MAD

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 = 456

PROJECT ID: 5290-02-70

WITH:

COUNTY: DANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MAZOMANIE - SUN PRAIRIE

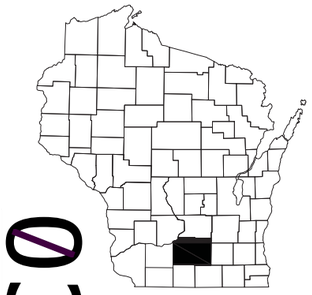
STH 113(S) INTERSECTION

STH 19

DANE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5290-02-70	WISC 2018082	1

STATE PROJECT NUMBER
5290-02-70



03

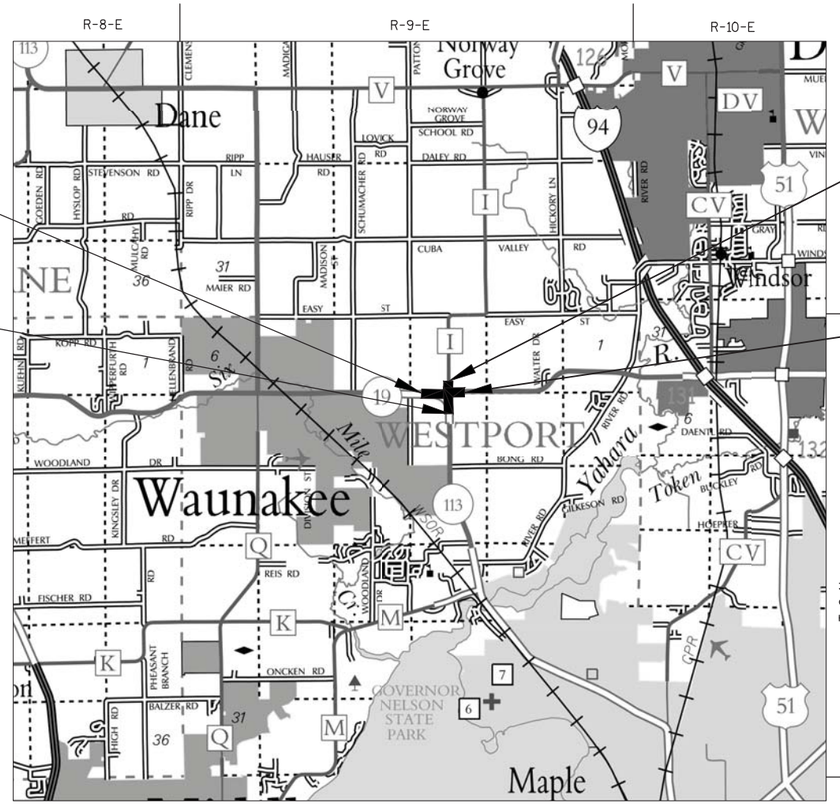
N

DESIGN DESIGNATION

A.A.D.T.	2018	=	19100
A.A.D.T.	2038	=	22900
D.H.V.		=	2473
D.D.		=	59/41
T.		=	4.6%
DESIGN SPEED		=	60 MPH
ESALS		=	3,900,000

BEGIN PROJECT
STA. 100+00.00 "WB"
X=812137.12
Y=525444.71

BEGIN CONSTRUCTION
STA. 200+00.00 "SB"



END CONSTRUCTION
STA. 225+00.00 "SB"

END PROJECT
STA. 136+36.51 "WB"

LAYOUT
SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 0.689 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL DATUM IS NAVD88 (2012).

CONVENTIONAL SYMBOLS

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JSD PROFESSIONAL SERVICES, INC
Designer	GREGORY PAYNE
Project Manager	MATTHEW DAPP
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	WILLIAM STROBEL

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

E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\010101_TI.DWG
LAYOUT NAME - 010101_TI - TITLE SHEET 1 IN EQ 2 MI

PLOT DATE : 5/18/2017 10:39 AM PLOT BY : PAYNE, GREGORY A PLOT NAME :

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
BORING DETAILS
INTERSECTION DETAILS
PAVING DETAILS
EROSION CONTROL DETAILS
STORM SEWER DETAILS
PERMANENT SIGNING DETAILS
LIGHTING DETAILS
PAVEMENT MARKING DETAILS
TRAFFIC CONTROL STAGING
TEMPORARY TRAFFIC SIGNAL DETAILS
ALIGNMENT DETAILS

GENERAL NOTES

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

THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

PLACE 6" HMA PAVEMENT IN THREE LAYERS, 2" UPPER LAYER AND TWO 2" LOWER LAYERS. PLACE 5" HMA PAVEMENT IN TWO LAYERS, A 2" UPPER LAYER AND A 3" LOWER LAYER. PLACE THE 4" TEMPORARY ASPHALTIC SURFACE IN A SINGLE LAYER.

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

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

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EROSION CONTROL ITEMS IN THE MISCELLANEOUS QUANTITIES, TYPICAL SECTIONS, AND EROSION CONTROL PLANS ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS INDICATED FOR REMOVAL BY THE ENGINEER.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

CURB AND GUTTER GRADES ARE MEASURED AT THE FLANGE LINE.

CURB AND GUTTER RADII ARE MEASURED TO THE FLANGE LINE.

GUTTER SLOPE SHALL BE AT 6.25% UNLESS OTHERWISE NOTED.

THE LOCATION OF STORM SEWER STRUCTURES REFERS TO THE CENTER OF THE STRUCTURE.

STANDARD ABBREVIATIONS

AGG	AGGREGATE	RL	REFERENCE LINE
AADT	ANNUAL AVERAGE DAILY TRAFFIC	R/W	RIGHT OF WAY
CL OR C/L	CENTER LINE	RD	ROAD
CTH	COUNTY TRUNK HIGHWAY	RDWY	ROADWAY
CY	CUBIC YARD	SHLDR	SHOULDER
DHV	DESIGN HOUR VOLUME	S	SOUTH
EB	EASTBOUND	SB	SOUTHBOUND
FE	FIELD ENTRANCE	SPECS	SPECIFICATIONS
FT	FOOT	SF	SQUARE FOOT
IN DIA	INCH DIAMETER	SY	SQUARE YARD
LIN FT OR LF	LINEAR FOOT	SDD	STANDARD DETAIL DRAWING
NB	NORTHBOUND	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
OH	OVERHEAD	TEL	TELEPHONE
PAVT	PAVEMENT	UG	UNDERGROUND
LB	POUND	W	WEST
PSI	POUNDS PER SQUARE INCH	WB	WESTBOUND
PROJ	PROJECT		

UTILITY CONTACTS

TONY MARCINIAK
ATC MANAGEMENT, INC. - ELECTRICITY
W234 N2000 RIDGEVIEW PKWY CT.
WAUKESHA, WI 53188
(262) 506-6814
TMARCINIAK@ATCLLC.COM

CAROL ANASON
AT&T WISCONSIN - COMMUNITCATION
316 W WASHINGTON AVE
MADISON, WI 53703
(608) 252-2385
CA2624@ATT.COM

JANE ROSSING
MADISON GAS AND ELECTRIC COMPANY - GAS/PETROLEUM
P.O. BOX 1231
MADISON, WI 53701-1231
(608) 252- 5658
GROSSING@MGE.COM

JERRY MYERS
TDS TELECOM - COMMUNICATION LINE
525 JUNCTION RD
MADISON, WI 53717
(608) 664-4404
JERRY.MYERS@TDSTELECOM.COM

DAVE DRESEN
WAUNAKEE UTILITIES - ELECTRICITY
322 MORAVIAN VALLEY RD
P.O. BOX 70
WAUNAKEE, WI 53597
(608) 850-5450
DDRESEN@WPPIENERGY.ORG

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

OTHER CONTACTS

AIRPORT CONTACT

JUSTIN HETLAND
AIRSPACE SAFETY PROGRAM MANAGER
DEPARTMENT OF
TRANSPORTATION/DTIM/AERONAUTICS
4802 SHEBOYGAN AVE ROOM 701
MADISON, WI 53707
608-267-5018

DNR CONTACT

ERIC HEGGELUND
3911 FISH HATCHERY RD
FITCHBURG, WI 53711
(608) 275-3301
ERIC.HEGGLELUND@WISCONSIN.GOV

DESIGNER

GREGORY PAYNE
2101 WRIGHT ST
MADISON, WI 53704
(608) 516-4106
GREGORY.PAYNE@DOT.WI.GOV

PROJECT MANAGER

MATTHEW DAPP
2101 WRIGHT ST
MADISON, WI 53704
(608) 246-5353
MATTHEW.DAPP@DOT.WI.GOV

2

END CONSTRUCTION

STA. 225+00.00 "SB"

N

BEGIN PROJECT

STA. 100+00.00 "EB" & 100+00.00 "WB"

CTH I

225"SB"

220"SB"

100"WB"

105"WB"

110"WB"

115"WB"

120"WB"

125"WB"

130"WB"

135"WB"

STH 19

STH 19/113

100"EB"

105"EB"

110"EB"

115"EB"

120"EB"

125"EB"

END PROJECT

STA. 136+36.51 "WB"

210"SB"

210"NB"

205"SB"

205"NB"

200"SB"

200"NB"

STH 113

BEGIN CONSTRUCTION

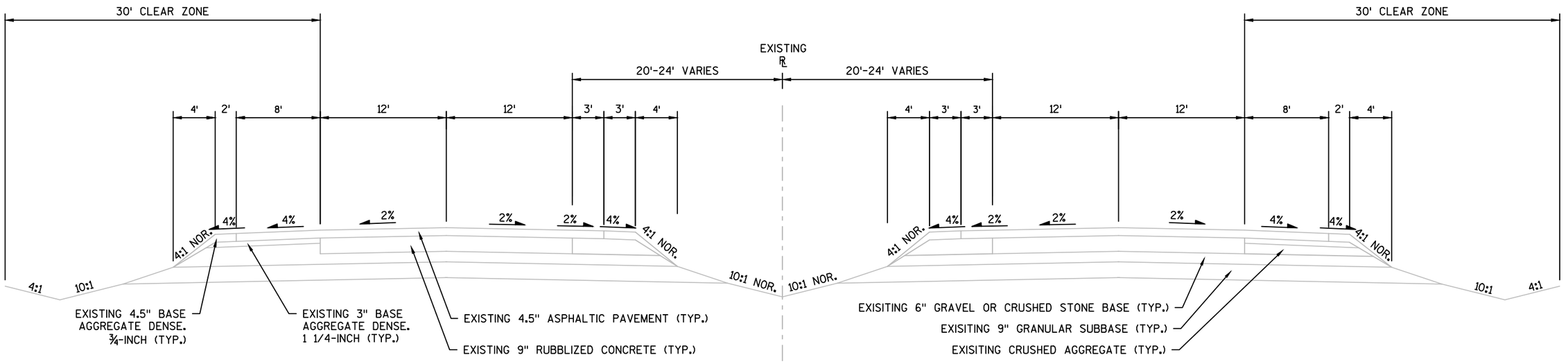
STA. 200+00.00 "NB" & 200+00.00 "SB"

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\020201_PO.DWG
LAYOUT NAME - 020201_PO - PLAN 1 IN 300 FT

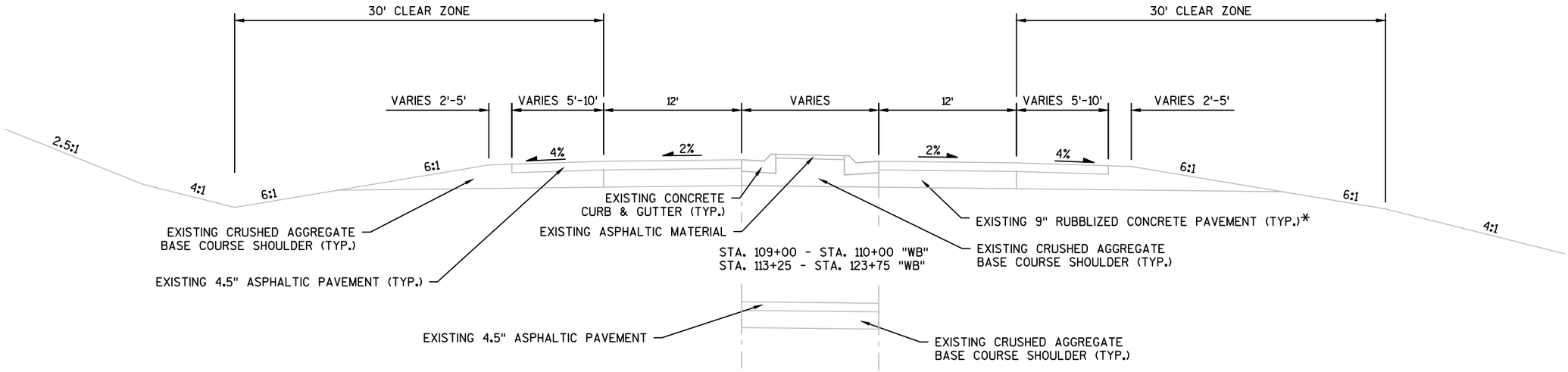
PLOT DATE : 4/11/2017 1:56 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN: 300 FT

WISDOT/CADDS SHEET 42



STH 19/ 113 EXISTING TYPICAL SECTION

STA. 100+00 - 109+00 "WB"
STA 200+00 - 208+00 "SB"



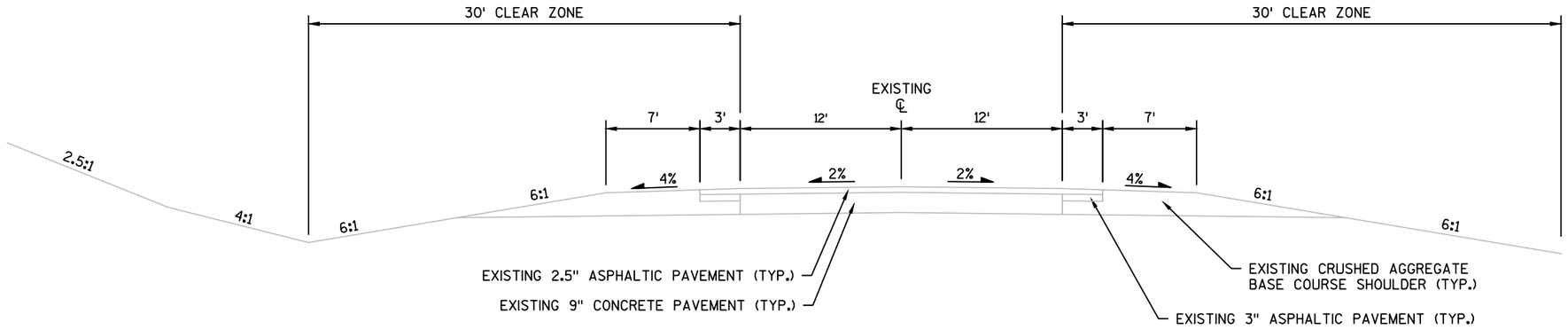
STA. 110+00 - STA. 113+35 "WB"
STA. 123+75 - STA. 127+50 "WB"

STH 19 EXISTING TYPICAL SECTION

STA. 109+00 - STA. 127+50 "WB"

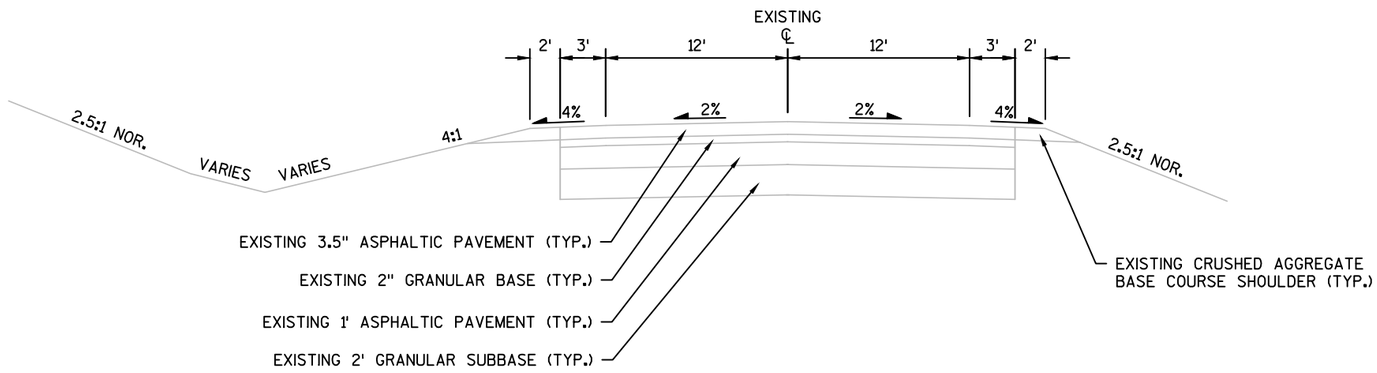
*STA. 121+50 "WB" - 127+50 "WB"
9" CONCRETE PAVEMENT

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 4	E



STH 19 EXISTING TYPICAL SECTION

STA. 127+50 - STA. 136+36.51 "WB"

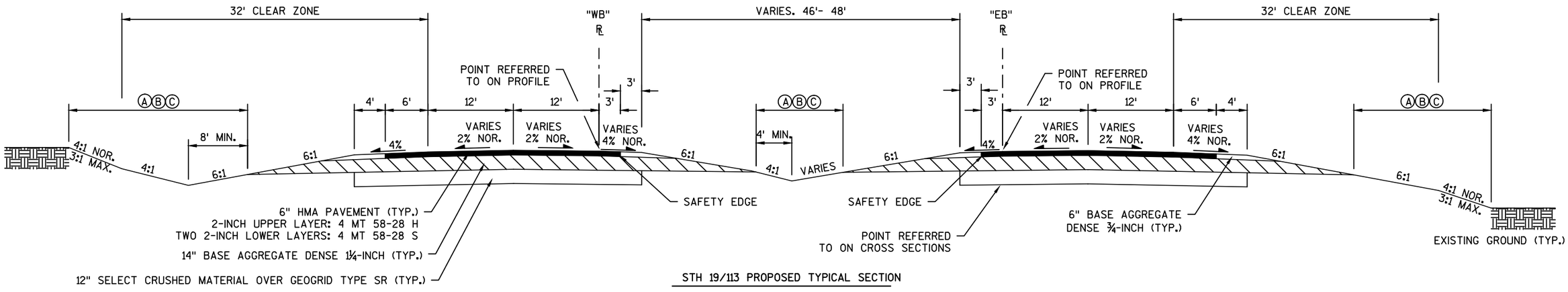


CTH I EXISTING TYPICAL SECTION

STA. 215+50 - STA. 225+00.00 "SB"

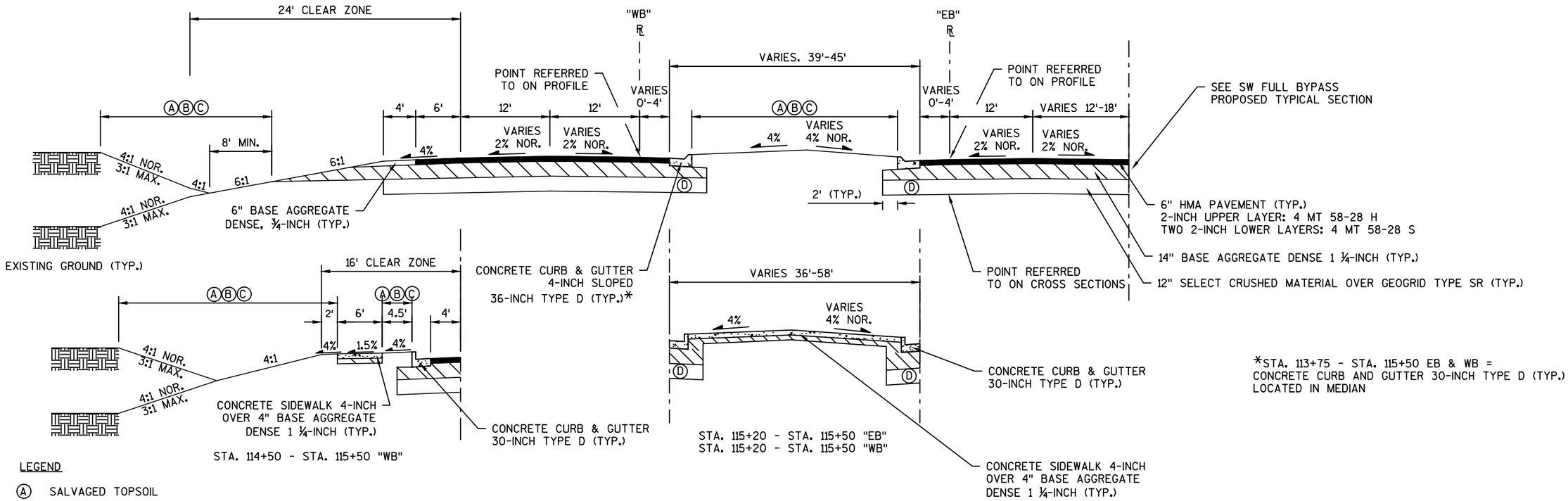
PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 5	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\020301_TS.DWG PLOT DATE : 5/18/2017 11:42 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : ---------- PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STH 19/113 PROPOSED TYPICAL SECTION

STA. 100+00 - STA. 109+75 "EB"
STA. 100+00 - STA. 110+75 "WB"



STA. 114+50 - STA. 115+50 "WB"

STA. 115+20 - STA. 115+50 "EB"
STA. 115+20 - STA. 115+50 "WB"

*STA. 113+75 - STA. 115+50 EB & WB =
CONCRETE CURB AND GUTTER 30-INCH TYPE D (TYP.)
LOCATED IN MEDIAN

LEGEND

Ⓐ SALVAGED TOPSOIL

Ⓑ SEEDING MIXTURE AND FERTILIZER TYPE B

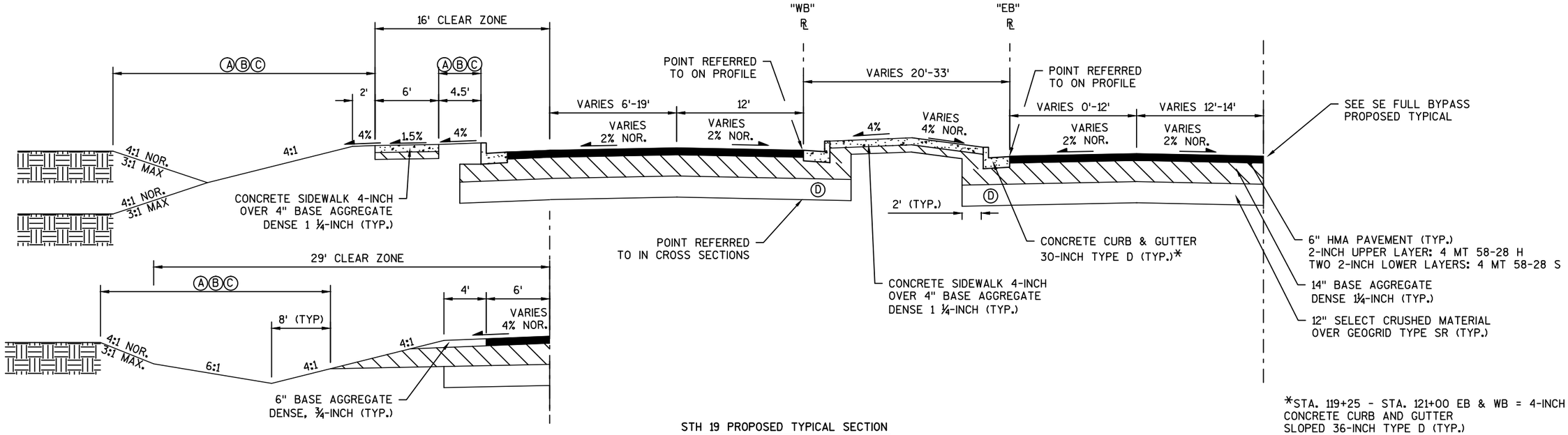
Ⓒ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS

Ⓓ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

STH 19/113 PROPOSED TYPICAL SECTION

STA. 109+75 - STA. 115+50 "EB"
STA. 110+75 - STA. 115+50 "WB"

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 6	E

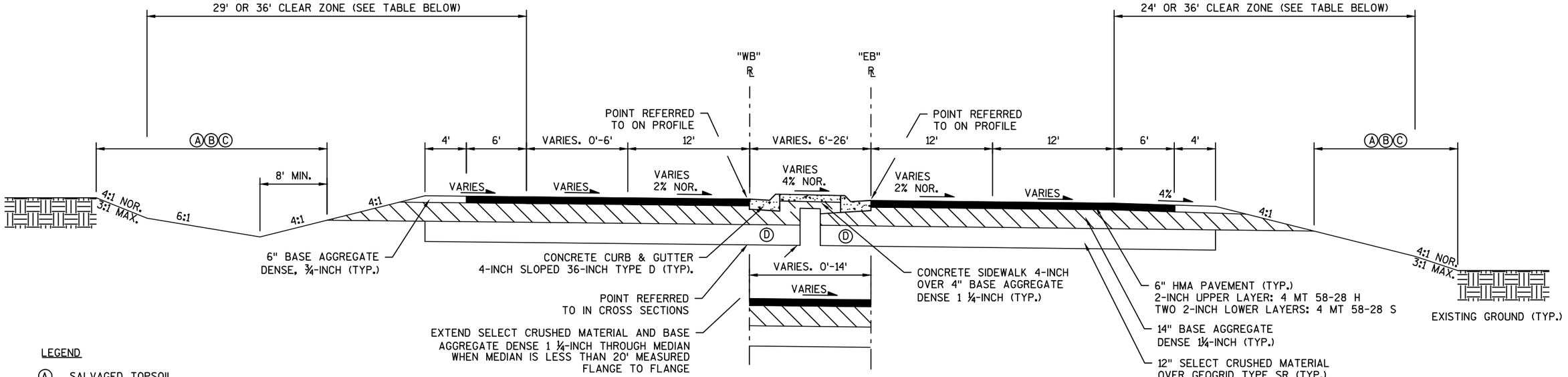


*STA. 119+25 - STA. 121+00 EB & WB = 4-INCH CONCRETE CURB AND GUTTER SLOPED 36-INCH TYPE D (TYP.)

STA. 118+50 - STA. 121+00 "WB"

STH 19 PROPOSED TYPICAL SECTION

STA. 117+00 - STA. 121+00 "EB"
STA. 117+00 - STA. 121+00 "WB"



STA. 125+50 - STA. 128+59.85 "EB"
STA. 125+50 - STA. 128+55.43 "WB"

STH 19 PROPOSED TYPICAL SECTION

STA. 121+00 - STA. 128+59.85 "EB"
STA. 121+00 - STA. 128+55.43 "WB"

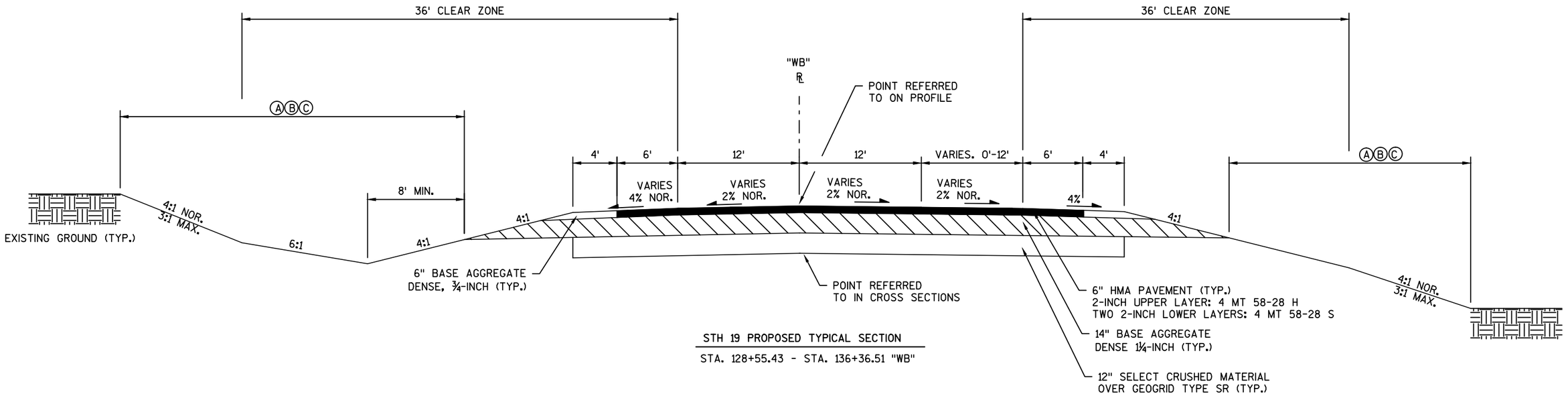
CLEAR ZONE	
STA. 121+00.00 - STA. 125+50.00 "EB"	24' CLEAR ZONE
STA. 125+50.00 - STA. 128+59.85 "EB"	36' CLEAR ZONE
STA. 121+00.00 - STA. 125+50.00 "WB"	29' CLEAR ZONE
STA. 125+50.00 - STA. 128+55.43 "WB"	36' CLEAR ZONE

LEGEND

- (A) SALVAGED TOPSOIL
- (B) SEEDING MIXTURE AND FERTILIZER TYPE B
- (C) SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS
- (D) SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 7	E

2



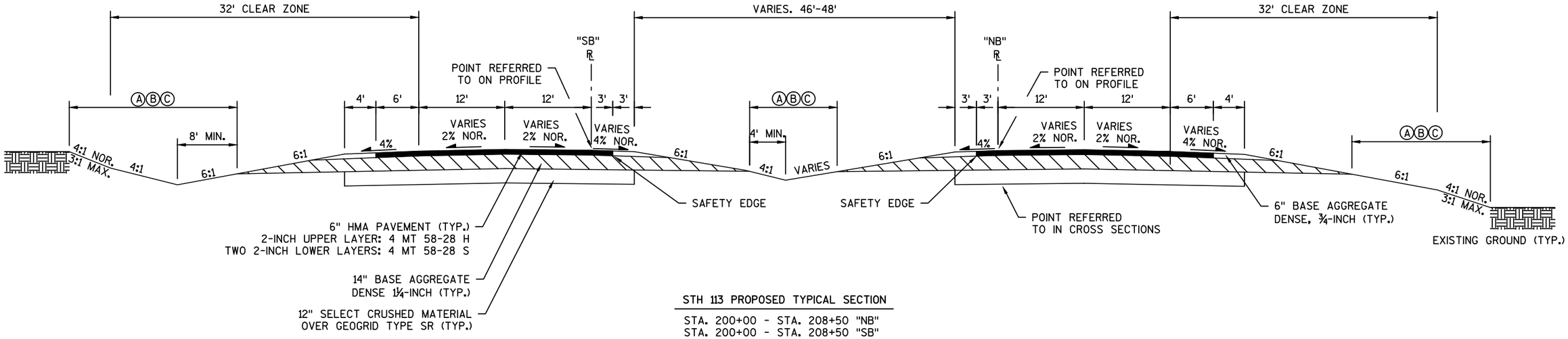
STH 19 PROPOSED TYPICAL SECTION

STA. 128+55.43 - STA. 136+36.51 "WB"

LEGEND

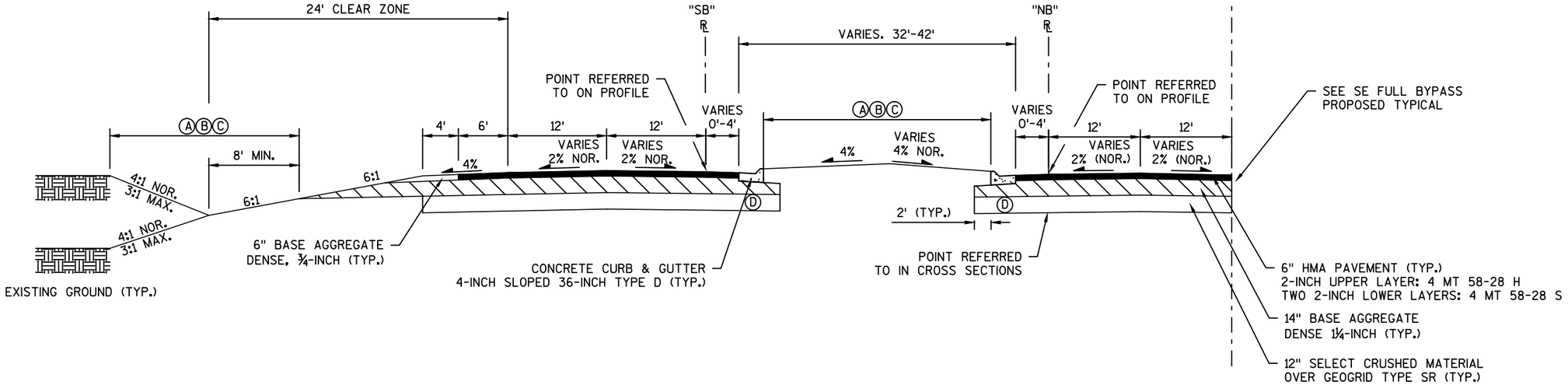
- (A) SALVAGED TOPSOIL
- (B) SEEDING MIXTURE AND FERTILIZER TYPE B
- (C) SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS
- (D) SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 8	E



STH 113 PROPOSED TYPICAL SECTION

STA. 200+00 - STA. 208+50 "NB"
STA. 200+00 - STA. 208+50 "SB"



STH 113 PROPOSED TYPICAL SECTION

STA. 208+50 - STA. 212+50 "NB"
STA. 208+50 - STA. 212+50 "SB"

LEGEND

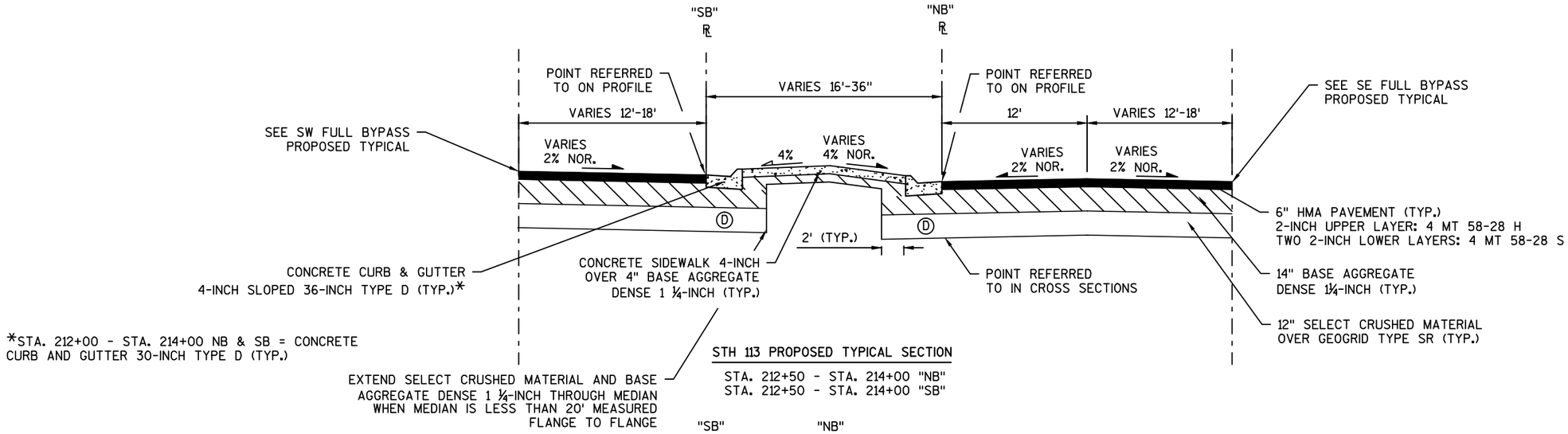
Ⓐ SALVAGED TOPSOIL

Ⓑ SEEDING MIXTURE AND FERTILIZER TYPE B

Ⓒ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS

Ⓓ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

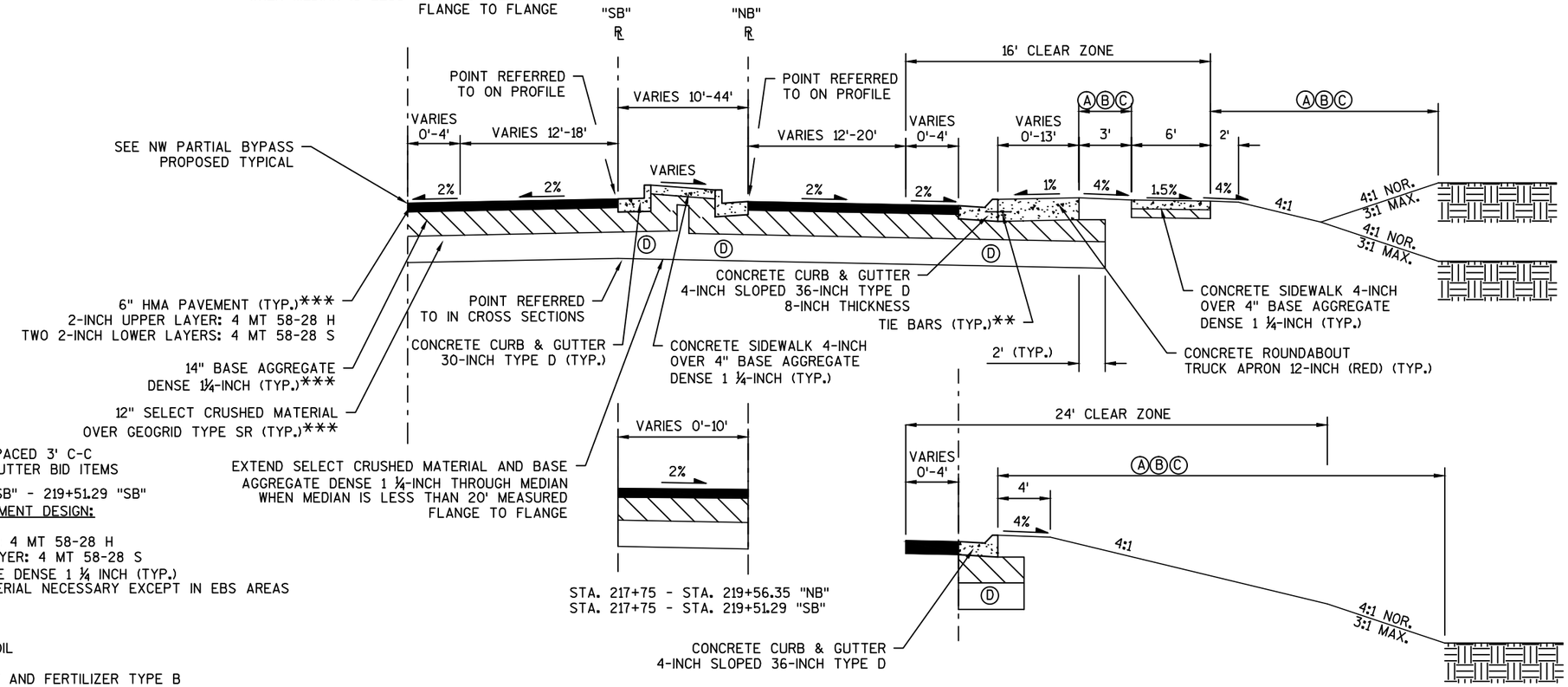
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 9	E



*STA. 212+00 - STA. 214+00 NB & SB = CONCRETE CURB AND GUTTER 30-INCH TYPE D (TYP.)

STH 113 PROPOSED TYPICAL SECTION

STA. 212+50 - STA. 214+00 "NB"
STA. 212+50 - STA. 214+00 "SB"



**NO. 4, 2' TIE BARS SPACED 3' C-C INCIDENTAL TO CURB & GUTTER BID ITEMS

***FROM STA. 218+88 "SB" - 219+51.29 "SB"

USE THE FOLLOWING PAVEMENT DESIGN:
5" HMA PAVEMENT (TYP).:
TOP 2-INCH UPPER LAYER: 4 MT 58-28 H
BOTTOM 3-INCH LOWER LAYER: 4 MT 58-28 S
OVER 12" BASE AGGREGATE DENSE 1 ¼ INCH (TYP.)
NO SELECT CRUSHED MATERIAL NECESSARY EXCEPT IN EBS AREAS

LEGEND

Ⓐ SALVAGED TOPSOIL

Ⓑ SEEDING MIXTURE AND FERTILIZER TYPE B

Ⓒ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS

Ⓓ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

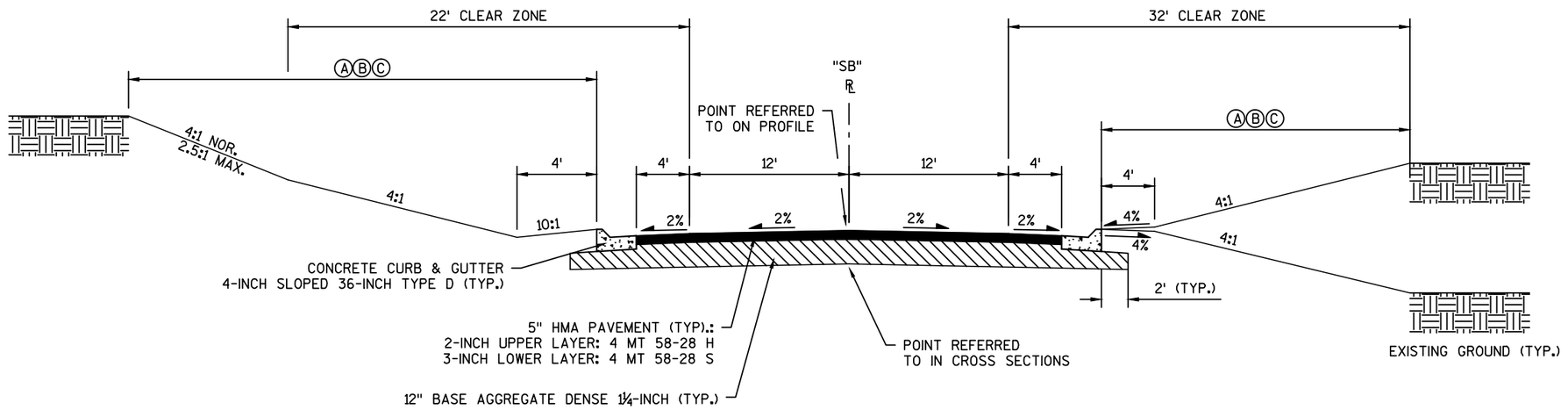
STA. 217+75 - STA. 219+56.35 "NB"
STA. 217+75 - STA. 219+51.29 "SB"

CTH I PROPOSED TYPICAL SECTION

STA. 215+75 - STA. 219+56.35 "NB"
STA. 215+75 - STA. 219+51.29 "SB"

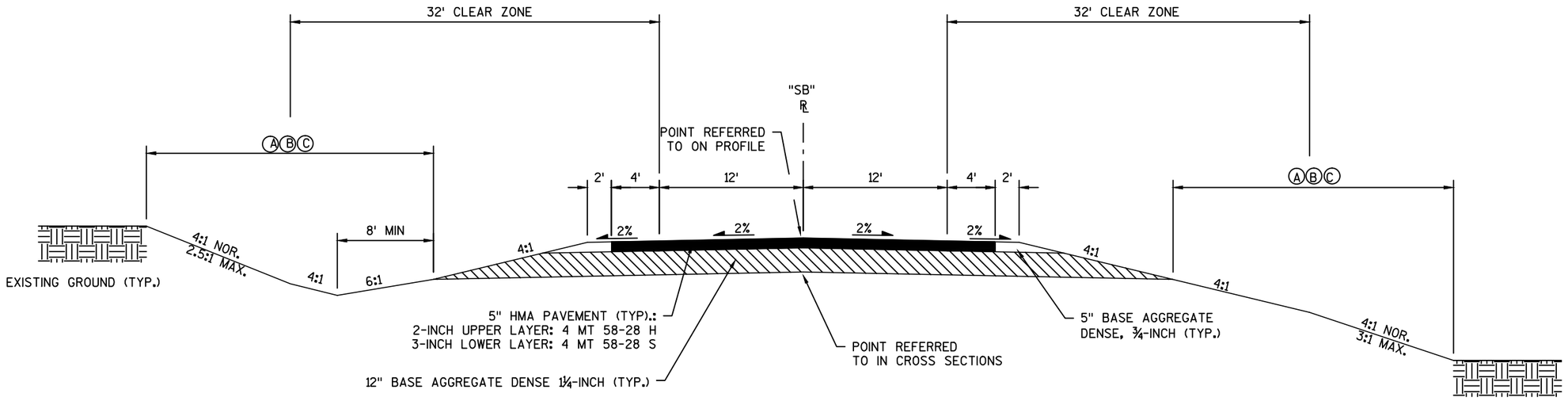
STA. 217+00 - STA. 219+56.35 "NB"
STA. 217+00 - STA. 219+51.29 "SB"

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 10	E



CTH I PROPOSED TYPICAL SECTION

STA. 219+51.29 - STA. 221+75 "SB"



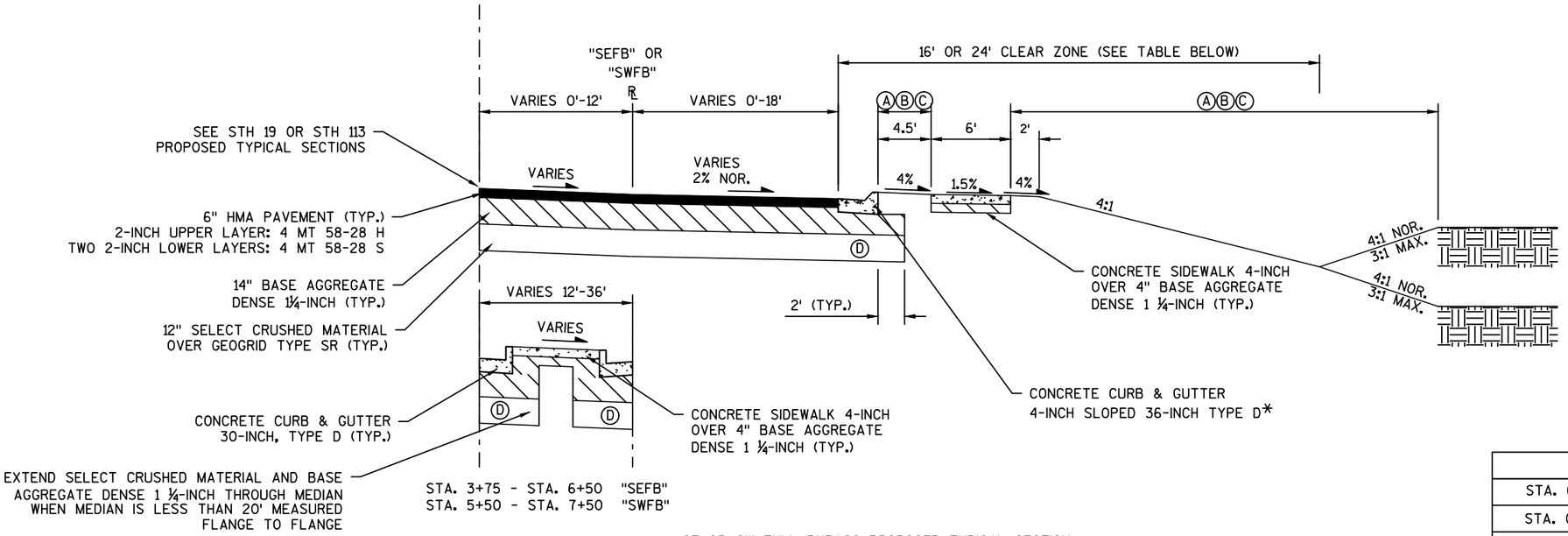
CTH I PROPOSED TYPICAL SECTION

STA. 221+75 - STA. 225+00.00 "SB"

LEGEND

- (A) SALVAGED TOPSOIL
- (B) SEEDING MIXTURE AND FERTILIZER TYPE B
- (C) SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS
- (D) SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN: TYPICAL SECTION	SHEET 11	E



SE OR SW FULL BYPASS PROPOSED TYPICAL SECTION

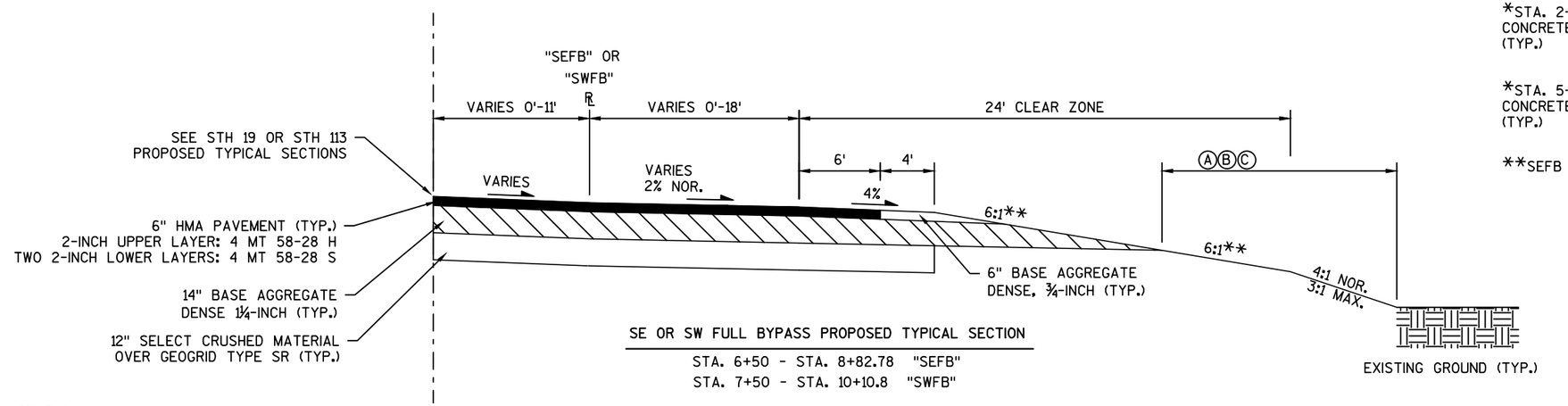
STA. 0+00 - STA. 6+50 "SEFB"
STA. 0+00 - STA. 7+50 "SWFB"

CLEAR ZONE	
STA. 0+00 - STA. 2+00 "SEFB"	24' CLEAR ZONE
STA. 0+00 - STA. 5+50 "SWFB"	24' CLEAR ZONE
STA. 2+00 - STA. 6+50 "SEFB"	16' CLEAR ZONE
STA. 5+50 - STA. 7+50 "SWFB"	16' CLEAR ZONE

*STA. 2+00 - STA. 6+50 "SEFB" = CONCRETE CURB AND GUTTER 30-INCH TYPE D (TYP.)

*STA. 5+50 - STA. 7+50 "SWFB" = CONCRETE CURB AND GUTTER 30-INCH TYPE D (TYP.)

**SEFB = 4:1 SLOPES; SWFB = 6:1 SLOPES



SE OR SW FULL BYPASS PROPOSED TYPICAL SECTION

STA. 6+50 - STA. 8+82.78 "SEFB"
STA. 7+50 - STA. 10+10.8 "SWFB"

LEGEND

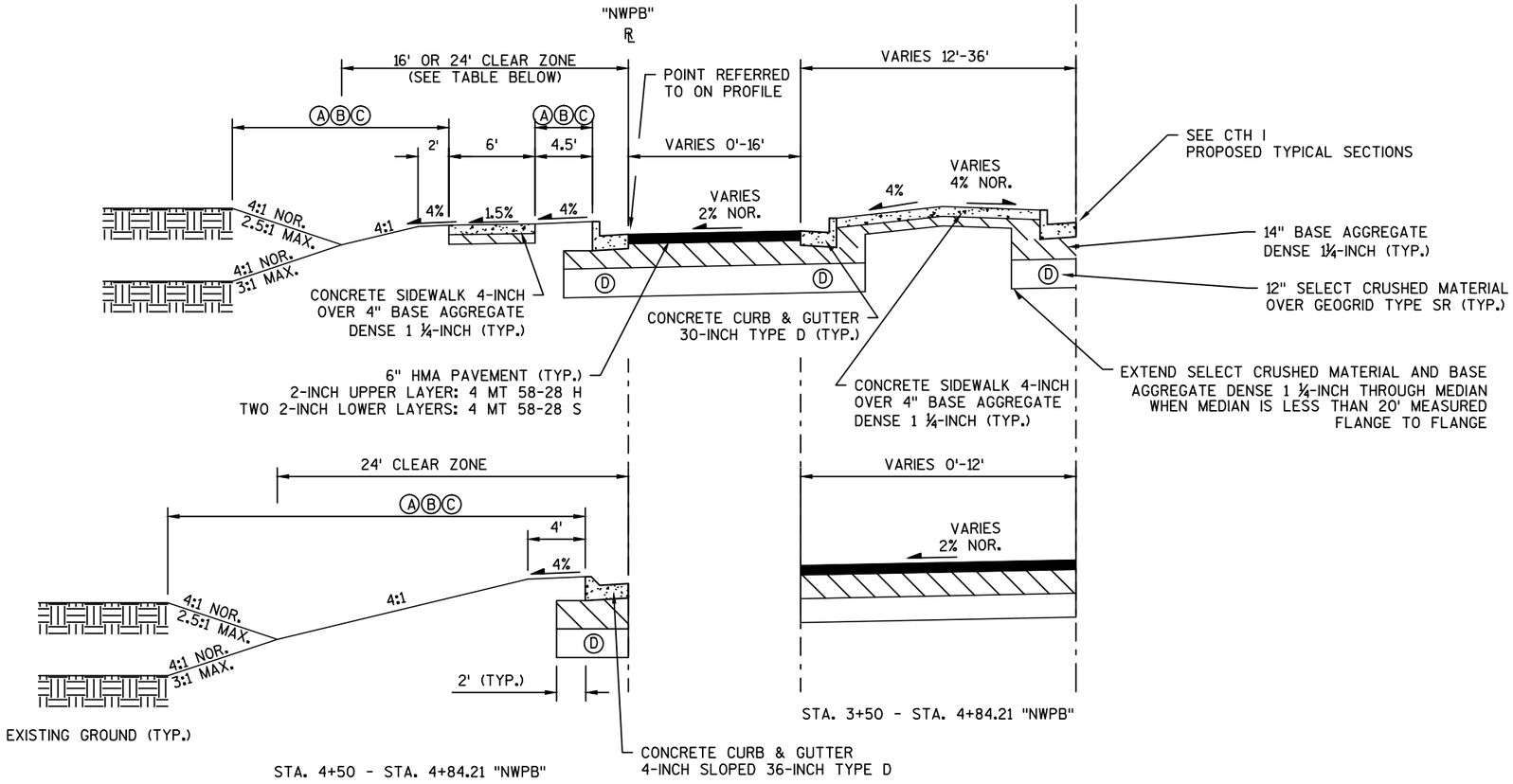
Ⓐ SALVAGED TOPSOIL

Ⓑ SEEDING MIXTURE AND FERTILIZER TYPE B

Ⓒ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS

Ⓓ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

2



NW PARTIAL BYPASS PROPOSED TYPICAL SECTION

STA. 1+85.00 - STA. 4+84.21 "NWPB"

LEGEND

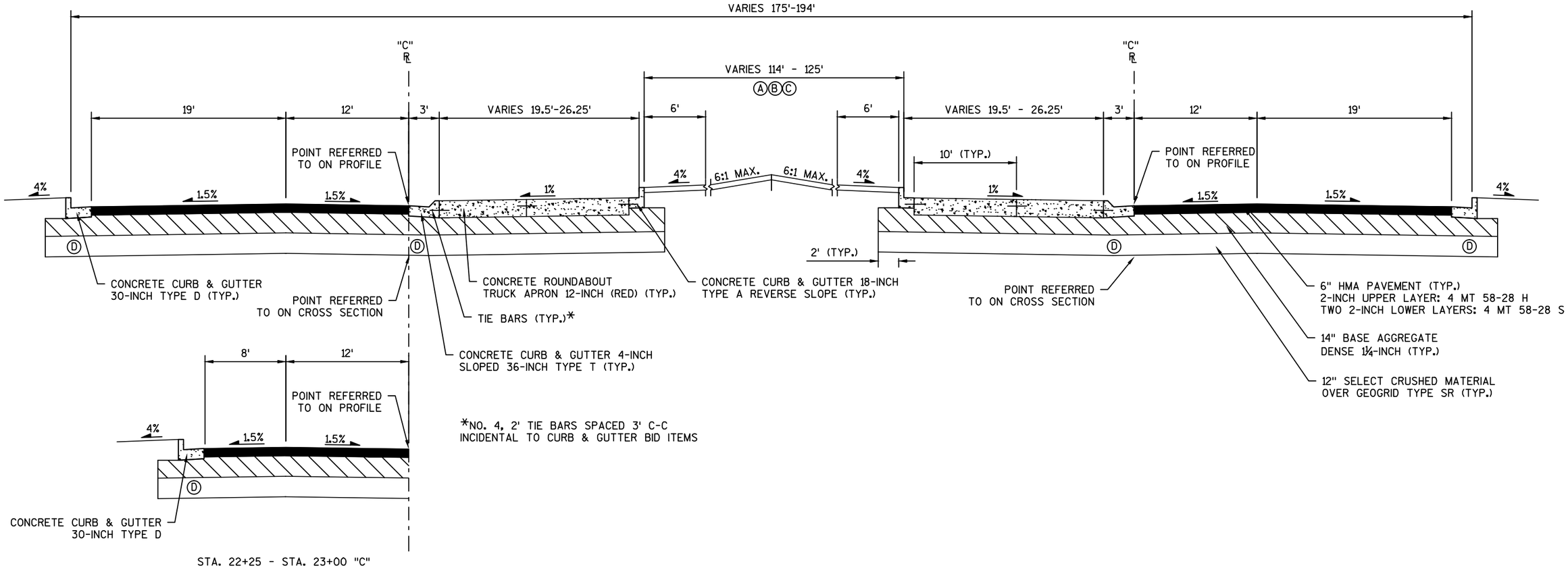
Ⓐ SALVAGED TOPSOIL

Ⓑ SEEDING MIXTURE AND FERTILIZER TYPE B

Ⓒ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS

Ⓓ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

CLEAR ZONE	
STA. 1+85 - STA. 3+50 "NWPB"	16' CLEAR ZONE
STA. 3+50 - STA. 4+50 "NWPB"	24' CLEAR ZONE



STA. 22+25 - STA. 23+00 "C"

ROUNDABOUT PROPOSED TYPICAL SECTION

STA. 20+00 - STA. 23+91.48 "C"

LEGEND

Ⓐ SALVAGED TOPSOIL

Ⓑ SEEDING MIXTURE AND FERTILIZER TYPE B

Ⓒ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND EROSION CONTROL PLAN FOR MULCH AND EROSION MAT LOCATIONS

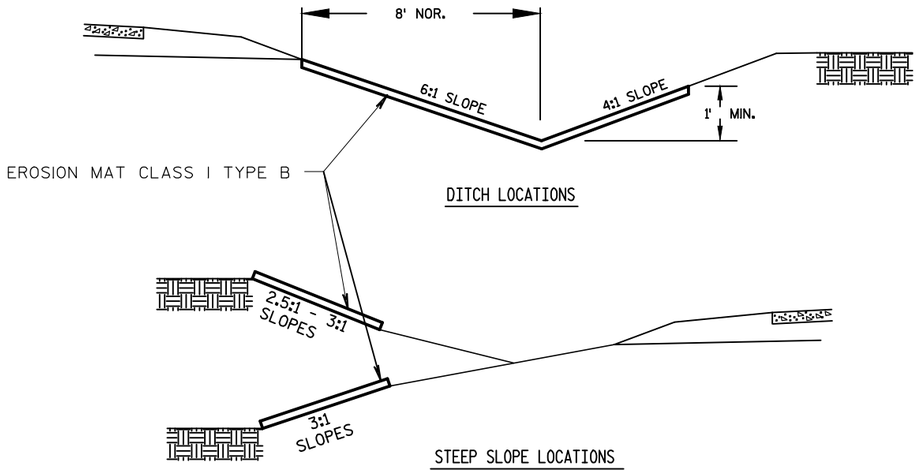
Ⓓ SEE CONSTRUCTION DETAILS, MISCELLANEOUS QUANTITIES AND STORM SEWER DETAILS FOR UNDERDRAIN LOCATIONS

2

RUNOFF COEFFICIENT TABLE

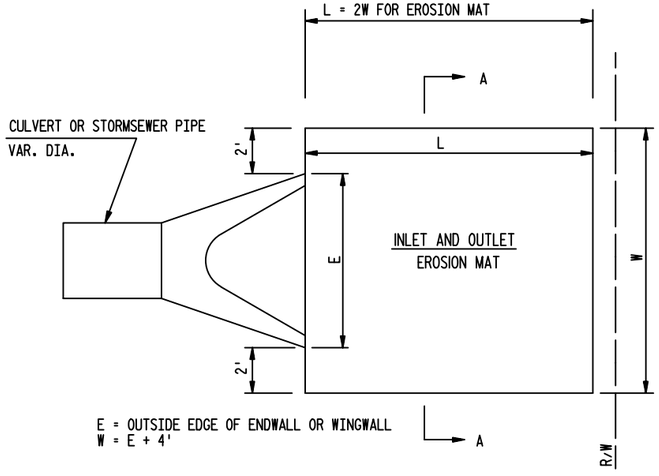
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA =32.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES =28.0 ACRES



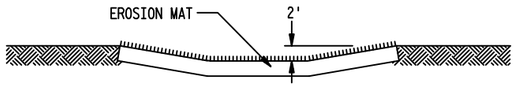
DETAIL FOR EROSION MAT PLACEMENT

LOCATIONS SHOWN ON EROSION CONTROL PLAN



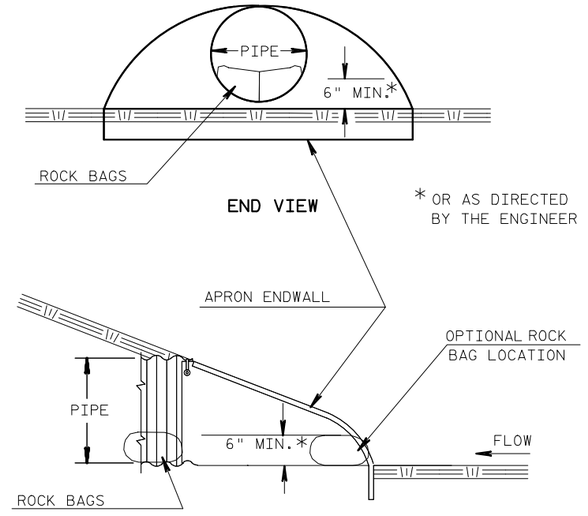
DETAIL FOR EROSION CONTROL AT CULVERT OR STORMSEWER PIPE ENDS

SEE EROSION CONTROL PLAN SHEETS FOR LOCATIONS



INLET AND OUTLET SECTION A-A

EROSION MAT

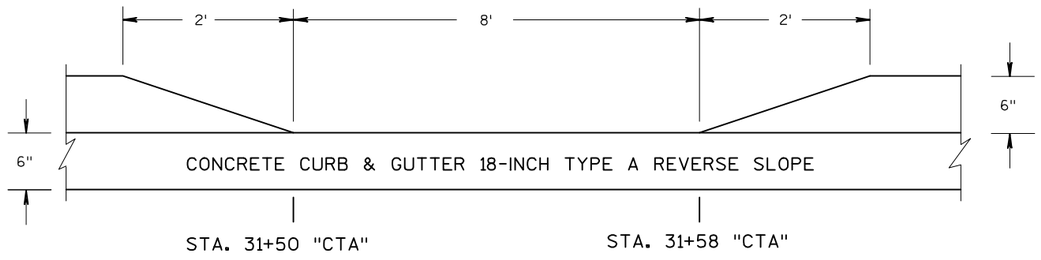


SIDE VIEW

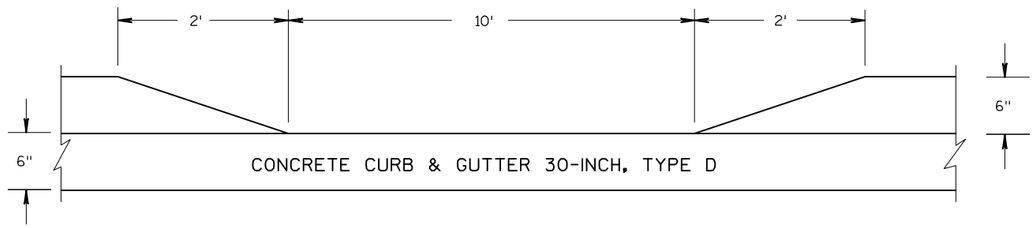
ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
21"	3
14" X 23"	3
24"	3
27"	4
30"	5
19" X 30"	5
36"	7
24" X 38"	8
42"	8
29" X 45"	10
48"	10
34" X 53"	10
38" X 60"	13
60"	13
66"	15
53" X 83"	19

DETAIL FOR CULVERT PIPE CHECKS

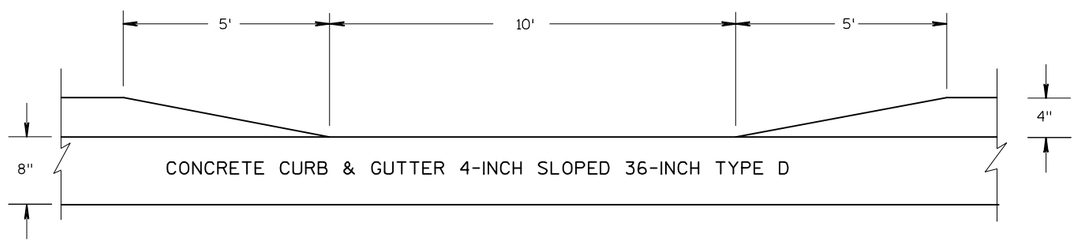
(INSTALL ON INLET END ONLY)



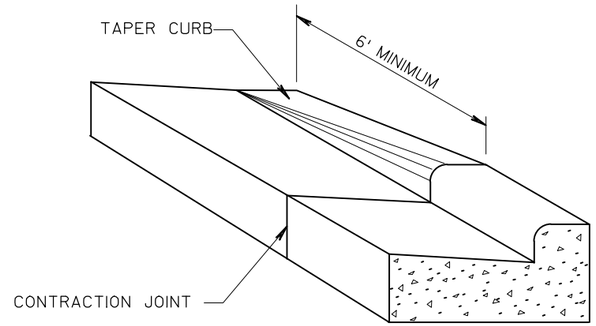
DETAIL FOR CURB HEAD DEPRESSION
FOR ROUNDABOUT ISLAND MAINTENANCE



DETAIL FOR CURB HEAD DEPRESSION FOR CURB RAMPS



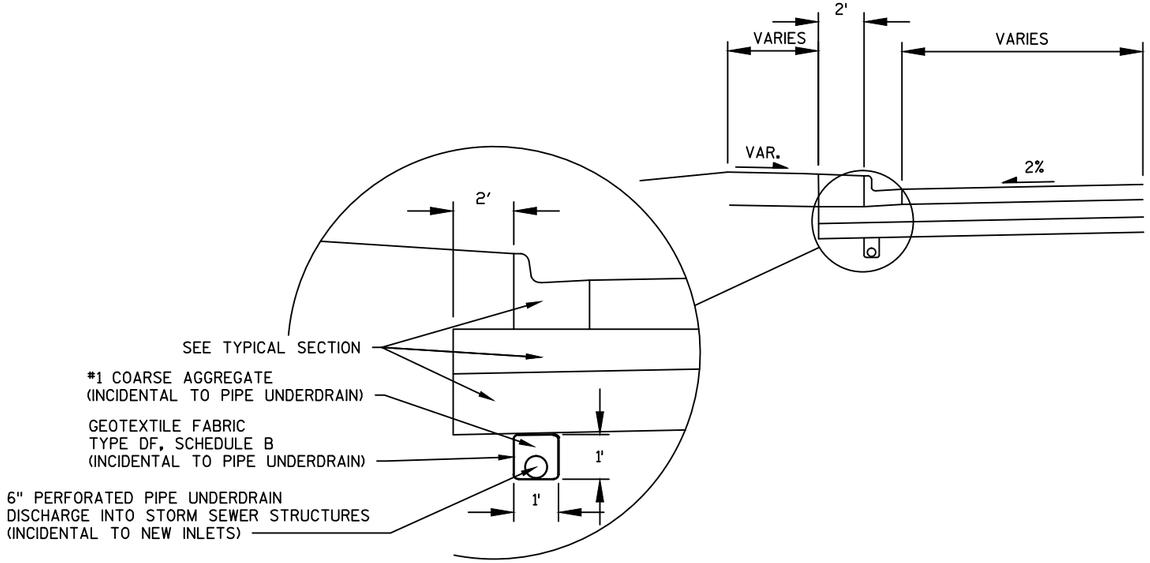
DETAIL FOR CURB HEAD DEPRESSION FOR CURB RAMPS IN TRUCK APRONS



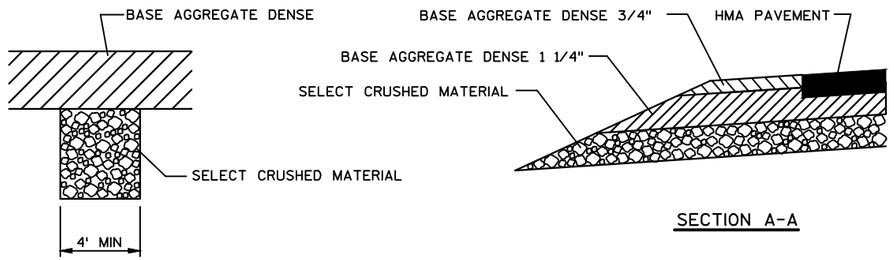
DETAIL FOR CURB & GUTTER TERMINI

DETAIL FOR TYPE D TRANSITION

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

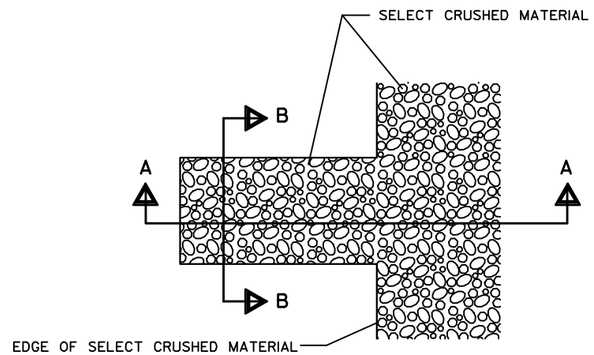


DETAIL FOR 6" PERFORATED PIPE UNDERDRAIN



SECTION B-B

SECTION A-A



DETAIL FOR FRENCH DRAINS

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICLE CURVE IN THE PROFILE
OR AS DIRECTED BY THE ENGINEER.

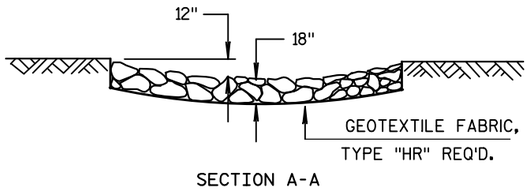
LOCATIONS ARE SHOWN BELOW

SB STH 113	LOCATION
STA. 200+00 "SB"	LEFT
STA. 202+50 "SB"	LEFT
STA. 205+00 "SB"	LEFT
STA. 207+50 "SB"	LEFT
STA. 209+70 "SB"	LEFT
STA. 212+20 "SB"	LEFT

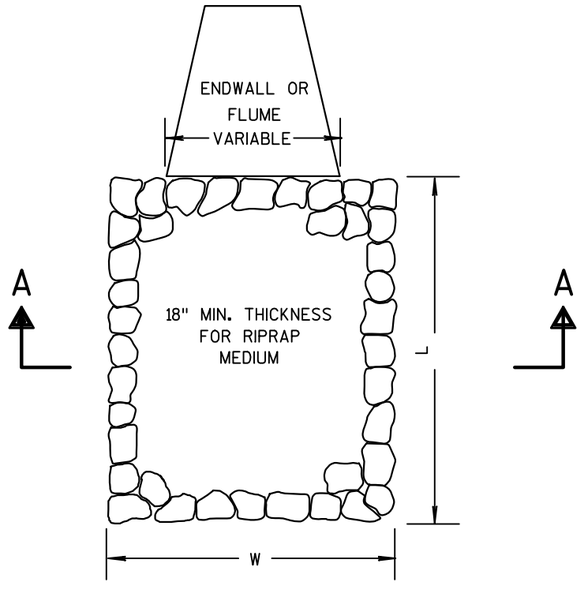
NB STH 113	LOCATION
STA. 200+00 "NB"	LEFT & RIGHT
STA. 202+50 "NB"	LEFT
STA. 205+00 "NB"	LEFT
STA. 207+50 "NB"	LEFT
STA. 208+50 "NB"	LEFT

WB STH 19	LOCATION
STA. 100+00 "WB"	LEFT & RIGHT
STA. 102+50 "WB"	LEFT & RIGHT
STA. 105+00 "WB"	LEFT & RIGHT
STA. 107+50 "WB"	LEFT
STA. 110+00 "WB"	LEFT
STA. 112+50 "WB"	LEFT
STA. 114+00 "WB"	LEFT
STA. 126+70 "WB"	LEFT
STA. 129+00 "WB"	LEFT & RIGHT
STA. 131+50 "WB"	LEFT & RIGHT
STA. 134+00 "WB"	LEFT & RIGHT
STA. 136+36 "WB"	LEFT & RIGHT

EB STH 19	LOCATION
STA. 100+00 "EB"	LEFT & RIGHT
STA. 102+50 "EB"	LEFT & RIGHT
STA. 105+00 "EB"	LEFT & RIGHT
STA. 107+50 "EB"	LEFT
STA. 110+00 "EB"	LEFT
STA. 119+00 "EB"	RIGHT
STA. 121+50 "EB"	RIGHT
STA. 122+50 "EB"	RIGHT
STA. 125+00 "EB"	RIGHT
STA. 127+50 "EB"	RIGHT

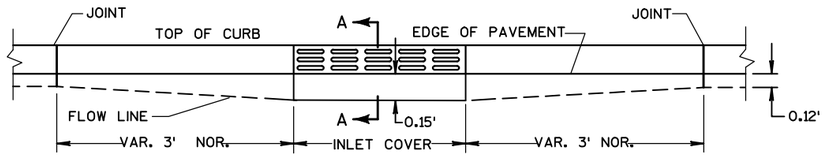


SECTION A-A

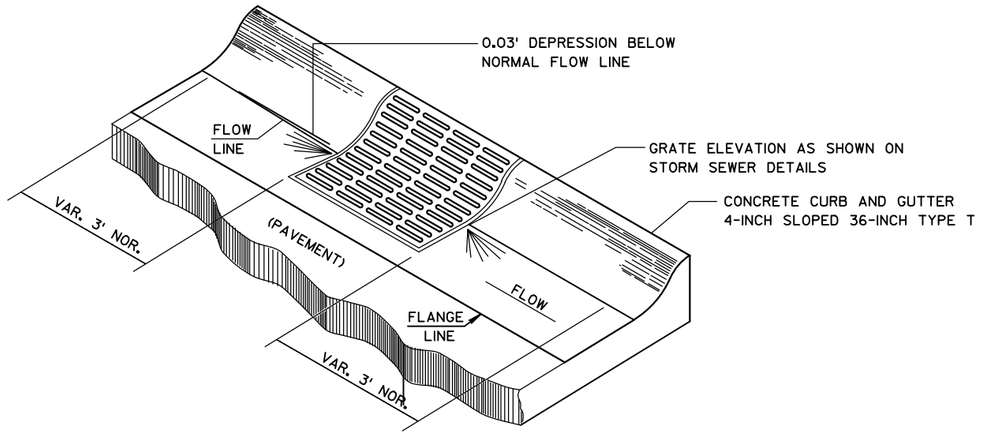


LENGTH	WIDTH	LOCATION
18'	70'	120+50 "WB", 100' RT
16'	25'	210+70 "SB", 130' RT
45'	8'	117+75 "WB", 45' LT

DETAIL FOR RIPRAP MEDIUM TREATMENT AT ENDWALLS/FLUMES

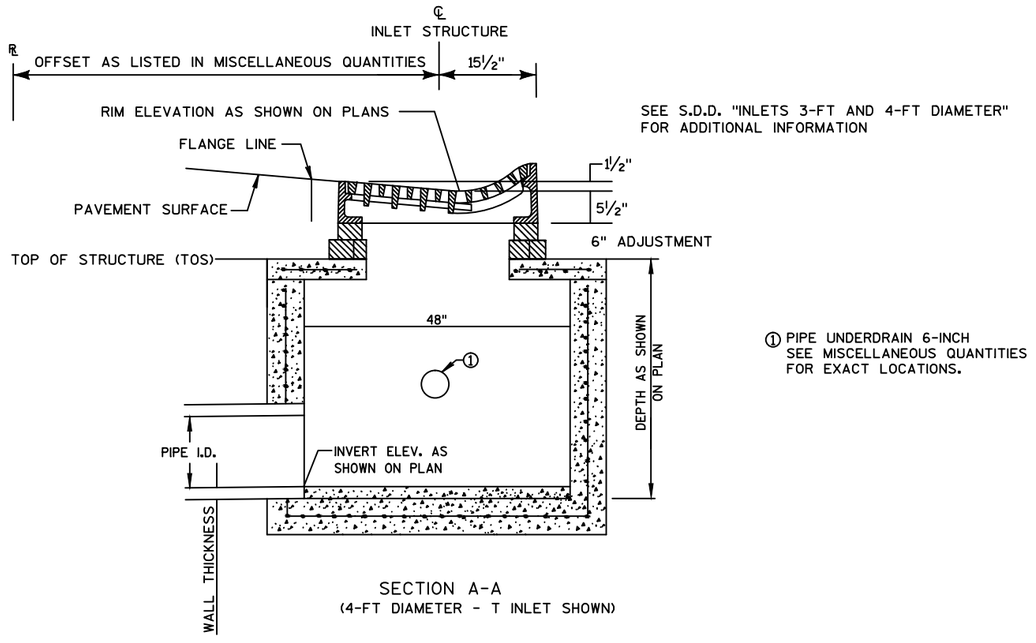


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

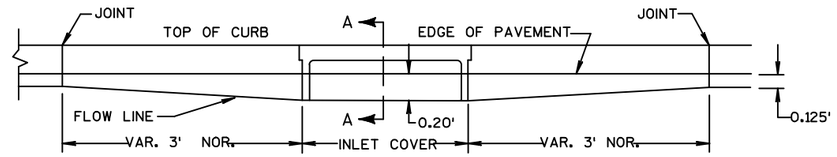
(2x3-FT - T INLET SHOWN)



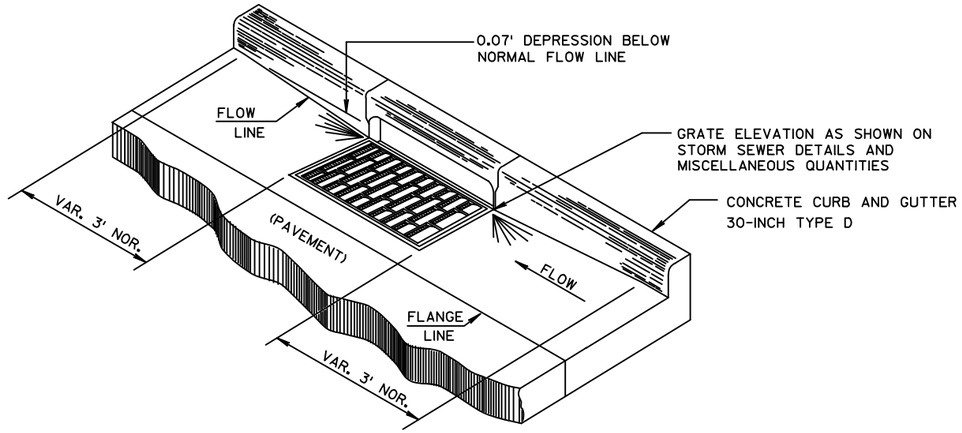
SECTION A-A

(4-FT DIAMETER - T INLET SHOWN)

DETAIL FOR CONCRETE CURB AND GUTTER 36-INCH TYPE T AT INLETS

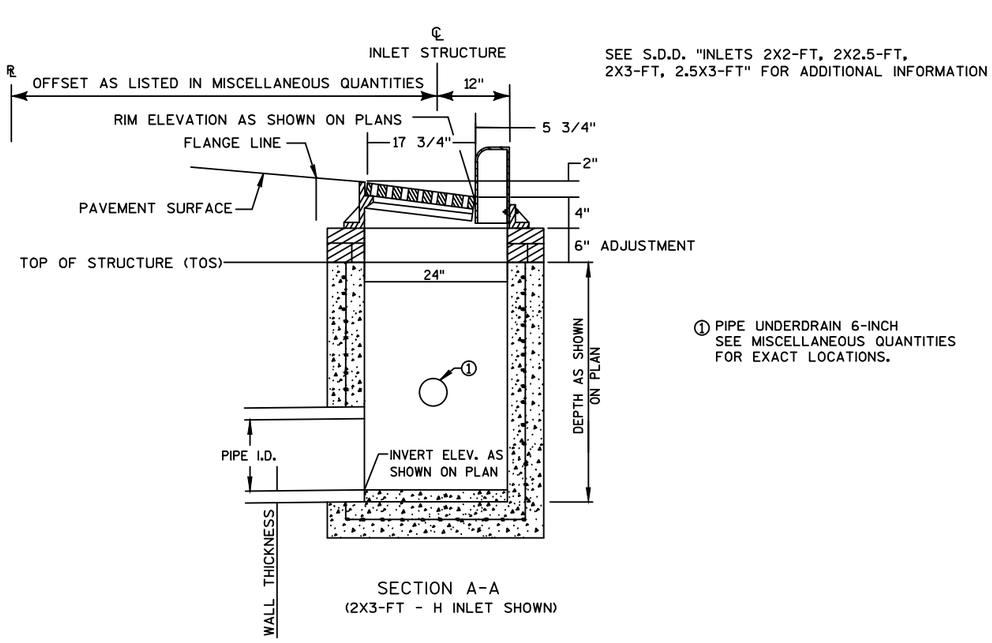


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

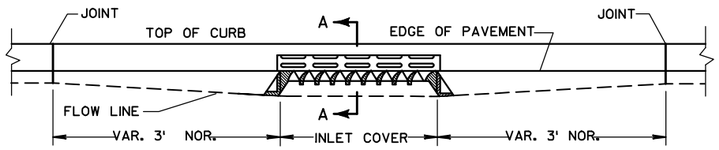
(2x3-FT - H INLET SHOWN)



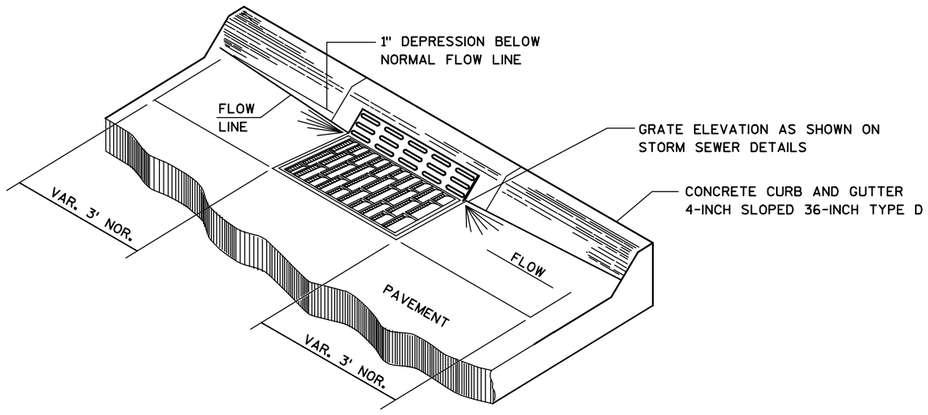
SECTION A-A

(2X3-FT - H INLET SHOWN)

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

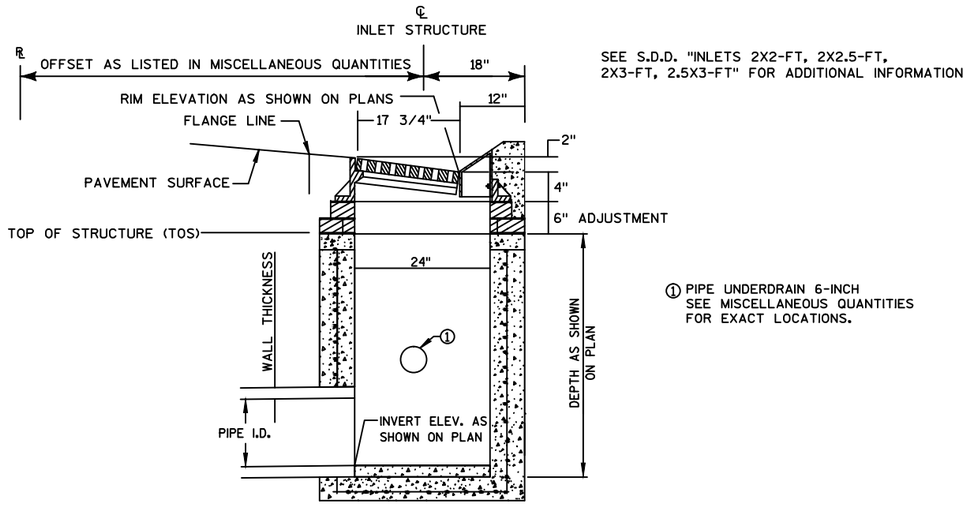


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

(2x3-FT - HM INLET SHOWN)

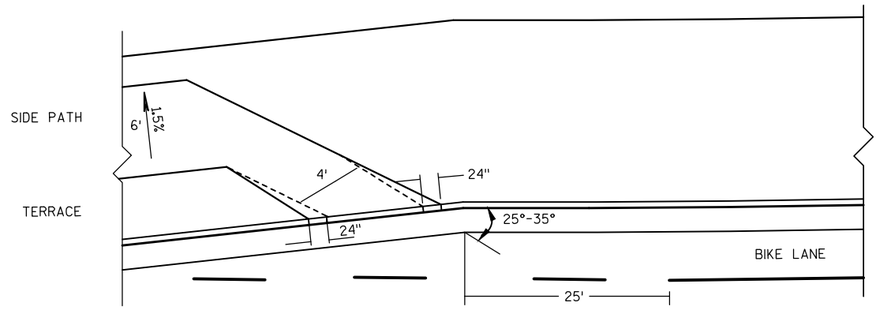


SEE S.D.D. "INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT" FOR ADDITIONAL INFORMATION

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

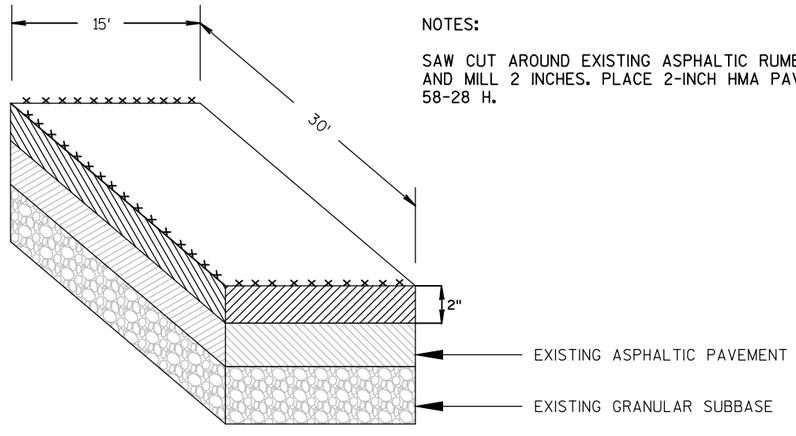
SECTION A-A
(2X3-FT - HM INLET SHOWN)

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



DETAIL FOR BIKE RAMP ENTRANCE AND EXIT

SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION



NOTES:

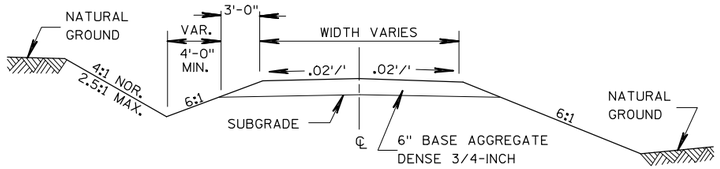
SAW CUT AROUND EXISTING ASPHALTIC RUMBLE STRIPS AND MILL 2 INCHES. PLACE 2-INCH HMA PAVEMENT 4 MT 58-28 H.

DETAIL FOR ASPHALTIC PAVEMENT RUMBLE STRIP REPLACEMENT

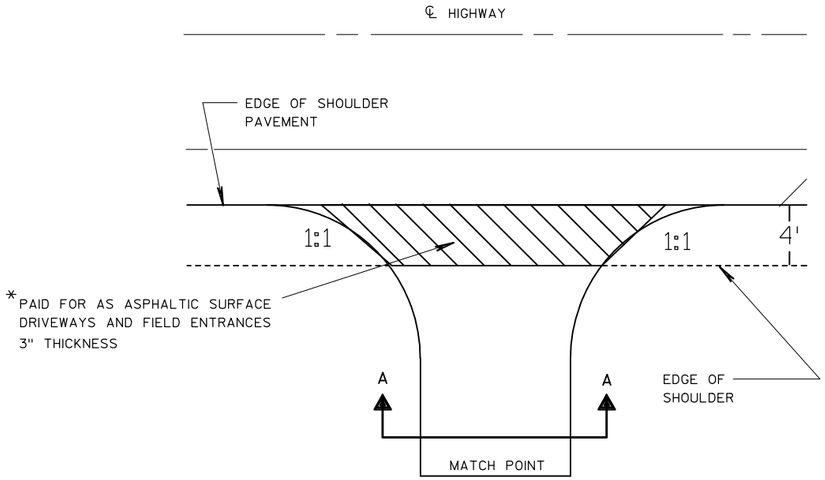
LOCATIONS:

CTH I SB LANE

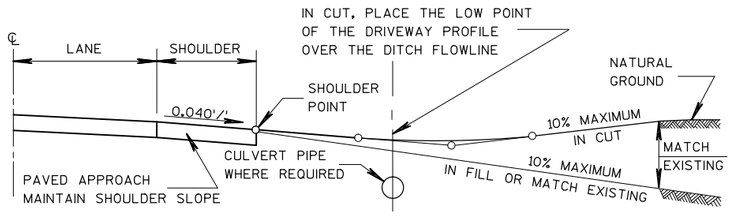
1. APPROXIMATELY 1300' NORTH OF STH 19
2. APPROXIMATELY 1800' NORTH OF STH 19



IN CUT SECTION A-A IN FILL

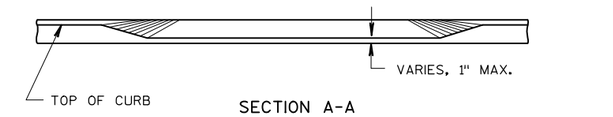


PLAN

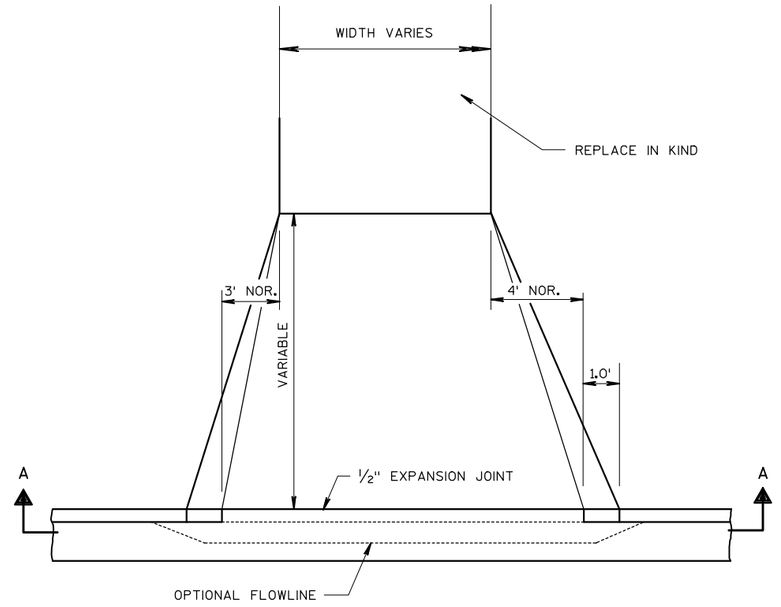


PROFILE

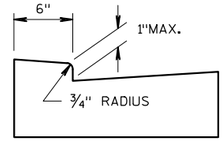
DETAIL FOR RURAL DRIVEWAY



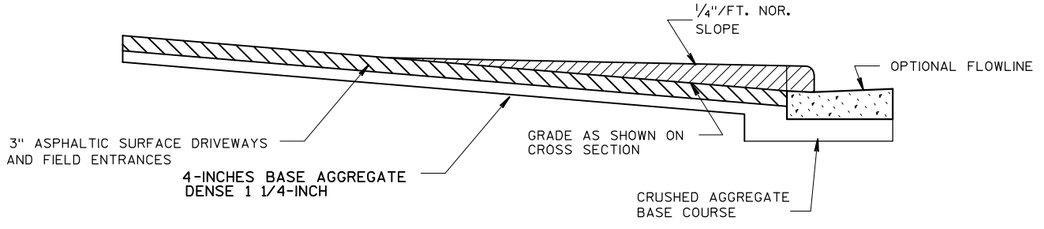
SECTION A-A



PLAN



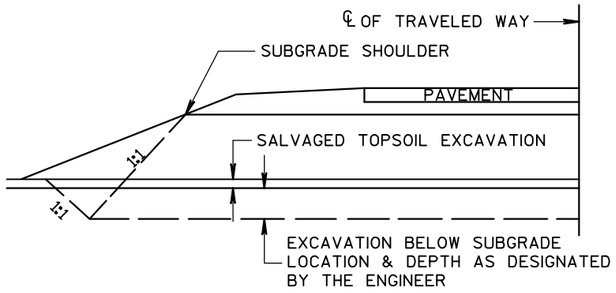
OPTIONAL METHOD FOR CONCRETE GUTTER



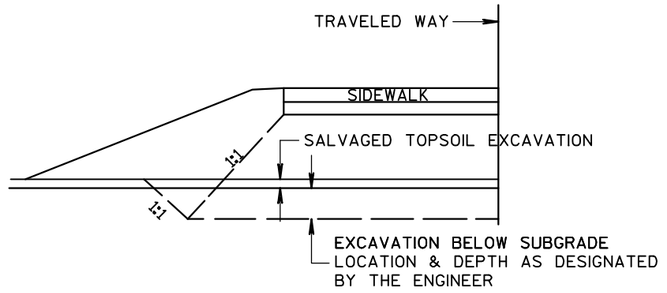
PROFILE

DETAIL FOR URBAN DRIVEWAY

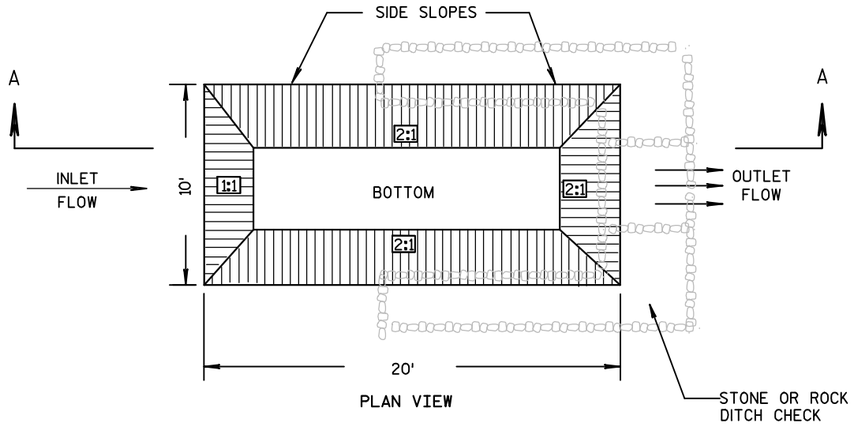
2

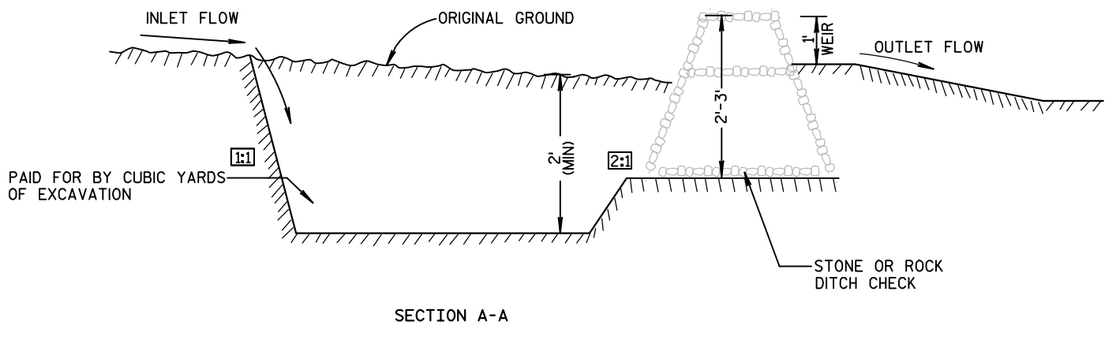


DETAIL FOR RURAL EXCAVATION BELOW SUBGRADE

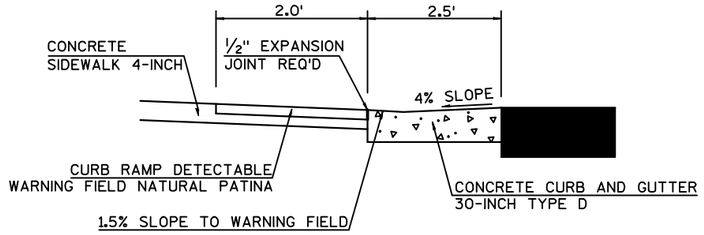


DETAIL FOR URBAN EXCAVATION BELOW SUBGRADE

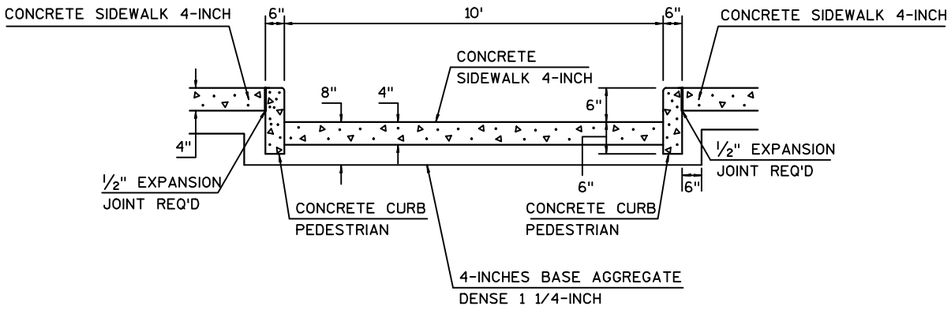




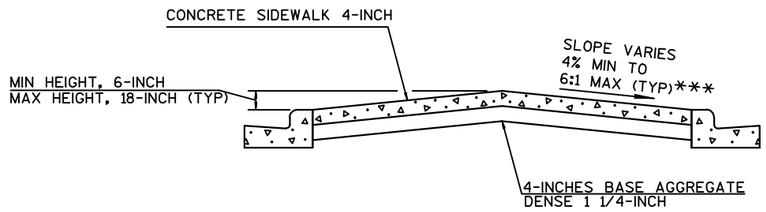
DETAIL FOR TEMPORARY SEDIMENT BASIN



SECTION A-A

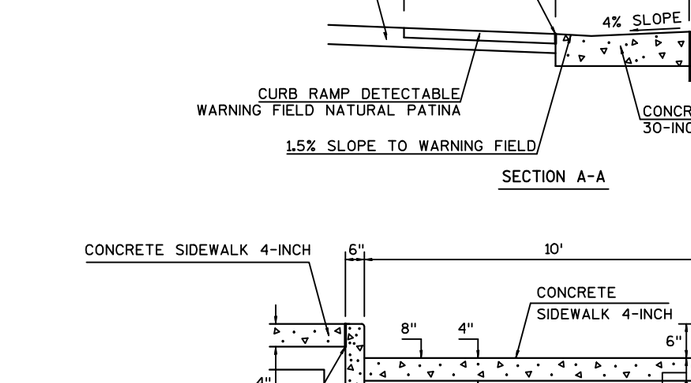


SECTION B-B

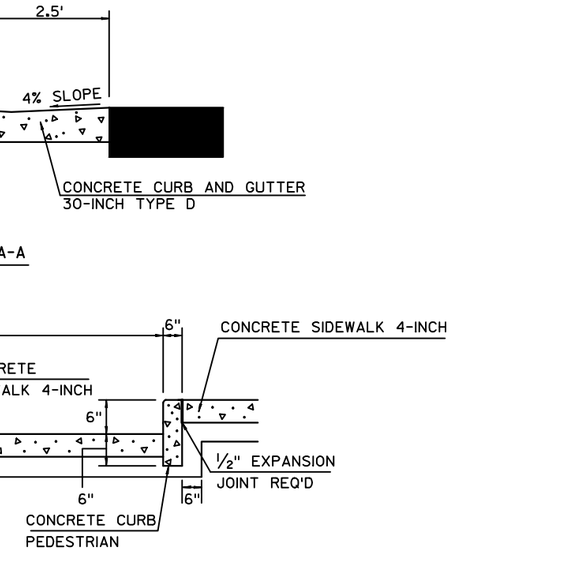


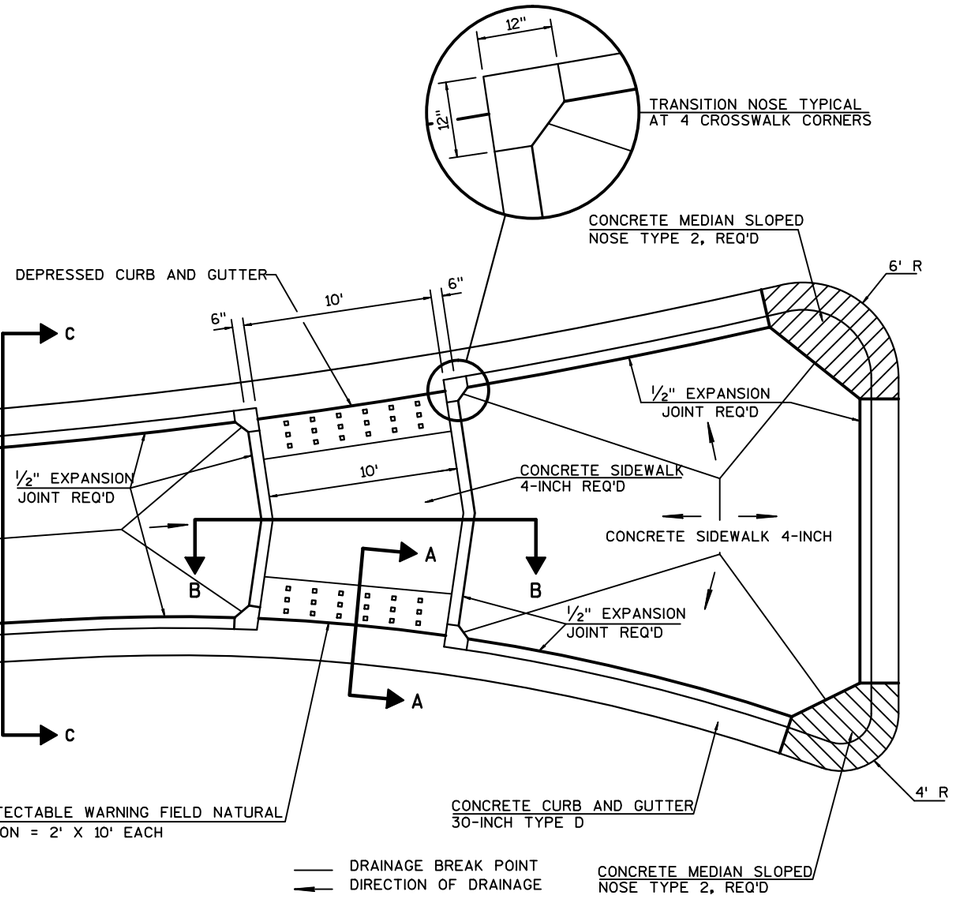
*** SEE CROSS SECTIONS

SECTION C-C



CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)



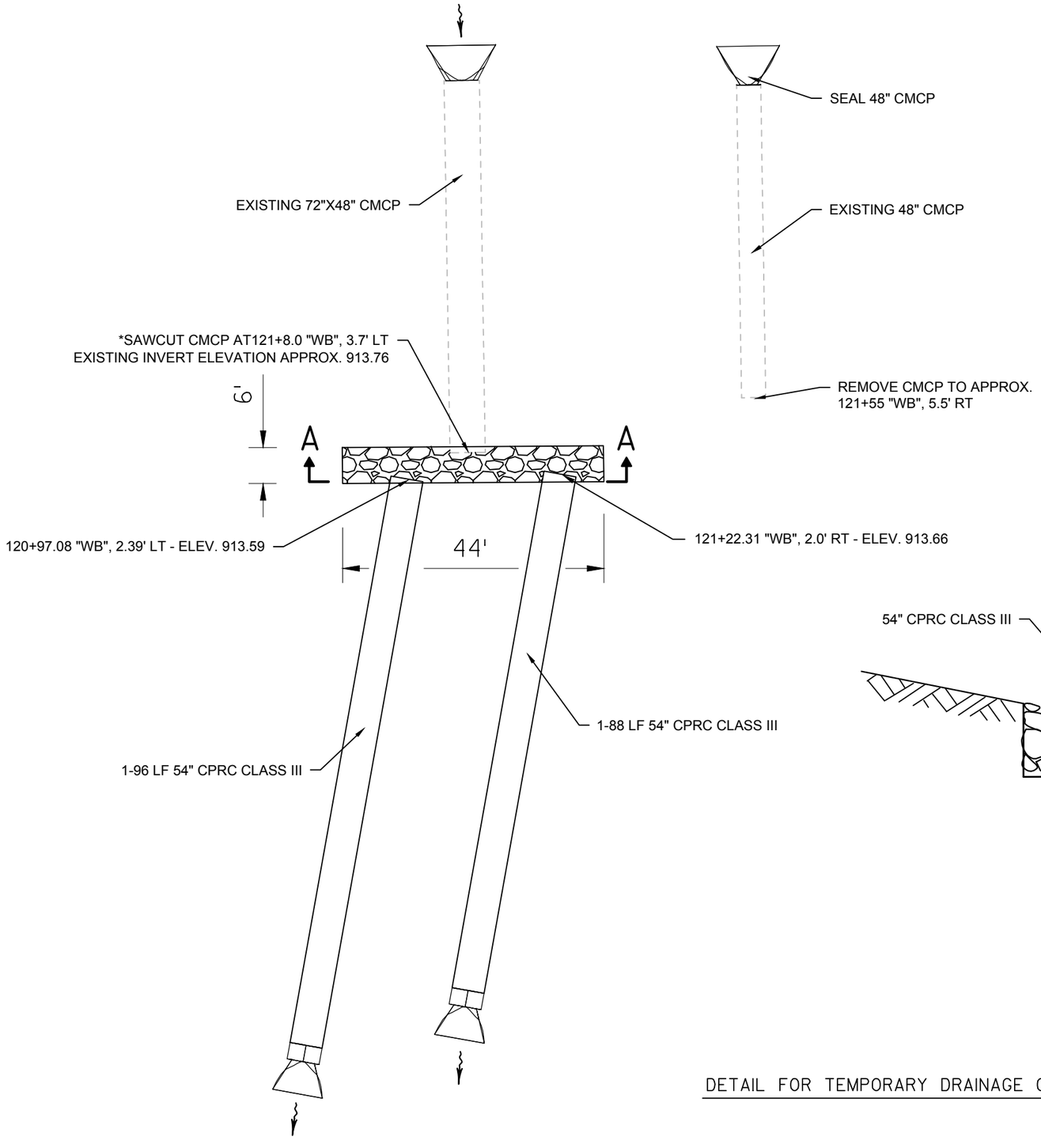


INSTALL TRANSITION NOSE.
(INCIDENTAL TO OTHER PAY ITEMS.)
DO NOT MARK TRANSITION NOSE.

SPLITTER ISLAND DETAIL

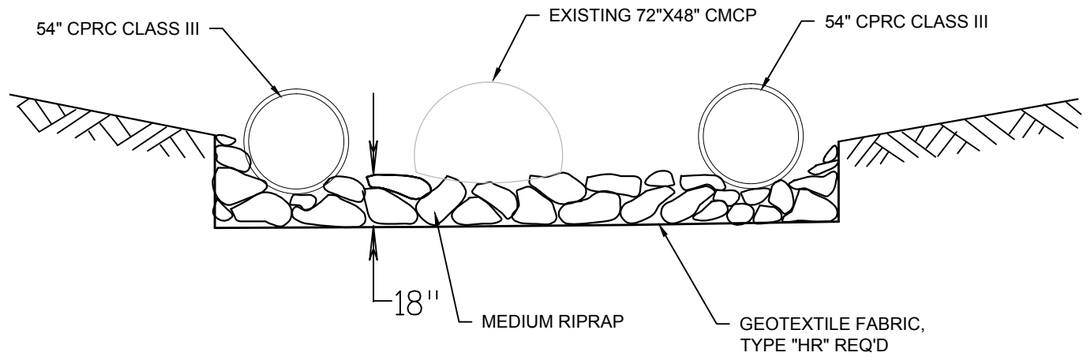
SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION

2



NOTES

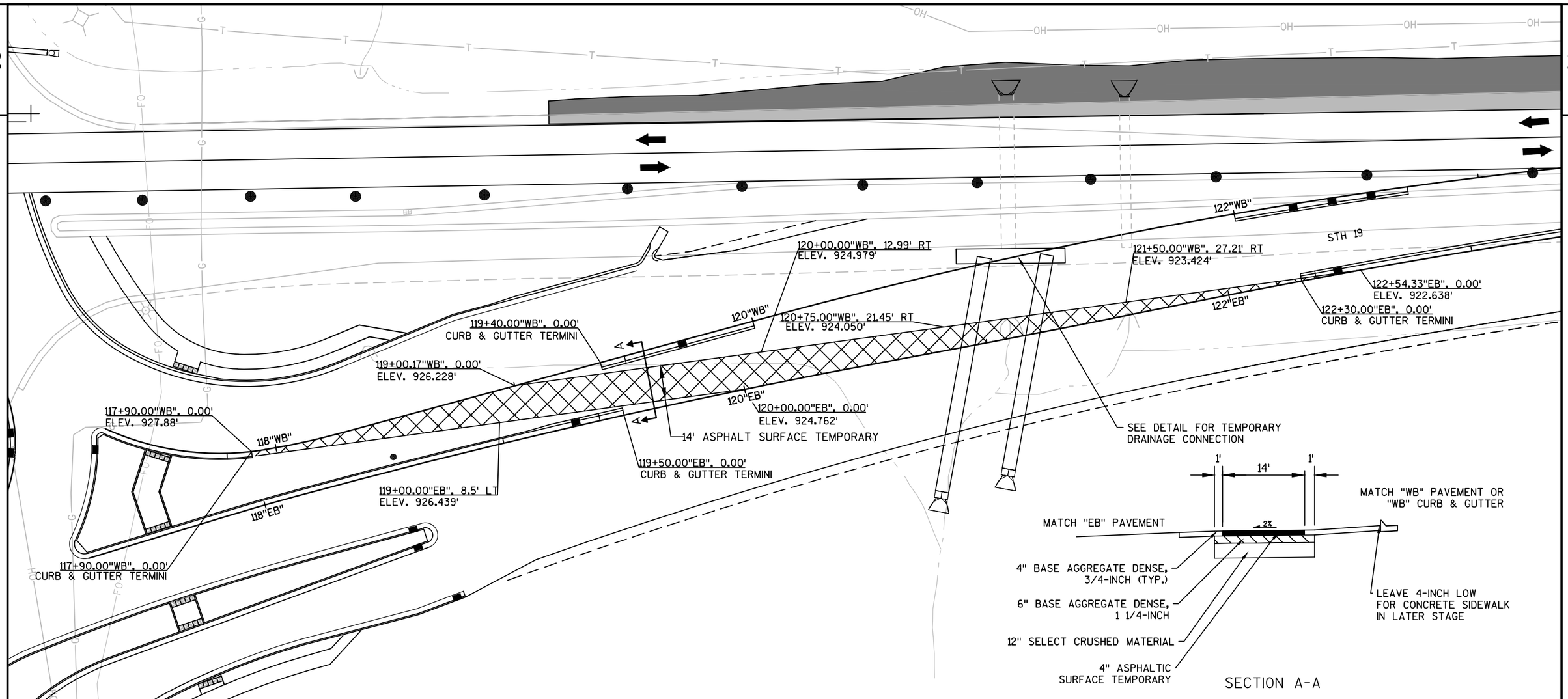
* SAWING OF CMCP INCIDENTAL TO TEMPORARY DRAINAGE CONNECTION



SECTION A-A

DETAIL FOR TEMPORARY DRAINAGE CONNECTION

2



SECTION A-A

DETAIL FOR TEMPORARY CROSSOVER

CONSTRUCTED DURING STAGE 3

LEGEND

- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 3
- WORK COMPLETED IN PREVIOUS STAGES

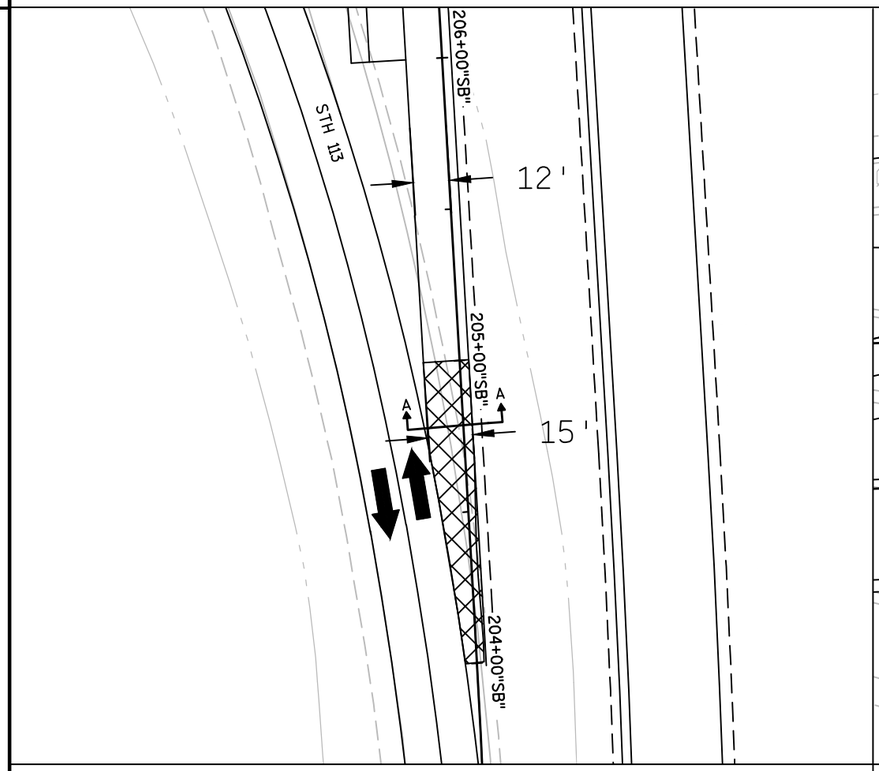
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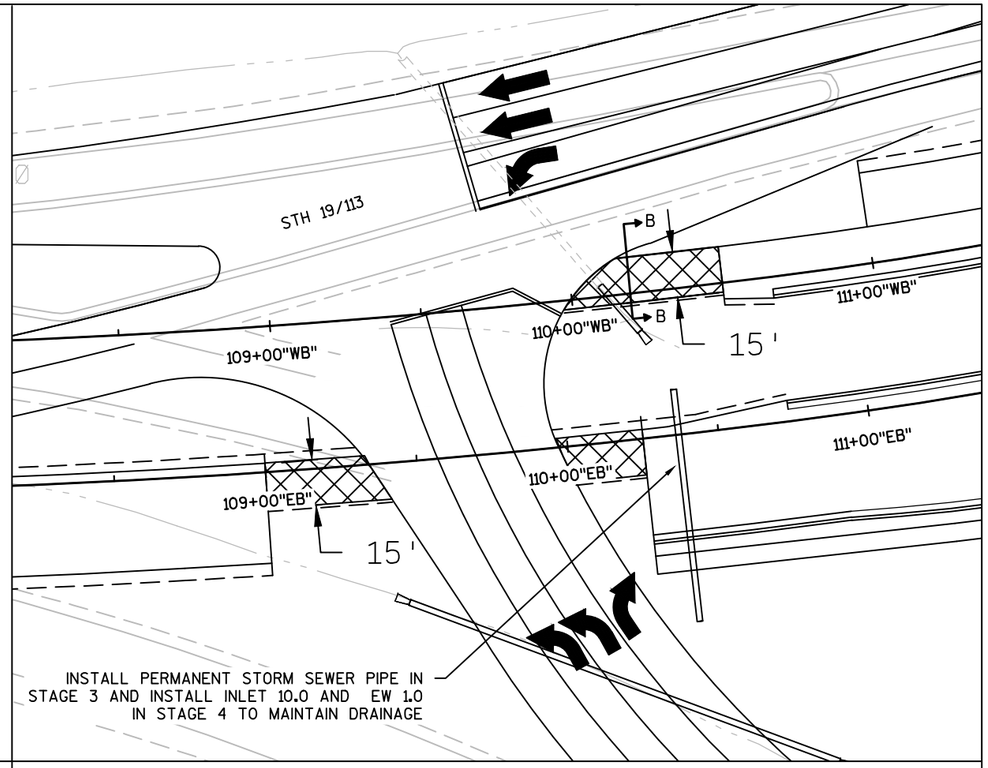
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - CROSSOVER DETAIL	SHEET 24	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025003_TC CROSS OVER DETAIL.DWG
LAYOUT NAME - 025003_TC CROSS OVER DETAIL - 021001H_CD
PLOT DATE : 5/17/2017 3:17 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN: 40 FT
WISDOT/CADDS SHEET 42

DETAIL FOR TEMPORARY CONNECTION

CONSTRUCTED AT END OF STAGE 3





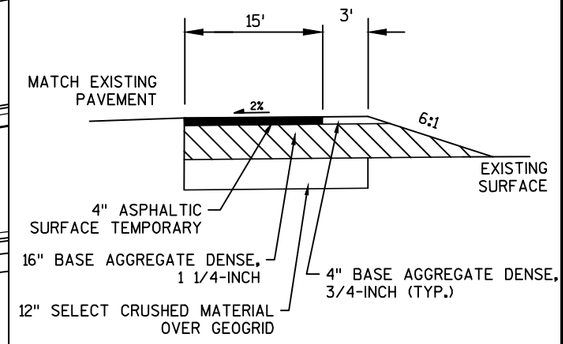
LEGEND

TEMPORARY HMA PAVEMENT PLACED IN STAGE 3

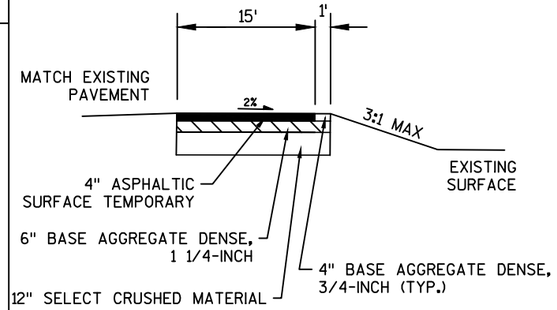
NOTES

COMPLETE TEMPORARY CONNECTIONS DURING NIGHTTIME HOURS, SUNDAY 8:00PM - FRIDAY 6:00AM

CONSTRUCT BASE FOR SECTION A-A TO FINAL GRADE.

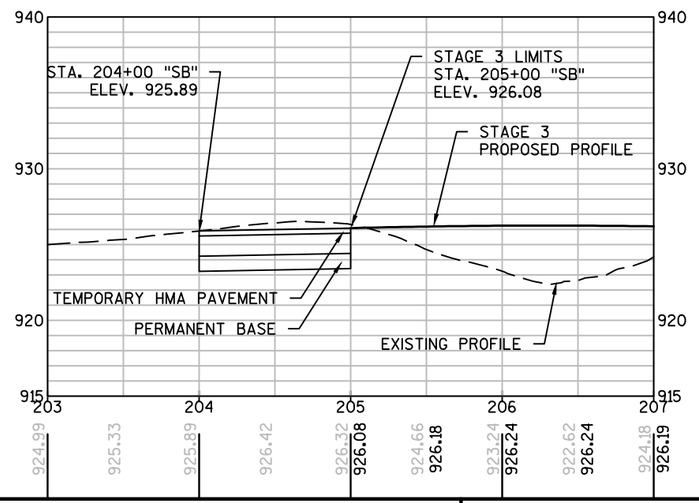


SECTION A-A

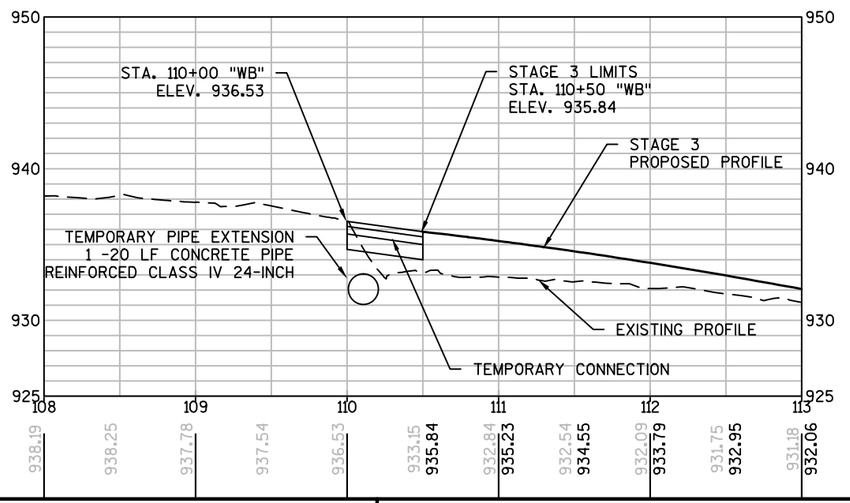


SECTION B-B

SB PROFILE



WB PROFILE



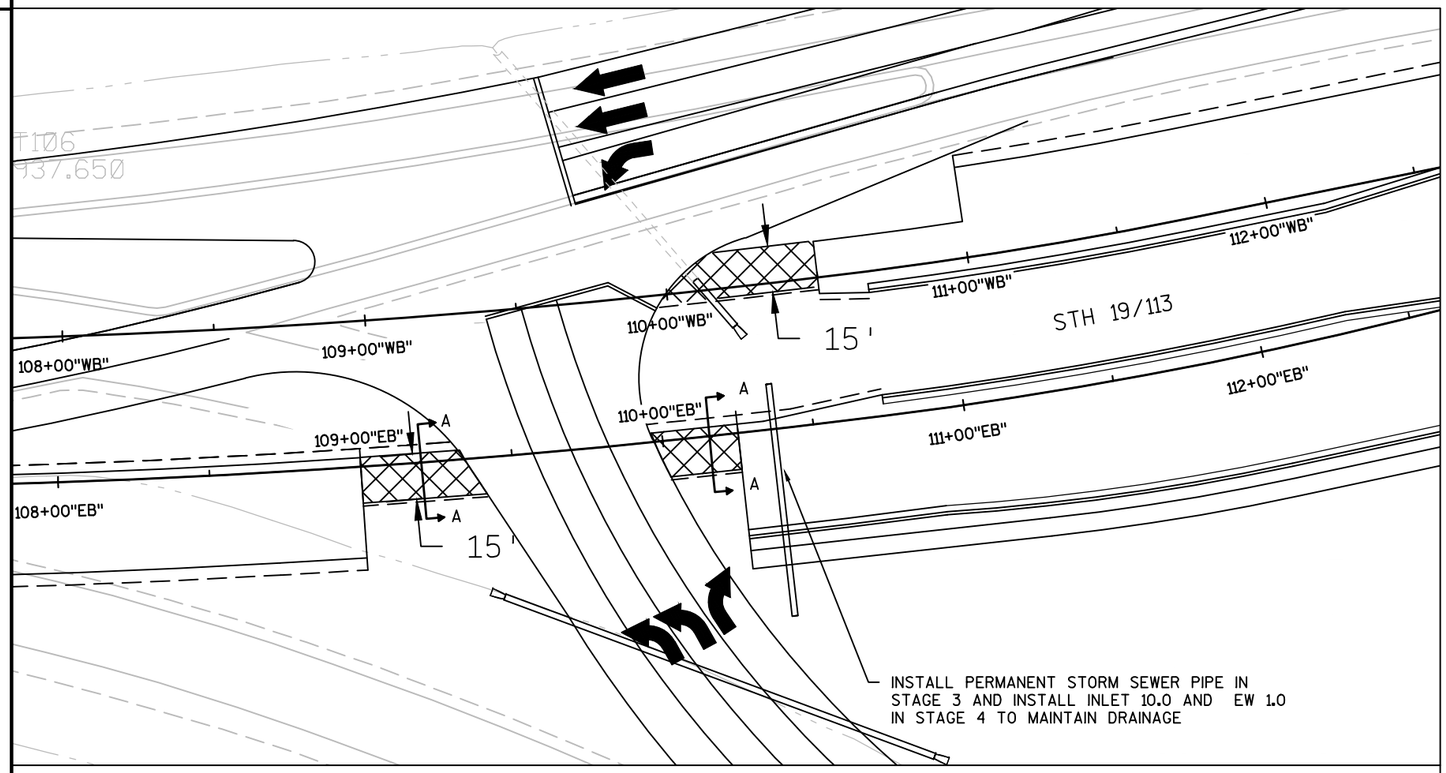
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PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - TEMPORARY CONNECTION	SHEET 25	E

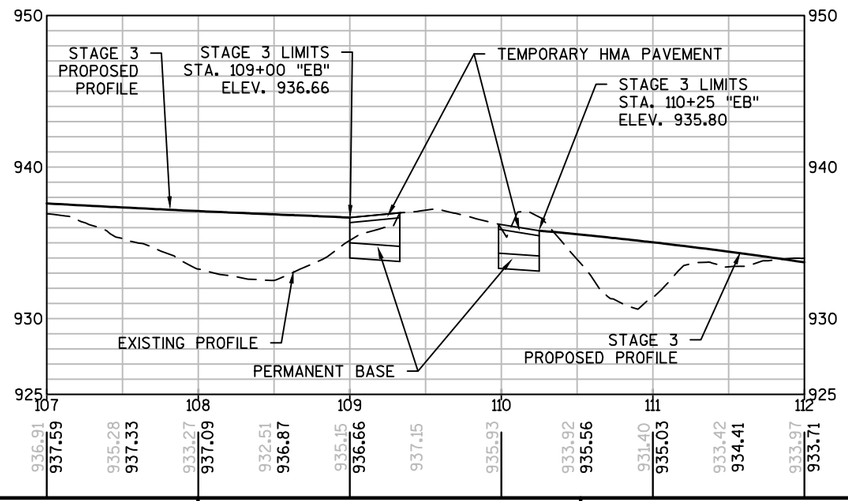
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DETAIL FOR TEMPORARY CONNECTION

CONSTRUCTED AT END OF STAGE 3



EB PROFILE



LEGEND

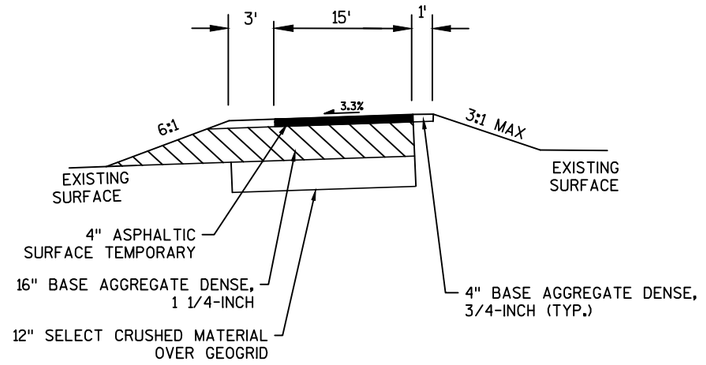
TEMPORARY HMA PAVEMENT PLACED IN STAGE 3

N

NOTES

COMPLETE TEMPORARY CONNECTIONS DURING NIGHTTIME HOURS, SUNDAY 8:00PM - FRIDAY 6:00AM

CONSTRUCT BASE FOR SECTION A-A TO FINAL GRADE.



SECTION A-A

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - TEMPORARY CONNECTION	SHEET 26	E

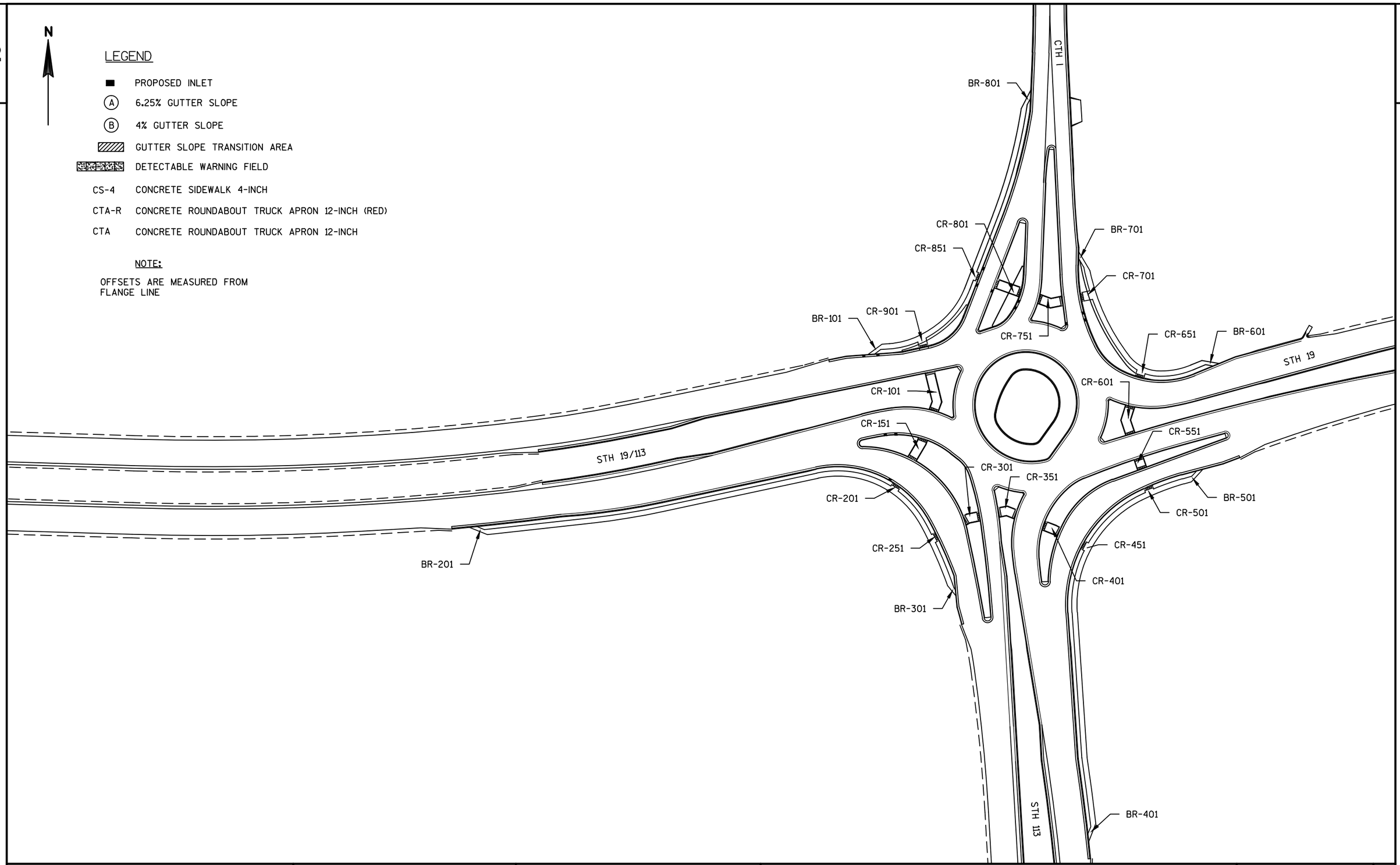
N

LEGEND

- ■ PROPOSED INLET
- (A) 6.25% GUTTER SLOPE
- (B) 4% GUTTER SLOPE
- GUTTER SLOPE TRANSITION AREA
- DETECTABLE WARNING FIELD
- CS-4 CONCRETE SIDEWALK 4-INCH
- CTA-R CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)
- CTA CONCRETE ROUNDABOUT TRUCK APRON 12-INCH

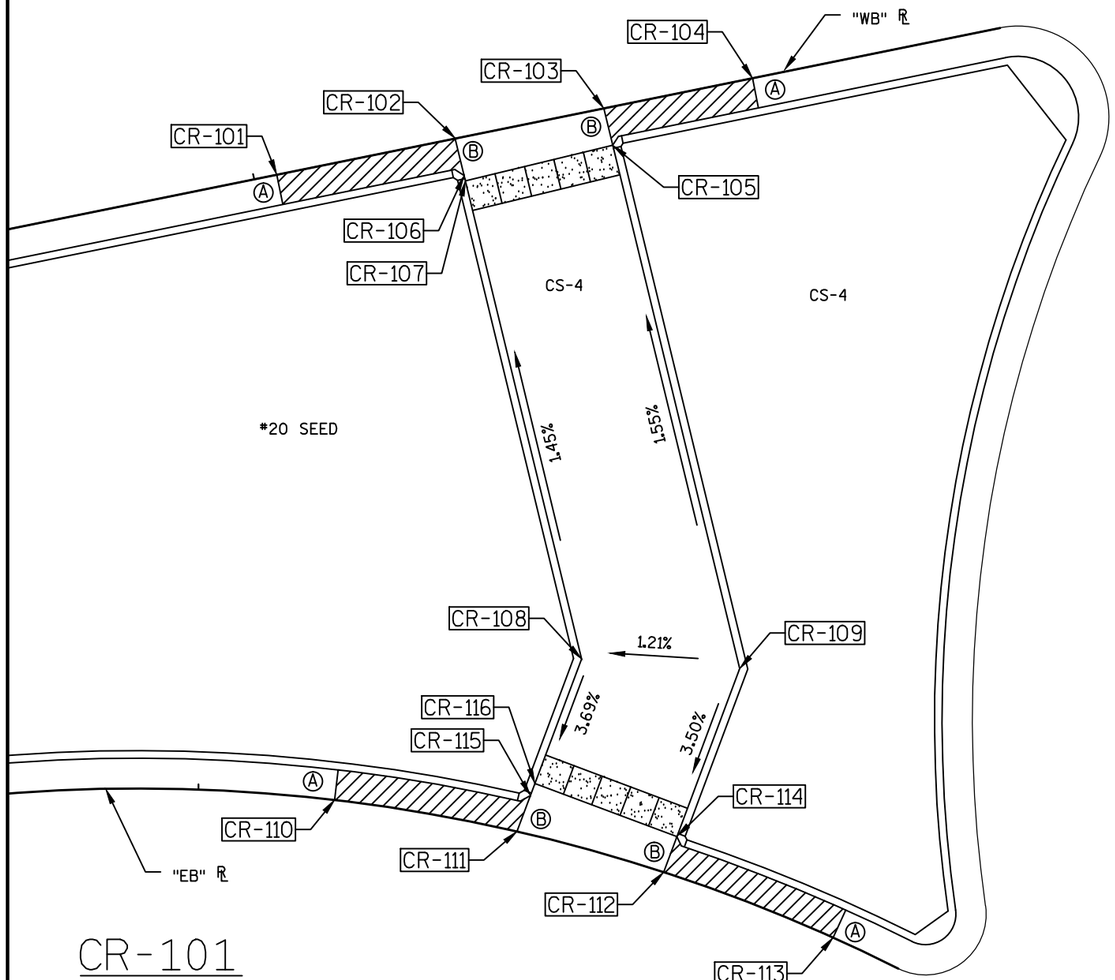
NOTE:

OFFSETS ARE MEASURED FROM FLANGE LINE



CR-101 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-101	115+01.52 "WB"	0.0'	929.87
CR-102	115+13.63 "WB"	0.0'	929.92
CR-103	115+23.63 "WB"	0.0'	929.97
CR-104	115+33.55 "WB"	0.0'	930.02
CR-105	115+13.63 "WB"	2.5' RT	929.90
CR-106	115+23.64 "WB"	2.5' RT	929.85
CR-107	115+13.64 "WB"	2.9' RT	929.85
CR-108	115+14.87 "WB"	35.3' RT	930.32

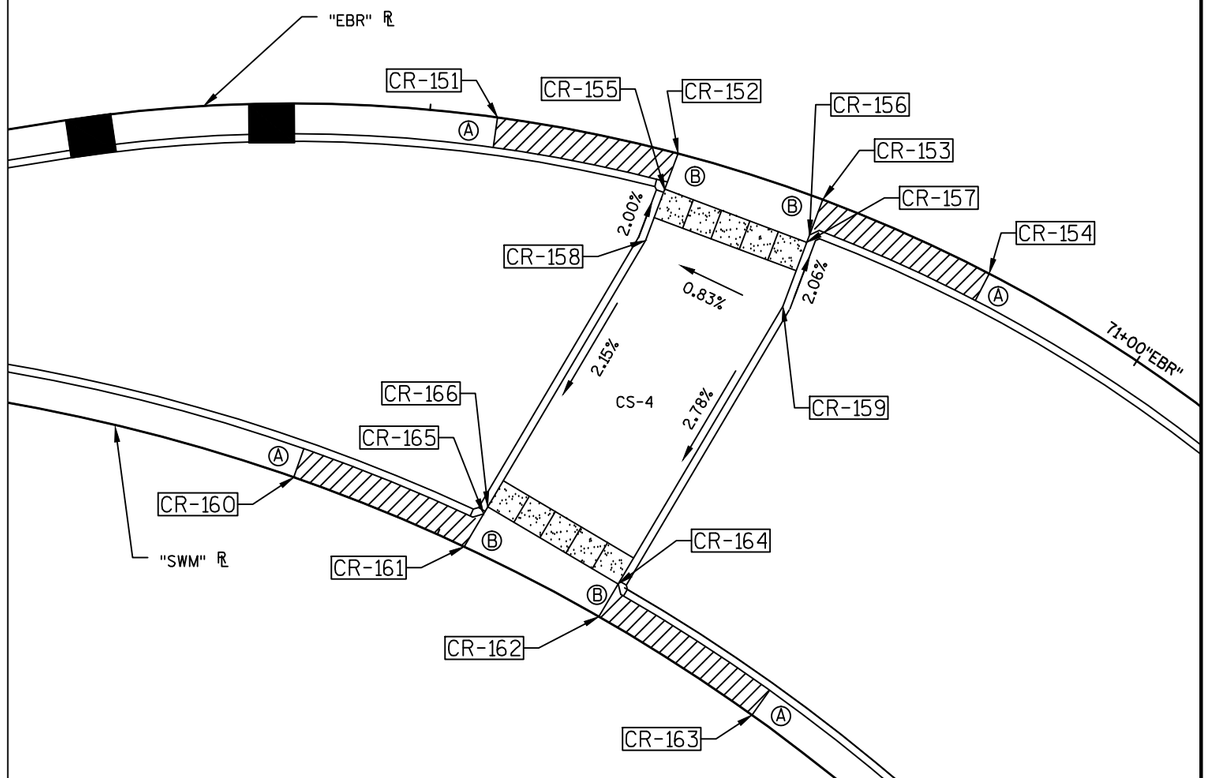
CR-101 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-109	115+24.98 "WB"	38.0' RT	930.45
CR-110	115+09.01 "EB"	0.0'	930.00
CR-111	115+21.51 "EB"	0.0'	930.06
CR-112	115+31.38 "EB"	0.0'	930.11
CR-113	115+43.28 "EB"	0.0'	930.17
CR-114	115+21.56 "EB"	2.5' LT	930.04
CR-115	115+31.38 "EB"	2.5' LT	929.99
CR-116	115+21.67 "EB"	3.4' LT	930.00



CR-101

CR-151 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-151	70+54.46 "EBR"	0.0'	929.39
CR-152	70+66.63 "EBR"	0.0'	929.45
CR-153	70+76.65 "EBR"	0.0'	929.51
CR-154	70+88.67 "EBR"	0.0'	929.58
CR-155	70+66.37 "EBR"	2.5' RT	929.38
CR-156	70+76.65 "EBR"	2.5' RT	929.43
CR-157	70+76.65 "EBR"	3.0' RT	929.44
CR-158	70+65.98 "EBR"	6.1' RT	929.45

CR-151 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-159	70+76.65 "EBR"	7.5' RT	929.53
CR-160	10+39.81 "SWM"	0.0'	929.15
CR-161	10+51.95 "SWM"	0.0'	929.08
CR-162	10+61.97 "SWM"	0.0'	929.02
CR-163	10+73.98 "SWM"	0.0'	928.94
CR-164	10+52.19 "SWM"	2.5' LT	928.94
CR-165	10+62.00 "SWM"	2.5' LT	929.00
CR-166	10+52.24 "SWM"	3.0' LT	929.01



CR-151

2

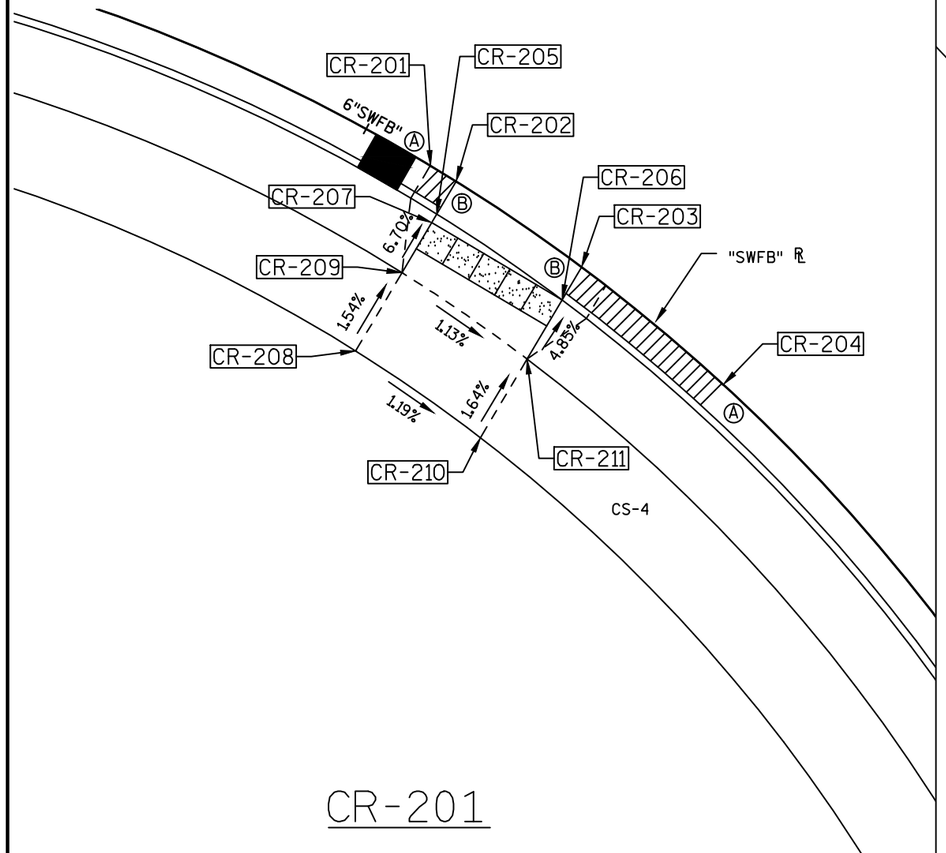
CR-201 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-201	6+04.89 "SWFB"	0.0'	928.51
CR-202	6+06.87 "SWFB"	0.0'	928.49
CR-203	6+16.90 "SWFB"	0.0'	928.38
CR-204	6+29.05 "SWFB"	0.0'	928.26
CR-205	6+06.93 "SWFB"	2.5' RT	928.42
CR-206	6+17.17 "SWFB"	2.5' RT	928.31
CR-207	6+06.95 "SWFB"	3.2' RT	928.43
CR-208	6+07.21 "SWFB"	13.0' RT	928.59
CR-209	6+07.04 "SWFB"	7.0' RT	928.69
CR-210	6+18.46 "SWFB"	13.0' RT	928.47
CR-211	6+17.69 "SWFB"	7.0' RT	928.57

CR-251 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-251	6+71.27 "SWFB"	0.0'	927.81
CR-252	6+83.28 "SWFB"	0.0'	927.68
CR-253	6+93.30 "SWFB"	0.0'	927.57
CR-254	7+05.35 "SWFB"	0.0'	927.45
CR-255	6+83.42 "SWFB"	2.5' RT	927.61
CR-256	6+93.49 "SWFB"	2.5' RT	927.50
CR-257	6+83.46 "SWFB"	3.2' RT	927.62
CR-258	6+84.02 "SWFB"	13.0' RT	927.78
CR-259	6+83.67 "SWFB"	7.0' RT	927.87
CR-260	6+94.31 "SWFB"	13.0' RT	927.67
CR-261	6+93.84 "SWFB"	7.0' RT	927.76

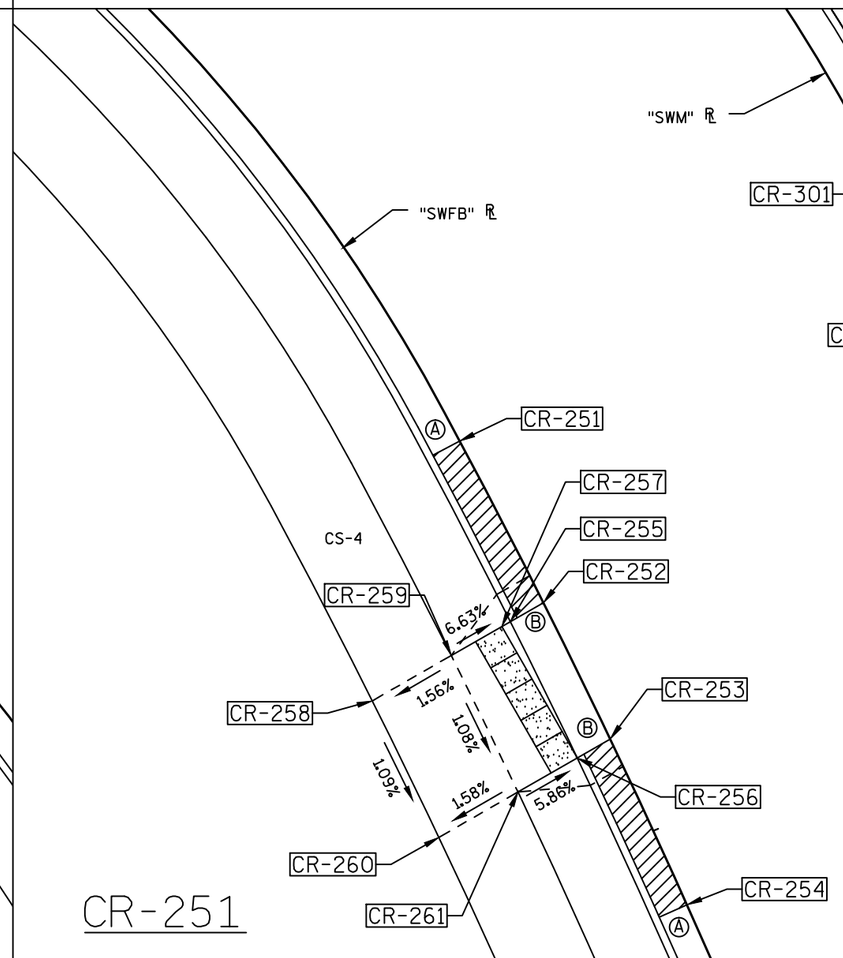
CR-301 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-301	11+32.86 "SWM"	0.0'	928.47
CR-302	11+44.94 "SWM"	0.0'	928.33
CR-303	11+55.16 "SWM"	0.0'	928.20
CR-304	11+67.67 "SWM"	0.0'	928.03
CR-305	11+44.54 "SWM"	2.5' LT	928.27
CR-306	11+54.54 "SWM"	2.5' LT	928.14
CR-307	11+54.07 "SWM"	4.5' LT	928.17
CR-308	11+53.41 "SWM"	7.4' LT	928.22
CR-309	11+43.85 "SWM"	7.1' LT	928.34
CR-310	71+73.61 "EBR"	0.0'	929.15
CR-311	71+85.62 "EBR"	0.0'	928.96

CR-301 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-312	71+95.61 "EBR"	0.0'	928.81
CR-313	72+07.62 "EBR"	0.0'	928.63
CR-314	71+95.69 "EBR"	2.5' RT	928.74
CR-315	71+85.62 "EBR"	2.5' RT	928.89

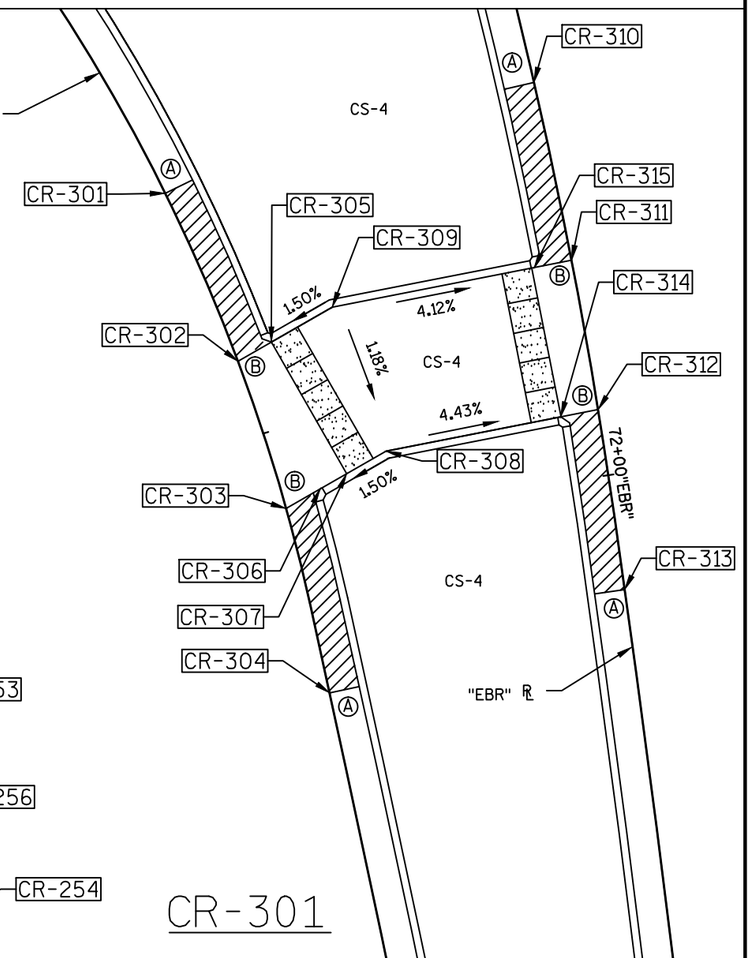
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CR-201



CR-251



CR-301

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 29	E

2

CR-351 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-351	213+76.27 "SB"	0.0'	929.51
CR-352	213+63.69 "SB"	0.0'	929.32
CR-353	213+53.59 "SB"	0.0'	929.17
CR-354	213+41.13 "SB"	0.0'	928.98
CR-355	213+63.69 "SB"	2.5' RT	929.25
CR-356	213+53.74 "SB"	2.5' RT	929.10
CR-357	213+53.77 "SB"	3.0' RT	929.10
CR-358	213+54.23 "SB"	10.8' RT	929.25
CR-359	213+64.03 "SB"	13.3' RT	929.41
CR-360	213+77.06 "NB"	0.0'	929.40

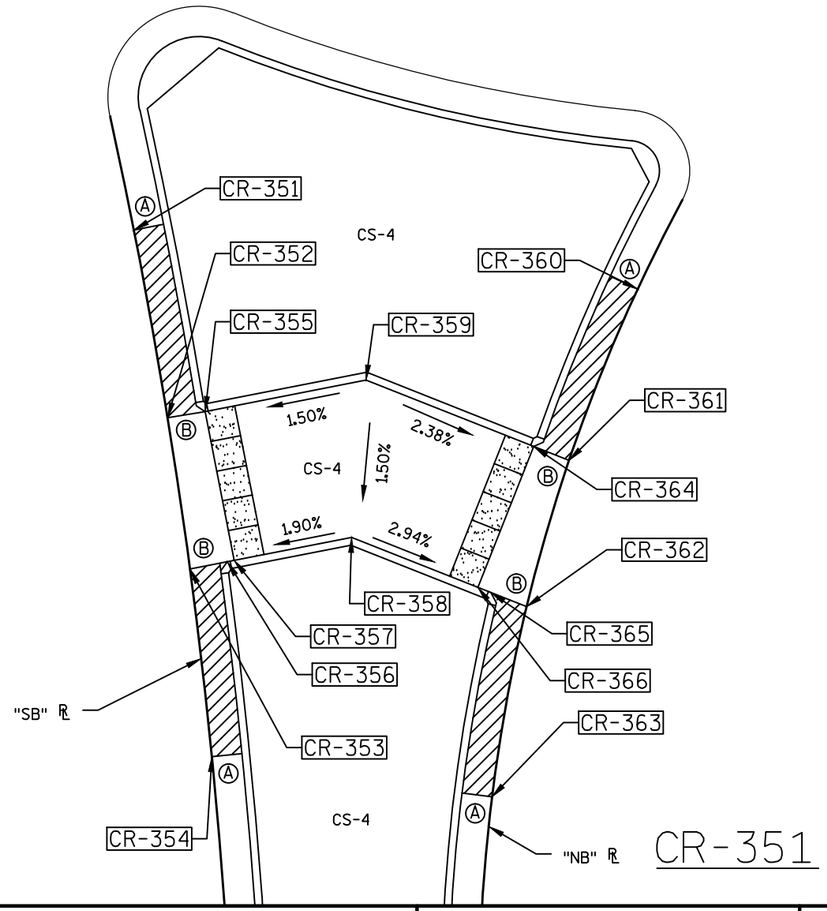
CR-351 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-361	213+64.87 "NB"	0.0'	929.20
CR-362	213+54.82 "NB"	0.0'	929.04
CR-363	213+42.06 "NB"	0.0'	928.84
CR-364	213+65.00 "NB"	2.5' LT	929.13
CR-365	213+55.17 "NB"	2.5' LT	928.98
CR-366	213+55.29 "NB"	3.4' LT	928.99

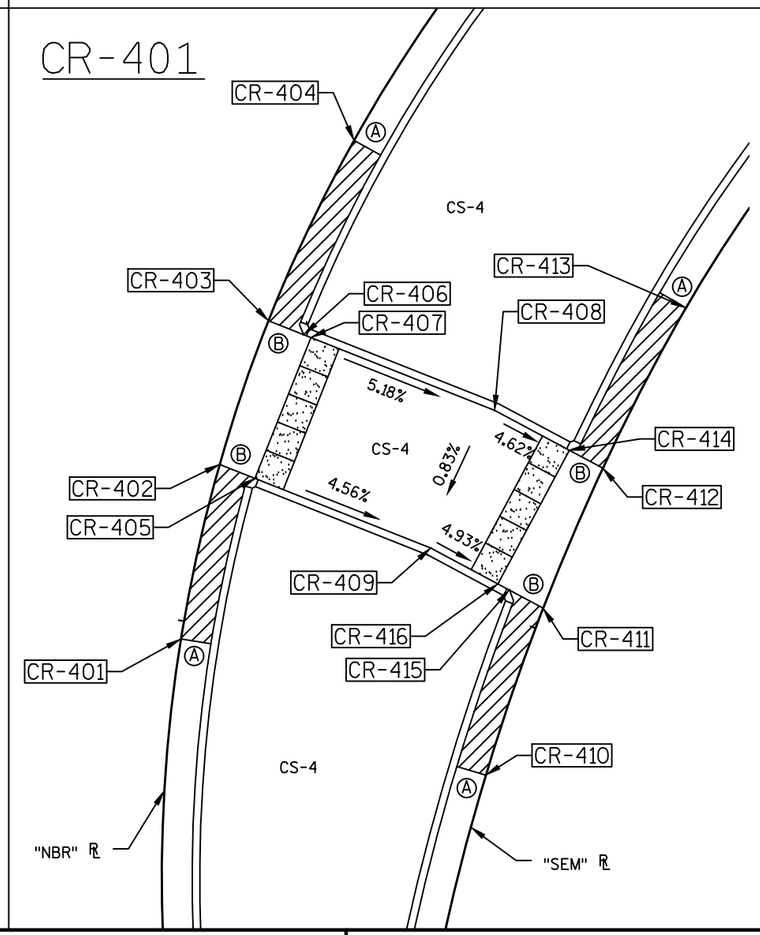
CR-401 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-401	80+48.81 "NBR"	0.0'	928.16
CR-402	80+60.61 "NBR"	0.0' RT	928.38
CR-403	80+70.62 "NBR"	0.0'	928.58
CR-404	80+83.81 "NBR"	0.0'	928.86
CR-405	80+60.35 "NBR"	2.5' RT	928.31
CR-406	80+70.62 "NBR"	2.5' RT	928.51
CR-407	80+70.62 "NBR"	3.0' RT	928.50
CR-408	80+70.62 "NBR"	16.0' RT	927.82
CR-409	80+58.85 "NBR"	14.9' RT	927.74
CR-410	15+39.77 "SEM"	0.0'	927.43

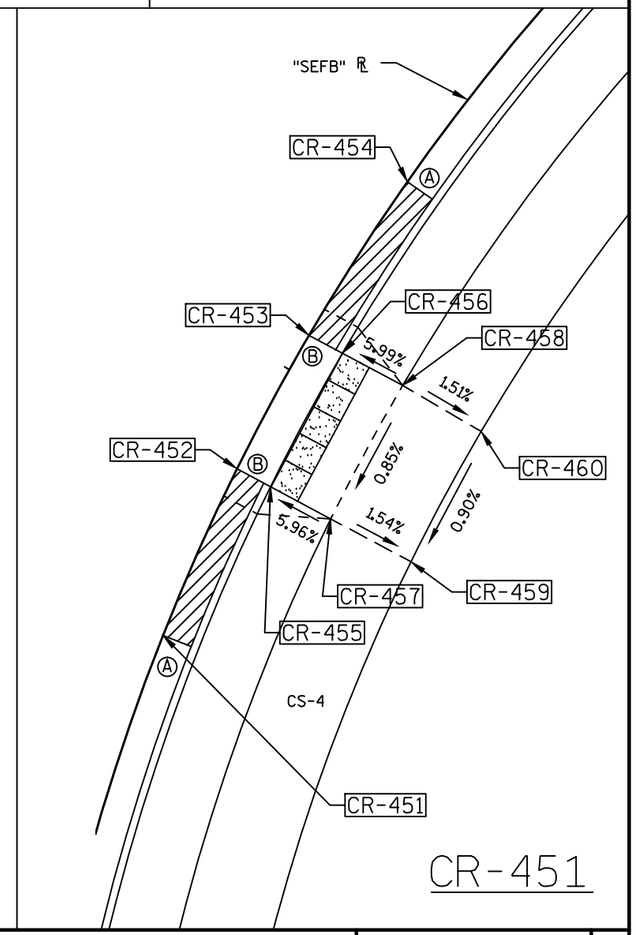
CR-401 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-411	15+51.43 "SEM"	0.0'	927.55
CR-412	15+61.47 "SEM"	0.0'	927.63
CR-413	15+73.38 "SEM"	0.0'	927.72
CR-414	15+61.60 "SEM"	2.5' LT	927.56
CR-415	15+51.73 "SEM"	2.5' LT	927.48
CR-416	15+51.83 "SEM"	3.4' LT	927.49

CR-451 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-451	4+30.57 "SEFB"	0.0'	926.92
CR-452	4+42.60 "SEFB"	0.0'	927.03
CR-453	4+52.60 "SEFB"	0.0'	927.12
CR-454	4+64.65 "SEFB"	0.0'	927.19
CR-455	4+42.52 "SEFB"	2.5' RT	926.96
CR-456	4+52.70 "SEFB"	2.5' RT	927.04
CR-457	4+42.37 "SEFB"	7.0' RT	927.23
CR-458	4+52.88 "SEFB"	7.0' RT	927.31
CR-459	4+42.15 "SEFB"	13.0' RT	927.13
CR-460	4+52.88 "SEFB"	13.0' RT	927.22

2







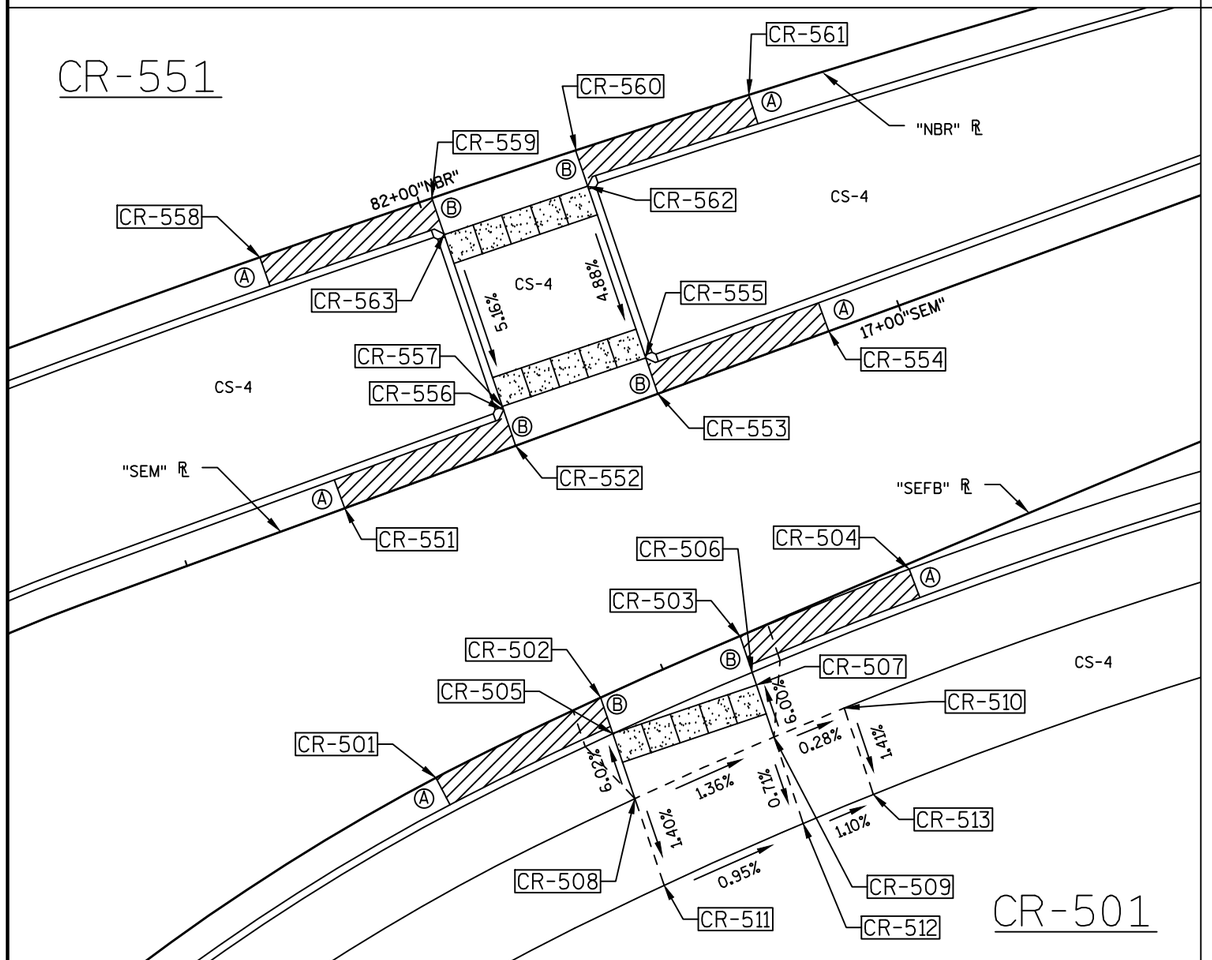
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 30	E

2

CR-501 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-501	5+33.39 "SEFB"	0.0'	927.15
CR-502	5+45.49 "SEFB"	0.0'	927.06
CR-503	5+55.53 "SEFB"	0.0' RT	926.96
CR-504	5+67.54 "SEFB"	0.3' RT	926.82
CR-505	5+45.22 "SEFB"	2.5' RT	926.99
CR-506	5+55.33 "SEFB"	2.5' RT	926.89
CR-507	5+55.26 "SEFB"	3.4' RT	926.91
CR-508	5+44.73 "SEFB"	7.0' RT	927.26
CR-509	5+54.97 "SEFB"	7.0' RT	927.12
CR-510	5+59.98 "SEFB"	7.1' RT	927.11
CR-511	5+44.06 "SEFB"	13.0' RT	927.18
CR-512	5+54.49 "SEFB"	13.0' RT	927.08
CR-513	5+59.50 "SEFB"	13.1' RT	927.02

CR-551 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-551	16+61.07 "SEM"	0.0'	927.50
CR-552	16+73.08 "SEM"	0.0'	927.39
CR-553	16+83.08 "SEM"	0.0'	927.29
CR-554	16+95.08 "SEM"	0.0'	927.14
CR-555	16+83.13 "SEM"	2.5' LT	927.21
CR-556	16+73.14 "SEM"	2.5' LT	927.32
CR-557	16+73.14 "SEM"	2.7' LT	927.32
CR-558	81+88.87 "NBR"	0.0'	928.19
CR-559	82+00.87 "NBR"	0.0'	928.01
CR-560	82+10.89 "NBR"	0.0'	927.87
CR-561	82+22.87 "NBR"	0.0'	927.69
CR-562	82+10.89 "NBR"	2.5' RT	927.80
CR-563	82+00.87 "NBR"	2.5' RT	927.94

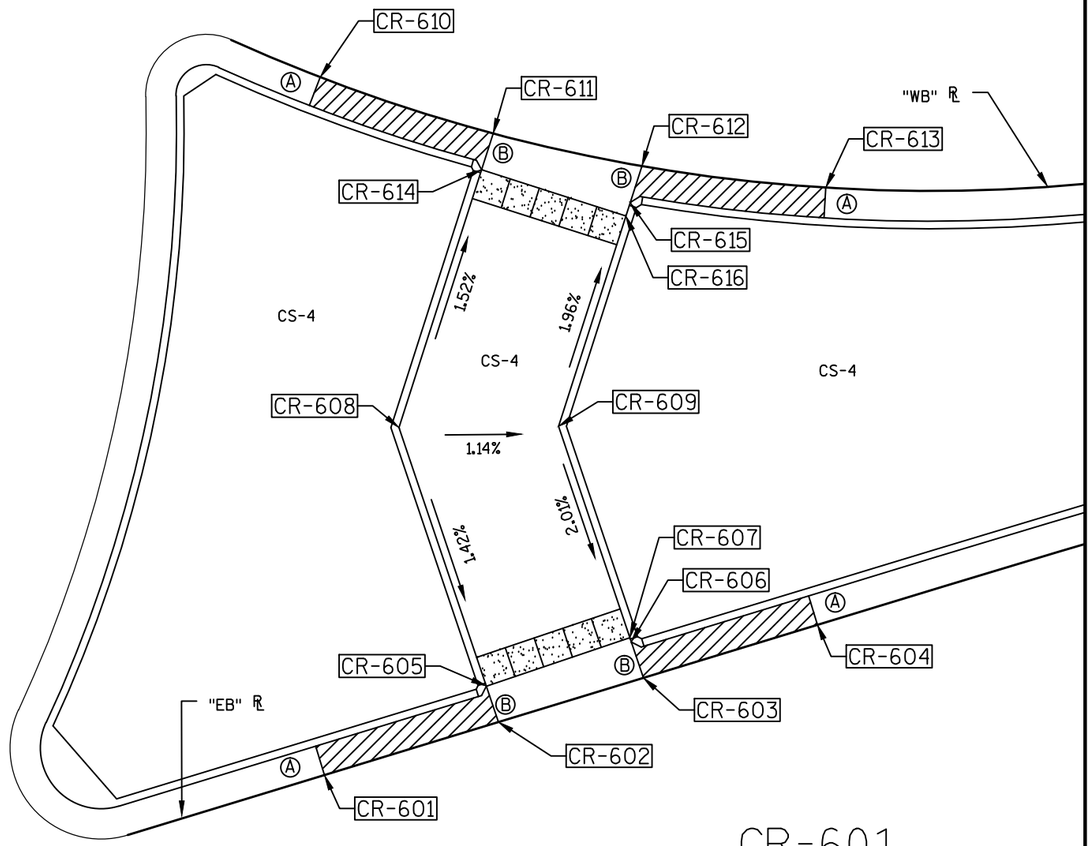
CR-551



CR-601 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-601	117+38.93 "EB"	0.0'	928.69
CR-602	117+50.93 "EB"	0.0'	928.51
CR-603	117+60.94 "EB"	0.0'	928.36
CR-604	117+72.94 "EB"	0.0'	928.18
CR-605	117+50.86 "EB"	2.5' LT	928.44
CR-606	117+60.86 "EB"	2.5' LT	928.29
CR-607	117+60.85 "EB"	2.8' LT	928.30
CR-608	117+50.32 "EB"	20.5' LT	928.71
CR-609	117+60.41 "EB"	17.5' LT	928.59
CR-610	117+35.76 "WB"	0.0'	928.69
CR-611	117+47.77 "WB"	0.0'	928.51
CR-612	117+57.82 "WB"	0.0'	928.36
CR-613	117+70.05 "WB"	0.0'	928.18

CR-601 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-614	117+47.65 "WB"	2.5' RT	928.44
CR-615	117+57.48 "WB"	2.5' RT	928.29
CR-616	117+57.36 "WB"	3.4' RT	928.31

2



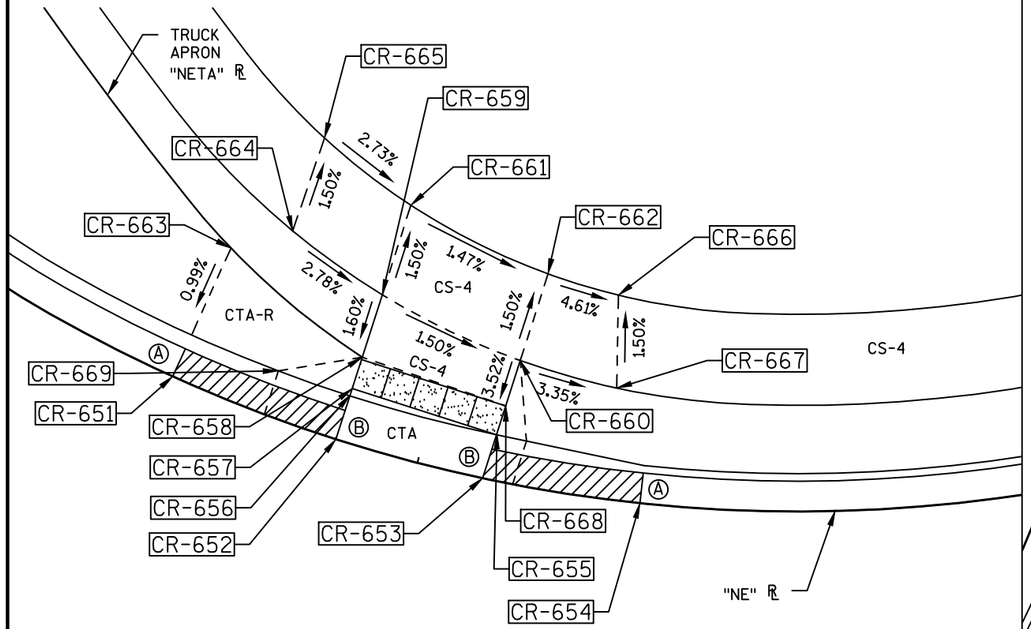
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 31	E

CR-651 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-651	92+32.86 "NE"	0.0'	928.12
CR-652	92+44.41 "NE"	0.0'	927.89
CR-653	92+54.42 "NE"	0.0' LT	927.71
CR-654	92+64.94 "NE"	0.0'	927.52
CR-655	92+54.74 "NE"	3.1' LT	927.63
CR-656	92+44.41 "NE"	3.1' LT	927.82
CR-657	92+44.41 "NE"	3.5' LT	927.83
CR-658	92+44.41 "NE"	5.7' LT	927.86
CR-659	92+44.41 "NE"	10.0' LT	927.93
CR-660	92+55.31 "NE"	8.1' LT	927.78
CR-661	92+44.41 "NE"	16.2' LT	927.84
CR-662	92+56.07 "NE"	14.1' LT	927.69
CR-663	92+32.86 "NE"	9.3' LT	928.39
CR-664	92+36.55 "NE"	11.9' LT	928.13
CR-665	92+36.09 "NE"	18.4' LT	928.04
CR-666	92+61.64 "NE"	13.5' LT	927.47
CR-667	92+62.43 "NE"	7.4' LT	927.56
CR-668	92+54.95 "NE"	5.0' LT	927.67
CR-669	92+39.25 "NE"	3.0' LT	928.24

CR-751 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-751	215+94.17 "NB"	0.0'	929.30
CR-752	216+06.19 "NB"	0.0'	929.43
CR-753	216+16.22 "NB"	0.0'	929.54
CR-754	216+28.27 "NB"	0.0'	929.67
CR-755	216+06.02 "NB"	2.5' LT	929.36
CR-756	216+16.04 "NB"	2.5' LT	929.46
CR-757	216+15.99 "NB"	3.2' LT	929.47
CR-758	216+05.02 "NB"	17.0' LT	929.56
CR-759	216+15.19 "NB"	14.9' LT	929.65
CR-760	216+03.56 "SB"	0.0'	929.74
CR-761	216+13.60 "SB"	0.0'	929.86
CR-762	216+03.46 "SB"	2.5' RT	929.78
CR-763	216+13.26 "SB"	2.5' RT	929.90
CR-764	216+13.14 "SB"	3.4' RT	929.89

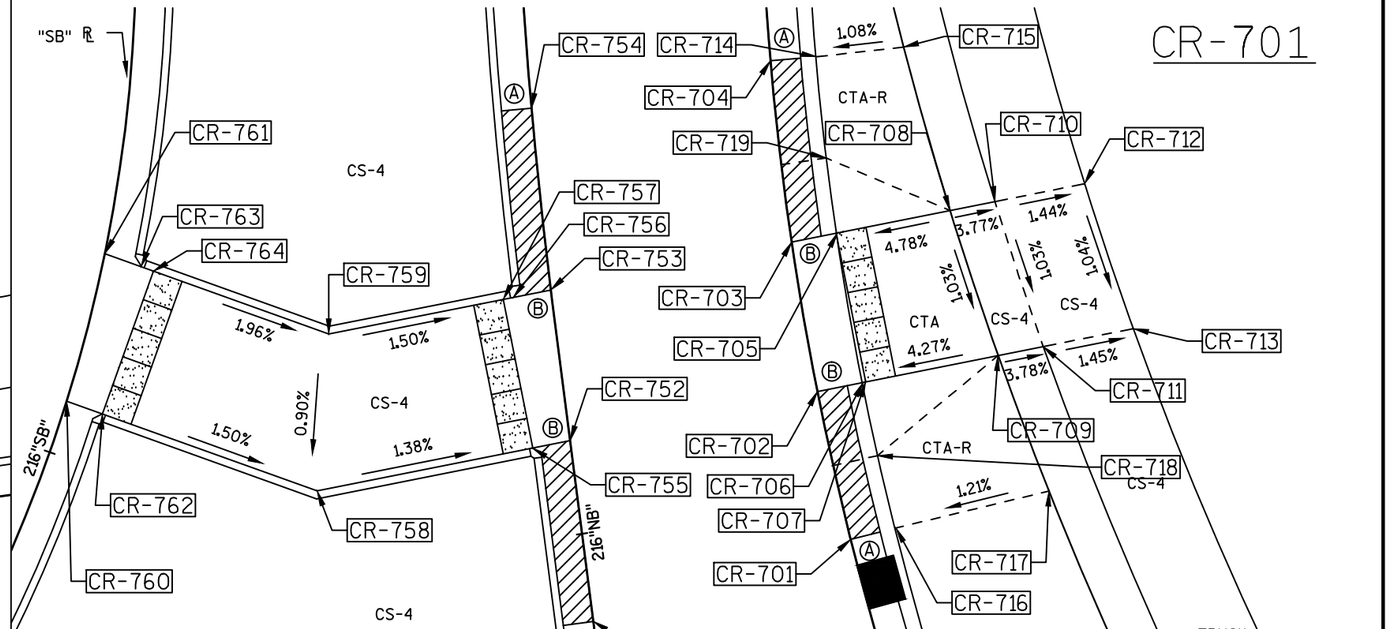
CR-701 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-701	91+41.53 "NE"	0.0'	928.98
CR-702	91+31.52 "NE"	0.0'	929.11
CR-703	91+21.52 "NE"	0.0'	929.23
CR-704	91+09.48 "NE"	0.0'	929.37
CR-705	91+21.37 "NE"	3.1' LT	929.16
CR-706	91+31.52 "NE"	3.1' LT	929.04
CR-707	91+31.52 "NE"	3.3' LT	929.04
CR-708	91+20.96 "NE"	10.6' LT	929.52
CR-709	91+31.52 "NE"	12.2' LT	929.42
CR-710	91+20.79 "NE"	13.7' LT	929.41
CR-711	91+31.52 "NE"	15.2' LT	929.30
CR-712	91+20.43 "NE"	19.7' LT	929.32
CR-713	91+31.52 "NE"	21.3' LT	929.22
CR-714	91+09.48 "NE"	3.1' LT	929.57
CR-715	91+09.33 "NE"	8.8' LT	929.64
CR-716	91+41.53 "NE"	3.1' LT	929.19
CR-717	91+41.63 "NE"	13.5' LT	929.31
CR-718	91+36.52 "NE"	3.0' LT	929.30
CR-719	91+16.29 "NE"	3.0' LT	929.54

2



PROVIDE CONCRETE ROUNDABOUT TRUCK APRON FROM CR-658 TO CR-668 TO BACK OF CURB

CR-651



CR-751

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 32	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\021102_CD CURB RAMPS.DWG
LAYOUT NAME - 021101_ID - 021101A_ID
PLOT DATE : 5/18/2017 12:42 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

CR-851 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-851	2+12.59 "NWPB"	0.0'	929.33
CR-852	2+14.09 "NWPB"	0.0'	929.33
CR-853	2+24.09 "NWPB"	0.0'	929.36
CR-854	2+27.09 "NWPB"	0.0'	929.37
CR-855	2+14.03 "NWPB"	2.5' LT	929.26
CR-856	2+24.03 "NWPB"	2.5' LT	929.29
CR-857	2+24.03 "NWPB"	2.7' LT	929.29
CR-858	2+13.92 "NWPB"	7.0' LT	929.53
CR-859	2+23.93 "NWPB"	7.0' LT	929.55
CR-860	2+13.79 "NWPB"	13.0' LT	929.44
CR-861	2+23.79 "NWPB"	13.0' LT	929.46

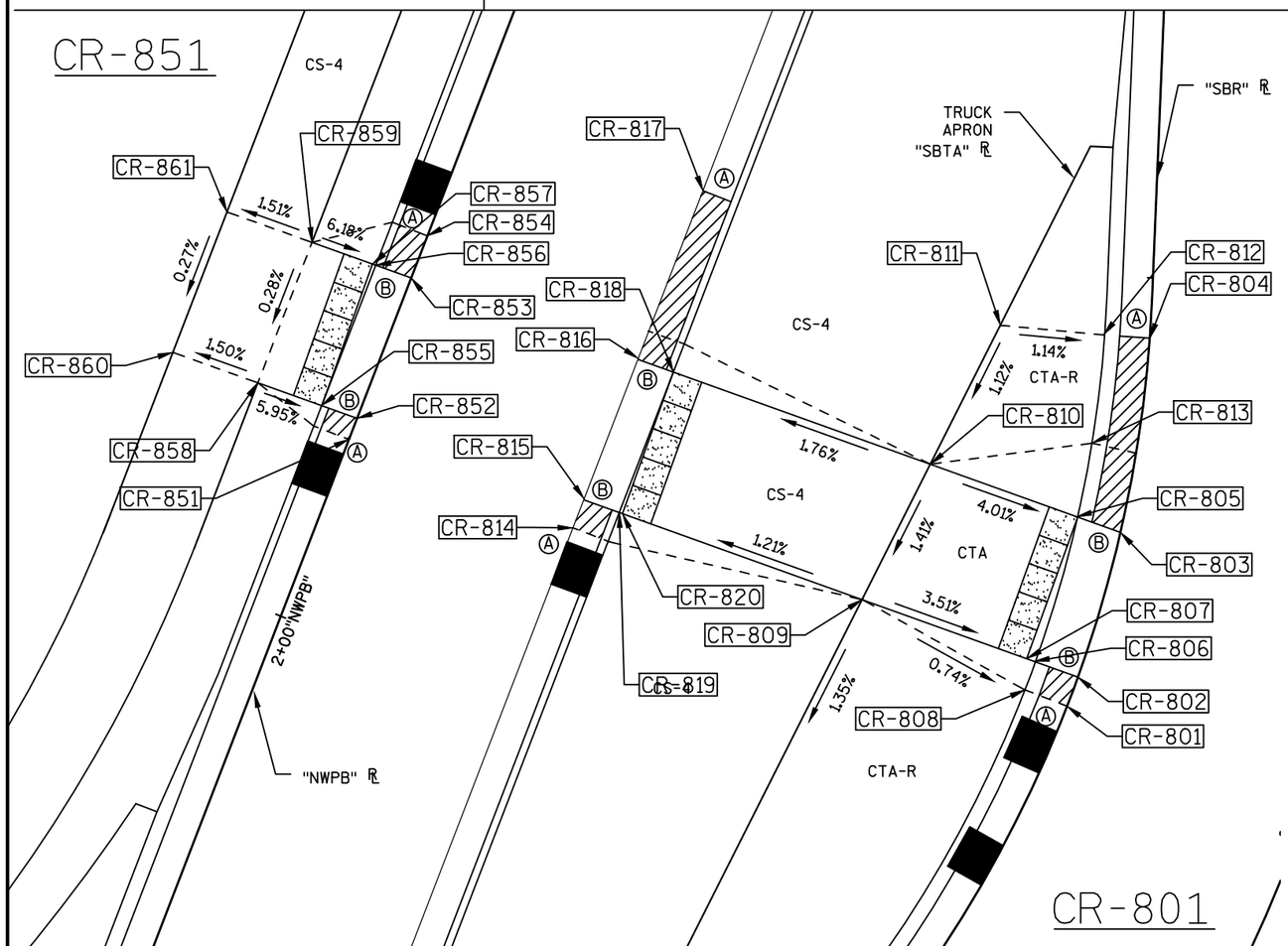
CR-801 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-801	61+20.82 "SBR"	0.0'	929.42
CR-802	61+22.89 "SBR"	0.0'	929.44
CR-803	61+32.91 "SBR"	0.0' LT	929.58
CR-804	61+45.98 "SBR"	0.0'	929.76
CR-805	61+33.28 "SBR"	3.1' LT	929.51
CR-806	61+22.89 "SBR"	3.1' LT	929.37
CR-807	61+22.89 "SBR"	3.6' LT	929.38
CR-808	61+20.82 "SBR"	3.0' LT	929.67
CR-809	61+22.89 "SBR"	15.2' LT	929.79
CR-810	61+34.79 "SBR"	13.3' LT	929.93
CR-811	61+46.13 "SBR"	10.0' LT	930.04

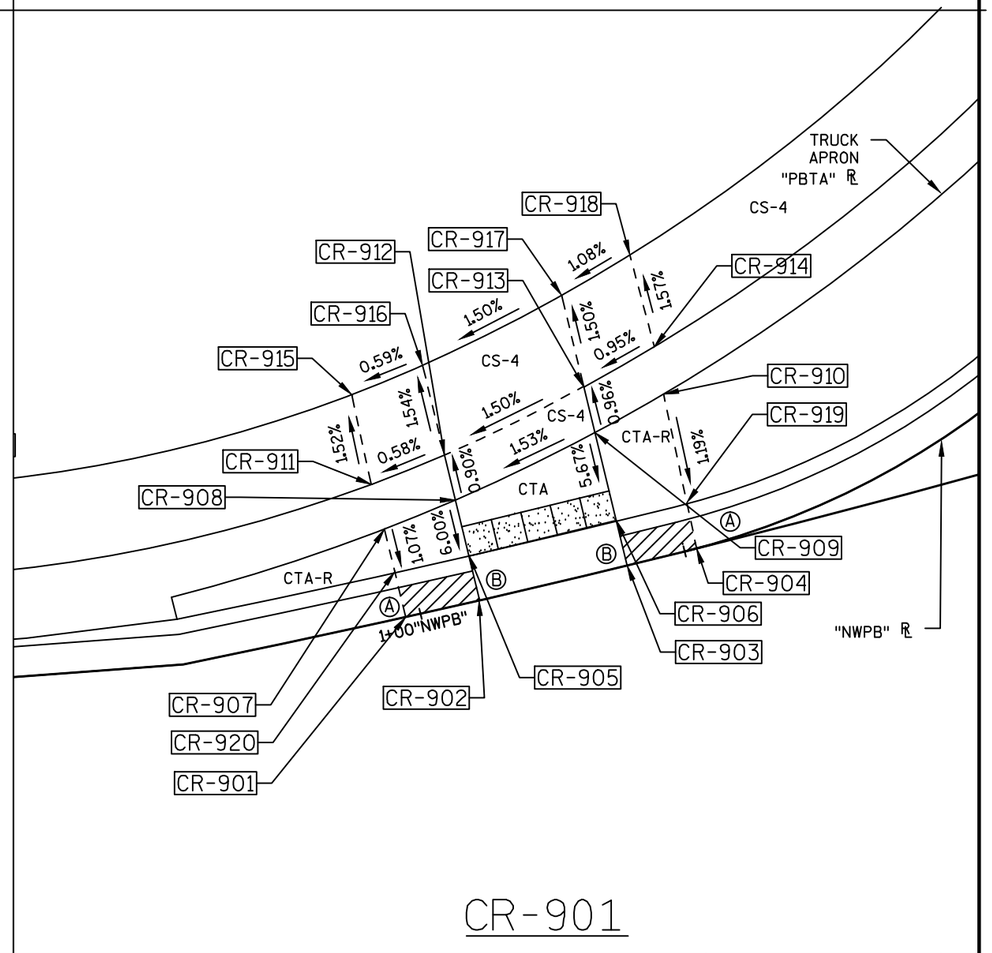
CR-801 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-812	61+45.98 "SBR"	3.1' LT	929.96
CR-813	61+38.47 "SBR"	3.0' LT	929.91
CR-814	2+12.46 "NWPB"	16.0' RT	929.65
CR-815	2+14.52 "NWPB"	16.0' RT	929.65
CR-816	2+24.52 "NWPB"	16.0' RT	929.68
CR-817	2+36.47 "NWPB"	16.0' RT	929.76
CR-818	2+24.52 "NWPB"	18.5' RT	929.61
CR-819	2+14.52 "NWPB"	18.5' RT	929.58
CR-820	2+14.52 "NWPB"	18.7' RT	929.58

CR-901 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-901	0+92.00 "NWPB"	0.0'	929.41
CR-902	1+03.96 "NWPB"	0.0'	929.43
CR-903	1+14.00 "NWPB"	0.0'	929.47
CR-904	1+26.03 "NWPB"	0.0'	929.71
CR-905	1+03.96 "NWPB"	3.1' LT	929.36
CR-906	1+14.00 "NWPB"	3.1' LT	929.41
CR-907	0+98.89 "NWPB"	6.0' LT	929.65
CR-908	1+03.91 "NWPB"	6.8' LT	929.59
CR-909	1+14.00 "NWPB"	9.0' LT	929.74
CR-910	1+19.32 "NWPB"	10.4' LT	929.78
CR-911	0+98.68 "NWPB"	9.0' LT	929.53

CR-901 POINTS			
POINT	STATION	OFFSET	ELEVATION
CR-912	1+03.88 "NWPB"	9.9' LT	929.56
CR-913	1+14.00 "NWPB"	12.1' LT	929.71
CR-914	1+19.64 "NWPB"	13.6' LT	929.66
CR-915	0+98.71 "NWPB"	15.1' LT	929.44
CR-916	1+03.80 "NWPB"	16.0' LT	929.46
CR-917	1+14.00 "NWPB"	18.3' LT	929.62
CR-918	1+19.77 "NWPB"	19.8' LT	929.56
CR-919	1+18.87 "NWPB"	3.1' LT	929.69
CR-920	0+98.94 "NWPB"	3.1' LT	929.62

2

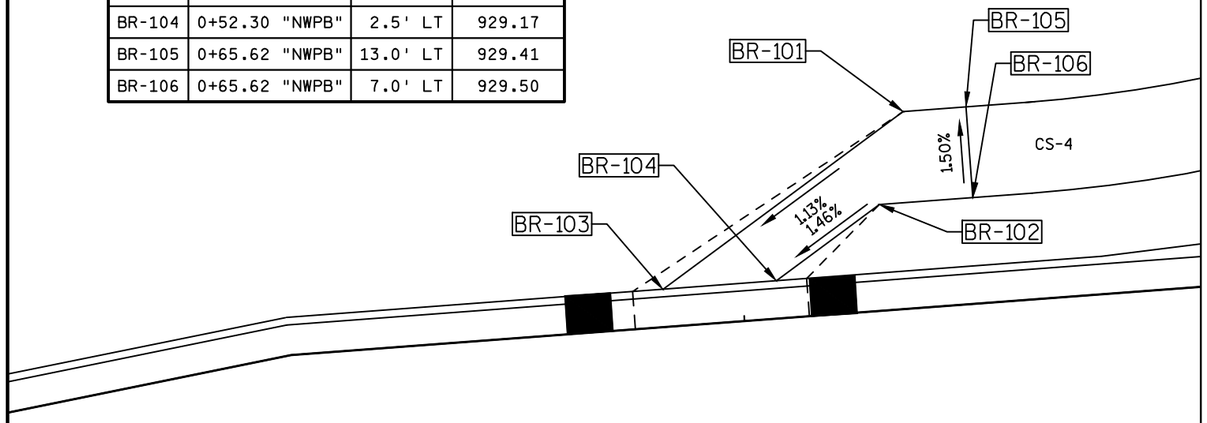




PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 33	E

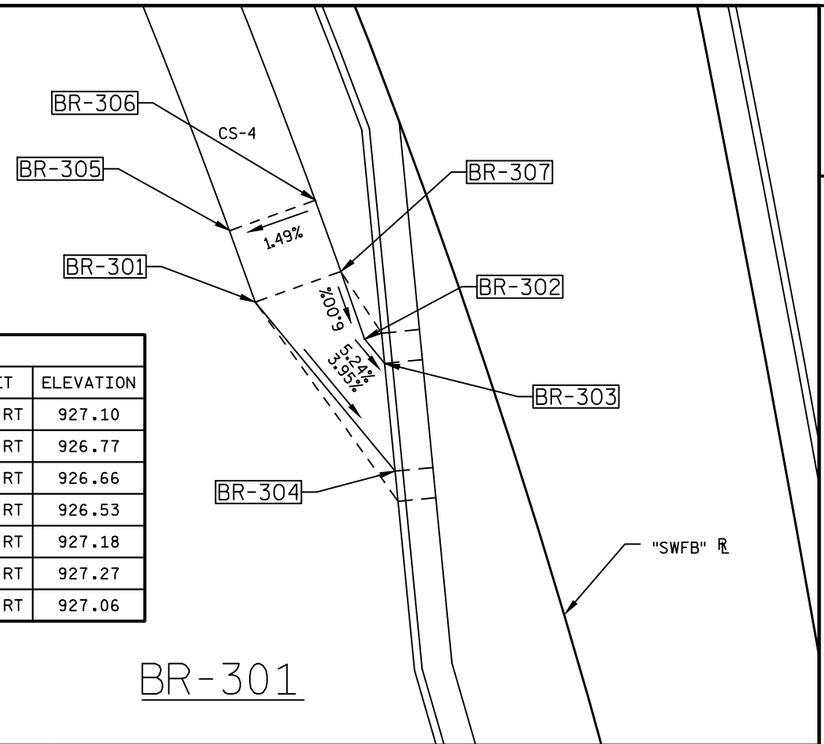
2

BR-101 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-101	0+61.47 "NWPB"	13.0' LT	929.40
BR-102	0+59.45 "NWPB"	7.0' LT	929.30
BR-103	0+44.79 "NWPB"	2.5' LT	929.18
BR-104	0+52.30 "NWPB"	2.5' LT	929.17
BR-105	0+65.62 "NWPB"	13.0' LT	929.41
BR-106	0+65.62 "NWPB"	7.0' LT	929.50



BR-101

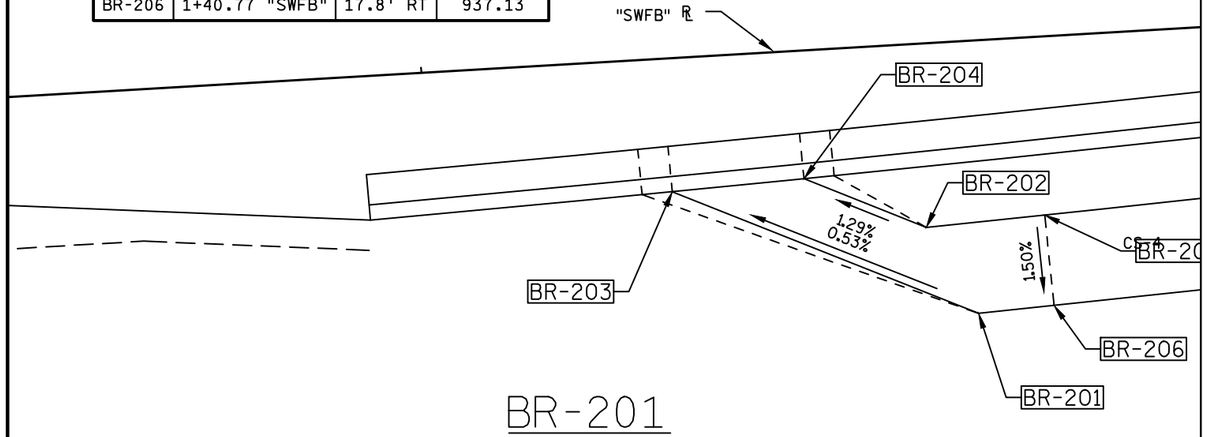
BR-301 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-301	7+45.57 "SWFB"	13.0' RT	927.10
BR-302	7+50.34 "SWFB"	7.0' RT	926.77
BR-303	7+52.33 "SWFB"	6.3' RT	926.66
BR-304	7+59.39 "SWFB"	7.8' RT	926.53
BR-305	7+40.44 "SWFB"	13.0' RT	927.18
BR-306	7+40.50 "SWFB"	7.0' RT	927.27
BR-307	7+45.57 "SWFB"	7.0' RT	927.06



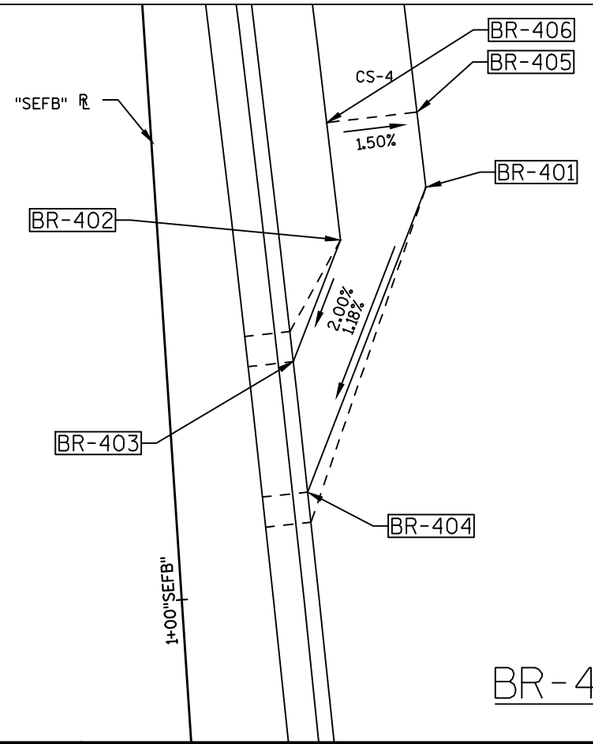
BR-301

2

BR-201 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-201	1+35.78 "SWFB"	18.0' RT	937.17
BR-202	1+32.66 "SWFB"	12.1' RT	937.10
BR-203	1+16.07 "SWFB"	8.8' RT	937.06
BR-204	1+24.79 "SWFB"	8.5' RT	936.99
BR-205	1+40.51 "SWFB"	11.8' RT	937.22
BR-206	1+40.77 "SWFB"	17.8' RT	937.13



BR-201

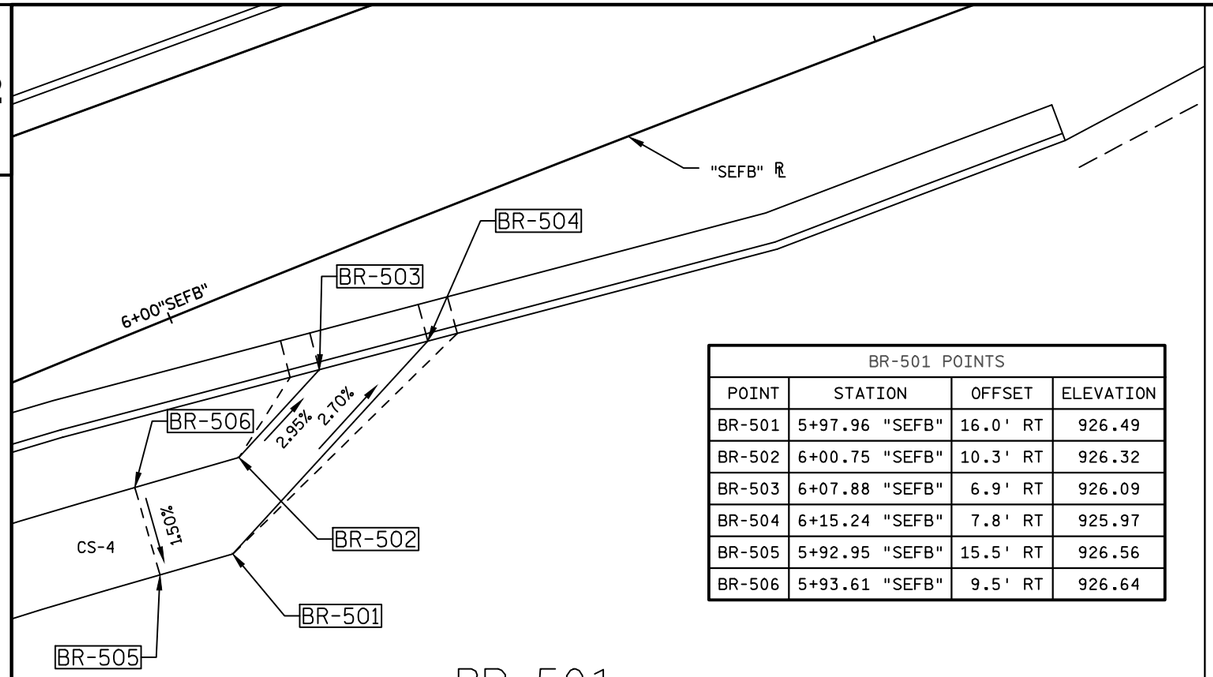


BR-401

BR-401 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-401	1+26.08 "SEFB"	17.9' RT	926.50
BR-402	1+22.99 "SEFB"	12.0' RT	926.42
BR-403	1+15.19 "SEFB"	8.4' RT	926.24
BR-404	1+06.54 "SEFB"	8.8' RT	926.25
BR-405	1+31.08 "SEFB"	17.6' RT	926.50
BR-406	1+30.78 "SEFB"	11.6' RT	926.61

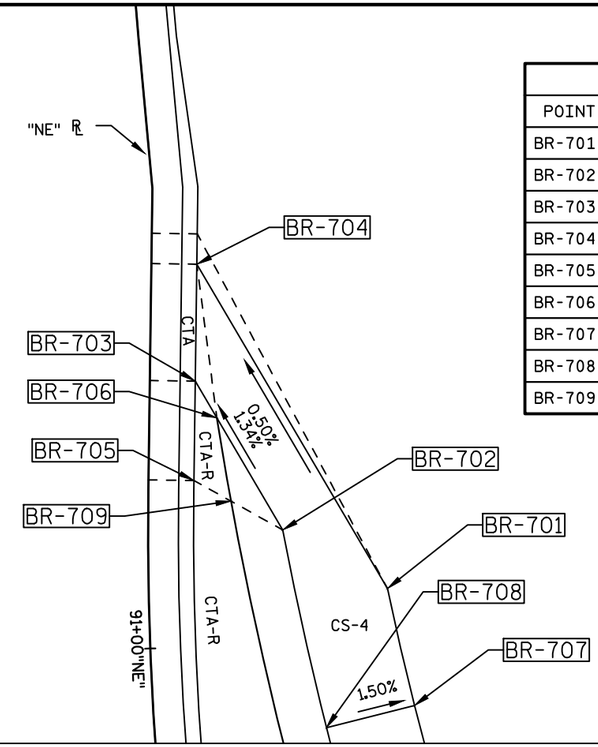
PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - BIKE RAMP DETAILS	SHEET 34	E

2



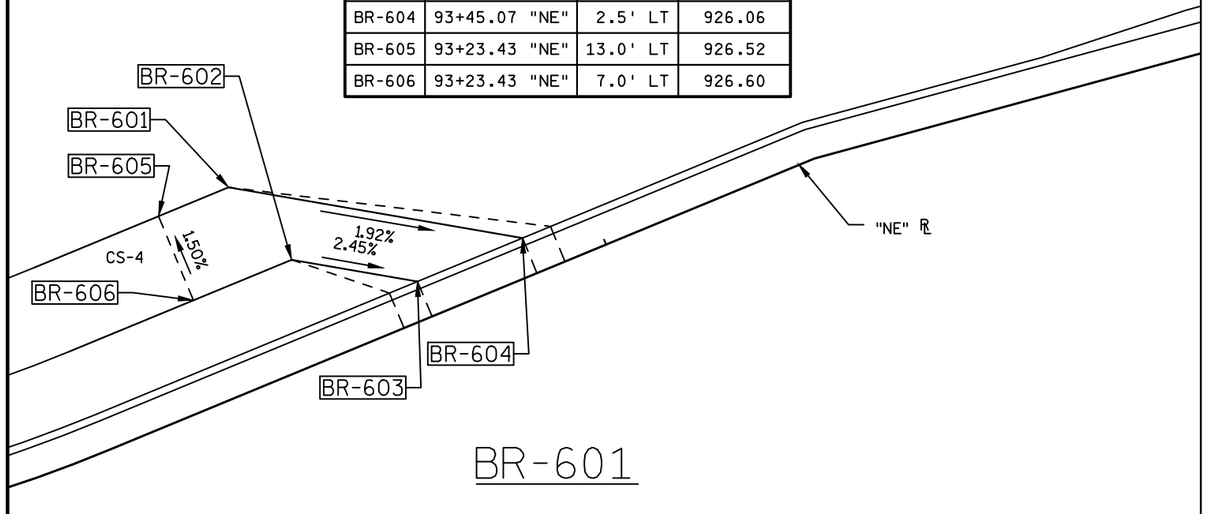
BR-501

BR-501 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-501	5+97.96 "SEFB"	16.0' RT	926.49
BR-502	6+00.75 "SEFB"	10.3' RT	926.32
BR-503	6+07.88 "SEFB"	6.9' RT	926.09
BR-504	6+15.24 "SEFB"	7.8' RT	925.97
BR-505	5+92.95 "SEFB"	15.5' RT	926.56
BR-506	5+93.61 "SEFB"	9.5' RT	926.64



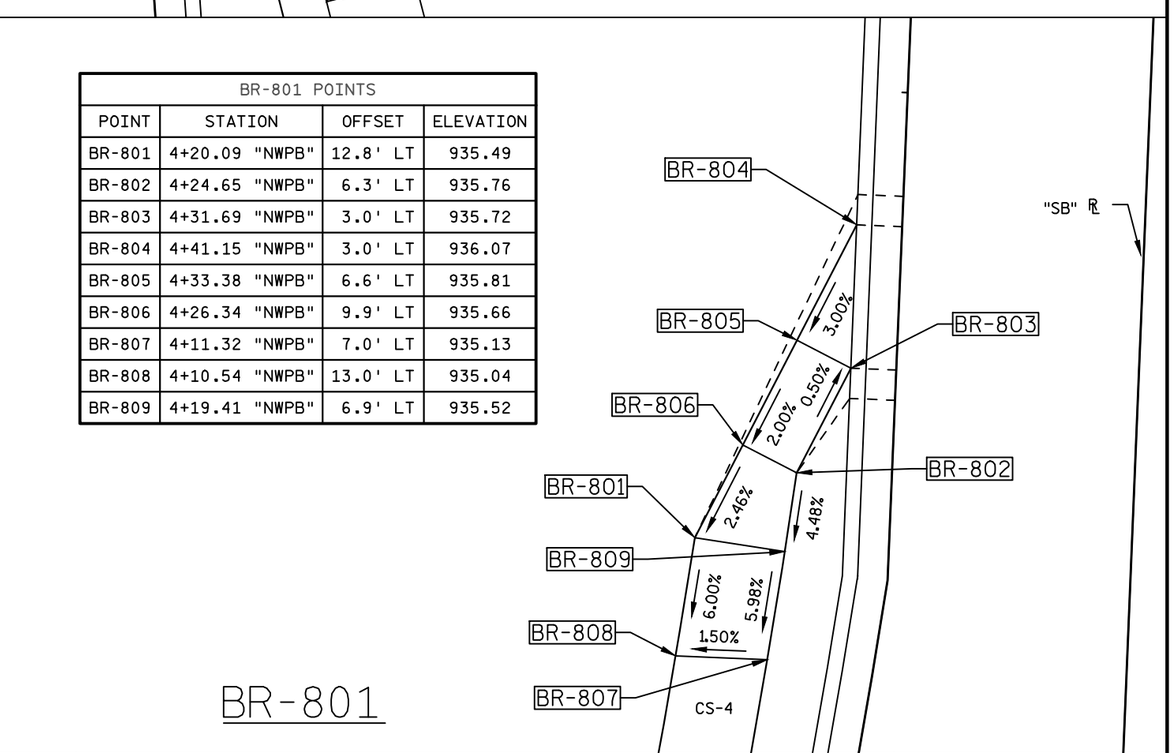
BR-701

BR-701 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-701	90+96.36 "NE"	15.8' LT	929.80
BR-702	90+92.17 "NE"	8.9' LT	929.71
BR-703	90+82.32 "NE"	3.0' LT	929.56
BR-704	90+74.60 "NE"	3.0' LT	929.67
BR-705	90+88.87 "NE"	3.0' LT	929.76
BR-706	90+84.72 "NE"	4.5' LT	929.60
BR-707	91+04.85 "NE"	17.2' LT	929.46
BR-708	91+06.00 "NE"	11.3' LT	929.55
BR-709	90+90.22 "NE"	5.5' LT	929.74



BR-601

BR-601 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-601	93+28.43 "NE"	13.0' LT	926.44
BR-602	93+30.44 "NE"	7.0' LT	926.40
BR-603	93+37.57 "NE"	2.5' LT	926.19
BR-604	93+45.07 "NE"	2.5' LT	926.06
BR-605	93+23.43 "NE"	13.0' LT	926.52
BR-606	93+23.43 "NE"	7.0' LT	926.60

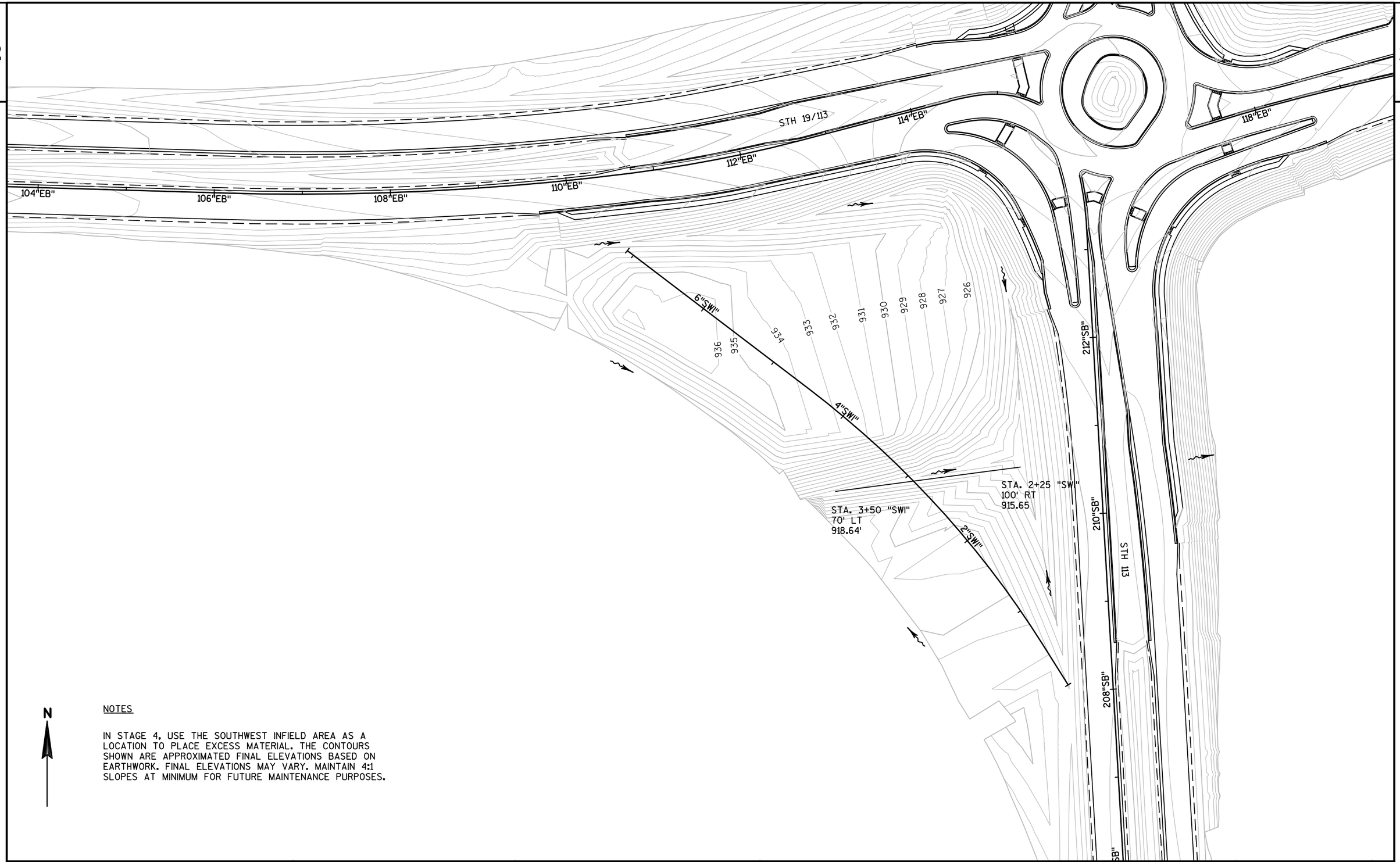


BR-801

BR-801 POINTS			
POINT	STATION	OFFSET	ELEVATION
BR-801	4+20.09 "NWPB"	12.8' LT	935.49
BR-802	4+24.65 "NWPB"	6.3' LT	935.76
BR-803	4+31.69 "NWPB"	3.0' LT	935.72
BR-804	4+41.15 "NWPB"	3.0' LT	936.07
BR-805	4+33.38 "NWPB"	6.6' LT	935.81
BR-806	4+26.34 "NWPB"	9.9' LT	935.66
BR-807	4+11.32 "NWPB"	7.0' LT	935.13
BR-808	4+10.54 "NWPB"	13.0' LT	935.04
BR-809	4+19.41 "NWPB"	6.9' LT	935.52

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - BIKE RAMP DETAILS	SHEET 35	E

2



NOTES

IN STAGE 4, USE THE SOUTHWEST INFIELD AREA AS A LOCATION TO PLACE EXCESS MATERIAL. THE CONTOURS SHOWN ARE APPROXIMATED FINAL ELEVATIONS BASED ON EARTHWORK. FINAL ELEVATIONS MAY VARY. MAINTAIN 4:1 SLOPES AT MINIMUM FOR FUTURE MAINTENANCE PURPOSES.

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - SOUTHWEST INFIELD CONTOUR MAP	SHEET 36	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\021001_CD CONTOUR.DWG
LAYOUT NAME - 021001_CD CONTOUR - 021001_CD CONTOUR
PLOT DATE : 4/19/2017 7:59 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

SOUTHBOUND APPROACH

222"SB"

220"SB"

4"NWPB"

218"SB"

218"NB"

NORTHBOUND EXIT

WESTBOUND APPROACH

NORTHWEST PARTIAL BYPASS

WESTBOUND EXIT

2"NWPB"

216"SB"

216"NB"

22'C"

CIRCLE

100"WB"

102"WB"

104"WB"

106"WB"

108"WB"

110"WB"

112"WB"

114"WB"

118"WB"

120"WB"

122"WB"

124"WB"

126"WB"

128"WB"

130"WB"

100"EB"

102"EB"

104"EB"

106"EB"

108"EB"

110"EB"

112"EB"

114"EB"

118"EB"

120"EB"

122"EB"

124"EB"

126"EB"

128"EB"

2"SWFB"

4"SWFB"

6"SWFB"

8"SEFB"

6"SEFB"

EASTBOUND EXIT

SOUTHWEST BYPASS

SOUTHEAST BYPASS

6"SWI"

4"SWI"

2"SWI"

4"SEFB"

212"SB"

212"NB"

210"SWFB"

210"SB"

210"NB"

21"SEFB"

208"SB"

208"NB"

206"SB"

206"NB"

204"SB"

204"NB"

EASTBOUND APPROACH

SOUTHWEST INFIELD

NORTHBOUND APPROACH

SOUTHBOUND EXIT

2

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	CONSTRUCTION DETAILS - MATCHLINE DETAIL	SHEET 37	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\021001_CD MATCHLINE.DWG
LAYOUT NAME - MATCHLINE SHEET - 021001A_ML

PLOT DATE : 4/11/2017 2:27 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:200 FT

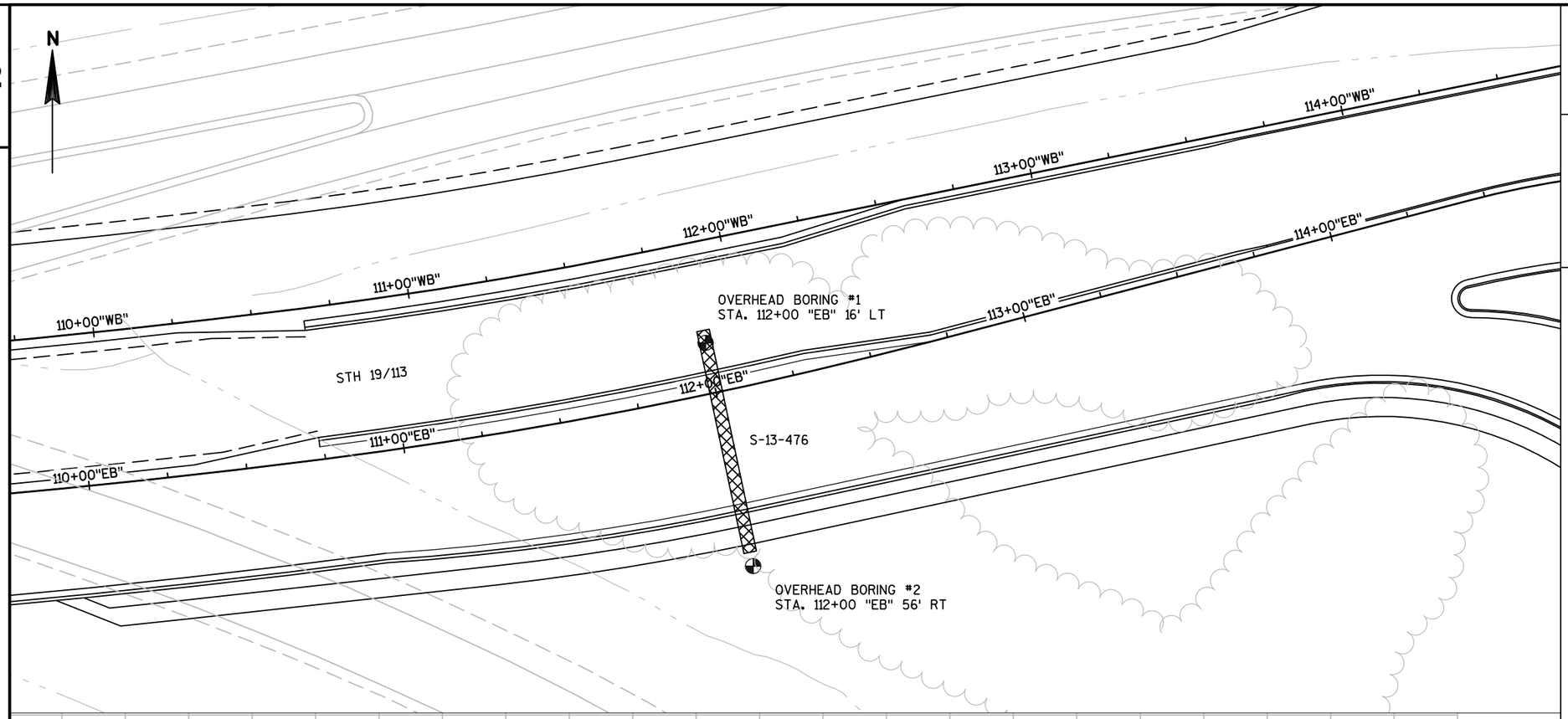
WISDOT/CADDS SHEET 42

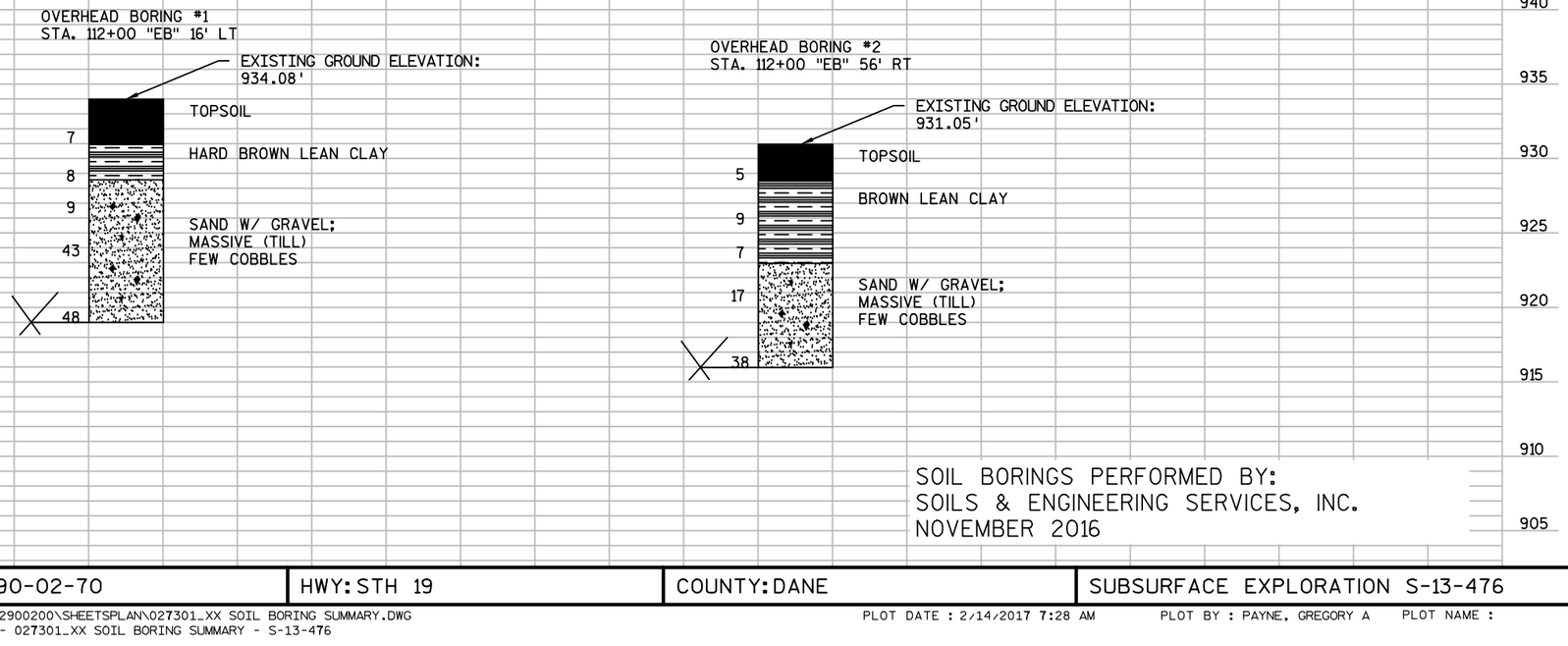
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ROADWAY SOIL BORING SUMMARY TABLE

BORING NO.	APPROX. STATION	APPROX. OFFSET (FT)	PAVEMENT STRUCTURE THICKNESS			
			ASPHALT (IN)	CONCRETE (IN)	BASE (IN)	BASE MATERIAL
B1	102+00 EB	18' RT	5	9*	19	BROWN FINE SAND W/ GRAVEL
B2	102+00 WB	6' LT	4.75	8.75*	21	BROWN FINE SAND
B3	108+50 EB	12' RT	---	---	30	LOOSE SILTY SAND
B4	108+50 WB	25' LT	---	---	30	LT. BROWN FINE SAND
B5	114+00 WB	0' LT	---	---	12	DARK BROWN LEAN CLAY
B6	23+30 C	0' LT	---	---	21	MEDIUM STIFF LEAN CLAY
B7	121+00 EB	0' LT	---	---	18	DARK BROWN LEAN CLAY W/ GRAVEL
B8	126+00 EB	20' RT	5.25	---	37	BROWN SILTY GRAVEL W/ SAND & CRUSHED DOLOMITE FILL
B9	131+00 WB	6' RT	2	7.5	48	BROWN SILTY SAND W/ GRAVEL
B10	201+00 NB	18' RT	3.5	11.5*	21	LT. GRAY SILTY GRAVEL W/SAND
B11	201+00 SB	6' LT	4.5	9.5*	22	LT. BROWN FINE SAND
B12	206+50 SB	0' LT	---	---	12	DARK GRAY SILT TOPSOIL
B13	209+00 NB	3' LT	5.5	6.75	21	BROWN SAND W/ GRAVEL
B14	211+00 SB	0' LT	---	---	24	DARK BROWN LEAN CLAY
B15	3+00 NWPB	6' RT	---	---	12	DARK BROWN SILT
B16	220+00 SB	6' RT	15	---	15	BROWN SILTY GRAVEL W/ SAND
B17	225+00 SB	6' LT	18	---	25	BROWN SILTY SAND W/ GRAVEL
B18	EX. NB STH 113 N 43°11' 26.2" W 089°24' 45.2"	6' RT	4.5	9.5*	18	BROWN FINE SAND FILL
B19	EX. NB STH 113 N 43°11' 28.4" W 089°24' 48.8"	6' LT	3.5	10.5*	22	BROWN FINE SAND FILL

*SOIL BORING LOGS INDICATE BASE MATERIAL CONTAINS RUBBLIZED CONCRETE FILL





SOIL BORINGS PERFORMED BY:
SOILS & ENGINEERING SERVICES, INC.
NOVEMBER 2016

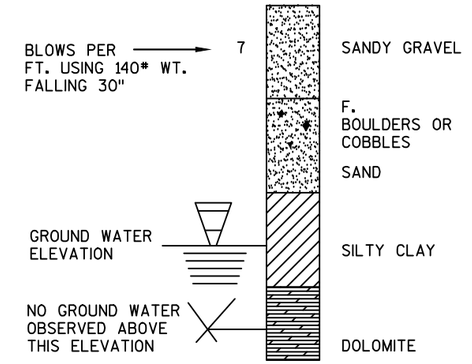
ABBREVIATIONS

F - FINE M - MEDIUM C - COARSE
WS - WEATHERED SO - SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, DOLOMITE

LEGEND OF BORING

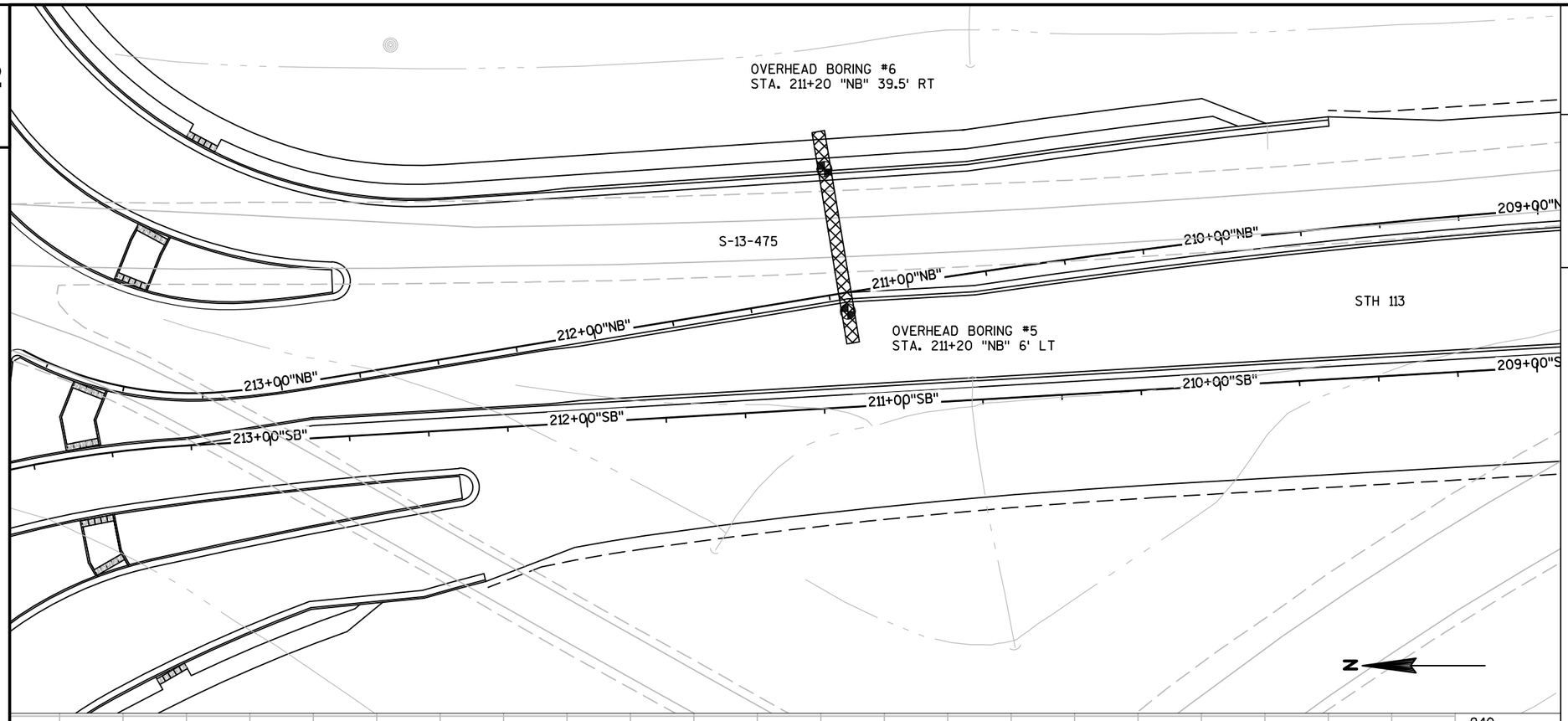


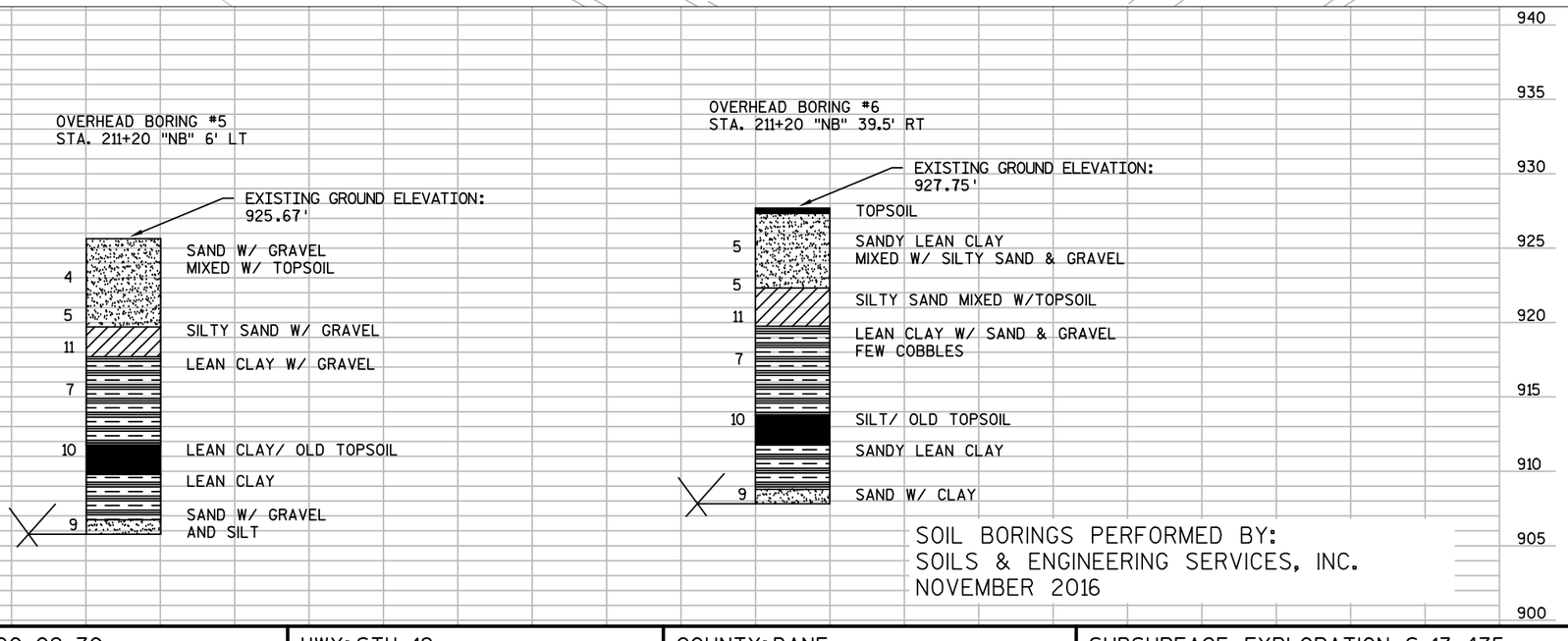
UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

TO OBTAIN RELATIVE DATA CONCERNING THE CHARACTER OF MATERIAL IN AND UPON WHICH THE FOUNDATION MIGHT BE BUILT, BORINGS WERE MADE AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING. THE DATA PRESENTED HEREIN REPRESENTS THE FINDINGS OF THE SUBSURFACE EXPLORATIONS MADE. HOWEVER, BECAUSE THE DEPTHS INVESTIGATED ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE AREA, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT CONDITIONS BELOW THE DEPTHS INVESTIGATED OR THAT THE CLASSIFICATION OF MATERIAL ENCOUNTERED IN THESE INVESTIGATIONS IS NECESSARILY TYPICAL OF THE ENTIRE SITE.

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	SUBSURFACE EXPLORATION S-13-476	SHEET 39	E





SOIL BORINGS PERFORMED BY:
SOILS & ENGINEERING SERVICES, INC.
NOVEMBER 2016

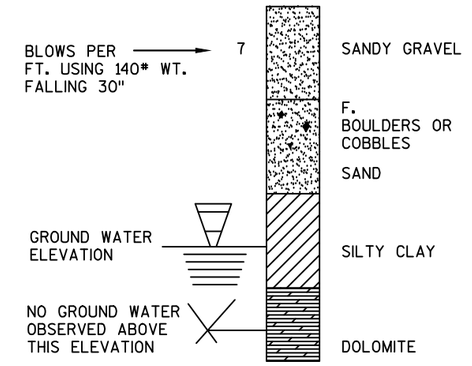
ABBREVIATIONS

F - FINE M - MEDIUM C - COARSE
WS - WEATHERED SO - SOUND

MATERIAL SYMBOLS

TOPSOIL SILT SANDSTONE
SAND PEAT LIMESTONE
GRAVEL CLAY DOLOMITE

LEGEND OF BORING

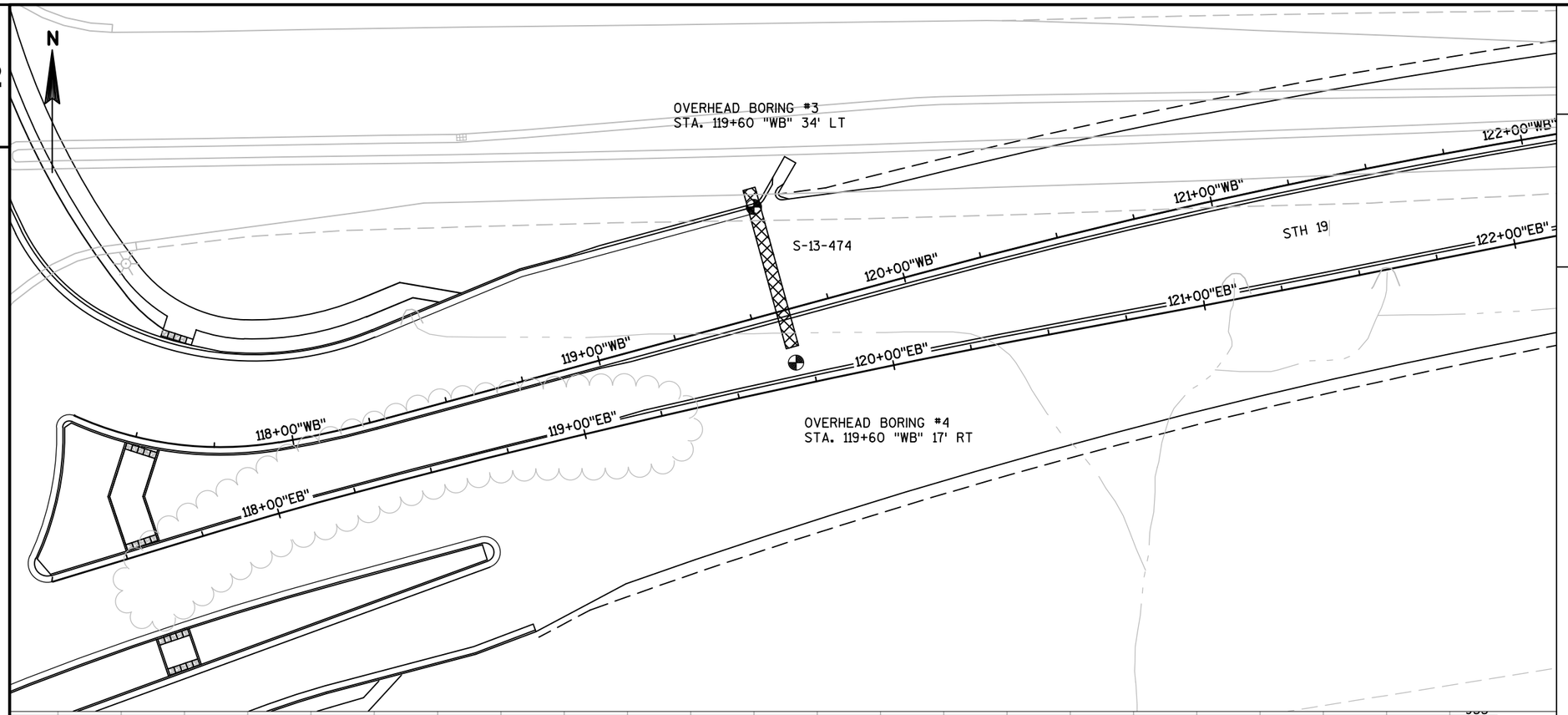


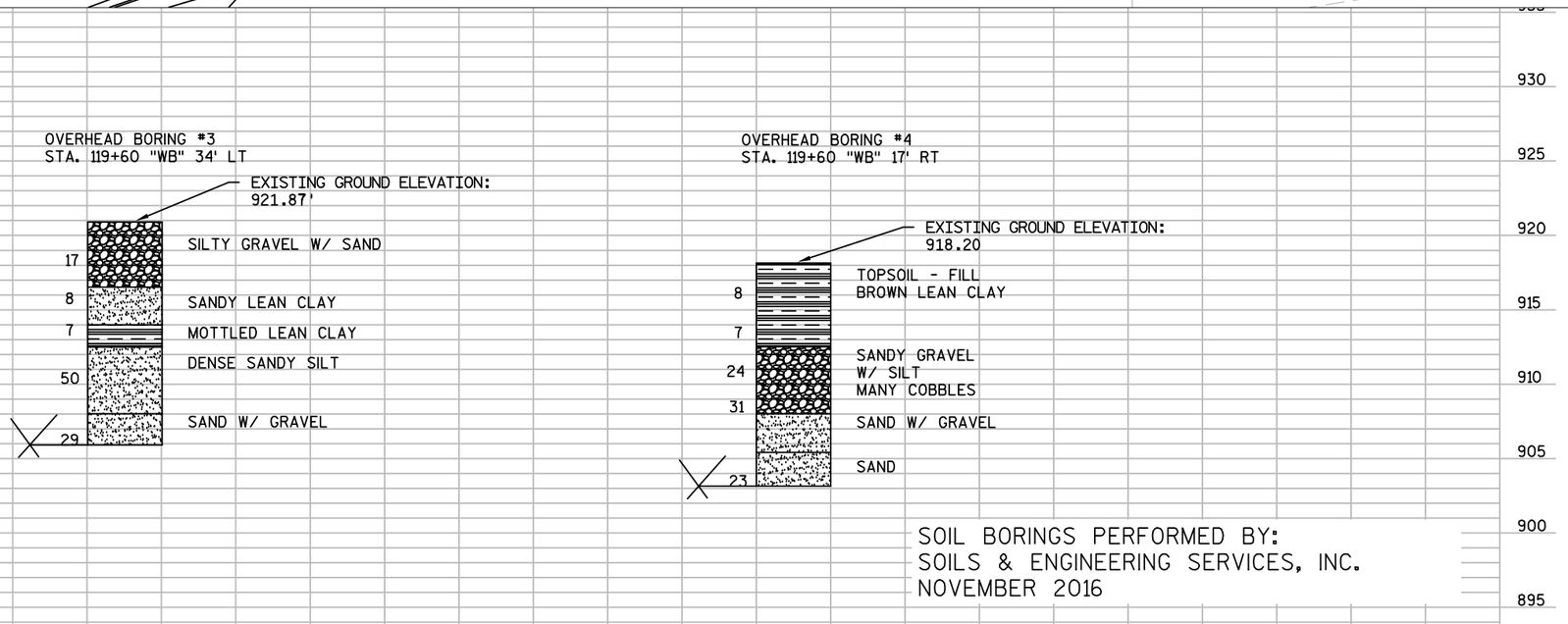
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	SUBSURFACE EXPLORATION S-13-475	SHEET 40	E





SOIL BORINGS PERFORMED BY:
SOILS & ENGINEERING SERVICES, INC.
NOVEMBER 2016

ABBREVIATIONS

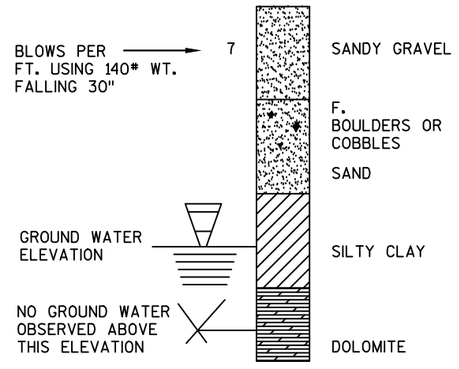
F - FINE M - MEDIUM C - COARSE

WS - WEATHERED SO - SOUND

MATERIAL SYMBOLS

TOPSOIL, SILT, SANDSTONE
SAND, PEAT, LIMESTONE
GRAVEL, CLAY, DOLOMITE

LEGEND OF BORING



UNLESS OTHERWISE SPECIFIED, THE BLOWS PER FOOT AT THE LOCATIONS INDICATED ARE BASED ON DRIVING A 2" O.D. X 1.4" I.D. SPLIT SPOON SAMPLER WITH A 140# HAMMER HAVING A FREE FALL OF 30". THE BLOW COUNT IS TAKEN IN UNDISTURBED SOIL IMMEDIATELY BELOW A CASED OR OPEN HOLE ELIMINATING SIDE FRICTION ON THE DRIVE PIPE.

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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	SUBSURFACE EXPLORATION S-13-474	SHEET 41	E

2

2

LEGEND

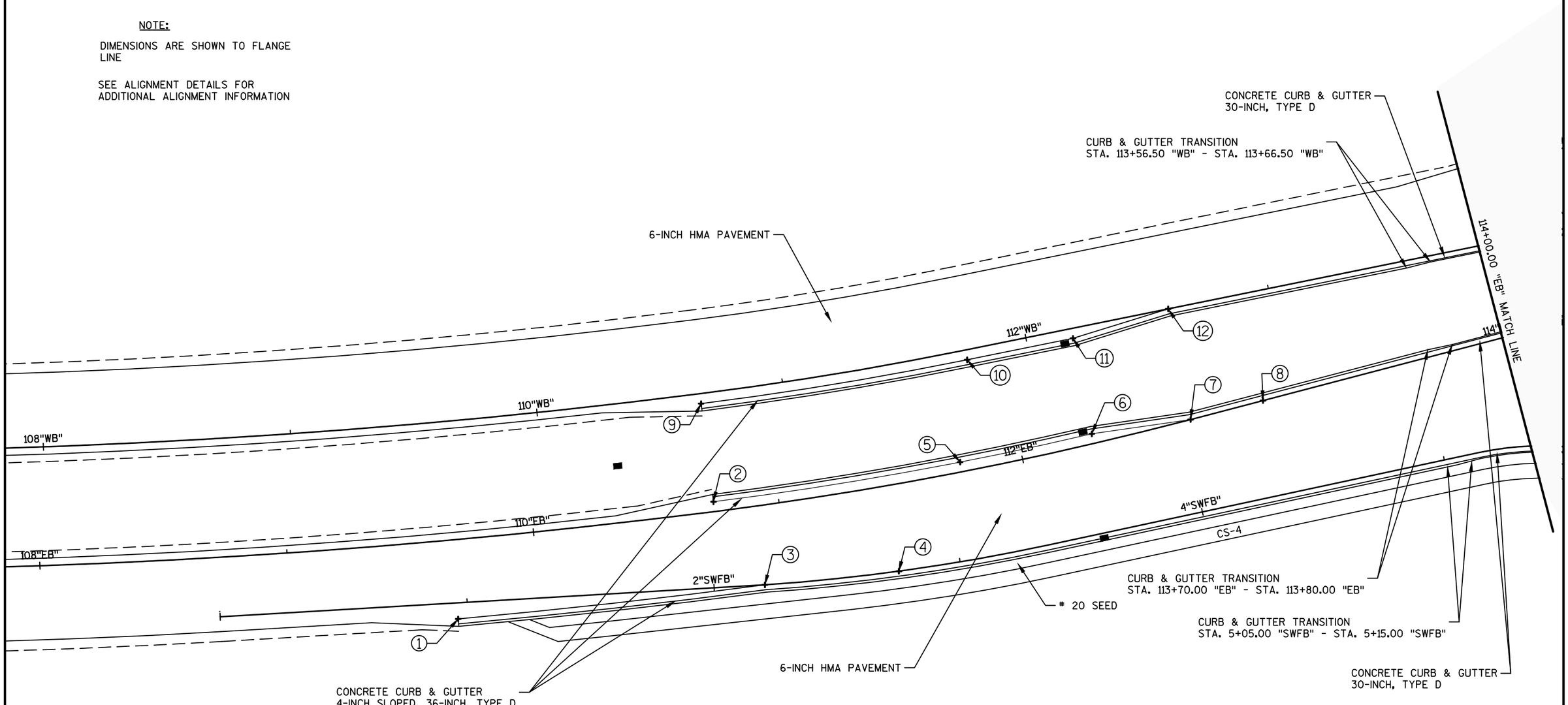
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- ■ PROPOSED INLET
- ● PROPOSED MANHOLE
- (3) DATA POINT
- CS-4 CONCRETE SIDEWALK 4-INCH
- CR-X CURB RAMP - TYPE
- CTA-R CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE LINE

SEE ALIGNMENT DETAILS FOR ADDITIONAL ALIGNMENT INFORMATION



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	INTERSECTION DETAIL	SHEET 42	E

2

CONCRETE CURB & GUTTER 30-INCH, TYPE D

CURB & GUTTER TRANSITION STA. 1+84.90 "NWPB" - STA. 1+94.90 "NWPB"

216+50.00 "NB" MATCH LINE

CONCRETE CURB & GUTTER 30-INCH, TYPE D

CONCRETE CURB & GUTTER 30-INCH, TYPE D, REVERSE SLOPE

* 20 SEED

CONCRETE CURB PEDESTRIAN

ASPHALTIC FLUME

CURB & GUTTER TRANSITION STA. 92+85.00 "NE" - STA. 92+95.00 "NE"

CURB & GUTTER TRANSITION STA. 119+00.00 "WB" - STA. 119+10.00 "WB"

CURB & GUTTER TRANSITION STA. 0+73.80 "NWPB" - STA. 0+83.80 "NWPB"

6-INCH HMA PAVEMENT

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH, TYPE D. 8-INCH THICKNESS

CONCRETE CURB & GUTTER 30-INCH, TYPE D

* 20 SEED

CONCRETE CURB PEDESTRIAN

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH, TYPE T

CONCRETE CURB & GUTTER 18-INCH TYPE A REVERSE SLOPE

6-INCH HMA PAVEMENT

* 20 SEED

CONCRETE CURB & GUTTER 30-INCH, TYPE D

CONCRETE CURB PEDESTRIAN

CONCRETE CURB & GUTTER 30-INCH, TYPE D

213+00.00 "NB" MATCH LINE

6-INCH HMA PAVEMENT

CURB & GUTTER TRANSITION STA. 119+10.00 "EB" - STA. 119+20.00 "EB"

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE
- (3) DATA POINT
- CS-4 CONCRETE SIDEWALK 4-INCH
- CR-X CURB RAMP - TYPE
- CTA-R CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE LINE

SEE ALIGNMENT DETAILS FOR ADDITIONAL ALIGNMENT INFORMATION

N

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	INTERSECTION DETAIL	SHEET 43	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\021101_ID.DWG
LAYOUT NAME - 021101_ID - 021101B_ID

PLOT DATE : 5/18/2017 1:08 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

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LEGEND

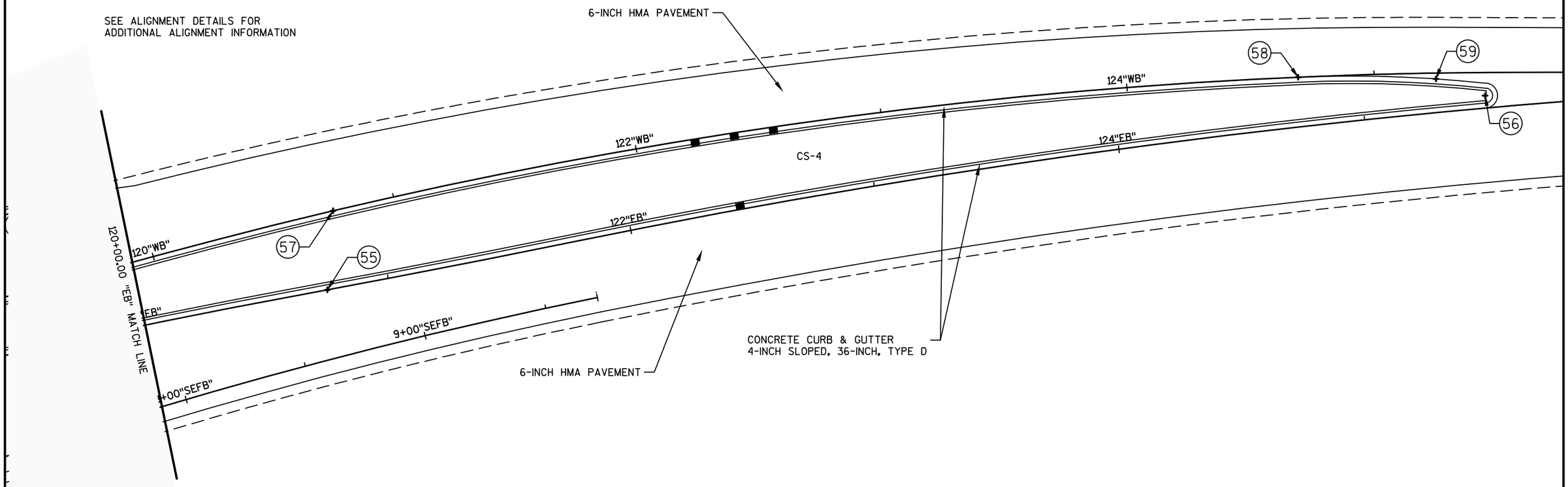
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- ■ PROPOSED INLET
- ● PROPOSED MANHOLE
- (3) DATA POINT
- CS-4 CONCRETE SIDEWALK 4-INCH
- CR-X CURB RAMP - TYPE
- CTA-R CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE LINE

SEE ALIGNMENT DETAILS FOR ADDITIONAL ALIGNMENT INFORMATION



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	INTERSECTION DETAIL	SHEET 44	E

2

2

LEGEND

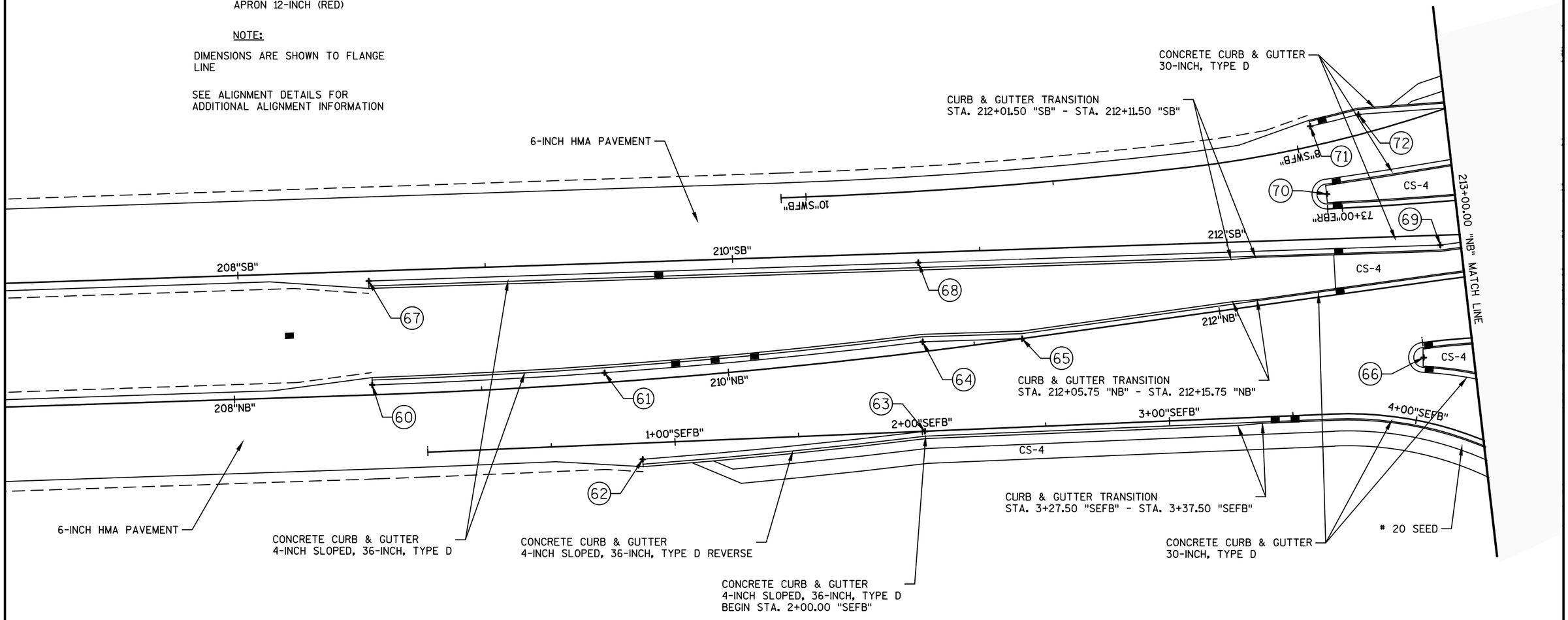
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- PROPOSED INLET
- PROPOSED MANHOLE
- (3) DATA POINT
- CS-4 CONCRETE SIDEWALK 4-INCH
- CR-X CURB RAMP - TYPE
- CTA-R CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)

NOTE:

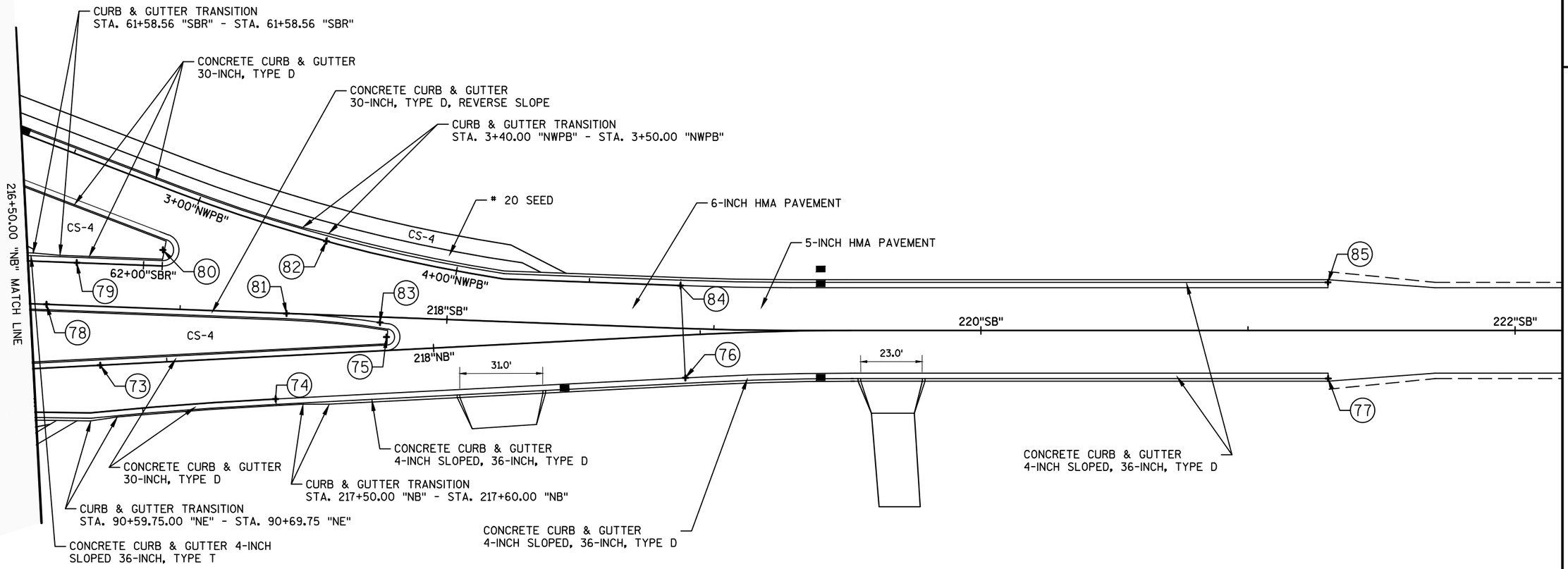
DIMENSIONS ARE SHOWN TO FLANGE LINE

SEE ALIGNMENT DETAILS FOR ADDITIONAL ALIGNMENT INFORMATION



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	INTERSECTION DETAIL	SHEET 45	E

2



LEGEND

- ■ PROPOSED INLET
- ● PROPOSED MANHOLE
- (3) DATA POINT
- CS-4 CONCRETE SIDEWALK 4-INCH
- CR-X CURB RAMP - TYPE
- CTA-R CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE LINE

SEE ALIGNMENT DETAILS FOR ADDITIONAL ALIGNMENT INFORMATION

N

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	INTERSECTION DETAIL	SHEET 46	E

LEGEND

- ■ PROPOSED INLET
- ● PROPOSED MANHOLE
- ③ DATA POINT

CS-4 CONCRETE SIDEWALK 4-INCH

CR-X CURB RAMP - TYPE

CTA-R CONCRETE ROUNDABOUT TRUCK APRON 12-INCH (RED)

NOTE:

DIMENSIONS ARE SHOWN TO FLANGE LINE

SEE ALIGNMENT DETAILS FOR ADDITIONAL ALIGNMENT INFORMATION

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
1	0+95.99 "SWFB"	6.50 RT	525357.67	813104.47	
2	110+73.74 "EB"	4.00 LT	525405.05	813207.65	
3	2+20.58 "SWFB"	0.00	525371.44	813228.47	
4	2+75.00 "SWFB"	0.00	525376.96	813282.59	
5	111+75.00 "EB"	4.00 LT	525421.09	813307.35	
6	112+29.59 "EB"	4.00 LT	525432.52	813360.57	
7	112+69.75 "EB"	0.00	525438.29	813400.47	
8	113+00.00 "EB"	0.00	525445.96	813429.73	
9	110+66.27 "WB"	4.00 RT	525444.74	813202.64	
10	111+75.00 "WB"	4.00 RT	525462.45	813310.19	
11	112+18.67 "WB"	4.00 RT	525471.13	813352.98	
12	112+58.67 "WB"	0.00	525483.01	813391.39	
13	5+50.00 "SWFB"	0.00	525427.22	813552.49	
14	114+25.00 "EB"	0.00	525477.67	813550.64	
15	70+00.00 "EBR"	6.00 RT	525451.82	813570.55	6-FT
16	70+50.00 "EBR"	0.00	525463.35	813618.58	
17	115+49.25 "EB"	3.81 LT	525482.52	813672.19	4-FT
18	213+26.13 "SB"	0.00	525340.68	813725.44	
19	213+86.41 "SB"	5.46 RT	525399.16	813723.43	6-FT
20	213+84.67 "NB"	3.87 LT	525394.29	813751.81	4-FT
21	213+25.00 "NB"	0.00	525335.95	813741.96	
22	81+50.00 "NBR"	0.00	525418.08	813830.10	
23	117+22.74 "EB"	5.40 LT	525457.05	813843.81	6-FT
24	5+52.96 "SEFB"	0.00	525405.67	813895.82	
25	6+39.18 "SEFB"	8.00 RT	525430.78	813978.50	
26	6+59.44 "SEFB"	8.00 RT	525437.91	813997.38	
27	118+25.00 "EB"	0.00	525479.52	813941.11	
28	118+59.93 "EB"	28.64 RT	525460.60	813981.98	5-FT
29	114+25.00 "WB"	0.00	525516.09	813554.40	
30	0+84.00 "NWPB"	0.00	525553.06	813615.89	
31	1+17.90 "NWPB"	0.00	525560.52	813648.96	
32	115+52.60 "WB"	5.50 RT	525535.12	813678.30	6-FT
33	1+50.00 "NWPB"	0.00	525576.64	813676.19	
34	0+00.10 "NWPB"	0.00	525544.32	813532.57	
35	0+20.00 "NWPB"	0.00	525548.27	813552.07	

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
36	0+69.55 "NWPB"	13.00 LT	525564.95	813600.51	
37	0+69.55 "NWPB"	107.00 LT	525658.68	813593.48	
38	1+05.70 "NWPB"	16.33 LT	525573.58	813633.41	
39	2+12.52 "NWPB"	126.41 LT	525678.60	813584.13	
40	1+49.15 "NWPB"	21.53 LT	525590.85	813660.00	
41	2+02.17 "NWPB"	107.00 LT	525661.96	813598.52	
42	2+02.17 "NWPB"	13.00 LT	525628.16	813686.23	
43	60+57.63 "SBR"	4.00 LT	525580.18	813703.11	4-FT
44	215+83.77 "SB"	3.84 RT	525592.50	813763.09	
45	216+25.00 "SB"	0.00	525632.58	813770.96	
46	215+81.24 "NB"	5.60 LT	525585.61	813796.95	6-FT
47	216+25.00 "NB"	0.00	525627.65	813797.75	
48	117+28.56 "WB"	3.91 RT	525500.12	813850.75	4-FT
49	92+25.00 "NE"	0.00	525533.41	813860.88	
50	92+27.35 "NE"	21.31 LT	525551.19	813872.80	
51	92+71.96 "NE"	57.00 LT	525578.00	813907.70	
52	92+71.96 "NE"	13.00 LT	525534.03	813906.19	
53	118+75.00 "WB"	0.00	525514.66	813994.06	
54	216+15.55 "SB"	303.19 RT	525567.86	814067.77	
55	120+75.00 "EB"	0.00	525534.03	814185.02	
56	125+49.39 "EB"	5.00 LT	525612.44	814652.96	5-FT
57	120+75.00 "WB"	0.00	525565.94	814187.36	
58	124+69.29 "WB"	0.00	525619.89	814577.36	
59	125+25.00 "WB"	2.37 RT	525619.21	814633.08	500-FT
60	208+55.82 "NB"	4.00 LT	524870.79	813798.73	
61	209+50.00 "NB"	4.00 LT	524964.54	813791.53	
62	0+86.66 "SEFB"	6.52 RT	524980.81	813826.10	
63	2+01.12 "SEFB"	0.00	525094.58	813812.01	
64	210+79.39 "NB"	4.00 LT	525092.75	813775.89	
65	211+19.45 "NB"	0.00	525132.92	813773.65	
66	212+79.17 "NB"	30.01 RT	525295.39	813777.29	6-FT
67	208+52.79 "SB"	4.00 RT	524868.36	813756.80	
68	210+75.00 "SB"	4.00 RT	525090.20	813743.95	
69	211+15.93 "SB"	4.00 RT	525300.98	813731.75	
70	73+05.92 "EBR"	6.00 RT	525254.69	813712.23	6-FT

POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
71	7+93.15 "SWFB"	8.00 RT	525247.26	813685.03	
72	7+72.80 "SWFB"	8.00 RT	525266.58	813679.77	
73	216+75.00 "NB"	0.00	525677.57	813794.95	
74	90+00.10 "NE"	0.00	525743.21	813807.78	
75	217+82.61 "NB"	5.00 LT	525784.81	813784.73	5-FT
76	218+93.56 "NB"	16.00 RT	525896.65	813800.33	
77	221+30.00 "SB"	18.00 RT	526137.29	813801.28	
78	216+50.00 "SB"	0.00	525657.56	813772.10	
79	61+75.00 "SBR"	0.00	525668.93	813756.55	
80	216+92.75 "SB"	22.00 LT	525701.17	813751.86	6-FT
81	217+39.89 "SB"	0.00	525747.37	813775.77	
82	3+50.00 "NWPB"	0.00	525762.39	813748.77	
83	217+75.00 "SB"	2.06 RT	525782.37	813779.26	300-FT
84	4+84.15 "NWPB"	0.00	525894.92	813765.79	
85	221+29.90 "SB"	18.00 LT	526137.30	813765.28	
86	20+00.10 "C"	0.00	525435.01	813784.68	
87	20+34.39 "C"	0.00	525462.91	813804.61	
88	22+36.53 "C"	0.00	525520.75	813700.35	
89	23+84.61 "C"	0.00	525431.09	813779.09	
90	23+84.61 "C"	10.00 LT	525440.74	813776.49	10-FT
91	20+08.77 "C"	21.50 LT	525454.56	813772.22	
92	20+34.39 "C"	21.50 LT	525475.41	813787.11	
93	21+70.26 "C"	21.50 LT	525536.18	813752.95	
94	21+97.17 "C"	25.01 LT	525528.11	813738.33	
95	22+76.57 "C"	24.16 LT	525486.49	813720.37	
96	22+97.03 "C"	41.50 LT	525482.94	813740.05	20-FT
97	22+97.03 "C"	21.50 LT	525473.05	813722.67	
98	23+71.47 "C"	21.50 LT	525450.39	813764.74	
99	23+71.47 "C"	31.50 LT	525460.37	813764.08	10-FT
100	20+45.66 "C"	9.38 RT	525468.72	813818.78	100-FT
101	20+48.03 "C"	53.50 LT	525495.30	813761.78	
102	22+36.53 "C"	60.00 LT	525497.78	813755.78	
103	21+70.26 "C"	41.50 LT	525516.23	813754.42	20-FT

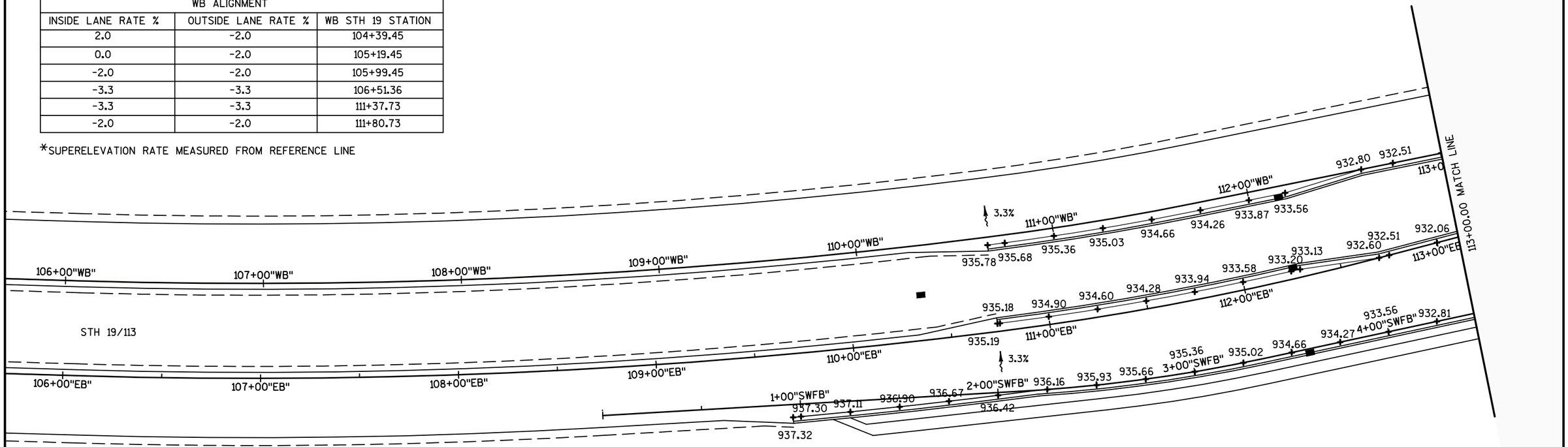
2

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE

SUPERELEVATION TABLE WB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	WB STH 19 STATION
2.0	-2.0	104+39.45
0.0	-2.0	105+19.45
-2.0	-2.0	105+99.45
-3.3	-3.3	106+51.36
-3.3	-3.3	111+37.73
-2.0	-2.0	111+80.73

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE



SUPERELEVATION TABLE EB ALIGNMENT			
INSIDE LANE RATE %	OUTSIDE LANE RATE %	BYPASS LANE RATE %	EB STH 19 STATION
2.0	-2.0	N/A	104+39.45
2.0	0.0	N/A	105+19.45
2.0	2.0	N/A	105+99.45
3.3	3.3	N/A	106+51.36
3.3	3.3	3.3	112+39.08
2.0	2.0	2.0	112+75.08
0.0	0.0	0.0	113+31.08
-2.0	-2.0	-2.0	113+87.08

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE

2

N

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE

217+00.00 MATCH LINE

CTH I

STH 19/113

STH 19

STH 113

113+00.00 MATCH LINE

120+00.00 MATCH LINE

212+30.00 MATCH LINE

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	PAVING DETAIL	SHEET 49	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021201_PD - 021201B_PD

PLOT DATE : 5/18/2017 2:09 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

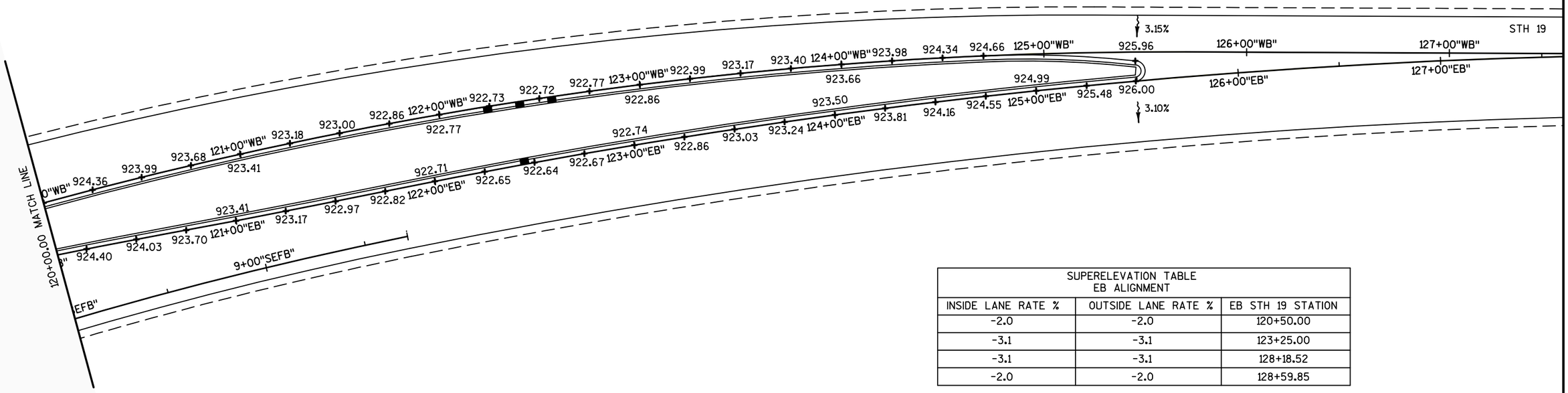
N

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE

SUPERELEVATION TABLE WB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	WB STH 19 STATION
-2.0	-2.0	118+87.52
0.0	0.0	119+49.52
2.0	2.0	120+11.52
2.6	2.6	120+30.52
3.8	N/A	123+30.52
3.8	N/A	125+19.14
2.0	N/A	125+91.14
0.0	N/A	126+71.14
-2.0	N/A	127+51.14

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE



SUPERELEVATION TABLE EB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	EB STH 19 STATION
-2.0	-2.0	120+50.00
-3.1	-3.1	123+25.00
-3.1	-3.1	128+18.52
-2.0	-2.0	128+59.85

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE

2

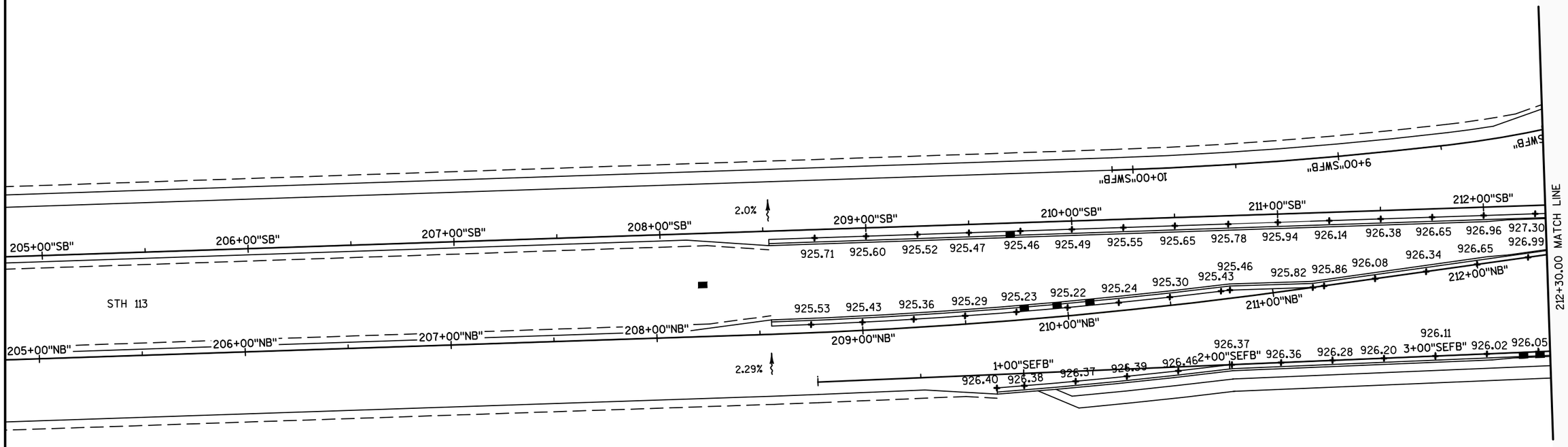
N

LEGEND

- PROPOSED INLET
- PROPOSED MANHOLE

SUPERELEVATION TABLE SB ALIGNMENT		
INSIDE LANE RATE %	OUTSIDE LANE RATE %	WB STH 19 STATION
-1.6	0.0	200+00.00
-2.0	-2.0	201+01.02
-2.5	-2.5	201+26.28
-2.5	-2.5	203+83.13
-2.0	-2.0	204+03.13

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE



SUPERELEVATION TABLE NB ALIGNMENT			
INSIDE LANE RATE %	OUTSIDE LANE RATE %	BYPASS LANE RATE %	EB STH 19 STATION
2.0	-2.0	N/A	200+06.79
2.0	0.0	N/A	200+86.79
2.0	2.0	N/A	201+66.79
2.6	2.6	N/A	201+90.79
2.6	2.6	N/A	204+34.98
2.0	2.0	N/A	204+58.98
2.0	2.0	N/A	208+50.82
3.2	3.2	N/A	208+96.82
3.2	3.2	N/A	210+50.00
2.0	2.0	2.0	211+00.17
0.0	0.0	0.0	211+58.17
-2.0	-2.0	-2.0	212+16.17

*SUPERELEVATION RATE MEASURED FROM REFERENCE LINE

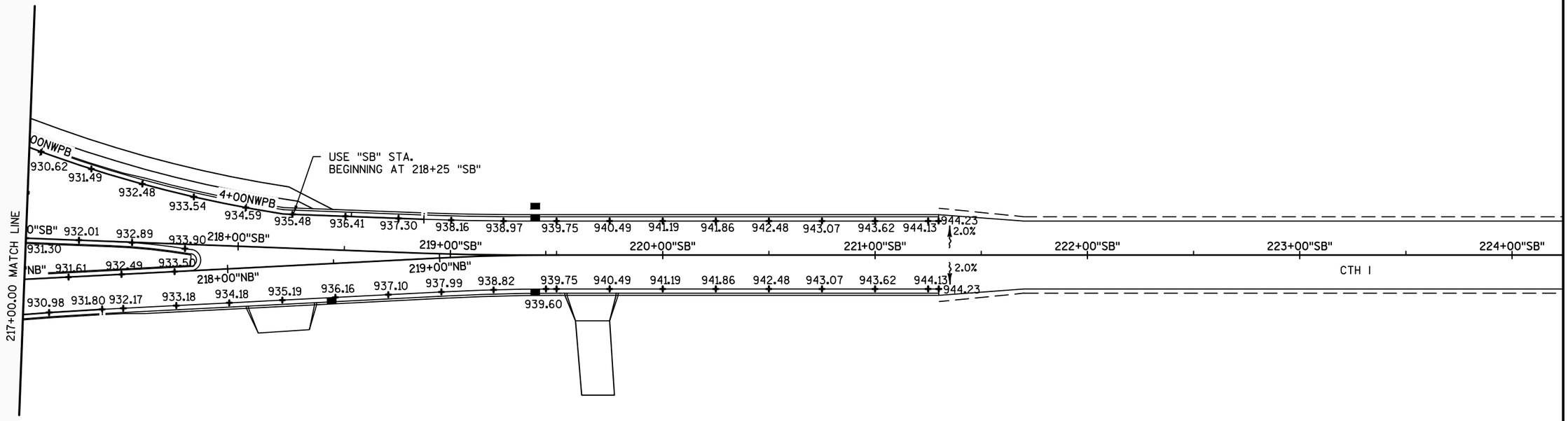
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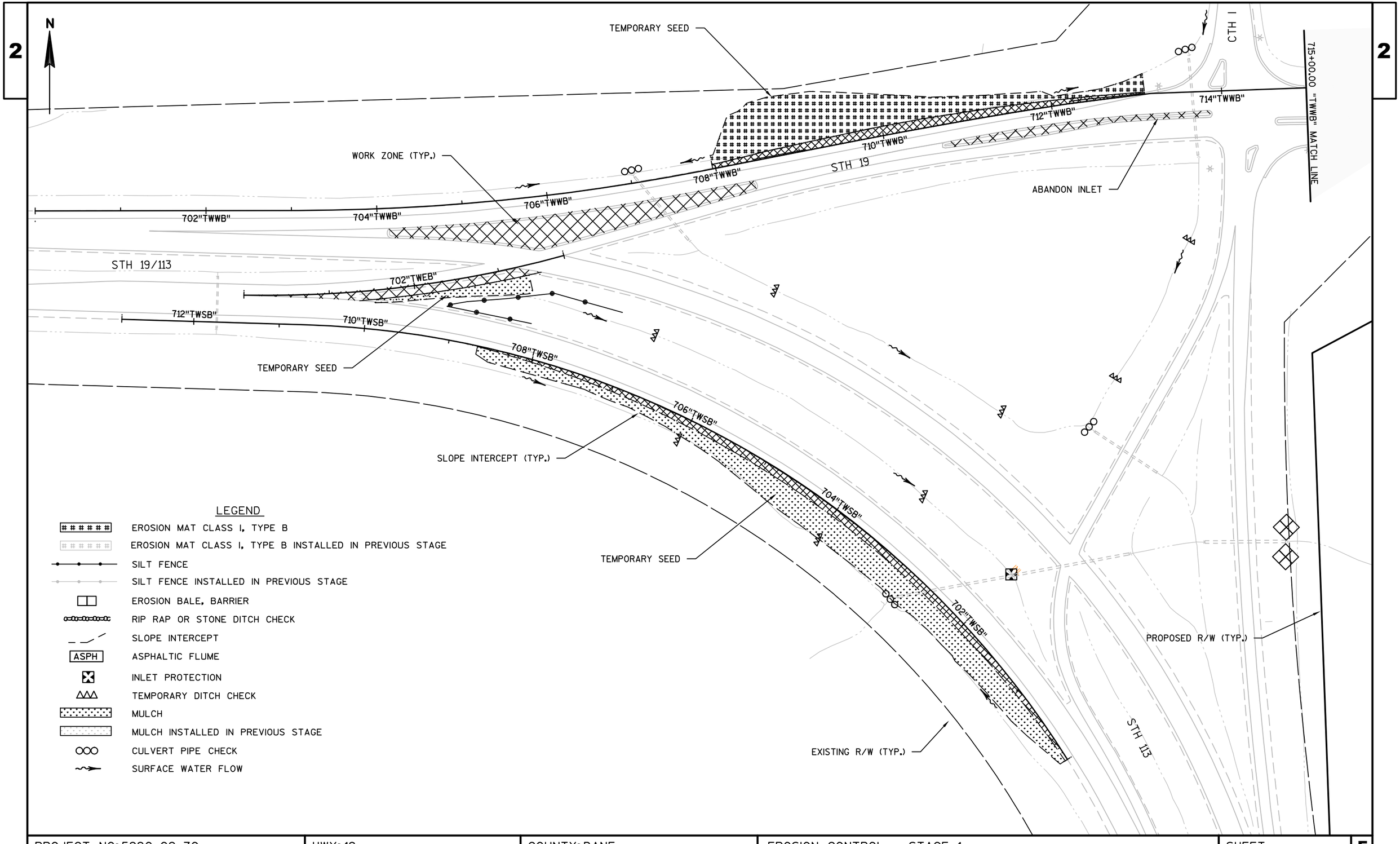
LEGEND

PROPOSED INLET

PROPOSED MANHOLE

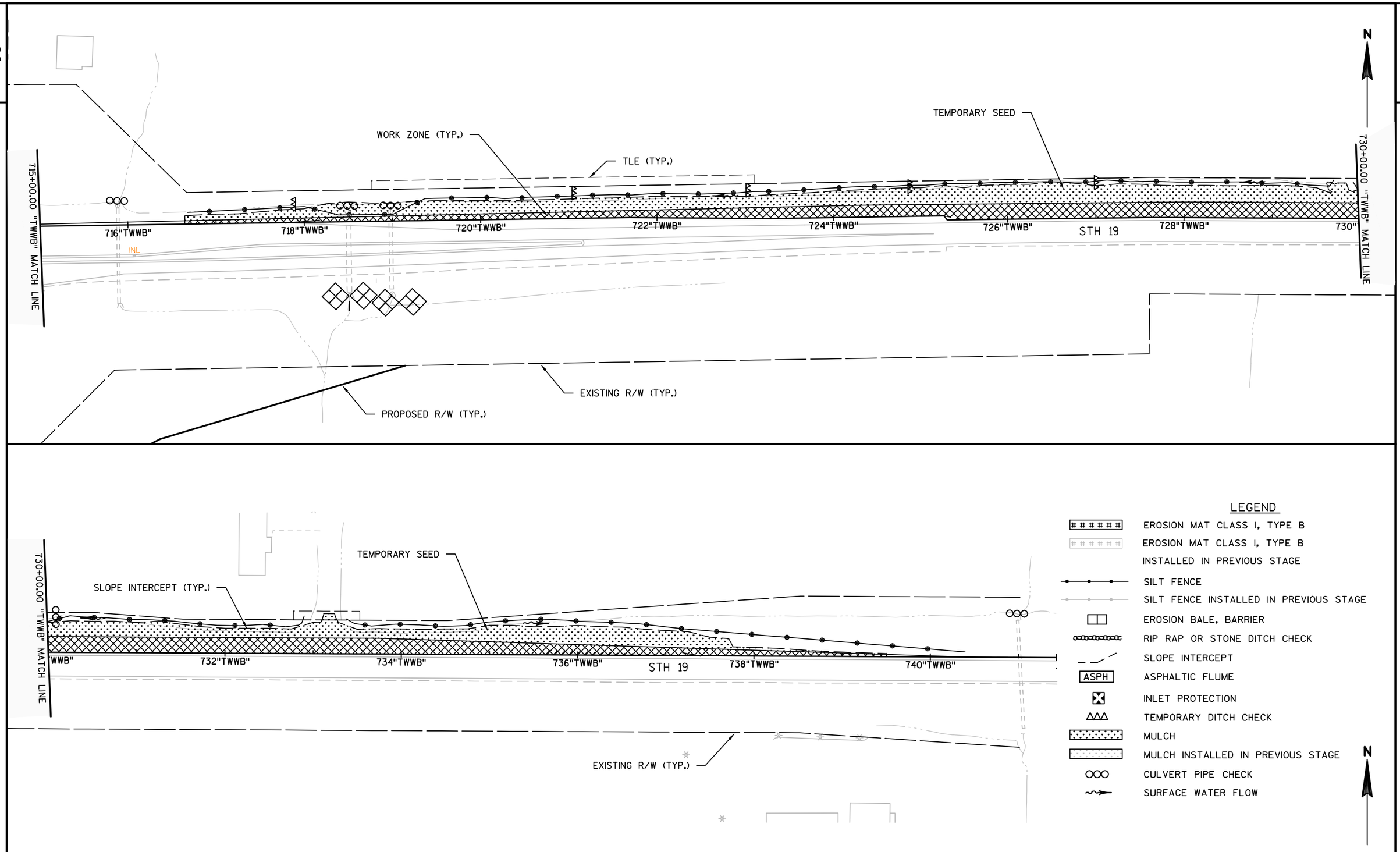


PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	PAVING DETAIL	SHEET 52	E



PROJECT NO: 5290-02-70	HWY: 19	COUNTY: DANE	EROSION CONTROL - STAGE 1	SHEET 53	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022001_EC.DWG
LAYOUT NAME - 022001_EC - EC_025001A
PLOT DATE : 5/18/2017 3:21 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 1	SHEET 54	E

2

2

CTH I

N

STH 19

INL

WORK COMPLETED IN PREVIOUS STAGES (TYP.)

STH 19/113

1-20 LF CONCRETE PIPE REINFORCED CLASS IV 24-INCH

1-152 LF CULVERT PIPE TEMPORARY 24-INCH

806"TR113"

804"TR113"

802"TR113"

800"TR113"

WORK ZONE (TYP.)

TEMPORARY SEED

SLOPE INTERCEPT (TYP.)

PROPOSED R/W (TYP.)

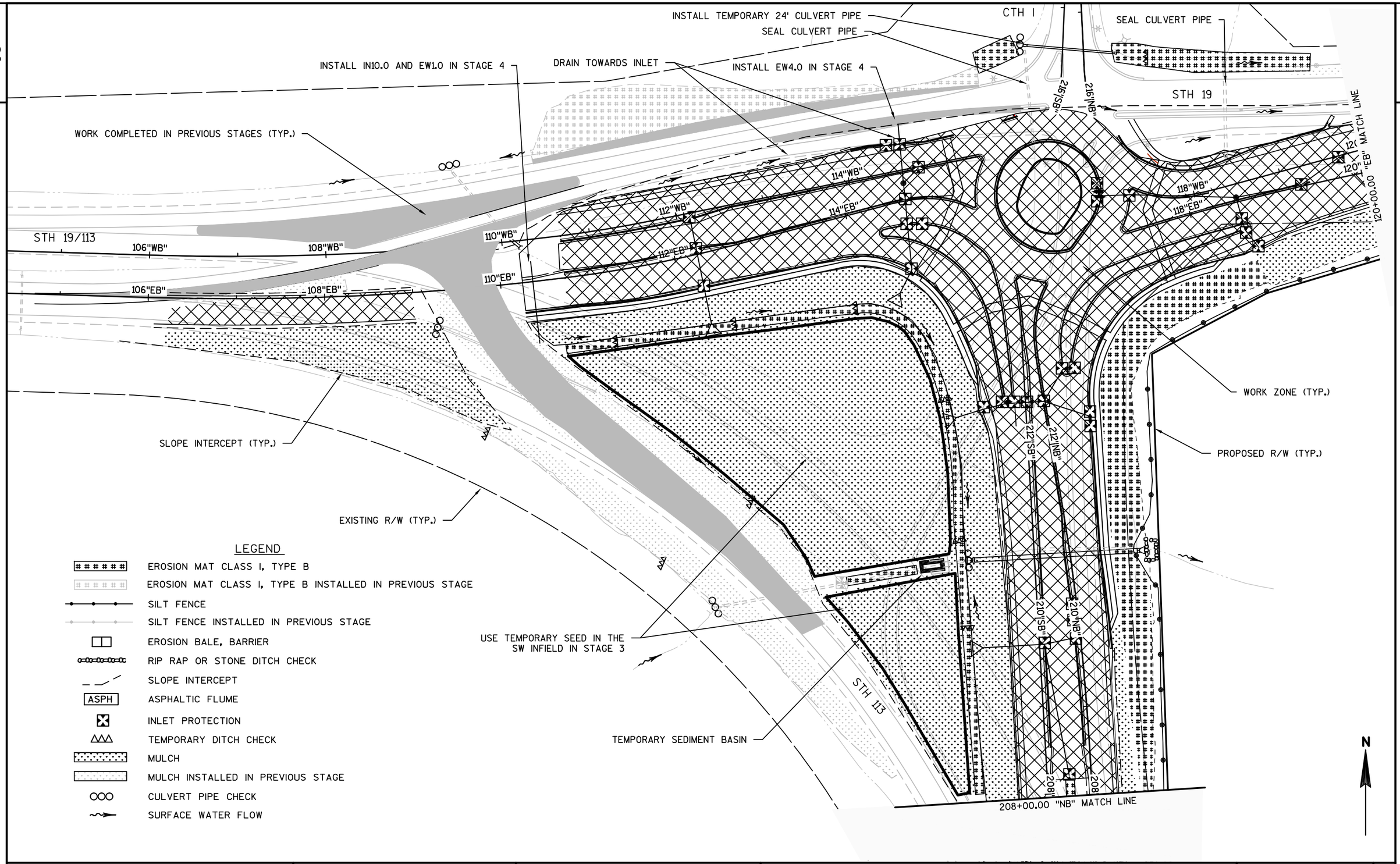
EXISTING R/W (TYP.)

STH 113

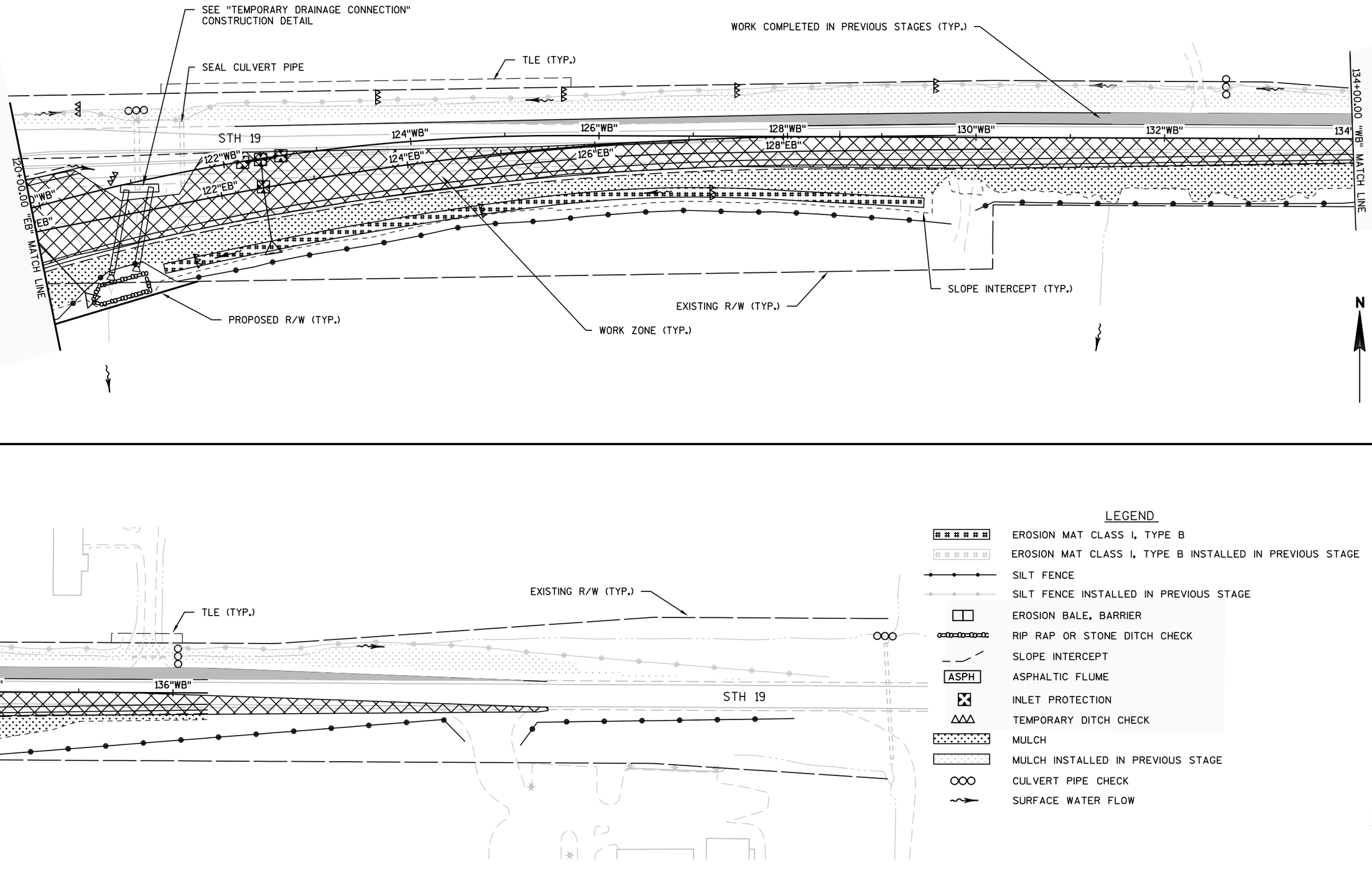
LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- MULCH
- MULCH INSTALLED IN PREVIOUS STAGE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 2	SHEET 55	E



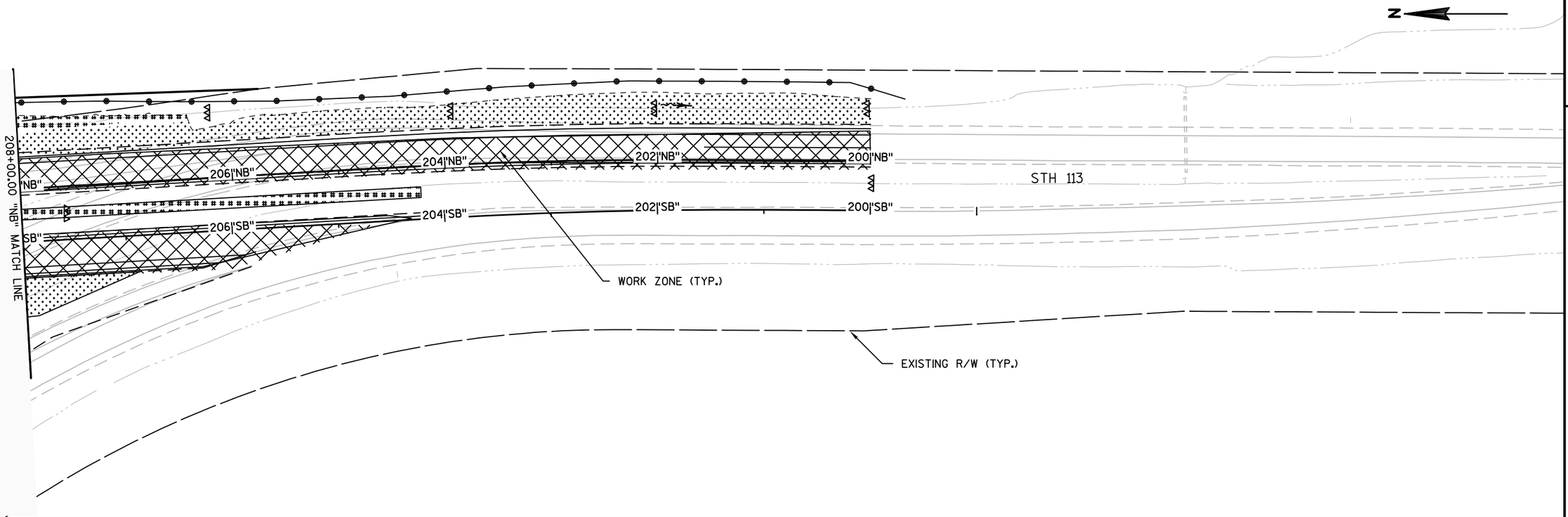
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 56	E

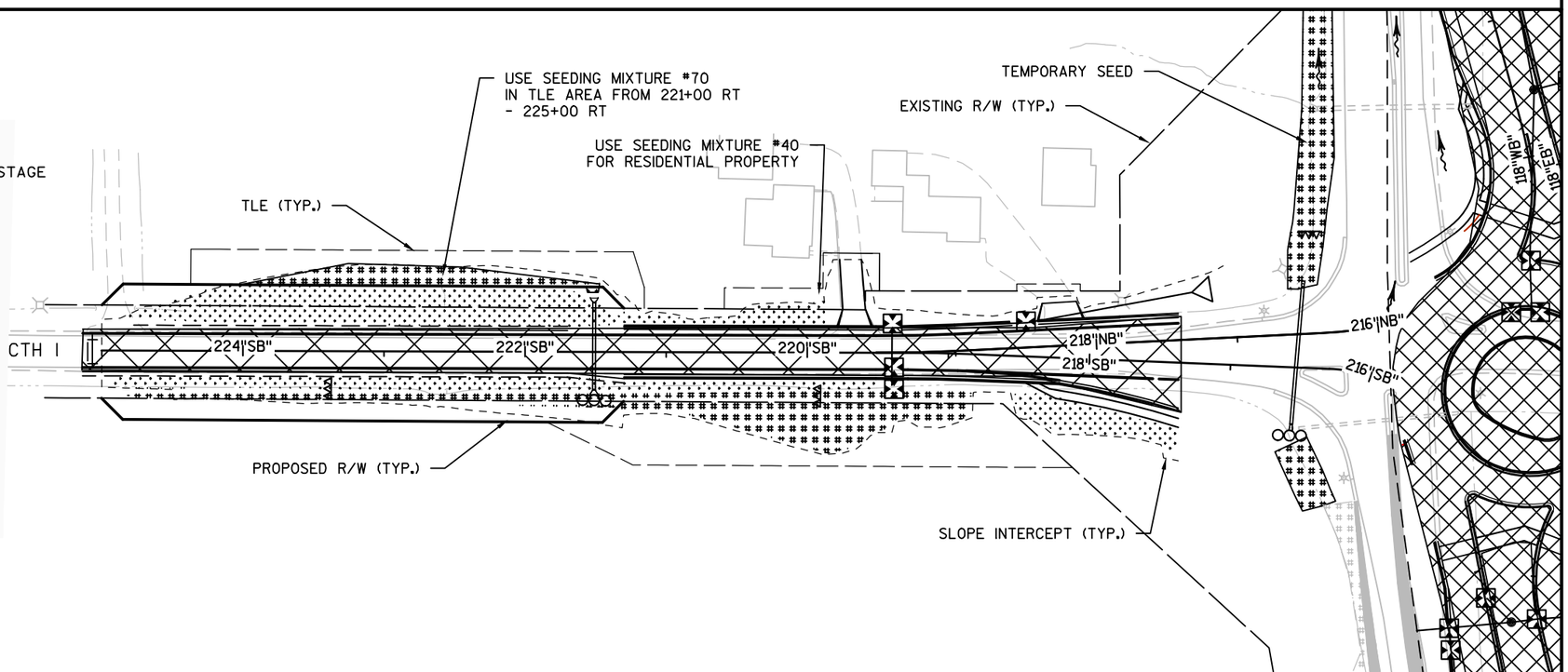


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 57	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022003_EC.DWG
LAYOUT NAME - 022003_EC - EC_022003B
PLOT DATE : 5/18/2017 3:25 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2





LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- MULCH
- MULCH INSTALLED IN PREVIOUS STAGE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 58	E

2

N

EXISTING R/W (TYP.)

WORK COMPLETED IN PREVIOUS STAGES (TYP.)

114+00.00 "EB" MATCH LINE

STH 19/113

100"WB"
102"WB"
104"WB"
106"WB"
108"WB"
110"WB"
112"WB"
114"

100"EB"
102"EB"
104"EB"
106"EB"
108"EB"
110"EB"
112"EB"

WORK ZONE (TYP.)

SLOPE INTERCEPT (TYP.)

N

TLE (TYP.)

126"WB"
126"EB"
128

128+00.00 "EB" MATCH LINE

124"WB"
124"EB"
122"WB"
122"EB"
120"WB"
120"EB"
118"WB"
118"EB"
116"EB"

ASPH.

216'SB
216'NB

4"WB"
EB"

114+00.00 "EB" MATCH LINE

PROPOSED R/W (TYP.)

213+00.00 "NB" MATCH LINE

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- MULCH
- MULCH INSTALLED IN PREVIOUS STAGE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 4	SHEET 59	E

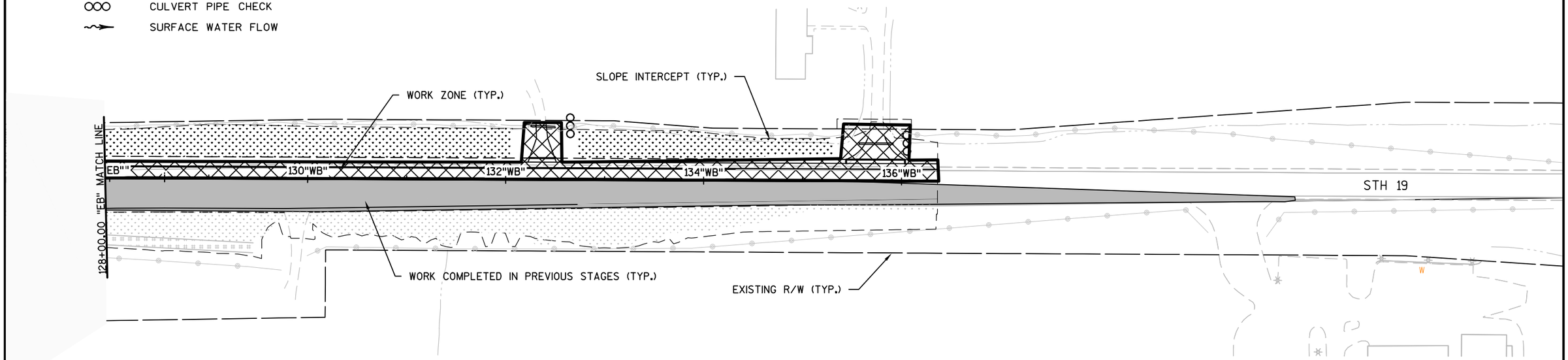
2

2

N

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- MULCH
- MULCH INSTALLED IN PREVIOUS STAGE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 4	SHEET 60	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022004_EC.DWG
LAYOUT NAME - 022004_EC - EC_022004B

PLOT DATE : 4/12/2017 3:14 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

PROPOSED R/W (TYP.)

213+00.00 "NB" MATCH LINE

212"NB"

212"SB"

210"NB"

210"SB"

208"NB"

208"SB"

206"NB"

206"SB"

204"NB"

204"SB"

202"NB"

202"SB"

200"NB"

200"SB"

STH 113

WORK ZONE (TYP.)

SLOPE INTERCEPT (TYP.)

WORK COMPLETED IN PREVIOUS STAGES (TYP.)

TEMPORARY SEDIMENT BASIN
PLACED IN STAGE 3

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT CLASS I, TYPE B INSTALLED IN PREVIOUS STAGE
- SILT FENCE
- SILT FENCE INSTALLED IN PREVIOUS STAGE
- EROSION BALE, BARRIER
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- ASPHALTIC FLUME (ASPH)
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- MULCH
- MULCH INSTALLED IN PREVIOUS STAGE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW

N

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EROSION CONTROL - STAGE 4	SHEET 61	E

N

STA. 110+00 "WB"
REMOVE EXISTING 1-24" CMCP

SLOPE INTERCEPT (TYP.)

PIPE UNDERDRAIN (TYP.)

108+00"WB"
109+00"WB"
110+00"WB"
111+00"WB"
112+00"WB"
113+00"WB"
114+00"WB"

IN10.0 STA 110+30, 25.0' RT
INLETS MEDIAN 2G-MS
SINGLE SLOPE 10:1

IN11.2 STA 112+15, 5.5' RT
INLETS 2x3-HM

IN11.1 STA 112+15, 41.9' RT
INLETS 2x3-HM

IN11.0 STA 112+15, 85.6' RT
INLETS 2x3-HM

EW2.0 STA 112+15, 127.4' RT
APRON ENDWALLS FOR CPRC 15-INCH

EW1.0 STA 110+30, 118.1' RT
APRON ENDWALLS FOR CPRC 18-INCH

INSTALL PERMANENT STORM SEWER PIPE DURING STAGE 3
INSTALL INLET 10.0 IN STAGE 4

STA 114+55, 61.4' RT
MANHOLES 5-H

IN12.1

MH12.4 STA 114+
MANHOLE

IN12.3 STA 114+59
MANHOLES

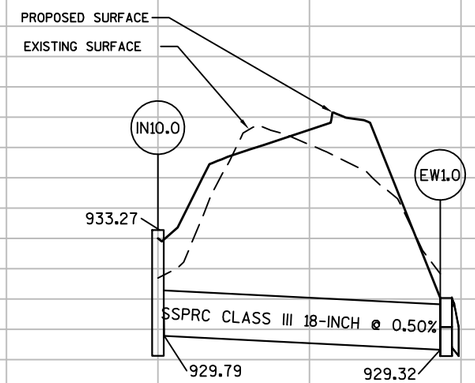
IN12.2 STA 114
INLETS

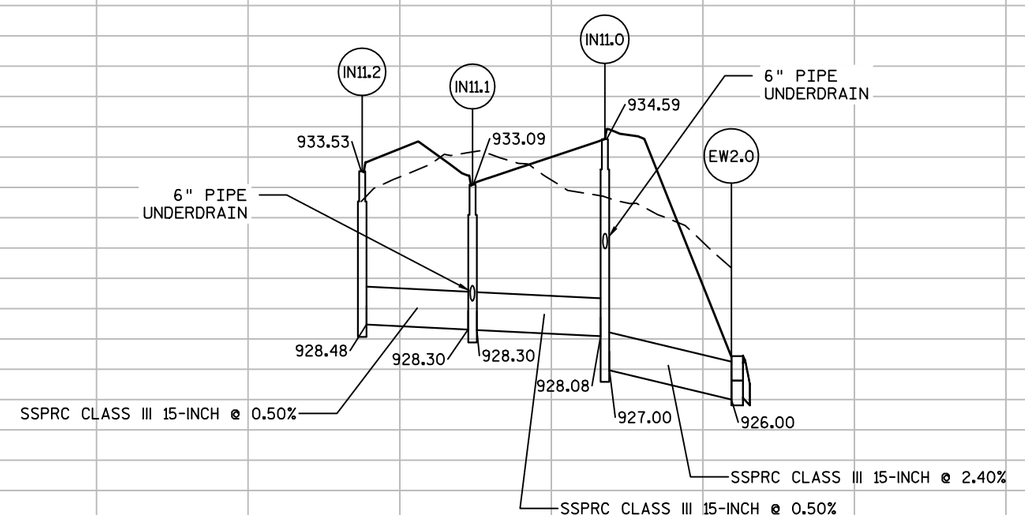
IN12.0 STA 114+
MANHOLE

STA 114+32, 136.5' RT
APRON ENDWALLS FOR CPRC 30-INCH

EW3.0

2

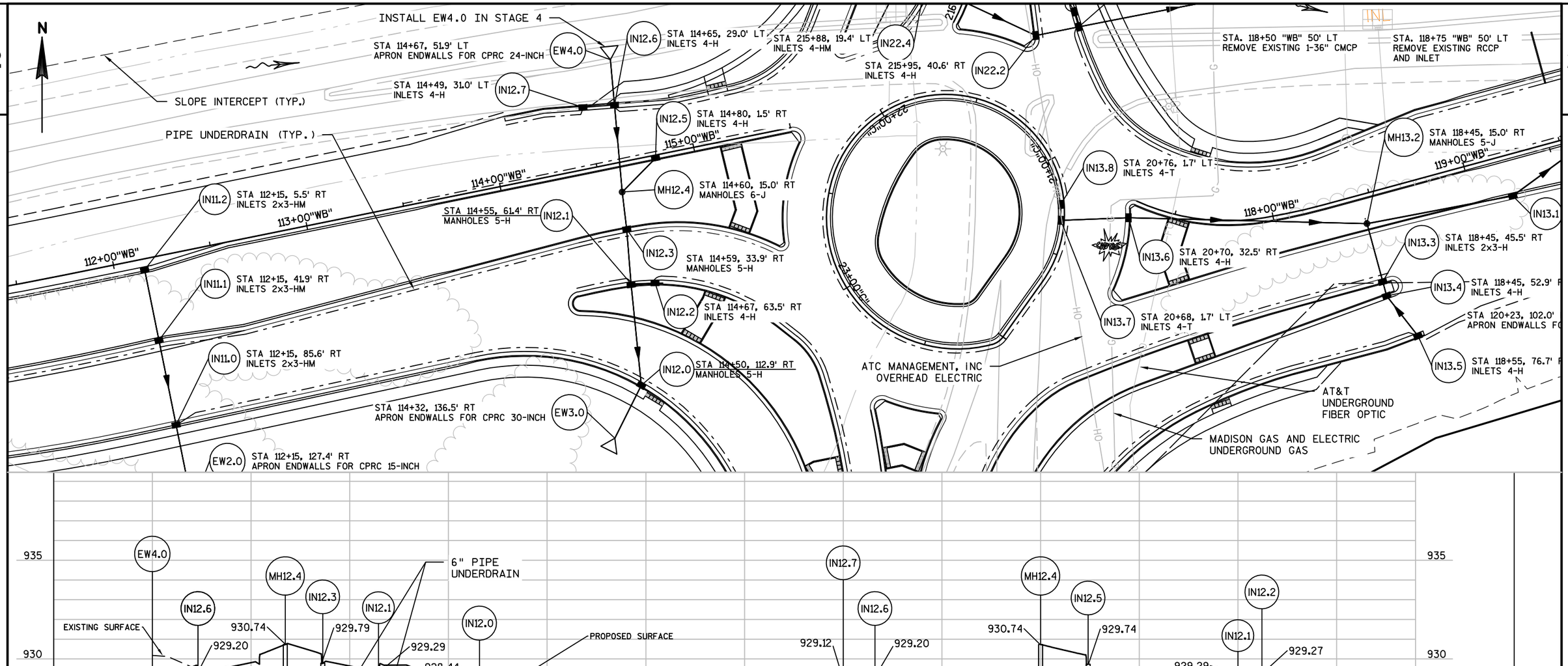


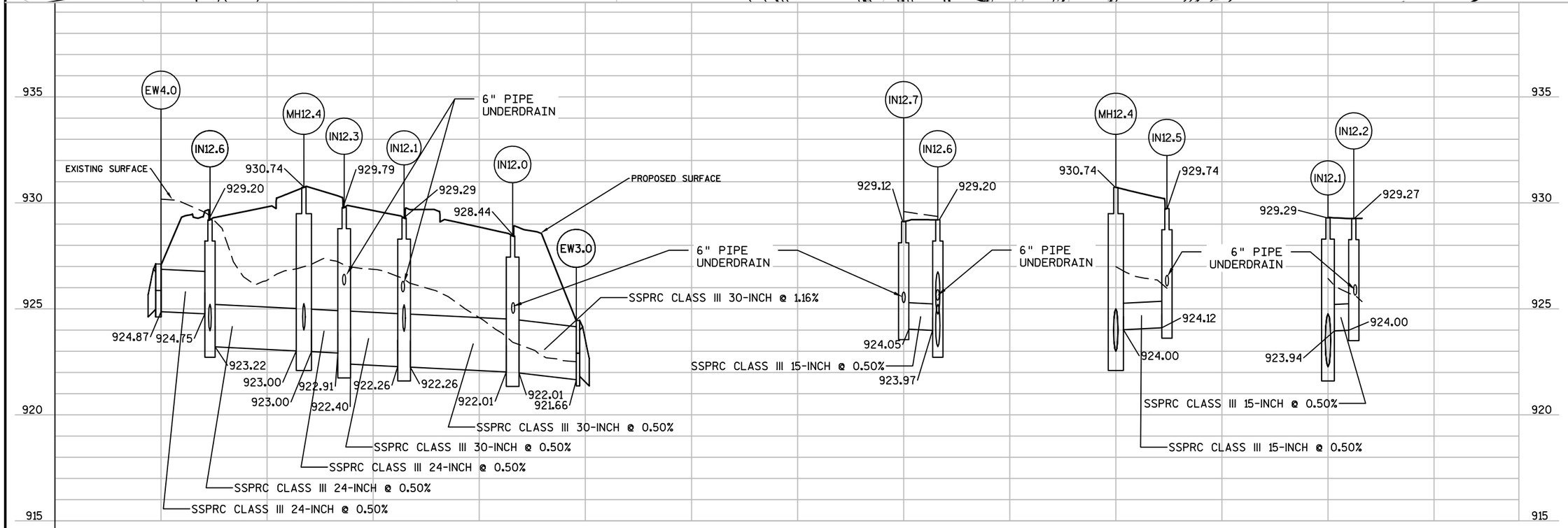


940
935
930
925
920

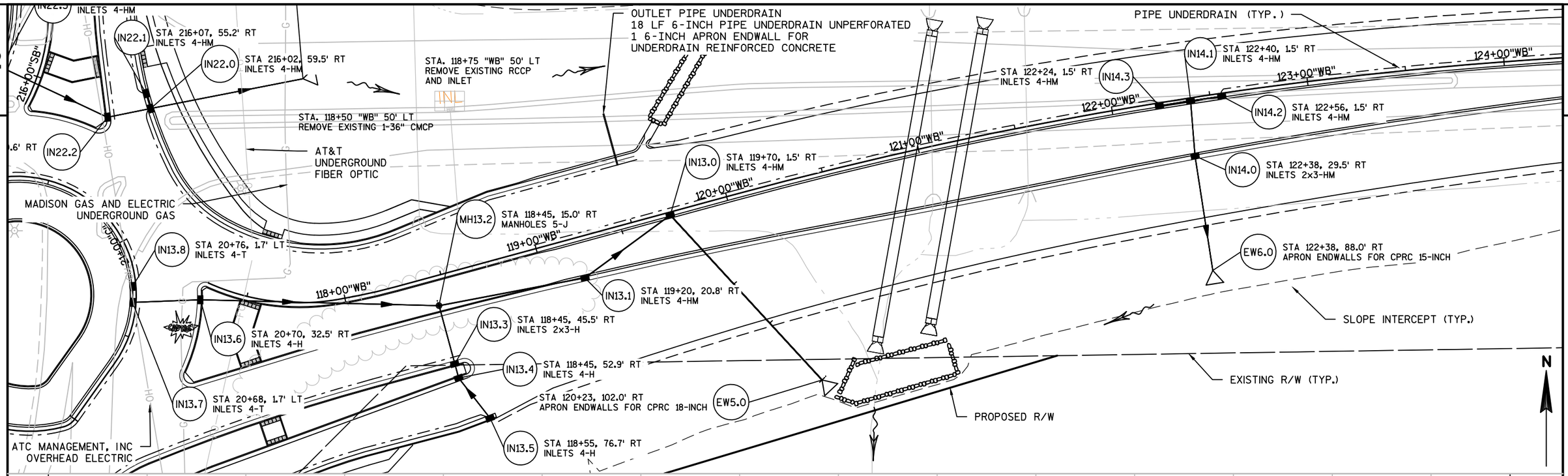
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 62	E

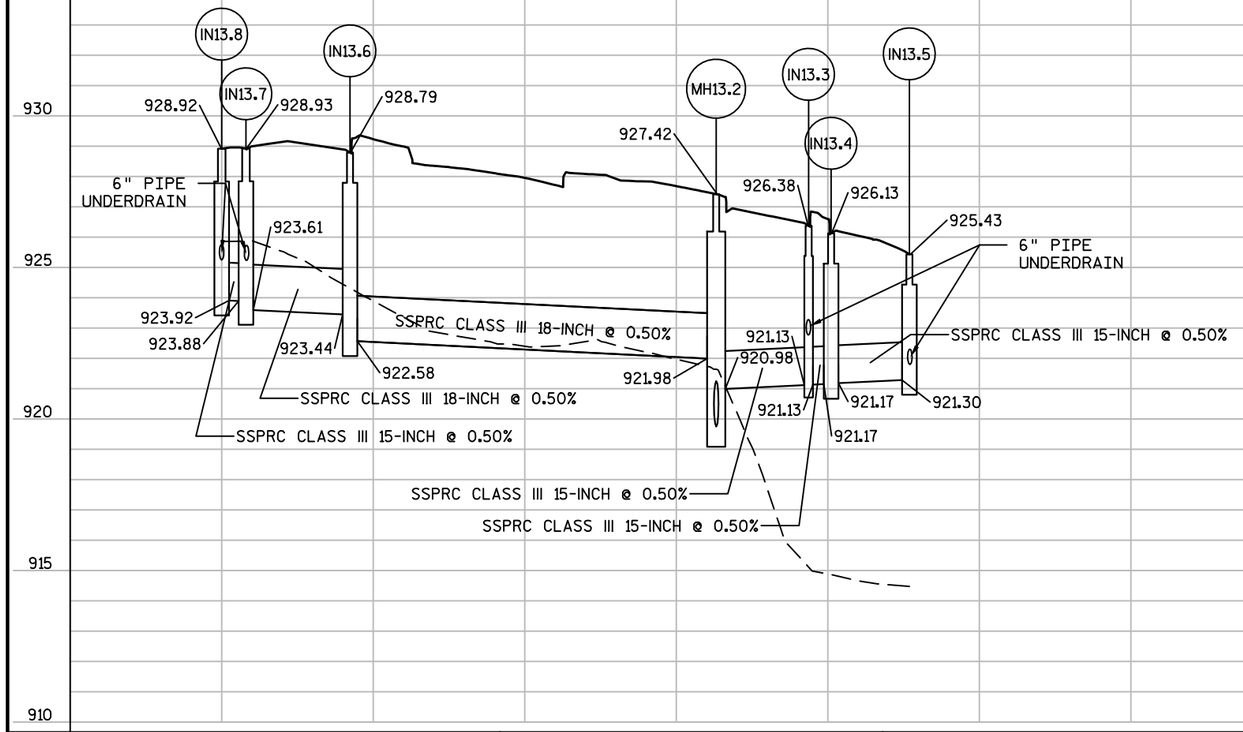
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022501
PLOT DATE : 5/19/2017 7:53 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

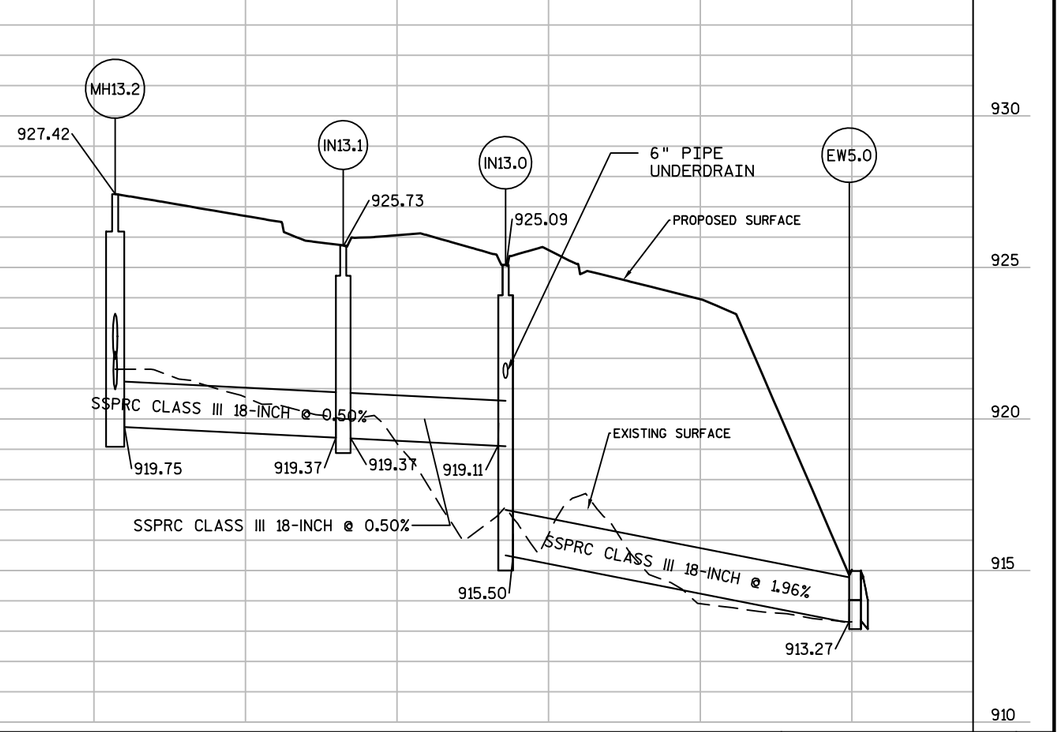




PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 63 E







PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 64	E

2

WAUNAKEE UTILITIES
OVERHEAD ELECTRIC

TDS
UNDERGROUND TELEPHONE

IN14.1 STA 122+40, 1.5' RT
INLETS 4-HM

STA 122+24, 1.5' RT
INLETS 4-HM
IN14.3

124+00"WB"

125+00"WB"

126+00"WB"

127+00"WB"

123+00"WB"

122+00"WB"

IN14.2 STA 122+56, 1.5' RT
INLETS 4-HM

PIPE UNDERDRAIN (TYP.)

121+00"WB"

IN13.0 STA 119+70, 1.5' RT
INLETS 4-HM

IN14.0 STA 122+38, 29.5' RT
INLETS 2x3-HM

120+00"WB"

EW6.0 STA 122+38, 88.0' RT
APRON ENDWALLS FOR CPRC 15-INCH

SLOPE INTERCEPT (TYP.)

STA 119+20, 20.8' RT
INLETS 4-HM

N

EXISTING R/W (TYP.)

RT
OR CPRC 18-INCH EW5.0

PROPOSED R/W

930

925

920

915

910

IN14.1 IN14.0 EW6.0

PROPOSED SURFACE

922.63 922.54

EXISTING SURFACE

917.00 916.86 915.50 914.32

SSPRC CLASS III 15-INCH @ 0.50%

SSPRC CLASS III 15-INCH @ 2.02%

IN14.3 IN14.2 IN14.1

922.63 922.64 922.63

6" PIPE
UNDERDRAIN

6" PIPE
UNDERDRAIN

SSPRC CLASS III 15-INCH @ 0.50%

917.59

917.64 917.56 917.67

SSPRC CLASS III 15-INCH @ 0.50%

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 65	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022504

PLOT DATE : 5/19/2017 7:53 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:50 FT

N

STA. 211+00 "SB" 100' LT
REMOVE EXISTING 1-30" LINED CMCP

STA. 212+00 "SB" 50' LT
REMOVE EXISTING 1-24" CMCP

STA 209+70, 64.2' LT
APRON ENDWALLS FOR CPRC 18-INCH
EW7.0

STA. 210+75 "SB" REMOVE EXISTING
1-36" LINED CMCP

EW8.0 STA 212+33, 79.2' LT
APRON ENDWALLS FOR CPRC 18-INCH

IN21.0 STA 212+40, 48.2' LT
INLETS 2x3-H

STA 212+45, 13.7' LT
INLETS 2x3-H
IN21.2

IN21.1 STA 212+45, 23.1' LT
INLETS 2x3-H

STA 212+45, 5.1' RT
INLETS 2x3-H
IN21.3

IN20.0 STA 209+70, 5.5' RT
INLETS 4-HM

207+00"SB"
208+00"SB"
209+00"SB"
210+00"SB"
211+00"SB"
212+00"SB"
213+00"SB"

IN20.4 STA 210+08, 39.7' RT
INLETS 4-HM

IN21.7 STA 212+80, 44.4' RT
INLETS 4-H

STA 208+20, 25.0' RT
INLETS MEDIAN 2G-MS
SINGLE SLOPE 10:1
IN20.1

STA 212+45, 20.9' RT
INLETS 4-H
IN21.4

ATC MANAGEMENT, INC
OVERHEAD ELECTRIC

STA 209+76, 41.5' RT
INLETS 4-HM
IN20.2

IN20.3 STA 209+92, 40.6' RT
INLETS 4-HM

IN21.8 STA 212+80, 53.9' RT
INLETS 2x3-H

PIPE UNDERDRAIN (TYP.)

MADISON GAS AND ELECTRIC
UNDERGROUND GAS

STA 212+17, 72.5' RT
INLETS 4-H
IN21.6

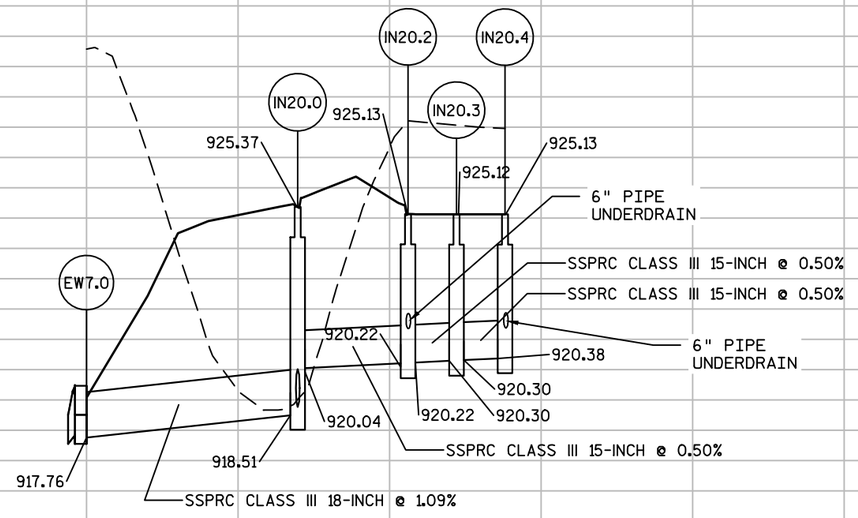
IN21.5 STA 212+25, 72.4' RT
INLETS 4-H

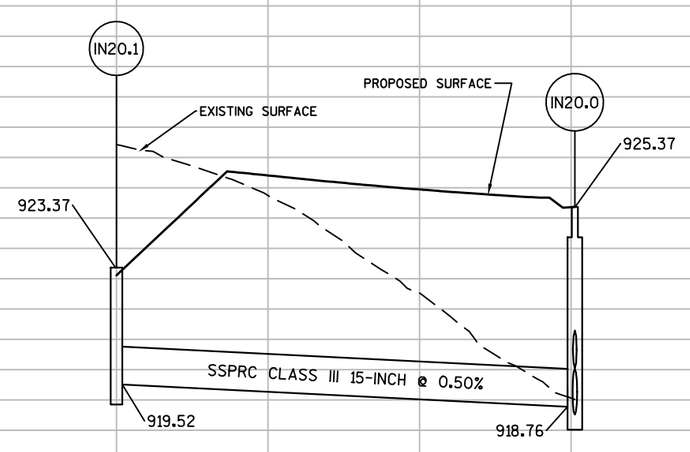
IN13.7 STA 20
INLETS

STA 114+50, 112.9' RT
12.0 MANHOLES 5-H

STA 114+59, 33.9' RT
MANHOLES 5-H

OH
G
FO





PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 66	E

N

STA. 211+00 "SB" 100' LT
REMOVE EXISTING 1-30" LINED CMCP

STA. 212+00 "SB" 50' LT
REMOVE EXISTING 1-24" CMCP

STA 209+70, 64.2' LT
APRON ENDWALLS FOR CPRC 18-INCH
EW7.0

STA. 210+75 "SB" REMOVE EXISTING
1-36" LINED CMCP

EW8.0 STA 212+33, 79.2' LT
APRON ENDWALLS FOR CPRC 18-INCH

IN21.0 STA 212+40, 48.2' LT
INLETS 2x3-H

STA 212+45, 13.7' LT
INLETS 2x3-H
IN21.2

IN21.1 STA 212+45, 23.1' LT
INLETS 2x3-H

STA 212+45, 5.1' RT
INLETS 2x3-H
IN21.3

IN20.0 STA 209+70, 5.5' RT
INLETS 4-HM

207+00"SB"
208+00"SB"
209+00"SB"
210+00"SB"
211+00"SB"
212+00"SB"
213+00"SB"

IN20.4 STA 210+08, 39.7' RT
INLETS 4-HM

IN21.7 STA 212+80, 44.4' RT
INLETS 4-H

STA 208+20, 25.0' RT
INLETS MEDIAN 2G-MS
SINGLE SLOPE 10:1
IN20.1

STA 212+45, 20.9' RT
INLETS 4-H
IN21.4

ATC MANAGEMENT, INC
OVERHEAD ELECTRIC

STA 209+76, 41.5' RT
INLETS 4-HM
IN20.2

IN20.3 STA 209+92, 40.6' RT
INLETS 4-HM

IN21.8 STA 212+80, 53.9' RT
INLETS 2x3-H

PIPE UNDERDRAIN (TYP.)

STA 212+17, 72.5' RT
INLETS 4-H
IN21.6

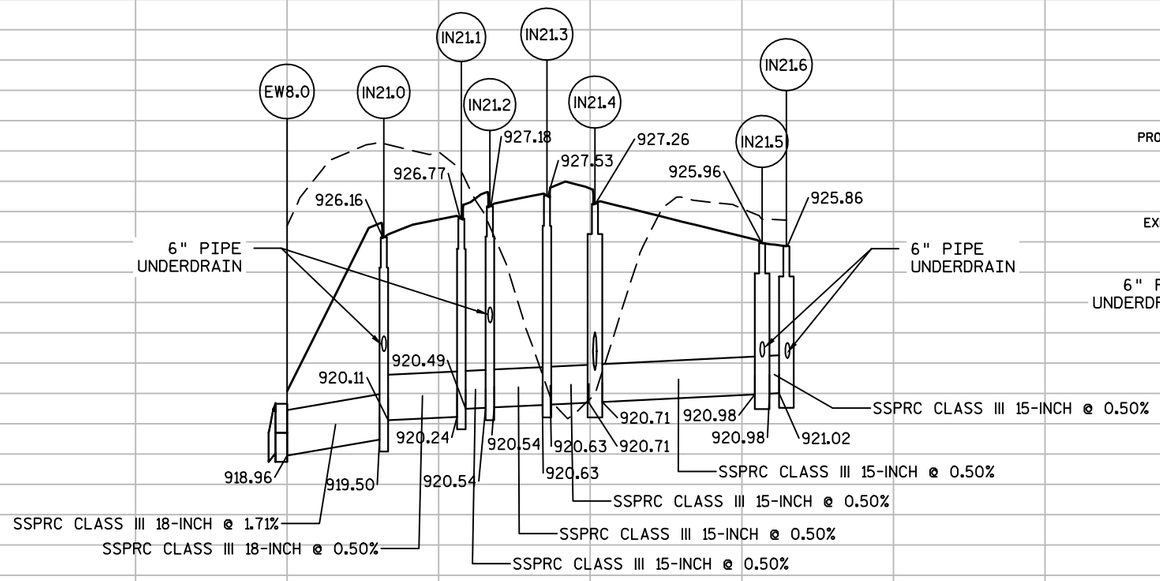
IN21.5 STA 212+25, 72.4' RT
INLETS 4-H

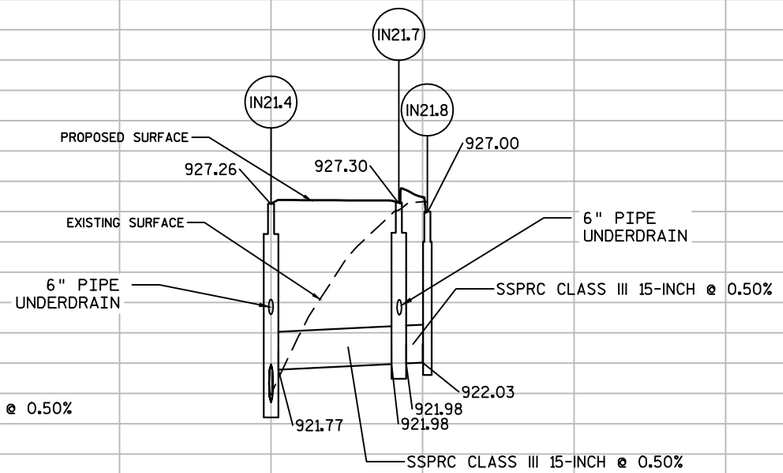
MADISON GAS AND ELECTRIC
UNDERGROUND GAS

IN13.7 STA 20
INLETS

STA 114+50, 112.9' RT
12.0 MANHOLES 5-H

STA 114+59, 33.9' RT
MANHOLES 5-H





PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 67 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022506
PLOT DATE : 5/19/2017 7:53 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

2

IN22.6 STA 216+00, 69.8' LT INLETS 4-H

IN22.7 STA 216+40, 64.8' LT INLETS 4-H

IN22.5 STA 215+99, 50.8' LT INLETS 2x3-H

IN22.4 STA 215+88, 19.4' LT INLETS 4-HM

IN22.3 STA 215+98, 19.0' LT INLETS 4-HM

IN22.2 STA 215+95, 40.6' RT INLETS 4-H

IN22.1 STA 216+07, 55.2' RT INLETS 4-HM

IN22.0 STA 216+02, 59.5' RT INLETS 4-HM

IN13.8 STA 20+76, 1.7' LT INLETS 4-T

IN13.7 STA 20+68, 1.7' LT INLETS 4-T

IN13.6 STA 20+70, 32.5' RT INLETS 4-H

EW10.0 STA 217+30, 50.2' RT APRON ENDWALLS FOR CPRC 18-INCH

EW9.0 STA 216+19, 131.4' RT APRON ENDWALLS FOR CPRC 18-INCH

IN23.0 STA 218+45, 24.0' RT INLETS 4-HM

IN23.1 STA 219+40, 17.6' RT INLETS 4-HM

IN23.2 STA 219+40, 17.5' LT INLETS 2x3-HM

IN23.3 STA 219+40, 23.0' LT INLETS MEDIAN 1G-MS SINGLE SLOPE 10:1

TDS UNDERGROUND TELEPHONE

MADISON GAS AND ELECTRIC UNDERGROUND GAS

ATC MANAGEMENT, INC OVERHEAD ELECTRIC

ATC MANAGEMENT, INC OVERHEAD ELECTRIC

SLOPE INTERCEPT (TYP.)

STA. 222+50 "SB" REMOVE EXISTING 1-24" CMCP

216+00"SB"

217+00"SB"

218+00"SB"

219+00"SB"

220+00"SB"

221+00"SB"

222+00"SB"

INSTALL INLET 22.2 IN STAGE 3 AND UTILIZE A COVER PLATE TEMPORARY

AT&T UNDERGROUND FIBER OPTIC

WAUNAKEE UTILITIES OVERHEAD ELECTRIC

WAUNAKEE UTILITIES UNDERGROUND ELECTRIC

TLE (TYP.)

PIPE UNDERDRAIN (TYP.)

TDS UNDERGROUND TELEPHONE

EXISTING R/W (TYP.)

PROPOSED R/W (TYP.)

N

INSTALL INLET 22.2 IN STAGE 3 AND UTILIZE A COVER PLATE TEMPORARY

IN22.7 IN22.6 IN22.5 IN22.3 IN22.2 IN22.0 EW9.0

6" PIPE UNDERDRAIN

PROPOSED SURFACE

EXISTING SURFACE

929.30 929.23 929.55 929.28 929.11 928.80

924.36 924.26 924.26 924.16 924.00 924.00 923.70 923.70 923.59

917.89 918.28

SSP CLASS III-A 15-INCH @ 0.51%

SSP CLASS III-A 15-INCH @ 0.50%

SSP CLASS III-A 15-INCH @ 0.49%

SSP CLASS III-A 15-INCH @ 0.50%

SSP CLASS III-A 15-INCH @ 0.50%

SSP CLASS III-A 18-INCH @ 0.50%

935 930 925 920 915

IN22.4 IN22.3

929.23 929.28

924.05 924.00

6" PIPE UNDERDRAIN

SSP CLASS III-A 15-INCH @ 0.50%

IN22.0 IN22.1

928.80 928.85

923.59 923.63

6" PIPE UNDERDRAIN

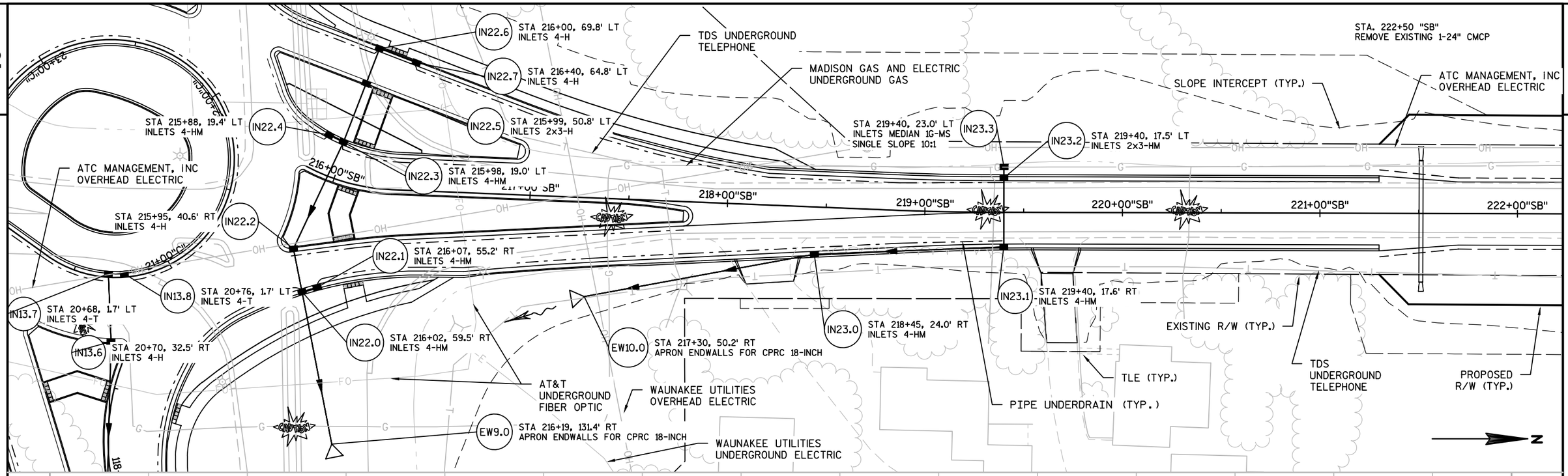
SSP CLASS III-A 15-INCH @ 0.50%

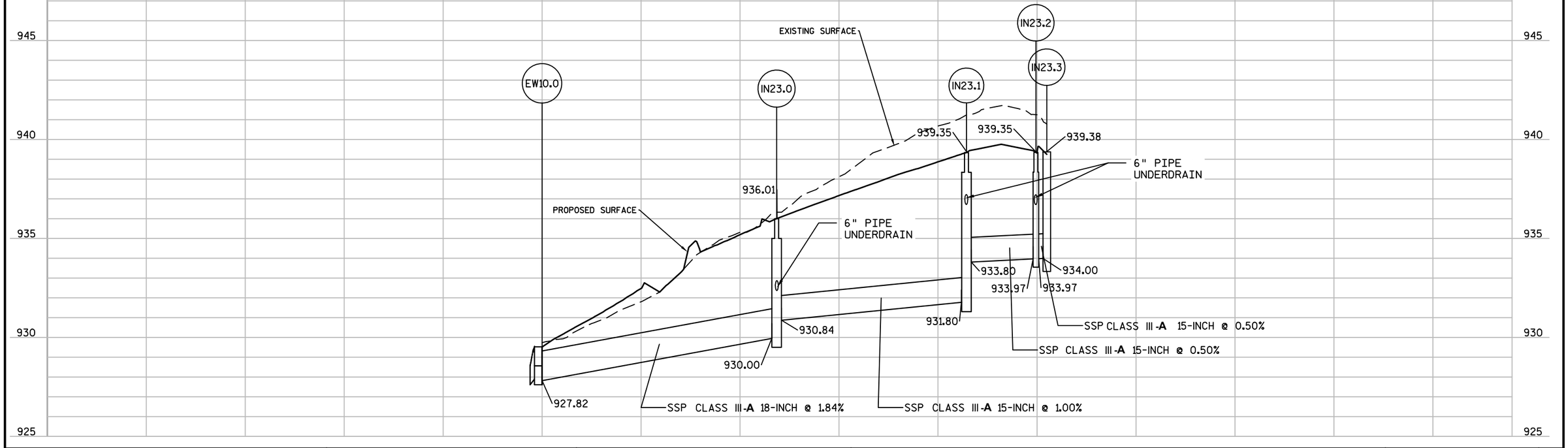
935 930 925 920 915

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 68	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022507

PLOT DATE : 5/19/2017 7:54 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:50 FT





PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	STORM SEWER	SHEET 69 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_SS - 022508
PLOT DATE : 5/19/2017 7:54 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 41

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
- 1-01 SIGN - NEW
- (1-01) SIGN - REMOVE
- 1-M1 SIGN - MOVE
- OVERHEAD SIGN

* MOVE SIGN FOR STAGING PURPOSES PRIOR TO REMOVAL. SEE TRAFFIC CONTROL PLANS FOR LOCATION

N

HOGAN RD

STH 19/113

(1-01) JCT COUNTY I — REMOVE PRIOR TO STAGE 3

TO REMAIN — WRONG WAY

TO REMAIN — DO NOT ENTER

TO REMAIN

TO REMAIN — DO NOT ENTER

ONE WAY — TO REMAIN

(1-07) NORTH EAST COUNTY I 19 — REMOVE PRIOR TO STAGE 3

(1-02) SOUTH 113 — REMOVE PRIOR TO STAGE 3

TO REMAIN — CONSTRUCTION SPONSER IN LOVING MEMORY OF YVONNE ZIEGLER

TO REMAIN — WRONG WAY

TO REMAIN — LEFT LANE ENDS

(1-03) (1-04) STOP AHEAD 19 — REMOVE PRIOR TO STAGE 3 ACTIVATION OF TEMPORARY SIGNAL

REMOVE POST

WEST NORTH 19 113 — TO REMAIN

ONE WAY — TO REMAIN

* 1-M1 (1-05) SUN PRAIRIE / MADISON — MOVE PRIOR TO STAGE 3, REMOVE PRIOR TO STAGE 4

(1-06) 50 M.P.H. — REMOVE PRIOR TO STAGE 3

(1-09) DO NOT ENTER — REMOVE PRIOR TO STAGE 4

(1-08) TO INTERSTATE 90 INTERSTATE 94 — REMOVE PRIOR TO STAGE 3

(1-10) LEFT TURN LANE — REMOVE PRIOR TO STAGE 3

(1-21) WRONG WAY — REMOVE PRIOR TO STAGE 4

(1-22)

(1-11) STOP AHEAD 19 — REMOVE PRIOR TO STAGE 3

MOVE PRIOR TO STAGE 1, REMOVE PRIOR TO STAGE 3

* 1-M4 (123)

(1-12) (1-13) STOP * 1-M2 — REMOVE PRIOR TO STAGE 3 ACTIVATION OF TEMPORARY SIGNAL; MOVE AFTER STAGE 1 WIDENING

(1-14) NORTH EAST COUNTY I 19 — REMOVE PRIOR TO STAGE 3; * 1-M3 MOVE PRIOR TO STAGE 2

REMOVE PRIOR TO STAGE 3

(1-24) DO NOT ENTER — REMOVE PRIOR TO STAGE 1

(1-25) REMOVE PRIOR TO STAGE 2

CHECK TURN SIGNAL (1-18B)

REMOVE PRIOR TO STAGE 1

(1-19B) (1-20B)

STH 19

WEST NORTH 19 113 (1-26) REMOVE PRIOR TO STAGE 1

LEFT TURN LANE (1-27) REMOVE PRIOR TO STAGE 1

REMOVE PRIOR TO STAGE 1 (1-19A)

(1-20A) REMOVE PRIOR TO STAGE 1

(1-18A) (1-17) WRONG WAY — REMOVE PRIOR TO STAGE 3

STH 113

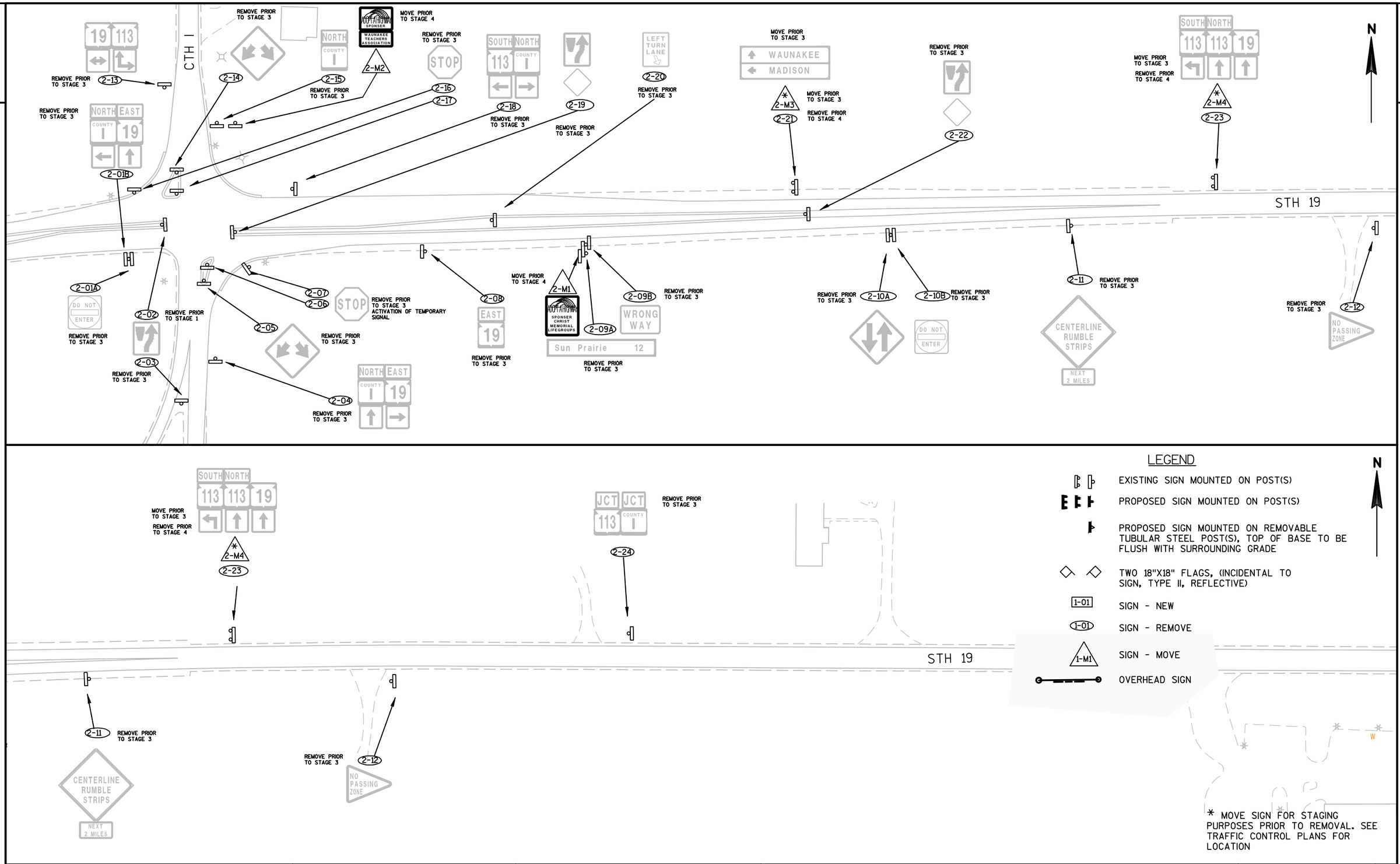
(1-15) REMOVE PRIOR TO STAGE 2

(1-16) REMOVE PRIOR TO STAGE 3

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	SIGN REMOVALS	SHEET 70	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023201_PS - 023201A_PS

PLOT DATE : 5/22/2017 11:47 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
- 1-01 SIGN - NEW
- 1-01 SIGN - REMOVE
- 1-M1 SIGN - MOVE
- OVERHEAD SIGN

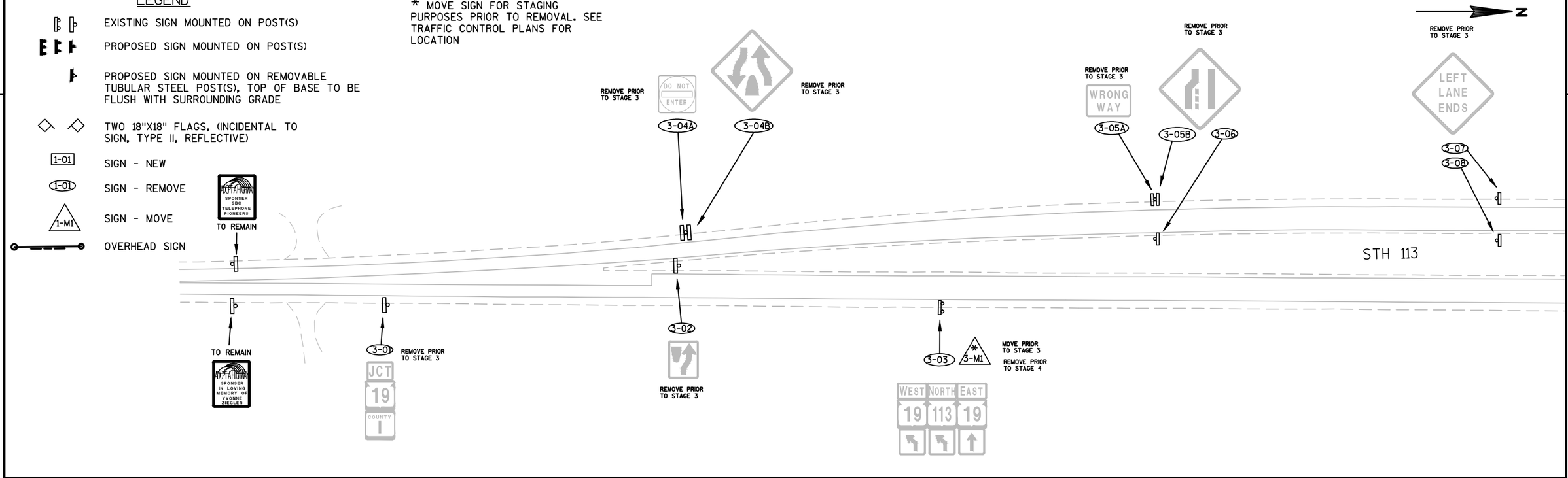
* MOVE SIGN FOR STAGING PURPOSES PRIOR TO REMOVAL. SEE TRAFFIC CONTROL PLANS FOR LOCATION

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	SIGN REMOVALS	SHEET 71	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
- 1-01 SIGN - NEW
- (1-01) SIGN - REMOVE
- 1-M1 SIGN - MOVE
- OVERHEAD SIGN

* MOVE SIGN FOR STAGING PURPOSES PRIOR TO REMOVAL. SEE TRAFFIC CONTROL PLANS FOR LOCATION



PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	SIGN REMOVALS	SHEET 72 E

2

N

REMOVE PRIOR TO STAGE 3

JCT 19 113

4-01

REMOVE PRIOR TO STAGE 3

4-02

CTH I

W

W

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE

TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)

1-01 SIGN - NEW

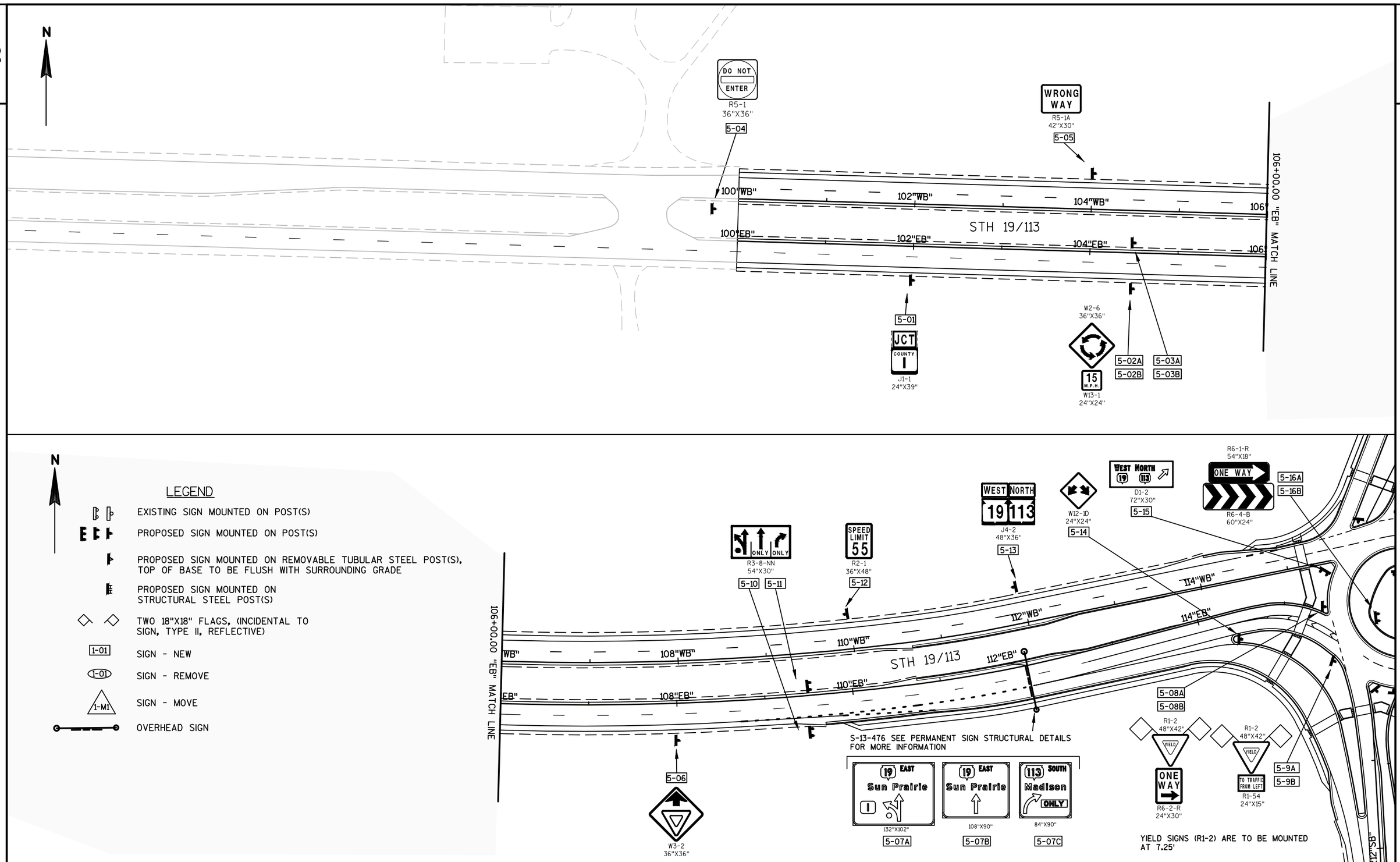
1-01 SIGN - REMOVE

1-M1 SIGN - MOVE

OVERHEAD SIGN

* MOVE SIGN FOR STAGING PURPOSES PRIOR TO REMOVAL. SEE TRAFFIC CONTROL PLANS FOR LOCATION

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	SIGN REMOVALS	SHEET 73	E



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING	SHEET 74 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\023202_PS.DWG
LAYOUT NAME - 023202_PS - 023202A_PS
PLOT DATE : 5/22/2017 11:47 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

YIELD SIGNS (R1-2) ARE TO BE MOUNTED AT 7.25'

S-13-474 SEE PERMANENT SIGN STRUCTURAL DETAILS FOR MORE INFORMATION

6-13A
6-13B
R6-1-R
54"X18"
ONE WAY
R6-4-B
60"X24"

R1-2
48"X42"
YIELD
6-14A
6-14B
TO TRAFFIC FROM LEFT
R1-54
24"X15"

R1-2
48"X42"
YIELD
6-15A
6-15B
ONE WAY
R6-2-R
24"X30"

WEST NORTH
19 113
Waunakee
113 SOUTH
Madison
168"X114"
6-16A

WEST NORTH
19 113
Waunakee
I
120"X114"
6-16B

R3-8-CC
36"X30"
6-17
6-18

W3-2
36"X36"
6-19

R4-7
36"X48"
6-20A
6-20B
W5-54
18"X18"

W2-6
36"X36"
6-21A
6-21B
15
M.P.H.
W13-1
24"X24"

JCT 113 JCT COUNTY I
J1-2
48"X39"
6-22

132+00.00 "WB" MATCH LINE

STH 19

124"WB"
126"WB"
128"WB"
128"EB"
130"WB"
132"
122"WB"
126"EB"
120"WB"
124"EB"
122"EB"
120"EB"
118"WB"
118"EB"

6-05
6-06
6-07
W4-2R
36"X36"

WRONG WAY
R5-1A
42"X30"

6-08
DO NOT ENTER
R5-1
36"X36"

6-09
EAST 19
J4-1
24"X36"

6-10
SPEED LIMIT 55
R2-1
36"X48"

2-M1
OUTPATIENT
SPONSER CHRIST MEMORIAL LIFEGROUPS

6-04
W4-3R
36"X36"

6-02
6-03
W4-2R
36"X36"

6-01
EAST 19
D1-1
42"X30"

132+00.00 "WB" MATCH LINE

WB"
134"WB"
136"WB"

6-11
Sun Prairie 12
D2-1
84"X15"

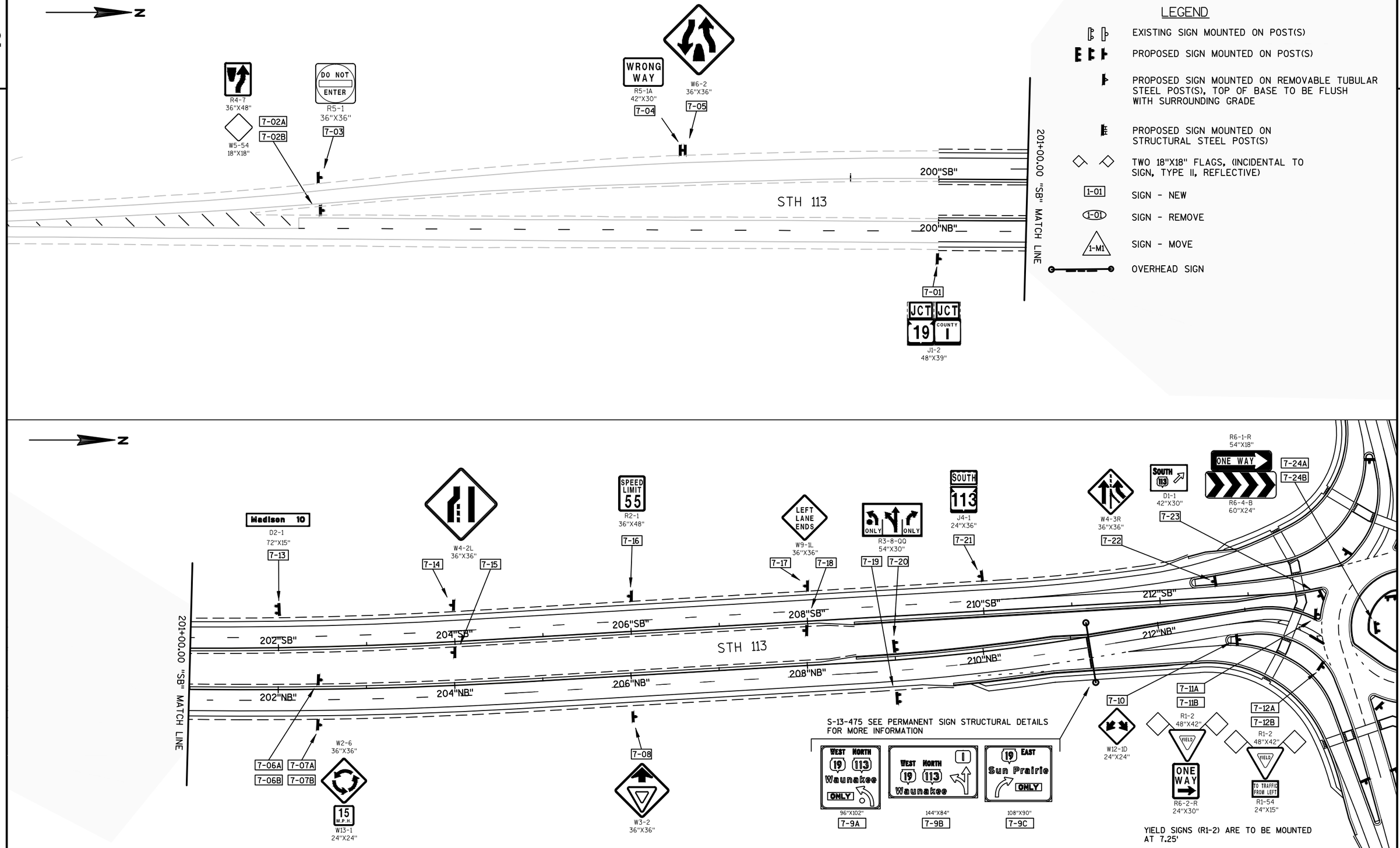
6-12
NO PASSING ZONE
W14-3
48"X36"

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POST(S)
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
- 1-01 SIGN - NEW
- 1-01 SIGN - REMOVE
- 1-M1 SIGN - MOVE
- OVERHEAD SIGN

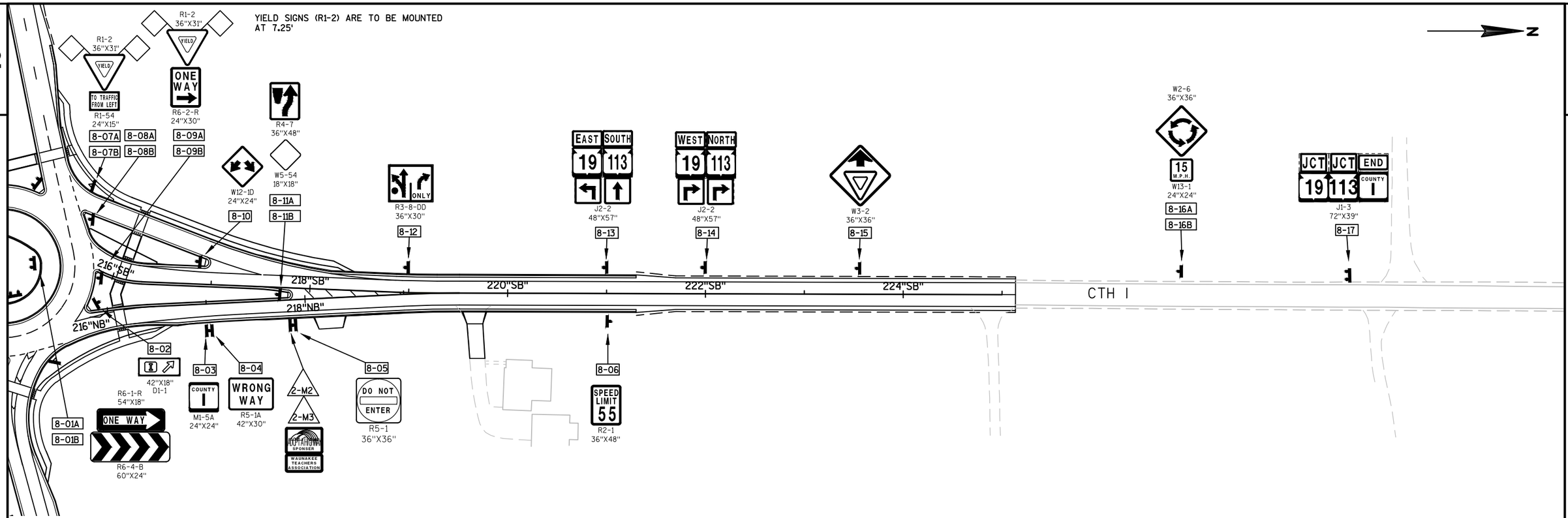
N

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING	SHEET 75	E



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING	SHEET 76	E

YIELD SIGNS (R1-2) ARE TO BE MOUNTED AT 7.25'



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE TUBULAR STEEL POST(S), TOP OF BASE TO BE FLUSH WITH SURROUNDING GRADE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POST(S)
- TWO 18"X18" FLAGS, (INCIDENTAL TO SIGN, TYPE II, REFLECTIVE)
- 1-01 — SIGN - NEW
- 1-01 — SIGN - REMOVE
- 1-M1 — SIGN - MOVE
- OVERHEAD SIGN

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING	SHEET 77	E

NOTE: ALL LIGHTING EQUIPMENT SHALL BE IN OPERATION PRIOR TO BEGINNING THE CONSTRUCTION OF STAGE 4 WITH THE EXCEPTION OF THE EQUIPMENT ON THE NORTH LEG NORTH OF STATION 216"NB"+00 AND THE EAST LEG EAST OF STATION 118"EB"+00. LIGHTING EQUIPMENT ON THE NORTH LEG SHALL BE INSTALLED IN STAGE 4 AND ON THE EAST LEG IN STAGE 5.

216"NB"+50 MATCHLINE

216"SB"+34, 31' LT
A-15-6-D-(L-13-0610-0018)

216"SB"+34, 31' LT
A-15-6-C-(L-13-0610-0018)

LB18

CTH I SB

CTH I NB

PB11

216"SB"

216"NB"

3"

LB17

PB9

215"NB"+99, 86' LT
III-A-8-6-D-(L-13-0610-0017)

216"SB"+04, 90' RT
III-A-15-6-C-(L-13-0610-0019)

LB19

PB10

CABINET WILL NEED TO BE POWERED FOR STAGE 4 OF CONSTRUCTION. THIS MAY REQUIRE A TEMPORARY SERVICE.

2-3"

PB1

117"WB"+85, 42' LT
A-15-6-A-(L-13-0610-0001)

LB1

STH 19 WB / STH 113 NB

115"WB"+38, 8' RT
A-8-6-C-(L-13-0610-0013)

LB13

PB8

LB12

115"EB"+00 MATCHLINE

115"EB"+35, 28'LT
A-8-6-D-(L-13-0610-0012)

117"EB"+41, 26' LT
A-8-6-B-(L-13-0610-0002)

213"SB"+86, 32' LT
A-8-6-A-(L-13-0610-0010)

213"SB"+86, 32' LT
A-8-6-B-(L-13-0610-0010)

STH 19 EB

PB7

STH 113 SB

PB6

LB10

213"NB"+76, 18' LT
A-8-6-A-(L-13-0610-0007)

LB7

PB5

PB4

STH 113 SB

STH 113 NB

213"NB"+11, 35' RT
A-8-6-B-(L-13-0610-0006)

213"NB"+11, 35' RT
A-8-6-A-(L-13-0610-0006)

LB6

213"NB"+00 MATCHLINE

LB2

PB2

118"WB"

118"EB"

117"EB"+30, 35' RT
A-8-6-A-(L-13-0610-0005)

117"EB"+30, 35' RT
A-8-6-B-(L-13-0610-0005)

PB3

LB5

STH 19 WB

119"WB"+11, 11' RT
A-8-6-B-(L-13-0610-0003)

120"WB"+69, 15' RT
A-15-6-A-(L-13-0610-0004)

120"WB"

LB4

120"WB"+69, 15' RT
A-15-6-B-(L-13-0610-0004)

LB3

120"EB"

STH 19 EB

119"WB"+11, 11' RT
A-8-6-A-(L-13-0610-0003)

OH

INL

N

LIGHTING PLAN LEGEND

- DISTRIBUTION CENTER
- PULL BOX NON-CONDUCTIVE 24x42-INCH
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- CONDUIT STUBOUT
- 119"WB"+11, 11' RT / A-8-6-B-(L-13-0610-0003)
  - POLE NUMBER
  - CIRCUIT NUMBER
  - BASE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LED LAMP TYPE

HIGHWAY LIGHTING
STH 19 & STH 113 & CTH I
TOWN OF WESTPORT
DANE COUNTY

INST. NO. L13-0610

REGION CONTACT:
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	LIGHTING PLAN	SHEET 78	E

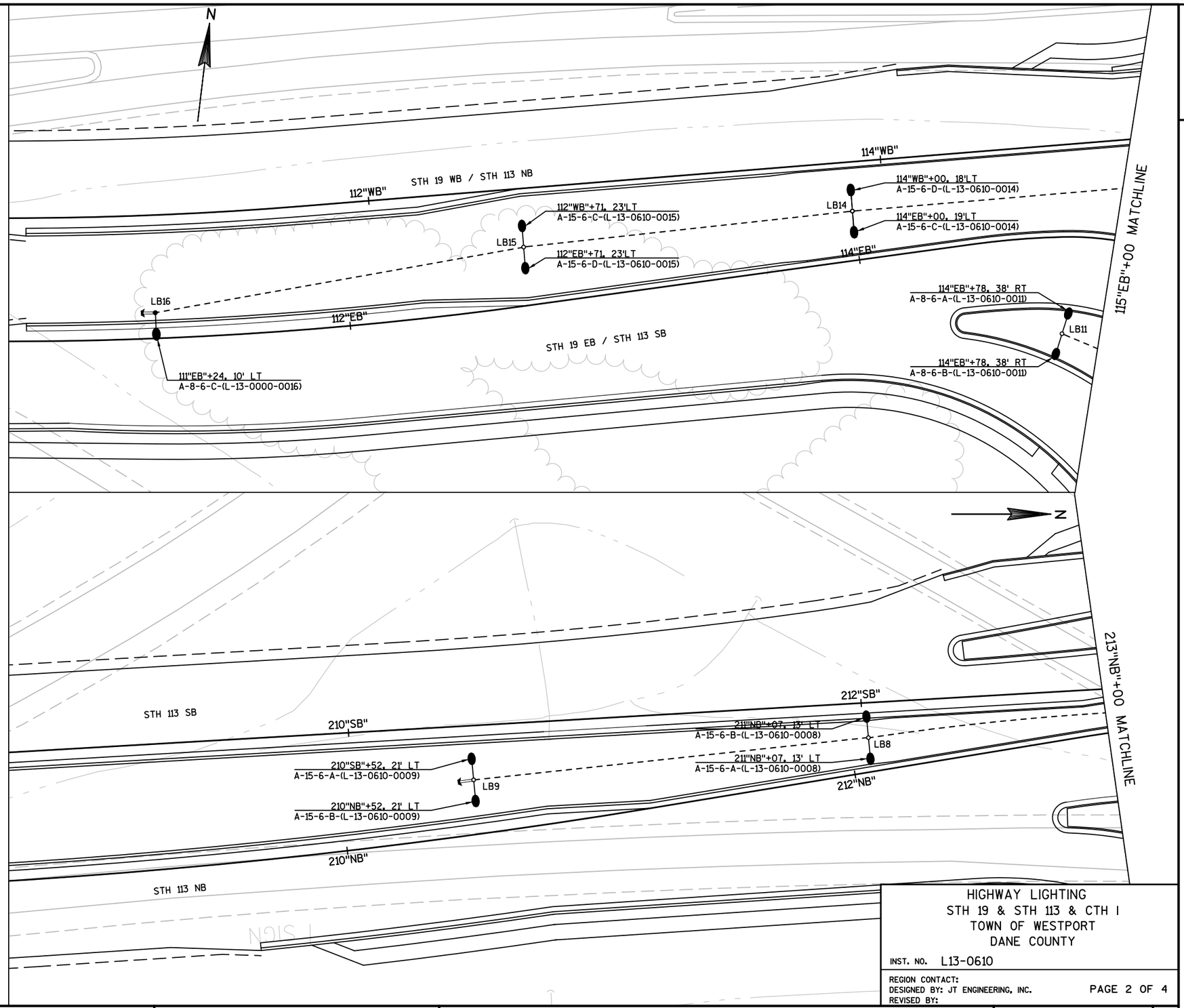
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LAYOUT NAME - 023501_LP

PLOT DATE : 4/12/2017 1:11 PM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LIGHTING PLAN LEGEND

- CONDUIT - 2" UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE
- CONDUIT STUBOUT
- 119"WB"+11, 11' RT / A-8-6-2-(L-13-0610-0003)
  - POLE NUMBER
  - CIRCUIT NUMBER
  - BASE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LED LAMP TYPE



HIGHWAY LIGHTING
STH 19 & STH 113 & CTH I
TOWN OF WESTPORT
DANE COUNTY

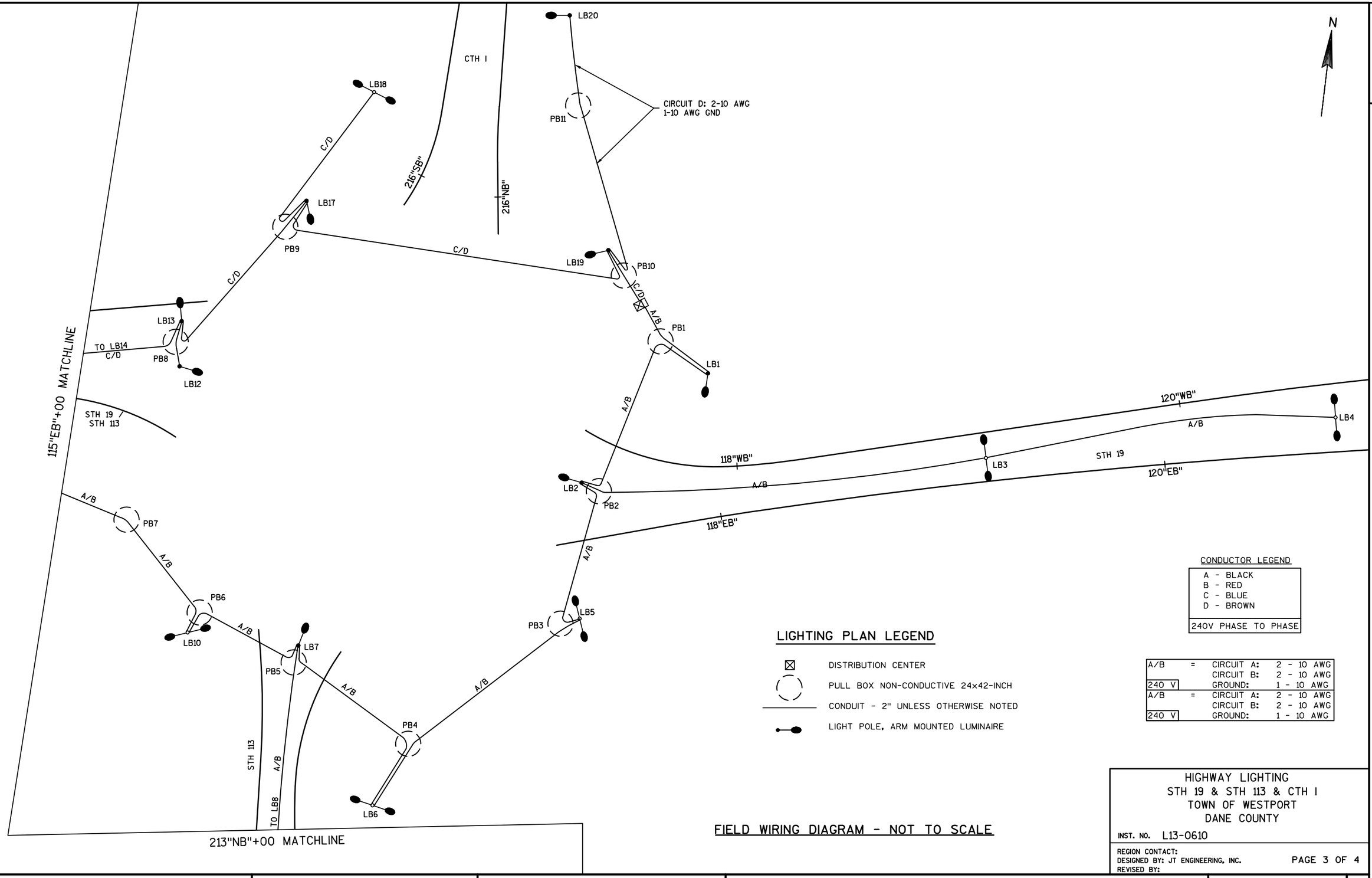
INST. NO. L13-0610

REGION CONTACT:
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	LIGHTING PLAN	SHEET 79	E

FILE NAME : X:\PROJECTS\DANE\5290-02-00 STH 113 INTERSECTION\DESIGN\C3D\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023502_LP
PLOT DATE : 4/12/2017 1:11 PM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42



LIGHTING PLAN LEGEND

- DISTRIBUTION CENTER
- PULL BOX NON-CONDUCTIVE 24×42-INCH
- CONDUIT - 2" UNLESS OTHERWISE NOTED
- LIGHT POLE, ARM MOUNTED LUMINAIRE

CONDUCTOR LEGEND

A - BLACK	
B - RED	
C - BLUE	
D - BROWN	
240V PHASE TO PHASE	

A/B	=	CIRCUIT A:	2 - 10 AWG
		CIRCUIT B:	2 - 10 AWG
240 V		GROUND:	1 - 10 AWG
A/B	=	CIRCUIT A:	2 - 10 AWG
		CIRCUIT B:	2 - 10 AWG
240 V		GROUND:	1 - 10 AWG

FIELD WIRING DIAGRAM - NOT TO SCALE

HIGHWAY LIGHTING
STH 19 & STH 113 & CTH I
TOWN OF WESTPORT
DANE COUNTY

INST. NO. L13-0610

REGION CONTACT:
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	LIGHTING PLAN	SHEET 80	E

FILE NAME : X:\PROJECTS\DANE\5290-02-00 STH 113 INTERSECTION\DESIGN\C3D\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023503_LP
PLOT DATE : 4/12/2017 1:27 PM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

FIELD WIRING DIAGRAM - NOT TO SCALE

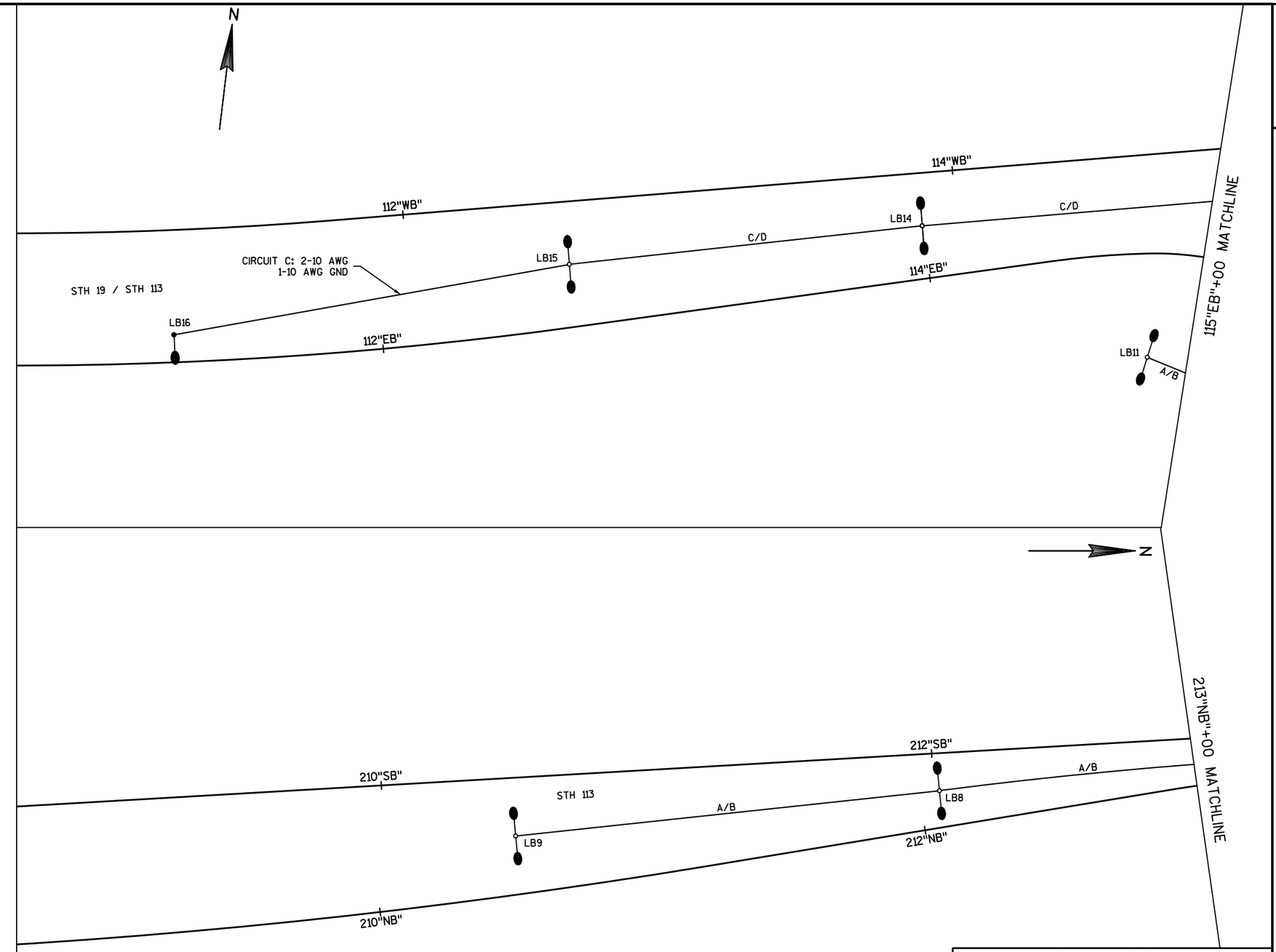
LIGHTING PLAN LEGEND

- ⊠ DISTRIBUTION CENTER
- ◯ PULL BOX NON-CONDUCTIVE 24x42-INCH
- ——— CONDUIT - 2" UNLESS OTHERWISE NOTED
- ●— LIGHT POLE, ARM MOUNTED LUMINAIRE

CONDUCTOR LEGEND

A - BLACK	
B - RED	
C - BLUE	
D - BROWN	
240V PHASE TO PHASE	

A/B	=	CIRCUIT A:	2 - 10 AWG
		CIRCUIT B:	2 - 10 AWG
240 V		GROUND:	1 - 10 AWG
A/B	=	CIRCUIT A:	2 - 10 AWG
		CIRCUIT B:	2 - 10 AWG
240 V		GROUND:	1 - 10 AWG



HIGHWAY LIGHTING
STH 19 & STH 113 & CTH I
TOWN OF WESTPORT
DANE COUNTY

INST. NO. L13-0610

REGION CONTACT:
DESIGNED BY: JT ENGINEERING, INC.
REVISED BY:

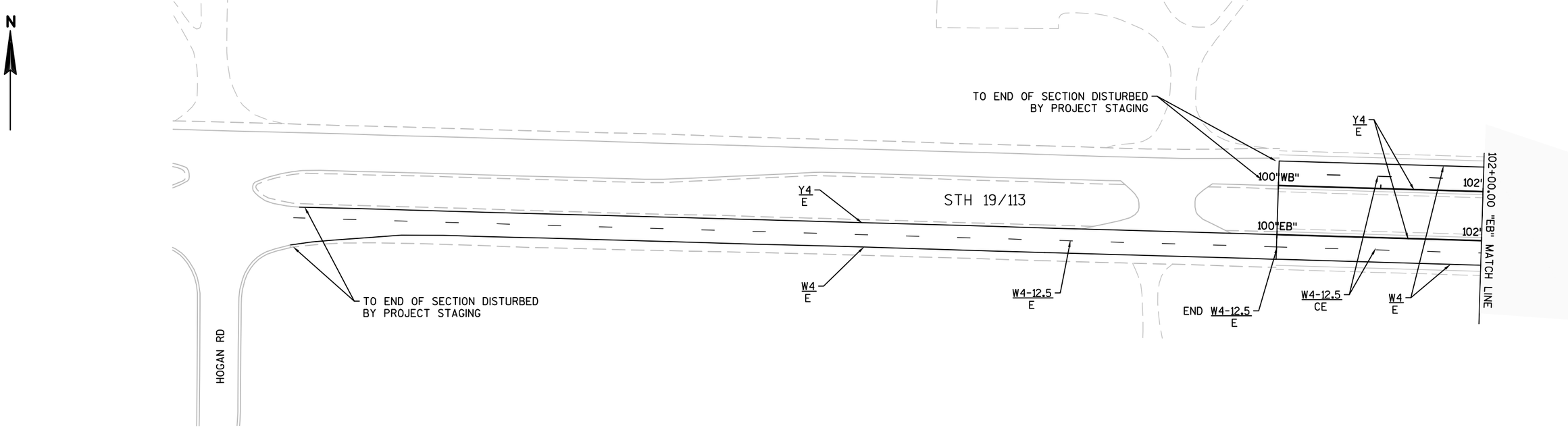
PAGE 4 OF 4

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	LIGHTING PLAN	SHEET 81	E

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LAYOUT NAME - 023504_LP

PLOT DATE : 4/12/2017 1:11 PM PLOT BY : DYLAN DOUGLAS PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

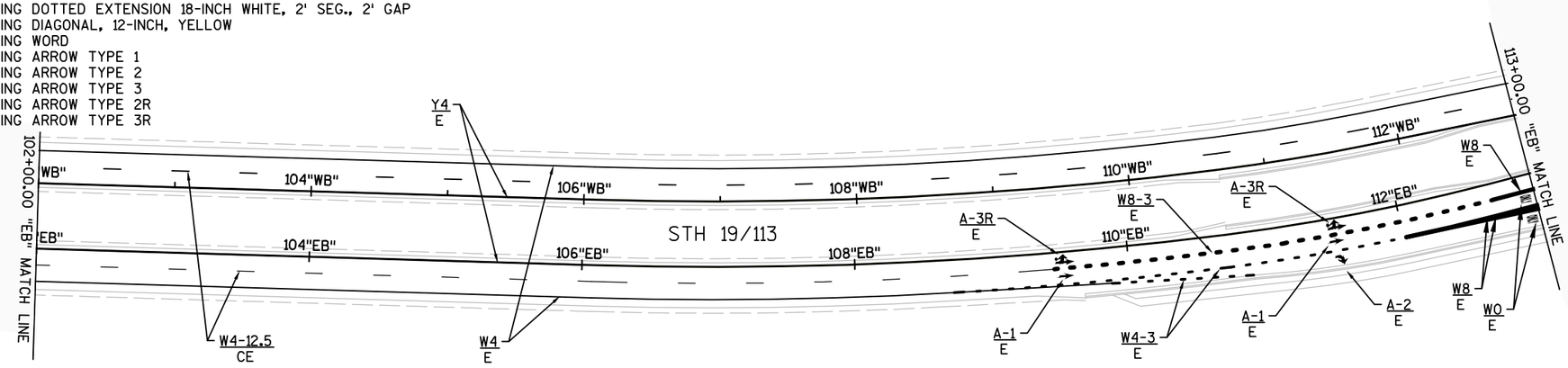


MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W4	MARKING LINE 4-INCH, WHITE
W4-3	MARKING LINE 4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	MARKING LINE 4-INCH, YELLOW
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
Y4-12.5	MARKING LINE 4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
W6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE
W8	MARKING LINE 8-INCH, WHITE
W8-1	MARKING LINE 8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	MARKING LINE 8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	MARKING LINE 8-INCH, WHITE, 6' SEG., 3' GAP
W12	MARKING DIAGONAL, 12-INCH, WHITE CHEVRONS, 25-FT SPACING
W18-2	MARKING DOTTED EXTENSION 18-INCH WHITE, 2' SEG., 2' GAP
DY12	MARKING DIAGONAL, 12-INCH, YELLOW
WO	MARKING WORD
A-1	MARKING ARROW TYPE 1
A-2	MARKING ARROW TYPE 2
A-3	MARKING ARROW TYPE 3
A-2R	MARKING ARROW TYPE 2R
A-3R	MARKING ARROW TYPE 3R

MATERIAL

E	EPOXY
CE	GROOVED WET REFLECTIVE CONTRAST EPOXY



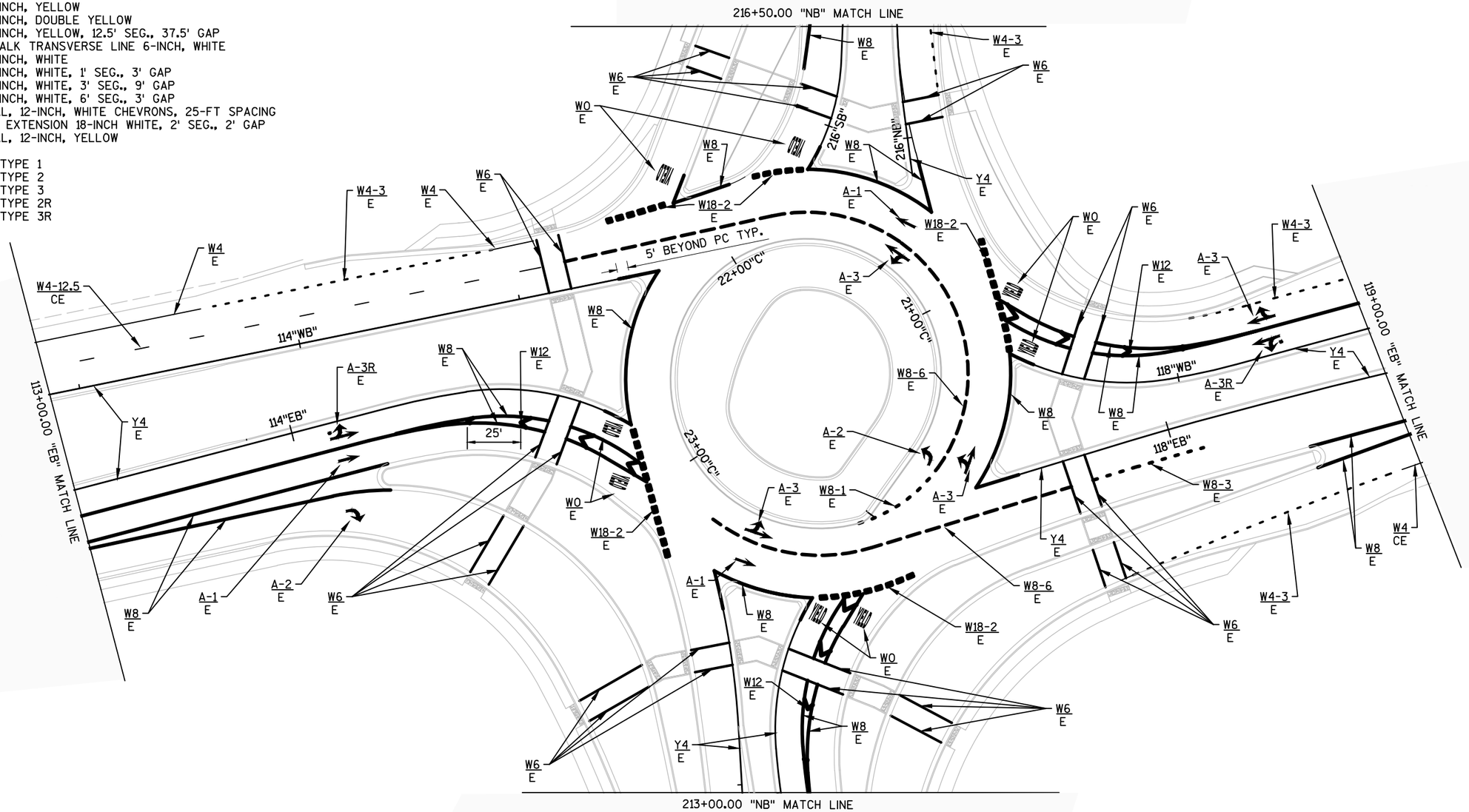
2

MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W4	MARKING LINE 4-INCH, WHITE
W4-3	MARKING LINE 4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	MARKING LINE 4-INCH, YELLOW
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
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W8	MARKING LINE 8-INCH, WHITE
W8-1	MARKING LINE 8-INCH, WHITE, 1' SEG., 3' GAP
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DY12	MARKING DIAGONAL, 12-INCH, YELLOW
WO	MARKING WORD
A-1	MARKING ARROW TYPE 1
A-2	MARKING ARROW TYPE 2
A-3	MARKING ARROW TYPE 3
A-2R	MARKING ARROW TYPE 2R
A-3R	MARKING ARROW TYPE 3R

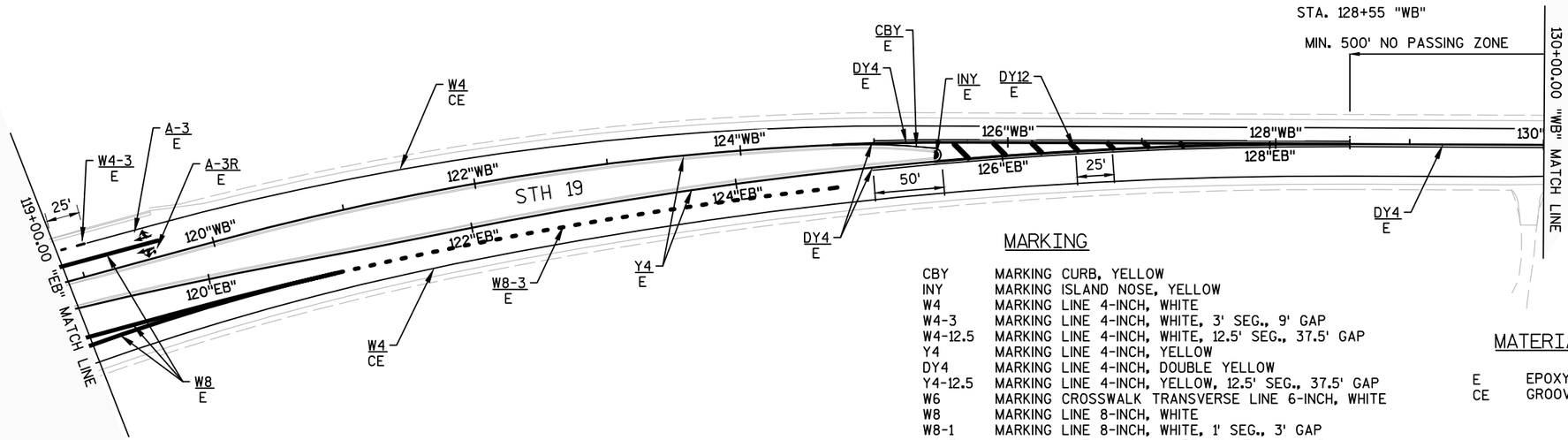
MATERIAL

E	EPOXY
CE	GROOVED WET REFLECTIVE CONTRAST EPOXY



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	ROUNDABOUT PAVEMENT MARKING	SHEET 83	E

2



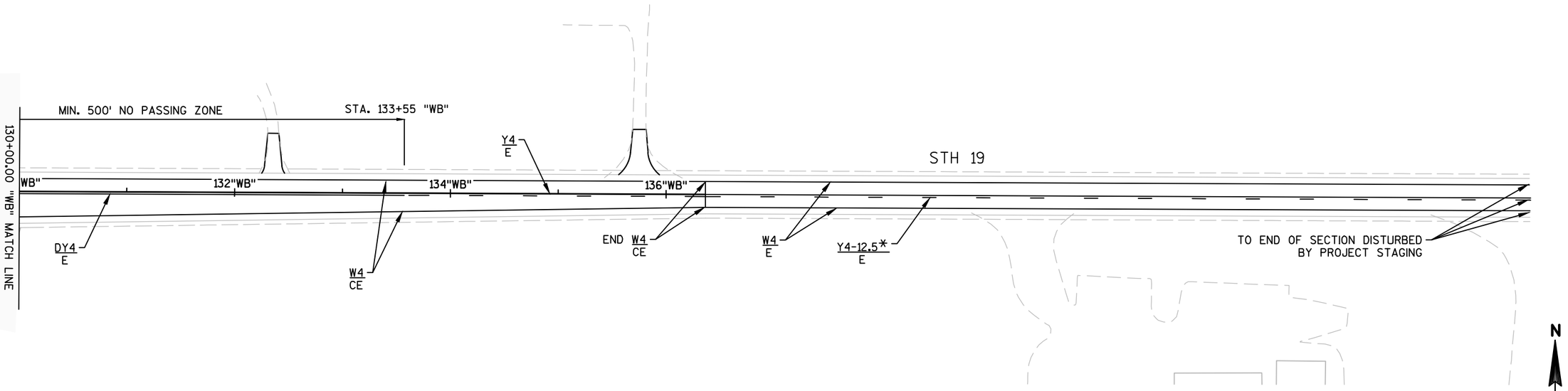
MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W4	MARKING LINE 4-INCH, WHITE
W4-3	MARKING LINE 4-INCH, WHITE, 3' SEG., 9' GAP
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DY12	MARKING DIAGONAL, 12-INCH, YELLOW
WO	MARKING WORD
A-1	MARKING ARROW TYPE 1
A-2	MARKING ARROW TYPE 2
A-3	MARKING ARROW TYPE 3
A-2R	MARKING ARROW TYPE 2R
A-3R	MARKING ARROW TYPE 3R

MATERIAL

E	EPOXY
CE	GROOVED WET REFLECTIVE CONTRAST EPOXY

N

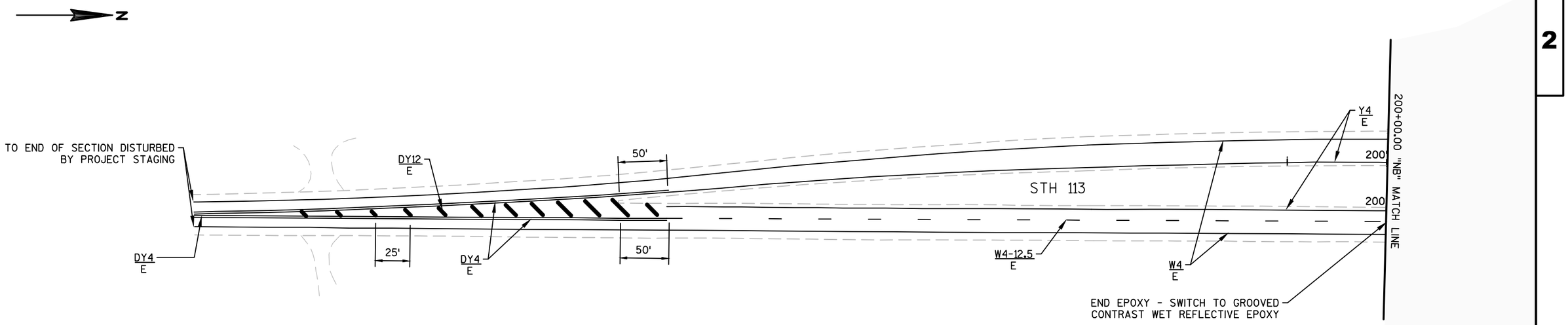


N

*CONFIRM BY LOCATING NO PASSING ZONES

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PAVEMENT MARKING	SHEET 84	E

2

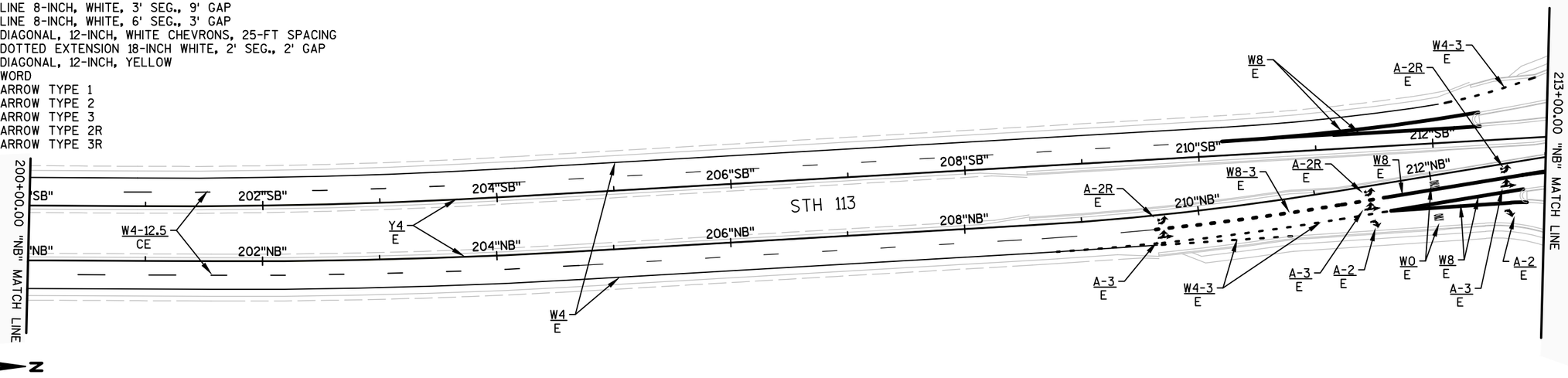


MARKING

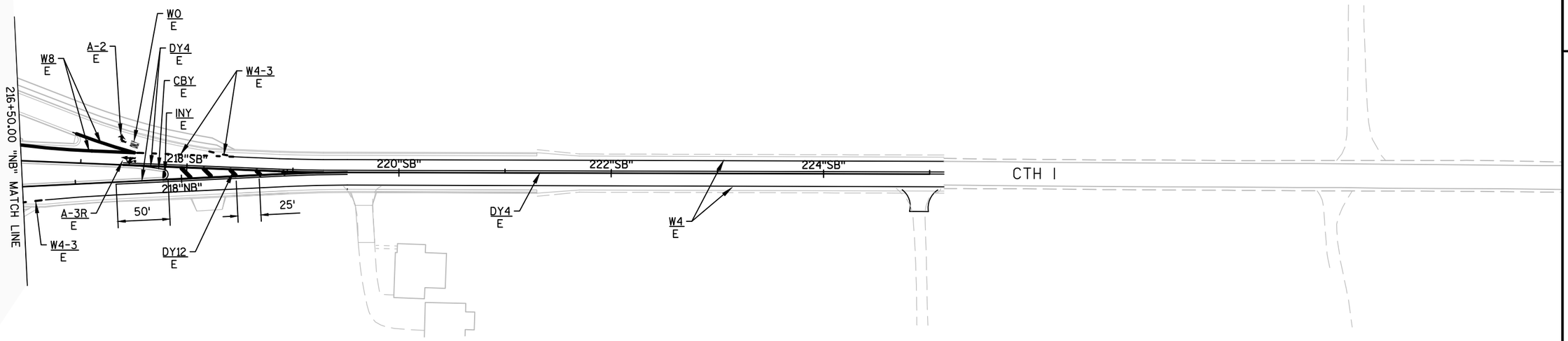
CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W4	MARKING LINE 4-INCH, WHITE
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Y4	MARKING LINE 4-INCH, YELLOW
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
Y4-12.5	MARKING LINE 4-INCH, YELLOW, 12.5' SEG., 37.5' GAP
W6	MARKING CROSSWALK TRANSVERSE LINE 6-INCH, WHITE
W8	MARKING LINE 8-INCH, WHITE
W8-1	MARKING LINE 8-INCH, WHITE, 1' SEG., 3' GAP
W8-3	MARKING LINE 8-INCH, WHITE, 3' SEG., 9' GAP
W8-6	MARKING LINE 8-INCH, WHITE, 6' SEG., 3' GAP
W12	MARKING DIAGONAL, 12-INCH, WHITE CHEVRONS, 25-FT SPACING
W18-2	MARKING DOTTED EXTENSION 18-INCH WHITE, 2' SEG., 2' GAP
DY12	MARKING DIAGONAL, 12-INCH, YELLOW
WO	MARKING WORD
A-1	MARKING ARROW TYPE 1
A-2	MARKING ARROW TYPE 2
A-3	MARKING ARROW TYPE 3
A-2R	MARKING ARROW TYPE 2R
A-3R	MARKING ARROW TYPE 3R

MATERIAL

E	EPOXY
CE	GROOVED WET REFLECTIVE CONTRAST EPOXY



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PAVEMENT MARKING	SHEET 85	E



MARKING

CBY	MARKING CURB, YELLOW
INY	MARKING ISLAND NOSE, YELLOW
W4	MARKING LINE 4-INCH, WHITE
W4-3	MARKING LINE 4-INCH, WHITE, 3' SEG., 9' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
Y4	MARKING LINE 4-INCH, YELLOW
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
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A-2	MARKING ARROW TYPE 2
A-3	MARKING ARROW TYPE 3
A-2R	MARKING ARROW TYPE 2R
A-3R	MARKING ARROW TYPE 3R

MATERIAL

E	EPOXY
CE	GROOVED WET REFLECTIVE CONTRAST EPOXY

GENERAL NOTES FOR TRAFFIC CONTROL

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

2) CONFLICTING TRAFFIC SIGNS SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.

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

4) ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

7) ALL TEMPORARY PAVEMENT SHALL CONSIST OF 4 INCHES OF ASPHALTIC SURFACE TEMPORARY, OVER 6 INCHES OF BASE AGGREGATE DENSE OVER 12 INCHES OF SELECT CRUSH UNLESS APPROVED BY ENGINEER.

8) ALL TEMPORARY PAVEMENT MARKINGS ON PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE.

9) "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.

10) BARRICADE STRIPES ARE TO BE SLOPED DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.

11) ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 50-FEET AND TUBULAR MARKERS ARE SPACED AT 25-FEET UNLESS OTHERWISE NOTED.

12) SEE STORM SEWER PLANS FOR STORM SEWER STAGING INFORMATION.

13) BEGIN EACH STAGE BY COMPLETING PAVEMENT MARKING AND SIGNAGE FIRST.

14) FOR SIGNS MOUNTED ON PORTABLE SIGN SUPPORTS, USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE ADJACENT PAVEMENT.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- REMOVE PAVEMENT MARKING
- TEMPORARY SIGNAL POLE
- SAW CUT
- 1-M1 — MOVING SIGNS

WORK ZONE PAVEMENT MARKINGS

- DY — CONTINUOUS DOUBLE YELLOW, 4-INCH
- Y — CONTINUOUS YELLOW, 4-INCH
- W — CONTINUOUS WHITE, 4-INCH
- 8W — CONTINUOUS WHITE, 8-INCH
- 8DW — DASHED 3' LINE, 9' GAP WHITE, 8-INCH
- DW — CONTINUOUS WHITE, 12-INCH DIAGONAL
- SB — STOP BAR, WHITE, 18-INCH
- A1 — ARROW TYPE 1
- A2 — ARROW TYPE 2

TPM TEMPORARY MARKING LINE PAINT

TPMRT TEMPORARY MARKING LINE REMOVABLE TAPE

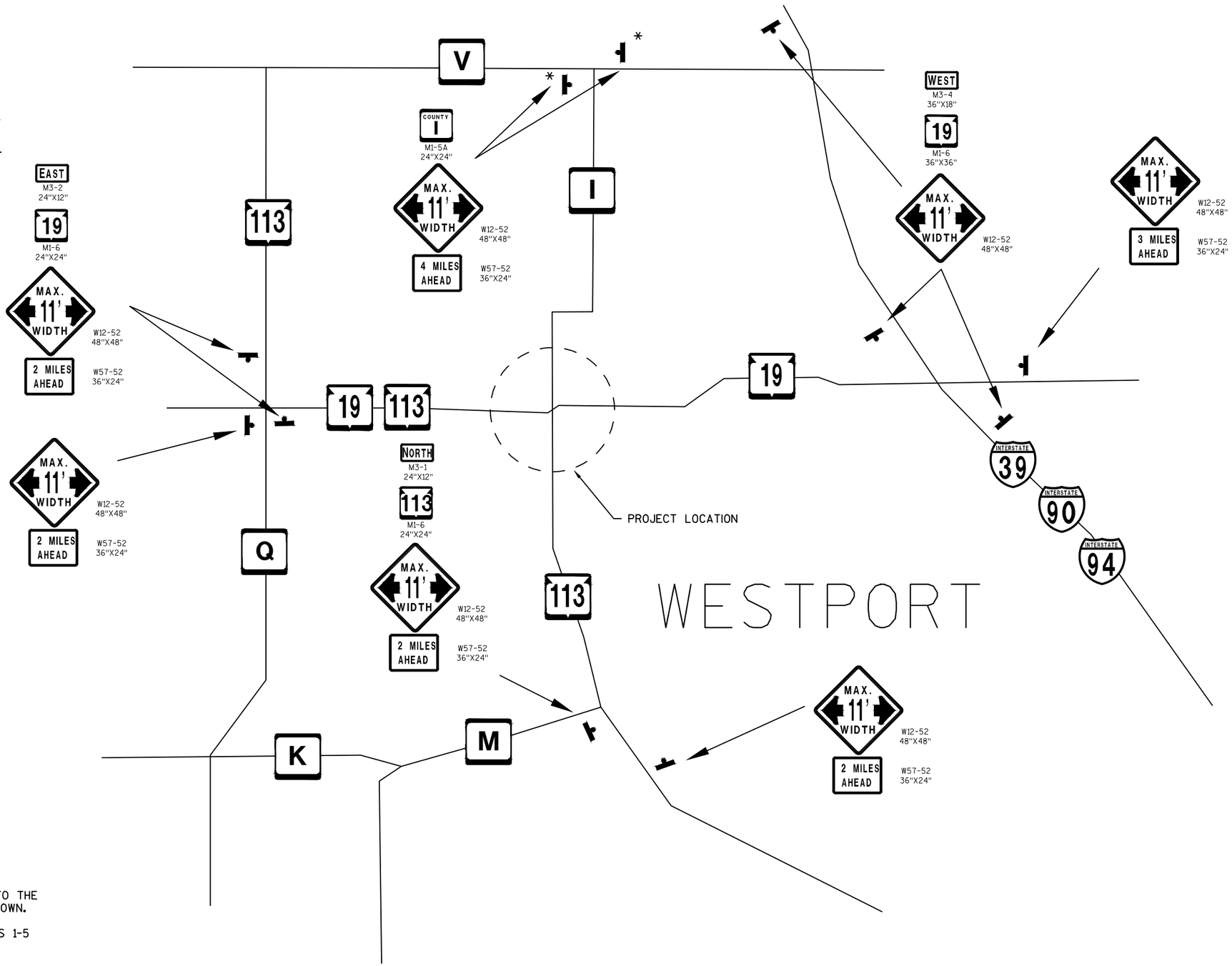
TPMAP TEMPORARY MARKING LINE ARROW PAINT

PCMS MESSAGES

	STH 19 WB		STH 113 NB		STH 19/113 EB		CTH I SB	
STAGE	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)	PHASE 1 (2 SEC.)	PHASE 2 (2 SEC.)
7 DAYS PRIOR TO STAGE 1	ROADWORK BEGINS DATE XX	EXPECT DELAYS	ROADWORK BEGINS DATE XX	EXPECT DELAYS	ROADWORK BEGINS DATE XX	EXPECT DELAYS	--	--
DURING STAGE 1	TRUCKS ENTERING	EXPECT DELAYS	TRUCKS ENTERING	EXPECT DELAYS	STH 19 LEFT LANE	STH 113 RIGHT LANE	--	--
DURING STAGE 2A	--	--	SINGLE LANE AHEAD	--	STH 19 LEFT LANE	STH 113 RIGHT LANE	--	--
DURING STAGE 2B	--	--	STH 113 CLOSED AHEAD	USE WB STH 19	--	--	--	--
7 DAYS PRIOR TO STAGE 3	NEW TRAFFIC PATTERN	DATE XX	NEW TRAFFIC PATTERN	DATE XX	NEW TRAFFIC PATTERN	DATE XX	CTH I CLOSED	DATE XX
7 DAYS DURING STAGE 3	SIGNAL AHEAD	FOLLOW SIGNS	SIGNAL AHEAD	FOLLOW SIGNS	SIGNAL AHEAD	FOLLOW SIGNS	--	--
7 DAYS PRIOR TO STAGE 4A	NEW TRAFFIC PATTERN	DATE XX	NEW TRAFFIC PATTERN	DATE XX	NEW TRAFFIC PATTERN	DATE XX	--	--
7 DAYS DURING STAGE 4A	ROUND-ABOUT AHEAD	FOLLOW SIGNS	ROUND-ABOUT AHEAD	FOLLOW SIGNS	ROUND-ABOUT AHEAD	FOLLOW SIGNS	--	--
7 DAYS PRIOR TO STAGE 5	NEW TRAFFIC PATTERN	DATE XX	--	--	--	--	--	--
7 DAYS DURING STAGE 5	ROUND-ABOUT AHEAD	FOLLOW SIGNS	--	--	--	--	--	--

2

WAUNAKEE



NOTES:

PLACE ADVANCED SIGNING PRIOR TO THE INTERSECTION/INTERCHANGE AS SHOWN.

MAINTAIN SIGNING THROUGH STAGES 1-5 OF CONSTRUCTION.

* REMOVE SIGNS DURING CTH I DETOUR

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - ADVANCED SIGNING	SHEET 88	E

2

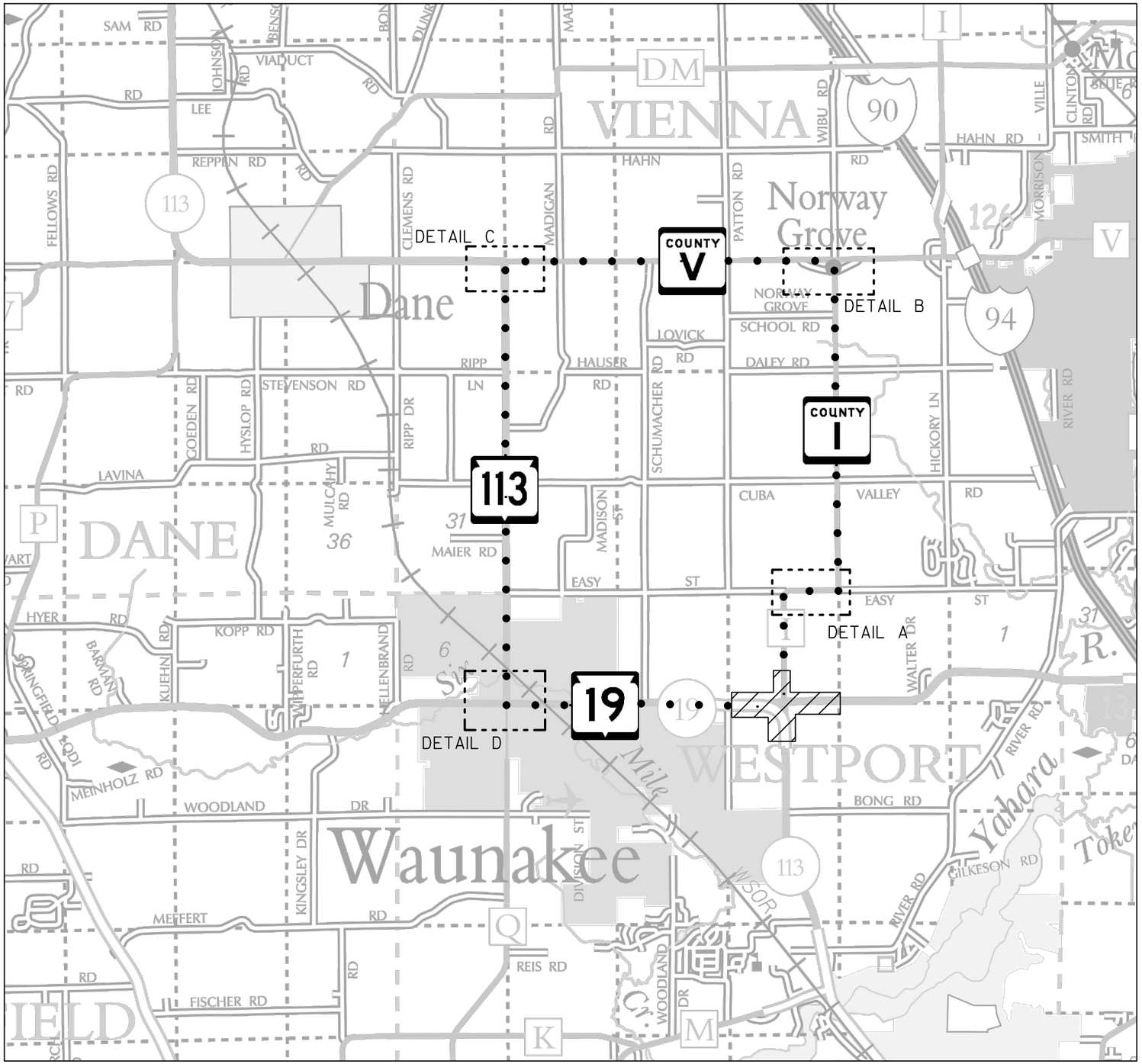
LEGEND

DETOUR ROUTE

WORK AREA

DETOUR CTH I FOR STAGES 3-5.

N



PROJECT NO:5290-02-70	HWY: STH 19	COUNTY:DANE	DETOUR PLAN OVERVIEW SHEET	SHEET 89	E

2

N

ROAD CLOSED 500 FT W20-3-D

ROAD CLOSED 1000 FT W20-3-C

ROAD CLOSED AHEAD W20-3-A

500' 500' 1000'

M4-8 24"X12" DETOUR
M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY I
M06-1 21"X21"

EASY ST

CTH I

M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY I
DETOUR AHEAD W20-2-A

M4-8 24"X12" DETOUR
M3-3 24"X12" SOUTH
M1-5A 24"X24" COUNTY I

R11-4 60"X30"
ROAD CLOSED TO THRU TRAFFIC
TYPE III BARRICADE

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	DETOUR - DETAIL A	SHEET 90	E

2

N

WIBU ROAD

M3-3 24"X12"
SOUTH
COUNTY I
M1-5A 24"X24"
DETOUR AHEAD
W20-2-A

DETOUR NEXT 10 MILES
G20-51 60"X24"

M4-8 24"X12"
DETOUR
SOUTH
M3-3 24"X12"
COUNTY I
M1-5A 24"X24"

M4-8 24"X12"
DETOUR
SOUTH
M3-3 24"X12"
COUNTY I
M1-5A 24"X24"
M06-1 21"X21"

DETOUR
COUNTY I
M4-8 24"X12"
M06-1 21"X21"
PLACE OVER EXISTING SIGN

DETOUR
COUNTY I
M4-8 24"X12"
M06-1 21"X21"
PLACE OVER EXISTING SIGN

CTH I/CTH V

COUNTY I
M1-5A 24"X24"
DETOUR AHEAD
W20-2-A

CTH V

M4-8A 24"X18"
END DETOUR
NORTH
M3-1 24"X12"
COUNTY I

PLACE OVER EXISTING JCT SIGN

COUNTY I
M06-1 21"X21"
PLACE OVER EXISTING SIGN

COUNTY V
DETOUR
SOUTH
M4-8 24"X12"
M3-3 24"X12"
COUNTY I
M1-5A 24"X24"
M06-1 21"X21"

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

DETOUR
SOUTH
M4-8 24"X12"
M3-3 24"X12"
COUNTY I
M1-5A 24"X24"
M05-1L 21"X21"

CTH I

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	DETOUR - DETAIL B	SHEET 91	E

2

N

STH 113

CTH V

STH 113

SOUTH
COUNTY I
M3-3
24"X12"
M1-5A
24"X24"

DETOUR AHEAD
W20-2-A

DETOUR
SOUTH
M4-8
24"X12"
M3-3
24"X12"

SOUTH
COUNTY V
113
COUNTY I
M1-5A
24"X24"
M05-1R
21"X21"

DETOUR
SOUTH
M4-8
24"X12"
M3-3
24"X12"

SOUTH
COUNTY V
113
COUNTY I
M1-5A
24"X24"
M06-1
21"X21"

DETOUR
SOUTH
M4-8
24"X12"
M3-3
24"X12"

SOUTH
113
COUNTY I
M1-5A
24"X24"

SOUTH
NORTH
113
113
DETOUR
COUNTY I
M4-8
24"X12"
M1-5A
24"X24"
M06-1
21"X21"

DETOUR
NORTH
M4-8
24"X12"
M3-1
24"X12"

COUNTY V
COUNTY I
M1-5A
24"X24"

NORTH
113
COUNTY V
DETOUR
COUNTY I
M4-8
24"X12"
M1-5A
24"X24"
M6-1
21"X21"

DETOUR
COUNTY I
M4-8
24"X12"
M1-5A
24"X24"
M05-1L
21"X21"

NORTH
113
DETOUR
COUNTY I
M4-8
24"X12"
M1-5A
24"X24"
M05-1R
21"X21"

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	DETOUR - DETAIL C	SHEET 92	E

2

N

STH 113

STH 19

STH 19/113

S CENTURY AVE/CTH Q

JCT 19 COUNTY Q

EAST 19 SOUTH 113

WEST 19

NORTH 113

JCT 113 COUNTY Q

DETOUR AHEAD W20-2-A

DETOUR SOUTH COUNTY I — M4-8 24"X12" — M3-3 24"X12" — M1-5A 24"X24" — M05-1L 21"X21"

DETOUR NORTH COUNTY I — M4-8 24"X12" — M3-1 24"X12" — M1-5A 24"X24"

DETOUR COUNTY I — M4-8 24"X12" — M1-5A 24"X24" — M06-2 21"X21"

DETOUR COUNTY I — M4-8 24"X12" — M1-5A 24"X24" — M05-1R 21"X21"

DETOUR WEST 19 COUNTY I — M4-8 24"X12" — M1-5A 24"X24" — M06-1 21"X21"

PLACE THIS ASSEMBLY ON THE NORTHBOUND EXIT OF THE ROUNDABOUT. PLACE IT IN THE SPLITTER ISLAND AT THE CORNER OF THE EXIT LANE AND CIRCULATORY ROADWAY. MOUNT ON A TEMPORARY SUPPORT.

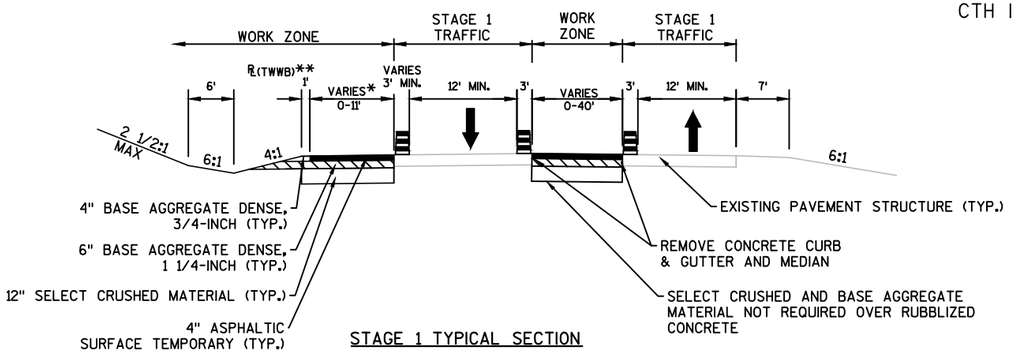
PLACE THIS ASSEMBLY ON THE EASTBOUND EXIT OF THE ROUNDABOUT. PLACE IT IN THE SPLITTER ISLAND AT THE CORNER OF THE EXIT LANE AND CIRCULATORY ROADWAY. MOUNT ON A TEMPORARY SUPPORT.

ALL SIGNS SHOWN ON DETOUR SHEETS SHALL BE PAID FOR AS TRAFFIC CONTROL SIGNS.

LEGEND

- DETOUR ROUTE
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- NEW SIGN
- EXISTING SIGN
- COVER EXISTING SIGN PAID FOR AS TRAFFIC CONTROL COVERING SIGNS TYPE II

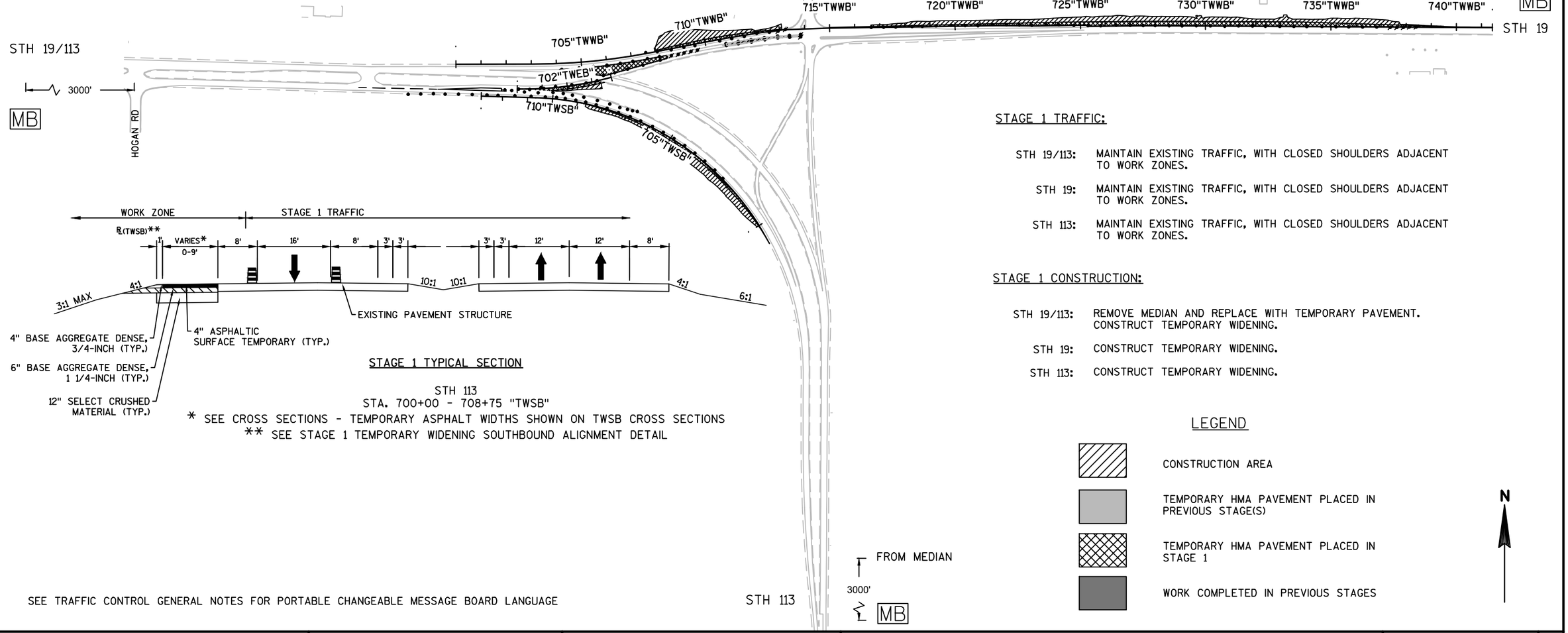
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	DETOUR - DETAIL D	SHEET 93	E



STAGE 1 TYPICAL SECTION

STH 19 MEDIAN SECTION
STA. 704+10 - 713+90 "TWWB"

*SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TWWB CROSS SECTIONS
** SEE STAGE 1 TEMPORARY WIDENING WESTBOUND ALIGNMENT DETAIL



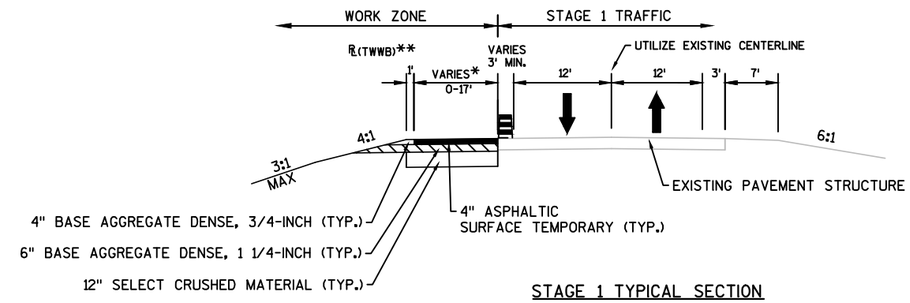
STAGE 1 TYPICAL SECTION

STH 113
STA. 700+00 - 708+75 "TWSB"

* SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TWSB CROSS SECTIONS
** SEE STAGE 1 TEMPORARY WIDENING SOUTHBOUND ALIGNMENT DETAIL

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

STH 113



STAGE 1 TYPICAL SECTION

STH 19
STA. 717+00 -740+00 "TWWB"

* SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TWWB CROSS SECTIONS
** SEE STAGE 1 TEMPORARY WESTBOUND WIDENING ALIGNMENT DETAIL

STAGE 1 TRAFFIC:

STH 19/113: MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.

STH 19: MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.

STH 113: MAINTAIN EXISTING TRAFFIC, WITH CLOSED SHOULDERS ADJACENT TO WORK ZONES.

STAGE 1 CONSTRUCTION:

STH 19/113: REMOVE MEDIAN AND REPLACE WITH TEMPORARY PAVEMENT. CONSTRUCT TEMPORARY WIDENING.

STH 19: CONSTRUCT TEMPORARY WIDENING.

STH 113: CONSTRUCT TEMPORARY WIDENING.

LEGEND

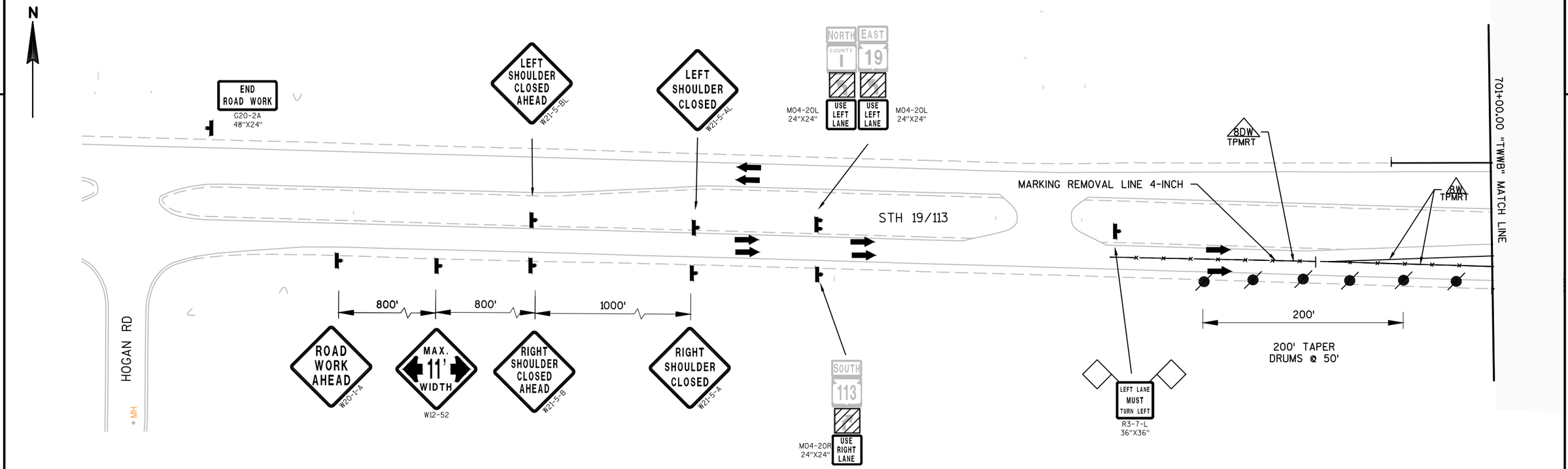
- CONSTRUCTION AREA
- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 1
- WORK COMPLETED IN PREVIOUS STAGES

FROM MEDIAN
3000'
MB

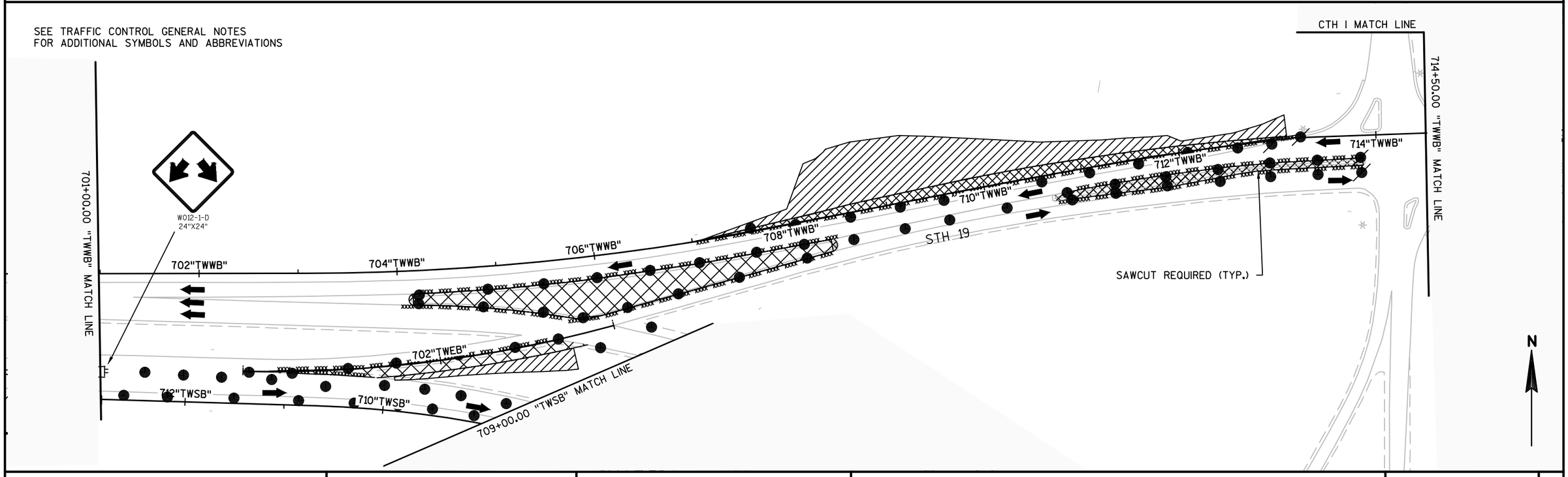
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1 OVERVIEW	SHEET 94	E

2

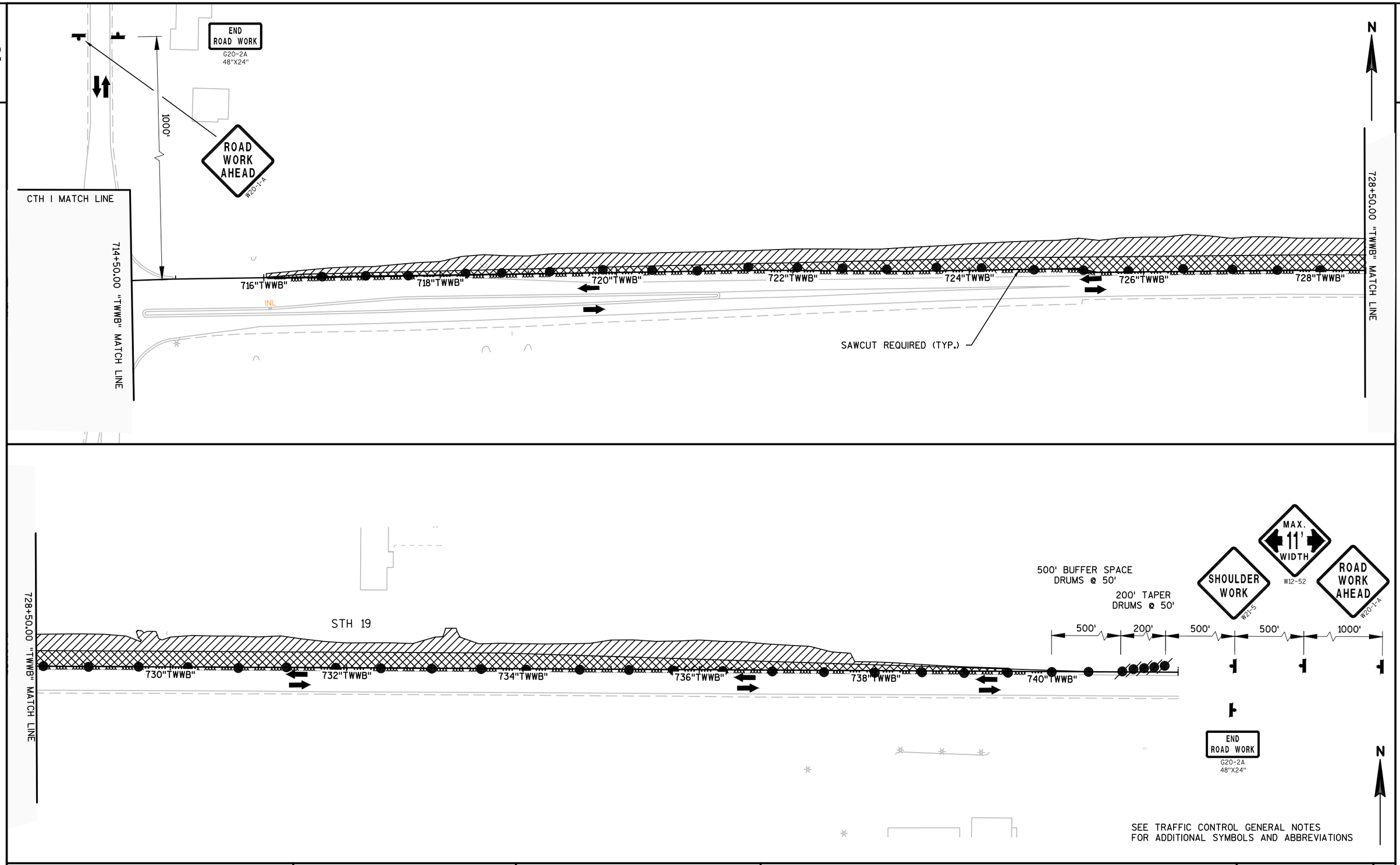


SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 95	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 025001_TC - TC_025001A
PLOT DATE : 7/12/2017 1:34 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 96	E

2

2

709+00.00 "TWSB" MATCH LINE

708"TWSB"

706"TWSB"

SAWCUT REQUIRED

704"TWSB"

702"TWSB"

STH 113

LEFT SHOULDER CLOSED
W21-5-AL

RIGHT SHOULDER CLOSED
W21-5-A

2000'

1600'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1-A

N

SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

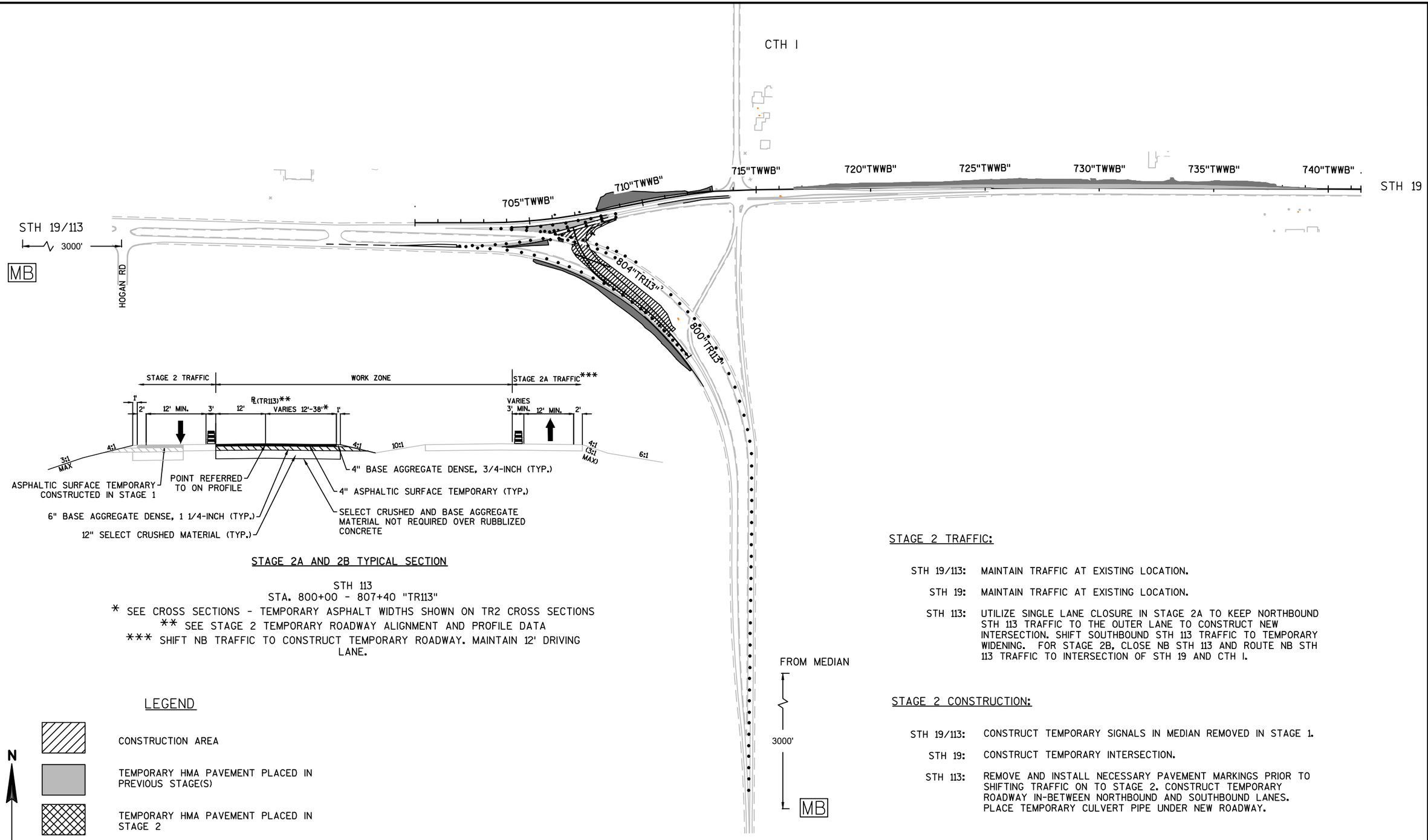
PROJECT NO:5290-02-70	HWY:STH 19	COUNTY:DANE	TRAFFIC CONTROL - STAGE 1	SHEET 97	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 025001_TC - TC_025001C

PLOT DATE : 7/12/2017 1:34 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



STAGE 2A AND 2B TYPICAL SECTION

STH 113
STA. 800+00 - 807+40 "TR113"

* SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TR2 CROSS SECTIONS
** SEE STAGE 2 TEMPORARY ROADWAY ALIGNMENT AND PROFILE DATA
*** SHIFT NB TRAFFIC TO CONSTRUCT TEMPORARY ROADWAY. MAINTAIN 12' DRIVING LANE.

LEGEND

- CONSTRUCTION AREA
- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 2
- WORK COMPLETED IN PREVIOUS STAGES

N

STH 113

STAGE 2 TRAFFIC:

STH 19/113: MAINTAIN TRAFFIC AT EXISTING LOCATION.

STH 19: MAINTAIN TRAFFIC AT EXISTING LOCATION.

STH 113: UTILIZE SINGLE LANE CLOSURE IN STAGE 2A TO KEEP NORTHBOUND STH 113 TRAFFIC TO THE OUTER LANE TO CONSTRUCT NEW INTERSECTION. SHIFT SOUTHBOUND STH 113 TRAFFIC TO TEMPORARY WIDENING. FOR STAGE 2B, CLOSE NB STH 113 AND ROUTE NB STH 113 TRAFFIC TO INTERSECTION OF STH 19 AND CTH I.

STAGE 2 CONSTRUCTION:

STH 19/113: CONSTRUCT TEMPORARY SIGNALS IN MEDIAN REMOVED IN STAGE 1.

STH 19: CONSTRUCT TEMPORARY INTERSECTION.

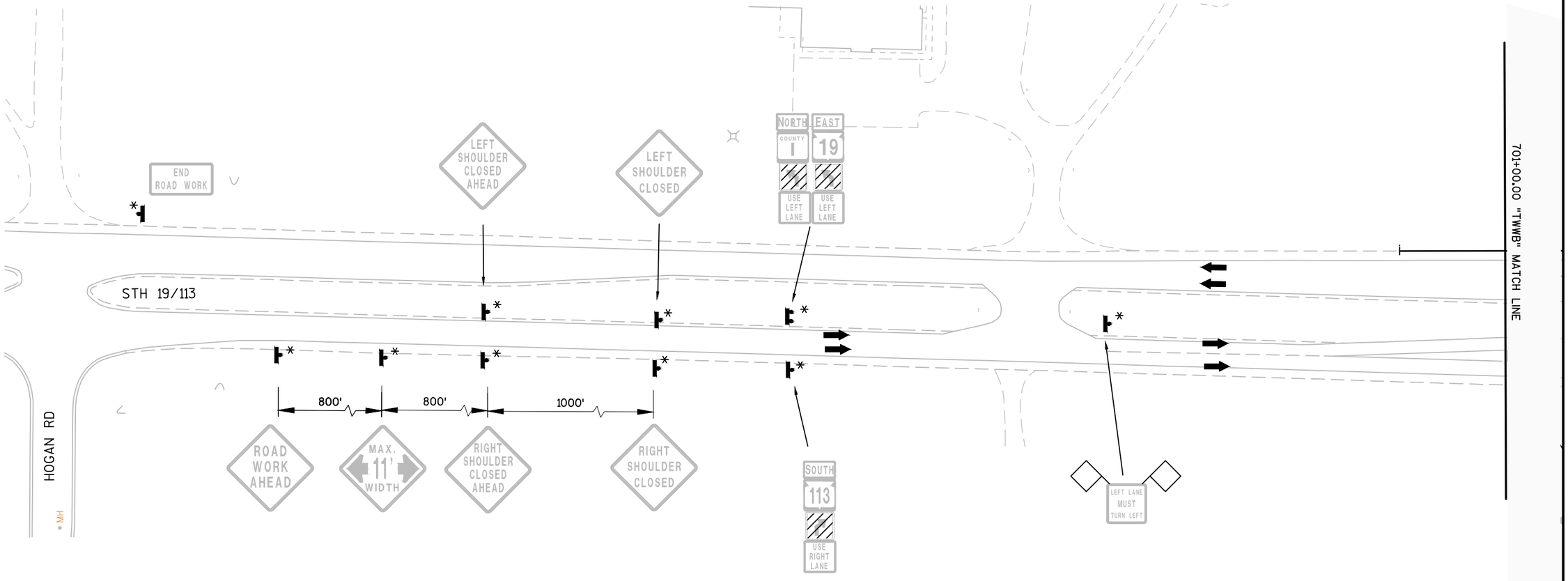
STH 113: REMOVE AND INSTALL NECESSARY PAVEMENT MARKINGS PRIOR TO SHIFTING TRAFFIC ON TO STAGE 2. CONSTRUCT TEMPORARY ROADWAY IN-BETWEEN NORTHBOUND AND SOUTHBOUND LANES. PLACE TEMPORARY CULVERT PIPE UNDER NEW ROADWAY.

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2A & 2B OVERVIEW	SHEET 98	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025002_TC OVERVIEW.DWG
LAYOUT NAME - 025002_TC OVERVIEW - TC_025002A OVERVIEW
PLOT DATE : 5/12/2017 1:22 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

2



N

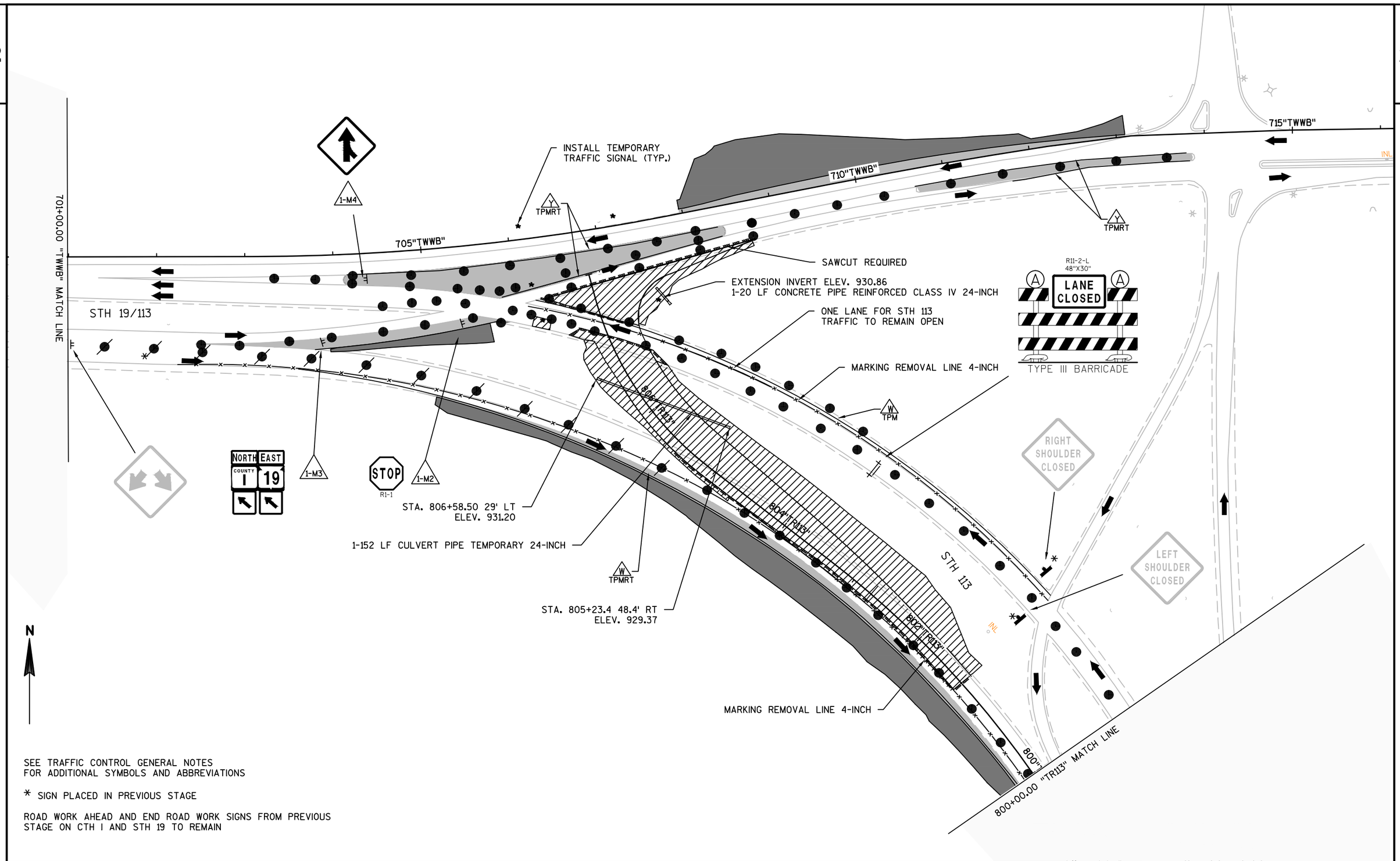
SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

ROAD WORK AHEAD AND END ROAD WORK SIGNS FROM PREVIOUS
STAGE ON CTH I AND STH 19 TO REMAIN

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2A	SHEET 99	E

2



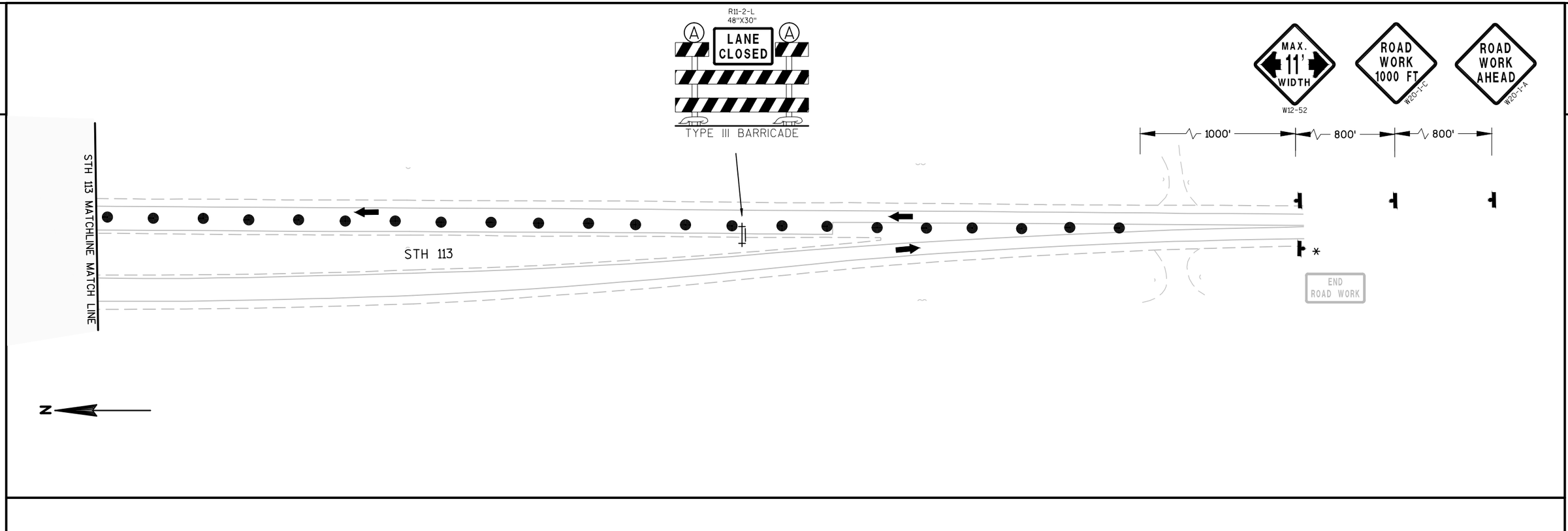
SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

ROAD WORK AHEAD AND END ROAD WORK SIGNS FROM PREVIOUS STAGE ON CTH I AND STH 19 TO REMAIN

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2A	SHEET 100	E

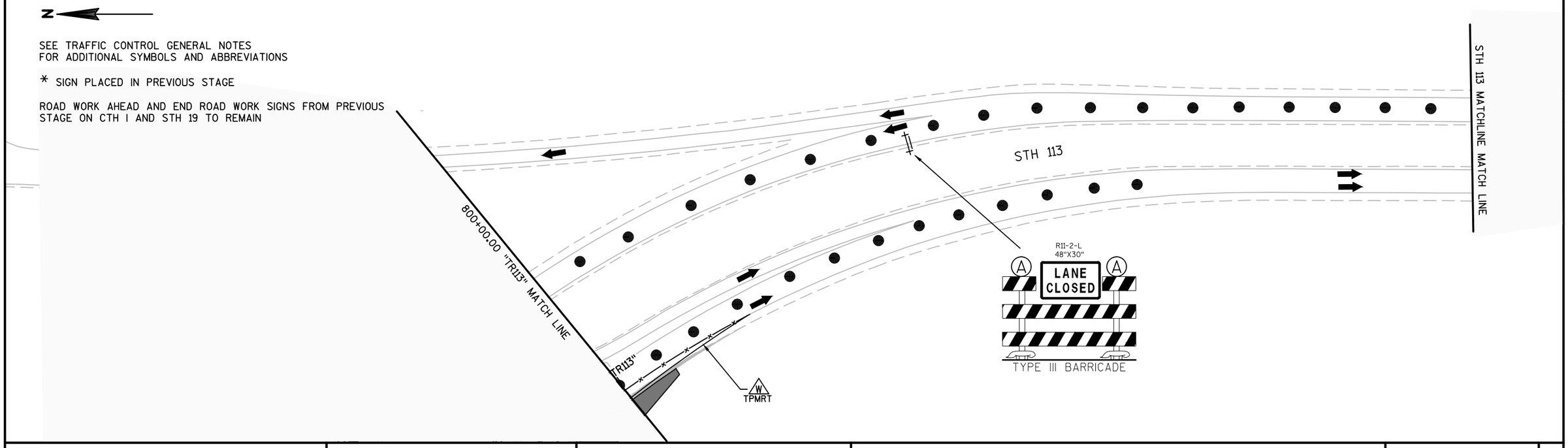
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025002_TC.DWG
LAYOUT NAME - 025002_TC - TC_025002A-B
PLOT DATE : 7/12/2017 1:34 PM PLOT BY : PAYNE, GREGORY A PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

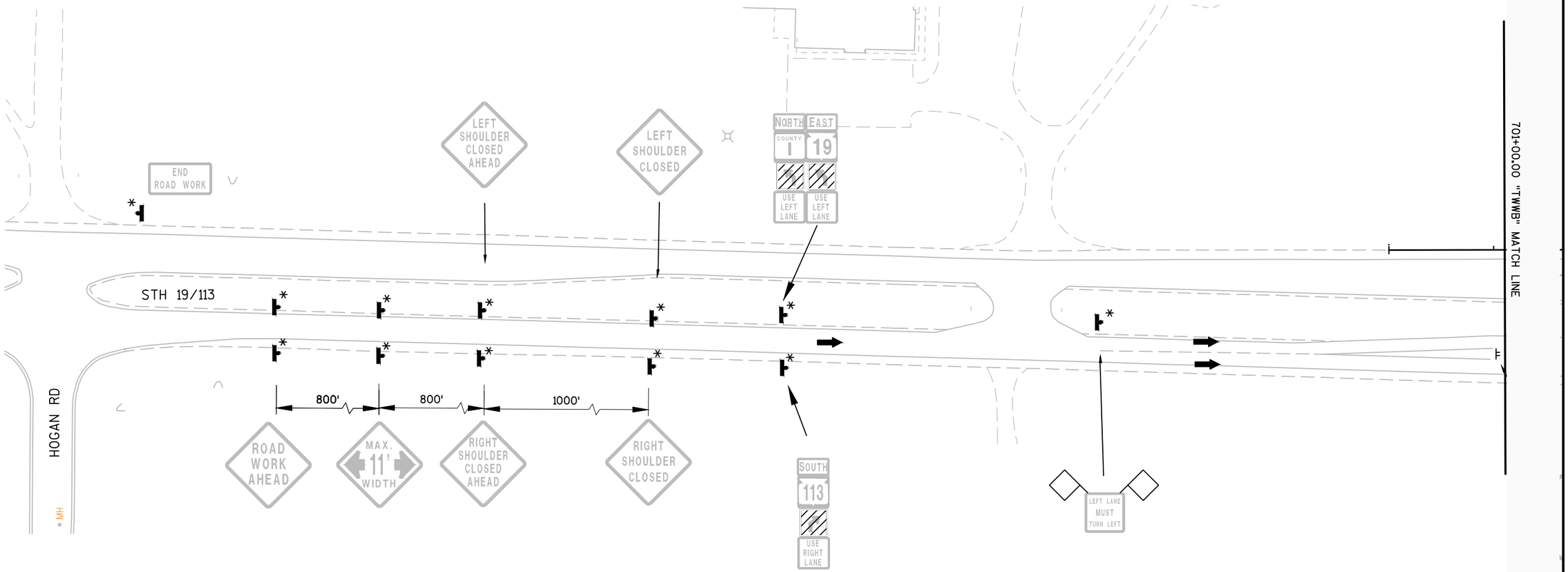
* SIGN PLACED IN PREVIOUS STAGE

ROAD WORK AHEAD AND END ROAD WORK SIGNS FROM PREVIOUS STAGE ON CTH I AND STH 19 TO REMAIN



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2A	SHEET 101	E

2



SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

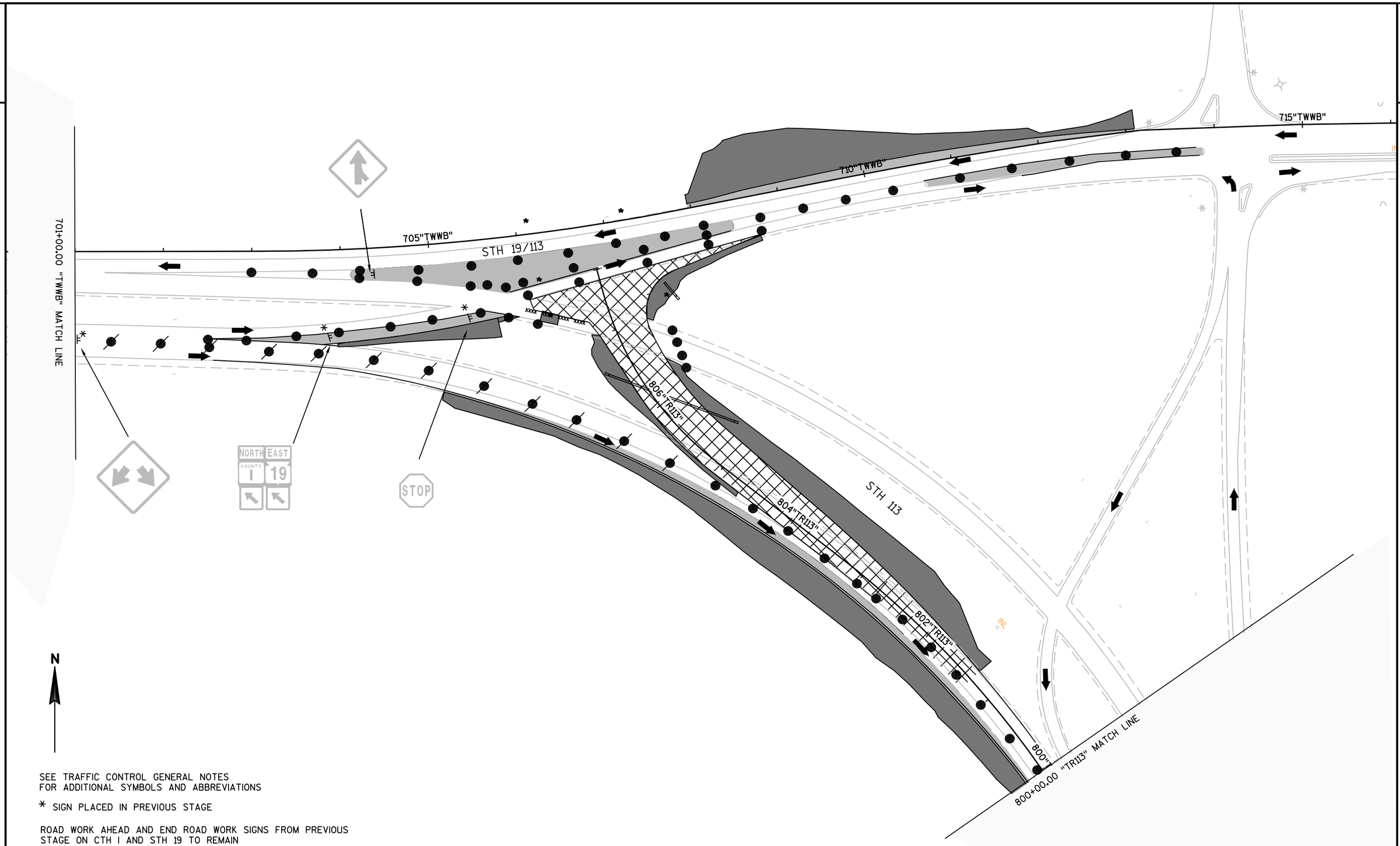
* SIGN PLACED IN PREVIOUS STAGE

ROAD WORK AHEAD AND END ROAD WORK SIGNS FROM PREVIOUS STAGE ON CTH I AND STH 19 TO REMAIN

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2B	SHEET 102	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025002B_TC.DWG
LAYOUT NAME - 025002B_TC - TC_025002B-A
PLOT DATE : 7/12/2017 1:29 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

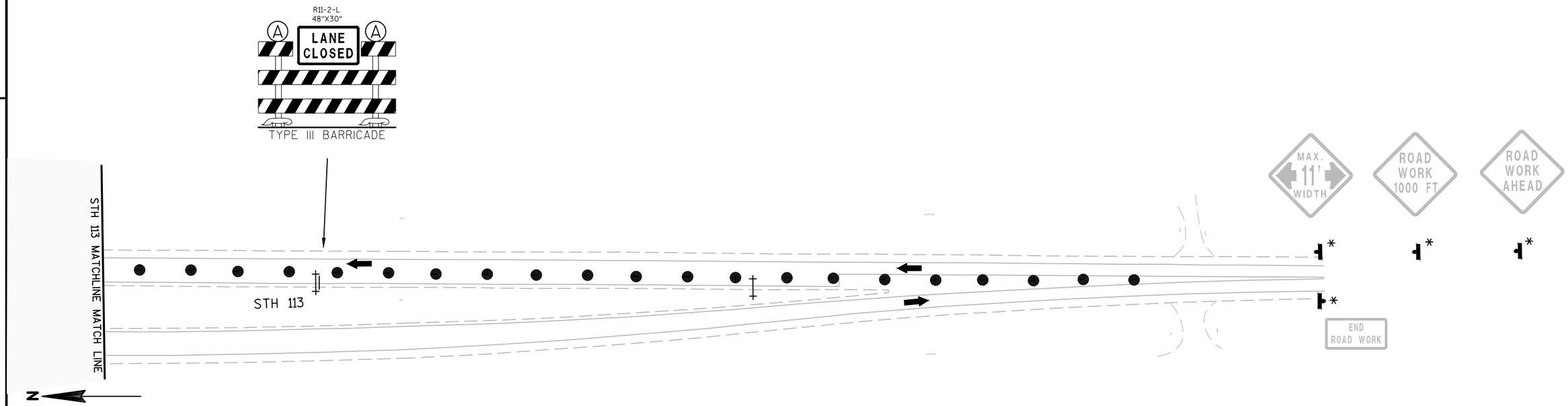


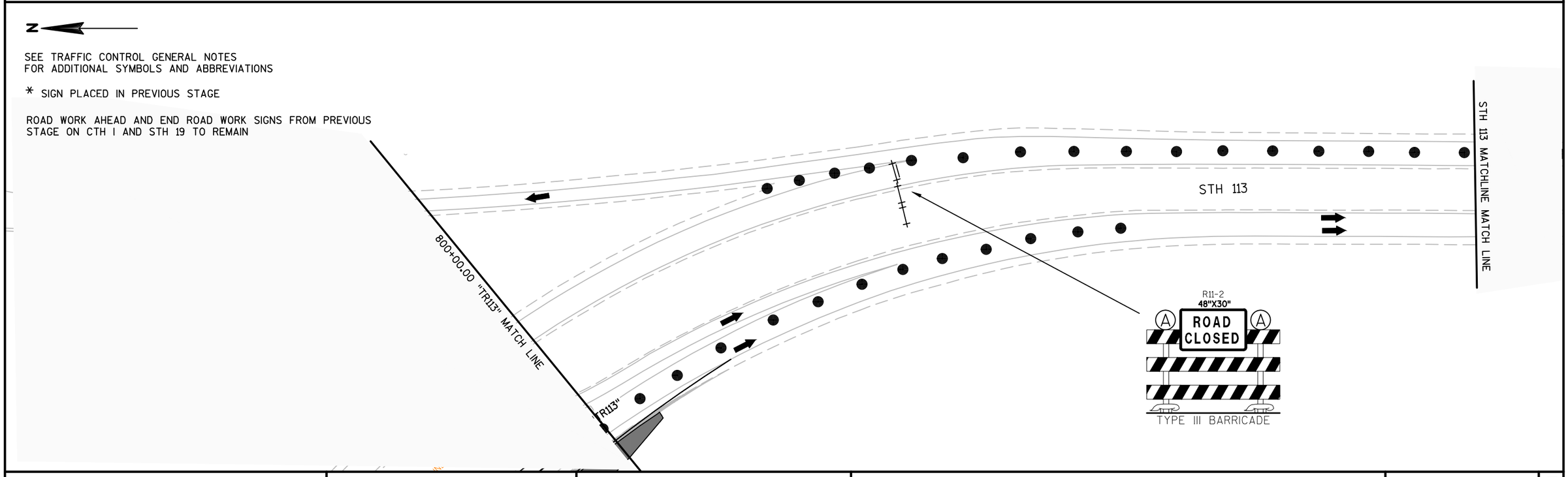
SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

ROAD WORK AHEAD AND END ROAD WORK SIGNS FROM PREVIOUS STAGE ON CTH I AND STH 19 TO REMAIN

PROJECT NO:5290-02-70	HWY:STH 19	COUNTY:DANE	TRAFFIC CONTROL - STAGE 2B	SHEET 103	E





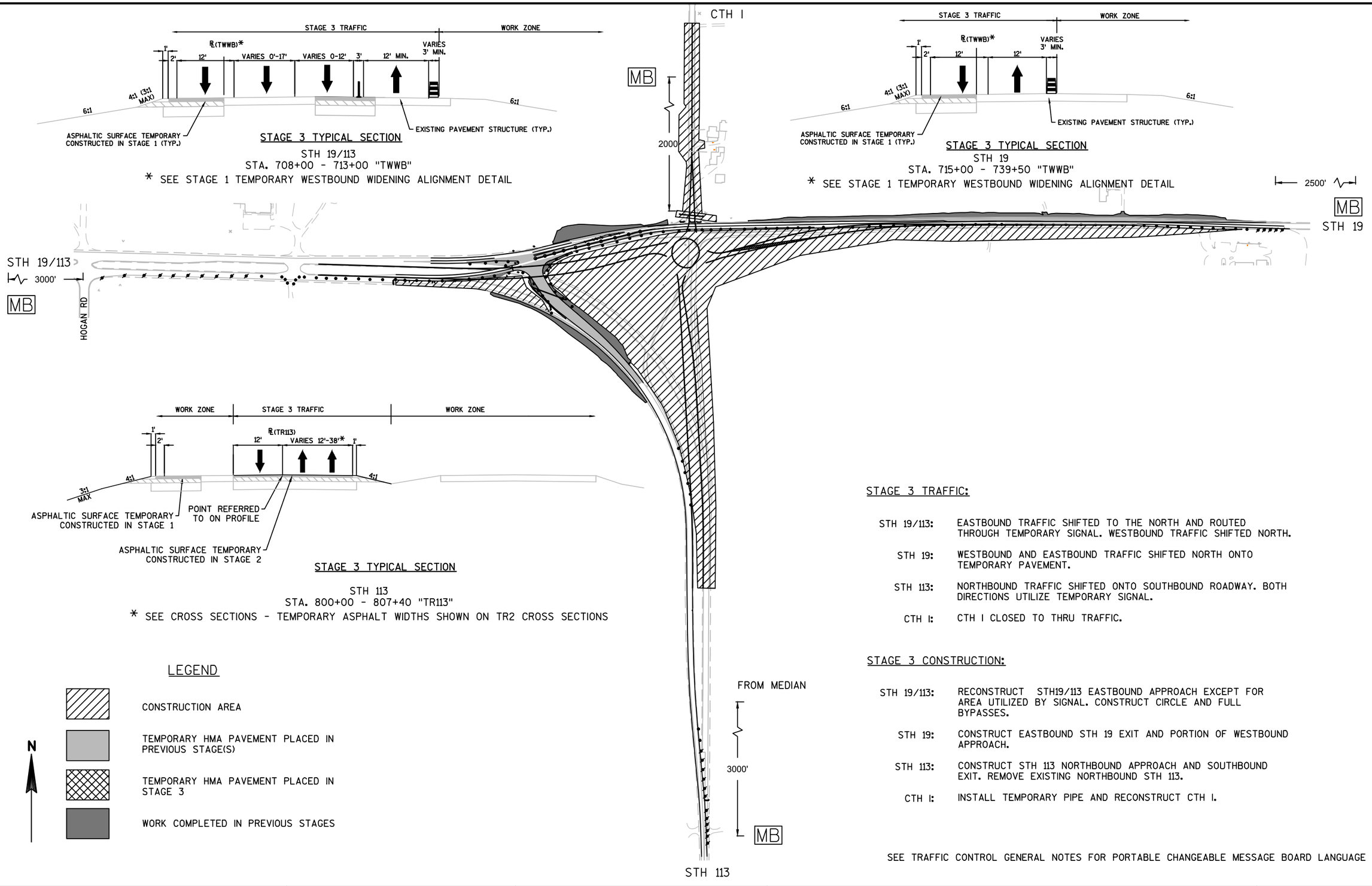
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2B	SHEET 104	E

STAGE 3 TYPICAL SECTION

STH 19/113
STA. 708+00 - 713+00 "TWWB"
* SEE STAGE 1 TEMPORARY WESTBOUND WIDENING ALIGNMENT DETAIL

STAGE 3 TYPICAL SECTION

STH 19
STA. 715+00 - 739+50 "TWWB"
* SEE STAGE 1 TEMPORARY WESTBOUND WIDENING ALIGNMENT DETAIL



STAGE 3 TYPICAL SECTION

STH 113
STA. 800+00 - 807+40 "TR113"
* SEE CROSS SECTIONS - TEMPORARY ASPHALT WIDTHS SHOWN ON TR2 CROSS SECTIONS

LEGEND

- CONSTRUCTION AREA
- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 3
- WORK COMPLETED IN PREVIOUS STAGES

N

STAGE 3 TRAFFIC:

STH 19/113:	EASTBOUND TRAFFIC SHIFTED TO THE NORTH AND ROUTED THROUGH TEMPORARY SIGNAL. WESTBOUND TRAFFIC SHIFTED NORTH.
STH 19:	WESTBOUND AND EASTBOUND TRAFFIC SHIFTED NORTH ONTO TEMPORARY PAVEMENT.
STH 113:	NORTHBOUND TRAFFIC SHIFTED ONTO SOUTHBOUND ROADWAY. BOTH DIRECTIONS UTILIZE TEMPORARY SIGNAL.
CTH I:	CTH I CLOSED TO THRU TRAFFIC.

STAGE 3 CONSTRUCTION:

STH 19/113:	RECONSTRUCT STH19/113 EASTBOUND APPROACH EXCEPT FOR AREA UTILIZED BY SIGNAL. CONSTRUCT CIRCLE AND FULL BYPASSES.
STH 19:	CONSTRUCT EASTBOUND STH 19 EXIT AND PORTION OF WESTBOUND APPROACH.
STH 113:	CONSTRUCT STH 113 NORTHBOUND APPROACH AND SOUTHBOUND EXIT. REMOVE EXISTING NORTHBOUND STH 113.
CTH I:	INSTALL TEMPORARY PIPE AND RECONSTRUCT CTH I.

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

N

STH 19/113

MARKING REMOVAL
LINE 8-INCH

MARKING REMOVAL
LINE 8-INCH

702+53.86"TWWB", 9.16' RT
705+30.00"TWWB", 32.00' RT
706+30.00"TWWB", 44.00' RT
707+16.00"TWWB", 3.00' RT
708+80.00"TWWB", 18.00' RT
708+69.40"TWWB", -5.71' LT
708+60.00"TWWB", 19.00' RT
708+78.01"TWWB", 32.90' RT
708+44.96"TWWB", 35.12' RT
707+20.00"TWWB", 45.00' RT
807+30.00"TR113", 0.00'
703+74.39"TWEB", 12.53' RT
807+00.85"TR113", -19.32' LT
710+28.00"TWWB", 3.00' RT
711+15.00"TWWB", 4.00' RT
714+37.78"TWWB", -0.49' LT
R1012.00'
709+29.45"TWWB", 1043.59' RT
R2500.00'
710+14.41"TWWB", 2490.95' RT
711+50.29"TWWB", 16.45' RT
R1000.00'
712+37.59"TWWB", 760.74' RT
713+06.11"TWWB", 12.40' RT
805+29.74"TR113", 36.00' RT
805+09.43"TR113", 12.00' RT
803+80.36"TR113", 28.24' RT
R1600.00'
803+36.39"TR113", -1100.35' LT
800+20.54"TR113", 12.28' RT

702"TWWB"
704"TWWB"
706"TWWB"
708"TWWB"
710"TWWB"
712"TWWB"
714"TWWB"
702"TWEB"
806"TR113"
804"TR113"
802"TR113"
800"TR113"

48'
12'
24'

TPMRT
TPM
A1 TPMAP
A2 TPMAP
W TPM
Y TPM
DW TPM 25' SPACING
8DW TPM
8W TPM
DY TPM
SB TPMRT

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3 TEMPORARY MARKING	SHEET 106	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025003_TC SIGNAL LAYOUT.DWG
LAYOUT NAME - 025003_TC SIGNAL LAYOUT - TC_025003 LAYOUT
PLOT DATE : 7/12/2017 1:13 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN: 100 FT

WISDOT/CADDS SHEET 44

N

END ROAD WORK

STH 19/113

2000'

660'

MAX. 11' WIDTH
W12-52

HOGAN RD

MH

W TPMRT

MARKING REMOVAL LINE WATER BLASTING 4-INCH

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY FOR ADDITIONAL SIGNAGE

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

M4-8A 24"X18"
END DETOUR
M3-3 24"X12" SOUTH
COUNTY I
M1-5A 24"X24"

M3-2 24"X12" EAST | SOUTH M3-3 24"X12"
M1-6 24"X24" 19 | 113 M1-6 24"X24"
M6-1 21"X21" M5-1R 21"X21"

MARKING REMOVAL LINE WATER BLASTING 4-INCH

1-M1

A1-2 14"X14" SUN PRAIRIE / MADISON A1-2 14"X14"

ARROW SIGNS PAID FOR AS TRAFFIC CONTROL SIGNS FIXED MESSAGE. INSTALL PER A4-12.

MAINTAIN EXISTING PRIVATE ENTRANCE

MARKING REMOVAL LINE 4-INCH

Y TPMRT

W TPM

R3-8-D 36"X30" ONLY | ONLY

100"WB" 102"WB"

Y TPM

100"EB" 102"EB"

104+00.00 "EB" MATCH LINE

WO1-4L

45 M.P.H. WO13-1 36"X36"

WO3-3

BDW TPM

R11-2 48"X30" ROAD CLOSED

R11-2-L 48"X30" LANE CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

N

M3-4 24"X12" WEST | M3-1 24"X12" NORTH | M4-8 24"X12" DETOUR
M1-6 24"X24" 19 | M1-6 24"X24" 113 | M1-5A 24"X24" COUNTY I

SEE STAGE 3 TEMPORARY MARKING DETAIL

M3-4 24"X12" WEST | M3-1 24"X12" NORTH | M4-8 24"X12" DETOUR | M3-2 24"X12" EAST
M1-6 24"X24" 19 | M1-6 24"X24" 113 | M1-6 24"X24" COUNTY I | M1-6 24"X24" 19
M6-1 21"X21" | M6-1 21"X21" | M06-1 21"X21" | M6-1 21"X21"

WRONG WAY
R5-1A 42"X30"

DO NOT ENTER
R5-1 36"X36"

R4-7 24"X30"

W1-7 48"X24"

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

M3-3 24"X12" SOUTH
M1-6 24"X24" 113
M6-1 21"X21"

R3-2 24"X24"

2-M3
WAUNAKEE
MADISON

216+50.00 "NB" MATCH LINE

104+00.00 "EB" MATCH LINE

"WB" 106"WB" 108"WB" 110"WB" 112"WB" 114"WB"

STH 19/113

"EB" 106"EB" 108"EB" 110"EB" 112"EB" 114"EB"

M3-3 24"X12" SOUTH
M1-6 24"X24" 113
M6-1 21"X21"

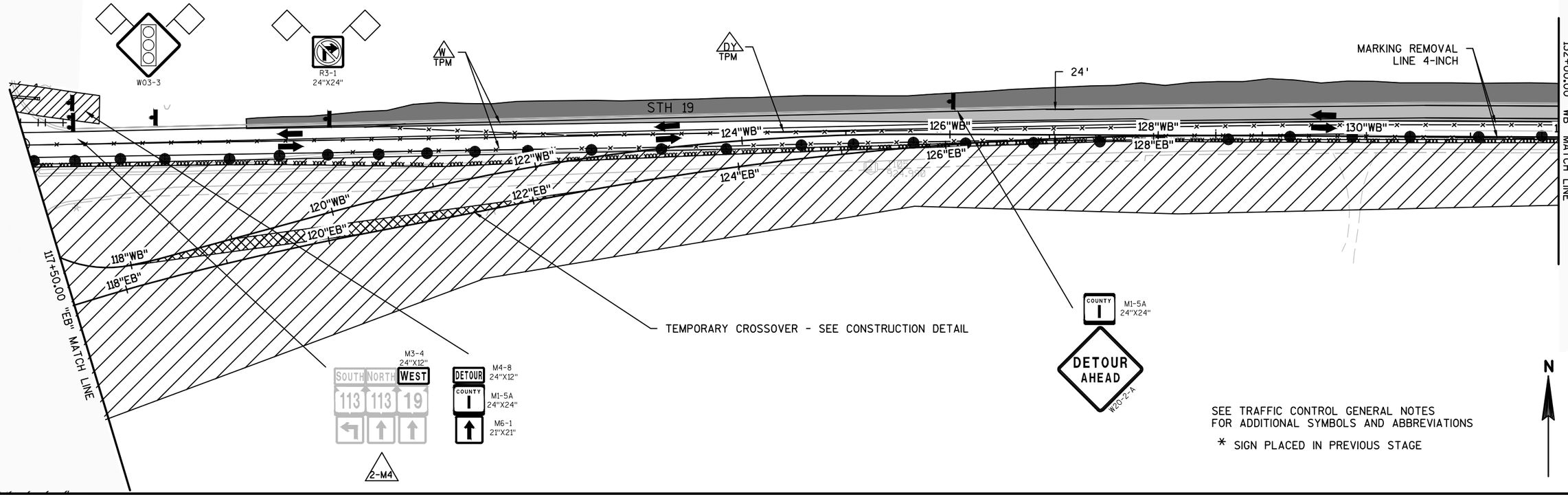
PROVIDE TEMPORARY CONNECTION BETWEEN NEW CONSTRUCTION AND EXISTING ROADWAY SEE CONSTRUCTION DETAIL

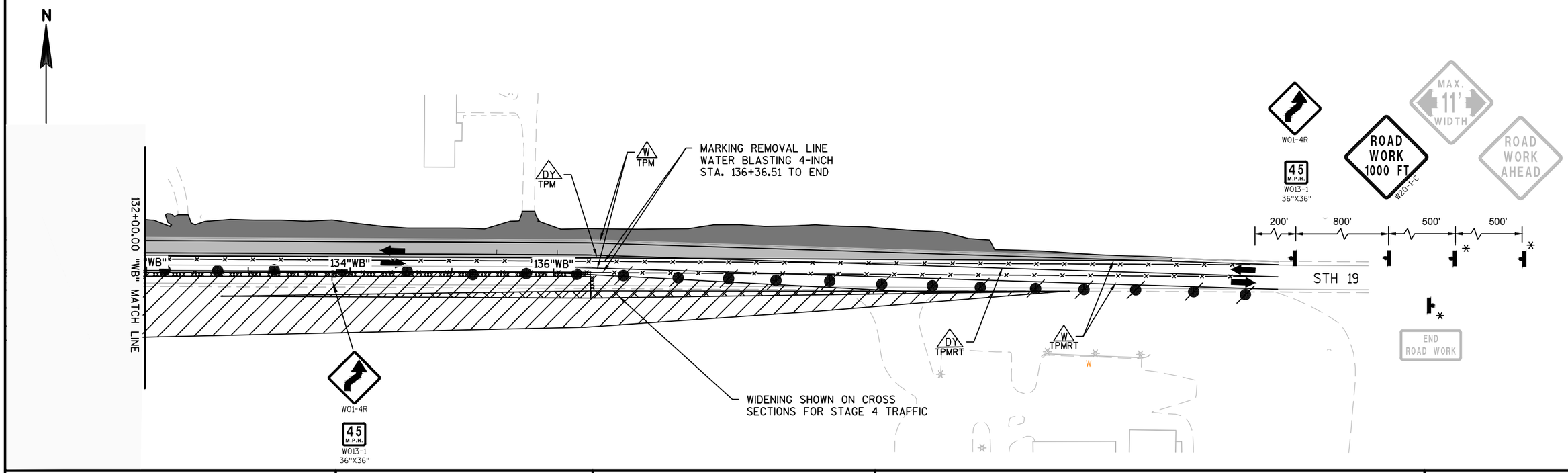
806+00.00 "TR13" MATCH LINE

R3-8-R 54"X30" ONLY | ONLY | ONLY

117+50.00 "EB" MATCH LINE

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 107	E





PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 108	E

2

N

R11-2
48"X30"
ROAD CLOSED
TYPE III BARRICADE

216+50.00 "NB" MATCH LINE

218"SB"
218"NB"
220"SB"
222"SB"
224"SB"

STA. 713+62.00 36' LT
ELEV. 923.78

1-100 LF CULVERT PIPE TEMPORARY 24-INCH
INSTALL AT BEGINNING OF STAGE 3

STA. 714+62.00 32' LT
ELEV. 923.62

W

W

10.4
47+00

CTH I

R11-2
48"X30"
ROAD CLOSED
TYPE III BARRICADE

SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE

112"EB"

806+00.00 "TR113" MATCH LINE

R113"

804"TR113"

802"TR113"

800"TR113"

206"SB"

204"NB"

204"SB"

202"NB"

202"SB"

200"NB"

200+00.00 "NB" MATCH LINE

PROVIDE TEMPORARY CONNECTION BETWEEN
NEW CONSTRUCTION AND EXISTING ROADWAY
SEE CONSTRUCTION DETAIL

DY TPM

W TPM

DY TPMRT

W TPMRT

STH 113

MARKING REMOVAL
LINE 4-INCH

R3-8-R
54"X30"
ONLY ONLY ONLY

R11-2
48"X30"
ROAD CLOSED
TYPE III BARRICADE

M4-8
24"X12"
DETOUR

M1-5A
24"X24"
COUNTY I

M05-1L
21"X21"

W03-3

3-M1

3-M2

R11-2
48"X30"
ROAD CLOSED
TYPE III BARRICADE

A1-2
14"X14"

A1-2
14"X14"

SUN PRAIRIE

WAUNAKEE

WEST NORTH EAST
19 113 19

M5-1L
21"X21"

M5-1L
21"X21"

M5-1R
21"X21"

ARROW SIGNS PAID FOR AS TRAFFIC CONTROL
SIGNS FIXED MESSAGE. INSTALL PER A4-12.

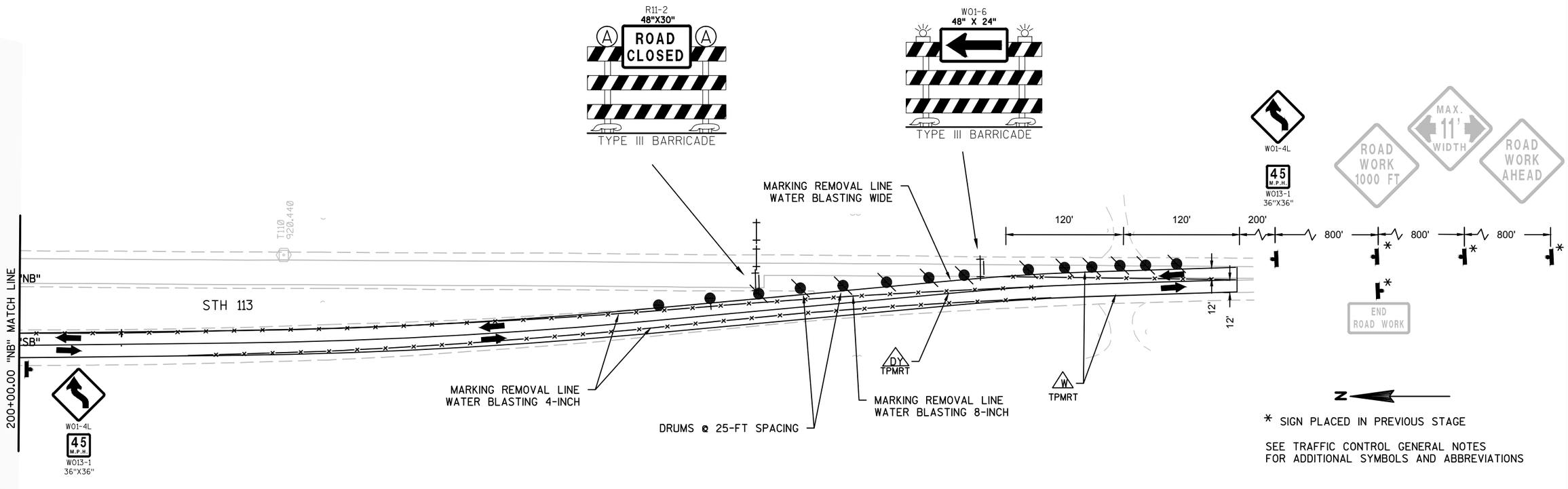
M1-5A
24"X24"
COUNTY I

DETOUR AHEAD
W20-2-A

N

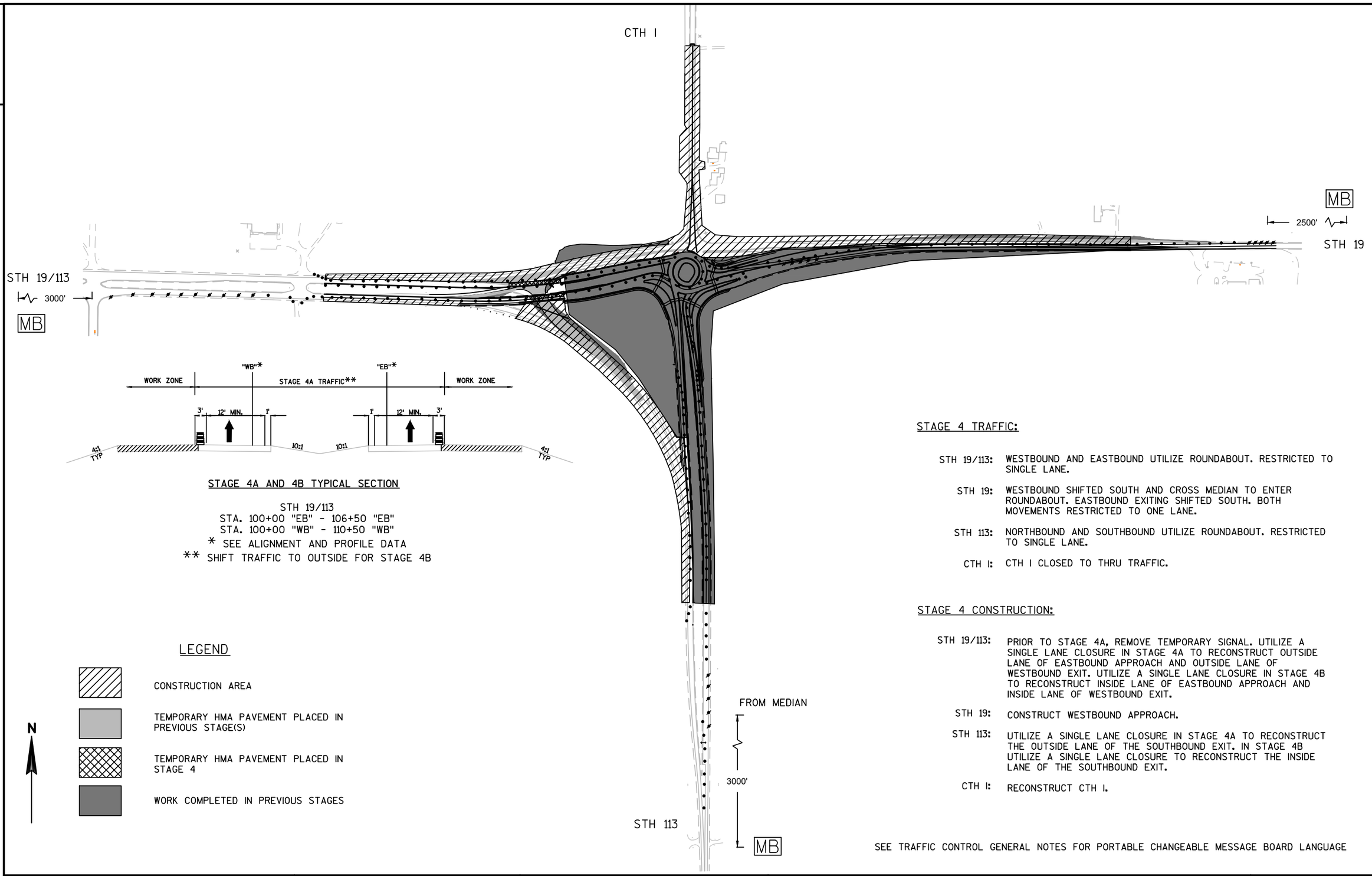
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 109	E

2



PROJECT NO:5290-02-70	HWY:STH 19	COUNTY:DANE	TRAFFIC CONTROL - STAGE 3	SHEET 110	E

2



STAGE 4A AND 4B TYPICAL SECTION

STH 19/113
STA. 100+00 "EB" - 106+50 "EB"
STA. 100+00 "WB" - 110+50 "WB"
* SEE ALIGNMENT AND PROFILE DATA
** SHIFT TRAFFIC TO OUTSIDE FOR STAGE 4B

LEGEND

- CONSTRUCTION AREA
- TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)
- TEMPORARY HMA PAVEMENT PLACED IN STAGE 4
- WORK COMPLETED IN PREVIOUS STAGES

N

STAGE 4 TRAFFIC:

STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.

STH 19: WESTBOUND SHIFTED SOUTH AND CROSS MEDIAN TO ENTER ROUNDABOUT. EASTBOUND EXITING SHIFTED SOUTH. BOTH MOVEMENTS RESTRICTED TO ONE LANE.

STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. RESTRICTED TO SINGLE LANE.

CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 4 CONSTRUCTION:

STH 19/113: PRIOR TO STAGE 4A, REMOVE TEMPORARY SIGNAL. UTILIZE A SINGLE LANE CLOSURE IN STAGE 4A TO RECONSTRUCT OUTSIDE LANE OF EASTBOUND APPROACH AND OUTSIDE LANE OF WESTBOUND EXIT. UTILIZE A SINGLE LANE CLOSURE IN STAGE 4B TO RECONSTRUCT INSIDE LANE OF EASTBOUND APPROACH AND INSIDE LANE OF WESTBOUND EXIT.

STH 19: CONSTRUCT WESTBOUND APPROACH.

STH 113: UTILIZE A SINGLE LANE CLOSURE IN STAGE 4A TO RECONSTRUCT THE OUTSIDE LANE OF THE SOUTHBOUND EXIT. IN STAGE 4B UTILIZE A SINGLE LANE CLOSURE TO RECONSTRUCT THE INSIDE LANE OF THE SOUTHBOUND EXIT.

CTH I: RECONSTRUCT CTH I.

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4A AND 4B OVERVIEW	SHEET 111	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\025004_TC OVERVIEW.DWG
LAYOUT NAME - 025004_TC OVERVIEW - TC_025004 OVERVIEW
PLOT DATE : 5/12/2017 1:35 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42

2

N

END ROAD WORK

STH 19/113

2000'

660'

MAX. 11' WIDTH

HOGAN RD

MH

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY FOR ADDITIONAL SIGNAGE

END DETOUR SOUTH COUNTY I

MAINTAIN EXISTING PRIVATE ENTRANCE

SAWCUT 12' LT OF WB ALIGNMENT (TYP.)

W TPM

100"WB"

102"WB"

104'

100"EB"

102"EB"

104'

104+00.00 "EB" MATCH LINE

Y TPM

W TPM

R11-2-L 48"X30"

LANE CLOSED

TYPE III BARRICADE

MARKING REMOVAL LINE 8-INCH

SAWCUT 12' RT OF EB ALIGNMENT (TYP.)

N

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

PRIOR TO STAGE 4A - INSTALL ALL PERMANENT SIGNS IN THE AREA CONSTRUCTED IN STAGE 3

* SIGN PLACED IN PREVIOUS STAGE

R11-2 48"X30"

ROAD CLOSED

TYPE III BARRICADE

M3-4 24"X12" | M3-1 24"X12" | M4-8 24"X12"

WEST | NORTH | DETOUR

19 | 113 | COUNTY I

M1-6 24"X24" | M1-6 24"X24" | M1-5A 24"X24"

R3-18 30"X30"

TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH 2 FT SEGMENT, 2 FT GAP

SPACE DRUMS IN ROUNDABOUT @ 25-FT

216'

216'INB"

R11-2-L 48"X30"

LANE CLOSED

TYPE III BARRICADE

SAWCUT 12' LT OF WB ALIGNMENT

W TPM

Y TPM

104+00.00 "EB" MATCH LINE

106"WB"

108"WB"

110"WB"

112"WB"

114"WB"

118"WB"

106"EB"

108"EB"

110"EB"

112"EB"

114"EB"

118"EB"

STH 19/113

Y TPMRT

W TPMRT

SW TPMRT 100'

R11-2 48"X30"

ROAD CLOSED

TYPE III BARRICADE

118+50.00 "EB" MATCH LINE

W TPMRT

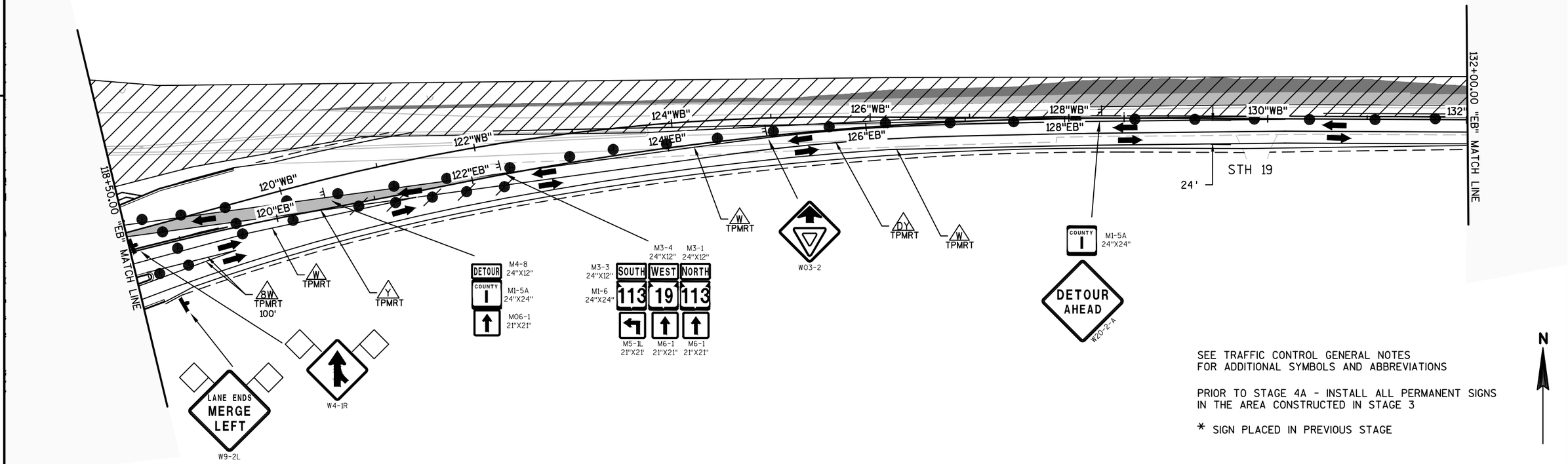
213+00.00 "NB" MATCH LINE

YIELD

R1-2 48"X42"

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4A	SHEET 112	E

2



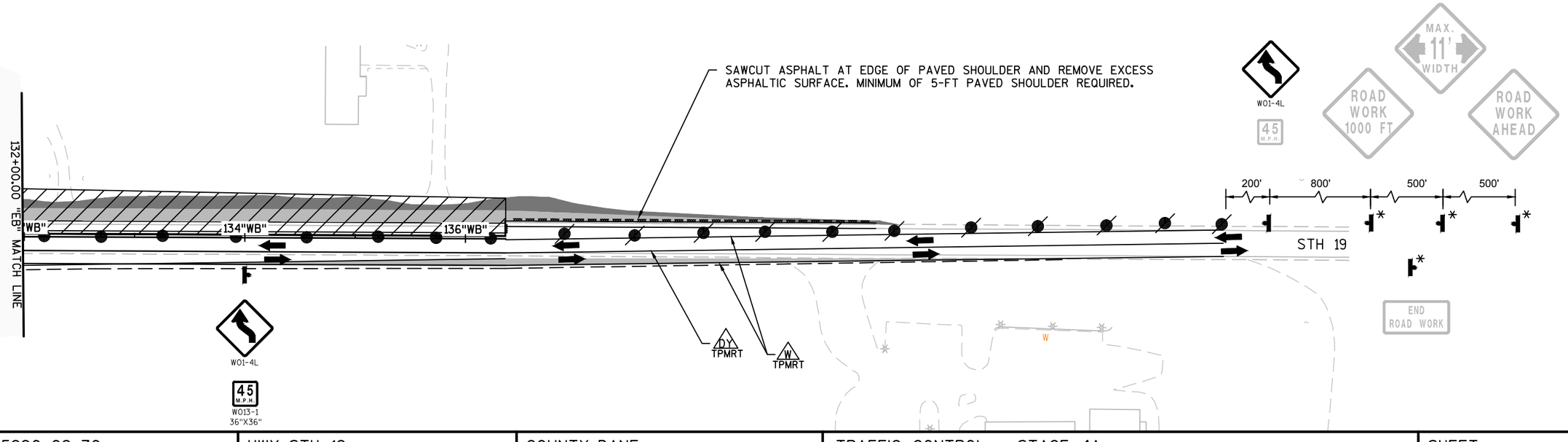
SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

PRIOR TO STAGE 4A - INSTALL ALL PERMANENT SIGNS
IN THE AREA CONSTRUCTED IN STAGE 3

* SIGN PLACED IN PREVIOUS STAGE

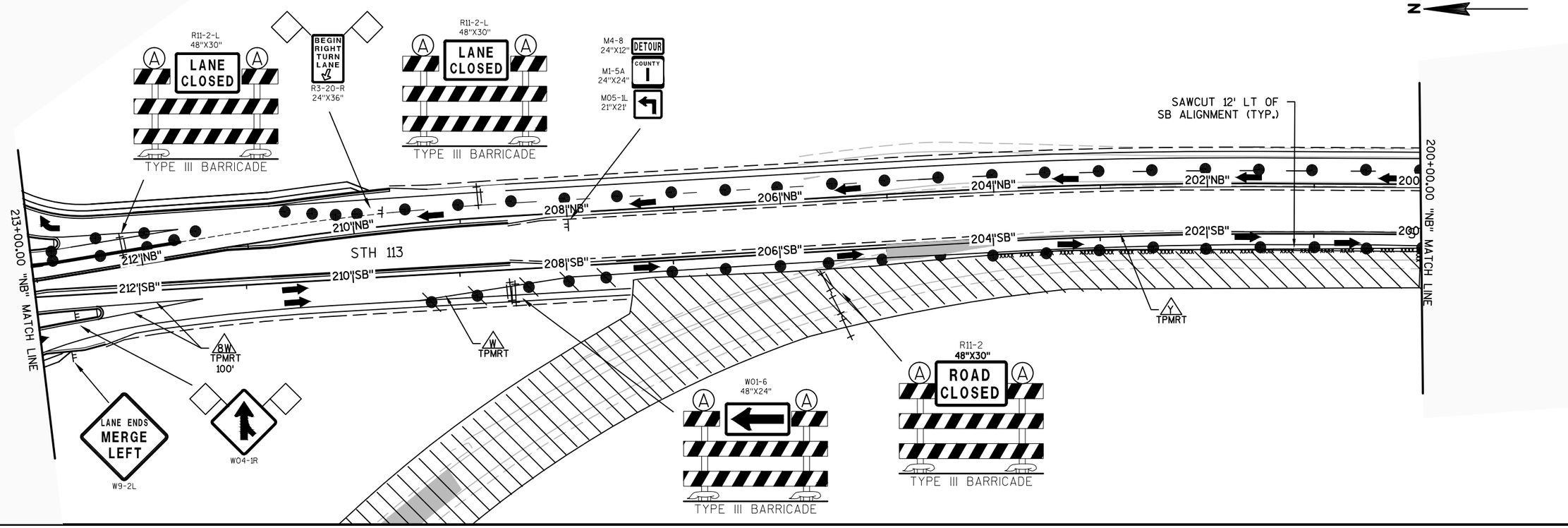
N

SAWCUT ASPHALT AT EDGE OF PAVED SHOULDER AND REMOVE EXCESS ASPHALTIC SURFACE. MINIMUM OF 5-FT PAVED SHOULDER REQUIRED.



N

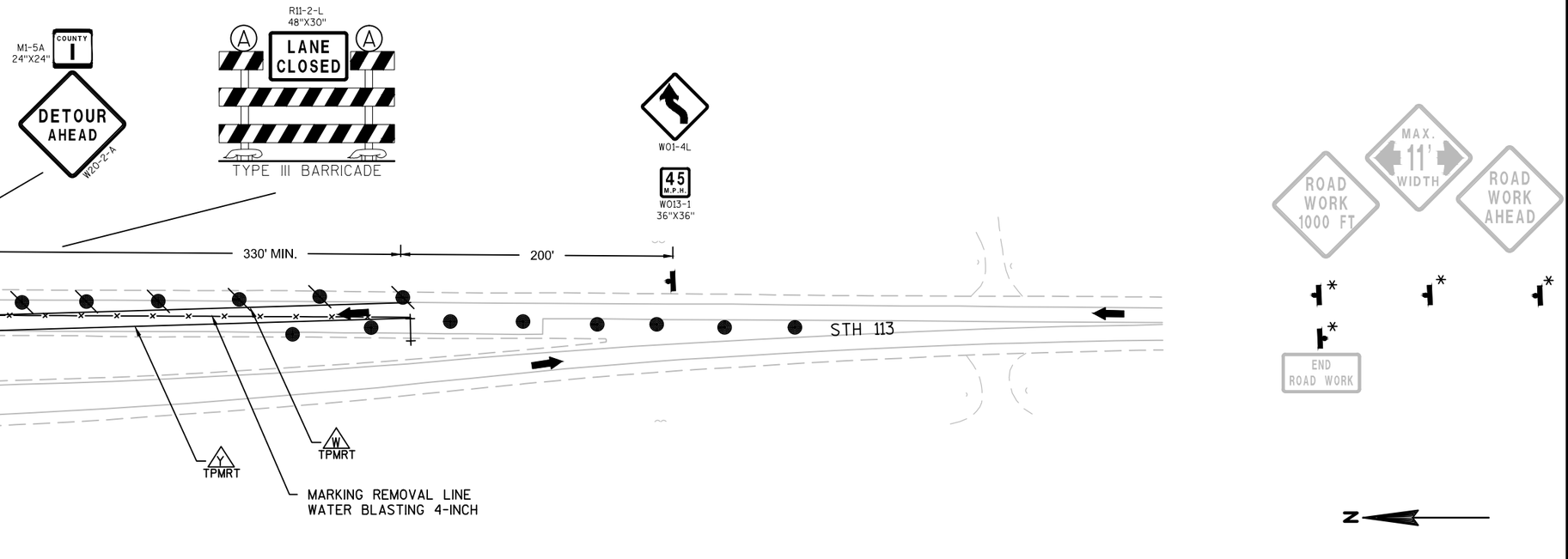
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4A	SHEET 113	E



SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

PRIOR TO STAGE 4A - INSTALL ALL PERMANENT SIGNS
IN THE AREA CONSTRUCTED IN STAGE 3

* SIGN PLACED IN PREVIOUS STAGE



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4A	SHEET 114	E

2

N

END ROAD WORK

*

STH 19/113

2000'

660'

MAX. 11' WIDTH

HOGAN RD

MH

Y TPMRT

SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY FOR ADDITIONAL SIGNAGE

END DETOUR SOUTH COUNTY I

R11-2-L 48"X30"

A LANE CLOSED A

TYPE III BARRICADE

100"WB"

102"WB"

104"

100"EB"

102"EB"

104"

Y TPMRT

W TPMRT

104+00.00 "EB" MATCH LINE

N

SEE TRAFFIC CONTROL GENERAL NOTES FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

PRIOR TO STAGE 4A - INSTALL ALL PERMANENT SIGNS IN THE AREA CONSTRUCTED IN STAGE 3

* SIGN PLACED IN PREVIOUS STAGE

M3-4 24"X12" | M3-1 24"X12" | M4-8 24"X12"

WEST 19 | NORTH 113 | DETOUR COUNTY I

M1-6 24"X24" | M1-6 24"X24" | M1-5A 24"X24"

R11-2 48"X30"

A ROAD CLOSED A

TYPE III BARRICADE

SPACE DRUMS IN ROUNDABOUT @ 25-FT

R11-2-L 48"X30"

A LANE CLOSED A

TYPE III BARRICADE

216'-58"

216'-NB"

118+50.00 "EB" MATCH LINE

118"WB"

118"EB"

114"WB"

114"EB"

112"WB"

112"EB"

110"WB"

110"EB"

108"WB"

108"EB"

106"WB"

106"EB"

104+00.00 "EB" MATCH LINE

WB"

EB"

Y TPMRT

W TPMRT

STH 19/113

R11-2 48"X30"

A ROAD CLOSED A

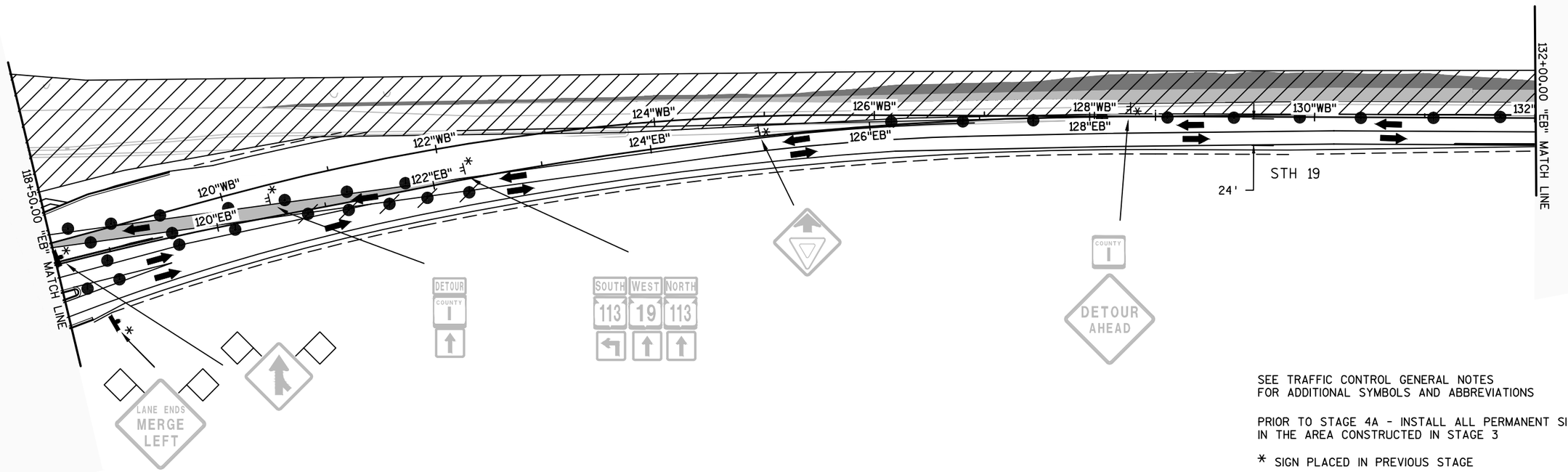
TYPE III BARRICADE

213+00.00 "NB" MATCH LINE

YIELD

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4B	SHEET 115	E

2

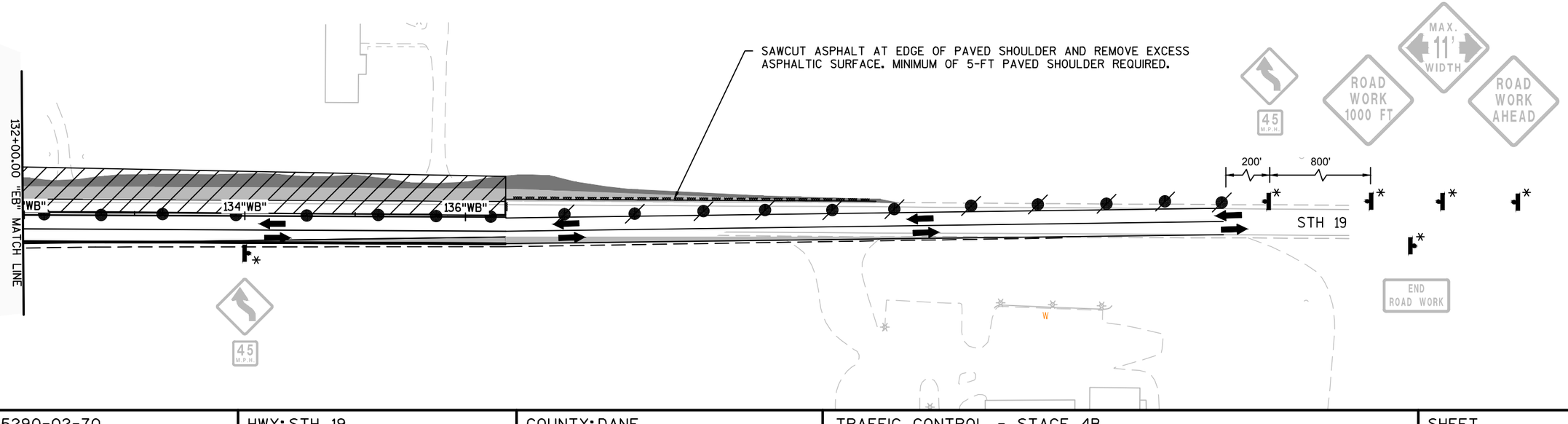


SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

PRIOR TO STAGE 4A - INSTALL ALL PERMANENT SIGNS
IN THE AREA CONSTRUCTED IN STAGE 3

* SIGN PLACED IN PREVIOUS STAGE

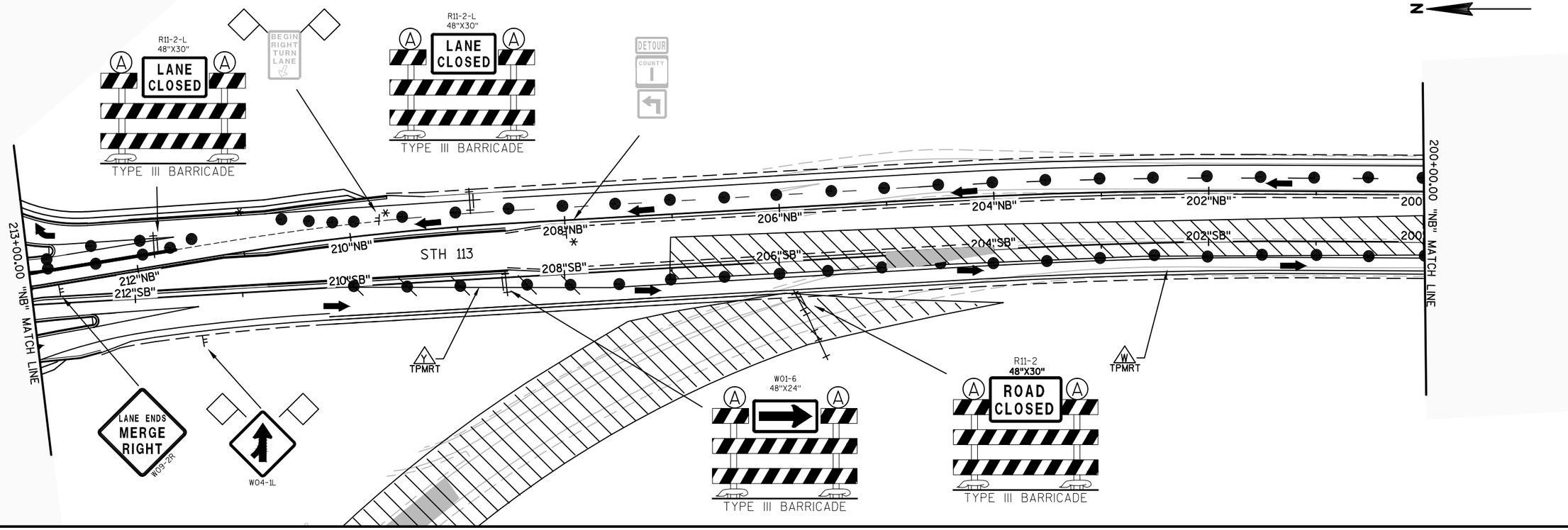
N



N

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4B	SHEET 116	E

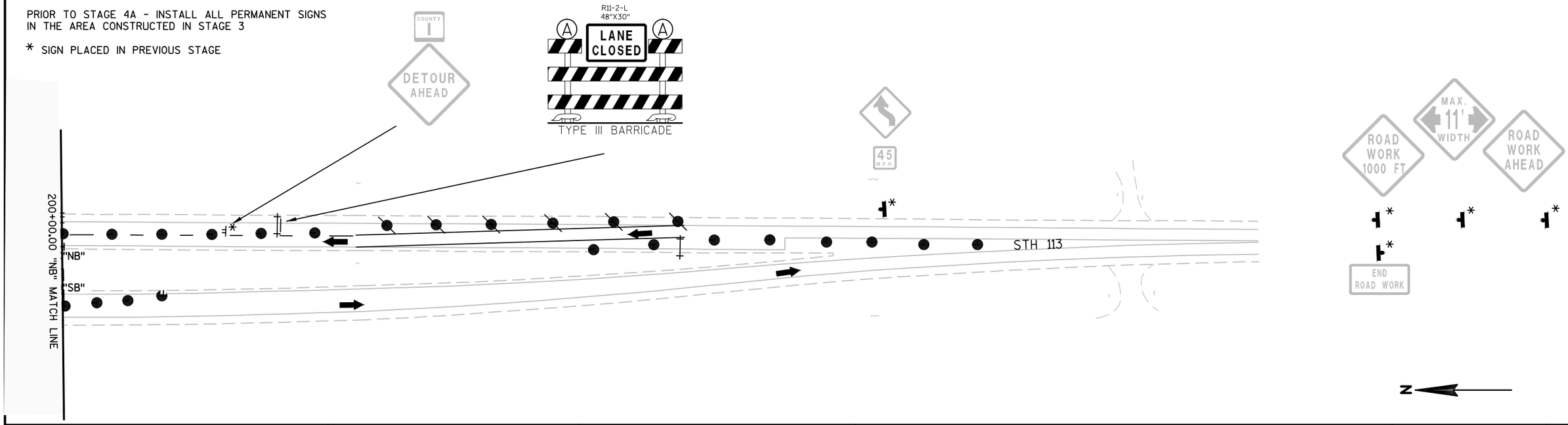
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SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

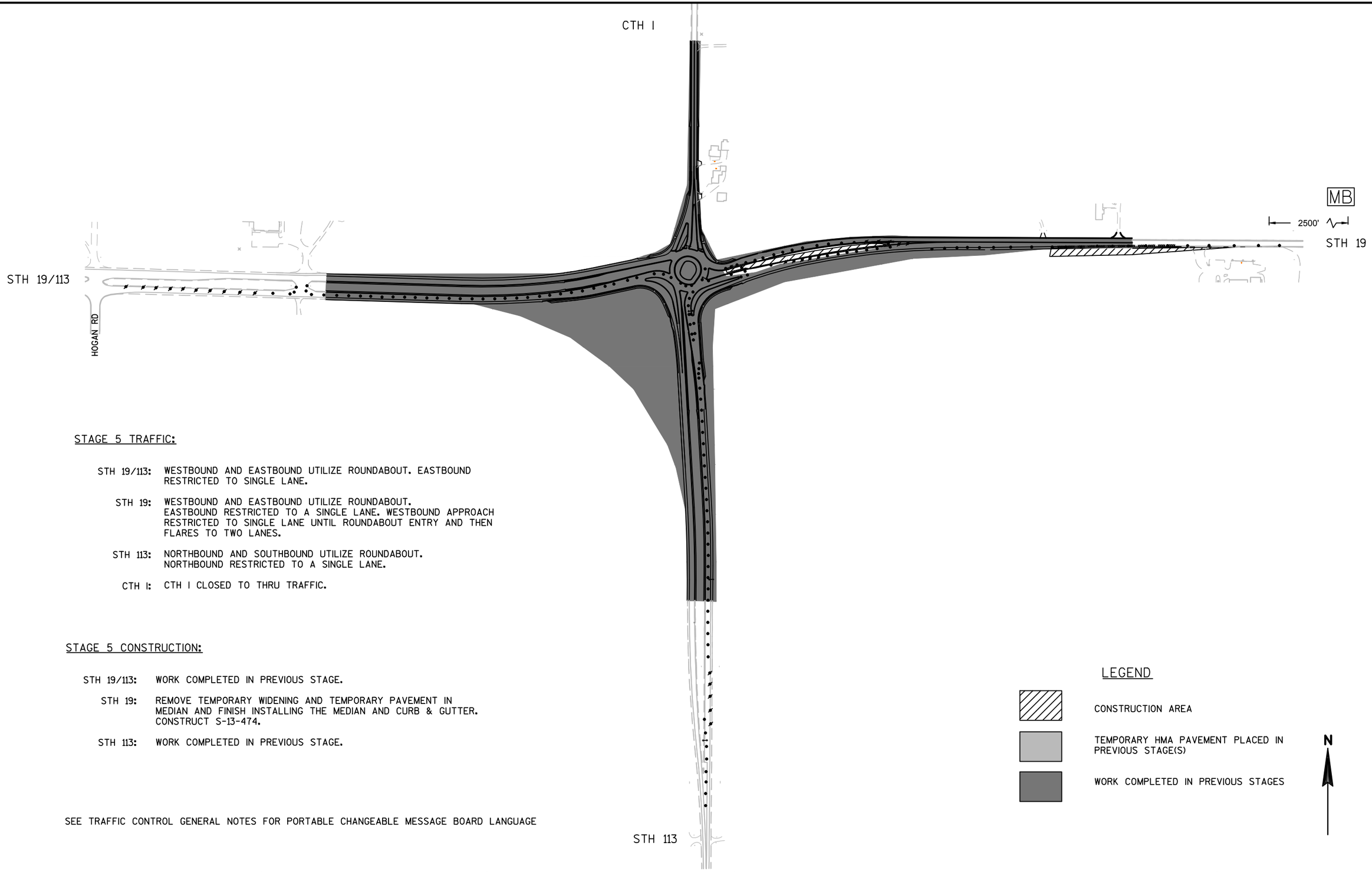
PRIOR TO STAGE 4A - INSTALL ALL PERMANENT SIGNS
IN THE AREA CONSTRUCTED IN STAGE 3

* SIGN PLACED IN PREVIOUS STAGE



PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4B	SHEET 117	E

2



STAGE 5 TRAFFIC:

STH 19/113: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. EASTBOUND RESTRICTED TO SINGLE LANE.

STH 19: WESTBOUND AND EASTBOUND UTILIZE ROUNDABOUT. EASTBOUND RESTRICTED TO A SINGLE LANE. WESTBOUND APPROACH RESTRICTED TO SINGLE LANE UNTIL ROUNDABOUT ENTRY AND THEN FLARES TO TWO LANES.

STH 113: NORTHBOUND AND SOUTHBOUND UTILIZE ROUNDABOUT. NORTHBOUND RESTRICTED TO A SINGLE LANE.

CTH I: CTH I CLOSED TO THRU TRAFFIC.

STAGE 5 CONSTRUCTION:

STH 19/113: WORK COMPLETED IN PREVIOUS STAGE.

STH 19: REMOVE TEMPORARY WIDENING AND TEMPORARY PAVEMENT IN MEDIAN AND FINISH INSTALLING THE MEDIAN AND CURB & GUTTER. CONSTRUCT S-13-474.

STH 113: WORK COMPLETED IN PREVIOUS STAGE.

SEE TRAFFIC CONTROL GENERAL NOTES FOR PORTABLE CHANGEABLE MESSAGE BOARD LANGUAGE

LEGEND

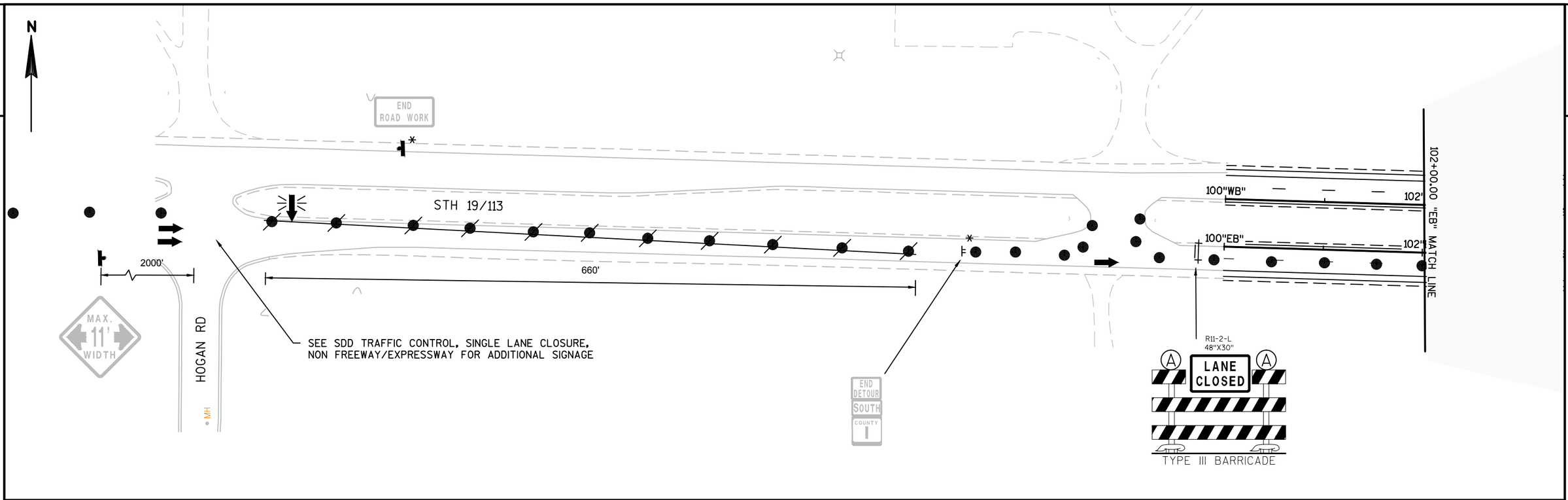
CONSTRUCTION AREA

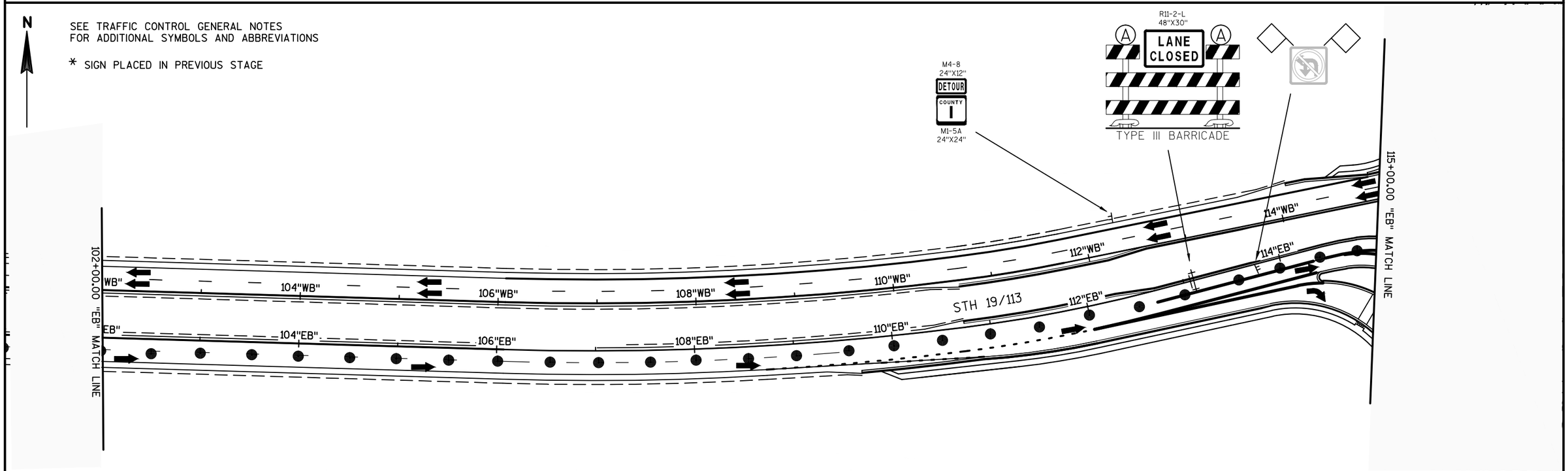
TEMPORARY HMA PAVEMENT PLACED IN PREVIOUS STAGE(S)

WORK COMPLETED IN PREVIOUS STAGES

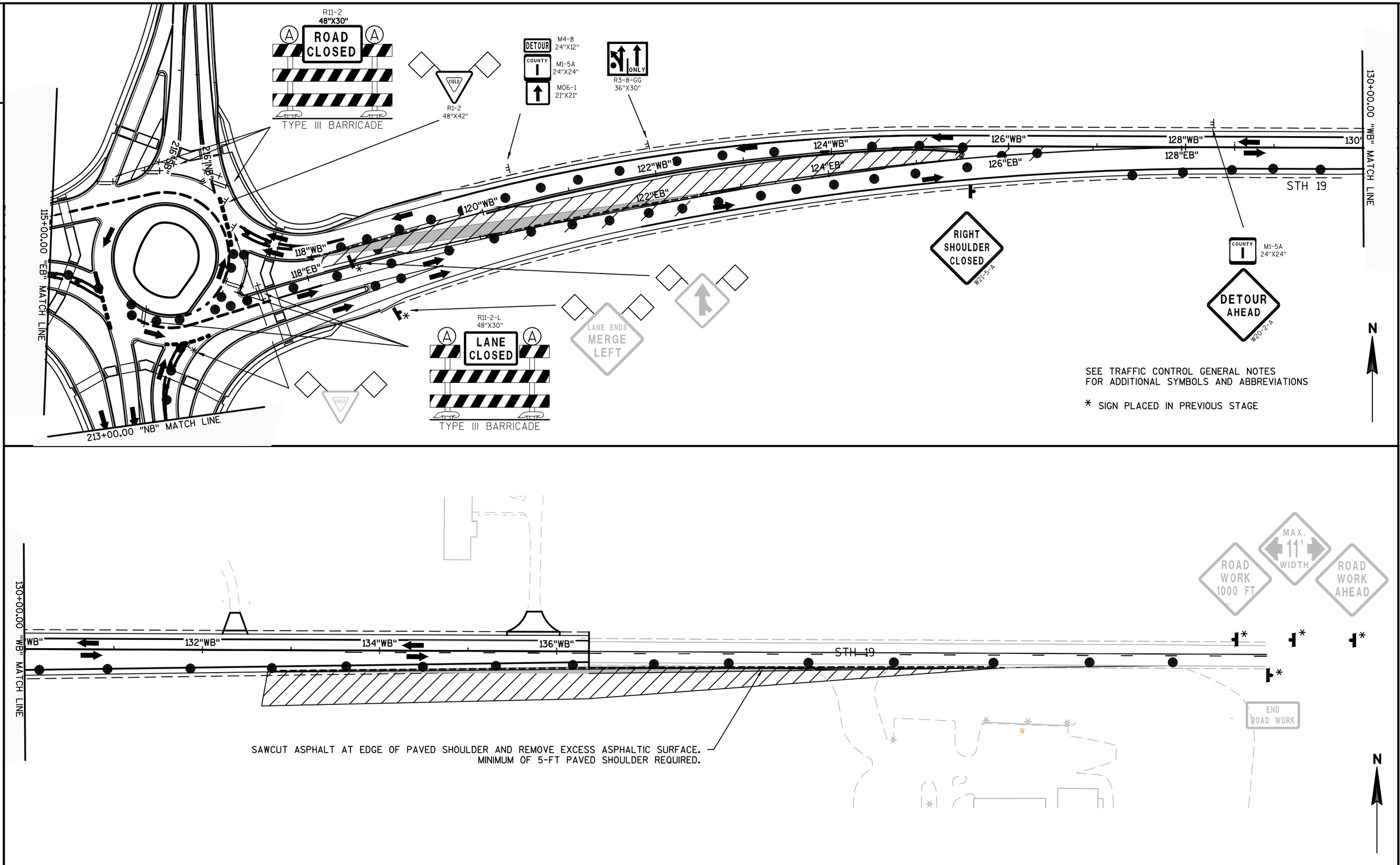
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5 OVERVIEW	SHEET 118	E

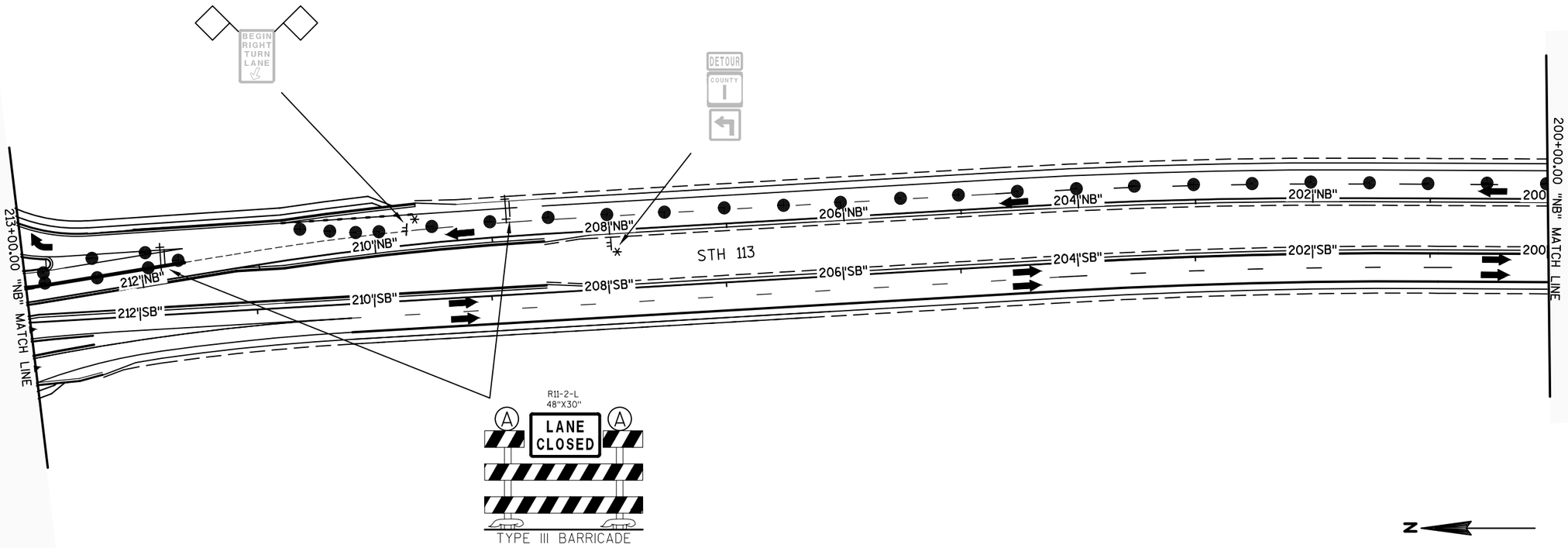




PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 119	E

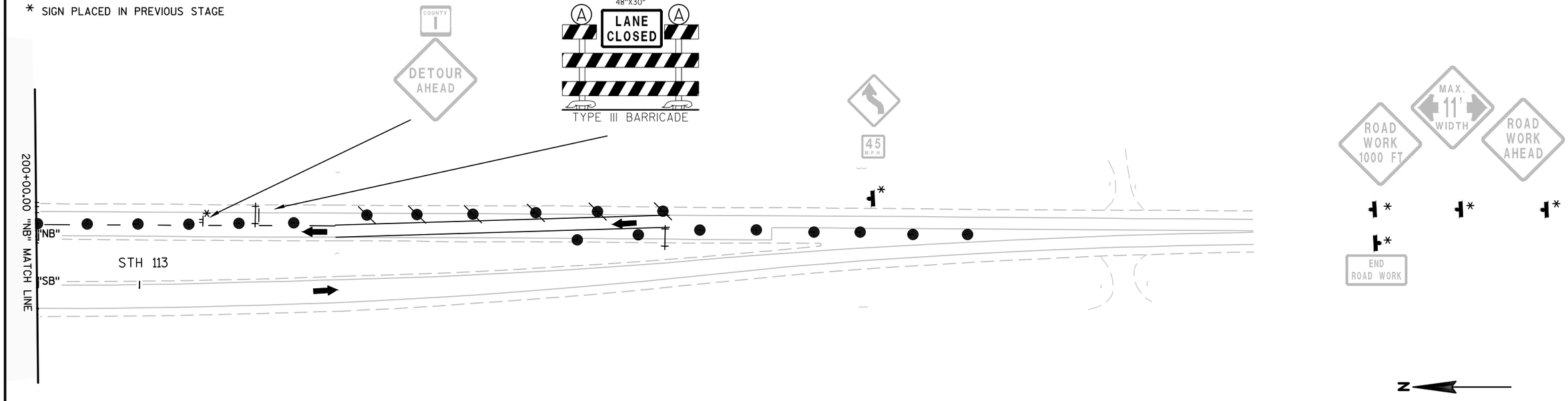


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 120	E



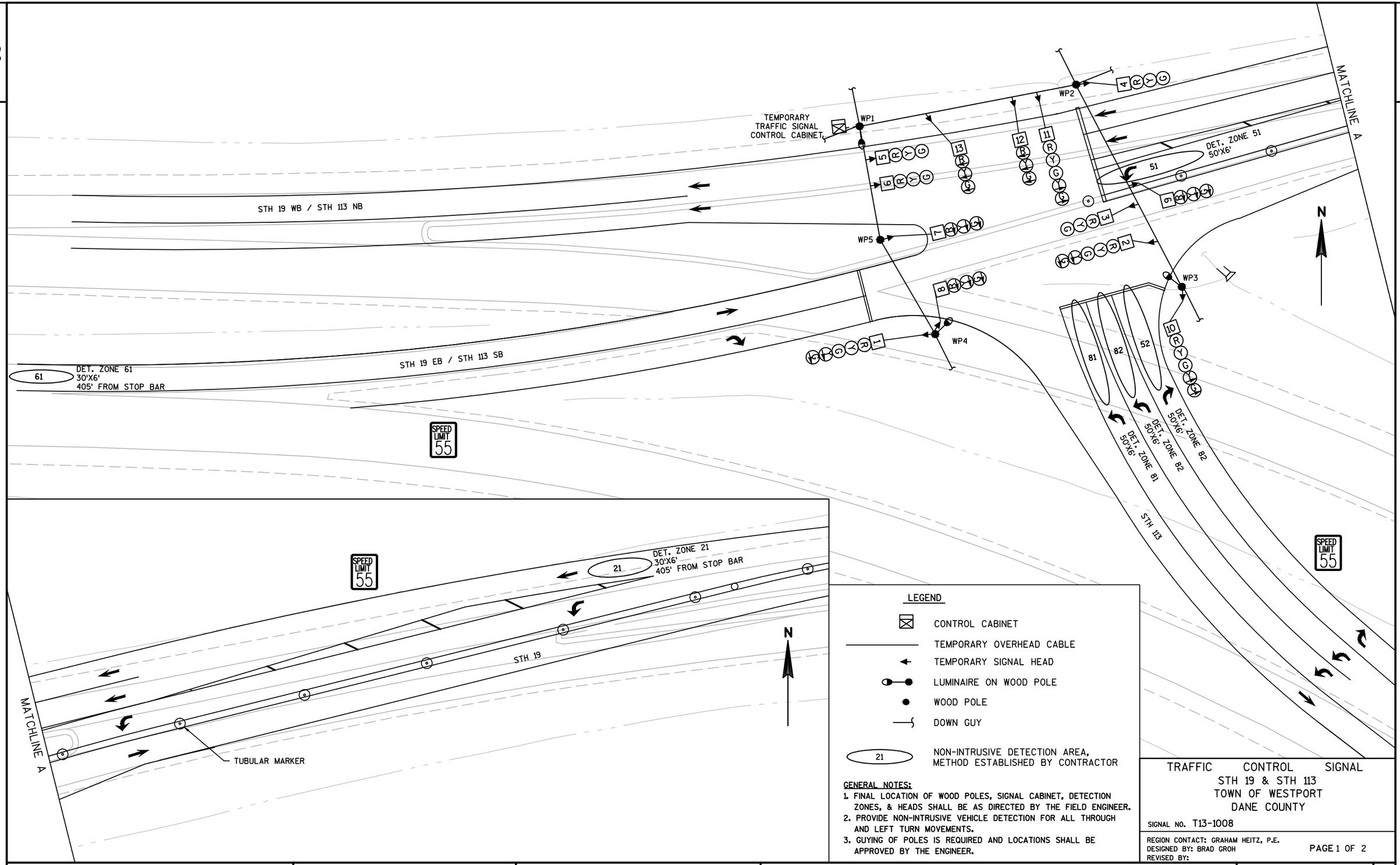
SEE TRAFFIC CONTROL GENERAL NOTES
FOR ADDITIONAL SYMBOLS AND ABBREVIATIONS

* SIGN PLACED IN PREVIOUS STAGE



PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 121	E

2



LEGEND

- CONTROL CABINET
- TEMPORARY OVERHEAD CABLE
- TEMPORARY SIGNAL HEAD
- LUMINAIRE ON WOOD POLE
- WOOD POLE
- DOWN GUY
- 21 — NON-INTRUSIVE DETECTION AREA, METHOD ESTABLISHED BY CONTRACTOR

GENERAL NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL CABINET, DETECTION ZONES, & HEADS SHALL BE AS DIRECTED BY THE FIELD ENGINEER.
2. PROVIDE NON-INTRUSIVE VEHICLE DETECTION FOR ALL THROUGH AND LEFT TURN MOVEMENTS.
3. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER.

TRAFFIC CONTROL SIGNAL
STH 19 & STH 113
TOWN OF WESTPORT
DANE COUNTY

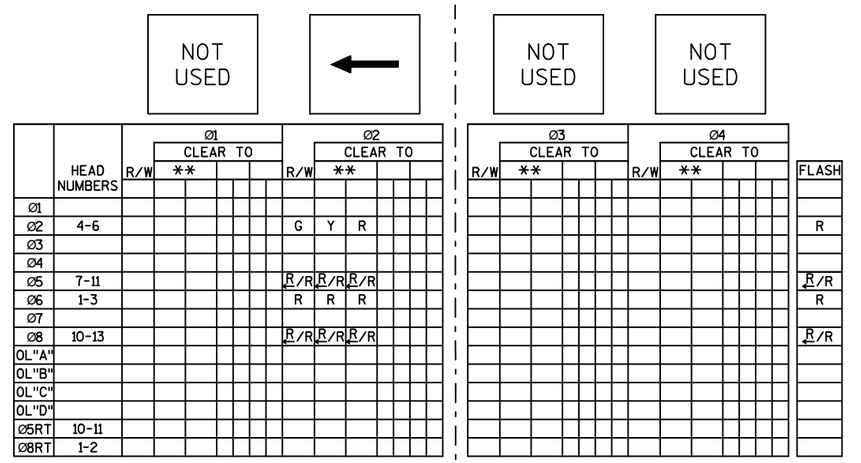
SIGNAL NO. T13-1008

REGION CONTACT: GRAHAM HEITZ, P.E.
DESIGNED BY: BRAD GROH
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	TRAFFIC CONTROL - TEMPORARY SIGNAL DETAIL	SHEET 122	E

2



	HEAD NUMBERS	Ø1 R/W	Ø1 CLEAR TO **	Ø2 R/W	Ø2 CLEAR TO **	Ø3 R/W	Ø3 CLEAR TO **	Ø4 R/W	Ø4 CLEAR TO **	FLASH
Ø1										
Ø2	4-6			G	Y R					R
Ø3										
Ø4										
Ø5	7-11			R/R	R/R R/R					R/R
Ø6	1-3			R	R R					R
Ø7										
Ø8	10-13			R/R	R/R R/R					R/R
OL"A"										
OL"B"										
OL"C"										
OL"D"										
Ø5RT	10-11									
Ø8RT	1-2									

	HEAD NUMBERS	Ø5 R/W	Ø5 CLEAR TO **	Ø6 R/W	Ø6 CLEAR TO **	Ø7 R/W	Ø7 CLEAR TO **	Ø8 R/W	Ø8 CLEAR TO **
Ø1									
Ø2	4-6	R	R R	R	R R			R	R R
Ø3									
Ø4									
Ø5	7-11	G/G	Y/Y R/R	R/R	R/R R/R			R/R	R/R R/R
Ø6	1-3	R	R R	G	Y R			R	R R
Ø7									
Ø8	10-13	R/R	R/R R/R	R/R	R/R R/R			G/G	Y/Y R/R
OL"A"									
OL"B"									
OL"C"									
OL"D"									
Ø5RT	10-11	G	Y						
Ø8RT	1-2							G	Y

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 BELOW)

CONTROLLER LOGIC

DETECTOR NUMBER	DETECTOR OPERATION: CALLS AND EXTENDS	CALLS ONLY	EXTENDS ONLY	PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT PHASE	CALLING DELAY	EXTENSION STRETCH	APPROX. SIZE (FEET)
21	X			2	2			4.0	30x6
51	X			5	5				50x6
52			X		5				50x6
61	X			6	6			4.0	30x6
81	X			8	8				50x6
82	X			8	8				50x6

CONTROLLER LOGIC

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

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	X
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	
RADIO	
CELL MODEM	

TYPE OF COORDINATION	
NONE	X
TBC	
TRAFFIC RESPONSIVE	
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS-

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

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

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1		
2	5,6	8
3		
4		
5	2	6,8
6	2	5,8
7		
8		2,5,6

SIGNAL TIMING

	Ø2	Ø5	Ø6	Ø8
MIN GREEN	12	7	12	7
PASSAGE	5.0	1.0	5.0	1.0
MAXIMUM 1	60	30	60	30
MAXIMUM 2				
YELLOW	5.5	3.5	5.5	3.5
ALL RED	1.5	2	1.5	2
ADDED INITIAL	2.0		2.0	
MAX INITIAL	35		35	
TIME BEFORE REDUCTION	20		20	
TIME TO REDUCE	15		15	
MIN GAP	3.5		3.5	

GENERAL NOTES:

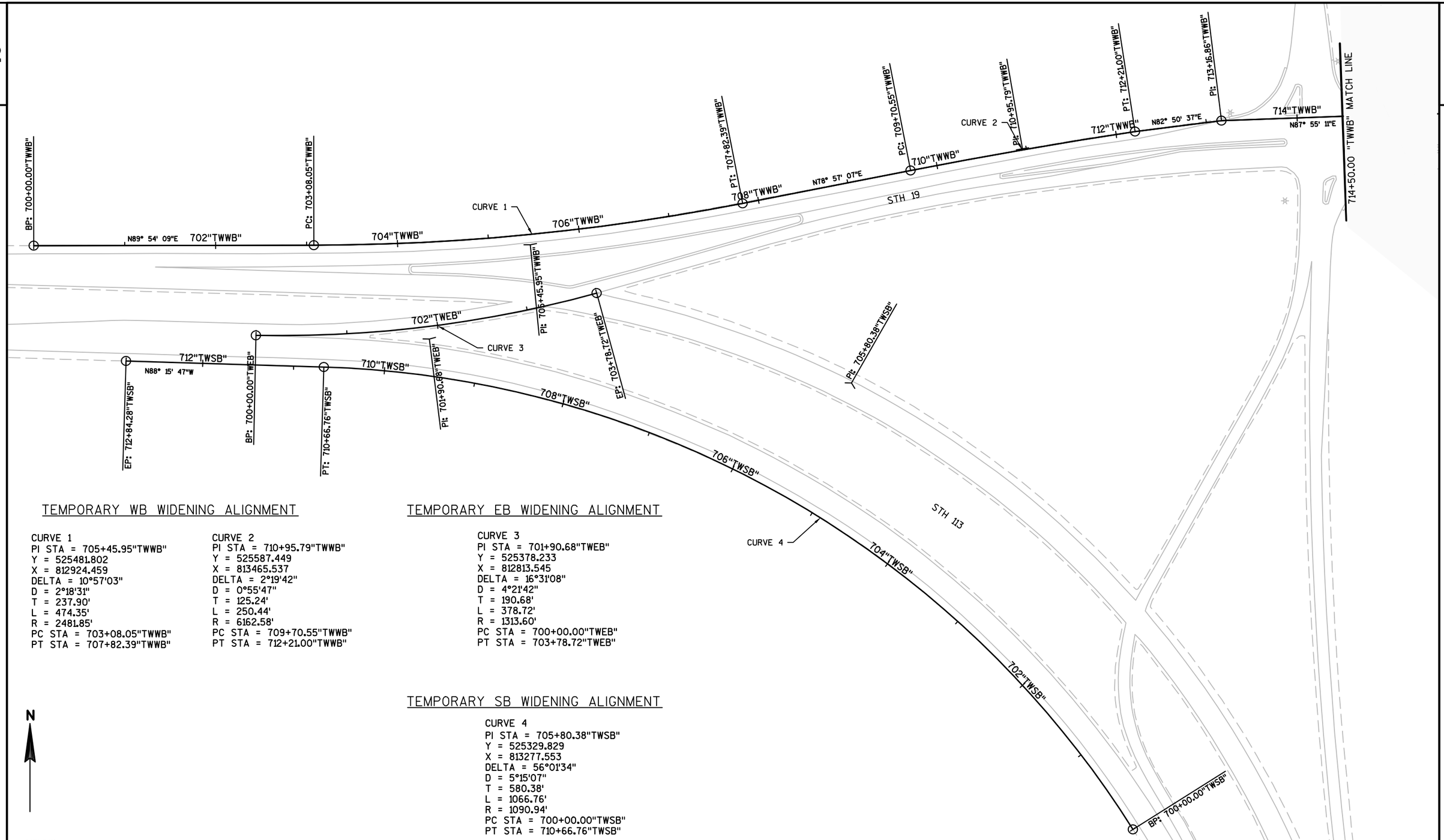
1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NON-CONFLICTING PHASE MAY START TIMING CONCURENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1)
3. IF ANY OPPOSING THROUGH PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT.

TRAFFIC CONTROL SIGNAL
STH 19 & STH 113
TOWN OF WESTPORT
DANE COUNTY

SIGNAL NO. T13-1008

REGION CONTACT: GRAHAM HEITZ, P.E.
DESIGNED BY: BRAD GROH
REVISED BY:

PAGE 2 OF 2



TEMPORARY WB WIDENING ALIGNMENT

CURVE 1
PI STA = 705+45.95"TWWB"
Y = 525481.802
X = 812924.459
DELTA = 10°57'03"
D = 2°18'31"
T = 237.90'
L = 474.35'
R = 2481.85'
PC STA = 703+08.05"TWWB"
PT STA = 707+82.39"TWWB"

CURVE 2
PI STA = 710+95.79"TWWB"
Y = 525587.449
X = 813465.537
DELTA = 2°19'42"
D = 0°55'47"
T = 125.24'
L = 250.44'
R = 6162.58'
PC STA = 709+70.55"TWWB"
PT STA = 712+21.00"TWWB"

TEMPORARY EB WIDENING ALIGNMENT

CURVE 3
PI STA = 701+90.68"TWEB"
Y = 525378.233
X = 812813.545
DELTA = 16°31'08"
D = 4°21'42"
T = 190.68'
L = 378.72'
R = 1313.60'
PC STA = 700+00.00"TWEB"
PT STA = 703+78.72"TWEB"

TEMPORARY SB WIDENING ALIGNMENT

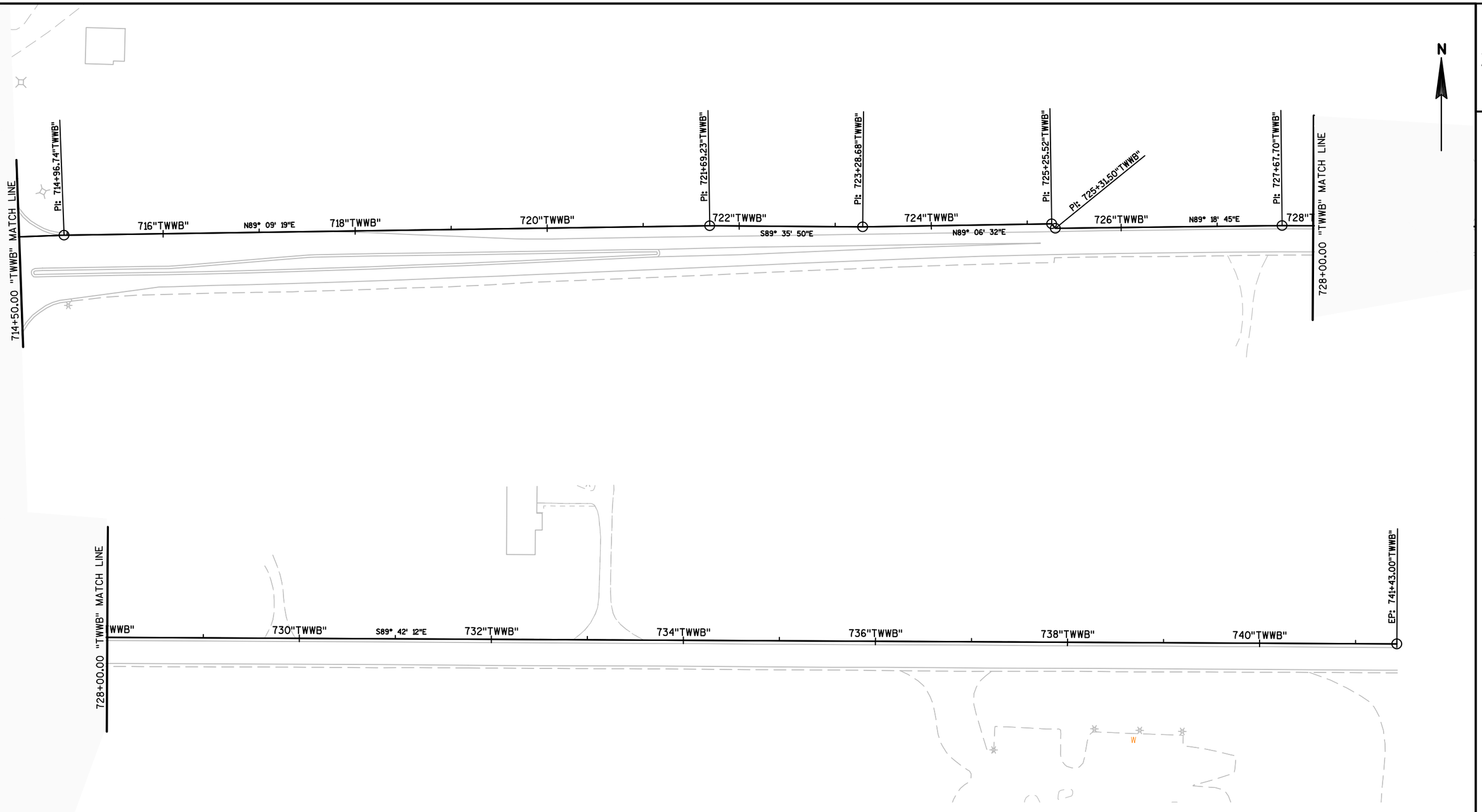
CURVE 4
PI STA = 705+80.38"TWSB"
Y = 525329.829
X = 813277.553
DELTA = 56°01'34"
D = 5°15'07"
T = 580.38'
L = 1066.76'
R = 1090.94'
PC STA = 700+00.00"TWSB"
PT STA = 710+66.76"TWSB"

NOTES

WIDENING ALIGNMENTS FOLLOW EDGE OF EXISTING PAVED SHOULDER

TE

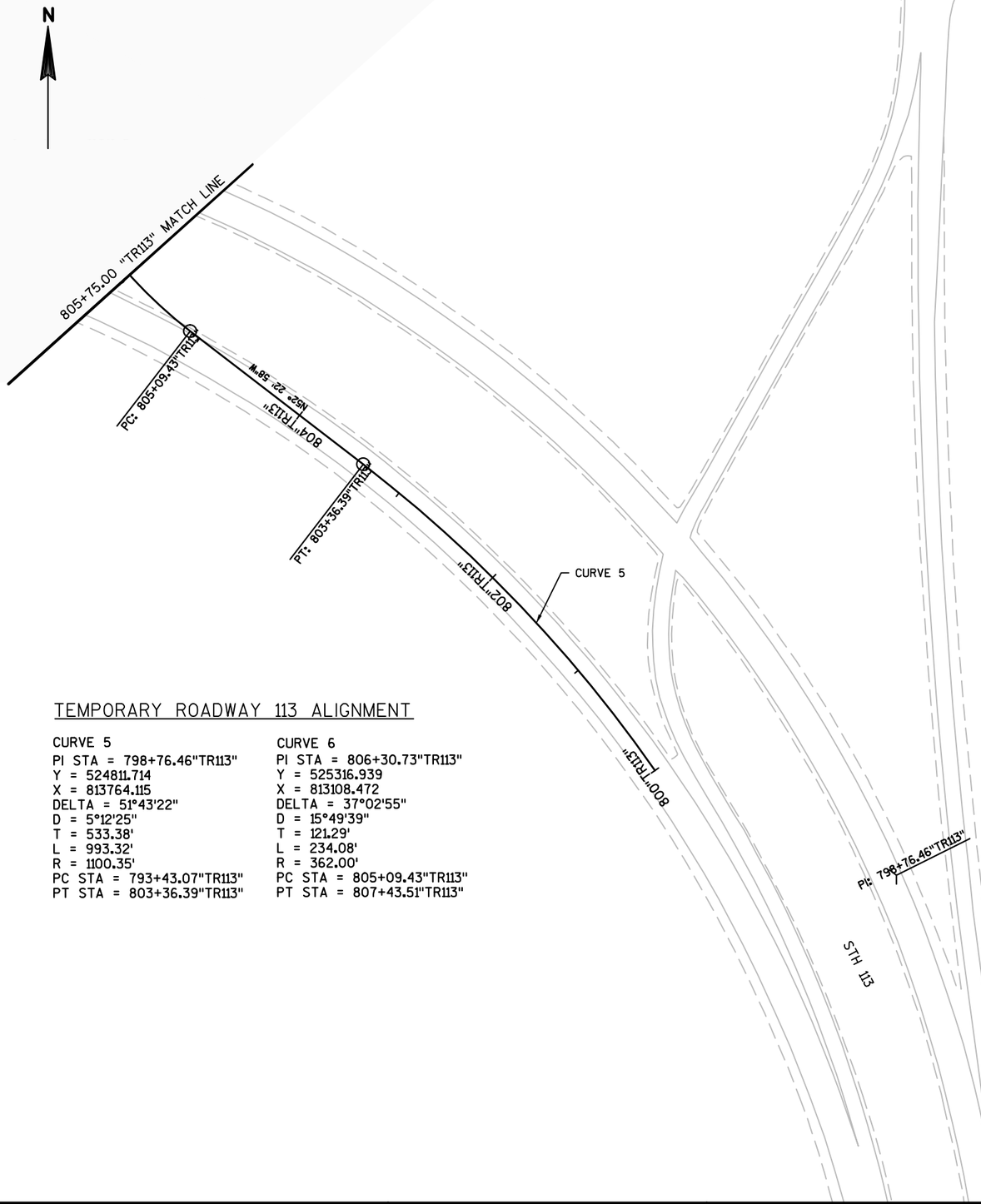
PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL - STAGE 1	SHEET 124	E

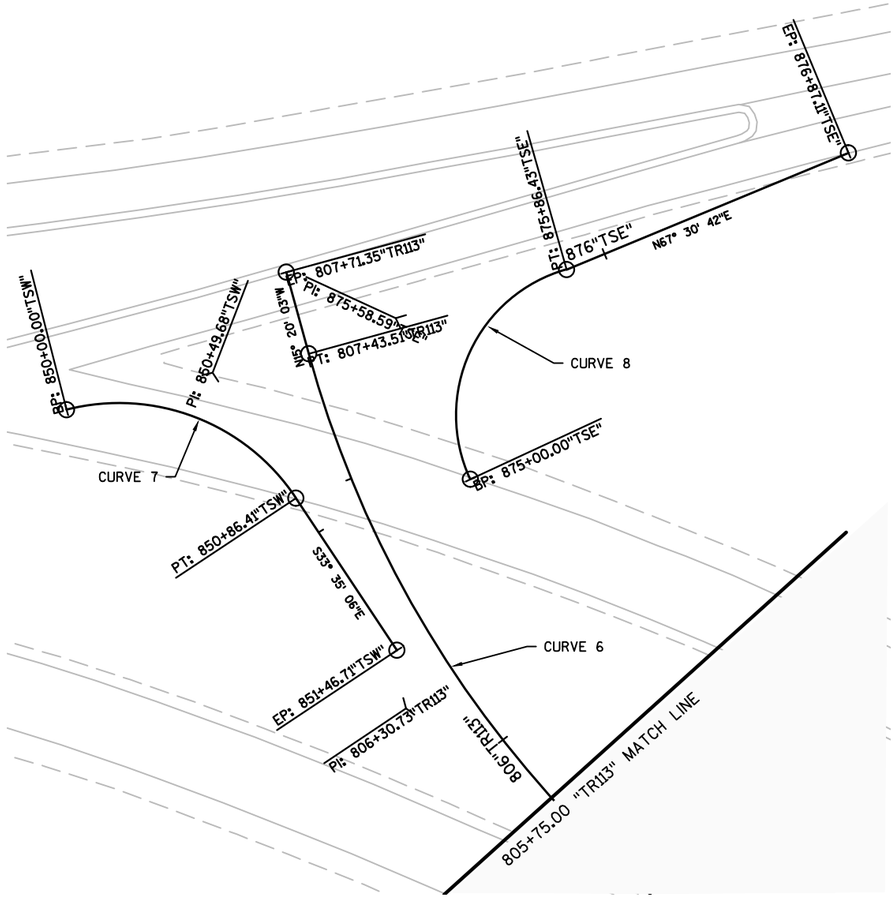


NOTES

WIDENING ALIGNMENTS FOLLOW EDGE OF EXISTING PAVED SHOULDER

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL - STAGE 1	SHEET 125	E





TEMPORARY ROADWAY 113 ALIGNMENT

CURVE 5
PI STA = 798+76.46"TR113"
Y = 524811.714
X = 813764.115
DELTA = 51°43'22"
D = 5°12'25"
T = 533.38'
L = 993.32'
R = 1100.35'
PC STA = 793+43.07"TR113"
PT STA = 803+36.39"TR113"

CURVE 6
PI STA = 806+30.73"TR113"
Y = 525316.939
X = 813108.472
DELTA = 37°02'55"
D = 15°49'39"
T = 121.29'
L = 234.08'
R = 362.00'
PC STA = 805+09.43"TR113"
PT STA = 807+43.51"TR113"

TEMPORARY SW RADIUS RETURN ALIGNMENT

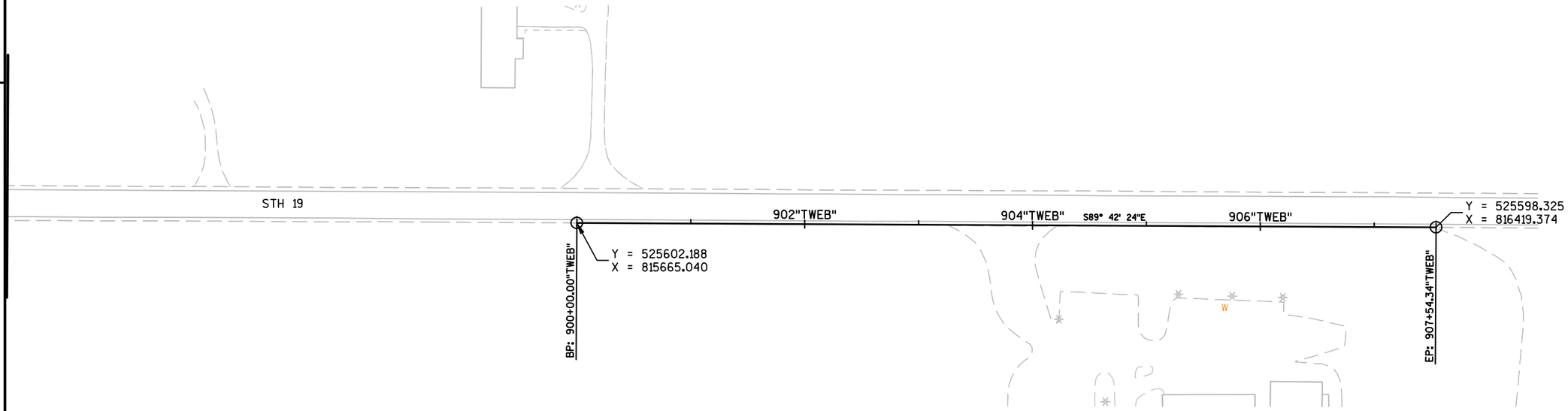
CURVE 7
PI STA = 850+49.68
Y = 525427.655
X = 813044.686
DELTA = 70°43'50"
D = 81°51'04"
T = 49.68'
L = 86.41'
R = 70.00'
PC STA = 850+00.00
PT STA = 850+86.41

TEMPORARY SE RADIUS RETURN ALIGNMENT

CURVE 8
PI STA = 875+58.59
Y = 525445.646
X = 813105.115
DELTA = 99°02'31"
D = 114°35'30"
T = 58.59'
L = 86.43'
R = 50.00'
PC STA = 875+00.00
PT STA = 875+86.43

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL - STAGE 2	SHEET 126	E

2



NOTES

WIDENING ALIGNMENTS FOLLOW EDGE OF EXISTING PAVED SHOULDER



PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL - STAGE 3	SHEET 127	E

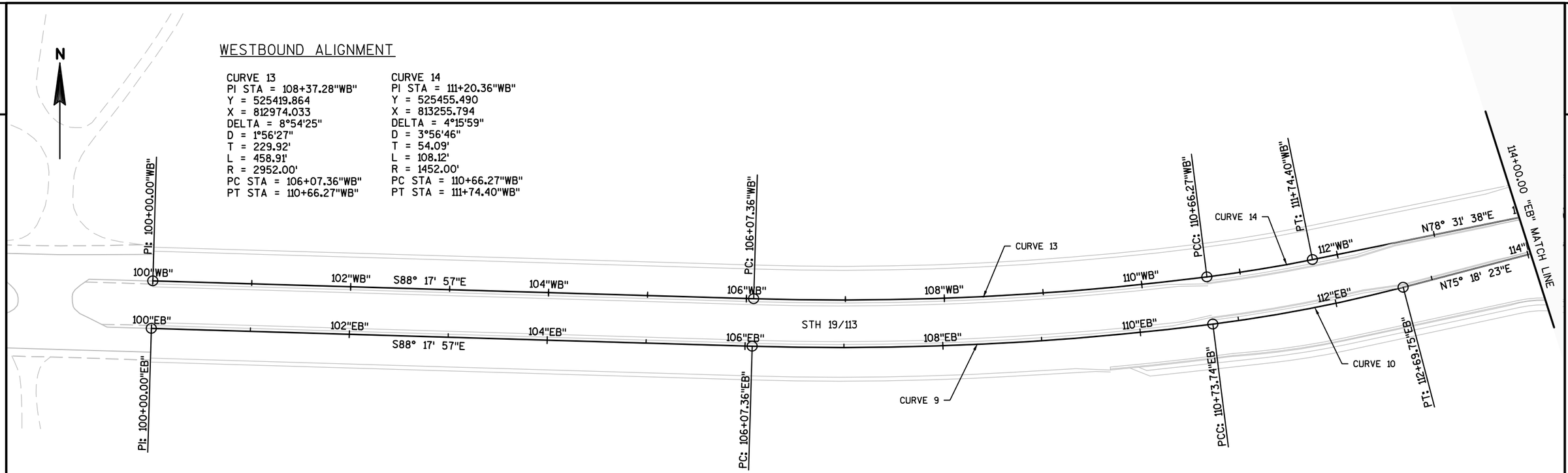
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\027208_AD TEMPORARY STAGE 3.DWG
LAYOUT NAME - 027208_AD TEMPORARY STAGE 3 - 027208A_AD STAGE 3
PLOT DATE : 7/12/2017 2:34 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

WESTBOUND ALIGNMENT

CURVE 13
PI STA = 108+37.28"WB"
Y = 525419.864
X = 812974.033
DELTA = 8°54'25"
D = 1°56'27"
T = 229.92'
L = 458.91'
R = 2952.00'
PC STA = 106+07.36"WB"
PT STA = 110+66.27"WB"

CURVE 14
PI STA = 111+20.36"WB"
Y = 525455.490
X = 813255.794
DELTA = 4°15'59"
D = 3°56'46"
T = 54.09'
L = 108.12'
R = 1452.00'
PC STA = 110+66.27"WB"
PT STA = 111+74.40"WB"



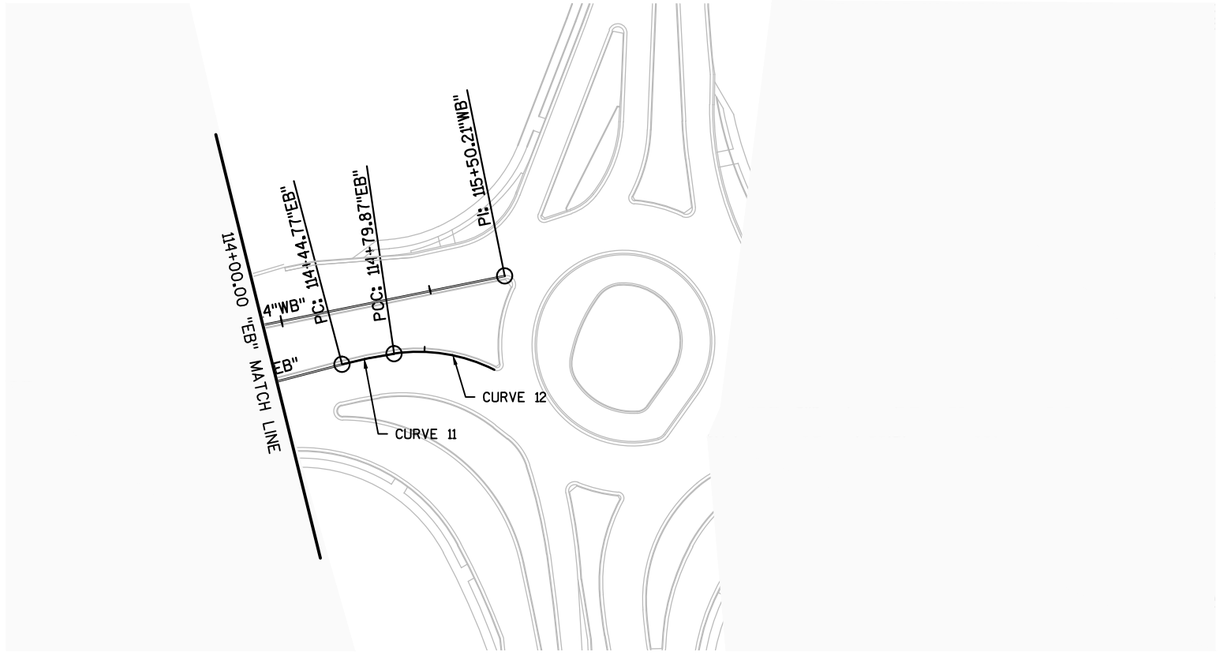
EASTBOUND ALIGNMENT

CURVE 9
PI STA = 108+41.02"EB"
Y = 525371.774
X = 812976.345
DELTA = 8°54'25"
D = 1°54'35"
T = 233.66'
L = 466.37'
R = 3000.00'
PC STA = 106+07.36"EB"
PT STA = 110+73.74"EB"

CURVE 10
PI STA = 111+71.88"EB"
Y = 525413.396
X = 813305.528
DELTA = 7°29'14"
D = 3°49'11"
T = 98.15'
L = 196.01'
R = 1500.00'
PC STA = 110+73.74"EB"
PT STA = 112+69.75"EB"

CURVE 11
PI STA = 114+62.33"EB"
Y = 525487.139
X = 813586.751
DELTA = 6°26'45"
D = 18°21'51"
T = 17.57'
L = 35.10'
R = 312.00'
PC STA = 114+44.77"EB"
PT STA = 114+79.87"EB"

CURVE 12
PI STA = 115+15.04"EB"
Y = 525494.706
X = 813638.952
DELTA = 34°52'23"
D = 51°09'25"
T = 35.18'
L = 68.17'
R = 112.00'
PC STA = 114+79.87"EB"
PT STA = 115+48.04"EB"



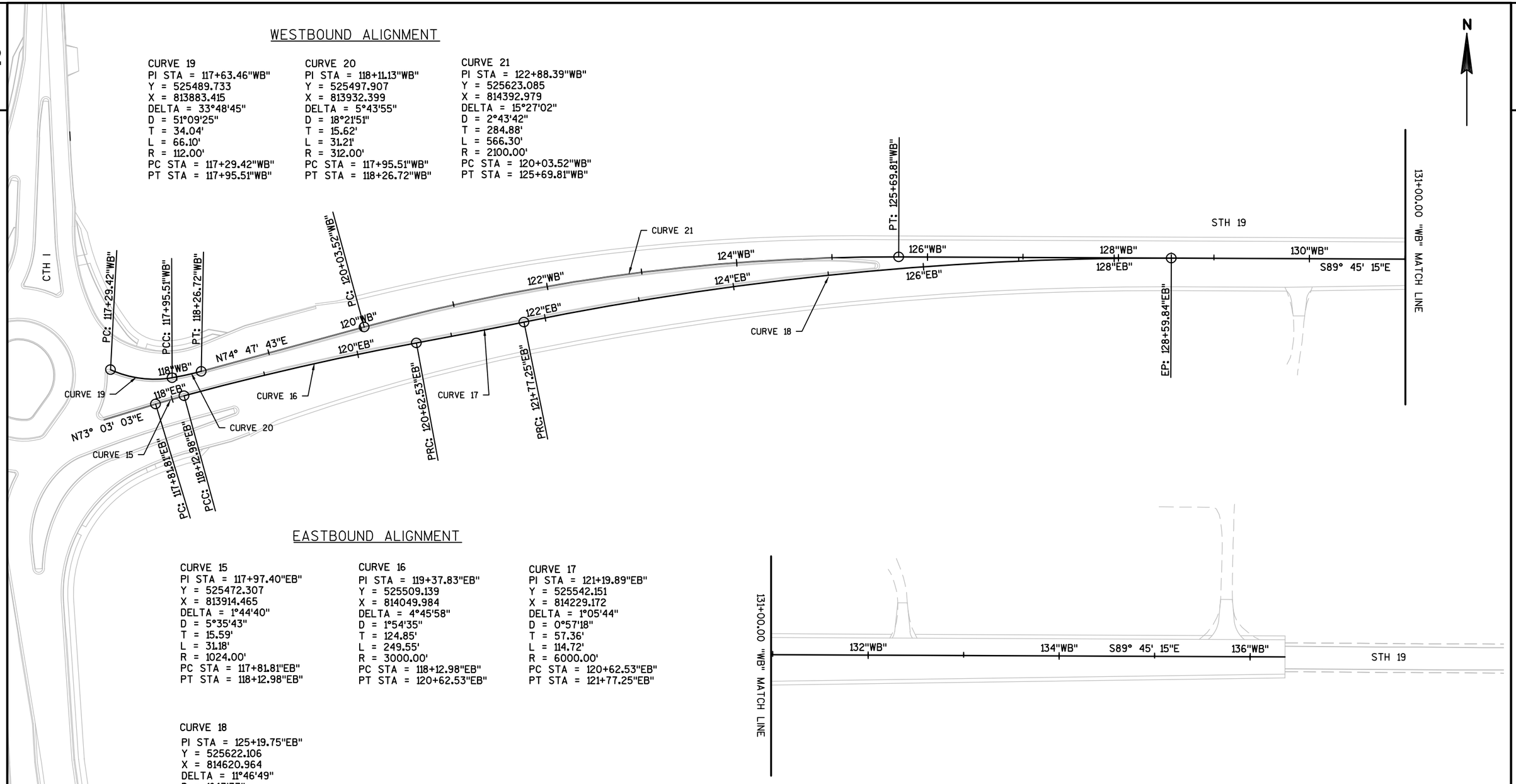
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 128	E

WESTBOUND ALIGNMENT

CURVE 19
PI STA = 117+63.46"WB"
Y = 525489.733
X = 813883.415
DELTA = 33°48'45"
D = 51°09'25"
T = 34.04'
L = 66.10'
R = 112.00'
PC STA = 117+29.42"WB"
PT STA = 117+95.51"WB"

CURVE 20
PI STA = 118+11.13"WB"
Y = 525497.907
X = 813932.399
DELTA = 5°43'55"
D = 18°21'51"
T = 15.62'
L = 31.21'
R = 312.00'
PC STA = 117+95.51"WB"
PT STA = 118+26.72"WB"

CURVE 21
PI STA = 122+88.39"WB"
Y = 525623.085
X = 814392.979
DELTA = 15°27'02"
D = 2°43'42"
T = 284.88'
L = 566.30'
R = 2100.00'
PC STA = 120+03.52"WB"
PT STA = 125+69.81"WB"



EASTBOUND ALIGNMENT

CURVE 15
PI STA = 117+97.40"EB"
Y = 525472.307
X = 813914.465
DELTA = 1°44'40"
D = 5°35'43"
T = 15.59'
L = 31.18'
R = 1024.00'
PC STA = 117+81.81"EB"
PT STA = 118+12.98"EB"

CURVE 16
PI STA = 119+37.83"EB"
Y = 525509.139
X = 814049.984
DELTA = 4°45'58"
D = 1°54'35"
T = 124.85'
L = 249.55'
R = 3000.00'
PC STA = 118+12.98"EB"
PT STA = 120+62.53"EB"

CURVE 17
PI STA = 121+19.89"EB"
Y = 525542.151
X = 814229.172
DELTA = 1°05'44"
D = 0°57'18"
T = 57.36'
L = 114.72'
R = 6000.00'
PC STA = 120+62.53"EB"
PT STA = 121+77.25"EB"

CURVE 18
PI STA = 125+19.75"EB"
Y = 525622.106
X = 814620.964
DELTA = 11°46'49"
D = 1°43'33"
T = 342.51'
L = 682.60'
R = 3320.00'
PC STA = 121+77.25"EB"
PT STA = 128+59.84"EB"

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 129	E

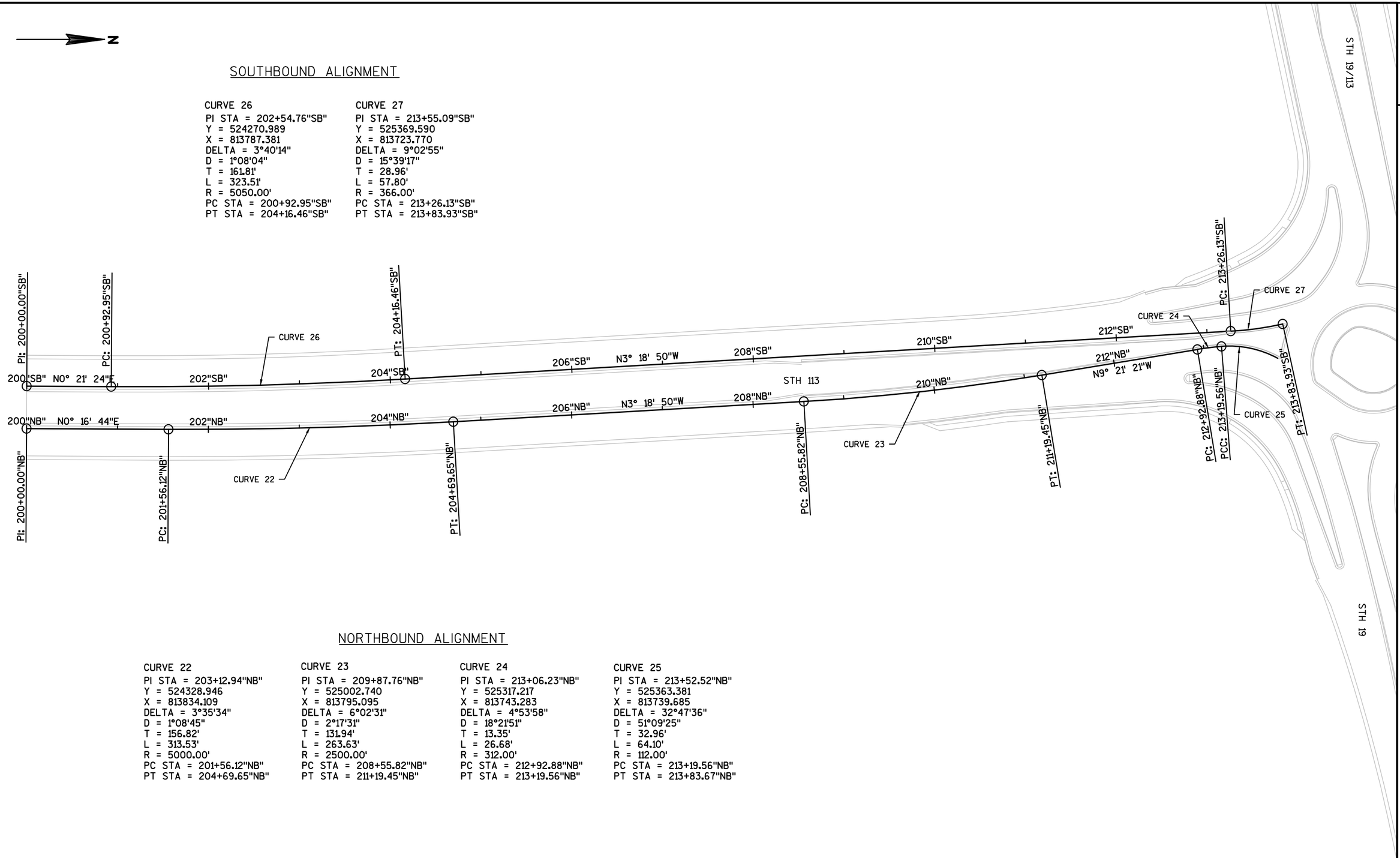
2

N

SOUTHBOUND ALIGNMENT

CURVE 26
PI STA = 202+54.76"SB"
Y = 524270.989
X = 813787.381
DELTA = 3°40'14"
D = 1°08'04"
T = 161.81'
L = 323.51'
R = 5050.00'
PC STA = 200+92.95"SB"
PT STA = 204+16.46"SB"

CURVE 27
PI STA = 213+55.09"SB"
Y = 525369.590
X = 813723.770
DELTA = 9°02'55"
D = 15°39'17"
T = 28.96'
L = 57.80'
R = 366.00'
PC STA = 213+26.13"SB"
PT STA = 213+83.93"SB"



NORTHBOUND ALIGNMENT

CURVE 22
PI STA = 203+12.94"NB"
Y = 524328.946
X = 813834.109
DELTA = 3°35'34"
D = 1°08'45"
T = 156.82'
L = 313.53'
R = 5000.00'
PC STA = 201+56.12"NB"
PT STA = 204+69.65"NB"

CURVE 23
PI STA = 209+87.76"NB"
Y = 525002.740
X = 813795.095
DELTA = 6°02'31"
D = 2°17'31"
T = 131.94'
L = 263.63'
R = 2500.00'
PC STA = 208+55.82"NB"
PT STA = 211+19.45"NB"

CURVE 24
PI STA = 213+06.23"NB"
Y = 525317.217
X = 813743.283
DELTA = 4°53'58"
D = 18°21'51"
T = 13.35'
L = 26.68'
R = 312.00'
PC STA = 212+92.88"NB"
PT STA = 213+19.56"NB"

CURVE 25
PI STA = 213+52.52"NB"
Y = 525363.381
X = 813739.685
DELTA = 32°47'36"
D = 51°09'25"
T = 32.96'
L = 64.10'
R = 112.00'
PC STA = 213+19.56"NB"
PT STA = 213+83.67"NB"

2

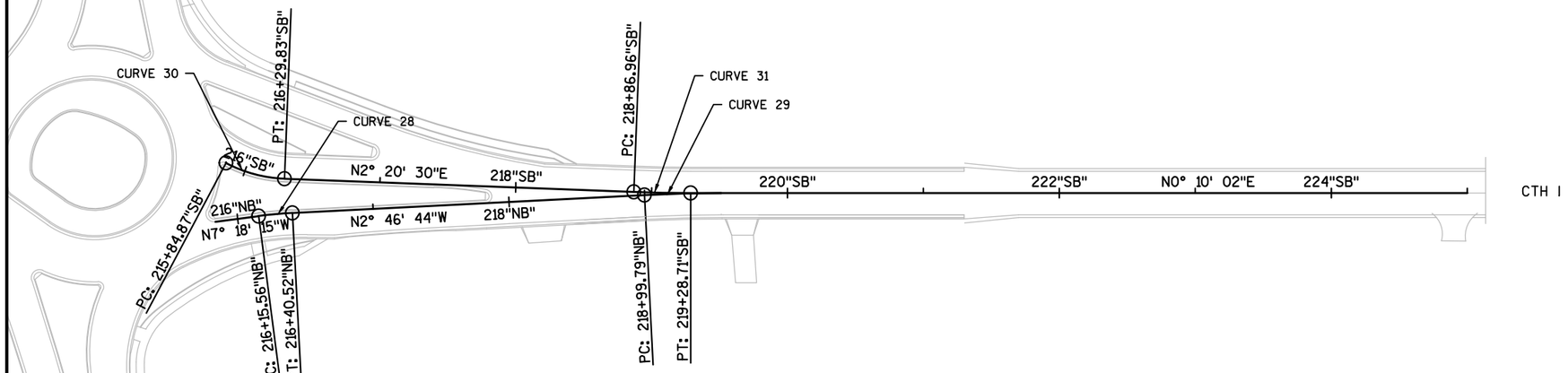
N

STH 19/113

SOUTHBOUND ALIGNMENT

CURVE 30
PI STA = 216+07.74"SB"
Y = 525614.556
X = 813770.338
DELTA = 25°45'38"
D = 57°17'45"
T = 22.87'
L = 44.96'
R = 100.00'
PC STA = 215+84.87"SB"
PT STA = 216+29.83"SB"

CURVE 31
PI STA = 219+07.84"SB"
Y = 525915.179
X = 813782.631
DELTA = 2°10'29"
D = 5°12'31"
T = 20.88'
L = 41.75'
R = 1100.00'
PC STA = 218+86.96"SB"
PT STA = 219+28.71"SB"



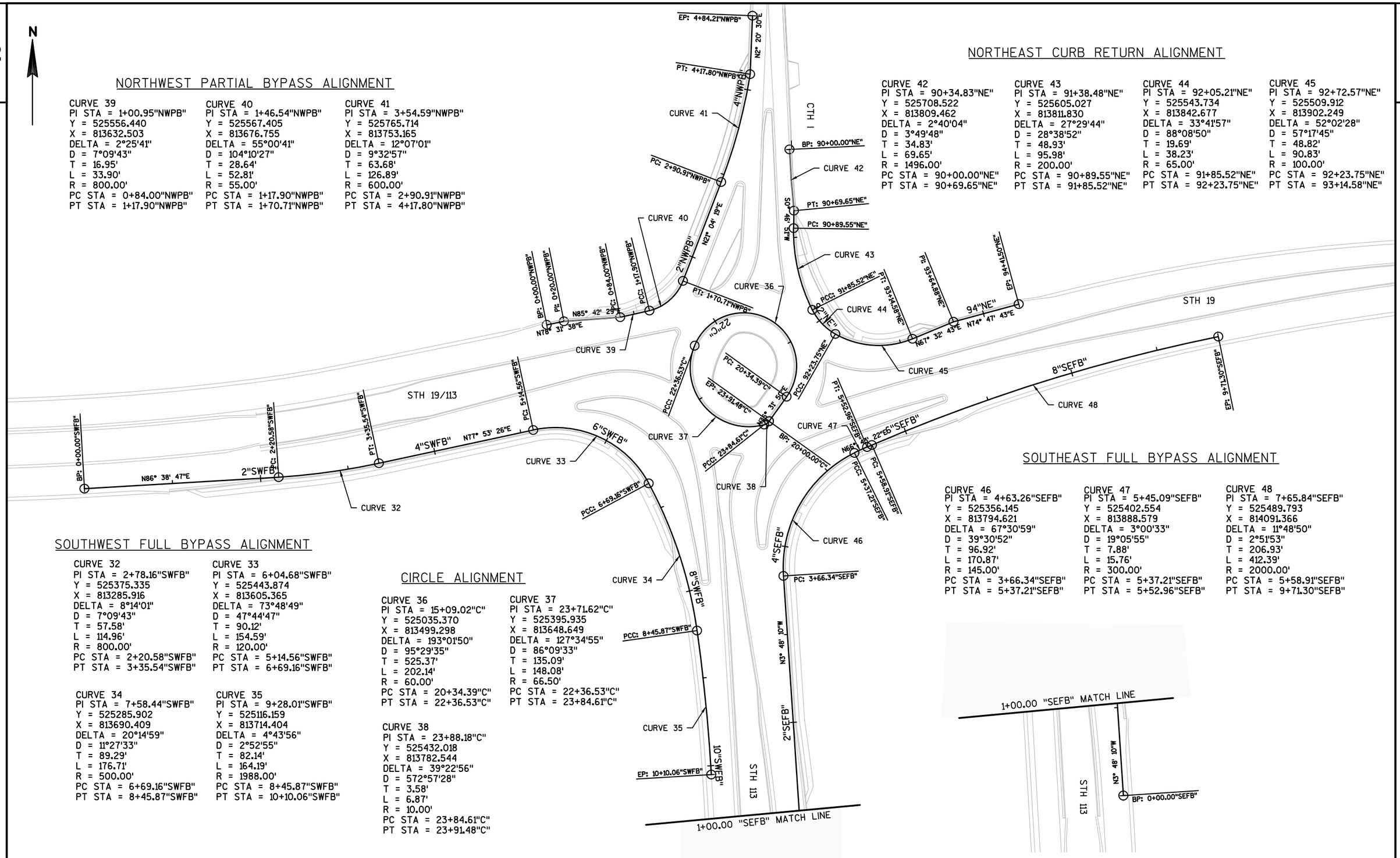
NORTHBOUND ALIGNMENT

CURVE 28
PI STA = 216+28.04"NB"
Y = 525630.655
X = 813797.223
DELTA = 4°31'31"
D = 18°07'54"
T = 12.49'
L = 24.96'
R = 316.00'
PC STA = 216+15.56"NB"
PT STA = 216+40.52"NB"

CURVE 29
PI STA = 219+28.08"NB"
Y = 525930.348
X = 813782.676
DELTA = 2°56'46"
D = 5°12'31"
T = 28.29'
L = 56.56'
R = 1100.00'
PC STA = 218+99.79"NB"
PT STA = 219+56.35"NB"

STH 19

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 131	E



NORTHWEST PARTIAL BYPASS ALIGNMENT

CURVE 39
PI STA = 1+00.95"NWPB"
Y = 525556.440
X = 813632.503
DELTA = 2°25'41"
D = 7°09'43"
T = 16.95'
L = 33.90'
R = 800.00'
PC STA = 0+84.00"NWPB"
PT STA = 1+17.90"NWPB"

CURVE 40
PI STA = 1+46.54"NWPB"
Y = 525567.405
X = 813676.755
DELTA = 55°00'41"
D = 104°10'27"
T = 28.64'
L = 52.81'
R = 55.00'
PC STA = 1+17.90"NWPB"
PT STA = 1+70.71"NWPB"

CURVE 41
PI STA = 3+54.59"NWPB"
Y = 525765.714
X = 813753.165
DELTA = 12°07'01"
D = 9°32'57"
T = 63.68'
L = 126.89'
R = 600.00'
PC STA = 2+90.91"NWPB"
PT STA = 4+17.80"NWPB"

NORTHEAST CURB RETURN ALIGNMENT

CURVE 42
PI STA = 90+34.83"NE"
Y = 525708.522
X = 813809.462
DELTA = 2°40'04"
D = 3°49'48"
T = 34.83'
L = 69.65'
R = 1496.00'
PC STA = 90+00.00"NE"
PT STA = 90+69.65"NE"

CURVE 43
PI STA = 91+38.48"NE"
Y = 525605.027
X = 813811.830
DELTA = 27°29'44"
D = 28°38'52"
T = 48.93'
L = 95.98'
R = 200.00'
PC STA = 90+89.55"NE"
PT STA = 91+85.52"NE"

CURVE 44
PI STA = 92+05.21"NE"
Y = 525543.734
X = 813842.677
DELTA = 33°41'57"
D = 88°08'50"
T = 19.69'
L = 38.23'
R = 65.00'
PC STA = 91+85.52"NE"
PT STA = 92+23.75"NE"

CURVE 45
PI STA = 92+72.57"NE"
Y = 525509.912
X = 813902.249
DELTA = 52°02'28"
D = 57°17'45"
T = 48.82'
L = 90.83'
R = 100.00'
PC STA = 92+23.75"NE"
PT STA = 93+14.58"NE"

SOUTHEAST FULL BYPASS ALIGNMENT

CURVE 46
PI STA = 4+63.26"SEFB"
Y = 525356.145
X = 813794.621
DELTA = 67°30'59"
D = 39°30'52"
T = 96.92'
L = 170.87'
R = 145.00'
PC STA = 3+66.34"SEFB"
PT STA = 5+37.21"SEFB"

CURVE 47
PI STA = 5+45.09"SEFB"
Y = 525402.554
X = 813888.579
DELTA = 3°00'33"
D = 19°05'55"
T = 7.88'
L = 15.76'
R = 300.00'
PC STA = 5+37.21"SEFB"
PT STA = 5+52.96"SEFB"

CURVE 48
PI STA = 7+65.84"SEFB"
Y = 525489.793
X = 814091.366
DELTA = 11°48'50"
D = 2°51'53"
T = 206.93'
L = 412.39'
R = 2000.00'
PC STA = 5+58.91"SEFB"
PT STA = 9+71.30"SEFB"

SOUTHWEST FULL BYPASS ALIGNMENT

CURVE 32
PI STA = 2+78.16"SWFB"
Y = 525375.335
X = 813285.916
DELTA = 8°14'01"
D = 7°09'43"
T = 57.58'
L = 114.96'
R = 800.00'
PC STA = 2+20.58"SWFB"
PT STA = 3+35.54"SWFB"

CURVE 33
PI STA = 6+04.68"SWFB"
Y = 525443.874
X = 813605.365
DELTA = 73°48'49"
D = 47°44'47"
T = 90.12'
L = 154.59'
R = 120.00'
PC STA = 5+14.56"SWFB"
PT STA = 6+69.16"SWFB"

CURVE 34
PI STA = 7+58.44"SWFB"
Y = 525285.902
X = 813690.409
DELTA = 20°14'59"
D = 11°27'33"
T = 89.29'
L = 176.71'
R = 500.00'
PC STA = 6+69.16"SWFB"
PT STA = 8+45.87"SWFB"

CURVE 35
PI STA = 9+28.01"SWFB"
Y = 525116.159
X = 813714.404
DELTA = 4°43'56"
D = 2°52'55"
T = 82.14'
L = 164.19'
R = 1988.00'
PC STA = 8+45.87"SWFB"
PT STA = 10+10.06"SWFB"

CIRCLE ALIGNMENT

CURVE 36
PI STA = 15+09.02"C"
Y = 525035.370
X = 813499.298
DELTA = 193°01'50"
D = 95°29'35"
T = 525.37'
L = 202.14'
R = 60.00'
PC STA = 20+34.39"C"
PT STA = 22+36.53"C"

CURVE 37
PI STA = 23+71.62"C"
Y = 525395.935
X = 813648.649
DELTA = 127°34'55"
D = 86°09'33"
T = 135.09'
L = 148.08'
R = 66.50'
PC STA = 22+36.53"C"
PT STA = 23+84.61"C"

CURVE 38
PI STA = 23+88.18"C"
Y = 525432.018
X = 813782.544
DELTA = 39°22'56"
D = 572°57'28"
T = 3.58'
L = 6.87'
R = 10.00'
PC STA = 23+84.61"C"
PT STA = 23+91.48"C"

SOUTHBOUND RIGHT CURB RETURN

CURVE 56	CURVE 57	CURVE 58
PI STA = 60+37.84"SBR"	PI STA = 60+85.80"SBR"	PI STA = 61+22.97"SBR"
Y = 525569.618	Y = 525585.515	Y = 525615.134
X = 813685.689	X = 813730.998	X = 813754.348
DELTA = 5°24'59"	DELTA = 32°25'02"	DELTA = 35°54'29"
D = 7°09'43"	D = 163°42'08"	D = 67°24'24"
T = 37.84'	T = 10.17'	T = 27.54'
L = 75.63'	L = 19.80'	L = 53.27'
R = 800.00'	R = 35.00'	R = 85.00'
PC STA = 60+00.00"SBR"	PC STA = 60+75.63"SBR"	PC STA = 60+95.43"SBR"
PT STA = 60+75.63"SBR"	PT STA = 60+95.43"SBR"	PT STA = 61+48.70"SBR"

EASTBOUND RIGHT CURB RETURN

CURVE 51	CURVE 52
PI STA = 70+12.82"EBR"	PI STA = 70+68.90"EBR"
Y = 525460.672	Y = 525469.171
X = 813581.603	X = 813637.048
DELTA = 4°53'40"	DELTA = 46°47'49"
D = 19°05'55"	D = 57°17'45"
T = 12.82'	T = 43.27'
L = 25.63'	L = 81.68'
R = 300.00'	R = 100.00'
PC STA = 70+00.00"EBR"	PC STA = 70+25.63"EBR"
PT STA = 70+25.63"EBR"	PT STA = 71+07.30"EBR"

CURVE 53	CURVE 54
PI STA = 71+31.17"EBR"	PI STA = 71+72.87"EBR"
Y = 525427.759	Y = 525387.413
X = 813689.897	X = 813702.972
DELTA = 33°57'43"	DELTA = 9°51'43"
D = 143°14'22"	D = 16°22'13"
T = 12.21'	T = 30.20'
L = 23.71'	L = 60.24'
R = 40.00'	R = 350.00'
PC STA = 71+18.96"EBR"	PC STA = 71+42.67"EBR"
PT STA = 71+42.67"EBR"	PT STA = 72+02.91"EBR"

CURVE 55
PI STA = 72+54.44"EBR"
Y = 525306.508
X = 813714.477
DELTA = 3°56'04"
D = 3°49'11"
T = 51.52'
L = 103.00'
R = 1500.00'
PC STA = 72+02.91"EBR"
PT STA = 73+05.92"EBR"

SOUTHWEST BYPASS MEDIAN

CURVE 49	CURVE 50
PI STA = 10+95.88"SWM"	PI STA = 12+11.78"SWM"
Y = 525445.390	Y = 525302.970
X = 813666.408	X = 813697.955
DELTA = 77°15'03"	DELTA = 2°51'49"
D = 47°44'47"	D = 2°51'53"
T = 95.88'	T = 49.99'
L = 161.79'	L = 99.96'
R = 120.00'	R = 2000.00'
PC STA = 10+00.00"SWM"	PC STA = 11+61.79"SWM"
PT STA = 11+61.79"SWM"	PT STA = 12+61.75"SWM"

NORTHBOUND RIGHT CURB RETURN

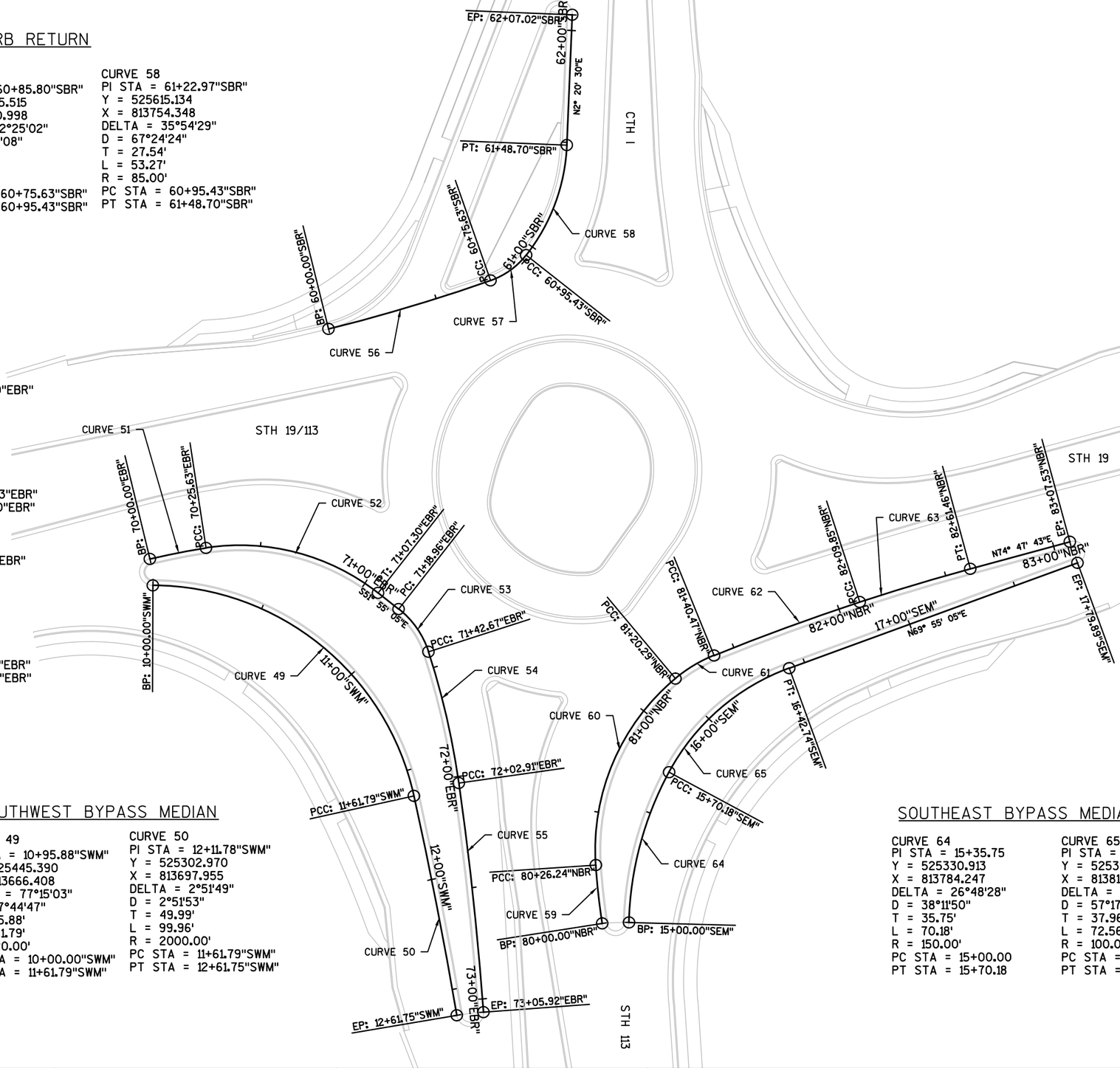
CURVE 59	CURVE 60
PI STA = 80+13.13"NBR"	PI STA = 80+77.07"NBR"
Y = 525307.726	Y = 525371.544
X = 813769.306	X = 813765.050
DELTA = 5°00'40"	DELTA = 53°53'25"
D = 19°05'55"	D = 57°17'45"
T = 13.13'	T = 50.83'
L = 26.24'	L = 94.06'
R = 300.00'	R = 100.00'
PC STA = 80+00.00"NBR"	PC STA = 80+26.24"NBR"
PT STA = 80+26.24"NBR"	PT STA = 81+20.29"NBR"

CURVE 61	CURVE 62
PI STA = 81+30.47"NBR"	PI STA = 81+75.18"NBR"
Y = 525410.696	Y = 525427.605
X = 813811.833	X = 813853.398
DELTA = 17°47'19"	DELTA = 3°58'29"
D = 88°08'50"	D = 5°43'46"
T = 10.17'	T = 34.70'
L = 20.18'	L = 69.37'
R = 65.00'	R = 1000.00'
PC STA = 81+20.29"NBR"	PC STA = 81+40.47"NBR"
PT STA = 81+40.47"NBR"	PT STA = 82+09.85"NBR"

CURVE 63
PI STA = 82+35.66"NBR"
Y = 525446.466
X = 813910.896
DELTA = 2°57'25"
D = 5°43'46"
T = 25.81'
L = 51.61'
R = 1000.00'
PC STA = 82+09.85"NBR"
PT STA = 82+61.46"NBR"

SOUTHEAST BYPASS MEDIAN

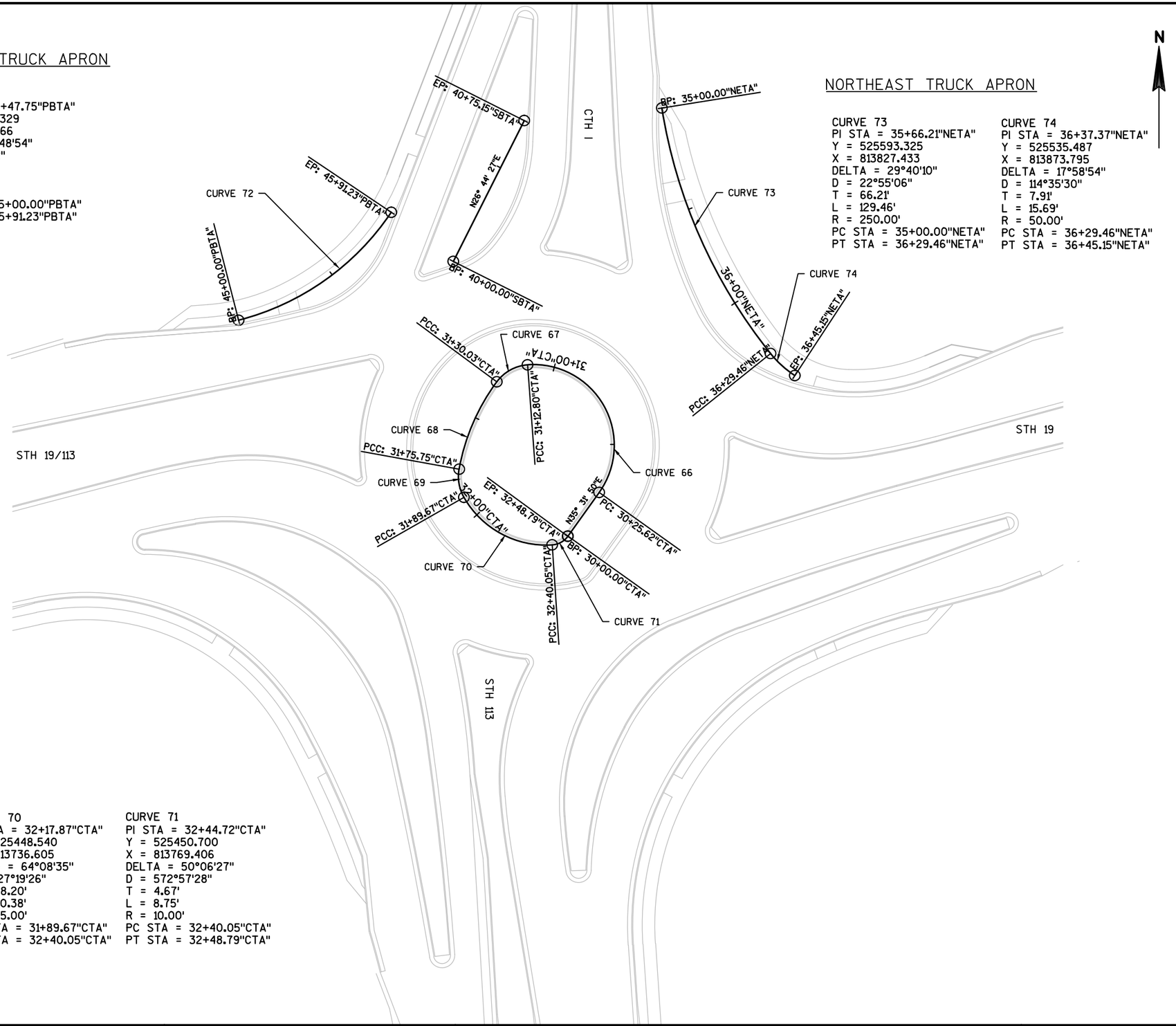
CURVE 64	CURVE 65
PI STA = 15+35.75	PI STA = 16+08.14"SEM"
Y = 525330.913	Y = 525395.785
X = 813784.247	X = 813819.240
DELTA = 26°48'28"	DELTA = 41°34'31"
D = 38°11'50"	D = 57°17'45"
T = 35.75'	T = 37.96'
L = 70.18'	L = 72.56'
R = 150.00'	R = 100.00'
PC STA = 15+00.00	PC STA = 15+70.18"SEM"
PT STA = 15+70.18	PT STA = 16+42.74"SEM"



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PARTIAL BYPASS TRUCK APRON

CURVE 72
PI STA = 45+47.75"PBTA"
Y = 525569.329
X = 813661.366
DELTA = 41°48'54"
D = 45°50'12"
T = 47.75'
L = 91.23'
R = 125.00'
PC STA = 45+00.00"PBTA"
PT STA = 45+91.23"PBTA"



NORTHEAST TRUCK APRON

CURVE 73
PI STA = 35+66.21"NETA"
Y = 525593.325
X = 813827.433
DELTA = 29°40'10"
D = 22°55'06"
T = 66.21'
L = 129.46'
R = 250.00'
PC STA = 35+00.00"NETA"
PT STA = 36+29.46"NETA"

CURVE 74
PI STA = 36+37.37"NETA"
Y = 525535.487
X = 813873.795
DELTA = 17°58'54"
D = 114°35'30"
T = 7.91'
L = 15.69'
R = 50.00'
PC STA = 36+29.46"NETA"
PT STA = 36+45.15"NETA"

CIRCLE TRUCK APRON

CURVE 66
PI STA = 31+07.71"CTA"
Y = 525542.217
X = 813834.818
DELTA = 129°44'55"
D = 148°49'13"
T = 82.09'
L = 87.18'
R = 38.50'
PC STA = 30+25.62"CTA"
PT STA = 31+12.80"CTA"

CURVE 67
PI STA = 31+21.99"CTA"
Y = 525535.503
X = 813743.786
DELTA = 49°20'37"
D = 286°28'44"
T = 9.19'
L = 17.22'
R = 20.00'
PC STA = 31+12.80"CTA"
PT STA = 31+30.03"CTA"

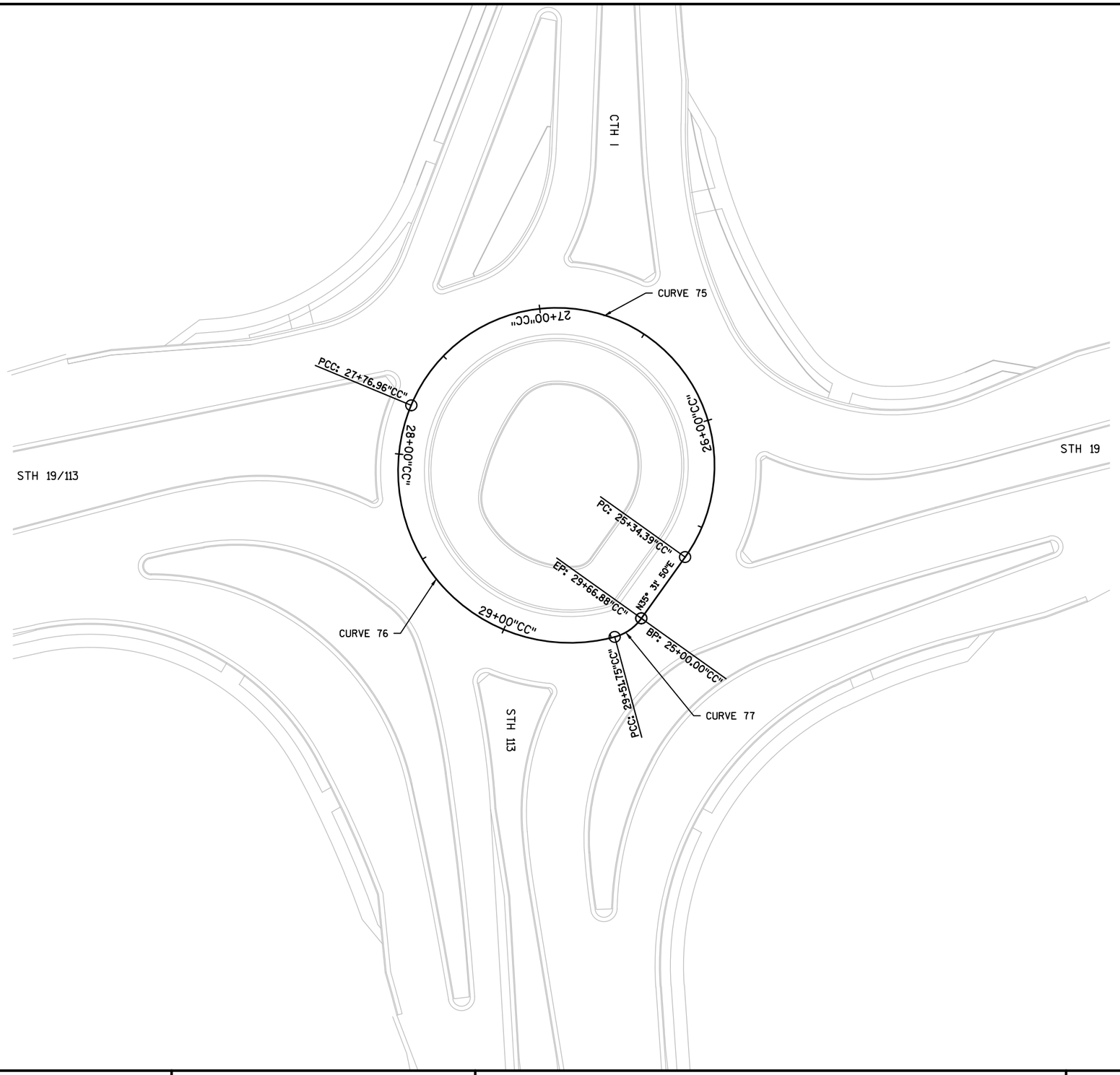
CURVE 68
PI STA = 31+53.30"CTA"
Y = 525509.392
X = 813724.508
DELTA = 26°11'55"
D = 57°17'45"
T = 23.27'
L = 45.73'
R = 100.00'
PC STA = 31+30.03"CTA"
PT STA = 31+75.75"CTA"

CURVE 69
PI STA = 31+83.01"CTA"
Y = 525479.356
X = 813719.082
DELTA = 39°51'52"
D = 286°28'44"
T = 7.25'
L = 13.92'
R = 20.00'
PC STA = 31+75.75"CTA"
PT STA = 31+89.67"CTA"

CURVE 70
PI STA = 32+17.87"CTA"
Y = 525448.540
X = 813736.605
DELTA = 64°08'35"
D = 127°19'26"
T = 28.20'
L = 50.38'
R = 45.00'
PC STA = 31+89.67"CTA"
PT STA = 32+40.05"CTA"

CURVE 71
PI STA = 32+44.72"CTA"
Y = 525450.700
X = 813769.406
DELTA = 50°06'27"
D = 572°57'28"
T = 4.67'
L = 8.75'
R = 10.00'
PC STA = 32+40.05"CTA"
PT STA = 32+48.79"CTA"

2



CIRCLE ROADWAY CROWN

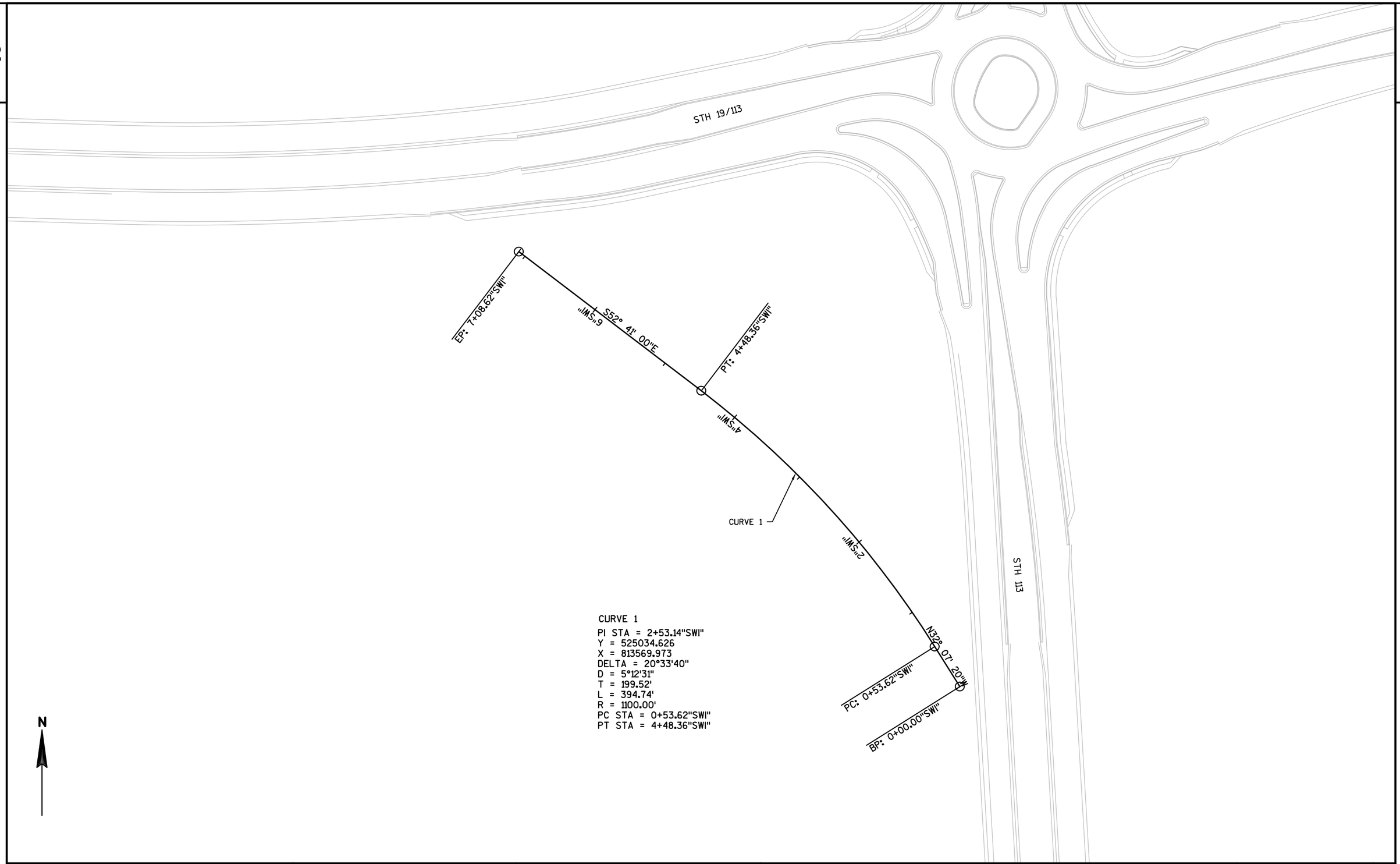
CURVE 75
PI STA = 19+03.97"CC"
Y = 524942.907
X = 813448.016
DELTA = 193°01'52"
D = 79°34'39"
T = 630.41'
L = 242.57'
R = 72.00'
PC STA = 25+34.39"CC"
PT STA = 27+76.96"CC"

CURVE 76
PI STA = 29+36.43"CC"
Y = 525378.006
X = 813628.235
DELTA = 127°34'54"
D = 72°59'18"
T = 159.47'
L = 174.80'
R = 78.50'
PC STA = 27+76.96"CC"
PT STA = 29+51.75"CC"

CURVE 77
PI STA = 29+59.63"CC"
Y = 525421.548
X = 813789.813
DELTA = 39°23'01"
D = 260°26'07"
T = 7.87'
L = 15.12'
R = 22.00'
PC STA = 29+51.75"CC"
PT STA = 29+66.88"CC"

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CURVE 1

PI STA = 2+53.14"SWI"
Y = 525034.626
X = 813569.973
DELTA = 20°33'40"
D = 5°12'31"
T = 199.52'
L = 394.74'
R = 1100.00'
PC STA = 0+53.62"SWI"
PT STA = 4+48.36"SWI"

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 136	E

5290-02-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	15.000	15.000
0004	201.0205	Grubbing	STA	15.000	15.000
0006	203.0100	Removing Small Pipe Culverts	EACH	10.000	10.000
0008	204.0100	Removing Pavement	SY	3,745.000	3,745.000
0010	204.0110	Removing Asphaltic Surface	SY	466.000	466.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	256.000	256.000
0014	204.0150	Removing Curb & Gutter	LF	3,304.000	3,304.000
0016	204.0195	Removing Concrete Bases	EACH	5.000	5.000
0018	204.0205	Removing Utility Poles	EACH	4.000	4.000
0020	204.0220	Removing Inlets	EACH	3.000	3.000
0022	204.0245	Removing Storm Sewer (size) 01. 15-Inch	LF	110.000	110.000
0024	204.0245	Removing Storm Sewer (size) 02. 30-Inch	LF	280.000	280.000
0026	204.0260	Abandoning Inlets	EACH	1.000	1.000
0028	204.0280	Sealing Pipes	EACH	3.000	3.000
0030	204.9060.S	Removing (item description) 01. Steel Apron Endwall	EACH	1.000	1.000
0032	205.0100	Excavation Common	CY	94,342.000	94,342.000
0034	208.0100	Borrow	CY	2,277.000	2,277.000
0036	213.0100	Finishing Roadway (project) 01. 5290-02-70	EACH	1.000	1.000
0038	214.0100	Obliterating Old Road	STA	7.000	7.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,771.000	2,771.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	51,580.000	51,580.000
0044	312.0110	Select Crushed Material	TON	44,947.000	44,947.000
0046	405.0100	Coloring Concrete WisDOT Red	CY	329.000	329.000
0048	416.0512	Concrete Truck Apron 12-Inch	SY	988.000	988.000
0050	455.0605	Tack Coat	GAL	5,501.000	5,501.000
0052	460.2000	Incentive Density HMA Pavement	DOL	8,600.000	8,600.000
0054	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	8,413.000	8,413.000
0056	460.6224	HMA Pavement 4 MT 58-28 S	TON	8,914.000	8,914.000
0058	460.6424	HMA Pavement 4 MT 58-28 H	TON	4,523.000	4,523.000
0060	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	31.000	31.000
0062	465.0125	Asphaltic Surface Temporary	TON	2,487.000	2,487.000
0064	465.0315	Asphaltic Flumes	SY	7.000	7.000
0066	465.0400	Asphaltic Shoulder Rumble Strips	LF	8,944.000	8,944.000
0068	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	3,122.000	3,122.000
0070	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	1,456.000	1,456.000
0072	520.1018	Apron Endwalls for Culvert Pipe 18-Inch	EACH	2.000	2.000
0074	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	7.000	7.000
0076	520.3324	Culvert Pipe Class III-A 24-Inch	LF	62.000	62.000
0078	520.4024	Culvert Pipe Temporary 24-Inch	LF	252.000	252.000
0080	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000

5290-02-70

Line	Item	Item Description	Unit	Total	Qty
0082	521.1518	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1	EACH	4.000	4.000
0084	521.3118	Culvert Pipe Corrugated Steel 18-Inch	LF	58.000	58.000
0086	522.0148	Culvert Pipe Reinforced Concrete Class III 48-Inch	LF	185.000	185.000
0088	522.0154	Culvert Pipe Reinforced Concrete Class III 54-Inch	LF	300.000	300.000
0090	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	20.000	20.000
0092	522.1015	Apron Endwalls for Culvert Pipe Reinforced Concrete 15-Inch	EACH	2.000	2.000
0094	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	4.000	4.000
0096	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	1.000	1.000
0098	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0100	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0102	522.1054	Apron Endwalls for Culvert Pipe Reinforced Concrete 54-Inch	EACH	4.000	4.000
0104	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	249.000	249.000
0106	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	3,835.000	3,835.000
0108	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	4,696.000	4,696.000
0110	601.0582	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type T	LF	392.000	392.000
0112	601.0600	Concrete Curb Pedestrian	LF	466.000	466.000
0114	602.0405	Concrete Sidewalk 4-Inch	SF	45,196.000	45,196.000
0116	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	520.000	520.000
0118	606.0200	Riprap Medium	CY	113.000	113.000
0120	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	742.000	742.000
0122	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	618.000	618.000
0124	608.0324	Storm Sewer Pipe Reinforced Concrete Class III 24-Inch	LF	86.000	86.000
0126	608.0330	Storm Sewer Pipe Reinforced Concrete Class III 30-Inch	LF	110.000	110.000
0128	608.3015	Storm Sewer Pipe Class III-A 15-Inch	LF	306.000	306.000
0130	608.3018	Storm Sewer Pipe Class III-A 18-Inch	LF	196.000	196.000
0132	611.0530	Manhole Covers Type J	EACH	2.000	2.000
0134	611.0624	Inlet Covers Type H	EACH	24.000	24.000
0136	611.0627	Inlet Covers Type HM	EACH	20.000	20.000
0138	611.0642	Inlet Covers Type MS	EACH	5.000	5.000
0140	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0142	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000

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Line	Item	Item Description	Unit	Total	Qty
0144	611.2006	Manholes 6-FT Diameter	EACH	1.000	1.000
0146	611.3004	Inlets 4-FT Diameter	EACH	31.000	31.000
0148	611.3230	Inlets 2x3-FT	EACH	12.000	12.000
0150	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0152	611.3902	Inlets Median 2 Grate	EACH	2.000	2.000
0154	611.8120.S	Cover Plates Temporary	EACH	1.000	1.000
0156	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	18.000	18.000
0158	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	1.000	1.000
0160	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5290-02-70	EACH	1.000	1.000
0162	619.1000	Mobilization	EACH	1.000	1.000
0164	620.0300	Concrete Median Sloped Nose	SF	564.000	564.000
0166	624.0100	Water	MGAL	1,178.000	1,178.000
0168	625.0500	Salvaged Topsoil	SY	93,226.000	93,226.000
0170	627.0200	Mulching	SY	74,988.000	74,988.000
0172	628.1104	Erosion Bales	EACH	87.000	87.000
0174	628.1504	Silt Fence	LF	8,438.000	8,438.000
0176	628.1520	Silt Fence Maintenance	LF	29,898.000	29,898.000
0178	628.1905	Mobilizations Erosion Control	EACH	17.000	17.000
0180	628.1910	Mobilizations Emergency Erosion Control	EACH	9.000	9.000
0182	628.1920	Cleaning Sediment Basins	CY	8.000	8.000
0184	628.2004	Erosion Mat Class I Type B	SY	17,704.000	17,704.000
0186	628.7005	Inlet Protection Type A	EACH	50.000	50.000
0188	628.7015	Inlet Protection Type C	EACH	46.000	46.000
0190	628.7504	Temporary Ditch Checks	LF	856.000	856.000
0192	628.7515.S	Stone or Rock Ditch Checks	CY	13.000	13.000
0194	628.7555	Culvert Pipe Checks	EACH	74.000	74.000
0196	629.0210	Fertilizer Type B	CWT	58.000	58.000
0198	630.0120	Seeding Mixture No. 20	LB	1,841.000	1,841.000
0200	630.0140	Seeding Mixture No. 40	LB	3.000	3.000
0202	630.0170	Seeding Mixture No. 70	LB	2.000	2.000
0204	630.0200	Seeding Temporary	LB	694.000	694.000
0206	633.5200	Markers Culvert End	EACH	18.000	18.000
0208	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	11.000	11.000
0210	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	13.000	13.000
0212	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	58.000	58.000
0214	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0216	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	2.000	2.000
0218	637.1220	Signs Type I Reflective SH	SF	661.000	661.000

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Line	Item	Item Description	Unit	Total	Qty
0220	637.2210	Signs Type II Reflective H	SF	558.000	558.000
0222	637.2230	Signs Type II Reflective F	SF	232.900	232.900
0224	638.2102	Moving Signs Type II	EACH	10.000	10.000
0226	638.2602	Removing Signs Type II	EACH	76.000	76.000
0228	638.3000	Removing Small Sign Supports	EACH	86.000	86.000
0230	638.4000	Moving Small Sign Supports	EACH	15.000	15.000
0232	641.8100	Overhead Sign Support (structure) 01. S-13-474	LS	1.000	1.000
0234	641.8100	Overhead Sign Support (structure) 02. S-13-475	LS	1.000	1.000
0236	641.8100	Overhead Sign Support (structure) 03. S-13-476	LS	1.000	1.000
0238	642.5001	Field Office Type B	EACH	1.000	1.000
0240	643.0300	Traffic Control Drums	DAY	26,845.000	26,845.000
0242	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0244	643.0420	Traffic Control Barricades Type III	DAY	2,850.000	2,850.000
0246	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	30.000	30.000
0248	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	30.000	30.000
0250	643.0705	Traffic Control Warning Lights Type A	DAY	5,700.000	5,700.000
0252	643.0715	Traffic Control Warning Lights Type C	DAY	3,101.000	3,101.000
0254	643.0800	Traffic Control Arrow Boards	DAY	200.000	200.000
0256	643.0900	Traffic Control Signs	DAY	24,892.000	24,892.000
0258	643.0920	Traffic Control Covering Signs Type II	EACH	7.000	7.000
0260	643.1000	Traffic Control Signs Fixed Message	SF	6.000	6.000
0262	643.1050	Traffic Control Signs PCMS	DAY	222.000	222.000
0264	643.5000	Traffic Control	EACH	1.000	1.000
0266	645.0120	Geotextile Type HR	SY	225.000	225.000
0268	645.0220	Geogrid Type SR	SY	48,301.000	48,301.000
0270	646.1020	Marking Line Epoxy 4-Inch	LF	29,063.000	29,063.000
0272	646.1545	Marking Line Grooved Wet Ref Contrast Epoxy 4-Inch	LF	4,584.000	4,584.000
0274	646.3020	Marking Line Epoxy 8-Inch	LF	3,193.000	3,193.000
0276	646.5020	Marking Arrow Epoxy	EACH	28.000	28.000
0278	646.5120	Marking Word Epoxy	EACH	13.000	13.000
0280	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	123.000	123.000
0282	646.7120	Marking Diagonal Epoxy 12-Inch	LF	396.000	396.000
0284	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	618.000	618.000
0286	646.8120	Marking Curb Epoxy	LF	145.000	145.000
0288	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0290	646.9000	Marking Removal Line 4-Inch	LF	9,008.000	9,008.000
0292	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	3,905.000	3,905.000
0294	646.9100	Marking Removal Line 8-Inch	LF	875.000	875.000
0296	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	700.000	700.000
0298	646.9210	Marking Removal Line Water Blasting Wide	LF	200.000	200.000

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Line	Item	Item Description	Unit	Total	Qty
0300	646.9300	Marking Removal Special Marking	EACH	1.000	1.000
0302	649.0105	Temporary Marking Line Paint 4-Inch	LF	22,715.000	22,715.000
0304	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	35,575.000	35,575.000
0306	649.0205	Temporary Marking Line Paint 8-Inch	LF	435.000	435.000
0308	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	1,000.000	1,000.000
0310	649.0505	Temporary Marking Arrow Paint	EACH	14.000	14.000
0312	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	153.000	153.000
0314	649.0905	Temporary Marking Diagonal Paint 12-Inch	LF	60.000	60.000
0316	650.4000	Construction Staking Storm Sewer	EACH	61.000	61.000
0318	650.4500	Construction Staking Subgrade	LF	16,172.000	16,172.000
0320	650.5000	Construction Staking Base	LF	16,172.000	16,172.000
0322	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	8,385.000	8,385.000
0324	650.6000	Construction Staking Pipe Culverts	EACH	9.000	9.000
0326	650.8500	Construction Staking Electrical Installations (project) 01. 5290-02-70	LS	1.000	1.000
0328	650.9000	Construction Staking Curb Ramps	EACH	26.000	26.000
0330	650.9910	Construction Staking Supplemental Control (project) 01. 5290-02-70	LS	1.000	1.000
0332	650.9920	Construction Staking Slope Stakes	LF	16,172.000	16,172.000
0334	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,430.000	1,430.000
0336	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	885.000	885.000
0338	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	11.000	11.000
0340	653.0900	Adjusting Pull Boxes	EACH	1.000	1.000
0342	653.0905	Removing Pull Boxes	EACH	7.000	7.000
0344	654.0106	Concrete Bases Type 6	EACH	20.000	20.000
0346	654.0224	Concrete Control Cabinet Bases Type L24	EACH	1.000	1.000
0348	655.0610	Electrical Wire Lighting 12 AWG	LF	5,115.000	5,115.000
0350	655.0615	Electrical Wire Lighting 10 AWG	LF	12,055.000	12,055.000
0352	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 19 & STH 113 & CTH I Intersection	LS	1.000	1.000
0354	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	20.000	20.000
0356	657.0327	Poles Type 6-Aluminum	EACH	20.000	20.000
0358	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	17.000	17.000
0360	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	14.000	14.000
0362	659.1115	Luminaires Utility LED A	EACH	31.000	31.000
0364	659.2124	Lighting Control Cabinets 120/240 24-Inch	EACH	1.000	1.000
0366	661.0200	Temporary Traffic Signals for Intersections (location) 01. STH 19 & STH 113	LS	1.000	1.000
0368	690.0150	Sawing Asphalt	LF	12,042.000	12,042.000
0370	690.0250	Sawing Concrete	LF	1,511.000	1,511.000
0372	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	900.000	900.000

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Line	Item	Item Description	Unit	Total	Qty
0374	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	450.000	450.000
0376	SPV.0035	Special 01. Temporary Sediment Basin	CY	21.000	21.000
0378	SPV.0060	Special 01. Construction Staking Bike Ramp	EACH	8.000	8.000
0380	SPV.0060	Special 02. Research and Locate Existing Land Parcel Monuments	EACH	2.000	2.000
0382	SPV.0060	Special 03. Verify and Replace Existing Land Parcel Monuments	EACH	2.000	2.000
0384	SPV.0060	Special 04. Verify Landmark Reference Monuments	EACH	1.000	1.000
0386	SPV.0090	Special 01. Construction Staking Sidewalk	LF	1,580.000	1,580.000
0388	SPV.0090	Special 02. Pipe Underdrain (6-Inch) With Geotextile Fabric and Aggregate	LF	4,801.000	4,801.000
0390	SPV.0090	Special 03. Removing Retaining Wall	LF	34.000	34.000
0392	SPV.0105	Special 01. Temporary Drainage Connection	LS	1.000	1.000
0394	SPV.0180	Special 01. Removing Rubblized Pavement	SY	24,286.000	24,286.000

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CLEARING AND GRUBBING

STATION	-	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	REMARKS
111+00 "WB"	-	115+00 "WB"	RT	4	4	TREES IN INFIELD
117+00 "WB"	-	120+00 "WB"	RT	3	3	TREES IN SE QUADRANT
217+00 "SB"	-	225+00 "SB"	LT	8	8	CTH I - APPROX 80' LT
			TOTAL	**15**	**15**	

REMOVING RETAINING WALL

STATION	OFFSET	LOCATION	SPV.0090.03 REMOVING RETAINING WALL LF	REMARKS
STAGE 3				
219+76 "SB"	32' RT	CTH I	34	
		TOTAL	**34**	

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REMOVING CULVERT PIPE

STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	204.9060.S REMOVING STEEL APRON ENDWALLS EACH	204.0280 SEALING PIPES EACH	REMARKS
STAGE 2						
707+50 "TWWB"	RT	UNDER STH 19	--	1.0	--	CMCP 24-INCH - ENDWALL REMOVED FOR EXTENSION
STAGE 3						
118+50 "EB"	LT	UNDER STH 19	0.5	--	1	CMCP 36-INCH
121+00 "EB"	LT	UNDER STH 19	0.5	--	--	CMCP 71X47-INCH REMOVE SOUTH HALF
121+50 "EB"	LT	UNDER STH 19	0.5	--	1	CMCP 48-INCH REMOVE SOUTH HALF; SEAL ENDWALL
210+80 "SB"	RT	UNDER STH 113	1	--	--	CMCP 36-INCH LINED W/24" PCP
212+00 "SB"	LT	UNDER STH 113	1	--	--	CMCP 24-INCH
216+00 "SB"	LT	UNDER STH 19	0.5	--	1	CMCP 24-INCH
222+50 "SB"	LT & RT	UNDER CTH I	1	--	--	CMCP 18-INCH
		STAGE 3 SUBTOTAL	5	0	3	
STAGE 4						
104+50 "EB"	RT	UNDER STH 19/113	1	--	--	CMCP 18-INCH
110+00 "EB"	LT	UNDER STH 19	1	--	--	CMCP 24-INCH
118+50 "EB"	LT	UNDER STH 19	0.5	--	--	CMCP 36-INCH
121+00 "EB"	LT	UNDER STH 19	0.5	--	--	CMCP 71X47-INCH REMOVE NORTH HALF
121+50 "EB"	LT	UNDER STH 19	0.5	--	--	CMCP 48-INCH REMOVE NORTH HALF
132+00 "EB"	LT	UNDER DWY	1	--	--	CMCP 18-INCH
216+00 "SB"	LT	UNDER STH 19	0.5	--	--	CMCP 24-INCH
		STAGE 4 SUBTOTAL	5	0	0	
		TOTAL	**10**	**1**	**3**	

NOTE: ALL ITEMS ARE CATEGORY 0010

REMOVING PAVEMENT

STATION	TO	STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0180.01 REMOVING RUBBLIZED PAVEMENT SY	REMARKS
STAGE 1								
733+50 "TWWB"	-	740+50 "TWWB"	STH 19 CENTERLINE	--	--	156	--	2 FT X 1.75-INCH MILL
STAGE 2								
801+30 "TR113"	-	805+75 "TR113"	SB STH 113	--	--	--	1067	
805+75 "TR113"	-	807+40 "TR113"	NB STH 113	--	--	--	267	
			STAGE 2 SUBTOTAL	0			1334	
STAGE 3								
206+00 "SB"	-	213+00 "SB"	SB STH 113	--	--	--	1455	
200+00 "NB"	-	213+00 "NB"	NB STH 113	--	--	--	4378	
206+00 "NB"	-	216+00 "NB"	NB STH 113 RAMP	--	--	--	1413	
207+00 "SB"	-	216+00 "SB"	SB STH 113 RAMP	--	--	--	1200	
117+50 "WB"	-	121+50 "WB"	EB STH 19	--	--	--	634	
121+50 "WB"	-	136+36.51 "WB"	EB STH 19	2702	--	--	--	
			STAGE 3 SUBTOTAL	2702			9080	
STAGE 4								
200+00 "SB"	-	214+00 "SB"	SB STH 113	--	--	--	4783	
213+00 "NB"	-	214+00 "NB"	NB STH 113	--	--	--	3148	
102+00 "EB"	-	115+00 "EB"	EB STH 19	--	--	--	1244	
106+00 "WB"	-	121+50 "WB"	WB STH 19	--	--	--	4697	
121+50 "WB"	-	136+36.51 "WB"	WB STH 19	1043	--	--	--	
733+75 "TWWB"	-	737+00 "TWWB"	STH 19 WB	--	220	--	--	
--	-	--	CTH I	--	--	100	--	SB LANE RUMBLE STRIPS (15 FT X 30 FT X 2-INCH)
			STAGE 4 SUBTOTAL	1043	220	100	13872	
STAGE 5								
730+00 "TWWB"	-	738+50 "TWWB"	STH 19 EB	--	246	--	--	
			TOTAL	**3,745**	**466**	**256**	**24,286**	

OBLITERATING OLD ROADWAY

STATION	TO	STATION	LOCATION	214.0100 OBLITERATING OLD ROADWAY STA	REMARKS
STAGE 4 & 5					
0+00 "SWI"	-	7+00 "SWI"	LT & RT	7	
			TOTAL	**7**	

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REMOVING CURB AND GUTTER

STATION		STATION	LOCATION	REMOVING CURB & GUTTER 204.0150 LF	REMARKS
STAGE 1					
106+50 "WB"	-	111+00 "WB"	STH 19 MEDIAN	895	
113+35 "WB"	-	116+20 "WB"	STH 19 MEDIAN	634	
			STAGE 1 SUBTOTAL	1529	
STAGE 3					
216+00 "SB"	-	216+75 "SB"	NW QUADRANT	90	
216+00 "SB"	-	216+75 "SB"	NE QUADRANT	95	
216+00 "SB"	-	216+25 "SB"	CTH I PORK CHOP	90	
116+90 "WB"	-	117+40 "WB"	SE QUADRANT	70	
116+80 "WB"	-	116+80 "WB"	STH 113 PORK CHOP	75	
116+90 "WB"	-	118+80 "WB"	STH 19 MEDIAN	460	
			STAGE 3 SUBTOTAL	880	
STAGE 4					
118+80 "WB"	-	123+75 "WB"	STH 19 MEDIAN	855	
STAGE 5					
118+00 "WB"	-	122+50 "WB"	STH 19 CROSSOVER	40	
			TOTAL	**3,304**	

LIGHTING REMOVALS

STATION	OFFSET	204.0195 REMOVING CONCRETE BASES EACH	204.0205 REMOVING UTILITY POLES EACH	653.0900 ADJUSTING PULL BOXES EACH	653.0905 REMOVING PULL BOXES EACH	REMARKS
STAGE 1						
713+75 "TWWB"	25' RT	--	--	1	--	
STAGE 3						
216+66 "NB"	47' RT	1	--	--	--	EXISTING CABINET
216+80 "NB"	18' RT	1	1	--	--	
215+23 "SB"	10' RT	1	1	--	--	
117+20 "WB"	50' LT	1	1	--	--	
115+50 "WB"	90' LT	1	1	--	--	
NORTHWEST QUADRANT		--	--	--	1	
WEST MEDIAN		--	--	--	1	
SOUTHWEST QUADRANT		--	--	--	1	
SOUTHEAST QUADRANT		--	--	--	1	
EAST MEDIAN		--	--	--	1	
NORTHEAST QUADRANT		--	--	--	2	
STAGE 3 SUBTOTAL		5	4	0	7	
TOTAL		**5**	**4**	**1**	**7**	

REMOVING STORM SEWER

STATION	OFFSET	TO	STATION	OFFSET	204.0220 REMOVING INLETS EACH	204.0245.001 REMOVING STORM SEWER 15-INCH LF	204.0245.002 REMOVING STORM SEWER 30-INCH LF	204.0260 ABANDONING INLETS EACH	REMARKS
STAGE 1									
713+60 "TWWB"	25' RT	-	--	--	--	--	--	1	
STAGE 3									
210+50 "SB"	215' LT	-	210+70 "SB"	80' LT	--	--	136	--	
215+25 "SB"	30' LT	-	215+80 "SB"	25' LT	--	56	--	--	
118+75 "WB"	75' LT	-	118+75 "WB"	19' LT	1	54	--	--	
				STAGE 3 SUBTOTAL	1	110	136	0	
STAGE 4									
210+35 "SB"	350' LT	-	210+50 "SB"	215' LT	1	--	144	--	
215+80 "SB"	25' LT	-	--	--	1	--	--	--	REMOVE ABANDONED INLET
				STAGE 4 SUBTOTAL	2	0	144	0	
				TOTAL	**3**	**110**	**280**	**1**	

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EARTHWORK SUMMARY

STATION TO STATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAV. (3) CY	SALVAGED/UNUSABLE PAVEMENT MATERIAL (2) CY	AVAILABLE MATERIAL (4) CY	UNEXPANDED FILL CY	EXPANDED FILL (5) FACTOR 1.25 CY	208.0100 BORROW CY	MASS ORDINATE +/- (5) CY	WASTE CY	REMARKS
STAGE 1										
704+50 "TWWB" - 740+00 "TWWB"	3350	0	0	3350	1279	1599	0	1751	1751	
701+60 "TWEB" - 703+30 "TWEB"	147	0	0	147	16	19	0	128	128	
700+00 "TWSB" - 708+50 "TWSB"	365	0	0	365	560	700	0	-335	-335	WASTE TO BE USED IN STAGE 2 AND 3
SALVAGED EXCESS TOPSOIL	125	0	0	125	N/A	125	0	0	0	
STAGE 1 SUBTOTAL	**3987**	**0**	**0**	**3987**	**1855**	**2443**	**0**	**1544**	**1544**	
STAGE 2										
801+50 "TR113" - 807+50 "TR113"	1573	0	613	960	1103	1379	0	-419	-419	
SALVAGED EXCESS TOPSOIL	181	0	0	181	N/A	181	0	0	0	UTILIZE EXCESS MATERIAL FROM STAGE 1
STAGE 2 SUBTOTAL	**1754**	**0**	**613**	**1141**	**1103**	**1560**	**0**	**-419**	**-419**	
STAGE 3										
106+50 "EB" - 115+00 "EB"	6197	310	385	5812	1126	1408	0	4405	4405	
111+00 "WB"- 115+00 "WB"	591	30	0	591	373	466	0	125	125	
117+50 "EB" - 128+00 "EB"	2039	102	400	1639	8460	10575	0	-8936	-8936	
117+50 "WB" - 136+00 "WB"	2363	118	590	1773	2326	2908	0	-1135	-1135	
200+00 "NB" - 213+50 "NB"	7672	384	1446	6226	3852	4815	0	1411	1411	
207+00 "SB" - 213+50 "SB"	13728	686	651	13077	3569	4461	0	8616	8616	
216+50 "NB" - 217+82 "NB"	220	11	68	152	165	206	0	-54	-54	
216+50 "SB" - 225+00 "SB"	4297	215	817	3480	1081	1351	0	2129	2129	UTILIZE EXCESS MATERIAL FROM STAGE 1
04+02 "SEFB" - 06+50 "SEFB"	130	7	60	70	4551	5689	0	-5619	-5619	
05+75 "SWFB" - 07+85 "SWFB"	620	31	20	600	3391	4239	0	-3639	-3639	
02+00 "NWPB" - 02+50 "NWPB"	72	4	0	72	43	54	0	18	18	
20+00 "C" - 23+50 "C"	407	20	383	24	6089	7611	0	-7587	-7587	
02+00 "SWI" - 05+50 "SWI"	7680	0	393	7287	338	423	0	6865	6865	
UNDISTRUBUTED	0	0	0	0	0	0	2277	2277	2277	
SALVAGED EXCESS TOPSOIL	3370	0	0	3370	N/A	3370	0	0	0	SAVE 1580 CY OF TOPSOIL FOR STAGE 4
STAGE 3 SUBTOTAL	**49386**	**1917**	**5213**	**44173**	**35364**	**47575**	**2277**	**-1125**	**-1125**	
STAGE 4										
100+00 "EB" - 115+00 "EB"	2134	107	347	1787	4466	5583	0	-3796	-3796	
100+00 "WB"- 115+00 "WB"	15274	764	3532	11742	206	258	0	11485	11485	
117+50 "WB" - 136+00 "WB"	7665	383	1575	6090	934	1168	0	4923	4923	
200+00 "SB" - 213+50 "SB"	7240	362	1710	5530	1763	2204	0	3326	3326	
216+00 "NB" - 216+50 "NB"	154	8	51	103	150	188	0	-85	-85	WASTE ALL USABLE MATERIAL IN SOUTHWEST INFIELD
216+00 "SB" - 216+50 "SB"	85	4	54	31	87	109	0	-78	-78	
05+75 "SWFB" - 07+85 "SWFB"	0	0	0	0	2481	3101	0	-3101	-3101	
01+50 "NWPB" - 02+00 "NWPB"	183	9	32	151	7	9	0	142	142	
02+00 "SWI" - 05+50 "SWI"	2926	0	344	2582	12298	15373	0	-12791	-12791	
STAGE 4 SUBTOTAL	**35661**	**1637**	**7645**	**28016**	**22392**	**27990**	**0**	**0**	**0**	
TOTAL	**94342**		**13471**	**77317**	**60714**	**79568**	**2277**	**0**	**0**	

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. Existing asphalt, rubblized concrete and concrete pavement included in this item.
3) EBS Excavation is to be backfilled with Select Crushed Material. Material excavated from EBS is not to be used as fill elsewhere on the project.
4) Available Material = Cut - Salvaged/Unusuable Pavement Material
5) 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.

AGGREGATE AND WATER SUMMARY

STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	645.0220 GEOGRID TYPE SR SY	REMARKS
STAGE 1									
705+00 "TWWB"	-	713+00 "TWWB"	TEMPORARY STH 19/113 WB WIDENING	22	601	1,054	9	--	
716+00 "TWWB"	-	740+00 "TWWB"	TEMPORARY STH 19 WB WIDENING	106	1,349	2,138	22	--	
701+00 "TWEB"	-	703+75 "TWEB"	TEMPORARY STH 19 EB WIDENING	12	172	238	3	--	
700+00 "TWSB"	-	709+00 "TWSB"	TEMPORARY STH 113 WIDENING	40	351	578	6	--	
N/A	-	N/A	STAGE 1 EARTHWORK	--	--	--	16	--	
			STAGE 1 SUBTOTAL	180	2,473	4,008	56	0	
STAGE 2									
801+30 "TR113"	-	807+58 "TR113"	TEMPORARY STH 113 ROADWAY	76	1,486	2,523	23	--	
N/A	-	N/A	STAGE 2 EARTHWORK	--	--	--	7	--	
			STAGE 2 SUBTOTAL	76	1,486	2,523	30	0	
STAGE 3									
106+25 "EB"	-	115+48.04 "EB"	EB APPROACH	60	3,412	2,453	52	3,872	
5+60 "SWFB"	-	8+00 "SWFB"	SOUTHWEST FULL BYPASS	--	948	667	14	1,053	
111+00 "WB"	-	115+50.21"WB"	WB EXIT	--	1,494	1,217	22	1,921	
20+00 "C"	-	23+91.48 "C"	CIRCLE	--	2,090	1,702	31	2,687	INCLUDES TRUCK APRON QUANTITY
117+29.42 "WB"	-	119+75"WB"	WB APPROACH	--	1,559	1,269	23	2,004	
117+25.35 "EB"	-	136+36.51 "WB"	EB EXIT	337	6,737	4,946	106	7,810	
4+00 "SEFB"	-	6+60 "SEFB"	SOUTHEAST FULL BYPASS	--	824	595	12	939	
200+00 "NB"	-	213+83.67 "NB"	NB APPROACH	389	6,237	4,195	99	6,624	
205+50"SB"	-	213+83.93 "SB"	SB APPROACH	268	3,742	2,473	60	3,905	
N/A	-	N/A	SIDE PATHS	--	188	--	3	--	
118+00 "WB"	-	122+50 "WB"	TEMPORARY STH 19 WB CROSSOVER	--	129	244	2	--	
900+00 "TWEB"	-	907+54.34 "TWEB"	TEMPORARY STH 19 EB WIDENING	30	222	301	4	--	
108+75 "EB"	-	110+25 "EB"	TEMPORARY STH 19/113 CONNECTION	--	83	158	1	--	
109+50" WB"	-	111+00 "WB"	TEMPORARY STH 19/113 CONNECTION	--	83	158	1	--	
203+50"SB"	-	205+50"SB"	TEMPORARY STH 113 CONNECTION	--	111	211	2	--	
N/A	-	N/A	STAGE 3 EARTHWORK	--	--	3,642	198	--	
			STAGE 3 SUBTOTAL	1,085	27,861	24,232	632	30,816	
STAGE 4									
100+00 "EB"	-	106+25 "EB"	EB APPROACH	332	3,654	2,266	60	3,579	
100+00 "WB"	-	115+50.21"WB"	WB EXIT	460	5,104	3,173	83	5,009	
119+75"WB"	-	136+36.51 "WB"	WB APPROACH	331	3,615	2,448	59	3,866	
200+00 "SB"	-	205+50"SB"	SB EXIT	235	2,565	1,585	42	2,503	
1+50 "NWPB"	-	3+00 "NWPB"	NORTHWEST PARTIAL BYPASS	--	332	271	5	427	INCLUDES TRUCK APRON QUANTITY
215+83.40 "NB"	-	217+80 "NB"	NB EXIT	--	724	520	11	822	INCLUDES TRUCK APRON QUANTITY
215+84.87 "SB"	-	218+88 "SB"	SB APPROACH	--	1,045	810	16	1,280	
218+88 "SB"	-	225+00 "SB"	SB APPROACH	72	2,278	--	35	--	
N/A	-	N/A	SIDE PATHS	--	69	--	1	--	
N/A	-	N/A	STAGE 4 EARTHWORK	--	--	3,110	143	--	
			STAGE 4 SUBTOTAL	1,429	19,387	14,184	455	17,485	
STAGE 5									
118+00 "EB"	-	125+50 "EB"	EAST MEDIAN	--	373	--	6	--	
			TOTAL	**2,771**	**51,580**	**44,947**	**1,178**	**48,301**	

ASPHALT PAVEMENT

STATION	TO	STATION	LOCATION	AREA SY	PAVEMENT DEPTH IN	455.0605 TACK COAT GAL	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS LF	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUMES SY	REMARKS
STAGE 1													
705+00 "TWWB"	-	713+00 "TWWB"	TEMPORARY STH 19/113 WB WIDENING	1972	4	--	--	--	--	--	442	--	
716+00 "TWWB"	-	740+00 "TWWB"	TEMPORARY STH 19 WB WIDENING	3180	4	--	--	--	--	--	712	--	
733+50 "TWWB"	-	740+50 "TWWB"	STH 19 CENTERLINE	156	1.75	11	--	15	--	--	--	--	
701+00 "TWEB"	-	703+75 "TWEB"	TEMPORARY STH 19 EB WIDENING	360	4	--	--	--	--	--	81	--	
700+00 "TWSB"	-	709+00 "TWSB"	TEMPORARY STH 113 WIDENING	812	4	--	--	--	--	--	182	--	
			STAGE 1 SUBTOTAL			11	0	15	0	0	1417	0	
STAGE 2													
801+30 "TR113"	-	807+58 "TR113"	TEMPORARY STH 113 ROADWAY	3606	4	--	--	--	--	--	808	--	
STAGE 3													
106+25 "EB"	-	115+48.04 "EB"	EB APPROACH	3129	6	438	325	701	350	--	--	--	
5+60 "SWFB"	-	8+00 "SWFB"	SOUTHWEST FULL BYPASS	775	6	109	560	174	87	--	--	--	
111+00 "WB"	-	115+50.21"WB"	WB EXIT	1588	6	222	300	356	178	--	--	--	
20+00 "C"	-	23+91.48 "C"	CIRCLE	1690	6	237	--	379	189	--	--	--	
117+2.42 "WB"	-	119+75"WB"	WB APPROACH	825	6	116	--	185	92	--	--	--	
117+25.36 "EB"	-	136+36.51 "WB"	EB EXIT	6622	6	927	--	1483	742	3	--	--	
4+00 "SEFB"	-	6+60 "SEFB"	SOUTHEAST FULL BYPASS	661	6	93	671	148	74	--	--	--	
200+00 "NB"	-	213+83.67 "NB"	NB APPROACH	5290	6	741	1200	1185	592	--	--	--	
205+50"SB"	-	213+83.93 "SB"	SB APPROACH	2953	6	413	420	661	331	--	--	--	
118+00 "WB"	-	122+50 "WB"	TEMPORARY STH 19 WB CROSSOVER	386	4	--	--	--	--	--	86	--	
900+00 "TWEB"	-	907+54.34 "TWEB"	TEMPORARY STH 19 EB WIDENING	475	4	--	--	--	--	--	106	--	
109+00 "EB"	-	110+25 "EB"	TEMPORARY STH 19/113 CONNECTION	105	4	--	--	--	--	--	24	--	
110+00" WB"	-	110+50 "WB"	TEMPORARY STH 19/113 CONNECTION	76	4	--	--	--	--	--	17	--	
204+00"SB"	-	205+00"SB"	TEMPORARY STH 113 CONNECTION	130	4	--	--	--	--	--	29	--	
119+75 "WB"	-	--	STH 19 WB	--	--	--	--	--	--	--	--	7	4 FT WIDE X 15 FT LONG
			STAGE 3 SUBTOTAL			3295	3476	5271	2636	3	263	7	
STAGE 4													
100+00 "EB"	-	110+25 "EB"	EB APPROACH	2857	6	400	1025	640	320	--	--	--	
100+00 "WB"	-	111+00 "WB"	WB EXIT	4036	6	565	1100	904	452	--	--	--	
119+75"WB"	-	136+36.51 "WB"	WB APPROACH	3900	6	546	1300	874	437	6	--	--	
200+00 "SB"	-	206+00"SB"	SB EXIT	2014	6	282	600	451	226	--	--	--	
1+50 "NWPB"	-	3+00 "NWPB"	NORTHWEST PARTIAL BYPASS	273	6	38	200	61	31	--	--	--	
215+83.40 "NB"	-	217+80 "NB"	NB EXIT	420	6	59	--	94	47	--	--	--	
215+84.87 "SB"	-	218+88 "SB"	SB APPROACH	1012	6	142	100	227	113	7	--	--	
218+88 "SB"	-	225+00 "SB"	SB APPROACH	2242	5	157	612	377	251	15	--	--	5-INCH PAVEMENT THICKNESS
--	-	--	CTH I	100	2	7	--	0	11	--	--	--	RUMBLE STRIPS
			STAGE 4 SUBTOTAL			2196	4937	3627	1888	28	0	0	
			TOTAL			**5,501**	**8,413**	**8,914**	**4,523**	**31**	**2,487**	**7**	

3

ASPHALTIC RUMBLE STRIPS

STATION	TO	STATION	OFFSET	LOCATION	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALTIC CENTER LINE RUMBLE STRIPS 2-LANE RURAL LF	REMARKS
STAGE 5								
100+00 "EB"	-	107+72 "EB"	RT	STH 19/113 EB	772	--	--	
100+00 "EB"	-	110+30 "EB"	LT	STH 19/113 EB	1030	--	--	
100+00 "WB"	-	110+20 "WB"	RT	STH 19/113 WB	1020	--	--	
100+00 "WB"	-	113+50 "WB"	LT	STH 19/113 WB	1350	--	--	
200+00 "NB"	-	207+77 "NB"	RT	STH 113 NB	777	--	--	
200+00 "NB"	-	208+10 "NB"	LT	STH 113 NB	810	--	--	
200+00 "SB"	-	208+15 "SB"	RT	STH 113 SB	815	--	--	
200+00 "SB"	-	211+90 "SB"	LT	STH 113 SB	1190	--	--	
119+20 "EB"	-	125+55 "EB"	RT	STH 19 EB	635	--	--	
125+55 "EB"	-	128+60 "EB"	RT	STH 19 EB	--	305	--	TYPE I
120+05 "WB"	-	125+50 "WB"	LT	STH 19 WB	545	--	--	
125+50 "WB"	-	128+55 "WB"	LT	STH 19 WB	--	305	--	TYPE I
128+55 "WB"	-	136+36 "WB"	LT & RT	STH 19 WB	--	1562	--	TYPE I
128+80 "WB"	-	136+36 "WB"	--	STH 19 CENTERLINE	--	--	756	
733+50 "TWWB"	-	740+50 "TWWB"	--	STH 19 CENTERLINE	--	--	700	
733+50 "TWWB"	-	738+00 "TWWB"	RT	STH 19 EB	--	450	--	TYPE I
733+50 "TWWB"	-	738+50 "TWWB"	LT	STH 19 WB	--	500	--	TYPE I
				STAGE 5 SUBTOTAL	8944	3122	1456	

TOTAL	**8944**	**3122**	**1456**

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CROSS PIPE SUMMARY

INLET			OUTLET			520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH	520.3324 CULVERT PIPE CLASS III-A 24-INCH	520.4024 CULVERT PIPE TEMPORARY 24-INCH	520.8000 CONCRETE COLLARS FOR PIPE	521.1518 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 TO 1	521.3118 CULVERT PIPE CORRUGATED STEEL 18-INCH	THICKNESS (INCHES) STEEL	
STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION	EACH	LF	LF	EACH	EACH	LF		REMARKS
STAGE 2													
806+58.5 "TR113"	29' LT	931.20	805+23.4 "TR113"	48.4' RT	929.37	2	--	152	--	--	--	--	
875+63 "TSE"	6' RT	930.92	875+60 "TSE"	18' RT	930.87	1	--	--	1	--	--	--	
					STAGE 2 SUBTOTAL	3	0	152	1	0	0	--	
STAGE 3													
713+62 "TWWB"	36' LT	923.78	714+62 "TWWB"	32' LT	923.62	2	--	100	--	--	--	--	INSTALL BEGINNING OF STAGE 3 AVOID UNDERGROUND UTILITIES
120+90.70 "WB"	13.37' RT	913.45	120+58 "WB"	88' RT	912.73	--	--	--	--	--	--	--	
121+16.20 "WB"	17.58' RT	913.51	120+87.5 "WB"	85' RT	912.80	--	--	--	--	--	--	--	
210+70 "SB"	68' LT	914.78	210+70 "SB"	117' RT	912.34	--	--	--	--	--	--	--	
221+51 "SB"	27' LT	941.08	221+51 "SB"	34.5' RT	939.04	2	62	--	--	--	--	0.064	
					STAGE 3 SUBTOTAL	4	62	100	0	0	0	--	
STAGE 4													
121+18.5 "WB"	54.5' LT	914.10	120+90.70 "WB"	13.37' RT	913.45	--	--	--	--	--	--	--	
121+43 "WB"	50' LT	914.22	121+16.20 "WB"	17.58' RT	913.51	--	--	--	--	--	--	--	
132+49 "WB"	53' LT	940.60	132+25 "WB"	55' LT	939.97	--	--	--	--	2	24	--	DRIVEWAY CULVERT
135+91 "WB"	38' LT	949.99	135+57 "WB"	38' LT	949.37	--	--	--	--	2	34	--	DRIVEWAY CULVERT
					STAGE 4 SUBTOTAL	0	0	0	0	4	58	0	
					TOTAL	**7**	**62**	**252**	**1**	**4**	**58**	**--**	

CONTINUED ON NEXT PAGE

CROSS PIPE SUMMARY (CONTINUED)

INLET			OUTLET			522.0148 CULVERT PIPE REINFORCED CONCRETE CLASS III 48-INCH	522.0154 CULVERT PIPE REINFORCED CONCRETE CLASS III 54-INCH	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH	522.1048 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 48-INCH	522.1054 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 54-INCH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS	
STATION	OFFSET	ELEVATION	STATION	OFFSET	ELEVATION	LF	LF	LF	EACH	EACH	EACH	REMARKS
STAGE 2												
806+58.5 "TR113"	29' LT	931.20	805+23.4 "TR113"	48.4' RT	929.37	--	--	--	--	--	1	
875+63 "TSE"	6' RT	930.92	875+60 "TSE"	18' RT	930.87	--	--	20	--	--	1	
					STAGE 2 SUBTOTAL	0	0	20	0	0	2	
STAGE 3												
713+62 "TWWB"	36' LT	923.78	714+62 "TWWB"	32' LT	923.62	--	--	--	--	--	1	INSTALL BEGINNING OF STAGE 3
120+90.08 "WB"	2.39' LT	913.59	120+58 "WB"	88' RT	912.73	--	96	--	--	1	0.5	SEE CONSTRUCTION DETAIL
121+22.31 "WB"	2.0' RT	913.66	120+87.5 "WB"	85' RT	912.80	--	88	--	--	1	0.5	SEE CONSTRUCTION DETAIL
210+70 "SB"	68' LT	914.78	210+70 "SB"	117' RT	912.34	185	--	--	2	--	1	
221+51 "SB"	27' LT	941.08	221+51 "SB"	34.5' RT	939.04	--	--	--	--	--	1	
					STAGE 3 SUBTOTAL	185	184	0	2	2	4	
STAGE 4												
121+18.5 "WB"	54.5' LT	914.10	120+90.08 "WB"	2.39' LT	913.59	--	58	--	--	1	0.5	
121+43 "WB"	50' LT	914.22	121+22.31 "WB"	2.0' RT	913.66	--	58	--	--	1	0.5	
132+49 "WB"	53' LT	940.60	132+25 "WB"	55' LT	939.97	--	--	--	--	--	1	DRIVEWAY CULVERT
135+91 "WB"	38' LT	949.99	135+57 "WB"	38' LT	949.37	--	--	--	--	--	1	DRIVEWAY CULVERT
					STAGE 4 SUBTOTAL	0	116	0	0	2	3	
					TOTAL	**185**	**300**	**20**	**2**	**4**	**9**	

TEMPORARY DRAINAGE CONNECTION

STATION	OFFSET	LOCATION	SPV.0105.01 TEMPORARY DRAINAGE CONNECTION LS	REMARKS
STAGE 3				
121+00 "WB"	0' LT	STH 19 EB	1	SEE CONSTRUCTION DETAIL
		TOTAL	**1**	

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STORM SEWER PIPES

			APRON ENDWALLS FOR CULVERT PIPE					STORM SEWER PIPE								
			520.1018	522.1015	522.1018	522.1024	522.1030	608.0315	608.0318	608.0324	608.0330	608.3015	608.3018			
			18-INCH	REINFORCED CONCRETE 15-INCH	REINFORCED CONCRETE 18-INCH	REINFORCED CONCRETE 24-INCH	REINFORCED CONCRETE 30-INCH	REINFORCED CONCRETE CLASS III 15-INCH	REINFORCED CONCRETE CLASS III 18-INCH	REINFORCED CONCRETE CLASS III 24-INCH	REINFORCED CONCRETE CLASS III 30-INCH	CLASS III-A 15-INCH	CLASS III-A 18-INCH			
FROM	-	TO	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF	LF	LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
STAGE 3																
IN10.0*	-	EW1.0*	--	--	--	--	--	--	73	--	--	--	--	929.79	929.32	0.0050
IN11.0	-	EW2.0	--	1	--	--	--	42	--	--	--	--	--	927.00	926.00	0.0240
IN11.1	-	IN11.0	--	--	--	--	--	44	--	--	--	--	--	928.30	928.08	0.0050
IN11.2	-	IN11.1	--	--	--	--	--	36	--	--	--	--	--	928.48	928.30	0.0050
IN12.0	-	EW3.0	--	--	--	--	1	--	--	--	30	--	--	922.01	921.66	0.0116
IN12.1	-	IN12.0	--	--	--	--	--	--	--	--	52	--	--	922.26	922.01	0.0050
IN12.2	-	IN12.1	--	--	--	--	--	12	--	--	--	--	--	924.00	923.94	0.0050
IN12.3	-	IN12.1	--	--	--	--	--	--	--	--	28	--	--	922.40	922.26	0.0050
MH12.4	-	IN12.3	--	--	--	--	--	--	--	19	--	--	--	923.00	922.91	0.0050
IN12.5	-	MH12.4	--	--	--	--	--	24	--	--	--	--	--	924.12	924.00	0.0050
IN12.6	-	MH12.4	--	--	--	--	--	--	--	44	--	--	--	923.22	923.00	0.0050
IN12.7	-	IN12.6	--	--	--	--	--	16	--	--	--	--	--	924.05	923.97	0.0050
IN13.0	-	EW5.0	--	--	1	--	--	--	113	--	--	--	--	915.50	913.27	0.0196
IN13.1	-	IN13.0	--	--	--	--	--	--	54	--	--	--	--	919.37	919.11	0.0050
IN13.3	-	MH13.2	--	--	--	--	--	31	--	--	--	--	--	921.13	920.98	0.0050
MH13.2	-	IN13.1	--	--	--	--	--	--	75	--	--	--	--	919.75	919.37	0.0050
IN13.4	-	IN13.3	--	--	--	--	--	7	--	--	--	--	--	921.17	921.13	0.0050
IN13.5	-	IN13.4	--	--	--	--	--	26	--	--	--	--	--	921.30	921.17	0.0050
IN13.6	-	MH13.2	--	--	--	--	--	--	121	--	--	--	--	922.58	921.98	0.0050
IN13.7	-	IN13.6	--	--	--	--	--	--	34	--	--	--	--	923.61	923.44	0.0050
IN13.8	-	IN13.7	--	--	--	--	--	8	--	--	--	--	--	923.92	923.88	0.0050
IN14.0	-	EW6.0	--	1	--	--	--	59	--	--	--	--	--	915.50	914.32	0.0202
IN14.1	-	IN14.0	--	--	--	--	--	28	--	--	--	--	--	917.00	916.86	0.0050
IN14.2	-	IN14.1	--	--	--	--	--	16	--	--	--	--	--	917.67	917.59	0.0050
IN14.3	-	IN14.1	--	--	--	--	--	16	--	--	--	--	--	917.64	917.56	0.0050
IN20.0	-	EW7.0	--	--	1	--	--	--	70	--	--	--	--	918.51	917.76	0.0109
IN20.1	-	IN20.0	--	--	--	--	--	151	--	--	--	--	--	919.52	918.76	0.0050
IN20.2	-	IN20.0	--	--	--	--	--	36	--	--	--	--	--	920.22	920.04	0.0050
IN20.3	-	IN20.2	--	--	--	--	--	16	--	--	--	--	--	920.30	920.22	0.0050
IN20.4	-	IN20.3	--	--	--	--	--	16	--	--	--	--	--	920.38	920.30	0.0050
		SUBTOTAL	0	2	2	0	1	584	540	63	110	0	0			

*OMIT THE INLET STRUCTURE AND ENDWALL IN STAGE 3 TO ALLOW FOR TEMPORARY DRAINAGE IN STAGE 3

CONTINUED ON NEXT PAGE

3

STORM SEWER PIPES (CONTINUED)

			APRON ENDWALLS FOR CULVERT PIPE					STORM SEWER PIPE								
			520.1018	522.1015	522.1018	522.1024	522.1030	608.0315	608.0318	608.0324	608.0330	608.3015	608.3018			
			18-INCH	REINFORCED CONCRETE 15-INCH	REINFORCED CONCRETE 18-INCH	REINFORCED CONCRETE 24-INCH	REINFORCED CONCRETE 30-INCH	REINFORCED CONCRETE CLASS III 15-INCH	REINFORCED CONCRETE CLASS III 18-INCH	REINFORCED CONCRETE CLASS III 24-INCH	REINFORCED CONCRETE CLASS III 30-INCH	CLASS III-A 15-INCH	CLASS III-A 18-INCH			
FROM	-	TO	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF	LF	LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
STAGE 3 CONTINUED																
IN21.0	-	EW8.0	--	--	1	--	--	--	32	--	--	--	--	919.50	918.96	0.0169
IN21.1	-	IN21.0	--	--	--	--	--	--	26	--	--	--	--	920.24	920.11	0.0050
IN21.2	-	IN21.1	--	--	--	--	--	9	--	--	--	--	--	920.54	920.49	0.0050
IN21.3	-	IN21.2	--	--	--	--	--	19	--	--	--	--	--	920.63	920.54	0.0050
IN21.4	-	IN21.3	--	--	--	--	--	16	--	--	--	--	--	920.71	920.63	0.0050
IN21.5	-	IN21.4	--	--	--	--	--	55	--	--	--	--	--	920.98	920.71	0.0050
IN21.6	-	IN21.5	--	--	--	--	--	8	--	--	--	--	--	921.02	920.98	0.0050
IN21.7	-	IN21.4	--	--	--	--	--	42	--	--	--	--	--	921.98	921.77	0.0050
IN21.8	-	IN21.7	--	--	--	--	--	9	--	--	--	--	--	922.03	921.98	0.0050
IN23.0	-	EW10.0	1	--	--	--	--	--	--	--	--	--	118	930.00	927.82	0.0185
IN23.1	-	IN23.0	--	--	--	--	--	--	--	--	--	96	--	931.80	930.84	0.0100
IN23.2	-	IN23.1	--	--	--	--	--	--	--	--	--	35	--	933.97	933.80	0.0050
IN23.3	-	IN23.2	--	--	--	--	--	--	--	--	--	6	--	934.00	933.97	0.0050
		SUBTOTAL	1	0	1	0	0	158	58	0	0	137	118			
STAGE 4																
IN10.0	-	EW1.0	--	--	1	--	--	--	20	--	--	--	--	929.79	929.32	0.0050
IN22.0	-	EW9.0	1	--	--	--	--	--		--	--	--	78	918.28	917.89	0.0050
IN22.1	-	IN22.0	--	--	--	--	--	--	--	--	--	8	--	923.63	923.59	0.0050
IN22.2	-	IN22.0	--	--	--	--	--	--	--	--	--	22	--	923.70	923.59	0.0050
IN22.3	-	IN22.2	--	--	--	--	--	--	--	--	--	60	--	924.00	923.70	0.0050
IN22.4	-	IN22.3	--	--	--	--	--	--	--	--	--	8	--	924.05	924.00	0.0050
IN22.7	-	IN22.6	--	--	--	--	--	--	--	--	--	20	--	924.36	924.26	0.0050
IN22.5	-	IN22.3	--	--	--	--	--	--	--	--	--	32	--	924.16	924.00	0.0050
IN22.6	-	IN22.5	--	--	--	--	--	--	--	--	--	19	--	924.26	924.16	0.0050
EW4.0	-	IN12.6	--	--	--	1	--	--	--	23	--	--	--	924.87	924.75	0.0052
		STAGE 4 SUBTOTAL	1	0	1	1	0	0	20	23	0	169	78			
		TOTAL	2	2	4	1	1	742	618	86	110	306	196			

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM ELEVATION	INVERT** ELEVATION	TOP OF STRUCTURE BASE ELEVATION	DEPTH*** FT	REMARKS
STAGE 3																			
IN11.0	112+15 "WB"	85.6' RT	--	--	1	--	--	--	--	--	1	--	--	1	934.59	927.00	926.81	6.95	
IN11.1	112+15 "WB"	41.9' RT	--	--	1	--	--	--	--	--	1	--	--	1	933.09	928.30	928.11	4.15	
IN11.2	112+15 "WB"	5.5' RT	--	--	1	--	--	--	--	--	1	--	--	1	933.53	928.48	928.29	4.41	
IN12.0	114+50 "WB"	112.9' RT	--	1	--	--	--	1	--	--	--	--	--	1	928.44	922.01	921.72	5.89	
IN12.1	114+55 "WB"	61.4' RT	--	1	--	--	--	1	--	--	--	--	--	1	929.29	922.26	921.97	6.49	
IN12.2	114+67 "WB"	63.5' RT	--	1	--	--	--	--	--	1	--	--	--	1	929.27	924.00	923.81	4.63	
IN12.3	114+59 "WB"	33.9' RT	--	1	--	--	--	1	--	--	--	--	--	1	929.79	922.40	922.11	6.85	
MH12.4	114+60 "WB"	15' RT	1	--	--	--	--	--	1	--	--	--	--	1	930.74	923.00	922.75	6.74	
IN12.5	114+80 "WB"	1.5' RT	--	1	--	--	--	--	--	1	--	--	--	1	929.74	924.12	923.93	4.98	
IN12.6	114+65 "WB"	29' LT	--	1	--	--	--	--	--	1	--	--	--	1	929.20	923.22	922.97	5.40	
IN12.7	114+49 "WB"	31' LT	--	1	--	--	--	--	--	1	--	--	--	1	929.12	924.05	923.86	4.43	
IN13.0	119+70 "WB"	1.5' RT	--	--	1	--	--	--	--	1	--	--	--	1	925.09	915.50	915.29	8.97	
IN13.1	119+20 "WB"	20.8' RT	--	--	1	--	--	--	--	1	--	--	--	1	925.73	919.37	919.16	5.74	
MH13.2	118+45 "WB"	15' RT	1	--	--	--	--	1	--	--	--	--	--	1	927.42	919.75	919.54	6.63	
IN13.3	118+45 "WB"	45.5' RT	--	1	--	--	--	--	--	--	1	--	--	1	926.38	921.13	920.94	4.61	
IN13.4	118+45 "WB"	52.9' RT	--	1	--	--	--	--	--	1	--	--	--	1	926.13	921.17	920.98	4.32	
IN13.5	118+55 "WB"	76.7' RT	--	1	--	--	--	--	--	1	--	--	--	1	925.43	921.30	921.11	3.49	
IN13.6	20+70 "C"	32.5' RT	--	1	--	--	--	--	--	1	--	--	--	1	928.79	922.58	922.37	5.59	
IN13.7	20+68 "C"	1.7' LT	--	--	--	--	1	--	--	1	--	--	--	1	928.93	923.61	923.40	4.57	
IN13.8	20+76 "C"	1.7' LT	--	--	--	--	1	--	--	1	--	--	--	1	928.92	923.92	923.73	4.23	
IN14.0	122+38 "WB"	29.5' RT	--	--	1	--	--	--	--	--	1	--	--	1	922.54	915.50	915.31	6.40	
IN14.1	122+40 "WB"	1.5' RT	--	--	1	--	--	--	--	1	--	--	--	1	922.63	917.00	916.81	4.99	
IN14.2	122+56 "WB"	1.5' RT	--	--	1	--	--	--	--	1	--	--	--	1	922.64	917.67	917.48	4.33	
IN14.3	122+24 "WB"	1.5' RT	--	--	1	--	--	--	--	1	--	--	--	1	922.63	917.64	917.45	4.35	
IN20.0	209+70 "SB"	5.5' RT	--	--	1	--	--	--	--	1	--	--	--	1	925.37	918.51	918.30	6.24	
IN20.1	208+20 "SB"	25' RT	--	--	--	2	--	--	--	--	--	--	1	1	923.37	919.52	919.33	4.04	SINGLE SLOPE 10:1
IN20.2	209+76 "SB"	41.5' RT	--	--	1	--	--	--	--	1	--	--	--	1	925.13	920.22	920.03	4.27	
IN20.3	209+92 "SB"	40.6' RT	--	--	1	--	--	--	--	1	--	--	--	1	925.12	920.30	920.11	4.18	
IN20.4	210+08 "SB"	39.7' RT	--	--	1	--	--	--	--	1	--	--	--	1	925.13	920.38	920.19	4.11	
IN21.0	212+40 "SB"	48.2' LT	--	1	--	--	--	--	--	--	1	--	--	1	926.16	919.50	919.29	6.04	
IN21.1	212+45 "SB"	23.1' LT	--	1	--	--	--	--	--	--	1	--	--	1	926.77	920.24	920.03	5.91	
IN21.2	212+45 "SB"	13.7' LT	--	1	--	--	--	--	--	--	1	--	--	1	927.18	920.54	920.35	6.00	
IN21.3	212+45 "SB"	5.1' RT	--	1	--	--	--	--	--	--	1	--	--	1	927.53	920.63	920.44	6.26	
IN21.4	212+45 "SB"	20.9' RT	--	1	--	--	--	--	--	1	--	--	--	1	927.26	920.71	920.52	5.91	
IN21.5	212+25 "SB"	72.4' RT	--	1	--	--	--	--	--	1	--	--	--	1	925.96	920.98	920.79	4.34	
IN21.6	212+17 "SB"	72.5' RT	--	1	--	--	--	--	--	1	--	--	--	1	925.86	921.02	920.83	4.20	
IN21.7	212+80 "SB"	44.4' RT	--	1	--	--	--	--	--	1	--	--	--	1	927.30	921.98	921.79	4.68	
IN21.8	212+80 "SB"	53.9' RT	--	1	--	--	--	--	--	--	1	--	--	1	927.00	922.03	921.84	4.33	
IN22.2	215+95 "SB"	40.6' RT	--	--	--	--	--	--	--	1	--	--	--	1	929.11	923.70	923.51	4.77	INSTALL TEMPORARY COVER PLATE
		SUBTOTAL	2	20	13	2	2	4	1	23	10	0	1	39					

CONTINUED ON NEXT PAGE

STORM SEWER STRUCTURES (CONTINUED)

STRUCTURE	STATION	OFFSET*	611.0530 MANHOLE COVERS TYPE J EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0642 INLET COVERS TYPE MS EACH	611.0652 INLET COVERS TYPE T EACH	611.2005 MANHOLES 5-FT DIAMETER	611.2006 MANHOLES 6-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM ELEVATION	INVERT** ELEVATION	TOP OF STRUCTURE BASE ELEVATION	DEPTH*** FT	REMARKS
STAGE 3 CONTINUED																			
IN23.0	218+45 "SB"	24' RT	--	--	1	--	--	--	--	1	--	--	--	1	936.01	930.00	929.79	5.39	
IN23.1	219+40 "SB"	17.6' RT	--	--	1	--	--	--	--	1	--	--	--	1	939.35	931.80	931.61	6.91	
IN23.2	219+40 "SB"	17.5' LT	--	--	1	--	--	--	--	--	1	--	--	1	939.35	933.97	933.78	4.74	
IN23.3	219+40 "SB"	23' LT	--	--	--	1	--	--	--	--	--	1	--	1	939.38	934.00	933.81	5.57	SINGLE SLOPE 10:1
EW 2.0	112+15 "WB"	127.40' RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 3.0	114+31.5 "WB"	136.50' RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 5.0	120+23.3 "WB"	101.99' RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 6.0	122+38 "WB"	88.02' RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 7.0	209+70 "SB"	64.17' LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 8.0	212+32.5 "SB"	79.21' LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 10.0	217+29.5 "SB"	50.16' RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
		SUBTOTAL	0	0	3	1	0	0	0	2	1	1	0	11					
STAGE 4																			
IN10.0	110+30 "WB"	25' RT	--	--	--	2	--	--	--	--	--	--	1	1	933.27	929.79	929.58	3.69	SINGLE SLOPE 10:1
IN22.0	216+02 "SB"	59.7' RT	--	--	1	--	--	--	--	1	--	--	--	1	928.80	918.28	918.07	9.90	
IN22.1	216+07 "SB"	55.4' RT	--	--	1	--	--	--	--	1	--	--	--	1	928.85	923.63	923.44	4.58	
IN22.2	215+95 "SB"	40.6' RT	--	1	--	--	--	--	--	--	--	--	--	--	929.11	923.70	923.51	4.77	
IN22.3	215+98 "SB"	19.2' LT	--	--	1	--	--	--	--	1	--	--	--	1	929.28	924.00	923.81	4.64	
IN22.4	215+88 "SB"	19.6' LT	--	--	1	--	--	--	--	1	--	--	--	1	929.23	924.05	923.86	4.54	
IN22.5	215+99 "SB"	50.8' LT	--	1	--	--	--	--	--	--	1	--	--	1	929.55	924.16	923.97	4.75	
IN22.6	216+00 "SB"	69.8' LT	--	1	--	--	--	--	--	1	--	--	--	1	929.23	924.26	924.07	4.33	
IN22.7	216+40 "SB"	64.8' LT	--	1	--	--	--	--	--	1	--	--	--	1	929.30	924.36	924.17	4.30	
EW 1.0	110+30 "WB"	118.13' RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 4.0	114+67.5 "WB"	51.91' LT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
EW 9.0	216+19 "SB"	131.38' RT	--	--	--	--	--	--	--	--	--	--	--	1	--	--		--	
		STAGE 4 SUBTOTAL	0	4	4	2	0	0	0	6	1	0	1	11					
		TOTAL	2	24	20	5	2	4	1	31	12	1	2	61					

REMARKS

* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

** THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE

*** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6-INCH ADJUSTMENT RING HEIGHT (DOES NOT INCLUDE INLETS MEDIAN 1 OR 2 GRATE INLETS)
COVER HEIGHT = 4 INCHES FOR TYPE H AND HM, 5.5 INCHES FOR TYPE T, 9 INCHES FOR TYPE J

PIPE UNDERDRAIN ITEMS

STATION	TO	STATION	OFFSET	SPV.0090.02 PIPE UNDERDRAIN (6-INCH) WITH GEOTEXTILE FABRIC AND AGGREGATE LF	612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	612.0806 APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	REMARKS
STAGE 3							
110+73 "EB"	-	115+48 "EB"	LT	475	--	--	CONNECTS THROUGH INLET 11.1 AND 12.3
113+50 "WB"	-	115+50 "WB"	RT	200	--	--	CONNECTS THROUGH INLET 12.5
3+59"SWFB"	-	7+81 "SWFB"	RT	422	--	--	BEGINS AT INLET 11.0 AND CONNECTS THROUGH INLET 12.0 AND ENDS AT INLET 21.0
70+00 "EBR"	-	70+27 "EBR"	RT	27	--	--	CONNECTS TO INLET 12.1
70+40 "EBR"	-	73+00 "EBR"	RT	260	--	--	BEGINS AT INLET 12.2 AND ENDS AT INLET 21.2
0+00 "NWPB"	-	0+40 "NWPB"	LT	40	--	--	CONNECTS TO INLET 12.7
0+56 "NWPB"	-	1+20 "NWPB"	LT	56	--	--	BEGINS AT INLET 12.2 AND ENDS AT CONSTRUCTION LIMITS
91+60 "NE"	-	94+41 "NE"	LT	281	--	--	BEGINS AT CONSTRUCTION LIMITS AND OUTLETS TO DITCH
94+30 "NE"	-	--	LT	--	18	1	UNDERDRAIN OUTFALL
119+00 "WB"	-	122+24 "WB"	RT	324	--	--	CONNECTS THROUGH INLET 13.0 AND ENDS AT INLET 14.3
122+55 "WB"	-	125+45 "WB"	RT	290	--	--	CONNECTS TO INLET 14.2
208+56 "NB"		209+78 "NB"	LT	122	--	--	CONNECTS TO INLET 20.2
210+11 "NB"		212+50 "NB"	LT	239	--	--	CONNECTS INLET 20.4 TO INLET 21.4
80+00 "NBR"		83+04 "NBR"	RT	304	--	--	CONNECTS INLET 21.7- INLET 13.3
2+75 "SEFB"		3+42 "SEFB"	RT	67	--	--	CONNECTS TO INLET 21.6
3+50 "SEFB"		6+56 "SEFB"	RT	306	--	--	CONNECTS INLET 21.5 TO INLET 13.5
20+75 "C"		20+67 "C"	LT	388	--	--	CONNECTS INLET 13.7 TO INLET 13.8
		STAGE 3 SUBTOTAL		3,801	18	1	
STAGE 4							
1+20 "NWPB"	-	2+10 "NWPB"	LT	90	--	--	BEGINS AT CONSTRUCTION LIMIT AND ENDS AT INLET 21.2
2+30 "NWPB"	-	219+45 "NB"	LT	309	--	--	BEGINS AT INLET 22.7 AND ENDS AT INLET 23.2
60+58 "SBR"	-	61+09 "SBR"	LT	51	--	--	CONNECTS TO INLET 22.4
61+18 "SBR"	-	62+07 "SBR"	LT	89	--	--	CONNECTS TO INLET 22.3
217+82 "NB"	-	218+85 "NB"	LT	103	--	--	CONNECTS TO INLET 22.2
215+94 "NB"	-	219+45 "NB"	RT	351	--	--	BEGINS AT INLET 23.1 AND CONNECTS THROUGH INLET 23.0 AND ENDS AT INLET 22.1
91+53 "NE"	-	91+60 "NE"	LT	7	--	--	BEGINS AT INLET 22.0 AND CONNECTS TO DRAIN CONSTRUCTED IN STAGE 3
		STAGE 4 SUBTOTAL		1,000	0	0	
		TOTAL		4801	18	1	

TEMPORARY COVER PLATE

STRUCTURE	STATION	OFFSET	611.8120.S COVER PLATES TEMPORARY EACH	REMARKS
STAGE 3				
IN22.2	215+95 "SB"	40.6' RT	1	
		TOTAL	1	

MISCELLANEOUS CONSTRUCTION

LOCATION	213.0100 FINISHING ROADWAY (PROJECT) 001. 5290-02-70 EACH	618.0100 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 001. 5290-02-70 EACH	619.1000 MOBILIZATION EACH	642.5001 FIELD OFFICE TYPE B	REMARKS
PROJECT WIDE	1	1	1	1	
TOTAL	**1**	**1**	**1**	**1**	

3

CONCRETE PAVEMENT ITEMS

STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0060.01 CONSTRUCTION STAKING BIKE RAMP EACH	SPV.0090.01 CONSTRUCTION STAKING SIDEWALK LF	REMARKS
STAGE 3											
115+20 "WB"	-	115+40 "WB"	WEST MEDIAN	--	--	1446	40	2	--	--	
70+00 "EBR"	-	73+00 "EBR"	SOUTHWEST BYPASS MEDIAN	--	--	5158	80	4	--	--	
212+50 "NB"	-	213+80 "NB"	SOUTH MEDIAN	--	--	2009	40	2	--	--	
80+00 "NBR"	-	83+00 "NBR"	SOUTHEAST MEDIAN	--	--	3812	80	4	--	--	
117+25 "EB"	-	118+00 "EB"	EAST MEDIAN	--	--	1712	40	2	--	--	
1+55 "SWFB"	-	7+60 "SWFB"	SOUTHWEST BYPASS SIDE PATH	--	--	3669	40	2	1	575	
1+25 "SEFB"	-	6+00 "SEFB"	SOUTHEAST BYPASS SIDE PATH	--	--	2980	40	2	2	455	
91+70 "NE"	-	93+50 "NE"	NORTHEAST SIDE PATH	--	--	1037	20	1	1	125	
20+00 "C"	-	23+91.48 "C"	CIRCLE APRON	228	684	--	--	--			
			STAGE 3 SUBTOTAL	228	684	21823	380	19	4	1155	
STAGE 4											
216+00 "NB"	-	218+00 "NB"	NORTH MEDIAN	--	--	3460	40	2	--	--	
1+50 "NWPB"	-	3+00 "NWPB"	PARTIAL BYPASS MEDIAN	--	--	2025	40	2	--	--	
1+15 "SWFB"	-	1+55 "SWFB"	SOUTHWEST BYPASS SIDE PATH	--	--	120	--	--	1	20	
0+50 "NWPB"	-	4+50 "NWPB"	NORTHWEST PARTIAL BYPASS SIDE PATH	--	--	2212	40	2	2	335	
0+84 "NWPB"	-	1+85 "NWPB"	NORTHWEST PARTIAL BYPASS APRON	21	63	--	--	--	--	--	
90+75 "NE"	-	91+70 "NE"	NORTHEAST SIDE PATH	--	--	415	20	1	1	70	
90+82 "NE"	-	92+53 "NE"	NORTHEAST APRON	54	162	--	--	--	--	--	
60+73 "SBR"	-	61+59 "SBR"	SOUTHBOUND APRON	26	79	--	--	--	--	--	
			STAGE 4 SUBTOTAL	101	304	8232	140	7	4	425	
STAGE 5											
118+00 "EB"	-	125+50 "EB"	EAST MEDIAN	--	--	15141	--	--	--	--	
			TOTAL	**329**	**988**	**45,196**	**520**	**26**	**8**	**1580**	

CONCRETE CURB AND GUTTER

STATION	TO	STATION	OFFSET	601.0405 18-INCH REJECT TYPE A LF	601.0411 30-INCH TYPE D LF	601.0553 4-INCH SLOPED 36-INCH TYPE D LF	601.0582 4-INCH SLOPED 36-INCH TYPE T LF	601.0600 PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF	REMARKS
STAGE 3										
110+73.74 "EB"	-	113+80.00 "EB"	LT	--	--	306	--	--	306	
113+80.00 "EB"	-	115+48.04 "EB"	LT	--	168	--	--	--	168	
117+25.36 "EB"	-	119+10.00 "EB"	LT	--	175	--	--	--	175	
119+10.00 "EB"	-	119+50.00 "EB"	LT	--	--	40	--	--	40	
122+30.00 "EB"	-	125+49.30 "EB"	LT	--	--	319	--	--	319	
110+66.27 "WB"	-	113+66.50 "WB"	RT	--	--	300	--	--	300	
113+66.50 "WB"	-	115+52.60 "WB"	RT	--	186	--	--	--	186	
117+29.42 "WB"	-	117+90.00 "WB"	RT	--	61	--	--	--	61	
119+40.00 "WB"	-	120+00.00 "WB"	RT	--	--	160	--	--	160	
122+00.00 "WB"	-	122+70.00 "WB"	RT	--	--	70	--	--	70	
1+55.00 "SWFB"	-	5+15.00 "SWFB"	RT	--	--	360	--	--	360	
5+15.00 "SWFB"	-	7+93.15 "SWFB"	RT	--	278	--	--	--	278	
70+00.00 "EBR"	-	73+05.92 "EBR"	RT	--	306	--	--	--	306	
70+00.00 "EBR"	-	73+05.92 "EBR"	RT	--	262	--	--	--	262	
20+00.00 "C"	-	23+91.48 "C"	LT	--	--	--	392	--	--	
20+45.59 "C"	-	20+73.07 "C"	RT	--	28	--	--	--	28	
21+39.54 "C"	-	21+61.22 "C"	RT	--	23	--	--	--	23	
22+33.13 "C"	-	22+72.06 "C"	RT	--	39	--	--	--	39	
23+41.86 "C"	-	23+60.55"C"	RT	--	19	--	--	--	19	
30+00.00 "CTA"	-	32+48.79 "CTA"	LT	249	--	--	--	--	249	REJECT
208+55.82 "NB"	-	212+15.75 "NB	LT	--	--	360	--	--	360	
212+15.75 "NB"	-	213+84.67 "NB"	LT	--	169	--	--	--	169	
208+52.79 "SB"	-	212+11.50 "SB"	RT	--	--	359	--	--	359	
212+11.50 "SB"	-	213+86.41 "SB"	RT	--	175		--	--	175	
0+86.66 "SEFB"	-	3+75.50 "SEFB"	RT	--	--	289	--	--	289	
3+75.50 "SEFB"	-	6+59.44 "SEFB"	RT	--	284	--	--	--	284	
80+00.00 "NBR"	-	83+07.53 "NBR"	RT	--	308	--	--	--	308	
80+00.00 "NBR"	-	83+07.53 "NBR"	RT	--	280	--	--	--	280	
60+57.63 "SBR"	-	60+85.00 "SBR"	LT	--	--	27	--	--	--	8-INCH THICKNESS
0+00.00 "NWPB"	-	0+73.80 "NWPB"	LT	--	74	--	--	--	74	
0+73.80 "NWPB"	-	1+50.00 "NWPB"	LT	--	--	24	--	--	--	8-INCH THICKNESS
91+60.00 "NE"	-	92+95.00 "NE"	LT	--	--	135	--	--	--	8-INCH THICKNESS
92+95.00 "NE"	-	93+81.00 "NE"	LT	--	86	--	--	--	86	
93+81.00 "NE"	-	94+41.50 "NE"	LT	--	--	61	--	--	61	
WEST MEDIAN				--	--	--	--	90	--	
SOUTHWEST BYPASS MEDIAN				--	--	--	--	146	--	
EAST MEDIAN				--	--	--	--	67	--	
SOUTH MEDIAN				--	--	--	--	41	--	
SOUTHEAST BYPASS MEDIAN				--	--	--	--	62	--	
STAGE 3 SUBTOTAL				249	2,921	2,810	392	406	5,794	

CONTINUED ON NEXT PAGE

CONCRETE CURB AND GUTTER (CONTINUED)

STATION	TO	STATION	OFFSET	601.0405 18-INCH REJECT TYPE A LF	601.0411 30-INCH TYPE D LF	601.0553 4-INCH SLOPED 36-INCH TYPE D LF	601.0582 4-INCH SLOPED 36-INCH TYPE T LF	601.0600 PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF	REMARKS
STAGE 4										
0+96.00 "SWFB"	-	1+55.00 "SWFB"	RT	--	--	59	--	--	59	
1+50.00 "NWPB"	-	1+94.90 "NWPB"	LT	--	--	45	--	--	--	8-INCH THICKNESS
1+94.90 "NWPB"	-	3+40.00 "NWPB"	LT	--	145	--	--	--	145	
3+40.00 "NWPB"	-	4+84.20 "NWPB"	LT	--	--	144	--	--	144	
1+65.64 "NWPB"	-	2+93.78 "NWPB"	RT	--	130	--	--	--	130	
120+00.00 "WB"	-	122+00.00 "WB"	RT	--	--	200	--	--	200	
122+70.00 "WB"	-	125+45.07 "WB"	RT	--	--	275	--	--	275	
218+86.96 "SB"	-	221+47.50 "SB"	LT	--	--	261	--	--	261	
217+47.37 "SB"	-	221+47.50 "SB"	RT	--	--	400	--	--	400	
217+40.04 "NB"	-	217+50.00 "NB"	RT	--	10	--	--	--	10	
90+00.00 "NE"	-	90+69.75 "NE"	LT	--	70	--	--	--	70	
90+69.75 "NE"	-	91+60.00 "NE"	LT	--	--	90	--	--	--	8-INCH THICKNESS
215+81.24 "NB"	-	217+82.61 "NB"	LT	--	201	--	--	--	201	
215+84.18 "SB"	-	217+77.98 "SB"	RT	--	194	--	--	--	194	REJECT
60+85.00 "SBR"	-	61+58.56 "SBR"	LT	--	--	74	--	--	--	8-INCH THICKNESS
61+58.56 "SBR"	-	62+07.02 "SBR"	LT	--	48	--	--	--	48	
NORTH MEDIAN				--	--	--	--	60	--	
STAGE 4 SUBTOTAL				0	798	1,548	0	60	2,137	
STAGE 5										
119+44.00 "EB"	-	122+36.00 "EB"	LT	--	--	292	--	--	292	
117+84.00 "WB"	-	119+00.00 "WB"	RT	--	116	--	--	--	116	
119+00.00 "WB"	-	119+46.00 "WB"	RT	--	--	46	--	--	46	
STAGE 5 SUBTOTAL				0	116	338	0	0	454	
TOTAL				**249**	**3,835**	**4,696**	**392**	**466**	**8,385**	

CONCRETE MEDIAN

STATION	OFFSET	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 3			
115+48 "EB"	LT	20	TYPE 2
115+48 "WB"	RT	38	TYPE 2
70+00 "EBR"	RT	51	TYPE 1
117+25 "EB"	LT	39	TYPE 2
117+25 "WB"	RT	19	TYPE 2
83+00 "NBR"	RT	36	TYPE 2
73+00 "EBR"	RT	53	TYPE 2
80+00 "NBR"	RT	52	TYPE 1
213+85 "NB"	LT	19	TYPE 2
213+85 "SB"	RT	37	TYPE 2
60+55 "SBR"	LT	21	TYPE 2
STAGE 3 SUBTOTAL		385	
STAGE 4			
125+50 "EB"	LT	36	TYPE 1
215+80 "NB"	LT	37	TYPE 2
215+80 "SB"	RT	19	TYPE 2
62+07 "SBR"	LT	50	TYPE 1
217+85 "NB"	LT	37	TYPE 1
STAGE 4 SUBTOTAL		179	
TOTAL		**564**	

RIPRAP

STATION	OFFSET	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY	REMARKS
STAGE 3				
120+50 "WB"	100' RT	70	140	18 FT X 70 FT
210+70 "SB"	130' RT	23	45	16 FT X 25 FT
STAGE 3 SUBTOTAL		93	185	
STAGE 4				
119+75 "WB"	45' LT	20	40	8 FT X 45 FT
TOTAL		**113**	**225**	

3

LANDSCAPING SUMMARY

STATION	TO	STATION	OFFSET	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	REMARKS
STAGE 1											EXCESS 125 CY TOPSOIL
708+00 "TWWB"	-	741+43 "TWWB"	LT	9132	7,402	4.7	--	--	--	247	
700+00 "TWSB"	-	709+00 "TWSB"	RT	2690	2690	1.7	--	--	--	73	
700+00 "TWEB"	-	703+00 "TWEB"	RT	359	359	0.2	--	--	--	10	
			STAGE 1 SUBTOTAL	12181	10451	6.6	0	0	0	329	
STAGE 2											EXCESS 181 CY TOPSOIL
800+00 "TR113	-	805+75 "TR113"	LT & RT	1775	1775	1.1	--	--	--	48	
STAGE 3											EXCESS 3370 CY TOPSOIL
106+00 "WB"	-	115+50 "WB"	LT & RT	4294	3760	2.7	116	--	--	--	
117+25 "WB"	-	136+36.51 "WB"	LT & RT	7838	6338	4.9	212	--	--	--	
20+00.00 "C"	-	23+91.48 "C"	LT & RT	484	484	0.3	13	--	--	--	
200+00 "SB"	-	213+80 "SB"	LT & RT	7827	5827	4.9	211	--	--	--	
217+50 "SB"	-	225+00 "SB"	LT & RT	3831	1756	2.4	103	3	2	18	
SW QUAD INFIELD			--	16750	15600	10.6	153	--	--	299	
			STAGE 3 SUBTOTAL	41024	33765	25.8	808	3	2	317	
STAGE 4											1580 CY TOPSOIL DEFICIT
100+00 "WB"	-	115+50 "WB"	LT & RT	15130	11830	9.5	409	--	--	--	
117+25 "WB"	-	136+36.51 "WB"	LT & RT	8305	6705	5.2	224	--	--	--	
200+00 "SB"	-	213+80 "SB"	LT & RT	3155	2622	2.0	85	--	--	--	
215+80 "SB"	-	217+50 "SB"	LT & RT	1500	334	0.9	41	--	--	--	
STH 113 SB OBLITERATION			--	10156	7506	6.4	274	--	--	--	
SW QUAD INFIELD			--	--	15600	9.8	421	--	--	--	
			STAGE 4 SUBTOTAL	38246	28997	24.1	1033	0	0	0	
			TOTAL	**93,226**	**74,988**	**58**	**1,841**	**3**	**2**	**694**	

USE #40 SEED FOR URBAN RESIDENTIAL AREA ON CTH I

USE #70 SEED FOR TLE AREA OF CTH I FROM STATION 217+50 "SB"-225+00 "SB" RT

USE #20 SEED FOR ROUNDABOUT ISLAND AND BETWEEN CURB AND CONCRETE SIDEWALK AND ALL OTHER LOCATIONS NOT DESCRIBED ABOVE

EROSION CONTROL

STATION		TO	STATION	OFFSET	628.1104 EROSION BALES EACH	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2004 EROSION MAT CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	REMARKS
STAGE 1															
700+00 "TWWB"	-		741+43 "TWWB"	LT	8	2,305	11,525	3	1	1,730	--	--	80	47	
700+00 "TWSB"	-		712+84 "TWSB"	LT & RT	--	--	--			--	1	--	32	5	
700+00 "TWEB"	-		703+00 "TWEB"	RT	--	310	310			--	--	--	--	--	
SW QUAD INFIELD				--	4	--	--			--	--	--	64	3	
UNDISTRIBUTED				--	--	654	3,269			--	--	--	44	--	
STAGE 1 SUBTOTAL					12	3269	15104	3	1	1730	1	0	220	55	
STAGE 2															
800+00 "TR113	-		805+75 "TR113"	LT & RT	--	285	285	3	1	--	--	--	--	3	
UNDISTRIBUTED				--	--	71	71			--	--	--	--	--	
STAGE 2 SUBTOTAL					0	356	356	3	1	0	0	0	0	3	
STAGE 3															
106+00 "WB"	-		115+50 "WB"	LT & RT	--	--	--	4	3	--	10	10	--	--	
117+25 "WB"	-		136+36.51 "WB"	LT & RT	--	2500	7500			1500	10	10	60	--	
20+00.00 "C"	-		23+91.48 "C"	LT	--	--	--			--	2	2	--	--	
200+00 "SB"	-		213+80 "SB"	LT & RT	--	1350	4050			2000	14	13	80	10	
217+50 "SB"	-		225+00 "SB"	LT & RT	--	--	--			2075	4	3	16	3	
SW QUAD INFIELD				--	--	--	--			1150	--	--	80	--	
UNDISTRIBUTED				--	50	963	2,888			--	--	--	--	--	
STAGE 3 SUBTOTAL					50	4813	14438	4	3	6725	40	38	236	13	
STAGE 4															
100+00 "WB"	-		115+50 "WB"	LT & RT	--	--	--	4	3	3300	1	--	192	3	
117+25 "WB"	-		136+36.51 "WB"	LT	--	--	--			1600	--	--	64	--	
200+00 "SB"	-		213+80 "SB"	LT & RT	--	--	--			533	--	--	64	--	
215+80 "SB"	-		217+50 "SB"	LT & RT	--	--	--			1166	8	8	32	--	
SW QUAD INFIELD				--	--	--	--			2650	--	--	48	--	
UNDISTRIBUTED				--	25	--	--			--	--	--	--	--	
STAGE 4 SUBTOTAL					25	0	0	4	3	9249	9	8	400	3	
STAGE 5															
PROJECT WIDE				LT & RT	--	--	--	3	1	--	--	--	--	--	
TOTAL					**87**	**8,438**	**29,898**	**17**	**9**	**17,704**	**50**	**46**	**856**	**74**	

SEDIMENT BASIN

STATION	OFFSET	628.1920 CLEANING SEDIMENT BASINS CY	628.7515.S STONE OR ROCK DITCH CHECKS CY	SPV.0035.01 TEMPORARY SEDIMENT BASIN CY	REMARKS
STAGE 3					
210+65 "SB"	100' LT	8	13	21	INSTALL AT BEGINNING OF STAGE 3
TOTAL		**8**	**13**	**21**	

PERMANENT SIGNS

SIGN NO.	STATION	OFFSET	INSTALL PRIOR TO STAGE	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-IN X 12-FT EACH	634.0614 POSTS WOOD 4X6-IN X 14-FT EACH	634.0616 POSTS WOOD 4X6-IN X 16-FT EACH	634.0618 POSTS WOOD 4X6-IN X 18-FT EACH	634.0816 TUBULAR STEEL POST 16-FT EACH	REMARKS
5-01	102+00 "EB"	RT	5	JUNCTION ASSEMBLY	J1-1	24	39	6.5	--	--	--	1	--	--	
5-02A	104+50 "EB"	RT	5	CIRCULAR INTERSECTION	W2-6	36	36	--	9.0	--	--	1	--	--	
5-02B	104+50 "EB"	RT	5	ADVISORY SPEED 15 M.P.H.	W13-1	24	24	--	4.0	--	--	--	--	--	MOUNT BELOW 5-02A
5-03A	104+50 "EB"	LT	5	CIRCULAR INTERSECTION	W2-6	36	36	--	9.0	--	--	1	--	--	
5-03B	104+50 "EB"	LT	5	ADVISORY SPEED 15 M.P.H.	W13-1	24	24	--	4.0	--	--	--	--	--	MOUNT BELOW 5-03A
5-04	99+25 "WB"	RT	5	DO NOT ENTER	R5-1	36	36	9.0	--	--	--	1	--	--	
5-05	104+00 "WB"	LT	5	WRONG WAY	R5-1A	42	30	8.8	--	--	1	--	--	--	
5-06	108+00 "EB"	RT	4	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	1	--	--	
5-08A	115+25 "EB"	LT	4	YIELD	R1-2	48	42	7.0	--	--	--	1	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
5-08B	115+25 "EB"	LT	4	ONE WAY	R6-2-R	24	30	5.0	--	--	--	--	--	--	MOUNT BELOW 5-09A
5-9A	115+30 "EB"	RT	4	YIELD	R1-2	48	42	7.0	--	--	--	1	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
5-9B	115+30 "EB"	RT	4	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	MOUNT BELOW 5-10A
5-10	109+50 "EB"	RT	COMPLETION	LEFT, AHEAD/AHEAD ONLY/RIGHT ONLY (ROUNDABOUT)	R3-8-NN	54	30	11.3	--	--	--	2	--	--	
5-11	109+50 "EB"	LT	COMPLETION	LEFT, AHEAD/AHEAD ONLY/RIGHT ONLY (ROUNDABOUT)	R3-8-NN	54	30	11.3	--	--	--	2	--	--	
5-12	110+00 "WB"	LT	5	SPEED LIMIT 55 M.P.H.	R2-1	36	48	12.0	--	--	--	1	--	--	
5-13	112+00 "WB"	LT	5	WEST 19; NORTH 113	J4-2	48	36	12.0	--	--	--	1	--	--	
5-14	114+25 "EB"	RT	4	DOUBLE DOWN ARROWS	W12-1D	24	24	--	4.0	1	--	--	--	--	MOUNT AT 2.25-FT
5-15	115+30 "WB"	RT	4	WEST 19, NORTH 113 ROUNDABOUT EXIT	D1-2	72	30	15.0	--	--	2	--	--	--	
5-16A	116+00 "EB"	RT	4	ONE WAY RIGHT ARROW	R6-1-R	54	18	6.8	--	2	--	--	--	--	MOUNT ABOVE 5-17B
5-16B	116+00 "EB"	RT	4	ROUNDABOUT CHEVRON PANEL	R6-4-B	60	24	10.0	--	--	--	--	--	--	MOUNT AT 4.25-FT
							SUBTOTAL	124.0	39.0	3	3	13	0	0	
6-01	117+25 "EB"	LT	4	EAST 19 ROUNDABOUT EXIT	D1-2	42	30	8.8	--	--	1	--	--	--	
6-02	118+00 "EB"	RT	4	LANE REDUCTION TRANSITION - RIGHT	W4-2R	36	36	--	9.0	--	--	1	--	--	
6-03	118+00 "EB"	LT	4	LANE REDUCTION TRANSITION - RIGHT	W4-2R	36	36	--	9.0	--	--	1	--	--	
6-04	119+00 "EB"	LT	COMPLETION	MERGE LANE FROM RIGHT	W4-3R	36	36	--	9.0	--	--	1	--	--	
6-05	124+00 "EB"	LT	5	LANE REDUCTION TRANSITION - RIGHT	W4-2R	36	36	--	9.0	--	--	1	--	--	
6-06	124+00 "EB"	RT	5	LANE REDUCTION TRANSITION - RIGHT	W4-2R	36	36	--	9.0	--	--	1	--	--	
6-07	124+00 "EB"	RT	5	WRONG WAY	R5-1A	42	30	8.8	--	--	--	--	--	--	MOUNT OPPOSITE OF 6-06
6-08	125+25 "EB"	RT	5	DO NOT ENTER	R5-1	36	36	9.0	--	--	--	1	--	--	
6-09	128+50 "WB"	RT	4	EAST 19	J4-1	24	36	6.0	--	--	--	1	--	--	
6-10	130+50 "WB"	RT	4	SPEED LIMIT 55 M.P.H	R2-1	36	48	12.0	--	--	--	1	--	--	
6-11	132+50 "WB"	RT	4	SUN PRAIRIE 12	D2-1	84	15	8.8	--	--	1	1	--	--	
6-12	133+55 "WB"	RT	5	NO PASSING ZONE	W14-3	48	36	--	5.6	--	--	1	--	--	
6-13A	117+00 "WB"	RT	4	ONE WAY RIGHT ARROW	R6-1-R	54	18	6.8	--	2	--	--	--	--	MOUNT ABOVE 6-12B
6-13B	117+00 "WB"	RT	4	ROUNDABOUT CHEVRON PANEL	R6-4-B	60	24	10.0	--	--	--	--	--	--	MOUNT AT 4.25-FT
6-14A	117+45 "WB"	LT	4	YIELD	R1-2	48	42	7.0	--	--	--	--	--	1	18" X 18" FLAGS INCIDENTAL TO SIGNS
6-14B	117+45 "WB"	LT	4	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	MOUNT BELOW 6-13A
6-15A	117+50 "WB"	RT	4	YIELD	R1-2	48	42	7.0	--	--	--	1	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
6-15B	117+50 "WB"	RT	4	ONE WAY	R6-2-R	24	30	5.0	--	--	--	--	--	--	MOUNT BELOW 6-14A
							SUBTOTAL	91.5	50.6	2	2	11	0	1	

CONTINUED ON NEXT PAGE

PERMANENT SIGNS (CONTINUED)

SIGN NO.	STATION	OFFSET	INSTALL PRIOR TO STAGE	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-IN X 12-FT EACH	634.0614 POSTS WOOD 4X6-IN X 14-FT EACH	634.0616 POSTS WOOD 4X6-IN X 16-FT EACH	634.0618 POSTS WOOD 4X6-IN X 18-FT EACH	634.0816 TUBULAR STEEL POST 16-FT EACH	REMARKS
6-17	122+00 "WB"	LT	5	LEFT, AHEAD / AHEAD, RIGHT	R3-8-CC	36	30	7.5	--	--	--	1	--	--	
6-18	122+00 "WB"	RT	5	LEFT, AHEAD / AHEAD, RIGHT	R3-8-CC	36	30	7.5	--	--	1	--	--	--	
6-19	124+80 "WB"	LT	5	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	1	--	--	
6-20A	125+40 "WB"	RT	5	KEEP RIGHT	R4-7	36	48	12.0	--	--	--	1	--	--	
6-20B	125+40 "WB"	RT	5	OBJECT MARKER	R5-54	18	18	2.3	--	--	--	--	--	--	MOUNT AT 4.25-FT
6-21A	128+50 "WB"	LT	5	CIRCULAR INTERSECTION	W2-6	36	36	--	9.0	--	--	1	--	--	
6-21B	128+50 "WB"	LT	5	ADVISORY SPEED 15 M.P.H.	W13-1	24	24	--	4.0	--	--	--	--	--	MOUNT BELOW 6-21A
6-22	131+00 "WB"	LT	5	JUNCTION ASSEMBLY (2 HEADED PANEL)	J1-2	48	39	13.0	--			1	--	--	
							SUBTOTAL	42.3	22.0	0	1	5	0	0	
7-01	200+00 "NB"	RT	5	JUNCTION ASSEMBLY (2 HEADED PANEL)	J1-2	48	39	13.0	--	--	--	1	--	--	
7-02A	SB STH 113	RT	4	KEEP RIGHT	R4-7	36	48	12.0	--	--	--	1	--	--	
7-02B	SB STH 113	RT	4	OBJECT MARKER	R5-54	18	18	2.3	--	--	--	--	--	--	MOUNT AT 4.25-FT
7-03	SB STH 113	LT	4	DO NOT ENTER	R5-1	36	36	9.0	--	--	--	1	--	--	
7-04	SB STH 113	LT	4	WRONG WAY	R5-1A	42	30	8.8	--	--	--	1	--	--	MOUNT OPPOSITE OF 7-05
7-05	SB STH 113	LT	4	DIVIDED HIGHWAY ENDS	W6-2	36	36	--	9.0	--	--	--	--	--	
7-06A	202+50 "NB"	LT	4	CIRCULAR INTERSECTION	W2-6	36	36	--	9.0	--	--	1	--	--	
7-06B	202+50 "NB"	LT	4	ADVISORY SPEED 15 M.P.H.	W13-1	24	24	--	4.0	--	--	--	--	--	MOUNT BELOW 7-06A
7-07A	202+50 "NB"	RT	4	CIRCULAR INTERSECTION	W2-6	36	36	--	9.0	--	--	1	--	--	
7-07B	202+50 "NB"	RT	4	ADVISORY SPEED 15 M.P.H.	W13-1	24	24	--	4.0	--	--	--	--	--	
7-08	206+00 "NB"	RT	4	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	1	--	--	
7-10	212+75 "NB"	RT	4	DOUBLE DOWN ARROWS	W12-1D	24	24	--	4.0	1	--	--	--	--	MOUNT AT 2.25-FT
7-11A	214+00 "NB"	LT	4	YIELD	R1-2	48	42	7.0	--	--	--	1	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
7-11B	214+00 "NB"	LT	4	ONE WAY	R6-2-R	24	30	5.0	--	--	--	--	--	--	MOUNT BELOW 7-12A
7-12A	214+00 "NB"	RT	4	YIELD	R1-2	48	42	7.0	--	--	--	1	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
7-12B	214+00 "NB"	RT	4	TO TRAFFIC FROM RIGHT	R1-54	24	15	2.5	--	--	--	--	--	--	MOUNT BELOW 7-13A
7-13	202+00 "SB"	LT	5	MADISON 10	D2-1	72	15	7.5	--	--	1	1	--	--	
7-14	204+00 "SB"	LT	5	LANE REDUCTION TRANSITION FROM LEFT	W4-2L	36	36	--	9.0	--	--	1	--	--	
7-15	204+00 "SB"	RT	5	LANE REDUCTION TRANSITION FROM LEFT	W4-2L	36	36	--	9.0	--	--	1	--	--	
7-16	206+00 "SB"	LT	5	SPEED LIMIT 55 M.P.H.	R2-1	36	48	12.0	--	--	--	1	--	--	
7-17	208+00 "SB"	LT	5	LEFT LANE ENDS	W9-1L	36	36	--	9.0	--	--	1	--	--	
7-18	208+00 "SB"	RT	5	LEFT LANE ENDS	W9-1L	36	36	--	9.0	--	--	1	--	--	
7-19	209+00 "NB"	RT	COMPLETION	LEFT ONLY/LEFT, AHEAD/RIGHT ONLY (ROUNDABOUT)	R3-8-QQ	54	30	11.3	--	--	--	2	--	--	
7-20	209+00 "NB"	LT	COMPLETION	LEFT ONLY/LEFT, AHEAD/RIGHT ONLY (ROUNDABOUT)	R3-8-QQ	54	30	11.3	--	--	2	--	--	--	
7-21	210+00 "SB"	LT	4	REASSURANCE ASSEMBLY (1 HEADED ROUTE PANEL)	J4-1	24	36	6.0	--	--	--	1	--	--	
7-22	212+60 "SB"	RT	4	MERGE LANE FROM RIGHT	W4-3R	36	36	--	9.0	--	--	1	--	--	
7-23	214+00 "SB"	RT	4	SOUTH 113 ROUNDABOUT EXIT	D1-1	42	30	8.8	--	--	1	--	--	--	
7-24A	214+90 "NB"	LT	4	ONE WAY RIGHT ARROW	R6-1-R	54	18	6.8	--	2	--	--	--	--	MOUNT ABOVE 7-25B
7-24B	214+90 "NB"	LT	4	ROUNDABOUT CHEVRON PANEL	R6-4-B	60	24	10.0	--	--	--	--	--	--	MOUNT AT 4.25-FT
							SUBTOTAL	140.0	93.0	3	4	19	0	0	

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PERMANENT SIGNS (CONTINUED)

SIGN NO.	STATION	OFFSET	INSTALL PRIOR TO STAGE	SIGN WORDING & PICTORIALS	CODE	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-IN X 12-FT EACH	634.0614 POSTS WOOD 4X6-IN X 14-FT EACH	634.0616 POSTS WOOD 4X6-IN X 16-FT EACH	634.0618 POSTS WOOD 4X6-IN X 18-FT EACH	634.0816 TUBULAR STEEL POST 16-FT EACH	REMARKS
8-01A	215+50 "SB"	RT	4	ONE WAY RIGHT ARROW	R6-1-R	54	18	6.8	--	2	--	--	--	--	MOUNT ABOVE 8-01B
8-01B	215+50 "SB"	RT	4	ROUNDABOUT CHEVRON PANEL	R6-4-B	60	24	10.0	--	--	--	--	--	--	MOUNT AT 4.25-FT
8-02	216+00 "NB"	LT	COMPLETION	COUNTY I ROUNDABOUT EXIT	D1-1	42	18	5.3	--	--	1	--	--	--	
8-03	217+00 "NB"	RT	COMPLETION	CTH I	M1-5A	42	30	8.8	--	--	1	--	--	--	
8-04	217+00 "NB"	RT	COMPLETION	WRONG WAY	R5-1A	36	24	6.0	--	--	--	--	--	--	MOUNT OPPOSITE OF 8-03
8-05	217+75 "NB"	RT	COMPLETION	DO NOT ENTER	R5-1	36	36	9.0	--	--	--	1	--	--	
8-06	221+00 "SB"	RT	COMPLETION	SPEED LIMIT 55 M.P.H.	R2-1	36	48	12.0	--	--	--	1	--	--	
8-07A	215+50 "SB"	LT	COMPLETION	YIELD	R1-2	36	31	3.9	--	--	--	--	--	1	18" X 18" FLAGS INCIDENTAL TO SIGNS
8-07B	215+50 "SB"	LT	COMPLETION	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	MOUNT BELOW 8-07A
8-08A	215+50 "SB"	LT	COMPLETION	YIELD	R1-2	36	31	7.8	--	--	--	1	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
8-08B	215+50 "SB"	LT	COMPLETION	TO TRAFFIC FROM LEFT	R1-54	24	15	2.5	--	--	--	--	--	--	MOUNT BELOW 8-08A
8-09A	215+90 "SB"	RT	COMPLETION	YIELD	R1-2	36	31	3.9	--	--	--	1	--	--	18" X 18" FLAGS INCIDENTAL TO SIGNS
8-09B	215+90 "SB"	RT	COMPLETION	ONE WAY	R6-2-R	24	30	5.0	--	--	--	--	--	--	MOUNT BELOW 8-09A
8-10	216+85 "SB"	LT	COMPLETION	DOUBLE DOWN ARROWS	W12-1D	24	24	--	4.0	1	--	--	--	--	MOUNT AT 2.25-FT
8-11A	217+75 "SB"	RT	COMPLETION	KEEP RIGHT	R4-7	36	48	12.0	--	--	--	1	--	--	
8-11B	217+75 "SB"	RT	COMPLETION	OBJECT MARKER	W5-54	18	18	--	2.3	--	--	--	--	--	MOUNT AT 4.25-FT
8-12	219+00 "SB"	LT	COMPLETION	LEFT, AHEAD / RIGHT ONLY (ROUNDABOUT)	R3-8-DD	36	30	7.5	--	--	1	--	--	--	
8-13	221+00 "SB"	LT	COMPLETION	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	J2-2	48	57	19.0	--	--	--	1	--	--	
8-14	222+00 "SB"	LT	COMPLETION	ROUTE TURN ASSEMBLY (2 HEADED ROUTE PANEL)	J2-2	48	57	19.0	--	--	--	1	--	--	
8-15	223+50 "SB"	LT	COMPLETION	YIELD AHEAD	W3-2	36	36	--	9.0	--	--	1	--	--	
8-16A	CTH I	LT	COMPLETION	CIRCULAR INTERSECTION	W2-6	36	36	--	9.0	--	--	1	--	--	
8-16B	CTH I	LT	COMPLETION	ADVISORY SPEED 15 M.P.H.	W13-1	24	24	--	4.0	--	--	--	--	--	
8-17	CTH I	LT	COMPLETION	JUNCTION OR END ASSEMBLY (3 HEADED PANEL)	J1-3	72	39	19.5	--	--	--	1	1	--	
							SUBTOTAL	160.3	28.3	3	3	10	1	1	
							TOTAL	**558.0**	**232.9**	**11**	**13**	**58**	**1**	**2**	

PERMANENT TYPE I SIGNS & OVERHEAD SIGN SUPPORTS

SIGN NO.	STATION	SIGN WORDING & PICTORIALS	SIGN WIDTH (IN)	SIGN HEIGHT (IN)	637.1220 SIGNS TYPE I REFLECTIVE SH SF	641.8100 OVERHEAD SIGN SUPPORT S-13-474 LS	641.8100 OVERHEAD SIGN SUPPORT S-13-475 LS	641.8100 OVERHEAD SIGN SUPPORT S-13-476 LS	REMARKS
STAGE 3									
5-08B	112+00 "EB"	SUN PRAIRIE STRAIGHT	108	90	67.5	--	--	1	
5-08C	112+00 "EB"	MADISON RIGHT	84	90	52.5				
7-10A	211+20 "NB"	WAUNAKEE LEFT	96	102	68	--	1	--	
7-10C	211+20 "NB"	SUN PRAIRIE RIGHT	108	90	67.5				
		STAGE 3 SUBTOTAL			255.5	0	1	1	
STAGE 5									
6-16A	119+60 "WB"	WAUNAKEE AND MADISON LEFT	168	114	133	1			
END STAGE 5									
5-08A	112+00 "EB"	SUN PRAIRIE STRAIGHT AND CTH I LEFT	132	102	93.5				
6-16B	119+60 "WB"	WAUNAKEE STRAIGHT AND CTH I RIGHT	120	114	95				
7-10B	211+20 "NB"	WAUNAKEE LEFT AND COUNTY I NORTH	144	84	84				
		SUBTOTAL			272.5	0			
		TOTAL			**661.0**	**1**	**1**	**1**	

REMOVING & MOVING SIGNS AND SUPPORTS

SIGN NO.	LOCATION	OFFSET	REMOVE OR MOVE PRIOR TO STAGE	SIGN WORDING & PICTORIALS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
R1-01	STH 19/113 EB	LT	3	JUNCTION CTH I	--	1	1	--	
R1-02	STH 19/113 EB	RT	3	SOUTH 113 SLIGHT RIGHT	--	1	1	--	
R1-03	STH 19/113 EB	LT	3	STOP AHEAD & STH 19	--	1	1	--	
R1-04	STH 19/113 EB	RT	3	STOP AHEAD & STH 19	--	1	1	--	
1-M1	STH 19/113 EB	RT	3	SUN PRAIRIE; MADISON	1	--	--	2	
R1-05	STH 19/113 EB	RT	4		--	1	2	--	
R1-06	STH 19/113 EB	RT	3	CURVE RIGHT & 50 M.P.H. ADVISORY SPEED	--	1	1	--	
R1-07	STH 19/113 EB	LT	3	NORTH CTH I SLIGHT LEFT; EAST USH 19 SLIGHT LEFT	--	1	2	--	
R1-08	STH 19/113 EB	LT	3	INTERSTATE ROUTE STACK SLIGHT LEFT	--	1	1	--	
R1-09	STH 19/113 WB	RT	4	DO NOT ENTER	--	1	1	--	
R1-10	STH 19/113 EB	LT	3	LEFT TURN LANE	--	1	1	--	
R1-11	STH 19/113 EB	LT	3	STOP AHEAD & STH 19	--	1	1	--	
R1-12	STH 19 EB	LT	3	STOP	--	1	1	--	
1-M2	STH 19 EB	RT	2	STOP	1	--	--	1	
R1-13	STH 19 EB	RT	3		--	1	1	--	
1-M3	STH 19 EB	RT	2	NORTH CTH I KEEP LEFT; EAST STH 19 KEEP LEFT	1	--	--	1	
R1-14	STH 19 EB	RT	3		--	1	1	--	
R1-15	STH 113 NB	RT	3	NO LEFT TURN	--	1	1	--	
R1-16	STH 113 SB	LT	3	MERGE FROM LEFT	--	1	1	--	
R1-17	STH 113 NB	RT	3	WRONG WAY	--	1	1	--	
R1-18A	STH 19 EB	RT	3	WRONG WAY	--	1	1	--	
R1-18B	STH 19 EB	RT	3	CHECK TURN SIGNAL	--	--	--	--	MOUNTED OPPOSITE OF 1-18A
R1-19A	STH 19 EB	LT	1	KEEP RIGHT	--	1	1	--	
R1-19B	STH 19 EB	LT	1	NO U TURNS	--	--	--	--	MOUNTED OPPOSITE OF 1-19A
R1-20A	STH 19 EB	LT	1	KEEP RIGHT & OBJECT MARKER	--	1	1	--	
R1-20B	STH 19 EB	LT	1	NO U TURNS	--	--	--	--	MOUNTED OPPOSITE OF 1-20A
R1-21	STH 19/113 WB	RT	4	WRONG WAY	--	1	1	--	
R1-22	STH 19/113 WB	RT	4	WRONG WAY	--	1	1	--	
1-M4	STH 19/113 WB	LT	1	MERGE FROM RIGHT	1	--	--	1	
R1-23	STH 19/113 WB	LT	3		--	1	1	--	
R1-24	STH 19 EB	RT	1	DO NOT ENTER	--	1	1	1	
R1-25	STH 113 NB	RT	2	DO NOT ENTER	--	1	1	1	
R1-26	STH 19 EB	LT	4	WEST USH 19; NORTH USH 131	--	1	1	1	
R1-27	STH 19 EB	LT	1	LEFT TURN LANE	--	1	1	--	
--	STH 19/113 WB	RT	1	UNDISTRUBUTED	--	--	1	--	
				SUBTOTAL	4	27	30	8	

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REMOVING & MOVING SIGNS AND SUPPORTS (CONTINUED)

SIGN NO.	LOCATION	OFFSET	REMOVE OR MOVE PRIOR TO STAGE	SIGN WORDING & PICTORIALS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
R2-01A	STH 19 EB	RT	3	DO NOT ENTER	--	1	1	--	
R2-01B	STH 19 EB	RT	3	NORTH CTH I LEFT; EAST STH 19 AHEAD	--	--	--	--	MOUNTED OPPOSITE 2-01A
R2-02	STH 19 EB	LT	1	KEEP RIGHT	--	1	1	--	
R2-03	STH 1113 NB	LT	3	KEEP RIGHT	--	1	1	--	
R2-04	STH 1113 NB	RT	3	NORTH CTH I AHEAD; EAST STH 19 RIGHT	--	1	1	--	
R2-05	STH 19 EB	RT	3	DOUBLE DOWN ARROWS	--	1	1	--	
R2-06	STH 19 EB	RT	3	STOP	--	1	1	--	
R2-07	STH 19 EB	RT	3	STOP	--	1	1	--	
R2-08	STH 19 EB	RT	3	EAST STH 19	--	1	1	--	
2-M1	STH 19 EB	RT	4	ADOPT A HIGHWAY	1	--	--	--	
R2-09A	STH 19 EB	RT	3	SUN PRAIRIE 12	--	1	2	--	
R2-09B	STH 19 EB	RT	3	WRONG WAY	--	--	--	--	MOUNTED OPPOSITE OF 2-09A
R2-10A	STH 19 EB	RT	3	TWO-WAY TRAFFIC	--	1	1	--	
R2-10B	STH 19 EB	RT	3	DO NOT ENTER	--	--	--	--	MOUNTED OPPOSITE OF 2-10A
R2-11	STH 19 EB	RT	3	CENTERLINE RUMBLE STRIPS & NEXT 2 MILES	--	1	1	--	
R2-12	STH 19 EB	RT	3	NO PASSING ZONE	--	1	1	--	
R2-13	CTH I	LT	3	STH 19 LEFT AND RIGHT; STH 113 AHEAD AND RIGHT	--	1	1	--	
R2-14	CTH I	RT	3	DOUBLE DOWN ARROWS	--	1	1	--	
R2-15	CTH I	RT	3	NORTH CTH I	--	1	1	--	
2-M2	CTH I	RT	4	ADOPT A HIGHWAY	1	--	1	--	
R2-16	CTH I	LT	3	STOP	--	1	1	--	
R2-17	CTH I	LT	3	STOP	--	1	1	--	
R2-18	STH 19 EB	LT	3	SOUTH USH 113 LEFT; NORTH CTH I RIGHT	--	1	1	--	
R2-19	STH 19 EB	LT	3	KEEP RIGHT & OBJECT MARKER	--	1	1	--	
R2-20	STH 19 EB	LT	3	LEFT TURN LANE	--	1	1	--	
2-M3	STH 19 EB	LT	3	WAUNAKEE; MADISON	1	--	--	2	
R2-21	STH 19 EB	LT	4		--	1	2	--	
R2-22	STH 19 EB	LT	3	KEEP RIGHT & OBJECT MARKER	--	1	1	--	
2-M4	STH 19 EB	LT	3	SOUTH STH 113 LEFT; NORTH STH 113 AHEAD; STH 19 AHEAD	1	--	--	2	
R2-23	STH 19 EB	LT	4		--	1	2	--	
R2-24	STH 19 EB	LT	3	JCT USH 113; JCT CTH I	--	1	1	--	
				SUBTOTAL	4	24	28	4	

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REMOVING & MOVING SIGNS AND SUPPORTS (CONTINUED)

SIGN NO.	LOCATION	OFFSET	REMOVE OR MOVE PRIOR TO STAGE	SIGN WORDING & PICTORIALS	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
R3-01	STH 113 NB	RT	3	JCT STH 19; CTH I	--	1	1	--	
R3-02	STH 113 NB	LT	3	KEEP RIGHT	--	1	1	--	
3-M1	STH 113 NB	RT	3	WEST STH 19 SLIGHT LEFT; NORTH STH 131 SLIGHT LEFT; EAST STH 19 AHEAD	1	--	--	1	
R3-03	STH 113 NB	RT	4		--	1	2	--	
R3-04A	STH 113 SB	LT	3	DO NOT ENTER	--	1	1	--	
R3-04B	STH 113 SB	LT	3	DIVIDED HIGHWAY AHEAD	--	--	--	--	MOUNTED OPPOSITE OF 3-04A
R3-05A	STH 113 SB	LT	3	WRONG WAY	--	1	1	--	
R3-05B	STH 113 SB	LT	3	LANE REDUCTION TRANSITION - LEFT	--	--	--	--	MOUNTED OPPOSITE OF 3-05A
R3-06	STH 113 SB	RT	3	LANE REDUCTION TRANSITION - LEFT	--	1	1	--	
R3-07	STH 113 SB	LT	3	LEFT LANE ENDS	--	1	1	--	
R3-08	STH 113 SB	RT	3	LEFT LANE ENDS	--	1	1	--	
3-M2	STH 113 NB	RT	3	SUN PRARIE; WAUNAKEE	1	--	--	2	
R3-09	STH 113 NB	RT	4		--	1	2	--	
R3-10	STH 113 NB	RT	3	NORTH CTH I AHEAD; EAST STH 19 AHEAD	--	1	1	--	
R3-11	STH 113 NB	RT	3	INTERSTATE ROUTE STACK AHEAD	--	1	1	--	
R3-12	STH 113 NB	RT	3	STOP AHEAD	--	1	1	--	
R3-13	STH 113 NB	RT	3	WEST STH 19; NORTH STH 131	--	1	1	--	
R3-14	STH 113 NB	RT	3	NO RIGHT TURN	--	1	1	--	
R3-15A	STH 113 NB	RT	3	SUN PRARIE	--	1	1	--	
R3-15B	STH 113 NB	RT	3	WRONG WAY	--	--	--	--	MOUNTED OPPOSITE OF 3-15A
R3-16A	STH 113 NB	RT	3	INTERSTATE ROUTE STACK RIGHT	--	1	1	--	
R3-16B	STH 113 NB	RT	3	DO NOT ENTER	--	--	--	--	MOUNTED OPPOSITE OF 3-16A
R3-17A	STH 113 SB	LT	4	MADISON 10	--	1	2	--	
R3-17B	STH 113 SB	LT	4	SOUTH STH 113	--	--	--	--	MOUNTED OPPOSITE OF 3-17A
R3-18	STH 113 NB	LT	3	WRONG WAY	--	1	1	--	
R3-19	STH 113 SB	RT	4	NO LEFT TURN	--	1	1	--	
R3-20A	STH 113 SB	RT	4	NO LEFT TURN	--	1	1	--	
R3-20B	STH 113 NB	LT	3	DO NOT ENTER	--	--	--	--	MOUNTED OPPOSITE OF 3-20A
R3-21	STH 113 NB	RT	3	STOP	--	1	1	--	
R3-22	STH 113 NB	RT	3	STOP	--	1	1	--	
R3-23	STH 113 NB	RT	3	SOUTH STH 113 AHEAD	--	1	1	--	
				SUBTOTAL	2	23	26	3	
R4-01	CTH I	LT	3	JUNCTION; STH 19; STH 113	--	1	1	--	
R4-02	CTH I	LT	3	STOP AHEAD	--	1	1	--	
				SUBTOTAL	0	2	2	0	
				TOTAL	**10**	**76**	**86**	**15**	

TRAFFIC CONTROL

LOCATION	APPROXIMATE SERVICE DAYS	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS NO. IN SERVICE	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II* EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS	REMARKS
PROJECT WIDE	131	--	--	--	--	--	--	--	--	--	--	--	--	33	4323	--	--	--	ADVANCE SIGNAGE
STAGE 1																			
STH 19/113	21	20	420	--	--	--	--	--	--	--	--	--	--	11	231	3	1	28	
STH 19	21	110	2310	--	--	--	--	--	--	15	315	--	--	5	105	--	1	28	
STH 113	21	60	1260	--	--	--	--	--	--	--	--	--	--	4	84	--	1	28	
CTH I	21	--	--	--	--	--	--	--	--	--	--	--	--	2	42	--	--	--	
STAGE 1 SUBTOTAL		190	3990	0	0	0	0	0	0	15	315	0	0	22	462	3	3	84	
STAGE 2A																			
STH 19/113	10	10	100	--	--	--	--	--	--	--	--	--	--	12	120	--	1	10	
STH 19	10	40	400	--	--	--	--	--	--	--	--	--	--	2	20	--	1	10	
STH 113	10	100	1000	3	30	--	--	6	60	11	110	--	--	9	90	--	1	10	
CTH I	10	--	--	--	--	--	--	--	--	--	--	--	--	2	20	--	--	--	
STAGE 2A SUBTOTAL		150	1500	3	30	0	0	6	60	11	110	0	0	25	250	0	3	30	
STAGE 2B																			
STH 19/113	1	10	10	--	--	--	--	--	--	--	--	--	--	12	12	--	1	1	
STH 19	1	40	40	--	--	--	--	--	--	--	--	--	--	2	2	--	1	1	
STH 113	1	80	80	5	5	--	--	10	10	11	11	--	--	6	6	--	1	1	
CTH I	1	--	--	--	--	--	--	--	--	--	--	--	--	2	2	--	--	--	
STAGE 2B SUBTOTAL		130	130	5	5	0	0	10	10	11	11	0	0	22	22	0	3	3	
STAGE 3																			
STH 19/113	50	55	2750	3	150	--	--	6	300	10	500	2	100	36	1800	--	1	14	
STH 19	50	65	3250	2	100	30	30	4	200	5	250	--	--	21	1050	--	1	14	
STH 113	50	30	1500	7	350	--	--	14	700	12	600	--	--	35	1750	--	1	14	
CTH I	50	--	--	10	500	--	--	20	1000	--	--	--	--	3	150	--	1	7	
DETOUR ROUTE	50	--	--	4	200	--	--	8	400	--	--	--	--	116	5800	4	--	--	
STAGE 3 SUBTOTAL		150	7500	26	1300	30	30	52	2600	27	1350	2	100	211	10550	4	4	49	
STAGE 4A																			
STH 19/113	25	120	3000	9	225	--	--	18	450	10	250	2	50	19	475	--	1	14	
STH 19	25	85	2125	2	50	--	--	4	100	5	125	--	--	29	725	--	1	14	
STH 113	25	70	1750	5	125	--	--	10	250	6	150	--	--	20	500	--	1	14	
CTH I	25	--	--	8	200	--	--	16	400	--	--	--	--	3	75	--	--	--	
DETOUR ROUTE	25	--	--	4	100	--	--	8	200	--	--	--	--	116	2900	--	--	--	
STAGE 4A SUBTOTAL		275	6875	28	700	0	0	56	1400	21	525	2	50	187	4675	0	3	42	
STAGE 4B																			
STH 19/113	10	120	1200	9	90	--	--	18	180	10	100	2	20	19	190	--	1	--	
STH 19	10	85	850	2	20	--	--	4	40	5	50	--	--	29	290	--	--	--	
STH 113	10	70	700	5	50	--	--	10	100	6	60	--	--	20	200	--	--	--	
CTH I	10	--	--	8	80	--	--	16	160	--	--	--	--	3	30	--	--	--	
DETOUR ROUTE	10	--	--	4	40	--	--	8	80	--	--	--	--	116	1160	--	--	--	
STAGE 4B SUBTOTAL		275	2750	28	280	0	0	56	560	21	210	2	20	187	1870	0	1	0	

CONTINUED ON NEXT PAGE

TRAFFIC CONTROL (CONTINUED)

LOCATION	APPROXIMATE SERVICE DAYS	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C NO. IN SERVICE	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS NO. IN SERVICE	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900 TRAFFIC CONTROL SIGNS DAYS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II* EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE	643.1050 TRAFFIC CONTROL SIGNS PCMS DAYS	REMARKS
STAGE 5																			
STH 19/113	15	75	1125	2	30	--	--	4	60	11	165	2	30	15	225	--	1	--	
STH 19	15	60	900	--	--	--	--	--	--	5	75	--	--	14	210	--	--	14	
STH 113	15	55	825	4	60	--	--	8	120	6	90	--	--	17	255	--	--	--	
CTH I	15	--	--	9	135	--	--	18	270	--	--	--	--	4	60	--	--	--	
DETOUR	15	--	--	4	60	--	--	8	120	--	--	--	--	116	1740	--	--	--	
STAGE 5 SUBTOTAL		190	2850	19	285	0	0	38	570	22	330	2	30	166	2490	0	1	14	
UNDISTRUBUTED	25	50	1250	10	250	--	--	20	500	10	250	--	--	10	250	--	--	--	
TOTAL		--	**26,845**	--	**2,850**	**30**	**30**	--	**5,700**	--	**3,101**	--	**200**	--	**24,892**	**7**	--	**222**	

REMARKS

*ONE CYCLE REQUIRED FOR TRAFFIC CONTROL COVERING SIGNS TYPE II

TRAFFIC CONTROL SIGNS FIXED MESSAGE

643.1000
TRAFFIC CONTROL
SIGNS FIXED MESSAGE

LOCATION	SF	REMARKS
STAGE 3		
EB STH 19/113	3	TWO A1-2 SIGNS
NB STH 113	3	TWO A1-2 SIGNS
STAGE 3 SUBTOTAL	6	
TOTAL	**6**	

TRAFFIC CONTROL SUMMARY

LOCATION	643.5000 TRAFFIC CONTROL EACH	643.0310.S TEMPORARY PORTABLE RUMBLE STRIPS LS	661.0200 TEMPORARY TRAFFIC SIGNAL FOR INTERSECTIONS (STH 19 & STH 113) LS	REMARKS
PROJECT WIDE	1	1	1	
TOTAL	**1**	**1**	**1**	

MARKERS CULVERT END

633.5200
MARKERS
CULVERT
END

STATION	OFFSET	EACH	REMARKS
STAGE 4			
110+30 "WB"	RT	1	EW1.0
112+15 "WB"	RT	1	EW2.0
114+32 "WB"	RT	1	EW3.0
114+67 "WB"	LT	1	EW4.0
120+23 "WB"	RT	1	EW5.0
122+38 "WB"	RT	1	EW6.0
209+70 "SB"	LT	1	EW7.0
212+33 "SB"	LT	1	EW8.0
216+19 "SB"	RT	1	EW9.0
218+45 "SB"	RT	1	EW10.0
121+18.5 "WB"	LT & RT	2	
121+43 "WB"	LT & RT	2	
210+70 "SB"	RT & LT	2	
221+51 "SB"	RT & LT	2	
STAGE 4 SUBTOTAL		18	
TOTAL		**18**	

3

PAVEMENT MARKING REMOVAL

STATION	TO	STATION	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9110 MARKING REMOVAL LINE WATER BLASTING 8-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EA	REMARKS
STAGE 1										
BEGINNING	-	703+00 "TWWB"	STH 19/113 EB	108	--	--	--	--	--	
STAGE 2A										
706+00 "TWWB"	-	714+00 "TWWB"	STH 19 EB	--	--	--	--	--	--	
706+00 "TWWB"	-	714+00 "TWWB"	STH 19 WB	--	--	--	--	--	--	
N/A	-	N/A	STH 113 SB	1250	--	--	--	--	--	
N/A	-	N/A	STH 113 NB	700	--	--	--	--	--	
			STAGE 2A SUBTOTAL	1950	0	0	0	0	0	
STAGE 3										
BEGINNING	-	704+00 "TWWB"	STH 19/113 EB	360	550	275	--	--	--	
BEGINNING	-	704+00 "TWWB"	STH 19/113 WB	110	--	550	--	--	--	
704+00 "TWWB"	-	714+00 "TWWB"	TEMP. INTERSECTION STH 19	1450	--	--	--	--	--	
800+00 "TR113"	-	807+40 "TR113"	TEMP. INTERSECTION STH 113	--	--	--	--	--	--	
714+00 "TWWB"	-	740+00 "TWWB"	STH 19 EAST OF CTH I	4800	1700	--	--	--	--	
BEGINNING	-	800+00 "TR113"	STH 113 SB	230	1570	--	700	200	--	
			STAGE 3 SUBTOTAL	6950	3820	825	700	200	0	
STAGE 4A										
100+00 "EB"	-	115+00 "EB"	STH 19/113 EB APPROACH	--	--	50	--	--	1	
100+00 "WB"	-	115+00 "WB"	STH 19/113 WB EXIT	--	--	--	--	--	--	
117+50 "EB"	-	122+00 "EB"	STH 19/113 EB EXIT	--	--	--	--	--	--	
117+50 "WB"	-	END PROJECT	STH 19/113 WB APPROACH	--	--	--	--	--	--	
N/A	-	N/A	STH 113 NB APPROACH	--	85	--	--	--	--	
200+00 "SB"	-	213+00 "SB"	STH 113 SB EXIT	--	--	--	--	--	--	
			STAGE 4A SUBTOTAL	0	85	50	0	0	1	
STAGE 4B										
BEGINNING	-	115+00 "EB"	STH 19/113 EB	--	--	--	--	--	--	
100+00 "WB"	-	115+00 "WB"	STH 19/113 WB	--	--	--	--	--	--	
200+00 "SB"		210+00 "SB"	STH 113 SB	--	--	--	--	--	--	
			STAGE 4B SUBTOTAL	0	0	0	0	0	0	
			TOTAL	**9,008**	**3,905**	**875**	**700**	**200**	**1**	

TEMPORARY PAVEMENT MARKING

STATION	TO	STATION	LOCATION	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH WHITE LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH WHITE LF	649.0505 TEMPORARY MARKING ARROW PAINT WHITE EACH	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH WHITE LF	649.0905 TEMPORARY MARKING DIAGONAL PAINT 12-INCH WHITE LF	REMARKS
STAGE 1													
BEGINNING	-	703+00 "TWWB"	STH 19/113 EB	--	--	--	--	--	400	--	--	--	
STAGE 2A													
706+00 "TWWB"	-	714+00 "TWWB"	STH 19 EB	--	--	--	460	--	--	--	--	--	
706+00 "TWWB"	-	714+00 "TWWB"	STH 19 WB	--	--	--	735	--	--	--	--	--	
N/A	-	N/A	STH 113 SB	--	--	1250	--	--	--	--	--	--	
N/A	-	N/A	STH 113 NB	700	--	--	--	--	--	--	--	--	
			STAGE 2A SUBTOTAL	700	0	1250	1195	0	0	0	0	0	
STAGE 3													
BEGINNING	-	704+00 "TWWB"	STH 19/113 EB	1100	230	740	--	45	--	2	--	--	
BEGINNING	-	704+00 "TWWB"	STH 19/113 WB	1000	120	--	840	--	--	--	--	--	
704+00 "TWWB"	-	714+00 "TWWB"	TEMP. INTERSECTION STH 19	2600	1400	--	--	--	--	7	68	60	
800+00 "TR113"	-	807+40 "TR113"	TEMP. INTERSECTION STH 113	1700	1480	--	--	390	--	5	55	--	
714+00 "TWWB"	-	740+00 "TWWB"	STH 19 EAST OF CTH I	3880	3880	1320	1320	--	--	--	--	--	
BEGINNING	-	800+00 "TR113"	STH 113 SB	575	850	2500	3300	--	--	--	--	--	
			STAGE 3 SUBTOTAL	10855	7960	4560	5460	435	0	14	123	60	
STAGE 4A													
100+00 "EB"	-	115+00 "EB"	STH 19/113 EB APPROACH	600	600	750	900	--	200	--	--	--	
100+00 "WB"	-	115+00 "WB"	STH 19/113 WB EXIT	1000	1000	500	500	--	--	--	--	--	
117+50 "EB"	-	122+00 "EB"	STH 19/113 EB EXIT	--	--	400	--	--	200	--	--	--	
117+50 "WB"	-	END PROJECT	STH 19/113 WB APPROACH	--	--	5000	4650	--	--	--	30	--	
N/A	-	N/A	STH 113 NB APPROACH	--	--	330	330	--	--	--	--	--	
200+00 "SB"	-	213+00 "SB"	STH 113 SB EXIT	--	--	950	950	--	200	--	--	--	
			STAGE 4A SUBTOTAL	1600	1600	7930	7330	0	600	0	30	0	
STAGE 4B													
BEGINNING	-	115+00 "EB"	STH 19/113 EB	--	--	1100	1950	--	--	--	--	--	
100+00 "WB"	-	115+00 "WB"	STH 19/113 WB	--	--	1500	1500	--	--	--	--	--	
200+00 "SB"		210+00 "SB"	STH 113 SB	--	--	800	1000	--	--	--	--	--	
			STAGE 4B SUBTOTAL	0	0	3400	4450	0	0	0	0	0	
			TOTAL	**22,715**		**35,575**		**435**	**1,000**	**14**	**153**	**60**	

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PAVEMENT MARKING SUMMARY

STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1545 MARKING LINE GROOVED WET REF CONTRAST EPOXY 4-INCH WHITE LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY TYPE 1 WHITE EACH	646.5020 MARKING ARROW EPOXY TYPE 2R WHITE EACH	646.5020 MARKING ARROW EPOXY TYPE 2 WHITE EACH	646.5020 MARKING ARROW EPOXY TYPE 3R WHITE EACH	646.5020 MARKING ARROW EPOXY TYPE 3 WHITE EACH	REMARKS
PROJECT LIMITS	-	CIRCLE	WEST LEG	4050	3371	615	932	3	--	2	3	--	
PROJECT LIMITS	-	CIRCLE	SOUTH LEG	6130	4667	497	600	--	3	2	--	3	
CIRCLE	-	PROJECT LIMITS	EAST LEG	5245	1583	3472	903	--	--	--	2	2	
CIRCLE	-	PROJECT LIMITS	NORTH LEG	2280	1557	--	183	--	--	1	1	--	
22+10 "C"	-	23+20 "C"	CIRCLE-WEST	--	--	--	106	--	--	--	--	--	
23+20 "C"	-	20+40 "C"	CIRCLE-SOUTH	--	--	--	135	1	--	--	--	1	
20+40 "C"	-	21+12 "C"	CIRCLE-EAST	--	--	--	131	--	--	1	--	1	
21+12 "C"	-	22+10 "C"	CIRCLE-NORTH	--	--	--	203	1	--	--	--	1	
--	-	--	CTH I SB	120	60	--	--						CTH I RUMBLE STRIPS
			SUBTOTAL	17825	11238	4584	3193	5	3	6	6	8	
			TOTAL	**29,063**		**4,584**	**3,193**			**28**			

CONTINUED BELOW

3

PAVEMENT MARKING SUMMARY (CONTINUED)

STATION	TO	STATION	LOCATION	646.5120 MARKING WORD EPOXY WHITE EACH	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH	REMARKS
PROJECT LIMITS	-	CIRCLE	WEST LEG	4	--	34	--	170	--	--	
PROJECT LIMITS	-	CIRCLE	SOUTH LEG	4	--	33	156	207	--	--	
CIRCLE	-	PROJECT LIMITS	EAST LEG	2	--	31	55	142	91	1	
CIRCLE	-	PROJECT LIMITS	NORTH LEG	3	--	--	36	99	54	1	
22+10 "C"	-	23+20 "C"	CIRCLE-WEST	--	30	--	--	--	--	--	
23+20 "C"	-	20+40 "C"	CIRCLE-SOUTH	--	28	--	--	--	--	--	
20+40 "C"	-	21+12 "C"	CIRCLE-EAST	--	30	--	51	--	--	--	
21+12 "C"	-	22+10 "C"	CIRCLE-NORTH	--	35	--	--	--	--	--	
			SUBTOTAL	13	123	98	298	618	145	2	
			TOTAL	**13**	**123**	**396**		**618**	**145**	**2**	

CONSTRUCTION STAKING

STATION	TO	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
STAGE 1							
705+00 "TWWB"	-	713+00 "TWWB"	LT & RT	800	800	800	
717+00 "TWWB"	-	741+43 "TWWB"	LT	2473	2473	2473	
702+00 "TWEB"	-	703+75 "TWEB"	RT	175	175	175	
700+00 "TWSB"	-	709+00 "TWSB"	LT	900	900	900	
			STAGE 1 SUBTOTAL	4348	4348	4348	
STAGE 2							
801+50 "TR113"		807+00 "TR113"	LT & RT	550	550	550	
STAGE 3							
106+00 "EB"	-	109+00 "EB"	LT & RT	300	300	300	
110+50 "EB"	-	115+48.04 "EB"	LT & RT	498	498	498	
5+75 "SWFB"	-	7+85 "SWFB"	LT & RT	210	210	210	
110+50 "WB"	-	115+50.21"WB"	LT & RT	500	500	500	
20+00 "C"	-	23+91.48 "C"	LT & RT	391	391	391	
117+2.42 "WB"	-	119+75"WB"	LT & RT	273	273	273	
128+55.42 "WB"	-	136+36.51 "WB"	LT & RT	781	781	781	SOUTH HALF STAKED IN STAGE 3 NORTH HALF STAKED IN STAGE 4
117+25.36 "EB"	-	128+59.84 "EB"	LT & RT	1134	1134	1134	
4+00 "SEFB"	-	6+50 "SEFB"	LT & RT	250	250	250	
200+00 "NB"	-	213+83.67 "NB"	LT & RT	1384	1384	1384	
205+50"SB"	-	213+83.93 "SB"	LT & RT	834	834	834	
216+30 "NB"	-	217+80 "NB"	LT & RT	150	150	150	
216+30 "SB"	-	225+00 "SB"	LT & RT	870	870	870	
2+00 "NWPB"	-	2+93 "NWPB"	LT & RT	93	93	93	
900+00 "TWEB"	-	907+54.34 "TWEB"	RT	754	754	754	
			STAGE 3 SUBTOTAL	8422	8422	8422	
STAGE 4							
100+00 "EB"	-	106+00 "EB"	LT & RT	600	600	600	
109+00 "EB"	-	110+50 "EB"	LT & RT	150	150	150	
100+00 "WB"	-	110+50 "WB"	LT & RT	1050	1050	1050	
119+75"WB"	-	128+55.42 "WB"	LT & RT	880	880	880	
215+83.40 "NB"	-	216+30 "NB"	LT & RT	47	47	47	
215+84.87 "SB"	-	216+30 "SB"	LT & RT	45	45	45	
1+20 "NWPB"	-	2+00 "NWPB"	LT & RT	80	80	80	
			STAGE 4 SUBTOTAL	2852	2852	2852	
			TOTAL	**16,172**	**16,172**	**16,172**	

CONSTRUCTION STAKING CURB AND GUTTER, CURB RAMP, BIKE RAMP, AND SIDEWALK ARE SHOWN ELSEWHERE.

CONSTRUCTION STAKING SUMMARY

LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS PROJECT 5290-02-70 LS	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL PROJECT 5290-02-70 LS	REMARKS
PROJECT WIDE	1	1	
TOTAL	**1**	**1**	

SAWING PAVEMENT

STATION	TO	STATION	OFFSET	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 1						
704+00 "TWWB"	-	715+00 "TWWB"	RT	1500	--	
707+50 "TWWB"	-	713+00 "TWWB"	LT	550	--	
716+00 "TWWB"	-	740+00 "TWWB"	LT	2400	--	
700+00 "TWEB"	-	703+20 "TWEB"	RT	380	--	
700+00 "TWSB"	-	709+00 "TWSB"	LT	900	--	
		STAGE 1 SUBTOTAL		5730	0	
STAGE 2A						
801+30 "TR113"	-	805+50 "TR113"	LT & RT	596	--	
807+00 "TR113"	-	807+50 "TR113"	LT & RT	485	--	
		STAGE 2A SUBTOTAL		1081	0	
STAGE 2B						
807+00 "TR113"	-	807+50 "TR113"	LT & RT	75	--	
STAGE 3						
106+00 "EB"	-	--	RT	26	--	
121+50 "WB"	-	136+36.51 "WB"	LT & RT	736	1499	
200+00 "NB"	-	--	LT & RT	35	--	
204+00 "SB"	-	209+00 "SB"	LT	540	--	
		STAGE 3 SUBTOTAL		1337	1499	
STAGE 4						
100+00 "EB"	-	106+00	RT	617	--	
100+00 "WB"	-	110+50 "WB"	LT & RT	1067	--	
733+75"TWWB"	-	737+00 "TWWB"	LT	325	12	
200+00 "SB"	-	204+00 "SB"	LT	415	--	
--	-	--	LT	120	--	CTH I RUMBLE STRIPS
		STAGE 4 SUBTOTAL		2544	12	
STAGE 5						
118+00 "WB"	-	119+25 "WB"	RT	125	--	
120+00 "EB"	-	123+00 "WB"	LT	300	--	
730+00 "TWWB"	-	738+50 "TWWB"	RT	850	--	
		STAGE 5 SUBTOTAL		1275	0	
			TOTAL	**12042**	**1511**	

3

CONDUIT RIGID NONMETALLIC SCHEDULE 40

FROM		TO	652.0225 2-INCH LF	652.0235 3-INCH LF	REMARKS
CABINET	-	PB1	--	40	
PB1	-	LB1	--	25	
PB1	-	PB2	--	75	
PB2	-	LB2	--	10	
PB2	-	LB3	175	--	
LB3	-	LB4	155	--	
PB2	-	PB3	--	65	
PB3	-	LB5	--	10	
PB3	-	PB4	--	85	
PB4	-	LB6	40	--	
PB4	-	PB5	--	60	
PB5	-	LB7	--	10	
PB5	-	LB8	165	--	
LB8	-	LB9	155	--	
PB5	-	PB6	--	50	
PB6	-	LB10	--	10	
PB6	-	PB7	--	55	
PB7	-	LB11	45	--	
PB7	-	PB8	--	80	
PB8	-	LB12	--	10	
PB8	-	LB14	145	--	
LB14	-	LB15	125	--	
LB15	-	LB16	145	--	
PB8	-	LB13	--	10	
PB8	-	PB9	--	80	
PB9	-	LB18	65	--	
PB9	-	LB17	--	10	
PB9	-	PB10	--	145	
PB10	-	LB19	--	5	
PB10	-	PB11	70	--	
PB10	-	LB20	145	--	
PB12	-	CABINET	--	50	
		SUBTOTAL	1430	885	
		TOTAL	**1430**	**885**	

LIGHTING BASES, POLES, AND ARMS

POLE NUMBER	STATION	LOCATION	654.0106 CONCRETE BASES TYPE 6 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0327 POLES TYPE 6 ALUMINUM EACH	657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 INCH CLAMP 8-FT EACH	657.0715 LUMINAIRE ARMS TRUSS TYPE 4 1/2 INCH CLAMP 15-FT EACH	659.1115 LUMINAIRES UTILITY LED A EACH	REMARKS REMARKS
LB1	117"WB"+85	42' LT	1	165	1	1	--	1	1	ONE 3" CONDUIT IN BASE
LB2	117"EB"+41	26' LT	1	165	1	1	1	--	1	ONE 3" CONDUIT IN BASE
LB3	119"WB"+11	11' RT	1	330	1	1	2	--	2	
LB4	120"WB"+69	15' RT	1	330	1	1	--	2	2	
LB5	117"EB"+30	35' RT	1	330	1	1	2	--	2	ONE 3" CONDUIT IN BASE
LB6	213"NB"+11	35' RT	1	330	1	1	2	--	2	ONE 3" CONDUIT IN BASE
LB7	213"NB"+76	18' RT	1	165	1	1	1	--	1	ONE 3" CONDUIT IN BASE
LB8	211"NB"+07	13' LT	1	330	1	1	--	2	2	
LB9	210"NB"+52	21' LT	1	330	1	1	--	2	2	
LB10	213"SB"+86	32' LT	1	330	1	1	2	--	2	ONE 3" CONDUIT IN BASE
LB11	114"EB"+78	38' RT	1	330	1	1	2	--	2	
LB12	115"EB"+35	28' LT	1	165	1	1	1	--	1	ONE 3" CONDUIT IN BASE
LB13	115"WB"+38	8' RT	1	165	1	1	1	--	1	ONE 3" CONDUIT IN BASE
LB14	11"EB"+00	14' LT	1	330	1	1	--	2	2	
LB15	112"EB"+71	23' LT	1	330	1	1	--	2	2	
LB16	111"EB"+24	10' LT	1	165	1	1	1	--	1	
LB17	215"NB"+99	86' LT	1	165	1	1	1	--	1	ONE 3" CONDUIT IN BASE
LB18	216"SB"+34	31' LT	1	330	1	1	--	2	2	
LB19	215"NB"+76	90' RT	1	165	1	1	--	1	1	ONE 3" CONDUIT IN BASE
LB20	217"SB"+86	20' RT	1	165	1	1	1	--	1	
		SUBOTAL	20	5115	20	20	17	14	31	
		TOTAL	**20**	**5,115**	**20**	**20**	**17**	**14**	**31**	

3

3

ELECTRICAL WIRE LIGHTING

FROM		TO	CABLE LENGTH	LIVE CONDUCTORS	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG (LIVE) (VARIES) LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG (GROUNDING) (GREEN) LF	REMARKS
CABINET	-	LB1	55	4	220	55	
LB1	-	LB2	115	4	460	115	
LB2	-	LB3	185	4	740	185	
LB3	-	LB4	165	4	660	165	
LB2	-	LB5	85	4	340	85	
LB5	-	LB6	140	4	560	140	
LB6	-	LB7	115	4	460	115	
LB7	-	LB10	70	4	280	70	
LB10	-	LB11	120	4	480	120	
LB7	-	LB8	185	4	740	185	
LB8	-	LB9	160	4	640	160	
PB7	-	PB8	90	1	90	--	TRACER WIRE ONLY
CABINET	-	LB19	40	4	160	40	
LB19	-	LB20	225	2	450	225	
LB19	-	LB17	170	4	680	170	
LB17	-	LB18	80	4	320	80	
LB17	-	LB13	110	4	440	110	
LB13	-	LB14	165	4	660	165	
LB14	-	LB15	135	4	540	135	
LB15	-	LB16	145	4	580	145	
LB13	-	LB12	30	2	60	30	
				SUBTOTAL	9,560	2,495	

TOTAL **12,055**

LAND MONUMENTS

STATION	OFFSET	SPV.0060.02 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.03 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.04 VERIFY LANDMARK REFERENCE MONUMENTS EACH	REMARKS
216+00 "SB"	20' RT	--	--	1	APPROXIMATE LOCATION ONLY
218+60 "SB"	35' LT	1	1	--	APPROXIMATE LOCATION ONLY
221+15 "SB"	30' RT	1	1	--	APPROXIMATE LOCATION ONLY
TOTAL		**2**	**2**	**1**	

PULL BOXES

NUMBER	STATION	LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24 X 42-INCH EACH	REMARKS
PB1	118+43 "WB"	52' LT	1	
PB2	118+47 "EB"	22' LT	1	
PB3	117+22 "EB"	35' RT	1	
PB4	213+70 "NB"	43' RT	1	
PB5	213+69 "NB"	15' LT	1	
PB6	213+92 "SB"	27' LT	1	
PB7	115+48 "EB"	43' RT	1	
PB8	115+34 "EB"	18' RT	1	
PB9	215+94 "NB"	93' RT	1	
PB10	215+73 "NB"	52' RT	1	
PB11	216+43 "NB"	35' RT	1	
		SUBTOTAL	11	

TOTAL **11**

LIGHTING CONTROL CABINET

LOCATION	654.0224 CONCRETE CONTROL CABINET BASES TYPE L24 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (STH 19 & STH 113 & CTH I INTERSECTION) LS	659.2124 LIGHTING CONTROL CABINETS 120/240 24-INCH EACH	REMARKS
NE QUADRANT	1	1	1	
TOTAL	**1**	**1**	**1**	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

5290-02-20

MAZOMANIE - SUN PRAIRIE

STH 113 INTERSECTION

STH 19

DANE COUNTY



CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS — CAUTION
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES — CAUTION
ELECTRIC POLE
TELEPHONE POLE
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)
ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
BRIDGE

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN — IP
VALVE (GAS, WATER, ETC.) — (TYPE)
SIGN
OFF-PREMISE SIGN — I-25
COMPENSABLE / NON-COMPENSABLE
PARCEL NUMBER 25
UTILITY NUMBER 40

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	RESTRICTED DEVELOPMENT	RDE
AND OTHERS	ET AL	EASEMENT	
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SECTION LINE	S/L
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	SUBDIVISION	SUBD
EXISTING	EX	TANGENT	TAN
FOUND	FD.	TELEPHONE PEDESTAL	TP
GAS VALVE	GV	TEMPORARY LIMITED	TLE
GRID NORTH	GN	EASEMENT	
HIGHWAY EASEMENT	HE	TRANSPORTATION PROJECT	TPP
IDENTIFICATION	ID	PLAT	
LAND CONTRACT	LC	UNITED STATES HIGHWAY	USH
LEFT	LT	VOLUME	V
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PART OF	PRT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

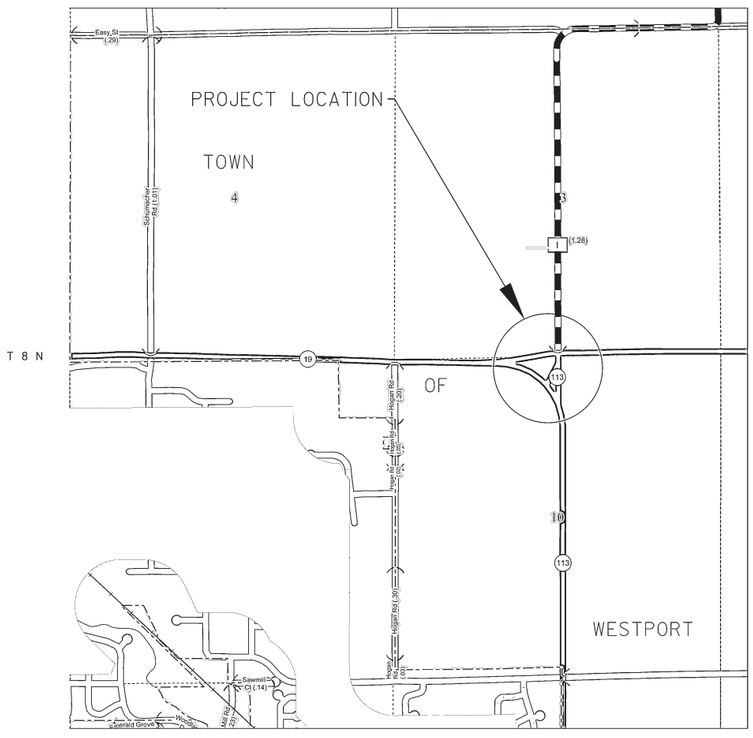
CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

R 9 E



R 9 E

LAYOUT
SCALE 0 1/4 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5290-02-20.

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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 HIGHWAY RIGHT OF WAY FOR STH 19 & STH 113 ESTABLISHED FROM PREVIOUS PROJECTS 5291-1-21, TO219(2), CSM 7474, CSM 4376 AND PLAT OF SURVEY (2004-00368).

EXISTING HIGHWAY RIGHT OF WAY FOR CTH I ESTABLISHED FROM PREVIOUS PROJECTS TO219(2), CSM 4376, CSM 13861, CSM 2182 AND PLAT OF SURVEY (94-0330).

EXISTING ACCESS CONTROL ALONG STH 19 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS 5291-1-21 AND TO219(2).

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5290-02-20 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : N:\PDS\RW-PLAT\52900200\040400.DWG
APPRAISAL PLAT DATE :
PLOT DATE :
PLOT BY : CLARK, CLYDE J
PLOT NAME :

TRANSPORTATION PROJECT PLAT NO: 5290-02-20 - 4.01

THAT PART OF LOTS 1 & 2, CSM 2182; LOTS 1 & 2, CSM 13861; LOT 1, CSM 7474 ALL LOCATED IN AND ALSO INCLUDING PART OF THE SW¼ OF THE SE¼ AND THE SE¼ OF THE SE¼ OF SECTION 3. ALSO THAT PART OF LOT 1, CSM 4376 LOCATED IN AND ALSO INCLUDING PART OF THE SE¼ OF THE SW¼ OF SECTION 3; ALSO THAT PART OF THE NW¼ OF THE NE¼ OF SECTION 10; ALL IN T 8 N, R 9 E, TOWN OF WESTPORT, DANE COUNTY, WISCONSIN.

RELOCATION ORDER STH 19 MAZOMANIE - SUN PRAIRIE (STH 113 INTERSECTION)

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.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5220562
03/15/2016 10:42 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5290-02-20 - 4.01
AMENDMENT NO:___
SHEET 1 OF 2

PI 100+00.00 "WB"
Y = 525444.714
X = 812137.120

PI 108+37.28 "WB"
Y = 525419.864
X = 812974.033
Delta = 8° 54' 25" LT
D = 1° 56' 27"
T = 229.92'
L = 458.91'
R = 2952.00'
DA = N 82° 47' 37" E
DB = S 88° 17' 57" E
PC = 106+07.36 "WB"

PI 111+20.36 "WB"
Y = 525455.490
X = 813255.794
Delta = 4° 15' 59" LT
D = 3° 56' 46"
T = 54.09'
L = 108.12'
R = 1452.00'
DB = N 82° 47' 37" E

PI 115+50.21 "WB"
Y = 525540.997
X = 813677.102

PI 117+63.46 "WB"
Y = 525489.733
X = 813883.415
Delta = 33° 48' 45" LT
D = 51° 9' 25"
T = 34.04'
L = 66.10'
R = 112.00'
DA = N 80° 31' 38" E
DB = S 65° 39' 37" E
PC = 117+29.42 "WB"
PCC = 117+95.51 "WB"

PI 118+11.13 "WB"
Y = 525497.907
X = 813932.399
Delta = 5° 43' 55" LT
D = 18° 21' 51"
T = 15.62'
L = 31.21'
R = 312.00'
DB = N 80° 31' 38" E
PCC = 117+95.51 "WB"
PT = 118+26.72 "WB"

PI 122+88.39 "WB"
Y = 525623.085
X = 814392.979
Delta = 15° 27' 02" RT
D = 2° 43' 42"
T = 284.88'
L = 566.30'
R = 2100.00'

PI 136+36.51 "WB"
Y = 525617.284
X = 815744.543
Delta = 0° 24' 10" RT

PI 137+36.52 "WB"
Y = 525616.152
X = 815844.543

PI 202+54.76 "SB"
Y = 524270.989
X = 813787.381
Delta = 3° 40' 14" LT
D = 1° 08' 04"
T = 161.81'
L = 323.51'
R = 5050.00'
DB = N 0° 21' 24" E
PC = 200+92.95 "SB"
PT = 204+16.46 "SB"

PI 213+55.09 "SB"
Y = 525369.590
X = 813723.770
Delta = 9° 02' 55" LT
D = 15° 39' 17"
T = 28.96'
L = 57.80'
R = 366.00'
DA = N 12° 21' 45" W
PC = 213+26.13 "SB"
PT = 213+83.93 "SB"

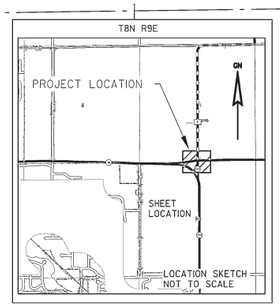
PI 216+07.74 "SB"
Y = 525614.556
X = 813770.338
Delta = 25° 45' 38" LT
D = 57° 17' 45"
T = 22.87'
L = 44.96'
R = 100.00'
DB = N 28° 06' 08" E
PC = 215+84.87 "SB"
PT = 216+29.83 "SB"

PI 219+07.84 "SB"
Y = 525915.179
X = 813782.631
Delta = 2° 10' 29" LT
D = 5° 12' 31"
T = 20.88'
L = 41.75'
R = 1100.00'
DA = N 0° 10' 02" E
PC = 218+86.96 "SB"
PT = 219+28.71 "SB"

PI 226+13.58 "SB"
Y = 526620.923
X = 813784.689

R/W Course Table			
100-101	N 80° 01' 43 "E	323.95'
	(N 80° 24' 59 "E)	(323.92')
101-102	N 42° 31' 57" E	255.95'
102-103	N 00° 21' 29" E	268.75'
103-104	N 44° 49' 58" W	21.13'
104-105	N 00° 23' 11" E	340.11'
105-106	N 45° 10' 02" E	21.03'
107-108	S 44° 44' 13" E	21.18'
108-109	S 00° 21' 29" W	340.03'
109-110	S 45° 27' 13" W	21.18'
110-111	S 00° 21' 29" W	171.07'
111-112	S 89° 36' 59" E	13.39'
112-113	S 00° 03' 40" W	179.90'
113-114	S 89° 41' 36" E	82.44'
114-115	S 45° 34' 08" E	175.26'
115-116	N 89° 06' 06" E	1092.95'
116-117	S 89° 41' 36" E	290.85'
117-118	S 85° 41' 20" E	100.24'
	(S 87° 02' 03" E)	(100.24')
118-119	S 89° 41' 36" E	300.00'
120-121	N 89° 41' 36" W	690.81'
121-122	S 00° 25' 09" W	68.05'
122-123	S 89° 06' 06" W	843.68'
123-124	S 73° 18' 31" W	290.33'
124-125	S 62° 03' 39" W	147.49'
125-126	S 02° 05' 21" E	723.23'

UTILITY SCHEDULE & INTEREST REQUIRED		
UTILITY NUMBER	UTILITY OWNERS	INTEREST REQUIRED
100	MADISON GAS & ELECTRIC - GAS	RELEASE OF RIGHTS
101	AMERICAN TRANSMISSION COMPANY	RELEASE OF RIGHTS
102	AT&T	RELEASE OF RIGHTS
103	TDS TELECOM	RELEASE OF RIGHTS



TLE Station & Offset Table		
Point No.	Station	Offset
T1	218+08.80 "SB"	77.39'
T2	221+23.49 "SB"	80.05'
T3	221+84.67 "SB"	49.83'
T4	224+37.16 "SB"	47.00'
T5	224+37.07 "SB"	72.00'
T6	221+23.55 "SB"	70.95'
T7	221+15.76 "SB"	45.92'
T8	221+15.72 "SB"	30.92'
T9	220+58.98 "SB"	30.74'
T10	220+58.93 "SB"	45.74'
T11	219+88.98 "SB"	45.50'
T12	219+88.90 "SB"	70.50'
T13	219+48.92 "SB"	70.37'
T14	218+53.41 "SB"	46.09'
T15	218+53.61 "SB"	51.08'
T16	218+08.65 "SB"	52.88'
T17	218+08.45 "SB"	47.88'
T18	121+49.38 "WB"	86.41'
T19	121+51.28 "WB"	96.22'
T20	125+70.00 "WB"	61.44'
T21	125+70.00 "WB"	51.43'
T22	135+34.58 "WB"	52.84'
T23	135+34.59 "WB"	62.84'
T24	136+09.79 "WB"	62.76'
T25	136+09.83 "WB"	52.76'
T26	219+49.01 "SB"	43.81'

R/W Station & Offset Table		
Point No.	Station	Offset
100	111+49.75 "WB"	165.29'
101	114+76.40 "WB"	156.98'
102	218+60.00 "SB"	34.13'
103	221+30.08 "SB"	35.03'
104	221+45.02 "SB"	49.97'
105	224+85.13 "SB"	48.67'
106	225+00.00 "SB"	33.80'
107	225+00.05 "SB"	32.21'
108	224+85.05 "SB"	47.16'
109	221+45.03 "SB"	46.02'
110	221+30.13 "SB"	30.97'
111	219+59.06 "SB"	30.40'
112	219+59.01 "SB"	43.79'
113	217+80.88 "SB"	48.98'
114	217+83.80 "SB"	131.36'
115	119+52.47 "WB"	132.86'
116	130+18.49 "WB"	60.39'
117	133+09.35 "WB"	60.08'
118	134+09.33 "WB"	52.98'
119	137+08.96 "WB"	53.17'
120	137+09.71 "WB"	71.83'
121	130+18.39 "WB"	71.61'
122	130+18.18 "WB"	139.66'
123	121+48.60 "WB"	116.75'
124	118+50.18 "WB"	129.00'
125	212+91.49 "SB"	146.44'
126	205+68.42 "SB"	130.98'

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 NEW	EXISTING	TOTAL	TLE ACRES OR S.F.
1	VIOLA G KALTENBERG REVOCABLE TRUST	TLE				0.019
2	KALTENBERG FARM PARTNERSHIP LLP	FEE & TLE	0.121	0.541	0.662	0.304
3	BRIAN M & KATRINA L ANDERSON	FEE	0.018	0.041	0.059	
4	WILLIAMSON LIVING TRUST	FEE & TLE	0.104	0.214	0.318	0.290
6	WILLIAM GRULKE II & JODY GRULKE	TLE				0.052
7	THE TIMMY K VOLTZ TRUST	TLE				491 SF
8	MARK A WILLIAMSON	TLE				0.017
9	WAUNA-DAIRY LLC	FEE	0.987		0.987	
	ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED.					

WAUNAKEE TELEPHONE COMPANY
VOL 198, P 250, DOC 1272380 - PARCEL 7
VOL 207, P 301, DOC 1275527 - PARCELS 4 & 8
VOL 406, P 553, DOC 1097996 - PARCEL 9
VOL 198, P 257, DOC 1272387 - PARCEL 1
VOL 198, P 249, DOC 1272379 - PARCEL 6
DOC 3633628 - PARCEL 3
DOC 3633629 - PARCEL 4
DOC 3633630 - PARCEL 6
DOC 3633631 - PARCEL 7
DOC 3633632 - PARCEL 4

AMERICAN TRANSMISSION COMPANY
DOC 4438932 - PARCEL 9
DOC 4454647 - PARCEL 2
DOC 4454648 - PARCEL 1

MADISON GAS AND ELECTRIC COMPANY
VOL 13469, P 47, DOC 2168965 - PARCELS 1 & 2

WAUNAKEE UTILITIES
DOC 3760637 - PARCELS 1 & 2

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 19 & STH 113 ESTABLISHED FROM PREVIOUS PROJECTS 5291-1-21, TO219(2), CSM 7474, CSM 4376 AND PLAT OF SURVEY (2004-00368).

EXISTING HIGHWAY RIGHT OF WAY FOR CTH I ESTABLISHED FROM PREVIOUS PROJECTS TO219(2), CSM 4376, CSM 13861, CSM 2182 AND PLAT OF SURVEY (94-0330).

EXISTING ACCESS CONTROL ALONG STH 19 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS 5291-1-21 AND TO219(2).

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

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

FOUND IRON PINS ARE 1", UNLESS OTHERWISE NOTED.

SCALE, FEET
0 100 200

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.

WISCONSIN Keif S. Callaway S-2607 Sun Prairie, WI LAND SURVEYOR

SIGNATURE: _____ DATE: 3/14/2016
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:3/14/2016
PRINT NAME: Cory Schlagel

FILE NAME : N:\PDS\RW-PLAT\52900200\040401.DWG
APPRAISAL PLAT DATE : MARCH 14, 2016
PLOT DATE : 3/14/2016 11:27 AM PLOT BY : CLARK, CLYDE J PLOT NAME : PLOT SCALE : **********

5290-02-20 4.01

MADISON GAS AND ELECTRIC
UNDERGROUND GAS

EXISTING R/W (TYP.)

TDS
UNDERGROUND
FIBER OPTIC

STA. 806+58.50 29' LT
ELEV. 931.20

800"TR113"
802"TR113"
804"TR113"
806"TR113"
851+00"TSW"

937.990
9809

TDS UNDERGROUND
TELEPHONE

AT&T
UNDERGROUND
FIBER OPTIC

STA. 805+23.4 48.4' RT
ELEV. 929.37

1-152 LF CULVERT PIPE TEMPORARY 24-INCH REQUIRED

EXTENSION INVERT ELEV. 930.87
1-12 LF CONCRETE PIPE REINFORCED CLASS IV 24-INCH

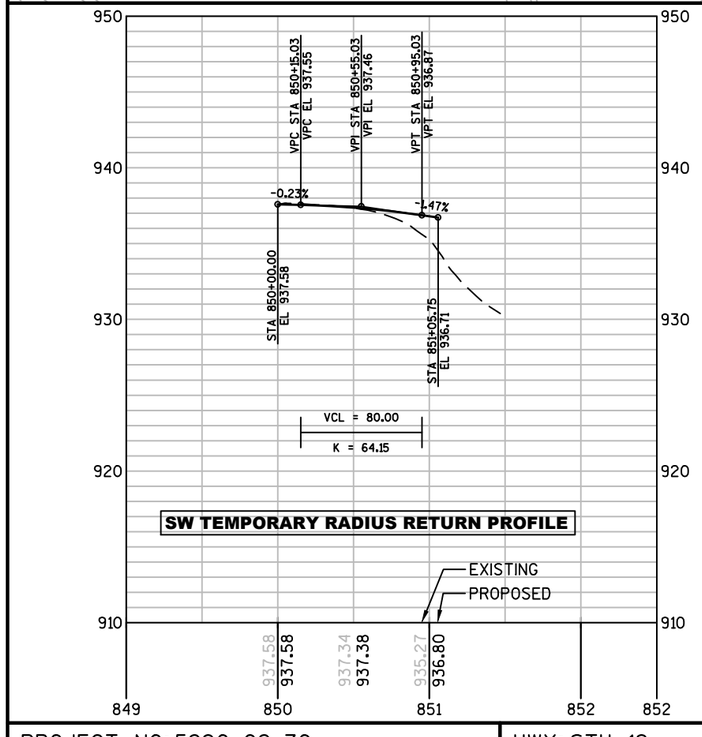
CONCRETE COLLAR

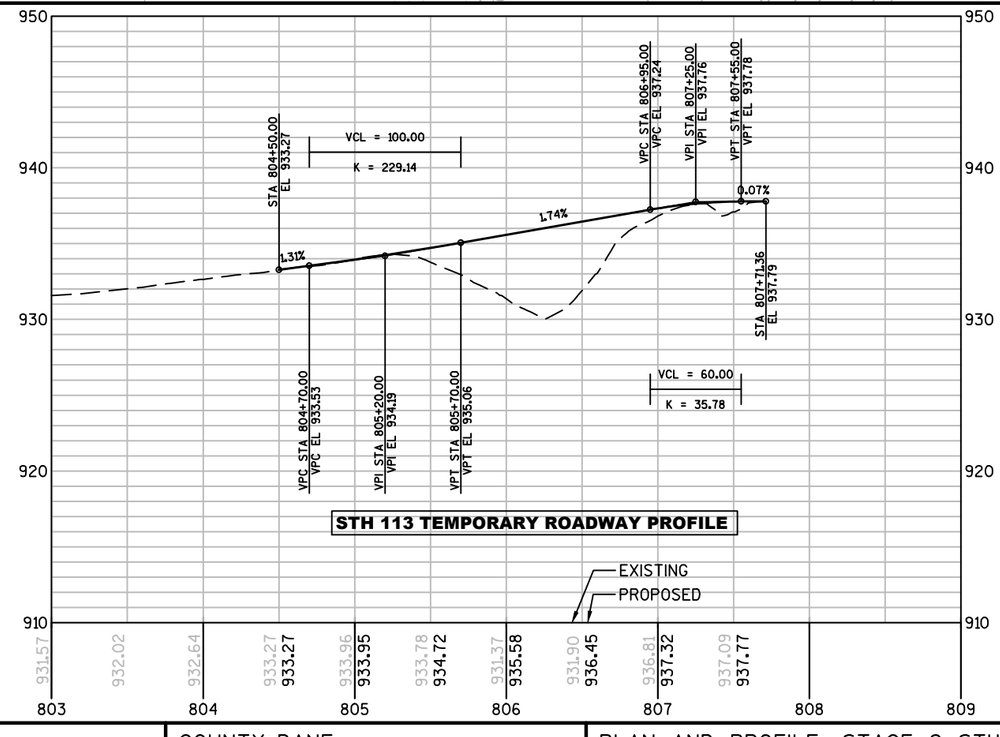
876"TSE"

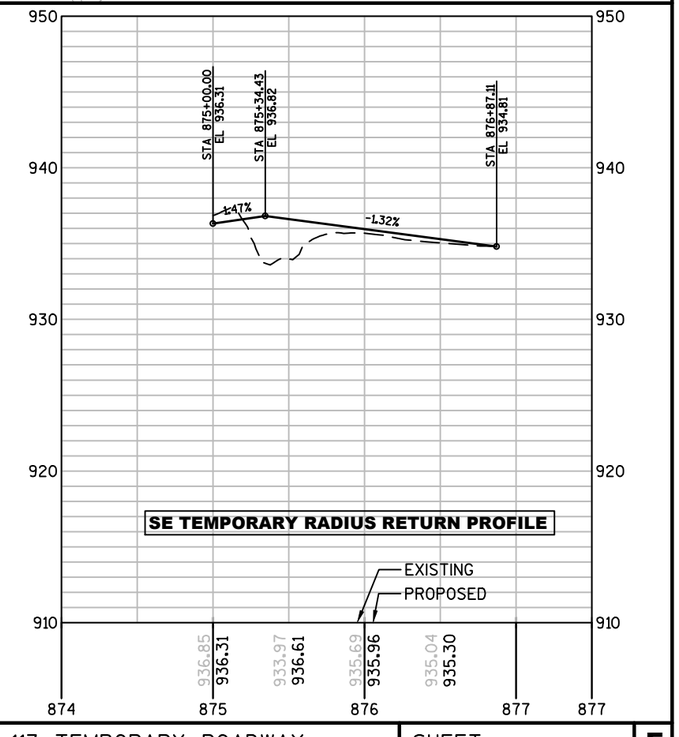
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BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533







PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STAGE 2 STH 113 TEMPORARY ROADWAY	SHEET 178 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\PLAN AND PROFILE FOR STAGE 2.DWG
LAYOUT NAME - PLAN AND PROFILE FOR STAGE 2 - STAGE 2

PLOT DATE : 4/19/2017 8:26 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : Custom

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533

BEGIN PROJECT
STA. 100+00.00 "WB"

AT&T UNDERGROUND FIBER OPTIC

TDS UNDERGROUND TELEPHONE

STA. 110+00 "WB"
REMOVE EXISTING 1-24" CMCP

9809
937.990
BM

N

MATCHLINE STA. 112+00 "WB"

100+00"WB" 101+00"WB" 102+00"WB" 103+00"WB" 104+00"WB" 105+00"WB" 106+00"WB" 107+00"WB" 108+00"WB" 109+00"WB" 110+00"WB" 111+00"WB" 112+00

SAWCUT REQ'D

CAUTION

STH 19/113

100+00"EB" 101+00"EB" 102+00"EB" 103+00"EB" 104+00"EB" 105+00"EB" 106+00"EB" 107+00"EB" 108+00"EB" 109+00"EB" 110+00"EB" 111+00"EB" 112+00

0+00"SWFB" 1+00"SWFB" 2+00"SWFB" 3+00"SWFB"

MADISON GAS AND ELECTRIC UNDERGROUND GAS

TDS UNDERGROUND FIBER OPTIC

STA. 104+50 "EB"
REMOVE EXISTING 1-18" CMCP

SLOPE INTERCEPT (TYP.)

EXISTING R/W (TYP.)

5

WB PROFILE

STA 100+00.00"WB"
EL 944.62

-0.88%

VPC STA 108+55.00"WB"
VPC EL 937.50

VCL = 180.00

K = 560.09

-0.56%

VPI STA 110+60.00"WB"
VPI EL 936.658

VPC STA 106+40.00"WB"
VPC EL 938.99

VPI STA 107+30.00"WB"
VPI EL 938.20

EXISTING GROUND

PROPOSED PROFILE

VPT STA 108+20.00"WB"
VPT EL 937.69

VCL = 410.00

K = 333.08

EXISTING

PROPOSED

945.00 940.00 935.00 930.00 925.00

945.55 945.07 944.62 944.62 944.14 944.18 943.74 943.74 943.36 943.30 942.92 942.86 942.43 942.42 941.98 941.98 941.55 941.54 941.10 941.10 940.58 940.66 940.14 940.22 939.73 939.78 939.26 939.34 938.82 938.90 938.37 938.49 938.14 938.13 938.19 937.81 938.25 937.53 937.55 937.22 936.73 936.83 933.48 936.37 933.15 935.84 932.84 935.23 932.54 934.55 932.09 933.79

99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00

EB PROFILE

STA 100+00.00"EB"
EL 942.63

-0.75%

VCL = 380.00

K = 1080.93

VPC STA 108+75.00"EB"
VPC EL 936.77

VCL = 450.00

K = 300.00

VPI STA 111+00.00"EB"
VPI EL 935.874

PROPOSED PROFILE

-0.40%

EXISTING GROUND

VPC STA 104+80.00"EB"
VPC EL 939.02

VPI STA 106+70.00"EB"
VPI EL 937.59

STA 109+60.00
EL 930.35

STA 111+30.00
EL 928.18

-1.27%

VPT STA 108+60.00"EB"
VPT EL 936.83

SPECIAL DITCH RT

EXISTING

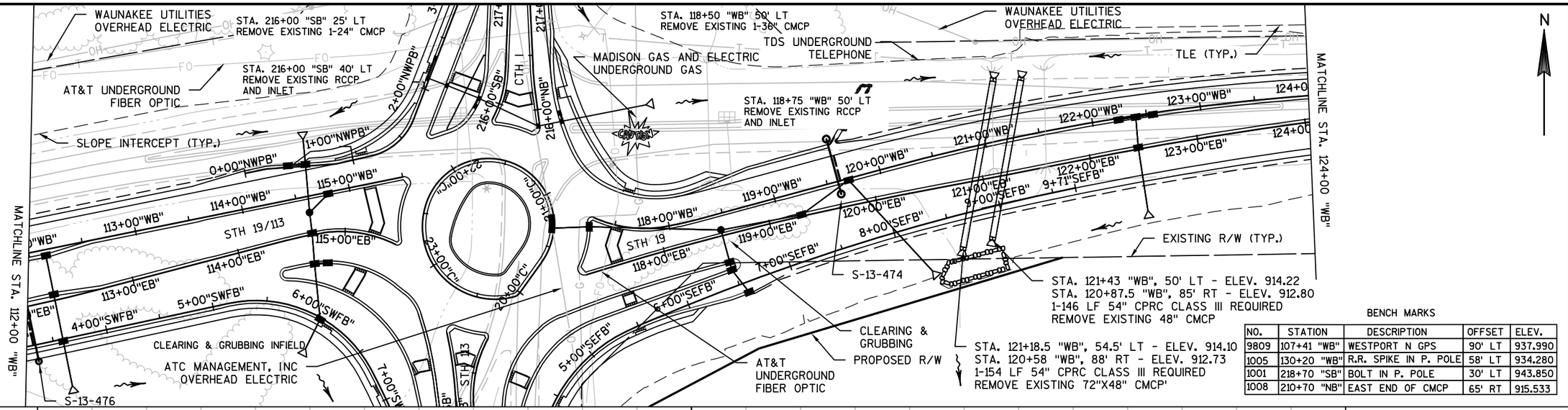
PROPOSED

950.00 945.00 940.00 935.00 930.00 925.00

943.45 943.10 942.63 942.63 942.16 942.25 941.93 941.88 941.74 941.50 941.37 941.13 940.85 940.75 940.48 940.37 940.10 940.00 939.61 939.62 939.22 939.25 938.77 938.87 938.48 938.52 938.03 938.19 937.49 937.88 936.91 937.59 935.28 937.33 933.27 937.09 932.51 936.87 935.15 936.66 936.46 936.38 936.88 936.01 933.92 935.56 931.40 935.03 933.42 934.41 933.97 933.71

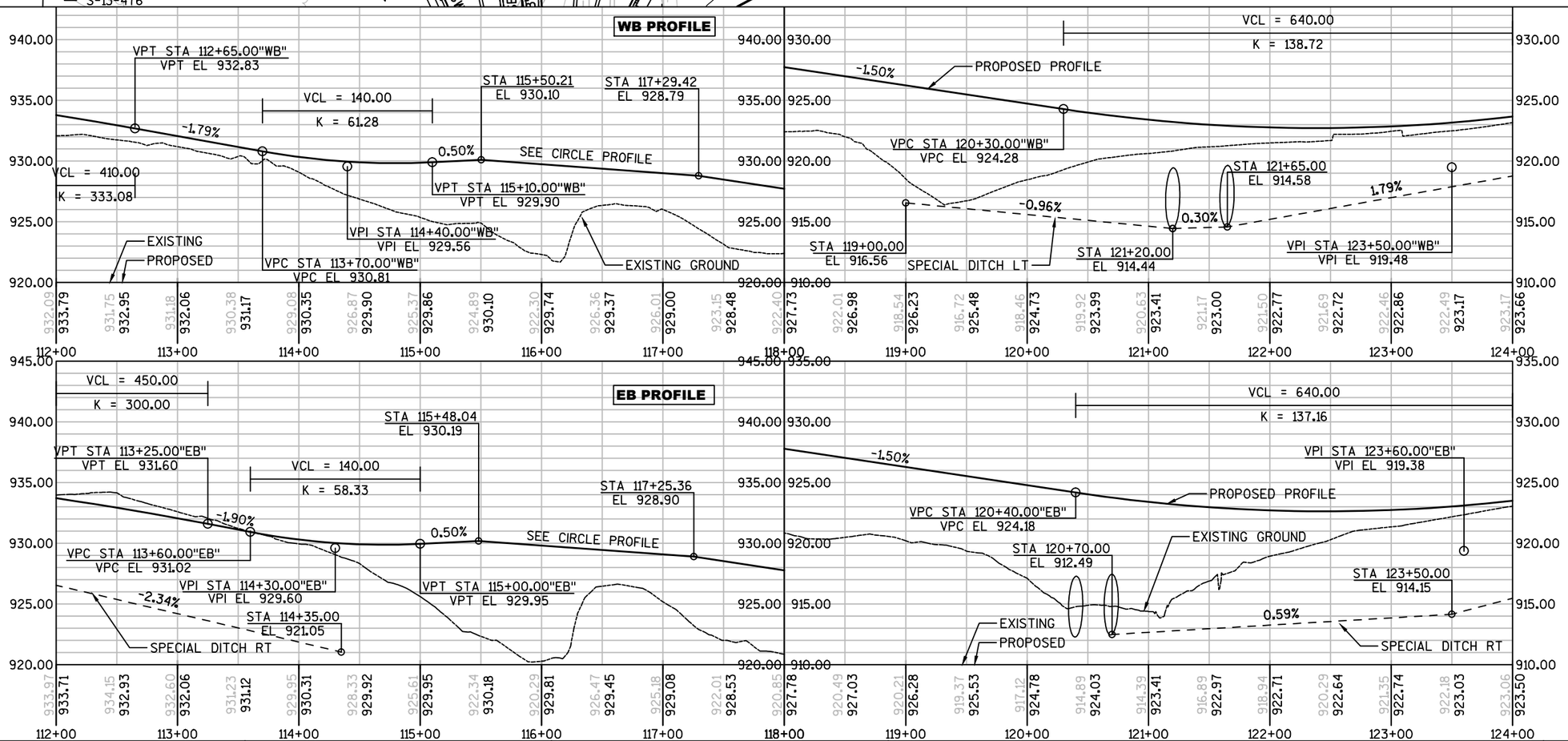
99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00 111+00 112+00

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 19 EB & WB	SHEET 179	E



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533

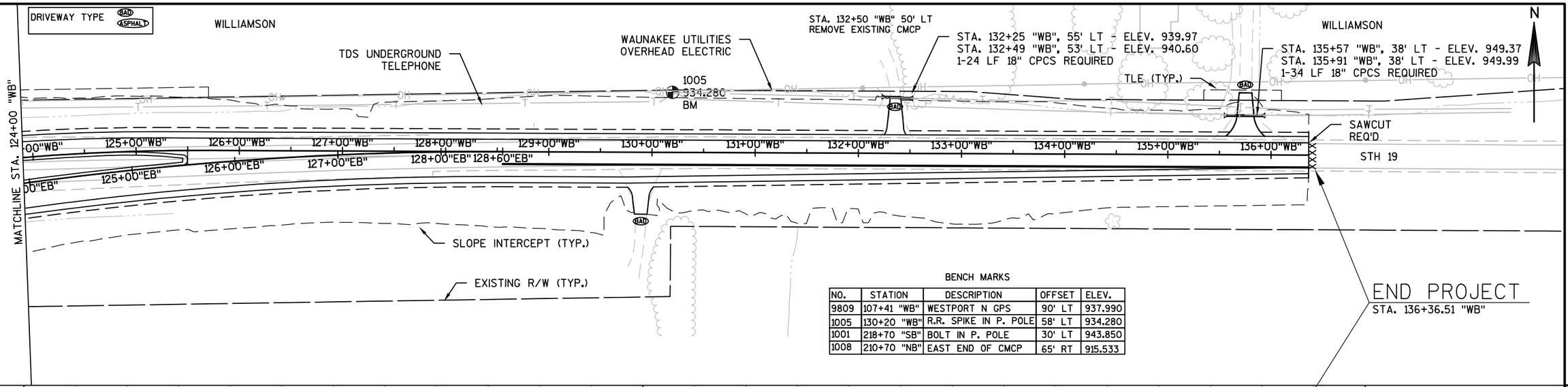


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 19 EB & WB	SHEET 180 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\PLAN AND PROFILE MAINLINE.DWG
LAYOUT NAME - PLAN AND PROFILE MAINLINE - EB AND WB SHEET 2

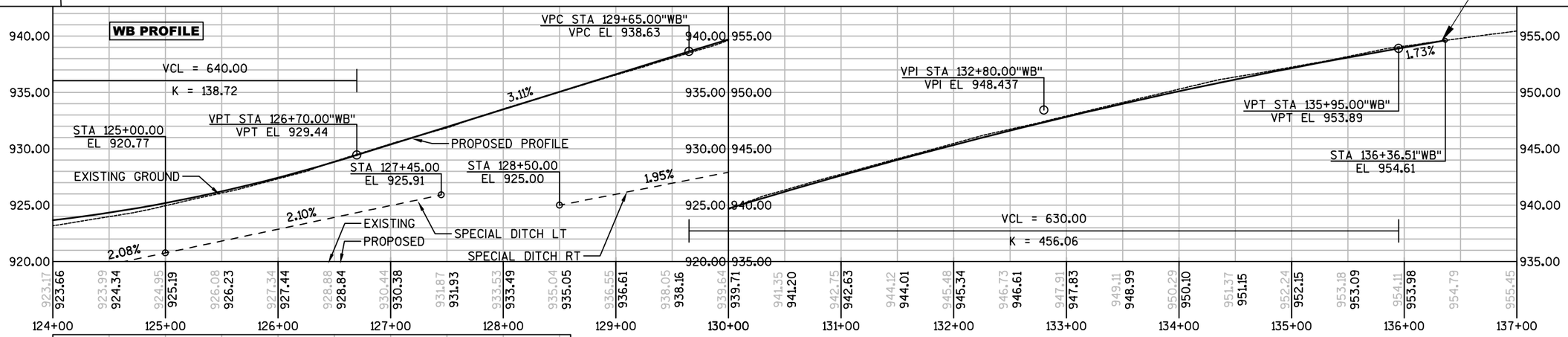
PLOT DATE : 7/17/2017 12:40 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

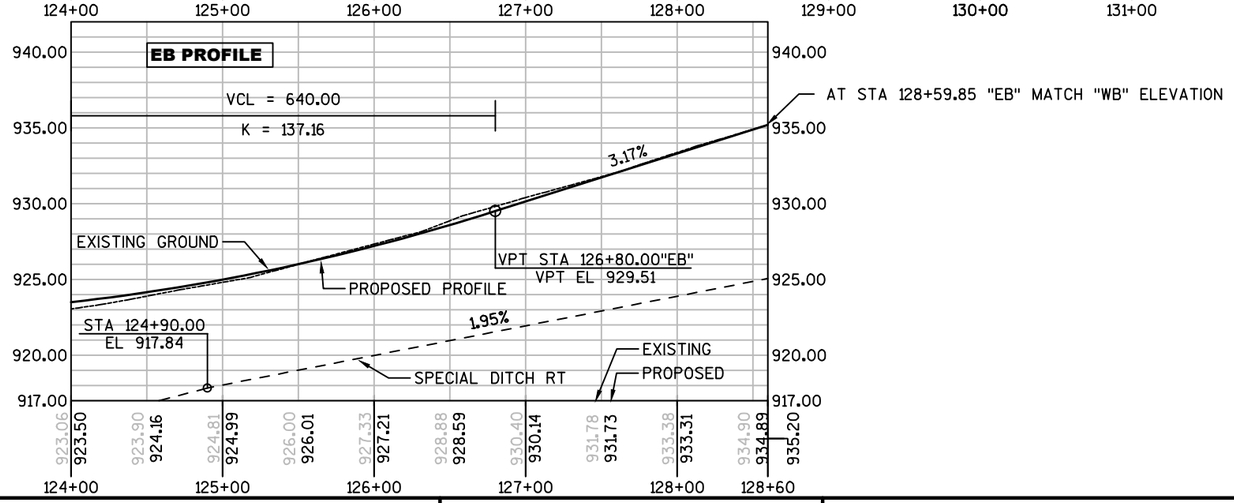
WISDOT/CADDS SHEET 44



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533





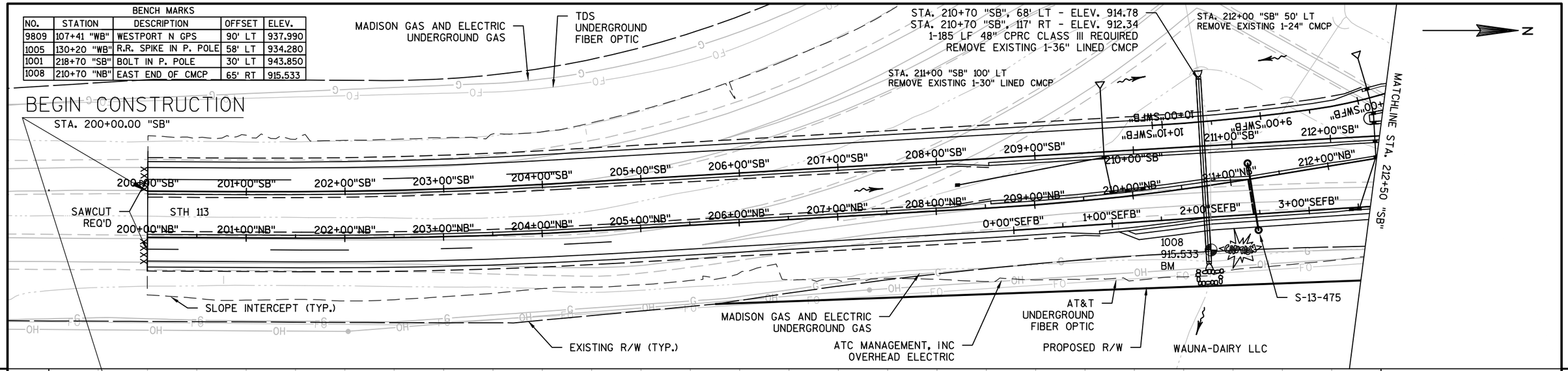
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 19 EB & WB	SHEET 181 E

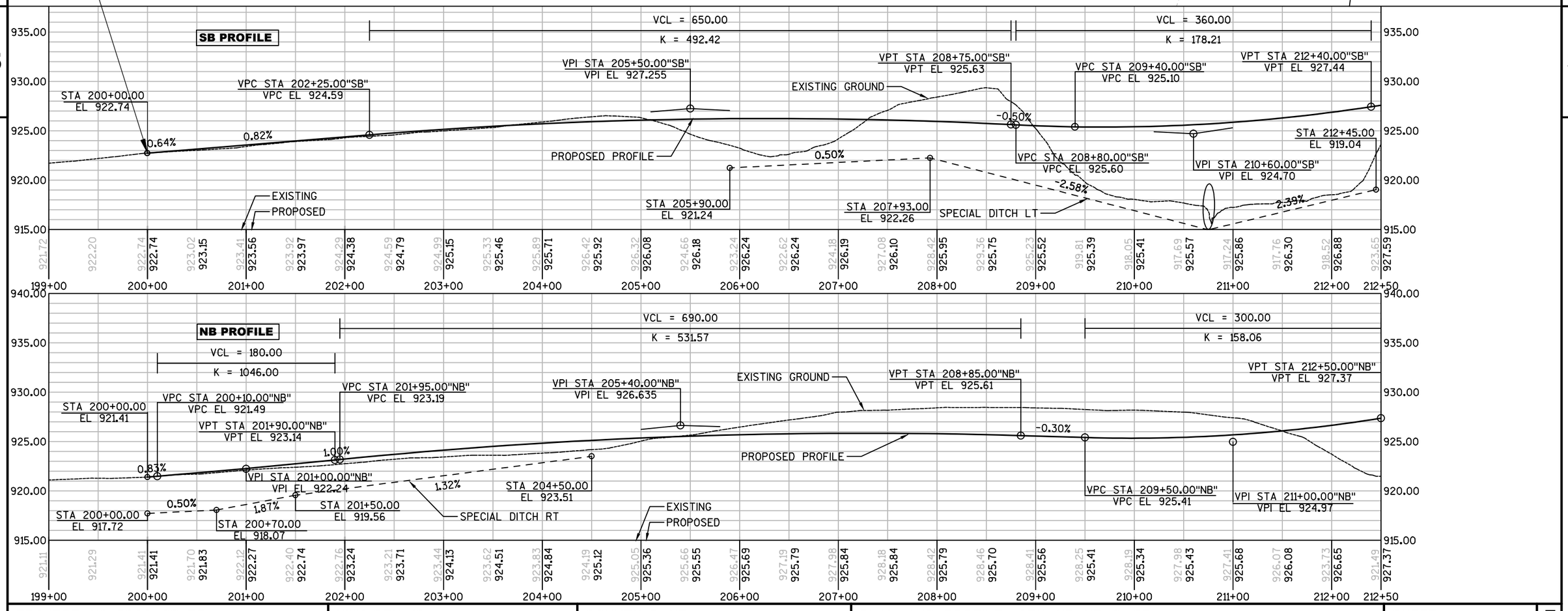
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\PLAN AND PROFILE MAINLINE.DWG
LAYOUT NAME - PLAN AND PROFILE MAINLINE - EB AND WB SHEET 3

PLOT DATE : 7/17/2017 12:40 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

BENCH MARKS				
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533





PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 113 NB & SB	SHEET 182 E

STA. 216+00 "SB" 25' LT
REMOVE EXISTING 1-24" CMCP

STA. 216+00 "SB" 40' LT
REMOVE EXISTING RCCP

DRIVEWAY TYPE (RAD) (ASPHALT)

STA. 221+51 "SB", 27' LT - ELEV. 941.08
STA. 221+51 "SB", 34.5' RT - ELEV. 939.04
1-62 LF 24" CP CLASS III-A REQUIRED

STA. 222+50 "SB"
REMOVE EXISTING 1-24" CMCP

KALTENBERG FARM PARTNERSHIP LLP

MADISON GAS AND ELECTRIC
UNDERGROUND GAS

TDS UNDERGROUND
TELEPHONE

ATC POLE LOCATION

TLE (TYP.)
CLEARING &
GRUBBING

ATC MANAGEMENT, INC
OVERHEAD ELECTRIC

1001
943.850
BM

BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533

N

MATCHLINE STA. 212+50 "SB"

213+00"SB"
213+00"NB"
STH 113
7+00"SWFB"
115+00"EB"
115+00"WB"
2+00"NWPB"
3+00"NWPB"
4+00"NWPB"
4+84"NWPB"
23+00"C"
20+00"C"
21+00"C"
216+00"SB"
217+00"SB"
218+00"SB"
219+00"SB"
220+00"SB"
221+00"SB"
222+00"SB"
223+00"SB"
224+00"SB"
225+00"SB"
CTH I
4+00"SEFB"
5+00"SEFB"
6+00"SEFB"
216+00"NB"
217+00"NB"
218+00"NB"
219+00"NB"
STH 19
118+00"EB"
118+00"WB"

ATC POLE LOCATION

AT&T
UNDERGROUND
FIBER OPTIC

WILLIAMSON

EXISTING R/W (TYP.)

WAUNAKEE UTILITIES
OVERHEAD ELECTRIC

WAUNAKEE UTILITIES
UNDERGROUND ELECTRIC

GRULKE

SLOPE INTERCEPT (TYP.)

TLE (TYP.)

WILLIAMSON LIVING TRUST

TLE (TYP.)

PROPOSED
R/W (TYP.)

TDS UNDERGROUND
TELEPHONE

SAWCUT
REQ'D

END CONSTRUCTION
STA. 225+00.00 "SB"

ASPHALT

XXXX

OH

SB PROFILE

VCL = 110.00
K = 41.13

STA 215+84.87"SB"
EL 929.50

SEE CIRCLE PROFILE

1.52%
1.24%
3.91%

STA 213+83.93"SB"
EL 929.63

VPC STA 216+45.00"SB"
VPC EL 930.25

VPI STA 217+00.00"SB"
VPI EL 930.93

VPC STA 218+05.00"SB"
VPC EL 935.03

VPT STA 217+55.00"SB"
VPT EL 933.08

EXISTING
PROPOSED

VPI STA 220+90.00"SB"
VPI EL 946.180

0.47%

EXISTING GROUND
PROPOSED PROFILE

STA 225+00.00"SB"
EL 948.09

VPT STA 223+75.00"SB"
VPT EL 947.51

VCL = 570.00
K = 165.46

940.00 935.00 930.00 925.00 920.00
950.00 945.00 940.00 935.00 930.00

923.65 927.59 927.97 928.35 925.72 929.11 920.25 929.62 920.41 929.59 921.54 929.56 926.69 929.53 927.34 929.69 928.42 930.31 930.02 931.30 932.66 932.89 935.55 934.84 938.06 936.73 940.26 938.48 942.06 940.07 943.42 941.51 944.52 942.80 945.25 943.94 945.72 944.93 946.29 945.77 946.57 946.45 946.93 946.99 947.24 947.37 947.50 947.62 947.74 947.86 948.09 948.09 948.52 949.03

212+50 213+00 214+00 215+00 216+00 217+00 218+00 219+00 219+50 220+00 221+00 222+00 223+00 224+00 225+00 226+00

NB PROFILE

VPT STA 212+50.00"NB"
VPT EL 927.37

VCL = 570.00
K = 156.10

EXISTING GROUND
PROPOSED PROFILE

AT STA 219+56.35 "NB" MATCH "SB" ELEVATION

VPI STA 217+0.00"NB"
VPI EL 930.44

STA 213+83.67
EL 929.50

STA 215+83.40
EL 929.18

SEE CIRCLE PROFILE

1.60%
1.07%
4.08%

VPC STA 218+05.00"NB"
VPC EL 934.72

VPT STA 217+60.00"NB"
VPT EL 932.89

VPC STA 216+40.00"NB"
VPC EL 929.79

EXISTING
PROPOSED

940.00 935.00 930.00 925.00 920.00
945.00 940.00 935.00 930.00 925.00 920.00

921.49 927.37 926.48 928.17 927.35 928.97 926.55 929.48 926.45 929.40 926.51 929.32 926.37 929.24 926.76 929.36 927.90 929.91 929.58 930.89 932.31 932.49 935.21 934.52 937.76 936.50 940.03 938.32 941.88 939.97

212+50 213+00 214+00 215+00 216+00 217+00 218+00 219+00 219+50

5

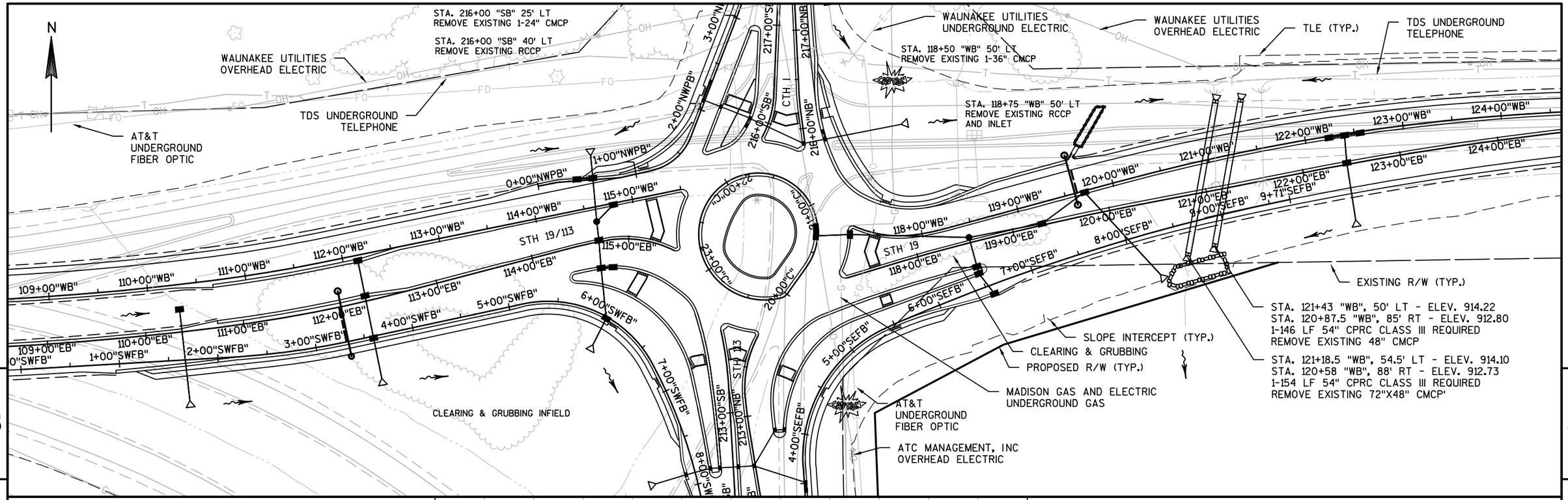
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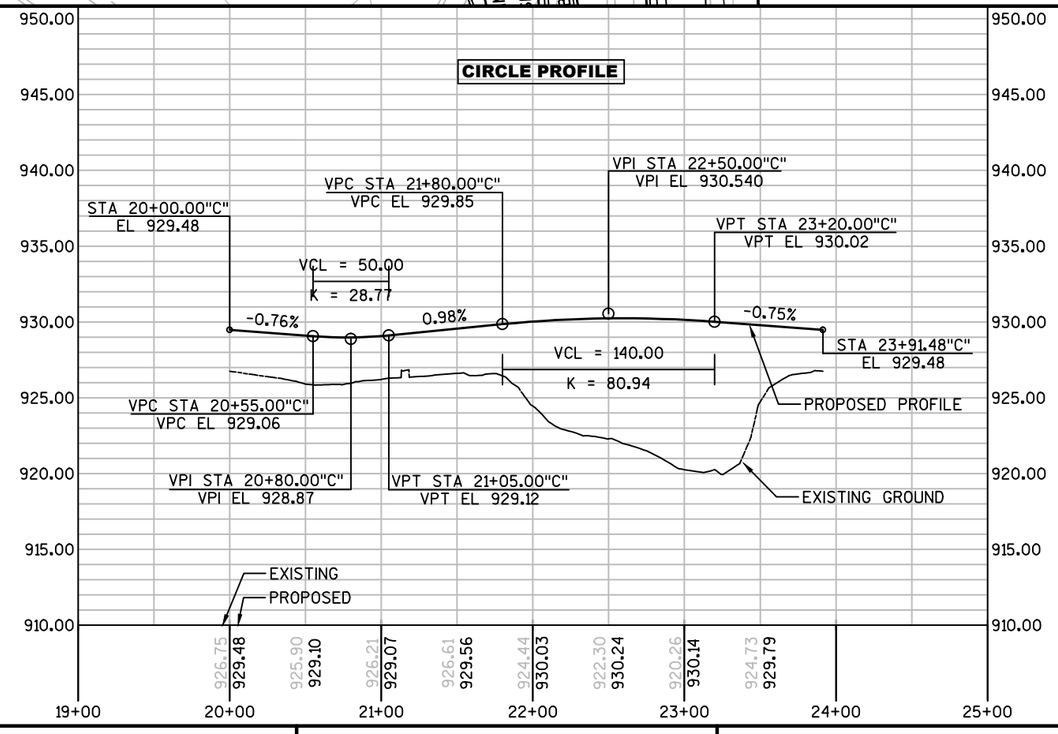
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: STH 113 NB & SB	SHEET	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\PLAN AND PROFILE MAINLINE.DWG
LAYOUT NAME - PLAN AND PROFILE MAINLINE - NB AND SB SHEET 2

PLOT DATE : 7/17/2017 12:40 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

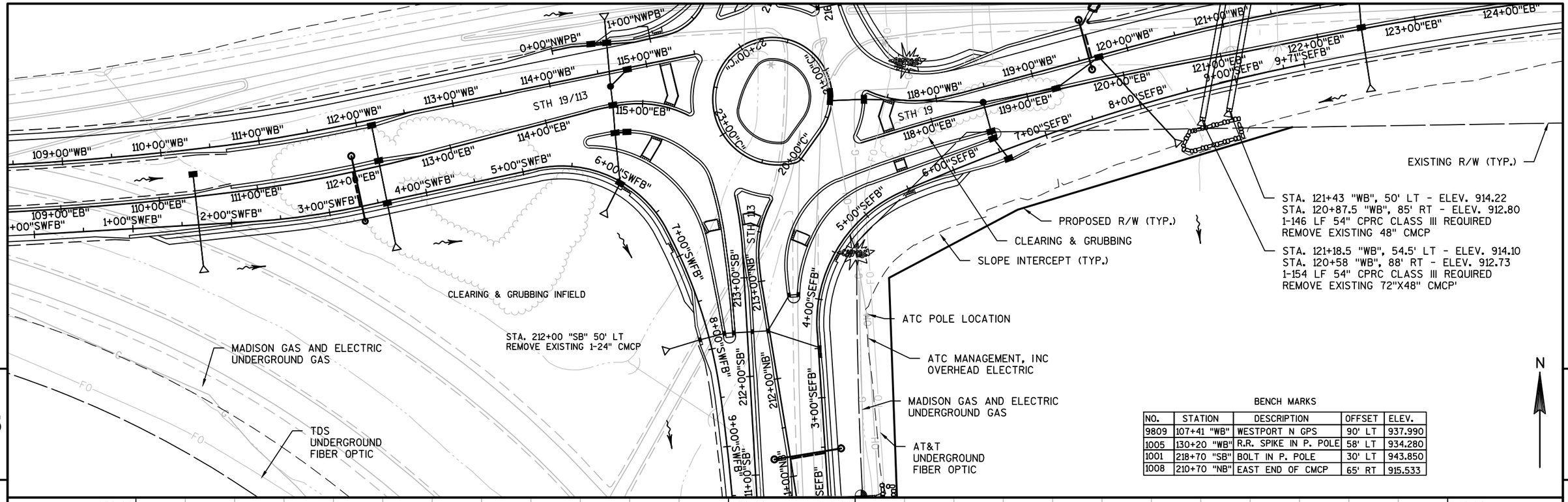




BENCH MARKS

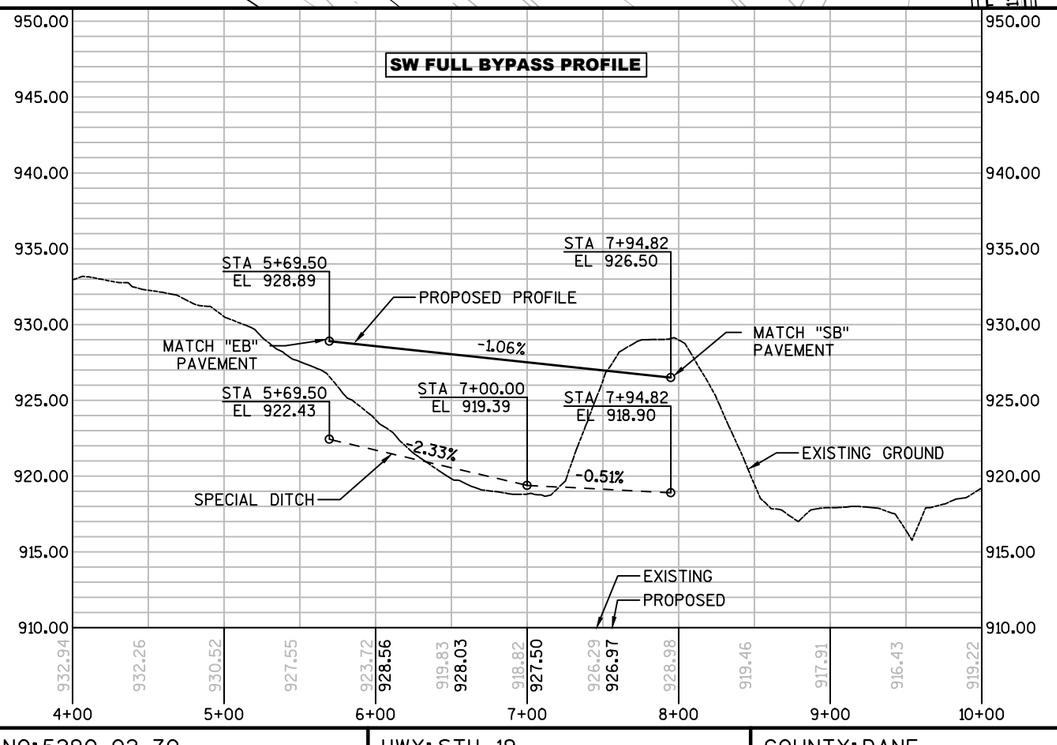
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533

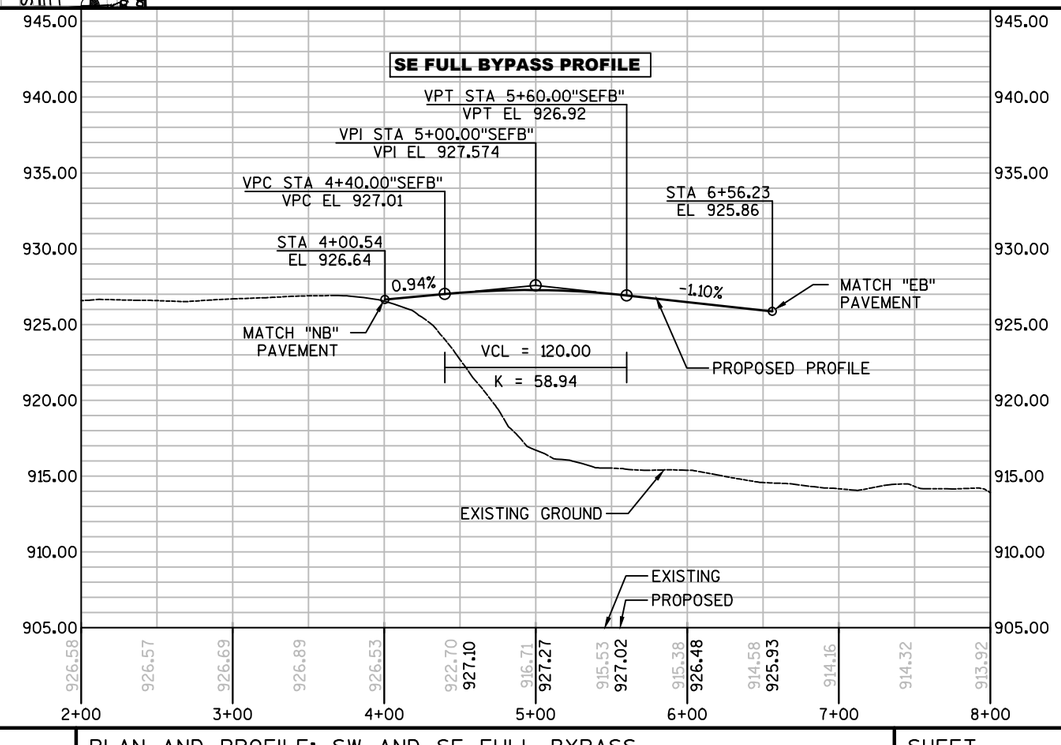
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: ROADWAY CIRCLE	SHEET 184	E



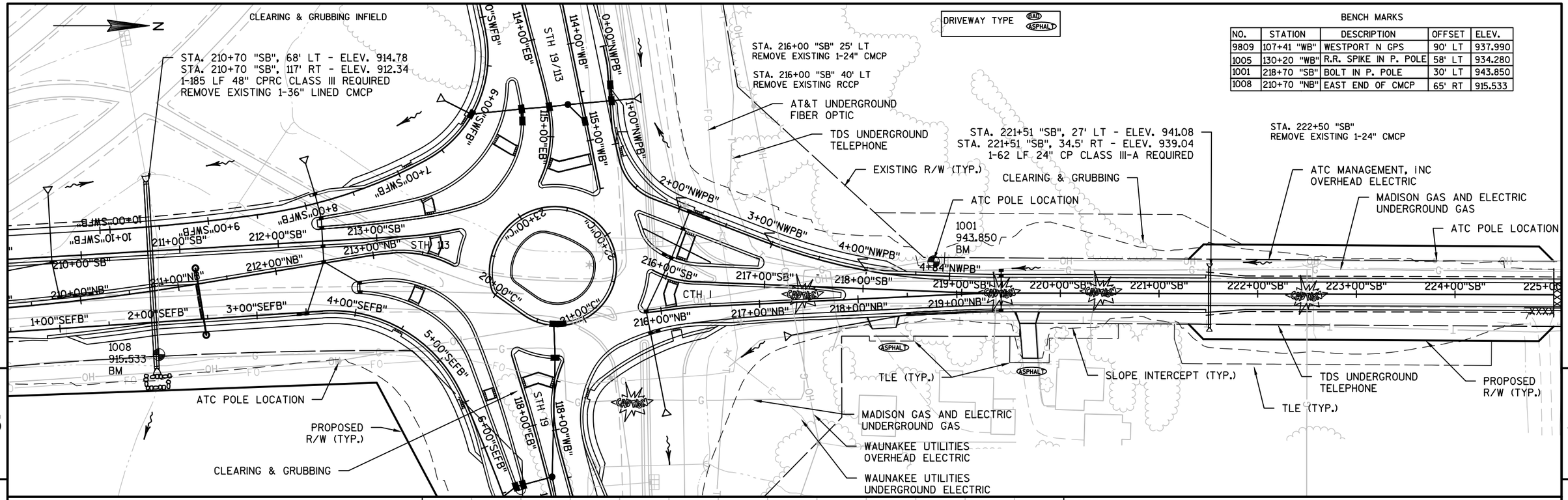
BENCH MARKS

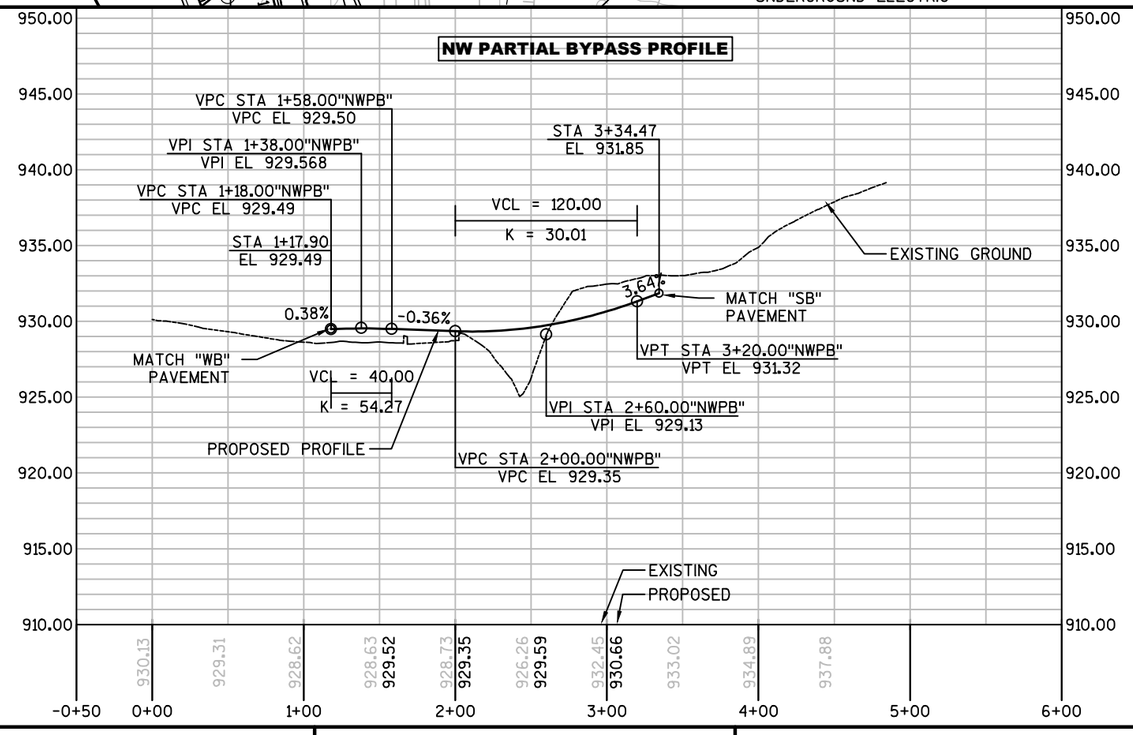
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533





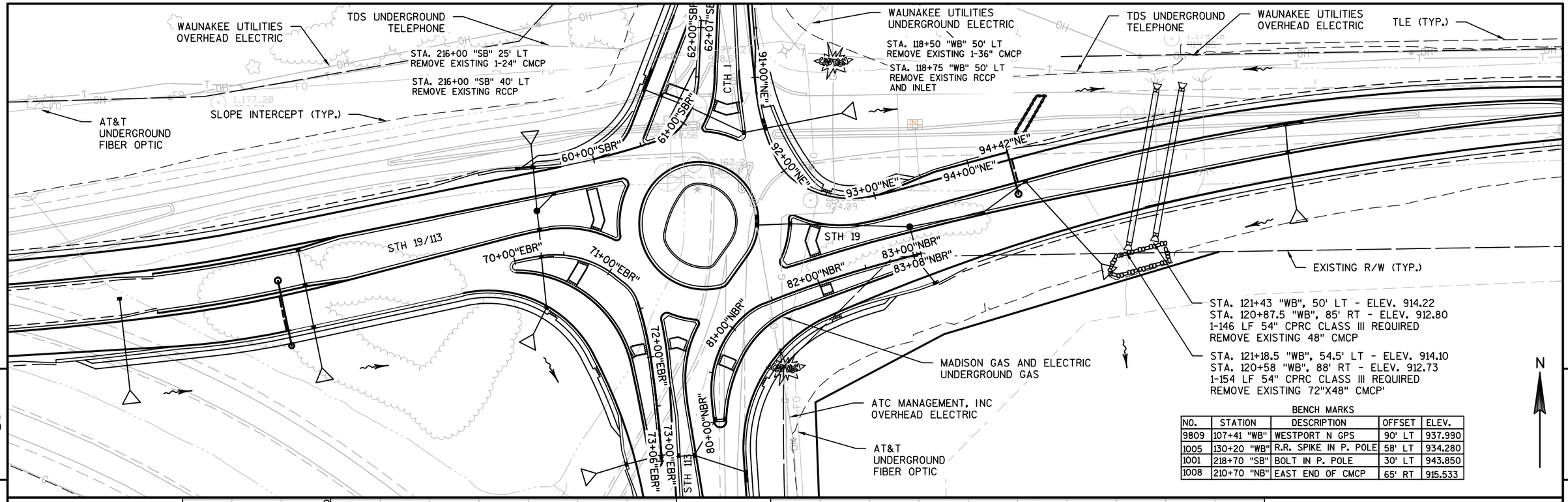
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: SW AND SE FULL BYPASS	SHEET 185 E





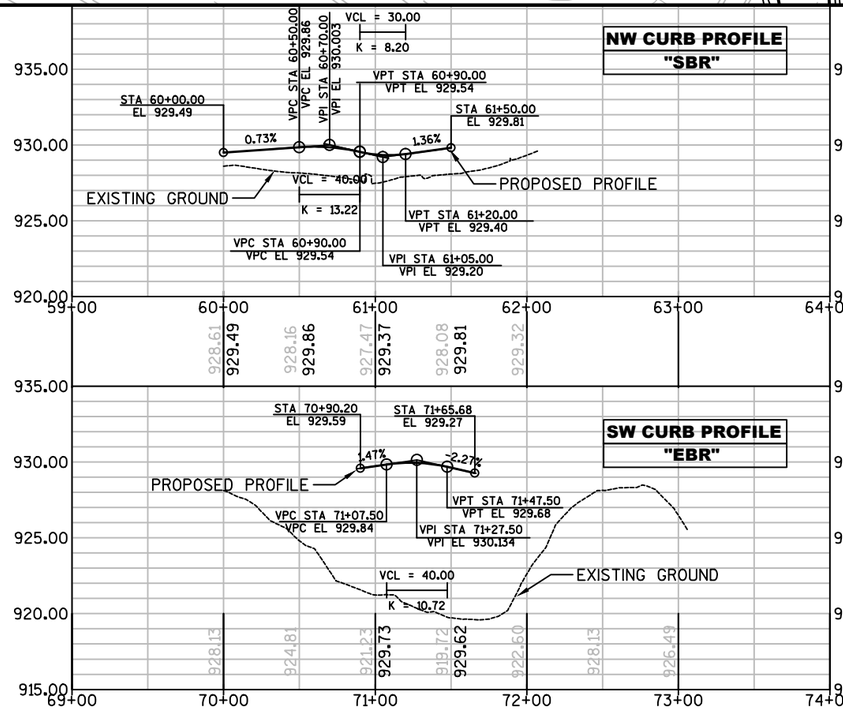
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: NW PARTIAL BYPASS	SHEET 186	E

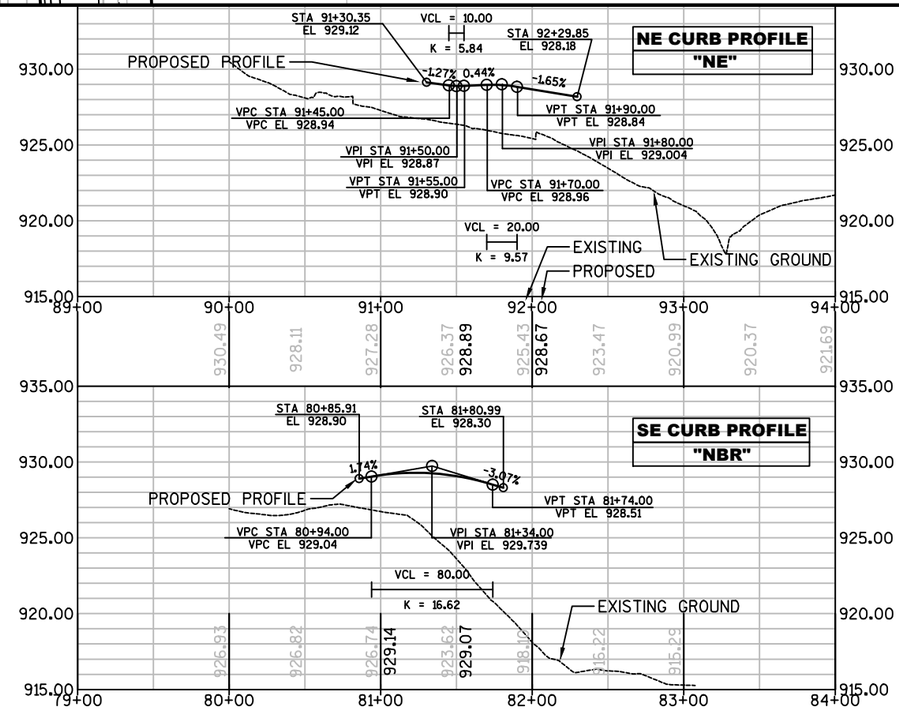
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\PLAN AND PROFILE MAINLINE.DWG
LAYOUT NAME - PLAN AND PROFILE MAINLINE - NW PB
PLOT DATE : 7/17/2017 12:40 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:100 FT



BENCH MARKS

NO.	STATION	DESCRIPTION	OFFSET	ELEV.
9809	107+41 "WB"	WESTPORT N GPS	90' LT	937.990
1005	130+20 "WB"	R.R. SPIKE IN P. POLE	58' LT	934.280
1001	218+70 "SB"	BOLT IN P. POLE	30' LT	943.850
1008	210+70 "NB"	EAST END OF CMCP	65' RT	915.533





PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	PLAN AND PROFILE: CURBS	SHEET 187	E

Standard Detail Drawing List

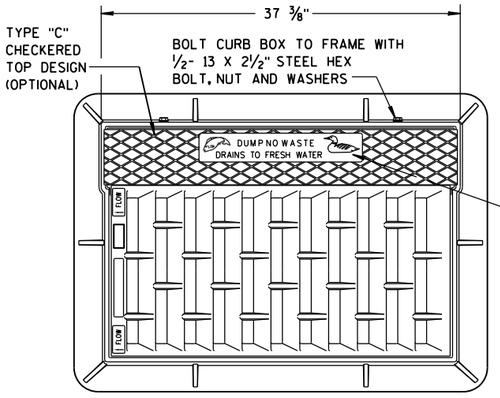
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B10-02	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-19	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-02	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-02	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-14E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-05	NON-FREEWAY LIGHTING UNIT POLE WIRING
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13A10-01D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B29-01	SAFETY EDGE
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
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14D	ROUNDABOUT ARROWS
15C08-17C	PAVEMENT MARKING (ISLANDS)
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C11-06	FLEXIBLE TUBULAR MARKER POST
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-04	MEDIAN ISLAND MARKING
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-04C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-08	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

6

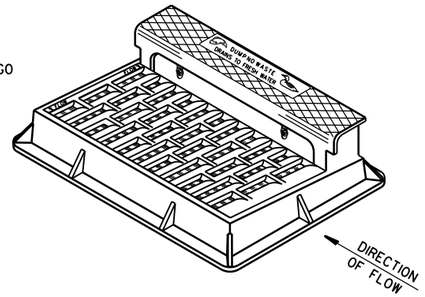
Standard Detail Drawing List

15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-01	TRAFFIC CONTROL, DROP-OFF SIGNING

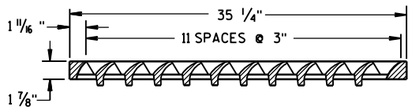
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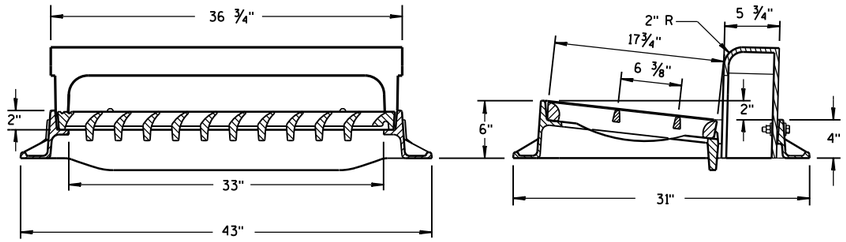


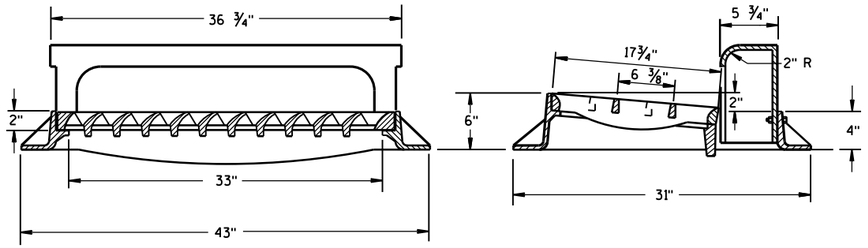
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

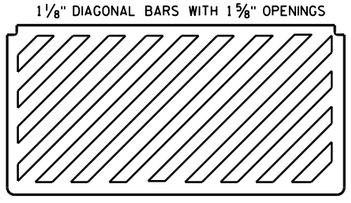






TYPE "H"

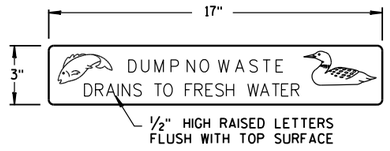
NOTE: EITHER CASTING IS ACCEPTABLE



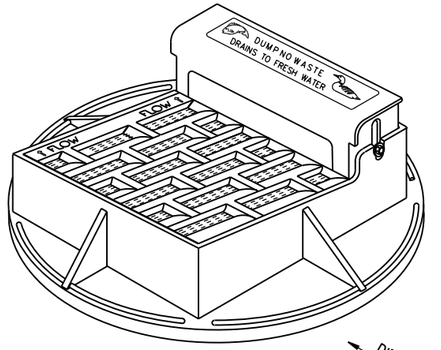
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

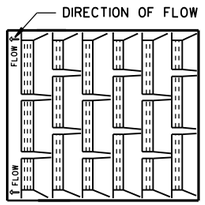
NOTE:
GRATE IS REVERSIBLE.

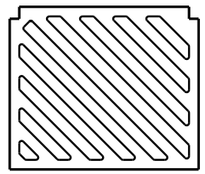
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

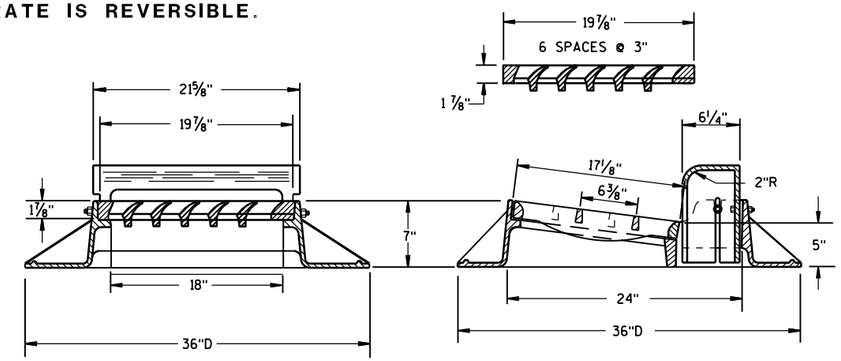




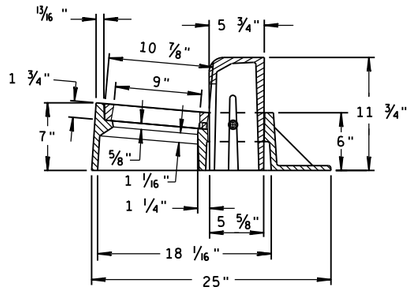
SPECIAL GRATE FOR TYPE "A" COVER

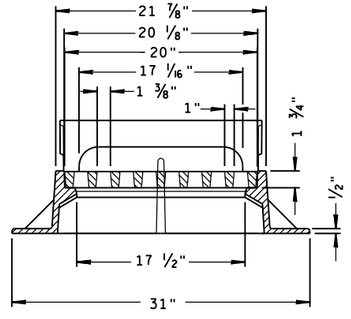
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

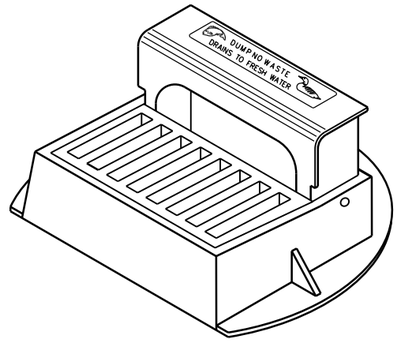


TYPE "A"





TYPE "Z"



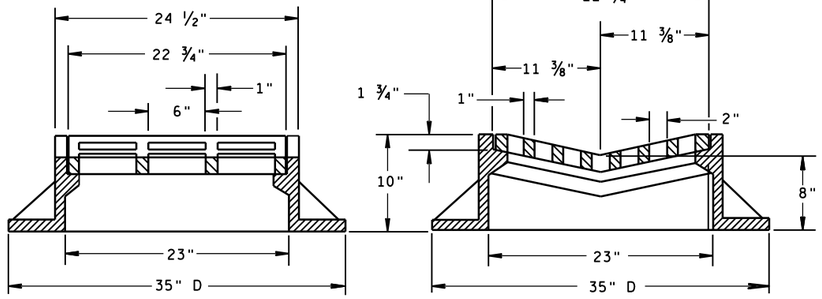
INLET COVERS
TYPE A, H, A-S, H-S & Z

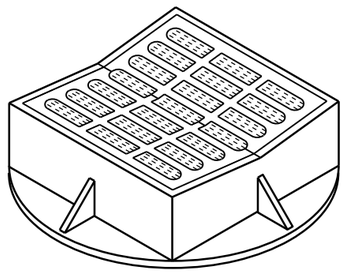
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

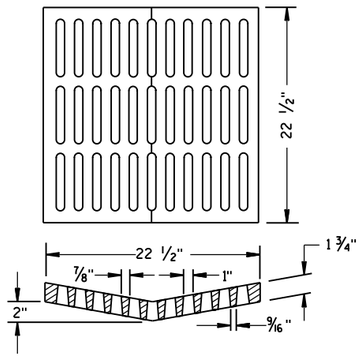
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S.D.D. 8 A 5-19a



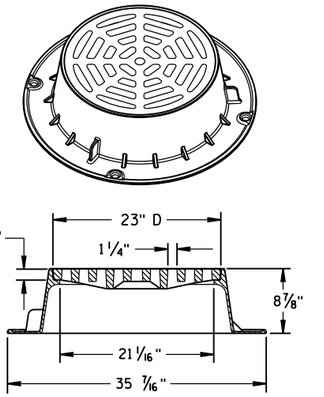


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

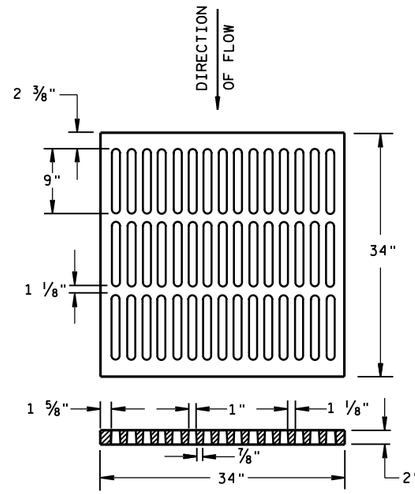
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

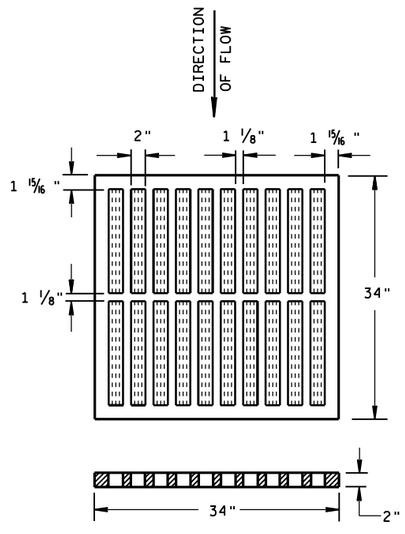
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



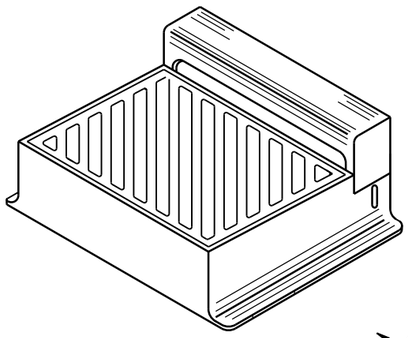
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

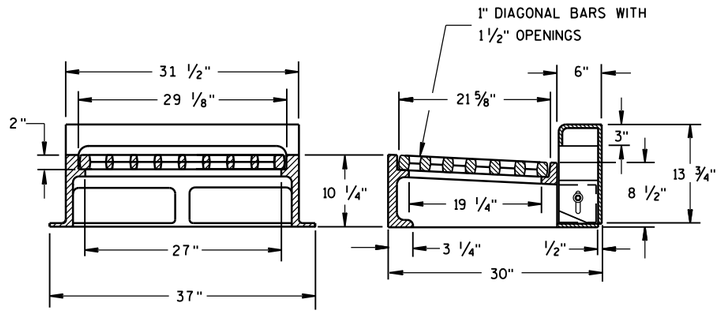


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

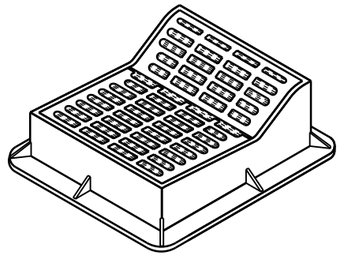
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

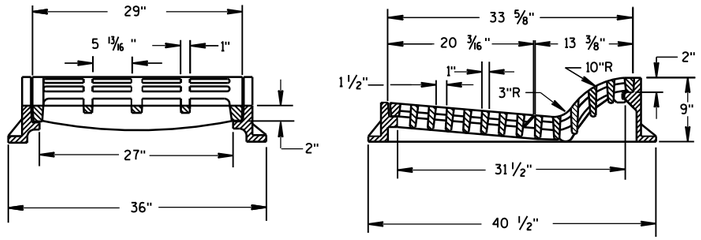
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

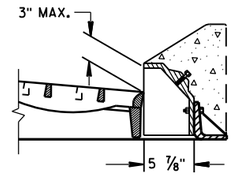
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

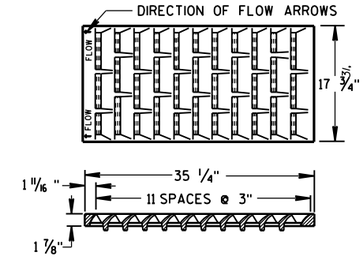
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

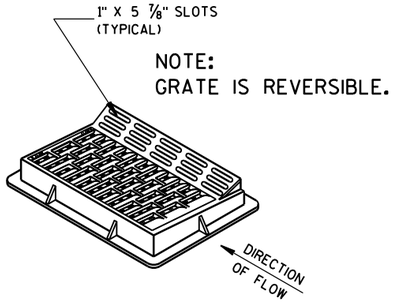
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

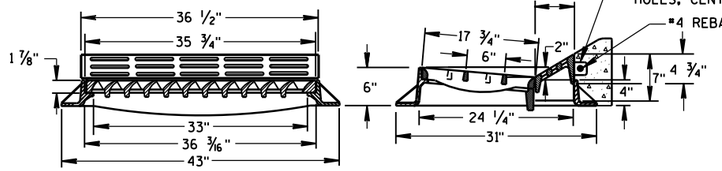
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



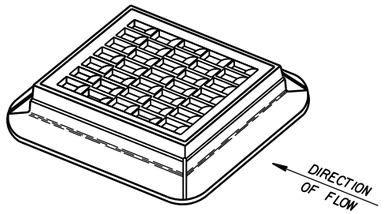


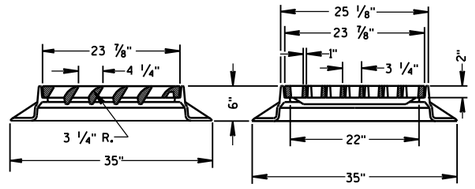


TYPE "HM"

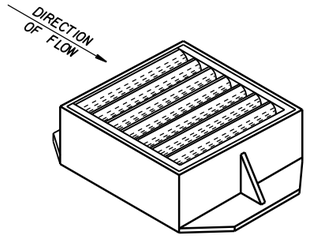
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

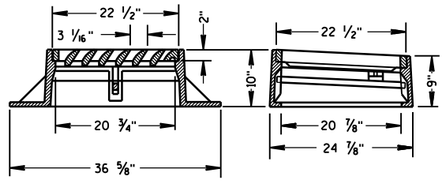
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



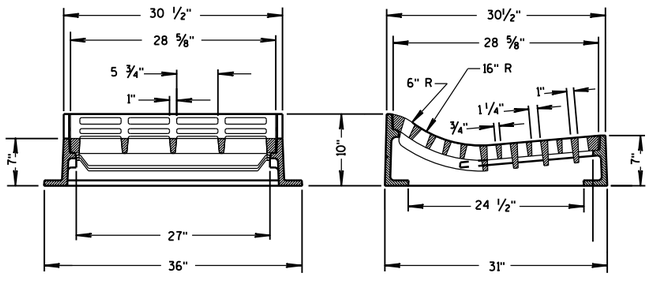


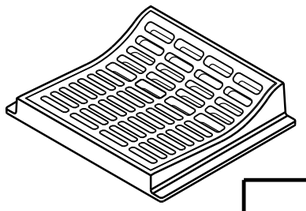
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

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11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

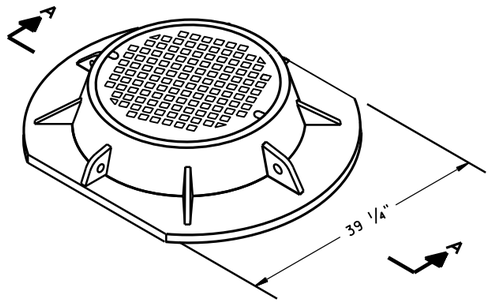
FHWA

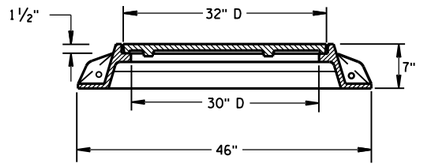
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S.D.D. 8 A 5-19c

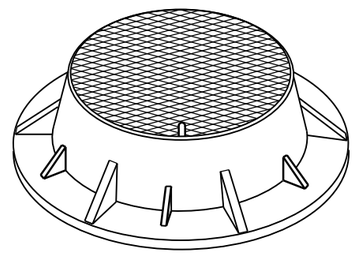
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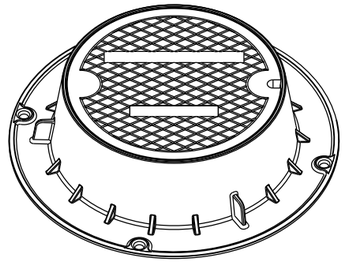
S.D.D. 8 A 5-19c

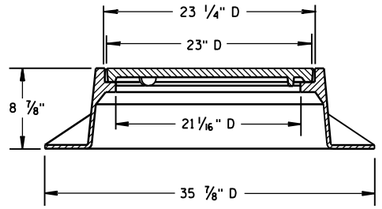


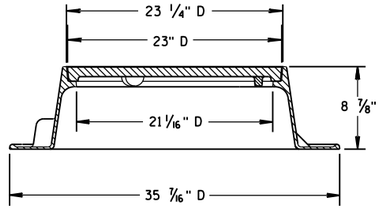


SECTION A-A
TYPE "K"









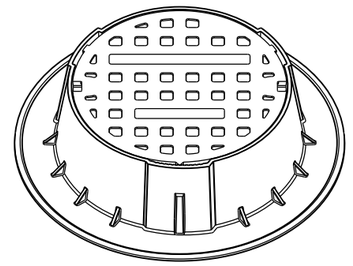
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

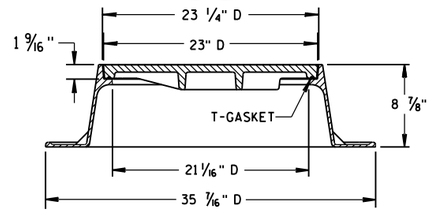
GENERAL NOTES

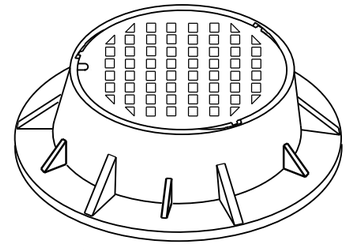
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

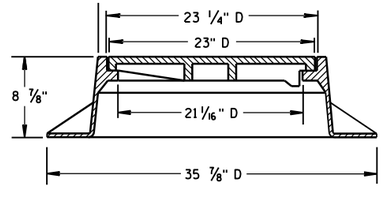
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

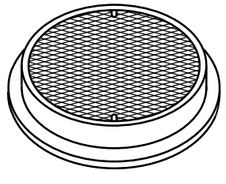


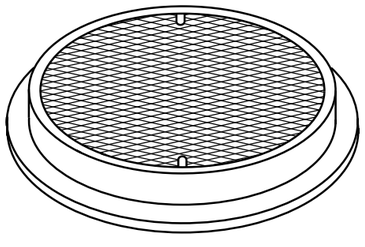


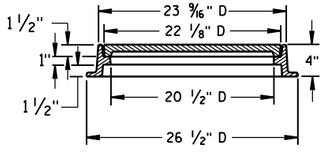




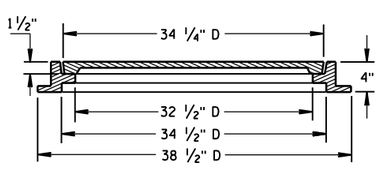
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



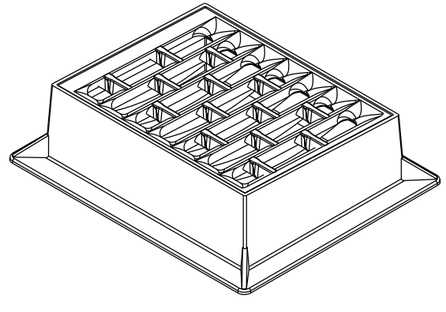


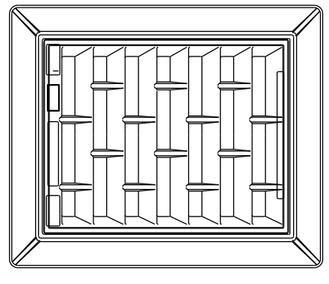


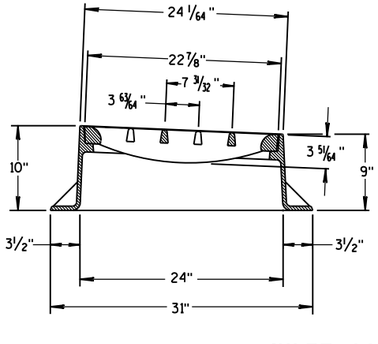
TYPE "L"

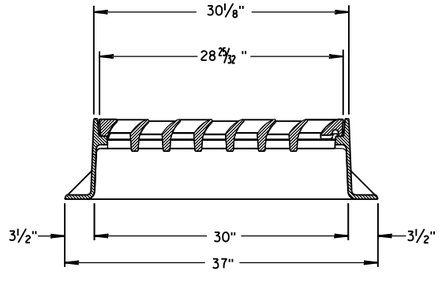


TYPE "M"









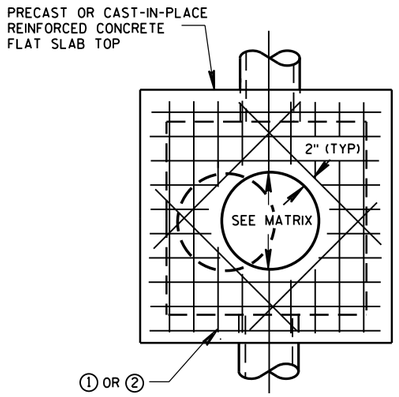
INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

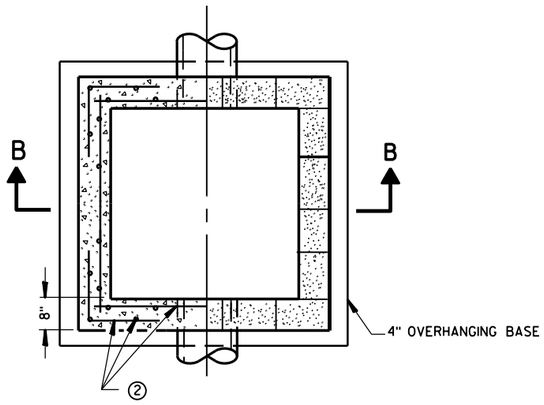
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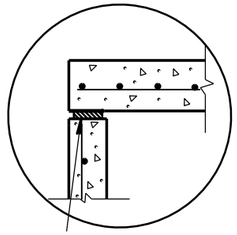
S.D.D. 8 A 5-19d
6



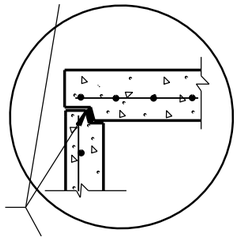
PLAN VIEW
CIRCULAR OPENING



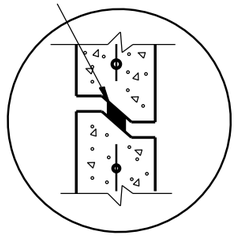
SECTION A-A
PLAN VIEW



TOP WITH PLAIN END JOINT

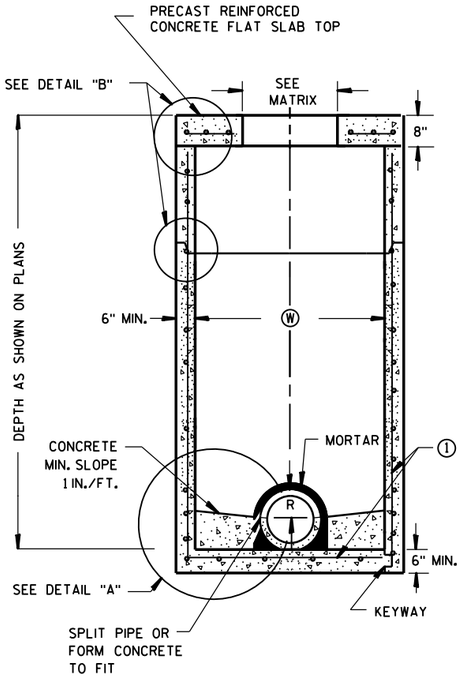


TOP WITH TONGUE AND GROOVE JOINT

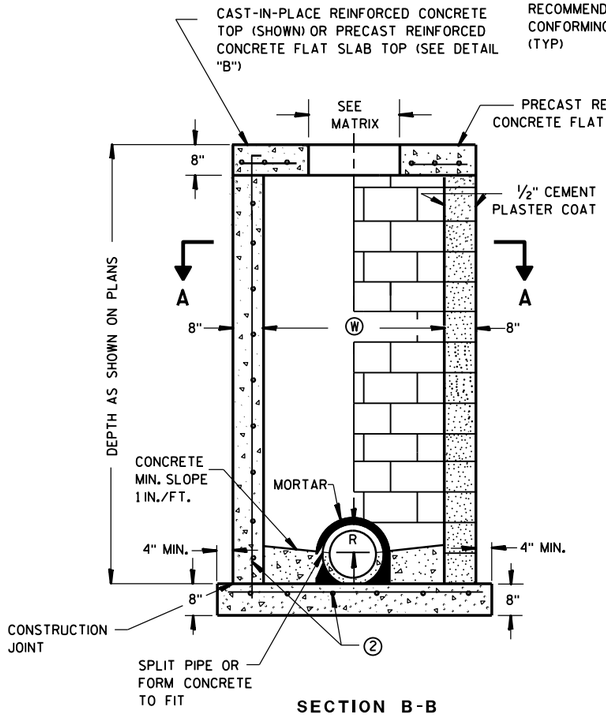


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

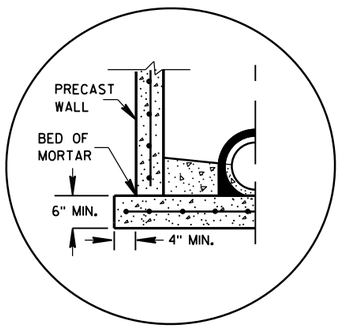


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST-IN-PLACE REINFORCED CONCRETE

SECTION B-B

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "C". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

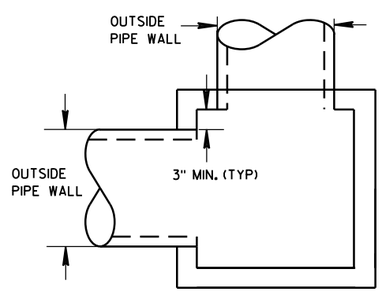
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (W) (IN)	LENGTH (L) (IN)
3X3-FT	24	24
4X4-FT	30	30
5X5-FT	42	42
6X6-FT	54	54



DETAIL "C"

SQUARE MANHOLES W/ FLAT TOP

MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT

MANHOLES 3X3-FT, 4X4-FT
5X5-FT AND 6X6-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

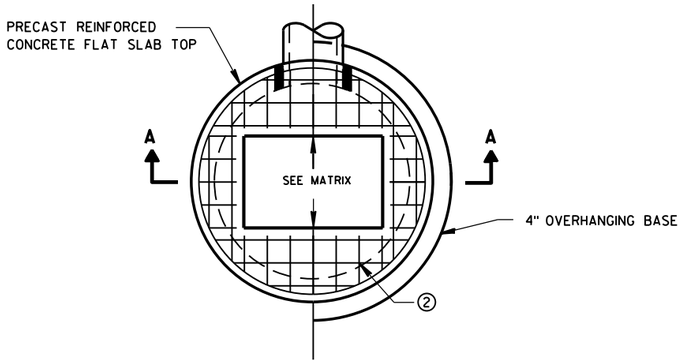
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UNIT SUPERV

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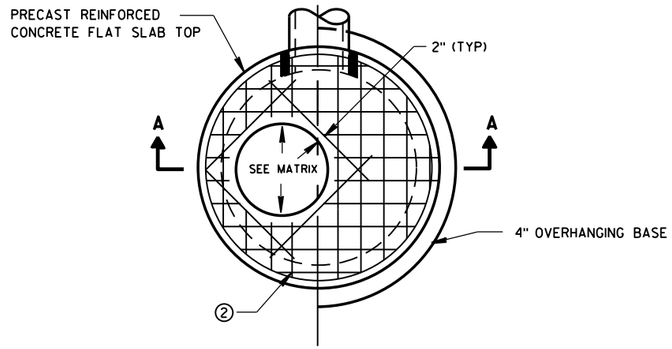
S.D.D. 8 B 10-2

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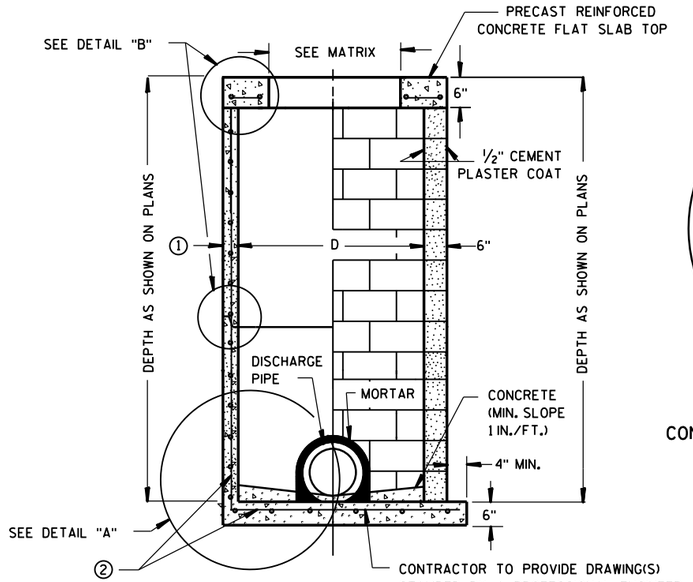
S.D.D. 8 B 10-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

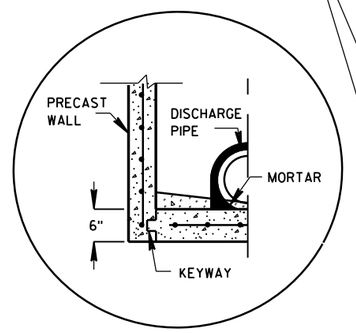


SECTION A-A

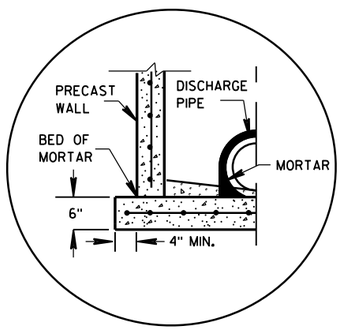
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

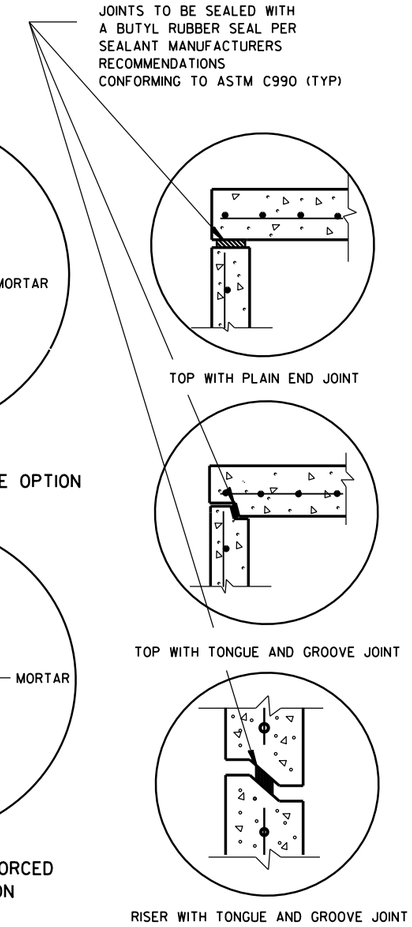


PRECAST REINFORCED
CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED
CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

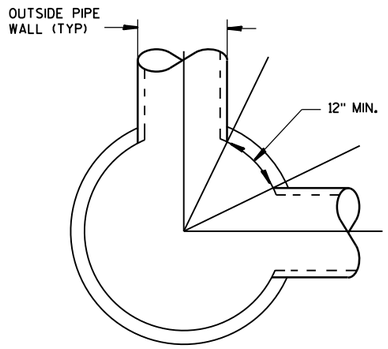
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

INLETS 3-FT
AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

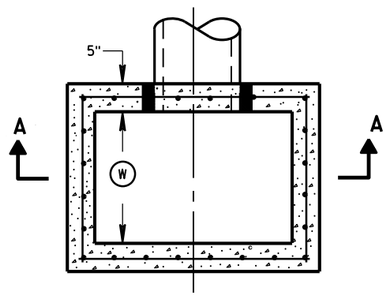
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Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

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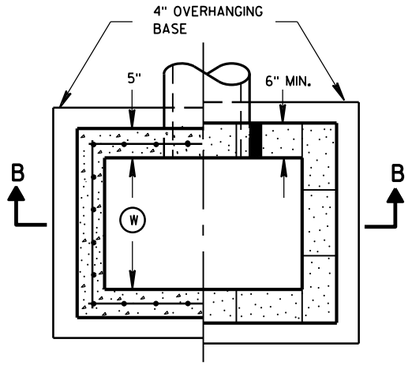
S.D.D. 8 C 6-2

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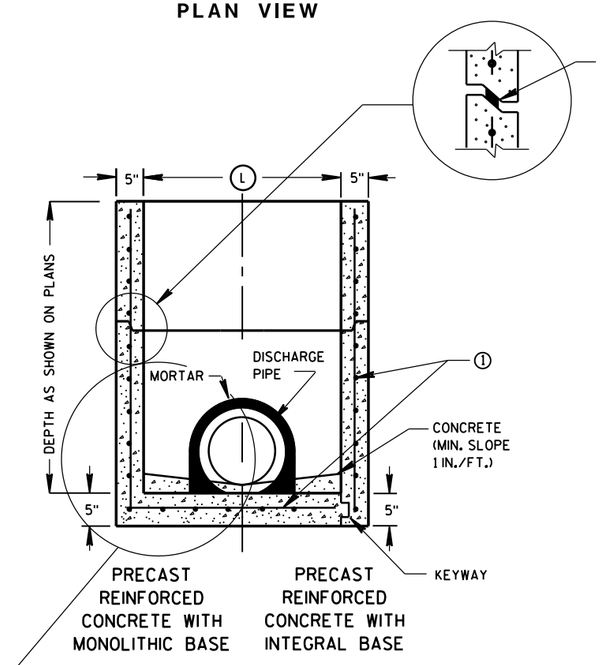
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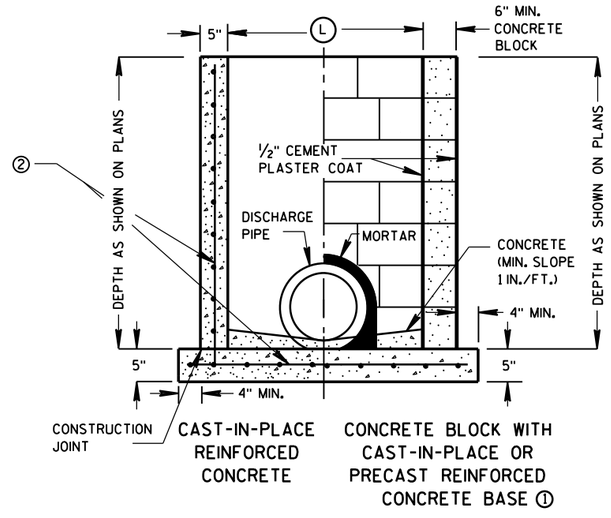
PLAN VIEW



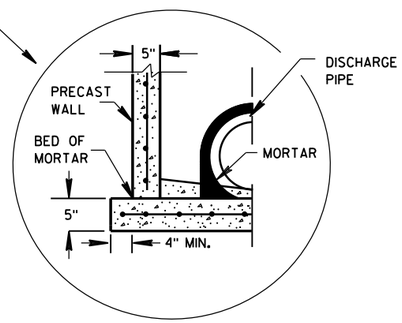
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

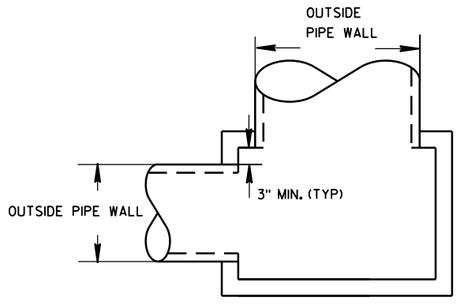
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

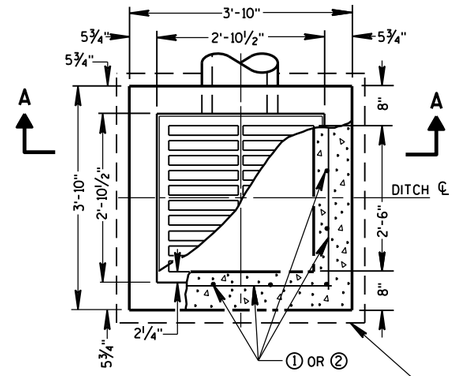
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

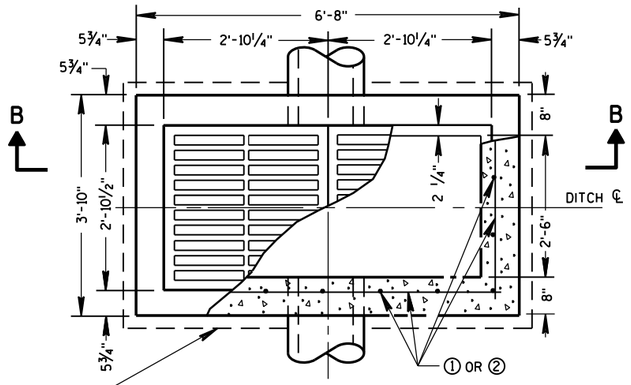
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Sept., 2016
DATE
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UNIT SUPERVIS
FHWA

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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S.D.D. 8 C 7-2

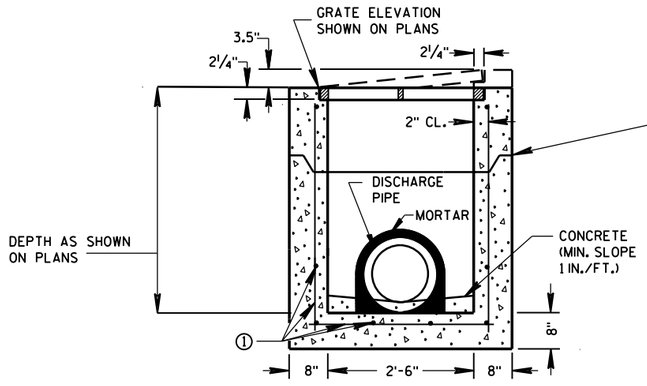


PLAN VIEW

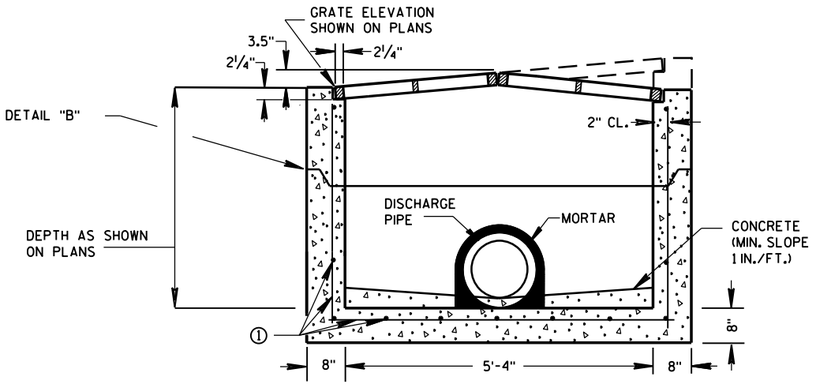


PLAN VIEW

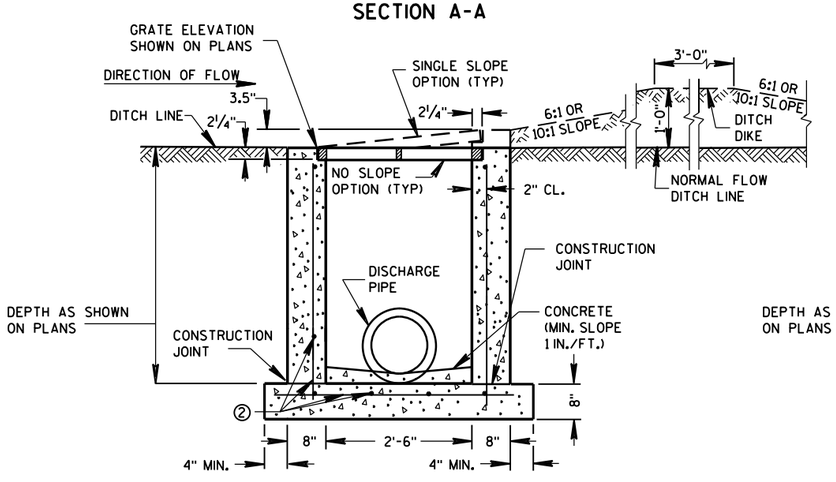
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



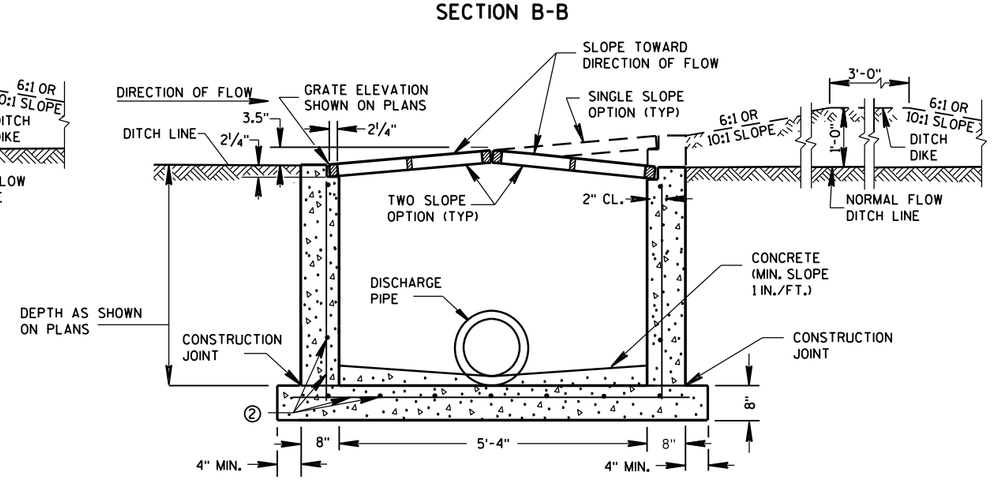
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

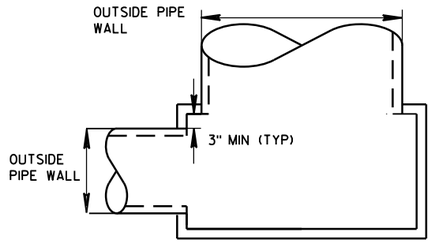
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

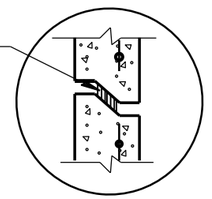
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

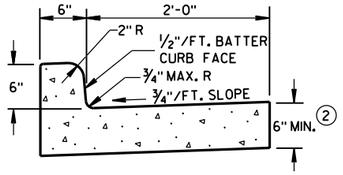
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/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

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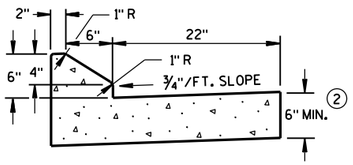
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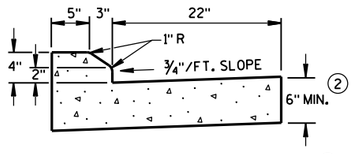
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TYPES A & D ①

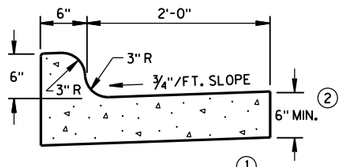


6" SLOPED CURB TYPES G & J ①

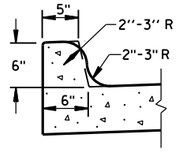


4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

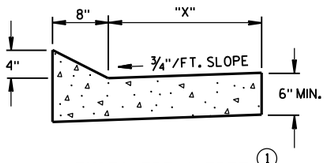


TYPES K & L ①



OPTIONAL CURB SHAPE FOR TYPES K & L ①

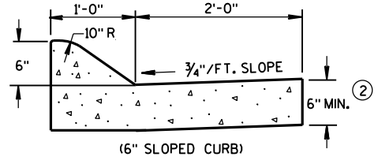
CONCRETE CURB & GUTTER 30"



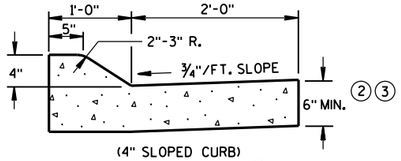
TYPES TBT & TBTT ①

CONCRETE CURB & GUTTER

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

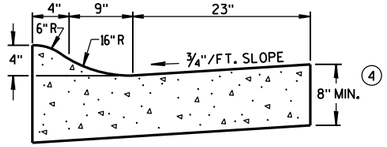


(6" SLOPED CURB)



(4" SLOPED CURB)

TYPES A & D ①



4" SLOPED CURB TYPES R & T ①⑤

CONCRETE CURB & GUTTER 36"

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

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

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

① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

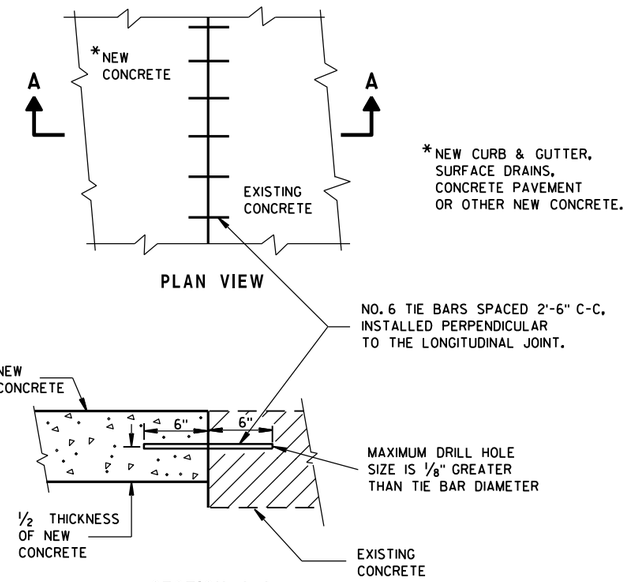
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

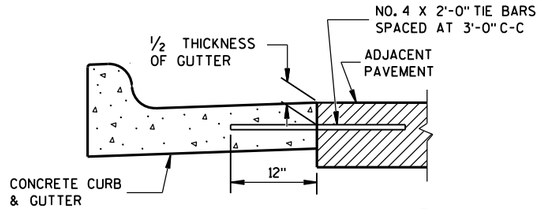
⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



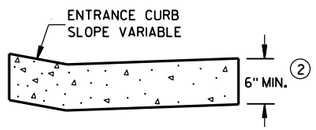
PLAN VIEW

SECTION A-A

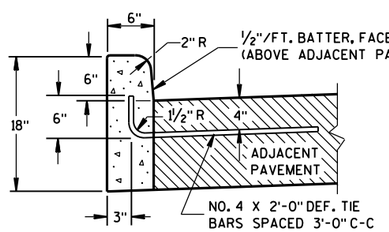
TIE BARS DRILLED INTO EXISTING PAVEMENT



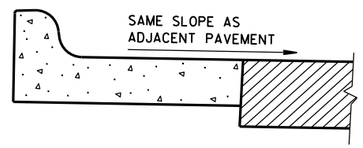
TYPICAL TIE BAR LOCATION ①



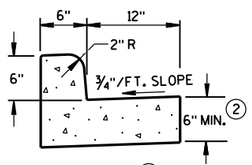
DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)



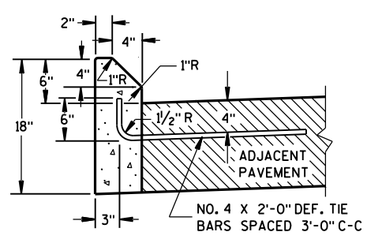
① TYPES A & D



⑥ REVERSE SLOPE GUTTER
(TYPICAL FOR ALL CURB & GUTTER TYPES)

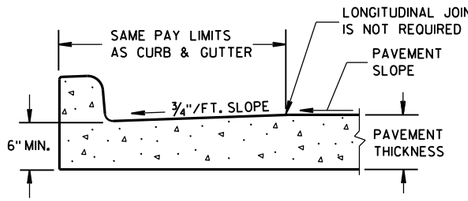


①
TYPES A & D
CONCRETE CURB & GUTTER 18"

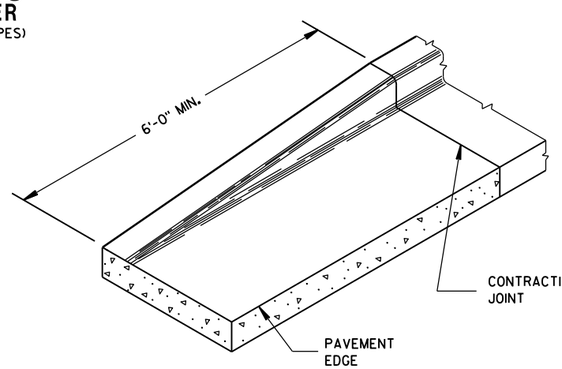


①
TYPES G & J

CONCRETE CURB



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

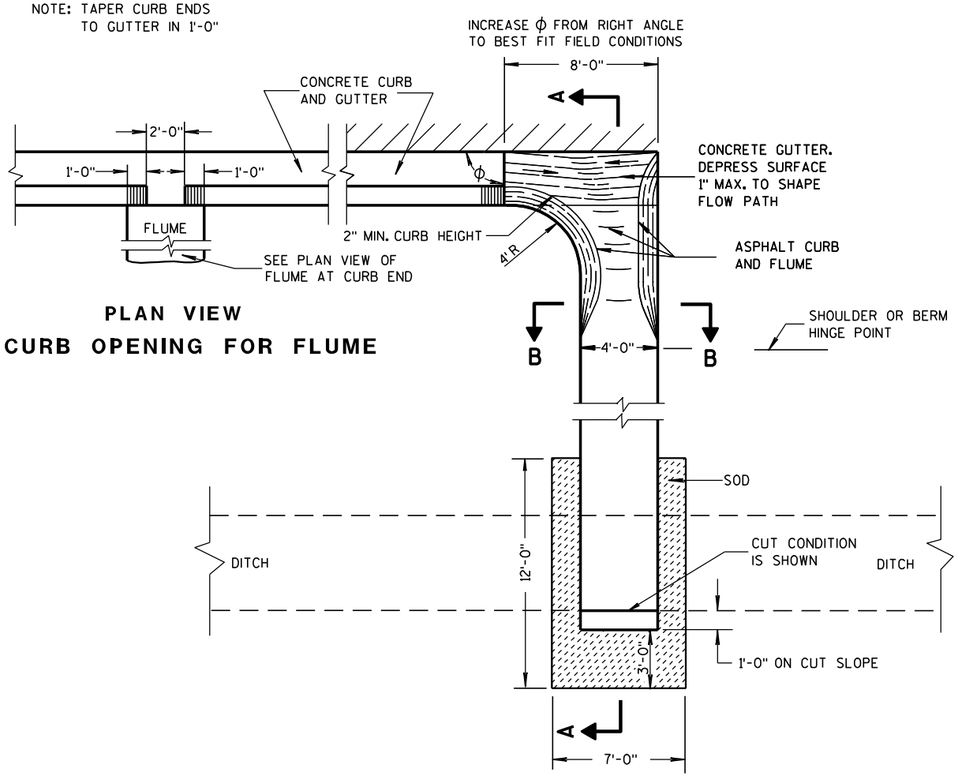
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6

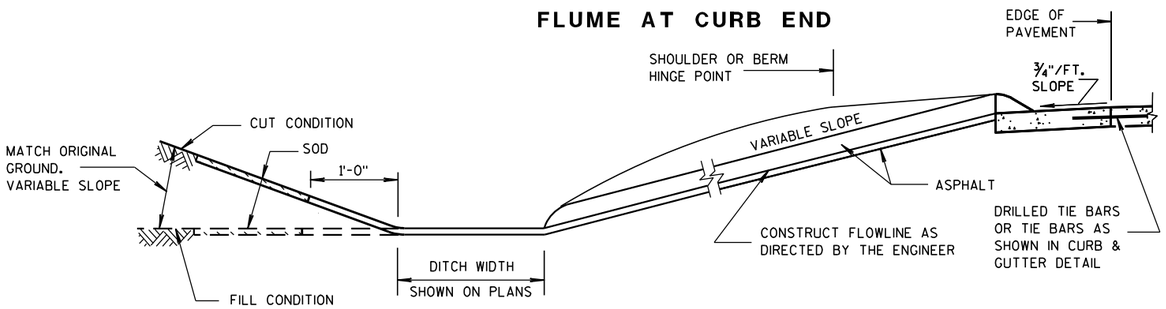
S.D.D. 8 D 1-19

ASPHALTIC FLUME

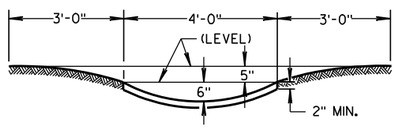


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

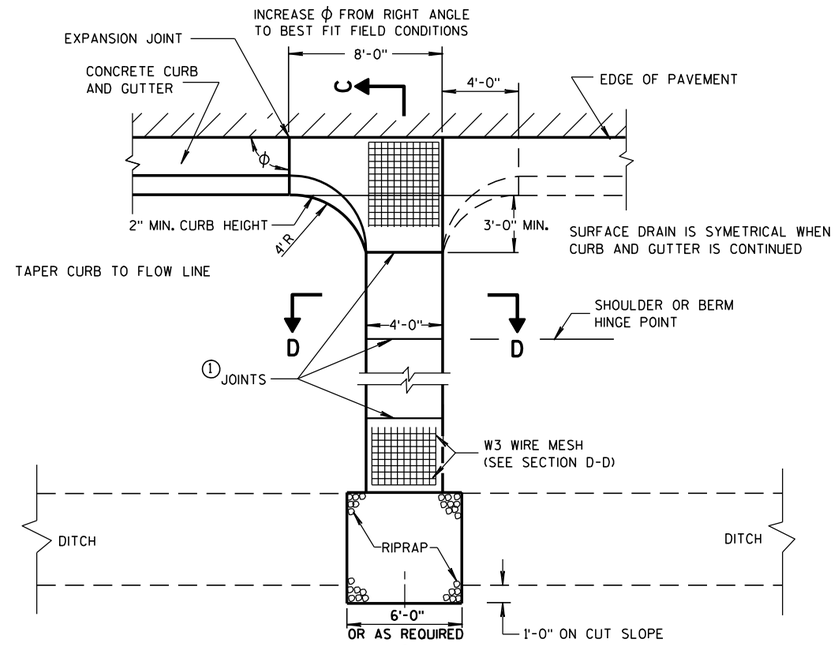
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

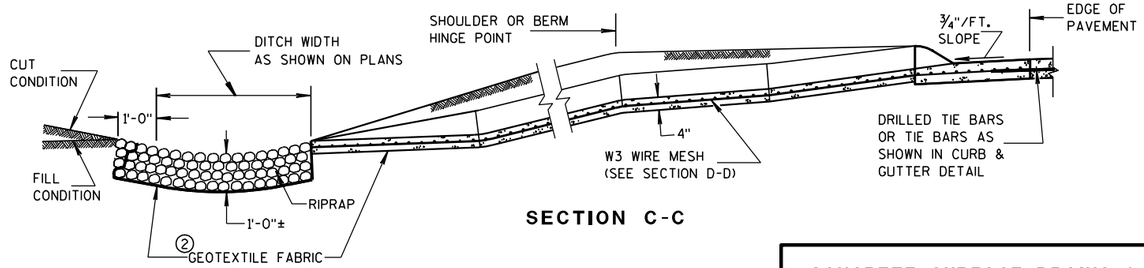
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

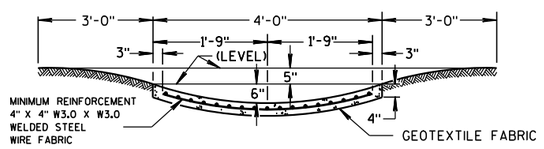
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

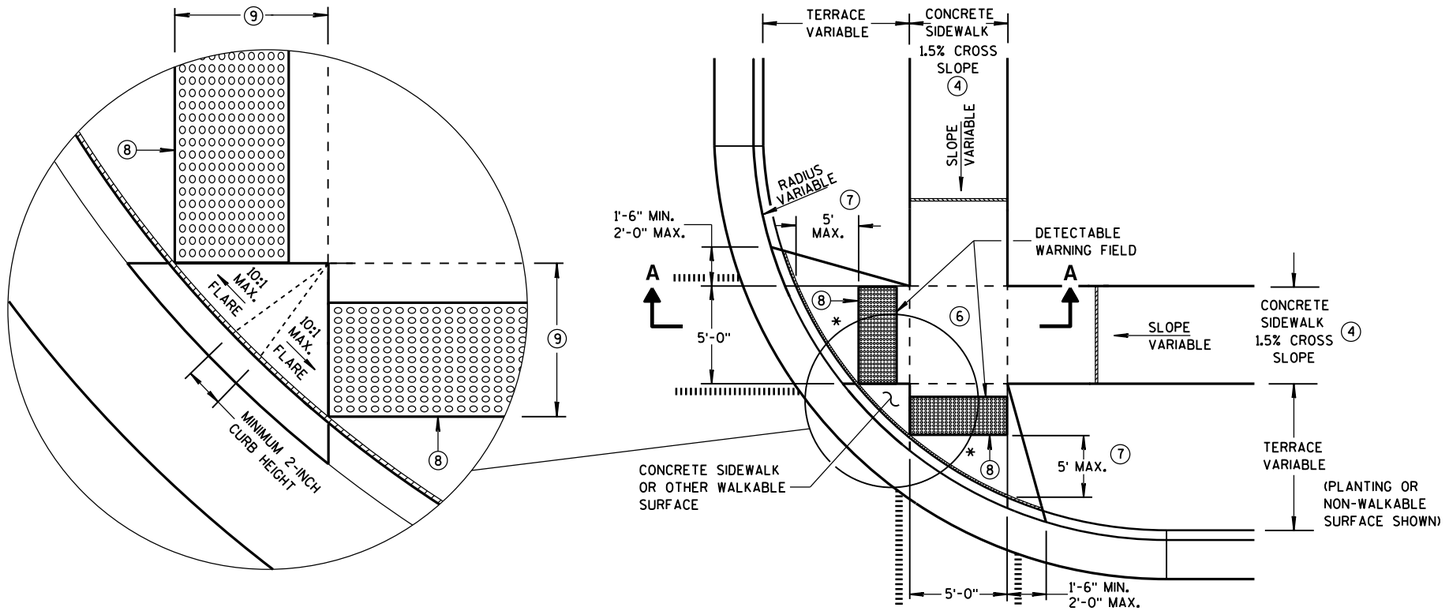
APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
199
[illegible]MENT
FHWA

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S.D.D. 8 D 4-5

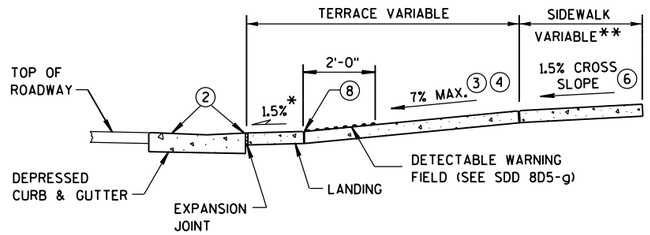
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S.D.D. 8 D 4-5



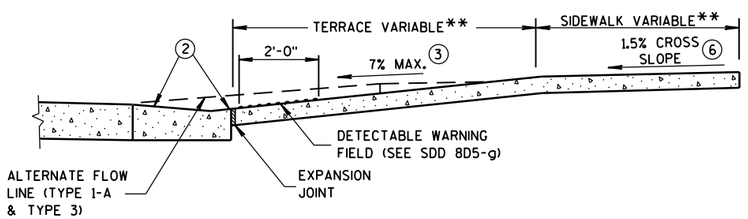
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

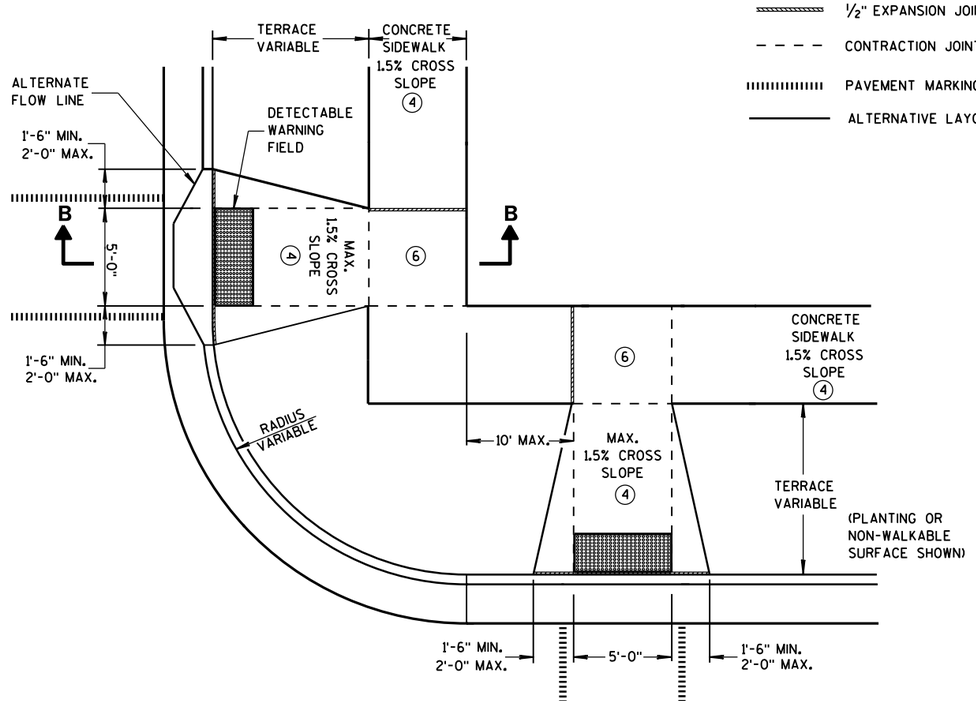
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



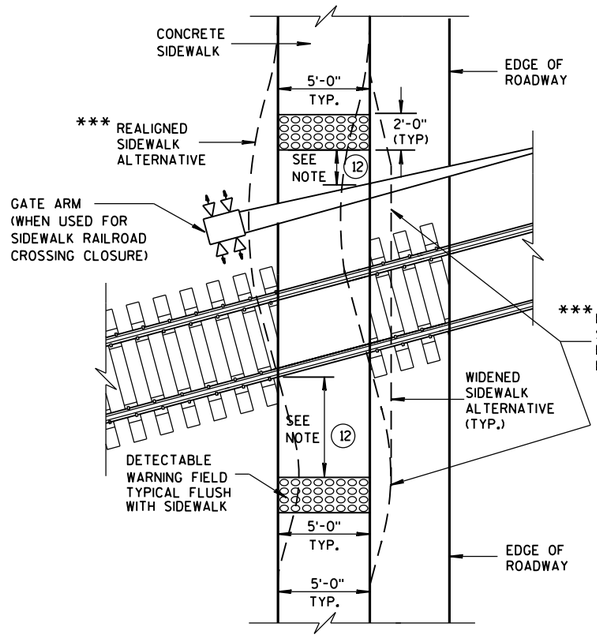
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

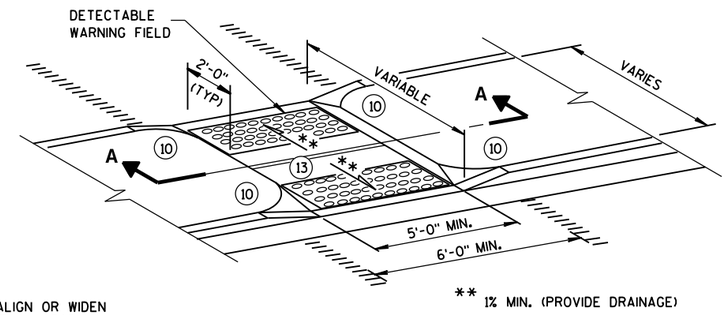
6

S.D.D. 8 D 5-19b



TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING

*** DETAILS TO BE DETERMINED BY DESIGNER



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

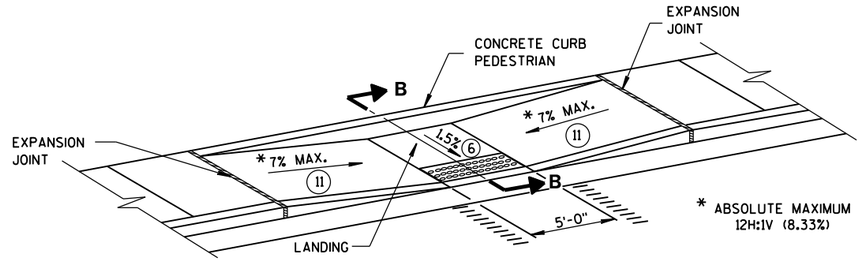
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

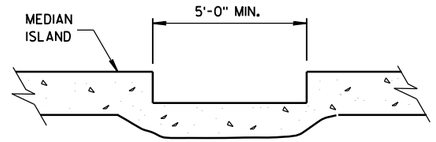
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

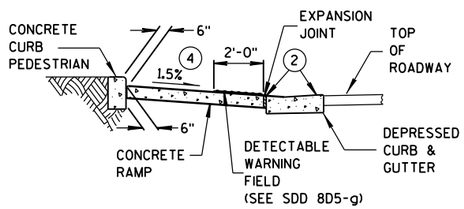
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

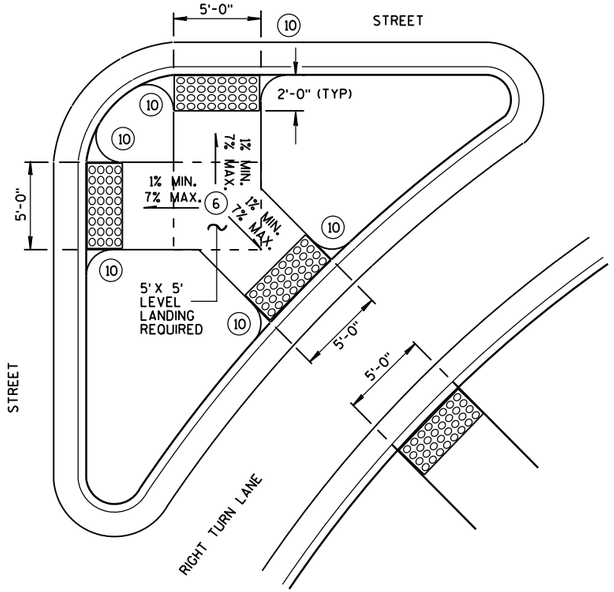


SECTION A-A

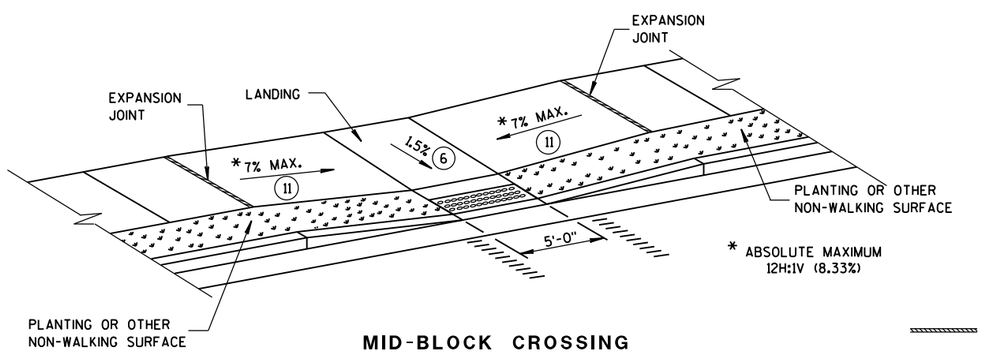


SECTION B-B

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

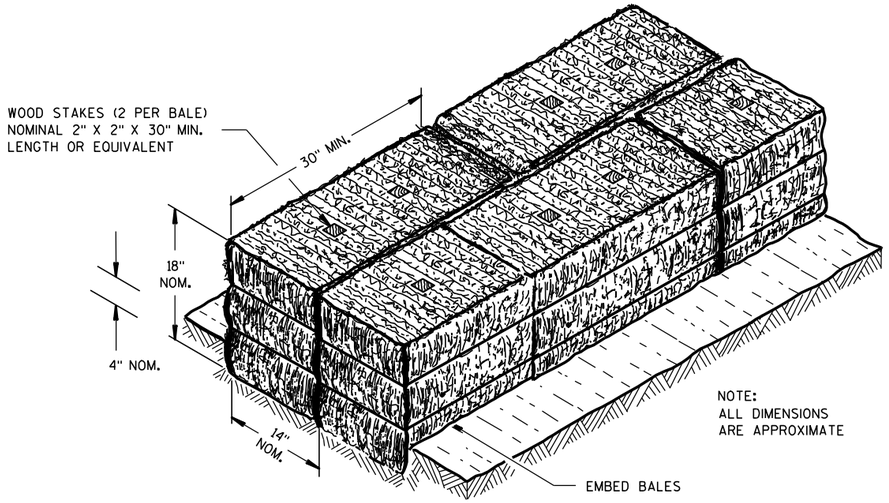
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

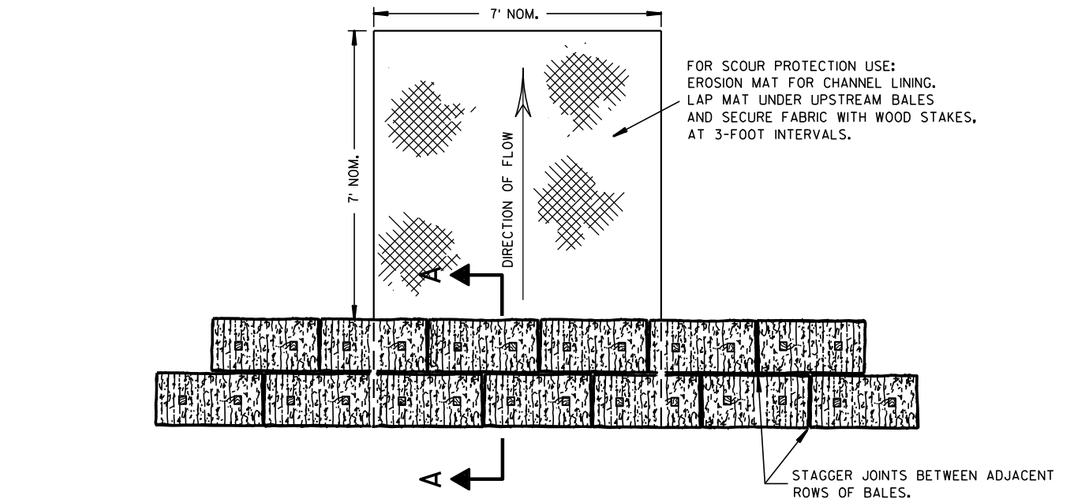
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

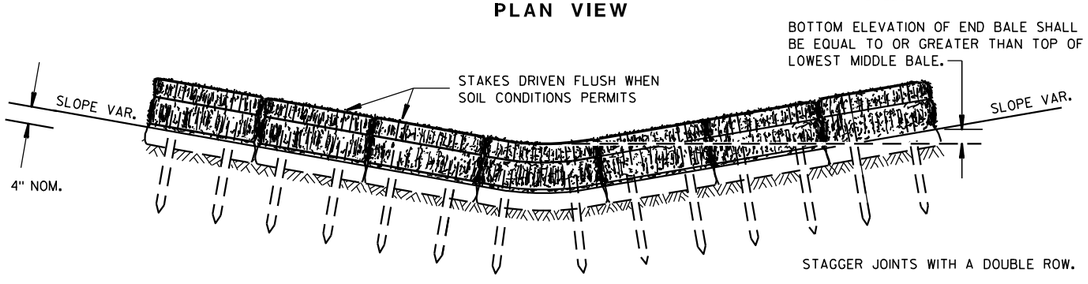
S.D.D. 8 D 5-19e
S.D.D. 8 D 5-19e



SECTION A-A



PLAN VIEW



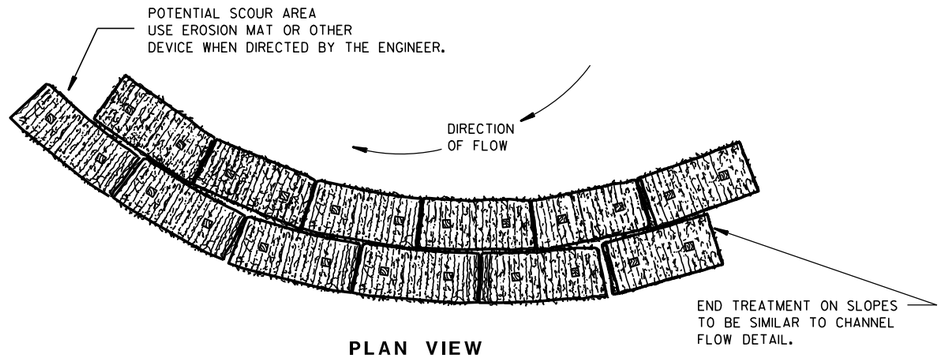
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

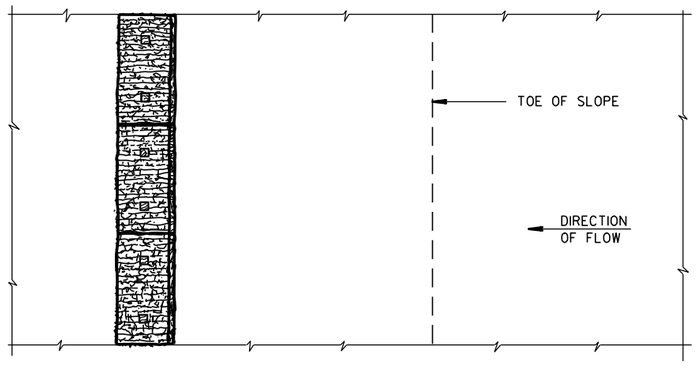
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

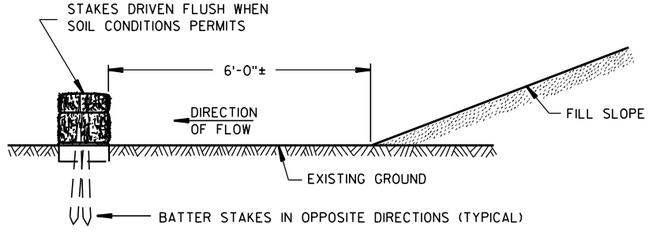


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

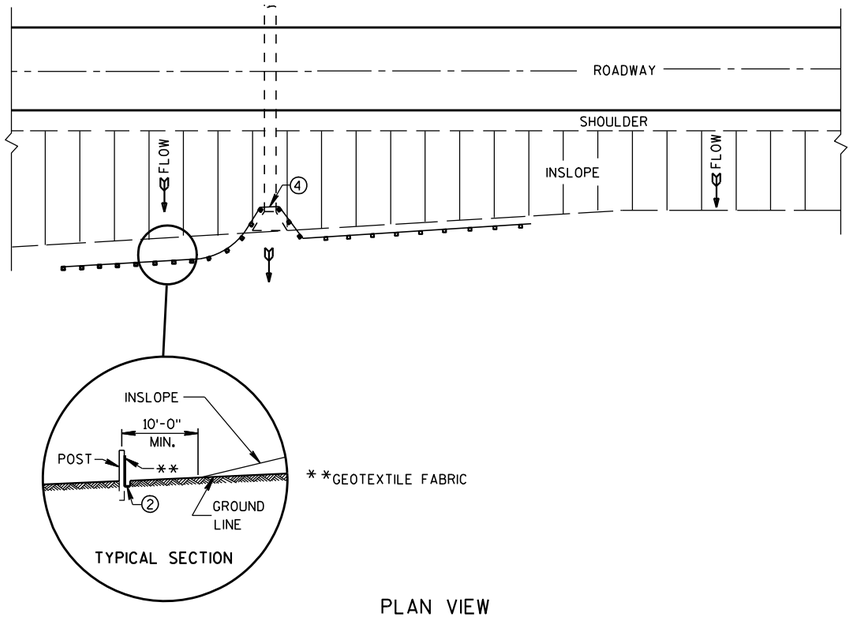
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 8-3

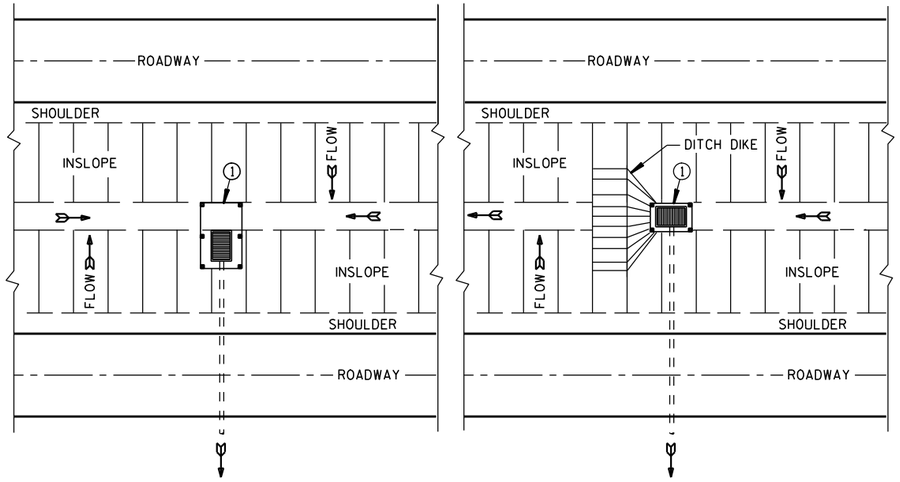
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

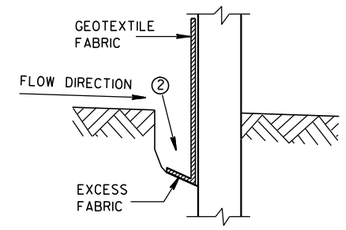
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

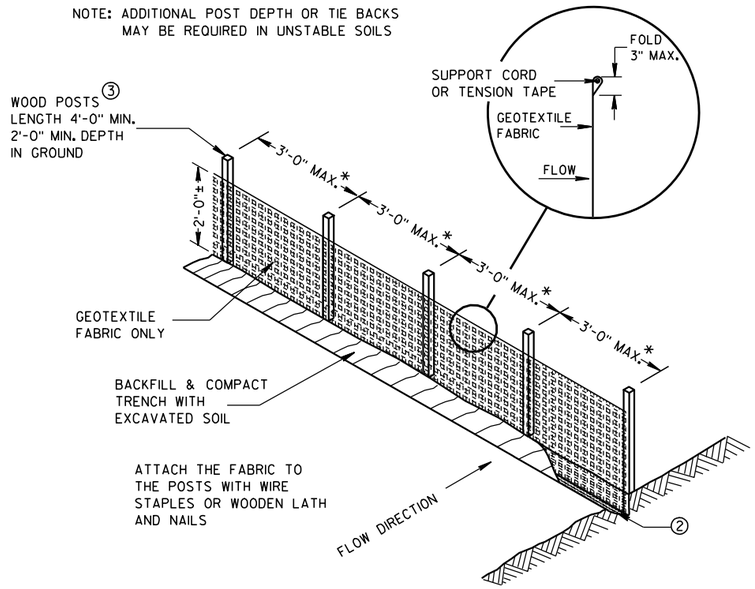
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

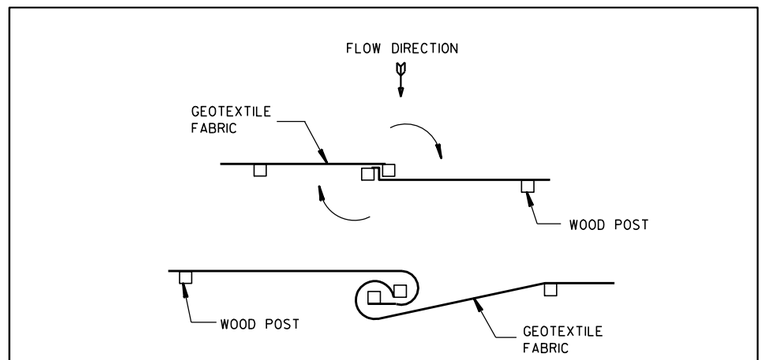
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



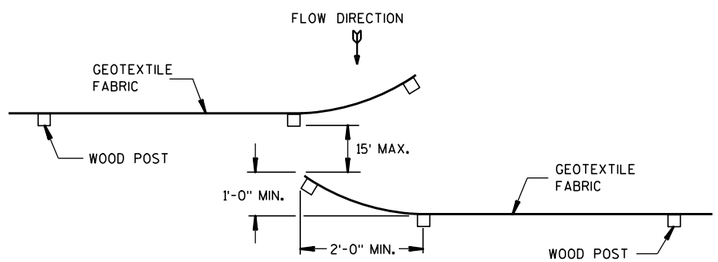
TRENCH DETAIL



SILT FENCE

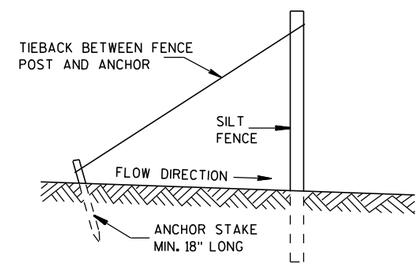


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

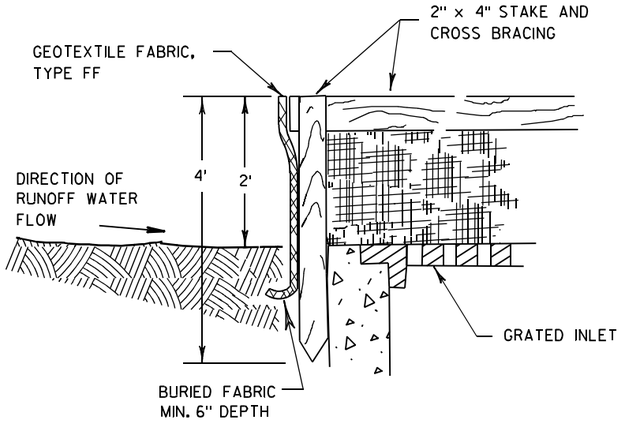
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

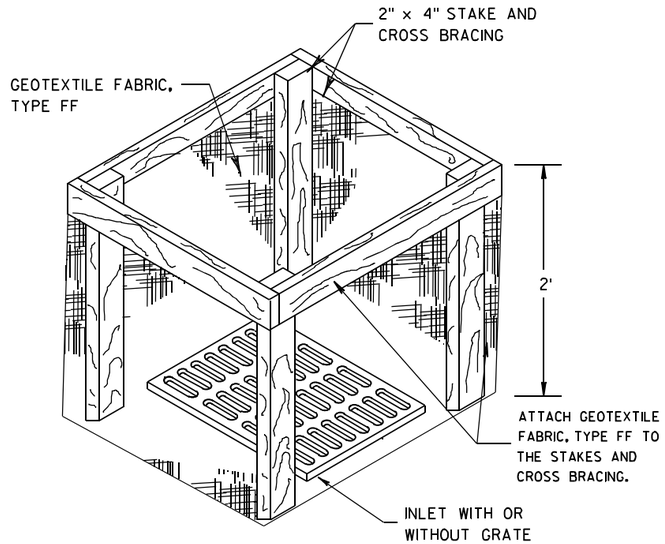
6

S.D.D. 8 E 9-6

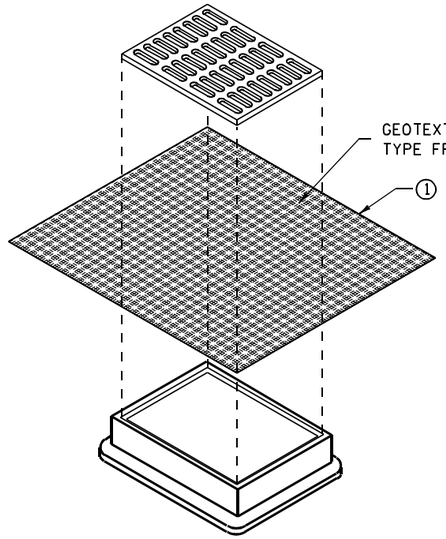
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S.D.D. 8 E 9-6



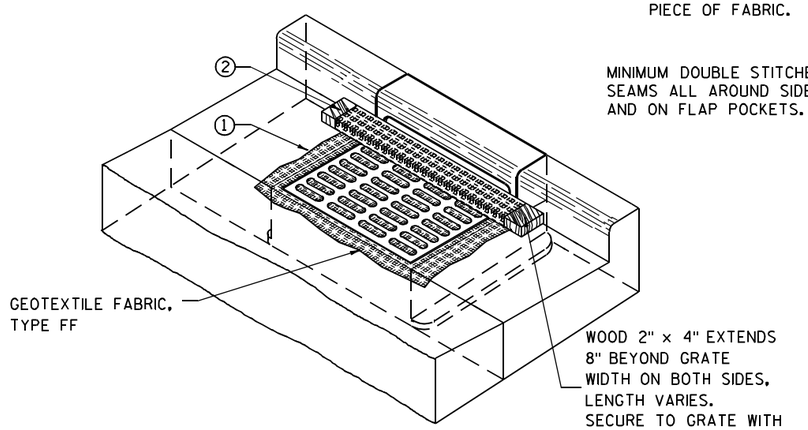


INLET PROTECTION, TYPE A

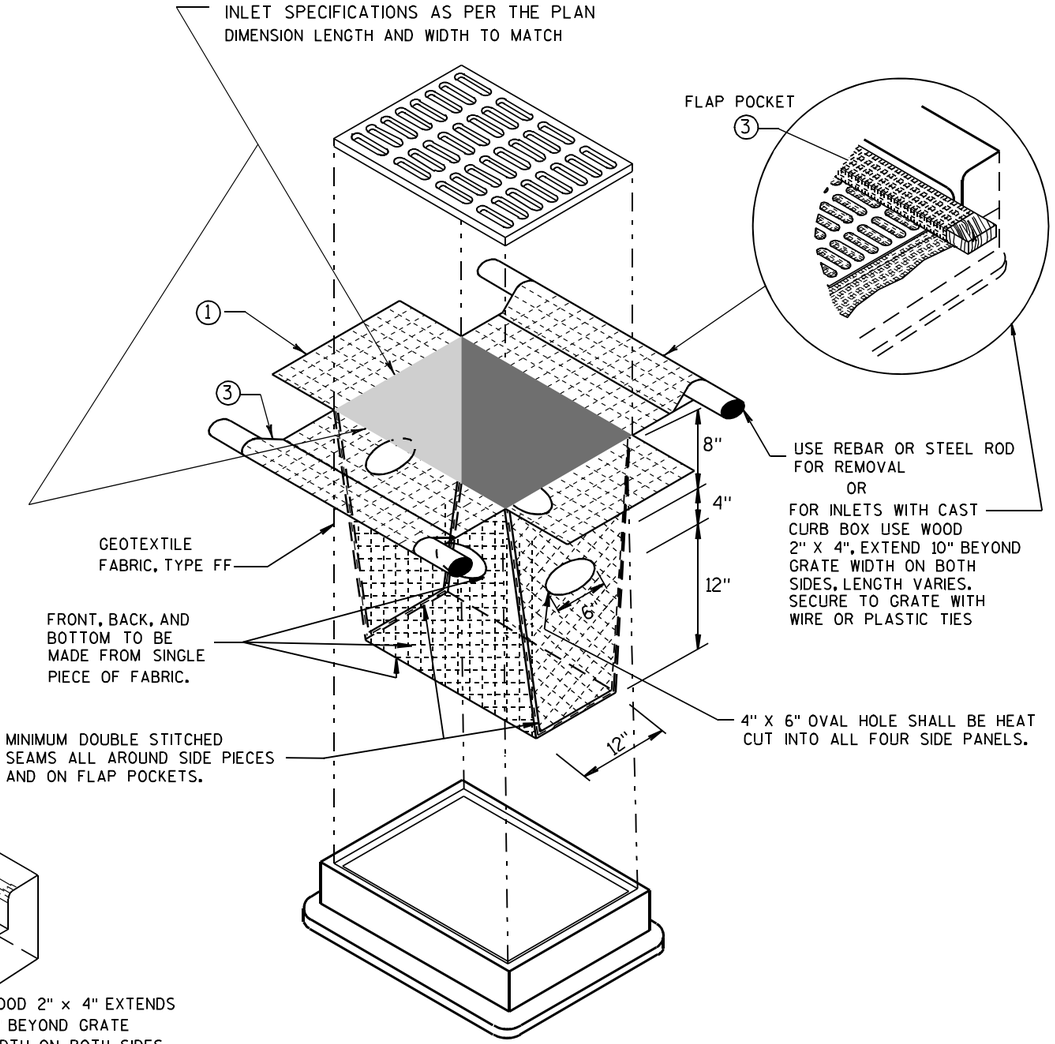


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

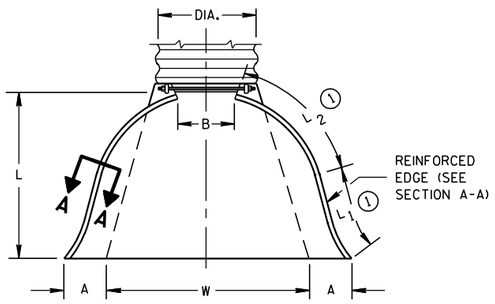
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

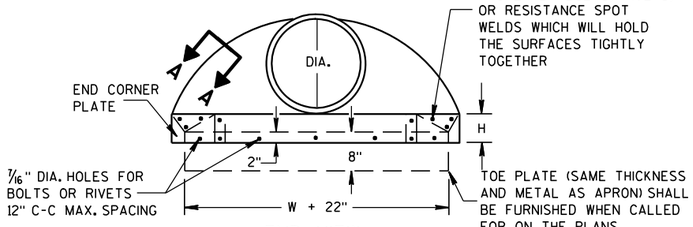
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

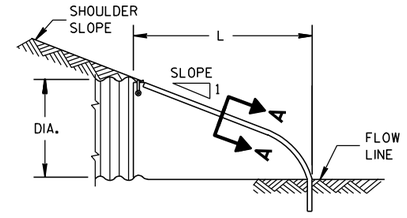
*MINIMUM
**MAXIMUM



PLAN VIEW

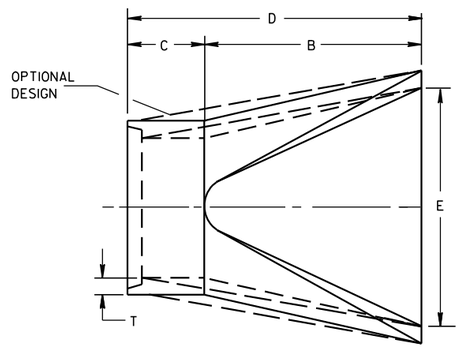


END VIEW

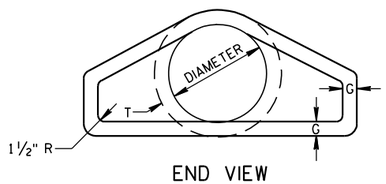


SIDE ELEVATION

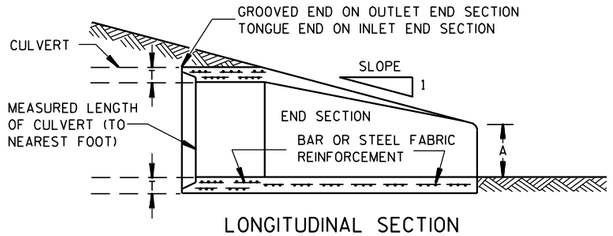
METAL ENDWALLS



PLAN

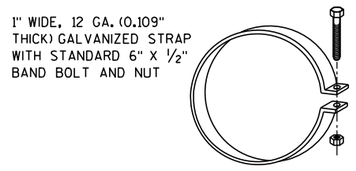


END VIEW



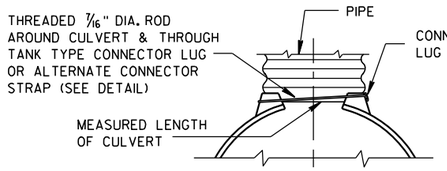
LONGITUDINAL SECTION

CONCRETE ENDWALLS

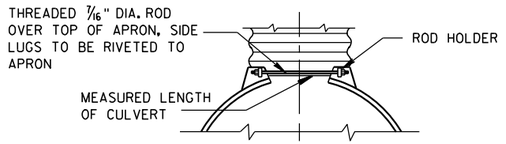


ALTERNATE FOR TYPE 1 CONNECTION

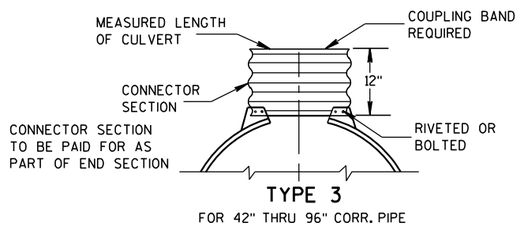
END SECTION CONNECTOR STRAP



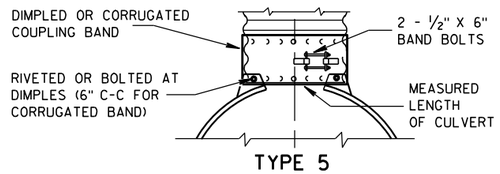
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

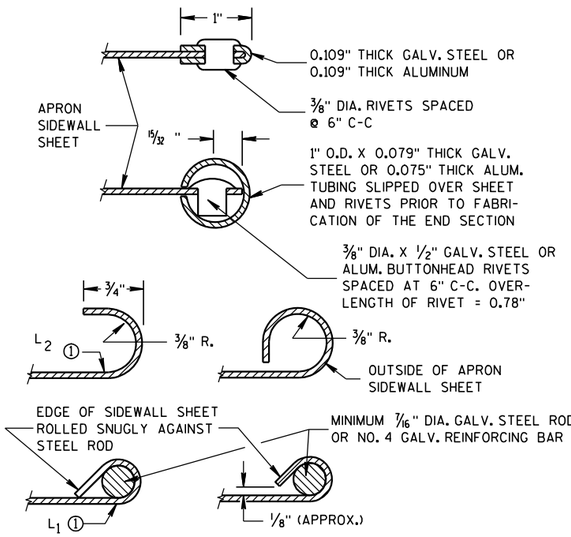
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

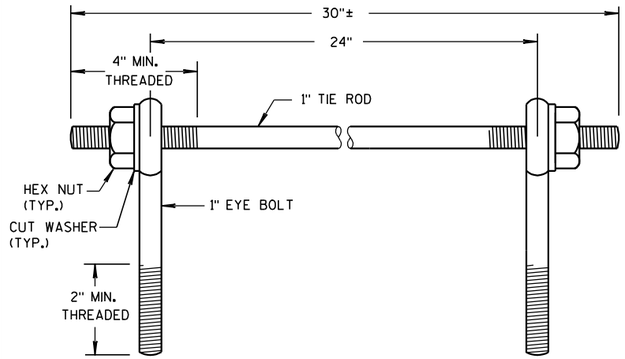
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

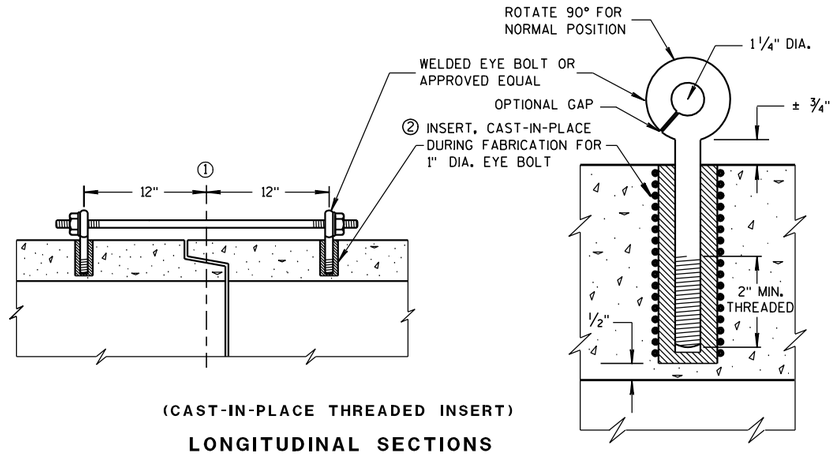
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

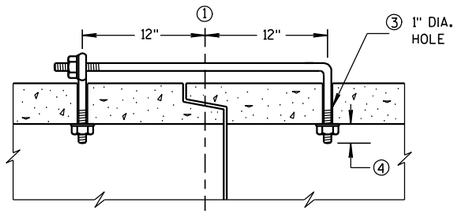
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

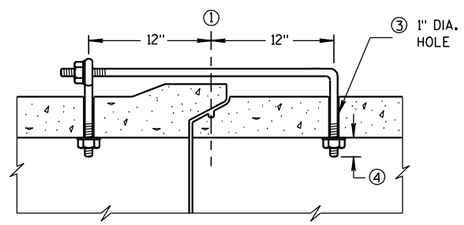
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

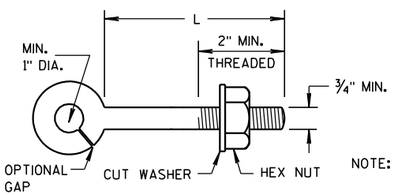


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

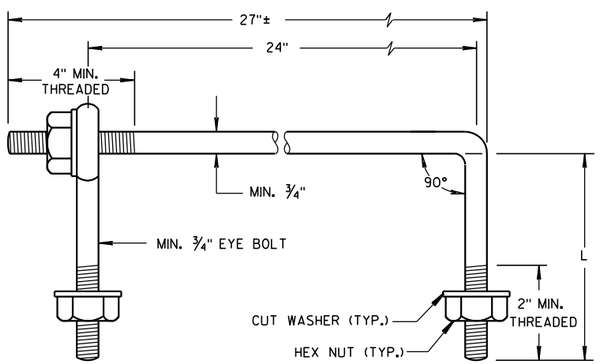
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

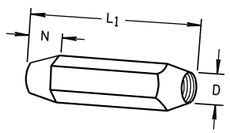
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

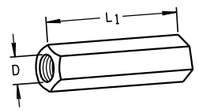
ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

DIMENSIONS SHOWN ARE IN INCHES



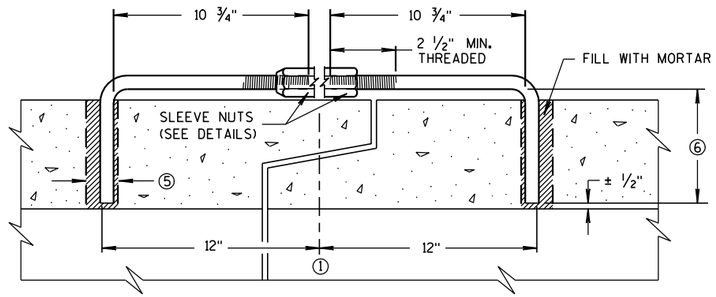
TAPERED



PLAIN

RIGHT AND LEFT THREADS

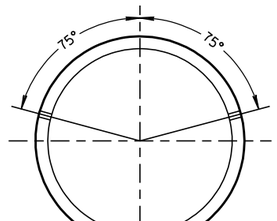
SLEEVE NUTS



LONGITUDINAL SECTION

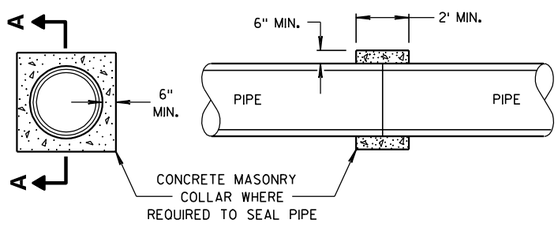
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

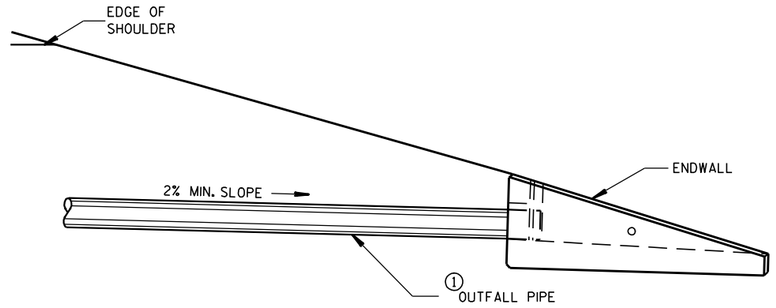
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

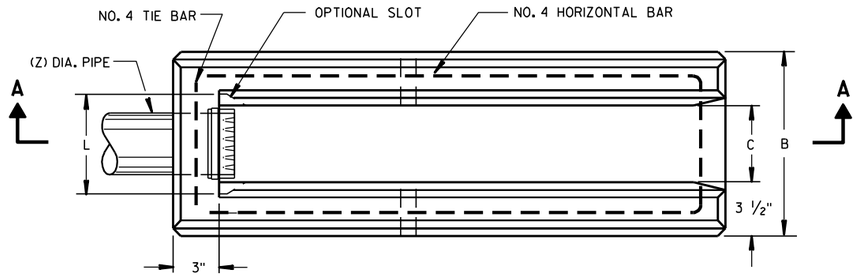
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

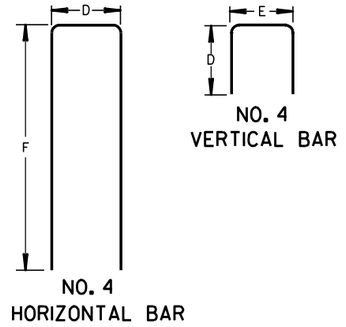
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

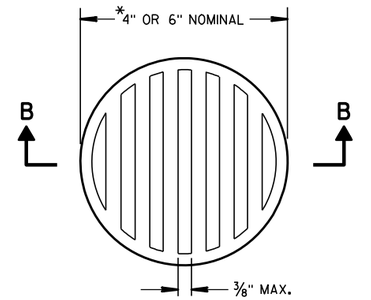
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



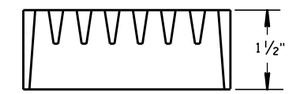
PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS



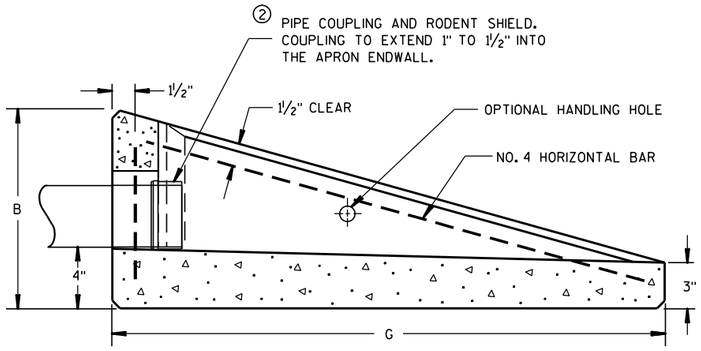
NOTE: ORIENT SHIELD SO SLOTS ARE VERTICAL.



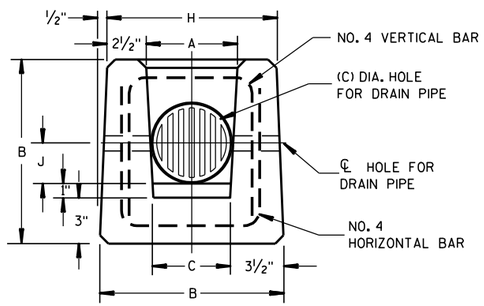
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

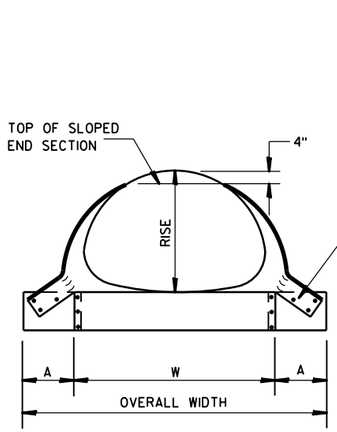
CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

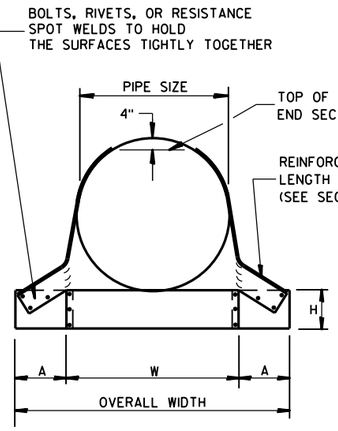
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

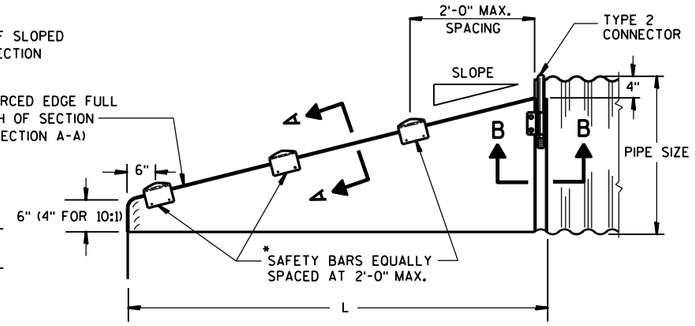
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S.D.D. 8 F 6-4



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

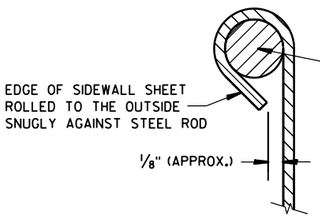
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

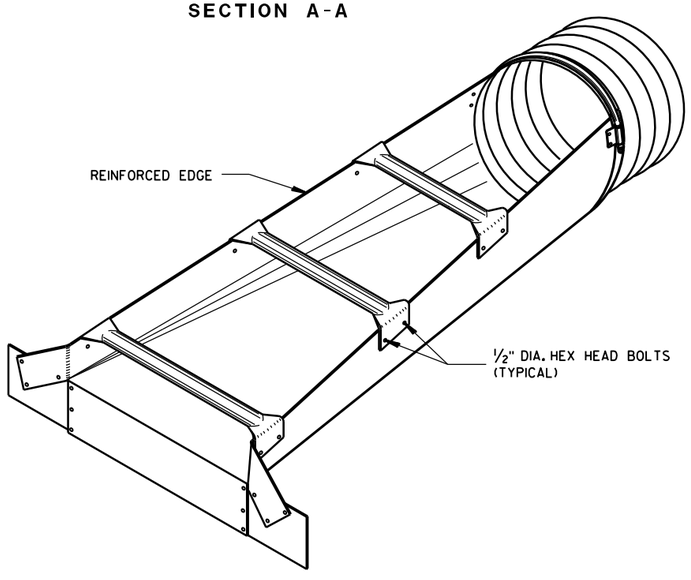
SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



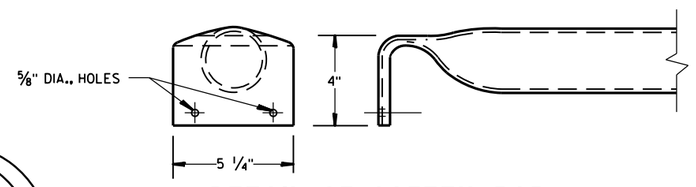
SECTION A-A



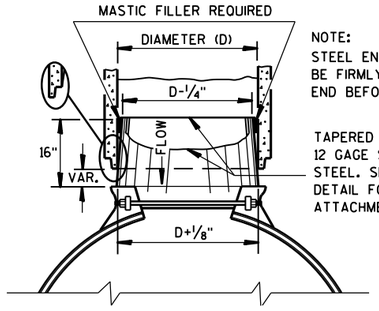
ISOMETRIC VIEW

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.



DETAIL OF SAFETY BAR



NOTE:
STEEL END SECTION SHALL BE FIRMLY WEDGED INTO PIPE END BEFORE BACKFILLING

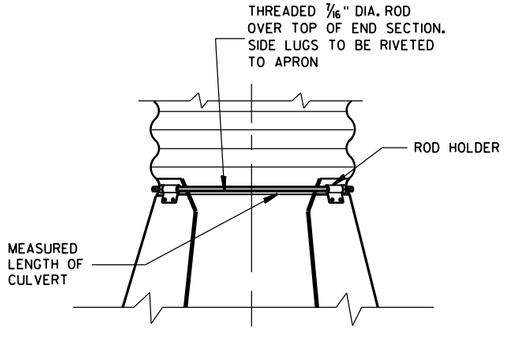
TAPERED SLEEVE TO BE 12 GAGE SMOOTH GALVANIZED STEEL. SEE SECTION B-B DETAIL FOR END SECTION ATTACHMENT.

STEEL ADAPTER SLEEVE FOR CONCRETE PIPE

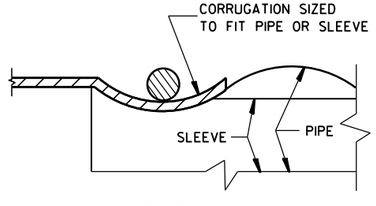
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

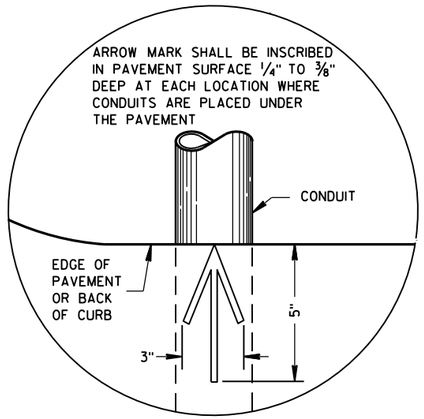
APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 7-5

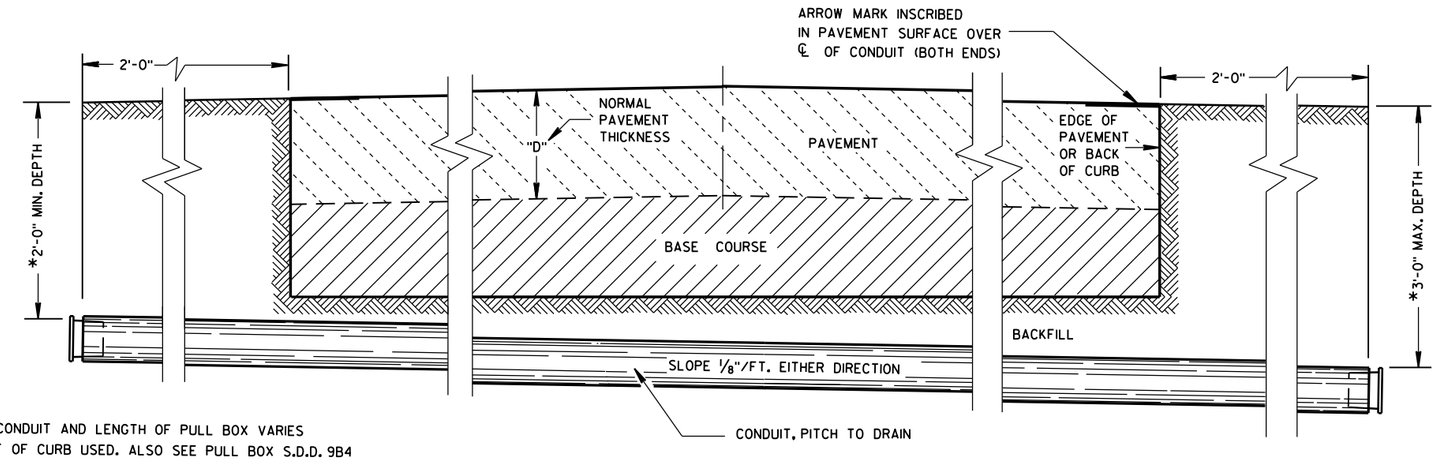
6

S.D.D. 8 F 7-5



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

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

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

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

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

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

GENERAL NOTES

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

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

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

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

COVER SHALL BE MAGNETICALLY LOCATABLE.

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

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

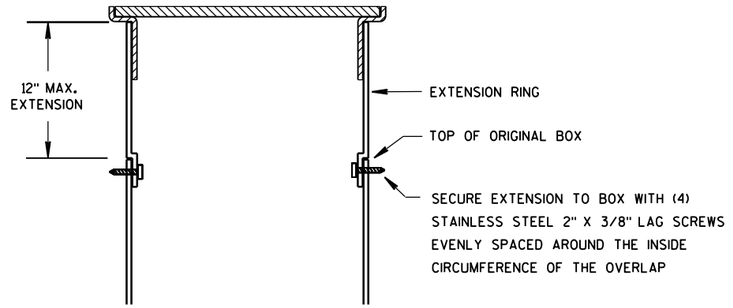
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

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

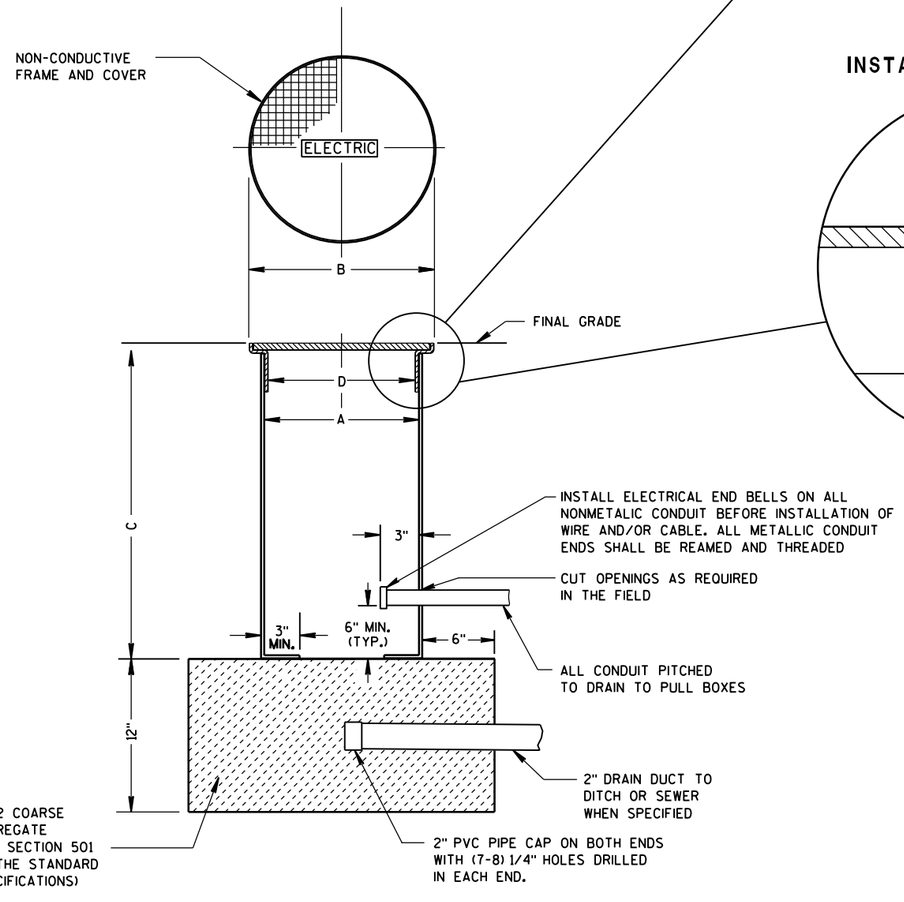
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

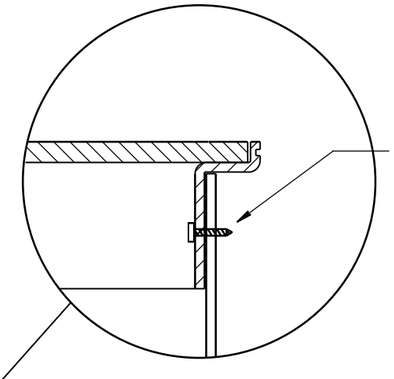


BOX EXTENSION

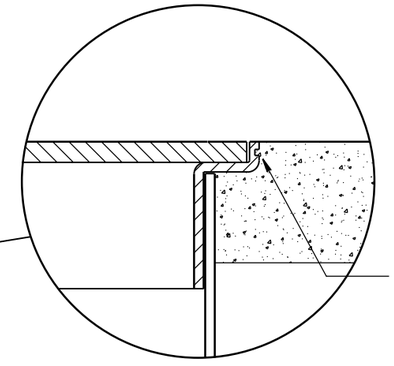


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



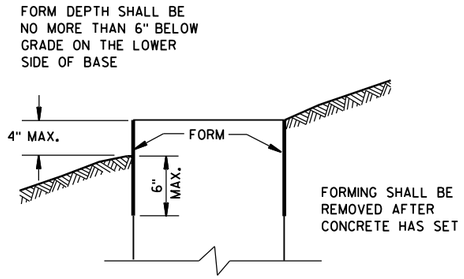
PULL BOX NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 16-1



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

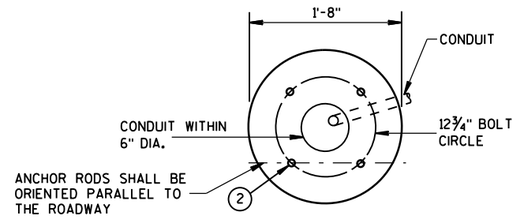
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

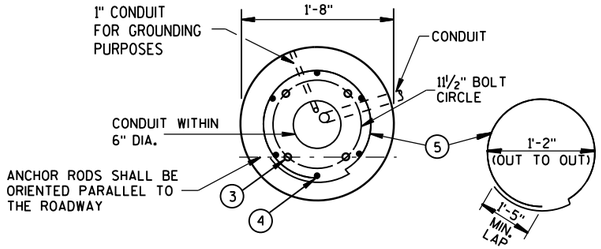
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

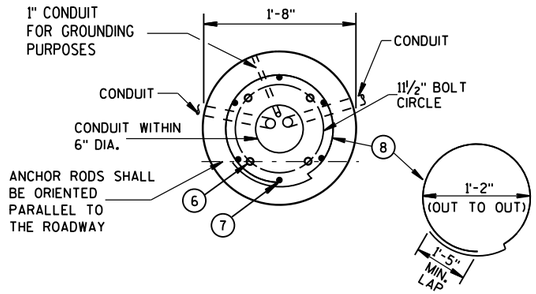
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

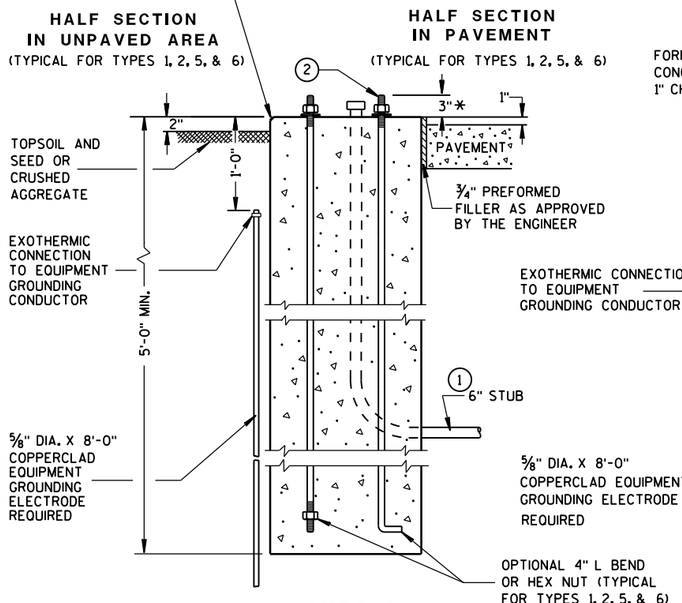




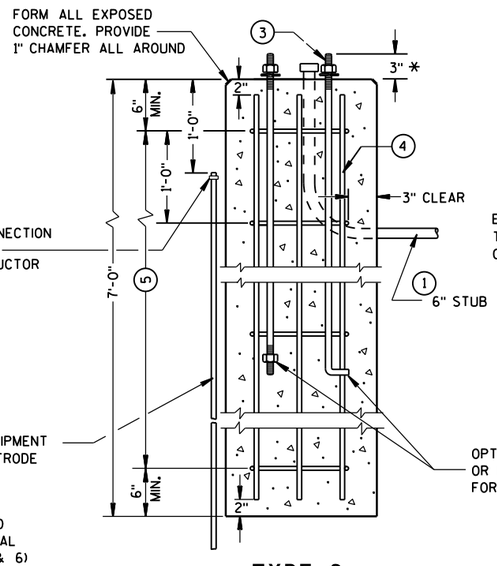


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

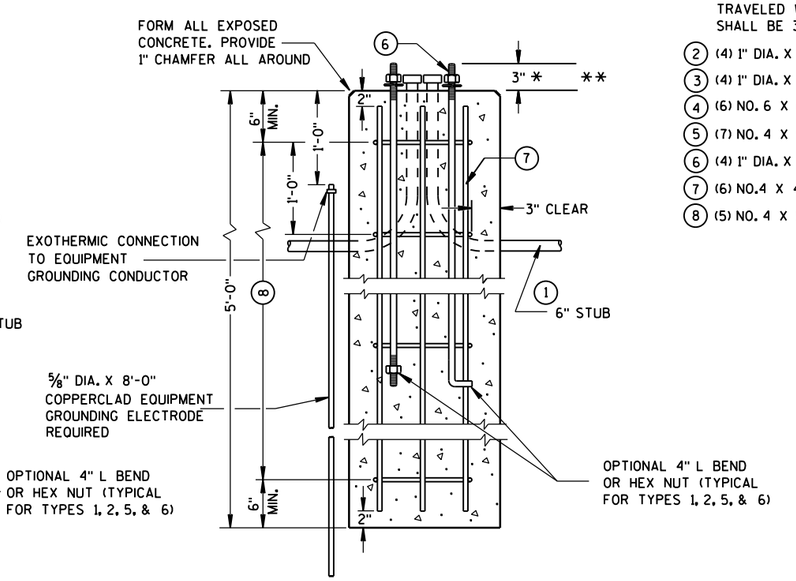
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES, TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 211
FHWA

6
S.D.D. 9 C 2-7

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

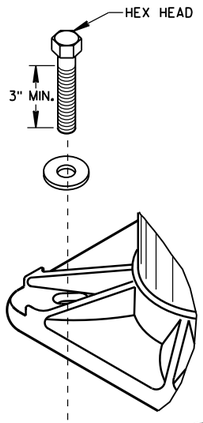
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

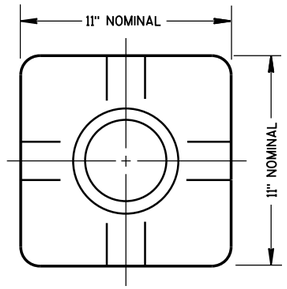
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

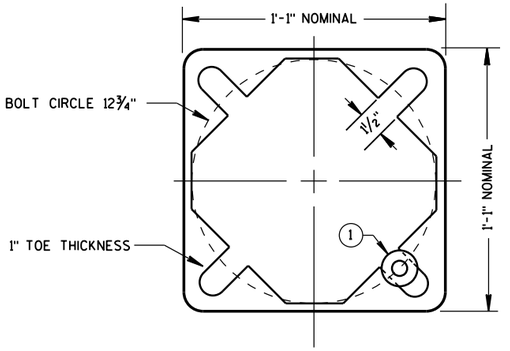
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

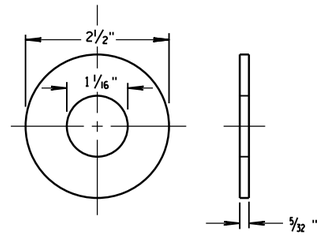




TOP VIEW
(PEDESTAL BASE)

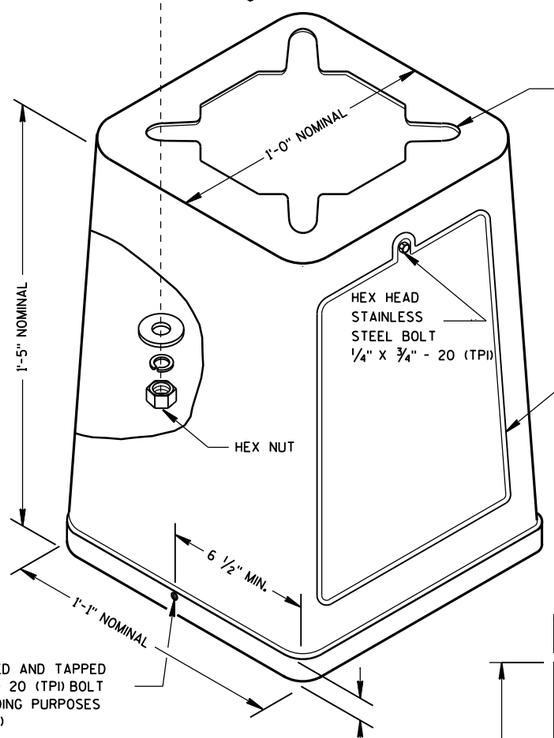


BOTTOM VIEW
(PEDESTAL BASE)

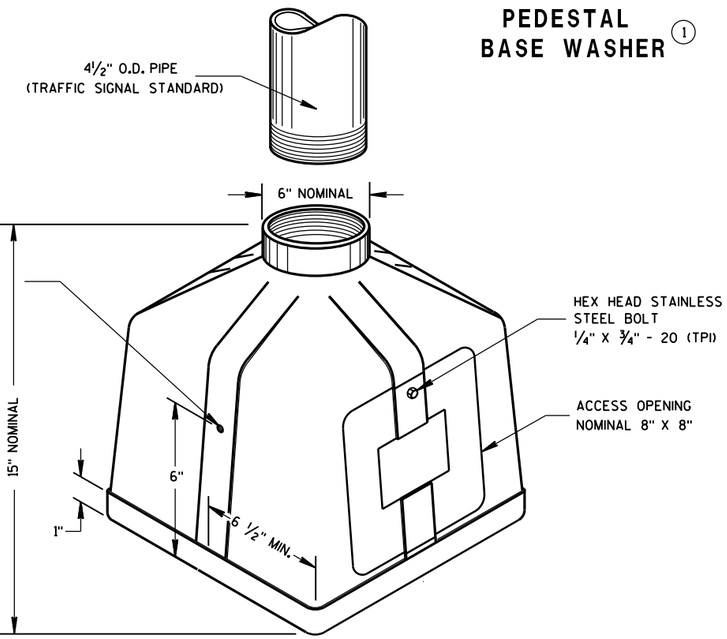


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

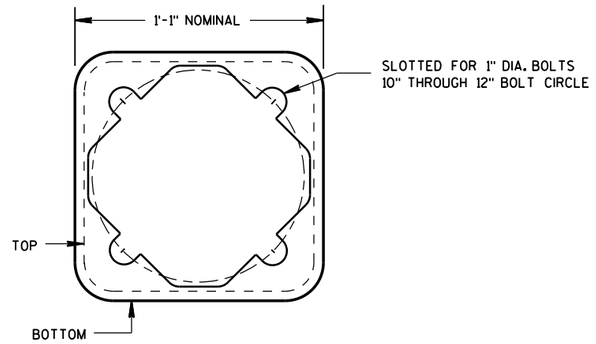


ISOMETRIC VIEW

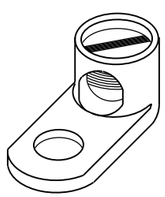


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

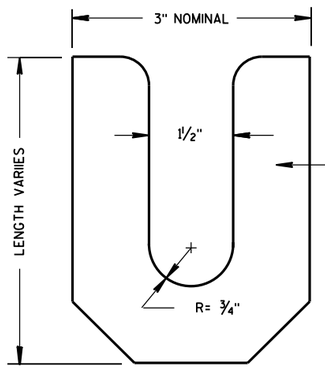


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

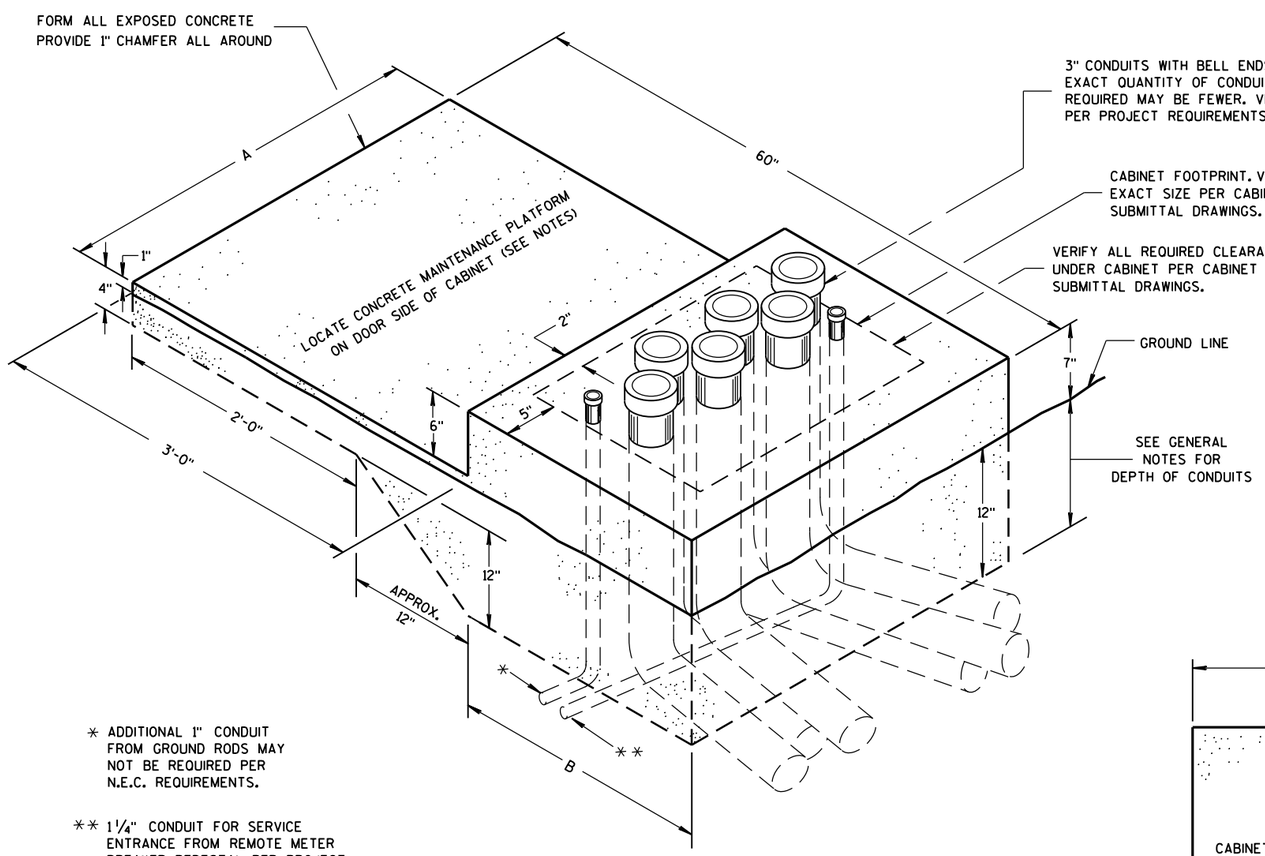
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

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S.D.D. 9 C 3-4



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

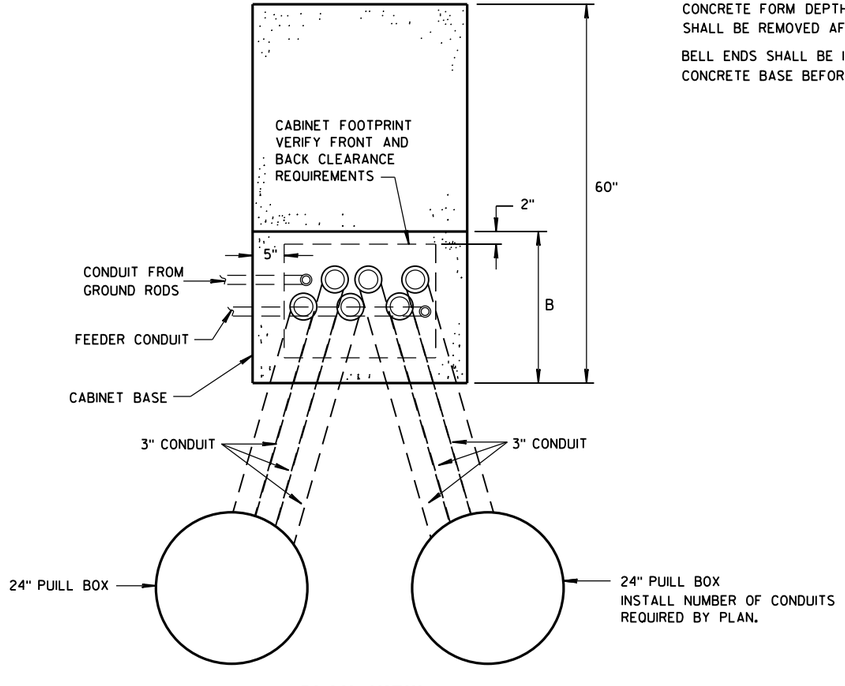
** 1¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

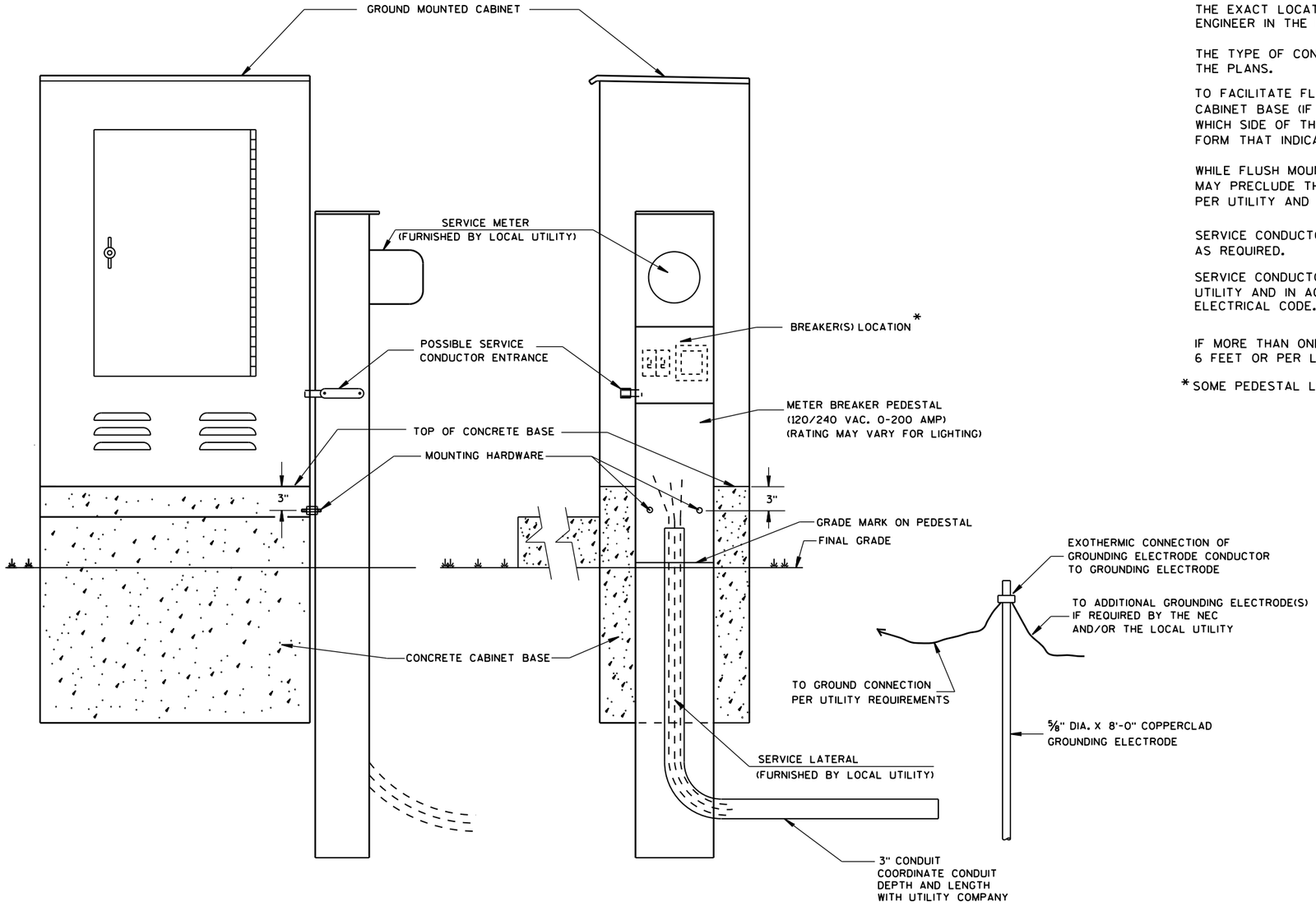
CONCRETE CONTROL CABINET BASE, TYPE L

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Nov. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINE — WYS
FHWA

6

S.D.D. 9 C 14-2



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

6

S.D.D. 9 D 1-5

6

S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE-WIRED BY THE CABINET FABRICATOR.

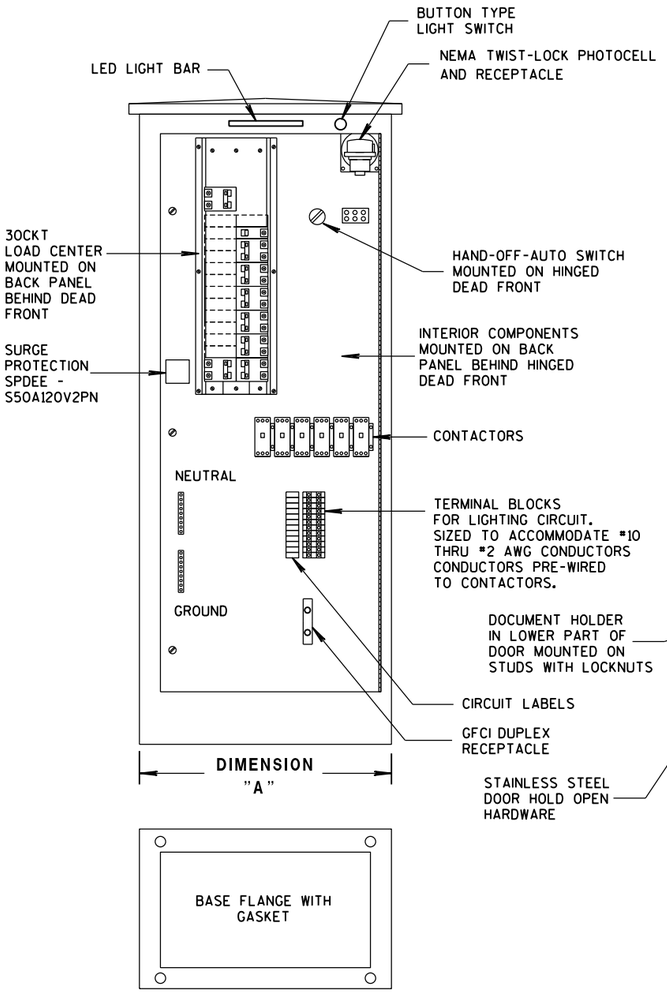
ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

FRONT INTERIOR ELEVATION



SIDE VIEW

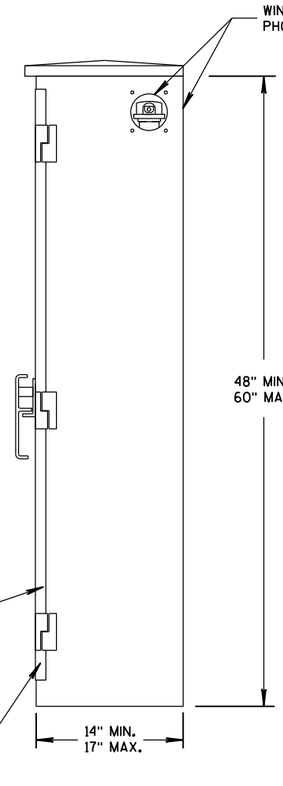
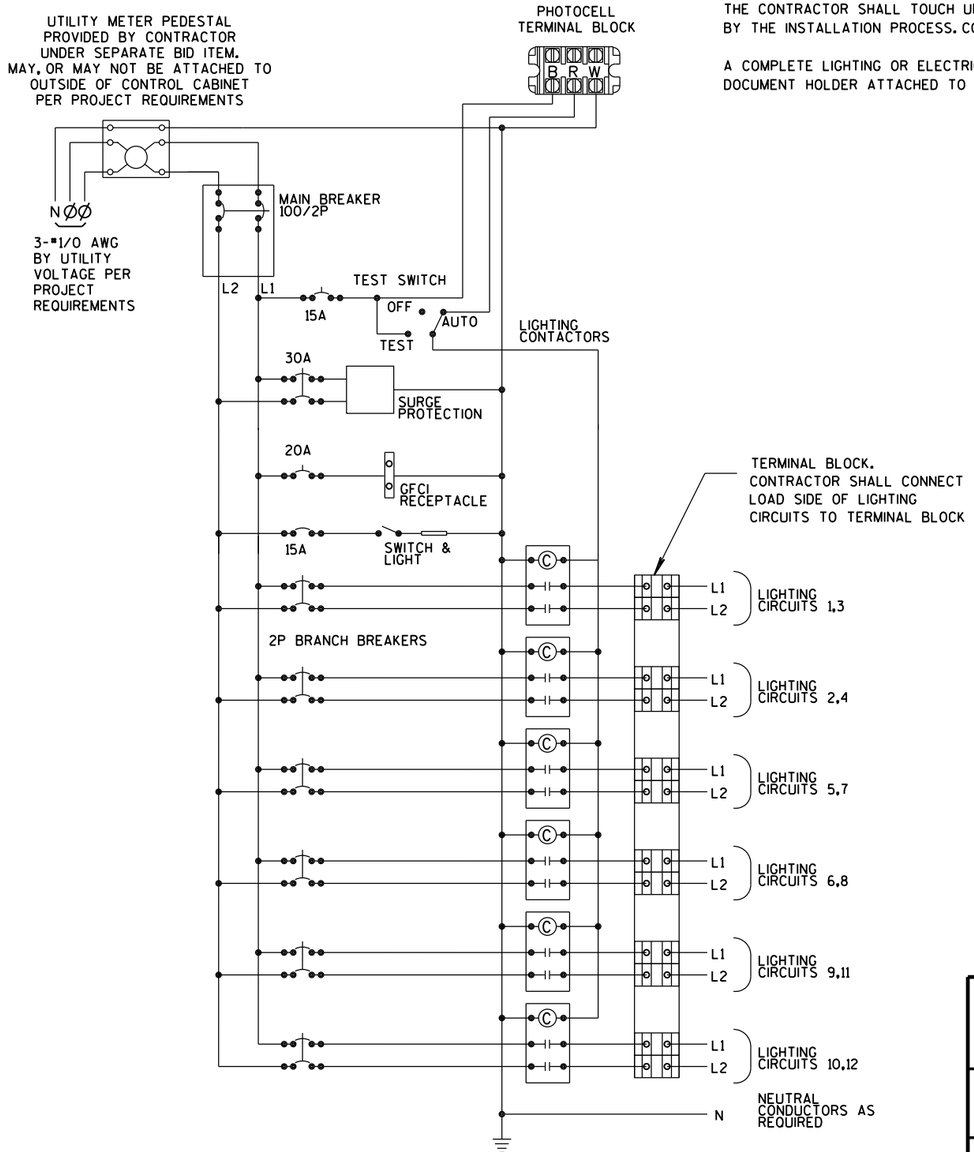


TABLE OF DIMENSIONS (INCHES)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

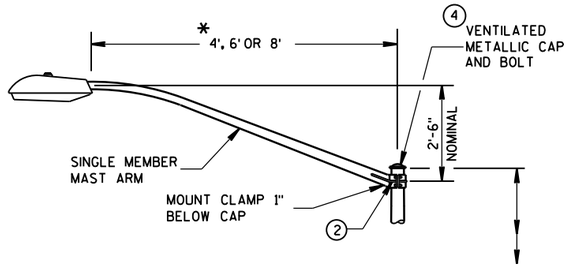
LIGHTING CONTROL CABINET 120/240 VOLT

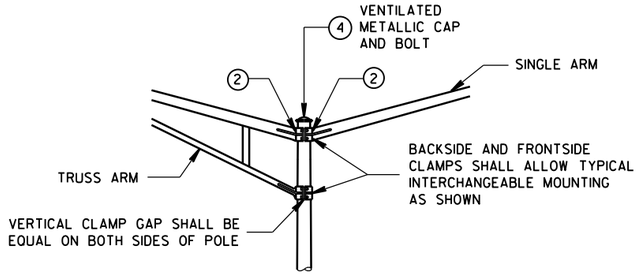
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Thomas Gonring — STATE LIGHTING ENGINEER
FHWA

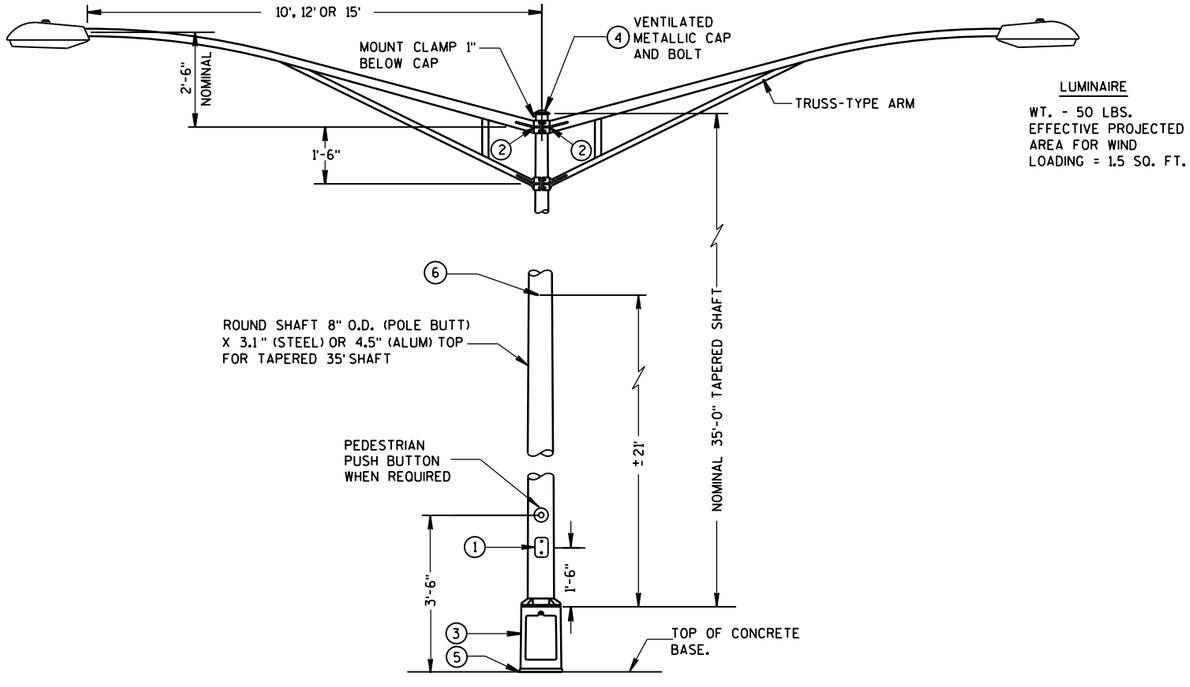
6
S.D.D. 9 D 4-2

* RISE FOR 4' ARM SHALL BE 2'-0".





INTERCHANGEABLE MOUNTING DETAIL



TYPE 6 POLE MOUNTING CONFIGURATION

(MAXIMUM LOAD)

LIGHTING ONLY

GENERAL NOTES

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

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE EITHER GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES, SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 6 ALUMINUM POLES SHALL HAVE MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

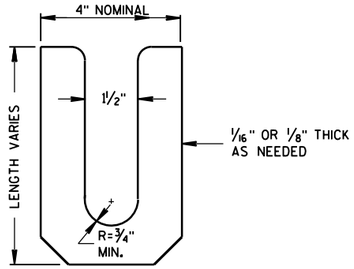
(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

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DEPARTMENT OF TRANSPOI

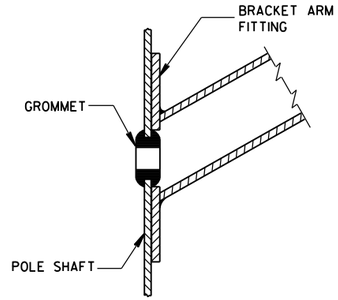
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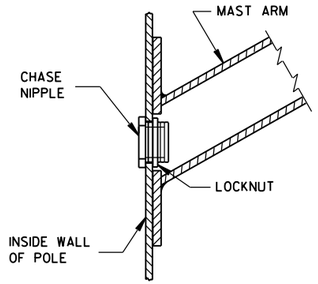


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

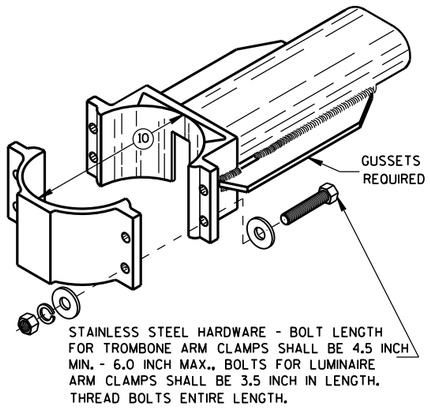
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

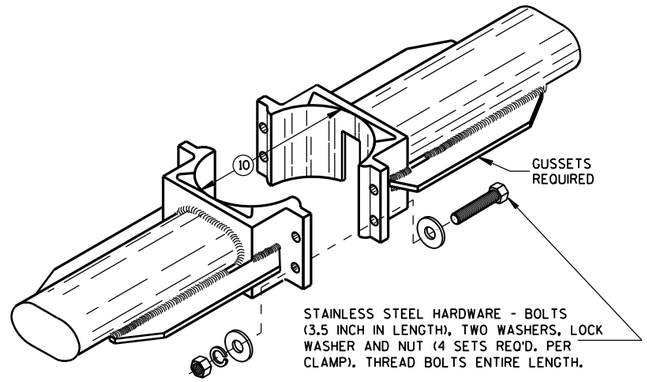
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

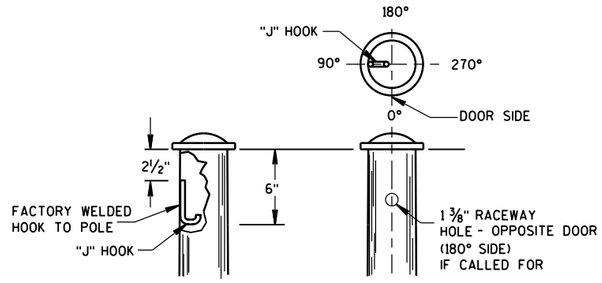
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



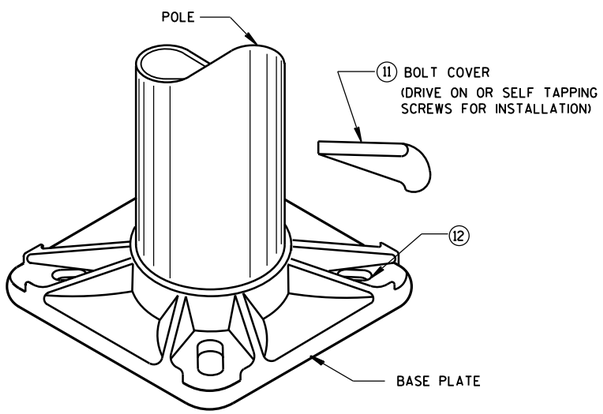
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



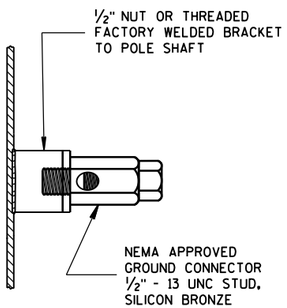
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

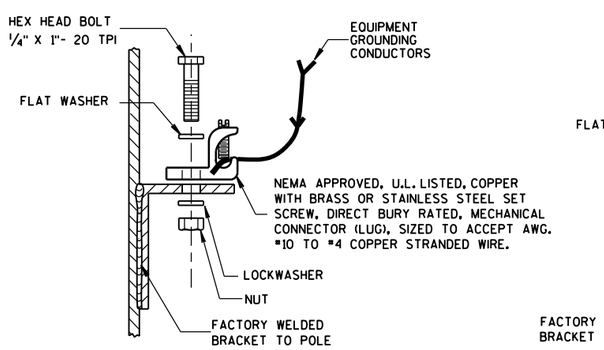


TYPICAL "J" HOOK LOCATION



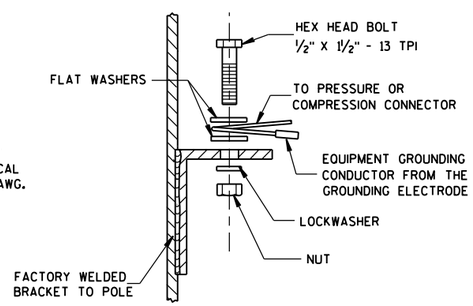
BASE PLATE





TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



HARDWARE DETAILS FOR POLE MOUNTINGS

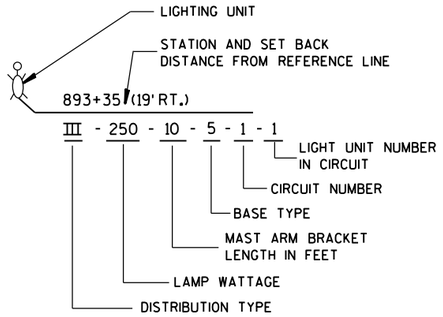
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

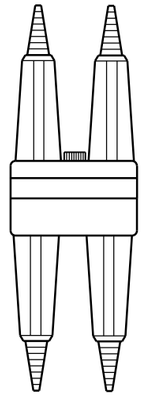
/S/ Ahmet Demirbilek
STATE ELECTRICAL

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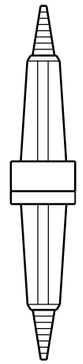
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S.D.D. 9 E 1-14g



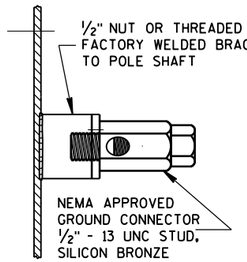
LIGHTING UNIT CODE
(TYPICAL)

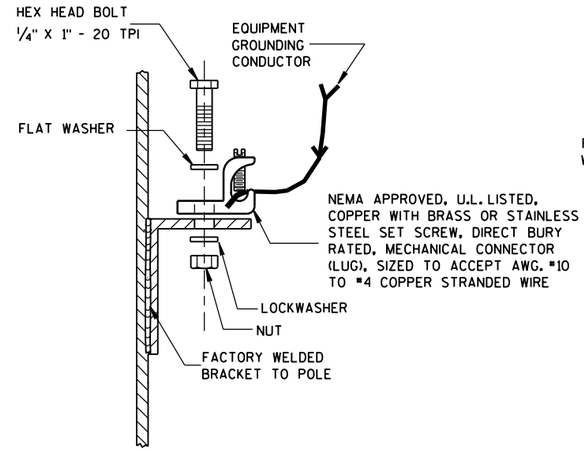


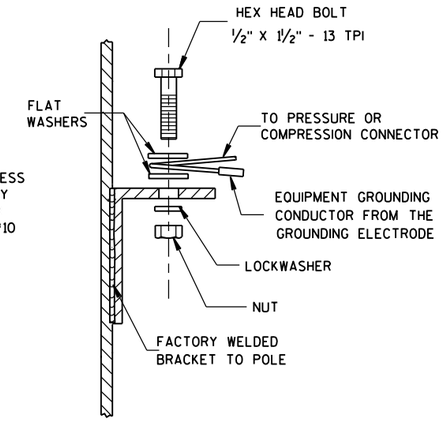
DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



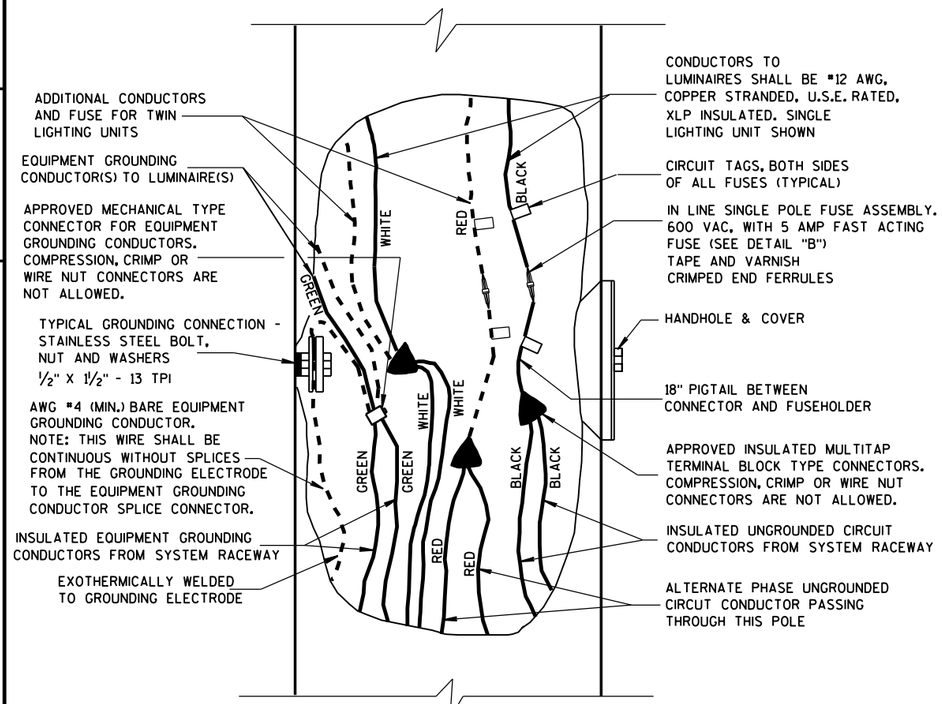
DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



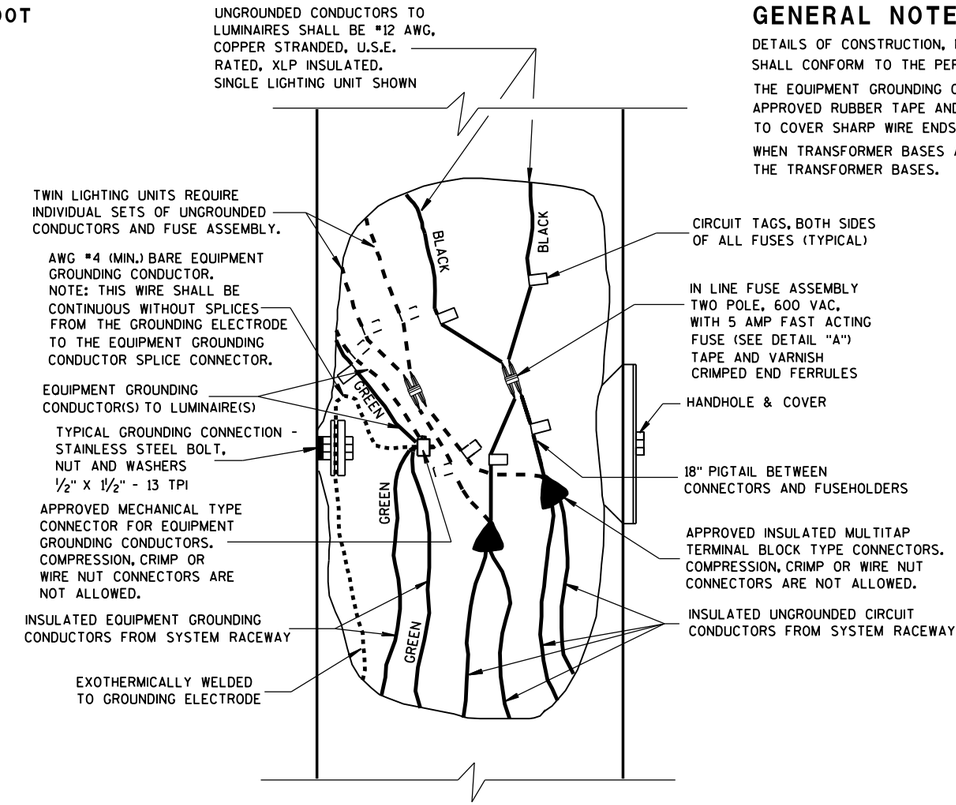




TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

GENERAL NOTES

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

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

NON-FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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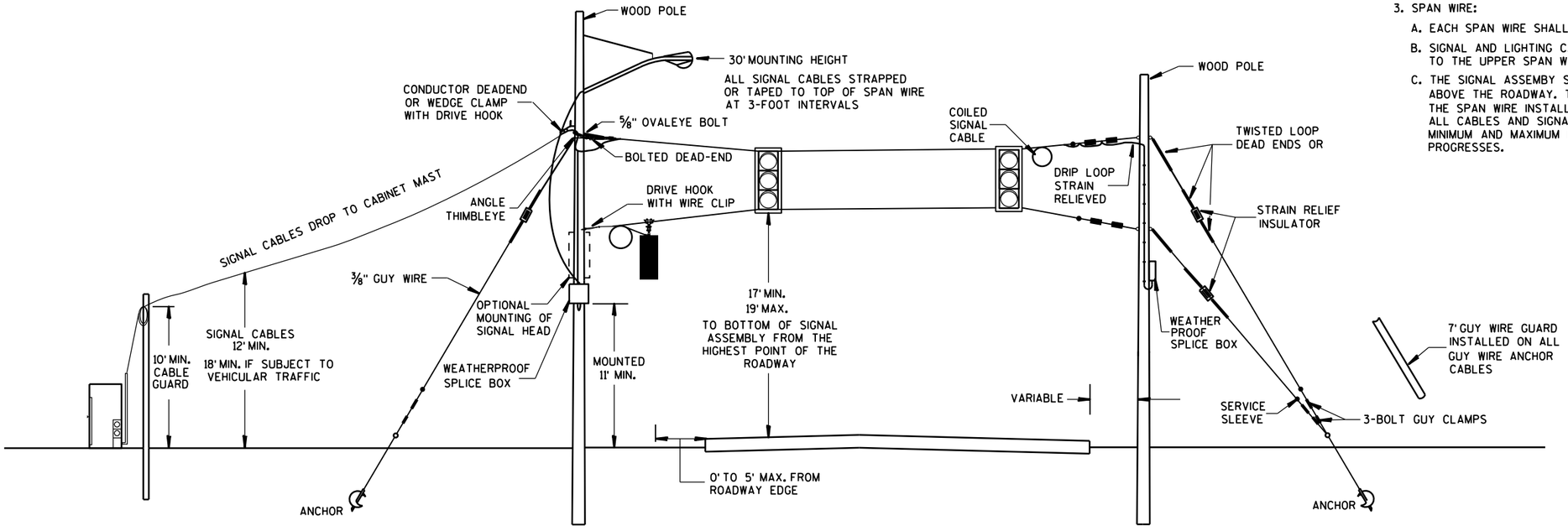
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

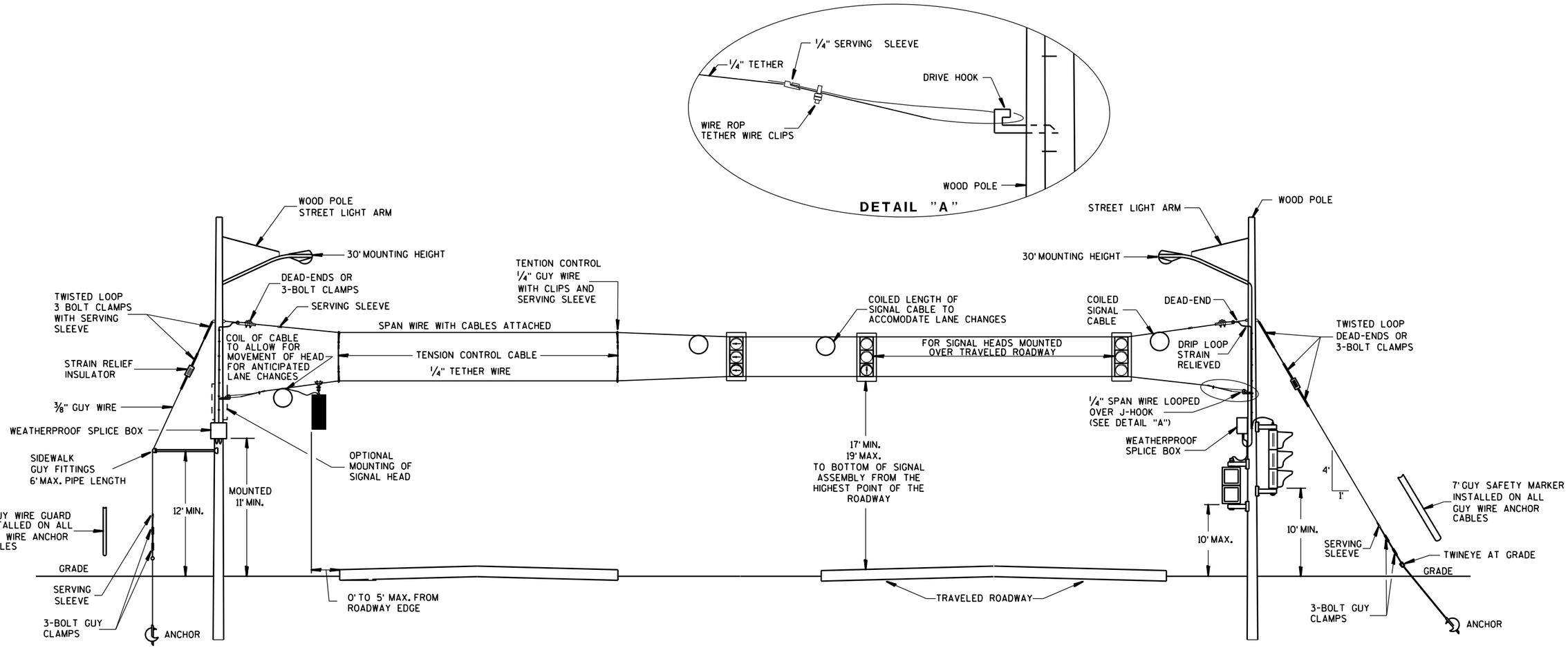
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
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S.D.D. 9 G 1-4a



GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

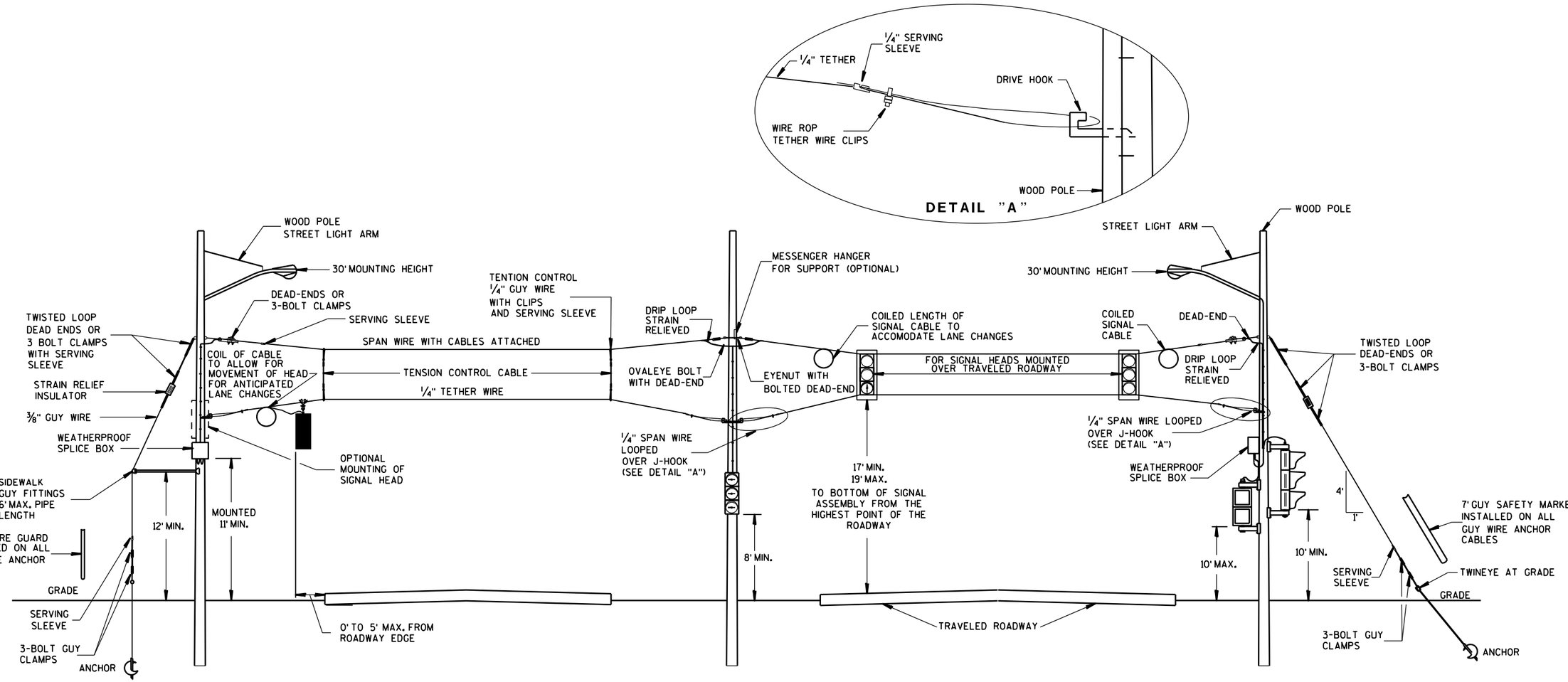
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June, 2015 — DATE
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S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

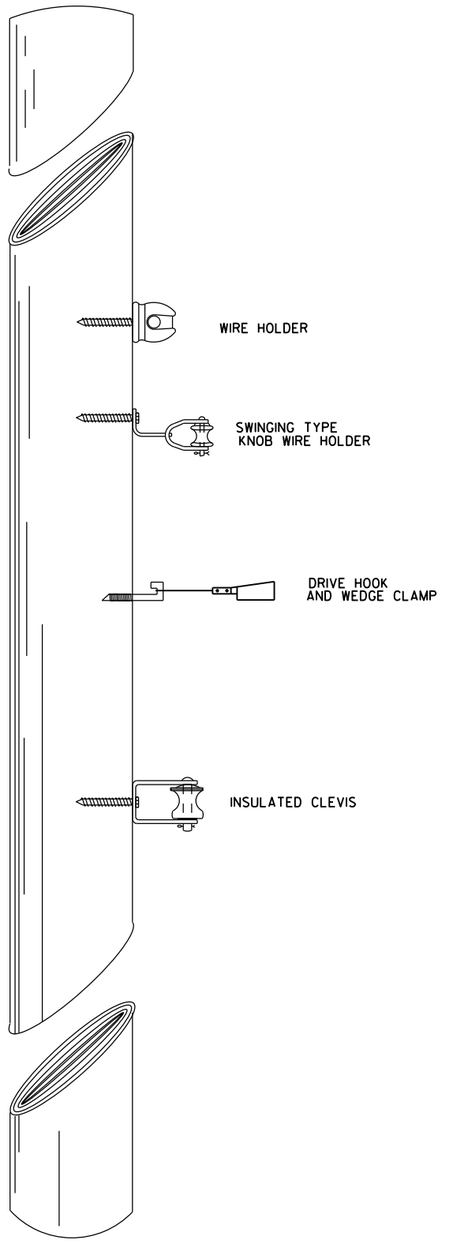
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

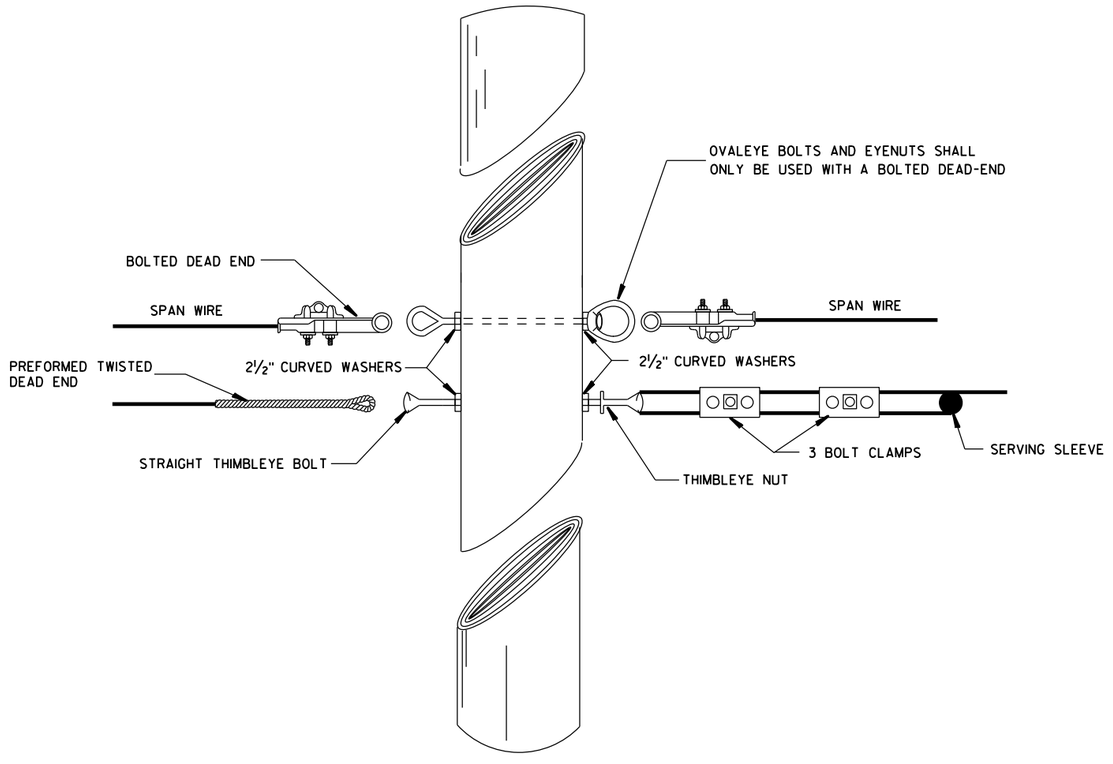
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June. 2015 — DATE
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S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

6

6

S.D.D. 9 G 1-4d

S.D.D. 9 G 1-4d

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

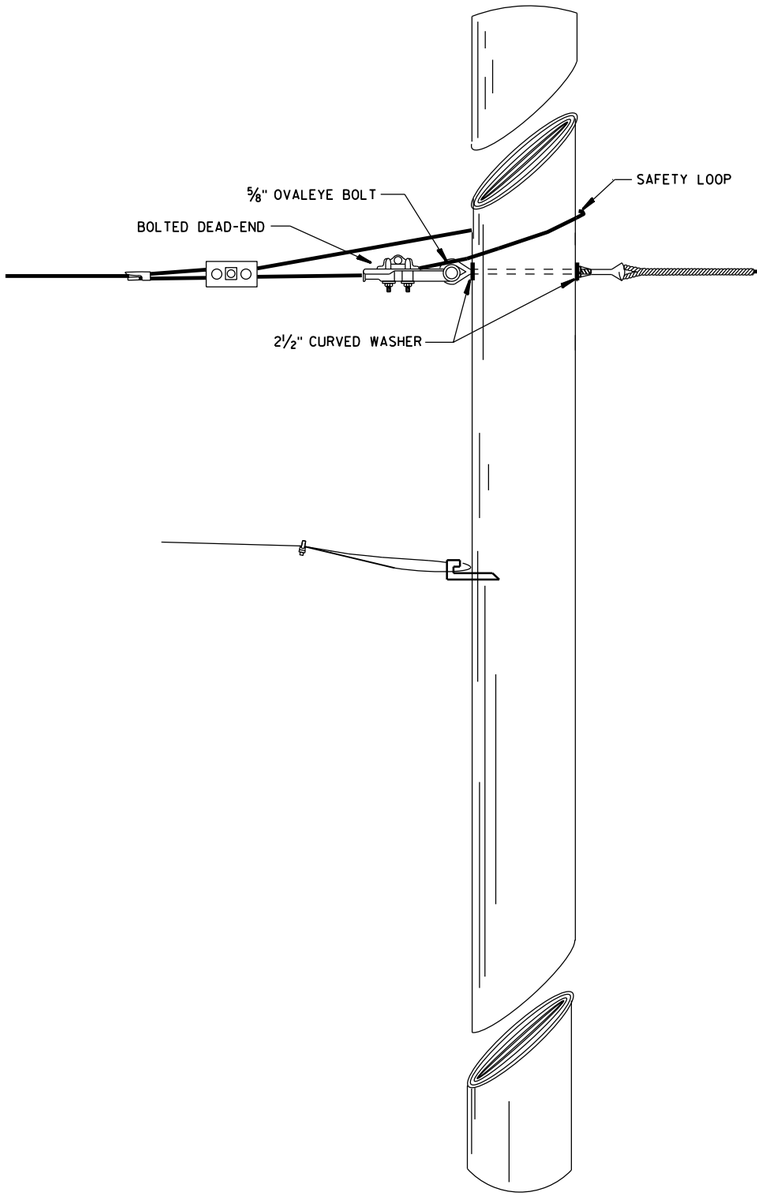
June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

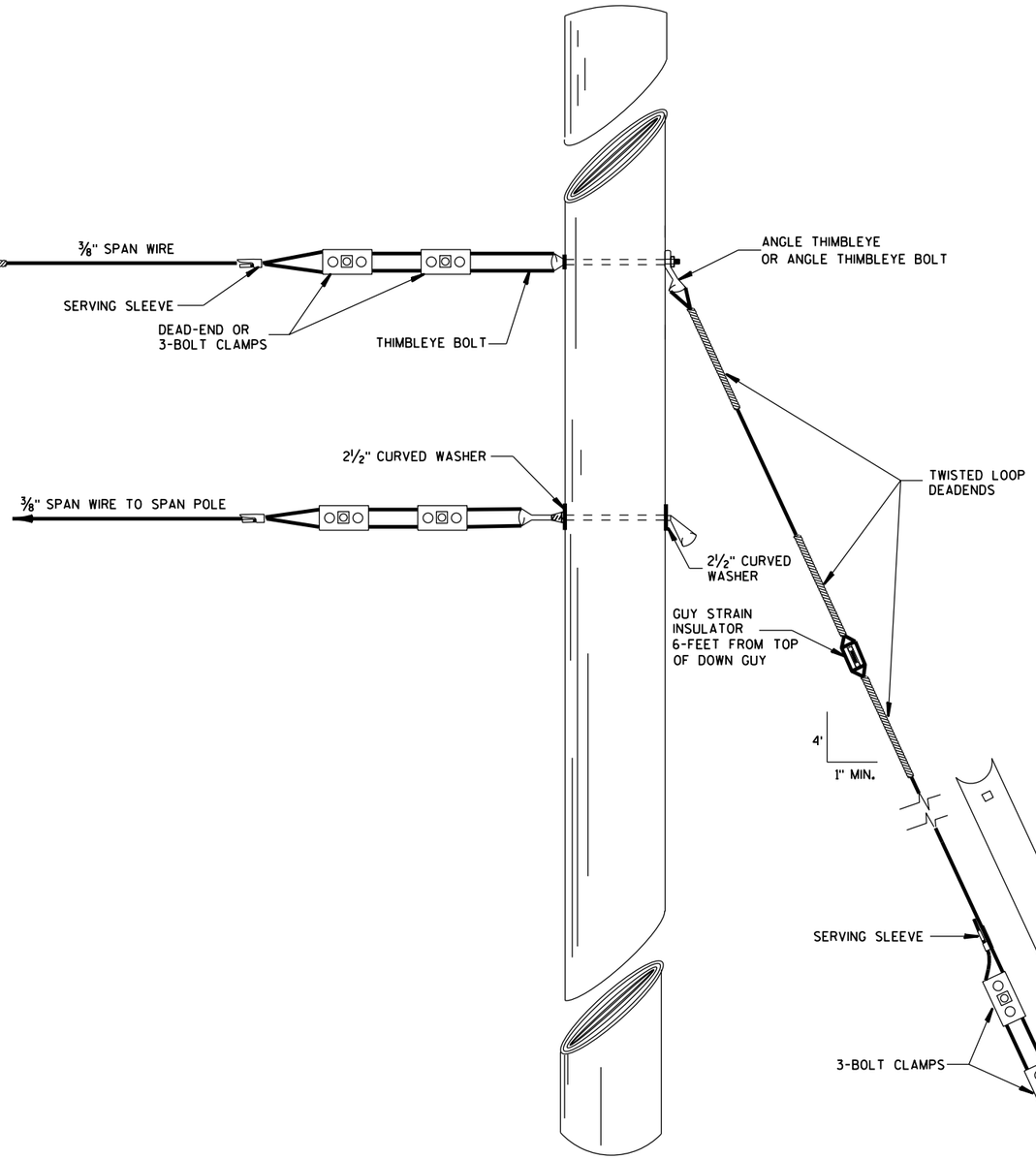
FHWA

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE

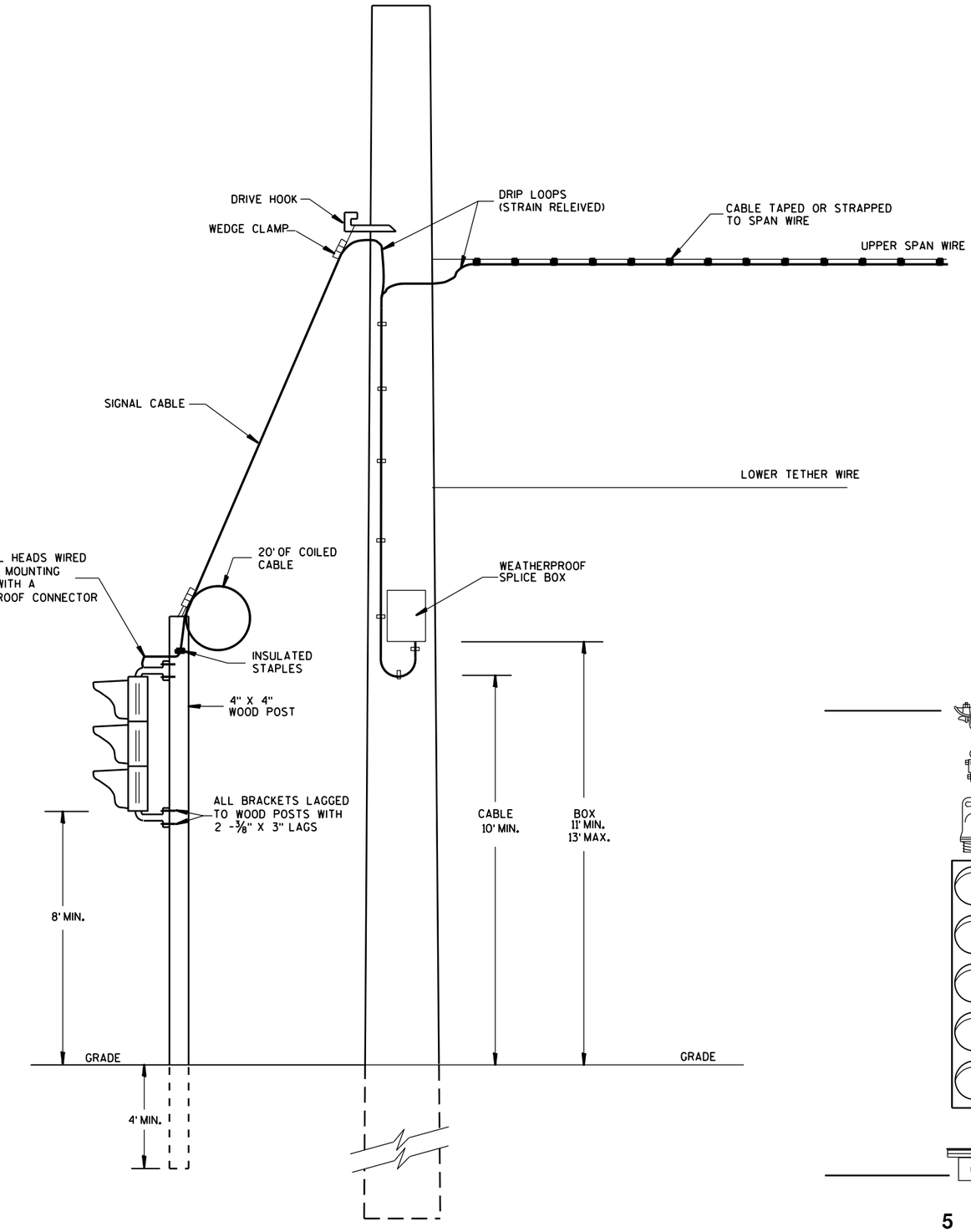


GUY POLE

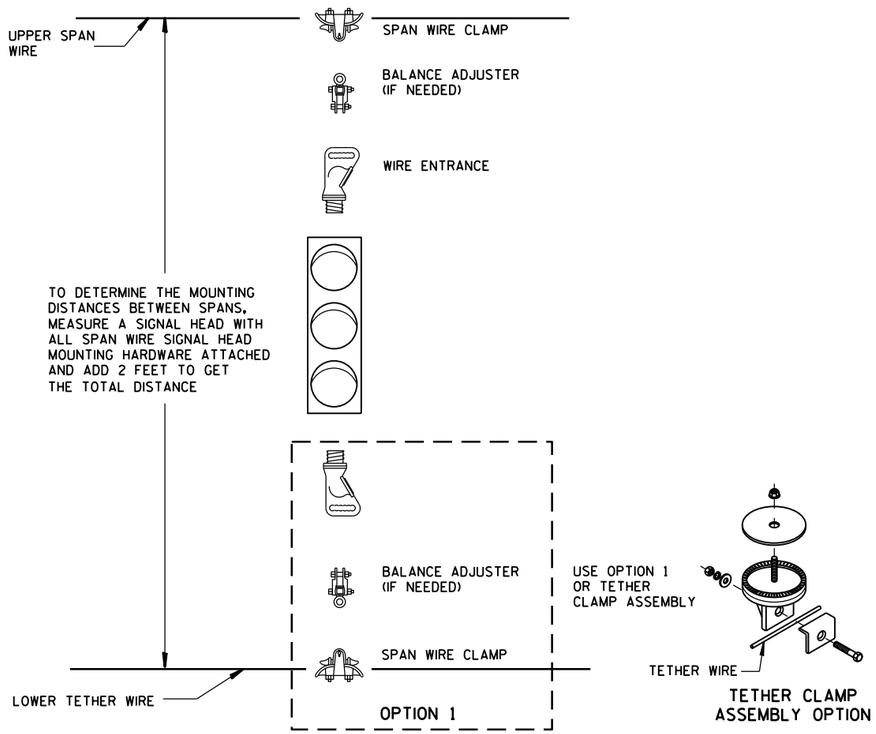
TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June. 2015 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL 223 FHWA

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S.D.D. 9 G 1-4e

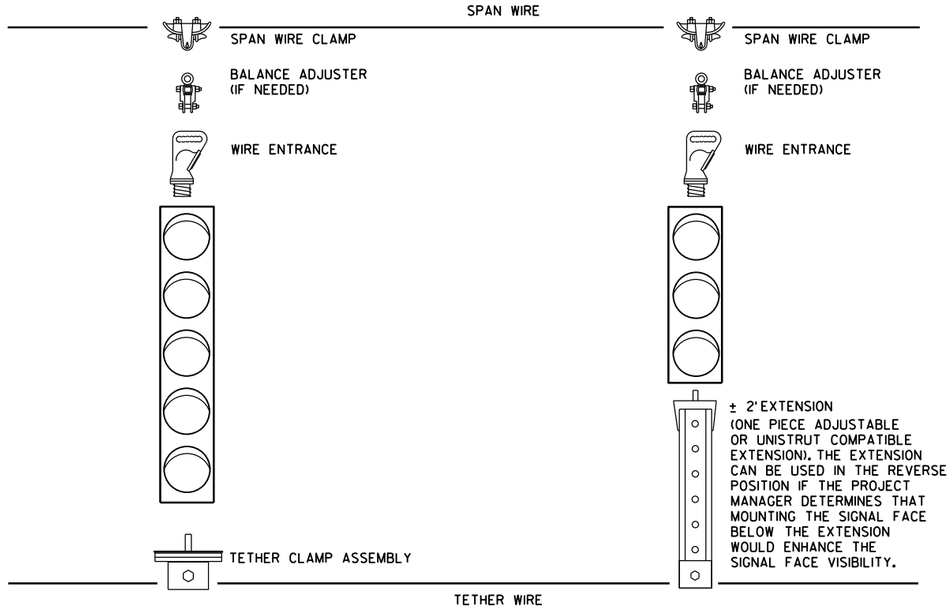


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TETHER CLAMP ASSEMBLY OPTION

TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June. 2015 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

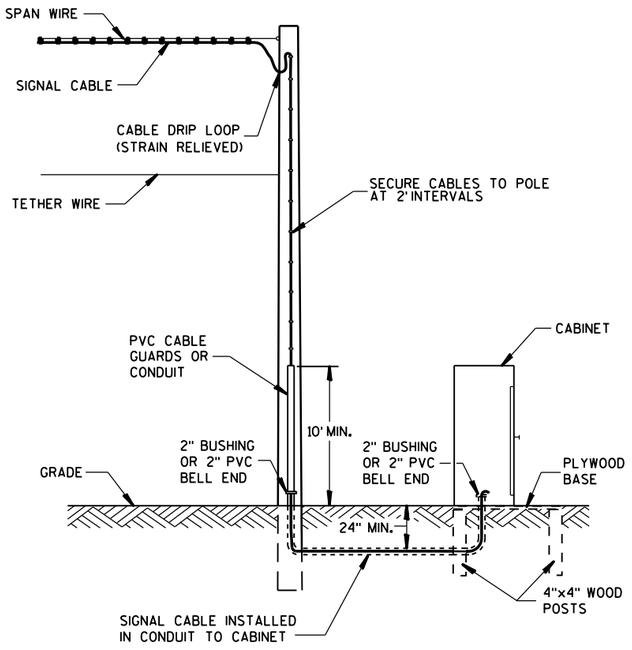
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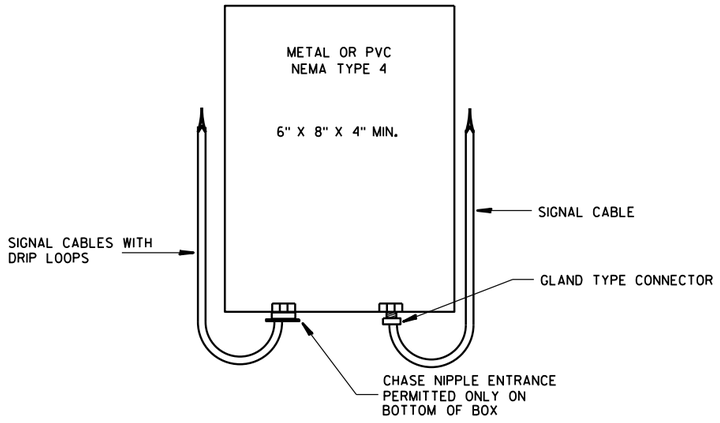
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S.D.D. 9 G 1-4f

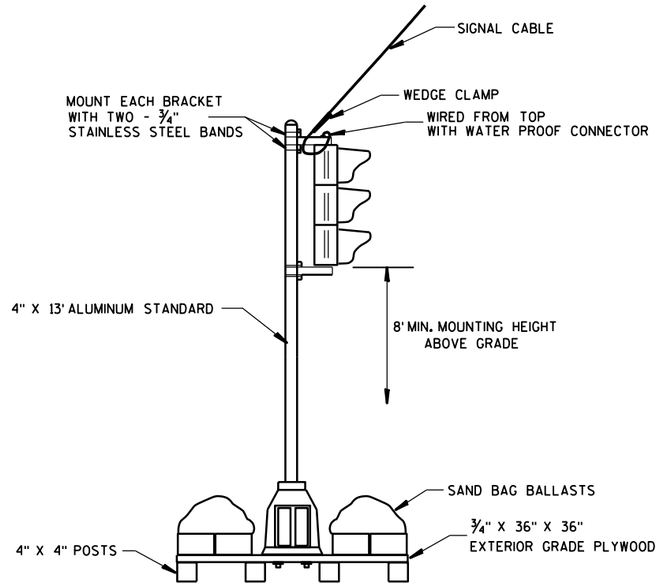
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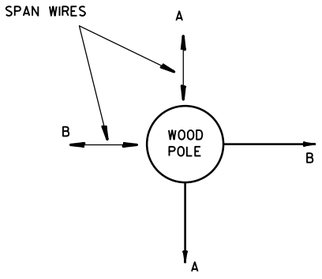




SPLICE BOX

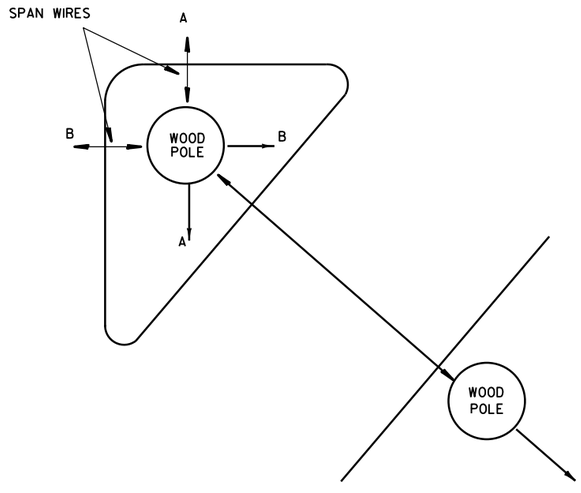


TYPICAL SKID TYPE TEMPORARY

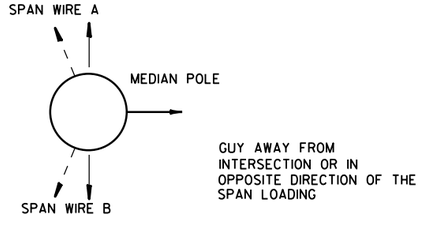


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

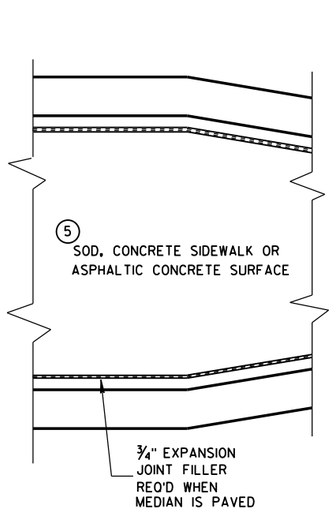
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

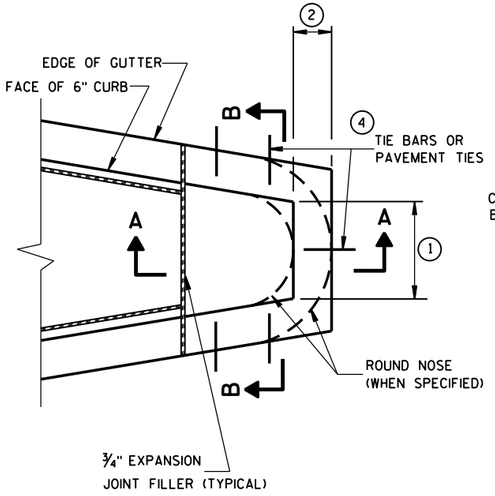
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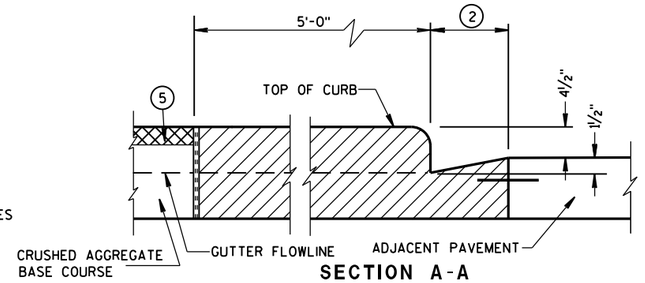
S.D.D. 9 G 1-4g

6

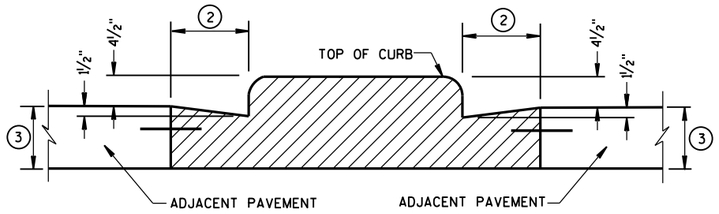
S.D.D. 9 G 1-4g







SECTION A-A



SECTION B-B

CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

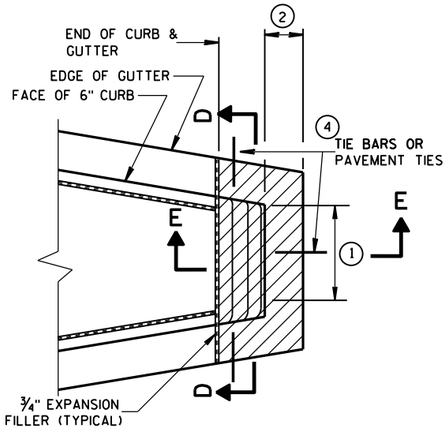
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

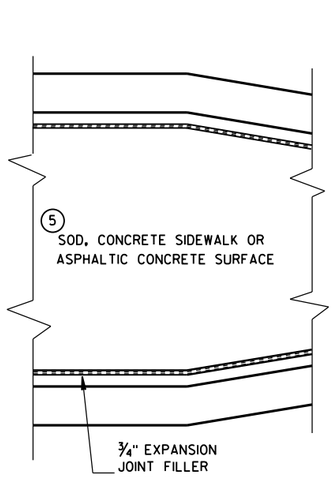
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

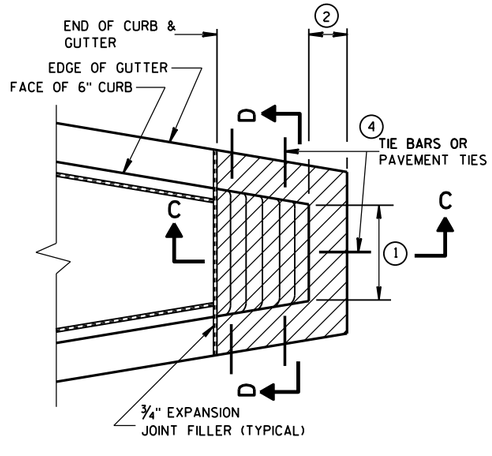
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

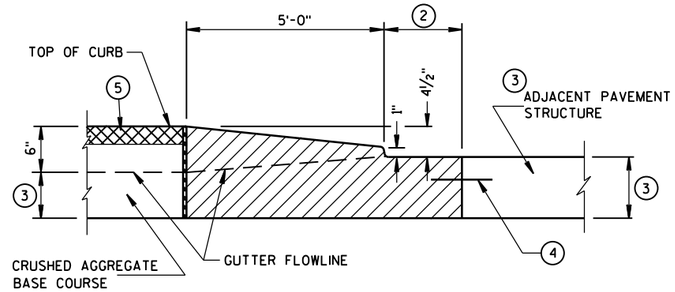
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

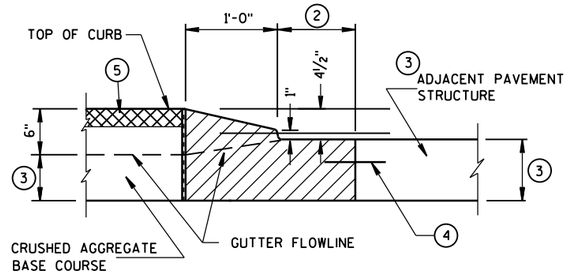








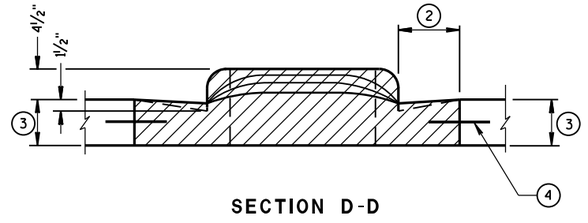
SECTION C-C



SECTION E-E

CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

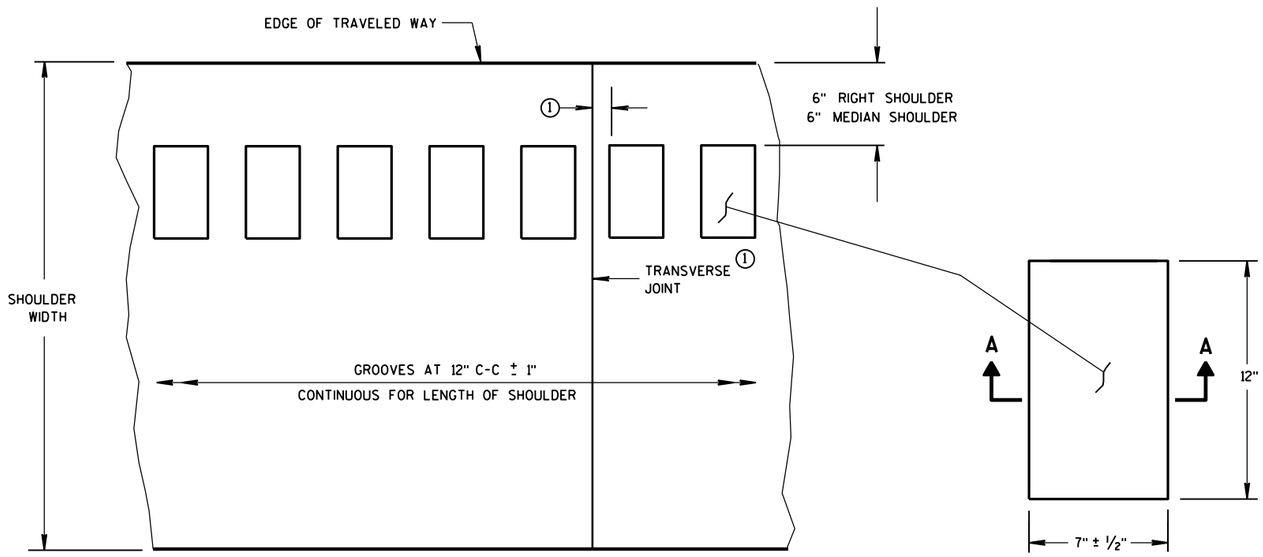
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

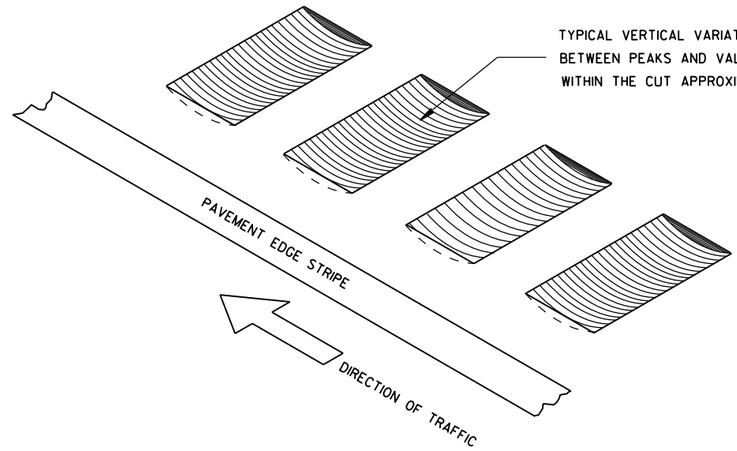
GENERAL NOTES

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

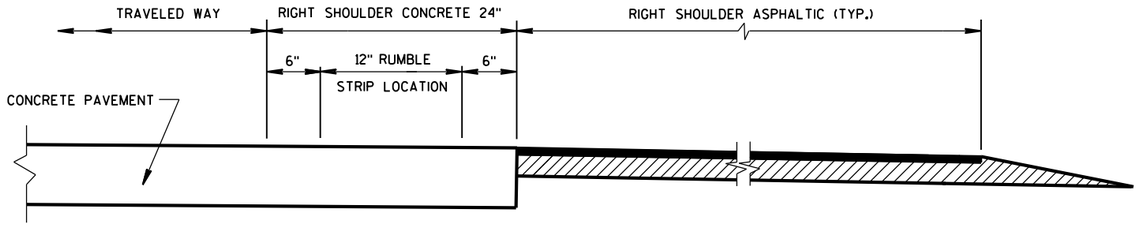
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

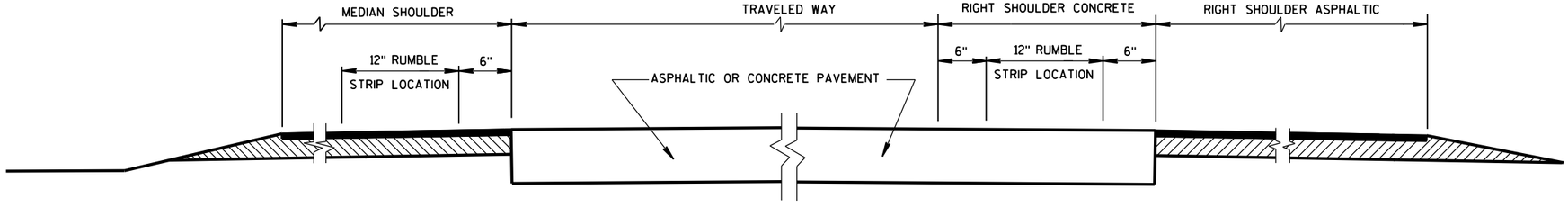
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



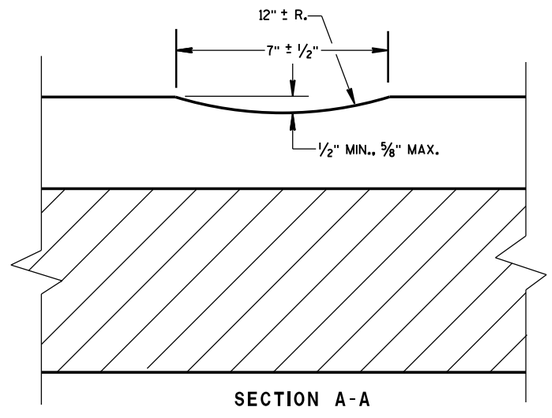
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

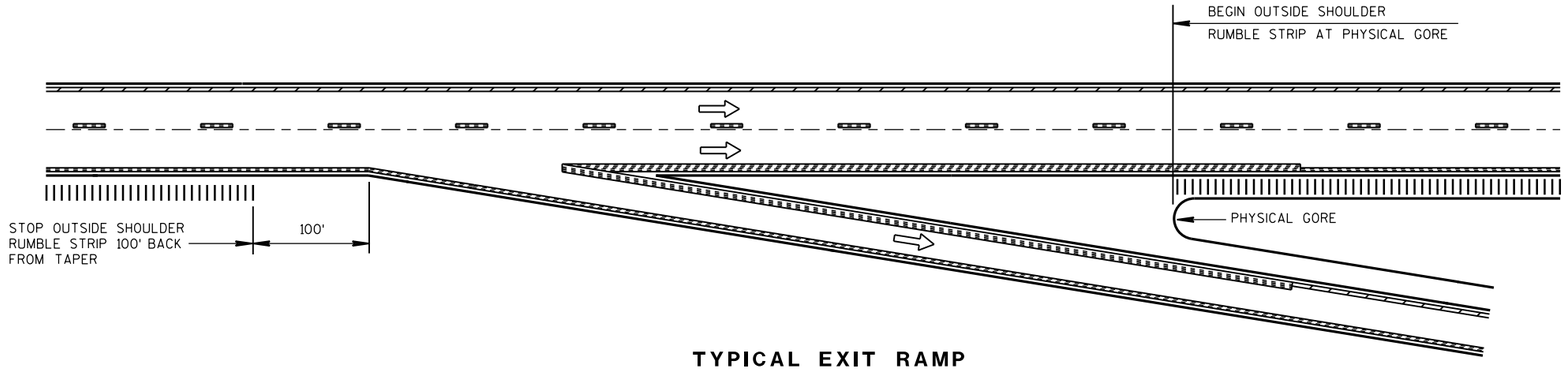
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

6

S.D.D. 13 A 5-5a



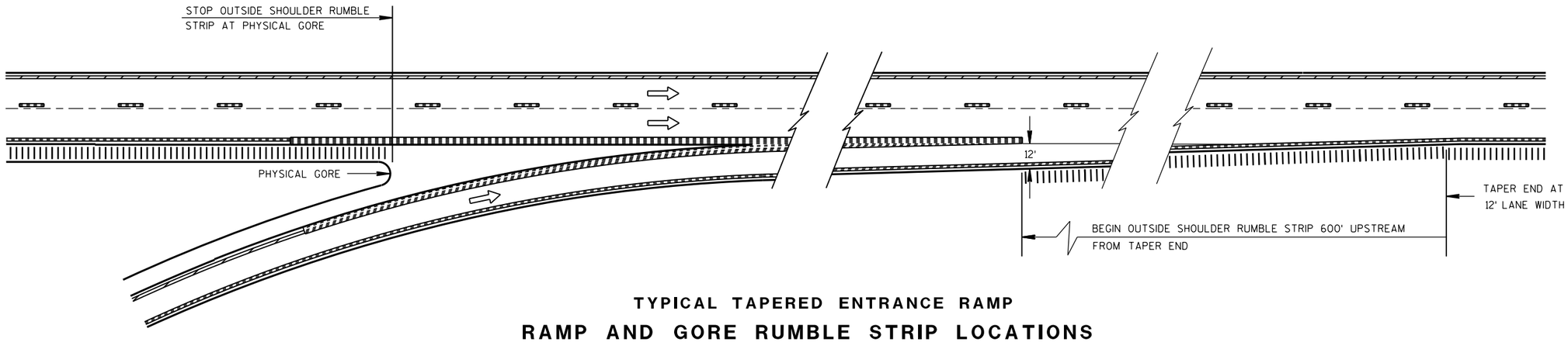
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

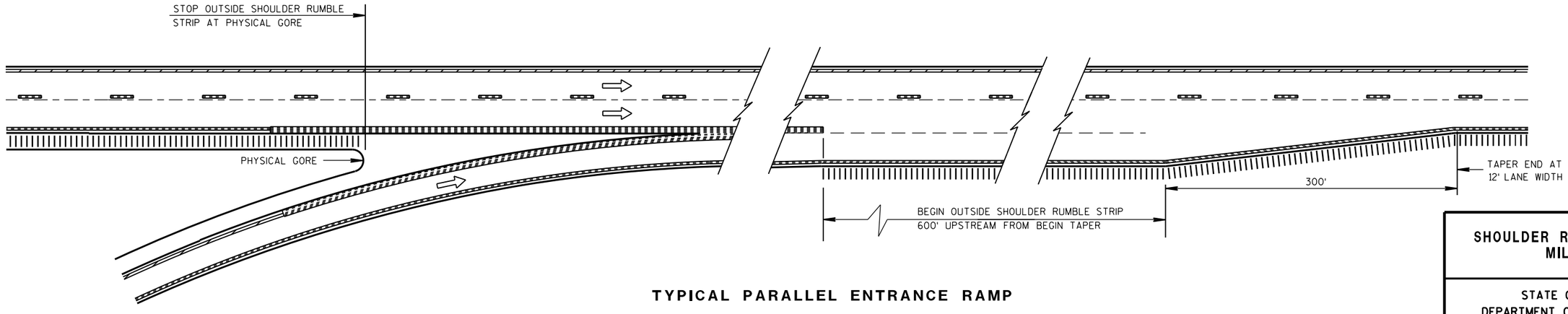
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

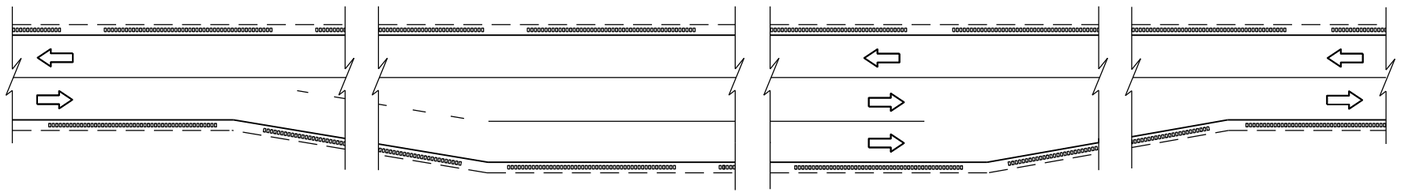
FHWA

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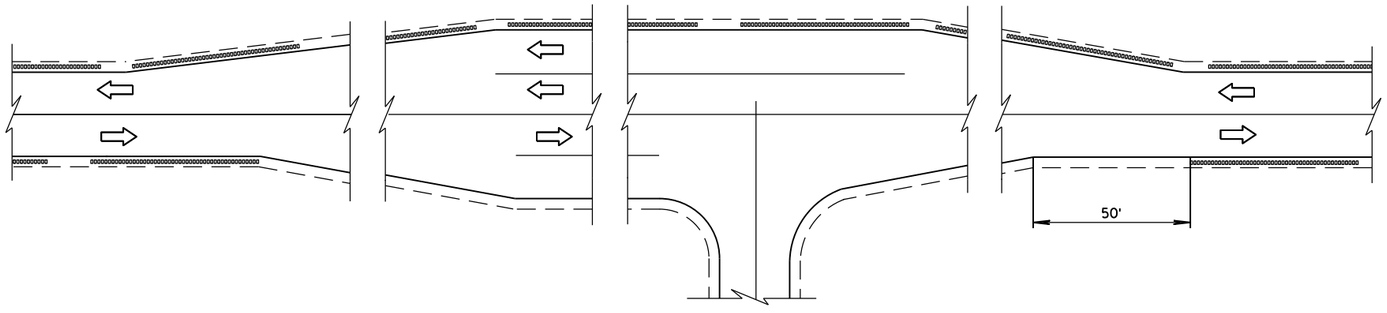
S.D.D. 13 A 5-5b

6

S.D.D. 13 A 5-5b



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

S.D.D. 13 A 10-1d

S.D.D. 13 A 10-1d

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

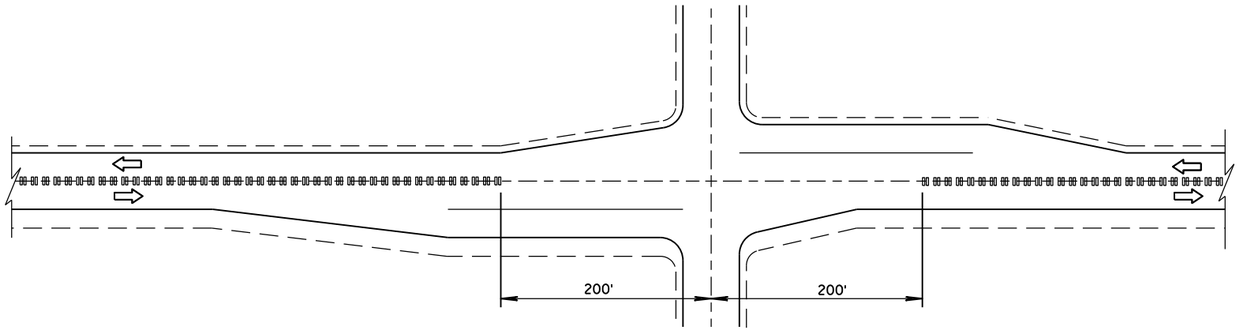
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

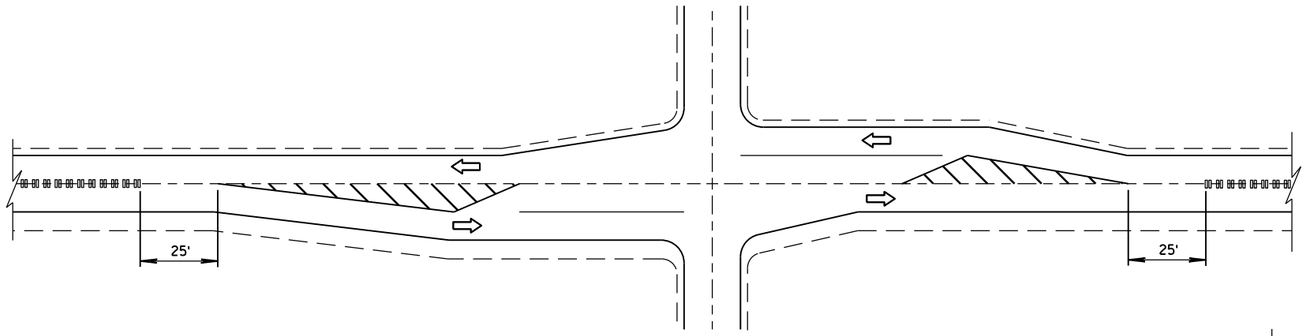
12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

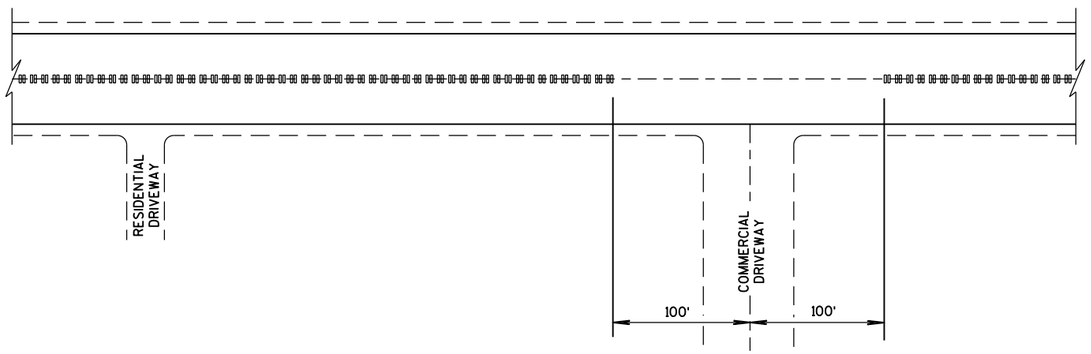
FHWA



CENTER LINE GROOVES AT INTERSECTIONS

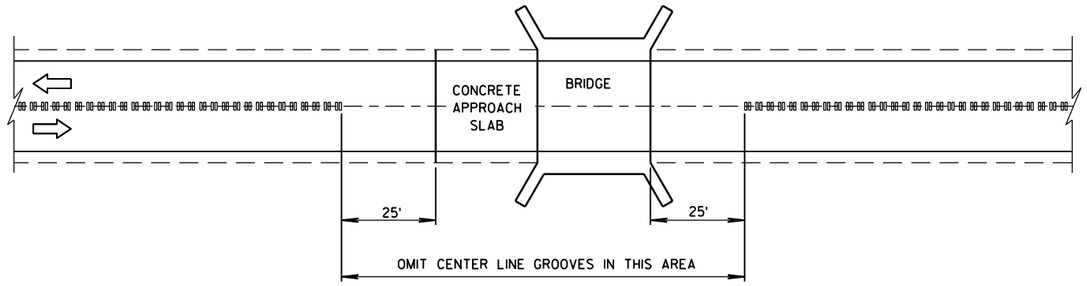


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

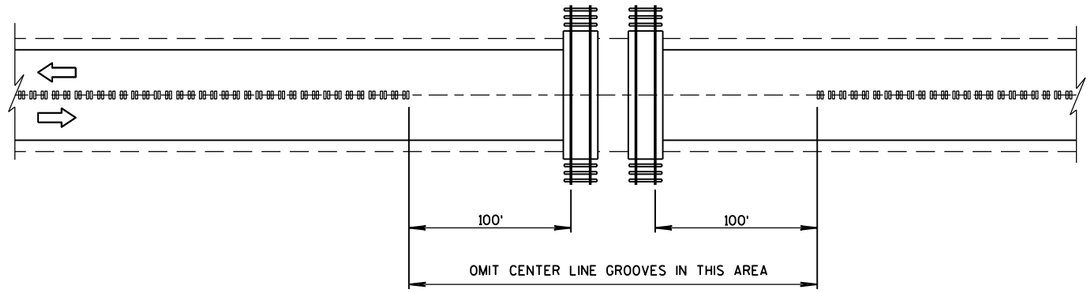


CENTER LINE GROOVES AT DRIVEWAYS (1)

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



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

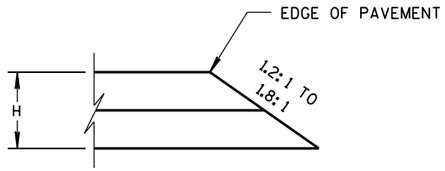
5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

230

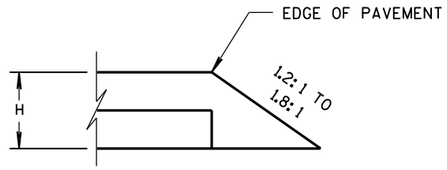
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FHWA



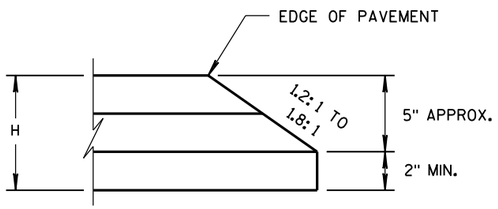
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



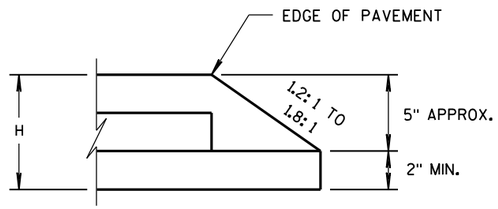
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

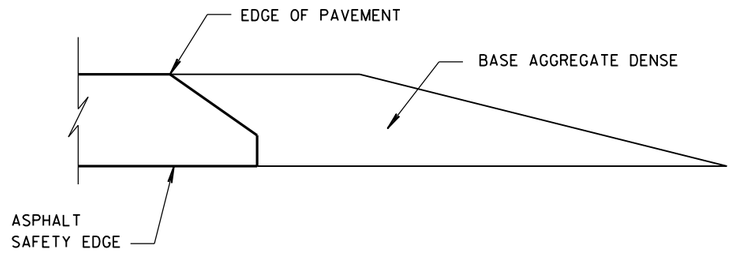
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

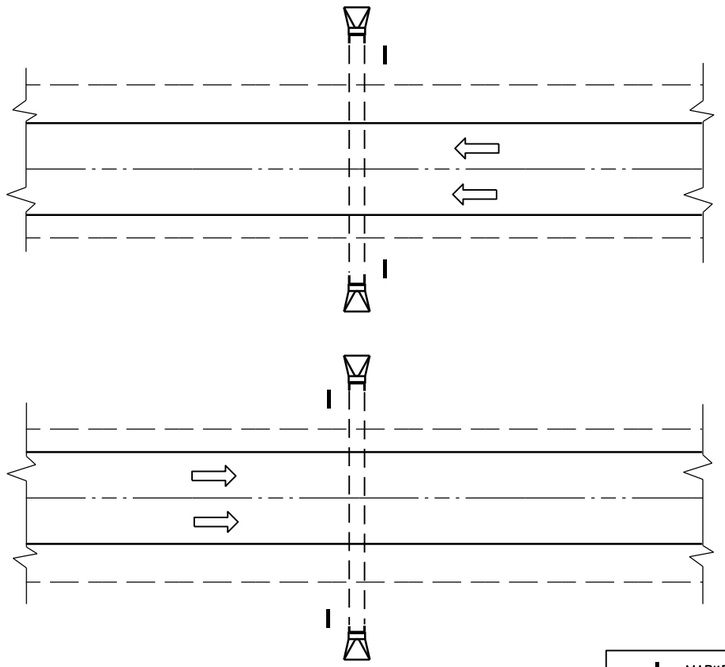
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

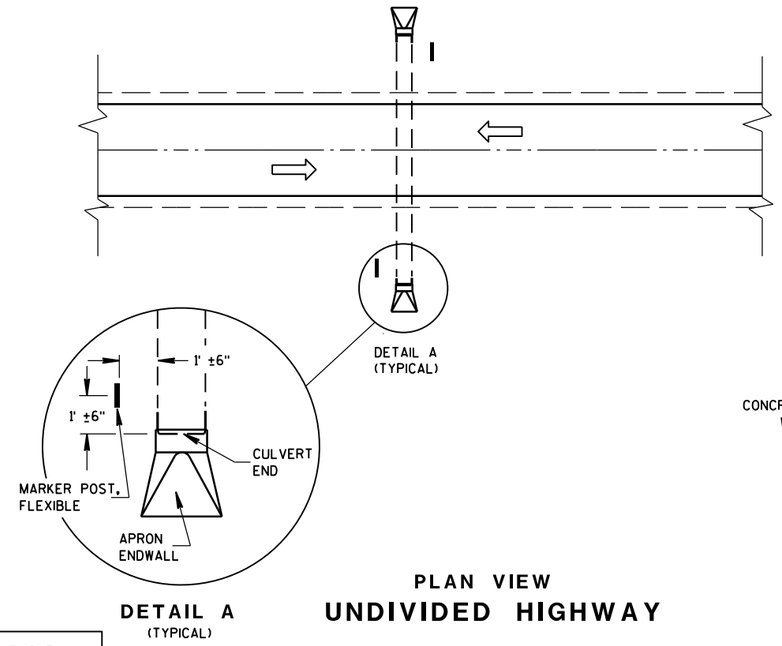
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

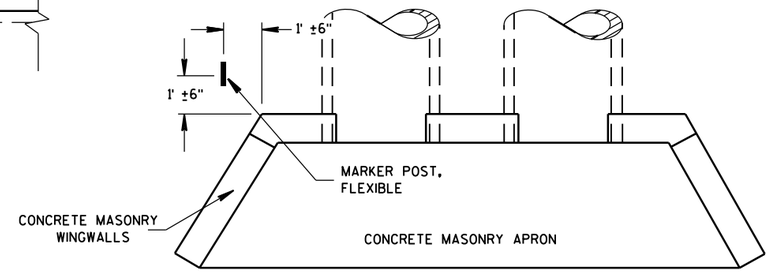
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

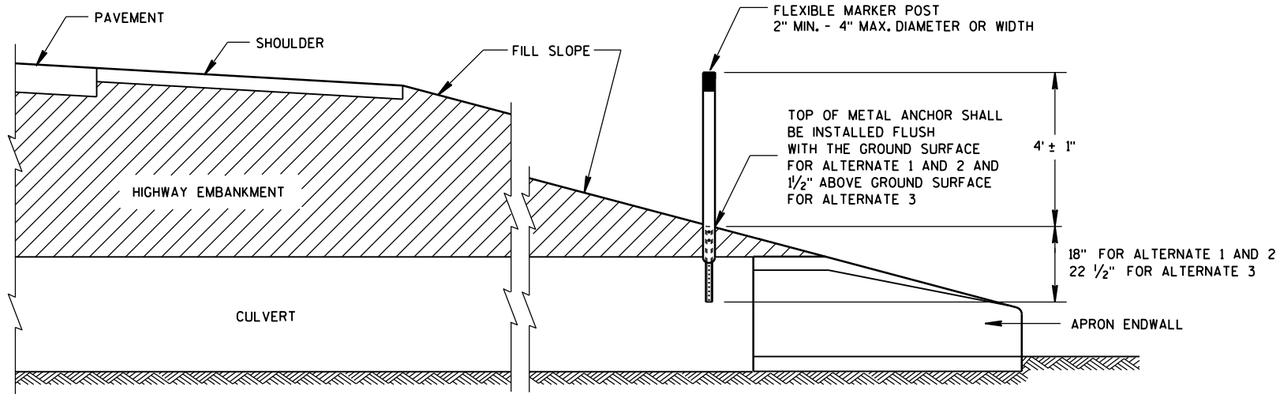
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

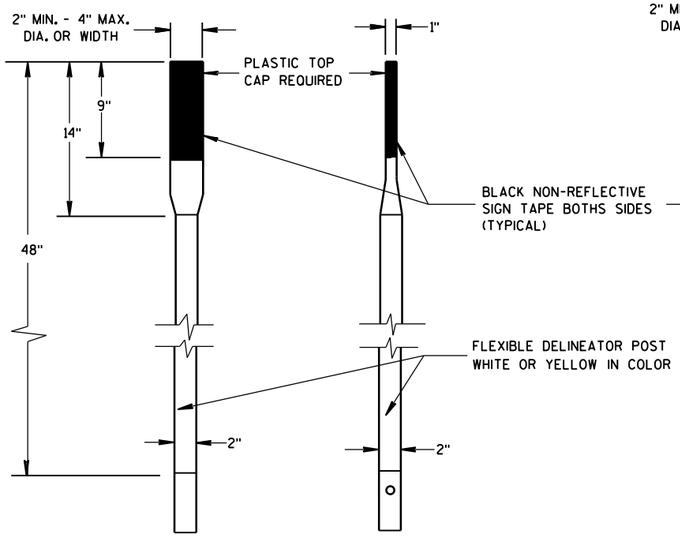
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

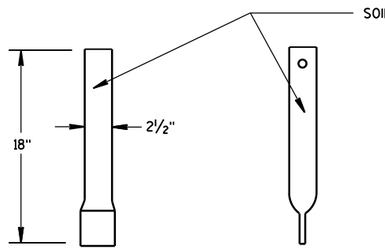
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S.D.D. 15 A 3-2a

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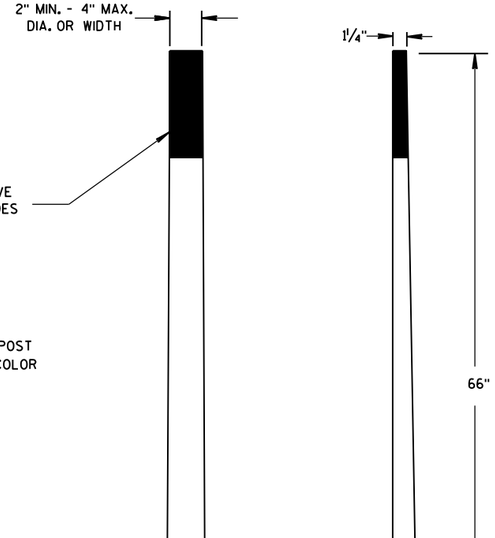
S.D.D. 15 A 3-2a





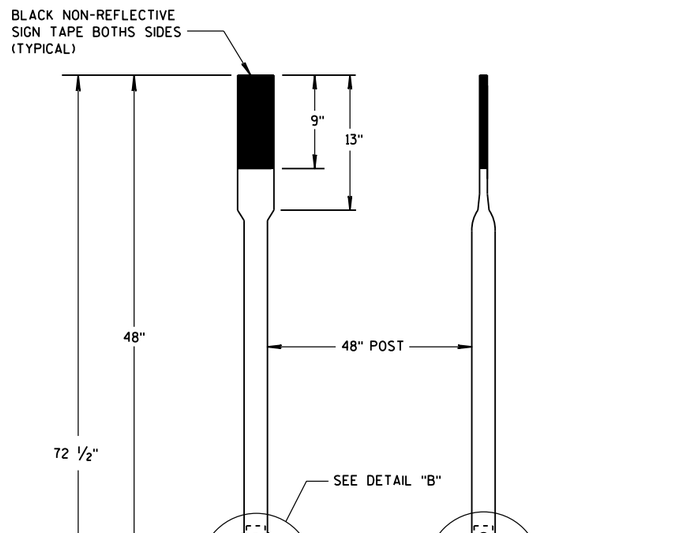
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

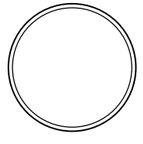
ALTERNATE 2



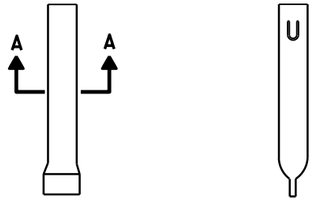
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

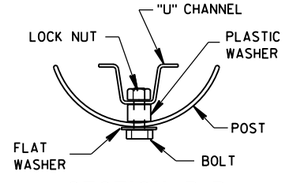


SECTION A-A

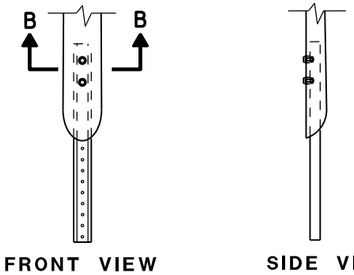


FRONT VIEW SIDE VIEW

ALTERNATE 1

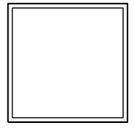


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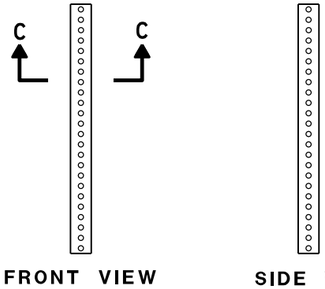


FRONT VIEW SIDE VIEW

ALTERNATE 2



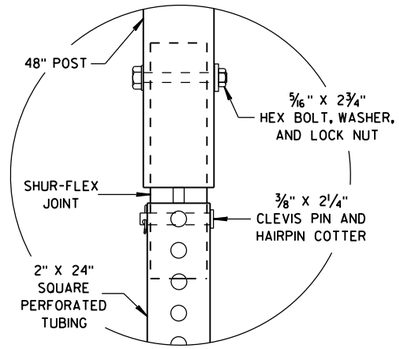
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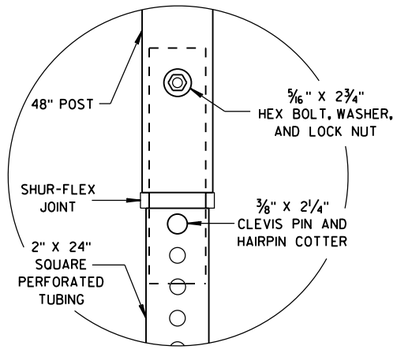
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

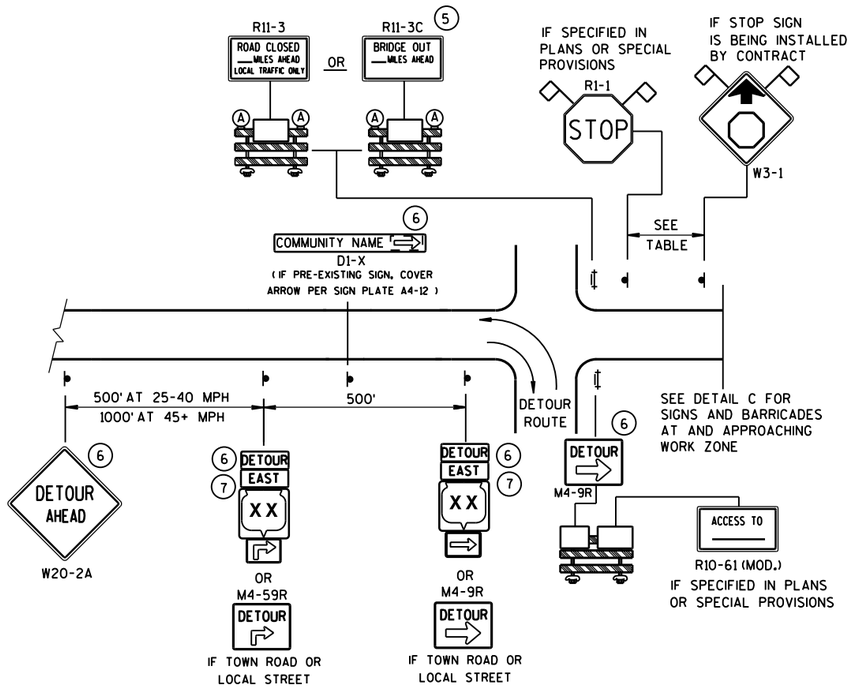
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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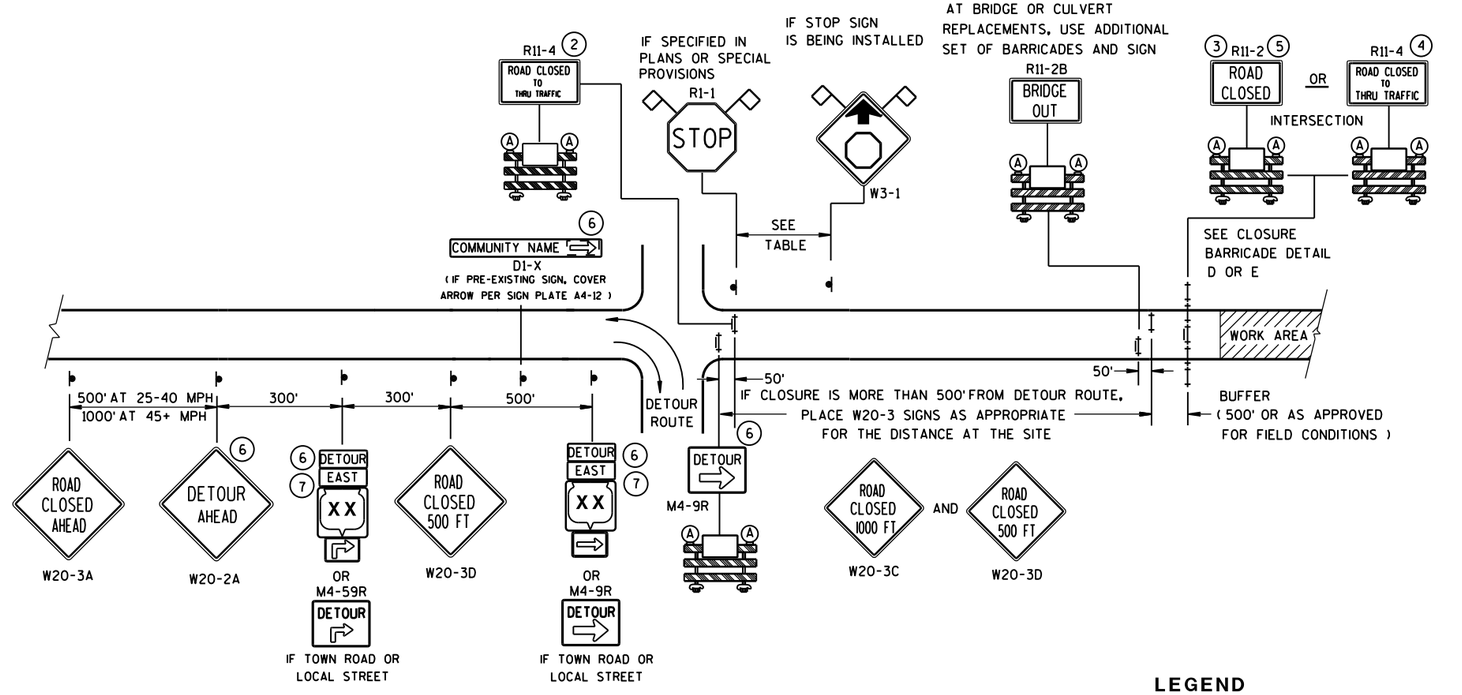
S.D.D. 15 A 3-2b



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

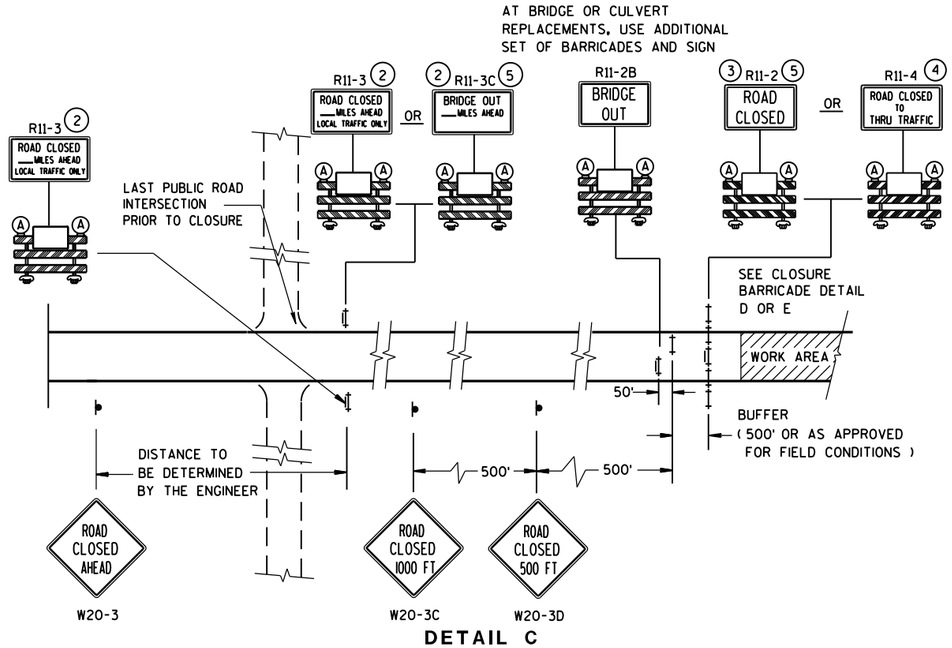
WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

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

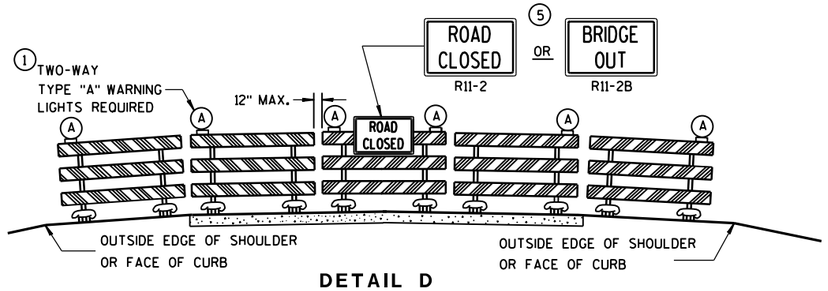
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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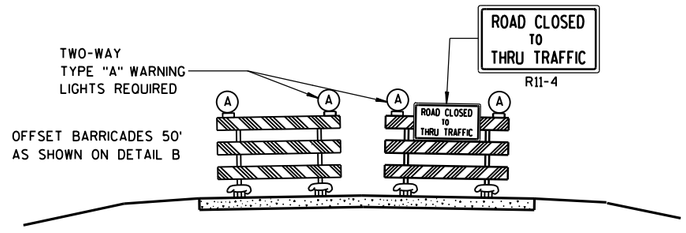
S.D.D. 15 C 2-6a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI

FHWA

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S.D.D. 15 C 2-6b

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S.D.D. 15 C 2-6b

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

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

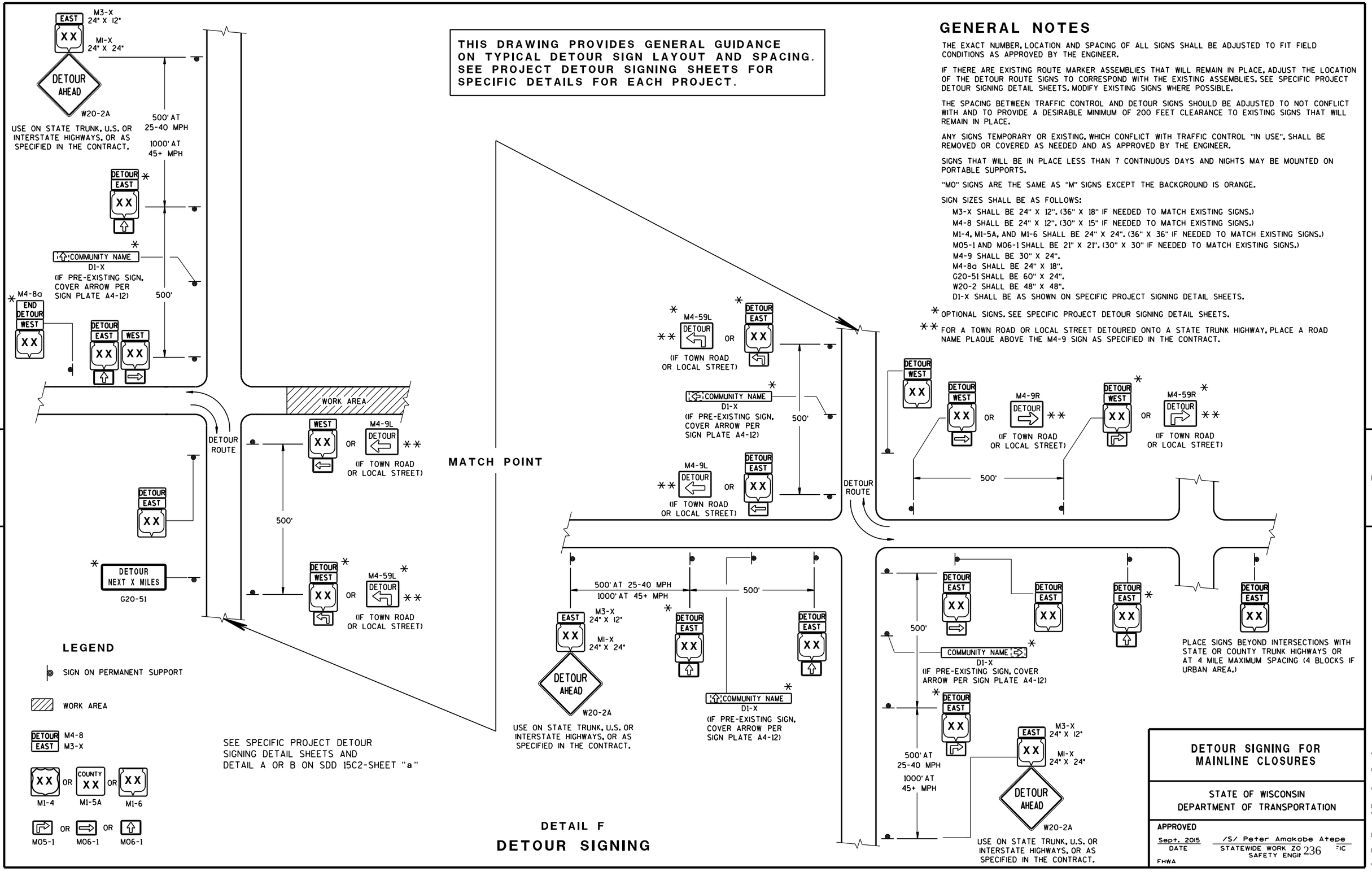
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

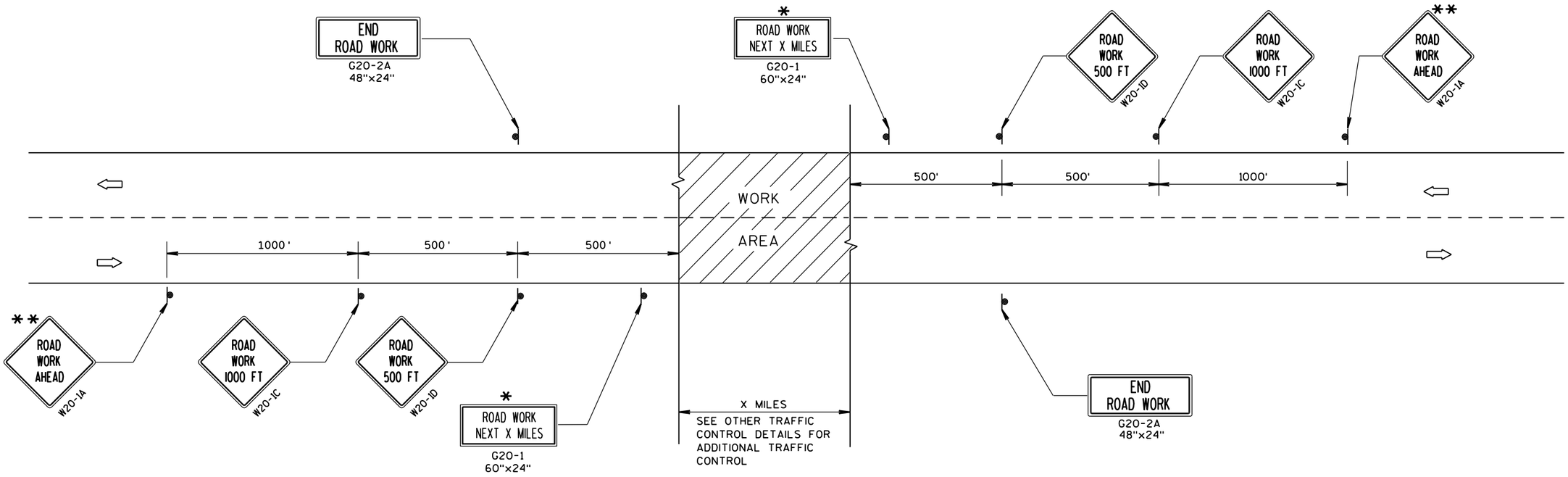
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI...

FHWA

S.D.D. 15 C 2-6c

S.D.D. 15 C 2-6c

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

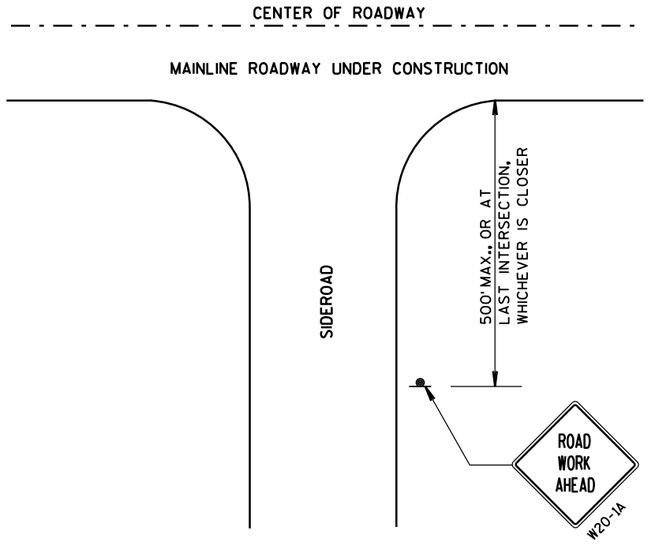
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

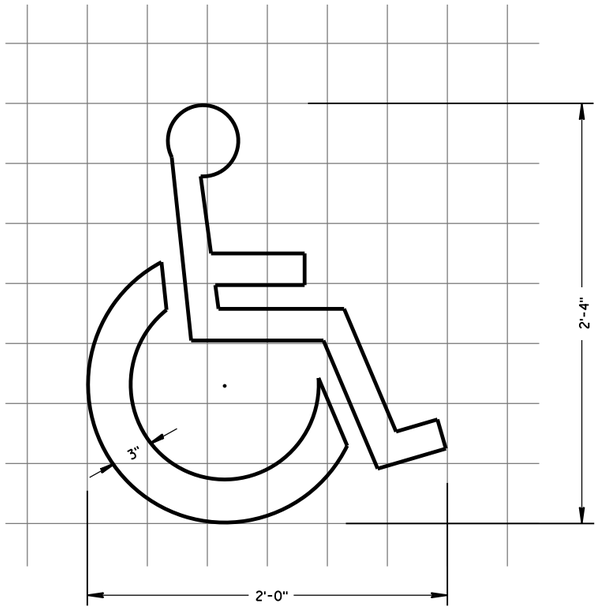
S.D.D. 15 C 4-3

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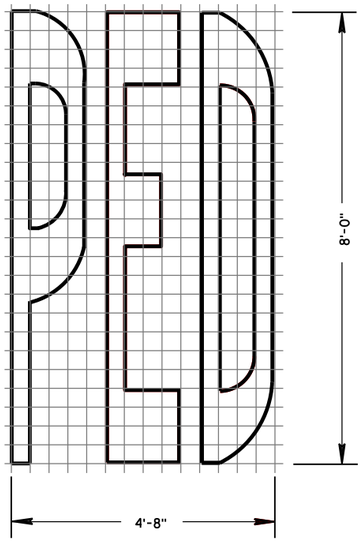
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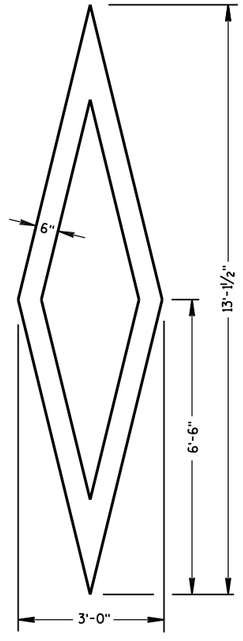
GENERAL NOTES

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



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

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S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

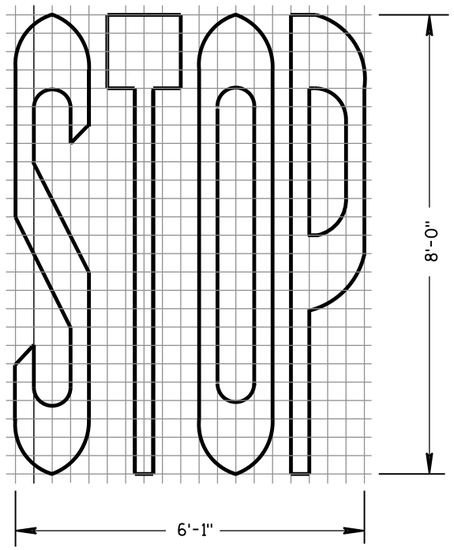
PAVEMENT MARKING SYMBOLS

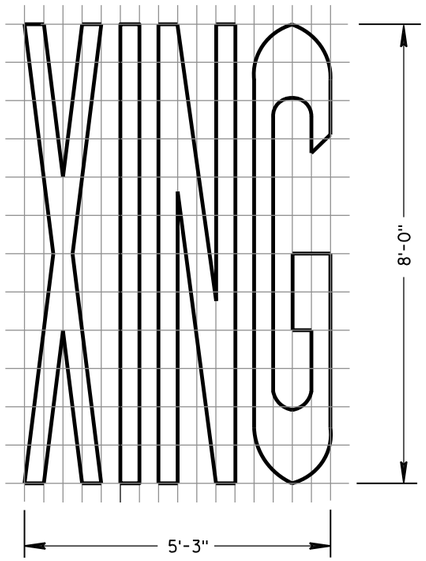
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

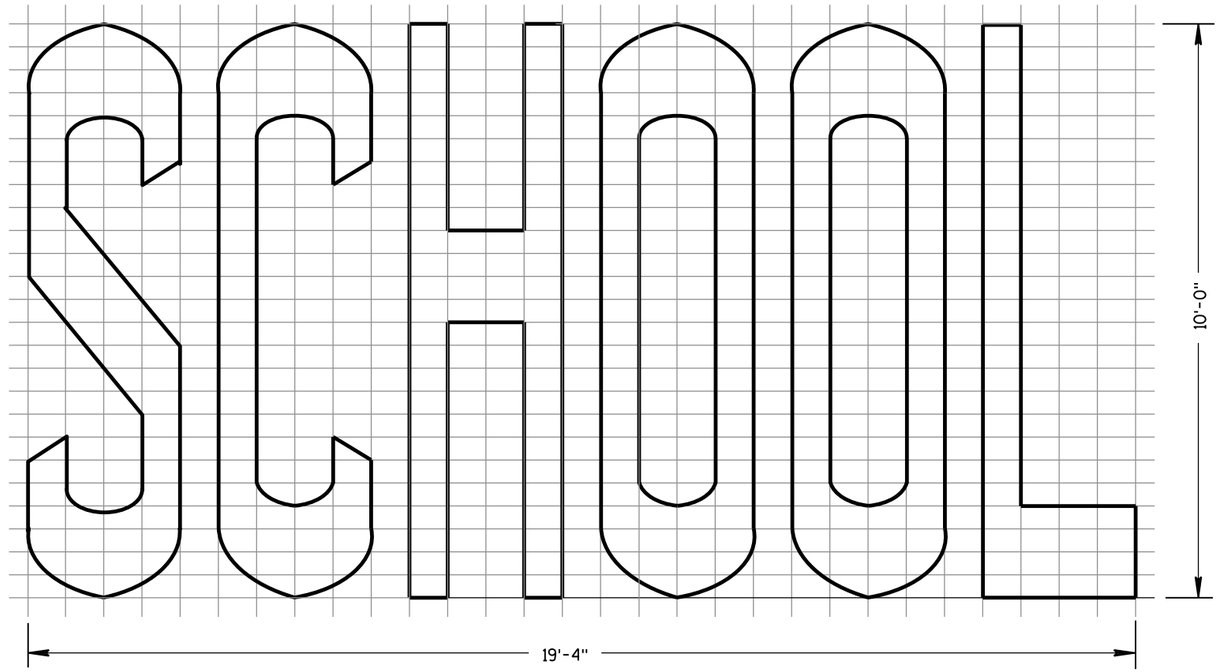
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER
FHWA

GENERAL NOTES

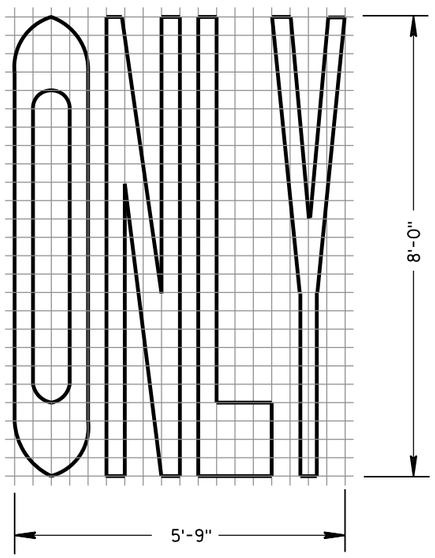
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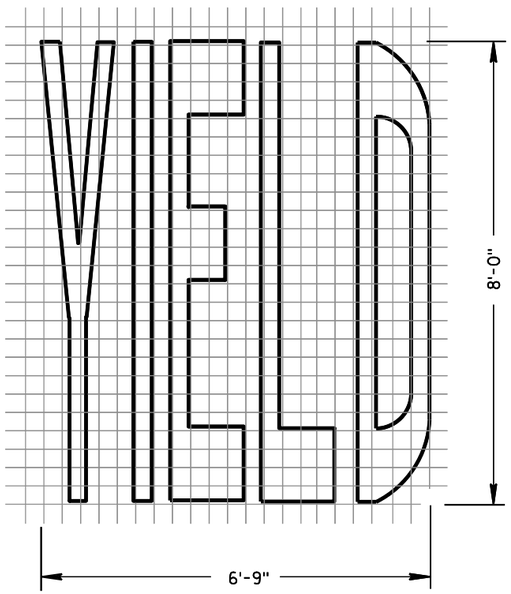


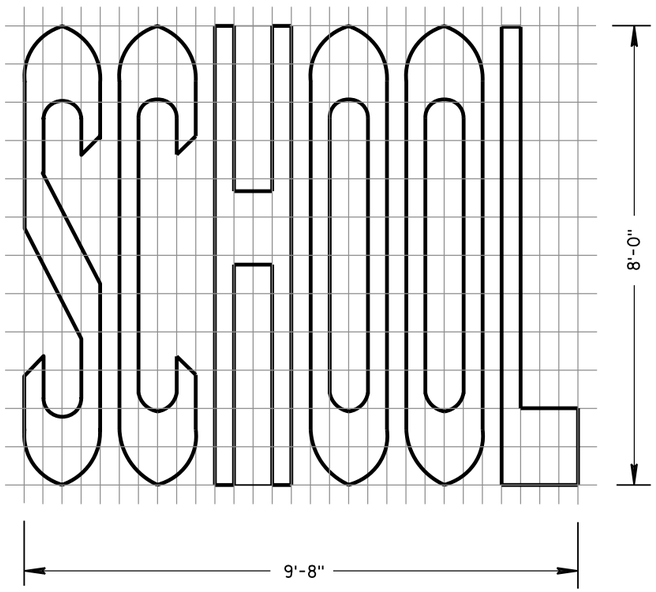




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

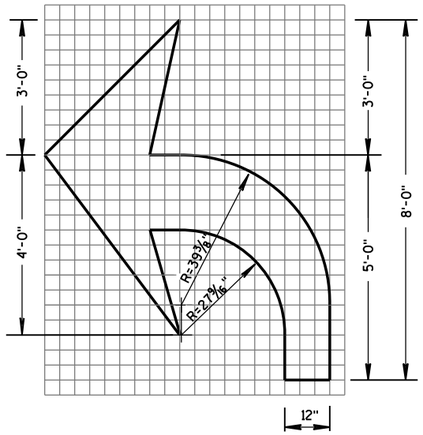
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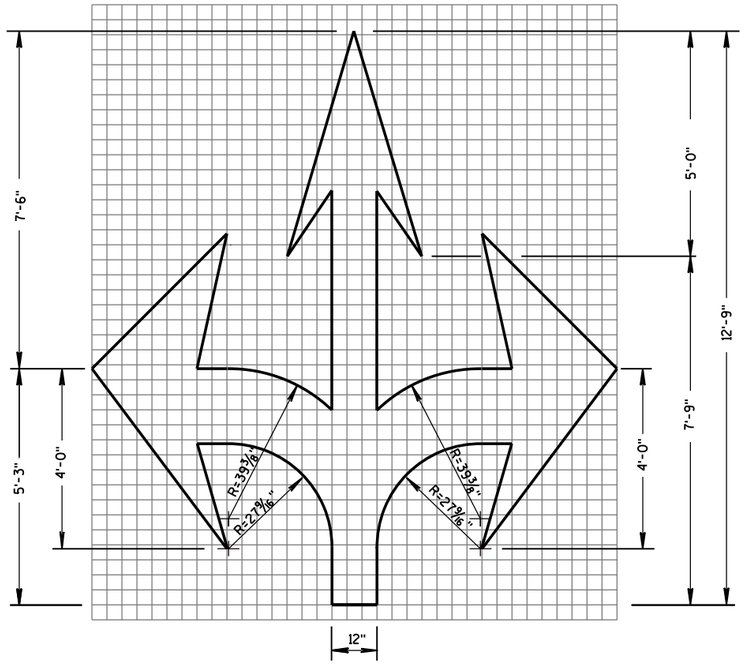
S.D.D. 15 C 7-14b

GENERAL NOTES

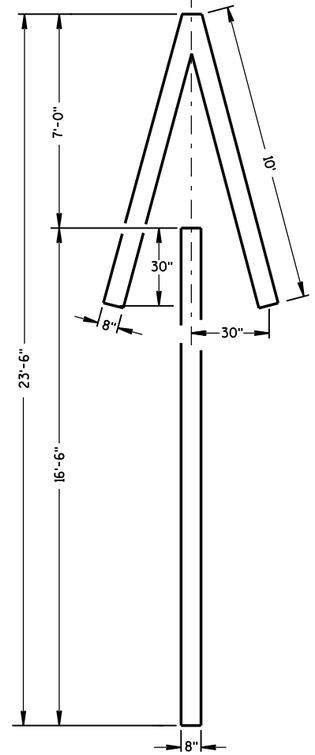
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



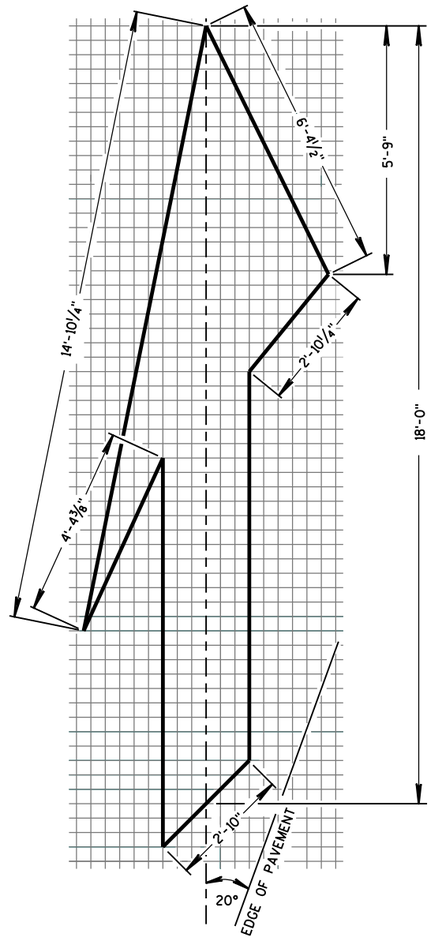
TYPE 2



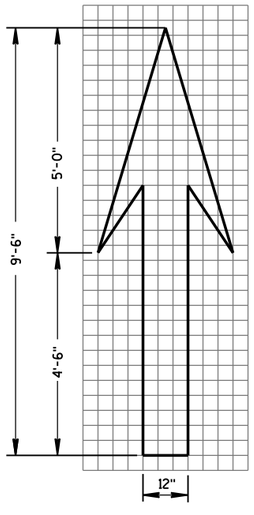
TYPE 6



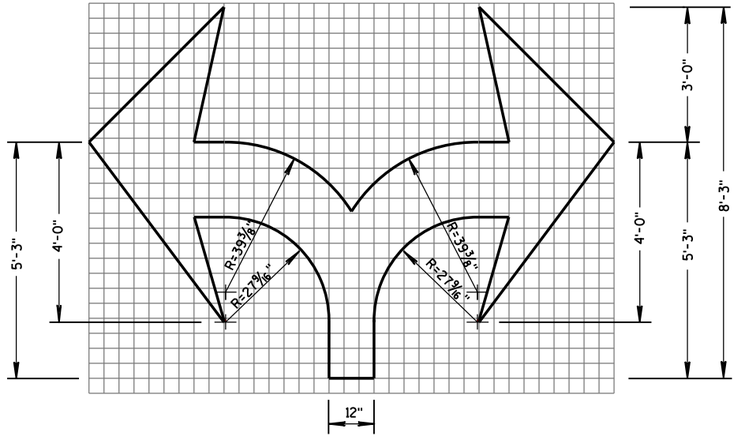
TYPE 4



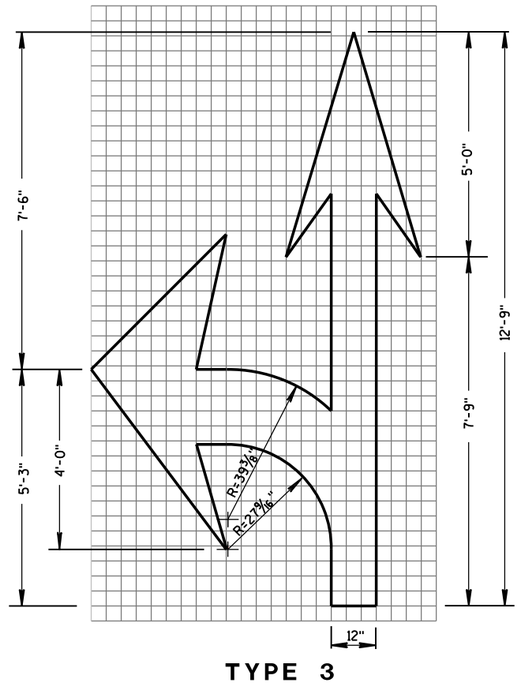
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
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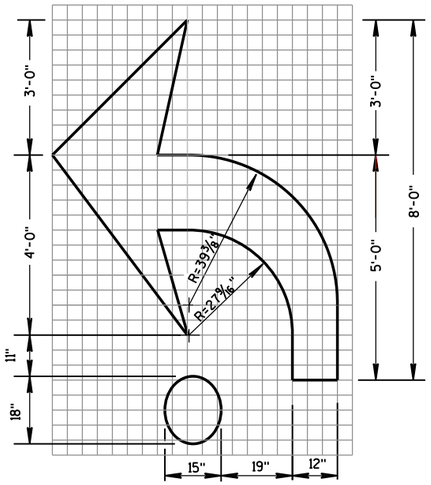
S.D.D. 15 C 7-14c

6

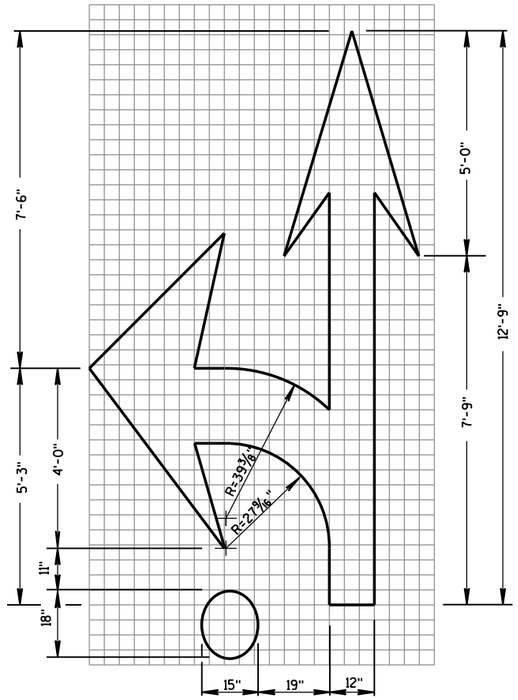
S.D.D. 15 C 7-14c

GENERAL NOTES

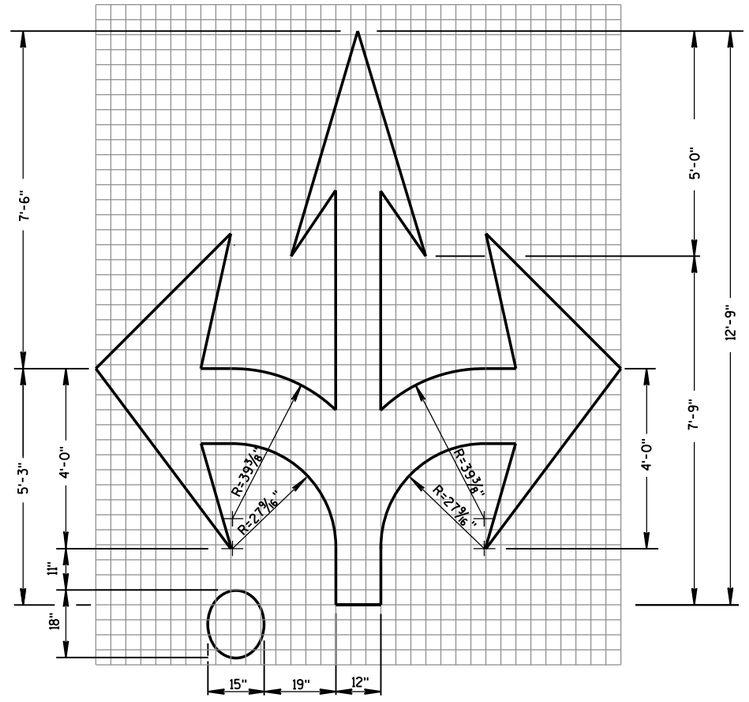
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



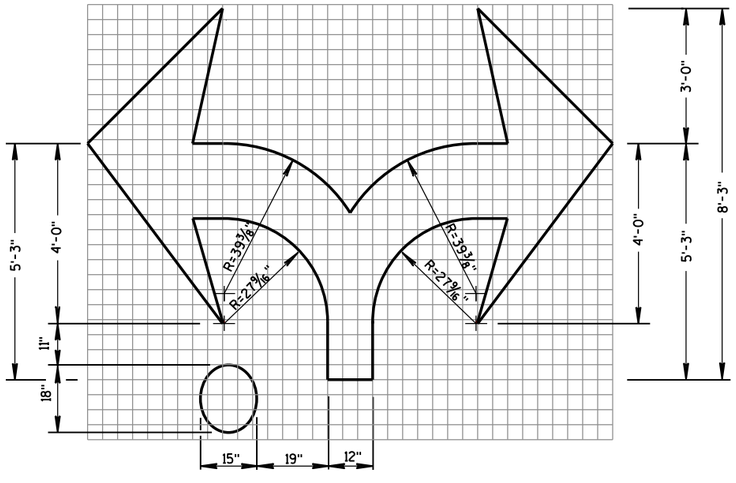
TYPE 2R



TYPE 3R



TYPE 6R



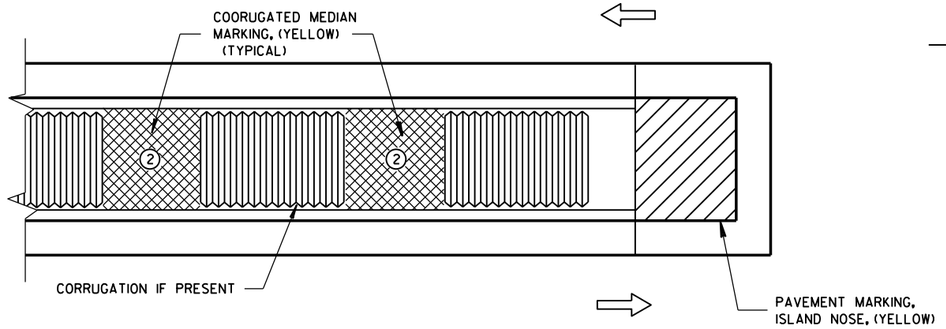
TYPE 7R

ROUNDABOUT ARROWS

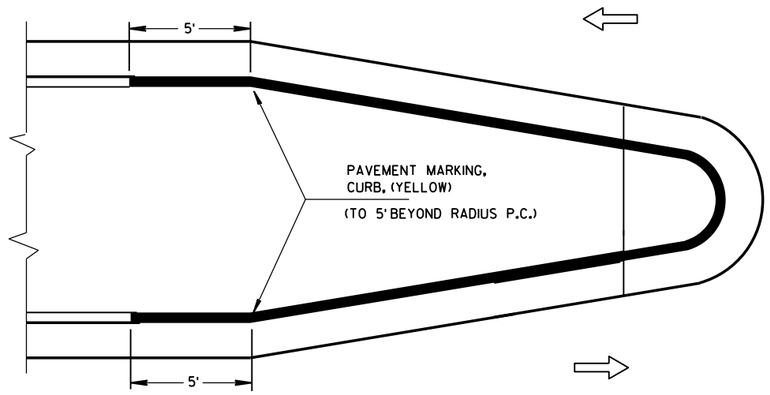
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
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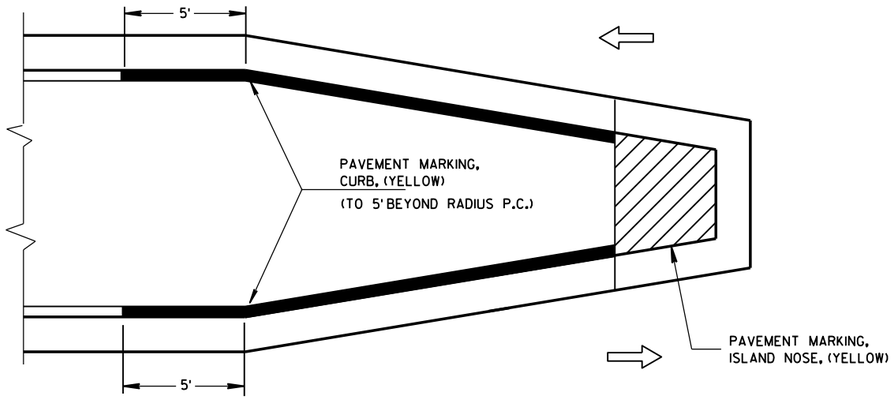
6
S.D.D. 15 C 7-14d



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

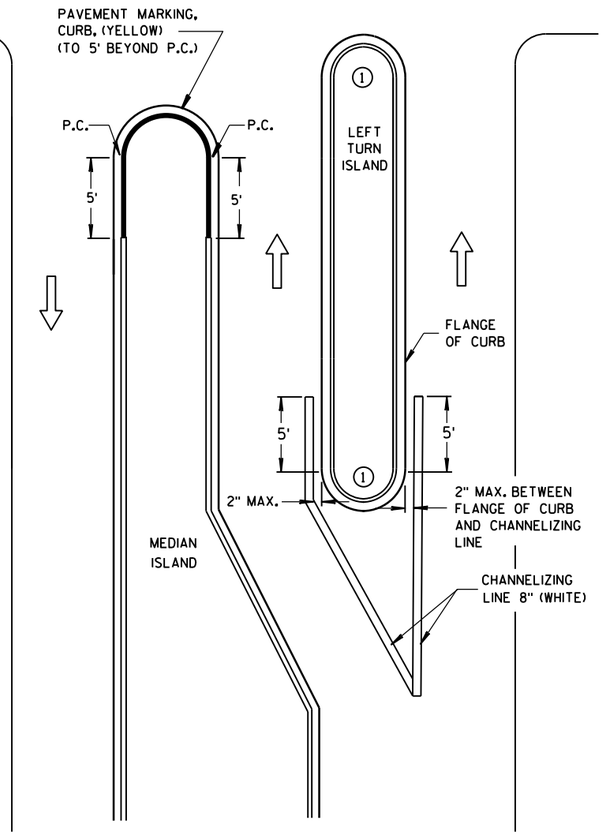


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

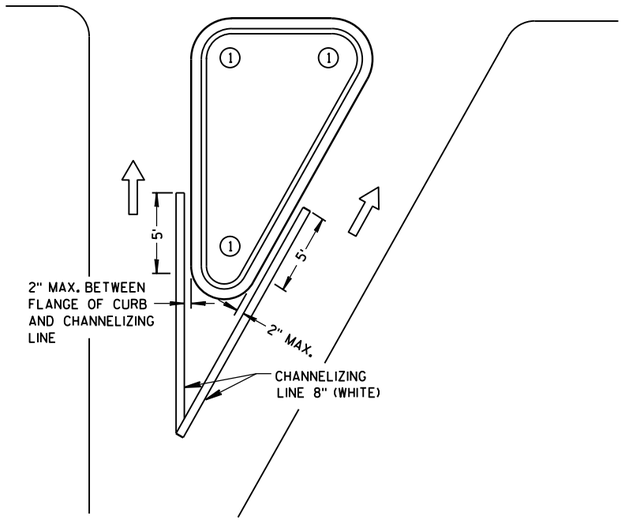


LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

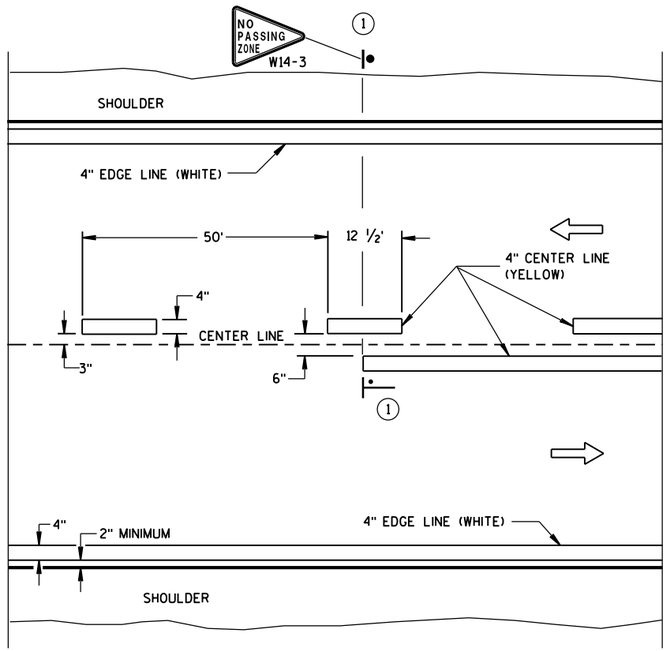
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

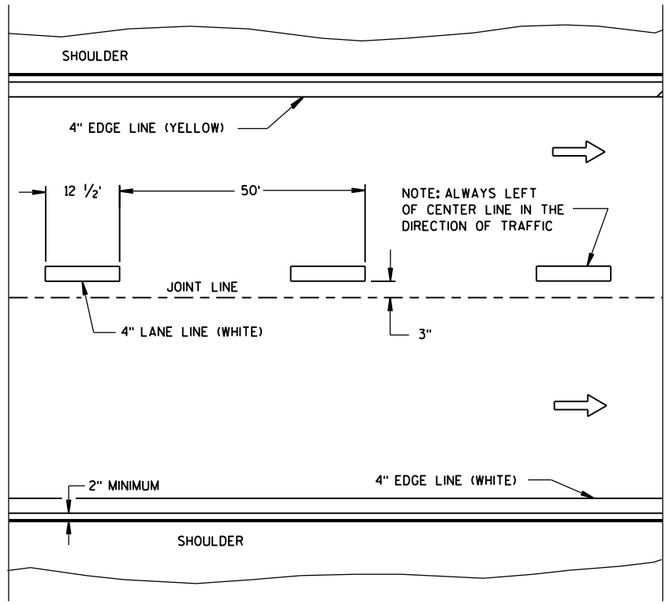
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-17c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

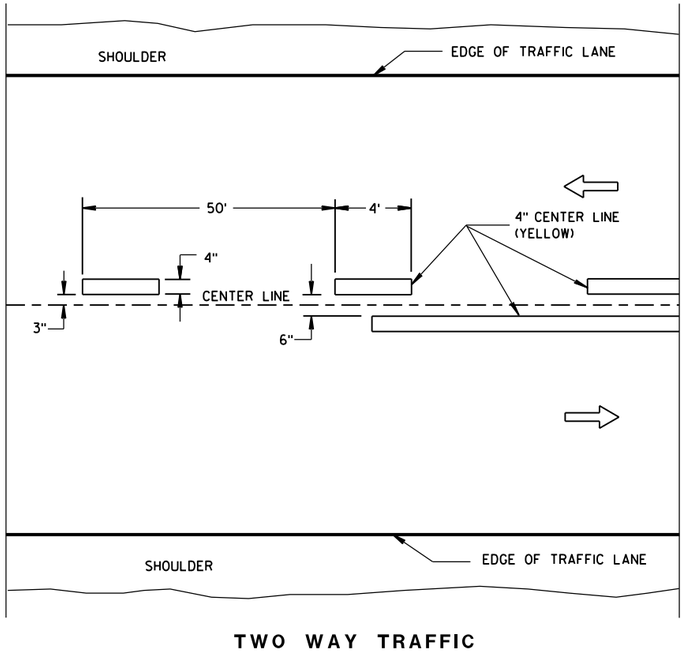
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

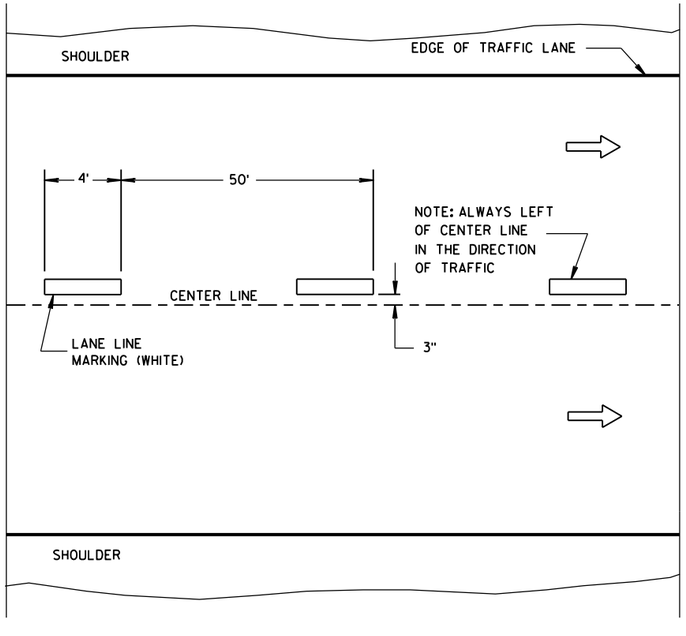
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

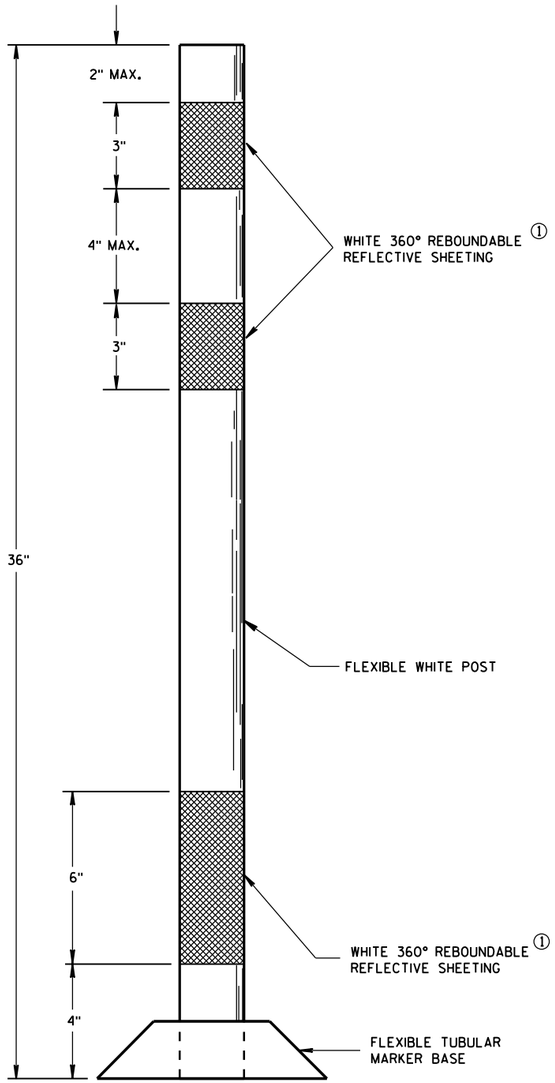
LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAR[illegible]INEER
FHWA	

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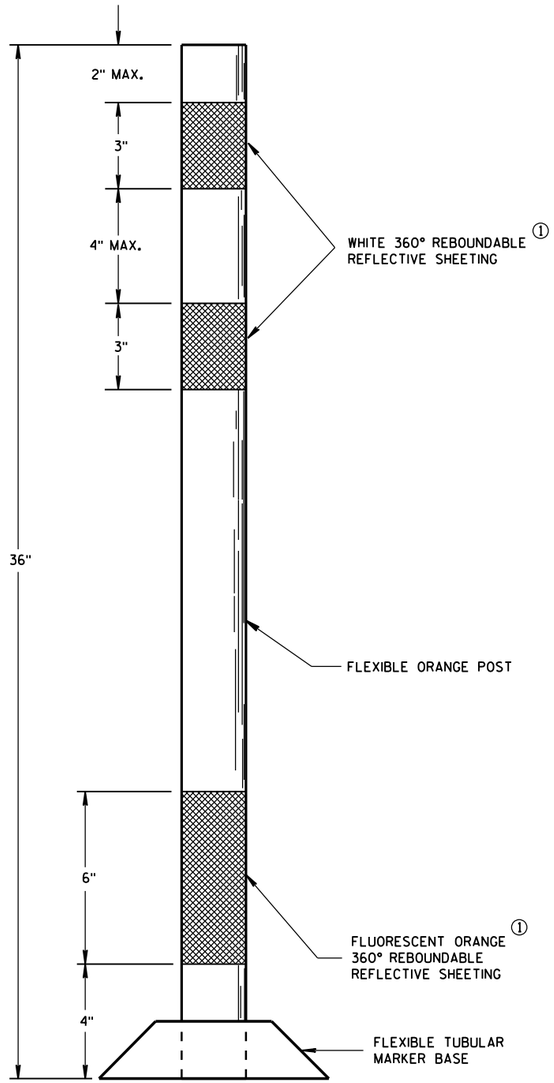
S.D.D. 15 C 8-18a

6

S.D.D. 15 C 8-18a



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

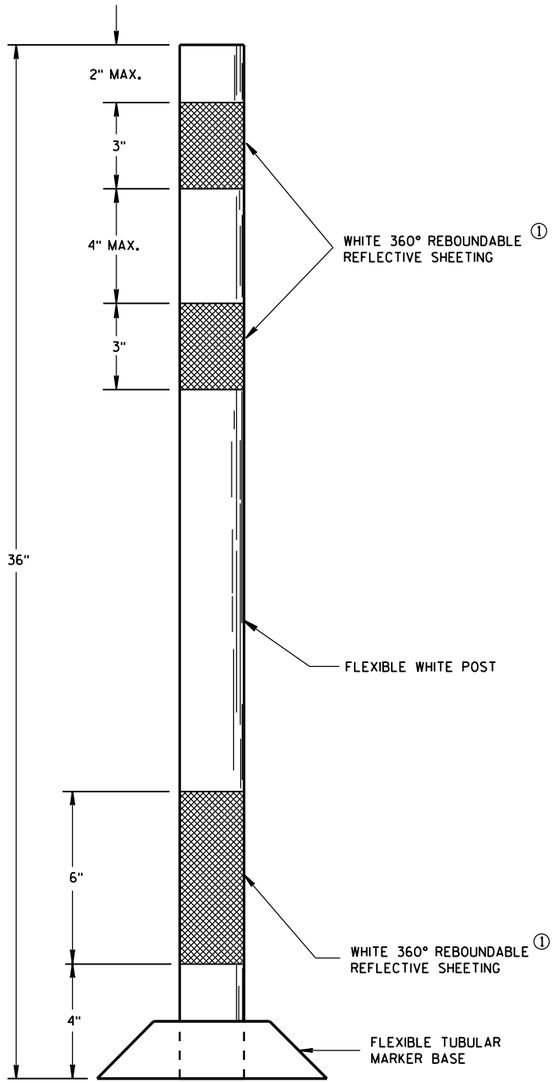
THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

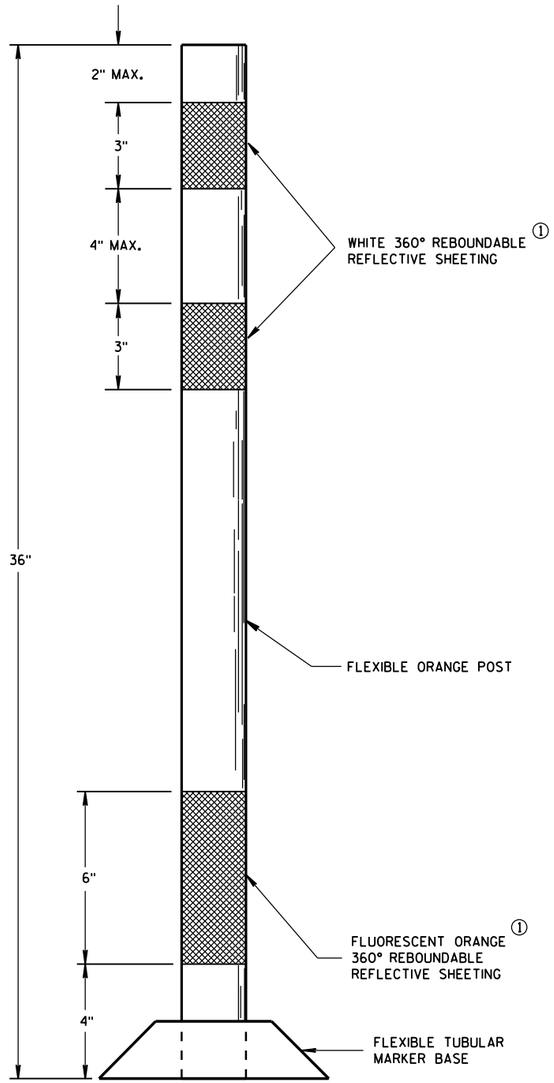
FLEXIBLE TUBULAR MARKER POST
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED 10-16-2015 — DATE FHWA /S/ Peter Amakobe Atepe STATEWIDE WORK ZONE SAFETY ENGINEER

6

S.D.D. 15 C 11-6



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

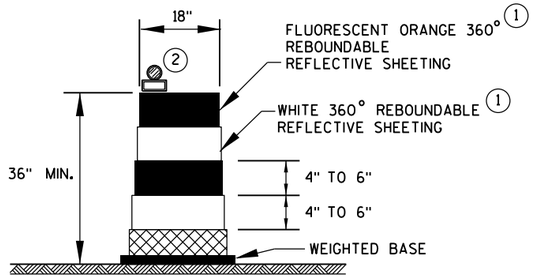
CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

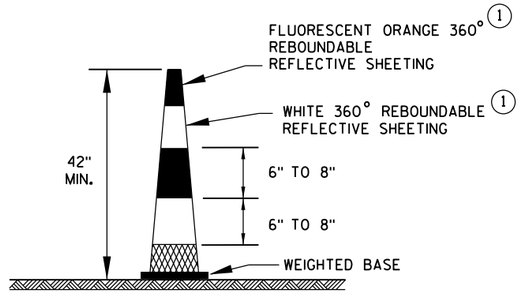
APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGR
FHWA

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S.D.D. 15 C 11-7a



DRUM

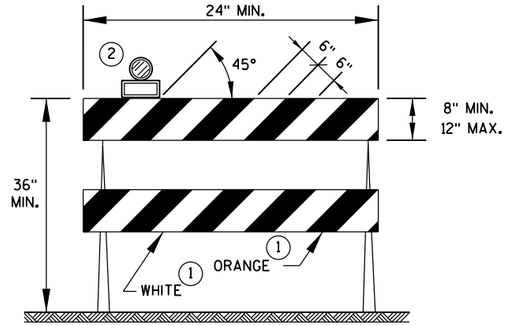


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

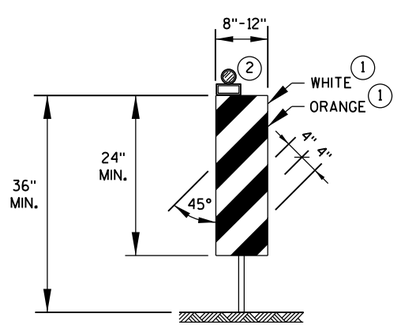
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



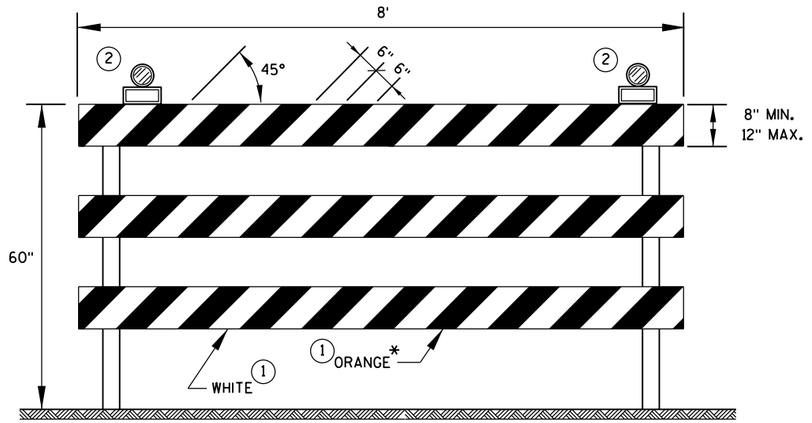
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 15 C 11-7b

LEGEND

- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

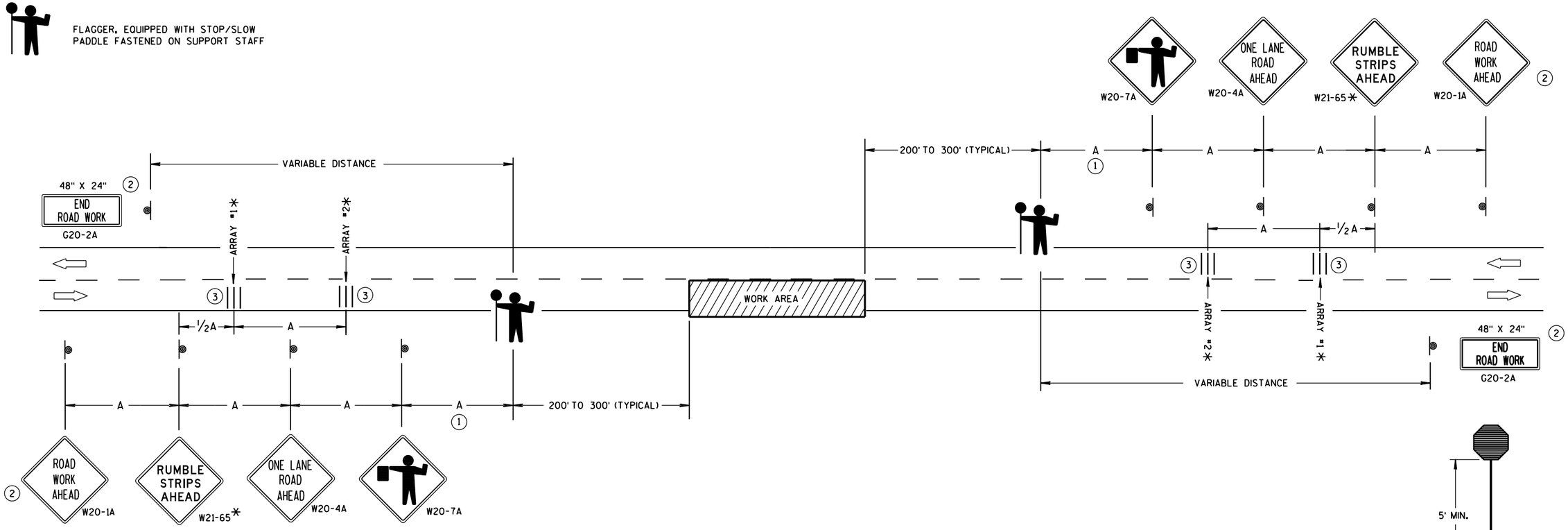
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

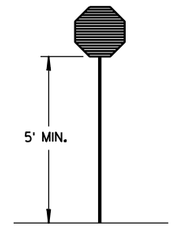


W03-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heldtke
WORK ZONE ENG
FHWA

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S.D.D. 15 C 12-6

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

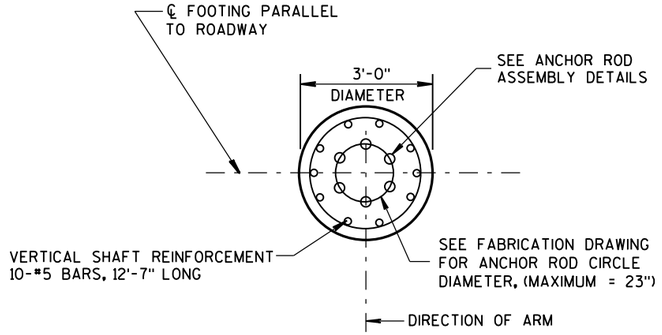
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

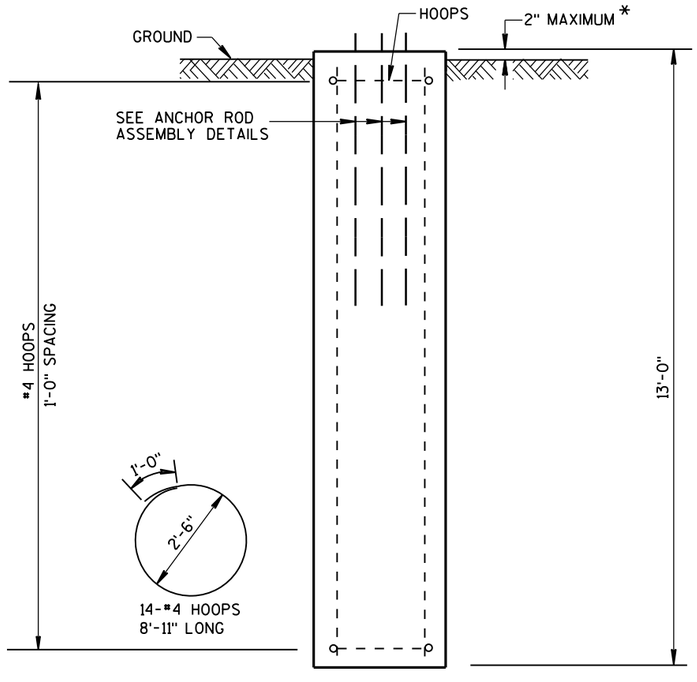
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

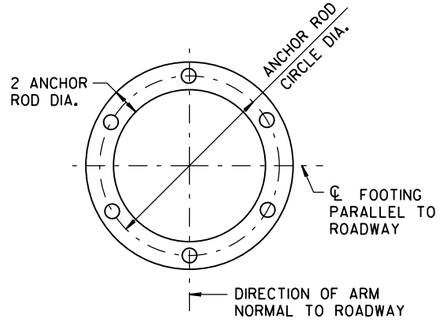
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



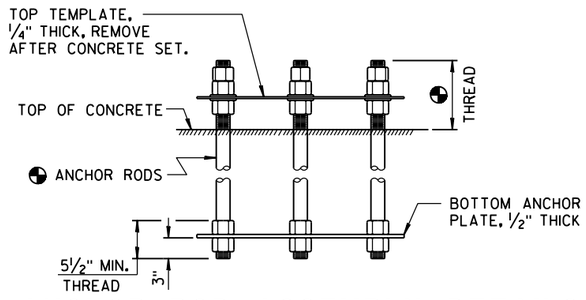
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

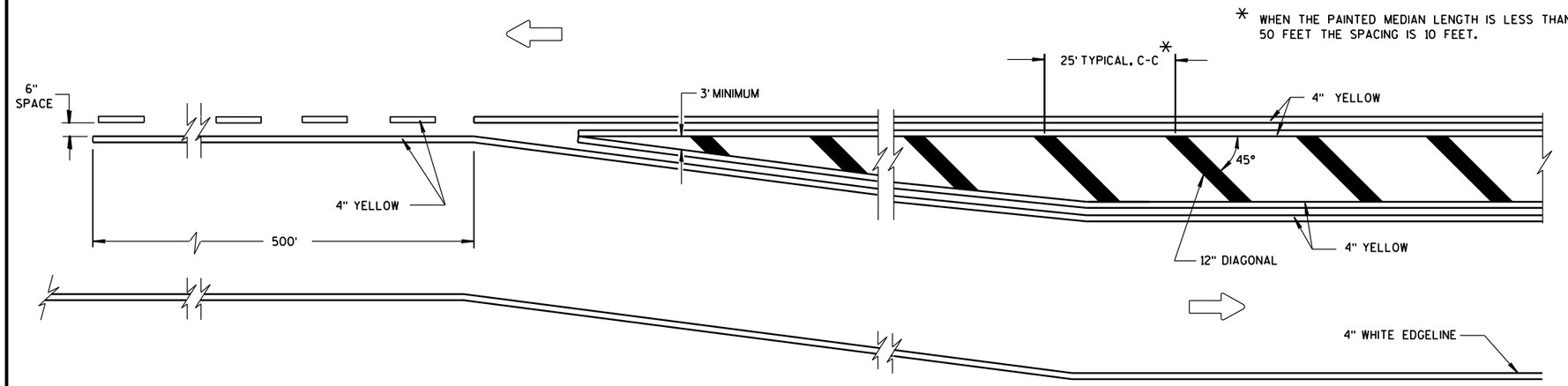
36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

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S.D.D. 15 C 15-5



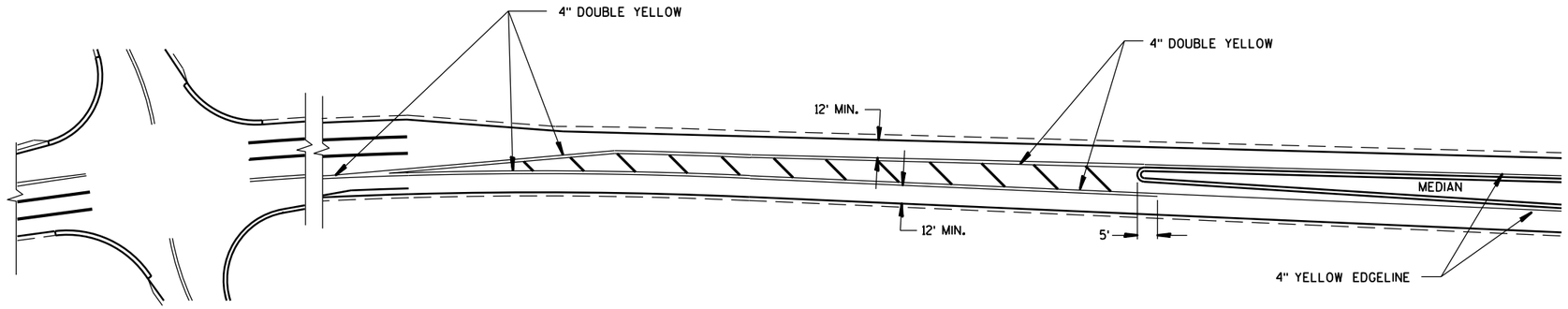
* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10 FEET.

MEDIAN ISLAND DETAIL

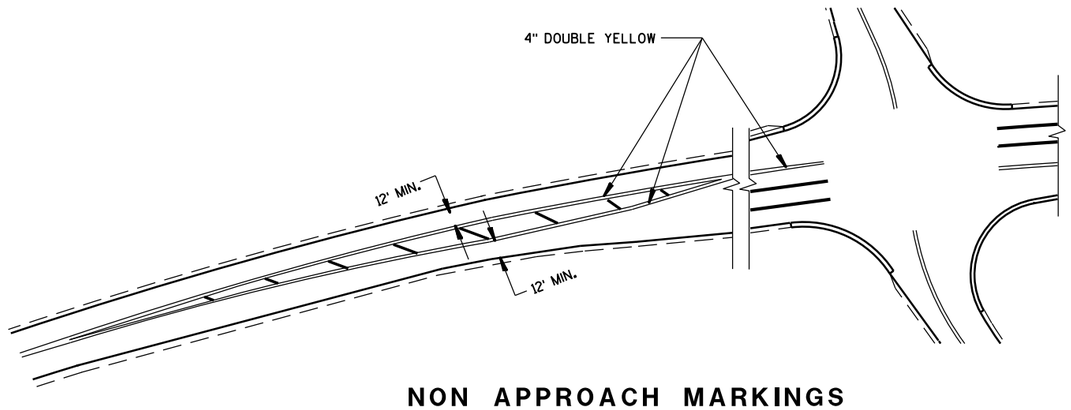
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

6

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S.D.D. 15 C 18-4

S.D.D. 15 C 18-4

MEDIAN ISLAND MARKING

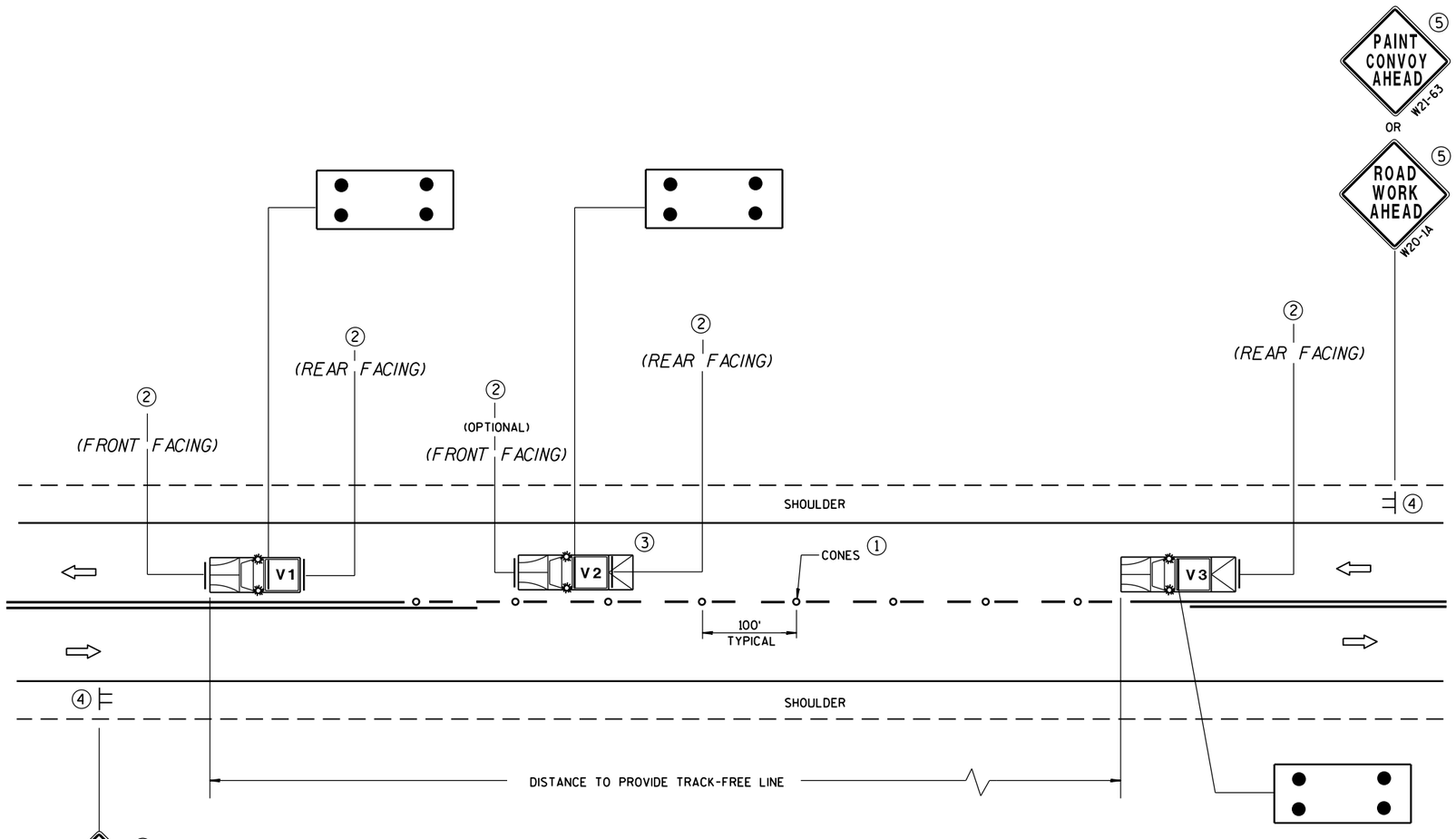
STATE OF WISCONSIN
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APPROVED

June 2017 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARK[illegible]EER

FHWA



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
⊨	SIGN ON TEMPORARY SUPPORT
⇨	DIRECTION OF TRAFFIC
o	CONES
⁘	FLASHING ARROW PANEL (CAUTION)

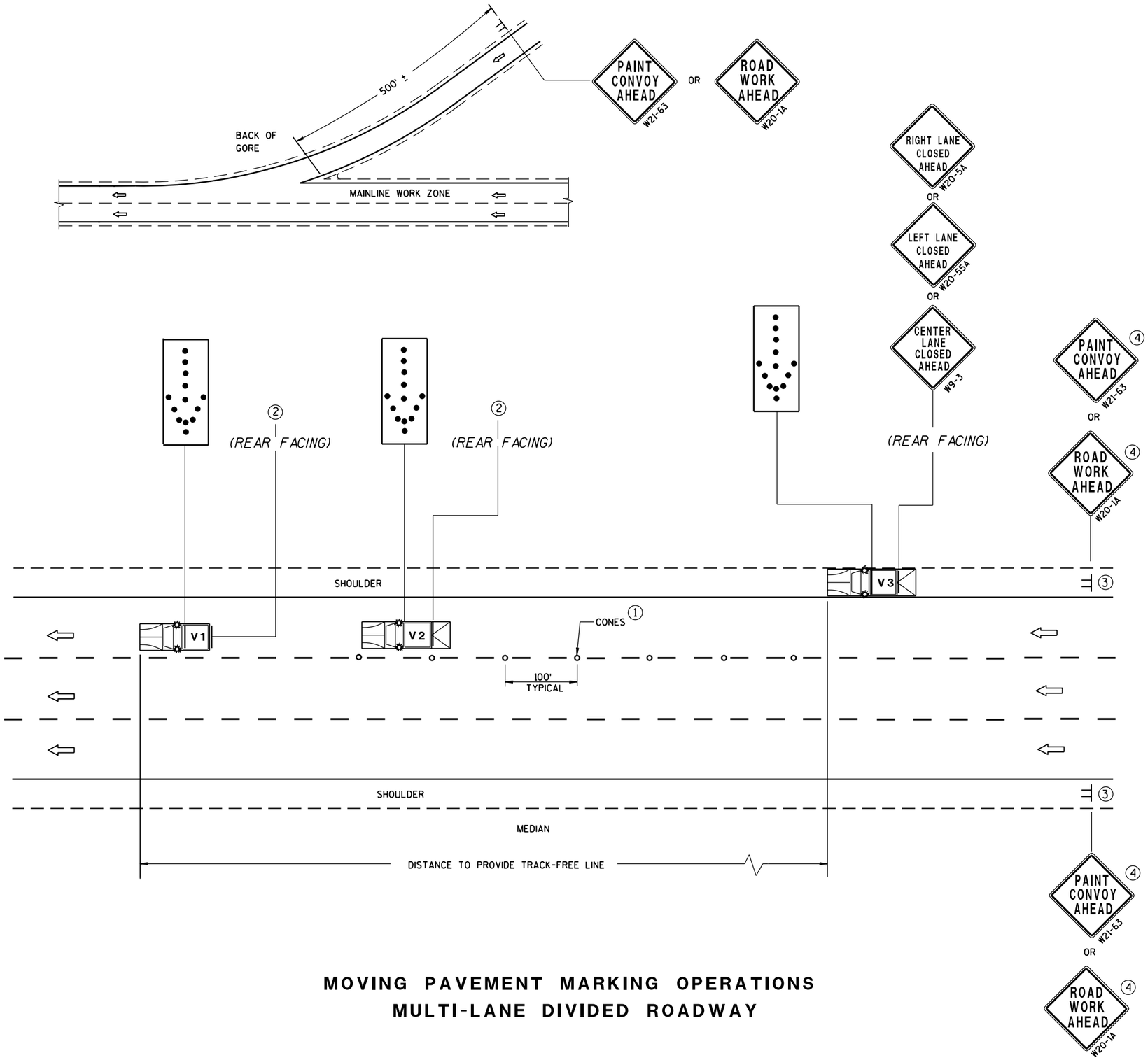
MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June 2016 — DATE /S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINE FHWA

6

S.D.D. 15 C 19-4a

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S.D.D. 15 C 19-4a



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe — STATEWIDE WORK ZON SAFETY ENGINI
FHWA

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S.D.D. 15 C 19-4c

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S.D.D. 15 C 19-4c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

SYMBOLS

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

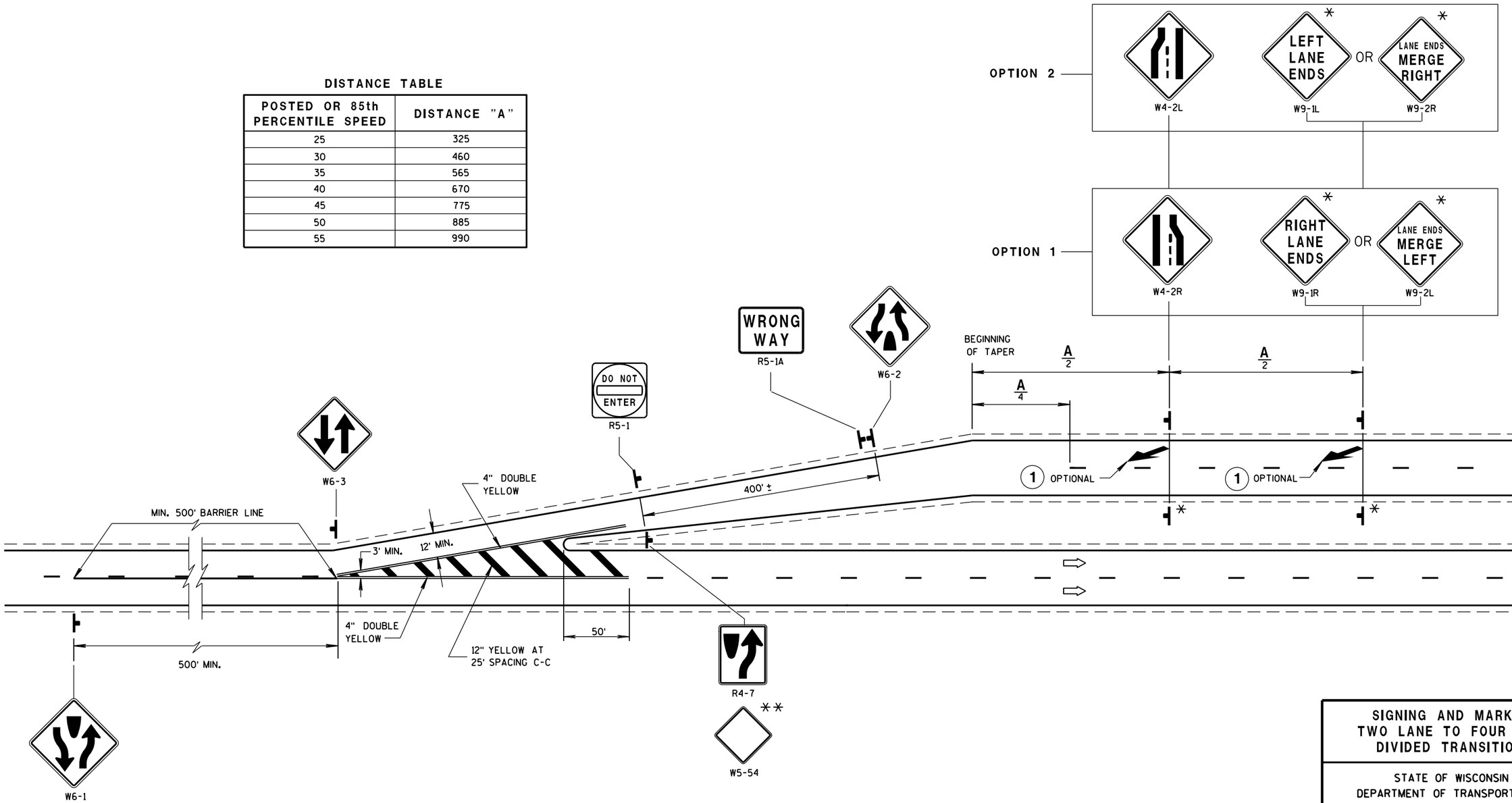
** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990



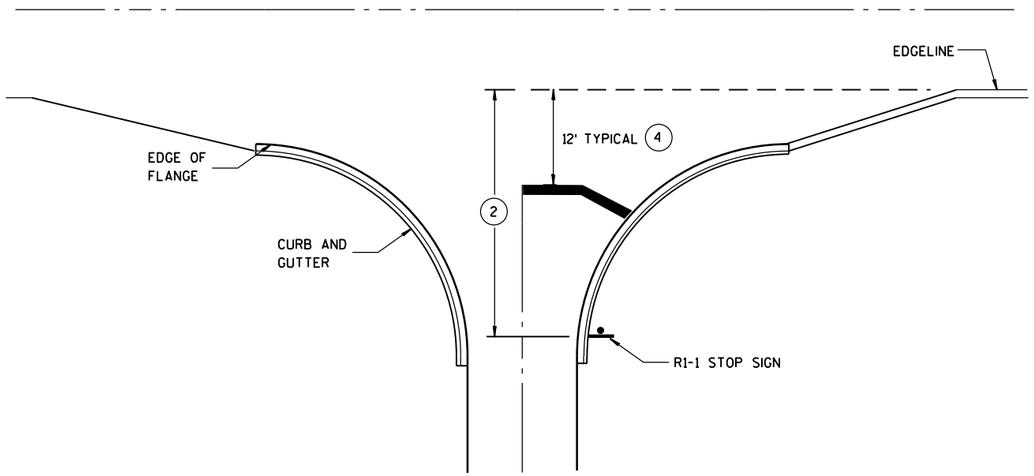
SIGNING AND MARKING
TWO LANE TO FOUR LANE
DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

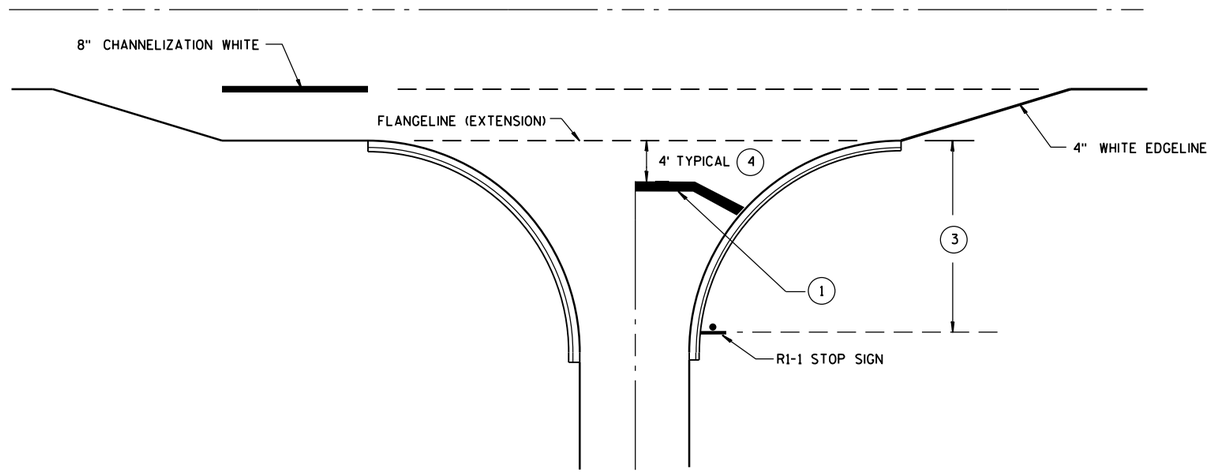
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

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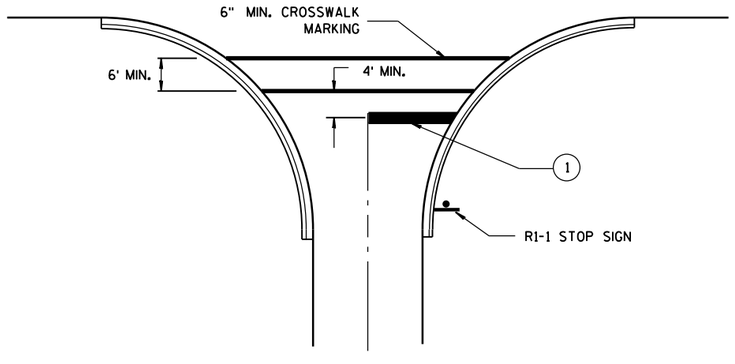
S.D.D. 15 C 21-8



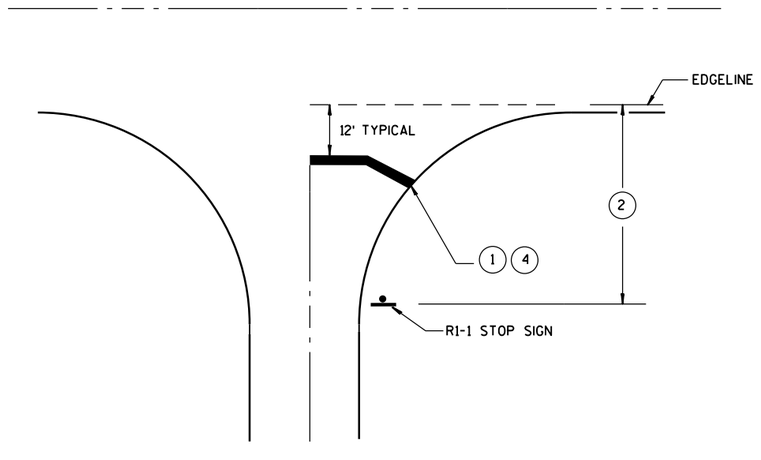
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

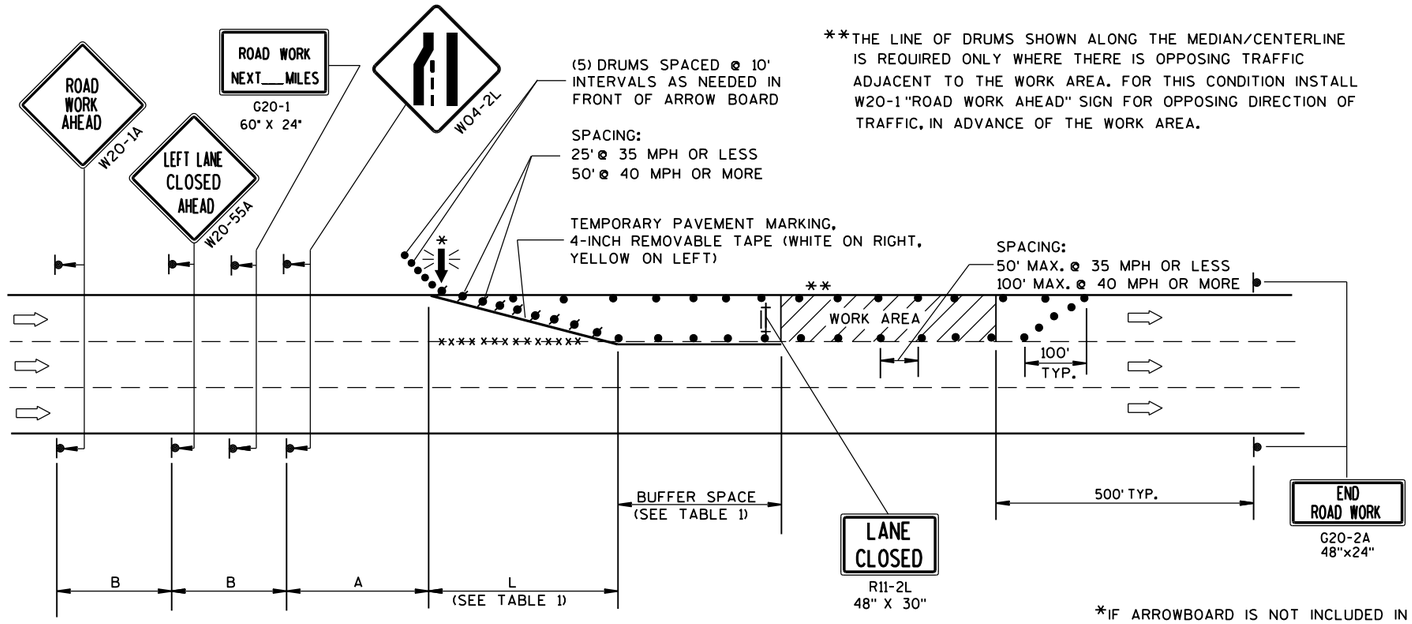
4-18-2016
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 253 NEER

FHWA

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S.D.D. 15 C 33-2



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

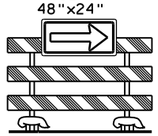


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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S.D.D. 15 D 20-4

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S.D.D. 15 D 20-4

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

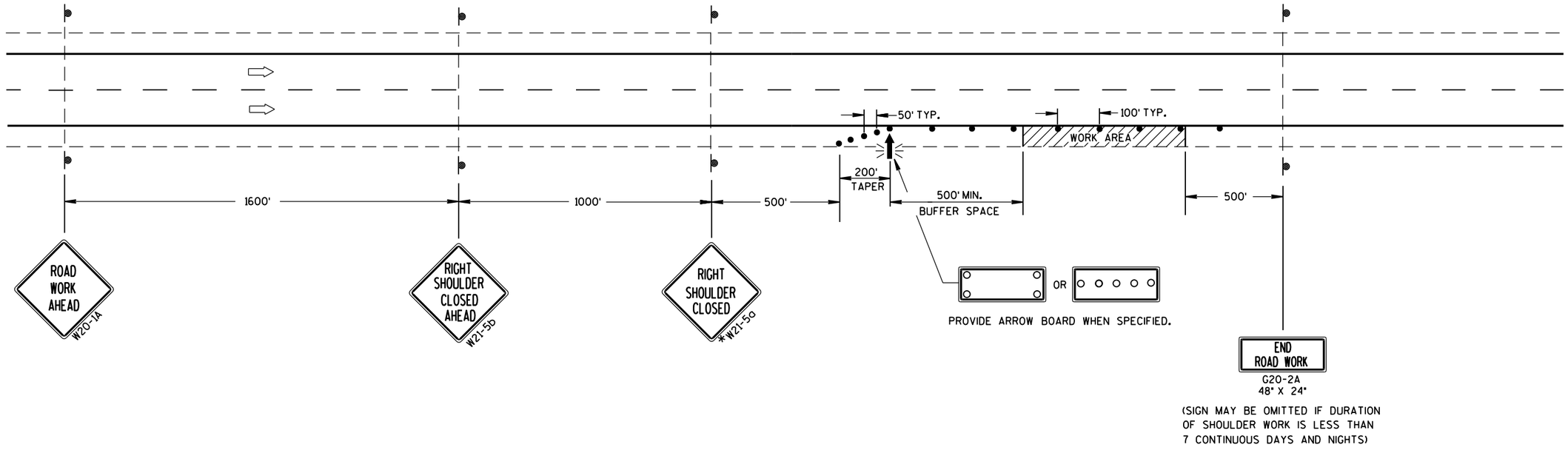
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

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S.D.D. 15 D 27-3

GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

S \ W	SHOULDER TAPER LENGTH (FEET) 4	6	8	10	BUFFER SPACE (FEET)
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

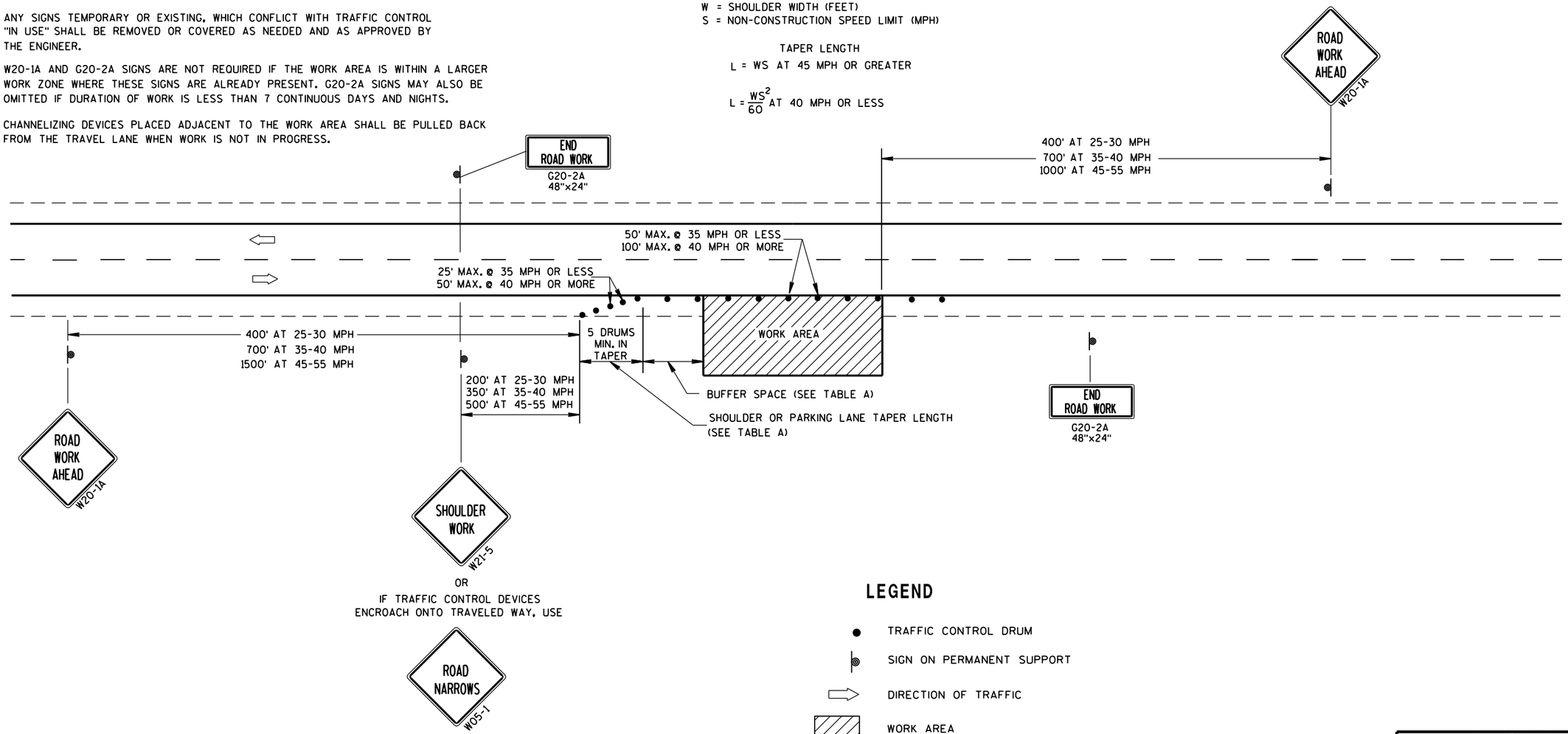
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

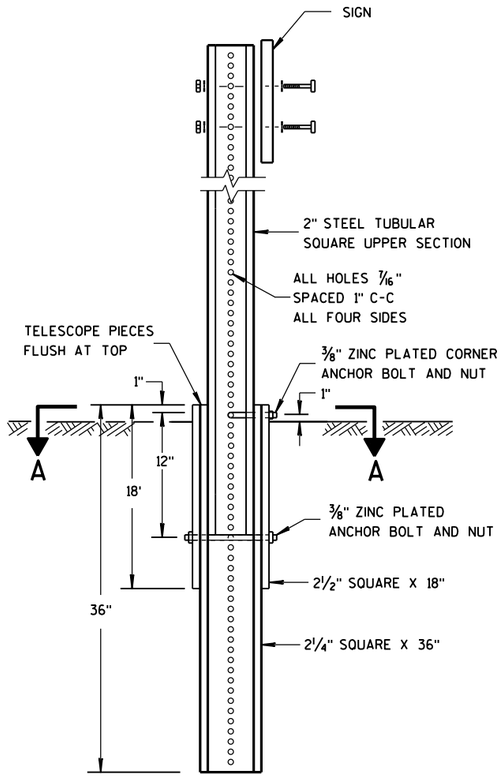
July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI FIC

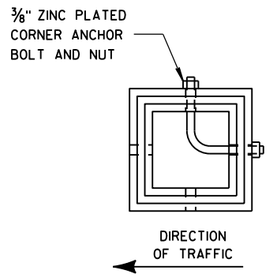
FHWA

6

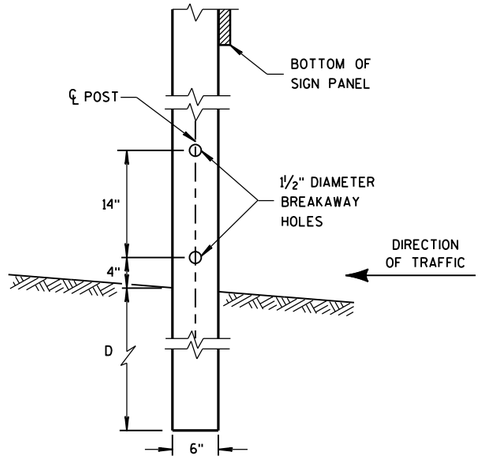
S.D.D. 15 D 28-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



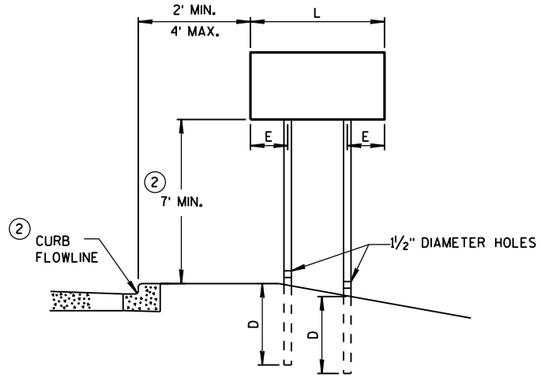
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

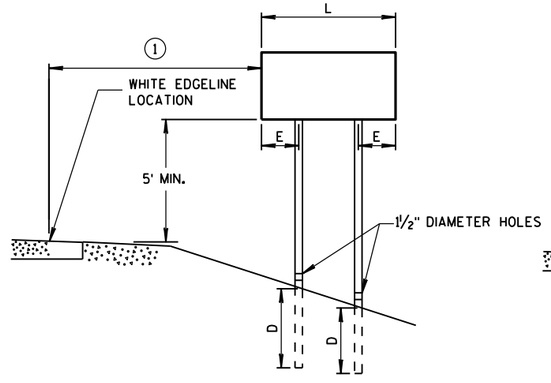
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

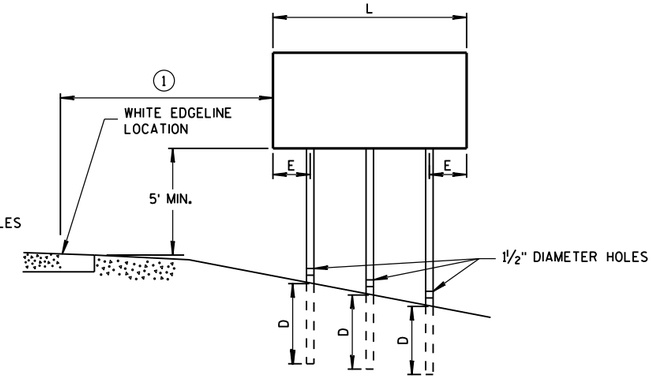
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

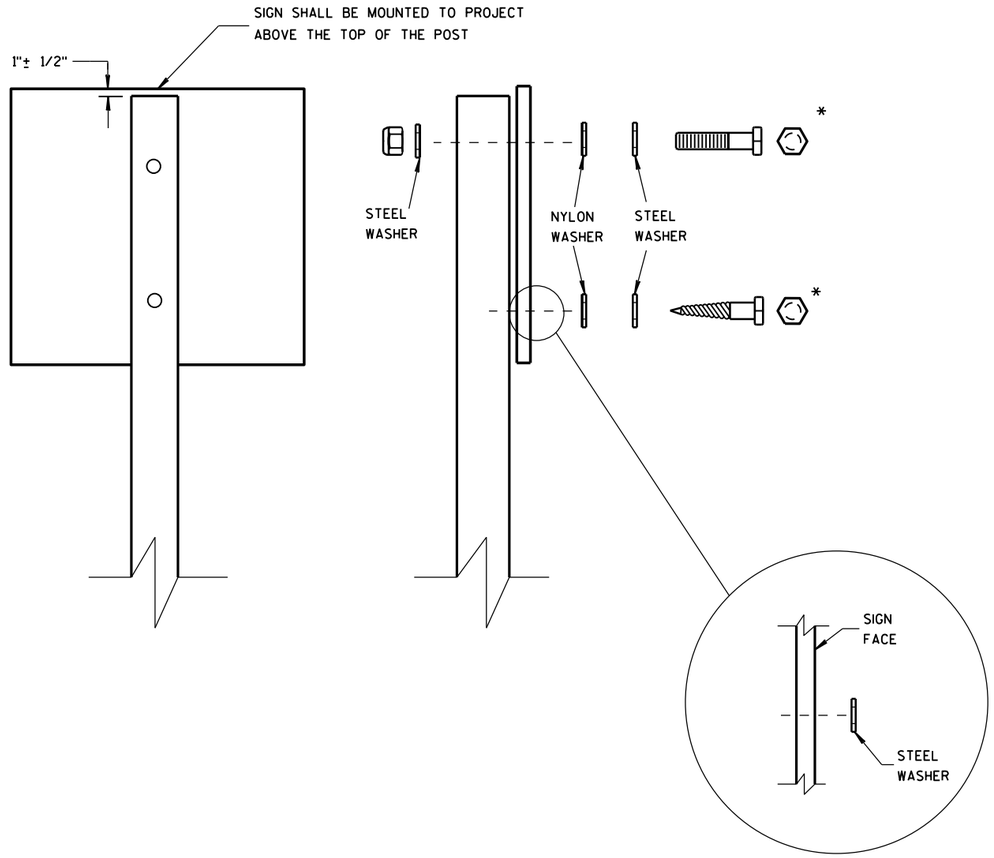
POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

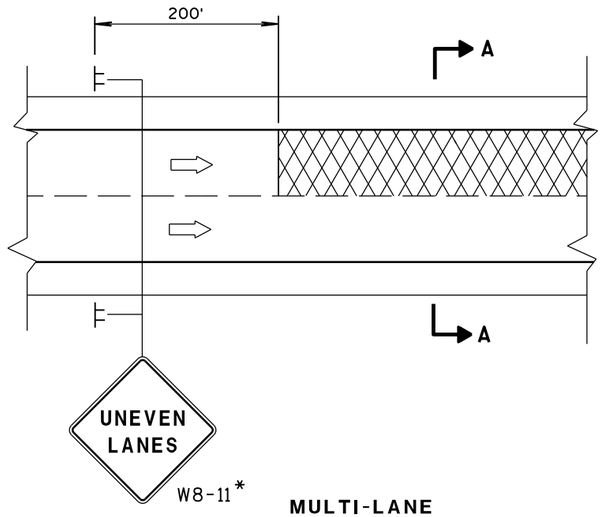
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

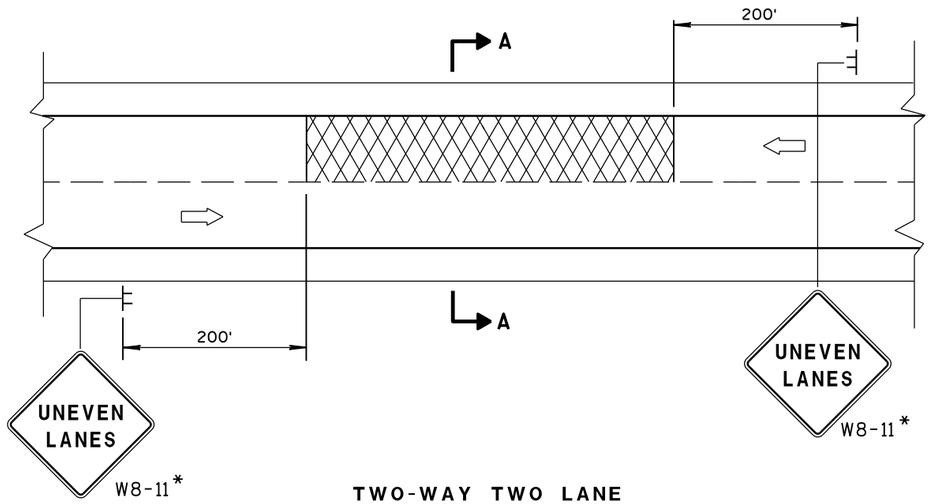
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

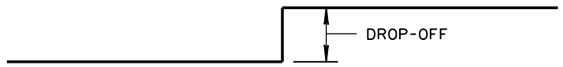
FHWA



MULTI-LANE

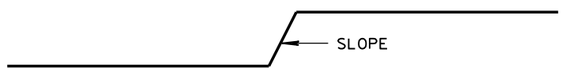


TWO-WAY TWO LANE

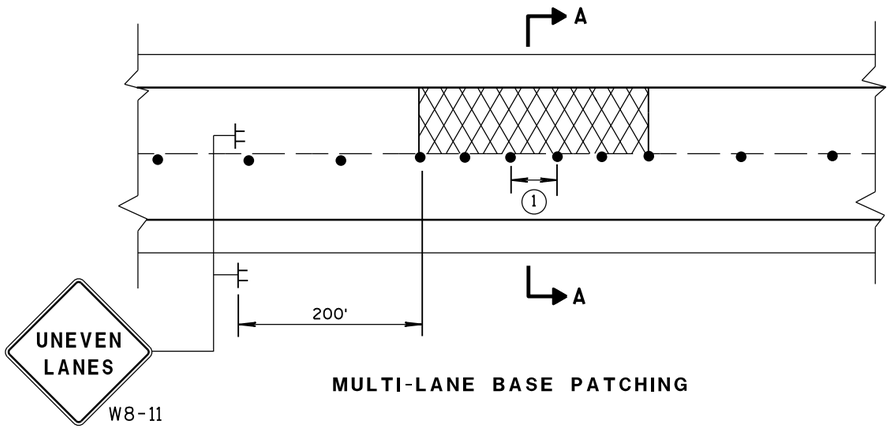


SECTION A-A

OR

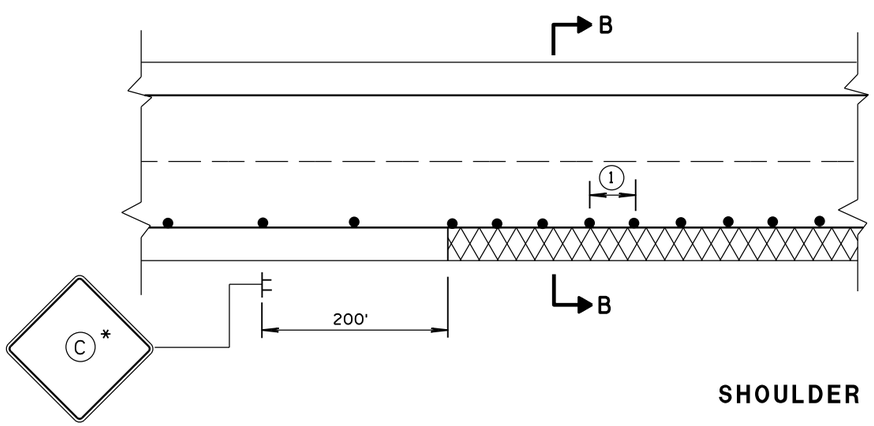


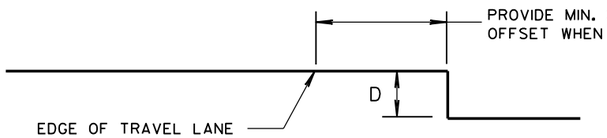
SECTION A-A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS





SECTION B-B

SHOULDER DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY ½ MILE.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER W08-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

6

S.D.D. 15 D 39-1

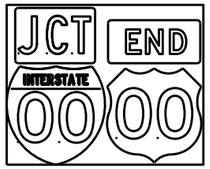
6

S.D.D. 15 D 39-1

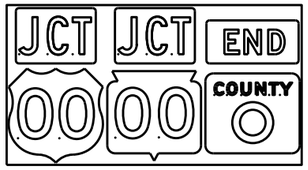
TYPICAL ASSEMBLIES



J1-1



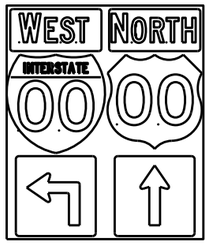
J1-2



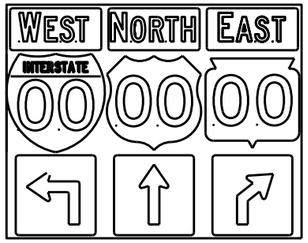
J1-3



J2-1



J2-2

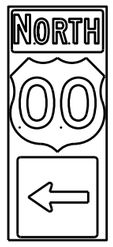


J2-3

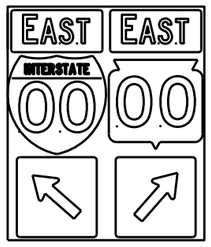


JV

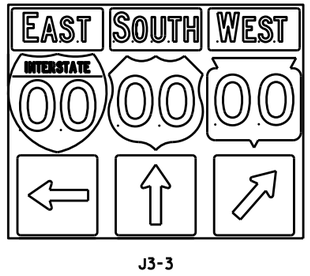
(Typical Vertical J-Assembly
See Note 10 and 11)



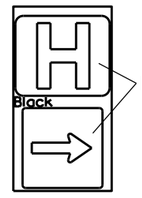
J3-1



J3-2



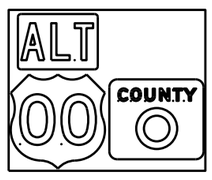
J3-3



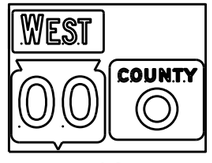
JH-1



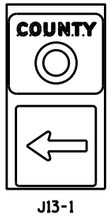
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

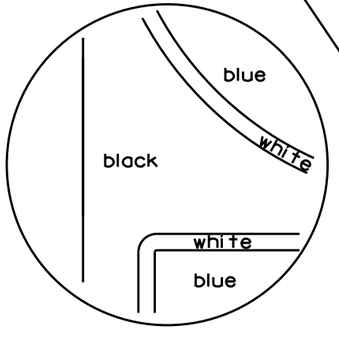


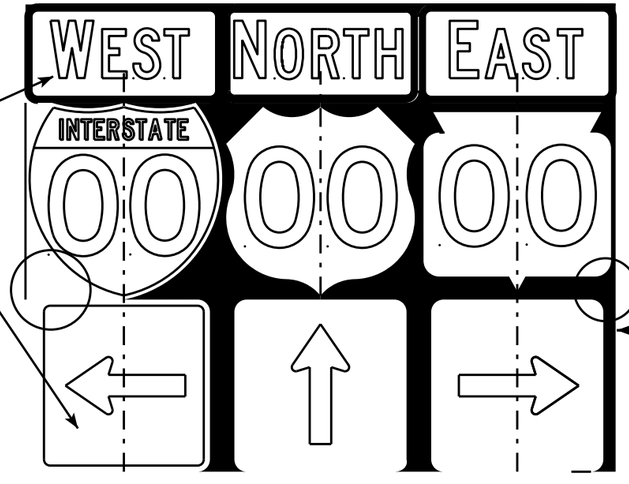
J23-1

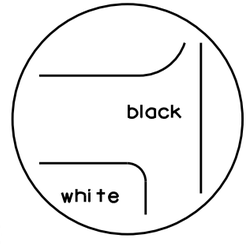


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

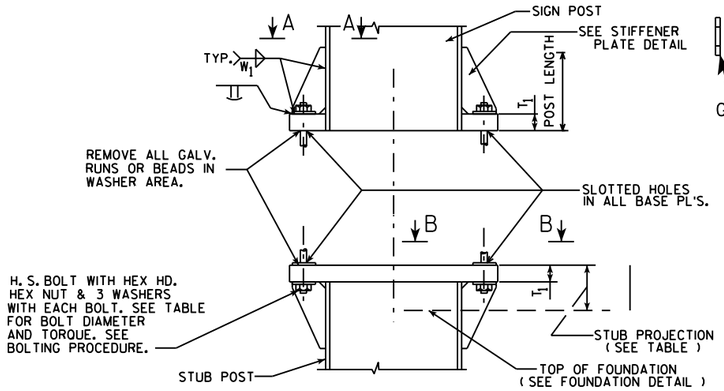
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

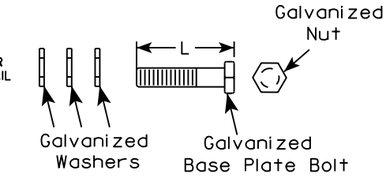
PROJECT NO: | SHEET NO: E

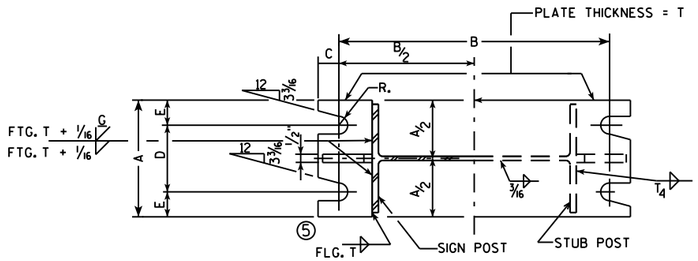
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WISDOT/CADDS SHEET 42



SIGN POST AND STUB POST ELEVATION





SECTION A-A SECTION B-B

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

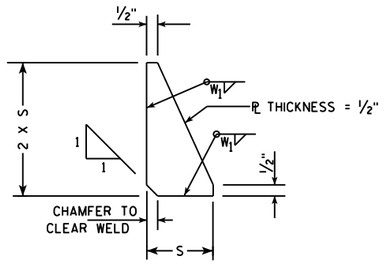
GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & 1/2 WIND[A]	140

[A] 25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1 1/2 T / SQ. FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

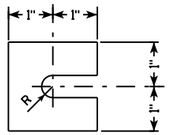
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.A.S.H.T.O. SPECIFICATIONS 1985.
ALL POSTS, POST STUBS & ATTACHMENTS SHALL BE A.S.T.M. A709 GRADE 50, GALVANIZED IN ACCORDANCE WITH ASTM A123.
⑨ THE POST, BASE PLATES, UPPER SIX INCHES OF STUB POST FLANGE SPLICE PLATE AND FUSE PLATE SHALL BE GALVANIZED AFTER FABRICATION.
FURNISH STEEL BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.



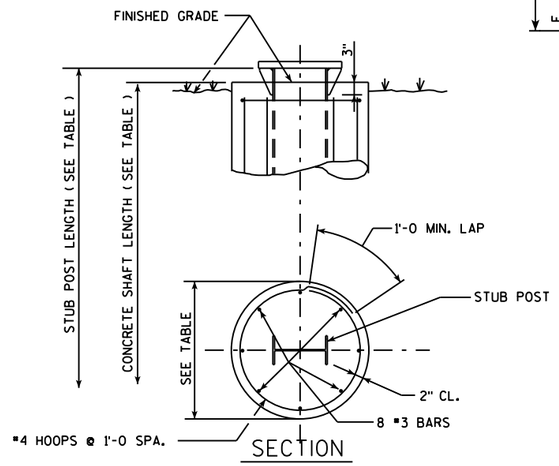
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

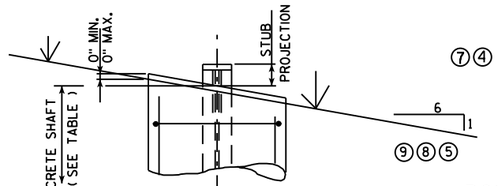


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

SHIM DETAIL



SECTION



⑦④ ⑨⑧⑤ SHAFT PLACEMENT

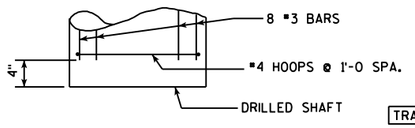
BOLTING PROCEDURE - BASE CONNECTION

1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQ'D. TO PLUMB POST.
3. PRIOR TO BOLT TIGHTENING LUBRICATE BASE CONNECTION BOLTS WITH BEESWAX OR OTHER HIGH-WAX LUBRICANT.
4. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
5. BURR THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

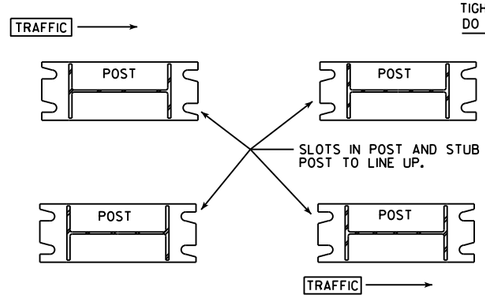
NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.

⑦	QUANTITIES FOR 1 FOOTING	CONC. MASONRY C.Y.	REINF. STEEL LBS.
	A	0.6	34
	B	0.8	49
	C	0.9	50
	D	0.9	56
	E	1.0	62

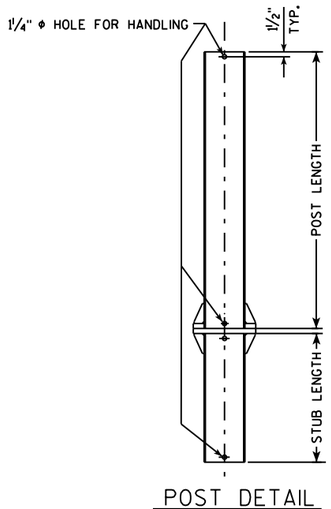
⑦	REINF.	TYPE	#3	#4
		A	8 @ 4'-5	5 @ 6'-3
		B	8 @ 6'-5	7 @ 6'-3
		C	8 @ 6'-11	7 @ 6'-3
		D	8 @ 7'-5	8 @ 6'-3
		E	8 @ 7'-11	9 @ 6'-3



FOUNDATION DETAIL



POST SLOT ORIENTATION ⑦



POST DETAIL

L	X	TYPE	POST SIZE	WEIGHT PER FT	BASE CONNECTION DATA TABLE: BOLT SIZE & TORQUE	A	B	C	D	E	T_1	T_4	W_1	R	S	FOUNDATION DATA: STUB LENGTH	STUB PROJECTION	SHAFT DIAMETER	SHAFT LENGTH	② K
3 3/4	④	A	W10"X12.0	12.0 LBS	3/4" ø @ 75"-FT.	5 1/4"	1'-0 3/8"	7/8"	3 1/2"	7/8"	1"	3/16"	5/16"	13/32"	2 1/8"	3'-6	3"	2'-0 ø	5'-0	76.0" ④
4 3/4	④	B	W12"X16.0	16.0 LBS	7/8" ø @ 85"-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/4"	1/4"	5/16"	15/32"	3"	5'-6	3"	2'-0 ø	7'-0	146.5" ④
5		C	W12"X19.0	19.0 LBS	7/8" ø @ 85"-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/2"	5/16"	5/16"	15/32"	3"	6'-0	3"	2'-0 ø	7'-6	182.1"
5		D	W12"X22.0	22.0 LBS	7/8" ø @ 85"-FT.	5 1/2"	1'-4 1/4"	1"	3 1/2"	1"	1 1/2"	3/8"	5/16"	15/32"	3"	6'-6	3"	2'-0 ø	8'-0	210.5"
5	③	E	W12"X26.0	26.0 LBS	1" ø @ 90"-FT.	7"	1'-4 1/4"	1 1/4"	4"	1 1/2"	1 1/2"	3/8"	5/16"	17/32"	3"	7'-0	3"	2'-0 ø	8'-6	293.0" ③

① ⑥ ①

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K+ (POST LENGTH X POST WT.)
" K " INCLUDES STUB, BASE PLATES, STIFFS., BOLTS, AND WASHERS.

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/22/17 PLATE NO. A3-1.17

NO.	DATE	REVISION
⑩	1-21-14	LUBRICATION OF BASE BOLTS
⑨	4-26-11	REMOVE NON-GALVANIZED
⑧	10-30-96	NOT GALVANIZED/GALVANIZED
⑦	10-30-92	QUANT., A588 EXCEPT., ADD SLOT VIEW
⑥	8-24-87	BASE CONN. WELD
⑤	10-13-81	BASE CONN. WELD & FUSE & WASHERS
④	10-19-79	POST A & B, A572 GR. 50, & K
②	11-28-78	"K" ③ 4-23-79 TYPE "E"
①	5-4-78	T_1 . T_2 & W_1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D, & E

CONST. SPEC. 2011	DRAWN BY JPH	PLANS CK'D.

FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS

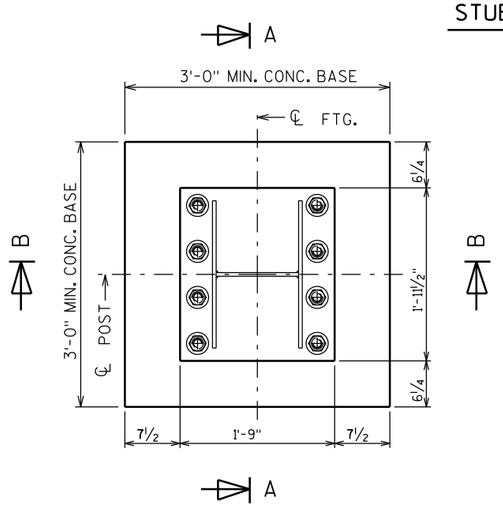
SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 261 E

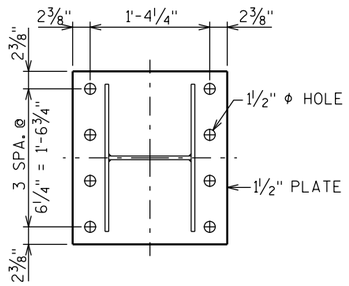
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WISDOT/CADDS SHEET 42

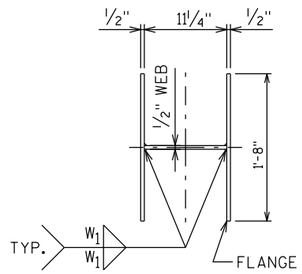
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



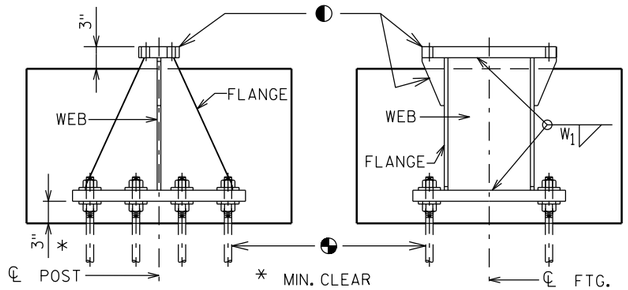
BASE PLATE



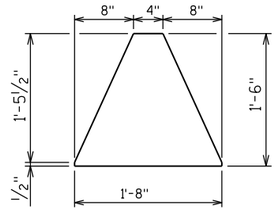
STUB

◐ SEE PLATE NO. A3-1 FOR DETAILS

◒ MASONRY ANCHORS TYPE S 1¼-INCHES (ADHESIVE). ALLOWABLE PULL OUT CAPACITY 14,995 KIPS. EMBED 1'-3" IN ROCK.



SECTION A SECTION B



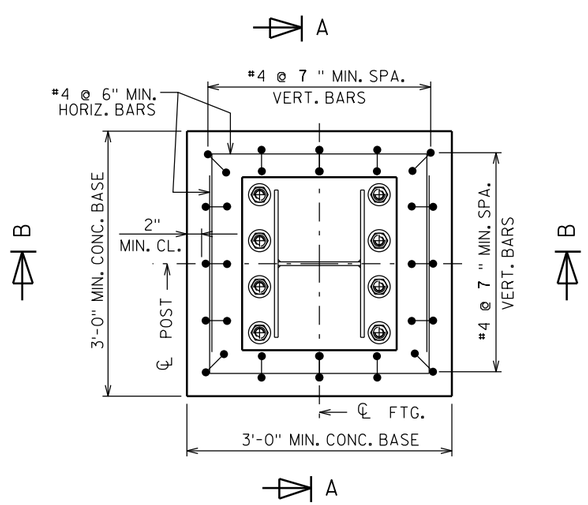
FLANGE

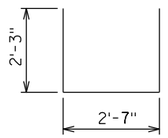
GENERAL NOTES

1. Quantities per Base:
   - REINFORCING BAR STEEL = 62 LBS
   - CONCRETE = 0.6 C.Y.
   - STEEL WEIGHT = 335 LBS
2. All materials, except anchor rod, nuts and washers, are to be A.S.T.M. A709 grade 50. All materials to be galvanized after fabrication.
3. If the contractor encounters rock before reaching the footing depth, per the A3-1 Sign Detail, determine the pull-out capacity of a test adhesive anchor installed in the rock. If the test result equals or exceeds the pull-out capacity of 14,995 KIPS, the contractor may install the breakaway stub for rock, according to this detail.

CONCRETE BASE AND REINFORCING STEEL DETAILS

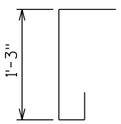
CONCRETE BASE SECTION





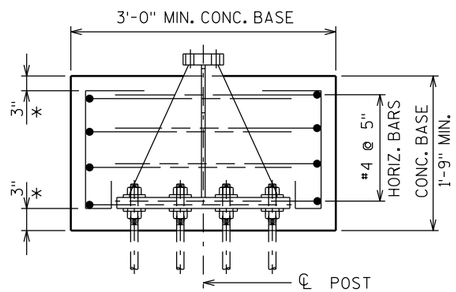
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



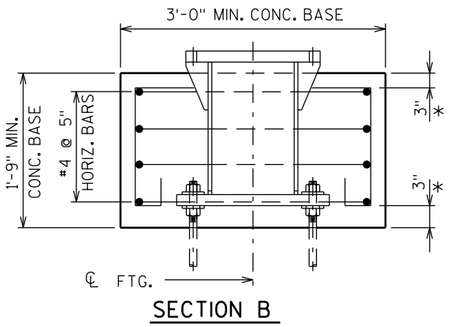
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

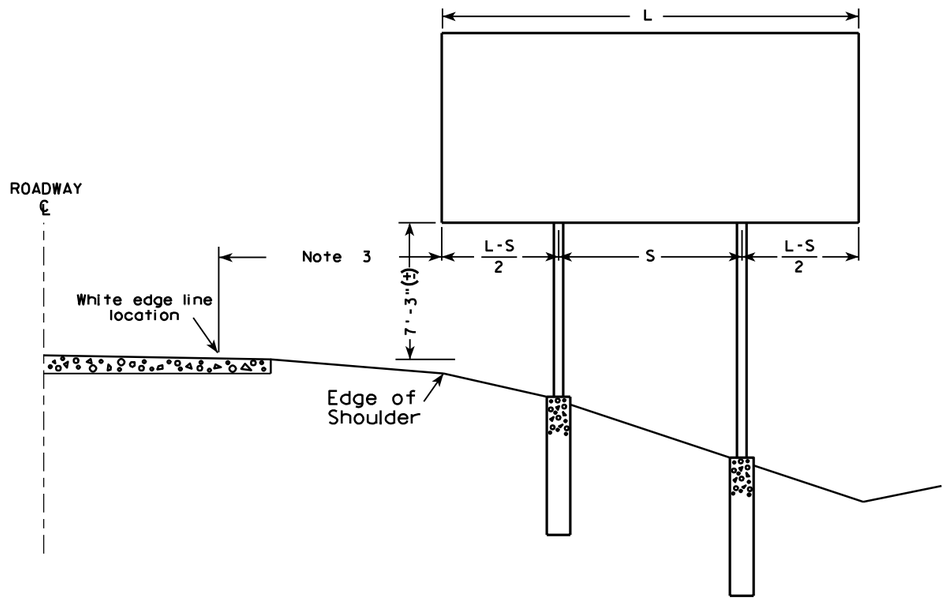
WISCONSIN DEPT OF TRANSPORTATION

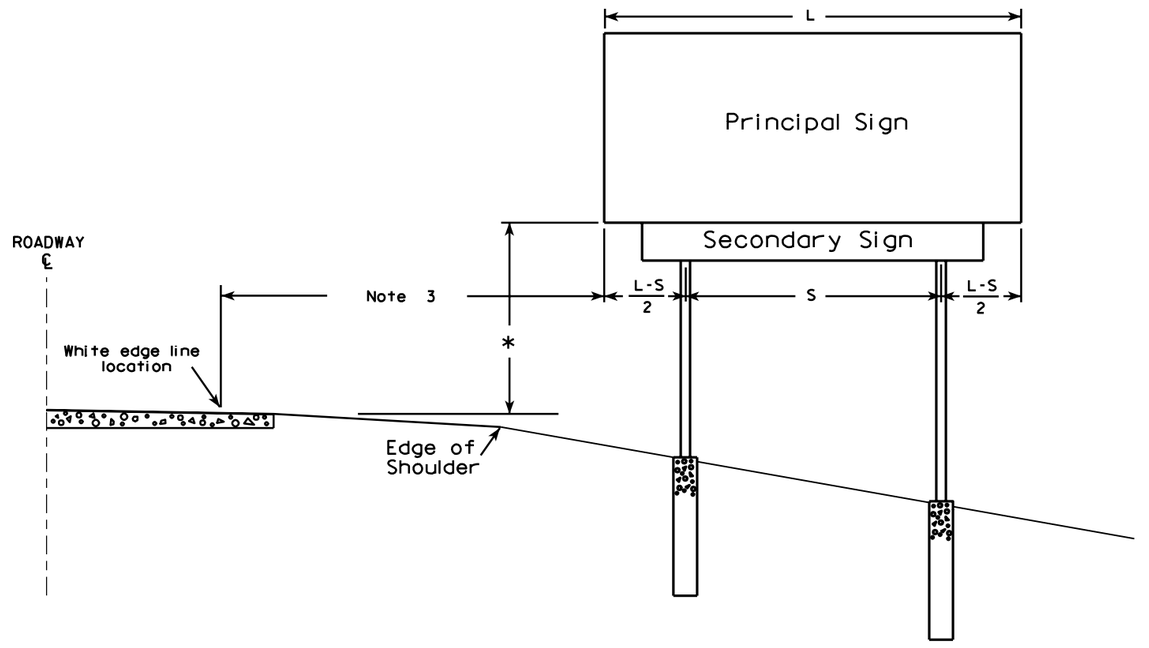
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLATE A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31M.DGN PLOT DATE : 10-MAR-2014 15:16 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.556674:1.000000
WISDOT/CADDS SHEET 42





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

TYPICAL INSTALLATION OF TYPE I SIGNS

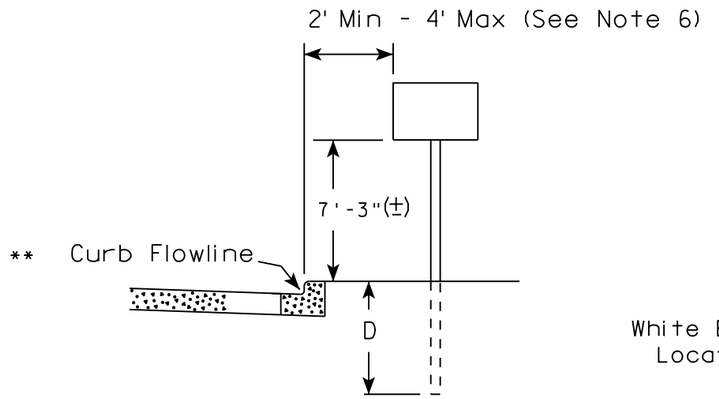
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

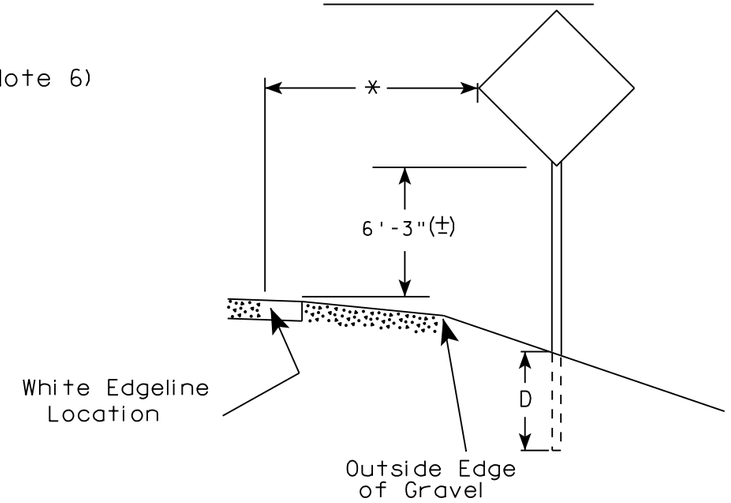
DATE 4/02/08 PLATE NO. A4-1.9

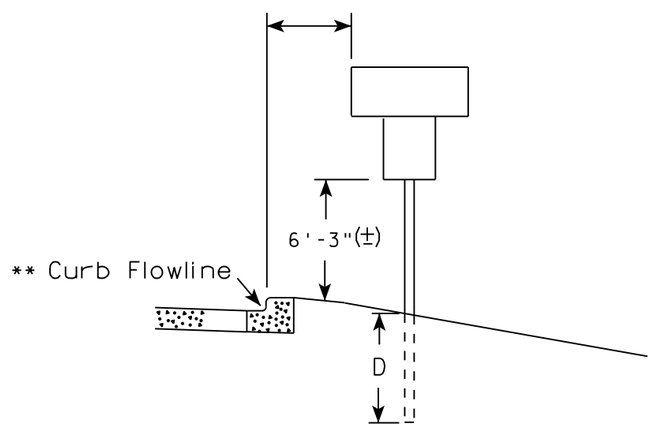
PROJECT NO:				SHEET NO: 263	E

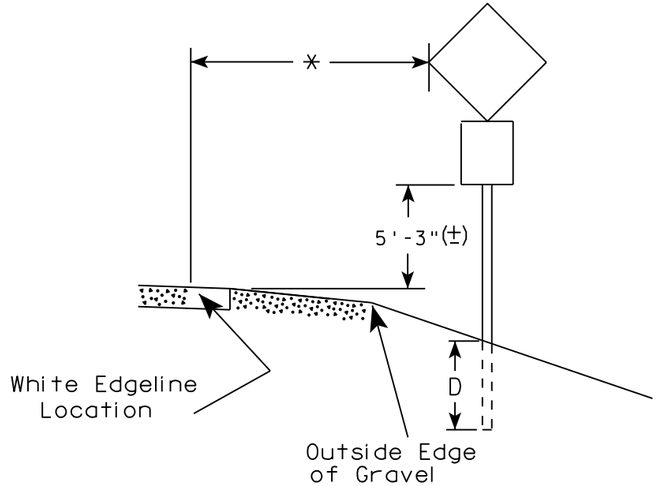
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

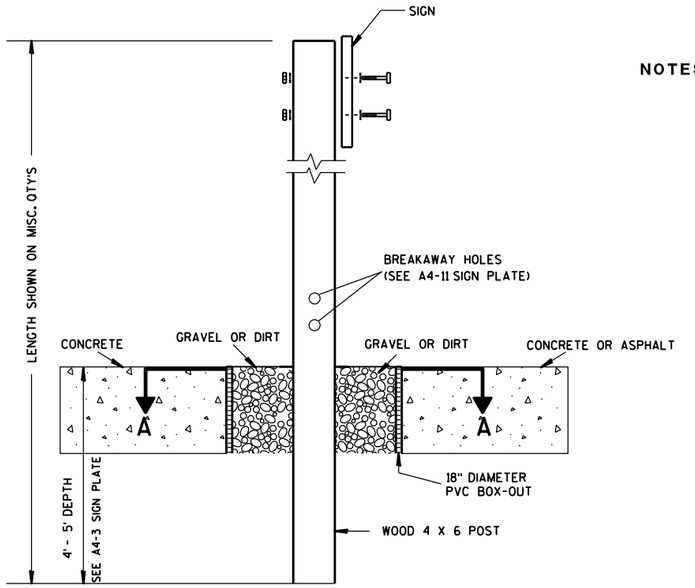
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7

7

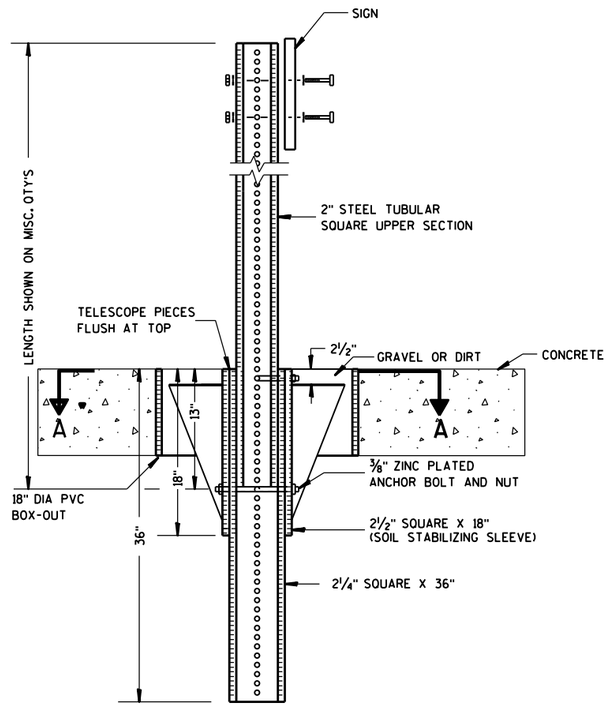
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 264	E



ELEVATION VIEW

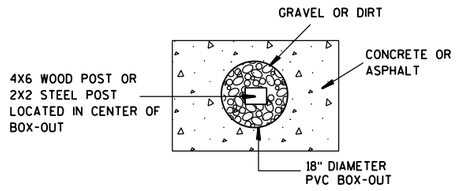
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

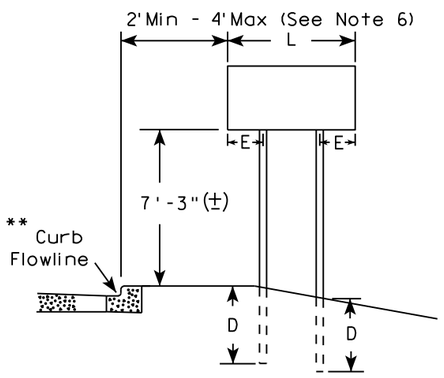
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

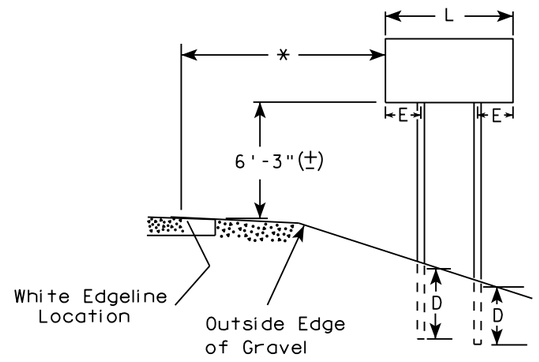
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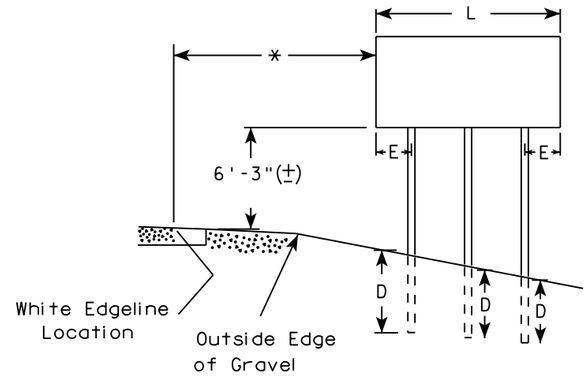
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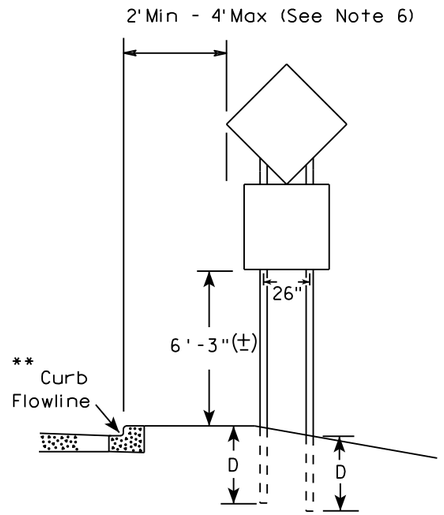
URBAN AREA



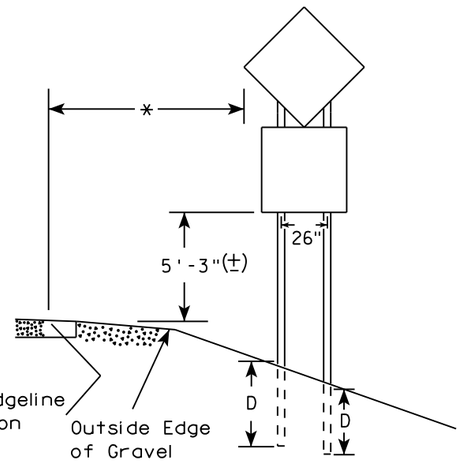
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

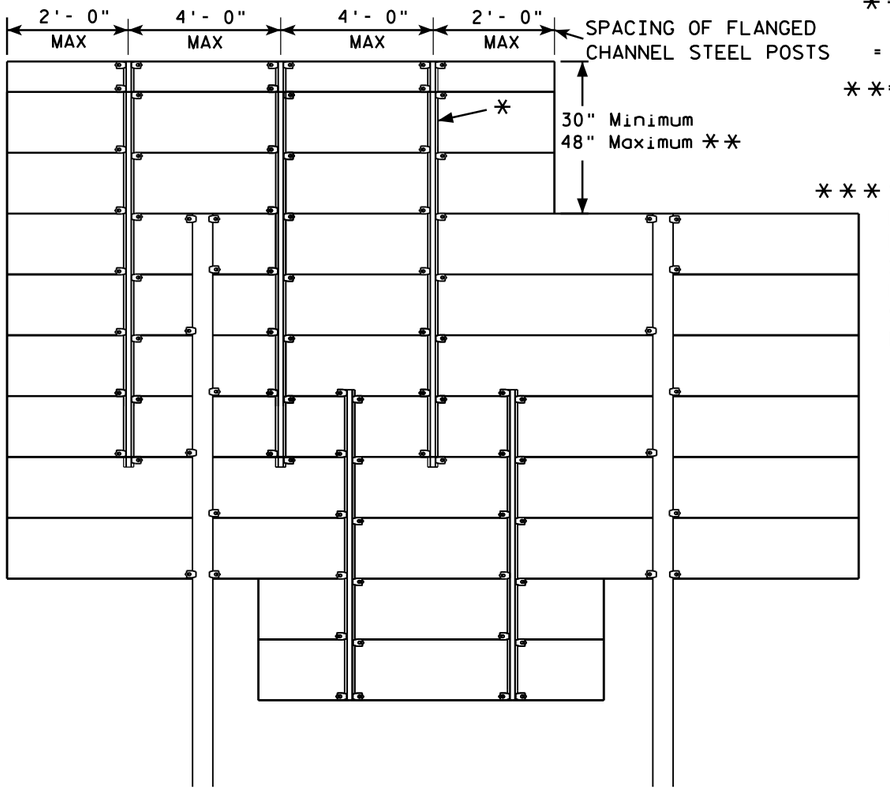
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 266	E

GROUND MOUNTED SIGN

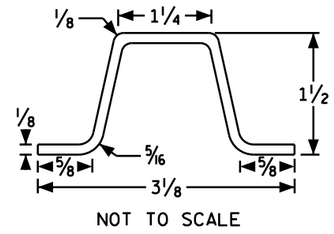


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

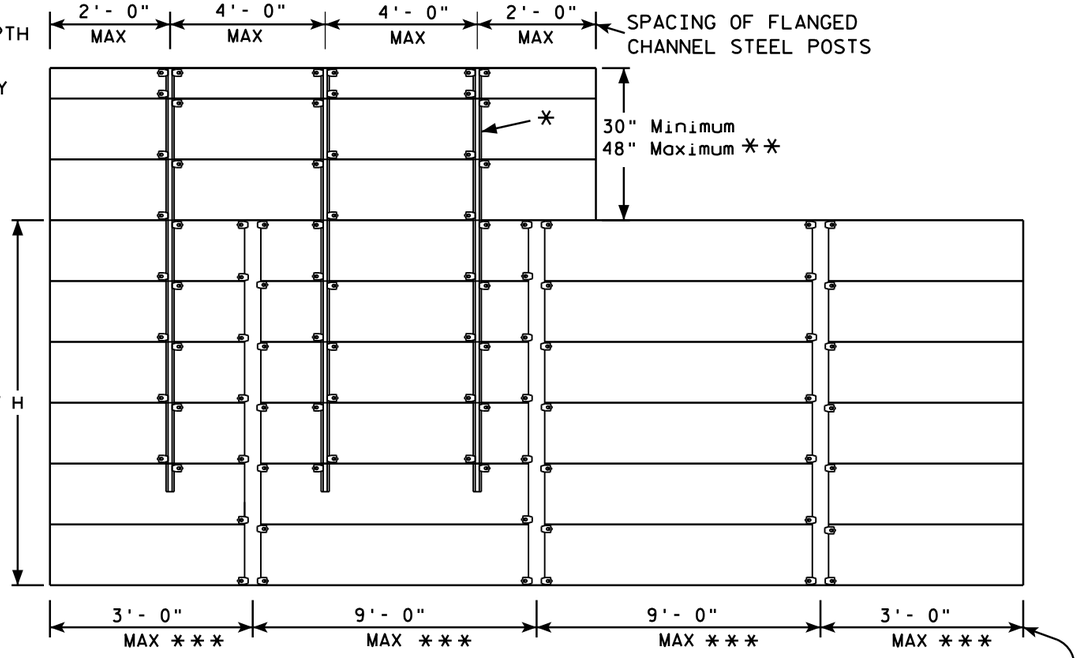
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAIL



NOT TO SCALE

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

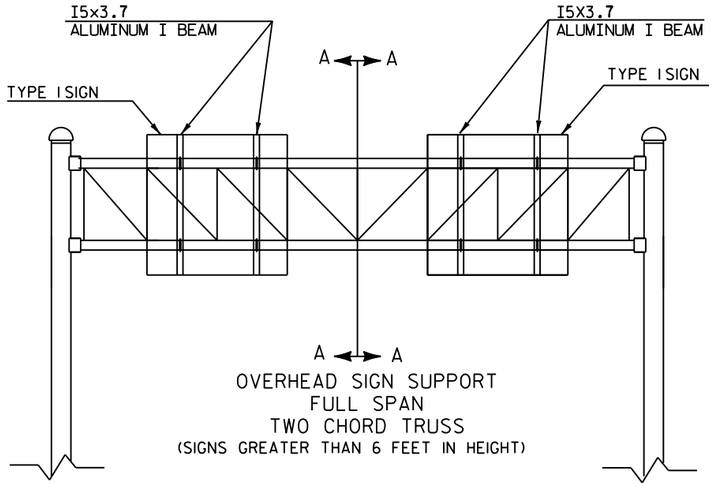
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

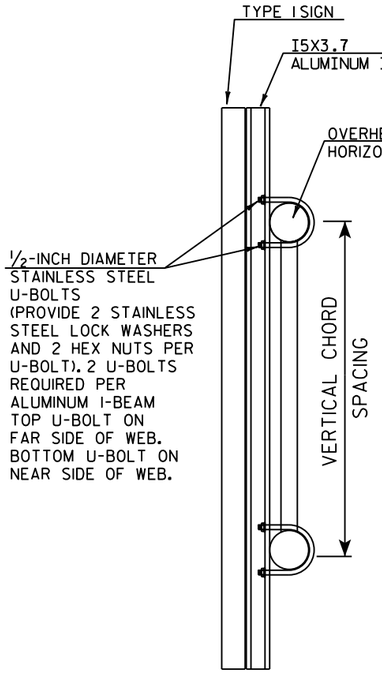
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 267 A4-6.12

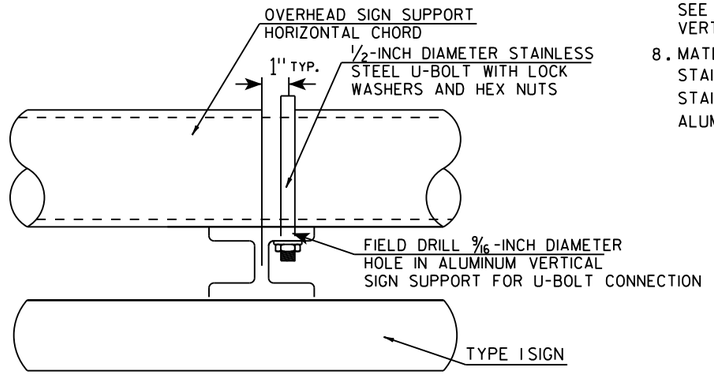
PROJECT NO: | SHEET NO: E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



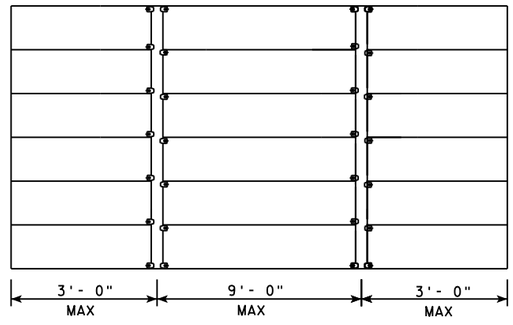
CUT SECTION A-A



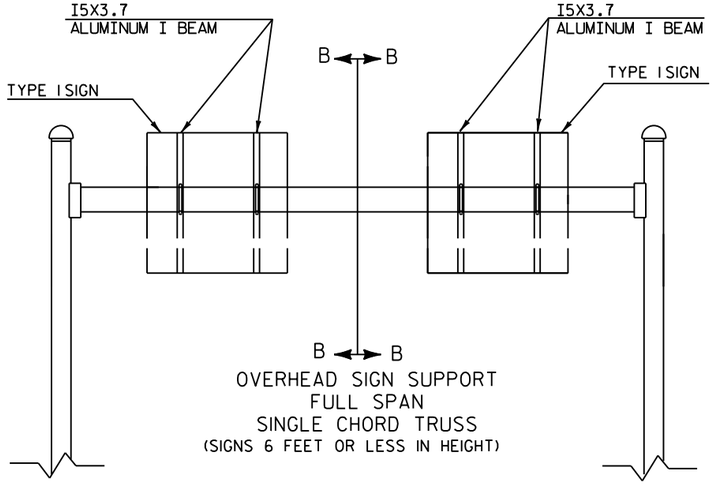
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

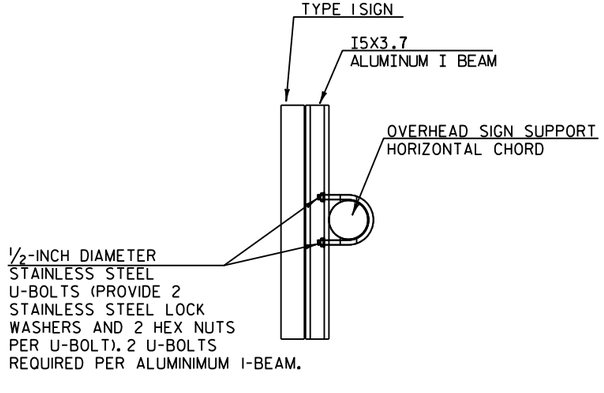
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



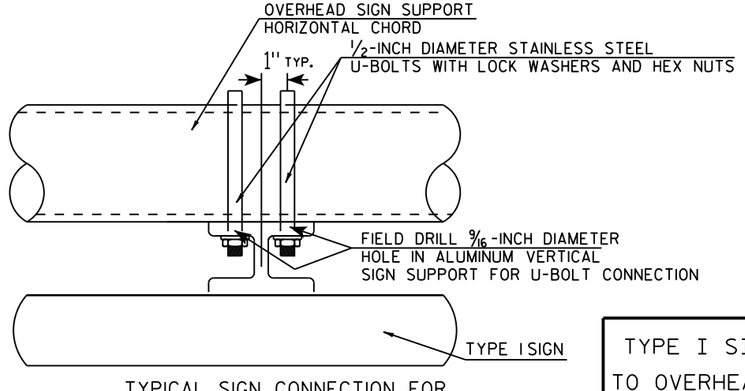
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

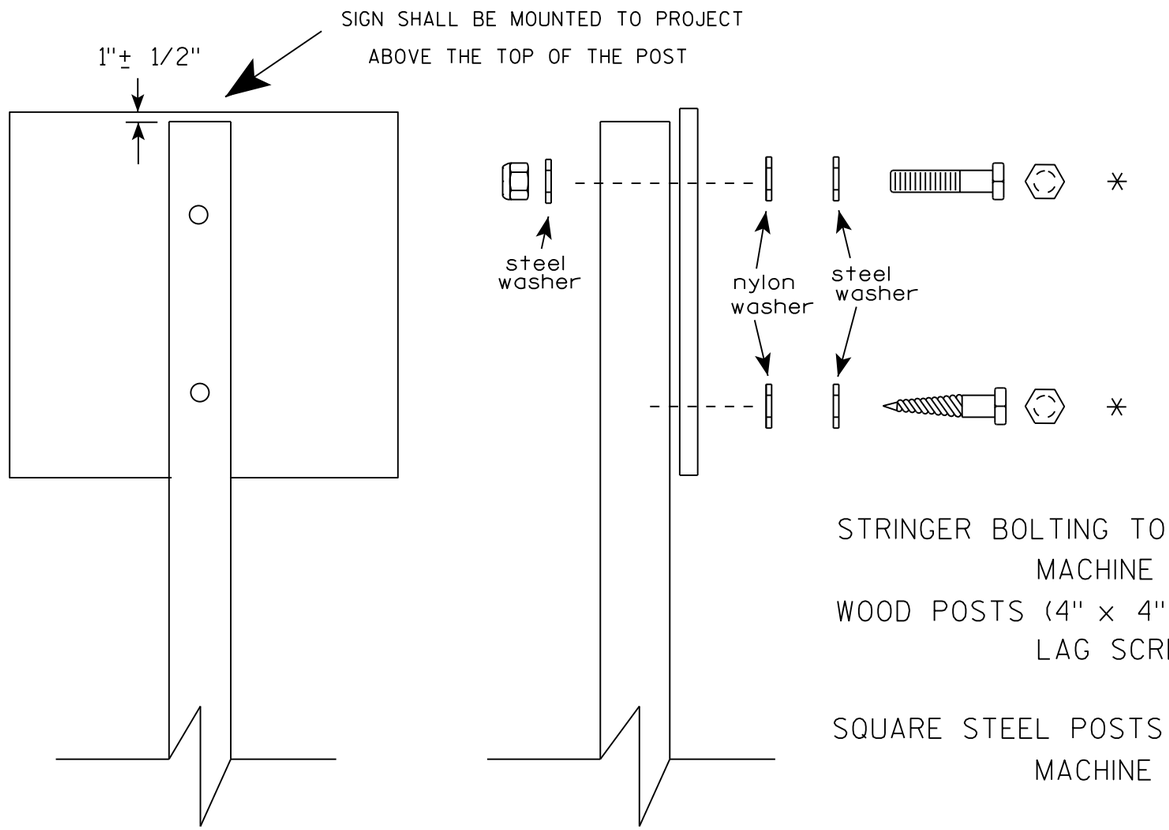
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE NO. A4-7.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A47.DGN PLOT DATE : 01-DEC-2015 17:42 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 38.916838:1.000000



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

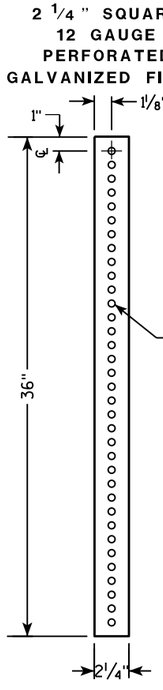
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PROJECT NO: SHEET NO: E

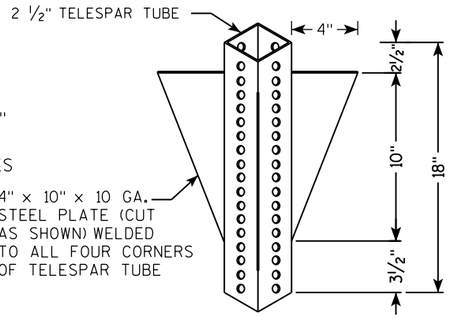
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

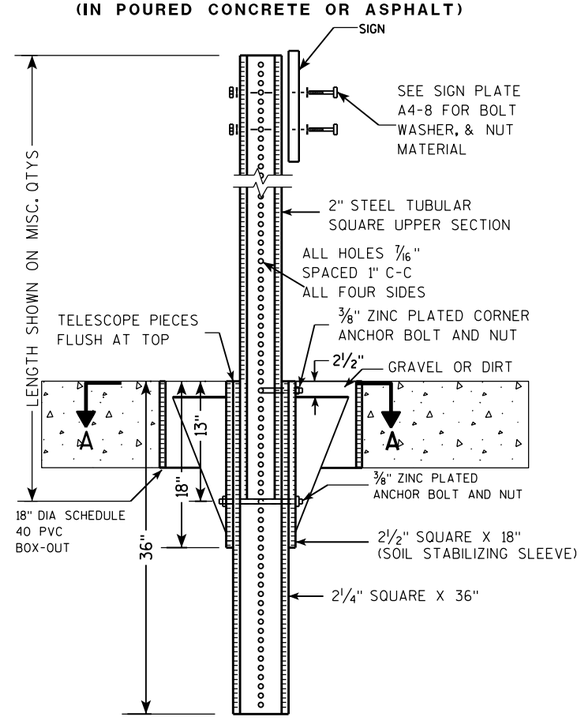
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



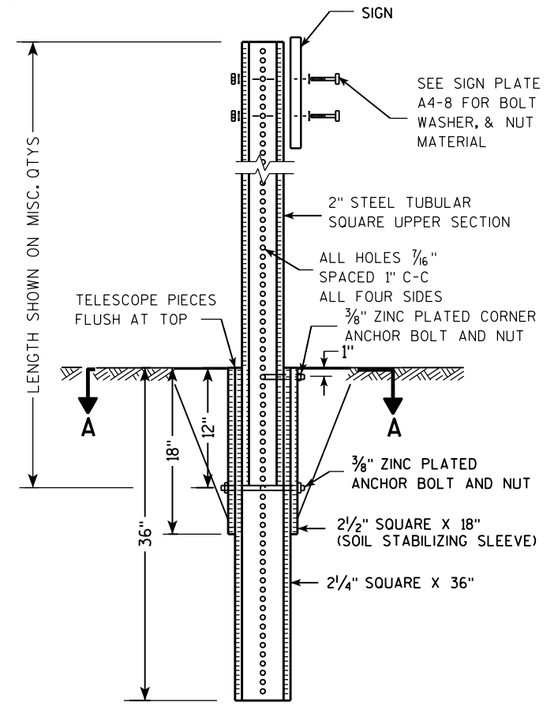
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

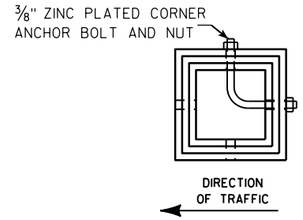


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

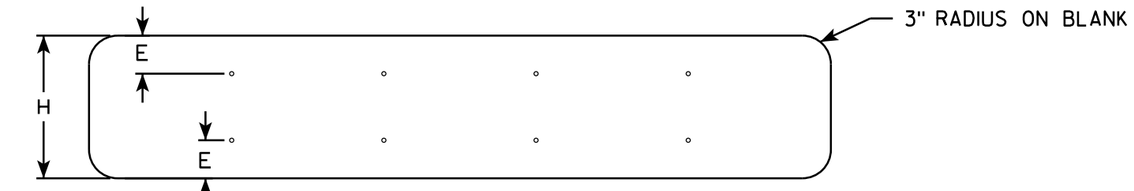
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 270 A4-9.9

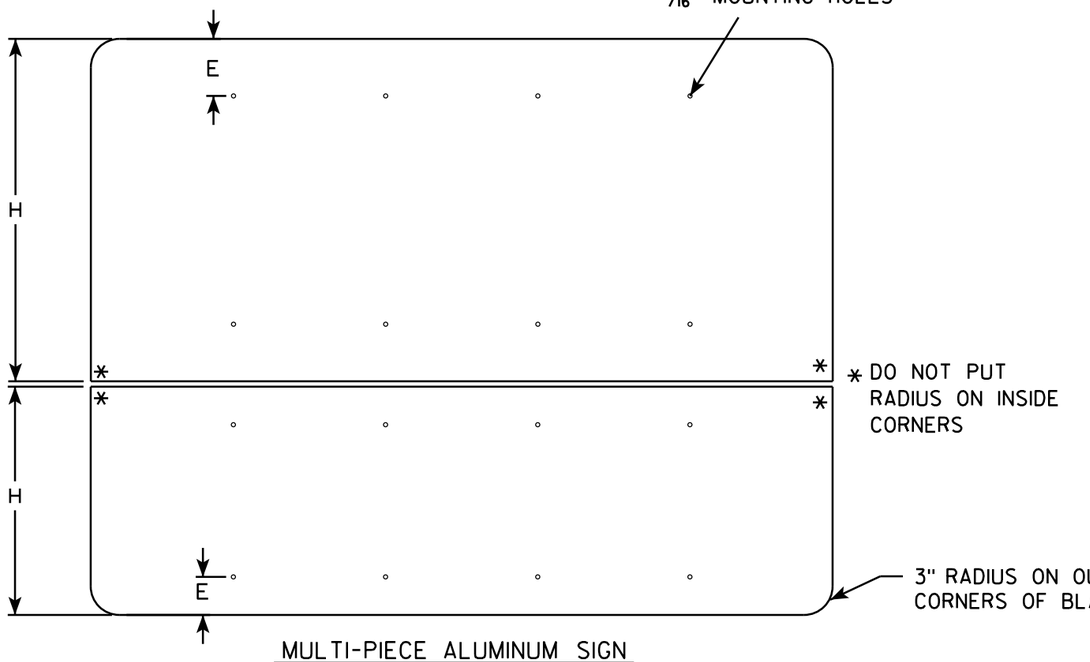
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SINGLE PIECE ALUMINUM SIGN

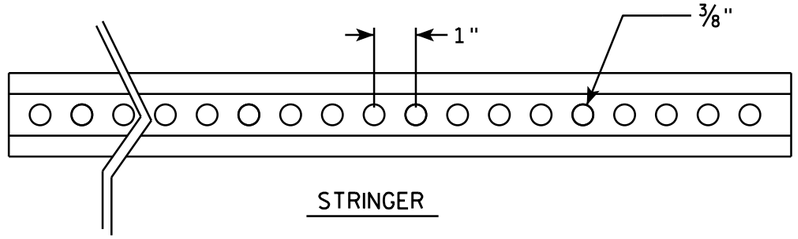


MULTI-PIECE ALUMINUM SIGN

GENERAL NOTES

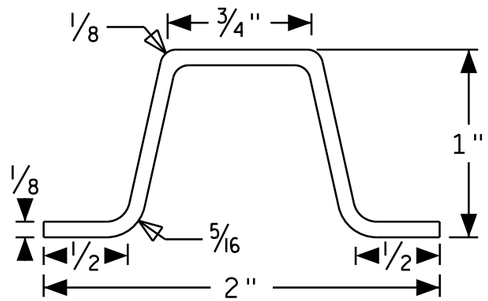
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

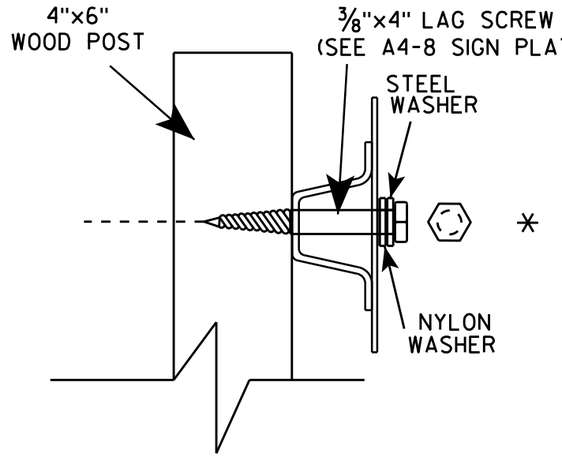


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

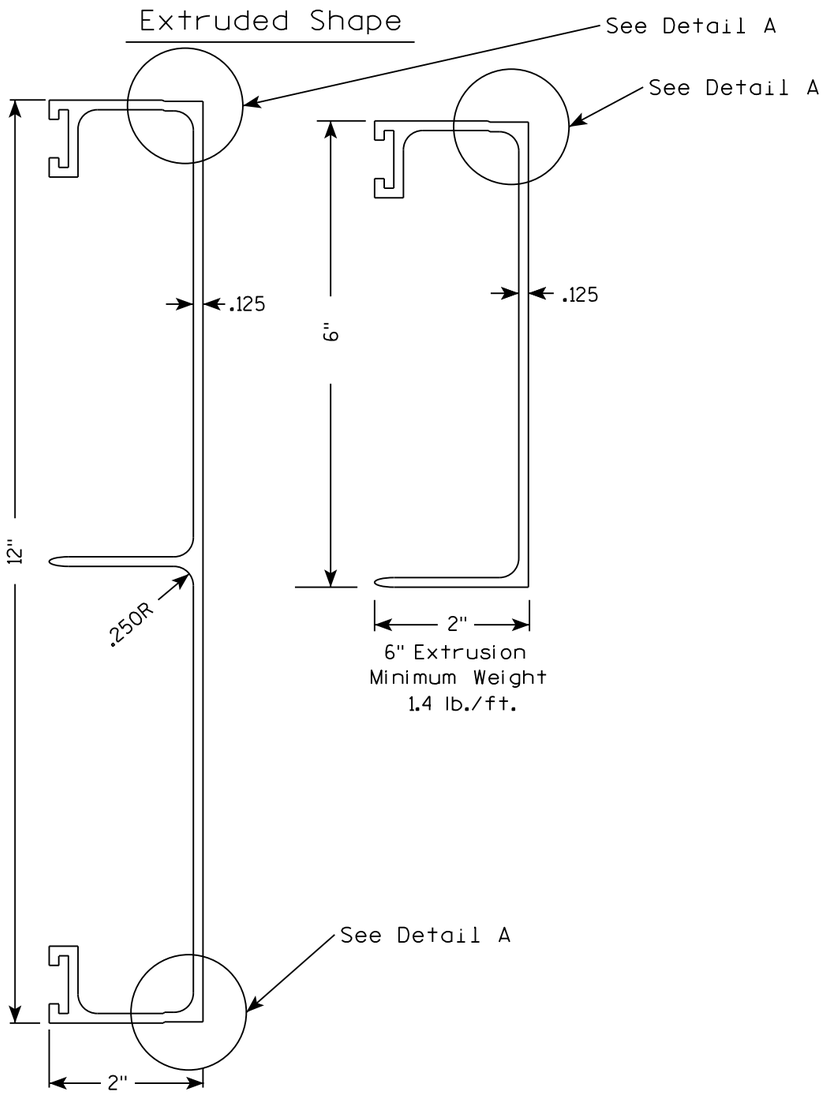
for State Traffic Engineer

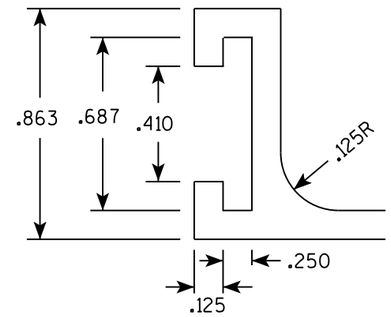
DATE 4/26/16 PLATE NO A4-18.1

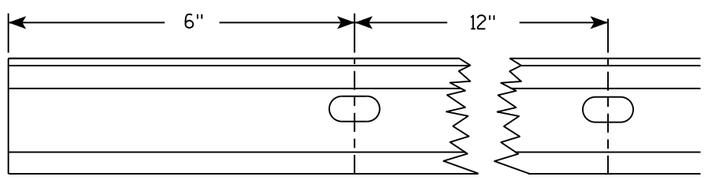
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







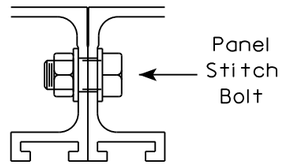
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

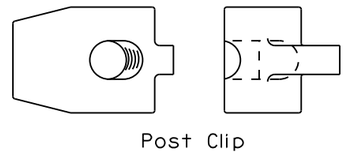
The hardware includes:

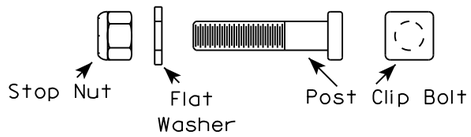
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

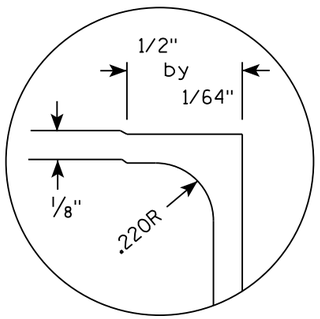
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

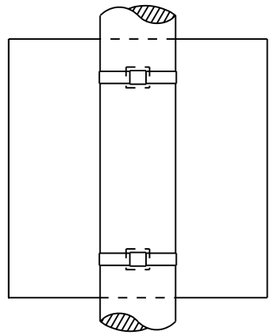
APPROVED Matthew R Rauch
for State Traffic Engineer

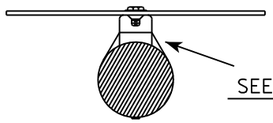
DATE 11/30/16 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO: 272	E

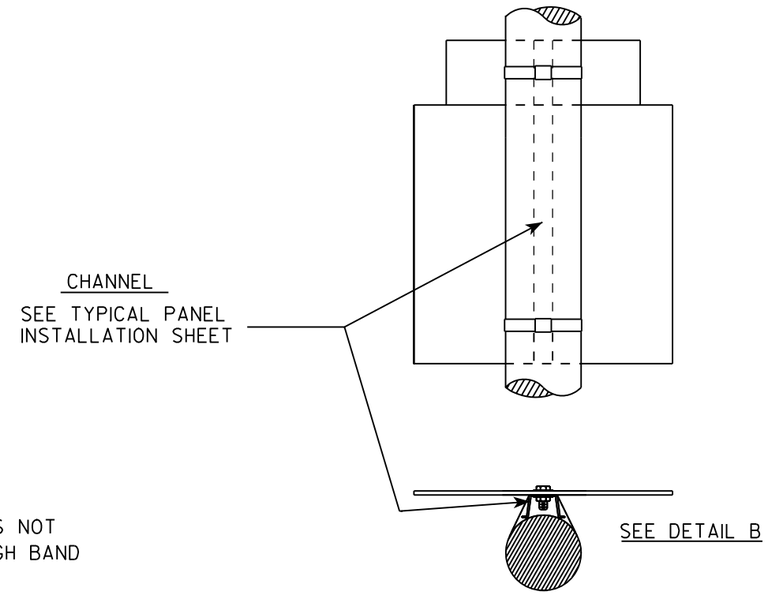
BANDING

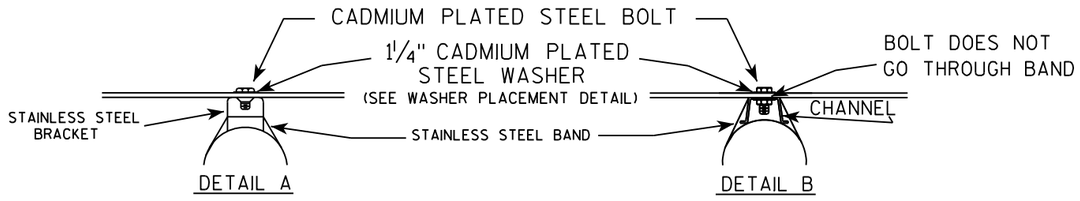
SINGLE SIGN



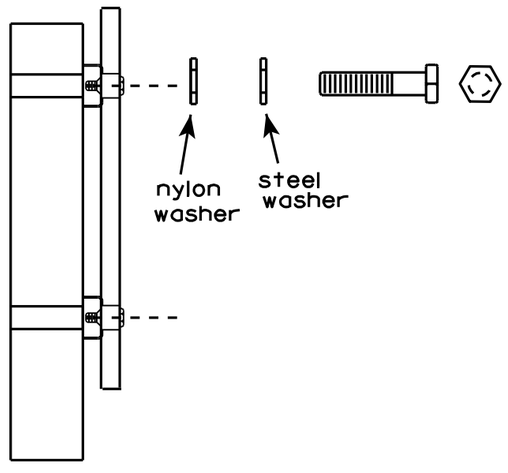


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

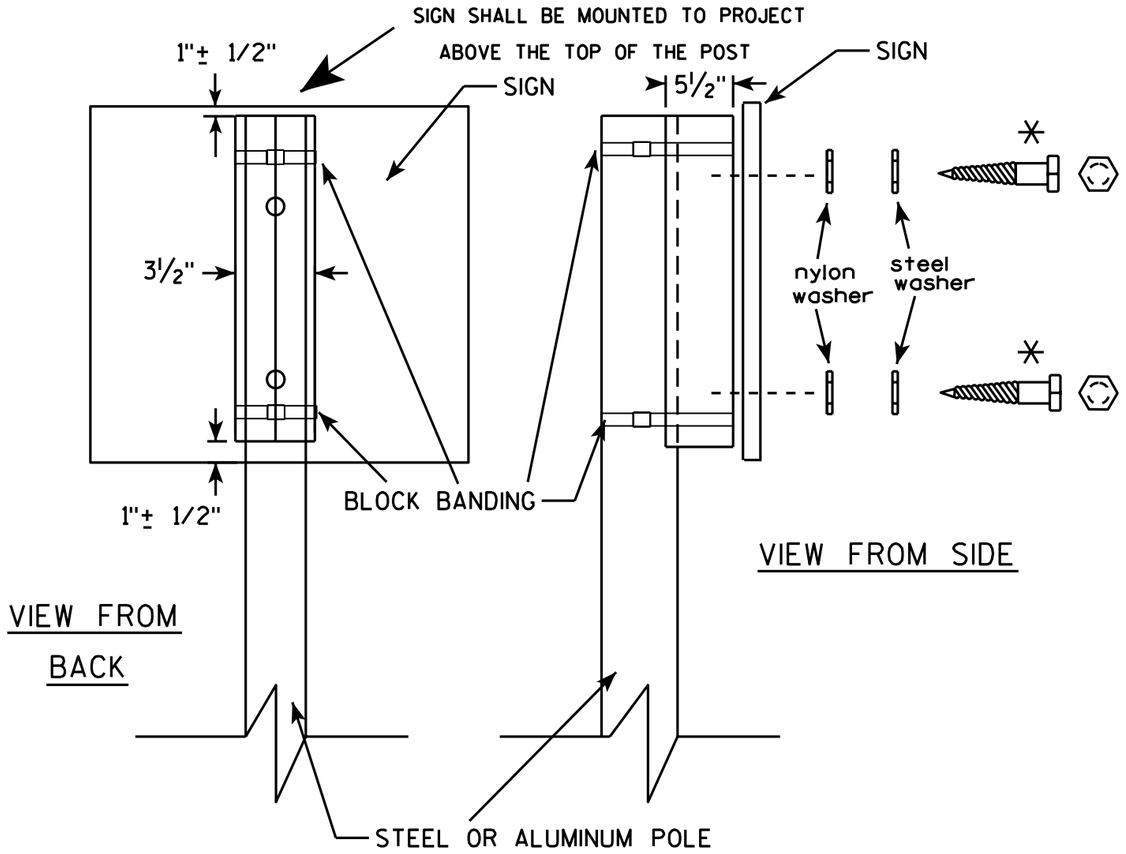
STANDARD SIGN
SIGN BANDING DETAILS

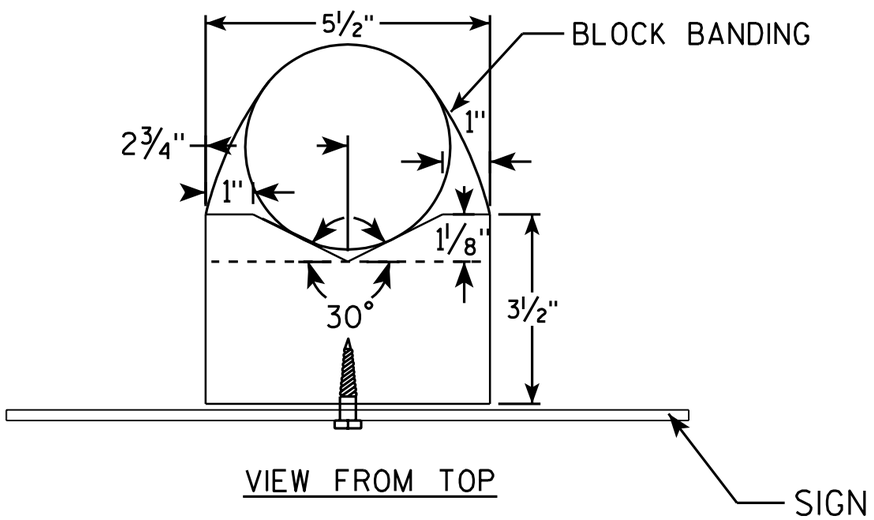
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 273	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

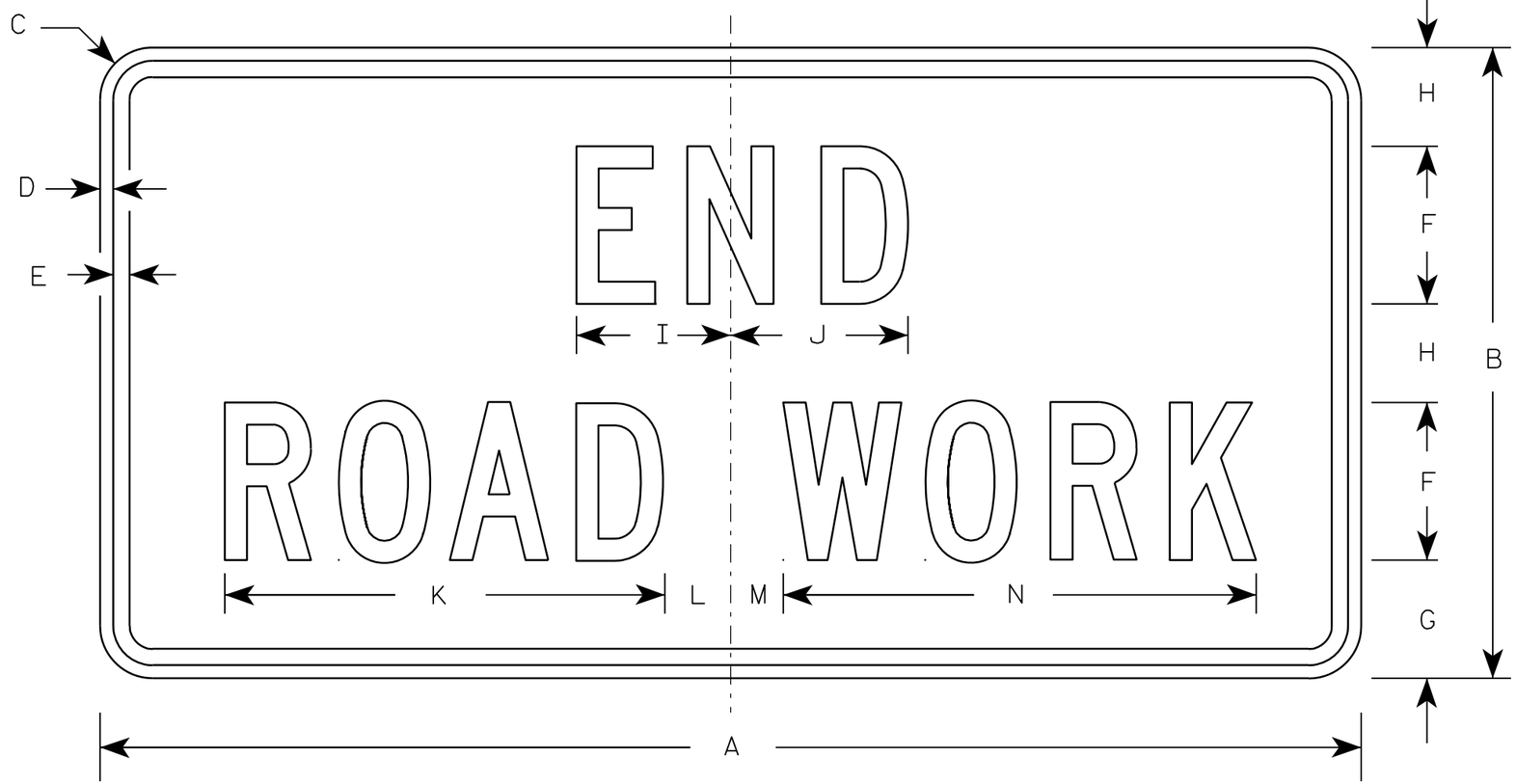
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 274 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

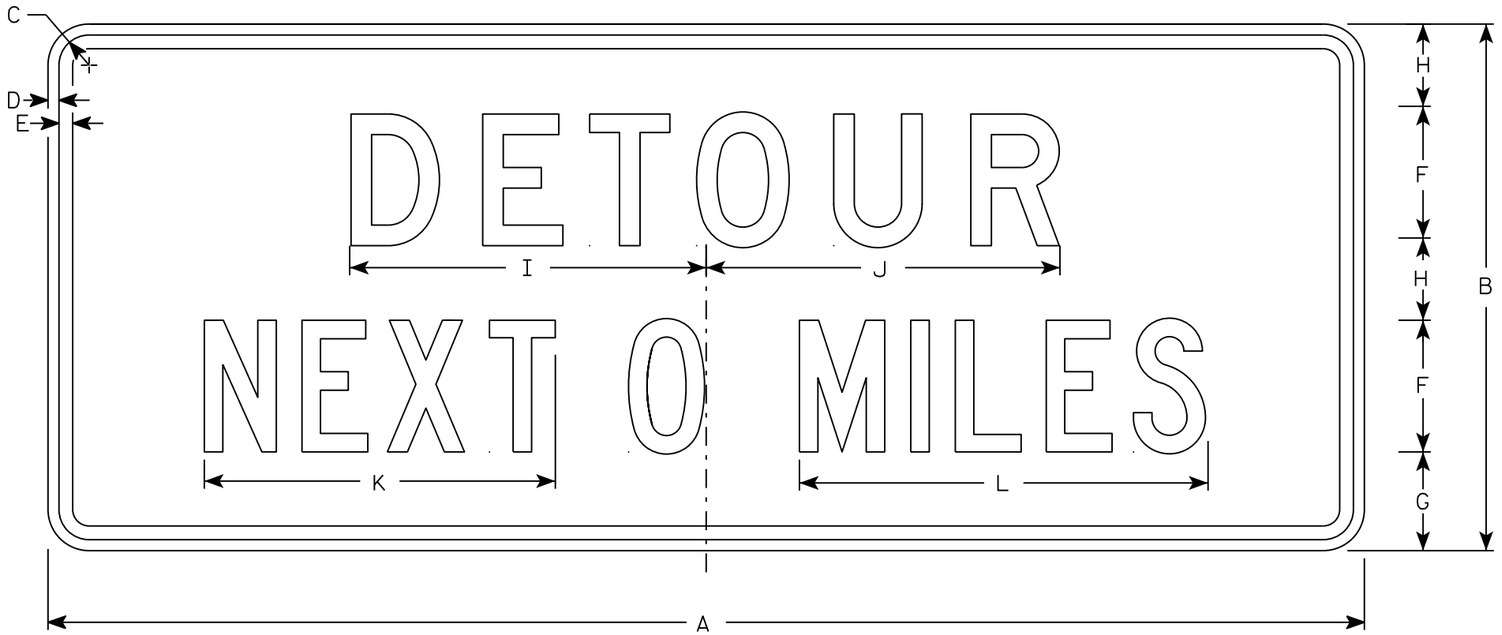
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 275	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

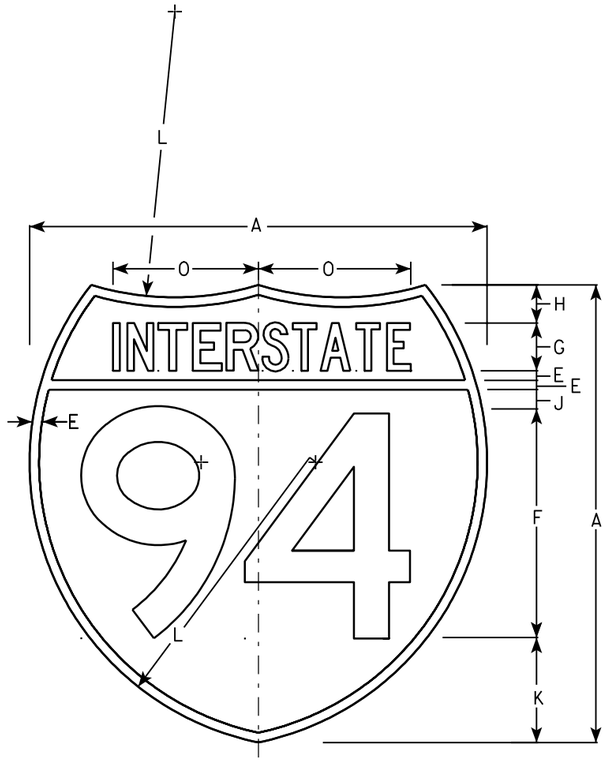
STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

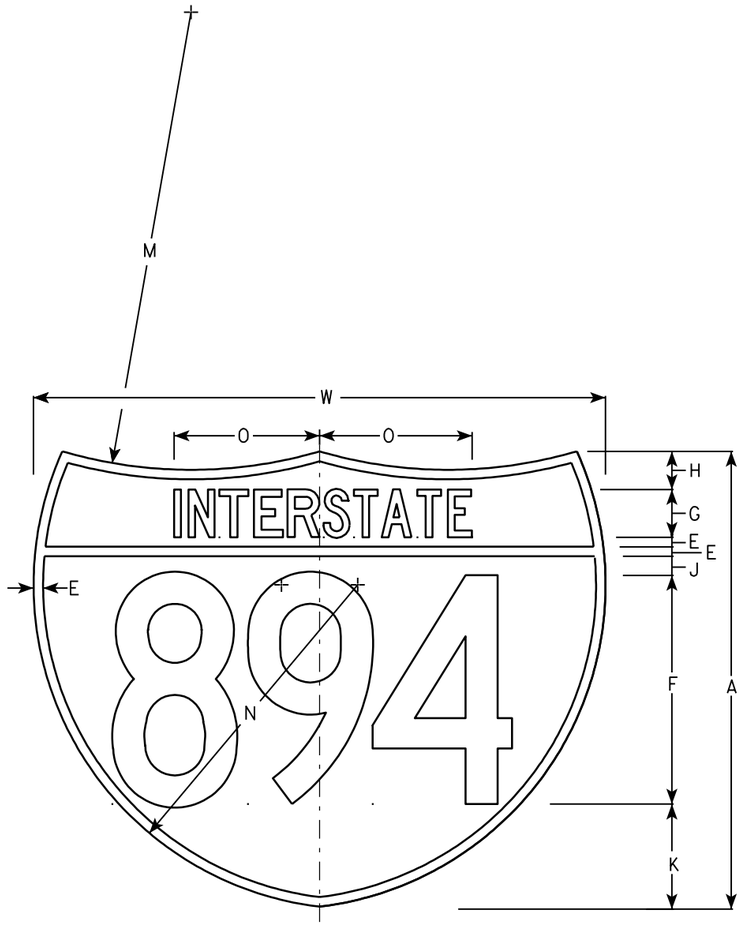
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-51.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 276	E



M1-1



M1-1A

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Top Red - Bottom Blue (See Note 6)
   Message - White - See Note 6
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C
6. Permanent Signs
   Message - Type H Reflective
   Detour or other temporary signs
   Background - Reflective
   Message - Reflective

Metric equivalent for these signs are:

SIZE	M1-1	SIZE	M1-1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

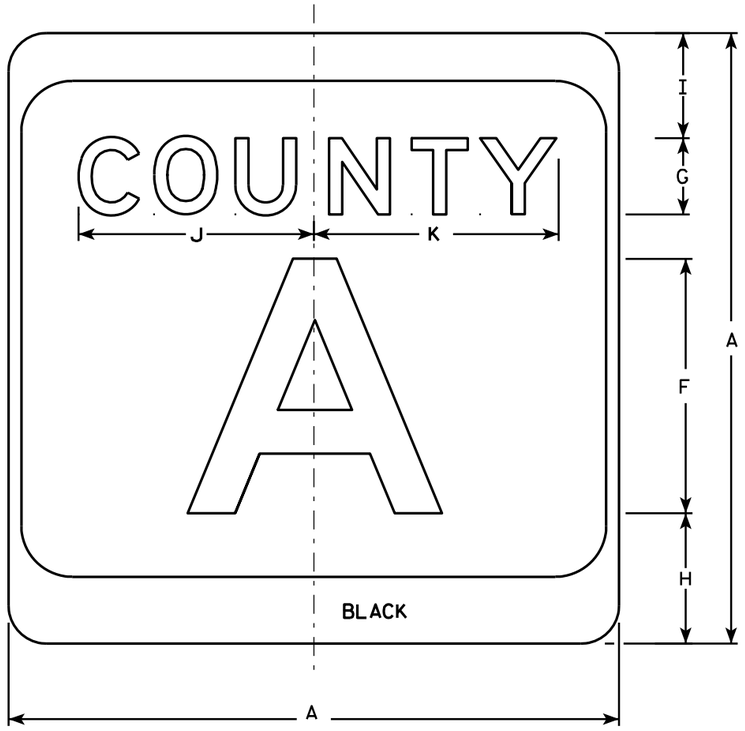
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

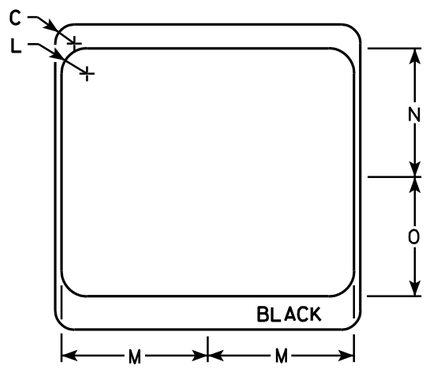
APPROVED Matthew R Rauch
for State Traffic Engineer

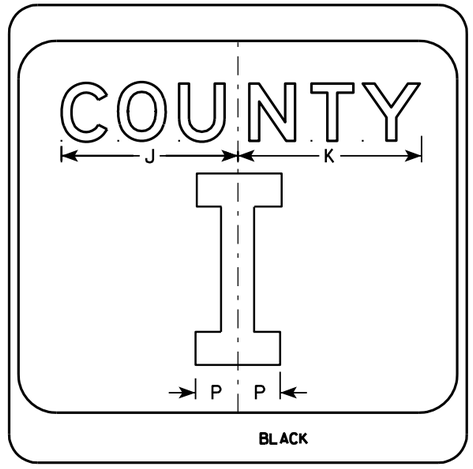
DATE 08/23/05 PLATE NO. M1-1.8

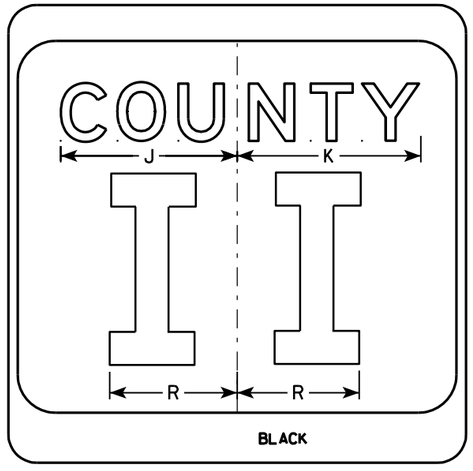
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 277	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

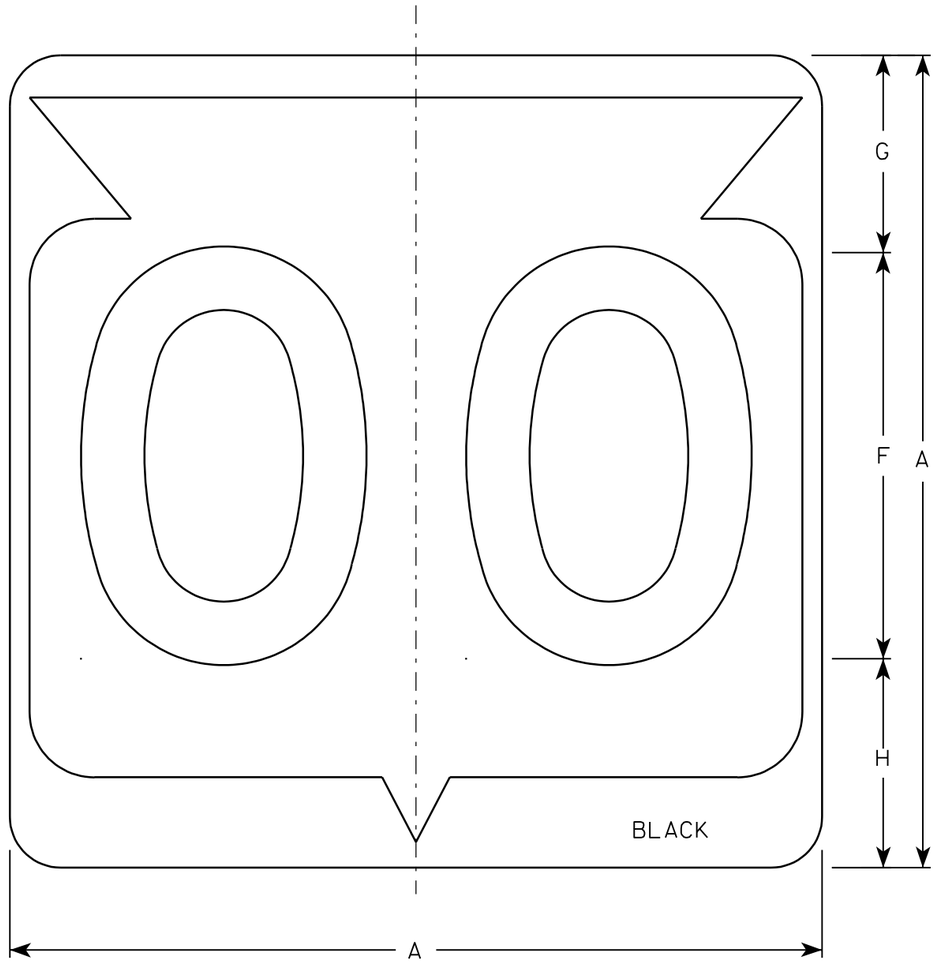
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

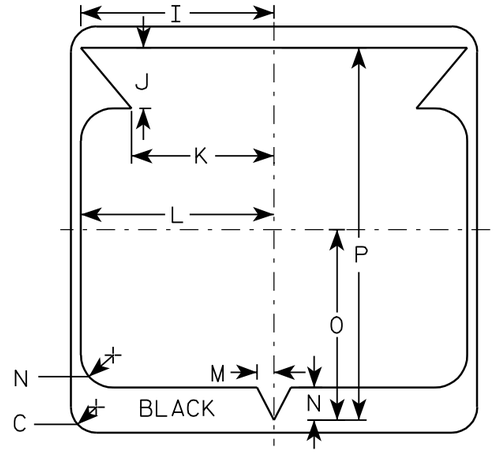
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 278 | E



M1-6

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective



Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

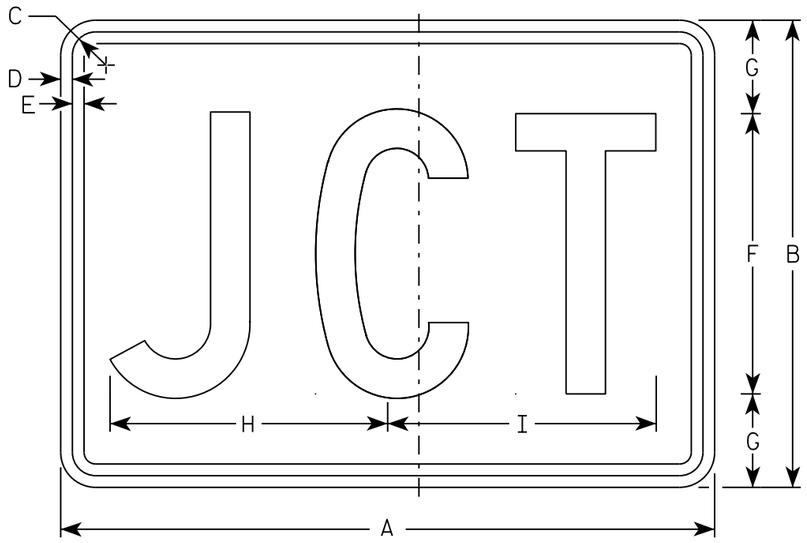
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

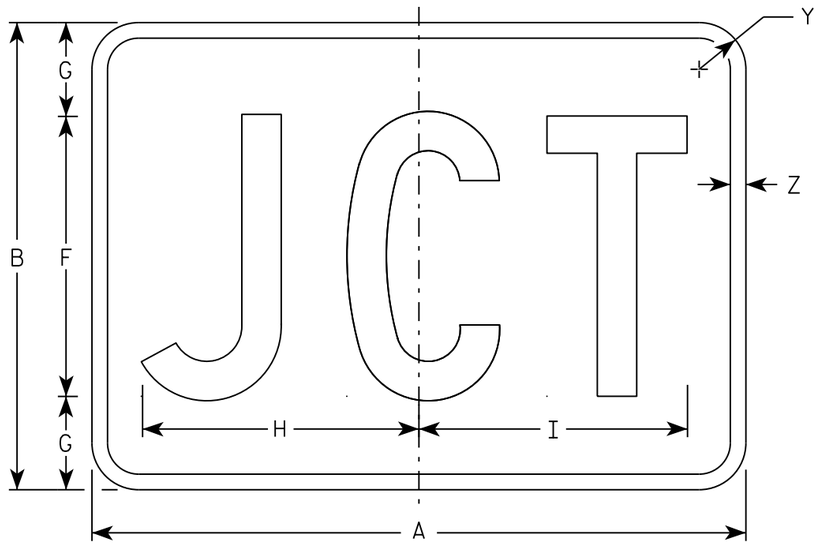
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 279	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

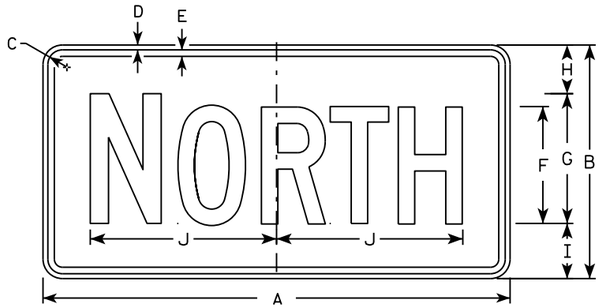
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

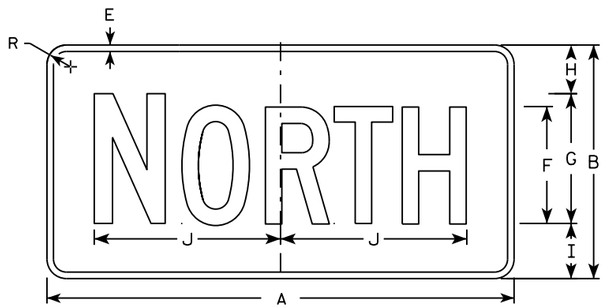
DATE 10/15/15 PLATE 280 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



M3-1
MM3-1
MP3-1



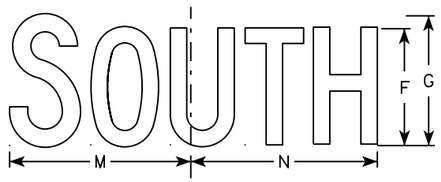
MB3-1
MK3-1
MN3-1



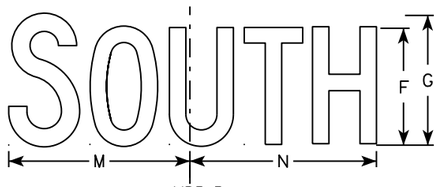
M3-2
MM3-2
MP3-2



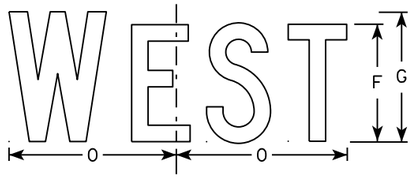
MB3-2
MK3-2
MN3-2



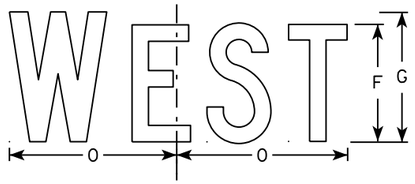
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

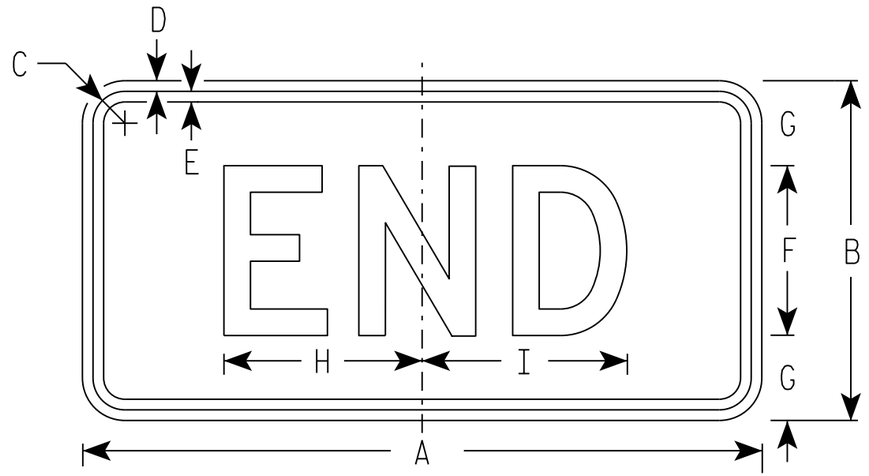
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

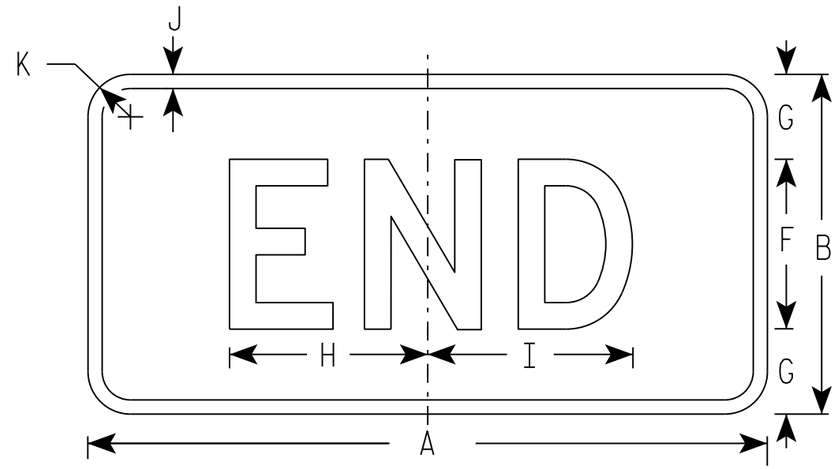
DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MP4-6 Background - White
   Message - Blue

   MR4-6 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

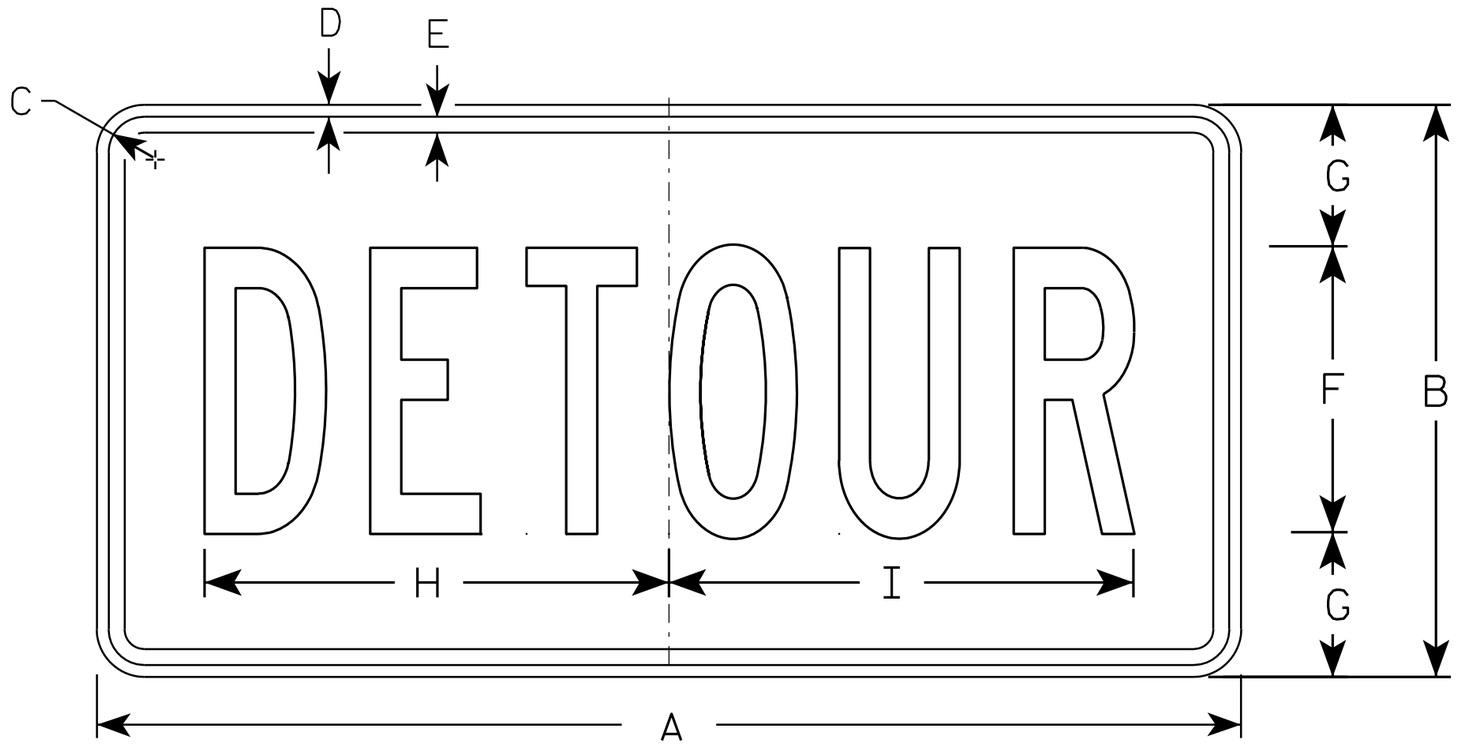
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 282 '14-7.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M46.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

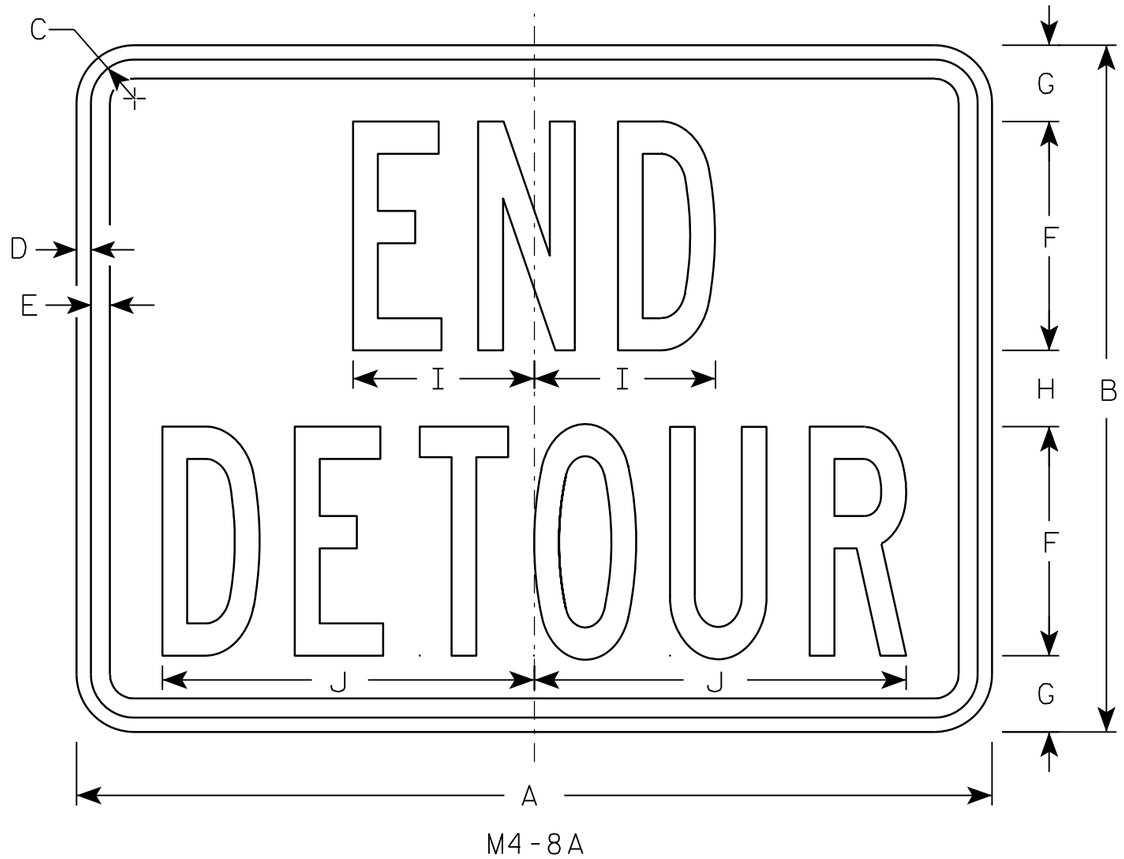
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 283	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

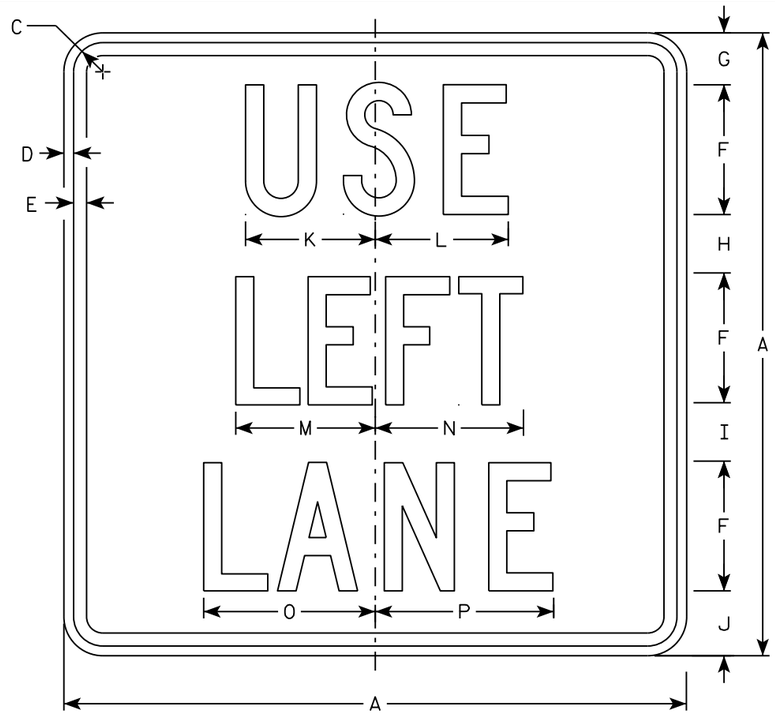
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

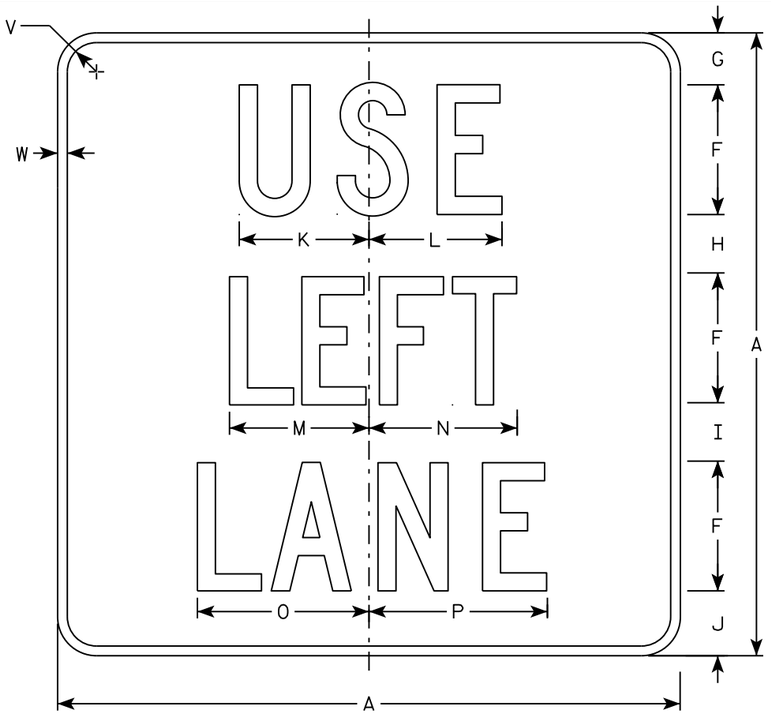
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	E



M4-20L

A

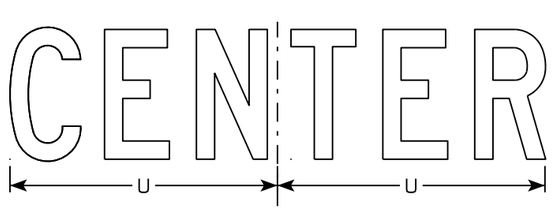
M4-20L
MM4-20L
M04-20L
MP4-20L



MB4-20L

A

MB4-20L
MK4-20L
MN4-20L
MR4-20L



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
M04-20C
MP4-20C
MR4-20C



M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
M04-20R
MP4-20R
MR4-20R

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   M04-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	5 3/8	5 3/4	6 5/8	6 7/8			7	7 5/8	10 1/4	1 1/2	1/2				4.0
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	8	8 5/8	9 7/8	10 1/4			10 3/8	11 3/8	14 3/8	1 7/8	1/2				9.0
4																											
5																											

STANDARD SIGN
M4-20

WISCONSIN DEPT OF TRANSPORTATION

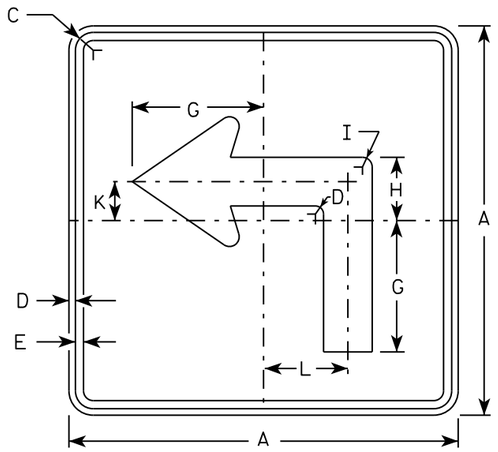
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 10/15/15 PLATE NO M4-20.5

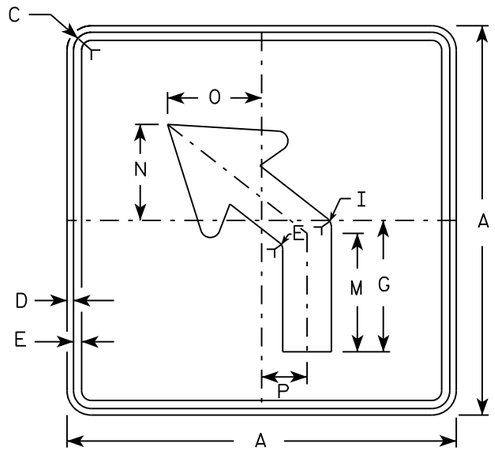
285

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

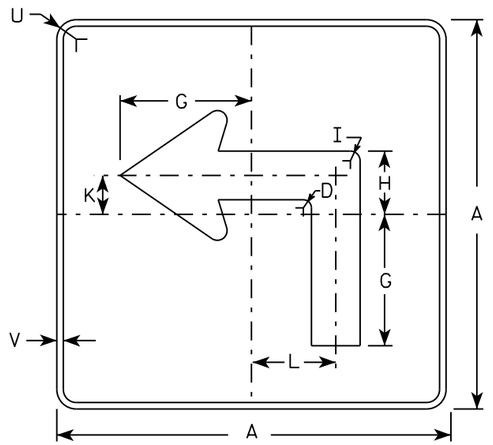
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



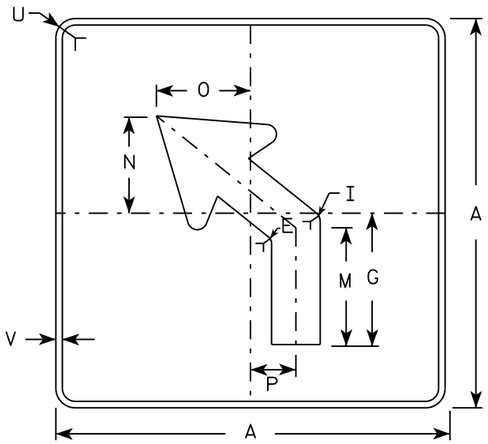
M5-1L
MM5-1L
MO5-1L
MP5-1L



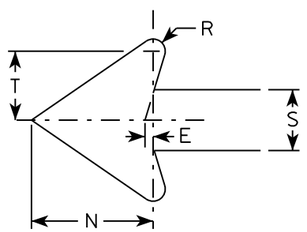
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

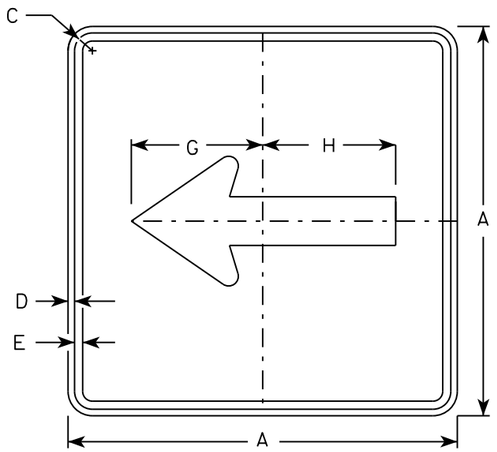
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

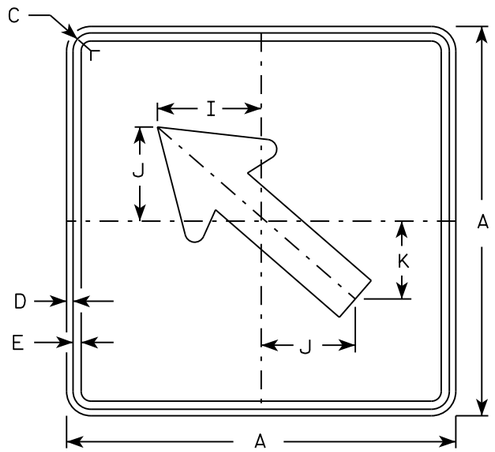
DATE 10/15/15 PLATE No. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



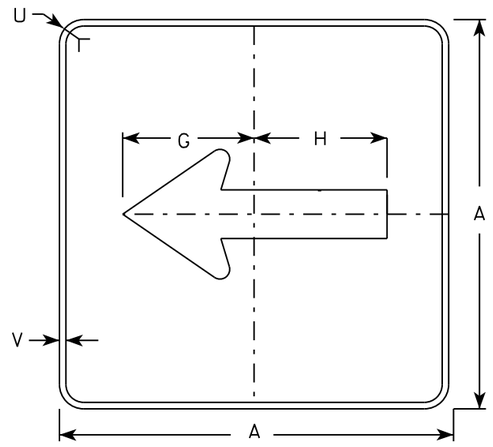
M6-1
MM6-1
MO6-1
MP6-1



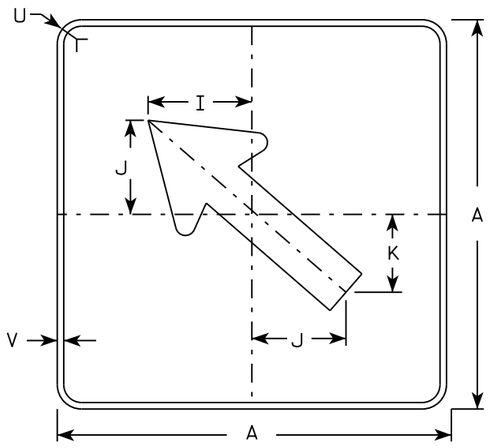
M6-2
MM6-2
MO6-2
MP6-2

NOTES

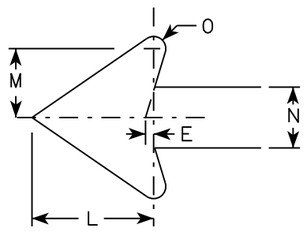
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

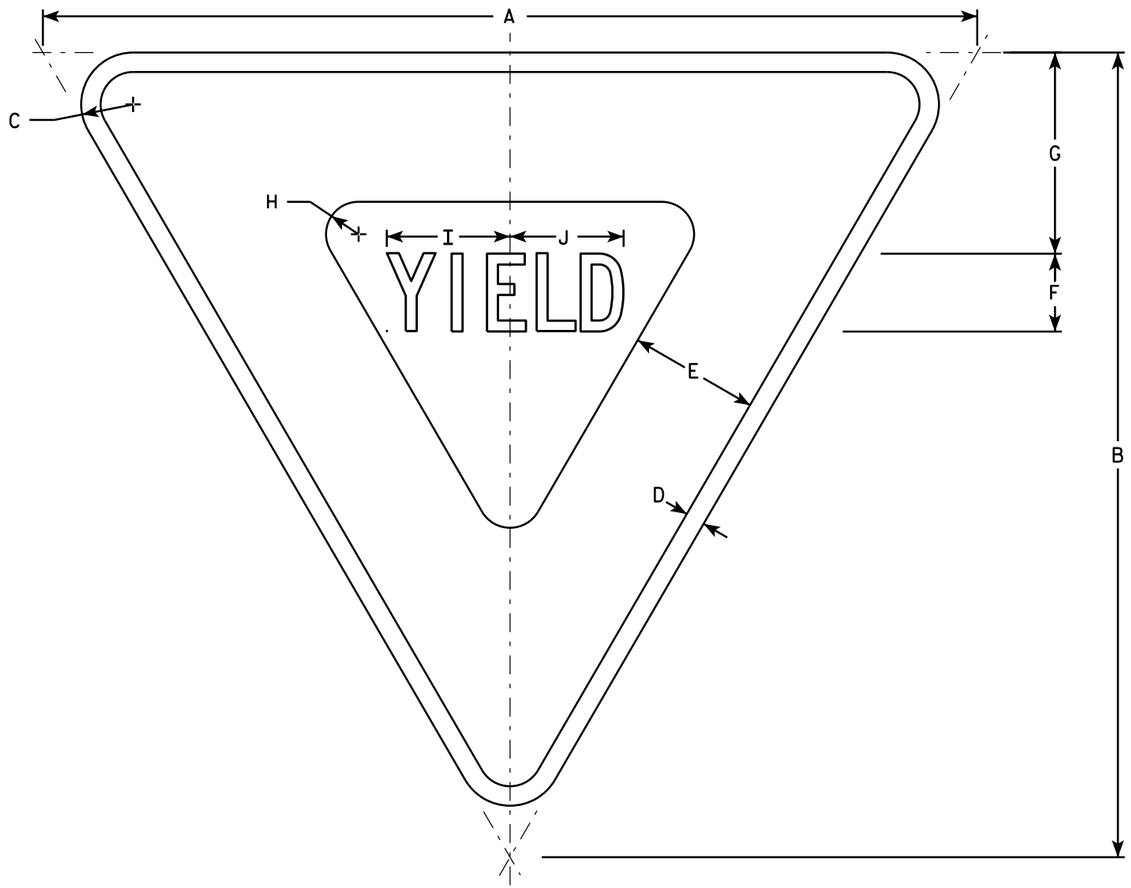
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 287 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

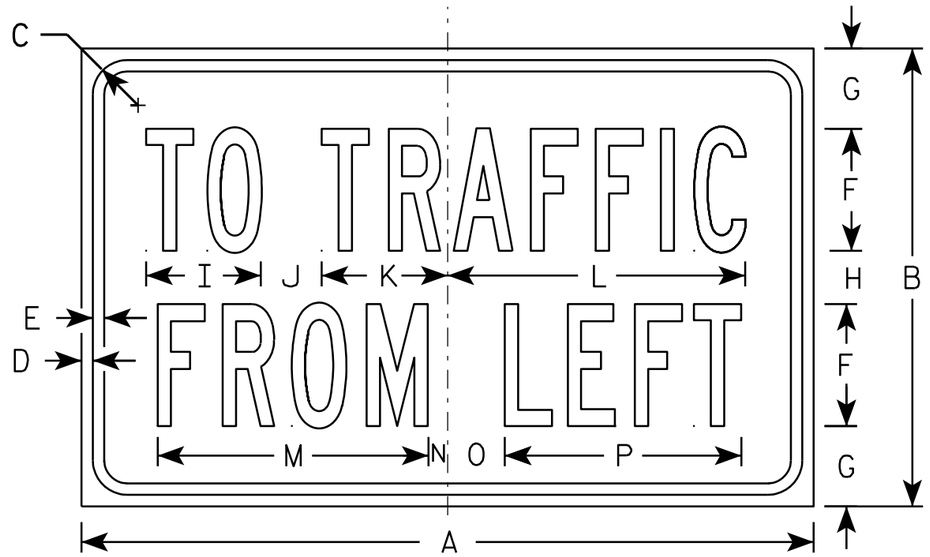
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

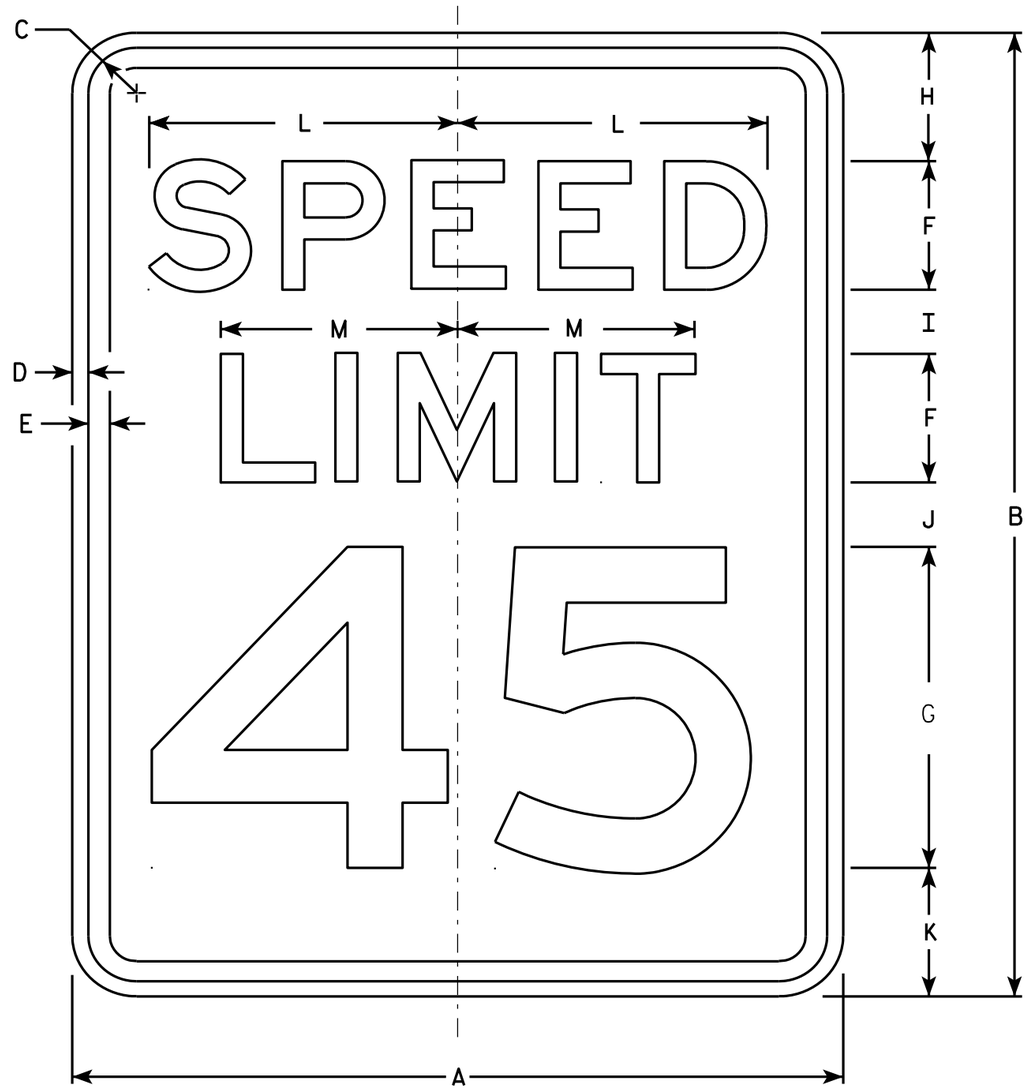
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 289	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

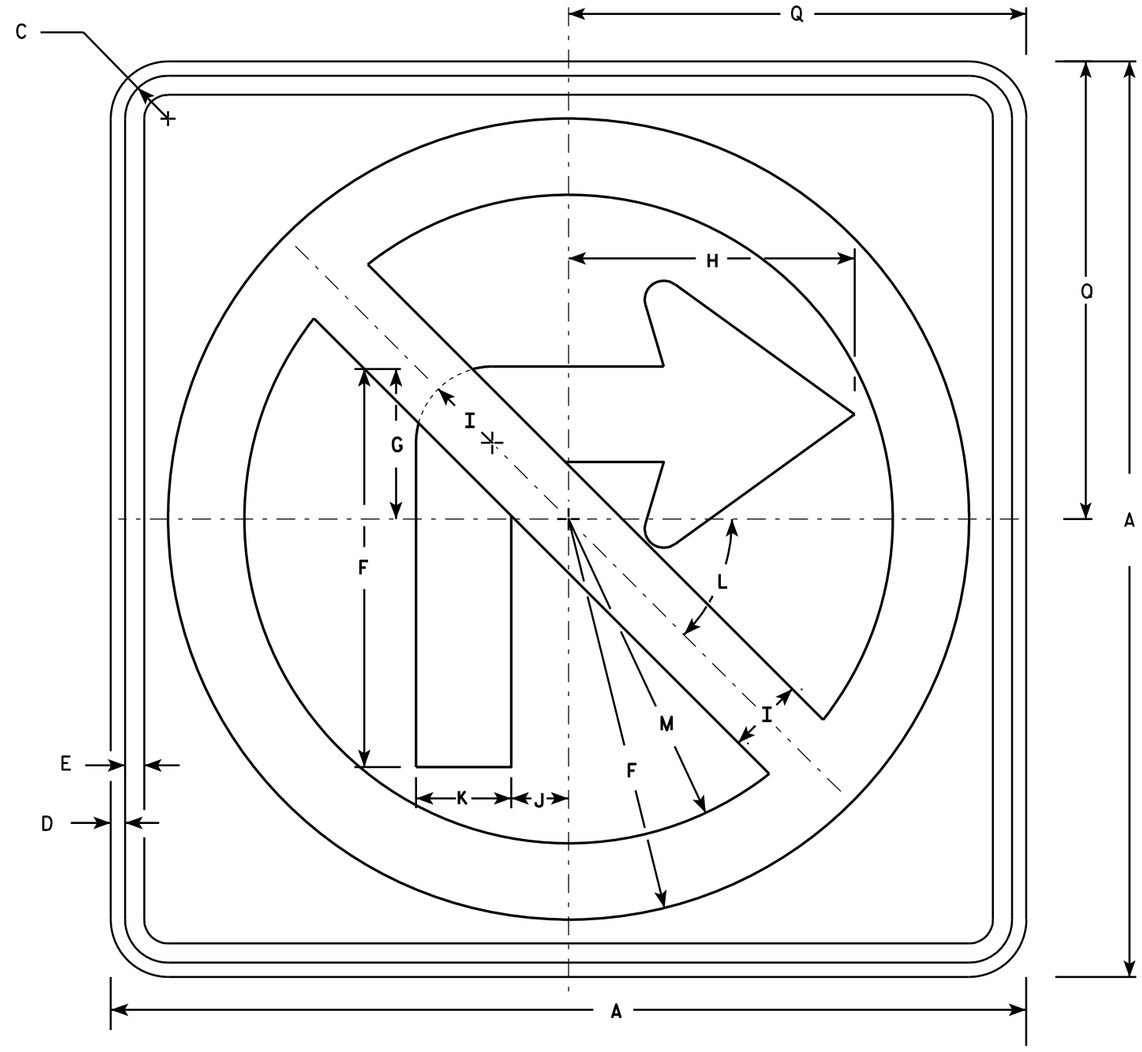
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

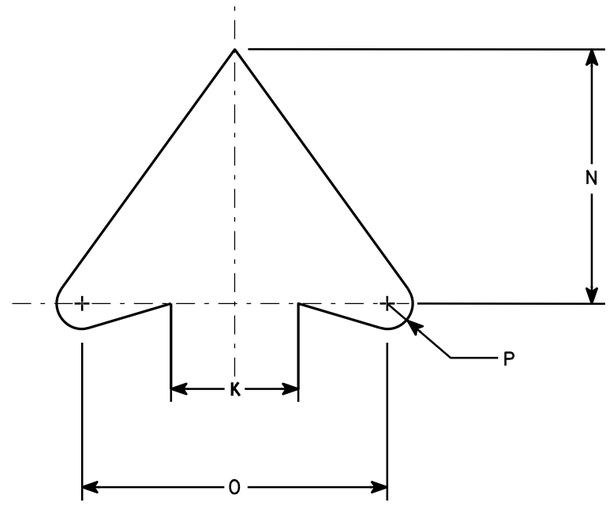
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

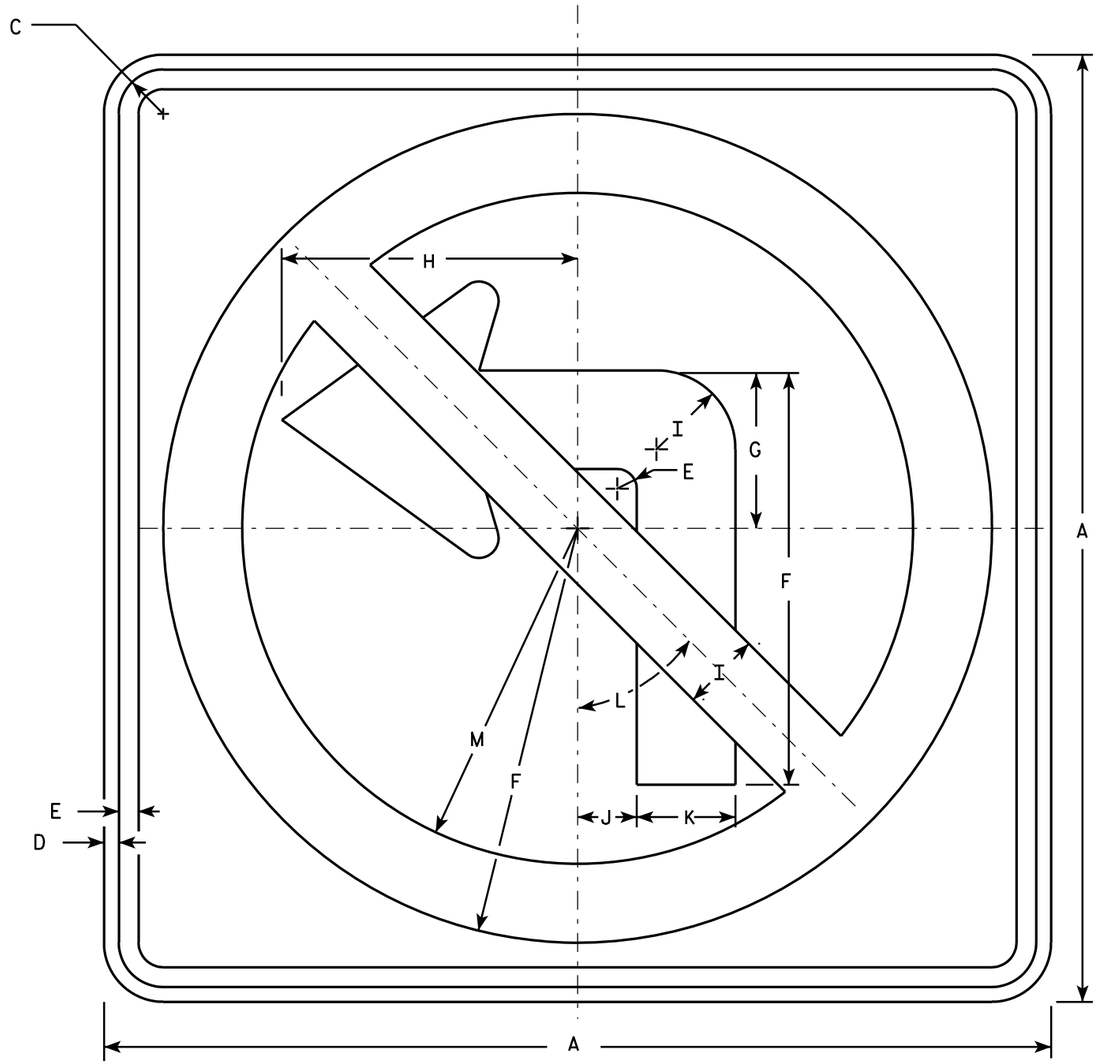
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

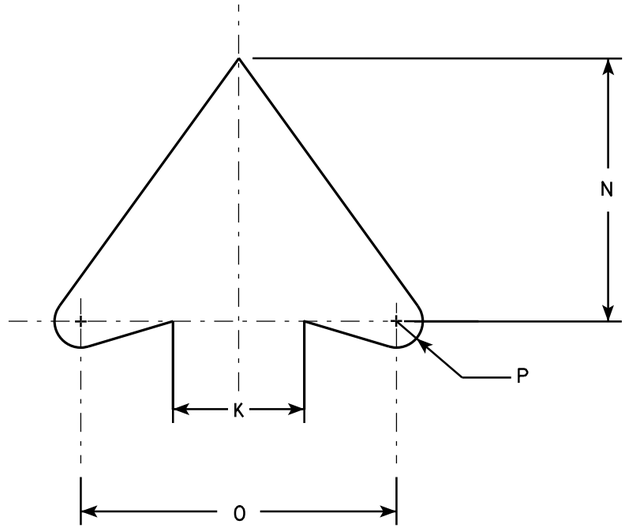
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 291	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

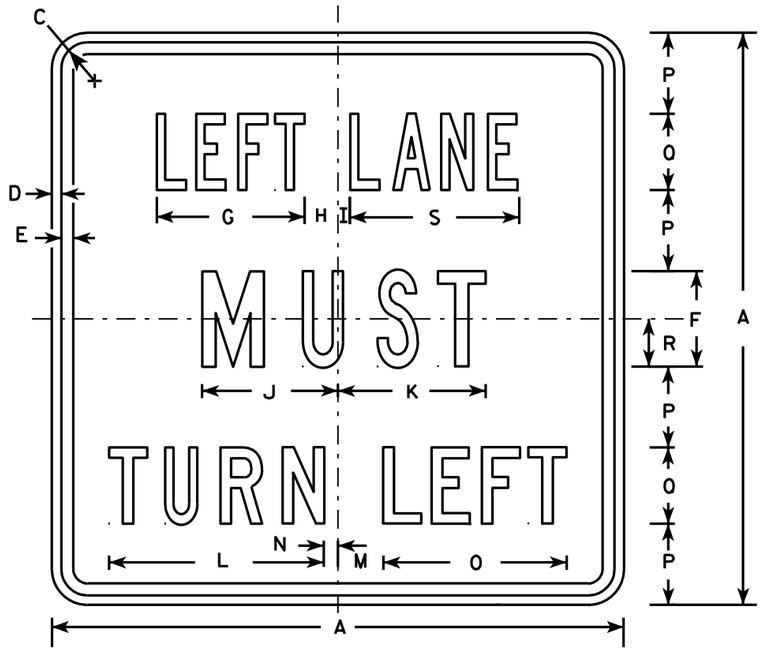
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

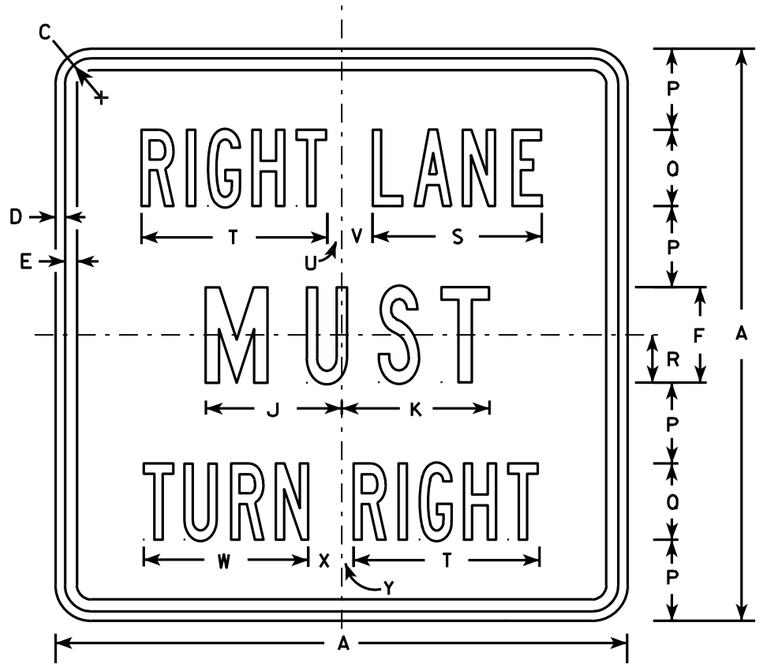
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

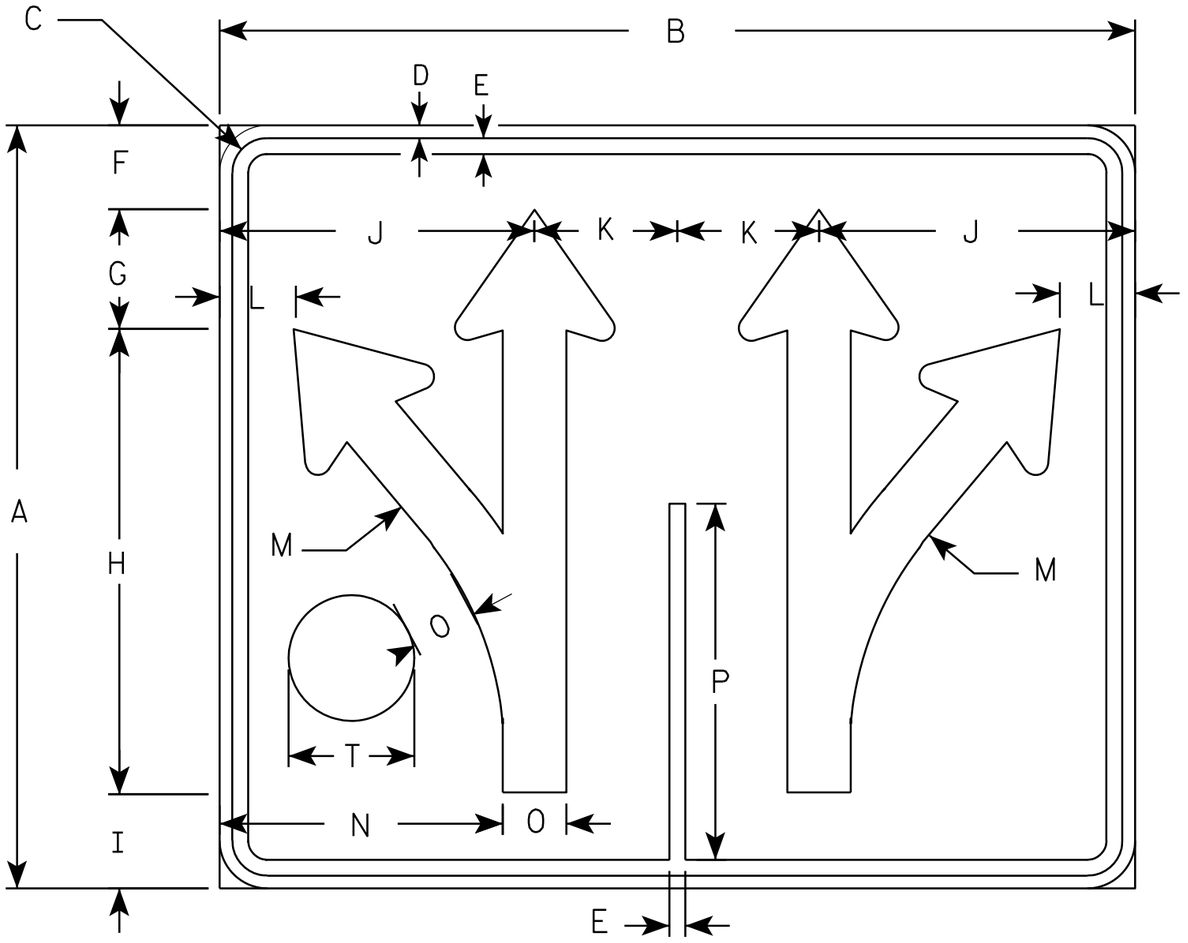
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

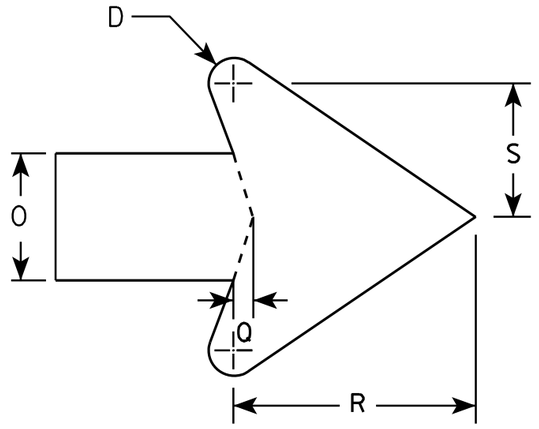
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 293 | E



R3-8CC

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
2M	30	36	1 3/8	1/2	5/8	3 1/4	4 3/4	18 1/4	3 3/4	12 3/8	5 5/8	3	13 1/4	11 1/8	2 1/2	14	3/8	4 3/4	2 5/8	5							7.5
3																											
4																											

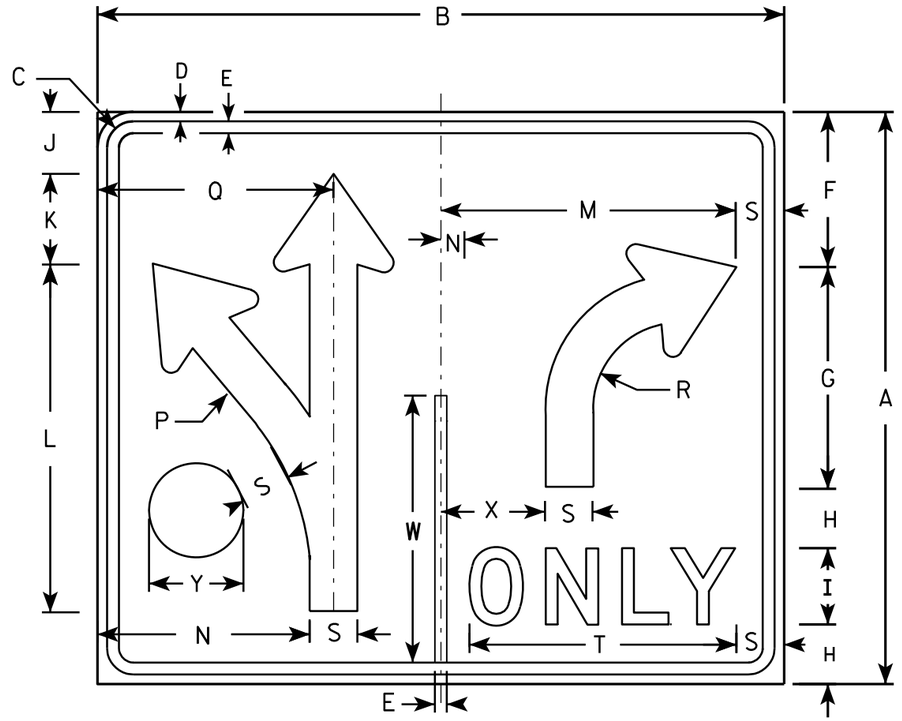
STANDARD SIGN
R3-8CC

WISCONSIN DEPT OF TRANSPORTATION

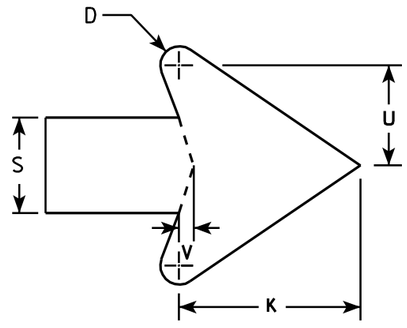
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8CC.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 294	E



R3-8DD



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R3-8B & R3-8C is the same but reversed.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	15 1/2	1 1/4		13 1/4	12 3/8	4 1/2	2 1/2	14	2 5/8	3/8	14	5 1/4	4 1/4		7.5
3																											

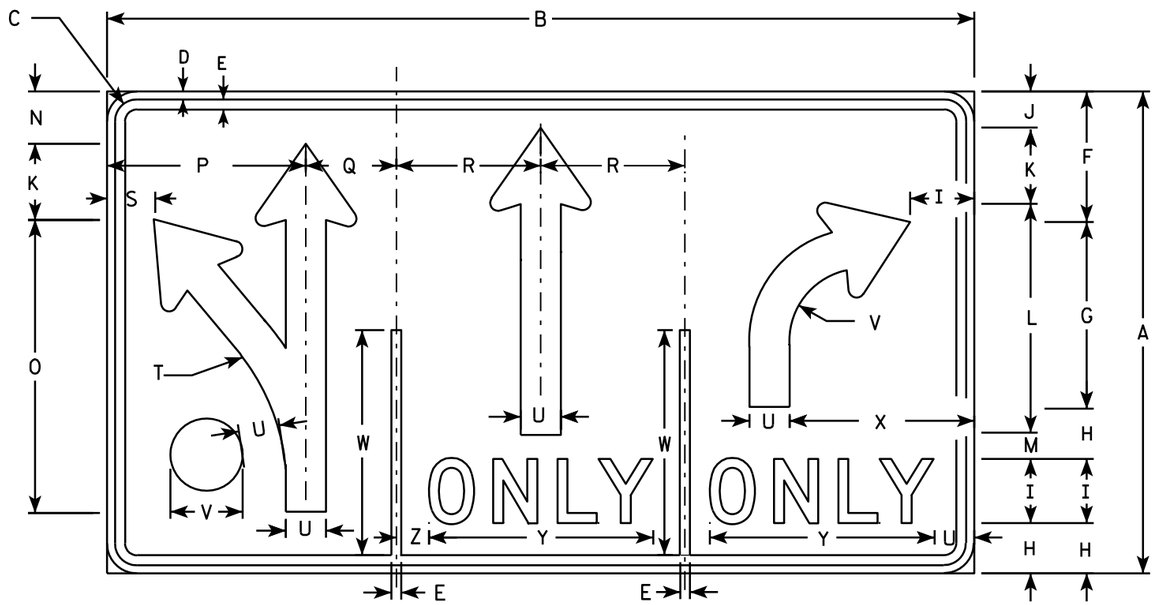
STANDARD SIGN
R3-8DD

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8DD.2

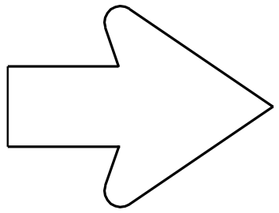
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 295 | E



R3-8NN

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8	9	3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	3 1/4	18 1/4	12 3/8	5 5/8	9	3	13 1/4	2 1/2	4 1/2	14	11 1/2	14	2	11.25
3																											
4																											
5																											

STANDARD SIGN
R3-8NN

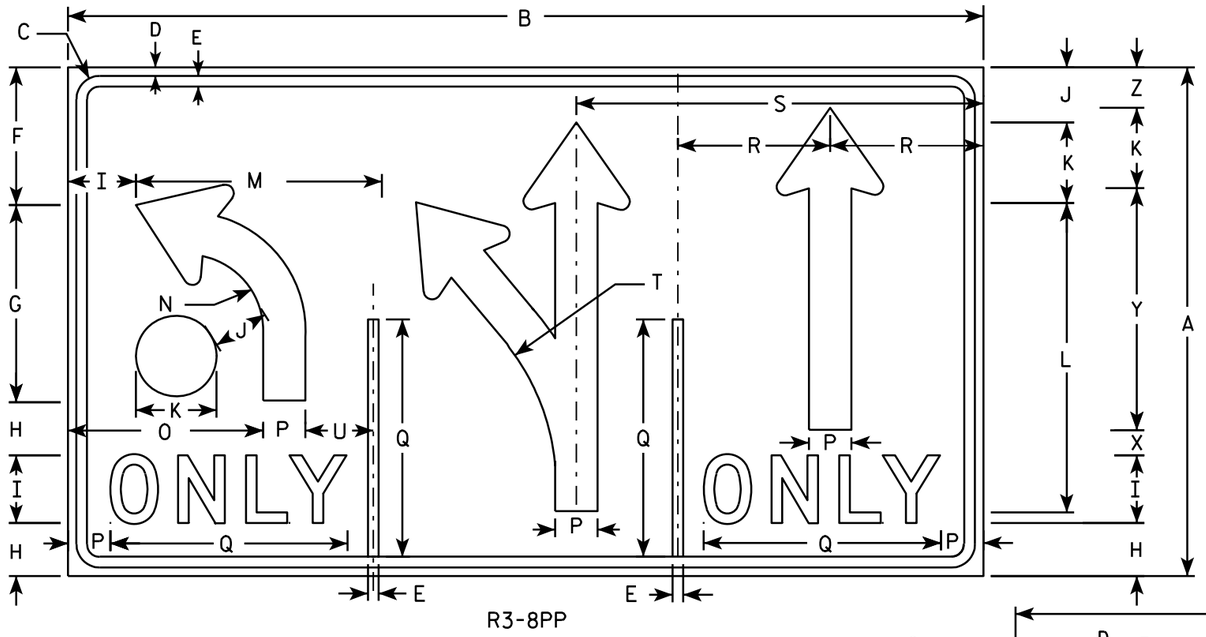
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/2011 PLATE NO. R3-8NN.2

PROJECT NO:

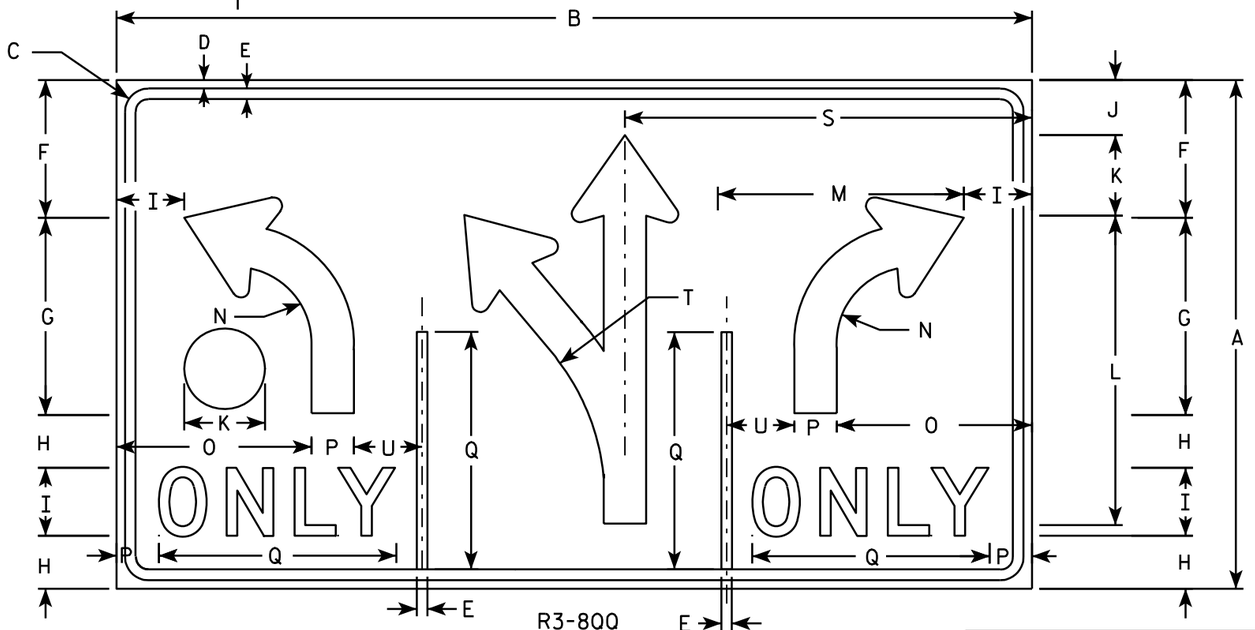
SHEET NO: 296 E



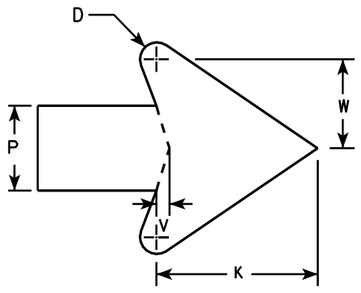
R3-8PP

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8QQ



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14 1/2	4 1/2	11 1/2	2 1/2	14	9	24	13 1/4	4	3/8	2 5/8	1 1/2	14 1/4	2 3/8	11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	3 1/4	4 3/4	18 1/4	14 1/2	4 1/2	11 1/2	2 1/2	14	9	24	13 1/4	4	3/8	2 5/8	1 1/2	14 1/4	2 3/8	11.25
3																											
4																											
5																											

STANDARD SIGN
R3-8PP & R3-8QQ

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8PP.2

PROJECT NO:

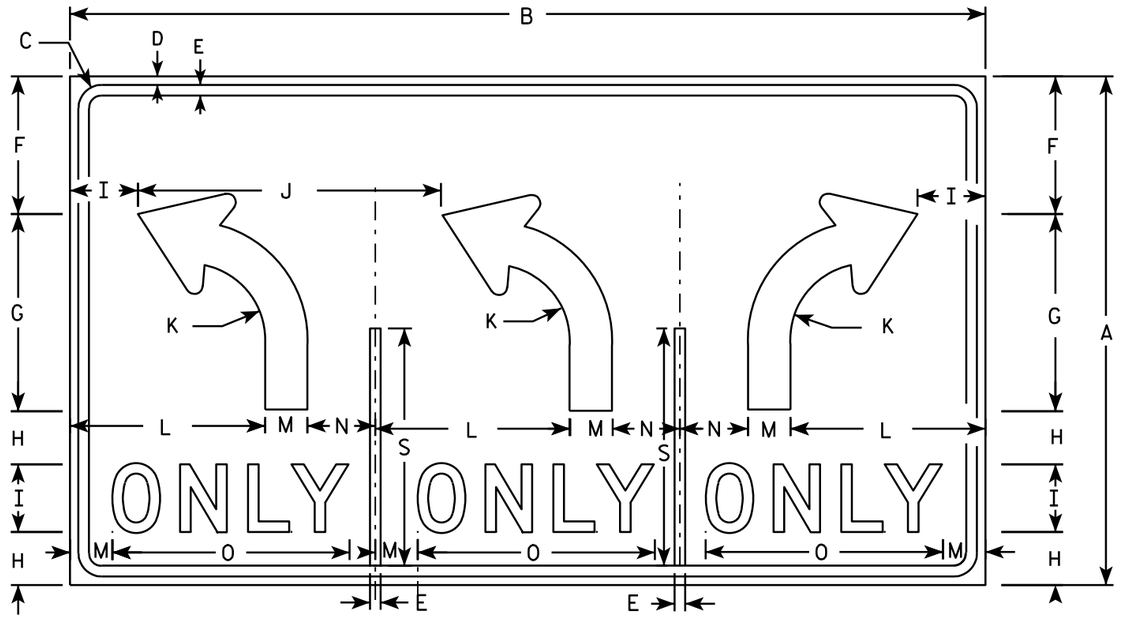
SHEET NO: 297 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38PP.DGN PLOT DATE : 24-MAR-2011 09:36 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42

7

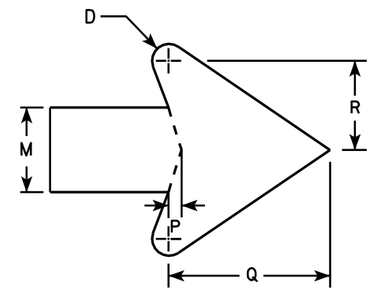
7



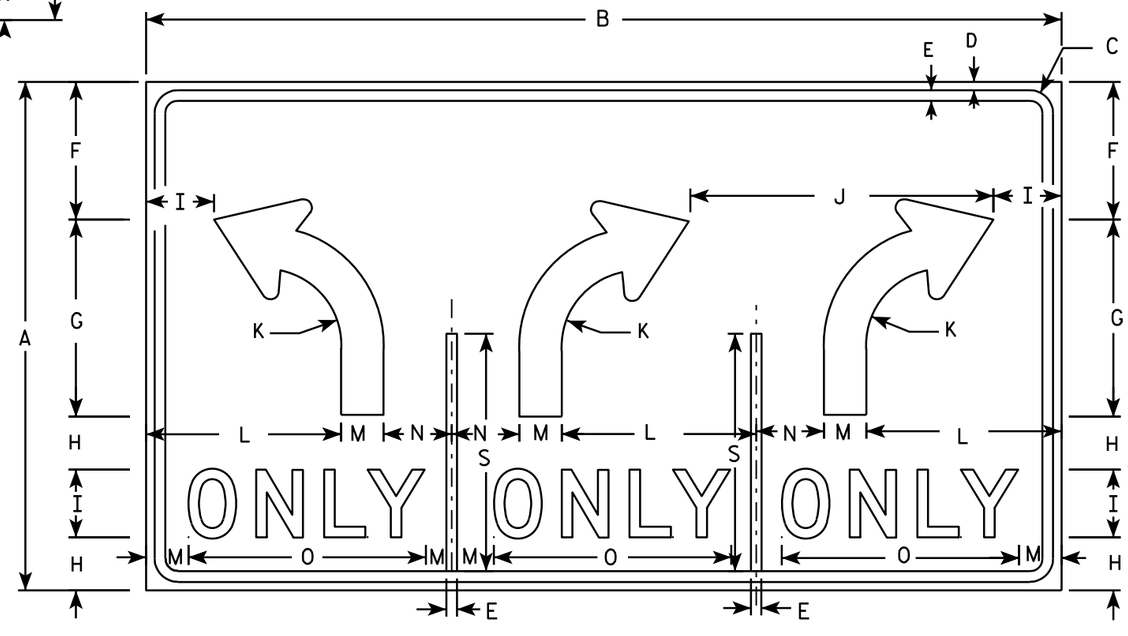
R3-8R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL



R3-8S

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	17 7/8	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14								11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	17 7/8	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14								11.25
3																											
4	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6		7 1/4	17 1/4	3 3/4	7	20 5/8	5/8	7 1/8	4	22 3/8								28.0
5	48	84	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6		7 1/4	17 1/4	3 3/4	7	20 5/8	5/8	7 1/8	4	22 3/8								28.0

STANDARD SIGN
R3-8R & R3-8S

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

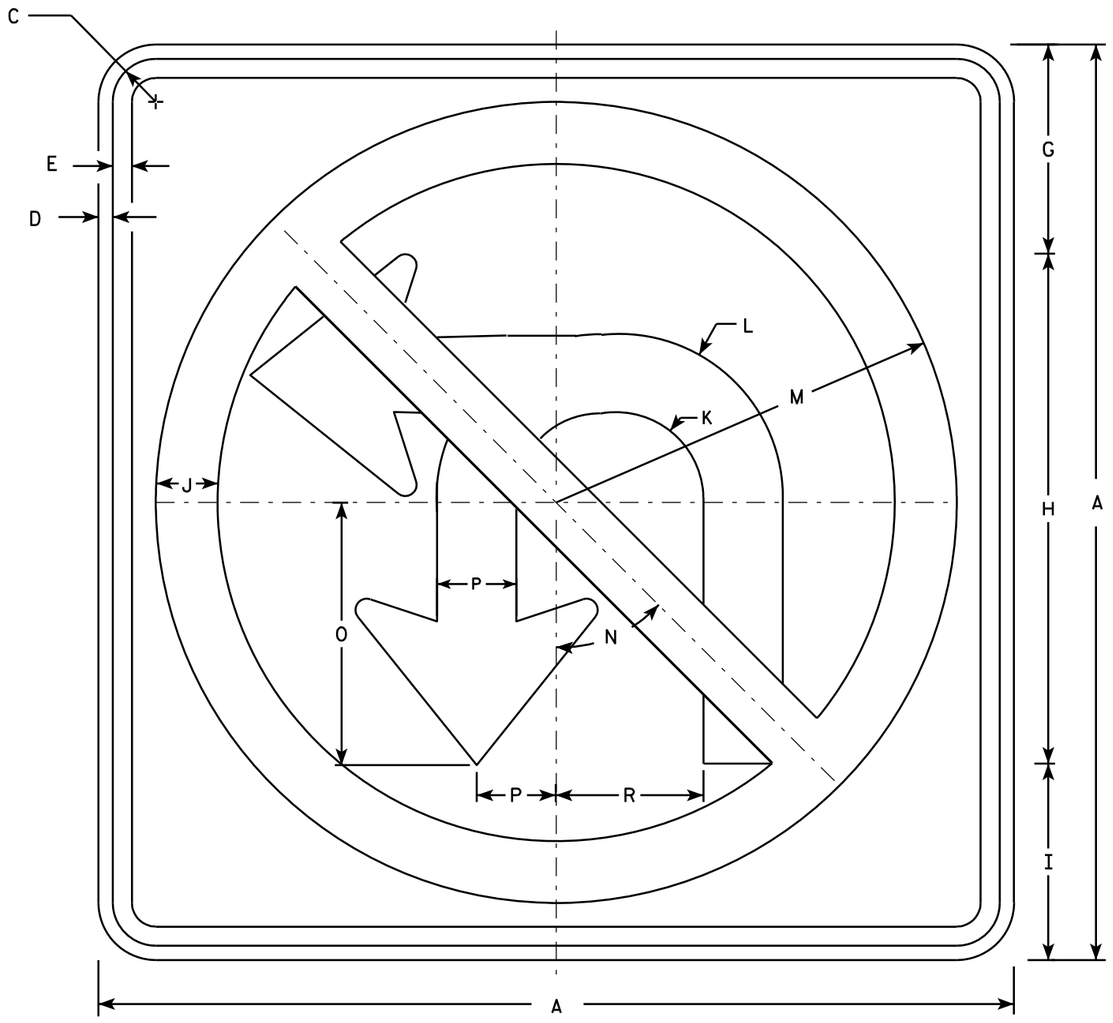
DATE 3/24/2011 PLATE NO. R3-8R.2

PROJECT NO:

SHEET NO: 298 E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38R.DGN PLOT DATE : 24-MAR-2011 09:49 PLOT BY : mscsja PLOT NAME :



R3-18

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		5 1/2	13 3/8	5 1/8	1 5/8	2 1/4	4 1/4	10 1/2	45°	6 7/8	2 1/8		3 7/8									4.0
2M	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45°	10 3/8	3 1/8		5 3/4									9.0
3	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
4	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
5	48		2 1/4	3/4	1		11	26 3/4	10 1/4	3 1/4	4 5/8	8 5/8	21	45°	13 3/4	4 1/8		7 3/4									16.0

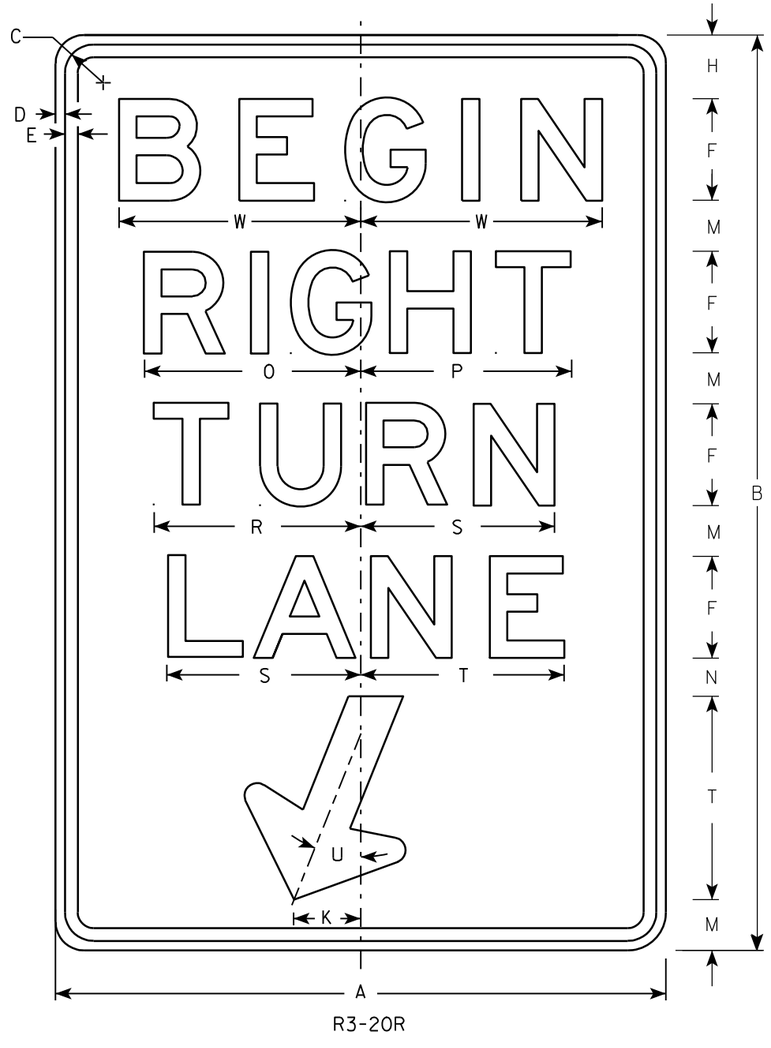
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/10 PLATE NO. R3-18.2

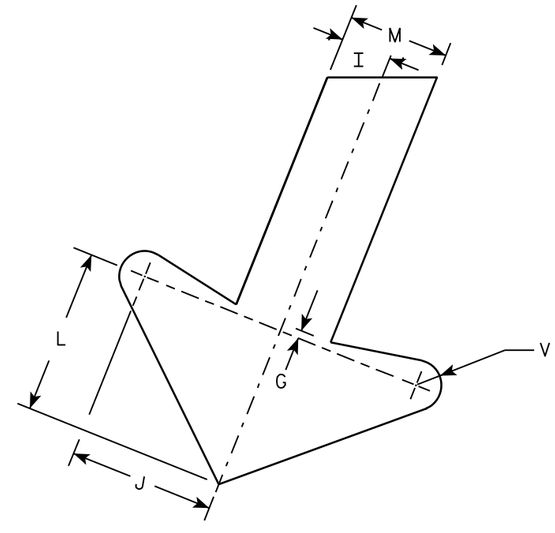
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 299	E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

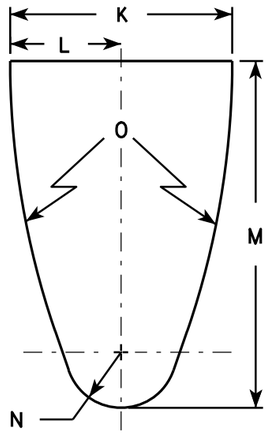
STANDARD SIGN
R3-20R

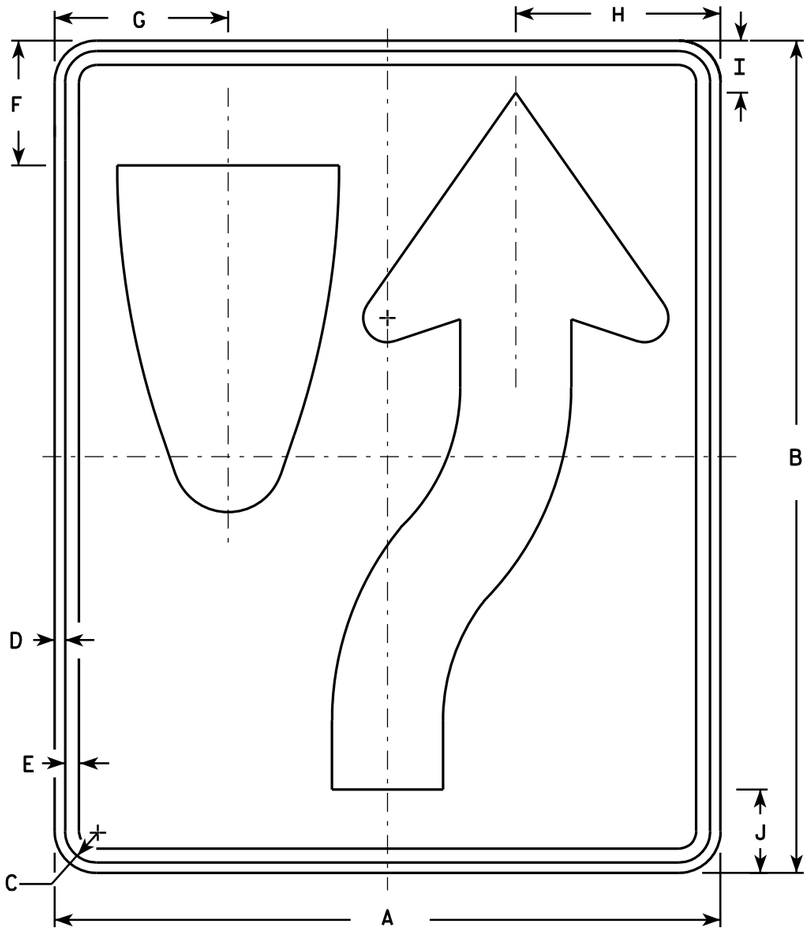
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 300 | E

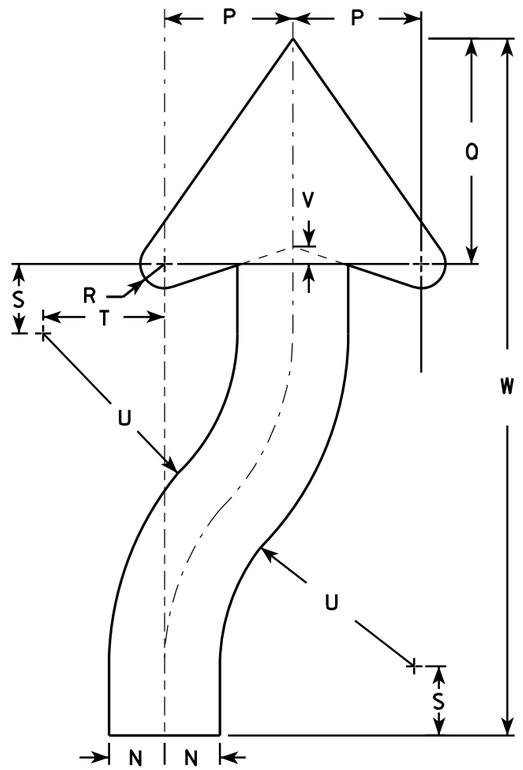




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

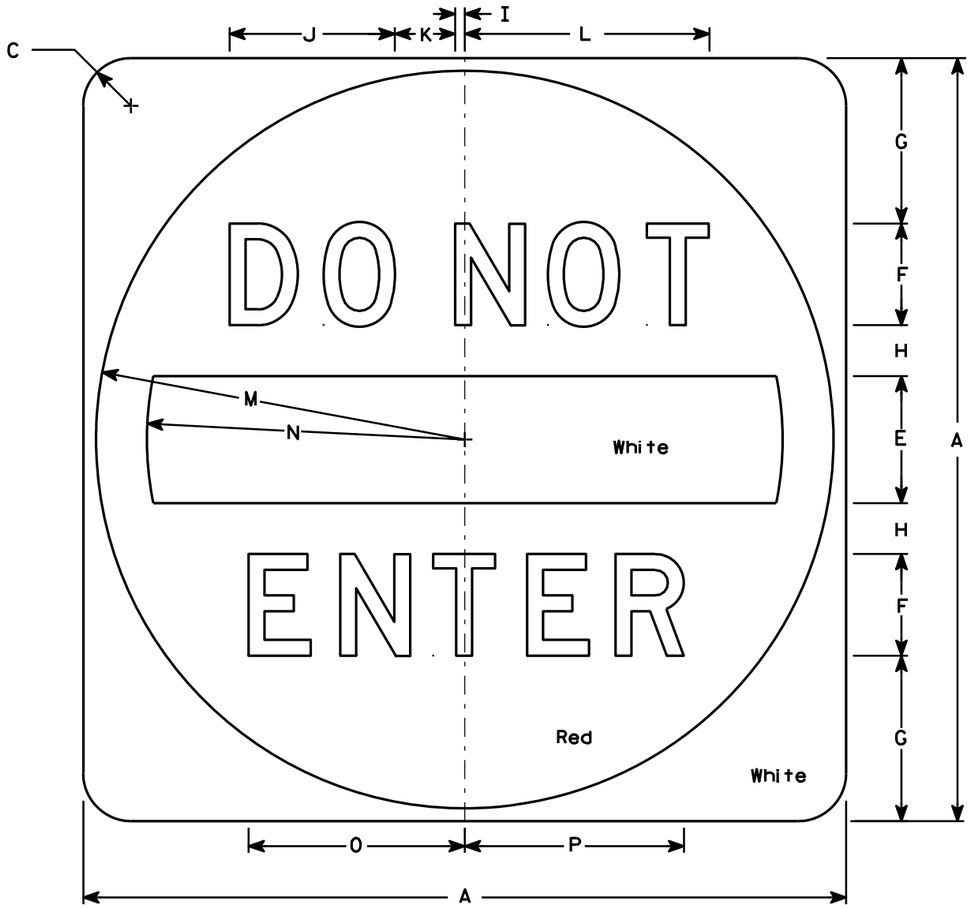
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

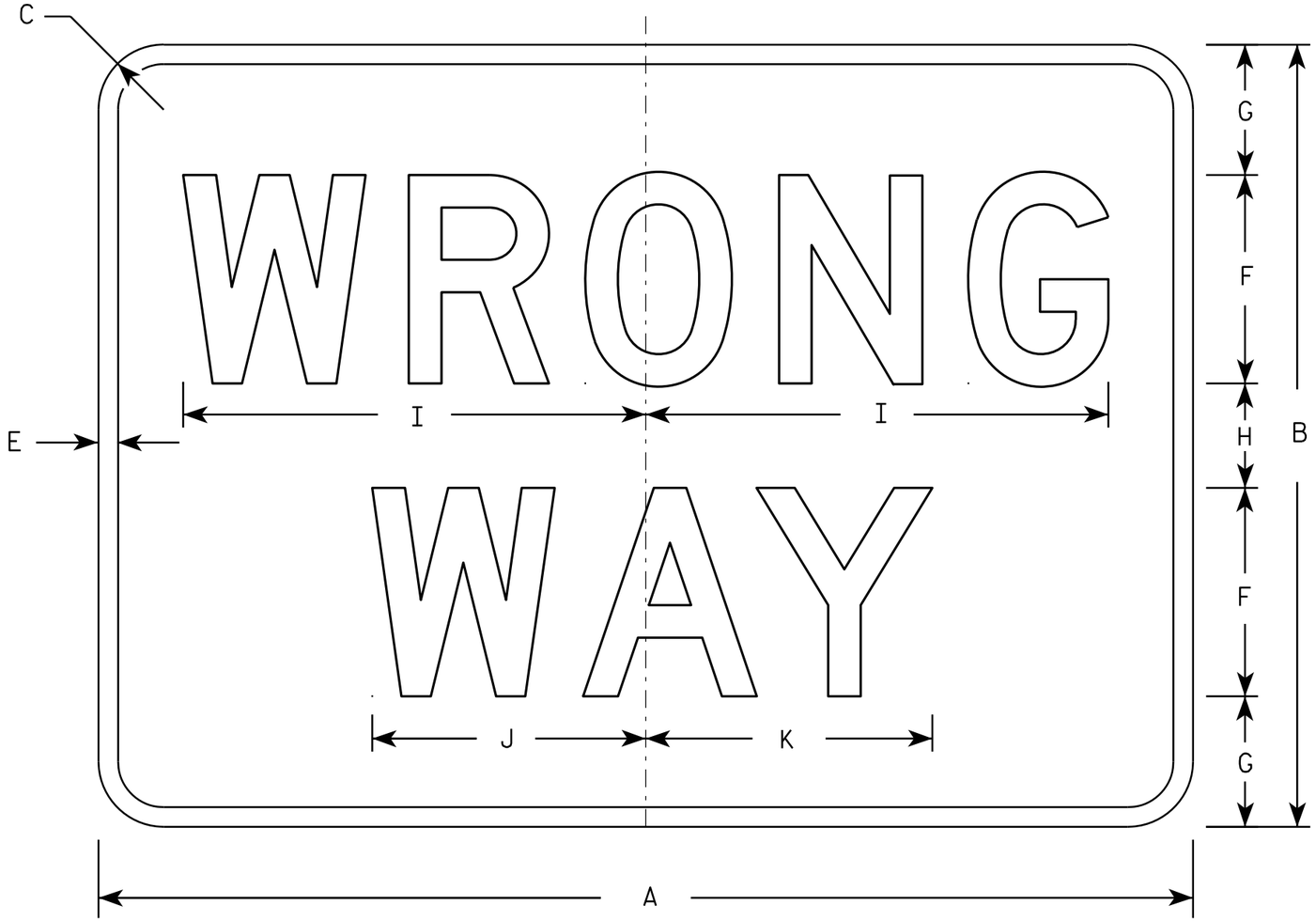
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

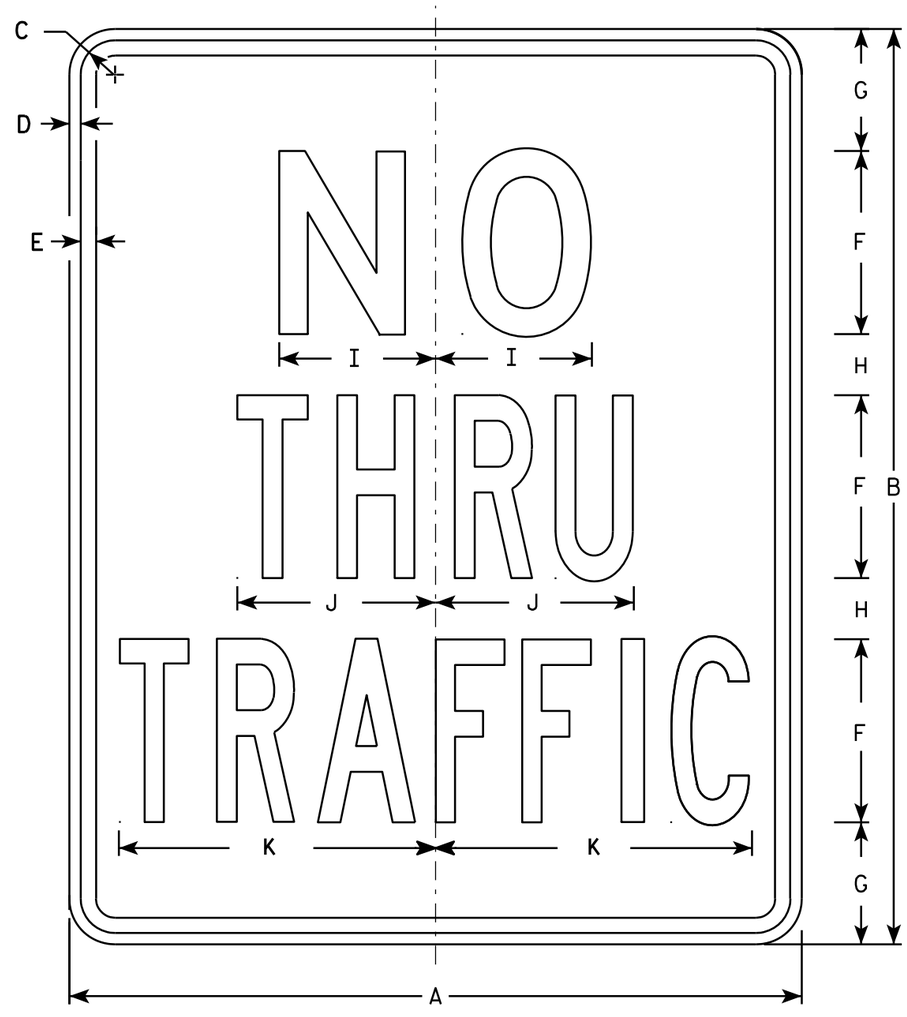
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 303	E



R5-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Line 1 is Series D and Lines 2 and 3 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	6	4	2	5 1/8	6 1/2	10 3/8																5.0
2M	24	30	1 1/8	3/8	1/2	6	4	2	5 1/8	6 1/2	10 3/8																5.0
3																											
4																											
5																											

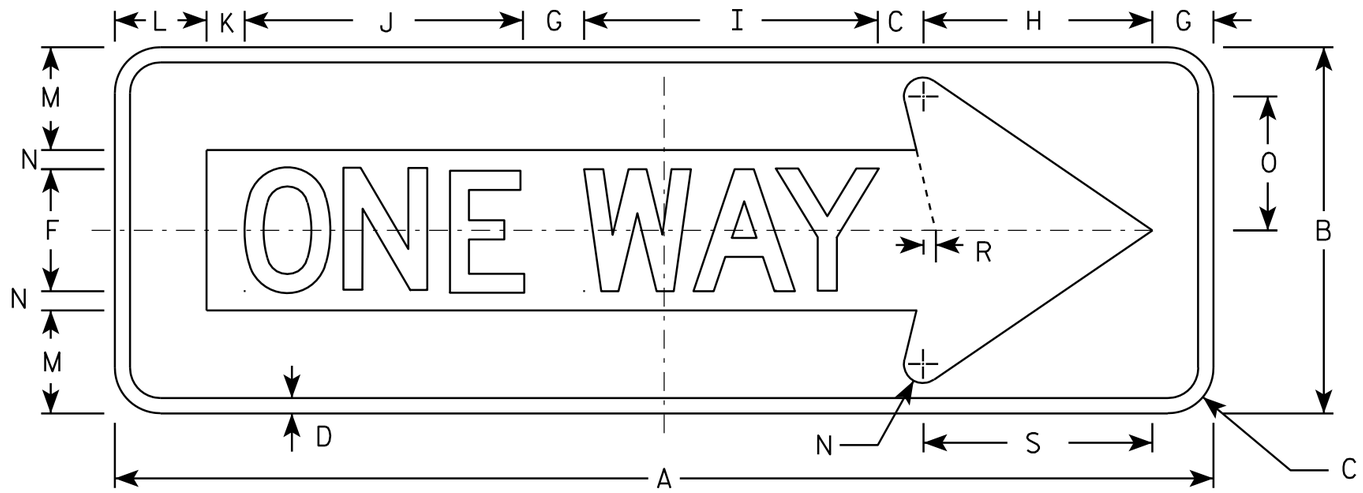
STANDARD SIGN
R5-54

WISCONSIN DEPT OF TRANSPORTATION

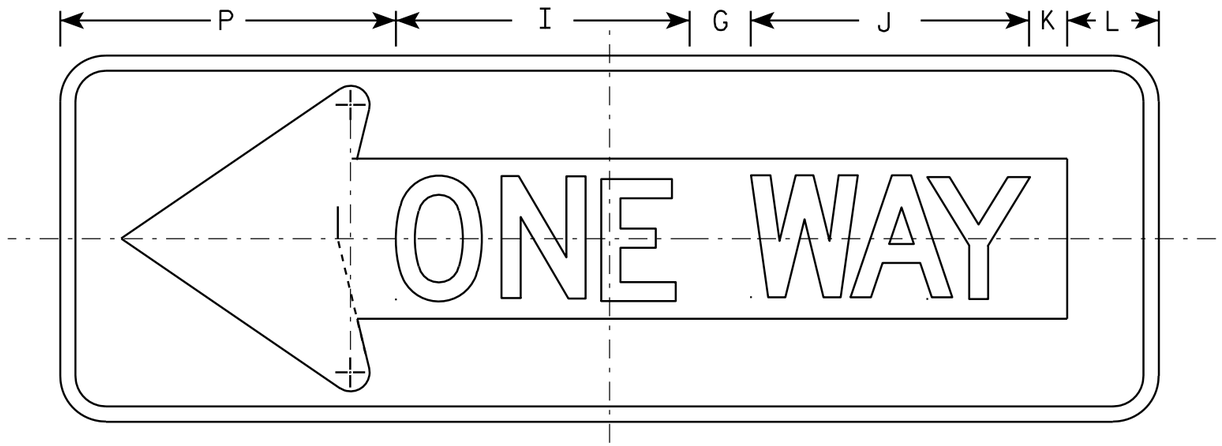
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-54.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	E



R6-1R



R6-1L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

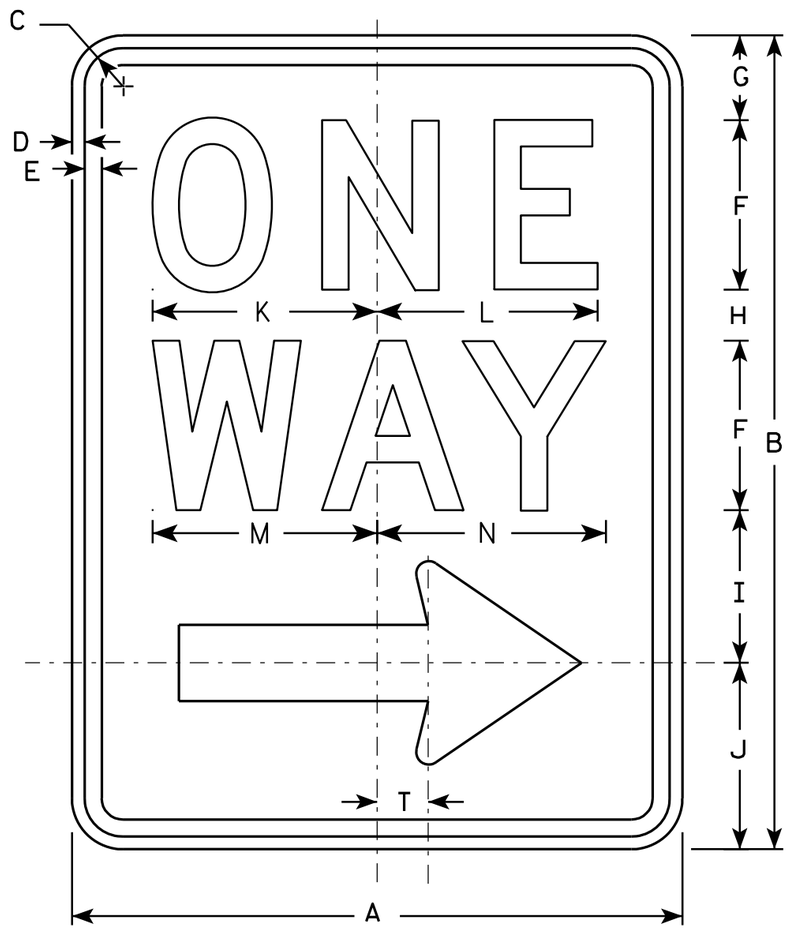
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 305 E

7

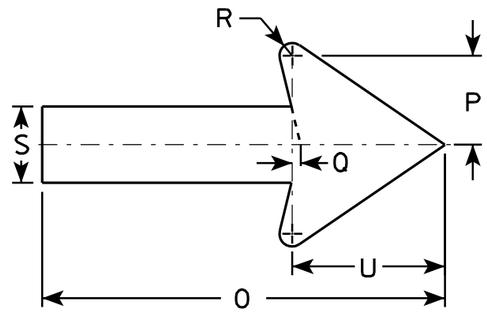
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

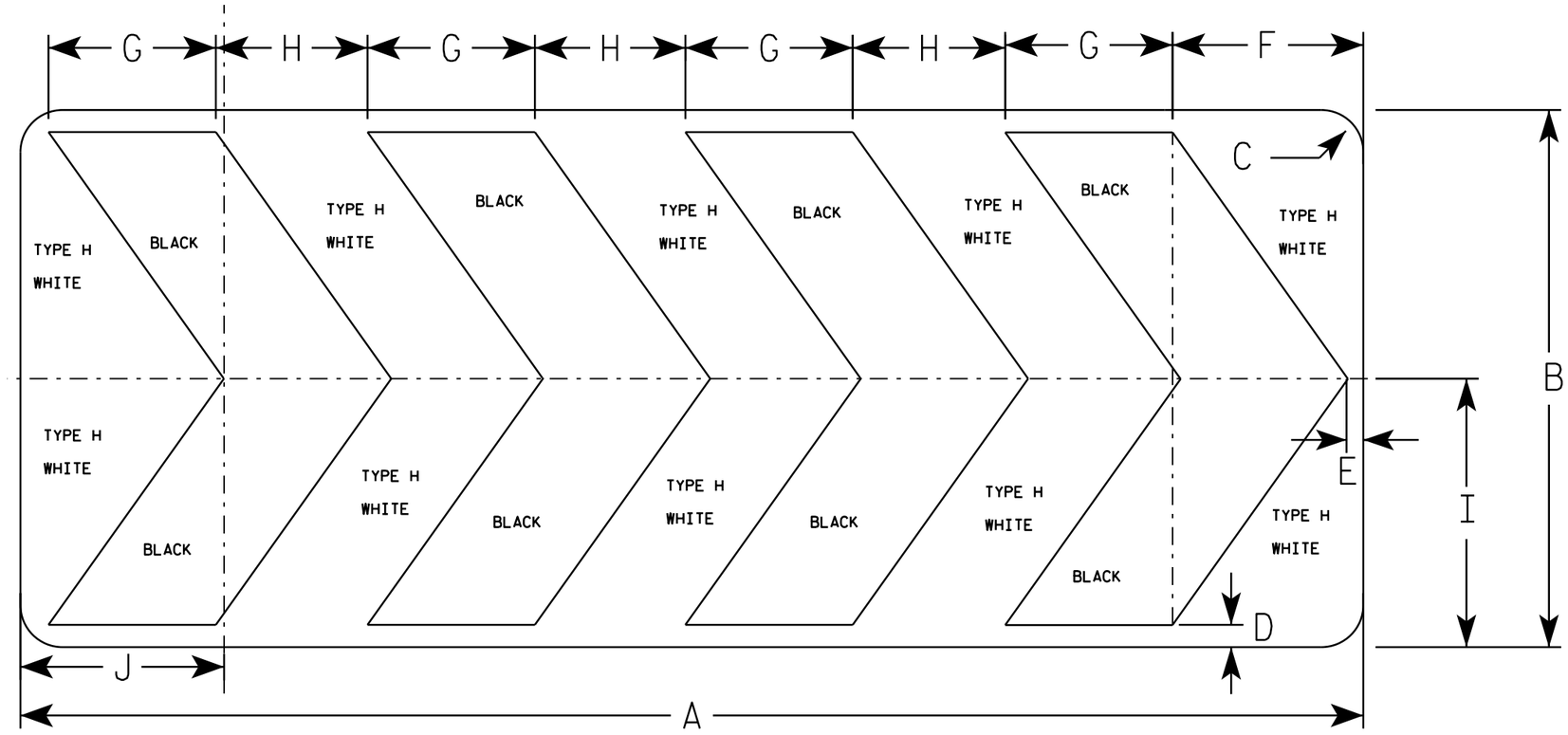
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

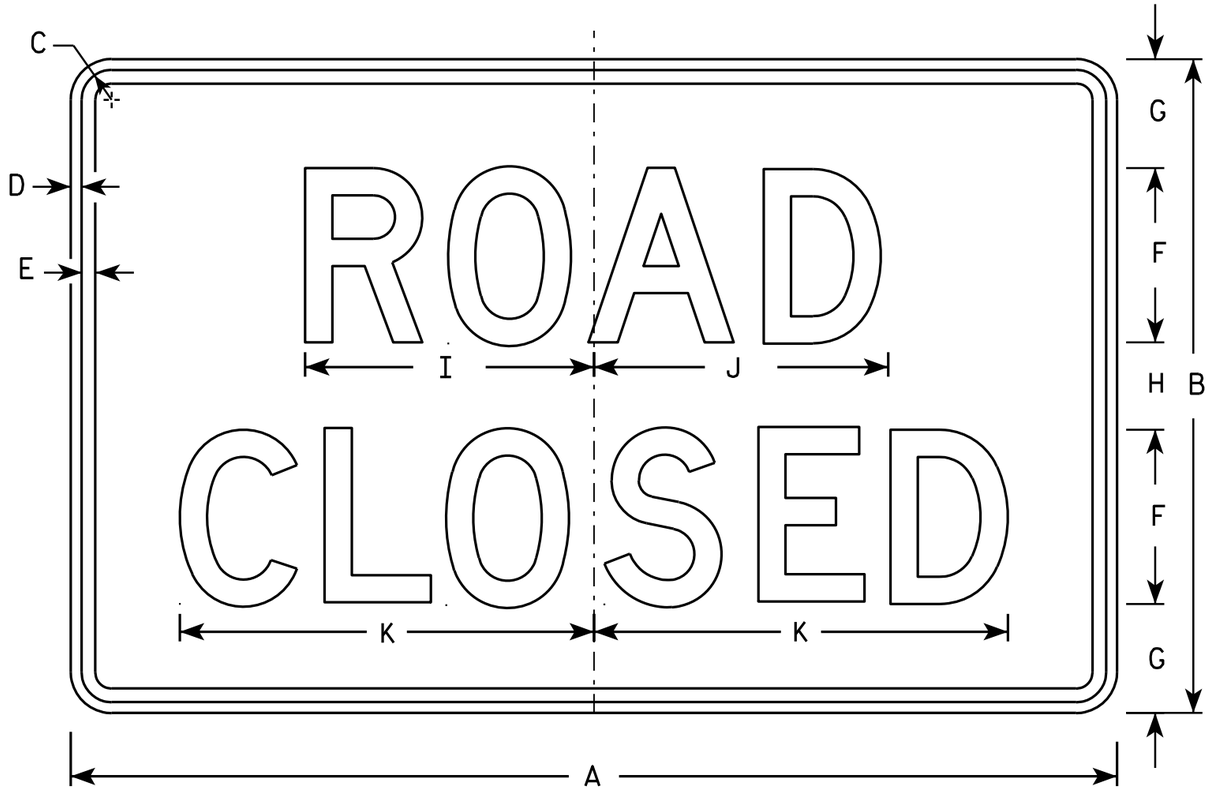
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

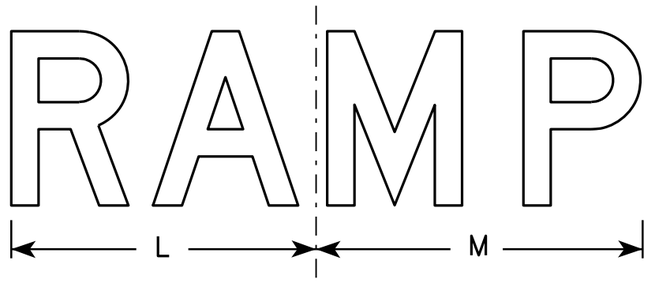
WISDOT/CADDS SHEET 42



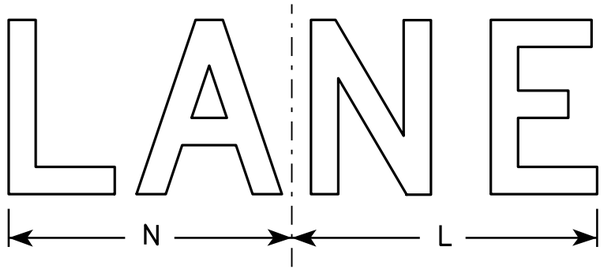
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

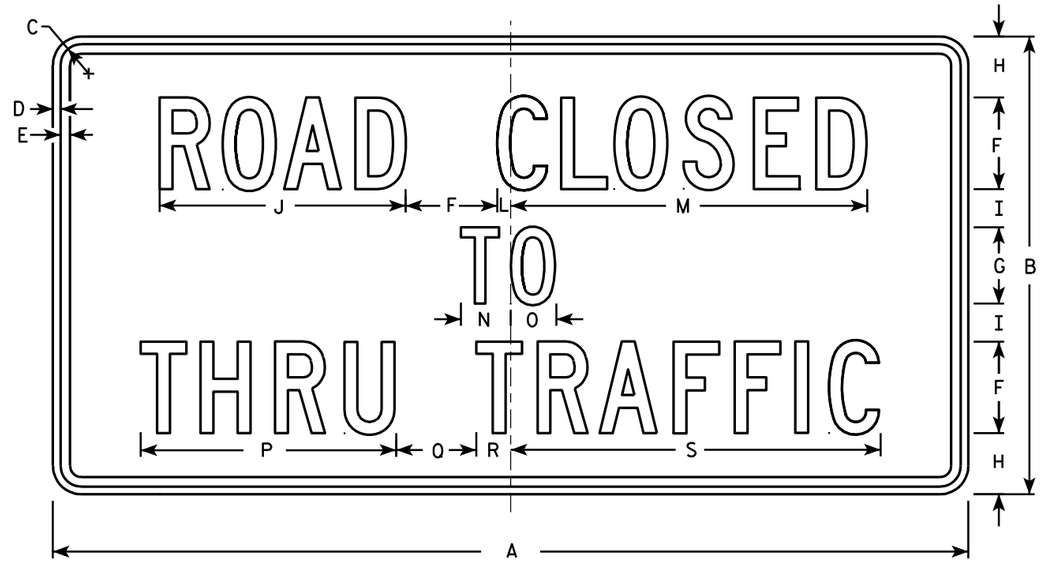
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

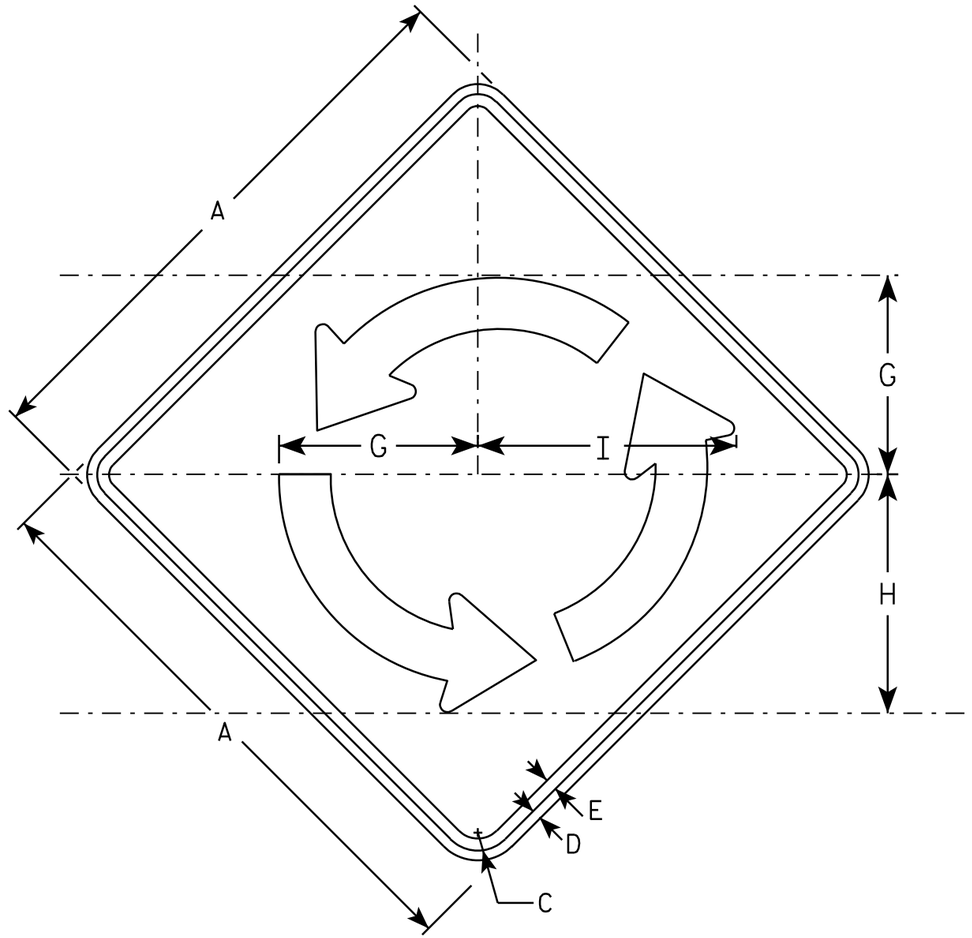
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

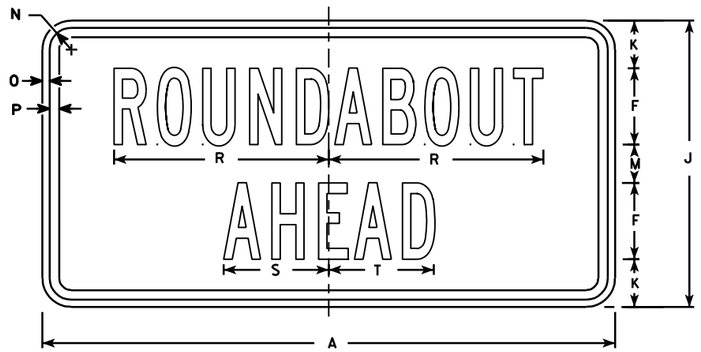
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 309 | E



W2-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Message - BLACK
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W2-6P

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	W2-6 Area sq. ft.	W2-6P Area sq. ft.
1																										
2S	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
2M	30		1 3/8	1/2	5/8	4	10 3/8	12 1/2	13 1/2	15	2 1/2		2	1 1/8	3/8	1/2		11 1/4	5 1/2	5 1/2					6.25	3.12
3	36		1 5/8	5/8	3/4	5	12 1/2	15	16 1/4	18	2 5/8		2 3/4	1 1/8	3/8	1/2		14	7	6 3/4					9.00	4.50
4	48		2 1/4	3/4	1	6	16 5/8	20	16 1/4	24	4 3/8		3 5/8	1 3/8	1/2	5/8		17	8 1/4	8 1/4					16.0	8.0
5																										

STANDARD SIGN
W2-6

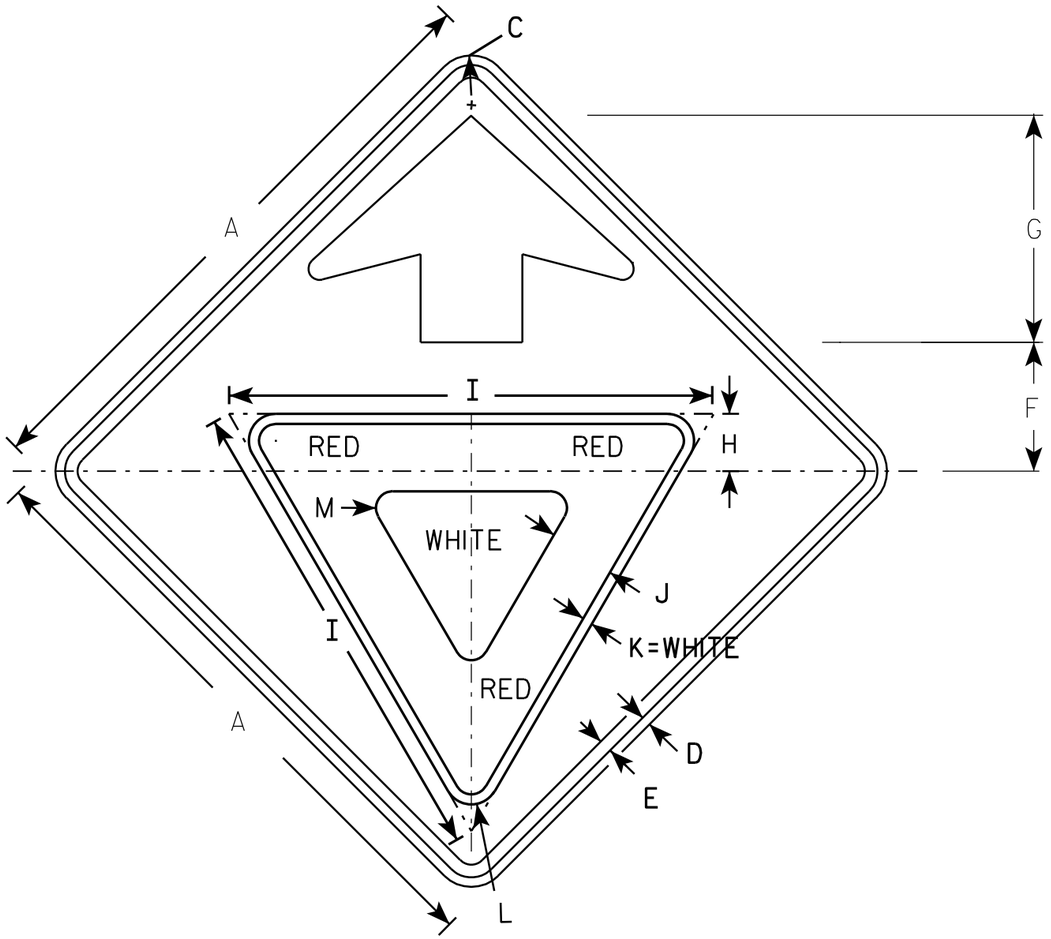
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/29/12 PLATE NO. W2-6.5

PROJECT NO:

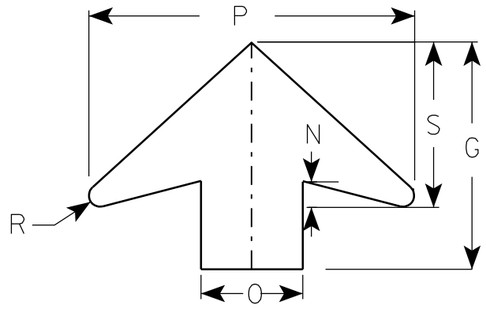
SHEET NO: 310 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

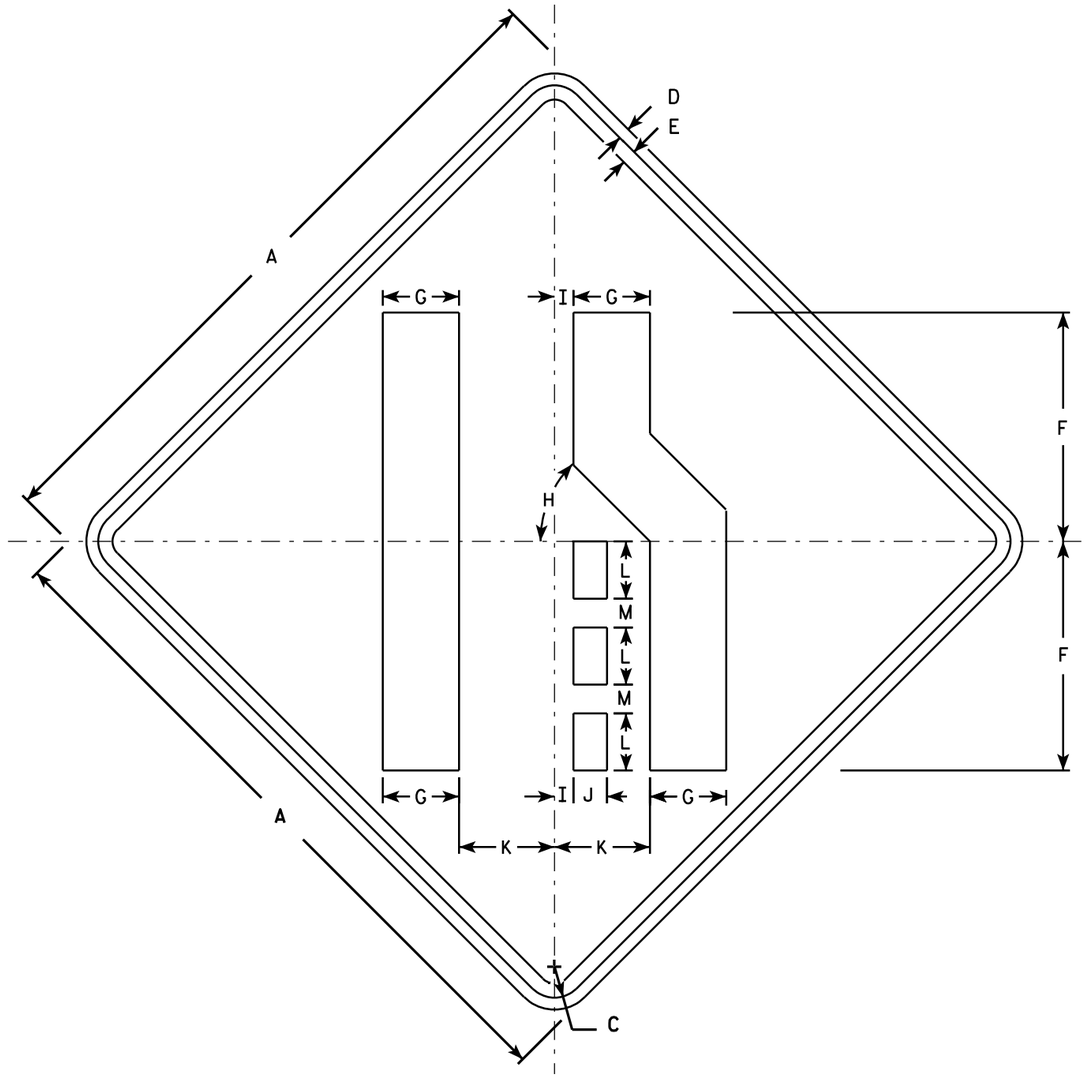
SHEET NO: 311 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W32.DGN PLOT DATE : 07-JUN-2010 13:03 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

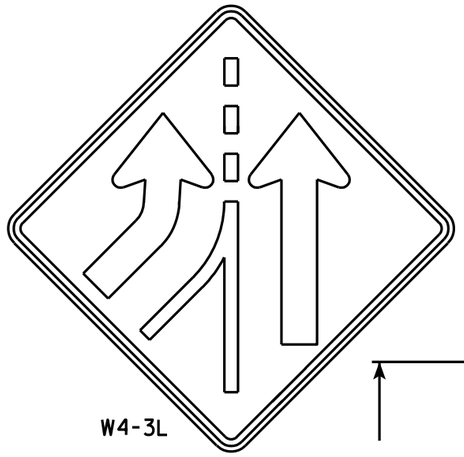
WISCONSIN DEPT OF TRANSPORTATION

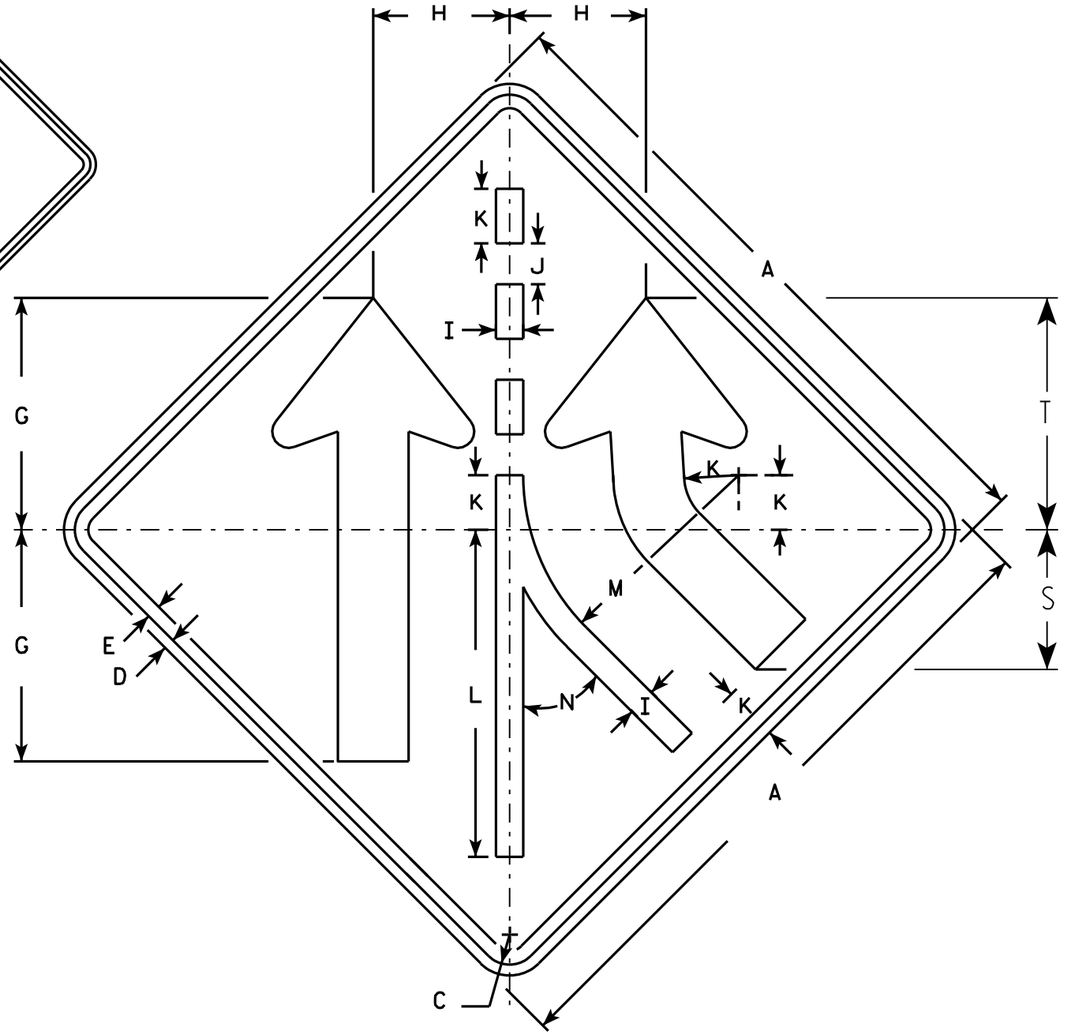
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 312 E

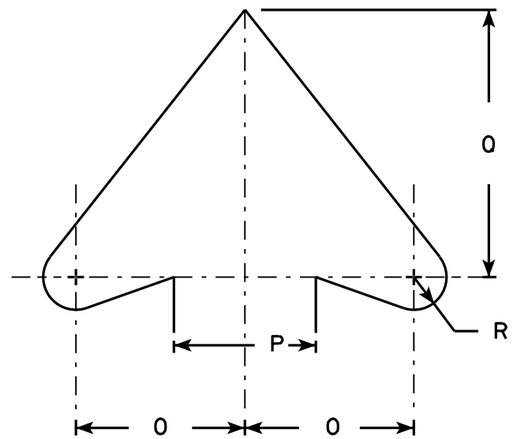




W4-3R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-3 L is the same as W4-3 R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25
2S	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2M	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
3																											
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN
W4-3

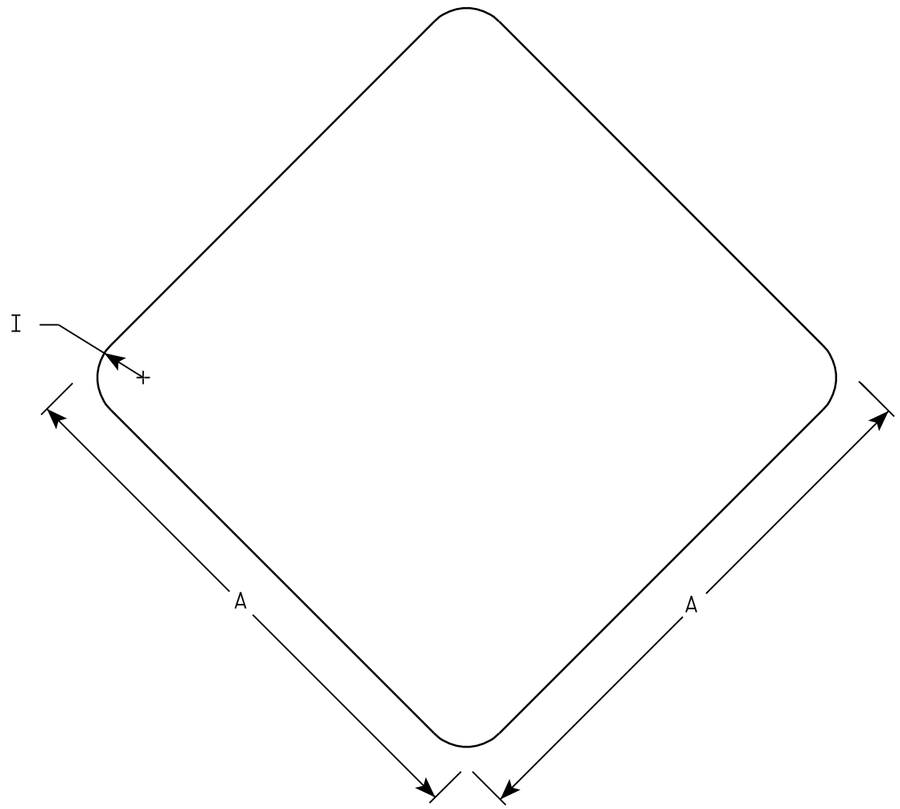
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-3.8

PROJECT NO:

SHEET NO: 313 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

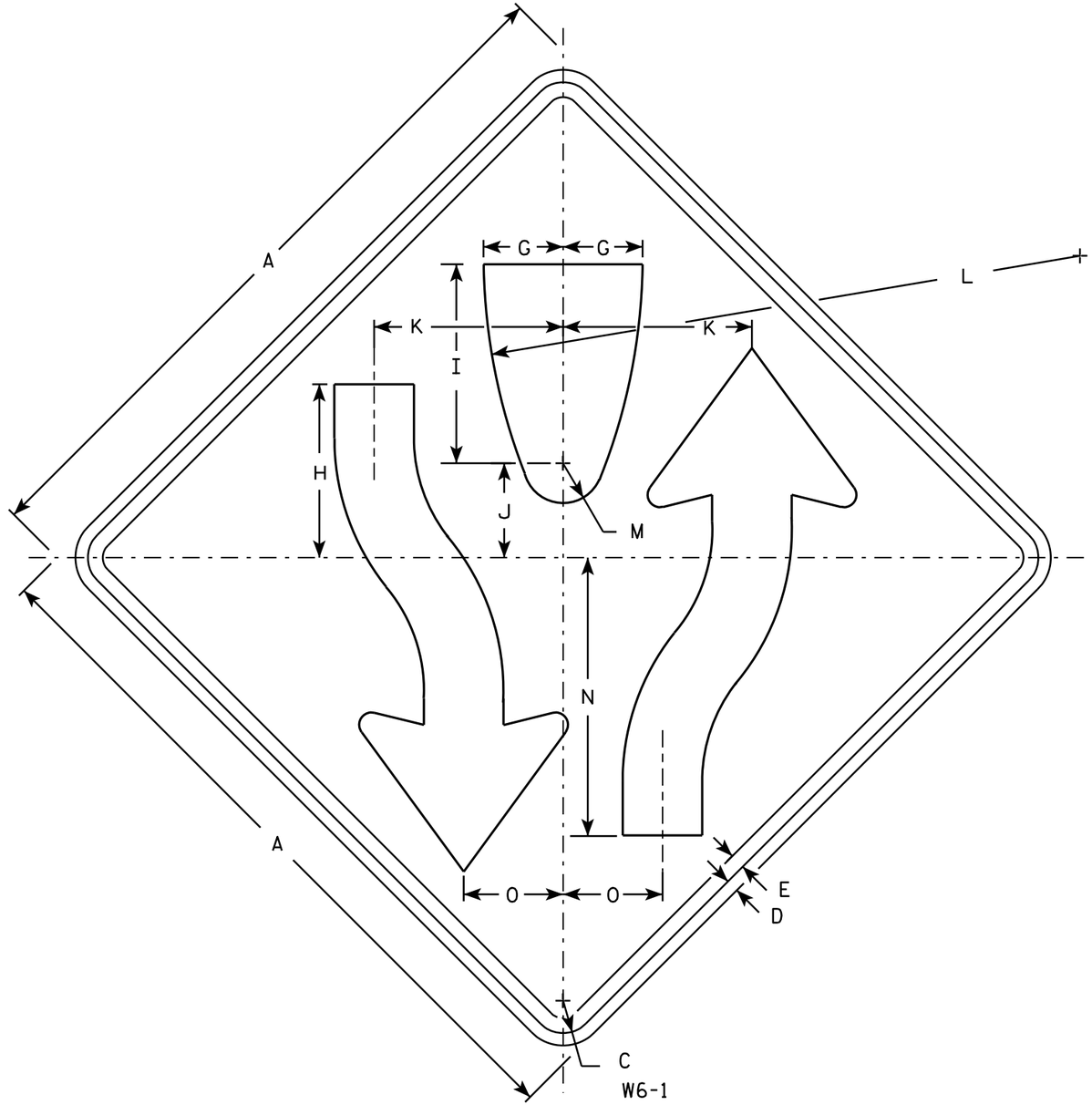
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

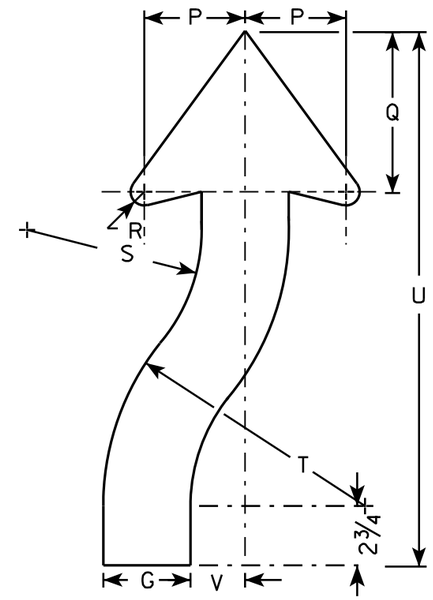
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 314	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

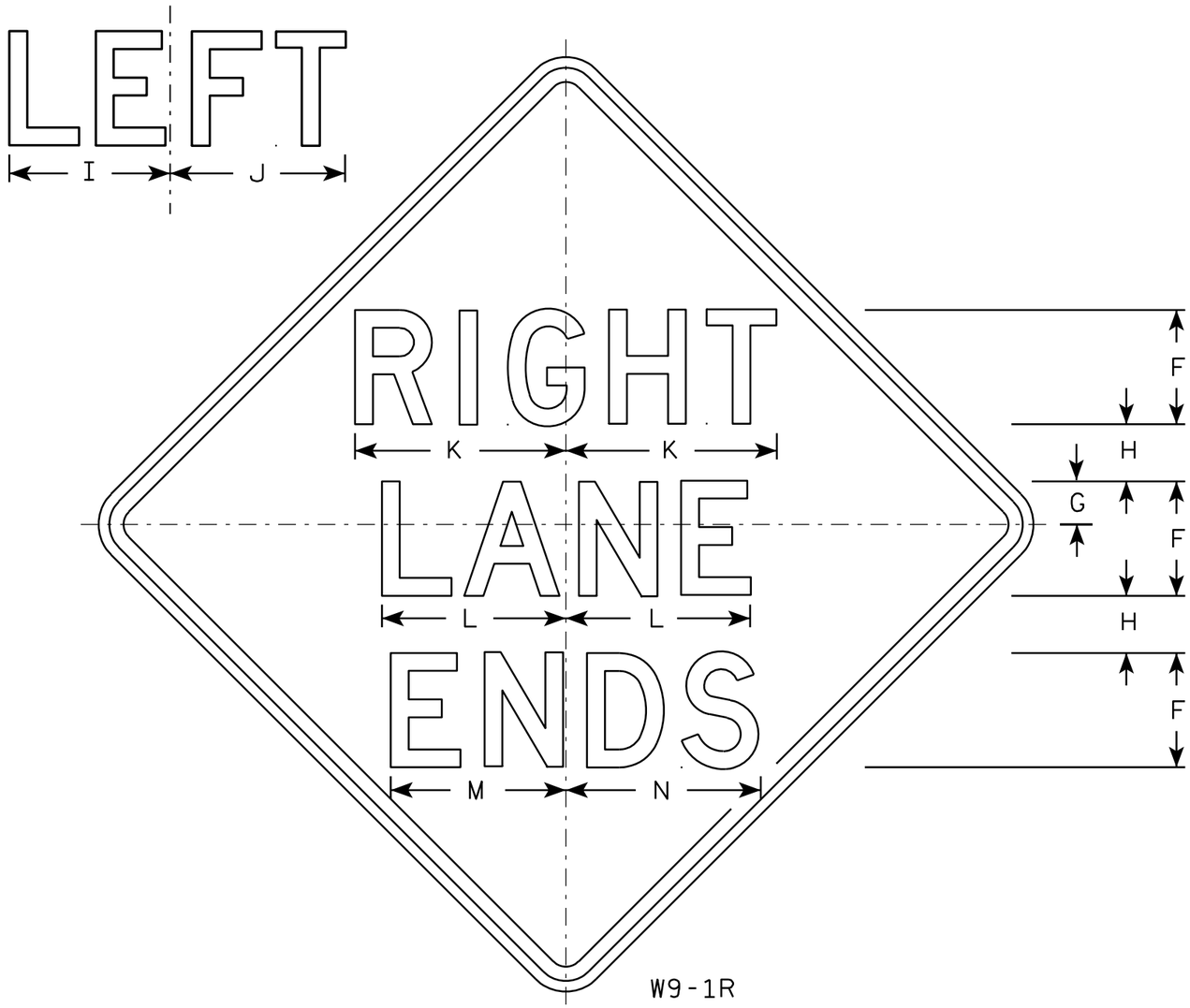
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 315	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

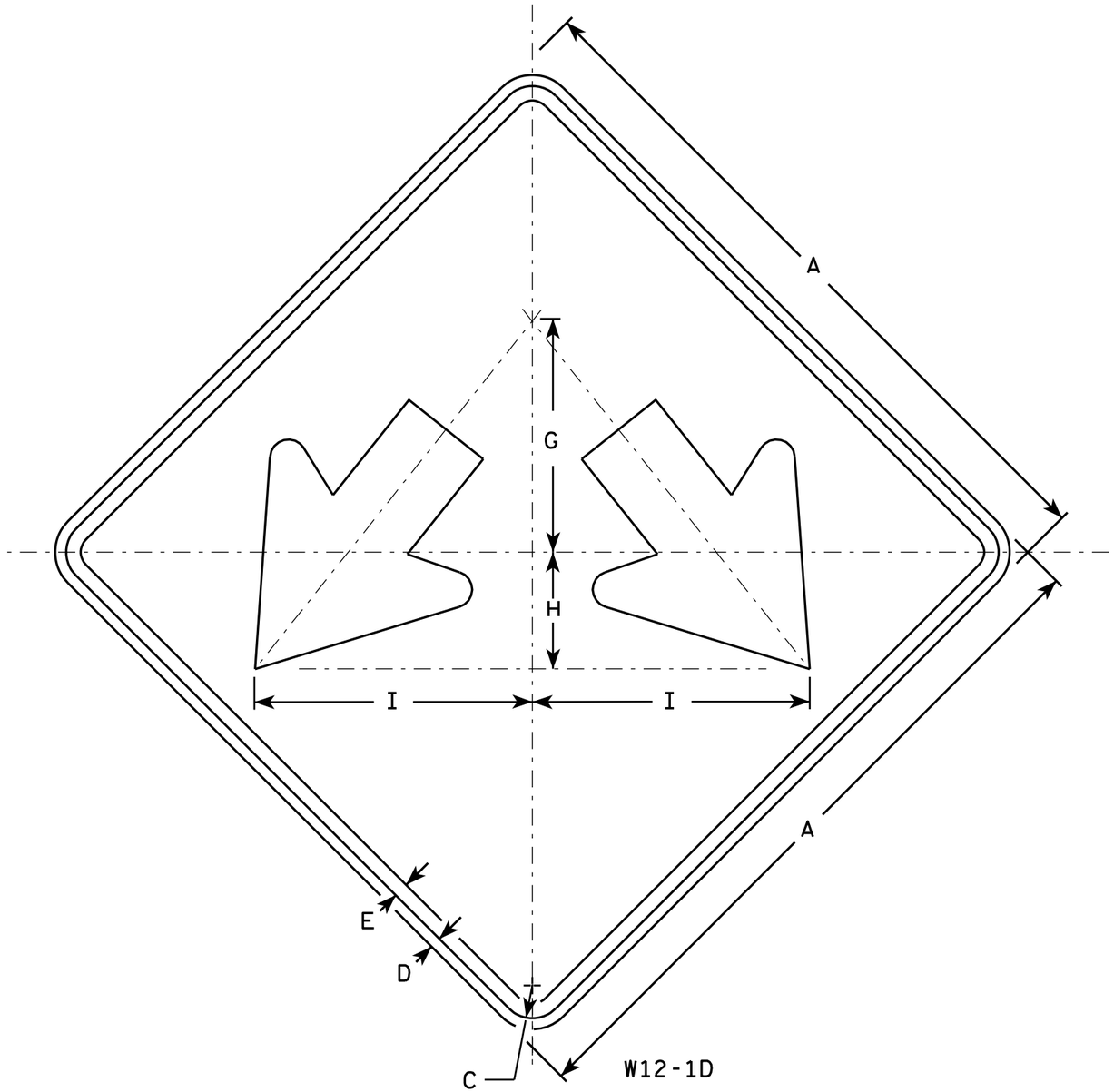
SHEET NO: 316 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

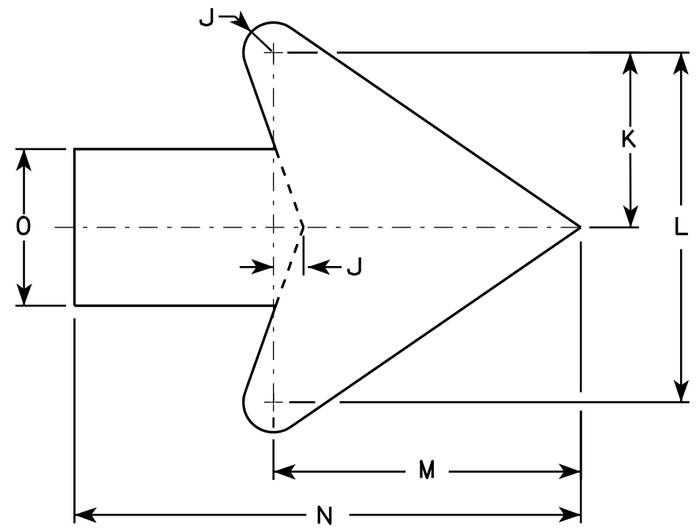
7

7



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

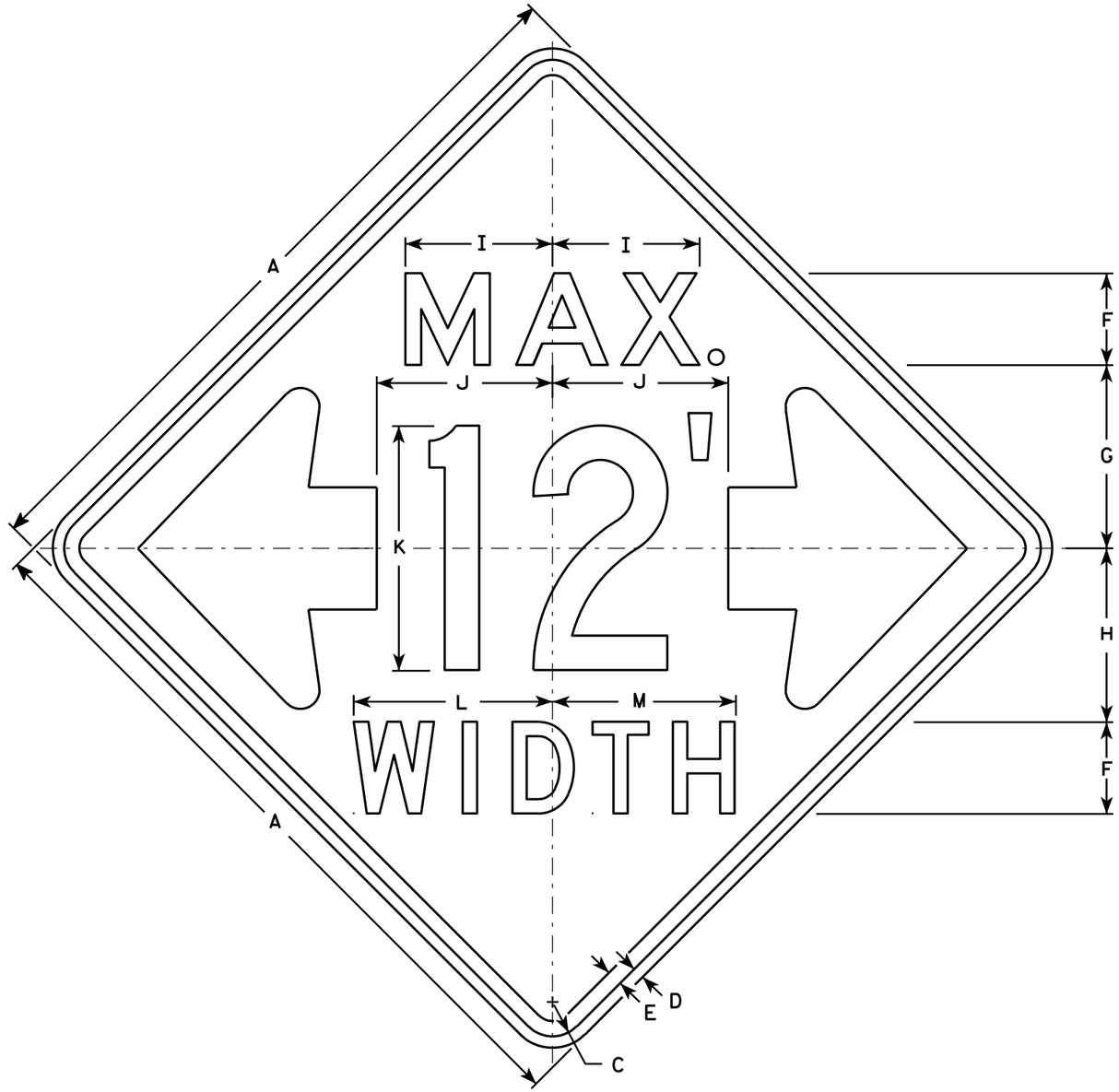
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

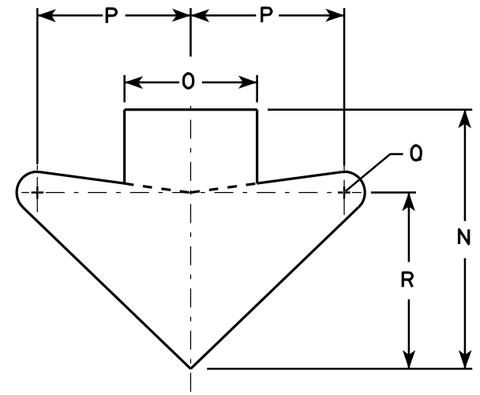
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 317	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

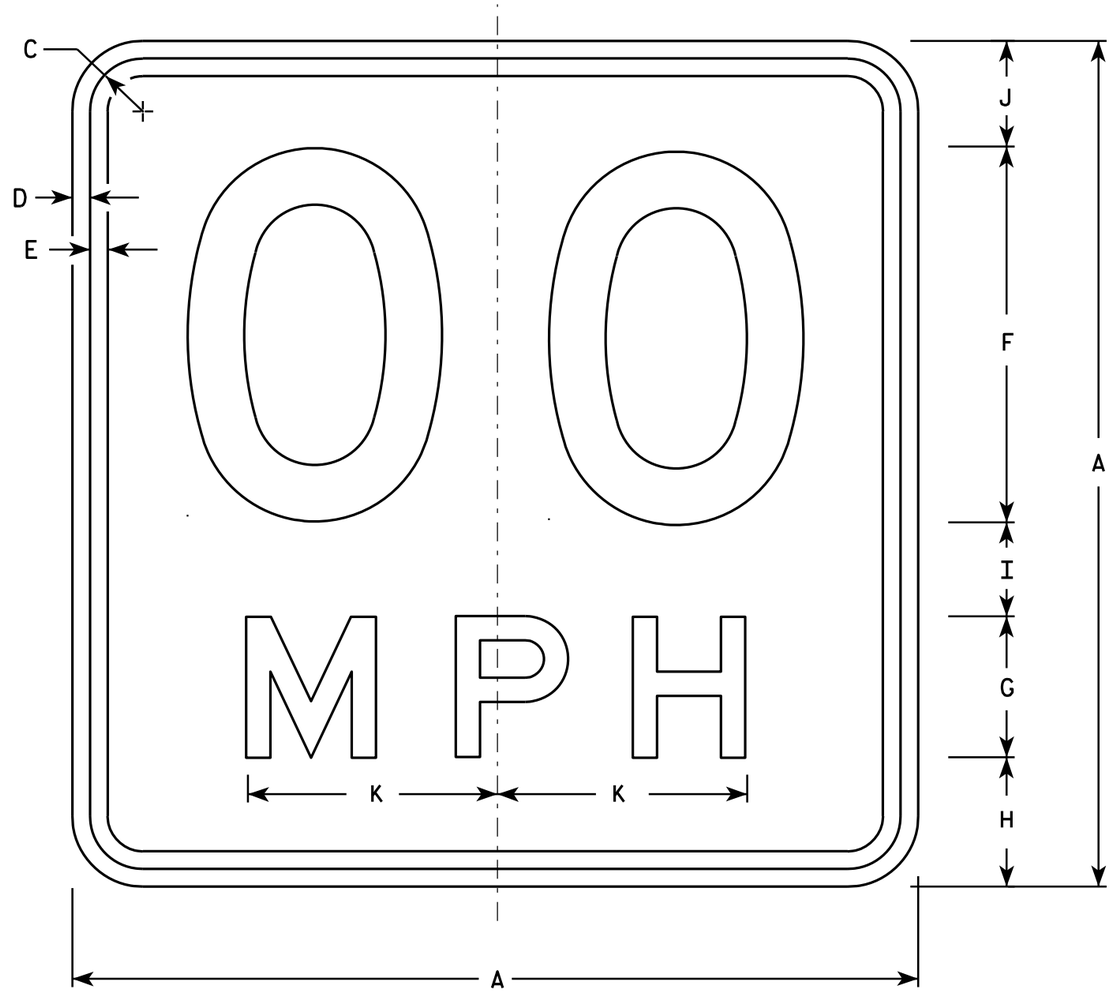
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 318 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

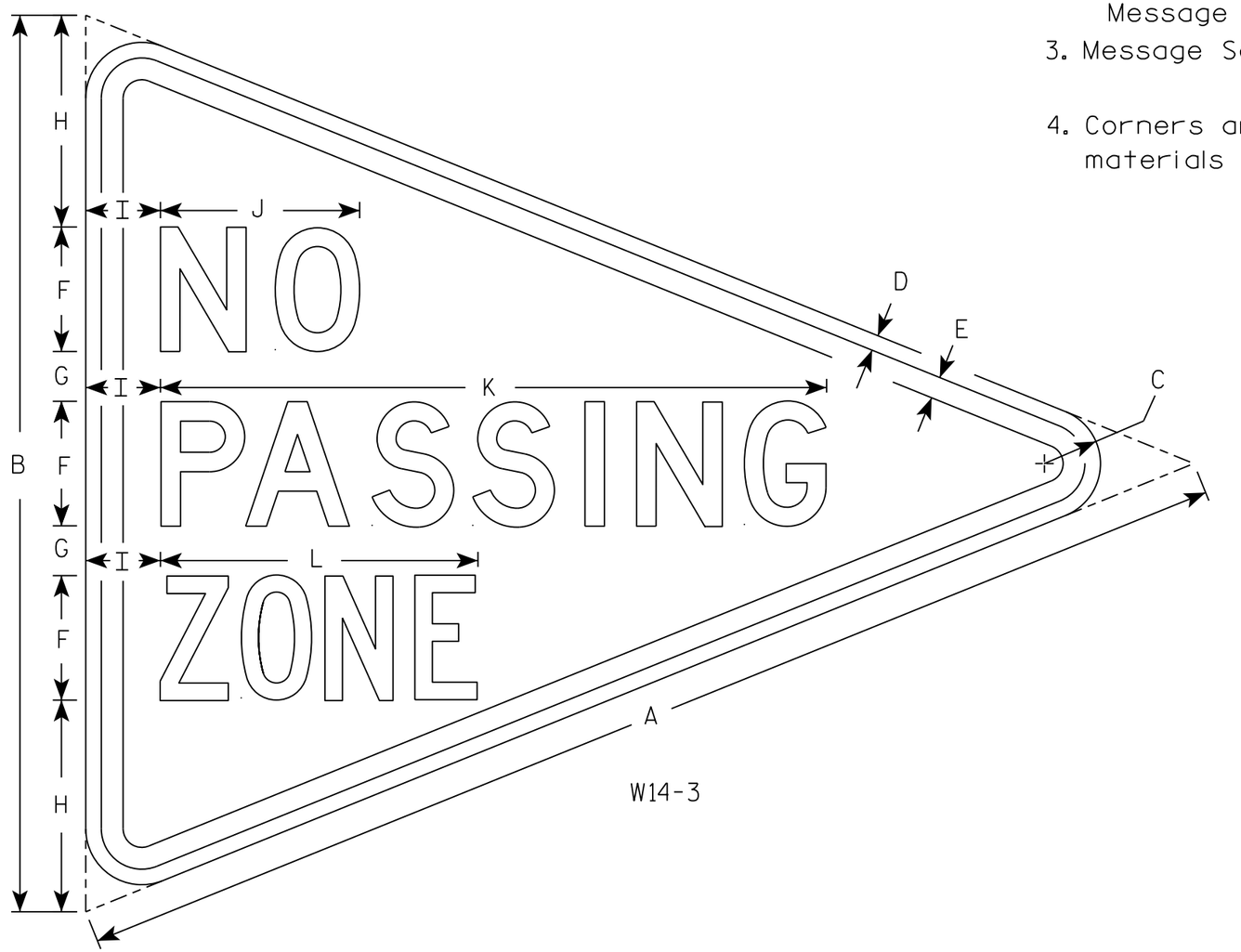
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 319 | E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - Lines 1 and 2 are Series D.
   Line 3 is series C.
4. Corners and borders shall be rounded on all base materials for this sign.



W14-3

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10

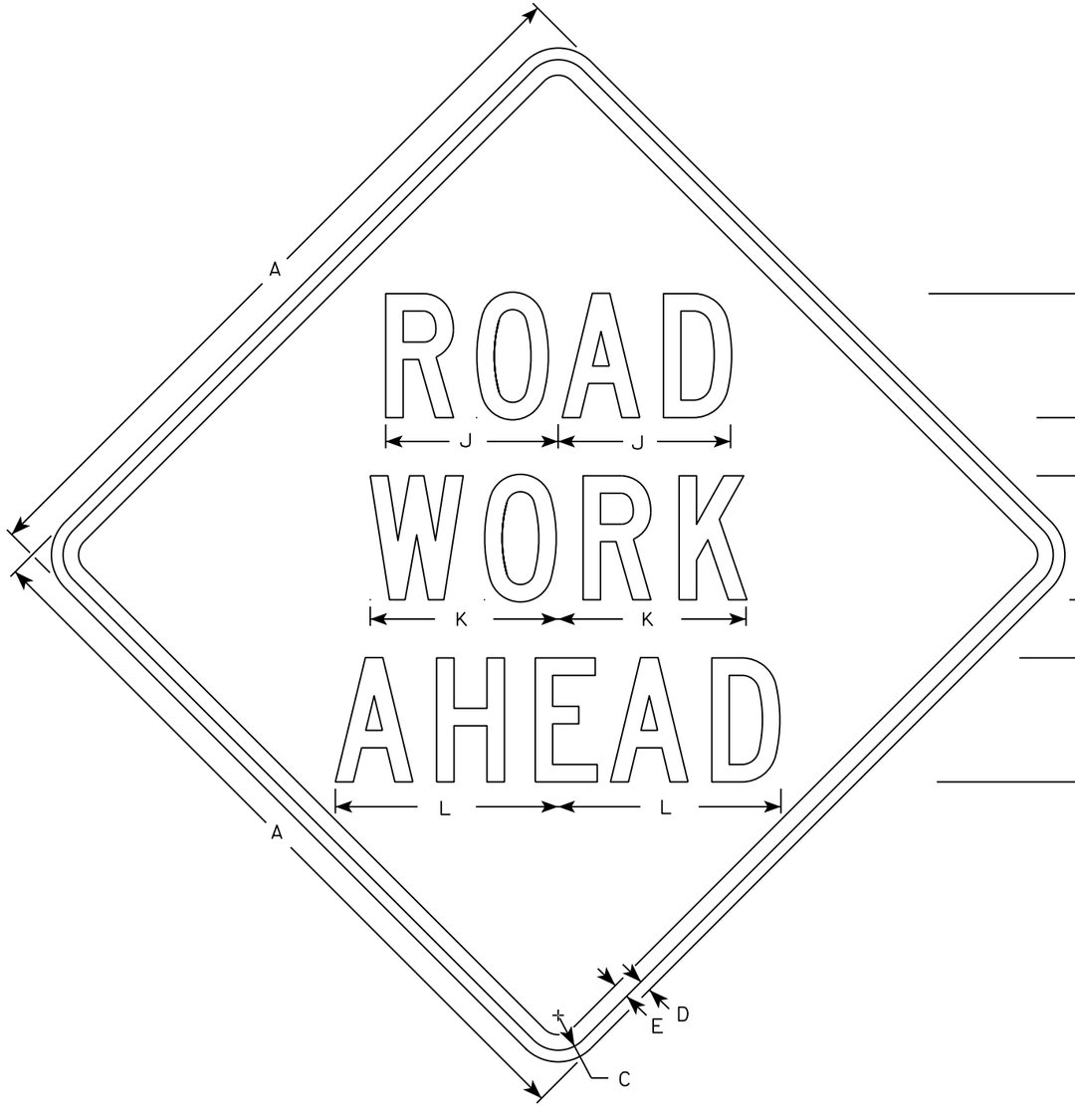
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 | E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W143.DGN PLOT DATE : 21-MAR-2017 08:48 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.650195:1.000000

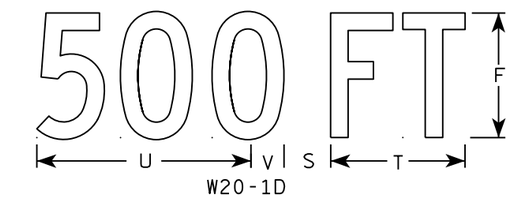
WISDOT/CADDS SHEET 42

7

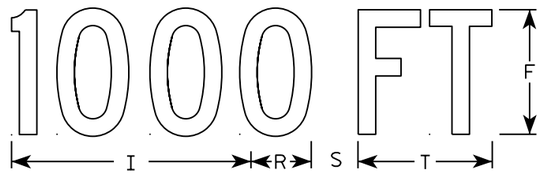
7



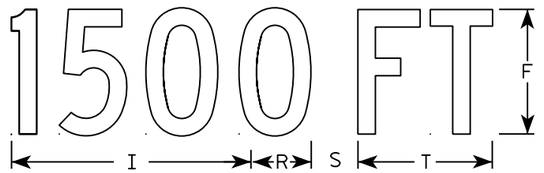
W20-1A



W20-1D



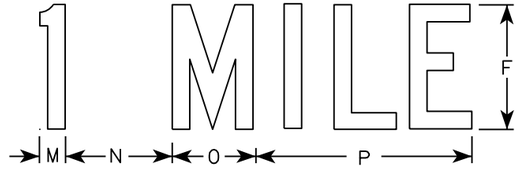
W20-1C



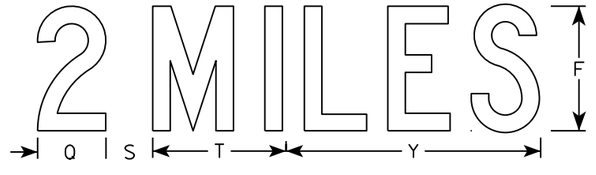
W20-1B



W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

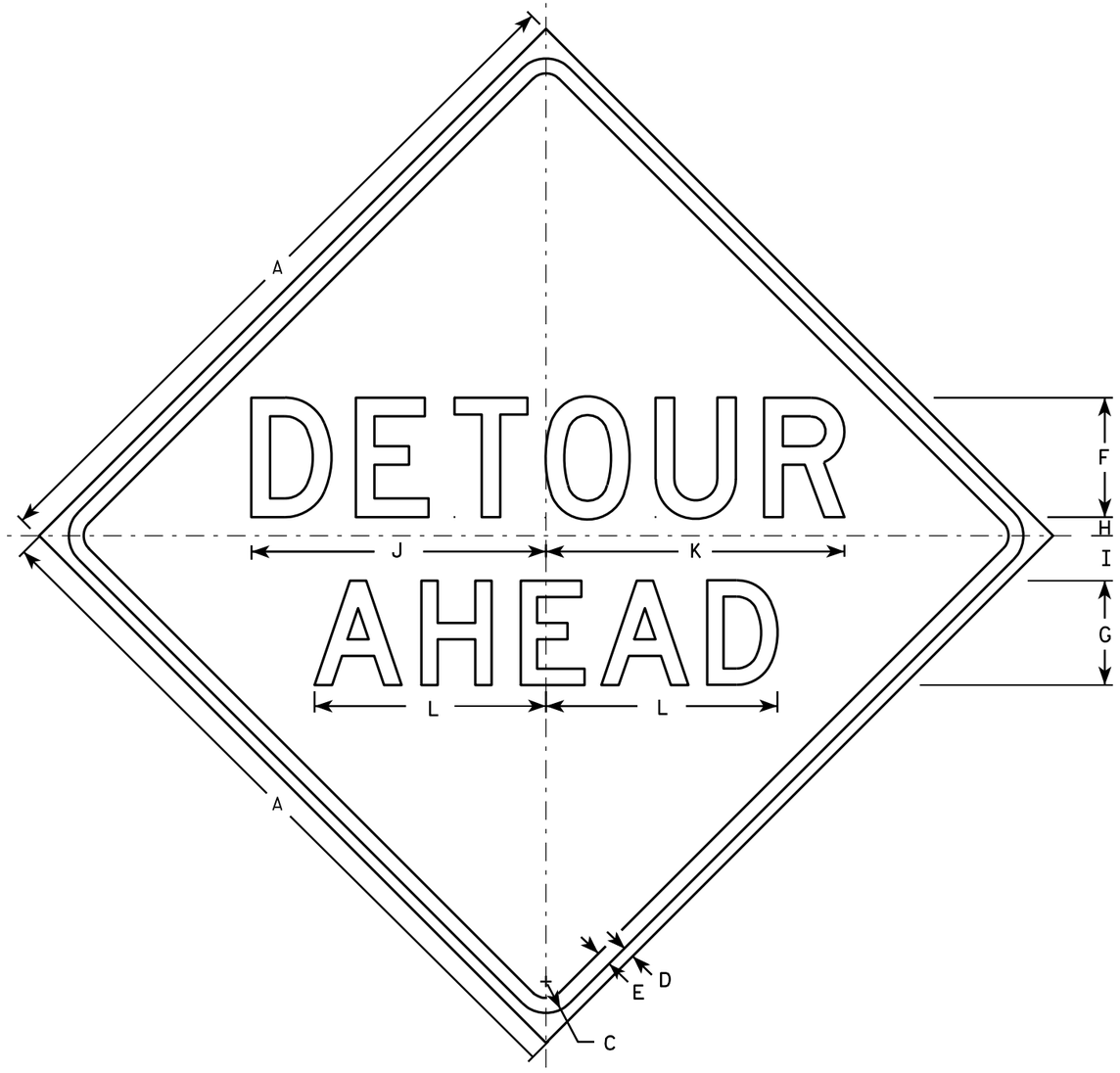
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

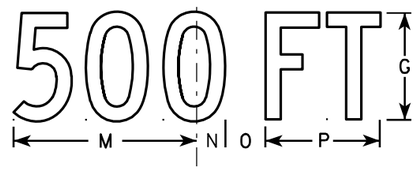
PROJECT NO:

SHEET NO: E

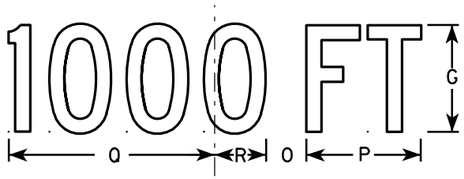
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



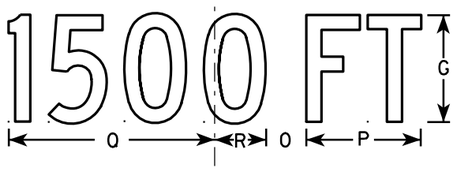
W20-2A



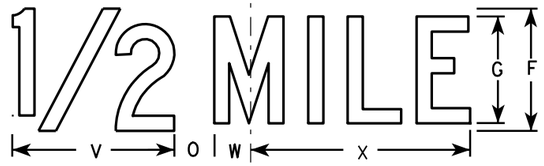
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

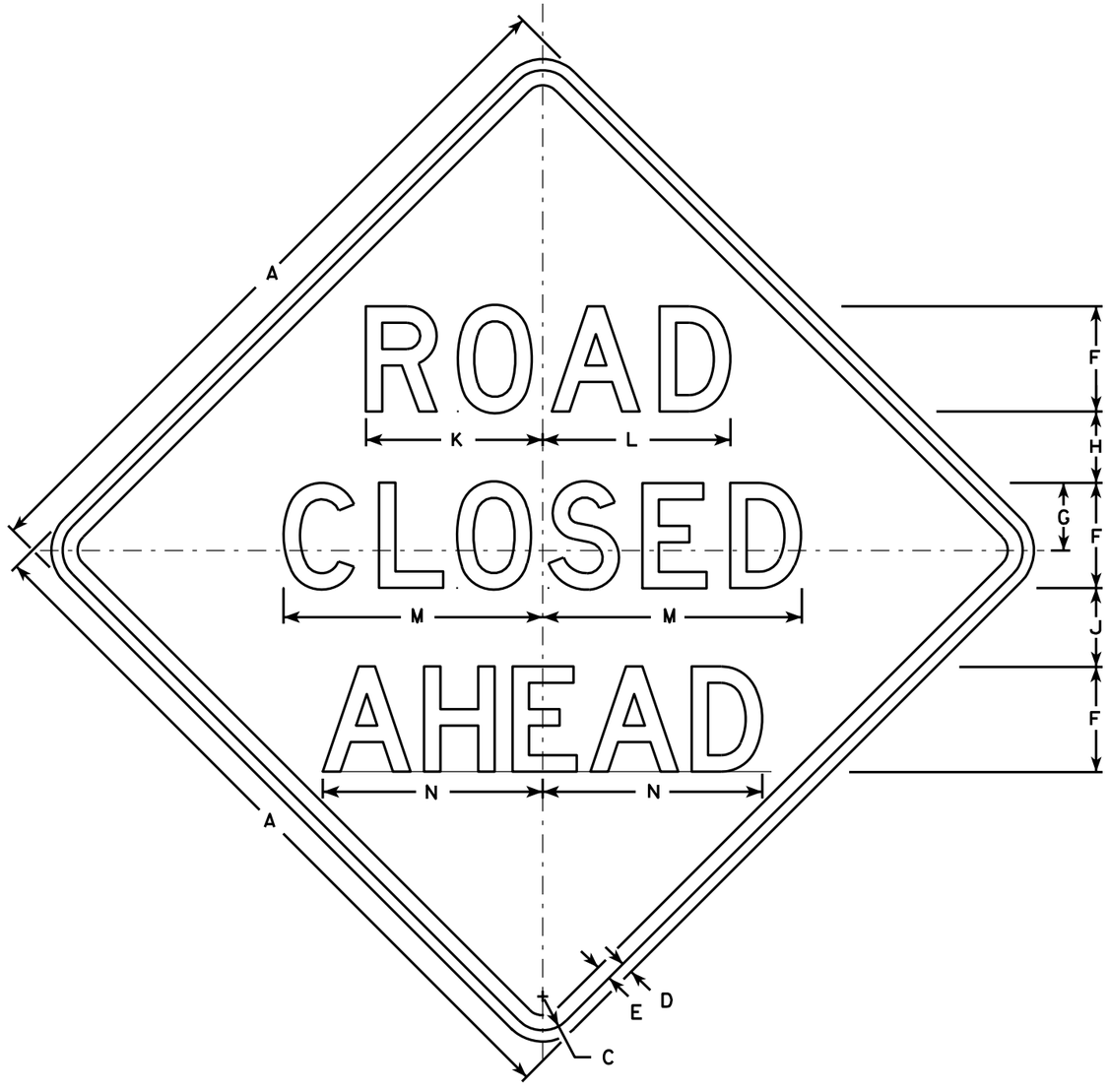
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

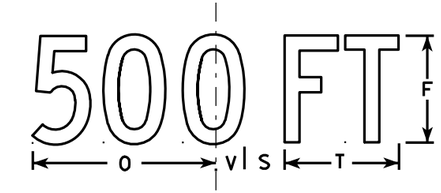
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 322 | E

7

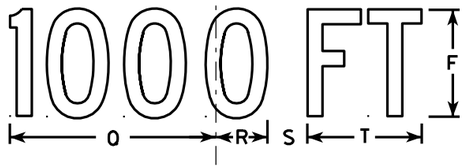
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



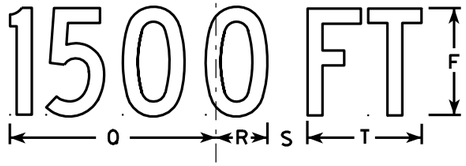
W20-3A



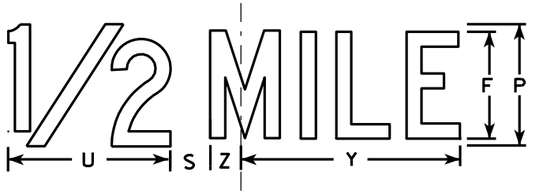
W20-3D



W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

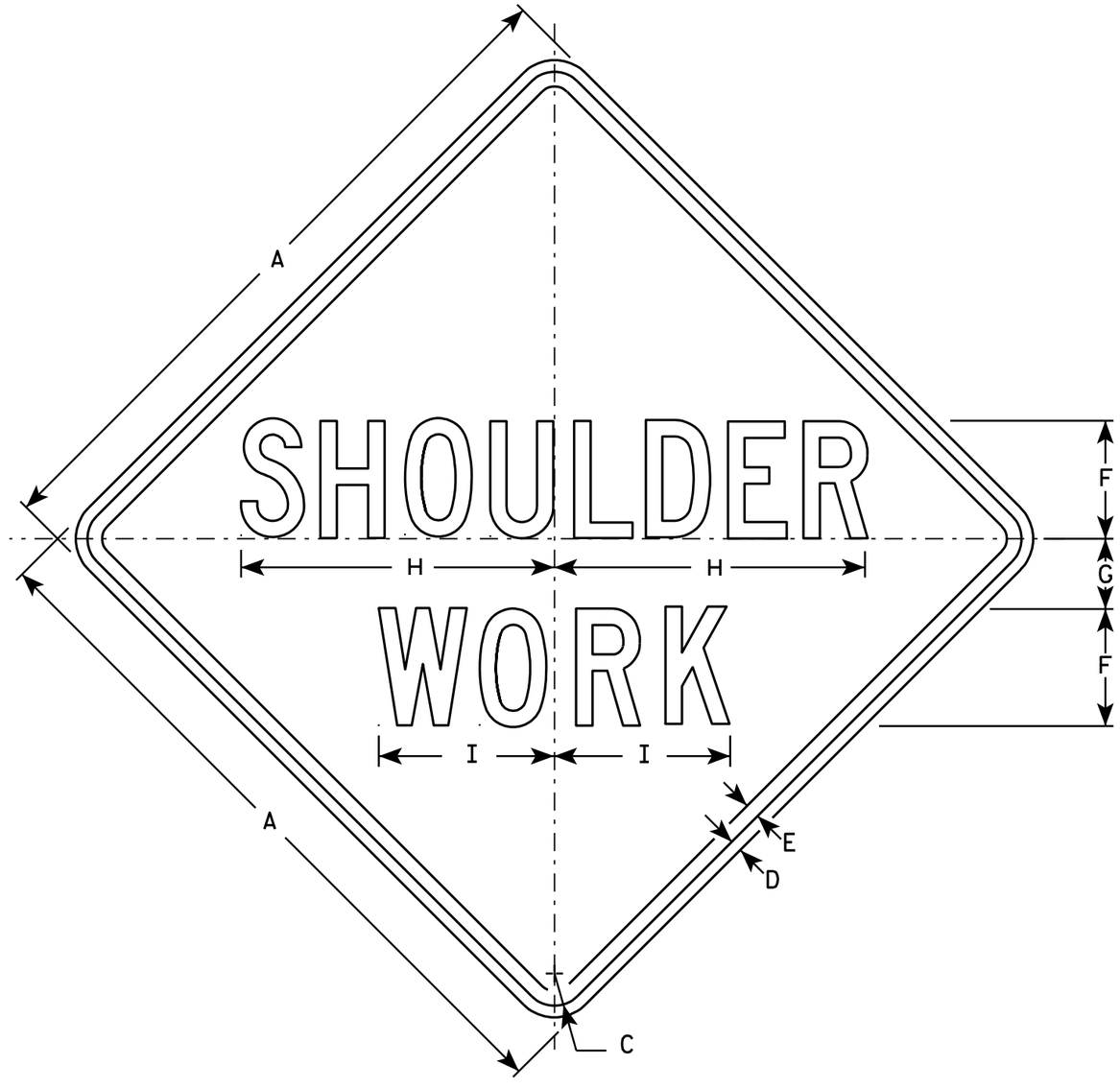
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

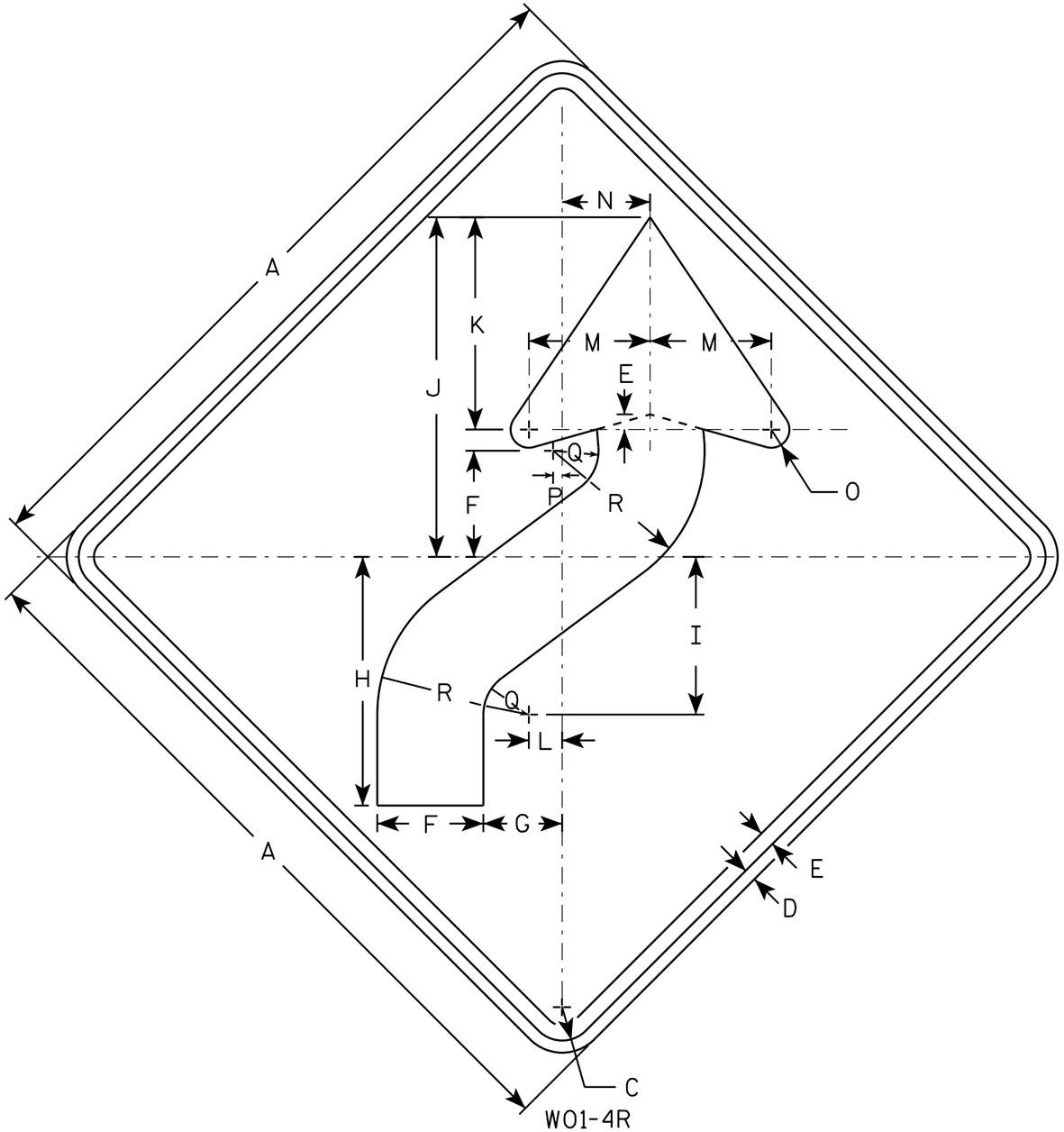
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 324	E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

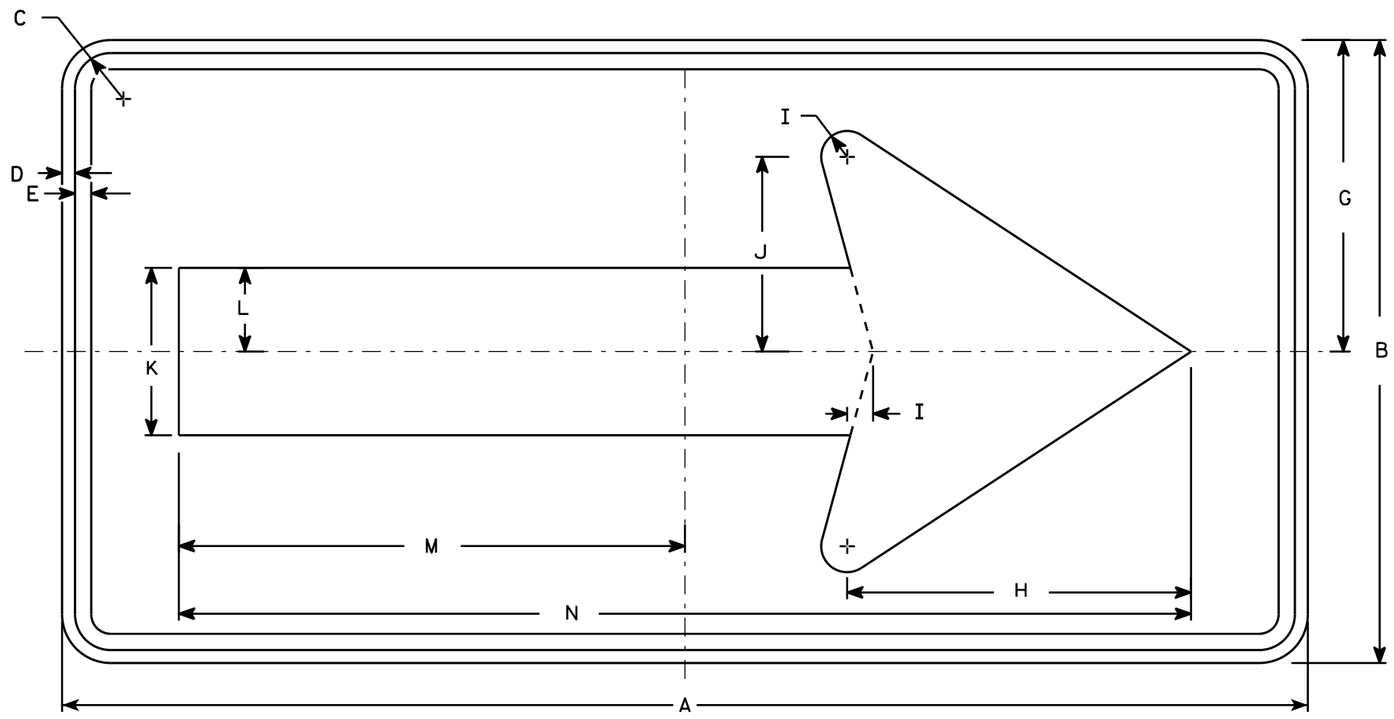
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

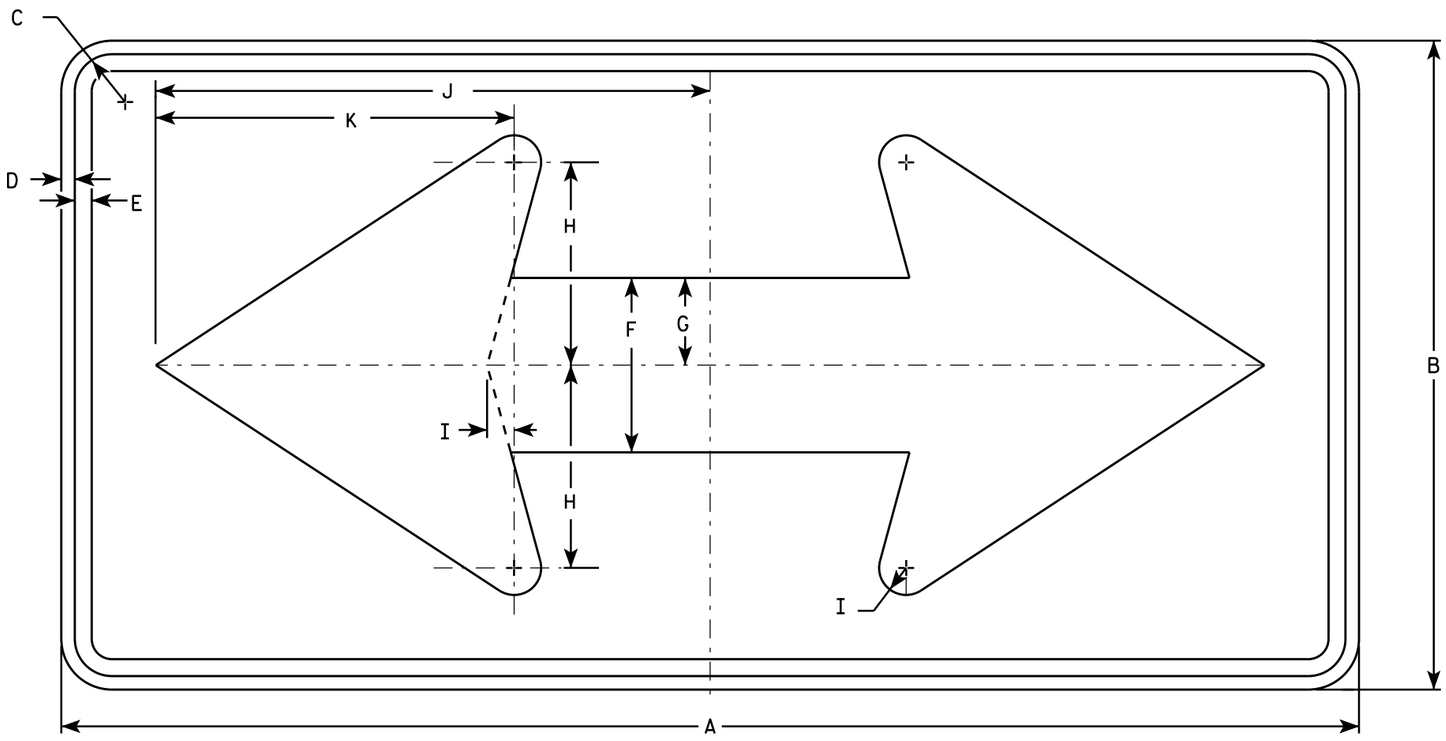
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

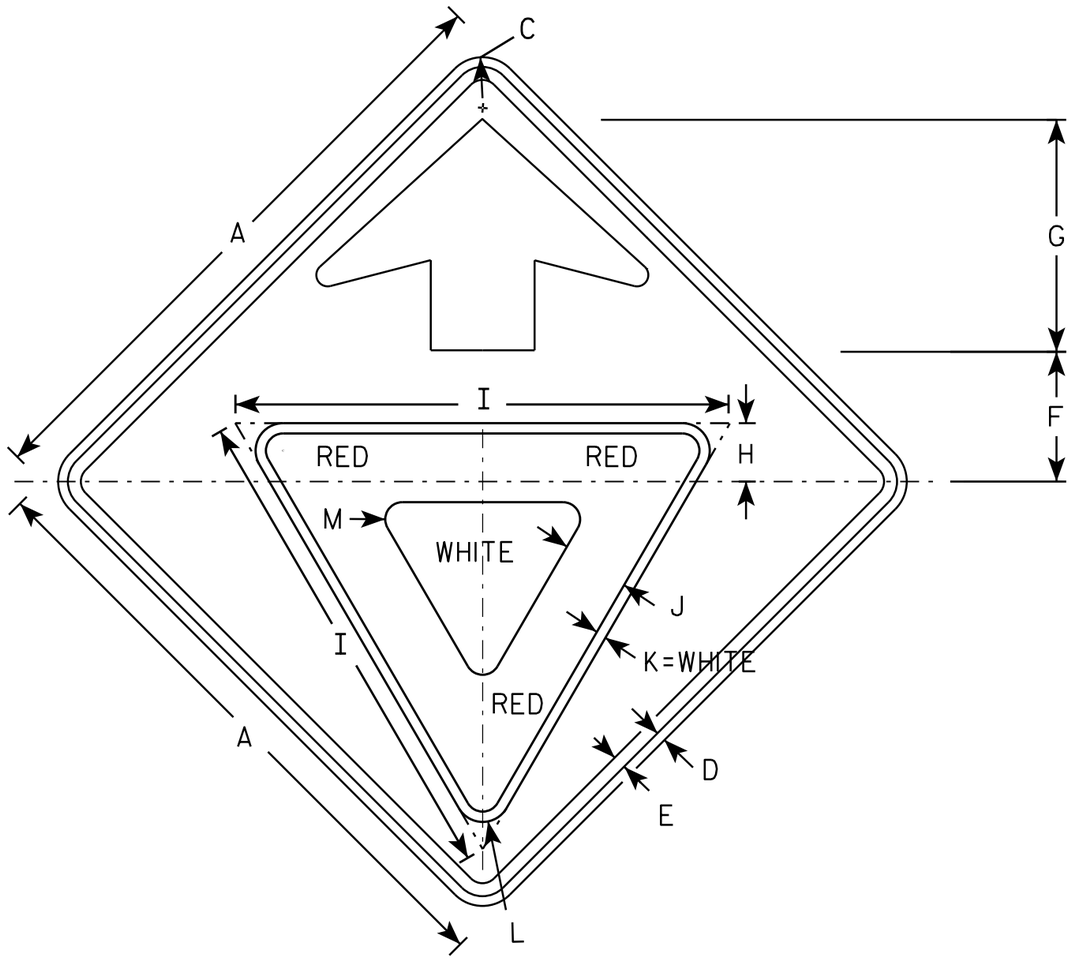
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1327 W01-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

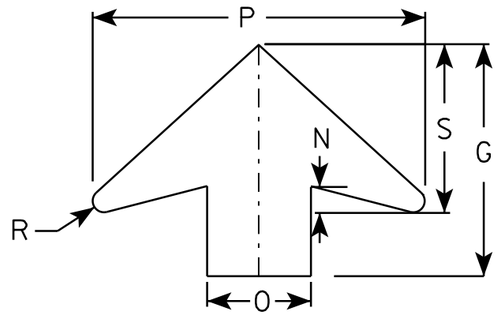
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W017.DGN PLOT DATE : 20-NOV-2013 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.604022:1.000000
WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W03-2

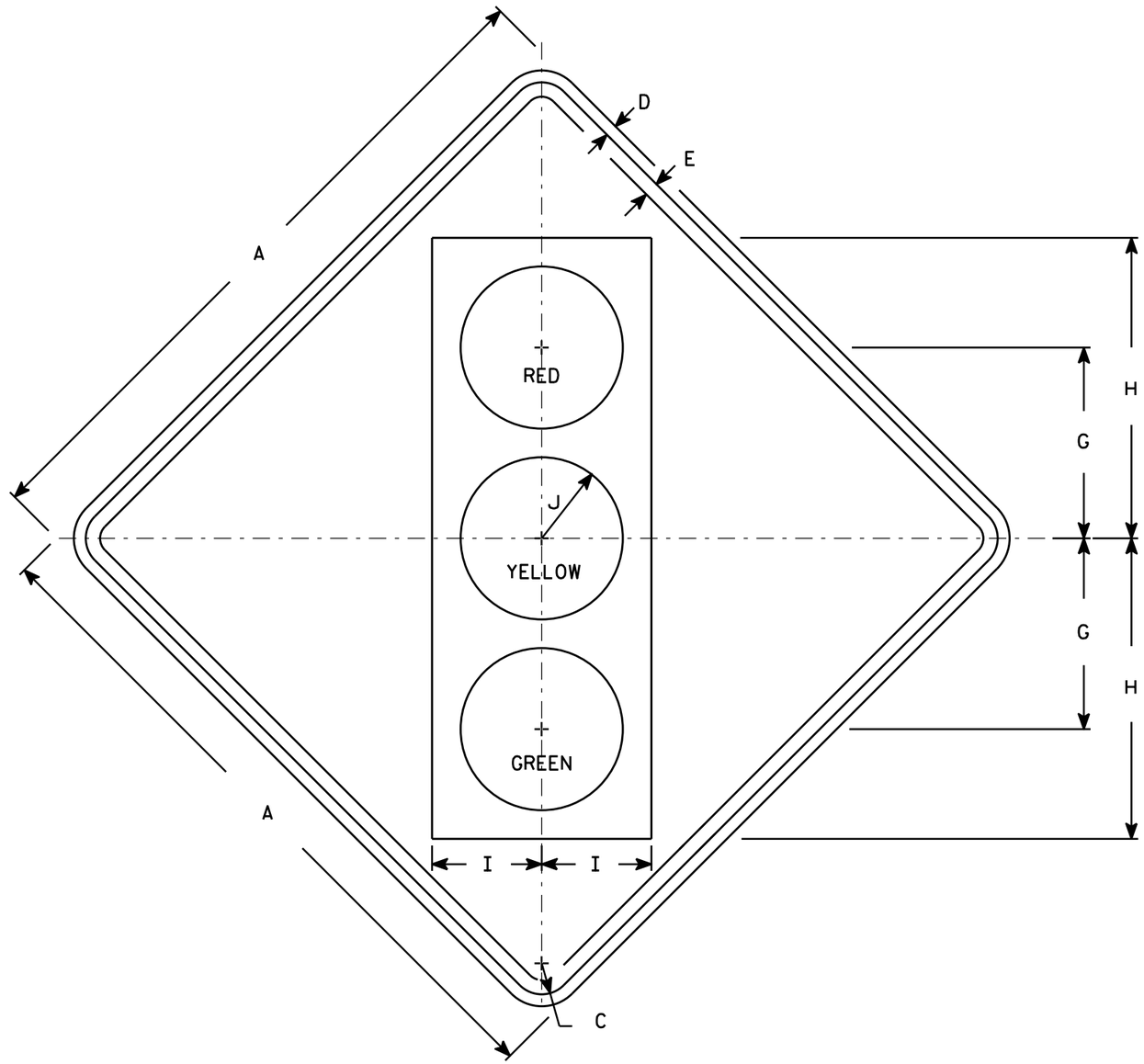
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO:

SHEET NO: E



W03-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

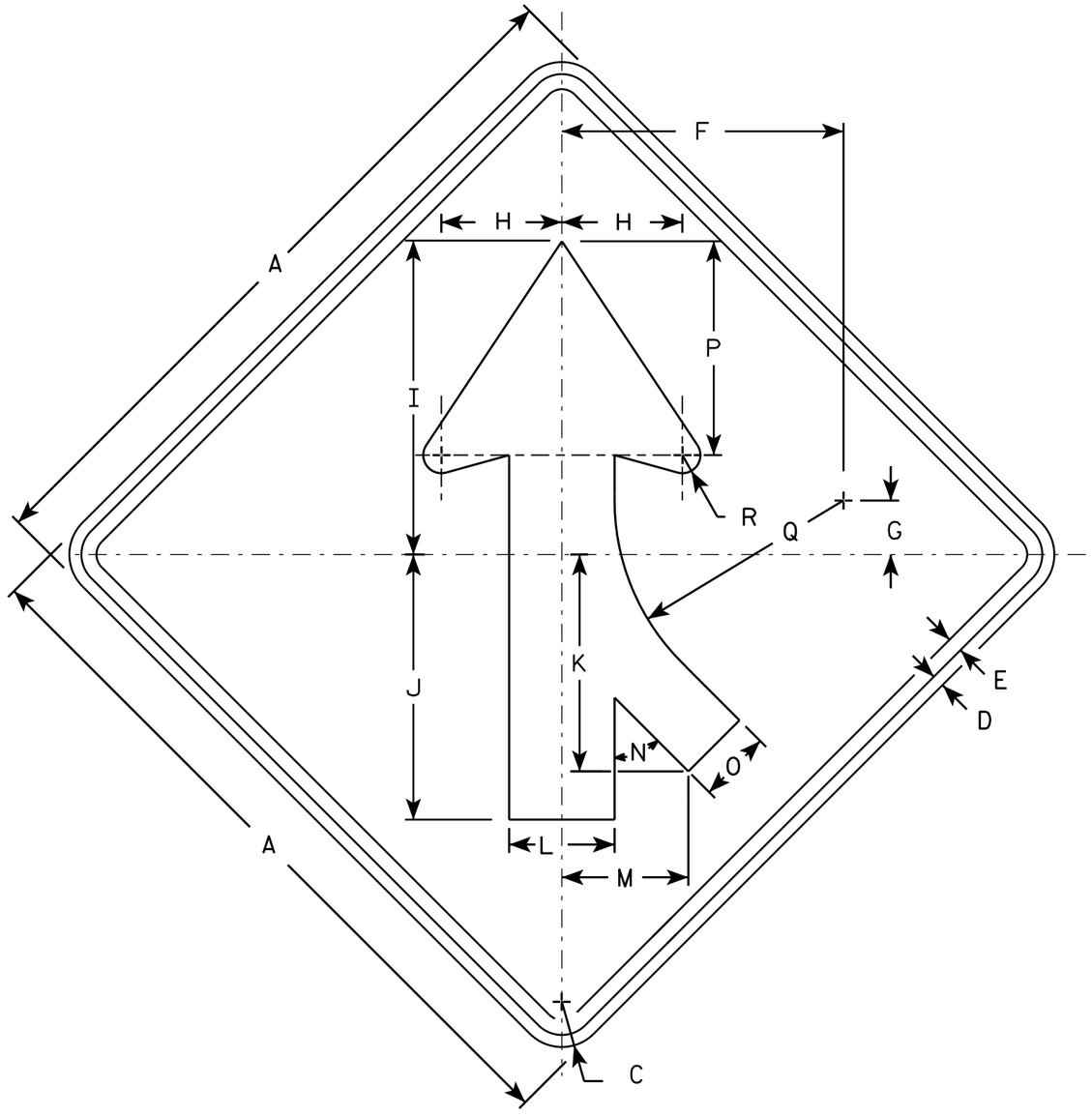
STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 329 W03-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

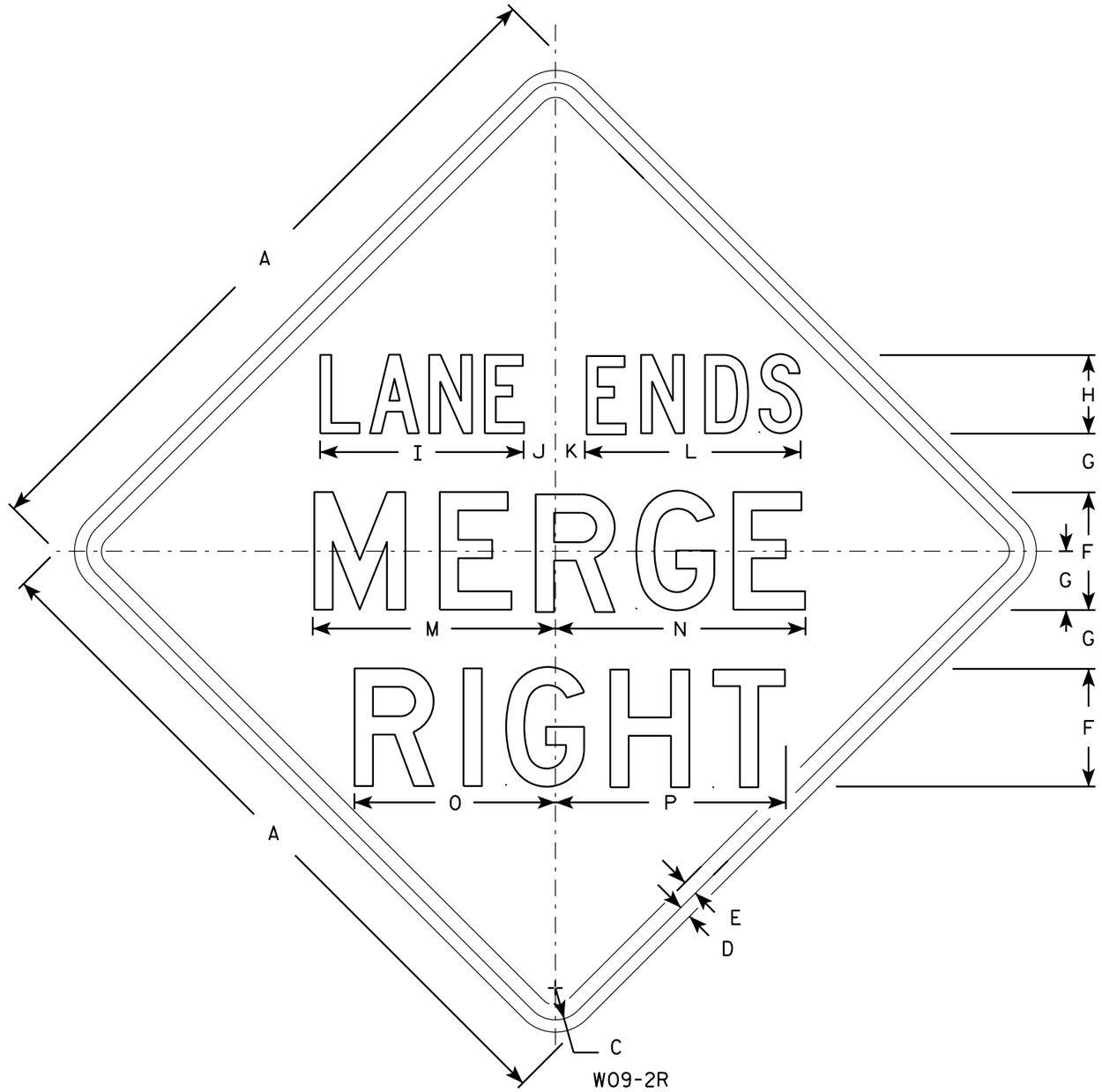
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W04-1.1

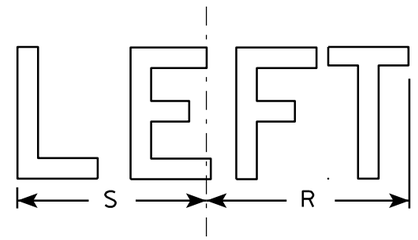
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W041.DGN PLOT DATE : 20-NOV-2013 11:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



W09-2R



W09-2L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C, lines 2 & 3 are Series D.
6. W09-2L is the same as W09-2R except the word LEFT replaces RIGHT.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	3	4	10 3/8	1 5/8	1 1/2	11	12 3/8	12 3/4	10 1/4	11 3/4		9 1/8	8 1/2								9.0
2S	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0
2M	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0
3	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0
4	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0
5	48		2 1/4	3/4	1	8	4	6	14 1/2	2	3 1/4	13 3/4	16 3/8	17 1/8	13 3/4	15 3/4		12 1/4	11 1/4								16.0

STANDARD SIGN
W09-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

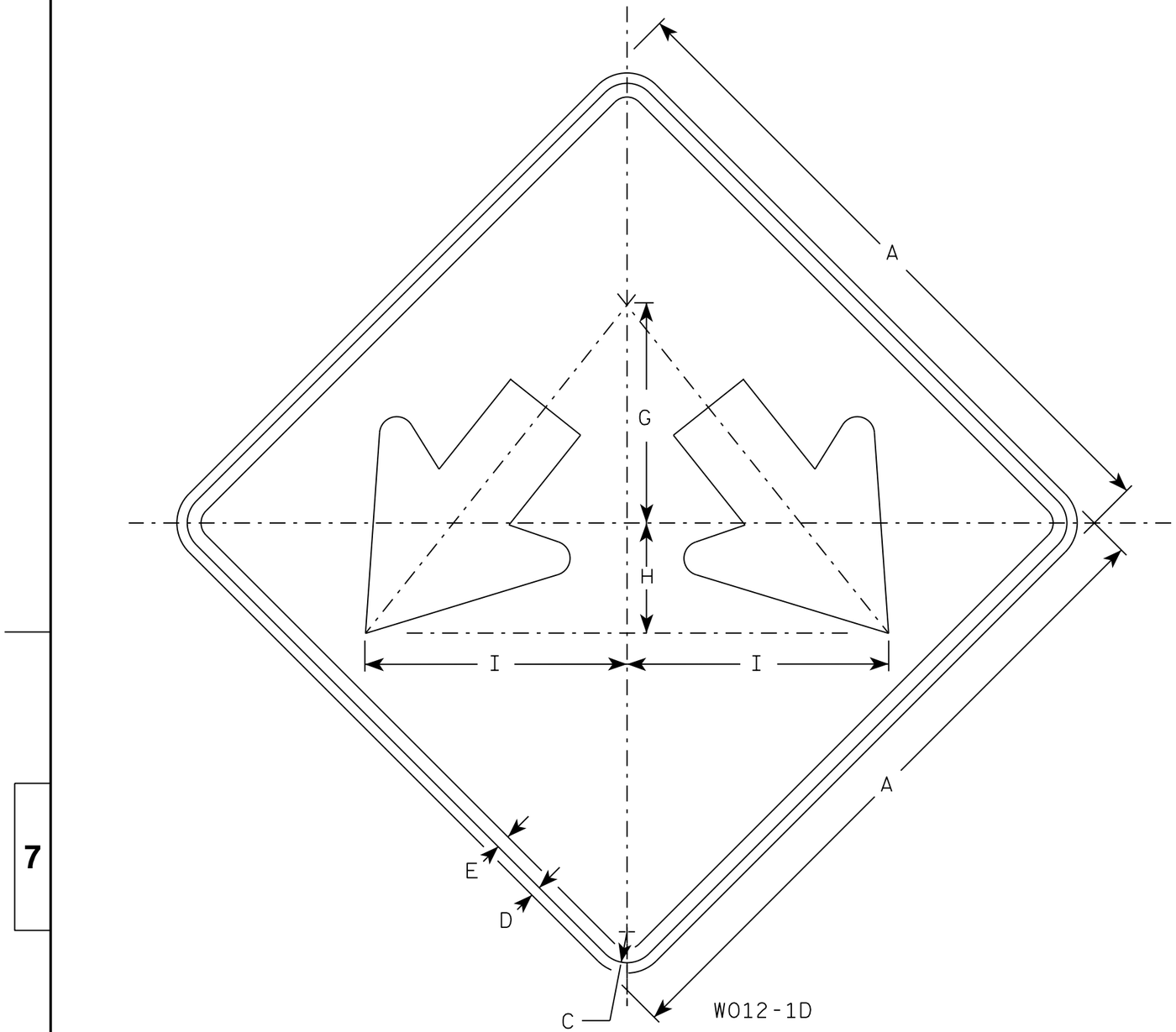
DATE 12/02/13 PLATE NO W09-2.1

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W092.DGN PLOT DATE : 02-DEC-2013 15:18 PLOT BY : mscsja

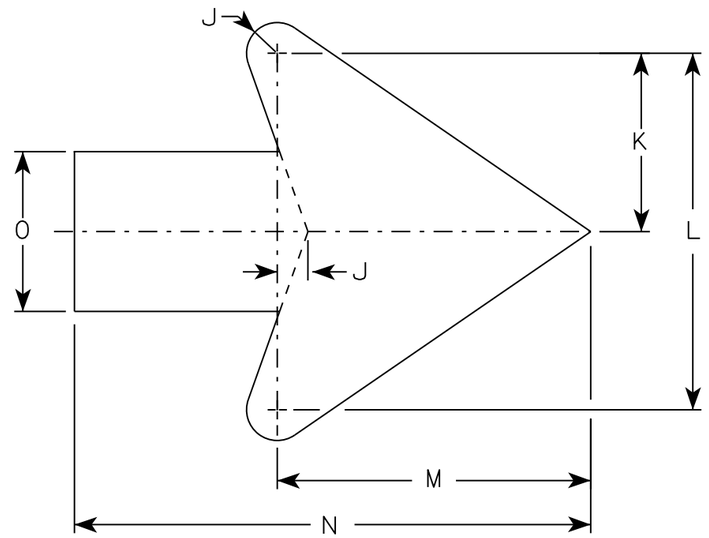
WISDOT/CADDS SHEET 42



W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0

STANDARD SIGN
W012-1D

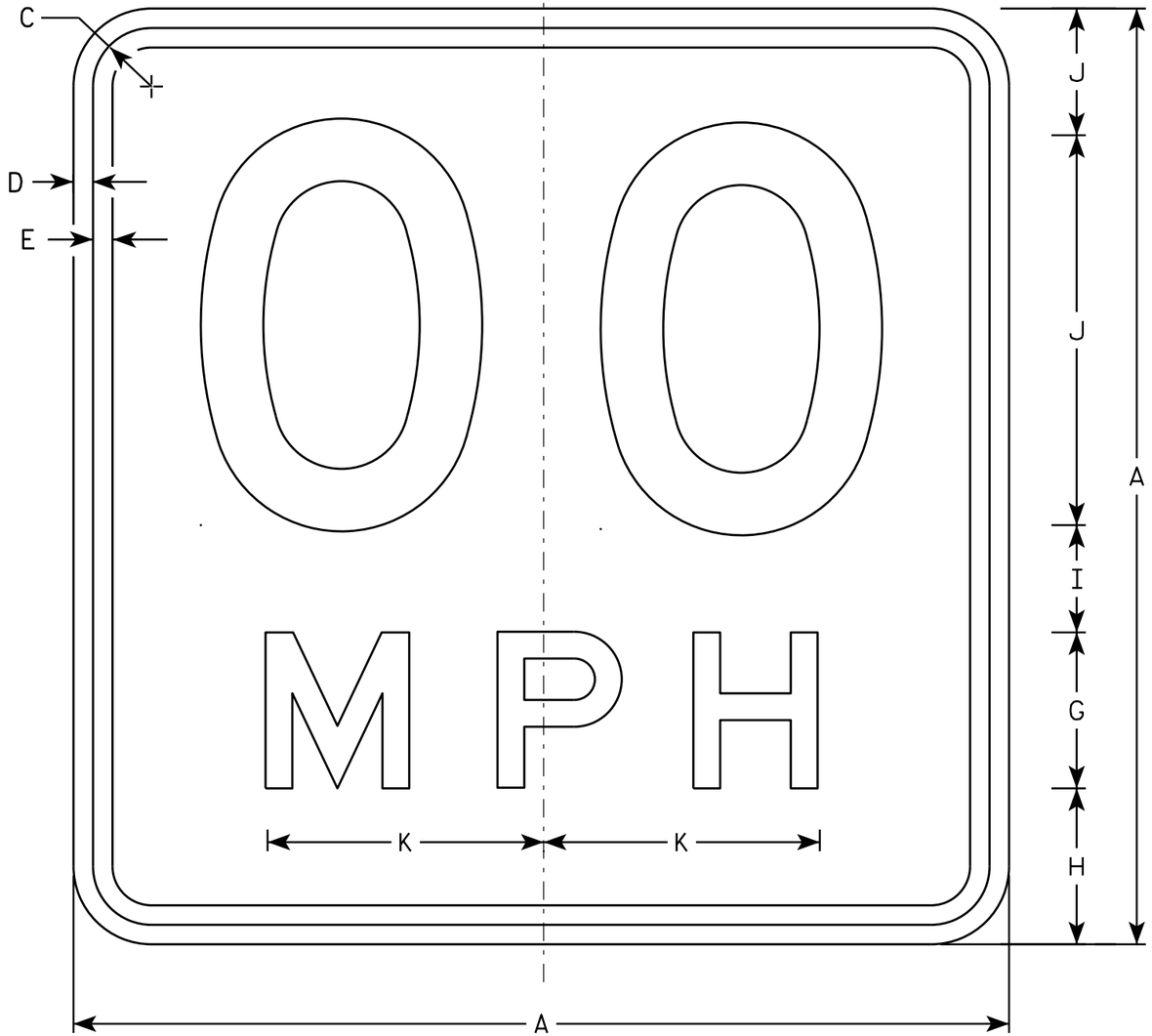
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO W012-1D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CADfiles\Projects\tr_stdplate\W0121D.DGN PLOT DATE : 11-AUG-2016 11:28 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.621375:1.000000



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

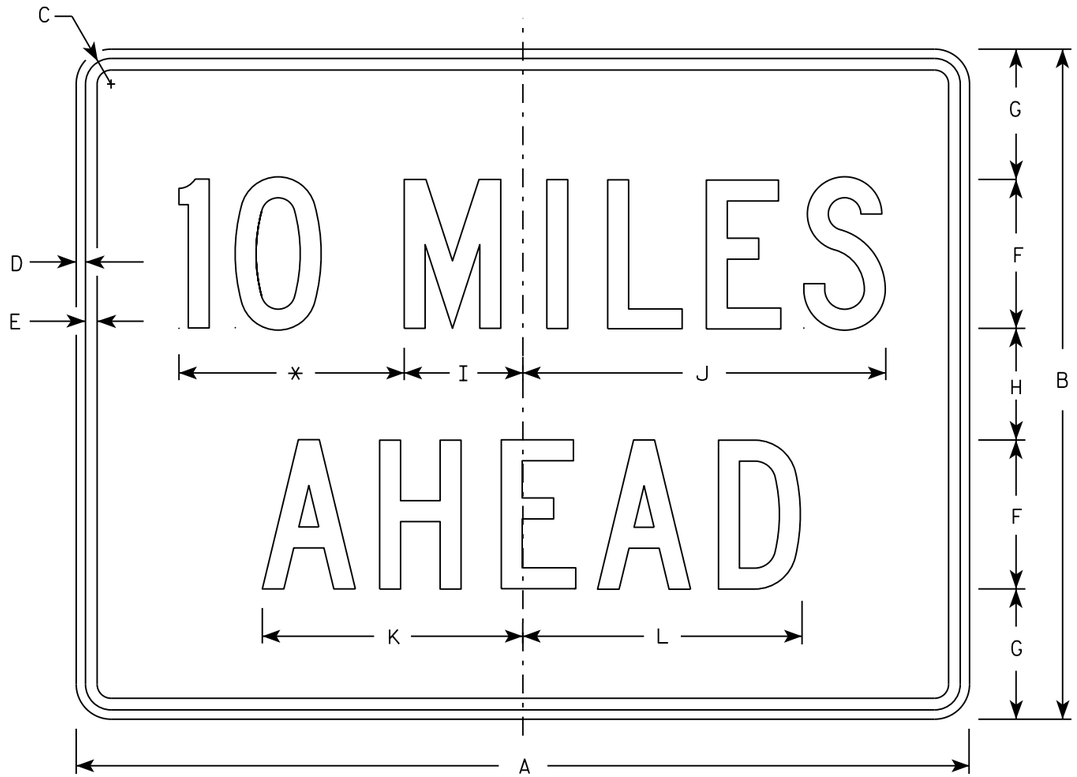
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

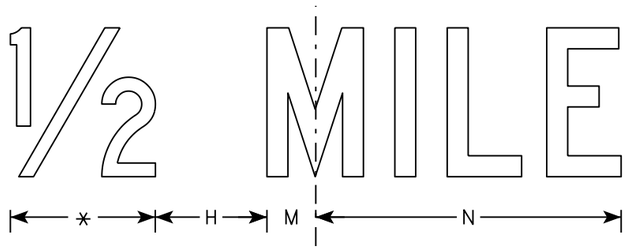
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 333 W013-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

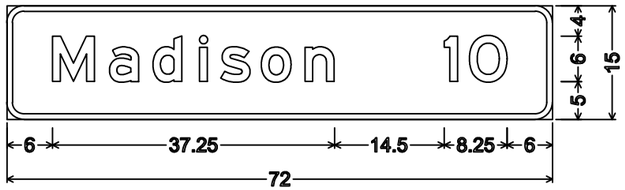
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	E

NOTES

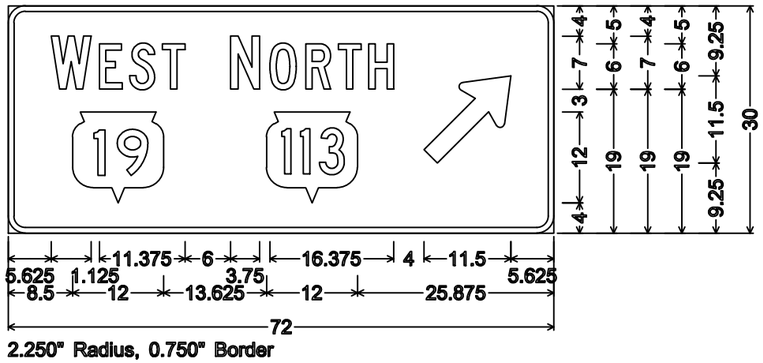
1. All Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C except as noted



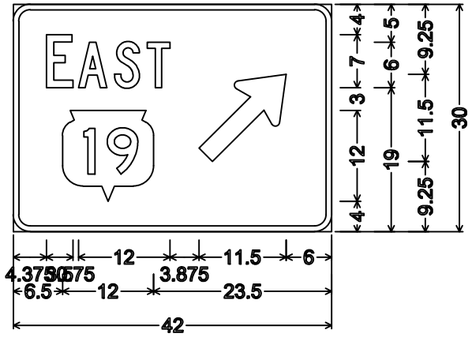
D2-1; 2.250" Radius, 0.750" Border
"Sun" E; "Prairie" E; "12" E;



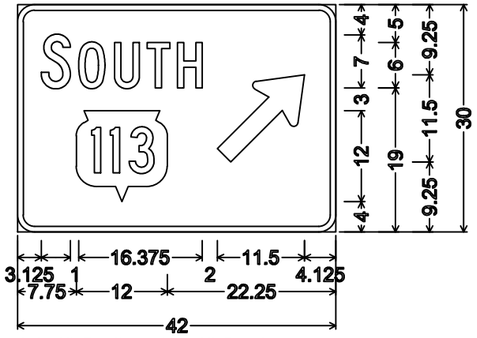
D2-1; 2.250" Radius, 0.750" Border
"Madison" E; "10" E;



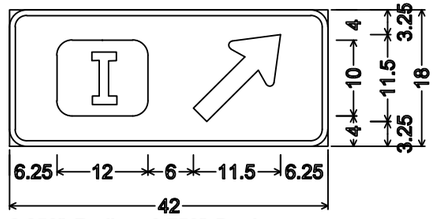
2.250" Radius, 0.750" Border



2.250" Radius, 0.750" Border



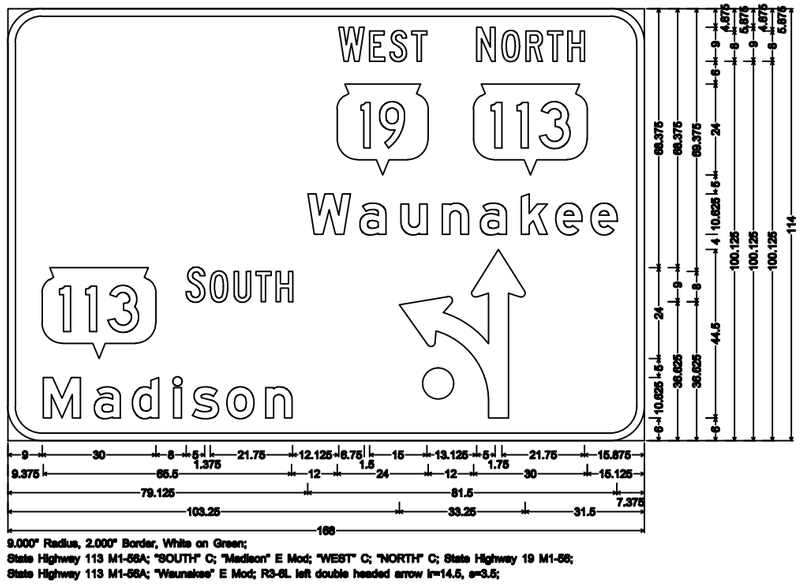
2.250" Radius, 0.750" Border



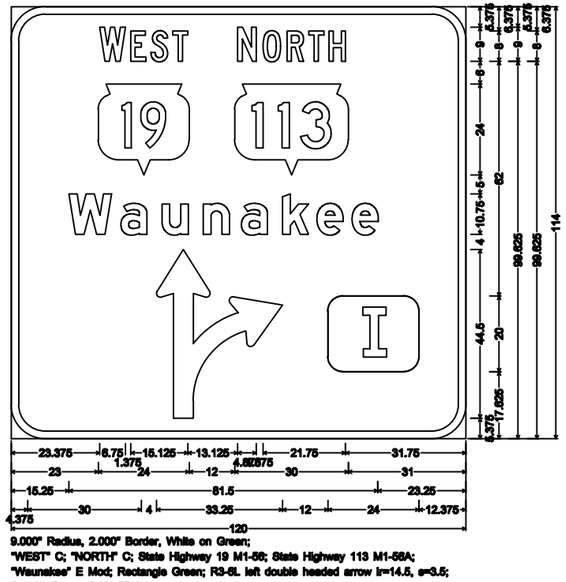
2.250" Radius, 0.750" Border

7

7



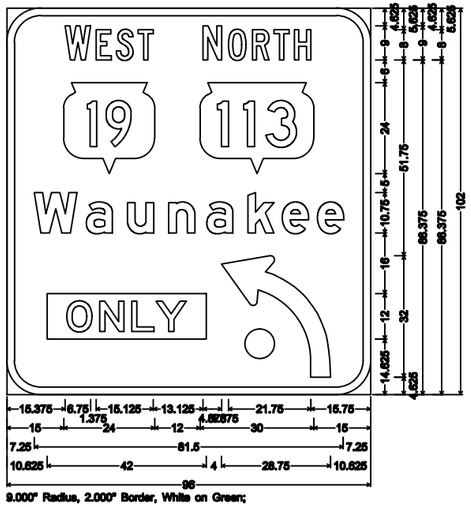
9.000" Radius, 2.000" Border, White on Green;
State Highway 113 M1-56A; "SOUTH" C; "Madison" E Mod; "WEST" C; "NORTH" C; State Highway 19 M1-56;
State Highway 113 M1-56A; "Waunakee" E Mod; R3-6L left double headed arrow lr=14.5, s=3.5;



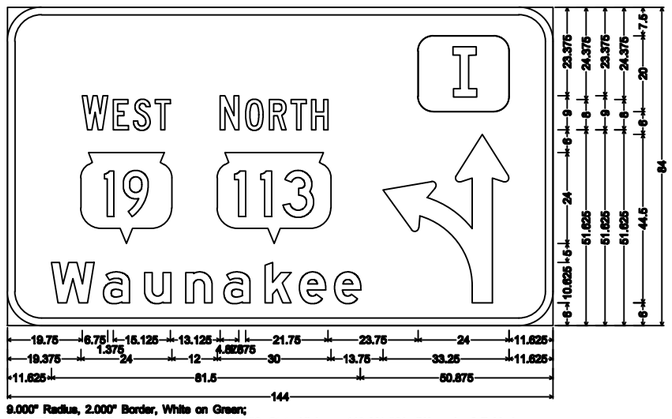
9.000" Radius, 2.000" Border, White on Green;
"WEST" C; "NORTH" C; State Highway 19 M1-56; State Highway 113 M1-56A;
"Waunakee" E Mod; Rectangle Green; R3-6L left double headed arrow lr=14.5, s=3.5;
Square County I M1-55-1;

NOTES

1. All Signs are Type I- Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted
4. ONLY plaque background is Type F Sheeting



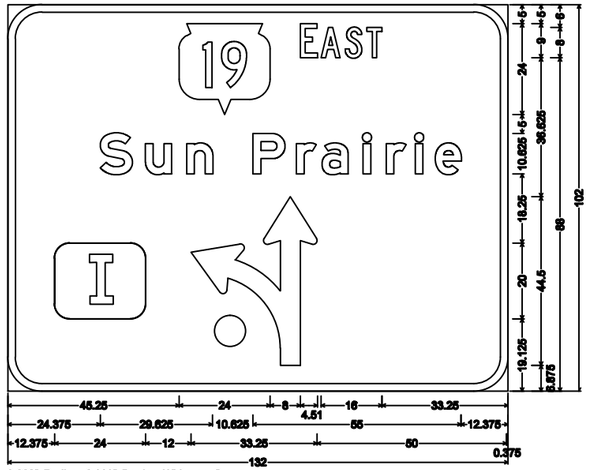
9.000" Radius, 2.000" Border, White on Green;
"WEST" C; "NORTH" C; State Highway 19 M1-56;
State Highway 113 M1-56A; "Waunakee" E Mod;
Rectangle Fluorescent yellow;
R3-6L left double headed arrow lr=14.5, s=3.5;



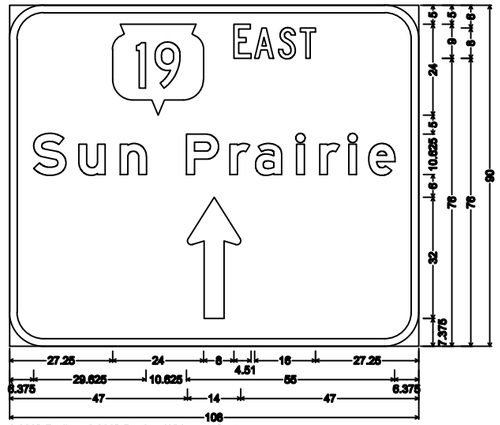
9.000" Radius, 2.000" Border, White on Green;
"WEST" C; "NORTH" C; State Highway 19 M1-56; State Highway 113 M1-56A; "Waunakee" E Mod;
Square County I M1-55-1; R3-6L left double headed arrow lr=14.5, s=3.5;



No border, Black on Fluorescent yellow;
"ONLY" E;



9.000" Radius, 2.000" Border, White on Green;
State Highway 19 M1-56; "EAST" C; "Sun" E Mod; "Prairie" E Mod; Square County I M1-55-1;
R3-6L left double headed arrow r=14.5, s=3.5; Rectangle Green;



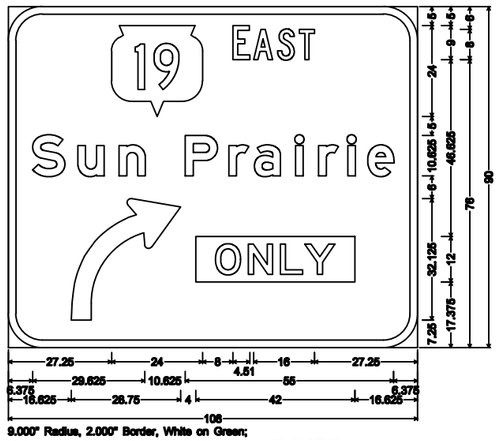
9.000" Radius, 2.000" Border, White on Green;
State Highway 19 M1-56; "EAST" C; "Sun" E Mod; "Prairie" E Mod;
R3-6L left double headed arrow r=14.5, s=3.5;



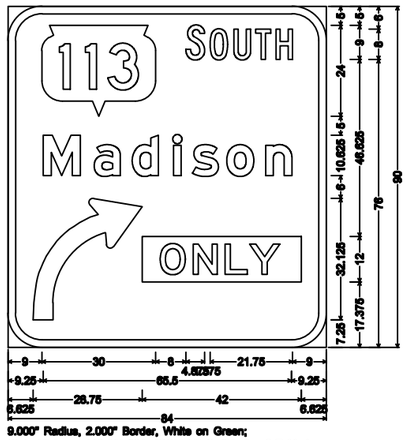
No border, Black on Fluorescent yellow;
"ONLY" E;

NOTES

1. All Signs are Type I- Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted
4. ONLY plaque background is Type F Sheeting



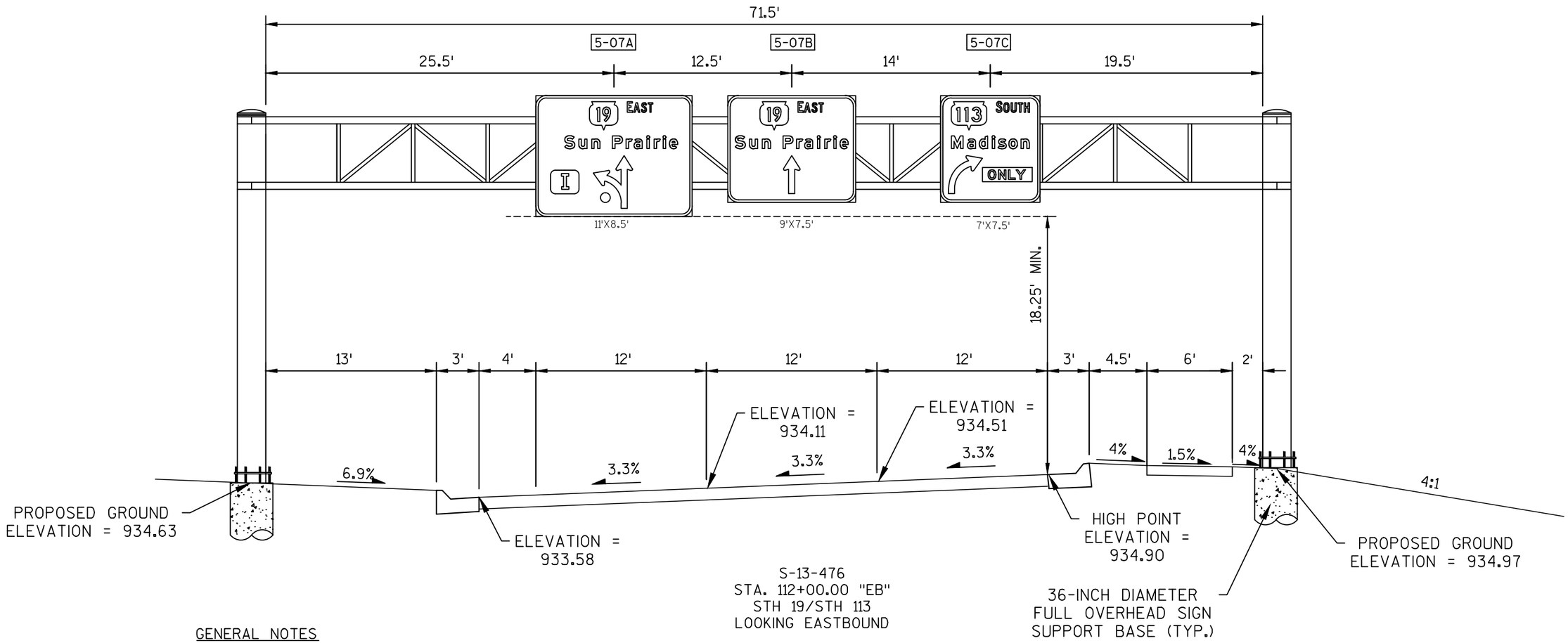
9.000" Radius, 2.000" Border, White on Green;
State Highway 19 M1-56; "EAST" C; "Sun" E Mod; "Prairie" E Mod;
R3-6L left double headed arrow r=14.5, s=3.5; Rectangle Fluorescent yellow;



9.000" Radius, 2.000" Border, White on Green;
State Highway 113 M1-56A; "SOUTH" C; "Madison" E Mod;
R3-6L left double headed arrow r=14.5, s=3.5;
Rectangle Fluorescent yellow;

7

7



GENERAL NOTES

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."

3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

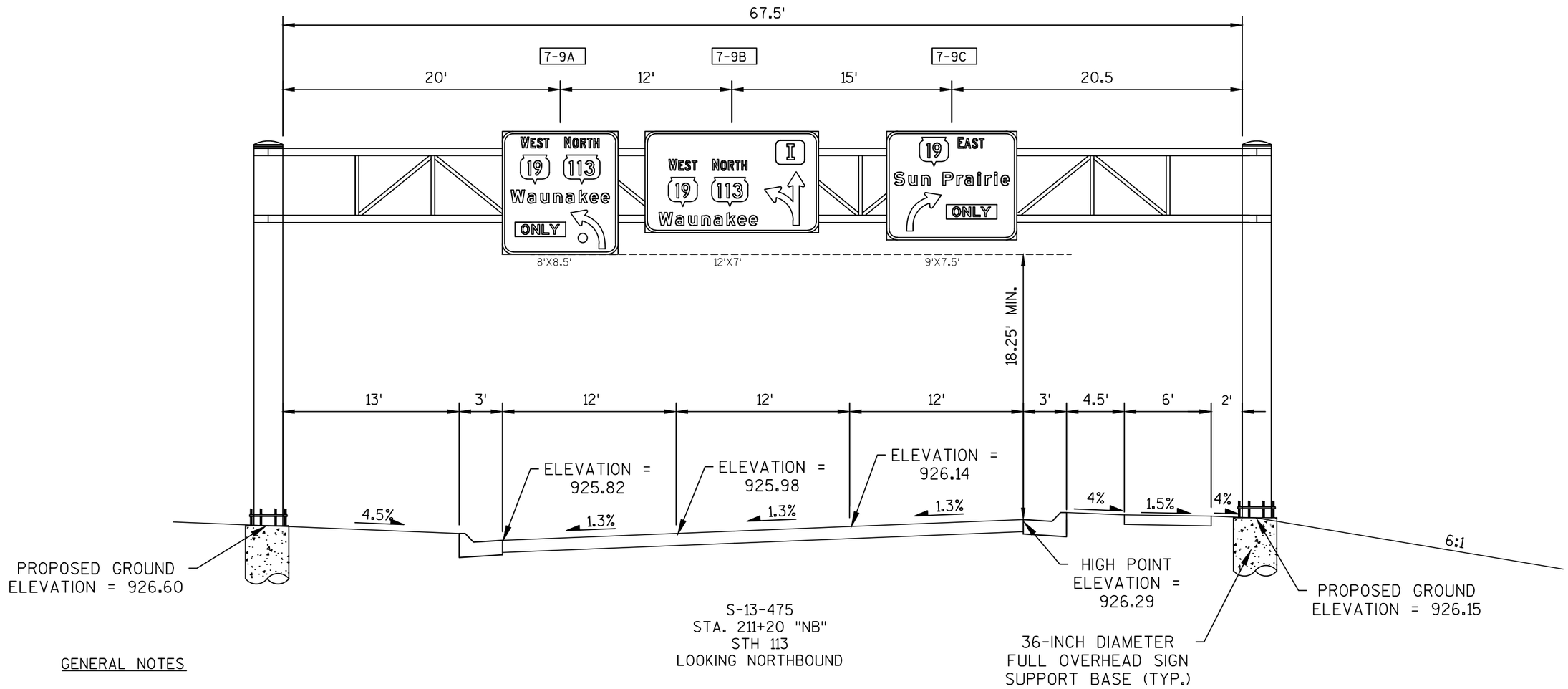
4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

5) PROVIDE DESIGN CALCULATIONS.

6) DESIGN WIND VELOCITIES SHALL BE PER WISDOT SPECS.

7) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

8) MINIMUM OF SIX(6) ANCHOR RODS SHALL BE USED PER STANDARD DETAIL DRAWING.



GENERAL NOTES

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."

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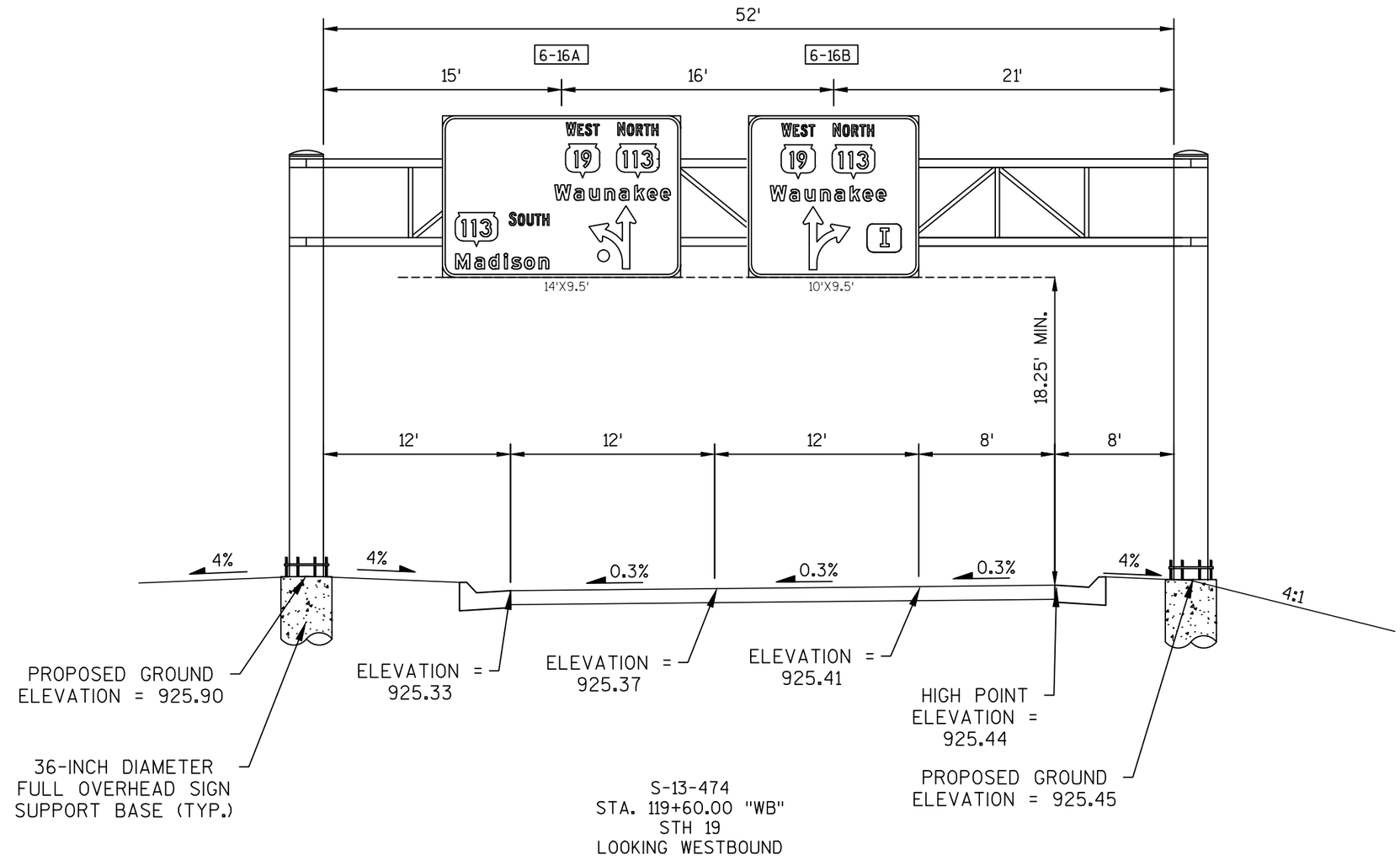
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7) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

8) MINIMUM OF SIX(6) ANCHOR RODS SHALL BE USED PER STANDARD DETAIL DRAWING.



S-13-474
STA. 119+60.00 "WB"
STH 19
LOOKING WESTBOUND

GENERAL NOTES

1) DRAWINGS NOT TO SCALE

2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF, AND SUPPLEMENTAL TO THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."

3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT".

4) SIZE THE ANCHOR BOLT/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION.

5) PROVIDE DESIGN CALCULATIONS.

6) DESIGN WIND VELOCITIES SHALL BE PER WISDOT SPECS.

7) SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT THE TIME OF ERECTION. BLANKS, IF USED, SHALL BE OF THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

8) MINIMUM OF SIX(6) ANCHOR RODS SHALL BE USED PER STANDARD DETAIL DRAWING.

8

8

PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	PERMANENT SIGNING STRUCTURE DETAILS	SHEET 340	E

STH 19 WB TEMPORARY WIDENING EARTHWORK SUMMARY (CONTINUED)

Stage 1														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
725+00	50	16	0	0	26	30	0	0	44	2369	0	0	509	1860
725+50	50	27	0	0	25	39	0	0	47	2408	0	0	568	1840
726+00	50	25	0	0	29	48	0	0	50	2456	0	0	630	1825
726+50	50	21	0	0	37	42	0	0	61	2498	0	0	707	1791
727+00	50	21	0	0	32	39	0	0	64	2537	0	0	787	1750
727+50	50	19	0	0	29	37	0	0	56	2574	0	0	857	1717
728+00	50	18	0	0	26	35	0	0	51	2608	0	0	920	1688
728+50	50	20	0	0	23	36	0	0	46	2644	0	0	977	1667
729+00	50	17	0	0	27	35	0	0	46	2679	0	0	1035	1644
729+50	50	18	0	0	18	33	0	0	41	2712	0	0	1087	1624
730+00	50	22	0	0	12	37	0	0	28	2749	0	0	1122	1627
730+50	50	19	0	0	24	38	0	0	33	2787	0	0	1163	1624
731+00	50	18	0	0	23	34	0	0	43	2821	0	0	1217	1604
731+50	50	19	0	0	20	33	0	0	39	2854	0	0	1266	1588
732+00	50	20	0	0	12	36	0	0	29	2890	0	0	1302	1588
732+50	50	19	0	0	14	36	0	0	23	2926	0	0	1331	1595
733+00	50	27	0	0	0	42	0	0	13	2968	0	0	1347	1621
733+50	50	22	0	0	10	45	0	0	10	3013	0	0	1359	1654
734+00	50	20	0	0	17	39	0	0	25	3051	0	0	1390	1661
734+50	50	20	0	0	19	38	0	0	33	3089	0	0	1431	1658
735+00	50	19	0	0	17	37	0	0	33	3126	0	0	1472	1654
735+50	50	18	0	0	14	34	0	0	29	3160	0	0	1508	1652
736+00	50	16	0	0	15	31	0	0	27	3192	0	0	1542	1649
736+50	50	16	0	0	11	30	0	0	24	3222	0	0	1572	1649
737+00	50	16	0	0	5	30	0	0	15	3251	0	0	1591	1660
737+50	50	15	0	0	0	29	0	0	4	3280	0	0	1596	1684
738+00	50	11	0	0	1	24	0	`	1	3304	0	0	1597	1707
738+50	50	8	0	0	0	18	0	0	1	3322	0	0	1598	1723
739+00	50	7	0	0	0	14	0	0	0	3336	0	0	1599	1737
739+50	50	4	0	0	0	10	0	0	0	3346	0	0	1599	1747
740+00	50	0	0	0	0	4	0	0	0	3350	0	0	1599	1751
									Grand Total	3350	0	0	1599	1751

9

9

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EARTHWORK SUMMARY	SHEET NO:	E

FILE NAME : P:\state\STH_019\5290-02-00_sth113\EstQnty\MiscQ\090101_ew.pptx PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STH 19 WB TEMPORARY WIDENING EARTHWORK SUMMARY

Stage 1														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
704+50		31	0	0	0	0	0	0	0	0	0	0	0	0
705+00	50	48	0	0	0	73	0	0	0	73	0	0	0	73
705+50	50	80	0	0	0	119	0	0	0	193	0	0	0	193
706+00	50	102	0	0	0	169	0	0	0	362	0	0	0	362
706+50	50	80	0	0	0	169	0	0	0	531	0	0	0	531
707+00	50	62	0	0	0	132	0	0	0	663	0	0	0	663
707+50	50	51	0	0	0	104	0	0	0	767	0	0	0	767
708+00	50	47	0	0	0	90	0	0	0	857	0	0	1	856
708+50	50	80	0	0	0	118	0	0	1	974	0	0	1	973
709+00	50	142	0	0	0	206	0	0	0	1181	0	0	1	1179
709+50	50	119	0	0	0	242	0	0	0	1422	0	0	1	1421
710+00	50	80	0	0	0	184	0	0	0	1607	0	0	1	1605
710+50	50	56	0	0	0	126	0	0	0	1732	0	0	1	1731
711+00	50	38	0	0	0	87	0	0	0	1819	0	0	1	1818
711+50	50	31	0	0	0	64	0	0	0	1883	0	0	1	1881
712+00	50	21	0	0	0	48	0	0	0	1931	0	0	2	1929
712+50	50	16	0	0	1	34	0	0	1	1964	0	0	3	1961
713+00	50	16	0	0	0	30	0	0	1	1994	0	0	4	1990
713+50	50	0	0	0	0	15	0	0	0	2009	0	0	4	2005
716+50	300	0	0	0	0	0	0	0	0	2009	0	0	4	2005
717+00	50	7	0	0	1	7	0	0	0	2016	0	0	4	2012
717+50	50	7	0	0	2	14	0	0	3	2029	0	0	7	2023
718+00	50	9	0	0	2	15	0	0	3	2045	0	0	11	2034
718+50	50	10	0	0	36	17	0	0	35	2062	0	0	55	2007
719+00	50	10	0	0	18	18	0	0	50	2080	0	0	117	1962
719+50	50	10	0	0	10	18	0	0	26	2097	0	0	149	1948
720+00	50	10	0	0	12	18	0	0	20	2116	0	0	175	1941
720+50	50	11	0	0	9	20	0	0	19	2135	0	0	199	1936
721+00	50	10	0	0	15	19	0	0	22	2155	0	0	227	1928
721+50	50	10	0	0	15	18	0	0	28	2173	0	0	262	1911
722+00	50	11	0	0	16	19	0	0	28	2192	0	0	296	1896
722+50	50	16	0	0	7	25	0	0	21	2217	0	0	323	1894
723+00	50	18	0	0	7	32	0	0	14	2249	0	0	340	1909
723+50	50	15	0	0	16	30	0	0	22	2280	0	0	368	1912
724+00	50	16	0	0	18	29	0	0	32	2309	0	0	408	1901
724+50	50	16	0	0	22	31	0	0	37	2339	0	0	454	1885

CONTINUED ON NEXT PAGE

STH 19 EB TEMPORARY WIDENING EARTHWORK SUMMARY

Stage 1														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
701+60	0	25.32	0	0	0.12	0	0	0	0	0	0	0	0	0
702+00	40	23.97	0	0	0.41	37	0	0	0	37	0	0	0	36
702+50	50	21.76	0	0	0.9	42	0	0	1	79	0	0	2	77
703+00	50	23.05	0	0	5.78	41	0	0	6	120	0	0	10	111
703+30	30	24.64	0	0	8.07	26	0	0	8	147	0	0	19	127
									Grand Total	147	0	0	19	127

STH 113 SB TEMPORARY WIDENING EARTHWORK SUMMARY

Stage 1														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
700+00		0	0	0	0	0	0	0	0	0	0	0	0	0
700+50	50	10	0	0	12	9	0	0	11	9	0	0	14	-5
701+00	50	10	0	0	12	18	0	0	22	27	0	0	42	-14
701+50	50	13	0	0	14	21	0	0	24	49	0	0	72	-23
702+00	50	13	0	0	23	25	0	0	34	74	0	0	115	-41
702+50	50	12	0	0	31	24	0	0	50	97	0	0	177	-80
703+00	50	13	0	0	30	23	0	0	56	121	0	0	247	-126
703+50	50	13	0	0	38	24	0	0	63	145	0	0	326	-181
704+00	50	12	0	0	41	23	0	0	73	168	0	0	417	-250
704+50	50	13	0	0	43	23	0	0	78	191	0	0	514	-324
705+00	50	13	0	0	31	24	0	0	68	214	0	0	600	-386
705+50	50	13	0	0	17	24	0	0	44	238	0	0	655	-417
706+00	50	14	0	0	6	25	0	0	21	263	0	0	682	-419
706+50	50	13	0	0	2	24	0	0	8	287	0	0	692	-404
707+00	50	12	0	0	2	23	0	0	4	310	0	0	696	-386
707+50	50	10	0	0	1	21	0	0	2	331	0	0	699	-368
708+00	50	10	0	0	0	19	0	0	1	349	0	0	699	-350
708+50	50	7	0	0	0	16	0	0	0	365	0	0	700	-334
									Grand Total	365	0	0	700	-334
									Grand Total Stage 1	3862	0	0	2318	1544

STH 113 SB TEMPORARY ROADWAY EARTHWORK SUMMARY

Stage 2														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
801+50		63	0	29	0	0	0	0	0	0	0	0	0	0
802+00	50	61	0	30	12	115	0	55	11	115	0	55	14	47
802+50	50	60	0	35	33	113	0	61	41	228	0	115	66	47
803+00	50	72	0	30	33	122	0	61	60	350	0	176	141	33
803+50	50	76	0	30	31	137	0	55	59	487	0	231	215	41
804+00	50	77	0	30	33	142	0	55	60	629	0	287	290	53
804+50	50	70	0	29	41	137	0	54	68	766	0	341	376	49
805+00	50	55	0	22	53	116	0	47	87	882	0	388	484	9
805+50	50	26	0	9	90	75	0	29	133	957	0	417	651	-111
806+00	50	0	0	0	141	24	0	8	214	980	0	425	918	-363
806+50	50	31	0	19	128	28	0	18	249	1009	0	443	1229	-664
807+00	50	116	0	66	1	136	0	79	119	1145	0	522	1378	-755
807+50	50	346	0	33	0	428	0	91	1	1573	0	613	1379	-419
									Grand Total	1573	0	613	1379	-419
									Grand Total Stage 2	1573	0	613	1379	-419

STH 19/113 EB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
106+50		53	0	33	56	0	0	0	0	0	0	0	0	0
107+00	50	50	0	34	54	95	0	62	102	95	0	62	127	-94
107+50	50	35	0	34	33	79	0	62	80	173	0	124	228	-178
108+00	50	14	0	32	35	45	0	61	63	219	0	185	307	-273
108+50	50	44	0	34	85	53	0	62	112	272	0	247	446	-422
111+00		270	0	42	90	0	0	0	0	0	0	0	446	0
111+50	50	559	0	39	129	768	0	74	203	1040	0	322	700	18
112+00	50	473	0	15	76	956	0	49	190	1995	0	371	937	687
112+50	50	347	0	0	33	760	0	14	101	2755	0	385	1063	1307
113+00	50	640	0	0	4	915	0	0	35	3669	0	385	1106	2178
113+50	50	548	0	0	11	1100	0	0	15	4770	0	385	1125	3260
114+00	50	321	0	0	22	805	0	0	31	5575	0	385	1164	4026
114+50	50	30	0	0	27	325	0	0	46	5900	0	385	1221	4294
115+00	50	0	0	0	139	297	0	0	149	6197	0	385	1408	4405
									Grand Total	6197	0	385	1408	4405

STH 19/113 WB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
111+00		35	0	0	37	0	0	0	0	0	0	0	0	0
111+50	50	31	0	0	21	61	0	0	54	61	0	0	68	-7
112+00	50	35	0	0	14	61	0	0	33	122	0	0	109	13
112+50	50	40	0	0	16	69	0	0	28	191	0	0	145	46
113+00	50	45	0	0	16	79	0	0	30	270	0	0	182	87
113+50	50	49	0	0	23	87	0	0	36	357	0	0	227	130
114+00	50	56	0	0	7	97	0	0	27	454	0	0	262	192
114+50	50	35	0	0	39	84	0	0	43	539	0	0	315	223
115+00	50	21	0	0	91	52	0	0	121	591	0	0	466	125
									Grand Total	591	0	0	466	125

STH 19 EB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
117+50		0	0	0	280	0	0	0	0	0	0	0	0	0
118+00	50	0	0	0	261	0	0	0	501	0	0	0	626	-626
118+50	50	0	0	0	242	0	0	0	465	0	0	0	1208	-1208
119+00	50	0	0	0	653	0	0	0	829	0	0	0	2244	-2244
119+50	50	0	0	0	565	0	0	0	1128	0	0	0	3654	-3654
120+00	50	0	0	0	584	0	0	0	1064	0	0	0	4985	-4985
120+50	50	0	0	0	582	0	0	0	1080	0	0	0	6335	-6335
120+71	21	0	0	0	551	0	0	0	437	0	0	0	6882	-6881
120+99	28	3	0	0	477	2	0	0	533	2	0	0	7548	-7546
121+00	1	3	0	0	475	0	0	0	21	2	0	0	7574	-7572
121+50	50	4	0	0	355	7	0	0	769	9	0	0	8535	-8526
122+00	50	4	0	0	243	8	0	0	554	17	0	0	9228	-9211
122+50	50	8	0	2	175	11	0	2	387	28	0	2	9712	-9686
123+00	50	21	0	7	122	27	0	9	275	54	0	11	10056	-10013
123+50	50	47	0	7	78	64	0	13	186	118	0	25	10288	-10195
124+00	50	64	0	13	43	103	0	19	112	221	0	44	10428	-10251
124+50	50	84	0	17	24	136	0	28	62	357	0	72	10506	-10221
125+00	50	105	0	18	12	175	0	33	34	533	0	105	10548	-10121
125+50	50	140	0	30	5	227	0	45	16	760	0	150	10568	-9959
126+00	50	144	0	30	0	263	0	56	5	1023	0	206	10575	-9758
126+50	50	143	0	29	0	265	0	55	0	1288	0	261	10575	-9548
127+00	50	138	0	27	0	260	0	52	0	1548	0	313	10575	-9341
127+50	50	132	0	23	0	249	0	47	0	1797	0	360	10575	-9138
128+00	50	130	0	21	0	242	0	41	0	2039	0	400	10575	-8936
									Grand Total	2039	0	400	10575	-8936

STH 19 WB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
117+50		0	0	0	157	0	0	0	0	0	0	0	0	0
118+00	50	0	0	0	124	0	0	0	260	0	0	0	325	-325
118+50	50	0	0	0	172	0	0	0	274	0	0	0	668	-668
119+00	50	0	0	0	212	0	0	0	355	0	0	0	1112	-1112
119+50	50	0	0	2	190	0	0	2	372	0	0	2	1577	-1579
120+00	50	8	0	8	150	7	0	9	315	7	0	11	1971	-1975
120+50	50	18	0	18	103	24	0	24	235	31	0	35	2264	-2268
121+00	50	37	0	33	71	51	0	47	161	82	0	82	2466	-2465
121+19	19	12	0	36	33	17	0	23	36	99	0	105	2511	-2517
121+43	25	21	0	40	29	15	0	34	29	115	0	139	2547	-2571
121+50	7	23	0	41	28	6	0	10	7	120	0	150	2556	-2585
128+50		101	0	20	0	0	0	0	0	0	0	0	2556	-2556
129+00	50	84	0	18	14	171	0	35	13	291	0	185	2572	-2465
129+50	50	93	0	17	8	164	0	32	20	455	0	217	2596	-2358
129+90	40	82	0	16	2	129	0	24	7	584	0	241	2605	-2262
130+00	10	79	0	17	6	30	0	6	2	614	0	248	2607	-2240
130+50	50	76	0	17	17	144	0	31	21	758	0	278	2634	-2154
131+00	50	78	0	14	15	142	0	29	29	900	0	307	2670	-2077
131+50	50	76	0	15	9	143	0	27	22	1043	0	334	2698	-1989
132+00	50	75	0	16	8	140	0	28	17	1183	0	362	2719	-1898
132+35	35	75	0	16	12	97	0	21	13	1280	0	383	2735	-1838
132+50	15	76	0	16	13	42	0	9	7	1322	0	392	2744	-1813
133+00	50	79	0	15	29	144	0	29	39	1466	0	421	2792	-1746
133+50	50	81	0	14	18	148	0	27	43	1614	0	447	2846	-1679
134+00	50	80	0	14	9	145	0	26	20	1759	0	473	2871	-1585
134+50	50	80	0	15	3	149	0	27	11	1908	0	501	2885	-1477
135+00	50	82	0	15	4	150	0	28	6	2058	0	529	2892	-1363
135+50	50	79	0	16	5	149	0	29	8	2208	0	558	2902	-1252
135+75	25	79	0	18	3	73	0	16	4	2281	0	574	2906	-1199
136+00	25	78	0	18	3	83	0	16	1	2363	0	590	2908	-1134
									Grand Total	2363	0	590	2908	-1134

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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EARTHWORK SUMMARY	SHEET NO:	E

FILE NAME : P:\state\STH_019\5290-02-00_sth113\EstQnty\MiscQ\090101_ew.pptx PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STH 113 NB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
200+00		124	0	33	3	0	0	0	0	0	0	0	0	0
200+50	50	116	0	33	6	222	0	61	9	222	0	61	11	150
201+00	50	105	0	34	13	205	0	62	18	427	0	123	33	272
201+50	50	88	0	33	21	179	0	62	32	606	0	184	72	349
202+00	50	78	0	33	28	154	0	62	45	760	0	246	129	385
202+50	50	78	0	34	26	145	0	62	49	906	0	308	191	406
203+00	50	78	0	34	20	145	0	63	42	1050	0	372	244	434
203+50	50	87	0	36	15	152	0	65	33	1203	0	437	285	481
204+00	50	105	0	36	16	178	0	67	29	1380	0	504	321	555
204+50	50	130	0	45	15	218	0	76	29	1598	0	579	357	661
205+00	50	145	0	46	12	255	0	84	25	1853	0	664	389	800
205+50	50	168	0	44	3	291	0	83	13	2143	0	747	405	991
206+00	50	196	0	43	0	337	0	81	2	2481	0	827	408	1245
206+50	50	228	0	46	6	392	0	83	6	2873	0	910	416	1548
207+00	50	254	0	42	32	446	0	82	35	3319	0	992	460	1867
207+50	50	268	0	27	44	484	0	64	70	3803	0	1056	547	2200
208+00	50	260	0	19	77	490	0	42	111	4293	0	1098	687	2508
208+50	50	248	0	19	120	471	0	35	182	4764	0	1133	914	2717
209+00	50	193	0	18	157	408	0	34	256	5172	0	1167	1235	2771
209+50	50	194	0	18	194	358	0	34	325	5530	0	1201	1641	2688
210+00	50	192	0	19	260	357	0	35	421	5887	0	1236	2166	2484
210+50	50	187	0	20	253	351	0	36	475	6237	0	1272	2760	2205
210+67	17	185	0	19	246	116	0	12	156	6353	0	1284	2955	2114
211+00	33	178	0	19	200	222	0	24	274	6576	0	1308	3297	1970
211+50	50	171	0	18	193	324	0	35	364	6899	0	1343	3753	1803
212+00	50	154	0	19	184	302	0	34	349	7201	0	1377	4189	1634
212+50	50	123	0	19	171	257	0	35	329	7458	0	1413	4601	1445
213+00	50	32	0	0	1	144	0	18	159	7602	0	1430	4800	1371
213+50	50	44	0	17	12	70	0	16	12	7672	0	1446	4815	1410
									Grand Total	7672	0	1446	4815	1410

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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EARTHWORK SUMMARY	SHEET NO:	E

FILE NAME : P:\state\STH_019\5290-02-00_sth113\EstQnty\MiscQ\090101_ew.pptx PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STH 113 SB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
207+00		94	0	8	1	0	0	0	0	0	0	0	0	0
207+50	50	208	0	28	0	280	0	34	1	280	0	34	2	245
208+00	50	347	0	34	0	514	0	57	0	795	0	91	2	702
208+50	50	492	0	32	1	777	0	60	1	1572	0	151	3	1418
209+00	50	699	0	47	33	1103	0	73	32	2675	0	224	43	2409
209+50	50	980	0	52	120	1554	0	92	142	4229	0	316	219	3694
210+00	50	1318	0	48	264	2128	0	93	355	6357	0	408	663	5286
210+50	50	908	0	33	339	2061	0	75	559	8419	0	483	1362	6574
210+70	20	792	0	16	467	629	0	18	299	9048	0	501	1735	6812
211+00	30	847	0	24	408	910	0	23	486	9958	0	524	2342	7092
211+50	50	921	0	20	385	1637	0	41	734	11596	0	566	3259	7771
212+00	50	603	0	18	250	1411	0	36	588	13007	0	601	3994	8412
212+50	50	22	0	0	40	579	0	17	268	13586	0	618	4329	8638
213+00	50	66	0	18	0	81	0	17	37	13667	0	635	4376	8657
213+50	50	0	0	0	74	61	0	17	69	13728	0	651	4462	8615
									Grand Total	13728	0	651	4462	8615

CTH I NB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
216+50		44	0	14	111	0	0	0	0	0	0	0	0	0
217+00	50	33	0	14	22	71	0	26	123	71	0	26	154	-109
217+50	50	52	0	14	11	79	0	26	31	150	0	52	193	-94
217+82	32	66	0	14	8	70	0	17	11	220	0	68	207	-55
									Grand Total	220	0	68	207	-55

CTH I SB EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
216+50		37	0	14	24	0	0	0	0	0	0	0	0	0
216+90	40	37	0	14	12	54	0	21	27	54	0	21	34	0
217+00	10	224	0	14	0	48	0	5	2	103	0	26	37	40
217+50	50	151	0	14	0	347	0	26	0	450	0	52	37	361
218+00	50	242	0	28	4	364	0	39	4	813	0	91	42	681
218+25	25	245	0	28	3	225	0	26	3	1039	0	117	46	876
218+50	25	195	0	28	2	204	0	26	2	1243	0	143	49	1052
219+00	50	160	0	28	0	329	0	52	1	1572	0	194	51	1327
219+50	50	187	0	28	0	321	0	52	0	1893	0	246	51	1596
219+70	20	232	0	28	0	155	0	21	0	2048	0	267	51	1731
220+00	30	235	0	28	0	260	0	31	0	2308	0	298	51	1959
220+50	50	216	0	28	0	418	0	52	0	2726	0	350	51	2325
221+00	50	146	0	28	3	335	0	52	3	3061	0	402	54	2605
221+50	50	177	0	28	51	299	0	52	50	3360	0	454	116	2790
221+51	1	177	0	28	52	8	0	1	2	3368	0	455	119	2794
222+00	49	106	0	28	98	256	0	51	136	3623	0	506	289	2829
222+50	50	71	0	28	106	163	0	52	189	3787	0	557	525	2705
223+00	50	54	0	28	132	115	0	52	220	3902	0	609	800	2493
223+50	50	50	0	28	106	96	0	52	220	3998	0	661	1075	2262
224+00	50	49	0	28	53	91	0	52	147	4090	0	713	1259	2118
224+50	50	50	0	28	15	91	0	52	63	4181	0	765	1338	2078
224+90	40	72	0	28	0	90	0	41	11	4271	0	806	1352	2113
225+00	10	69	0	28	0	26	0	10	0	4297	0	817	1352	2129
									Grand Total	4297	0	817	1352	2129

SE FULL BYPASS EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
04+02		80	0	20	131	0	0	0	0	0	0	0	0	0
04+50	48	33	0	23	295	100	0	38	375	100	0	38	469	-407
05+00	50	0	0	0	602	30	0	22	830	130	0	60	1507	-1437
05+50	50	0	0	0	657	0	0	0	1166	130	0	60	2965	-2894
06+00	50	0	0	0	594	0	0	0	1159	130	0	60	4413	-4343
06+50	50	0	0	0	507	0	0	0	1020	130	0	60	5688	-5618
									Grand Total	130	0	60	5688	-5618

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SW FULL BYPASS EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
05+75		86	0	0	83	0	0	0	0	0	0	0	0	0
06+00	25	81	0	0	288	77	0	0	171	77	0	0	214	-137
06+50	50	31	0	0	678	103	0	0	894	181	0	0	1332	-1151
07+00	50	10	0	0	604	38	0	0	1187	218	0	0	2816	-2598
07+50	50	104	0	4	291	106	0	3	828	324	0	3	3852	-3531
07+85	35	352	0	22	187	296	0	17	309	620	0	20	4238	-3638
									Grand Total	620	0	20	4238	-3638

NW PARTIAL BYPASS EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
02+00		21	0	0	3	0	0	0	0	0	0	0	0	0
02+50	50	57	0	0	43	72	0	0	43	72	0	0	54	18
									Grand Total	72	0	0	54	18

CIRCLE EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
20+00		28	0	28	59	0	0	0	0	0	0	0	0	0
20+50	50	47	0	47	280	69	0	69	314	69	0	69	393	-393
21+00	50	74	0	74	313	112	0	112	550	181	0	181	1080	-1080
21+50	50	52	0	51	331	117	0	116	597	298	0	297	1825	-1824
22+00	50	33	0	21	516	78	0	67	784	376	0	363	2806	-2793
22+50	50	0	0	0	677	31	0	20	1105	407	0	383	4187	-4163
23+00	50	0	0	0	909	0	0	0	1469	407	0	383	6023	-5999
23+50	50	0	0	0	463	0	0	0	1271	407	0	383	7611	-7588
									Grand Total	407	0	383	7611	-7588

SW QUADRANT INFIELD EARTHWORK SUMMARY

Stage 3														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
02+00		469	0	27	0	0	0	0	0	0	0	0	0	0
02+50	50	781	0	35	0	1157	0	57	0	1157	0	57	0	1100
03+00	50	766	0	33	49	1432	0	63	45	2590	0	120	56	2414
03+50	50	692	0	33	74	1350	0	61	114	3940	0	181	199	3561
04+00	50	729	0	35	38	1316	0	63	103	5256	0	244	328	4685
04+50	50	592	0	33	22	1223	0	63	55	6480	0	306	397	5776
05+00	50	345	0	30	0	868	0	59	20	7347	0	365	422	6560
05+50	50	14	0	0	0	332	0	28	0	7680	0	393	422	6864
									Grand Total	7680	0	393	422	6864
									Grand Total Stage 3	46018	0	5214	44207	-3403

STH 19/113 EB EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
106+50		36	0	12	0	0	0	0	0	0	0	0	0	0
107+00	50	41	0	9	0	72	0	20	0	72	0	20	0	51
107+50	50	35	0	4	0	70	0	12	0	142	0	33	0	109
108+00	50	19	0	0	6	49	0	4	5	191	0	37	7	148
108+50	50	15	0	0	12	32	0	0	17	223	0	37	27	159
109+00	50	83	0	8	48	91	0	7	56	314	0	44	97	173
109+50	50	330	0	57	35	382	0	60	77	696	0	104	193	399
110+00	50	438	0	53	15	711	0	102	46	1406	0	206	251	949
110+50	50	174	0	50	93	567	0	95	100	1973	0	301	375	1296
111+00	50	0	0	0	369	161	0	46	427	2134	0	347	909	878
111+50	50	0	0	0	351	0	0	0	667	2134	0	347	1743	44
112+00	50	0	0	0	317	0	0	0	619	2134	0	347	2516	-729
112+50	50	0	0	0	304	0	0	0	575	2134	0	347	3235	-1448
113+00	50	0	0	0	303	0	0	0	562	2134	0	347	3938	-2151
113+50	50	0	0	0	300	0	0	0	558	2134	0	347	4636	-2849
114+00	50	0	0	0	259	0	0	0	517	2134	0	347	5282	-3495
114+50	50	0	0	0	0	0	0	0	240	2134	0	347	5582	-3795
115+00	50	0	0	0	0	0	0	0	0	2134	0	347	5582	-3795
									Grand Total	2134	0	347	5582	-3795

STH 19/113 WB EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
100+00		243	0	70	6	0	0	0	0	0	0	0	0	0
100+50	50	250	0	70	2	456	0	130	7	456	0	130	9	318
101+00	50	258	0	73	2	470	0	133	4	926	0	263	14	650
101+50	50	273	0	74	4	492	0	136	6	1418	0	399	21	998
102+00	50	281	0	75	6	513	0	138	9	1931	0	537	32	1362
102+50	50	282	0	75	5	521	0	139	10	2452	0	676	44	1732
103+00	50	300	0	93	4	539	0	155	8	2991	0	831	54	2106
103+50	50	309	0	94	5	564	0	173	8	3556	0	1004	65	2487
104+00	50	304	0	99	9	568	0	179	13	4123	0	1182	81	2860
104+50	50	298	0	99	15	558	0	183	22	4681	0	1366	108	3207
105+00	50	231	0	55	5	490	0	143	19	5171	0	1509	131	3531
105+50	50	250	0	69	4	446	0	115	8	5617	0	1623	142	3851
106+00	50	264	0	71	1	476	0	130	4	6093	0	1753	147	4193
106+50	50	261	0	61	0	486	0	122	1	6579	0	1876	148	4555
107+00	50	280	0	67	0	500	0	118	0	7080	0	1993	148	4938
107+50	50	307	0	76	0	543	0	132	0	7623	0	2126	148	5349
108+00	50	337	0	59	0	596	0	125	0	8219	0	2251	148	5820
108+50	50	359	0	71	0	644	0	121	0	8863	0	2371	149	6342
109+00	50	380	0	50	0	684	0	112	1	9546	0	2484	150	6913
109+50	50	414	0	53	4	735	0	95	4	10282	0	2579	155	7548
110+00	50	335	0	40	6	693	0	86	9	10975	0	2665	166	8144
110+50	50	276	0	35	23	565	0	69	26	11540	0	2734	199	8607
111+00	50	230	0	44	0	468	0	73	21	12008	0	2807	226	8975
111+50	50	231	0	49	0	426	0	87	1	12435	0	2894	227	9314
112+00	50	227	0	50	0	424	0	92	0	12859	0	2986	227	9646
112+50	50	235	0	50	0	428	0	92	0	13287	0	3077	227	9982
113+00	50	239	0	48	0	439	0	90	0	13725	0	3168	227	10331
113+50	50	243	0	50	0	446	0	91	0	14171	0	3258	227	10685
114+00	50	229	0	48	0	437	0	91	0	14608	0	3349	228	11031
114+50	50	172	0	50	12	372	0	91	11	14980	0	3440	241	11298
115+00	50	146	0	50	2	294	0	93	13	15274	0	3532	257	11484
									Grand Total	15274	0	3532	257	11484

STH 19 WB EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
117+50		127	0	19	88	0	0	0	0	0	0	0	0	0
118+00	50	204	0	19	92	307	0	35	167	307	0	35	208	64
118+50	50	376	0	25	84	537	0	41	163	844	0	76	412	357
119+00	50	256	0	25	35	585	0	46	110	1429	0	122	549	758
119+50	50	194	0	22	31	416	0	43	61	1845	0	165	625	1055
120+00	50	192	0	22	14	357	0	41	41	2203	0	206	676	1320
120+50	50	144	0	37	1	311	0	54	14	2514	0	260	693	1560
121+00	50	99	0	32	13	225	0	64	13	2739	0	324	710	1705
121+19	19	83	0	31	13	62	0	22	9	2801	0	346	721	1734
121+43	25	64	0	28	12	67	0	27	11	2868	0	373	735	1760
121+50	7	61	0	27	12	16	0	7	3	2884	0	380	739	1765
122+00	50	39	0	25	12	93	0	48	22	2977	0	428	767	1782
122+50	50	43	0	25	12	76	0	46	23	3053	0	474	795	1783
123+00	50	53	0	25	25	89	0	45	35	3142	0	520	839	1783
123+50	50	58	0	29	27	103	0	49	48	3244	0	569	899	1776
124+00	50	52	0	28	29	102	0	52	52	3347	0	621	964	1762
124+50	50	56	0	23	28	100	0	47	52	3447	0	668	1029	1749
125+00	50	69	0	21	25	116	0	41	49	3563	0	709	1090	1763
125+50	50	46	0	21	16	107	0	39	38	3669	0	748	1138	1783
126+00	50	52	0	21	4	90	0	39	18	3760	0	787	1161	1812
126+50	50	64	0	21	0	107	0	39	3	3867	0	826	1165	1876
127+00	50	80	0	22	0	133	0	40	0	4000	0	866	1165	1969
127+50	50	90	0	21	0	157	0	40	0	4157	0	906	1165	2086
128+00	50	96	0	21	0	172	0	39	0	4329	0	945	1165	2219
128+50	50	102	0	21	0	183	0	39	0	4511	0	984	1165	2362
129+00	50	113	0	20	0	199	0	38	0	4710	0	1022	1165	2523
129+50	50	109	0	20	0	205	0	37	0	4916	0	1058	1166	2692
129+90	40	113	0	20	0	164	0	30	0	5080	0	1088	1166	2826
130+00	10	114	0	21	0	42	0	8	0	5122	0	1096	1166	2861
130+50	50	114	0	22	0	211	0	39	0	5334	0	1135	1166	3032
131+00	50	114	0	22	0	211	0	40	0	5545	0	1175	1166	3204
131+50	50	123	0	21	0	220	0	40	0	5765	0	1215	1166	3384
132+00	50	123	0	22	0	228	0	40	0	5992	0	1255	1166	3571
132+35	35	112	0	22	0	152	0	29	0	6145	0	1283	1166	3695
132+50	15	108	0	22	0	61	0	12	0	6206	0	1296	1166	3744
133+00	50	119	0	21	0	210	0	40	0	6415	0	1336	1166	3913
133+50	50	119	0	21	0	220	0	39	0	6636	0	1375	1166	4094
134+00	50	114	0	21	0	216	0	39	0	6852	0	1414	1167	4271
134+50	50	100	0	21	0	199	0	39	0	7050	0	1453	1167	4431
135+00	50	107	0	21	0	192	0	39	0	7242	0	1491	1167	4584
135+50	50	111	0	23	0	202	0	41	0	7445	0	1532	1167	4745
135+75	25	129	0	24	0	111	0	21	0	7556	0	1554	1167	4835
136+00	25	106	0	23	0	109	0	22	0	7665	0	1575	1167	4922
									Grand Total	7665	0	1575	1167	4922

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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EARTHWORK SUMMARY	SHEET NO:	E

FILE NAME : P:\state\STH_019\5290-02-00_sth113\EstQnty\MiscQ\090101_ew.pptx PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

STH 113 SB EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
200+00		126	0	40	2	0	0	0	0	0	0	0	0	0
200+50	50	127	0	42	2	234	0	76	4	234	0	76	5	153
201+00	50	125	0	37	3	233	0	73	5	467	0	149	11	307
201+50	50	119	0	37	3	225	0	69	6	692	1	218	19	455
202+00	50	114	0	37	6	215	0	69	8	908	2	286	29	590
202+50	50	107	0	36	7	204	0	67	12	1112	3	353	44	712
203+00	50	101	0	40	2	192	0	70	9	1305	4	423	55	823
203+50	50	105	0	45	1	191	0	79	2	1495	5	503	58	930
204+00	50	121	0	51	1	209	0	89	1	1704	6	592	60	1047
204+50	50	152	0	46	2	253	0	90	3	1957	7	681	63	1206
205+00	50	191	0	46	3	318	0	85	5	2275	8	767	69	1432
205+50	50	235	0	61	0	395	0	99	3	2670	9	865	72	1723
206+00	50	245	0	51	0	445	0	103	0	3114	10	969	72	2063
206+50	50	258	0	48	0	466	0	92	0	3581	11	1061	72	2437
207+00	50	272	0	56	0	491	0	97	0	4072	12	1158	72	2830
207+50	50	251	0	59	0	485	0	107	0	4556	13	1264	73	3206
208+00	50	283	0	77	0	495	0	126	0	5051	14	1390	73	3574
208+50	50	400	0	63	0	632	0	129	0	5683	15	1520	73	4075
209+00	50	306	0	32	57	653	0	88	53	6336	16	1608	139	4574
209+50	50	275	0	39	160	538	0	66	201	6874	17	1674	390	4793
210+00	50	36	0	0	201	288	0	36	334	7162	18	1710	807	4627
210+50	50	0	0	0	18	34	0	0	203	7195	19	1710	1061	4406
210+70	20	48	0	0	1	18	0	0	7	7213	20	1710	1069	4414
211+00	30	0	0	0	79	27	0	0	44	7240	21	1710	1125	4384
211+50	50	0	0	0	201	0	0	0	260	7240	22	1710	1450	4058
212+00	50	0	0	0	225	0	0	0	395	7240	23	1710	1943	3564
212+50	50	0	0	0	0	0	0	0	208	7240	24	1710	2203	3303
213+00	50	0	0	0	0	0	0	0	0	7240	25	1710	2203	3302
213+50	50	0	0	0	0	0	0	0	0	7240	26	1710	2203	3301
									Grand Total	7240	26	1710	2203	3301

CTH I NB EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
216+00		122		44	51	0	0	0	0	0	0	0	0	0
216+50	50	44	0	11	111	154	0	51	150	154	0	51	188	-85
									Grand Total	154	0	51	188	-85

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EARTHWORK SUMMARY	SHEET NO: 354	E

FILE NAME : P:\state\STH_019\5290-02-00_sth113\EstQnty\MiscQ\090101_ew.pptx PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

CTH I SB EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
216+00		55	0	48	70	0	0	0	0	0	0	0	0	0
216+50	50	37	0	11	24	85	0	54	87	85	0	54	109	-78
									Grand Total	85	0	54	109	-78

SW FULL BYPASS EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
05+75		0	0	0	65	0	0	0	0	0	0	0	0	0
06+00	25	0	0	0	144	0	0	0	97	0	0	0	121	-121
06+50	50	0	0	0	169	0	0	0	290	0	0	0	484	-484
07+00	50	0	0	0	494	0	0	0	614	0	0	0	1251	-1251
07+50	50	0	0	0	465	0	0	0	888	0	0	0	2361	-2361
07+85	35	0	0	0	449	0	0	0	592	0	0	0	3101	-3101
									Grand Total	0	0	0	3101	-3101

NW PARTIAL BYPASS EARTHWORK SUMMARY

Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
01+50		141	0	23	5	0	0	0	0	0	0	0	0	0
02+00	50	57	0	11	3	183	0	32	7	183	0	32	9	142
									Grand Total	183	0	32	9	142

SW QUADRANT INFIELD EARTHWORK SUMMARY

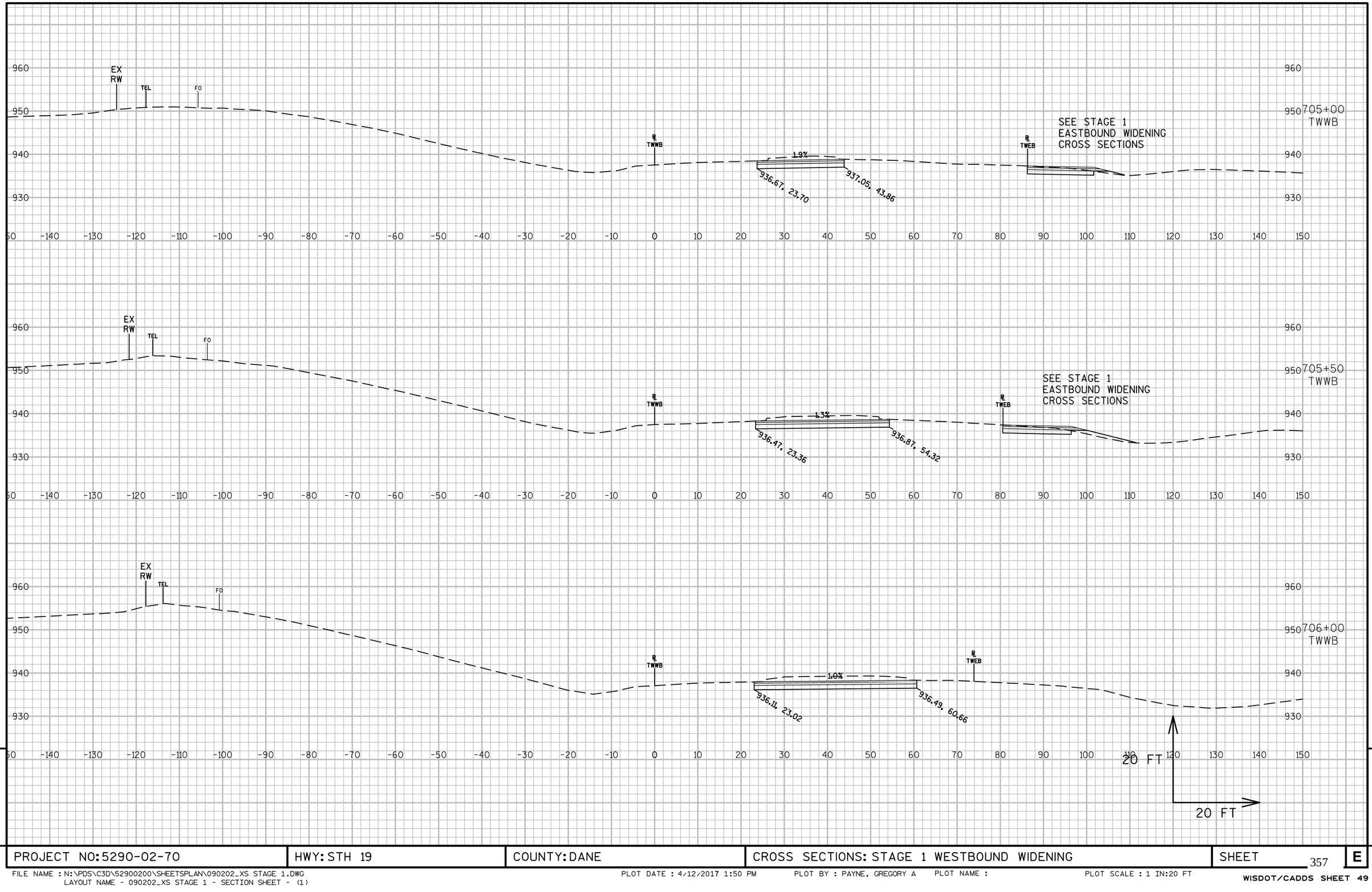
Stage 4														
Station	Distance	Area (SF)				Incremental Volume (CY) (Unadjusted)				Incremental Volume (CY) (Unadjusted)				
		Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut	EBS	Salvaged/Unusable Pavement Material	Fill	Cut 1.0	EBS	Salvaged/Unusable Pavement Material	Expanded Fill 1.25	Mass Ordinate
02+00		364	0	22	19	0	0	0	0	0	0	0	0	0
02+50	50	569	0	21	191	864	0	40	194	864	0	40	243	581
03+00	50	601	0	23	1098	1083	0	41	1193	1947	0	80	1735	132
03+50	50	115	0	35	1292	663	0	54	2213	2610	0	135	4501	-2026
04+00	50	102	0	20	1667	201	0	51	2740	2811	0	186	7925	-5301
04+50	50	5	0	26	1316	99	0	43	2762	2910	0	229	11378	-8697
05+00	50	5	0	30	814	9	0	52	1972	2919	0	281	13843	-11205
05+50	50	3	0	38	508	7	0	63	1224	2926	0	344	15373	-12790
									Grand Total	2926	0	344	15373	-12790
									Grand Total Stage 4	35662	26	7646	27990	0

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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	EARTHWORK SUMMARY	SHEET NO:	E

FILE NAME : P:\state\STH_019\5290-02-00_sth113\EstQnty\MiscQ\090101_ew.pptx PLOT DATE : _____ PLOT BY : WISDOT PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

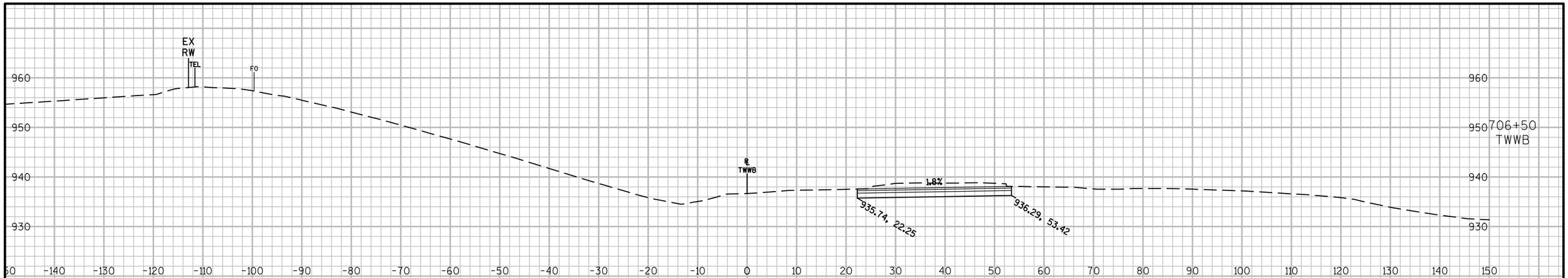


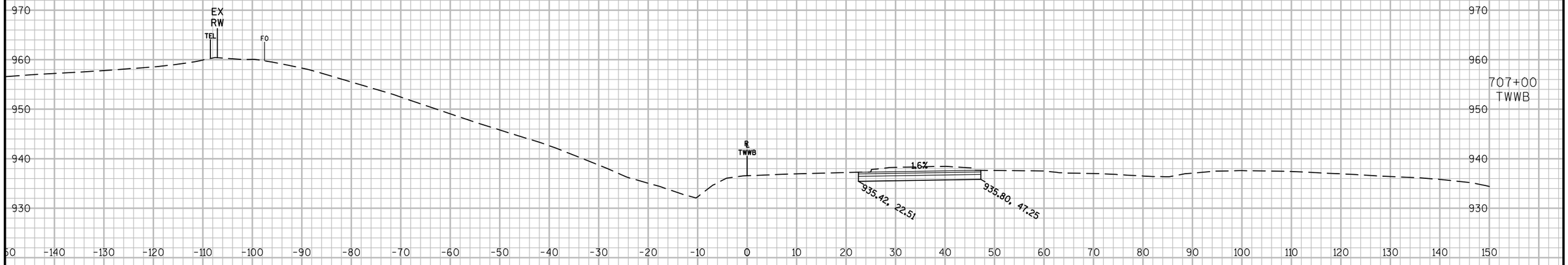
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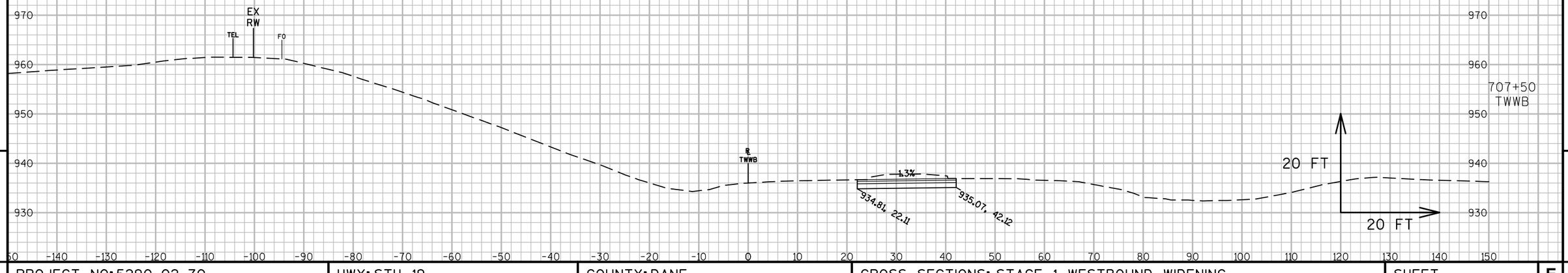
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 357	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (1)
PLOT DATE : 4/12/2017 1:50 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49







9

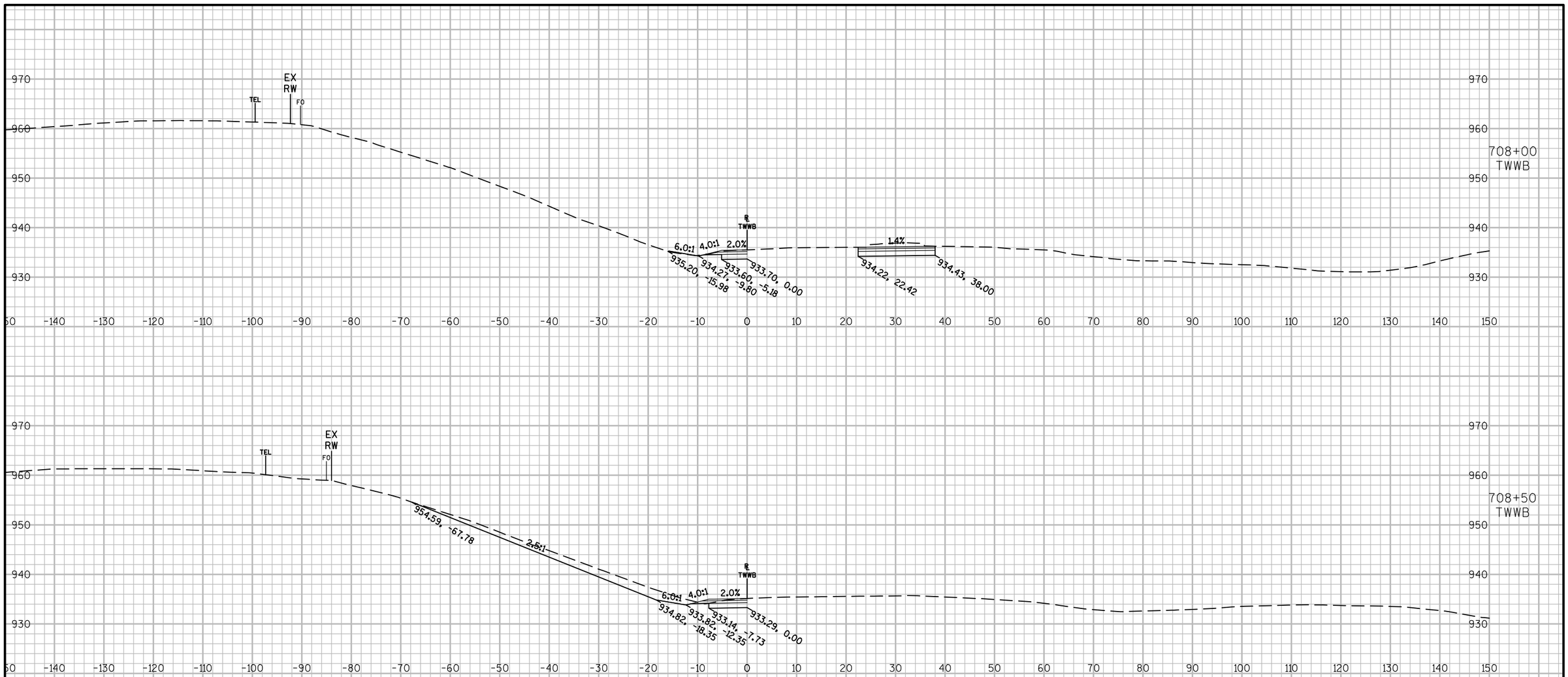
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 358	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (2)

PLOT DATE : 4/12/2017 1:50 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

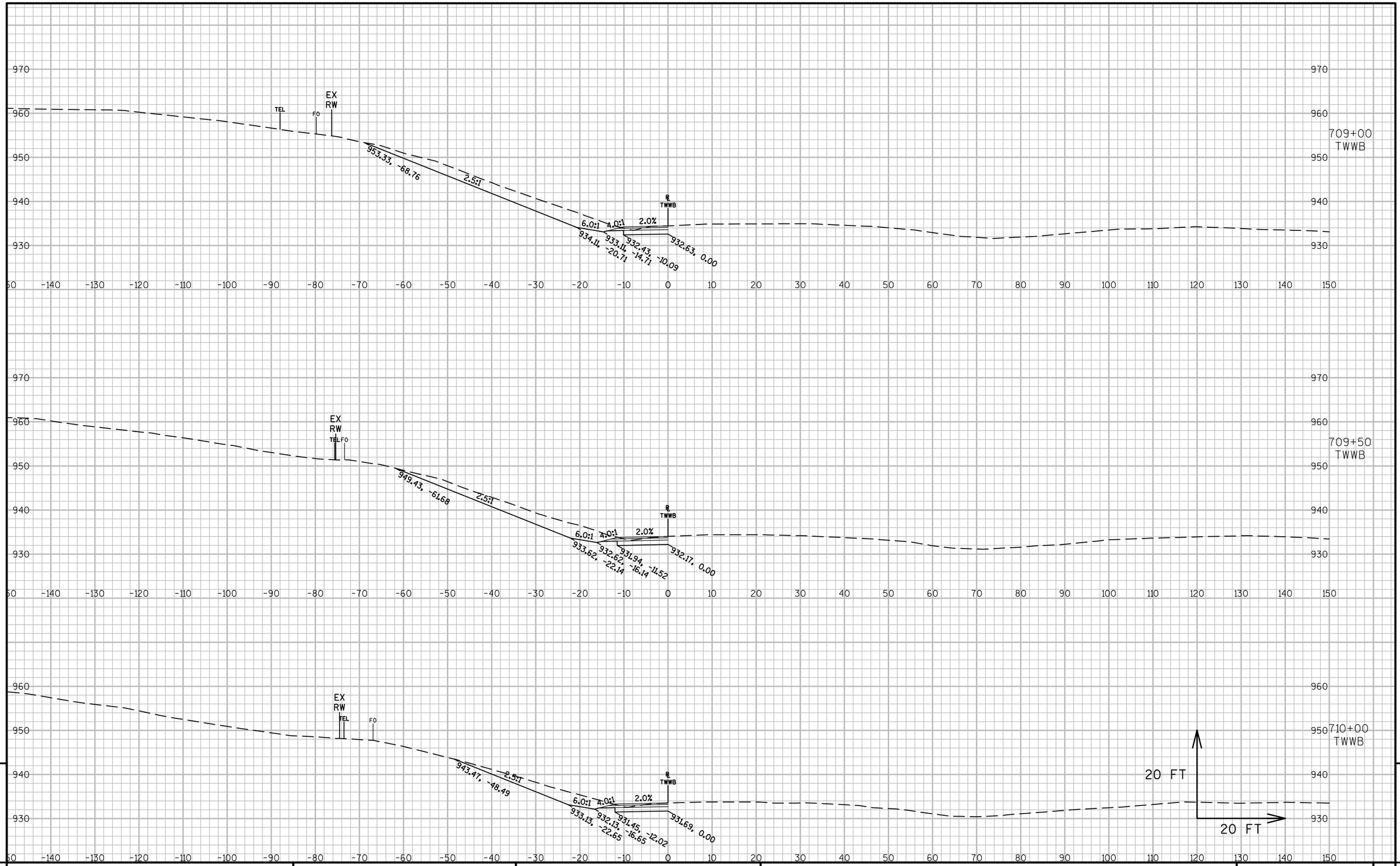
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 359	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (3)

PLOT DATE : 4/12/2017 1:50 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



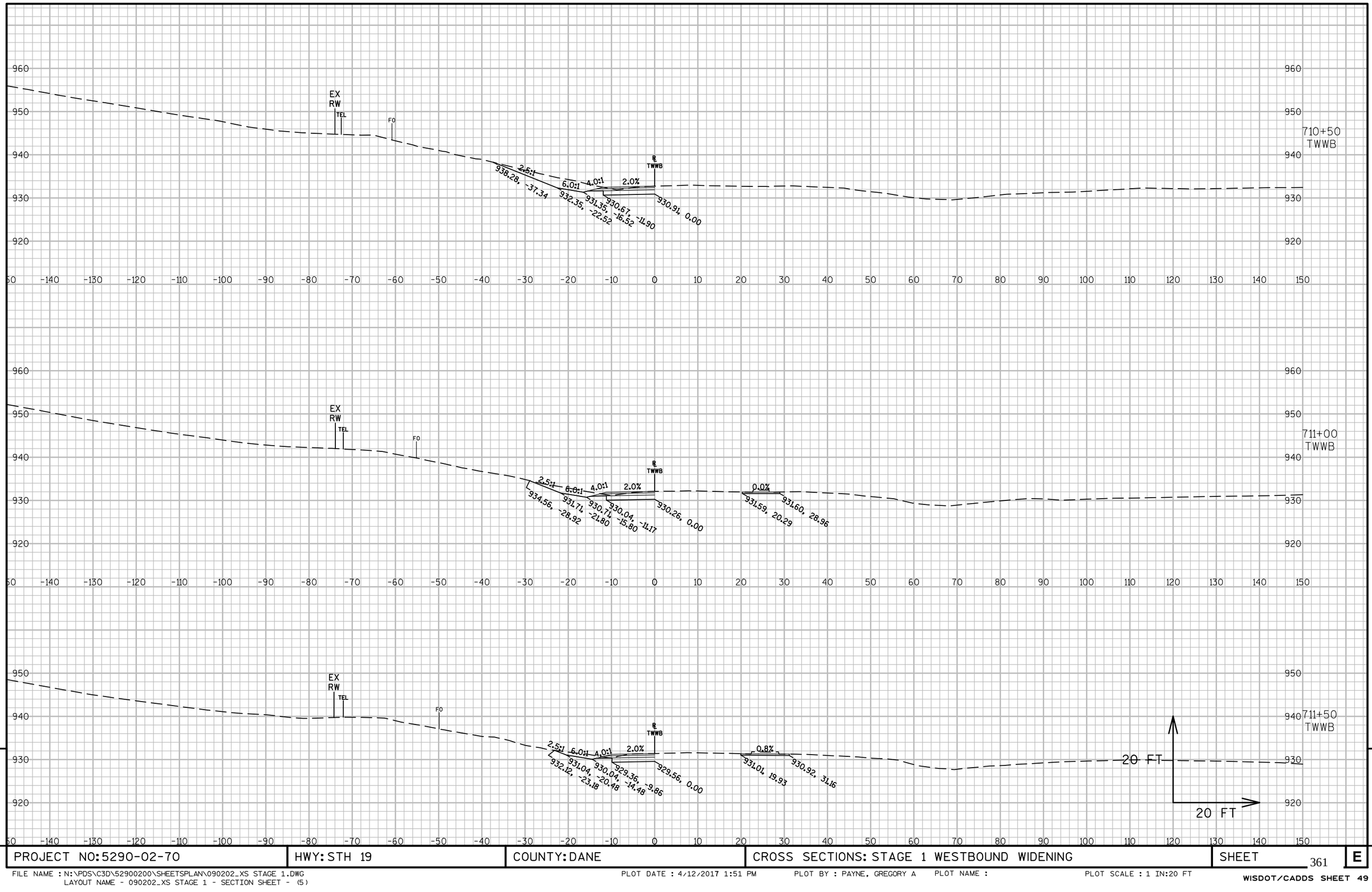
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PROJECT NO:5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 360	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (4)

PLOT DATE : 4/12/2017 1:50 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

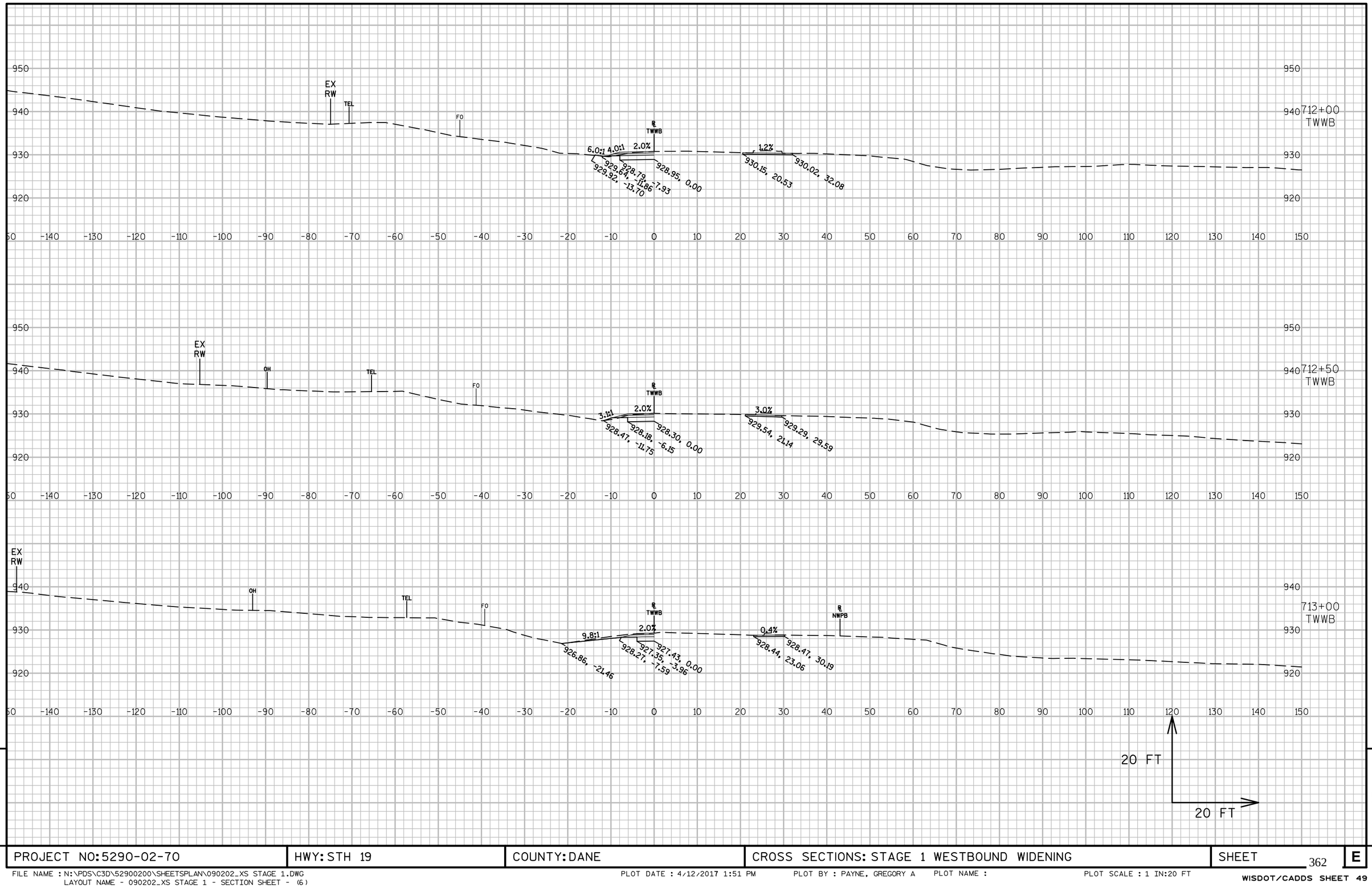
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 361	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (5)

PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

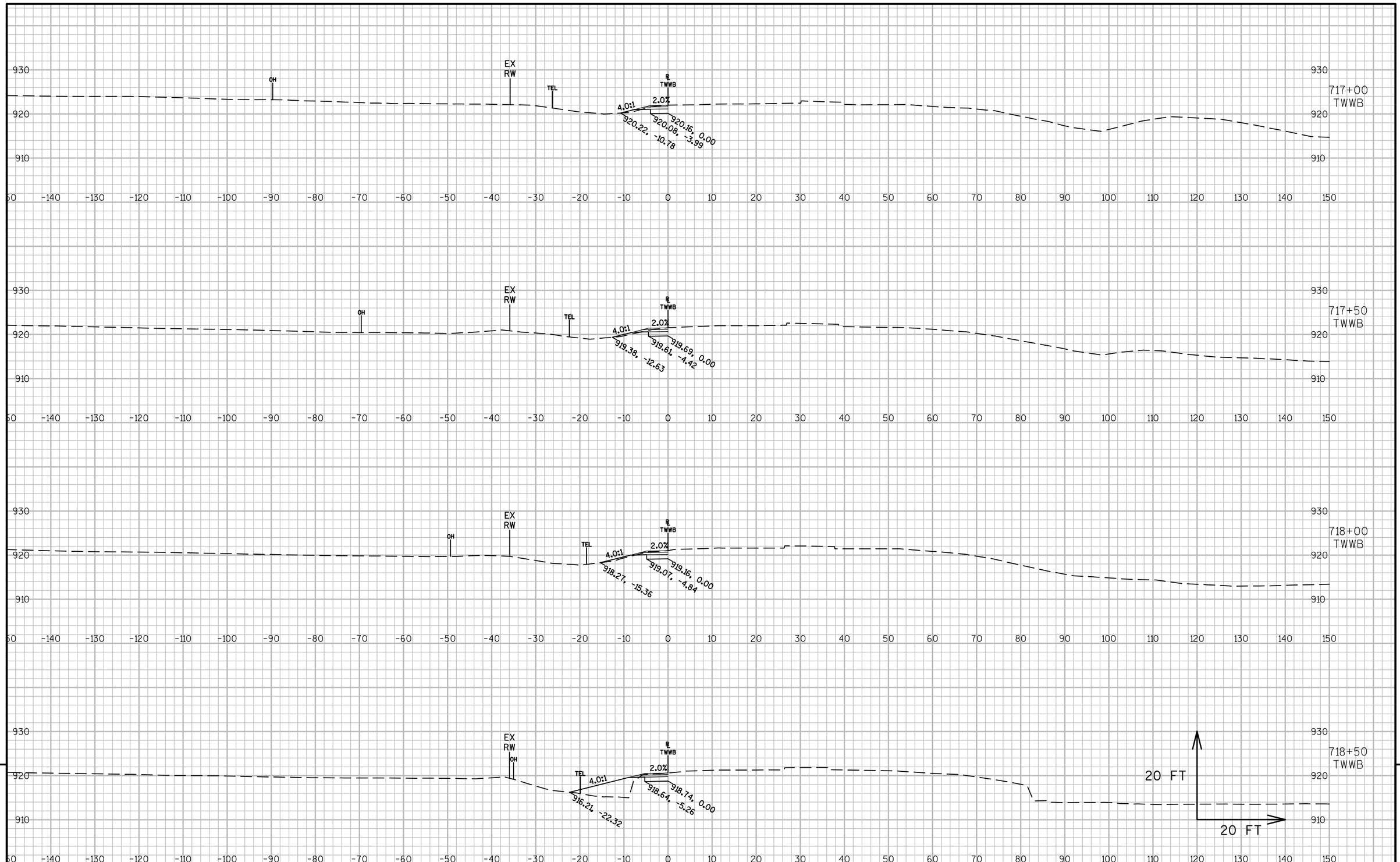
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 362	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (6)

PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



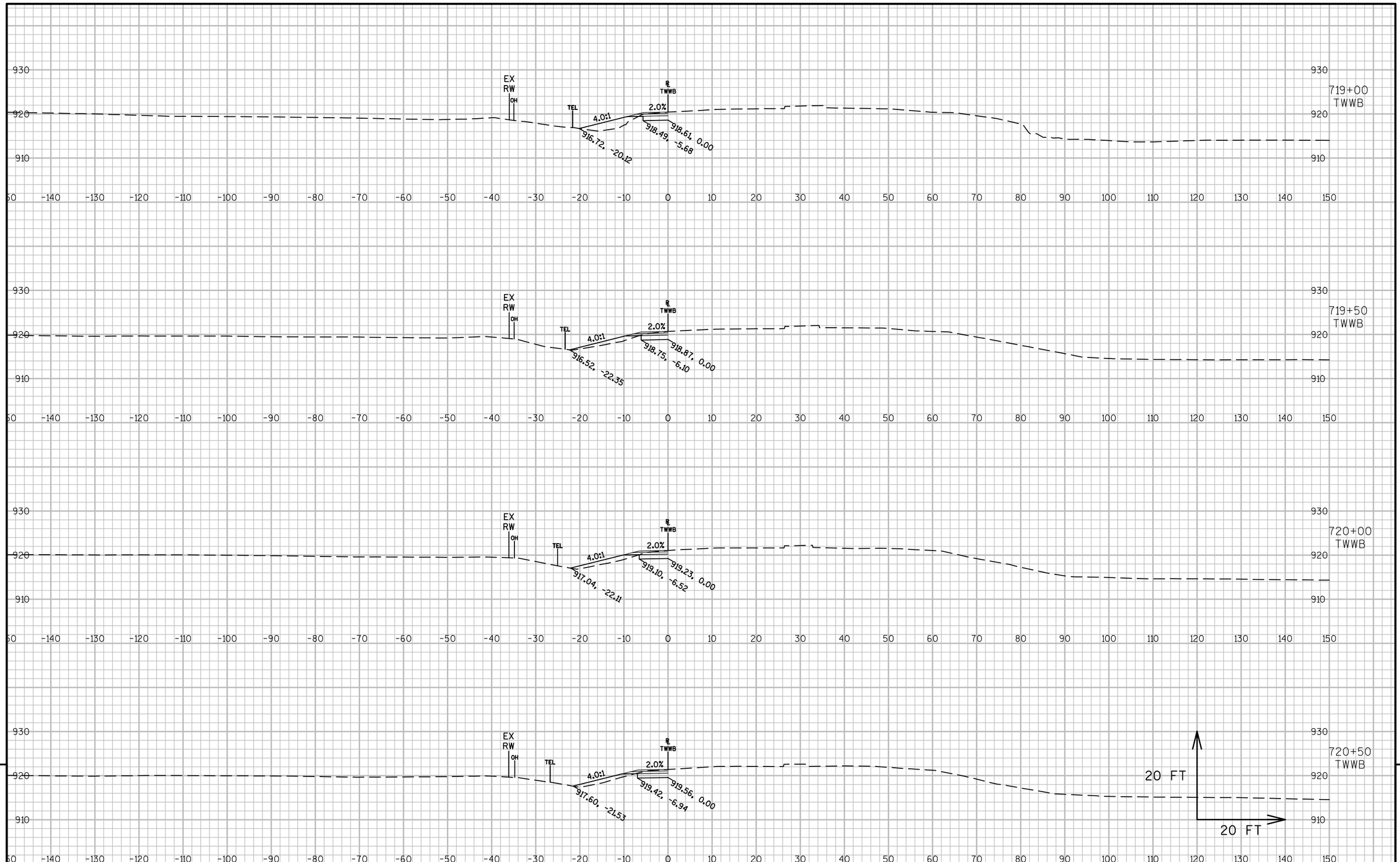
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 363 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (7)

PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



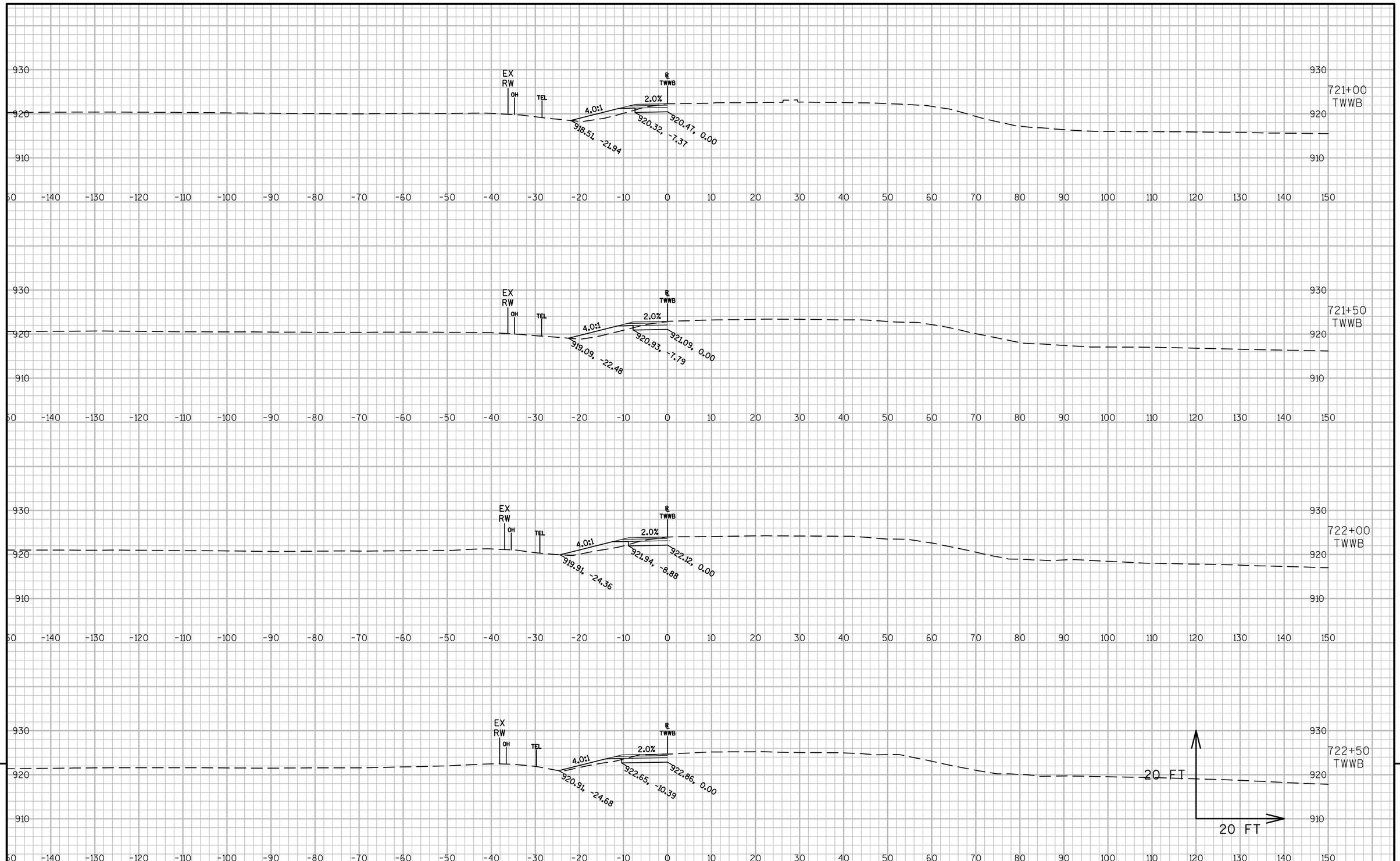
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 364	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (8)

PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



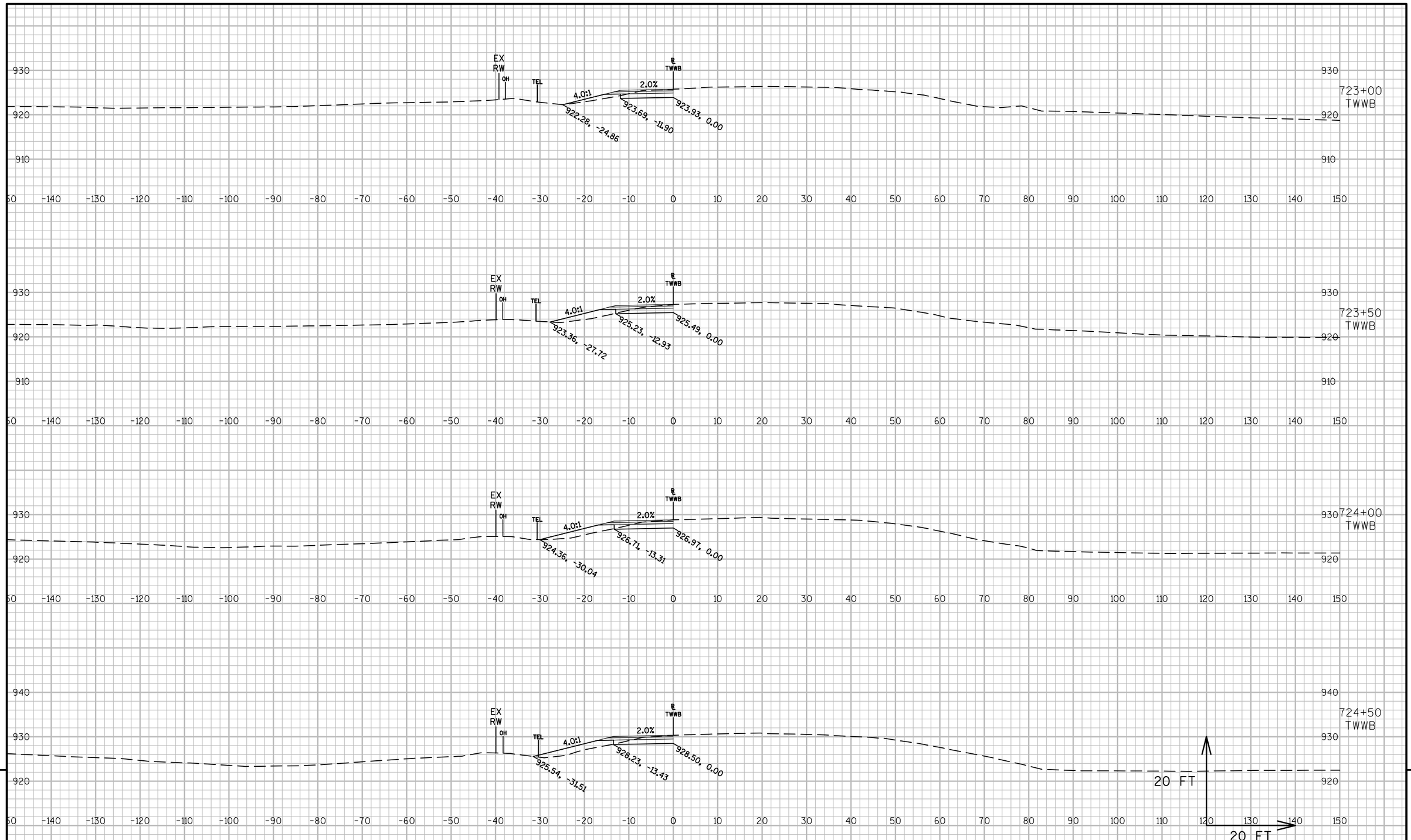
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 365	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (9)

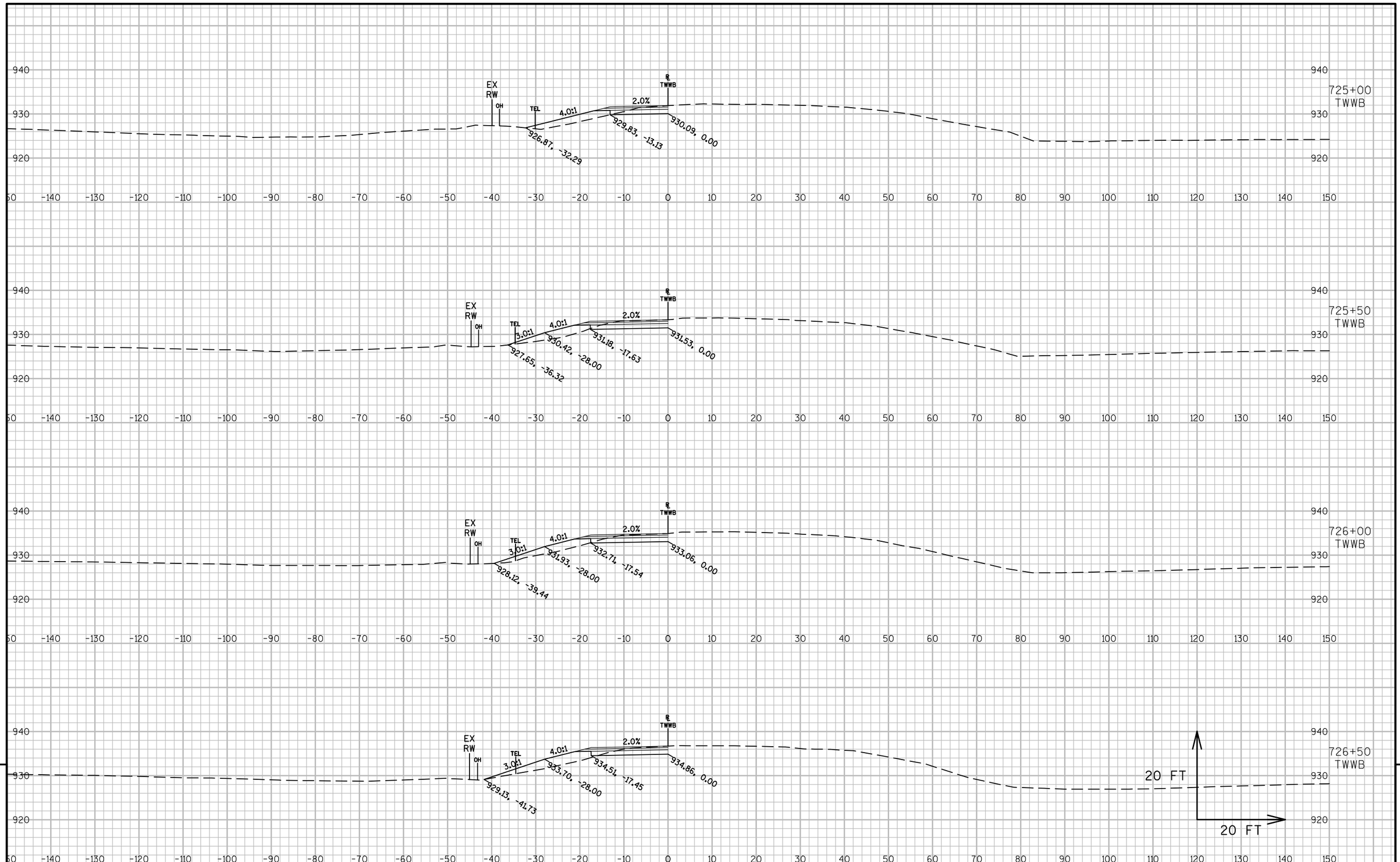
PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 366	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (10)
PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



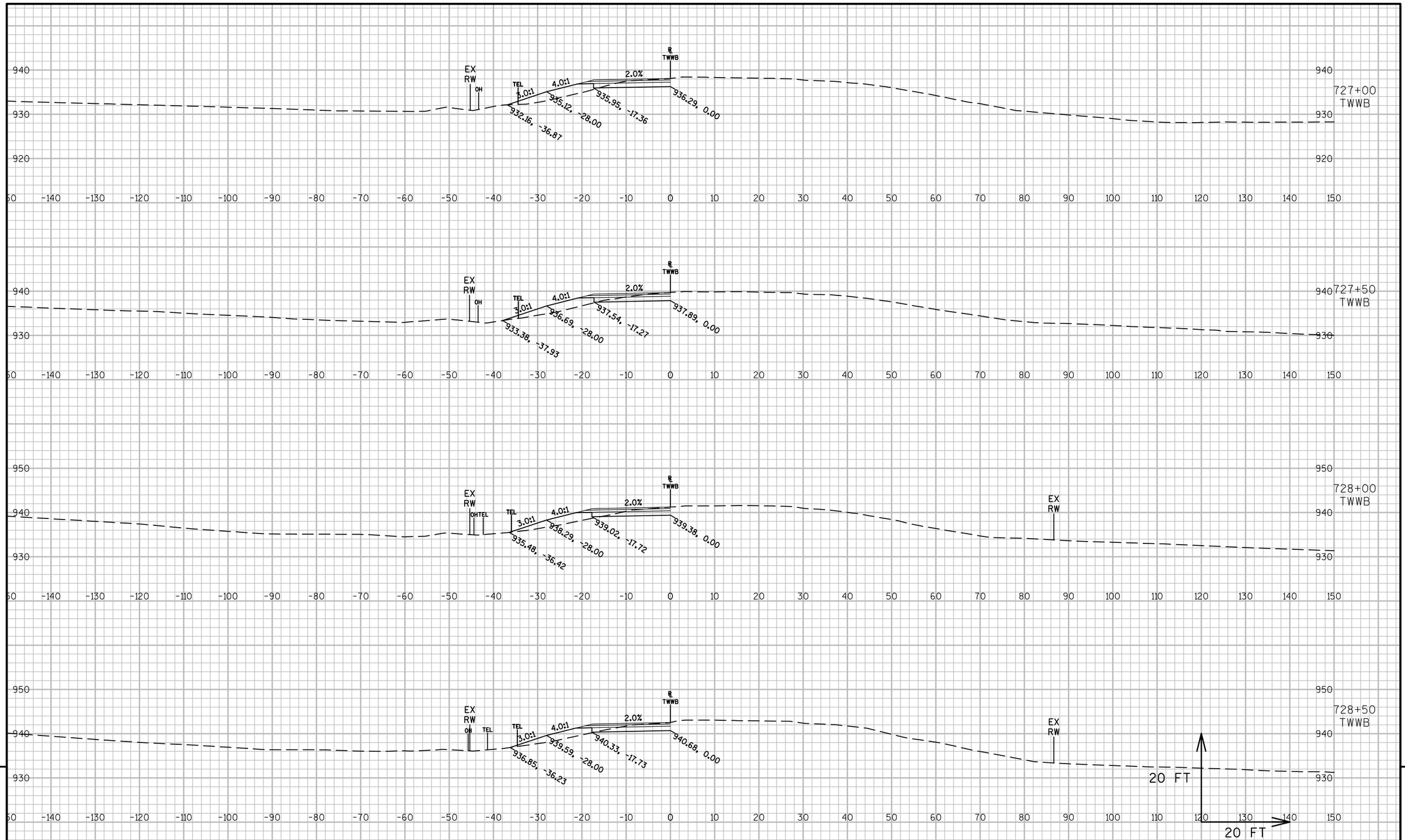
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 367	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (11)

PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



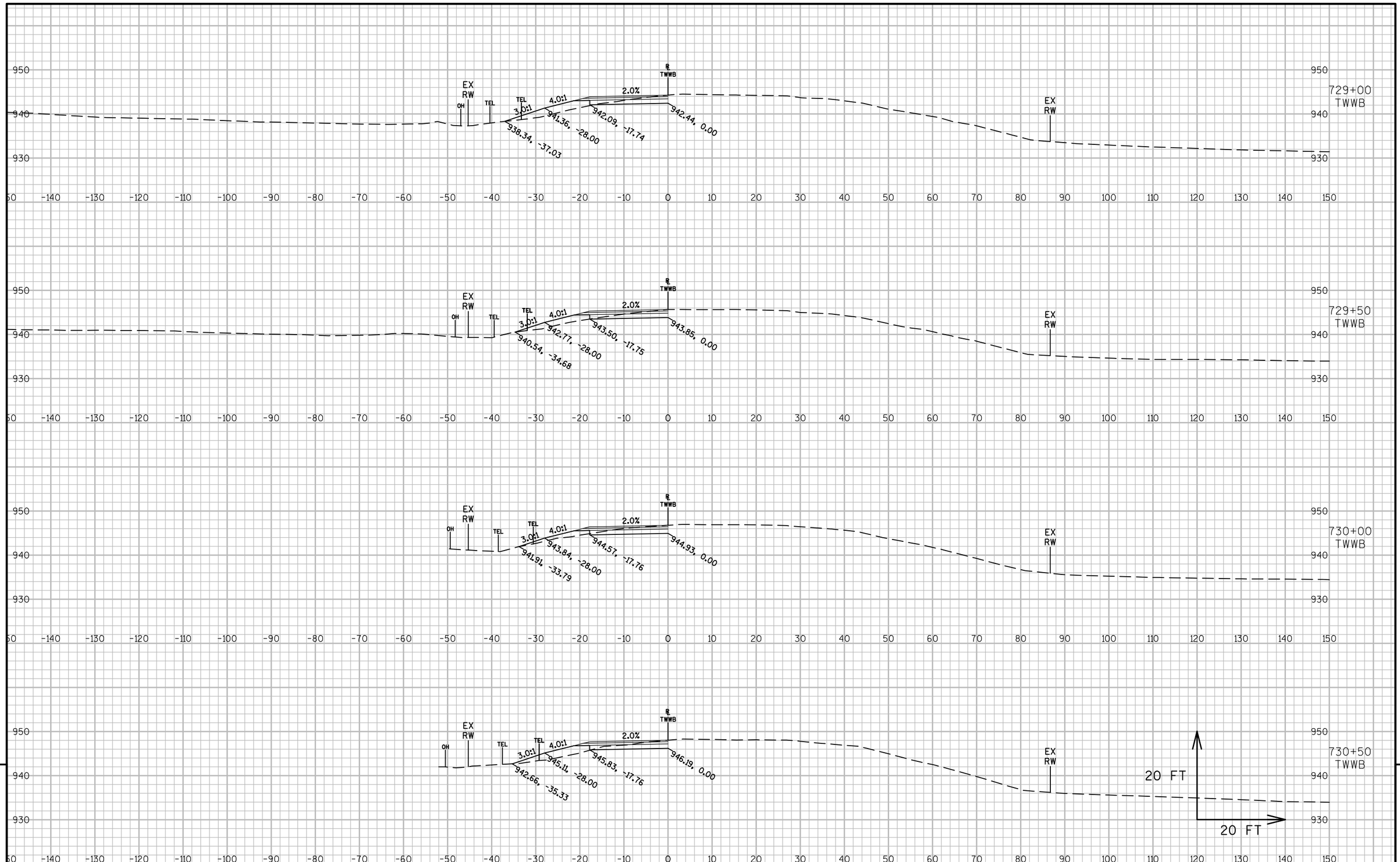
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 368	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (12)

PLOT DATE : 4/12/2017 1:51 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

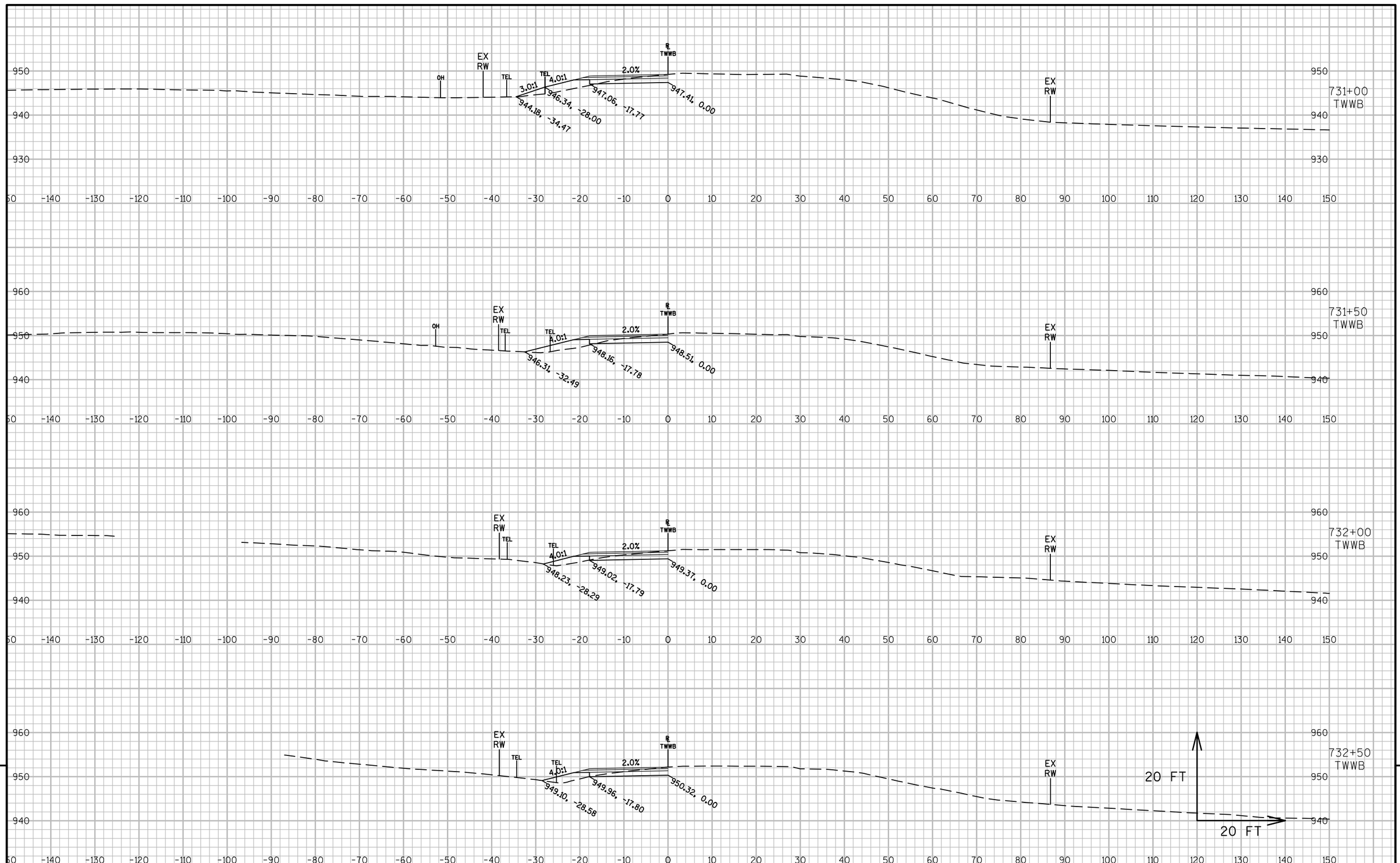
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 369	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (13)

PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



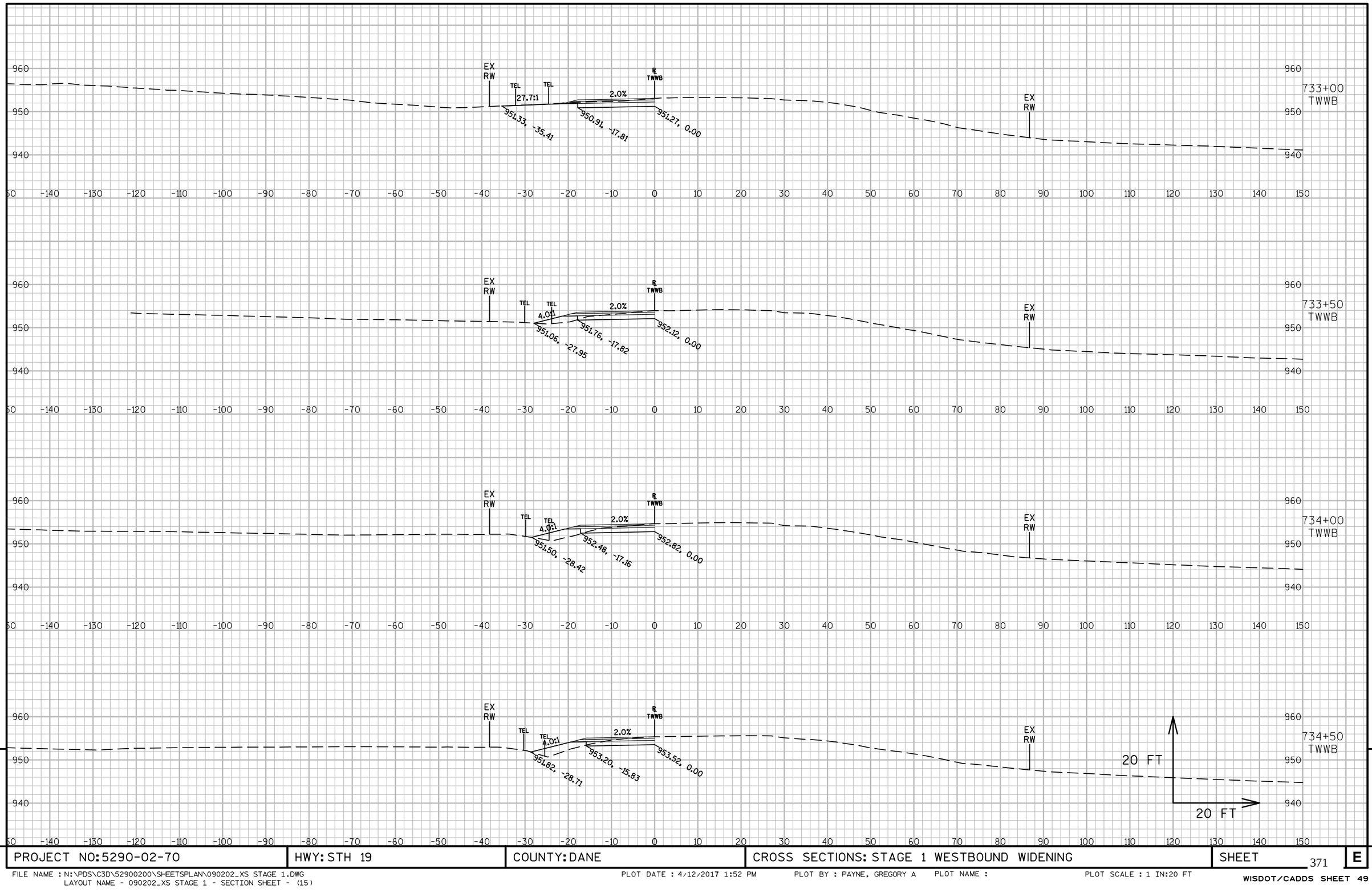
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 370 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (14)

PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



9

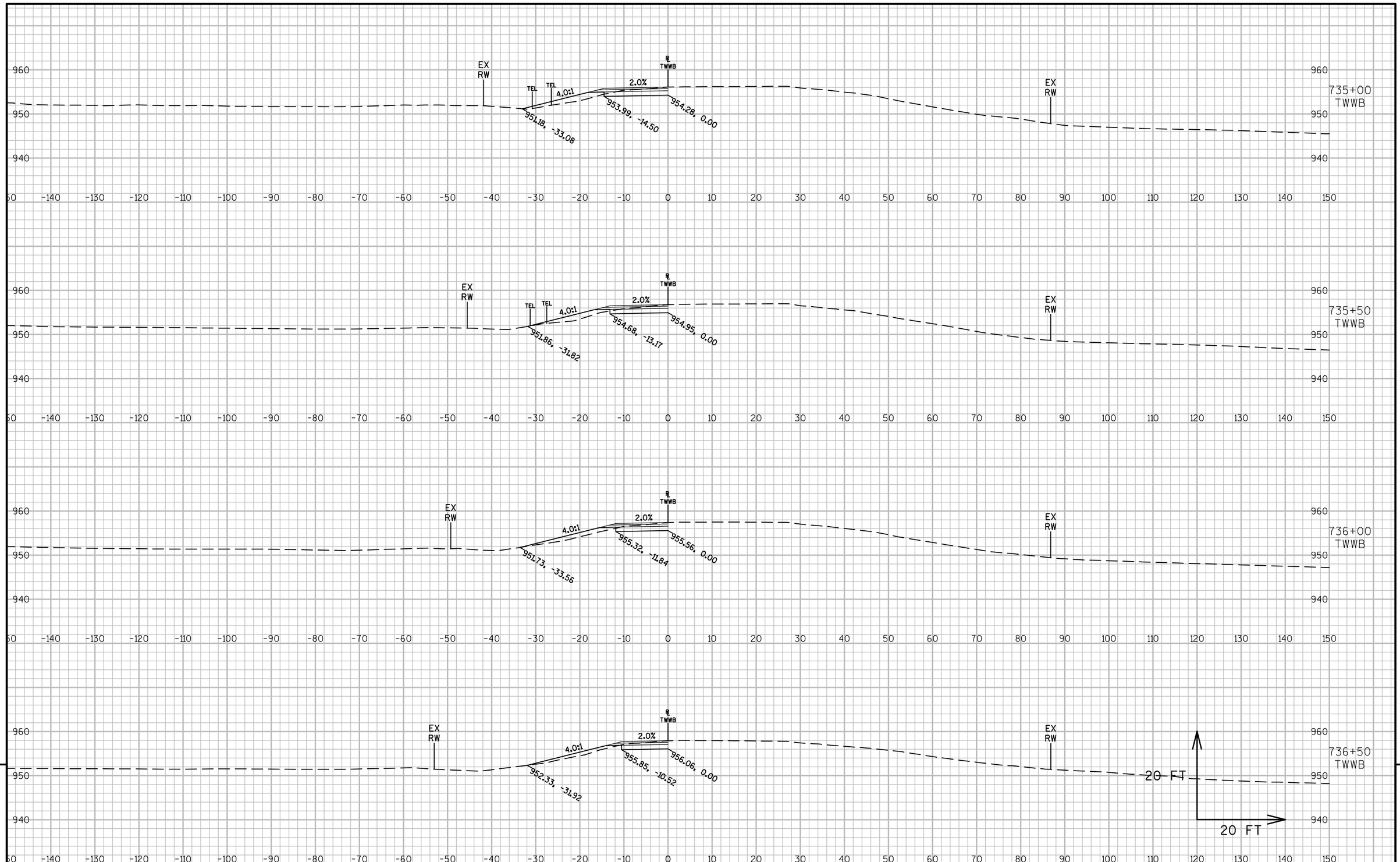
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 371 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (15)

PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

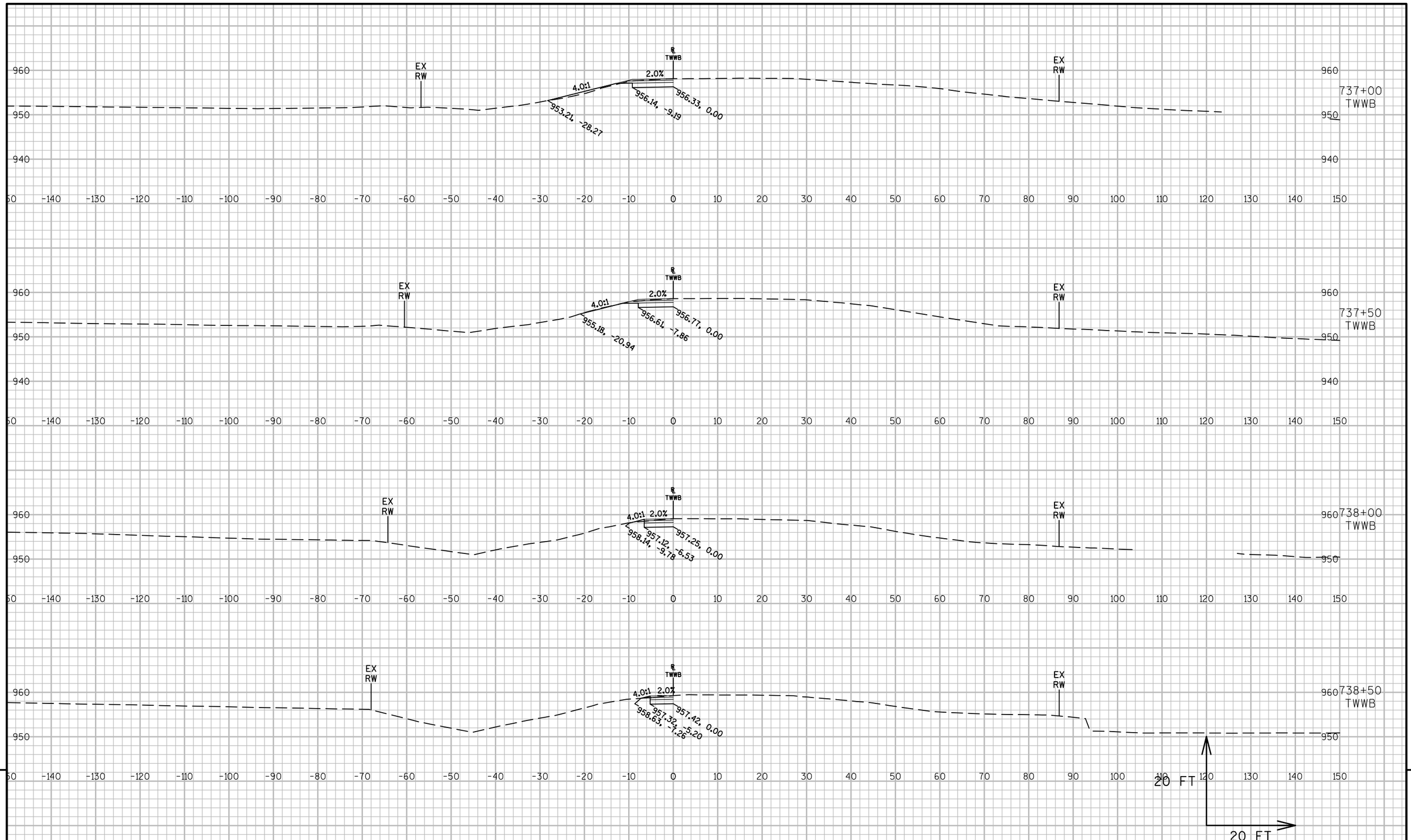


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 372 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (16)

PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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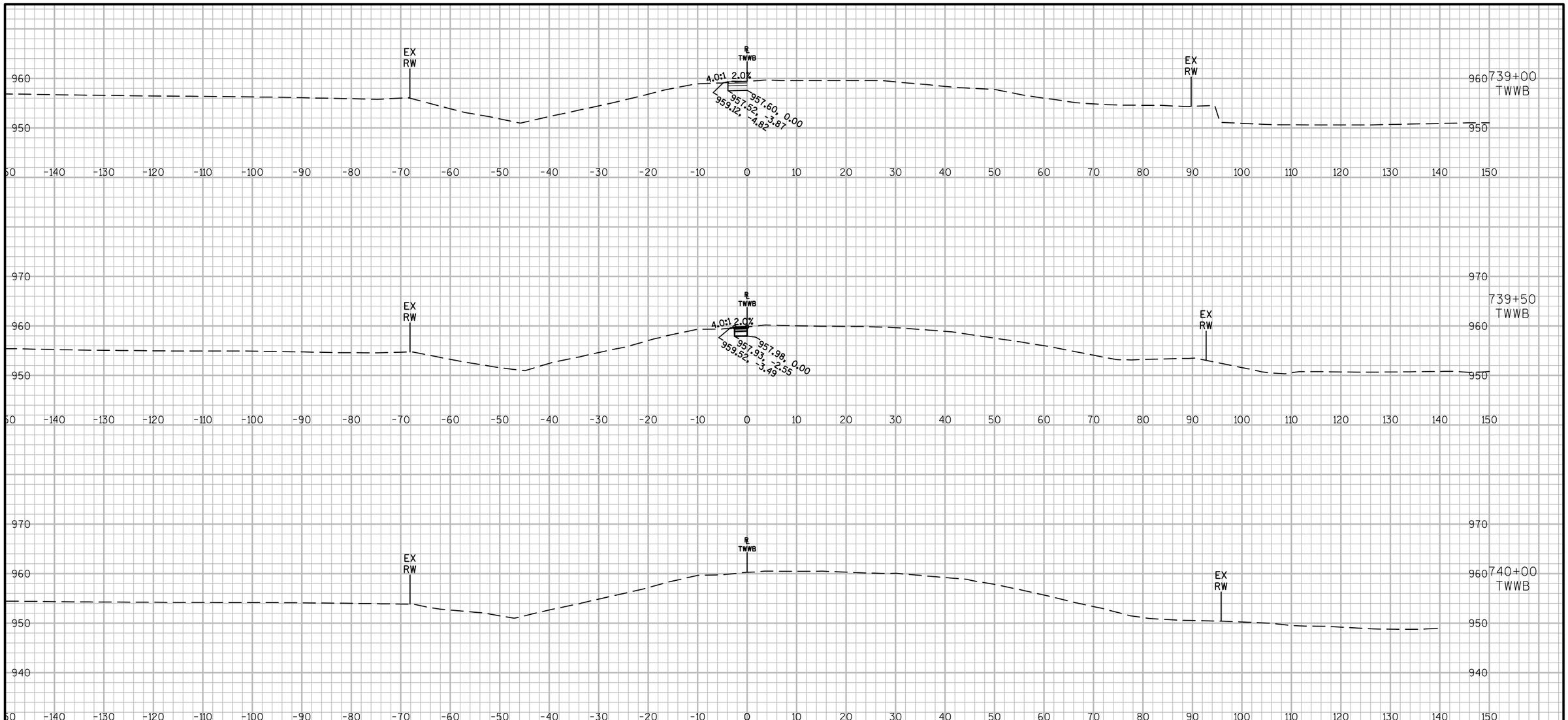
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 373	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (17)

PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

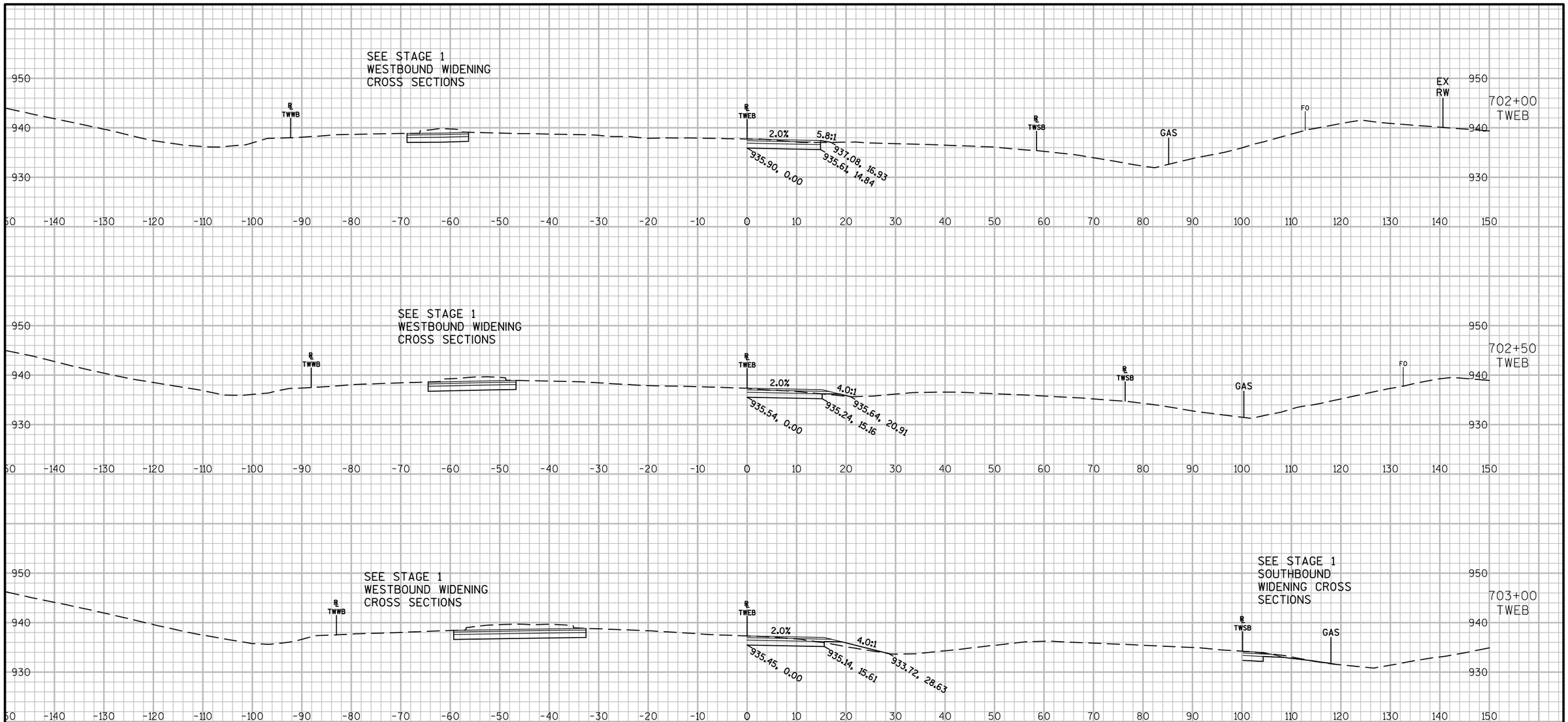


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 WESTBOUND WIDENING	SHEET 374	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (18)
PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

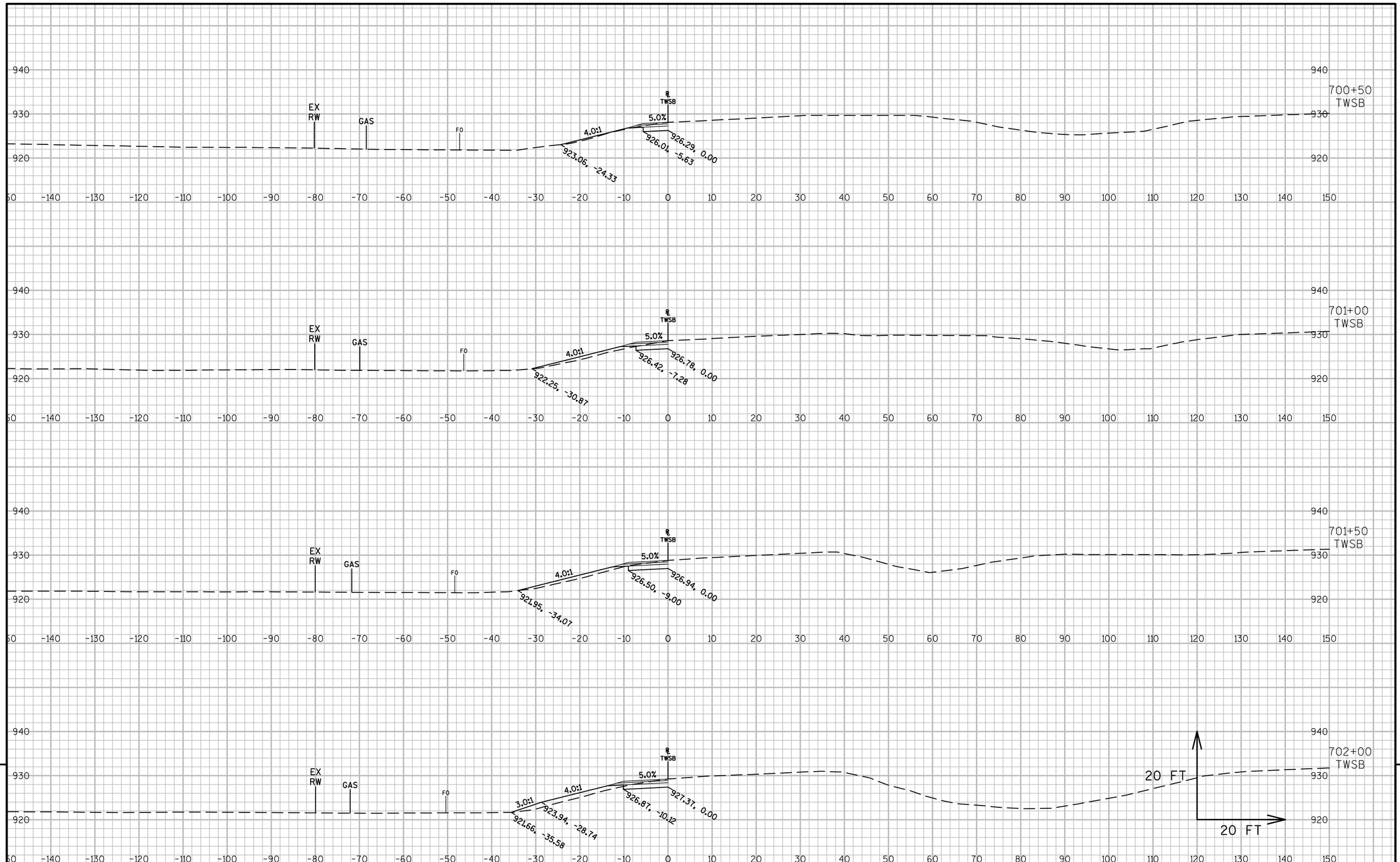


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 EASTBOUND WIDENING	SHEET 375	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SECTION SHEET - (19)

PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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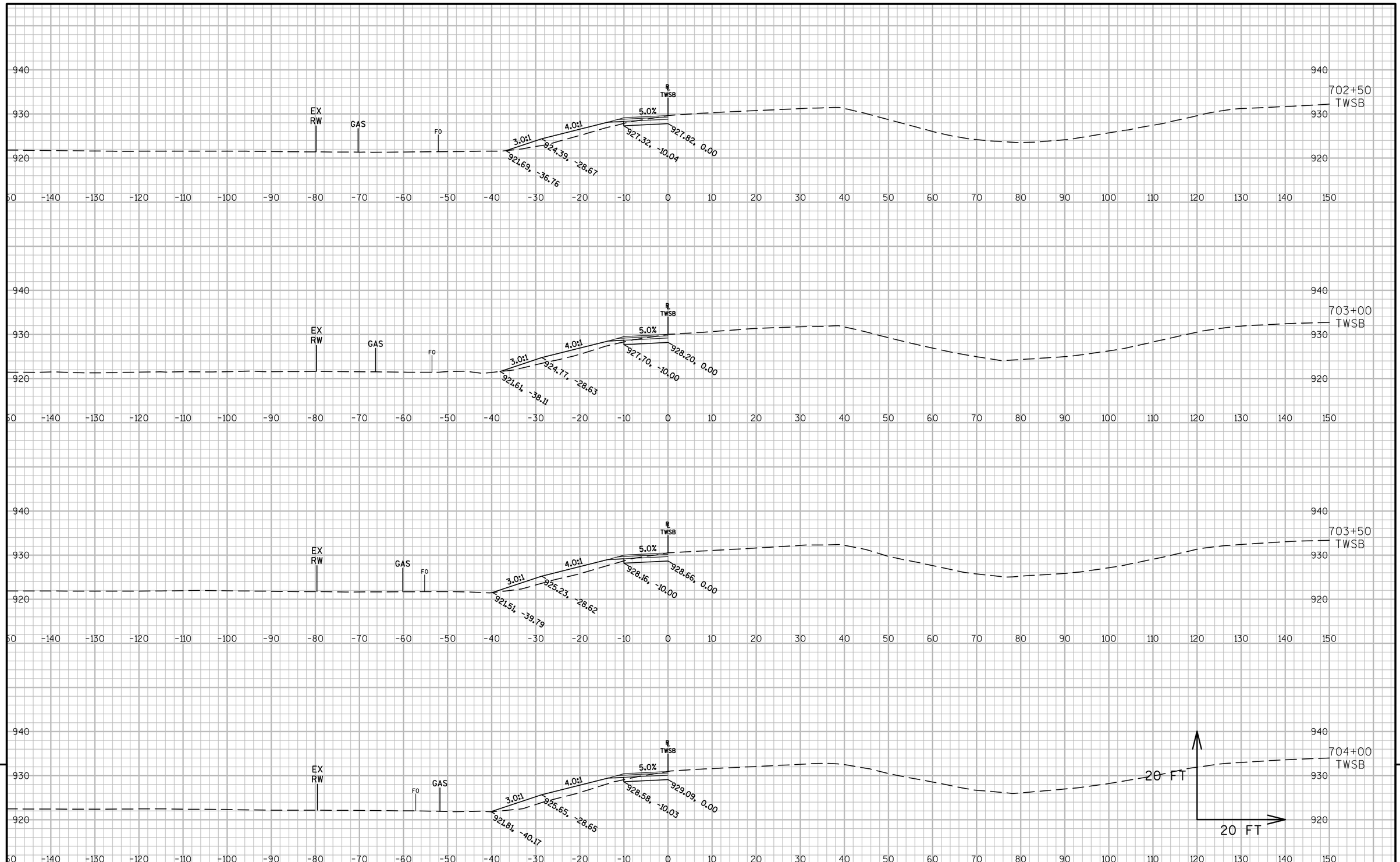
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 SOUTHBOUND WIDENING	SHEET 376 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SOUTHBOUND WIDENING - (1)

PLOT DATE : 4/12/2017 1:52 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



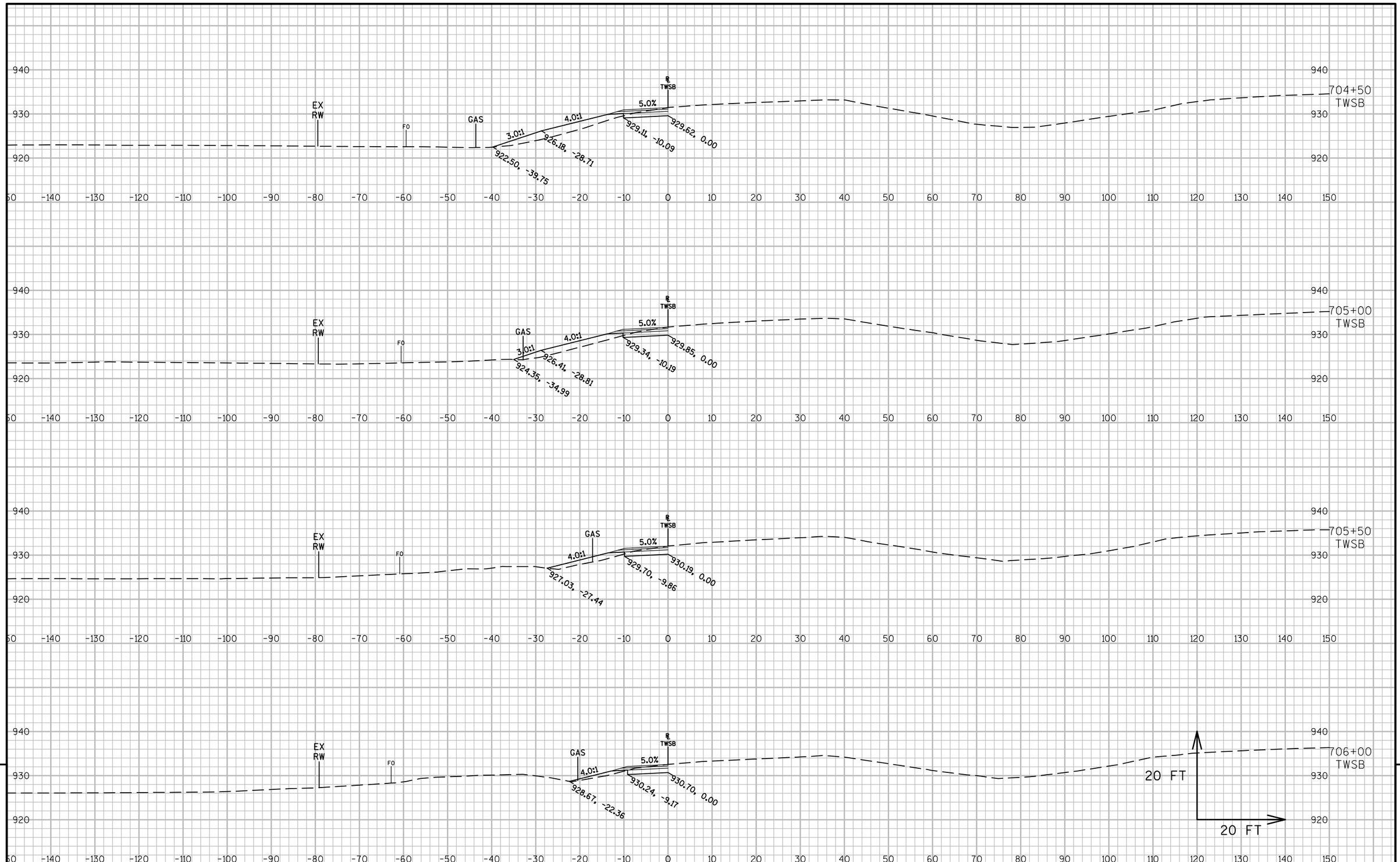
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 SOUTHBOUND WIDENING	SHEET 377 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SOUTHBOUND WIDENING - (2)

PLOT DATE : 4/12/2017 1:53 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

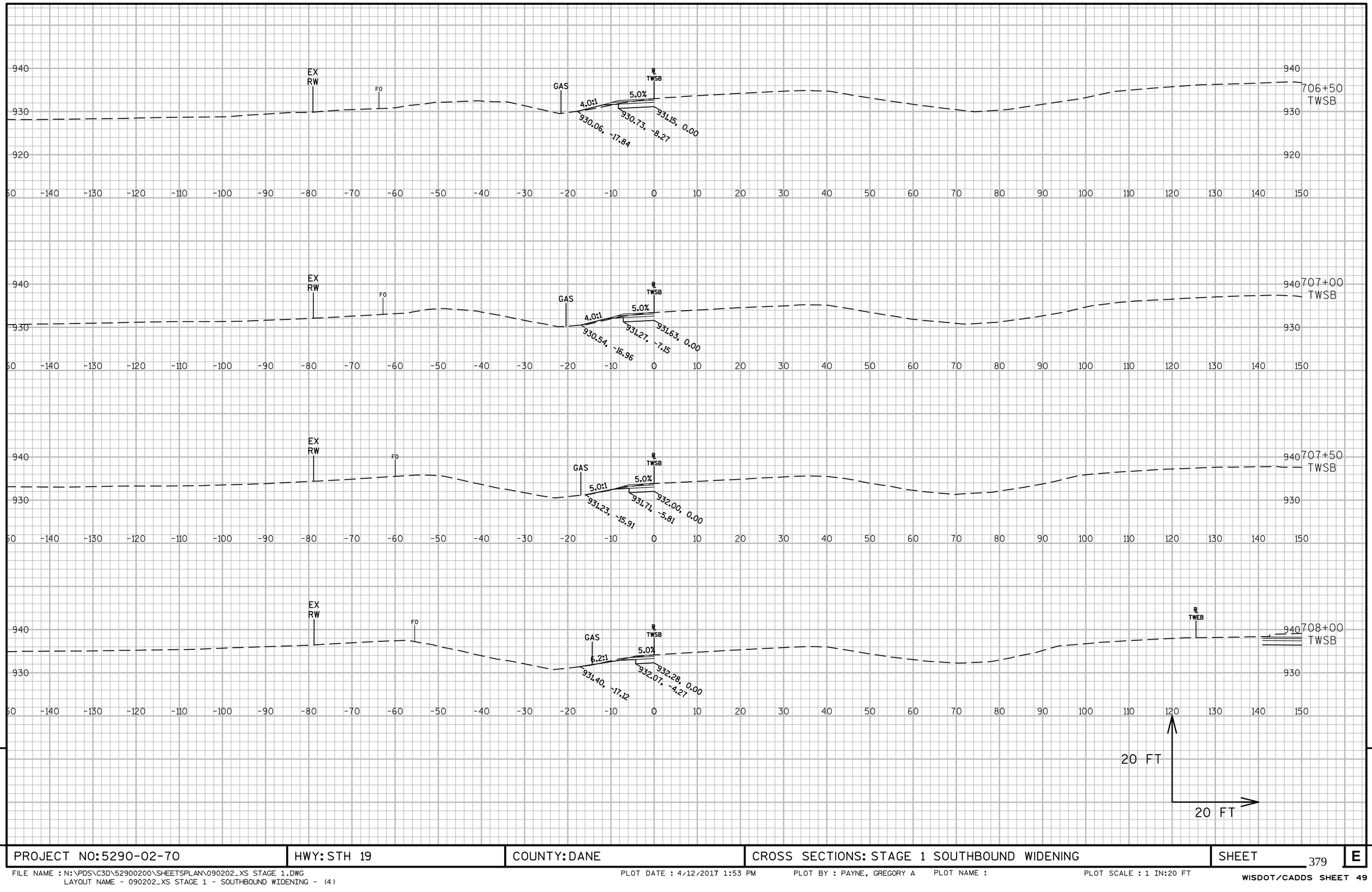


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 SOUTHBOUND WIDENING	SHEET 378 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SOUTHBOUND WIDENING - (3)

PLOT DATE : 4/12/2017 1:53 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

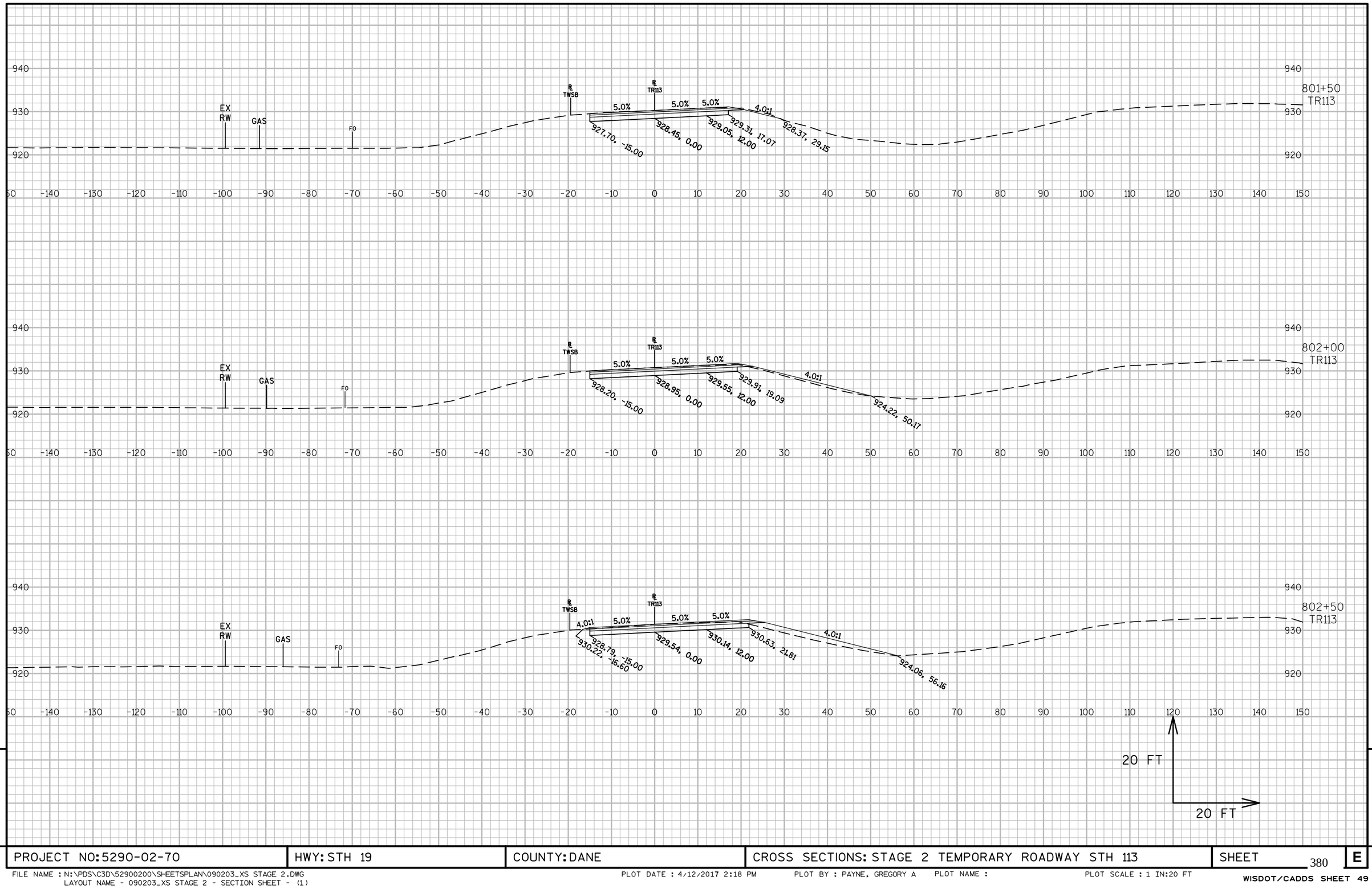
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 1 SOUTHBOUND WIDENING	SHEET 379	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090202_XS STAGE 1.DWG
LAYOUT NAME - 090202_XS STAGE 1 - SOUTHBOUND WIDENING - (4)

PLOT DATE : 4/12/2017 1:53 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

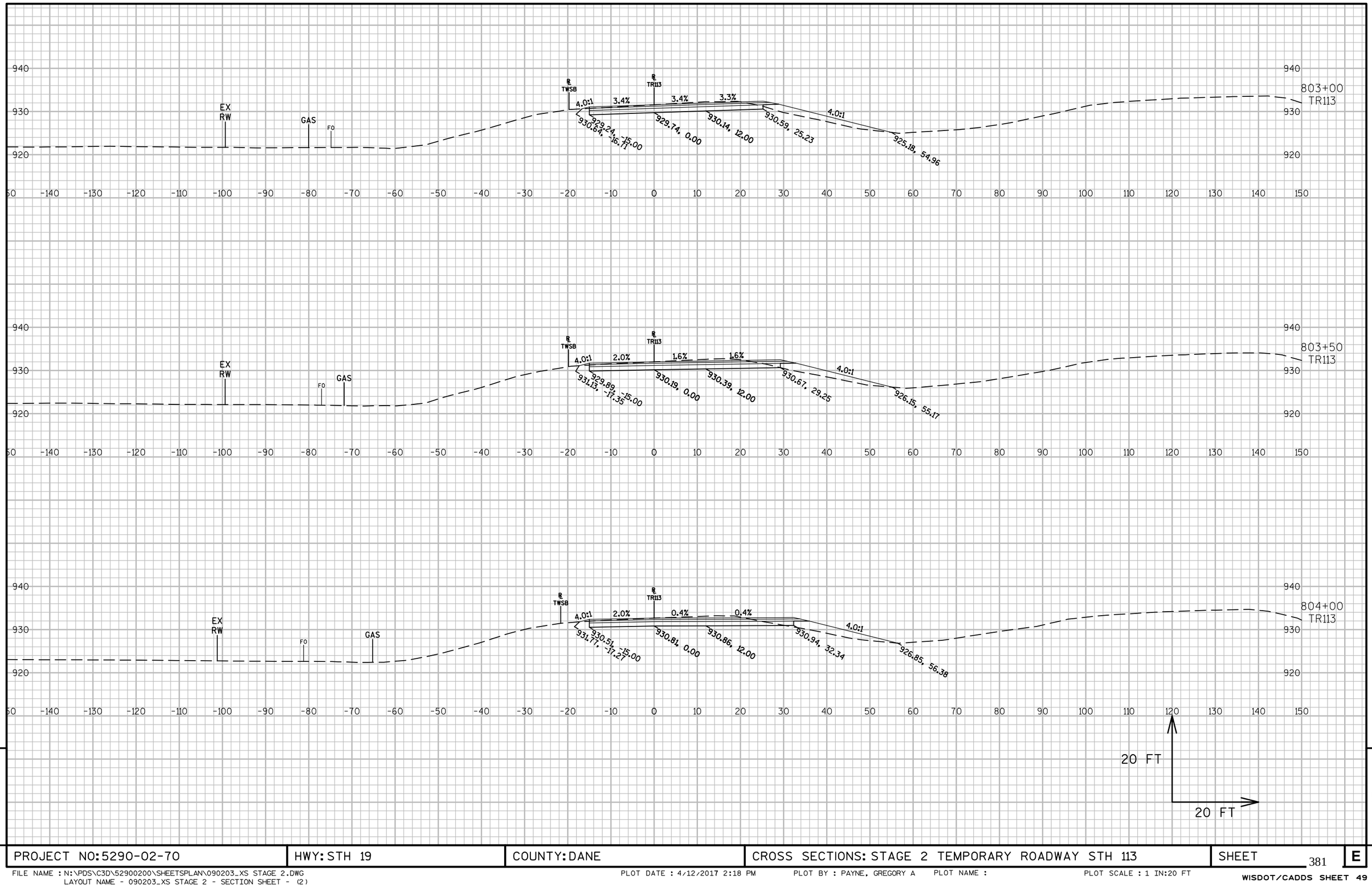
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY ROADWAY STH 113	SHEET 380	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090203_XS STAGE 2.DWG
LAYOUT NAME - 090203_XS STAGE 2 - SECTION SHEET - (1)

PLOT DATE : 4/12/2017 2:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

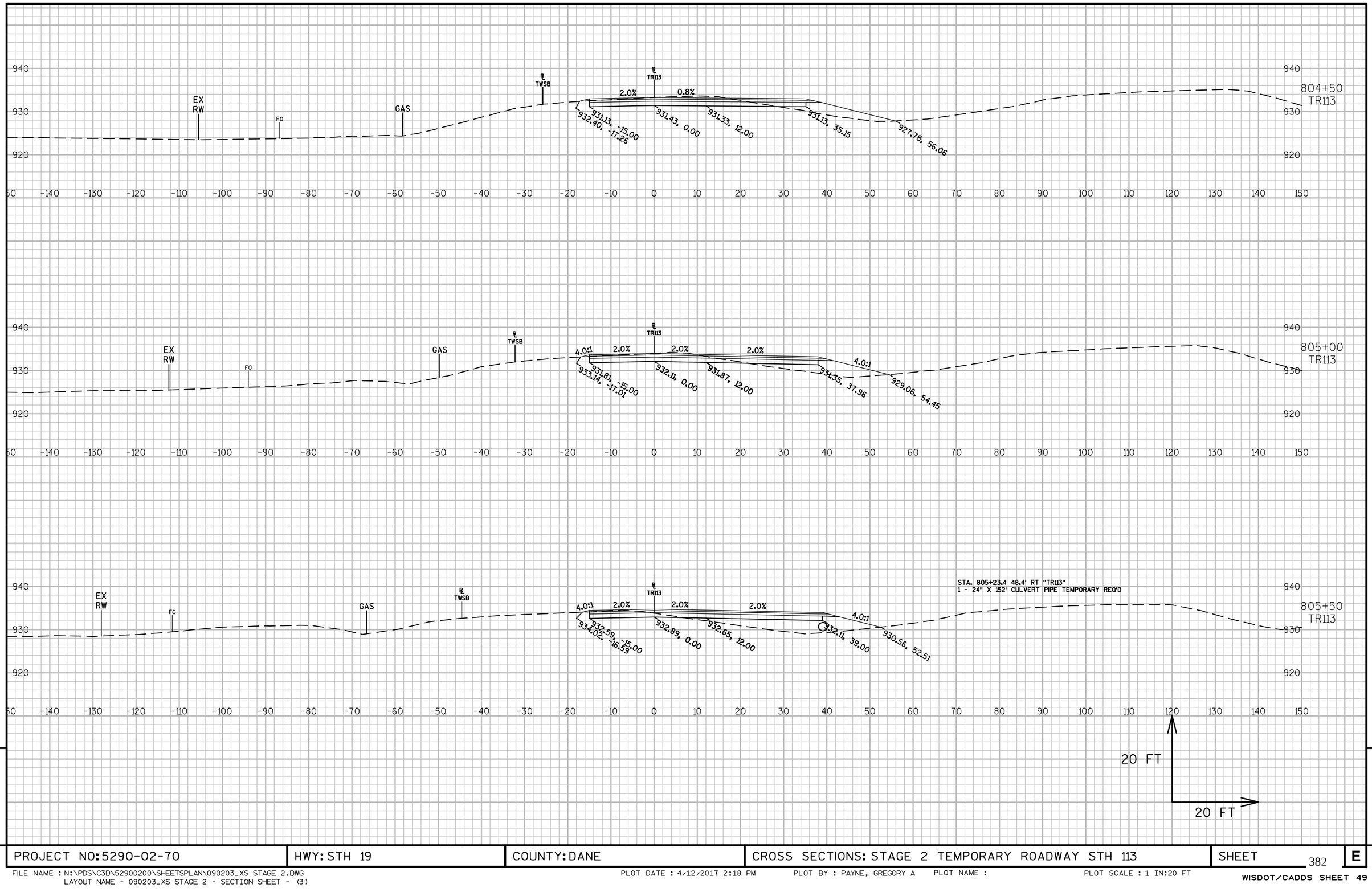
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY ROADWAY STH 113	SHEET 381	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090203_XS STAGE 2.DWG
LAYOUT NAME - 090203_XS STAGE 2 - SECTION SHEET - (2)

PLOT DATE : 4/12/2017 2:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

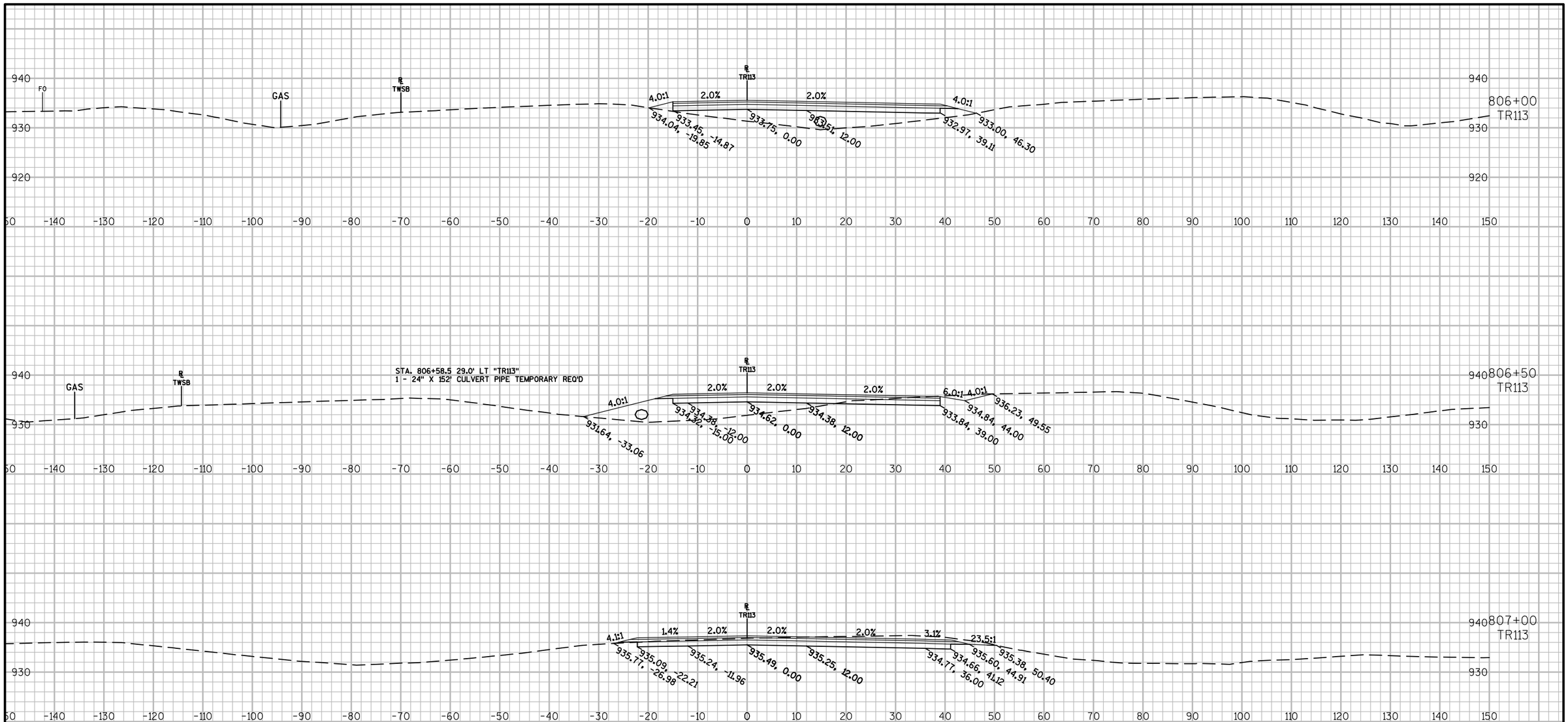
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY ROADWAY STH 113	SHEET 382	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090203_XS STAGE 2.DWG
LAYOUT NAME - 090203_XS STAGE 2 - SECTION SHEET - (3)

PLOT DATE : 4/12/2017 2:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



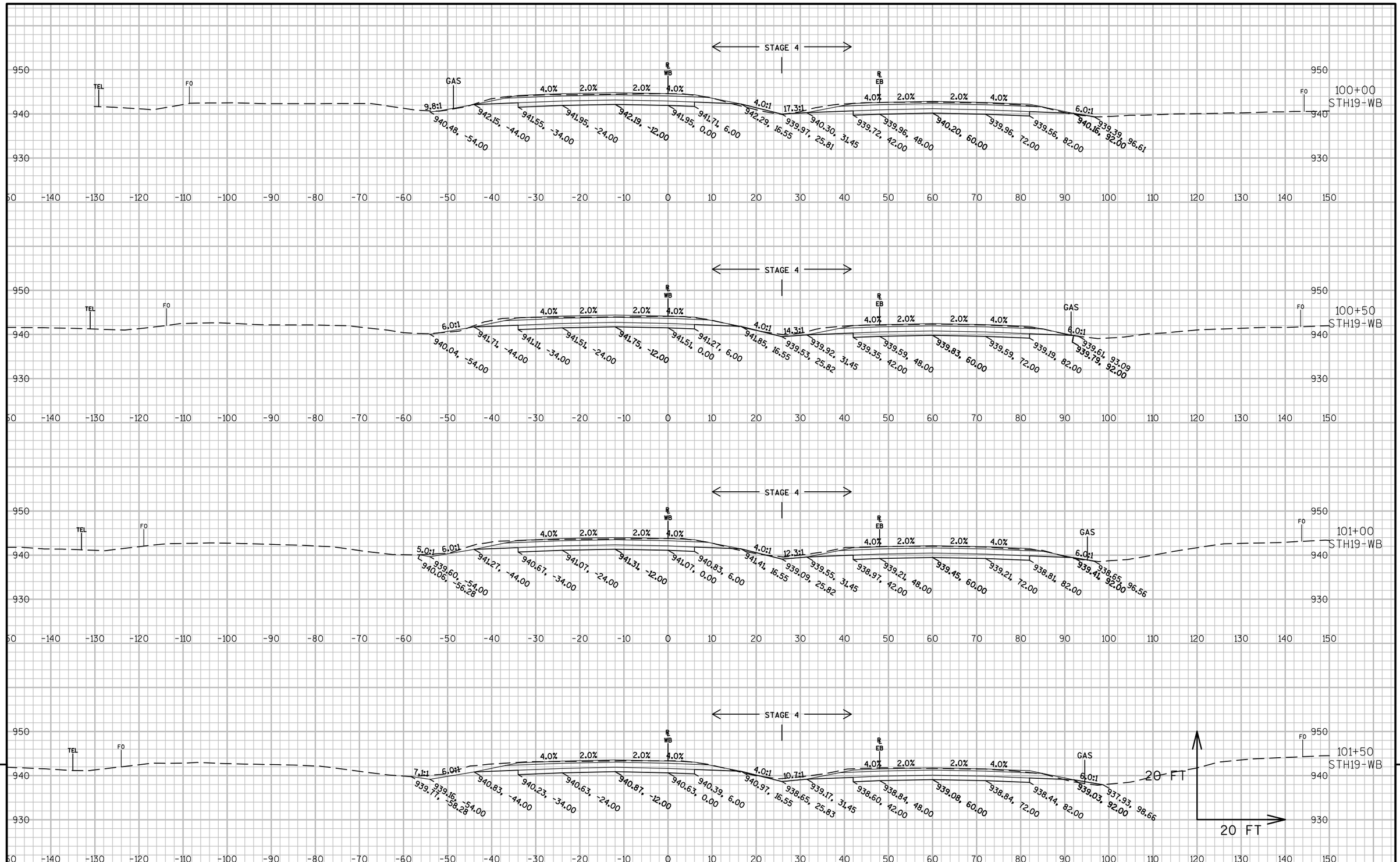
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 2 TEMPORARY ROADWAY STH 113	SHEET 383	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090203_XS STAGE 2.DWG
LAYOUT NAME - 090203_XS STAGE 2 - SECTION SHEET - (4)

PLOT DATE : 4/12/2017 2:18 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

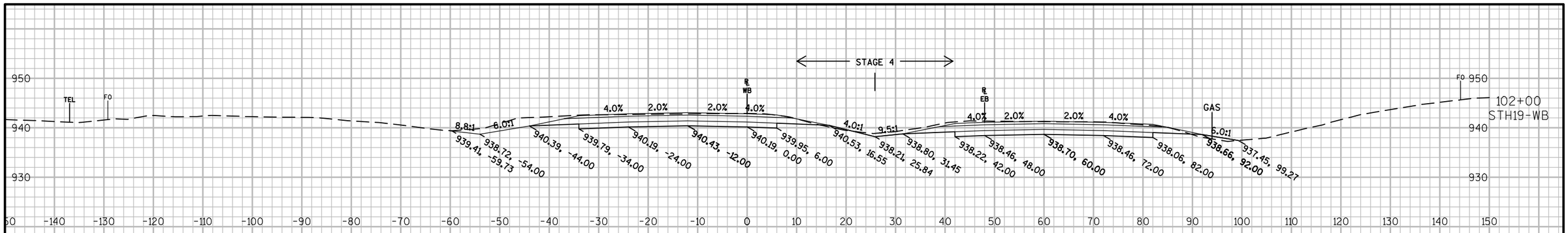


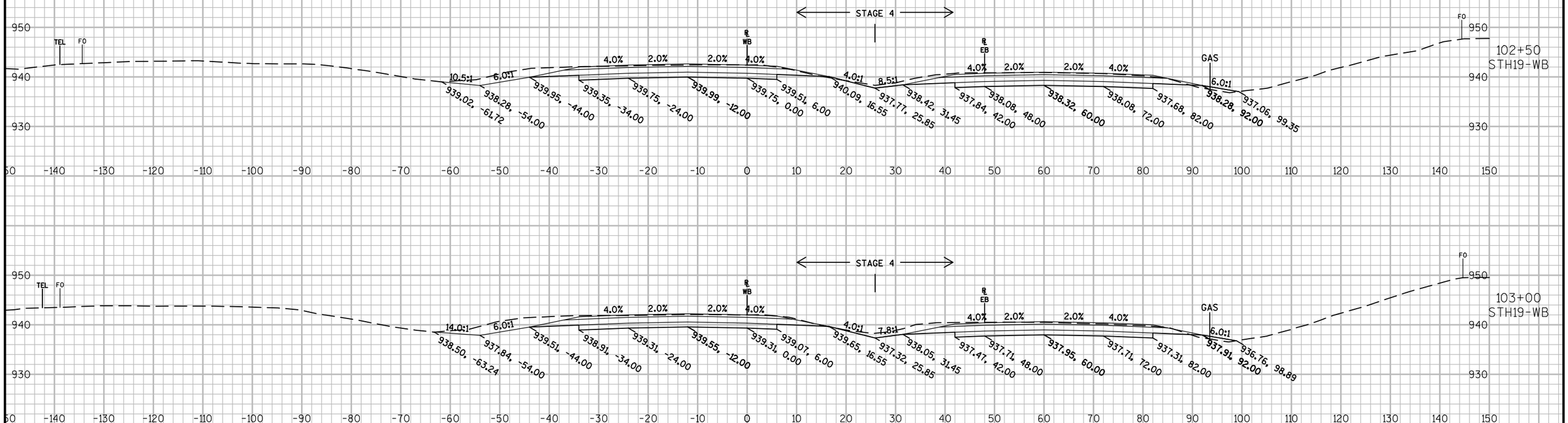
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 384 E

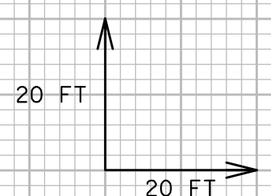
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (1)

PLOT DATE : 5/25/2017 10:17 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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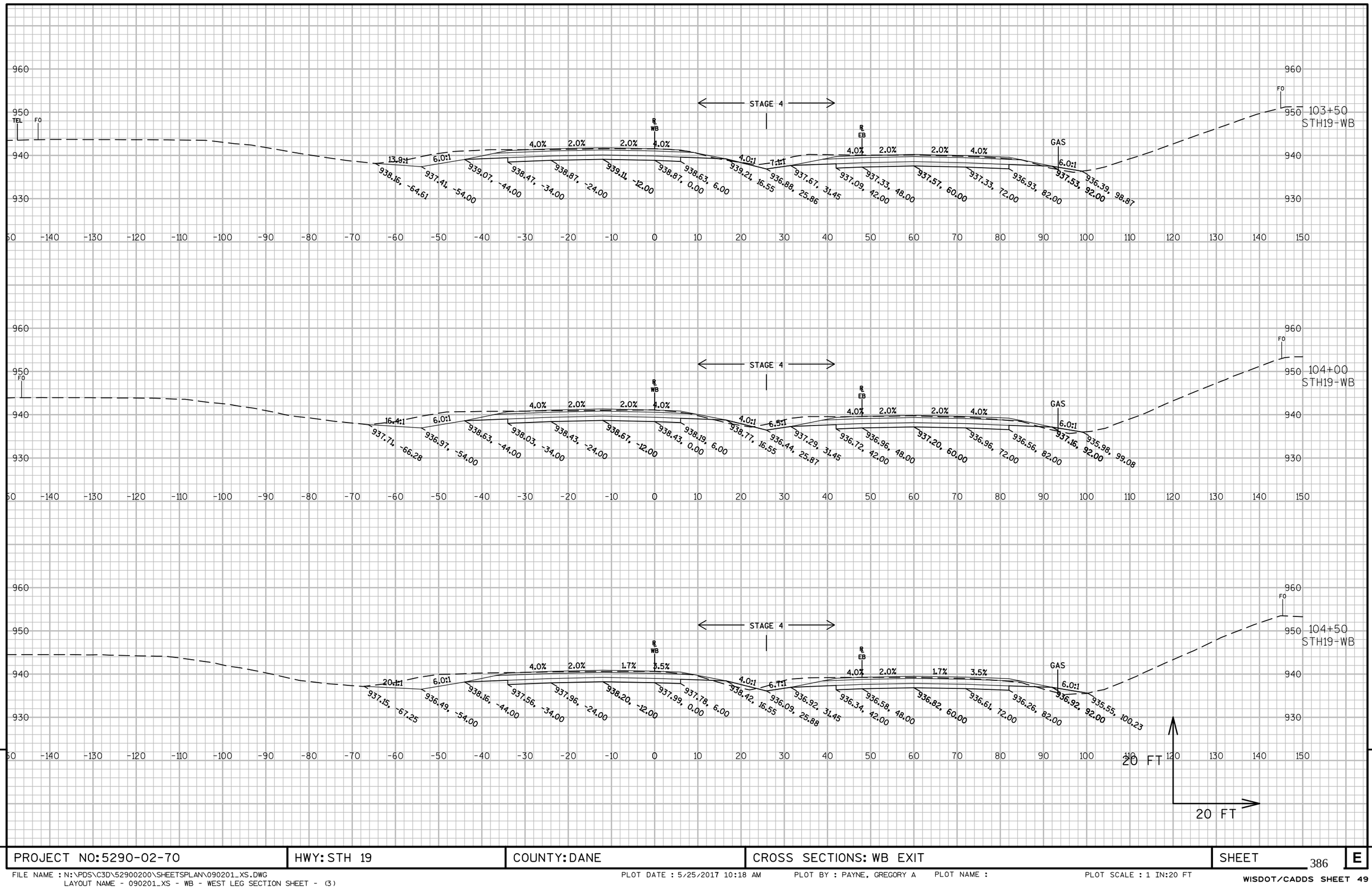
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 385	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (2)

PLOT DATE : 5/25/2017 10:18 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

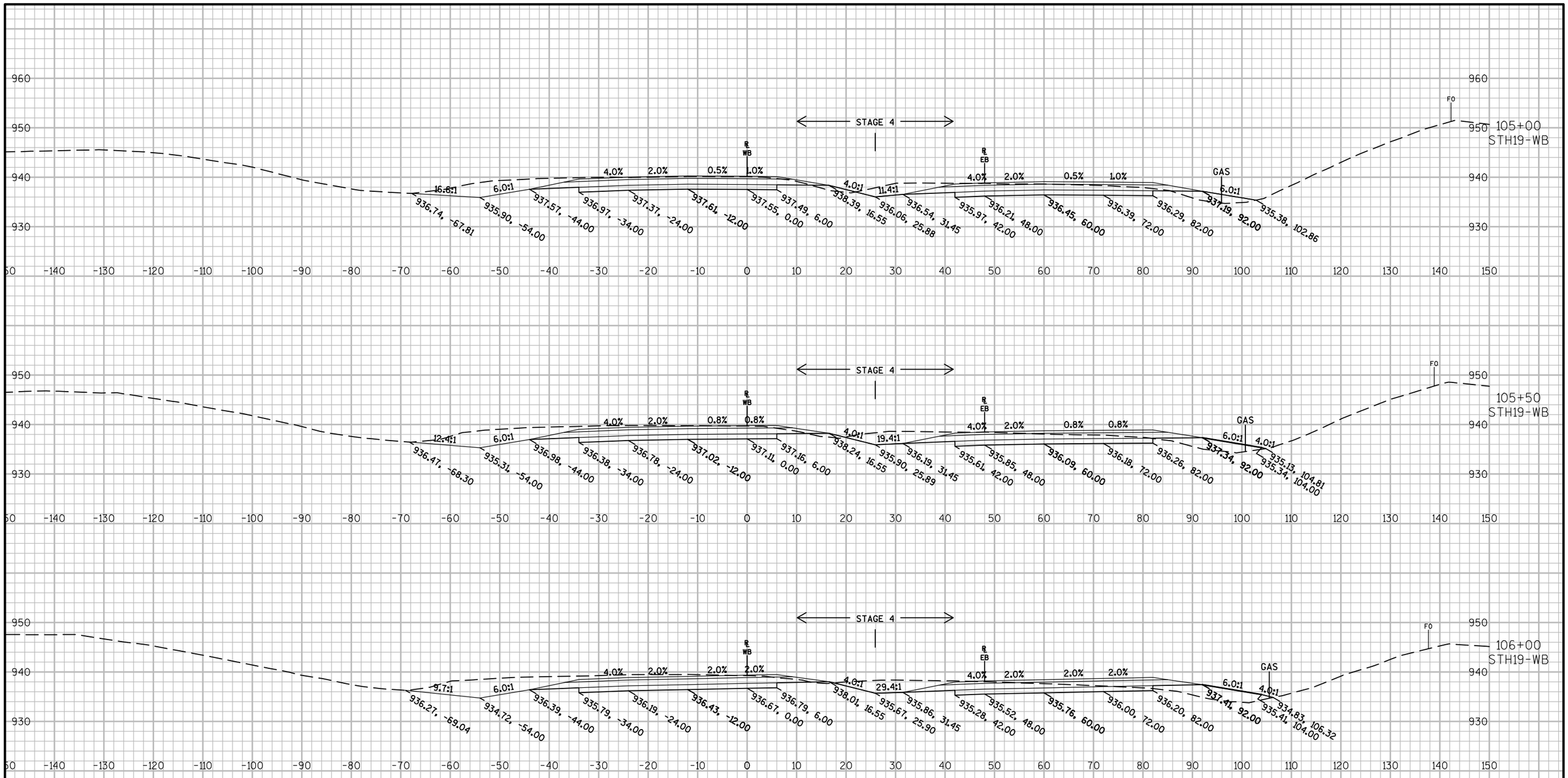


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 386	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (3)

PLOT DATE : 5/25/2017 10:18 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

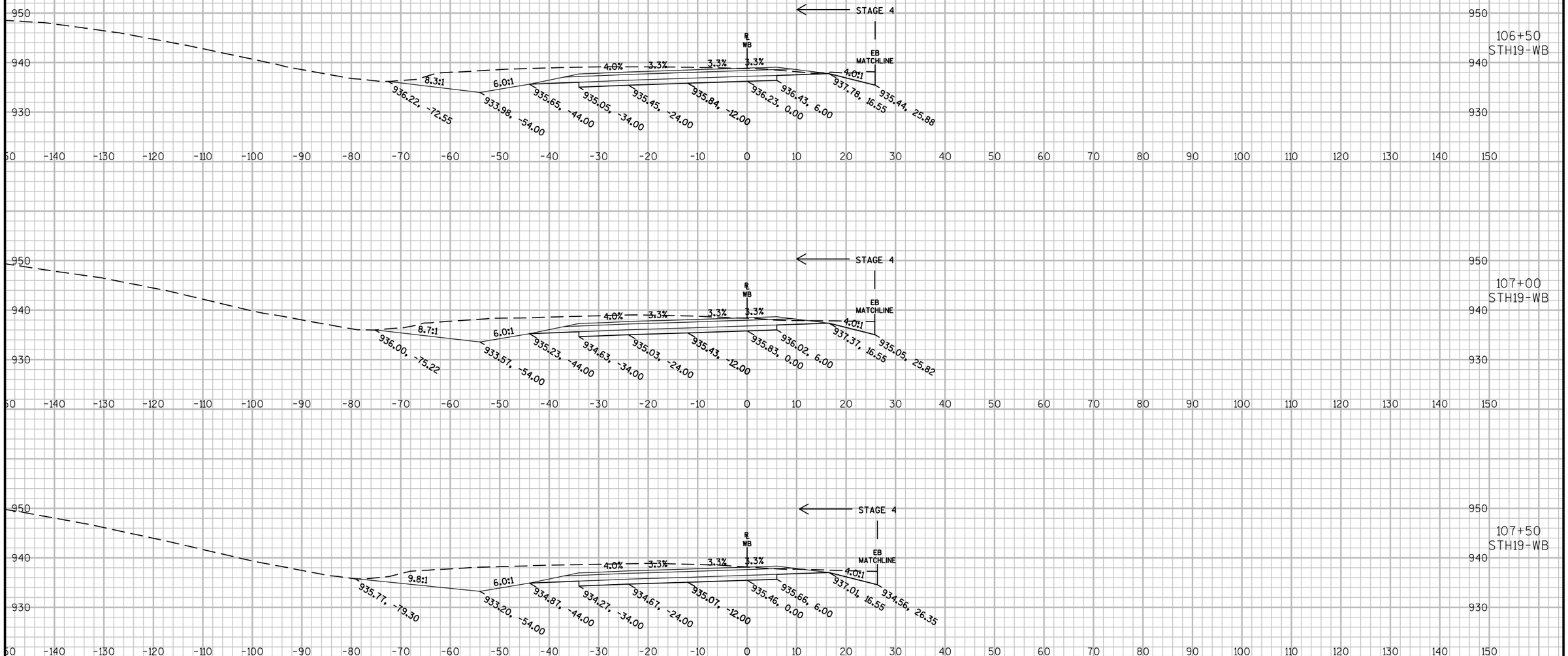
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 387	E

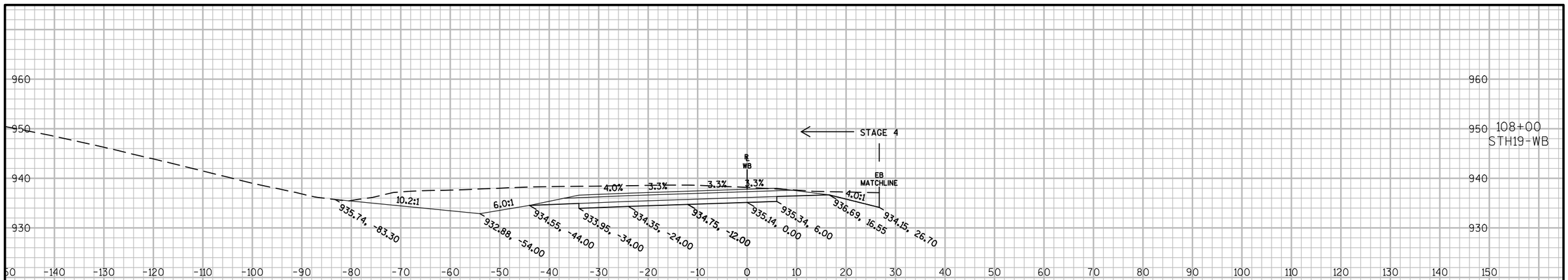


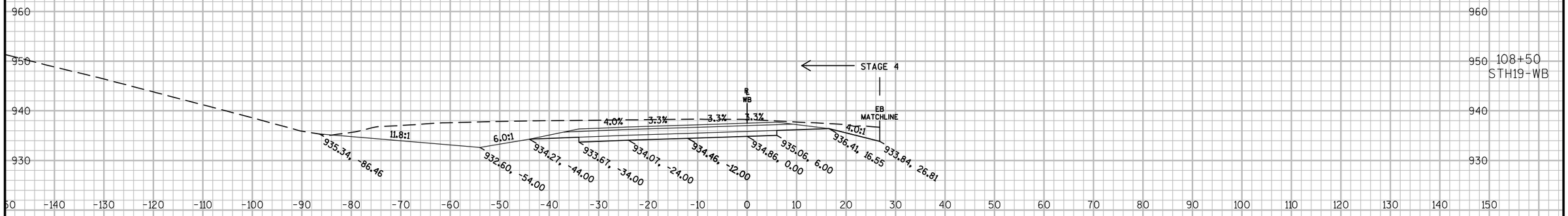
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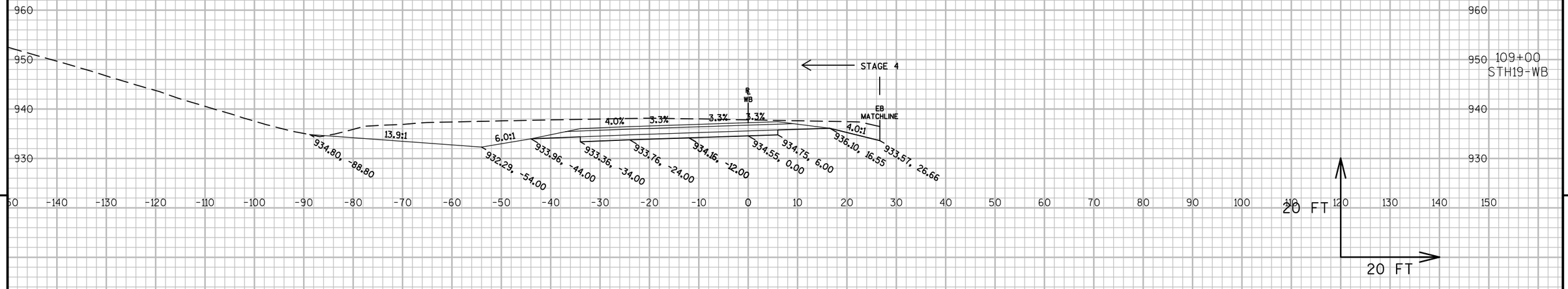
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 388	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (5)
PLOT DATE : 5/25/2017 10:19 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49







9

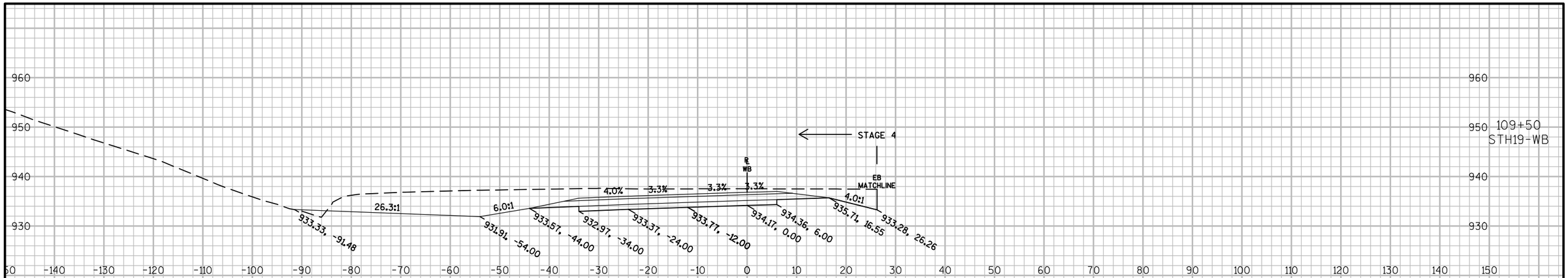
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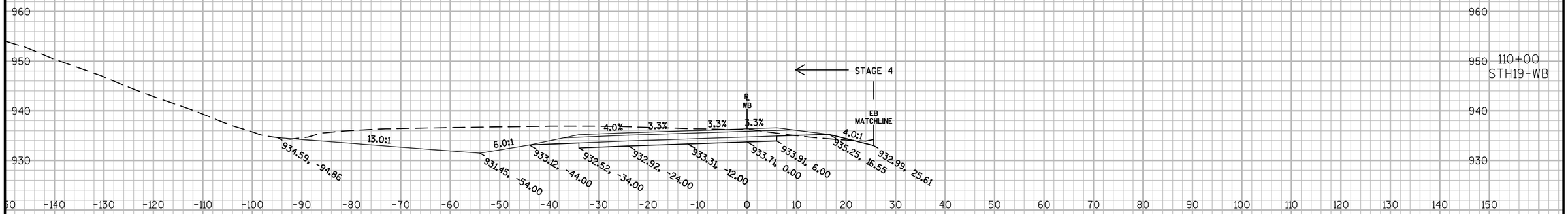
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 389	E

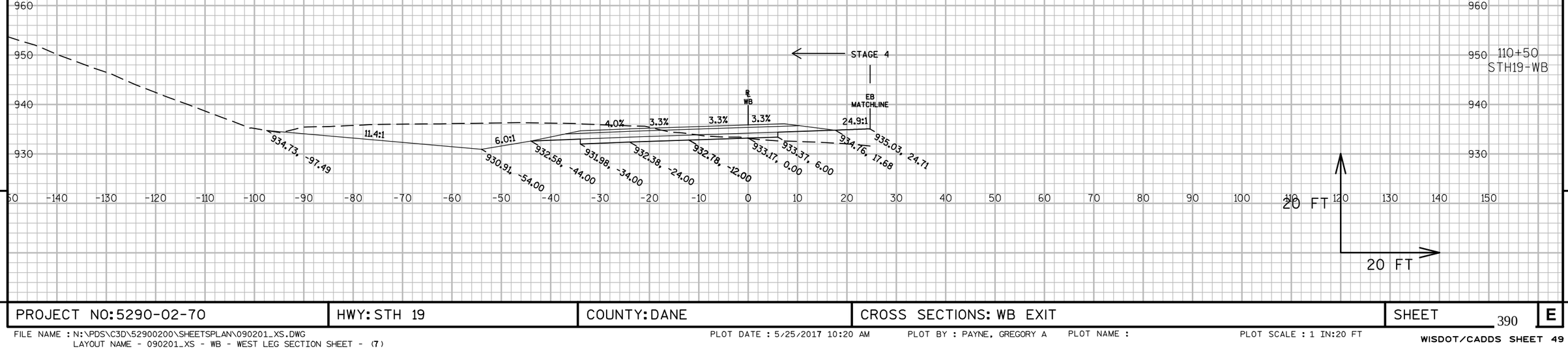
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (6)

PLOT DATE : 5/25/2017 10:20 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







9

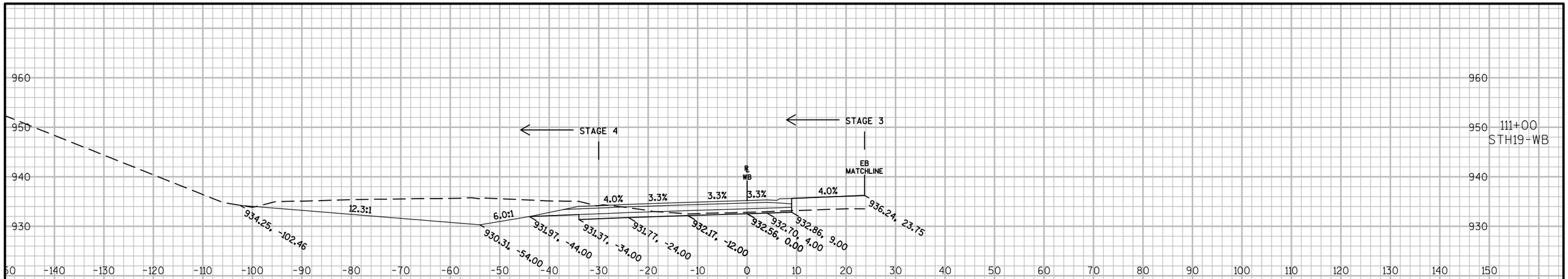
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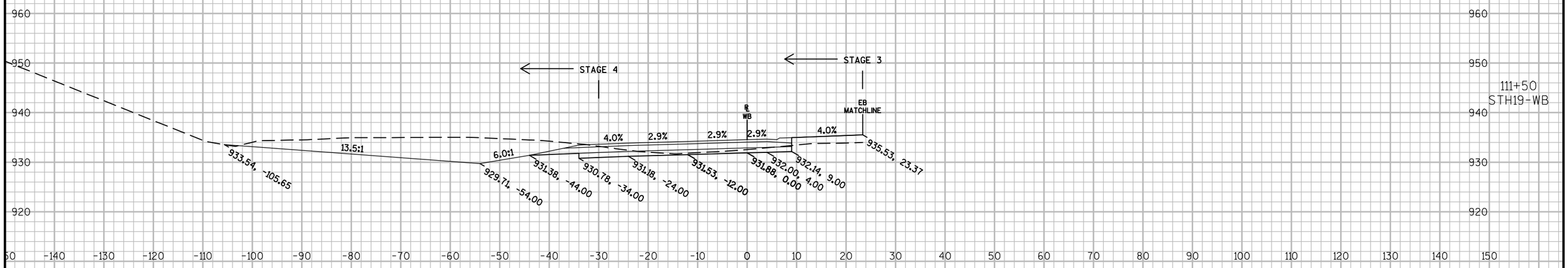
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 390	E

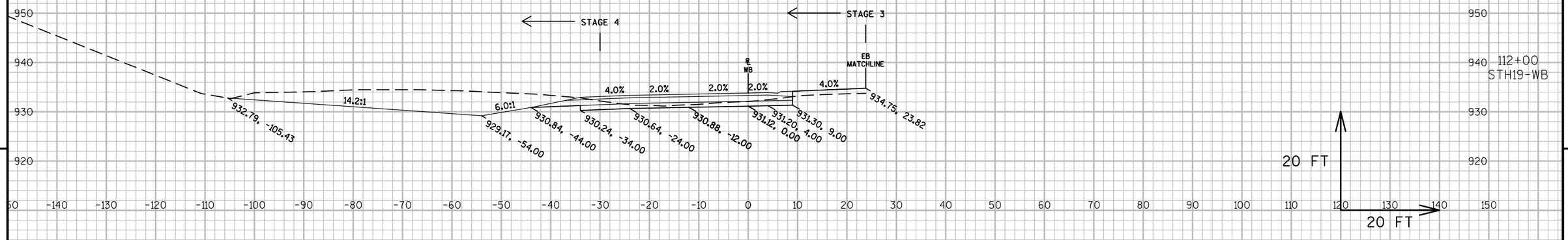
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LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (7)

PLOT DATE : 5/25/2017 10:20 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





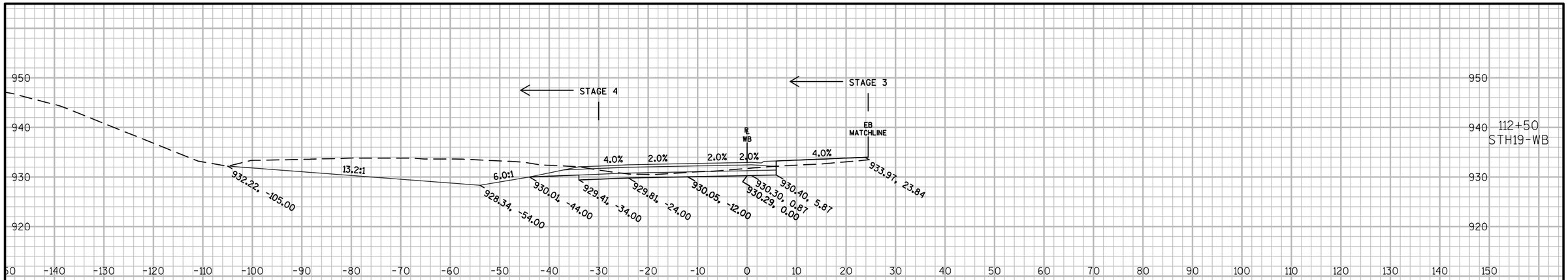


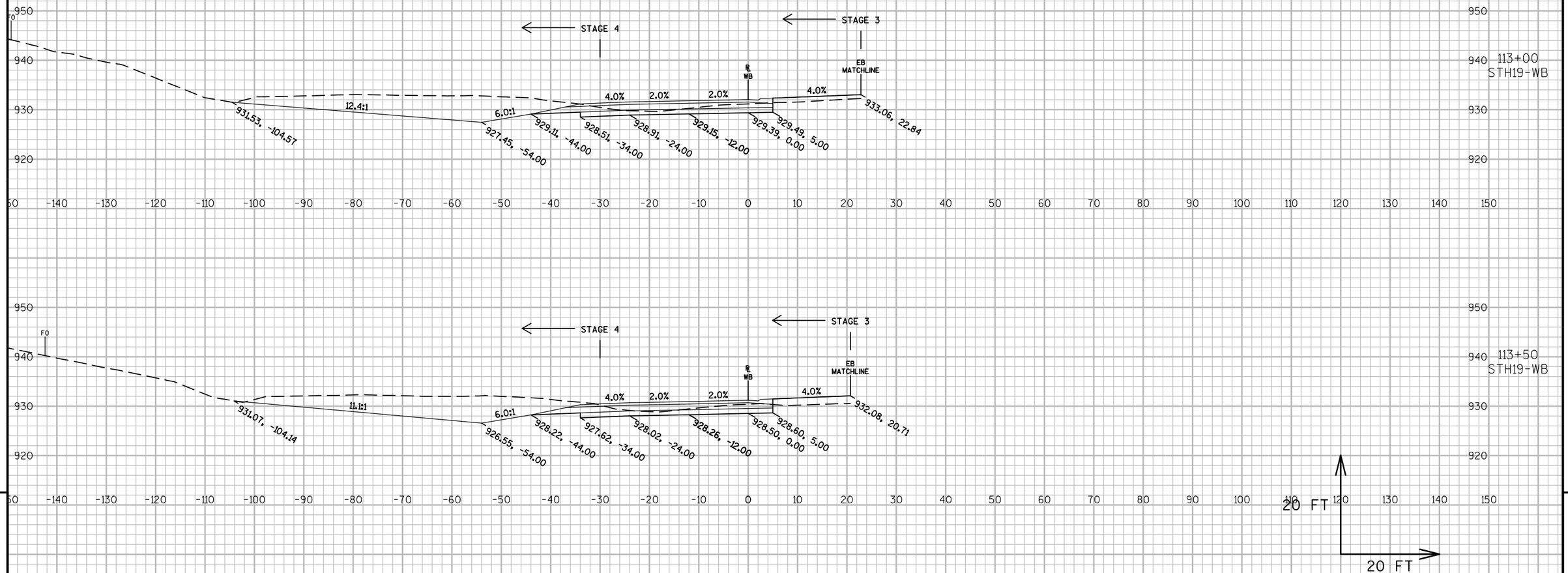
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 391	E

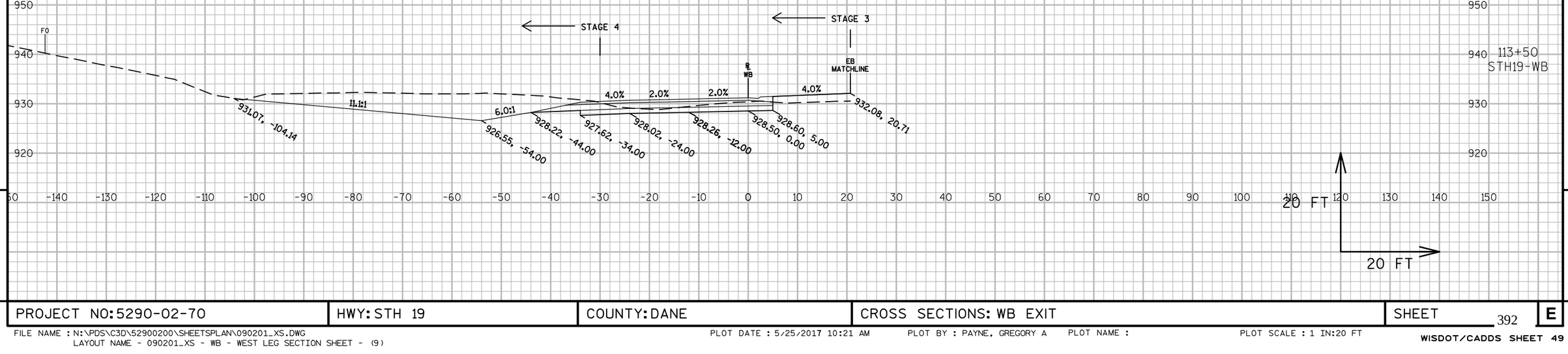
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (8)

PLOT DATE : 5/25/2017 10:21 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







9

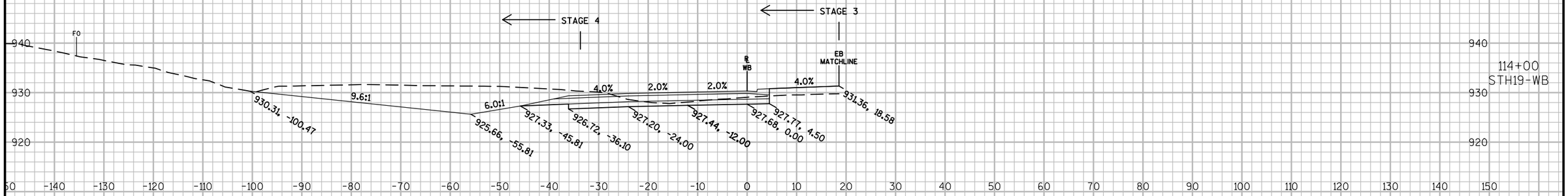
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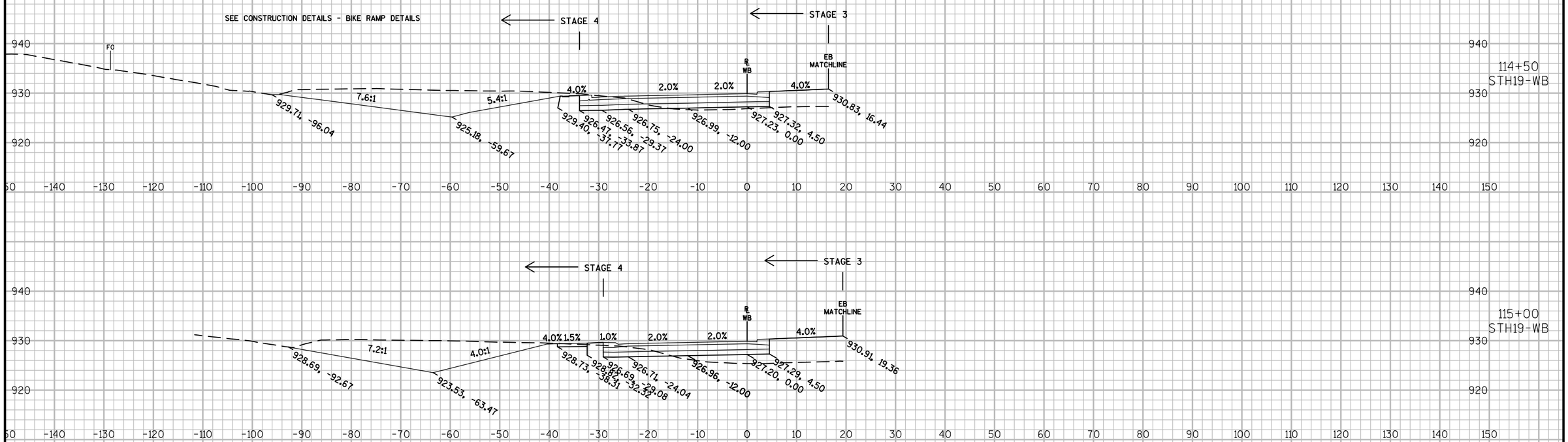
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 392	E

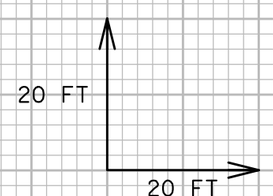
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (9)

PLOT DATE : 5/25/2017 10:21 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





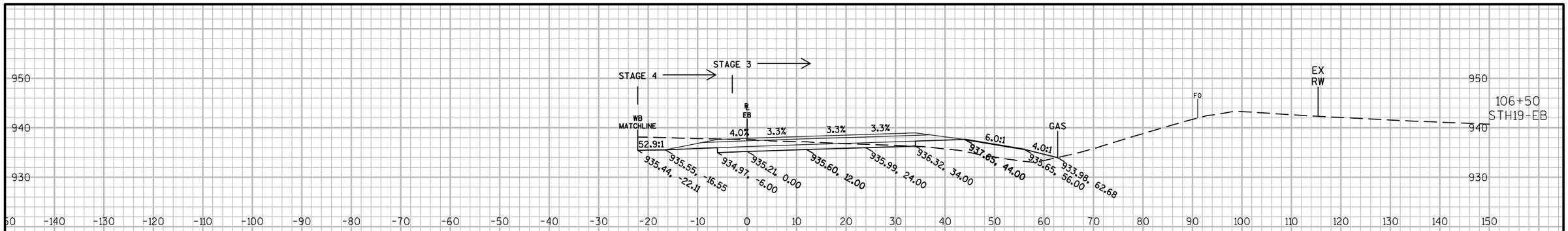


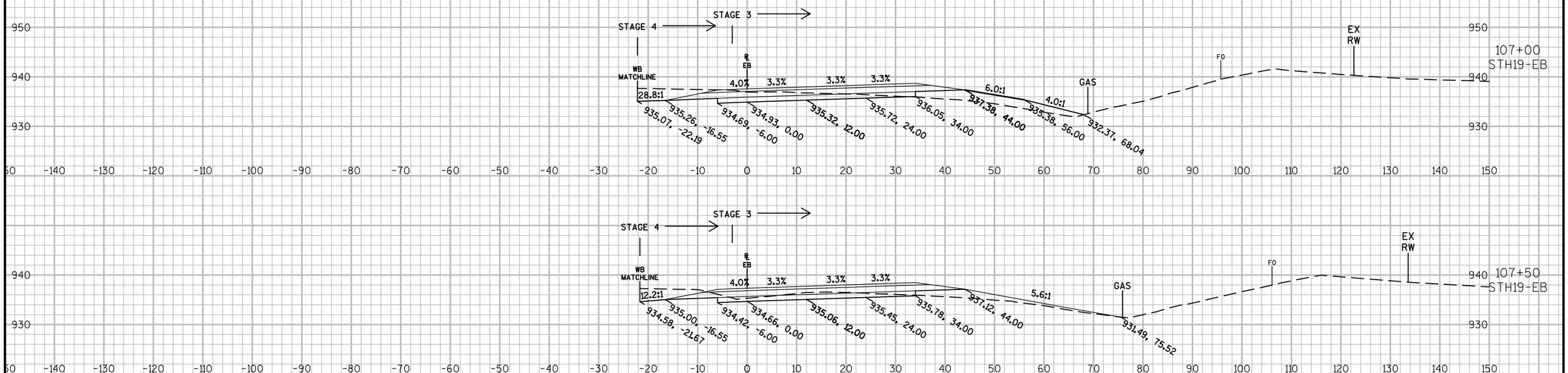
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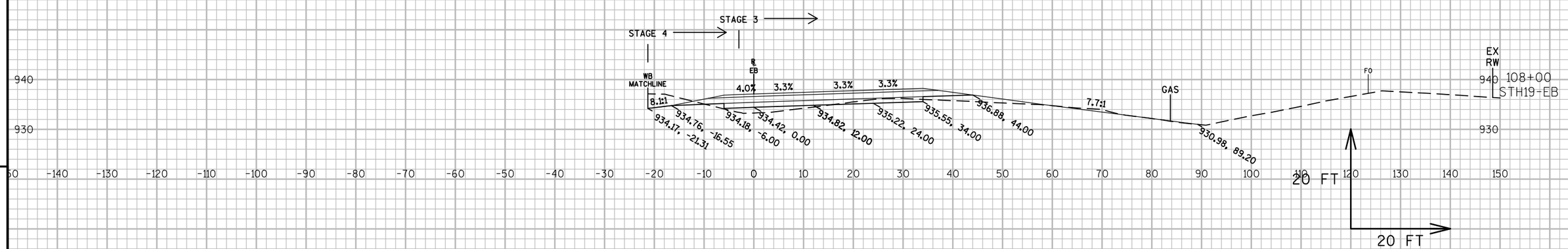
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB EXIT	SHEET 393	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - WEST LEG SECTION SHEET - (10)

PLOT DATE : 5/25/2017 10:22 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT







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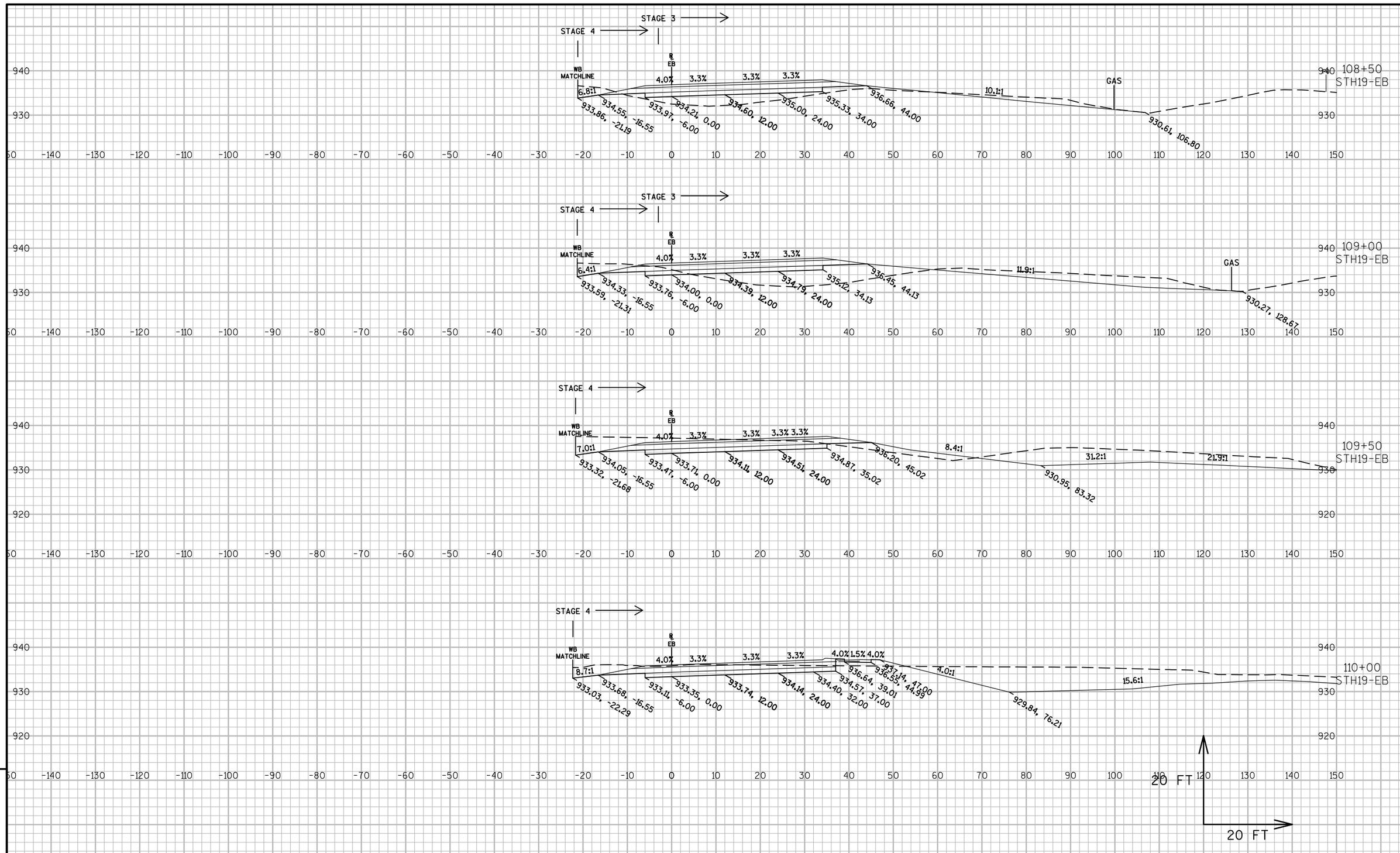
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB APPROACH	SHEET 394	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - WEST LEG SECTION SHEET - (1)

PLOT DATE : 5/25/2017 10:15 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

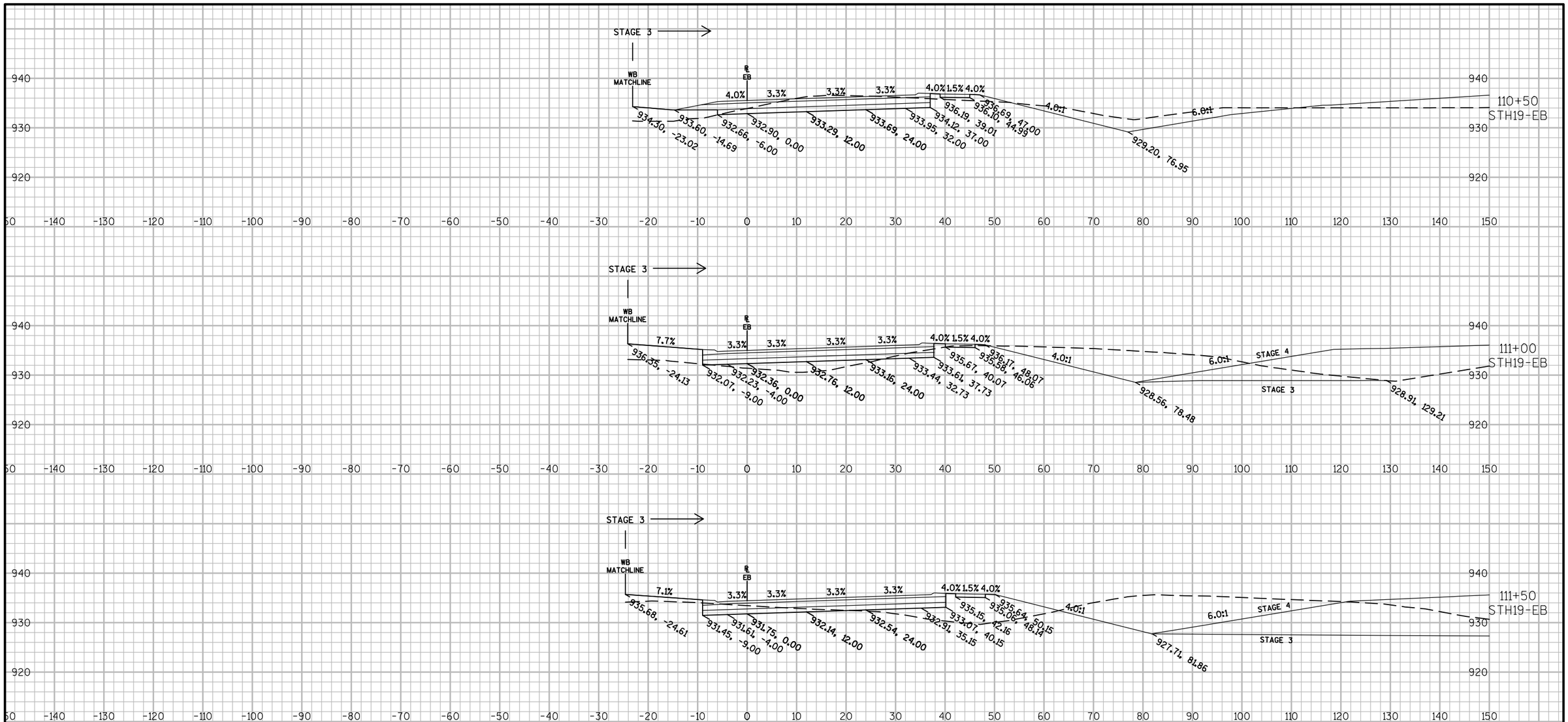
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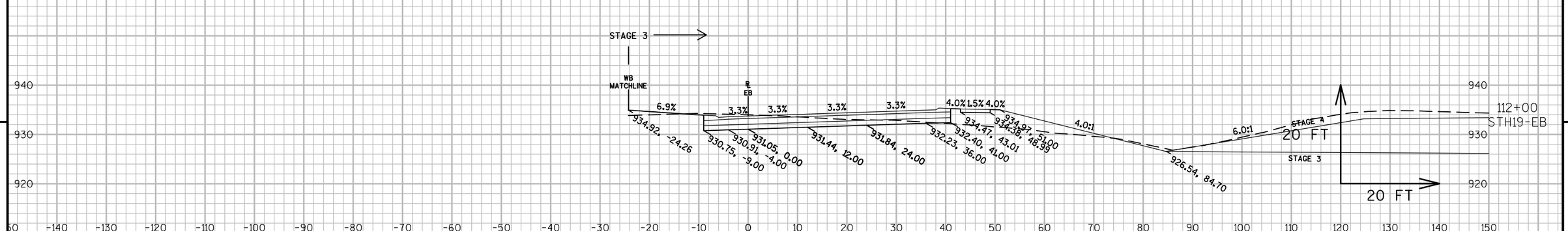
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB APPROACH	SHEET 395	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - WEST LEG SECTION SHEET - (2)

PLOT DATE : 5/25/2017 10:15 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





9

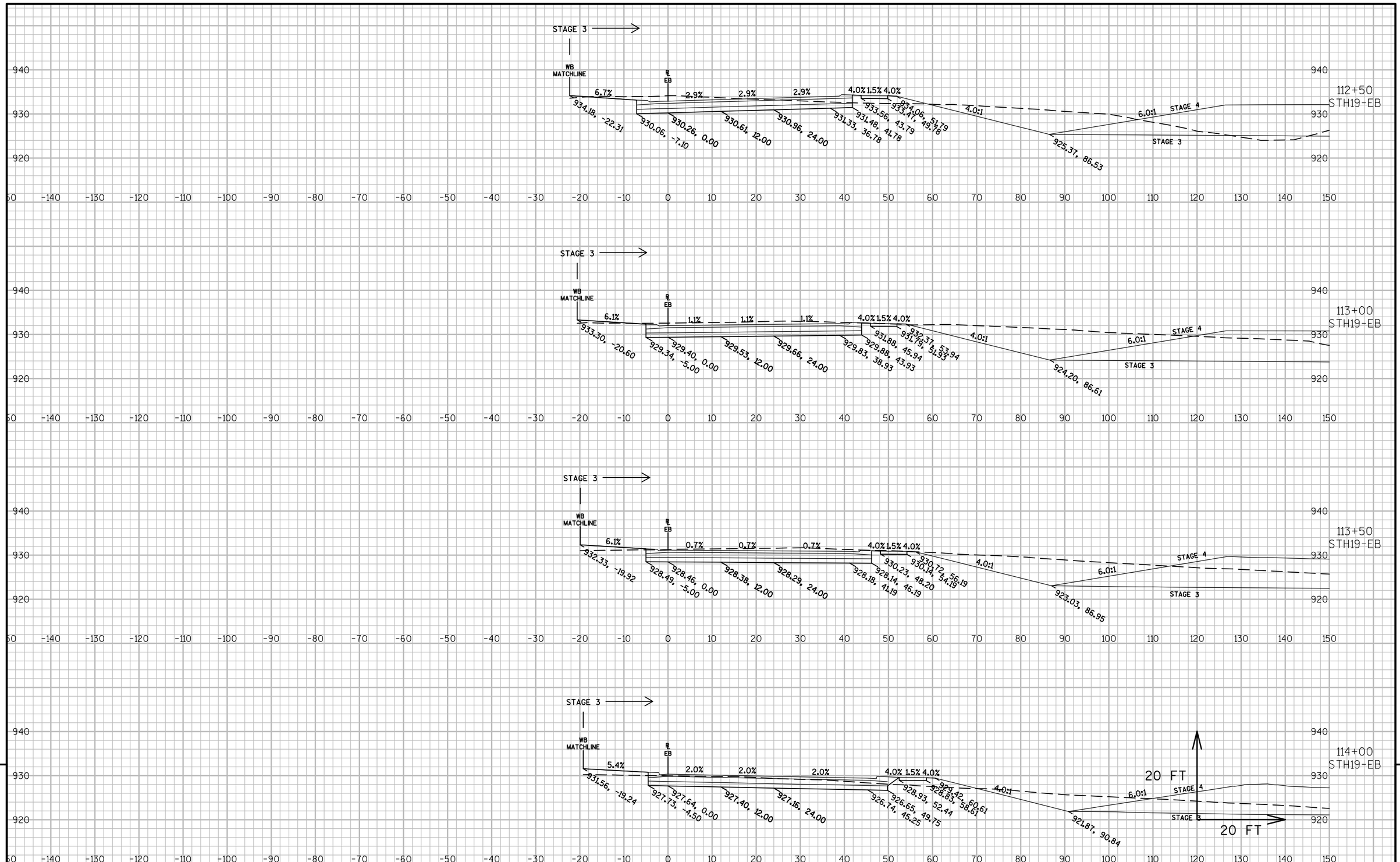
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB APPROACH	SHEET 396	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - WEST LEG SECTION SHEET - (3)

PLOT DATE : 5/25/2017 10:16 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

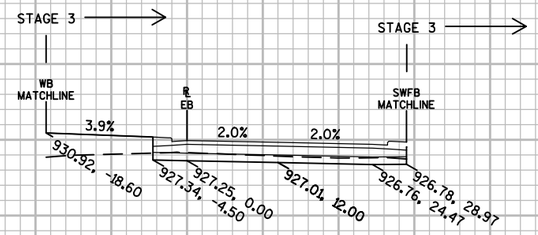
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB APPROACH	SHEET 397	E

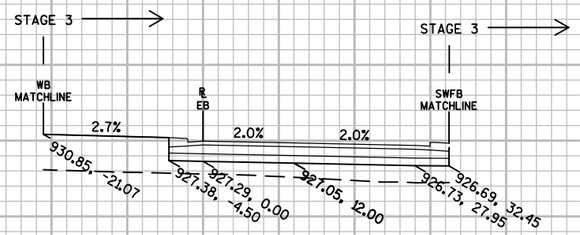
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - WEST LEG SECTION SHEET - (4)

PLOT DATE : 5/25/2017 10:16 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

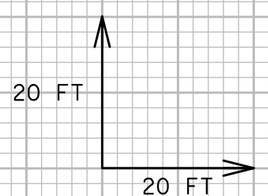
WISDOT/CADDS SHEET 49



114+50
STH19-EB



115+00
STH19-EB

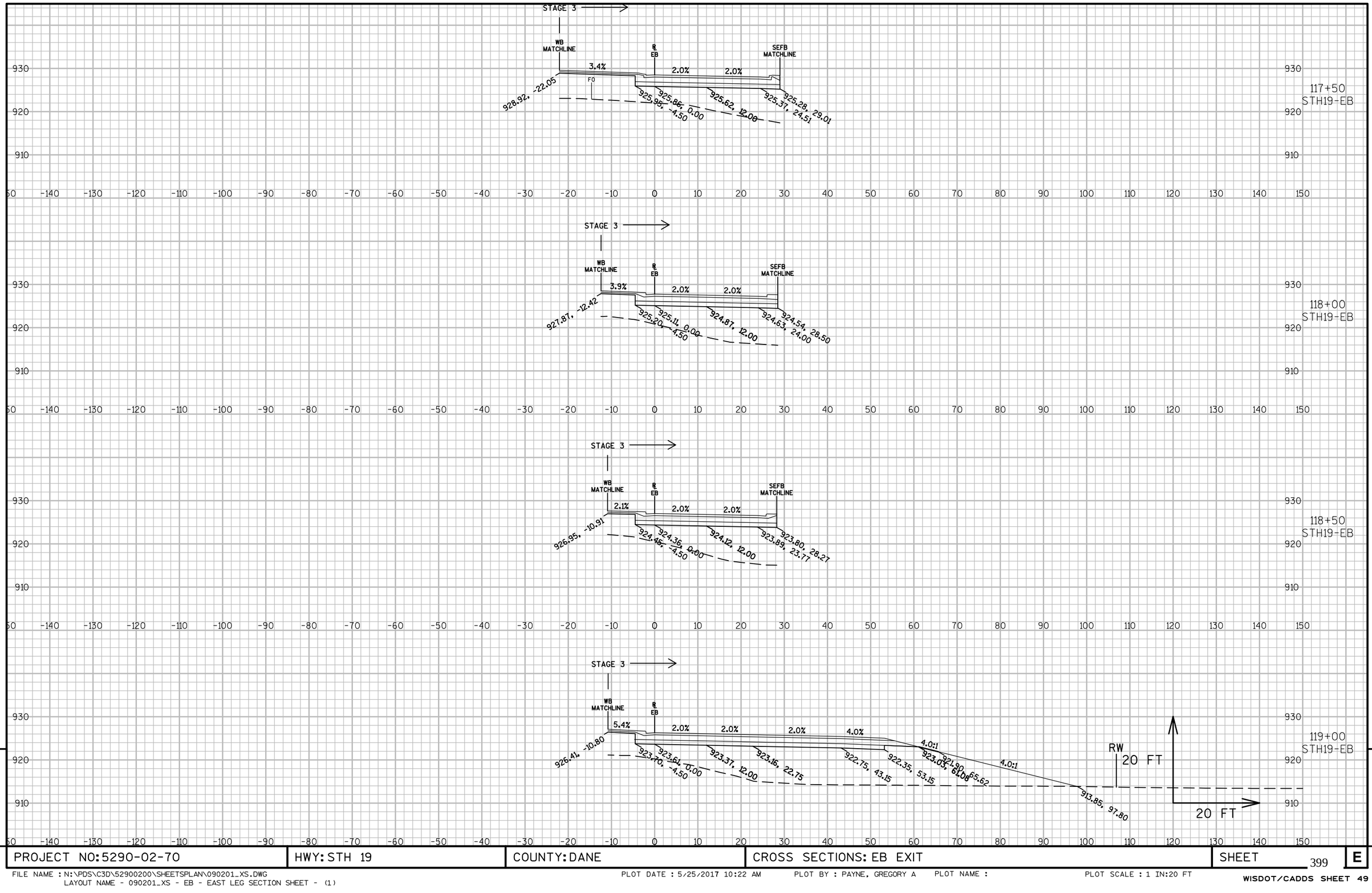


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB APPROACH	SHEET 398	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - WEST LEG SECTION SHEET - (5)
PLOT DATE : 5/25/2017 10:17 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

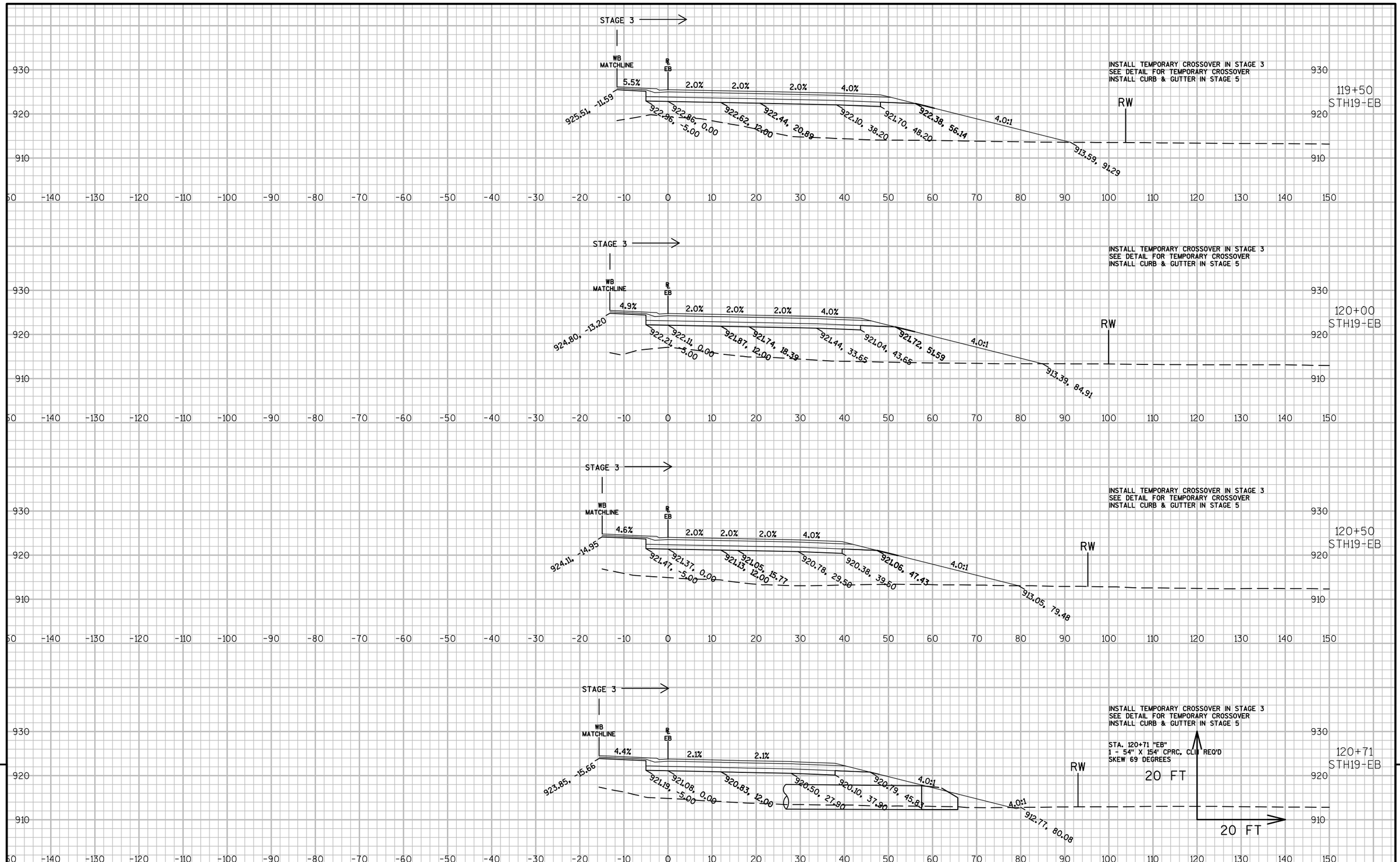


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB EXIT	SHEET 399	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - EAST LEG SECTION SHEET - (1)
PLOT DATE : 5/25/2017 10:22 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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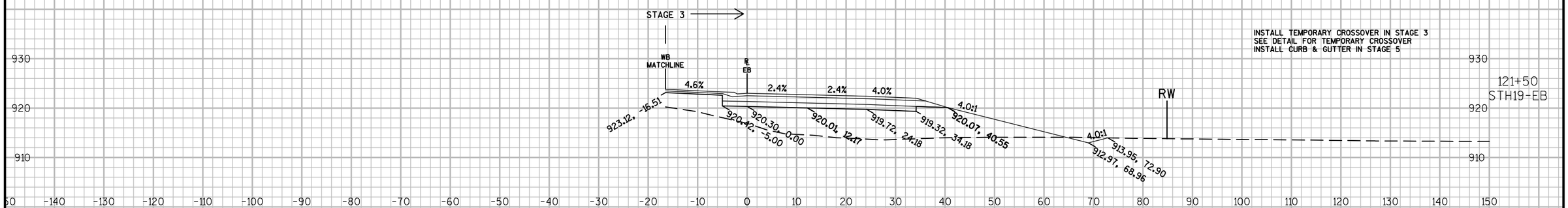
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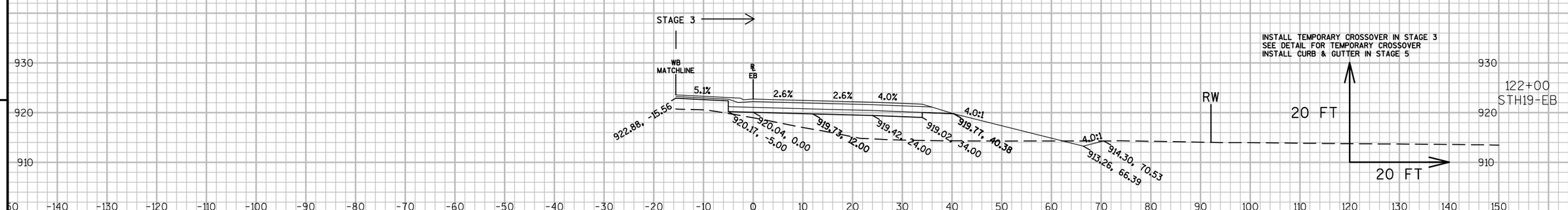
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB EXIT	SHEET 400	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - EAST LEG SECTION SHEET - (2)
PLOT DATE : 5/25/2017 10:23 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49







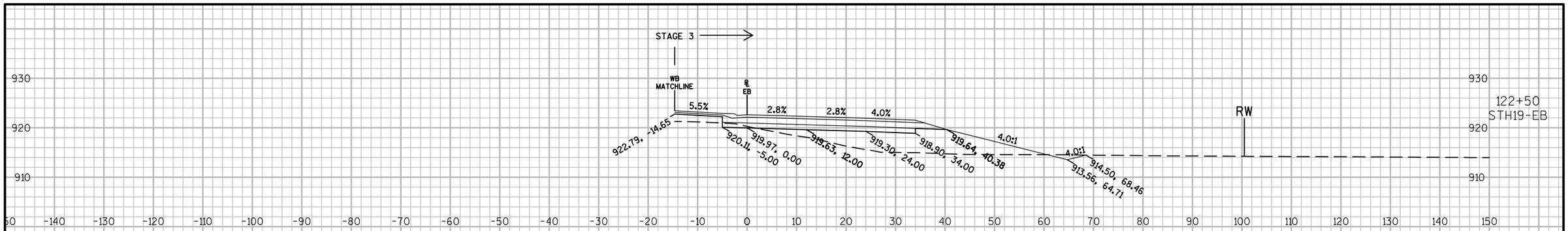


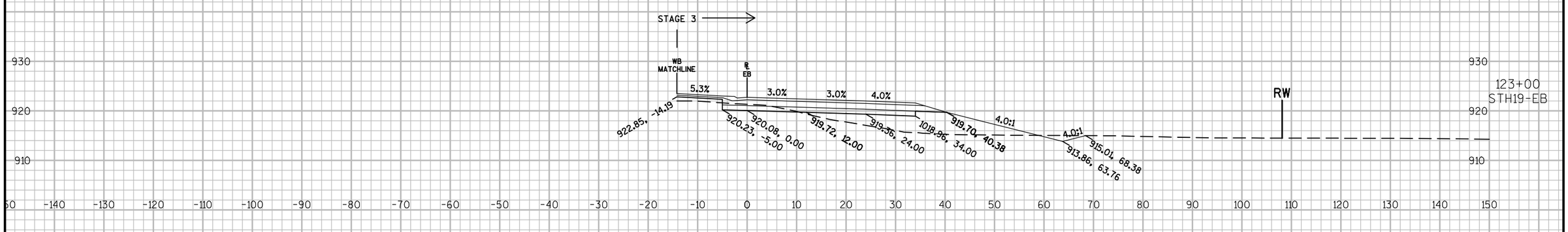
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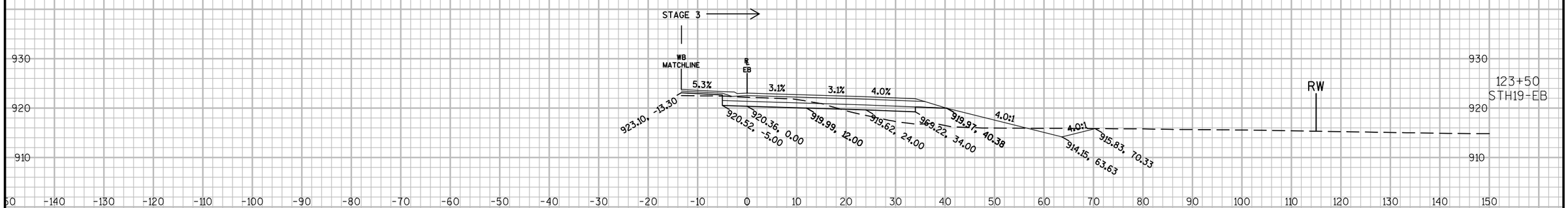
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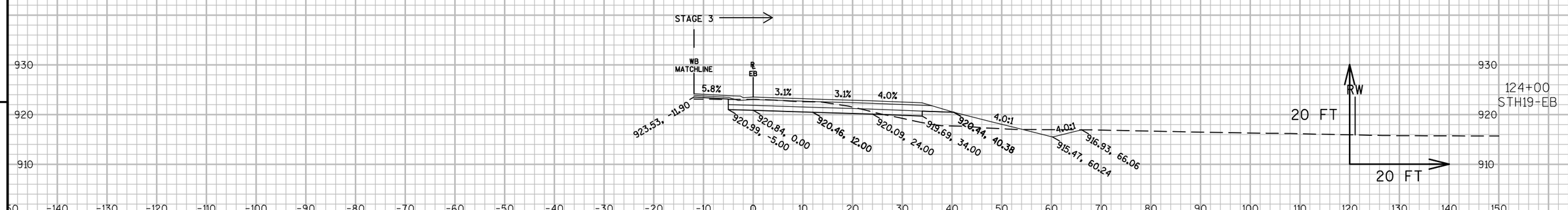
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB EXIT	SHEET 401	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - EAST LEG SECTION SHEET - (3)
PLOT DATE : 5/25/2017 10:24 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





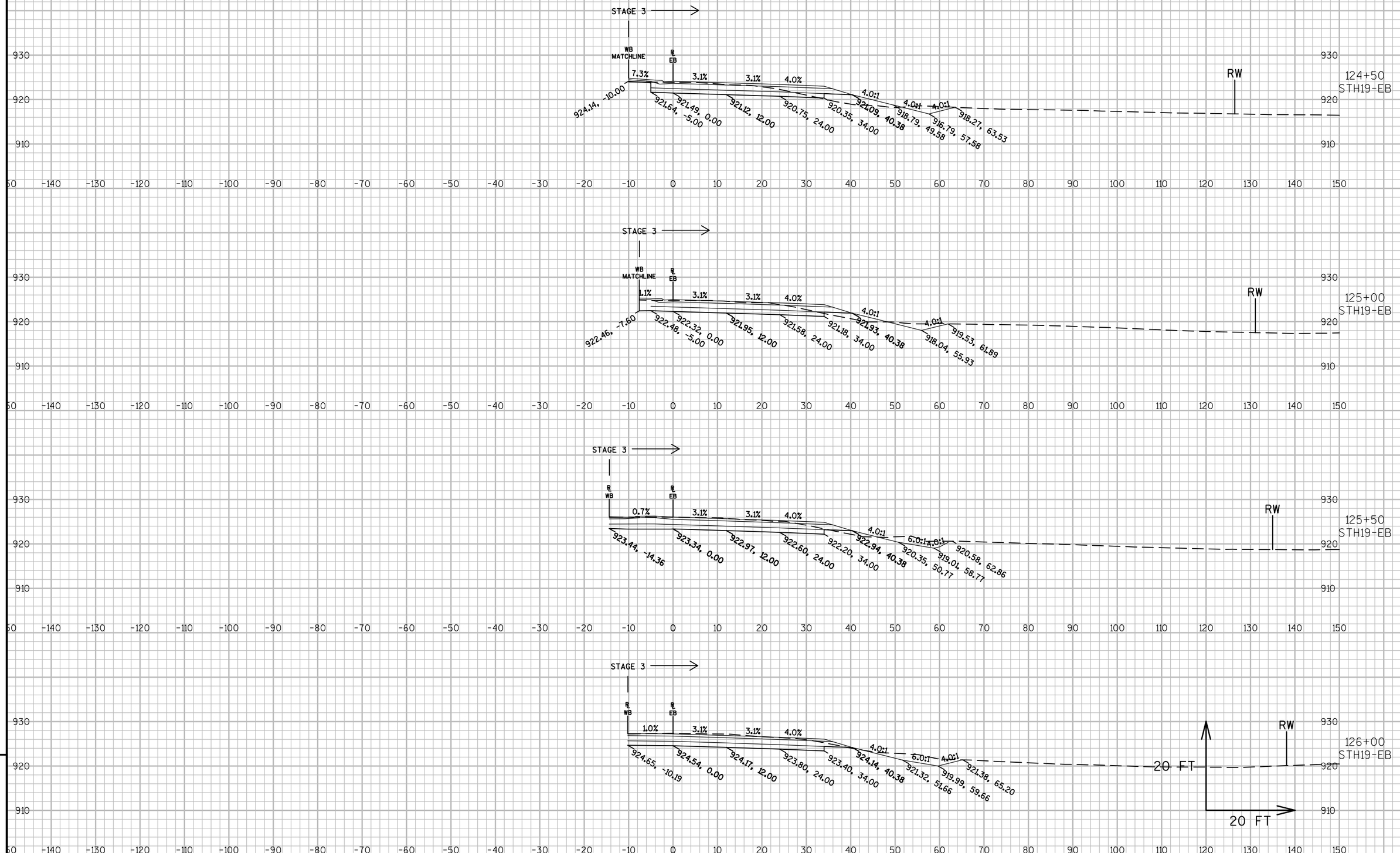




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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB EXIT	SHEET 402	E



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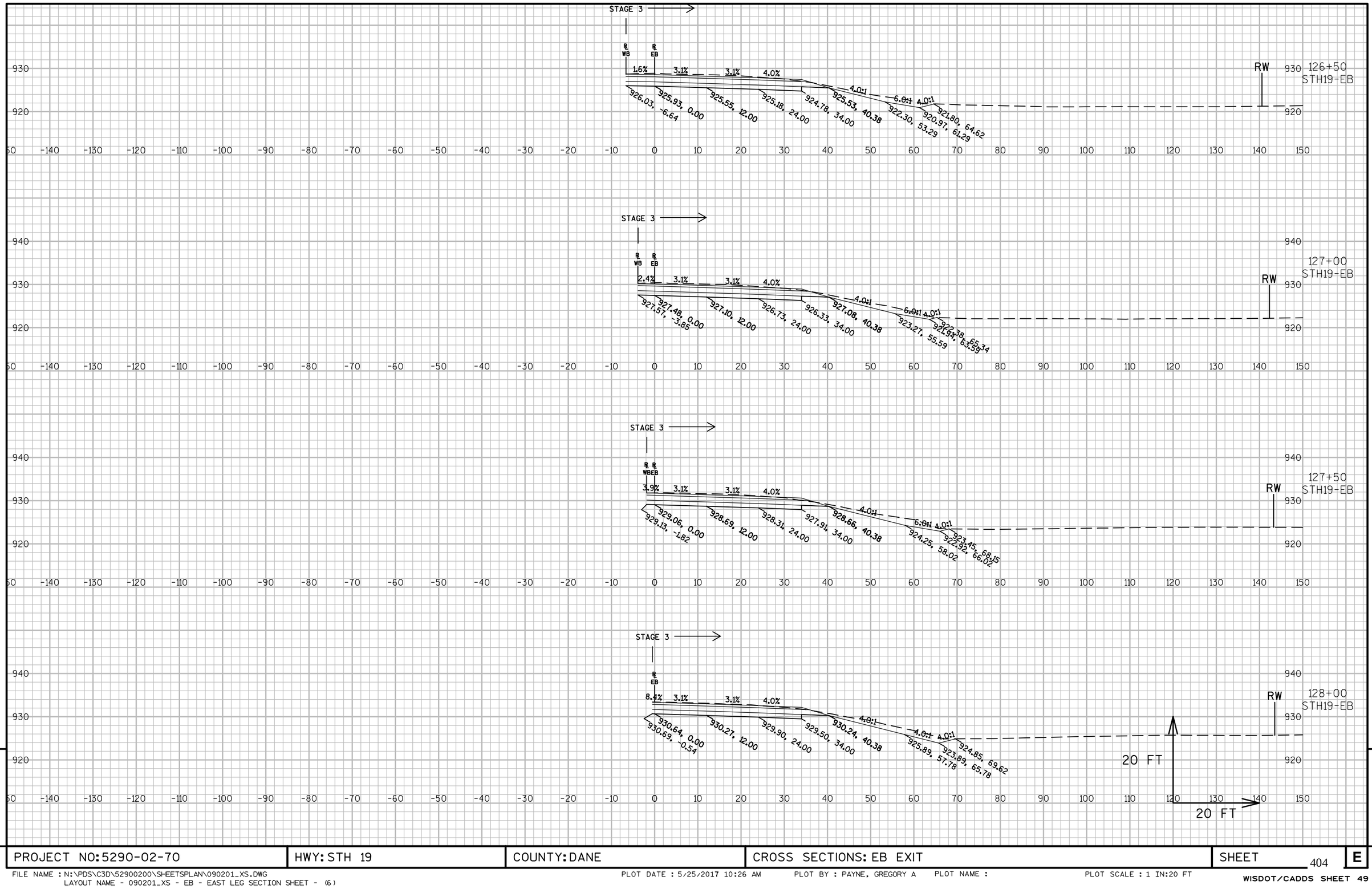
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB EXIT	SHEET 403	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - EAST LEG SECTION SHEET - (5)

PLOT DATE : 5/25/2017 10:25 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

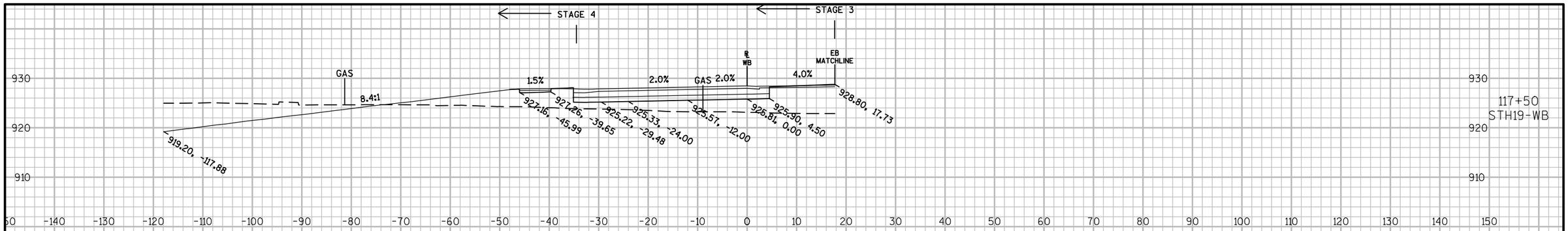


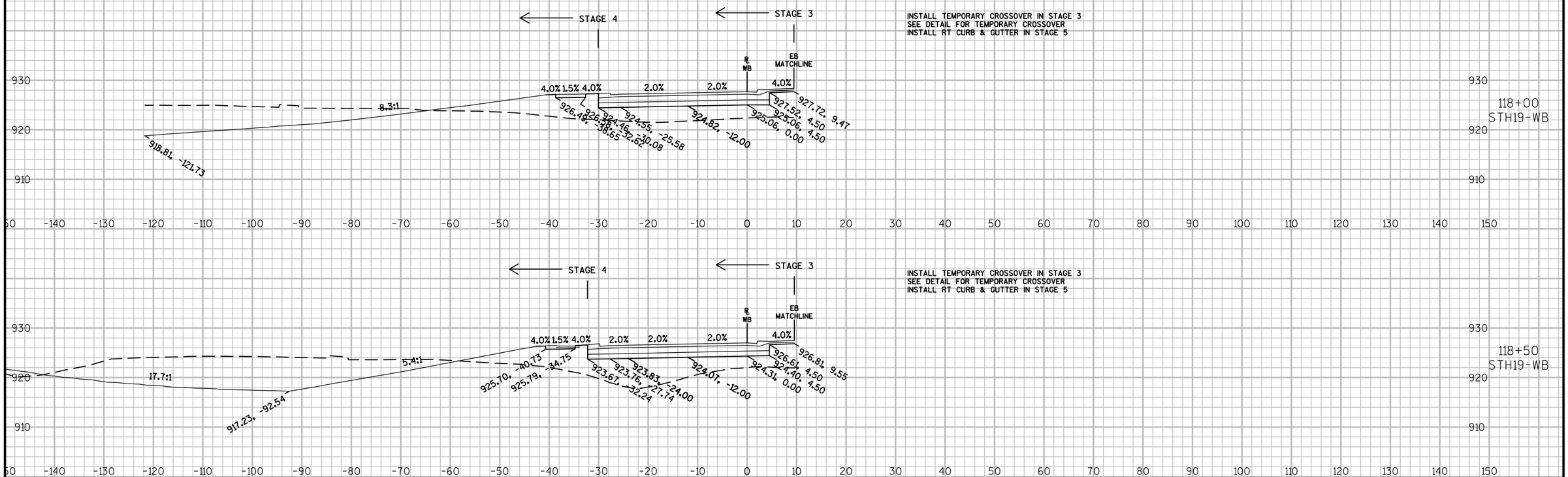
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: EB EXIT	SHEET 404	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - EB - EAST LEG SECTION SHEET - (6)

PLOT DATE : 5/25/2017 10:26 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

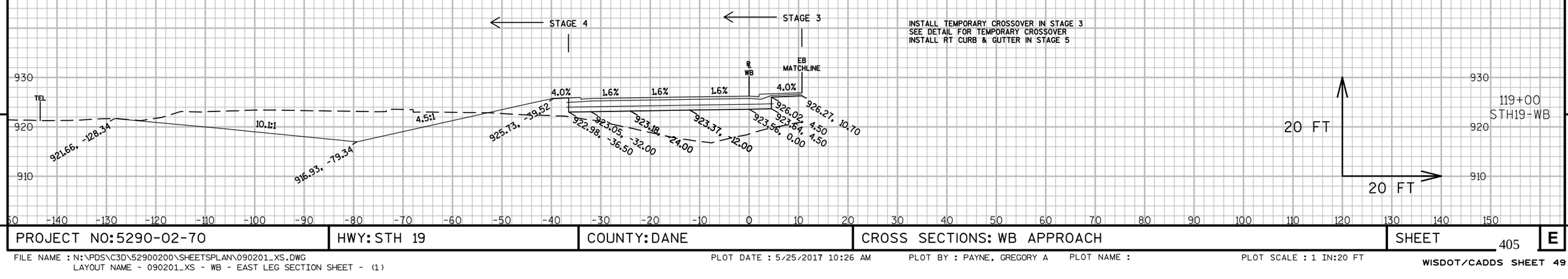
WISDOT/CADDS SHEET 49





INSTALL TEMPORARY CROSSOVER IN STAGE 3
SEE DETAIL FOR TEMPORARY CROSSOVER
INSTALL RT CURB & GUTTER IN STAGE 5

INSTALL TEMPORARY CROSSOVER IN STAGE 3
SEE DETAIL FOR TEMPORARY CROSSOVER
INSTALL RT CURB & GUTTER IN STAGE 5



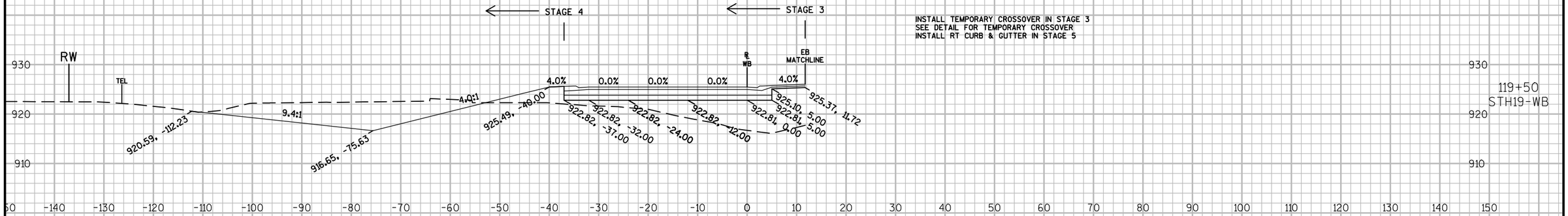
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 405 E

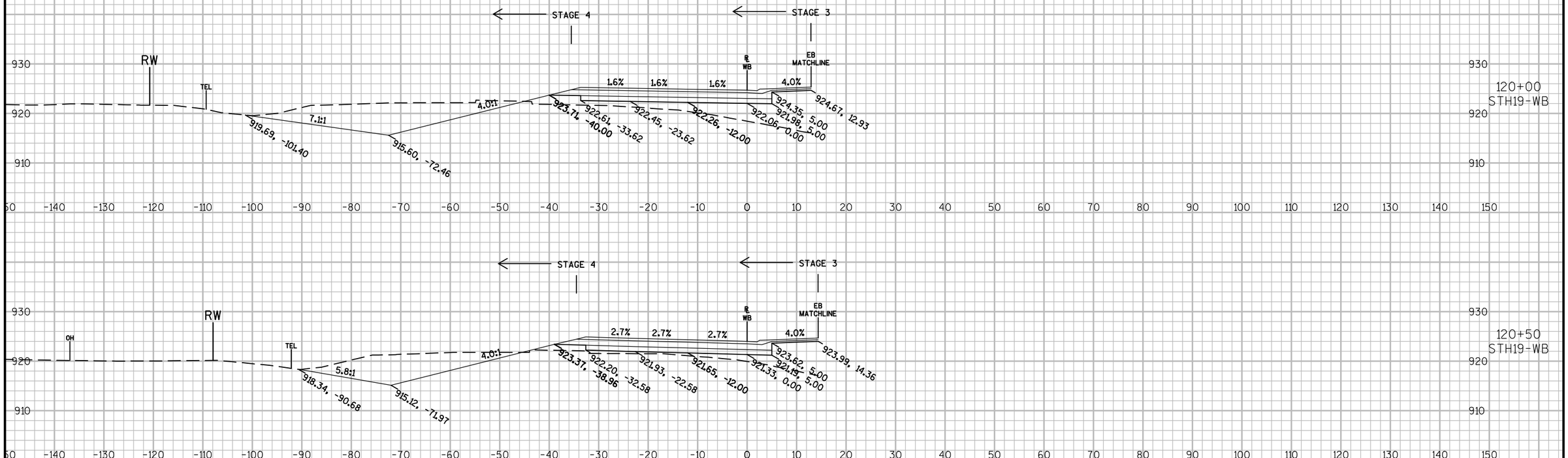
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LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (1)

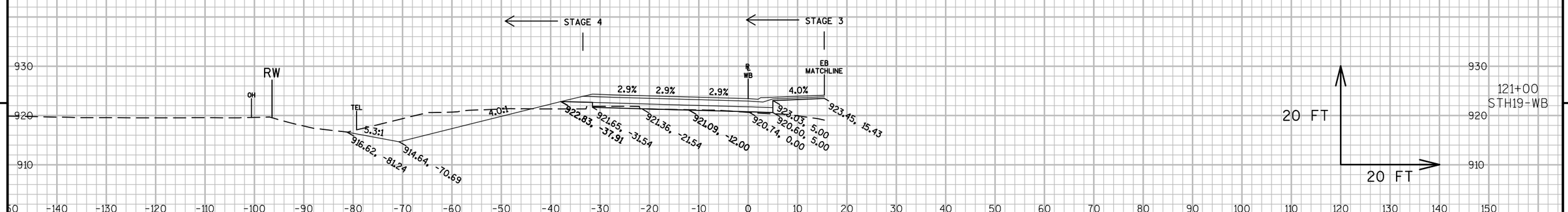
PLOT DATE : 5/25/2017 10:26 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

INSTALL TEMPORARY CROSSOVER IN STAGE 3
SEE DETAIL FOR TEMPORARY CROSSOVER
INSTALL RT CURB & GUTTER IN STAGE 5

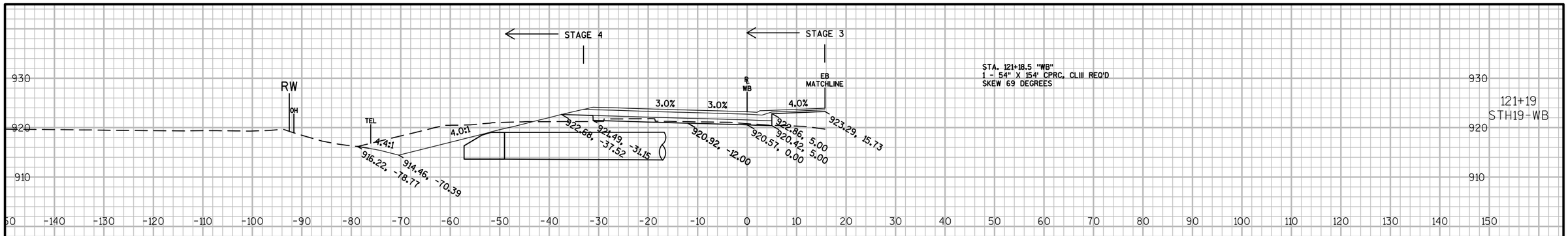






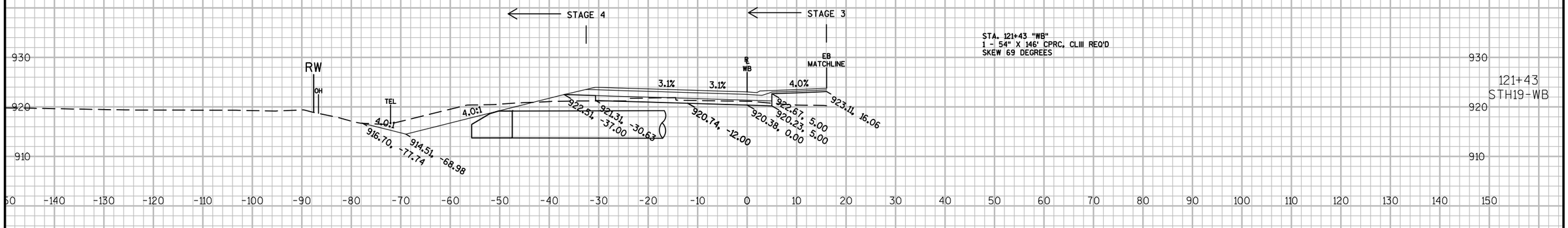
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 406 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (2)
PLOT DATE : 5/25/2017 10:27 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



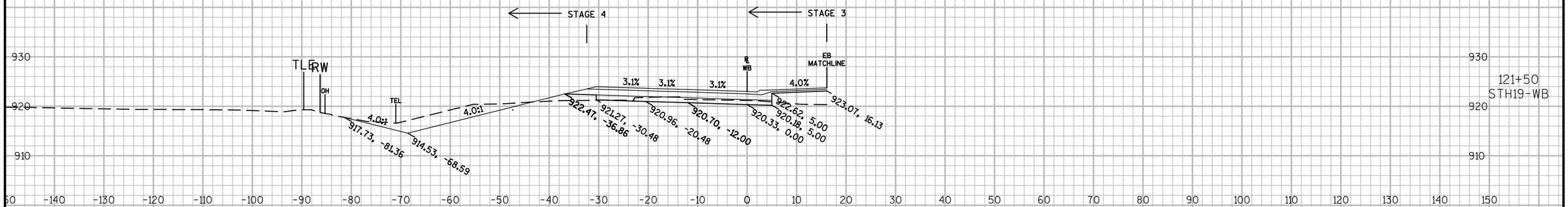
STA. 121+18.5 "WB"
1 - 54" X 154' CPRC, CLIII REQ'D
SKEW 69 DEGREES

121+19
STH19-WB

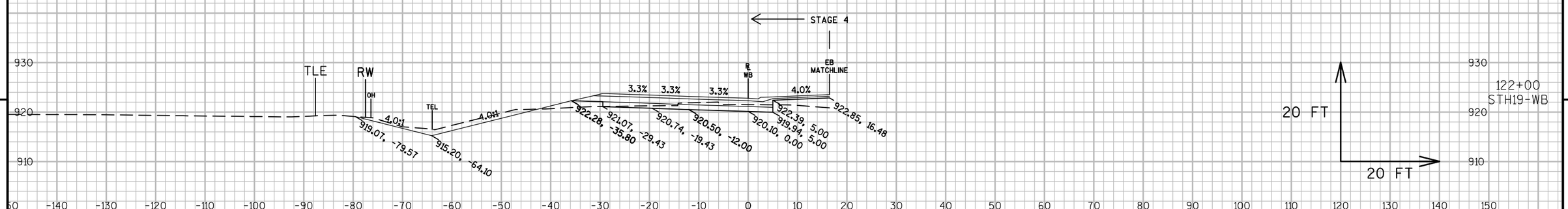


STA. 121+43 "WB"
1 - 54" X 146' CPRC, CLIII REQ'D
SKEW 69 DEGREES

121+43
STH19-WB



121+50
STH19-WB



122+00
STH19-WB

20 FT
20 FT

9

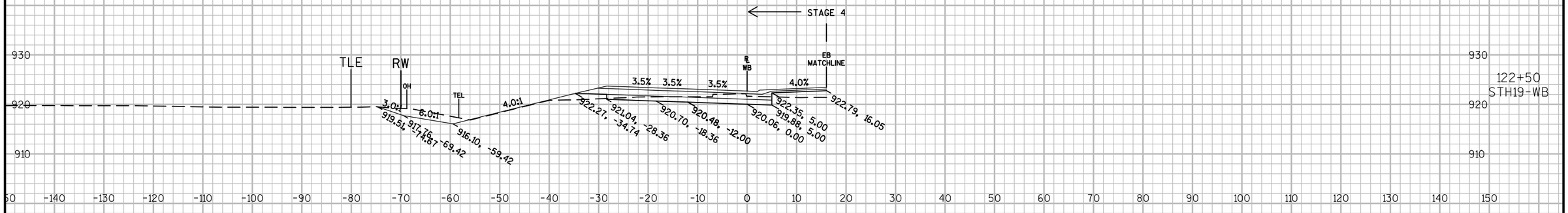
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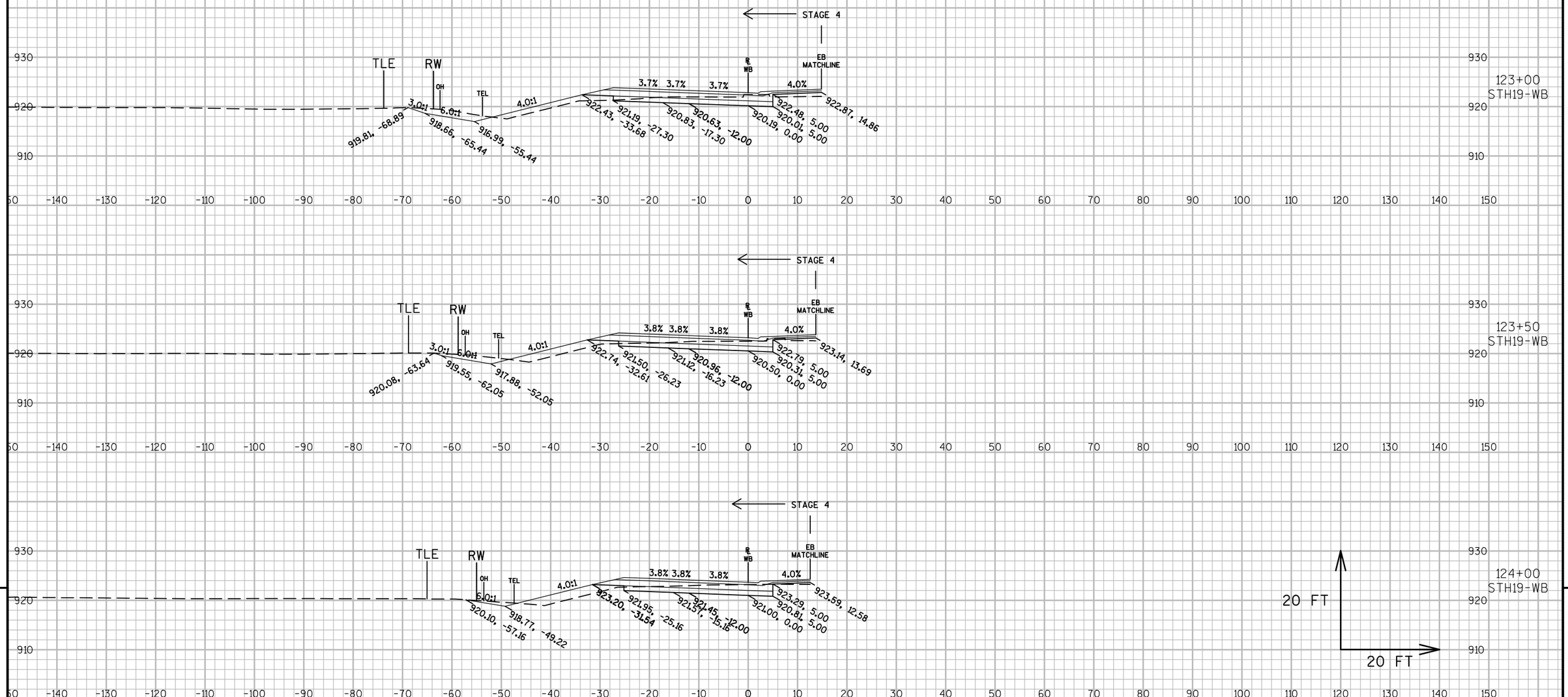
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 407	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (3)

PLOT DATE : 5/25/2017 10:27 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





9

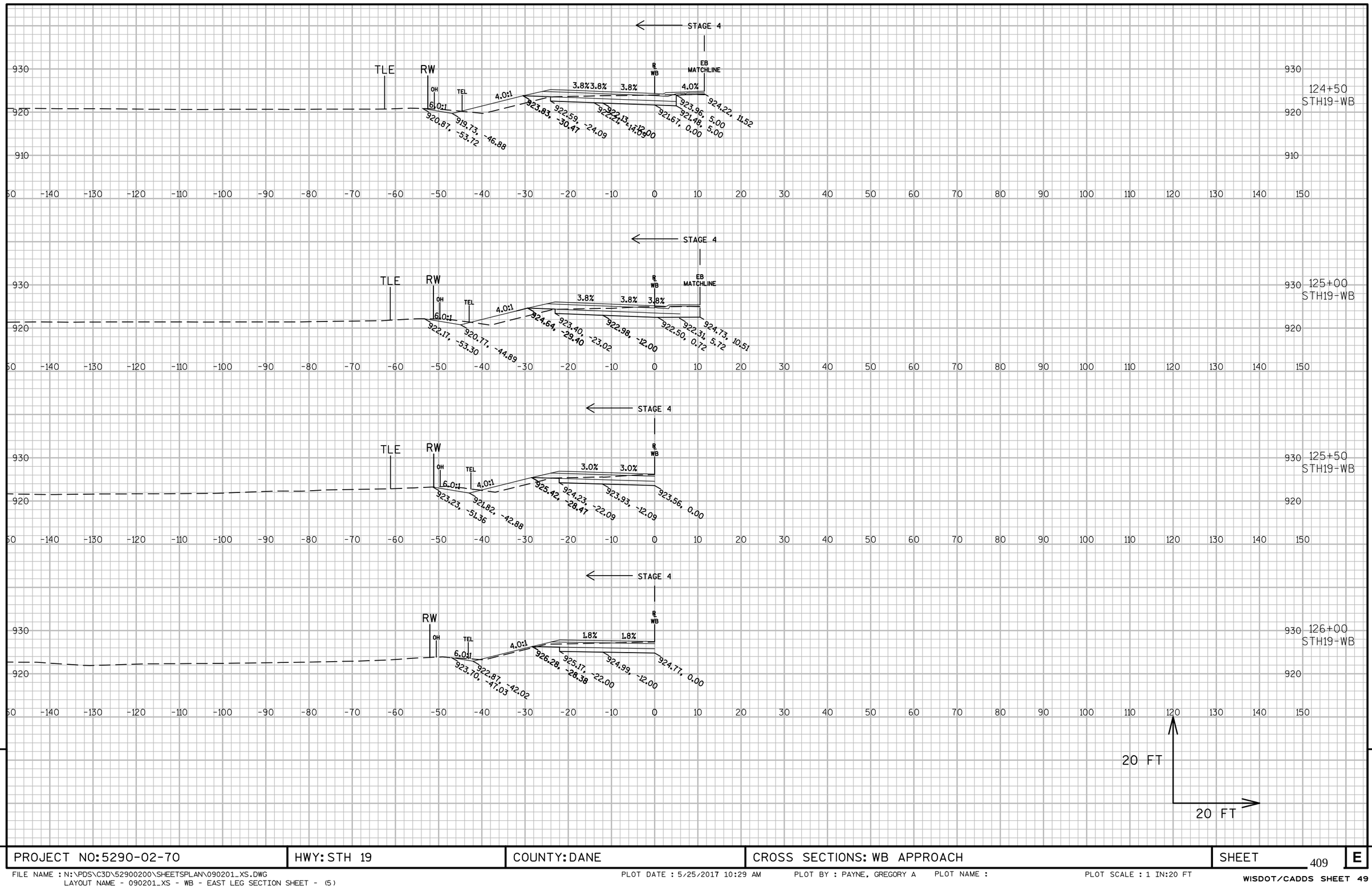
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 408	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (4)

PLOT DATE : 5/25/2017 10:28 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

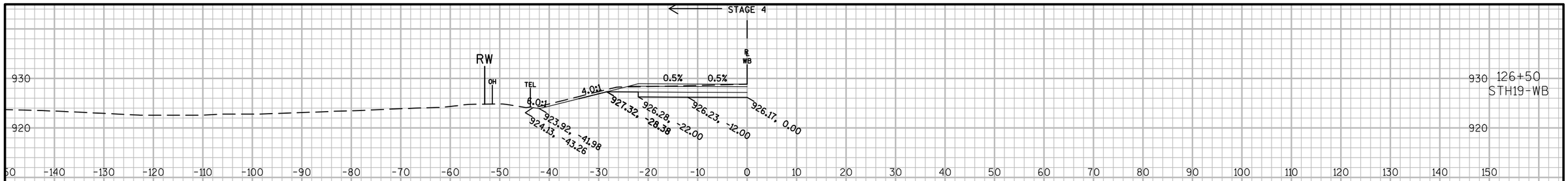


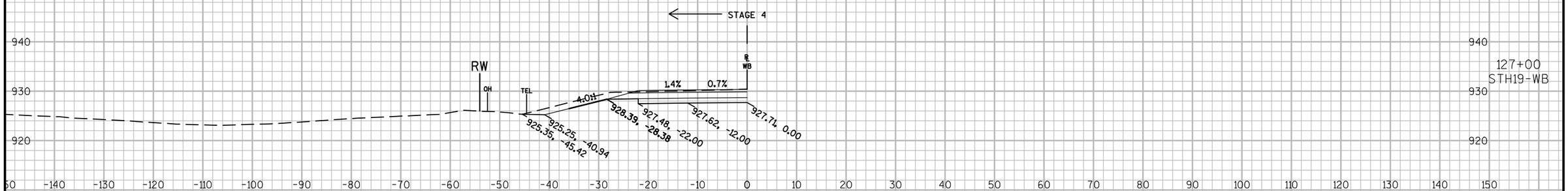
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 409	E

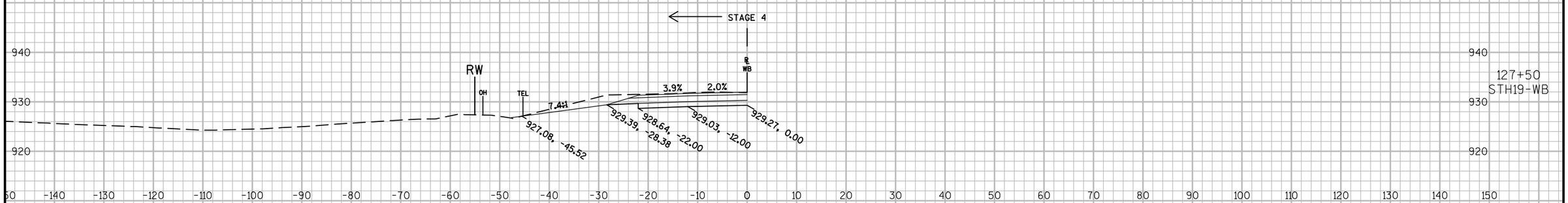
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LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (5)

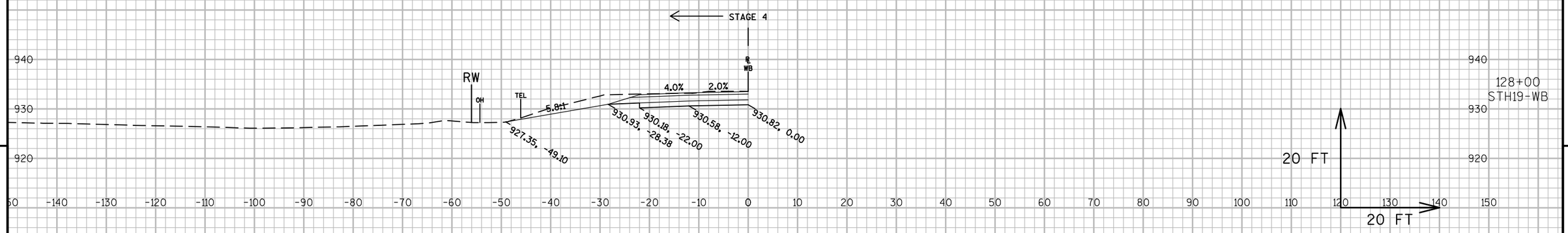
PLOT DATE : 5/25/2017 10:29 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

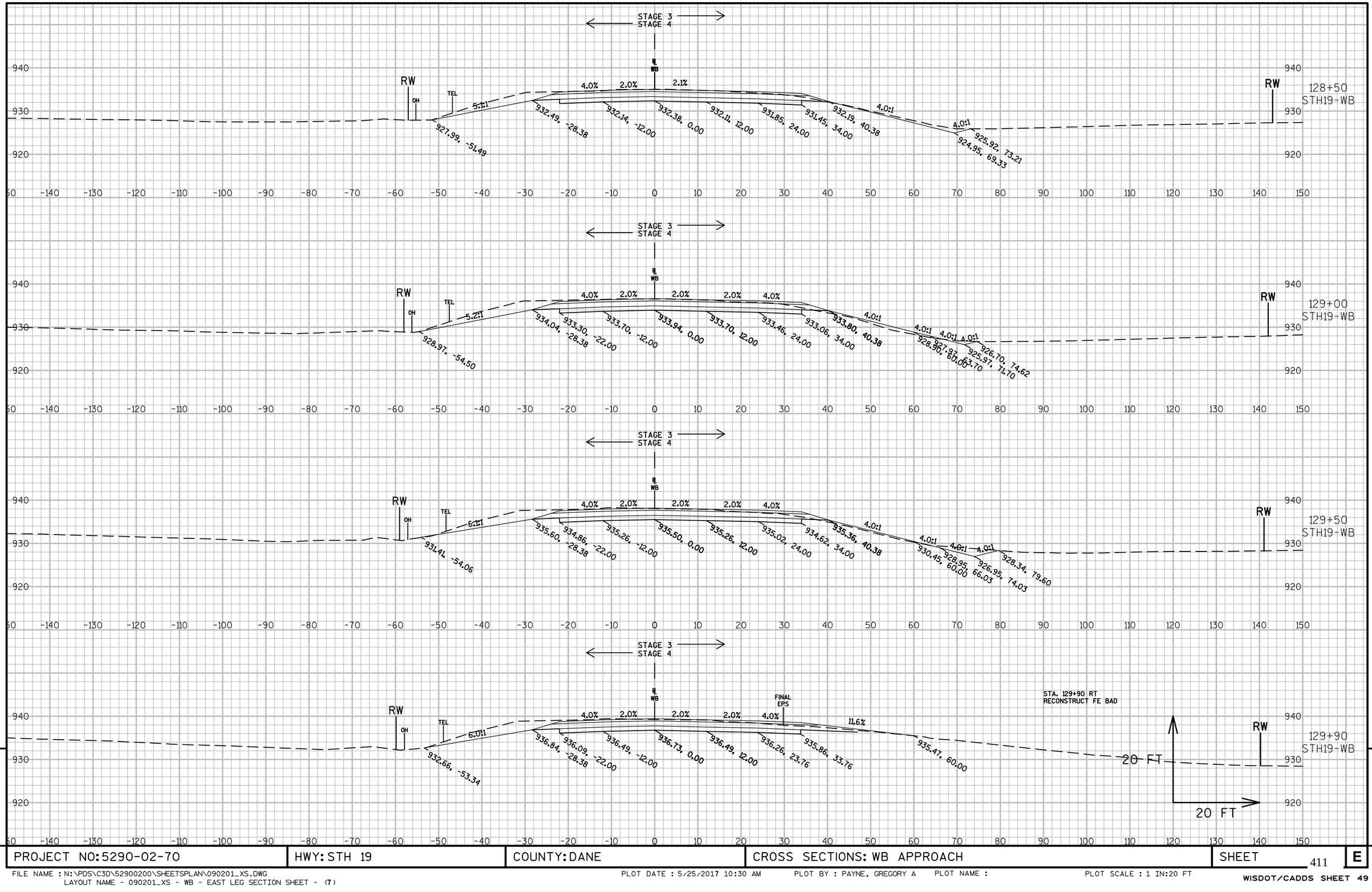








PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 410	E

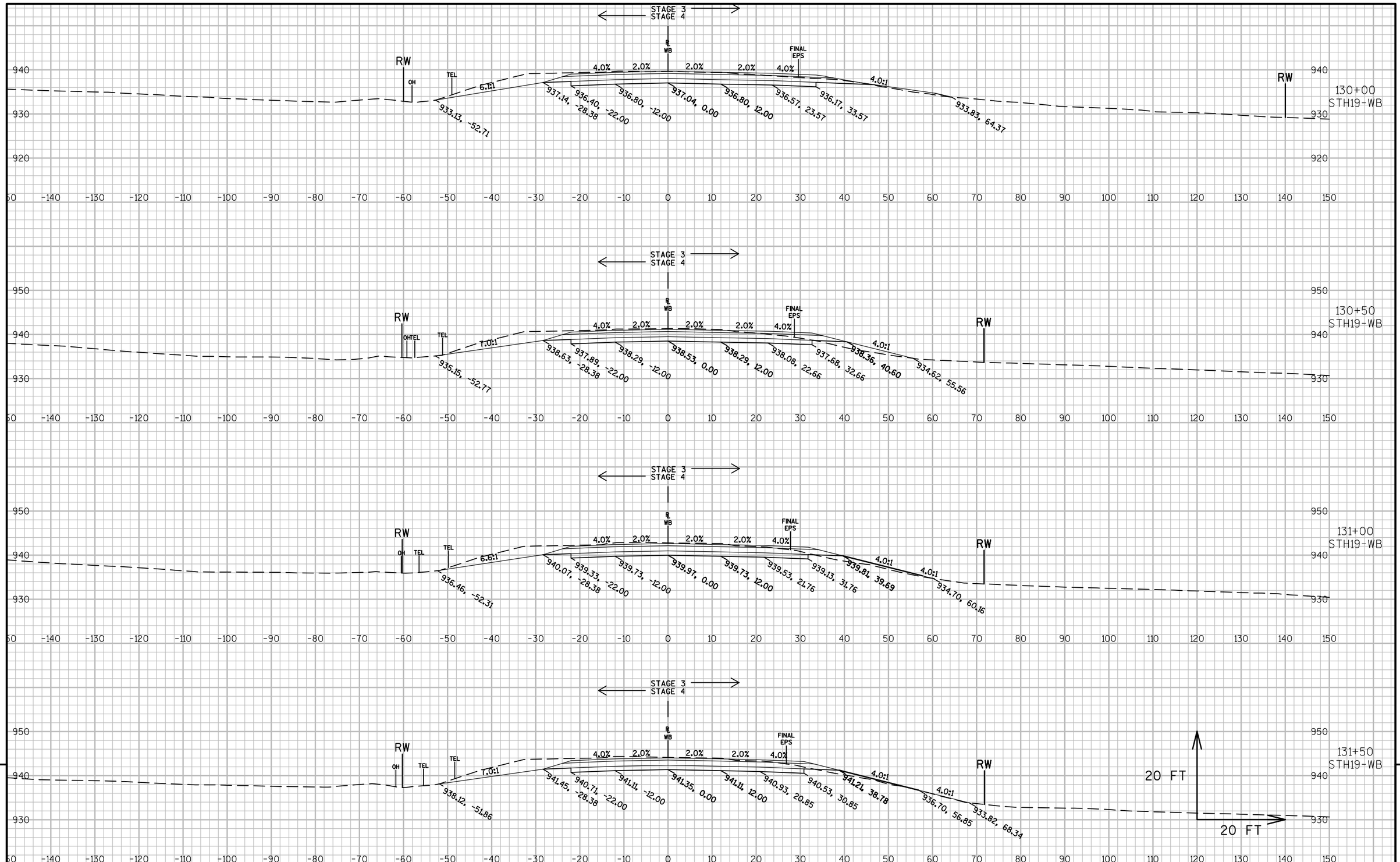


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 411	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (7)

PLOT DATE : 5/25/2017 10:30 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

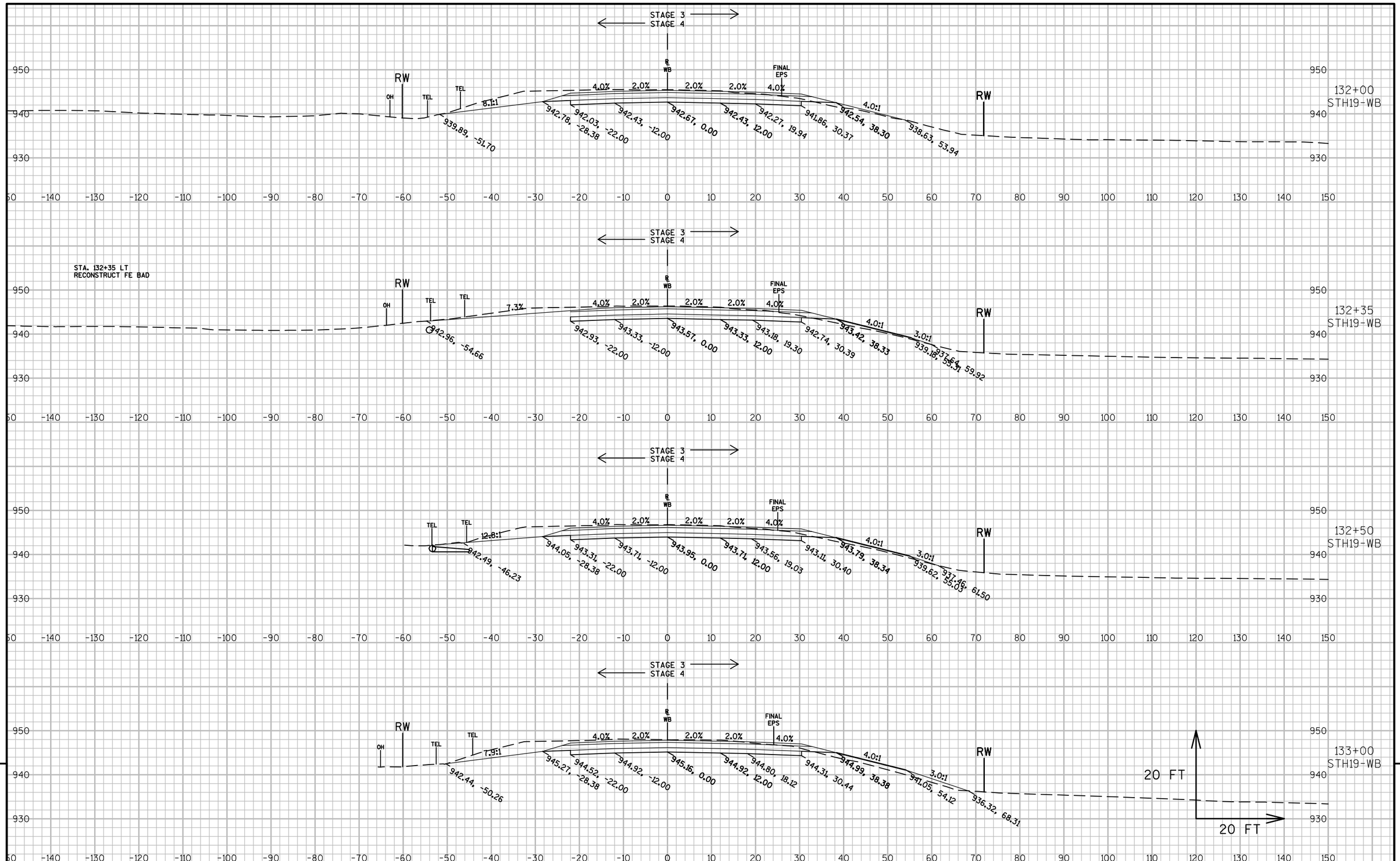


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 412 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (8)

PLOT DATE : 5/25/2017 10:31 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

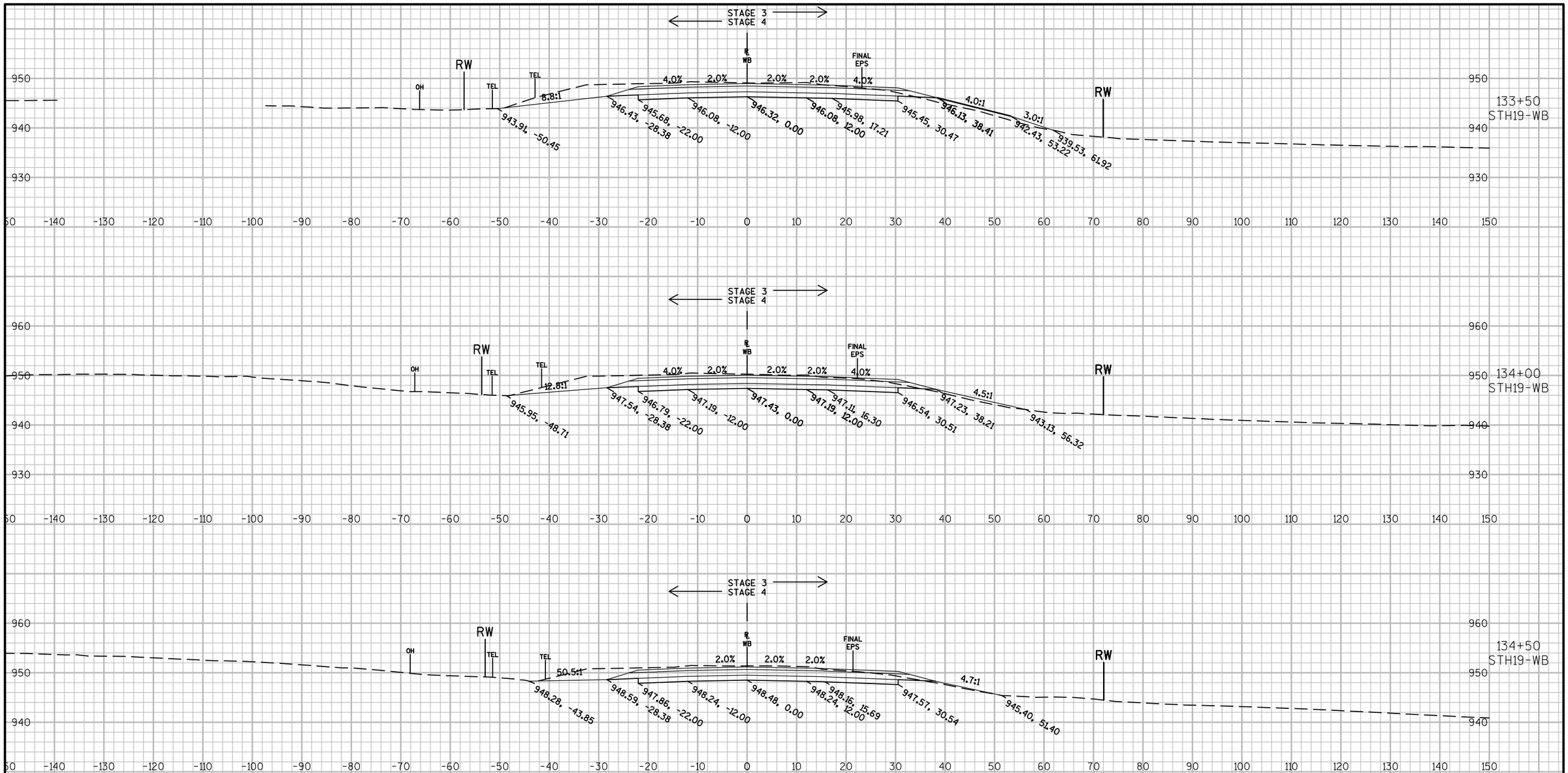
WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 413 E

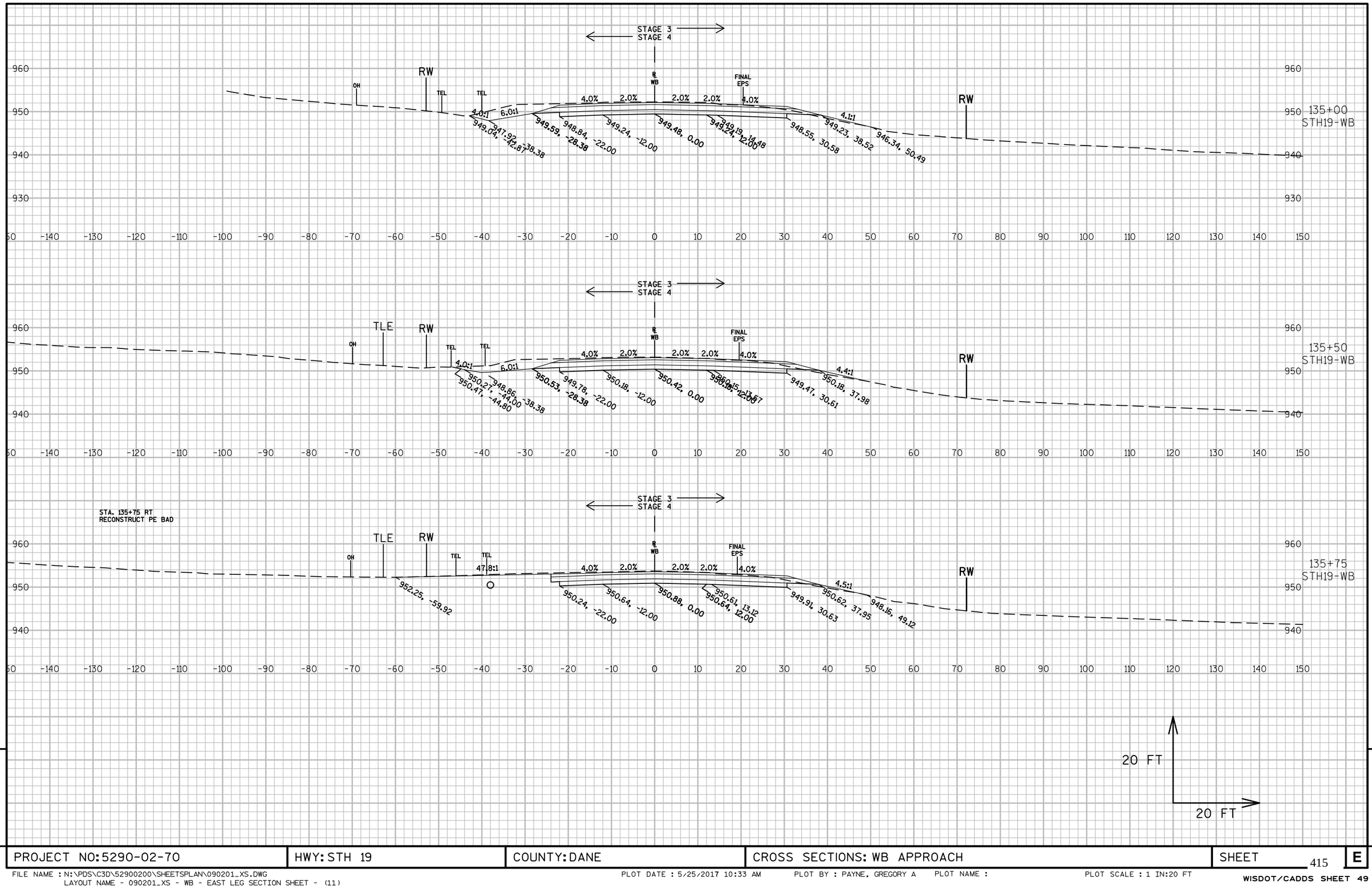


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 414	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (10)

PLOT DATE : 5/25/2017 10:32 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



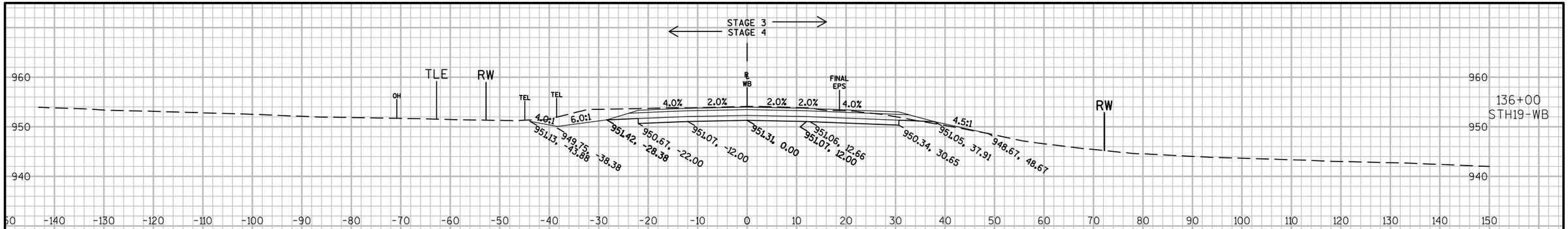
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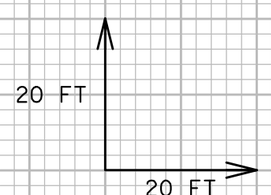
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 415	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (11)

PLOT DATE : 5/25/2017 10:33 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT





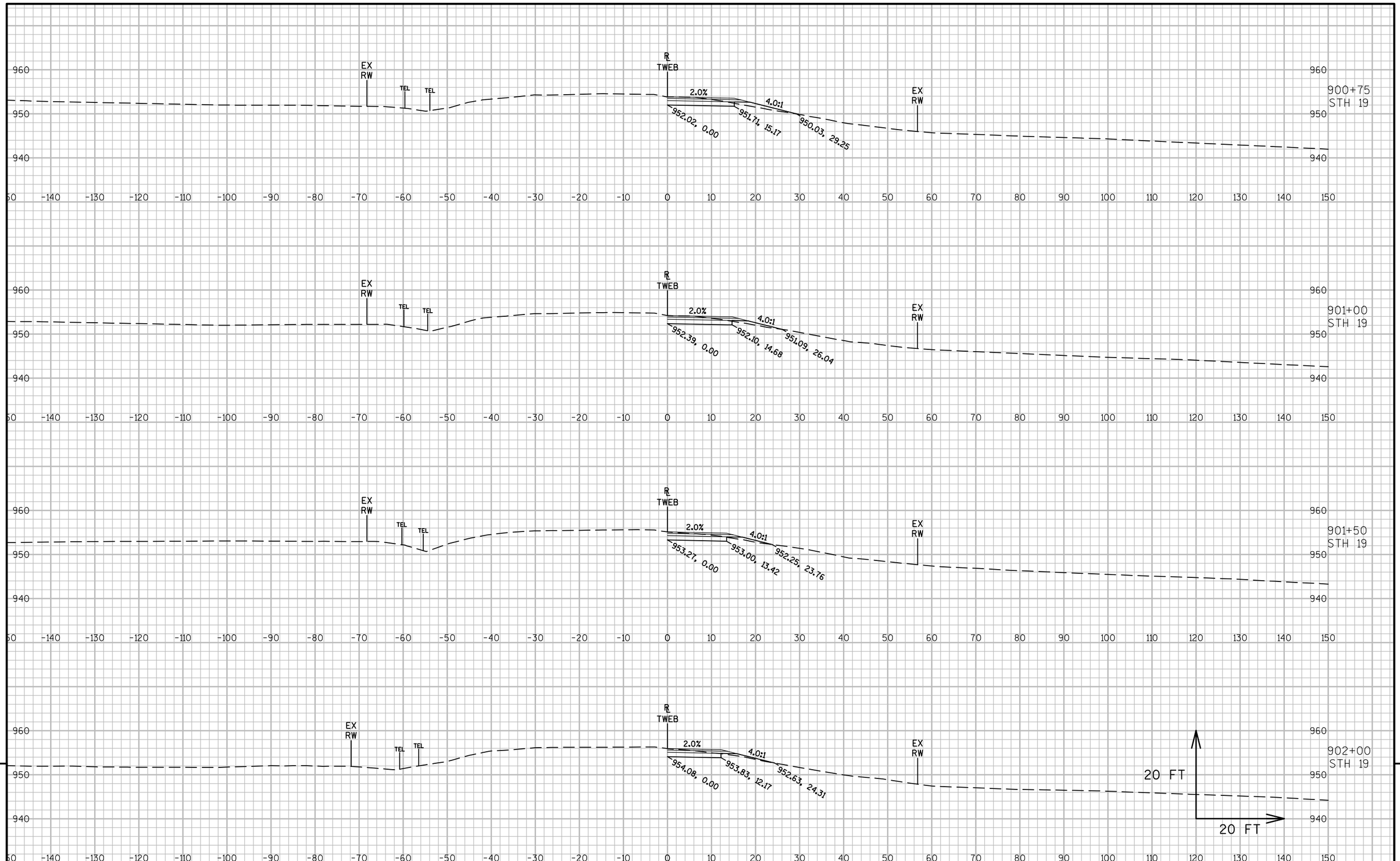
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: WB APPROACH	SHEET 416	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - WB - EAST LEG SECTION SHEET - (12)

PLOT DATE : 5/25/2017 10:33 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



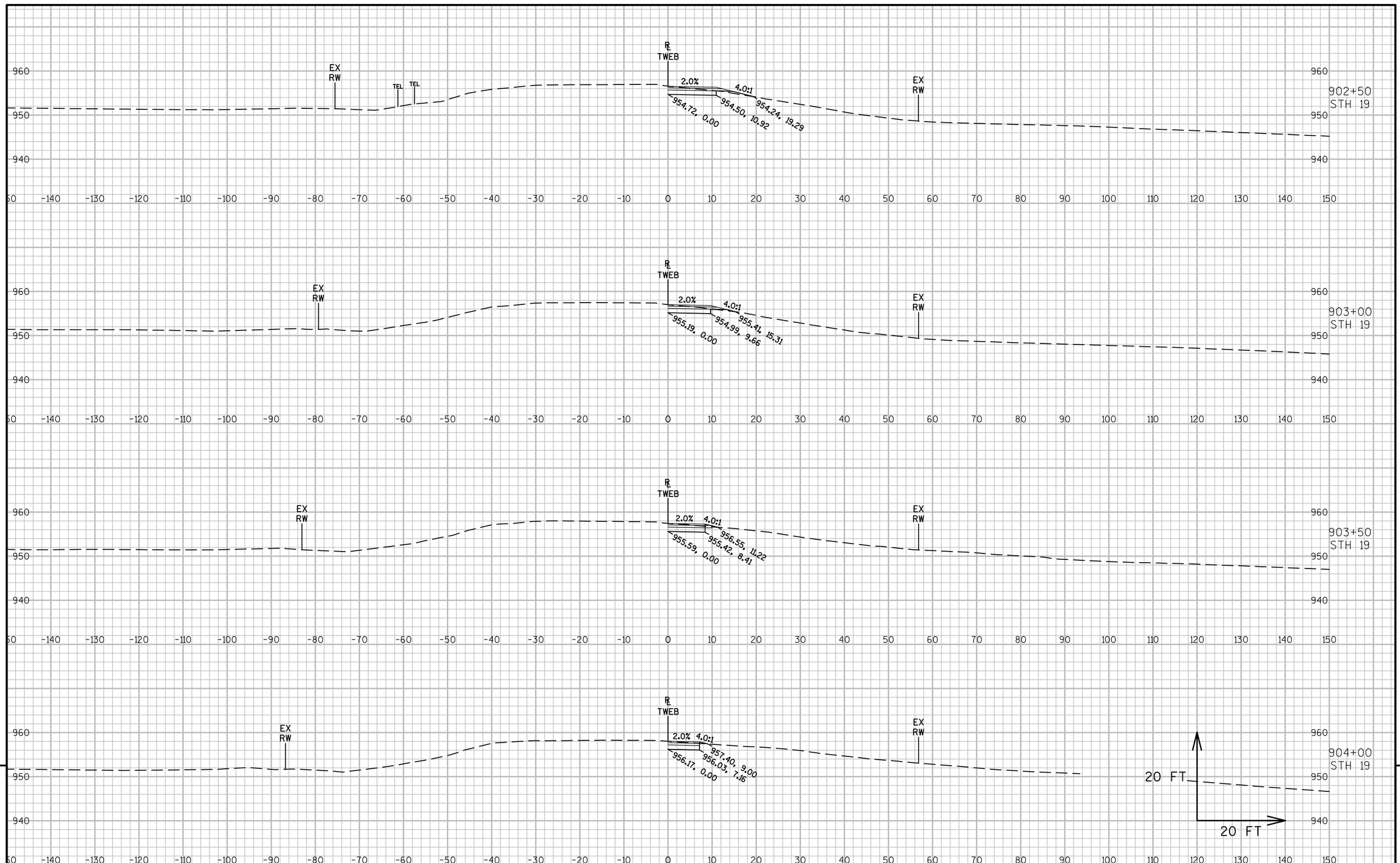
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 3 ADDITIONAL WIDENING	SHEET 417 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090204_STAGE 3.DWG
LAYOUT NAME - 090204_STAGE 3 - STAGE 3 SECTION SHEET - (1)

PLOT DATE : 4/12/2017 2:58 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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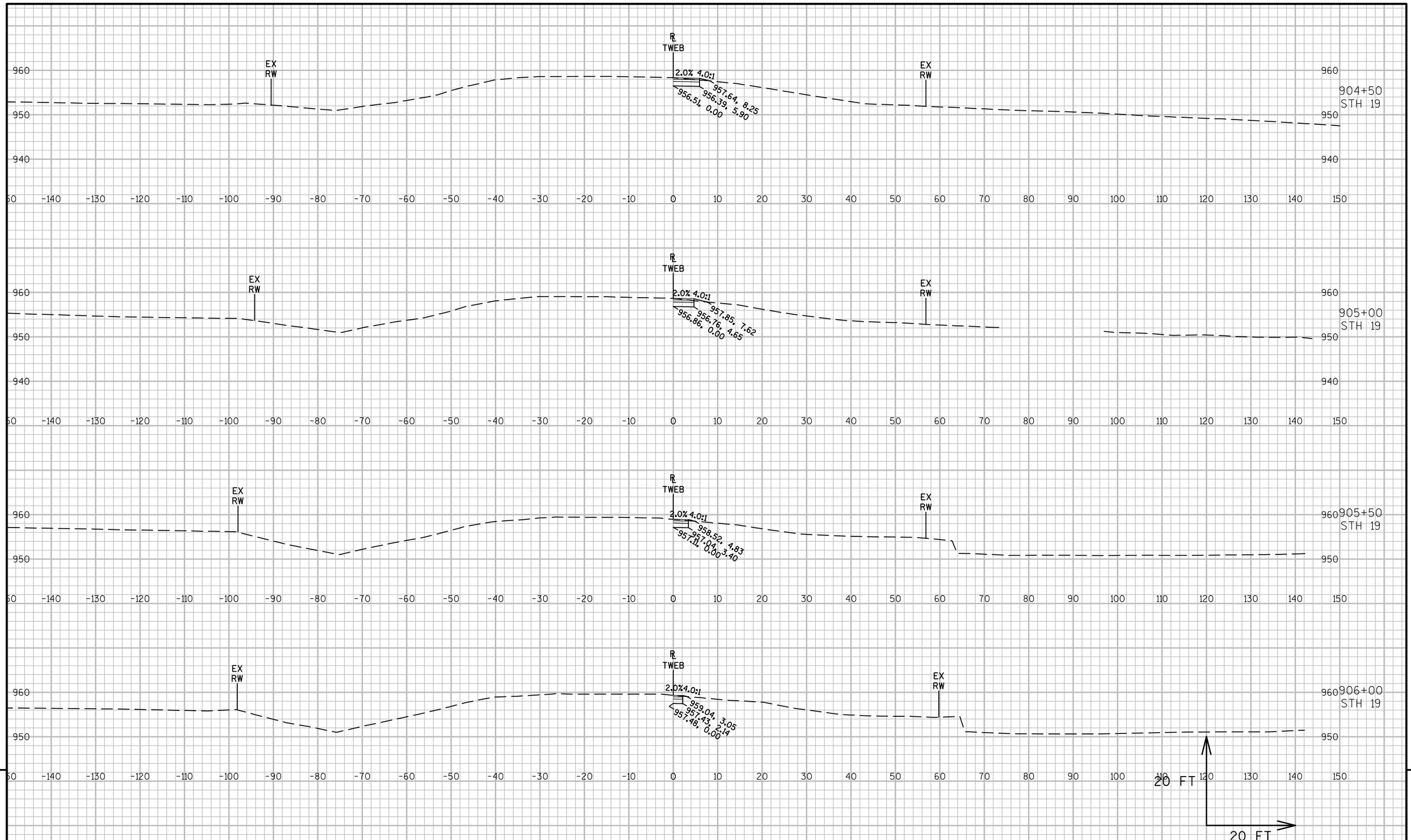
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 3 ADDITIONAL WIDENING	SHEET 418 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090204_STAGE 3.DWG
LAYOUT NAME - 090204_STAGE 3 - STAGE 3 SECTION SHEET - (2)

PLOT DATE : 4/12/2017 2:59 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



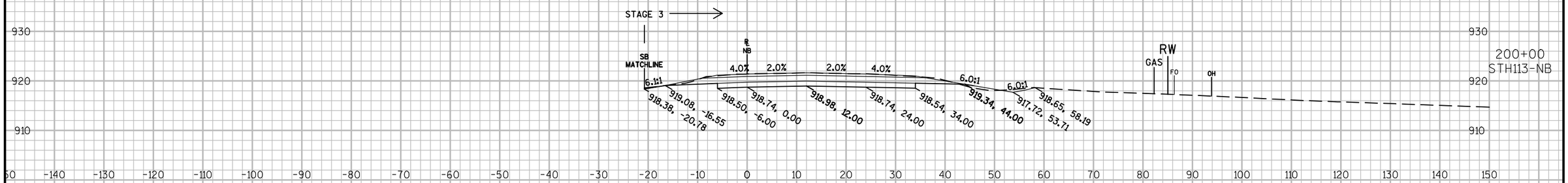
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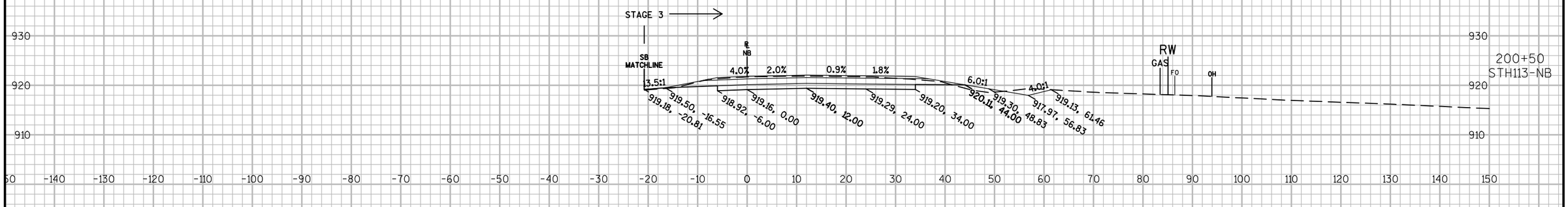
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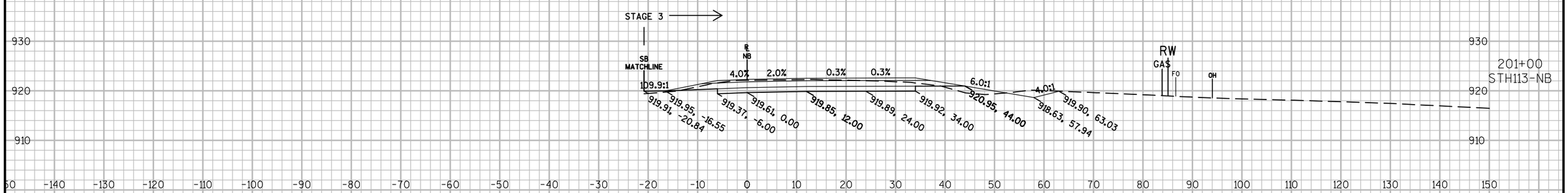
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: STAGE 3 ADDITIONAL WIDENING	SHEET 419	E

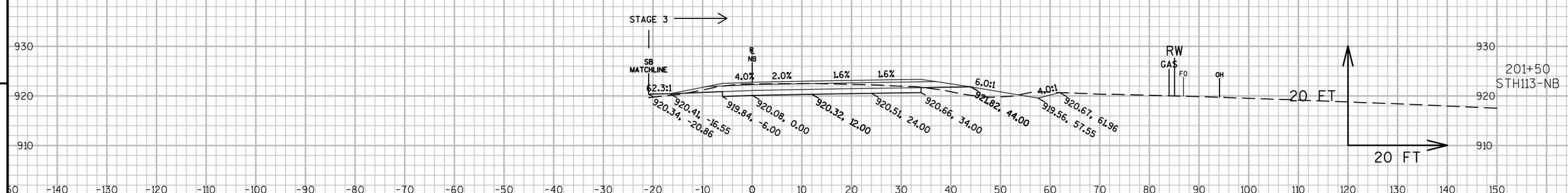
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090204_STAGE 3.DWG
LAYOUT NAME - 090204_STAGE 3 - STAGE 3 SECTION SHEET - (3)

PLOT DATE : 4/12/2017 2:59 PM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT







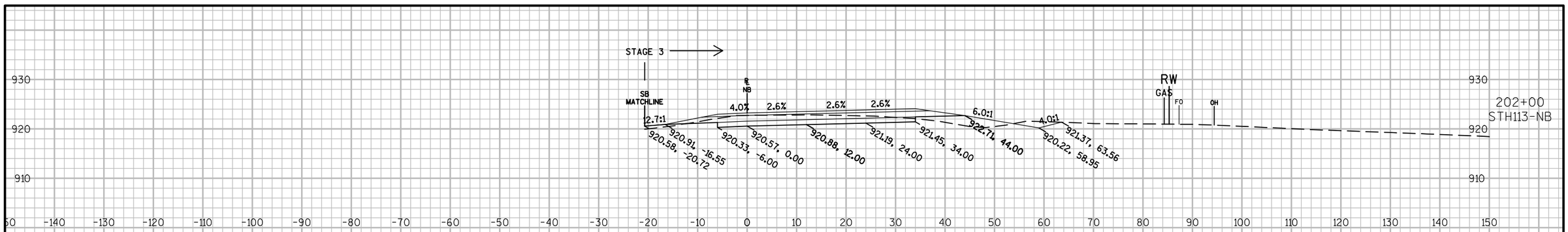


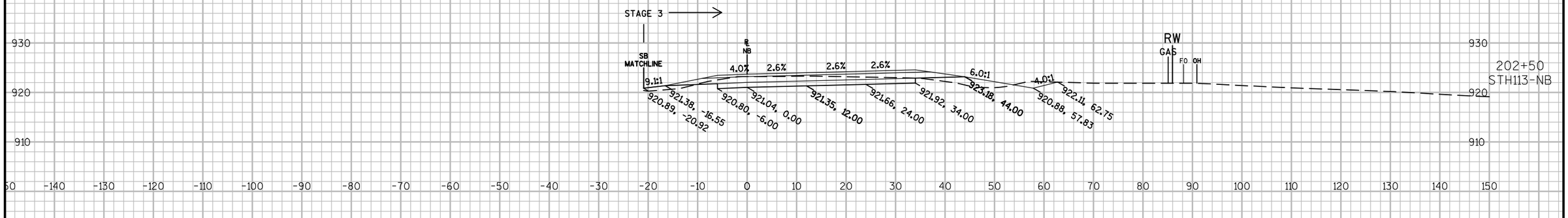
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 420	E

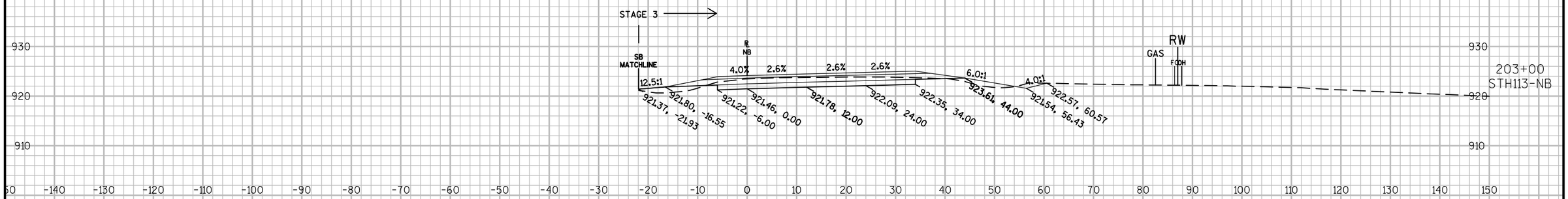
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - SOUTH LEG SECTION SHEET - (1)

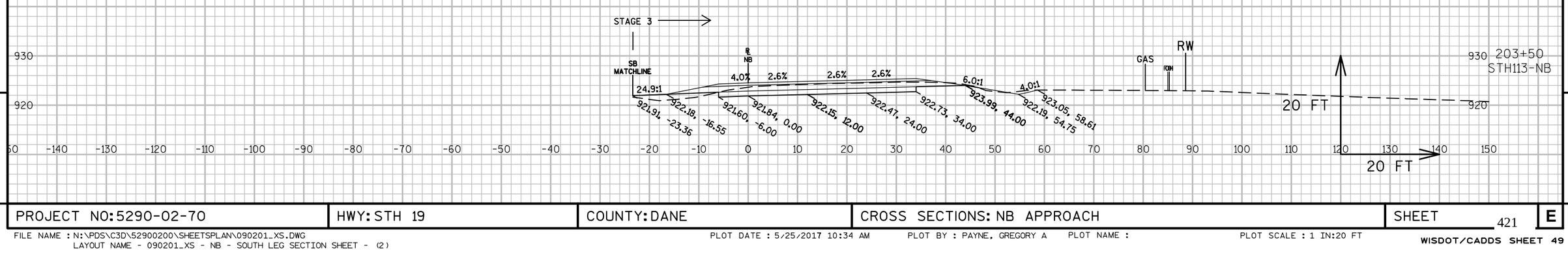
PLOT DATE : 5/25/2017 10:34 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



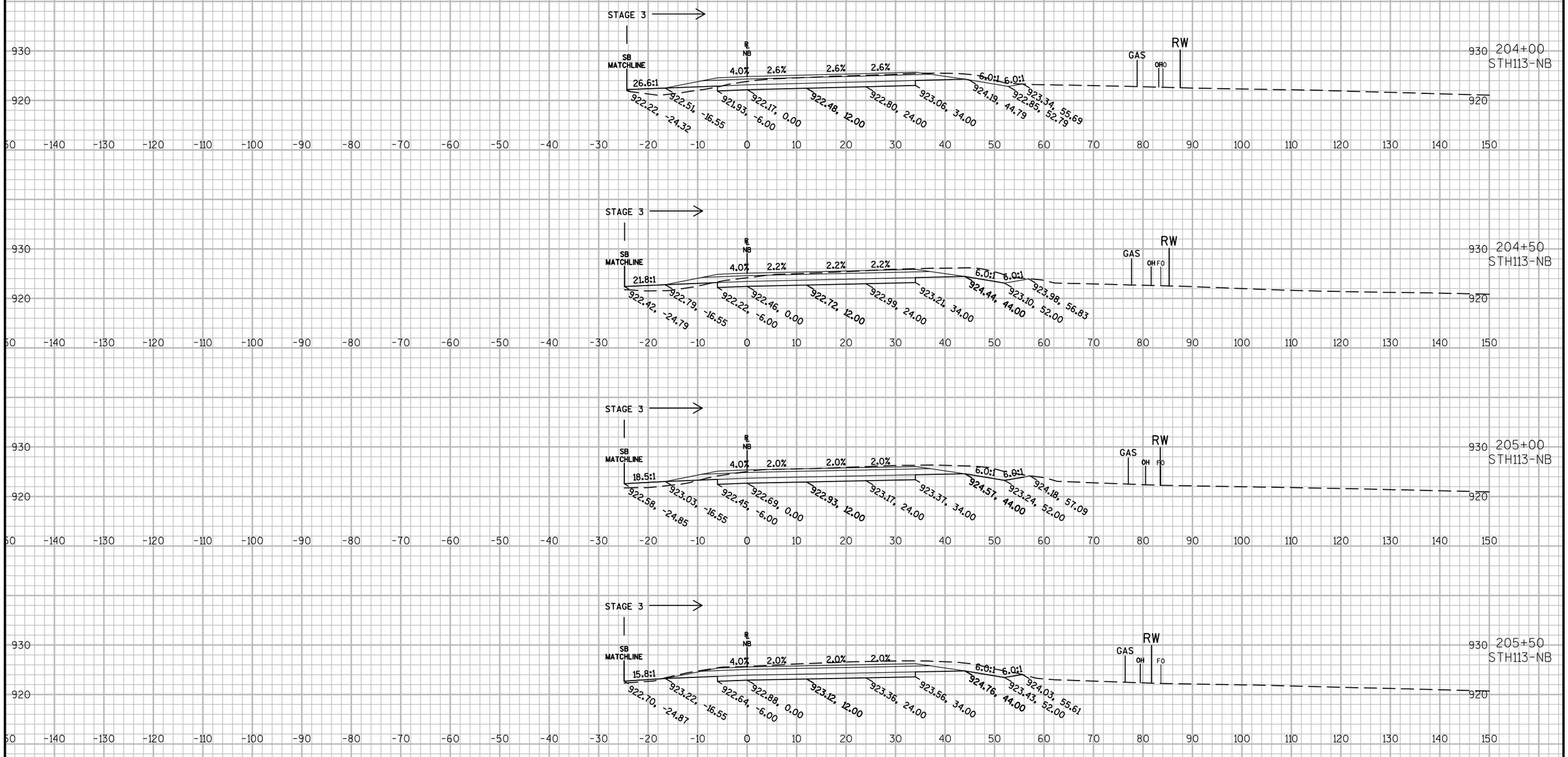






PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 421	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - SOUTH LEG SECTION SHEET - (2)
PLOT DATE : 5/25/2017 10:34 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



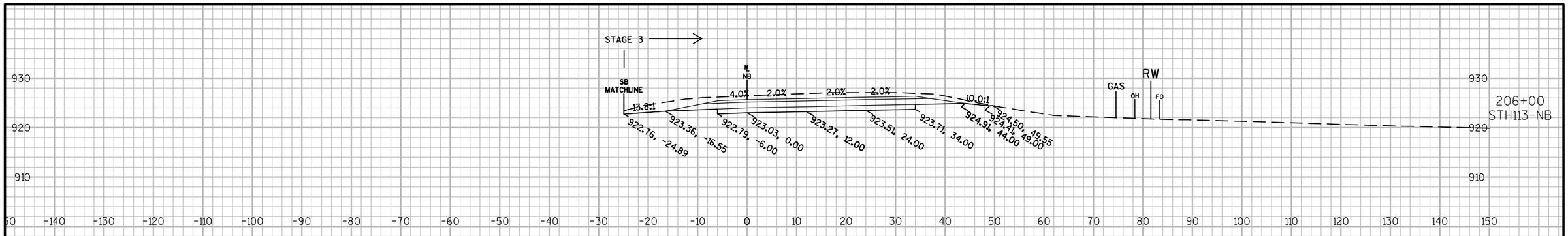
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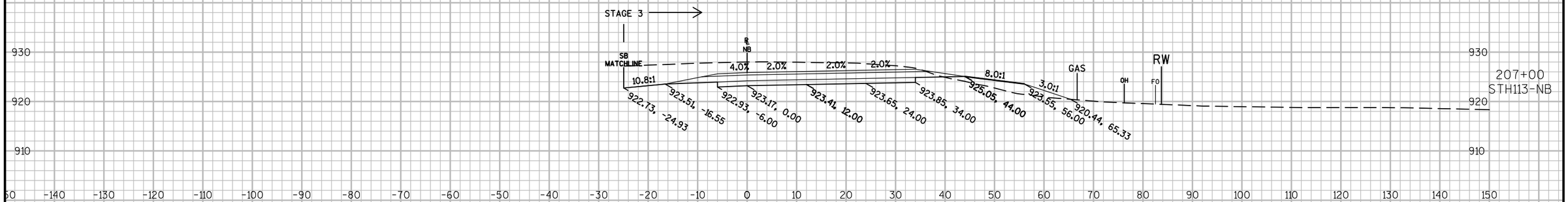
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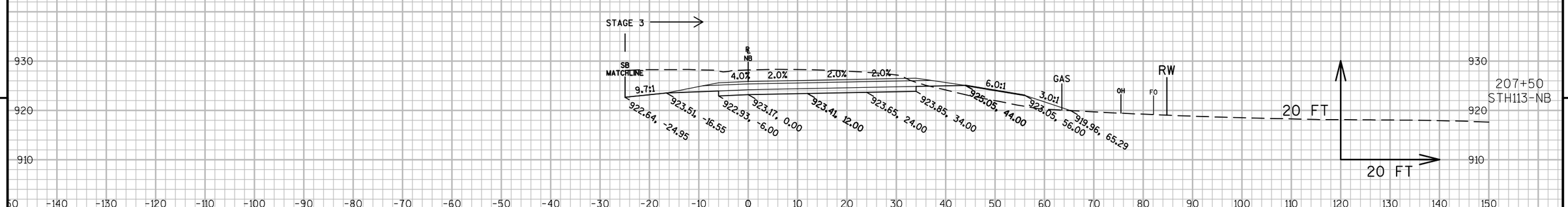
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 422	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - SOUTH LEG SECTION SHEET - (3)

PLOT DATE : 5/25/2017 10:35 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT







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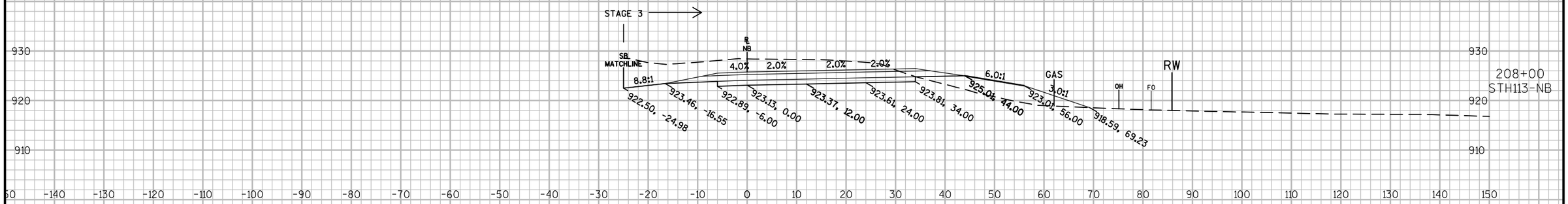
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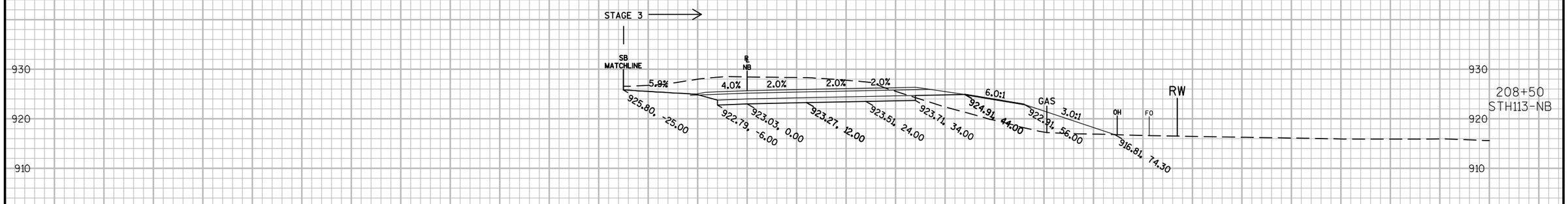
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 423	E

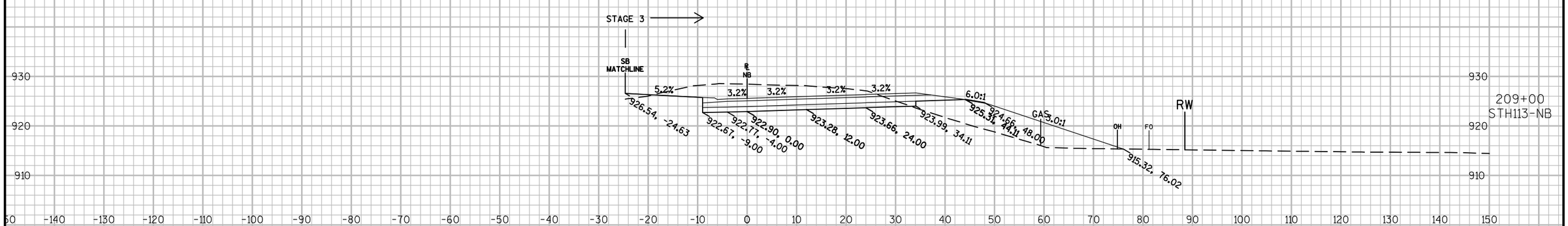
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - SOUTH LEG SECTION SHEET - (4)

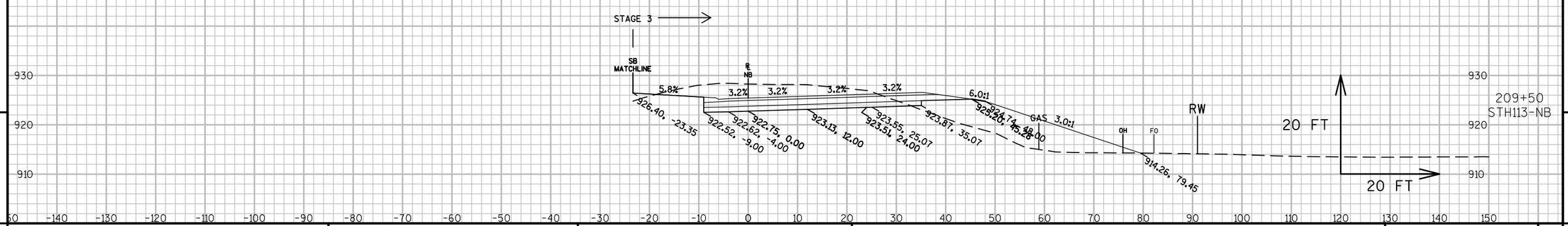
PLOT DATE : 5/25/2017 10:35 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







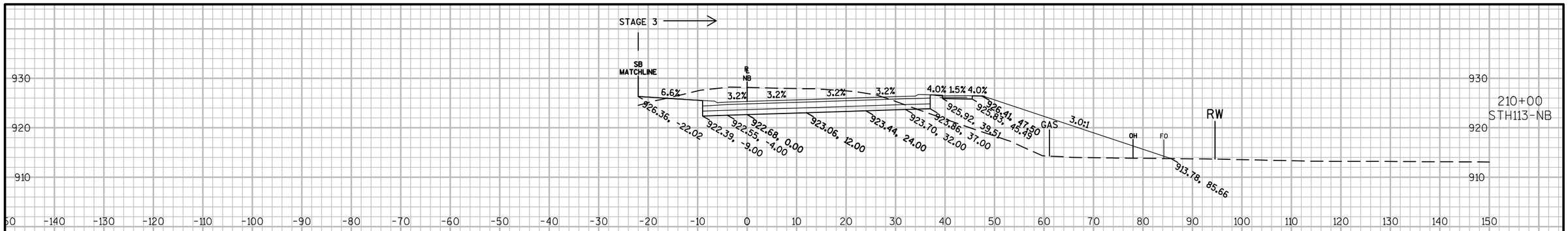


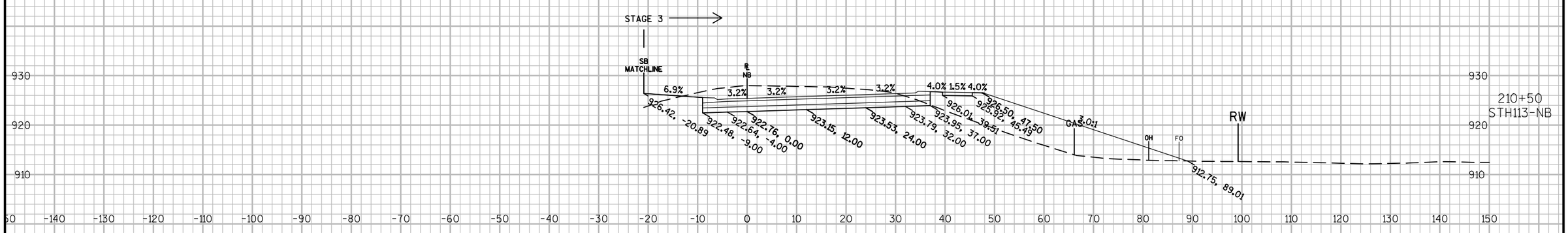
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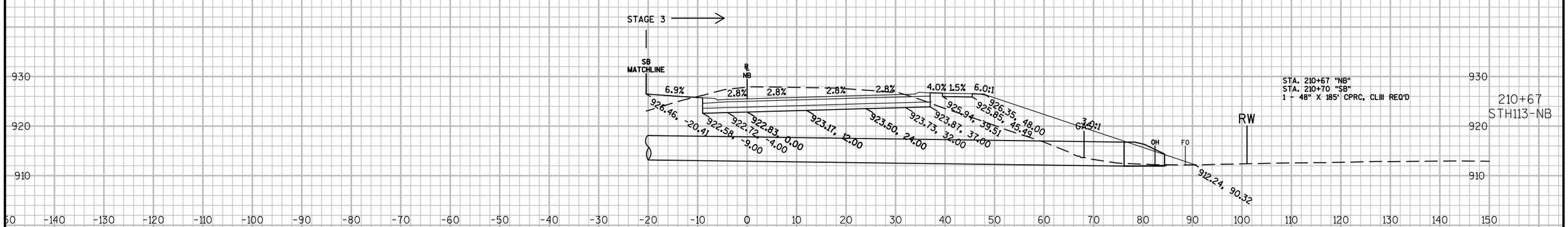
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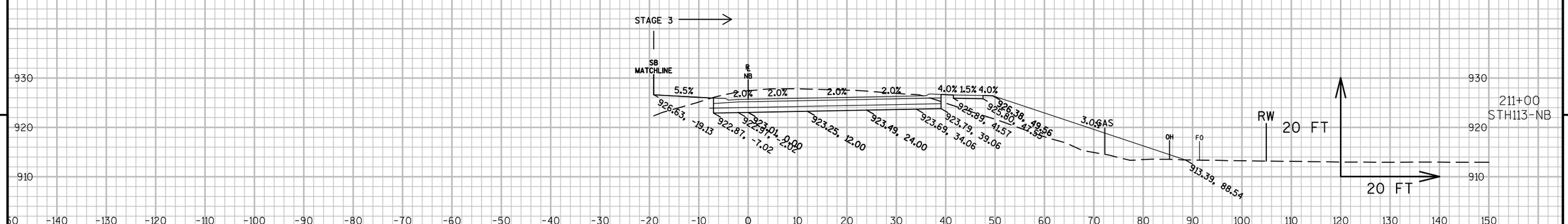
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 424	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - SOUTH LEG SECTION SHEET - (5)
PLOT DATE : 5/25/2017 10:36 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49







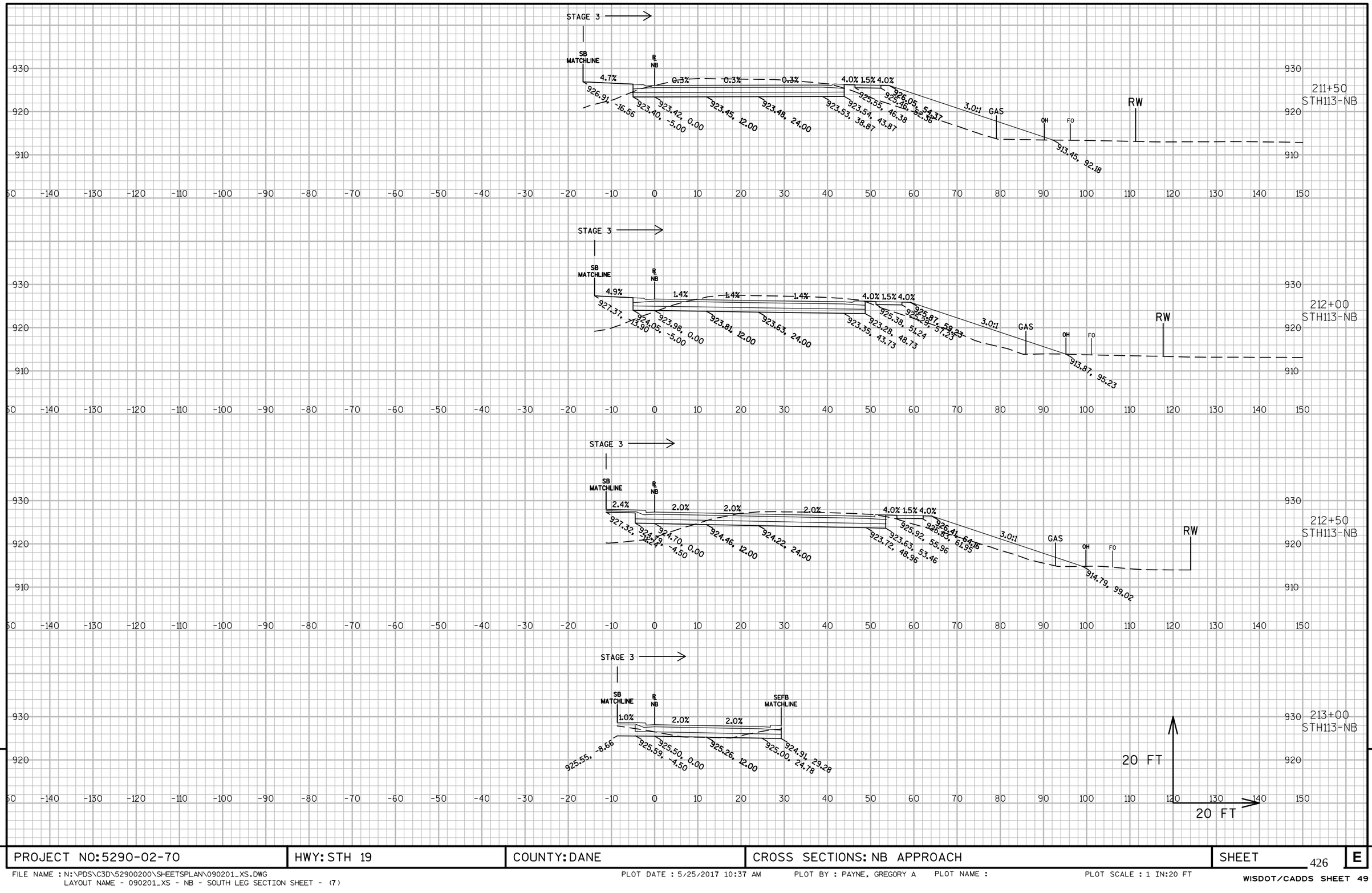


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 425	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - SOUTH LEG SECTION SHEET - (6)
PLOT DATE : 5/25/2017 10:36 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 426	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - SOUTH LEG SECTION SHEET - (7)

PLOT DATE : 5/25/2017 10:37 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

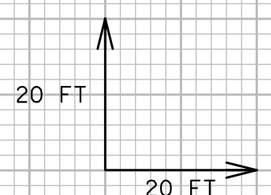
WISDOT/CADDS SHEET 49



930 213+50 STH113-NB

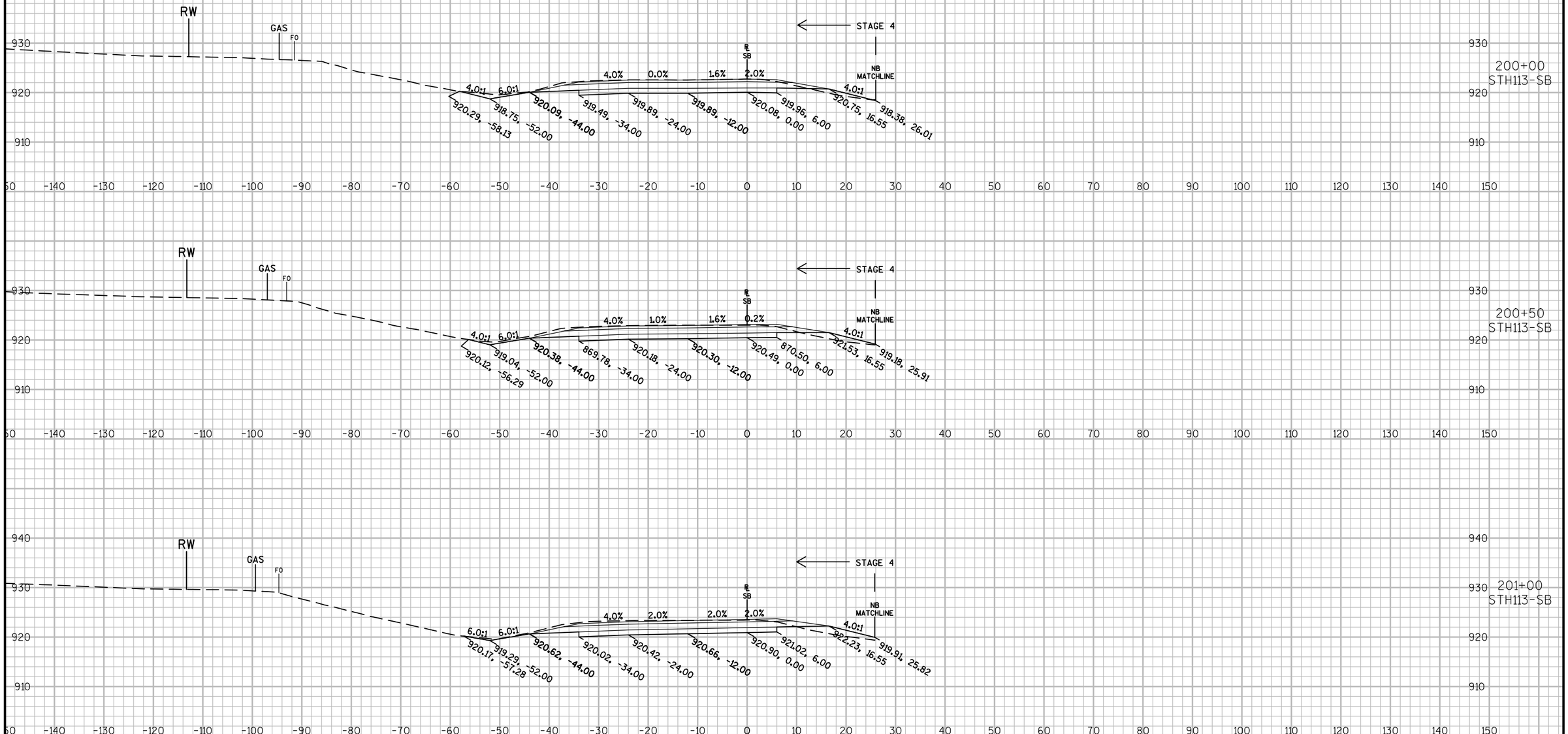
920

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150



9 9

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB APPROACH	SHEET 427	E



9

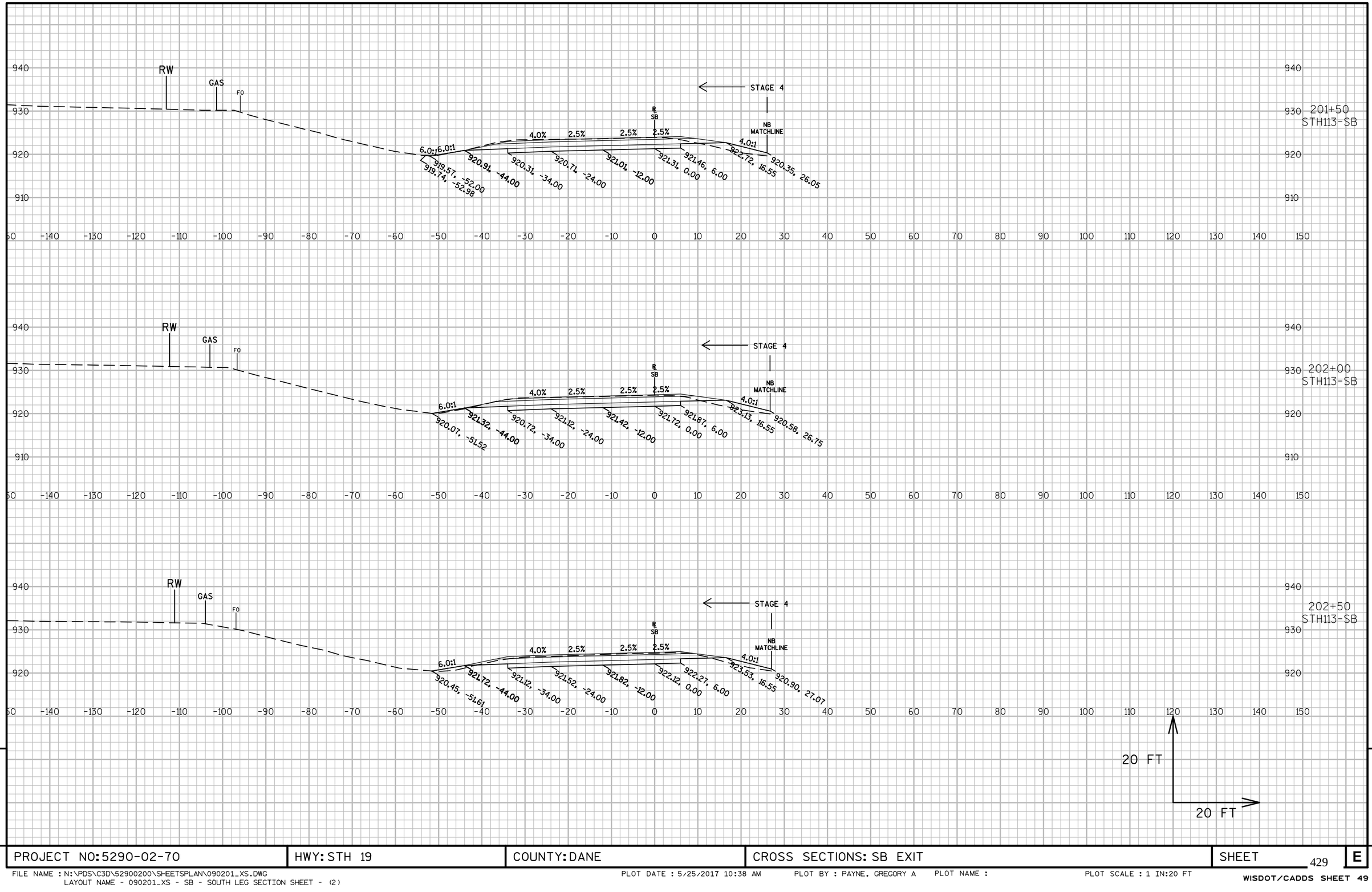
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 428	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SB - SOUTH LEG SECTION SHEET - (1)

PLOT DATE : 5/25/2017 10:38 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

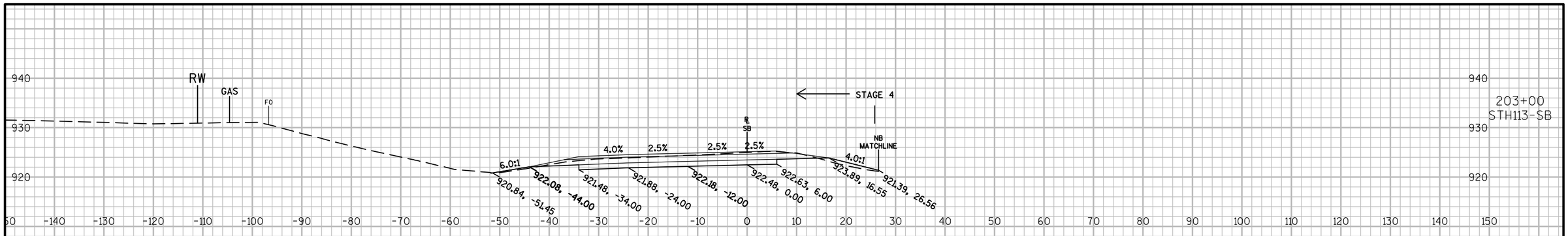
WISDOT/CADDS SHEET 49

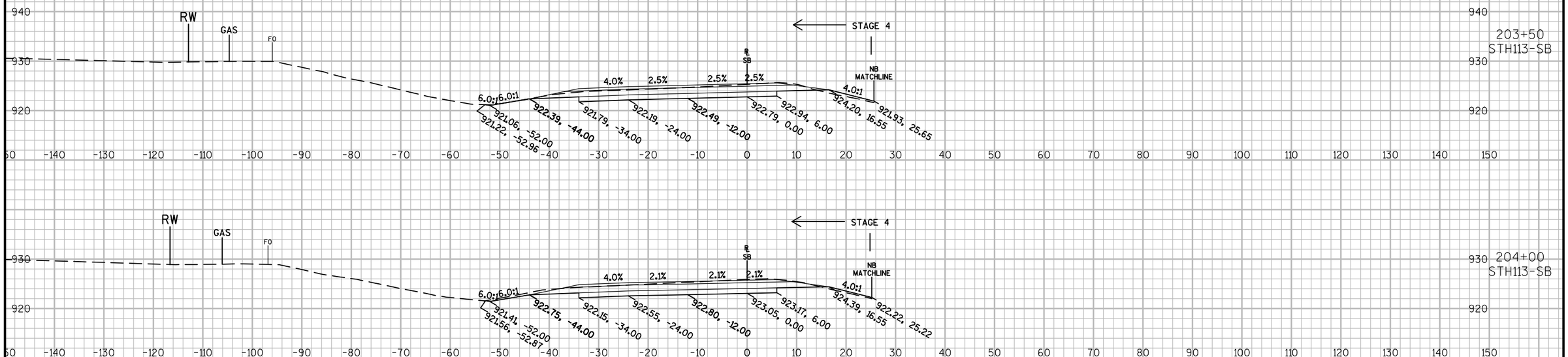


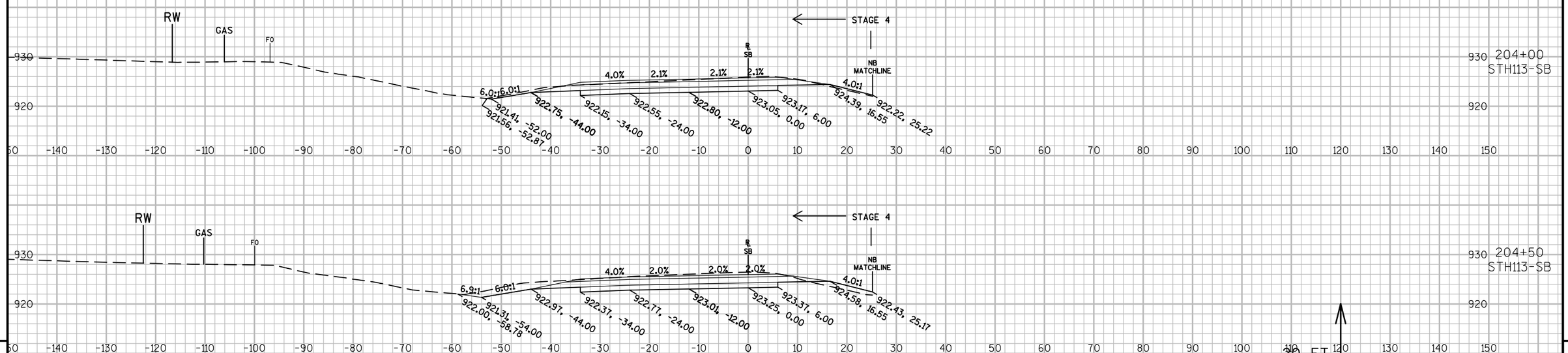
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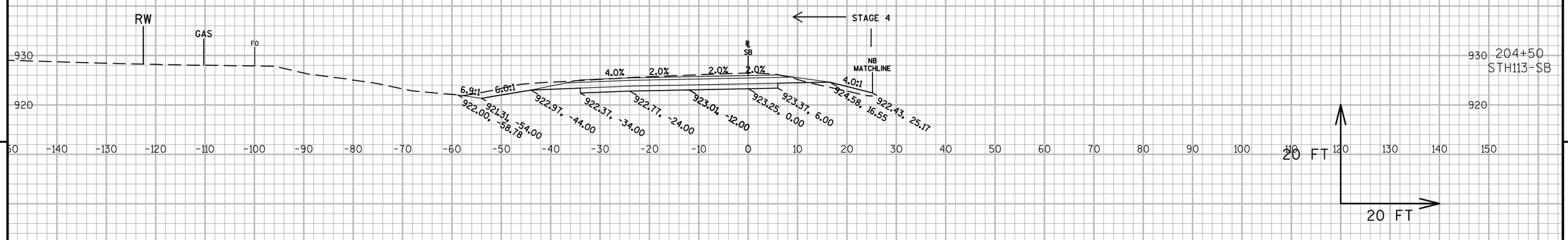
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 429	E









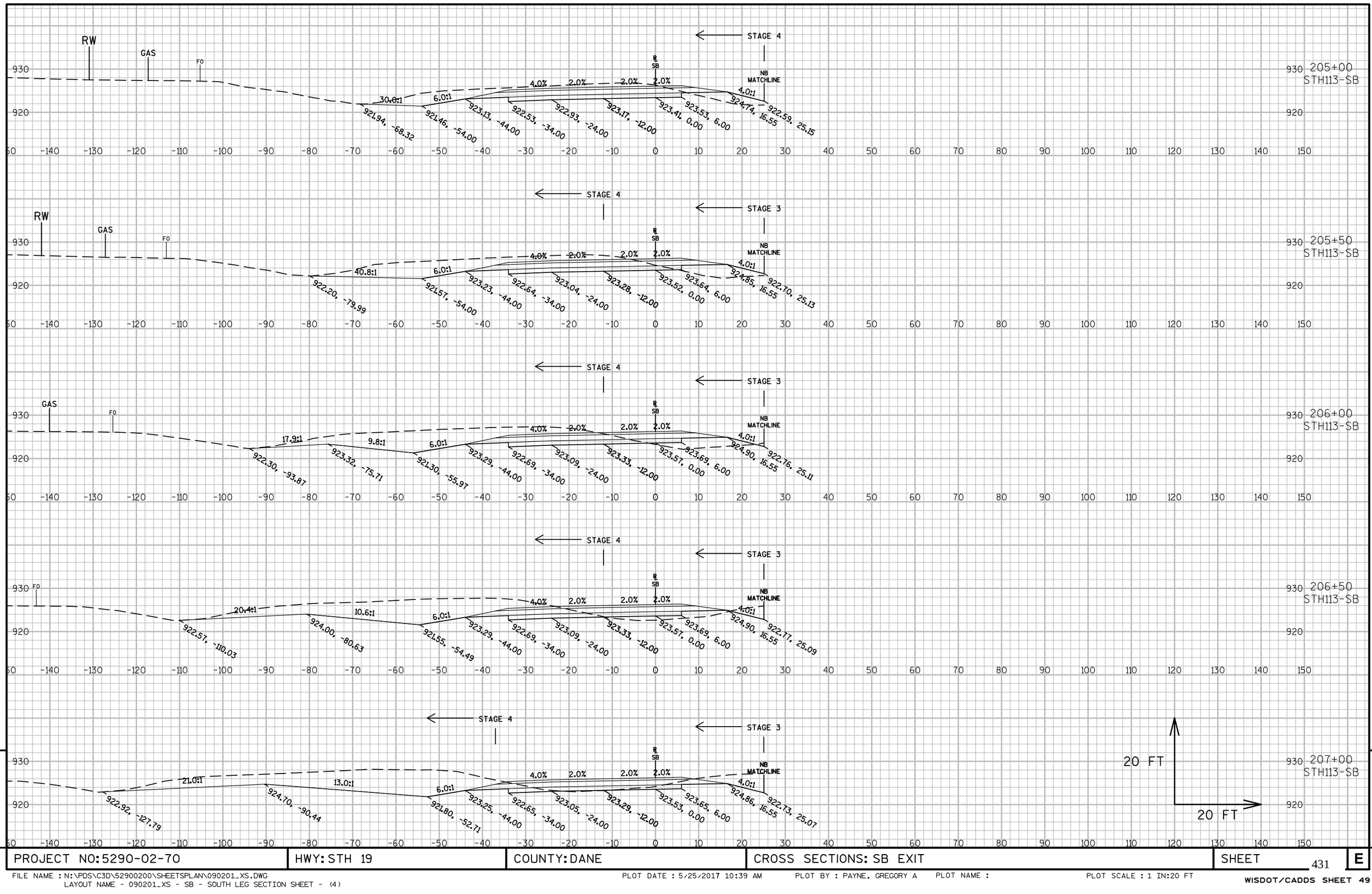
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 430	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SB - SOUTH LEG SECTION SHEET - (3)

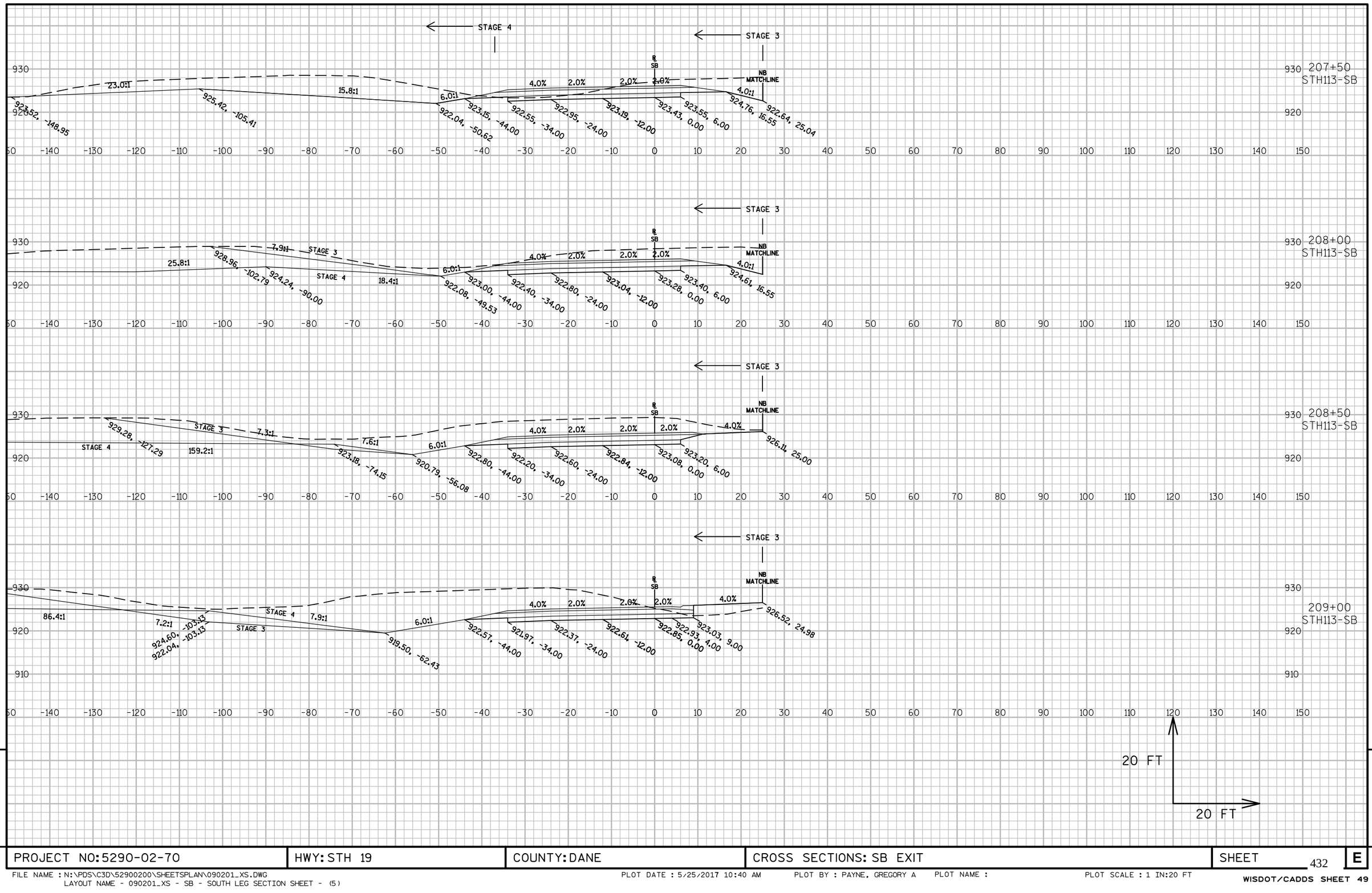
PLOT DATE : 5/25/2017 10:39 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 431	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SB - SOUTH LEG SECTION SHEET - (4)
PLOT DATE : 5/25/2017 10:39 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

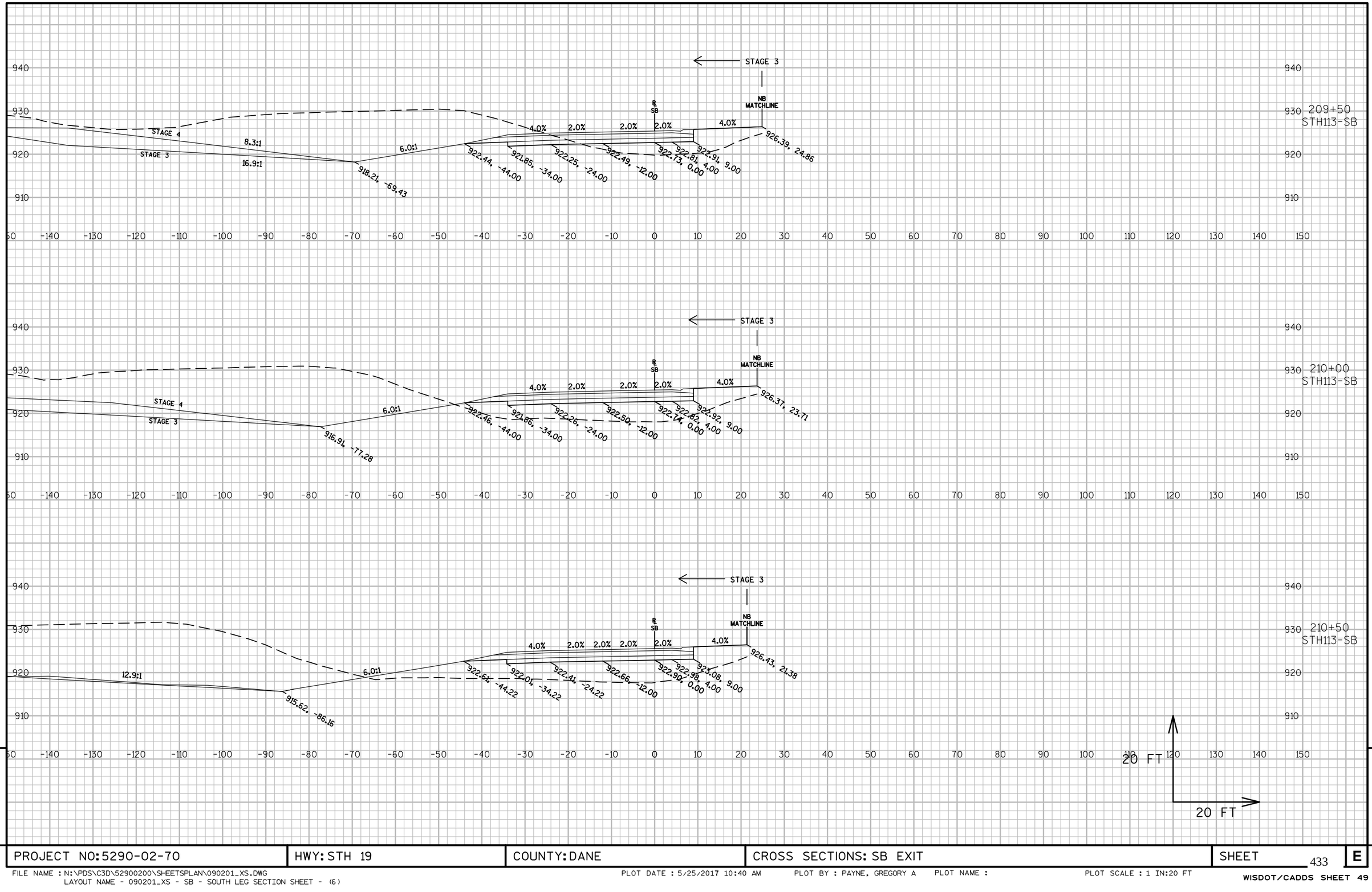


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 432	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SB - SOUTH LEG SECTION SHEET - (5)

PLOT DATE : 5/25/2017 10:40 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

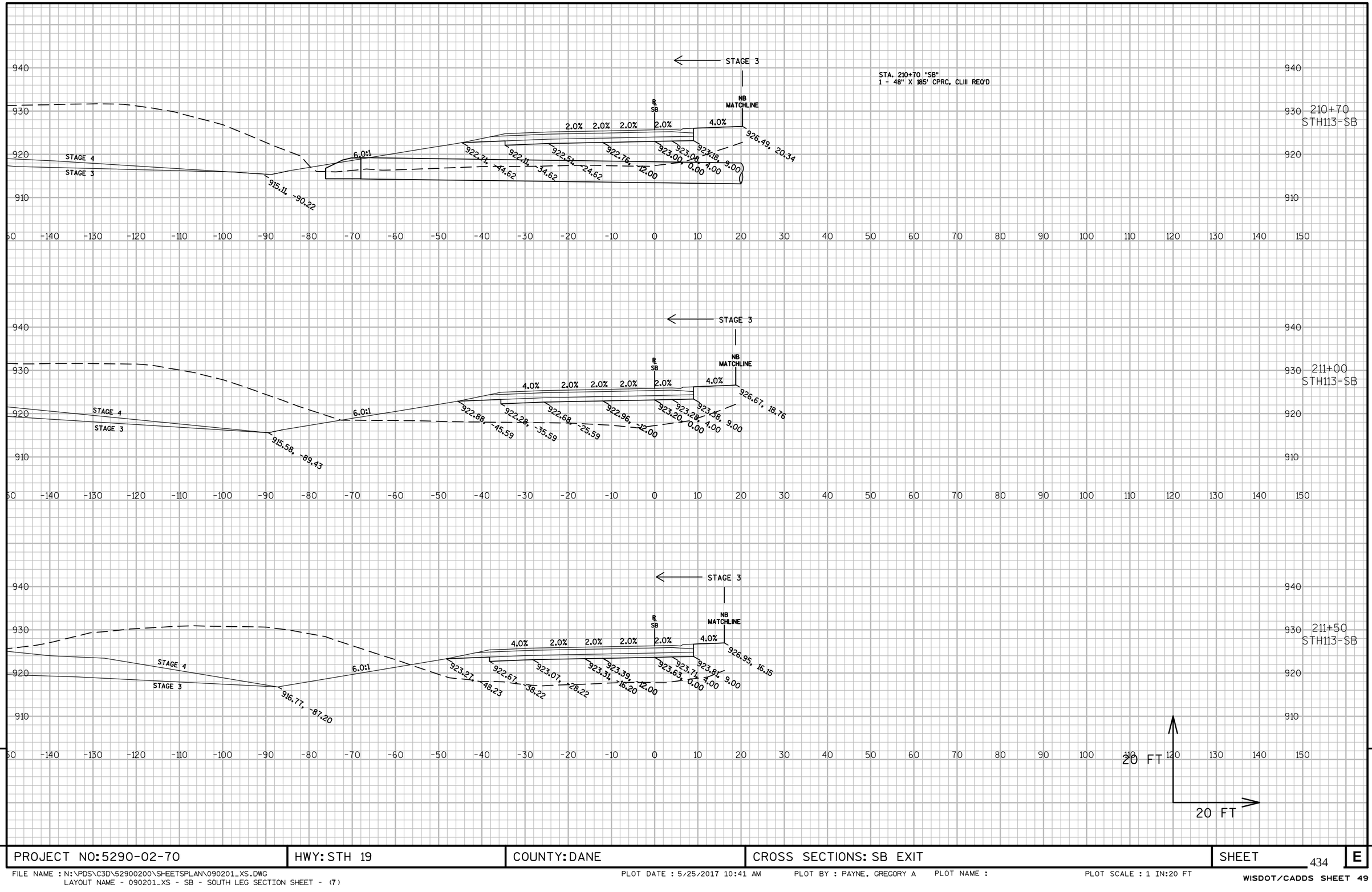
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 433	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SB - SOUTH LEG SECTION SHEET - (6)

PLOT DATE : 5/25/2017 10:40 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

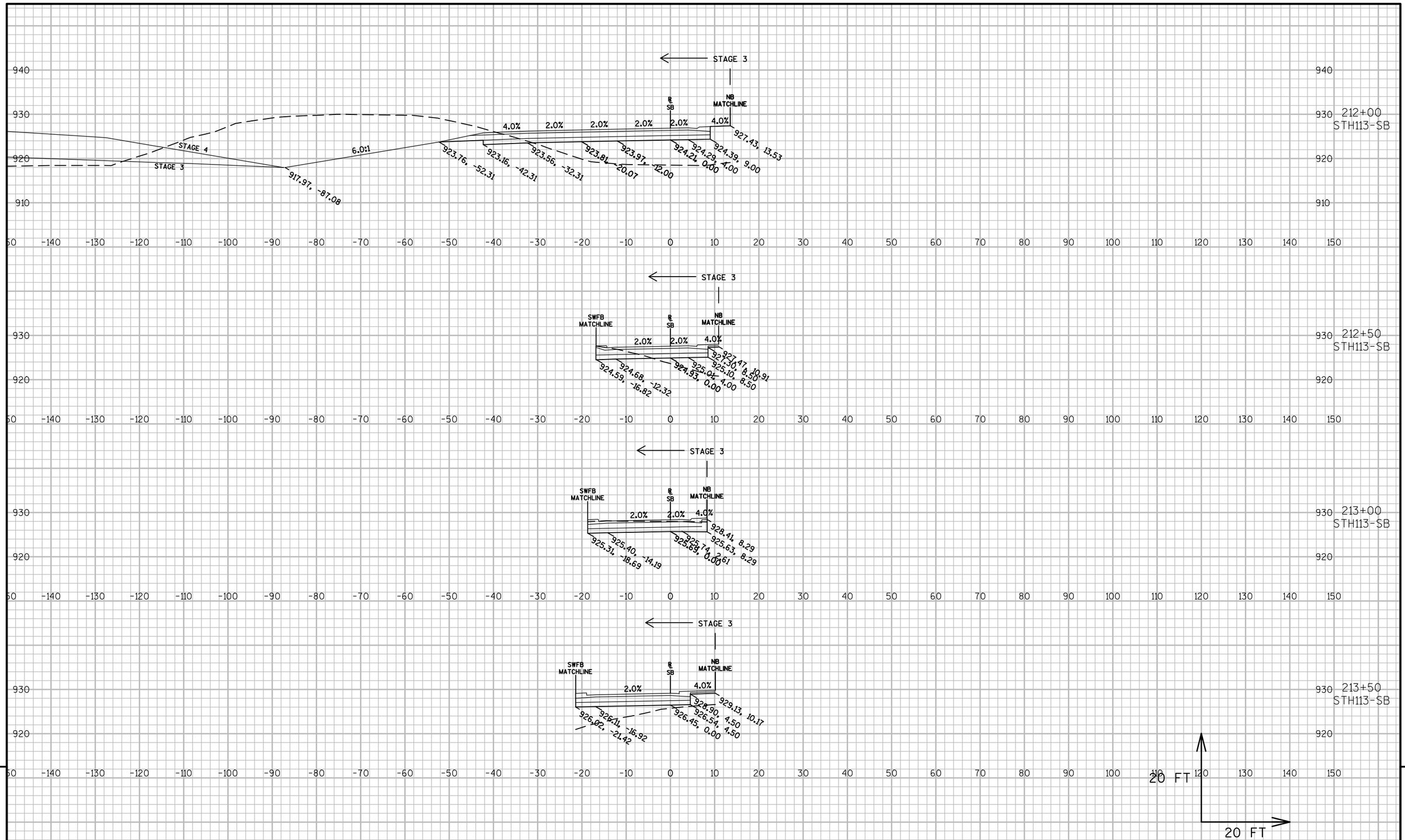


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 434	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SB - SOUTH LEG SECTION SHEET - (7)
PLOT DATE : 5/25/2017 10:41 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

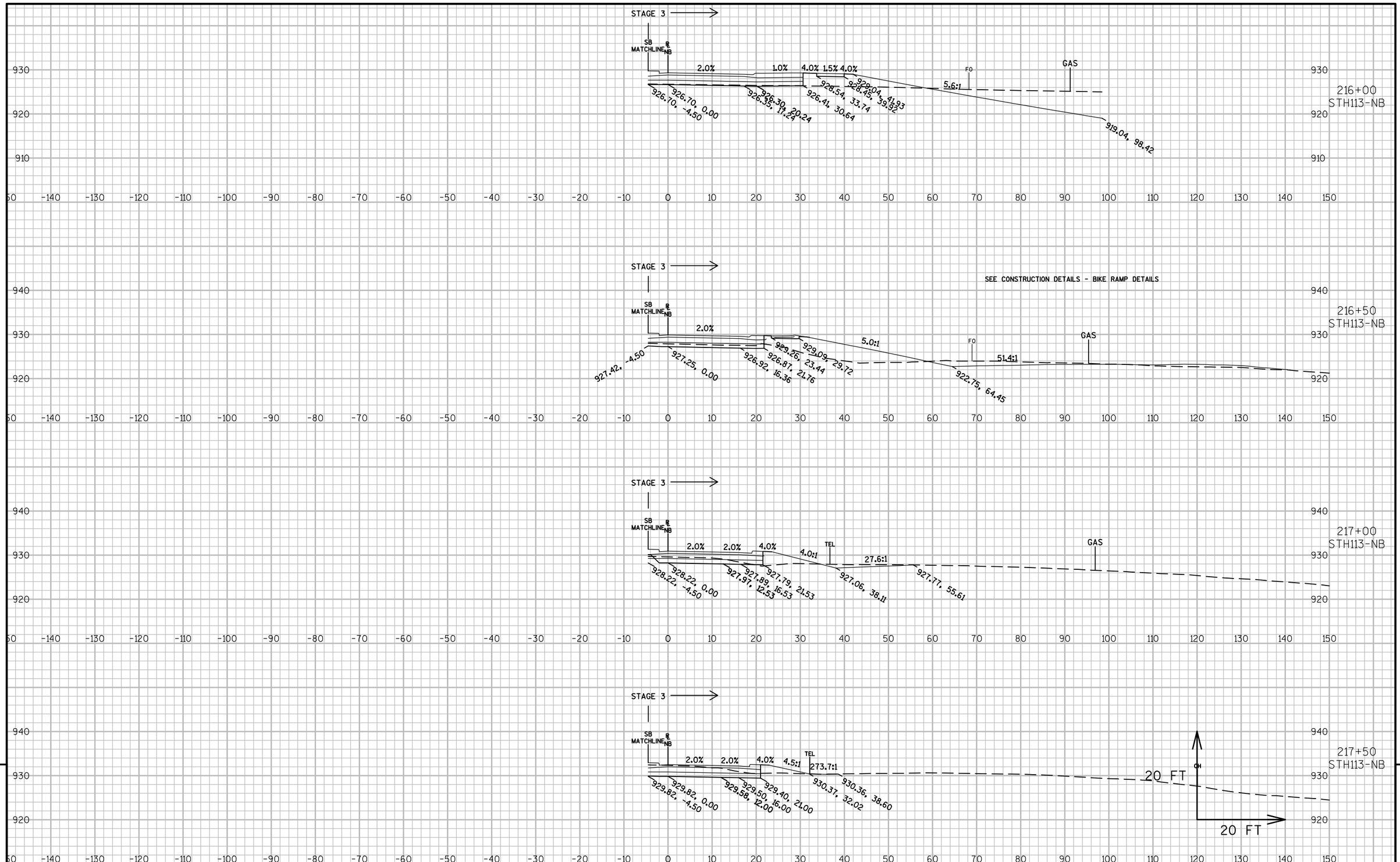


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB EXIT	SHEET 435	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SB - SOUTH LEG SECTION SHEET - (8)
PLOT DATE : 5/25/2017 10:41 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

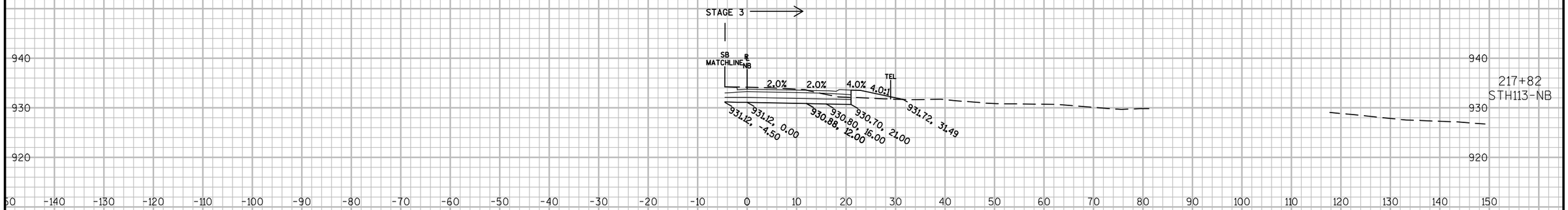


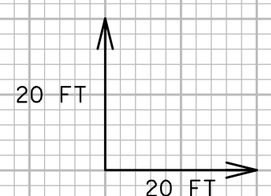
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB EXIT	SHEET 436 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - NORTH SECTION SHEET - (1)

PLOT DATE : 5/25/2017 10:42 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





9

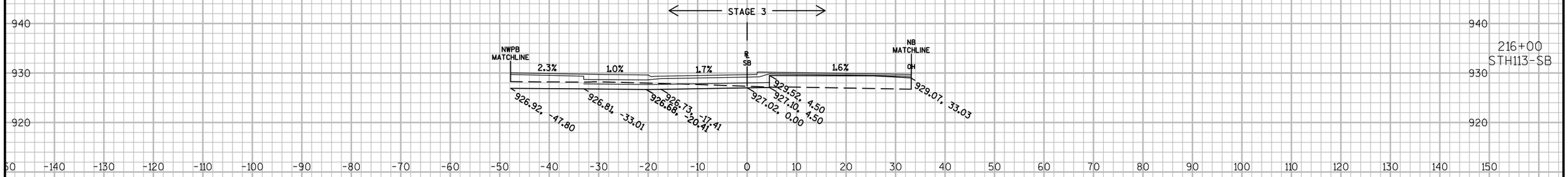
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NB EXIT	SHEET 437	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NB - NORTH SECTION SHEET - (2)

PLOT DATE : 5/25/2017 10:42 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

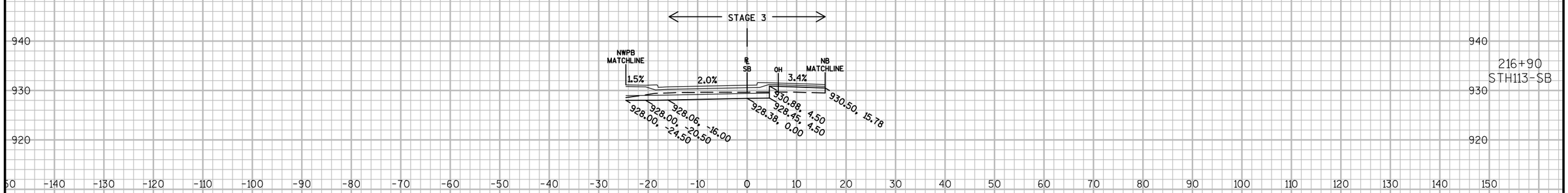
WISDOT/CADDS SHEET 49



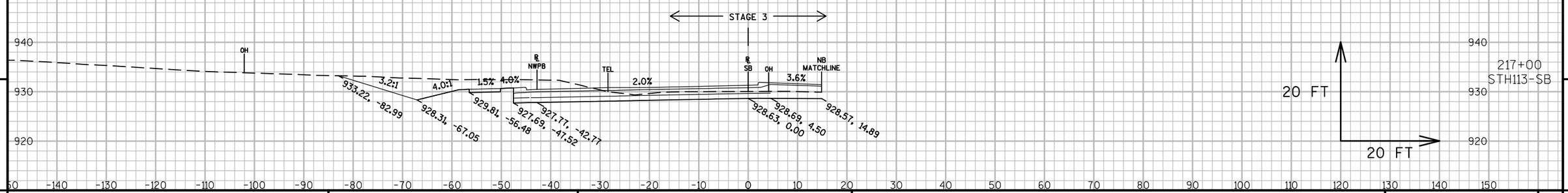
216+00
STH113-SB



216+50
STH113-SB



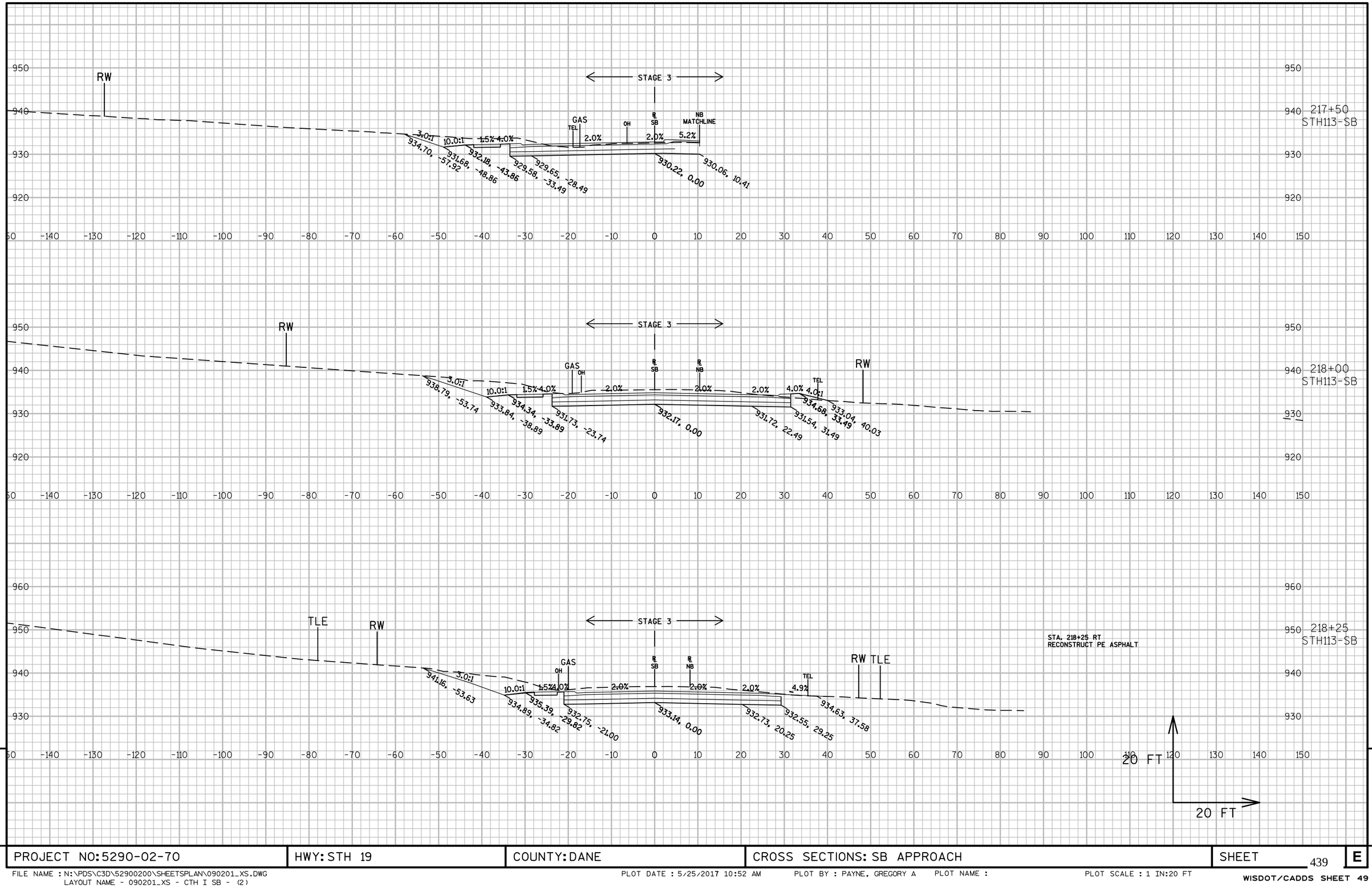
216+90
STH113-SB



217+00
STH113-SB

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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 438	E



9

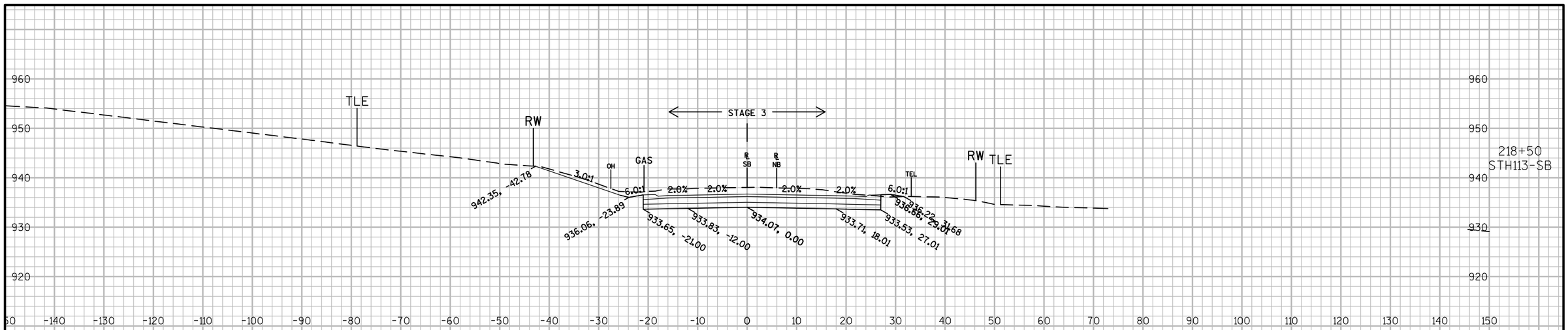
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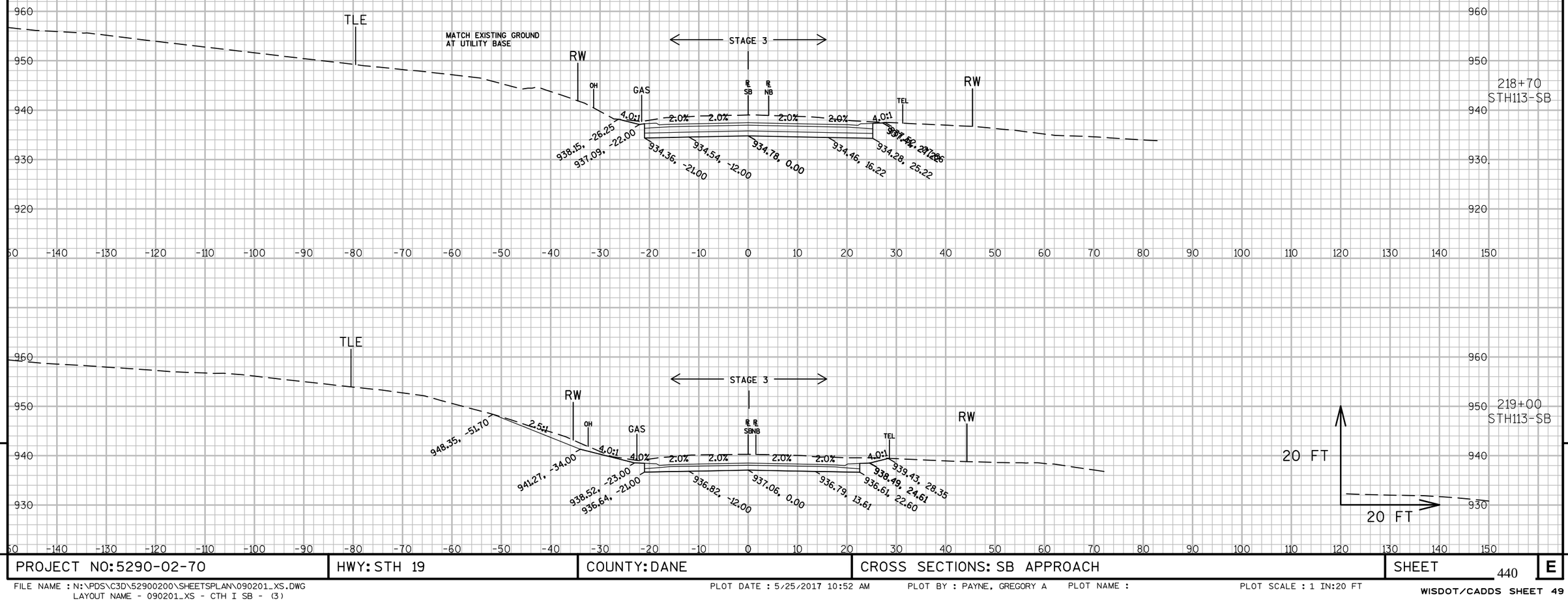
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 439	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - CTH I SB - (2)

PLOT DATE : 5/25/2017 10:52 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 440	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - CTH I SB - (3)
PLOT DATE : 5/25/2017 10:52 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

9

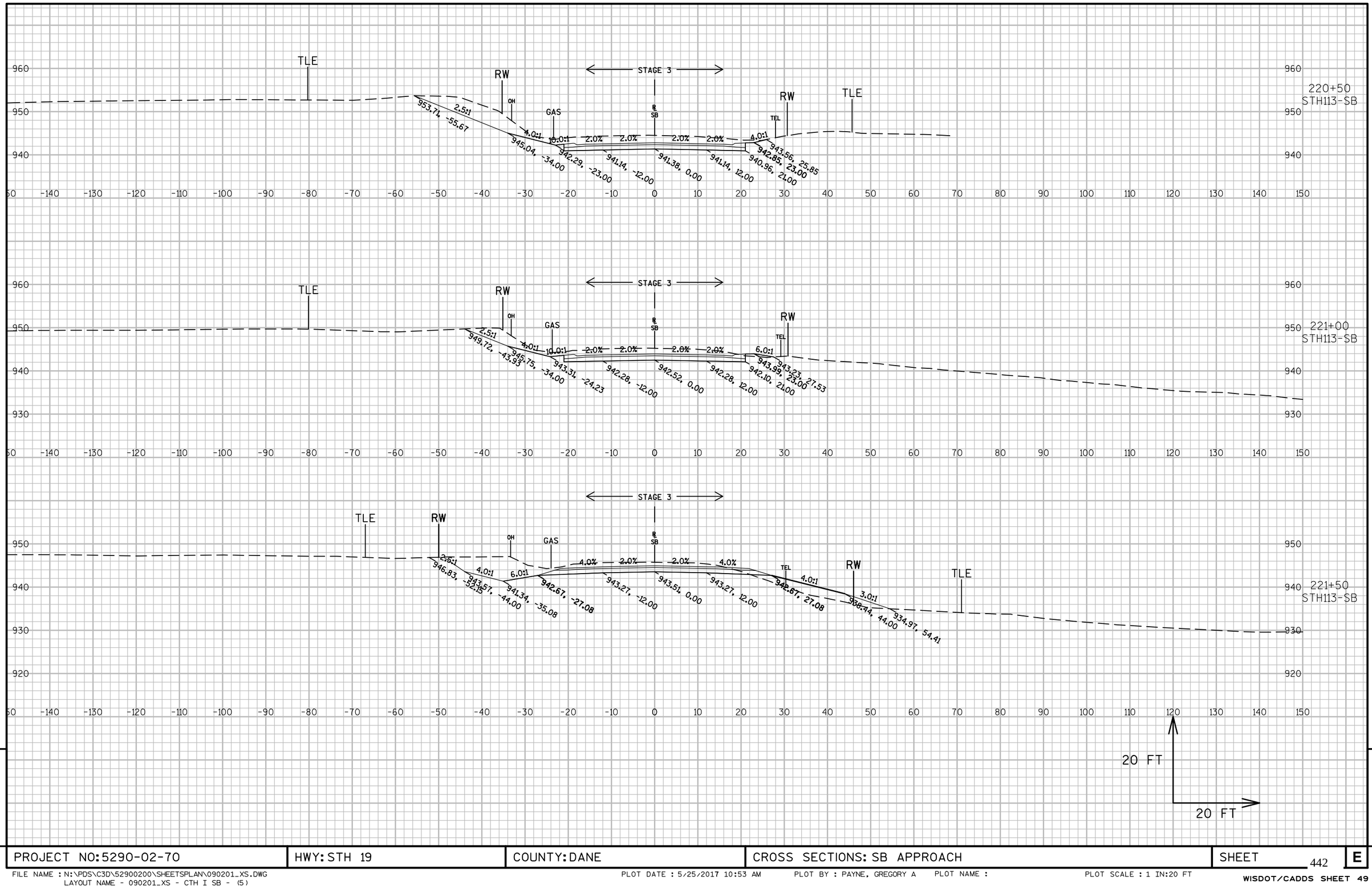
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 441	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - CTH I SB - (4)

PLOT DATE : 5/25/2017 10:53 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

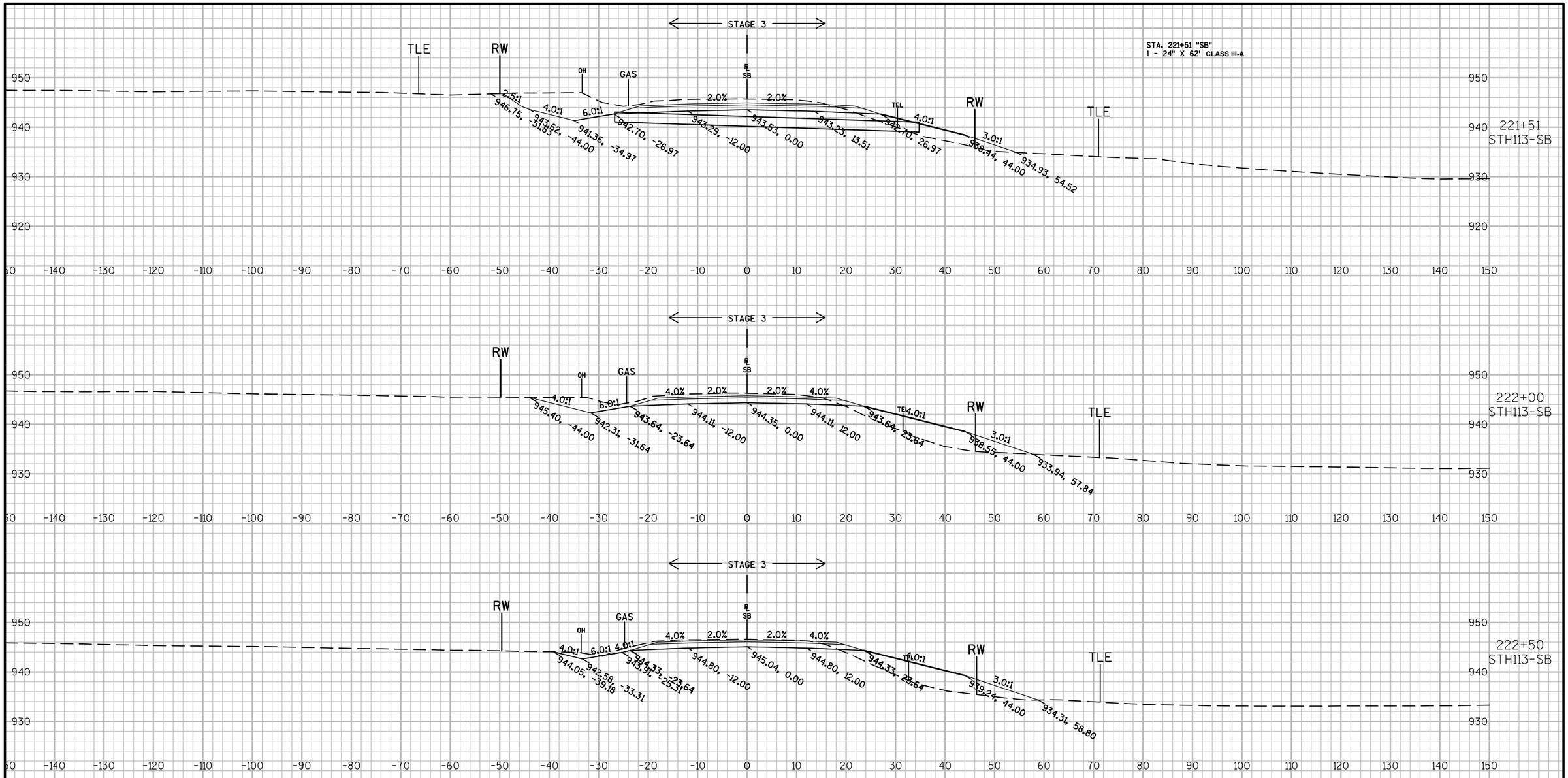


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 442	E

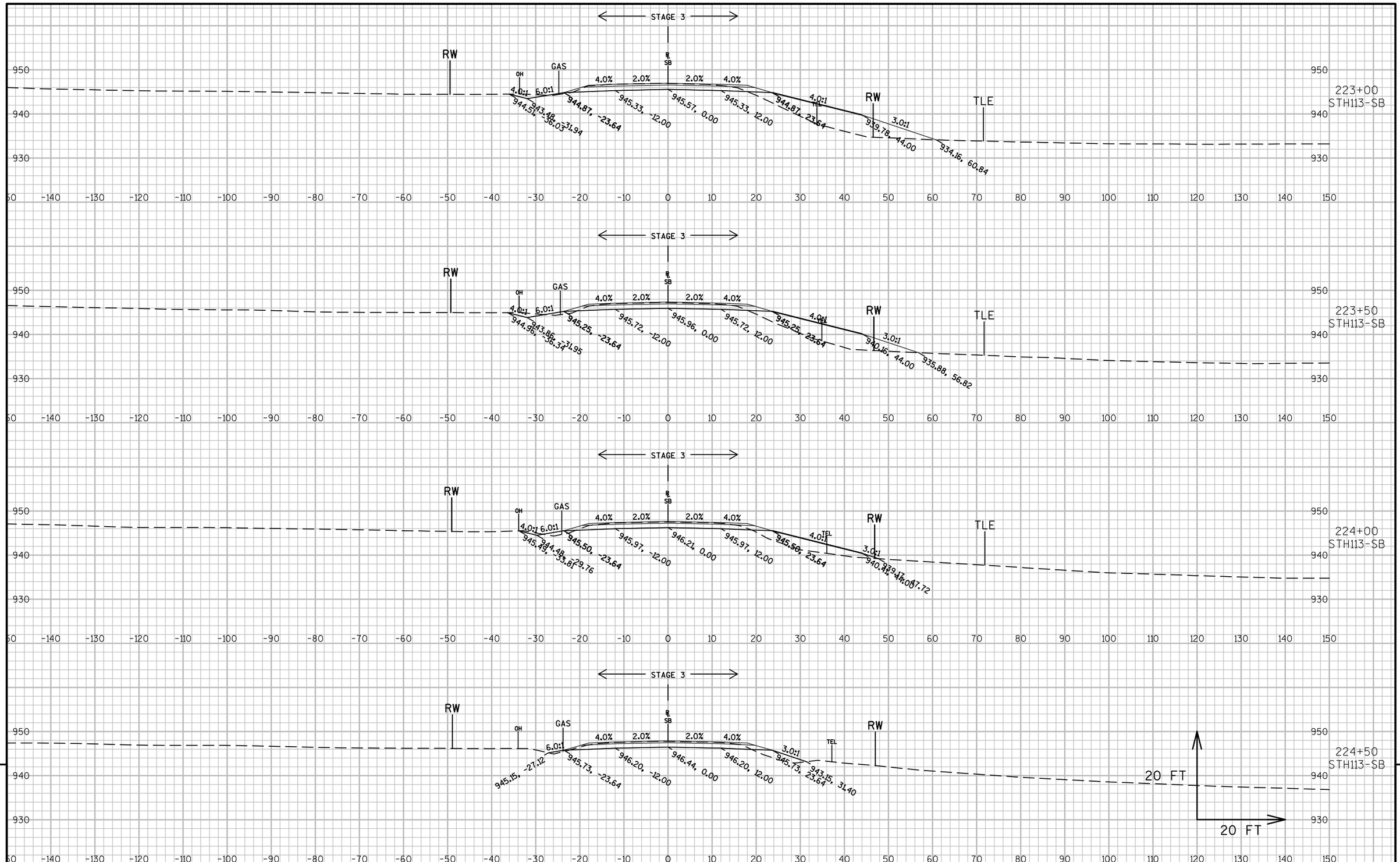
FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - CTH I SB - (5)

PLOT DATE : 5/25/2017 10:53 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



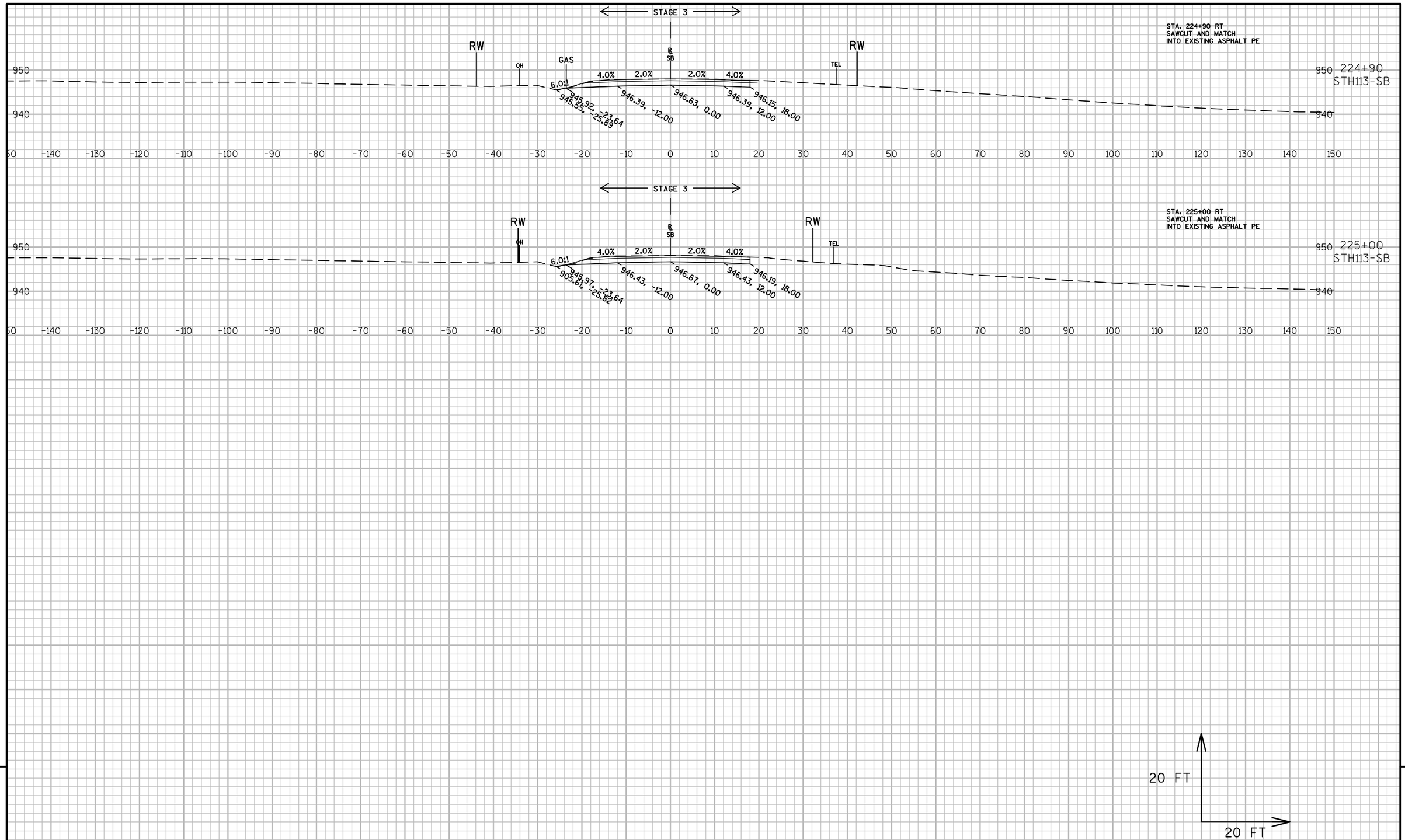
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 443	E



9 9

PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 444	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - CTH I SB - (7)
PLOT DATE : 5/25/2017 10:54 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

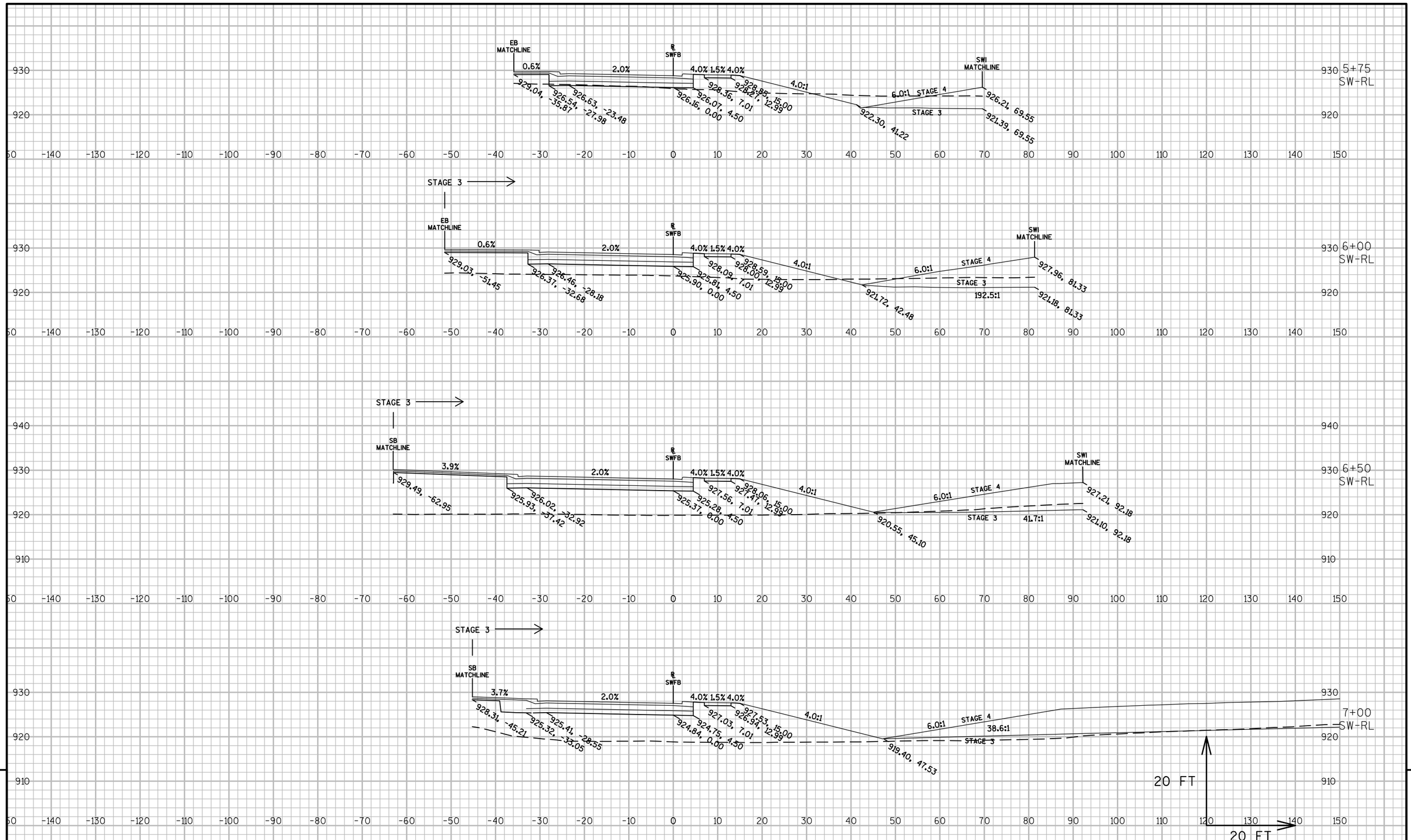


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SB APPROACH	SHEET 445	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - CTH I SB - (8)
PLOT DATE : 5/25/2017 10:55 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

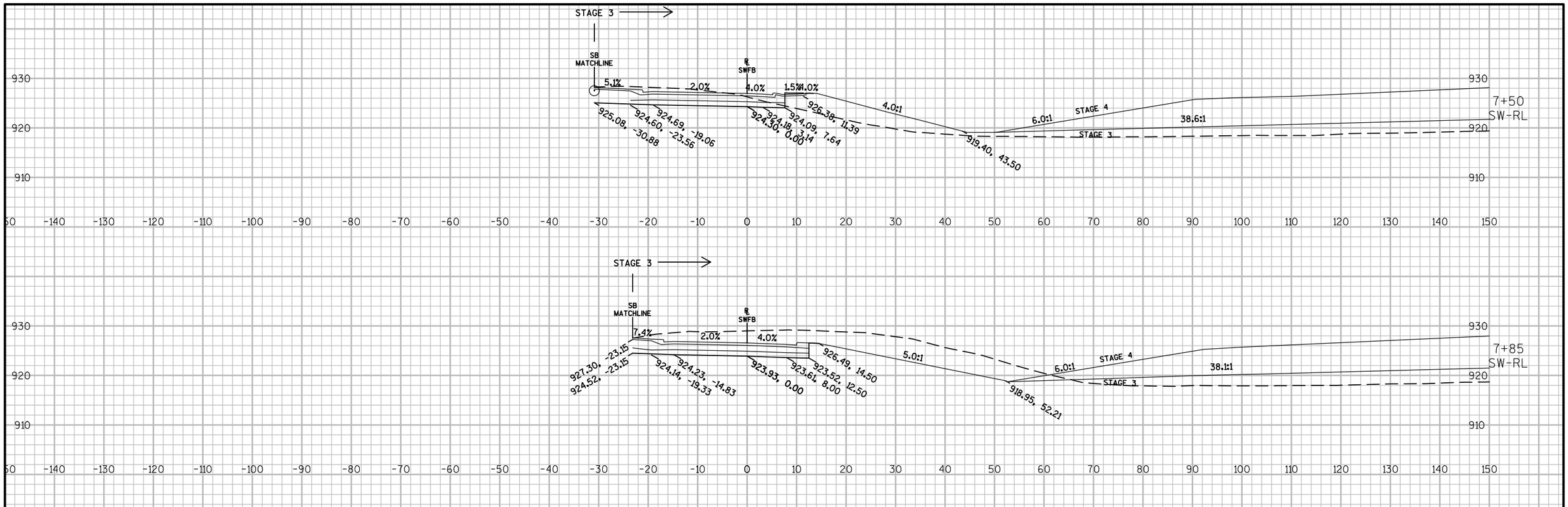


PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SW FULL BYPASS	SHEET 446	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SW BYPASS SECTION SHEET - (1)

PLOT DATE : 5/25/2017 10:46 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



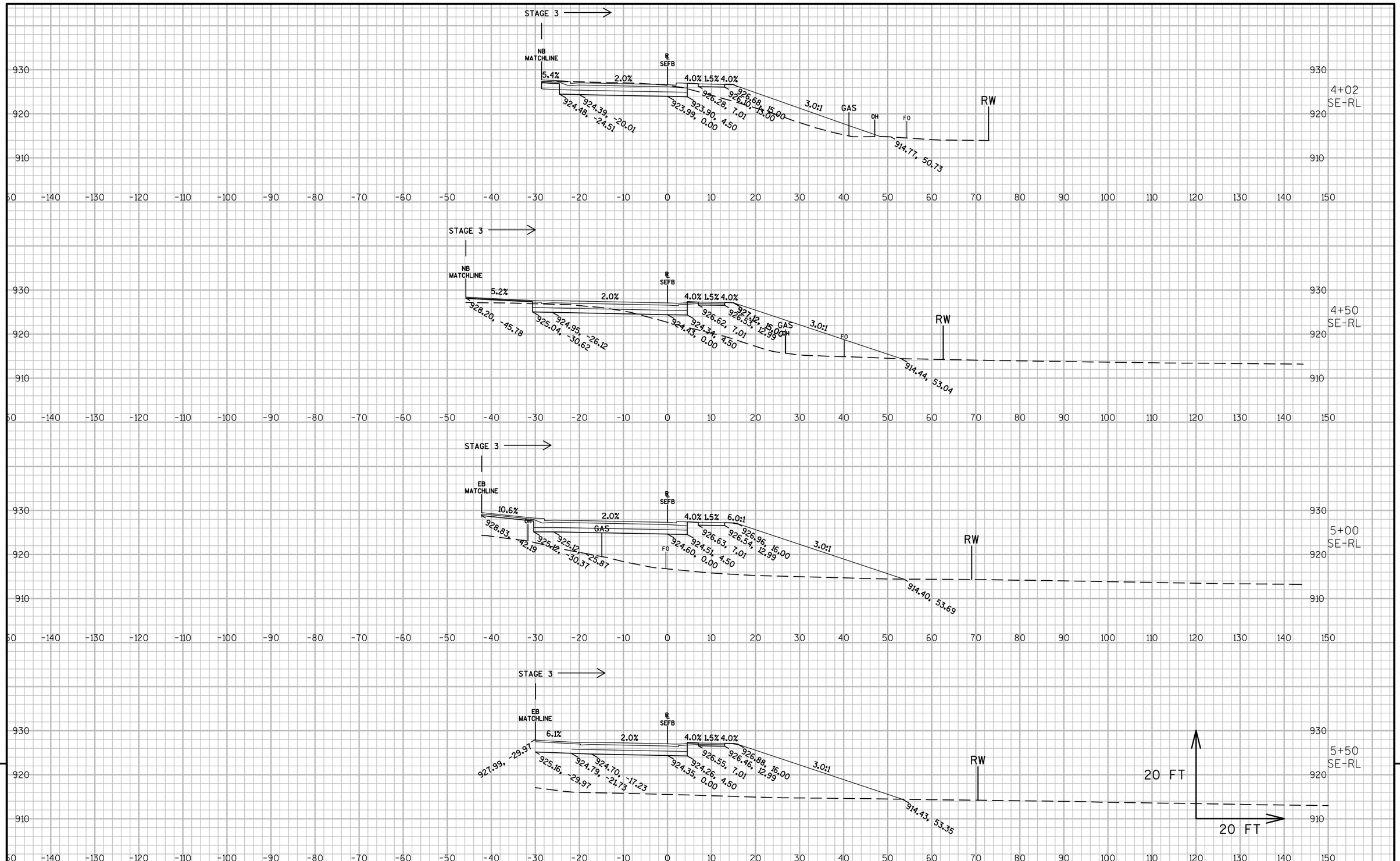
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SW FULL BYPASS	SHEET 447	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SW BYPASS SECTION SHEET - (2)

PLOT DATE : 5/25/2017 10:47 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT



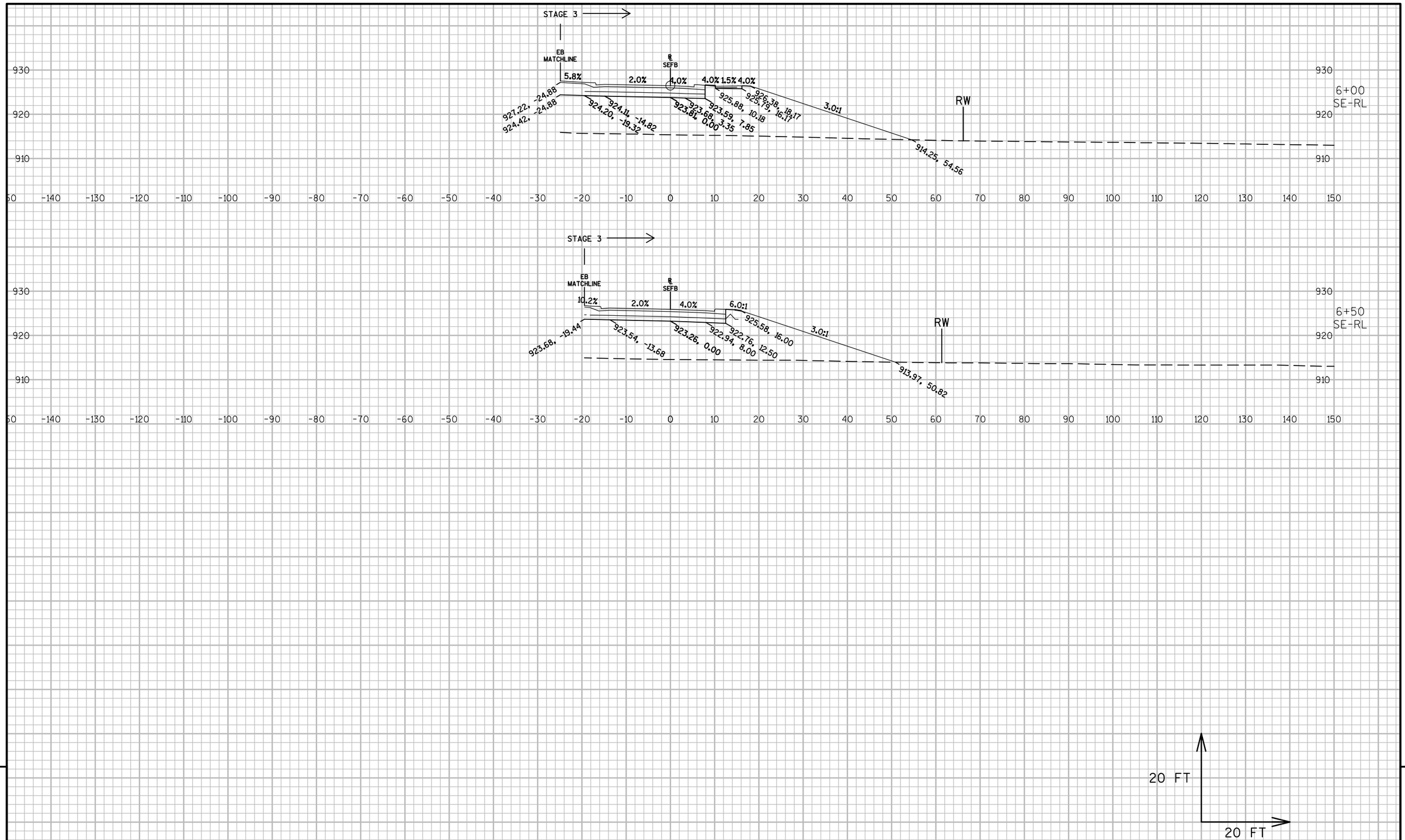
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SE FULL BYPASS	SHEET 448	E

9

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SE BYPASS SECTION SHEET - (1)

PLOT DATE : 5/25/2017 10:47 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

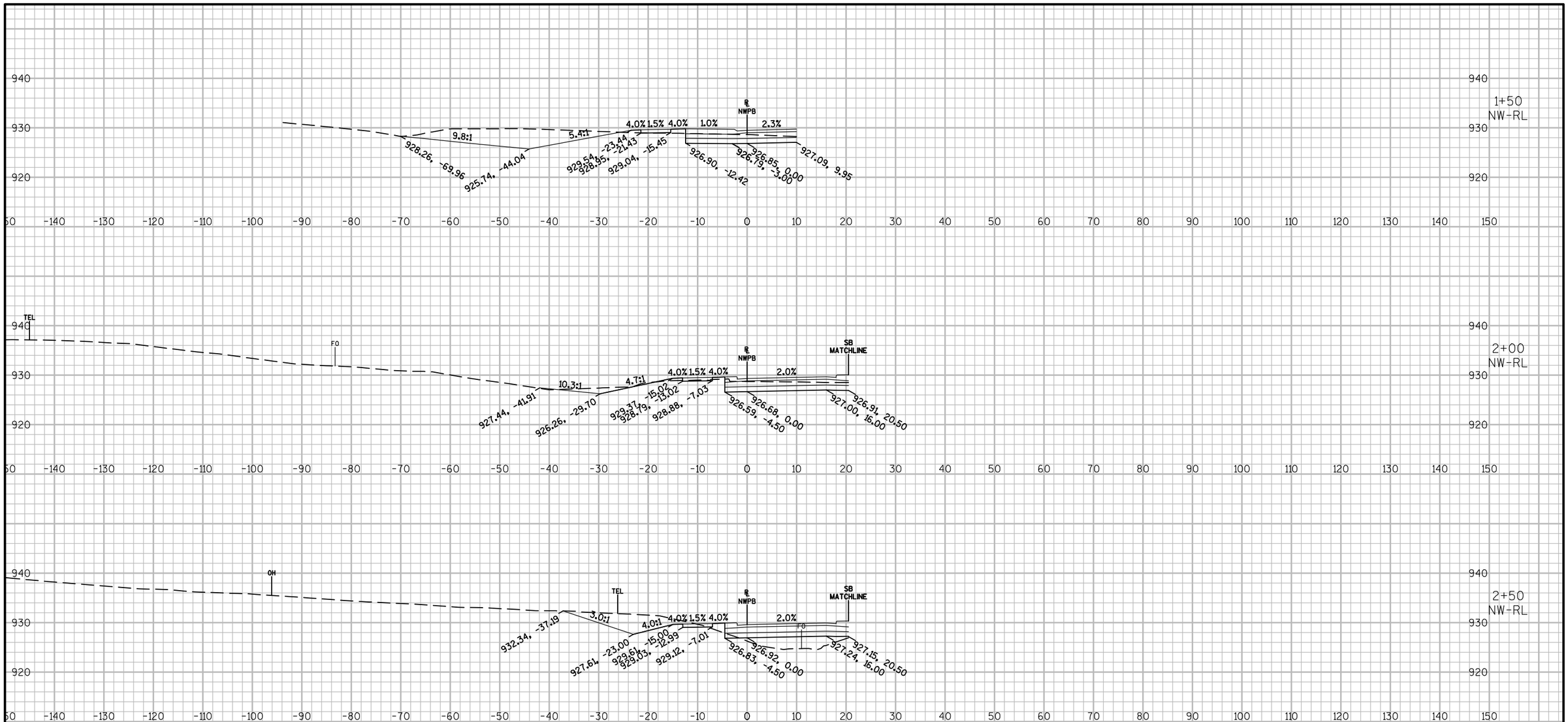


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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SE FULL BYPASS	SHEET 449	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SE BYPASS SECTION SHEET - (2)
PLOT DATE : 5/25/2017 10:48 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

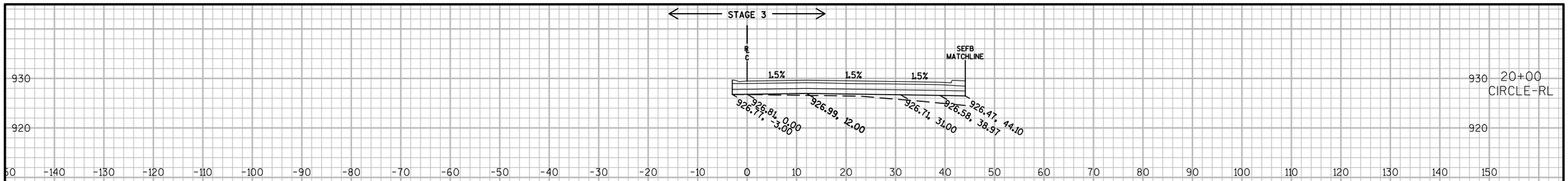


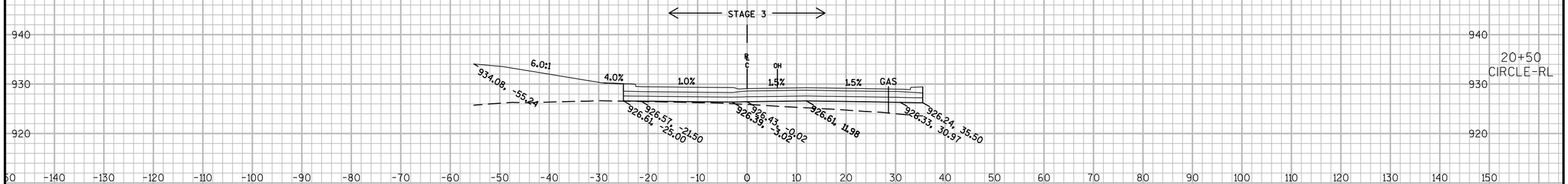
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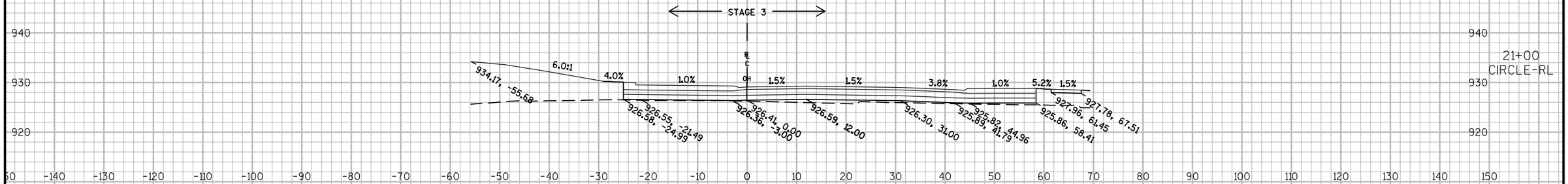
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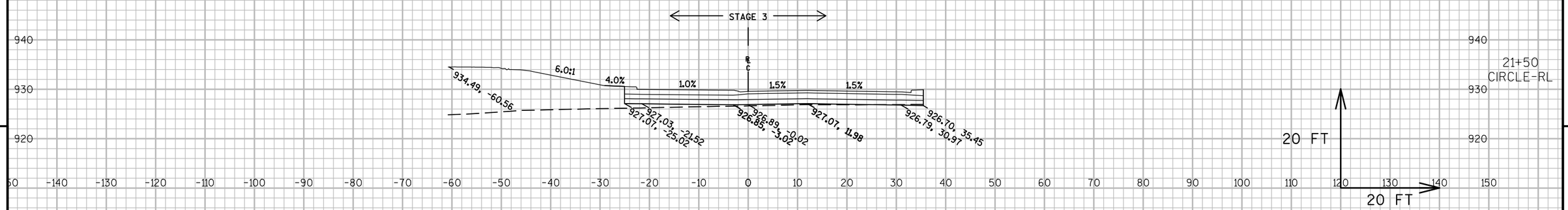
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: NW PARTIAL BYPASS	SHEET 450	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - NW PARTIAL BYPASS SECTION SHEET - (1)
PLOT DATE : 5/25/2017 10:48 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49









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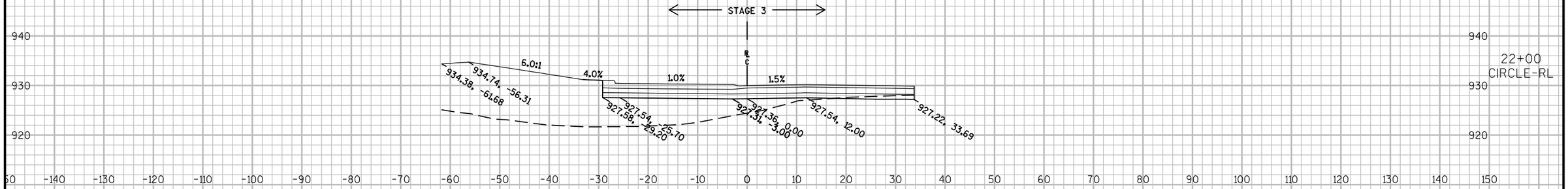
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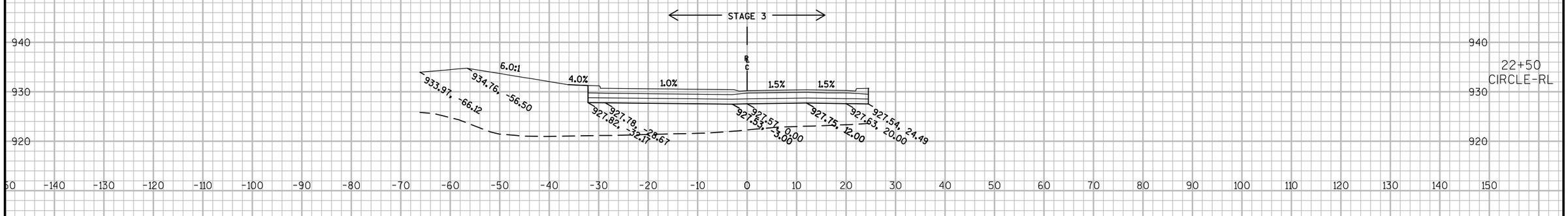
PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: CIRCLE	SHEET 451	E

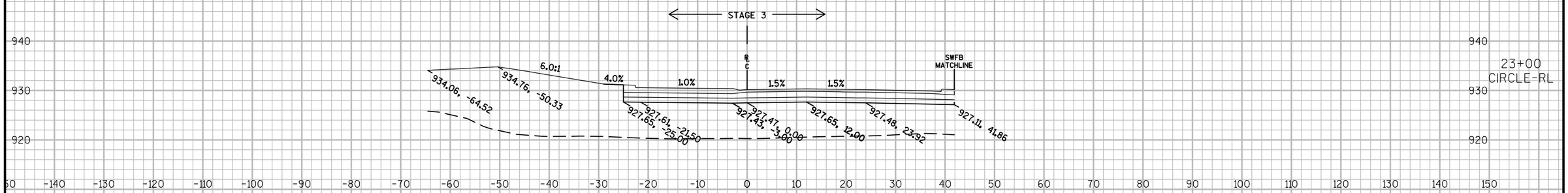
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LAYOUT NAME - 090201_XS - CIRCLE SECTION SHEET - (1)

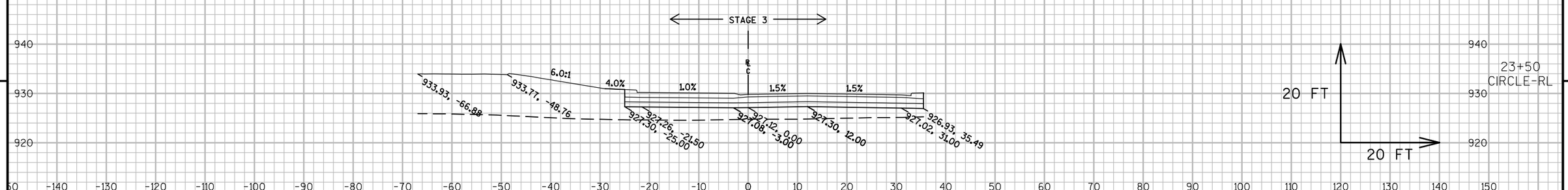
PLOT DATE : 5/25/2017 10:49 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49









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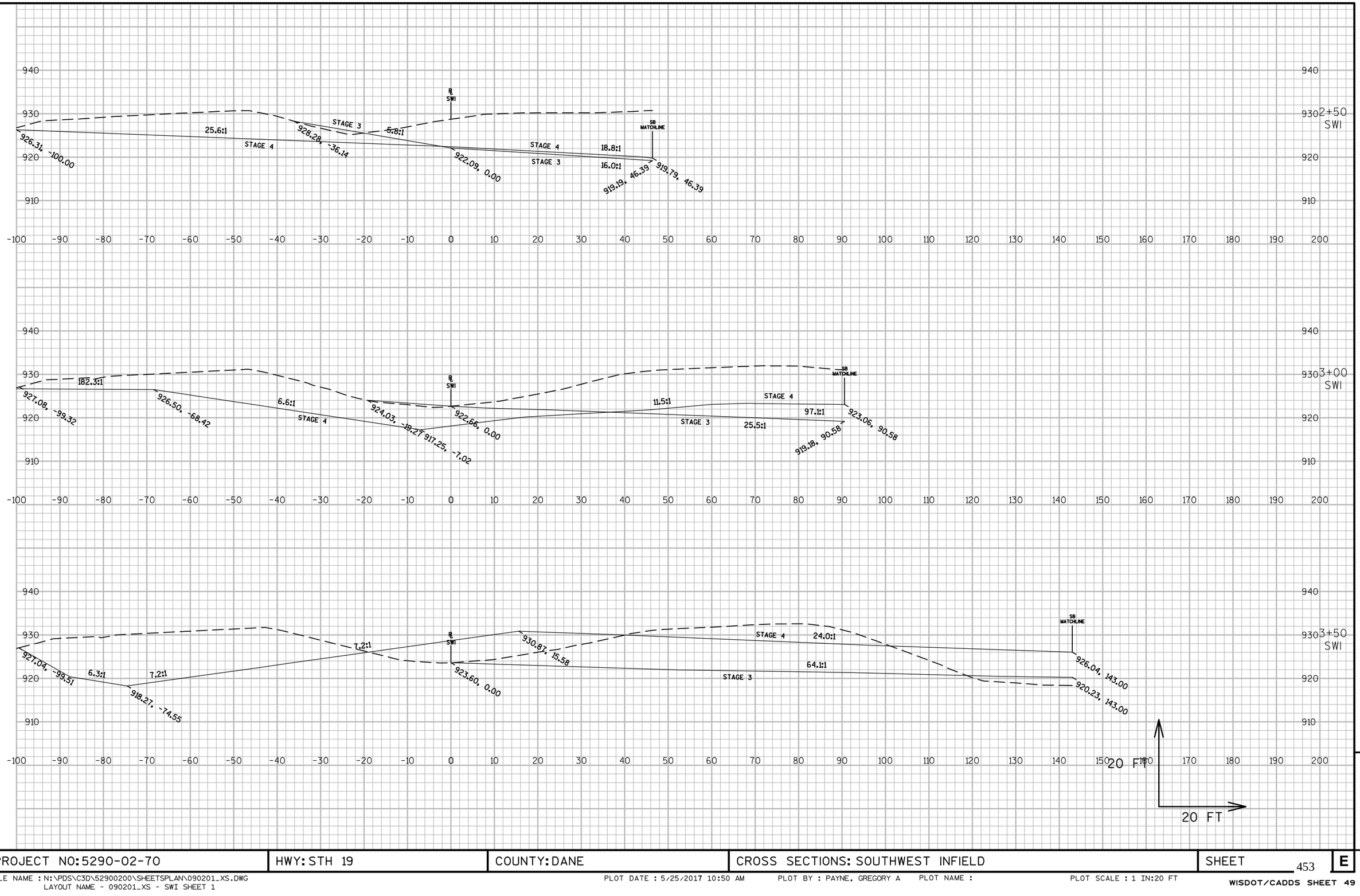
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: CIRCLE	SHEET 452 E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - CIRCLE SECTION SHEET - (2)

PLOT DATE : 5/25/2017 10:49 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

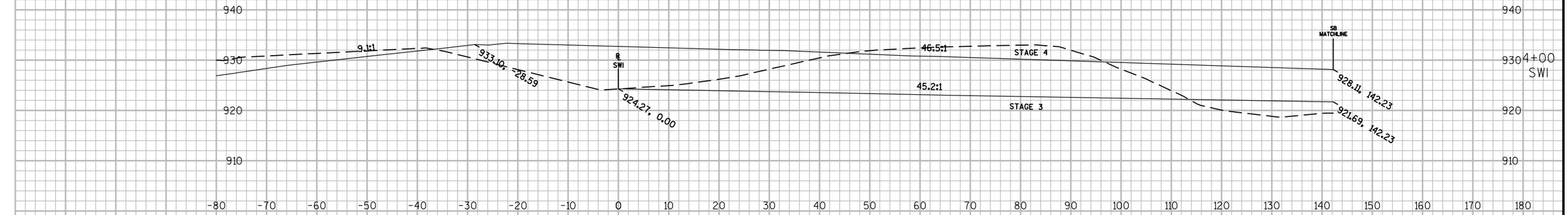
WISDOT/CADDS SHEET 49

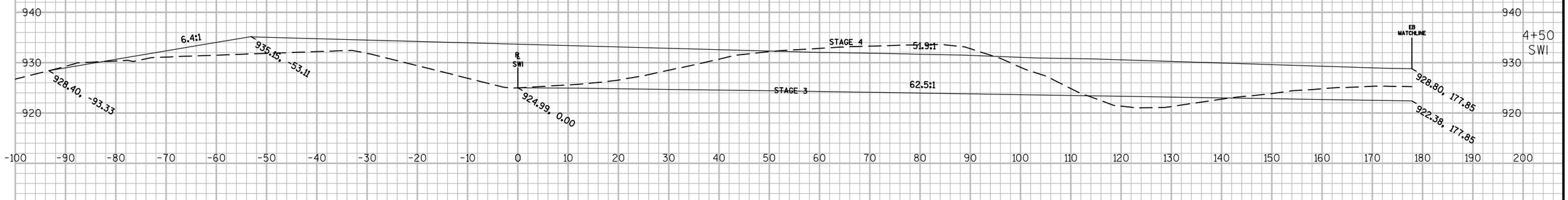


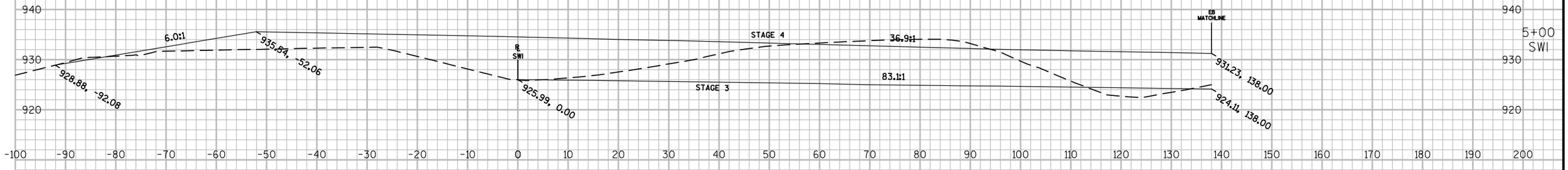
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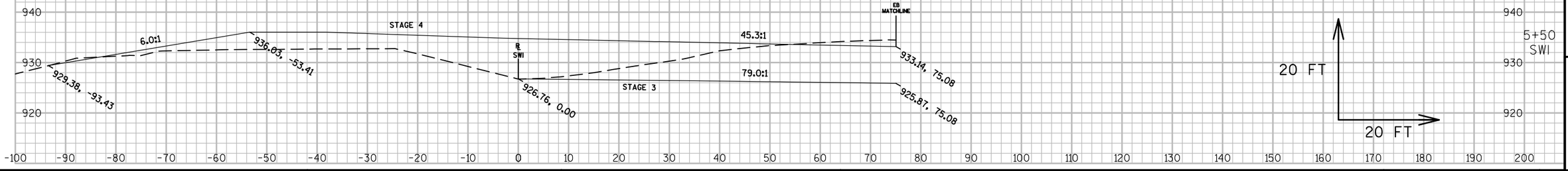
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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SOUTHWEST INFIELD	SHEET 453	E









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PROJECT NO: 5290-02-70	HWY: STH 19	COUNTY: DANE	CROSS SECTIONS: SOUTHWEST INFIELD	SHEET 454	E

FILE NAME : N:\PDS\C3D\52900200\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS - SWI SHEET 2

PLOT DATE : 5/25/2017 10:51 AM PLOT BY : PAYNE, GREGORY A PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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