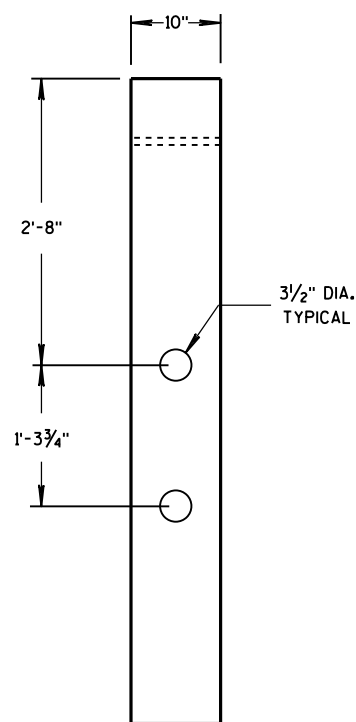


PLAN VIEW

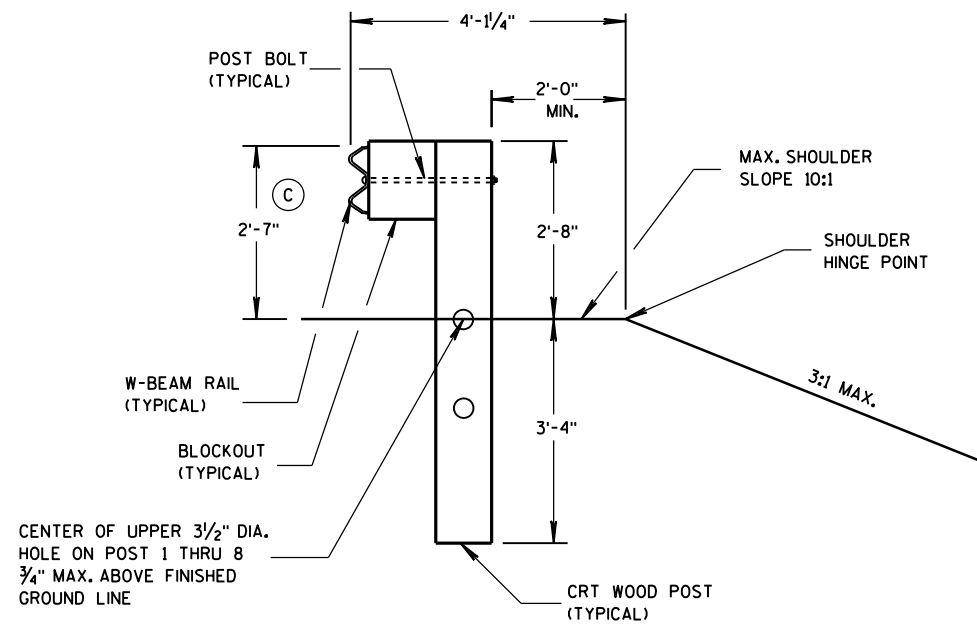


FRONT VIEW

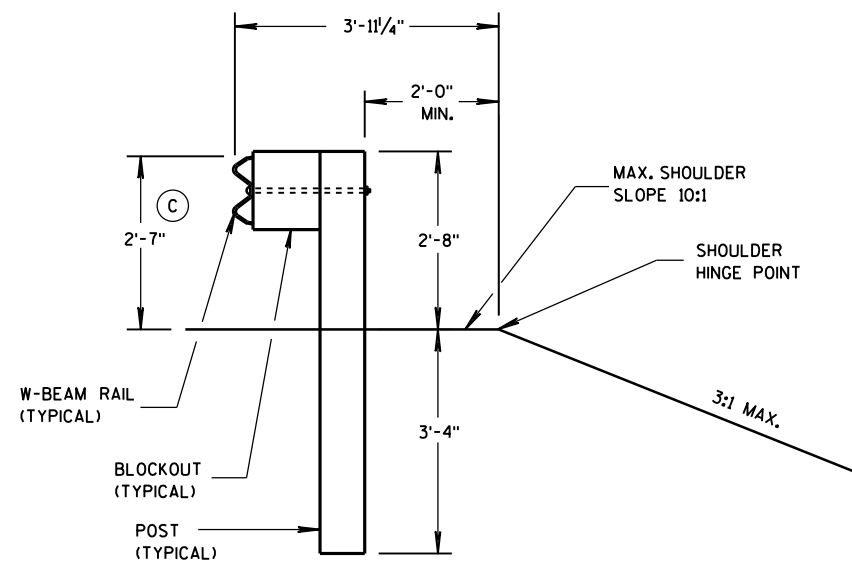
CRT WOOD POST



SIDE VIEW

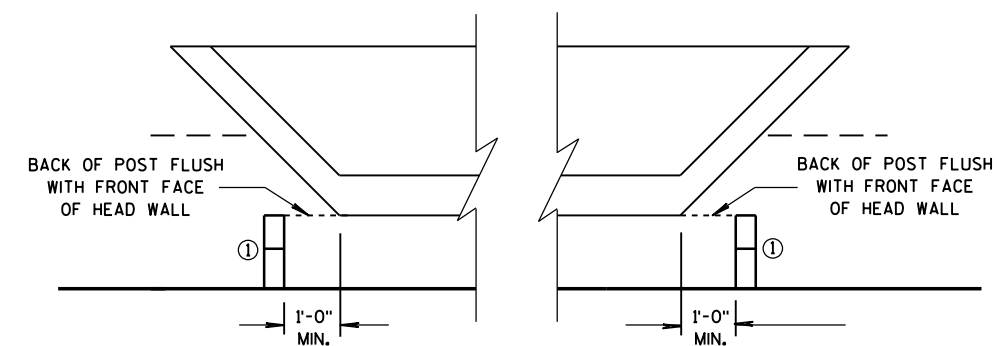
SECTION B-B
POSTS NO. 1-3

SEE OTHER DETAILS

SECTION A-A
POSTS NO. 4-8

SEE OTHER DETAILS

GENERAL NOTES

(C) TOLERANCE FOR TOP OF W-BEAM RAIL IS $\pm 1"$.

POST PLACEMENT DETAIL

MIDWEST GUARDRAIL SYSTEM
LONG SPAN MGS (L)STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATIONAPPROVED
5/10/2013
DATE
FHWA/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

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.
- (E) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS, ONE SCREW PER CORNER.
- (G) 1/2" 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.

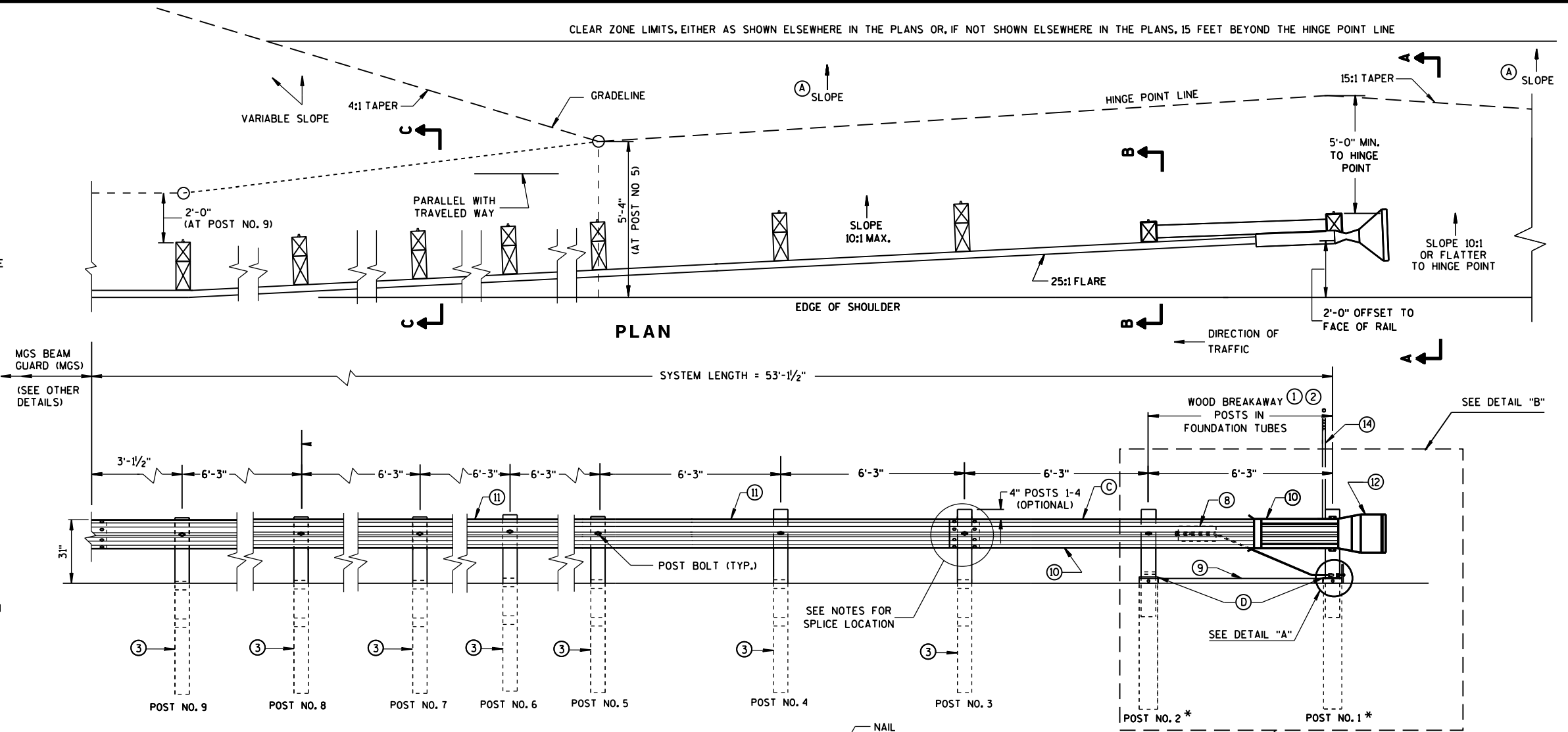
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

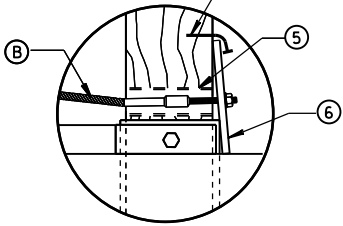
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

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.

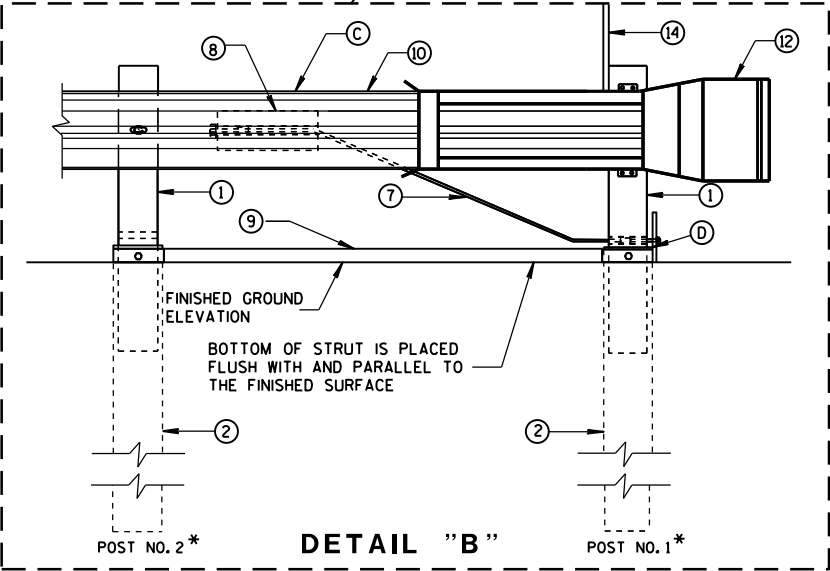
THE CENTER OF THE UPPER 3/2" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



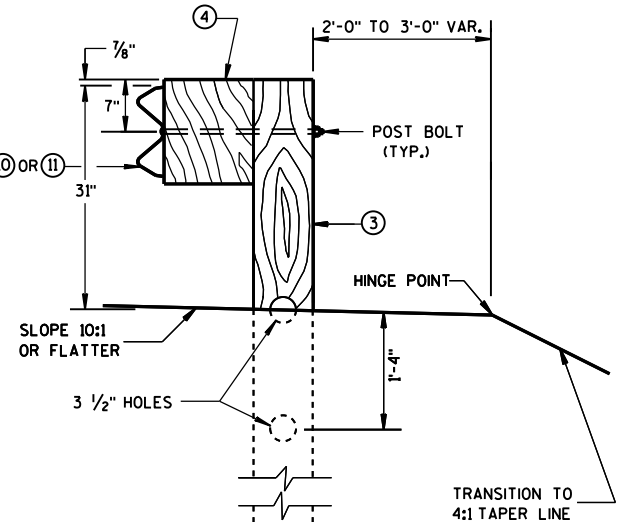
ELEVATION



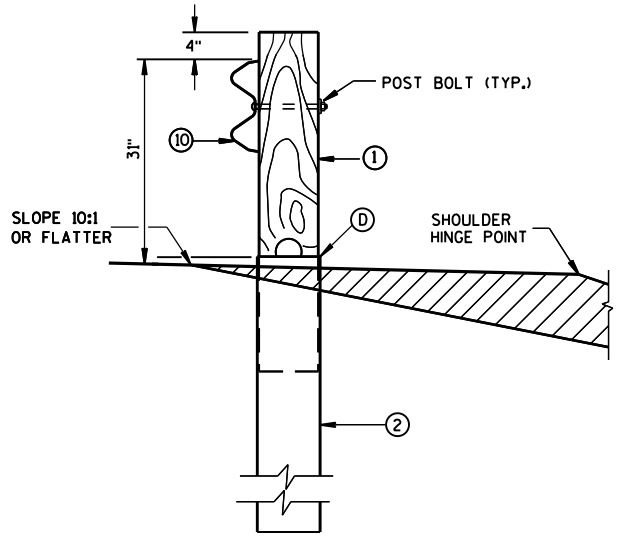
DETAIL "A"



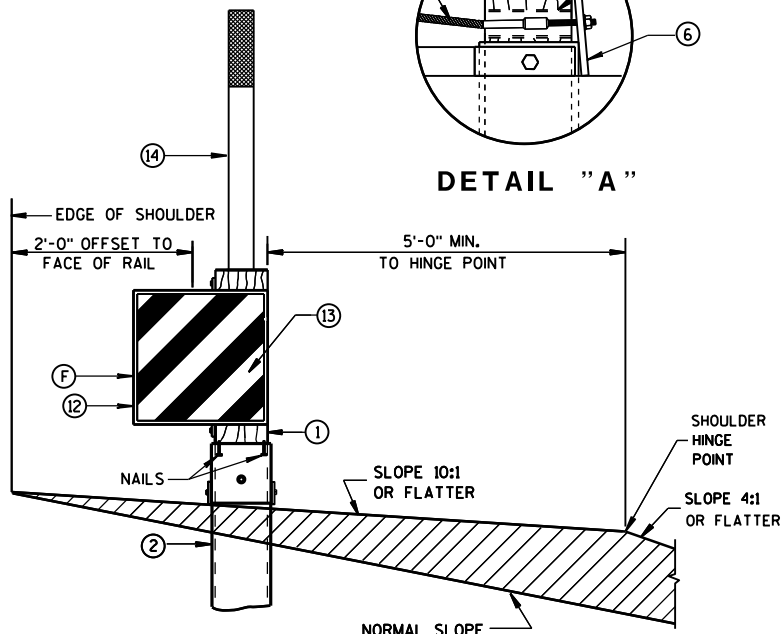
DETAIL "B"



SECTION C-C
TYPICAL AT POST NOS. 3-9



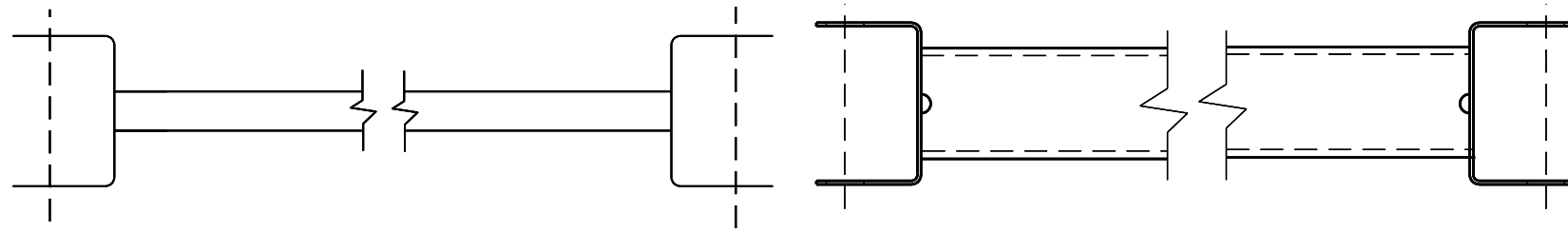
SECTION B-B
TYPICAL AT POST NO. 2*



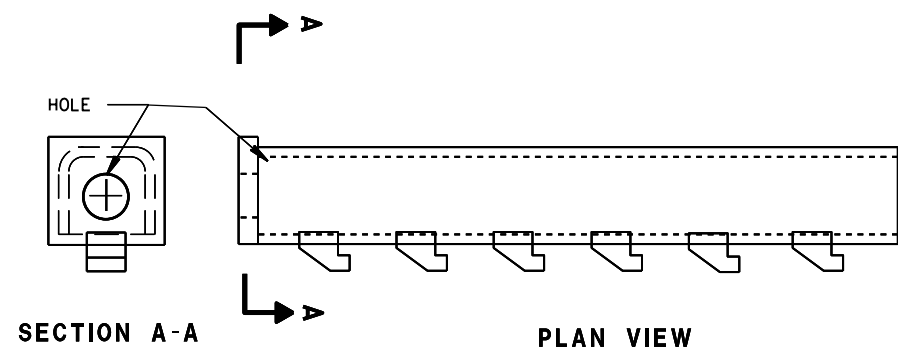
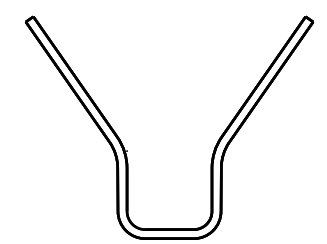
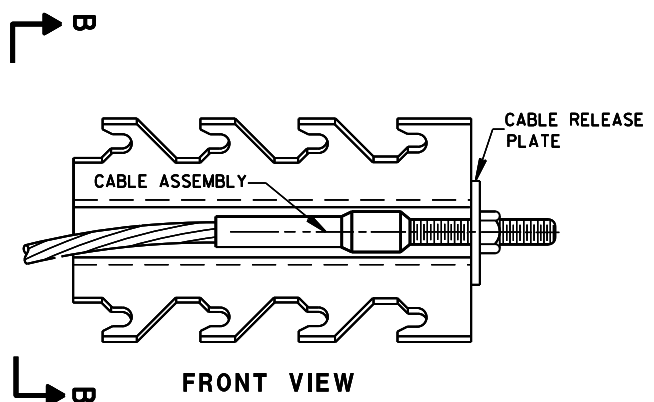
SECTION A-A
TYPICAL AT POST NO. 1*

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



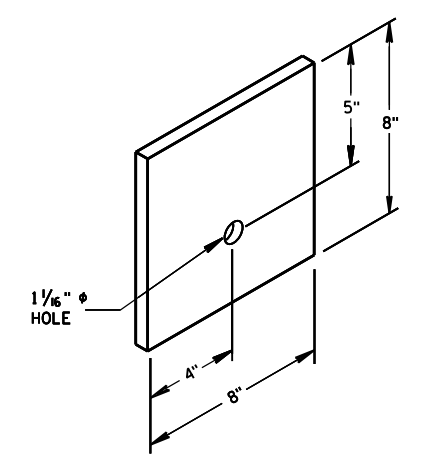
9 H
GENERIC GROUND STRUT



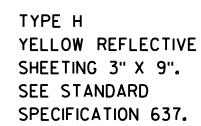
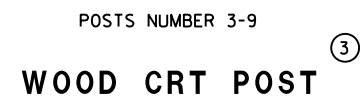
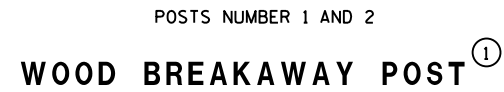
8 H
GENERIC ANCHOR CABLE BOX

BILL OF MATERIALS

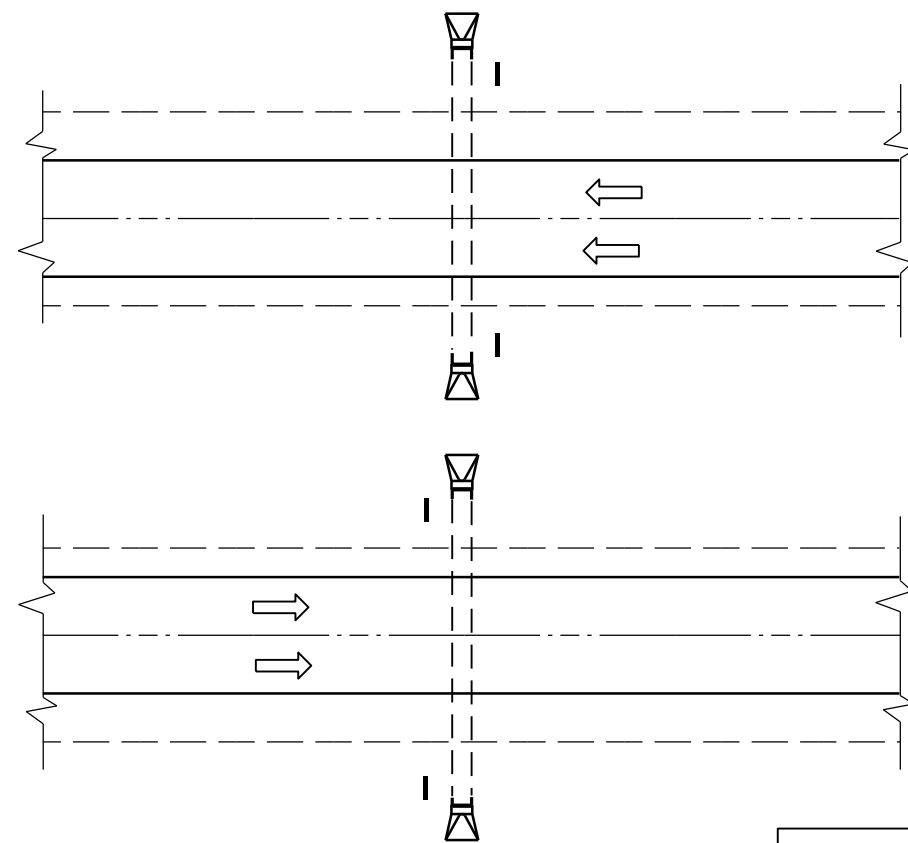
PART NO.	DESCRIPTION
MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.	
①	WOOD BREAKAWAY POST
②	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND 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)



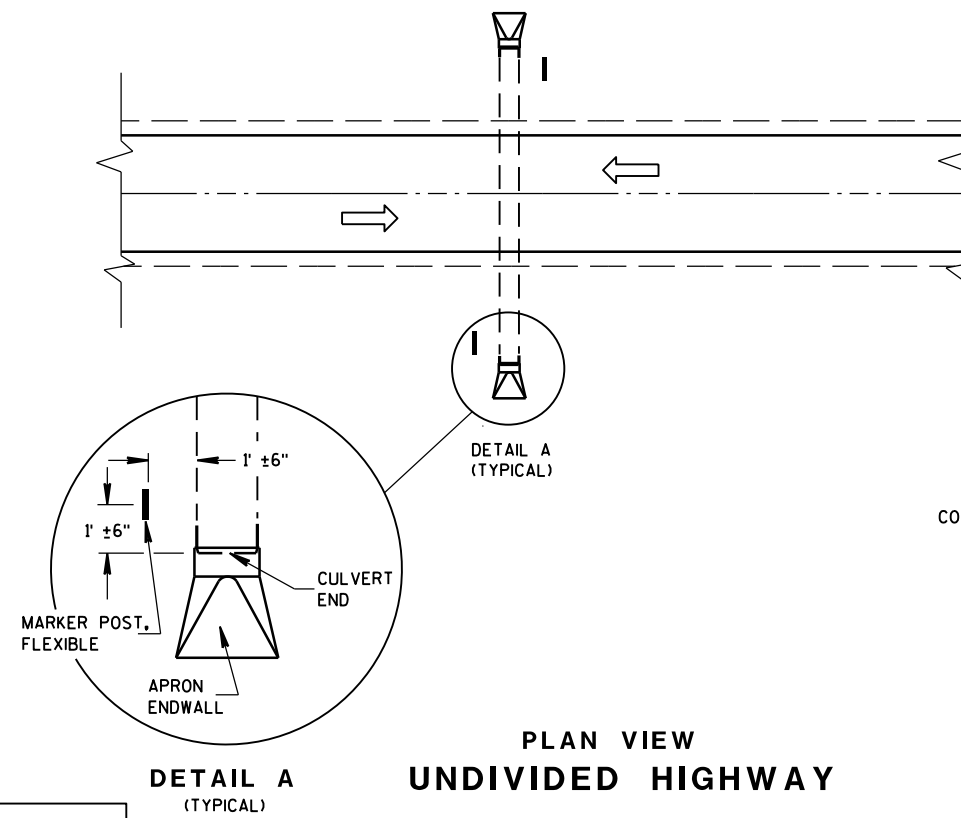
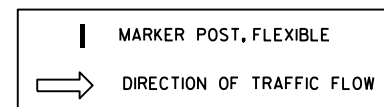
⑥
BEARING PLATE



MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2014	/S/ Jerry H. Zogg
DATE	ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



PLAN VIEW
DIVIDED HIGHWAY

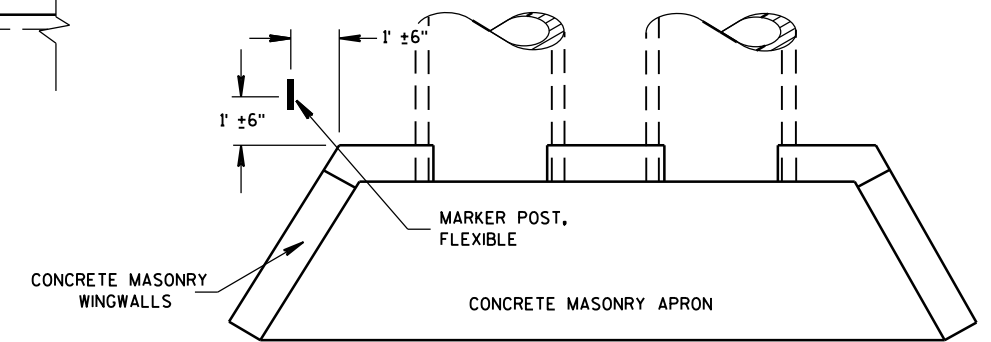


PLAN VIEW
UNDIVIDED HIGHWAY

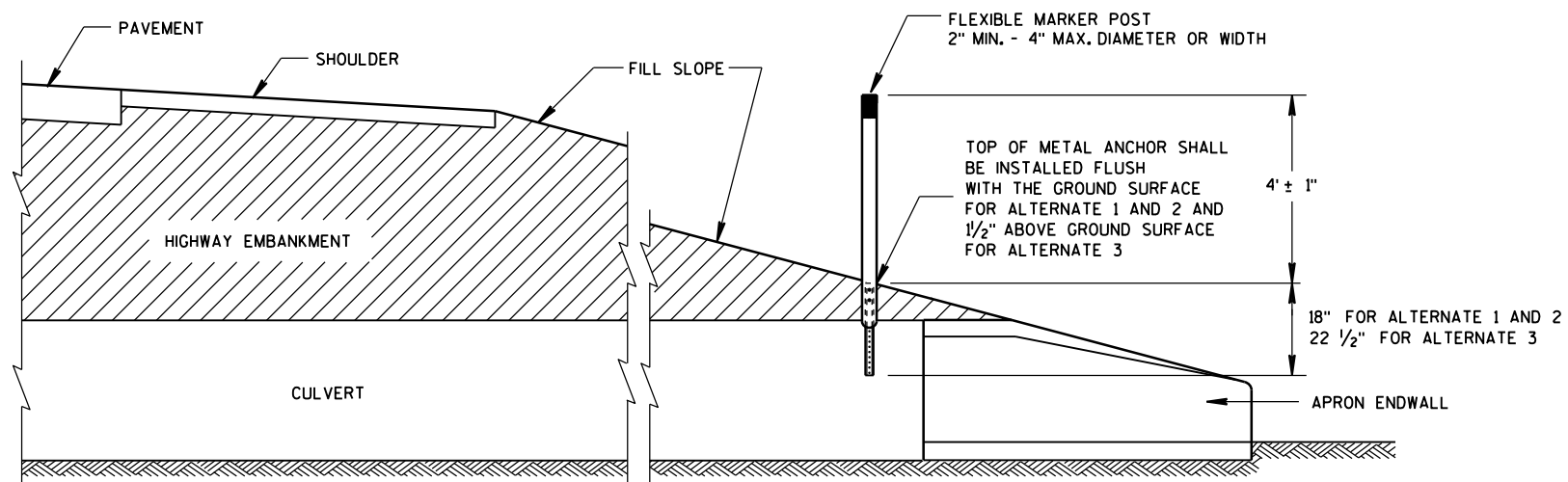
FLEXIBLE MARKER POST LOCATION

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.



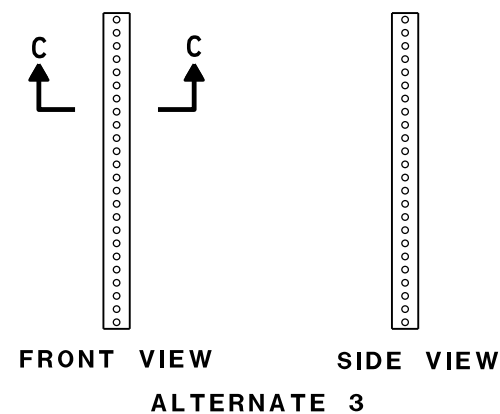
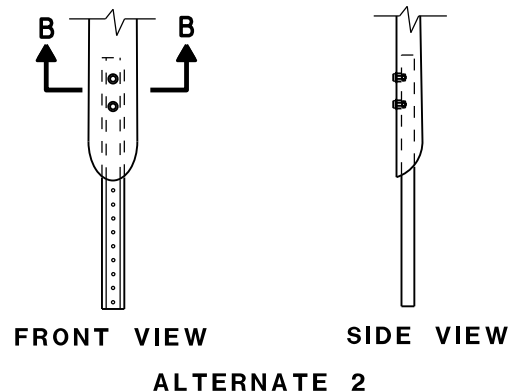
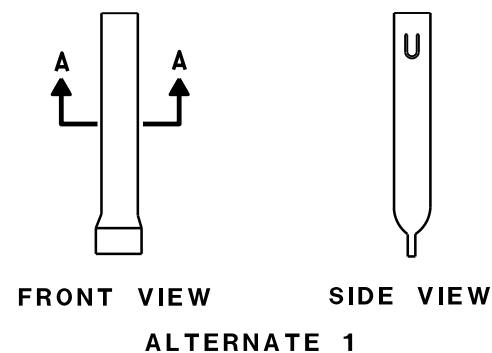
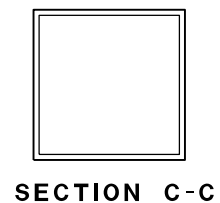
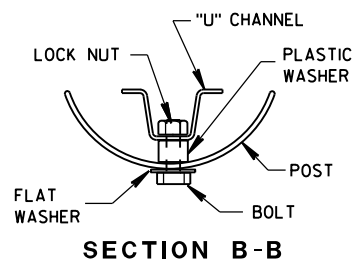
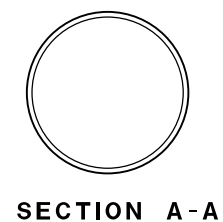
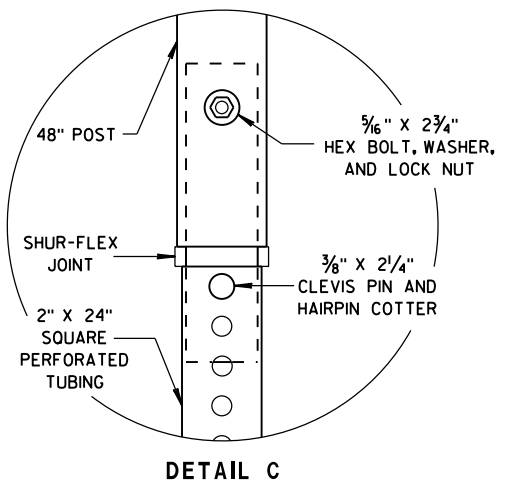
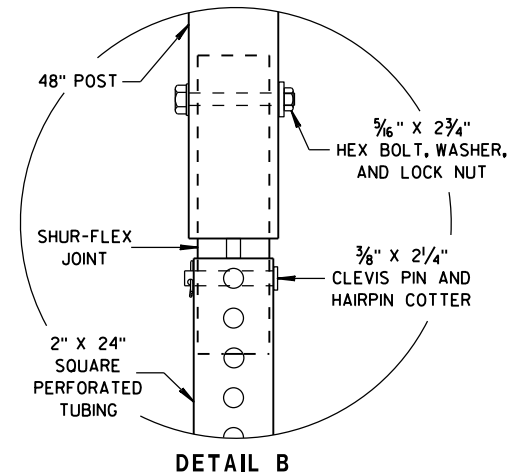
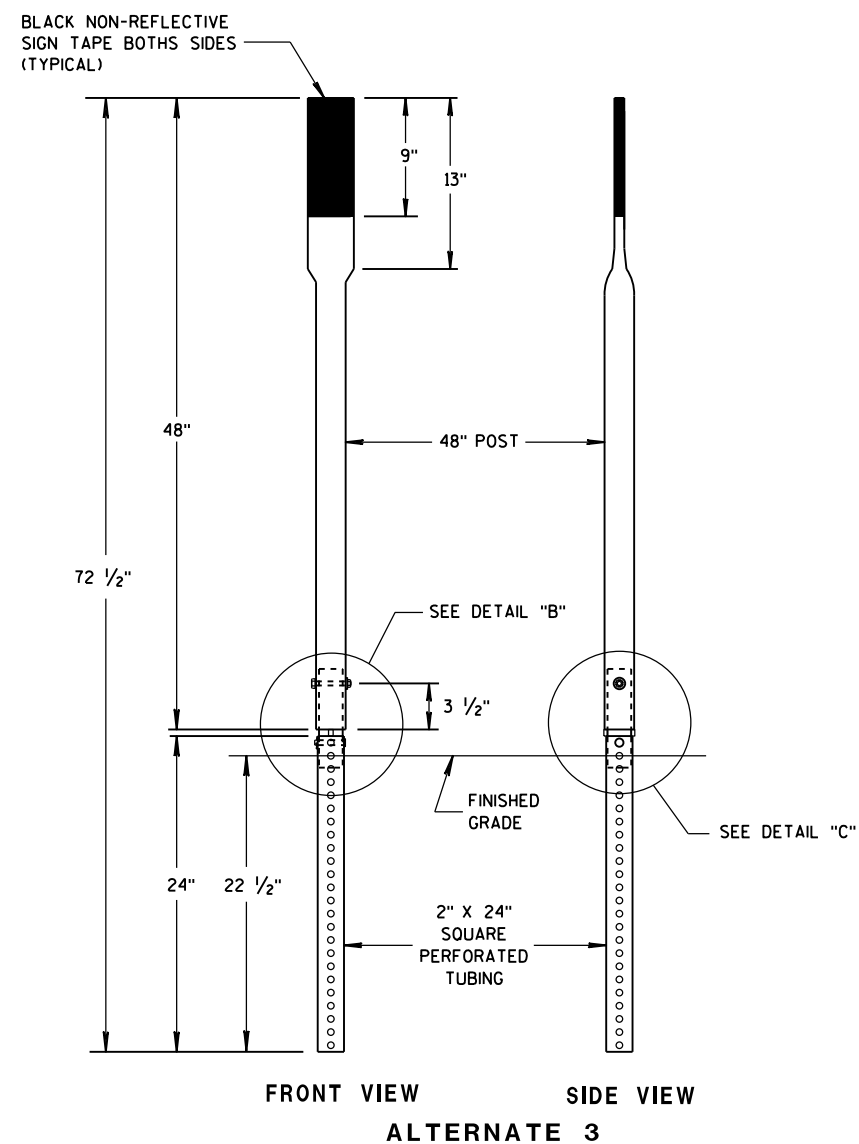
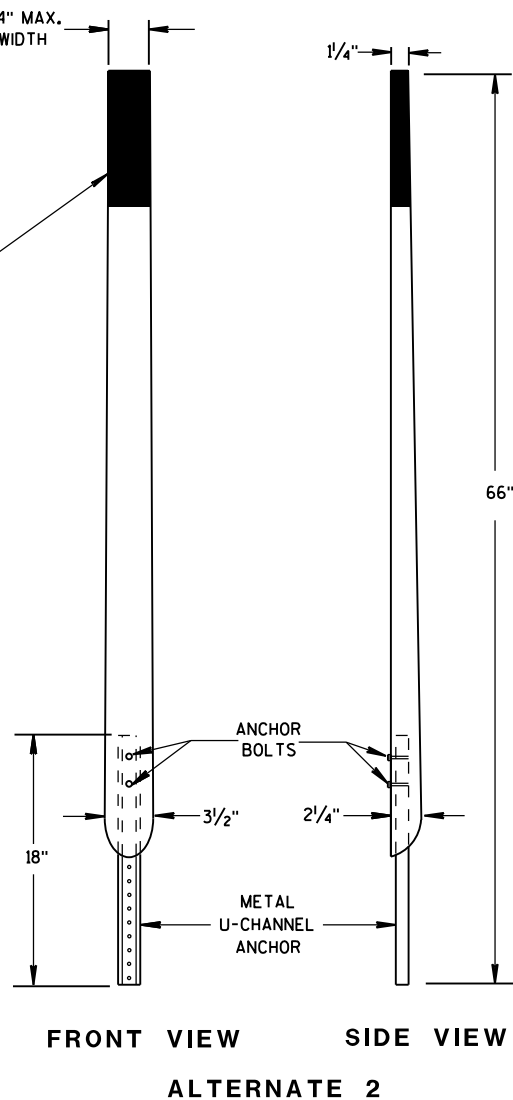
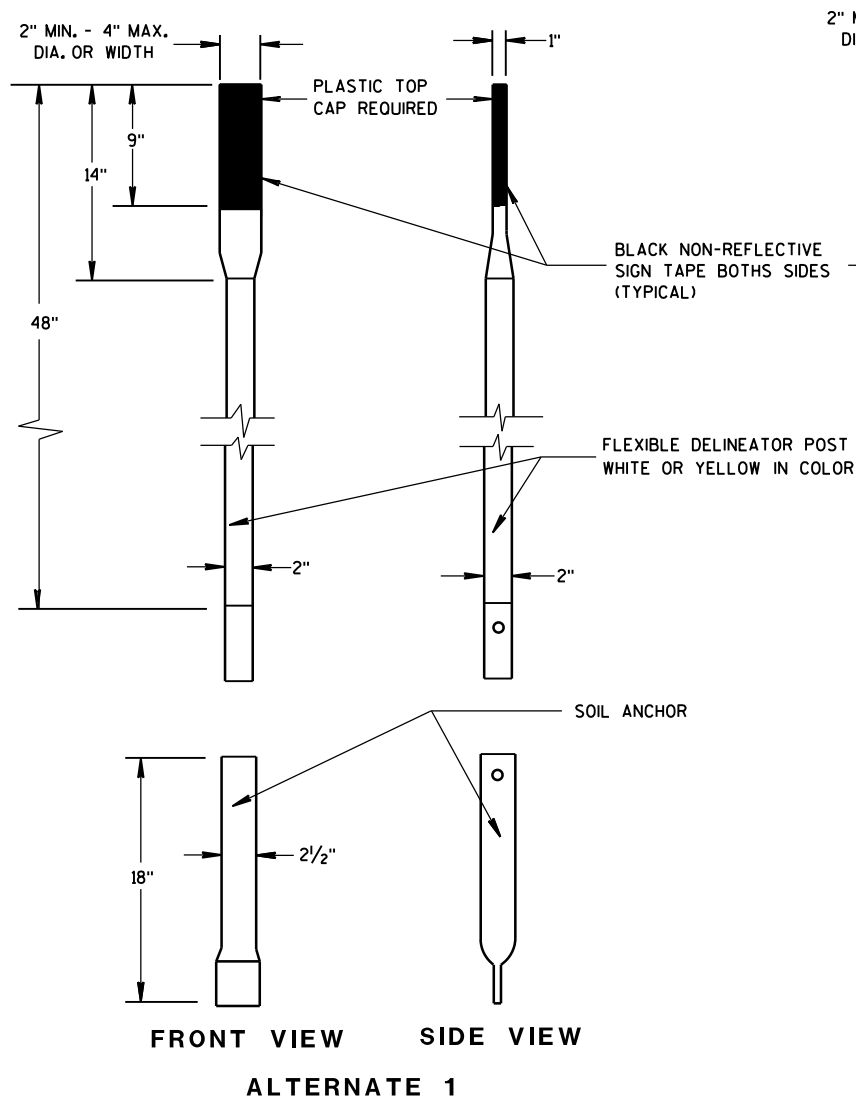
PLAN VIEW
CONCRETE MASONRY ENDWALLS FOR
CULVERT PIPE AND PIPE ARCH



CROSS SECTION
FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

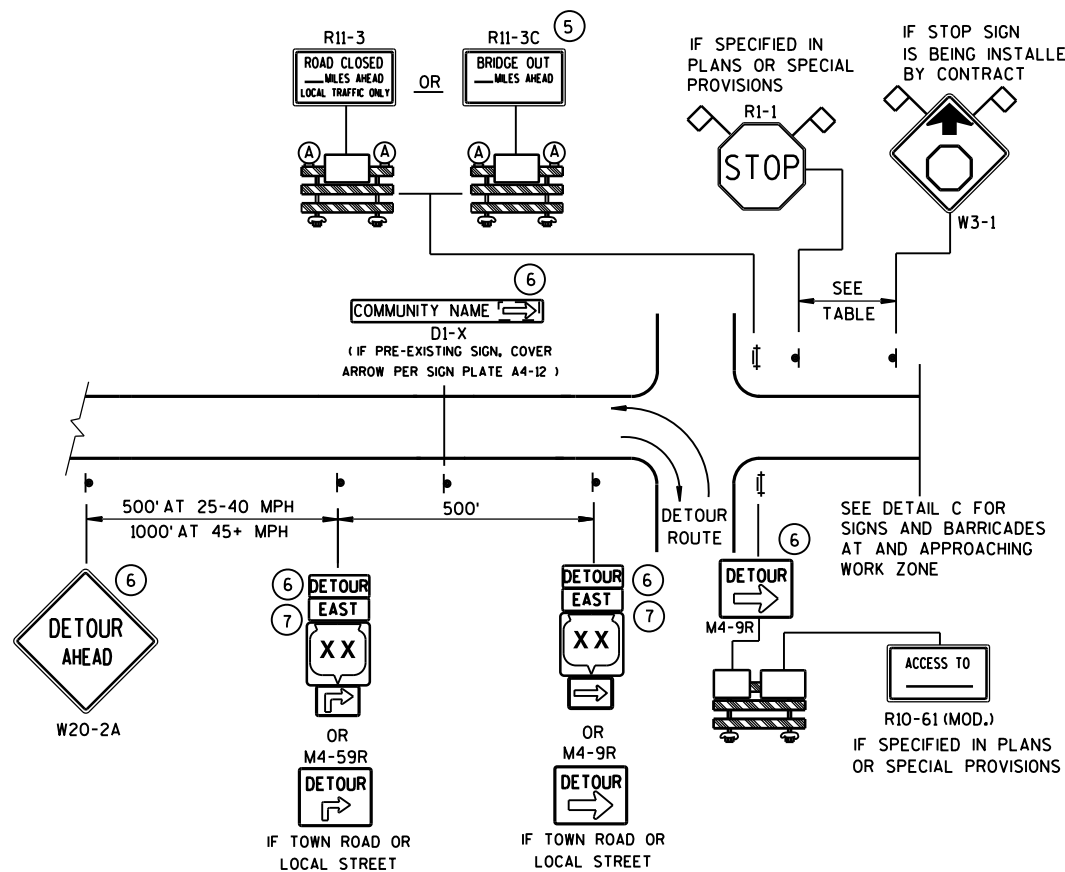


FLEXIBLE MARKER POST ANCHORS

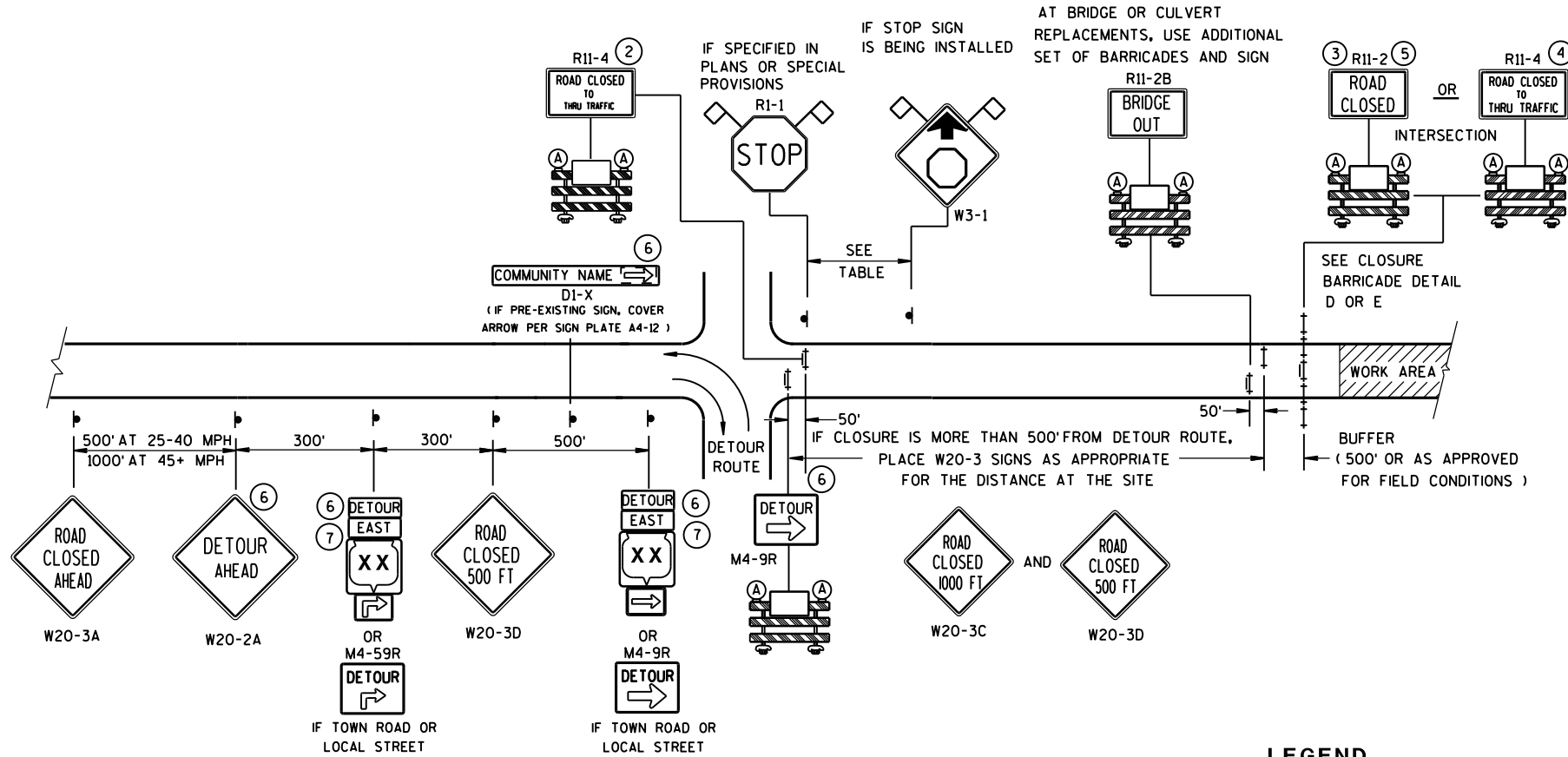
FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

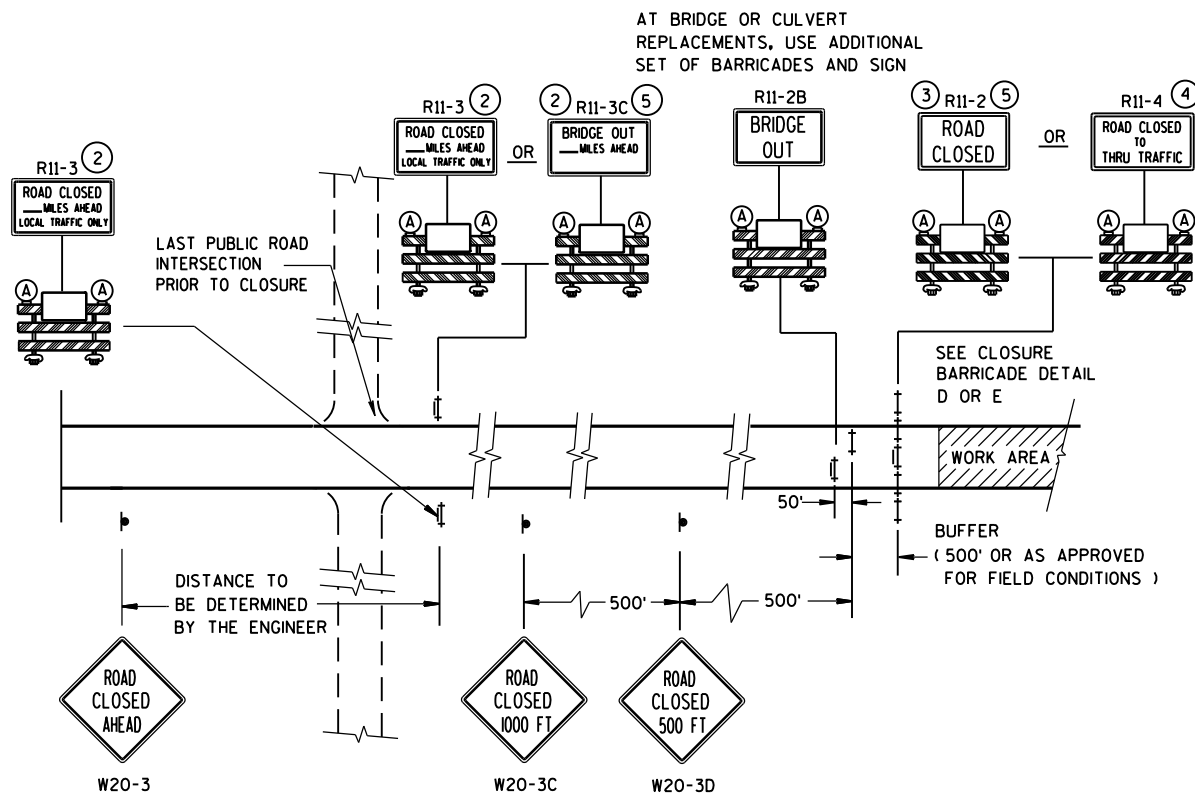
APPROVED
10/1/2012 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

LEGEND

- SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

DETOUR EAST M4-8
M3-X
XX OR COUNTY XX OR XX
M1-4 M1-5A M1-6

OR
M05-1 M06-1

FLAGS, 16" X 16" MIN., (ORANGE)

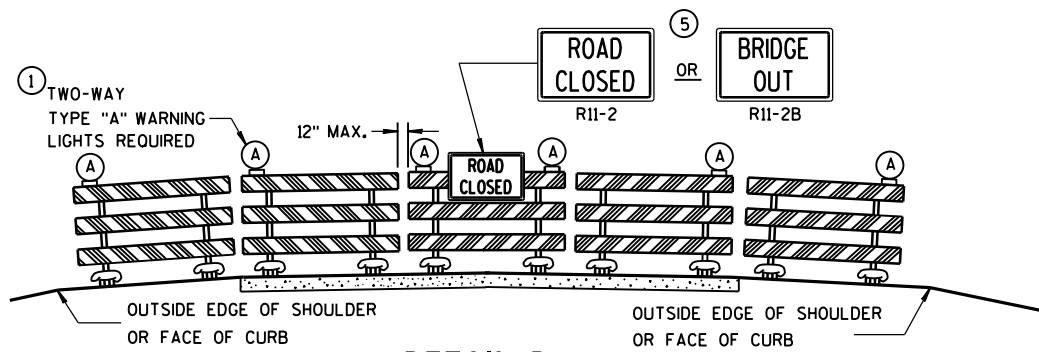
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

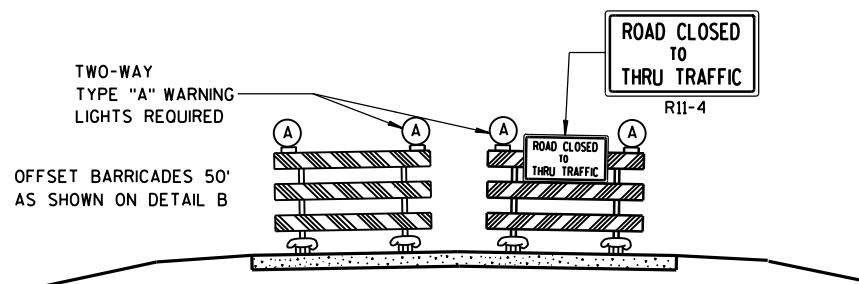
BARRICADES AND SIGNS
FOR
MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 /S/ Peter Amokobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER



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:

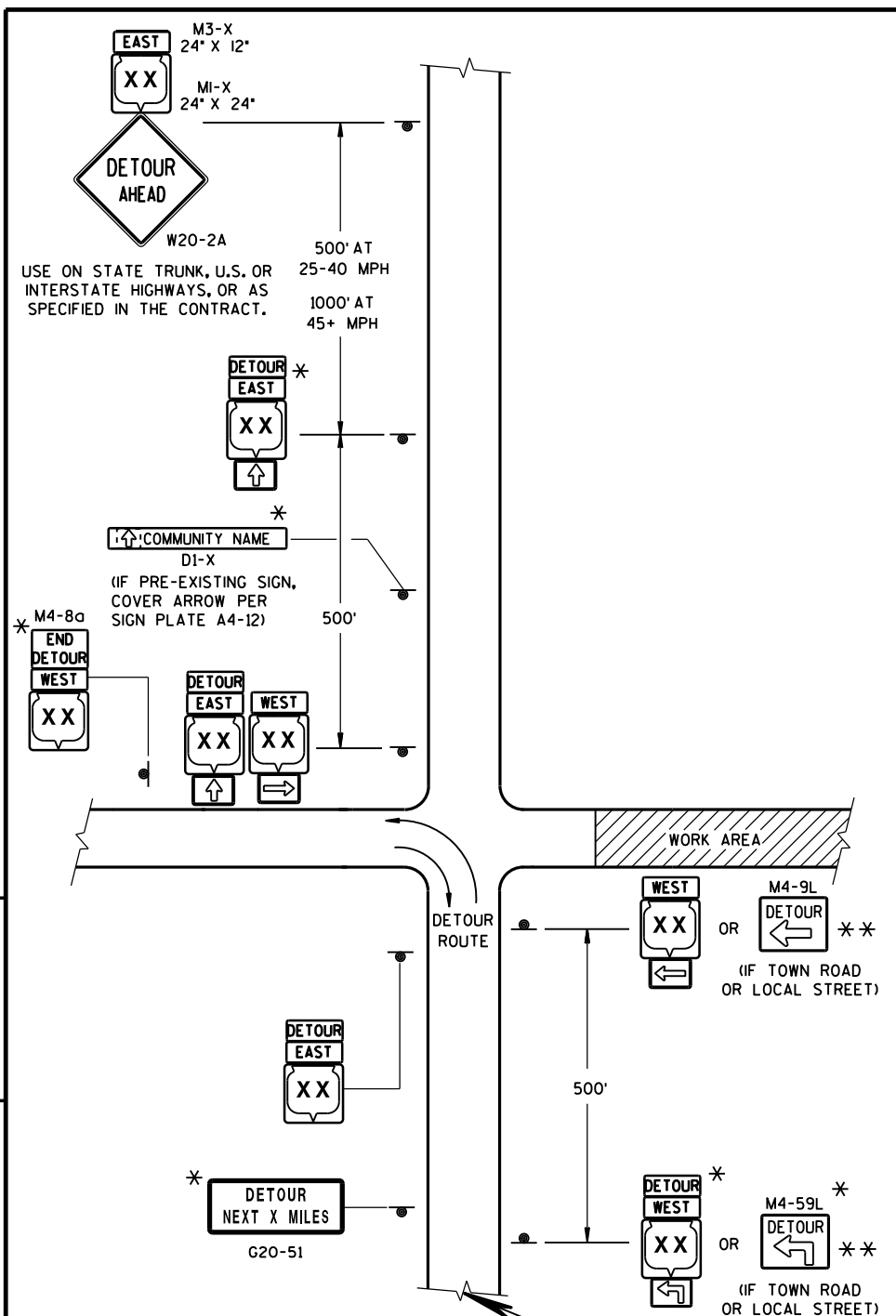
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" 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 /S/ Peter Amokobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER



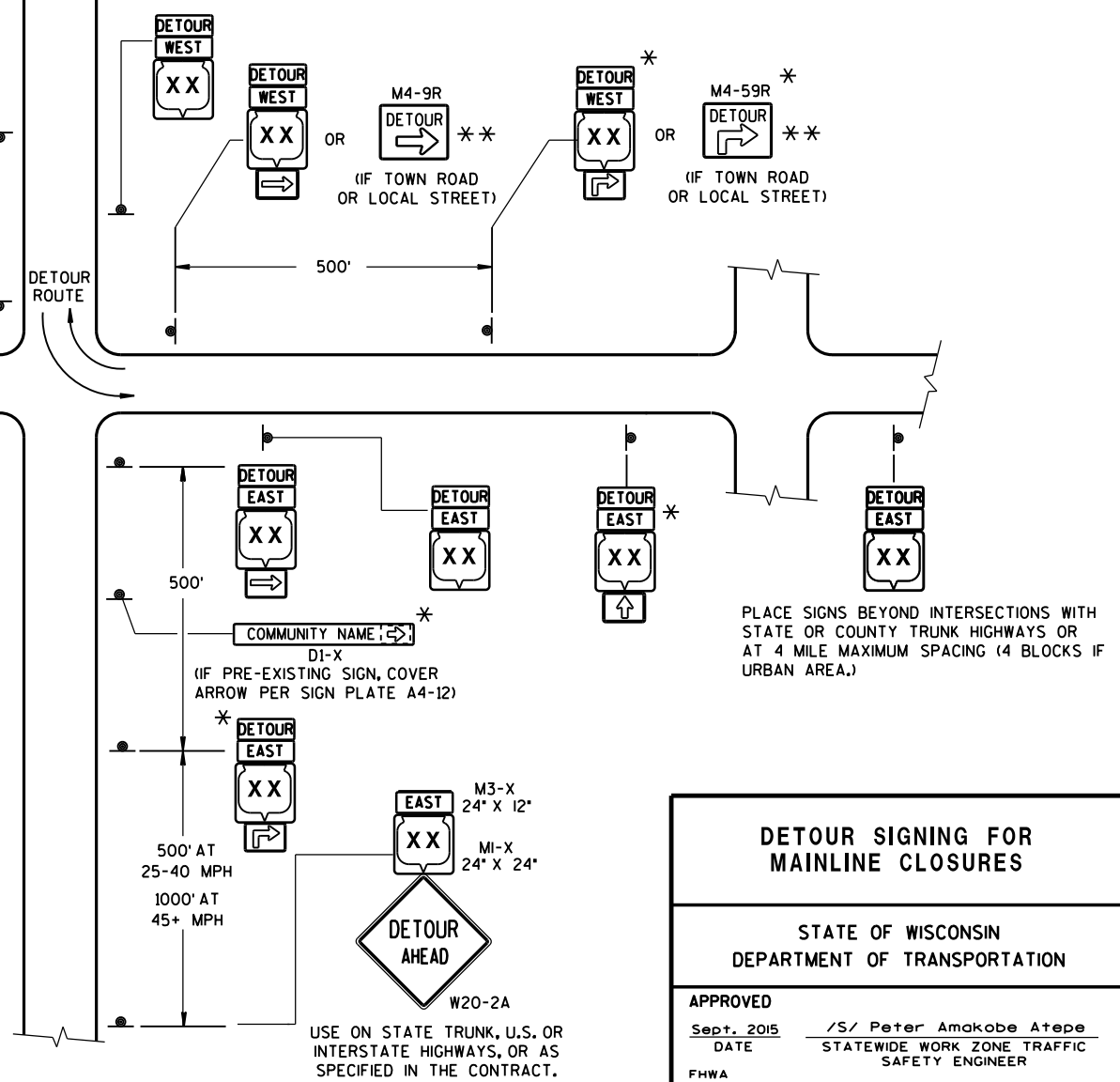
THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT

DETAIL F
DETOUR SIGNING

GENERAL NOTES

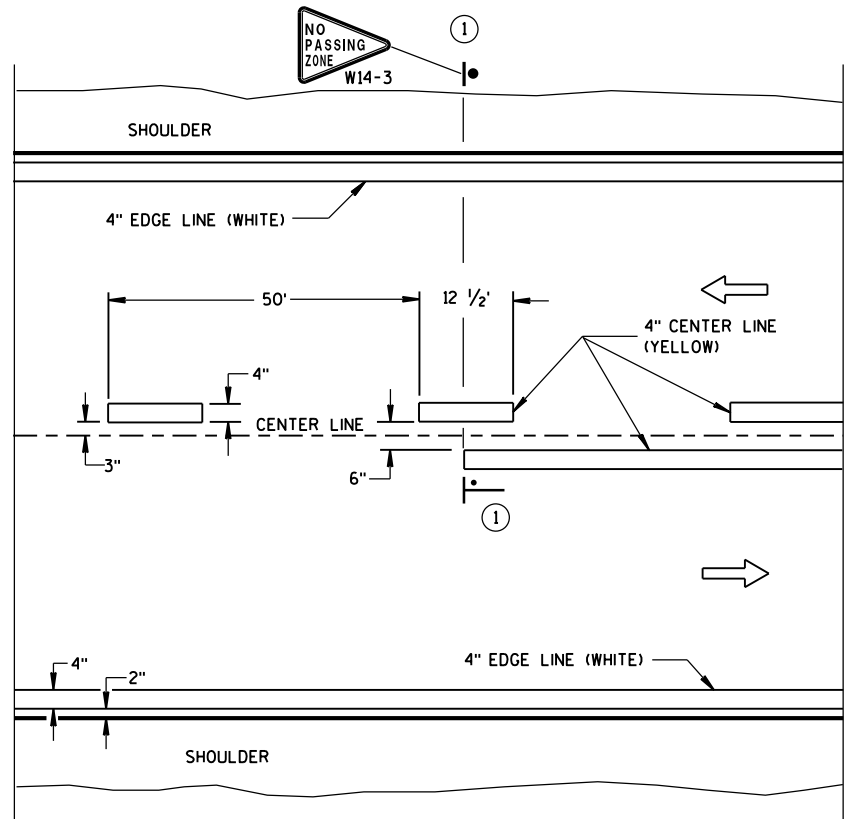
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS, MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOWS:
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
 - M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
 - M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
 - M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
 - M4-9 SHALL BE 30" X 24".
 - M4-8a SHALL BE 24" X 18".
 - G20-51 SHALL BE 60" X 24".
 - W20-2 SHALL BE 48" X 48".
 - D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



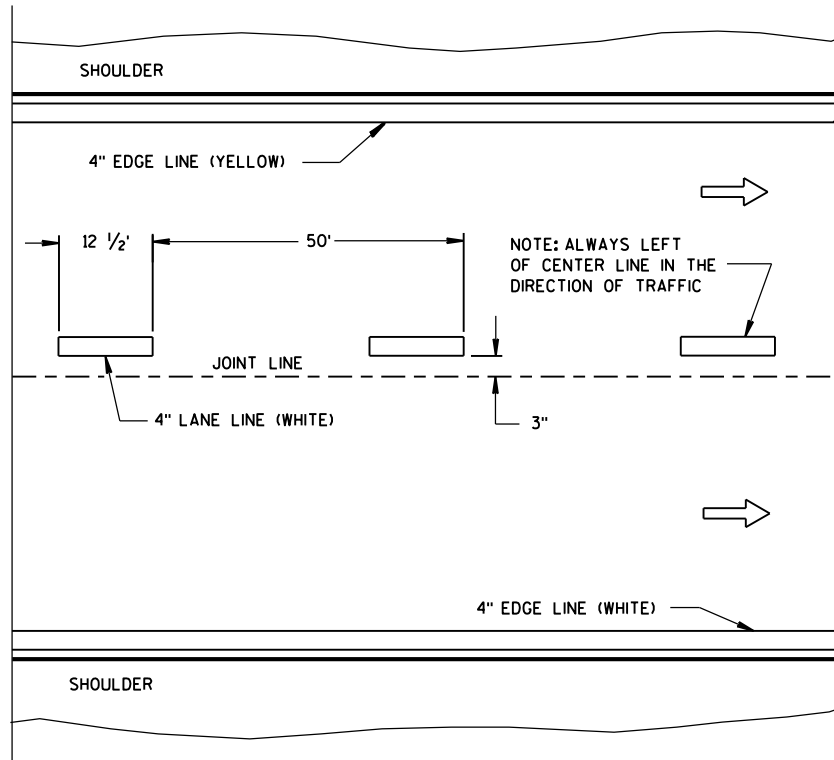
DETOUR SIGNING FOR MAINLINE CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE FWHA	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER



APPROVED	
Sept. 2015	/S/ Peter Amakobe Atepe
DATE	STATEWIDE WORK ZONE TRAFFIC
	SAFETY ENGINEER
FHWA	

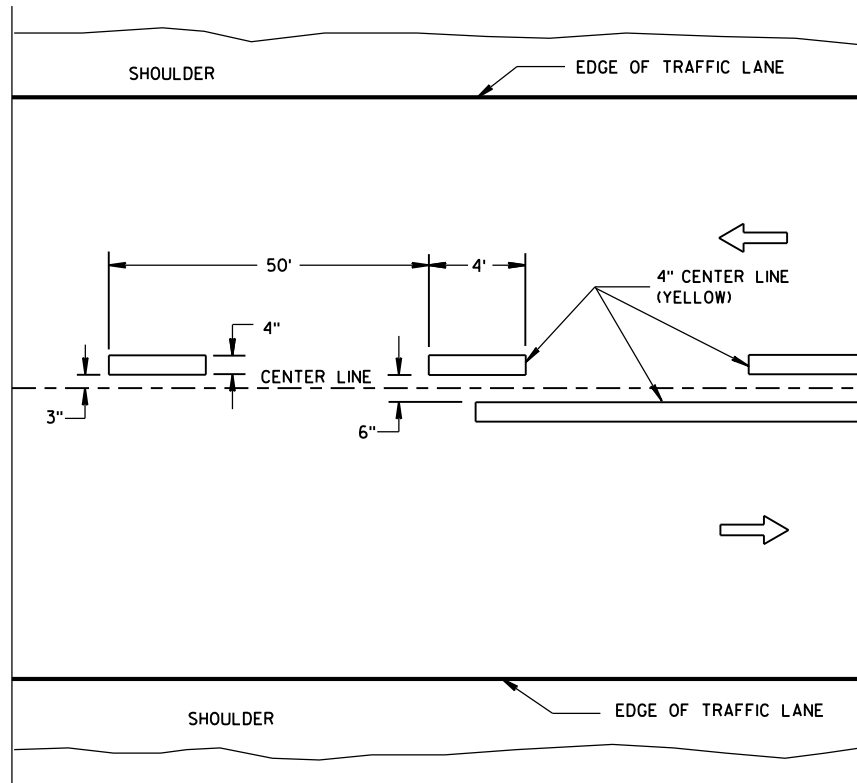


TWO WAY TRAFFIC

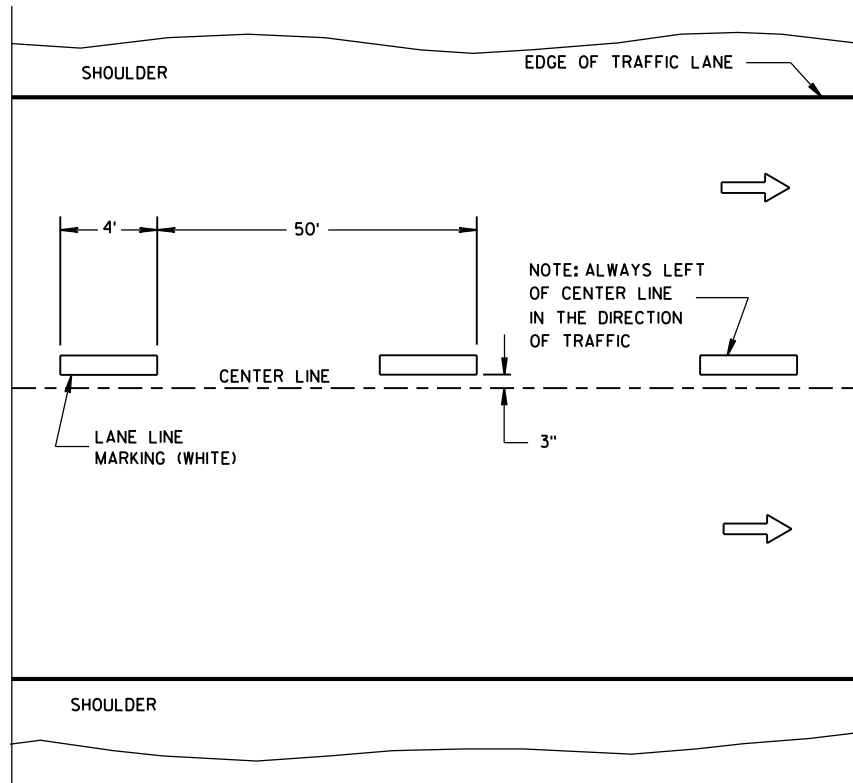


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY 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

LONGITUDINAL MARKING
(MAINLINE)

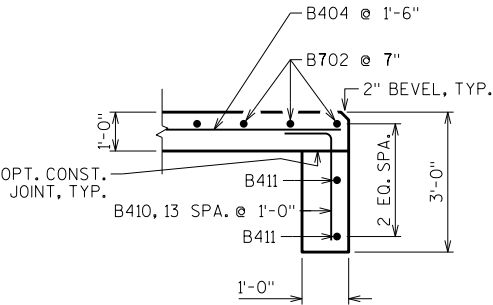
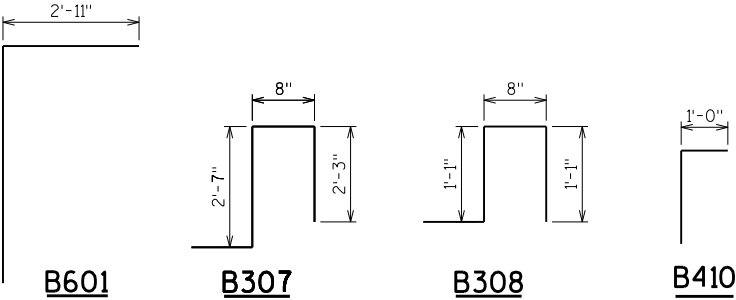
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER
FHWA

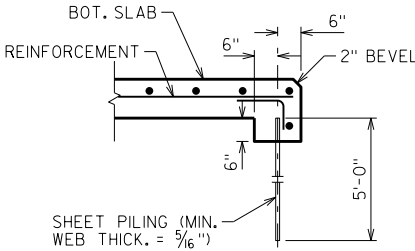
BILL OF BARS

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
B601		616	7'-7"	X		CORNERS
B702		264	13'-2"			TOP & BOTTOM SLABS - TRANS.
B403		156	2'-7"			WALLS - DOWELS VERT.
B404		76	38'-2"			TOP & BOTTOM SLABS & WALL
B405		156	6'-1"			WALLS - VERT.
B406		8	13'-2"			INLET/OUTLET HEADER - HORIZ.
B307		18	6'-0"	X		INLET HEADER STIRRUPS - VERT.
B308		18	3'-4"	X		OUTLET HEADER STIRRUPS - VERT.
B509		40	4'-0"			VERT. CONST. JOINT
B410		14	3'-5"	X		INLET CUTOFF WALL - VERT.
B411		2	13'-2"			INLET CUTOFF WALL - HORIZ.



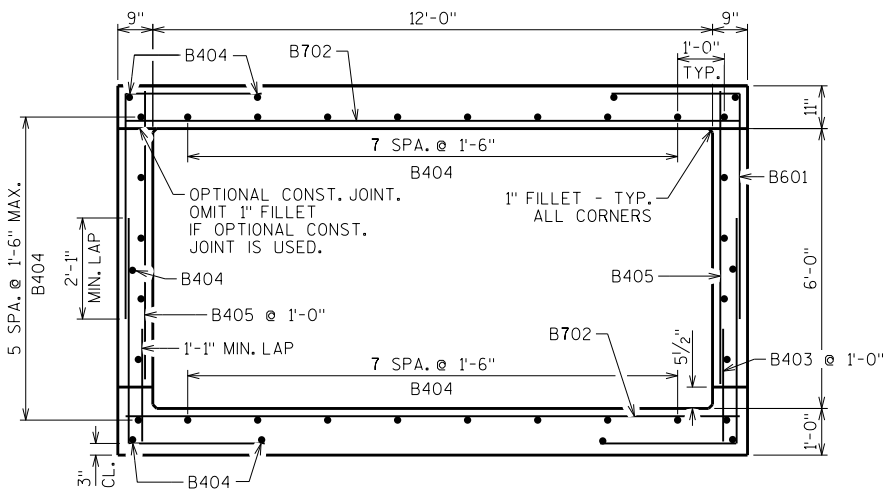
INLET CUT-OFF WALL



ALTERNATE CUT-OFF WALL

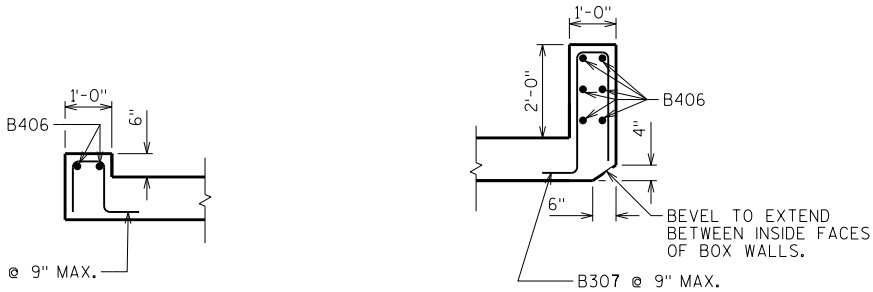
THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE C-28-3033			
DRAWN BY		MJL	PLANS CK'D. JLR
BOX DETAILS			SHEET 2



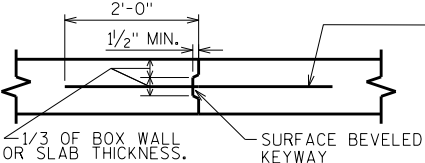
TYPICAL SECTION THRU PANELS

ALL LONGITUDINAL BARS NOT LABELED ARE B404 BARS AS SHOWN



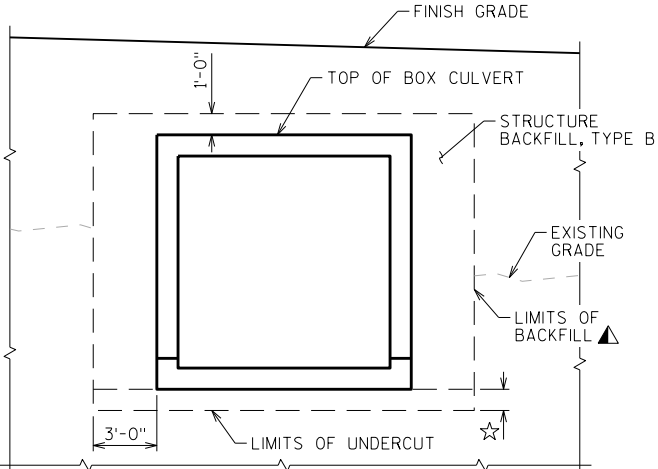
SECTION THRU OUTLET HEADER

SECTION THRU INLET HEADER



VERTICAL CONSTRUCTION JOINT

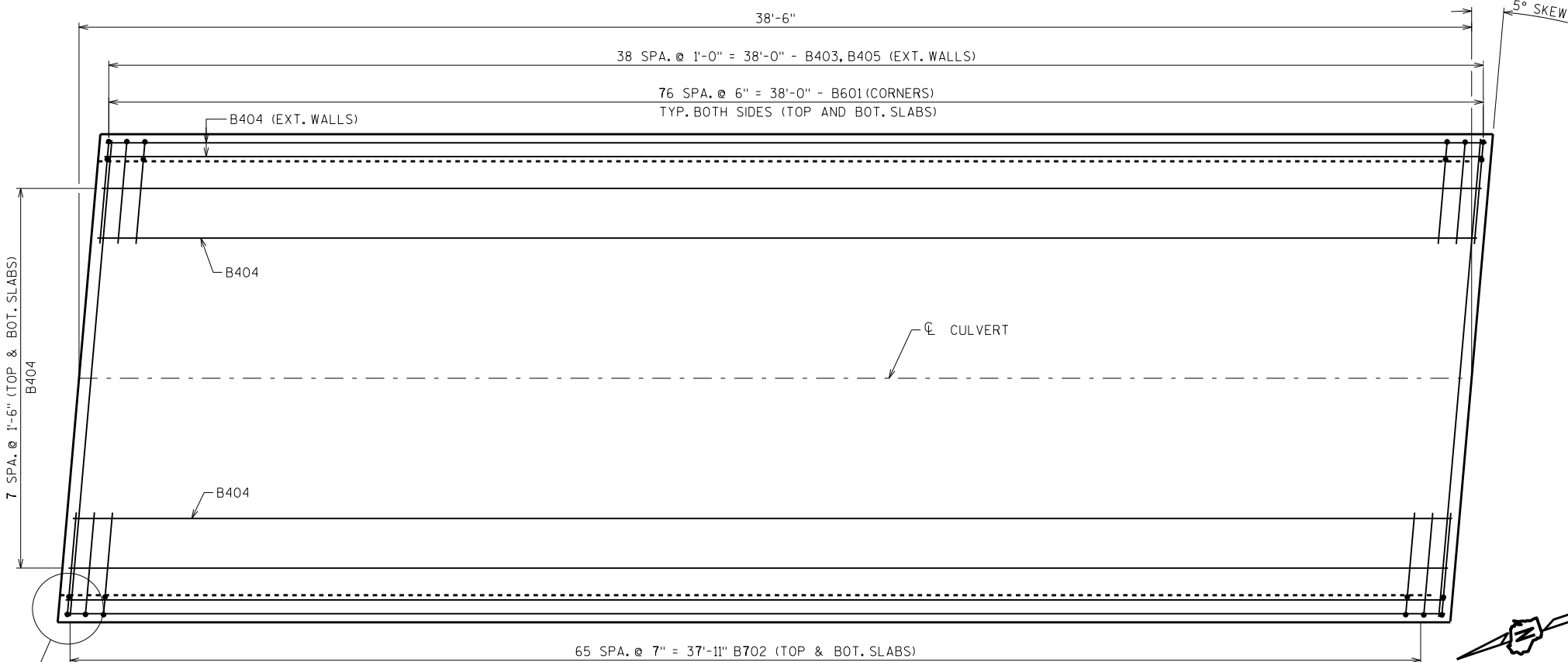
2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.



TYPICAL SECTION THRU BOX CULVERT

▲ BACKFILL PAY LIMITS, BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR OR AS SHOWN IN THE ROADWAY PLANS.

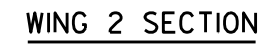
☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".



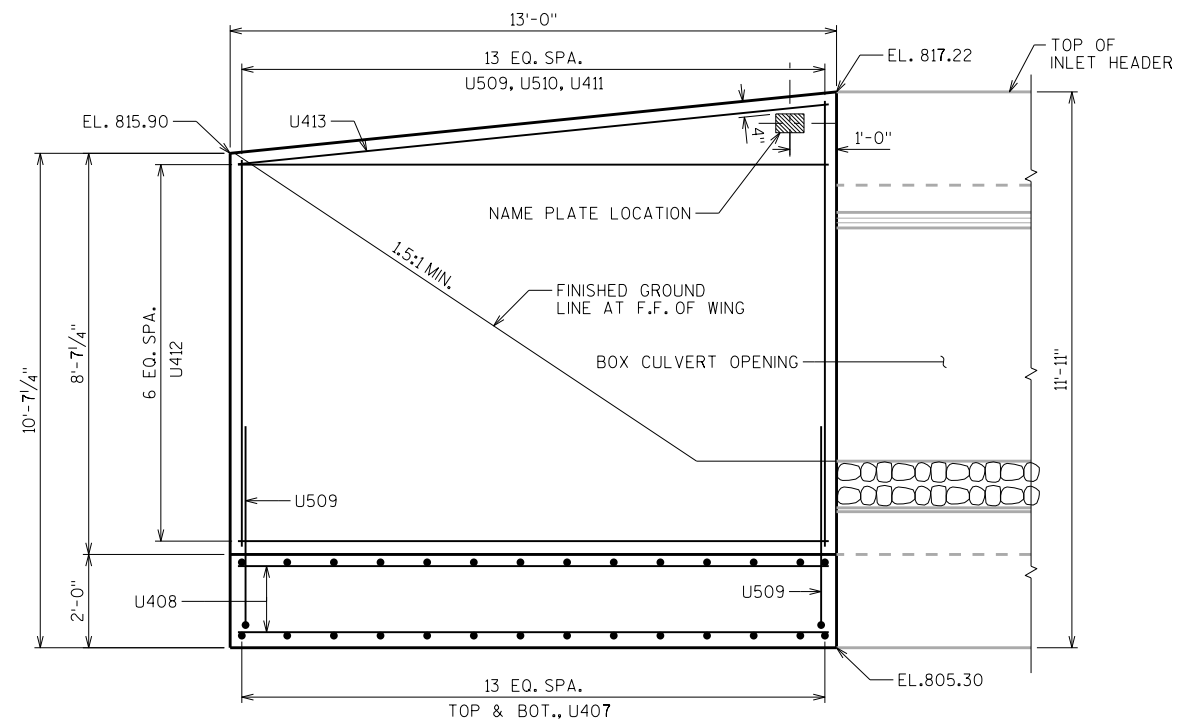
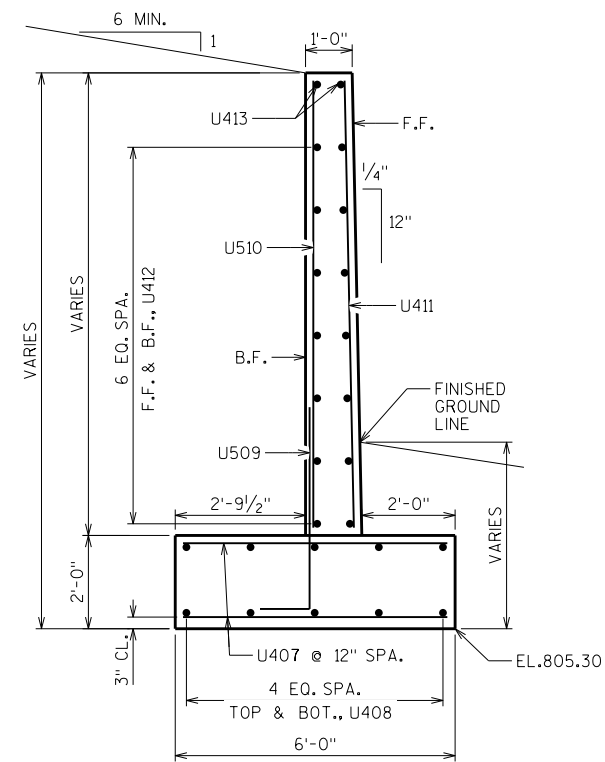
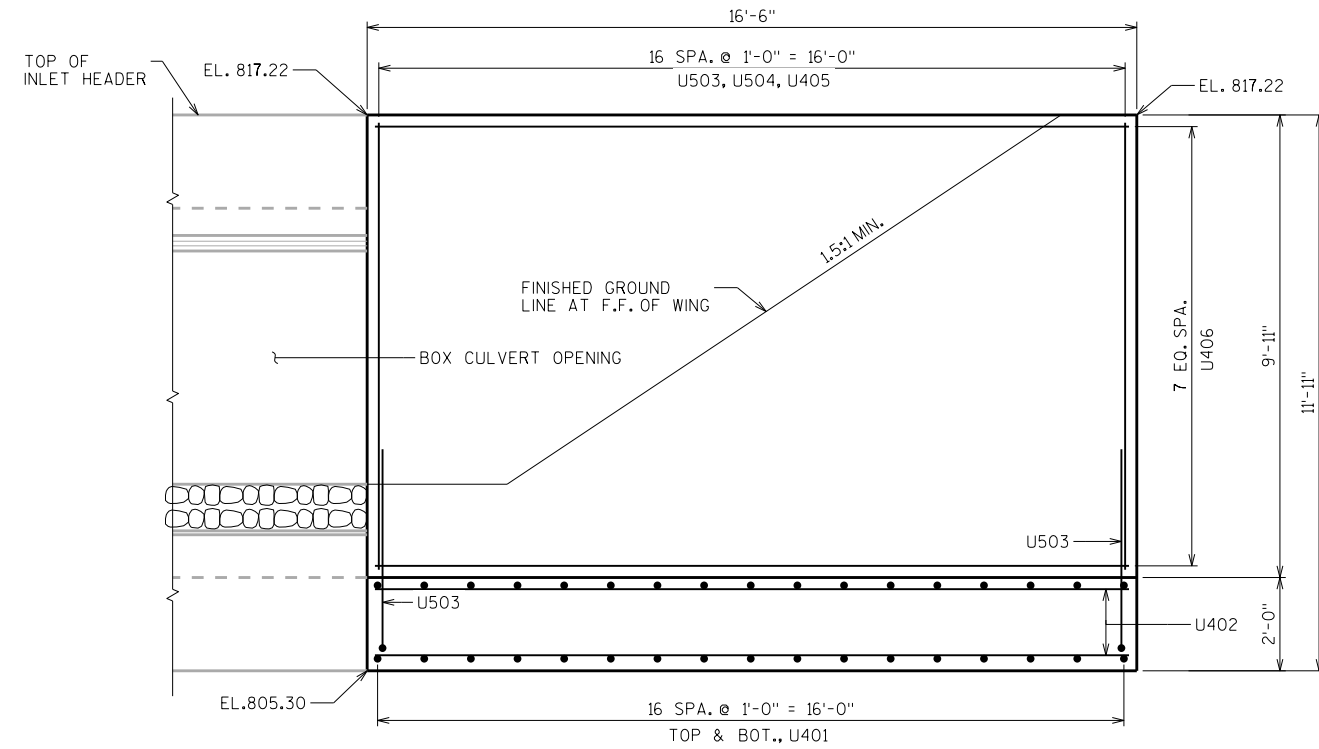
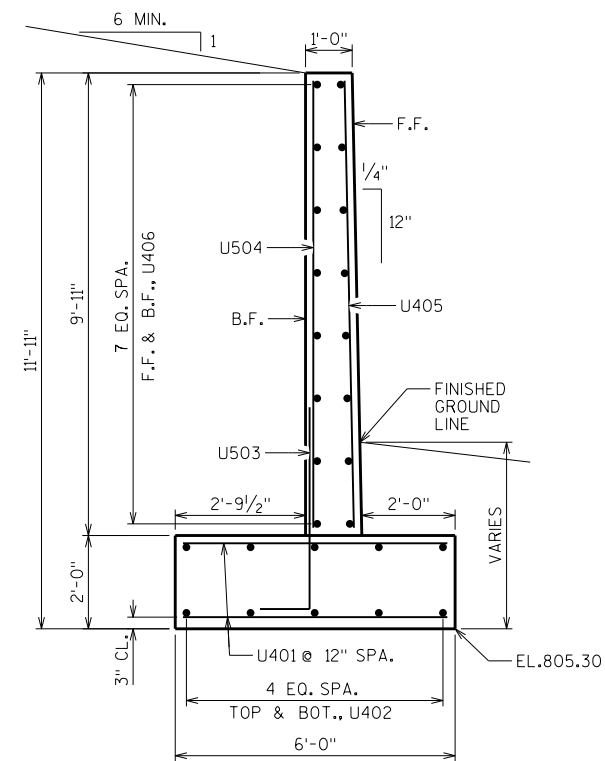
PLAN VIEW OF PANELS

(APRON AND HEADERS ARE NOT SHOWN)

FOR CORNER DETAILS SEE "APRON & WALL DETAILS" SHEET



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE C-28-3033			
DRAWN BY		MJL	PLANS CK'D. JLR
APRON		SHEET 3	

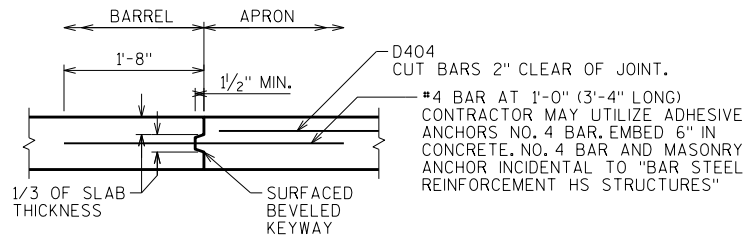


NO.		DATE		REVISION		BY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION							
STRUCTURE C-28-3033							
				DRAWN BY		PLANS CK'D. JLR	
WALL				SHEET 4			

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE
BAR MARK SIGNIFIES THE BAR SIZE

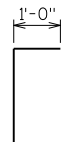
BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
D401		18	5'-5"	X		OUTLET APRON AND CUTOFF WALL - VERT.
D402		5	19'-2"			OUTLET APRON AND CUTOFF WALL - HORIZ.
D403		12	16'-4"		▲	OUTLET APRON SLAB - HORIZ.
D404		14	14'-5"			OUTLET APRON AND BOX SLAB - HORIZ.
D405		1	8'-9"			OUTLET APRON SLAB - HORIZ.
D406		1	5'-2"			OUTLET APRON SLAB - HORIZ.
D407		1	8'-7"			OUTLET APRON SLAB - HORIZ.
D408		1	4'-10"			OUTLET APRON SLAB - HORIZ.
D509	X	2	13'-0"			WING 1 TOP BOTH FACES - HORIZ.
D410	X	3	12'-0"			WING 1 APRON SLAB - HORIZ.
D411	X	2	12'-0"			WING 1 BOTTOM BOTH FACES - HORIZ.
D412	X	6	7'-1"		▲	WING 1 - HORIZ.
D413	X	25	10'-0"	X	▲	WING 1 BACK FACE - VERT.
D414	X	9	3'-10"		▲	WING 1 FRONT FACE - VERT.
D515	X	2	13'-1"			WING 2 TOP BOTH FACES - HORIZ.
D416	X	3	12'-5"			WING 2 APRON SLAB - HORIZ.
D417	X	2	12'-5"			WING 2 BOTTOM BOTH FACES - HORIZ.
D418	X	6	7'-4"		▲	WING 2 - HORIZ.
D419	X	26	10'-0"	X	▲	WING 2 BACK FACE - VERT.
D420	X	10	3'-10"		▲	WING 2 FRONT FACE - VERT.
D421	X	19	2'-11"			WINGS 1 & 2 DOWELS FRONT FACE
U401		34	5'-8"			WING 3 FOOTING - HORIZ.
U402		10	16'-2"			WING 3 FOOTING - HORIZ.
U503	X	17	5'-2"	X		WING 3 DOWEL - VERT.
U504	X	17	9'-7"			WING 3 BACK FACE - VERT.
U405	X	17	9'-7"			WING 3 FRONT FACE - VERT.
U406	X	16	16'-2"			WING 3 - HORIZ.
U407		28	5'-8"			WING 4 FOOTING - HORIZ.
U408		10	12'-8"			WING 4 FOOTING - HORIZ.
U509	X	14	5'-2"	X		WING 4 DOWEL - VERT.
U510	X	14	8'-11"		▲	WING 4 BACK FACE - VERT.
U411	X	14	8'-11"		▲	WING 4 FRONT FACE - VERT.
U412	X	14	12'-8"			WING 4 - HORIZ.
U413	X	2	12'-8"			WING 4 TOP - HORIZ.

▲ LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



2" DEEP SAW CUT WITHIN 12 HOURS AFTER POURING MAY
BE USED IN LIEU OF CONST. JT. IN BOTTOM SLAB.

BAR MARK	NO. REQ'D	LENGTH
D403	1 SERIES OF 12	13'-4" TO 19'-3"
D412	2 SERIES OF 3	3'-6" TO 10'-8"
D413	1 SERIES OF 25	7'-6" TO 12'-5"
D414	1 SERIES OF 9	1'-5" TO 6'-3"
D418	2 SERIES OF 3	3'-7" TO 11'-1"
D419	1 SERIES OF 26	7'-6" TO 12'-5"
D420	1 SERIES OF 10	1'-5" TO 6'-3"
U510	1 SERIES OF 14	8'-3" TO 9'-6"
U411	1 SERIES OF 14	8'-3" TO 9'-6"

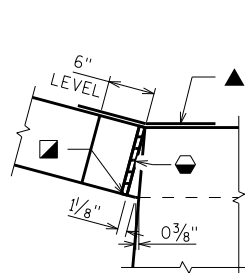


5'-2" D413, D419
10" U503, U509

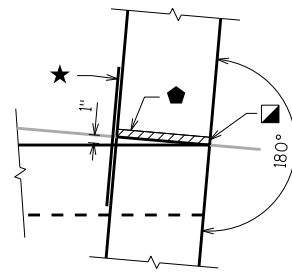
Technical drawing of a corner detail showing reinforcement bars (D401, D403, D404, D405, D406, D407, D408) and dimensions (5'-0", 4 EQ. SPA., 1'-0", 10").

Diagram illustrating the cross-section of a sheet pile wall. The wall is composed of a **SHEET PILING (MIN. WEB THICK. = 5/16")**. The wall has a total height of **5'-0"** and a top width of **6"**. The wall is reinforced with **REINFORCEMENT** bars. The wall is labeled with a **2" BEVEL** and an **APRON** at the base. The wall is shown with a **6"** dimension for the top flange and a **6"** dimension for the bottom flange.

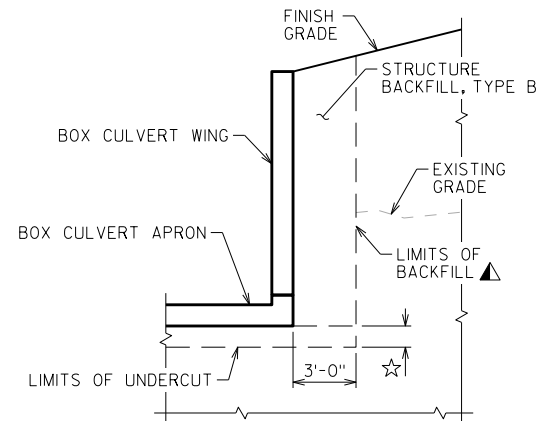
THE ABOVE ALTERNATIVE MAY BE USED IN LIEU OF
CAST-IN-PLACE CONCRETE CUT-OFF WALLS. PAYMENT
WILL BE BASED ON THE CONCRETE CUT-OFF WALLS.



CORNER DETAILS

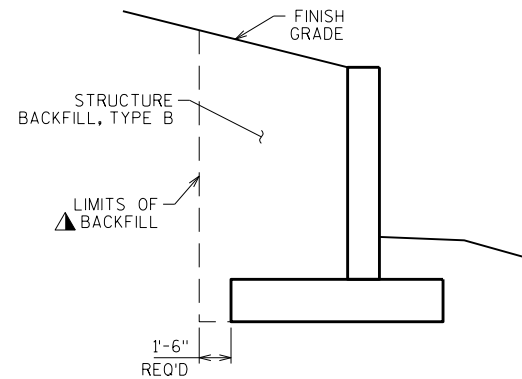


- ◆ 3/4" FILLER, TYP. EXTEND FILLER FROM TOP OF WINGWALL FOOTING TO TOP OF WALL.
- ★ 18" RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM WINGWALL FOOTING TO TOP OF WALL.
- ◐ 3/4" FILLER, TYP. EXTEND FILLER FROM HORIZ. CONST. JT. TO TOP OF WALL.
- ▣ 1" BEVEL, TYP.
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. EXTEND FROM HORIZ. CONST. JT. TO TOP OF WALL.



▲ BACKFILL PAY LIMITS. BACKFILL BEYOND BACKFILL PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR OR AS SHOWN IN THE ROADWAY PLANS.

☆ UNDER CUT 1'-0". EXCAVATION FOR UNDER CUT TO BE INCLUDED IN EXCAVATION FOR STRUCTURES. PLACE "GEOTEXTILE TYPE C" AND BACKFILL WITH "BREAKER RUN".

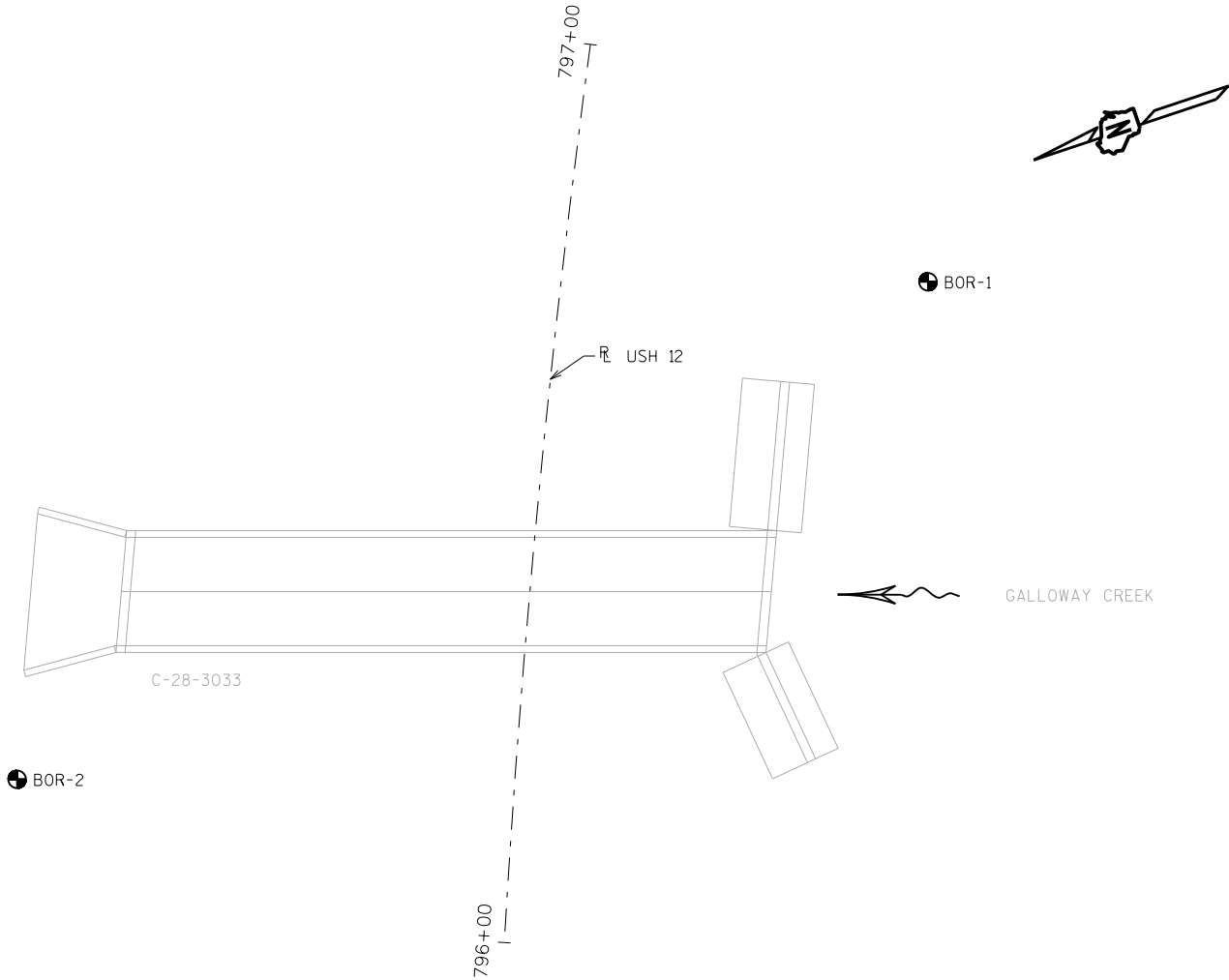


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NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE C-28-3033			
		DRAWN BY	PLANS CK'D. JLR
APRON & WALL DETAILS		SHEET 5	

SCALE = 1.00

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	12/13/2016	503224.425	859971.370
2	12/13/2016	503337.571	859950.948
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) JEFFERSON COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



STATE PROJECT NUMBER		
3575-03-72		
MATERIAL SYMBOLS		
ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/META

LEGEND OF BORING

Diagram of a boring log showing soil layers and groundwater levels. The log is labeled 'BORING #/EL. STA./OFF-SET'. It shows a Shelby tube (ST) with an unconfined strength (U) of 0.25 and a penetration test (P) of 17. The log also shows a groundwater elevation (GWE) and a core run #1 - 24'-29' REC=80%, ROD=72%.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

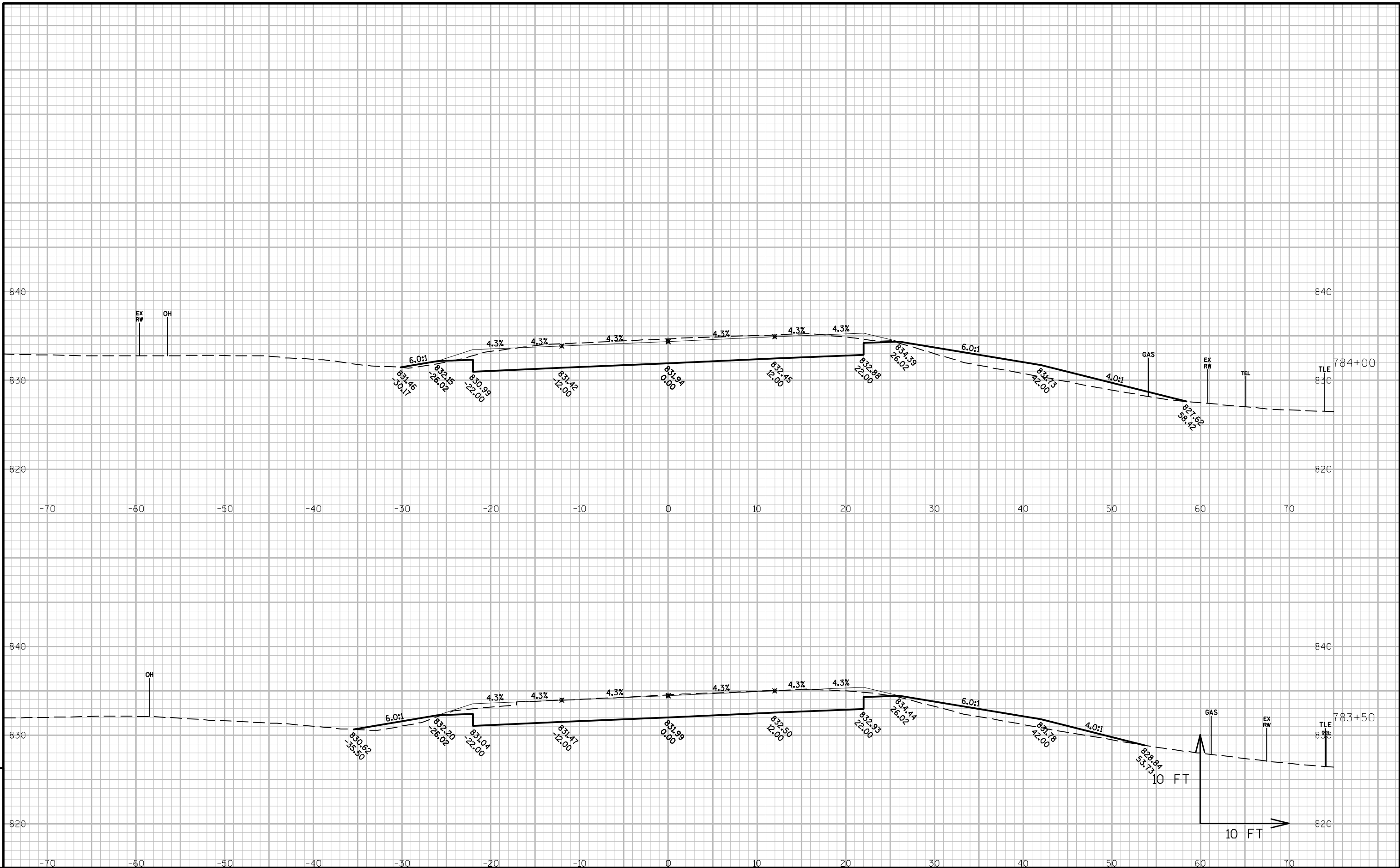
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION STRUCTURES DESIGN SECTION			
STRUCTURE C-28-3033			
DRAWN BY TLP/MJL		PLANS CK'D. JLR	
SUBSURFACE EXPLORATION			SHEET 6

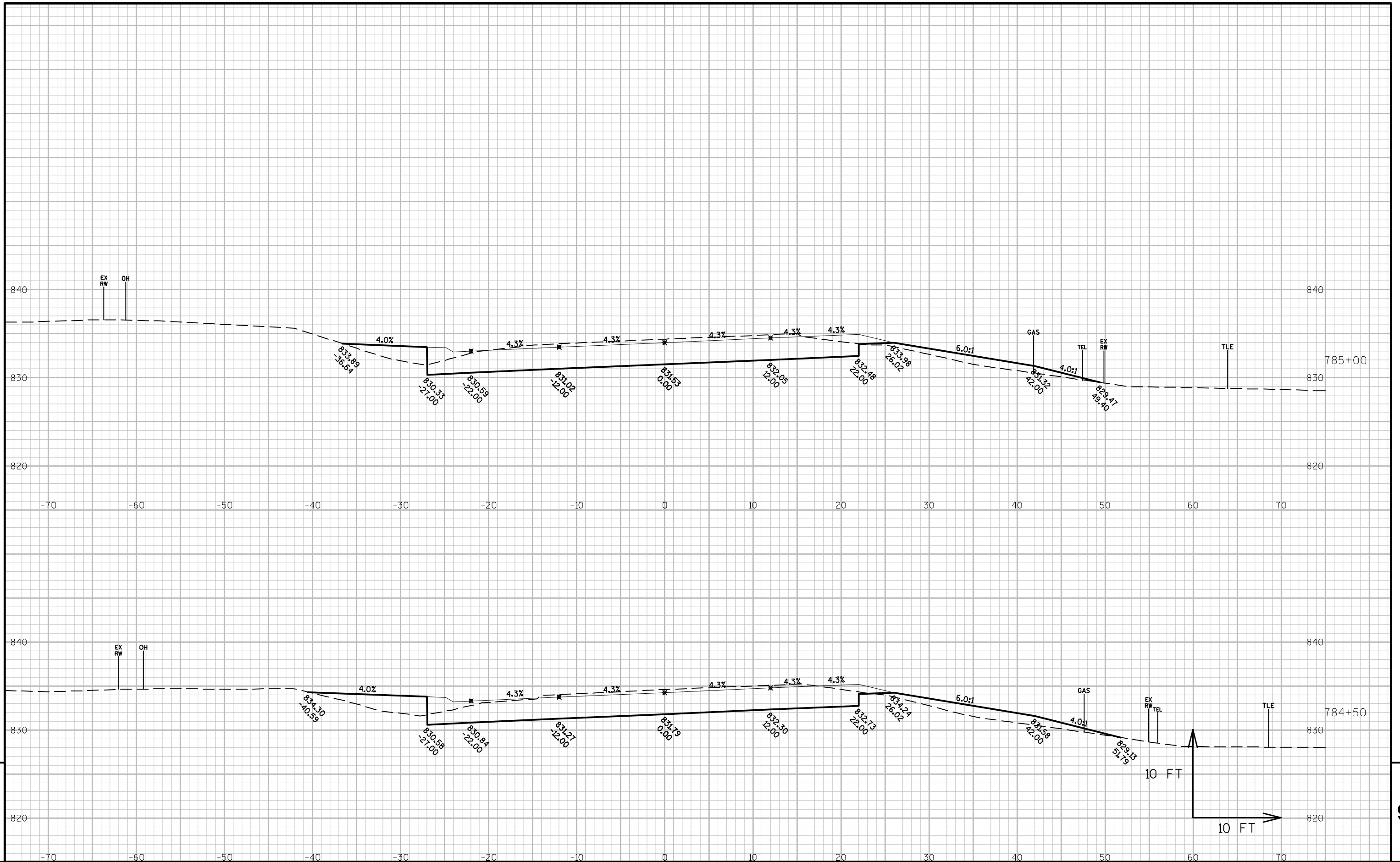
SCALE = 10.00

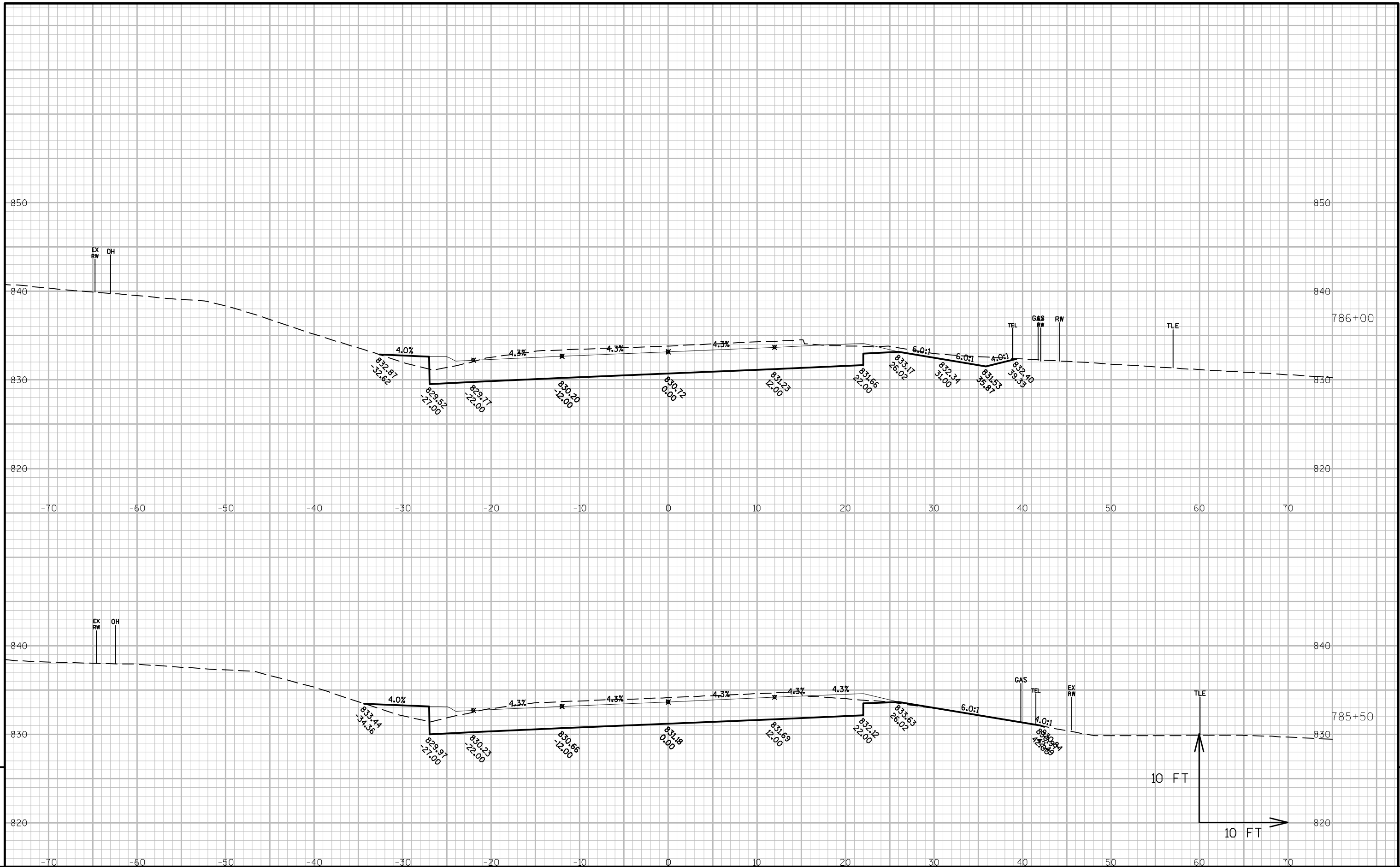
			AREA (SF)			Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
	Real Station	Distance	Cut	Salvaged/Unusable Pavement Material	Fill	Cut	Salvaged/Unusable Pavement Material	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.25	Mass Ordinate
STATION						Note 1	Note 2	Note 3		Note 1		Note 8
783+50	78350.00	0.00	108.56	12.50	21.48	0	0	0	0	0	0	0.00
784+00	78400.00	50.00	114.90	12.50	29.30	207	23	47	0	207	59	124.99
784+50	78450.00	50.00	121.82	12.50	39.21	219	23	63	0	426	138	241.74
785+00	78500.00	50.00	125.53	12.50	27.83	229	23	62	0	655	216	370.03
785+50	78550.00	50.00	132.91	12.50	7.74	239	23	33	0	894	257	545.01
786+00	78600.00	50.00	151.16	12.50	4.43	263	23	11	0	1,157	271	770.81
786+50	78650.00	50.00	178.86	12.50	6.11	306	23	10	0	1,463	283	1,041.03
787+00	78700.00	50.00	183.99	12.50	8.69	336	23	14	0	1,799	300	1,336.72
787+50	78750.00	50.00	177.34	12.50	10.24	335	23	18	0	2,134	322	1,626.23
788+00	78800.00	50.00	183.31	12.50	5.46	334	23	15	0	2,467	340	1,918.84
788+50	78850.00	50.00	203.66	12.50	5.85	358	23	10	0	2,826	353	2,240.90
789+00	78900.00	50.00	232.32	12.50	0.71	404	23	6	0	3,229	361	2,613.85
789+50	78950.00	50.00	195.69	12.50	0.00	396	23	1	0	3,626	362	2,986.19
790+00	79000.00	50.00	142.15	12.50	0.00	313	23	0	0	3,939	362	3,275.86
790+22	79022.00	22.00	139.23	34.00	0.00	115	19	0	0	4,053	362	3,371.55
790+50	79050.00	28.00	148.95	34.00	0.00	149	35	0	0	4,203	362	3,485.71
791+00	79100.00	50.00	137.10	34.00	0.00	265	63	0	0	4,468	362	3,687.61
791+50	79150.00	50.00	118.82	34.00	2.54	237	63	2	0	4,705	365	3,858.67
792+00	79200.00	50.00	101.49	34.00	13.97	204	63	15	0	4,908	384	3,980.59
792+50	79250.00	50.00	85.49	34.00	28.55	173	63	39	0	5,082	433	4,041.55
793+00	79300.00	50.00	83.69	34.00	32.20	157	63	56	0	5,238	503	4,064.92
793+50	79350.00	50.00	72.76	34.00	32.98	145	63	60	0	5,383	579	4,071.37
794+00	79400.00	50.00	65.70	34.00	43.87	128	63	71	0	5,511	668	4,047.67
794+25	79425.00	25.00	61.83	34.00	58.37	59	31	47	0	5,570	727	4,016.07
794+50	79450.00	25.00	59.67	34.00	67.92	56	31	58	0	5,627	800	3,967.75
794+75	79475.00	25.00	53.77	34.00	86.32	53	31	71	0	5,679	889	3,899.52
795+00	79500.00	25.00	46.88	34.00	113.38	47	31	92	0	5,726	1,005	3,799.07
795+50	79550.00	50.00	41.39	34.00	161.29	82	63	254	0	5,807	1,323	3,499.93
796+00	79600.00	50.00	41.52	34.00	182.18	77	63	318	0	5,884	1,720	3,116.18
796+35	79635.00	35.00	30.74	34.00	355.00	47	44	348	0	5,931	2,156	2,683.72
796+50	79650.00	15.00	35.43	34.00	199.38	18	19	154	0	5,949	2,348	2,490.72
797+00	79700.00	50.00	17.25	34.00	183.17	49	63	354	66	5,998	2,791	1,994.17
797+50	79750.00	50.00	19.65	34.00	144.41	34	63	303	95	6,032	3,170	1,529.22
798+00	79800.00	50.00	24.11	34.00	122.84	41	63	247	0	6,073	3,479	1,197.46
798+50	79850.00	50.00	24.11	34.00	118.05	45	63	223	0	6,118	3,758	900.33
798+56	79856.00	6.00	24.12	34.00	118.01	5	8	26	0	6,123	3,791	865.35
798+81	79881.00	25.00	22.19	34.00	117.47	21	31	109	0	6,144	3,927	719.04
799+00	79900.00	19.00	20.67	34.00	113.35	15	24	81	0	6,159	4,029	608.68
799+06	79906.00	6.00	20.17	34.00	111.97	5	8	25	0	6,164	4,060	574.37
799+50	79950.00	44.00	15.38	34.00	97.08	29	55	170	0	6,193	4,273	335.00
800+00	80000.00	50.00	15.29	34.00	79.60	28	63	164	0	6,221	4,477	95.95
800+50	80050.00	50.00	24.01	34.00	56.33	36	63	126	0	6,258	4,635	-87.95
800+98	80098.00	48.00	30.09	34.00	51.85	48	60	96	0	6,306	4,755	-220.50
801+00	80100.00	2.00	30.39	34.00	51.69	2	3	4	0	6,308	4,760	-225.57
801+50	80150.00	50.00	41.02	34.00	37.85	66	63	83	0	6,374	4,863	-326.03

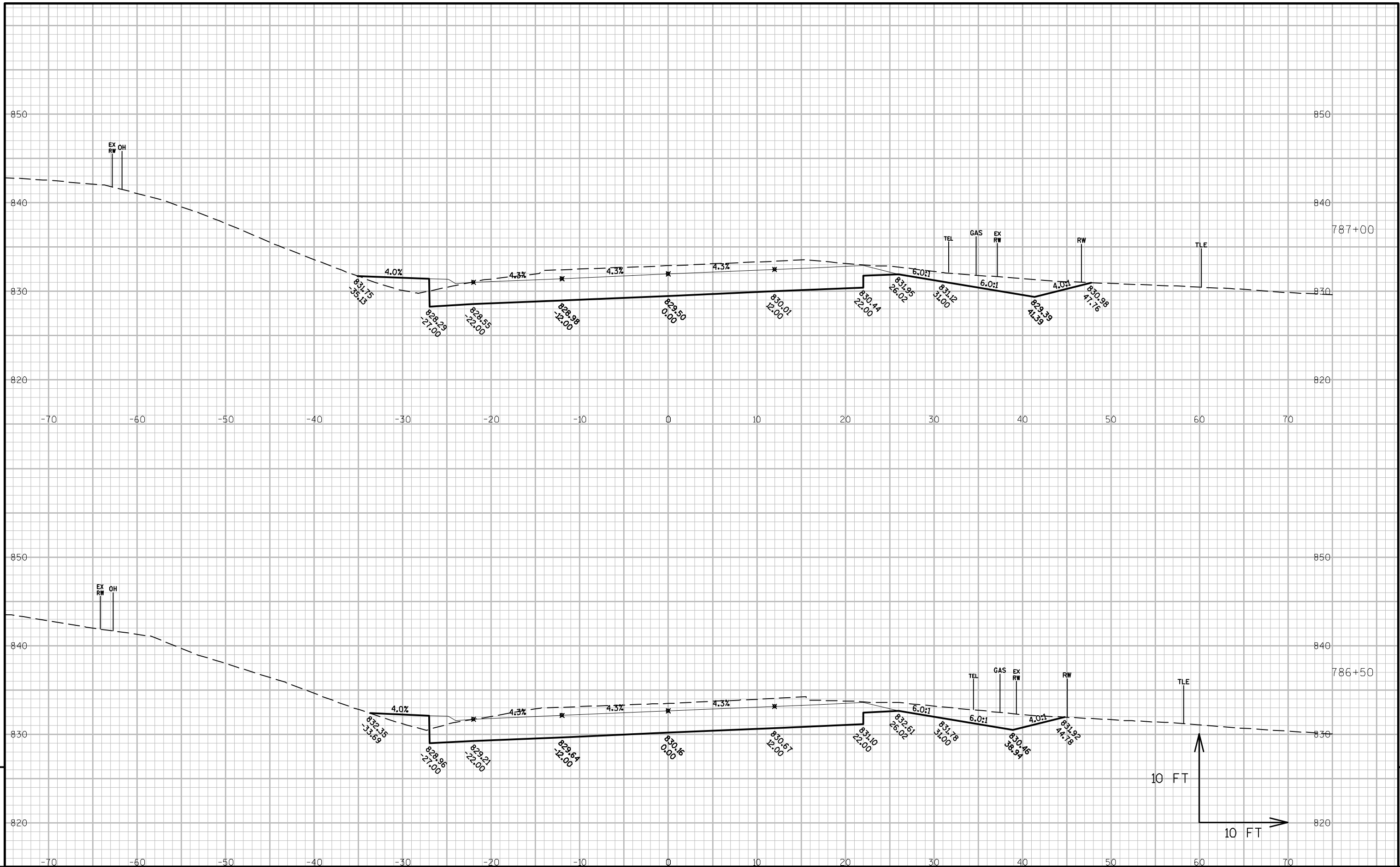
			AREA (SF)			Incremental Vol (CY) (Unadjusted)				Cumulative Vol (CY)		
	Real Station		Cut	Salvaged/Unusable	Fill	Cut	Salvaged/Unusable	Fill	Marsh Exc	Cut	Expanded Fill	Mass Ordinate
STATION		Distance		Pavement Material		Note 1	Note 2	Note 3		Note 1	1.25	Note 8
802+00	80200.00	50.00	47.86	34.00	37.38	82	63	70	0	6,456	4,950	-393.77
802+50	80250.00	50.00	52.73	34.00	40.74	93	63	72	0	6,550	5,041	-454.02
803+00	80300.00	50.00	62.65	34.00	38.57	107	63	73	0	6,656	5,133	-501.94
803+50	80350.00	50.00	82.69	34.00	35.72	135	63	69	0	6,791	5,219	-516.32
804+00	80400.00	50.00	109.68	34.00	31.33	178	63	62	0	6,969	5,296	-478.77
804+41	80441.00	41.00	126.80	34.00	20.32	180	52	39	0	7,149	5,345	-399.87
804+50	80450.00	9.00	102.37	34.00	28.60	38	11	8	0	7,187	5,355	-383.20
805+00	80500.00	50.00	130.30	34.00	1.65	215	63	28	0	7,402	5,390	-265.74
805+50	80550.00	50.00	214.97	34.00	0.00	320	63	2	0	7,722	5,392	-10.92
806+00	80600.00	50.00	293.88	34.00	0.00	471	63	0	0	8,193	5,392	397.28
806+50	80650.00	50.00	321.90	34.00	0.00	570	63	0	0	8,763	5,392	904.49
807+00	80700.00	50.00	301.48	34.00	0.00	577	63	0	0	9,341	5,392	1,418.73
807+50	80750.00	50.00	230.05	34.00	0.15	492	63	0	0	9,833	5,392	1,847.75
808+00	80800.00	50.00	177.47	34.00	7.61	377	63	7	0	10,210	5,401	2,153.14
808+50	80850.00	50.00	155.32	34.00	20.34	308	63	26	0	10,518	5,434	2,365.97
809+00	80900.00	50.00	143.59	34.00	23.92	277	63	41	0	10,795	5,485	2,528.55
809+50	80950.00	50.00	146.78	34.00	14.03	269	63	35	0	11,064	5,529	2,690.53
809+90	80990.00	40.00	154.72	34.00	5.32	223	50	14	0	11,287	5,547	2,845.58
810+00	81000.00	10.00	161.72	34.00	3.64	59	13	2	0	11,346	5,549	2,889.52
810+25	81025.00	25.00	156.53	12.50	0.00	147	22	2	0	11,493	5,551	3,013.22
810+50	81050.00	25.00	148.95	12.50	0.47	141	12	0	0	11,635	5,551	3,142.80
811+00	81100.00	50.00	151.11	12.50	1.71	278	23	2	0	11,912	5,554	3,394.97
811+50	81150.00	50.00	157.27	12.50	2.45	286	23	4	0	12,198	5,559	3,652.55
812+00	81200.00	50.00	174.96	12.50	0.00	308	23	2	0	12,506	5,561	3,934.20
812+40	81240.00	40.00	193.56	12.50	0.00	273	19	0	0	12,778	5,561	4,188.66
812+50	81250.00	10.00	187.11	12.50	0.00	70	5	0	0	12,849	5,561	4,254.53
813+00	81300.00	50.00	287.02	12.50	0.00	439	23	0	0	13,288	5,561	4,670.40

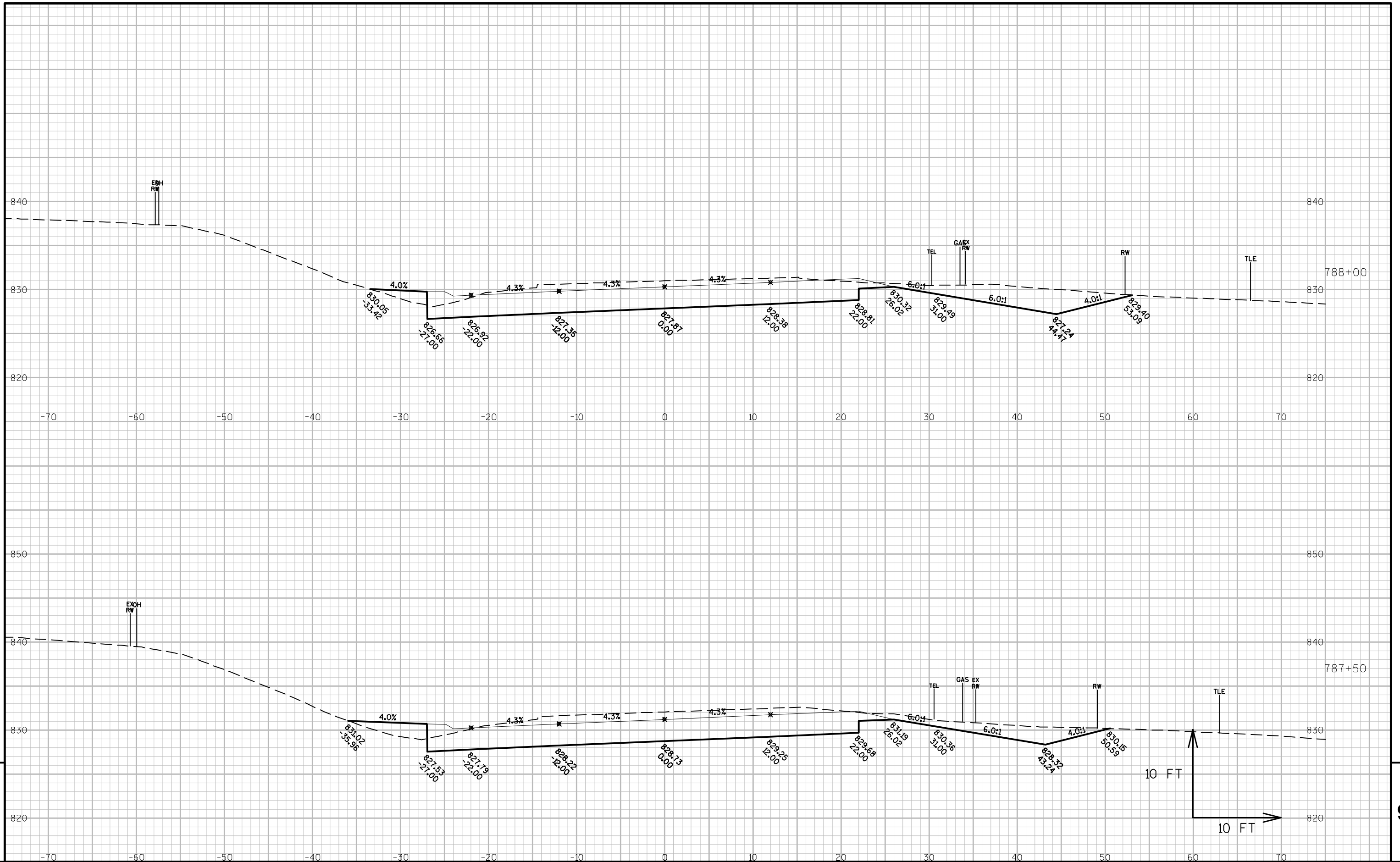
PROJECT NO: 3575-03-72	HWY: USH 12	COUNTY: JEFFERSON	EARTHWORK	SHEET:	E
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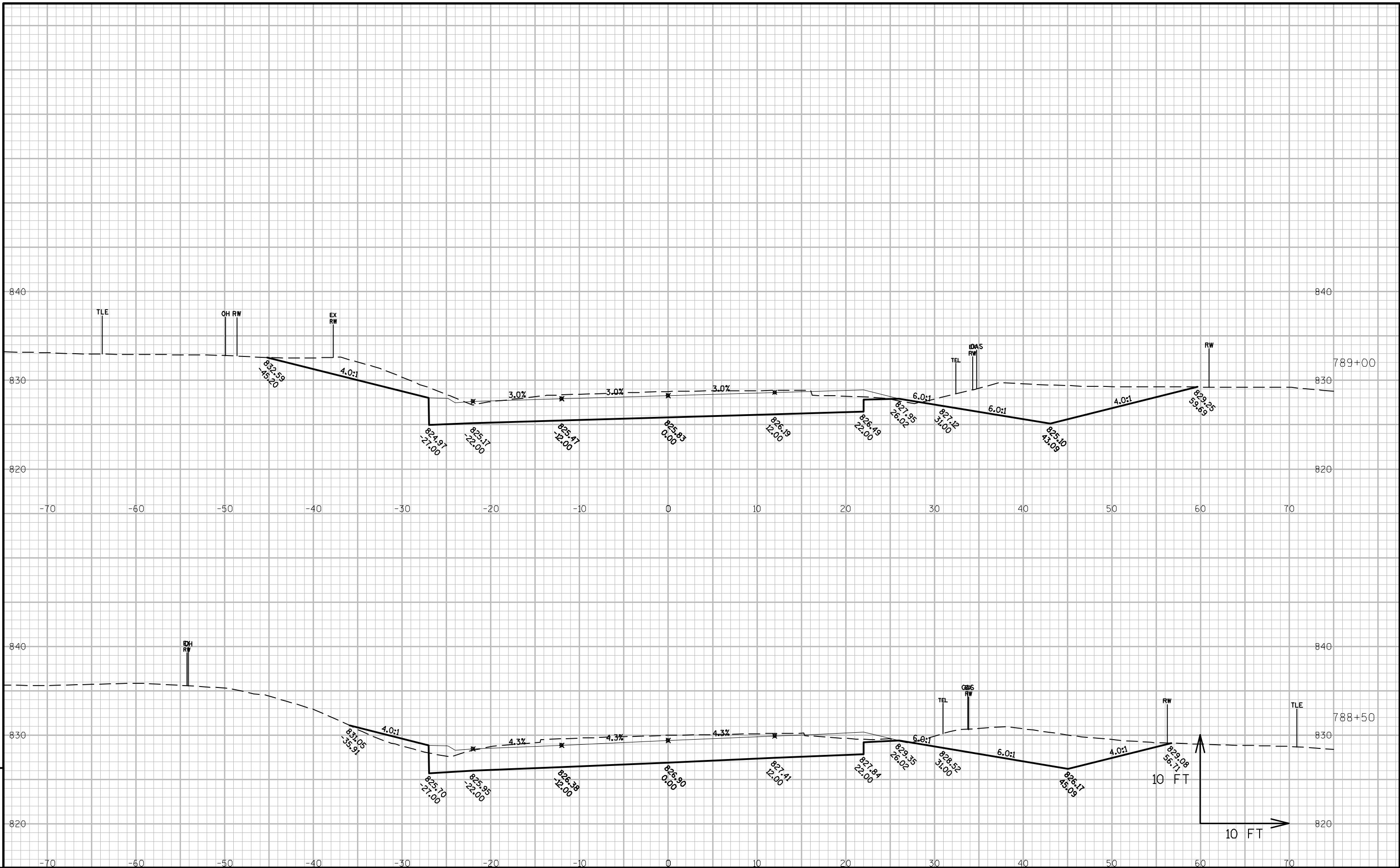


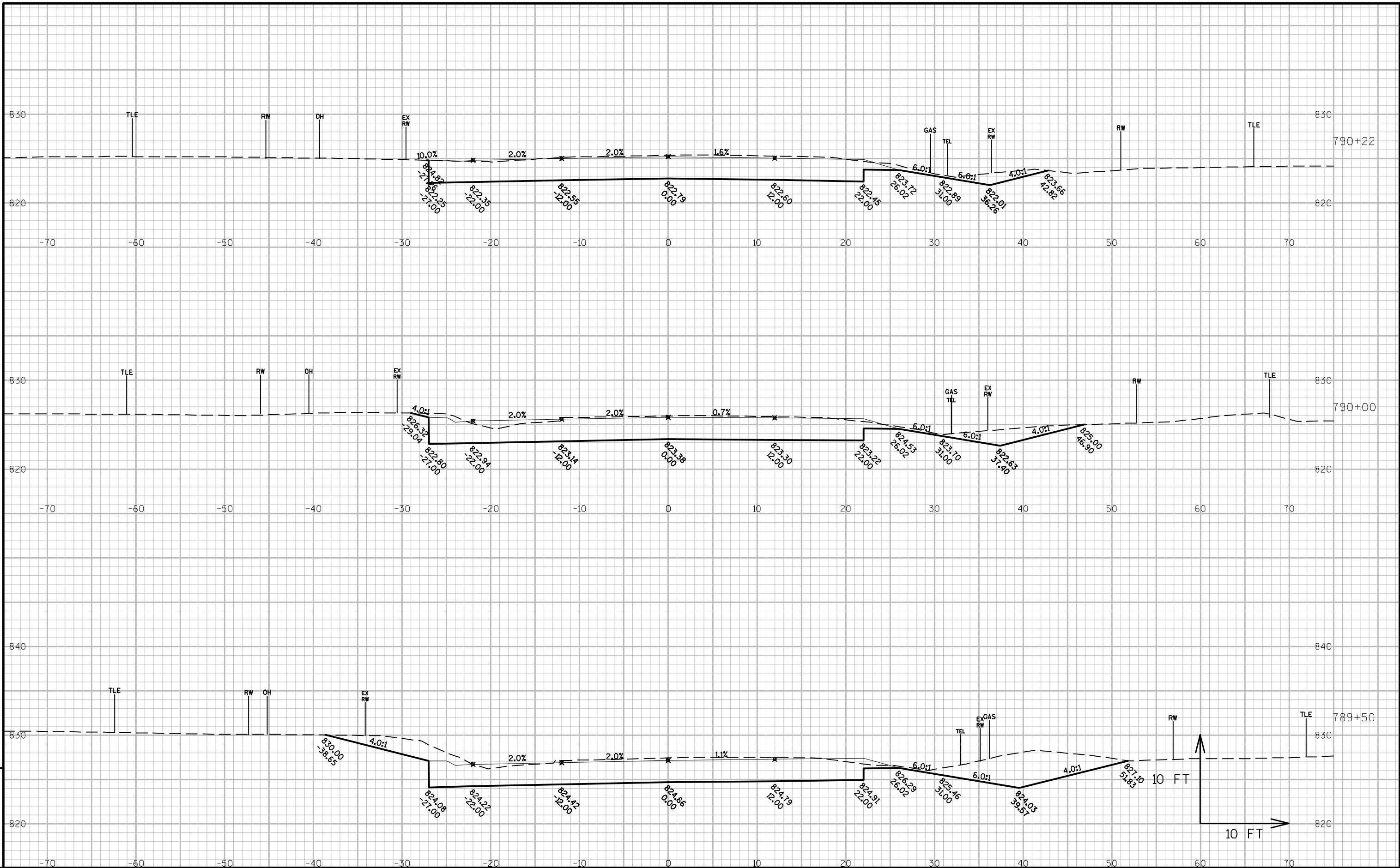


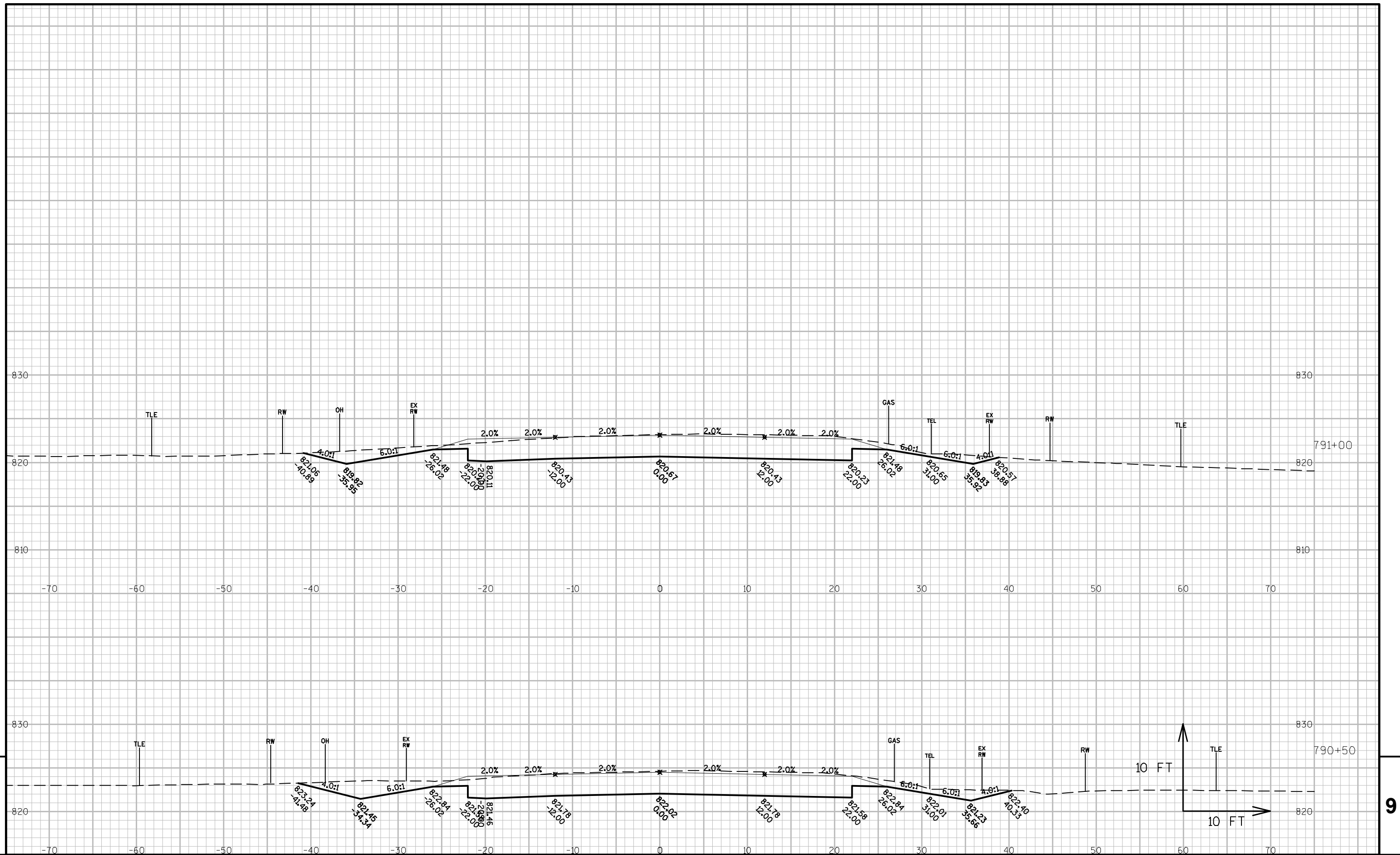












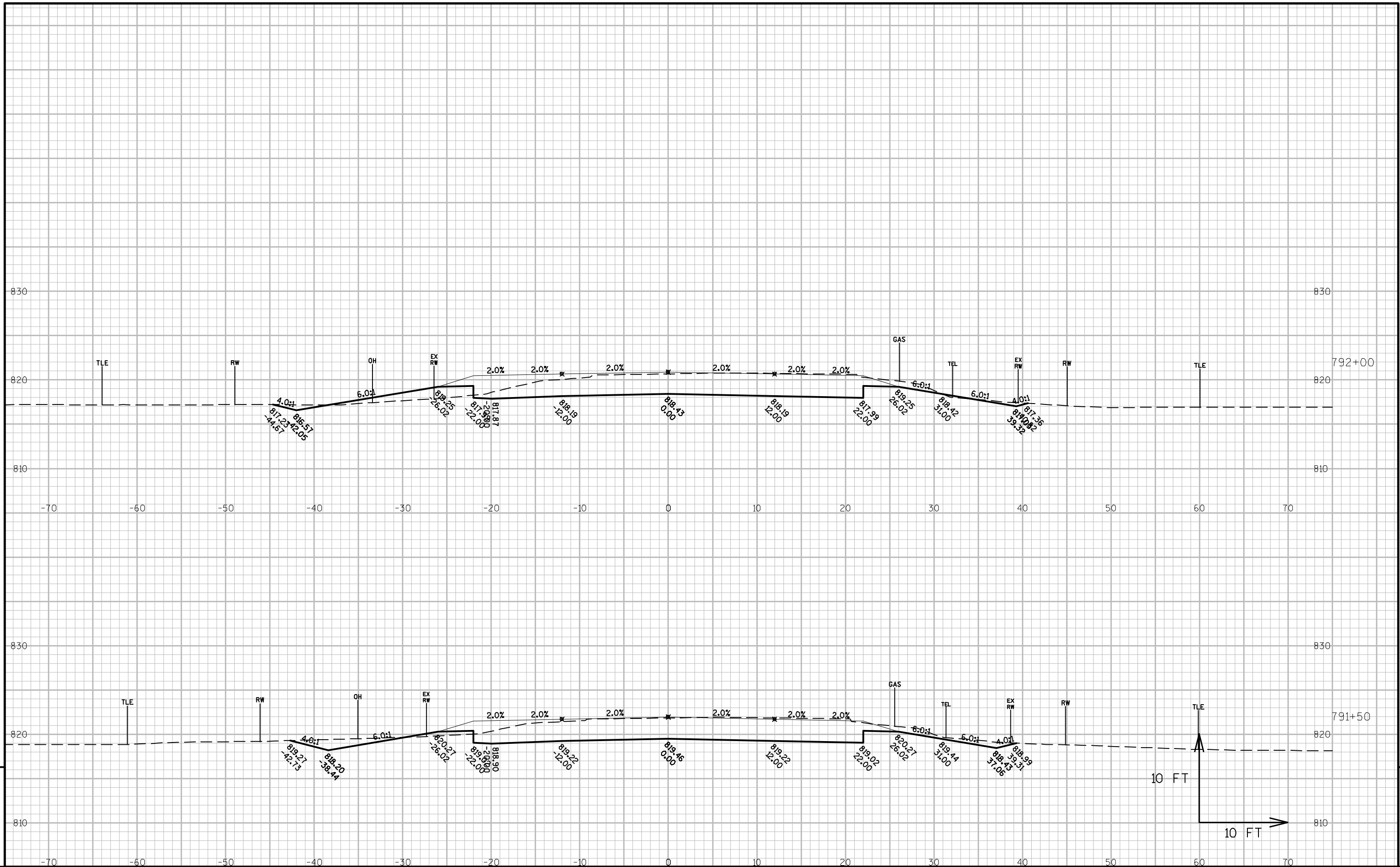
PROJECT NO:3575-01-72

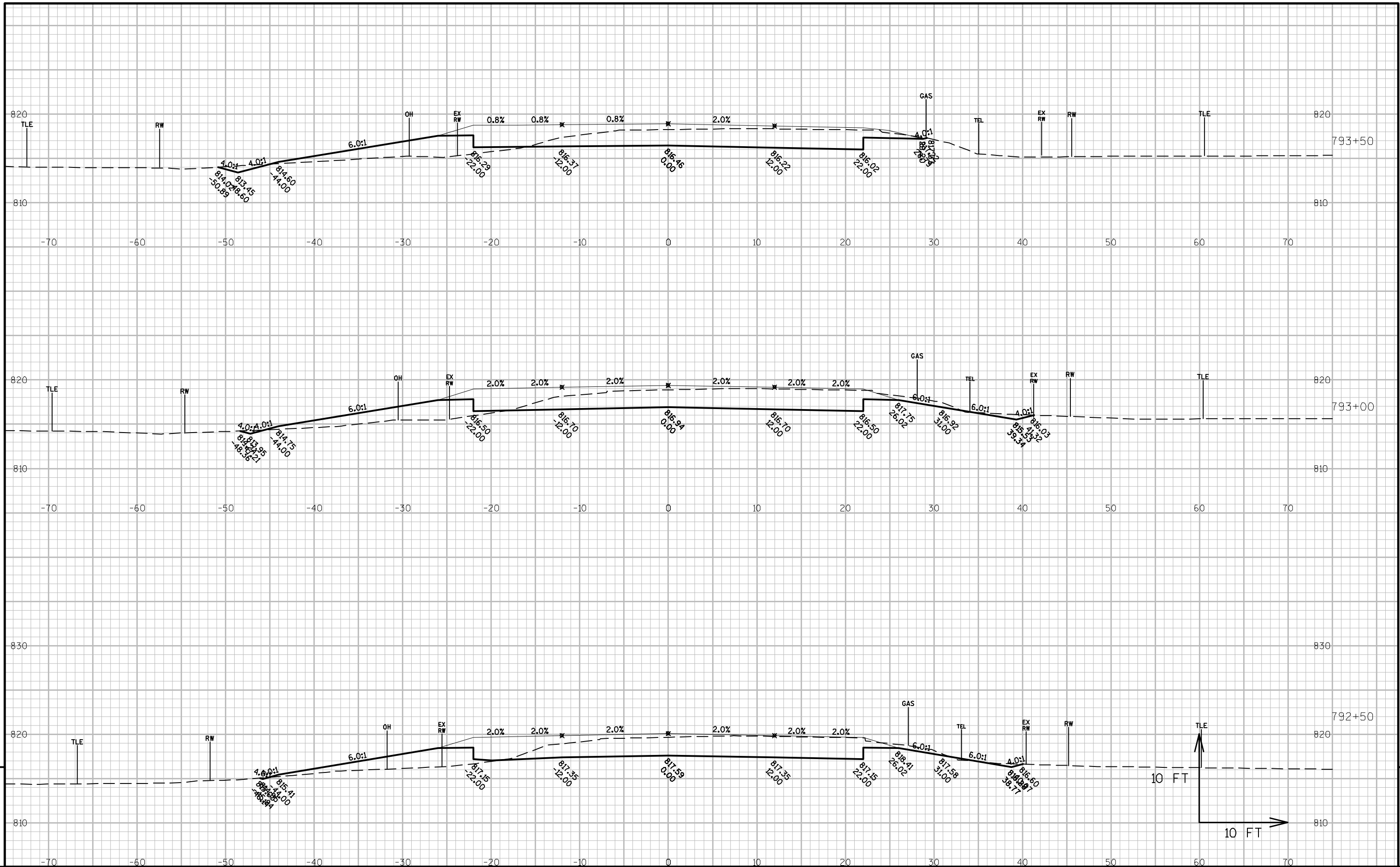
HWY: USH 12

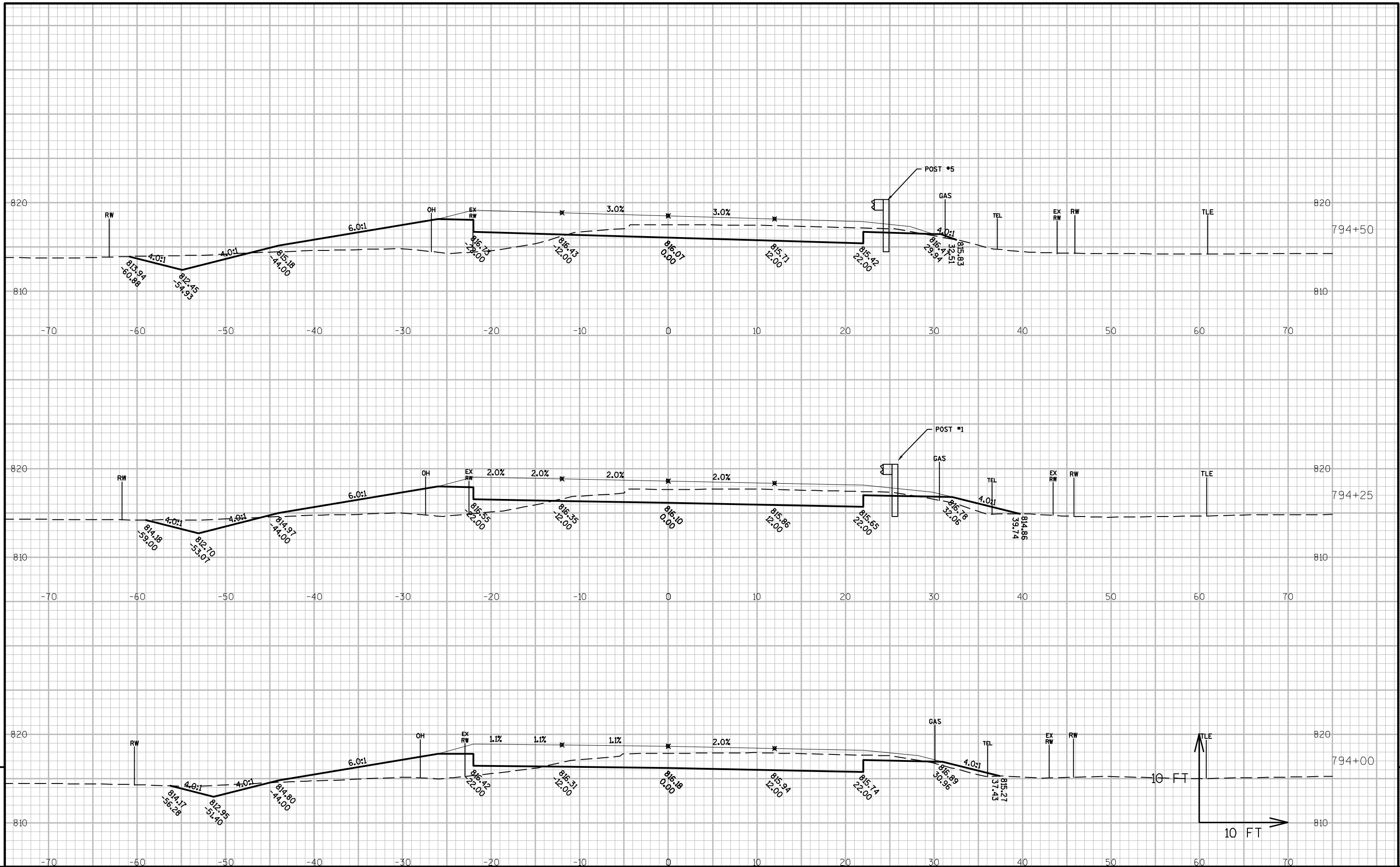
COUNTY: JEFFERSON

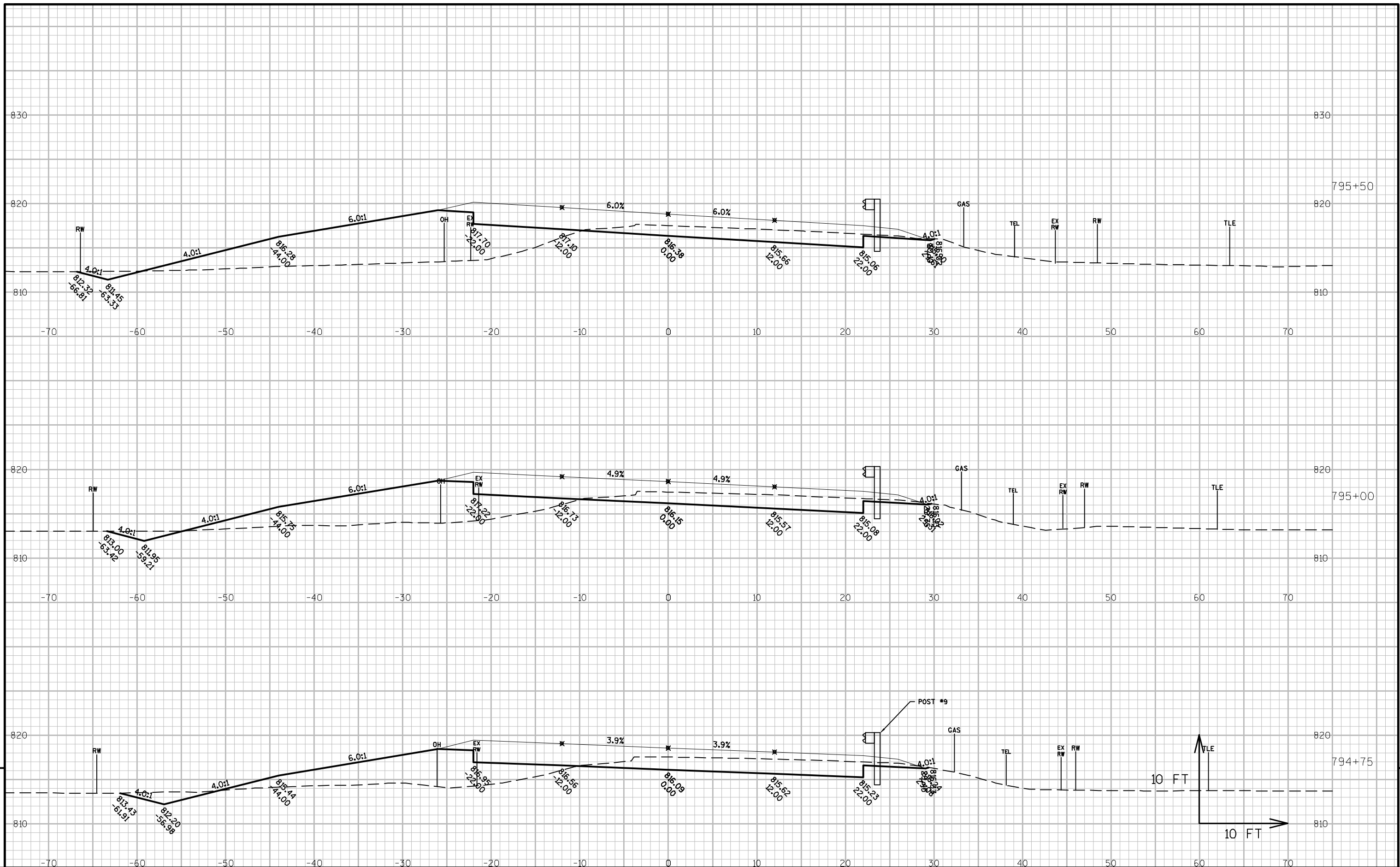
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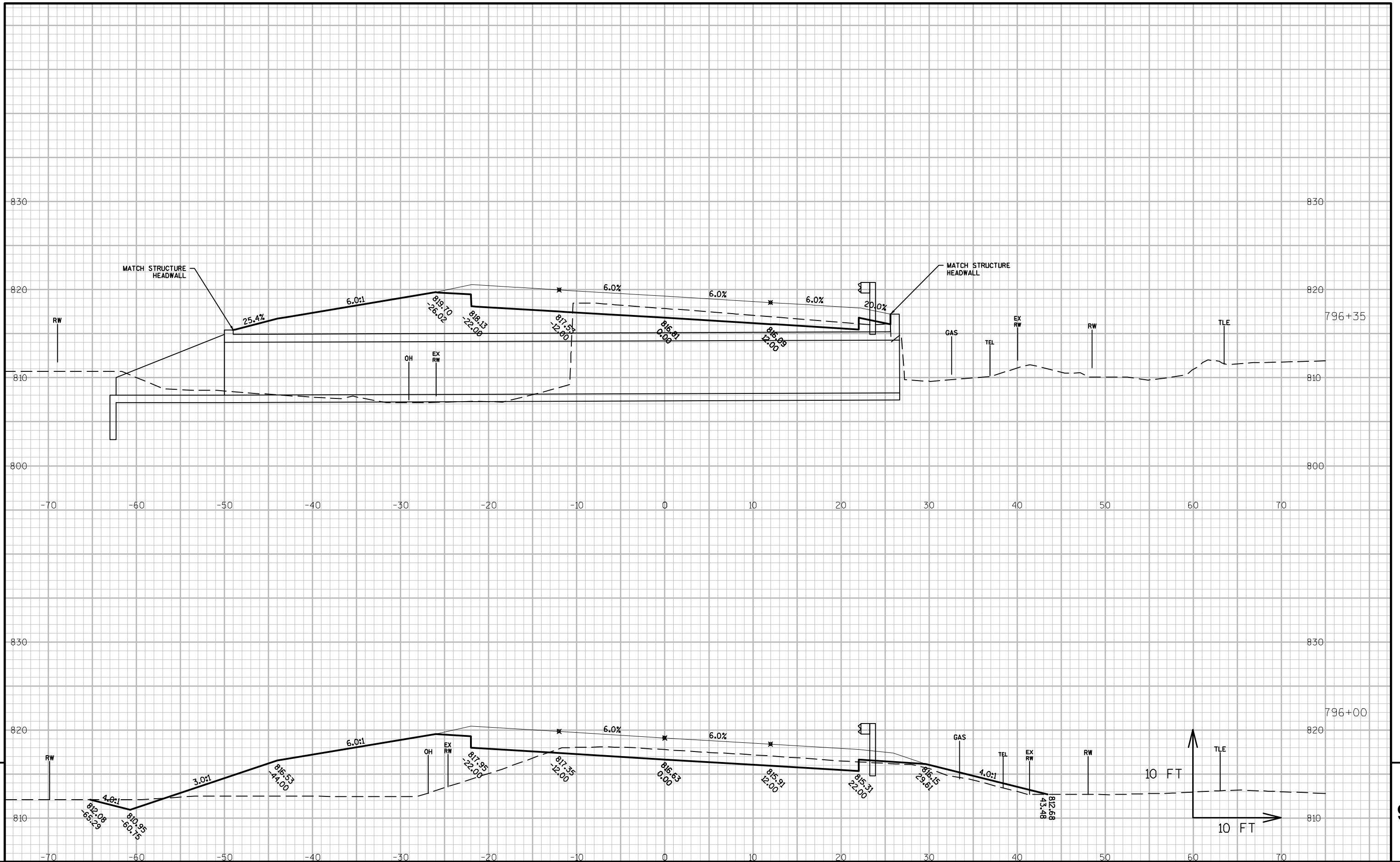
SHEET

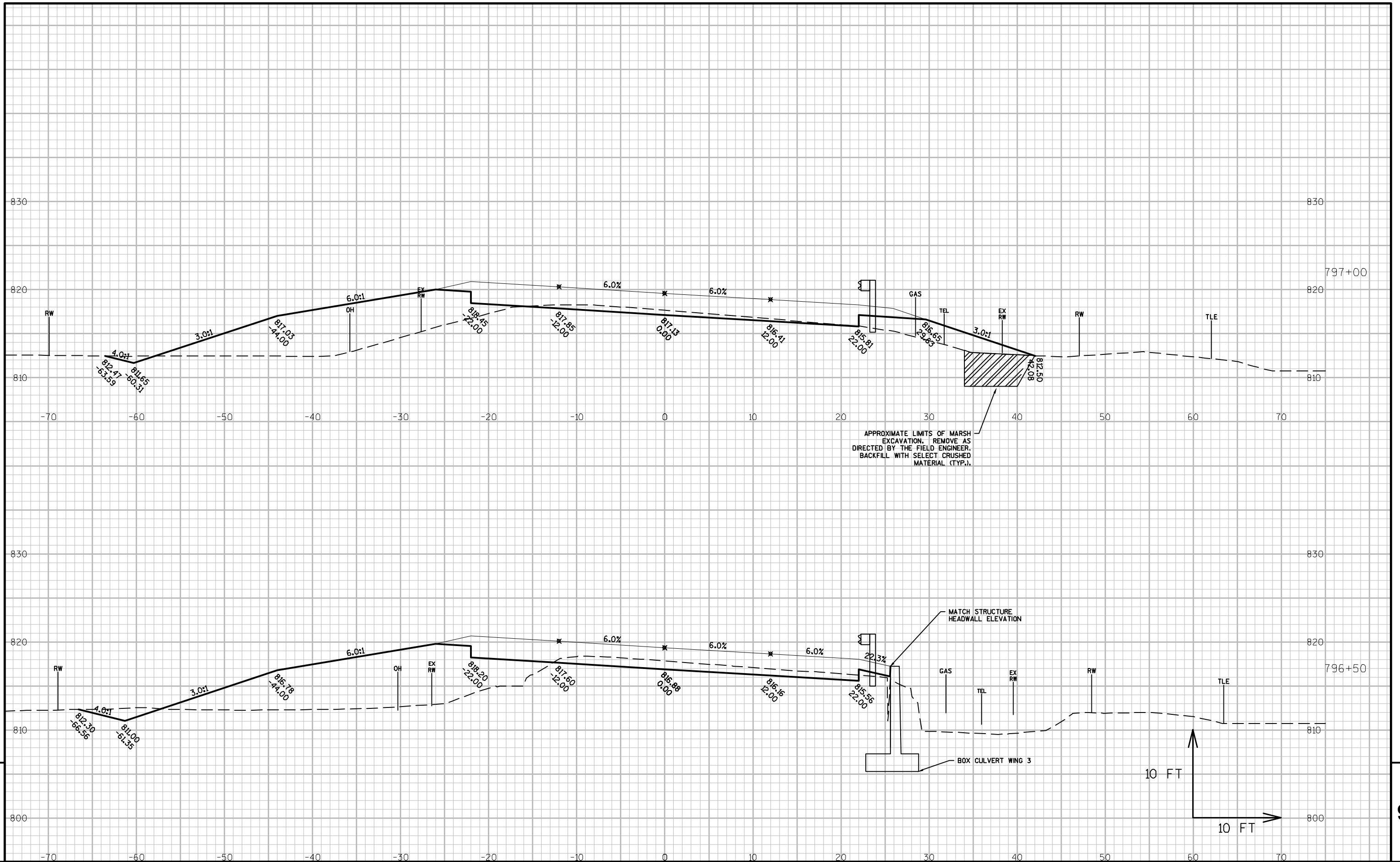


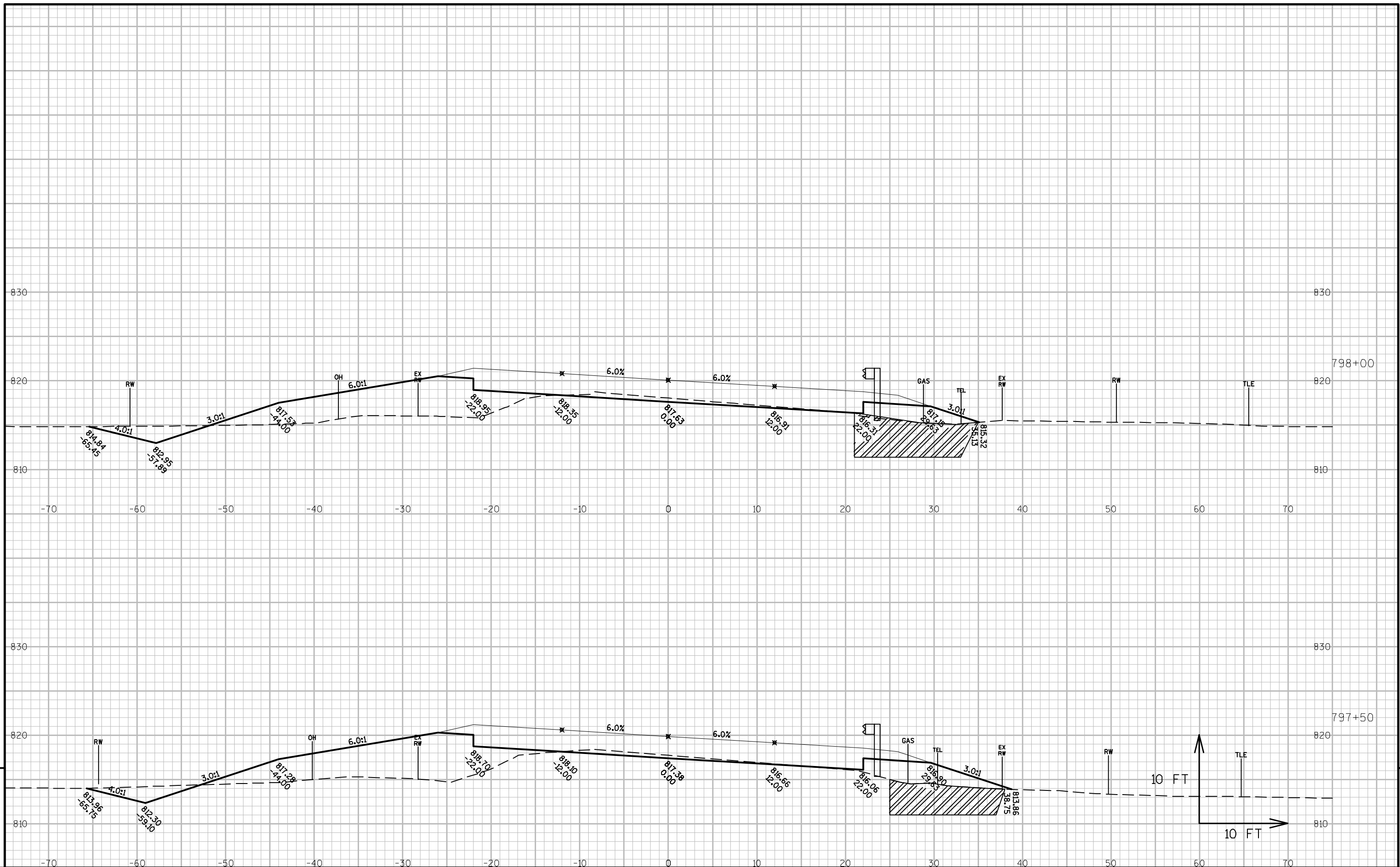


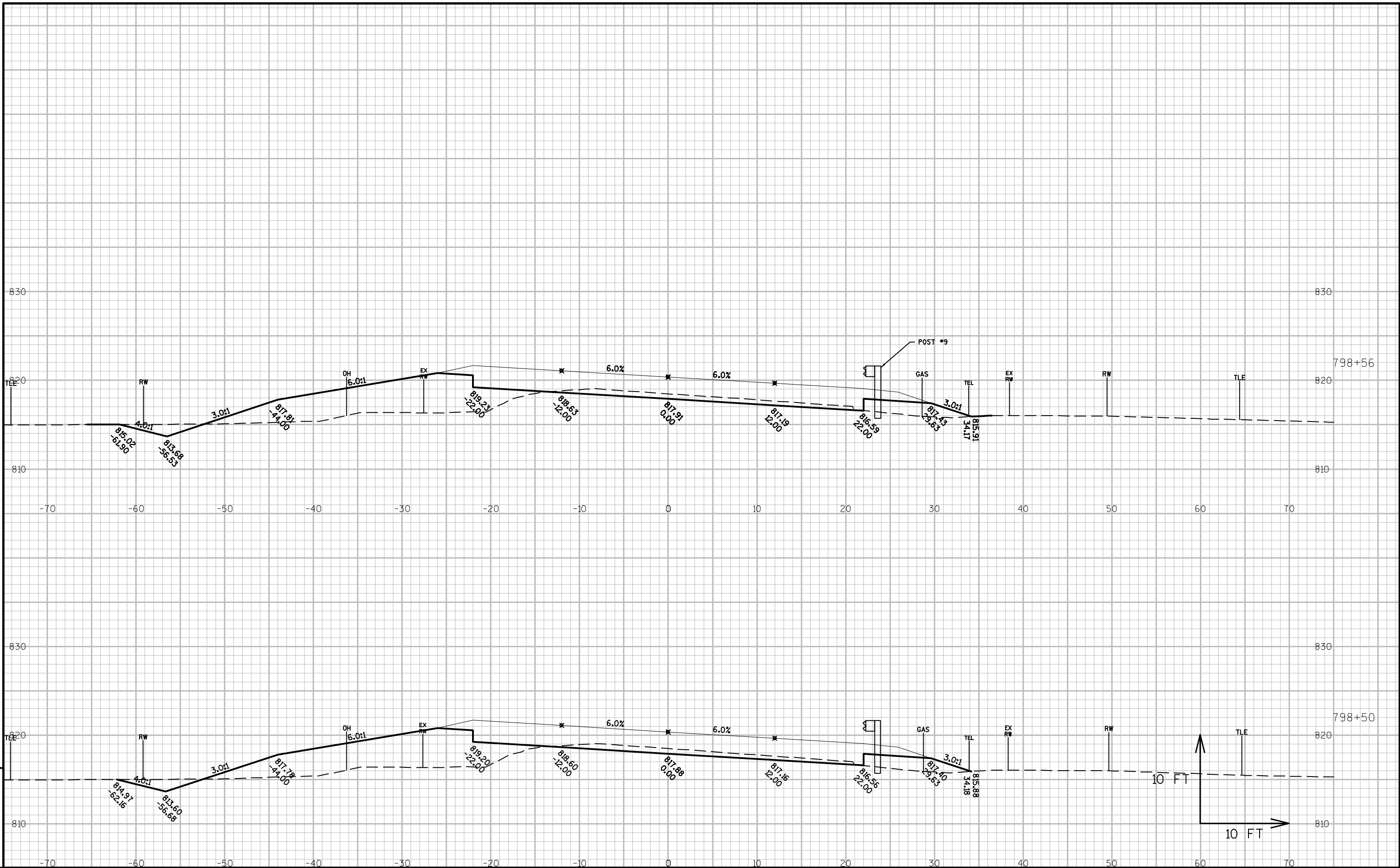


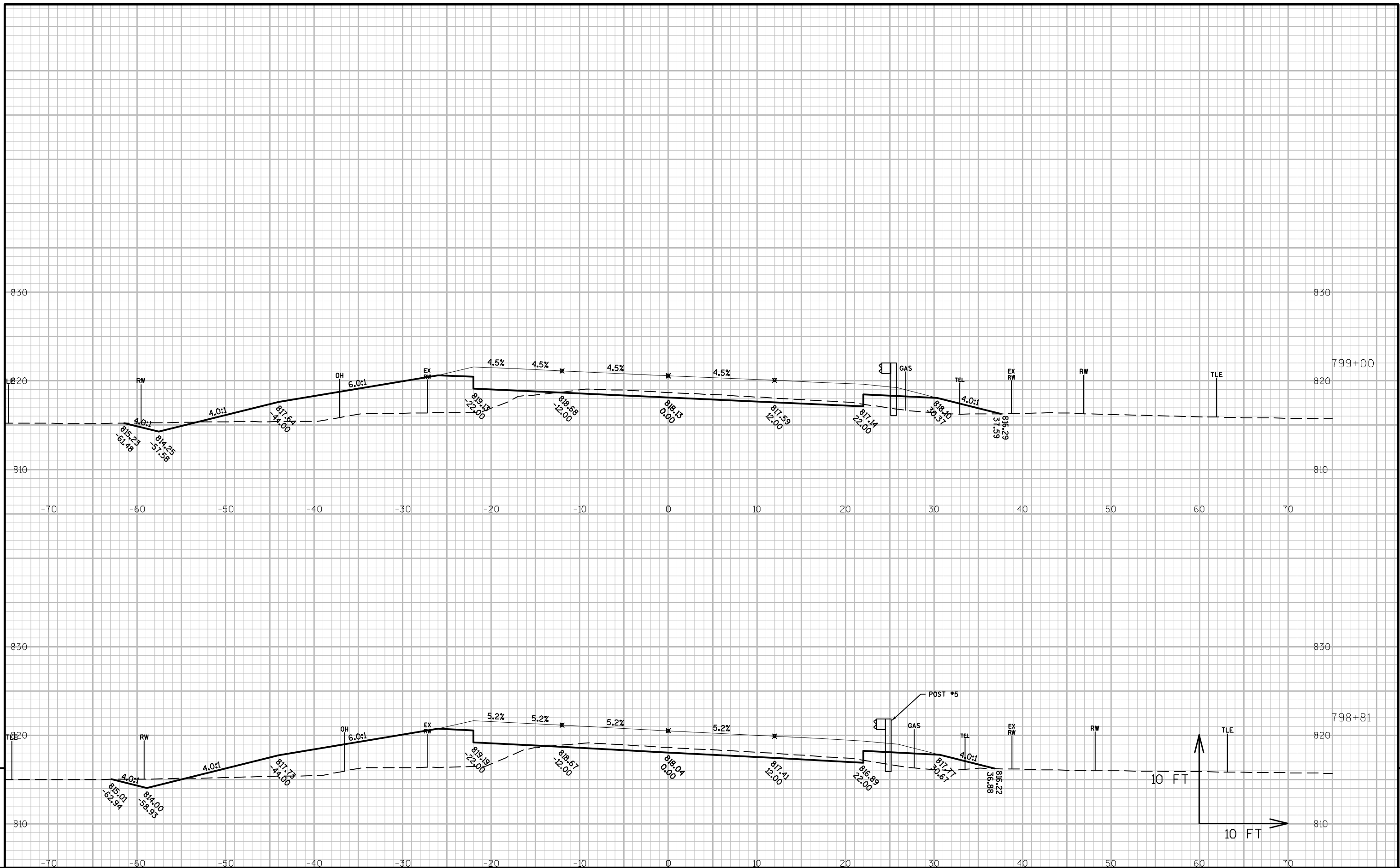


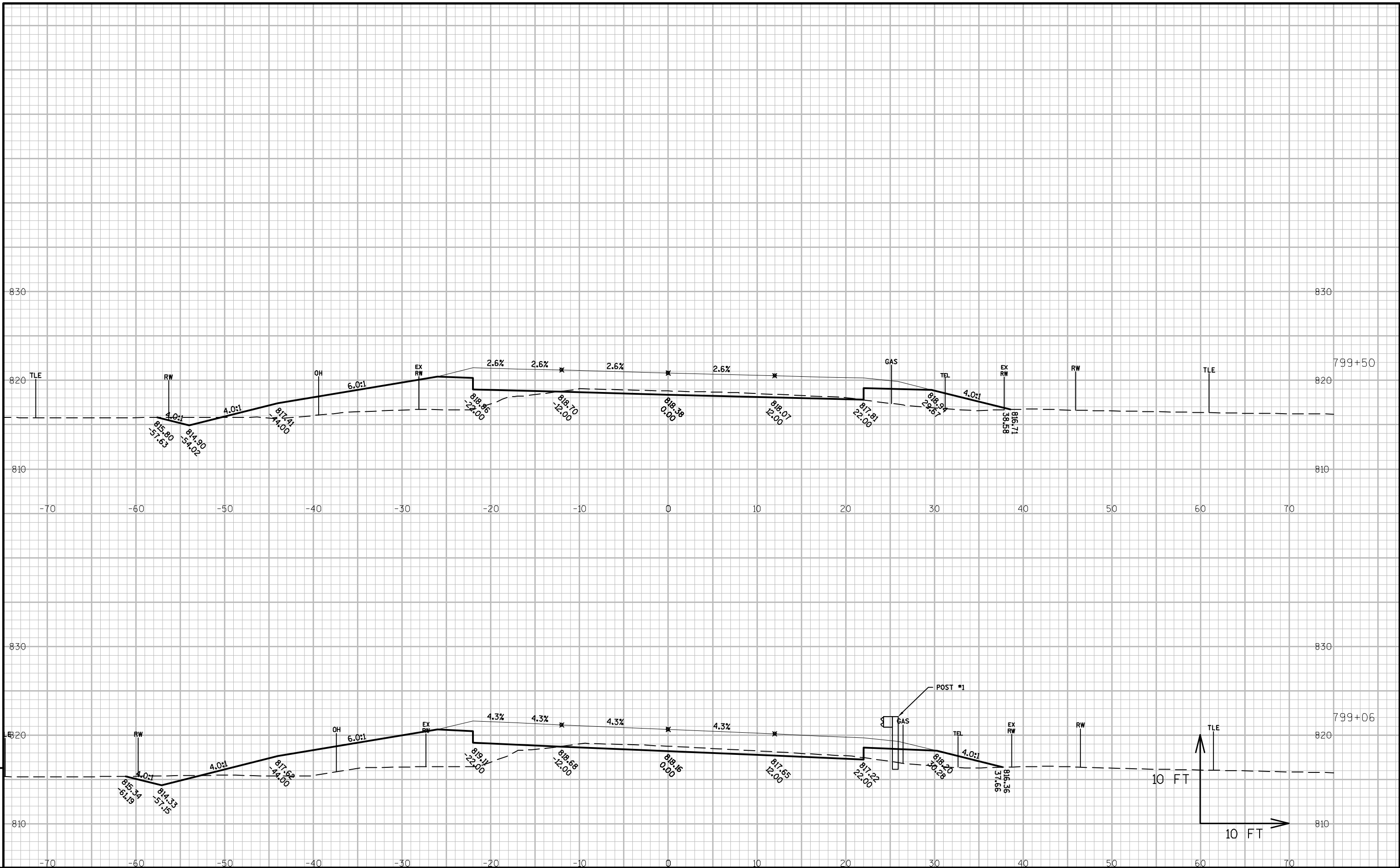


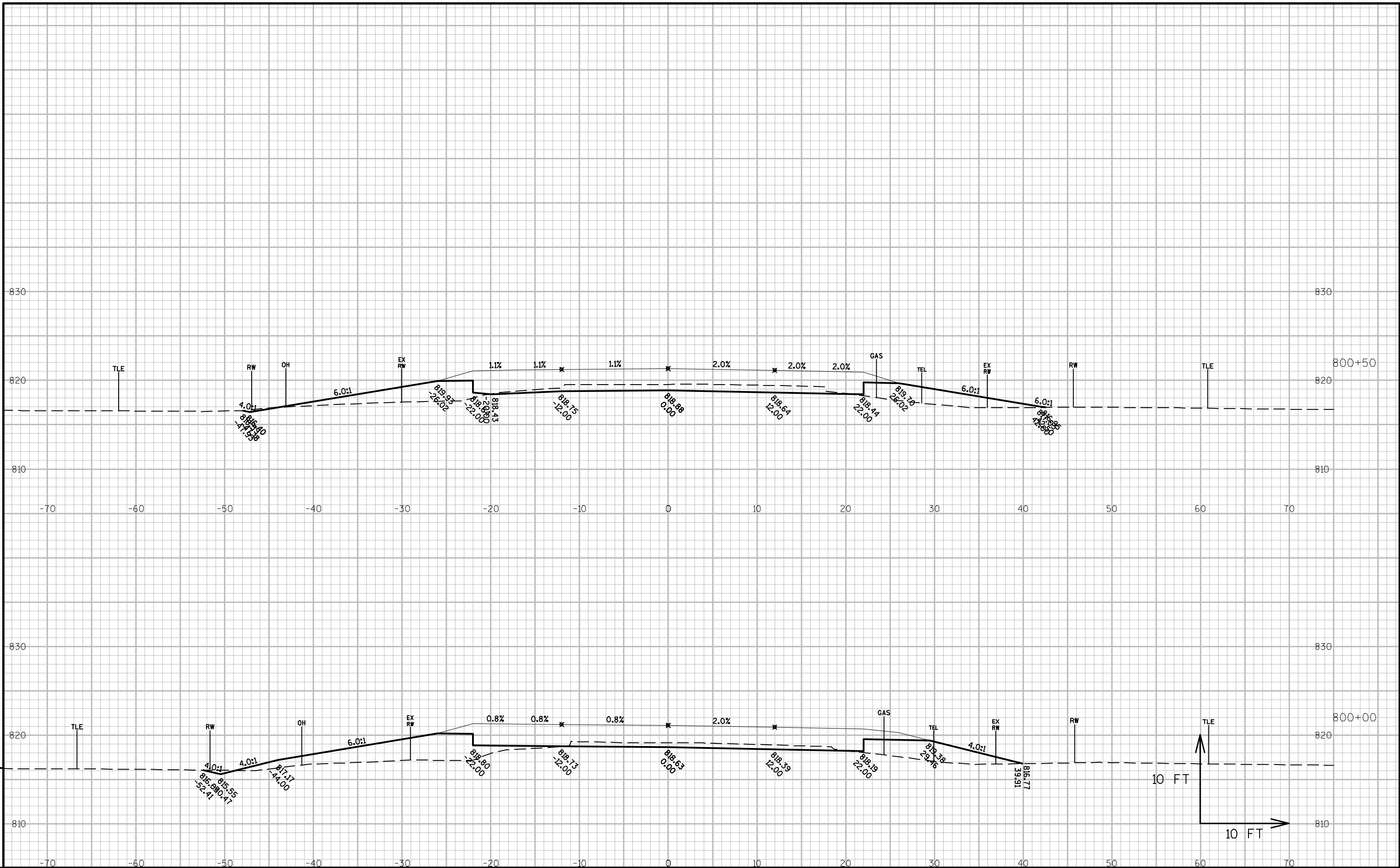


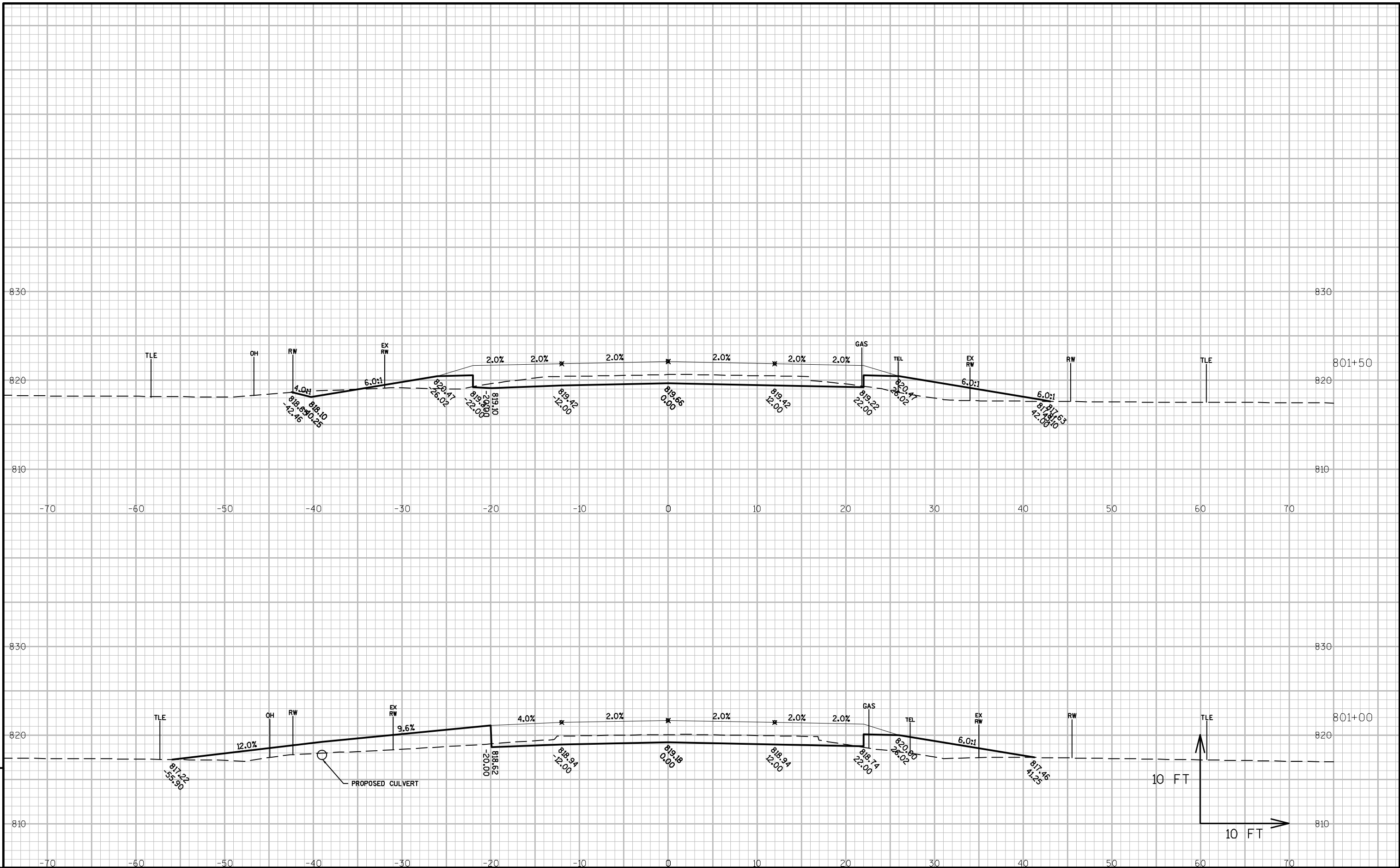


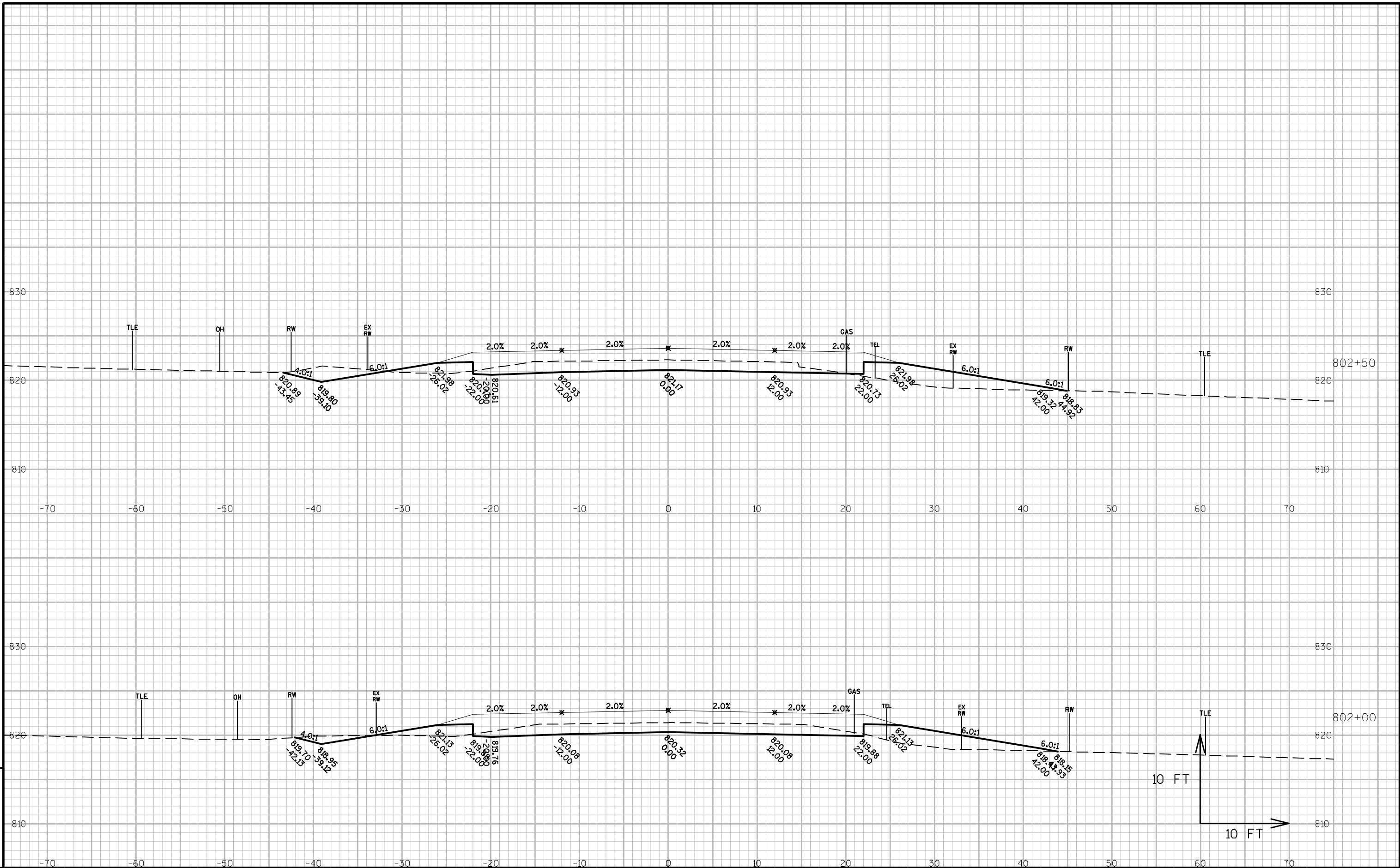


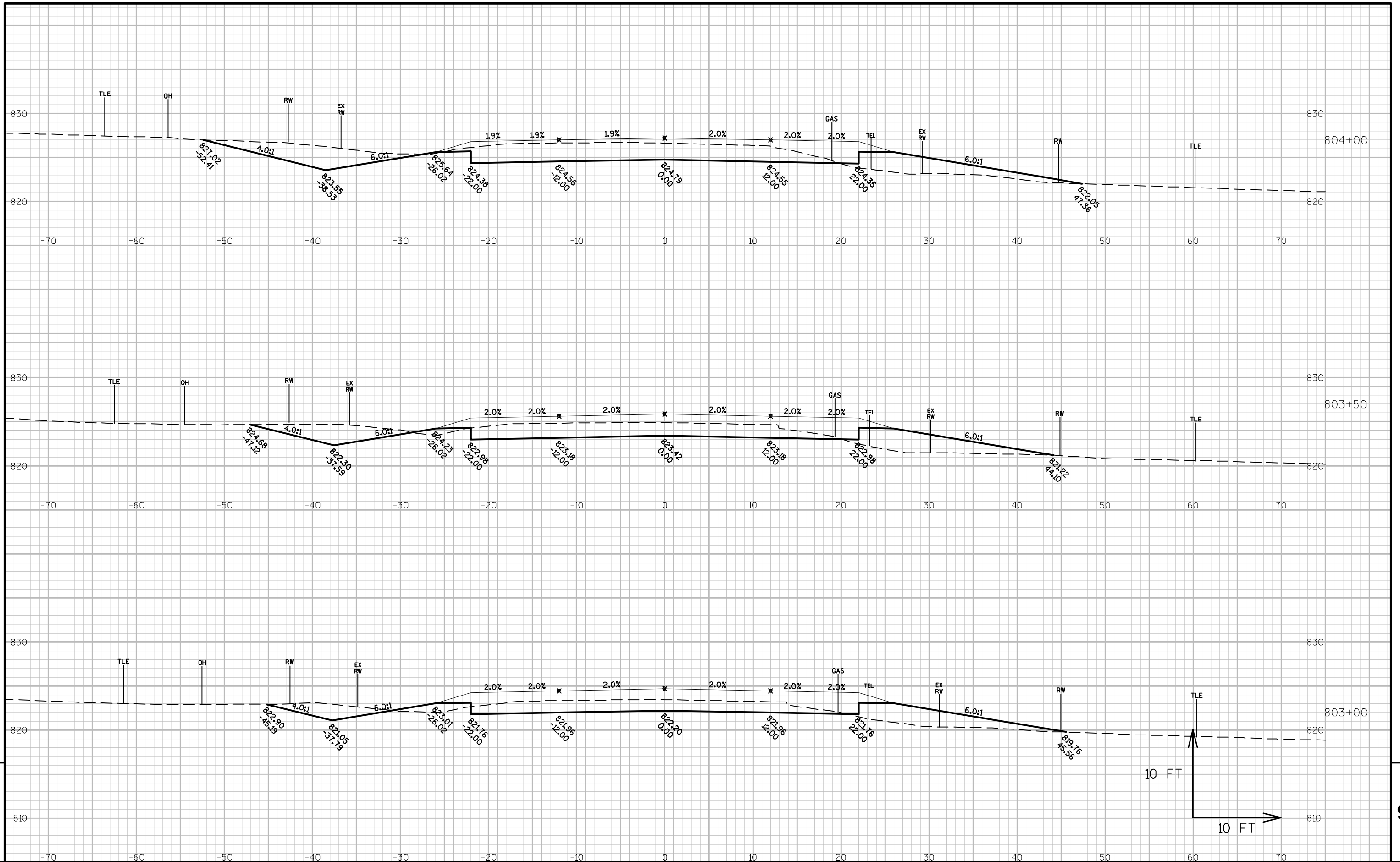


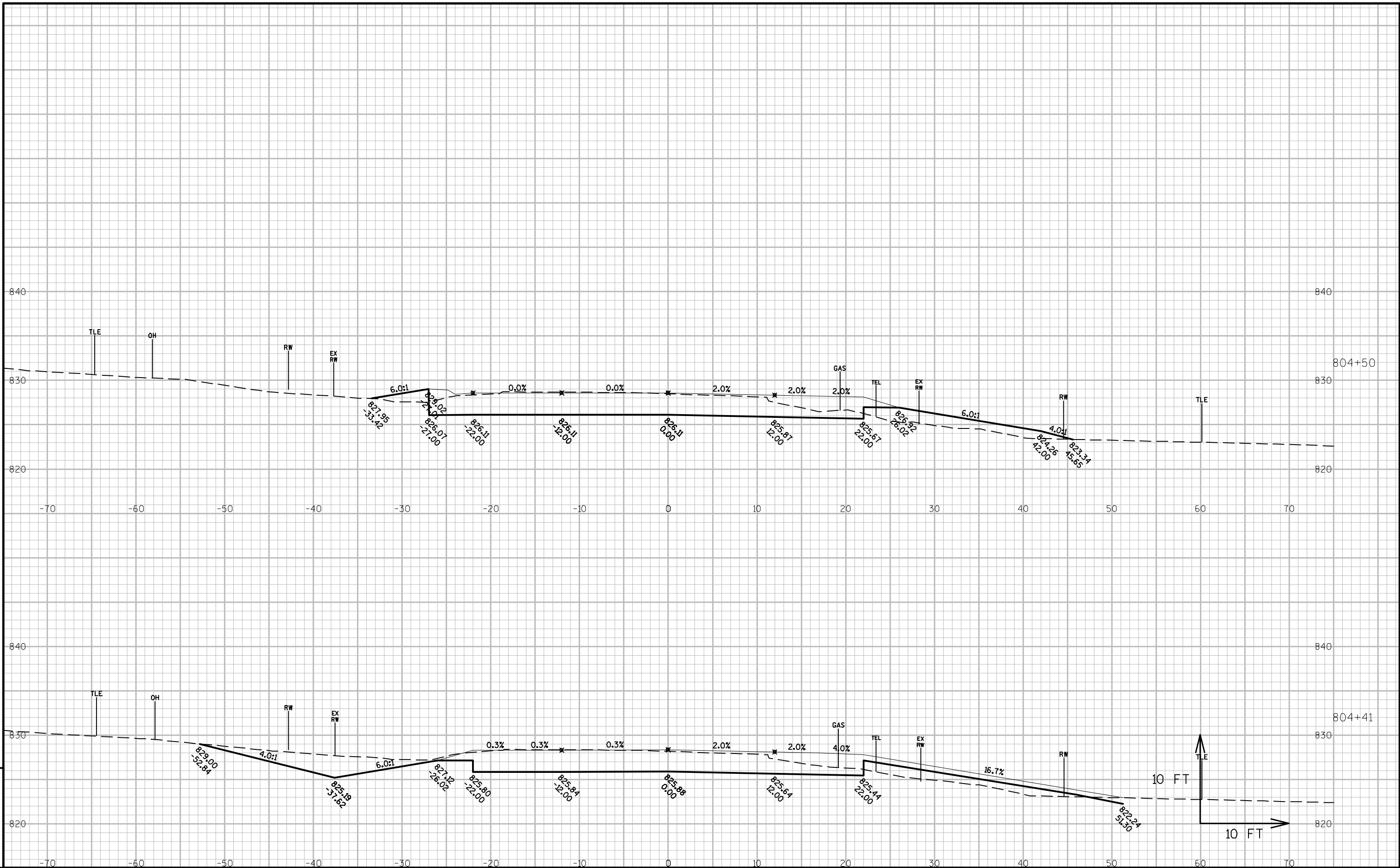


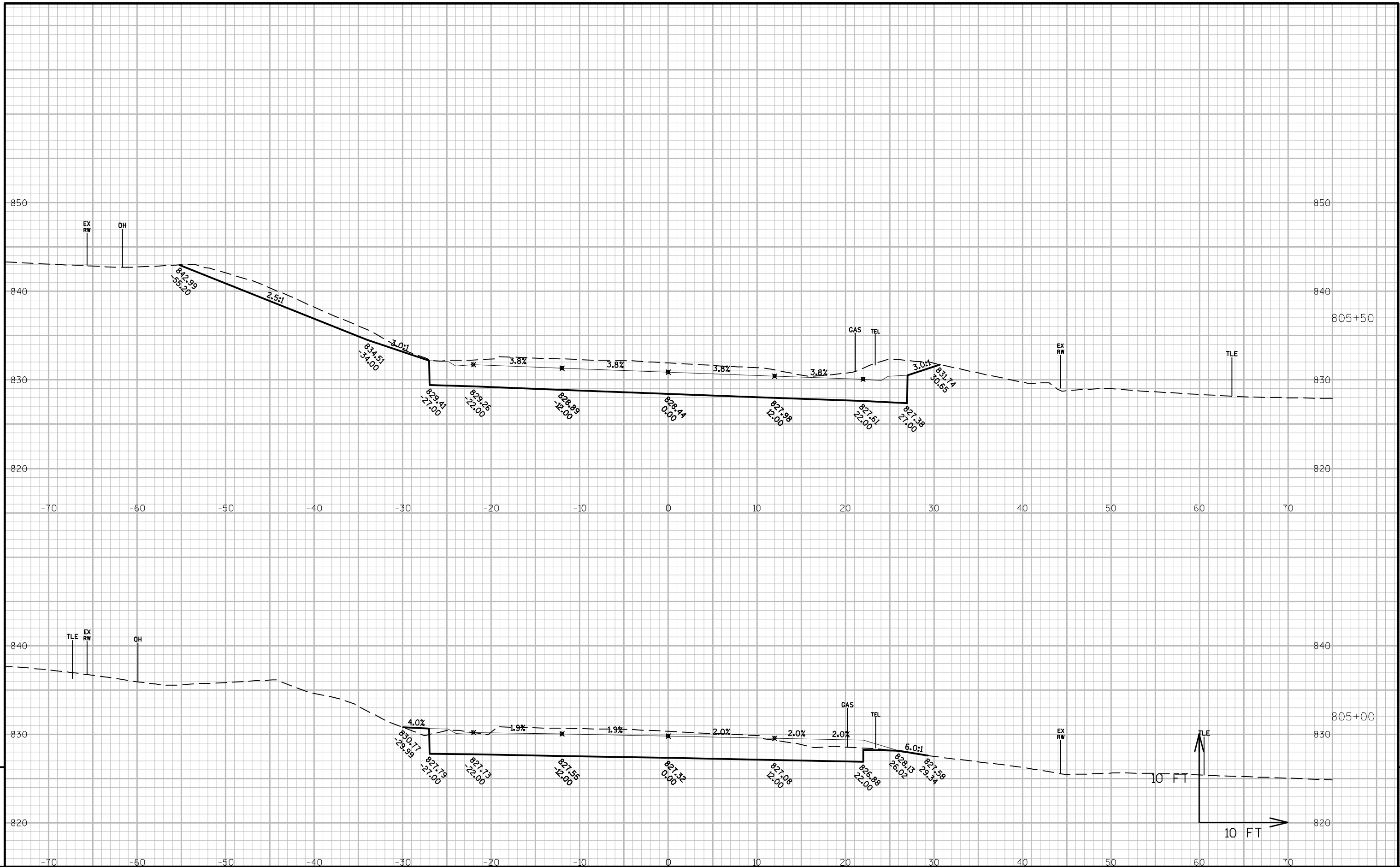


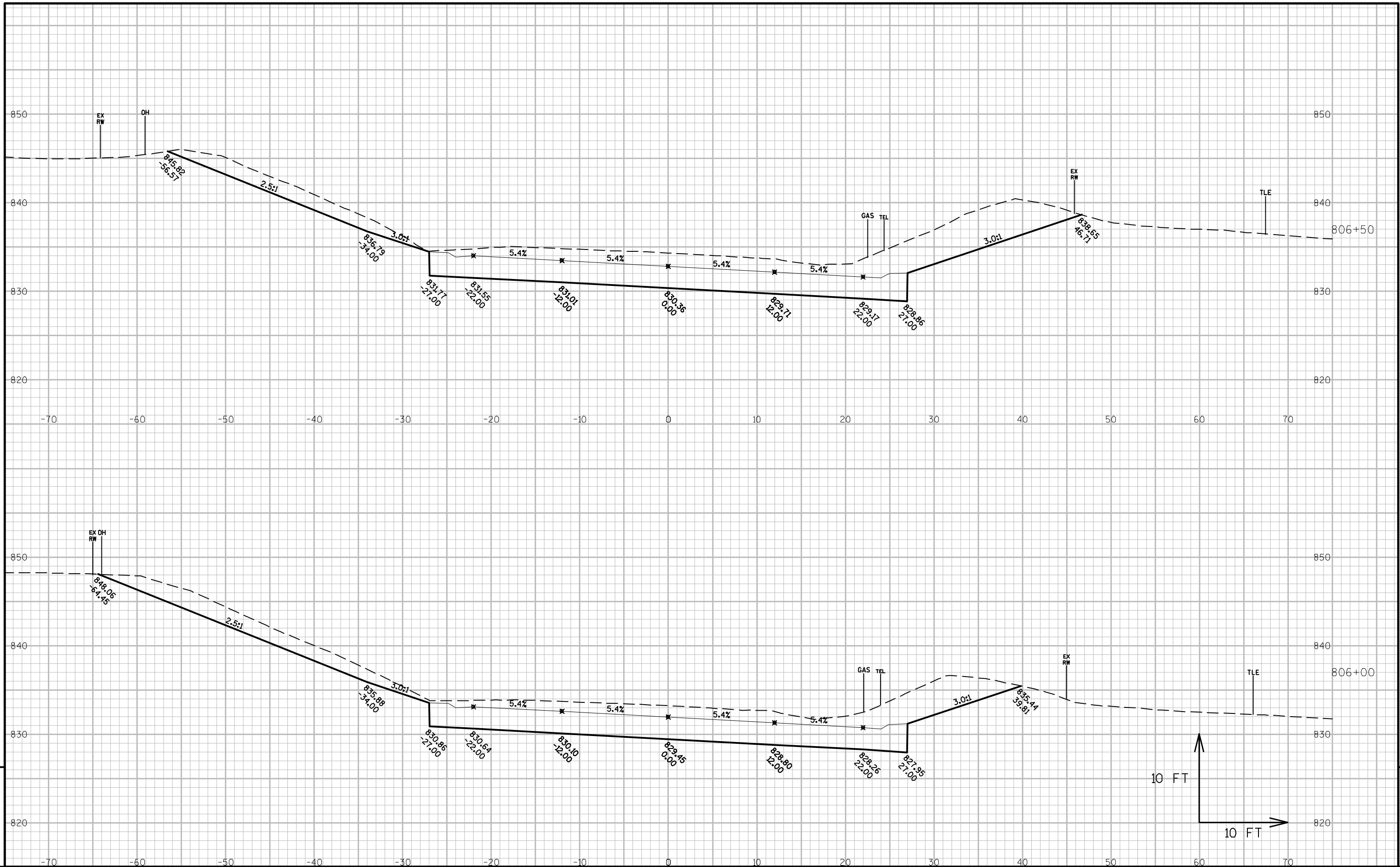


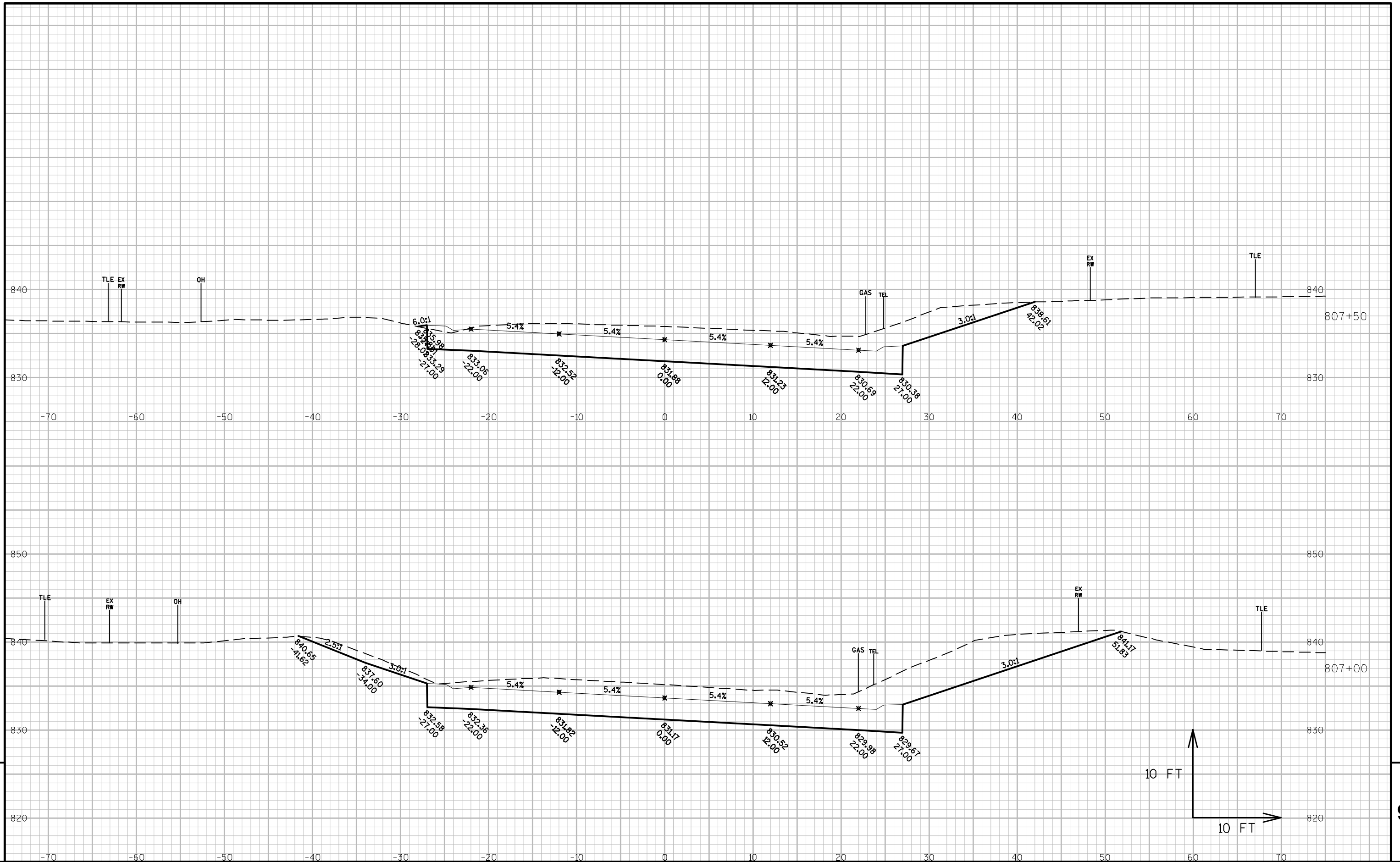


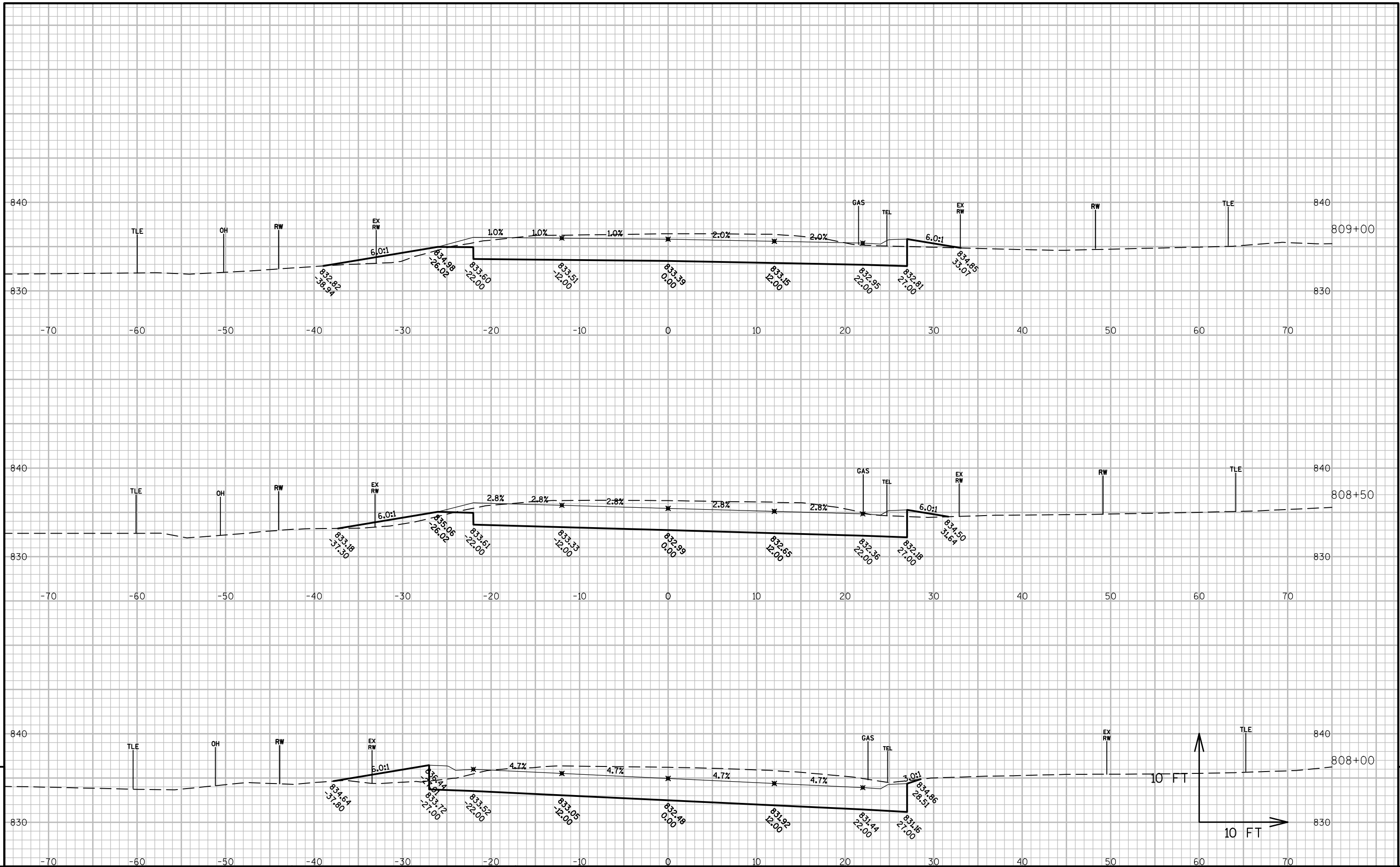


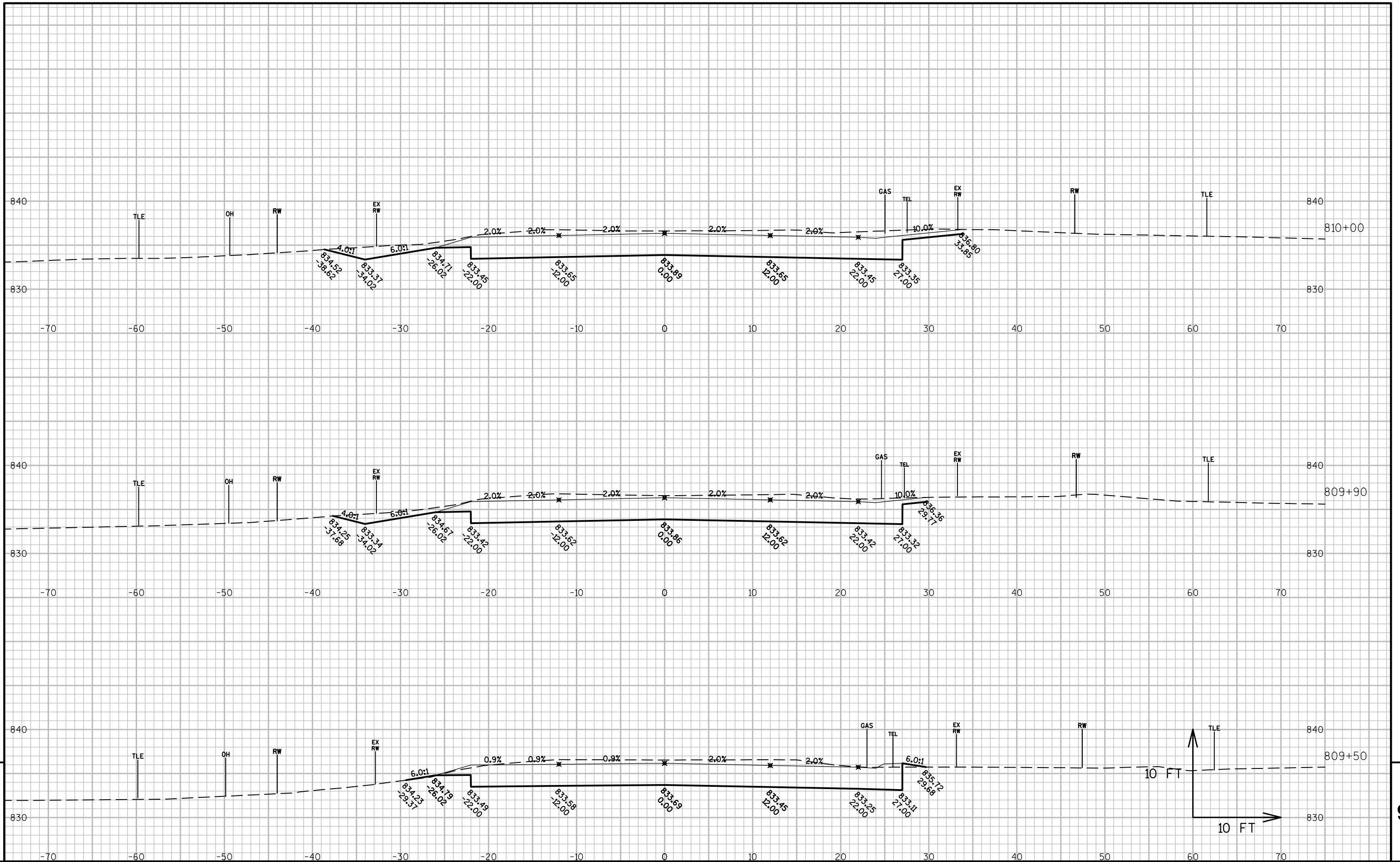


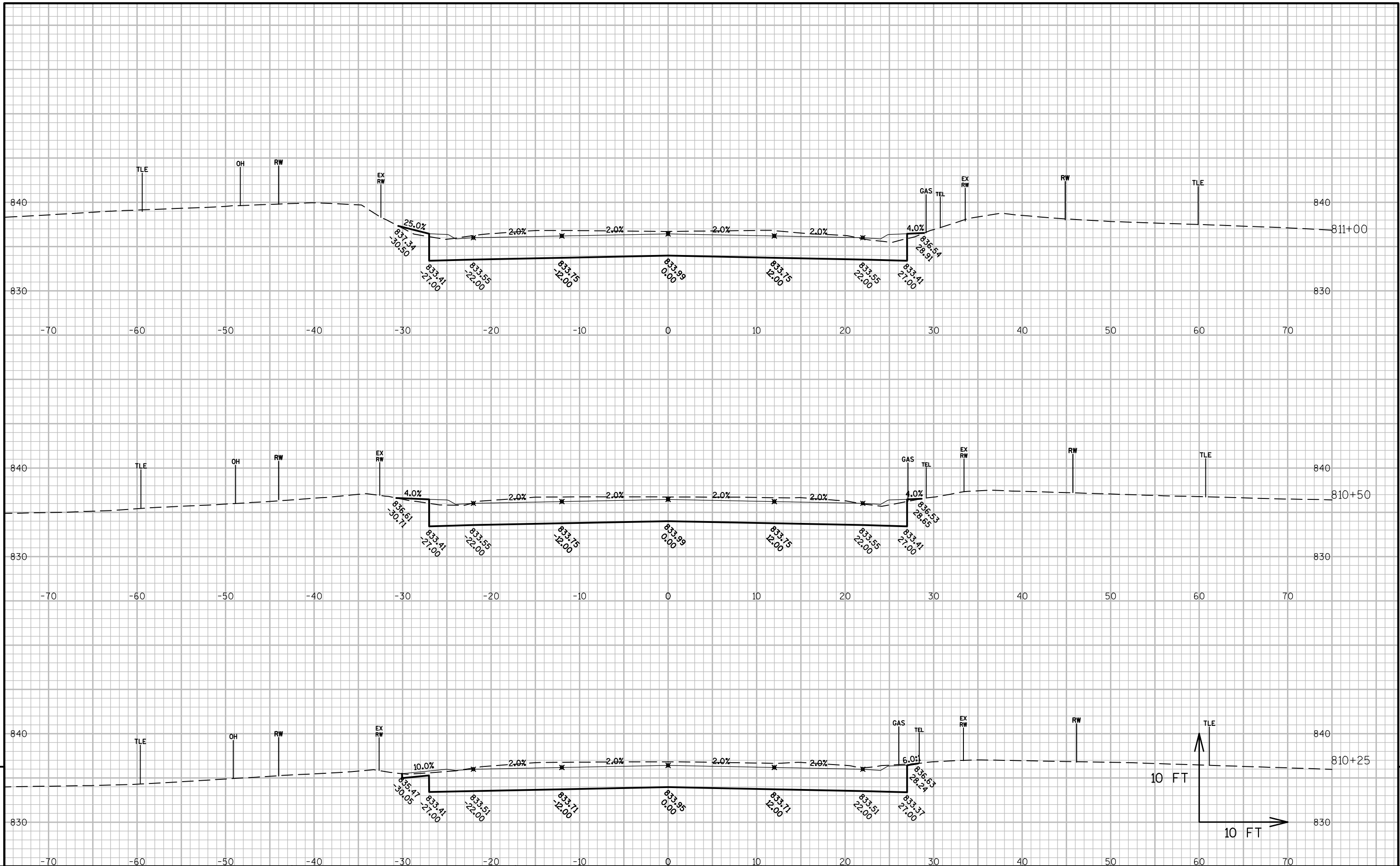


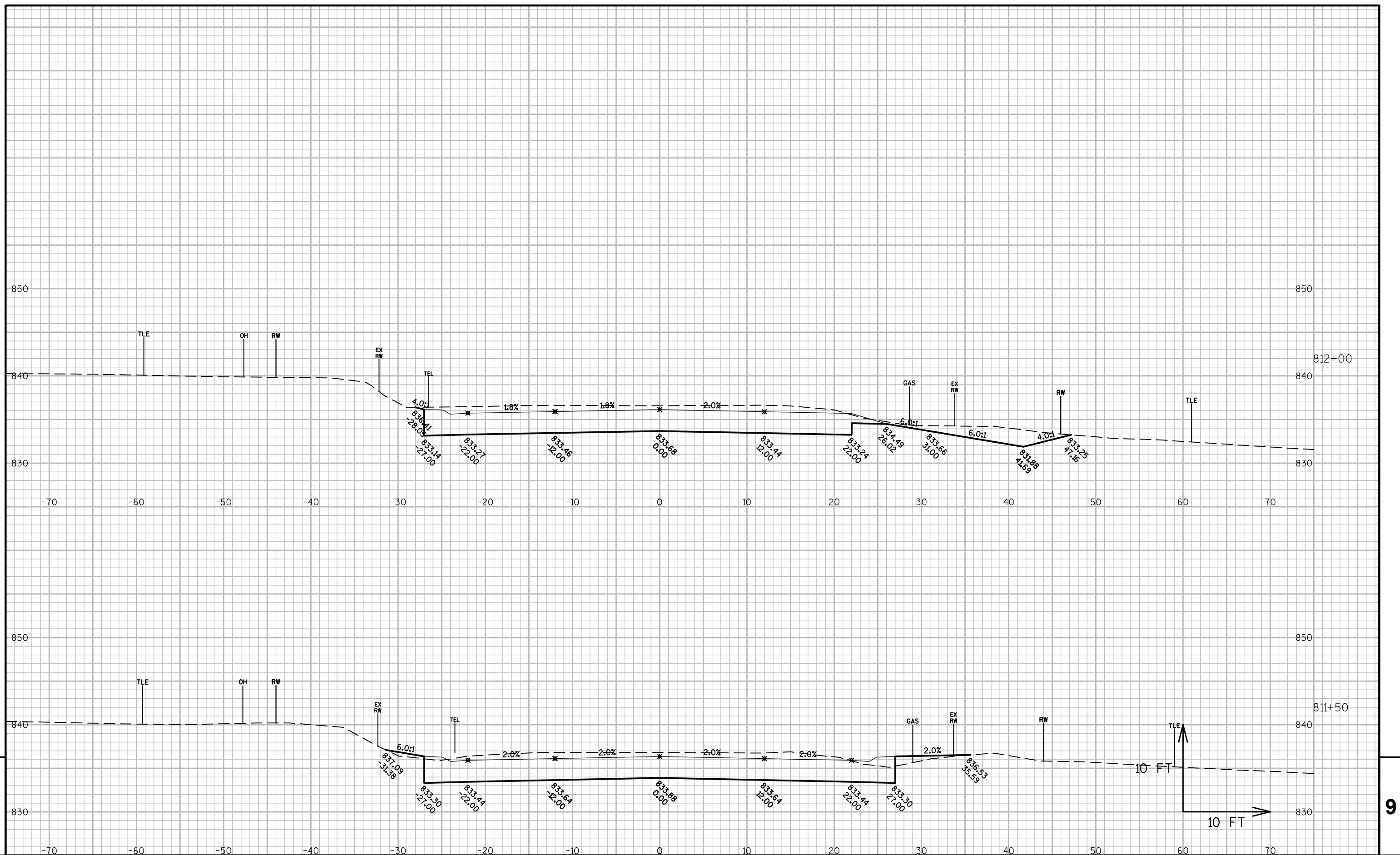












PROJECT NO:3575-01-72

HWY: USH 12

COUNTY: JEFFERSON

CROSS SECTIONS: USH 12 - CROSS SECTIONS

SHEET

FILE NAME : N:\PDS\C3D\35750302\SHEETSPLAN\090201 CROSS SECTIONS\090201-XSEC.DWG
LAYOUT NAME - 0902030_XS

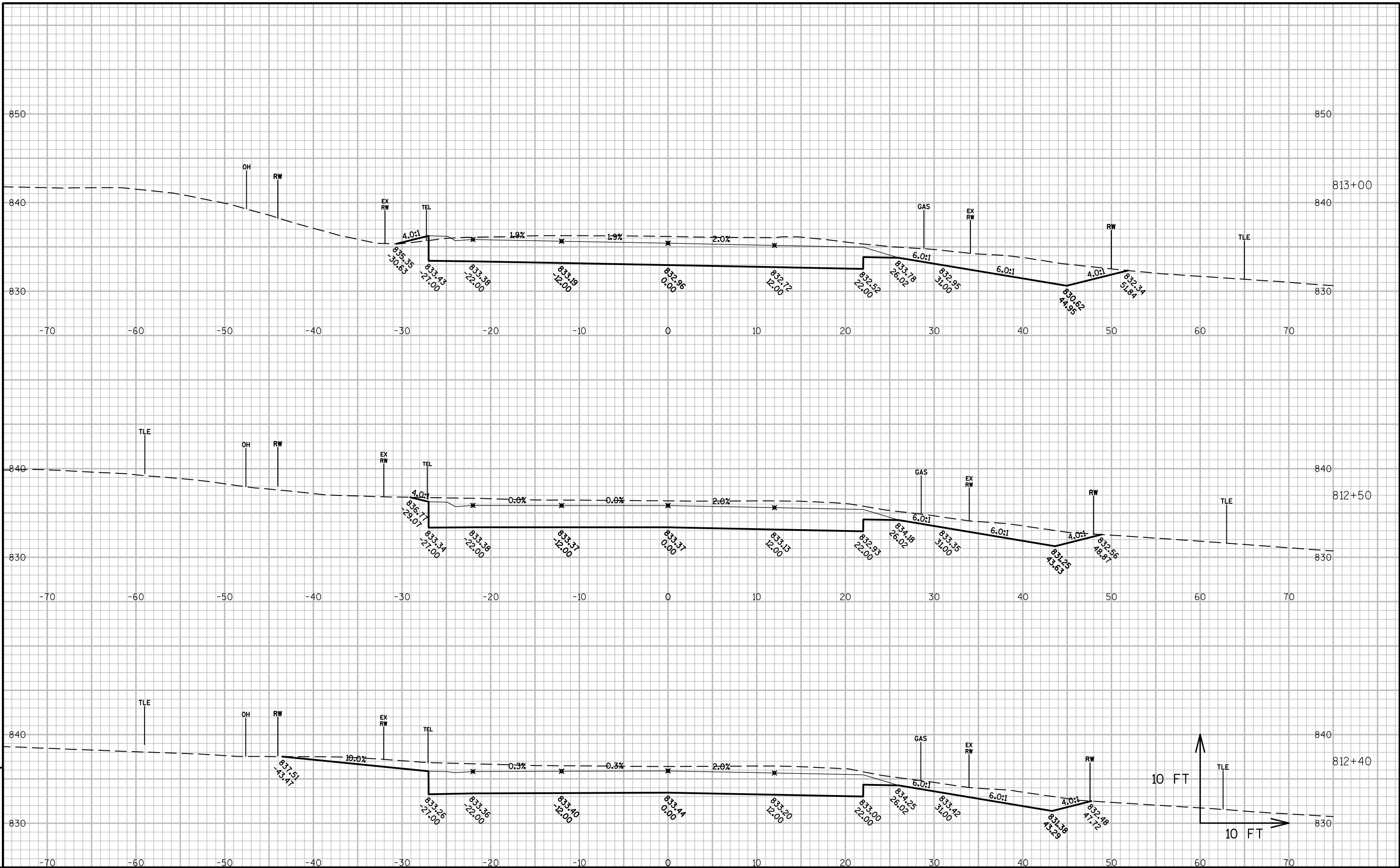
PLOT DATE : 11/14/2017 9:40 AM

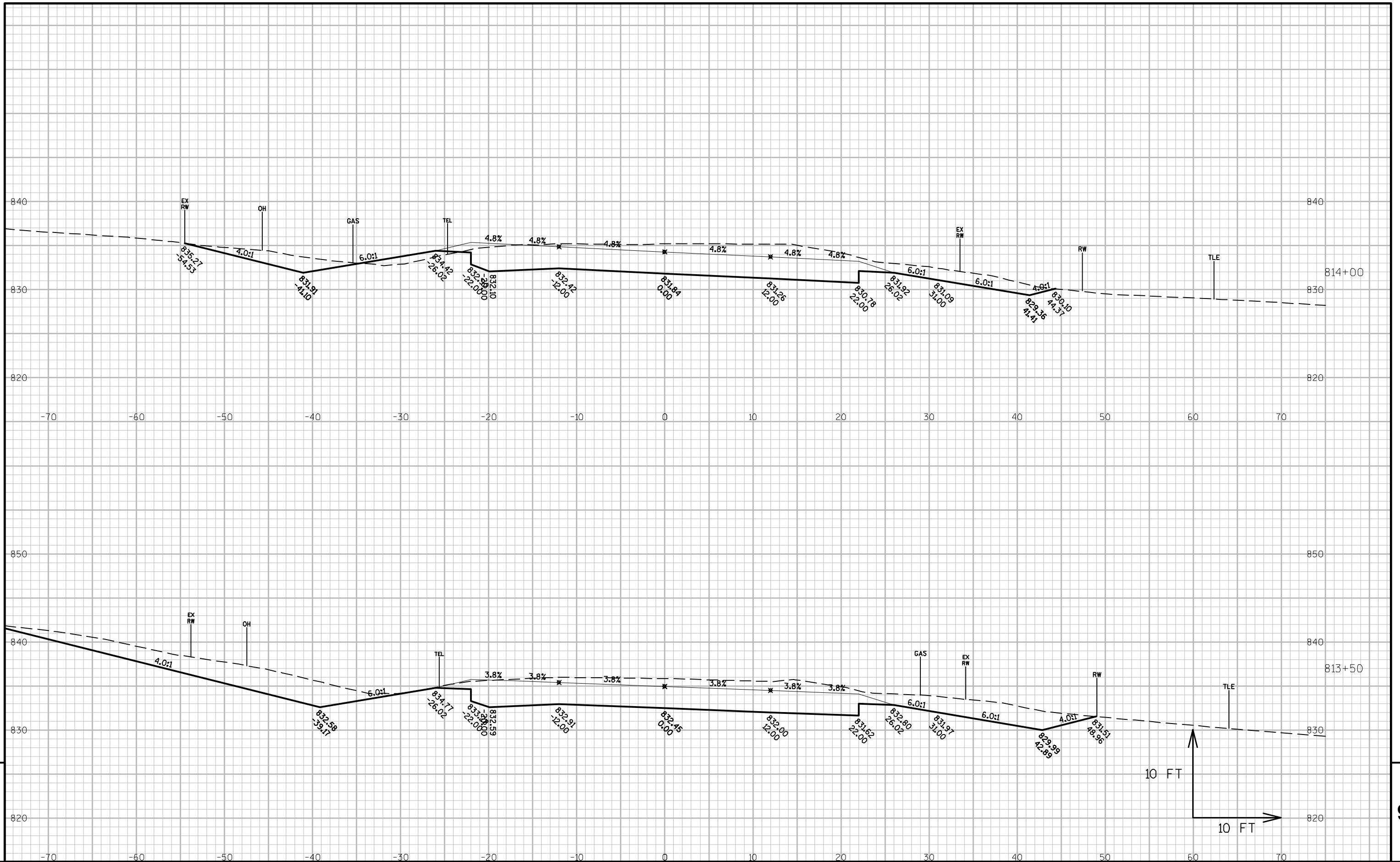
PLOT BY : BAILEY, RYAN R

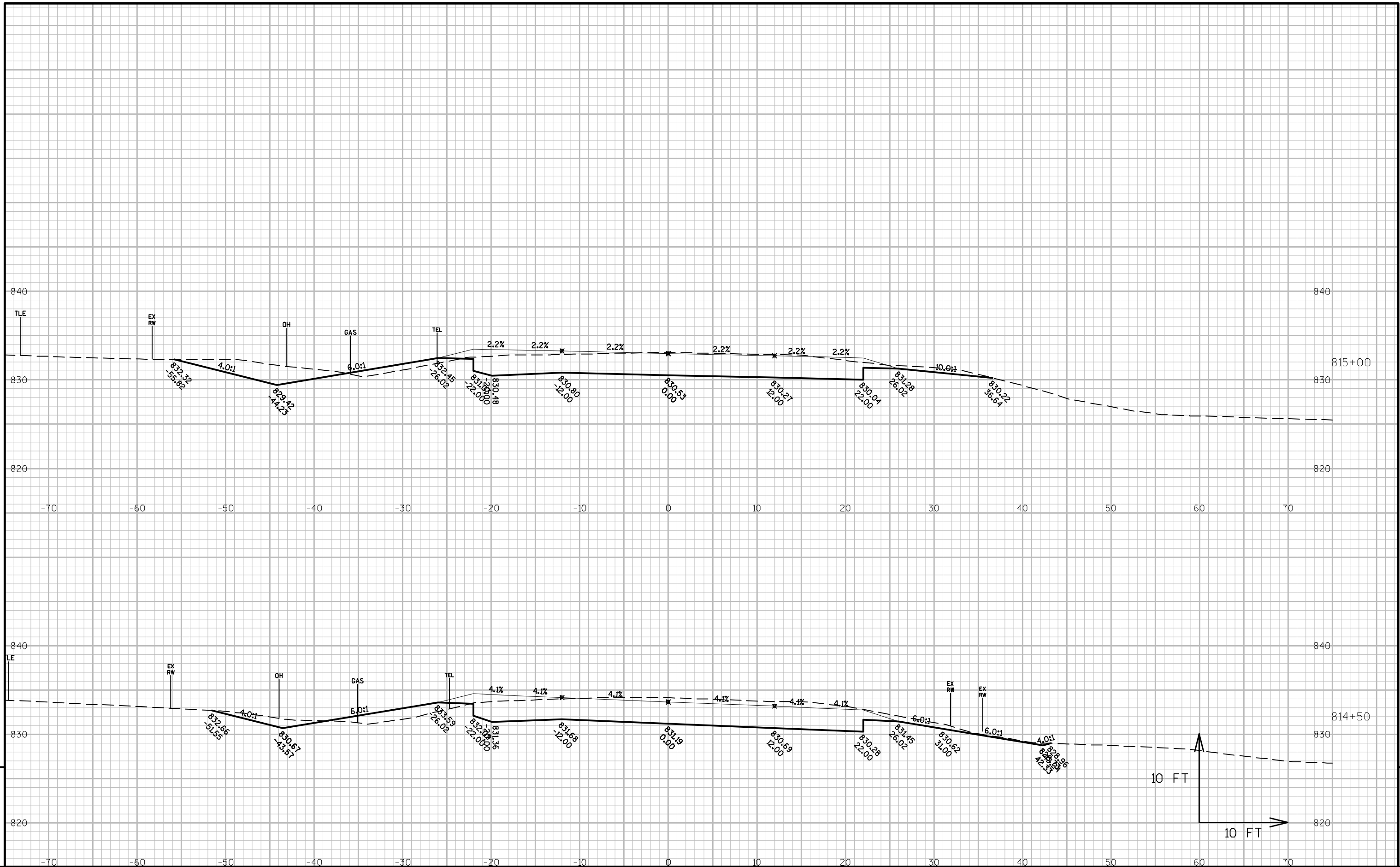
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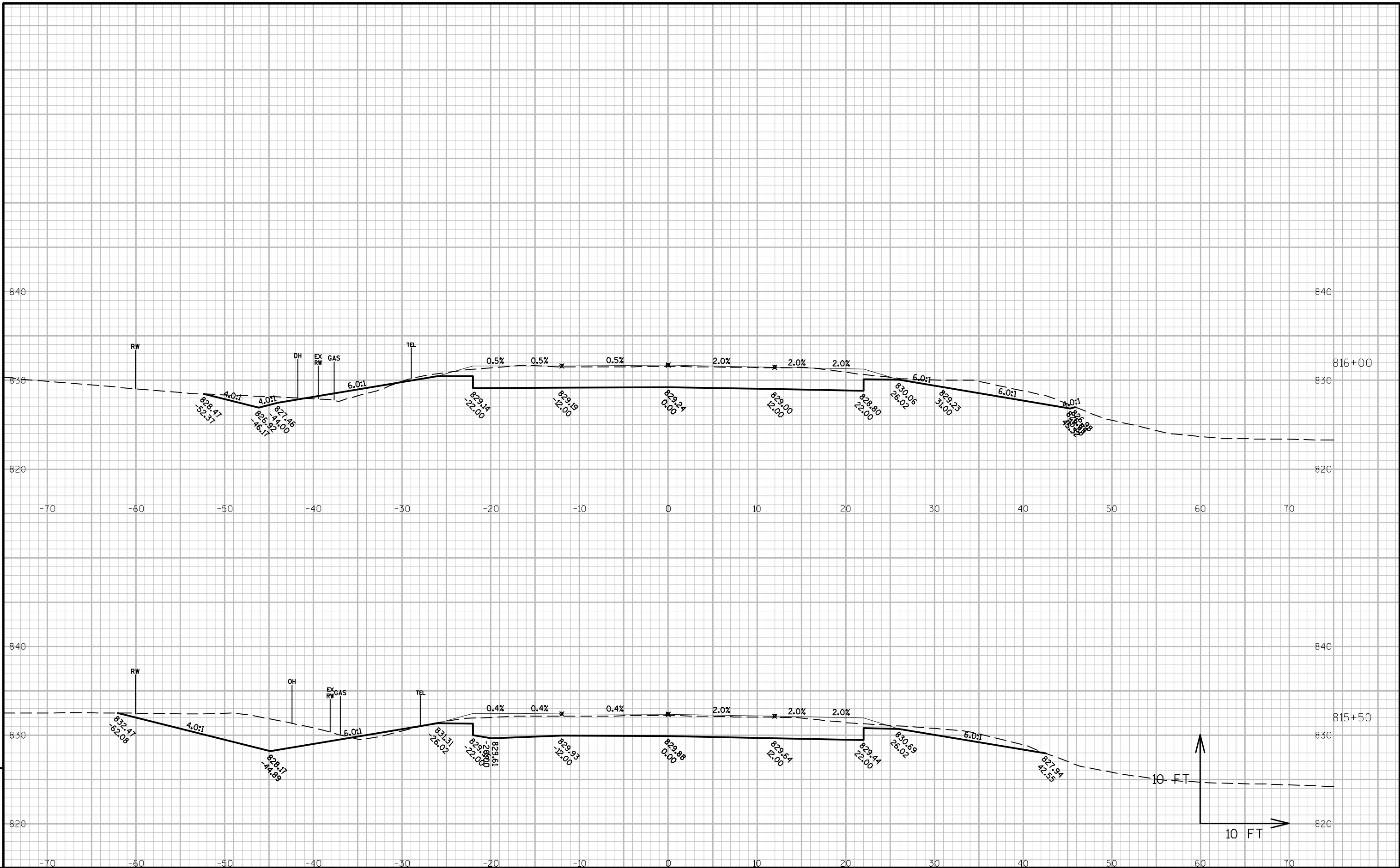
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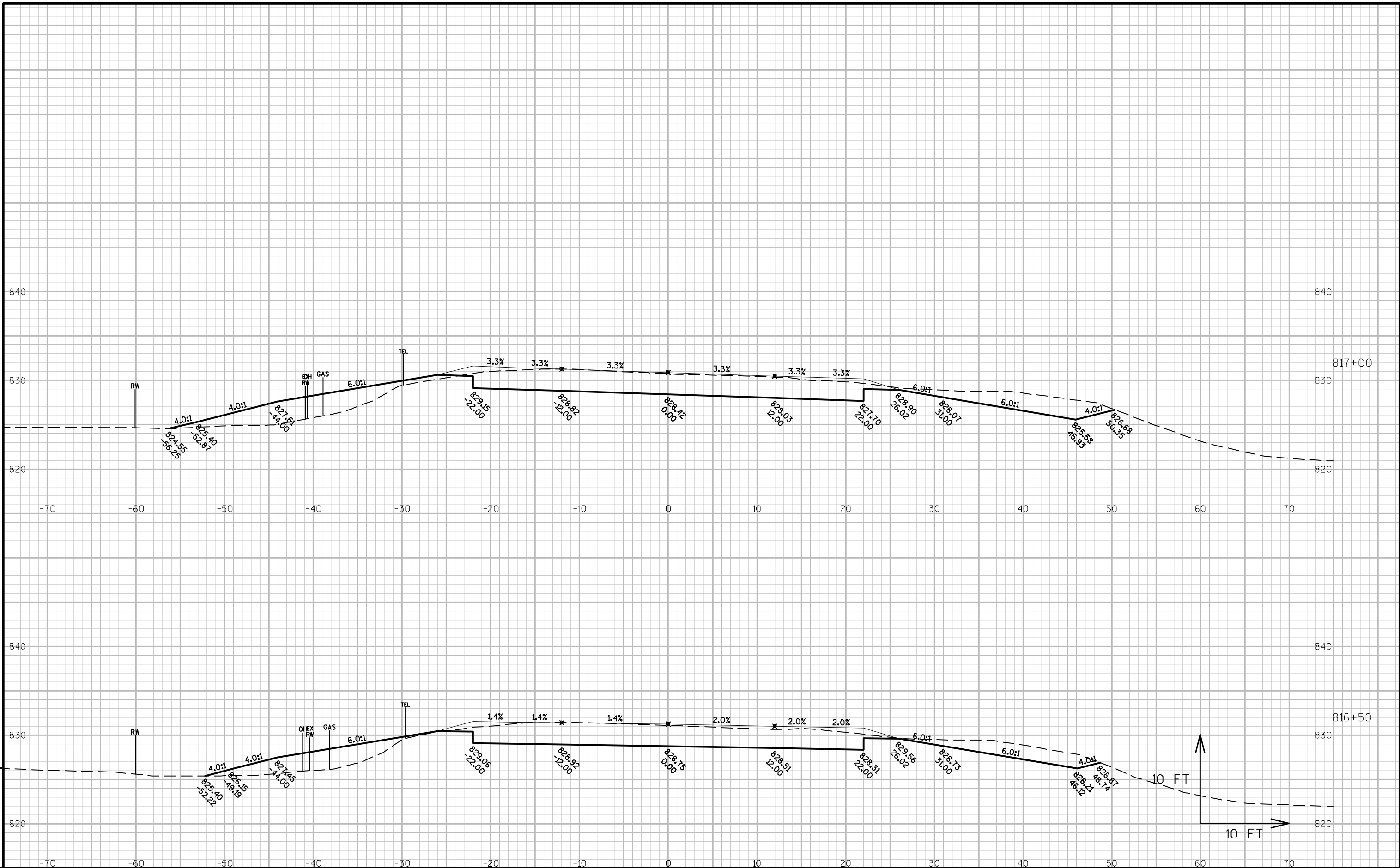
WISDOT/CADDS SHEET 49

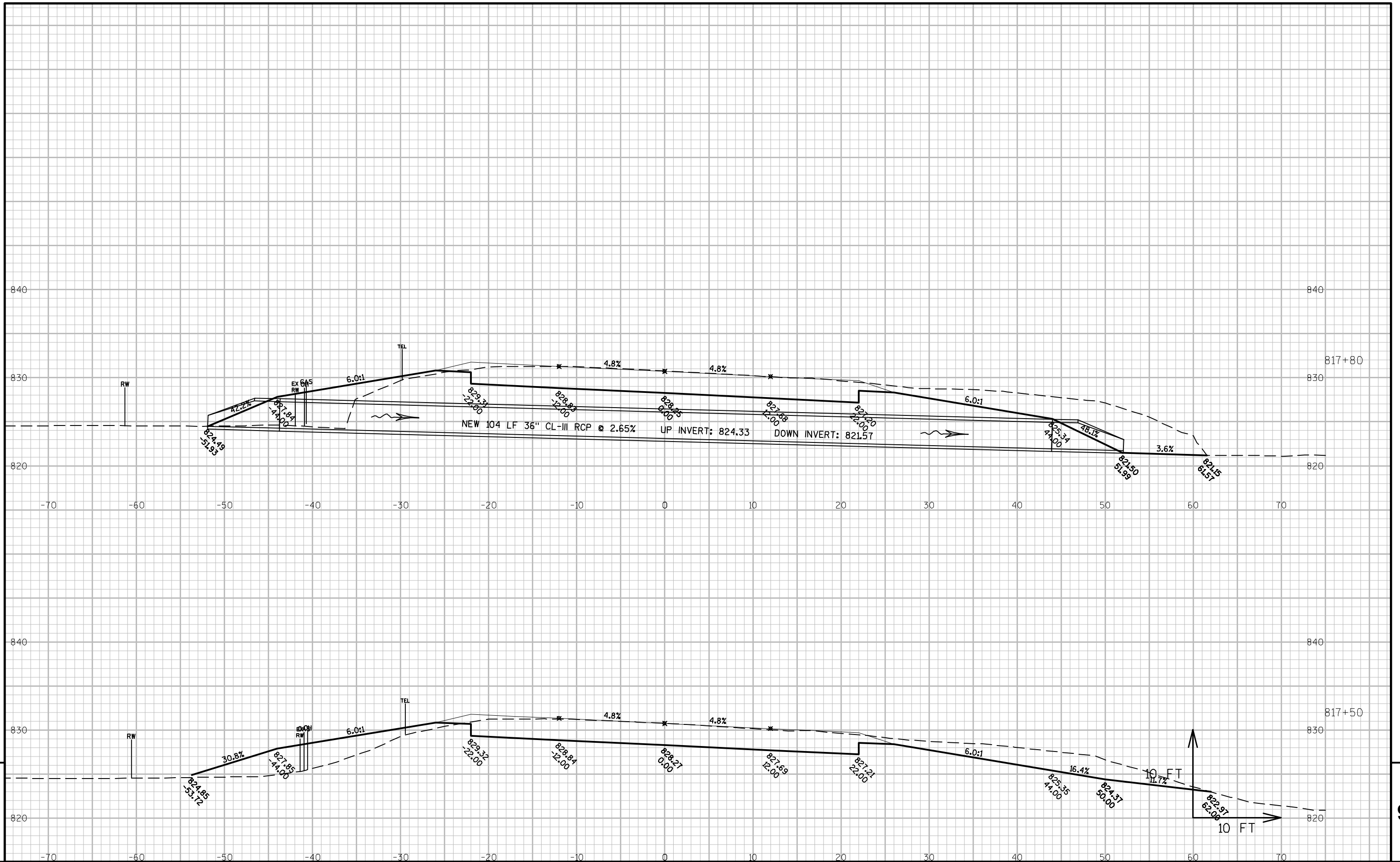


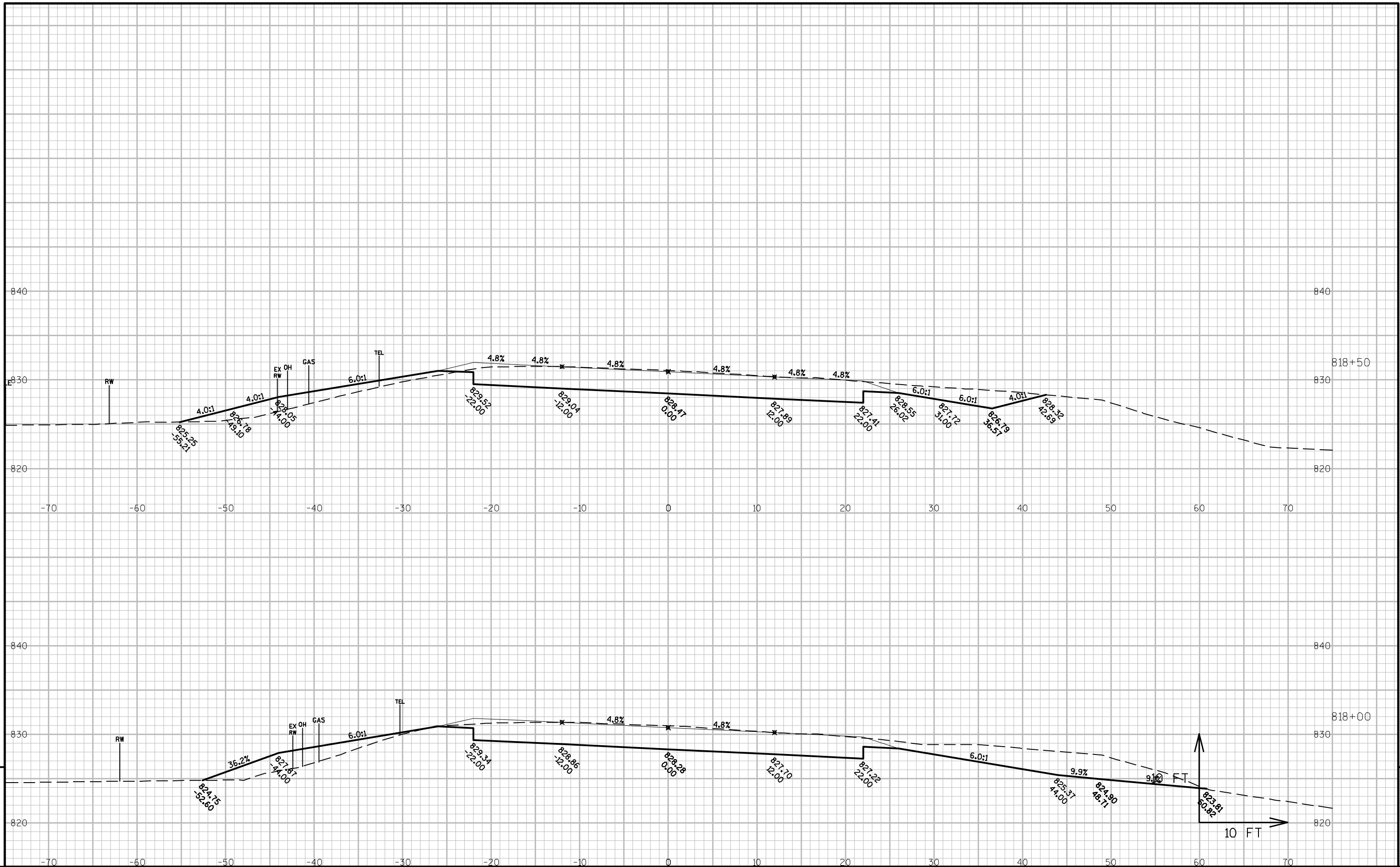


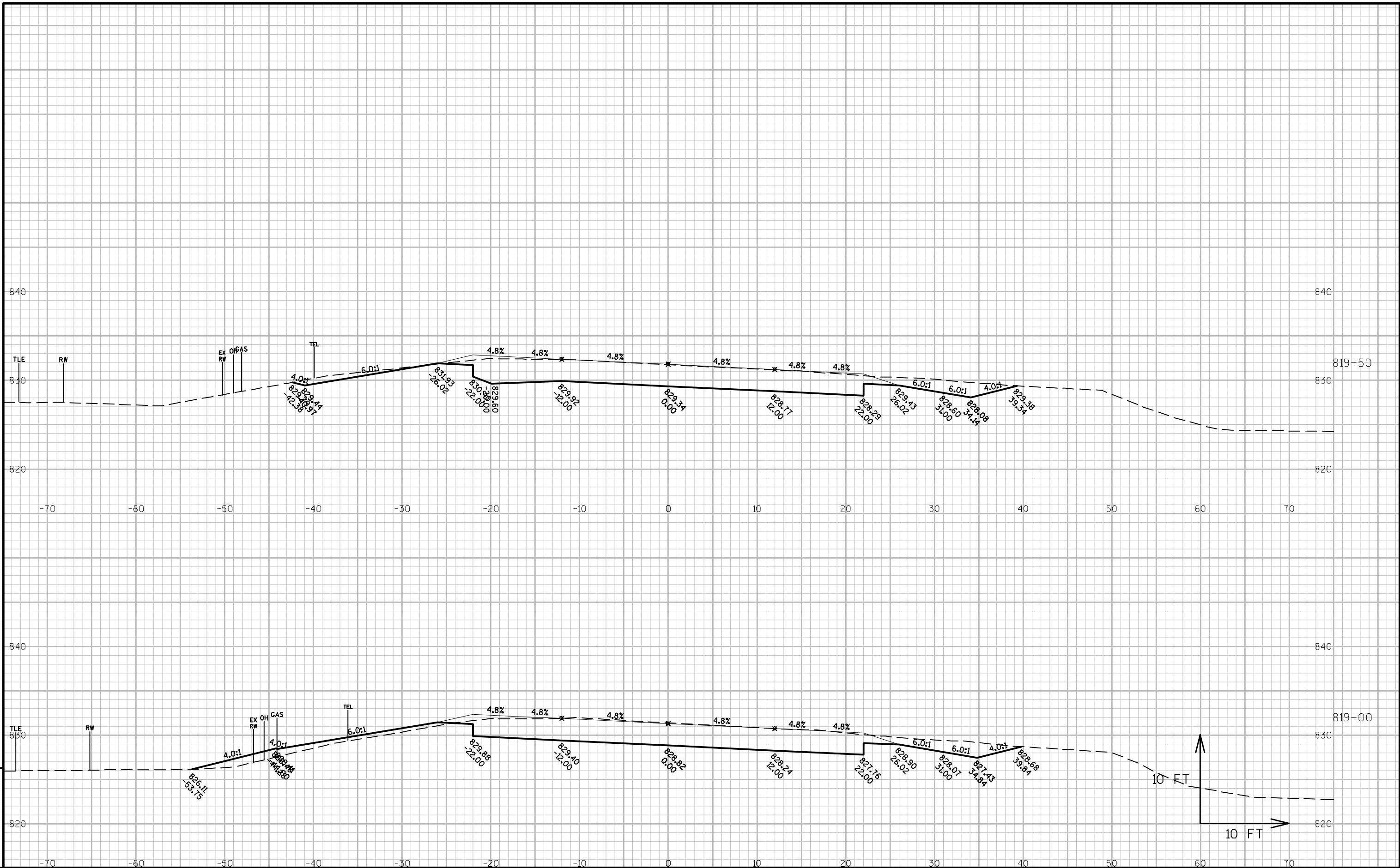


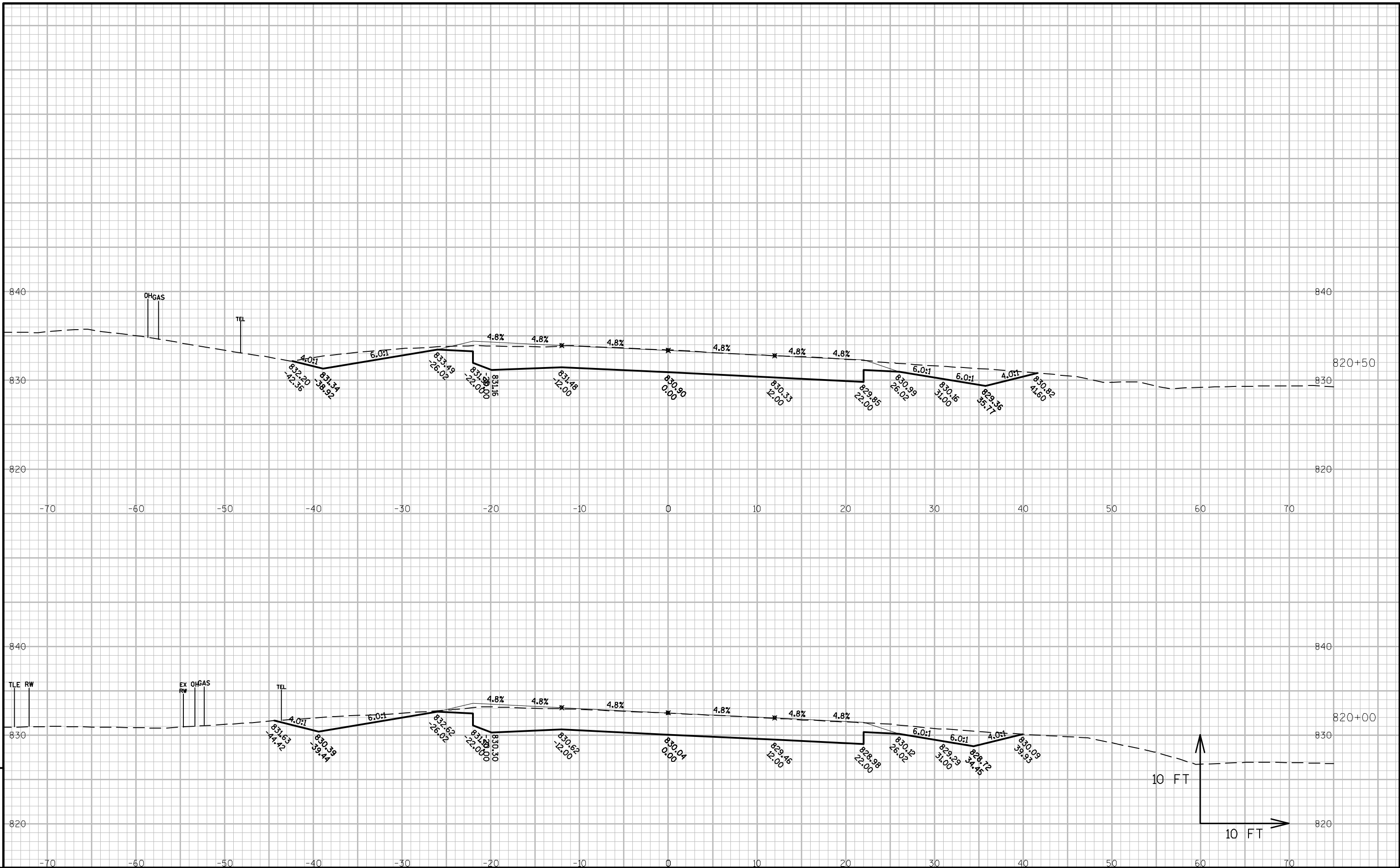


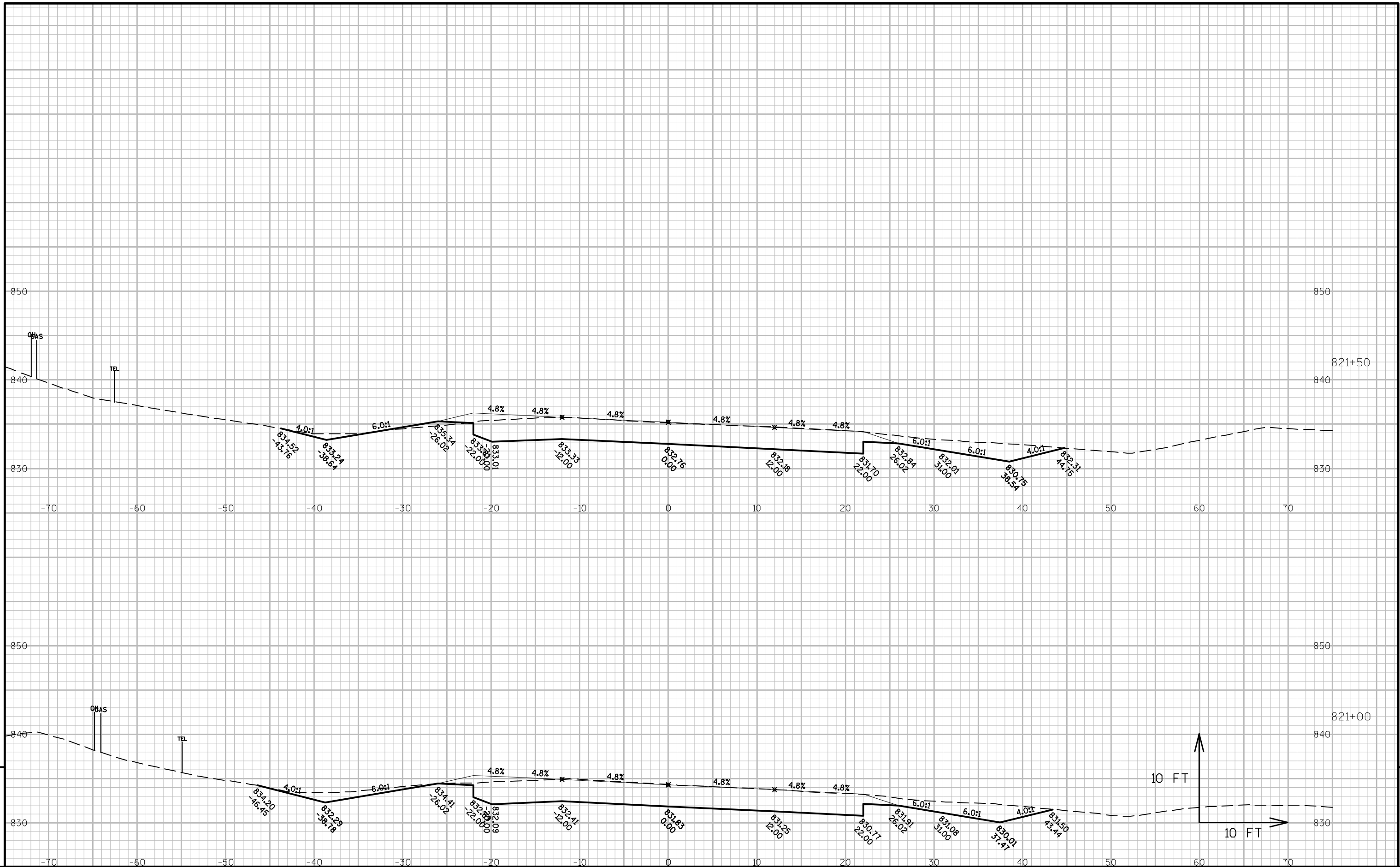


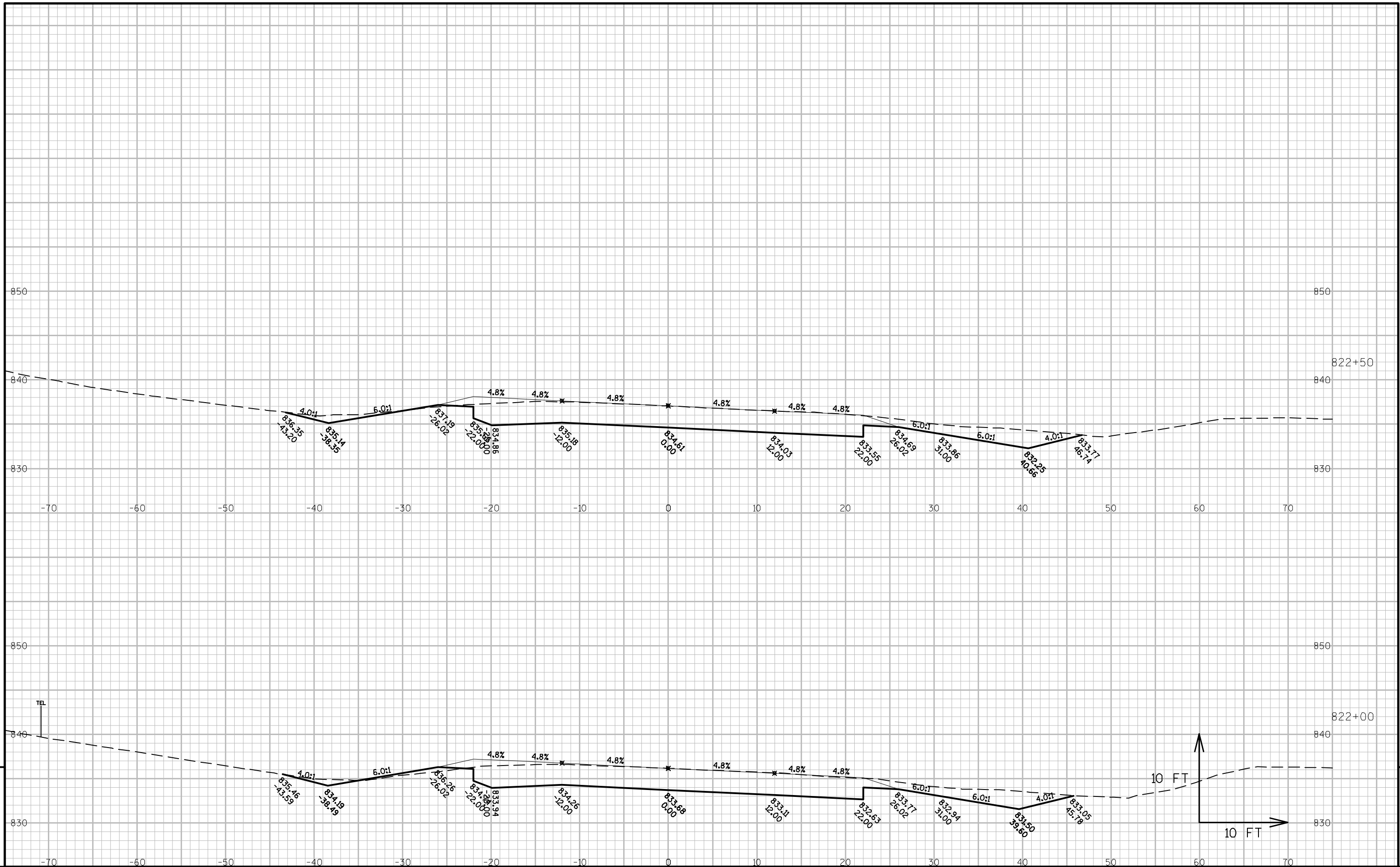


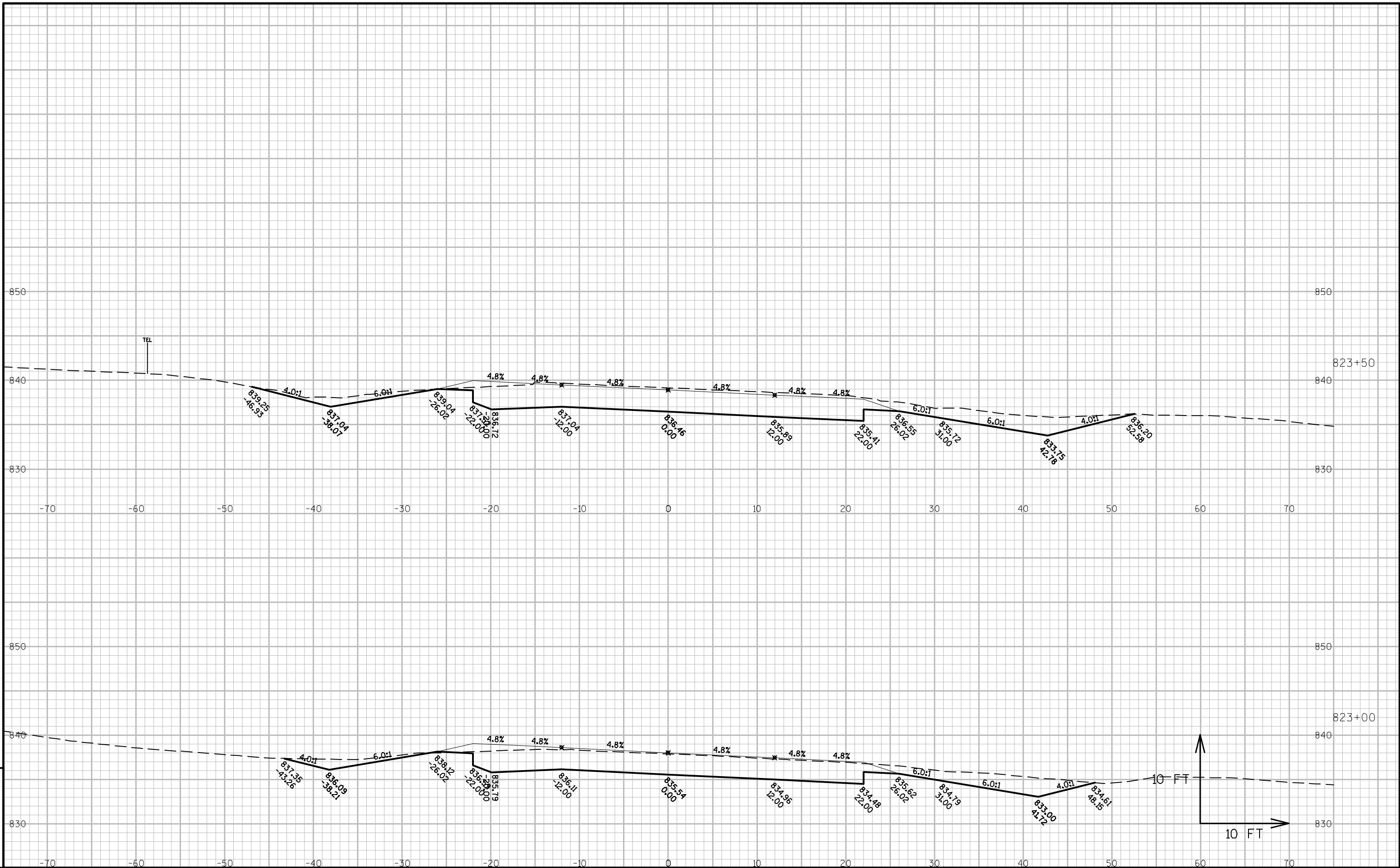


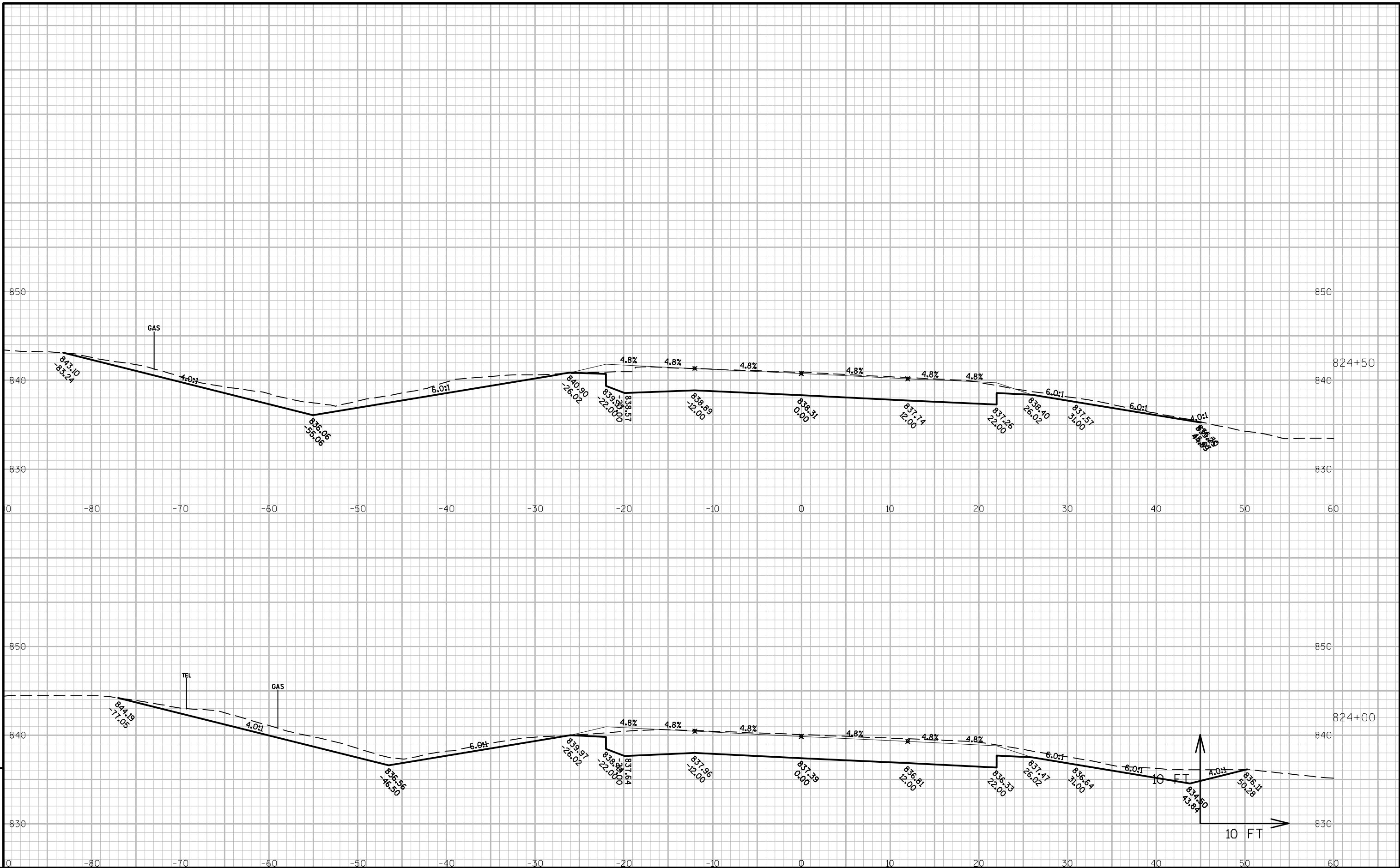




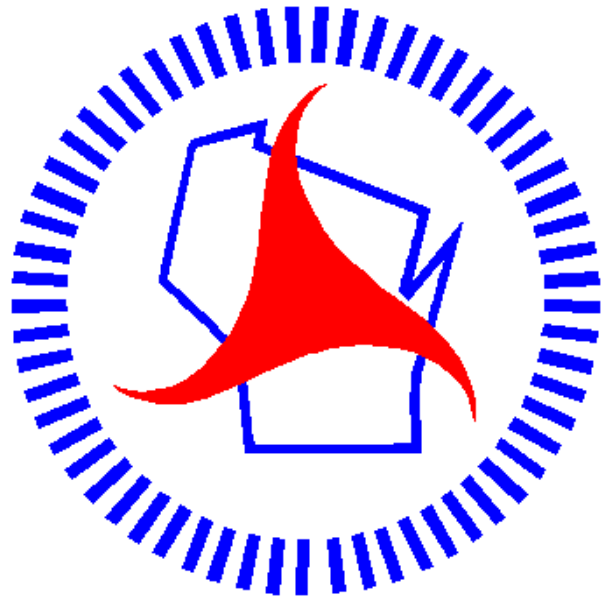








Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>