MAD

NOVEMBER 2018

PROJECT ID: 1206-08-77

WITH: N/A

COUNTY: DANE

ORDER OF SHEETS

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

TOTAL SHEETS = 1244

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MOUNT HOREB - MADISON

CTH PD TO RAYMOND RD/STG 2/PHASE 3

USH 18

DANE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1206-08-77	WISC 2018438	1

STATE PROJECT NUMBER

1206-08-77

05

N

DESIGN DESIGNATION		VERONA ROAD	CTH PD	CTH M
A.A.D.T. (2009)	=	47,900	26,300	6,000
A.A.D.T. (2040)	=	67,600	48,500	12,700
D.H.V. (2040)	=	6,760	4,899	1,270
D.D. (2040)	=	59/41	50/50	50/50
T. (2040)	=	9.9%	5.3%	N/A
DESIGN SPEED	=	45-60 MPH	35-45 MPH	50-60 MPH
ESALS	=	11,000,000	5,300,000 (RIGID) 3,700,000 (FLEXIBLE)	N/A

CONVENTIONAL SYMBOLS

PLAN

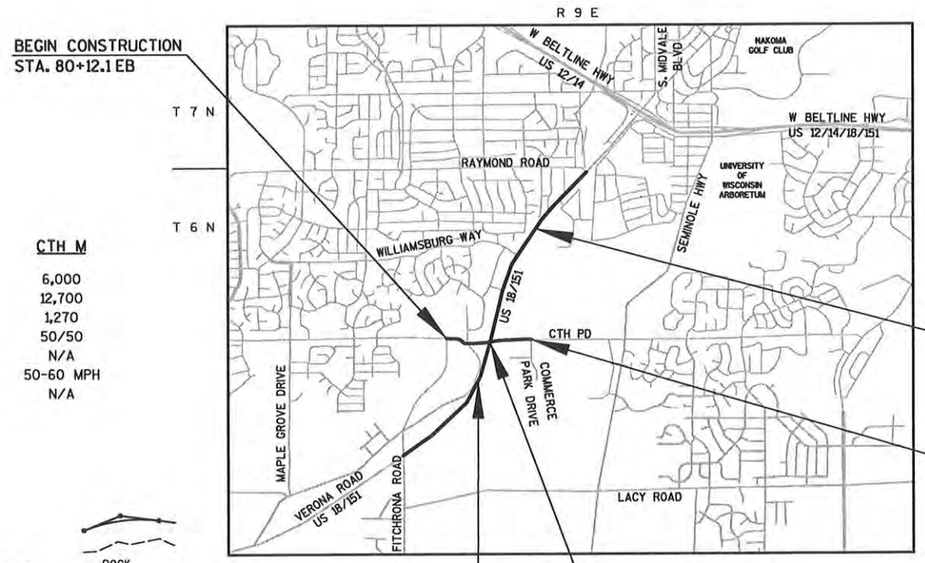
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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



BEGIN CONSTRUCTION
STA. 80+12.1 EB

END PROJECT
STA. 947+98.2 VR

END CONSTRUCTION
STA. 115+37.0 EB

BEGIN PROJECT
STA. 888+00.0 VR
Y: 459,780.73
X: 796,928.45

STRUCTURES
B-13-831, B-13-832
R-13-266, R-13-267

LAYOUT
SCALE 0 0.5 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.136 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY NAD 83 (2007) ADJUSTMENT. THE ELEVATIONS ARE NAVD88.

ACCEPTED FOR THE CITY OF FITCHBURG

DATE: 1/11/18 PRINCIPAL ENGINEER

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES®
910 West Wingra Drive
Madison, WI 53715
608 251-4843
608 251-8655 FAX
www.strand.com

WISCONSIN PROFESSIONAL ENGINEER
JOSEPH M. BUNKER
E-34979
MADISON
WI

1/31/18

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	CORRE, INC./Strand Associates, Inc.
Designer	Strand Associates, Inc.
Project Manager	Mark Vesperman
Regional Examiner	
Regional Supervisor	Katrina Feltes
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 1.9.18 Katrina Feltes (Signature)

E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\010101_t1.dgn PLOT DATE : 1/8/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 10

2

DESIGNER CONTACT

JOE BUNKER, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
E-MAIL: joe.bunker@strand.com

WISDOT REGION DESIGN CONTACT

MARK VESPERMAN, P.E.
111 INTERSTATE BOULEVARD
EDGERTON, WI 53534
(608) 884-1227
E-MAIL: mark.vesperman@dot.wi.gov

DNR LIAISON

LAURA BUB
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3485
E-MAIL: laura.bub@wisconsin.gov

WISDOT REGION CONSTRUCTION CONTACT

CHRIS FREDRICK, P.E.
111 INTERSTATE BOULEVARD
EDGERTON, WI 53534
(608) 884-7130
E-MAIL: christopher.fredrick@dot.wi.gov

UTILITIES

* ALLIANT ENERGY
ATTENTION: CRAIG HENDRICKS
4902 N. BILTMORE LANE
MADISON, WI 53718
OFFICE: (608) 458-8184
E-MAIL: craighendricks@alliantenergy.com

* AT&T WISCONSIN
ATTENTION: CAROL ANASON
316 W. WASHINGTON AVENUE
MADISON, WI 53703
OFFICE: (608) 252-2385
MOBILE: (920) 475-2799
E-MAIL: ca2624@att.com

* ATC MANAGEMENT, INC.
ATTENTION: MATT DOPP
5303 FEN OAK CT
MADISON, WI 53718
OFFICE: (608) 877-7108
MOBILE: (608) 225-5983
E-MAIL: mdopp@atcllc.com

* CHARTER COMMUNICATIONS
ATTENTION: GLEN JAKUSZ
2701 DANIELS STREET
MADISON, WI 53718
OFFICE: (608) 209-3202
E-MAIL: glen.jakusz@charter.com

* CITY OF FITCHBURG - SEWER & WATER
ATTENTION: TRACY FOSS
5520 LACY ROAD
FITCHBURG, WI 53711
OFFICE: (608) 270-4272
E-MAIL: tracy.foss@fitchburgwi.gov

* CITY OF FITCHBURG - STREET LIGHT & COMM
ATTENTION: ALYSEN KOHLNHOFER
5520 LACY ROAD
FITCHBURG, WI 53711
OFFICE: (608) 270-4277
E-MAIL: alysen.kohlnhofer@fitchburgwi.gov

* CITY OF MADISON TRAFFIC ENGINEERING - STREET LIGHT & COMM
ATTENTION: BRIAN SMITH
215 MARTIN LUTHER KING JR. BOULEVARD, SUITE 100
MADISON, WI 53701-2986
OFFICE: (608) 261-9625
E-MAIL: bsmith@cityofmadison.com

* MADISON GAS AND ELECTRIC COMPANY - ELECTRICITY
ATTENTION: RICH PARKER
P.O. BOX 1231
MADISON, WI 53703
OFFICE: (608) 252-7379
MOBILE: (608) 444-9619
E-MAIL: rparker@mge.com

* MADISON GAS AND ELECTRIC COMPANY - GAS/PETROLEUM
ATTENTION: SHAUN ENDRES
133 BLAIR STREET
MADISON, WI 53703
MOBILE: (608) 213-6708
E-MAIL: sendres@mge.com

MADISON METROPOLITAN SEWERAGE DISTRICT
* ATTENTION: ERIC HJELLEN
1610 MOORLAND ROAD
MADISON, WI 53713
OFFICE: (608) 222-1201
MOBILE: (608) 347-3613
E-MAIL: erich@madsewer.com

* METROPOLITAN UNIFIED FIBER NETWORK
ATTENTION: RANDY SIMMS
PO BOX 185
IRON MOUNTAIN, MI 49801
MOBILE: (906) 282-3802
E-MAIL: randy.simms@ccisystems.com

WISCONSIN DEPARTMENT OF TRANSPORTATION - COMMUNICATION LINE
* ATTENTION: GRAHAM HEITZ
2101 WRIGHT STREET
MADISON, WI 53704-2583
OFFICE: (608) 246-5362
E-MAIL: graham.heitz@dot.wi.gov

* DENOTES DIGGERS HOTLINE MEMBER

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

GENERAL NOTES

MISCELLANEOUS

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.

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

SUBSURFACE EXPLORATION REPORTS FOR THE PROJECT ARE AVAILABLE FROM WISDOT SW REGION BY CONTACTING MARK VESPERMAN AT (608) 884-1227. ADDITIONAL GEOTECHNICAL INFORMATION MAY BE AVAILABLE FROM WISDOT FOR THE EXISTING STRUCTURES WITHIN THE PROJECT AREA. CONTACT MARK VESPERMAN.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

AVOID EXCAVATING WITHIN 5 FEET OF THE FACE OF A TREE, WHEN PRACTICABLE, DUE TO THE POTENTIAL OF DAMAGING THE ROOT SYSTEM.

PROVIDE THE GUTTER SECTION FOR ALL CONCRETE CURB AND GUTTER WITH A CROSS SLOPE OF 6.25%, UNLESS NOTED OTHERWISE IN THE PLANS. SEE STANDARD DETAIL DRAWINGS CONCRETE CURB & GUTTER AND CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS FOR ALL OTHER INFORMATION.

REMOVALS

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

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

REMOVAL OF EXISTING UNDERDRAIN AND UNDERDRAIN APRON ENDWALLS IS INCIDENTAL TO EXCAVATION COMMON.

GRADING/EROSION CONTROL

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

EXCAVATION BELOW SUBGRADE (EBS) IS ESTIMATED AND MAY VARY AS DIRECTED BY THE ENGINEER.

THE LOCATION FOR EBS WILL BE DETERMINED BY THE ENGINEER.

STORM SEWER

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

USE OF TRENCH BOXES OR STACKED TRENCH BOXES SHALL NOT BE CONSIDERED TEMPORARY SHORING FOR STORM SEWER AND SHALL BE INCLUDED IN THE COST OF THE PIPE OR STRUCTURE.

EXISTING STORM SEWER SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR WILL BASE IT'S BID ON THE ACTUAL FIELD SIZES.

PAVING

A SAWED JOINT WILL BE REQUIRED WHERE NEW PAVEMENT IS TO MEET AN EXISTING PAVED SURFACE, EXCEPT WHERE NOTED IN THE PLANS.

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

ABBREVIATIONS

BOC	BACK OF CURB
BOW	BACK OF SIDEWALK
CBSS	CONCRETE BARRIER SINGLE SLOPE
CMCP	CORRUGATED METAL CULVERT PIPE
COR.	CORNER
CP	CULVERT PIPE
V.	DESIGN SPEED
Dc	DEGREE OF CURVE
DIM.	DIMENSION
e.	EXTERNAL DISTANCE
ESAL	EQUIVALENT SINGLE AXLE LOAD
EOP	EDGE OF PAVEMENT
EXIST.	EXISTING
FOC	FACE OF CURB
FOW	FACE OF SIDEWALK
H.P.	HIGH POINT
D.	LANE DISTRIBUTION
L.P.	LOW POINT
MAX.	MAXIMUM
MIN.	MINIMUM
NOR.	NORMAL
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
RET.	RETAINING
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
TOC	TOP OF CURB

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
STRUCTURES OVERVIEW
SOIL BORINGS OVERVIEW
POTENTIAL UNDERCUT OVERVIEW
POTENTIAL HAZARDOUS MATERIAL OVERVIEW
PROJECT PARCELS OVERVIEW
EXISTING TYPICAL SECTIONS
FINISHED TYPICAL SECTIONS
SUPER ELEVATION DETAILS
CONSTRUCTION DETAILS
CURB RAMPS
PLAN DETAILS
ITS
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER REMOVAL
STORM SEWER
STORM SEWER UNDERDRAIN
UTILITY PLAN
PLANTING/LANDSCAPING
EXISTING SIGNING
PERMANENT SIGNING
LIGHTING
TEMPORARY TRAFFIC SIGNALS
TRAFFIC SIGNALS
PAVEMENT MARKING REMOVALS
PAVEMENT MARKING
TRAFFIC CONTROL
ALIGNMENT DETAILS
CONTROL POINTS

REFERENCE LINE CALL OUTS

VR	VERONA ROAD
A	USH 18/151 EASTBOUND OFF-RAMP AT CTH PD
B	USH 18/151 EASTBOUND ON-RAMP AT CTH PD
C	USH 18/151 WESTBOUND COLLECTOR-DISTRIBUTOR ROAD
D	USH 18/151 WESTBOUND ON-RAMP AT CTH PD
E	USH 18/151 EASTBOUND OFF-RAMP AT WILLIAMSBURG WAY
F	USH 18/151 EASTBOUND ON-RAMP AT WILLIAMSBURG WAY
G	USH 18/151 WESTBOUND OFF-RAMP AT WILLIAMSBURG WAY
H	USH 18/151 WESTBOUND ON-RAMP AT WILLIAMSBURG WAY
J	USH 18/151 WESTBOUND ON-RAMP AT CTH PD
K	USH 18/151 EASTBOUND COLLECTOR-DISTRIBUTOR ROAD
L	USH 18/151 EASTBOUND OFF-RAMP AT CTH PD
M	USH 18/151 EASTBOUND ON-RAMP AT CTH PD
N	USH 18/151 WESTBOUND OFF-RAMP AT CTH PD
P	USH 18/151 WESTBOUND ON-RAMP AT CTH PD
EB	EASTBOUND CTH PD
WB	WESTBOUND CTH PD
KR	KAPEC ROAD
NR	NESBITT ROAD
PL	EASTBOUND CTH PD LEFT-TURN LANE AT KAPEC ROAD
NB	USH 18/151 EASTBOUND PROFILE GRADE LINE
SB	USH 18/151 WESTBOUND PROFILE GRADE LINE
SW	WESTBOUND CTH PD SIDEWALK
WW	WILLIAMSBURG WAY
CM	CTH M

PLANTING/LANDSCAPING PLANS BY KEN SAIKI DESIGN - LANDSCAPE ARCHITECTS.
UTILITY PLAN BY STRAND ASSOCIATES, INC.
TEMPORARY TRAFFIC SIGNAL PLANS BY KL ENGINEERING
NR AND KR REFERENCE LINE PLANS AND SPECIFICATIONS BY KL ENGINEERING

2

2

SCALE, FEET 0 250 500

FITCHRONA ROAD

SW LINE

WB LINE

EB LINE

CTH PD (McKEE ROAD)

HARDROCK ROAD

PL LINE

KAPEC ROAD

KR LINE

CITY OF FITCHBURG

ANTON DRIVE

CARRIAGE STREET

KING JAMES WAY

NESBITT ROAD

NR LINE

C LINE

J LINE

N LINE

P LINE

D LINE

MATCHLINE 925+00 VR

USH 18/151 (VERONA ROAD)

VR LINE

A LINE

L LINE

K LINE

B LINE

M LINE

SPROCKET DRIVE

WILLIAMSBURG WAY

WW LINE

G LINE

C LINE

VR LINE

RAYMOND ROAD

ANTON DRIVE

H LINE

USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

F LINE

CARLING DRIVE

ALLIED DRIVE

MATCHLINE 925+00 VR

E LINE

K LINE

CITY OF FITCHBURG

CITY OF MADISON

COMMERCE PARK DRIVE

CTH PD (McKEE ROAD)

SPOKE DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\020201_po.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

SCALE, FEET 0 250 500

FITCHRONA ROAD

CTH PD (McKEE ROAD)

HARDROCK ROAD

KAPEC ROAD

CITY OF FITCHBURG

ANTON DRIVE

CARRIAGE STREET

KING JAMES WAY

NESBITT ROAD

USH 18/151 (VERONA ROAD)

MATCHLINE 925+00 VR

S-13-452

S-13-453

S-13-357 (TO BE REMOVED)

S-13-443

S-13-445 (TO REMAIN)

S-13-446 (TO REMAIN)

R-13-268 (TO REMAIN)

R-13-264 (TO REMAIN)

R-13-265 (TO REMAIN)

R-13-267

B-13-831

C-13-115 (TO REMAIN)

S-13-442 (TO REMAIN)

R-13-266

R-13-269 (TO REMAIN)

B-13-832

S-13-444

S-13-358 (TO BE REMOVED)

B-13-666 TO REMAIN

R-13-242 TO REMAIN

R-13-243 TO REMAIN

SPROCKET DRIVE

WILLIAMSBURG WAY

S-13-454 (TO REMAIN)

R-13-272 (TO REMAIN)

S-13-448 (TO REMAIN)

S-13-449 (TO REMAIN)

S-13-450 (TO REMAIN)

RAYMOND ROAD

S-13-451 (TO REMAIN)

B-13-833 (TO REMAIN)

R-13-270 (TO REMAIN)

MATCHLINE 935+00 VR

USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

B-13-356 (TO REMAIN)

B-13-455 (TO REMAIN)

R-13-273 (TO REMAIN)

CARLING DRIVE

ALLIED DRIVE

CITY OF FITCHBURG

CITY OF MADISON

COMMERCE PARK DRIVE

CTH PD (McKEE ROAD)

SPOKE DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STRUCTURES OVERVIEW	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\020202_po.dgn PLOT DATE : 1/23/2018 PLOT BY : _username_ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

2

2

LEGEND

PB*-*	DETENTION POND BORING
B*-*	BRIDGE STRUCTURE BORING
RB*	ROADWAY BORING
R*-*	RETAINING WALL BORING
IT*	INFILTRATION TEST BORING
S*-*	SIGN STRUCTURE BORING

SCALE, FEET 0 250 500

CITY OF FITCHBURG

CITY OF FITCHBURG

CITY OF MADISON

FITCHRONA ROAD

CTH PD (MCKEE ROAD)

HARDROCK ROAD

KAPEC ROAD

NESBITT ROAD

USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

WILLIAMSBURG WAY

ANTON DRIVE

CARRIAGE STREET

SPROCKET DRIVE

RAYMOND ROAD

CARLING DRIVE

ALLIED DRIVE

COMMERCE PARK DRIVE

SPOKE DRIVE

MATCHLINE 925+00 VR

RB1 RB2 RB3 RB4 RB5 RB6 RB7 RB8 RB9 RB10 RB11 RB12 RB13 RB14 RB15 RB16 RB17 RB18 RB19 RB20 RB21 RB22 RB23 RB24 RB25 RB26 RB27 RB28 RB29 RB30 RB31 RB32 RB33 RB34 RB35 RB36 RB37 RB38 RB39 RB40 RB41 RB42 RB43 RB44 RB46 RB47 RB48 RB49 RB50 RB51 RB52 RB53 RB54 RB55 RB56 RB57 RB58 RB59 RB60 RB61 RB62 RB63 RB64 RB65

PB1-1 PB1-2 PB2-1 PB2-2 PB3-1 MW1-1

S442-2 S443-1 S443-2 S444-1 S445-1 S445-2 S446-1 S447-1 S447-1A S448-1 S449-1 S450-1 S451-1 S452-1 S453-1 S453-2 S454-1

R264-1 R264-1A R264-2 R264-3 R264-4 R264-5 R265-1 R265-2 R265-5 R266-1 R266-2 R266-3 R266-6 R267-1 R267-2 R267-3 R267-4 R267-5 R267-6 R268-1 R268-2 R268-3 R268-4 R268-5 R269-1 R269-2 R269-3 R269-4 R269-5 R269-6 R270-1 R270-2 R270-3 R270-4 R270-5 R270-6 R270-7 R270-8 R271-1 R271-2 R272-1 R272-2 R272-3 R272-4 R272-5 R272-6 R273-1 R273-2 R273-3 R273-4

B831-1 B831-2 B831-3 B832-1 B832-2 B832-3 B833-1 B833-2 B833-3 B833-4 B833-5 B833-6/6A

B-13-0001 B-13-0002 B-13-0003 B-13-0004 B-13-0005 B-13-0006 B-13-0007 B-13-0008 B-13-0009 B-13-0010 B-13-0011 B-13-0012 B-13-0013 B-13-0014 B-13-0015 B-13-0016 B-13-0017 B-13-0018 B-13-0019 B-13-0020 B-13-0021 B-13-0022 B-13-0023 B-13-0024 B-13-0025 B-13-0026 B-13-0027 B-13-0028 B-13-0029 B-13-0030 B-13-0031 B-13-0032 B-13-0033 B-13-0034 B-13-0035 B-13-0036 B-13-0037 B-13-0038 B-13-0039 B-13-0040 B-13-0041 B-13-0042 B-13-0043 B-13-0044 B-13-0046 B-13-0047 B-13-0048 B-13-0049 B-13-0050 B-13-0051 B-13-0052 B-13-0053 B-13-0054 B-13-0055 B-13-0056 B-13-0057 B-13-0058 B-13-0059 B-13-0060 B-13-0061 B-13-0062 B-13-0063 B-13-0064 B-13-0065

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SOIL BORINGS OVERVIEW	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\020203_po.dgn PLOT DATE : 1/23/2018 PLOT BY : _username_ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

UNDERCUT AREAS ARE NUMBERED IN ACCORDANCE WITH THE GEOTECHNICAL REPORTS.

UNDERCUT AREAS 1, 5 AND 7 (RIGHT OF THE VR REFERENCE LINE), AND 8 ARE ANTICIPATED TO BE IMPACTED BY THIS PROJECT.

UNDERCUT AREAS 2, 4, 5 AND 7 (LEFT OF THE VR REFERENCE LINE) ARE NOT ANTICIPATED TO BE IMPACTED BY THIS PROJECT.

ANTICIPATED UNDERCUT AREA

SCALE, FEET 0 250 500

UNDERCUT AREA 2

UNDERCUT AREAS 5 AND 7

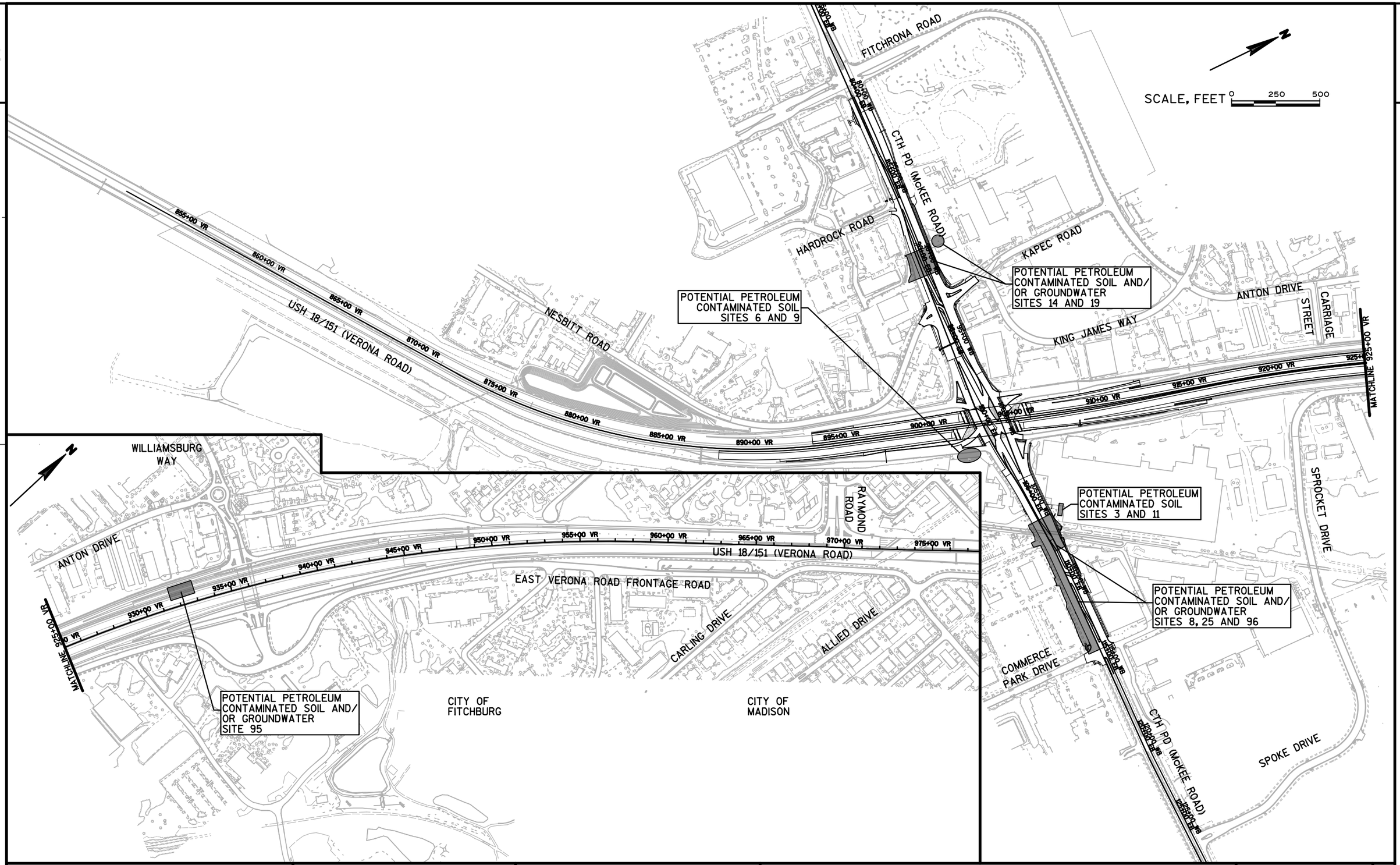
UNDERCUT AREAS 1 AND 8

UNDERCUT AREA 4

POTENTIAL UNDERCUT
VERONA ROAD MEDIAN
UNDERCUT 0' TO 4'
BELOW SUBGRADE ANTICIPATED

FITCHRONA ROAD
CTH PD (McKEE ROAD)
HARDROCK ROAD
KAPEC ROAD
ANTON DRIVE
NESBITT ROAD
USH 18/151 (VERONA ROAD)
WILLIAMSBURG WAY
RAYMOND ROAD
EAST VERONA ROAD FRONTAGE ROAD
SPROCKET DRIVE
COMMERCE PARK DRIVE
SPOKE DRIVE
MATCHLINE 925+00 VR
MATCHLINE 935+00 VR

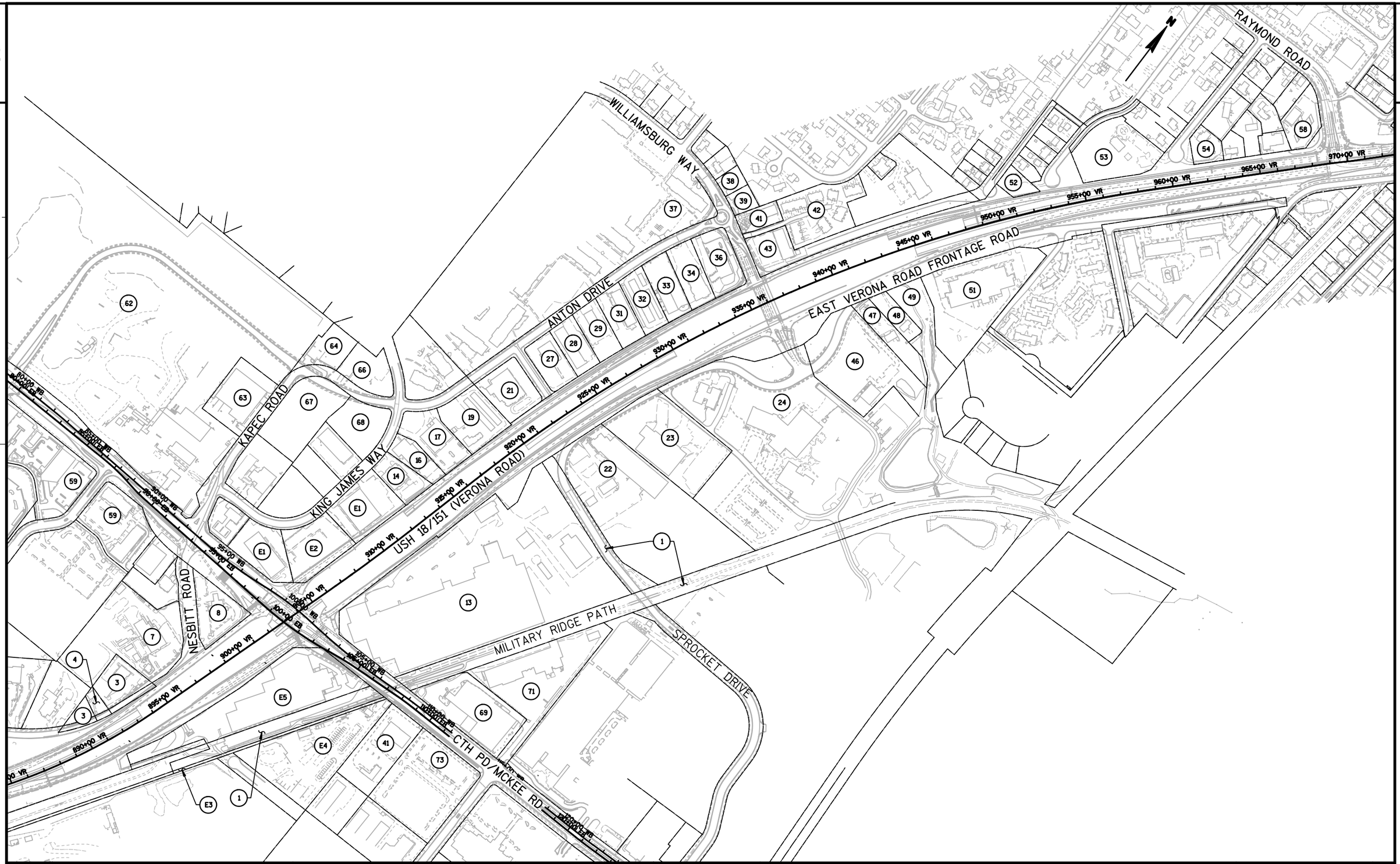
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	POTENTIAL UNDERCUT OVERVIEW	SHEET 7	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	POTENTIAL HAZARDOUS MATERIAL SITES	SHEET E

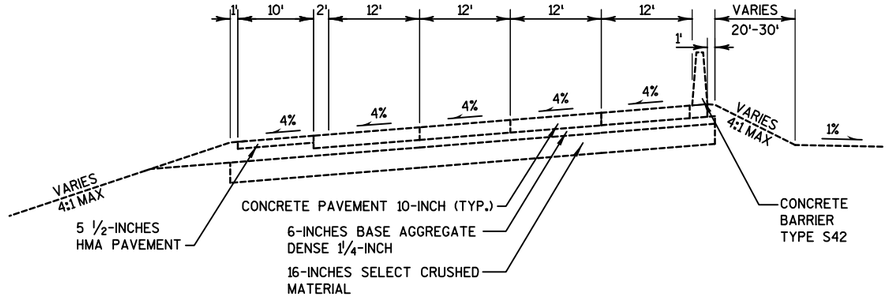
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\020205_po.dgn PLOT DATE : 1/23/2018 PLOT BY : _username_ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



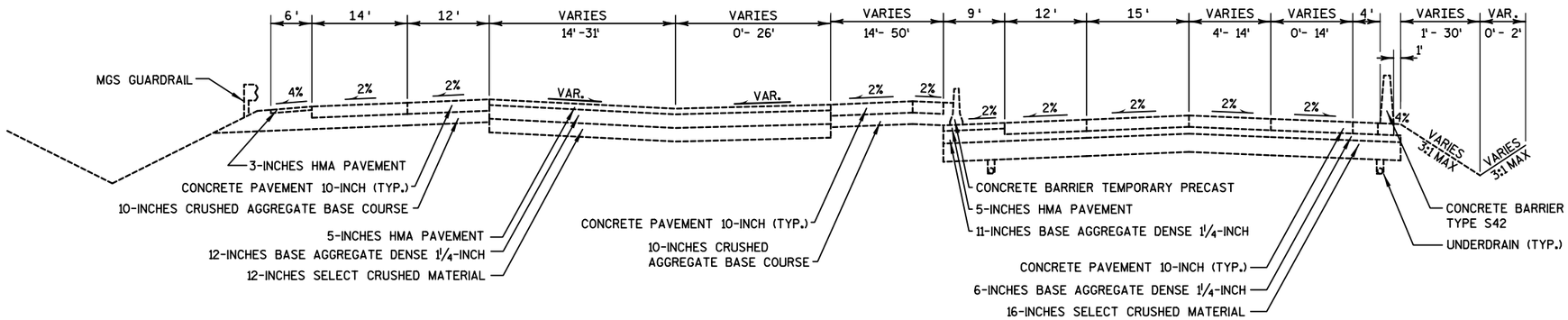
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROJECT PARCELS OVERVIEW	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\020206_po.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



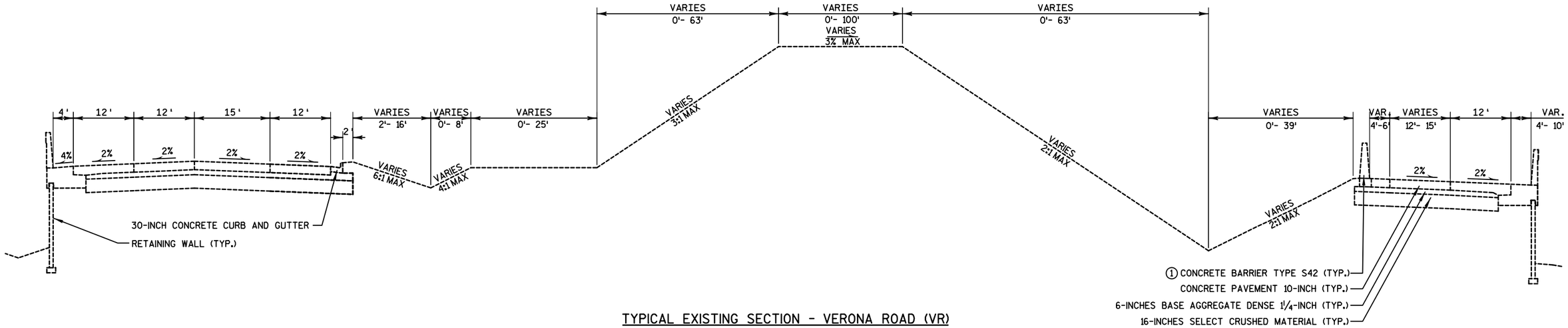
TYPICAL EXISTING SECTION - VERONA ROAD (VR)

STA. 888+00 VR TO 893+33 VR, 'NB' PGL



TYPICAL EXISTING SECTION - VERONA ROAD (VR)

STA. 893+33 VR TO STA. 902+45 VR



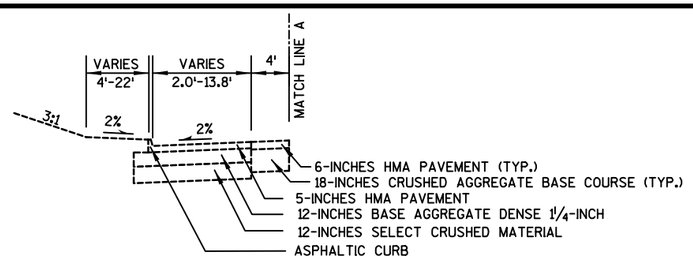
TYPICAL EXISTING SECTION - VERONA ROAD (VR)

STA. 904+75 VR TO STA. 947+98 VR

1 36-INCH CONCRETE CURB AND GUTTER
STA. 914+10 VR TO STA. 947+98 VR

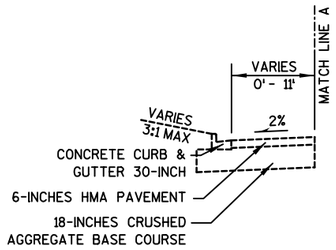
2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL EXISTING SECTIONS - VERONA ROAD (VR)	SHEET 10	E



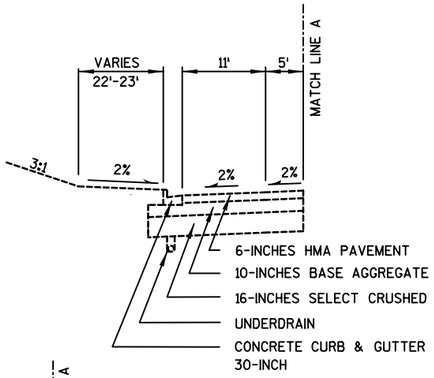
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 81+07 EB TO STA. 81+81 EB



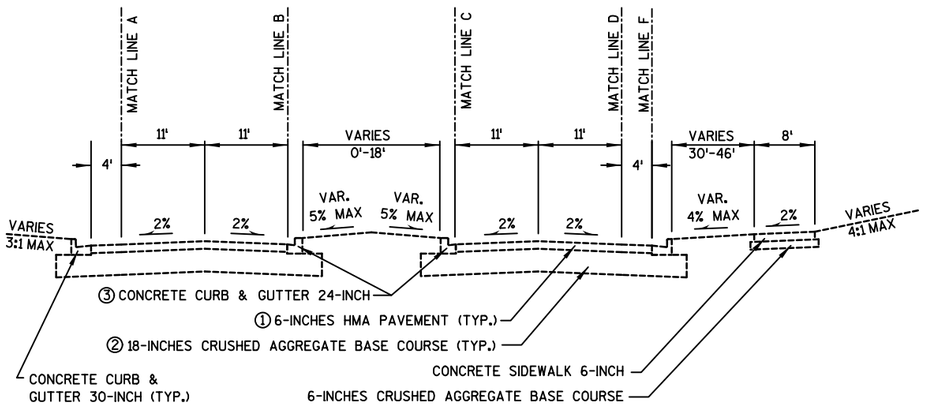
TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 90+96 EB TO STA. 93+45 EB



TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 80+12 EB TO STA. 81+07 EB



TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 80+12 EB TO STA. 99+74 EB

① CONCRETE PAVEMENT 10-INCH
STA. 98+58 EB TO STA. 99+74 EB

② 6-INCHES CRUSHED AGGREGATE BASE COURSE
STA. 98+58 EB TO STA. 99+74 EB

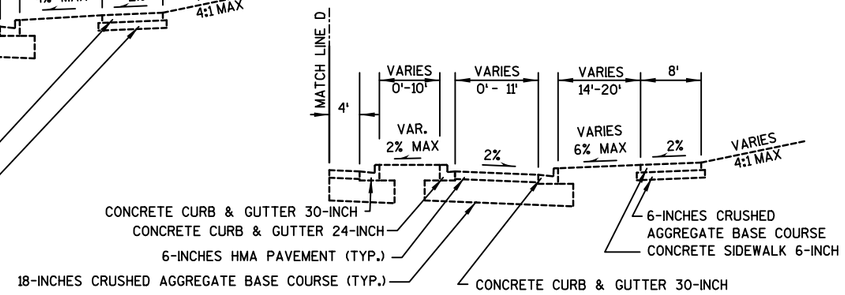
③ CONCRETE CURB & GUTTER 30-INCH
STA. 91+67 EB TO STA. 99+74 EB

④ VARIES 0'-11'
STA. 87+19 EB TO STA. 89+11 EB
STA. 93+32 EB TO STA. 95+96 EB

⑤ VARIES 0'-10'
STA. 83+68 EB TO STA. 86+44 EB
STA. 89+97 EB TO STA. 92+59 EB

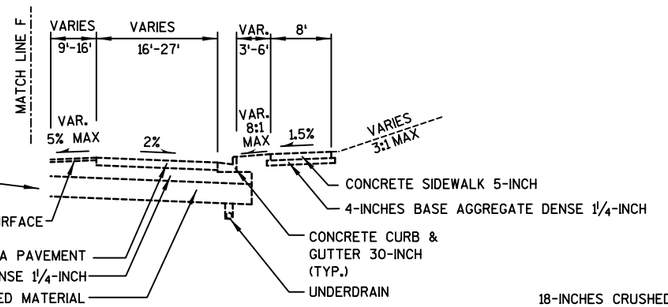
⑥ 2-INCHES ASPHALTIC SURFACE
STA. 95+52.2 EB TO
STA. 96+00.3 EB

⑦ 14-INCHES BASE AGGREGATE
DENSE 1¼-INCH
STA. 95+52.2 EB TO
STA. 96+00.3 EB



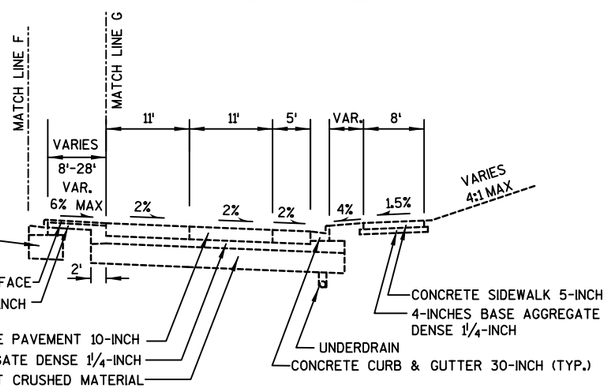
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 84+84 EB TO STA. 86+50 EB



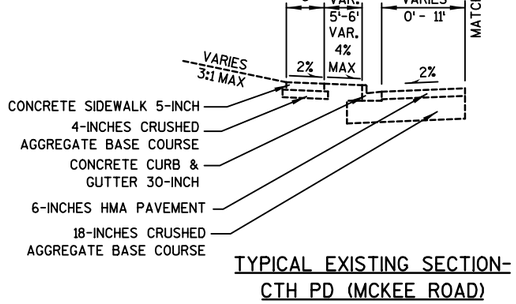
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 88+51 EB TO STA. 92+48 EB



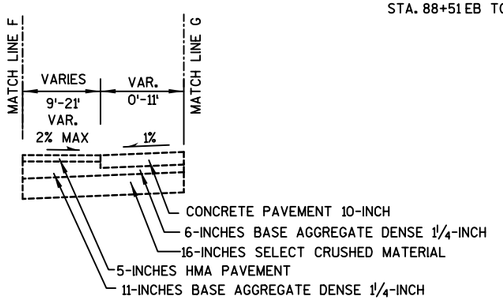
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 95+52 EB TO STA. 99+04 EB
STA. 101+09 EB TO STA. 102+88 EB



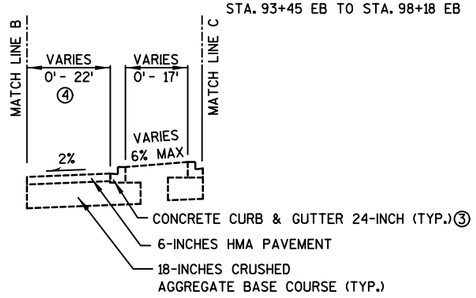
TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 93+45 EB TO STA. 98+18 EB



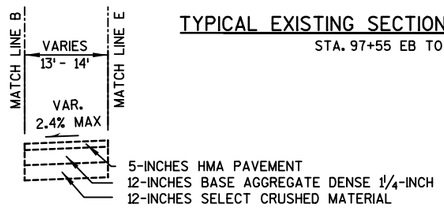
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 97+55 EB TO STA. 99+04 EB



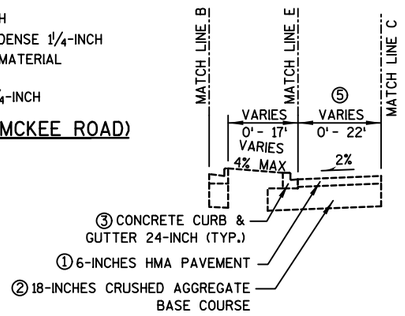
TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 80+12 EB TO STA. 84+58 EB
STA. 87+19 EB TO STA. 89+11 EB
STA. 93+32 EB TO STA. 95+96 EB



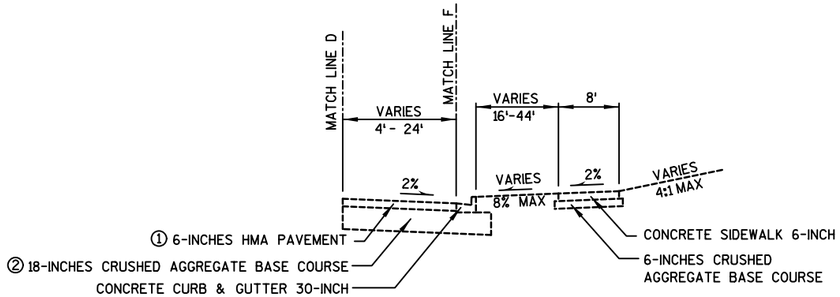
TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

STA. 97+58 EB TO STA. 99+74 EB



TYPICAL EXISTING SECTION-CTH PD (MCKEE ROAD)

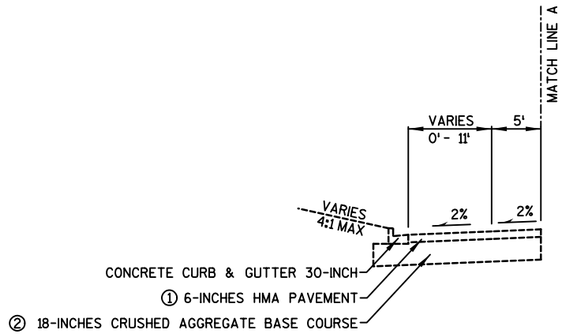
STA. 83+68 EB TO STA. 86+44 EB
STA. 89+97 EB TO STA. 92+59 EB
STA. 94+75 EB TO STA. 99+74 EB



TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

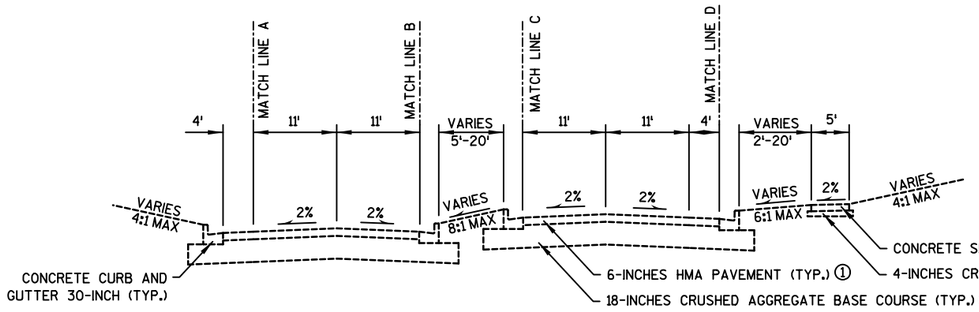
STA. 83+65 EB TO STA. 84+84 EB
STA. 88+96 EB TO STA. 92+50 EB
STA. 94+62 EB TO STA. 99+27 EB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL EXISTING SECTIONS - CTH PD (MCKEE ROAD)	SHEET 11	E



TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 101+16 EB TO STA. 105+77 EB

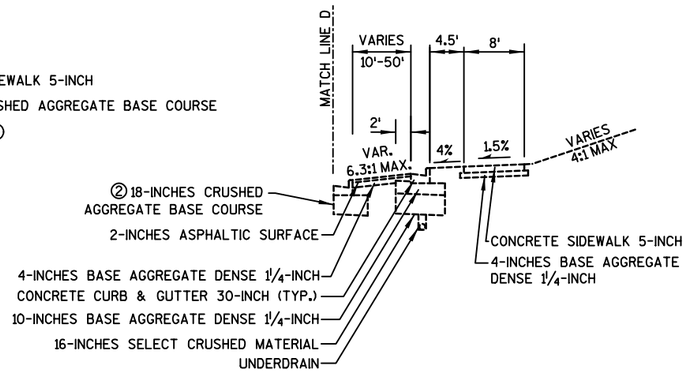


TYPICAL EXISTING SECTION-CTH PD (MCKEE ROAD)

STA. 101+16 EB TO STA. 115+37 EB

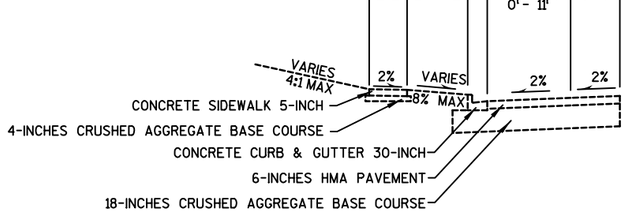
① CONCRETE PAVEMENT 10-INCH
STA. 101+16 EB TO STA. 102+06 EB

② 6-INCHES CRUSHED AGGREGATE
BASE COURSE
STA. 101+16 EB TO STA. 102+06 EB



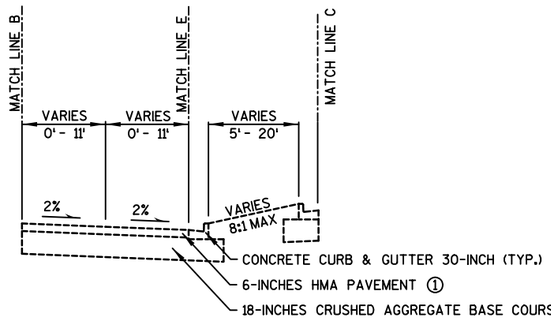
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 102+88 EB TO STA. 113+81 EB



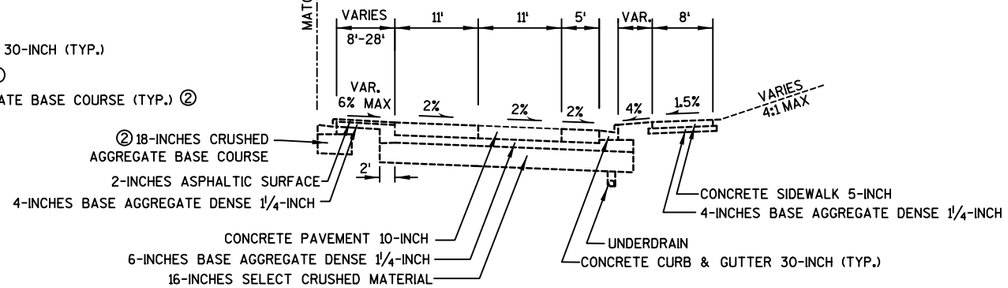
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 108+12 EB TO STA. 114+13 EB



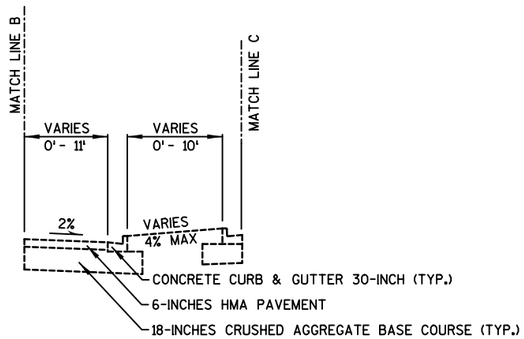
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 101+16 EB TO STA. 108+23 EB



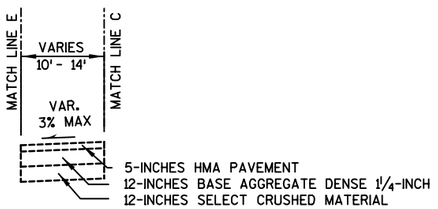
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 101+09 EB TO STA. 102+88 EB



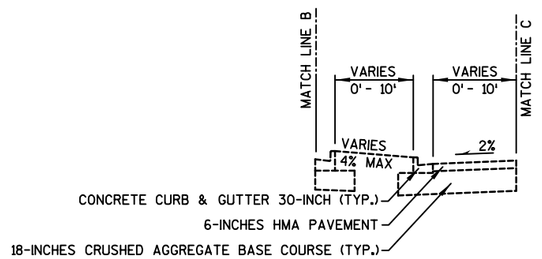
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 110+59 EB TO STA. 113+05 EB



TYPICAL EXISTING SECTION-
CTH PD (MCKEE ROAD)

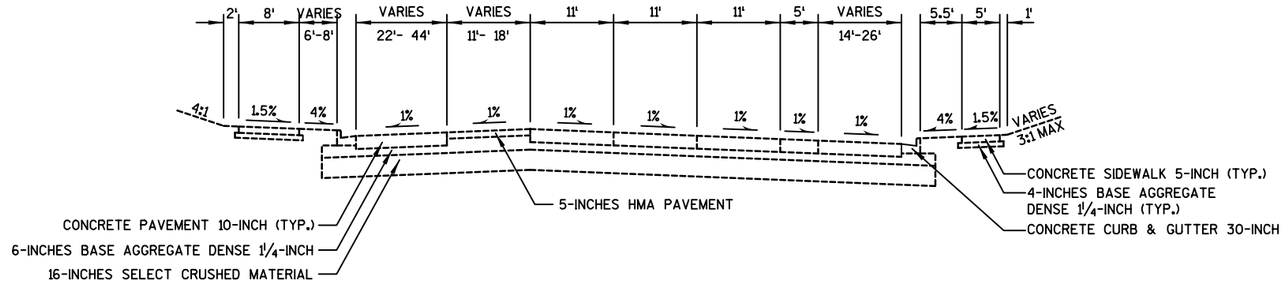
STA. 101+22 EB TO STA. 102+66 EB



TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 112+07 EB TO STA. 114+09 EB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL EXISTING SECTIONS - CTH PD (MCKEE ROAD)	SHEET 12	E

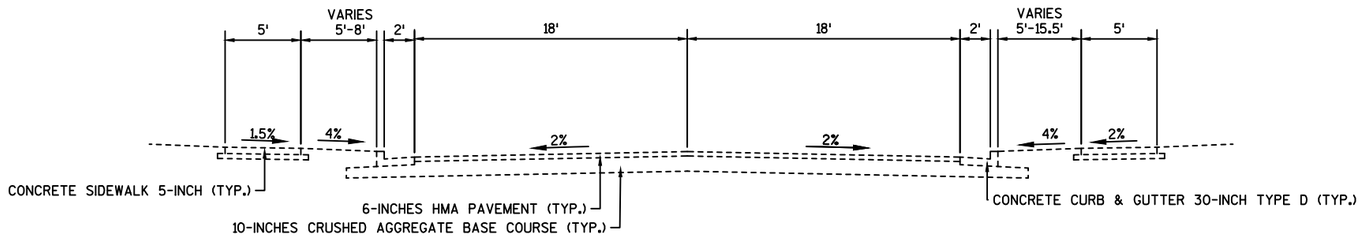


TYPICAL EXISTING SECTION - WILLIAMSBURG WAY (WW)

STA. 97+82 WW TO STA. 101+71 WW

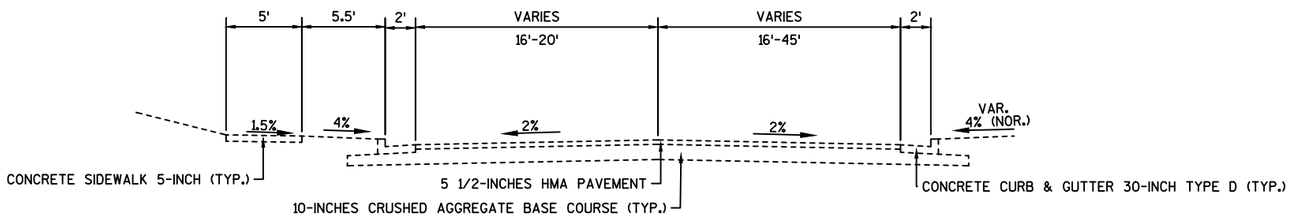
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL EXISTING SECTIONS - WILLIAMSBURG WAY (WW)	SHEET 13	E

2



TYPICAL EXISTING SECTION - KAPEC ROAD (KR)

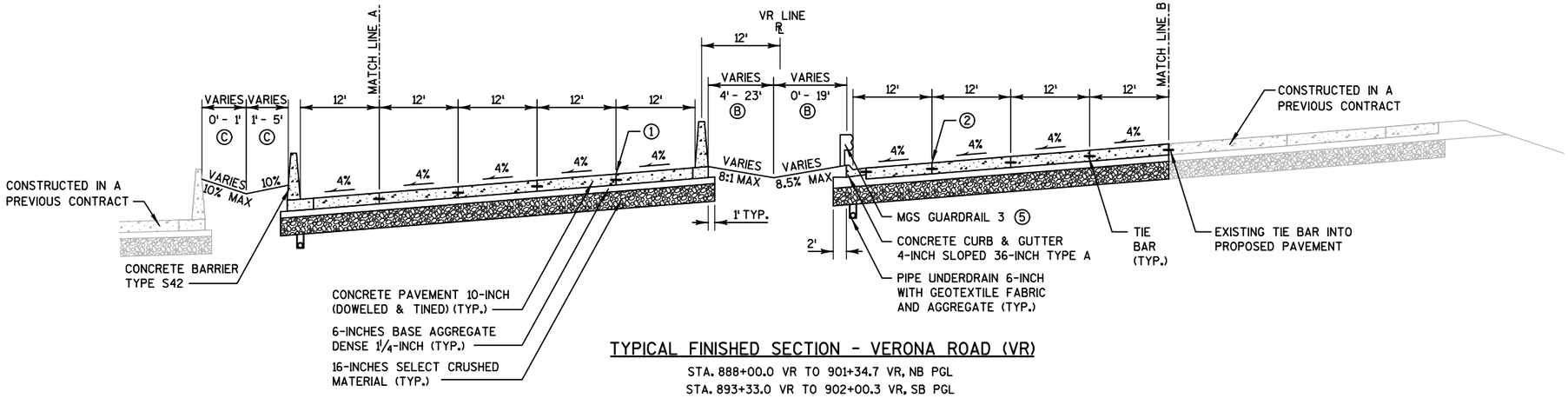
STA. 62+38 KR - STA. 64+36 KR



TYPICAL EXISTING SECTION - NESBITT ROAD (NR)

STA. 23+74 NR - STA. 24+69 NR

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL EXISTING SECTIONS - SIDE ROADS (NR & KR)	SHEET 14	E



TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 888+00.0 VR TO 901+34.7 VR, NB PGL
STA. 893+33.0 VR TO 902+00.3 VR, SB PGL

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON SB PGL

② POINT REFERRED TO ON NB PGL

③ 12' - STA. 894+00.0 VR TO STA. 898+10.5 VR
VARIES 10' - STA. 898+10.5 VR
TO 8' - STA. 898+70.4 VR
8' - STA. 898+70.4 VR TO STA. 901+10.5 VR
VARIES 8' - STA. 901+10.5 VR
TO 11' - STA. 902+00.3 VR

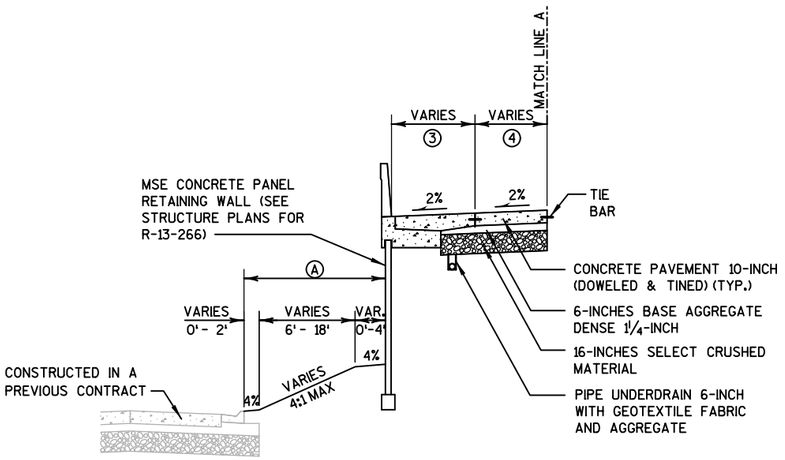
④ VARIES 2' - STA. 898+10.5 VR
TO 12' - STA. 901+10.5 VR
12' - STA. 901+10.5 VR TO STA. 902+00.3 VR

⑤ STA. 899+29.1 VR TO STA. 901+34.7 VR

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

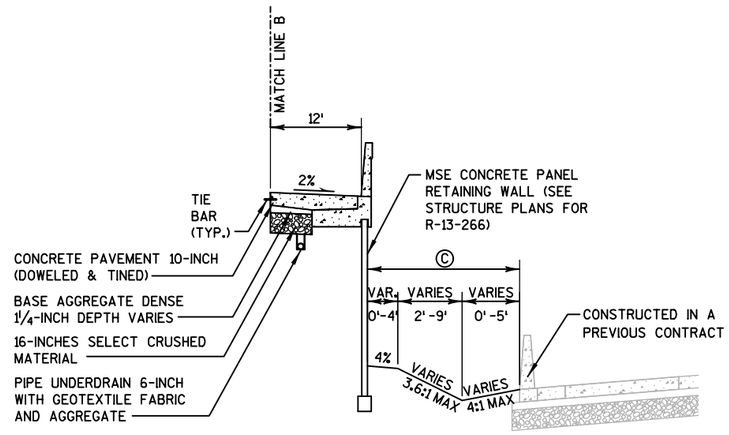
Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B

Ⓒ ASPHALTIC SURFACE SAFETY ISLANDS (2-INCH DEPTH)



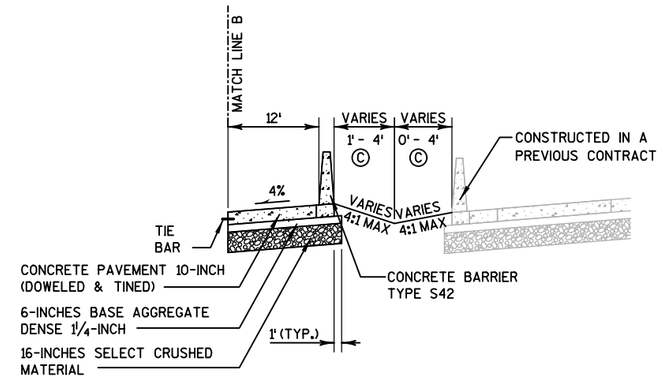
TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 894+00.0 VR TO 902+00.3 VR



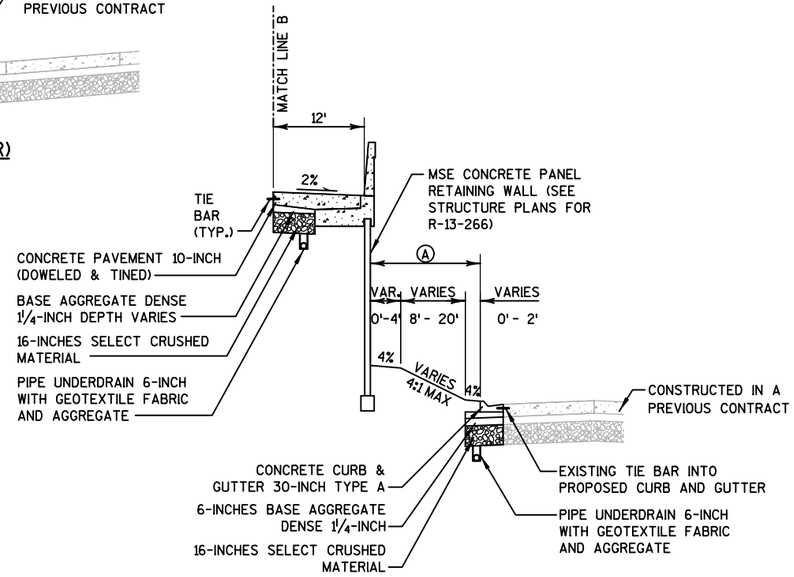
TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 892+50.0 VR TO 896+10.3 VR



TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 891+42.1 VR TO 892+50.0 VR



TYPICAL FINISHED SECTION - VERONA ROAD (VR)

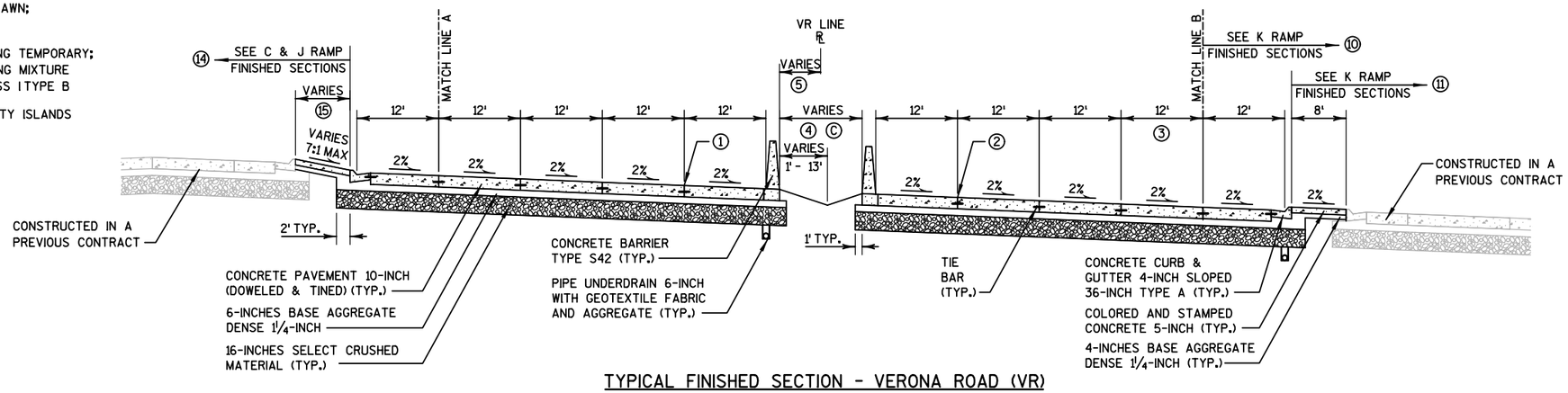
STA. 896+10.3 VR VR TO 901+34.7 VR

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - VERONA ROAD (VR)	SHEET 15	E

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT CLASS I TYPE B

Ⓒ ASPHALTIC SURFACE SAFETY ISLANDS (2-INCH DEPTH)



TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 905+08.6 VR TO 944+91.3 VR, NB PGL
STA. 905+74.1 VR TO 947+98.2 VR, SB PGL

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON SB PGL

② POINT REFERRED TO ON NB PGL

③ VARIES 12' - STA. 905+53.9 VR TO 14' - STA. 905+87.6 VR

④ VARIES 22' - STA. 905+08.6 VR TO 6' - STA. 917+07.0 VR
6' - STA. 917+07.0 VR TO STA. 947+98.2 VR

⑤ VARIES 11' - STA. 905+08.6 VR TO 3' - STA. 917+07.0 VR
3' - STA. 917+07.0 VR TO STA. 947+98.2 VR

⑥ VARIES 3.3' - STA. 905+74.1 VR TO 6' - STA. 907+11.2 VR

⑦ SEE J RAMP FINISHED SECTIONS STA. 907+11.2 VR TO STA. 911+57.2 VR

⑧ 0' - STA. 905+08.6 VR TO STA. 905+87.6 VR
VARIES 2' - STA. 905+87.6 VR TO 17' - STA. 908+77.3 VR

⑨ 12' - STA. 905+08.6 VR TO 905+53.9 VR
VARIES 12' - STA. 905+53.9 VR TO 8' STA. 906+22.0 VR

⑩ STA. 908+77.3 VR TO STA. 913+94.0 VR
STA. 931+09.5 VR TO STA. 936+46.6 VR

⑪ STA. 913+94.0 VR TO STA. 916+07.3 VR
STA. 927+10.4 VR TO STA. 931+09.5 VR

⑫ VARIES 18' - STA. 936+46.6 VR TO 12' - STA. 939+48.3 VR
12' - STA. 939+48.3 VR TO STA. 940+49.7 VR

⑬ 12' - STA. 940+49.7 VR TO STA. 942+49.7 VR
VARIES 12' - STA. 942.49.7 VR TO 4' STA. 944+91.3 VR

⑭ STA. 911+57.2 VR TO STA. 912+24.0 VR
STA. 929+46.3 VR TO STA. 943+66.8 VR

⑮ VARIES 4.7' - STA. 912+24.0 VR TO 19.5' - STA. 916+10.2 VR

VARIES 19.5' - STA. 916+10.2 VR TO 8' - STA. 920+51.1 VR

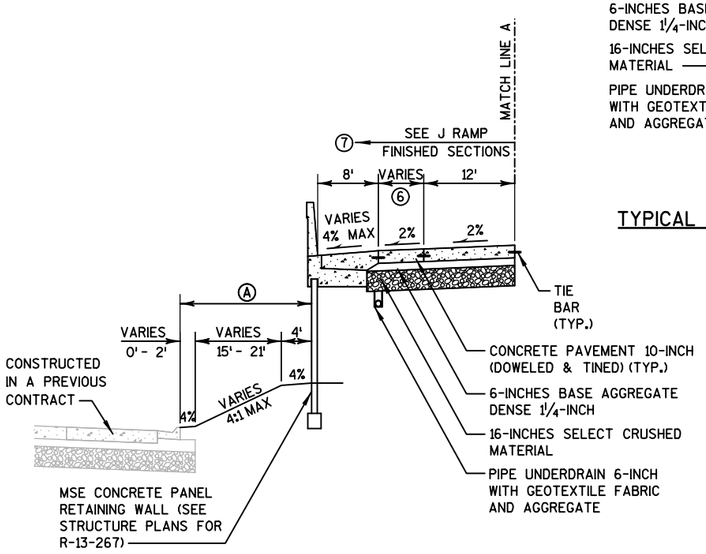
8' - STA. 920+51.1 VR TO STA. 922+46.3 VR

TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 905+08.6 VR TO 913+94.0 VR

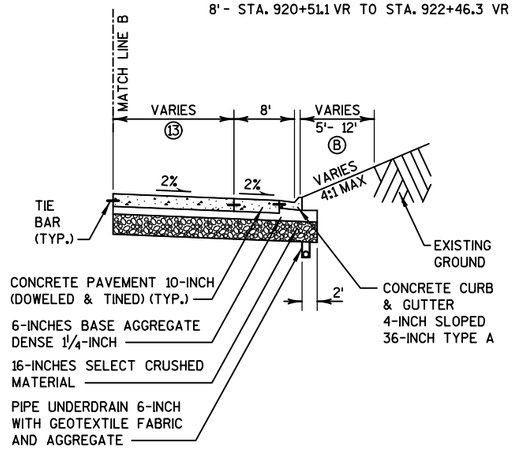
TYPICAL FINISHED SECTION - VERONA ROAD (VR)

STA. 936+46.6 VR TO 940+49.7 VR



TYPICAL FINISHED SECTION - VERONA ROAD (VR)

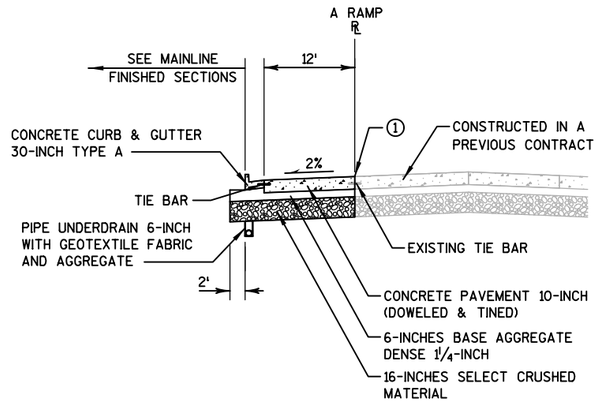
STA. 905+74.1 VR TO 911+57.2 VR



TYPICAL FINISHED SECTION - VERONA ROAD (VR)

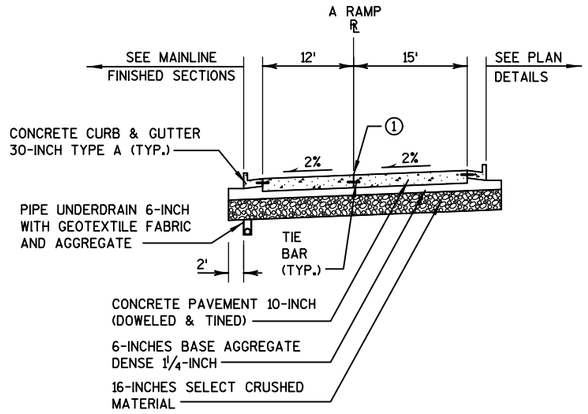
STA. 940+49.7 VR TO 944+91.3 VR

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - VERONA ROAD (VR)	SHEET 16	E



TYPICAL FINISHED SECTION - A RAMP

STA. 101+29.1 A TO 101+85.9 A



TYPICAL FINISHED SECTION - A RAMP

STA. 101+85.9 A TO 103+12.0 A

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON A PROFILE

② POINT REFERRED TO ON B PROFILE

③ POINT REFERRED TO ON C PROFILE

④ SEE WB FINISHED SECTIONS STA. 3+77.9 C TO STA. 3+85.4 C

SEE STUCTURE PLANS FOR R-13-267 STA. 3+85.4 C TO STA. 4+27.4 C

⑤ VARIES 6.0' - STA.42+85.2 C TO 9.4' - STA.43+56.5 C

⑥ VARIES 1.5' - STA. 29+21.5 C TO 6.5' - STA. 31+51.2 C

VARIES 6.5' - STA. 34+19.4 C TO 1.1' - STA. 35+29.5 C

VARIES 1.1' - STA. 35+29.5 C TO 1.2' - STA. 36+29.2 C

VARIES 1.2' - STA. 36+29.2 C TO 6.5' - STA. 36+97.1 C

VARIES 6.5' - STA. 42+85.1 C TO 2.3' - STA. 43+56.5 C

⑦ VARIES 0.8' - STA. 29+21.5 C TO 3.3' - STA. 31+51.2 C

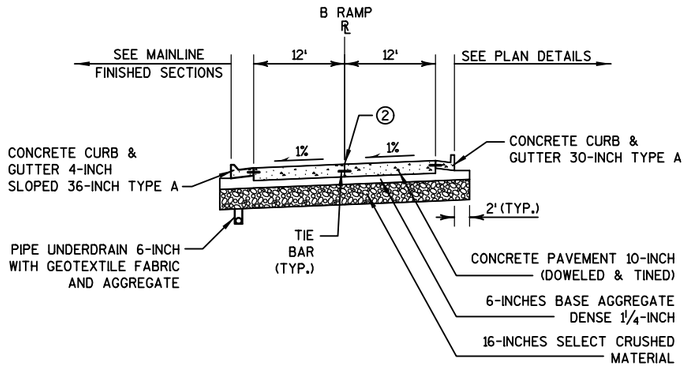
VARIES 3.3' - STA. 34+19.4 C TO 0.6' - STA. 35+29.5 C

VARIES 0.6' - STA. 35+29.5 C TO 0.6' - STA. 36+29.2 C

VARIES 0.6' - STA. 36+29.2 C TO 3.3' - STA. 36+97.1 C

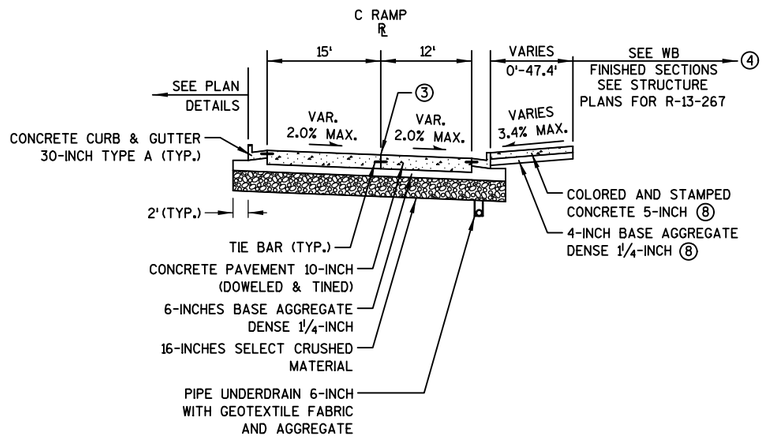
VARIES 3.3' - STA. 42+85.1 C TO 1.2' - STA. 43+56.5 C

⑧ STA. 4+08.2 C - STA. 4+27.4 C SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B



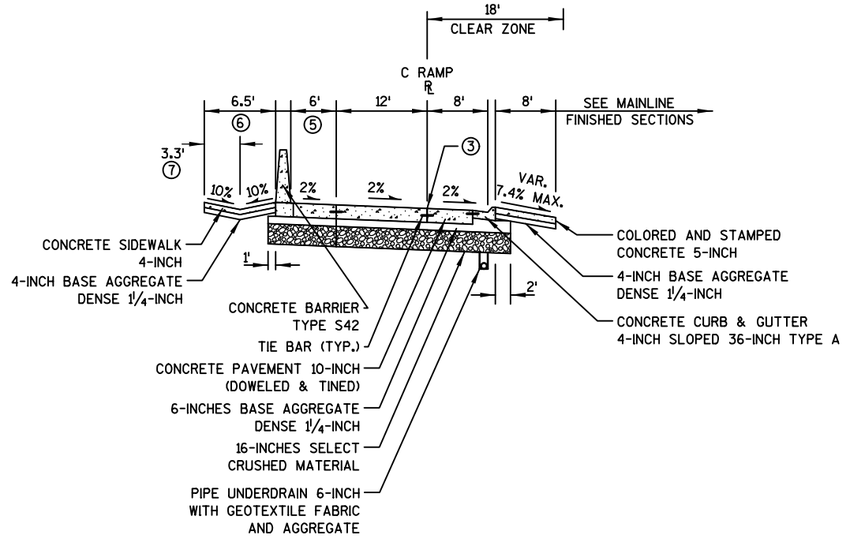
TYPICAL FINISHED SECTION - B RAMP

STA. 104+59.3 B TO 105+15.6 B



TYPICAL FINISHED SECTION - C RAMP (C)

STA. 3+77.9 C TO 4+27.4 C

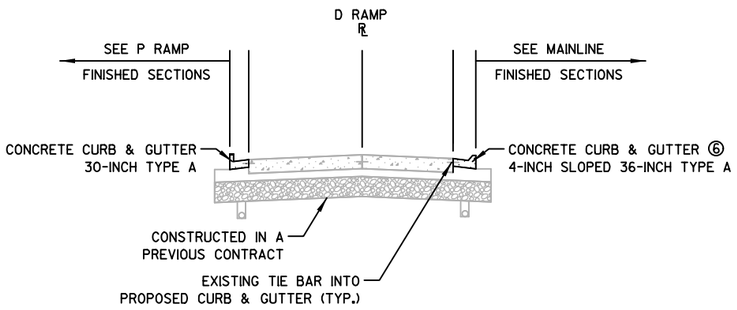


TYPICAL FINISHED SECTION - C RAMP (C)

STA. 29+21.5 C TO 43+56.5 C

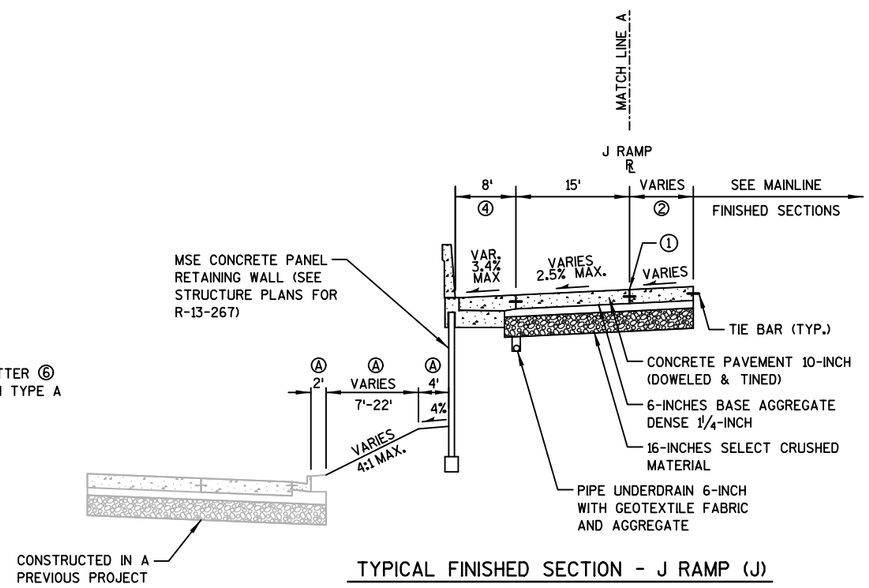
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - A, B, AND C RAMPS (A, B, & C)	SHEET 17	E

Ⓐ TOPSOIL; SOD LAWN; FERTILIZER TYPE B



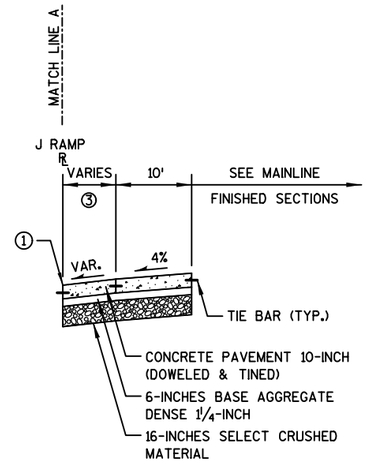
TYPICAL FINISHED SECTION - D RAMP (D)

STA. 101+56.0 D TO 102+21.5 D



TYPICAL FINISHED SECTION - J RAMP (J)

STA. 7+11.2 J TO 11+54.9 J



TYPICAL FINISHED SECTION - J RAMP (J)

STA. 10+66.3 J TO 11+54.9 J

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON J PROFILE

② VARIES 3.0' - STA. 7+11.2 J TO 15.3' - STA. 10+66.3 J
SEE PLAN DETAILS FOR GORE SLOPES

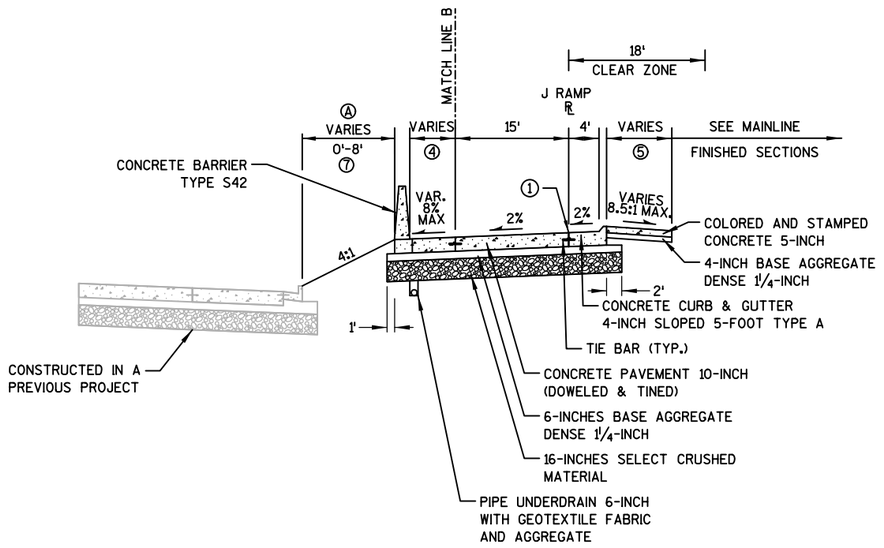
③ VARIES 5.3' - STA. 10+66.3 J TO 9.8' - STA. 11+54.9 J
SEE PLAN DETAILS FOR GORE SLOPES

④ VARIES 8.0' - STA. 11+51.9 J TO 11.4' - STA. 12+20.8 J

⑤ VARIES 2.0' - STA. 11+58.7 J TO 4.8' - STA. 12+20.8 J

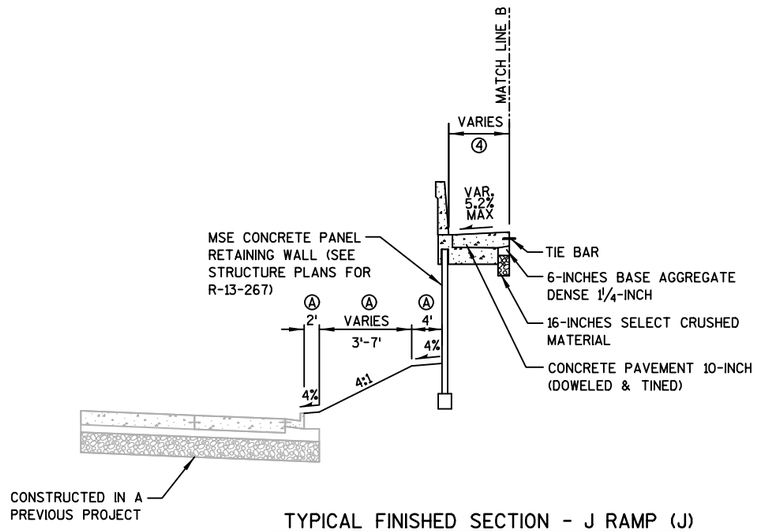
⑥ EXISTING CONCRETE CURB & GUTTER STA. 101+56.0 D TO TSA. 101+92.5 D

⑦ STAMPED AND COLORED CONCRETE 5 INCH OVER 4-INCHES 1¼-INCH BASE AGGREGATED DENSE STA. 11+87.1 J TO STA. 12+40.3 J



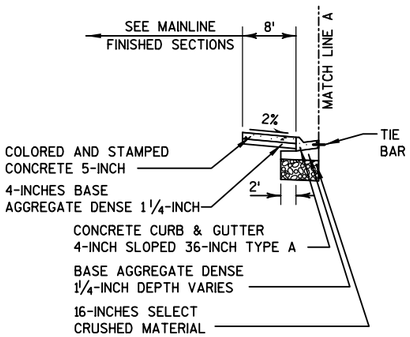
TYPICAL FINISHED SECTION - J RAMP (J)

STA. 11+54.9 J TO 12+20.8 J



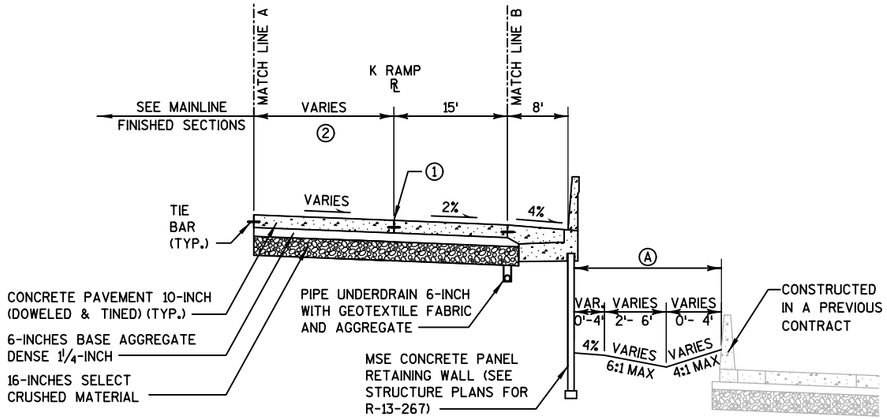
TYPICAL FINISHED SECTION - J RAMP (J)

STA. 11+54.9 J TO 11+87.6 J



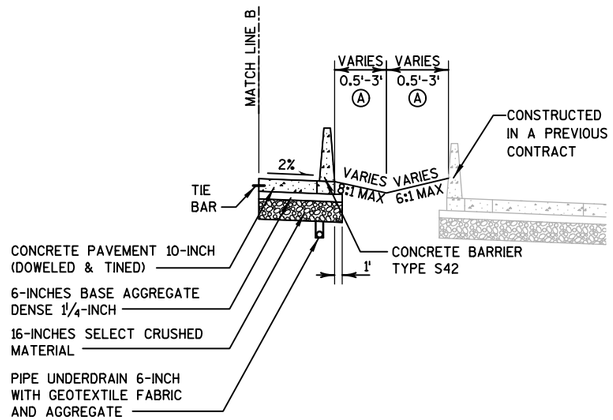
TYPICAL FINISHED SECTION - K RAMP

STA. 127+01.6 K TO STA. 129+46.4 K



TYPICAL FINISHED SECTION - K RAMP

STA. 108+76.9 K TO STA. 115+78.7 K
STA. 127+01.6 K TO STA. 136+30.4 K



TYPICAL FINISHED SECTION - K RAMP

STA. 112+00.0 K TO STA. 113+48.0 K

NOTE: SEE PLAN DETAILS
FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON K PROFILE

② VARIES 2' - STA. 108+76.9 K
TO 19.9' - STA. 113+96.0 K
VARIES 6' - STA. 127+01.6 K
TO 2' - STA. 129+46.4 K
SEE PLAN DETAILS FOR GORE SLOPE

③ 8' - STA. 113+48.0 K TO STA. 114+13.1 K
VARIES 14.5' - STA. 114+13.1 K
TO 3.1' - STA. 115+78.7 K
0' - STA. 127+01.5 K TO STA. 127+31.5 K
VARIES 3' - STA. 127+31.5 K
TO 15.6' - STA. 128+62.5 K
SEE PLAN DETAILS FOR GORE SLOPE

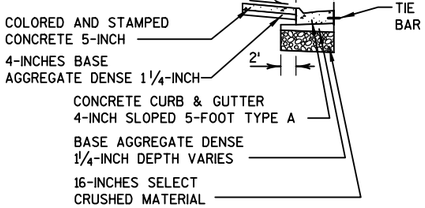
④ VARIES 2' - STA. 113+96.0 K
TO 7.5' - STA. 115+78.7 K
VARIES 8' - STA. 129+46.4 K
TO 2' - STA. 130+98.0 K

⑤ VARIES 19.8' - STA. 130+98.0 K
TO 3' - STA. 136+30.4 K
SEE PLAN DETAILS FOR GORE SLOPES

⑥ VARIES 7.5' - STA. 115+78.7 K
TO 8' - STA. 115+96.1 K
8' - STA. 115+96.1K TO 116+08.9 K

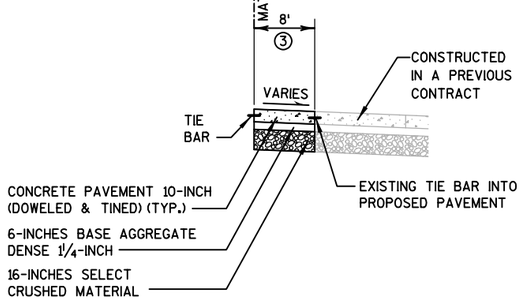
Ⓐ ASPHALTIC SURFACE SAFETY ISLANDS
(2-INCH DEPTH)

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY;
FERTILIZER TYPE B; SEEDING MIXTURE
NO. 20; EROSION MAT CLASS 1 TYPE B



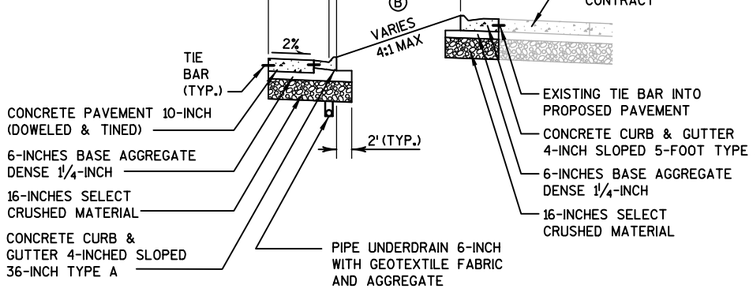
TYPICAL FINISHED SECTION - K RAMP

STA. 113+96.0 K TO STA. 115+78.7 K
STA. 129+46.4 K TO STA. 130+98.0 K



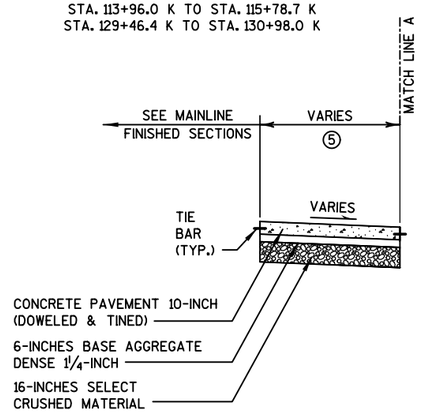
TYPICAL FINISHED SECTION - K RAMP

STA. 113+48.0 K TO STA. 115+78.7 K
STA. 127+01.5 K TO STA. 128+62.5 K



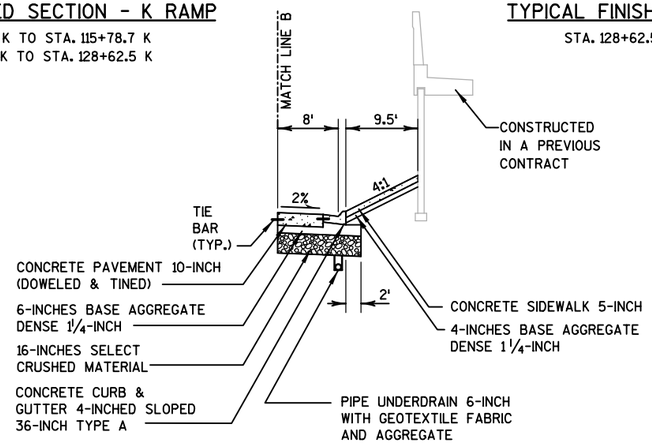
TYPICAL FINISHED SECTION - K RAMP

STA. 128+62.5 K TO STA. 130+75.3 K



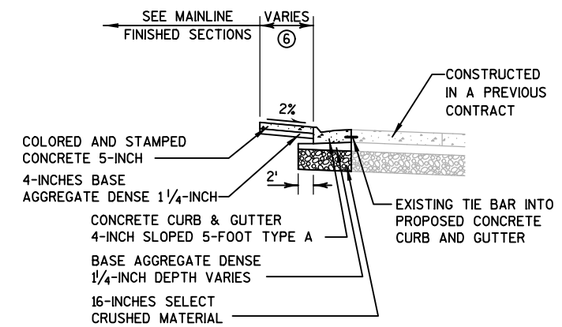
TYPICAL FINISHED SECTION - K RAMP

STA. 130+98.0 K TO STA. 136+30.4 K



TYPICAL FINISHED SECTION - K RAMP

STA. 130+75.3 K TO STA. 136+30.4 K

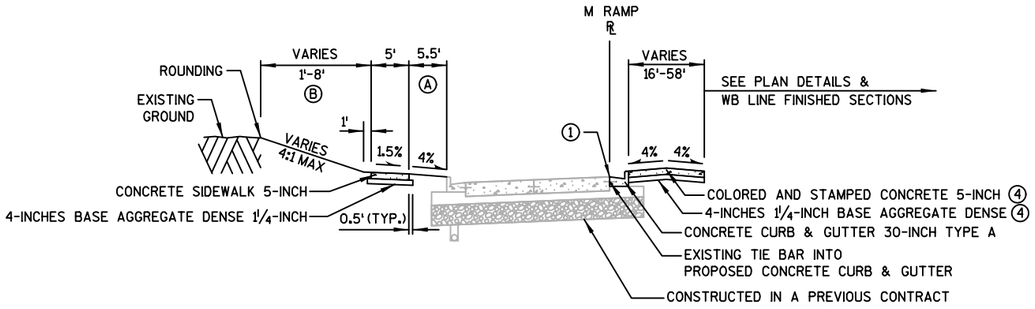


TYPICAL FINISHED SECTION - K RAMP

STA. 115+78.7 K TO STA. 116+08.9 K

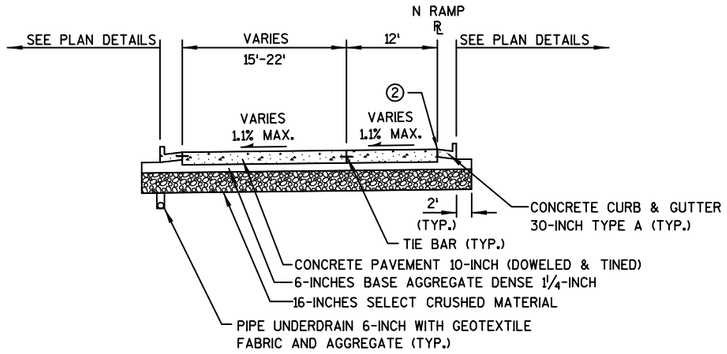
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTION - K RAMP (K)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\020402k_ts.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION - M RAMP (M)

STA. 1+37.9 M TO STA. 2+16.0 M



TYPICAL FINISHED SECTION - N RAMP (N)

STA. 3+72.5 N TO STA. 3+88.3 N

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERRED TO ON M PROFILE

② POINT REFERRED TO ON N PROFILE

③ SEE PLAN DETAILS
STA. 3+88.3 N TO STA. 3+96.3 N

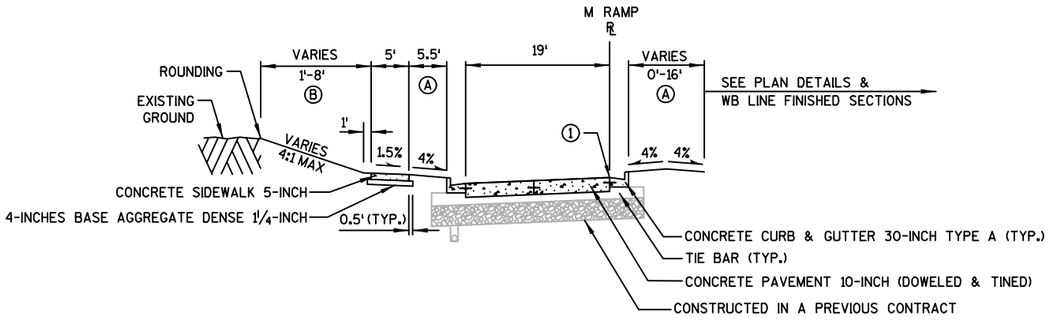
SEE C RAMP FINISHED SECTIONS
STA. 3+96.3 N TO STA. 4+28.3 N

④ STA. 1+57.4 M - STA. 2+16.0 M
STA. 3+92.5 N - STA. 5+13.3 N
STA. 7+25.8 P - STA. 8+11.8 P

SALVAGED TOPSOIL; SOD LAWN;
FERTILIZER TYPE B

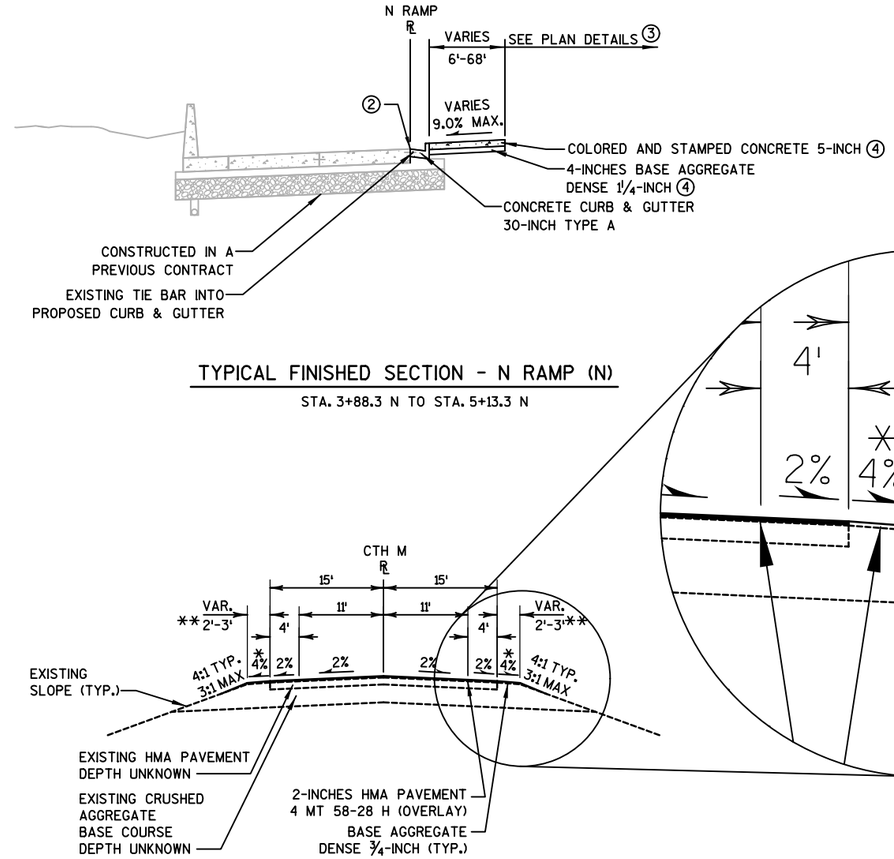
Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY;
FERTILIZER TYPE B; SEEDING MIXTURE
NO. 40; EROSION MAT URBAN CLASS 1 TYPE A



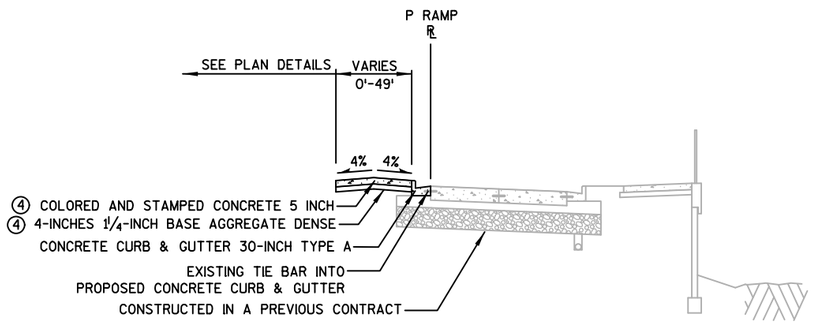
TYPICAL FINISHED SECTION - M RAMP (M)

STA. 2+16.0 M TO STA. 2+77.5 M



TYPICAL FINISHED SECTION - N RAMP (N)

STA. 3+88.3 N TO STA. 5+13.3 N



TYPICAL FINISHED SECTION - P RAMP (P)

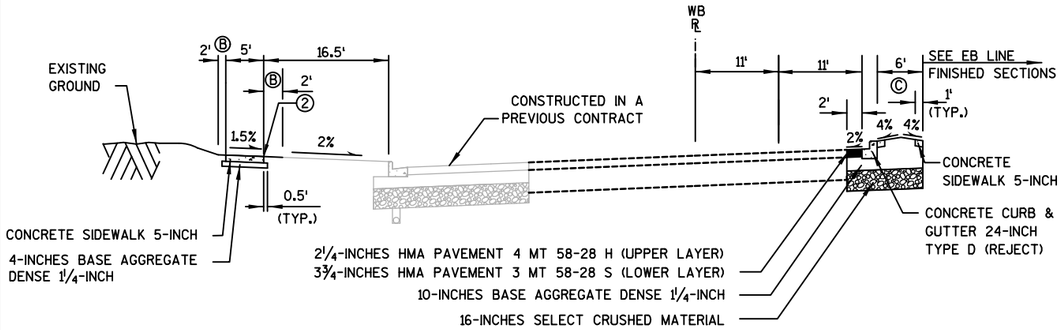
STA. 7+25.8 P TO STA. 8+45.2 P

TYPICAL FINISHED SECTION - CTH M

STA. 18+69.0 CM TO STA. 384+23.5 CM

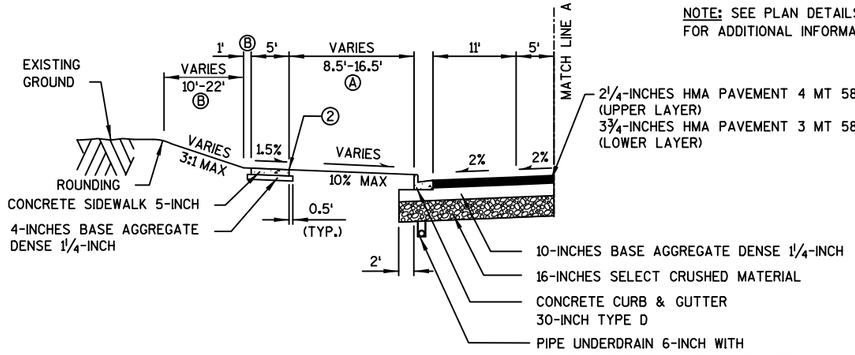
*MATCH EXISTING AGGREGATE SHOULDER SLOPE;
PAVED SHOULDER TO AGGREGATE SHOULDER ROLLOVER <8%

**MATCH EXISTING AGGREGATE SHOULDER WIDTH; 2' MIN; 3' NOR.



TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 79+64.0 WB TO STA. 80+78.0 WB



TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 80+78.0 WB TO STA. 83+60.1 WB

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT URBAN CLASS I TYPE A

* STA. 97+04.6 WB TO STA. 103+47.9 WB
CONCRETE PAVEMENT 10-INCH (DOWELED & TINED)
6-INCHES BASE AGGREGATE DENSE 1¼-INCH
16-INCHES SELECT CRUSHED MATERIAL

** STA. 86+67.2 WB TO STA. 89+41.7 WB
CONCRETE DRIVEWAY 9-INCH
6-INCHES BASE AGGREGATE DENSE 1¼-INCH

① POINT REFERRED TO ON WB PROFILE

② POINT REFERRED TO ON SW PROFILE
STA. 80+70.0 WB TO STA. 86+67.2 WB

③ VARIES 22'- STA. 82+23.9 WB TO 0'- STA. 84+71.1 WB

VARIES 27'- STA. 104+26.3 WB TO 18.8'- STA. 106+03.4 WB TO 0'- STA. 107+19.7 WB

④ 10' STA. 86+09.5 WB TO STA. 86+73.2 WB
VARIES 11'- STA. 90+48.2 WB TO 0' STA. 91+86.0 WB

VARIES 11'- STA. 95+87.4 WB TO 0'- STA. 97+04.6 WB

VARIES 11'- STA. 111+71.4 WB TO 0'- STA. 112+60.6 WB

⑤ VARIES 11'- STA. 95+09.4 WB TO 0'- STA. 96+49.7 WB

VARIES 19.5'- STA. 102+77.5 WB TO 12.6'- STA. 103+17.1 WB

VARIES 11'- STA. 106+23.8 WB TO 0'- STA. 107+51.5 WB

⑥ CONCRETE CURB & GUTTER 30-INCH TYPE A
STA. 102+77.5 WB TO STA. 103+47.9 WB

⑦ CONCRETE CURB & GUTTER 30-INCH TYPE D
STA. 91+73.6 WB TO STA. 92+26.1 WB

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE R
STA. 92+26.1 WB TO 92+46.3 WB

CONCRETE CURB & GUTTER 30-INCH TYPE A
STA. 97+04.6 WB TO STA. 103+06.5 WB

⑧ CONCRETE CURB & GUTTER 30-INCH TYPE A
STA. 97+04.6 WB TO STA. 103+47.9 WB

⑨ SEE EB LINE FINISHED SECTIONS
STA. 86+73.0 WB TO STA. 95+91.6 WB
STA. 104+26.3 WB TO STA. 115+70.6 WB
SEE B RAMP FINISHED SECTIONS
STA. 95+91.6 WB TO STA. 100+94.0 WB
SEE D RAMP FINISHED SECTIONS
STA. 100+94.0 WB TO STA. 104+26.3 WB

⑩ SEE M RAMP FINISHED SECTIONS
STA. 101+51.3 WB TO STA. 102+77.5 WB

SEE KR LINE FINISHED SECTIONS
STA. 91+56.4 WB TO STA. 93+15.8 WB

⑪ CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE R
STA. 93+01.5 WB TO STA. 93+23.2 WB

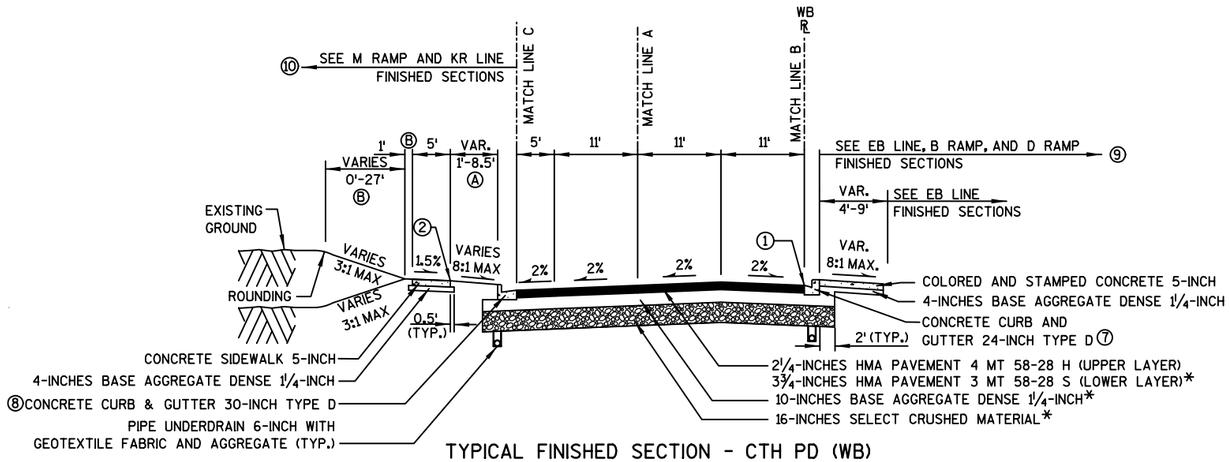
CONCRETE CURB & GUTTER 30-INCH TYPE D
STA. 93+23.2 WB TO STA. 97+04.6 WB

⑫ STA. 104+26.3 WB TO STA. 107+19.7 WB

⑬ STA. 80+78.0 WB TO STA. 84+71.1 WB

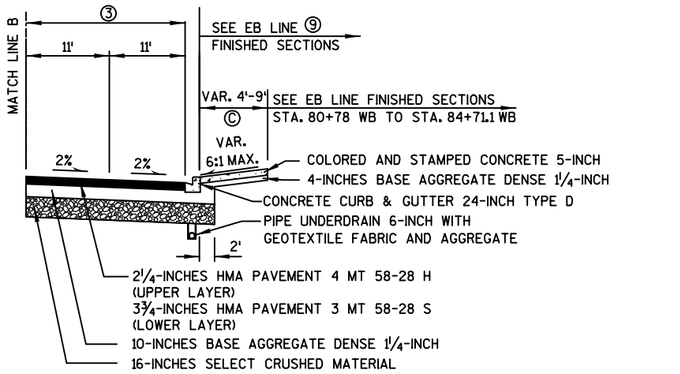
⑭ STA. 86+09.5 WB TO STA. 86+73.2 WB

⑮ VARIES 0'- STA. 90+50.3 WB TO 10.5'- STA. 91+56.4 WB



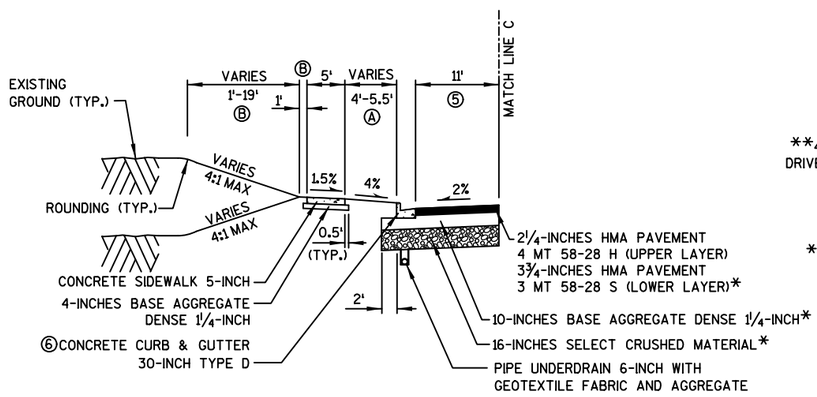
TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 80+78.0 WB TO STA. 114+12.0 WB



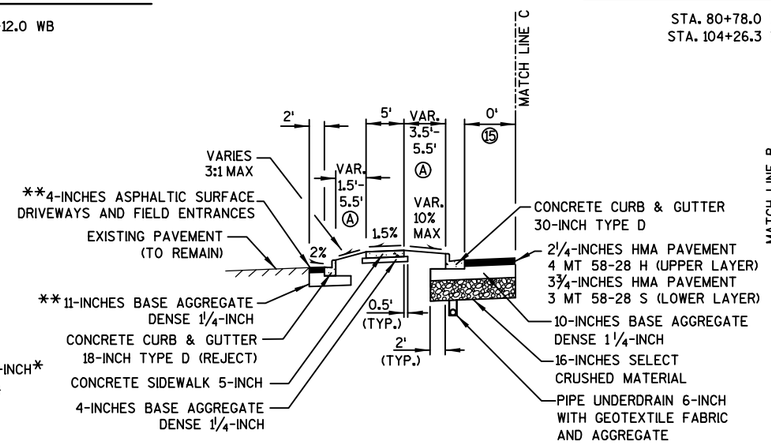
TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 80+78.0 WB TO STA. 84+71.1 WB
STA. 104+26.3 WB TO STA. 107+19.7 WB



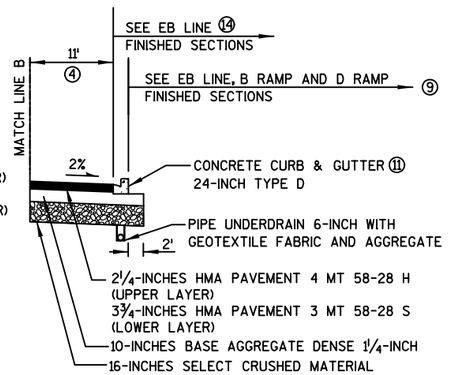
TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 93+15.8 WB TO STA. 96+49.7 WB
STA. 102+77.5 WB TO STA. 107+51.5 WB



TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 86+67.2 WB TO STA. 91+76.1 WB



TYPICAL FINISHED SECTION - CTH PD (WB)

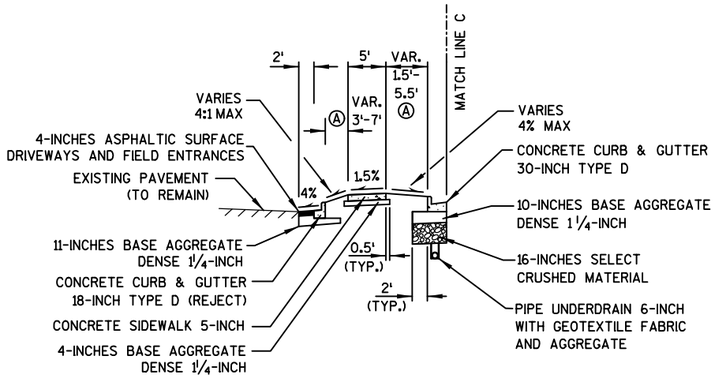
STA. 86+09.3 WB TO STA. 91+86.0 WB
STA. 93+01.5 WB TO STA. 97+04.6 WB
STA. 110+01.9 WB TO STA. 112+60.6 WB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - CTH PD (WB)	SHEET 21	E

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

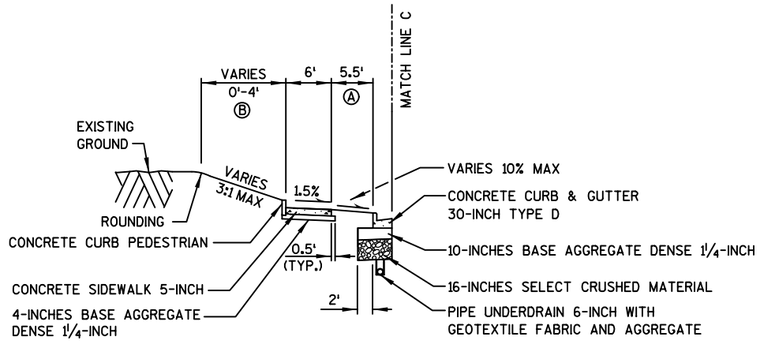
Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGE AND REPLACE LANDSCAPING STONE



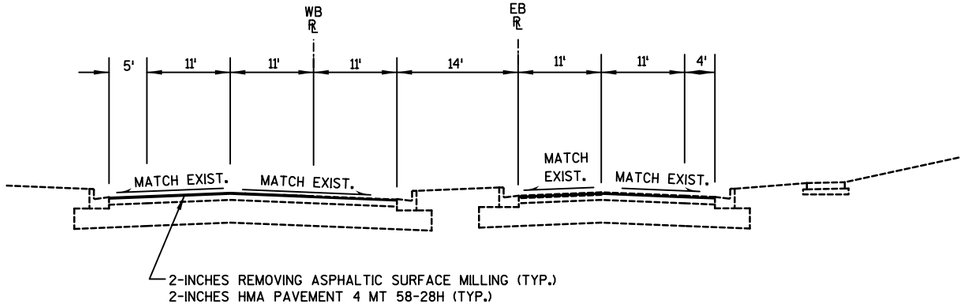
TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 108+58.5 WB TO STA. 109+80.6 WB



TYPICAL FINISHED SECTION - CTH PD (WB)

STA. 112+00.0 WB TO STA. 113+57.8 WB

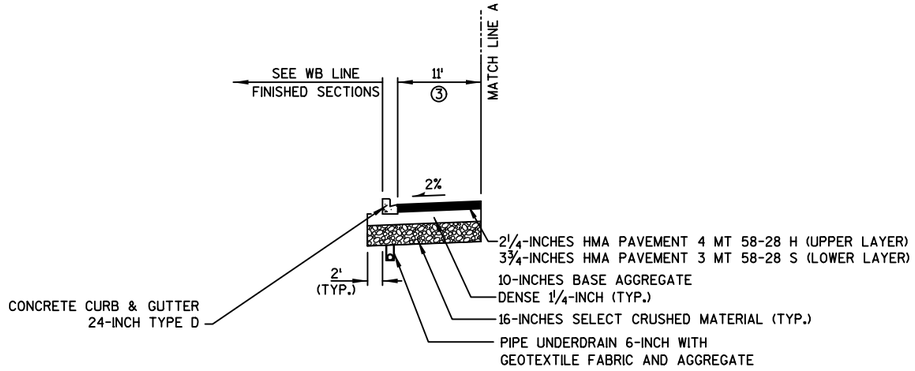


TYPICAL FINISHED SECTION - CTH PD (EB AND WB)

STA. 114+12.0 WB TO STA. 114+93.7 WB

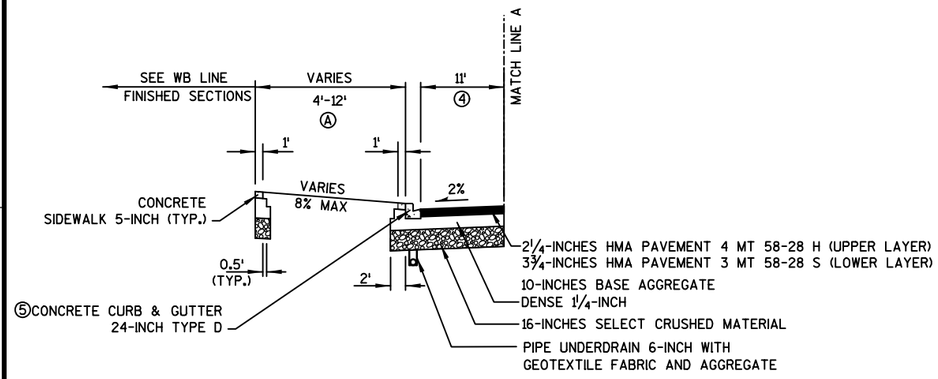
STA. 114+45.6 EB TO STA. 115+37.0 EB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - CTH PD (EB AND WB)	SHEET 22	E



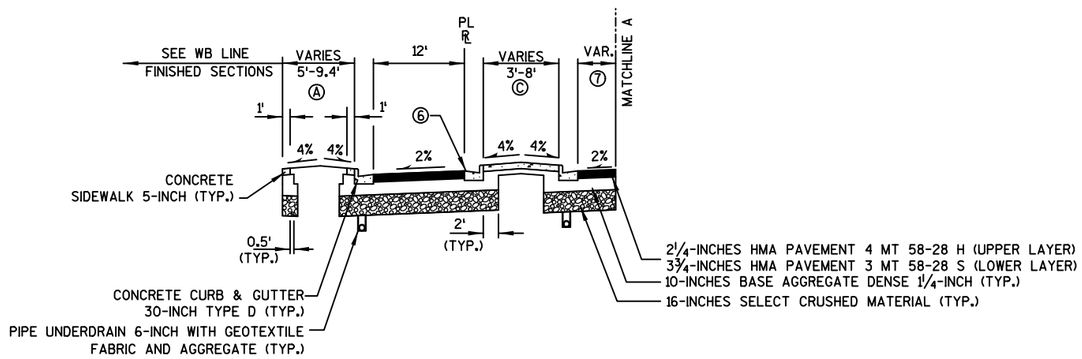
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 83+86.2 EB TO STA. 87+01.0 EB



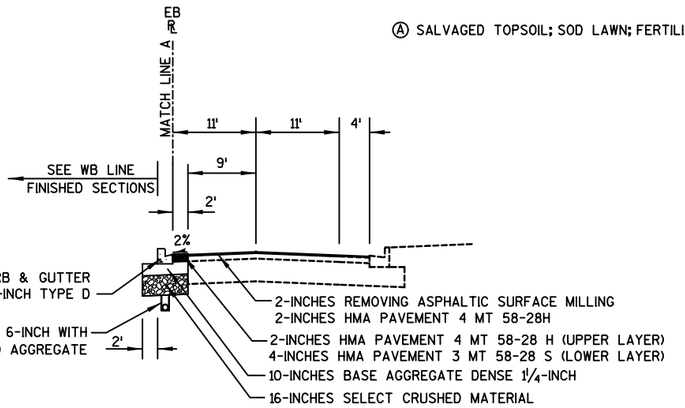
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 87+96.3 EB TO STA. 91+17.8 EB



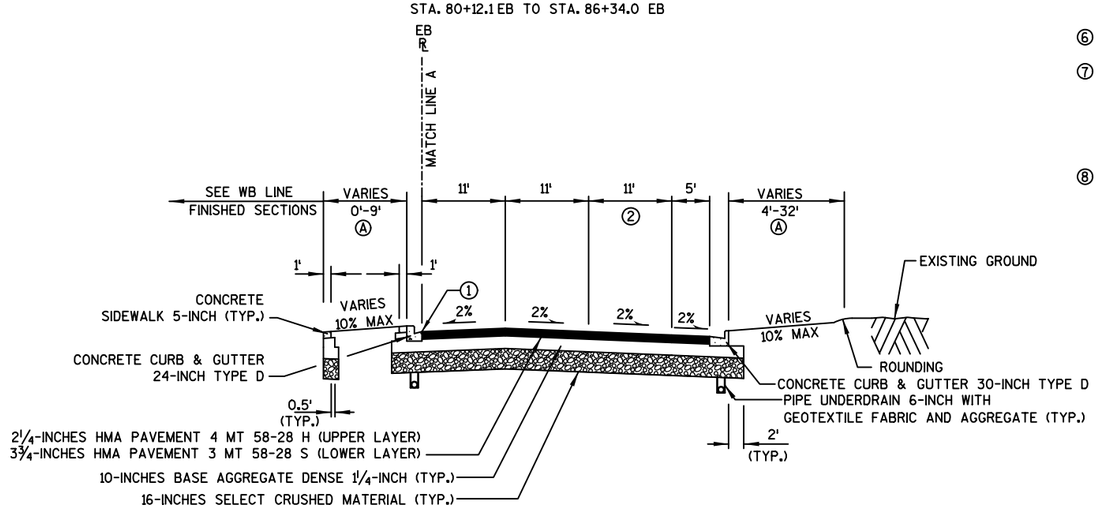
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 91+17.8 EB TO STA. 92+48.0 EB



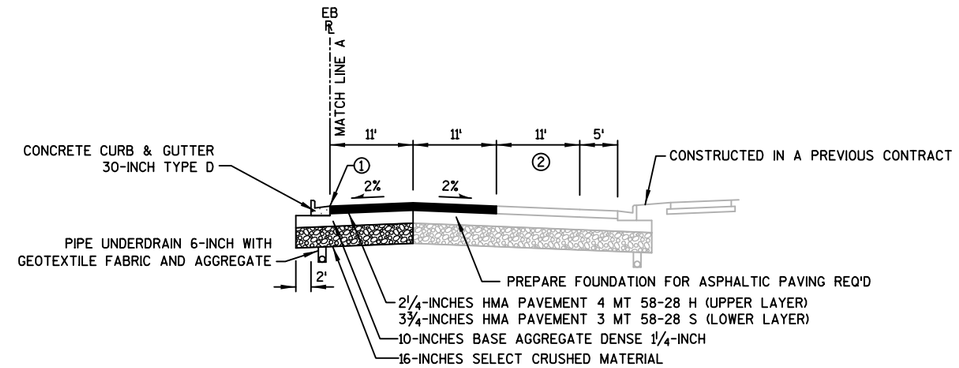
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 80+12.1 EB TO STA. 86+34.0 EB



TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 86+34.0 EB TO STA. 88+51.4 EB



TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 88+51.4 EB TO STA. 92+48.0 EB

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

① POINT REFERED TO ON EB PROFILE

② VARIES 0' - STA. 88+19.8 EB
TO 11' - STA. 90+45.9 EB

③ VARIES 0' - STA. 83+86.2 EB
TO 11' - STA. 84+75.0 EB

VARIES 9' - STA. 86+37.8 EB
TO 9.3' - STA. 87+01.0 EB

④ VARIES 0' - STA. 87+96.3 EB
TO 11' - STA. 88+87.3 EB

VARIES 11' - STA. 89+62.5 EB
TO 19.7' - STA. 91+17.8 EB

⑤ CONCRETE CURB & GUTTER
30-INCH TYPE D
STA. 90+81.9 EB TO STA. 91+17.8 EB

⑥ POINT REFERRED TO ON PL PROFILE

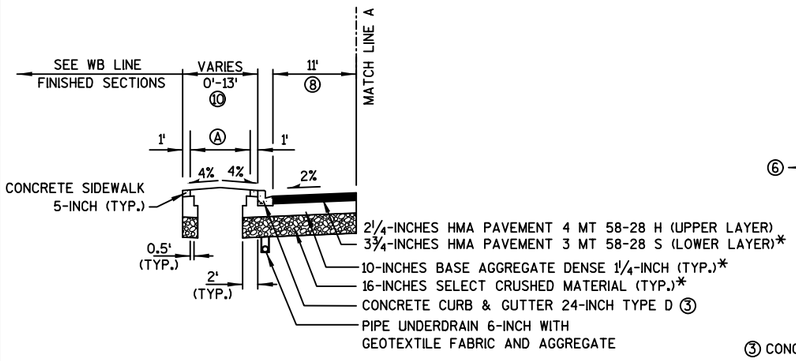
⑦ 0' - STA. 91+17.8 EB
TO STA. 91+65.6 EB

VARIES 0' - STA. 91+65.6 EB
TO 6.2' - STA. 92+48.0 EB

⑧ STA. 84+37 EB TO STA. 86+32 EB

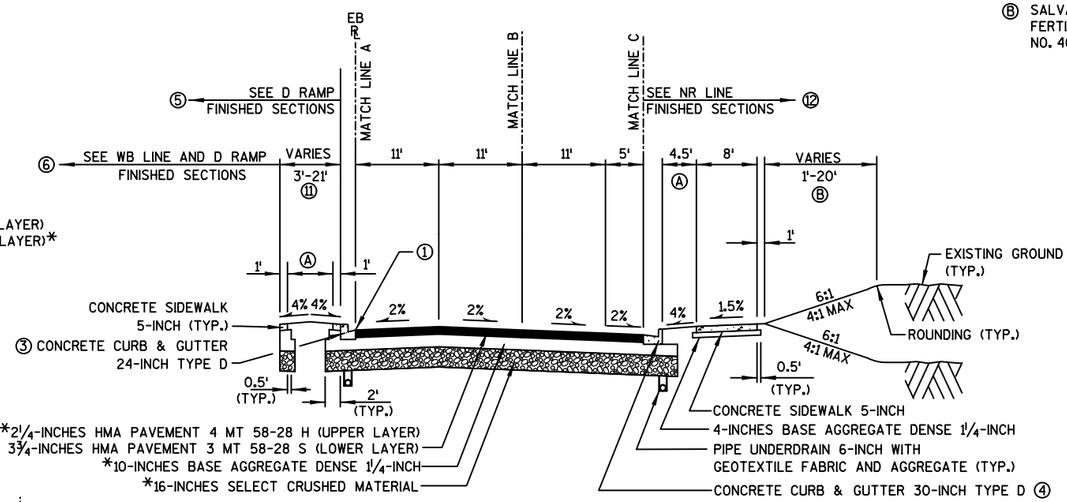
2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - CTH PD (EB)	SHEET 23	E



TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 92+48.0 EB TO STA. 96+25.9 EB
STA. 107+50.2 EB TO STA. 109+66.1 EB
STA. 111+93.8 EB TO STA. 114+48.6 EB



TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 92+48.0 EB TO STA. 96+00.3 EB
STA. 102+87.9 EB TO STA. 114+45.6 EB
* STA. 96+00.3 EB TO STA. 103+26.3 EB
CONCRETE PAVEMENT 10-INCH (DOWELED & TINED)
6-INCHES BASE AGGREGATE DENSE 1¼-INCH
16-INCHES SELECT CRUSHED MATERIAL

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; EROSION MAT URBAN CLASS 1 TYPE A

① POINT REFERRED TO ON EB PROFILE

② POINT REFERRED TO ON PL PROFILE

③ CONCRETE CURB & GUTTER 30-INCH TYPE D STA. 92+48.0 EB TO STA. 96+00.3 EB

④ CONCRETE CURB & GUTTER 30-INCH TYPE A STA. 96+00.3 EB TO STA 103+26.3 EB

⑤ SEE B RAMP FINISHED SECTIONS STA. 96+25.9 EB TO STA. 98+99.7 EB

SEE D RAMP FINISHED SECTIONS STA. 98+99.7 EB TO STA. 103+26.3 EB

⑥ SEE D RAMP FINISHED SECTIONS STA. 103+26.3 EB TO STA. 104+62.0 EB

SEE WB LINE FINISHED SECTIONS STA. 104+62.0 EB TO STA. 114+48.6 EB

⑦ SEE P RAMP FINISHED SECTIONS STA. 97+86.9 EB TO STA. 98+55.1 EB

SEE D RAMP FINISHED SECTIONS STA. 98+55.1 EB TO STA. 99+01.7 EB

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

⑧ VARIES 6.2'- STA. 92+48.0 EB TO 36.7'- STA. 96+25.9 EB

VARIES 0'- STA. 107+50.2 EB TO 11'- STA. 108+39.5 EB

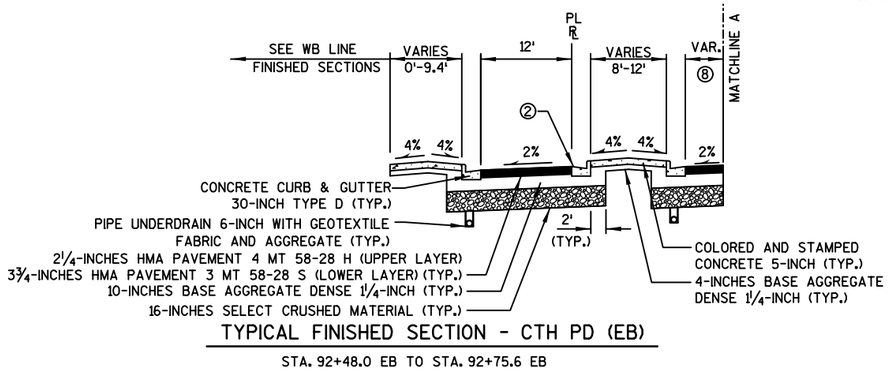
VARIES 0'- STA. 111+93.8 EB TO 11'- STA. 112+83.1 EB

⑨ VARIES 0'- STA. 94+16.0 EB TO 11'- STA. 95+07.1 EB

⑩ COLORED AND STAMPED CONCRETE 5-INCH OVER 4-INCHES BASE AGGREGATE DENSE 1¼-INCH STA. 92+75.6 EB TO STA. 96+25.9 EB

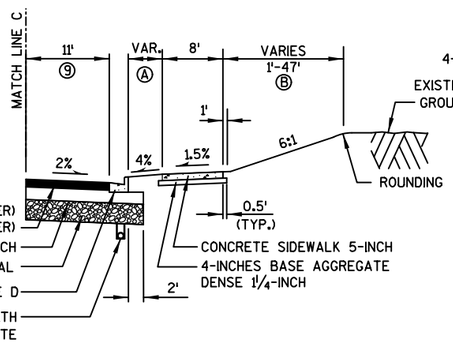
⑪ COLORED AND STAMPED CONCRETE 5-INCH OVER 4-INCHES BASE AGGREGATE DENSE 1¼-INCH STA. 92+48.0 EB TO STA. 107+55.3 EB

⑫ SEE NR LINE FINISHED SECTIONS STA. 92+57.2 EB TO STA. 94+16.0 EB



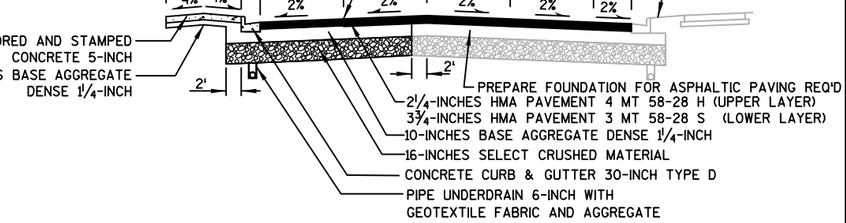
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 92+48.0 EB TO STA. 92+75.6 EB



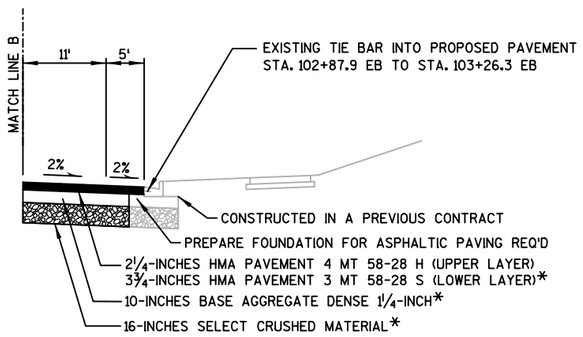
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 94+16.0 EB TO STA. 95+52.2 EB



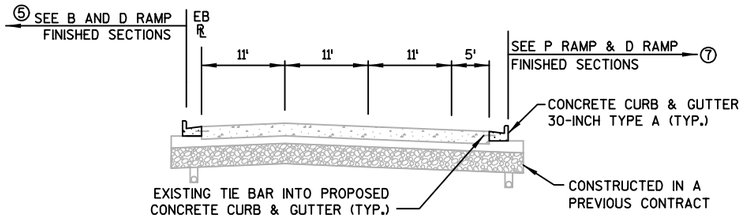
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 95+52.2 EB TO STA. 96+00.3 EB



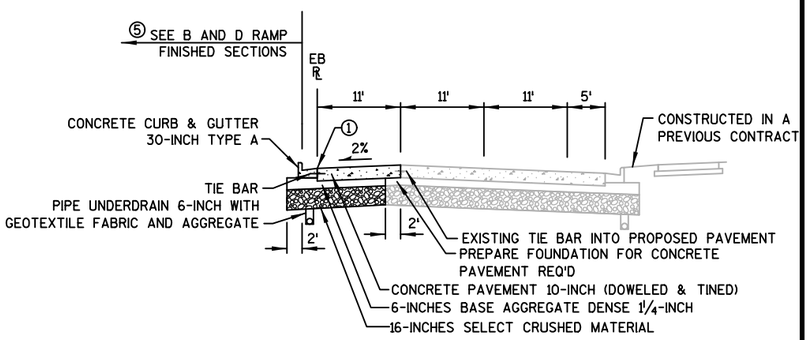
TYPICAL FINISHED SECTION - CTH PD (EB)

STA. 102+87.9 EB TO STA. 113+81.2 EB



TYPICAL FINISHED SECTION - CTH PD (EB)

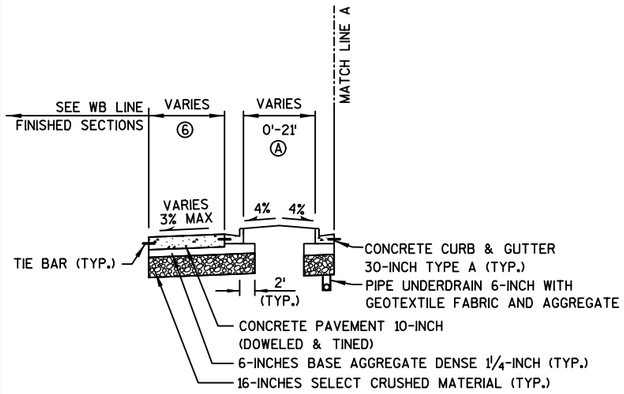
STA. 97+86.9 EB TO STA. 99+04.0 EB



TYPICAL FINISHED SECTION - CTH PD (EB)

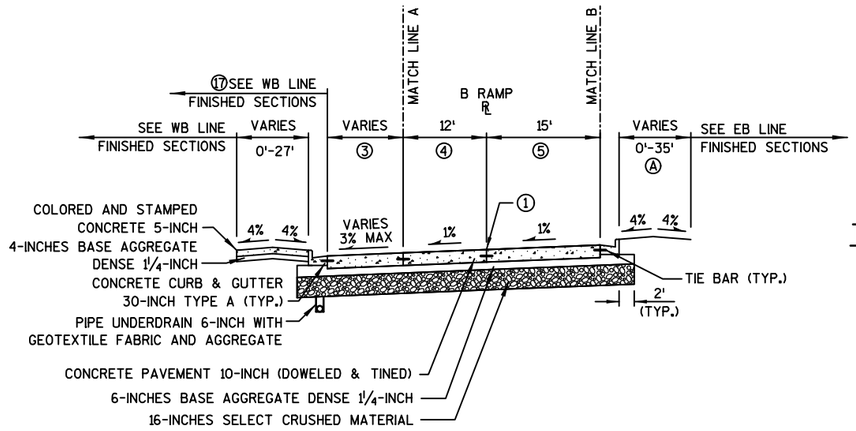
STA. 96+00.3 EB TO STA. 97+86.9 EB
STA. 101+08.5 EB TO STA. 102+87.9 EB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - CTH PD (EB)	SHEET 24	E



TYPICAL FINISHED SECTION - B RAMP

STA. 100+45.2 B TO STA. 101+66.3 B
STA. 103+25.6 B TO STA. 103+39.5 B

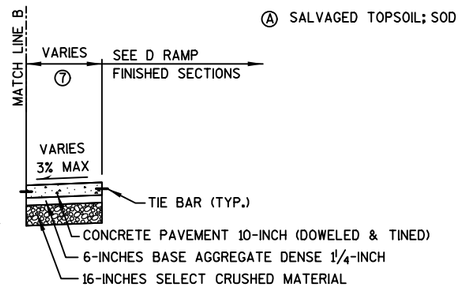


TYPICAL FINISHED SECTION - B RAMP

STA. 99+32.1 B TO STA. 104+22.1 B

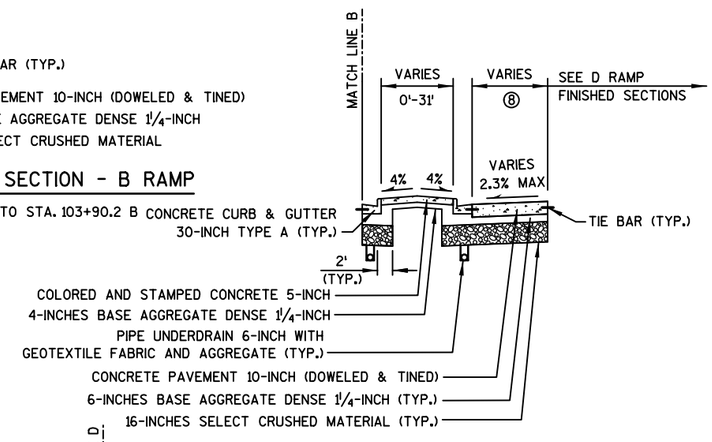
Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

NOTE: SEE PLAN DETAILS FOR ADDITIONAL INFORMATION



TYPICAL FINISHED SECTION - B RAMP

STA. 103+09.2 B TO STA. 103+90.2 B



TYPICAL FINISHED SECTION - B RAMP

STA. 103+90.2 B TO STA. 104+10.4 B

① POINT REFERRED TO ON B RAMP PROFILE

② POINT REFERRED TO ON D RAMP PROFILE

③ 0'- STA. 99+32.1 B TO STA. 100+45.2 B

VARIES 31.8'- STA. 101+66.3 B
TO 32.2'- STA. 101+88.0 B
TO 0'- STA. 102+36.9 B

0'- STA. 102+36.9 B TO STA. 103+25.6 B

VARIES 17.3'- STA. 103+39.5 B
TO 0'- STA. 103+84.1 B

0'- STA. 103+84.1 B TO STA. 104+22.1 B

④ VARIES 12'- STA. 103+84.1 B
TO 0'- STA. 104+03.7 B

⑤ VARIES 15'- STA. 104+03.7 B
TO 0'- STA. 104+22.1 B

⑥ VARIES 0'- STA. 100+45.2 B
TO 25.1'- STA. 101+66.3 B

VARIES 0'- STA. 103+25.6 B
TO 13.1'- STA. 103+39.5 B

⑦ VARIES 6'- STA. 103+09.2 B
TO 24.1'- 103+90.2 B

⑧ VARIES 24.1'- STA. 103+90.2 B
TO 0'- STA. 104+03.7 B

⑨ CONCRETE CURB & GUTTER 24-INCH TYPE D
STA. 107+44.6 D TO STA. 108+17.8 D

⑩ VARIES 0'- STA. 102+59.5 D
TO 15'- STA. 102+79.9 D

⑪ VARIES 0'- STA. 102+79.9 D
TO 12'- STA. 103+02.3 D

⑫ VARIES 0'- STA. 103+02.3 D
TO 17.6'- STA. 103+58.8 D

0'- STA. 103+72.3 D TO STA. 104+80.3 D

VARIES 3.2'- STA. 104+80.3 D
TO 25.8'- STA. 105+25.4 D

VARIES 25.8'- STA. 105+25.4 D
TO 24.6'- STA. 105+55.1 D

0'- STA. 106+44.3 D TO STA. 108+17.8 D

⑬ VARIES 17.6'- STA. 103+57.8 D
TO 0'- STA. 103+72.3 D

VARIES 20.8'- STA. 105+55.1 D
TO 0'- STA. 106+44.3 D

⑭ VARIES 17.9'- STA. 103+06.5 D
TO 6.0'- STA. 103+67.8 D

0'- STA. 103+67.8 D TO STA. 104+82.4 D

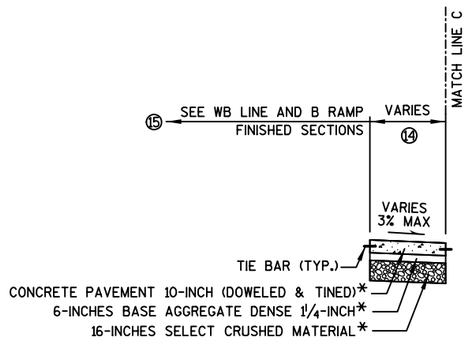
VARIES 9.3'- STA. 107+07.2 D
TO 0'- STA. 108+17.8 D

⑮ SEE B RAMP FINISHED SECTIONS
STA. 103+06.5 D TO STA. 104+82.4 D

SEE WB LINE FINISHED SECTIONS
STA. 107+07.2 D TO STA. 108+17.8 D

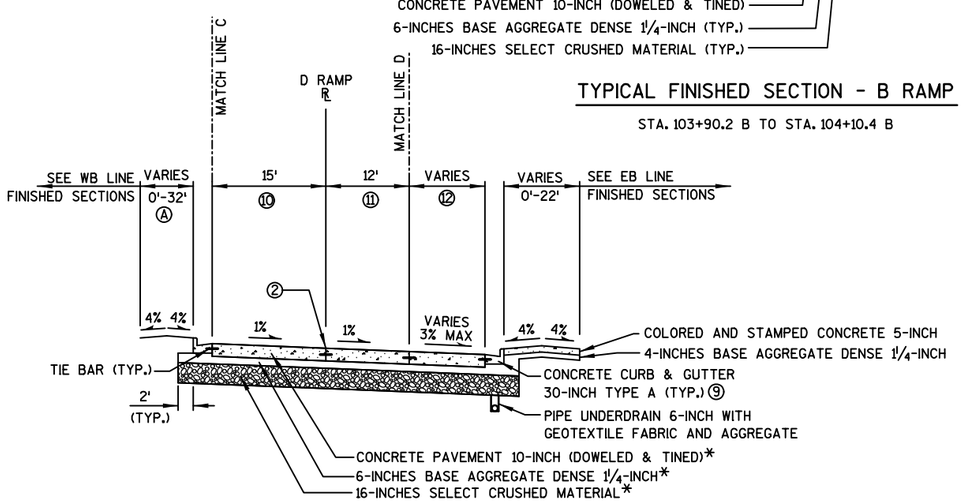
⑯ VARIES 0'- STA. 102+99.2 D
TO 12.8'- STA. 103+06.5 D

⑰ STA. 101+66.3 B TO STA. 101+88.0 B
STA. 103+39.5 B TO STA. 104+22.1 B



TYPICAL FINISHED SECTION - D RAMP

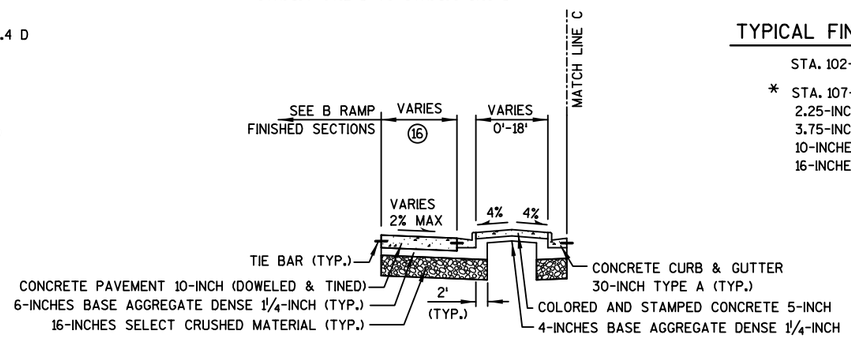
STA. 103+06.5 D TO STA. 104+82.4 D
STA. 107+07.2 D TO STA. 108+17.8 D



TYPICAL FINISHED SECTION - D RAMP

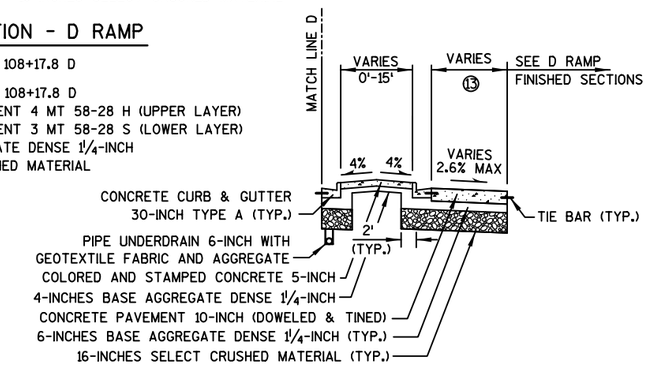
STA. 102+59.5 D TO STA. 108+17.8 D

* STA. 107+39.6 D TO STA. 108+17.8 D
2.25-INCHES HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER)
3.75-INCHES HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)
10-INCHES BASE AGGREGATE DENSE 1¼-INCH
16-INCHES SELECT CRUSHED MATERIAL



TYPICAL FINISHED SECTION - D RAMP

STA. 102+94.9 D TO STA. 103+06.5 D



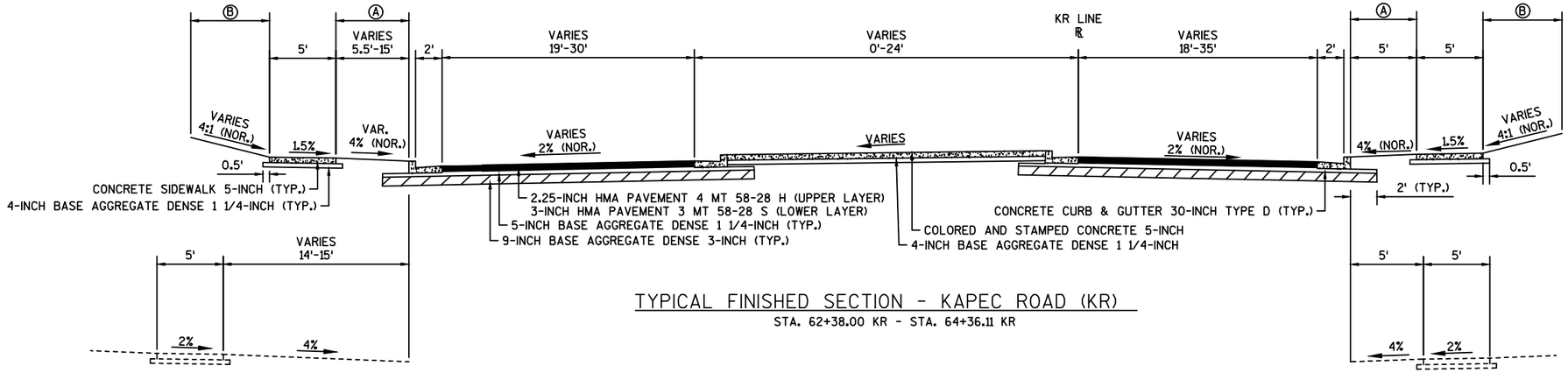
TYPICAL FINISHED SECTION - D RAMP

STA. 103+58.7 D TO STA. 103+72.3 D
STA. 105+55.1 D TO STA. 106+44.3 D

NOTE: SEE PLAN DETAILS
FOR ADDITIONAL INFORMATION

Ⓐ SALVAGED TOPSOIL; SOD LAWN; FERTILIZER TYPE B

Ⓑ SALVAGED TOPSOIL; SEEDING TEMPORARY;
FERTILIZER TYPE B; SEEDING MIXTURE NO. 40;
EROSION MAT URBAN CLASS I TYPE A

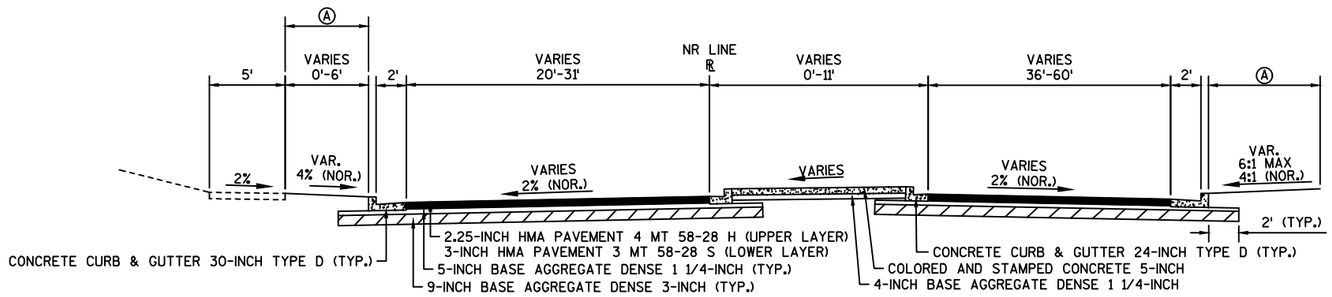


TYPICAL FINISHED SECTION - KAPEC ROAD (KR)

STA. 62+38.00 KR - STA. 64+36.11 KR

SIDEWALK ADDITION
STA. 63+75.00 KR - STA. 64+36.11 KR

SIDEWALK ADDITION
STA. 62+89.74 KR - STA 64+36.11 KR



TYPICAL FINISHED SECTION - NESBITT ROAD (NR)

STA. 23+74.30 NR - STA. 24+69.41 NR

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TYPICAL FINISHED SECTIONS - SIDE ROADS (NR & KR)	SHEET 26	E

2

MAINLINE

VERONA ROAD

STATION	LEFT	RIGHT	DESCRIPTION
MAINLINE	(e=4.0%, T=320, L=213)		
888+00	-4.0	4.0	FULL SUPER
893+76	-4.0	4.0	FULL SUPER
894+82	-2.0	2.0	REVERSE CROWN
895+89	-2.0	0.0	0% SUPER
896+96	NC	NC	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
MAINLINE	(e=2.0%, T=214, L=107)		
914+80	NC	NC	NORMAL CROWN
915+87	0.0	-2.0	0% SUPER
916+94	2.0	-2.0	REVERSE CROWN
916+94	2.0	-2.0	FULL SUPER
947+98	2.0	-2.0	FULL SUPER

STATION	LEFT	RIGHT	DESCRIPTION
MAINLINE EB SHOULDER	(e=N/A, T=N/A, L=N/A)		
905+21	-2.0	-2.0	2% SHOULDER
905+81	-2.0	-4.0	NORMAL SHOULDER

STATION	LEFT	RIGHT	DESCRIPTION
MAINLINE WB SHOULDER	(e=N/A, T=N/A, L=N/A)		
905+70	-2.0	-2.0	2% SHOULDER
906+10	-4.0	-2.0	2% SHOULDER

STATION	LEFT	RIGHT	DESCRIPTION
MAINLINE WB SHOULDER	(e=N/A, T=N/A, L=N/A)		
911+57	-4.0	-2.0	NORMAL SHOULDER
912+57	-2.0	-2.0	2% SHOULDER
914+80	-2.0	-2.0	2% SHOULDER

CTH PD (McKEE ROAD)

EB CTH PD

STATION	LEFT	RIGHT	DESCRIPTION
EB CTH PD	(e=N/A, T=N/A, L=N/A)		
86+34 EB	-1.95	-1.70	MATCH EXISTING
86+35 EB	-2.0	-1.73	---
86+45 EB	-2.0	-2.0	2% SUPER
86+80 EB	-2.0	-2.0	2% SUPER
87+80 EB	2.0	-2.0	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
EB CTH PD BIKE LANE	(e=N/A, T=N/A, L=N/A)		
86+34 EB	---	-2.41	MATCH EXISTING
86+80 EB	---	-2.90	MATCH EXISTING
86+90 EB	---	-2.00	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CROWN TRANSITION ENTRY	(e=N/A, T=N/A, L=N/A)		
97+00 EB	2.0	-2.0	2% CROWN
97+40 EB	1.0	-1.6	12' CROWN RUNOFF
98+00 EB	1.0	-1.0	1% CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CROWN TRANSITION EXIT	(e=N/A, T=N/A, L=N/A)		
103+00 EB	1.0	-1.0	1% CROWN
103+40 EB	2.0	-1.4	12' CROWN RUNOFF
104+00 EB	2.0	-2.0	2% CROWN

STATION	LEFT	RIGHT	DESCRIPTION
EB CTH PD	(e=N/A, T=N/A, L=N/A)		
113+10 EB	2.0	-2.0	NORMAL CROWN
113+50 EB	0.7	-2.0	---
114+00 EB	-1.0	-1.0	1% SUPER
114+37 EB	-1.0	-0.3	---
114+46 EB	-1.0	-0.3	MATCH EXISTING

WB CTH PD

STATION	LEFT	RIGHT	DESCRIPTION
WB CTH PD	(e=2.0%, T=110, L=55)		
80+78 WB	-2.0	1.72	MATCH EXISTING
80+90 WB	-1.72	1.72	---
81+00 WB	-1.49	1.49	---
82+50 WB	2.0	-2.0	NORMAL CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CROWN TRANSITION EXIT	(e=N/A, T=N/A, L=N/A)		
96+00 WB	-2.0	2.0	2% CROWN
96+60 WB	-1.4	2.0	12' CROWN RUNOFF
97+00 WB	-1.0	1.0	1% CROWN

STATION	LEFT	RIGHT	DESCRIPTION
CROWN TRANSITION ENTRY	(e=N/A, T=N/A, L=N/A)		
102+80 WB	-1.0	1.0	1% CROWN
103+40 WB	-1.6	1.0	12' CROWN RUNOFF
103+80 WB	-2.0	2.0	2% CROWN

STATION	LEFT	RIGHT	DESCRIPTION
WB CTH PD	(e=2.0%, T=110, L=55)		
113+00 WB	-2.0	2.0	NORMAL CROWN
113+85 WB	-2.0	---	---
114+12 WB	-2.2	-0.7	MATCH EXISTING

RAMPS

A RAMP

STATION	LEFT	RIGHT	DESCRIPTION
A RAMP	(e=N/A, T=N/A, L=N/A)		
102+70 A	-2.0	2.0	REVERSE CROWN
103+04 A	-1.0	1.0	CTH PD 'EB' MATCH

C RAMP

STATION	LEFT	RIGHT	DESCRIPTION
C RAMP	(e=N/A, T=N/A, L=N/A)		
3+88 C	0.1	0.1	MATCH CTH PD "WB"
4+25 C	2.0	-2.0	REVERSE CROWN

STATION	LEFT	RIGHT	DESCRIPTION
C RAMP LT SHOULDER	(e=RC, T=96, L=48)		
29+22 C	2.0	---	REVERSE CROWN
43+23 C	2.0	---	REVERSE CROWN
43+56 C	0.6	---	MATCH EXISTING

J RAMP

STATION	LEFT	RIGHT	DESCRIPTION
J RAMP	(e=2.5, T=108, L=60)		
7+19 J	-2.0	---	REVERSE CROWN
7+32 J	-2.5	---	2.5% SUPER
9+91 J	-2.5	---	2.5% SUPER
10+15 J	-2.0	---	REVERSE CROWN

STATION	LEFT	RIGHT	DESCRIPTION
J RAMP LT SHOULDER	(e=N/A, T=N/A, L=N/A)		
11+59 J	-4.0	---	NORMAL SHOULDER
12+21 J	-6.6	---	MATCH EXISTING

STATION	LEFT	RIGHT	DESCRIPTION
J RAMP RT SHOULDER	(e=N/A, T=N/A, L=N/A)		
11+55 J	---	6.1	VR GORE MATCH
12+21 J	---	3.4	MATCH EXISTING

K RAMP

STATION	LEFT	RIGHT	DESCRIPTION
K RAMP SHOULDER	(e=N/A, T=N/A, L=N/A)		
113+03 K	NA	-4.0	NORMAL SHOULDER
113+48 K	NA	-2.0	2% SHOULDER

M RAMP

STATION	LEFT	RIGHT	DESCRIPTION
M RAMP	(e=N/A, T=N/A, L=N/A)		
2+16 M	-0.4	---	MATCH EXISTING
2+72 M	-1.0	---	1% CROWN

N RAMP

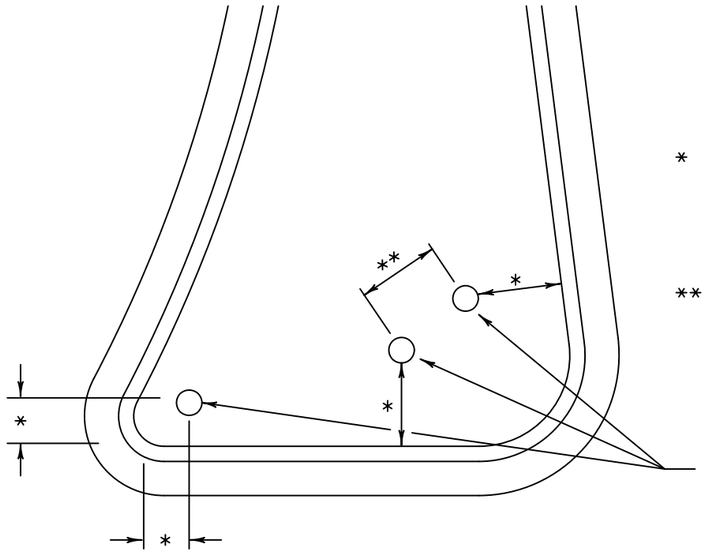
STATION	LEFT	RIGHT	DESCRIPTION
N RAMP	(e=N/A, T=N/A, L=N/A)		
3+73 N	0.6	---	MATCH CTH PD "WB LINE"
3+88 N	1.1	---	MATCH EXISTING

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 = 65.41 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 34.54 ACRES

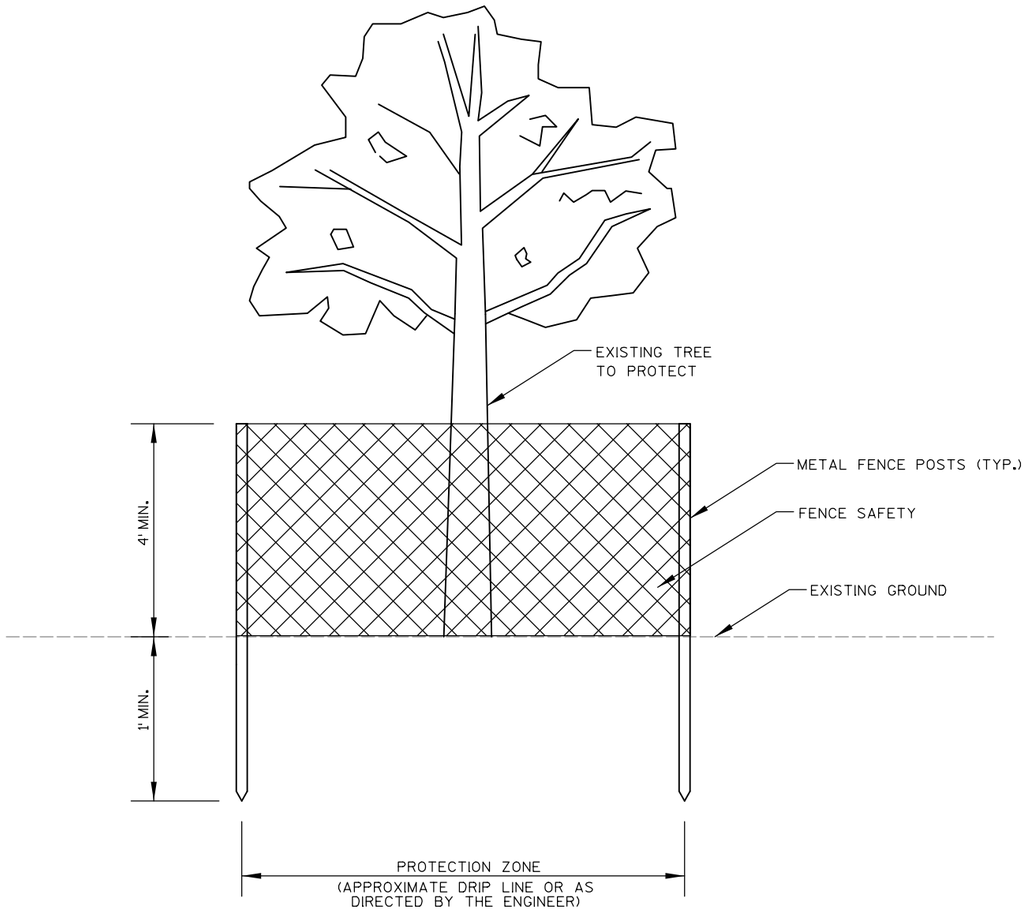


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB

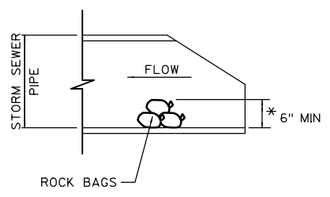
** SEE A4-4 SIGN PLATE FOR POST SPACING REQUIREMENTS.

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP.). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. PVC PIPE TO BE PAID AS INCIDENTAL TO POSTS (TYP.).

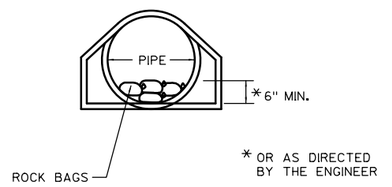
SPLITTER ISLAND SIGN LOCATION DETAIL



TREE PROTECTION DETAIL



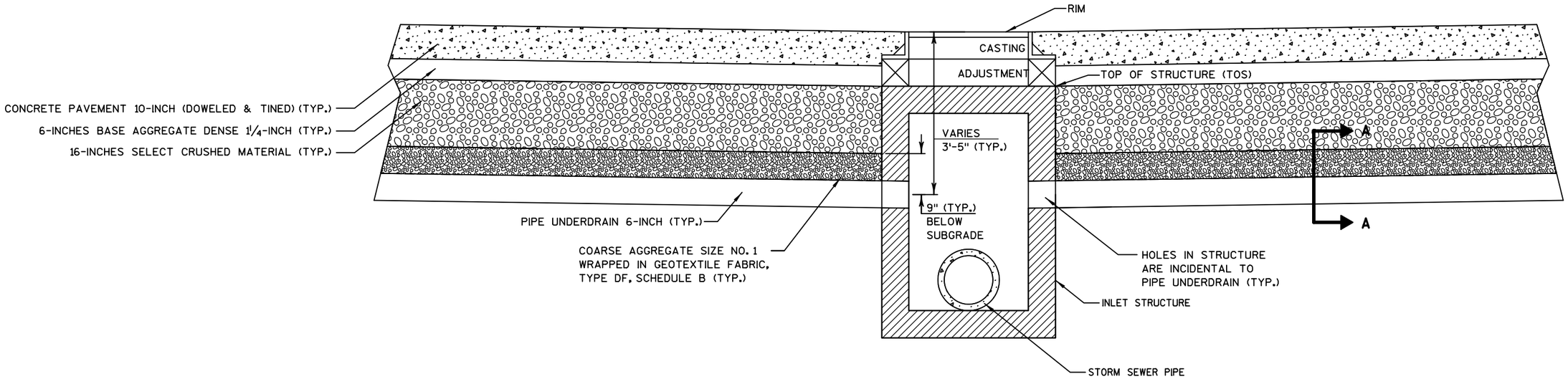
SIDE VIEW
INSTALL ON INLET END



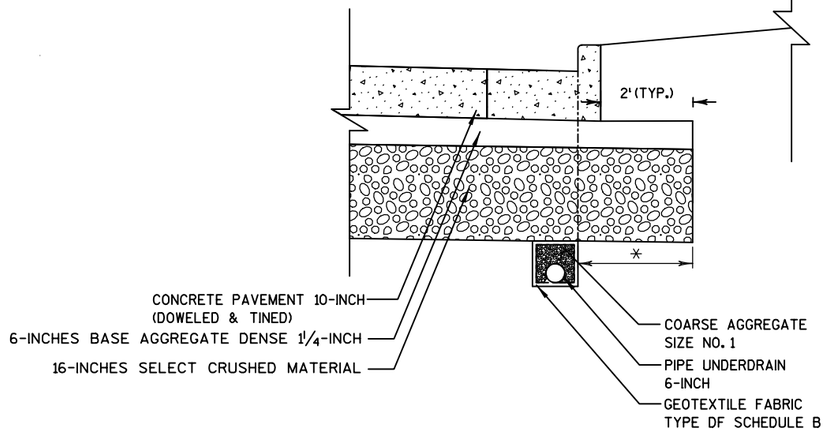
END VIEW

ESTIMATED BAG SIZE = 18" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
18"	2
24"	3
30"	5
48"	10
54"	10
60"	13
72"	16

ROCK BAGS DETAIL

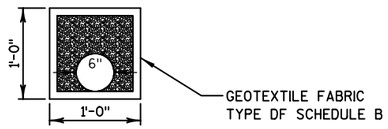


PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE PROFILE VIEW



PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE CROSS SECTION

*SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.



SECTION A-A

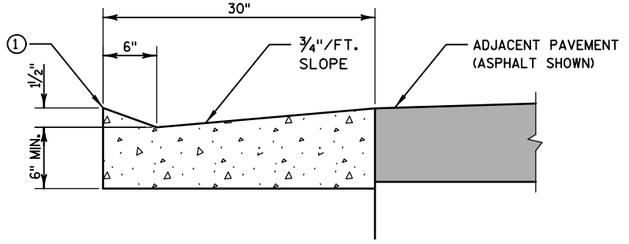
PIPE UNDERDRAIN 6-INCH ENCLOSED IN A 1'-0" X 1'-0" AREA OF COARSE AGGREGATE SIZE NO. 1 WRAPPED IN GEOTEXTILE FABRIC, TYPE DF, SCHEDULE B.

PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE DETAIL

PIPE UNDERDRAIN SLOPE OPPOSITE PROFILE SUMMARY

ROADWAY	OFFSET*	STATION - STATION	COMMENTS
USH 18/151 (VERONA ROAD)	RT	893+33 VR - 893+62 VR	SLOPES OPPOSITE ROADWAY PROFILE
USH 18/151 (VERONA ROAD)	RT	905+05 VR - 905+30 VR	SLOPES OPPOSITE ROADWAY PROFILE
USH 18/151 (VERONA ROAD)	LT	905+77 VR - 905+85 VR	SLOPES OPPOSITE ROADWAY PROFILE
USH 18/151 (VERONA ROAD)	RT	915+75 VR - 915+90 VR	SLOPES OPPOSITE ROADWAY PROFILE
USH 18/151 (VERONA ROAD)	RT	931+03 VR - 931+06 VR	SLOPES OPPOSITE ROADWAY PROFILE
WB CTH PD (MCKEE ROAD)	RT	85+85 WB - 86+03 WB	SLOPES OPPOSITE ROADWAY PROFILE
EB CTH PD (MCKEE ROAD)	LT	86+13 EB - 86+32 EB	SLOPES OPPOSITE ROADWAY PROFILE
EB CTH PD (MCKEE ROAD)	LT	92+31 EB - 92+43 EB	SLOPES OPPOSITE ROADWAY PROFILE (PL AREA)
WB CTH PD (MCKEE ROAD)	LT	98+78 WB - 98+94 WB	SLOPES OPPOSITE ROADWAY PROFILE
EB CTH PD (MCKEE ROAD)	RT	114+23 EB - 114+29 EB	SLOPES OPPOSITE ROADWAY PROFILE

NOTES:
PIPE UNDERDRAIN IS TO BE DISCHARGED INTO A STORM SEWER STRUCTURE.
SEE UNDERDRAIN PLAN FOR MORE INFORMATION.



1 BACK OF CURB ELEVATION TO MATCH FLAG OF CURB ELEVATION.

CONCRETE CURB & GUTTER 30-INCH TYPE D DRIVEWAY CURB AND GUTTER DETAIL

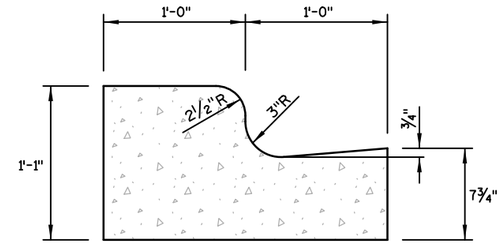
NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION.

GENERAL NOTES:

LATERAL CONTRACTION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 15' NOR LESS THAN 6' IN LENGTH. THE JOINTS SHALL BE A MINIMUM OF 3" IN DEPTH.

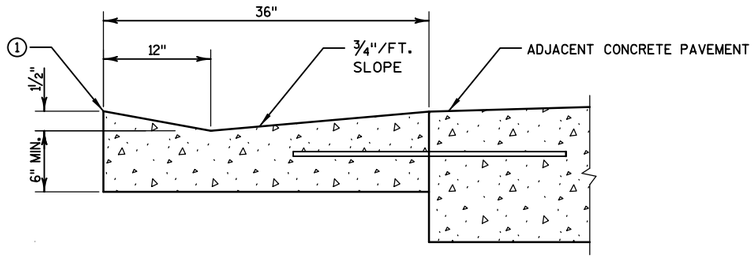
EXPANSION JOINTS SHALL BE PLACED TRANSVERSALLY AT RADIUS POINTS ON CURVES OF RADIUS 200' OR LESS, AND AT ANGLE POINTS, OR AS DIRECTED BY THE ENGINEER. THE EXPANSION JOINT SHALL BE A ONE PIECE ASPHALTIC MATERIAL HAVING THE SAME DIMENSIONS AS CURB & GUTTER AT THAT STATION AND BE 1/2" THICK.

IN ALL CASES, CONCRETE CURB & GUTTER SHALL BE PLACED ON THOROUGHLY COMPACTED BASE AGGREGATE.



CONCRETE CURB & GUTTER 24-INCH TYPE D DETAIL

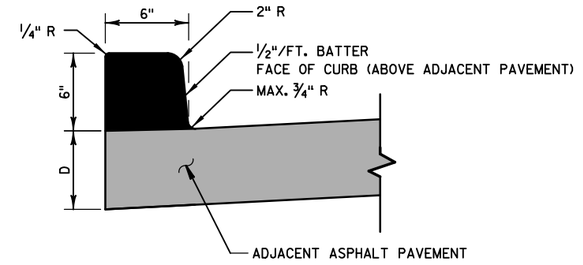
NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION.



1 BACK OF CURB ELEVATION TO MATCH FLAG OF CURB ELEVATION.

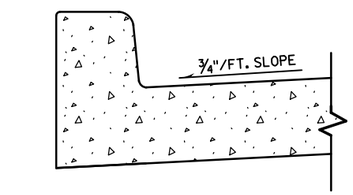
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A DRIVEWAY CURB AND GUTTER DETAIL

NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.



D = DEPTH OF ADJACENT ASPHALT PAVEMENT

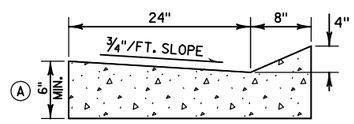
ASPHALTIC CURB DETAIL



GUTTER SLOPE DETAIL FOR CONCRETE CURB & GUTTER

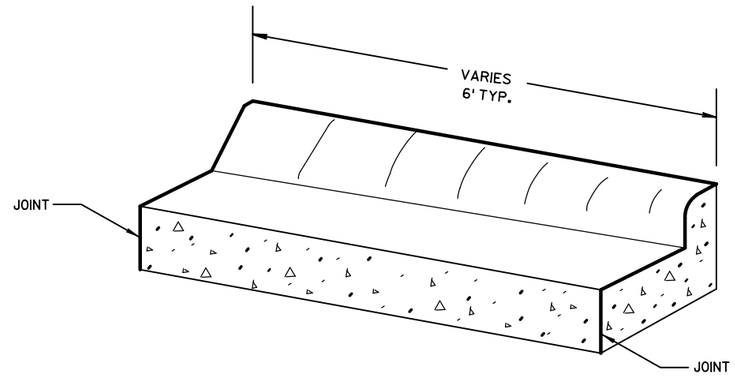
NOTE: PROVIDE THE GUTTER SECTION FOR ALL CONCRETE CURB AND GUTTER WITH A CROSS SLOPE OF 6.25%, UNLESS NOTED OTHERWISE IN THE PLANS. SEE S.D.D.'S "CONCRETE CURB & GUTTER" AND "CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS" FOR ALL OTHER INFORMATION.

A 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. TIE BAR IS REQUIRED.



CONCRETE CURB AND GUTTER 32-INCH SPECIAL

NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.



CONCRETE CURB AND GUTTER TRANSITION DETAIL

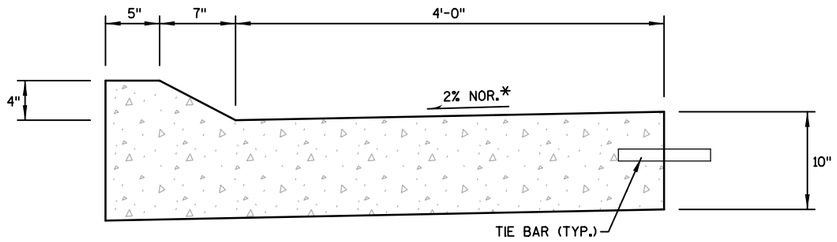
NOTES: TRANSITION FROM CONCRETE CURB & GUTTER 24-INCH TYPE D TO CONCRETE CURB & GUTTER 30-INCH TYPE D
- TO BE MEASURED AND PAID AS CONCRETE CURB & GUTTER 30-INCH TYPE D

TRANSITION FROM CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A TO CONCRETE CURB & GUTTER 32-INCH SPECIAL
- TO BE MEASURED AND PAID AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A

TRANSITION FROM CONCRETE CURB & GUTTER 30-INCH TYPE D TO CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- TO BE MEASURED AND PAID AS CONCRETE CURB & GUTTER 30-INCH TYPE D

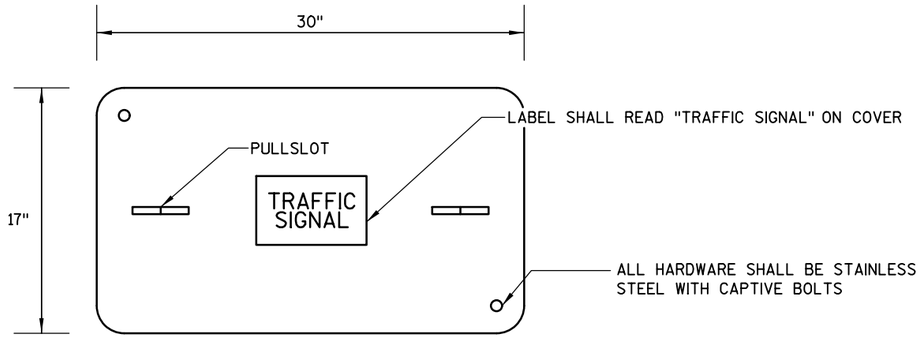
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB AND GUTTER	SHEET 30	E

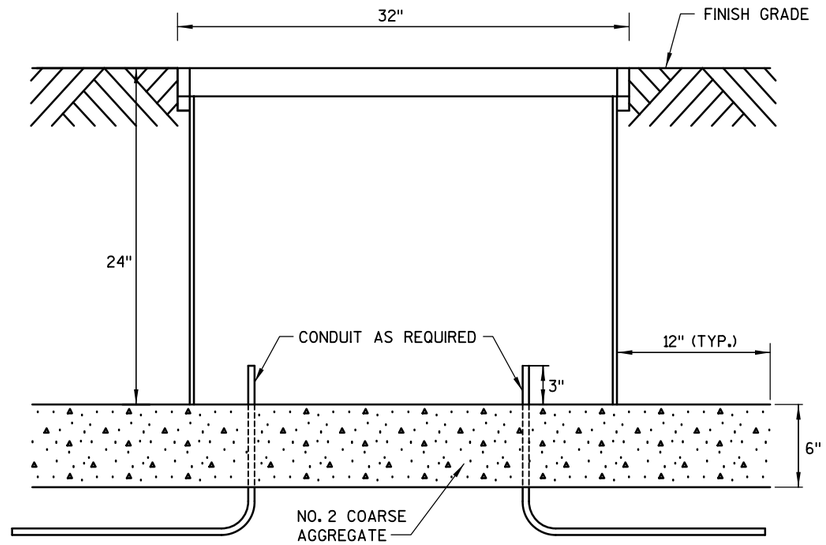
* SEE PLAN DETAILS AND SUPERELEVATION TABLES FOR ADDITIONAL CROSS SLOPE INFORMATION.



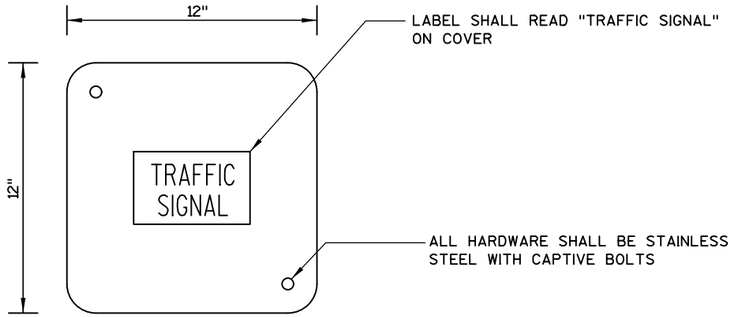
CONCRETE CURB AND GUTTER 4-INCH SLOPED 5-FOOT TYPE A DETAIL

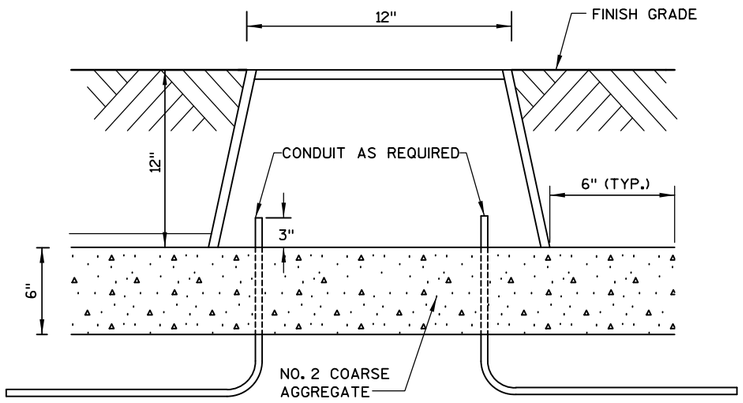
NOTE: SEE S.D.D. "CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES" FOR ADDITIONAL INFORMATION AND TYPICAL TIE BAR LOCATION.





PULL BOX TYPE I





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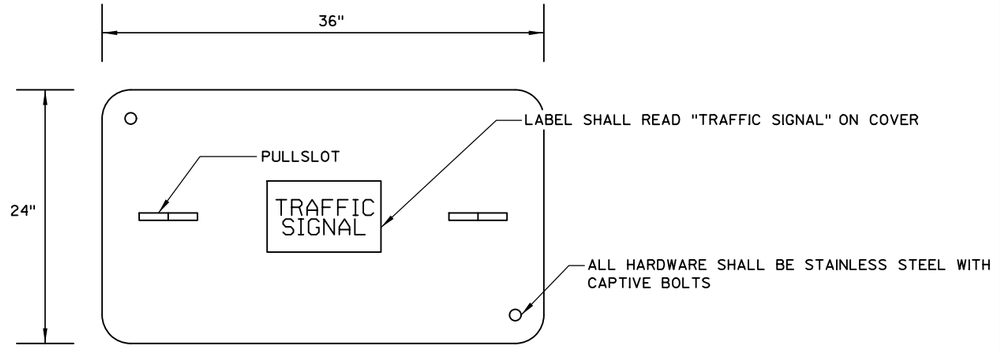
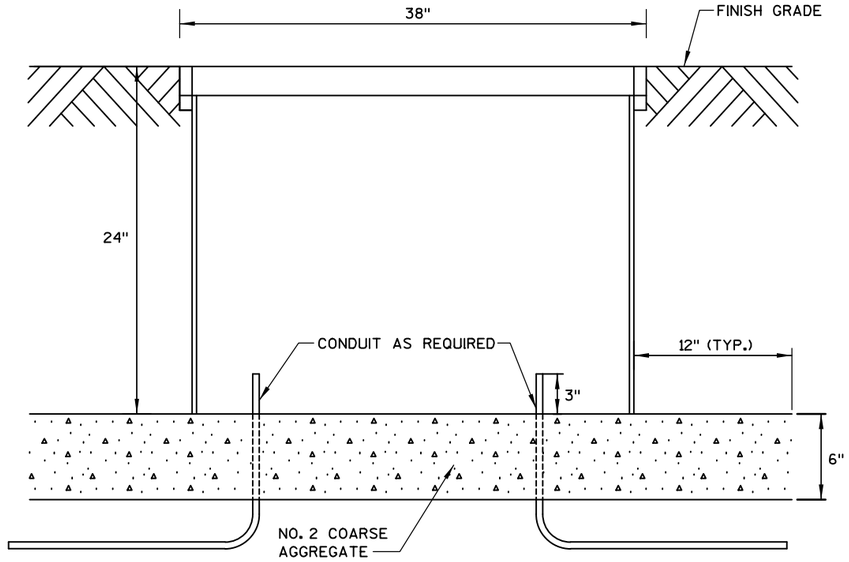
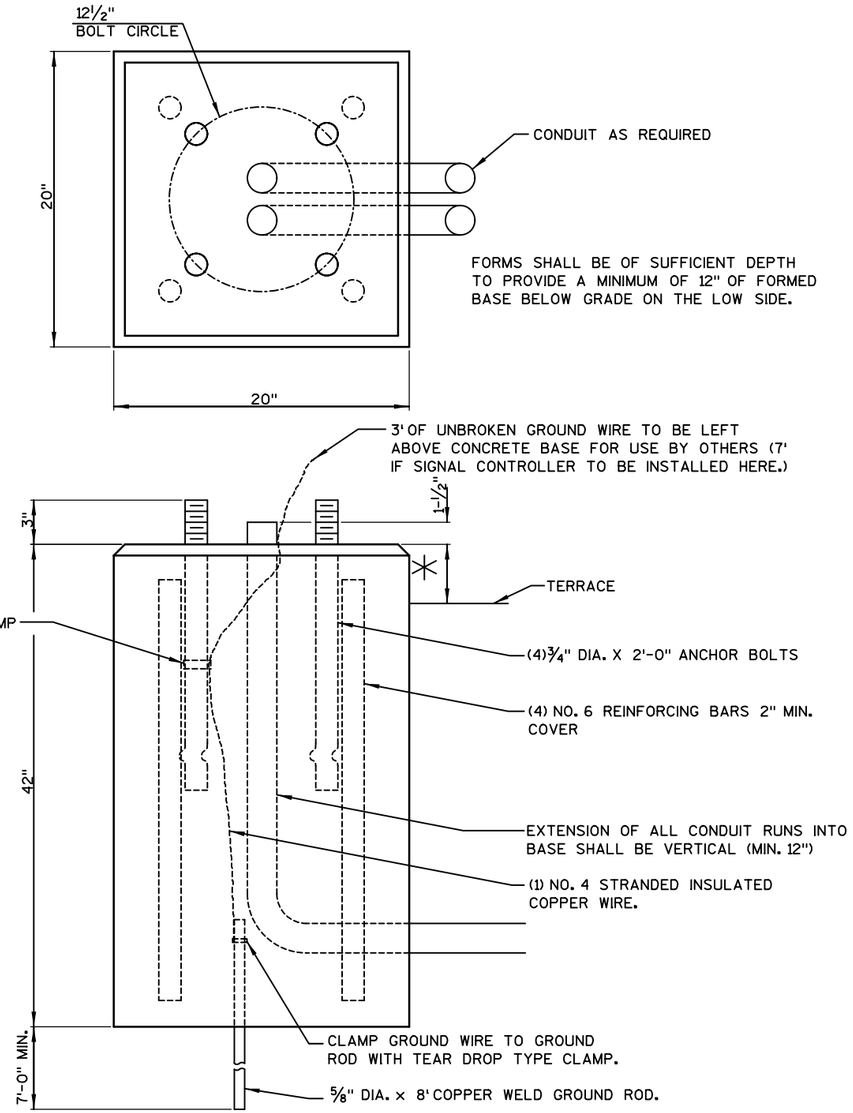




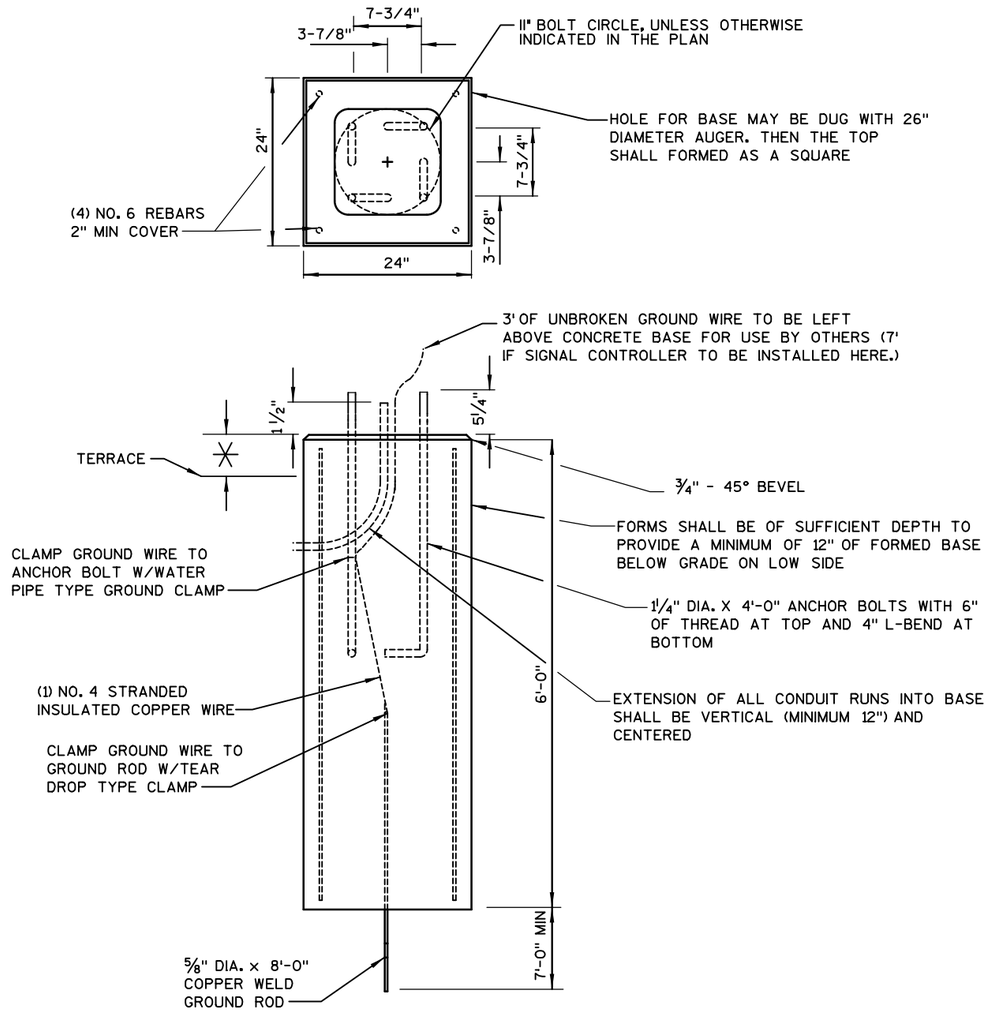
PULL BOX TYPE V

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - PULL BOXES	SHEET 32	E



CONCRETE BASE TYPE G

✳ = 4" ±½" FOR GRASS TERRACE
2" ±½" FOR CONCRETE TERRACE



✳ = 4" ±½" FOR GRASS TERRACE
2" ±½" FOR CONCRETE TERRACE

CONCRETE BASE TYPE LB-8

URBAN DRIVEWAY TABLE

ROAD	STATION	LOCATION	D (DRIVEWAY WIDTH AT SIDEWALK OPENING) (FT)	(A) PAVEMENT MATERIAL	(A) PAVEMENT THICKNESS (IN)	(B) PAVEMENT THICKNESS (IN)
CTH PD	86+77 EB	LT	35	CONCRETE DRIVEWAY 9-INCH	9	9
	94+53 EB	LT	34	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	4	7
	105+44 EB	RT	43	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	---	9
	105+96 EB	LT	30	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	4	7
	107+24 EB	LT	20	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	4	7
	110+91 EB	LT	50	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	4	9

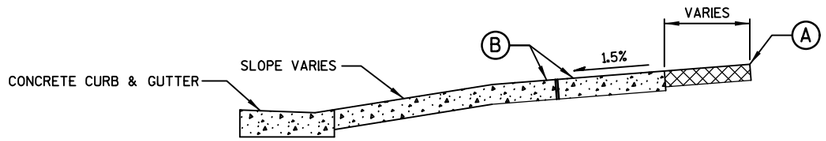
(A) THIS AREA TO BE REPLACED IN KIND AS NOTED IN TABLE BELOW AND ON PLAN DETAILS. PLACE CONCRETE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 1¼-INCH. PLACE ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 11" BASE AGGREGATE DENSE 1¼-INCH.

(B) SEE TABLE BELOW AND PLAN DETAILS FOR CONCRETE DRIVEWAY THICKNESS AT DRIVEWAYS. PLACE CONCRETE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 1¼-INCH.

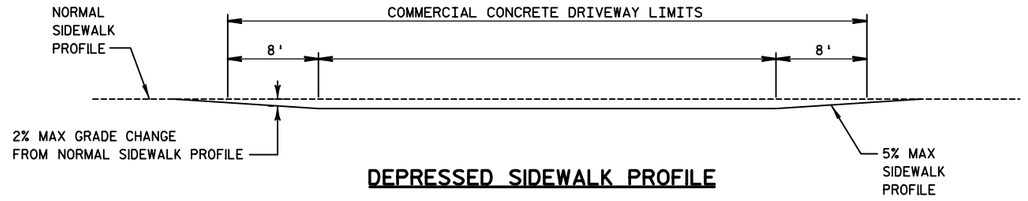
DRIVEWAY CONSTRUCTION NOTES:

——— ½" EXPANSION JOINT FILLER

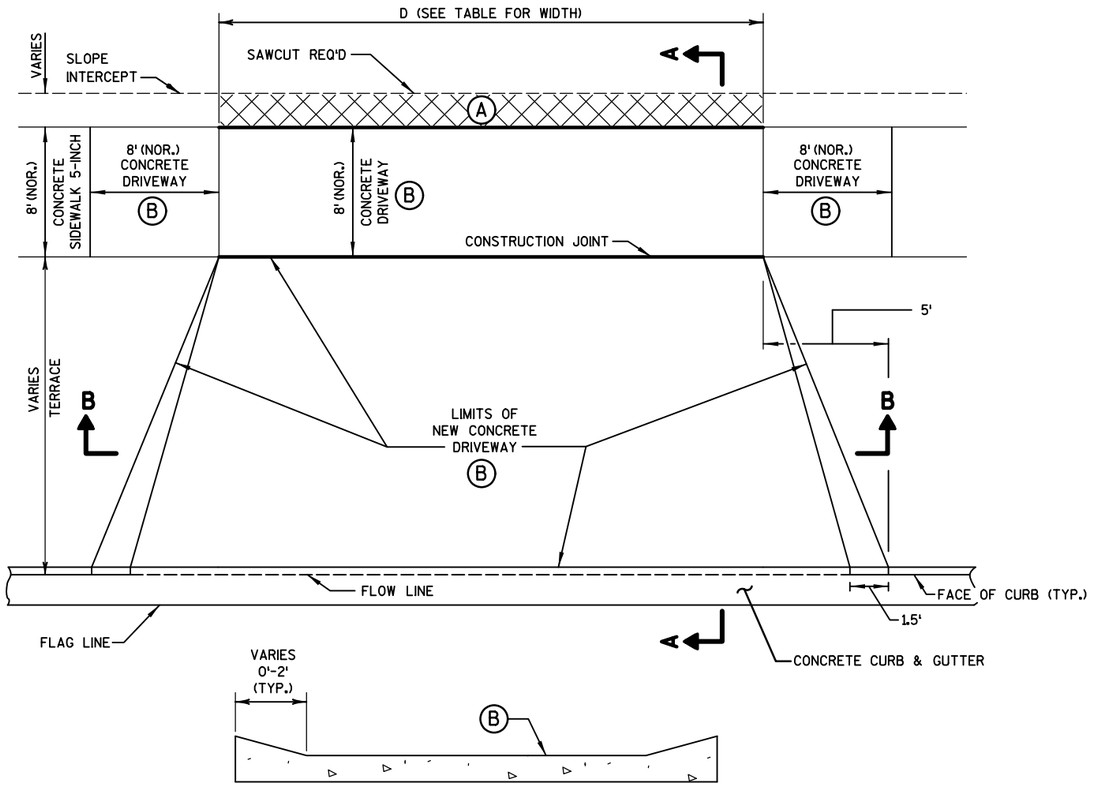
PROVIDE CONTRACTION JOINT FOR CONCRETE DRIVEWAYS WIDER THAN 14 FEET.



SECTION A-A



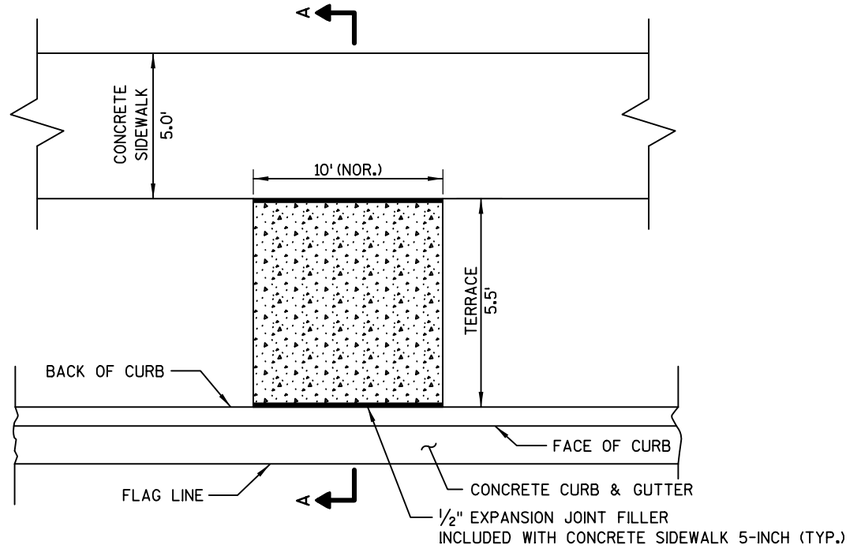
DEPRESSED SIDEWALK PROFILE

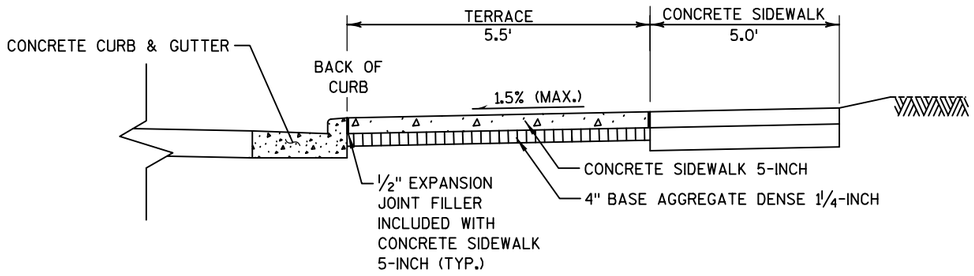


SECTION B-B

URBAN DRIVEWAY DETAIL

(SEE PLAN AND PROFILES AND URBAN DRIVEWAY TABLE AT RIGHT FOR LOCATIONS)

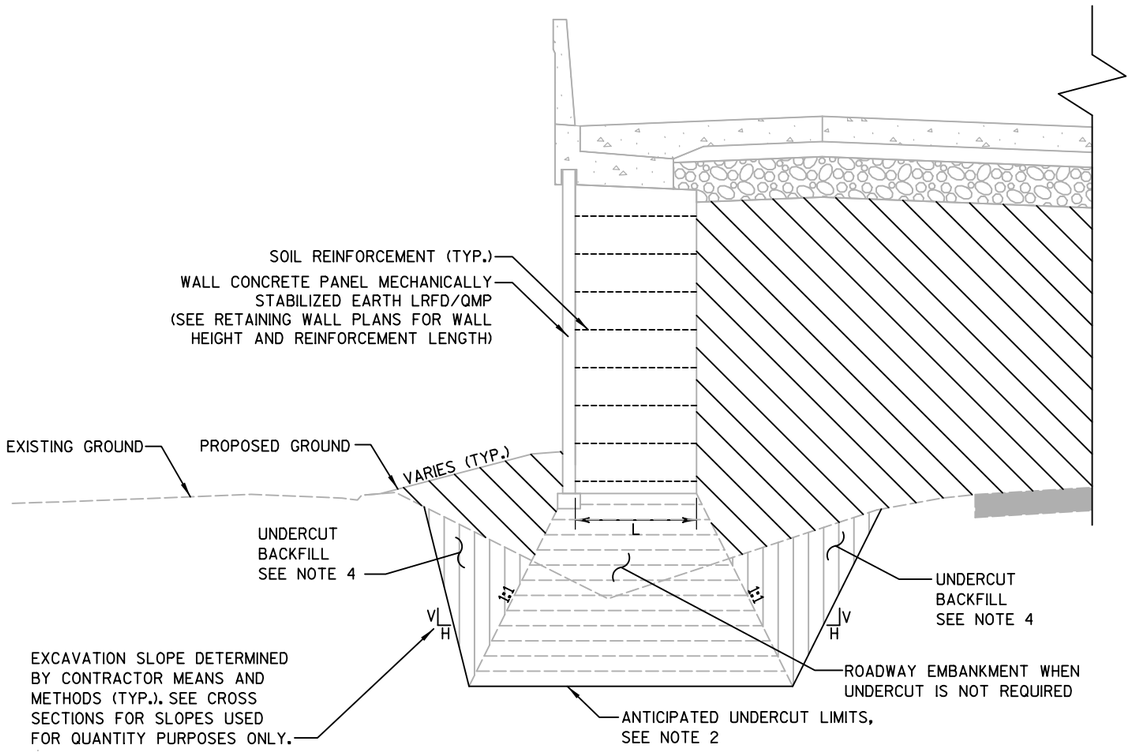




SECTION A-A

BUS STOP PAD DETAIL

(SEE PLAN DETAILS FOR LOCATIONS)



LEGEND

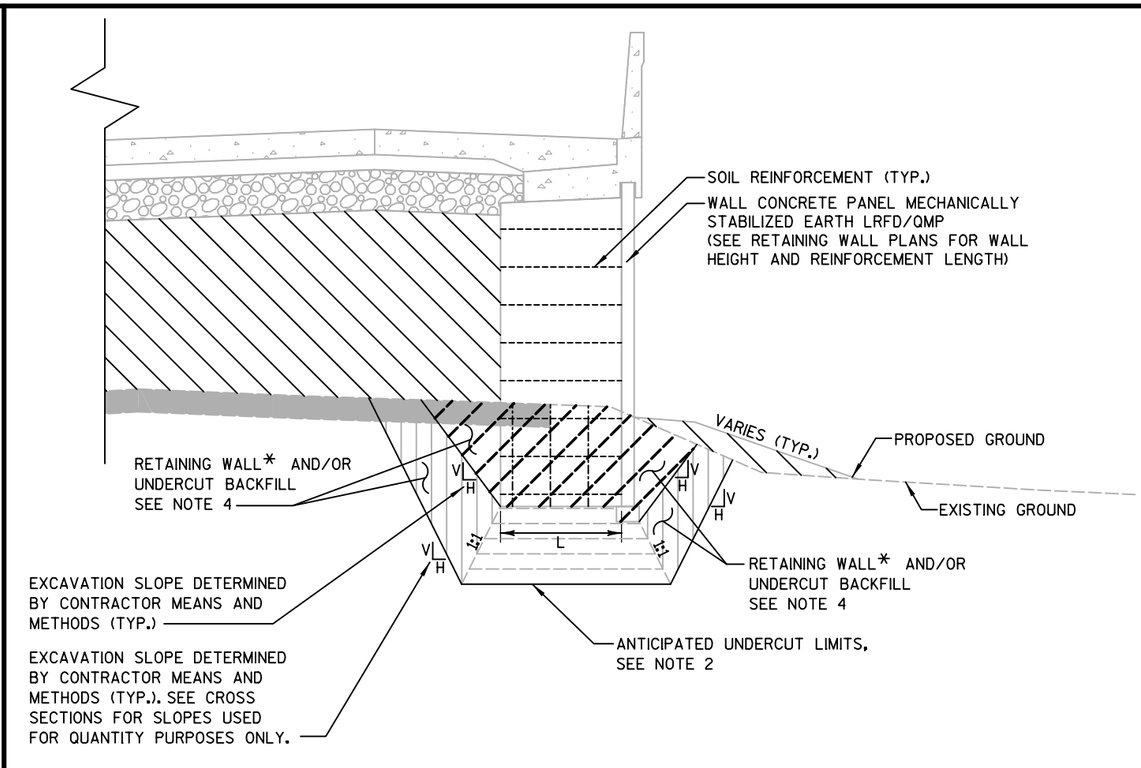
- EXCAVATION COMMON OR ROADWAY EMBANKMENT
- MSE BACKFILL*
- REMOVING PAVEMENT
- UNDERCUT AND BACKFILL FOR RETAINING WALL, INCLUDED WITH BID ITEM BACKFILL GRANULAR GRADE 2
- PAY LIMITS OF BACKFILL GRANULAR GRADE 2. UNDERCUT INCLUDED WITH BACKFILL GRANULAR GRADE 2 BID ITEM, SEE NOTE 5

NOTES:

1.) L= REINFORCEMENT LENGTH IN ACCORDANCE WITH WALL DESIGN. ANTICIPATED TO BE 0.7 HEIGHT OF WALL OR 8 FEET MINIMUM FOR PLAN QUANTITY PURPOSES.
2.) SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.
3.) ALL FOUNDATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
4.) USE OF ON-SITE MATERIAL IS ACCEPTABLE AS UNDERCUT BACKFILL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.
5.) SEE STRUCTURE PLANS FOR ADDITIONAL UNDERCUT DETAIL, LOCATIONS, AND QUANTITIES.

*EXCAVATION AND BACKFILL INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP"

MSE RETAINING WALL EARTHWORK DETAIL - FILL SECTION



LEGEND

- EXCAVATION COMMON OR ROADWAY EMBANKMENT
- RETAINING WALL EXCAVATION*
- MSE BACKFILL*
- AVAILABLE STRUCTURE EXCAVATION FOR USE AS ROADWAY EMBANKMENT
- REMOVING PAVEMENT
- UNDERCUT AND BACKFILL FOR RETAINING WALL, INCLUDED WITH BID ITEM BACKFILL GRANULAR GRADE 2
- PAY LIMITS OF BACKFILL GRANULAR GRADE 2. UNDERCUT INCLUDED WITH BACKFILL GRANULAR GRADE 2 BID ITEM, SEE NOTE 5

NOTES:

1.) L= REINFORCEMENT LENGTH IN ACCORDANCE WITH WALL DESIGN. ANTICIPATED TO BE 0.7 HEIGHT OF WALL OR 8 FEET MINIMUM FOR PLAN QUANTITY PURPOSES.
2.) SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION.
3.) ALL FOUNDATIONS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION.
4.) USE OF ON-SITE MATERIAL IS ACCEPTABLE AS RETAINING WALL AND UNDERCUT BACKFILL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.
5.) SEE STRUCTURE PLANS FOR ADDITIONAL UNDERCUT DETAIL, LOCATIONS, AND QUANTITIES.

*EXCAVATION AND BACKFILL INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP"

MSE RETAINING WALL EARTHWORK DETAIL - CUT/FILL SECTION

FOR INFORMATION ONLY			
	BACKFILL GRANULAR GRADE 2 (CY)	UNDERCUT EXCAVATION (CY)	UNDERCUT BACKFILL (CY)
R-13-266	5,730	6,730	2,840
R-13-267	2,780	2,230	800

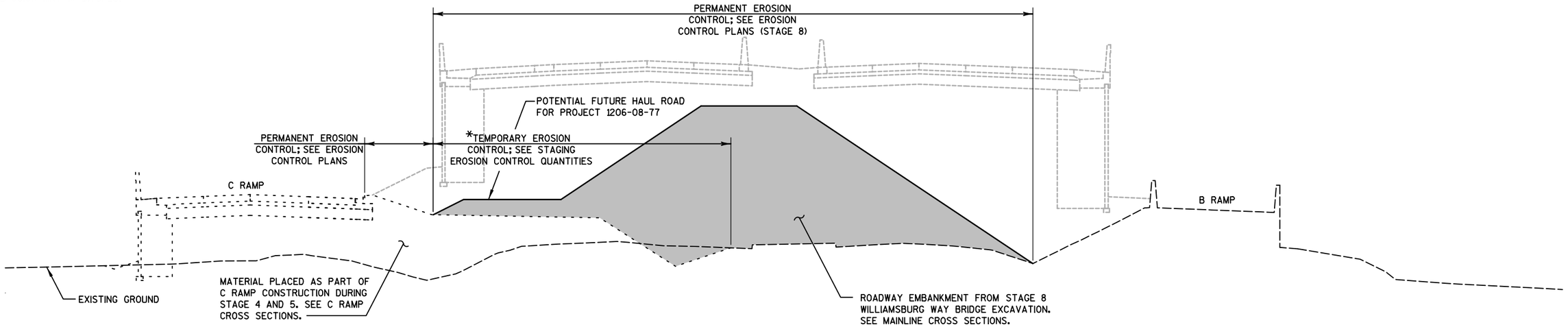
** FOR INFORMATION ONLY - QUANTITIES BASED ON UNDERCUT SLOPES SHOWN IN CROSS SECTIONS. ACTUAL QUANTITIES BASED ON CONTRACTORS MEANS AND METHODS.

*UTILIZE MULCH ON TEMPORARY SLOPES LESS THAN 3:1. UTILIZE EROSOIN MAT ON SLOPES GREATER THAN OR EQUAL TO 3:1. UTILIZE EROSION MAT IN DITCHES.

DETAIL PROVIDED FOR INFORMATION ONLY

DETAIL PROVIDED IN 1206-07-75 PLANS. ROADWAY EMBANKMENT SHOWN IS ANTICIPATED TO BE PLACED IN STAGE 8 OF 1206-07-75 PROJECT, WHICH IS ANTICIPATED TO BEGIN IN THE SPRING OF 2019

SCREEN AND DASHED LINEWORK SHOWS FUTURE WORK BY OTHERS

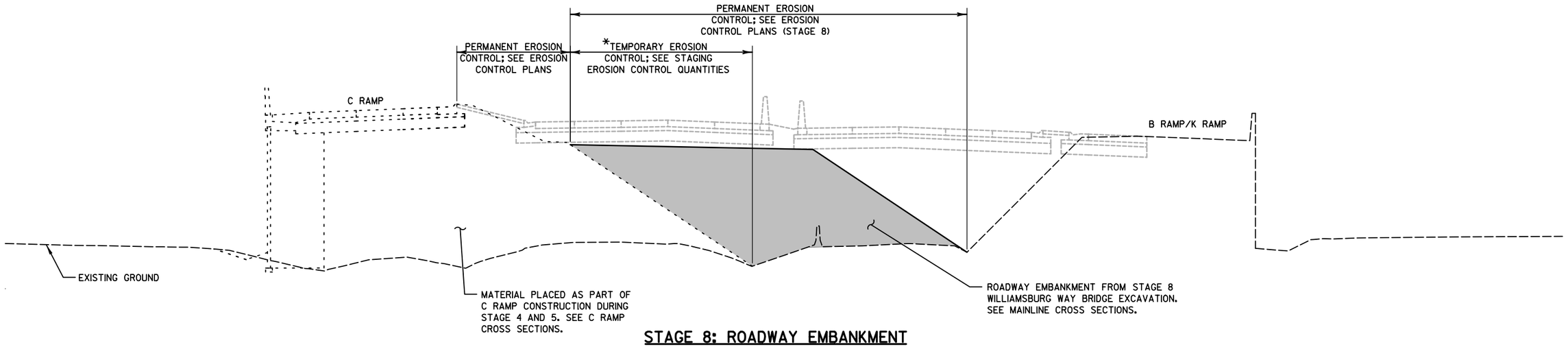


STAGE 8: ROADWAY EMBANKMENT

APPROXIMATE STA. 905+50 VR TO STA. 912+50 VR

*UTILIZE MULCH ON TEMPORARY SLOPES LESS THAN 3:1. UTILIZE EROSOIN MAT ON SLOPES GREATER THAN OR EQUAL TO 3:1. UTILIZE EROSION MAT IN DITCHES.

SCREEN AND DASHED LINEWORK SHOWS FUTURE WORK BY OTHERS

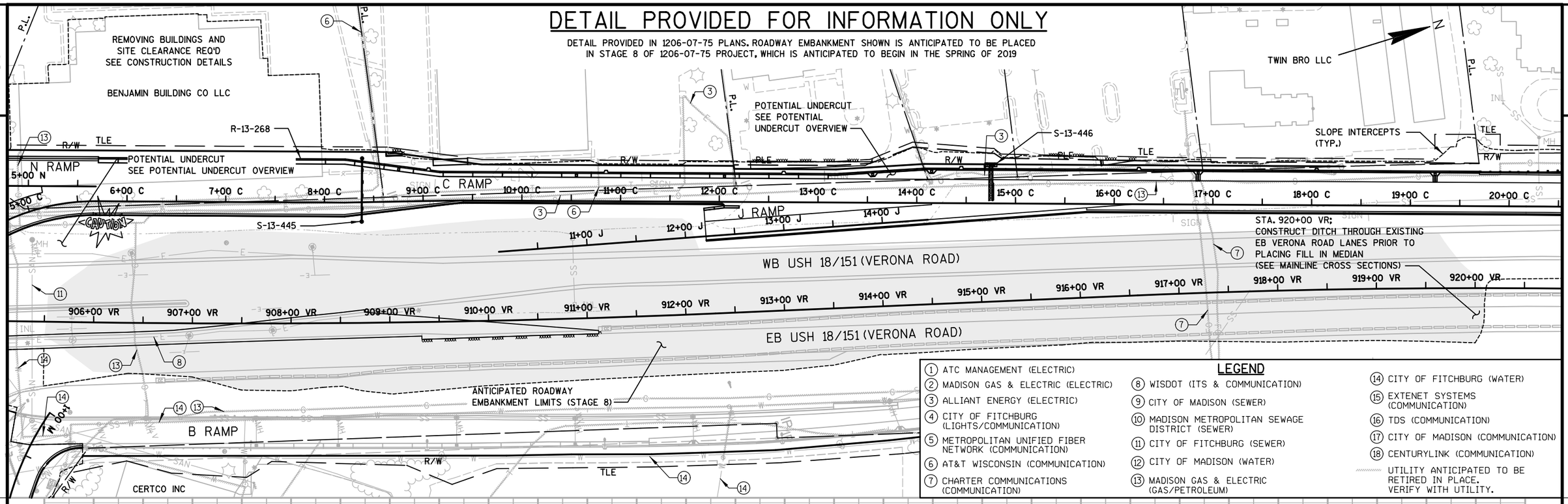


STAGE 8: ROADWAY EMBANKMENT

APPROXIMATE STA. 912+50 VR TO STA. 920+00 VR

DETAIL PROVIDED FOR INFORMATION ONLY

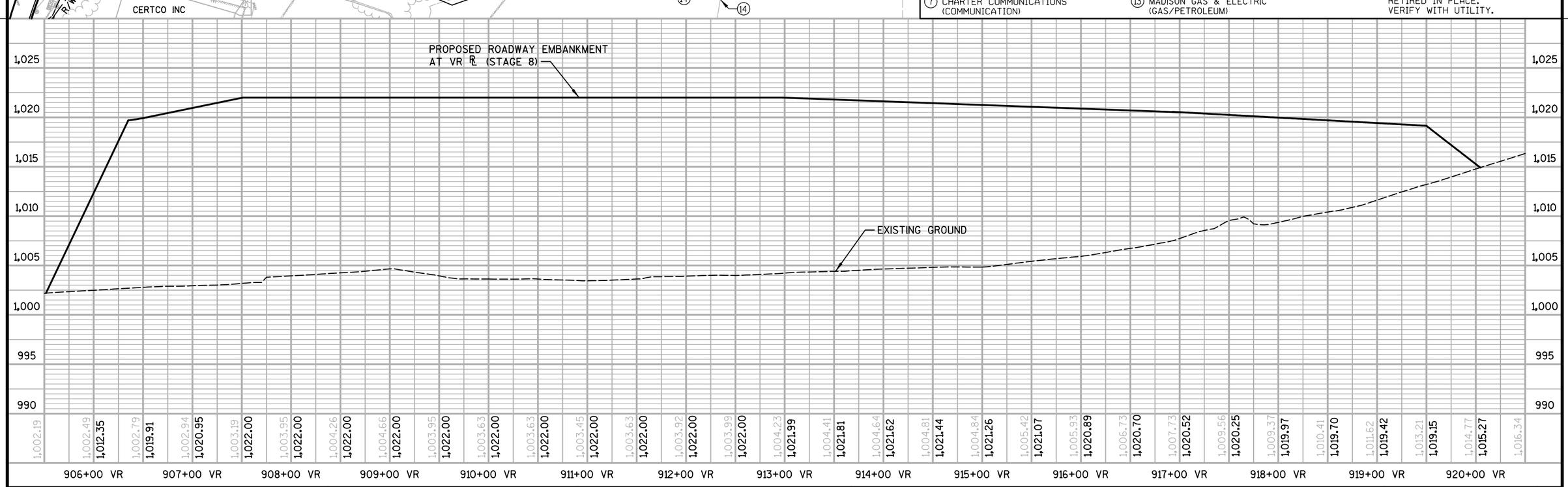
DETAIL PROVIDED IN 1206-07-75 PLANS. ROADWAY EMBANKMENT SHOWN IS ANTICIPATED TO BE PLACED IN STAGE 8 OF 1206-07-75 PROJECT, WHICH IS ANTICIPATED TO BEGIN IN THE SPRING OF 2019



LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. TDS (COMMUNICATION)
17. CITY OF MADISON (COMMUNICATION)
18. CENTURYLINK (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGE 8 ROADWAY EMBANKMENT	SHEET 37	E

DETAIL PROVIDED FOR INFORMATION ONLY

DETAIL PROVIDED IN 1206-07-75 PLANS. EXCAVATION COMMON SHOWN IS ANTICIPATED TO BE PERFORMED IN STAGE 8 OF 1206-07-75 PROJECT, WHICH IS ANTICIPATED TO BEGIN IN THE SPRING OF 2019

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
23	942+64.27VR 211.97'RT	TOP NUT HYD	1030.33
29	937+78.61VR 187.29'LT	SIDEWALK	1043.98

MIDWEST LEASE ASSOCIATES LLC
VERONA ROAD SELF STORAGE LLC
KNIGHTS CLUB INC
CHALET PROPERTIES INC
M & I BANK OF MADISON
PRESTIGIACOMO JOINT TR
ERIK P HUMLIE
TAWHEE APARTMENT HOMES
THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC
CC SYSTEMS LLC
COLUMBUS CLUB ASSN OF MADISON INC
CHARLES WAYNE MILLER

TEMPORARY SHORING
UPPER PATIO TO REMAIN
SLOPE INTERCEPTS (TYP.)
S-13-454
R-13-270
R-13-272
R-13-273
B-13-833
N-13-5
BM 29
BM 23

WILLIAMSBURG WAY
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
EAST VERONA ROAD FRONTAGE ROAD
H RAMP
G RAMP
E RAMP
F RAMP

CAUTION

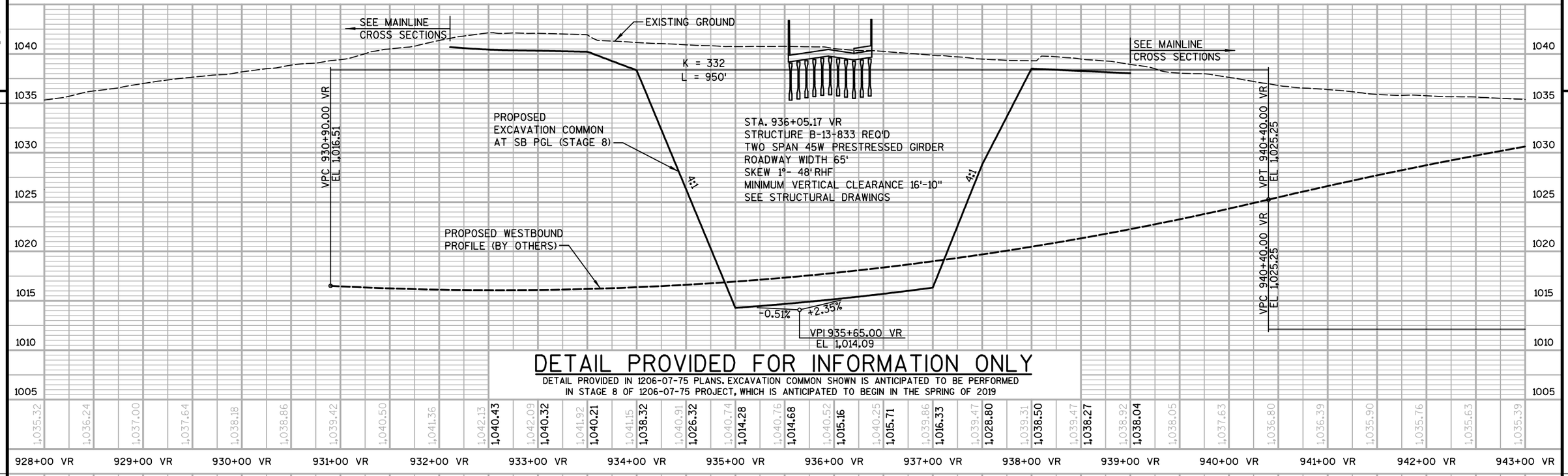
LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. TDS (COMMUNICATION)
17. CITY OF MADISON (COMMUNICATION)
18. CENTURYLINK (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

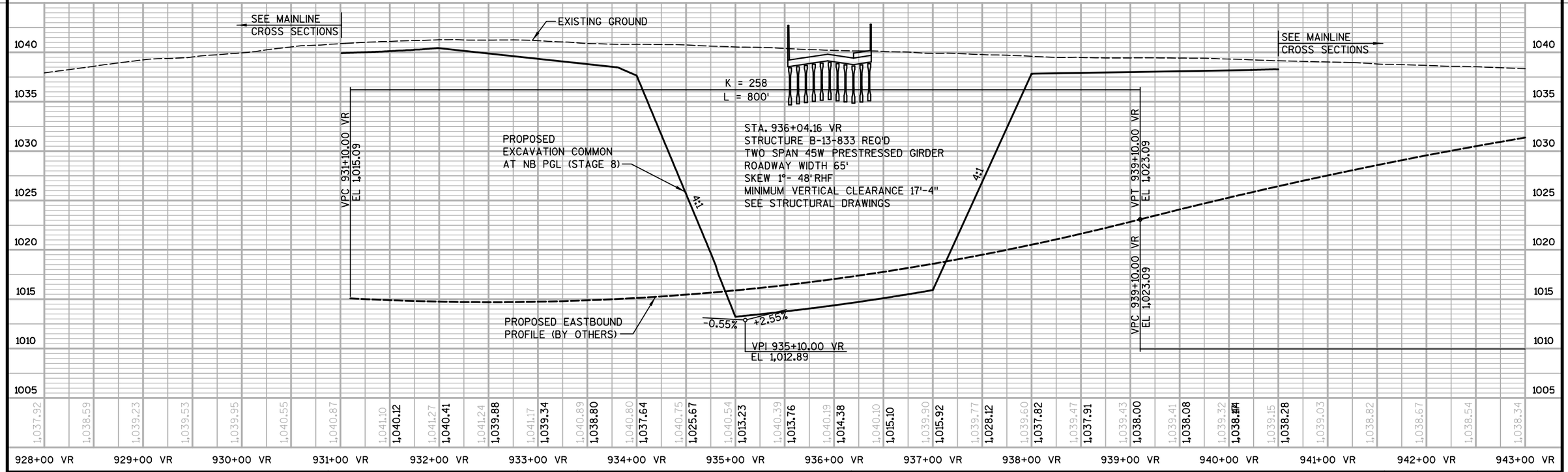
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGE 8 EXCAVATION COMMON	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021009a_cd_earthwork fill_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

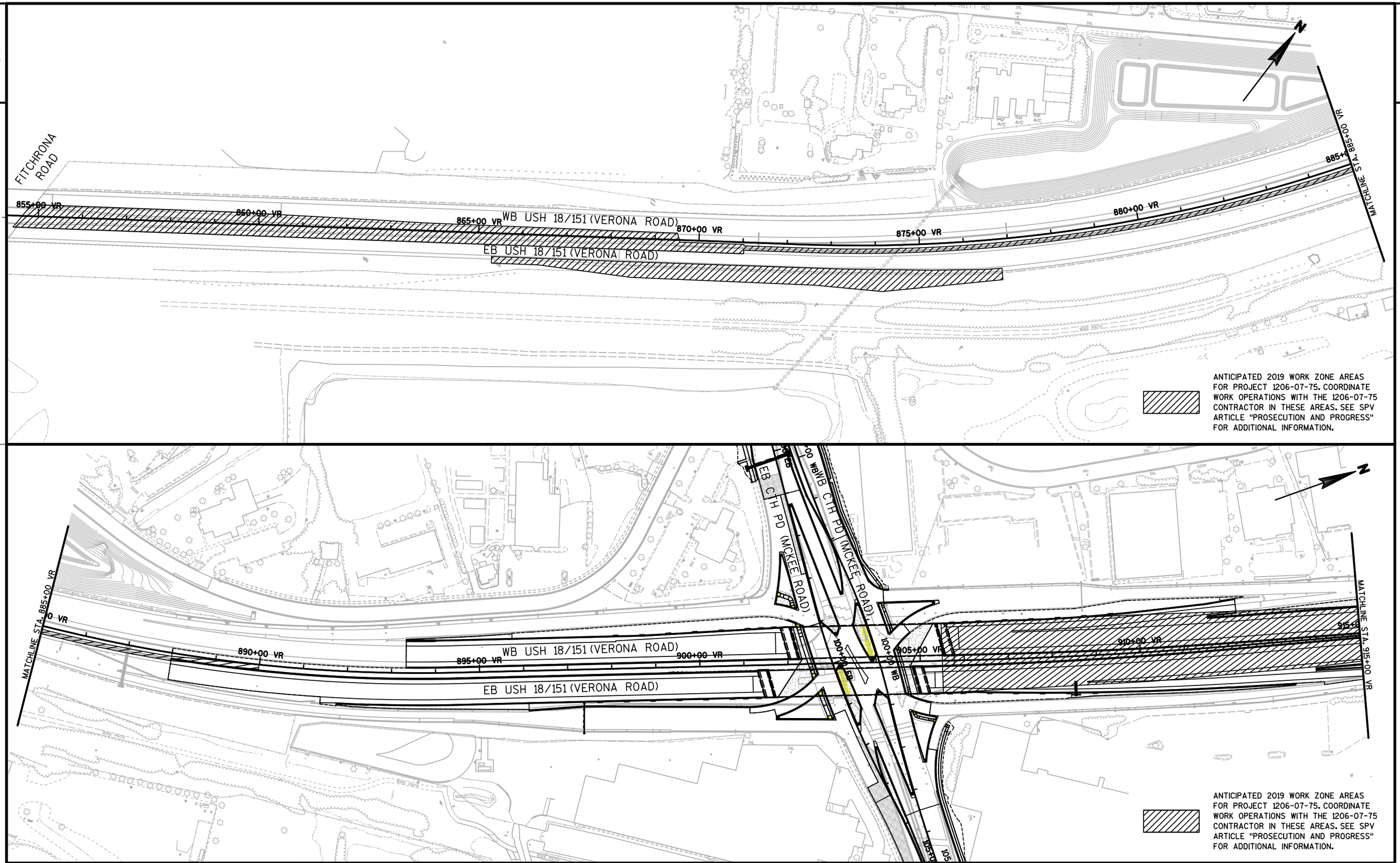


DETAIL PROVIDED FOR INFORMATION ONLY

DETAIL PROVIDED IN 1206-07-75 PLANS. EXCAVATION COMMON SHOWN IS ANTICIPATED TO BE PERFORMED IN STAGE 8 OF 1206-07-75 PROJECT, WHICH IS ANTICIPATED TO BEGIN IN THE SPRING OF 2019



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGE 8 EXCAVATION COMMON	SHEET 39	E

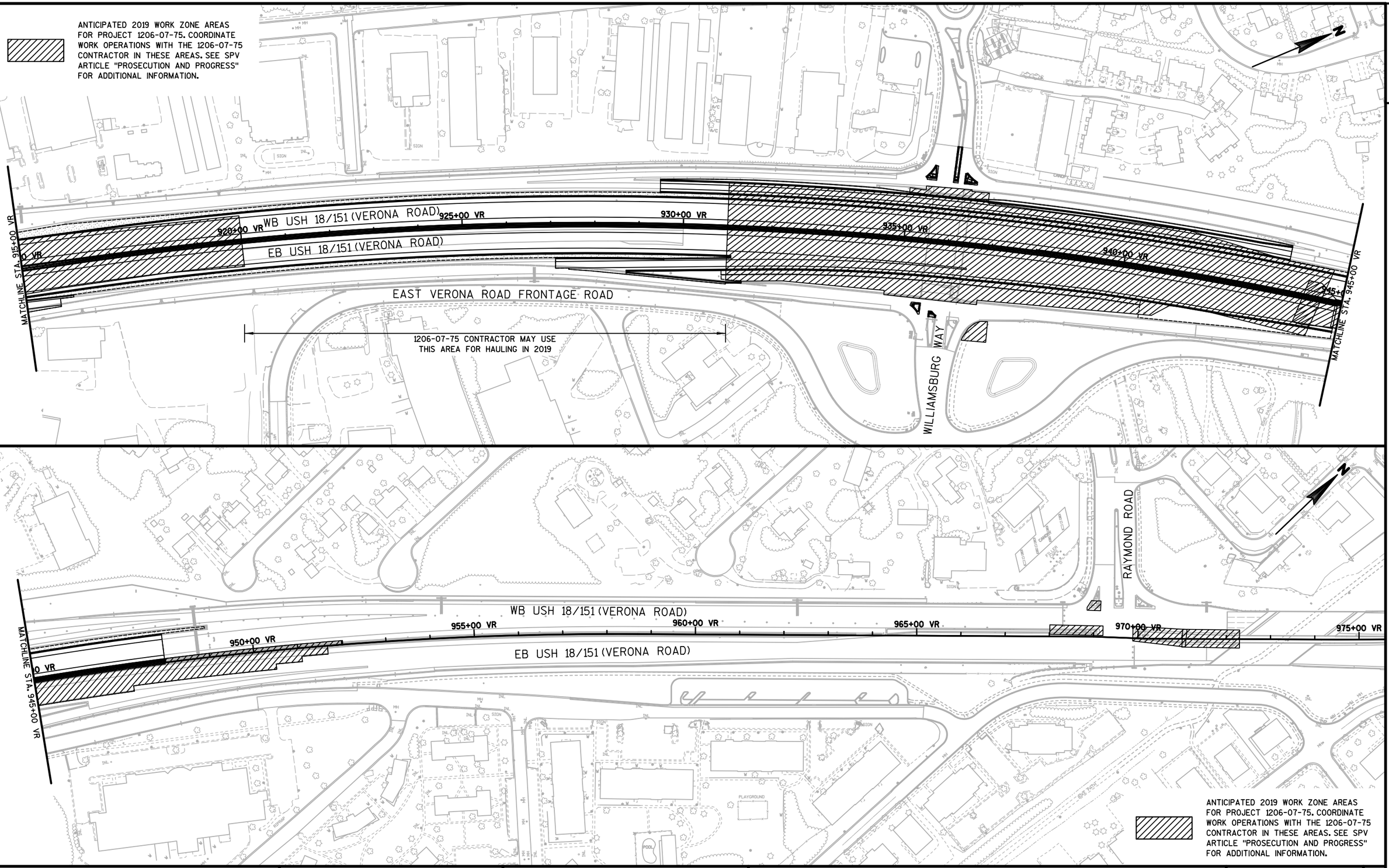


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - ANTICIPATED 2019 WORK ZONE AREAS	SHEET 40	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021010_cd_project overlap areas.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

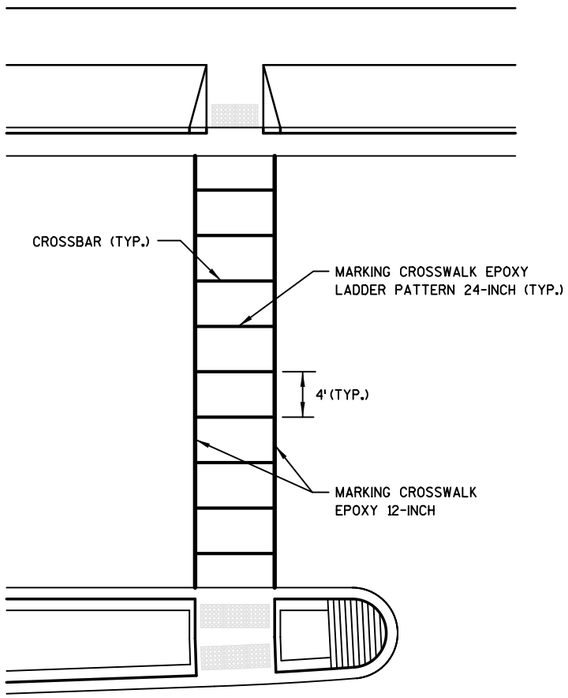
WISDOT/CADDS SHEET 42

ANTICIPATED 2019 WORK ZONE AREAS FOR PROJECT 1206-07-75. COORDINATE WORK OPERATIONS WITH THE 1206-07-75 CONTRACTOR IN THESE AREAS. SEE SPV ARTICLE "PROSECUTION AND PROGRESS" FOR ADDITIONAL INFORMATION.



ANTICIPATED 2019 WORK ZONE AREAS FOR PROJECT 1206-07-75. COORDINATE WORK OPERATIONS WITH THE 1206-07-75 CONTRACTOR IN THESE AREAS. SEE SPV ARTICLE "PROSECUTION AND PROGRESS" FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - ANTICIPATED 2019 WORK ZONE AREAS	SHEET 41	E

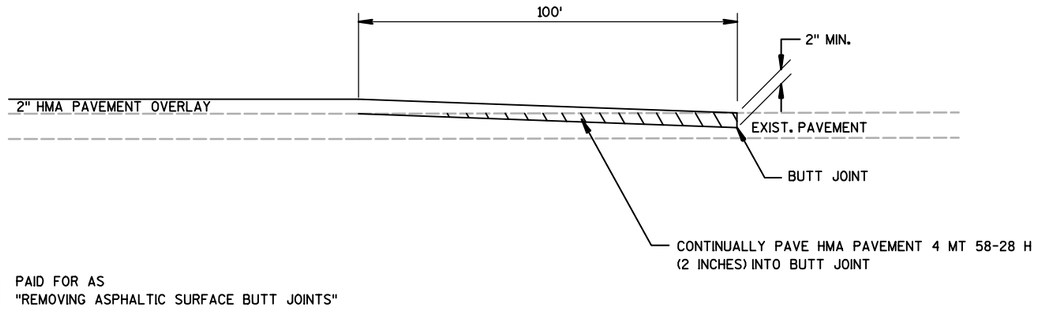


THE SPACING BETWEEN THE CROSSBARS IS DETERMINED IN THE FIELD AND VARIES BETWEEN 24 AND 48 INCHES SO THAT NO CROSSBAR IS PLACED IN THE MAIN WHEEL TRACK AREA.

IN NO CASE SHALL THE CROSSBAR BE PLACED IN OR NEXT TO THE GUTTER SECTION.

LADDER CROSSWALK PAVEMENT MARKING DETAIL

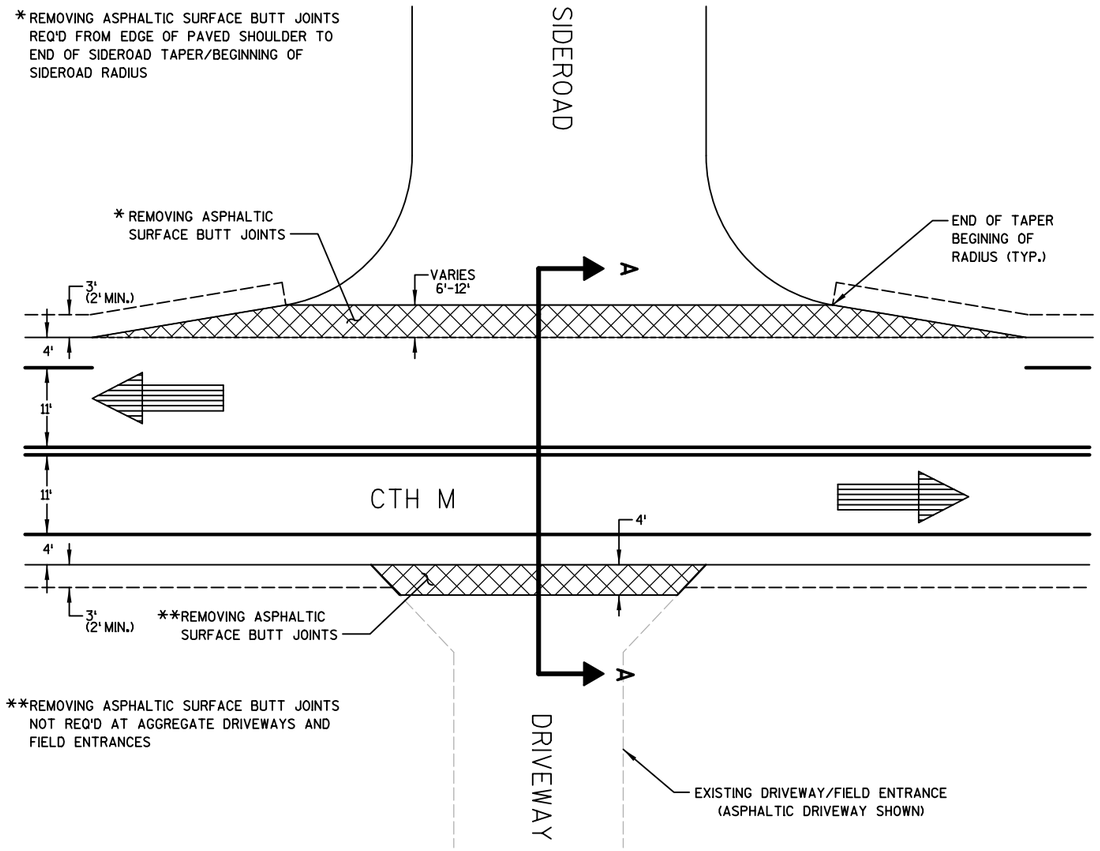
(SEE PAVEMENT MARKING PLAN FOR LOCATIONS)

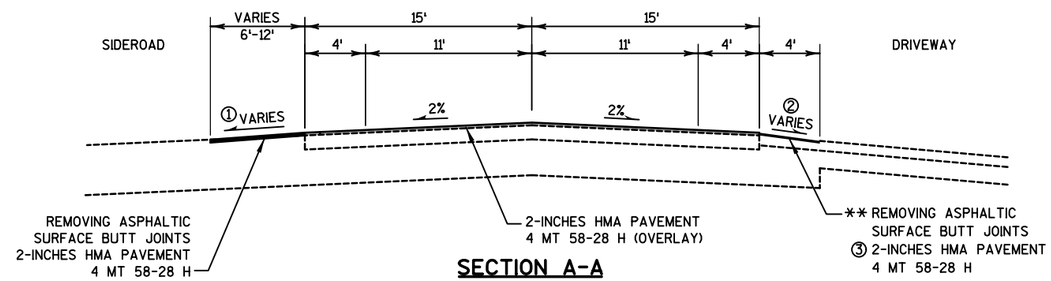


PAID FOR AS
"REMOVING ASPHALTIC SURFACE BUTT JOINTS"

PAVEMENT END TAPER & BUTT JOINT DETAIL

LONGITUDINAL TO CTH M
SEE PLAN FOR LOCATIONS





SECTION A-A

① SLOPE VARIES FROM EXISTING SLOPE BY 1.5% TO 3.0%

② SLOPE VARIES FROM EXISTING SLOPE BY 4.2%

③ BASE AGGREGATE DENSE ¾-INCH DEPTH VARIES

CTH M OVERLAY - REMOVING ASPHALTIC SURFACE BUTT JOINTS AT INTERSECTIONS AND DRIVEWAYS

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - BUTT JOINTS AND LADDER CROSSWALK	SHEET 42	E

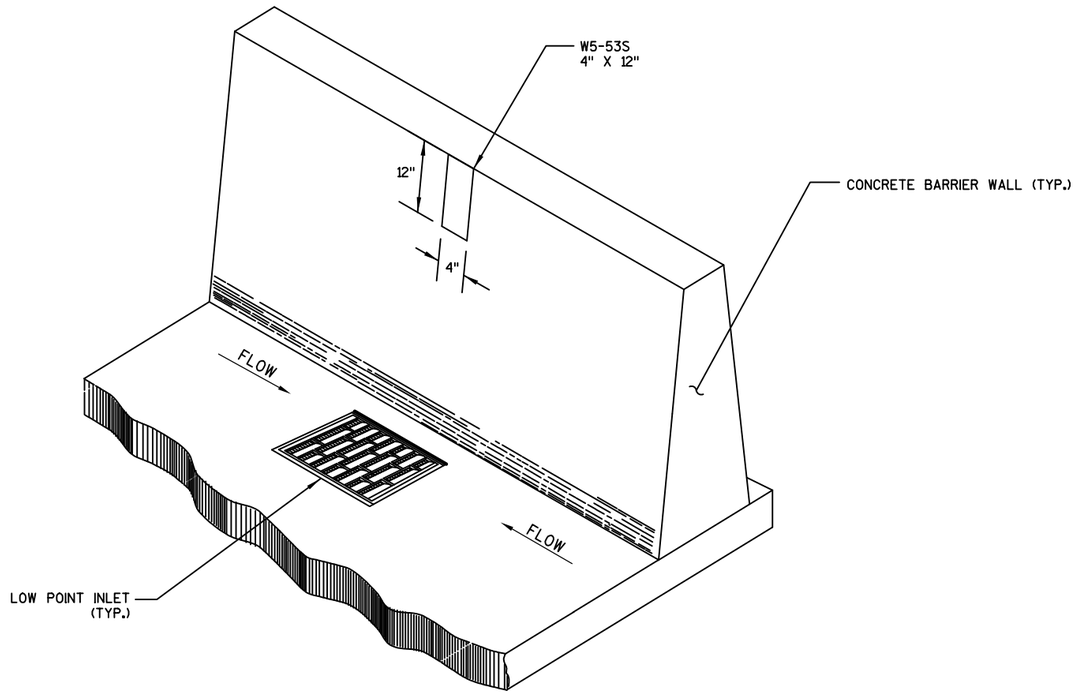
2

NOTES

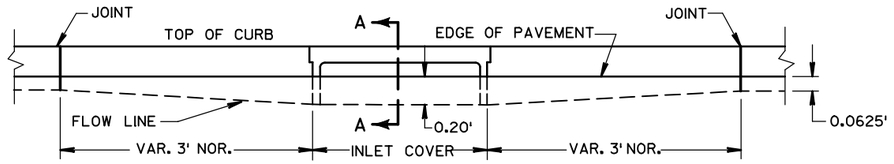
THE SIGNS SHALL BE INSTALLED ON THE FACE OF THE BARRIER.

SIGNS ARE PAID FOR UNDER THE BID ITEM: SIGNS TYPE II REFLECTIVE H

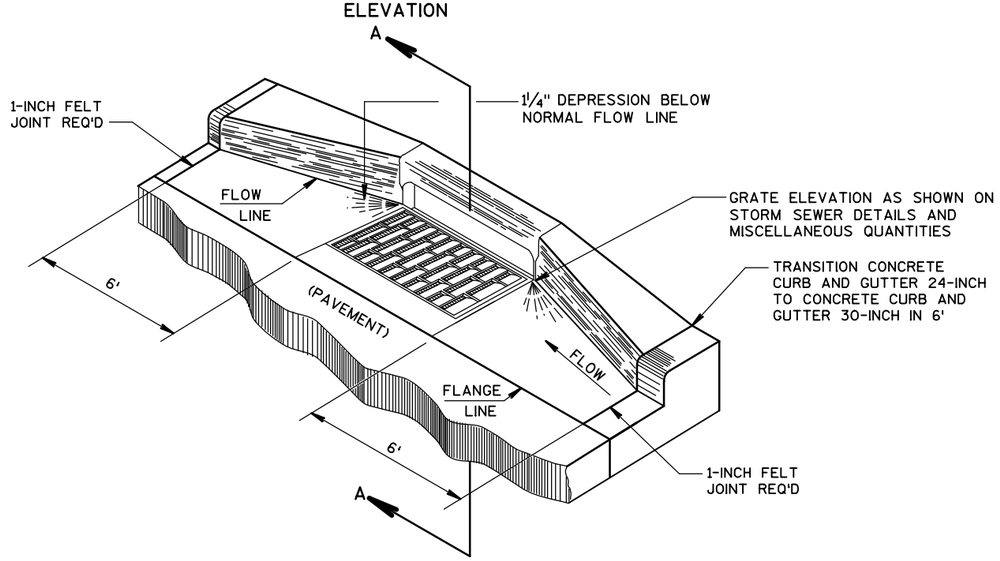
THE SIGNS SHALL BE MANUFACTURED ON 0.040" THICK ALUMINUM AND FASTENED TO THE CONCRETE WALL WITH AN ADHESIVE WITH 1½" CONCRETE ANCHOR SCREWS AT EACH CORNER.

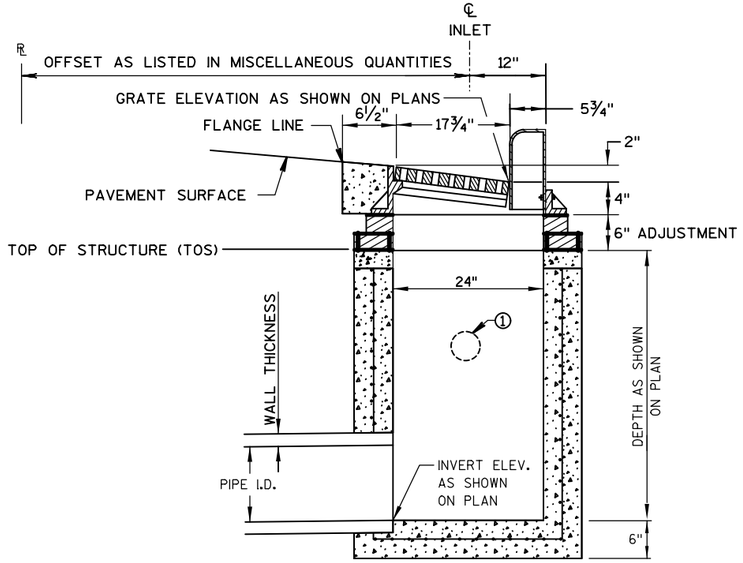


LOW POINT INLET SIGNING



ELEVATION





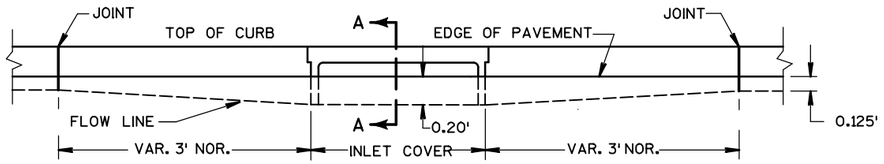
SEE S.D.D. INLETS 3-FT DIA. AND INLETS 2x3-FT FOR ADDITIONAL INFORMATION.

① PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE SEE MISCELLANEOUS QUANTITIES FOR EXACT LOCATIONS.

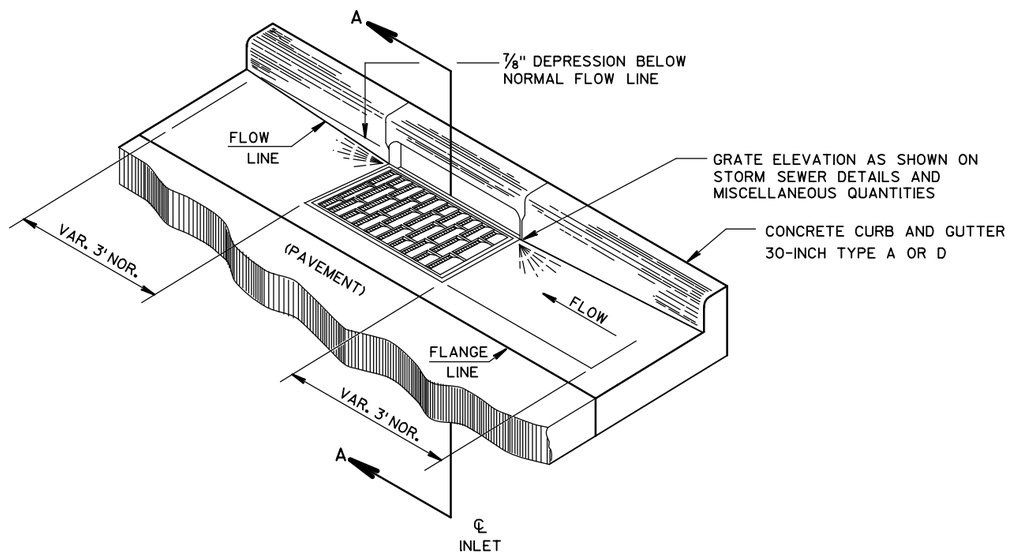
SECTION A-A
(INLET 2x3-FT WITH COVERS TYPE H SHOWN)

DETAIL OF CONCRETE CURB AND GUTTER 24-INCH TYPE A & D AT INLETS

2



ELEVATION



SEE S.D.D. INLETS 3-FT DIA.
AND INLETS 2x3-FT FOR
ADDITIONAL INFORMATION.

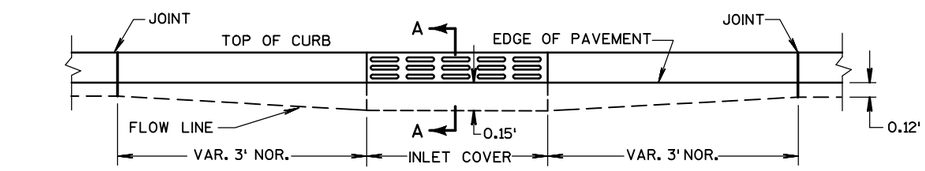
① PIPE UNDERDRAIN 6-INCH WITH
GEOTEXTILE FABRIC AND AGGREGATE
SEE MISCELLANEOUS QUANTITIES
FOR EXACT LOCATIONS.

SECTION A-A

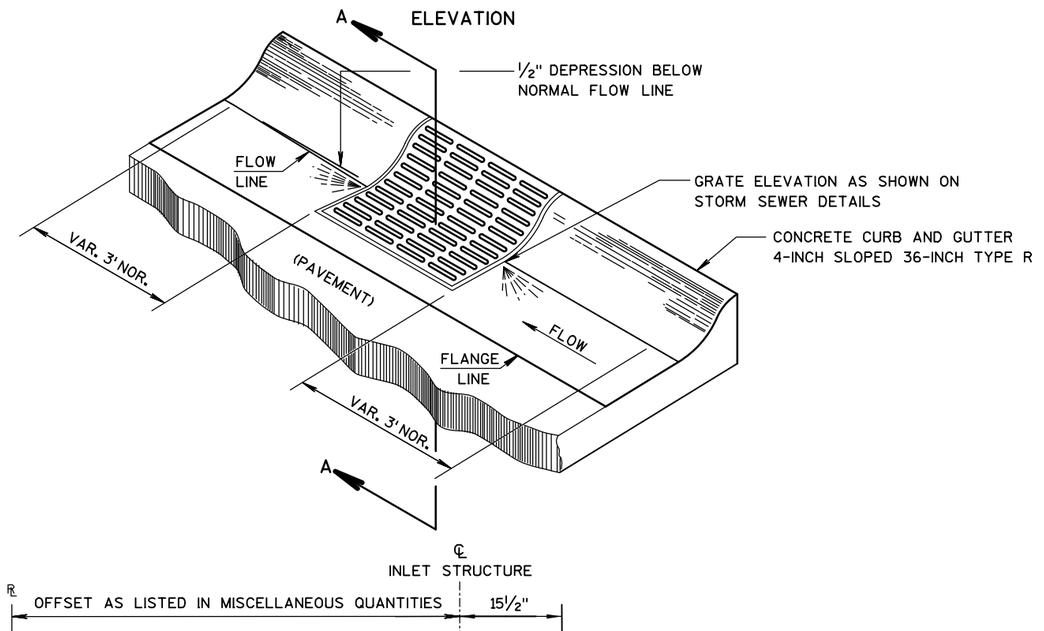
NOT A BID ITEM

(INLETS 2x3-FT WITH COVERS TYPE H SHOWN)

CONCRETE CURB AND GUTTER 30-INCH TYPE A OR D AT INLETS



ELEVATION



SEE S.D.D. "INLETS TYPE 2x2.5-FT
FOR ADDITIONAL INFORMATION

① PIPE UNDERDRAIN 6-INCH WITH
GEOTEXTILE FABRIC AND AGGREGATE
SEE MISCELLANEOUS QUANTITIES
FOR EXACT LOCATIONS.

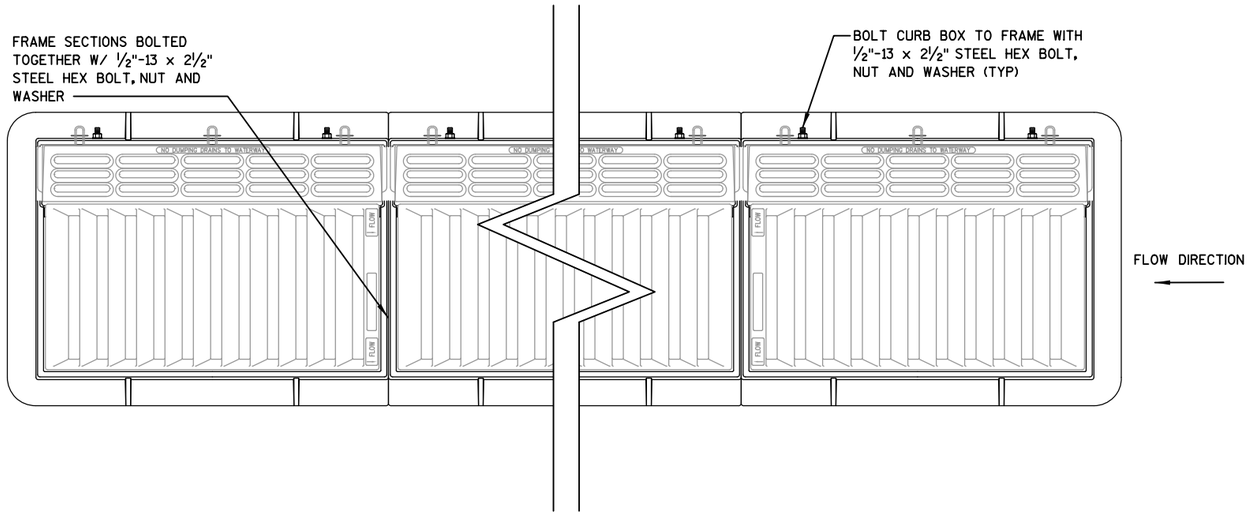
SECTION A-A

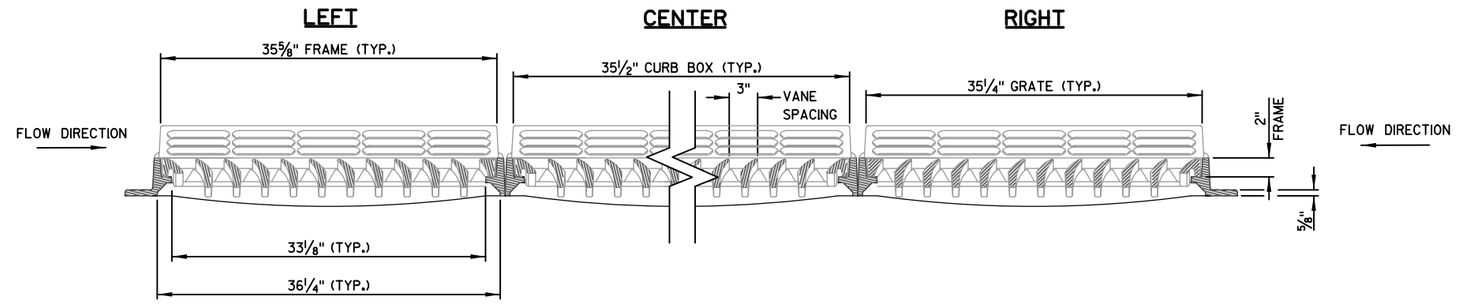
NOT A BID ITEM

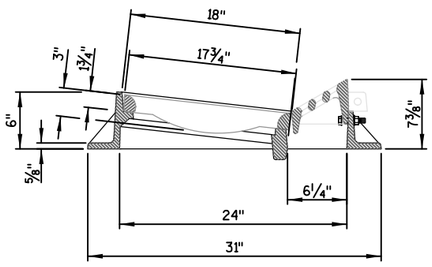
(INLETS 2x2.5-FT WITH COVERS TYPE T SHOWN)

* PIPE WALL THICKNESS

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



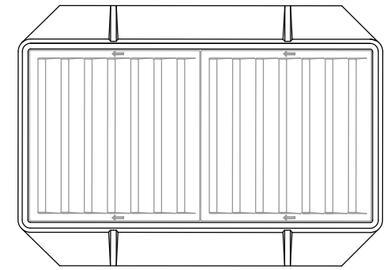


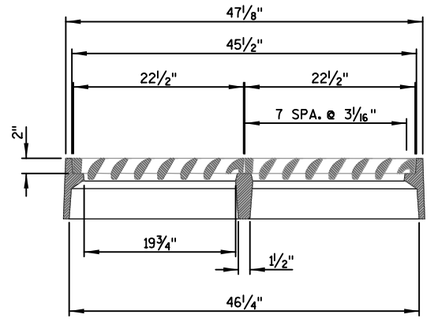


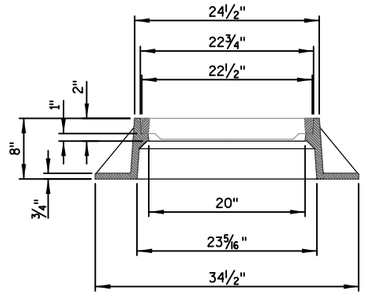
INLET COVER SECTIONS NEEDED		
COVER	VR1312	C4691
LEFT	1	1
CENTER	8	6
RIGHT	1	1

INLET COVERS TYPE VR1312 AND INLET COVERS TYPE C4691

NOTES:
PLACE INLET CASTINGS IN ORIENTATION RELATIVE TO FLOW DIRECTION SHOWN. PLACE EQUAL NUMBER OF CASTINGS IN EACH FLOW DIRECTION.
FRAME W/ NO LEFT OF RIGHT FLANGES (CENTER)
FRAME W/ NO RIGHT FLANGE (LEFT)
FRAME W/ NO LEFT FLANGE (RIGHT)
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B.
WEIGHTS:
FRAME: CENTER 203 LBS. EA., LEFT 211 LBS. EA., RIGHT 211 LBS. EA.
GRATE: 137 LBS. EA.
CURB BOX: 74 LBS. EA.



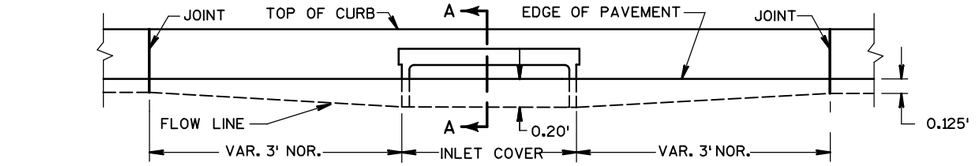




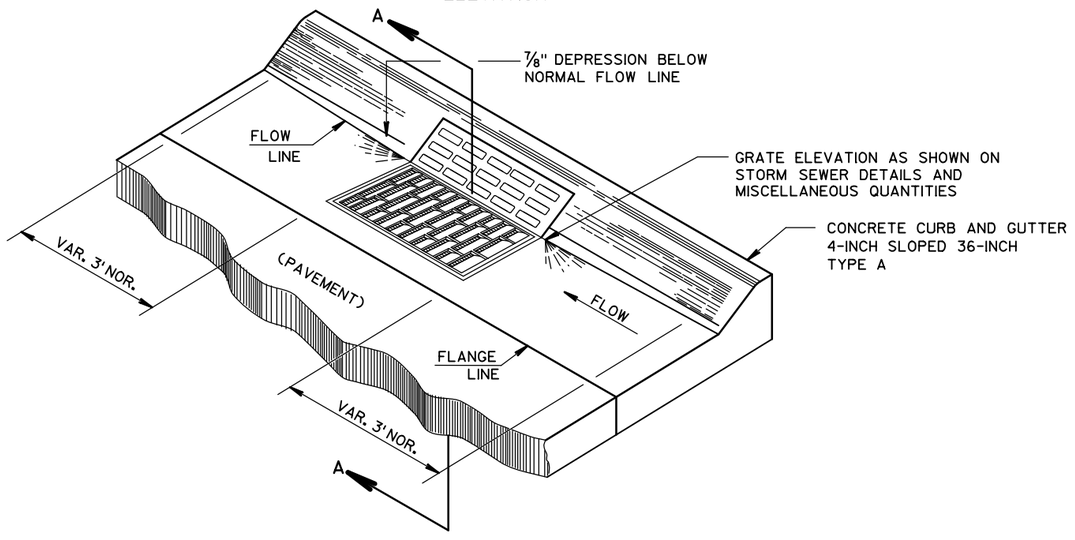
INLET COVERS TYPE AZ

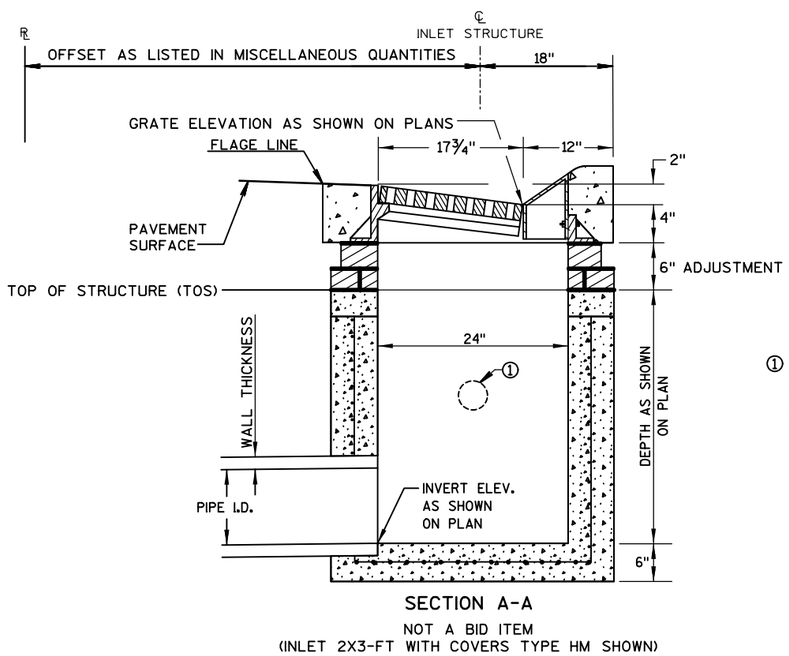
NOTE:
MATERIAL: CAST GRAY IRON ASTM A-48, CLASS 35B
WEIGHTS:
FRAME 502 LBS
GRATE 136 LBS. EA.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - INLET COVERS VR1312, C4691, AND AZ	SHEET 45	E



ELEVATION





SECTION A-A

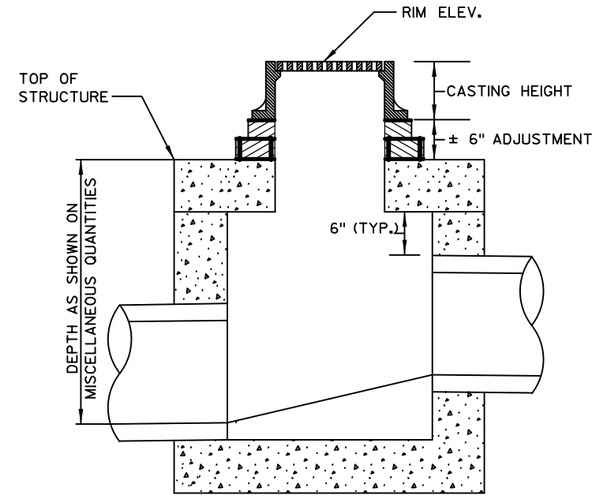
NOT A BID ITEM

(INLET 2X3-FT WITH COVERS TYPE HM SHOWN)

SEE S.D.D. INLETS 3-FT DIA. AND INLETS 2x3-FT FOR ADDITIONAL INFORMATION.

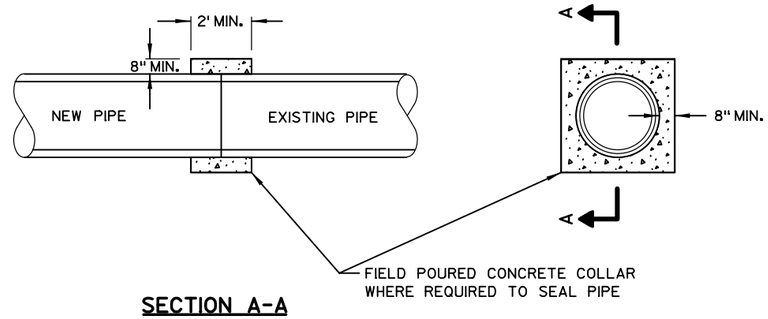
① PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE SEE MISCELLANEOUS QUANTITIES FOR EXACT LOCATIONS.

DETAIL OF CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A AT INLETS



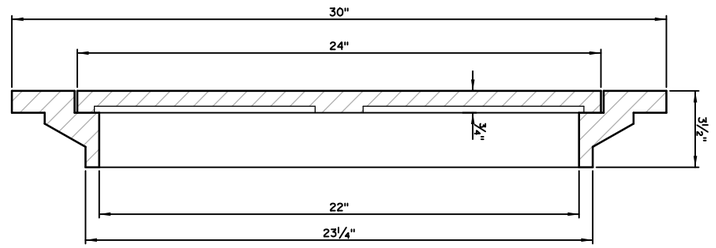
NOTE:
RIM ELEVATION IS AT FLOW LINE

DETAIL FOR COMPUTING STRUCTURE ELEVATIONS



SECTION A-A

CONCRETE COLLARS FOR PIPE DETAIL



INLET COVERS TYPE FLI

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - INLETS AND MANHOLES	SHEET 46	E

2

NOTES

DETAILS PROVIDED ON THIS SHEET ARE INTENDED TO SHOWN ORIENTATION OF SLOTTED VANE DRAIN ONLY. CONSTRUCT VANE DRAIN IN ACCORDANCE WITH DETAILS PROVIDED ON S.D.D. 8D14 "SLOTTED VANE DRAIN."

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.

ENCASEMENT: THE ENCASING MATERIAL AROUND THE PIPE SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF 415 FOR CONCRETE PAVEMENT.

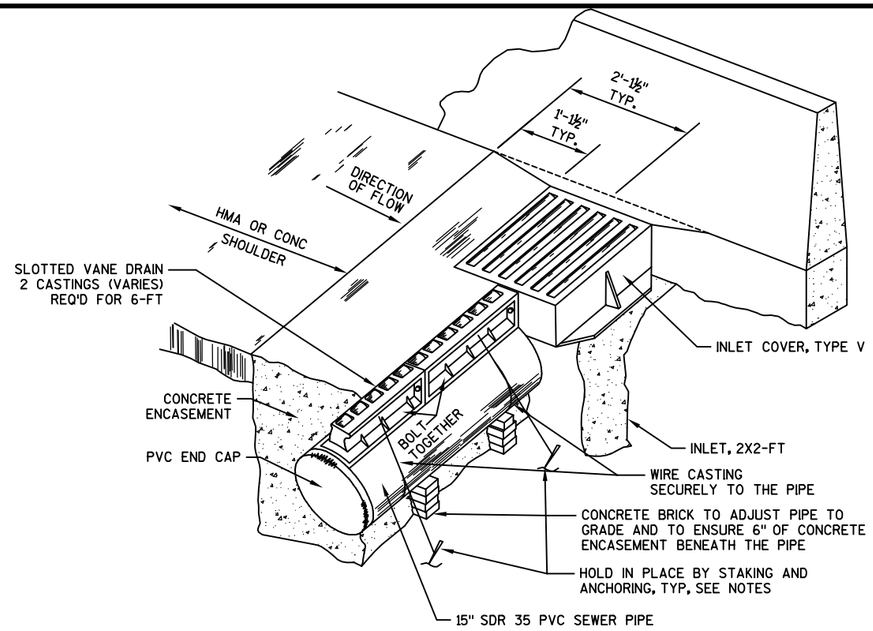
THE PIPE USED SHALL BE A 15" DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO ASTM D-3034.

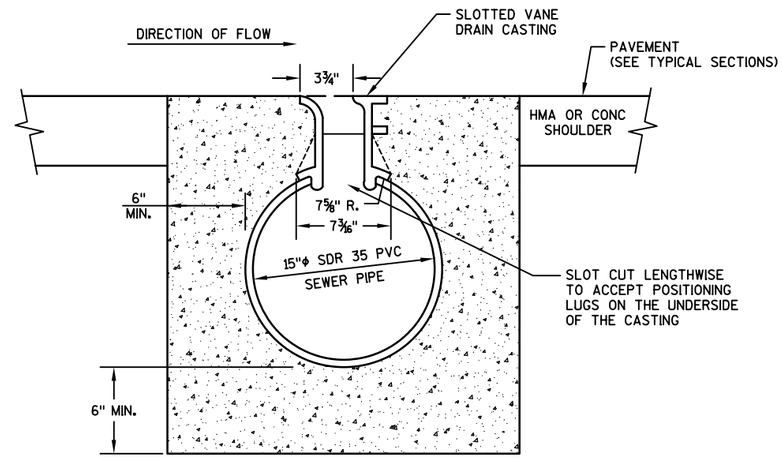
SURFACE DRAIN: BEFORE PAVING OVER THE DRAIN, COVER THE TOP OF THE DRAIN TO KEEP MATERIAL OUT OF THE PIPE.

THE ANGLE OF THE DRAIN TO THE FLOW OF WATER SHOULD BE AS CLOSE TO 90° AS POSSIBLE.

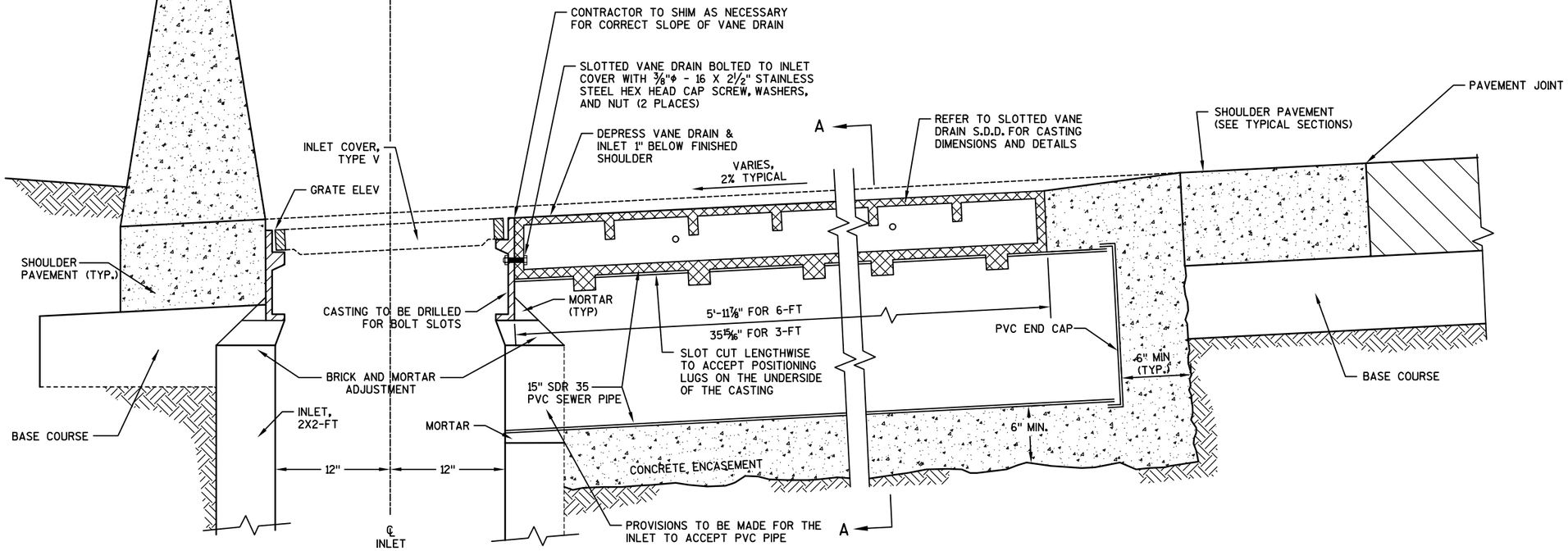
APPROX. WEIGHT OF SLOTTED VANE DRAIN CASTING = 87 POUNDS.

THE CASTING AND PVC PIPE SHALL BE SECURELY STAKED AND ANCHORED INTO PLACE DURING THE PLACEMENT OF THE CONCRETE ENCASEMENT.





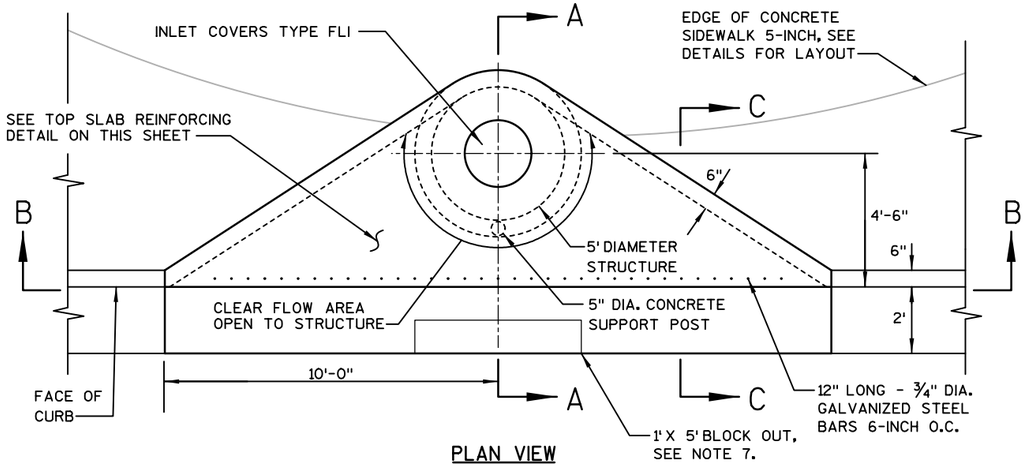
SECTION A-A



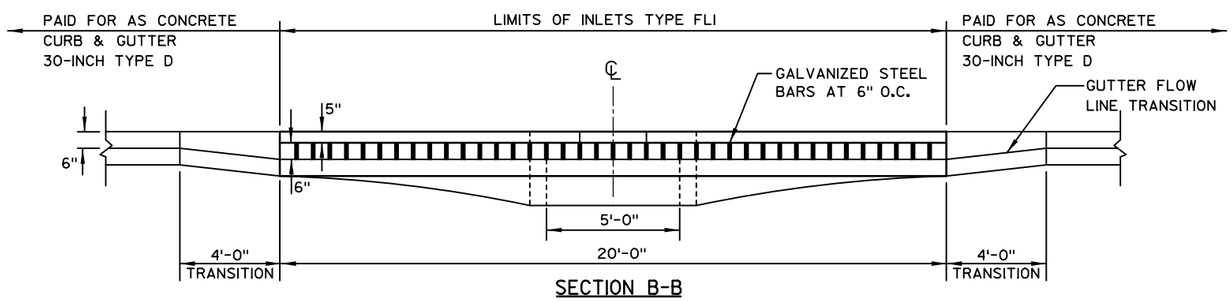
DRAIN SLOTTED VANE DETAIL

SHOULDER INSTALLATION

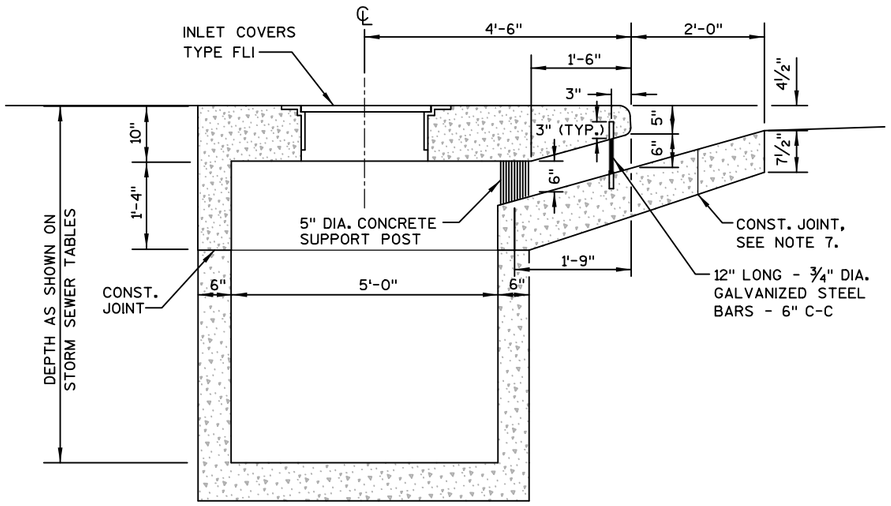
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - VANE INLETS	SHEET 47	E



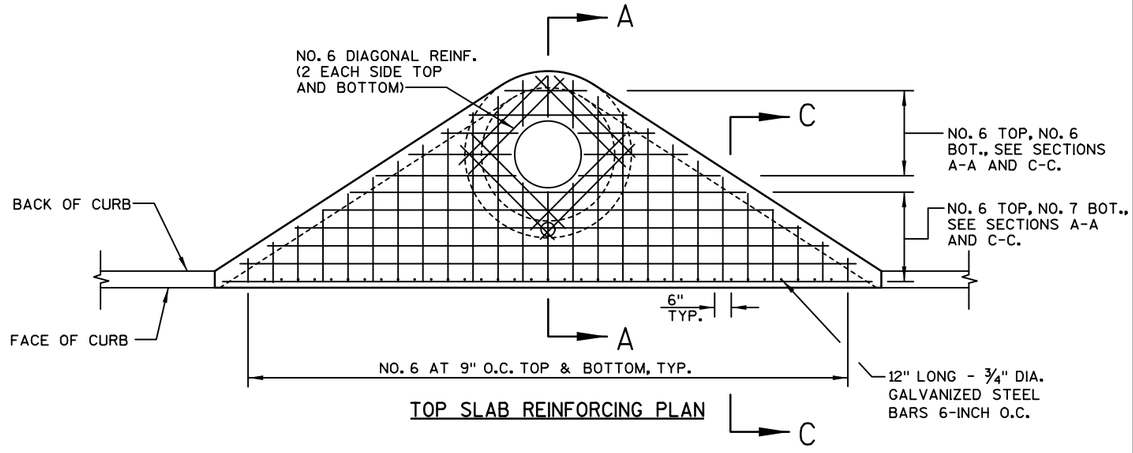
PLAN VIEW



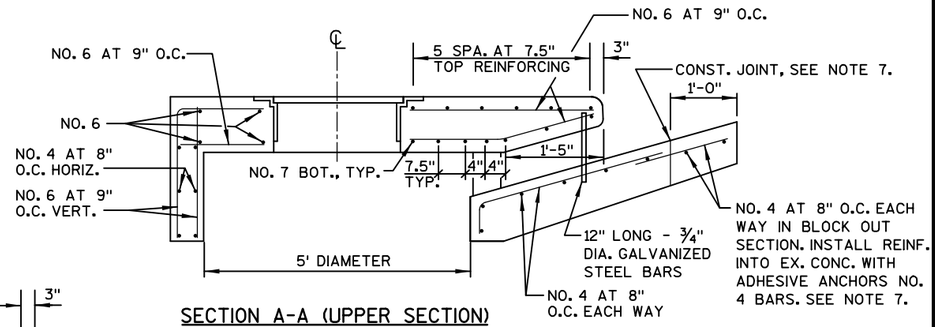
SECTION B-B



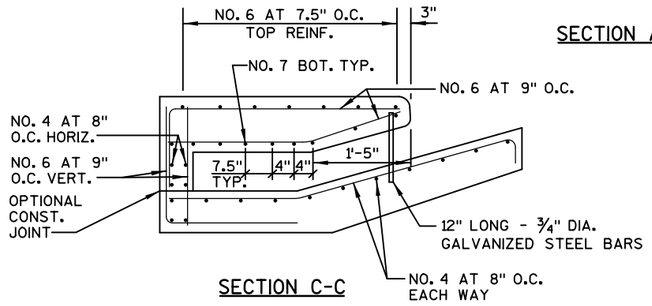
SECTION A-A (OVERALL)



TOP SLAB REINFORCING PLAN



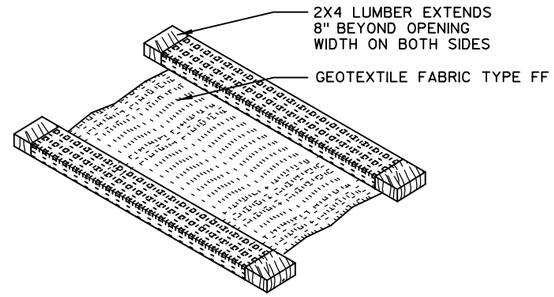
SECTION A-A (UPPER SECTION)



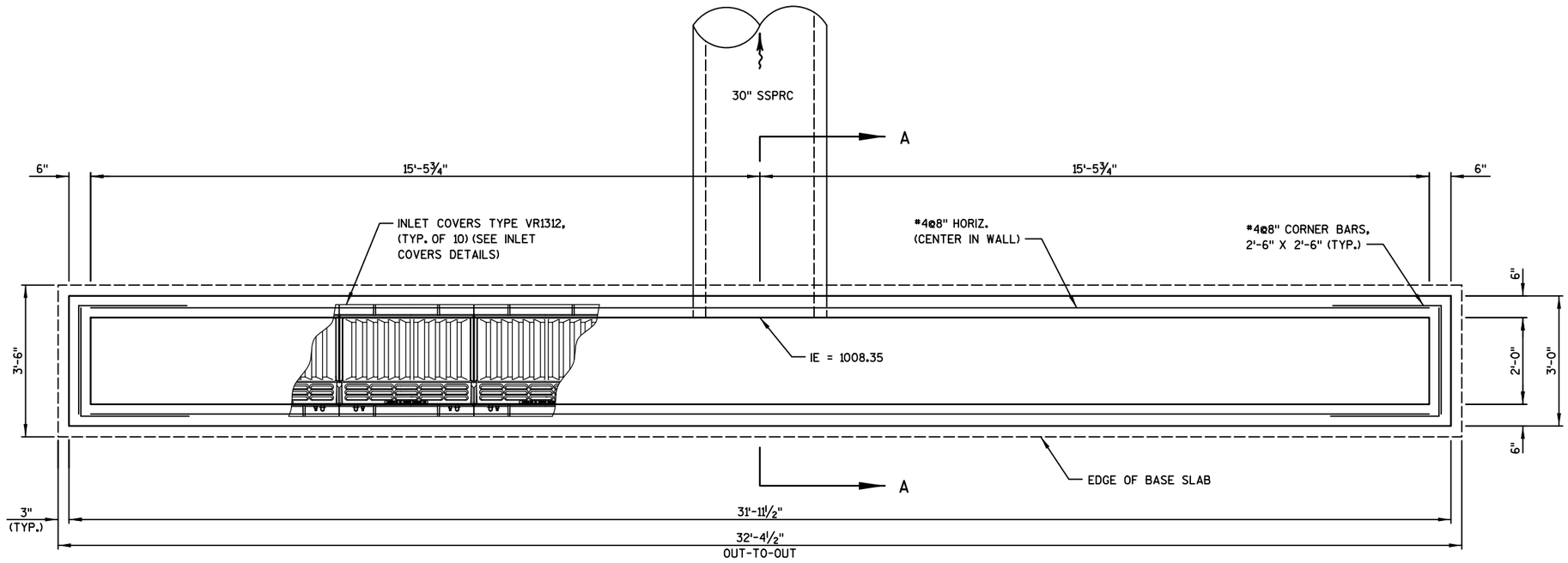
SECTION C-C

GENERAL NOTES

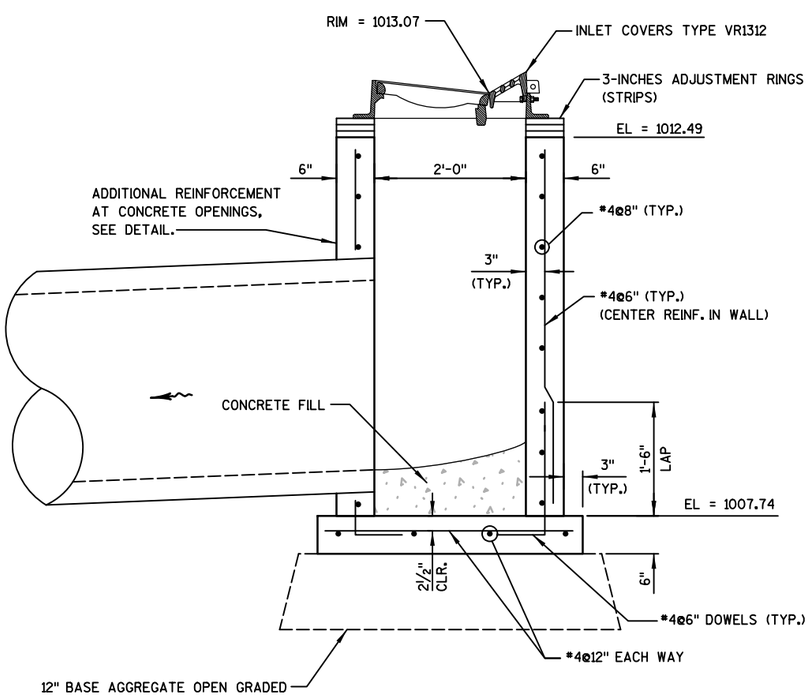
1. THE FINISHED GRADE AND SLOPE OF THE INLET ARE TO CONFORM WITH THE FINISHED CROSS SLOPE AND GRADE OF THE PROPOSED SIDEWALK AND TERRACE.
2. WHEN INLETS ARE TO BE CONSTRUCTED ON A CURVE, REFER TO THE PLANS TO DETERMINE THE RADIUS. WHERE NECESSARY, MODIFY THE INLET DETAILS ACCORDINGLY TO FIT CURVE. BEND REINF. STEEL WHEN NECESSARY.
3. ALL STEEL IN INLET TOP SHALL HAVE 2" MINIMUM COVER UNLESS OTHERWISE SHOWN.
4. ONLY ROUND CONCRETE SUPPORT POST WILL BE ACCEPTABLE.
5. ALL ITEMS SHOWN IN THIS DETAIL ARE INCLUDED IN THE BID ITEM "INLETS TYPE FLI" UNLESS OTHERWISE NOTED.
6. PLACE INLET COVER CASTING IN TOP SLAB WHEN CONSTRUCTED. INLET COVERS ARE INCLUDED IN THE BID ITEM "INLET COVERS TYPE FLI."
7. PROVIDE 1 FT. X 5 FT. TEMPORARY BLOCK OUT IN CONCRETE TO ALLOW DRAINAGE INTO INLET PRIOR TO PAVING THE FINAL ASPHALT SURFACE. INSTALL TEMPORARY ASPHALT PAVEMENT IN THE BLOCK OUT AREA FOR THE TEMPORARY CONDITION. REMOVE TEMPORARY PAVEMENT AND CONSTRUCT THE FINAL CONCRETE GUTTER IN THE BLOCK OUT AREA IN ADVANCE OF THE FINAL SURFACE PAVING. PAYMENT FOR PLACING AS WELL AS REMOVAL OF ANY TEMPORARY PAVEMENT IS INCLUDED WITH BID ITEM INLETS TYPE FLI.



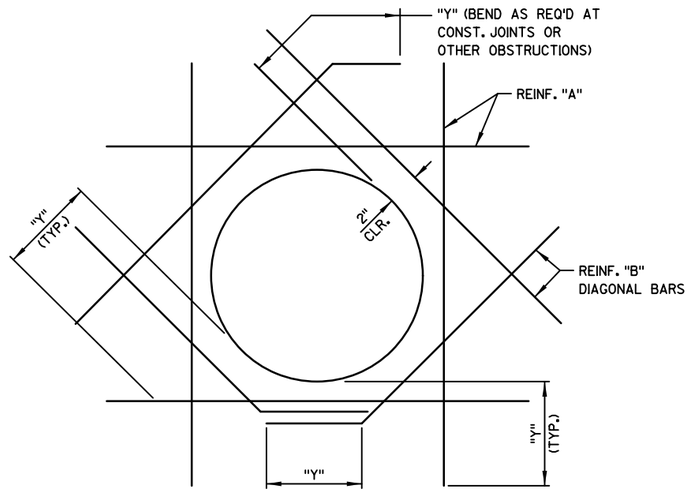
INLET PROTECTION TYPE FLI



PLAN



SECTION A-A



ADDITIONAL REINFORCEMENT AT CONCRETE OPENINGS

GENERAL NOTES

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

ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT MANHOLE COVERS, MANHOLE RISERS, AND STORM SEWER PIPES, ARE INCLUDED IN THE BID ITEM "INLET VR1312".

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

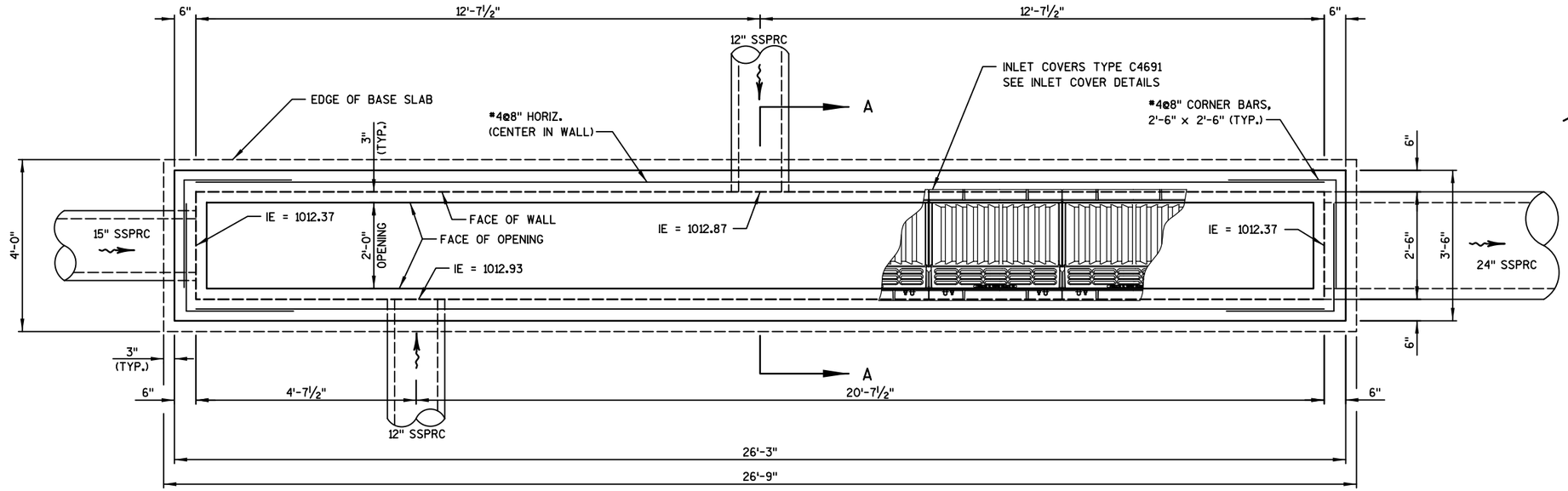
SSPRC = STORM SEWER PIPE REINFORCED CONCRETE

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

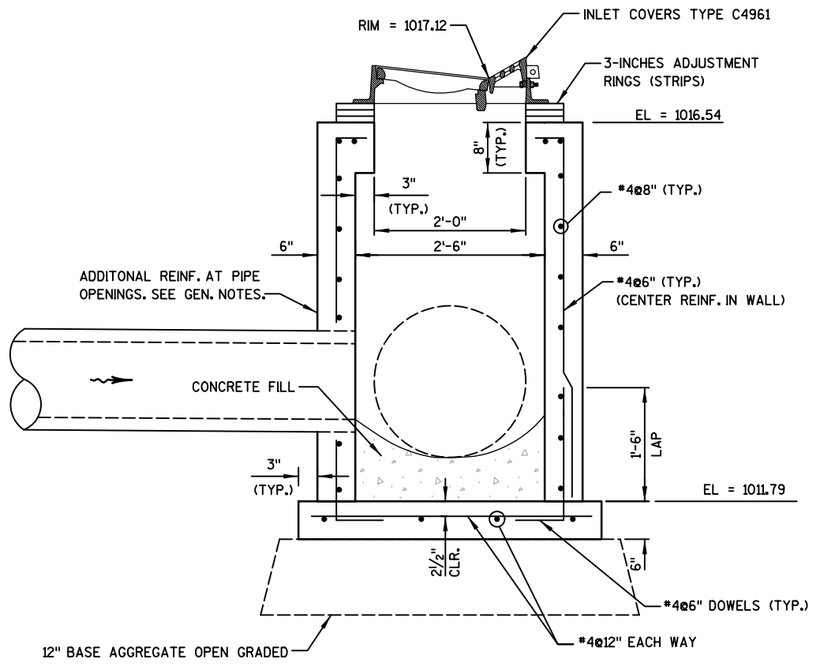
NOTES

1. MOVE REINF. MAX. OF 2" TO CLEAR OPENING TO AVOID CUTTING REINF. CUT REMAINING BARS THAT PASS THROUGH OPENING.
2. WHERE REINF. MUST BE CUT, ADD REINF. "A" AT LEAST EQUAL IN AREA TO THAT WHICH WAS CUT AND EXTEND BEYOND OPENING DISTANCE "Y".
3. UNLESS OTHERWISE NOTED, SIZE OF REINF. "B" SHALL BE THE SIZE OF THE LARGEST REINF. BAR CUT.
4. Y = CLASS B LAP (#4 BAR = 1'-6").
5. THIS DETAIL IS TO BE USED WHEN NO OTHER DETAIL IS SPECIFIED.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - INLET VR1312	SHEET 49	E



PLAN



SECTION A-A

GENERAL NOTES

PROVIDE ADDITIONAL REINFORCEMENT AT PIPE OPENINGS IN WALLS PER DETAIL ON INLET VR1312 CONSTRUCTION DETAIL SHEET.

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

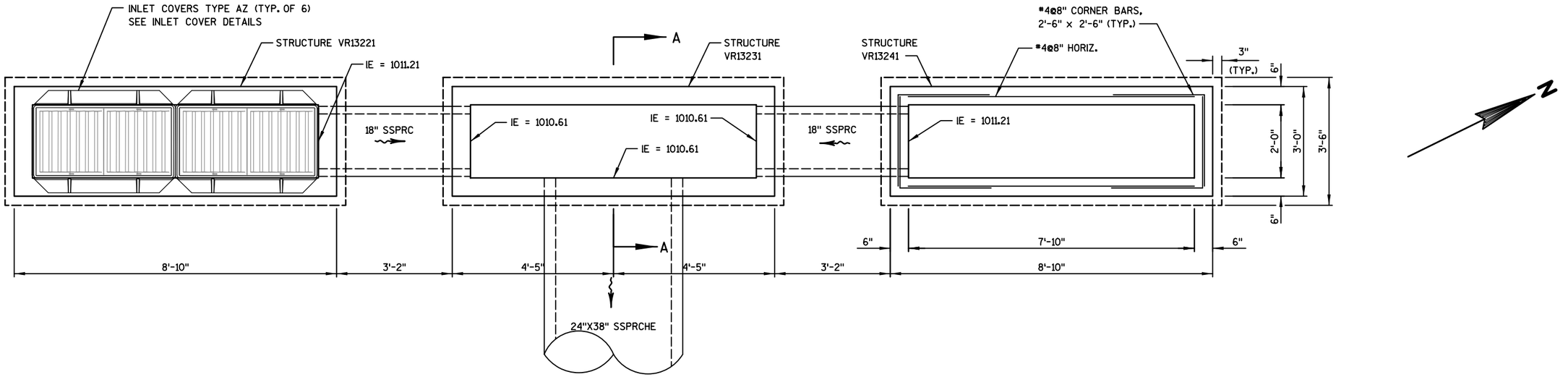
ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT INLET COVERS, INLET RISERS, AND STORM SEWER PIPES, ARE INCLUDED IN THE BID ITEM "INLET C4691".

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

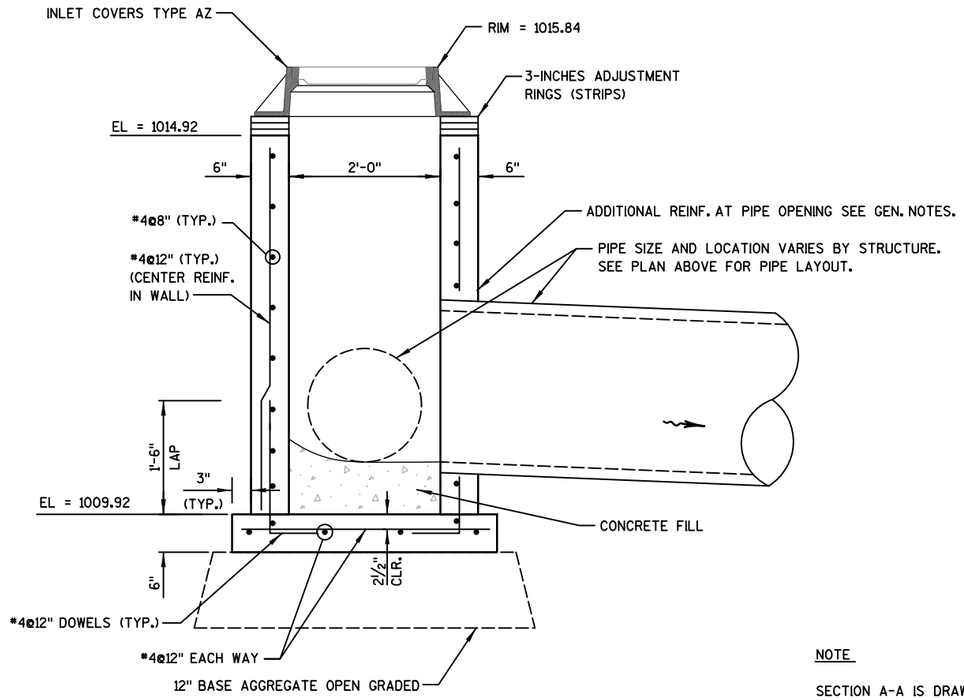
SSPRC = STORM SEWER PIPE REINFORCED CONCRETE

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

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - INLET C4691	SHEET 50	E



PLAN



SECTION A-A

GENERAL NOTES

PROVIDE ADDITIONAL REINFORCEMENT AT PIPE OPENINGS IN WALLS PER DETAIL ON INLET VR1312 CONSTRUCTION DETAILS SHEET.

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

ALL ITEMS SHOWN IN THIS DETAIL, EXCEPT MANHOLE COVERS, AND STORM SEWER PIPES, ARE INCLUDED IN THE BID ITEM "INLET AZ".

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

SSPRC = STORM SEWER PIPE REINFORCED CONCRETE

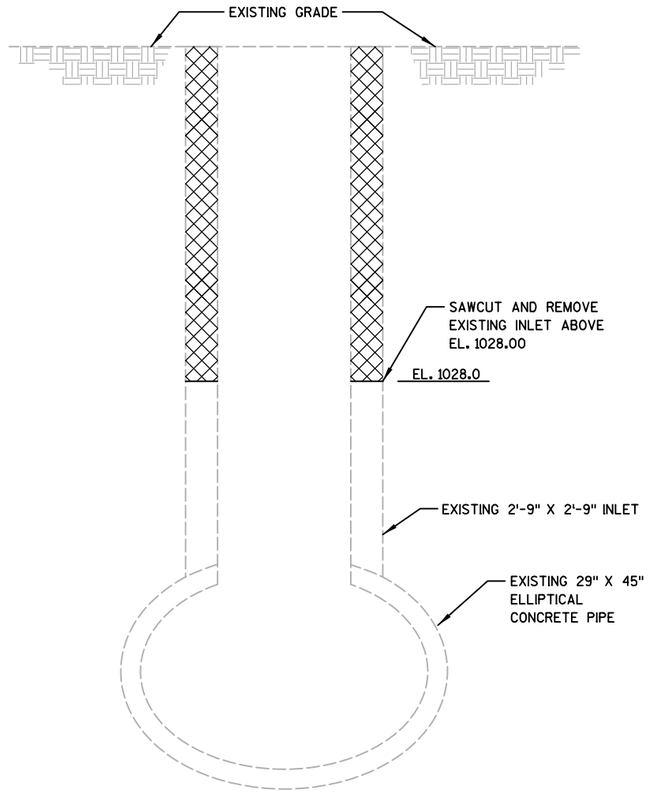
SSPRCHE = STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL

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

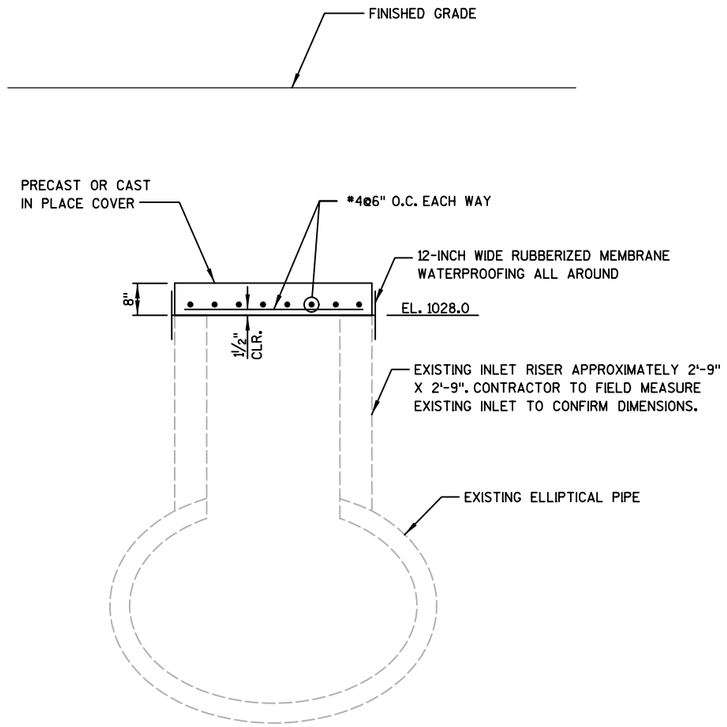
NOTE

SECTION A-A IS DRAWN THROUGH STRUCTURE VR13231. STRUCTURES VR13221 AND VR13241 ARE SIMILAR WITHOUT THE PIPE THROUGH THE SIDE WALL.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - INLET AZ	SHEET 51	E



SECTION AT EXISTING INLET



SECTION AT INLET CAP

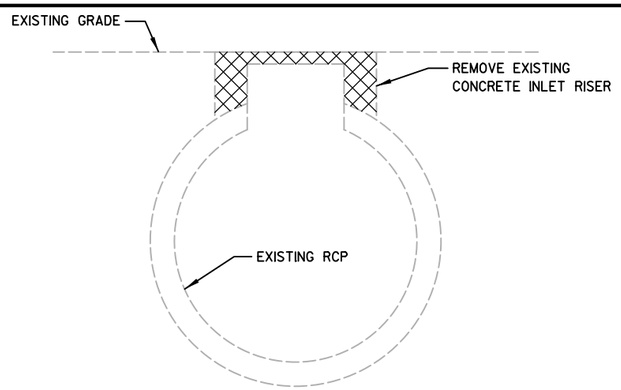
GENERAL NOTES

1. REFER TO STORM SEWER PLANS STRUCTURE VR14211.
2. ALL WORK REQUIRED TO COMPLETE INLET MODIFICATION AS SHOWN ON THIS DETAIL IS INCLUDED IN THE LUMP SUM BID ITEM "STORM SEWER INLET CAP".

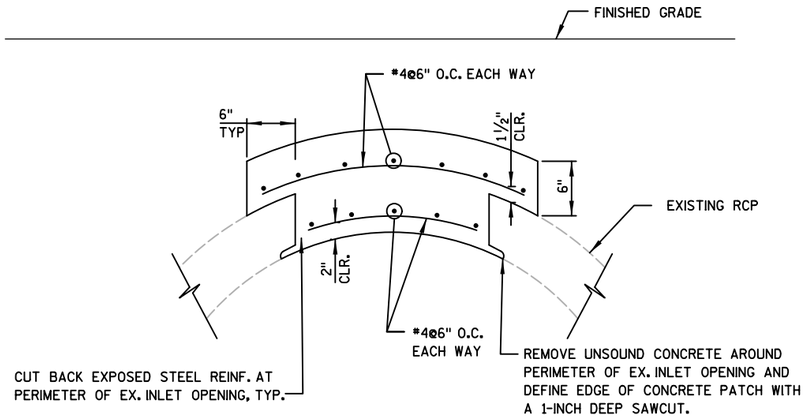
DESIGN DATA

CONCRETE MASONRY: _____ f'c = 4,000 PSI
STEEL REINFORCING: _____ Fy = 60 KSI

STORM SEWER INLET CAP



SECTION AT EXISTING INLET



CONCRETE CAP AT EXISTING INLET

GENERAL NOTES

1. REFER TO STORM SEWER PLANS STRUCTURE WB6213.
2. ALL WORK REQUIRED TO COMPLETE INLET MODIFICATION AS SHOWN ON THIS DETAIL IS INCLUDED IN THE LUMP SUM BID ITEM "STORM SEWER PIPE CAP".

DESIGN DATA

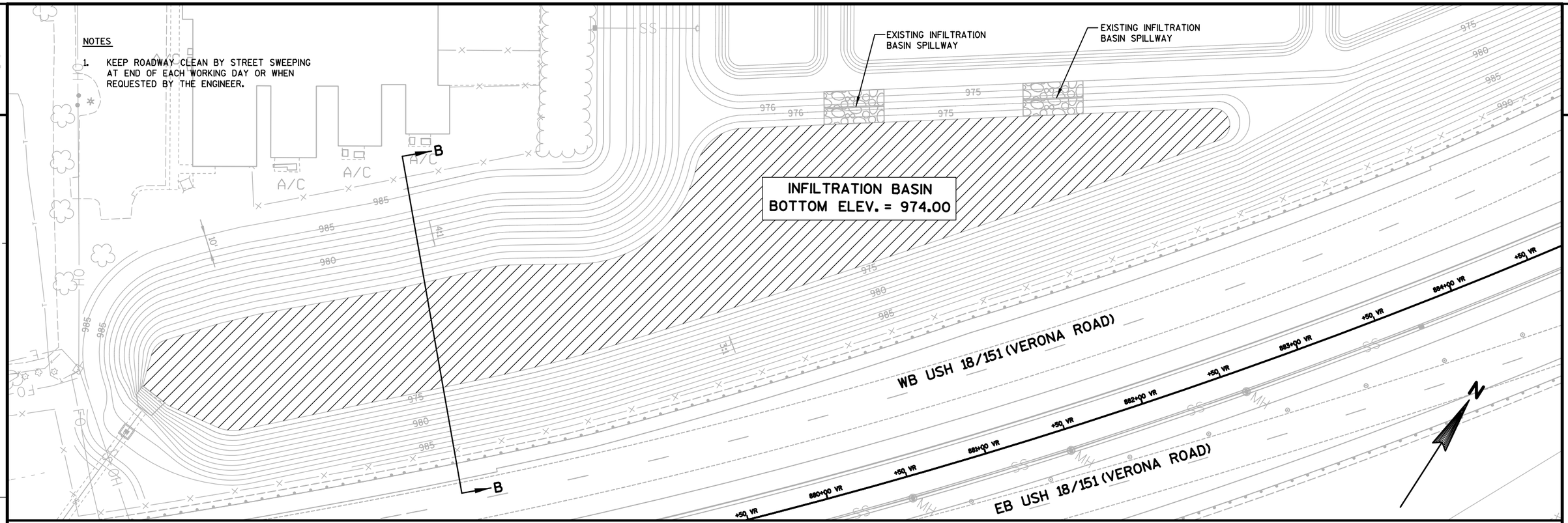
CONCRETE MASONRY: _____ f'c = 4,000 PSI
STEEL REINFORCING: _____ Fy = 60 KSI

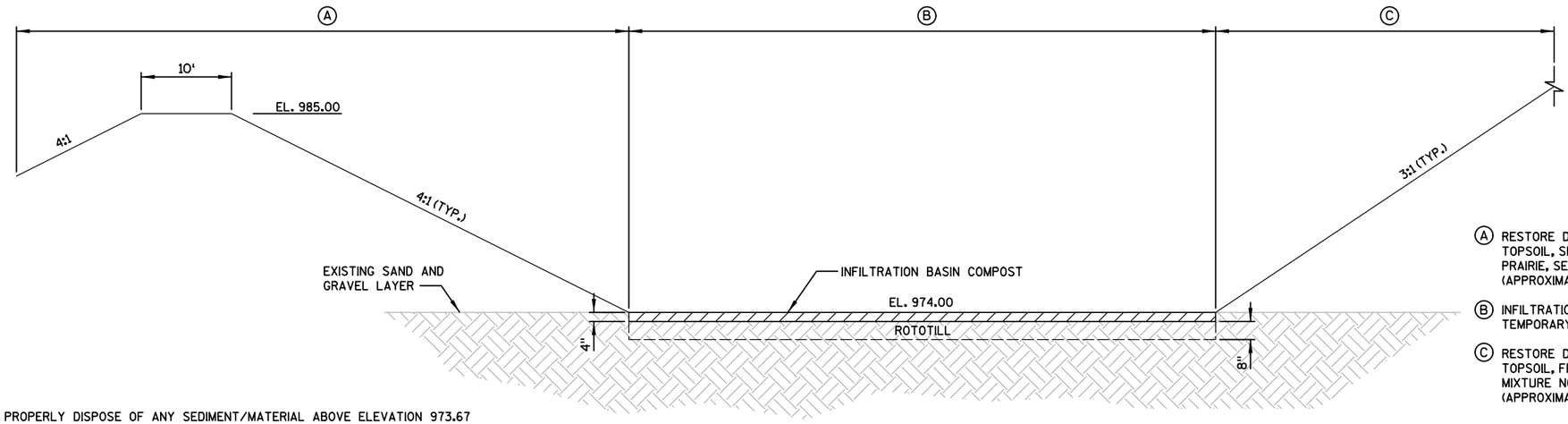
STORM SEWER PIPE CAP

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - INLET CAP AND PIPE CAP	SHEET 52	E

NOTES

1. KEEP ROADWAY CLEAN BY STREET SWEEPING AT END OF EACH WORKING DAY OR WHEN REQUESTED BY THE ENGINEER.





NOTES:

1. REMOVE AND PROPERLY DISPOSE OF ANY SEDIMENT/MATERIAL ABOVE ELEVATION 973.67 IN THE INFILTRATION BASIN AREA.
2. PLACE 4-INCHES OF INFILTRATION BASIN COMPOST TO ELEVATION 974.00 IN THE INFILTRATION BASIN AREA.
3. ROTOTILL THE 4 INCHES OF INFILTRATION BASIN COMPOST INTO APPROXIMATELY 8 INCHES OF THE EXISTING SAND AND GRAVEL LAYER TO PROVIDE A 1-FOOT MIXED LAYER OF COMPOST AND SAND.
4. PERFORM FINAL RESTORATION.

Ⓐ RESTORE DISTURBED SIDE SLOPE AREAS WITH SALVAGED TOPSOIL, SEEDING MIXTURE DETENTION POND, SHORT GRASS PRAIRIE, SEEDING NURSE CROP, EROSION MAT CLASS I TYPE B. (APPROXIMATELY 1,100 SF OF DISTURBANCE ANTICIPATED)

Ⓑ INFILTRATION BASIN COMPOST, FERTILIZER TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30.

Ⓒ RESTORE DISTURBED SIDE SLOPE AREAS WITH SALVAGED TOPSOIL, FERTILIZER TYPE B, SEEDING TEMPORARY, SEEDING MIXTURE NO. 20, EROSION MAT CLASS I, TYPE B (APPROXIMATELY 3,100 SF OF DISTURBANCE ANTICIPATED)

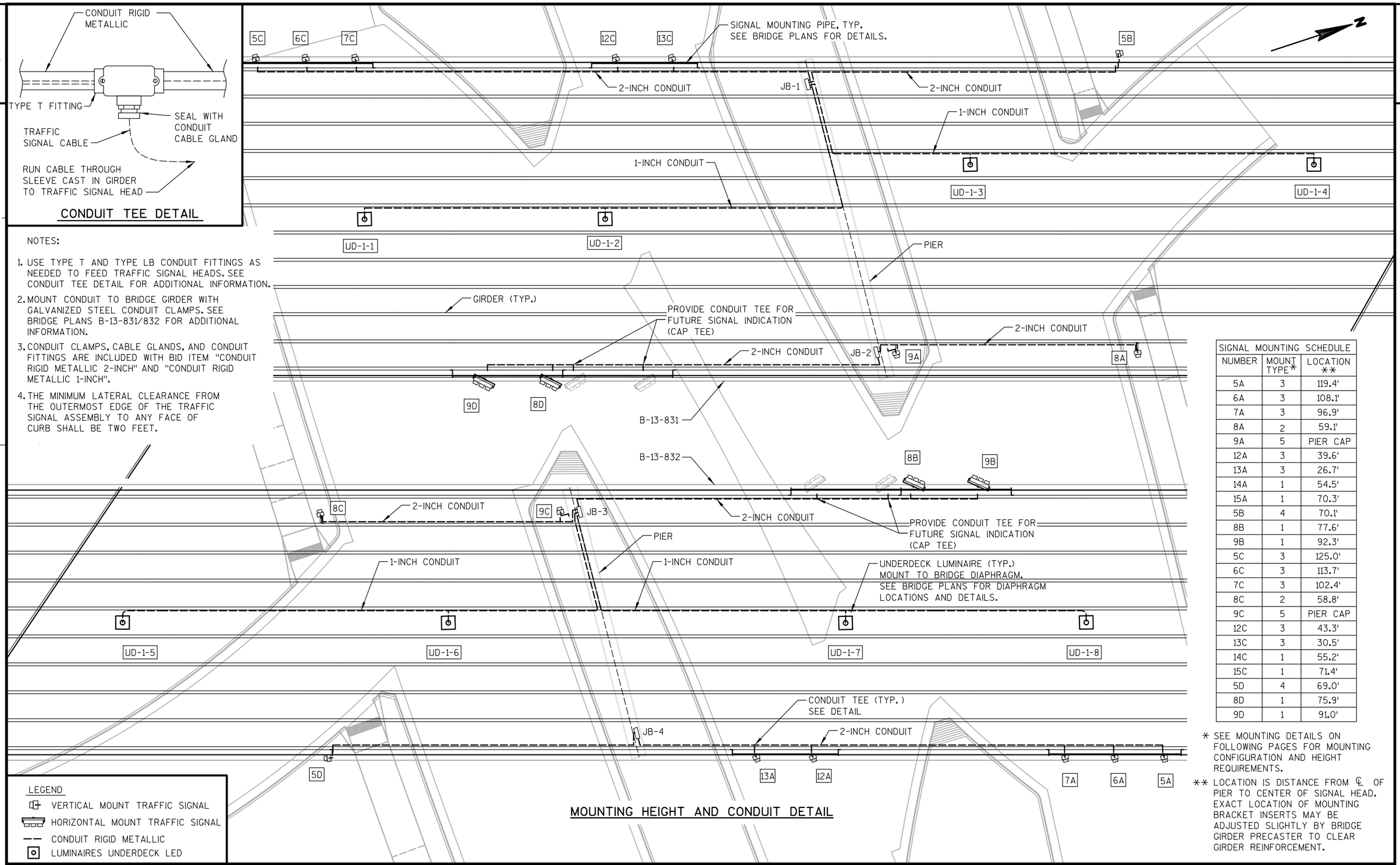
SECTION B-B
NO SCALE

INFILTRATION BASIN

CONDUIT TEE DETAIL

NOTES:

1. USE TYPE T AND TYPE LB CONDUIT FITTINGS AS NEEDED TO FEED TRAFFIC SIGNAL HEADS. SEE CONDUIT TEE DETAIL FOR ADDITIONAL INFORMATION.
2. MOUNT CONDUIT TO BRIDGE GIRDER WITH GALVANIZED STEEL CONDUIT CLAMPS. SEE BRIDGE PLANS B-13-831/832 FOR ADDITIONAL INFORMATION.
3. CONDUIT CLAMPS, CABLE GLANDS, AND CONDUIT FITTINGS ARE INCLUDED WITH BID ITEM "CONDUIT RIGID METALLIC 2-INCH" AND "CONDUIT RIGID METALLIC 1-INCH".
4. THE MINIMUM LATERAL CLEARANCE FROM THE OUTERMOST EDGE OF THE TRAFFIC SIGNAL ASSEMBLY TO ANY FACE OF CURB SHALL BE TWO FEET.



SIGNAL MOUNTING SCHEDULE		
NUMBER	MOUNT TYPE *	LOCATION **
5A	3	119.4'
6A	3	108.1'
7A	3	96.9'
8A	2	59.1'
9A	5	PIER CAP
12A	3	39.6'
13A	3	26.7'
14A	1	54.5'
15A	1	70.3'
5B	4	70.1'
8B	1	77.6'
9B	1	92.3'
5C	3	125.0'
6C	3	113.7'
7C	3	102.4'
8C	2	58.8'
9C	5	PIER CAP
12C	3	43.3'
13C	3	30.5'
14C	1	55.2'
15C	1	71.4'
5D	4	69.0'
8D	1	75.9'
9D	1	91.0'

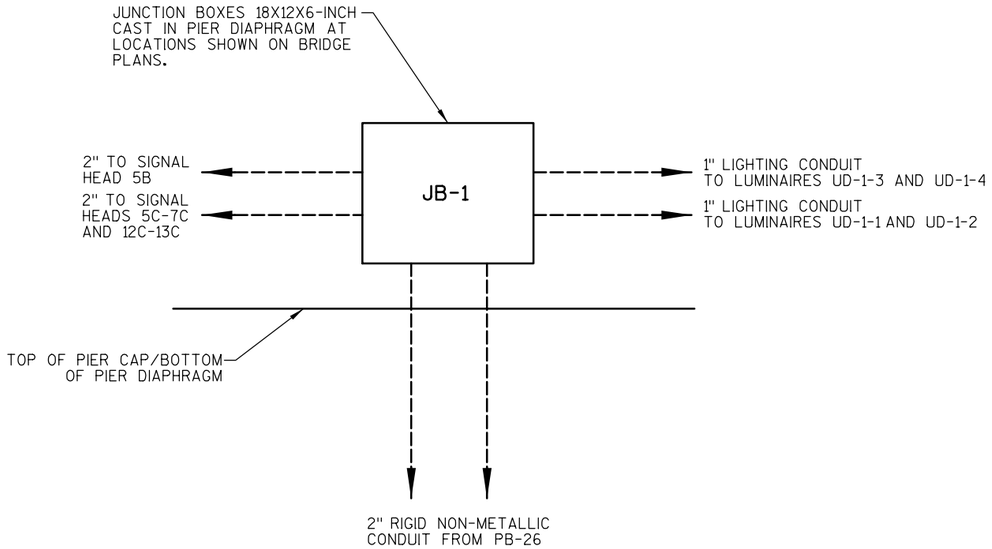
* SEE MOUNTING DETAILS ON FOLLOWING PAGES FOR MOUNTING CONFIGURATION AND HEIGHT REQUIREMENTS.

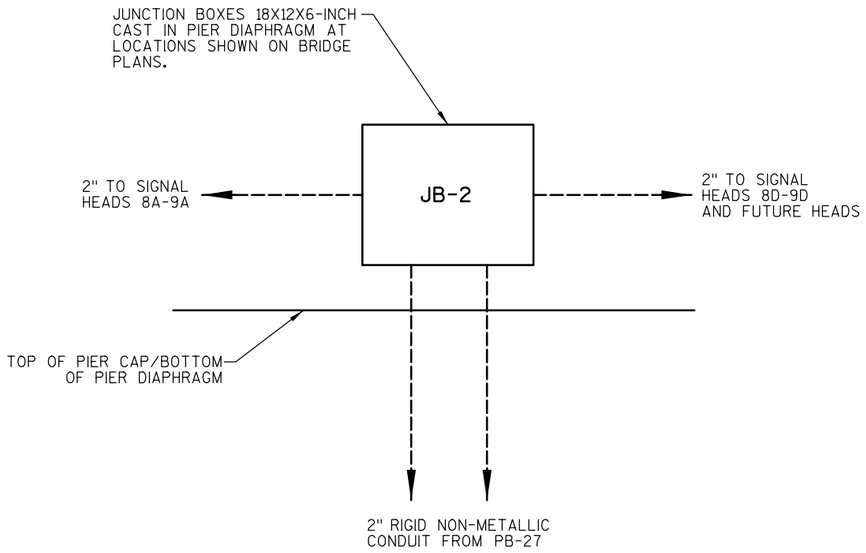
** LOCATION IS DISTANCE FROM ℄ OF PIER TO CENTER OF SIGNAL HEAD. EXACT LOCATION OF MOUNTING BRACKET INSERTS MAY BE ADJUSTED SLIGHTLY BY BRIDGE GIRDER PRECASTER TO CLEAR GIRDER REINFORCEMENT.

LEGEND
- VERTICAL MOUNT TRAFFIC SIGNAL
- HORIZONTAL MOUNT TRAFFIC SIGNAL
- CONDUIT RIGID METALLIC
- LUMINAIRES UNDERDECK LED

MOUNTING HEIGHT AND CONDUIT DETAIL

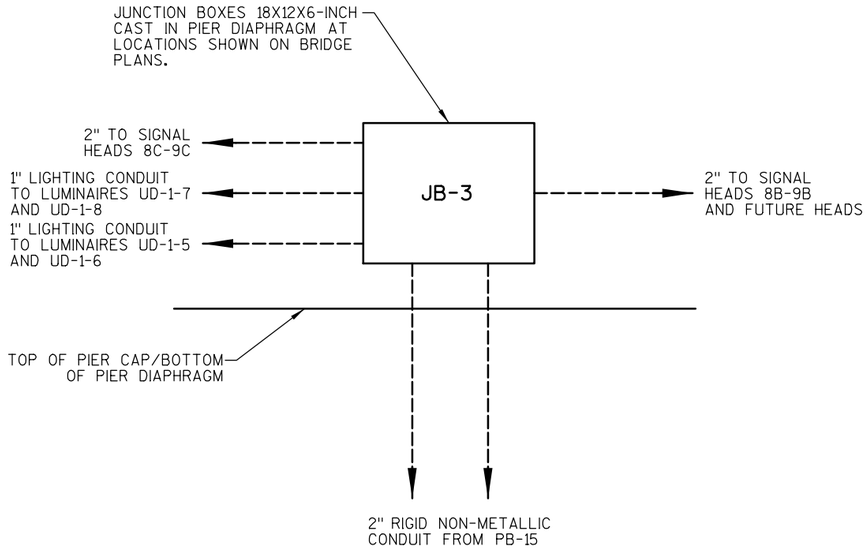
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - TRAFFIC SIGNALS	SHEET 54	E

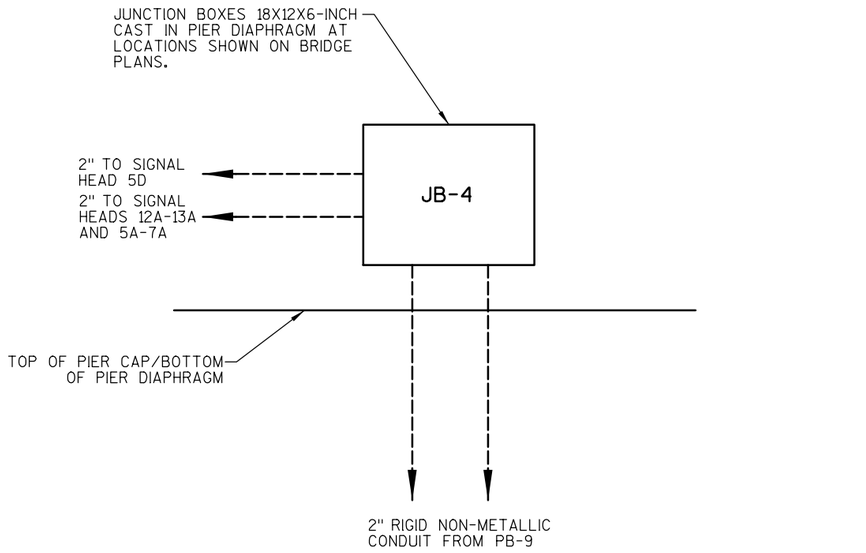




JUNCTION BOX CONDUIT SCHEMATIC DETAIL (B-13-831)

(FACING FRONT OF JUNCTION BOX)



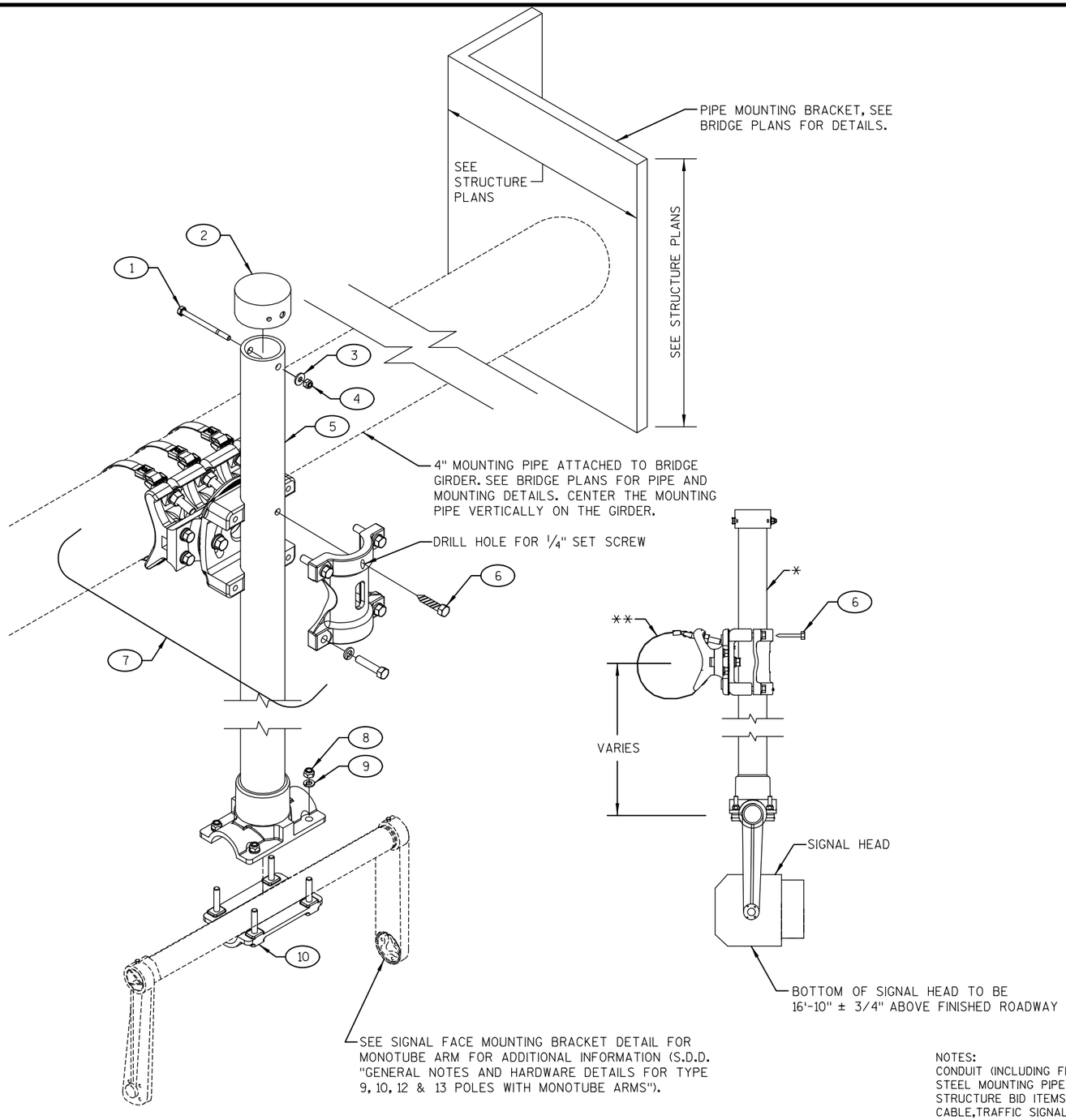


JUNCTION BOX CONDUIT SCHEMATIC DETAIL (B-13-832)

(FACING FRONT OF JUNCTION BOX)

NOTES:

1. SEE BRIDGE PLANS FOR ADDITIONAL DETAILS.
2. ALL CONDUIT SHOWN LEAVING JUNCTION BOXES ARE CONDUIT RIGID METALLIC (SIZE).



ITEM	DESCRIPTION
1	BOLT, HEX HEAD, 1/4"-20 X 3-1/2", TYPE 304 STAINLESS
2	CLOSURE CAP, 2", WITH SET SCREWS & 3/8" DIAMETER THRU HOLE, ALUMINUM
3	WASHER, FLAT, 1/4", .281" ID X .688" OD X 0.05" THICK, 18-8 STAINLESS
4	NUT, NYLON LOCK, 1/4"-20, TYPE 304 STAINLESS
5	2" DIAMETER PIPE, ALUMINUM, LENGTH VARIES
6	SELF TAPPING SCREW, 1/4" X 1" HEX HEAD, 18-8 STAINLESS
7	CLAMP KIT, BAND MOUNT, FOR 2" ALUMINUM PIPE
8	NUT, NYLON LOCK, 5/16", TYPE 304 STAINLESS
9	LOCK WASHER, SPLIT, 5/16", TYPE 304 STAINLESS
10	ALUMINUM PIPE SADDLE, 1 1/2" PIPE

* PIPE LENGTHS MAY VARY

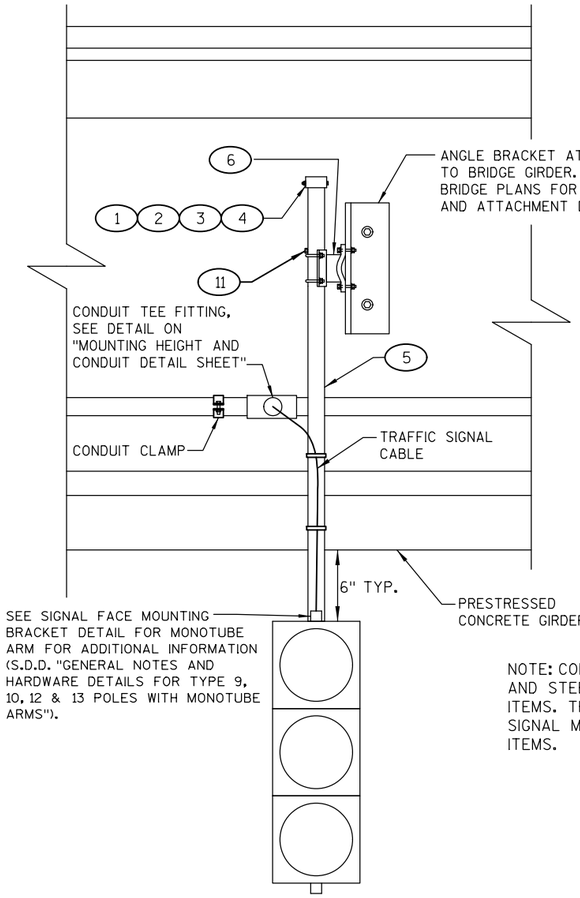
** BAND LENGTH - 29"

TYPE 1 MOUNT -TRAFFIC SIGNAL CLAMP KIT EXTENDER - INTERIOR BRIDGE GIRDER (HORIZONTAL MOUNT)

(NOTE: MOUNT PER MANUFACTURER'S RECOMMENDATION, INCLUDED WITH SIGNAL MOUNTING HARDWARE BID ITEM)

NOTES:
CONDUIT (INCLUDING FITTINGS AND CLAMPS) AND STEEL MOUNTING PIPE AND BRACKET ARE STRUCTURE BID ITEMS. TRAFFIC SIGNAL CABLE,TRAFFIC SIGNALS AND SIGNAL MOUNTING HARDWARE ARE ROADWAY BID ITEMS.

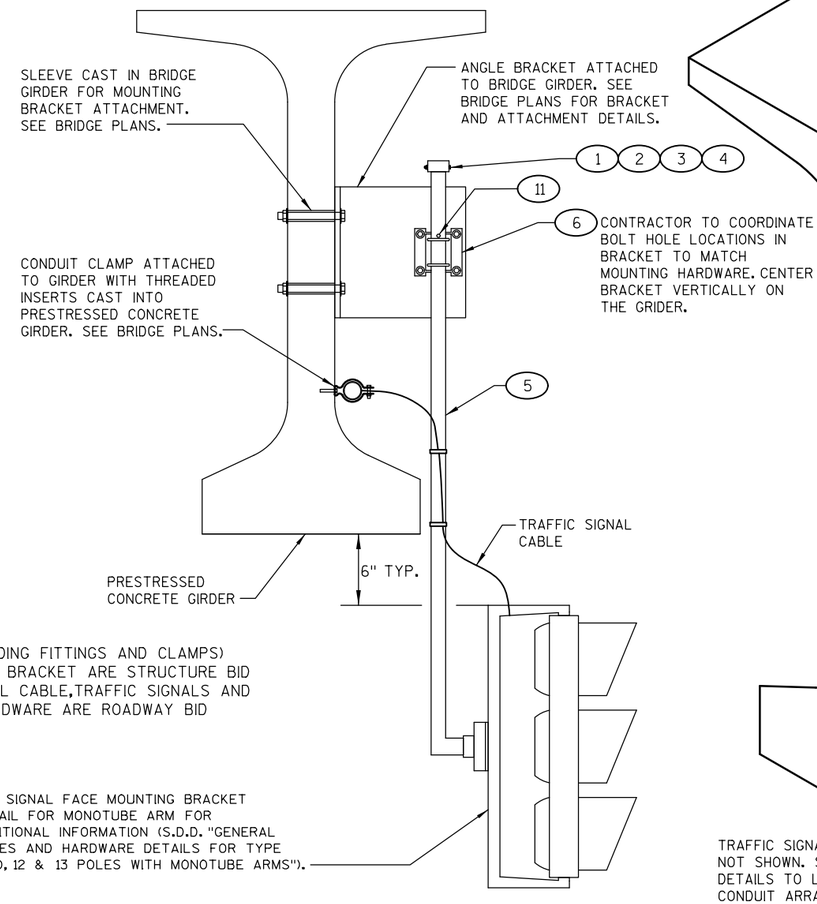
TRAFFIC SIGNAL CONDUIT NOT SHOWN. SEE TYPE 2 MOUNT DETAILS FOR CONDUIT ARRANGEMENT.



VIEW FACING GIRDER

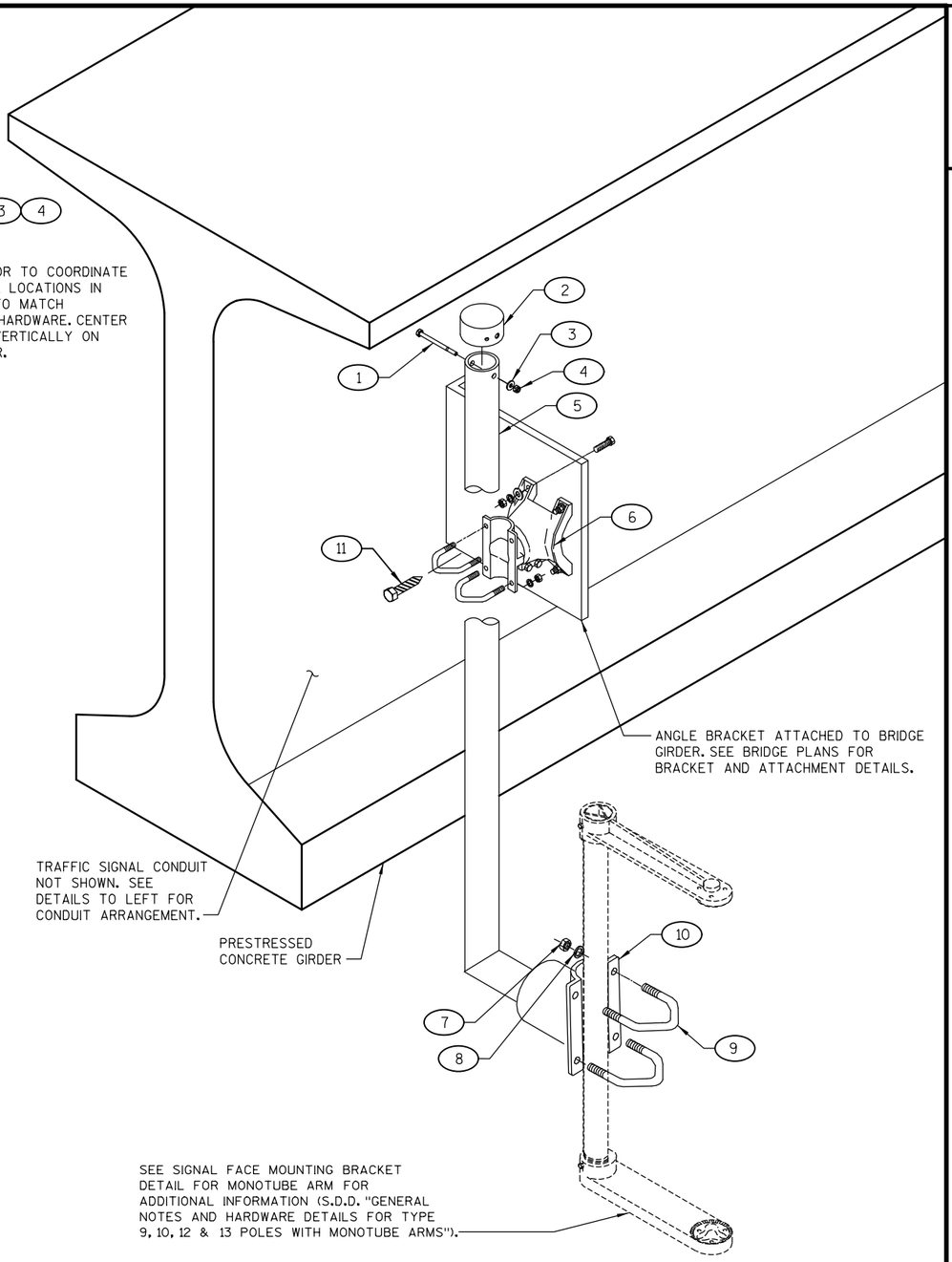
*SIGNAL MUST BE VISIBLE TO APPROACHING TRAFFIC. ADJUST HEIGHT AS RECOMMENDED BY ENGINEER.

NOTE: CONDUIT (INCLUDING FITTINGS AND CLAMPS) AND STEEL MOUNTING BRACKET ARE STRUCTURE BID ITEMS. TRAFFIC SIGNAL CABLE,TRAFFIC SIGNALS AND SIGNAL MOUNTING HARDWARE ARE ROADWAY BID ITEMS.



SECTION THRU GIRDER

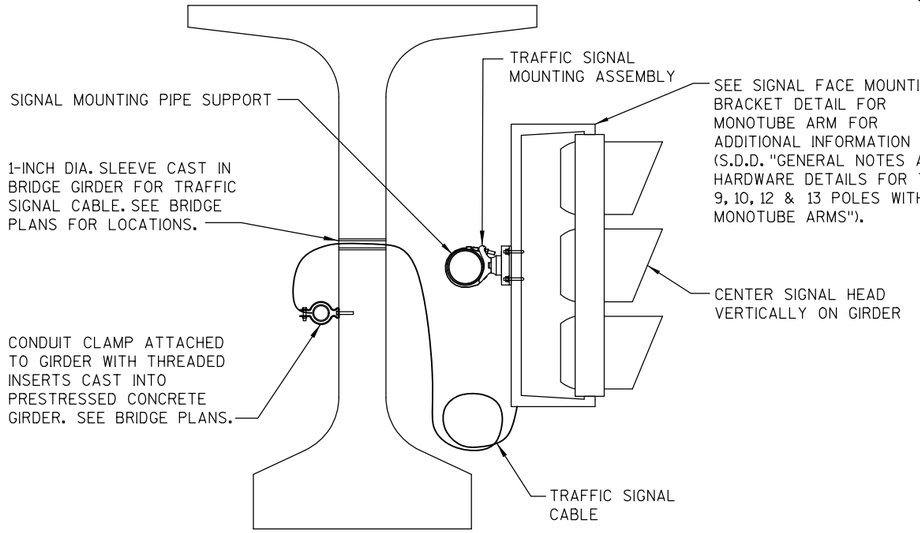
*SIGNAL MUST BE VISIBLE TO APPROACHING TRAFFIC. ADJUST HEIGHT AS RECOMMENDED BY ENGINEER.



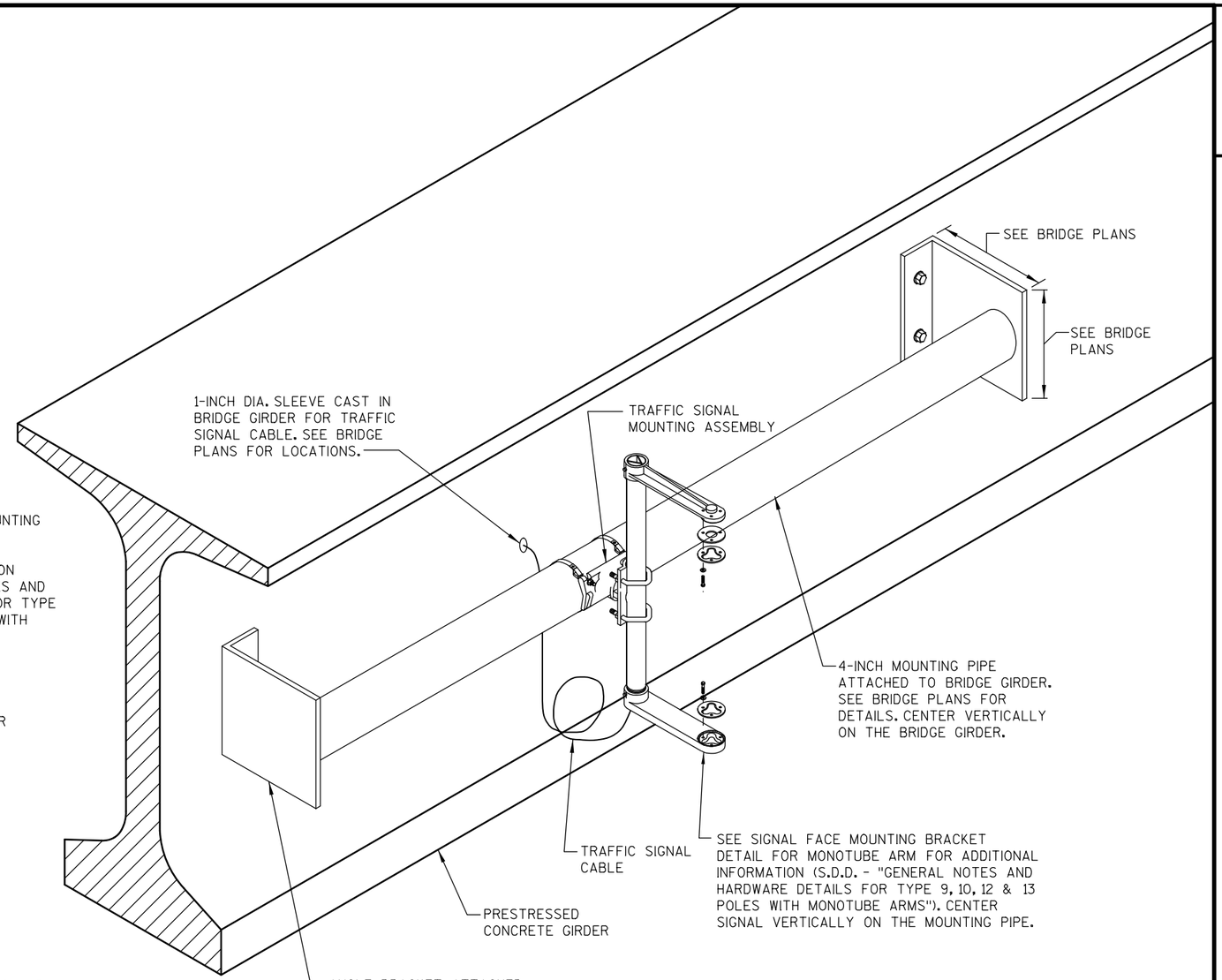
ITEM	DESCRIPTION
1	BOLT, HEX HEAD, 1/4"-20 X 3-1/2", TYPE 304 STAINLESS
2	CLOSURE CAP, 2", WITH SET SCREWS & 3/8" DIAMETER THRU HOLE, ALUMINUM
3	WASHER, FLAT, 1/4", .281" ID X .688" OD X 0.05" THICK, 18-8 STAINLESS
4	NUT, NYLON LOCK, 1/4"-20, TYPE 304 STAINLESS
5	2" DIAMETER PIPE, ALUMINUM, LENGTH VARIES
6	SIGNAL CLAMP KIT, FOR 2" ALUMINUM PIPE
7	NUT, NYLON LOCK, 5/16"-18, TYPE 304 STAINLESS
8	LOCK WASHER, SPLIT, 5/16", TYPE 304 STAINLESS
9	U-BOLT KIT, 5/16"-18, STAINLESS
10	ALUMINUM PIPE SADDLE
11	SELF TAPPING SCREW, 1/4" X 1" HEX HEAD, 18-8 STAINLESS

TYPE 2 MOUNT - TRAFFIC SIGNAL CLAMP KIT EXTENDER - INTERIOR BRIDGE GIRDER (VERTICAL MOUNT)

NOTE: MOUNT PER MANUFACTURER'S RECOMMENDATIONS, INCLUDED WITH SIGNAL MOUNTING HARDWARE BID ITEM.



SECTION THRU GIRDER

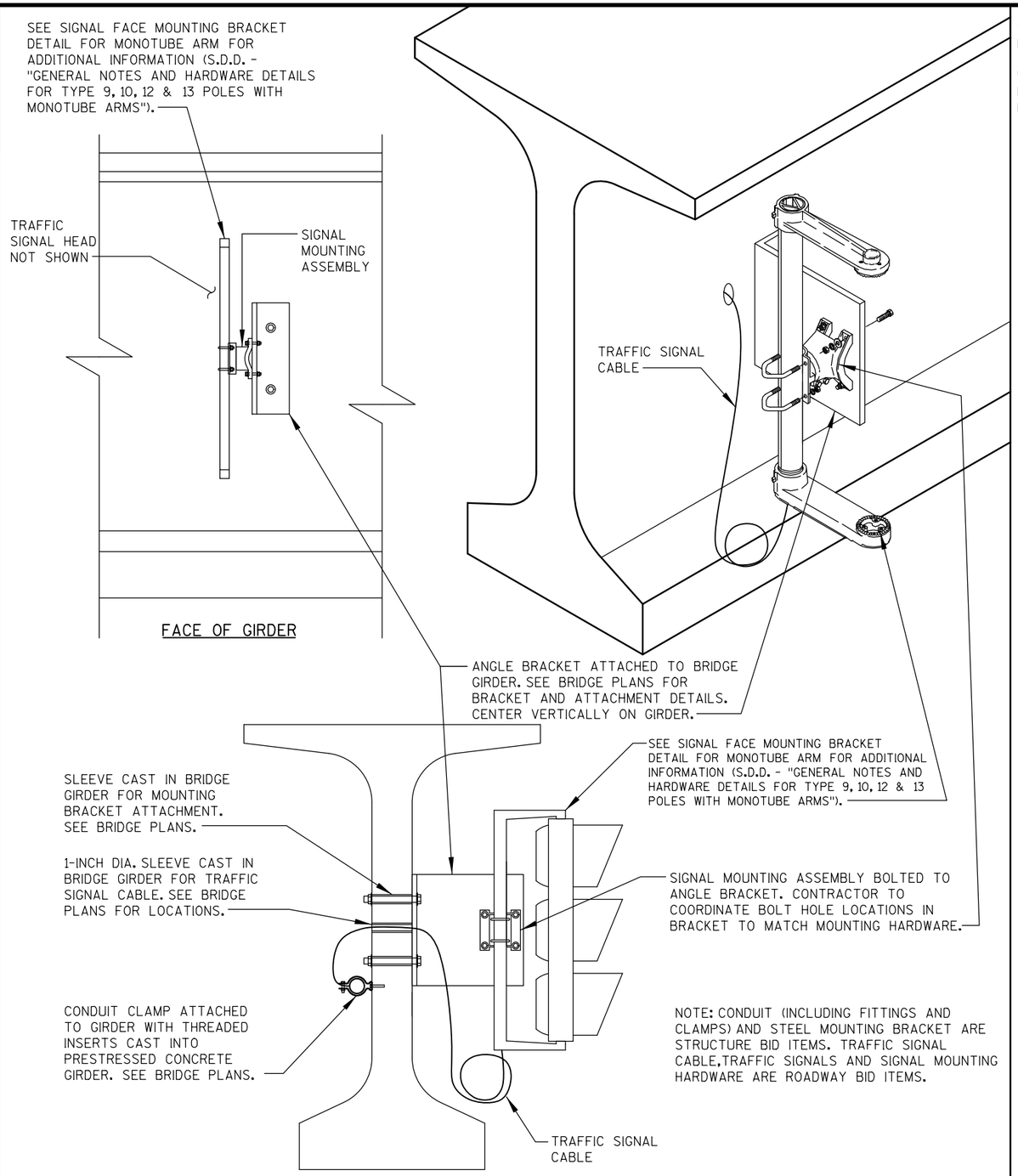


NOTE: CONDUIT (INCLUDING FITTINGS AND CLAMPS) AND STEEL MOUNTING PIPE AND BRACKET ARE STRUCTURE BID ITEMS. TRAFFIC SIGNAL CABLE, TRAFFIC SIGNALS AND SIGNAL MOUNTING HARDWARE ARE ROADWAY BID ITEMS.

TYPE 3 MOUNT - TRAFFIC SIGNAL MOUNTING - EXTERIOR BRIDGE GIRDER

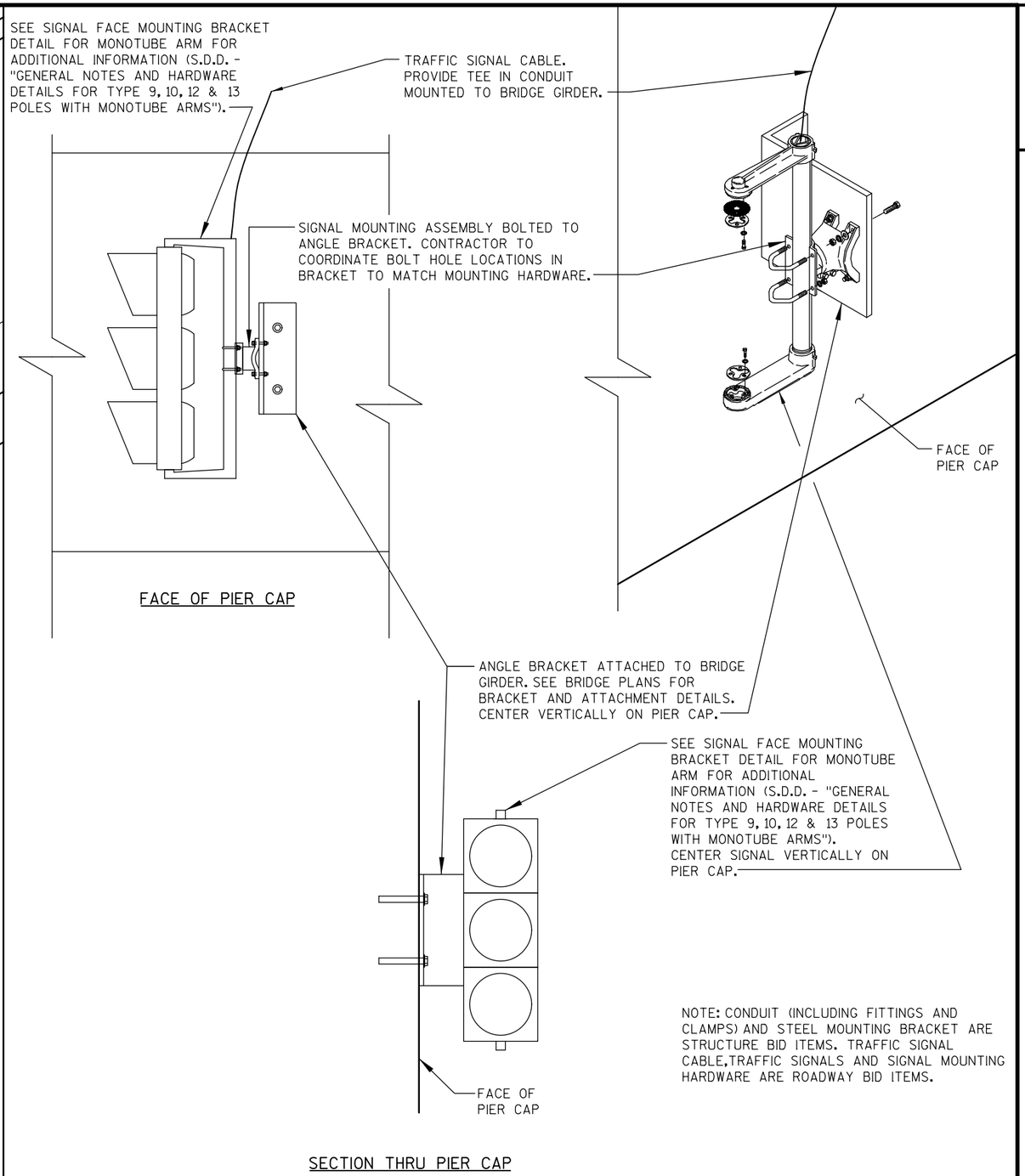
NOTE: MOUNT PER MANUFACTURER'S RECOMMENDATION, INCLUDED WITH SIGNAL MOUNTING HARDWARE BID ITEM.

2



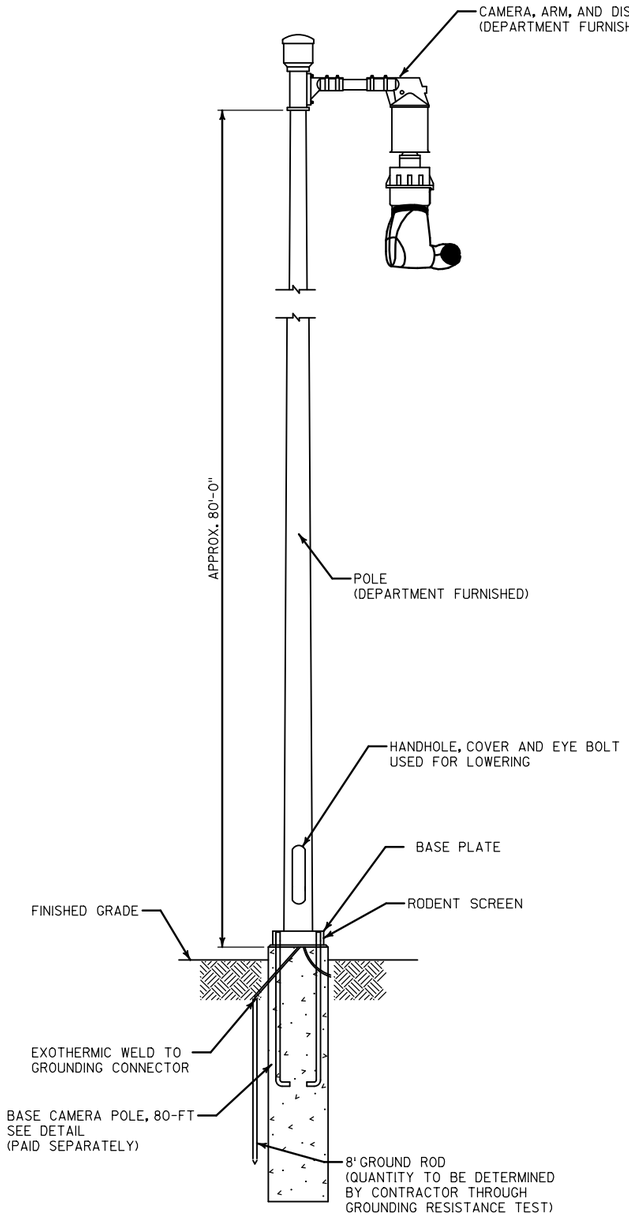
TYPE 4 MOUNT - TRAFFIC SIGNAL MOUNTING - EXTERIOR BRIDGE GIRDER

NOTE: MOUNT PER MANUFACTURER'S RECOMMENDATION, INCLUDED WITH SIGNAL MOUNTING HARDWARE BID ITEM.



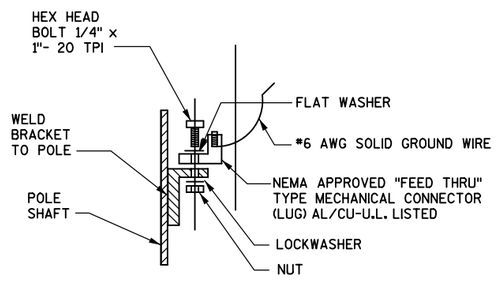
TYPE 5 MOUNT - TRAFFIC SIGNAL MOUNTING - FACE OF PIER CAP

NOTE: MOUNT PER MANUFACTURER'S RECOMMENDATION, INCLUDED WITH SIGNAL MOUNTING HARDWARE BID ITEM.

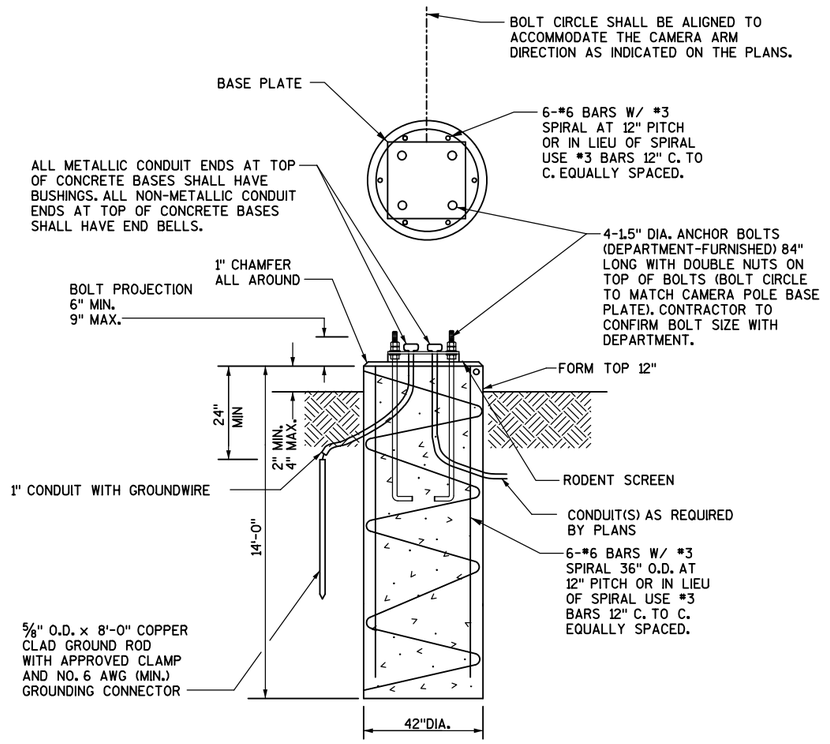


CAMERA POLE WITH CAMERA LOWERING HARDWARE

WITHOUT POLE MOUNTED CABINET



FIELD INSTALLED GROUNDING LUG



MATERIALS DATA

CONCRETE	f'c=3,500 psi
HIGH STRENGTH BAR STEEL REINFORCEMENT	fy = 60,000 psi

BASE CAMERA POLE, 80-FT

NOT TO SCALE

NOTES:

1.) ALL HARDWARE AND FASTENERS SHALL BE STAINLESS STEEL.

2.) POLE DRAWINGS SHOWN FOR BIDDING INFORMATION PURPOSES ONLY. POLES AND ANCHOR BOLTS WILL BE DEPARTMENT FURNISHED.

3.) CONTRACTOR SHALL CONFIRM BOLT PATTERN OF CAMERA POLE PRIOR TO CONSTRUCTION OF BASE.

4.) CONTRACTOR SHALL INSTALL GROUNDING LUG AS SHOWN.

5.) DETAIL PROVIDED BY THE DEPARTMENT. CONTACT DEAN BEEKMAN AT (414) 227-2154 FOR MORE INFORMATION.

6.) USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

7.) 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.

8.) WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

9.) BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

10.) 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.

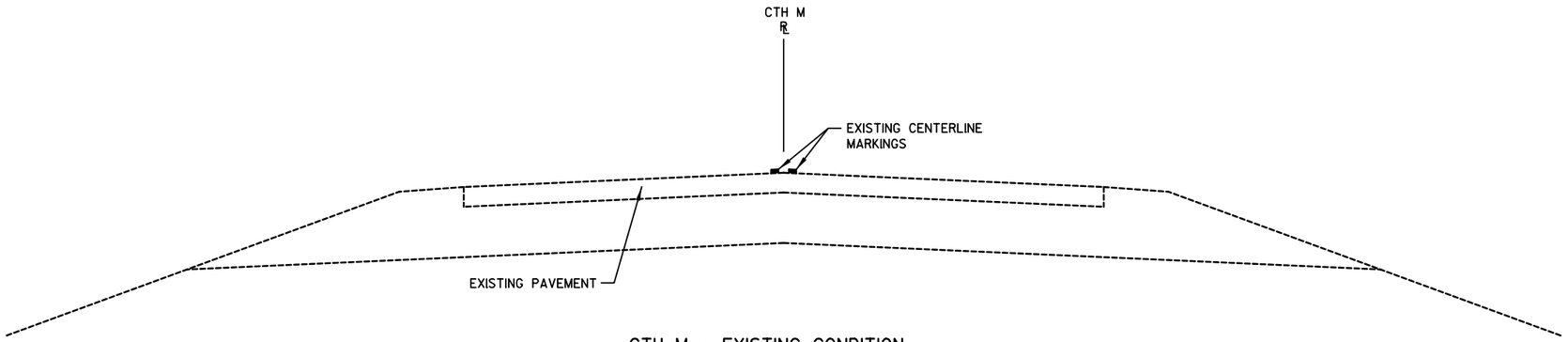
11.) THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF CONCRETE PLACEMENT.

12.) IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

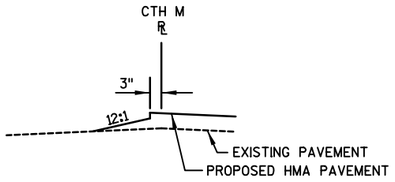
13.) FORM ALL EXPOSED CONCRETE CORNERS WITH 3/4" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

14.) 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.

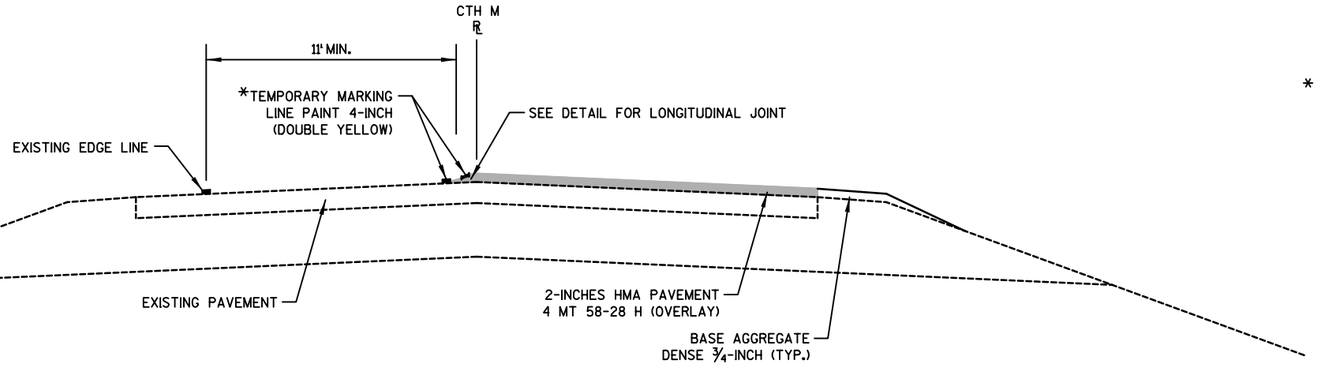
2



CTH M - EXISTING CONDITION



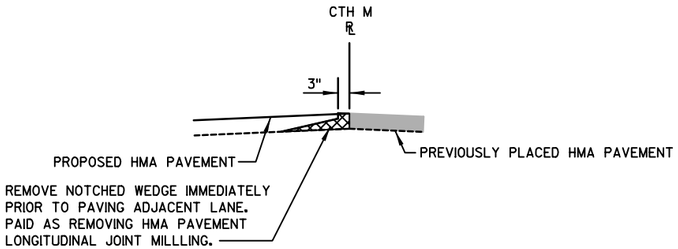
NOTCHED WEDGE LONGITUDINAL JOINT DETAIL



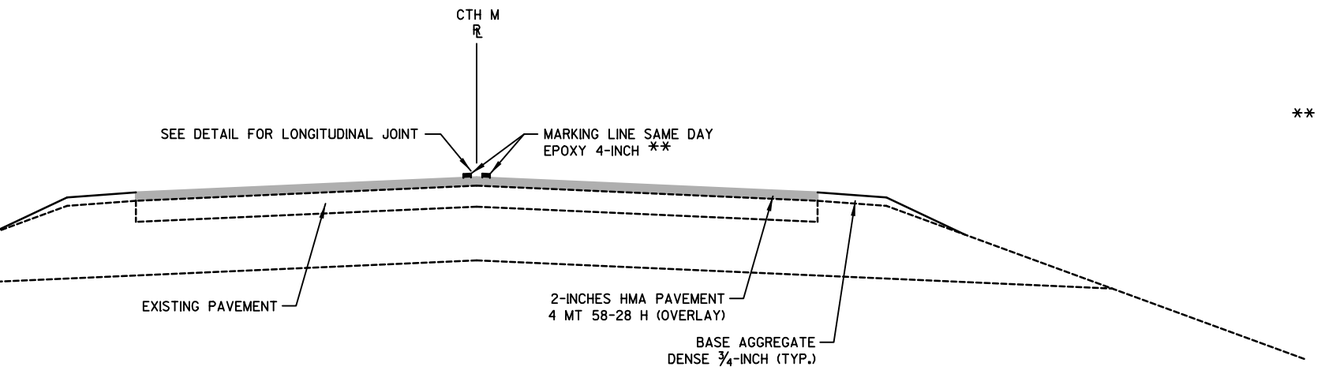
CTH M - DURING CONSTRUCTION

SHOWING CONSTRUCTING RIGHT SIDE OF ROADWAY FIRST. MIRROR IMAGE OF CROSS SECTION REQUIRED IF LEFT SIDE OF ROADWAY IS CONSTRUCTED FIRST.

* PLACE TEMPORARY MARKING LINE PAINT 4-INCH AS DOUBLE YELLOW IN ALL AREAS THE EXISTING MARKINGS ARE IMPACTED BY MILLING AND/OR OVERLAY OPERATIONS. PLACE TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) ON THE SAME DAY THAT THE EXISTING MARKING IS IMPACTED IN ACCORDANCE WITH STANDARD SPEC 649.



NOTCHED WEDGED LONGITUDINAL JOINT DETAIL

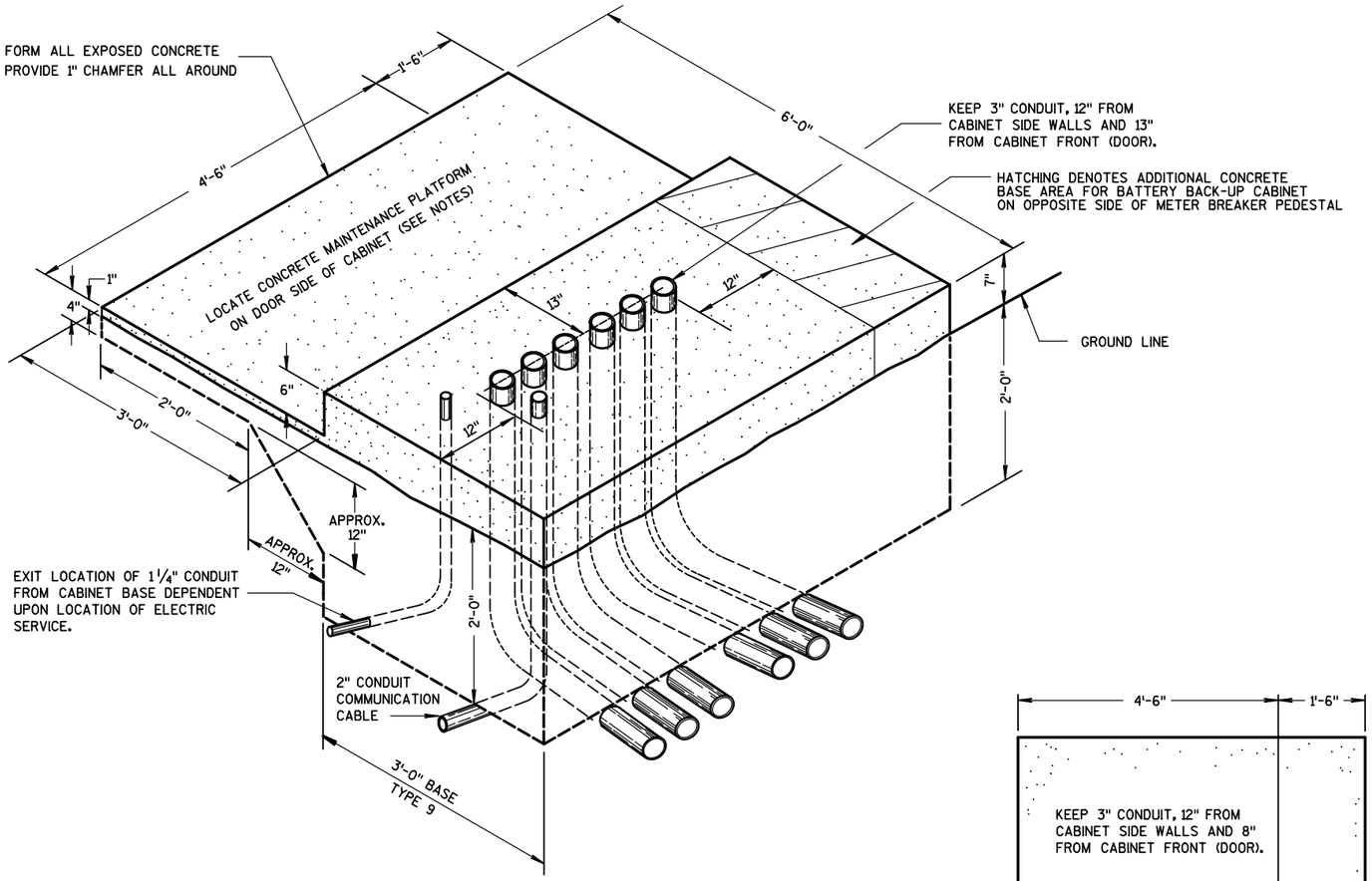


CTH M - FINISHED CONDITION

** MARKING LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW) SHOWN. MATCH EXISTING PASSING ZONES.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CTH M OVERLAY CENTERLINE MARKINGS	SHEET	E

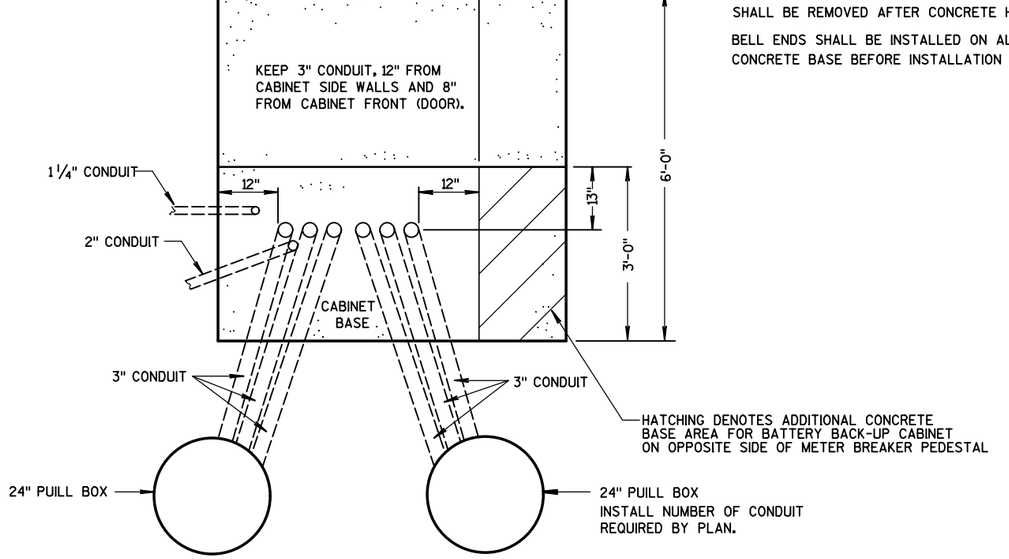
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021052_cd_CTH M Overlay Sequence.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



ISOMETRIC VIEW

TYPE 9, SPECIAL (MOD.)

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

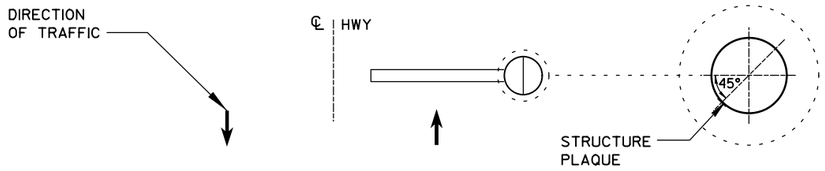
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

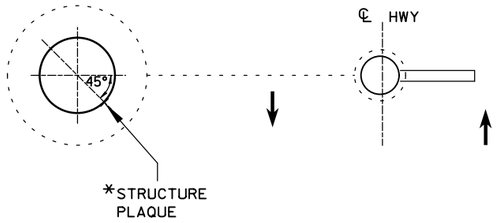
CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL (MOD.)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CONCRETE CONTROL CABINET BASE	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021059_cd_Concrete Control Cabinet Bases Type 9 Special (Mod.).dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : $FILE$ PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

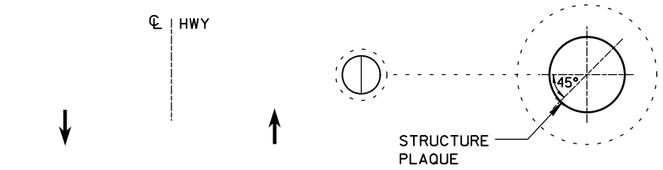


MONOTUBE SUPPORT (ON SHOULDER)

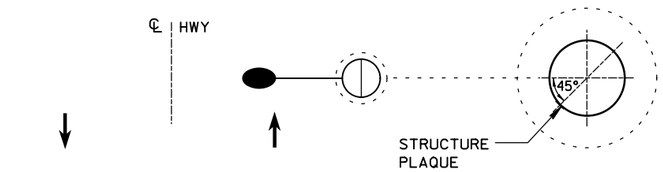


MONOTUBE SUPPORT (IN MEDIAN)

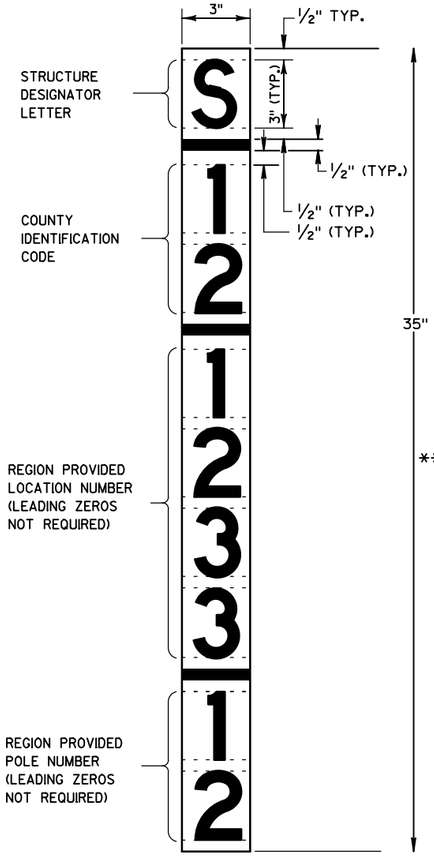
*WHEN MONOTUBES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN MONOTUBES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



HIGH MAST LIGHT SUPPORT



LIGHT POLE (ON SHOULDER)



** LETTER "L" UTILIZED FOR LIGHTING STRUCTURES.
LETTER "S" UTILIZED FOR MONOTUBE STRUCTURES.
LETTER "G" UTILIZED FOR RAMP GATE STRUCTURES.

GENERAL NOTES:

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

MOUNTING HEIGHT ON LIGHT POLES AND MONOTUBE POLES SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

SEE RAMP GATE DETAIL FOR PLACEMENT OF PLAQUE ON RAMP GATE POLE.

PLAQUE MATERIALS:

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

STRUCTURE IDENTIFICATION PLAQUES
LIGHT, MONOTUBE & RAMP GATE POLES

SW REGION - MADISON

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - MONOTUBE IDENTIFICATION PLAQUES	SHEET 63	E

	STATION	OFFSET
EXCB1	24+42 NR	72'RT
EXPB1	93+83 EB	20'RT
EXPB2	93+19 WB	1'LT
EXPB3	62+66 KR	58'RT
EXPB4	95+35 WB	54'LT
EXPB5	62+58 KR	10'LT
EXPB6	62+62 KR	49'LT
EXPB7	64+47 KR	22'LT
EXPB8	92+12 WB	5'LT
EXPPB9	92+48 EB	15'RT
EXPB10	92+71 EB	17'RT
EXPB11	93+41 EB	10'RT
EXPB12	22+94 NR	23'RT
EXSB1	93+19 WB	3'RT
EXSB2	93+20 WB	53'LT
EXSB3	62+66 KR	45'RT
EXSB4	62+62 KR	9'LT
EXSB5	92+17 WB	5'LT
EXSB6	92+84 EB	22'RT
EXSB7	93+39 EB	14'RT

LEGEND

- PULL BOX
- LUMINAIRE
- SIGNAL HEAD, CONCRETE BASE
- SIGNAL CABINET
- (XX) TRAFFIC SIGNAL HEAD WITH MAST ARM
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- TRAFFIC SIGNAL HEAD
- (EXPBX) REMOVING PULL BOX REQ'D
- (EXSBX) REMOVING CONCRETE BASES REQ'D

*BASE REMOVAL WILL BE PAID AS "REMOVING CONCRETE BASES" AND THE SIGNAL POLE REMOVALS WILL BE PAID AS "REMOVE AND TRANSPORT TRAFFIC SIGNALS, KAPEC ROAD"

BOLD REPRESENTS ITEMS TO BE REMOVED.

N

KAPEC ROAD

+50 KR | 64+00 KR | +50 KR | 63+00 KR | +50 KR

EXPB7 EXPB6 EXPB5 EXSB4 EXSB3 EXPB3 EXSB2 EXPB4

WB CTH PD (MCKEE ROAD)

+50 WB | 92+00 WB | 62+00 KR | +50 WB | 93+00 WB | +50 WB | 94+00 WB | +50 WB | 95+00 WB | +50 WB

EXPB8 EXSB5 EXPB2 EXSB1

EB CTH PD (MCKEE ROAD)

+50 EB | 92+00 EB | +50 EB | 93+00 EB | 25+00 NR | +50 EB | 94+00 EB | +50 EB | 95+00 EB | +50 EB | 96+00 EB

EXPB11 EXSB7 EXPB1 EXCB1 EXPB9 EXPB10 EXSB6

NESBITT ROAD NR

MATCHLINE STA. 24+50 NR

MATCHLINE STA. 24+50 NR

+50 | 24+00 NR | +50 NR

EXPB12

N

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - BASE & PULL BOX REMOVAL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021061_cd_Kapec Signal Removals.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	STATION	OFFSET
EXPB4	113+90 EB	31'RT
EXPB5	113+91 EB	16'LT
EXPB6	113+56 WB	31'LT
EXPB7	114+00 WB	40'LT
EXPB12	115+40 EB	9'LT
EXSB1	115+18 EB	41'RT
EXSB2	115+02 EB	51'RT
EXSB3	114+23 EB	53'RT
EXSB4	114+10 EB	41'RT
EXSB5	113+78 EB	32'RT
EXSB6	113+94 EB	17'LT
EXSB7	113+62 WB	31'LT
EXSB8	113+73 WB	35'LT
EXSB9	114+03 WB	49'LT
EXSB12	115+09 EB	8'LT

N

LEGEND

- PULL BOX
- LUMINAIRE
- SIGNAL HEAD
- SIGNAL CABINET
- (XX) TRAFFIC SIGNAL HEAD WITH MAST ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- TRAFFIC SIGNAL HEAD
- (1) REMOVE CABLE
- (2) SEE TRAFFIC SIGNAL PLAN FOR ITEMS TO BE REINSTALLED.

GRAYSHADE ITEMS ARE TO REMAIN.

BOLD REPRESENTS ITEMS TO BE REMOVED.

(EXPBX) REMOVING PULL BOX REQ'D

(EXSBX) REMOVING CONCRETE BASES REQ'D

*BASE REMOVAL WILL BE PAID AS "REMOVING CONCRETE BASES". PULL BOX REMOVAL WILL BE PAID AS "REMOVING PULL BOXES". ABOVE GROUND SIGNAL EQUIPMENT REMOVALS WILL BE PAID AS "REMOVE TRAFFIC SIGNAL EQUIPMENT, CTH PD & COMMERCE PARK DRIVE".

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

COMMERCE PARK DRIVE

EXPB1 EXPB2 EXPB3 EXPB4 EXPB5 EXPB6 EXPB7 EXPB8 EXPB9 EXPB10 EXPB11 EXPB12 EXPB13

EXSB1 EXSB2 EXSB3 EXSB4 EXSB5 EXSB6 EXSB7 EXSB8 EXSB9 EXSB10 EXSB11 EXSB12 EXSB13

EXCB-4

10'

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - BASE & PULL BOX REMOVAL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021062_cd_Commerce Signal Removals.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

2

2

N

NOTE: OFFSETS TO THE ATC 69KV AND 138 KV OVERHEAD FACILITIES ARE PROVIDED FOR INFORMATION ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

QUARRY

QUARRY

QUARRY

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB

10+00 SW 11+00 SW 12+00 SW 13+00 SW 14+00 SW 15+00 SW 16+00 SW

S-13-452

MATCH LINE 88+00 EB

CAUTION

± 97' BETWEEN STRUCTURE AND ATC 69KV AND 138KV LINES

ROADWAY WORK REQUIRED UNDER ATC 69KV AND 138KV OVERHEAD FACILITIES

FITCHRONA ROAD

HARDROCK ROAD

P.L.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STRUCTURE OFFSETS TO ATC LINES	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021063_cd_ATC_Structure_Offsets.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

NOTE: OFFSETS TO THE ATC 69KV AND 138KV OVERHEAD FACILITIES ARE PROVIDED FOR INFORMATION ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

KING JAMES WAY

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

MATCHLINE 88+00 EB

MATCHLINE 103+00 EB

88+00 WB 89+00 WB 90+00 WB 91+00 WB 92+00 WB 93+00 WB 94+00 WB 95+00 WB 96+00 WB 97+00 WB 98+00 WB 99+00 WB 100+00 WB 101+00 WB 102+00 WB

88+00 EB 89+00 EB 90+00 EB 91+00 EB 92+00 EB 93+00 EB 94+00 EB 95+00 EB 96+00 EB 97+00 EB 98+00 EB 99+00 EB 100+00 EB 101+00 EB 102+00 EB 103+00 EB

R-13-268

R-13-267

B-13-831

B-13-832

S-13-453

R-13-266

R-13-266

C RAMP

J RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

B RAMP

N RAMP

M RAMP

P RAMP

L RAMP

D RAMP

A RAMP

ROADWAY AND LIGHTING WORK REQUIRED UNDER ATC OVERHEAD FACILITIES

± 10' BETWEEN STRUCTURE AND ATC 69KV AND 138KV LINES

ROADWAY, BRIDGE AND MSE RETAINING WALL WORK REQUIRED UNDER ATC OVERHEAD FACILITIES

ROADWAY, BRIDGE AND MSE RETAINING WALL WORK REQUIRED UNDER ATC OVERHEAD FACILITIES

CAUTION

FILLER CAPS

SCALE

N

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STRUCTURE OFFSETS TO ATC LINES	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021064_cd_ATC_Structure_Offsets.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

NOTE: OFFSETS TO THE ATC 69KV AND 138KV OVERHEAD FACILITIES ARE PROVIDED FOR INFORMATION ONLY AND SHOULD BE FIELD VERIFIED BY THE CONTRACTOR.

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

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 WB 113+00 WB 114+00 WB 115+00 WB 116+00 WB 117+00 WB

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 EB 113+00 EB 114+00 EB 115+00 EB 116+00 EB 117+00 EB 118+0

MATCHLINE 103+00 EB

B-13-666
TO REMAIN

ROADWAY AND TRAFFIC SIGNAL WORK
REQUIRED UNDER ATC 69KV AND 138KV
OVERHEAD FACILITIES

COMMERCE PARK DRIVE

CAUTION

SIGN

FILLER CAPS

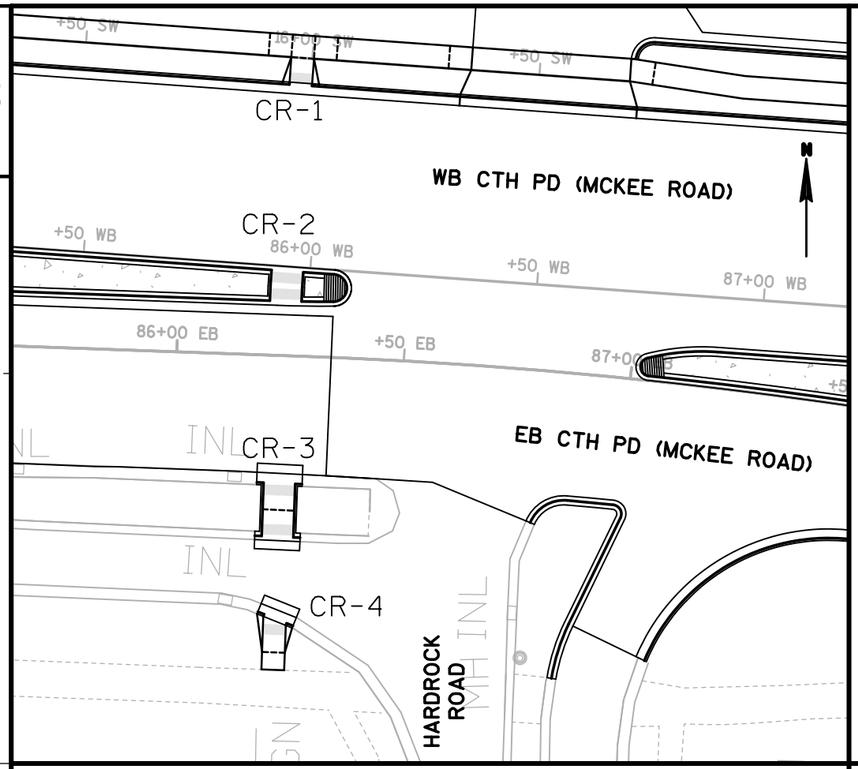
RIPRAP

A/C

SCALE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STRUCTURE OFFETS TO ATC LINES	SHEET 68	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021065_cd_ATC_Structure_Offsets.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



CR-1 POINTS

POINT NO.	WB CTH PD (MCKEE ROAD) (WB)		
	STATION	OFFSET	ELEV.
CR100	85+92.48 WB	40.00'LT	1014.23
CR101	85+92.48 WB	40.50'LT	1014.26
CR102	85+97.48 WB	40.00'LT	1013.89
CR103	85+97.48 WB	40.50'LT	1013.92
CR104	85+92.48 WB	46.00'LT	1014.33
CR105	85+87.48 WB	46.00'LT	1014.70
CR106	85+87.48 WB	51.00'LT	1014.78
CR107	85+92.48 WB	51.00'LT	1014.40
CR108	85+97.48 WB	51.00'LT	1014.33
CR109	86+02.48 WB	51.00'LT	1013.95
CR110	86+02.48 WB	46.00'LT	1013.87
CR111	85+97.48 WB	46.00'LT	1014.25

CR-2 POINTS

POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR200	86+20.18 EB	18.75'LT	1014.66
CR201	86+20.06 EB	12.00'LT	1014.23
CR202	86+27.06 EB	12.05'LT	1013.85
CR203	86+27.17 EB	18.50'LT	1014.18

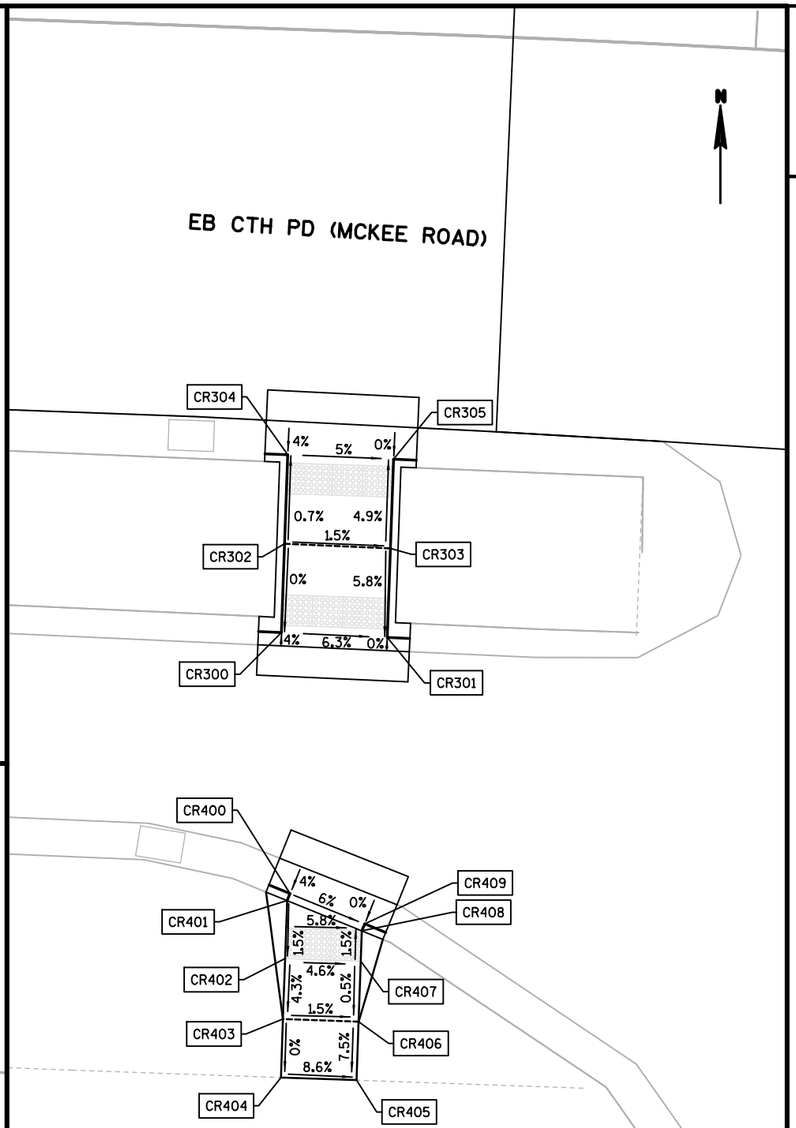
CR-3 POINTS

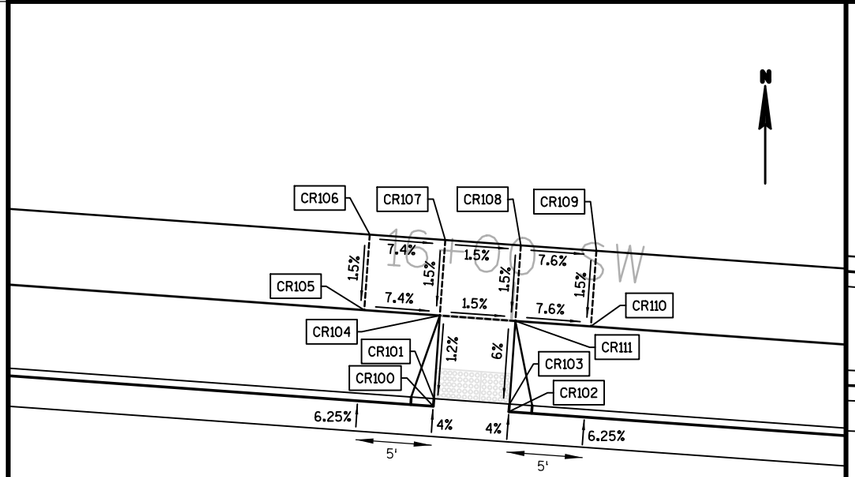
POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR300	86+20.09 EB	39.82'RT	1013.67
CR301	86+27.09 EB	39.89'RT	1013.23
CR302	86+20.09 EB	33.95'RT	1013.67
CR303	86+27.09 EB	34.01'RT	1013.57
CR304	86+20.08 EB	28.08'RT	1013.63
CR305	86+27.08 EB	28.12'RT	1013.28

CR-4 POINTS

POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR400	86+21.27 EB	57.02'RT	1013.37
CR401	86+21.10 EB	57.49'RT	1013.40
CR402	86+21.10 EB	61.31'RT	1013.34
CR403	86+21.11 EB	65.31'RT	1013.17
CR404	86+21.11 EB	69.17'RT	*
CR405	86+26.11 EB	69.17'RT	*
CR406	86+26.11 EB	65.31'RT	1013.03
CR407	86+26.10 EB	61.31'RT	1013.11
CR408	86+26.10 EB	59.31'RT	1013.08
CR409	86+26.27 EB	58.84'RT	1013.05

* MATCH EXISTING

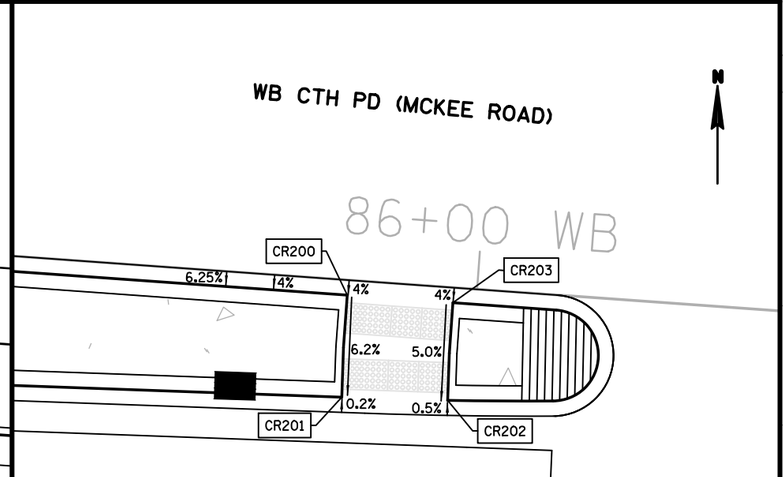




WB CTH PD (MCKEE ROAD)

CR-1

2- 2'x2'; 1- 2'x1'



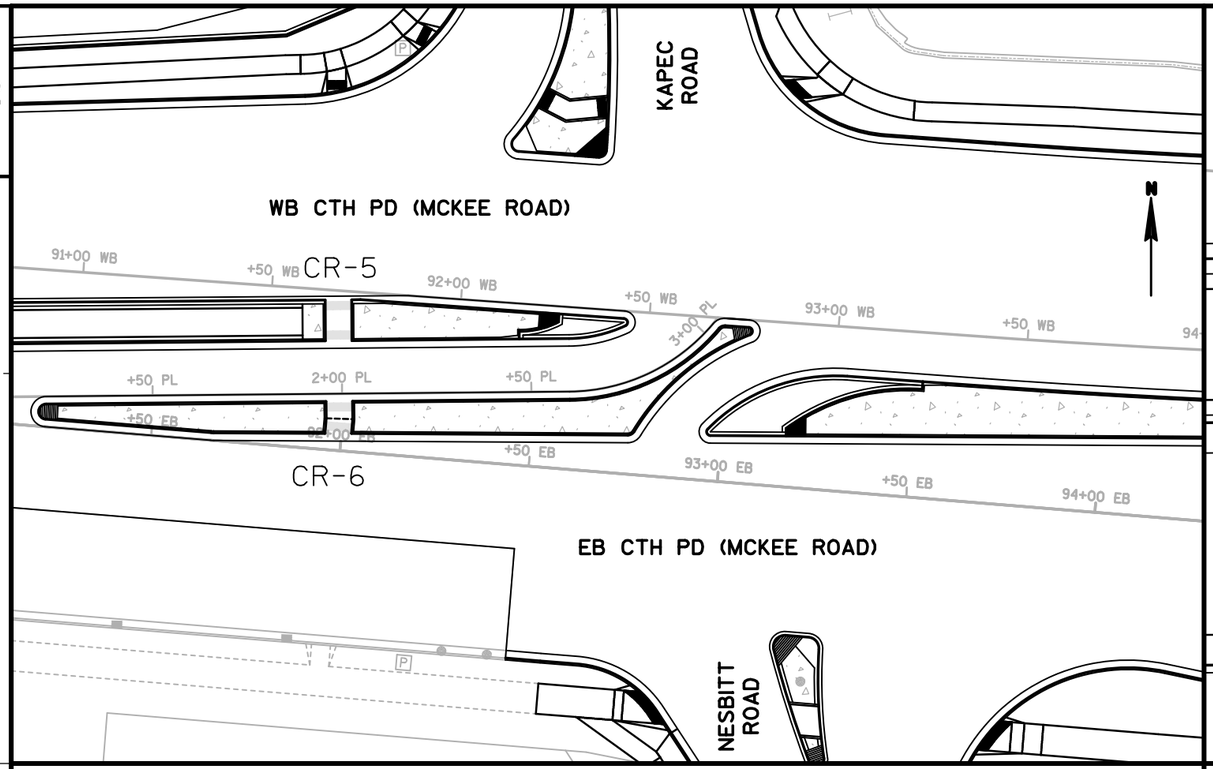
CR-2

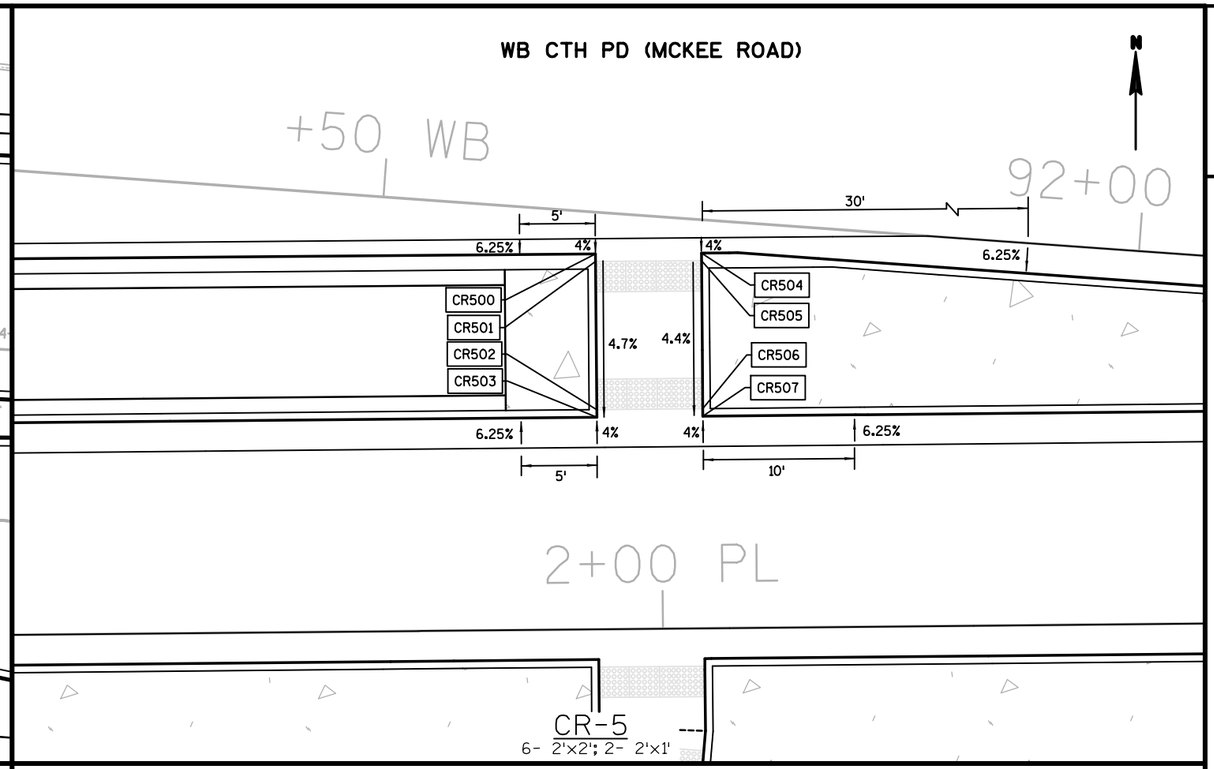
6- 2'x2'; 2- 2'x1'

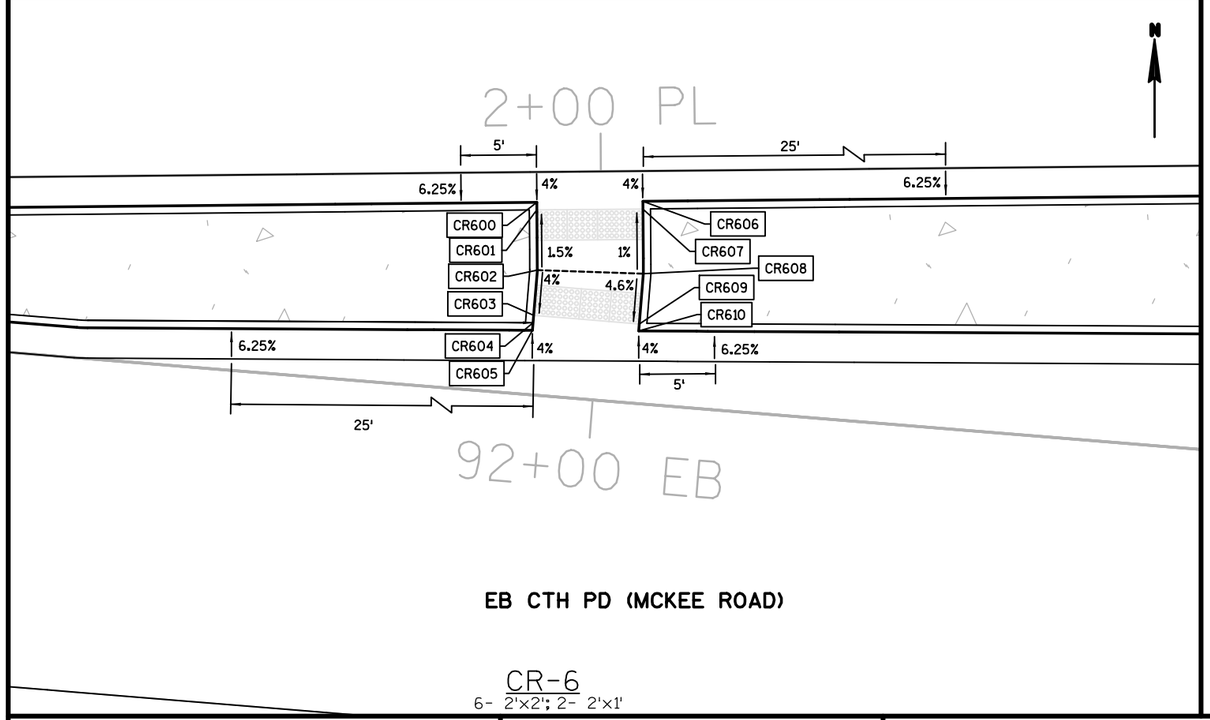
CR-3 & CR-4

6- 2'x2'; 2- 2'x1' & 2- 2'x2'; 1- 2'x1'

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 69	E







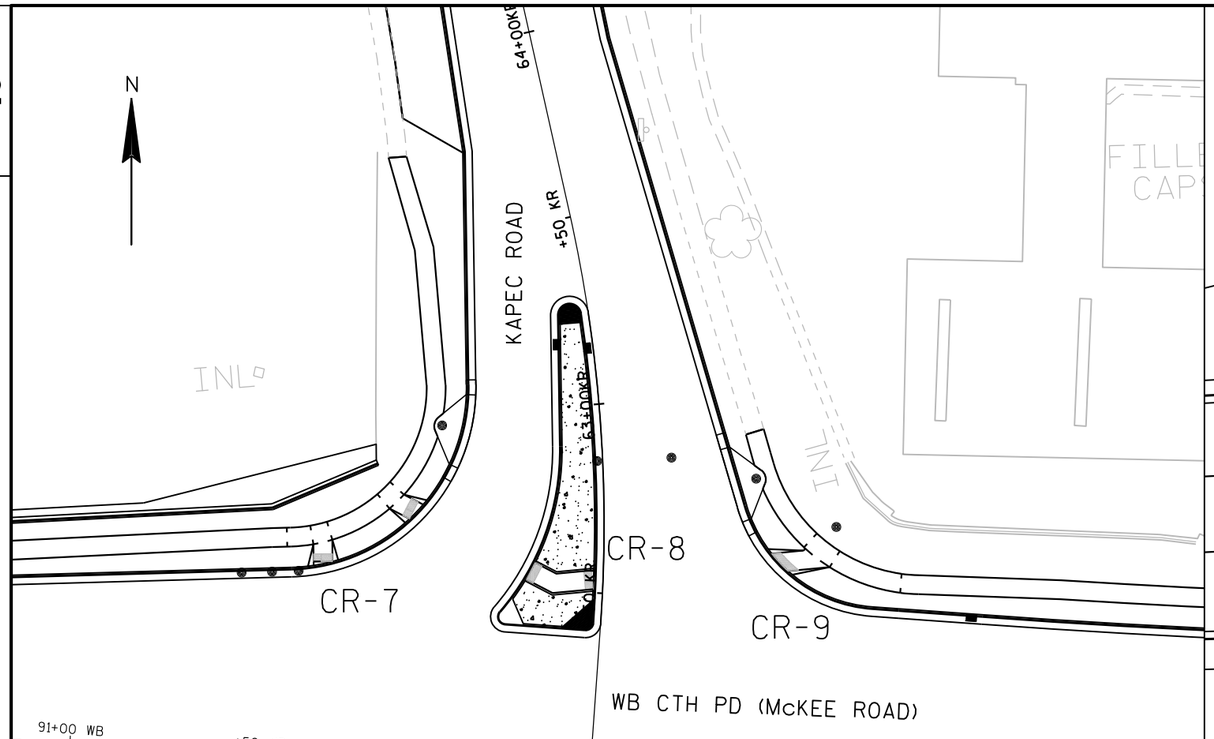
CR-5 POINTS

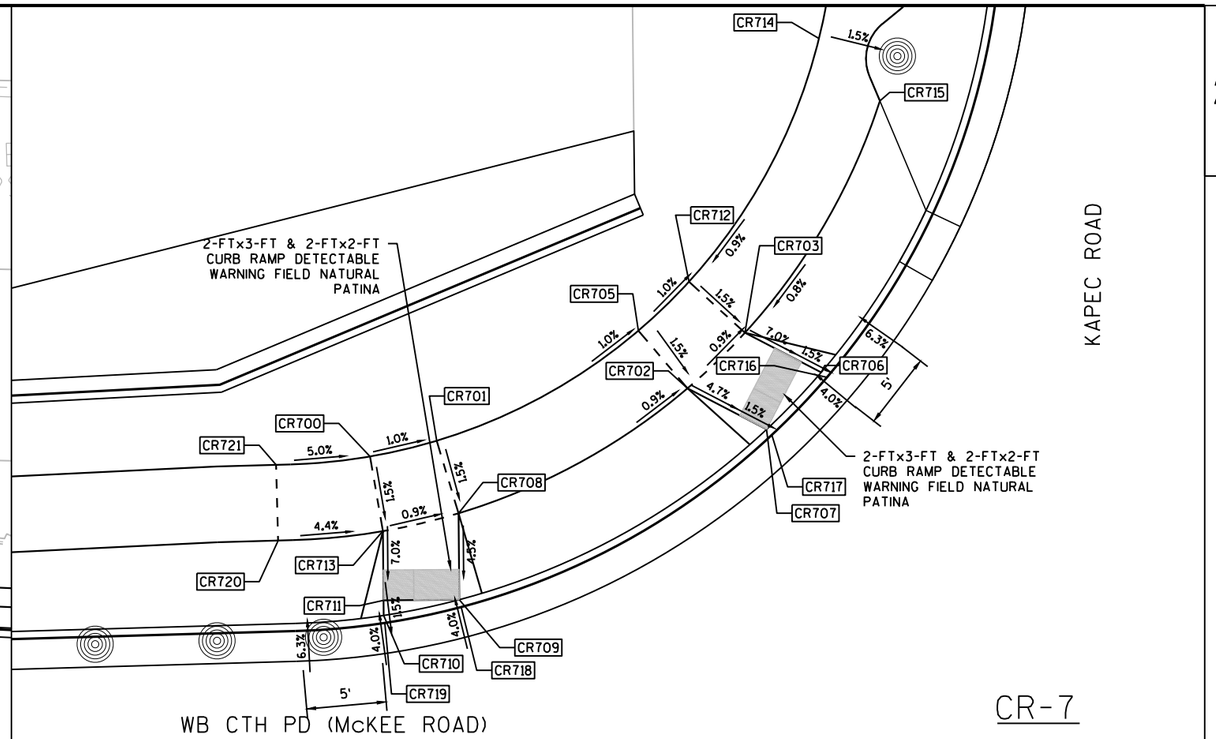
POINT NO.	WB CTH PD (MCKEE ROAD) (WB) STATION	OFFSET	ELEV.
CR500	91+64.22 WB	2.75'RT	995.77
CR501	91+64.26 WB	3.25'RT	995.80
CR502	91+65.04 WB	12.99'RT	995.34
CR503	91+65.08 WB	13.49'RT	995.31
CR504	91+71.20 WB	2.19'RT	995.80
CR505	91+71.24 WB	2.69'RT	995.82
CR506	91+72.02 WB	12.43'RT	995.39
CR507	91+72.06 WB	12.93'RT	995.36

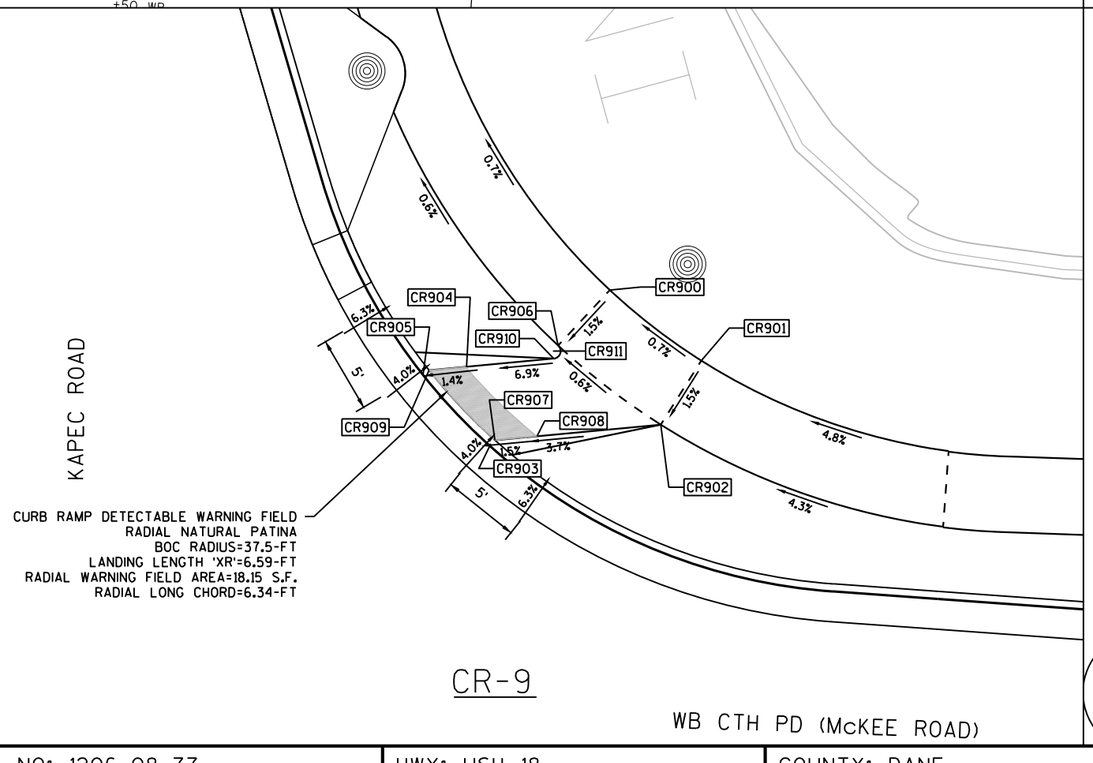
CR-6 POINTS

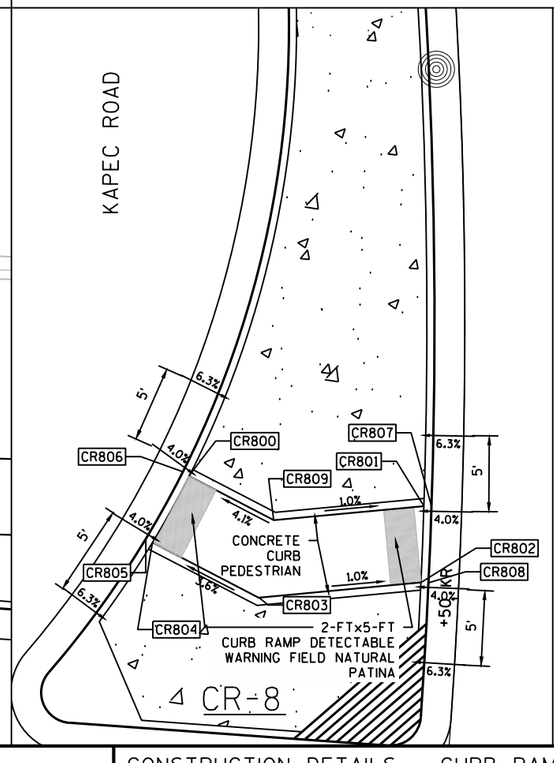
POINT NO.	EB CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.
CR600	91+95.26 EB	12.70'LT	995.47
CR601	91+95.31 EB	12.20'LT	995.50
CR602	91+95.66 EB	8.24'LT	995.57
CR603	91+95.66 EB	5.25'LT	995.45
CR604	91+95.66 EB	4.76'LT	995.44
CR605	91+95.66 EB	4.25'LT	995.41
CR606	92+02.23 EB	13.33'LT	995.49
CR607	92+02.28 EB	12.83'LT	995.52
CR608	92+02.66 EB	8.57'LT	995.56
CR609	92+02.66 EB	5.25'LT	995.41
CR610	92+02.66 EB	4.79'LT	995.38

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 70	E







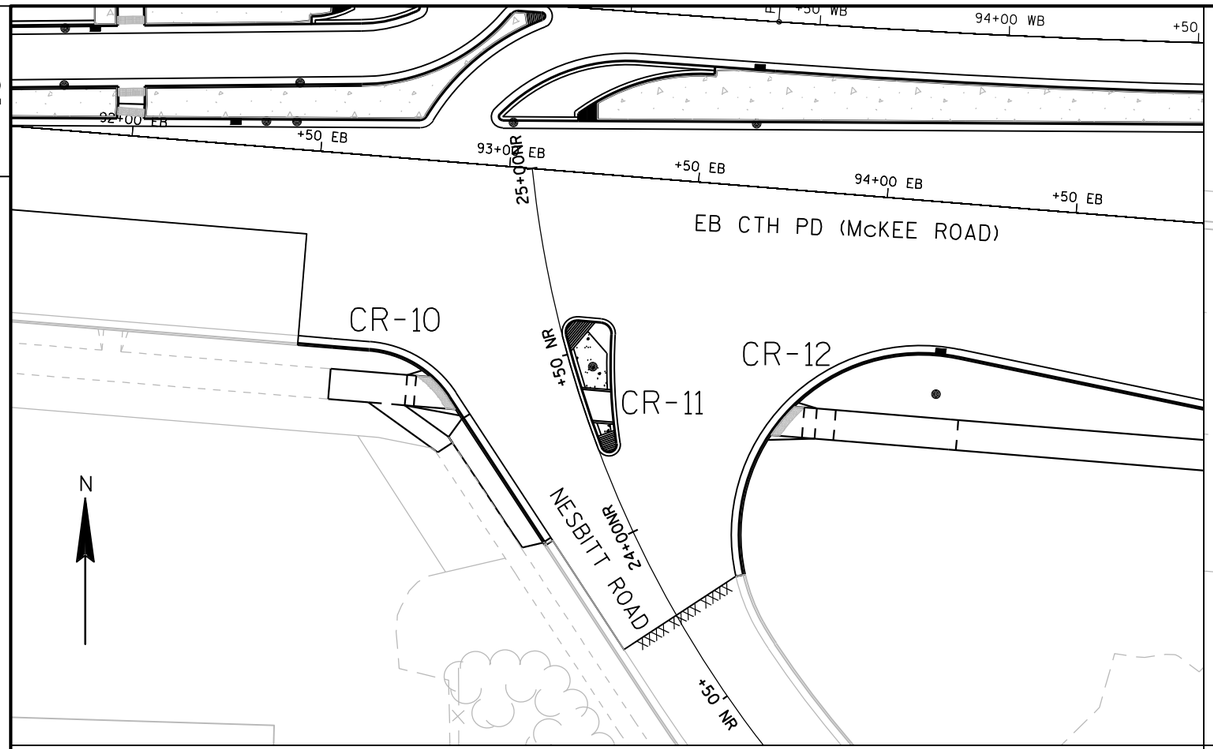


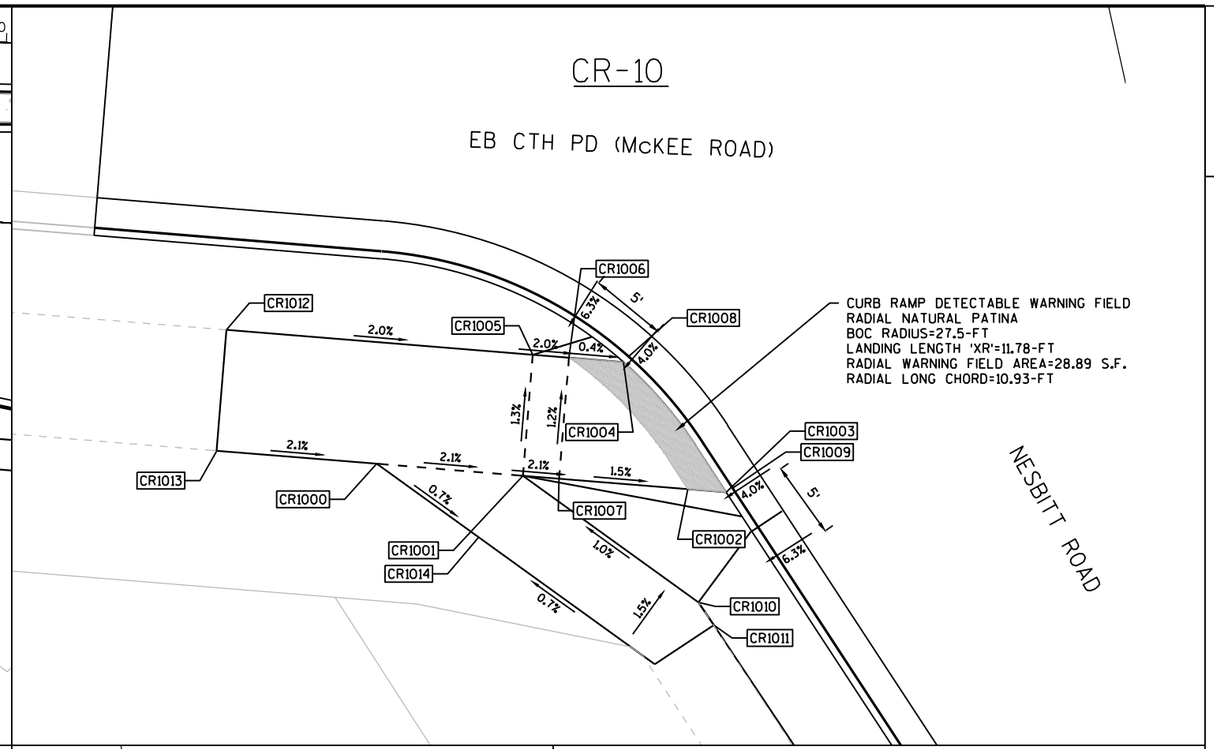
CR-7 POINTS			
POINT NO.	KAPEC ROAD (KR)		
	STATION	OFFSET	ELEV.
CR700	62+67.81 KR	77.56' LT	995.65
CR701	62+69.10 KR	73.17' LT	995.61
CR702	62+73.12 KR	56.59' LT	995.82
CR703	62+77.33 KR	52.73' LT	995.34
CR705	62+77.70 KR	59.76' LT	995.49
CR706	62+74.20 KR	47.75' LT	995.14
CR707	62+69.91 KR	51.39' LT	995.18
CR708	62+63.18 KR	71.70' LT	995.54
CR709	62+56.13 KR	71.52' LT	995.27
CR710	62+54.62 KR	76.47' LT	995.25
CR711	62+55.88 KR	76.52' LT	995.26
CR712	62+81.40 KR	56.32' LT	995.41
CR713	62+61.62 KR	76.67' LT	995.58
CR714	62+99.38 KR	46.80' LT	995.53
CR715	62+94.37 KR	43.11' LT	995.45
CR716	62+73.82 KR	47.37' LT	995.13
CR717	62+69.48 KR	51.05' LT	995.17
CR718	62+55.54 KR	71.38' LT	995.27
CR719	62+54.01 KR	76.38' LT	995.24
CR720	62+60.65 KR	83.57' LT	995.88
CR721	62+67.09 KR	83.77' LT	995.96

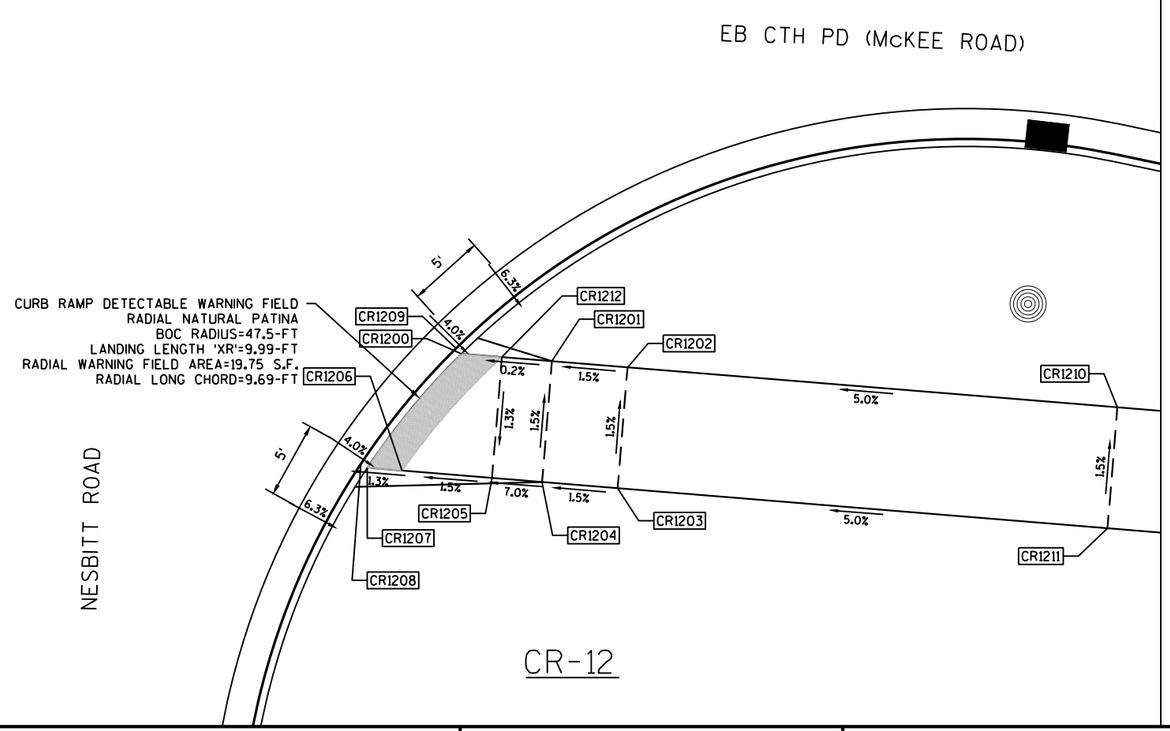
CR-8 POINTS			
POINT NO.	KAPEC ROAD (KR)		
	STATION	OFFSET	ELEV.
CR800	62+57.59 KR	18.07' LT	995.40
CR801	62+56.03 KR	2.50' LT	995.57
CR802	62+50.95 KR	2.50' LT	996.13
CR803	62+49.41 KR	13.14' LT	995.74
CR804	62+52.87 KR	20.32' LT	995.90
CR805	62+53.13 KR	20.75' LT	995.90
CR806	62+57.88 KR	18.48' LT	995.39
CR807	62+56.03 KR	2.00' LT	995.56
CR808	62+50.95 KR	2.00' LT	995.63
CR809	62+54.74 KR	12.38' LT	995.66

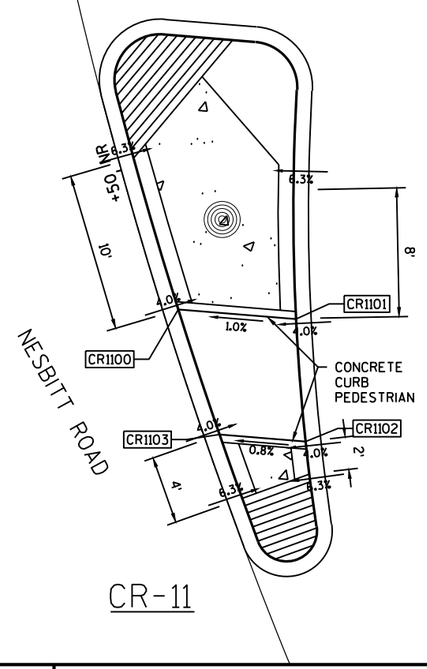
CR-9 POINTS			
POINT NO.	KAPEC ROAD (KR)		
	STATION	OFFSET	ELEV.
CR900	62+66.10 KR	56.17' RT	995.84
CR901	62+62.14 KR	62.26' RT	995.89
CR902	62+58.46 KR	59.67' RT	995.82
CR903	62+56.96 KR	48.44' RT	995.47
CR904	62+61.56 KR	46.77' RT	995.30
CR905	62+61.03 KR	43.92' RT	995.25
CR906	62+62.88 KR	52.80' RT	995.76
CR907	62+57.30 KR	48.76' RT	995.50
CR908	62+57.60 KR	51.53' RT	995.52
CR909	62+61.31 KR	44.30' RT	995.26
CR910	62+62.12 KR	52.52' RT	995.69
CR911	62+62.56 KR	52.46' RT	R=0.5'

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 71	E









CR-10 POINTS

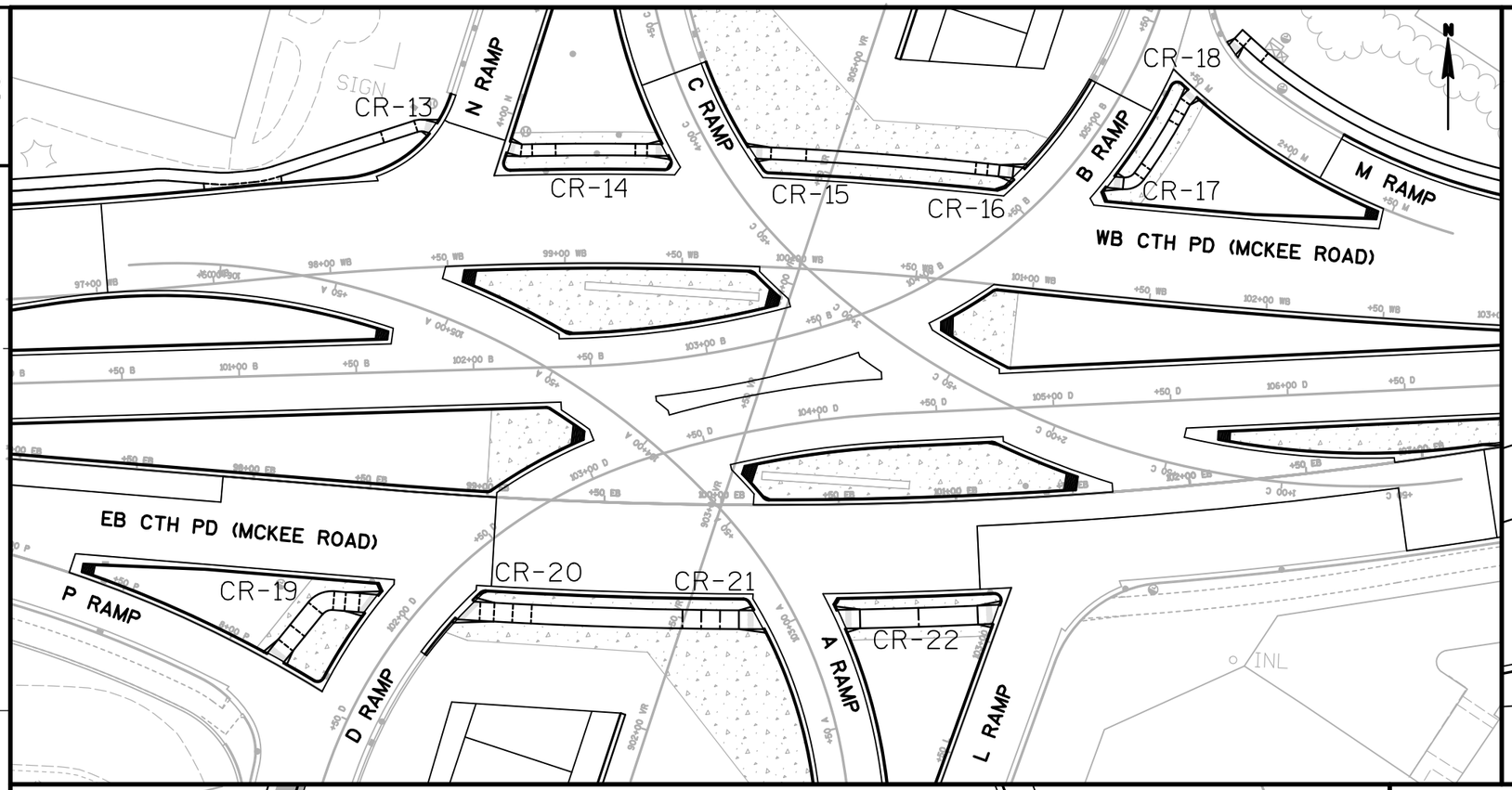
POINT NO.	NESBITT ROAD (NR)		
	STATION	OFFSET	ELEV.
CR1000	24+51.63 NR	54.06' LT	995.43
CR1001	24+48.77 NR	44.97' LT	995.22
CR1002	24+45.36 NR	34.77' LT	995.04
CR1003	24+44.53 NR	32.40' LT	995.01
CR1004	24+53.59 NR	36.60' LT	995.07
CR1005	24+55.34 NR	42.26' LT	995.12
CR1006	24+54.65 NR	40.00' LT	995.07
CR1007	24+48.04 NR	42.73' LT	995.17
CR1008	24+53.83 NR	36.19' LT	995.06
CR1009	24+44.66 NR	31.92' LT	995.00
CR1010	24+38.80 NR	36.29' LT	995.36
CR1011	24+37.24 NR	35.79' LT	995.34
CR1012	24+60.87 NR	61.47' LT	995.53
CR1013	24+54.60 NR	64.03' LT	995.65
CR1014	24+46.10 NR	48.90' LT	995.37

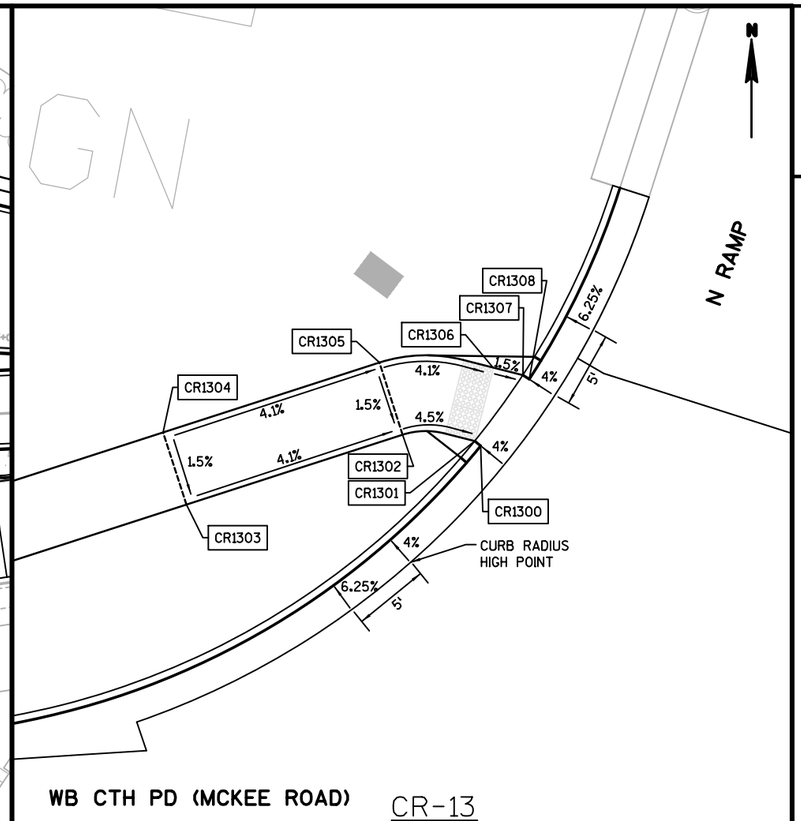
CR-11 POINTS

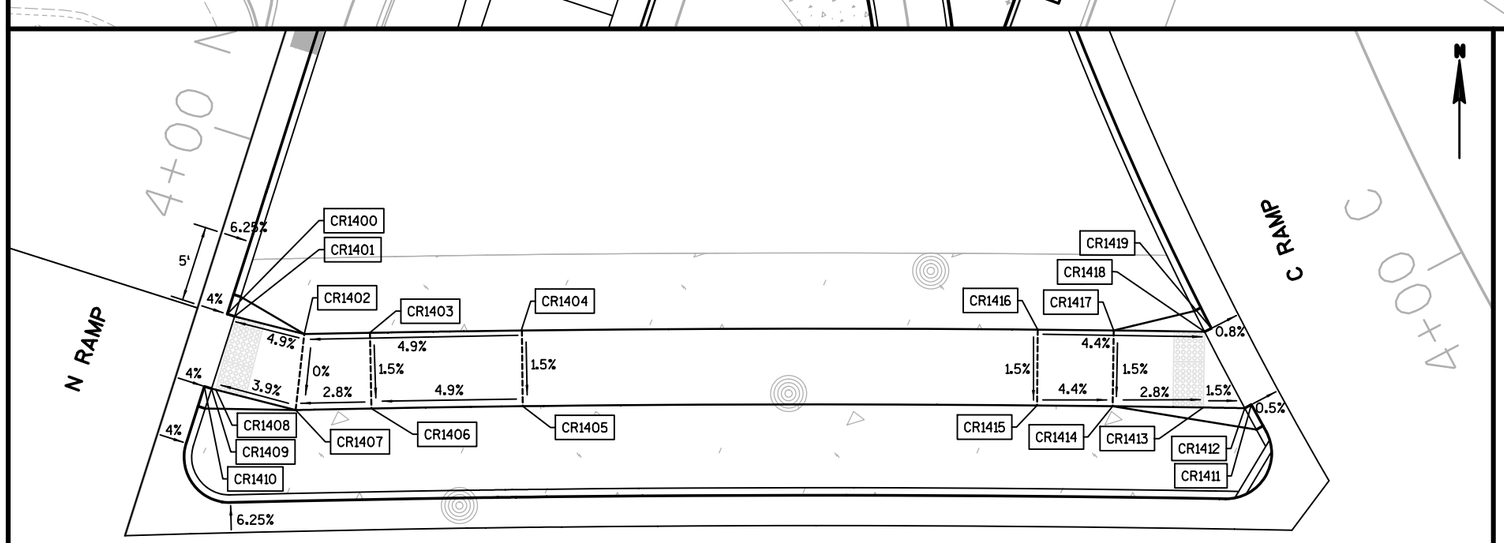
POINT NO.	NESBITT ROAD (NR)		
	STATION	OFFSET	ELEV.
CR1100	24+40.10 NR	1.00' RT	995.30
CR1101	24+37.09 NR	8.20' RT	995.38
CR1102	24+29.04 NR	6.21' RT	995.32
CR1103	24+31.39 NR	1.00' RT	995.27

CR-12 POINTS

POINT NO.	NESBITT ROAD (NR)		
	STATION	OFFSET	ELEV.
CR1200	24+14.43 NR	52.27' RT	995.48
CR1201	24+11.06 NR	57.60' RT	995.48
CR1202	24+08.13 NR	62.01' RT	995.56
CR1203	23+99.39 NR	58.13' RT	995.68
CR1204	24+02.42 NR	53.78' RT	995.60
CR1205	24+04.38 NR	50.89' RT	995.37
CR1206	24+07.77 NR	45.66' RT	995.28
CR1207	24+09.05 NR	43.63' RT	995.25
CR1208	24+09.54 NR	43.36' RT	995.24
CR1209	24+14.99 NR	52.08' RT	995.48
CR1210	23+86.22 NR	90.04' RT	997.18
CR1211	23+76.76 NR	85.65' RT	997.30
CR1212	24+12.94 NR	54.65' RT	995.48







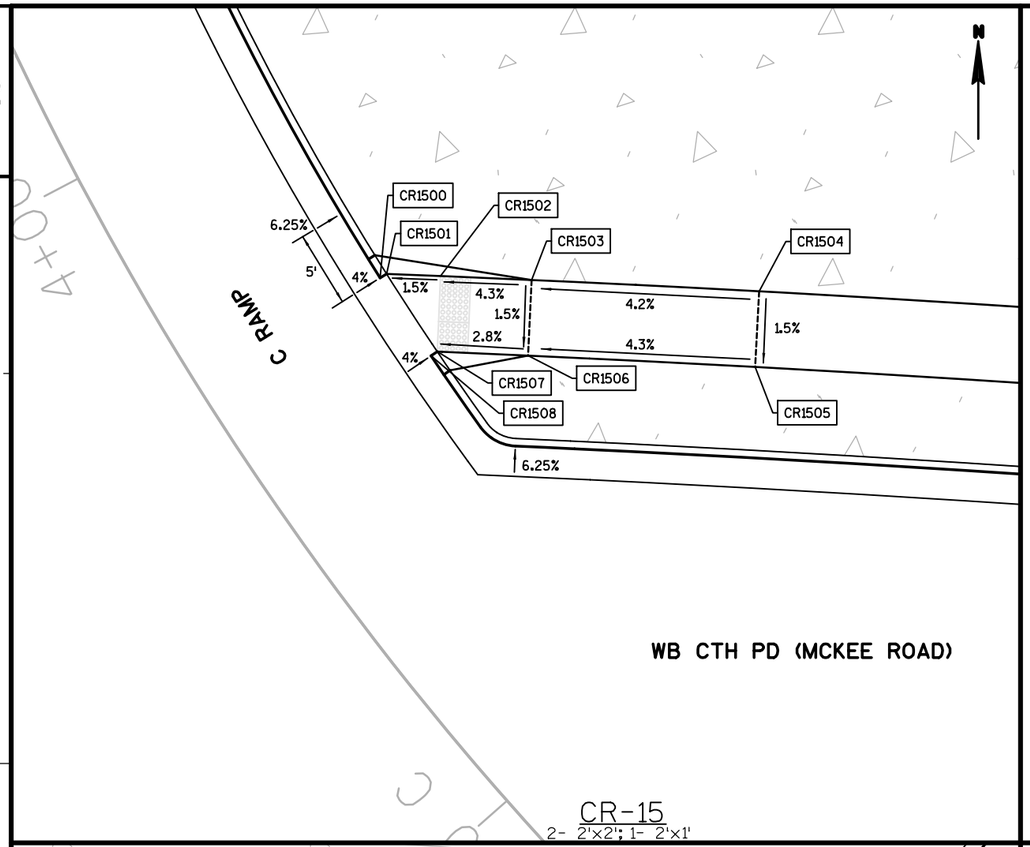
CR-13 POINTS
N RAMP (N)

POINT NO.	STATION	OFFSET	ELEV.
CR1300	3+81.30 N	31.60'LT	999.33
CR1301	3+81.48 N	32.07'LT	999.36
CR1302	3+80.43 N	36.73'LT	999.58
CR1303	3+71.71 N	48.93'LT	1000.19
CR1304	3+75.78 N	51.84'LT	1000.26
CR1305	3+84.50 N	39.64'LT	999.65
CR1306	3+86.47 N	32.36'LT	999.34
CR1307	3+86.59 N	30.36'LT	999.31
CR1308	3+86.45 N	29.88'LT	999.28

CR-14 POINTS
WB CTH PD (MCKEE ROAD) (WB)

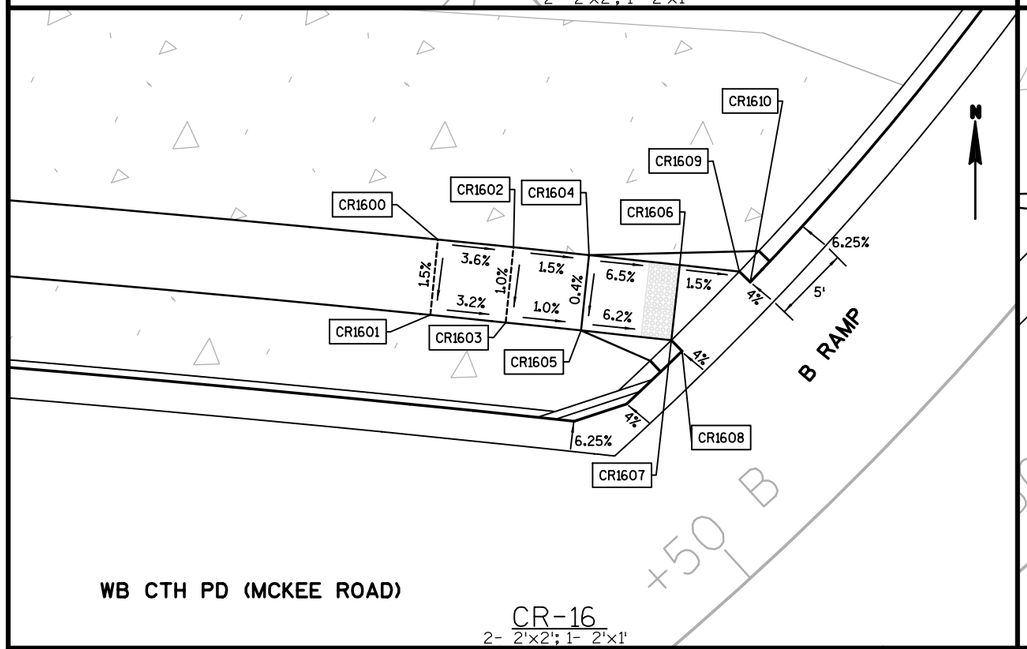
POINT NO.	STATION	OFFSET	ELEV.
CR1400	98+77.85 WB	52.44'LT	999.55
CR1401	98+78.31 WB	52.28'LT	999.58
CR1402	98+82.74 WB	51.00'LT	999.81
CR1403	98+86.94 WB	51.00'LT	1000.02
CR1404	98+96.65 WB	51.00'LT	1000.51
CR1405	98+96.65 WB	46.00'LT	1000.44
CR1406	98+86.94 WB	46.00'LT	999.95
CR1407	98+82.08 WB	46.01'LT	999.81
CR1408	98+77.00 WB	47.46'LT	999.60
CR1409	98+76.72 WB	47.54'LT	999.60
CR1410	98+76.27 WB	47.71'LT	999.57
CR1411	99+43.35 WB	46.25'LT	1000.17
CR1412	99+42.93 WB	46.00'LT	1000.20
CR1413	99+40.28 WB	46.00'LT	1000.24
CR1414	99+34.47 WB	46.00'LT	1000.41
CR1415	99+29.61 WB	46.00'LT	1000.63
CR1416	99+29.61 WB	51.00'LT	1000.71
CR1417	99+34.47 WB	51.00'LT	1000.48
CR1418	99+40.28 WB	51.00'LT	1000.22
CR1419	99+40.70 WB	51.23'LT	1000.19

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 73	E



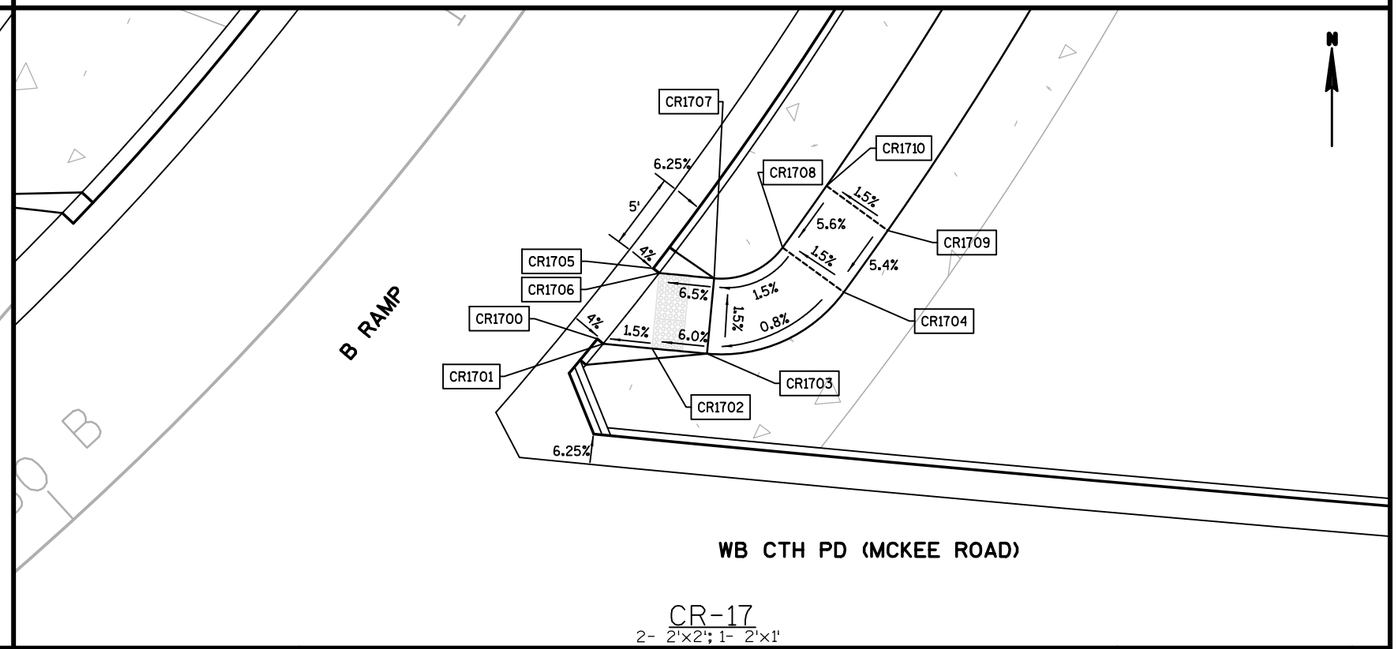
CR-15
2- 2'x2'; 1- 2'x1'

CR-15 POINTS			
POINT NO.	WB CTH PD (MCKEE ROAD) (WB)		
	STATION	OFFSET	ELEV.
CR1500	99+76.06 WB	50.72'LT	1000.13
CR1501	99+76.46 WB	51.00'LT	1000.16
CR1502	99+79.91 WB	51.00'LT	1000.21
CR1503	99+85.74 WB	51.00'LT	1000.47
CR1504	100+00.30 WB	51.00'LT	1001.10
CR1505	100+00.30 WB	46.00'LT	1001.03
CR1506	99+85.74 WB	46.00'LT	1000.39
CR1507	99+79.91 WB	46.00'LT	1000.22
CR1508	99+79.52 WB	45.71'LT	1000.19



CR-16
2- 2'x2'; 1- 2'x1'

CR-16 POINTS			
POINT NO.	WB CTH PD (MCKEE ROAD) (WB)		
	STATION	OFFSET	ELEV.
CR1600	100+70.65 WB	51.00'LT	1001.51
CR1601	100+70.65 WB	46.00'LT	1001.44
CR1602	100+75.50 WB	51.00'LT	1001.33
CR1603	100+75.51 WB	46.00'LT	1001.28
CR1604	100+80.36 WB	51.00'LT	1001.25
CR1605	100+80.36 WB	46.00'LT	1001.23
CR1606	100+86.35 WB	51.00'LT	1000.86
CR1607	100+86.34 WB	46.00'LT	1000.86
CR1608	100+87.12 WB	45.36'LT	1000.88
CR1609	100+90.36 WB	50.97'LT	1000.81
CR1610	100+91.16 WB	50.36'LT	1000.75

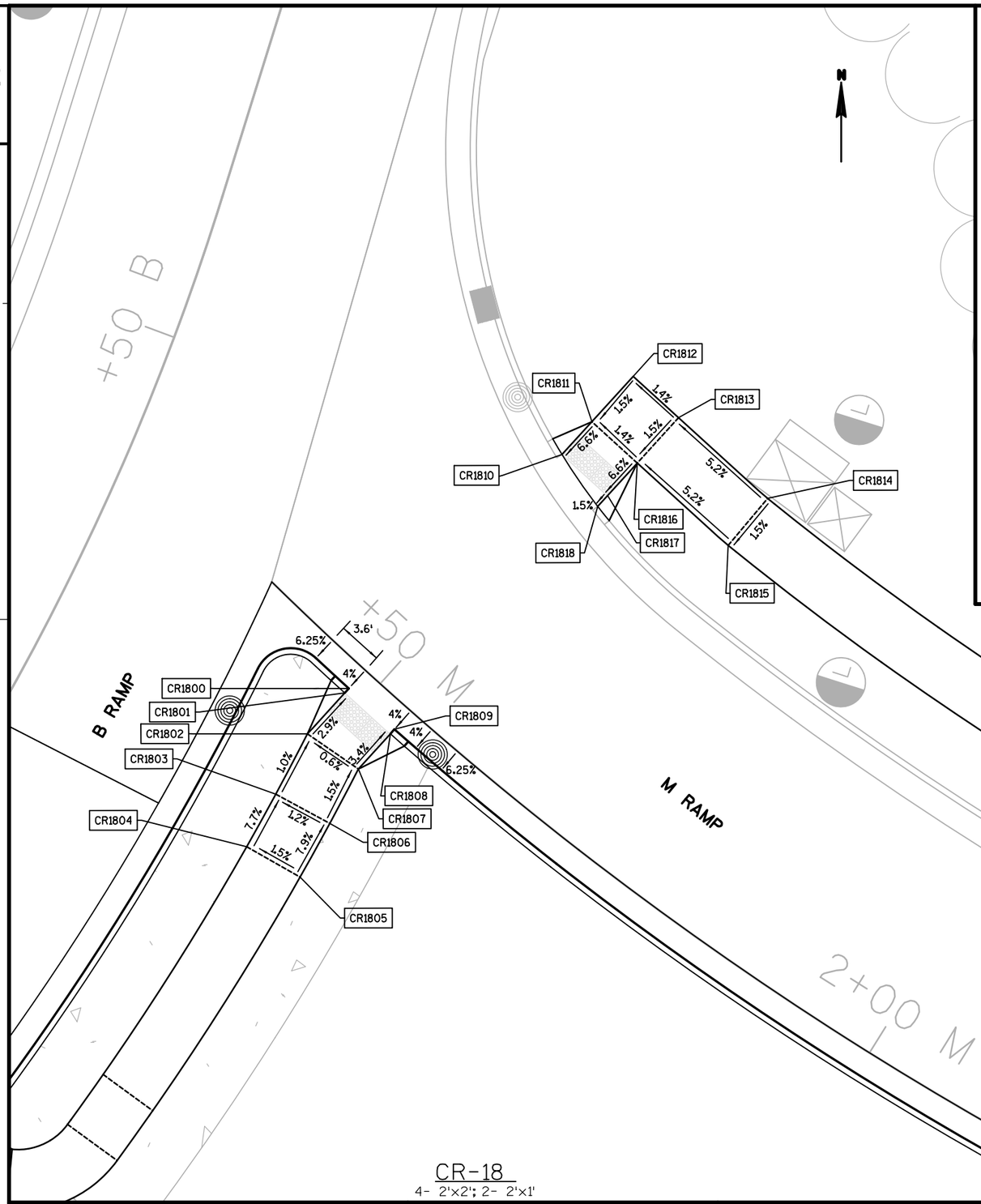


CR-17
2- 2'x2'; 1- 2'x1'

CR-17 POINTS			
POINT NO.	WB CTH PD (MCKEE ROAD) (WB)		
	STATION	OFFSET	ELEV.
CR1700	101+26.78 WB	46.28'LT	1000.89
CR1701	101+27.20 WB	46.00'LT	1000.92
CR1702	101+30.48 WB	46.00'LT	1000.97
CR1703	101+34.17 WB	46.00'LT	1001.19
CR1704	101+42.88 WB	50.89'LT	1001.28
CR1705	101+30.05 WB	51.27'LT	1000.85
CR1706	101+30.48 WB	51.00'LT	1000.88
CR1707	101+34.17 WB	51.00'LT	1001.12
CR1708	101+38.52 WB	53.45'LT	1001.20
CR1709	101+45.43 WB	55.21'LT	1001.55
CR1710	101+41.07 WB	57.77'LT	1001.48

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET	E

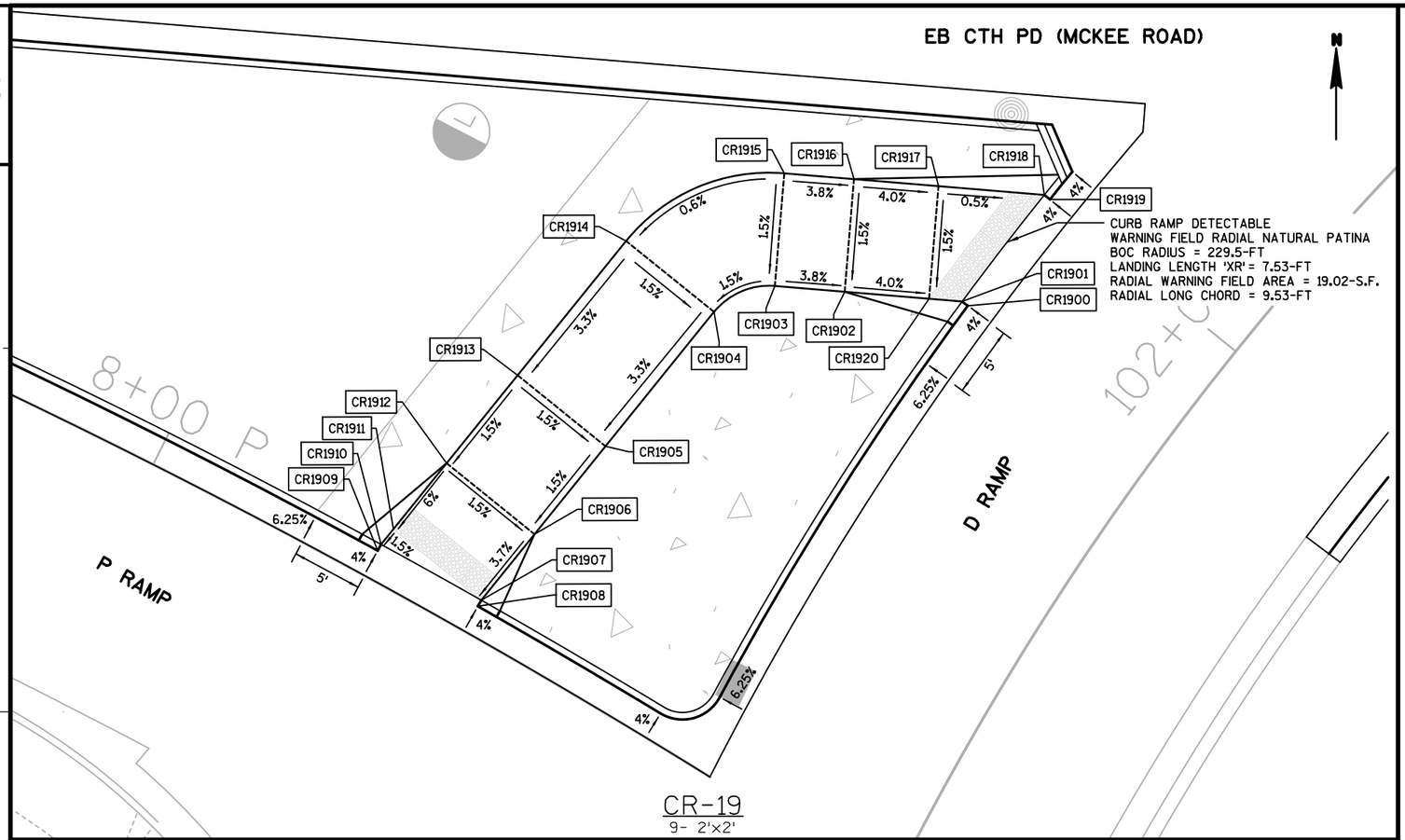
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021087_cd_Curb Ramps.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42



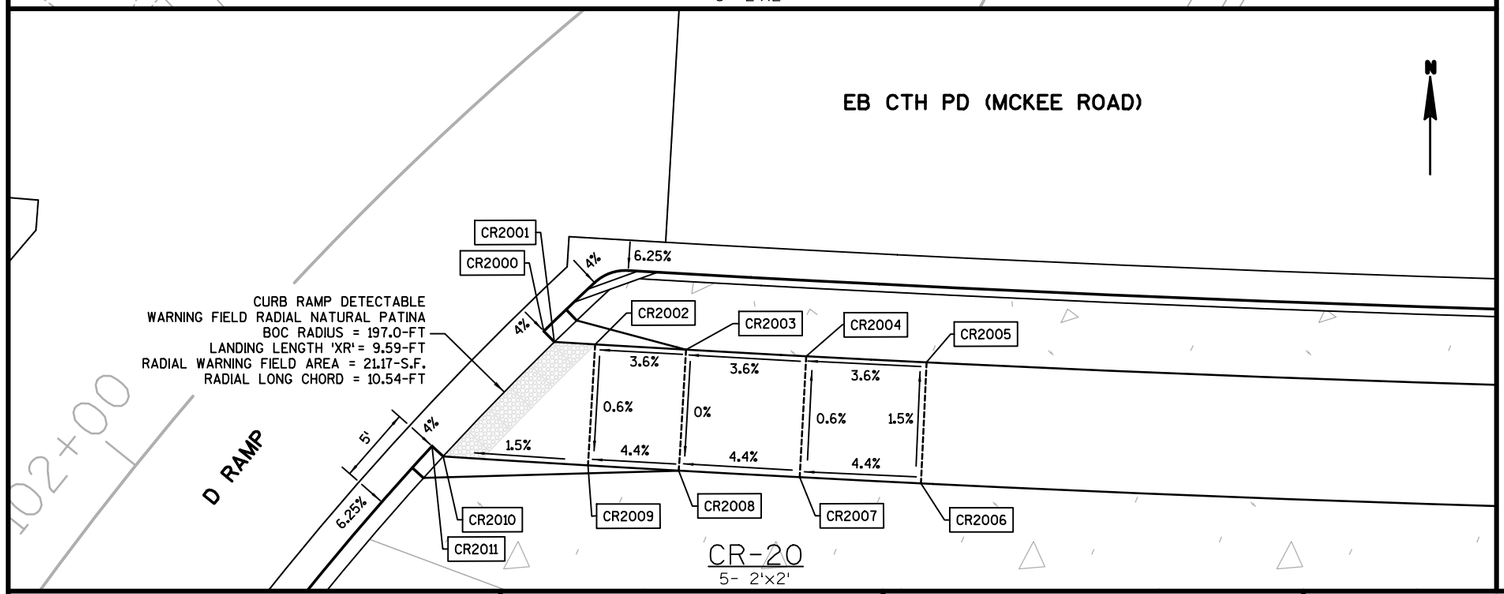
CR-18
4- 2'x2'; 2- 2'x1'

CR-18 POINTS			
	M RAMP (M)		
POINT NO.	STATION	OFFSET	ELEV.
CR1800	1+48.37 M	2.00'RT	1000.82
CR1801	1+48.37 M	2.50'RT	1000.85
CR1802	1+48.37 M	7.00'RT	1000.98
CR1803	1+49.72 M	12.38'RT	1001.04
CR1804	1+50.77 M	17.15'RT	1001.42
CR1805	1+55.39 M	16.12'RT	1001.49
CR1806	1+54.39 M	11.23'RT	1001.10
CR1807	1+53.26 M	6.37'RT	1001.02
CR1808	1+53.32 M	2.50'RT	1000.89
CR1809	1+53.32 M	2.00'RT	1000.86
CR1810	1+48.37 M	23.79'LT	*
CR1811	1+48.37 M	27.41'LT	1001.06
CR1812	1+48.37 M	32.41'LT	1001.14
CR1813	1+54.01 M	32.36'LT	1001.21
CR1814	1+65.03 M	32.01'LT	1001.72
CR1815	1+64.94 M	27.01'LT	1001.65
CR1816	1+53.90 M	27.36'LT	1001.13
CR1817	1+53.82 M	23.74'LT	1000.89
CR1818	1+53.80 M	22.58'LT	*

* MATCH EXISTING

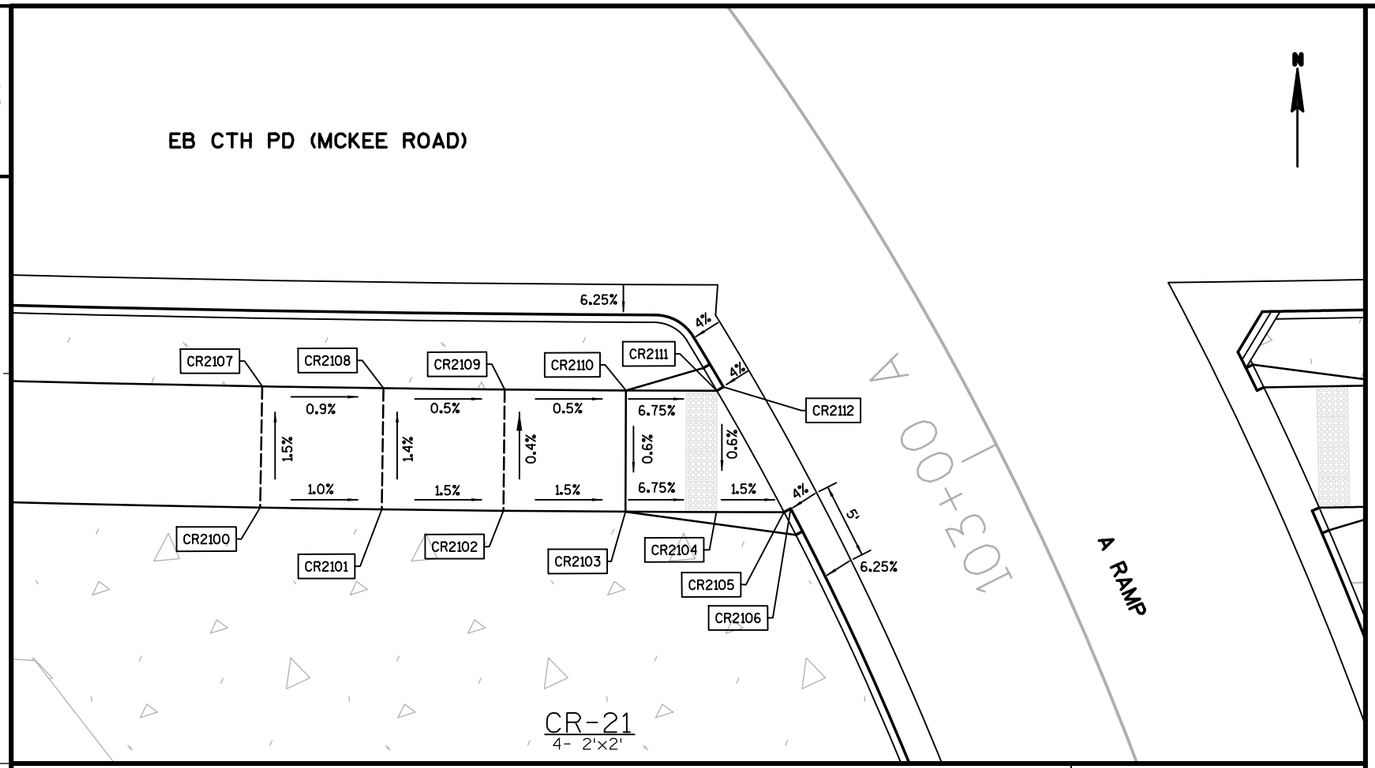


CR-19 POINTS			
POINT NO.	D RAMP (D)		
	STATION	OFFSET	ELEV.
CR1900	101+91.32 D	17.00'LT	999.00
CR1901	101+91.31 D	17.50'LT	999.01
CR1902	101+87.38 D	24.64'LT	999.29
CR1903	101+85.16 D	28.92'LT	999.48
CR1904	101+81.71 D	31.44'LT	999.41
CR1905	101+71.15 D	32.82'LT	999.01
CR1906	101+64.32 D	34.05'LT	998.89
CR1907	101+59.25 D	35.14'LT	998.67
CR1908	101+58.82 D	35.15'LT	998.64
CR1909	101+58.99 D	43.26'LT	998.60
CR1910	101+59.40 D	43.25'LT	998.63
CR1911	101+60.53 D	42.99'LT	998.65
CR1912	101+65.45 D	41.94'LT	999.01
CR1913	101+72.07 D	40.75'LT	999.13
CR1914	101+82.30 D	39.41'LT	999.53
CR1915	101+91.15 D	33.03'LT	999.60
CR1916	101+93.45 D	28.82'LT	999.41
CR1917	101+96.33 D	23.77'LT	999.17
CR1918	102+00.12 D	17.50'LT	999.13
CR1919	102+00.12 D	17.00'LT	999.12
CR1920	101+90.18 D	19.50'LT	999.05



CR-20 POINTS			
POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR2000	98+96.44 EB	44.33'RT	999.43
CR2001	98+97.16 EB	45.00'RT	999.45
CR2002	98+99.80 EB	45.00'RT	999.49
CR2003	99+05.67 EB	45.00'RT	999.71
CR2004	99+13.44 EB	45.00'RT	1000.00
CR2005	99+21.24 EB	45.00'RT	1000.28
CR2006	99+21.24 EB	53.00'RT	1000.40
CR2007	99+13.44 EB	53.00'RT	1000.05
CR2008	99+05.65 EB	53.00'RT	999.70
CR2009	98+99.80 EB	53.00'RT	999.44
CR2010	98+90.46 EB	53.00'RT	999.30
CR2011	98+89.71 EB	52.37'RT	999.28

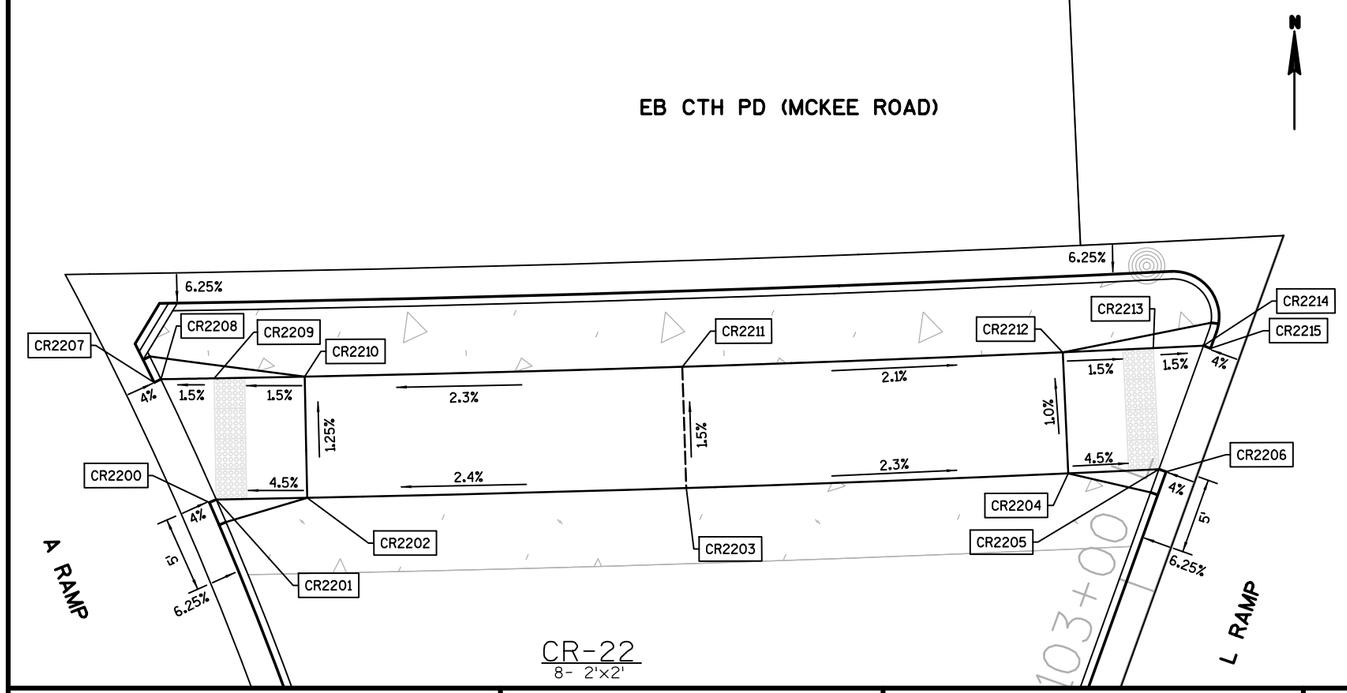
EB CTH PD (MCKEE ROAD)



CR-21
4- 2'x2'

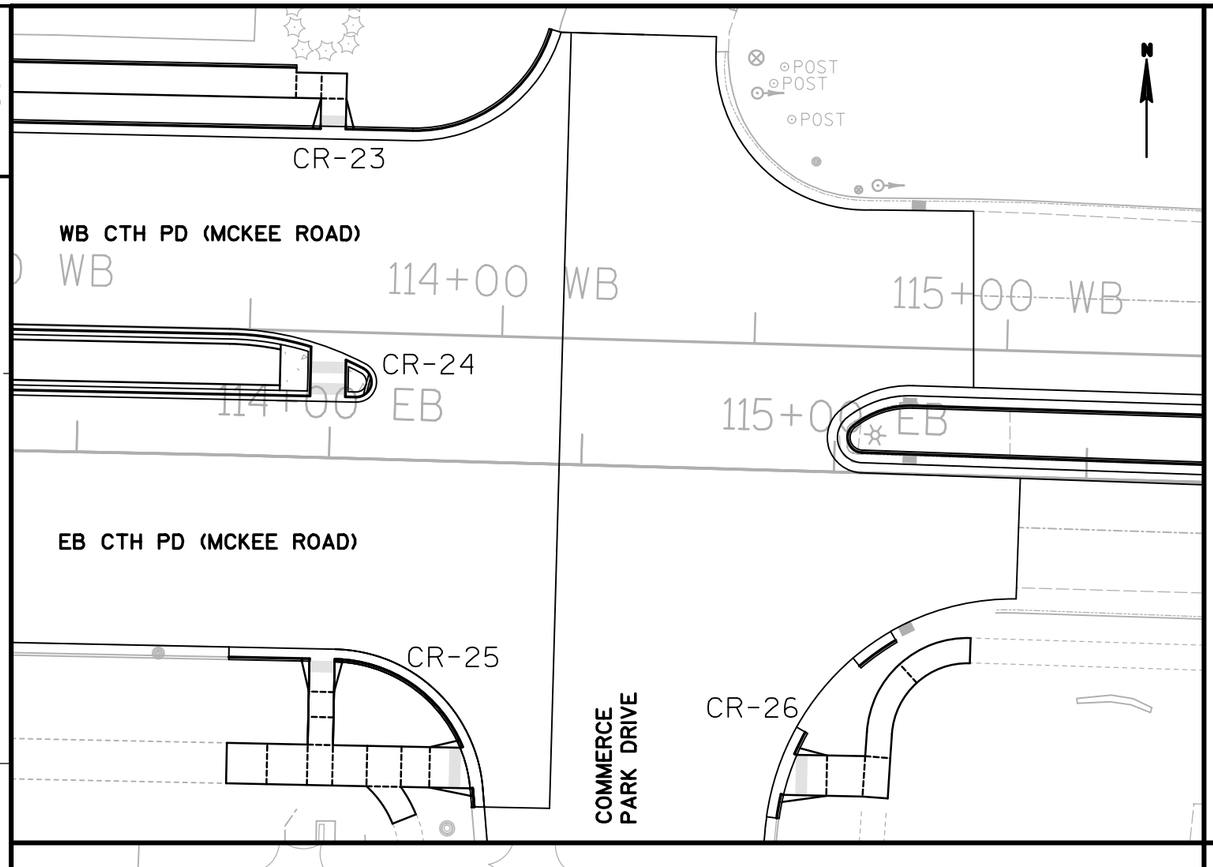
CR-21 POINTS			
POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR2100	99+84.17 EB	53.00'RT	1000.79
CR2101	99+91.99 EB	53.00'RT	1000.71
CR2102	99+99.81 EB	53.00'RT	1000.59
CR2103	100+07.65 EB	53.00'RT	1000.47
CR2104	100+13.51 EB	53.00'RT	1000.06
CR2105	100+17.85 EB	53.00'RT	999.99
CR2106	100+18.28 EB	52.77'RT	999.96
CR2107	99+84.17 EB	45.00'RT	1000.67
CR2108	99+91.99 EB	45.00'RT	1000.60
CR2109	99+99.81 EB	45.00'RT	1000.56
CR2110	100+07.64 EB	45.00'RT	1000.52
CR2111	100+13.52 EB	45.00'RT	1000.11
CR2112	100+13.94 EB	44.75'RT	1000.08

EB CTH PD (MCKEE ROAD)



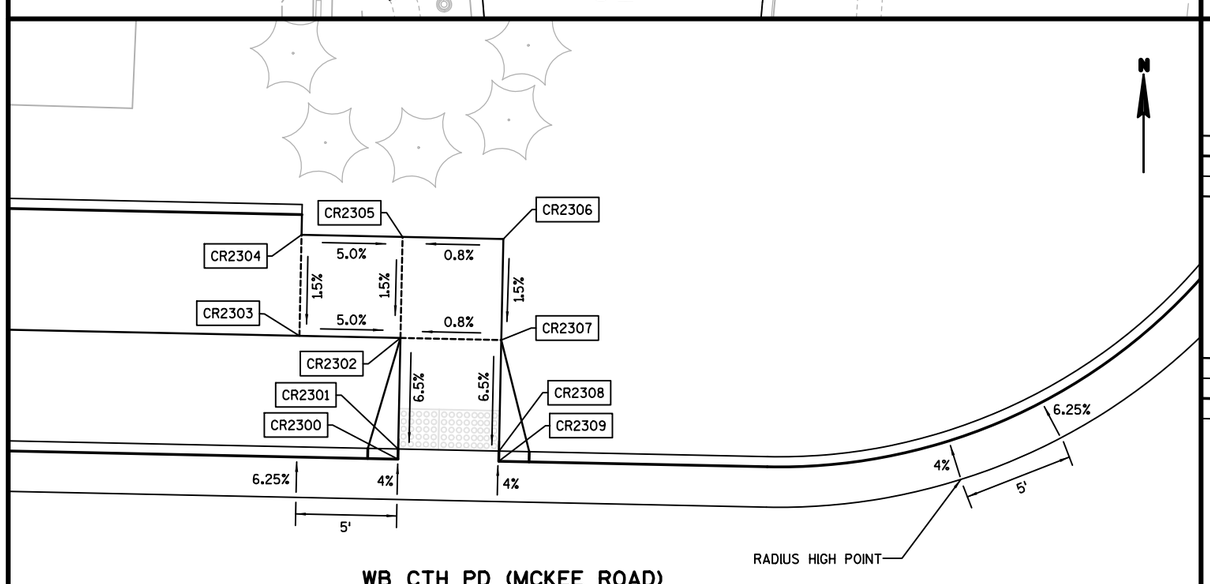
CR-22
8- 2'x2'

CR-22 POINTS			
POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR2200	100+51.82 EB	53.19'RT	1000.15
CR2201	100+52.27 EB	53.00'RT	1000.18
CR2202	100+58.11 EB	53.00'RT	1000.45
CR2203	100+82.50 EB	53.00'RT	1001.06
CR2204	101+07.08 EB	53.00'RT	1000.48
CR2205	101+12.93 EB	53.00'RT	1000.21
CR2206	101+13.38 EB	53.19'RT	1000.18
CR2207	100+48.39 EB	45.21'RT	1000.18
CR2208	100+48.83 EB	45.00'RT	1000.21
CR2209	100+52.27 EB	45.00'RT	1000.26
CR2210	100+58.11 EB	45.00'RT	1000.35
CR2211	100+82.50 EB	45.00'RT	1000.94
CR2212	101+07.08 EB	45.00'RT	1000.40
CR2213	101+12.93 EB	45.00'RT	1000.31
CR2214	101+16.17 EB	45.00'RT	1000.26
CR2215	101+16.63 EB	45.19'RT	1000.23

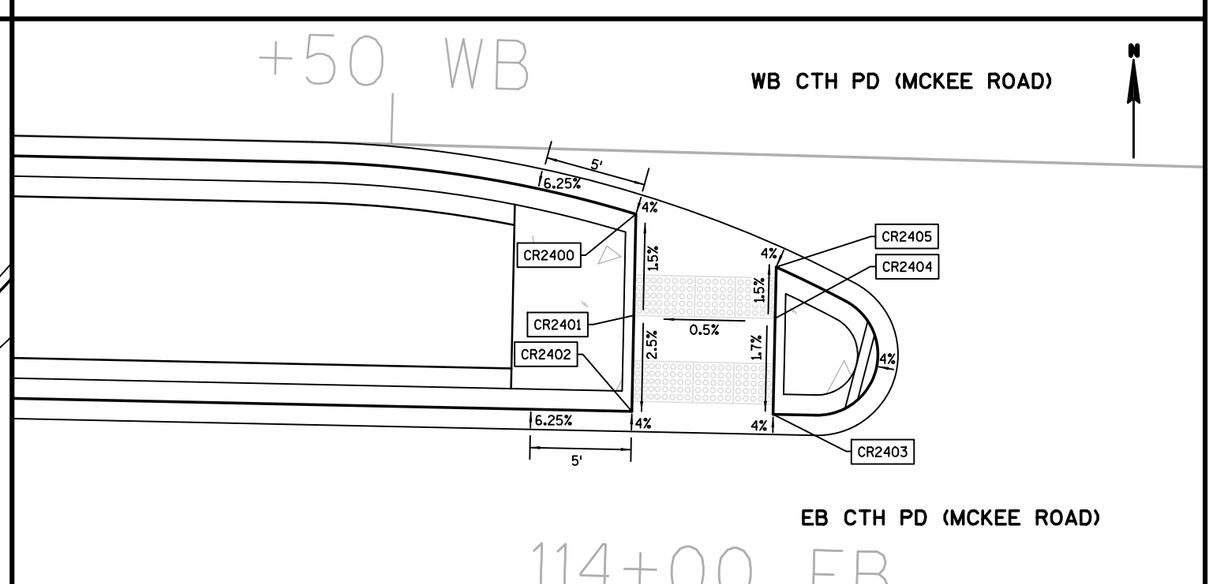


CR-23 POINTS			
POINT NO.	WB CTH PD (MCKEE ROAD) (WB)		
	STATION	OFFSET	ELEV.
CR2300	113+62.90 WB	40.12'LT	1003.90
CR2301	113+62.90 WB	40.62'LT	1003.93
CR2302	113+62.86 WB	46.12'LT	1004.29
CR2303	113+57.86 WB	46.08'LT	1004.54
CR2304	113+57.82 WB	51.08'LT	1004.62
CR2305	113+62.82 WB	51.12'LT	1004.37
CR2306	113+67.82 WB	51.15'LT	1004.41
CR2307	113+67.86 WB	46.15'LT	1004.33
CR2308	113+67.90 WB	40.65'LT	1003.97
CR2309	113+67.90 WB	40.15'LT	1003.94

CR-24 POINTS			
POINT NO.	WB CTH PD (MCKEE ROAD) (WB)		
	STATION	OFFSET	ELEV.
CR2400	113+62.20 WB	3.13'RT	1004.41
CR2401	113+62.24 WB	8.14'RT	1004.49
CR2402	113+62.27 WB	12.89'RT	1004.37
CR2403	113+69.27 WB	12.84'RT	1004.44
CR2404	113+69.24 WB	8.08'RT	1004.52
CR2405	113+69.22 WB	5.55'RT	1004.52



CR-23
2- 2'×2'; 1- 2'×1'

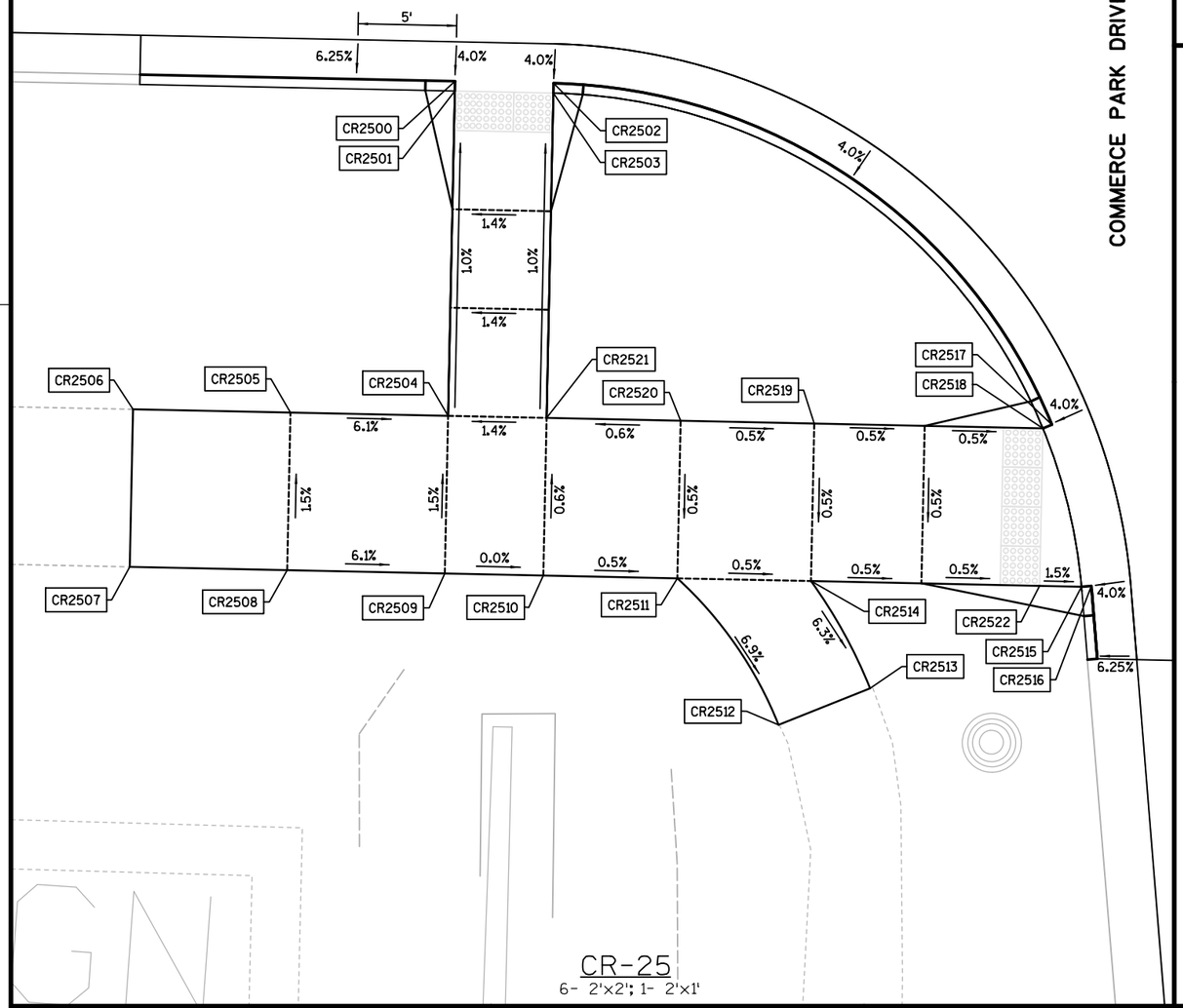


CR-24
6- 2'×2'; 2- 2'×1'

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 78	E

2

EB CTH PD (MCKEE ROAD)



CR-25
6- 2'x2'; 1- 2'x1'

CR-25 POINTS			
POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR2500	113+97.25 EB	39.88'RT	1003.86
CR2501	113+97.26 EB	40.38'RT	1003.89
CR2502	114+02.25 EB	39.84'RT	1003.93
CR2503	114+02.26 EB	40.34'RT	1003.96
CR2504	113+97.37 EB	56.88'RT	1004.06
CR2505	113+89.37 EB	56.93'RT	1004.55
CR2506	113+81.37 EB	56.99'RT	*
CR2507	113+81.43 EB	64.99'RT	*
CR2508	113+89.43 EB	64.93'RT	1004.67
CR2509	113+97.43 EB	64.88'RT	1004.18
CR2510	114+02.43 EB	64.84'RT	1004.18
CR2511	114+09.24 EB	64.79'RT	1004.14
CR2512	114+14.58 EB	72.09'RT	*
CR2513	114+19.17 EB	70.11'RT	*
CR2514	114+16.03 EB	64.75'RT	1004.10
CR2515	114+29.76 EB	64.65'RT	1004.01
CR2516	114+30.26 EB	64.59'RT	1003.98
CR2517	114+28.03 EB	56.46'RT	1004.05
CR2518	114+27.58 EB	56.67'RT	1004.08
CR2519	114+15.97 EB	56.75'RT	1004.14
CR2520	114+09.18 EB	56.80'RT	1004.18
CR2521	114+02.37 EB	56.84'RT	1004.13
CR2522	114+27.63 EB	64.67'RT	1004.04

* MATCH EXISTING

CR-26 POINTS			
POINT NO.	EB CTH PD (MCKEE ROAD) (EB)		
	STATION	OFFSET	ELEV.
CR2600	114+91.34 EB	64.11'RT	1003.89
CR2601	114+91.83 EB	64.22'RT	1003.92
CR2602	114+93.80 EB	56.01'RT	1004.09
CR2603	114+94.26 EB	56.20'RT	1004.12
CR2604	115+07.48 EB	64.11'RT	*
CR2605	115+12.38 EB	64.32'RT	*
CR2606	115+07.79 EB	56.10'RT	1004.78
CR2607	115+12.78 EB	56.35'RT	1004.86
CR2608	115+14.12 EB	37.69'RT	1005.26
CR2609	117+17.58 EB	41.30'RT	1005.34
CR2610	115+28.12 EB	32.12'RT	*
CR2611	115+28.01 EB	37.12'RT	*
CR2612	114+94.31 EB	64.20'RT	1003.96

* MATCH EXISTING

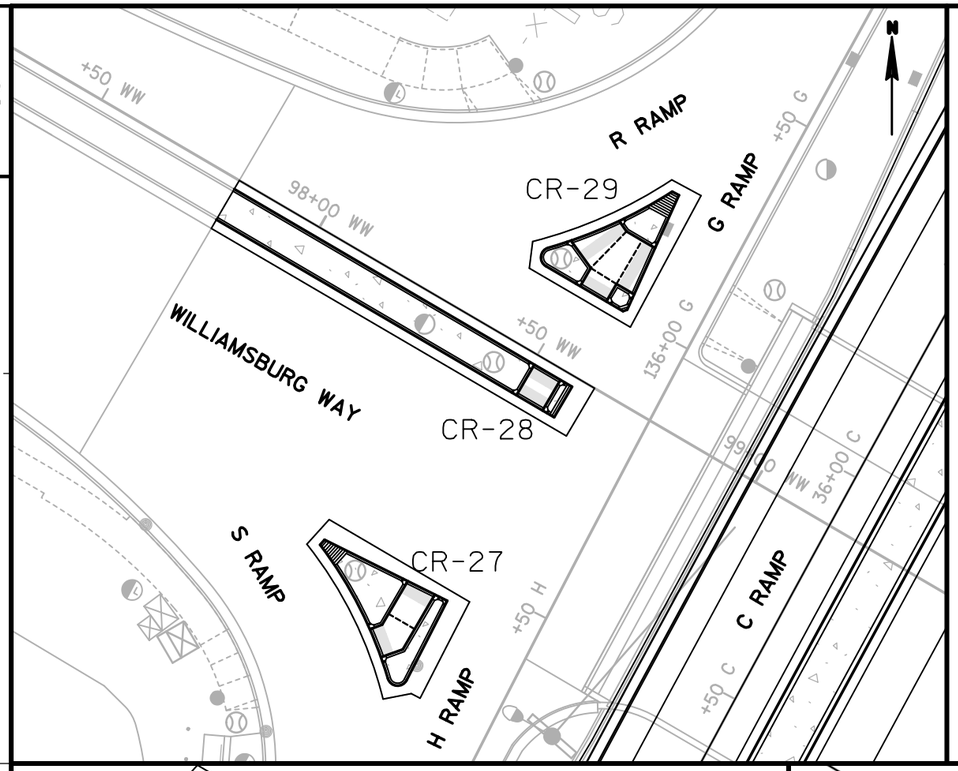
2

EB CTH PD (MCKEE ROAD)

CR-26
4- 2'x2'

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET	E

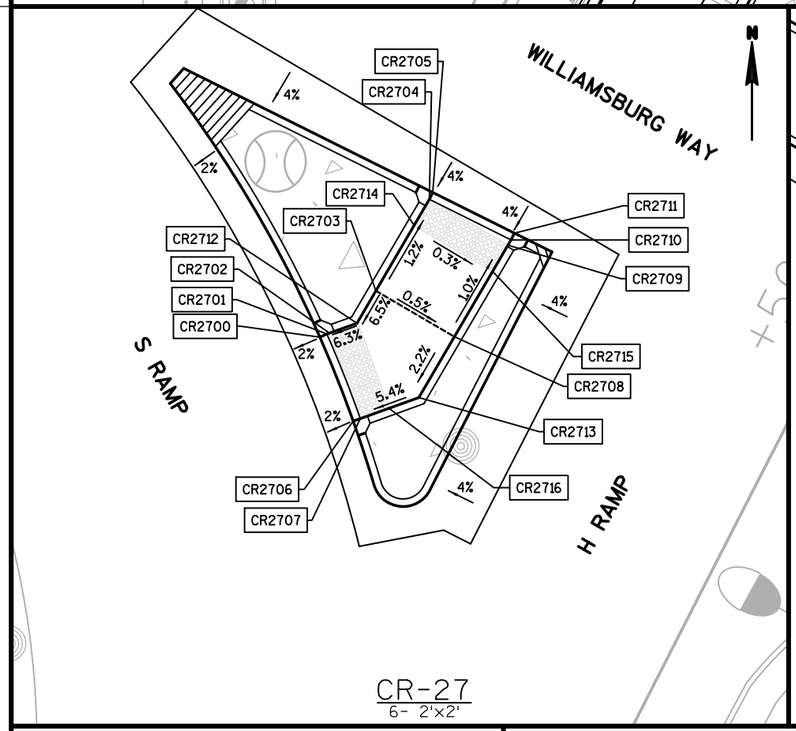
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021092_cd_Curb Ramps.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



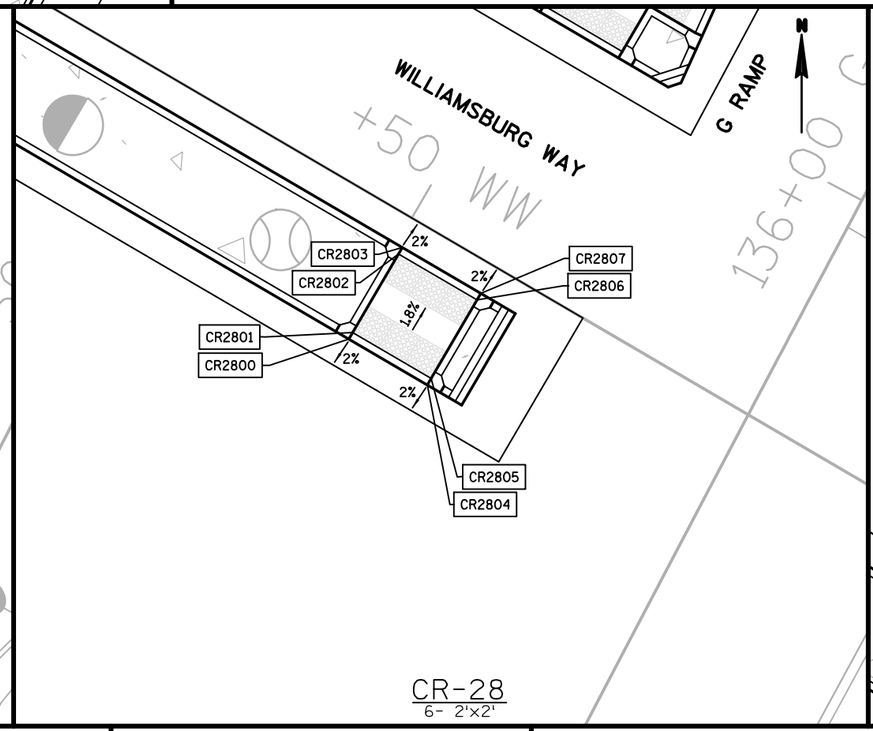
CR-27 POINTS			
POINT NO.	H RAMP (H)		
	STATION	OFFSET	ELEV.
CR2700	135+32.16 H	30.06'LT	1041.27
CR2701	135+32.55 H	29.75'LT	1041.28
CR2702	135+32.68 H	29.62'LT	1041.28
CR2703	135+36.54 H	28.17'LT	1041.56
CR2704	135+43.49 H	27.78'LT	1041.47
CR2705	135+43.98 H	27.79'LT	1041.48
CR2706	135+28.25 H	25.58'LT	1041.20
CR2707	135+28.61 H	25.23'LT	1041.21
CR2708	135+36.21 H	22.17'LT	1041.53
CR2709	135+43.16 H	21.79'LT	1041.46
CR2710	135+43.56 H	21.77'LT	1041.46
CR2711	135+44.41 H	21.78'LT	1041.45
CR2712	135+34.08 H	28.30'LT	1041.40
CR2713	135+31.59 H	22.43'LT	1041.43
CR2714	135+41.50 H	27.89'LT	1041.50
CR2715	135+41.18 H	21.90'LT	1041.48
CR2716	135+30.03 H	23.87'LT	1041.32

CR-28 POINTS			
POINT NO.	WILLIAMSBURG WAY (WW)		
	STATION	OFFSET	ELEV.
CR2800	98+50.44 WW	9.00'RT	1042.00
CR2801	98+50.44 WW	8.50'RT	1042.01
CR2802	98+50.44 WW	2.50'RT	1041.90
CR2803	98+50.44 WW	2.00'RT	1041.89
CR2804	98+56.44 WW	9.00'RT	1041.96
CR2805	98+56.44 WW	8.50'RT	1041.97
CR2806	98+56.44 WW	2.50'RT	1041.86
CR2807	98+56.44 WW	2.00'RT	1041.85

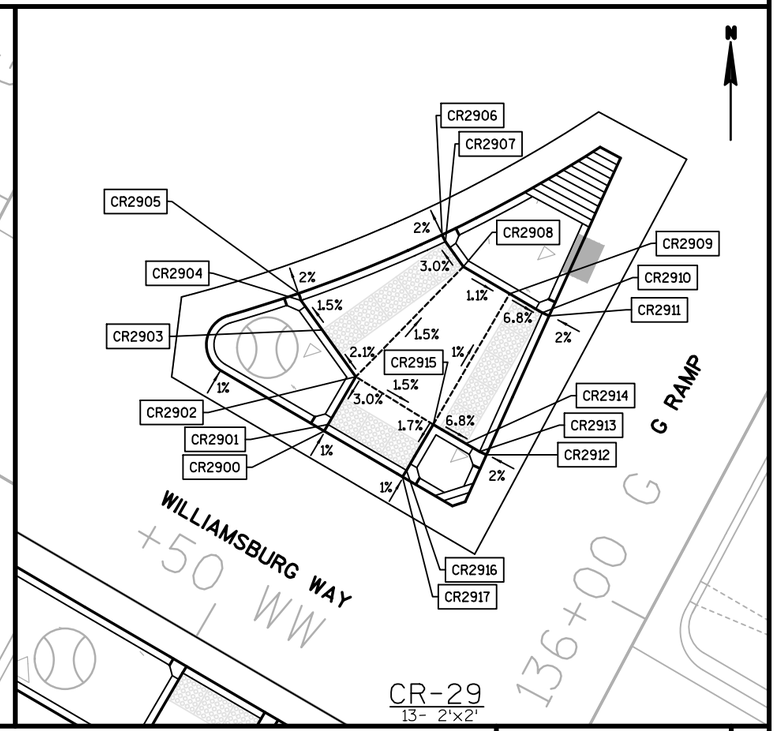
CR-29 POINTS			
POINT NO.	G RAMP (G)		
	STATION	OFFSET	ELEV.
CR2900	136+00.98 G	24.60'LT	1041.69
CR2901	136+01.48 G	24.58'LT	1041.70
CR2902	1036+05.10 G	24.43'LT	1041.81
CR2903	136+06.77 G	27.85'LT	1041.73
CR2904	136+07.82 G	29.99'LT	1041.70
CR2905	136+08.16 G	30.36'LT	1041.69
CR2906	136+15.99 G	23.83'LT	1041.59
CR2907	136+15.70 G	23.43'LT	1041.60
CR2908	136+14.81 G	21.61'LT	1041.66
CR2909	136+14.68 G	18.07'LT	1041.62
CR2910	136+14.59 G	15.57'LT	1041.45
CR2911	136+14.62 G	15.08'LT	1041.44
CR2912	136+04.62 G	14.41'LT	1041.53
CR2913	136+04.59 G	14.90'LT	1041.54
CR2914	136+04.63 G	15.95'LT	1041.55
CR2915	136+04.72 G	18.44'LT	1041.72
CR2916	136+01.24 G	18.58'LT	1041.66
CR2917	136+00.74 G	18.60'LT	1041.65



CR-27
6- 2'x2'



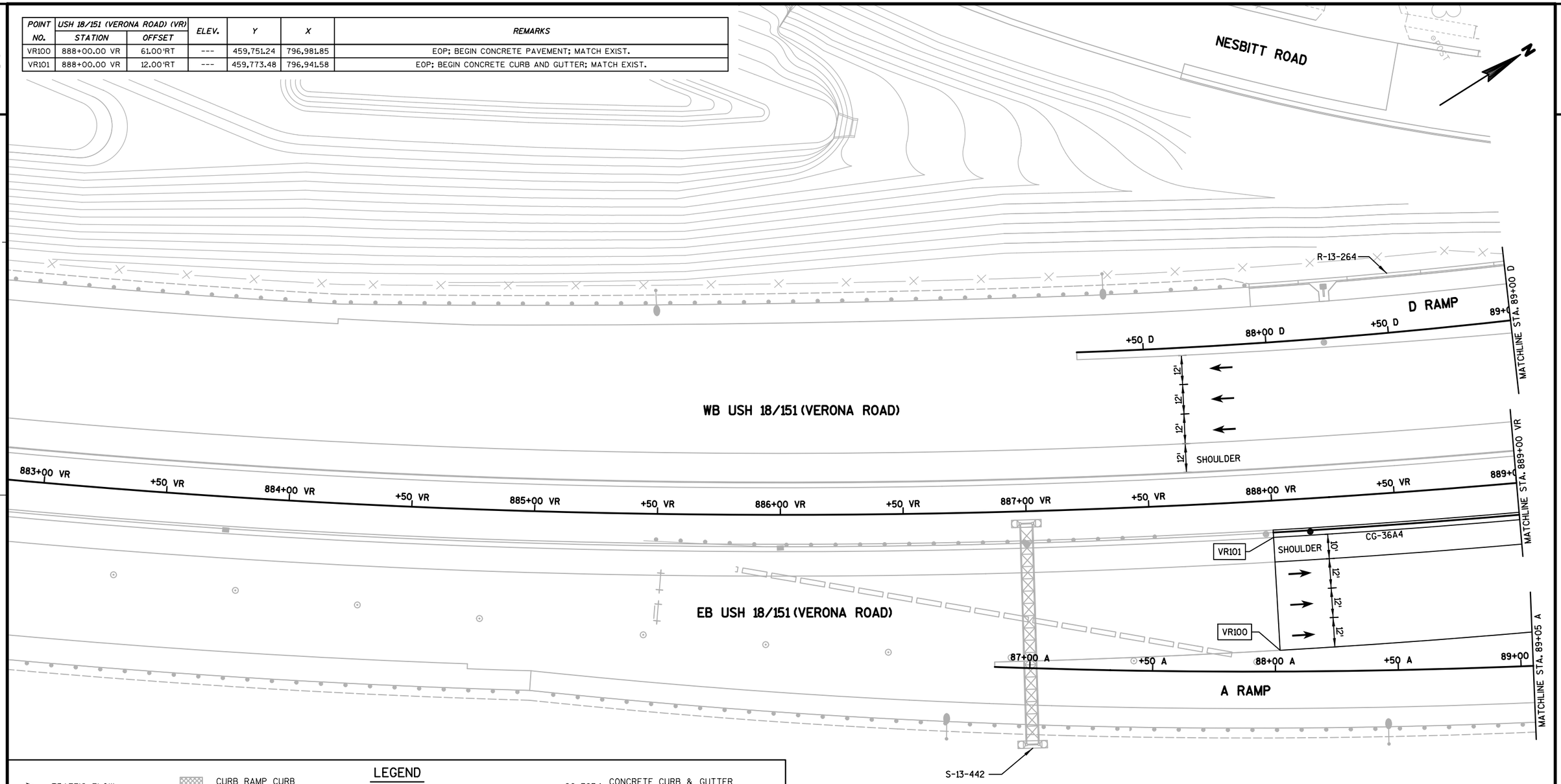
CR-28
6- 2'x2'



CR-29
13- 2'x2'

PROJECT NO: 1206-08-77	HWY: US 18	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 80	E

POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	OFFSET	ELEV.	Y	X	REMARKS
VR100	888+00.00 VR	61.00'RT	---	459,751.24	796,981.85	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
VR101	888+00.00 VR	12.00'RT	---	459,773.48	796,941.58	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.



LEGEND

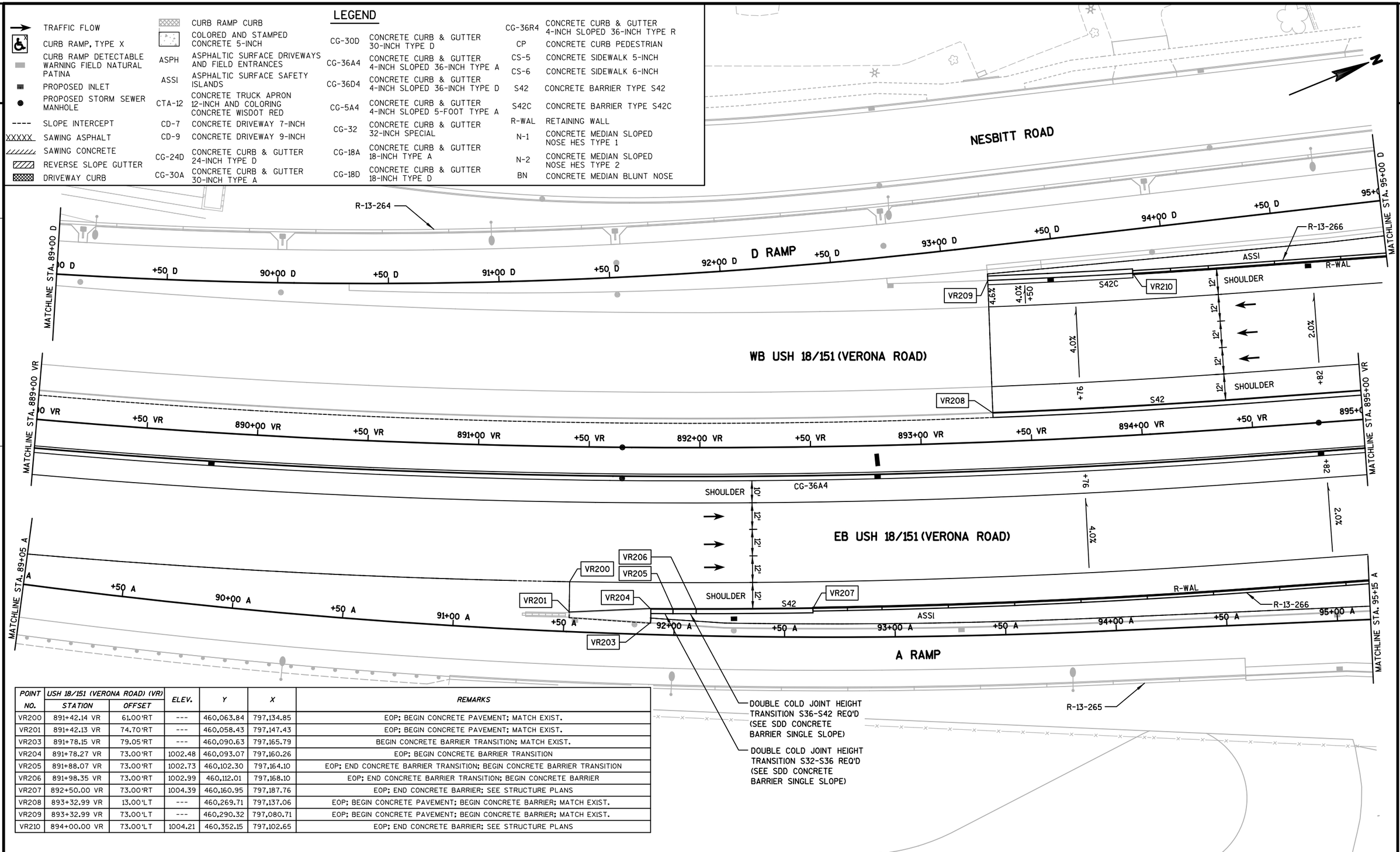
- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASSI — ASPHALTIC SURFACE SAFETY ISLANDS
- CTA-12 — CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED
- CD-7 — CONCRETE DRIVEWAY 7-INCH
- CD-9 — CONCRETE DRIVEWAY 9-INCH
- CG-24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG-30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36A4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG-36D4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CG-5A4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
- CG-32 — CONCRETE CURB & GUTTER 32-INCH SPECIAL
- CG-18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG-18D — CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG-36R4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CP — CONCRETE CURB PEDESTRIAN
- CS-5 — CONCRETE SIDEWALK 5-INCH
- CS-6 — CONCRETE SIDEWALK 6-INCH
- S42 — CONCRETE BARRIER TYPE S42
- S42C — CONCRETE BARRIER TYPE S42C
- R-WAL — RETAINING WALL
- N-1 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
- BN — CONCRETE MEDIAN BLUNT NOSE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021206_pd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

→	TRAFFIC FLOW		CURB RAMP CURB	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
♿	CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
	PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
●	PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
----	SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
XXXXX	SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
//////	SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
	REVERSE SLOPE GUTTER	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	CP	CONCRETE CURB PEDESTRIAN
	DRIVEWAY CURB			CS-5	CONCRETE SIDEWALK 5-INCH
				CS-6	CONCRETE SIDEWALK 6-INCH
				S42	CONCRETE BARRIER TYPE S42
				S42C	CONCRETE BARRIER TYPE S42C
				R-WAL	RETAINING WALL
				N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
				N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
				BN	CONCRETE MEDIAN BLUNT NOSE

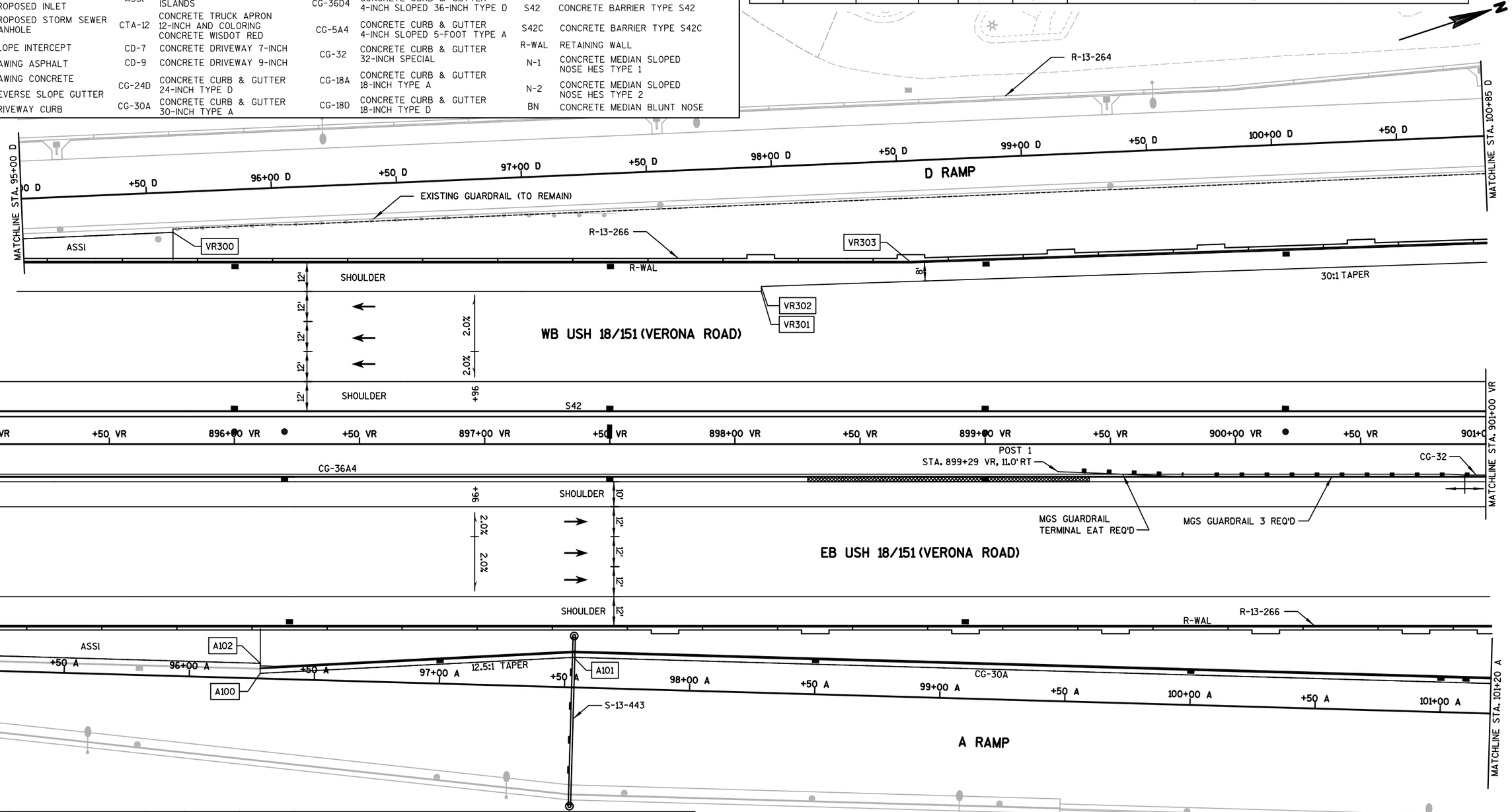


POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	OFFSET	ELEV.	Y	X	REMARKS
VR200	891+42.14 VR	61.00'RT	---	460,063.84	797,134.85	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
VR201	891+42.13 VR	74.70'RT	---	460,058.43	797,147.43	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
VR203	891+78.15 VR	79.05'RT	---	460,090.63	797,165.79	BEGIN CONCRETE BARRIER TRANSITION; MATCH EXIST.
VR204	891+78.27 VR	73.00'RT	1002.48	460,093.07	797,160.26	EOP; BEGIN CONCRETE BARRIER TRANSITION
VR205	891+88.07 VR	73.00'RT	1002.73	460,102.30	797,164.10	EOP; END CONCRETE BARRIER TRANSITION; BEGIN CONCRETE BARRIER TRANSITION
VR206	891+98.35 VR	73.00'RT	1002.99	460,112.01	797,168.10	EOP; END CONCRETE BARRIER TRANSITION; BEGIN CONCRETE BARRIER
VR207	892+50.00 VR	73.00'RT	1004.39	460,160.95	797,187.76	EOP; END CONCRETE BARRIER; SEE STRUCTURE PLANS
VR208	893+32.99 VR	13.00'LT	---	460,269.71	797,137.06	EOP; BEGIN CONCRETE PAVEMENT; BEGIN CONCRETE BARRIER; MATCH EXIST.
VR209	893+32.99 VR	73.00'LT	---	460,290.32	797,080.71	EOP; BEGIN CONCRETE PAVEMENT; BEGIN CONCRETE BARRIER; MATCH EXIST.
VR210	894+00.00 VR	73.00'LT	1004.21	460,352.15	797,102.65	EOP; END CONCRETE BARRIER; SEE STRUCTURE PLANS

LEGEND

→	TRAFFIC FLOW		CURB RAMP CURB	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
♿	CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
	PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
●	PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
----	SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
XXXXX	SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
	SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
	REVERSE SLOPE GUTTER	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	CP	CONCRETE CURB PEDESTRIAN
	DRIVEWAY CURB			CS-5	CONCRETE SIDEWALK 5-INCH
				CS-6	CONCRETE SIDEWALK 6-INCH
				S42	CONCRETE BARRIER TYPE S42
				S42C	CONCRETE BARRIER TYPE S42C
				R-WAL	RETAINING WALL
				N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
				N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
				BN	CONCRETE MEDIAN BLUNT NOSE

POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	OFFSET	ELEV.	Y	X	REMARKS
VR300	895+75.44 VR	84.64'LT	---	460,521.40	797,146.37	END ASPHALTIC SURFACE SAFETY ISLANDS; MATCH EXIST.
VR301	898+10.55 VR	61.00'LT	1016.46	460,737.36	797,242.26	EOP
VR302	898+10.55 VR	63.00'LT	1016.42	460,737.99	797,240.36	EOP; BEGIN TAPER
VR303	898+70.42 VR	72.50'LT	1017.50	460,797.83	797,250.03	EOP; BEGIN TAPER; SEE STRUCTURE PLANS

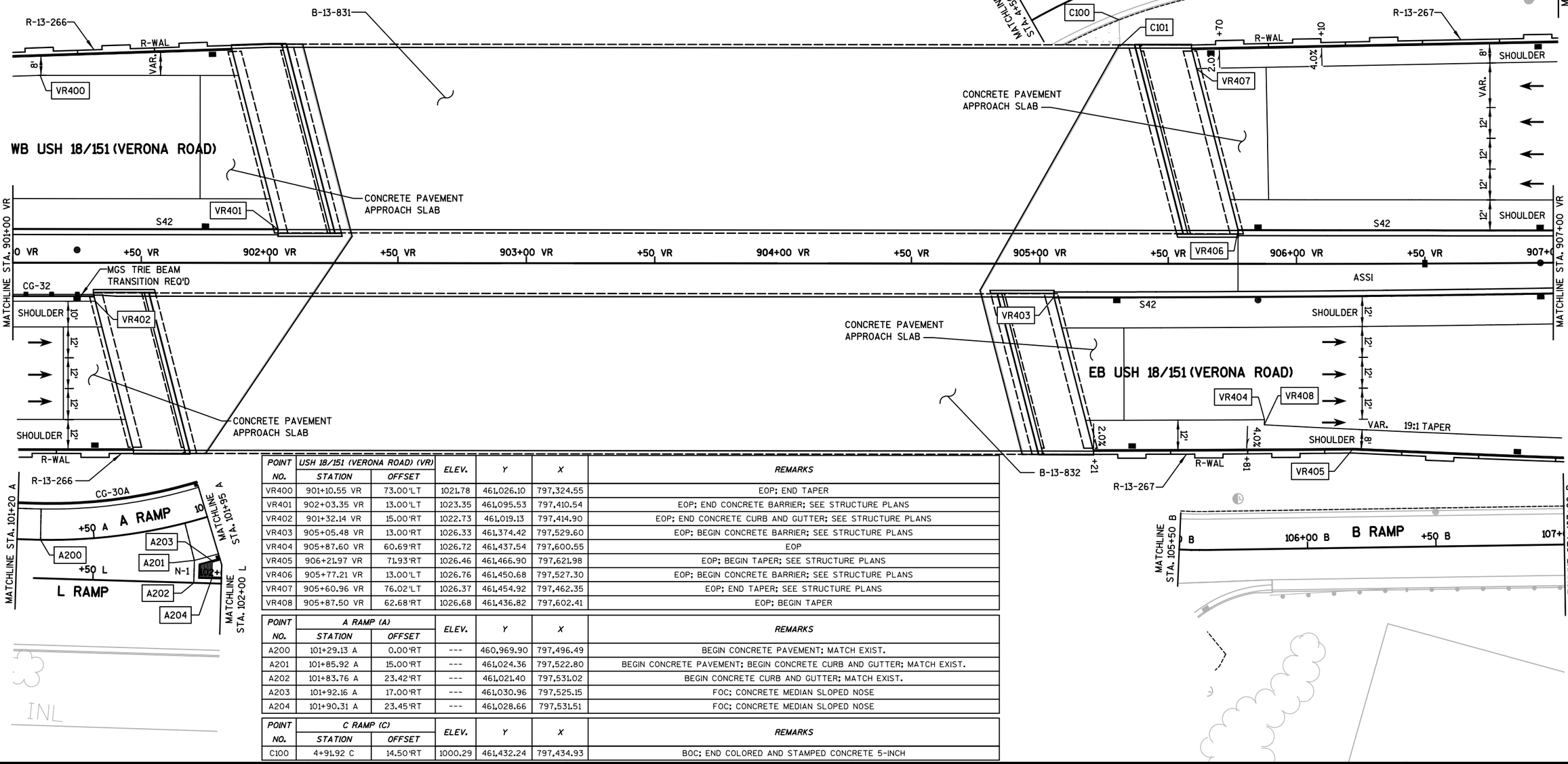


POINT NO.	A RAMP (A) STATION	OFFSET	ELEV.	Y	X	REMARKS
A100	96+28.24 A	2.00'LT	---	460,499.40	797,324.69	BEGIN CONCRETE CURB AND GUTTER; BEGIN TAPER; MATCH EXIST.
A101	97+53.32 A	12.00'LT	---	460,620.45	797,357.71	END TAPER; MATCH EXIST.
A102	96+28.24 A	6.00'LT	---	460,500.76	797,320.92	END ASPHALTIC SURFACE SAFETY ISLANDS; MATCH EXIST.

LEGEND

→	TRAFFIC FLOW		CURB RAMP CURB		
♿	CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
	PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
●	PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
----	SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
XXXXX	SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
//////	SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
	REVERSE SLOPE GUTTER	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
	DRIVEWAY CURB			CP	CONCRETE CURB PEDESTRIAN
				CS-5	CONCRETE SIDEWALK 5-INCH
				CS-6	CONCRETE SIDEWALK 6-INCH
				S42	CONCRETE BARRIER TYPE S42
				S42C	CONCRETE BARRIER TYPE S42C
				R-WAL	RETAINING WALL
				N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
				N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
				BN	CONCRETE MEDIAN BLUNT NOSE

POINT NO.	N RAMP (N) STATION	N RAMP (N) OFFSET	ELEV.	Y	X	REMARKS
N100	5+13.32 N	0.00'RT	---	461,458.99	797,399.16	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
N101	5+14.24 N	6.55'RT	---	461,457.88	797,405.68	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
N102	4+98.41 N	2.00'RT	---	461,444.17	797,396.54	FOC; CONCRETE MEDIAN SLOPED NOSE
N103	4+99.61 N	8.57'RT	---	461,443.32	797,403.16	FOC; CONCRETE MEDIAN SLOPED NOSE



POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	USH 18/151 (VERONA ROAD) (VR) OFFSET	ELEV.	Y	X	REMARKS
VR400	901+10.55 VR	73.00'LT	1021.78	461,026.10	797,324.55	EOP; END TAPER
VR401	902+03.35 VR	13.00'LT	1023.35	461,095.53	797,410.54	EOP; END CONCRETE BARRIER; SEE STRUCTURE PLANS
VR402	901+32.14 VR	15.00'RT	1022.73	461,019.13	797,414.90	EOP; END CONCRETE CURB AND GUTTER; SEE STRUCTURE PLANS
VR403	905+05.48 VR	13.00'RT	1026.33	461,374.42	797,529.60	EOP; BEGIN CONCRETE BARRIER; SEE STRUCTURE PLANS
VR404	905+87.60 VR	60.69'RT	1026.72	461,437.54	797,600.55	EOP
VR405	906+21.97 VR	71.93'RT	1026.46	461,466.90	797,621.98	EOP; BEGIN TAPER; SEE STRUCTURE PLANS
VR406	905+77.21 VR	13.00'LT	1026.76	461,450.68	797,527.30	EOP; BEGIN CONCRETE BARRIER; SEE STRUCTURE PLANS
VR407	905+60.96 VR	76.02'LT	1026.37	461,454.92	797,462.35	EOP; END TAPER; SEE STRUCTURE PLANS
VR408	905+87.50 VR	62.68'RT	1026.68	461,436.82	797,602.41	EOP; BEGIN TAPER

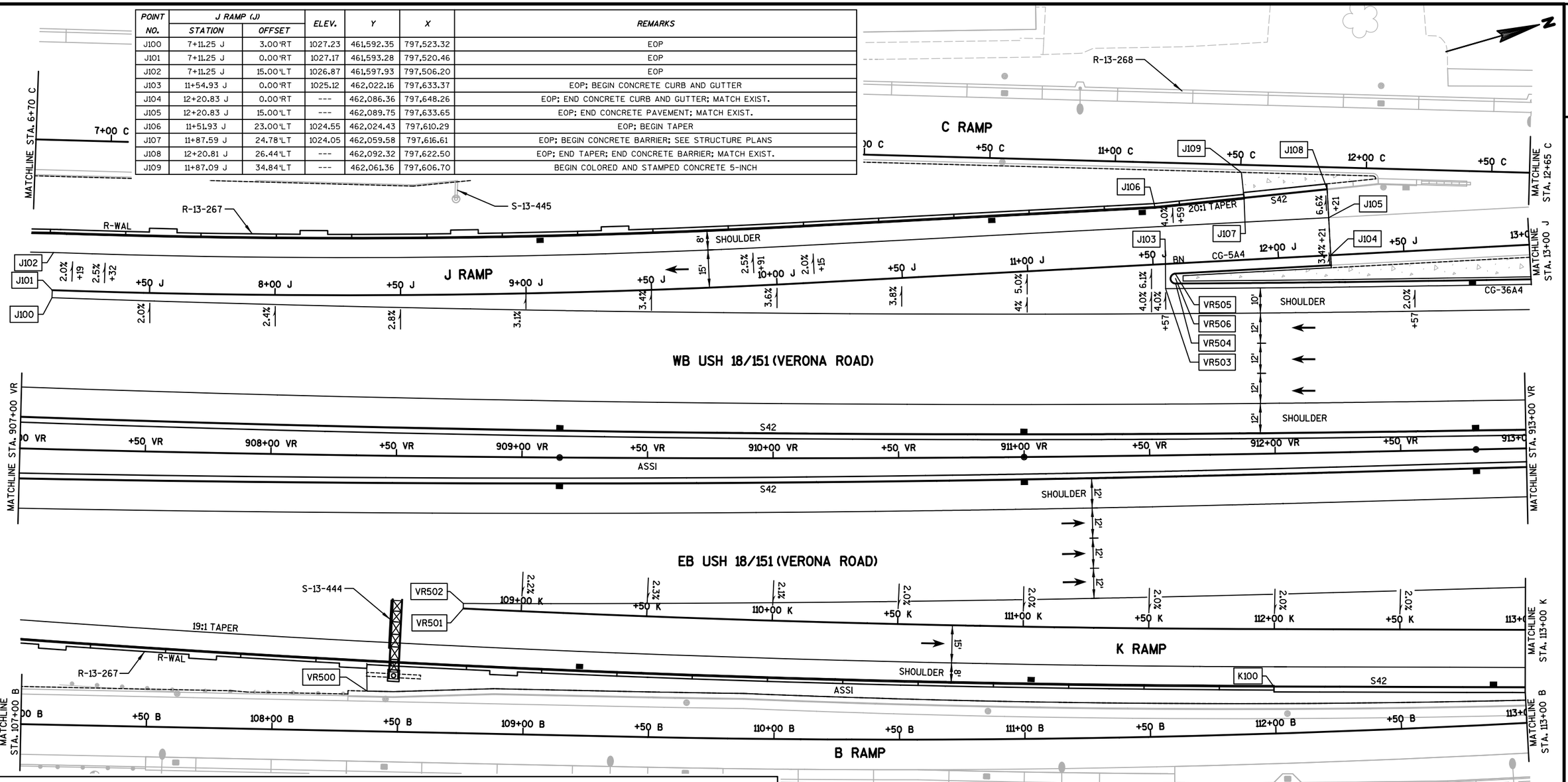
POINT NO.	A RAMP (A) STATION	A RAMP (A) OFFSET	ELEV.	Y	X	REMARKS
A200	101+29.13 A	0.00'RT	---	460,969.90	797,496.49	BEGIN CONCRETE PAVEMENT; MATCH EXIST.
A201	101+85.92 A	15.00'RT	---	461,024.36	797,522.80	BEGIN CONCRETE PAVEMENT; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
A202	101+83.76 A	23.42'RT	---	461,021.40	797,531.02	BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
A203	101+92.16 A	17.00'RT	---	461,030.96	797,525.15	FOC; CONCRETE MEDIAN SLOPED NOSE
A204	101+90.31 A	23.45'RT	---	461,028.66	797,531.51	FOC; CONCRETE MEDIAN SLOPED NOSE

POINT NO.	C RAMP (C) STATION	C RAMP (C) OFFSET	ELEV.	Y	X	REMARKS
C100	4+91.92 C	14.50'RT	1000.29	461,432.24	797,434.93	BOC; END COLORED AND STAMPED CONCRETE 5-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD), A & C RAMPS (VR, A, C)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021209_pd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	J RAMP (J) STATION	J RAMP (J) OFFSET	ELEV.	Y	X	REMARKS
J100	7+11.25 J	3.00'RT	1027.23	461,592.35	797,523.32	EOP
J101	7+11.25 J	0.00'RT	1027.17	461,593.28	797,520.46	EOP
J102	7+11.25 J	15.00'LT	1026.87	461,597.93	797,506.20	EOP
J103	11+54.93 J	0.00'RT	1025.12	462,022.16	797,633.37	EOP; BEGIN CONCRETE CURB AND GUTTER
J104	12+20.83 J	0.00'RT	---	462,086.36	797,648.26	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
J105	12+20.83 J	15.00'LT	---	462,089.75	797,633.65	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
J106	11+51.93 J	23.00'LT	1024.55	462,024.43	797,610.29	EOP; BEGIN TAPER
J107	11+87.59 J	24.78'LT	1024.05	462,059.58	797,616.61	EOP; END TAPER; END CONCRETE BARRIER; MATCH EXIST.
J108	12+20.81 J	26.44'LT	---	462,092.32	797,622.50	EOP; END TAPER; END CONCRETE BARRIER; MATCH EXIST.
J109	11+87.09 J	34.84'LT	---	462,061.36	797,606.70	BEGIN COLORED AND STAMPED CONCRETE 5-INCH



LEGEND

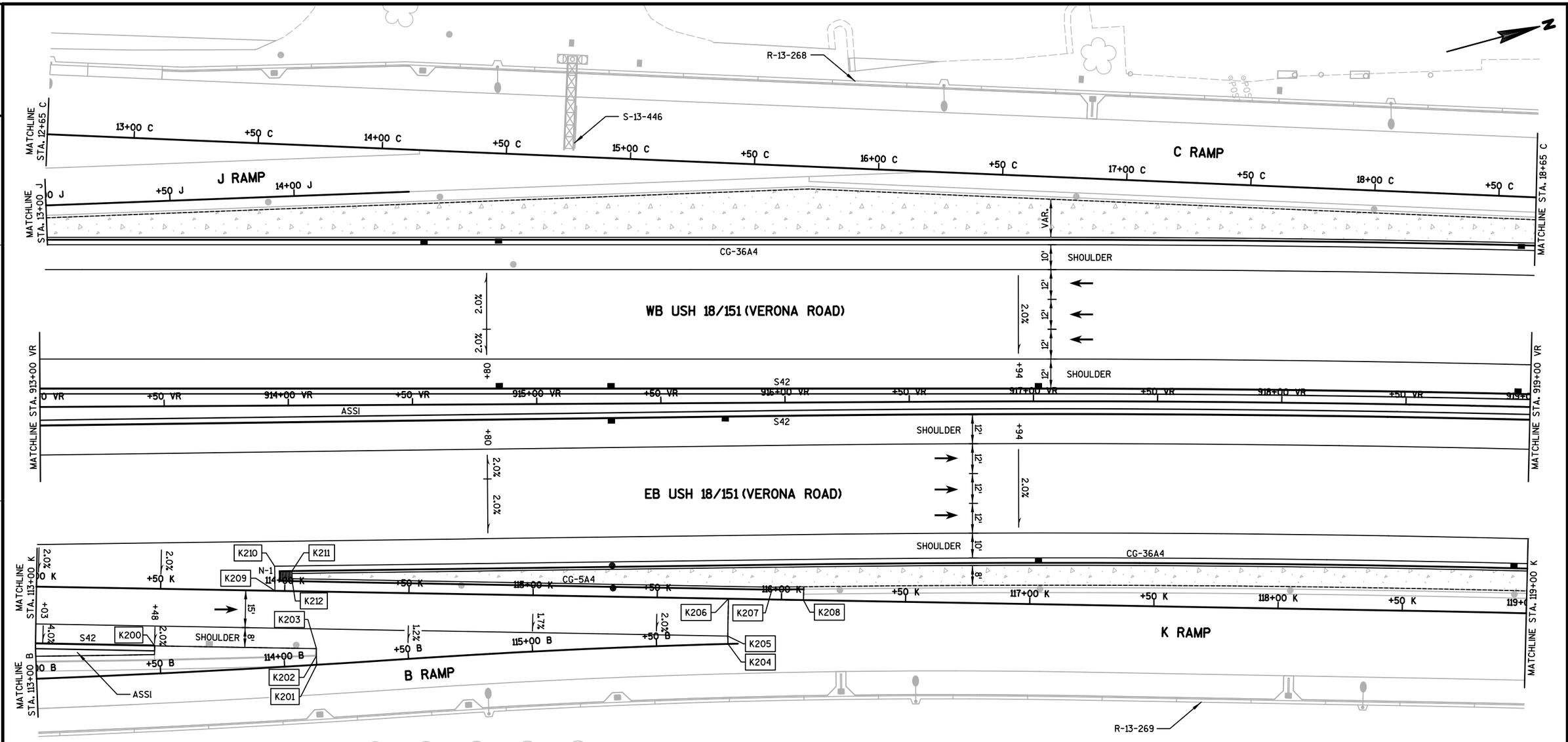
TRAFFIC FLOW	CURB RAMP CURB	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CURB RAMP, TYPE X	COLORED AND STAMPED CONCRETE 5-INCH	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	CP	CONCRETE CURB PEDESTRIAN
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	CS-5	CONCRETE SIDEWALK 5-INCH
PROPOSED INLET	ASSI ASPHALTIC SURFACE SAFETY ISLANDS	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A	CS-6	CONCRETE SIDEWALK 6-INCH
PROPOSED STORM SEWER MANHOLE	CTA-12 CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL	S42	CONCRETE BARRIER TYPE S42
SLOPE INTERCEPT	CD-7 CONCRETE DRIVEWAY 7-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A	S42C	CONCRETE BARRIER TYPE S42C
SAWING ASPHALT	CD-9 CONCRETE DRIVEWAY 9-INCH	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	R-WAL	RETAINING WALL
SAWING CONCRETE	CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D			N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
REVERSE SLOPE GUTTER	CG-30A CONCRETE CURB & GUTTER 30-INCH TYPE A			N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
DRIVEWAY CURB				BN	CONCRETE MEDIAN BLUNT NOSE

POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	USH 18/151 (VERONA ROAD) (VR) OFFSET	ELEV.	Y	X	REMARKS
VR500	908+39.61 VR	93.87'RT	---	461,669.48	797,708.70	BEGIN ASPHALTIC SURFACE SAFETY ISLANDS
VR501	908+77.28 VR	60.50'RT	1026.89	461,715.44	797,687.72	EOP
VR502	908+77.27 VR	58.50'RT	1026.93	461,716.00	797,685.80	EOP
VR503	911+57.30 VR	66.42'LT	1025.74	462,019.49	797,642.82	EOP; BEGIN CONCRETE CURB AND GUTTER
VR504	911+61.34 VR	68.38'LT	---	462,023.89	797,641.98	FOC; BEGIN RADIUS
VR505	911+61.28 VR	72.38'LT	---	462,024.88	797,638.11	FOC; END RADIUS; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
VR506	911+61.36 VR	70.38'LT	---	462,024.43	797,640.06	R=2' (FOC)

POINT NO.	K RAMP (K) STATION	K RAMP (K) OFFSET	ELEV.	Y	X	REMARKS
K100	111+99.99 K	23.00'RT	1024.47	462,017.02	797,807.25	EOP; BEGIN CONCRETE BARRIER; SEE STRUCTURE PLANS

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD), J&K RAMPS (VR, J, & K)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021210_pd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

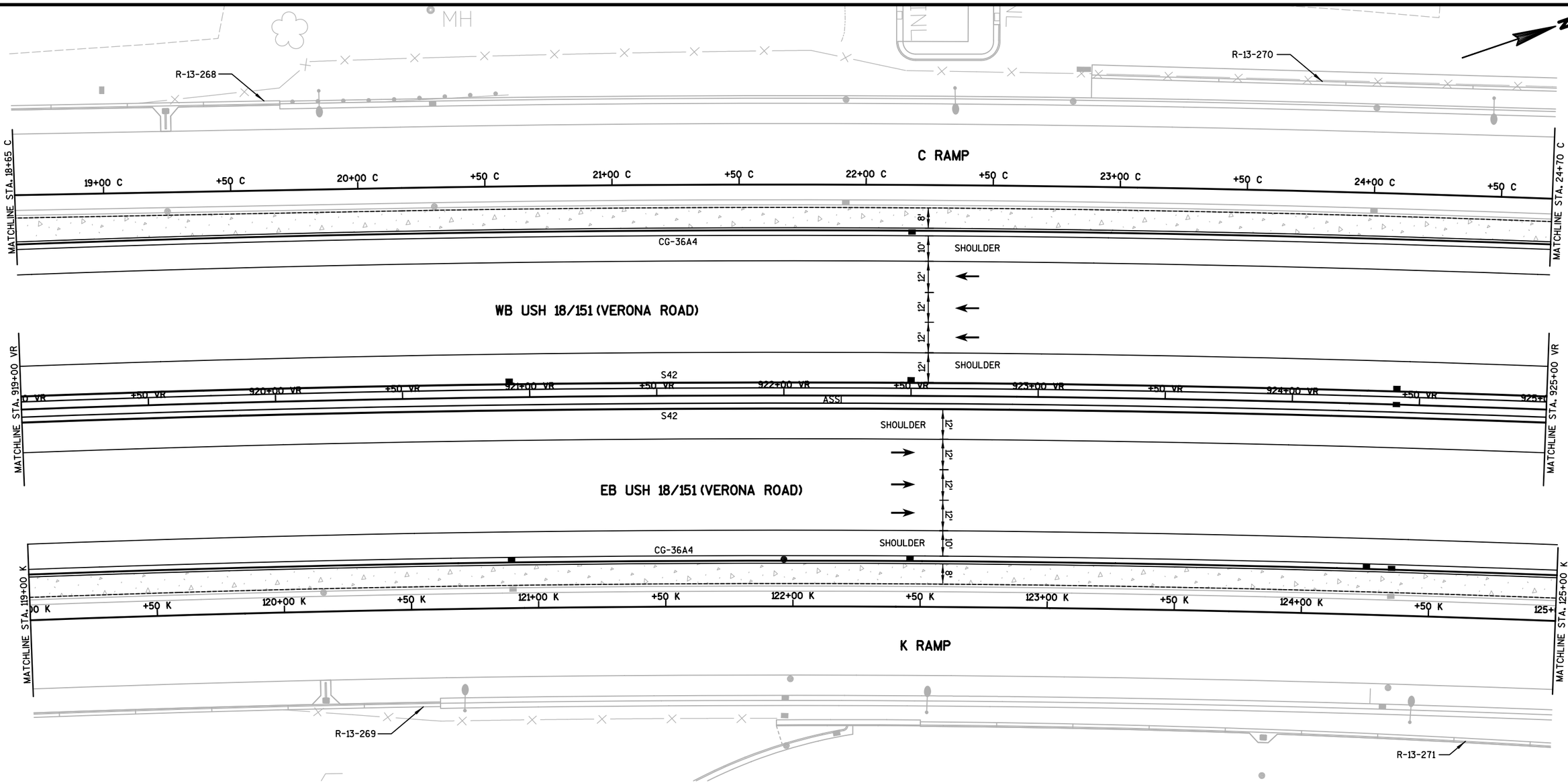
→	TRAFFIC FLOW		CURB RAMP CURB	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
	PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
●	PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
----	SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
XXXXX	SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
//////	SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
	REVERSE SLOPE GUTTER				
	DRIVEWAY CURB				

CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R		
CP	CONCRETE CURB PEDESTRIAN		
CS-5	CONCRETE SIDEWALK 5-INCH		
CS-6	CONCRETE SIDEWALK 6-INCH		
S42	CONCRETE BARRIER TYPE S42		
S42C	CONCRETE BARRIER TYPE S42C		
R-WAL	RETAINING WALL		
N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1		
N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2		
BN	CONCRETE MEDIAN BLUNT NOSE		

POINT NO.	K RAMP (K) STATION	K RAMP (K) OFFSET	ELEV.	Y	X	REMARKS
K200	113+48.00 K	23.00'RT	---	462,159.14	797,848.66	EOP; END CONCRETE BARRIER; MATCH EXIST.
K201	114+13.42 K	29.50'RT	---	462,220.12	797,873.19	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
K202	114+13.14 K	26.00'RT	---	462,220.84	797,869.75	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
K203	114+13.14 K	23.00'RT	---	462,221.67	797,866.88	EOP; MATCH EXIST.
K204	115+78.81 K	18.17'RT	---	462,382.08	797,908.58	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
K205	115+78.67 K	15.00'RT	---	462,382.83	797,905.50	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
K206	115+78.67 K	0.00'RT	---	462,387.03	797,891.09	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
K207	115+96.11 K	4.00'LT	---	462,404.90	797,892.13	FOC; BEGIN TAPER
K208	116+08.93 K	0.00'RT	---	462,416.08	797,899.56	END CONCRETE CURB AND GUTTER; END TAPER; MATCH EXIST.
K209	113+96.05 K	0.00'RT	1023.89	462,211.70	797,840.01	EOP; BEGIN CONCRETE CURB AND GUTTER
K210	113+95.75 K	9.88'LT	1024.09	462,214.17	797,830.45	EOP; BEGIN CONCRETE CURB AND GUTTER
K211	114+02.93 K	4.00'LT	---	462,219.42	797,838.10	FOC; CONCRETE MEDIAN SLOPED NOSE
K212	114+02.80 K	8.09'LT	---	462,220.45	797,834.14	FOC; CONCRETE MEDIAN SLOPED NOSE

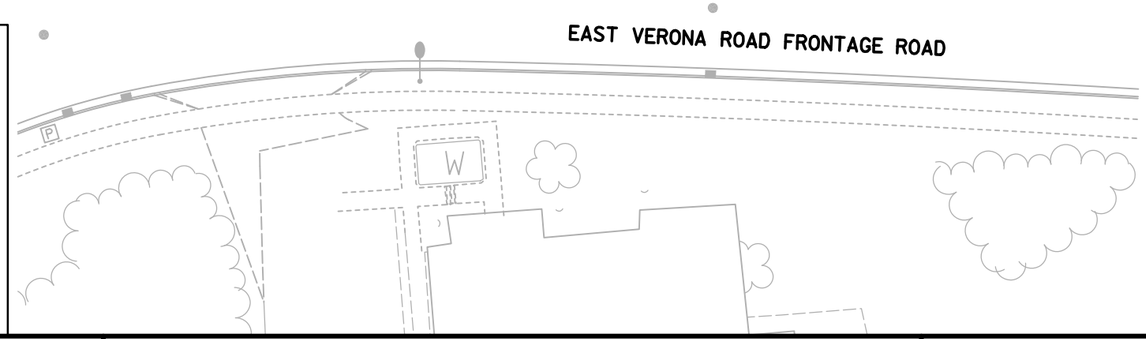
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD) & K RAMP (VR & K)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021211_pd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

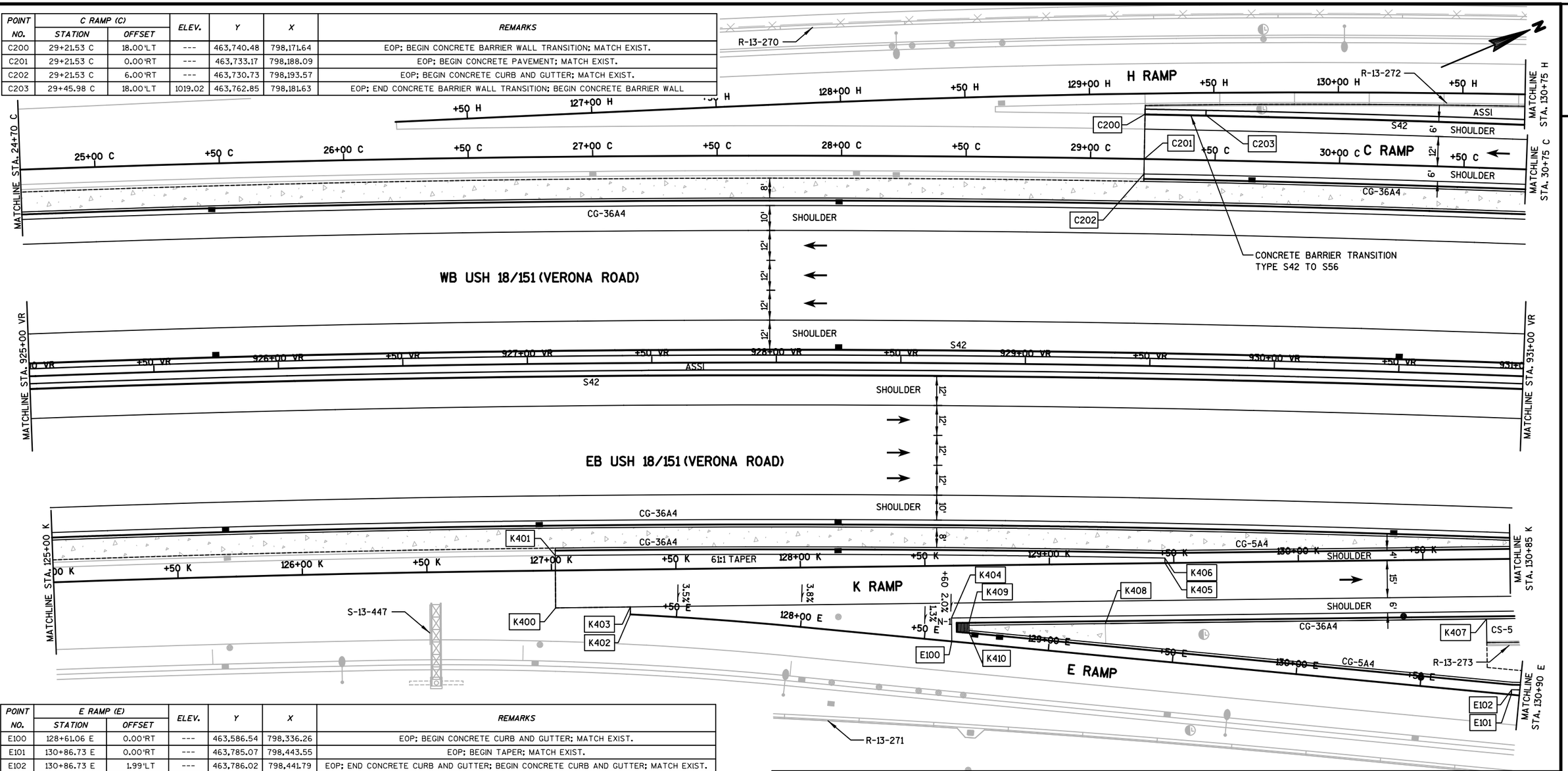
	TRAFFIC FLOW		CURB RAMP CURB		
	CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
	PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
	PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
----	SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
XXXXX	SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
	SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
	REVERSE SLOPE GUTTER	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
	DRIVEWAY CURB			CP	CONCRETE CURB PEDESTRIAN
				CS-5	CONCRETE SIDEWALK 5-INCH
				CS-6	CONCRETE SIDEWALK 6-INCH
				S42	CONCRETE BARRIER TYPE S42
				S42C	CONCRETE BARRIER TYPE S42C
				R-WAL	RETAINING WALL
				N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
				N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
				BN	CONCRETE MEDIAN BLUNT NOSE



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021212_pd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

POINT NO.	C RAMP (C) STATION	C RAMP (C) OFFSET	ELEV.	Y	X	REMARKS
C200	29+21.53 C	18.00'LT	---	463,740.48	798,171.64	EOP; BEGIN CONCRETE BARRIER WALL TRANSITION; MATCH EXIST.
C201	29+21.53 C	0.00'RT	---	463,733.17	798,188.09	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
C202	29+21.53 C	6.00'RT	---	463,730.73	798,193.57	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
C203	29+45.98 C	18.00'LT	1019.02	463,762.85	798,181.63	EOP; END CONCRETE BARRIER WALL TRANSITION; BEGIN CONCRETE BARRIER WALL



POINT NO.	E RAMP (E) STATION	E RAMP (E) OFFSET	ELEV.	Y	X	REMARKS
E100	128+61.06 E	0.00'RT	---	463,586.54	798,336.26	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
E101	130+86.73 E	0.00'RT	---	463,785.07	798,443.55	EOP; BEGIN TAPER; MATCH EXIST.
E102	130+86.73 E	1.99'LT	---	463,786.02	798,441.79	EOP; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.

POINT NO.	K RAMP (K) STATION	K RAMP (K) OFFSET	ELEV.	Y	X	REMARKS
K400	127+01.50 K	15.00'RT	---	463,445.24	797,261.84	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
K401	127+01.60 K	6.00'LT	---	463,453.28	798,242.44	EOP; BEGIN CONCRETE CURB AND GUTTER; BEGIN TAPER; MATCH EXIST.
K402	127+31.50 K	18.00'RT	---	463,471.87	798,275.97	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
K403	127+31.50 K	15.00'RT	---	463,473.01	798,273.20	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
K404	128+60.46 K	21.00'RT	1014.80	463,590.09	798,327.57	EOP; BEGIN CONCRETE CURB AND GUTTER
K405	129+46.42 K	0.00'RT	1014.74	463,677.61	798,340.68	EOP
K406	129+46.42 K	2.00'LT	1014.78	463,678.36	798,338.83	EOP; END CONCRETE CURB AND GUTTER; END TAPER; BEGIN CONCRETE CURB AND GUTTER
K407	130+75.33 K	24.00'RT	---	463,787.84	798,411.70	BEGIN CS-4
K408	129+22.19 K	24.00'RT	---	463,646.09	798,353.72	END COLORED AND STAMPED CONCRETE 5-INCH
K409	128+67.46 K	23.00'RT	---	463,595.81	798,332.07	FOC; CONCRETE MEDIAN SLOPED NOSE
K410	128+67.46 K	27.12'RT	---	463,594.25	798,335.89	FOC; CONCRETE MEDIAN SLOPED NOSE

LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASSI ASPHALTIC SURFACE SAFETY ISLANDS
- CTA-12 CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED
- CD-7 CONCRETE DRIVEWAY 7-INCH
- CD-9 CONCRETE DRIVEWAY 9-INCH
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30A CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG-36D4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CG-5A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
- CG-32 CONCRETE CURB & GUTTER 32-INCH SPECIAL
- CG-18A CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG-18D CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CP CONCRETE CURB PEDESTRIAN
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-6 CONCRETE SIDEWALK 6-INCH
- S42 CONCRETE BARRIER TYPE S42
- S42C CONCRETE BARRIER TYPE S42C
- R-WAL RETAINING WALL
- N-1 CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
- BN CONCRETE MEDIAN BLUNT NOSE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD), C&K RAMPS (VR, C, & K)	SHEET 88	E

LEGEND

→	TRAFFIC FLOW		CURB RAMP CURB		
♿	CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
	PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
●	PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
----	SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
XXXXX	SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
	SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
	REVERSE SLOPE GUTTER	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
	DRIVEWAY CURB			CP	CONCRETE CURB PEDESTRIAN
				CS-5	CONCRETE SIDEWALK 5-INCH
				CS-6	CONCRETE SIDEWALK 6-INCH
				S42	CONCRETE BARRIER TYPE S42
				S42C	CONCRETE BARRIER TYPE S42C
				R-WAL	RETAINING WALL
				N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
				N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
				BN	CONCRETE MEDIAN BLUNT NOSE

** SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUT

H RAMP

C RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

K RAMP

E RAMP

F RAMP

WILLIAMSBURG WAY

SIGN

R-13-270

R-13-272

R-13-273

B-13-833

MATCHLINE STA. 130+75 H

MATCHLINE STA. 36+70 G

MATCHLINE STA. 30+75 C

MATCHLINE STA. 36+80 C

MATCHLINE STA. 931+00 VR

MATCHLINE STA. 937+00 VR

MATCHLINE STA. 130+85 K

MATCHLINE STA. 130+90 E

MATCHLINE STA. 137+20 F

SHOULDER

ASSI

S42

CG-36A4

CG-5A4

CG-30A

BN

CP

CS-5

N-1

N-2

R-13-270

WW100 WW101 WW102 WW103 WW104 WW105 WW106 WW107 WW108 WW109 WW110 WW111 WW112 WW113 WW114 WW115 WW116 WW117 WW118 WW119 WW120 WW121 WW122 WW131

K500 K501 K502 K503 K504 K505 K506 VR900

E200 E201 E202 E203 E204 E205 E206 E207 E208 E209 E210 E211 E212 E213 E214

WW123 WW124 WW125 WW126 WW127 WW128 WW129 WW130 WW132 WW133

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD), C,E,&K RAMP (VR,C,E&K)	SHEET	E

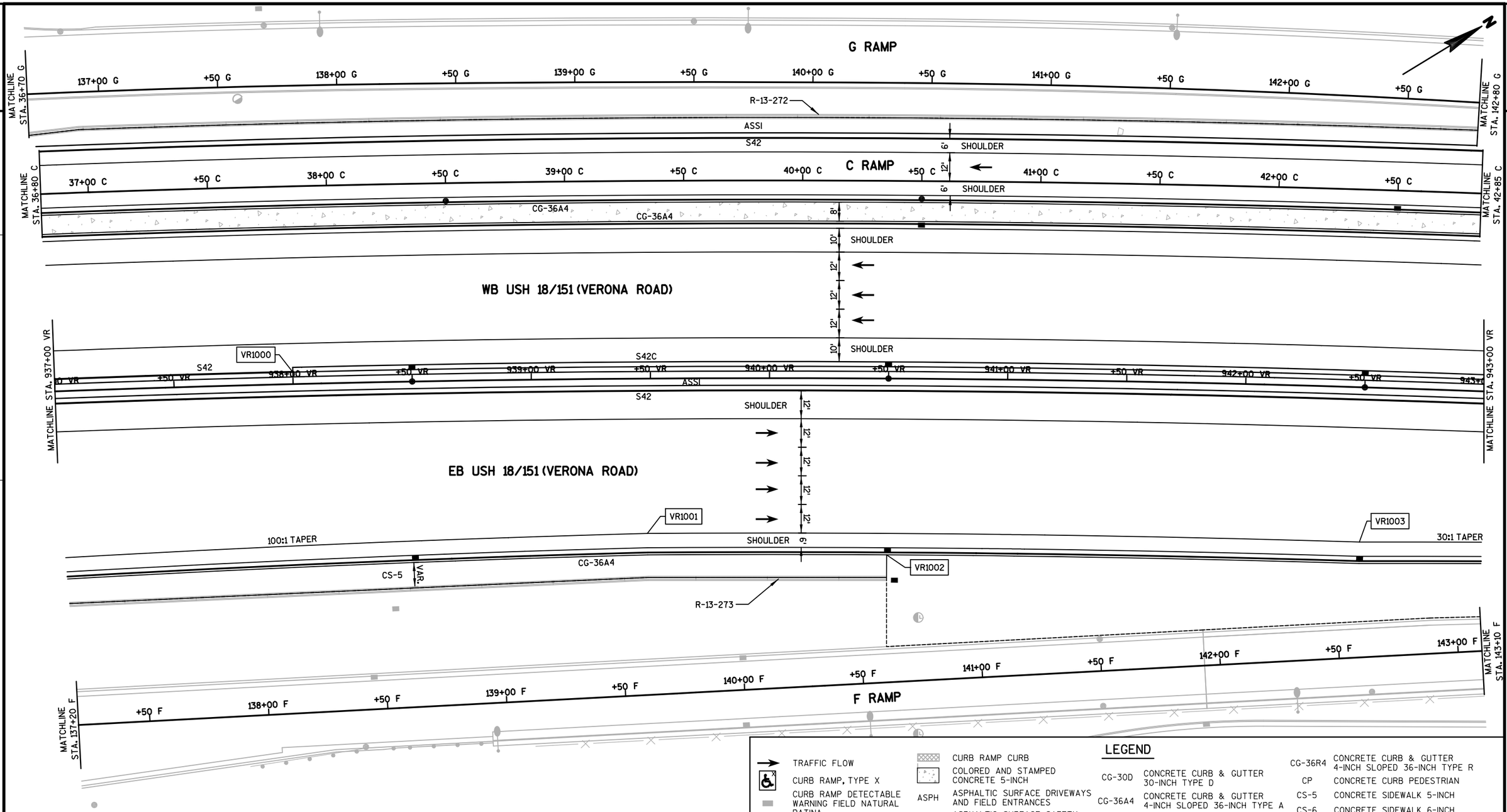
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021214_pd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	OFFSET	ELEV.	Y	X	REMARKS
VR900	936+46.78 VR	71.00'RT	1016.64	464,292.14	798,637.94	EOP; BEGIN TAPER

POINT NO.	E RAMP (E) STATION	OFFSET	ELEV.	Y	X	REMARKS
E200	131+21.81 E	4.80'LT	---	463,818.22	798,456.00	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
E201	135+07.05 E	7.26'RT	---	464,151.40	798,649.76	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
E202	135+11.32 E	7.56'RT	---	464,155.02	798,652.05	FOC; CONCRETE MEDIAN SLOPED NOSE
E203	135+16.32 E	11.30'RT	---	464,157.64	798,657.72	FOC; CONCRETE MEDIAN SLOPED NOSE
E204	135+26.06 E	25.36'RT	---	464,159.52	798,674.72	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
E205	135+29.13 E	25.47'RT	---	464,162.18	798,676.27	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
E206	135+23.85 E	18.91'RT	---	464,160.64	798,667.99	FOC; BEGIN RADIUS
E207	135+27.40 E	17.71'RT	---	464,164.33	798,668.62	FOC; END RADIUS
E208	135+25.40 E	17.64'RT	---	464,162.61	798,667.61	R=2' (FOC)
E209	135+27.85 E	4.21'RT	---	464,171.15	798,656.96	FOC; CONCRETE MEDIAN SLOPED NOSE
E210	135+29.99 E	0.00'RT	---	464,175.04	798,654.28	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
E211	135+25.93 E	2.40'RT	---	464,170.32	798,654.46	FOC; CONCRETE MEDIAN SLOPED NOSE
E212	135+16.32 E	3.33'RT	---	464,161.43	798,650.71	FOC; CONCRETE MEDIAN SLOPED NOSE
E213	135+11.32 E	3.82'RT	---	464,156.80	798,648.76	FOC; CONCRETE MEDIAN SLOPED NOSE
E214	135+09.32 E	0.00'RT	---	464,156.85	798,644.45	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.

POINT NO.	K RAMP (K) STATION	OFFSET	ELEV.	Y	X	REMARKS
K500	130+98.03 K	0.00'RT	1013.99	463,817.93	798,398.08	EOP; END CONCRETE CURB AND GUTTER
K501	130+94.03 K	4.00'LT	---	463,815.75	798,392.87	FOC; BEGIN RADIUS
K502	130+94.13 K	8.00'LT	---	463,817.35	798,389.20	FOC; END RADIUS
K503	130+94.03 K	6.00'LT	---	463,816.50	798,391.02	R=2' (FOC)
K504	130+98.03 K	9.80'LT	1014.17	463,821.65	798,389.01	EOP; END CONCRETE CURB AND GUTTER
K505	136+30.43 K	0.00'RT	1016.94	464,299.28	798,624.74	EOP
K506	136+30.41 K	3.00'LT	1017.00	464,300.71	798,622.11	EOP

POINT NO.	WILLIAMSBURG WAY (WW) STATION	OFFSET	ELEV.	Y	X	REMARKS
WW100	98+29.52 WW	55.44'RT	---	464,327.75	798,380.36	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW101	98+30.85 WW	49.00'RT	---	464,332.63	798,384.77	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW102	98+37.27 WW	52.55'RT	---	464,326.34	798,388.51	FOC; CONCRETE MEDIAN SLOPED NOSE
WW103	98+63.08 WW	49.00'RT	---	464,316.37	798,412.59	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW104	98+64.27 WW	70.42'RT	---	464,297.27	798,402.80	EOP; MATCH EXIST.
WW105	98+62.27 WW	70.54'RT	---	464,298.18	798,401.02	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW106	98+58.02 WW	74.28'RT	---	464,297.10	798,395.45	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW107	98+36.49 WW	56.29'RT	---	464,323.49	798,385.95	FOC; CONCRETE MEDIAN SLOPED NOSE
WW108	98+56.80 WW	70.28'RT	---	464,301.17	798,396.42	FOC; BEGIN RADIUS
WW109	98+60.16 WW	68.71'RT	---	464,300.83	798,400.12	FOC; END RAIDUS
WW110	98+58.17 WW	68.82'RT	---	464,301.73	798,398.34	R=2' (FOC)
WW111	97+81.59 WW	11.00'RT	---	464,390.31	798,361.42	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW112	97+81.59 WW	0.00'RT	---	464,399.80	798,366.97	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW113	98+63.08 WW	11.00'RT	---	464,349.17	798,431.77	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW114	98+63.08 WW	0.00'RT	---	464,358.67	798,437.32	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW115	98+63.13 WW	14.00'LT	---	464,370.73	798,444.43	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW116	98+39.95 WW	14.00'LT	---	464,382.43	798,424.42	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW117	98+37.85 WW	18.89'LT	---	464,387.71	798,425.08	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW118	98+55.46 WW	43.33'LT	---	464,399.92	798,452.62	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW119	98+62.04 WW	43.56'LT	---	464,396.79	798,458.42	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW120	98+58.76 WW	36.44'LT	---	464,392.30	798,451.99	FOC; CONCRETE MEDIAN SLOPED NOSE
WW121	98+60.70 WW	18.00'LT	---	464,375.41	798,444.35	FOC; CONCRETE MEDIAN SLOPED NOSE
WW122	98+57.98 WW	51.16'RT	---	464,317.08	798,407.10	FOC; CONCRETE MEDIAN SLOPED NOSE
WW123	101+58.54 WW	29.00'RT	---	464,184.49	798,677.74	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW124	101+58.20 WW	21.17'RT	---	464,191.42	798,681.40	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WW125	101+71.09 WW	29.00'RT	---	464,178.15	798,688.58	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW126	101+66.34 WW	11.00'RT	---	464,196.09	798,693.56	EOP; END RADIUS; MATCH EXIST.
WW127	101+71.09 WW	11.00'RT	---	464,193.69	798,697.66	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WW128	101+66.60 WW	14.33'RT	---	464,193.08	798,692.11	FOC; BEGIN RADIUS
WW129	101+69.09 WW	13.00'RT	---	464,192.97	798,694.93	FOC; END RAIDUS
WW130	101+69.09 WW	16.00'RT	---	464,190.38	798,693.41	R=3' (FOC)
WW131	98+53.91 WW	36.28'LT	---	464,394.61	798,447.72	FOC; CONCRETE MEDIAN SLOPED NOSE
WW131	101+65.01 WW	16.56'RT	---	464,191.96	798,689.60	FOC; CONCRETE MEDIAN SLOPED NOSE
WW132	101+65.46 WW	27.00'RT	---	464,182.72	798,684.72	FOC; CONCRETE MEDIAN SLOPED NOSE

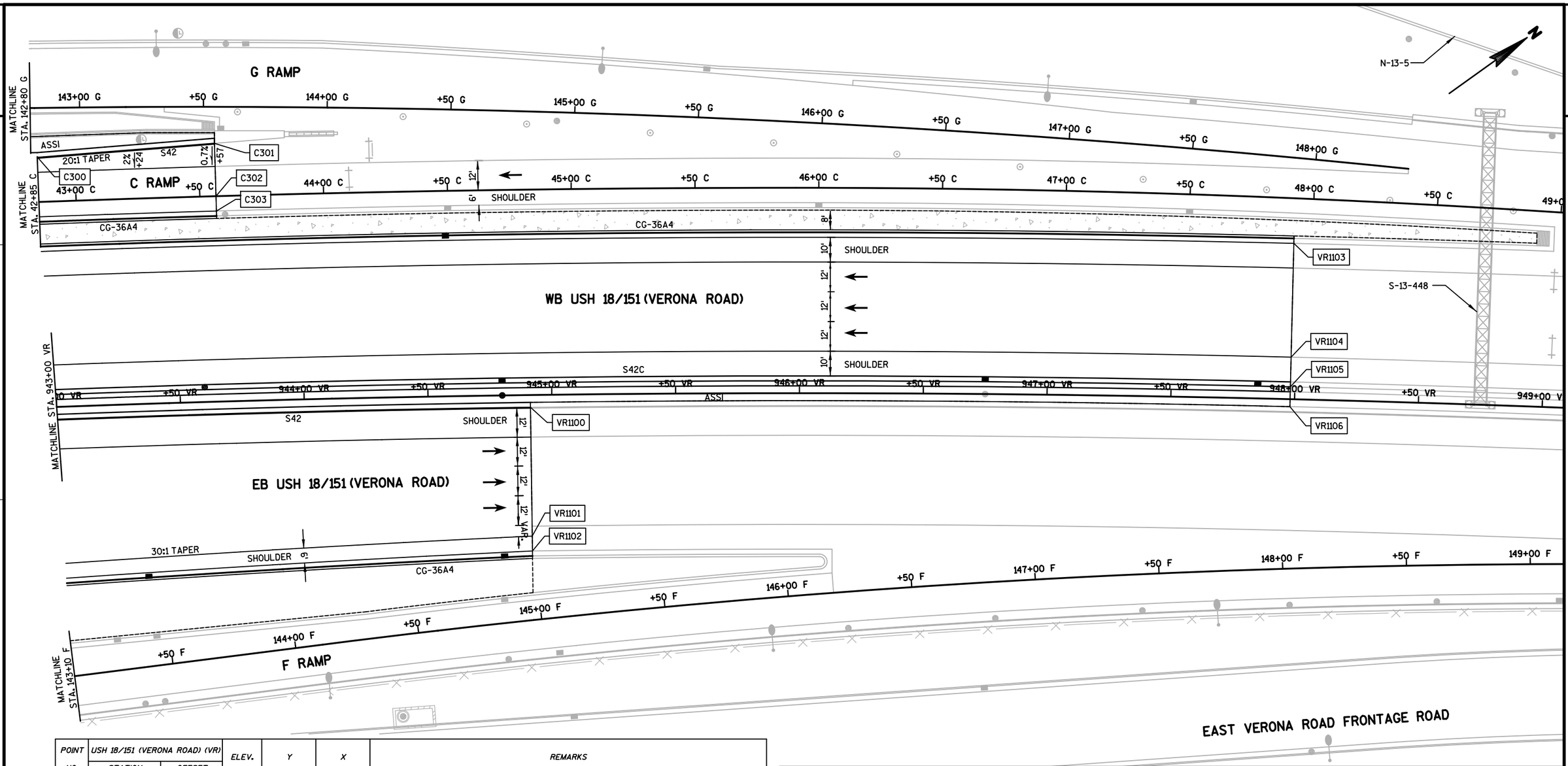


POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	OFFSET	ELEV.	Y	X	REMARKS
VR1000	938+00.00 VR	5.00'LT	1020.24	464,462.38	798,646.80	EOP; END CONCRETE BARRIER; BEGIN CONCRETE BARRIER
VR1001	939+48.28 VR	65.00'RT	1023.09	464,554.11	798,782.12	EOP; END TAPER
VR1002	940+49.65 VR	74.00'RT	---	464,635.21	798,842.16	END CS-4
VR1003	942+49.67 VR	65.00'RT	1029.52	464,807.36	798,941.00	EOP; BEGIN TAPER

LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASSI ASPHALTIC SURFACE SAFETY ISLANDS
- CTA-12 CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED
- CD-7 CONCRETE DRIVEWAY 7-INCH
- CD-9 CONCRETE DRIVEWAY 9-INCH
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30A CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG-36D4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CG-5A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
- CG-32 CONCRETE CURB & GUTTER 32-INCH SPECIAL
- CG-18A CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG-18D CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CP CONCRETE CURB PEDESTRIAN
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-6 CONCRETE SIDEWALK 6-INCH
- S42 CONCRETE BARRIER TYPE S42
- S42C CONCRETE BARRIER TYPE S42C
- R-WAL RETAINING WALL
- N-1 CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
- BN CONCRETE MEDIAN BLUNT NOSE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD), C&K RAMPS (VR, C, & K)	SHEET 91	E



POINT NO.	USH 18/151 (VERONA ROAD) (VR) STATION	OFFSET	ELEV.	Y	X	REMARKS
VR1100	944+91.35 VR	5.00'RT	---	465,040.37	799,025.89	EOP; END CONCRETE BARRIER; MATCH EXIST.
VR1101	944+91.35 VR	57.00'RT	---	465,010.64	799,068.55	EOP; END CONCRETE PAVEMENT; END TAPER; MATCH EXIST.
VR1102	944+91.35 VR	63.00'RT	---	465,007.21	799,073.47	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
VR1103	947+98.16 VR	63.00'LT	---	465,329.52	799,151.61	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
VR1104	947+98.16 VR	17.00'LT	---	465,301.82	799,188.33	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
VR1105	947+98.16 VR	5.00'LT	---	465,294.59	799,197.91	EOP; END CONCRETE BARRIER; MATCH EXIST.
VR1106	947+98.16 VR	3.00'RT	---	465,289.77	799,204.30	END ASPHALTIC SURFACE SAFETY ISLANDS; MATCH EXIST.

POINT NO.	C RAMP (C) STATION	OFFSET	ELEV.	Y	X	REMARKS
C300	42+85.19 C	18.00'LT	1032.54	464,937.47	798,827.88	EOP; BEGIN TAPER
C301	43+56.54 C	21.36'LT	---	464,998.81	798,864.82	EOP; END TAPER; END CONCRETE BARRIER WALL; MATCH EXIST.
C302	43+56.54 C	0.00'RT	---	464,986.87	798,882.53	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
C303	43+56.54 C	6.00'RT	---	464,983.51	798,887.50	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.

LEGEND

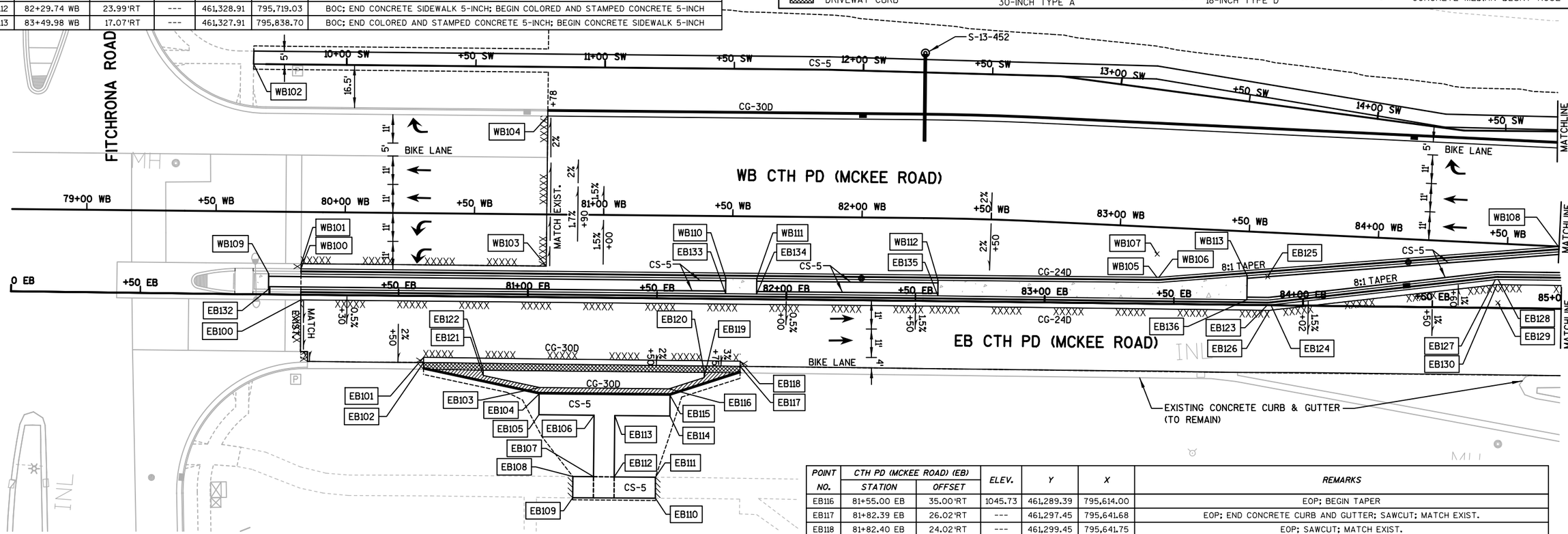
- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASSI ASPHALTIC SURFACE SAFETY ISLANDS
- CTA-12 CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED
- CD-7 CONCRETE DRIVEWAY 7-INCH
- CD-9 CONCRETE DRIVEWAY 9-INCH
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30A CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG-36D4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CG-5A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
- CG-32 CONCRETE CURB & GUTTER 32-INCH SPECIAL
- CG-18A CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG-18D CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CP CONCRETE CURB PEDESTRIAN
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-6 CONCRETE SIDEWALK 6-INCH
- S42 CONCRETE BARRIER TYPE S42
- S42C CONCRETE BARRIER TYPE S42C
- R-WAL RETAINING WALL
- N-1 CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
- BN CONCRETE MEDIAN BLUNT NOSE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - USH 18/151 (VERONA ROAD) & C RAMP (VR & C)	SHEET 92	E

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET	ELEV.	Y	X	REMARKS
WB100	79+83.09 WB	22.00'RT	---	461,339.12	795,472.70	EOP; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
WB101	79+83.09 WB	20.00'RT	---	461,341.12	795,472.76	EOP; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
WB102	79+63.98 WB	57.00'LT	---	461,418.71	795,456.23	FOW; BEGIN CONCRETE SIDEWALK; MATCH EXIST.
WB103	80+78.00 WB	20.00'RT	---	461,337.96	795,567.62	EOP; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
WB104	80+78.00 WB	38.00'LT	---	461,395.92	795,569.55	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WB105	83+15.11 WB	19.38'RT	1033.51	461,328.09	795,803.75	EOP; BEGIN RADIUS
WB106	83+15.89 WB	19.32'RT	1033.46	461,328.10	795,804.53	EOP; END RADIUS; BEGIN TAPER
WB107	83+14.77 WB	10.39'RT	---	461,337.09	795,804.05	R=9'
WB108	84+69.75 WB	0.08'RT	1023.21	461,336.30	795,959.38	EOP; END TAPER; BEGIN RADIUS
WB109	79+70.58 WB	24.00'RT	---	461,337.53	795,460.13	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB110	81+47.48 WB	24.00'RT	---	461,331.65	795,636.94	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB111	81+59.48 WB	24.00'RT	---	461,331.25	795,648.93	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB112	82+29.74 WB	23.99'RT	---	461,328.91	795,719.03	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB113	83+49.98 WB	17.07'RT	---	461,327.91	795,838.70	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH

LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASSI ASPHALTIC SURFACE SAFETY ISLANDS
- CTA-12 CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED
- CD-7 CONCRETE DRIVEWAY 7-INCH
- CD-9 CONCRETE DRIVEWAY 9-INCH
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30A CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG-36D4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CG-5A4 CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
- CG-32 CONCRETE CURB & GUTTER 32-INCH SPECIAL
- CG-18A CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG-18D CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CP CONCRETE CURB PEDESTRIAN
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-6 CONCRETE SIDEWALK 6-INCH
- S42 CONCRETE BARRIER TYPE S42
- S42C CONCRETE BARRIER TYPE S42C
- R-WAL RETAINING WALL
- N-1 CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
- BN CONCRETE MEDIAN BLUNT NOSE



POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB100	80+12.15 EB	2.00'RT	---	461,327.12	795,472.33	EOP; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB101	80+59.90 EB	23.78'RT	---	461,303.77	795,519.33	EOP; SAWCUT; MATCH EXIST.
EB102	80+59.91 EB	25.78'RT	---	461,301.77	795,519.27	EOP; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB103	81+05.00 EB	35.00'RT	1048.52	461,291.05	795,564.03	EOP; END TAPER
EB104	81+04.74 EB	37.50'RT	1049.06	461,288.56	795,563.69	BOC; BUS PAD
EB105	81+04.75 EB	45.50'RT	1049.18	461,280.56	795,563.43	BACK OF BUS PAD
EB106	81+26.08 EB	45.50'RT	1048.01	461,279.85	795,584.74	BACK OF BUS PAD
EB107	81+26.08 EB	69.24'RT	1049.16	461,256.13	795,583.95	FOW
EB108	81+18.08 EB	69.25'RT	---	461,256.38	795,575.96	FOW; BEGIN CONCRETE SIDWALK; SAWCUT; MATCH EXIST.
EB109	81+18.11 EB	77.47'RT	---	461,248.16	795,575.72	BOW; BEGIN CONCRETE SIDWALK; SAWCUT; MATCH EXIST.
EB110	81+50.11 EB	77.32'RT	---	461,247.25	795,607.71	BOW; END CONCRETE SIDWALK; SAWCUT; MATCH EXIST.
EB111	81+50.08 EB	69.22'RT	---	461,255.35	795,607.94	FOW; END CONCRETE SIDWALK; SAWCUT; MATCH EXIST.
EB112	81+34.08 EB	69.24'RT	1049.04	461,255.86	795,591.95	FOW
EB113	81+34.08 EB	45.50'RT	1047.56	461,279.59	795,592.74	BACK OF BUS PAD
EB114	81+55.40 EB	45.50'RT	1046.39	461,278.88	795,614.06	BACK OF BUS PAD
EB115	81+55.40 EB	37.50'RT	1046.27	461,286.87	795,614.32	BOC; BUS PAD

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB116	81+55.00 EB	35.00'RT	1045.73	461,289.39	795,614.00	EOP; BEGIN TAPER
EB117	81+82.39 EB	26.02'RT	---	461,297.45	795,641.68	EOP; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB118	81+82.40 EB	24.02'RT	---	461,299.45	795,641.75	EOP; SAWCUT; MATCH EXIST.
EB119	81+68.53 EB	30.50'RT	1044.85	461,293.43	795,627.68	EOP; END TAPER
EB120	81+68.53 EB	28.50'RT	1044.81	461,295.43	795,627.74	BOC
EB121	80+83.05 EB	30.50'RT	1049.54	461,296.28	795,542.24	EOP; BEGIN TAPER
EB122	80+83.05 EB	28.50'RT	1049.50	461,298.28	795,542.31	BOC
EB123	83+86.17 EB	0.00'RT	1030.90	461,316.34	795,846.20	EOP; BEGIN RADIUS
EB124	83+87.54 EB	0.08'LT	1030.80	461,316.38	795,847.57	EOP; END RADIUS; BEGIN TAPER
EB125	83+86.17 EB	11.00'LT	---	461,327.33	795,846.59	R=11'
EB126	83+86.98 EB	2.00'RT	---	461,314.31	795,846.94	EOP; SAWCUT; MATCH EXIST.
EB127	84+74.30 EB	10.93'LT	1024.40	461,324.11	795,934.66	EOP; BEGIN RADIUS
EB128	84+75.42 EB	11.00'LT	1024.32	461,324.14	795,935.78	EOP; END RADIUS
EB129	84+75.42 EB	2.00'LT	---	461,315.15	795,935.46	R=9'
EB130	84+74.98 EB	9.00'LT	---	461,322.16	795,935.28	EOP; SAWCUT; MATCH EXIST.
EB131	80+12.15 EB	0.00'RT	---	461,329.12	795,472.40	EOP; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB132	79+99.61 EB	2.00'LT	---	461,331.54	795,459.93	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB133	81+76.51 EB	2.00'LT	---	461,325.65	795,636.74	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB134	81+88.51 EB	2.00'LT	---	461,325.25	795,648.73	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB135	82+58.63 EB	2.00'LT	---	461,322.90	795,718.81	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB136	83+78.26 EB	2.00'LT	---	461,318.62	795,838.37	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH

2

LEGEND

TRAFFIC FLOW		CURB RAMP CURB			
CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	CP	CONCRETE CURB PEDESTRIAN
PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D	CS-5	CONCRETE SIDEWALK 5-INCH
PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A	CS-6	CONCRETE SIDEWALK 6-INCH
SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL	S42	CONCRETE BARRIER TYPE S42
SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A	S42C	CONCRETE BARRIER TYPE S42C
SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D	R-WAL	RETAINING WALL
REVERSE SLOPE GUTTER					N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
DRIVEWAY CURB	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A			N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
					BN	CONCRETE MEDIAN BLUNT NOSE

EXISTING SCALE TO REMAIN

SCALE

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

HARDROCK ROAD

DETAIL A

SEE DETAIL A FOR PLAN DETAIL POINTS

EXISTING CONCRETE CURB & GUTTER (TO REMAIN)

MATCHLINE STA. 14+70 SW

MATCHLINE STA. 84+70 WB

MATCHLINE STA. 85+00 EB

MATCHLINE STA. 91+00 EB STA. 1+00 PL STA. 90+70 WB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE RD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021225_pd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB200	86+20.06 EB	12.00'LT	1014.23	461,319.97	796,080.36	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB201	86+27.06 EB	12.05'LT	1013.85	461,319.76	796,087.36	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB202	86+31.90 EB	12.18'LT	---	461,319.72	796,092.24	FOC; CONCRETE MEDIAN SLOPED NOSE
EB203	86+34.00 EB	11.27'LT	1013.41	461,318.72	796,094.33	EOP; BEGIN RADIUS
EB204	86+34.00 EB	9.00'LT	---	461,316.45	796,094.23	EOP; END HMA OVERLAY; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB205	86+18.61 EB	23.85'RT	---	461,284.19	796,077.64	EOP; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB206	86+18.60 EB	25.85'RT	---	461,282.19	796,077.56	EOP; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB207	86+18.59 EB	28.07'RT	---	461,279.97	796,077.46	FOC; SAWCUT; MATCH EXIST.
EB208	86+20.08 EB	28.08'RT	1013.63	461,279.91	796,078.96	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB209	86+27.08 EB	28.12'RT	1013.28	461,279.62	796,085.95	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB210	86+28.59 EB	28.13'RT	---	461,279.56	796,087.45	FOC; SAWCUT; MATCH EXIST.
EB211	86+28.60 EB	25.99'RT	---	461,281.70	796,087.54	EOP; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB212	86+28.62 EB	23.99'RT	---	461,283.70	796,087.63	EOP; END HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB213	86+33.93 EB	26.05'RT	---	461,281.43	796,092.74	EOP; END HMA OVERLAY; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB214	86+20.09 EB	39.82'RT	1013.67	461,268.17	796,078.54	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB215	86+18.55 EB	42.68'RT	---	461,265.37	796,076.90	EOP; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB216	86+27.09 EB	39.89'RT	1013.23	461,267.85	796,085.54	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB217	86+28.56 EB	42.78'RT	---	461,264.92	796,086.89	EOP; END HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB218	86+21.20 EB	52.82'RT	---	461,255.14	796,079.19	EOP; BEGIN HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB219	86+20.52 EB	54.70'RT	---	461,253.29	796,078.44	EOP; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB220	86+21.10 EB	57.49'RT	1013.40	461,250.49	796,078.92	BOC; CURB RAMP OPENING
EB221	86+21.11 EB	65.31'RT	1013.17	461,242.67	796,078.65	BOW; BACK OF CURB RAMP
EB222	86+21.11 EB	69.17'RT	---	461,238.81	796,078.51	BOW; MATCH EXIST.
EB223	86+29.06 EB	55.62'RT	---	461,252.07	796,086.91	EOP; END HMA PAVEMENT; SAWCUT; MATCH EXIST.
EB224	86+28.36 EB	57.50'RT	---	461,250.21	796,086.17	EOP; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB225	86+26.10 EB	59.31'RT	1013.08	461,248.49	796,083.85	BOC; CURB RAMP OPENING
EB226	86+26.11 EB	65.31'RT	1013.03	461,242.49	796,083.64	BOW; BACK OF CURB RAMP
EB227	86+26.11 EB	69.17'RT	---	461,238.63	796,083.51	BOW; MATCH EXIST.
EB228	86+57.97 EB	26.29'RT	---	461,279.98	796,116.16	EOP; SAWCUT; MATCH EXIST.
EB229	86+79.69 EB	33.29'RT	---	461,271.47	796,136.73	EOP; BEGIN CONCRETE CURB AND GUTTER; BEGIN RADIUS SAWCUT; MATCH EXIST.
EB230	86+88.55 EB	27.00'RT	1009.79	461,276.99	796,145.86	EOP; END RADIUS
EB231	86+88.55 EB	36.00'RT	---	461,268.03	796,145.04	R=9'
EB232	86+99.00 EB	27.00'RT	1009.28	461,276.02	796,156.00	EOP; BEGIN RADIUS
EB233	86+99.00 EB	30.00'RT	---	461,273.04	796,155.70	R=3'
EB234	87+01.90 EB	31.03'RT	1009.15	461,271.73	796,158.40	EOP; END RADIUS
EB235	86+92.51 EB	55.39'RT	---	461,248.37	796,147.03	EOP; SAWCUT; MATCH EXIST.
EB236	86+89.72 EB	67.39'RT	---	461,236.67	796,143.31	EOP; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB237	87+35.08 EB	69.58'RT	---	461,229.73	796,185.32	R=42.6'
EB238	87+07.83 EB	60.73'RT	---	461,241.60	796,160.94	EOP; BEGIN CONCRETE CURB AND GUTTER; BEGIN RADIUS; SAWCUT; MATCH EXIST.
EB239	87+55.03 EB	27.00'RT	1006.71	461,269.19	796,210.23	EOP; END RADIUS; BEGIN RADIUS
EB240	87+55.03 EB	73.00'RT	---	461,223.71	796,203.31	R=46'
EB241	87+96.29 EB	0.00'LT	1005.04	461,288.92	796,254.95	EOP; BEGIN RADIUS
EB242	87+97.67 EB	0.09'LT	1004.97	461,288.74	796,256.32	EOP; END RADIUS
EB243	87+96.29 EB	11.00'LT	---	461,299.72	796,257.01	R=11'
EB244	88+19.83 EB	******'RT	---	460,208.38	796,048.94	R=1,073'
EB245	87+03.95 EB	0.00'RT	1009.48	461,302.38	796,163.62	EOP; BEGIN RADIUS
EB246	87+07.34 EB	1.00'LT	---	461,303.02	796,167.11	FOC; CONCRETE MEDIAN SLOPED NOSE
EB247	88+51.39 EB	27.95'RT	---	461,250.64	796,303.94	EOP; END RADIUS; END CONCRETE CURB AND GUTTER; MATCH EXIST.
EB248	88+86.50 EB	10.97'LT	1001.29	461,283.18	796,345.24	EOP; BEGIN RADIUS
EB249	88+87.28 EB	11.00'LT	1001.26	461,283.10	796,346.02	EOP; END RADIUS; BEGIN RADIUS
EB250	88+87.28 EB	2.00'LT	---	461,274.20	796,344.68	R=9'
EB251	89+62.49 EB	11.00'LT	998.95	461,274.54	796,419.97	EOP; END RADIUS; BEGIN RADIUS
EB252	90+81.86 EB	16.42'LT	996.31	461,270.24	796,539.38	EOP; END RADIUS; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
EB253	88+07.29 EB	******'LT	---	462,586.19	796,526.95	R=1,316'
EB254	86+28.59 EB	39.91'RT	---	461,267.79	796,087.02	FOC; SAWCUT; MATCH EXIST.
EB255	86+18.58 EB	39.81'RT	---	461,268.30	796,077.04	FOC; SAWCUT; MATCH EXIST.
EB256	87+14.68 EB	47.29'RT	1008.72	461,254.23	796,168.90	EOP
EB257	87+18.40 EB	32.11'RT	1008.40	461,268.90	796,174.22	---
EB258	85+55.44 EB	13.00'LT	---	461,323.28	796,015.82	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB259	87+48.13 EB	2.00'LT	---	461,298.88	796,207.75	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB260	89+10.22 EB	13.00'LT	---	461,281.94	796,368.76	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB261	89+22.36 EB	13.00'LT	---	461,280.47	796,380.67	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB262	90+57.42 EB	16.43'LT	---	461,272.24	796,515.03	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET	ELEV.	Y	X	REMARKS
WB200	85+91.48 WB	1.00'RT	1014.66	461,326.70	796,080.73	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB201	85+91.48 WB	4.46'RT	1014.45	461,323.25	796,080.48	FOC
WB202	85+98.48 WB	1.00'RT	1014.18	461,326.20	796,087.71	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB203	85+98.48 WB	4.36'RT	1014.01	461,322.86	796,087.47	FOC
WB204	86+03.16 WB	1.00'RT	---	461,325.87	796,092.38	FOC; CONCRETE MEDIAN SLOPED NOSE
WB205	86+05.31 WB	4.00'RT	---	461,322.72	796,094.31	R=4'
WB206	84+71.11 WB	0.00'RT	1023.12	461,336.29	795,960.74	EOP; END RADIUS
WB207	84+71.11 WB	11.00'RT	---	461,325.32	795,959.96	R=11'
WB208	86+30.16 WB	40.50'LT	1012.18	461,365.34	798,122.28	BOC; DRIVEWAY OPENING
WB209	86+32.16 WB	46.00'LT	1011.89	461,370.68	796,124.66	FOW; DRIVEWAY APRON TAPER
WB210	86+32.16 WB	51.00'LT	1011.96	461,375.67	796,125.02	BOW
WB211	86+32.16 WB	64.70'LT	1011.09	461,389.33	796,126.00	EOP; BEGIN RADIUS
WB212	86+27.66 WB	75.41'LT	1010.55	461,400.34	796,122.27	EOP; END RADIUS
WB213	86+17.16 WB	64.70'LT	---	461,390.40	796,111.04	R=15'
WB214	86+25.12 WB	77.90'LT	---	461,403.00	796,119.92	EOP; END CONCRETE DRIVEWAY; SAWCUT; MATCH EXIST.
WB215	86+67.16 WB	77.90'LT	---	461,400.00	796,161.85	EOP; END CONCRETE DRIVEWAY; SAWCUT; MATCH EXIST.
WB216	86+83.06 WB	56.94'LT	---	461,377.96	796,176.21	EOP; SAWCUT; MATCH EXIST.
WB217	86+71.18 WB	54.98'LT	1009.09	461,376.86	796,164.22	EOP; END RADIUS
WB218	86+67.16 WB	51.00'LT	1009.81	461,373.17	796,159.93	BOW; BEGIN CONCRETE CURB AND GUTTER; BEGIN RADIUS
WB219	86+71.16 WB	50.98'LT	---	461,372.87	796,163.92	R=4'
WB220	86+67.16 WB	46.00'LT	1009.73	461,368.18	796,159.57	FOW; DRIVEWAY APRON TAPER
WB221	86+69.16 WB	40.50'LT	1009.77	461,362.55	796,161.18	BOC; DRIVEWAY OPENING
WB222	86+92.20 WB	44.00'LT	1008.37	461,364.40	796,184.41	FOW
WB223	85+97.48 WB	40.50'LT	1013.92	461,367.67	796,089.67	BOC; CURB RAMP OPENING
WB224	85+97.48 WB	46.00'LT	1014.25	461,373.15	796,090.07	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
WB225	85+92.48 WB	40.50'LT	1014.26	461,368.03	796,084.69	BOC; CURB RAMP OPENING
WB226	85+92.48 WB	46.00'LT	1014.33	461,373.51	796,085.08	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
WB227	90+29.95 WB	44.00'LT	996.95	461,340.30	796,521.29	FOW
WB228	90+49.55 WB	54.00'LT	997.02	461,348.87	796,541.56	EOP
WB229	90+50.35 WB	38.00'LT	995.98	461,332.86	796,541.21	EOP; BEGIN TAPER
WB230	90+48.16 WB	11.00'RT	996.10	461,284.14	796,535.53	EOP; BEGIN RADIUS
WB231	90+48.88 WB	10.97'RT	996.09	461,284.11	796,536.25	EOP; END RADIUS
WB232	90+48.16 WB	2.00'RT	---	461,293.11	796,536.18	R=9'
WB233	86+75.06 WB	13.49'RT	1009.24	461,308.28	796,163.20	EOP; END RADIUS; BEGIN RADIUS
WB234	86+78.62 WB	13.50'RT	---	461,308.02	796,166.75	FOC; CONCRETE MEDIAN SLOPED NOSE
WB235	86+90.65 WB	11.00'RT	1008.29	461,309.65	796,178.93	EOP; END RADIUS
WB236	86+75.99 WB	16.34'RT	---	461,305.37	796,163.93	R=3'
WB237	86+90.65 WB	61.00'RT	---	461,259.78	796,175.36	R=50'
WB238	90+49.45 WB	56.00'LT	---	461,350.87	796,541.60	EOP; SAWCUT; MATCH EXIST.
WB239	86+05.31 WB	0.00'RT	1013.76	461,326.71	796,094.59	EOP; END RADIUS
WB240	89+41.70 WB	54.00'LT	998.78	461,356.57	796,433.98	EOP; END CONCRETE DRIVEWAY; BEGIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
WB241	85+26.73 WB	2.00'RT	---	461,330.33	796,016.07	BOC; END CONCRETE SIDEWALK 5-INC;, BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB242	87+20.16 WB	13.00'RT	---	461,305.55	796,208.22	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB243	88+82.43 WB	13.00'RT	---	461,293.97	796,370.09	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB244	88+94.44 WB	13.00'RT	---	461,293.11	796,382.07	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB245	90+28.56 WB	13.00'RT	---	461,283.54	796,515.84	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH

2

2

LEGEND

TRAFFIC FLOW		CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CURB RAMP, TYPE X	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	
PROPOSED INLET	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	
PROPOSED STORM SEWER MANHOLE	CD-7	CONCRETE DRIVEWAY 7-INCH	
SLOPE INTERCEPT	CD-9	CONCRETE DRIVEWAY 9-INCH	
SAWING ASPHALT	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	
SAWING CONCRETE	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	
REVERSE SLOPE GUTTER		CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
DRIVEWAY CURB		CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
CURB RAMP CURB		CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
COLORED AND STAMPED CONCRETE 5-INCH		CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
		CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
		CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
		CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
		CP	CONCRETE CURB PEDESTRIAN
		CS-5	CONCRETE SIDEWALK 5-INCH
		CS-6	CONCRETE SIDEWALK 6-INCH
		S42	CONCRETE BARRIER TYPE S42
		S42C	CONCRETE BARRIER TYPE S42C
		R-WAL	RETAINING WALL
		N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
		N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
		BN	CONCRETE MEDIAN BLUNT NOSE

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

B RAMP

SEE "BUS STOP PAD DETAIL"

ANTICIPATED CONCRETE JOINT (TYP.)

S-13-453

R-13-264

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE RD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021226_pd.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB300	91+21.83 EB	0.00'RT	996.11	461,250.62	796,577.89	EOP; BEGIN RADIUS
EB301	91+21.47 EB	7.98'LT	995.95	461,258.61	796,578.18	EOP; END RADIUS
EB302	91+21.83 EB	4.00'LT	---	461,254.61	796,578.22	R=4'
EB303	91+66.56 EB	0.03'LT	995.70	461,247.02	796,622.47	EOP; END RADIUS
EB304	91+65.65 EB	0.00'RT	995.71	461,247.06	796,621.56	EOP; BEGIN RADIUS
EB305	91+95.66 EB	4.25'LT	995.41	461,248.86	796,651.82	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB306	91+95.66 EB	8.28'LT	995.57	461,252.88	796,652.15	FOC
EB307	91+95.26 EB	12.70'LT	995.47	461,257.31	796,652.11	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB308	92+02.66 EB	4.79'LT	995.38	461,248.82	796,658.84	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB309	92+02.66 EB	8.57'LT	995.56	461,252.60	796,659.15	FOC
EB310	92+02.23 EB	13.33'LT	995.49	461,257.37	796,659.11	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB311	92+75.55 EB	8.33'LT	995.37	461,246.43	796,731.78	EOP; BEGIN RADIUS
EB312	92+78.82 EB	10.51'LT	995.43	461,248.34	796,735.21	EOP; END RADIUS; BEGIN RADIUS
EB313	92+75.25 EB	12.32'LT	---	461,250.43	796,731.80	R=4'
EB314	92+94.77 EB	14.89'LT	995.58	461,251.41	796,751.47	EOP; END RADIUS; BEGIN RADIUS
EB315	92+97.08 EB	12.97'LT	---	461,249.31	796,753.61	R=3'
EB316	92+97.30 EB	9.98'LT	995.44	461,246.31	796,753.59	EOP; BEGIN RADIUS; BEGIN TAPER
EB317	93+17.10 EB	13.49'LT	995.42	461,248.20	796,773.60	FLOW LINE; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
EB318	93+16.02 EB	14.41'LT	995.75	461,249.20	796,772.61	BOC; BEGIN CONCRETE CURB AND GUTTER
EB319	93+15.91 EB	15.91'LT	995.85	461,250.70	796,772.62	FOC
EB320	93+32.40 EB	16.50'RT	---	461,217.06	796,786.42	R=60'; R=49'
EB321	93+52.47 EB	25.65'RT	---	461,206.30	796,805.68	R=55.4'
EB322	92+48.00 EB	22.00'RT	---	461,218.44	796,701.85	EOP; BEGIN HMA PAVEMENT; MATCH EXIST.
EB323	92+48.00 EB	49.00'RT	---	461,191.53	796,699.66	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
EB324	94+22.20 EB	38.39'RT	996.16	461,187.95	796,874.14	EOP; END RADIUS; BEGIN TAPER
EB325	95+07.11 EB	49.00'RT	996.53	461,170.46	796,957.91	EOP; END TAPER
EB326	95+01.30 EB	65.00'RT	997.24	461,154.99	796,950.81	BOW
EB327	95+06.31 EB	65.00'RT	997.24	461,154.58	796,955.81	BOW
EB328	95+02.65 EB	85.00'RT	---	461,134.95	796,950.53	FOW; MATCH EXIST.
EB329	95+07.64 EB	84.66'RT	---	461,134.88	796,955.53	BOW; MATCH EXIST.
EB330	95+52.23 EB	49.00'RT	---	461,166.80	797,002.88	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
EB331	95+55.85 EB	57.00'RT	---	461,158.53	797,005.83	FOW; END CONCRETE SIDEWALK; MATCH EXIST.
EB332	96+00.34 EB	49.00'RT	---	461,162.88	797,050.83	EOP; END HMA PAVEMENT; MATCH EXIST.
EB333	96+00.34 EB	11.00'RT	---	461,200.76	797,053.92	EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
EB334	95+34.18 EB	28.00'LT	996.69	461,245.01	796,991.15	EOP; END TAPER
EB335	96+00.34 EB	33.91'LT	997.02	461,245.52	797,057.57	EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT
EB336	96+25.95 EB	0.00'RT	997.87	461,209.64	797,080.34	EOP; BEGIN CONCRETE CURB AND GUTTER
EB337	96+25.42 EB	9.44'LT	997.68	461,219.10	797,080.58	EOP; BEGIN CONCRETE CURB AND GUTTER
EB338	91+65.65 EB	12.00'LT	---	461,259.02	796,622.54	R=12'
EB339	91+24.93 EB	2.00'LT	---	461,252.37	796,622.54	FOC; CONCRETE MEDIAN SLOPED NOSE
EB340	91+24.73 EB	6.27'LT	---	461,256.64	796,581.29	FOC; CONCRETE MEDIAN SLOPED NOSE
EB341	96+32.85 EB	2.00'LT	---	461,211.48	797,082.39	FOC; CONCRETE MEDIAN SLOPED NOSE
EB342	96+32.50 EB	8.22'LT	---	461,217.30	797,087.54	FOC; CONCRETE MEDIAN SLOPED NOSE
EB343	93+21.68 EB	19.14'LT	---	461,253.46	796,778.63	FOC; CONCRETE MEDIAN SLOPED NOSE
EB344	93+22.08 EB	13.87'LT	---	461,248.20	796,773.60	FOC; CONCRETE MEDIAN SLOPED NOSE
EB345	96+17.81 EB	38.28'LT	---	461,248.46	797,075.33	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET	ELEV.	Y	X	REMARKS
WB300	91+03.60 WB	61.41'LT	---	461,352.41	796,595.99	EOP; SAWCUT; MATCH EXIST.
WB301	91+55.30 WB	48.50'LT	995.29	461,335.84	796,646.65	EOP; END TAPER; BEGIN RADIUS
WB302	91+25.97 WB	61.64'LT	996.57	461,351.04	796,618.33	EOP; BEGIN RADIUS
WB303	91+72.22 WB	78.66'LT	996.91	461,364.71	796,665.67	EOP; END RADIUS
WB304	91+16.17 WB	159.65'LT	---	461,449.50	796,615.54	R=98.5'
WB305	91+75.38 WB	80.84'LT	996.71	461,366.67	796,668.98	EOP; END CONCRETE CURB AND GUTTER
WB306	91+75.04 WB	84.99'LT	---	461,370.82	796,668.93	EOP; END HMA PAVEMENT; SAWCUT; MATCH EXIST.
WB307	91+49.55 WB	55.96'LT	995.88	461,343.69	796,641.44	FOW
WB308	91+65.08 WB	13.49'RT	995.31	461,273.31	796,651.97	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB309	91+64.22 WB	2.75'RT	995.77	461,284.09	796,651.88	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB310	91+72.06 WB	12.93'RT	995.36	461,273.37	796,658.97	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB311	91+73.48 WB	1.00'RT	995.86	461,285.17	796,661.25	EOP; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
WB312	91+71.20 WB	2.19'RT	995.80	461,284.15	796,658.88	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB313	91+86.02 WB	0.00'RT	995.94	461,285.27	796,673.83	EOP; END TAPER
WB314	92+16.09 WB	9.36'RT	995.87	461,273.79	796,703.15	FLOW LINE; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
WB315	92+17.00 WB	8.27'RT	996.21	461,274.81	796,704.14	BOC; EOP; BEGIN RADIUS
WB316	92+27.10 WB	4.69'RT	996.37	461,277.67	796,714.46	EOP; END RADIUS
WB317	92+14.23 WB	15.57'LT	---	461,298.79	796,703.07	R=24'
WB318	92+44.76 WB	5.62'RT	996.24	461,275.47	796,732.01	EOP; END RADIUS; BEGIN RADIUS
WB319	92+43.30 WB	3.00'RT	---	461,278.19	796,730.75	R=3'
WB320	92+43.30 WB	0.00'RT	996.27	461,281.18	796,730.96	EOP; END RADIUS
WB321	92+70.09 WB	0.00'RT	996.42	461,279.27	796,757.68	EOP; END RADIUS
WB322	92+66.82 WB	1.69'RT	996.39	461,277.82	796,754.30	EOP; END RADIUS; BEGIN RADIUS
WB323	92+70.09 WB	4.00'RT	---	461,275.28	796,757.39	R=4'
WB324	92+77.64 WB	5.71'RT	996.34	461,273.03	796,764.80	EOP; END RADIUS; BEGIN RADIUS
WB325	92+76.36 WB	3.00'RT	---	461,275.83	796,763.72	R=3'
WB326	92+76.36 WB	0.00'RT	996.46	461,278.82	796,763.93	EOP; BEGIN RADIUS
WB327	93+03.19 WB	11.00'RT	996.36	461,265.94	796,789.91	EOP; END RADIUS
WB328	93+23.17 WB	13.00'RT	996.39	461,262.52	796,809.70	FLOW LINE; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
WB329	93+23.17 WB	14.00'RT	996.72	461,261.52	796,809.63	BOC; EOP; END RADIUS
WB330	93+15.80 WB	49.00'LT	996.14	461,324.88	796,806.77	EOP; END RADIUS
WB331	93+20.62 WB	55.74'LT	996.72	461,331.26	796,812.06	FOW; END RADIUS
WB332	93+58.50 WB	57.00'LT	996.98	461,329.92	796,849.50	FOW
WB333	94+07.08 WB	51.50'LT	997.04	461,321.87	796,896.66	BOC; DRIVEWAY OPENING
WB334	94+09.16 WB	57.00'LT	996.79	461,327.27	796,898.93	FOW; DRIVEWAY APRON TAPER
WB335	94+09.05 WB	64.68'LT	---	461,334.95	796,899.16	EOP; SAWCUT; MATCH EXIST.
WB336	94+46.03 WB	51.50'LT	997.26	461,320.48	796,934.78	BOC; DRIVEWAY OPENING
WB337	94+43.99 WB	57.00'LT	996.99	461,326.03	796,932.94	FOW; DRIVEWAY APRON TAPER
WB338	94+43.99 WB	64.86'LT	---	461,333.89	796,933.18	EOP; SAWCUT; MATCH EXIST.
WB339	95+87.51 WB	13.50'RT	---	461,255.45	797,075.14	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB340	91+59.06 WB	13.48'RT	---	461,273.75	796,645.97	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB341	95+70.00 WB	47.72'LT	998.05	461,316.23	797,056.26	BOC; BUS PAD
WB342	95+70.43 WB	53.20'LT	998.13	461,321.72	797,056.56	FOW; BUS PAD
WB343	95+80.16 WB	46.94'LT	998.12	461,315.68	797,066.25	BOC; BUS PAD
WB344	95+80.61 WB	52.42'LT	998.20	461,321.17	797,066.55	FOW; BUS PAD
WB345	96+49.68 WB	38.00'LT	998.41	461,309.41	797,134.87	EOP; END TAPER
WB346	96+50.12 WB	46.00'LT	999.33	461,317.42	797,134.88	FOW
WB347	95+88.44 WB	10.94'RT	998.02	461,258.04	797,076.01	EOP; END RADIUS
WB348	95+87.44 WB	11.00'RT	998.02	461,257.95	797,075.01	EOP; BEGIN RADIUS
WB349	95+87.44 WB	3.00'RT	---	461,265.95	797,074.78	R=8'
WB350	92+27.10 WB	2.00'RT	996.05	461,280.35	796,714.66	FLOW LINE; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
WB351	92+29.36 WB	10.29'RT	996.13	461,271.92	796,716.32	EOP; BEGIN RADIUS
WB352	95+09.43 WB	49.00'LT	997.25	461,316.99	796,996.85	EOP; BEGIN TAPER
WB353	92+21.10 WB	2.00'RT	---	461,280.77	796,708.67	FOC; CONCRETE MEDIAN SLOPED NOSE
WB354	92+21.09 WB	6.38'RT	---	461,276.41	796,708.36	FOC; CONCRETE MEDIAN SLOPED NOSE
WB355	90+75.02 WB	10.89'RT	---	461,282.33	796,562.33	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB356	90+75.77 WB	20.23'RT	---	461,272.96	796,562.41	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB357	91+58.32 WB	4.22'RT	---	461,283.04	796,645.89	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH

LEGEND

TRAFFIC FLOW	SAWING ASPHALT
CURB RAMP, TYPE X	SAWING CONCRETE
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	REVERSE SLOPE GUTTER
PROPOSED INLET	DRIVEWAY CURB
PROPOSED STORM SEWER MANHOLE	CURB RAMP CURB
SLOPE INTERCEPT	COLORED AND STAMPED CONCRETE 5-INCH

ALIGN PAVEMENT DOWELS PARALLEL TO THE REFERENCE LINE. DOWELS CAN BE STEPPED TO ACCOMODATE SKEWED JOINTS.

N RAMP
C RAMP
B RAMP
M RAMP
D RAMP
A RAMP
L RAMP
P RAMP
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
SKEWED JOINT REQ'D FOR STAGING
STA. 98+71 WB
STA. 99+64 WB
STA. 101+85 B, 14'LT
STA. 101+83 B
ANTICIPATED CONCRETE JOINT (TYP.)
CONCRETE PAVEMENT 10-INCH AND COLORING CONCRETE WISDOT RED
STA. 105+10 D
STA. 105+08 D
SKEWED JOINT REQ'D FOR STAGING
EXISTING CONCRETE CURB & GUTTER (TO REMAIN)
R-13-267
R-13-264
R-13-266
MATCHLINE STA. 4+50 N
MATCHLINE STA. 4+50 C
MATCHLINE STA. 105+50 B
MATCHLINE STA. 96+80 WB
MATCHLINE STA. 100+20 B
MATCHLINE STA. 97+15 EB
MATCHLINE STA. 7+15 P
MATCHLINE STA. 100+85 D
MATCHLINE STA. 101+95 A
MATCHLINE STA. 102+00 L
MATCHLINE STA. 102+90 WB
MATCHLINE STA. 106+80 D
MATCHLINE STA. 103+20 EB
BIKE LANE
CONCRETE CURB AND GUTTER 30-INCH TYPE A
CONCRETE CURB AND GUTTER 30-INCH TYPE D
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
CONCRETE CURB AND GUTTER 4-INCH SLOPED 5-FOOT TYPE A
CONCRETE CURB AND GUTTER 24-INCH TYPE D
CONCRETE CURB AND GUTTER 18-INCH TYPE A
CONCRETE CURB AND GUTTER 18-INCH TYPE D
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CONCRETE SIDEWALK 4-INCH
CONCRETE SIDEWALK 5-INCH
CONCRETE SIDEWALK 6-INCH
CONCRETE BARRIER TYPE S42
CONCRETE BARRIER TYPE S42C
CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
CONCRETE MEDIAN BLUNT NOSE

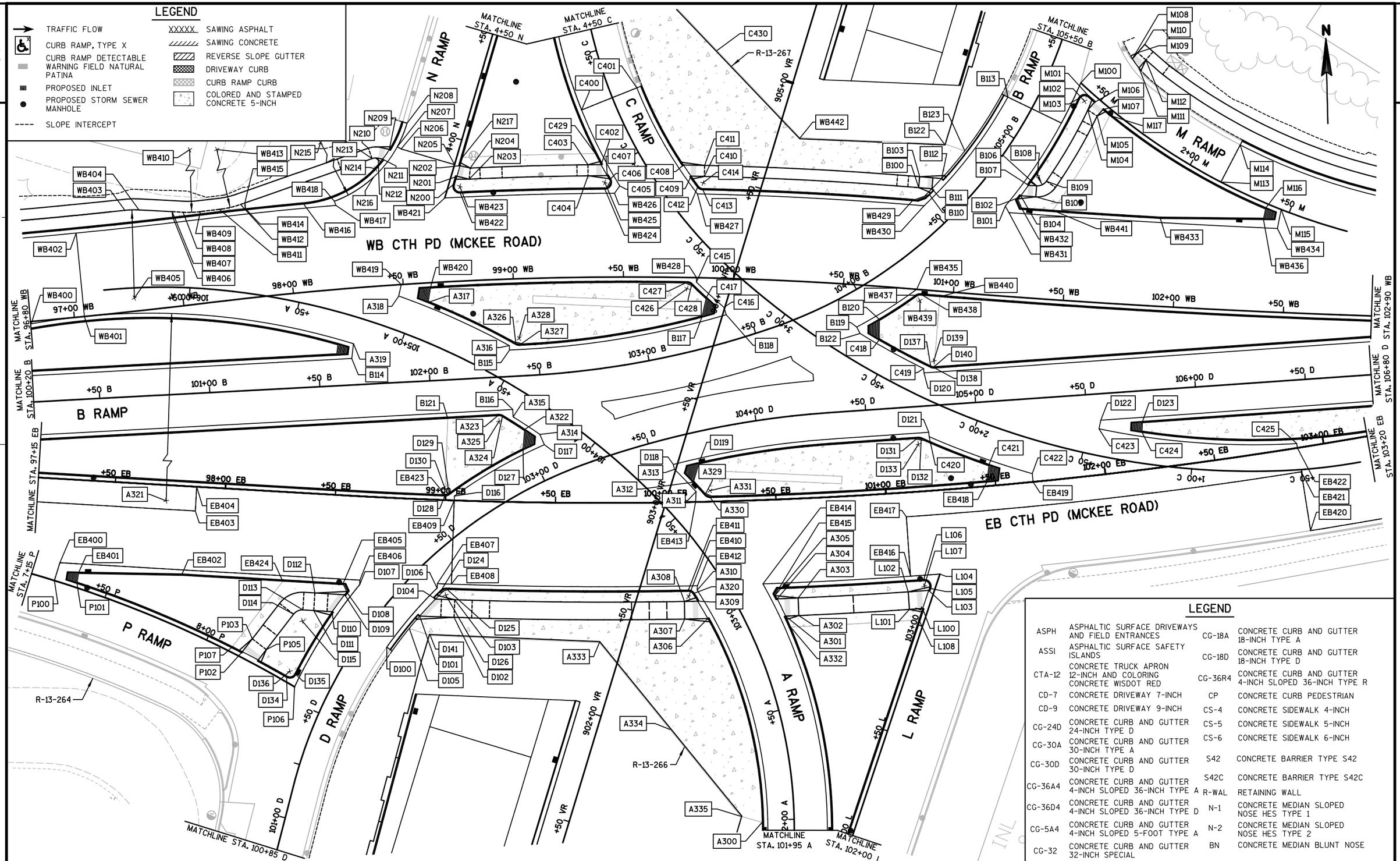
LEGEND

ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-18D	CONCRETE CURB AND GUTTER 18-INCH TYPE D
CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-7	CONCRETE DRIVEWAY 7-INCH	CP	CONCRETE CURB PEDESTRIAN
CD-9	CONCRETE DRIVEWAY 9-INCH	CS-4	CONCRETE SIDEWALK 4-INCH
CG-24D	CONCRETE CURB AND GUTTER 24-INCH TYPE D	CS-5	CONCRETE SIDEWALK 5-INCH
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A	CS-6	CONCRETE SIDEWALK 6-INCH
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D	S42	CONCRETE BARRIER TYPE S42
CG-36A4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	S42C	CONCRETE BARRIER TYPE S42C
CG-36D4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	R-WAL	RETAINING WALL
CG-5A4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 5-FOOT TYPE A	N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL	N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
		BN	CONCRETE MEDIAN BLUNT NOSE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - CTH PD & RAMPS (EB, WB, A, B, C, D, L, M, N, & P)	SHEET 98	E

LEGEND

TRAFFIC FLOW	SAWING ASPHALT
CURB RAMP, TYPE X	SAWING CONCRETE
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	REVERSE SLOPE GUTTER
PROPOSED INLET	DRIVEWAY CURB
PROPOSED STORM SEWER MANHOLE	CURB RAMP CURB
SLOPE INTERCEPT	COLORED AND STAMPED CONCRETE 5-INCH



LEGEND

ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-18A	CONCRETE CURB AND GUTTER 18-INCH TYPE A
ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CG-18D	CONCRETE CURB AND GUTTER 18-INCH TYPE D
CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-36R4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-7	CONCRETE DRIVEWAY 7-INCH	CP	CONCRETE CURB PEDESTRIAN
CD-9	CONCRETE DRIVEWAY 9-INCH	CS-4	CONCRETE SIDEWALK 4-INCH
CG-24D	CONCRETE CURB AND GUTTER 24-INCH TYPE D	CS-5	CONCRETE SIDEWALK 5-INCH
CG-30A	CONCRETE CURB AND GUTTER 30-INCH TYPE A	CS-6	CONCRETE SIDEWALK 6-INCH
CG-30D	CONCRETE CURB AND GUTTER 30-INCH TYPE D	S42	CONCRETE BARRIER TYPE S42
CG-36A4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE A	S42C	CONCRETE BARRIER TYPE S42C
CG-36D4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D	R-WAL	RETAINING WALL
CG-5A4	CONCRETE CURB AND GUTTER 4-INCH SLOPED 5-FOOT TYPE A	N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
CG-32	CONCRETE CURB AND GUTTER 32-INCH SPECIAL	N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
		BN	CONCRETE MEDIAN BLUNT NOSE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - CTH PD & RAMPS (EB, WB, A, B, C, D, L, M, N, & P)	SHEET 99	E

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB400	97+26.95 EB	38.00'RT	---	461,163.56	797,177.91	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
EB401	97+35.75 EB	41.87'RT	---	461,158.98	797,186.37	FOC; CONCRETE MEDIAN SLOPED NOSE
EB402	97+82.60 EB	40.00'RT	---	461,157.04	797,233.22	FOC; END TAPER
EB403	97+86.95 EB	11.00'RT	---	461,185.59	797,239.91	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
EB404	97+86.95 EB	0.00'RT	---	461,196.55	797,240.81	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
EB405	98+55.81 EB	40.00'RT	---	461,151.09	797,306.19	FOC; CONCRETE MEDIAN SLOPED NOSE
EB406	98+63.24 EB	38.00'RT	---	461,152.48	797,313.90	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
EB407	98+97.70 EB	38.00'RT	---	461,150.06	797,348.93	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
EB408	99+03.97 EB	38.00'RT	---	461,149.68	797,355.31	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
EB409	99+03.97 EB	0.00'RT	---	461,187.62	797,357.48	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
EB410	100+09.48 EB	43.00'RT	---	461,141.37	797,462.74	R=3' (FOC)
EB411	100+09.48 EB	40.00'RT	---	461,144.37	797,462.75	FOC; BEGIN RADIUS
EB412	100+13.55 EB	38.00'RT	1000.24	461,146.35	797,466.91	EOP; END CONCRETE CURB AND GUTTER
EB413	100+13.55 EB	0.00'RT	1000.40	461,184.35	797,467.00	EOP
EB414	100+42.74 EB	38.00'RT	1000.33	461,146.50	797,496.65	EOP; BEGIN CONCRETE CURB AND GUTTER
EB415	100+49.97 EB	40.00'RT	---	461,144.60	797,504.05	FOC; CONCRETE MEDIAN SLOPED NOSE
EB416	101+08.54 EB	38.00'RT	---	461,148.42	797,563.67	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
EB417	101+08.54 EB	11.00'RT	---	461,175.39	797,562.45	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
EB418	101+46.17 EB	2.00'LT	---	461,190.42	797,599.40	FOC; CONCRETE MEDIAN BLUNT NOSE
EB419	101+66.99 EB	0.00'RT	1000.42	461,189.86	797,620.30	EOP; END CONCRETE CURB AND GUTTER
EB420	102+87.95 EB	38.00'RT	---	461,164.83	797,745.69	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
EB421	102+87.95 EB	11.00'RT	---	461,191.58	797,742.06	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
EB422	102+87.95 EB	0.00'RT	999.83	461,202.48	797,740.58	EOP
EB423	98+99.69 EB	2.50'LT	---	461,190.37	797,353.36	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB424	98+28.41 EB	40.50'RT	---	461,152.82	797,278.84	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH

POINT NO.	A RAMP (A) STATION	OFFSET	ELEV.	Y	X	REMARKS
A300	101+98.90 A	14.50'LT	---	461,038.44	797,493.82	BOC; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
A301	102+87.64 A	17.50'RT	1000.18	461,131.64	797,506.61	BOC; CURB RAMP OPENING
A302	102+85.56 A	23.05'RT	1000.45	461,131.75	797,512.61	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
A303	102+92.17 A	26.15'RT	1000.35	461,139.75	797,512.45	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
A304	102+95.71 A	17.50'RT	1000.21	461,139.58	797,502.96	BOC; CURB RAMP OPENING
A305	102+97.25 A	17.00'RT	---	461,140.86	797,501.78	FOC; CONCRETE MEDIAN SLOPED NOSE
A306	103+02.54 A	14.50'LT	999.99	461,131.35	797,471.29	BOC; CURB RAMP OPENING
A307	103+08.04 A	23.70'LT	1000.47	461,131.38	797,460.82	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
A308	103+15.73 A	19.65'LT	1000.52	461,139.38	797,460.85	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
A309	103+12.37 A	14.50'LT	1000.11	461,139.35	797,466.86	BOC; CURB RAMP OPENING
A310	103+16.99 A	12.00'LT	1000.22	461,144.35	797,466.78	EOP; END END CONCRETE CURB AND GUTTER
A311	103+52.46 A	15.00'RT	1000.54	461,189.04	797,467.31	EOP
A312	103+56.13 A	17.00'RT	---	461,193.32	797,466.18	FOC; CONCRETE MEDIAN BLUNT NOSE
A313	103+65.82 A	15.00'RT	1000.80	461,199.40	797,457.78	EOP; BEGIN CONCRETE CURB AND GUTTER
A314	104+22.78 A	12.00'LT	1000.50	461,216.65	797,397.02	EOP; END CONCRETE CURB AND GUTTER
A315	104+37.82 A	12.00'LT	1000.56	461,224.89	797,385.11	EOP
A316	104+55.57 A	15.00'RT	1000.35	461,257.22	797,384.13	EOP
A317	104+95.30 A	17.00'RT	---	461,277.68	797,347.77	FOC; CONCRETE MEDIAN BLUNT NOSE
A318	105+08.18 A	15.00'RT	999.76	461,280.88	797,334.48	EOP; BEGIN CONCRETE CURB AND GUTTER
A319	105+20.79 A	12.00'LT	999.78	461,259.72	797,313.47	EOP; END CONCRETE CURB AND GUTTER; END RADIUS
A320	103+16.52 A	14.00'LT	---	461,142.93	797,465.30	FOC; END RADIUS
A321	100+29.74 A	263.56'LT	---	460,965.83	797,214.85	R=310'
A322	104+30.01 A	14.00'LT	---	461,219.04	797,390.20	FOC; CONCRETE MEDIAN SLOPED NOSE
A323	104+44.13 A	14.51'LT	---	461,226.04	797,378.66	FOC; END RADIUS
A324	104+42.36 A	14.00'LT	---	461,225.58	797,380.36	FOC; BEGIN RADIUS
A325	104+42.36 A	17.00'LT	---	461,223.05	797,378.75	R=3' (FOC)
A326	104+53.36 A	17.00'RT	---	461,257.78	797,387.15	FOC; END RADIUS
A327	104+51.87 A	17.46'RT	---	461,257.37	797,388.73	FOC; BEGIN RADIUS
A328	104+53.38 A	20.00'RT	---	461,260.37	797,388.66	R=3' (FOC)
A329	103+48.87 A	17.00'RT	---	461,187.41	797,471.34	FOC; END RADIUS
A330	103+46.76 A	18.08'RT	---	461,186.35	797,473.64	FOC; BEGIN RADIUS
A331	103+48.87 A	20.00'RT	---	461,189.35	797,473.63	R=3' (FOC)
A332	102+82.66 A	17.50'RT	---	461,126.68	797,508.71	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
A333	103+22.75 A	62.18'LT	1001.11	461,121.55	797,421.83	COLORED AND STAMPED CONCRETE 5-INCH; SEE STRUCTURE PLANS
A334	102+55.48 A	49.92'LT	1000.85	461,081.46	797,452.94	COLORED AND STAMPED CONCRETE 5-INCH; SEE STRUCTURE PLANS
A335	102+02.13 A	24.26'LT	1000.60	461,041.37	797,484.05	COLORED AND STAMPED CONCRETE 5-INCH; SEE STRUCTURE PLANS

POINT NO.	B RAMP (B) STATION	OFFSET	ELEV.	Y	X	REMARKS
B100	104+53.05 B	19.60'LT	1001.23	461,324.50	797,571.56	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
B101	104+73.72 B	15.00'RT	1001.02	461,315.22	797,610.62	EOP; BEGIN CONCRETE CURB AND GUTTER

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET	ELEV.	Y	X	REMARKS
WB400	96+80.27 WB	1.08'RT	998.75	461,272.19	797,167.48	EOP; END TAPER; BEGIN RADIUS
WB401	97+04.60 WB	0.00'RT	998.91	461,274.96	797,191.69	EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT
WB402	97+04.60 WB	38.00'LT	998.75	461,312.85	797,188.85	EOP; END HMA PAVEMENT; BEGIN CONCRETE PAVEMENT
WB403	97+28.02 WB	46.00'LT	999.37	461,322.66	797,211.17	FOW; BEGIN RADIUS
WB404	97+34.50 WB	45.48'LT	999.39	461,322.68	797,217.55	FOW; END RADIUS
WB405	97+28.02 WB	6.00'LT	---	461,282.80	797,214.53	R=40'
WB406	97+49.65 WB	40.50'LT	999.38	461,319.05	797,232.82	BOC; BEGIN STAMPED AND COLORED CONCRETE 5-INCH
WB407	97+49.65 WB	43.00'LT	999.42	461,321.54	797,232.59	FOW
WB408	97+54.62 WB	42.16'LT	999.43	461,321.17	797,237.54	FOW; BEGIN RADIUS
WB409	97+62.56 WB	41.50'LT	999.47	461,321.26	797,245.37	FOW; END RADIUS
WB410	97+62.53 WB	86.50'LT	---	461,366.04	797,240.94	R=45'
WB411	97+71.08 WB	41.50'LT	999.52	461,322.09	797,254.05	FOW; BEGIN RADIUS
WB412	97+80.60 WB	42.61'LT	999.60	461,324.08	797,263.69	FOW; END RADIUS
WB413	97+71.08 WB	86.50'LT	---	461,366.90	797,249.86	R=45'
WB414	97+82.55 WB	40.50'LT	999.57	461,322.15	797,265.86	BOC; END COLORED AND STAMPED CONCRETE 5-INCH
WB415	97+82.55 WB	43.07'LT	999.65	461,324.71	797,265.64	FOW
WB416	98+08.30 WB	40.00'LT	999.71	461,323.70	797,292.24	FOC; BEGIN RADIUS
WB417	98+22.53 WB	38.00'LT	999.42	461,322.65	797,306.93	EOP
WB418	98+22.02 WB	39.93'LT	999.39	461,324.54	797,306.29	EOP
WB419	98+49.15 WB	0.00'RT	999.73	461,286.08	797,335.79	EOP; BEGIN CONCRETE CURB AND GUTTER
WB420	98+62.33 WB	2.00'RT	---	461,284.59	797,349.03	FOC; CONCRETE MEDIAN BLUNT NOSE
WB421	98+70.91 WB	38.00'LT	999.70	461,324.85	797,356.45	EOP; BEGIN CONCRETE CURB AND GUTTER
WB422	98+77.77 WB	40.00'LT	---	461,327.03	797,363.42	FOC; END RADIUS
WB423	98+77.77 WB	43.00'LT	---	461,330.03	797,363.35	R=3' (FOC)
WB424	99+41.80 WB	40.00'LT	---	461,327.28	797,429.09	FOC; BEGIN RADIUS
WB425	99+41.80 WB	43.00'LT	---	461,330.28	797,429.14	R=3' (FOC)
WB426	99+46.12 WB	38.00'LT	1000.13	461,325.20	797,433.49	EOP; END CONCRETE CURB AND GUTTER
WB427	99+82.84 WB	38.00'LT	1000.34	461,324.01	797,471.09	EOP; BEGIN CONCRETE CURB AND GUTTER
WB428	99+83.18 WB	0.00'RT	1000.50	461,286.03	797,469.78	EOP
WB429	100+78.18 WB	40.00'LT	---	461,318.77	797,568.69	FOC; CONCRETE MEDIAN SLOPED NOSE
WB430	100+83.40 WB	38.00'LT	1000.91	461,316.21	797,573.78	EOP; END CONCRETE CURB AND GUTTER
WB431	101+22.38 WB	38.00'LT	1001.08	461,312.25	797,612.18	EOP; BEGIN CONCRETE CURB AND GUTTER
WB432	101+28.29 WB	40.00'LT	---	461,313.67	797,618.20	FOC; CONCRETE MEDIAN SLOPED NOSE
WB433	101+91.77 WB	40.00'LT	---	461,308.12	797,680.80	FOC; BEGIN TAPER
WB434	102+45.60 WB	38.00'LT	1001.16	461,302.19	797,733.81	EOP; END CONCRETE CURB AND GUTTER
WB435	100+83.28 WB	0.00'RT	1001.07	461,278.44	797,569.58	EOP
WB436	102+39.05 WB	41.89'LT	---	461,306.52	797,727.61	FOC; CONCRETE MEDIAN SLOPED NOSE
WB437	100+83.19 WB	2.72'RT	---	461,275.75	797,569.19	FOC; BEGIN RADIUS
WB438	100+85.14 WB	2.00'RT	---	461,276.26	797,571.21	FOC; END RADIUS
WB439	100+85.14 WB	5.00'RT	---	461,273.27	797,570.89	R=3' (FOC)
WB440	100+94.00 WB	2.50'RT	---	461,274.82	797,579.97	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB441	101+42.30 WB	40.50'LT	---	461,312.86	797,632.05	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB442	100+27.10 WB	65.07'LT	1001.80	461,348.40	797,518.30	COLORED AND STAMPED CONCRETE 5-INCH; SEE STRUCTURE PLANS

POINT NO.	B RAMP (B) STATION	OFFSET	ELEV.	Y	X	REMARKS
B102	104+79.52 B	17.00'RT	---	461,318.67	797,616.18	FOC; CONCRETE MEDIAN SLOPED NOSE
B103	104+57.30 B	22.82'LT	1001.25	461,329.47	797,572.09	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
B104	104+81.19 B	17.50'RT	1000.92	461,319.75	797,617.71	BOC; CURB RAMP OPENING
B105	104+84.62 B	23.26'RT	1001.19	461,319.09	797,624.56	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
B106	104+88.46 B	20.59'RT	1001.12	461,324.07	797,625.04	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5; BEGIN RADIUS
B107	104+86.69 B	17.50'RT	1000.88	461,324.41	797,621.41	BOC; CURB RAMP OPENING
B108	104+92.38 B	18.00'RT	---	461,329.05	797,625.51	R=5'
B109	104+92.38 B	23.00'RT	1001.20	461,326.10	797,629.55	FOW; END RADIUS
B110	104+54.38 B	14.00'LT	---	461,321.27	797,576.29	FOC; CONCRETE MEDIAN SLOPED NOSE
B111	104+57.25 B	15.00'LT	1000.86	461,323.85	797,577.52	BOC; CURB RAMP OPENING
B112	104+64.11 B	15.00'LT	1000.81	461,328.38	797,582.00	BOC; CURB RAMP OPENING
B113	105+15.02 B	12.00'LT	---	461,364.62	797,612.93	EOP; END CONCRETE PAVEMENT; END CONCRETE CURB AND GUTTER; MATCH EXIST.
B114	101+65.19 B	12.00'LT	999.63	461,253.07	797,312.53	EOP; END CONCRETE CURB AND GUTTER
B115	102+36.89 B	12.00'LT	1000.37	461,225.22	797,384.19	EOP
B116	102+36.89 B	15.00'RT	1000.64	461,228.24	797,385.01	EOP
B117	103+28.32 B	17.00'LT	---	461,268.19	797,471.83	FOC; CONCRETE MEDIAN BLUNT NOSE
B118	103+39.52 B	12.00'LT	1001.03	461,268.92	797,482.84	EOP; END CONCRETE CURB AND GUTTER
B119	103+92.03 B	15.00'RT	1001.16	461,261.95	797,541.93	EOP; BEGIN CONCRETE CURB AND GUTTER
B120	104+01.97 B	17.00'RT	---	461,265.21	797,552.29	FOC; CONCRETE MEDIAN SLOPED NOSE
B121	102+07.20 B	17.50'RT	---	461,224.85	797,355.41	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
B121	103+92.01 B	18.29'RT	1001.19	461,241.51	797,515.95	EOP
B122	104+78.21 B	24.34'LT	1001.80	461,344.13	797,583.59	BOC; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
B123	104+81.75 B	15.00'LT	1000.90	461,340.68	797,592.84	COLORED AND STAMPED CONCRETE 5-INCH; SEE STRUCTURE PLANS

POINT NO.	C RAMP (C) STATION	C RAMP (C) OFFSET	ELEV.	Y	X	REMARKS
C400	4+27.42 C	15.00'LT	---	461,363.32	797,419.44	EOP; MATCH EXIST.
C401	4+27.42 C	12.00'RT	---	461,372.75	797,444.74	EOP; END CONCRETE PAVEMENT; END CONCRETE CURB AND GUTTER; MATCH EXIST.
C402	4+03.04 C	17.50'LT	1000.22	461,338.30	797,427.71	BOC; CURB RAMP OPENING
C403	4+05.57 C	22.82'LT	1000.48	461,338.39	797,421.71	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
C404	4+01.59 C	25.14'LT	1000.41	461,333.39	797,421.65	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
C405	3+91.37 C	15.00'LT	1000.15	461,328.47	797,435.92	EOP
C406	3+95.91 C	17.00'LT	---	461,331.73	797,431.77	FOC; END RADIUS
C407	3+97.77 C	17.50'LT	1000.20	461,333.26	797,430.36	BOC; CURB RAMP OPENING
C408	3+83.81 C	14.50'RT	1000.16	461,337.27	797,465.07	BOC; CURB RAMP OPENING
C409	3+77.22 C	14.50'RT	1000.22	461,332.13	797,468.42	BOC; CURB RAMP OPENING
C410	3+73.30 C	19.29'RT	1000.39	461,331.87	797,474.42	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
C411	3+77.72 C	22.30'RT	1000.47	461,336.87	797,474.64	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
C412	3+71.09 C	14.00'RT	---	461,327.15	797,471.28	FOC; BEGIN RADIUS
C413	3+68.55 C	15.13'RT	---	461,325.90	797,473.58	FOC; END RADIUS
C414	3+71.09 C	17.00'RT	---	461,328.90	797,473.72	R=3' (FOC)
C415	3+39.11 C	15.00'LT	1000.56	461,284.03	797,469.69	EOP
C416	3+23.09 C	15.00'LT	1000.94	461,272.32	797,481.93	EOP
C417	3+31.56 C	17.00'LT	---	461,276.90	797,474.06	FOC; CONCRETE MEDIAN SLOPED NOSE
C418	2+57.19 C	14.00'RT	---	461,255.94	797,551.99	FOC; CONCRETE MEDIAN SLOPED NOSE
C419	2+32.34 C	12.00'RT	1001.43	461,242.44	797,571.85	EOP
C420	2+09.34 C	15.00'LT	1001.16	461,209.37	797,586.77	EOP
C421	1+88.50 C	17.00'LT	---	461,198.13	797,600.50	FOC; CONCRETE MEDIAN SLOPED NOSE
C422	1+69.43 C	15.00'LT	1000.52	461,193.63	797,620.02	EOP; END CONCRETE CURB AND GUTTER
C423	1+44.99 C	12.00'RT	1000.78	461,213.24	797,650.77	EOP; BEGIN CONCRETE CURB AND GUTTER
C424	1+24.80 C	14.00'RT	---	461,211.31	797,670.22	FOC; CONCRETE MEDIAN SLOPED NOSE
C425	0+51.44 C	11.94'RT	999.87	461,204.47	797,740.31	EOP
C426	3+39.97 C	20.00'LT	---	461,281.21	797,465.46	R=3' (FOC)
C427	3+41.87 C	17.84'LT	---	461,284.21	797,465.59	FOC; BEGIN RADIUS
C428	3+39.97 C	17.00'LT	---	461,283.30	797,467.62	FOC; END RADIUS
C429	4+08.23 C	17.50'LT	---	461,343.34	797,425.22	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
C430	4+30.41 C	52.09'RT	1001.37	461,388.86	797,481.52	COLORED AND STAMPED CONCRETE 5-INCH; SEE STRUCTURE PLANS

POINT NO.	L RAMP (L) STATION	L RAMP (L) OFFSET	ELEV.	Y	X	REMARKS
L100	103+07.70 C	2.50'LT	1000.21	461,133.64	797,568.84	BOC; CURB RAMP OPENING
L101	103+05.41 C	8.05'LT	1000.48	461,133.37	797,562.85	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
L102	103+12.80 C	11.09'LT	1000.40	461,141.36	797,562.50	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
L103	103+16.36 C	2.50'LT	1000.26	461,141.79	797,571.78	BOC; CURB RAMP OPENING
L104	103+25.00 C	0.00'RT	1000.37	461,149.07	797,577.07	EOP; END END CONCRETE CURB AND GUTTER
L105	103+17.49 C	2.00'LT	---	461,142.68	797,572.64	FOC; BEGIN RADIUS
L106	103+20.26 C	6.15'LT	---	461,146.69	797,569.67	FOC; END RADIUS
L107	103+17.49 C	5.00'LT	---	461,143.70	797,569.81	R=3' (FOC)
L108	103+02.29 C	2.50'LT	---	461,128.55	797,567.01	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH

POINT NO.	M RAMP (M) STATION	M RAMP (M) OFFSET	ELEV.	Y	X	REMARKS
M100	1+37.88 M	0.00'RT	---	461,370.30	797,646.20	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
M101	1+44.75 M	2.00'RT	---	461,364.09	797,649.79	FOC; END RADIUS
M102	1+44.75 M	5.00'RT	---	461,361.90	797,647.74	R=3' (FOC)
M103	1+41.93 M	5.88'RT	---	461,363.23	797,645.05	FOC; BEGIN RADIUS
M104	1+48.37 M	7.00'RT	1000.98	461,357.92	797,649.10	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
M105	1+53.26 M	6.37'RT	1001.02	461,355.05	797,653.25	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
M106	1+48.37 M	2.50'RT	1000.85	461,361.25	797,652.13	BOC; CURB RAMP OPENING
M107	1+53.32 M	2.50'RT	1000.89	461,357.91	797,655.86	BOC; CURB RAMP OPENING
M108	1+48.37 M	23.79'LT	---	461,380.68	797,669.84	BOC; CURB RAMP OPENING; MATCH EXIST.
M109	1+48.37 M	27.41'LT	1001.06	461,383.35	797,672.28	BACK OF CURB RAMP; END CS-6; BEGIN CS-5
M110	1+48.37 M	32.41'LT	1001.14	461,387.04	797,675.65	BOW
M111	1+53.80 M	22.58'LT	---	461,376.45	797,672.76	BOC; CURB RAMP OPENING; MATCH EXIST.
M112	1+53.90 M	27.36'LT	1001.13	461,379.98	797,675.97	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
M113	2+16.00 M	0.00'RT	---	461,323.84	797,708.69	EOP; BEGIN CONCRETE PAVEMENT; MATCH EXIST.
M114	2+16.00 M	19.00'LT	---	461,340.49	797,717.85	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
M115	2+46.05 M	0.00'RT	1001.24	461,310.77	797,735.74	EOP; END CONCRETE CURB AND GUTTER
M116	2+39.33 M	2.00'RT	---	461,311.62	797,728.76	FOC; CONCRETE MEDIAN SLOPED NOSE
M117	1+57.38 M	2.50'RT	---	461,355.23	797,658.94	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH

POINT NO.	D RAMP (D) STATION	D RAMP (D) OFFSET	ELEV.	Y	X	REMARKS
D100	101+92.47 D	12.00'RT	---	461,121.81	797,325.31	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
D101	102+14.20 D	15.00'RT	999.31	461,135.55	797,340.61	BOC; CURB RAMP OPENING
D102	102+25.49 D	26.82'RT	999.70	461,134.61	797,356.17	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
D103	102+32.07 D	21.34'RT	999.71	461,142.60	797,356.65	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5

POINT NO.	D RAMP (D) STATION	D RAMP (D) OFFSET	ELEV.	Y	X	REMARKS
D104	102+25.54 D	15.00'RT	999.46	461,143.10	797,347.96	BOC; CURB RAMP OPENING
D105	102+06.32 D	15.00'RT	999.46	461,130.07	797,335.75	BEGIN COLORED AND STAMPED CONCRETE 5-INCH
D106	102+29.86 D	12.00'RT	---	461,148.06	797,348.81	EOP; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
D107	102+07.46 D	15.00'LT	---	461,150.48	797,313.74	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
D108	102+01.41 D	17.00'LT	---	461,146.79	797,308.03	FOC; CONCRETE MEDIAN SLOPED NOSE
D109	102+00.12 D	17.50'LT	999.13	461,146.02	797,306.76	BOC; CURB RAMP OPENING
D110	101+91.32 D	17.50'LT	999.01	461,138.48	797,300.94	BOC; CURB RAMP OPENING
D111	101+87.38 D	24.64'LT	999.29	461,139.17	797,292.62	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
D112	101+93.45 D	28.82'LT	999.41	461,147.14	797,293.28	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
D113	101+85.16 D	28.92'LT	999.51	461,139.58	797,287.68	BOW; BEGIN RADIUS
D114	101+81.71 D	31.44'LT	999.41	461,137.74	797,283.38	BOW; END RADIUS
D115	101+81.31 D	26.46'LT	---	461,134.60	797,287.27	R=5'
D116	102+62.52 D	15.00'LT	999.80	461,189.62	797,357.62	EOP
D117	103+06.48 D	15.00'LT	1000.43	461,211.93	797,398.97	EOP; END CONCRETE CURB AND GUTTER
D118	103+58.69 D	12.00'RT	1000.87	461,201.59	797,457.27	EOP; BEGIN CONCRETE CURB AND GUTTER
D119	103+70.58 D	14.00'RT	---	461,202.06	797,468.96	FOC; CONCRETE MEDIAN SLOPED NOSE
D120	104+77.59 D	15.00'LT	1001.47	461,240.44	797,571.94	EOP
D121	104+77.93 D	12.00'RT	1001.20	461,213.49	797,573.53	EOP
D122	105+56.16 D	12.00'RT	1000.88	461,217.12	797,651.68	EOP; BEGIN CONCRETE CURB AND GUTTER
D123	105+74.95 D	14.00'RT	---	461,216.00	797,670.54	FOC; CONCRETE MEDIAN SLOPED NOSE
D124	102+30.52 D	14.00'RT	---	461,147.02	797,350.62	FOC; BEGIN RADIUS
D125	102+32.85 D	14.91'RT	---	461,147.82	797,352.84	FOC; END RADIUS
D126	102+30.52 D	17.00'RT	---	461,144.83	797,352.67	R=3' (FOC)
D127	102+97.45 D	17.00'LT	---	461,209.87	797,389.27	FOC; CONCRETE MEDIAN SLOPED NOSE
D128	102+59.38 D	17.65'LT	---	461,189.87	797,353.33	FOC; BEGIN RADIUS
D129	102+61.09 D	17.00'LT	---	461,190.39	797,355.22	FOC; END RADIUS
D130	102+61.09 D	20.00'LT	---	461,192.86	797,353.51	R=3' (FOC)
D131	104+72.90 D	14.00'RT	---	461,211.26	797,568.60	FOC; BEGIN RADIUS
D132	104+74.31 D	14.35'RT	---	461,210.97	797,570.03	FOC; END RADIUS
D133	104+72.90 D	17.00'RT	---	461,208.26	797,568.74	R=3' (FOC)
D134	101+58.18 D	20.17'LT	---	461,109.32	797,279.58	FOC; BEGIN RADIUS
D135	101+60.91 D	17.00'LT	---	461,110.46	797,283.78	FOC; END RADIUS
D136	101+60.91 D	20.00'LT	---	461,111.88	797,281.14	R=3' (FOC)
D137	104+80.93 D	17.39'LT	---	461,242.99	797,575.16	FOC; BEGIN RADIUS
D138	104+82.41 D	17.00'LT	---	461,242.66	797,576.66	FOC; END RADIUS
D139	104+82.41 D	20.00'LT	---	461,245.66	797,576.52	R=3' (FOC)
D140	104+82.41 D	17.50'LT	---	461,243.16	797,576.64	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
D141	102+10.25 D	24.44'RT	1000.24	461,126.56	797,345.21	COLORED AND STAMPED CONCRETE 5-INCH; SEE STRUCTURE PLANS

POINT NO.	N RAMP (N) STATION	N RAMP (N) OFFSET	ELEV.	Y	X	REMARKS
N200	3+79.58 N	2.00'RT	---	461,330.94	797,360.49	FOC; BEGIN RADIUS
N201	3+83.52 N	2.50'RT	999.60	461,334.55	797,362.16	BOC; CURB RAMP OPENING
N202	3+88.53 N	2.50'RT	999.58	461,339.32	797,363.68	BOC; CURB RAMP OPENING
N203	3+83.87 N	8.21'RT	999.81	461,333.14	797,367.71	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
N204	3+88.81 N	7.24'RT	999.81	461,338.15	797,368.28	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
N205	3+88.31 N	0.00'RT	---	461,339.87	797,361.23	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
N206	3+88.31 N	25.30'LT	---	461,347.54	797,337.12	EOP; END CONCRETE PAVEMENT; MATCH EXIST.
N207	3+88.74 N	27.25'LT	---	461,348.55	797,335.39	EOP; END RADIUS; END CONCRETE PAVEMENT; MATCH EXIST.
N208	4+00.31 N	26.00'LT	---	461,359.19	797,340.10	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
N209	3+86.59 N	30.36'LT	999.31	461,347.44	797,331.78	BOC; CURB RAMP OPENING
N210	3+84.50 N	39.64'LT	999.65	461,348.26	797,322.31	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
N211	3+81.48 N	32.07'LT	999.36	461,343.09	797,328.60	BOC; CURB RAMP OPENING
N212	3+81.36 N	34.12'LT	999.45	461,343.59	797,326.61	FOW; END RADIUS
N213	3+80.43 N	36.73'LT	999.58	461,343.50	797,323.84	FOW; BEGIN RADIUS
N214	3+76.37 N	33.82'LT	---	461,338.75	797,325.38	R=5'
N215	4+00.31 N	80.00'LT	---	461,375.57	797,288.64	R=54'
N216	3+72.55 N	33.68'LT	999.50	461,335.07	797,324.35	EOP; HIGH POINT
N217	3+92.47 N	2.50'RT	---	461,343.07	797,364.87	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH

POINT NO.	P RAMP (P) STATION	P RAMP (P) OFFSET	ELEV.	Y	X	REMARKS
P100	7+25.77 P	0.00'RT	---	461,155.55	797,175.22	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
P101	7+35.86 P	2.00'LT	---	461,154.12	797,185.44	FOC; CONCRETE MEDIAN SLOPED NOSE
P102	8+16.88 P	2.50'LT	998.63	461,121.28	797,259.80	BOC; CURB RAMP OPENING
P103	8+18.17 P	9.77'LT	999.01	461,127.03	797,264.44	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
P104	8+24.96 P	2.50'LT	998.67	461,117.33	797,266.89	BOC; CURB RAMP OPENING
P105	8+25.92 P	8.42'LT	998.89	461,122.00	797,270.66	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
P106	8+45.23 P	0.00'RT	---	461,104.82	797,283.09	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
P107	8+11.82 P	2.50'LT	---	461,123.70	797,255.32	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH

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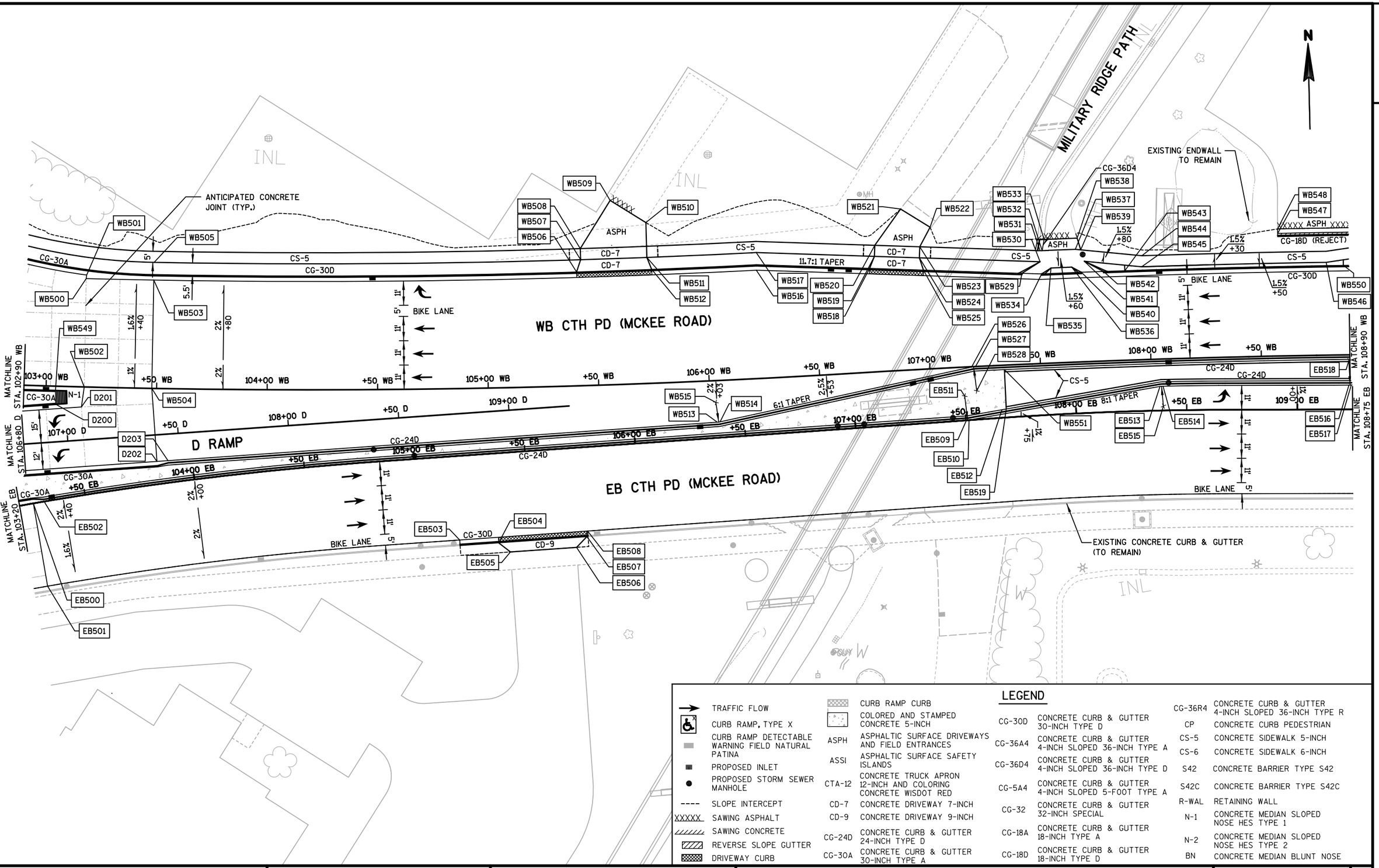

LEGEND

TRAFFIC FLOW	CURB RAMP CURB	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CURB RAMP, TYPE X	COLORED AND STAMPED CONCRETE 5-INCH	CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
PROPOSED INLET	ASSI — ASPHALTIC SURFACE SAFETY ISLANDS	CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
PROPOSED STORM SEWER MANHOLE	CTA-12 — CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL
SLOPE INTERCEPT	CD-7 — CONCRETE DRIVEWAY 7-INCH	CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
XXXXX SAWING ASPHALT	CD-9 — CONCRETE DRIVEWAY 9-INCH	CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D
SAWING CONCRETE	CG-24D — CONCRETE CURB & GUTTER 24-INCH TYPE D	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
REVERSE SLOPE GUTTER	CG-30A — CONCRETE CURB & GUTTER 30-INCH TYPE A	CP	CONCRETE CURB PEDESTRIAN
DRIVEWAY CURB		CS-5	CONCRETE SIDEWALK 5-INCH
		CS-6	CONCRETE SIDEWALK 6-INCH
		S42	CONCRETE BARRIER TYPE S42
		S42C	CONCRETE BARRIER TYPE S42C
		R-WAL	RETAINING WALL
		N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
		N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
		BN	CONCRETE MEDIAN BLUNT NOSE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE RD) (EB AND WB)	SHEET 102	E

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB500	103+26.32 EB	0.00'RT	999.63	461,207.99	797,778.55	EOP; BEGIN HMA PAVEMENT; END CONCRETE PAVEMENT
EB501	103+26.32 EB	38.00'RT	---	461,170.40	797,784.16	EOP; BEGIN HMA PAVEMENT; END CONCRETE PAVEMENT; MATCH EXIST.
EB502	103+31.31 EB	0.00'RT	999.61	461,208.72	797,783.49	EOP; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER
EB503	105+17.81 EB	38.00'RT	---	461,186.92	797,970.96	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
EB504	105+35.31 EB	40.50'RT	998.61	461,185.23	797,988.56	BOC; DRIVEWAY OPENING
EB505	105+40.31 EB	45.00'RT	---	461,180.97	797,993.76	FOW; END CONCRETE DRIVEWAY; MATCH EXIST.
EB506	105+70.31 EB	45.00'RT	---	461,182.37	798,023.73	FOW; END CONCRETE DRIVEWAY; MATCH EXIST.
EB507	105+75.31 EB	40.50'RT	998.41	461,187.09	798,028.51	BOC; DRIVEWAY OPENING
EB508	105+75.81 EB	38.00'RT	---	461,189.61	798,028.90	EOP; END CONCRETE CURB AND GUTTER; MATCH EXIST.
EB509	107+50.23 EB	0.00'RT	998.08	461,235.67	798,201.36	EOP; BEGIN RADIUS
EB510	107+51.37 EB	0.06'LT	998.08	461,235.79	798,202.50	EOP; END RADIUS; BEGIN TAPER
EB511	107+50.23 EB	11.00'LT	---	461,246.66	798,200.85	R=11'
EB512	107+66.55 EB	3.66'LT	---	461,240.08	798,217.50	BOC; END COLORED AND STAMPED CONCRETE 5-INCH
EB513	108+38.13 EB	10.90'LT	998.50	461,248.94	798,289.23	EOP; BEGIN RADIUS; END TAPER
EB514	108+39.48 EB	11.00'LT	998.51	461,249.04	798,290.60	EOP; END RADIUS
EB515	108+39.48 EB	2.00'LT	---	461,240.04	798,290.58	R=9'
EB516	109+23.35 EB	11.00'LT	999.45	461,247.54	798,374.66	EOP; BEGIN RADIUS
EB517	109+24.45 EB	11.05'LT	999.46	461,247.58	798,375.76	EOP; END RADIUS; BEGIN TAPER
EB518	109+23.35 EB	22.00'LT	---	461,258.54	798,374.89	R=11'
EB519	107+68.55 EB	3.87'LT	---	461,240.39	798,219.50	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH

POINT NO.	D RAMP (D) STATION	OFFSET	ELEV.	Y	X	REMARKS
D200	106+95.73 D	17.00'LT	---	461,252.57	797,789.75	FOC; CONCRETE MEDIAN SLOPED NOSE
D201	107+07.21 D	15.00'LT	1000.69	461,251.11	797,801.31	EOP; END CONCRETE CURB AND GUTTER
D202	107+39.59 D	12.00'RT	1000.02	461,225.64	797,834.91	EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT
D203	107+44.59 D	12.00'RT	1000.00	461,225.87	797,839.90	EOP; END CONCRETE CURB AND GUTTER; BEGIN CONCRETE CURB AND GUTTER

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET	ELEV.	Y	X	REMARKS
WB500	103+16.88 WB	49.00'LT	1000.63	461,309.08	797,804.84	EOP
WB501	103+17.07 WB	50.62'LT	1000.60	461,310.68	797,805.10	EOP
WB502	103+17.26 WB	0.00'RT	1001.04	461,260.12	797,802.80	EOP; END CONCRETE CURB AND GUTTER
WB503	103+47.86 WB	49.00'LT	1000.34	461,307.69	797,835.40	EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT; END RADIUS
WB504	103+47.86 WB	0.00'RT	1000.85	461,258.73	797,833.37	EOP; END CONCRETE PAVEMENT; BEGIN HMA PAVEMENT
WB505	103+47.86 WB	57.00'LT	1000.94	461,315.68	797,835.74	FOW; END RADIUS
WB506	105+41.52 WB	51.50'LT	999.18	461,306.88	798,026.63	BOC; DRIVEWAY OPENING
WB507	105+43.55 WB	57.00'LT	999.18	461,312.39	798,028.59	FOW; DRIVEWAY APRON TAPER
WB508	105+43.55 WB	62.00'LT	999.25	461,317.39	798,028.56	BOW; BEGIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
WB509	105+58.01 WB	83.34'LT	---	461,338.86	798,042.56	EOP; END ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES; SAWCUT; MATCH EXIST.
WB510	105+74.11 WB	72.76'LT	---	461,328.48	798,058.47	EOP; END ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES; SAWCUT; MATCH EXIST.
WB511	105+73.98 WB	57.00'LT	998.94	461,312.73	798,058.59	FOW; DRIVEWAY APRON TAPER
WB512	105+75.97 WB	51.50'LT	998.92	461,307.26	798,060.63	BOC; DRIVEWAY OPENING
WB513	106+02.80 WB	18.83'RT	998.53	461,237.44	798,088.68	EOP; BEGIN RADIUS
WB514	106+04.09 WB	18.71'RT	998.53	461,237.60	798,089.97	EOP; END RADIUS; BEGIN TAPER
WB515	106+02.58 WB	9.84'RT	---	461,246.43	798,088.26	R=9'
WB516	106+23.84 WB	49.00'LT	998.27	461,305.77	798,107.95	EOP; BEGIN TAPER
WB517	106+24.18 WB	57.00'LT	998.86	461,313.78	798,108.06	FOW
WB518	106+75.40 WB	46.92'LT	998.59	461,305.40	798,159.17	BOC; DRIVEWAY OPENING
WB519	106+77.87 WB	52.21'LT	998.61	461,310.78	798,161.48	FOW; DRIVEWAY APRON TAPER
WB520	106+78.32 WB	57.19'LT	998.68	461,315.77	798,161.76	BOW; BEGIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
WB521	106+90.70 WB	72.90'LT	---	461,331.89	798,173.79	EOP; END ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES; MATCH EXIST.
WB522	107+03.41 WB	64.02'LT	---	461,323.40	798,186.94	EOP; END ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES; MATCH EXIST.
WB523	106+98.37 WB	55.39'LT	998.70	461,314.63	798,182.09	BOW; BEGIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
WB524	106+97.94 WB	50.41'LT	998.63	461,309.64	798,181.81	FOW; DRIVEWAY APRON TAPER
WB525	106+99.44 WB	44.76'LT	998.62	461,304.04	798,183.50	BOC; DRIVEWAY OPENING
WB526	107+18.84 WB	0.15'RT	998.66	461,259.69	798,204.25	EOP; END TAPER; BEGIN RADIUS
WB527	107+20.65 WB	0.00'RT	998.67	461,259.89	798,206.06	EOP; END RADIUS
WB528	107+20.65 WB	11.00'RT	---	461,248.89	798,206.34	R=11'
WB529	107+43.43 WB	41.13'LT	998.38	461,301.54	798,227.96	BOC; BIKE RAMP OPENING
WB530	107+51.81 WB	46.00'LT	999.02	461,306.58	798,236.32	FOW
WB531	107+51.99 WB	51.00'LT	999.09	461,311.58	798,236.40	BOW
WB532	107+52.93 WB	51.00'LT	999.10	461,311.60	798,237.35	BOW; BEGIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES; BEGIN CONCRETE CURB AND GUTTER
WB533	107+54.05 WB	56.00'LT	---	461,316.62	798,238.39	EOP; END ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
WB534	107+52.28 WB	40.50'LT	998.42	461,301.09	798,236.90	BOC; BIKE RAMP OPENING
WB535	107+56.56 WB	43.00'LT	998.92	461,303.67	798,241.17	FOW
WB536	107+65.88 WB	43.00'LT	998.86	461,303.83	798,250.57	FOW
WB537	107+67.79 WB	51.00'LT	998.88	461,311.86	798,252.38	BOW
WB538	107+68.82 WB	56.00'LT	---	461,316.88	798,253.34	EOP; END ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES; SAWCUT; MATCH EXIST.
WB539	107+70.23 WB	50.67'LT	998.85	461,311.57	798,254.84	BOW; BEGIN ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
WB540	107+70.16 WB	40.50'LT	998.49	461,301.40	798,254.93	BOC; BIKE RAMP OPENING
WB541	107+71.61 WB	45.43'LT	998.85	461,306.35	798,256.32	FOW
WB542	107+80.09 WB	40.50'LT	998.54	461,301.54	798,264.94	BOC; BIKE RAMP OPENING
WB543	107+89.62 WB	40.50'LT	998.96	461,301.66	798,274.55	BOC; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB544	107+97.51 WB	47.00'LT	998.91	461,308.24	798,282.44	BOW
WB545	107+97.24 WB	42.00'LT	998.98	461,303.24	798,282.22	FOW
WB546	108+80.00 WB	42.00'LT	999.72	461,303.32	798,365.71	FOW
WB547	108+58.48 WB	55.50'LT	998.69	461,316.94	798,344.04	EOP; BEGIN CONCRETE CURB AND GUTTER
WB548	108+58.48 WB	57.50'LT	---	461,318.94	798,344.05	EOP; BEGIN ASPAHLTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES; SAWCUT; MATCH EXIST.
WB549	103+04.31 WB	2.00'RT	---	461,258.78	797,789.77	FOC; CONCRETE MEDIAN SLOPED NOSE
WB550	108+87.64 WB	40.50'LT	999.77	461,301.76	798,373.40	BOC; END COLORED AND STAMPED CONCRETE 5-INCH
WB551	107+33.62 WB	2.00'RT	---	461,258.21	798,219.06	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH

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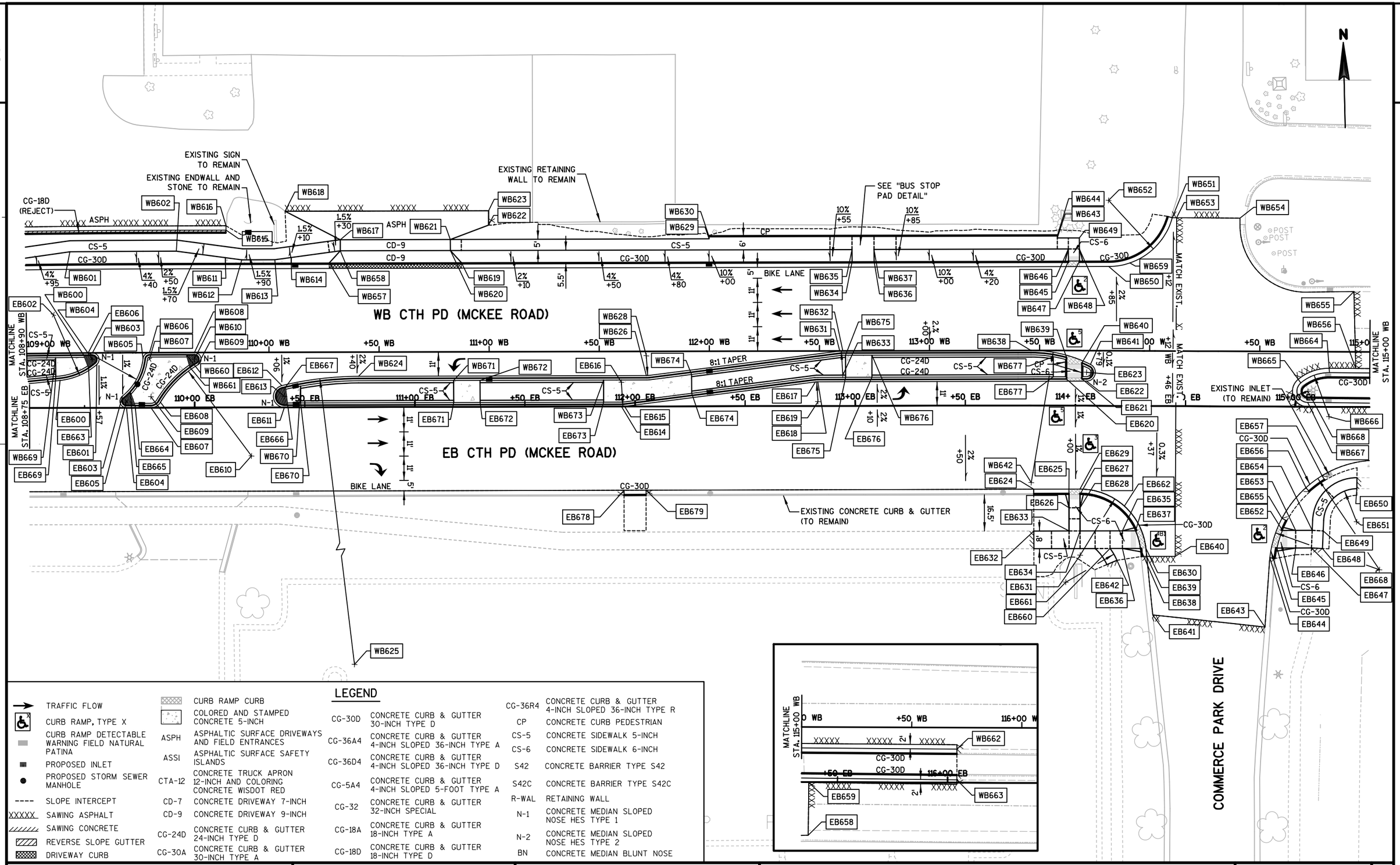


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE RD) (EB AND WB)	SHEET 104	E

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB600	109+38.90 EB	12.50'LT	999.67	461,248.72	798,390.24	EOP; END TAPER; BEGIN RADIUS
EB601	109+55.56 EB	19.68'LT	1000.00	461,255.55	798,407.04	EOP; END RADIUS; BEGIN RADIUS
EB602	109+35.92 EB	42.35'LT	---	461,278.63	798,387.88	R=30'
EB603	109+67.19 EB	5.36'LT	999.98	461,240.99	798,418.37	EOP; BEGIN RADIUS; BEGIN RADIUS
EB604	109+69.05 EB	0.00'RT	999.93	461,235.59	798,420.12	EOP; END RADIUS
EB605	109+69.05 EB	3.00'LT	---	461,238.59	798,420.18	R=3'
EB606	109+51.73 EB	25.00'LT	---	461,260.95	798,403.32	R=25'
EB607	109+80.12 EB	0.00'RT	1000.04	461,235.36	798,431.19	EOP; BEGIN RADIUS
EB608	109+84.43 EB	2.45'LT	1000.11	461,237.72	798,435.54	EOP; END RAIDUS; BEGIN RADIUS
EB609	109+80.12 EB	5.00'LT	---	461,240.36	798,431.29	R=5'
EB610	110+25.73 EB	22.00'RT	---	461,212.41	798,476.33	R=48'
EB611	110+40.75 EB	0.00'RT	1000.67	461,234.09	798,491.80	EOP; BEGIN RADIUS
EB612	110+39.58 EB	9.86'LT	1000.75	461,243.98	798,490.84	EOP; END RADIUS; BEGIN RADIUS
EB613	110+40.75 EB	5.00'LT	---	461,239.09	798,491.91	R=48'
EB614	111+93.82 EB	0.00'RT	1002.24	461,230.90	798,644.84	EOP; BEGIN RADIUS
EB615	111+95.19 EB	0.08'LT	1002.25	461,230.95	798,646.21	EOP; END RADIUS; BEGIN TAPER
EB616	111+93.82 EB	11.00'LT	---	461,241.90	798,645.07	R=11'
EB617	112+81.95 EB	10.93'LT	1002.92	461,239.99	798,733.18	EOP; END TAPER; BEGIN RADIUS
EB618	112+83.07 EB	11.00'LT	1002.93	461,240.03	798,734.30	EOP; END RADIUS
EB619	112+83.07 EB	2.00'LT	---	461,231.03	798,734.11	R=9'
EB620	113+95.89 EB	12.11'LT	1004.37	461,238.67	798,847.20	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB621	114+02.89 EB	12.16'LT	1004.44	461,238.53	798,854.20	FOC; BEGIN CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
EB622	114+05.02 EB	11.18'LT	1004.51	461,237.48	798,856.30	EOP; BEGIN RADIUS
EB623	114+04.99 EB	15.18'LT	---	461,241.48	798,856.38	R=4'
EB624	113+81.24 EB	37.99'RT	---	461,189.00	798,831.16	EOP; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
EB625	113+97.26 EB	40.38'RT	1003.89	461,186.16	798,847.10	BOC; CURB RAMP OPENING
EB626	113+97.30 EB	46.38'RT	1003.95	461,180.17	798,846.98	BOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
EB627	114+02.26 EB	40.34'RT	1003.96	461,186.06	798,852.10	BOC; CURB RAMP OPENING
EB628	114+02.30 EB	46.34'RT	1004.02	461,180.06	798,851.98	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
EB629	114+02.24 EB	37.84'RT	1004.01	461,188.56	798,852.15	EOP; BEGIN RADIUS
EB630	114+32.27 EB	64.61'RT	1004.06	461,160.96	798,881.43	EOP; END RADIUS
EB631	114+02.45 EB	67.84'RT	---	461,158.57	798,851.53	R=30'
EB632	113+81.37 EB	56.99'RT	---	461,170.00	798,830.76	FOW; BEGIN CONCRETE SIDEWALK; SAWCUT; MATCH EXIST.
EB633	113+97.37 EB	56.88'RT	1004.06	461,169.67	798,846.76	FOW
EB634	114+02.37 EB	56.84'RT	1004.13	461,169.56	798,851.76	FOW
EB635	114+21.58 EB	56.71'RT	1004.11	461,169.16	798,870.96	FOW; BACK OF CURB RAMP; END CS-5; BEGIN CS-6
EB636	114+21.63 EB	64.71'RT	1004.07	461,161.16	798,870.79	BOW; BACK OF CURB RAMP; END CS-5; BEGIN CS-6
EB637	114+27.58 EB	56.67'RT	1004.08	461,169.04	798,876.96	BOC; CURB RAMP OPENING
EB638	114+29.76 EB	64.65'RT	1004.01	461,160.99	798,878.92	BOC; CURB RAMP OPENING
EB639	114+32.67 EB	68.27'RT	---	461,157.29	798,881.73	EOP; END CONCRETE CURB AND GUTTER; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
EB640	114+45.60 EB	68.18'RT	---	461,157.02	798,894.65	EOP; END HMA PAVEMENT; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
EB641	114+35.55 EB	94.82'RT	---	461,130.68	798,883.86	EOP; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
EB642	114+19.17 EB	70.11'RT	---	461,155.83	798,868.18	FOW; END RADIUS; SAWCUT; MATCH EXIST.
EB643	114+86.52 EB	100.08'RT	---	461,124.00	798,934.66	EOP; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
EB644	114+88.61 EB	68.64'RT	---	461,155.36	798,937.63	EOP; BEGIN RADIUS; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB645	114+91.83 EB	64.22'RT	1003.92	461,159.70	798,940.98	BOC; CURB RAMP OPENING
EB646	115+00.32 EB	64.16'RT	1004.28	461,159.52	798,949.46	BACK OF CURB RAMP; END CS-6; BEGIN CS-5
EB647	115+07.48 EB	64.11'RT	---	461,159.37	798,956.62	FOW; SAWCUT; MATCH EXIST.
EB648	115+12.47 EB	64.32'RT	---	461,159.01	798,961.61	BOW; SAWCUT; MATCH EXIST.
EB649	115+12.78 EB	56.35'RT	1004.86	461,166.97	798,962.14	BOW; BEGIN RADIUS
EB650	115+28.01 EB	37.12'RT	---	461,185.77	798,977.89	BOW; END RADIUS; SAWCUT; MATCH EXIST.
EB651	115+27.96 EB	52.12'RT	---	461,170.78	798,977.43	R=15'
EB652	114+94.26 EB	56.20'RT	1004.12	461,167.64	798,943.63	BOC; CURB RAMP OPENING
EB653	115+00.26 EB	56.16'RT	1004.41	461,167.52	798,949.63	BACK OF CURB RAMP; END CS-6; BEGIN CS-5
EB654	115+07.79 EB	56.10'RT	1004.78	461,167.36	798,957.15	FOW
EB655	114+94.04 EB	50.73'RT	---	461,173.12	798,943.56	EOP; END RADIUS; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB656	115+04.85 EB	36.76'RT	---	461,186.78	798,954.75	EOP; BEGIN RADIUS; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB657	115+12.17 EB	31.26'RT	---	461,192.07	798,962.22	EOP; END RADIUS; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB658	115+36.81 EB	24.14'RT	---	461,198.51	798,987.05	EOP; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
EB659	115+36.98 EB	0.25'RT	---	461,222.38	798,987.89	EOP; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
EB660	114+16.03 EB	64.75'RT	1004.10	461,161.28	798,865.18	BOW; BEGIN RADIUS

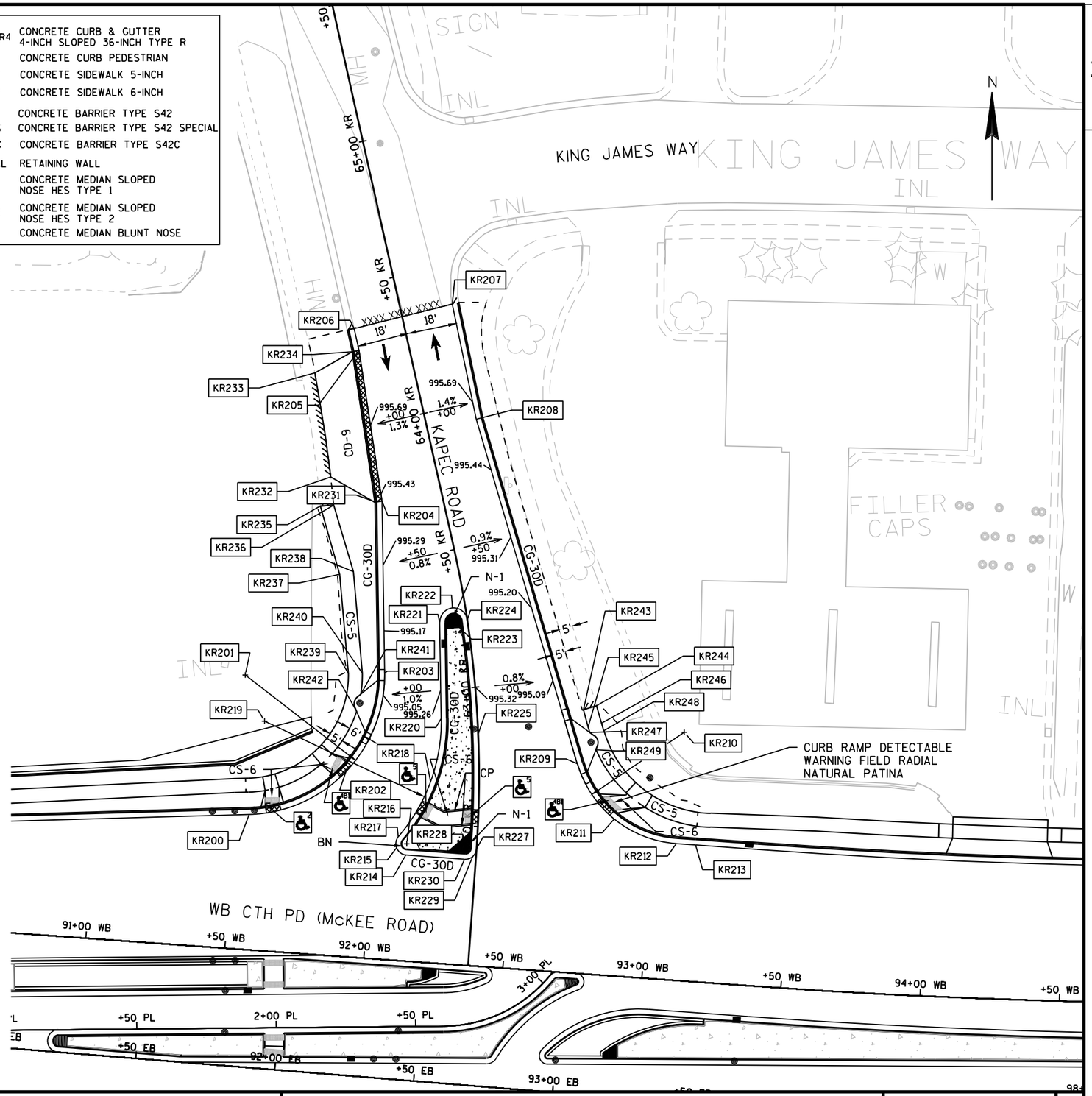
POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET	ELEV.	Y	X	REMARKS
EB661	113+95.96 EB	80.13'RT	---	461,146.47	798,844.70	R=25.3'
EB662	114+22.41 EB	45.45'RT	1004.22	461,180.40	798,872.10	EOP; HIGH POINT
EB663	109+51.83 EB	18.11'LT	---	461,254.06	798,403.28	FOC; CONCRETE MEDIAN SLOPED NOSE
EB664	109+72.91 EB	1.00'LT	---	461,236.39	798,423.98	FOC; CONCRETE MEDIAN SLOPED NOSE
EB665	109+70.74 EB	7.27'LT	---	461,242.82	798,421.96	FOC; CONCRETE MEDIAN SLOPED NOSE
EB666	110+42.23 EB	1.00'LT	---	461,235.06	798,493.31	FOC; CONCRETE MEDIAN SLOPED NOSE
EB667	110+41.26 EB	9.23'LT	---	461,243.31	798,492.50	FOC; CONCRETE MEDIAN SLOPED NOSE
EB668	115+38.41 EB	73.82'RT	---	461,148.80	798,987.27	R=50'
EB669	109+36.93 EB	14.31'LT	---	461,250.57	798,388.30	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB670	110+48.11 EB	2.00'LT	---	461,235.94	798,499.21	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB671	111+17.63 EB	2.00'LT	---	461,234.49	798,568.70	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB672	111+29.63 EB	2.00'LT	---	461,234.24	798,580.70	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB673	111+85.73 EB	2.00'LT	---	461,233.07	798,636.79	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB674	112+25.73 EB	5.92'LT	---	461,236.15	798,676.87	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB675	112+95.64 EB	13.00'LT	---	461,241.77	798,746.91	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB676	113+07.64 EB	13.00'LT	---	461,241.52	798,758.91	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
EB677	113+89.88 EB	13.07'LT	---	461,239.80	798,841.22	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB678	111+94.89 EB	38.00'RT	---	461,192.84	798,645.11	EOP; BEGIN CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
EB679	112+04.89 EB	38.00'RT	---	461,192.67	798,655.11	EOP; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET	ELEV.	Y	X	REMARKS
WB600	109+15.85 WB	1.00'RT	---	461,259.91	798,405.16	FOC; CONCRETE MEDIAN SLOPED NOSE
WB601	109+10.00 WB	46.00'LT	1000.22	461,307.00	798,396.03	FOW
WB602	109+58.03 WB	46.00'LT	1000.59	461,306.10	798,444.37	FOW
WB603	109+19.79 WB	0.00'RT	1000.04	461,260.85	798,405.17	EOP; END RADIUS
WB604	109+19.79 WB	3.00'RT	---	461,257.85	798,405.12	R=3'
WB605	109+42.79 WB	2.68'RT	1000.24	461,257.75	798,428.12	EOP; END RADIUS; BEGIN RADIUS
WB606	109+45.77 WB	0.00'RT	1000.30	461,260.37	798,431.15	EOP; END RADIUS
WB607	109+45.77 WB	3.00'RT	---	461,257.37	798,431.09	R=3'
WB608	109+66.15 WB	0.00'RT	1000.50	461,259.94	798,451.53	EOP; BEGIN RADIUS
WB609	109+67.67 WB	5.59'RT	1000.46	461,254.32	798,452.93	EOP; END RADIUS; END RADIUS
WB610	109+66.15 WB	3.00'RT	---	461,256.94	798,451.46	R=3'
WB611	109+80.33 WB	40.50'LT	1000.70	461,300.14	798,466.55	BOC; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB612	109+87.76 WB	42.00'LT	1000.76	461,301.48	798,474.01	FOW
WB613	110+02.76 WB	42.00'LT	1000.90	461,301.17	798,489.01	FOW
WB614	110+10.20 WB	40.50'LT	1001.00	461,299.51	798,496.41	BOC; END COLORED AND STAMPED CONCRETE 5-INCH
WB615	109+80.64 WB	55.50'LT	999.06	461,315.13	798,467.17	EOP; END CONCRETE CURB AND GUTTER
WB616	109+80.64 WB	57.50'LT	---	461,317.13	798,467.21	EOP; END ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES; SAWCUT; MATCH EXIST.
WB617	110+32.50 WB	51.00'LT	1000.98	461,309.54	798,518.92	BOW; BEGIN ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES
WB618	110+07.48 WB	64.00'LT	---	461,323.06	798,494.19	EOP; END ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES; SAWCUT; MATCH EXIST.
WB619	110+87.50 WB	40.50'LT	1001.77	461,297.90	798,573.69	BOC; DRIVEWAY OPENING
WB620	110+82.50 WB	46.00'LT	1001.40	461,303.50	798,568.81	FOW; DRIVEWAY APRON TAPER
WB621	110+82.50 WB	51.00'LT	1001.48	461,308.50	798,568.91	BOW; BEGIN ASPHALTIC SURFACE DRIVWAYS AND FIELD ENTRANCES
WB622	110+99.90 WB	57.53'LT	---	461,314.66	798,586.44	EOP; SAWCUT; MATCH EXIST.
WB623	110+99.90 WB	64.00'LT	---	461,321.13	798,586.58	EOP; END ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES; SAWCUT; MATCH EXIST.
WB624	110+40.66 WB	11.00'RT	1001.03	461,247.39	798,525.79	EOP; END RADIUS
WB625	110+40.66 WB	160.00'RT	---	461,098.42	798,522.68	R=149'
WB626	111+71.38 WB	11.00'RT	1002.34	461,244.66	798,656.48	EOP; BEGIN RADIUS
WB627	111+72.49 WB	10.93'RT	1002.35	461,244.70	798,657.60	EOP; END RADIUS; BEGIN TAPER
WB628	111+71.38 WB	2.00'RT	---	461,253.66	798,656.67	R=9'
WB629	112+00.00 WB	51.00'LT	1003.52	461,306.05	798,686.39	BOW
WB630	112+00.00 WB	52.00'LT	1004.04	461,307.05	798,686.41	BEGIN CONCRETE CURB PEDESTRIAN
WB631	112+59.26 WB	0.08'RT	1003.43	461,253.74	798,744.57	EOP; END TAPER; BEGIN RADIUS
WB632	112+60.62 WB	0.00'RT	1003.45	461,253.79	798,745.93	EOP; END RADIUS
WB633	112+60.62 WB	11.00'RT	---	461,242.79	798,745.70	R=11'
WB634	112+64.93 WB	40.50'LT	1003.55	461,294.19	798,751.09	BOC; BUS PAD
WB635	112+64.93 WB	46.00'LT	1003.63	461,299.69	798,751.20	FOW; BUS PAD
WB636	112+74.93 WB	40.50'LT	1003.65	461,293.98	798,761.08	BOC; BUS PAD
WB637	112+74.93 WB	46.00'LT	1003.73	461,299.48	798,761.20	FOW; BUS PAD
WB638	113+46.08 WB	0.00'RT	1004.30	461,252.01	798,831.38	EOP; BEGIN RADIUS
WB639	113+62.20 WB	3.13'RT	1004.41	461,248.43	798,847.40	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB640	113+69.22 WB	5.55'RT	1004.52	461,245.82	798,854.35	FOC; END CONCRETE CURB PEDESTRIAN; CURB RAMP OPENING
WB641	113+73.15 WB	6.24'RT	1004.56	461,245.02	798,858.26	EOP; END RADIUS; BEGIN RADIUS
WB642	113+46.51 WB	60.00'RT	---	461,192.02	798,830.12	R=60'
WB643	113+57.82 WB	51.08'LT	1004.62	461,302.74	798,844.54	BOW
WB644	113+57.82 WB	52.08'LT	1005.14	461,303.74	798,844.56	END CONCRETE CURB PEDESTRIAN
WB645	113+62.90 WB	40.62'LT	1003.93	461,292.14	798,849.32	BOC; CURB RAMP OPENING
WB646	113+62.86 WB	46.12'LT	1004.29	461,297.64	798,849.43	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
WB647	113+67.90 WB	40.65'LT	1003.97	461,292.04	798,854.31	BOC; CURB RAMP OPENING
WB648	113+67.86 WB	46.15'LT	1004.33	461,297.54	798,854.43	FOW; BACK OF CURB RAMP; END CS-6; BEGIN CS-5
WB649	113+67.82 WB	51.15'LT	1004.41	461,302.53	798,854.53	BOW; END CONCRETE SIDEWALK
WB650	113+81.21 WB	38.25'LT	1004.11	461,289.26	798,867.56	EOP; BEGIN RADIUS
WB651	114+09.98 WB	60.50'LT	---	461,310.70	798,896.94	EOP; END RADIUS; END CONCRETE CURB AND GUTTER; SAWCUT; MATCH EXIST.
WB652	113+81.00 WB	68.25'LT	---	461,319.25	798,868.18	R=30'
WB653	114+11.98 WB	60.50'LT	---	461,310.65	798,898.94	EOP; END HMA PAVEMENT; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
WB654	114+40.76 WB	60.50'LT	---	461,309.84	798,927.71	EOP; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
WB655	114+92.64 WB	27.37'LT	---	461,275.28	798,978.64	EOP; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
WB656	114+93.62 WB	7.52'RT	---	461,240.38	798,978.64	EOP; OVERLAY LIMITS; SAWCUT; MATCH EXIST.
WB657	110+27.50 WB	40.50'LT	1001.17	461,299.15	798,513.70	BOC; DRIVEWAY OPENING
WB658	110+32.50 WB	46.00'LT	1000.90	461,304.55	798,518.82	FOW; DRIVEWAY APRON TAPER
WB659	113+90.80 WB	39.89'LT	1004.16	461,290.64	798,877.19	EOP; HIGH POINT
WB660	109+62.50 WB	1.00'RT	---	461,259.02	798,447.86	FOC; CONCRETE MEDIAN SLOPED NOSE
WB661	109+64.05 WB	6.71'RT	---	461,253.28	798,449.29	FOC; CONCRETE MEDIAN SLOPED NOSE
WB662	115+70.56 WB	9.78'RT	---	461,235.97	799,055.49	EOP; SAWCUT; BEGIN CONCRETE CURB AND GUTTER; MATCH EXIST.
WB663	115+70.59 WB	23.74'RT	---	461,222.01	799,055.13	EOP; SAWCUT; END CONCRETE CURB AND GUTTER; MATCH EXIST.
WB664	114+81.67 WB	9.47'RT	---	461,238.75	798,966.64	EOP; BEGIN RADIUS; MATCH EXISTING
WB665	114+68.69 WB	14.20'RT	---	461,234.39	798,953.54	EOP; BEGIN RADIUS; END RADIUS; MATCH EXISTING
WB666	114+81.60 WB	29.47'RT	---	461,218.76	798,966.02	R=20'
WB667	114+71.88 WB	23.02'RT	---	461,225.49	798,956.48	EOP; END RADIUS; MATCH EXIST.
WB668	114+71.92 WB	18.02'RT	---	461,230.48	798,956.66	R=5'
WB669	109+03.06 WB	2.00'RT	---	461,259.09	798,388.42	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB670	110+14.32 WB	15.38'RT	---	461,243.56	798,499.37	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB671	110+83.84 WB	13.00'RT	---	461,244.49	798,568.91	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB672	110+95.84 WB	13.00'RT	---	461,244.24	798,580.91	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB673	111+51.94 WB	13.00'RT	---	461,243.06	798,637.00	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB674	111+91.94 WB	10.52'RT	---	461,244.71	798,677.04	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB675	112+61.85 WB	2.00'RT	---	461,251.77	798,747.12	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
WB676	112+73.85 WB	2.00'RT	---	461,251.52	798,759.12	BOC; END COLORED AND STAMPED CONCRETE 5-INCH; BEGIN CONCRETE SIDEWALK 5-INCH
WB677	113+56.20 WB	2.81'RT	---	461,248.91	798,841.41	BOC; END CONCRETE SIDEWALK 5-INCH; BEGIN COLORED AND STAMPED CONCRETE 5-INCH

LEGEND

→	TRAFFIC FLOW		CURB RAMP CURB	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
♿	CURB RAMP, TYPE X		COLORED AND STAMPED CONCRETE 5-INCH	CP	CONCRETE CURB PEDESTRIAN
▬	CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	CS-5	CONCRETE SIDEWALK 5-INCH
■	PROPOSED INLET	ASSI	ASPHALTIC SURFACE SAFETY ISLANDS	CS-6	CONCRETE SIDEWALK 6-INCH
●	PROPOSED STORM SEWER MANHOLE	CTA-12	CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED	S42	CONCRETE BARRIER TYPE S42
— —	SLOPE INTERCEPT	CD-7	CONCRETE DRIVEWAY 7-INCH	S42S	CONCRETE BARRIER TYPE S42 SPECIAL
. XXXX .	SAWING ASPHALT	CD-9	CONCRETE DRIVEWAY 9-INCH	S42C	CONCRETE BARRIER TYPE S42C
	SAWING CONCRETE	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D	R-WAL	RETAINING WALL
	REVERSE SLOPE GUTTER	CG-30A	CONCRETE CURB & GUTTER 30-INCH TYPE A	N-1	CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
	DRIVEWAY CURB	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D	N-2	CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
		CG-36A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A	BN	CONCRETE MEDIAN BLUNT NOSE
		CG-36D4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D		
		CG-5A4	CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A		
		CG-32	CONCRETE CURB & GUTTER 32-INCH SPECIAL		
		CG-18A	CONCRETE CURB & GUTTER 18-INCH TYPE A		
		CG-18D	CONCRETE CURB & GUTTER 18-INCH TYPE D		

POINT NO.	KAPEC ROAD (KR)		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
KR200	62+50.48 KR	82.12' LT	995.29	461,335.84	796,646.65	PC
KR201	63+14.52 KR	81.62' LT	---	461,385.82	796,645.24	R = 50'
KR202	62+70.00 KR	47.73' LT	995.23	461,351.24	796,681.35	MIDPOINT
KR203	63+08.63 KR	31.87' LT	995.09	461,386.59	796,695.23	PT
KR204	63+72.60 KR	21.51' LT	995.41	461,448.17	796,694.28	BEGIN TAPER
KR205	64+27.21 KR	17.71' LT	996.14	461,502.29	796,686.05	END TAPER
KR206	64+35.14 KR	17.76' LT	---	461,510.02	796,684.27	MATCH EXISTING
KR207	64+36.04 KR	18.54' RT	---	461,518.84	796,719.49	MATCH EXISTING/BEGIN TAPER
KR208	63+93.87 KR	17.90' RT	995.62	461,477.55	796,728.08	END TAPER
KR209	62+72.18 KR	35.25' RT	995.05	461,354.02	796,764.31	PC
KR210	62+81.24 KR	73.88' RT	---	461,365.28	796,802.70	R = 40'
KR211	62+54.45 KR	48.79' RT	995.67	461,334.14	796,777.59	MIDPOINT
KR212	62+47.79 KR	71.41' RT	996.12	461,325.38	796,799.84	PT
KR213	62+47.69 KR	78.36' RT	---	461,324.89	796,806.77	PT
KR214	62+38.00 KR	25.10' LT	995.77	461,321.29	796,702.86	PC
KR215	62+40.21 KR	28.67' LT	995.70	461,323.75	796,699.45	MIDPOINT
KR216	62+42.04 KR	25.10' LT	996.08	461,325.28	796,703.14	R = 4'
KR217	62+44.63 KR	28.29' LT	995.63	461,327.89	796,700.11	PT
KR218	62+66.09 KR	17.39' LT	995.40	461,347.66	796,711.69	MIDPOINT
KR219	62+92.82 KR	76.30' LT	---	461,369.27	796,652.15	R = 63.35'
KR220	62+89.53 KR	13.02' LT	995.28	461,370.24	796,715.48	PT
KR221	63+25.03 KR	9.95' LT	995.31	461,404.78	796,714.95	PC
KR222	63+29.40 KR	4.63' LT	995.34	461,409.84	796,719.54	MIDPOINT
KR223	63+24.35 KR	5.00' LT	995.71	461,404.86	796,719.95	R = 5'
KR224	63+24.35 KR	0.00' RT	995.37	461,405.61	796,724.89	PT
KR225	62+83.18 KR	0.00' RT	995.38	461,364.64	796,728.79	MIDPOINT
KR226	63+50.81 KR	375.00' LT	---	461,349.66	796,354.09	R = 375'
KR227	62+42.01 KR	0.00' RT	995.85	461,323.50	796,728.18	PT
KR228	62+42.01 KR	4.00' LT	996.23	461,323.78	796,724.19	R = 4'
KR229	62+39.17 KR	1.17' LT	---	461,320.76	796,726.81	MIDPOINT
KR230	62+38.00 KR	4.00' LT	995.90	461,319.79	796,723.90	PT
KR231	63+72.94 KR	23.99' LT	995.79	461,447.97	796,691.78	BEGIN DRIVEWAY APRON TAPER
KR232	63+85.06 KR	37.52' LT	---	461,456.83	796,675.93	MATCH EXISTING
KR233	64+22.73 KR	34.95' LT	---	461,494.15	796,670.20	MATCH EXISTING
KR234	64+27.21 KR	20.21' LT	996.51	461,501.74	796,683.61	BEGIN DRIVEWAY APRON TAPER
KR235	63+75.71 KR	43.44' LT	---	461,446.42	796,672.20	MATCH EXISTING
KR236	63+75.00 KR	38.73' LT	---	461,446.75	796,676.95	MATCH EXISTING
KR237	63+50.29 KR	42.03' LT	996.07	461,421.98	796,679.12	TAPER
KR238	63+50.07 KR	37.01' LT	995.99	461,422.87	796,684.06	TAPER
KR239	63+09.99 KR	44.81' LT	995.76	461,386.39	796,682.23	PC
KR240	63+09.45 KR	39.83' LT	995.68	461,386.46	796,687.23	PC
KR241	63+01.18 KR	41.12' LT	995.64	461,378.99	796,686.68	—
KR242	62+94.37 KR	43.11' LT	995.65	461,372.82	796,685.17	—
KR243	62+89.74 KR	38.13' RT	---	461,373.38	796,766.54	MATCH EXISTING
KR244	62+90.77 KR	42.90' RT	---	461,374.80	796,771.23	MATCH EXISTING
KR245	62+84.06 KR	39.51' RT	995.62	461,367.19	796,768.23	PC
KR246	62+85.12 KR	44.37' RT	995.61	461,368.58	796,773.03	PC
KR247	62+82.26 KR	40.00' RT	995.53	461,365.23	796,768.80	—
KR248	62+82.64 KR	45.05' RT	995.61	461,365.84	796,773.83	—
KR249	62+76.60 KR	42.00' RT	995.52	461,359.01	796,770.98	—



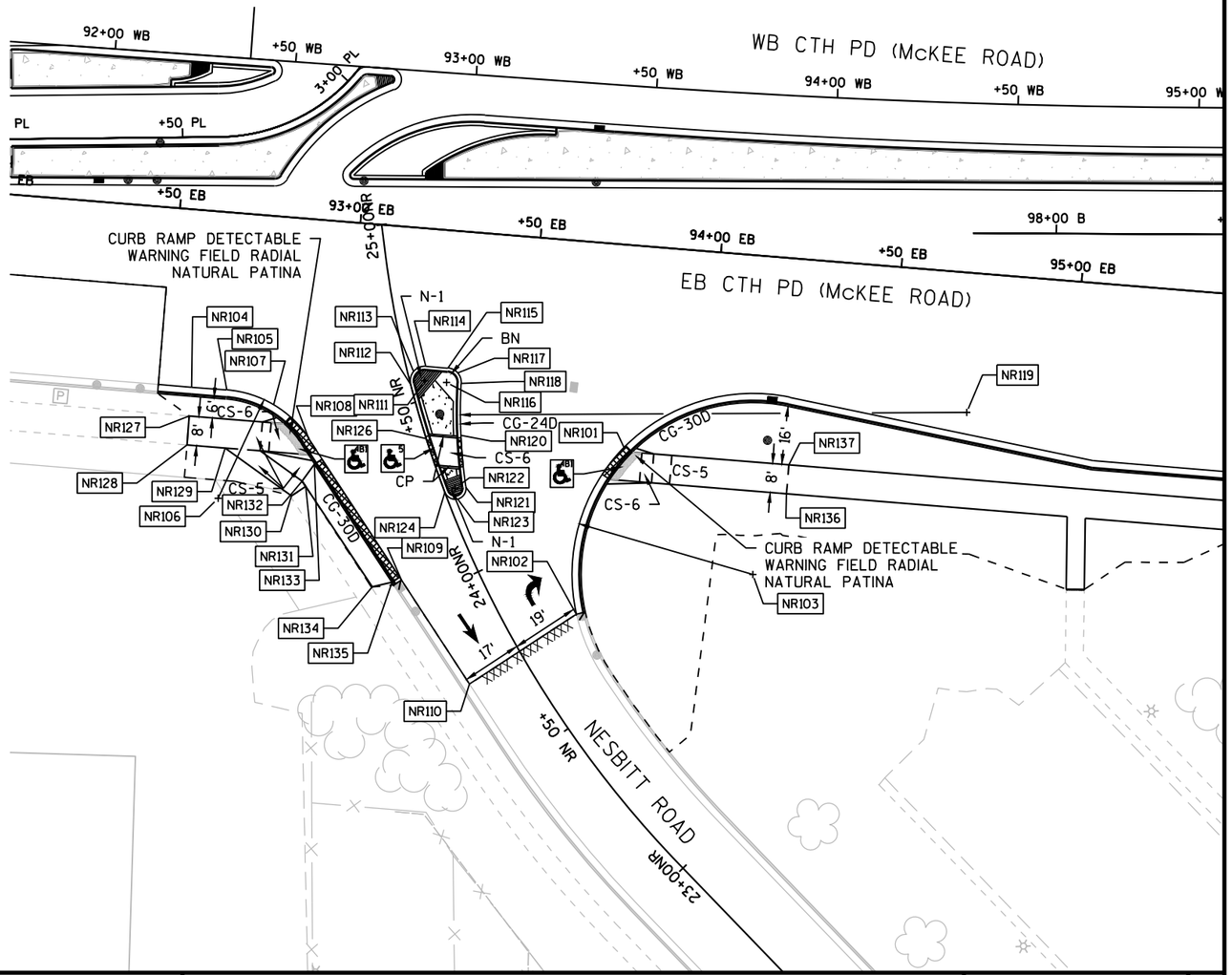
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - KAPEC ROAD (KR)	SHEET 107	E

2

LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SLOPE INTERCEPT
- XXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- CURB RAMP CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- ASPH — ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- ASSI — ASPHALTIC SURFACE SAFETY ISLANDS
- CTA-12 — CONCRETE TRUCK APRON 12-INCH AND COLORING CONCRETE WISDOT RED
- CD-7 — CONCRETE DRIVEWAY 7-INCH
- CD-9 — CONCRETE DRIVEWAY 9-INCH
- CG-24D — CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30A — CONCRETE CURB & GUTTER 30-INCH TYPE A
- CG-30D — CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36A4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A
- CG-36D4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D
- CG-5A4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A
- CG-32 — CONCRETE CURB & GUTTER 32-INCH SPECIAL
- CG-18A — CONCRETE CURB & GUTTER 18-INCH TYPE A
- CG-18D — CONCRETE CURB & GUTTER 18-INCH TYPE D
- CG-36R4 — CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CP — CONCRETE CURB PEDESTRIAN
- CS-5 — CONCRETE SIDEWALK 5-INCH
- CS-6 — CONCRETE SIDEWALK 6-INCH
- S42 — CONCRETE BARRIER TYPE S42
- S42S — CONCRETE BARRIER TYPE S42 SPECIAL
- S42C — CONCRETE BARRIER TYPE S42C
- R-WAL — RETAINING WALL
- N-1 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 1
- N-2 — CONCRETE MEDIAN SLOPED NOSE HES TYPE 2
- BN — CONCRETE MEDIAN BLUNT NOSE

POINT NO.	NESBIT RD (NR)		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
NR101	24+16.88 NR	50.64' RT	995.54	461,174.09	796,828.31	MIDPOINT
NR102	23+76.41 NR	18.72' RT	---	461,128.05	796,815.14	PT
NR103	23+57.71 NR	66.10' RT	---	461,139.00	796,863.93	R = 50'
NR104	24+67.23 NR	59.07' LT	---	461,190.78	796,708.84	—
NR105	24+64.79 NR	49.72' LT	995.01	461,189.99	796,718.59	PC
NR106	24+40.89 NR	59.83' LT	---	461,160.08	796,716.15	R = 30'
NR107	24+58.71 NR	38.13' LT	995.10	461,185.87	796,731.48	MIDPOINT
NR108	24+48.35 NR	31.08' LT	995.10	461,176.52	796,741.25	PT
NR109	24+06.51 NR	20.27' LT	---	461,137.48	796,766.80	END OF CURB & GUTTER
NR110	23+74.30 NR	16.50' LT	---	461,108.73	796,785.63	MATCH EXISTING
NR111	24+55.13 NR	4.00' RT	995.87	461,192.55	796,773.24	R = 4'
NR112	24+55.13 NR	0.00' RT	995.42	461,191.55	796,769.37	PC
NR113	24+58.41 NR	1.67' RT	995.45	461,195.12	796,770.18	MID
NR114	24+58.97 NR	5.29' RT	995.48	461,196.54	796,773.56	PT
NR115	24+56.98 NR	11.04' RT	995.52	461,196.04	796,779.61	PC
NR116	24+53.06 NR	9.72' RT	995.94	461,192.06	796,779.29	R = 4'
NR117	24+54.90 NR	13.31' RT	995.54	461,194.68	796,782.31	MID
NR118	24+51.75 NR	13.52' RT	995.52	461,191.83	796,783.28	PT
NR119	23+67.37 NR	140.00' RT	---	461,183.78	796,923.05	R = 140'
NR120	24+37.50 NR	9.35' RT	995.41	461,177.50	796,783.19	MID
NR121	24+23.22 NR	5.93' RT	995.30	461,163.24	796,784.57	PC
NR122	24+23.86 NR	3.00' RT	995.73	461,162.80	796,781.60	R = 3'
NR123	24+20.85 NR	2.67' RT	995.28	461,159.89	796,782.35	MID
NR124	24+23.86 NR	0.00' RT	995.29	461,161.74	796,778.79	PT
NR125	23+01.37 NR	300.00' RT	---	461,266.95	797,059.74	R = 300'
NR126	24+39.49 NR	0.00' RT	995.34	461,176.52	796,773.69	MID
NR127	24+60.87 NR	61.48' LT	---	461,182.81	796,708.19	MATCH EXISTING
NR128	24+54.61 NR	64.05' LT	---	461,174.83	796,707.54	MATCH EXISTING
NR129	24+51.63 NR	54.06' LT	995.43	461,173.97	796,718.11	—
NR130	24+36.14 NR	40.29' LT	---	461,160.76	796,736.44	MATCH EXISTING
NR131	24+37.23 NR	35.80' LT	---	461,163.32	796,740.33	MATCH EXISTING
NR132	24+38.80 NR	36.29' LT	995.36	461,164.84	796,739.33	MATCH EXISTING
NR133	24+41.85 NR	31.63' LT	995.46	461,169.47	796,742.75	BEGIN DRIVEWAY TAPER
NR134	24+07.91 NR	28.37' LT	---	461,135.62	796,758.78	END DRIVEWAY/MATCH EXISTING
NR135	24+06.99 NR	22.89' LT	---	461,136.90	796,764.20	BEGIN DRIVEWAY TAPER
NR136	23+76.76 NR	85.65' RT	997.30	461,161.32	796,873.22	—
NR137	23+86.22 NR	90.04' RT	997.18	461,169.29	796,873.87	—

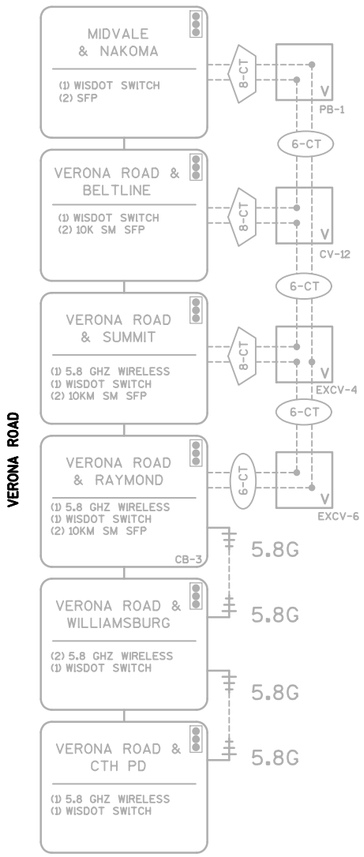


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN DETAILS - NESBITT ROAD (NR)	SHEET 108	E

USH 18/151 VERONA ROAD - MADISON
ITS AND SIGNAL COMMUNICATIONS OVERVIEW

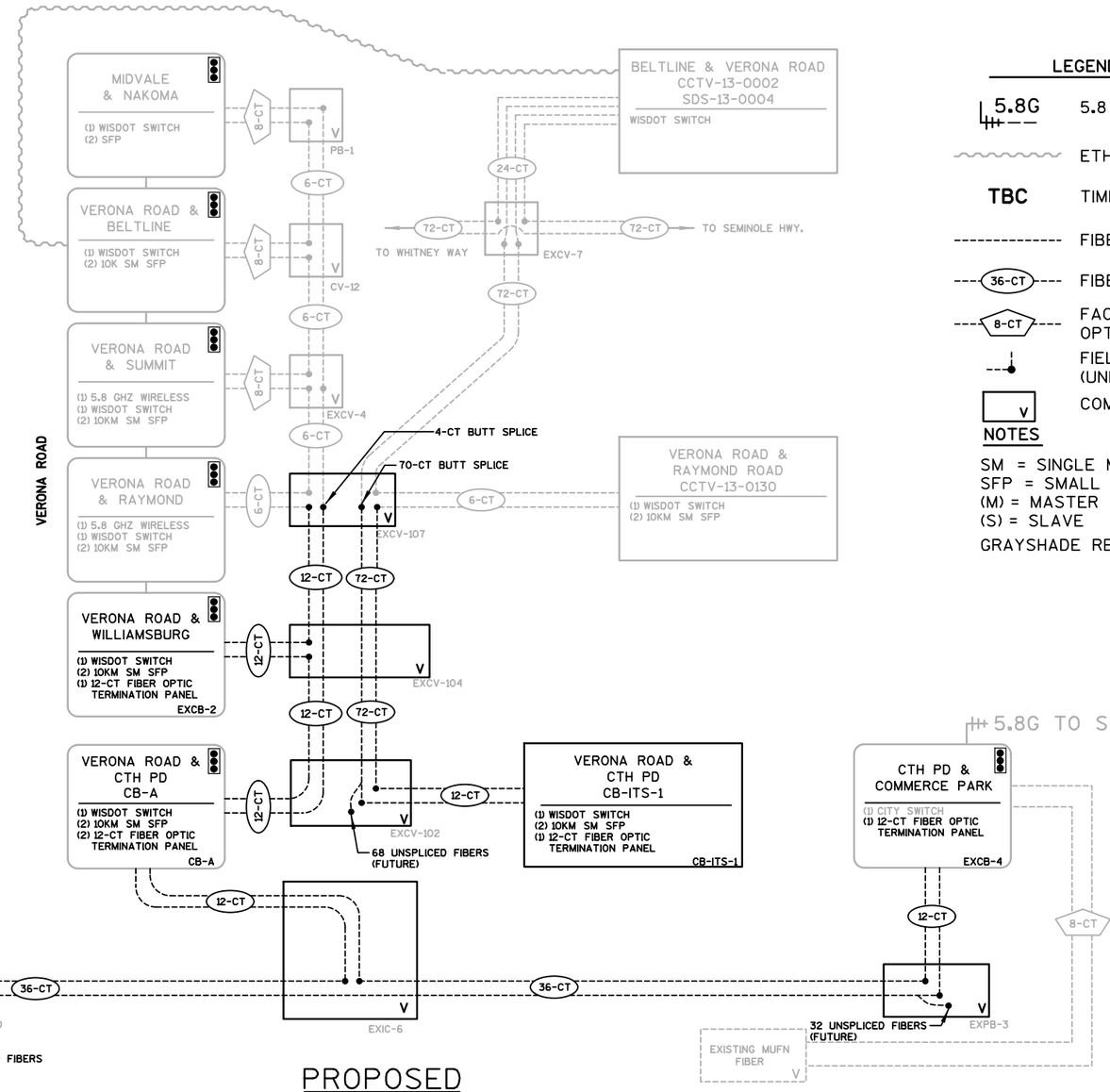
N

TRAFFIC SIGNAL



EXISTING & DURING CONSTRUCTION

TRAFFIC SIGNAL/ITS



PROPOSED

LEGEND

- 5.8G — 5.8 GHZ WIRELESS COMMUNICATIONS
- ETHERNET
- TBC — TIME BASED COORDINATION
- FIBER PAIR
- 36-CT — FIBER OPTIC CABLE - SM
- 8-CT — FACTORY TERMINATED FIBER OPTIC CABLE - SM
- FIELD SPLICE LOCATION (FIBER PAIR) (UNLESS OTHERWISE NOTED)
- V — COMMUNICATION SPLICE VAULT/PULL BOX

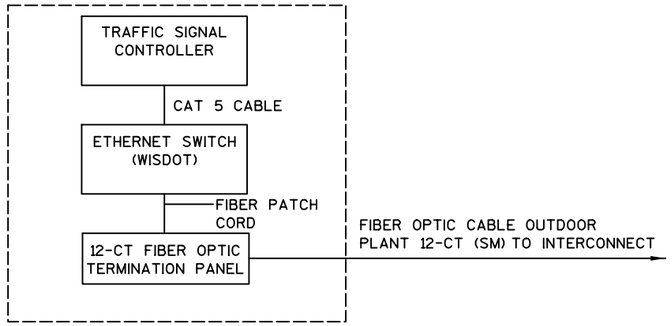
NOTES

SM = SINGLE MODE FIBER OPTIC
SFP = SMALL FORM-FACTOR PLUGGABLE
(M) = MASTER
(S) = SLAVE
GRAYSHADE REPRESENTS EXISTING

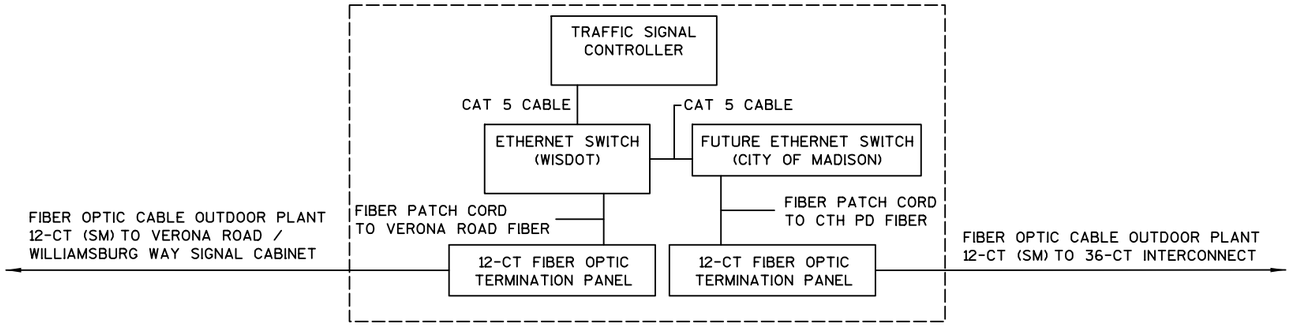
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	COMMUNICATIONS OVERVIEW	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021401_fm_overview.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

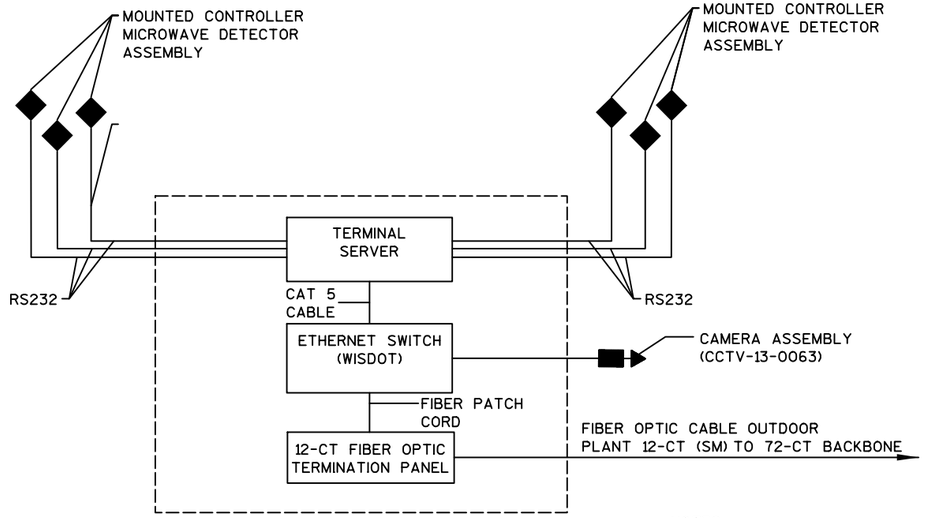
WISDOT/CADDS SHEET 42



EXCB-2 CABINET DETAIL
(VERONA ROAD / WILLIAMSBURG WAY INTERCHANGE)



CB-A CABINET DETAIL
(VERONA ROAD / CTH PD INTERCHANGE)



CB-ITS-1 CABINET DETAIL
(VERONA ROAD / CTH PD INTERCHANGE)

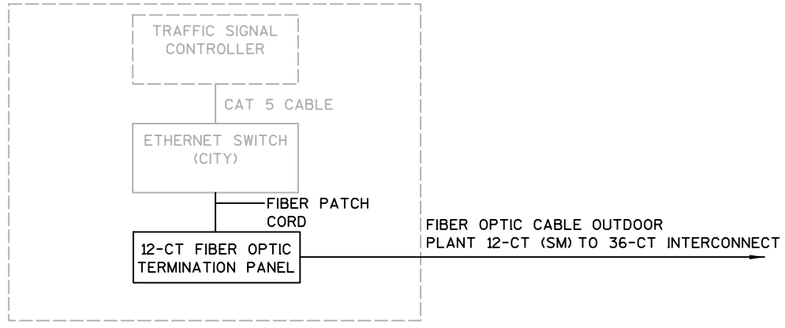
NOTES

ALL RS 232/485, FIBER PATCH CORDS AND CAT 5 (ETHERNET) CABLES ARE INCIDENTAL TO BID ITEMS.

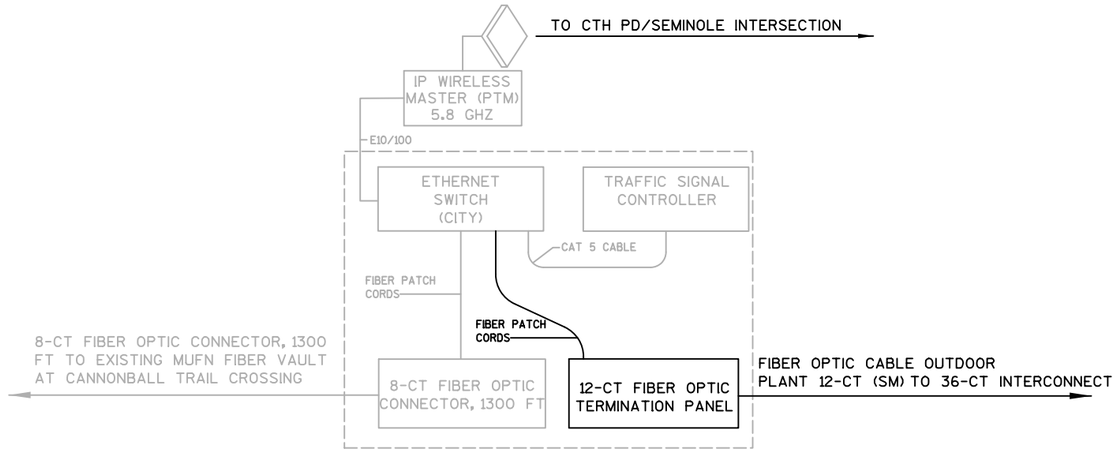
ALL FIBER OPTIC ON THIS PROJECT IS SINGLE-MODE FIBER (SM) UNLESS OTHERWISE NOTED

CABINETS ARE DEPARTMENT-FURNISHED

MM = MULTIMODE FIBER
SM = SINGLE MODE FIBER

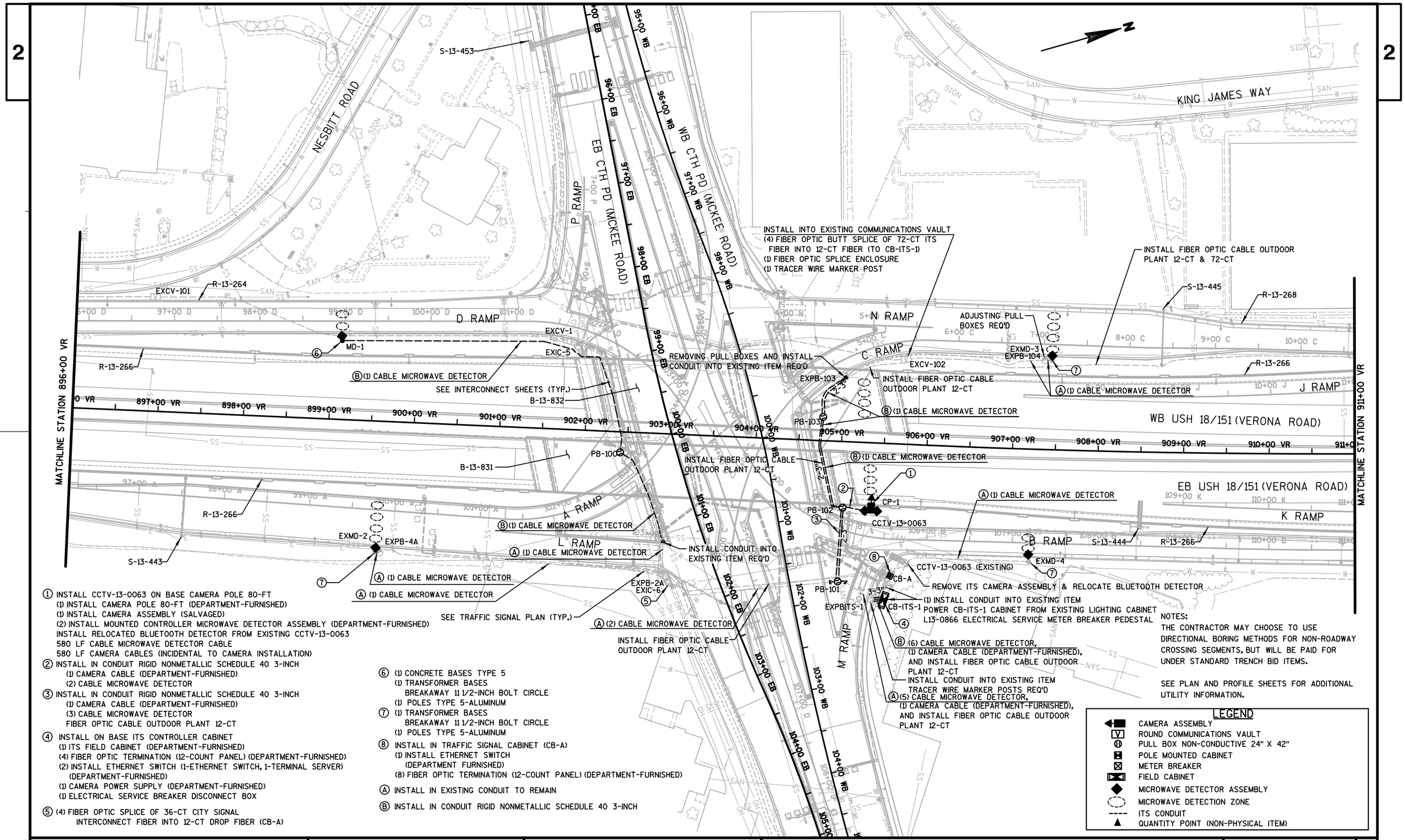


EXISTING SIGNAL CABINET DETAIL
(CTH PD/ FITCHRONA ROAD)



EXISTING TRAFFIC SIGNAL CABINET DETAIL

FIBER OPTIC TO WIRELESS (CTH PD & COMMERCE PARK DRIVE)



① INSTALL CCTV-13-0063 ON BASE CAMERA POLE 80-FT
(1) INSTALL CAMERA POLE 80-FT (DEPARTMENT-FURNISHED)
(1) INSTALL CAMERA ASSEMBLY (SALVAGED)
(2) INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY (DEPARTMENT-FURNISHED)
INSTALL RELOCATED BLUETOOTH DETECTOR FROM EXISTING CCTV-13-0063
580 LF CABLE MICROWAVE DETECTOR CABLE
580 LF CAMERA CABLES (INCIDENTAL TO CAMERA INSTALLATION)

② INSTALL IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
(1) CAMERA CABLE (DEPARTMENT-FURNISHED)
(2) CABLE MICROWAVE DETECTOR

③ INSTALL IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH
(1) CAMERA CABLE (DEPARTMENT-FURNISHED)
(3) CABLE MICROWAVE DETECTOR
FIBER OPTIC CABLE OUTDOOR PLANT 12-CT

④ INSTALL ON BASE ITS CONTROLLER CABINET
(1) ITS FIELD CABINET (DEPARTMENT-FURNISHED)
(4) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)
(2) INSTALL ETHERNET SWITCH (1-ETHERNET SWITCH, 1-TERMINAL SERVER) (DEPARTMENT-FURNISHED)
(1) CAMERA POWER SUPPLY (DEPARTMENT-FURNISHED)
(1) ELECTRICAL SERVICE BREAKER DISCONNECT BOX

⑤ (4) FIBER OPTIC SPLICE OF 36-CT CITY SIGNAL INTERCONNECT FIBER INTO 12-CT DROP FIBER (CB-A)

⑥ (1) CONCRETE BASES TYPE 5
(1) TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
(1) POLES TYPE 5-ALUMINUM

⑦ (1) TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE
(1) POLES TYPE 5-ALUMINUM

⑧ INSTALL IN TRAFFIC SIGNAL CABINET (CB-A)
(1) INSTALL ETHERNET SWITCH (DEPARTMENT FURNISHED)
(8) FIBER OPTIC TERMINATION (12-COUNT PANEL) (DEPARTMENT-FURNISHED)

Ⓐ INSTALL IN EXISTING CONDUIT TO REMAIN

Ⓑ INSTALL IN CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH

NOTES:
THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.

SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL UTILITY INFORMATION.

LEGEND
- CAMERA ASSEMBLY
- ROUND COMMUNICATIONS VAULT
- PULL BOX NON-CONDUCTIVE 24" X 42"
- POLE MOUNTED CABINET
- METER BREAKER
- FIELD CABINET
- MICROWAVE DETECTOR ASSEMBLY
- MICROWAVE DETECTION ZONE
- ITS CONDUIT
- QUANTITY POINT (NON-PHYSICAL ITEM)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ITS FIBER PLANS - USH 18/151 (VERONA ROAD)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021403_fm.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT & 72-CT IN EXISTING CONDUIT

S-13-246

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT & 72-CT IN EXISTING CONDUIT

CARRIAGE ST

C RAMP

EXCV-102A

J RAMP

EXCV-103

C RAMP

R-13-270

TRACER WIRE MARKER POST REQ'D

TRACER WIRE MARKER POST REQ'D

WB USH 18/151 (VERONA ROAD)

MATCHLINE STATION 911+00 VR

912+00 VR

913+00 VR

914+00 VR

915+00 VR

916+00 VR

917+00 VR

918+00 VR

919+00 VR

920+00 VR

921+00 VR

922+00 VR

923+00 VR

924+00 VR

925+00 VR

MATCHLINE STATION 925+50 VR

EB USH 18/151 (VERONA ROAD)

R-13-267

K RAMP

B RAMP

K RAMP

R-13-269

R-13-271

EAST VERONA ROAD FRONTAGE ROAD

NOTE:
THE CONTRACTOR MAY CHOOSE TO USE DIRECTIONAL BORING METHODS FOR NON-ROADWAY CROSSING SEGMENTS, BUT WILL BE PAID FOR UNDER STANDARD TRENCH BID ITEMS.

SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL UTILITY INFORMATION.

LEGEND

- CAMERA ASSEMBLY
- ROUND COMMUNICATIONS VAULT
- PULL BOX NON-CONDUCTIVE 24" X 42"
- POLE MOUNTED CABINET
- METER BREAKER
- FIELD CABINET
- MICROWAVE DETECTOR ASSEMBLY
- MICROWAVE DETECTION ZONE
- ITS CONDUIT
- QUANTITY POINT (NON-PHYSICAL ITEM)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ITS FIBER PLANS - USH 18/151 (VERONA ROAD)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021404_fm.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL UTILITY INFORMATION.

INSTALL IN EXISTING COMMUNICATIONS VAULT
(4) FIBER OPTIC SPLICE OF 12-CT SIGNAL FIBER INTO 12-CT DROP FIBER (TO EXCB-2)
(1) FIBER OPTIC SPLICE ENCLOSURE
(1) TRACER WIRE MARKER POST REQ'D

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT & 72-CT IN EXISTING CONDUIT

R-13-270

EXCV-104

H RAMP

R-13-272

WILLIAMSBURG WAY

WILLIAMSBURG WAY COURT

S-13-454

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT & 72-CT IN EXISTING CONDUIT

TRACER WIRE MARKER POST REQ'D

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 6-CT & 72-CT IN EXISTING CONDUIT

EXCV-105

N-13-5

G RAMP

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT EXISTING CONDUIT (IN BRIDGE PARAPET) (EXCV-104 TO EXCB-2)

C RAMP

MATCHLINE STATION 925+50 VR

926+00 VR 927+00 VR 928+00 VR 929+00 VR 930+00 VR 931+00 VR 932+00 VR 933+00 VR 934+00 VR 935+00 VR 936+00 VR 937+00 VR 938+00 VR 939+00 VR 940+00 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

K RAMP

R-13-271

E RAMP

EAST VERONA ROAD FRONTAGE ROAD

S-13-447

B-13-833

R-13-273

F RAMP

MATCHLINE STATION 940+00 VR

EXCB-2

INSTALL IN TRAFFIC SIGNAL CABINET
(1) ETHERNET SWITCH (DEPARTMENT FURNISHED)
(4) FIBER OPTIC TERMINATION (12-CT FIBER OPTIC TERMINATION PANEL (DEPARTMENT FURNISHED)

96+00 WW 97+00 WW 98+00 WW 99+00 WW 100+00 WW 101+00 WW 102+00 WW 103+00 WW 104+00 WW 105+00 WW

① INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT IN EXISTING CONDUIT (EXCV-104 TO EXCB-2)

LEGEND

- CAMERA ASSEMBLY
- ROUND COMMUNICATIONS VAULT
- PULL BOX NON-CONDUCTIVE 24" X 42"
- POLE MOUNTED CABINET
- METER BREAKER
- FIELD CABINET
- MICROWAVE DETECTOR ASSEMBLY
- MICROWAVE DETECTION ZONE
- ITS CONDUIT
- QUANTITY POINT (NON-PHYSICAL ITEM)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ITS FIBER PLANS - USH 18/151 (VERONA ROAD)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021405_fm.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

INSTALL FIBER OPTIC CABLE OUTDOOR
PLANT 12-CT & 72-CT IN EXISTING CONDUIT

R-13-272

N-13-5

S-13-448

G RAMP

C RAMP

HARLEY DRIVE

WESTCHESTER ROAD

INSTALL FIBER OPTIC CABLE OUTDOOR
PLANT 12-CT & 72-CT IN EXISTING CONDUIT

S-13-449

EXCV-106

TRACER WIRE MARKER POST REQ'D

MATCHLINE STATION 940+00 VR

0 VR | 941+00 VR | 942+00 VR | 943+00 VR | 944+00 VR | 945+00 VR | 946+00 VR | 947+00 VR | 948+00 VR | 949+00 VR | 950+00 VR | 951+00 VR | 952+00 VR | 953+00 VR | 954+00 VR

MATCHLINE STATION 954+50 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

R-13-273

F RAMP

EAST VERONA ROAD FRONTAGE ROAD

N-13-6

BIKE PATH

RIPRAP

TOPPERS LANE

NOTE: SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL UTILITY INFORMATION.

LEGEND

- CAMERA ASSEMBLY
- ROUND COMMUNICATIONS VAULT
- PULL BOX NON-CONDUCTIVE 24" X 42"
- POLE MOUNTED CABINET
- METER BREAKER
- FIELD CABINET
- MICROWAVE DETECTOR ASSEMBLY
- MICROWAVE DETECTION ZONE
- ITS CONDUIT
- QUANTITY POINT (NON-PHYSICAL ITEM)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ITS FIBER PLANS - USH 18/151 (VERONA ROAD)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021406_fm.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

WESTCHESTER ROAD

SHAFER DRIVE

RAYMOND ROAD

MATCHLINE STATION 954+50 VR

955+00 VR 956+00 VR 957+00 VR 958+00 VR 959+00 VR 960+00 VR 961+00 VR 962+00 VR 963+00 VR 964+00 VR 965+00 VR 966+00 VR 967+00 VR 968+00 VR 969+00 VR 970+0

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT
& 72-CT IN EXISTING CONDUIT

S-13-450

N-13-5

INSTALL IN EXISTING COMMUNICATIONS VAULT
(6) FIBER OPTIC SPLICE
(2) DROP SPLICE INTO EXISTING 6-CT SIGNAL FIBER
(4) BUTT SPLICE INTO EXISTING 6-CT SIGNAL FIBER
(72) FIBER OPTIC SPLICE
(70) BUTT SPLICE INTO EXISTING 72-CT
(2) DROP SPLICE INTO EXISTING 6-CT FIBER
(1) TRACER WIRE MARKER POST

EXCV-107

S-13-190-02
CCTV-13-0130

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

N-13-6

EAST VERONA ROAD FRONTAGE ROAD

CARLING DRIVE

CHALET GARDENS ROAD

PLAYGROUND

NOTE: SEE PLAN AND PROFILE SHEETS FOR ADDITIONAL UTILITY INFORMATION.

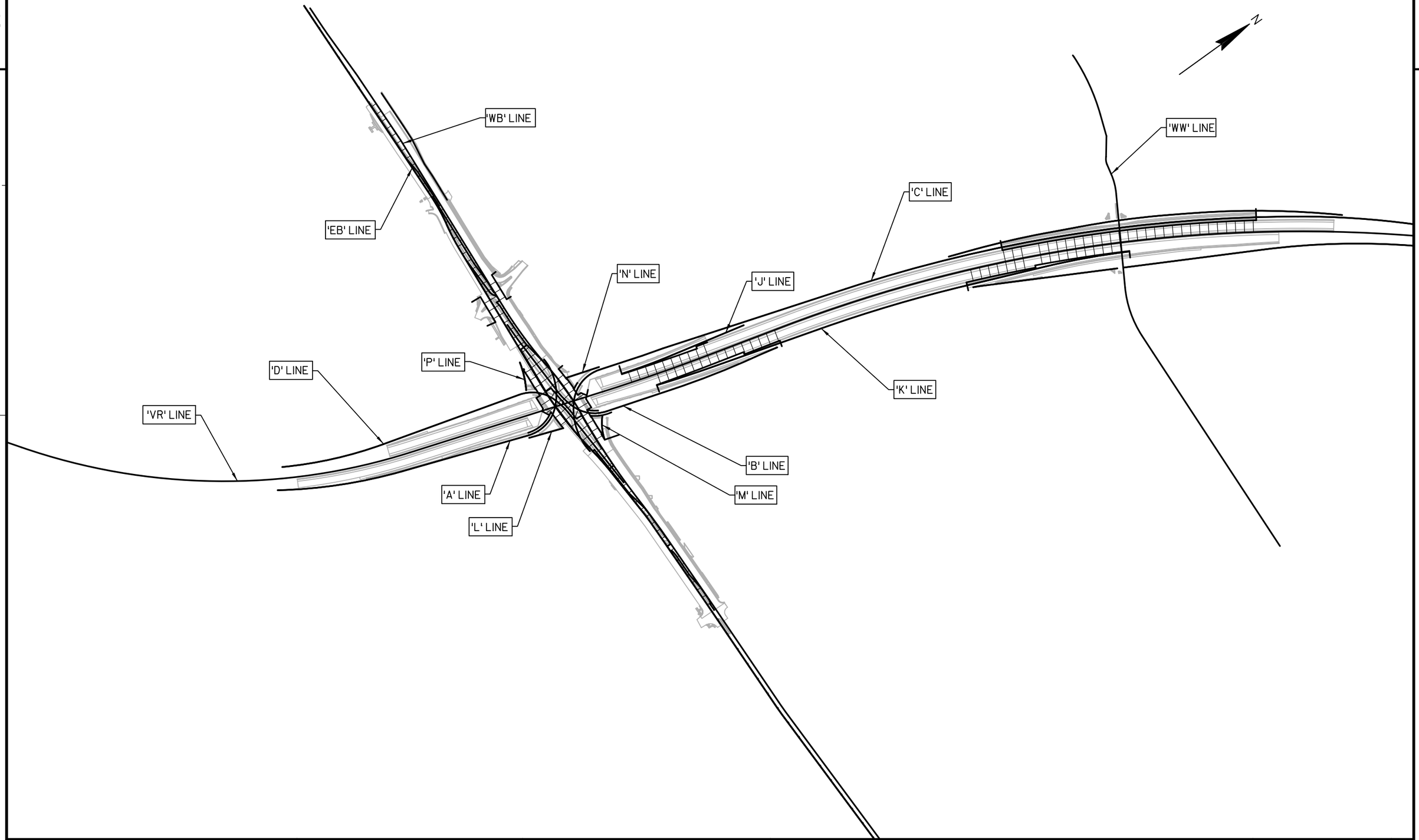
LEGEND

- CAMERA ASSEMBLY
- ROUND COMMUNICATIONS VAULT
- PULL BOX NON-CONDUCTIVE 24" X 42"
- POLE MOUNTED CABINET
- METER BREAKER
- FIELD CABINET
- MICROWAVE DETECTOR ASSEMBLY
- MICROWAVE DETECTION ZONE
- ITS CONDUIT
- QUANTITY POINT (NON-PHYSICAL ITEM)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ITS FIBER PLANS - USH 18/151 (VERONA ROAD)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\021407_fm.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTION MATCHLINES OVERVIEW	SHEET	E

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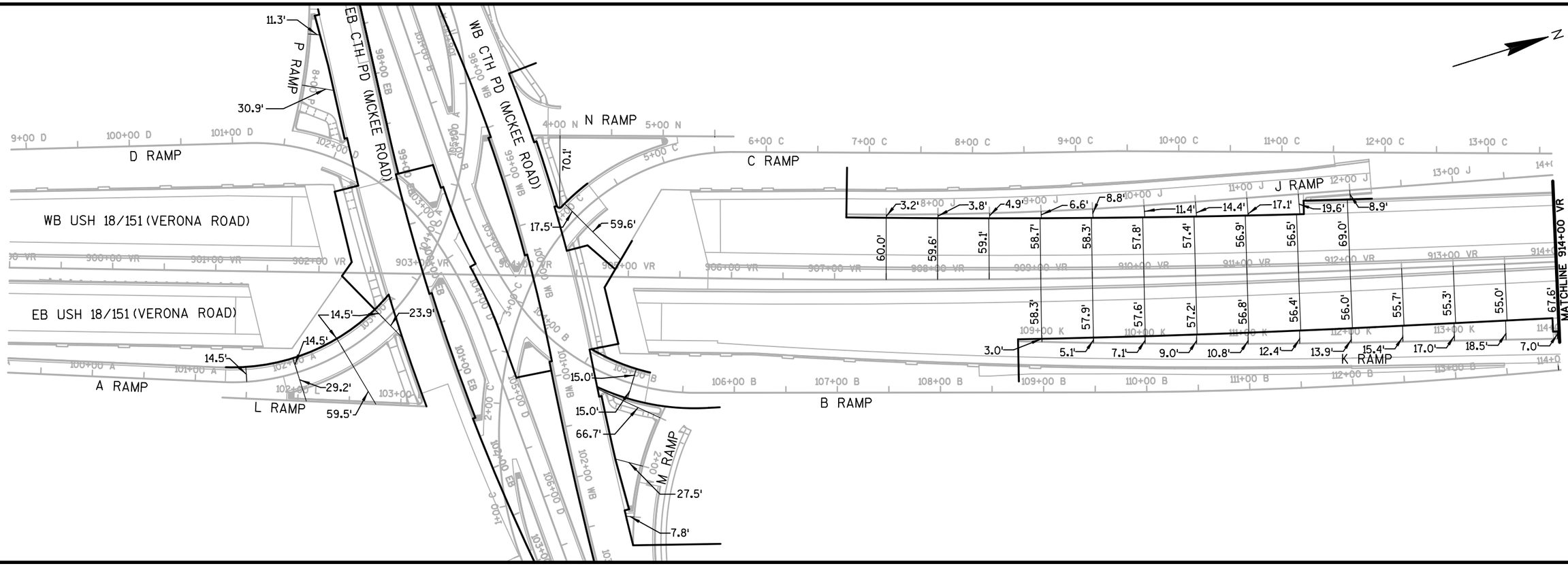
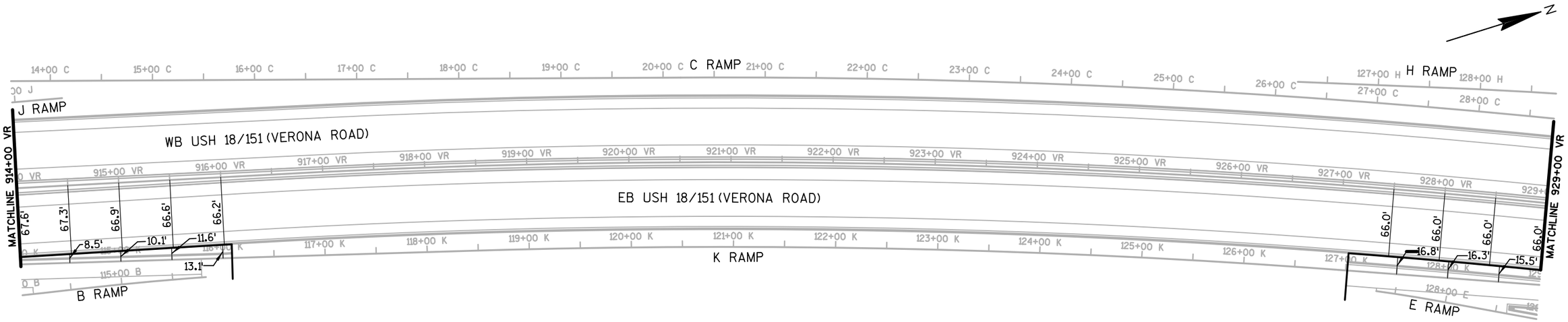
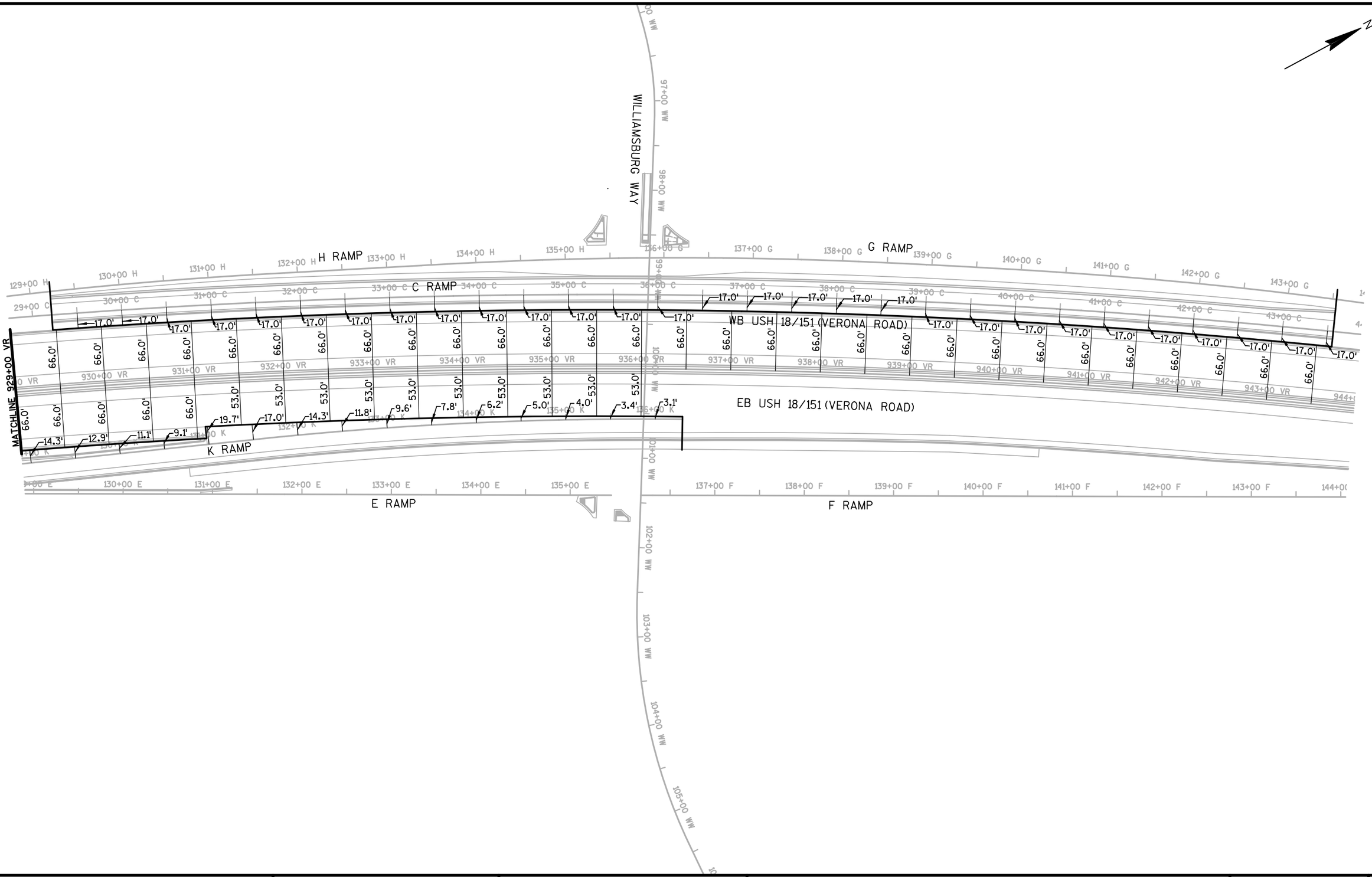


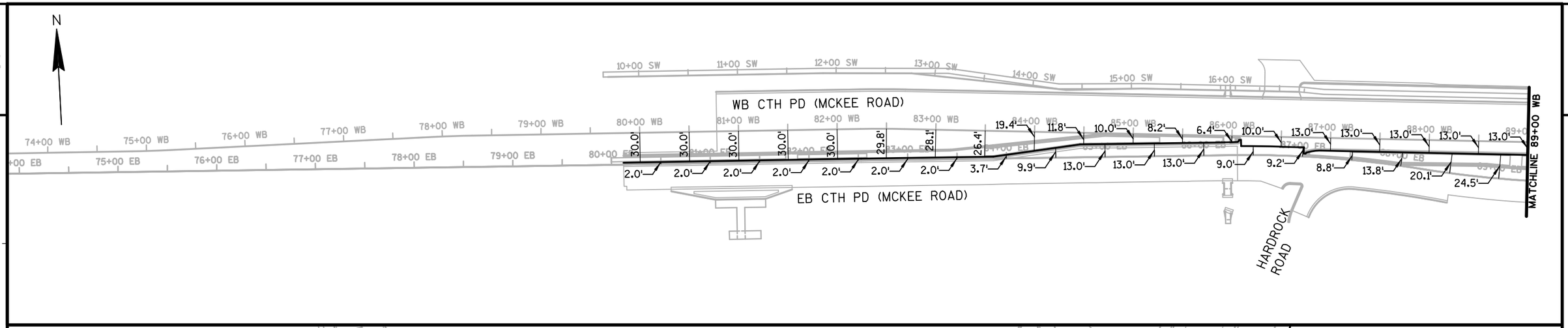


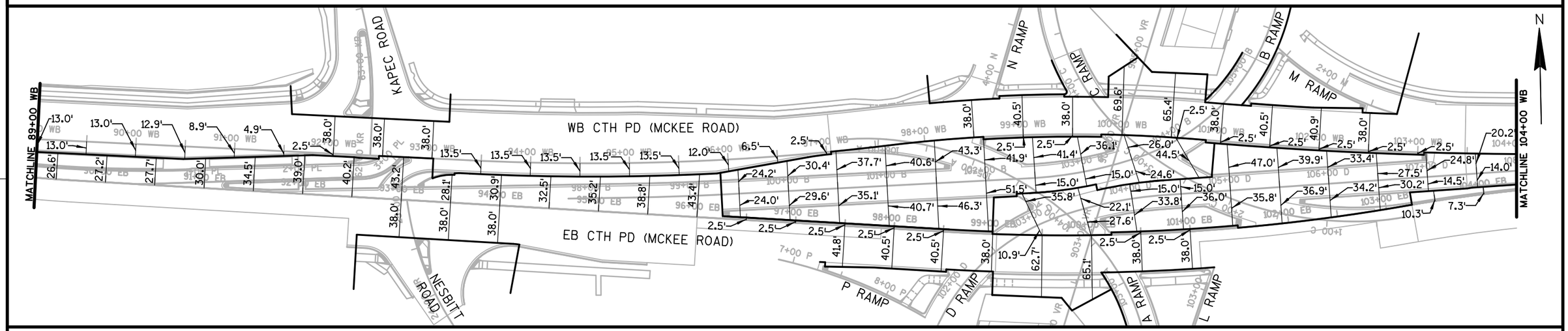
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTION MATCHLINES	SHEET 117	E

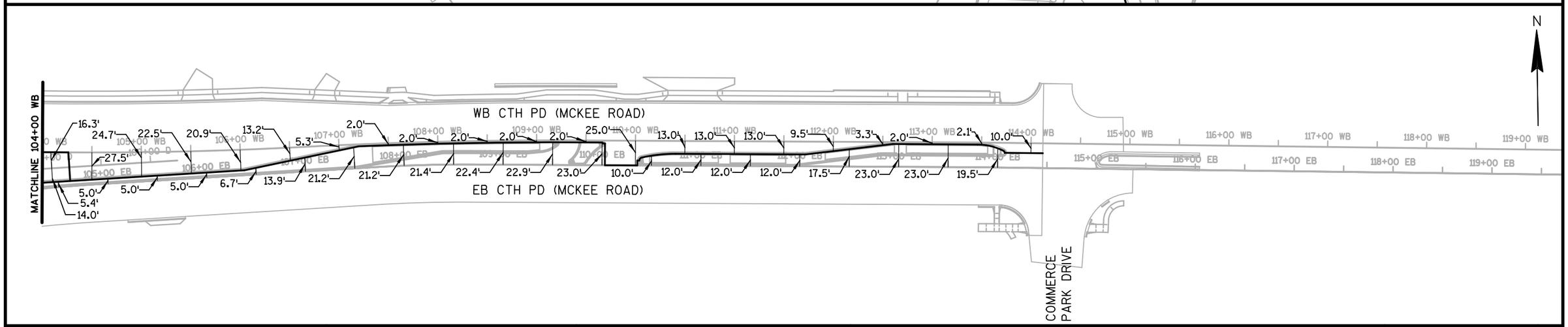
2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTION MATCHLINES	SHEET 118	E







PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTION MATCHLINES	SHEET 119	E

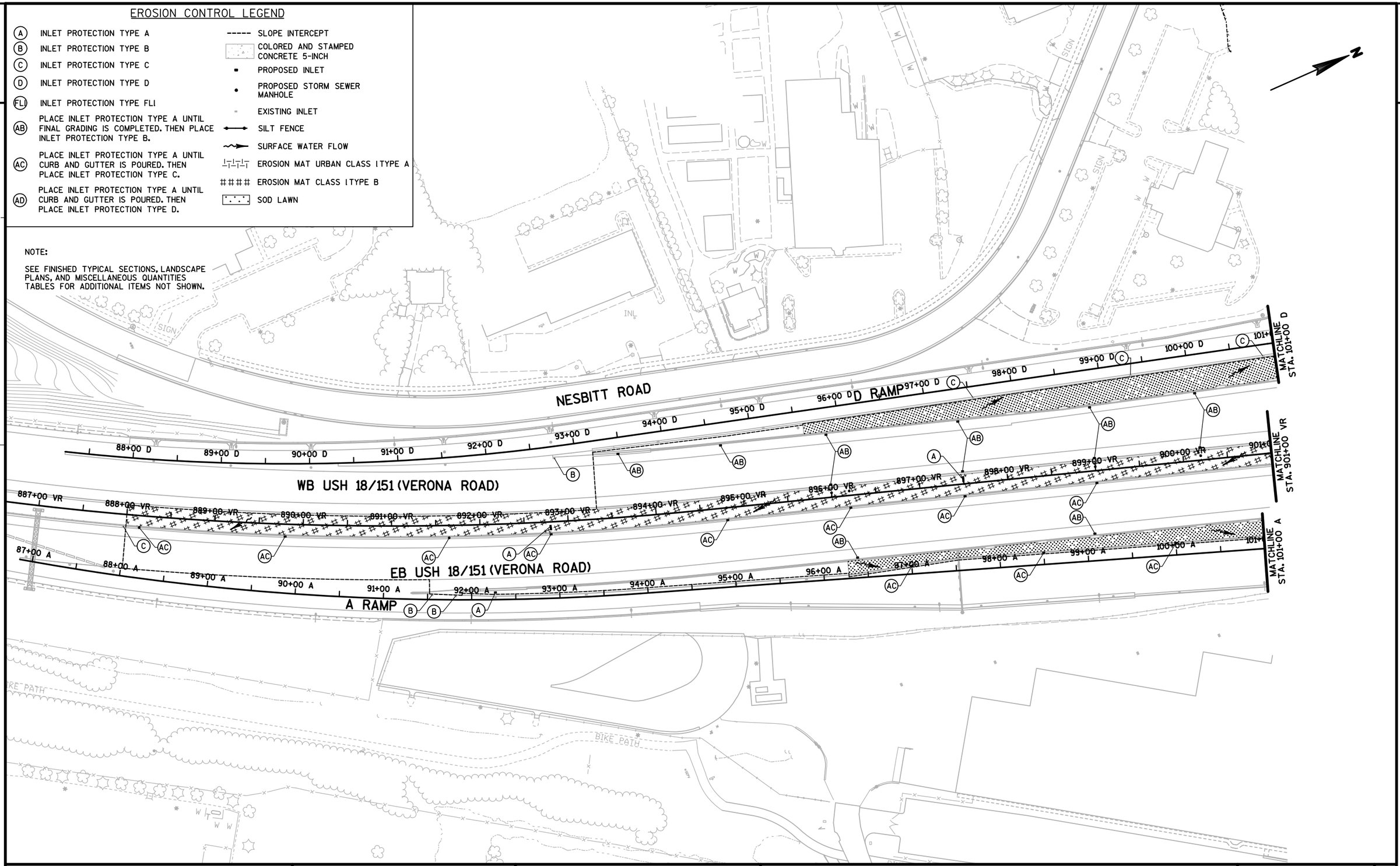
EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (FLI) INLET PROTECTION TYPE FLI
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

- ----- SLOPE INTERCEPT
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- #### EROSION MAT CLASS ITYPE B
- SOD LAWN

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	EROSION CONTROL - USH 18/151 (VERONA ROAD) & RAMPS (VR,A,&D)	SHEET 120 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022001_ec.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (FL) INLET PROTECTION TYPE FLI
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

- ----- SLOPE INTERCEPT
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- #### EROSION MAT CLASS ITYPE B
- SOD LAWN

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

N

KING JAMES WAY

KAPEC ROAD

NESBITT ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 6+00 C

MATCHLINE STA. 906+00 VR

MATCHLINE STA. 106+00 B

MATCHLINE STA. 101+00 D

MATCHLINE STA. 901+00 VR

MATCHLINE STA. 101+00 A

MATCHLINE 88+00 EB

MATCHLINE 103+00 EB

C RAMP

N RAMP

B RAMP

M RAMP

P RAMP

D RAMP

A RAMP

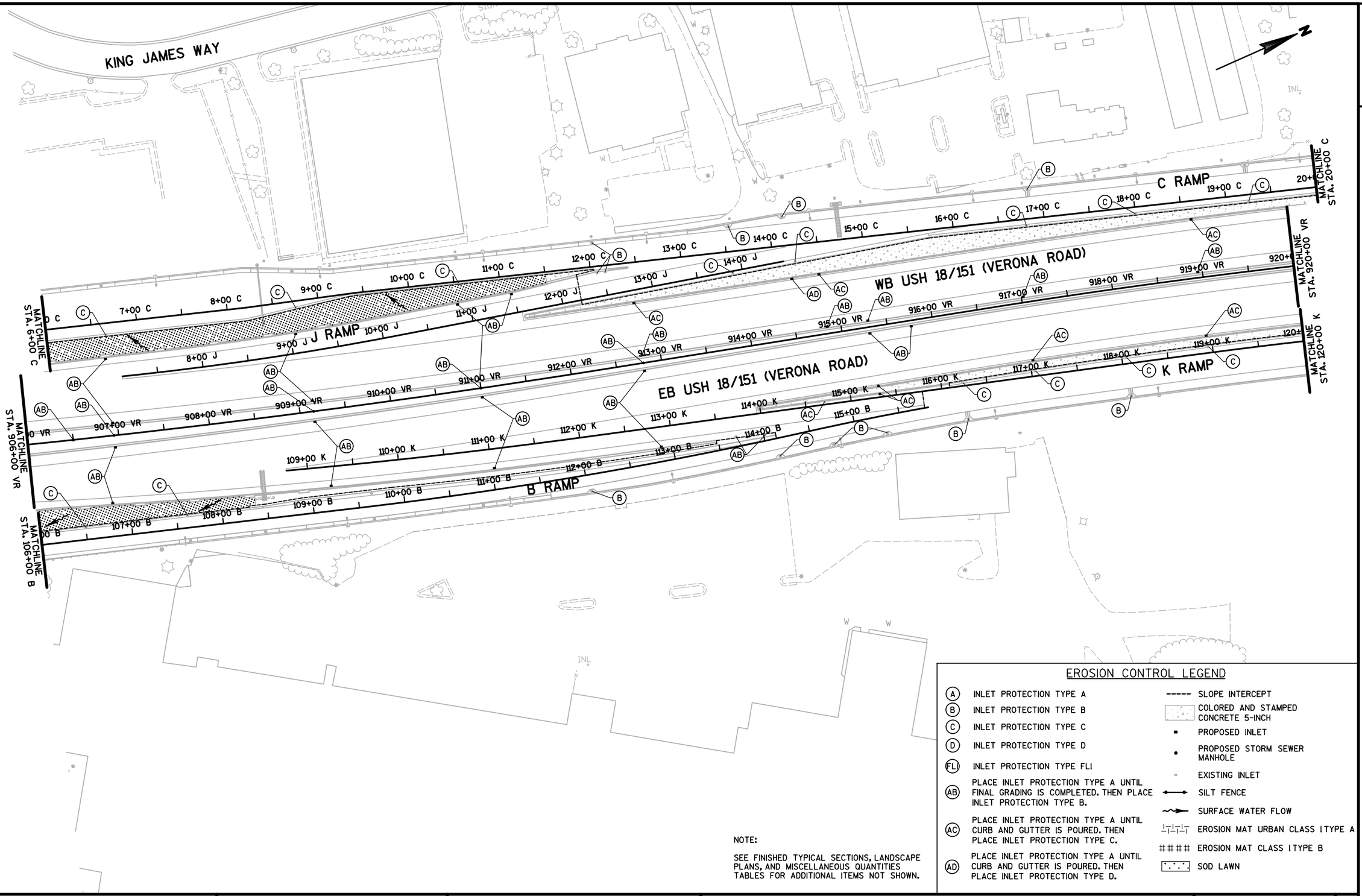
L RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	EROSION CONTROL-USH 18/151, RAMPS, SIDEROADS (VR,A,B,C,D,EB,&WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022002_ec.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (FLI) INLET PROTECTION TYPE FLI
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

- ----- SLOPE INTERCEPT
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS I TYPE A
- #### EROSION MAT CLASS I TYPE B
- SOD LAWN

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	EROSION CONTROL - USH 18/151 (VERONA ROAD)&RAMPS (VR,B,C,K,&J)	SHEET 122	E

EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (FLI) INLET PROTECTION TYPE FLI
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

- ----- SLOPE INTERCEPT
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- #### EROSION MAT CLASS ITYPE B
- SOD LAWN

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

4 INLET PROTECTION TYPE A & 4 INLET PROTECTION TYPE D REQ'D FOR EACH INLETS TYPE AZ

8 INLET PROTECTION TYPE A & 8 INLET PROTECTION TYPE D REQ'D FOR INLETS TYPE C4691

10 INLET PROTECTION TYPE A & 10 INLET PROTECTION TYPE D REQ'D FOR INLETS TYPE VR1312

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

C RAMP

H RAMP

K RAMP

E RAMP

EAST VERONA ROAD FRONTAGE ROAD

SPROCKET DRIVE

MATCHLINE STA. 20+00 C

MATCHLINE STA. 34+00 C

MATCHLINE STA. 920+00 VR

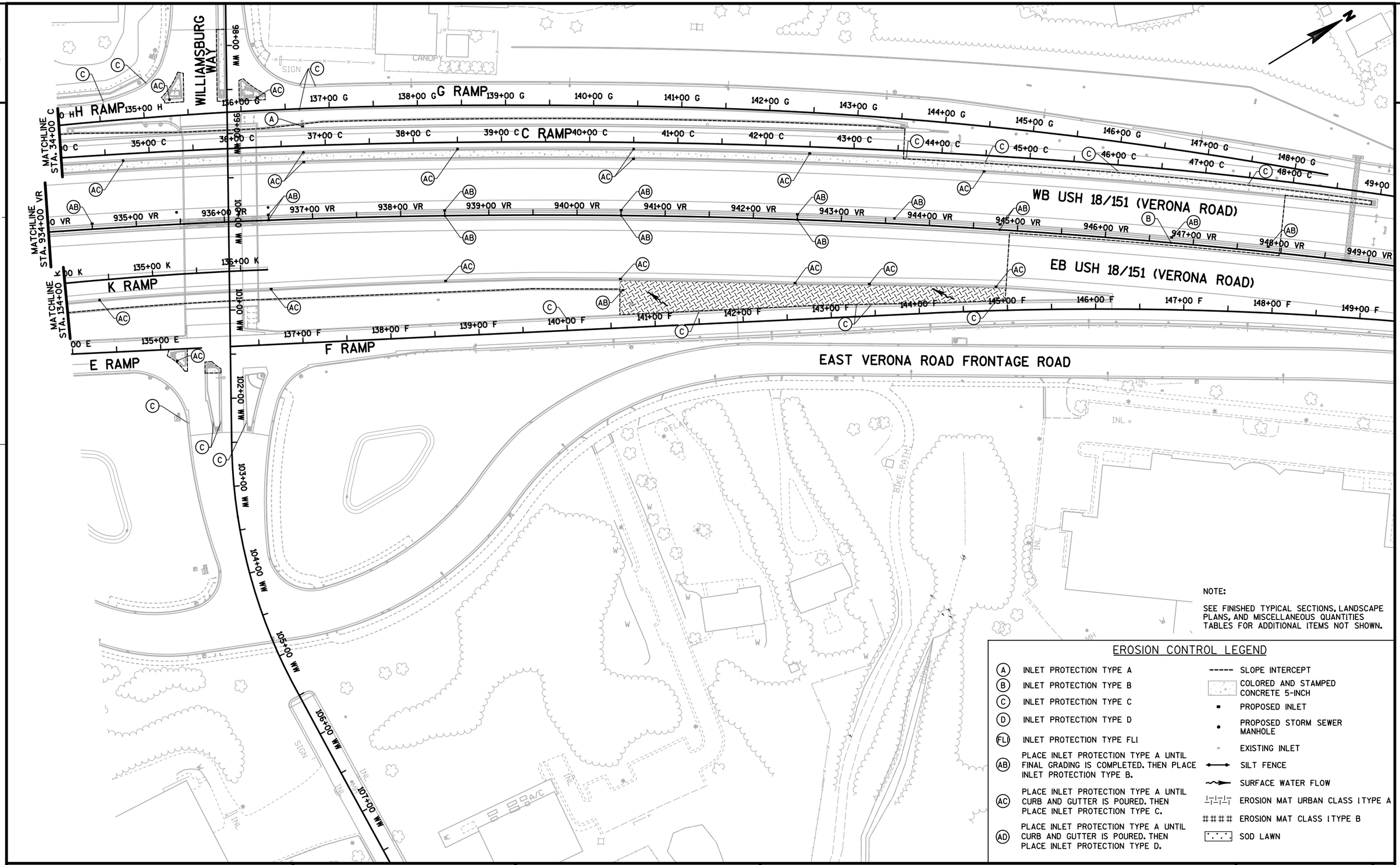
MATCHLINE STA. 934+00 VR

MATCHLINE STA. 120+00 K

MATCHLINE STA. 134+00 K

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	EROSION CONTROL - USH 18/151 (VERONA ROAD) & RAMPS (VR,C,&K)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022004_ec.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



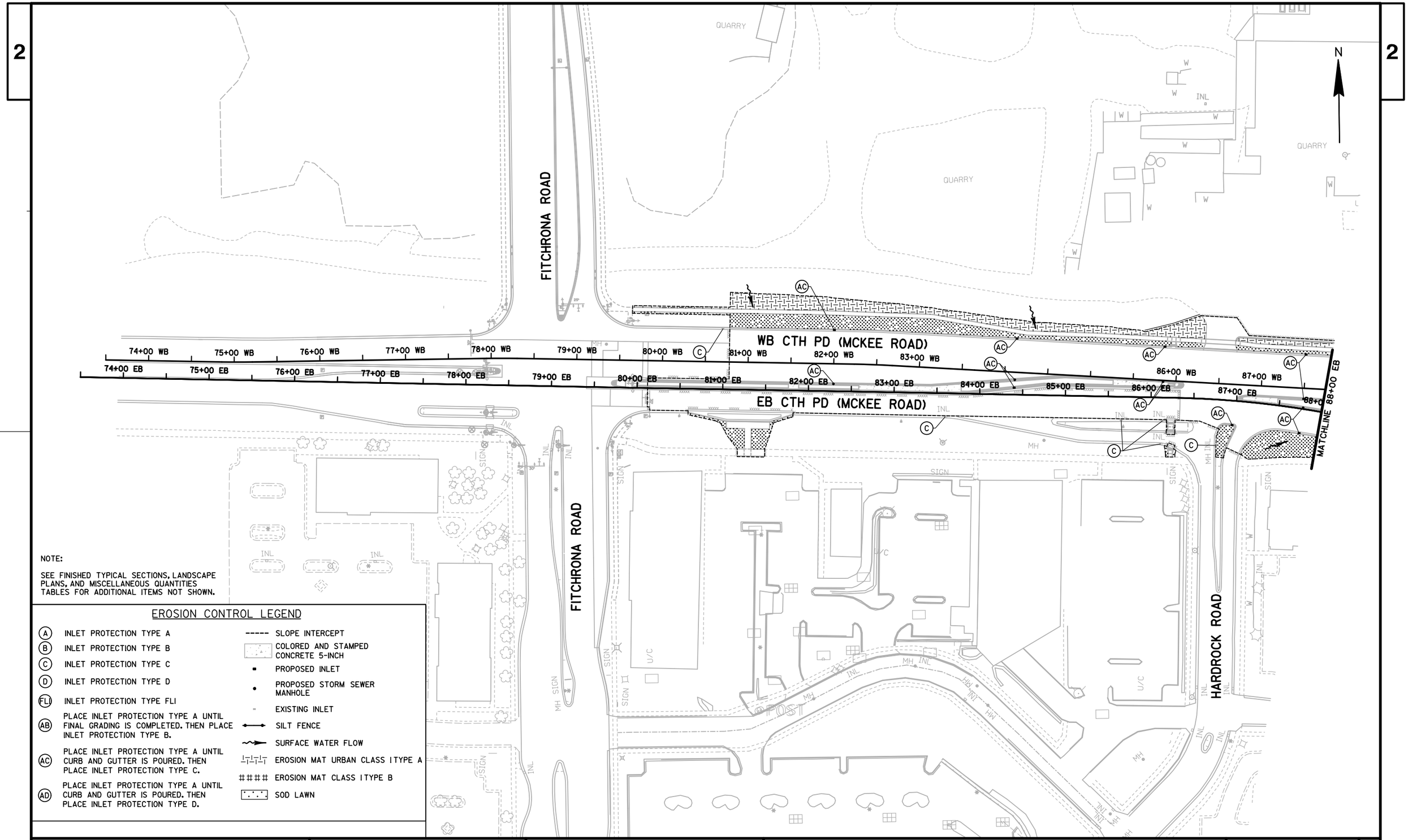
NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (FL) INLET PROTECTION TYPE FLI
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
- ----- SLOPE INTERCEPT
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- #### EROSION MAT CLASS ITYPE B
- SOD LAWN

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	EROSION CONTROL - USH 18/151, RAMPS, & SIDEROADS (VR,C,K,WW)	SHEET 124	E



NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (FLI) INLET PROTECTION TYPE FLI
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

- ----- SLOPE INTERCEPT
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- #### EROSION MAT CLASS ITYPE B
- SOD LAWN

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	EROSION CONTROL - CTH PD (MCKEE RD) (EB & WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022006_ec.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D
- (FL) INLET PROTECTION TYPE FLI
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
- (AD) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.

- ----- SLOPE INTERCEPT
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- #### EROSION MAT CLASS ITYPE B
- SOD LAWN

NOTE:

SEE FINISHED TYPICAL SECTIONS, LANDSCAPE PLANS, AND MISCELLANEOUS QUANTITIES TABLES FOR ADDITIONAL ITEMS NOT SHOWN.

N

SALVAGE AND REPLACE LANDSCAPING STONE REQ'D

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

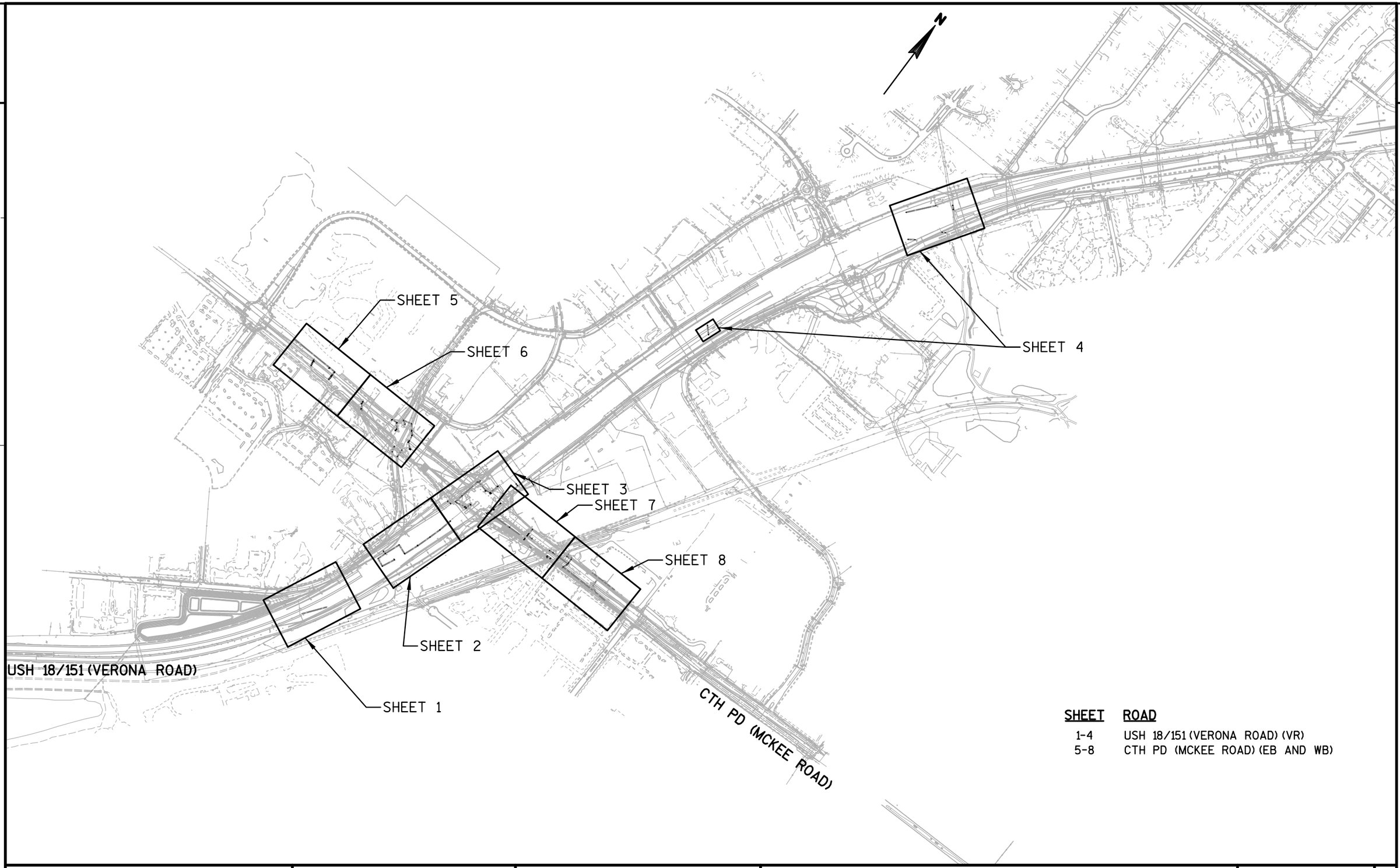
COMMERCE PARK DRIVE

MATCHLINE 103+00 EB

PLACE INLET PROTECTION (AD) IN EXISTING INLETS AT LOW POINT OF COMMERCE PARK DRIVE (AD) 130'±

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	EROSION CONTROL - CTH PD (MCKEE RD) (EB & WB)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022007_ec.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



SHEET	ROAD
1-4	USH 18/151 (VERONA ROAD) (VR)
5-8	CTH PD (MCKEE ROAD) (EB AND WB)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL OVERVIEW	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022400_ss_removals_Overview.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

SHEET 1 OF 8

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

REMOVING APRON ENDWALLS REQ'D

REMOVING APRON ENDWALLS REQ'D

STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022401_ss_removals.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

SHEET 2 OF 8

D RAMP

95+00 D | +50 D | 96+00 D | +50 D | 97+00 D | +50 D | 98+00 D | +50 D | 99+00 D | +50 D | 100+00 D | +50 D

R-13-266

WB USH 18/151 (VERONA ROAD)

895+00 VR | +50 VR | 896+00 VR | +50 VR | 897+00 VR | +50 VR | 898+00 VR | +50 VR | 899+00 VR | +50 VR | 900+00 VR | +50 VR

MATCHLINE STA. 900+75 VR

EB USH 18/151 (VERONA ROAD)

A RAMP

95+00 A | +50 A | 96+00 A | +50 A | 97+00 A | +50 A | 98+00 A | +50 A | 99+00 A | +50 A | 100+00 A | +50 A

R-13-266

S-13-443

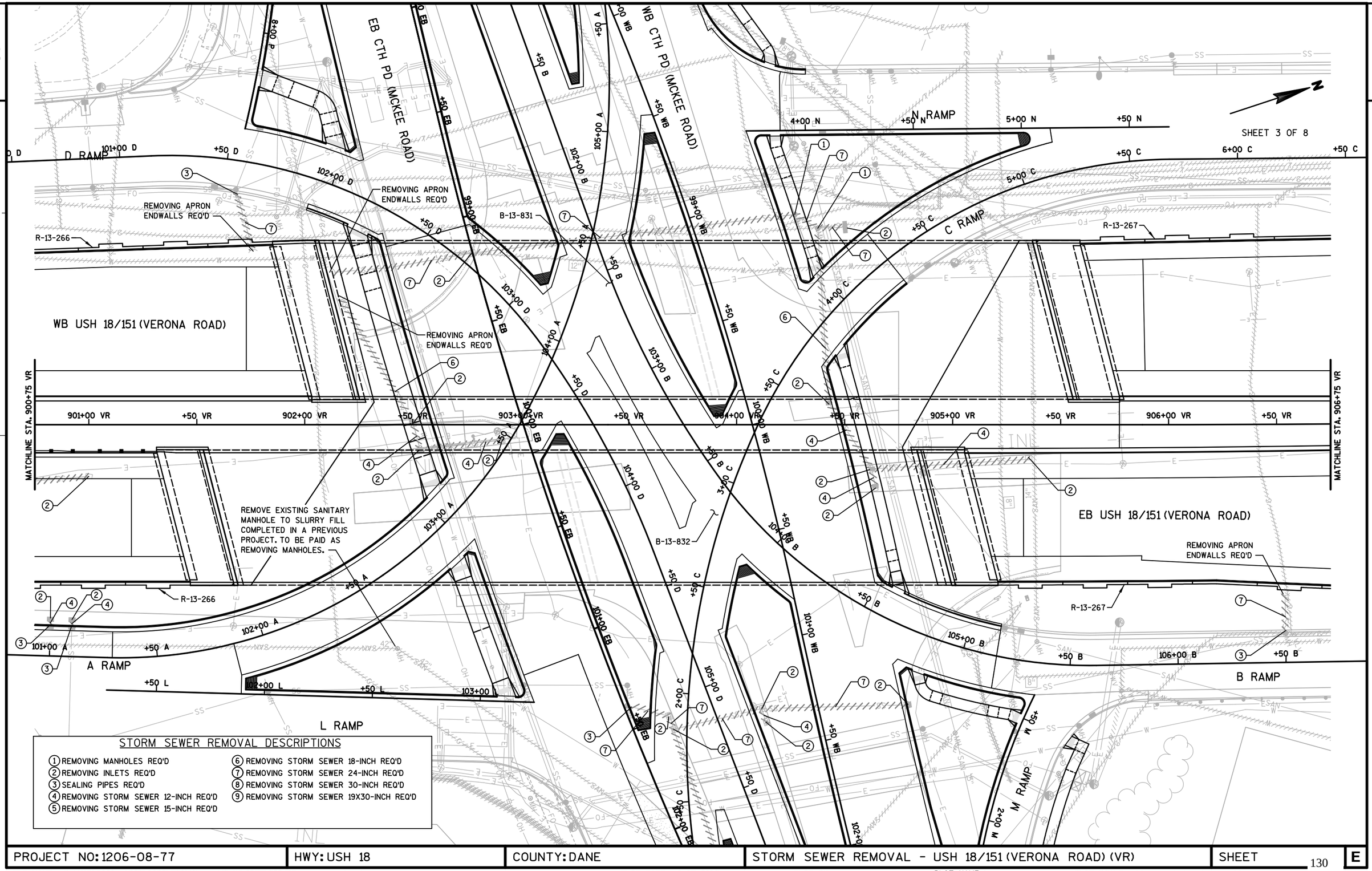
STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022402_ss_removals.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022403_ss_removals.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D

SHEET 4 OF 8

G RAMP

REMOVING APRON ENDWALLS REQ'D

C RAMP

ABANDONING SEWER REQ'D

STORM SEWER INLET CAP REQ'D

WB USH 18/151 (VERONA ROAD)

941+00 VR | 942+00 VR | 943+00 VR | 944+00 VR | 945+00 VR | 946+00 VR

EB USH 18/151 (VERONA ROAD)

REMOVING APRON ENDWALLS REQ'D

ABANDONING SEWER REQ'D

ABANDONING SEWER REQ'D

F RAMP

EAST VERONA ROAD FRONTAGE ROAD

WB USH 18/151 (VERONA ROAD)

925+00 VR

EB USH 18/151 (VERONA ROAD)

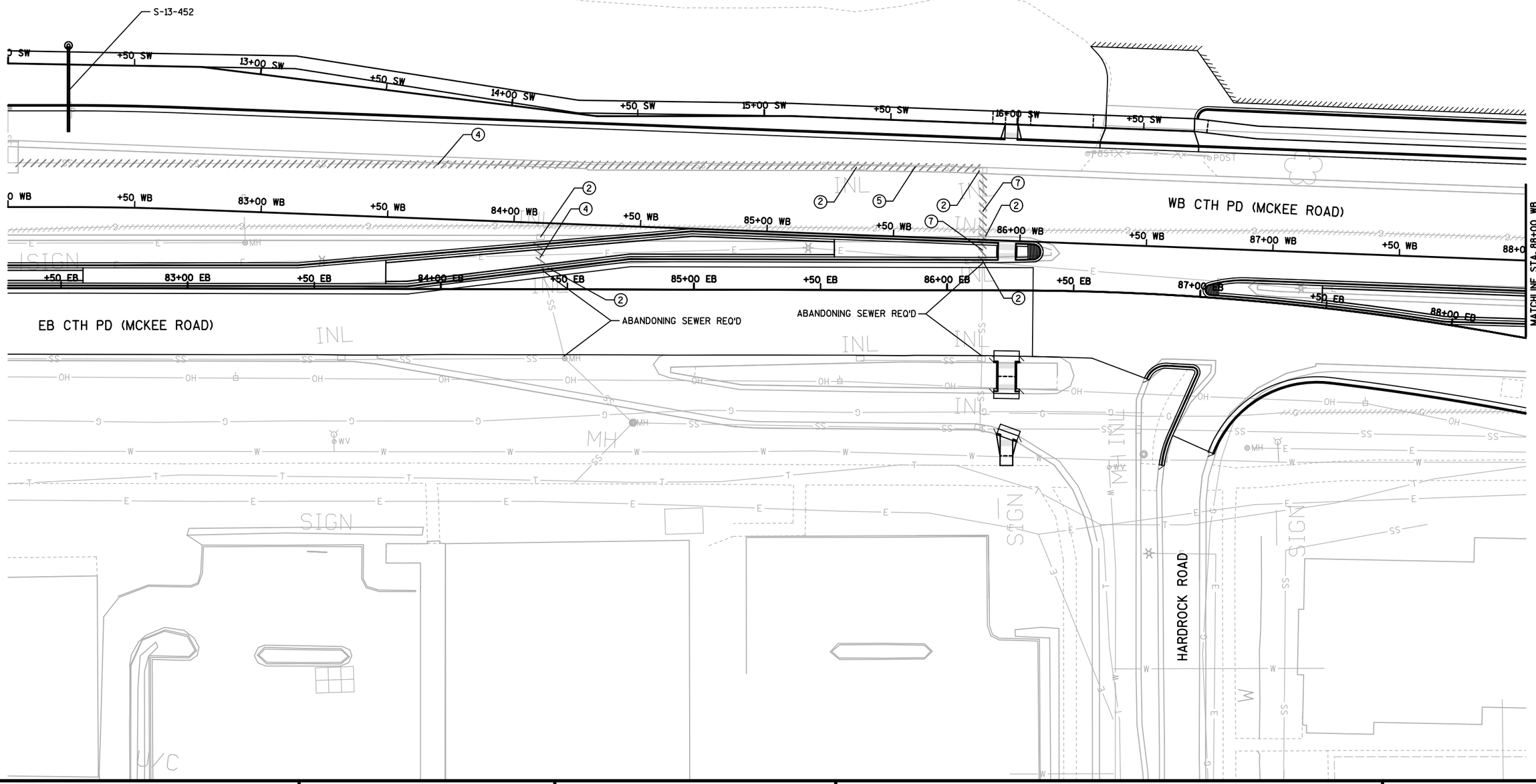
REMOVING APRON ENDWALLS REQ'D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022404_ss_removals.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D

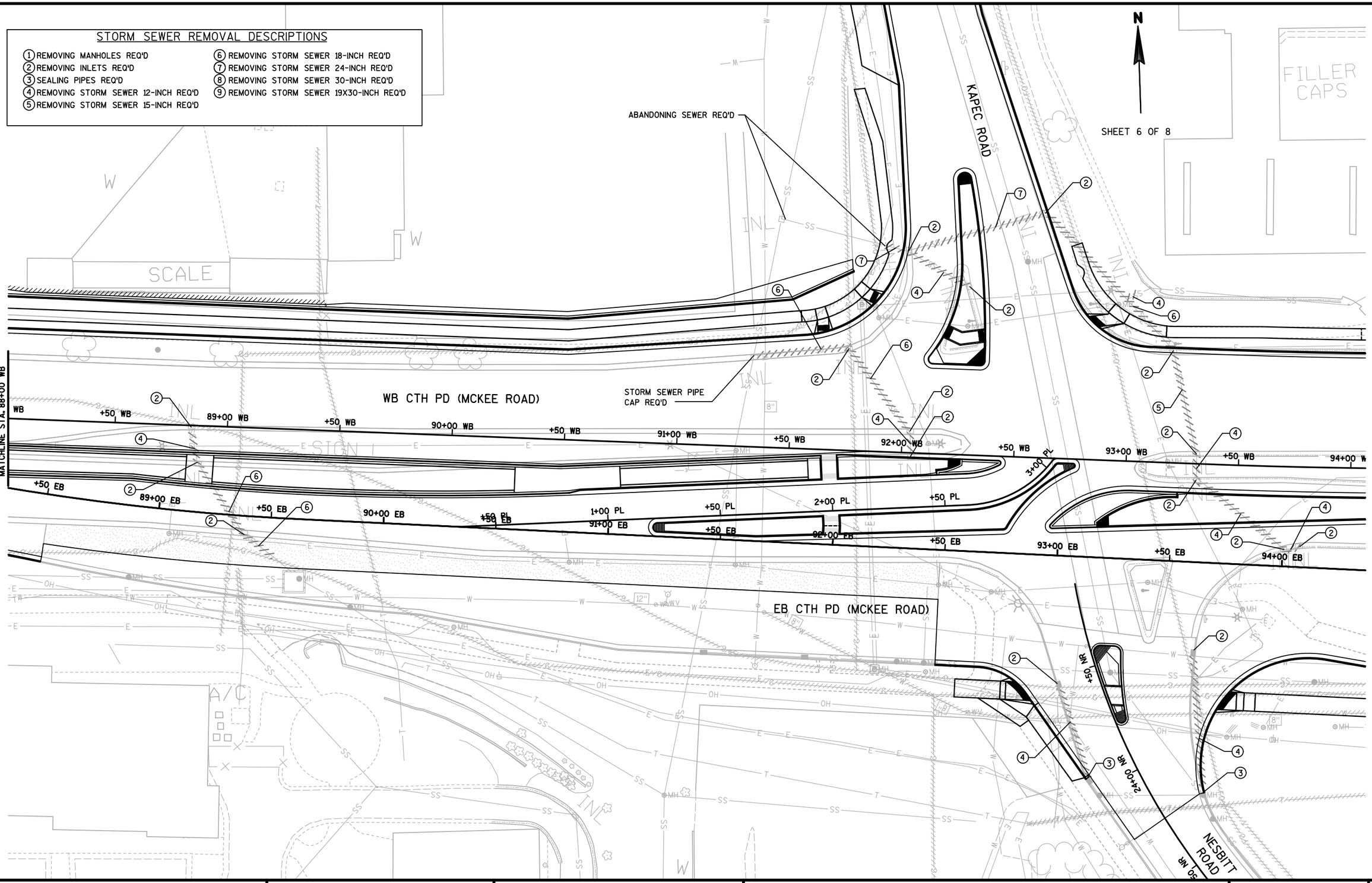


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022405_ss_removals.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 133 E

STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D

N

SHEET 7 OF 8

REMOVE EXISTING SANITARY MANHOLE TO SLURRY FILL COMPLETED IN A PREVIOUS PROJECT. TO BE PAID AS REMOVING MANHOLES.

REMOVE EXISTING SANITARY MANHOLE TO SLURRY FILL COMPLETED IN A PREVIOUS PROJECT. TO BE PAID AS REMOVING MANHOLES.

REMOVE EXISTING SANITARY MANHOLE TO SLURRY FILL COMPLETED IN A PREVIOUS PROJECT. TO BE PAID AS REMOVING MANHOLES.

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

ABANDONING SEWER REQ'D

MATCHLINE STA. 107+75 WB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 134	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022407_ss_removals.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

N

SHEET 8 OF 8

PIPE TO BE RELAID (APPROXIMATE LIMITS)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 107+75 WB

+50 WB 108+00 WB +50 WB 109+00 WB +50 WB 110+00 WB +50 WB 111+00 WB +50 WB 112+00 WB +50 WB 113+00 WB

108+00 EB +50 EB 109+00 EB +50 EB 110+00 EB +50 EB 111+00 EB +50 EB 112+00 EB +50 EB 113+00 EB +50 EB

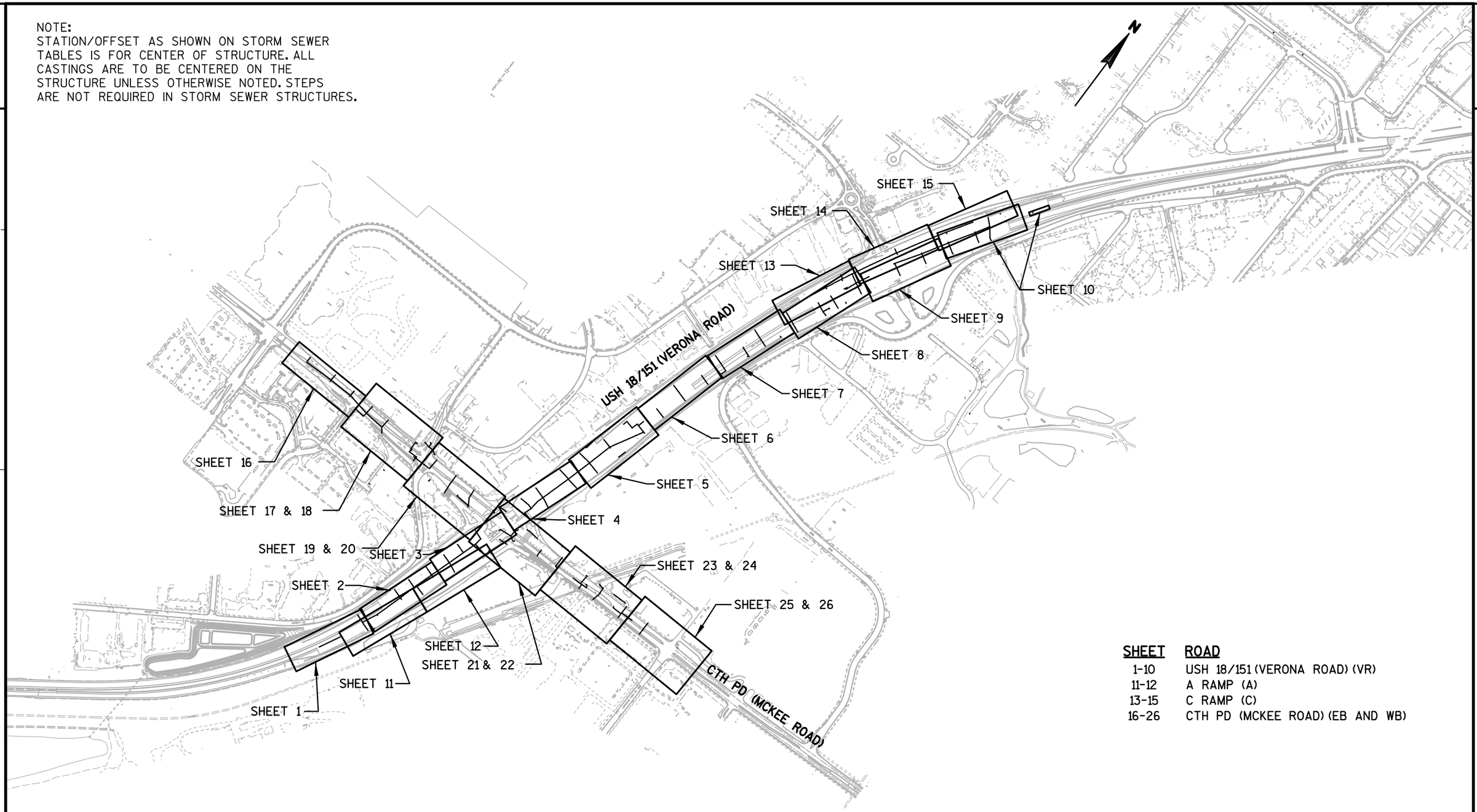
STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. SEALING PIPES REQ'D
4. REMOVING STORM SEWER 12-INCH REQ'D
5. REMOVING STORM SEWER 15-INCH REQ'D
6. REMOVING STORM SEWER 18-INCH REQ'D
7. REMOVING STORM SEWER 24-INCH REQ'D
8. REMOVING STORM SEWER 30-INCH REQ'D
9. REMOVING STORM SEWER 19X30-INCH REQ'D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022408_ss_removals.dgn PLOT DATE : 1/17/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE:
STATION/OFFSET AS SHOWN ON STORM SEWER TABLES IS FOR CENTER OF STRUCTURE. ALL CASTINGS ARE TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED. STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES.



SHEET	ROAD
1-10	USH 18/151 (VERONA ROAD) (VR)
11-12	A RAMP (A)
13-15	C RAMP (C)
16-26	CTH PD (MCKEE ROAD) (EB AND WB)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	STORM SEWER OVERVIEW	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022500_ss_Overview-1.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 892+00

VR10521 D

VR10501

VR10050

VR10304

VR1042

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

VR10304 993.34 987.23

VR1042 995.70 991.38

166' - 12" SSPRC @ 2.50%

VR10501 1000.33 992.72

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 137 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022501_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

92+00 D +50 D 93+00 D

(B) (CONNECT UNDERDRAIN)

(B) (CONNECT WALL UNDERDRAIN)

VR1059 (F)

VR1061

VR1067

R-13-266

VR1077

WB USH 18/151 (VERONA ROAD)

VR1066

VR1076

VR10661

VR10681

VR10601

VR1056

MATCHLINE STA. 892+00

0 VR +50 VR 893+00 VR +50 VR 894+00 VR +50 VR 895+00 VR +50 VR 896+00 VR +50 VR 897+00 VR +50 VR 898+0

MATCHLINE STA. 898+00

VR10751

VR1075

VR1054

VR1060

VR1068

EB USH 18/151 (VERONA ROAD)

VR1069

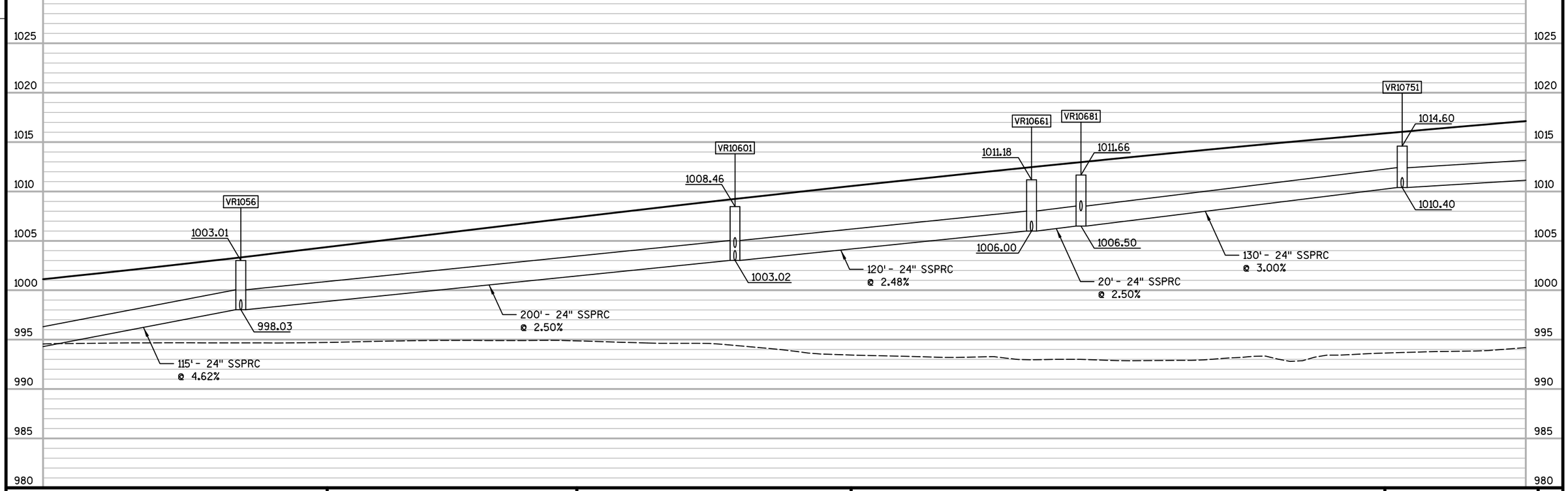
R-13-266

94+00 A +50 A 95+00 A +50 A 96+00 A +50 A 97+00 A +50 A S-13-443 98+00 A

LEGEND

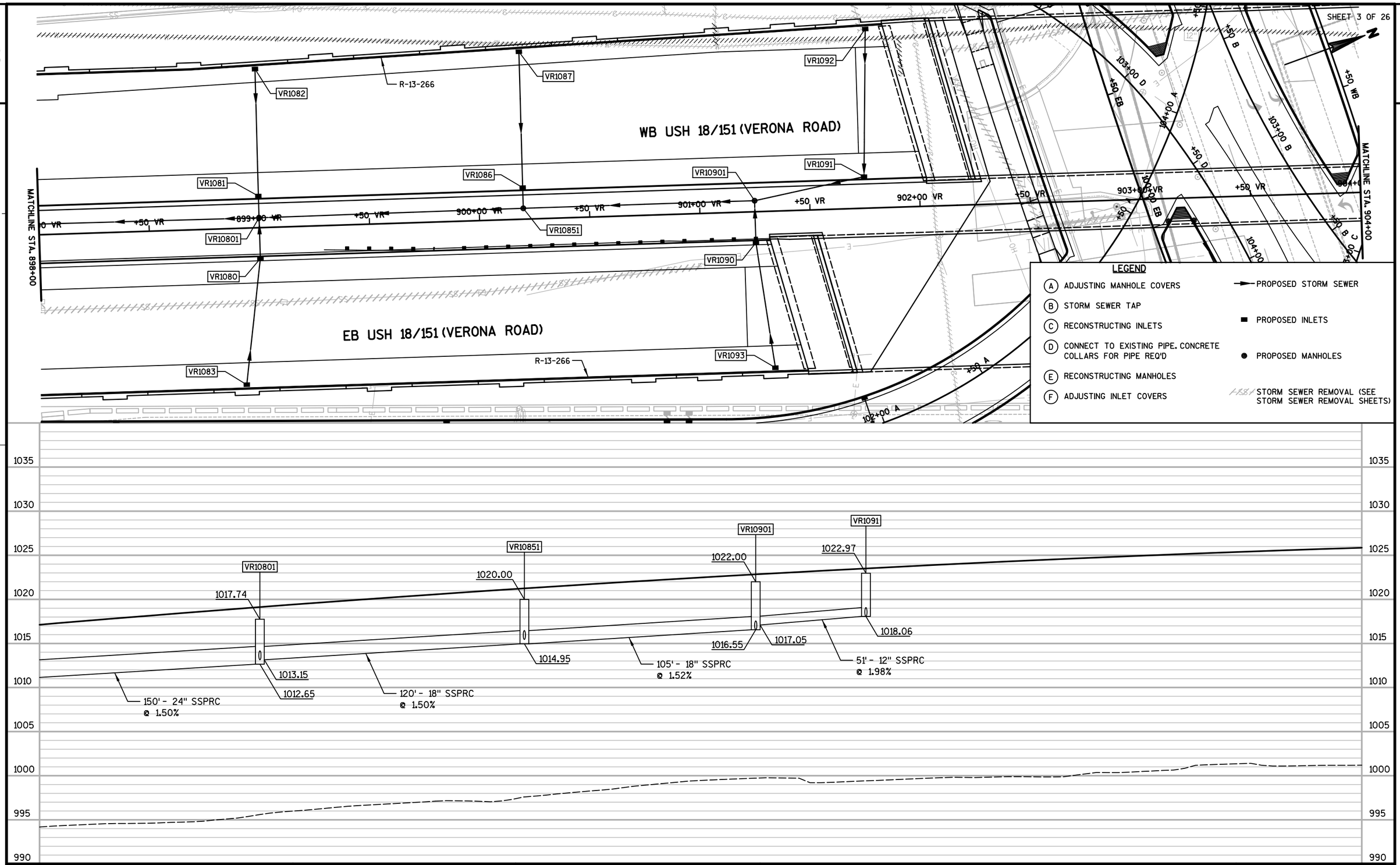
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET E

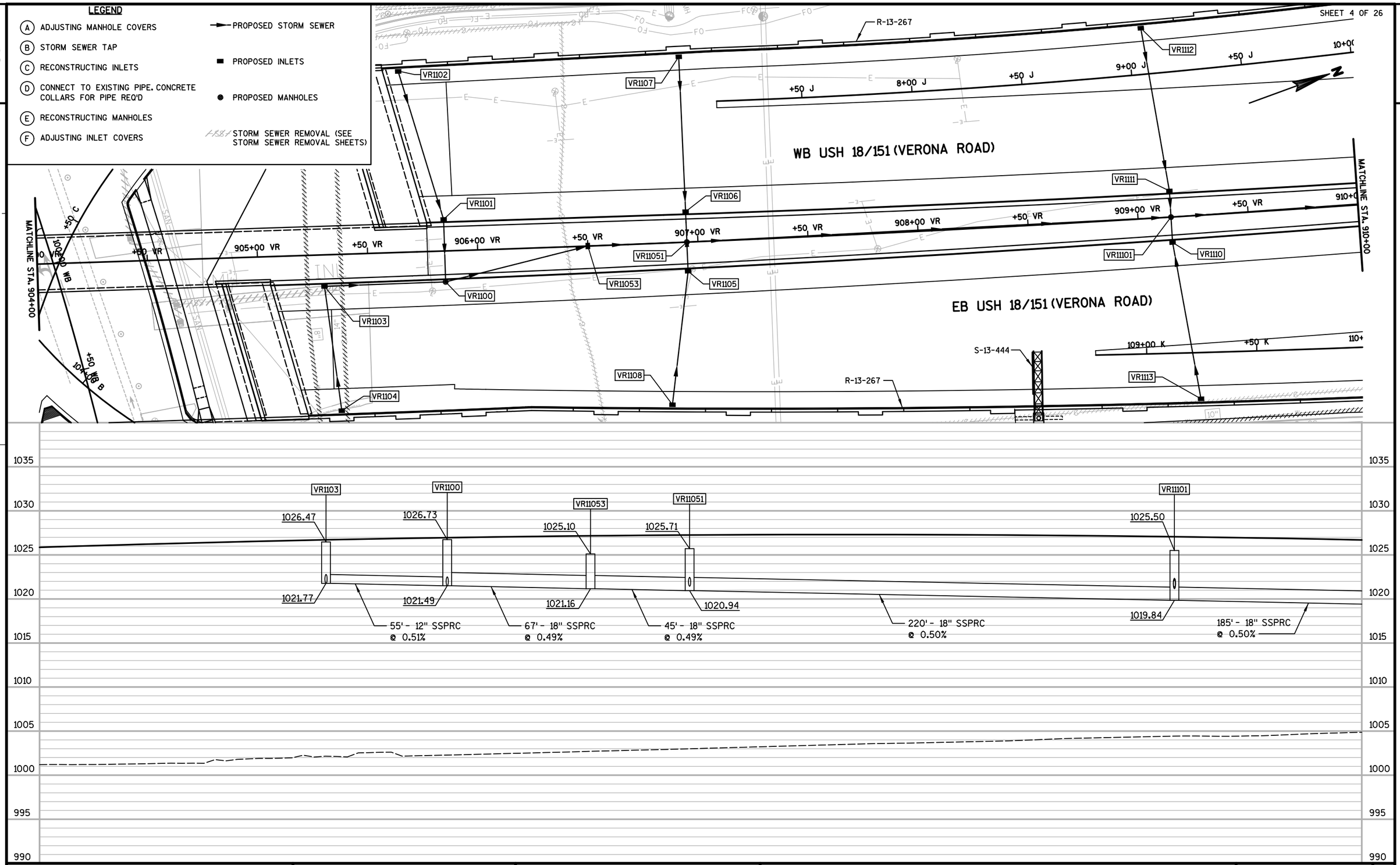
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022502_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 139 E

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 140 E

SHEET 5 OF 26

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 910+00

MATCHLINE STA. 916+00

VR1121 VR1122 VR1123 VR1120 VR11201 VR1131 VR1132 VR1133 VR1130 VR11511 VR1142 VR1151 VR1152 VR1150 VR1154 VR1153 K4160 K4152 K4154 C4555 C4556 R-13-267

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

VR11201 1025.28 1018.92 1018.42

180' - 24" SSPRC @ 0.50%

VR1133 1024.66 1017.52

258' - 24" SSPRC @ 0.37%

VR1153 1023.03 1016.56

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 141 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022505_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 41

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 915+00

MATCHLINE STA. 922+00

VR1171 VR1191 VR1211

VR1170 VR1190 VR1210

K4172 K4182 K4192

916+00 VR +50 VR 917+00 VR +50 VR 918+00 VR +50 VR 919+00 VR +50 VR 920+00 VR +50 VR 921+00 VR +50 VR 922+

916+00 K +50 K 117+00 K +50 K 118+00 K +50 K 119+00 K +50 K 120+00 K +50 K 121+00 K +50 K 122+

VR1170 1021.71 1017.01

VR1190 1020.65 1016.00

VR1210 1019.58 1014.01

1035 1030 1025 1020 1015 1010 1005 1000 995 990

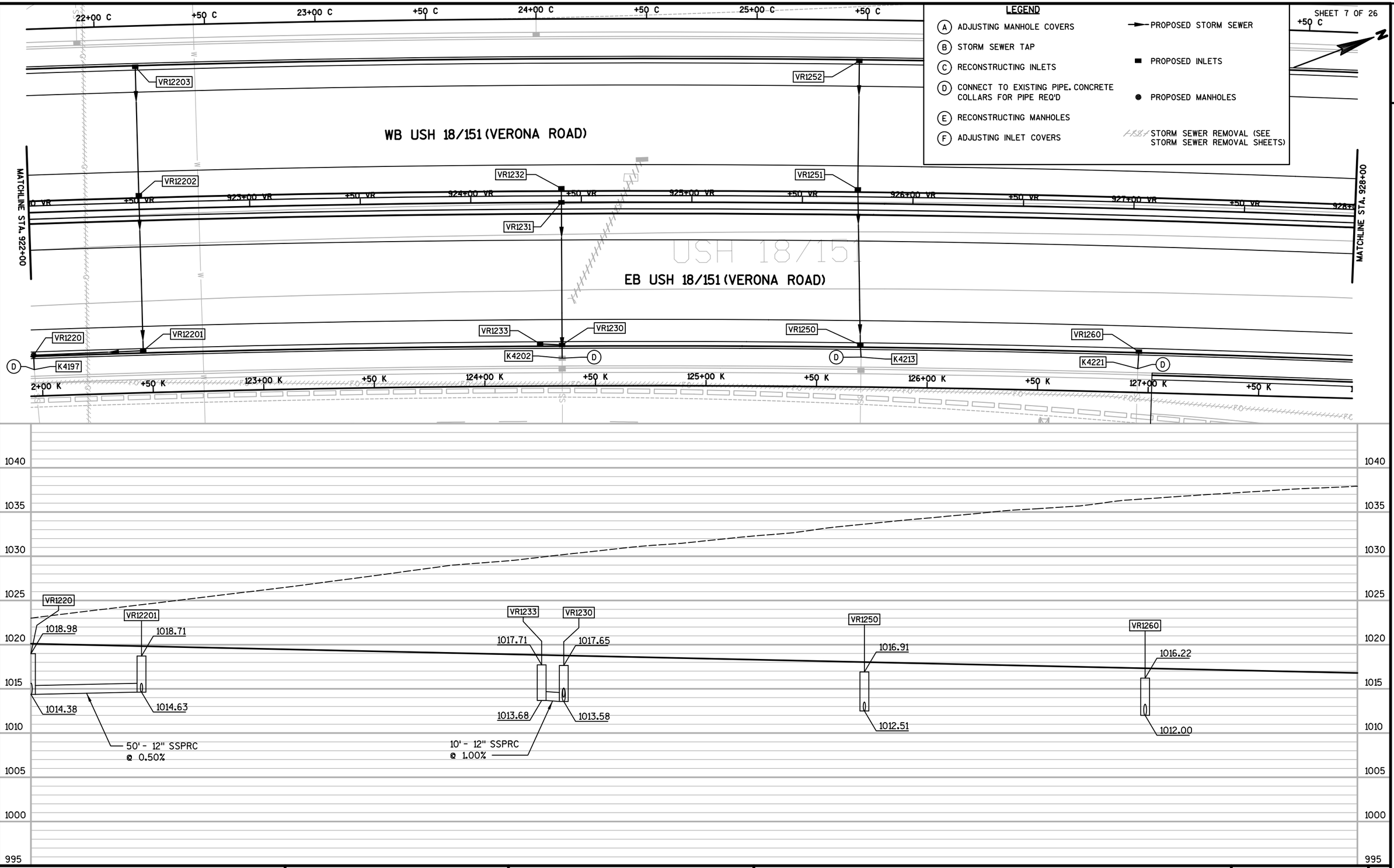
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022506_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

SHEET 7 OF 26

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 143 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022507_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 928+00

MATCHLINE STA. 934+00

VR1272 VR1271 VR1291 VR1301 VR13221 VR13231 VR13241 VR1321 VR1323

928+00 VR +50 VR 929+00 VR +50 VR 930+00 VR +50 VR 931+00 VR +50 VR 932+00 VR +50 VR 933+00 VR +50 VR 934+00

VR1270 K4236 K4235 VR1290 VR1292 VR1293

128+00 K +50 K 129+00 K +50 K 130+00 K +50 K 131+00 K +50 K 132+00 K +50 K 133+00 K +50 K

128+00 E +50 E 129+00 E +50 E 130+00 E 131+00 E

E4302 E4301 E4311 K4250 VR1300 VR1310 VR1312 VR1327 VR1320

(A) (B) (CONNECT UNDERDRAIN) (D) SEALING PIPES REQ'D (IF NEEDED)

1040 1035 1030 1025 1020 1015 1010 1005 1000

VR1270 1015.54 1011.36

VR1290 1014.30 1009.84 VR1292 1014.03 1010.04

50' - 12" SSPRC @ 0.40%

VR1323 1014.70 1010.45 VR1321 1015.97 1011.50 1009.50

81' - 24"X38" SSPRC @ 1.17%

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 144 E

ROCK EXCAVATION ANTICIPATED

ROCK EXCAVATION ANTICIPATED

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 934+00

MATCHLINE STA. 940+00

VR1331 VR1345 VR13441 VR1344 VR1341 VR1343 VR1361 VR1362 VR1360 VR1340 VR1330

(CONNECT UNDERDRAIN) (B)

WW3491

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

VR1331 1016.39 1011.94 102' - 12" SSPRC @ 0.43%

VR13441 VR1344 1018.32 1011.49 1011.57 8' - 30" SSPRC @ 1.00%

VR1362 1021.20 1015.50 201' - 24" SSPRC @ 1.96%

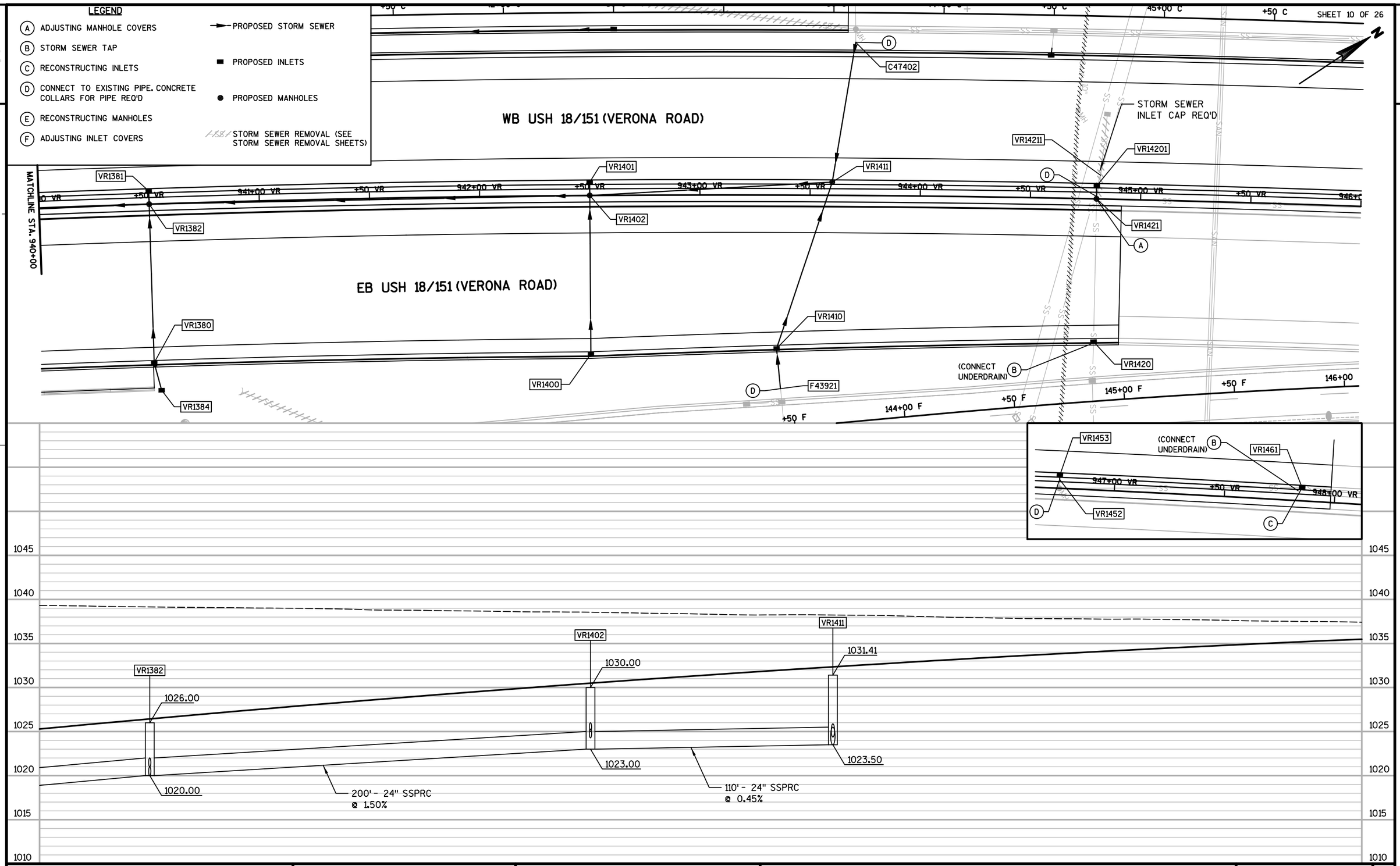
200' - 24" SSPRC @ 2.25%

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022509_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

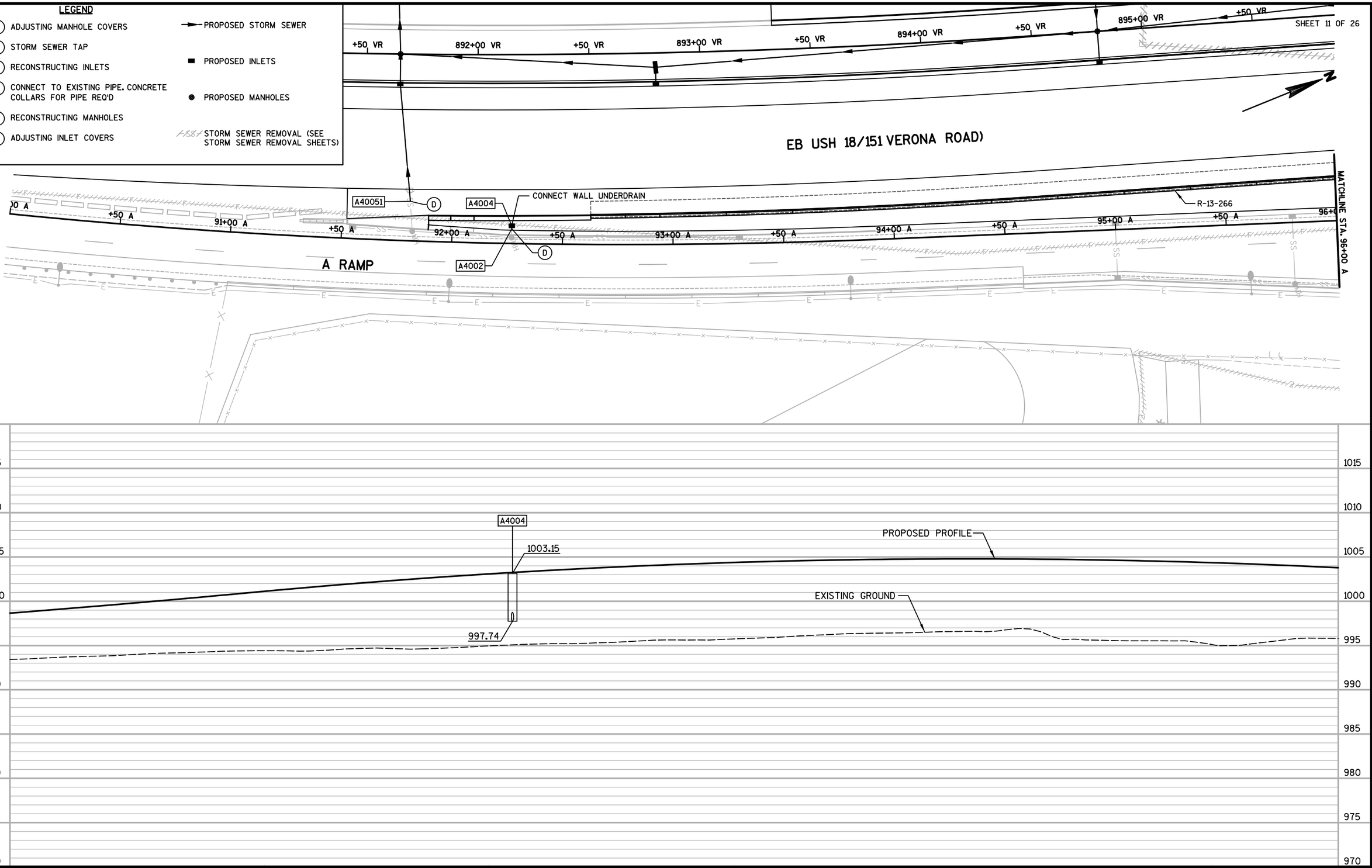


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 146 E

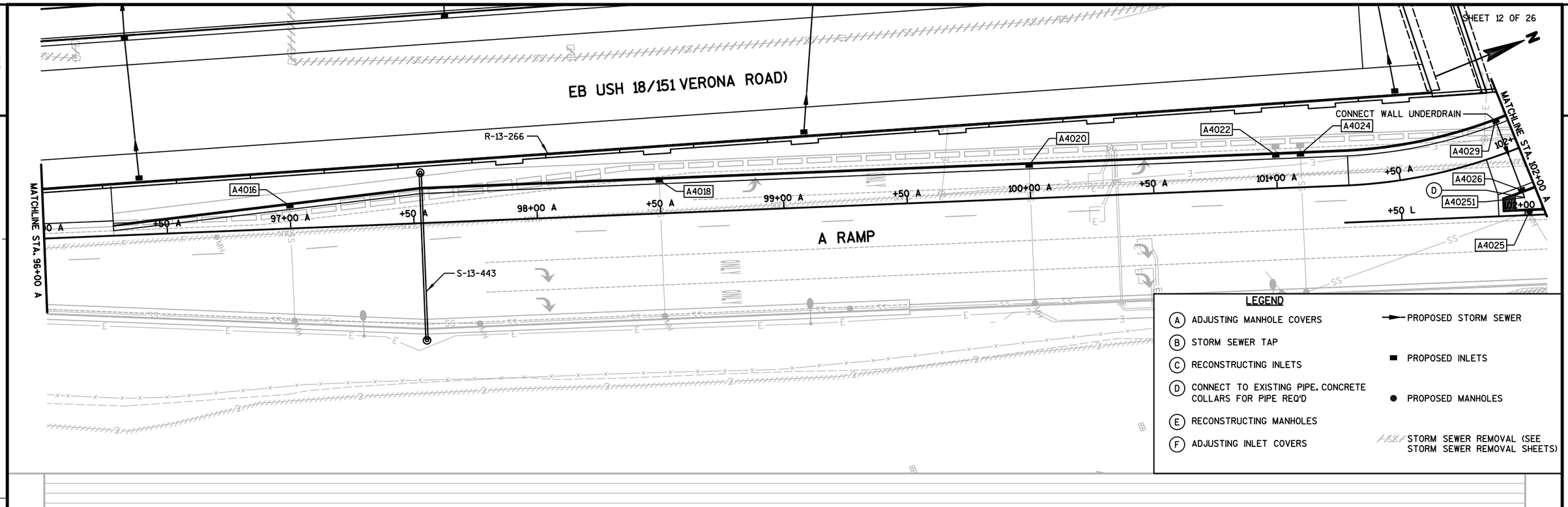
LEGEND

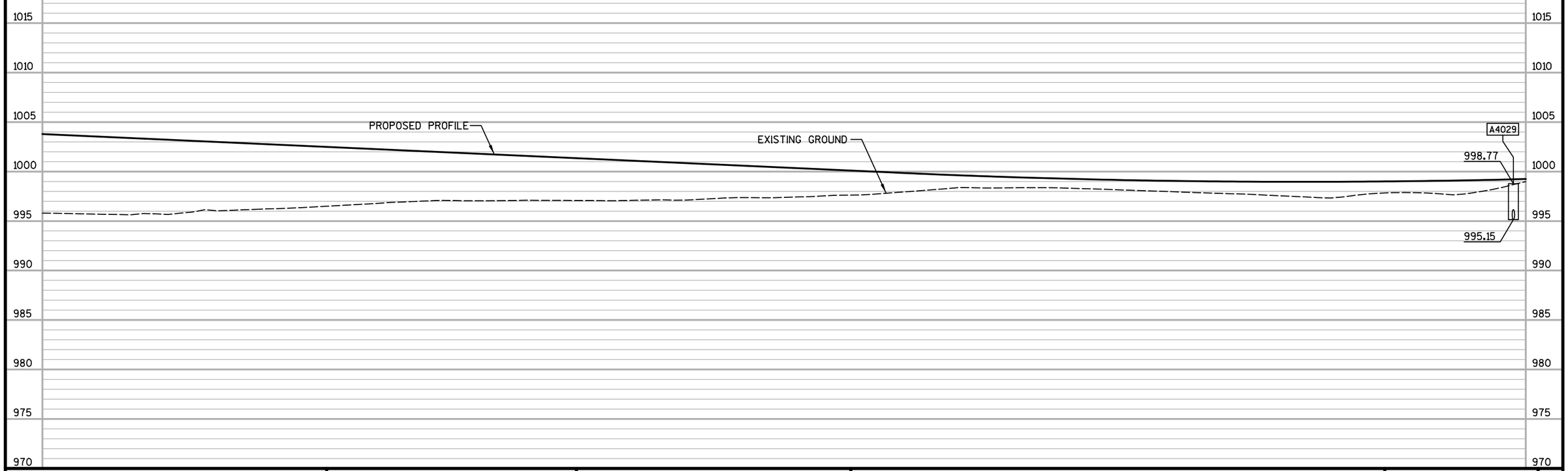
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

SHEET 11 OF 26

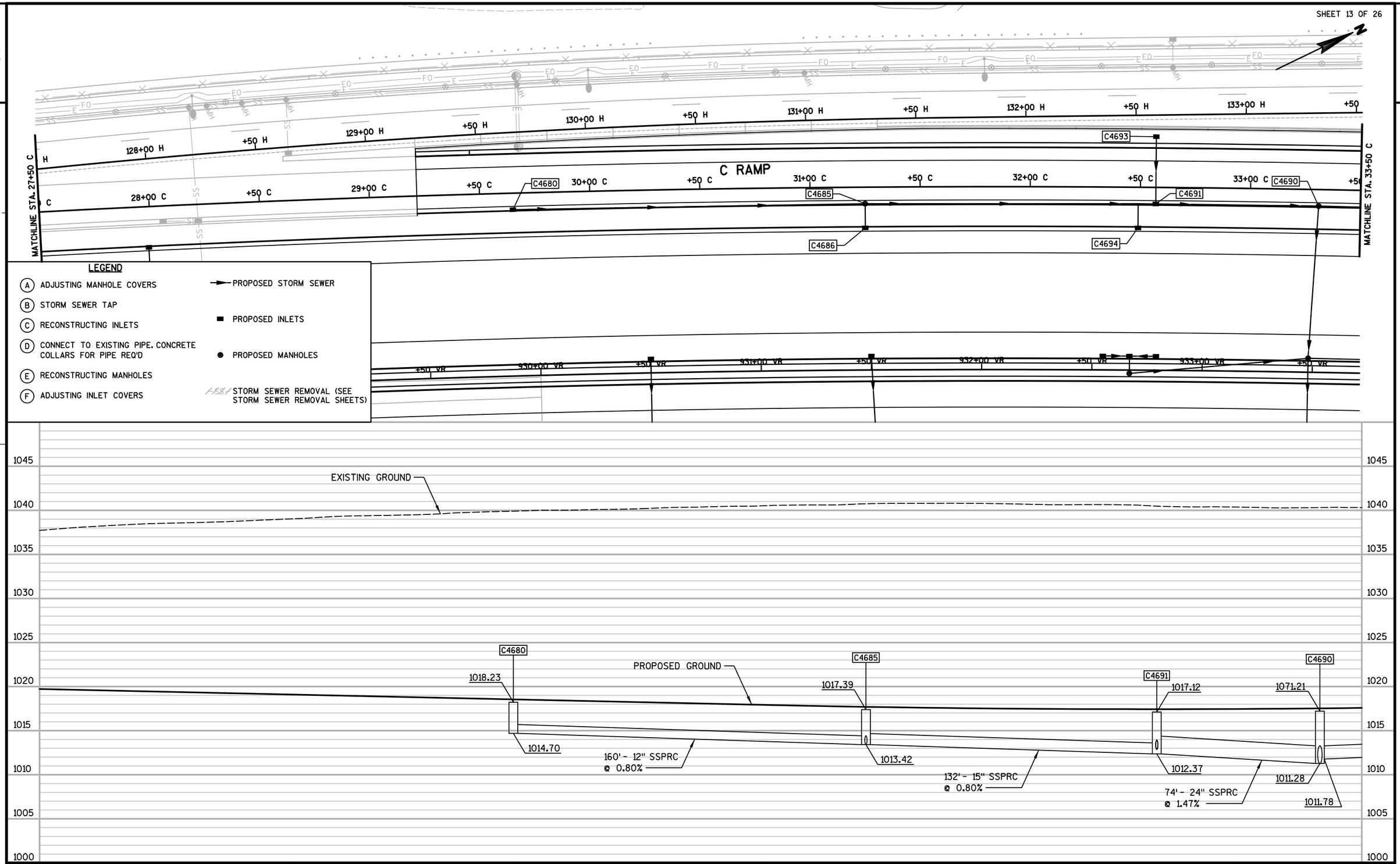


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - A RAMP (A)	SHEET 147 E



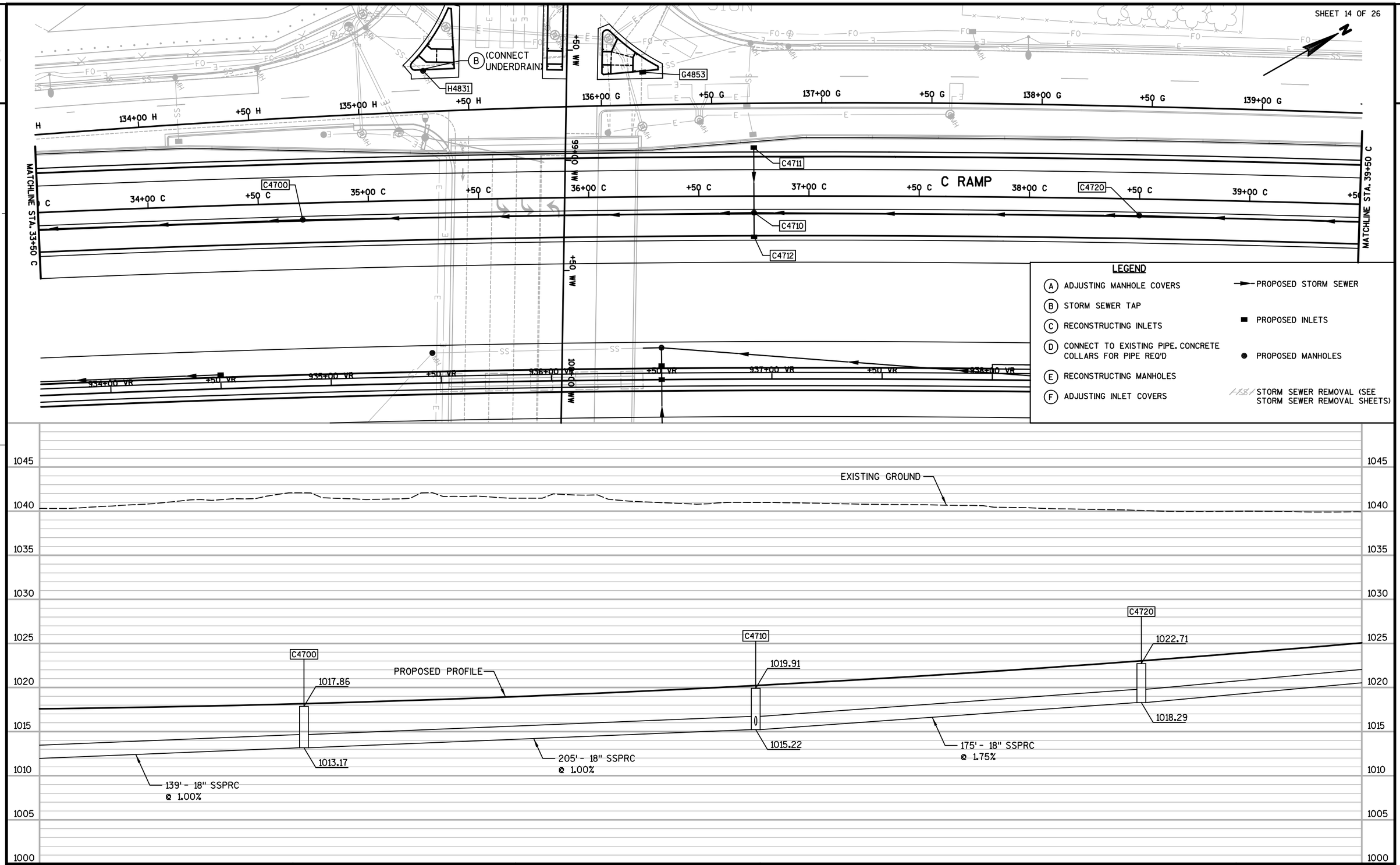


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - A RAMP (A)	SHEET 148	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - C RAMP (C)	SHEET	E

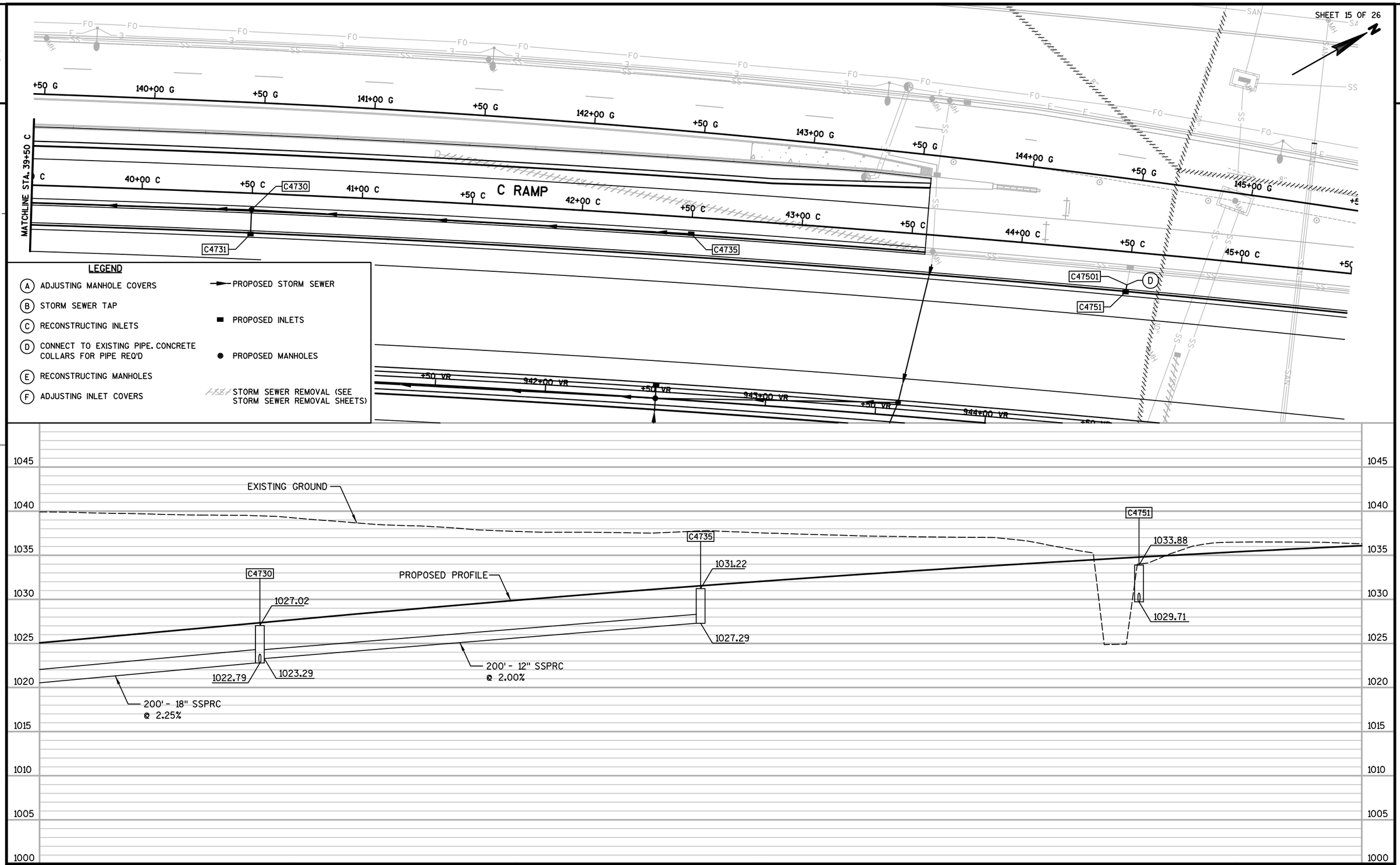
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022513_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - C RAMP (C)	SHEET 150 E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - C RAMP (C)	SHEET 151 E

(CONNECT UNDERDRAIN) B — S-13-452

WB6021 — WB6023 — D

WB6031 — WB6041

WB602 — WB603 — WB604

WB CTH PD (MCKEE ROAD)

EB6032 — EB6042 — EB6053

EB CTH PD (MCKEE ROAD)

ABANDONING SEWER REQ'D

ABANDONING SEWER REQ'D

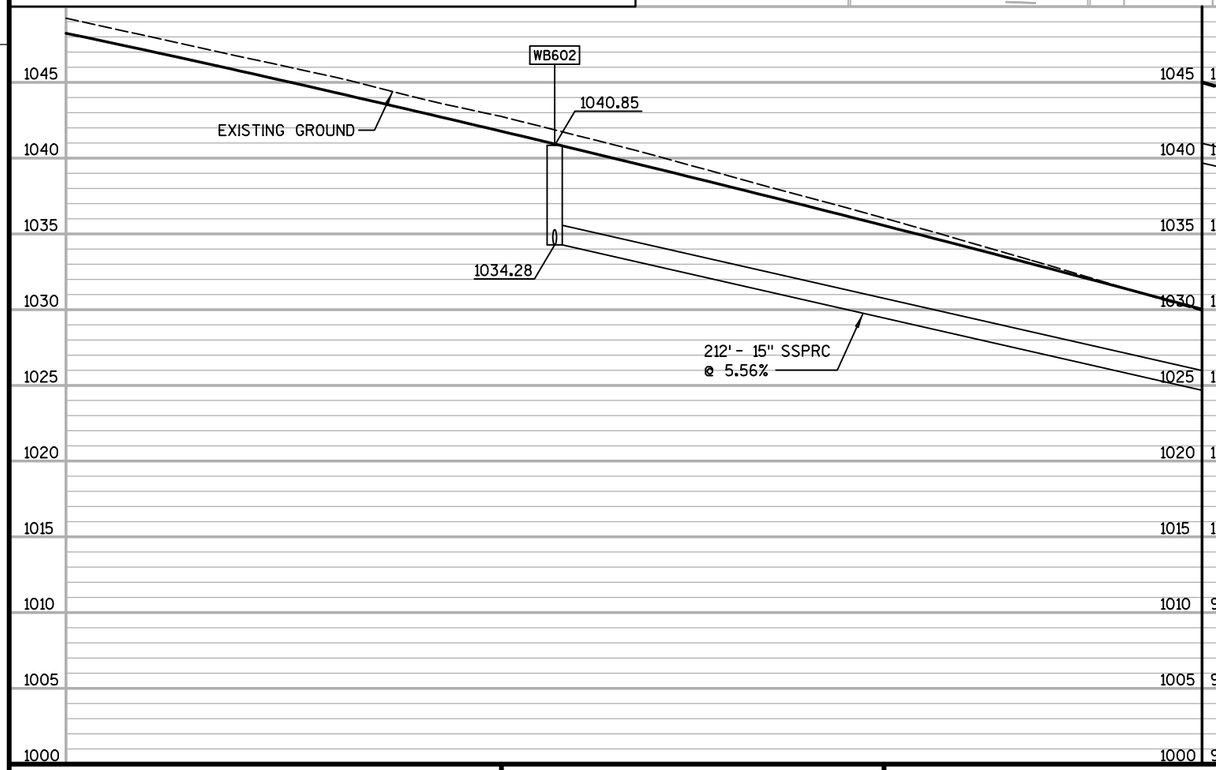
MATCHLINE STA. 87+00 EB

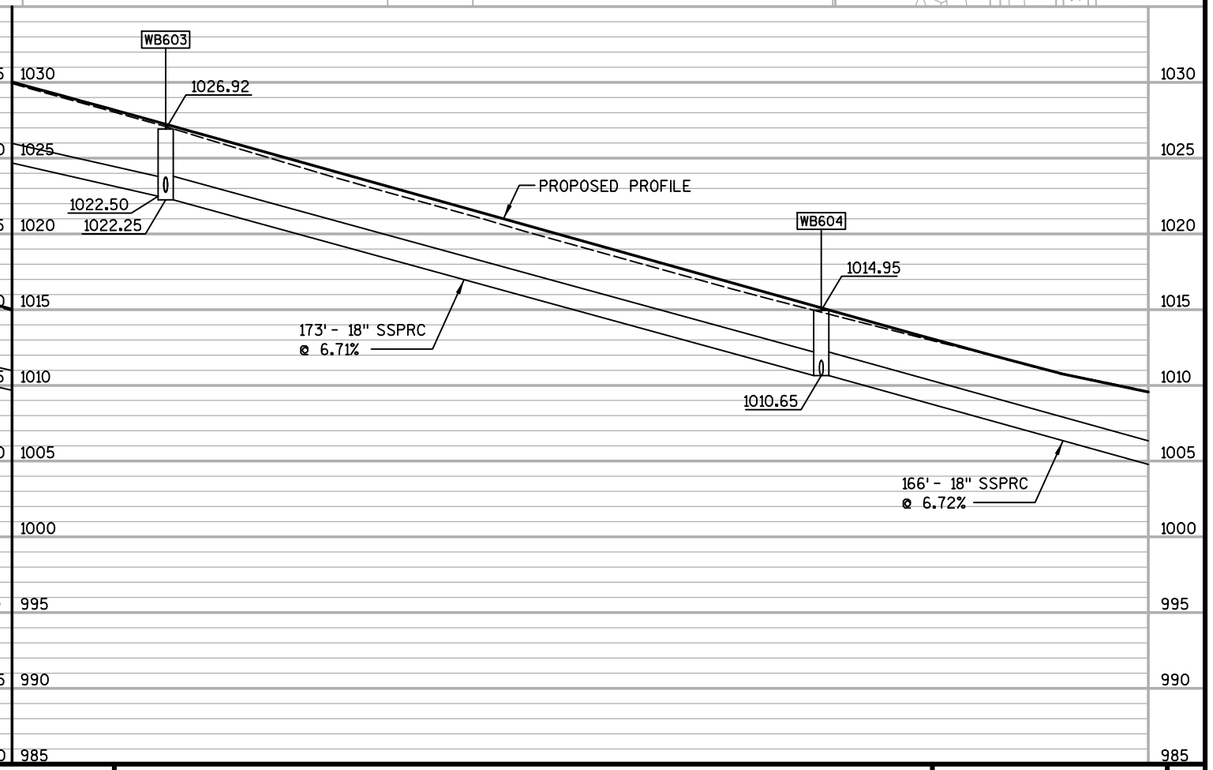
N

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)





PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 152 E

2

N

SCALE

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 87+00 EB

MATCHLINE STA. 93+00 EB

WB6051 WB6062 WB6239 WB6238 WB6233 WB6213 WB6237 WB6231 WB6212 WB6211 WB621 WB620 WB6201 WB605 WB6061 EB6051 EB6052 EB606 EB6073 EB6191 EB619 EB617 EB6162 EB618 EB6161 EB616 EB6223 EB6154

87+00 WB +50 WB 88+00 WB +50 WB 89+00 WB +50 WB 90+00 WB +50 WB 91+00 WB +50 WB 92+00 WB +50 WB

87+00 EB +50 EB 88+00 EB +50 EB 89+00 EB +50 EB 90+00 EB +50 EB 91+00 EB +50 EB 92+00 EB

63+00 KR +50 KR 64+00 KR 92+00 KR 3+00 PL 2+00 PL 1+00 PL +50 PL

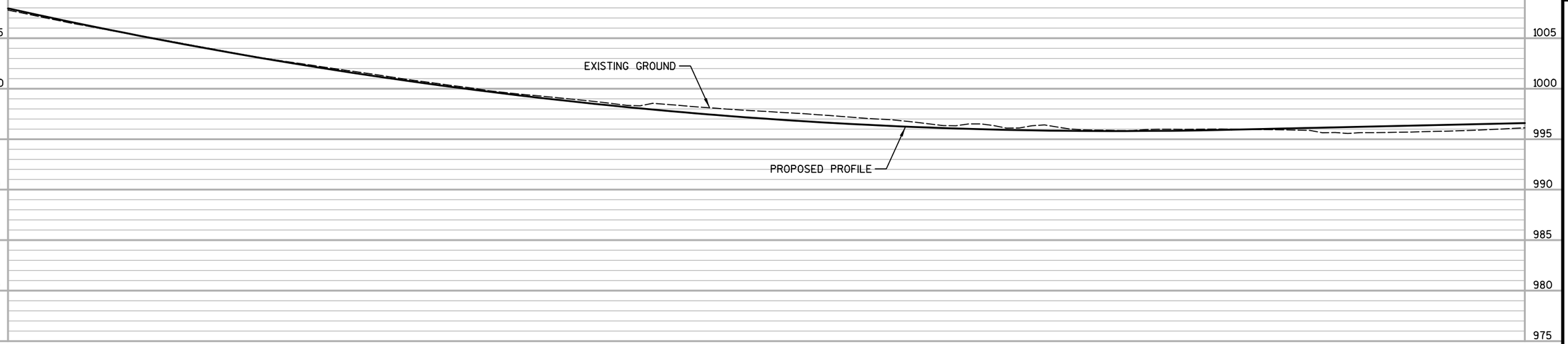
STORM SEWER PIPE CAP REQ'D

LEGEND

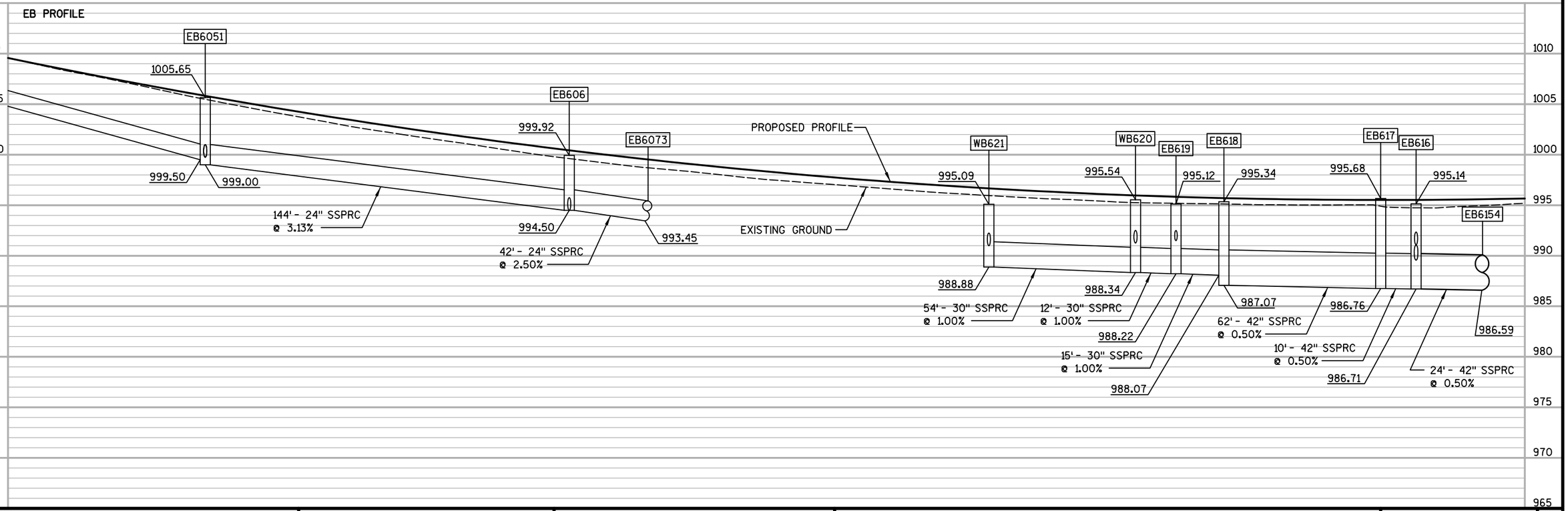
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 153	E

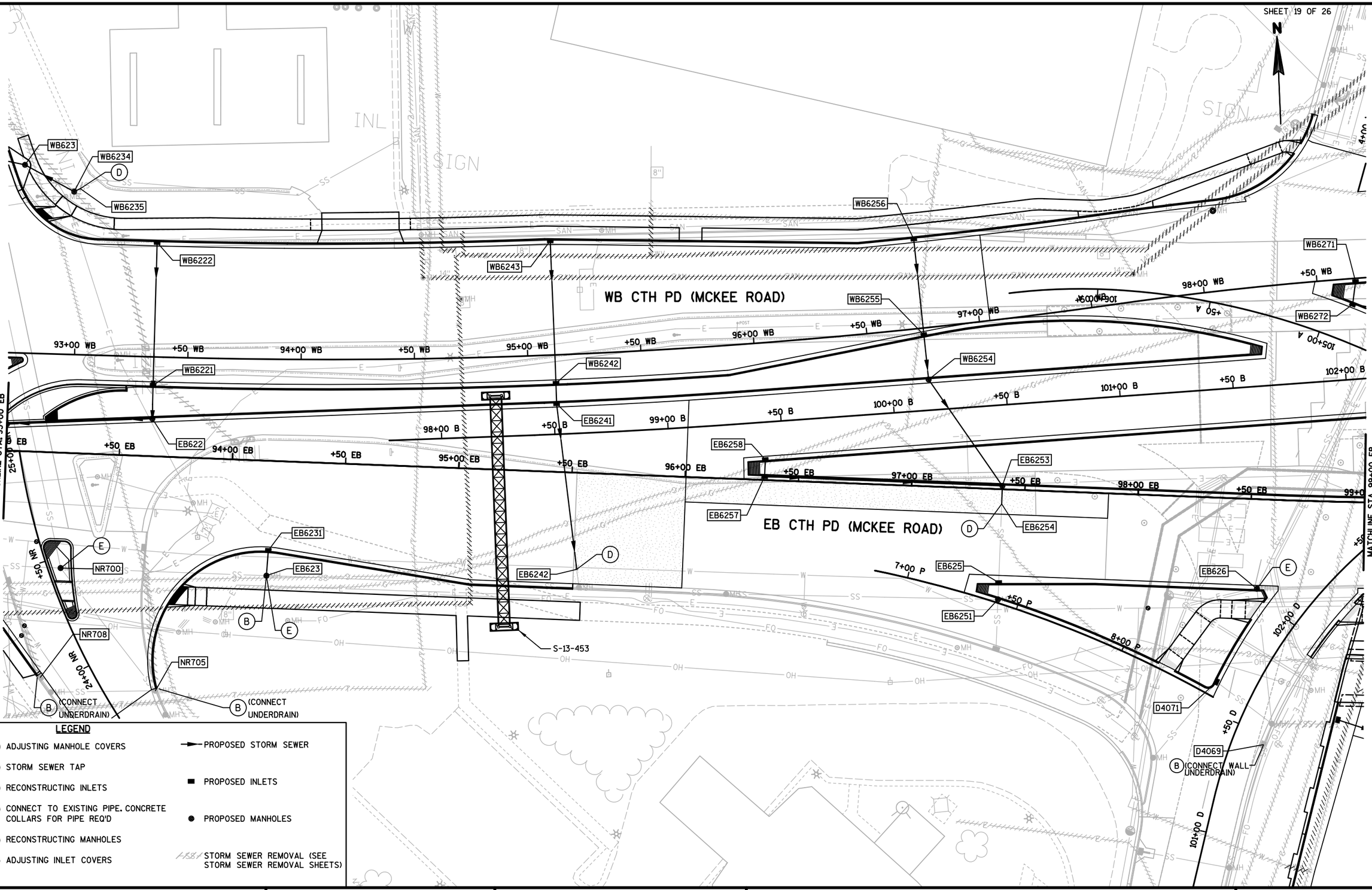
WB PROFILE



EB PROFILE



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 154 E



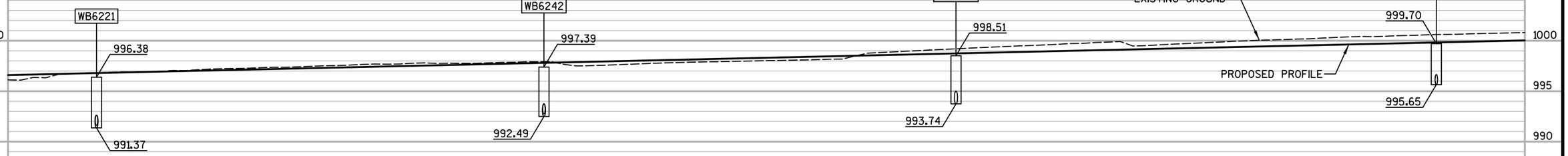
LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

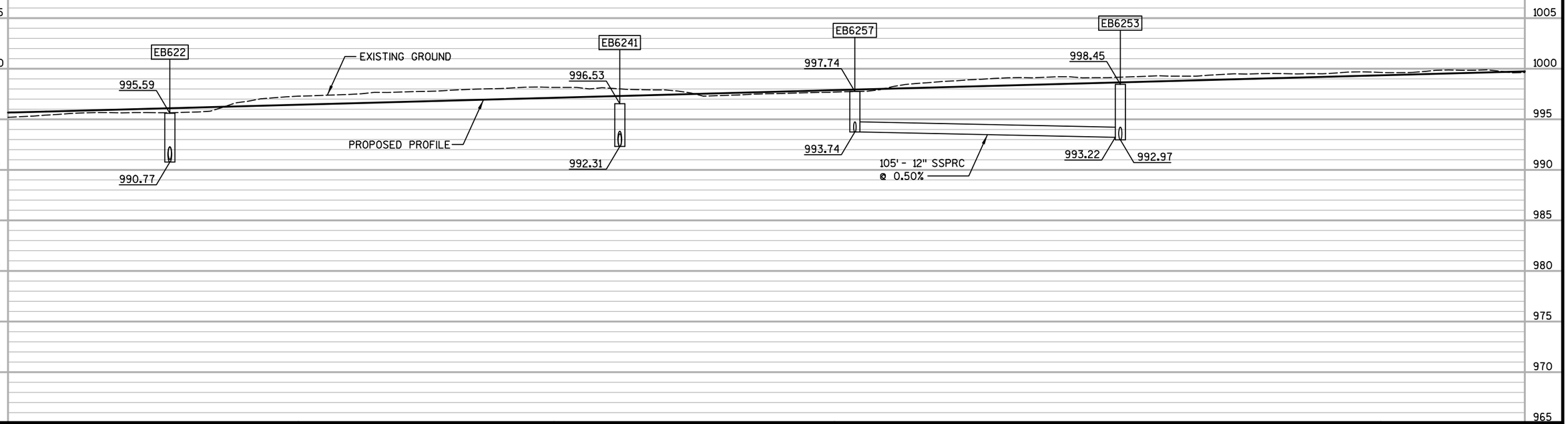
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022519_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WB PROFILE



EB PROFILE



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 156 E

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 99+00 EB

MATCHLINE STA. 105+00 EB

(B) (CONNECT WALL UNDERDRAIN)

(B) (CONNECT UNDERDRAIN)

SEALING PIPES RED'Q

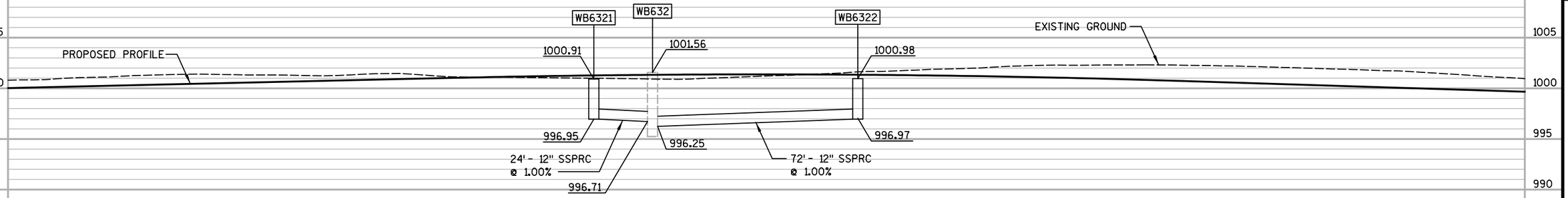
LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

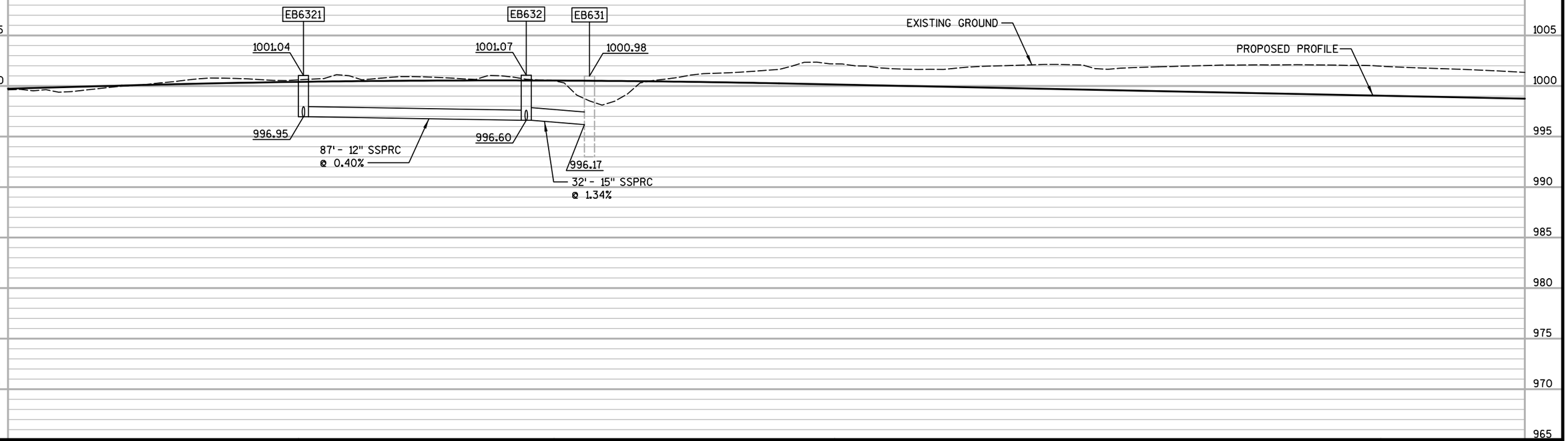
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022521_ss.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WB PROFILE



EB PROFILE



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 158 E

2

N

RELAID STORM SEWER REQD (12-INCH CORRUGATED PLASTIC PIPE)

BEND RELAID PIPE AROUND EXISTING PRIVATE SANITARY MH

PROTECT EXISTING ENDWALL

CONNECT PIPE FROM EXISTING ENDWALL (NORTH)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 105+00 EB

MATCHLINE STA. 111+00 EB

WB8838 WB8381 WB8343 WB8342 WB8341 WB8431 WB8433 WB8834 WB843 WB835 WB836 WB833 WB837 WB842

EB8351 EB832 EB8321 EB8322 EB841 EB813 EB812 EB8101 EB8301 EB8402 EB821 EB8206

105+00 WB +50 WB 106+00 WB +50 WB 107+00 WB +50 WB 108+00 WB +50 WB 109+00 WB +50 WB 110+00 WB +50 WB 111+0

109+00 D

106+00 EB +50 EB 107+00 EB +50 EB 108+00 EB +50 EB 109+00 EB +50 EB 110+00 EB +50 EB

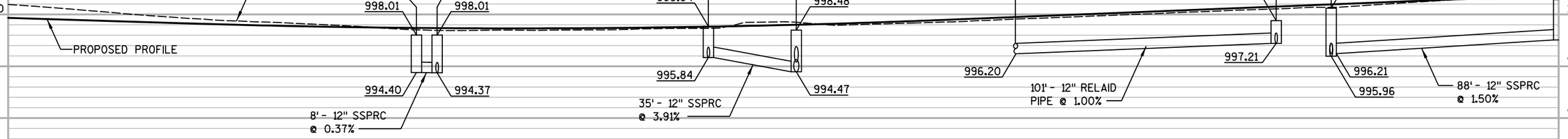
LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS

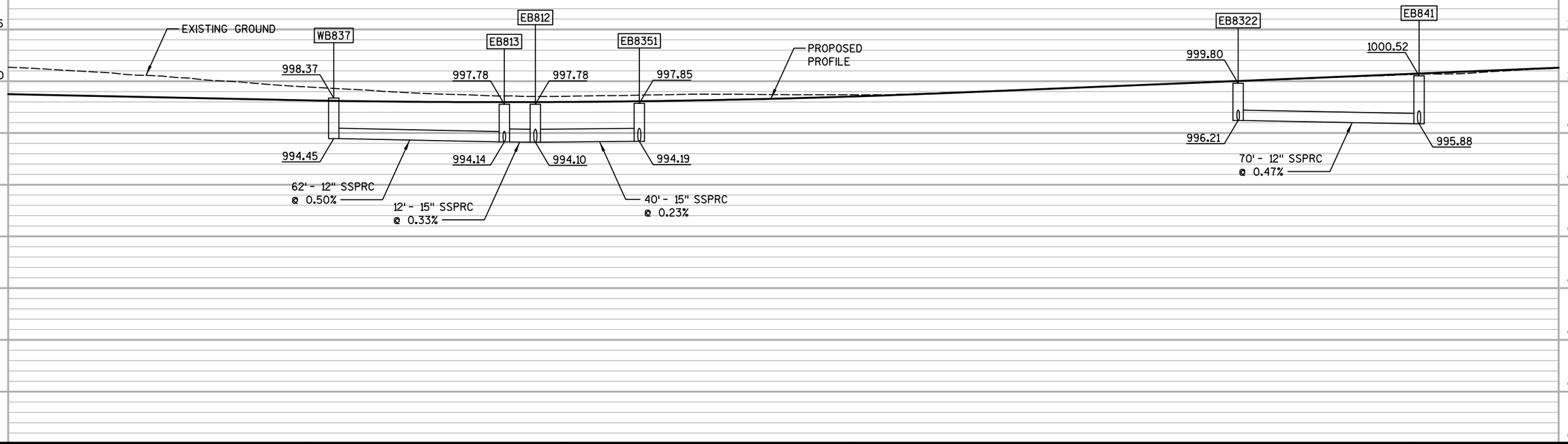
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 159	E

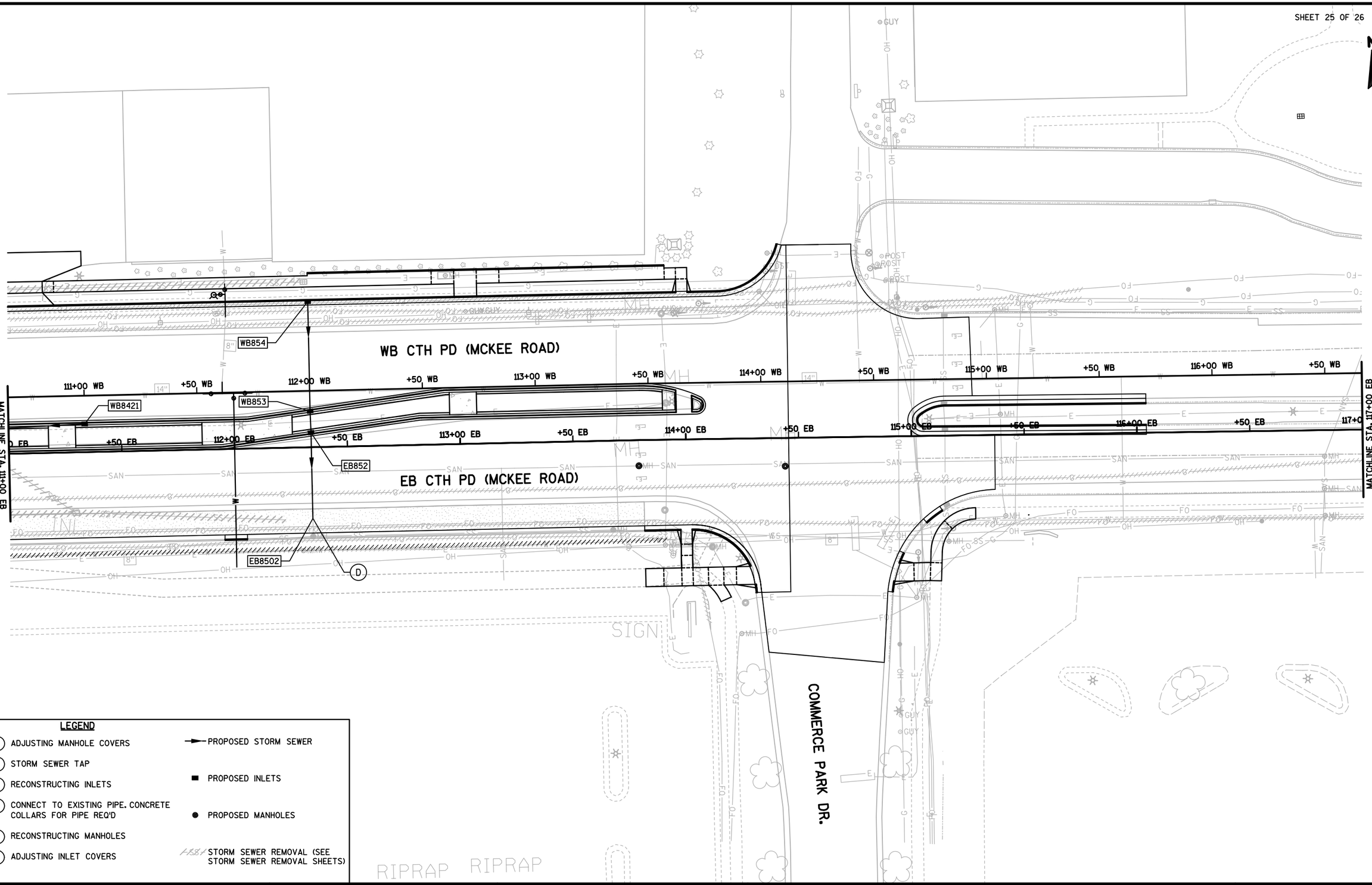
WB PROFILE



EB PROFILE



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 160 E



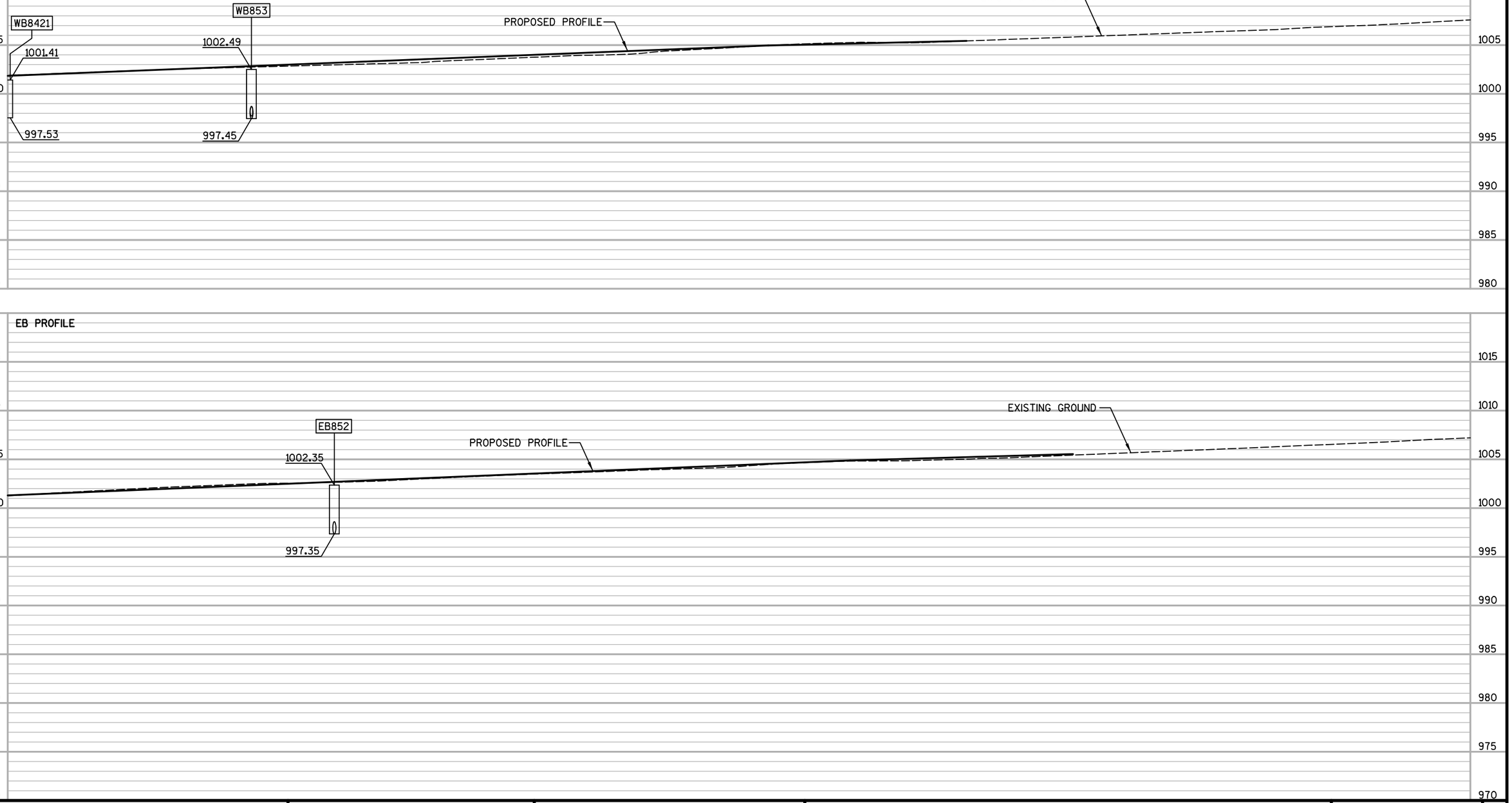
LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (C) RECONSTRUCTING INLETS
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- (E) RECONSTRUCTING MANHOLES
- (F) ADJUSTING INLET COVERS

- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- STORM SEWER REMOVAL (SEE STORM SEWER REMOVAL SHEETS)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 161	E

WB PROFILE



EB PROFILE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 162 E

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
A4002	92+27.00 A	6.7' LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
A4004	92+27.00 A	8.0' LT	1.3	A4002	2X2-FT	B	-	-	1003.15	1001.99	4.25	12	997.74	997.72	1	2.00%	CONNECT WALL UNDERDRAIN	+1
A40051	91+80.68 A	17.8' LT	53.2	VR1050	-	-	-	-	-	-	-	18	997.05	995.50	53	2.92%	CONCRETE COLLARS FOR PIPE REQ'D	
A4016	96+99.98 A	9.2' LT	-	-	-	H	-	-	1002.30	-	-	-	-	-	-	-		
A4018	98+49.97 A	13.5' LT	-	-	-	H	-	-	1000.53	-	-	-	-	-	-	-		
A4020	99+99.98 A	13.5' LT	-	-	-	H	-	-	998.93	-	-	-	-	-	-	-		
A4022	100+99.97 A	13.5' LT	-	-	-	H-S	-	-	998.52	-	-	-	-	-	-	-		
A4024	101+09.98 A	13.5' LT	-	-	-	H-S	-	-	998.52	-	-	-	-	-	-	-		
A4025	101+94.86 A	25.6' RT	-	-	-	H	-	-	999.39	-	-	-	-	-	-	-		
A40251	101+94.95 A	19.6' RT	-	-	-	-	-	-	-	-	-	-	994.91	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
A4026	101+95.00 A	16.5' RT	3.1	A40251	2X3-FT	H	-	-	999.31	998.48	3.48	12	995.00	994.91	3	3.00%		
A4029	101+95.00 A	13.5' LT	30.0	A4026	2X3-FT	H	-	-	998.77	997.94	2.79	12	995.15	995.00	30	0.50%	CONNECT WALL UNDERDRAIN	+3
B4101	105+16.45 B	13.5' LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
B4103	105+25.00 B	16.5' RT	-	-	-	H-S	-	-	1000.62	-	-	-	-	-	-	-		+2
B4104	105+28.82 B	32.9' RT	-	-	-	H	-	-	1000.76	-	-	-	-	-	-	-		+2
C4502	4+41.00 C	13.5' RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
C4555	11+16.79 J	21.0' LT	72.6	C4556	2X2-FT	V	-	-	1024.62	1023.37	3.17	12	1020.20	1019.47	73	1.00%		
C4556	12+19.27 J	24.8' LT	-	-	-	-	-	-	-	-	-	-	1019.47	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
C4680	29+65.00 C	7.5' RT	159.9	C4685	2X3-FT	HM	-	-	1018.23	1017.40	2.70	12	1014.70	1013.42	160	0.80%		+2
C4685	31+25.00 C	7.5' RT	131.9	C4691	-	HM	4-FT	-	1017.39	1016.56	3.14	15	1013.42	1012.37	132	0.80%	FLAT TOP SLAB REQ'D	+2
C4686	31+25.00 C	18.5' RT	11.0	C4685	2X3-FT	HM	-	-	1017.00	1016.17	2.64	12	1013.53	1013.42	11	1.00%		
C4690	33+31.00 C	7.5' RT	69.3	VR1321	-	HM	5-FT	-	1017.21	1016.38	5.10	24	1011.28	1009.50	69	2.58%	FLAT TOP SLAB REQ'D	+2
C4691	32+57.00 C	7.5' RT	73.9	C4690	-	-	-	-	1017.12	-	-	24	1012.37	1011.28	74	1.47%	INLETS TYPE C4691 REQ'D; INLET COVERS TYPE C4691 REQ'D; 3 INCHES ADJUSTING RINGS REQ'D	+2
C4693	32+57.00 C	23.0' LT	30.5	C4691	2X2-FT	B	-	-	1017.55	1016.39	2.92	12	1013.47	1012.87	30	2.00%		
C4694	32+49.00 C	18.5' RT	11.0	C4691	2X3-FT	HM-S	-	-	1016.80	1015.97	2.93	12	1013.04	1012.93	11	1.00%		
C4700	34+70.00 C	7.5' RT	138.9	C4690	-	HM	4-FT	-	1017.86	1017.03	3.86	18	1013.17	1011.78	139	1.00%	FLAT TOP SLAB REQ'D	+2
C4710	36+75.00 C	7.5' RT	204.8	C4700	-	HM	4-FT	-	1019.91	1019.08	3.86	18	1015.22	1013.17	205	1.00%	FLAT TOP SLAB REQ'D	+2
C4711	36+75.00 C	22.0' LT	29.5	C4710	2X2-FT	B	-	-	1020.35	1019.19	2.89	12	1016.30	1015.72	29	2.00%		
C4712	36+75.00 C	18.5' RT	11.0	C4710	2X3-FT	HM	-	-	1019.62	1018.79	2.96	12	1015.83	1015.72	11	1.00%		
C4720	38+50.00 C	7.5' RT	174.8	C4710	-	HM	4-FT	-	1022.71	1021.88	3.59	18	1018.29	1015.22	175	1.75%	FLAT TOP SLAB REQ'D	+2
C4730	40+50.00 C	7.5' RT	199.8	C4720	-	HM	4-FT	-	1027.02	1026.19	3.40	18	1022.79	1018.29	200	2.25%	FLAT TOP SLAB REQ'D	+2
C4731	40+50.00 C	18.5' RT	11.0	C4730	2X3-FT	HM	-	-	1026.49	1025.66	2.76	12	1022.90	1022.79	11	1.00%		
C4735	42+50.00 C	7.5' RT	199.8	C4730	2X3-FT	HM	-	-	1031.22	1030.39	3.10	12	1027.29	1023.29	200	2.00%		+2
C47402	43+60.00 C	13.5' RT	64.3	VR1411	-	-	-	-	-	-	-	18	1028.33	1024.38	64	6.17%	CONCRETE COLLARS FOR PIPE REQ'D	
C47501	44+49.22 C	15.0' RT	-	-	-	-	-	-	-	-	-	12	1029.68	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
C4751	44+48.90 C	18.3' RT	3.3	C47501	2X3-FT	HM	-	-	1033.88	1033.05	3.34	12	1029.71	1029.68	3	1.00%		
D4069	101+56.00 D	13.5' RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
D4071	101+62.23 D	16.5' LT	-	-	-	H-S	-	-	998.63	-	-	-	-	-	-	-		
E4301	128+70.00 E	3.5' LT	-	-	-	HM	-	-	1014.67	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
E4302	128+80.00 E	3.5' LT	-	-	-	HM	-	-	1014.73	-	-	-	-	-	-	-		
E4311	130+50.00 E	3.5' LT	-	-	-	HM	-	-	1017.94	-	-	-	-	-	-	-		
EB6032	84+40.00 EB	8.2' LT	9.2	WB603	2X3-FT	H	-	-	1026.69	1025.86	2.84	12	1023.02	1022.75	9	3.00%		+1
EB6042	86+13.00 EB	12.5' LT	6.0	WB604	2X3-FT	H	-	-	1014.25	1013.42	2.59	12	1010.83	1010.65	6	3.00%		+2
EB6051	87+78.00 EB	1.5' LT	143.7	EB606	-	H	4-FT	-	1005.65	1004.49	5.49	24	999.00	994.50	144	3.13%	FLAT TOP SLAB REQ'D; 10 INCHES ADJUSTING RINGS REQ'D	+2
EB6052	87+78.00 EB	28.5' RT	30.0	EB6051	2X3-FT	H	-	-	1005.54	1004.71	3.26	15	1001.45	999.75	30	5.67%		+2
EB6053	86+97.00 EB	28.5' RT	78.9	EB6052	2X3-FT	H	-	-	1009.18	1008.35	3.09	12	1005.26	1001.70	79	4.51%		
EB606	89+22.00 EB	12.5' LT	42.4	EB6073	-	H	5-FT	-	999.92	998.76	4.26	24	994.50	993.45	42	2.50%	FLAT TOP SLAB REQ'D; 10 INCHES ADJUSTING RINGS REQ'D	+2
EB6073	89+51.98 EB	17.4' RT	-	-	-	-	-	-	-	-	-	24	993.45	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB6154	92+43.00 EB	16.7' RT	-	-	-	-	-	-	-	-	-	42	986.59	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB616	92+43.00 EB	7.4' LT	24.0	EB6154	-	H-S	6-FT	-	995.14	994.31	7.60	42	986.71	986.59	24	0.50%	FLAT TOP SLAB REQ'D; TEMPORARY 12-INCH PIPE TIE-IN W/IE=991.96 (SEE STAGING PLANS)	+2

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED (CIRCULAR CASTINGS MAY BE OFFSET). STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
EB6161	92+35.00 EB	6.8 ' LT	8.0	EB616	-	H-S	4-FT	-	995.14	994.31	3.06	15	991.25	991.09	8	2.00%	FLAT TOP SLAB REQ'D	+2
EB6162	92+27.00 EB	6.1 ' LT	8.0	EB6161	2X3-FT	H-S	-	-	995.17	994.34	2.68	12	991.66	991.50	8	2.00%		+2
EB617	92+43.00 EB	17.6 ' LT	10.2	EB616	-	H	8-FT	-	995.68	994.52	7.76	42	986.76	986.71	10	0.50%	FLAT TOP SLAB REQ'D; 10 INCHES ADJUSTING RINGS REQ'D	+1
EB618	91+81.00 EB	11.9 ' LT	62.3	EB617	-	H-S	7-FT	-	995.34	994.51	7.44	42	987.07	986.76	62	0.50%	FLAT TOP SLAB REQ'D	
EB619	91+80.00 EB	26.9 ' LT	15.0	EB618	-	H-S	6-FT	-	995.12	994.29	6.07	30	988.22	988.07	15	1.00%	FLAT TOP SLAB REQ'D	+2
EB6191	91+88.00 EB	27.6 ' LT	8.0	EB619	2X3-FT	H-S	-	-	995.15	994.32	2.74	12	991.58	991.50	8	1.00%		+2
EB622	93+64.00 EB	16.6 ' LT	64.2	EB6223	-	H	4-FT	-	995.59	994.76	3.99	18	990.77	990.13	64	1.00%	FLAT TOP SLAB REQ'D	+2
EB6223	93+00.00 EB	11.7 ' LT	57.2	EB616	-	T	4-FT	-	995.27	994.35	4.22	18	990.13	989.56	57	1.00%		+2
EB623	94+17.00 EB	50.7 ' RT	-	-	-	-	-	J	996.92	-	-	-	-	-	-	-	RECONSTRUCTING MANHOLES REQ'D; STORM SEWER TAP REQ'D	
EB6231	94+17.37 EB	39.5 ' RT	11.2	EB623	2X3-FT	H	-	-	995.94	995.11	4.22	12	990.89	990.78	11	1.00%		+2
EB6241	95+42.00 EB	30.1 ' LT	73.7	EB6242	2X3-FT	H	-	-	996.53	995.70	3.39	18	992.31	991.71	74	0.81%		+2
EB6242	95+53.72 EB	42.6 ' RT	-	-	-	-	-	-	-	-	-	-	991.71	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB625	97+40.00 EB	41.2 ' RT	-	-	-	H	-	-	998.10	-	-	-	-	-	-	-		
EB6251	97+40.00 EB	48.6 ' RT	-	-	-	H	-	-	998.06	-	-	-	-	-	-	-		
EB6253	97+40.00 EB	1.5 ' LT	8.0	EB6254	-	H	5-FT	-	998.45	997.62	4.65	15	992.97	992.91	8	0.75%	FLAT TOP SLAB REQ'D	+2
EB6254	97+40.00 EB	6.5 ' RT	-	-	-	-	-	-	-	-	-	15	992.91	-			CONCRETE COLLARS FOR PIPE REQ'D	
EB6257	96+35.00 EB	1.5 ' LT	105.0	EB6253	2X3-FT	H	-	-	997.74	996.91	3.17	12	993.74	993.22	105	0.50%	TEMPORARY 12-INCH PIPE TIE-IN W/IE=993.74 (SEE STAGING PLANS)	+1
EB6258	96+35.00 EB	9.0 ' LT	7.5	EB6257	2X3-FT	H	-	-	997.57	996.74	2.92	12	993.82	993.74	8	1.00%		
EB626	98+54.00 EB	39.5 ' RT	-	-	-	H	-	-	999.07	-	-	-	-	-	-	-	RECONSTRUCTING MANHOLES REQ'D	
EB6270	99+18.00 EB	140.1 ' LT	-	-	-	H	-	-	999.62	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (2) (2 FOR UNDERDRAIN)	
EB6273	99+09.95 EB	84.9 ' LT	-	-	-	-	-	J	1000.56	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D	
EB630	101+12.76 EB	39.6 ' RT	-	-	-	H	-	-	1000.18	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (2) (1 FOR UNDERDRAIN)	
EB6301	100+53.00 EB	39.5 ' RT	60.9	EB630	2X3-FT	H	-	-	1000.15	999.32	2.52	12	996.80	996.55	61	0.41%		+1
EB631	101+30.00 EB	5.0 ' LT	-	-	-	-	-	J	1000.98	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D	
EB6311	101+38.78 EB	1.5 ' LT	-	-	-	H	-	-	1000.29	-	-	-	-	-	-	-	SEALING PIPES REQ'D; STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
EB6312	101+45.00 EB	11.4 ' LT	11.7	EB6311	2X3-FT	H	-	-	1000.62	999.79	3.76	12	996.03	994.95	12	9.00%		+1
EB632	101+05.00 EB	25.0 ' LT	31.9	EB631	-	H	4-FT	-	1001.07	999.91	3.31	15	996.60	996.17	32	1.34%	FLAT TOP SLAB REQ'D; 10 INCHES ADJUSTING RINGS REQ'D	+2
EB6321	100+16.89 EB	18.5 ' LT	87.4	EB632	-	A	3-FT	-	1001.04	1000.12	3.17	12	996.95	996.60	87	0.40%	FLAT TOP SLAB REQ'D	+1
EB6322	100+13.33 EB	7.5 ' LT	11.5	EB6321	-	A	3-FT	-	1000.37	999.45	2.45	12	997.00	996.95	12	0.42%	FLAT TOP SLAB REQ'D	+1
EB633	103+35.00 EB	1.5 ' LT	-	-	-	H	-	-	999.40	-	-	18	994.38	-	-	-	STORM SEWER TAP REQ'D (3) (2 FOR UNDERDRAIN)	
EB6332	103+35.00 EB	12.7 ' LT	11.2	EB633	2X3-FT	H	-	-	1000.02	999.19	3.19	15	996.00	995.45	11	5.00%		+2
EB8101	107+03.20 EB	31.5 ' RT	-	-	-	-	-	-	-	-	-	-	994.02	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB812	107+04.00 EB	1.5 ' LT	33.0	EB8101	-	H-S	4-FT	-	997.78	996.95	2.85	15	994.10	994.02	33	0.24%	FLAT TOP SLAB REQ'D	+2
EB813	106+92.00 EB	1.5 ' LT	12.0	EB812	-	H-S	4-FT	-	997.78	996.95	2.81	15	994.14	994.10	12	0.33%	FLAT TOP SLAB REQ'D	+2
EB8206	105+00.00 EB	31.5 ' RT	-	-	-	-	-	-	-	-	-	-	994.36	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB821	105+00.00 EB	1.5 ' LT	33.0	EB8206	-	H	4-FT	-	998.54	997.71	3.23	15	994.48	994.36	33	0.36%	FLAT TOP SLAB REQ'D	+2
EB8301	108+28.50 EB	39.5 ' RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB832	108+42.00 EB	12.5 ' LT	53.7	EB8301	-	H	4-FT	-	998.33	997.50	3.15	14X23	994.35	994.25	54	0.19%	FLAT TOP SLAB REQ'D	+2
EB8321	109+74.00 EB	10.7 ' LT	9.4	EB8322	-	A	3-FT	-	999.90	998.98	2.73	12	996.25	996.21	9	0.44%	FLAT TOP SLAB REQ'D	+2
EB8322	109+76.00 EB	1.5 ' LT	70.0	EB841	2X3-FT	H	-	-	999.80	998.97	2.76	12	996.21	995.88	70	0.47%		+2
EB8351	107+44.24 EB	1.6 ' LT	40.2	EB812	-	H	5-FT	-	997.85	997.02	2.83	15	994.19	994.10	40	0.23%	FLAT TOP SLAB REQ'D	+2
EB8402	110+46.00 EB	31.5 ' RT	-	-	-	-	-	-	-	-	-	-	995.71	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB841	110+46.00 EB	1.5 ' LT	33.0	EB8402	2X3-FT	H	-	-	1000.52	999.69	3.81	15	995.88	995.71	33	0.52%		+1
EB8502	112+34.00 EB	31.5 ' RT	-	-	-	-	-	-	-	-	-	-	997.16	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
EB852	112+34.00 EB	6.5 ' LT	37.9	EB8502	2X3-FT	H	-	-	1002.35	1001.52	4.17	15	997.35	997.16	38	0.50%		+2
F43921	143+45.00 F	17.9 ' LT	18.3	VR1410	-	-	-	-	-	-	-	24	1024.38	1024.00	18	2.11%	CONCRETE COLLARS FOR PIPE REQ'D	
G4853	136+19.00 G	14.9 ' LT	-	-	-	H	-	-	1041.26	-	-	-	-	-	-	-		
H4831	135+30.00 H	18.5 ' LT	-	-	-	H	-	-	1041.06	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
K4152	112+87.37 K	21.7 ' RT	58.6	K4154	2X2.5-FT	BW	-	-	1024.10	1022.85	3.24	12	1019.61	1019.02	59	1.00%		+2
K4154	113+46.00 K	21.7 ' RT	-	-	-	-	-	-	-	-	-	-	1019.02	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	

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2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
K4160	115+32.15 K	3.5' LT	-	-	-	HM	-	-	1022.80	-	-	-	1016.46	-	-	-	STORM SEWER TAP REQ'D	
K4172	117+03.90 K	12.2' LT	-	-	-	-	-	-	-	-	-	-	1016.95	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
K4182	118+95.00 K	13.5' LT	-	-	-	-	-	-	-	-	-	-	1015.95	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
K4192	120+90.00 K	13.5' LT	-	-	-	-	-	-	-	-	-	-	1013.95	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
K4197	121+96.54 K	12.0' LT	-	-	-	-	-	-	-	-	-	-	1014.24	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
K4202	124+35.00 K	12.5' LT	-	-	-	-	-	-	-	-	-	-	1013.54	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
K4213	125+70.00 K	13.5' LT	-	-	-	-	-	-	-	-	-	-	1012.45	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
K4221	126+95.01 K	10.8' LT	-	-	-	-	-	-	-	-	-	-	1011.92	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
K4235	128+15.00 K	20.0' RT	-	-	-	-	-	-	1015.00	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D; ADJUSTING MANHOLE COVERS REQ'D	
K4236	128+15.19 K	6.6' LT	26.6	K4235	2X3-FT	HM	-	-	1015.37	1014.54	3.54	15	1011.00	1010.73	27	1.00%		
K4250	130+42.00 K	22.5' RT	-	-	-	HM	-	-	1013.60	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (3) (2 FOR UNDERDRAIN)	
N4450	4+32.23 N	16.2' RT	-	-	-	-	-	J	1000.18	-	-	-	-	-	-	-	RECONSTRUCTING MANHOLES REQ'D	
N4451	4+30.50 N	1.5' RT	-	-	-	H	-	-	999.44	-	-	-	-	-	-	-		
N4452	4+08.00 N	1.5' RT	-	-	-	H-S	-	-	999.40	-	-	-	-	-	-	-		
NR700	24+45.00 NR	5.5' RT	-	-	-	-	-	-	995.92	-	-	-	-	-	-	-	RECONSTRUCTING MANHOLES REQ'D	
NR705	23+75.00 NR	19.9' RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
NR708	24+05.00 NR	21.5' LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
VR10304	888+15.00 VR	13.5' RT	-	-	-	HM	-	-	993.34	-	-	-	987.23	-	-	-		+2
VR1042	889+80.00 VR	14.0' RT	165.6	VR10304	2X2-FT	V	-	-	995.70	994.45	3.07	12	991.38	987.23	166	2.50%	VANE SLOTTED DRAIN REQ'D	+2
VR1050	891+65.00 VR	13.5' RT	13.5	VR10501	2X3-FT	HM	-	-	999.63	998.80	3.30	24	995.50	995.15	13	2.69%		+2
VR10501	891+65.00 VR	0.0' RT	61.1	VR10521	-	-	5-FT	J	1000.33	999.08	6.36	24	992.72	991.19	61	2.51%		
VR10521	891+62.68 VR	61.0' LT	-	-	-	-	-	-	-	-	-	24	991.19	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
VR1054	892+80.00 VR	14.0' RT	7.5	VR1056	2X2-FT	V	-	-	1002.73	1001.48	3.05	12	998.43	998.03	8	5.00%	VANE SLOTTED DRAIN REQ'D	+2
VR1056	892+80.03 VR	6.5' RT	115.3	VR10501	MEDIAN 2 INLET	MS	-	-	1003.01	1003.01	4.98	24	998.03	992.72	115	4.62%	2 MS GRATES REQ'D	
VR1059	893+62.00 VR	72.0' LT	-	-	-	-	-	-	1002.89	-	-	-	-	-	-	-	ADJUSTING INLET COVERS REQ'D; STORM SEWER TAP REQ'D (3) (3 FOR UNDERDRAIN)	
VR1060	894+80.00 VR	14.0' RT	14.0	VR10601	2X2-FT	V	-	-	1008.84	1007.59	2.99	12	1004.60	1004.32	14	2.00%	VANE SLOTTED DRAIN REQ'D	+2
VR10601	894+80.00 VR	0.0' RT	200.2	VR1056	-	-	4-FT	J	1008.46	1007.21	4.19	24	1003.02	998.03	200	2.50%		
VR1061	894+80.24 VR	71.0' LT	71.0	VR10601	2X2-FT	V	-	-	1007.34	1006.09	2.72	12	1003.37	1003.02	71	0.49%	VANE SLOTTED DRAIN REQ'D	
VR1066	896+00.00 VR	14.3' LT	9.4	VR10661	2X2-FT	V	-	-	1011.61	1010.36	4.27	12	1006.09	1006.00	9	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+1
VR10661	896+00.00 VR	5.0' LT	120.1	VR10601	-	-	4-FT	J	1011.18	1009.93	3.93	24	1006.00	1003.02	120	2.48%		
VR1067	896+00.24 VR	71.0' LT	56.7	VR1066	2X2-FT	V	-	-	1010.95	1009.70	3.04	12	1006.66	1006.09	57	1.00%	VANE SLOTTED DRAIN REQ'D	
VR1068	896+20.00 VR	14.0' RT	19.0	VR10681	2X2-FT	V	-	-	1012.57	1011.32	2.89	12	1008.43	1008.05	19	2.00%	VANE SLOTTED DRAIN REQ'D	+2
VR10681	896+20.00 VR	5.0' LT	20.0	VR10661	-	-	4-FT	J	1011.66	1010.41	3.91	24	1006.50	1006.00	20	2.50%		
VR1069	896+22.01 VR	71.0' RT	57.0	VR1068	2X2-FT	V	-	-	1013.04	1011.79	2.79	12	1009.00	1008.43	57	1.00%	VANE SLOTTED DRAIN REQ'D (2)	
VR1075	897+50.00 VR	14.0' RT	19.0	VR10751	2X2-FT	V	-	-	1015.64	1014.39	3.80	12	1010.59	1010.40	19	1.00%	VANE SLOTTED DRAIN REQ'D	+2
VR10751	897+50.00 VR	5.0' LT	130.0	VR10681	MEDIAN 2 INLET	MS	-	-	1014.60	1014.60	4.20	24	1010.40	1006.50	130	3.00%	2 MS GRATES REQ'D	
VR1076	897+50.00 VR	14.3' LT	9.4	VR10751	2X2-FT	V	-	-	1015.11	1013.86	3.41	12	1010.45	1010.40	9	0.56%	VANE SLOTTED DRAIN REQ'D	+2
VR1077	897+50.24 VR	71.0' LT	56.7	VR1076	2X2-FT	V	-	-	1014.89	1013.64	2.87	12	1010.77	1010.45	57	0.56%	VANE SLOTTED DRAIN REQ'D	
VR1080	899+00.00 VR	14.0' RT	18.5	VR10801	2X2-FT	V	-	-	1018.72	1017.47	4.14	12	1013.33	1013.15	18	1.00%	VANE SLOTTED DRAIN REQ'D	+2
VR10801	899+00.00 VR	4.5' LT	150.0	VR10751	-	-	4-FT	J	1017.74	1016.49	3.84	24	1012.65	1010.40	150	1.50%		
VR1081	899+00.00 VR	14.3' LT	9.8	VR10801	2X2-FT	V	-	-	1018.33	1017.08	3.83	12	1013.25	1013.15	10	1.00%	VANE SLOTTED DRAIN REQ'D	+2
VR1082	899+00.32 VR	72.0' LT	57.7	VR1081	2X2-FT	V	-	-	1018.10	1016.85	3.02	12	1013.83	1013.25	58	1.00%	VANE SLOTTED DRAIN REQ'D	
VR1083	898+92.01 VR	71.0' RT	57.6	VR1080	2X2-FT	V	-	-	1018.51	1017.26	2.77	12	1014.49	1013.33	58	2.00%	VANE SLOTTED DRAIN REQ'D (2)	
VR10851	900+20.00 VR	5.0' LT	120.0	VR10801	-	-	4-FT	J	1020.00	1018.75	3.80	18	1014.95	1013.15	120	1.50%		
VR1086	900+20.00 VR	14.3' LT	9.4	VR10851	2X2-FT	V	-	-	1020.56	1019.31	3.77	12	1015.54	1015.45	9	1.00%	VANE SLOTTED DRAIN REQ'D	+2
VR1087	900+20.25 VR	76.0' LT	61.7	VR1086	2X2-FT	V	-	-	1020.24	1018.99	2.83	12	1016.16	1015.54	62	1.00%	VANE SLOTTED DRAIN REQ'D	
VR1090	901+25.00 VR	14.0' RT	19.0	VR10901	2X2-FT	V	-	-	1022.44	1021.19	4.55	12	1016.64	1016.55	19	0.47%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR10901	901+25.00 VR	5.0' LT	105.0	VR10851	-	-	4-FT	J	1022.00	1020.75	4.20	18	1016.55	1014.95	105	1.52%		
VR1091	901+75.00 VR	14.3' LT	50.9	VR10901	2X2-FT	V	-	-	1022.97	1021.72	3.66	12	1018.06	1017.05	51	1.98%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1092	901+77.66 VR	81.2' LT	67.0	VR1091	2X2-FT	V	-	-	1022.58	1021.33	2.94	12	1018.39	1018.06	67	0.49%	VANE SLOTTED DRAIN REQ'D (2)	

NOTE:
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STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
VR1093	901+32.01 VR	71.0' RT	57.4	VR1090	2X2-FT	V	-	-	1022.47	1021.22	2.91	12	1018.31	1017.74	57	1.00%	VANE SLOTTED DRAIN REQ'D (2)	
VR1100	905+85.00 VR	14.0' RT	66.5	VR11053	-	BW	4-FT	-	1026.73	1025.48	3.99	18	1021.49	1021.16	67	0.49%	FLAT TOP SLAB REQ'D	+2
VR1101	905+85.00 VR	14.3' LT	28.4	VR1100	2X2-FT	V	-	-	1026.79	1025.54	3.91	12	1021.63	1021.49	28	0.50%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1102	905+66.54 VR	82.1' LT	70.3	VR1101	2X2-FT	V	-	-	1026.26	1025.01	3.03	12	1021.98	1021.63	70	0.50%	VANE SLOTTED DRAIN REQ'D	
VR1103	905+30.00 VR	14.3' RT	55.0	VR1100	2X2-FT	V	-	-	1026.47	1025.22	3.45	12	1021.77	1021.49	55	0.51%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1104	905+36.02 VR	71.0' RT	57.0	VR1103	2X2-FT	V	-	-	1026.22	1024.97	2.97	12	1022.00	1021.77	57	0.40%	VANE SLOTTED DRAIN REQ'D (2)	
VR1105	906+95.00 VR	13.2' RT	13.2	VR11051	2X2-FT	V	-	-	1027.02	1025.77	4.20	12	1021.57	1021.44	13	1.00%		+2
VR11051	906+95.00 VR	0.0' RT	220.0	VR11101	-	S	4-FT	-	1025.71	1024.71	3.77	18	1020.94	1019.84	220	0.50%	FLAT TOP SLAB REQ'D	
VR11053	906+50.00 VR	0.0' RT	45.0	VR11051	MEDIAN 1 INLET	MS	-	-	1025.10	1025.10	3.94	18	1021.16	1020.94	45	0.49%		
VR1106	906+95.00 VR	13.8' LT	13.8	VR11051	2X2-FT	V	-	-	1027.21	1025.96	4.38	12	1021.58	1021.44	14	1.00%	VANE SLOTTED DRAIN REQ'D	+2
VR1107	906+94.83 VR	84.2' LT	70.4	VR1106	2X2-FT	V	-	-	1026.56	1025.31	3.03	12	1022.28	1021.58	70	1.00%		
VR1108	906+85.45 VR	73.5' RT	61.0	VR1105	2X2-FT	V	-	-	1026.56	1025.31	3.13	12	1022.18	1021.57	61	1.00%		
VR1110	909+15.00 VR	11.5' RT	11.5	VR11101	2X2-FT	V	-	-	1026.82	1025.57	4.29	12	1021.28	1021.16	12	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR11101	909+15.00 VR	0.0' RT	185.0	VR11201	-	S	4-FT	-	1025.50	1024.50	4.66	18	1019.84	1018.92	185	0.50%	FLAT TOP SLAB REQ'D	
VR1111	909+15.00 VR	11.9' LT	11.9	VR11101	2X2-FT	V	-	-	1027.22	1025.97	4.52	12	1021.45	1021.33	12	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1112	909+06.51 VR	86.5' LT	75.0	VR1111	2X2-FT	V	-	-	1026.36	1025.11	2.91	12	1022.20	1021.45	75	1.00%		
VR1113	909+23.47 VR	83.2' RT	72.1	VR1110	2X2-FT	V	-	-	1026.13	1024.88	2.88	12	1022.00	1021.28	72	1.00%		
VR1120	911+00.00 VR	10.1' RT	10.1	VR11201	2X2-FT	V	-	-	1025.91	1024.66	4.01	12	1020.65	1020.60	10	0.50%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR11201	911+00.00 VR	0.0' RT	180.0	VR1133	-	S	4-FT	-	1025.28	1024.28	5.86	24	1018.42	1017.52	180	0.50%	FLAT TOP SLAB REQ'D	
VR1121	911+00.00 VR	10.3' LT	10.3	VR11201	2X2-FT	V	-	-	1026.44	1025.19	4.61	12	1020.58	1020.53	10	0.50%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1122	910+87.90 VR	94.4' LT	85.0	VR1121	2X2-FT	V	-	-	1025.20	1023.95	2.95	12	1021.00	1020.58	85	0.49%		
VR1123	911+01.94 VR	88.6' RT	78.5	VR1120	2X2-FT	V	-	-	1025.10	1023.85	2.80	12	1021.05	1020.66	79	0.49%		
VR1130	912+80.00 VR	8.8' RT	8.8	VR1133	2X2-FT	V	-	-	1024.93	1023.68	2.93	12	1020.75	1020.66	9	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1131	912+80.00 VR	8.8' LT	8.8	VR1133	2X2-FT	V	-	-	1025.52	1024.27	3.56	12	1020.71	1020.62	9	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1132	912+80.00 VR	66.4' LT	57.7	VR1131	2X2-FT	V	-	-	1025.11	1023.86	2.86	12	1021.00	1020.71	58	0.50%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1133	912+80.00 VR	0.0' RT	258.4	VR1153	-	S	4-FT	-	1024.66	1023.66	6.14	24	1017.52	1016.56	258	0.37%	FLAT TOP SLAB REQ'D	
VR1142	914+55.00 VR	65.4' LT	30.0	VR1152	2X2-FT	V	-	-	1024.22	1022.97	2.88	12	1020.09	1019.94	30	0.50%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1150	915+30.00 VR	7.0' RT	58.2	VR1153	2X2.5-FT	BW	-	-	1023.66	1022.41	3.05	15	1019.36	1019.07	58	0.50%		+2
VR1151	915+30.00 VR	7.3' LT	14.3	VR1150	2X2.5-FT	BW	-	-	1024.25	1023.00	3.57	15	1019.43	1019.36	14	0.50%		+2
VR11511	914+85.00 VR	7.5' LT	45.0	VR1151	2X2-FT	V	-	-	1024.47	1023.22	3.57	12	1019.65	1019.43	45	0.49%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1152	914+85.00 VR	65.7' LT	58.2	VR11511	2X3-FT	HM-S	-	-	1024.10	1023.27	3.33	12	1019.94	1019.65	58	0.50%		+2
VR1153	915+30.00 VR	65.2' RT	9.0	K4160	-	HM	5-FT	-	1023.03	1022.20	5.64	30	1016.56	1016.46	9	1.11%	FLAT TOP SLAB REQ'D	+2
VR1154	915+75.89 VR	6.4' RT	45.9	VR1150	2X2-FT	V	-	-	1023.51	1022.26	2.70	12	1019.56	1019.36	46	0.43%	VANE SLOTTED DRAIN REQ'D (2)	+1
VR1170	917+02.00 VR	64.0' RT	5.5	K4172	2X2-FT	V	-	-	1021.71	1020.46	3.45	12	1017.01	1016.95	6	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1171	917+02.00 VR	6.3' LT	70.3	VR1170	2X2-FT	V	-	-	1023.37	1022.12	3.01	12	1019.11	1017.01	70	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1190	918+95.28 VR	64.4' RT	5.1	K4182	2X2-FT	V	-	-	1020.65	1019.40	3.40	12	1016.00	1015.95	5	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1191	918+95.00 VR	6.3' LT	70.7	VR1190	2X2-FT	V	-	-	1022.39	1021.14	3.01	12	1018.13	1016.00	71	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1192	918+95.00 VR	64.5' LT	58.2	VR1191	2X3-FT	HM	-	-	1023.36	1022.53	3.24	12	1019.29	1018.13	58	2.00%		
VR1210	920+92.00 VR	64.0' RT	5.5	K4192	2X2-FT	V	-	-	1019.58	1018.33	4.32	12	1014.01	1013.95	6	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1211	920+92.00 VR	6.3' LT	70.3	VR1210	2X2-FT	V	-	-	1021.38	1020.13	3.32	12	1016.81	1014.01	70	4.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1220	922+00.00 VR	64.5' RT	6.5	K4197	2X3-FT	HM	-	-	1018.98	1018.15	3.77	15	1014.38	1014.24	7	2.00%		+2
VR12201	922+50.00 VR	64.0' RT	49.6	VR1220	2X2-FT	V	-	-	1018.71	1017.46	2.83	12	1014.63	1014.38	50	0.50%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR12202	922+50.00 VR	6.3' LT	70.3	VR12201	2X2-FT	V	-	-	1020.57	1019.32	3.29	12	1016.03	1014.63	70	2.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR12203	922+50.00 VR	64.5' LT	58.2	VR12202	2X3-FT	HM	-	-	1021.52	1020.69	3.50	12	1017.19	1016.03	58	2.00%		
VR1230	924+41.00 VR	64.5' RT	6.0	K4202	2X3-FT	HM	-	-	1017.65	1016.82	3.24	18	1013.58	1013.54	6	0.67%		+2
VR1231	924+41.00 VR	0.0' RT	64.5	VR1230	2X2-FT	S	-	-	1018.80	1017.80	2.76	12	1015.04	1014.08	64	1.50%		
VR1232	924+41.00 VR	6.3' LT	6.3	VR1231	2X2-FT	V	-	-	1019.60	1018.35	3.13	12	1015.22	1015.04	6	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1233	924+31.00 VR	64.0' RT	9.9	VR1230	2X2-FT	V	-	-	1017.71	1016.46	2.78	12	1013.68	1013.58	10	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1250	925+77.00 VR	64.0' RT	5.5	K4213	2X2-FT	V	-	-	1016.91	1015.66	3.15	12	1012.51	1012.45	6	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1251	925+75.00 VR	6.3' LT	70.4	VR1250	2X2-FT	V	-	-	1018.92	1017.67	3.06	12	1014.61	1012.51	70	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2

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STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
VR1252	925+75.00 VR	64.5' LT	58.2	VR1251	2X3-FT	HM	-	-	1019.86	1019.03	3.26	12	1015.77	1014.61	58	2.00%		
VR1260	927+04.00 VR	64.5' RT	7.7	K4221	2X3-FT	HM	-	-	1016.22	1015.39	3.39	15	1012.00	1011.92	8	1.00%		+2
VR1270	928+25.00 VR	64.0' RT	11.5	K4236	2X2-FT	V	-	-	1015.54	1014.29	2.93	12	1011.36	1011.00	12	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1271	928+25.00 VR	6.3' LT	70.3	VR1270	2X2-FT	V	-	-	1017.63	1016.38	2.92	12	1013.46	1011.36	70	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1272	928+25.00 VR	64.5' LT	58.2	VR1271	2X3-FT	HM	-	-	1018.58	1017.75	3.13	12	1014.62	1013.46	58	2.00%		
VR1290	930+50.00 VR	64.5' RT	33.8	K4250	2X3-FT	HM	-	-	1014.30	1013.47	3.63	15	1009.84	1008.66	34	3.47%		+2
VR1291	930+50.00 VR	6.3' LT	70.8	VR1290	2X2-FT	V	-	-	1016.48	1015.23	3.01	12	1012.22	1010.09	71	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1292	930+99.99 VR	64.0' RT	49.6	VR1290	2X2-FT	V	-	-	1014.03	1012.78	2.74	12	1010.04	1009.84	50	0.40%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1293	931+00.00 VR	69.8' RT	5.8	VR1292	2X3-FT	HM	-	-	1013.86	1013.03	2.96	12	1010.07	1010.04	6	0.50%		
VR1300	931+55.08 VR	93.0' RT	-	-	-	HM	-	-	1013.25	-	-	-	1005.24	-	-	-	STORM SEWER TAP REQ'D (3) (2 FOR UNDERDRAIN)	
VR1301	931+50.00 VR	6.3' LT	99.4	VR1300	2X2-FT	V	-	-	1016.02	1014.77	3.08	12	1011.69	1009.22	99	2.49%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1310	932+22.00 VR	80.5' RT	-	-	-	-	-	J-S	1013.45	-	-	-	1004.74	-	-	-	SEALING PIPES REQ'D (IF NEEDED); STORM SEWER TAP REQ'D	
VR1312	932+22.00 VR	89.3' RT	8.8	VR1310	-	-	-	-	1013.07	-	-	30	1008.35	1007.99	9	4.00%	INLETS VR1312 REQ'D; INLET COVERS TYPE VR1312 REQ'D; 3 INCHES ADJUSTING RINGS REQ'D	+2
VR1320	933+48.00 VR	83.9' RT	-	-	-	HM	-	-	1013.42	-	-	-	1003.81	-	-	-	STORM SEWER TAP REQ'D (2) (2 FOR UNDERDRAIN)	
VR1321	933+48.00 VR	6.3' LT	82.2	VR1327	-	BW	7-FT	-	1015.97	1014.72	5.22	30	1009.50	1006.87	82	3.21%	FLAT TOP SLAB REQ'D	
VR13221	932+55.00 VR	6.3' LT	12.0	VR13231	-	-	-	-	1015.84	-	-	18	1011.21	1010.61	12	5.00%	INLETS TYPE AZ REQ'D; INLET COVERS TYPE AZ REQ'D (2); 3 INCHES ADJUSTING RINGS REQ'D	+2
VR1323	932+67.00 VR	1.5' RT	81.4	VR1321	-	S	8-FT	-	1014.70	1014.03	3.58	24X38	1010.45	1009.50	81	1.17%	FLAT TOP SLAB REQ'D	
VR13231	932+67.00 VR	6.3' LT	7.8	VR1323	-	-	-	-	1015.84	-	-	24X38	1010.61	1010.45	8	2.00%	INLETS TYPE AZ REQ'D; INLET COVERS TYPE AZ REQ'D (2); 3 INCHES ADJUSTING RINGS REQ'D	+2
VR13241	932+79.00 VR	6.3' LT	12.0	VR13231	-	-	-	-	1015.84	-	-	18	1011.21	1010.61	12	5.00%	INLETS TYPE AZ REQ'D; INLET COVERS TYPE AZ REQ'D (2); 3 INCHES ADJUSTING RINGS REQ'D	+2
VR1327	933+48.00 VR	75.9' RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
VR1330	934+53.00 VR	80.8' RT	-	-	-	HM	-	-	1014.03	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (2) (2 FOR UNDERDRAIN)	
VR1331	934+50.00 VR	6.3' LT	102.1	VR1321	2X2-FT	V	-	-	1016.39	1015.14	3.20	12	1011.94	1011.50	102	0.43%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1340	936+50.00 VR	77.9' RT	77.9	VR1343	2X2-FT	V	-	-	1016.36	1015.11	3.04	12	1012.07	1011.68	78	0.50%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1341	936+50.00 VR	6.3' LT	8.2	VR1344	2X2.5-FT	BW	-	-	1018.14	1016.89	5.24	15	1011.65	1011.57	8	1.00%		+2
VR1343	936+50.00 VR	0.0' RT	6.3	VR1341	2X2-FT	B	-	-	1017.70	1016.54	4.86	12	1011.68	1011.65	6	0.50%		
VR1344	936+50.00 VR	14.5' LT	8.2	VR13441	-	-	5-FT	J-S	1018.32	1017.07	5.50	30	1011.57	1011.49	8	1.00%		
VR13441	936+41.79 VR	14.4' LT	-	-	-	-	-	-	-	-	-	-	1011.49	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
VR1345	935+46.20 VR	13.6' LT	-	-	-	-	-	J-S	1017.25	-	-	-	-	-	-	-		
VR1360	938+50.00 VR	74.0' RT	74.0	VR1362	2X2-FT	V	-	-	1020.31	1019.06	2.82	12	1016.24	1015.50	74	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1361	938+50.00 VR	6.0' LT	6.0	VR1362	2X2-FT	V	-	-	1021.09	1019.84	3.16	12	1016.68	1016.50	6	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1362	938+50.00 VR	0.0' RT	200.7	VR1344	-	S	4-FT	-	1021.20	1020.20	4.70	24	1015.50	1011.57	201	1.96%	FLAT TOP SLAB REQ'D	
VR1380	940+50.00 VR	72.0' RT	72.0	VR1382	2X2-FT	V	-	-	1025.16	1023.91	2.91	12	1021.00	1020.00	72	1.39%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1381	940+50.00 VR	6.0' LT	6.0	VR1382	2X2-FT	V	-	-	1025.24	1023.99	2.81	12	1021.18	1021.00	6	3.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1382	940+50.00 VR	0.0' RT	200.0	VR1362	-	S	4-FT	-	1026.00	1025.00	5.00	24	1020.00	1015.50	200	2.25%	FLAT TOP SLAB REQ'D	
VR1384	940+53.00 VR	84.6' RT	13.0	VR1380	2X2-FT	S	-	-	1027.85	1026.85	4.81	12	1022.04	1021.00	13	8.00%		
VR1400	942+50.00 VR	72.0' RT	72.0	VR1402	2X2-FT	V	-	-	1029.21	1027.96	2.96	12	1025.00	1024.28	72	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1401	942+50.00 VR	6.0' LT	6.0	VR1402	2X2-FT	V	-	-	1029.46	1028.21	2.97	12	1025.24	1025.00	6	4.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1402	942+50.00 VR	0.0' RT	200.0	VR1382	-	S	4-FT	-	1030.00	1029.00	6.00	24	1023.00	1020.00	200	1.50%	FLAT TOP SLAB REQ'D	
VR1410	943+35.00 VR	69.7' RT	79.7	VR1411	2X3-FT	HM	-	-	1030.73	1029.90	5.90	24	1024.00	1023.50	80	0.63%		+2
VR1411	943+60.00 VR	6.0' LT	110.2	VR1402	-	BW	6-FT	-	1031.41	1030.16	6.66	24	1023.50	1023.00	110	0.45%	FLAT TOP SLAB REQ'D	+2
VR1420	944+80.00 VR	64.9' RT	-	-	-	HM	-	-	1032.95	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
VR14201	944+80.00 VR	6.0' LT	6.0	VR1421	2X2-FT	V	-	-	1033.23	1031.98	2.26	12	1029.72	1029.70	6	0.33%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1421	944+80.00 VR	0.0' RT	-	-	-	-	-	-	1033.50	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D; CONCRETE COLLARS FOR PIPE REQ'D	
VR14211	944+81.57 VR	10.8' LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER INLET CAP REQ'D	
VR1452	946+75.00 VR	4.0' LT	-	-	-	-	-	-	-	-	-	-	1031.36	-			CONCRETE COLLARS FOR PIPE REQ'D	
VR1453	946+75.00 VR	6.0' LT	2.0	VR1452	2X2-FT	V	-	-	1035.51	1034.26	2.88	12	1031.38	1031.36	2	1.00%	VANE SLOTTED DRAIN REQ'D (2)	+2
VR1461	947+85.00 VR	6.0' LT	-	-	-	-	-	-	1036.43	-	-	-	-	-	-	-	RECONSTRUCTING INLETS REQ'D; STORM SEWER TAP REQ'D (1) (1 FOR UNDERDRAIN)	
WB602	82+00.00 WB	23.5' RT	211.7	WB603	-	H	4-FT	-	1040.85	1040.02	5.74	15	1034.28	1022.50	212	5.56%	FLAT TOP SLAB REQ'D	+2
WB6021	82+00.00 WB	39.5' LT	-	-	-	H	-	-	1040.58	-	-	-	-	-	-	-	STORM SEWER TAP REQ'D (2) (2 FOR UNDERDRAIN)	
WB6023	82+00.00 WB	17.5' LT	41.0	WB602	-	-	-	-	-	-	-	12	1035.10	1034.28	41	2.00%	CONCRETE COLLARS FOR PIPE REQ'D	

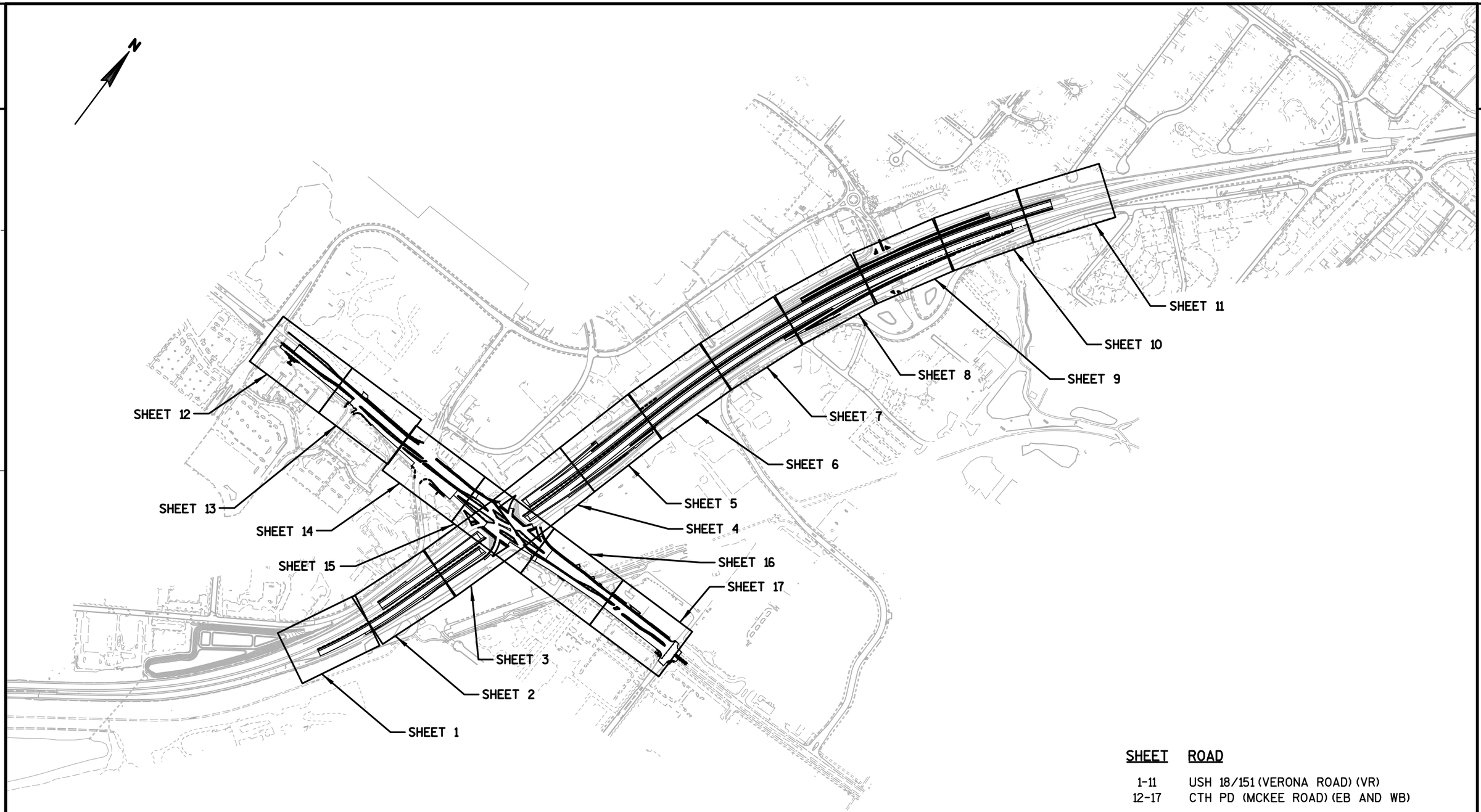
NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED (CIRCULAR CASTINGS MAY BE OFFSET). STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
WB603	84+12.00 WB	8.8' RT	173.2	WB604	-	H	4-FT	-	1026.92	1025.76	3.51	18	1022.25	1010.65	173	6.71%	FLAT TOP SLAB REQ'D; 10 INCHES ADJUSTING RINGS REQ'D	+2
WB6031	84+12.00 WB	39.5' LT	48.3	WB603	2X3-FT	H	-	-	1026.74	1025.91	2.92	12	1022.99	1022.75	48	0.50%		+2
WB604	85+85.00 WB	1.5' RT	166.3	EB6051	-	H	4-FT	-	1014.95	1013.79	3.14	18	1010.65	999.50	166	6.72%	FLAT TOP SLAB REQ'D; 10 INCHES ADJUSTING RINGS REQ'D	+2
WB6041	85+85.00 WB	39.5' LT	41.0	WB604	2X3-FT	H	-	-	1014.63	1013.80	2.95	12	1010.85	1010.65	41	0.49%		+2
WB605	87+50.00 WB	12.5' RT	10.3	EB6051	2X3-FT	H	-	-	1004.92	1004.09	3.60	15	1000.49	999.75	10	7.40%		+2
WB6051	87+50.00 WB	39.5' LT	52.0	WB605	2X3-FT	H	-	-	1004.82	1003.99	2.99	12	1001.00	1000.74	52	0.50%		+2
WB6061	88+95.00 WB	12.5' RT	13.8	EB606	2X3-FT	H	-	-	999.13	998.30	3.31	15	994.99	994.50	14	3.50%		+2
WB6062	88+96.00 WB	39.5' LT	52.0	WB6061	2X3-FT	H	-	-	999.00	998.17	2.92	12	995.25	994.99	52	0.50%		+2
WB620	91+46.00 WB	4.7' RT	11.6	EB619	-	H-S	6-FT	-	995.54	994.71	6.37	30	988.34	988.22	12	1.00%	FLAT TOP SLAB REQ'D	+2
WB6201	91+54.00 WB	4.1' RT	8.0	WB620	-	H-S	4-FT	-	995.56	994.73	3.23	15	991.50	991.26	8	3.00%	FLAT TOP SLAB REQ'D	+2
WB621	91+42.00 WB	48.7' LT	53.5	WB620	-	H-S	5-FT	-	995.09	994.26	5.38	30	988.88	988.34	54	1.00%	FLAT TOP SLAB REQ'D	+2
WB6211	91+50.00 WB	49.5' LT	8.0	WB621	-	H-S	4-FT	-	995.11	994.28	3.20	15	991.08	991.00	8	1.00%	FLAT TOP SLAB REQ'D	+2
WB6212	91+57.00 WB	50.2' LT	7.0	WB6211	-	H-S	4-FT	-	995.12	994.29	3.14	15	991.15	991.08	7	1.00%	FLAT TOP SLAB REQ'D	+1
WB6213	91+33.06 WB	39.9' LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	STORM SEWER PIPE CAP REQ'D	
WB6221	93+35.00 WB	12.5' RT	14.8	EB622	2X3-FT	H	-	-	996.38	995.22	3.85	15	991.37	991.02	15	2.33%	10 INCHES ADJUSTING RINGS REQ'D	+2
WB6222	93+35.00 WB	50.5' LT	63.0	WB6221	2X3-FT	H	-	-	996.06	995.23	2.98	12	992.25	991.62	63	1.00%		+2
WB623	62+79.08 KR	40.3' RT	23.1	WB6237	-	-	-	FLI	995.64	-	8.18	36	987.46	987.00	23	2.00%	RIM ELEVATION AT MANHOLE CASTING; INLETS TYPE FLI REQ'D; INLET COVERS TYPE FLI REQ'D	
WB6231	62+85.00 KR	1.5' LT	19.6	WB6237	-	H	5-FT	-	995.27	994.44	6.44	30	988.00	987.50	20	2.50%	FLAT TOP SLAB REQ'D	
WB6233	62+97.60 KR	41.8' LT	42.0	WB6231	-	-	-	FLI	995.61	-	6.77	30	988.84	988.00	42	2.00%	RIM ELEVATION AT MANHOLE CASTING; INLETS TYPE FLI REQ'D; INLET COVERS TYPE FLI REQ'D	
WB6234	92+97.74 WB	71.9' LT	24.7	WB623	-	-	3-FT	J	996.50	995.25	4.55	12	990.70	990.55	25	0.60%		
WB6235	93+00.38 WB	73.3' LT	3.8	WB6234	-	-	-	-	-	-	-	12	990.74	990.70	4	1.00%	CONCRETE COLLARS FOR PIPE REQ'D	
WB6237	62+85.00 KR	18.2' RT	-	-	-	-	-	-	995.00	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D; STORM SEWER TAP REQ'D (2)	
WB6238	63+15.00 KR	1.5' LT	29.9	WB6231	2X3-FT	H-S	-	-	995.13	994.30	2.88	12	991.42	991.12	30	1.00%		
WB6239	63+17.00 KR	9.4' LT	8.2	WB6238	2X3-FT	H-S	-	-	995.08	994.25	2.75	12	991.50	991.42	8	1.00%		
WB6242	95+12.00 WB	12.5' RT	9.0	EB6241	2X3-FT	H	-	-	997.39	996.56	4.07	15	992.49	992.31	9	2.00%		+2
WB6243	95+12.00 WB	50.4' LT	62.9	WB6242	2X3-FT	H	-	-	997.07	996.24	2.87	12	993.37	992.74	63	1.00%		+2
WB6254	96+75.00 WB	22.9' RT	57.1	EB6253	-	H	4-FT	-	997.80	996.97	3.43	15	993.54	992.97	57	1.00%	FLAT TOP SLAB REQ'D	+2
WB6255	96+75.00 WB	3.1' RT	19.8	WB6254	2X3-FT	H	-	-	998.51	997.68	3.94	15	993.74	993.54	20	1.00%		+2
WB6256	96+75.00 WB	39.5' LT	42.6	WB6255	2X3-FT	H	-	-	998.38	997.55	3.16	15	994.39	993.74	43	1.51%		+2
WB6271	98+67.00 WB	1.5' RT	10.1	WB6272	2X3-FT	H	-	-	999.64	998.81	2.76	12	996.05	995.65	10	4.00%		+1
WB6272	98+65.00 WB	11.4' RT	10.4	EB6274	2X3-FT	H	-	-	999.70	998.87	3.22	12	995.65	995.25	10	4.00%		+1
WB6313	100+75.00 WB	28.0' RT	40.3	EB632	-	A	3-FT	-	1001.11	1000.19	3.39	12	996.80	996.60	40	0.50%	FLAT TOP SLAB REQ'D	+2
WB6314	100+87.00 WB	1.5' RT	29.0	WB6313	-	A	3-FT	-	1000.89	999.97	2.88	12	997.09	996.80	29	1.00%	FLAT TOP SLAB REQ'D	+1
WB632	101+54.99 WB	45.0' LT	-	-	-	-	-	-	1001.56	-	-	-	-	-	-	-	ADJUSTING MANHOLE COVERS REQ'D, STORM SEWER TAP REQ'D (2)	
WB6321	101+31.74 WB	39.4' LT	23.7	WB632	-	A	3-FT	-	1000.91	999.99	3.04	12	996.95	996.71	24	1.00%	FLAT TOP SLAB REQ'D	+3
WB6322	102+28.00 WB	41.0' LT	72.3	WB632	2X3-FT	H	-	-	1000.98	1000.15	3.18	12	996.97	996.25	72	1.00%		+2
WB6333	103+00.00 WB	9.2' RT	30.0	EB6332	2X3-FT	H	-	-	1000.55	999.72	3.17	15	996.55	996.25	30	1.00%		
WB6334	103+00.00 WB	1.5' RT	7.7	WB6333	2X3-FT	H	-	-	1000.93	1000.10	3.22	12	996.88	996.80	8	1.00%		+1
WB822	104+48.00 WB	27.1' RT	18.6	EB821	-	H	4-FT	-	999.36	998.53	3.72	15	994.81	994.73	19	0.42%	FLAT TOP SLAB REQ'D	+2
WB823	104+48.00 WB	50.5' LT	77.6	WB822	2X3-FT	H	-	-	999.33	998.50	2.50	12	996.00	995.70	78	0.38%		+2
WB833	108+08.00 WB	1.5' RT	9.3	EB832	2X3-FT	H	-	-	998.82	997.99	3.60	14X23	994.39	994.35	9	0.44%		+2
WB834	108+05.00 WB	39.5' LT	41.1	WB833	-	H	4-FT	-	998.48	997.98	3.51	14X23	994.47	994.39	41	0.20%	2 INCHES ADJUSTING RINGS REQ'D; FLAT TOP SLAB REQ'D	+2
WB8341	108+03.96 WB	45.4' LT	6.0	WB834	-	-	-	-	-	-	-	18	995.55	995.40	6	2.50%	CONCRETE COLLARS FOR PIPE REQ'D	
WB8342	107+71.00 WB	48.5' LT	35.5	WB834	-	-	3-FT	L	998.84	998.34	2.50	12	995.84	994.47	35	3.91%	2 INCHES ADJUSTING RINGS REQ'D	
WB8343	107+71.20 WB	53.4' LT	4.9	WB8342	-	-	-	-	-	-	-	12	995.87	995.84	5	0.60%	CONCRETE COLLARS FOR PIPE REQ'D	
WB835	107+00.00 WB	4.8' RT	20.1	EB8351	2X3-FT	H-S	-	-	998.38	997.55	3.31	15	994.24	994.19	20	0.25%		+2
WB836	106+92.00 WB	6.1' RT	8.1	WB835	2X3-FT	H-S	-	-	998.36	997.53	3.25	12	994.28	994.24	8	0.50%		+2
WB837	105+95.00 WB	20.5' RT	62.3	EB813	2X3-FT	H	-	-	998.37	997.54	3.09	12	994.45	994.14	62	0.50%		+2
WB838	106+66.02 WB	46.8' LT	70.8	EB813	2X3-FT	H-S	-	-	998.01	997.18	2.81	15	994.37	994.14	71	0.32%		+2
WB8381	106+58.00 WB	47.5' LT	8.0	WB838	2X3-FT	H-S	-	-	998.01	997.18	2.78	12	994.40	994.37	8	0.37%		+2

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED (CIRCULAR CASTINGS MAY BE OFFSET). STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".

STRUCT NO.	STATION	OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE SIZE (IN)	DISCHARGE PIPE INLET ELEV.	DISCHARGE PIPE DISCHARGE ELEV.	DISCHARGE PIPE LENGTH (FT)	DISCHARGE PIPE SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
WB842	110+12.00 WB	15.3' RT	8.2	EB841	2X3-FT	H	-	-	1000.59	999.76	3.80	15	995.96	995.88	8	1.00%		+1
WB8421	111+00.00 WB	12.5' RT	88.0	WB842	2X3-FT	H	-	-	1001.41	1000.58	3.05	12	997.53	996.21	88	1.50%		+2
WB843	110+12.00 WB	39.5' LT	54.8	WB842	2X3-FT	H	-	-	1000.44	999.61	3.10	15	996.51	995.96	55	1.00%		+2
WB8431	108+90.00 WB	52.5' LT	-	-	-	-	-	-	-	-	-	-	996.20	-	-	-	CONCRETE COLLARS FOR PIPE REQ'D	
WB8433	109+90.73 WB	54.5' LT	101.3	WB8431	MEDIAN 1 INLET	MS	-	-	999.40	999.40	2.19	12	997.21	996.20	101	1.00%	RELAID STORM SEWER REQ'D	
WB853	112+00.00 WB	9.0' RT	9.5	EB852	2X3-FT	H	-	-	1002.49	1001.66	4.21	15	997.45	997.35	10	1.00%		+2
WB854	112+00.00 WB	39.5' LT	48.5	WB853	2X3-FT	H	-	-	1002.32	1001.49	2.81	12	998.68	997.70	49	2.00%		+2
WW3491	101+56.85 WW	60.6' RT	-	-	-	H	-	-	1035.30	-	-	18	-	-	-	-		

NOTE:
1. ALL CASTINGS TO BE CENTERED ON THE STRUCTURE UNLESS OTHERWISE NOTED (CIRCULAR CASTINGS MAY BE OFFSET). STEPS ARE NOT REQUIRED IN STORM SEWER STRUCTURES. 2. ALL MANHOLE AND INLET RECONSTRUCTS ARE ASSUMED TO HAVE 6" OF ADJ. RINGS PER "DETAIL FOR COMPUTING STRUCTURE ELEVATIONS".



SHEET	ROAD
1-11	USH 18/151 (VERONA ROAD) (VR)
12-17	CTH PD (MCKEE ROAD) (EB AND WB)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN OVERVIEW	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022600_ud_Overview.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

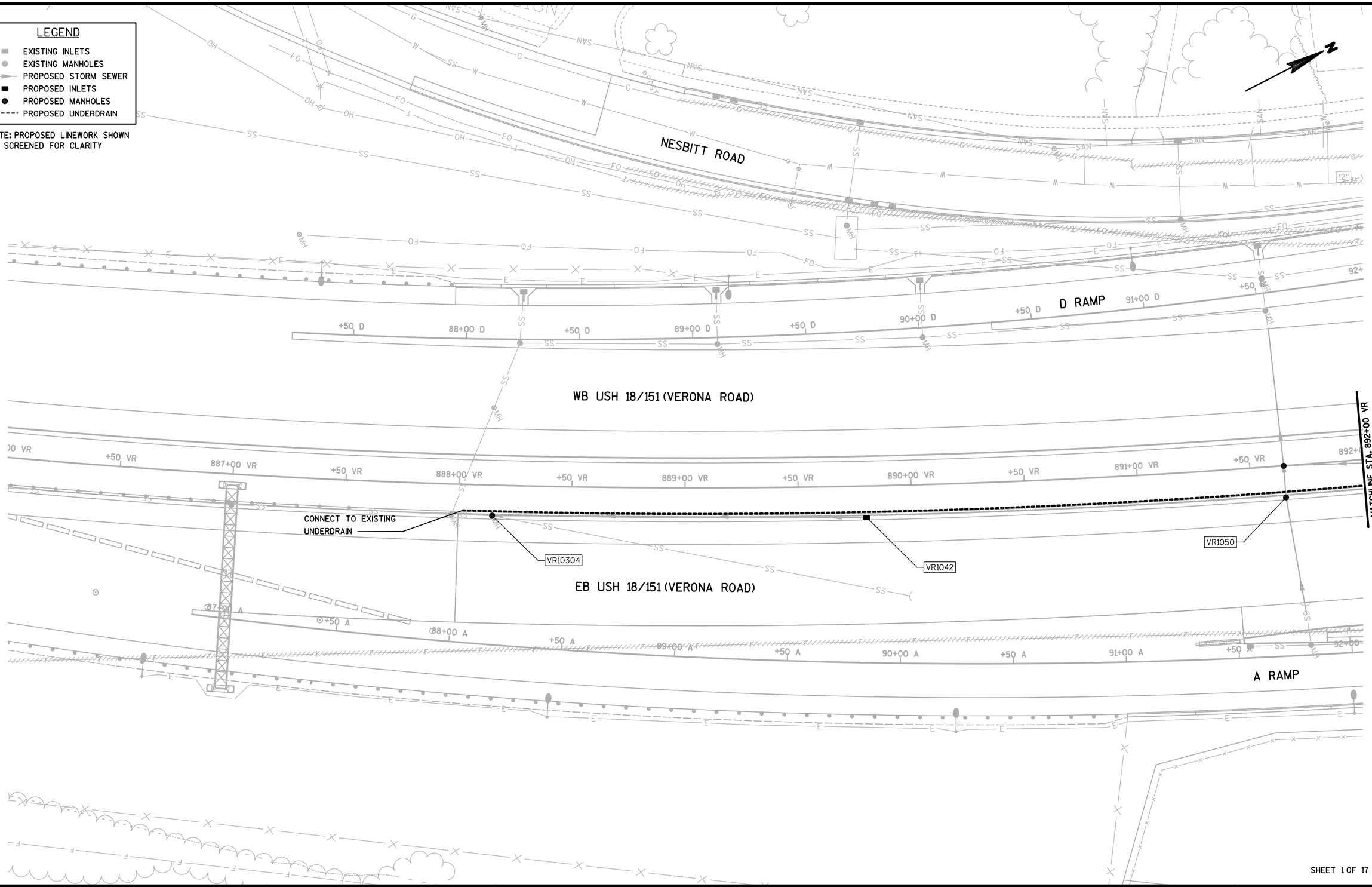
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY



SHEET 1 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022601_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

NESBITT ROAD

STORM SEWER TAP REQ'D (UNDERDRAIN)

VR1059

D RAMP

R-13-266

WB USH 18/151 (VERONA ROAD)

VR1066

VR1076

MATCHLINE STA. 892+00 VR

MATCHLINE STA. 898+00 VR

VR1054

VR1060

VR1068

VR1075

EB USH 18/151 (VERONA ROAD)

R-13-266

A RAMP

S-13-443

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

SHEET 2 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022602_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

D RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

A RAMP

L RAMP

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

R-13-266

B-13-831

B-13-832

VR1080

VR1081

VR1086

VR1090

VR1091

A4029

MATCHLINE STA. 898+00 VR

MATCHLINE STA. 904+00 VR

CONNECT TO EXISTING UNDERDRAIN

REMOVE EXISTING UNDERDRAIN PLACED IN PREVIOUS CONTRACT (INCLUDED WITH EXCAVATION COMMON)

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

SHEET 3 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 173	E

2

CONNECT TO EXISTING UNDERDRAIN

N RAMP

4+00 N +50 N 5+00 N +50 N

C RAMP

+50 C 6+00 C +50 C 7+00 C +50 C 8+00 C +50 C 9+00 C +50 C

B-13-831

R-13-267

CONNECT TO EXISTING UNDERDRAIN

J RAMP

+50 J 8+00 J +50 J 9+00 J +50 J 10+

WB USH 18/151 (VERONA ROAD)

VR1101 VR1106 VR1111

MATCHLINE STA. 904+00 VR

905+00 VR +50 VR 906+00 VR +50 VR 907+00 VR +50 VR 908+00 VR +50 VR 909+00 VR +50 VR 910+

MATCHLINE STA. 910+00 VR

WB CTH PD (MCKEE ROAD)

VR1103 VR1100 VR1105 VR1110

EB USH 18/151 (VERONA ROAD)

CONNECT TO EXISTING UNDERDRAIN

R-13-267

B-13-832

105+00 B +50 B 106+00 B +50 B 107+00 B +50 B 108+00 B +50 B 109+00 B

B RAMP

109+00 K +50 K 110+C

K RAMP

S-13-444

M RAMP

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

SHEET 4 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 174	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022604_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

C RAMP

J RAMP

R-13-267

CONNECT TO EXISTING UNDERDRAIN

VR1132

VR1142

VR1152

WB USH 18/151 (VERONA ROAD)

VR1121

VR1131

VR11511

VR1151

MATCHLINE STA. 910+00 VR

MATCHLINE STA. 916+00 VR

VR1120

VR1130

VR1150

VR1154

EB USH 18/151 (VERONA ROAD)

VR1153

K RAMP

R-13-267

K4152

CONNECT TO EXISTING UNDERDRAIN

B RAMP

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

SHEET 5 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022605_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

INL

SIGN

INL

MH

VACUUM

VACUUM

C RAMP

16+00 C +50 C 17+00 C +50 C 18+00 C +50 C 19+00 C +50 C 20+00 C +50 C 21+00 C +50 C

CONNECT TO EXISTING UNDERDRAIN

WB USH 18/151 (VERONA ROAD)

VR1171

VR1191

VR1211

MATCHLINE STA. 916+00 VR

MATCHLINE STA. 922+00 VR

EB USH 18/151 (VERONA ROAD)

VR1170

VR1190

VR1210

116+00 K +50 K 117+00 K +50 K 118+00 K +50 K 119+00 K +50 K 120+00 K +50 K 121+00 K +50 K

K RAMP

SHEET 6 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022606_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

2

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

CARRIAGE STREET

SIGN

C RAMP

H RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

VR12202 VR1232 VR1251

VR1220 VR12201 VR1233 VR1230 VR1250 VR1260

MATCHLINE STA. 922+00 VR

MATCHLINE STA. 928+00 VR

SHEET 7 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022607_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

N

128+00 H +50 H 129+00 H +50 H 130+00 H H RAMP +50 H 131+00 H +50 H 132+00 H +50 H 133+00 H +50 H

28+00 C +50 C 29+00 C +50 C 30+00 C C RAMP +50 C 31+00 C +50 C 32+00 C +50 C 33+00 C +50 C

C4680 C4685 C4691 C4690

CONNECT TO EXISTING UNDERDRAIN

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 928+00 VR

VR1271 VR1291 VR1301 VR13231 VR13241 VR13221

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 934+00 VR

VR1270 VR1290 VR1292

128+00 K +50 K 129+00 K +50 K 130+00 K +50 K 131+00 K +50 K 132+00 K +50 K 133+00 K +50 K

K RAMP

E4301 K4250 VR1300 VR1312 VR1320

STORM SEWER TAP REQ'D (UNDERDRAIN)

STORM SEWER TAP REQ'D (UNDERDRAIN)

STORM SEWER TAP REQ'D (UNDERDRAIN)

128+00 E +50 E 129+00 E +50 E 130+00 E +50 E 131+00 E +50 E 132+00 E +50 E 133+00 E +50 E

E RAMP

EAST VERONA ROAD FRONTAGE ROAD

SHEET 8 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022608_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

STORM SEWER TAP REQ'D (UNDERDRAIN)

H4831

CONNECT TO EXISTING UNDERDRAIN

H RAMP

G RAMP

C RAMP

C4700

C4710

C4720

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

VR1331

VR1341

VR1361

VR1340

VR1360

VR1330

MATCHLINE STA. 934+00 VR

MATCHLINE STA. 940+00 VR

STORM SEWER TAP REQ'D (UNDERDRAIN)

WILLIAMSBURG WAY

E RAMP

F RAMP

CANOPY

SIGN

SHEET 9 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022609_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

G RAMP

C RAMP

C4730

C4735

CONNECT TO EXISTING UNDERDRAIN

WB USH 18/151 (VERONA ROAD)

VR1381

VR1401

VR1411

VR14201

MATCHLINE STA. 940+00 VR

MATCHLINE STA. 946+00 VR

EB USH 18/151 (VERONA ROAD)

VR1380

VR1400

VR1410

VR1420

STORM SEWER TAP REQ'D (UNDERDRAIN)

F RAMP

EAST VERONA ROAD FRONTAGE ROAD

SHEET 10 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022610_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

2

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

G RAMP

C RAMP

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 946+00 VR

VR1453

VR1461

STORM SEWER TAP REQ'D (UNDERDRAIN)

EB USH 18/151 (VERONA ROAD)

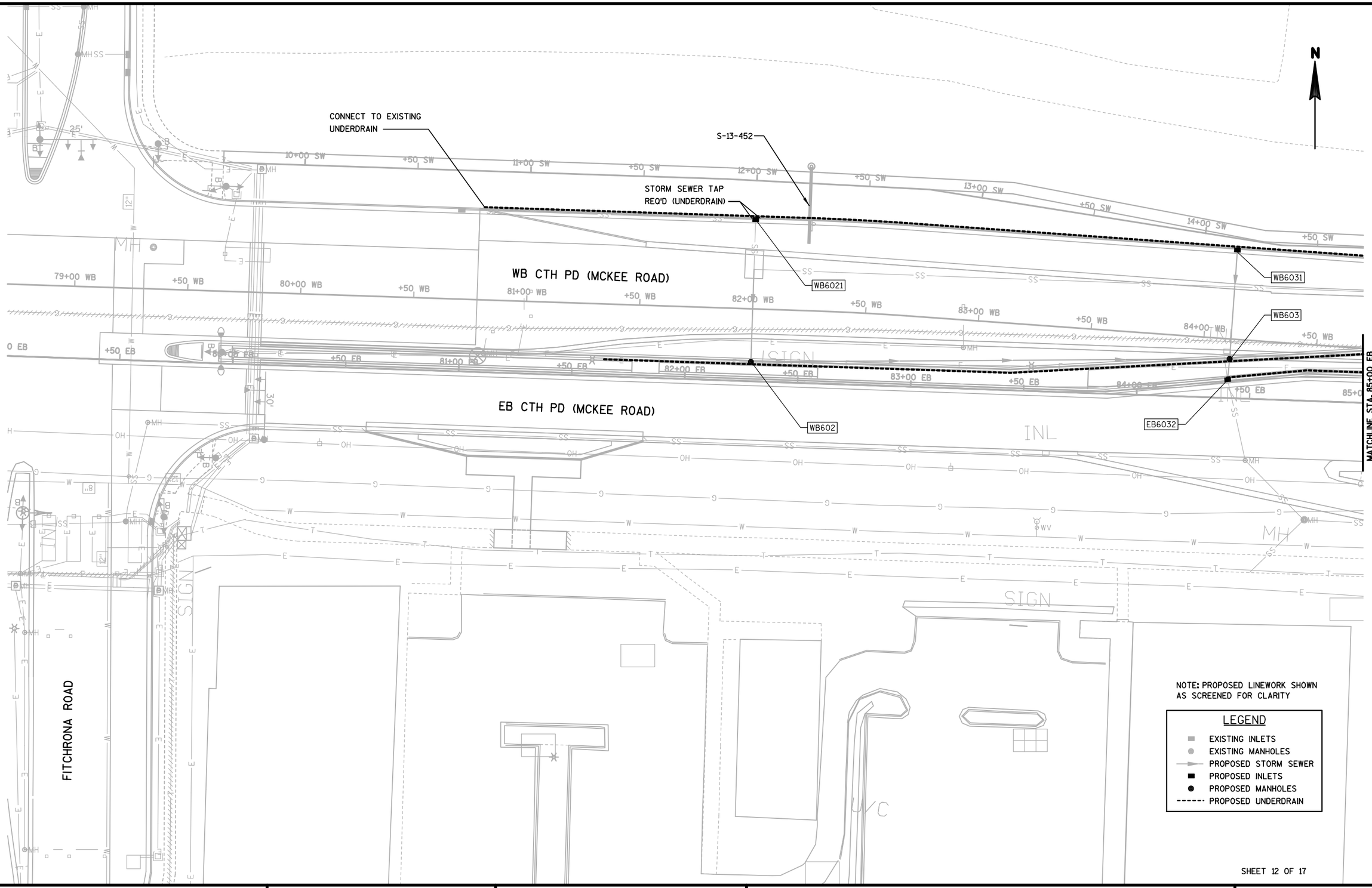
F RAMP

EAST VERONA ROAD FRONTAGE ROAD

SHEET 11 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022611_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022612_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

SCALE

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB6041

WB604

EB6042

WB6051

WB6062

WB6061

WB605

EB6051

EB6052

EB606

MATCHLINE STA. 85+00 EB

MATCHLINE STA. 91+00 EB

CONNECT TO EXISTING UNDERDRAIN

HARDROCK ROAD

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

SHEET 13 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022613_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

WB621
WB6212
WB6211
WB620
WB6201
WB6222
WB6243
WB6221
EB619
EB6191
EB617
WB6242
EB616
EB6223
EB622
EB6241
EB6257
EB6162
EB6161
EB6231
CONNECT TO EXISTING UNDERDRAIN
STORM SEWER TAP REQ'D (UNDERDRAIN)
NR708
NR705
STORM SEWER TAP REQ'D (UNDERDRAIN)
S-13-453
CONNECT TO EXISTING UNDERDRAIN

MATCHLINE STA. 91+00 EB

MATCHLINE STA. 97+00 EB

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

SHEET 14 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022614_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

N RAMP

C RAMP

B RAMP

M RAMP

P RAMP

D RAMP

A RAMP

L RAMP

CONNECT TO EXISTING UNDERDRAIN

STORM SEWER TAP REQ'D (UNDERDRAIN)

WB6256
WB6255
WB6254
WB6253
WB6271
WB6272
WB6321
WB6322
WB6314
WB6313
EB6321
EB6322
EB6253
EB632
EB6312
EB6311
EB6301
EB630
B4103
B4104
B-13-831
B-13-832
EB6270

MATCHLINE STA. 97+00 EB

MATCHLINE STA. 103+00 EB

SHEET 15 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022615_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

CONNECT TO EXISTING UNDERDRAIN

M RAMP

WB6334

WB823

WB CTH PD (MCKEE ROAD)

WB8381

WB838

WB836

WB835

WB834

WB833

EB6332

EB633

WB822

WB837

EB821

EB CTH PD (MCKEE ROAD)

EB813

EB812

EB8351

EB832

MATCHLINE STA. 103+00 EB

MATCHLINE STA. 109+00 EB

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY

LEGEND

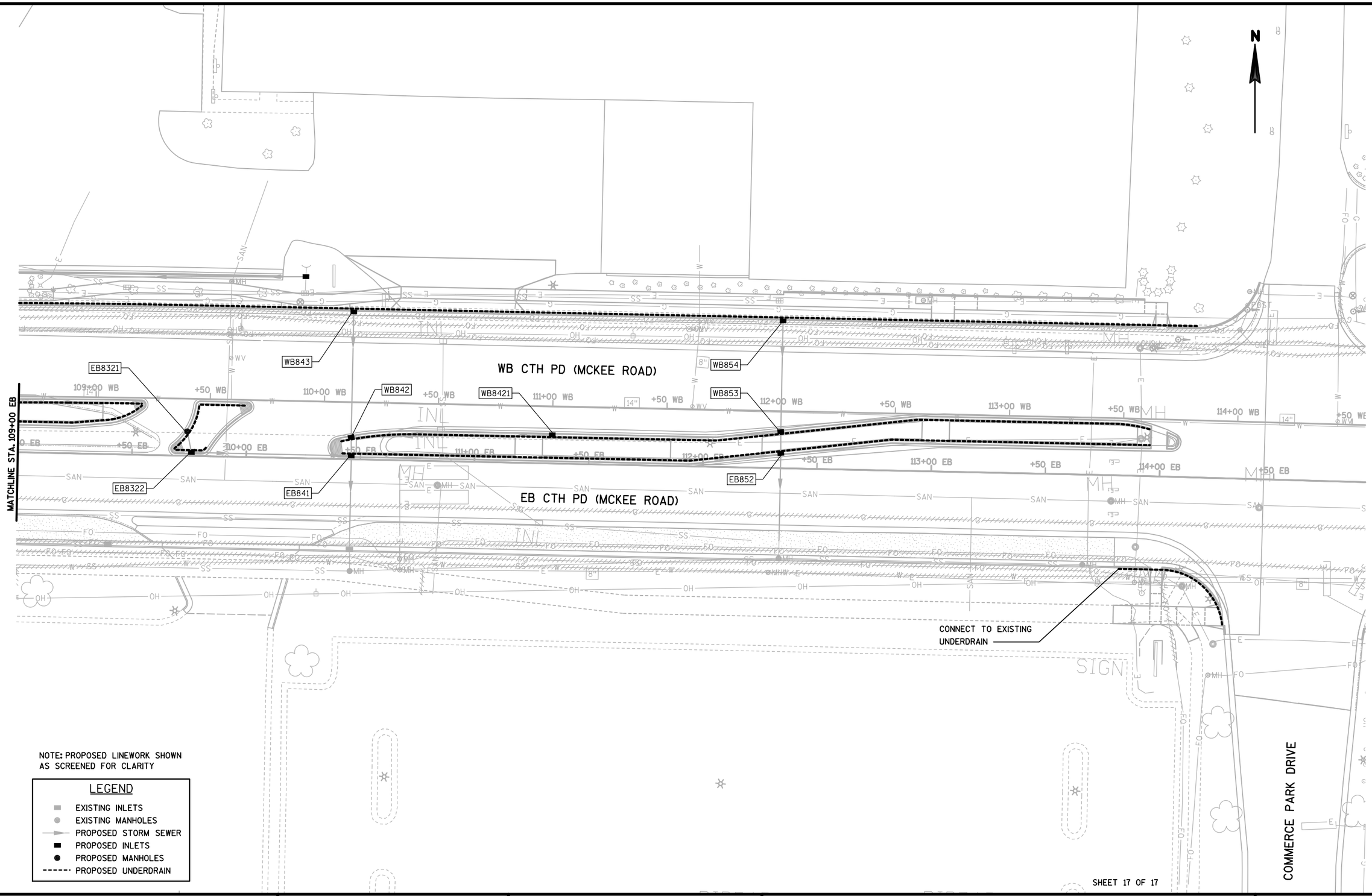
- EXISTING INLETS
- EXISTING MANHOLES
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- PROPOSED UNDERDRAIN

SHEET 16 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022616_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



SHEET 17 OF 17

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UNDERDRAIN PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\022617_ud.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

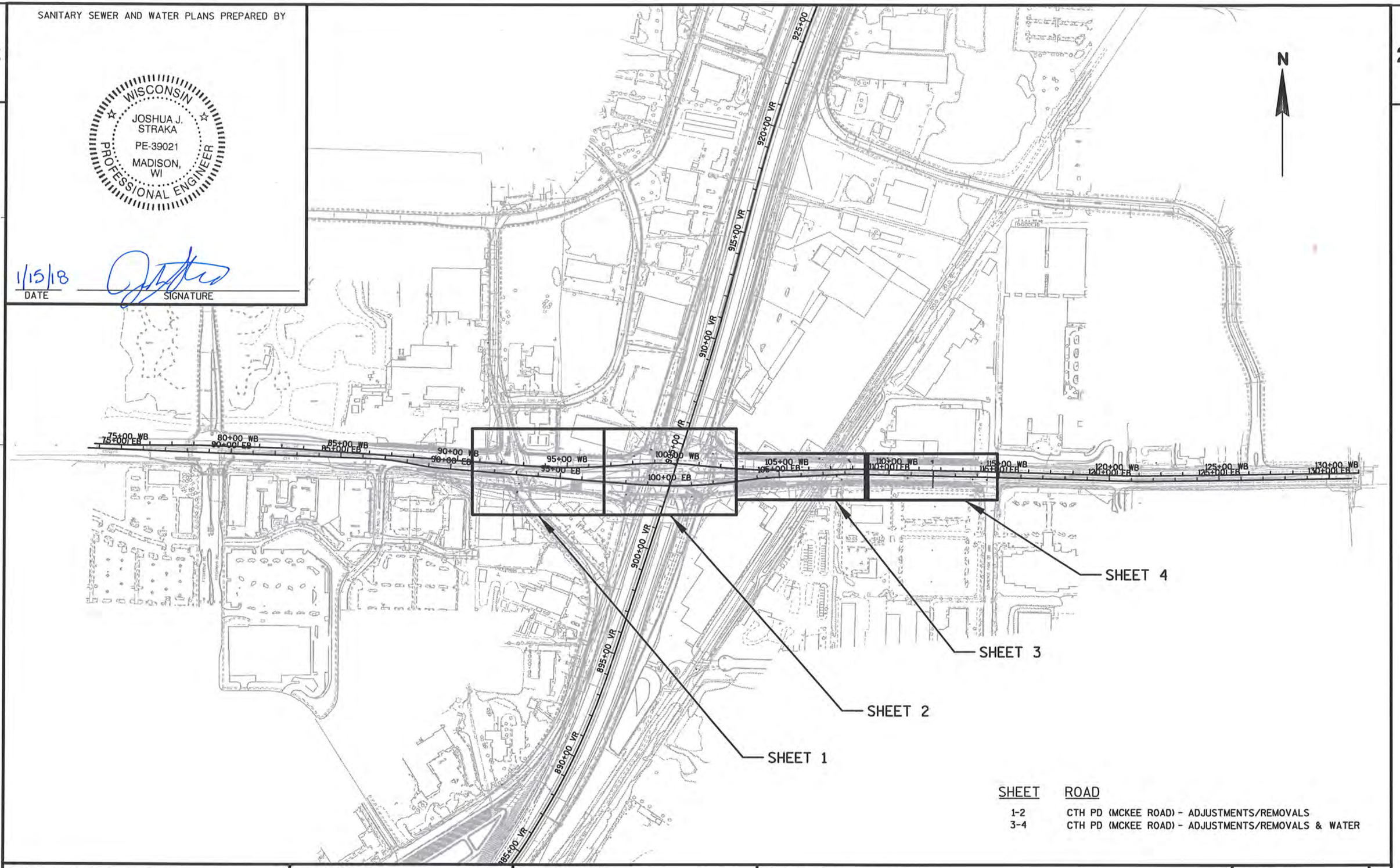
2

SANITARY SEWER AND WATER PLANS PREPARED BY

WISCONSIN
JOSHUA J. STRAKA
PE-39021
MADISON, WI
PROFESSIONAL ENGINEER

1/15/18
DATE

SIGNATURE



SHEET	ROAD
1-2	CTH PD (MCKEE ROAD) - ADJUSTMENTS/REMOVALS
3-4	CTH PD (MCKEE ROAD) - ADJUSTMENTS/REMOVALS & WATER

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UTILITY PLAN - OVERVIEW	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0877-LET 3\023000_up.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

KAPEC ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

STA. 94+54.40 WB/35.60'LT
REMOVE EXISTING SANITARY SEWER STRUCTURE

STA. 94+62.80 WB/47.70'LT
REMOVE EXISTING VALVE BOX

STA. 94+77.05 WB/45.00'LT
REMOVE EXISTING VALVE BOX

STA. 94+71.25 WB/26.00'LT
REMOVE EXISTING WATER VALVE MANHOLE

STA. 95+56.85 WB/42.40'LT
REMOVE EXISTING VALVE BOX

STA. 93+15.00 EB/39.60'RT
ADJUST EXISTING VALVE BOX

STA. 93+11.10 EB/76.90'RT
ADJUST EXISTING VALVE BOX

STA. 93+10.00 EB/81.30'RT
ADJUST EXISTING VALVE BOX

MATCHLINE 97+00 EB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD)	SHEET 189	1 E

N

M-4
STA. 98+85.00 WB/61.25'LT
ADJUSTING SANITARY
MANHOLE COVERS

M-5
STA. 98+07.84 WB/35.50'LT
ADJUSTING SANITARY
MANHOLE COVERS

STA. 97+70.15 WB/12.00'LT
REMOVE EXISTING SANITARY
SEWER STRUCTURE

M-3
STA. 101+60.30 WB/59.15'LT
RECONSTRUCT EXISTING
SANITARY SEWER STRUCTURE

97+00 WB
+50 WB
98+00 WB
+50 WB
99+00 WB
+50 WB
100+00 WB
+50 WB
101+00 WB
+50 WB
102+00 WB
+50 WB

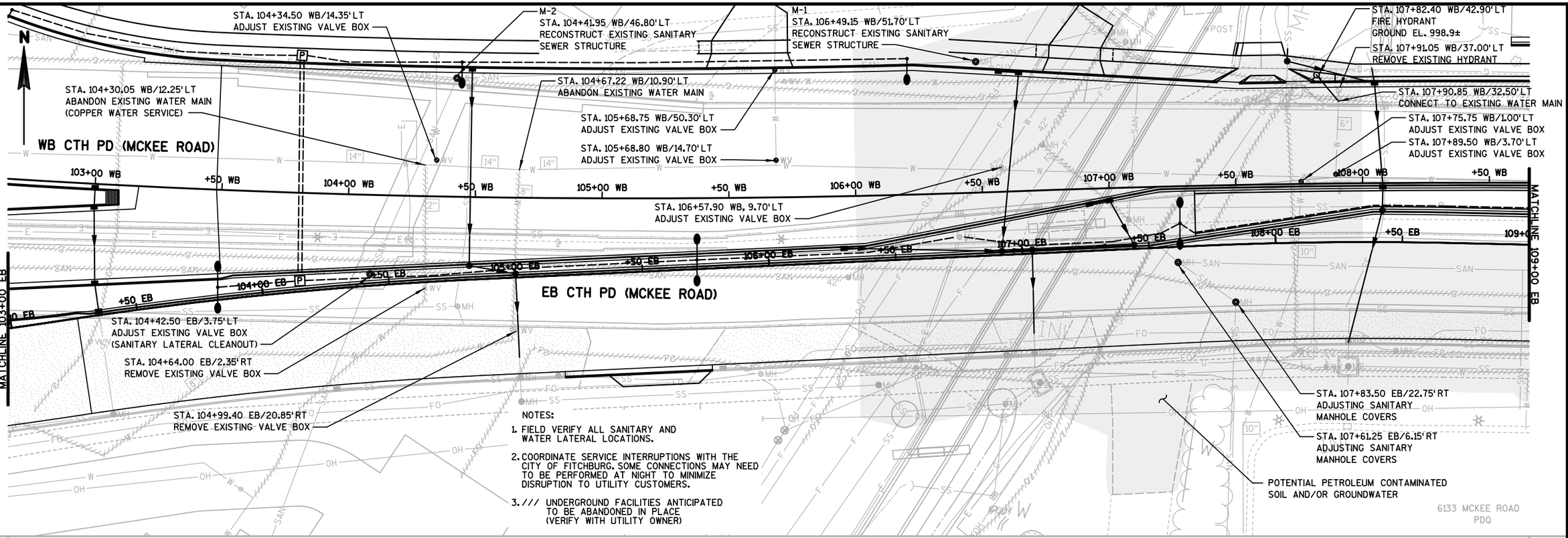
MATCHLINE 97+00 EB

97+00 EB
+50 EB
98+00 EB
+50 EB
99+00 EB
+50 EB
100+00 EB
+50 EB
101+00 EB
+50 EB
102+00 EB
+50 EB

MATCHLINE 103+00 EB

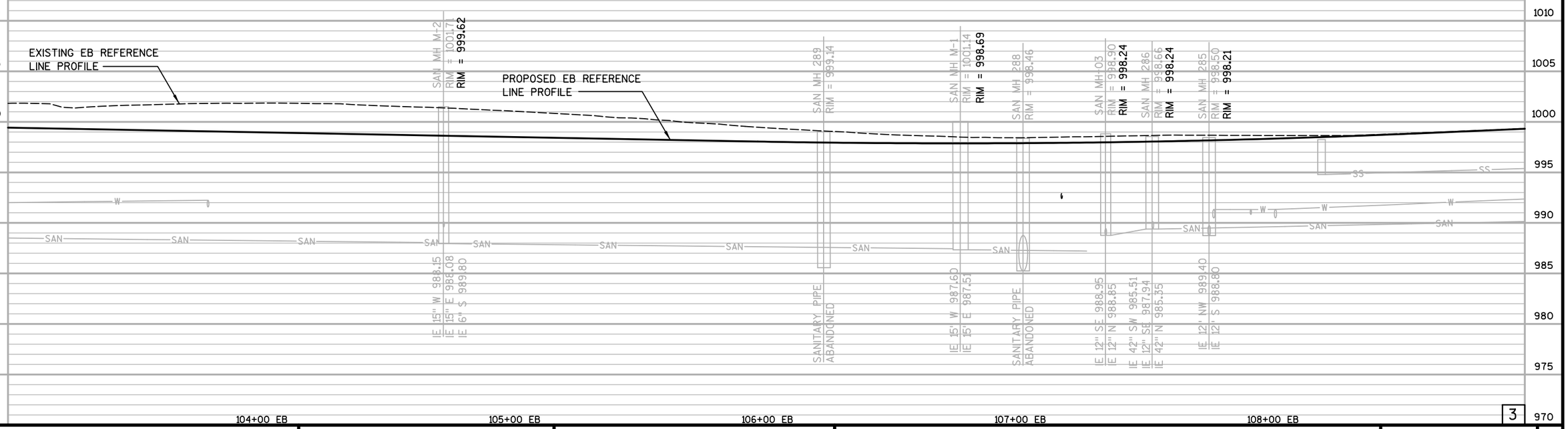
STA. 98+06.30 EB/49.85'RT
ADJUST EXISTING VALVE BOX

STA. 101+00.00 EB/50.50'RT
ADJUST EXISTING VALVE BOX



NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD) - WATER	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0877-LET 3\023003_up.dgn
PLOT DATE : 1/15/2018
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 41

STA. 109+58.30 WB/51.80'LT
RECONSTRUCT EXISTING SANITARY SEWER STRUCTURE

STA. 109+58.75 WB/18.25'LT
REMOVE EXISTING VALVE BOX

STA. 109+59.13 WB/0.23'RT
ABANDON EXISTING WATER MAIN
(COPPER WATER SERVICE)

STA. 111+58.41 WB/43.40'LT
FIRE HYDRANT
GROUND EL. 1002.60±
6" WATER VALVE, EAST
6"X8" REDUCER, EAST

STA. 111+59.85 WB/35.15'LT
REMOVE EXISTING HYDRANT
REMOVE EXISTING VALVE BOX

STA. 111+63.30 WB/4.70'LT
CONNECT TO EXISTING WATER MAIN

STA. 111+63.30 WB/48.25'LT
CONNECT TO EXISTING WATER MAIN

STA. 111+63.40 WB/43.50'LT
8"X6" TEE
8" WATER VALVE, NORTH

STA. 111+63.50 WB/38.44'LT
REMOVE EXISTING VALVE BOX

STA. 111+63.35 WB/33.55'LT
CONNECT TO EXISTING WATER MAIN

STA. 111+61.10 WB/1.25'LT
REMOVE EXISTING VALVE BOX

STA. 114+43.70 WB/1.30'LT
ADJUST EXISTING VALVE BOX

WB CTH PD (MCKEE ROAD)

MATCHLINE 109+00 EB

EB CTH PD (MCKEE ROAD)

STA. 111+52.80 WB/0.40'RT
CONNECT TO EXISTING WATER MAIN
14" WATER VALVE, EAST

STA. 111+61.30 EB/0.40'RT
14"X8" TEE

STA. 111+74.30 WB/0.40'RT
CONNECT TO EXISTING WATER MAIN
14" WATER VALVE, WEST

STA. 111+66.30 WB/0.40'RT
14"X8" TEE
8" WATER VALVE, SOUTH

STA. 113+79.00 EB/11.40'RT
ADJUSTING SANITARY
MANHOLE COVERS

STA. 114+43.95 EB/12.50'RT
ADJUSTING SANITARY
MANHOLE COVERS

POTENTIAL PETROLEUM CONTAMINATED
SOIL AND/OR GROUNDWATER

6133 MCKEE ROAD
PDQ

NOTES:

1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
2. COORDINATE SERVICE INTERRUPTIONS WITH THE CITY OF FITCHBURG. SOME CONNECTIONS MAY NEED TO BE PERFORMED AT NIGHT TO MINIMIZE DISRUPTION TO UTILITY CUSTOMERS.
3. /// UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH UTILITY OWNER)

STA. 110+84.15 EB/10.50'RT
ADJUSTING SANITARY MANHOLE COVERS

STA. 111+99.80 EB/52.4'RT
PLUG 8" WATER MAIN
WITH FLUSHING CONNECTION

COMMERCE
PARK DRIVE

PROPOSED EB REFERENCE
LINE PROFILE

EXISTING EB REFERENCE
LINE PROFILE

SAN MH 271
RIM = 1001.19
RIM = 1001.32
IE 8" W 990.94
IE 8" E 991.06

SAN MH 263
RIM = 1004.07
RIM = 1004.10
IE 8" W 993.99
IE 8" E 994.05

APPROXIMATE
TOP OF EXISTING
8" WATER MAIN

APPROXIMATE FLOW
LINE OF EXISTING
SANITARY SEWER

APPROXIMATE FLOW
LINE OF EXISTING
STORM SEWER

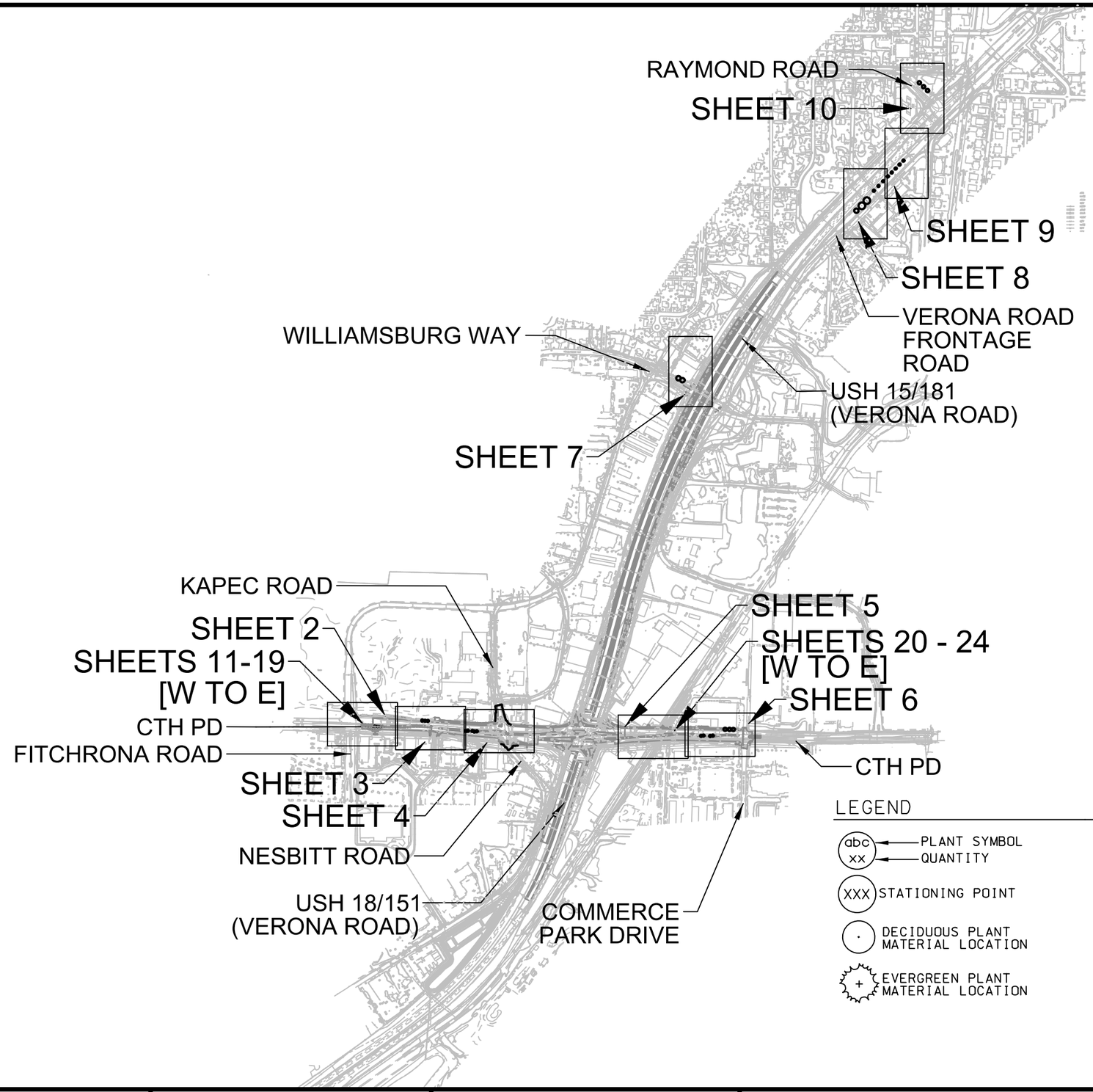
1010
1005
1000
995
990
985
980
975
970

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

4

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD) - WATER	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\015\Micros\PLAN\0877-LET 3\023004_up.dgn
PLOT DATE : 1/19/2018
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 41



NOTES

REPAIR AND RESTORE ALL AREAS DISTURBED BY PLANTING OR LANDSCAPE INSTALLATION OPERATIONS WITH LIKE MATERIALS AS DIRECTED BY THE ENGINEER OR INDICATED IN THE EROSION CONTROL PLANS INCLUDED IN THIS CONTRACT.

FIELD LOCATE ALL PUBLIC AND PRIVATE EXISTING AND PROPOSED UTILITIES BEFORE DIGGING AND SHALL ADJUST PLANT LOCATIONS AS NECESSARY TO AVOID CONFLICTS. MINIMUM UTILITY OFFSETS ARE AS FOLLOWS (GIVEN FROM CENTER OF LINE TO CENTER OF TREE):
-- GAS: 24-INCHES
-- ELECTRIC: 36-INCHES
-- FIBER OPTIC: 24-INCHES
-- SANITARY, STORM, WATER: 10-FEET

VERIFY THAT A MINIMUM DEPTH OF 12-INCHES OF PLANTING MIXTURE HAS BEEN PROVIDED IN PLANTING BEDS AS INDICATED IN THE DRAWINGS BEFORE BEGINNING PLANTING OPERATIONS.

VERIFY THAT A MINIMUM DEPTH OF 18-INCHES OF TOPSOIL SPECIAL HAS BEEN PROVIDED FOR TREES PLANTED IN STREET TERRACES AS INDICATED IN THE DRAWINGS BEFORE BEGINNING PLANTING OPERATIONS.

SEE EROSION CONTROL PLANS FOR LOCATION AND EXTENTS OF TURF GRASS SEED/SOD.

RE-MULCHING AND RE-EDGING IS EXPECTED TO BE PERFORMED IMMEDIATELY PRIOR TO THE END OF THE ESTABLISHMENT PERIOD. WORK IS INCIDENTAL TO LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES BID ITEM. ADDITIONAL PAYMENT FOR RE-MULCHING AND RE-EDGING WILL NOT BE GRANTED.

FIELD ADJUSTMENTS TO TREE LOCATIONS MUST BE APPROVED BY THE FIELD ENGINEER PRIOR TO PLANTING AND MUST REMAIN OUTSIDE OF VISION TRIANGLES.

FOR TREE PLANTINGS WITHIN THE CITY OF MADISON (SEE SHEET 10, RAYMOND ROAD), CONTACT WAYNE BUCKLEY WITH CITY OF MADISON FORESTRY AT (608) 220-0637 AT LEAST ONE WEEK PRIOR TO PLANTING TREES TO MARK THE PLANTING LOCATIONS AND SCHEDULE A TIME TO INSPECT NURSERY STOCK. PLANTING STOCK TO BE APPROVED BY THE CITY OF MADISON FORESTRY DEPARTMENT AND THE FIELD ENGINEER PRIOR TO INSTALLATION.

PLANS PREPARED BY:
KEN SAIKI DESIGN, MADISON, WI (608) 251-3600

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

N

0' 500' 1000' 2000'

SCALE 1" = 1000'-0"

1 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SHEET LAYOUT OVERVIEW	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

THIS SHEET FOR REFERENCE ONLY

2

2

FITCHRONA ROAD

VISION TRIANGLE

VISION TRIANGLE

VISION TRIANGLE

10+00 SW

11+00 SW

12+00 SW

77+00 WB

78+00 WB

79+00 WB

80+00 WB

81+00 WB

82+00 WB

CTH PD WB

78+00 EB

79+00 EB

80+00 EB

81+00 EB

82+00 EB

83+00 EB

CTH PD EB

PLANTING BED 1 - SEE ENLARGEMENT

PLANTING BED 2 - SEE ENLARGEMENT

MATCHLINE SHEET 3

FITCHRONA ROAD

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED - SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

N

0' 20' 40' 80'

SCALE 1" = 40'-0"

2 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - CTH PD	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- PLANT SYMBOL / QUANTITY (abc / xx)
- STATIONING POINT (XXX)
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 TOPSOIL SPECIAL
- 2 SHREDDED HARDWOOD BARK MULCH
- 3 PLANTING MIXTURE
- 4 SHOVEL-CUT EDGING

PLANT KEY

SYM	COMMON NAME
HS	Honeylocust, 'Street Keeper'

2

13+00 SW
14+00 SW
15+00 SW
16+00 SW
300
301
HS 3
1
302
PLANTING BED 3 – SEE ENLARGEMENT
3+00 WB
84+00 WB
85+00 WB
86+00 WB
87+00 WB
88+00 WB
89+00
CTH PD WB
PLANTING BED 4 – SEE ENLARGEMENT
84+00 EB
85+00 EB
86+00 EB
87+00 EB
88+00 EB
89+00 EB
CTH PD EB
MH
INL
WV
SIGN
SS
VISION TRIANGLE
HARDROCK ROAD
MATCHLINE SHEET 2
MATCHLINE SHEET 4
SCALE
0' 20' 40' 80'
SCALE 1" = 40'-0"

3 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - CTH PD	SHEET E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

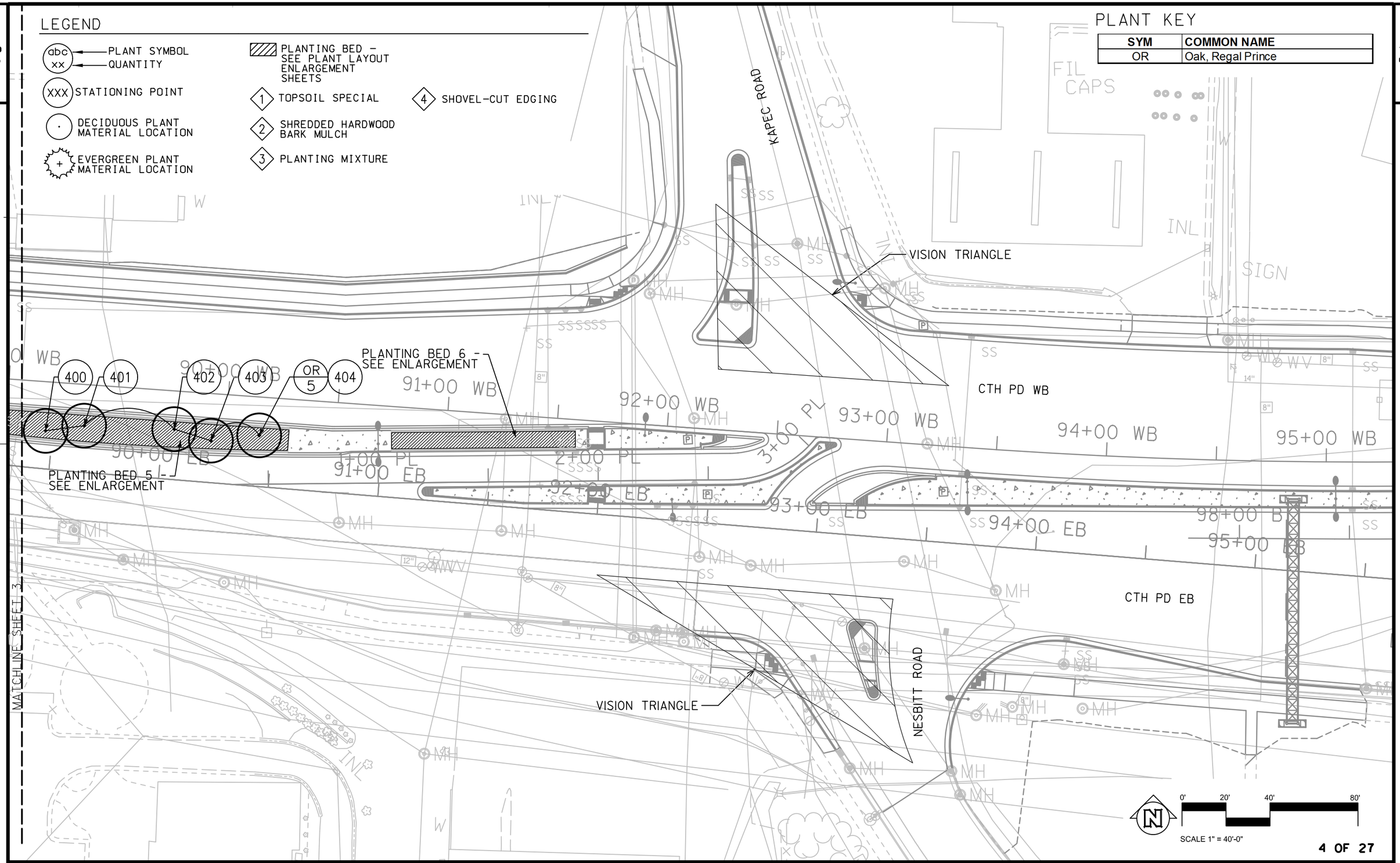
WISDOT/CADDS SHEET 42

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

PLANT KEY

SYM	COMMON NAME
OR	Oak, Regal Prince



4 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - CTH PD	SHEET E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

THIS SHEET FOR REFERENCE ONLY

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

PLANTING BED 7 - SEE ENLARGEMENT

CTH PD WB

CTH PD EB

MATCHLINE SHEET 6

0' 20' 40' 80'

SCALE 1" = 40'-0"

5 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - CTH PD	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- PLANT SYMBOL / QUANTITY (abc / xx)
- XXX STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 TOPSOIL SPECIAL
- 2 SHREDDED HARDWOOD BARK MULCH
- 3 PLANTING MIXTURE
- 4 SHOVEL-CUT EDGING

PLANT KEY

SYM	COMMON NAME
EP	Elm, American 'Princeton'
OR	Oak, Regal Prince

COMMERCE PARK DRIVE

VISION TRIANGLE

PLANTING BED 8 – SEE ENLARGEMENT

PLANTING BED 9 – SEE ENLARGEMENT

PLANTING BED 10 – SEE ENLARGEMENT

PLANTING BED 11 – SEE ENLARGEMENT

CTH PD WB

CTH PD EB

600 601 602 603 604 605 606 EP 3 1 OR 4

110+00 WB 111+00 WB 112+00 WB 113+00 WB 114+00 WB 115+00 WB

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

MATCH LINE SHEET 5

VISION TRIANGLE

0' 20' 40' 80'

SCALE 1" = 40'-0"

6 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - CTH PD	SHEET E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

PLANT KEY

SYM	COMMON NAME
OX	Oak, Schuettes

WILLIAMSBURG WAY

WILLIAMSBURG WAY COURT

700

OX / 2 — 1 — 701

VISION TRIANGLE

SIGN

CANOPY

WB USH 18/151 (VERONA RD)

EB USH 18/151 (VERONA RD)

SCALE 1" = 40'-0"

7 OF 27

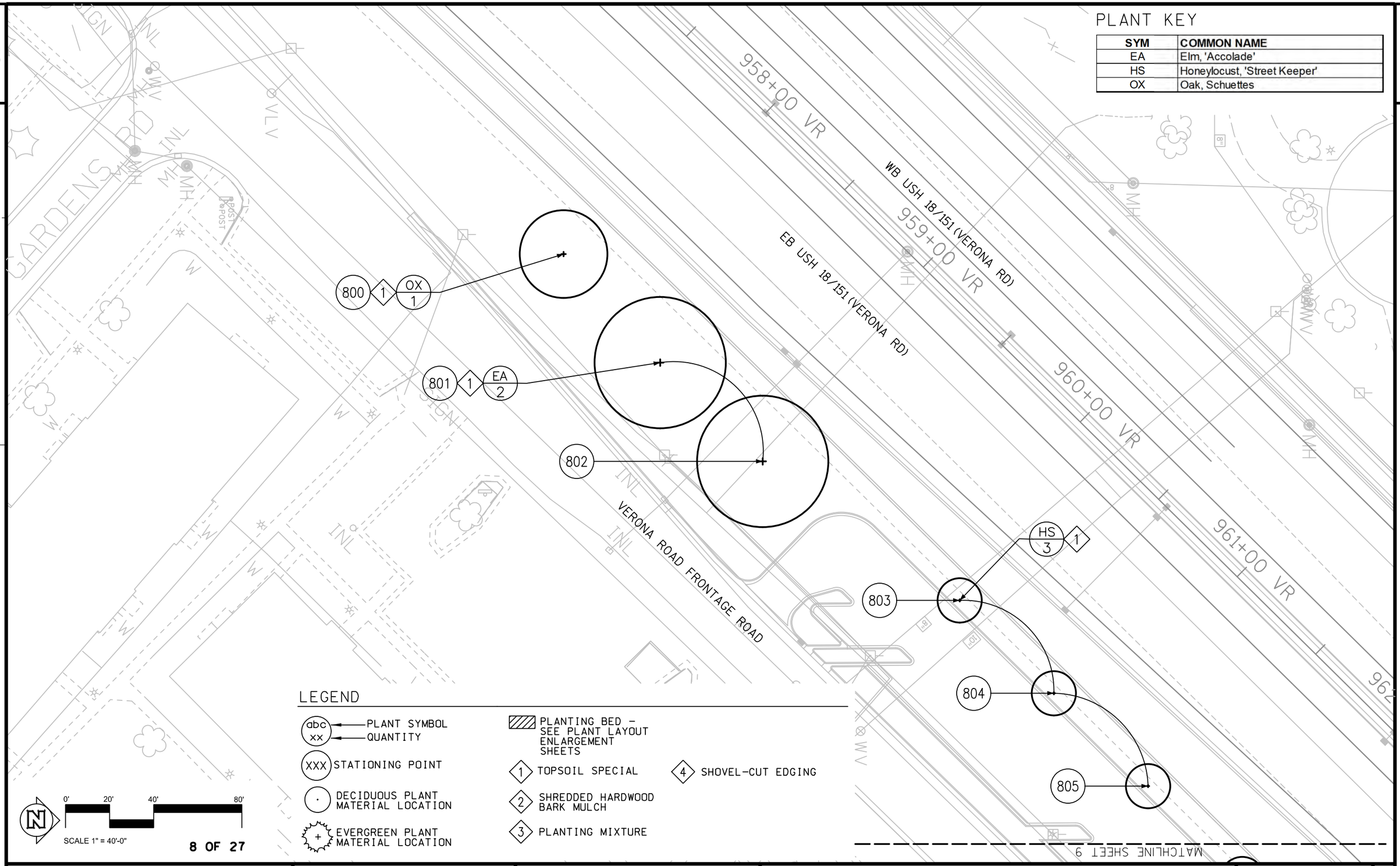
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - WILLIAMSBURG WAY	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

PLANT KEY

SYM	COMMON NAME
EA	Elm, 'Accolade'
HS	Honeylocust, 'Street Keeper'
OX	Oak, Schuettes



LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

0' 20' 40' 80'

SCALE 1" = 40'-0"

8 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - VERONA ROAD FRONTAGE ROAD	SHEET 200	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

MATCHLINE SHEET 8

MATCHLINE SHEET 10

PLANT KEY

SYM	COMMON NAME
HS	Honeylocust, 'Street Keeper'

900
901
HS 5 1 902
903
904

963+00 VR
964+00 VR
965+00 VR
966+00 VR
967+00 VR

WB USH 18/151 (VERONA RD)
EB USH 18/151 (VERONA RD)
VERONA ROAD FRONTAGE ROAD
VERONA RD FRONTAGE

SIGN
MH
W
SAN

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

N

0' 20' 40' 80'

SCALE 1" = 40'-0"

9 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - VERONA ROAD FRONTAGE ROAD	SHEET 201 E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- abc / xx — PLANT SYMBOL / QUANTITY
- XXX — STATIONING POINT
- DECIDUOUS PLANT MATERIAL LOCATION
- EVERGREEN PLANT MATERIAL LOCATION
- PLANTING BED – SEE PLANT LAYOUT ENLARGEMENT SHEETS
- 1 — TOPSOIL SPECIAL
- 2 — SHREDDED HARDWOOD BARK MULCH
- 3 — PLANTING MIXTURE
- 4 — SHOVEL-CUT EDGING

PLANT KEY

SYM	COMMON NAME
CE	Coffeetree, 'Espresso'
CS	Catalpa, Northern
EN	Elm, 'New Horizon'
Jp	Juniper, Pfitzer 'Kallay's Compact'

1000 4
1001
1002
1003
PLANTING BED 12
2 3
Jp 40
1004
4
1005
1006
CS 1 1
EN 1 1 1007
CE 1 1 1008
VISION TRIANGLE
VISION TRIANGLE
FILLER CAPS
RAYMOND ROAD
REETZ ROAD
FREEPORT ROAD
WB USH 18/151 (VERONA RD)
EB USH 18/151 (VERONA RD)
MATCHLINE SHEET 9
967+00 VR
968+00 VR
969+00 VR
970+00 VR
SCALE 1" = 40'-0"

10 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT - RAYMOND ROAD	SHEET E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

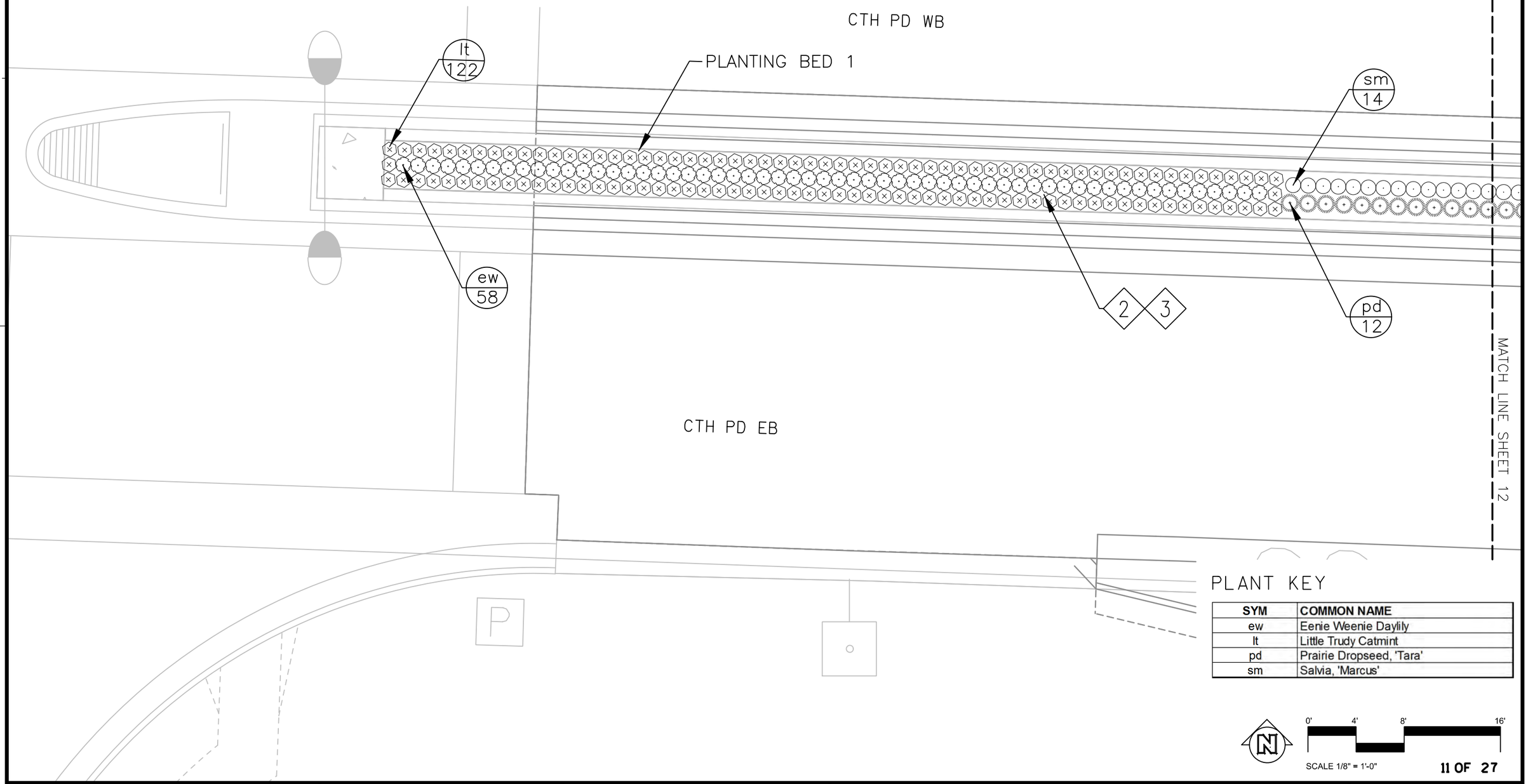
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

SYM	COMMON NAME
ew	Eenie Weenie Daylily
lt	Little Trudy Catmint
pd	Prairie Dropseed, 'Tara'
sm	Salvia, 'Marcus'

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

11 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 1	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

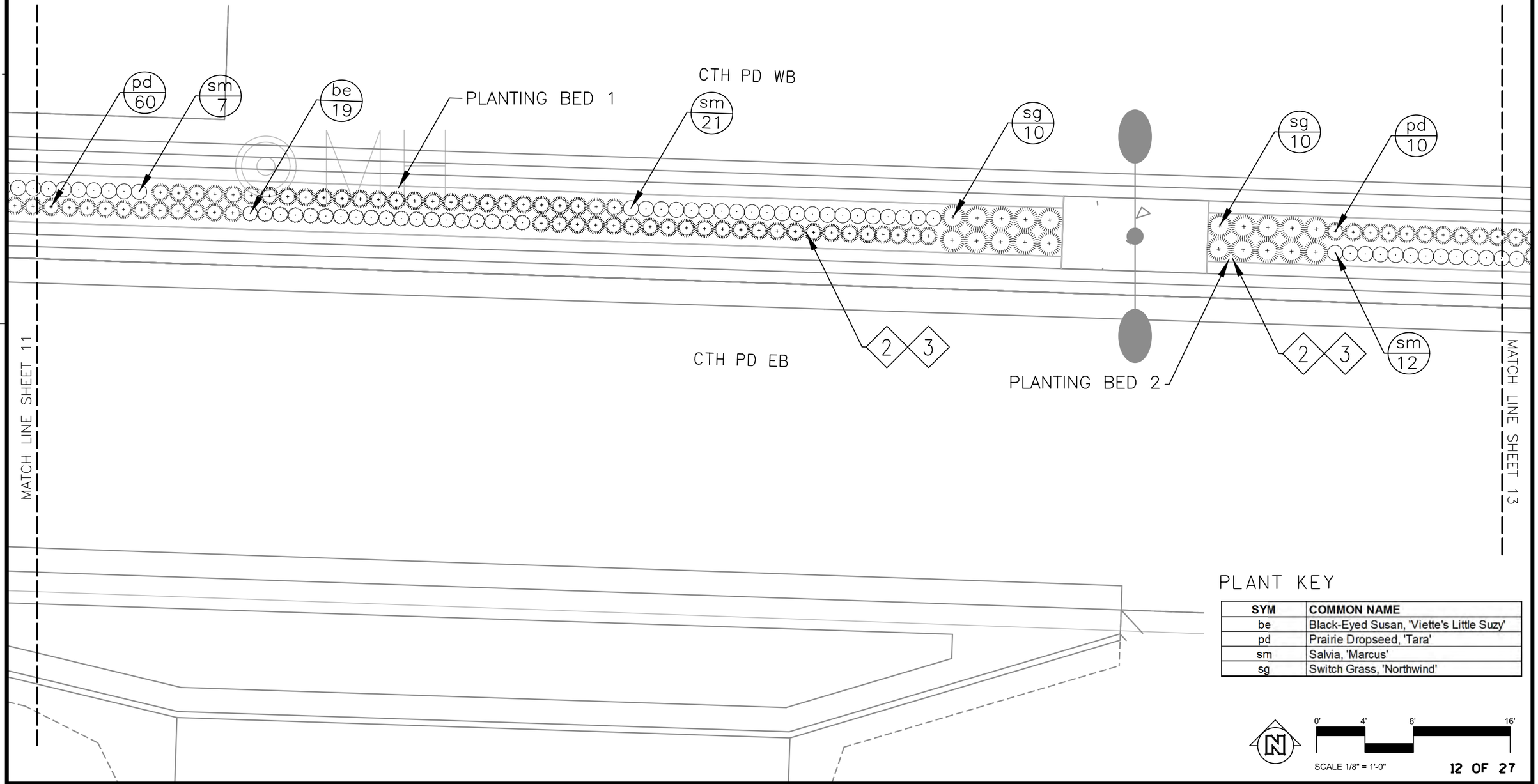
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

SYM	COMMON NAME
be	Black-Eyed Susan, 'Viette's Little Suzy'
pd	Prairie Dropseed, 'Tara'
sm	Salvia, 'Marcus'
sg	Switch Grass, 'Northwind'

N

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

12 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BEDS 1 & 2	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

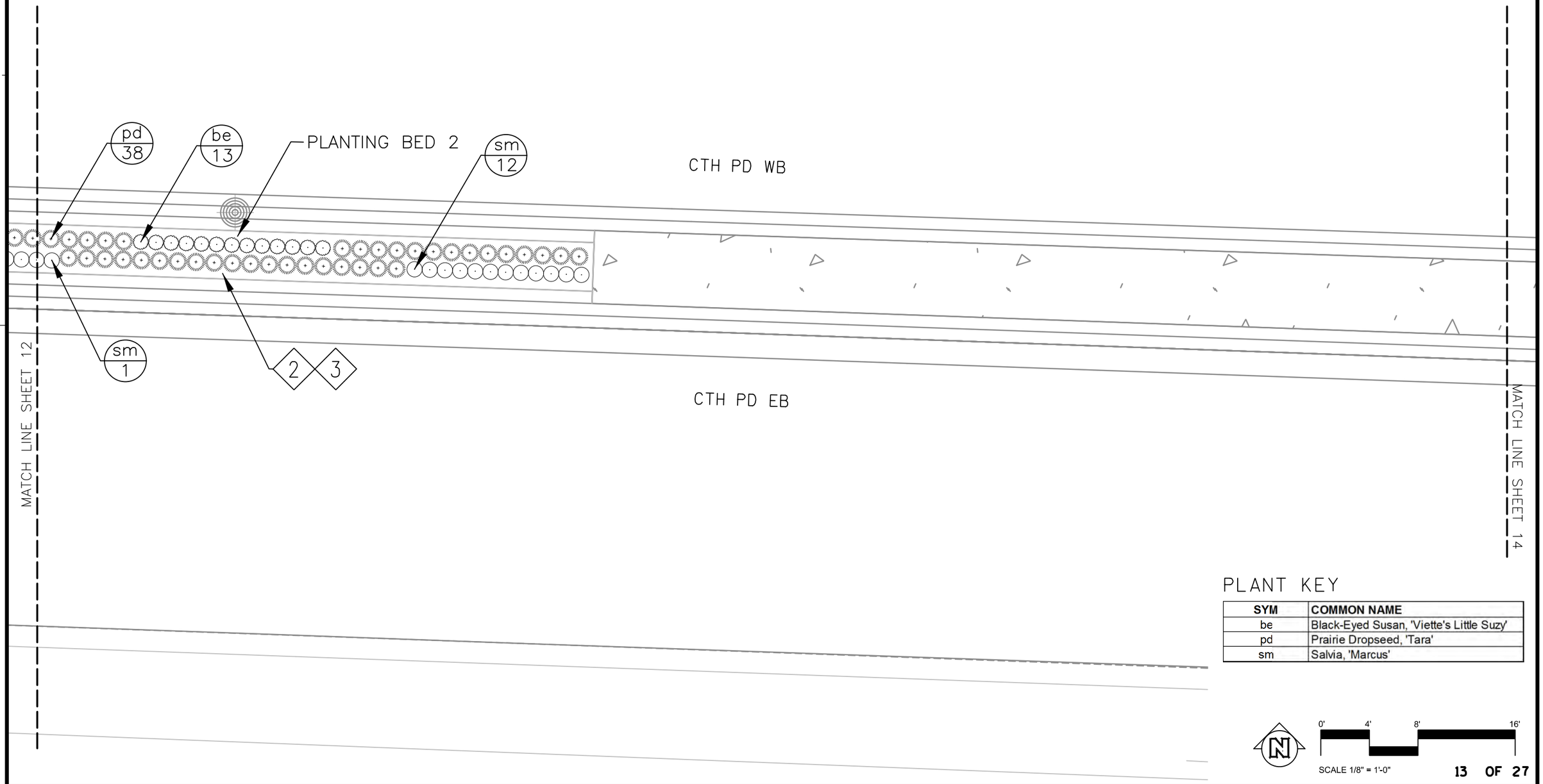
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

SYM	COMMON NAME
be	Black-Eyed Susan, 'Viette's Little Suzy'
pd	Prairie Dropseed, 'Tara'
sm	Salvia, 'Marcus'

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

13 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 2	SHEET 205	E

LOCATION:
CTH PD

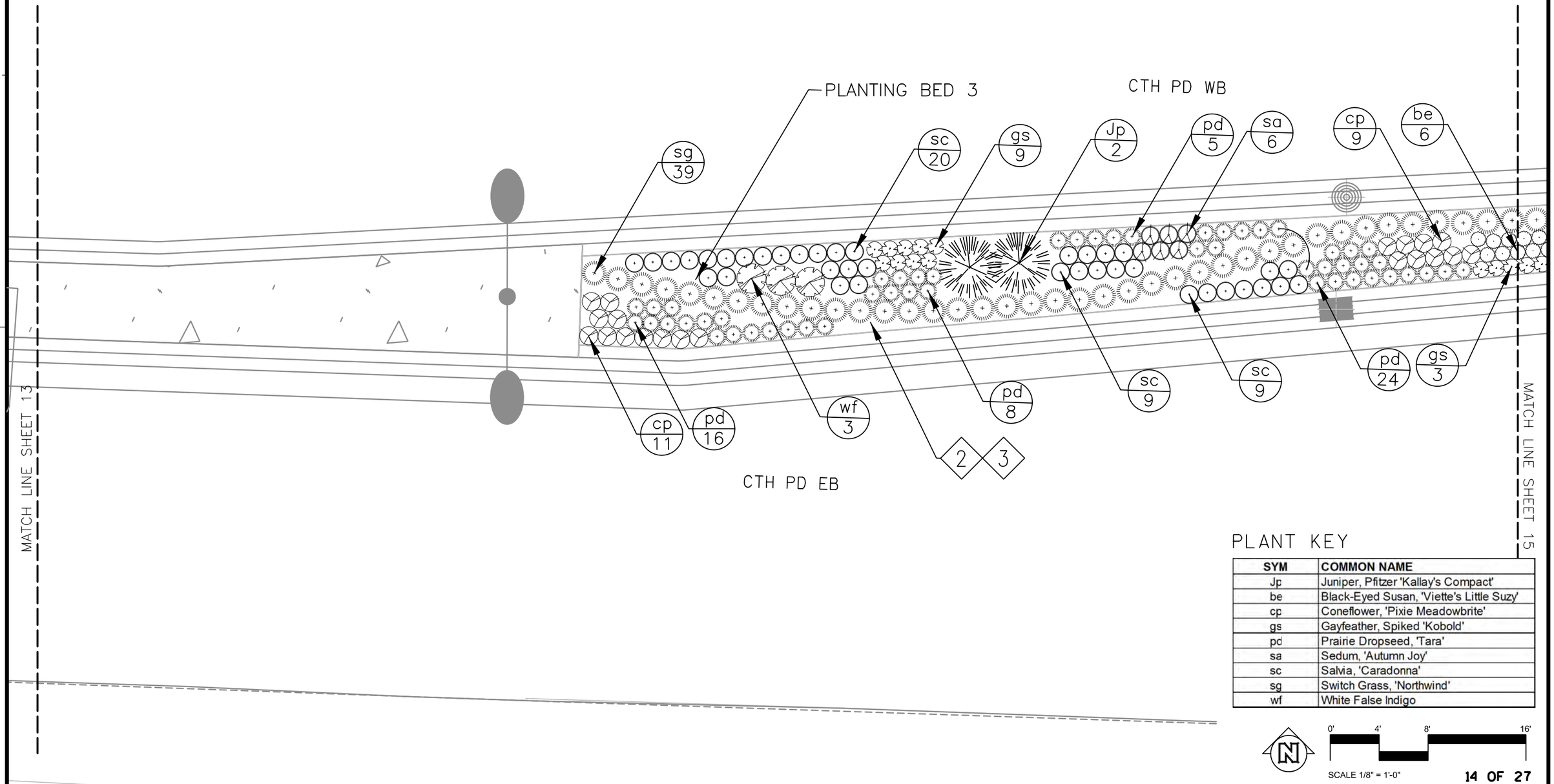
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

SYM	COMMON NAME
Jp	Juniper, Pfitzer 'Kallay's Compact'
be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
gs	Gayfeather, Spiked 'Kobold'
pd	Prairie Dropseed, 'Tara'
sa	Sedum, 'Autumn Joy'
sc	Salvia, 'Caradonna'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

N

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

14 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 3	SHEET E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

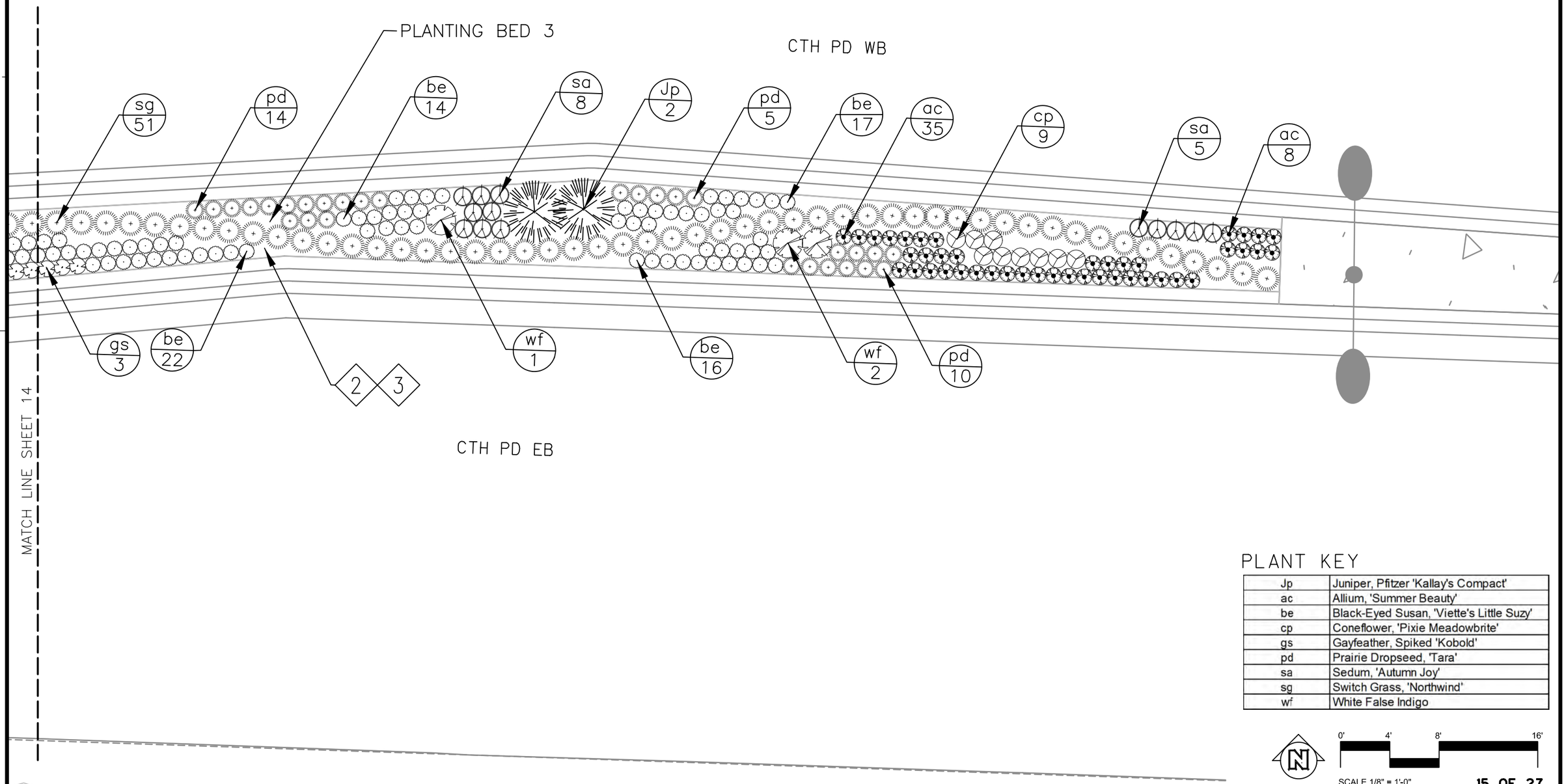
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
ac	Allium, 'Summer Beauty'
be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
gs	Gayfeather, Spiked 'Kobold'
pd	Prairie Dropseed, 'Tara'
sa	Sedum, 'Autumn Joy'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

15 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 3	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

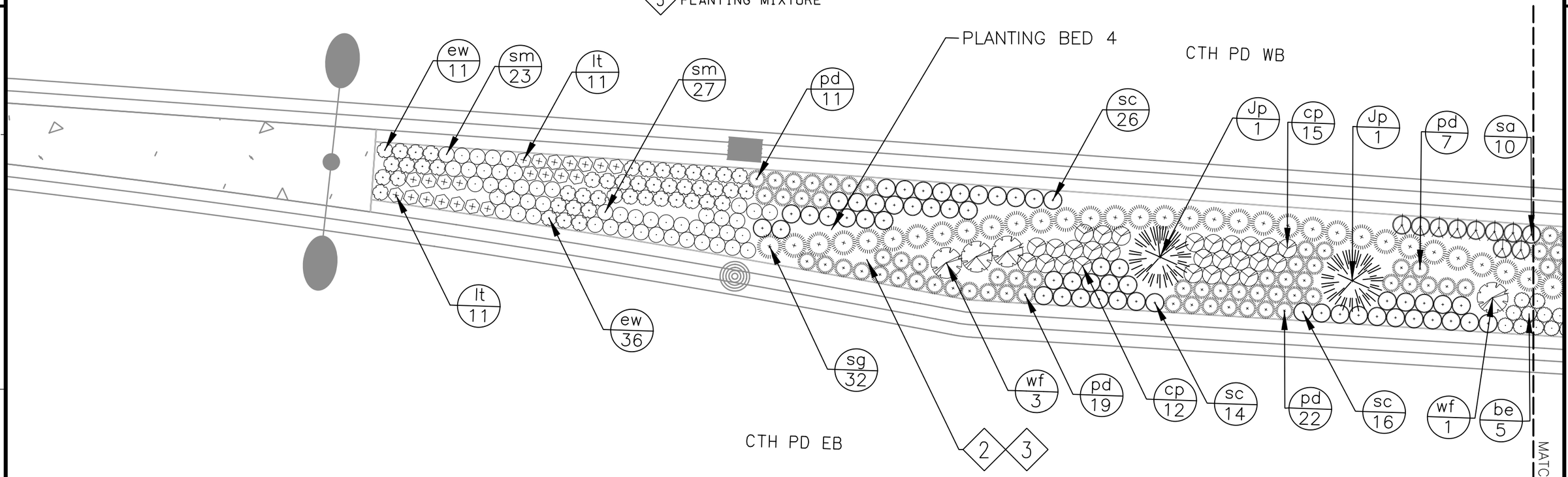
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
ew	Eenie Weenie Daylily
lt	Little Trudy Catmint
pd	Prairie Dropseed, 'Tara'
sm	Salvia, 'Marcus'
sa	Sedum, 'Autumn Joy'
sc	Salvia, 'Caradonna'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

N

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

16 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 4	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :
WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

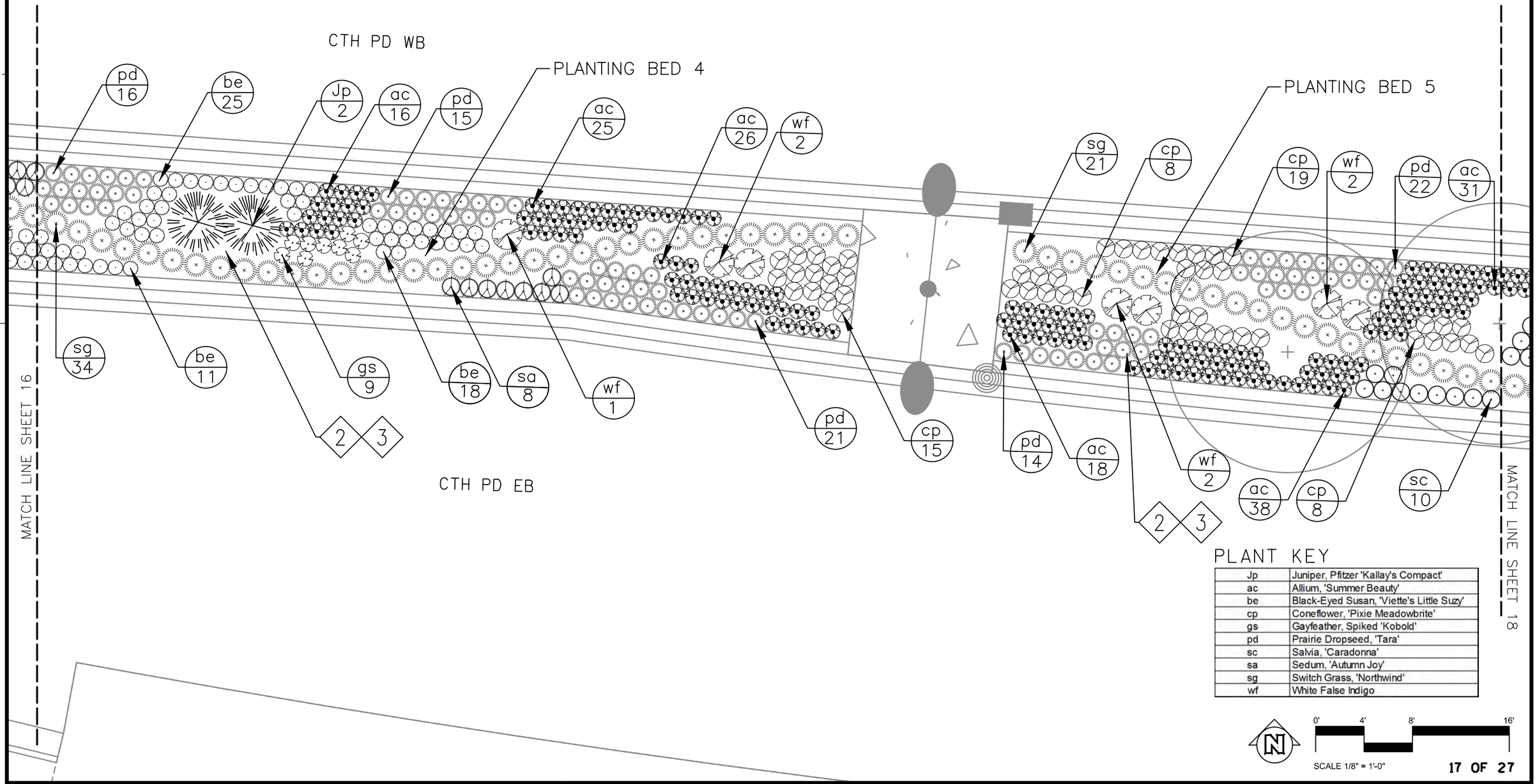
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
ac	Allium, 'Summer Beauty'
be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
gs	Gayfeather, Spiked 'Kobold'
pd	Prairie Dropseed, 'Tara'
sc	Salvia, 'Caradonna'
sa	Sedum, 'Autumn Joy'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

N

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

17 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BEDS 4 & 5	SHEET 209	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

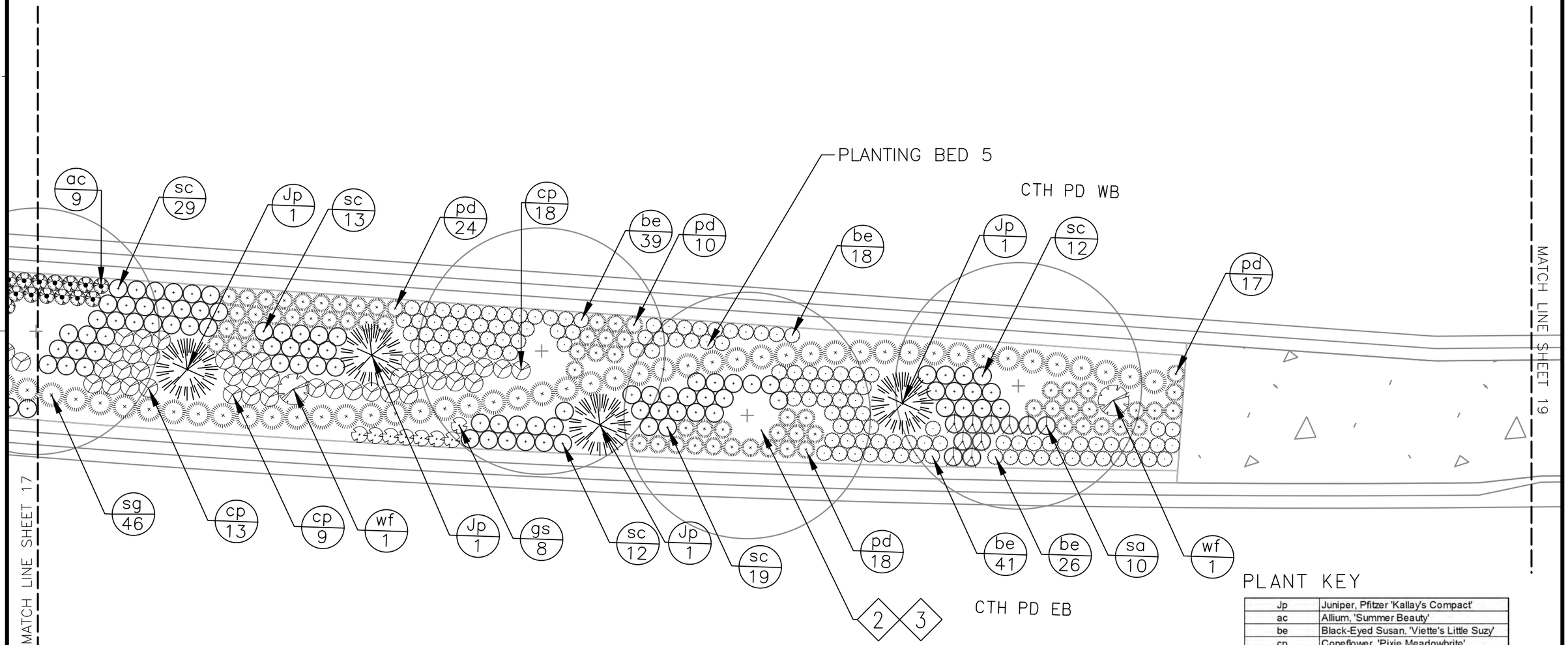
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
ac	Allium, 'Summer Beauty'
be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
gs	Gayfeather, Spiked 'Kobold'
pd	Prairie Dropseed, 'Tara'
sa	Sedum, 'Autumn Joy'
sc	Salvia, 'Caradonna'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

18 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 5	SHEET 210 E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

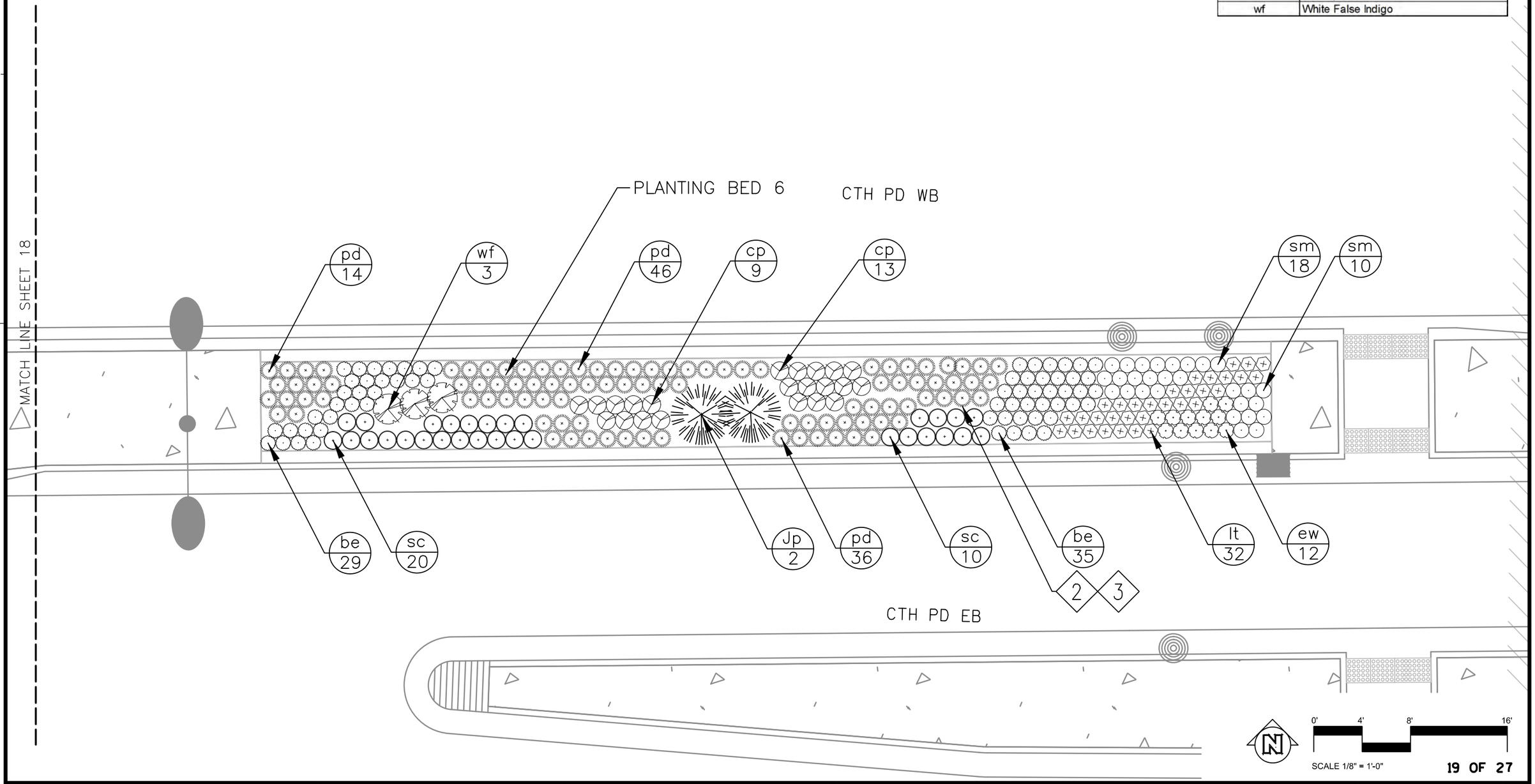
LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE

PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
ac	Allium, 'Summer Beauty'
be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
gs	Gayfeather, Spiked 'Kobold'
pd	Prairie Dropseed, 'Tara'
sa	Sedum, 'Autumn Joy'
sc	Salvia, 'Caradonna'
wf	White False Indigo



19 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 6	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

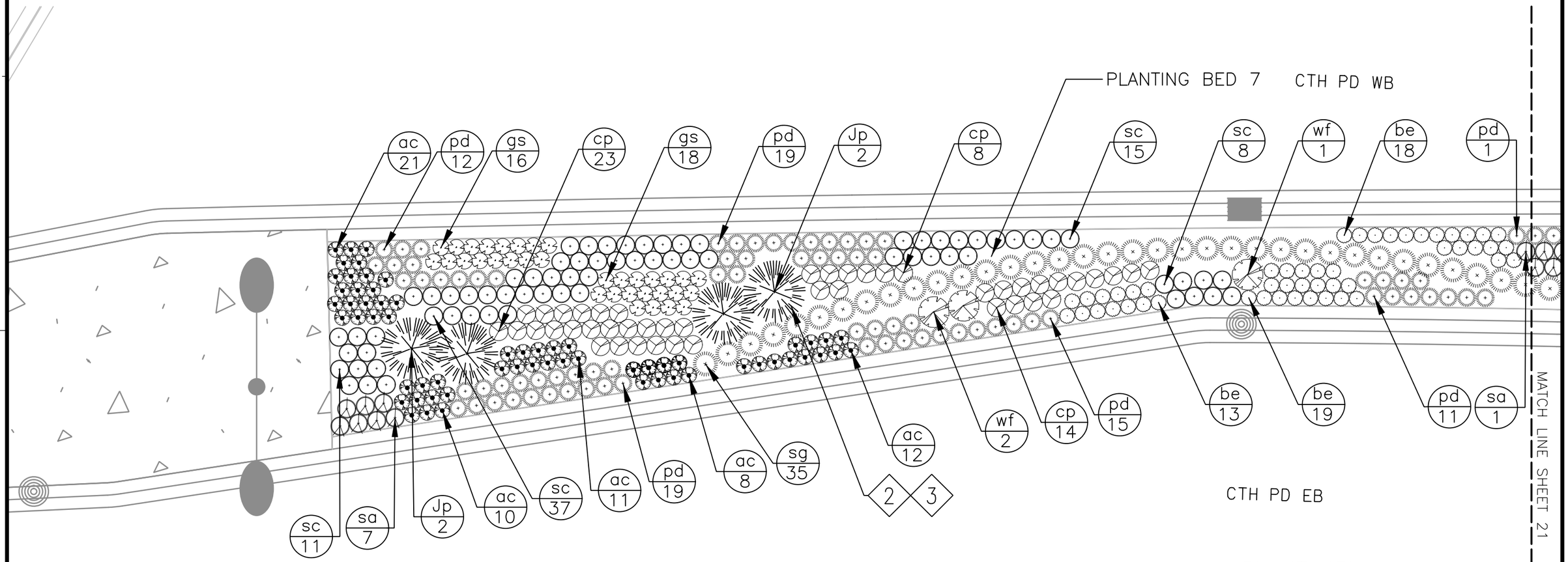
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
ac	Allium, 'Summer Beauty'
be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
gs	Gayfeather, Spiked 'Kobold'
pd	Prairie Dropseed, 'Tara'
sa	Sedum, 'Autumn Joy'
sc	Salvia, 'Caradonna'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

N

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

20 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 7	SHEET	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn
PLOT DATE : 5-JAN-2018
PLOT BY : nswartz
PLOT NAME :
PLOT SCALE :
WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

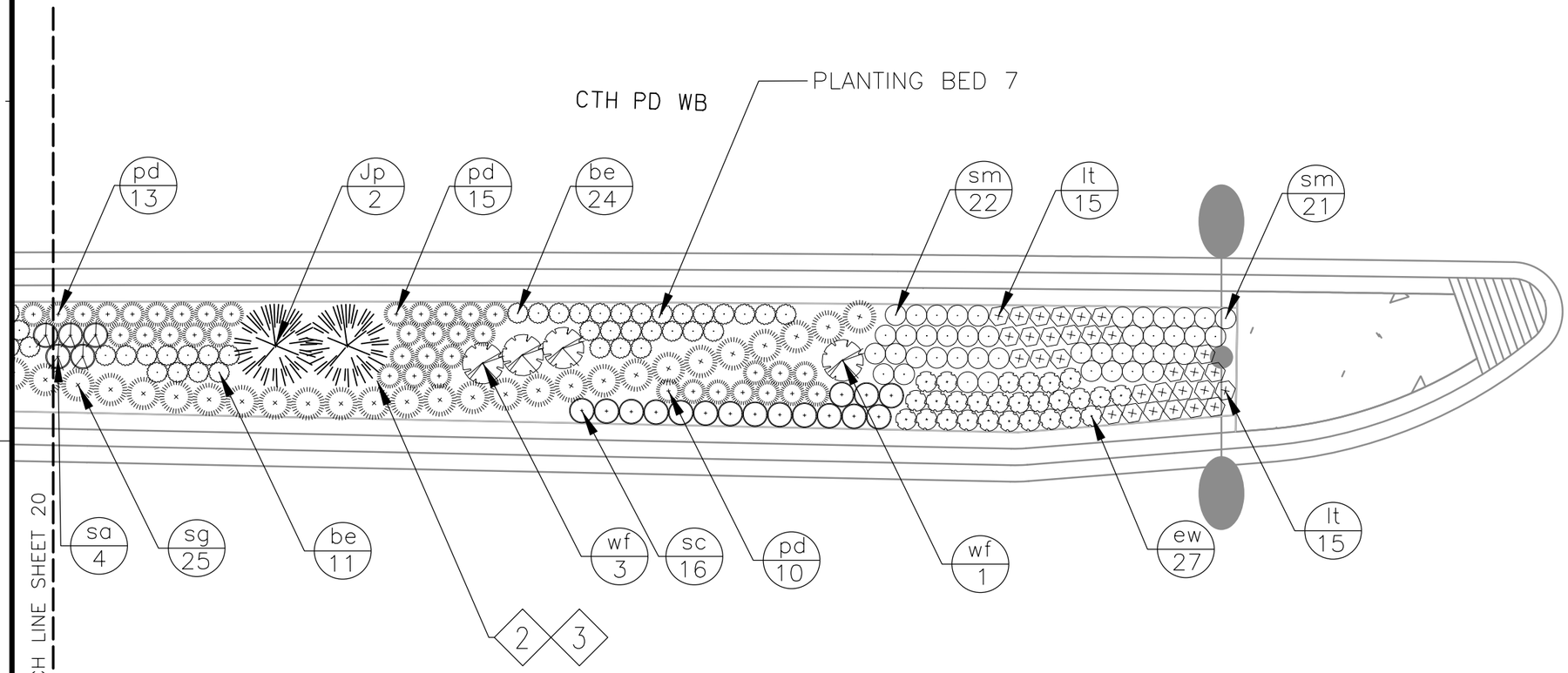
NOTES

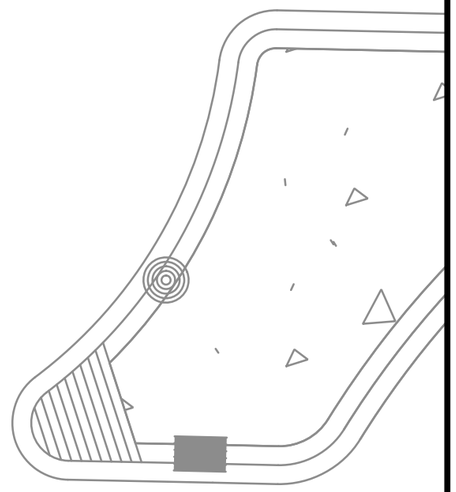
SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE





PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
be	Black-Eyed Susan, 'Viette's Little Suzy'
ew	Eenie Weenie Daylily
lt	Little Trudy Catmint
pd	Prairie Dropseed, 'Tara'
sm	Salvia, 'Marcus'
sa	Sedum, 'Autumn Joy'
sc	Salvia, 'Caradonna'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

21 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BED 7	SHEET 213	E

LOCATION:
CTH PD

NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

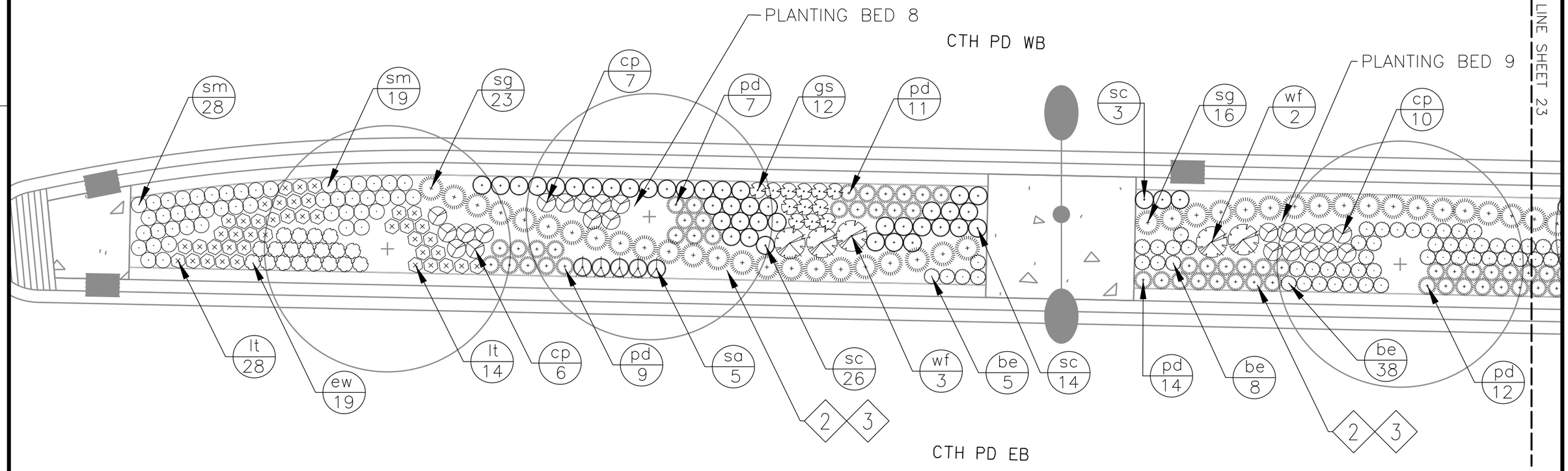
LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE

PLANT KEY

be	Black-Eyed Susan, 'Viette's Little Suzy'
cp	Coneflower, 'Pixie Meadowbrite'
ew	Eenie Weenie Daylily
gs	Gayfeather, Spiked 'Kobold'
lt	Little Trudy Catmint
pd	Prairie Dropseed, 'Tara'
sa	Sedum, 'Autumn Joy'
sc	Salvia, 'Caradonna'
sm	Salvia, 'Marcus'
sg	Switch Grass, 'Northwind'
wf	White False Indigo



0' 4' 8' 16'

SCALE 1/8" = 1'-0"

22 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BEDS 8 & 9	SHEET 214	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LOCATION:
CTH PD

NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

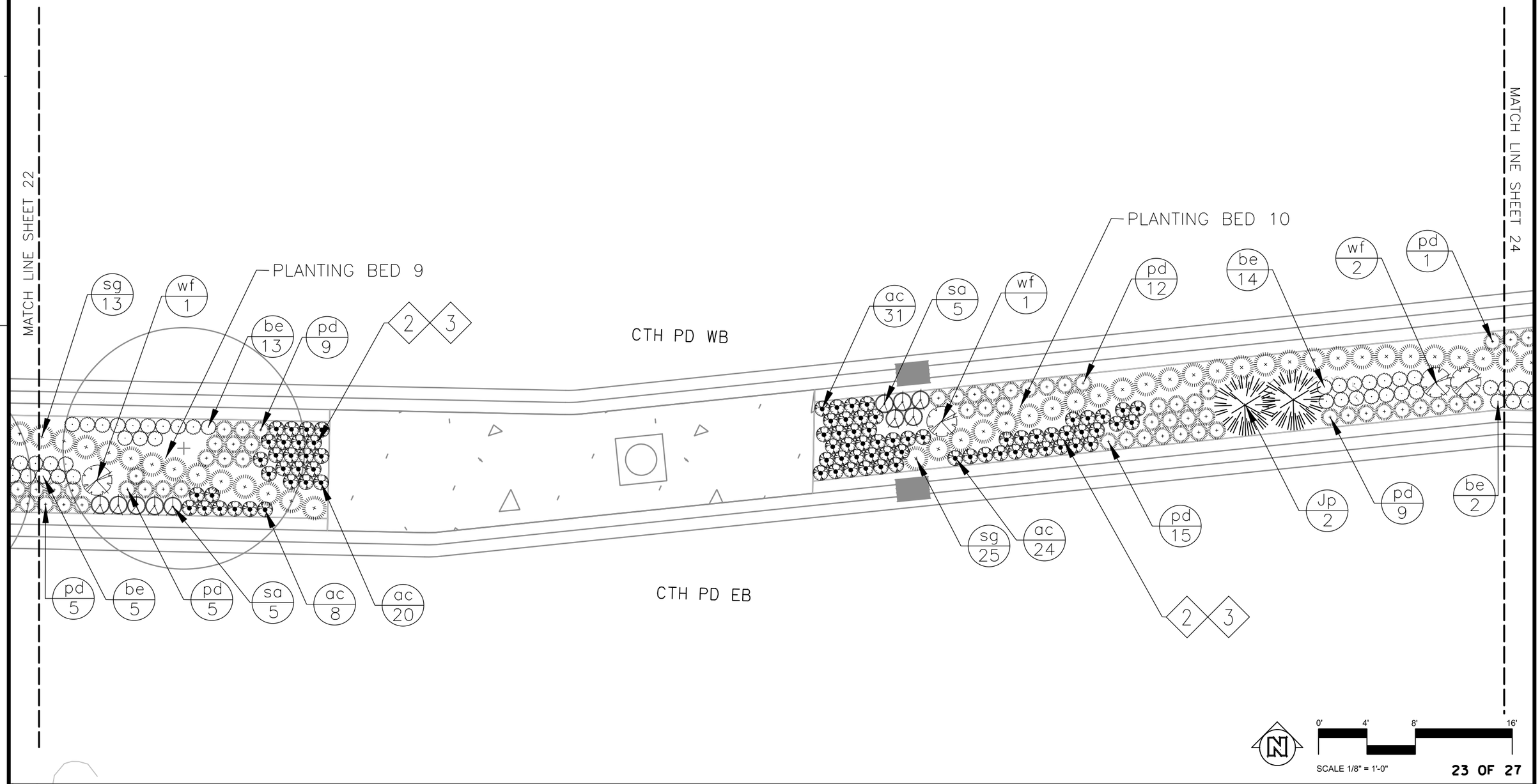
LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE

PLANT KEY

Jp	Juniper, Pfitzer 'Kallay's Compact'
ac	Allium, 'Summer Beauty'
be	Black-Eyed Susan, 'Viette's Little Suzy'
pd	Prairie Dropseed, 'Tara'
sa	Sedum, 'Autumn Joy'
sg	Switch Grass, 'Northwind'
wf	White False Indigo



23 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BEDS 9 & 10	SHEET 215	E

LOCATION:
CTH PD

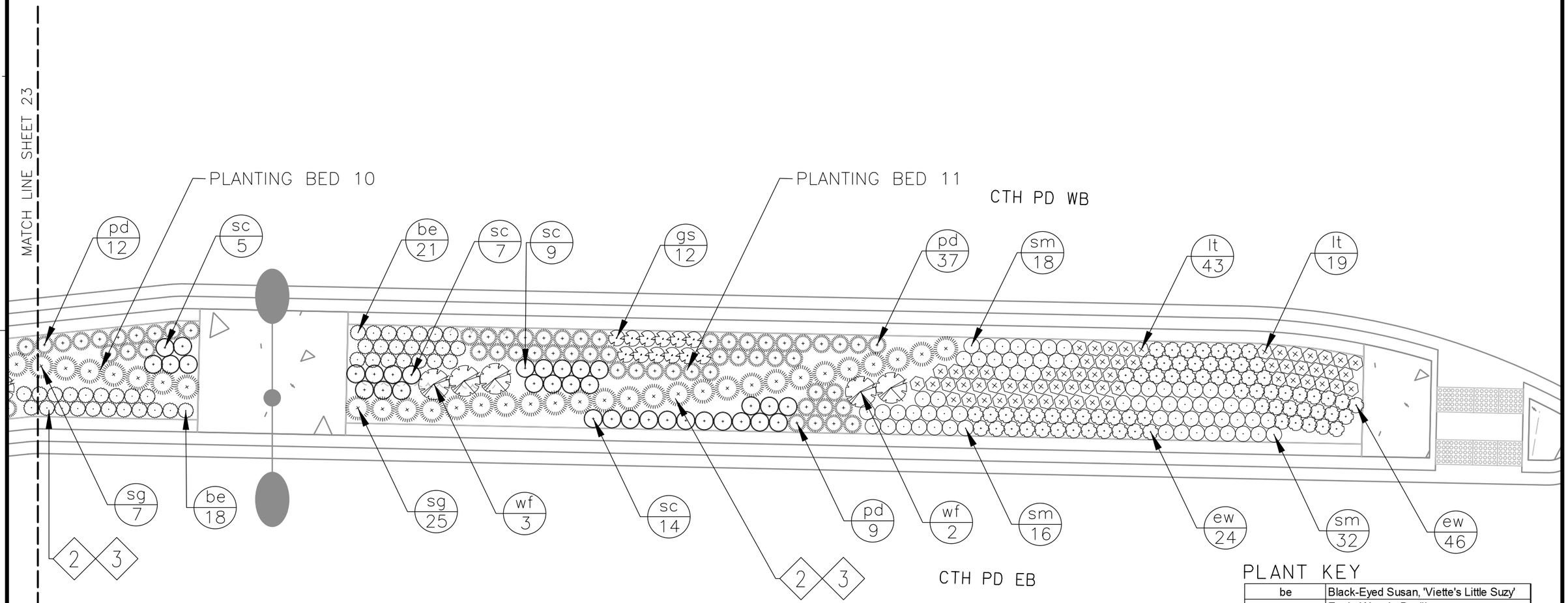
NOTES

SEE LANDSCAPE DETAILS FOR PLANTING MIXTURE DEPTH AND EXTENTS.
SEE EROSION CONTROL PLANS FOR EXTENT OF TURF GRASS SEED/SOD.

LEGEND

2 SHREDDED HARDWOOD BARK MULCH

3 PLANTING MIXTURE



PLANT KEY

be	Black-Eyed Susan, 'Viette's Little Suzy'
ew	Eenie Weenie Daylily
gs	Gayfeather, Spiked 'Kobold'
lt	Little Trudy Catmint
pd	Prairie Dropseed, 'Tara'
sc	Salvia, 'Caradonna'
sm	Salvia, 'Marcus'
sg	Switch Grass, 'Northwind'
wf	White False Indigo

0' 4' 8' 16'

SCALE 1/8" = 1'-0"

24 OF 27

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLANT LAYOUT ENLARGEMENT - PLANTING BEDS 10 & 11	SHEET 216	E

FILE NAME : Q:2012-002 CTH PD-Verona Road \ CAD \ 1 - Working Drawings \ 2012-002 ksd base.dgn PLOT DATE : 5-JAN-2018 PLOT BY : nswartz PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

SHEET 3			
POINT	STATION	OFFSET	DESCRIPTION
300	85+19.25 'WB'	43.25 LT	CENTER OF TREE
301	85+44.25 'WB'	43.22 LT	CENTER OF TREE
302	85+69.25 'WB'	43.25 LT	CENTER OF TREE

SHEET 4			
POINT	STATION	OFFSET	DESCRIPTION
400	89+18.22 'WB'	22.28 RT	CENTER OF TREE
401	89+35.50 'WB'	18.69 RT	CENTER OF TREE
402	89+76.47 'WB'	17.36 RT	CENTER OF TREE
403	89+93.46 'WB'	21.37 RT	CENTER OF TREE
404	90+15.20 'WB'	17.42 RT	CENTER OF TREE

SHEET 6			
POINT	STATION	OFFSET	DESCRIPTION
600	110+35.24 'WB'	20.08 RT	CENTER OF TREE
601	110+56.43 'WB'	17.03 RT	CENTER OF TREE
602	111+17.40 'WB'	19.60 RT	CENTER OF TREE
603	111+39.94 'WB'	16.45 RT	CENTER OF TREE
604	112+49.93 'WB'	43.25 LT	CENTER OF TREE
605	112+89.93 'WB'	43.25 LT	CENTER OF TREE
606	113+23.57 'WB'	43.25 LT	CENTER OF TREE

SHEET 7			
POINT	STATION	OFFSET	DESCRIPTION
700	97+11.28 'WW'	21.80 LT	CENTER OF TREE
701	97+50.52 'WW'	24.48 LT	CENTER OF TREE

SHEET 8			
POINT	STATION	OFFSET	DESCRIPTION
800	957+78.41 'VR'	109.81 RT	CENTER OF TREE
801	958+45.10 'VR'	114.56 RT	CENTER OF TREE
802	959+9.99 'VR'	113.87 RT	CENTER OF TREE
803	960+17.90 'VR'	96.00 RT	CENTER OF TREE
804	960+77.89 'VR'	96.00 RT	CENTER OF TREE
805	961+37.89 'VR'	96.00 RT	CENTER OF TREE

SHEET 9			
POINT	STATION	OFFSET	DESCRIPTION
900	961+97.89 'VR'	96.02 RT	CENTER OF TREE
901	962+47.89 'VR'	96.00 RT	CENTER OF TREE
902	962+97.61 'VR'	96.00 RT	CENTER OF TREE
903	963+47.73 'VR'	96.00 RT	CENTER OF TREE
904	963+97.72 'VR'	96.00 RT	CENTER OF TREE

SHEET 10			
POINT	STATION	OFFSET	DESCRIPTION
1000	966+72.51 'VR'	109.65 LT	CORNER OF BED
1001	966+80.65 'VR'	85.58 LT	EDGE OF BED
1002	966+82.35 'VR'	81.02 LT	EDGE OF BED
1003	966+82.35 'VR'	74.00 LT	CORNER OF BED
1004	968+33.19 'VR'	92.67 LT	CORNER OF BED
1005	968+37.99 'VR'	74.00 LT	CORNER OF BED
1006	969+87.10 'VR'	296.64 LT	CENTER OF TREE
1007	969+90.54 'VR'	245.25 LT	CENTER OF TREE
1008	969+92.66 'VR'	195.15 LT	CENTER OF TREE

PLANT DATA TABLE

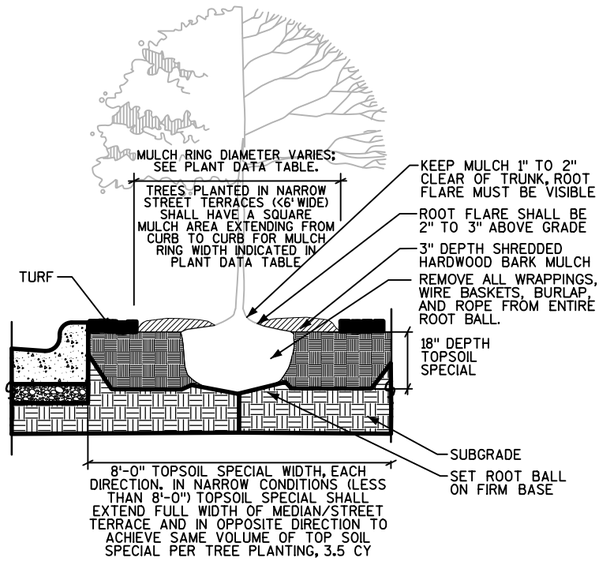
Symbol	Common Name	Scientific Name	Type	Average Mature Height	Plant Spacing	Size When Planted	Root Zone Mode	Minimum Size					Brace Or Guy	Fertilizer Units Required	Rodent Protection Required	Mulch Ring Required	Topsoil Special Required	Notes
								Ball/Pot		Root	Plant Hole							
								Diameter	Depth	Spread	Diameter	Depth						
	Canopy Trees																	
CE	Coffeetree, 'Espresso'	*Gymnocladus dioicus 'Espresso'*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
CS	Catalpa, Northern	*Catalpa speciosa*	1T	40'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
EA	Elm, 'Accolade'	*Ulmus 'Morton Accolade'*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
EP	Elm, American 'Princeton'	*Ulmus americana 'Princeton'*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
EN	Elm, 'New Horizon'	*Ulmus 'NewHorizon'*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
HS	Honeylocust, 'Street Keeper'	*Gleditsia triacanthos 'Draves' PPAF*	1T	40'-50' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
OR	Oak, Regal Prince	*Quercus robur x bicolor 'Long'*	1T	40'-50' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
OX	Oak, Schuettes	*Quercus x schuettei*	1T	50'-60' Ht.	Per Plans	2.5" Cal.	B&B	28"	17"	---------	52"	17"	*	6	*	64"	---------	---------
	Evergreen Shrubs																	
Jp	Juniper, Pfitzer 'Kallay's Compact'	*Juniperus chinensis 'Pfitzeriana Kallay'*	3E	2'-3' Ht.	4'-0" o.c.	24" Sp. / #3	CG	12"	12"	---------	36"	12"	---------	2	No	BED	---------	---------
	Perennials, CG, 1 Gal.																	
ac	Allium, 'Summer Beauty'	*Allium tanguticum 'Summer Beauty'*	1V	8"-16"Ht.	15" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
be	Black-Eyed Susan, 'Viette's Little Suzy'	*Rudbeckia fulgida 'Viette's Little Suzy'*	1V	15-18" Ht.	15" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
cp	Coneflower, 'Pixie Meadowbrite'	*Echinacea 'Pixie Meadowbrite'*	1V	18"20" Ht.	18" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
ew	Eenie Weenie Daylily	*Hemerocalis 'Eenie Weenie'*	1V	10"-12" Ht.	15" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
gs	Gayfeather, Spiked 'Kobold'	Liatris spicata 'Kobold'	1V	12"-24" Ht.	15" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
lt	Little Trudy Catmint	*Nepeta x Psfike*	1V	6"-12"Ht.	15" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
pd	Prairie Dropseed, 'Tara'	*Sporobolus heterolepis 'Tara'*	1V	18"-24" Ht.	18" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
sa	Sedum, 'Autumn Joy'	*Sedum* 'Autumn Joy'	1V	18"-24" Ht.	18" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
sc	Salvia, 'Caradonna'	*Salvia nemerosa'Caradonna'*	1V	24"-30" Ht.	18" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
sm	Salvia, 'Marcus'	*Salvia nemerosa'Marcus'*	1V	6"-12" Ht.	15" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
sg	Switch Grass, 'Northwind'	*Panicum virgatum 'Northwind'*	1V	48"-72" Ht.	24" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------
wf	White False Indigo	*Baptisia alba var. macrophylla*	1V	24"-48" Ht.	30" o.c.	1 gal.	CG	8"	10"	---------	16"	10"	---------	1	No	BED	---------	---------

* SEE ARTICLE "FURNISHING AND PLANTING PLANT MATERIALS"

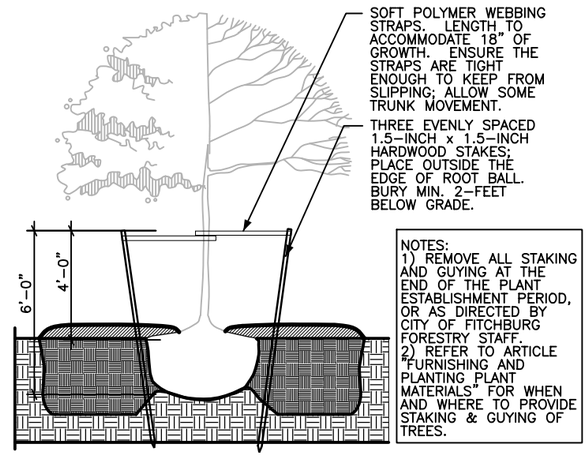
PLANT QUANTITIES TABLE

Symbol		Common Name	Scientific Name	Size When Planted	Root Zone Mode	Quantities Sheet 3	Sheet 4	Sheet 6	Sheet 7	Sheet 8	Sheet 9	Sheet 10	Bed 1	Bed 2	Bed 3	Bed 4	Bed 5	Bed 6	Bed 7	Bed 8	Bed 9	Bed 10	Bed 11	Totals
Canopy Trees																								
CE	632.0101.001	Coffeetree, 'Espresso'	*Gymnocladus dioicus 'Espresso'*	2.5" Cal.	B&B							1												**1**
CS	632.0101.002	Catalpa, Northern	*Catalpa speciosa*	2.5" Cal.	B&B							1												**1**
EA	632.0101.003	Elm, 'Accolade'	*Ulmus 'Morton Accolade'*	2.5" Cal.	B&B					2														**2**
EP	632.0101.004	Elm, American 'Princeton'	*Ulmus americana 'Princeton'*	2.5" Cal.	B&B			3																**3**
EN	632.0101.005	Elm, 'New Horizon'	*Ulmus 'NewHorizon'*	2.5" Cal.	B&B							1												**1**
HS	632.0101.006	Honeylocust, 'Street Keeper'	*Gleditsia triacanthos 'Draves' PPAF*	2.5" Cal.	B&B	3				3	5													**11**
OR	632.0101.007	Oak, Regal Prince	*Quercus robur x bicolor 'Long'*	2.5" Cal.	B&B		5	4																**9**
OX	632.0101.008	Oak, Schuettes	*Quercus x schuettei*	2.5" Cal.	B&B				2	1														**3**
Evergreen																								
Jp	632.0201.001	Juniper, Pfitzer 'Kallay's Compact'	*Juniperus chinensis 'Pfitzeriana Kallay'*	24" Sp. / #3	CG							40			4	4	4	2	6			2		**62**
Perennials, CG,																								
ac	SPV.0060.500	Allium, 'Summer Beauty'	*Allium tanguticum 'Summer Beauty'*	1 gal.	CG										43	67	96		62		28	55		**351**
be	SPV.0060.501	Black-Eyed Susan, 'Viette's Little Suzy'	*Rudbeckia fulgida 'Viette's Little Suzy'*	1 gal.	CG								19	13	75	59	124	64	85	5	64	34	21	**563**
cp	SPV.0060.502	Coneflower, 'Pixie Meadowbrite'	*Echinacea 'Pixie Meadowbrite'*	1 gal.	CG										29	42	75	22	45	13	10			**236**
ew	SPV.0060.503	Eenie Weenie Daylily	*Hemerocalis 'Eenie Weenie'*	1 gal.	CG								58			47		12	27	19			70	**233**
gs	SPV.0060.504	Gayfeather, Spiked 'Kobold'	Liatris spicata 'Kobold'	1 gal.	CG										15	9	8		34	12			12	**90**
lt	SPV.0060.505	Little Trudy Catmint	*Nepeta x Psfike*	1 gal.	CG								122			22		32	30	42			62	**310**
pd	SPV.0060.506	Prairie Dropseed, 'Tara'	*Sporobolus heterolepis 'Tara'*	1 gal.	CG								72	48	82	111	105	97	115	27	45	49	46	**797**
sa	SPV.0060.507	Sedum, 'Autumn Joy'	*Sedum* 'Autumn Joy'	1 gal.	CG										19	18	10		12	5	5	5		**74**
sc	SPV.0060.508	Salvia, 'Caradonna'	*Salvia nemerosa'Caradonna'*	1 gal.	CG										38	56	95	30	87	40	3	5	30	**384**
sm	SPV.0060.509	Salvia, 'Marcus'	*Salvia nemerosa'Marcus'*	1 gal.	CG								42	25		50		28	43	47			66	**301**
sg	SPV.0060.510	Switch Grass, 'Northwind'	*Panicum virgatum 'Northwind'*	1 gal.	CG								10	10	90	66	67		60	23	29	32	25	**412**
wf	SPV.0060.511	White False Indigo	*Baptisia alba var. macrophylla*	1 gal.	CG										6	7	6	3	7	3	3	3	5	**43**

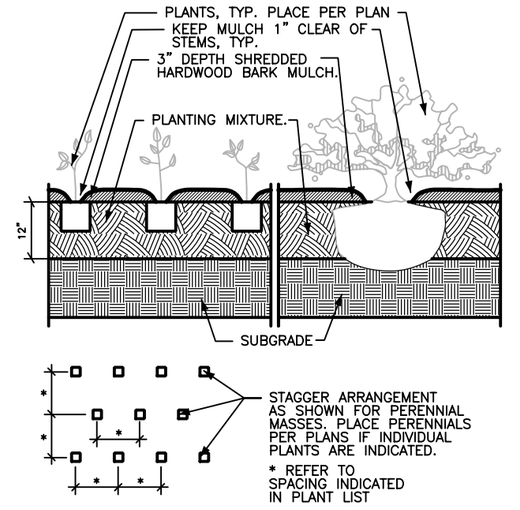
2



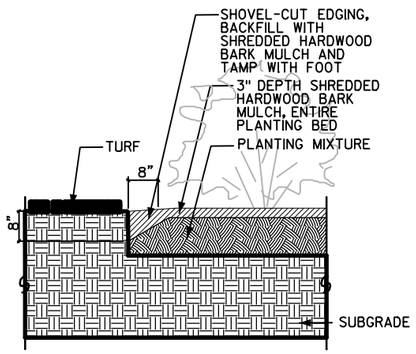
1 TREE PLANTING (NON-PLANTING BED LOCATIONS) DETAIL
NOT TO SCALE



2 TREE STAKING & GUYING DETAIL
NOT TO SCALE



3 PERENNIALS & SHRUBS IN PLANTING BEDS DETAIL
NOT TO SCALE



4 SHOVEL-CUT EDGING DETAIL
NOT TO SCALE

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

NESBITT ROAD

LIMESTONE LANE

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

869+00 VR 870+00 VR 871+00 VR 872+00 VR 873+00 VR 874+00 VR 875+00 VR 876+00 VR 877+00 VR 878+00 VR 879+00 VR 880+00 VR 881+00 VR 882+00 VR 883+00 VR

MATCHLINE 883+00 VR

WEST SOUTH 18 151 TO REMAIN

LANE ENDS 800 FEET TO REMAIN

S-13-457

LANE ENDS 1/4 MILE TO REMAIN

S-13-456

SPEED LIMIT 65

R1-3

R1-4

SPEED LIMIT 65

SIS FOOD TO REMAIN

NORTH 151 MILE 82 .8 TO REMAIN

SOUTH 151 MILE 82 .8 TO REMAIN

R1-1

SPEED LIMIT 40

R1-2

SPEED LIMIT 40

SIS GAS TO REMAIN

SPEED LIMIT 40

R1-5

R1-6

SPEED LIMIT 40

NORTH 151 MILE 83 0 TO REMAIN

SOUTH 151 MILE 83 0 TO REMAIN

BIKE PATH

A.C.

WALLS

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - USH 18/151 (VERONA RD) (VR)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023202_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

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N

NESBITT ROAD

D RAMP

A RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 883+00 VR

MATCHLINE 898+00 VR

883+00 VR 884+00 VR 885+00 VR 886+00 VR 887+00 VR 888+00 VR 889+00 VR 890+00 VR 891+00 VR 892+00 VR 893+00 VR 894+00 VR 895+00 VR 896+00 VR 897+00 VR 898+00 VR

R-13-264

R-13-265

S-13-442

R2-1

R2-2

JCT COUNTY PD

COORDINATE REMOVAL OF TYPE III BARRICADES AND SIGN WITH ENGINEER

ROAD CLOSED

EXIT 83 B
Williamsburg Way
½ MILE
TO REMAIN

EXIT 83 A
PD
McKee Rd
TO REMAIN

TO REMAIN

ONLY ONLY ONLY ONLY ONLY

McKee Rd
TO REMAIN

BIKE PATH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - USH 18/151 (VERONA RD) (VR)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023203_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

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N

KING JAMES WAY

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

P RAMP

D RAMP

N RAMP

C RAMP

A RAMP

B RAMP

M RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

R3-1

SPEED LIMIT 40

R-13-264

PEDESTRIANS BICYCLES (ON MOTORIZED TRAFFIC) MOTOR BICYCLES PROHIBITED

TO REMAIN

WRONG WAY

TO REMAIN

COUNTY PD

TO REMAIN

S-13-445

R-13-268

ONLY

TO REMAIN TO REMAIN TO REMAIN TO REMAIN

Mc Kee Rd

TO REMAIN

TO REMAIN

MATCHLINE 898+00 VR

899+00 VR

900+00 VR

901+00 VR

902+00 VR

903+00 VR

904+00 VR

905+00 VR

906+00 VR

907+00 VR

908+00 VR

909+00 VR

910+00 VR

911+00 VR

912+00 VR

913+00 VR

MATCHLINE 913+00 VR

MATCHLINE 99+00 EB

99+00 WB

100+00 EB

100+00 WB

101+00 EB

101+00 WB

102+00

MATCHLINE 102+00 EB

ROAD CLOSED

COORDINATE REMOVAL OF TYPE III BARRICADES AND SIGN WITH ENGINEER

R-13-269

R3-2

SPEED LIMIT 40

PEDESTRIANS BICYCLES (ON MOTORIZED TRAFFIC) MOTOR BICYCLES PROHIBITED

TO REMAIN

COUNTY PD

TO REMAIN

WRONG WAY

TO REMAIN

INL

MH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - USH 18/151 (VERONA RD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023204_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

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* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

ANTON DRIVE

EXIT 83 A
PD
McKee Rd
TO REMAIN

S-13-446

R-13-268

DEAD END
TO REMAIN

TO REMAIN

R-13-270

SPEED LIMIT 40
TO REMAIN

WB USH 18/151 (VERONA ROAD)

C RAMP

H RAMP

MATCHLINE 913+00 VR

914+00 VR

915+00 VR

916+00 VR

917+00 VR

918+00 VR

919+00 VR

920+00 VR

921+00 VR

922+00 VR

923+00 VR

924+00 VR

925+00 VR

926+00 VR

927+00 VR

928+00 VR

MATCHLINE 928+00 VR

EB USH 18/151 (VERONA ROAD)

K RAMP

B RAMP

R-13-269

R-13-271

S-13-447

E RAMP

EAST VERONA ROAD FRONTAGE ROAD

SPEED LIMIT 40
TO REMAIN

EXIT 83 B
Williamsburg Way
EXIT ONLY
TO REMAIN

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023205_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

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* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

EAST NORTH 18 151 TO REMAIN

S-13-454

ONLY ONLY ONLY TO REMAIN

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED TO REMAIN

DO NOT ENTER TO REMAIN

WRONG WAY TO REMAIN

Williamsburg Way TO REMAIN

TO REMAIN

N-13-6

R-13-270

R-13-272

H RAMP

WILLIAMSBURG WAY

WB USH 18/151 (VERONA ROAD)

G RAMP

B-13-833

96+00 WW

97+00 WW

98+00 WW

99+00 WW

100+00 WW

101+00 WW

102+00 WW

103+00 WW

104+00 WW

105+00 WW

928+00 VR

929+00 VR

930+00 VR

931+00 VR

932+00 VR

933+00 VR

934+00 VR

935+00 VR

936+00 VR

937+00 VR

938+00 VR

939+00 VR

940+00 VR

941+00 VR

942+00 VR

943+00 VR

MATCHLINE

ONLY ONLY TO REMAIN

R-13-273

E RAMP

F RAMP

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

R5-1

STOP TO REMAIN

PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED TO REMAIN

SPEED LIMIT 40 TO REMAIN

RIGHT LANE MUST TURN RIGHT TO REMAIN

ONLY ONLY ONLY TO REMAIN

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - USH 18/151 & WILLIAMSBURG WAY (VR&WW)	SHEET 224 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023206_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

WEST SOUTH 18 151 AHEAD
TO REMAIN

EXIT 83 A
PD
McKee Rd
EXIT ONLY
TO REMAIN

EXIT 83 B
Williamsburg Way
EXIT ONLY
TO REMAIN

EXITS 83 A-B
PD
McKee Rd
Williamsburg Way
EXIT ONLY
TO REMAIN

HARLEY DRIVE

WESTCHESTER ROAD

CANOPY

N-13-5

S-13-448

S-13-449

G RAMP

C RAMP

F RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 943+00 VR

944+00 VR

945+00 VR

946+00 VR

947+00 VR

948+00 VR

949+00 VR

950+00 VR

951+00 VR

952+00 VR

953+00 VR

954+00 VR

955+00 VR

956+00 VR

957+00 VR

958+00 VR

MATCHLINE 958+00 VR

N-13-6

EAST VERONA ROAD FRONTAGE ROAD

ROAD CLOSED
COORDINATE REMOVAL OF TYPE III BARRICADES AND SIGN WITH ENGINEER

SPEED LIMIT 40
TO REMAIN

ROAD CLOSED
COORDINATE REMOVAL OF TYPE III BARRICADES AND SIGN WITH ENGINEER

TOPPERS LANE

EAST NORTH 18 151
TO REMAIN

CHALET GARDENS ROAD

BIKE PATH

RIPRAP

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - USH 18/151 (VERONA ROAD) (VR)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023207_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

SHAFER DRIVE

RAYMOND ROAD

REETZ ROAD

FREEPORT ROAD

EXIT 83 A-B
PD
McKee Rd
Williamsburg Way
EXIT ONLY
TO REMAIN

Fitchburg
POPULATION 25,260
TO REMAIN

WEST SOUTH
18 151
TO REMAIN

SPEED LIMIT 40
TO REMAIN

BEGIN LEFT TURN LANE
TO REMAIN

PEDESTRIANS BICYCLES MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED
TO REMAIN

STOP
TO REMAIN

DO NOT ENTER
TO REMAIN

Raymond Rd
ONLY
TO REMAIN

WRONG WAY
TO REMAIN

N-13-5

S-13-450

S-13-451

WB USH 18/151 (VERONA ROAD)

Raymond Rd
TO REMAIN

MATCHLINE 958+00 VR

959+00 VR 960+00 VR 961+00 VR 962+00 VR 963+00 VR 964+00 VR 965+00 VR 966+00 VR 967+00 VR 968+00 VR 969+00 VR 970+00 VR 971+00 VR 972+00 VR

EB USH 18/151 (VERONA ROAD)

NO TURN ON RED
TO REMAIN

N-13-6

R7-1
R7-2

EAST VERONA ROAD FRONTAGE ROAD

Welcome To MADISON
POPULATION XXX,XXX

ALTERNATE SIDE PARKING
TO REMAIN

EAST NORTH
18 151
TO REMAIN

ONLY ONLY ONLY ONLY ONLY
TO REMAIN

Raymond Rd
TO REMAIN

12 14
JCT 1/2 MILE
TO REMAIN

ONE WAY
TO REMAIN

PLAYGROUND

CARLING DRIVE

ALLIED DRIVE

BIKE PATH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - USH 18/151 (VERONA ROAD) (VR)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023208_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

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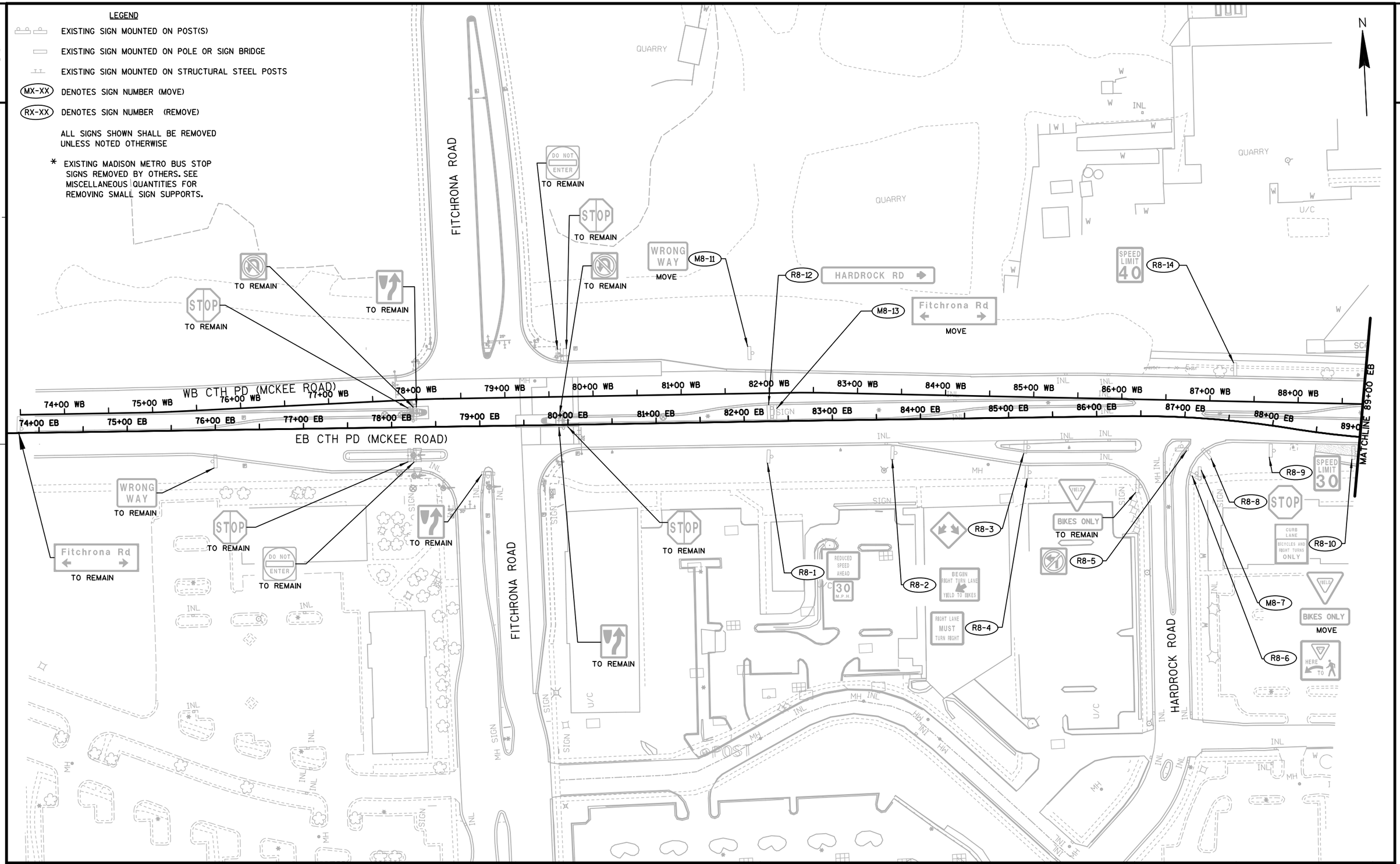


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - CTH PD (MCKEE RD) (EB & WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023210_ps.dgn PLOT DATE : 1/26/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS

(MX-XX) DENOTES SIGN NUMBER (MOVE)

(RX-XX) DENOTES SIGN NUMBER (REMOVE)

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

2

2

N

KING JAMES WAY

FIRE STATION

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

KAPEC ROAD

NESBITT ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

N RAMP

C RAMP

B RAMP

M RAMP

D RAMP

A RAMP

MATCHLINE 89+00 EB

MATCHLINE 99+00 EB

MATCHLINE 102+00 EB

MATCHLINE 104+00 EB

REMOVING OVERHEAD SIGN SUPPORTS CANTILEVER REQ'D

R9-1 R9-2 R9-3 R9-4 R9-5 R9-6 R9-7 R9-8 R9-9 R9-10 R9-11 R9-12 R9-13 R9-14 R9-15 R9-16 R9-17 R9-18 R9-19 R9-20 R9-21 R9-22 R9-23 R9-24 R9-25 R9-26 R9-27 R9-28 R9-29 R9-30 R9-31 R9-32 R9-33 R9-34 R9-35 R9-36 R9-37

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - CTH PD (MCKEE RD) (EB & WB)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023211_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE 104+00 EB

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 WB 113+00 WB 114+00 WB 115+00 WB 116+00 WB 117+00 WB 118+00 WB 119

0 EB 105+00 EB 106+00 EB 107+00 EB 108+00 EB 109+00 EB 110+00 EB 111+00 EB 112+00 EB 113+00 EB 114+00 EB 115+00 EB 116+00 EB 117+00 EB 118+00 EB 119+00 EB

REMOVING OVERHEAD SIGN SUPPORTS CANTILEVER REQ'D

R10-1 COUNTY PD

R10-2 WEST 18 SOUTH 151 USE 2 LEFT LANES

R10-3 R10-4 ONLY

R10-5 EAST 18 NORTH 151

R10-6 BEGIN RIGHT TURN LANE

M10-7 NO MOTOR VEHICLES MOVE

BIKE ROUTE TO REMAIN

YIELD TO REMAIN

M10-8 MILITARY RIDGE PATH MOVE

R10-9 JCT 18 151

R10-10 ONE WAY

R10-11

R10-12

R10-13 BEGIN LEFT TURN LANE

R10-14

R10-15 COMMERCE PARK DR

* R10-16 R10-17 M METRO REMOVED BY OTHERS

R10-18 SPEED LIMIT 40 BIKE LANE

R10-19

R10-20

R10-21 STOP

YIELD TO REMAIN

NO MOTOR VEHICLES TO REMAIN

MILITARY RIDGE PATH TO REMAIN

FILLER CAPS

RIPRAP

COMMERCE PARK DRIVE

SIGN

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- EXISTING SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- (MX-XX) DENOTES SIGN NUMBER (MOVE)
- (RX-XX) DENOTES SIGN NUMBER (REMOVE)

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGN REMOVAL DETAILS - CTH PD (MCKEE RD) (EB & WB)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023212_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

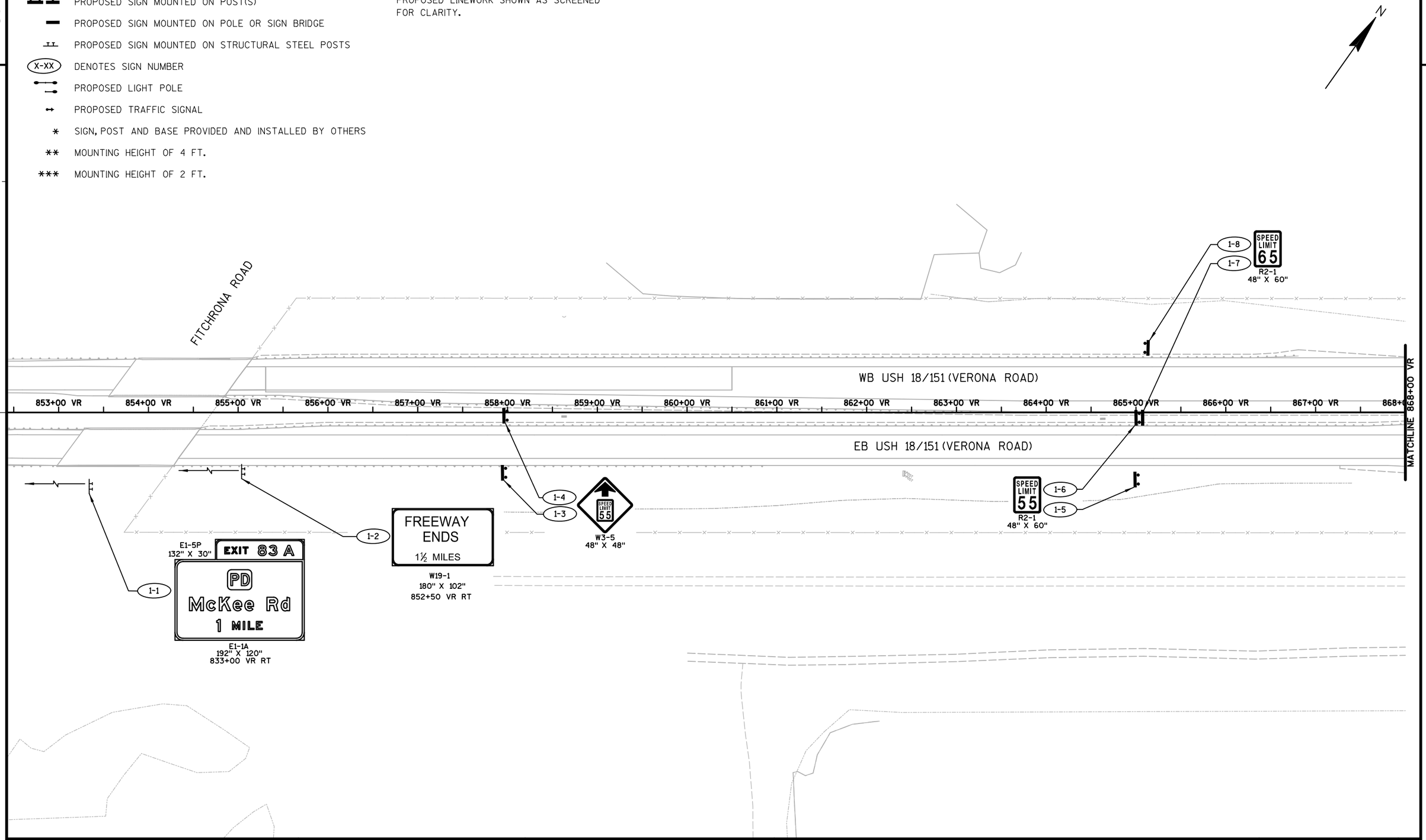
2

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONA RD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023214_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- (X-XX) DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

NESBITT ROAD

LIMESTONE LANE

LANE ENDS 800 FEET
W9-63
72" X 90"
REMOVING EXISTING SIGN COVER REQ'D

2-1

LANE ENDS 1/4 MILE
W9-63
72" X 90"
REMOVING EXISTING SIGN COVER REQ'D

2-2

S-13-457

S-13-456

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 868+00 VR

868+00 VR 869+00 VR 870+00 VR 871+00 VR 872+00 VR 873+00 VR 874+00 VR 875+00 VR 876+00 VR 877+00 VR 878+00 VR 879+00 VR 880+00 VR 881+00 VR 882+00 VR 883+00 VR

MATCHLINE 883+00 VR

BIKE PATH

WALLS

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONA RD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023215_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

N

NESBITT ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

D RAMP

A RAMP

MATCHLINE 883+00 VR

MATCHLINE 898+00 VR

BIKE PATH

3-1 E1-5P 132" X 30" EXIT 83 B Williamsburg Way ½ MILE E6-51 192" X 96" REMOVING EXISTING SIGN COVER REQ'D

3-2 E1-5P 132" X 30" EXIT 83 A PD McKee Rd E4-1A 192" X 90" REMOVING EXISTING SIGN COVER REQ'D

3-3 EXIT 83A E5-1C 36" X 60"

3-4 ** NORTH 151 MILE 83 .2 D10-5 21" X 60"

3-5 ** SOUTH 151 MILE 83 .2 D10-5 21" X 60"

3-6 W4-1 48" X 48"

3-7 R3-5L 42" X 48" ONLY

3-8 R3-5L 42" X 48" ONLY

3-9 R3-5R 42" X 48" ONLY

3-10 R3-5R 42" X 48" ONLY

S-13-442

S-13-443

R-13-264

R-13-265

R-13-266

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONA RD) & RAMPS (VR, A, & D)	SHEET E

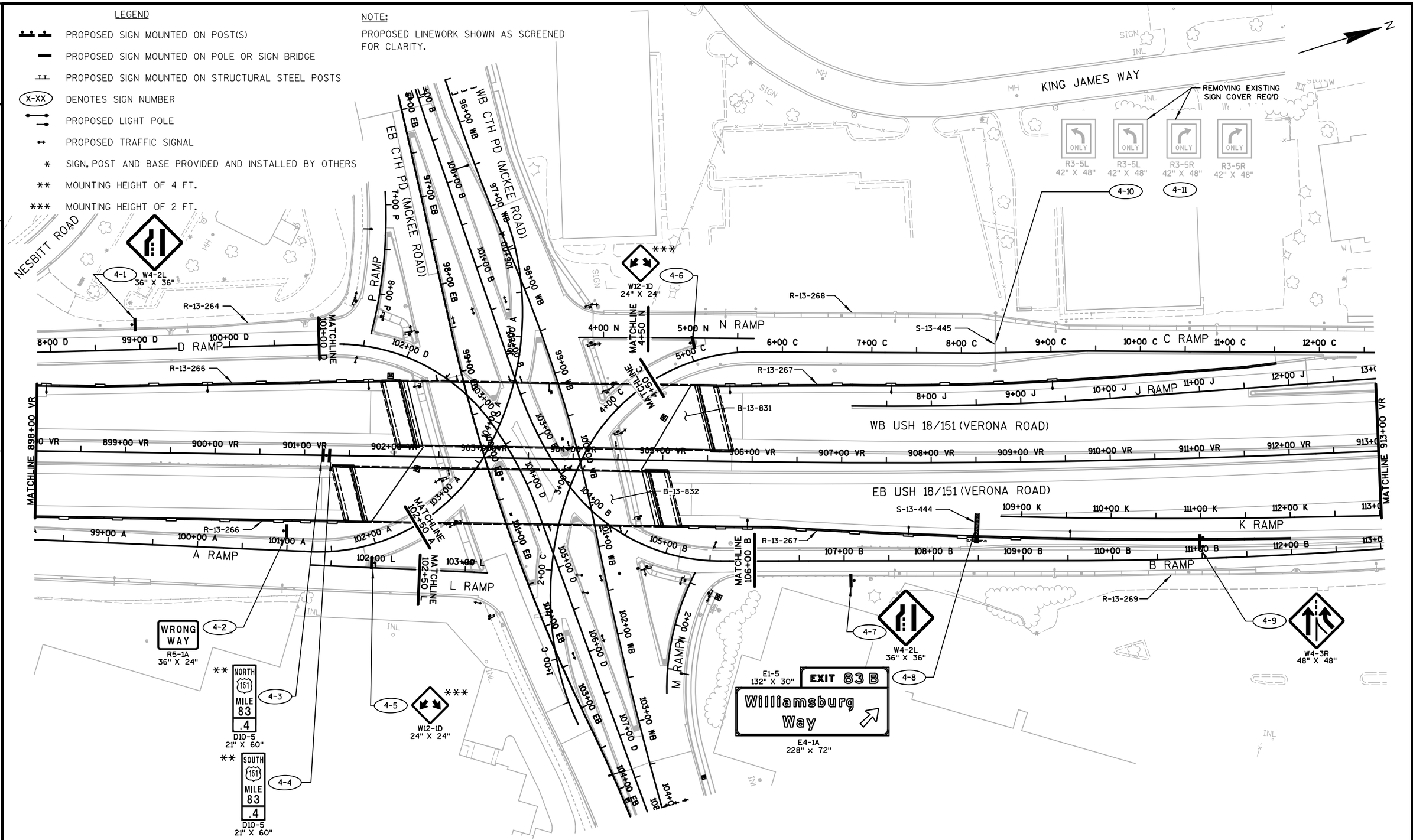
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023216_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONA RD)&RAMPS (VR,A,B,C,&D)	SHEET 233	E

ANTON DRIVE

CARRIAGE STREET

E1-5
132" X 30"
EXIT 83 A
PD
McKee Rd

E6-51
204" X 120"
REMOVING EXISTING SIGN COVER REQ'D

5-1 W4-1 48" X 48"

5-2 ** NORTH 151 MILE 83 .6 D10-5 21" X 60"

5-3 ** SOUTH 151 MILE 83 .6 D10-5 21" X 60"

5-4 EXIT 83B E5-1C 30" X 60"

5-5

5-6 WEST 18 SOUTH 151 D1-1 90" X 36"

5-7 EAST 18 NORTH 151 USE LEFT LANE JV 36" X 144"

5-8 ** NORTH 151 MILE 83 .8 D10-5 21" X 60"

5-9 SOUTH 151 MILE 83 .8 D10-5 21" X 60" **

5-10 WEST 18 SOUTH 151 USE LEFT LANE JV 36" X 144"

5-11 E1-5 132" X 30" EXIT 83 B Williamsburg Way EXIT ONLY E6-1 192" X 114"
REMOVING EXISTING SIGN COVER REQ'D

S-13-446

S-13-447

R-13-268

R-13-269

R-13-270

R-13-271

C RAMP

H RAMP

J RAMP

K RAMP

B RAMP

E RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

MATCHLINE

LEGEND

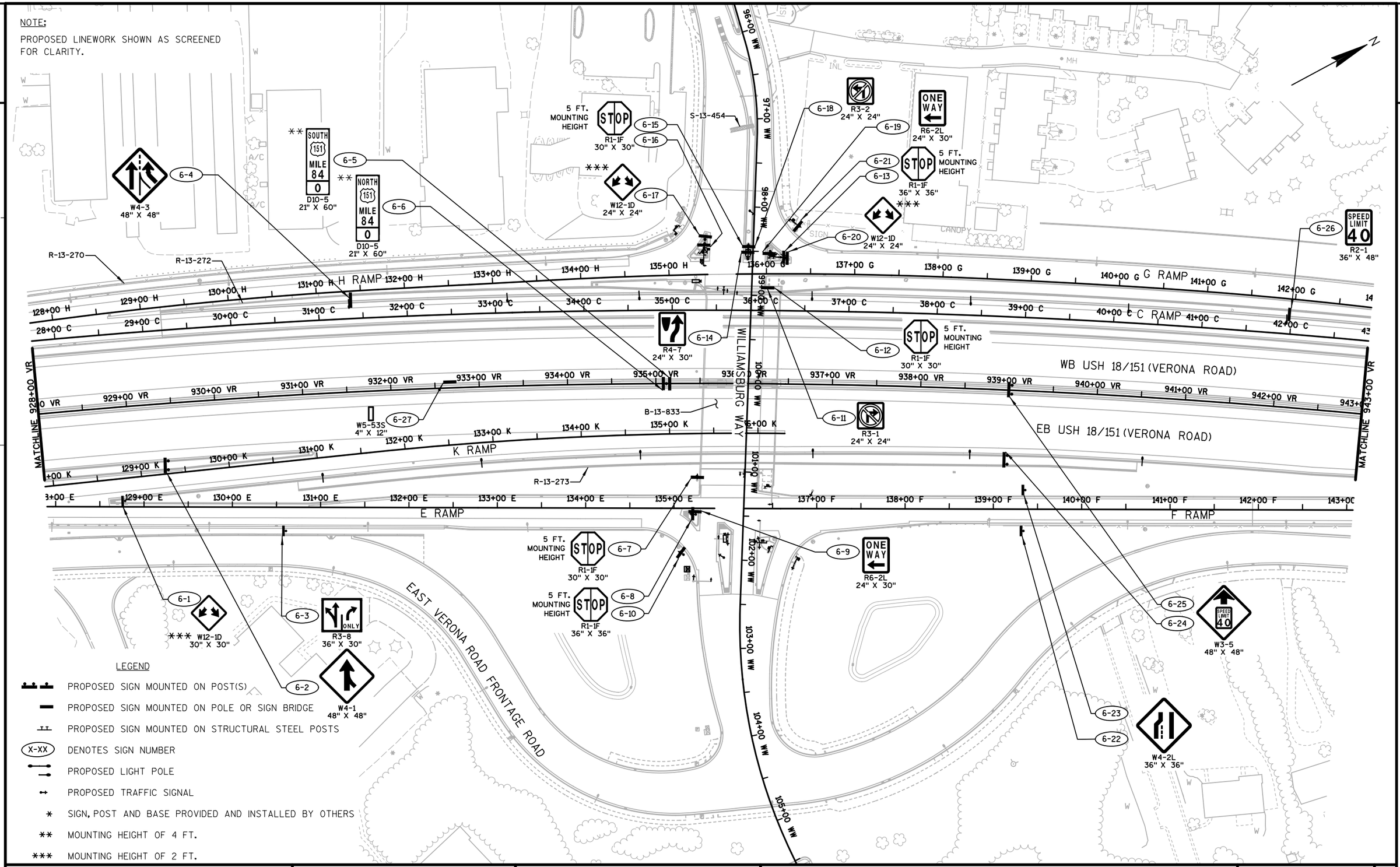
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONAR RD) & RAMPS (VR,C,&K)	SHEET 234	E

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

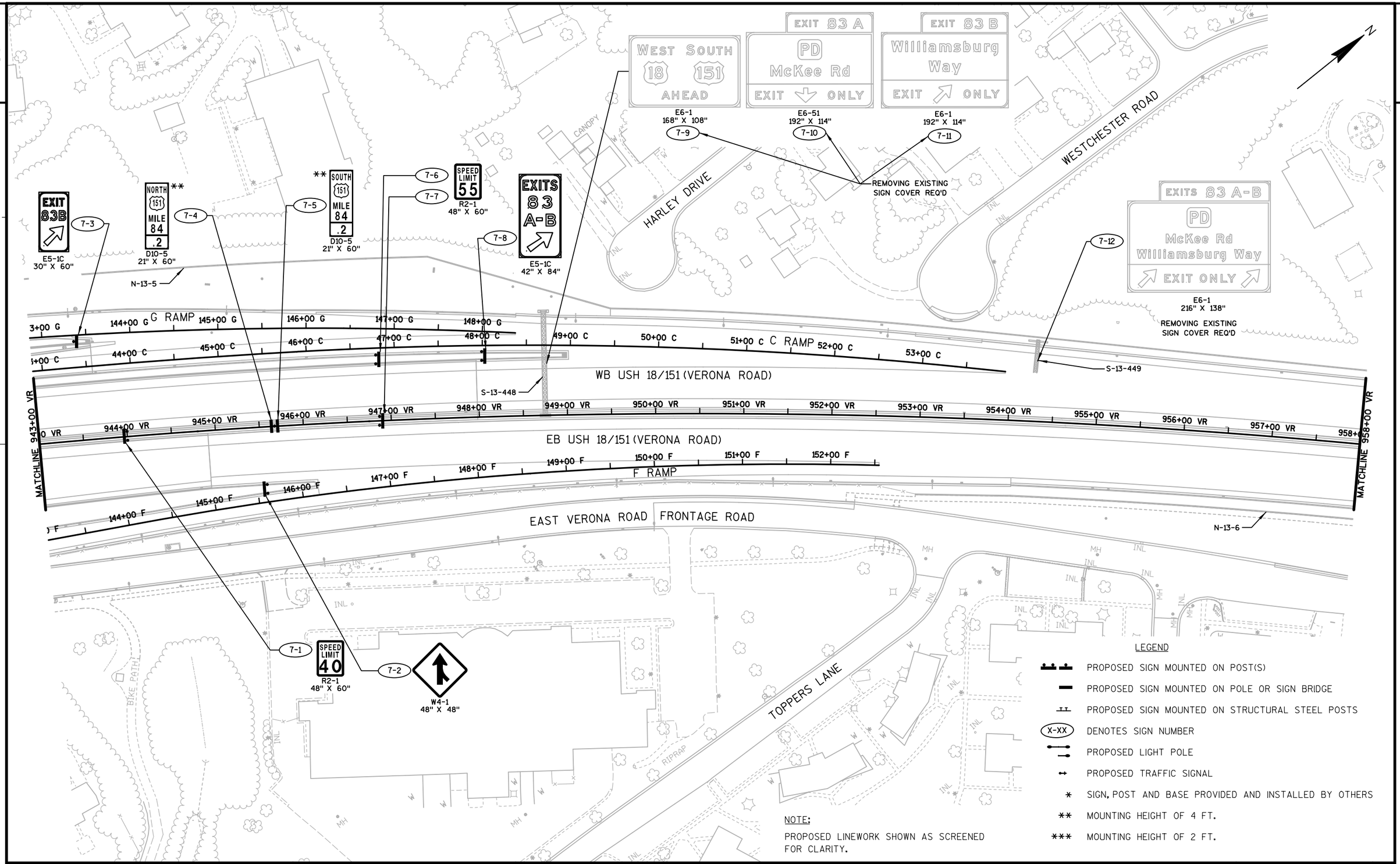


LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151, RAMPS, & WILLIAMSBURG WAY	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023219_ps.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



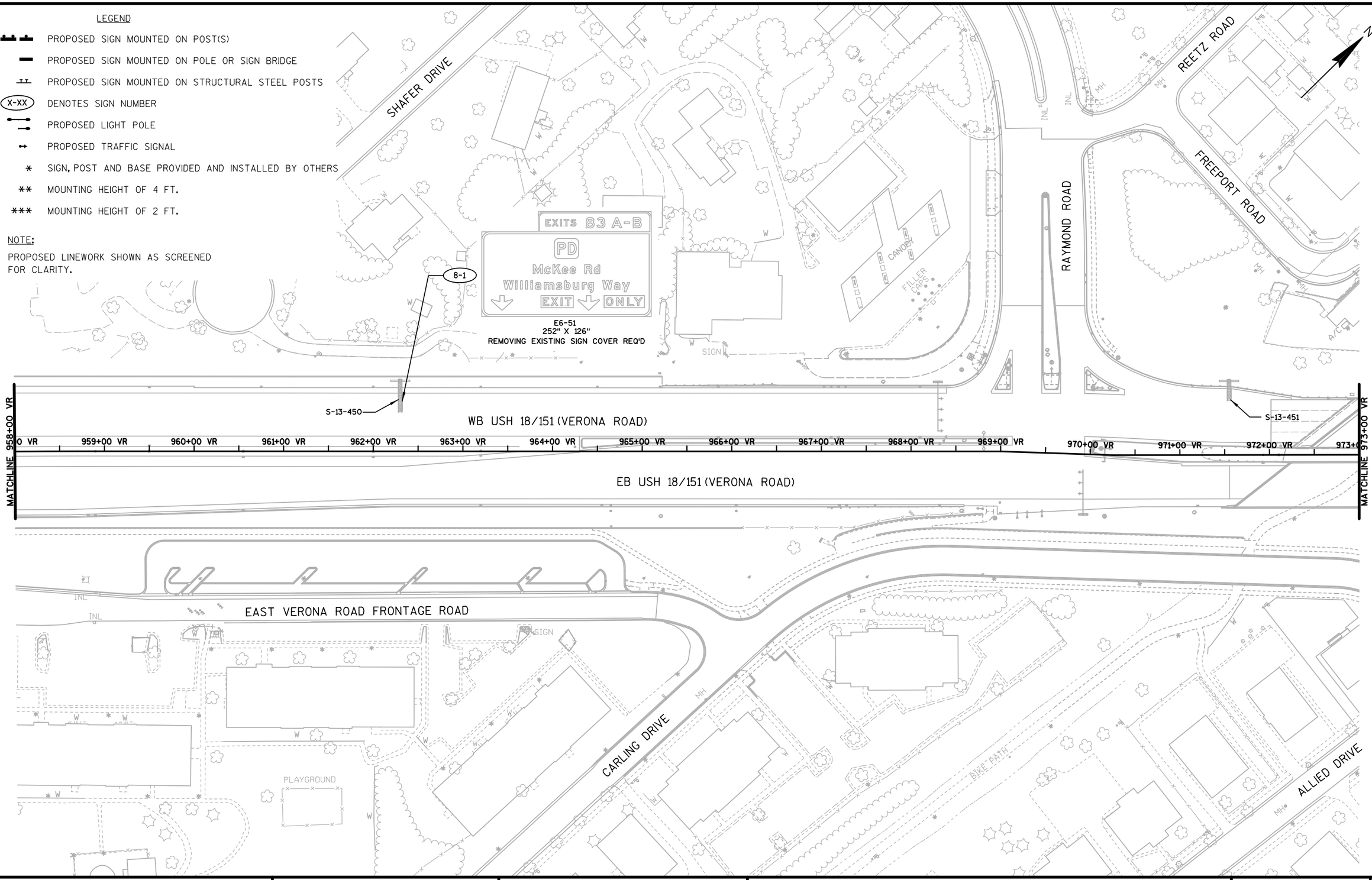
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONA RD) & RAMPS (VR,C,&F)	SHEET 236	E

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONA ROAD) (VR)	SHEET 237	E

2

FREEPORT ROAD

E1-5P
168" X 30"

EXITS 83 A-B

PD
McKee Rd
Williamsburg Way
1/3 MILE
EXIT ONLY

E6-51
276" X 162"

9-1

9-2

WEST SOUTH
18 151

E6-51
204" X 120"

WEST VERONA ROAD FRONTAGE ROAD

SUMMIT ROAD

Raymond Rd
1/4 MILE
ONLY

EXISTING SIGN

Raymond Rd
1/4 MILE
USE RIGHT LANE

108" X 18"

REVISED SIGN
REVISING SIGN TYPE IDEMOUNTABLE REQ'D

9-3

B-13-356

S-13-377

WB USH 18/151 (VERONA ROAD)

MATCHLINE 973+00 VR

973+00 VR 974+00 VR 975+00 VR 976+00 VR 977+00 VR 978+00 VR 979+00 VR 980+00 VR 981+00 VR 982+00 VR 983+00 VR 984+00 VR 985+00 VR 986+00 VR

EB USH 18/151 (VERONA ROAD)

B-13-455

S-13-378

B-13-649

S-13-380

B-13-650

EAST VERONA ROAD FRONTAGE ROAD

RED ARROW TRAIL

THURSTON LANE

ATTICUS WAY

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - USH 18/151 (VERONA RD) (VR)	SHEET 238	E

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

74+00 WB, 75+00 WB, 76+00 WB, 77+00 WB, 78+00 WB, 79+00 WB, 80+00 WB, 81+00 WB, 82+00 WB, 83+00 WB, 84+00 WB, 85+00 WB, 86+00 WB, 87+00 WB, 88+00 WB

74+00 EB, 75+00 EB, 76+00 EB, 77+00 EB, 78+00 EB, 79+00 EB, 80+00 EB, 81+00 EB, 82+00 EB, 83+00 EB, 84+00 EB, 85+00 EB, 86+00 EB, 87+00 EB, 88+00 EB, 89+00 EB

MATCHLINE 89+00 EB

QUARRY

FITCHRONA ROAD

HARDROCK ROAD

POST

INL

U/C

W

HW

MH

M METRO

10-1 BIKE LANE R3-17 30" X 24"

10-2 RIGHT LANE MUST TURN RIGHT R3-7R 30" X 30"

10-3 SPEED LIMIT 40 R2-1 30" X 36"

10-4 Hardrock Rd D1-1 84" X 15"

10-5 ONLY R3-5R 42" X 48"

10-6 BEGIN LEFT TURN LANE R3-20L 24" X 36"

10-7 BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4 36" X 30"

10-8 *** W12-1D 24" X 24"

10-9 BEGIN LEFT TURN LANE R3-20L 24" X 36"

10-10 RIGHT LANE MUST TURN RIGHT R3-7R 30" X 30"

10-11 SPEED LIMIT 40 R2-1 30" X 36"

10-12 W11-2 36" X 36"

10-13 W16-7(MOD) 30" X 18"

10-14 W11-2 36" X 36"

10-15 W16-7R 30" X 18"

10-16 W11-2 36" X 36"

10-17 W16-7R 30" X 18"

10-18 R4-7 24" X 30"

10-19 R4-7 24" X 30"

10-20 ONE WAY R6-2R 24" X 30"

10-21 BEGIN LEFT TURN LANE R3-20L 24" X 36"

10-22 R3-2 24" X 24"

10-23 HERE TO R1-5L 30" X 30"

10-24 STOP R1-1 30" X 30"

10-25 JCT 18 JCT 151 J1-2 48" x 39"

10-26 10-27 SPEED LIMIT 30 R2-1 30" X 36"

10-28 10-29 W11-2 36" X 36" W16-7L 30" X 18"

10-30 WEST 18 SOUTH 151 SECOND RIGHT SECOND RIGHT J2-2 48" x 57"

M8-7 YIELD BIKES ONLY MOVED FROM EXISTING LOCATION

M8-11 WRONG WAY

M8-13 Fitchrona Rd

S-13-452

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - CTH PD (MCKEE RD) (EB & WB)	SHEET 239 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023223_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

5 FT. MOUNTING HEIGHT

① R4-8 24" X 30" ② R4-7 24" X 30" ③*** W12-1D 24" X 24" ④ R1-1F 30" X 30" ⑤ R3-1 24" X 24"
⑥ R5-1 30" X 30" ⑦ R3-4 24" X 24" ⑧ R6-2L 24" X 30" ⑨ R6-2R 24" X 30" ⑩ R3-2 24" X 24"

5 FT. MOUNTING HEIGHT

⑪ R1-1F 36" X 36"

KING JAMES WAY

WRONG WAY R5-1A 36" X 24" 11-31

ONE WAY R6-2R 24" X 30" 11-57

11-58 (11) 11-59 (6) 11-100

NO TURN ON RED FROM LEFT LANE R10-11F 30" X 36"

R9-3A 24" X 24" 11-55 R9-3BL 18" X 12" (USE CROSSWALK) 11-56

BIKE LANE R3-17 30" X 24" 11-54

11-53 (2) 11-52 (9)

COUNTY PD M1-5A 24" X 24" 11-51

11-32 ← Nesbitt Rd Kapec Rd → D1-2 78" X 30"

SPEED LIMIT 30 R2-1 24" X 30" 11-33

EAST NORTH 18 151 J3-2 48" X 57" 11-34

* M METRO 11-35

STOP R1-1 30" X 30" 11-21 11-22

KAPEC ROAD

W11-2 30" X 30" W16-7L 24" X 12" 11-16 11-17

W11-2 30" X 30" W16-7R 24" X 12" 11-18 11-19

SPEED LIMIT 30 R2-1 24" X 30" 11-5

← Hardrock Rd D1-1 84" X 15" 11-2

11-23 R4-7 24" X 30"

SPEED LIMIT 25 R2-1 24" X 30" 11-24

DO NOT ENTER R5-1 30" X 30" 11-25

FILLER CAPS

SIGN

MATCHLINE 89+00 EB

89+00 WB 90+00 WB 91+00 WB 92+00 WB 93+00 WB 94+00 WB 95+00 WB 96+00 WB 97+00 WB 98+00 WB 99+00 WB 100+00 WB 101+00 WB 102+00 WB 103+00 WB 104+00 EB

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

90+00 EB 91+00 EB 92+00 EB 93+00 EB 94+00 EB 95+00 EB 96+00 EB 97+00 EB 98+00 EB 99+00 EB 100+00 EB 101+00 EB 102+00 EB 103+00 EB

11-20 (9)

S-13-453

B RAMP

P RAMP

D RAMP

M RAMP

MATCHLINE 4+50 N MATCHLINE 4+50 C

MATCHLINE 106+00 B

MATCHLINE 101+00 D

MATCHLINE 102+50 A MATCHLINE 102+50 L

B-13-831

11-98 (7) 11-87 (11) 11-88 (6) 11-89 (5) 11-80 (6) 11-90 (1) 11-86 (11) 11-93 (4) 11-81 (4) 11-82 (4) 11-79 (2) 11-60 (5) 11-50 (7) 11-49 (4) 11-48 (4) 11-46 (4) 11-45 (1) 11-44 (4) 11-61 (2) 11-78 (5) 11-66 (6) 11-62 (5) 11-63 (6) 11-64 (11) 11-97 (7) 11-65 (11) 11-47 (6) 11-39 (3) 11-41 (4) 11-42 11-43 11-36 (3) 11-40

R9-3A 24" X 24" R9-3B 18" X 12" 11-91 11-92

WRONG WAY R5-1A 36" X 24" 11-84

EAST NORTH 18 151 J3-2 48" x 57" 11-94 (4) 11-95 11-96 (3) 11-85 (3)

11-1 ← Kapec Rd Nesbitt Rd → D1-2 78" X 30" 11-3 11-6 (3)

WRONG WAY R5-1A 36" X 24"

* M METRO 11-4

W11-2 30" X 30" W16-7R 24" X 12" 11-7 11-8

W11-2 30" X 30" W16-7L 24" X 12" 11-9 11-10

STOP R1-1 30" X 30" 11-11 (6) 11-12 (9) 11-13 (2) 11-101 (2) 11-14

ONE WAY R6-1R 36" X 12" 11-99

STOP R1-1 30" X 30" 11-15

SPEED LIMIT 30 R2-1 24" X 30" 11-26 11-27 11-28 11-29 11-30

NESBITT ROAD

WRONG WAY R5-1A 36" X 24" 11-37

WEST SOUTH 18 151 J3-2 48" X 57" 11-40

R9-3A 24" X 24" R9-3BL 18" X 12" (USE CROSSWALK) 11-72 11-73

BIKE LANE R3-17 30" X 24" 11-71

ONE WAY R6-2R 24" X 30" 11-70 11-69

11-68 (11)

NO TURN ON RED FROM LEFT LANE R10-11F 30" X 36" 11-67

WEST SOUTH 18 151 J3-2 48" X 57" 11-77

SPEED LIMIT 30 R2-1 24" X 30" 11-74

11-76 (7) 11-75 (2)

EAST NORTH 18 151 Madison ONLY ONLY D15-2 204" x 108"

PD McKee Rd AHEAD E6-51 144" x 102"

BIKE LANE 48" x 54"

WEST SOUTH 18 151 Dodgeville ONLY D15-1 132" x 120"

N

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON STRUCTURAL STEEL POSTS
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
- ** MOUNTING HEIGHT OF 4 FT.
- *** MOUNTING HEIGHT OF 2 FT.

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

N

M10-8 MILITARY RIDGE PATH
MOVED FROM EXISTING LOCATION

MOVED FROM EXISTING LOCATION
M10-7 NO MOTOR VEHICLES
R5-3
24" X 24"

12-10 EAST NORTH 18 151 Madison
D1-70
84" x 48"

12-9 BEGIN LEFT TURN LANE
R3-20L
24" X 36"

12-23 SPEED LIMIT 30
R2-1
30" X 36"

12-24

*** 12-17 W12-1D
24" X 24"

12-16 EAST NORTH 18 151 USE RIGHT LANE USE RIGHT LANE
J2-2
48" x 60"

12-18 ONE WAY
R6-2R
24" X 30"

12-21 JCT JCT 18 151
J1-2
48" X 39"

* M METRO

12-22

12-8 BIKE LANE
R3-17
30" X 24"

12-2

12-1 STOP
R1-1F
30" X 30"
5 FT. MOUNTING HEIGHT

12-31

WB CTH PD (MCKEE ROAD)

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 WB 113+00 WB 114+00 WB 115+00 WB 116+00 WB 117+00 WB 118+00 WB 119

MATCH LINE 104+00 EB

0 EB 105+00 EB 106+00 EB 107+00 EB 108+00 EB 109+00 EB 110+00 EB 111+00 EB 112+00 EB 113+00 EB 114+00 EB 115+00 EB 116+00 EB 117+00 EB 118+00 EB 119+00 EB

EB CTH PD (MCKEE ROAD)

12-11 RIGHT LANE MUST TURN RIGHT
R3-7R
30" X 30"

12-12 DO NOT ENTER
R5-1
30" X 30"

*** 12-13 W12-1D
24" X 24"

12-7 SPEED LIMIT 40
R2-1
30" X 36"

12-6 WEST SOUTH 18 151 Dodgeville
D1-70
84" x 48"

12-5 ONE WAY
R6-2R
24" X 30"

12-3 ONE WAY
R6-2R
24" X 30"

12-20 WRONG WAY
R5-1A
36" X 24"

12-25 RIGHT LANE MUST TURN RIGHT
R3-7R
30" X 30"

12-4 DO NOT ENTER
R5-1
30" X 30"

12-19 Commerce Park Dr
D1-1
114" X 15"

12-15 WEST SOUTH 18 151 USE LEFT LANE USE LEFT LANE
J2-2
48" x 60"

12-14 ONE WAY
R6-2R
24" X 30"

RIPRAP RIPRAP RIPRAP RIPRAP

12-26 STOP
R1-1F
30" X 30"
5 FT. MOUNTING HEIGHT

COMMERCE PARK DRIVE

12-30 STOP
R1-1F
30" X 30"
5 FT. MOUNTING HEIGHT

12-29

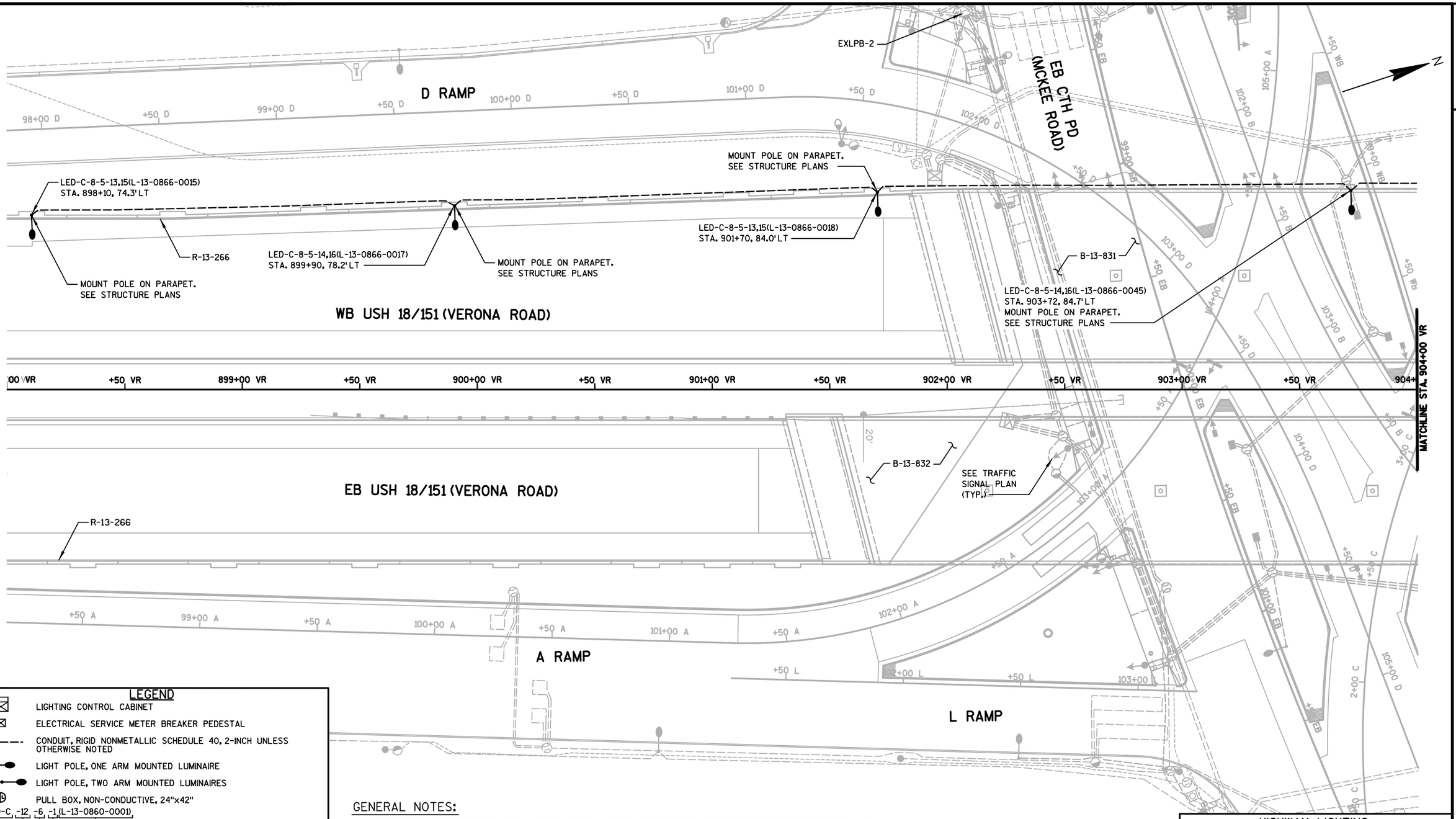
12-28

12-27

R4-7
24" X 30"

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PERMANENT SIGNING - CTH PD (MCKEE RD) (EB & WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023225_ps.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX, NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1 (L-13-0860-0001)

- LUMINAIRE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- POLE TYPE
- CIRCUIT NUMBERS
- UNIT NUMBER

- EXISTING LIGHT POLE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.
- PULL BOX, POLYMER CONCRETE 17x30-INCH

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30-FOOT (TYPE 5) OR 35-FOOT (TYPE 6) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON TYPE 6 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. ALL CONDUIT AND JUNCTION BOXES ASSOCIATED WITH LIGHT POLES MOUNTED ON BRIDGE PARAPET ARE INCLUDED IN THE STRUCTURE PLANS.
3. SEE TRAFFIC SIGNAL PLANS AND BRIDGE PLANS FOR BRIDGE UNDERDECK LIGHTING.

HIGHWAY LIGHTING
USH 18/151 & CTH PD

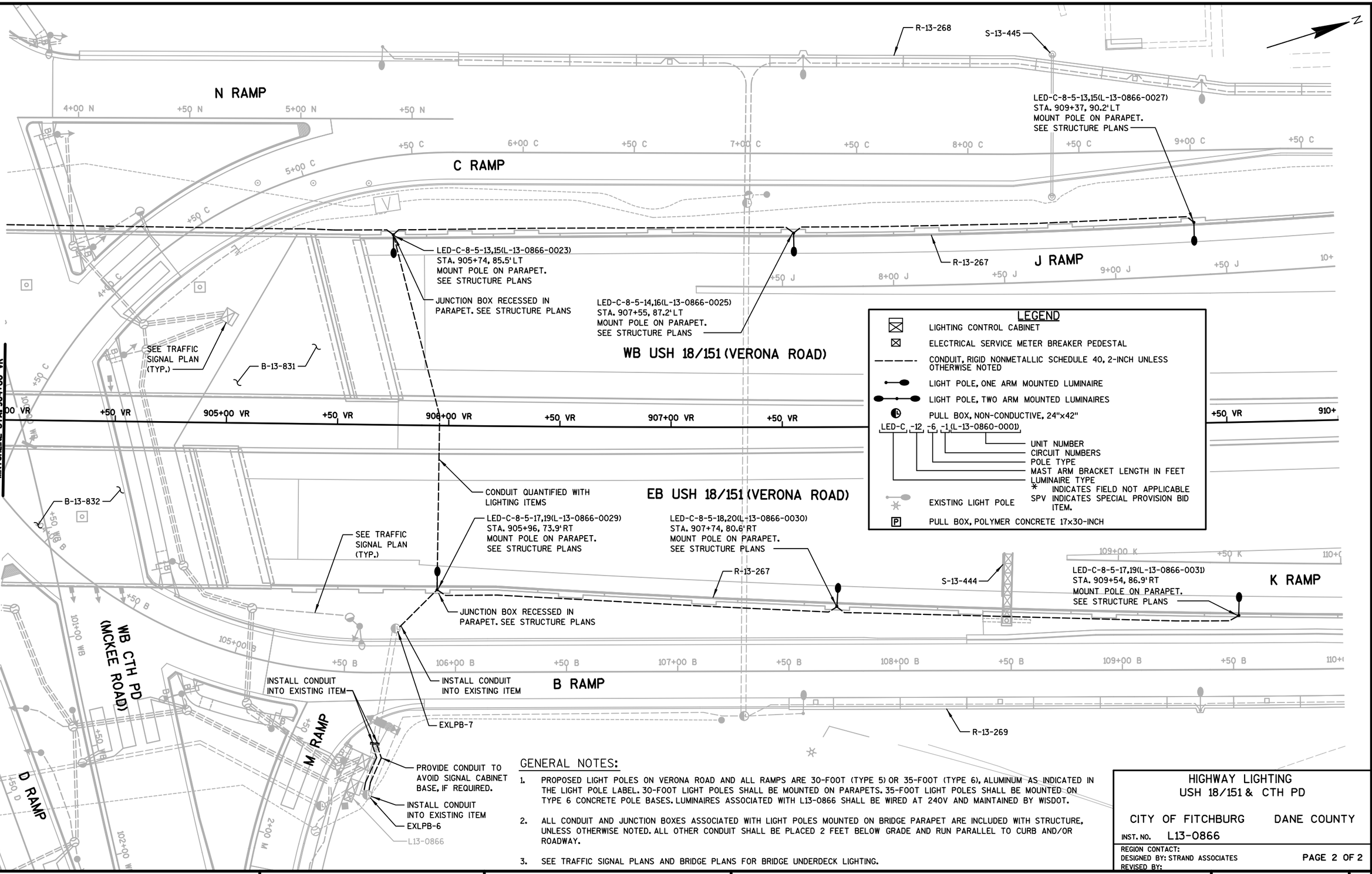
CITY OF FITCHBURG — DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - USH 18/151 (VERONA ROAD) - 1 OF 10	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023501_lp.dgn PLOT DATE : 1/30/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30-FOOT (TYPE 5) OR 35-FOOT (TYPE 6), ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON TYPE 6 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0866 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. ALL CONDUIT AND JUNCTION BOXES ASSOCIATED WITH LIGHT POLES MOUNTED ON BRIDGE PARAPET ARE INCLUDED WITH STRUCTURE, UNLESS OTHERWISE NOTED. ALL OTHER CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. SEE TRAFFIC SIGNAL PLANS AND BRIDGE PLANS FOR BRIDGE UNDERDECK LIGHTING.

HIGHWAY LIGHTING
USH 18/151 & CTH PD

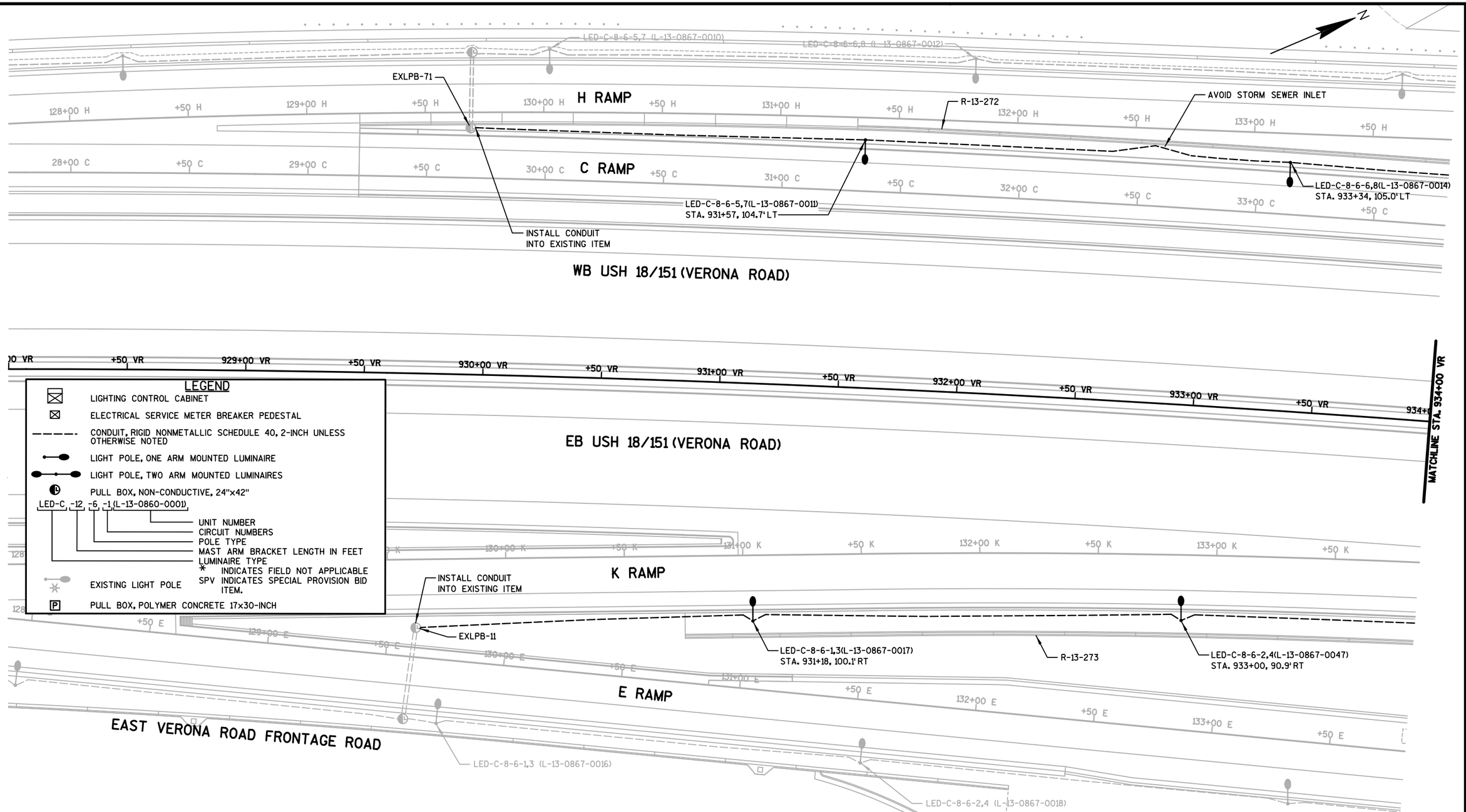
CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - USH 18/151 (VERONA ROAD) - 2 OF 10	SHEET 243	E



GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30-FOOT (TYPE 5) OR 35-FOOT (TYPE 6) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 30-FOOT LIGHT POLES SHALL BE MOUNTED ON PARAPETS. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON TYPE 6 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0867 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB AND/OR ROADWAY, MEASURED FROM THE OUTSIDE EDGE OF POLE BASE.

HIGHWAY LIGHTING
USH 18/151 & WILLIAMSBURG WAY

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - USH 18/151 (VERONA ROAD) - 3 OF 10	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023503_lp.dgn PLOT DATE : 1/30/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LED-C-8-6-5,7(L-13-0867-0020)
STA. 934+82, 104.8' LT

LED-C-8-6-10,12(L-13-0867-0021)
STA. 936+75, 104.8' LT

LED-C-8-6-9,11(L-13-0867-0023)
STA. 938+53, 104.3' LT

R-13-272

H RAMP

G RAMP

C RAMP

WILLIAMSBURG WAY

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

B-13-833

K RAMP

E RAMP

F RAMP

R-13-273

LED-C-8-6-1,3(L-13-0867-0025)
STA. 934+82, 85.2' RT

LED-C-8-6-13,15(L-13-0867-0026)
STA. 936+79, 83.0' RT

LED-C-8-6-14,16(L-13-0867-0028)
STA. 938+58, 79.4' RT

LED-C-8-6-13,15 (L-13-0867-0027)

SEE TRAFFIC SIGNAL PLAN (TYP.)

L13-0867

MATCHLINE STA. 934+00 VR

MATCHLINE STA. 940+00 VR

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30-FOOT (TYPE 5) OR 35-FOOT (TYPE 6), ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON TYPE 6 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0867 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB AND/OR ROADWAY, MEASURED FROM THE OUTSIDE EDGE OF POLE BASE.

LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX, NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

- EXISTING LIGHT POLE
- [P] PULL BOX, POLYMER CONCRETE 17x30-INCH

HIGHWAY LIGHTING
USH 18/151 & WILLIAMSBURG WAY

CITY OF FITCHBURG DANE COUNTY

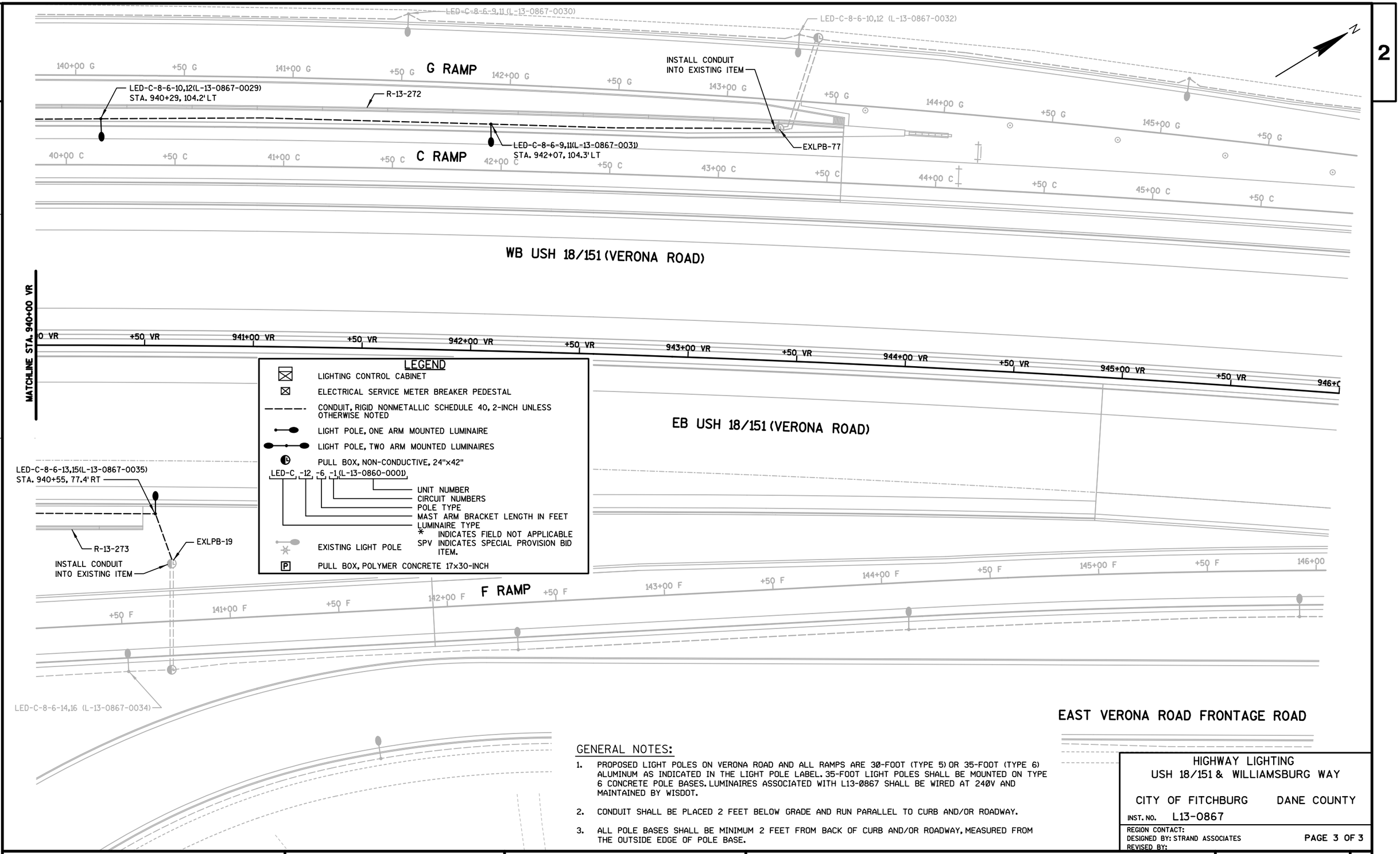
INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 3

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - USH 18/151 (VERONA ROAD) - 4 of 10	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023504_lp.dgn PLOT DATE : 1/30/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



GENERAL NOTES:

1. PROPOSED LIGHT POLES ON VERONA ROAD AND ALL RAMPS ARE 30-FOOT (TYPE 5) OR 35-FOOT (TYPE 6) ALUMINUM AS INDICATED IN THE LIGHT POLE LABEL. 35-FOOT LIGHT POLES SHALL BE MOUNTED ON TYPE 6 CONCRETE POLE BASES. LUMINAIRES ASSOCIATED WITH L13-0867 SHALL BE WIRED AT 240V AND MAINTAINED BY WISDOT.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB AND/OR ROADWAY, MEASURED FROM THE OUTSIDE EDGE OF POLE BASE.

HIGHWAY LIGHTING
USH 18/151 & WILLIAMSBURG WAY

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 3 OF 3

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - USH 18/151 (VERONA ROAD) - 5 OF 10	SHEET	E

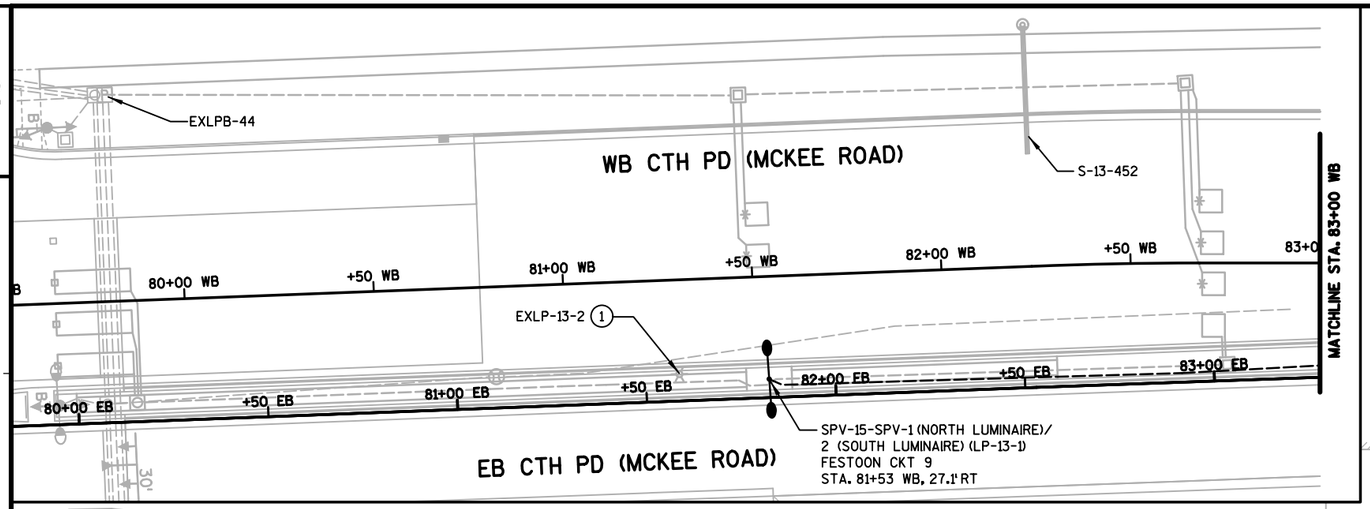
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023505_lp.dgn PLOT DATE : 1/30/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

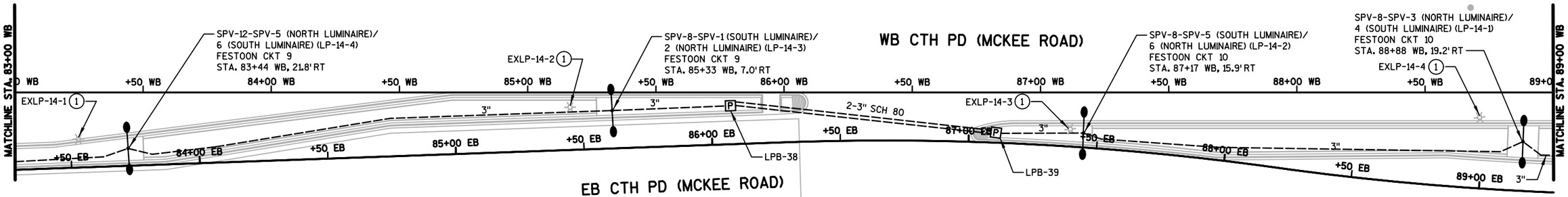
2

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON CTH PD ARE STEEL LIGHT POLE WITH FESTOON. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LUMINAIRES UTILITY LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-2 AND EXLC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB WHERE SHOWN TO AVOID CONFLICTS WITH PLANTING LOCATIONS.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB AND/OR ROADWAY, MEASURED FROM THE OUTSIDE EDGE OF POLE BASE. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFI PROTECTION DEVICE WITH RESET PUSH BUTTON (IN POLE HANDHOLE). WIRE GFI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR FOR THE POLE LUMINAIRES.

NOTE:
(1) REMOVE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY. REMOVING CONCRETE BASE REQ'D.





LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX, NON-CONDUCTIVE, 24"x42"
- LED-C, -12, -6, -1 (L-13-0860-0001)
  - UNIT NUMBER
  - CIRCUIT NUMBERS
  - POLE TYPE
  - MAST ARM BRACKET LENGTH IN FEET
  - LUMINAIRE TYPE
  - * INDICATES FIELD NOT APPLICABLE
  - SPV INDICATES SPECIAL PROVISION BID ITEM.
- EXISTING LIGHT POLE
- PULL BOX, POLYMER CONCRETE 17x30-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD) - 6 OF 10	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023506_lp.dgn PLOT DATE : 1/30/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

NOTE:
(1) REMOVE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY. REMOVING CONCRETE BASE REQ'D.

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON CTH PD ARE STEEL LIGHT POLE WITH FESTOON. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LUMINAIRES UTILITY LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-2 AND EXLC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB WHERE SHOWN TO AVOID CONFLICTS WITH PLANTING LOCATIONS.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB AND/OR ROADWAY, MEASURED FROM THE OUTSIDE EDGE OF POLE BASE. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFI PROTECTION DEVICE WITH RESET PUSH BUTTON (IN POLE HANDHOLE). WIRE GFI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR FOR THE POLE LUMINAIRES.

N

KAPEC ROAD

SIGN

EXLPB-56

EXLP-15-3 (1)

LPB-45

EXLP-15-2 (1)

SPV-12-SPV-8 (LP-15-3)
FESTOON CKT 11
STA. 92+81 WB, 71.0' LT

3-3" SCH 80

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 89+00 WB

MATCHLINE STA. 95+00 WB

SPV-8-SPV-3 (LP-15-4)
FESTOON CKT 11
STA. 91+90 WB, 4.9' RT

EXLP-15-1 (1)

EXLP-15-5 (1)

LPB-40

3"

2-3" SCH 80

LPB-41

LPB-42

SPV-8-SPV-5 (NORTH LUMINAIRE)/
6 (SOUTH LUMINAIRE) (LP-15-6)
FESTOON CKT 10
STA. 90+69 WB, 17.4' RT

SPV-8-SPV-4 (LP-15-5)
FESTOON CKT 11
STA. 92+02 WB, 33.0' RT

SPV-15-SPV-1 (NORTH LUMINAIRE)/
2 (SOUTH LUMINAIRE) (LP-15-2)
FESTOON CKT 13
STA. 93+38 WB, 20.3' RT

EB CTH PD (MCKEE ROAD)

SPV-12-SPV-7 (LP-15-1)
FESTOON CKT 12
STA. 93+45 WB, 114.0' RT

EXLP-15-4 (1)

S-13-453

SEE TRAFFIC SIGNAL PLAN (TYP.)

LC-2

LPB-44

LPB-43

INSTALL CONDUIT INTO EXISTING ITEM

NESBITT ROAD

LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX, NON-CONDUCTIVE, 24"x42"

LED-C -12 -6 -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

- EXISTING LIGHT POLE
- PULL BOX, POLYMER CONCRETE 17x30-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD) - 7 OF 10	SHEET 248	E

LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX, NON-CONDUCTIVE, 24"x42"

LED-C -12 -6 -1 (L-13-0860-0001)

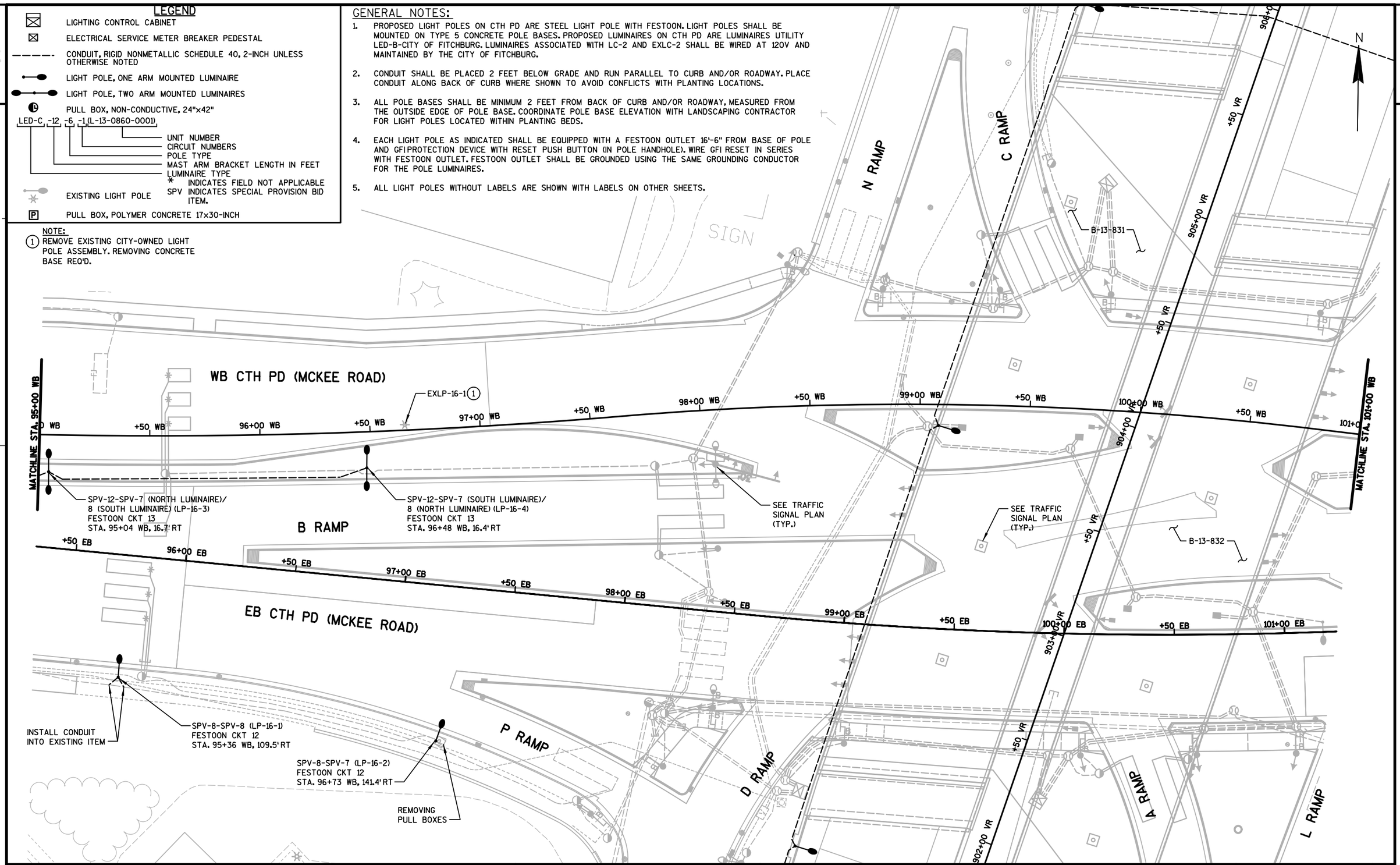
- -1 UNIT NUMBER
- -12 CIRCUIT NUMBERS
- -6 POLE TYPE
- -12 MAST ARM BRACKET LENGTH IN FEET
- LED-C LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

- EXISTING LIGHT POLE
- [P] PULL BOX, POLYMER CONCRETE 17x30-INCH

NOTE:
(1) REMOVE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY. REMOVING CONCRETE BASE REQ'D.

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON CTH PD ARE STEEL LIGHT POLE WITH FESTOON. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LUMINAIRES UTILITY LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-2 AND EXLC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
2. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB WHERE SHOWN TO AVOID CONFLICTS WITH PLANTING LOCATIONS.
3. ALL POLE BASES SHALL BE MINIMUM 2 FEET FROM BACK OF CURB AND/OR ROADWAY, MEASURED FROM THE OUTSIDE EDGE OF POLE BASE. COORDINATE POLE BASE ELEVATION WITH LANDSCAPING CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFI PROTECTION DEVICE WITH RESET PUSH BUTTON (IN POLE HANDHOLE). WIRE GFI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR FOR THE POLE LUMINAIRES.
5. ALL LIGHT POLES WITHOUT LABELS ARE SHOWN WITH LABELS ON OTHER SHEETS.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD) - 8 OF 10	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023508_lp.dgn PLOT DATE : 1/30/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE:
(1) REMOVE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY. REMOVING CONCRETE BASE REQ'D.

MODIFY EXISTING LIGHTING CABINET EXLC-2

EXISTING PULL BOX

REMOVE EXISTING CITY-OWNED LIGHTING CABINET

MILITARY RIDGE TRAIL

MATCHLINE A

B RAMP

M RAMP

D RAMP

L RAMP

SEE TRAFFIC SIGNAL PLAN (TYP.)

L13-0866

SPV-8-SPV-5 (LP-17-1)
FESTOON CKT 6
STA. 102+63 WB, 66.7' LT

SPV-8-SPV-5 (LP-17-2)
FESTOON CKT 6
STA. 104+44 WB, 53.2' LT

SPV-8-SPV-5 (LP-17-3)
FESTOON CKT 6
STA. 106+22 WB, 53.7' RT

LPB-49

LPB-50

2-3" SCH 80

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 101+00 WB

MATCHLINE STA. 107+00 WB

+50 WB

102+00 WB

103+00 WB

104+00 WB

105+00 WB

106+00 WB

107+00 WB

+50 EB

102+00 EB

103+00 EB

104+00 EB

105+00 EB

106+00 EB

107+00 EB

3"

EXLP-17-2 (1)

EXLP-17-3 (1)

EXLP-17-1 (1)

SPV-8-SPV-1 (NORTH LUMINAIRE)/
2 (SOUTH LUMINAIRE) (LP-17-4)
FESTOON CKT 7
STA. 103+50 WB, 38.4' RT

SPV-8-SPV-2 (NORTH LUMINAIRE)/
1 (SOUTH LUMINAIRE) (LP-17-5)
FESTOON CKT 7
STA. 105+37 WB, 24.4' RT

EXISTING BRIDGE

INSTALL CONDUIT INTO EXISTING ITEM

INL

MH

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON CTH PD ARE STEEL LIGHT POLE WITH FESTOON. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LUMINAIRES UTILITY LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-2 AND EXLC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
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4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFI PROTECTION DEVICE WITH RESET PUSH BUTTON (IN POLE HANDHOLE). WIRE GFI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR FOR THE POLE LUMINAIRES.
5. ALL LIGHT POLES WITHOUT LABELS ARE SHOWN WITH LABELS ON OTHER SHEETS.

LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX, NON-CONDUCTIVE, 24"x42"

LED-C, -12, -6, -1 (L-13-0860-0001)

- -1: UNIT NUMBER
- -6: CIRCUIT NUMBERS
- -12: POLE TYPE
- LED-C: MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.
- EXISTING LIGHT POLE
- PULL BOX, POLYMER CONCRETE 17x30-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD) - 9 OF 10	SHEET 250	E

GENERAL NOTES:

1. PROPOSED LIGHT POLES ON CTH PD ARE STEEL LIGHT POLE WITH FESTOON. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LUMINAIRES UTILITY LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-2 AND EXLC-2 SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
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LEGEND

- LIGHTING CONTROL CABINET
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRES
- PULL BOX, NON-CONDUCTIVE, 24"x42"

LED-C -12 -6 -1 (L-13-0860-0001)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

- EXISTING LIGHT POLE
- PULL BOX, POLYMER CONCRETE 17x30-INCH

NOTE:
(1) REMOVE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY. REMOVING CONCRETE BASE REQ'D.

N

MILITARY RIDGE TRAIL

INL

SS

POST

MH

EXISTING BRIDGE

MATCHLINE STA. 107+00

WB CTH PD (MCKEE ROAD)

107+00 WB | +50 WB | 108+00 WB | +50 WB | 109+00 WB | +50 WB | 110+00 WB | +50 WB | 111+00 WB | +50 WB | 112+00 WB | +50 WB | 113+00 WB

3" | LPB-54 | 2-3" SCH 80 | LPB-53 | 3" | EXLP-18-3 (1)

+50 EB | 108+00 EB | +50 EB | 109+00 EB | +50 EB | 110+00 EB | +50 EB | 111+00 EB | +50 EB | 112+00 EB | +50 EB | 113+00 EB | +50

EXLP-18-1 (1)

SPV-8-SPV-2 (SOUTH LUMINAIRE)/
1 (NORTH LUMINAIRE) (LP-18-1)
FESTOON CKT 7
STA. 107+28 WB, 14.6' RT

SPV-8-SPV-4 (SOUTH LUMINAIRE)/
3 (NORTH LUMINAIRE) (LP-18-2)
FESTOON CKT 8
STA. 109+02 WB, 5.8' RT

EXLP-18-2 (1)

SPV-8-SPV-3 (NORTH LUMINAIRE)/
4 (SOUTH LUMINAIRE) (LP-18-4)
FESTOON CKT 8
STA. 112+68 WB, 9.1' RT

SEE TRAFFIC SIGNAL PLAN (TYP.)

EB CTH PD (MCKEE ROAD)

SPV-8-SPV-4 (NORTH LUMINAIRE)/
3 (SOUTH LUMINAIRE) (LP-18-3)
FESTOON CKT 8
STA. 110+90 WB, 16.1' RT

INL

FOR LIGHTING AT COMMERCE PARK DRIVE, SEE TRAFFIC SIGNAL PLANS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD) - 10 OF 10	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023510_lp.dgn | PLOT DATE : 1/30/2018 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS SHEET 42

2

N

LED-C-8-6-5,7(L-13-0866-0021)
LED-C-8-6-6,8(L-13-0866-0001)
LED-C-8-6-5,7(L-13-0866-0002)
LED-C-8-17-6,8(L-13-0866-0003)
LED-C-8-17-5,7(L-13-0866-0008)
LED-C-8-17-6,8(L-13-0866-0009)
LED-C-8-17-5,7(L-13-0866-0010)
LED-C-8-17-6,8(L-13-0866-0011)
LED-C-8-17-5,7(L-13-0866-0016)

0 VR 886+00 VR 887+00 VR 888+00 VR 889+00 VR 890+00 VR 891+00 VR 892+00 VR 893+00 VR 894+00 VR 895+00 VR 896+00 VR 897+00 VR 898+00 VR 899+00 VR 900+00 VR

88+00 D 89+00 D 90+00 D 91+00 D 92+00 D 93+00 D 94+00 D 95+00 D 96+00 D 97+00 D 98+00 D 99+00 D 100+00 D

LED-C-8-5-13,15(L-13-0866-0015)
BRIDGE PARAPET MOUNTED

CIRCUIT 13,15
2-#10, #10 GND

LED-C-8-5-14,16(L-13-0866-0017)
BRIDGE PARAPET MOUNTED

CIRCUIT 13,15, & 14,16
4-#10, #10 GND

MATCHLINE STA. 900+50 VR

87+00 A 88+00 A 89+00 A 90+00 A 91+00 A 92+00 A 93+00 A 94+00 A 95+00 A 96+00 A 97+00 A 98+00 A 99+00 A 100+00 A

LED-C-8-6-2,4(L-13-0866-0004)
LED-C-8-6-1,3(L-13-0866-0005)
LED-C-8-6-2,4(L-13-0866-0006)
LED-C-8-17-1,3(L-13-0866-0007)
LED-C-8-17-2,4(L-13-0866-0012)
LED-C-8-6-1,3(L-13-0866-0013)
LED-C-12-6-2,4(L-13-0866-0014)
LED-C-12-6-1,3(L-13-0866-0019)

HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

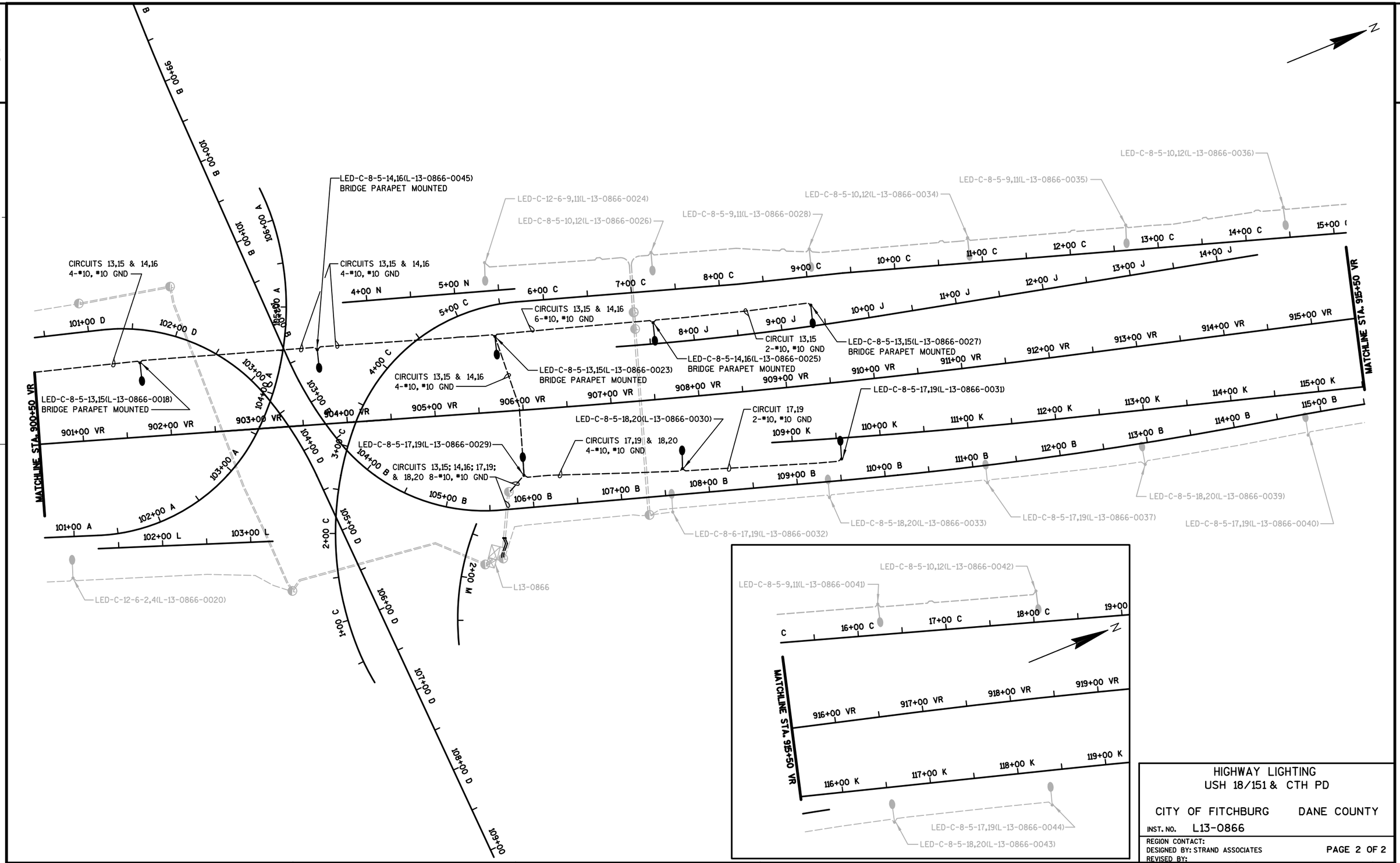
INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING PLAN DIAGRAM - L13-0866	SHEET 252	E

2



HIGHWAY LIGHTING
USH 18/151 & CTH PD

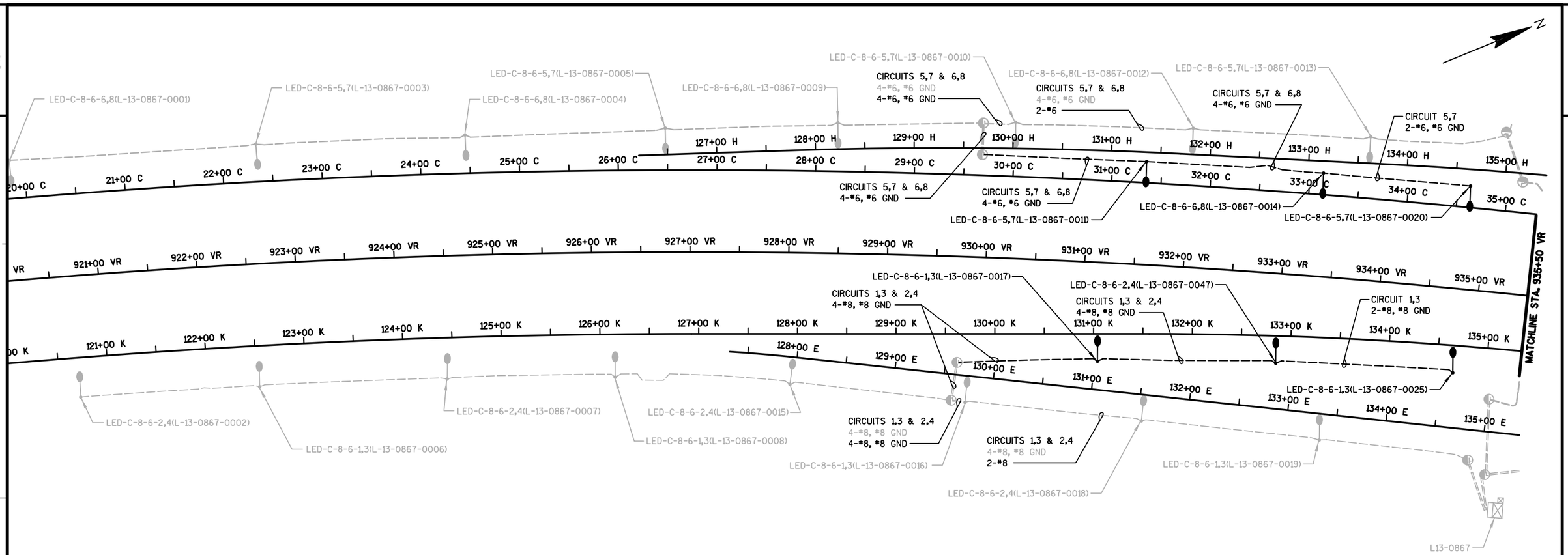
CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0866

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING PLAN DIAGRAM - L13-0866	SHEET 253	E



HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING PLAN DIAGRAM - L13-0867	SHEET 254	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023513_lp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

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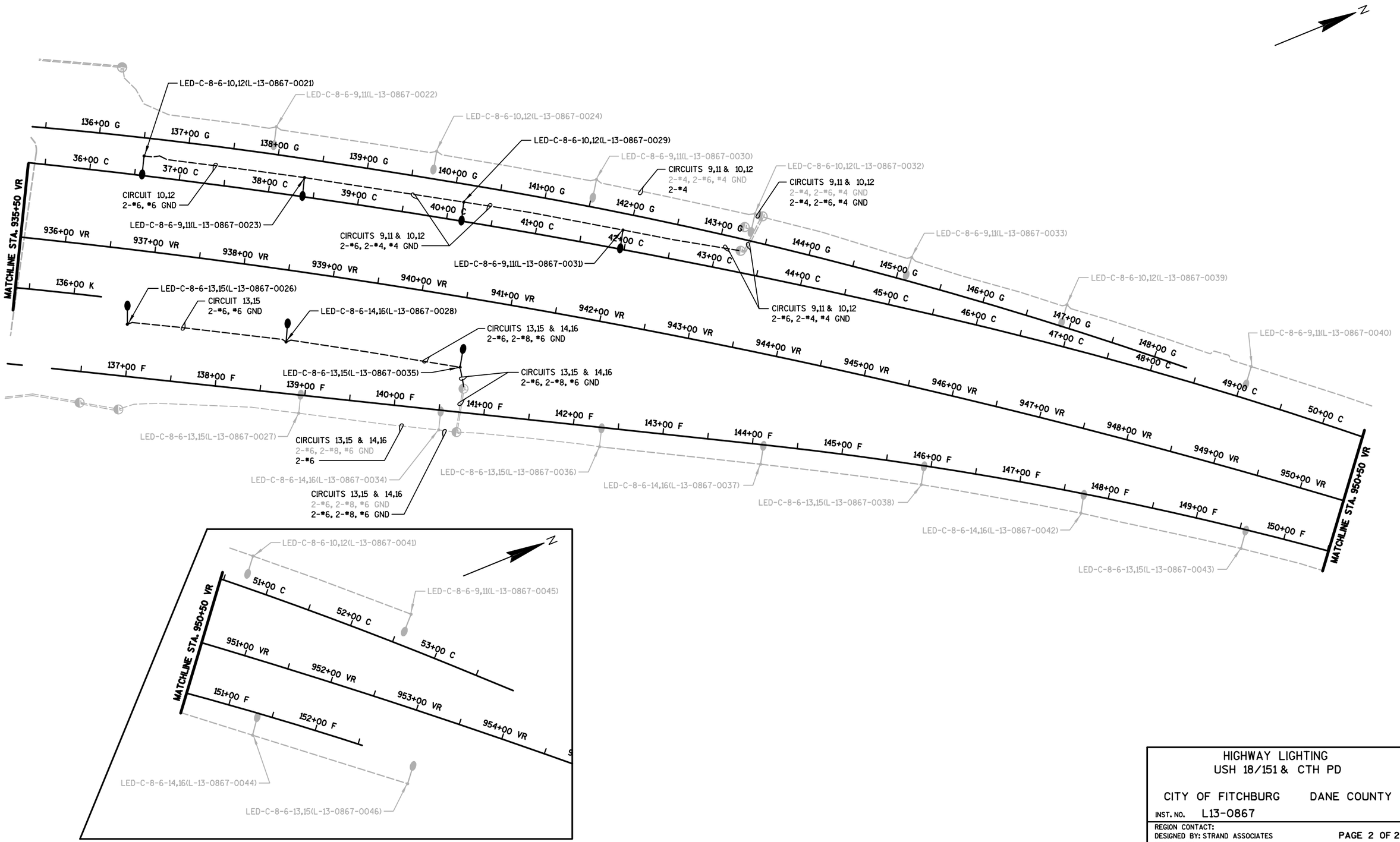


HIGHWAY LIGHTING
USH 18/151 & CTH PD

CITY OF FITCHBURG DANE COUNTY

INST. NO. L13-0867

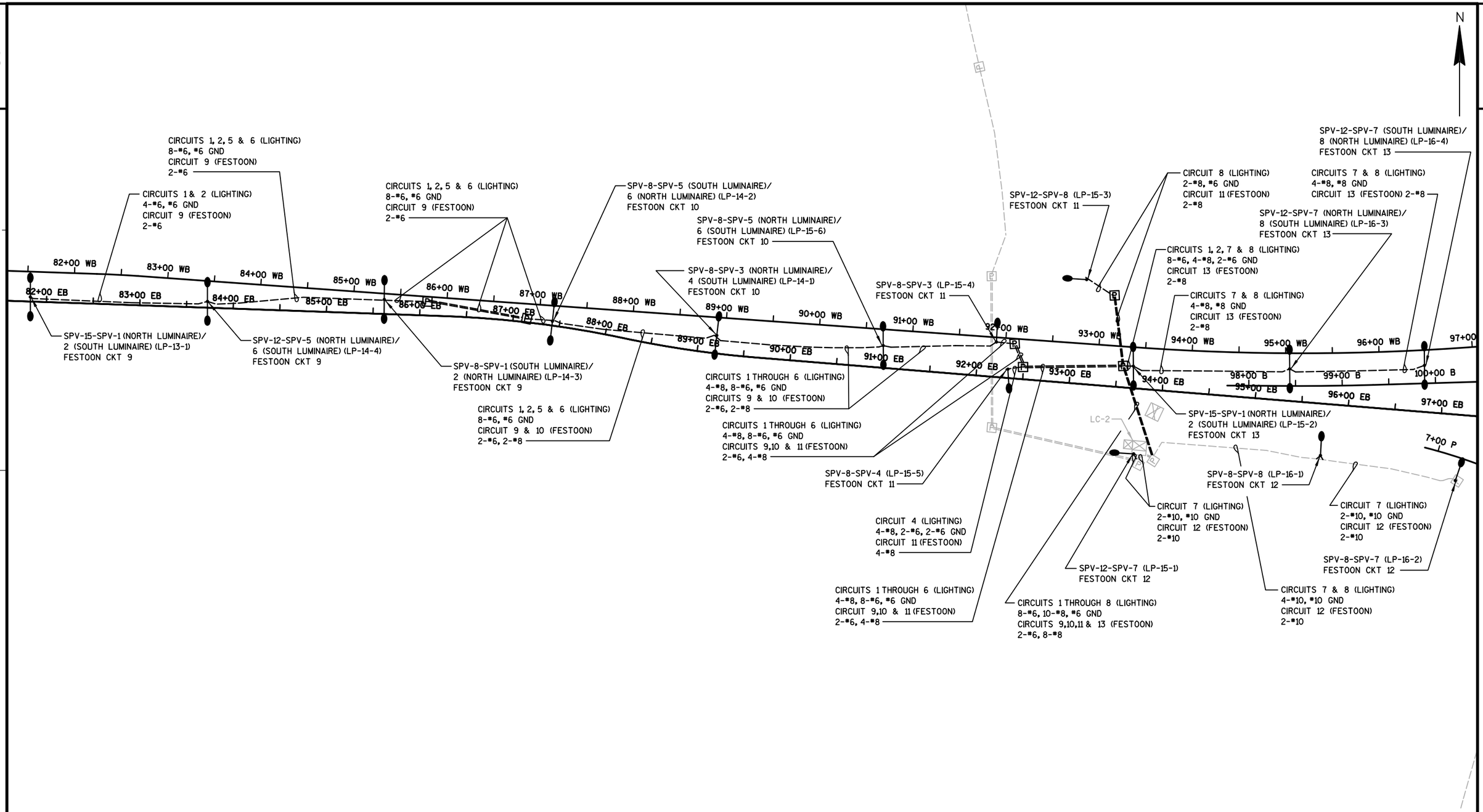
REGION CONTACT:
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 2 OF 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	LIGHTING PLAN DIAGRAM - L13-0867	SHEET 255	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\023514_lp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



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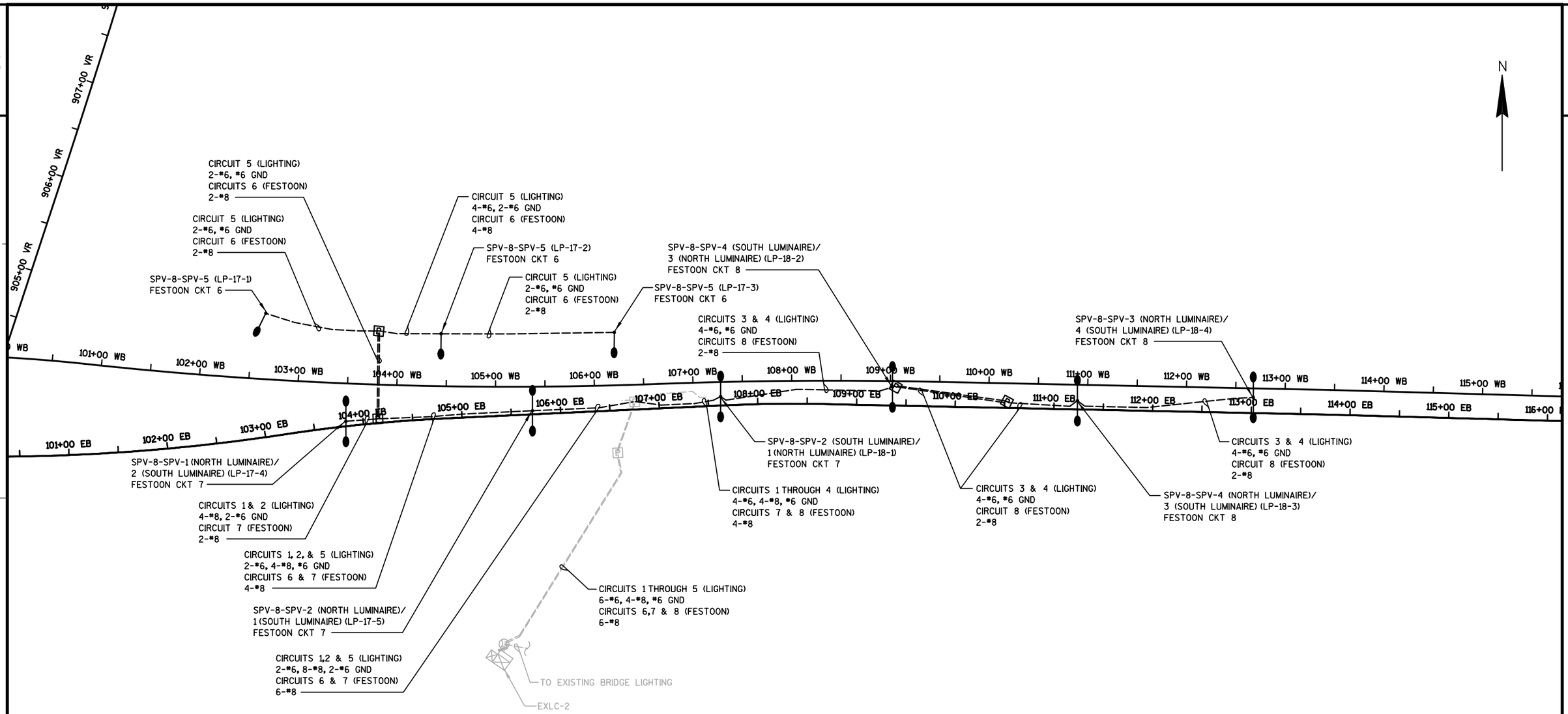

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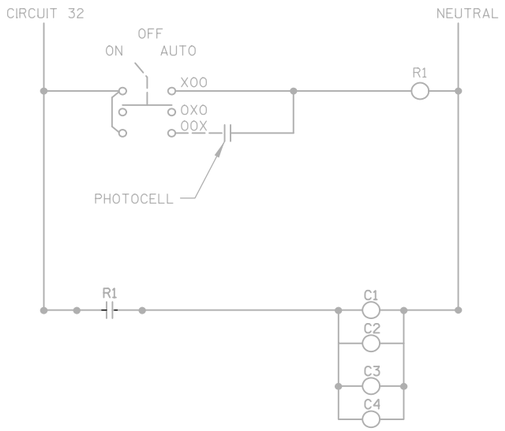
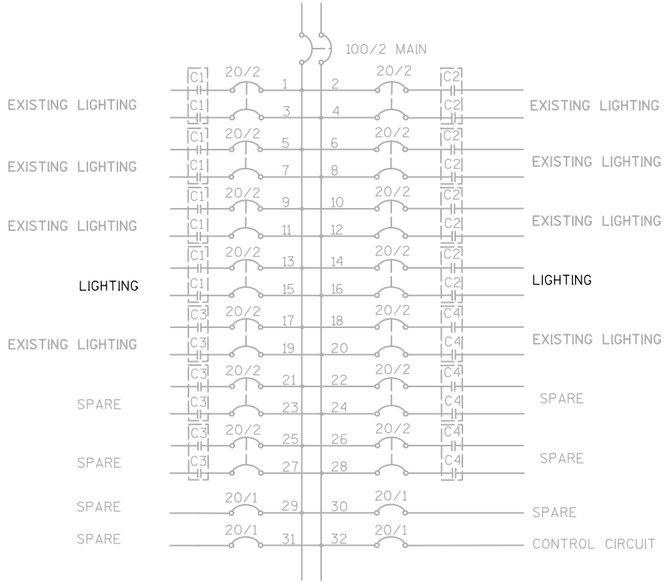


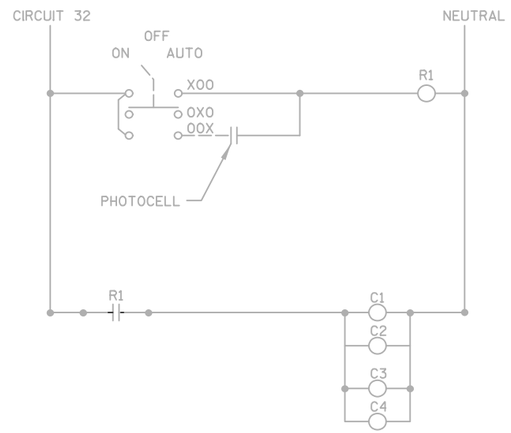
L13-0866 CONTROL SCHEMATIC

NO SCALE



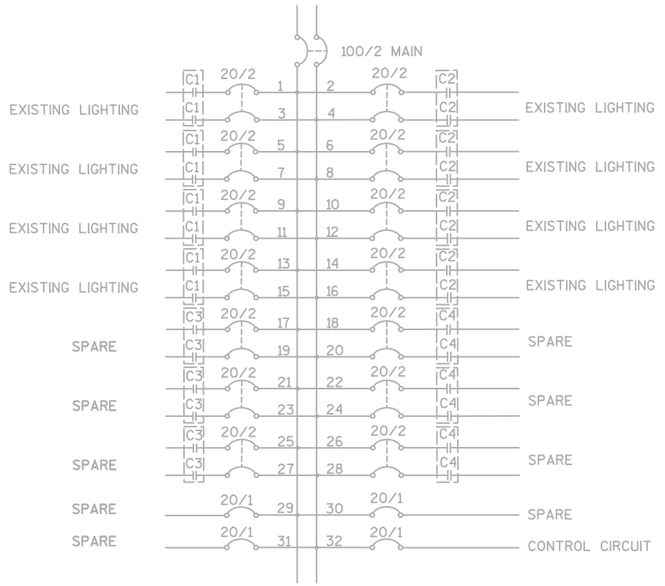
L13-0866

NO SCALE



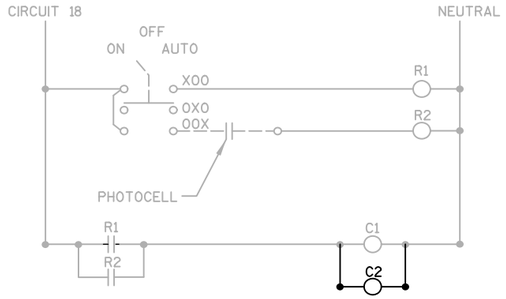
L13-0867 CONTROL SCHEMATIC

NO SCALE



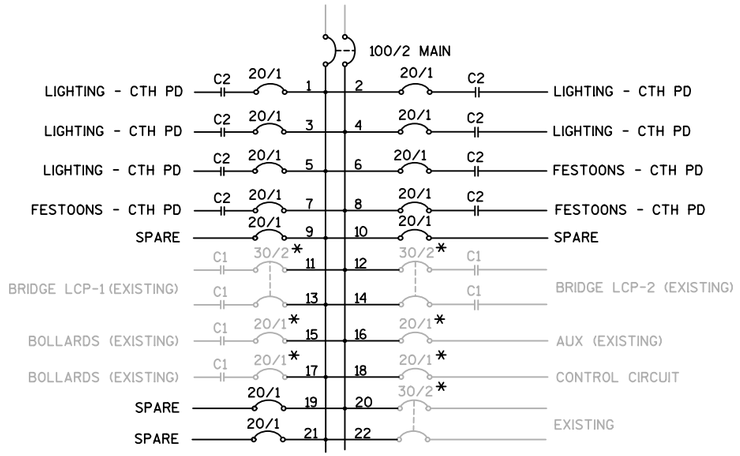
L13-0867

NO SCALE



EXLC-2 CONTROL SCHEMATIC

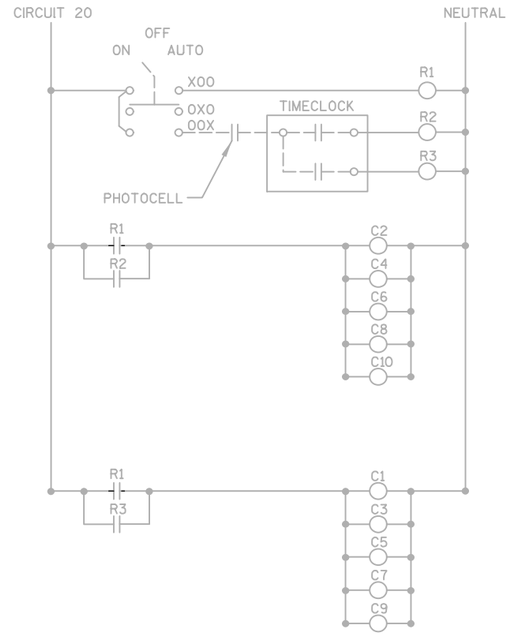
NO SCALE



* NOTE: CIRCUIT BREAKER RELOCATED FROM EXISTING PANELBOARD. REROUTE AND RECONNECT EXISTING CONDUCTORS TO EXISTING CIRCUIT BREAKER INSTALLED IN NEW PANELBOARD.

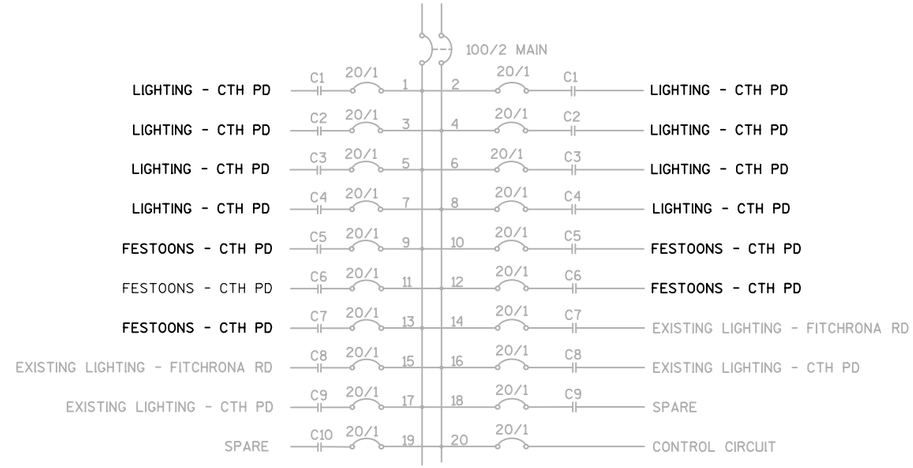
EXLC-2

NO SCALE



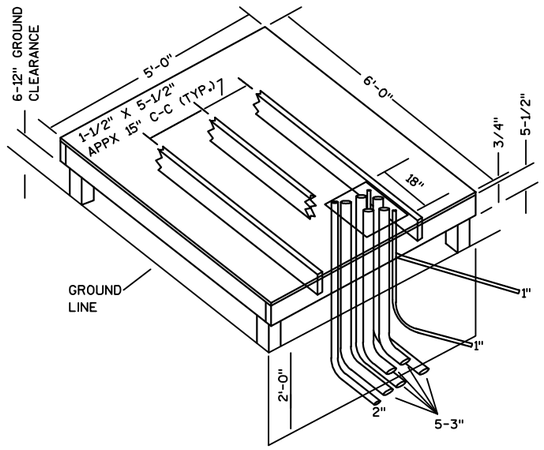
LC-2 CONTROL SCHEMATIC

NO SCALE



LC-2

NO SCALE



GENERAL NOTES

1. DETAIL APPLIES ONLY TO THE WISDOT OWNED AND OPERATED TEMPORARY TRAFFIC SIGNAL CABINETS AT USH 18/151 AND CTH PD STAGE 10D PHASE 3 INTERIM TRAFFIC SIGNALS.
2. DETAILS OF THE CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
3. CONDUIT HEIGHT ABOVE THE TOP OF THE BASE SHALL BE 1 INCH.
4. DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.
5. DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.
6. TEMPORARY CABINET BASE TOP SURFACE SHALL BE LEVEL.
7. SURFACE SHALL BE CONSTRUCTED WITH 3/4 INCH PLYWOOD, WOOD POSTS SHALL BE AT LEAST 3-1/2 INCH X 3-1/2 INCH, WOOD STRINGERS SHALL BE 1-1/2 INCH X 5-1/2 INCH/
8. TEMPORARY SIGNAL CABINET BASE CONSIDERED INCIDENTAL TO THE INTERIM TRAFFIC SIGNAL BID ITEMS.

TEMPORARY SIGNAL CABINET BASE DETAIL

NOT TO SCALE

(APPLICABLE TO WISDOT OWNED AND OPERATED TEMPORARY TRAFFIC SIGNAL CABINETS AT USH 18/151 & CTH PD)

INTERIM AND TEMPORARY TRAFFIC SIGNAL PLANS PREPARED BY:

KL Engineering
[A] Better Experience

WISCONSIN
KEVIN C. WEHNER
45862-6
OREGON, WI
PROFESSIONAL ENGINEER

1/19/18 (Date)

(Signature)

GENERAL NOTES - ALL STAGES:

1. FINAL LOCATIONS OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.
2. BAGGED SIGNAL HEADS ARE SHOWN FOR INFORMATION ONLY AND SHALL BE CONSIDERED OPTIONAL WHEN SHOWN. ONLY HEADS SHOWN UNBAGGED ARE REQUIRED TO BE INSTALLED IN THE SPECIFIED LOCATIONS WHEN SHOWN IN THE PLANS.
3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.
4. GUYING OF POLES IS REQUIRED AS SHOWN IN THE STANDARD DETAIL DRAWINGS AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES UNLESS SHOWN ON TEMPORARY SIGNAL BASES.
6. ADJUST POSITION OF DETECTION ZONES AS REQUIRED TO MATCH BOTH ON AND OFF PEAK LANE CONFIGURATIONS AND OTHER WORK ZONE LANE ADJUSTMENTS.
7. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
8. USE CAUTION IN ALL STAGES TO ENSURE THAT NO SIGNAL EQUIPMENT SHOWN AS UNBAGGED IS OBSCURED FROM VIEW BY OTHER TEMPORARY SIGNAL EQUIPMENT AS WELL AS ANY OTHER OBSTRUCTION.
9. CONTRACTOR SHALL REMOVE AND RETURN TO THE DEPARTMENT ALL COMMUNICATION AND DETECTION EQUIPMENT IN PLACE AT THE BEGINNING OF THE CONTRACT OR SUBSEQUENTLY FURNISHED BY THE DEPARTMENT AT THE CONCLUSION OF THE CONTRACT.

NOTES - PRE STAGE:

1. TRAFFIC SIGNAL HEAD NUMBERING DOES NOT MATCH POST STAGE OF 1206-07-75 PROJECT. NO CHANGES TO HEAD CONFIGURATION PROPOSED BETWEEN 1206-07-75 POST STAGE AND 1206-08-77 PRE STAGE. HEAD RENUMBERING SHOWN FOR PLAN CLARITY.

NOTES - CTH PD STG. 9 HAUL ROAD:

1. ALL WORK AND COORDINATION REQUIRED TO IMPLEMENT STAGE 9A HAUL ROAD CHANGES ARE INCIDENTAL TO HAUL ROAD BID ITEM.

NOTES - CTH PD STG. 10D PH. 3 - POST STAGE:

1. REFER TO USH 18/151 & CTH PD (MCKEE ROAD) TRAFFIC SIGNAL PLAN SEQUENCE OF OPERATIONS SHEET FOR SIGNAL OPERATIONS DURING CTH PD STG. 10D PH. 3 TO POST STAGE.

USH 18/151 & CTH PD PRE STAGE

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)		
EXIST.	NEW	ITEM
13	--	CLASS 4 WOOD POLES (EA)
1350	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	TEMPORARY 3" CONDUIT (LF)
13	--	TEMPORARY LUMINAIRES, LED C (EA)
41	--	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
9	--	TEMPORARY SIGNAL BASES (EA)
2	--	TEMPORARY CONTROL CABINET AND BASE (EA)
1	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 9A

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
13	1	--	CLASS 4 WOOD POLES (EA)
1350	450	200	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
14	4	5	TEMPORARY LUMINAIRES, LED C (EA)
41	9	9	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
9	--	1	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
--	--	3	TEMPORARY CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 9B

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
12	--	--	CLASS 4 WOOD POLES (EA)
1100	150	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
15	1	1	TEMPORARY LUMINAIRES, LED C (EA)
41	9	8	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
10	--	1	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
3	1	2	TEMPORARY CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN	SHEET 260	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\021002-CD.DWG PLOT DATE : 1/19/2018 4:45 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

USH 18/151 & CTH PD STG. 10A

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
12	--	1	CLASS 4 WOOD POLES (EA)
950	--	400	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
15	1	2	TEMPORARY LUMINAIRES, LED C (EA)
40	8	7	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
11	--	--	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
4	2	--	TEMPORARY CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 10C PH. 1

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
13	1	3	CLASS 4 WOOD POLES (EA)
1350	250	400	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
16	1	3	TEMPORARY LUMINAIRES, LED C (EA)
39	17	12	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
11	--	3	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
2	2	2	TEMP CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 10C PH. 2

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
15	--	--	CLASS 4 WOOD POLES (EA)
1500	--	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
18	--	1	TEMPORARY LUMINAIRES, LED C (EA)
34	--	1	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
14	--	1	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
2	--	--	TEMP CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 10C PH. 3

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
15	--	--	CLASS 4 WOOD POLES (EA)
1500	--	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
19	--	--	TEMPORARY LUMINAIRES, LED C (EA)
35	2	2	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
15	--	--	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
2	1	1	TEMP CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 10D PH. 1

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
15	--	--	CLASS 4 WOOD POLES (EA)
1500	--	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
19	1	--	TEMPORARY LUMINAIRES, LED C (EA)
35	3	2	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
15	1	--	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
2	1	1	TEMP CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 10D PH. 2

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
15	--	--	CLASS 4 WOOD POLES (EA)
1500	--	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
18	--	--	TEMPORARY LUMINAIRES, LED C (EA)
34	4	4	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
14	2	2	TEMPORARY SIGNAL BASES (EA)
2	--	--	TEMPORARY CONTROL CABINET BASE (EA)
2	--	--	TEMP CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & CTH PD STG. 10D PH. 3

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
15	--	--	CLASS 4 WOOD POLES (EA)
1500	--	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
75	--	--	TEMPORARY 3" CONDUIT (LF)
18	--	--	TEMPORARY LUMINAIRES, LED C (EA)
34	34	44	TEMPORARY SIGNAL HEADS 12" (EA)
6	6	16	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
14	14	25	TEMPORARY SIGNAL BASES (EA)
2	--	2	TEMPORARY CONTROL CABINET BASE (EA)
2	2	--	TEMP CONCRETE BASE, TRANSFORMER BASE, TYPE 2 SIGNAL POLE, AND TROMBONE ARM
1	--	--	TEMPORARY EVP SYSTEM

2

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 20

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

290' TO STOP BAR

USH 18/151

CTH PD

CB-1

CB-2 (SPLICE)

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - PRE STAGE	SHEET 262 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-PRE.DWG PLOT DATE : 1/19/2018 4:46 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

290' TO STOP BAR

USH 18/151

CTH PD

WP1 WP2 WP3 WP8 WP10 WP11 WP13 WP14 WP15 WP16 WP17 WP18

TSB1 TSB2 TSB3 TSB4 TSB5 TSB6 TSB7 TSB8 TSB9 TSB10 TSB11 TSB12 TSB13

CB-1

CB-2 (SPLICE)

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

ITEM - STATION - OFFSET		
TSB10	-905+07.8VR	89.5'RT
TSB11	-904+99.7VR	151.3'RT
TSB13	-904+35.3VR	1.1'RT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 9A	SHEET 263 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S9A.DWG PLOT DATE : 1/19/2018 4:47 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OH — OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- 25' TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

290' TO STOP BAR

USH 18/151

HAUL ROAD

CTH PD

WP1 WP2 WP3 WP8 WP10 WP11 WP13 WP14 WP15 WP16 WP17 WP18

TSB1 TSB2 TSB3 TSB4 TSB5 TSB6 TSB7 TSB8 TSB9 TSB10 TSB11 TSB12 TSB13 TSB91 TSB92 TSB93 TSB94 TSB95

AN1 N2 R1 R2 CB-1 CB-2 (SPLICE)

SEE SEQUENCE OF OPERATIONS SHEET

FLAGGER REQUIRED FOR PEDESTRIAN CROSSING AND FOR ACTIVATION OF HAUL ROAD SIGNAL FOR CONSTRUCTION VEHICLES CROSSING CTH PD.

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

USH 18/151 & CTH PD STG. 9A HAUL ROAD
(HAUL ROAD ITEMS ONLY)

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)

NEW	ITEM
200	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
6	TEMPORARY SIGNAL HEADS 12" (EA)
5	TEMPORARY SIGNAL BASES (EA)

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 5 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 9A (HAUL ROAD)	SHEET 264	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S9A HAUL RD.DWG PLOT DATE : 1/19/2018 4:48 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

290' TO STOP BAR

USH 18/151

CTH PD

3" CONDUIT

CB-1

CB-2 (SPLICE)

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

ITEM - STATION - OFFSET	
TSB14	-904+78.6VR - 80.3'RT
TSB15	-902+92.1VR - 92.7'LT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 6 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 9B	SHEET 265	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S9B.DWG PLOT DATE : 1/19/2018 4:49 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SHORT RANGE MICROWAVE (STATE FURNISHED)

USH 18/151

CTH PD

260' TO STOP BAR

3" CONDUIT

CB-1

CB-2 (SPLICE)

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

ITEM - STATION - OFFSET
WP19 - 903+43.3VR - 83.4'RT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 7 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10A	SHEET 266 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10A.DWG PLOT DATE : 1/19/2018 4:50 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

SHORT RANGE MICROWAVE (STATE FURNISHED)

260' TO STOP BAR

CTH PD

USH 18/151

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 8 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10B PH. 1	SHEET 267 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10B-P1.DWG PLOT DATE : 1/19/2018 4:50 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

SHORT RANGE MICROWAVE (STATE FURNISHED)

CB-1

CB-2 (SPLICE)

3" CONDUIT

260' TO STOP BAR

CTH PD

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

USH 18/151

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 9 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10B PH. 2	SHEET 268 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10B-P2.DWG PLOT DATE : 1/19/2018 4:51 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

ITEM - STATION - OFFSET			
WP20	-901+99.6VR	-	94.0'LT
WP21	-901+42.5VR	-	188.6'LT
WP22	-903+57.4VR	-	91.1'LT
TSB17	-903+71.5VR	-	162.6'RT
TSB18	-903+70.2VR	-	106.4'RT
TSB21	-902+63.4VR	-	151.8'LT

SHORT RANGE MICROWAVE (STATE FURNISHED)

SHORT RANGE MICROWAVE (STATE FURNISHED)

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

USH 18/151

CTH PD

260' TO STOP BAR

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 10 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10C PH. 1	SHEET 269	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10C-P1.DWG PLOT DATE : 1/19/2018 4:52 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- 25' TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

USH 18/151

SHORT RANGE MICROWAVE (STATE FURNISHED)

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

CTH PD

260' TO STOP BAR

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 11 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10C PH. 2	SHEET 270 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10C-P2.DWG PLOT DATE : 1/19/2018 4:53 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

USH 18/151

SHORT RANGE MICROWAVE (STATE FURNISHED)

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

260' TO STOP BAR

CTH PD

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

ITEM - STATION - OFFSET
TSB23 - 904+28.8VR - 125.0'RT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 12 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10C PH. 3	SHEET 271	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10C-P3.DWG PLOT DATE : 1/19/2018 4:54 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OH — OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- 25' TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

SHORT RANGE MICROWAVE (STATE FURNISHED)

SHORT RANGE MICROWAVE (STATE FURNISHED)

260' TO STOP BAR

CTH PD

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

USH 18/151

ITEM - STATION - OFFSET
TSB24 - 902+77.4VR - 129.2'LT

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 13 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10D PH. 1	SHEET 272	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10D-P1.DWG PLOT DATE : 1/19/2018 4:55 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY CONCRETE BASE, TRANSFORMER BASE, SIGNAL POLE, AND TROMBONE ARM
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

USH 18/151

CTH PD

260' TO STOP BAR

SHORT RANGE MICROWAVE (STATE FURNISHED)

3" CONDUIT

ATC OVERHEAD (MULTIPLE SPANS)

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

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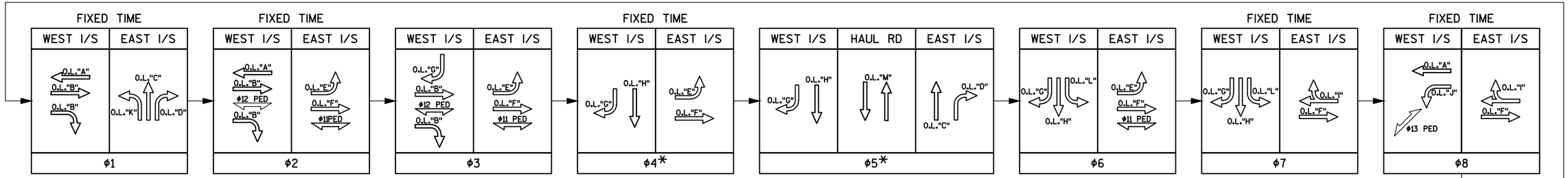
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10D PH. 2	SHEET 273	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10D-P2.DWG PLOT DATE : 1/19/2018 4:55 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



LEGEND

PHASE | OVERLAP O.L. B | FLASHING YELLOW O.L. B

	INTERSECTION	MOVEMENT	HEAD NUMBERS	FLASH	O.L. PARENT PHASE/PED PHASE COMPATIBILITY
O.L."A"	WEST	WB THRU	1-5	R	1,2,8,9,10
O.L."B"	WEST	EB TH/RT	7-28	R	1,2,3
O.L."C"	EAST	NB TH	31-44	R	1,5,10
O.L."D"	EAST	NB RT	31,34,37,40,42,44	R	1,5,9,10
O.L."E"	EAST	EB LT	46-48	R	2,3,4,6
O.L."F"	EAST	EB THRU	50-53	R	2,3,4,6,7,8
O.L."G"	WEST	SB RT	55,58,61,62,64,65	R	3,4,5,6,7
O.L."H"	WEST	SB TH	55-66	R	4,5,6,7
O.L."I"	EAST	WB THRU	68-85	R	7,8,9
O.L."J"	WEST	WB LT	87-89	R	8,9,10
O.L."K"	EAST	NB LT	91-93	R	1,10
O.L."L"	WEST	SB LT	94,95	R	6,7
O.L."M"	HAUL	HAUL XING	H1-H6	R	5
ϕ11 PED	EAST	S PED XING	11A,11B		2,3,6
ϕ12 PED	WEST	S PED XING	12A,12B		2,3
ϕ13 PED	WEST	W PED XING	13A,13B		8,9,10

PREEMPTION ASSIGNMENTS

PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED	-	-
2	RESERVED	-	-
3	EVP	A	10
4	EVP	B	6
5	EVP	C	3
6	EVP	D	9
7	NOT USED	-	-
8	NOT USED	-	-
9	NOT USED	-	-
10	NOT USED	-	-

1. AFTER PREEMPTION SEQUENCE A, CONTROLLER SHALL RETURN TO ϕ1.
2. AFTER PREEMPTION SEQUENCE B, CONTROLLER SHALL RETURN TO ϕ7.
3. AFTER PREEMPTION SEQUENCE C, CONTROLLER SHALL RETURN TO ϕ6.
4. AFTER PREEMPTION SEQUENCE D, CONTROLLER SHALL RETURN TO ϕ10.

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

CENTRAL SYSTEM
LOCATION OF MASTER
CONTROLLER NO.: N/A
SIGNAL SYSTEM #: N/A

GENERAL NOTES

1. ϕ1 AND ϕ2 SHALL TIME FOLLOWING ϕ10 AND AT NO OTHER TIMES.
2. ϕ4 SHALL ALWAYS TIME PRECEDING ϕ5 AND AT NO OTHER TIMES.
3. ϕ7 AND ϕ8 SHALL TIME FOLLOWING ϕ6 AND AT NO OTHER TIME.
4. PED ϕ8, ϕ11, AND ϕ12 SHALL OPERATE IN RING 2 (NOT SHOWN).
5. * ϕ4 AND ϕ5 SHALL TIME DURING STAGE 9A HAUL ROAD ONLY.
5. PED BUTTON ON TSB95 DURING STAGE 9A HAUL ROAD SHALL PLACE LOCKING CALL ON ϕ4 AND ϕ5.
6. O.L."K" AND O.L."L" SHALL TIME BETWEEN AND INCLUDING PRE STAGE AND CTH PD STAGE 10B PH2 ONLY

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W/ϕ	PHASE RECALL	PHASE ACTIVE
1			BY TOD	X
2			BY TOD	X
3			MIN	X
4			BY TOD	X*
5			BY TOD	X*
6			BY TOD	X
7			BY TOD	X
8			BY TOD	X
9			MIN	X
10			BY TOD	X
11			PED	X
12			PED	X
13			PED	X

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	31	32	61	91	92	101		
PHASE CALLED	3	3	6	9	9	10		
PHASE EXTENDED	3	3	6	9	9	10		
DISCONNECT TIME								
CALLING DELAY		16.0			16.0			
EXTENSION STRETCH								
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

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

20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

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

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

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | INTERIM SEQUENCE OF OPERATIONS - PRE STG TO PD STG 10D PH2 | SHEET 274 | E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024301-PH.DWG
LAYOUT NAME - 024301-PH - STAGE 9A (HAUL RD)
PLOT DATE : 1/19/2018 4:56 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- DROP CABLE SUPPORTED BY BRIDGE GIRDERS
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL MOUNTED ON BRIDGE SPAN

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

260' TO STOP BAR

USH 18/151

CTH PD

SHORT RANGE MICROWAVE (STATE FURNISHED)

3" CONDUIT

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 16 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD STG. 10D PH. 3	SHEET 275	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-S10D-P3.DWG PLOT DATE : 1/19/2018 4:57 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- LONG RANGE RADAR DETECTOR (UNLESS NOTED)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- TEMPORARY VEHICLE DETECTION ZONE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- MULTI APPROACH VIDEO DETECTION CAMERA
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH.

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE, MOUNTED ON WOOD POLE
- TEMPORARY SIGNAL BASE
- RADIO ANTENNA
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- TRAFFIC SIGNAL MOUNTED ON BRIDGE SPAN

PERMANENT TRAFFIC SIGNAL EQUIPMENT SHOWN IN GREYSHADE

CAUTION

CONDUCTIVE MATERIALS MAY CARRY INDUCTIVE VOLTAGE WHILE ADJACENT TO TRANSMISSION LINES

SPEED LIMIT 40

USH 18/151

CTH PD

WP1 WP2 WP3 WP8 WP10 WP11 WP13 WP14 WP15 WP16 WP17 WP19 WP20 WP21 WP22

OH HO VR

97+00 WB 98+00 WB 99+00 WB 100+00 WB 101+00 WB 102+00 WB 103+00 WB

97+00 EB 98+00 EB 99+00 EB 100+00 EB 101+00 EB 102+00 EB 103+00 EB

+50 WB +50 EB +50 VR

903+00 VR 904+00 VR 905+00 VR

3" CONDUIT

R/W (TYP.)

TLE (TYP.)

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 17 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - CTH PD - POST STAGE	SHEET 276	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\CTH PD\024101-ST-PD-POST.DWG PLOT DATE : 1/19/2018 4:57 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

USH 18/151 & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
	CB-1 TO CB-2	2-21/C	SPLICE CABINET FEEDER - DIAMOND TEMP SIGNAL			
EAST INTERSECTION (CB-1)						
PRE STAGE	CB-1 TO WP10	5/C	74	O.L."I" WB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-1 TO TSB9	5/C	75	O.L."I" WB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-1 TO TSB1	5/C	70	O.L."I" WB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-1 TO TSB2	12/C	31	O.L."C+D" NB RT	R	RED
					Y	ORG
					G	GRN
					Y →	ORG/BLK
					G →	GRN/BLK
			11B	PH11 PED	W	BLU
					DW	BLK
			-	PH11 PED	BUTTON	WHT/BLK
	CB-1 TO TSB3	7/C	91	O.L."K" NB LT	R ←	RED
					Y ←	ORG
					G ←	GRN
			11A	PH11 PED	W	BLU
					DW	BLK
			-	PH11 PED	BUTTON	WHT/BLK
	CB-1 TO WP1 - WP8 SPAN	12/C	92	O.L."K" NB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			32	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
			33	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
			34	O.L."C+D" NB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
	CB-1 TO WP1 - WP2 SPAN	12/C	47	O.L."E" EB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			48	O.L."E" EB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			51	O.L."F" EB	R	BLK
					Y	WHT/BLK
					G	BLU
			52	O.L."F" EB	R	BLK
					Y	WHT/BLK
					G	BLU
			68	O.L."I" WB	R	RED
					Y	ORG
					G↑	GRN
			69	O.L."I" WB	R	RED
					Y	ORG
					G	GRN

USH 18/151 & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
EAST INTERSECTION (CB-1) (CONT.)						
PRE STAGE	CB-1 TO WP8 - WP12 SPAN	12/C	46	O.L."E" EB LT	R ←	BLK
					Y ←	WHT/BLK
					G ←	BLU
			50	O.L."F" EB	R	RED/BLK
					Y	ORG/BLK
					G	GRN/BLK
			71	O.L."I" WB	R	RED
					Y	ORG
					G↑	GRN
			72	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
			73	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
STAGE 9A	CB-1 TO TSB10	12/C	93	O.L."K" NB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			35	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
	CB-1 TO TSB11	7/C	36	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
			37	O.L."C+D" NB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
	CB-1 TO TSB12	12/C	53	O.L."F" EB	R	RED
					Y	ORG
					G	GRN
			76	O.L."I" WB	R	RED/BLK
					Y	ORG/BLK
					G	GRN/BLK
	CB-1 TO TSB13	5/C	77	O.L."I" WB	R	RED
					Y	ORG
					G↑	GRN
			78	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
			79	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
STAGE 9A (HAUL RD)	CB-1 TO TSB91	5/C	H3	O.L."M" NB HAUL XING	R	RED
					Y	ORG
					G	GRN
	CB-1 TO TSB92	5/C	H2	O.L."M" NB HAUL XING	R	RED
					Y	ORG
					G	GRN
			H4	O.L."M" SB HAUL XING	R	RED
					Y	ORG
					G	GRN
	CB-1 TO TSB93	5/C	H6	O.L."M" SB HAUL XING	R	RED
					Y	ORG
					G	GRN
	CB-1 TO TSB94	5/C	H1	O.L."M" NB HAUL XING	R	RED
					Y	ORG
					G	GRN
			H5	O.L."M" SB HAUL XING	R	RED
					Y	ORG
					G	GRN
	CB-1 TO TSB95	5/C	-	HAUL XING	BUTTON	BLK

USH 18/151 & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
EAST INTERSECTION (CB-1) (CONT.)						
STAGE 9B	CB-1 TO TSB14	5/C	80	O.L."I" WB	R	RED
					Y	ORG
					G↑	GRN
			81	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
			82	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
STAGE 10A	CB-1 TO WP8 - WP19 SPAN	5/C	83	O.L."I" WB	R	RED
					Y	ORG
					G↑	GRN
			84	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
			85	O.L."I" WB	R	RED
					Y	ORG
					G	GRN
STAGE 10C PHASE 1	CB-1 TO TSB17	7/C	39	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
			40	O.L."C+D" NB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
	CB-1 TO TSB18	5/C	38	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
STAGE 10C PHASE 3	CB-1 TO TSB23	7/C	41	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
			42	O.L."C+D" NB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
STAGE 10D PHASE 2	CB-1 TO TSB23	5/C	43	O.L."C" NB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
	CB-1 TO TSB25	7/C	44	O.L."C+D" NB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU

USH 18/151 & CTH PD
EMERGENCY VEHICLE PREEMPT CABLE

FROM	TO	STAGE BEGIN
CB-1	WP1 ("A")	PRE STAGE
CB-1	WP1 ("D")	PRE STAGE
CB-1	CB-2 SPLICE (2X)	PRE STAGE
CB-2 SPLICE	WP15 ("B")	PRE STAGE
CB-2 SPLICE	WP15 ("C")	PRE STAGE
CB-2 SPLICE	TSB21 ("B")	STAGE 10C PH 2
CB-2 SPLICE	TSB24 ("B")	STAGE 10D PH1
CB-2 SPLICE	TSB17 ("D")	STAGE 10C PH 2
CB-2 SPLICE	TSB23 ("D")	STAGE 10C PH 3

USH 18/151 & CTH PD
LIGHTING CABLE CHART
TYPE UF 10-2 AWG GROUNDED

CABLE	CABLE RUN	LUMINAIRE LOCATION	STAGE BEGIN
2/C WITH GROUND	EAST INTERSECTION		
	CB-1 TO WP11	NE QUADRANT	PRE STAGE
	WP10 TO WP1	NE QUADRANT	PRE STAGE
	WP10 TO WP8	NW QUADRANT	PRE STAGE
	CB-1 TO WP2	SE QUADRANT	PRE STAGE
	WP2 TO WP12	SW QUADRANT	PRE STAGE
	WP12 TO WP3	SW QUADRANT	STAGE 9A
	WP2 TO WP20	SW QUADRANT	STAGE 10A
	WEST INTERSECTION		
	CB-1 TO CB-2 (SPLICE) TO WP15	SW QUADRANT	PRE STAGE
	WP15 TO WP16	NW QUADRANT	PRE STAGE
	CB-1 TO CB-2 (SPLICE) TO WP18	SE QUADRANT	PRE STAGE
	WP18 TO WP17	NE QUADRANT	PRE STAGE
	CB-1 TO CB-2 (SPLICE) TO WP13	SW QUADRANT	STAGE 9A
	WP17 TO TSB13	NE QUADRANT	STAGE 9A
	WP13 TO WP20	SE QUADRANT	STAGE 10C PHASE 1
	WP17 TO WP22	NE QUADRANT	STAGE 10C PHASE 1

USH 18/151 & CTH PD
VIDEO CAMERA DETECTION
CAT-5E CABLE ROUTING

DEVICE	BEGIN	END	PROPOSED ROUTING	STAGE BEGIN
V1	WP18	CB-1	WP15 -> WP14 -> WP13 -> CB-2 (SPLICE)	PRE STAGE
V2	WP8	CB-1	WP1 -> WP11	PRE STAGE
V2	WP8	CB-1	WP10 -> WP11	STAGE 9A
V2	WP19	CB-1	WP8 -> WP10 -> WP11	STAGE 10A
V1	WP15	CB-1	WP14 -> WP13 -> CB-2 (SPLICE)	STAGE 10C PHASE 1

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL CABLE ROUTING – PRE STAGE TO STAGE 10D PHASE 2	SHEET 277 E

FILE NAME: G:\STRAND\12018-000\Traffic\Temp Signals\1206-07-75 cabling.ppt ORIGINATOR: KL ENGINEERING, INC. ORIG. DATE: REV. DATE: PRINT DATE: January 19, 2018

USH 18/151 & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
WEST INTERSECTION (CB-2)						
PRE STAGE	CB-2 TO WP18	7/C	12B	PH12 PED	W	BLU
					DW	BLK
			-	PH12 PED	BUTTON	WHT/BLK
	CB-2 TO TSB4	5/C	14	O.L."B" EB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-2 TO TSB5	5/C	15	O.L."B" EB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-2 TO TSB6	7/C	12A	PH12 PED	W	BLU
					DW	BLK
			-	PH12 PED	BUTTON	WHT/BLK
	CB-2 TO TSB7	7/C	13B	PH13 PED	W	BLU
					DW	BLK
			-	PH13 PED	BUTTON	WHT/BLK
	CB-2 TO TSB8	7/C	13A	PH13 PED	W	BLU
					DW	BLK
			-	PH13 PED	BUTTON	WHT/BLK
			9	O.L."B" EB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-2 TO WP15 - WP18 SPAN	12/C	95	O.L."L" SB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			56	O.L."H" SB	R	RED
					Y	ORG
					G	GRN
			57	O.L."H" SB	R	RED
					Y	ORG
					G	GRN
			58	O.L."H+G" SB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
	CB-2 TO WP15 - WP16 SPAN	12/C	2	O.L."A" WB	R	BLK
					Y	WHT/BLK
					G↑	BLU
			3	O.L."A" WB	R	BLK
					Y	WHT/BLK
					G	BLU
			7	O.L."B" EB	R	RED
					Y	ORG
					G↑	GRN
			8	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			88	O.L."J" WB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			89	O.L."J" WB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK

USH 18/151 & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
WEST INTERSECTION (CB-2) (CONT.)						
PRE STAGE	CB-2 TO WP16 - WP17 SPAN	12/C	94	O.L."L" SB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			55	O.L."H+G" SB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
	CB-2 TO WP17 - WP18 SPAN	12/C	1	O.L."A" WB	R	BLK
					Y	WHT/BLK
					G	BLU
			10	O.L."B" EB	R	RED
					Y	ORG
					G↑	GRN
			11	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			12	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			13	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			87	O.L."J" WB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
STAGE 9B	CB-2 TO TSB15	5/C	17	O.L."B" EB	R	RED
					Y	ORG
					G↑	GRN
			18	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			19	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
	CB-2 TO TSB16	12/C	4	O.L."A" WB	R	RED/BLK
					Y	ORG/BLK
					G	GRN/BLK
			16	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
STAGE 10A	CB-2 TO WP17 - WP18 SPAN	5/C	20	O.L."B" EB	R	RED
					Y	ORG
					G↑	GRN
			21	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			22	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			23	O.L."B" EB	R	RED
					Y	ORG
					G	GRN

USH 18/151 & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
WEST INTERSECTION (CB-2) (CONT.)						
STAGE 10C PHASE 1	CB-2 TO TSB6	7/C	12A	PH12 PED	W	BLU
					DW	BLK
			-	PH12 PED	BUTTON	WHT/BLK
			25	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
	CB-2 TO TSB19	5/C	59	O.L."H" SB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
	CB-2 TO TSB20	7/C	12B	PH12 PED	W	BLU
					DW	BLK
			-	PH12 PED	BUTTON	WHT/BLK
	CB-2 TO TSB21	7/C	60	O.L."H" SB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
			61	O.L."H+G" SB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
	CB-2 TO WP15	5/C	24	O.L."B" EB	R	RED
					Y	ORG
					G↑	GRN
	CB-2 TO WP22 - WP20 SPAN	5/C	26	O.L."B" EB	R	RED
					Y	ORG
					G↑	GRN
			27	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			28	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
	CB-2 TO WP15 - WP16 SPAN	12/C	5	O.L."A" WB	R	BLK
					Y	WHT/BLK
					G	BLU
STAGE 10C PHASE 2	CB-2 TO TSB22	7/C	62	O.L."H+G" SB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
STAGE 10D PHASE 1	CB-2 TO TSB24	7/C	63	O.L."H" SB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
			64	O.L."H+G" SB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU
STAGE 10D PHASE 2	CB-2 TO TSB24	7/C	66	O.L."H" SB	R	RED
					Y	ORG
					G	GRN
					G ←	GRN
	CB-1 TO TSB26	7/C	65	O.L."H+G" SB RT	R	RED
					Y	ORG
					G	GRN
					Y →	WHT/BLK
					G →	BLU

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

USH 18/151 & CTH PD TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CB-1 TO CB-2	2-21/C	SPLICE CABINET FEEDER - DIAMOND TEMP SIGNAL			
EAST (CB-1)					
CB-1 TO WP10	5/C	2A	WB RT	R	RED
				Y →	ORG
				G →	GRN
CB-1 TO TSB2	7/C	1A	WB RT	R	RED
				Y →	ORG
				G →	GRN
		78	PH2 PED	W	BLU
				DW	BLK
		-	PH2 PED	BUTTON	WHT/BLK
CB-1 TO TSB3	7/C	79	PH2 PED	W	BLU
				DW	BLK
			PH2 PED	BUTTON	WHT/BLK
CB-1 TO TSB4	7/C	80	PH4 PED	W	BLU
				DW	BLK
			PH4 PED	BUTTON	WHT/BLK
CB-1 TO TSB5	5/C	3A	WB	R	RED
				Y	ORG
				G↑	GRN
CB-1 TO TSB6	5/C	4A	WB	R	RED
				Y	ORG
				G↑	GRN
CB-1 TO TSB7	5/C	10A	WB LT	↖R	RED
				↖Y	ORG
				↖G	GRN
CB-1 TO TSB8	12/C	3D	NB RT	R	RED
				Y →	ORG
				G →	GRN
		11A	WB LT	↖R	RED/BLK
				↖Y	ORG/BLK
				↖G	GRN/BLK
CB-1 TO TSB9	5/C	4D	NB RT	R →	RED
				Y →	ORG
				G →	GRN
CB-1 TO TSB10	7/C	1D	NB RT	R	RED
				Y →	ORG
				G →	GRN
		77	PH9 PED	W	BLU
				DW	BLK
		-	PH9 PED	BUTTON	WHT/BLK
CB-1 TO TSB11	7/C	2D	NB RT	R →	RED
				Y →	ORG
				G →	GRN
		76	PH9 PED	W	BLU
				DW	BLK
		-	PH9 PED	BUTTON	WHT/BLK
CB-1 TO TSB12	7/C	6D	NB LT	↖R	RED
				↖Y	ORG
				↖G	GRN
		75	PH7 PED	W	BLU
				DW	BLK
		-	PH7 PED	BUTTON	WHT/BLK
CB-1 TO TSB13	7/C	7D	NB LT	↖R	RED
				↖Y	ORG
				↖G	GRN
		74	PH7 PED	W	BLU
				DW	BLK
		-	PH7 PED	BUTTON	WHT/BLK
CB-1 TO TSB27	7/C	81	PH4 PED	W	BLU
				DW	BLK
			PH4 PED	BUTTON	WHT/BLK

USH 18/151 & CTH PD TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
WEST (CB-2)					
CB-2 TO TSB14	7/C	73	PH9 PED	W	BLU
				DW	BLK
		-	PH9 PED	BUTTON	WHT/BLK
CB-2 TO TSB15	5/C	2C	EB RT	R	RED
				Y →	ORG
				G →	GRN
CB-2 TO TSB16	7/C	71	PH7 PED	W	BLU
				DW	BLK
		-	PH7 PED	BUTTON	WHT/BLK
CB-2 TO TSB17	7/C	1C	EB RT	R	RED
				Y →	ORG
				G →	GRN
		70	PH7 PED	W	BLU
				DW	BLK
		-	PH7 PED	BUTTON	WHT/BLK
CB-2 TO TSB18	7/C	3C	EB	R	RED
				Y	ORG
				G↑	GRN
		72	PH9 PED	W	BLU
				DW	BLK
		-	PH9 PED	BUTTON	WHT/BLK
CB-2 TO TSB19	5/C	4C	EB	R	RED
				Y	ORG
				G↑	GRN
CB-2 TO TSB20	5/C	10C	EB LT	↖R	RED
				↖Y	ORG
				↖G	GRN
CB-2 TO TSB21	12/C	4B	SB RT	R →	RED
				Y →	ORG
				G →	GRN
		11C	EB LT	↖R	RED/BLK
				↖Y	ORG/BLK
				↖G	GRN/BLK
CB-2 TO TSB22	5/C	3B	SB RT	R	RED
				Y →	ORG
				G →	GRN
CB-2 TO TSB23	7/C	1B	SB RT	R	RED
				Y →	ORG
				G →	GRN
		85	PH4 PED	W	BLU
				DW	BLK
		-	PH4 PED	BUTTON	WHT/BLK
CB-2 TO TSB24	7/C	2B	SB RT	R →	RED
				Y →	ORG
				G →	GRN
		84	PH4 PED	W	BLU
				DW	BLK
		-	PH4 PED	BUTTON	WHT/BLK
CB-2 TO TSB25	7/C	6B	SB LT	↖R	RED
				↖Y	ORG
				↖G	GRN
		83	PH2 PED	W	BLU
				DW	BLK
		-	PH2 PED	BUTTON	WHT/BLK
CB-2 TO TSB26	7/C	7B	SB LT	↖R	RED
				↖Y	ORG
				↖G	GRN
		82	PH2 PED	W	BLU
				DW	BLK
		-	PH2 PED	BUTTON	WHT/BLK

USH 18/151 & CTH PD LIGHTING CABLE CHART TYPE UF 10-2 AWG GROUNDED		
CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C WITH GROUND	EAST	
	CB-1 TO WP11	NE QUADRANT
	WP11 TO WP1	NE QUADRANT
	WB10 TO WP8	NW QUADRANT
	CB-1 TO WP2	SE QUADRANT
	WP2 TO WP20	SW QUADRANT
	WEST	
	CB-1 TO CB-2 (SPLICE) TO WP13	SW QUADRANT
	WP13 TO WP15	SW QUADRANT
	WP13 TO WP20	SE QUADRANT
	WP15 TO WP16	NW QUADRANT
	WB16 TO WP17	NE QUADRANT

USH 18/151 & CTH PD VIDEO CAMERA DETECTION CAT-5E CABLE ROUTING			
DEVICE	BEGIN	END	PROPOSED ROUTING
V1	WP15	CB-1	WP14 -> WP13 -> CB-2 (SPLICE)
V2	WP19	CB-1	WP8 -> WP10 -> WP11

TRAFFIC CONTROL SIGNAL
USH 18/151 & CTH PD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0119

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 20 OF 20

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL CABLE ROUTING – STAGE 10D PHASE 3 TO POST STAGE	SHEET 279 E

FILE NAME: G:\STRAND\12018-000\Traffic\Temp Signals\1206-07-75 cabling.ppt ORIGINATOR: KL ENGINEERING, INC. ORIG. DATE: REV. DATE: PRINT DATE: January 19, 2018

2

2

USH 18/151 & WILLIAMSBURG WAY PRE STAGE
VERONA ROAD STG. 9E

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
8	--	--	CLASS 4 WOOD POLES (EA)
650	--	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
8	--	--	TEMPORARY LUMINAIRES, LED C (EA)
29	--	--	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	--	COUNTDOWN PEDESTRIAN SIGNAL (EA)
25	--	--	TEMPORARY 3-INCH CONDUIT (LF)
2	--	--	TEMPORARY CONTROL CABINET BASE (SEE DETAIL) (EA)
1	--	--	TEMPORARY PULL BOX 24"X36" (EA)
1	--	--	TEMPORARY EVP SYSTEM

USH 18/151 & WILLIAMSBURG WAY
VERONA ROAD STG. 9F - POST STAGE

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)			
EXIST.	REMOVE	NEW	ITEM
8	--	--	CLASS 4 WOOD POLES (EA)
650	--	50	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
8	--	--	TEMPORARY LUMINAIRES, LED C (EA)
29	1	2	TEMPORARY SIGNAL HEADS 12" (EA)
6	--	2	COUNTDOWN PEDESTRIAN SIGNAL (EA)
--	--	1	TRAFFIC SIGNAL HEADS 12" (EA) (PAID SEPARATELY)
--	--	1	TEMPORARY SIGNAL BASES (EA)
25	--	--	TEMPORARY 3-INCH CONDUIT (LF)
2	--	--	TEMPORARY CONTROL CABINET BASE (SEE DETAIL) (EA)
1	--	--	TEMPORARY PULL BOX 24"X36" (EA)
1	--	--	TEMPORARY EVP SYSTEM

GENERAL NOTES - ALL STAGES:

1. FINAL LOCATIONS OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.

2. BAGGED SIGNAL HEADS ARE SHOWN FOR INFORMATION ONLY AND SHALL BE CONSIDERED OPTIONAL WHEN SHOWN. ONLY HEADS SHOWN UNBAGGED ARE REQUIRED TO BE INSTALLED IN THE SPECIFIED LOCATIONS WHEN SHOWN IN THE PLANS

3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.

4. GUYING OF POLES IS REQUIRED AS SHOWN IN THE STANDARD DETAIL DRAWINGS AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

5. NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES UNLESS SHOWN ON TEMPORARY SIGNAL BASES.

6. ADJUST POSITION OF DETECTION ZONES AS REQUIRED TO MATCH BOTH ON AND OFF PEAK LANE CONFIGURATIONS AND OTHER WORK ZONE LANE ADJUSTMENTS

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

8. USE CAUTION IN ALL STAGES TO ENSURE THAT NO SIGNAL EQUIPMENT SHOWN AS UNBAGGED IS OBSCURED FROM VIEW BY OTHER TEMPORARY SIGNAL EQUIPMENT AS WELL AS ANY OTHER OBSTRUCTION.

9. CONTRACTOR SHALL REMOVE AND RETURN TO THE DEPARTMENT ALL COMMUNICATION AND DETECTION EQUIPMENT IN PLACE AT THE BEGINNING OF THE CONTRACT OR SUBSEQUENTLY FURNISHED BY THE DEPARTMENT AT THE CONCLUSION OF THE CONTRACT.

TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 1 OF 9

2

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.

- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 3-INCH
- PULL BOX, 24" X 36"
- MULTI APPROACH VIDEO DETECTION CAMERA
- SHORT RANGE RADAR DETECTOR
- RADIO ANTENNA
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

SPEED LIMIT 40

SPEED LIMIT 25

SPEED LIMIT 25

SPEED LIMIT 40

USH 18/151

WILLIAMSBURG WAY

290' TO STOP BAR

TLE (TYP.)

R/W (TYP.)

PLE

3" CONDUIT

WP11 WP12 WP13 WP14 WP4 WP5 WP6 WP7

TPB1 R1 R2

EXSB-1 EXSB-2 EXSB-3 EXSB-4 EXSB-5 EXSB-6 EXSB-7 EXSB-8 EXSB-9 EXSB-10 EXSB-11 EXSB-12 EXSB-13 EXSB-14 EXSB-15

EXPB-12 EXPB-38

CB-1 (SPLICE) CB-2

TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - PRE STAGE TO VR STG. 9	SHEET 281	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\WILLIAMSBURG WAY\024101-ST-VR-PRE.DWG PLOT DATE : 1/19/2018 1:32 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
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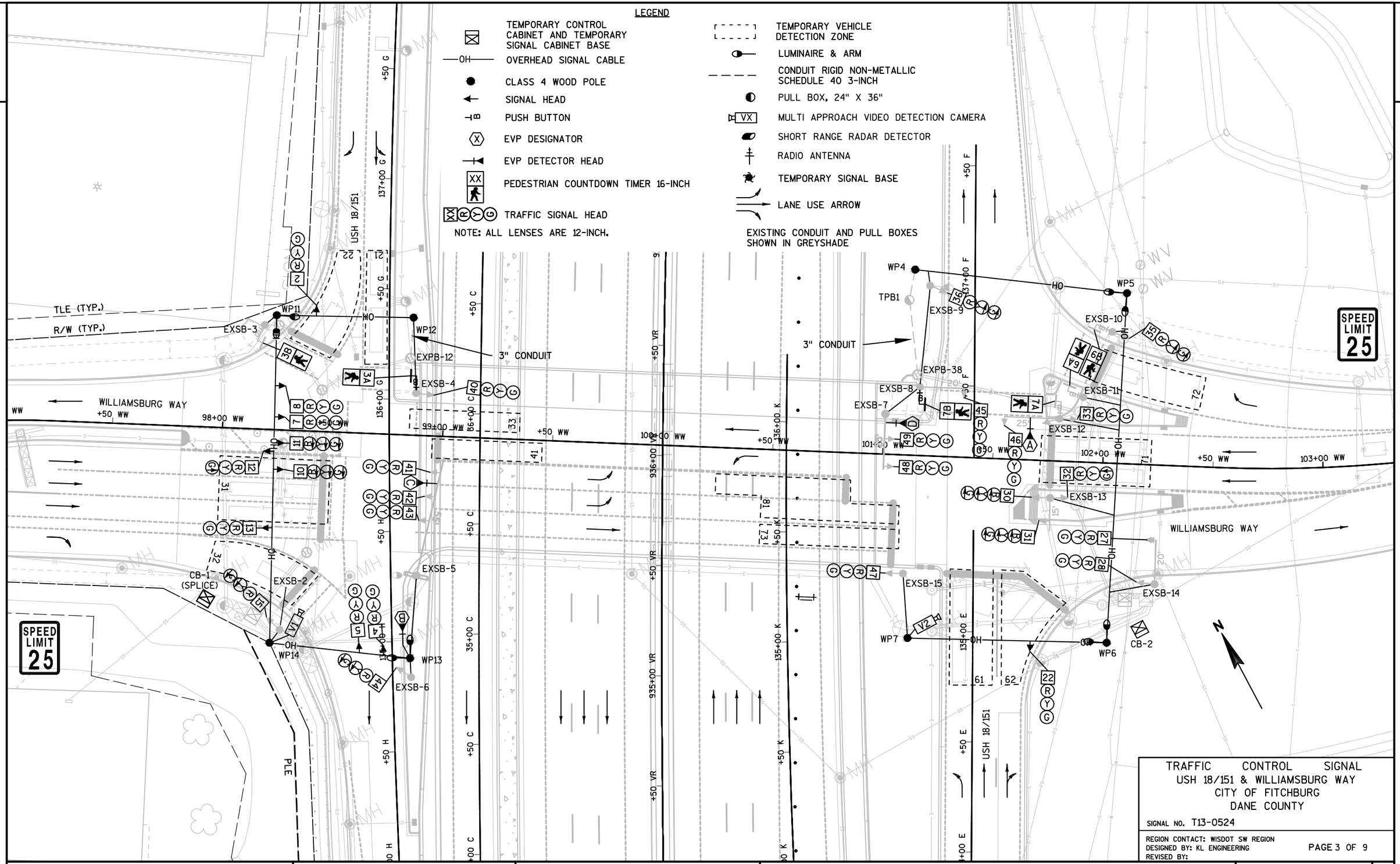
- SHORT RANGE RADAR DETECTOR
- RADIO ANTENNA
- TEMPORARY SIGNAL BASE
- LANE USE ARROW
- EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE



TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - VERONA ROAD STG. 9C	SHEET 282	E

2

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD

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- LUMINAIRE & ARM
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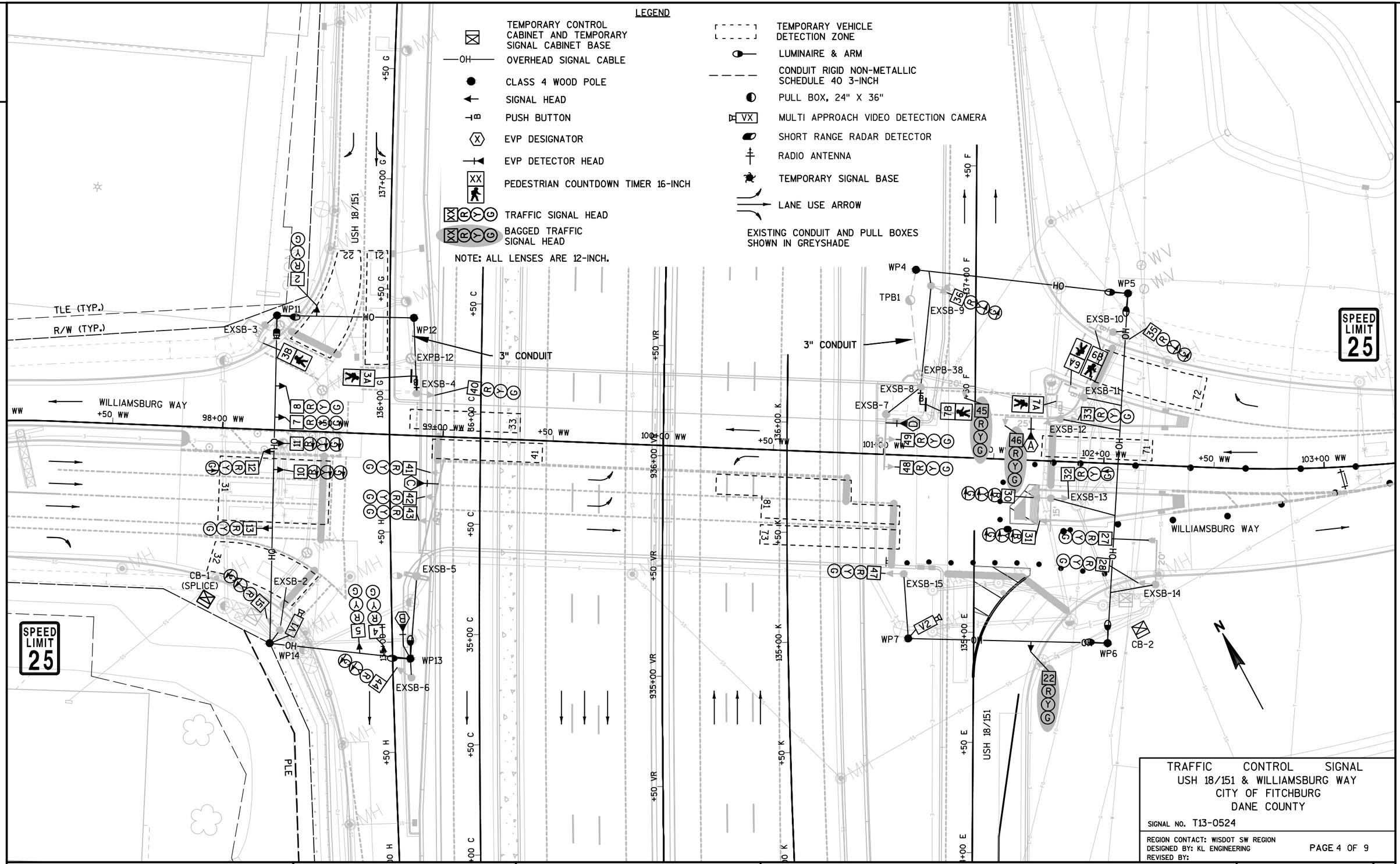
- MULTI APPROACH VIDEO DETECTION CAMERA
- SHORT RANGE RADAR DETECTOR
- RADIO ANTENNA
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE



TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - VERONA ROAD STG. 9D	SHEET 283	E

2

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
- BAGGED TRAFFIC SIGNAL HEAD

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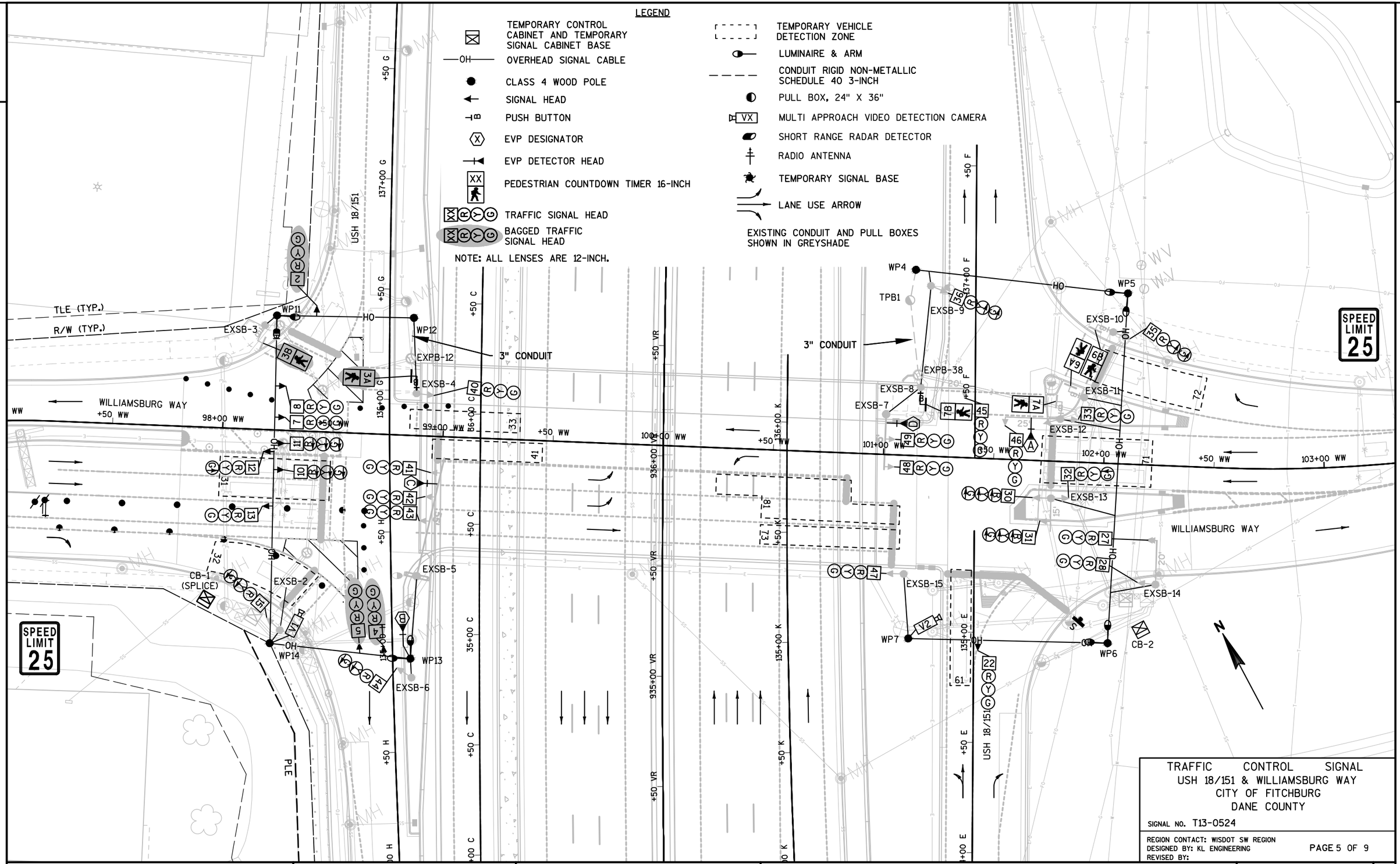
- LANE USE ARROW

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE



TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 5 OF 9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - VERONA ROAD STG. 9E	SHEET 284	E

2

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- SIGNAL HEAD
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- RADIO ANTENNA
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

PERMANENT TRAFFIC SIGNAL HEAD

TLE (TYP.)

R/W (TYP.)

USH 18/151

WILLIAMSBURG WAY

3" CONDUIT

SPEED LIMIT 25

SPEED LIMIT 25

WP4 WP5 WP6 WP7 WP11 WP12 WP13 WP14

TPB1

EXSB-2 EXSB-3 EXSB-4 EXSB-5 EXSB-6 EXSB-7 EXSB-8 EXSB-9 EXSB-10 EXSB-11 EXSB-12 EXSB-13 EXSB-14 EXSB-15

EXPB-12 EXPB-38

SB-4 SB-5

TSB-1

CB-1 (SPLICE) CB-2

PLE

N

TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 6 OF 9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - VERONA ROAD STG. 9F	SHEET 285	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\WILLIAMSBURG WAY\024101-ST-VR-S9F.DWG PLOT DATE : 1/19/2018 1:33 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- TEMPORARY CONTROL CABINET AND TEMPORARY SIGNAL CABINET BASE
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

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- SHORT RANGE RADAR DETECTOR
- RADIO ANTENNA
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

EXISTING CONDUIT AND PULL BOXES SHOWN IN GREYSHADE

PERMANENT TRAFFIC SIGNAL HEAD

TLE R/W (TYP.)

R/W (TYP.)

WILLIAMSBURG WAY

USH 18/151

3" CONDUIT

SPEED LIMIT 25

SPEED LIMIT 25

N

TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

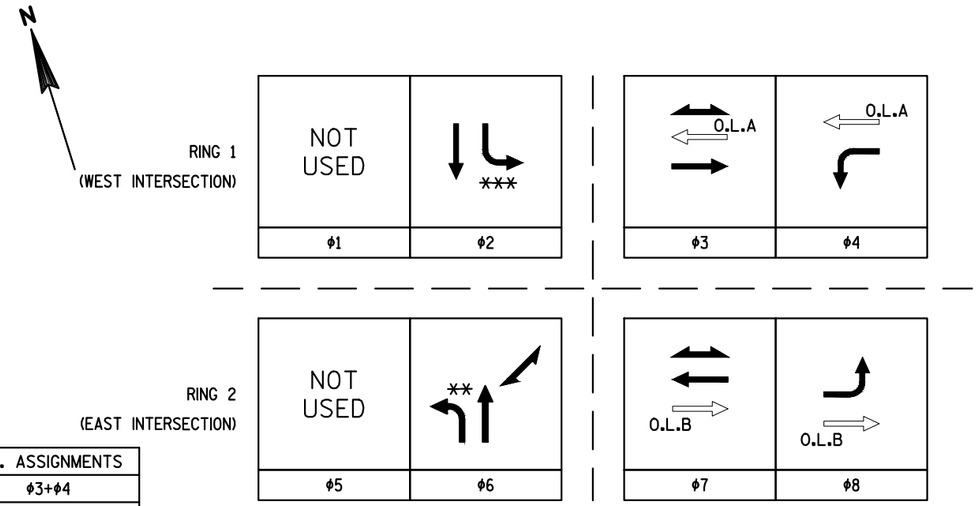
PAGE 7 OF 9

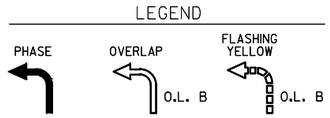
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM TRAFFIC SIGNAL PLAN - POST STAGE	SHEET 286	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\WILLIAMSBURG WAY\024101-ST-VR-POST.DWG PLOT DATE : 1/19/2018 1:34 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
ϕ1		
ϕ2	2,4,5,50-52	R
ϕ3	12,13,15,41-44	R
ϕ4	10,11	R
ϕ5		
ϕ6	22,45,46	R
ϕ7	32,33,35,36,48,49	R
ϕ8	30,31	R
ϕ2 PED		
ϕ3 PED	3A,3B,3C,3D	
ϕ4 PED		
ϕ6 PED	6A,6B	
ϕ7 PED	7A,7B	
ϕ8 PED		

O.L.	ASSIGNMENTS	FLASH	O.L. ASSIGNMENTS
O.L.A	7,8,40	R	ϕ3+ϕ4
O.L.B	27,28,47	R	ϕ7+ϕ8
O.L.C			
O.L.D			
O.L.E			
O.L.F			
O.L.G			
O.L.H			





PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED	-	-
2	RESERVED	-	-
3	EVP	A	4+6
4	EVP	B	2+8
5	EVP	C	3+8
6	EVP	D	4+7

PREEMPTION NOTES
1. AFTER PREEMPTION SEQUENCE A, B, C OR D, CONTROLLER SHALL RETURN TO PHASE 4+8.
2. PREEMPTION CHANNEL A AND B SHALL HAVE 10 SECOND CALL EXTENSION TO ALLOW VEHICLES TO PROGRESS THROUGH ADJACENT INTERSECTION.

GENERAL NOTES
1. * DURING PRE STAGE, ONLY PHASES 2 AND 6 SHALL BE SET TO MIN RECALL. DURING VERONA ROAD STAGE 9C TO POST STAGE, ONLY PHASES 3 AND 7 SHALL BE SET TO MIN RECALL EXCEPT THAT:
2. ** DURING VERONA ROAD STAGE 9D. OMIT VEHICULAR PHASE 6 AND ALLOW PHASES 7 AND 8 TO OPERATE CONCURRENTLY WITH PHASE 2, 3, AND 4. PHASE 6 PEDESTRIAN INTERVAL SHALL TIME DURING ALL STAGES.
3. *** DURING VERONA ROAD STAGE 9E, OMIT PHASE 2 AND ALLOW PHASES 3 AND 4 TO OPERATE CONCURRENTLY WITH PHASE 6, 7, AND 8.

CONTROLLER LOGIC

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

*SEE GENERAL NOTES

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

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM	X
PHONE	

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	DETECTOR INPUT
DETECTOR *(S)	21	31	32	41	61	71	72	81	DETECTOR *(S)
PHASE CALLED	2	3	3	4	6	7	7	8	PHASE CALLED
PHASE EXTENDED	2	3	3	4	6	7	7	8	PHASE EXTENDED
DISCONNECT TIME									DISCONNECT TIME
CALLING DELAY			16.0				16.0		CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

DETECTOR INPUT	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR *(S)									DETECTOR *(S)
PHASE CALLED									PHASE CALLED
PHASE EXTENDED									PHASE EXTENDED
DISCONNECT TIME									DISCONNECT TIME
CALLING DELAY									CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14	DETECTOR INPUT
DETECTOR *(S)			33				73		DETECTOR *(S)
PHASE CALLED			3				7		PHASE CALLED
PHASE EXTENDED			3				7		PHASE EXTENDED
DISCONNECT TIME									DISCONNECT PHASE
CALLING DELAY									CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

DETECTOR INPUT	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR *(S)									DETECTOR *(S)
PHASE CALLED									PHASE CALLED
PHASE EXTENDED									PHASE EXTENDED
DISCONNECT TIME									DISCONNECT PHASE
CALLING DELAY									CALLING DELAY
EXTENSION STRETCH									EXTENSION STRETCH
LOOP FUNCTION									LOOP FUNCTION

TEMPORARY TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	INTERIM SEQUENCE OF OPERATIONS - ALL STAGES	SHEET 287	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\WILLIAMSBURG WAY\024301-PH.DWG PLOT DATE : 1/19/2018 1:34 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2

USH 18/151 & WILLIAMSBURG WAY
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
	CB-2 TO CB-1	1-21/C	SPLICE CABINET FEEDER - DIAMOND TEMP SIGNAL			
EAST INTERSECTION (CB-2)						
PRE STAGE	CB-2 TO EXSB-8	7/C	45	PH6 NB	R	RED
					Y	ORG
					G	GRN
			7B	PH7 PED	W	BLU
					DW	BLK
			-	PH7 PED	BUTTON	WHT/BLK
	CB-2 TO EXSB-7	5/C	48	PH7 WB	R	RED
					Y	ORG
					G	GRN
			49	PH7 WB	R	RED
					Y	ORG
					G	GRN
	CB-2 TO EXSB-9	5/C	36	PH7 WB	R	RED
					Y →	ORG
					G →	GRN
	CB-2 TO EXSB-10	7/C	35	PH7 WB	R	RED
					Y →	ORG
					G →	GRN
			6B	PH6 PED	W	BLU
					DW	BLK
			-	PH6 PED	BUTTON	WHT/BLK
	CB-2 TO EXSB-11	7/C	6A	PH6 PED	W	BLU
					DW	BLK
			-	PH6 PED	BUTTON	WHT/BLK
	CB-2 TO EXSB-12	12/C	33	PH7 WB	R	RED
					Y	ORG
					G	GRN
			46	PH6 NB	R	RED/BLK
					Y	ORG/BLK
					G	GRN/BLK
			7A	PH7 PED	W	BLU
					DW	BLK
			-	PH7 PED	BUTTON	WHT/BLK
	CB-2 TO EXSB-13	12/C	30	PH8 EB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			31	PH8 EB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			32	PH7 WB	R	RED
					Y	ORG
					G↑	GRN
	CB-2 TO EXSB-14	5/C	27	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
			28	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
	CB-2 TO EXSB-15	5/C	47	O.L."B" EB	R	RED
					Y	ORG
					G	GRN
	CB-2 TO WP7 - WP6 SPAN	5/C	22	PH6 NB	R	RED
					Y	ORG
					G	GRN

USH 18/151 & WILLIAMSBURG WAY
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

STAGE BEGIN	CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
WEST INTERSECTION (CB-1)						
PRE STAGE	CB-1 TO EXSB-3	7/C	3B	PH3 PED	W	BLU
					DW	BLK
			-	PH3 PED	BUTTON	WHT/BLK
	CB-1 TO EXSB-4	7/C	40	O.L."A" WB	R	RED
					Y	ORG
					G	GRN
			3A	PH3 PED	W	BLU
					DW	BLK
			-	PH3 PED	BUTTON	WHT/BLK
	CB-1 TO EXSB-5	5/C	41	PH3 EB TH	R	RED
					Y	ORG
					G	GRN
			42	PH3 EB TH	R	RED
					Y	ORG
					G	GRN
			43	PH3 EB TH	R	RED
					Y	ORG
					G	GRN
	CB-1 TO EXSB-6	5/C	44	PH3 EB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-1 TO EXSB-2	5/C	15	PH3 EB RT	R	RED
					Y →	ORG
					G →	GRN
	CB-1 TO WP11 - WP12 SPAN	5/C	2	PH2 SB	R	RED
					Y	ORG
					G	GRN
	CB-1 TO WP13 - WP14 SPAN	5/C	4	PH2 SB	R	RED
					Y	ORG
					G	GRN
			5	PH2 SB	R	RED
					Y	ORG
					G	GRN
	CB-1 TO WP14 - WP11	12/C	7	OL."A" WB	R	RED
					Y	ORG
					G	GRN
			8	OL."A" WB	R	RED
					Y	ORG
					G	GRN
			10	PH4 WB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			11	PH4 WB LT	R ←	RED/BLK
					Y ←	ORG/BLK
					G ←	GRN/BLK
			12	PH3 EB TH	R	BLU
					Y	BLK
					G↑	WHT/BLK
			13	PH3 EB TH	R	BLU
					Y	BLK
					G	WHT/BLK
STAGE 9F	CB-1 TO TSB-1	5/C	51	PH2 SB	R	RED
					Y →	ORG
					G →	GRN
	CB-1 TO SB-4	7/C	3D	PH3 PED	W	BLU
					DW	BLK
	CB-1 TO SB-5	12/C	52	PH2 SB	R	RED
					Y	ORG
					G	GRN
			3C	PH3 PED	W	BLU
					DW	BLK
			-	PH3 PED	BUTTON	WHT/BLK
	CB-1 TO WP11 - WP12 SPAN	5/C	50	PH2 SB	R	RED
					Y →	ORG
					G →	GRN

USH 18/151 & WILLIAMSBURG WAY
LIGHTING CABLE CHART
TYPE UF 10-2 AWG GROUNDED

CABLE	CABLE RUN	LUMINAIRE LOCATION
2/C W/GROUND	EAST INTERSECTION	
	CB-2 TO WP6	SE QUADRANT
	WP6 TO WP5	NE QUADRANT
	WEST INTERSECTION	
	CB-2 TO CB-1 (SPLICE) TO WP11	SE QUADRANT
	WP11 TO WP13	NW QUADRANT

USH 18/151 & WILLIAMSBURG WAY
EMERGENCY VEHICLE PREEMPT

FROM	TO
CB-2	EXSB-12 ("A")
CB-2	EXSB-7 ("D")
CB-2	CB-1 SPLICE (2X)
CB-1 SPLICE	WP13 ("B")
CB-1 SPLICE	EXSB-5 ("C")

USH 18/151 & WILLIAMSBURG WAY
VIDEO CAMERA DETECTION
CAT-5E CABLE ROUTING

DEVICE	BEGIN	END	PROPOSED ROUTING
V1	WP14	CB-2	WP11 -> WP12 -> WP4 -> WP5 -> WP6
V2	WP7	CB-2	WP6

TRAFFIC CONTROL SIGNAL
USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. T13-0524

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 9 OF 9

2

2

CTH PD & COMMERCE DRIVE
PRE STAGE - CTH PD STG. 10D PH. 2

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)		
EXIST.	NEW	ITEM
--	4	CLASS 4 WOOD POLES (EA)
--	500	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
--	6	TEMPORARY LUMINAIRES, LED C (EA)
--	16	TEMPORARY SIGNAL HEADS 12" (EA)
--	2	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
--	2	TEMPORARY SIGNAL BASES (EA)
--	1	DETECTION SYSTEM (EA)
--	1	TEMPORARY CONTROL CABINET AND BASE (EA)

CTH PD & COMMERCE DRIVE
CTH PD STG. 10D PH. 3 - POST STAGE

TEMPORARY SIGNAL MAJOR ITEMS SUMMARY (FOR INFORMATION ONLY)		
EXIST.	NEW	ITEM
4	--	CLASS 4 WOOD POLES (EA)
500	--	SPAN WIRE DISTANCE ANCHOR AND GUY AS NEEDED (LF)
6	--	TEMPORARY LUMINAIRES, LED C (EA)
16	--	TEMPORARY SIGNAL HEADS 12" (EA)
2	2	TEMPORARY COUNTDOWN PEDESTRIAN SIGNAL (EA)
2	2	TEMPORARY SIGNAL BASES (EA)
1	--	DETECTION SYSTEM (EA)
1	--	TEMPORARY CONTROL CABINET AND BASE (EA)

GENERAL NOTES - ALL STAGES:

1. FINAL LOCATIONS OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD POLES WITH THE STAKING INFORMATION SHOWN.
2. BAGGED SIGNAL HEADS ARE SHOWN FOR INFORMATION ONLY AND SHALL BE CONSIDERED OPTIONAL WHEN SHOWN. ONLY HEADS SHOWN UNBAGGED ARE REQUIRED TO BE INSTALLED IN THE SPECIFIED LOCATIONS WHEN SHOWN IN THE PLANS.
3. COORDINATE PLACEMENT OF PEDESTRIAN PUSH BUTTONS TO BE ACCESSIBLE ACCORDING TO ADA REQUIREMENTS DURING ALL STAGES.
4. GUYING OF POLES IS REQUIRED AS SHOWN IN THE STANDARD DETAIL DRAWINGS AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. NEAR RIGHT SIGNAL HEADS SHALL BE MOUNTED BETWEEN THE SPAN AND TETHER WIRES UNLESS SHOWN ON TEMPORARY SIGNAL BASES.
6. ADJUST POSITION OF DETECTION ZONES AS REQUIRED TO MATCH BOTH ON AND OFF PEAK LANE CONFIGURATIONS AND OTHER WORK ZONE LANE ADJUSTMENTS
7. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
8. CONTRACTOR SHALL NOT UTILIZE EXISTING TRAFFIC SIGNAL CABINET OR EQUIPMENT.
9. COORDINATE POLE AND SPAN WIRE INSTALLATION WITH MADISON GAS AND ELECTRIC COMPANY.

TEMPORARY TRAFFIC CONTROL SIGNAL
CTH PD & COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. TEMP

REGION CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:
PAGE 1 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN	SHEET 289	E

ITEM - STATION - OFFSET		
WP1	115+07.1'EB	51.2'RT
WP2	113+83.5'EB	55.3'RT
WP3	113+48.5'WB	43.1'LT
WP4	114+47.6'WB'	53.0'LT

N

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

SPEED LIMIT 40

WP3

WP4

OH

WB +50 WB 112+00 WB +50 WB 113+00 WB +50 WB 114+00 WB +50 WB 115+00 WB +50 WB 116+00 WB CTH PD +50 WB 117+00 WB

290' TO STOP BAR

+50 EB 112+00 EB +50 EB 113+00 EB +50 EB 114+00 EB +50 EB 115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB

290' TO STOP BAR

CTH PD

SPEED LIMIT 40

TSB2

WP2

OH

OH

WP1

TSB1

R/W (TYP.)

TLE (TYP.)

81 82

COMMERCE PARK DRIVE

SPEED LIMIT 25

NOTE:
1. IF WEST APPROACH PEDESTRIAN CROSSING OPEN DURING PRE STAGE, PROVIDE PEDESTRIAN PUSH BUTTONS AND SIGNALS TO MATCH STAGE 10D - PHASE 3.

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.

- OH — OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT: WISDOT SW REGION
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 2 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - PRE STAGE	SHEET 290 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\COMMERCE PARK DR\024101-ST-PD-PRE.DWG PLOT DATE : 1/15/2018 2:53 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

WP1

WP2

WP3

WP4

TSB1

TSB2

OH

CTH PD

CTH PD

290' TO STOP BAR

290' TO STOP BAR

SPEED LIMIT 40

SPEED LIMIT 40

SPEED LIMIT 25

TLE (TYP.)

R/W (TYP.)

COMMERCE PARK DRIVE

NOTE:
1. MEDIAN WORK AND LANE CLOSURES WILL OCCUR DURING NIGHTIME HOURS ONLY

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 3 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10A	SHEET 291	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\COMMERCE PARK DR\024101-ST-PD-S10A.DWG PLOT DATE : 1/15/2018 3:56 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

SPEED LIMIT 40

WP3

WP4

WP2

WP1

OH

TSB2

TSB1

41

81

82

290' TO STOP BAR

290' TO STOP BAR

CTH PD

CTH PD

112+00 EB

113+00 EB

114+00 EB

115+00 EB

116+00 EB

117+00 EB

112+00 WB

113+00 WB

114+00 WB

115+00 WB

116+00 WB

117+00 WB

+50 EB

+50 WB

SPEED LIMIT 40

TLE (TYP.)

R/W (TYP.)

COMMERCE PARK DRIVE

GUY

GUY

SPEED LIMIT 25

SIGN

SIGN

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.

- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 4 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10B PH. 1	SHEET 292	E

2

N

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

SPEED LIMIT 40

WP3

WP4

OH

290' TO STOP BAR

290' TO STOP BAR

CTH PD

CTH PD

112+00 EB

113+00 EB

114+00 EB

115+00 EB

116+00 EB

117+00 EB

112+00 WB

113+00 WB

114+00 WB

115+00 WB

116+00 WB

117+00 WB

+50 EB

+50 WB

WP2

WP1

TSB2

TSB1

R/W (TYP.)

TLE (TYP.)

SPEED LIMIT 40

SPEED LIMIT 25

COMMERCE PARK DRIVE

GUY

GUY

SIGN

SIGN

MH

WV

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.

- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 5 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10B PH. 2/3/4	SHEET 293	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\COMMERCE PARK DR\024101-ST-PD-S10B-P2.DWG PLOT DATE : 1/15/2018 2:56 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

SPEED LIMIT 40

290' TO STOP BAR

CTH PD

WP1 WP2 WP3 WP4

OH TSB1 TSB2

R/W (TYP.)

TLE (TYP.)

COMMERCE PARK DRIVE

SPEED LIMIT 25

SIGN

GUY

MH

WV

POST

WB +50 WB 112+00 WB +50 WB 113+00 WB +50 WB 114+00 WB +50 WB 115+00 WB +50 WB 116+00 WB +50 WB 117+00 WB

EB +50 EB 112+00 EB +50 EB 113+00 EB +50 EB 114+00 EB +50 EB 115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.

- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

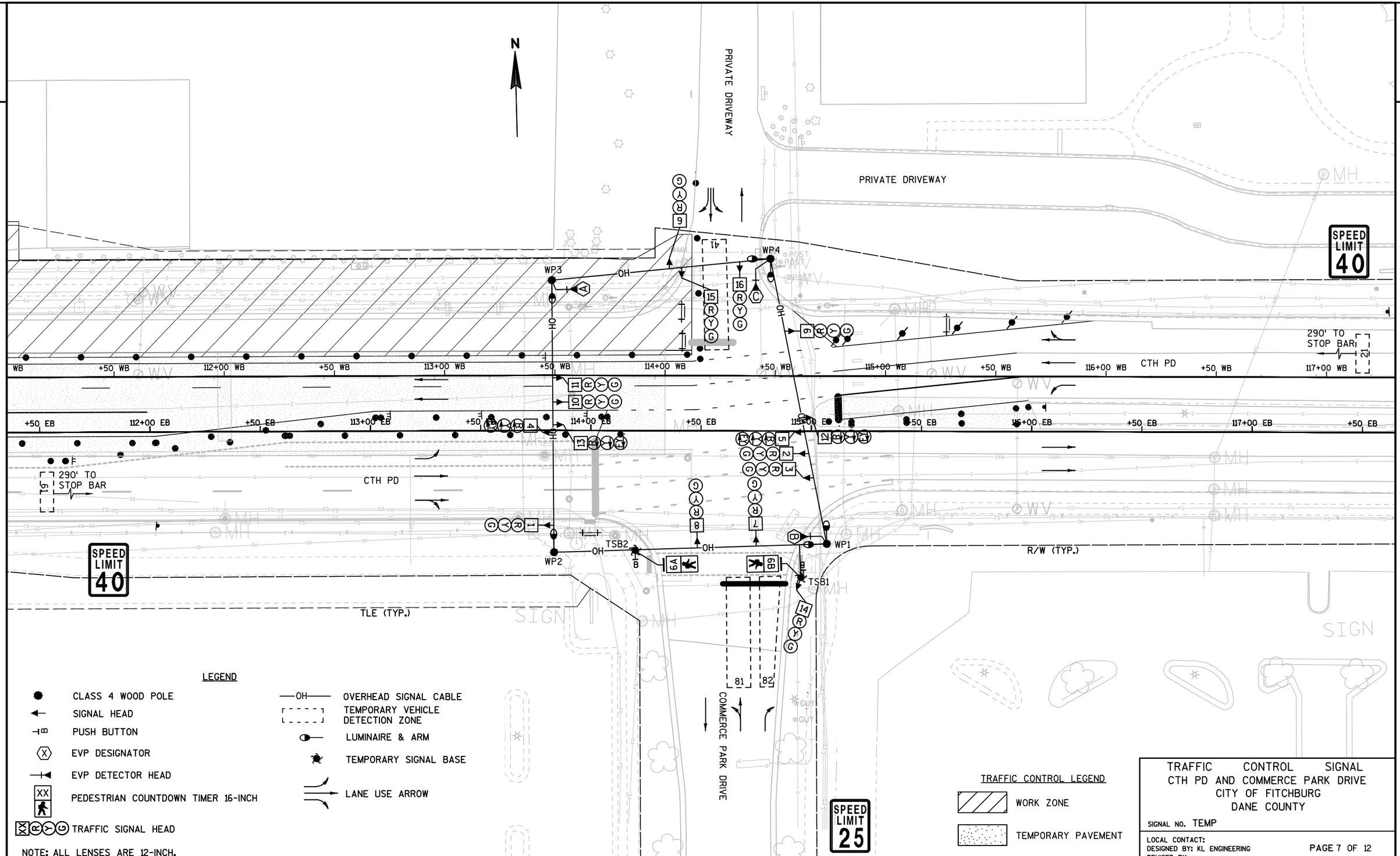
SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 6 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10C PH. 1	SHEET 294	E

2



LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 7 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10C PH. 2	SHEET 295	E

2

N

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

SPEED LIMIT 40

WP3

WP4

WP2

WP1

TSB2

TSB1

OH

CTH PD

290' TO STOP BAR

290' TO STOP BAR

WB +50 WB 112+00 WB +50 WB 113+00 WB +50 WB 114+00 WB +50 WB 115+00 WB +50 WB 116+00 WB +50 WB 117+00 WB

+50 EB 112+00 EB +50 EB 113+00 EB +50 EB 114+00 EB +50 EB 115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB

R/W (TYP.)

TLE (TYP.)

SIGN

SIGN

COMMERCE PARK DRIVE

SPEED LIMIT 25

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD

NOTE: ALL LENSES ARE 12-INCH.

- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

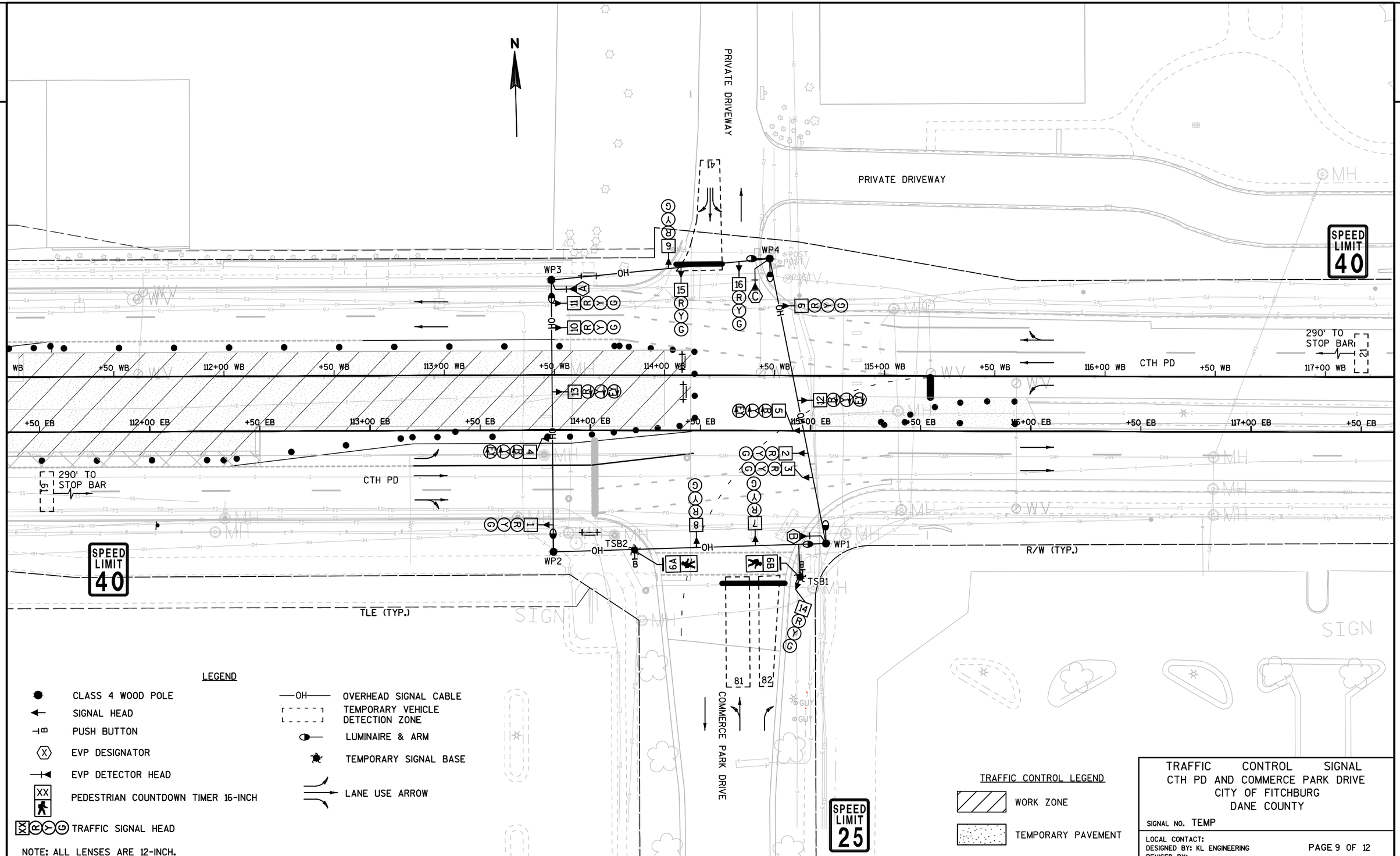
SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 8 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10D PH. 1	SHEET 296	E

2



LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

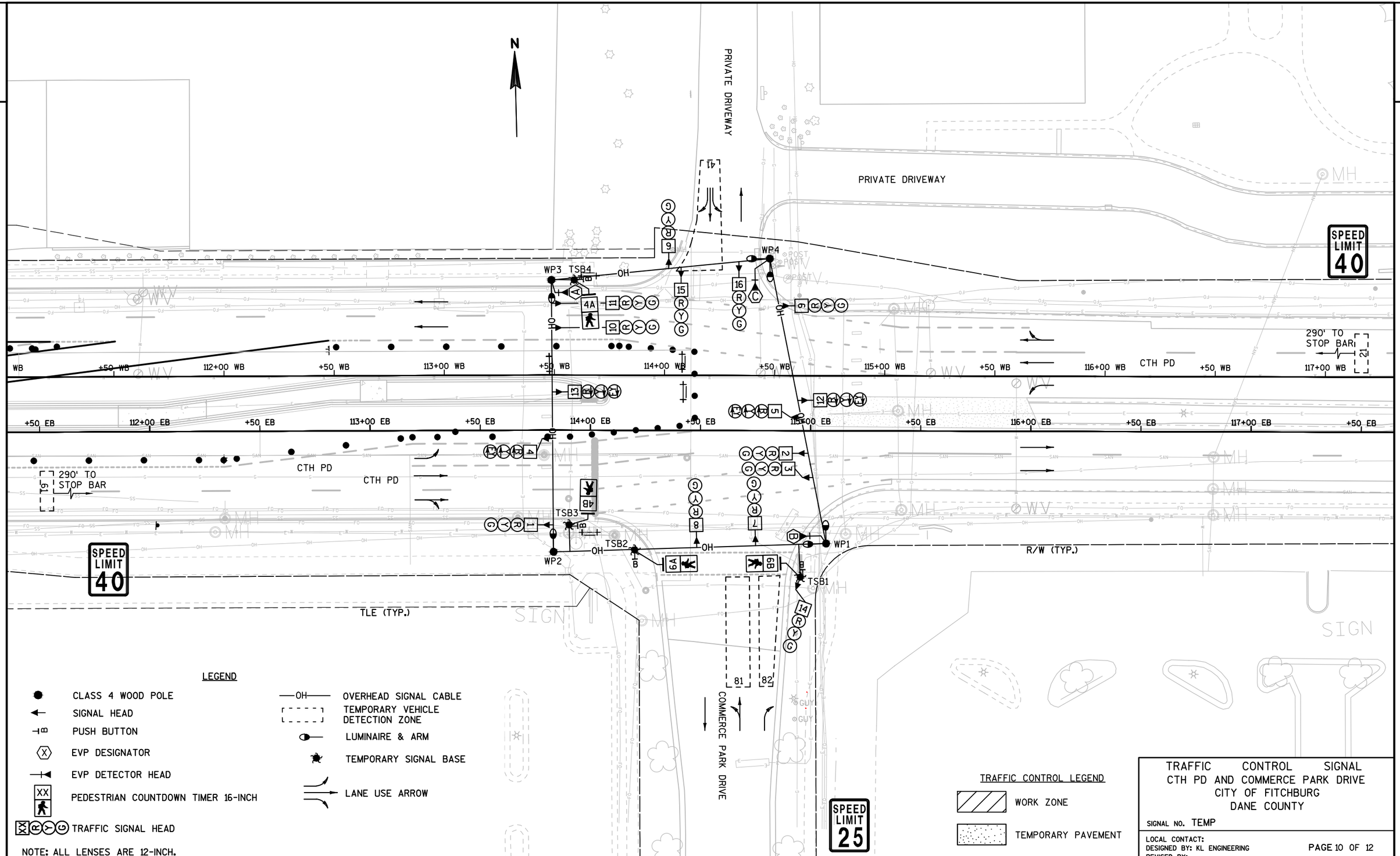
SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 9 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10D PH. 2	SHEET 297	E

2



LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 10 OF 12

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - CTH PD STG. 10D PH. 3	SHEET 298	E

2

N

PRIVATE DRIVEWAY

PRIVATE DRIVEWAY

SPEED LIMIT 40

WP3 TSB4 OH WP4

290' TO STOP BAR

CTH PD

WB +50 WB 112+00 WB +50 WB 113+00 WB +50 WB 114+00 WB +50 WB 115+00 WB +50 WB 116+00 WB +50 WB 117+00 WB

EB +50 EB 112+00 EB +50 EB 113+00 EB +50 EB 114+00 EB +50 EB 115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB

290' TO STOP BAR

CTH PD

SPEED LIMIT 40

TSB3 TSB2 WP2 OH WP1 TSB1

R/W (TYP.)

TLE (TYP.)

SIGN

SIGN

COMMERCE PARK DRIVE

SPEED LIMIT 25

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- PUSH BUTTON
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TRAFFIC SIGNAL HEAD
- OVERHEAD SIGNAL CABLE
- TEMPORARY VEHICLE DETECTION ZONE
- LUMINAIRE & ARM
- TEMPORARY SIGNAL BASE
- LANE USE ARROW

NOTE: ALL LENSES ARE 12-INCH.

TRAFFIC CONTROL LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PAGE 11 OF 12

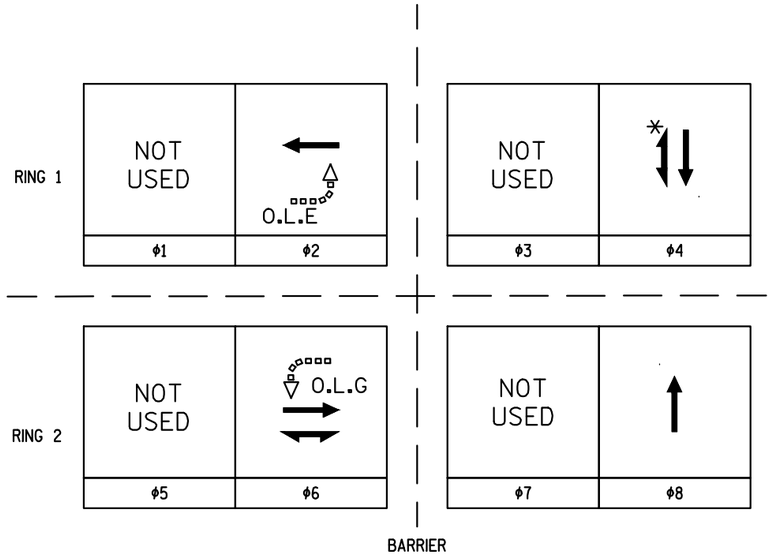
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - POST STAGE	SHEET 299	E

	HEAD NUMBERS	FLASH
ϕ1		
ϕ2	9-11	R
ϕ3		
ϕ4	6-8	R
ϕ5		
ϕ6	1-3	R
ϕ7		
ϕ8	14-16	R
ϕ2 PED		
ϕ4 PED*	4A,4B	
ϕ6 PED	6A,6B	
ϕ8 PED		

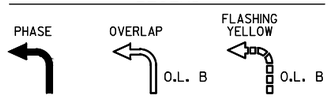
O.L. ASSIGNMENTS			
O.L.A			
O.L.B			
O.L.C			
O.L.D			
O.L.E	4,5	R	ϕ2
O.L.F			
O.L.G	12,13	R	ϕ6
O.L.H			

* OMIT EXCEPT DURING PRE STAGE, STAGE 10D-PHASE 3 AND POST CONSTRUCTION STAGE.

N



LEGEND



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

CONTROLLER LOGIC

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

PREEMPTION ASSIGNMENTS			
PREEMPTION DESIGNATION	PREEMPTION TYPE	EVP CHANNEL	PHASE(S) CALLED
1	RESERVED	-	-
2	RESERVED	-	-
3	EVP	A	2
4	EVP	B	6
5	EVP	C	8
6	NOT USED	-	-

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

TYPE OF REMOTE COMMUNICATION	
NONE	X
FIBER	
CELL MODEM	
PHONE	

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	21	41	61	81	82			
PHASE CALLED	2	4	6	8	8			
PHASE EXTENDED	2	4	6	8	8			
DISCONNECT TIME								
CALLING DELAY					15.0			
EXTENSION STRETCH								
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

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

20	18	24	22	28	26	32	30	DETECTOR INPUT
								DETECTOR #(S)
								PHASE CALLED
								PHASE EXTENDED
								DISCONNECT PHASE
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

TRAFFIC CONTROL SIGNAL
CTH PD & COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. TEMP

LOCAL CONTACT:
DESIGNED BY: KL ENGINEERING
REVISED BY:

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TEMPORARY SEQUENCE OF OPERATIONS - ALL STAGES	SHEET 300	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\TRAFFIC SIGNALS\1206-08-77\COMMERCE PARK DR\024301-PH.DWG PLOT DATE : 1/15/2018 3:04 PM PLOT BY : KL ENGINEERING PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 42

LEGEND

- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- SIGNAL HEAD, CONCRETE BASE, TYPE G
- CONCRETE BASES TYPE P
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- YIELD SIGN
- STOP SIGN

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

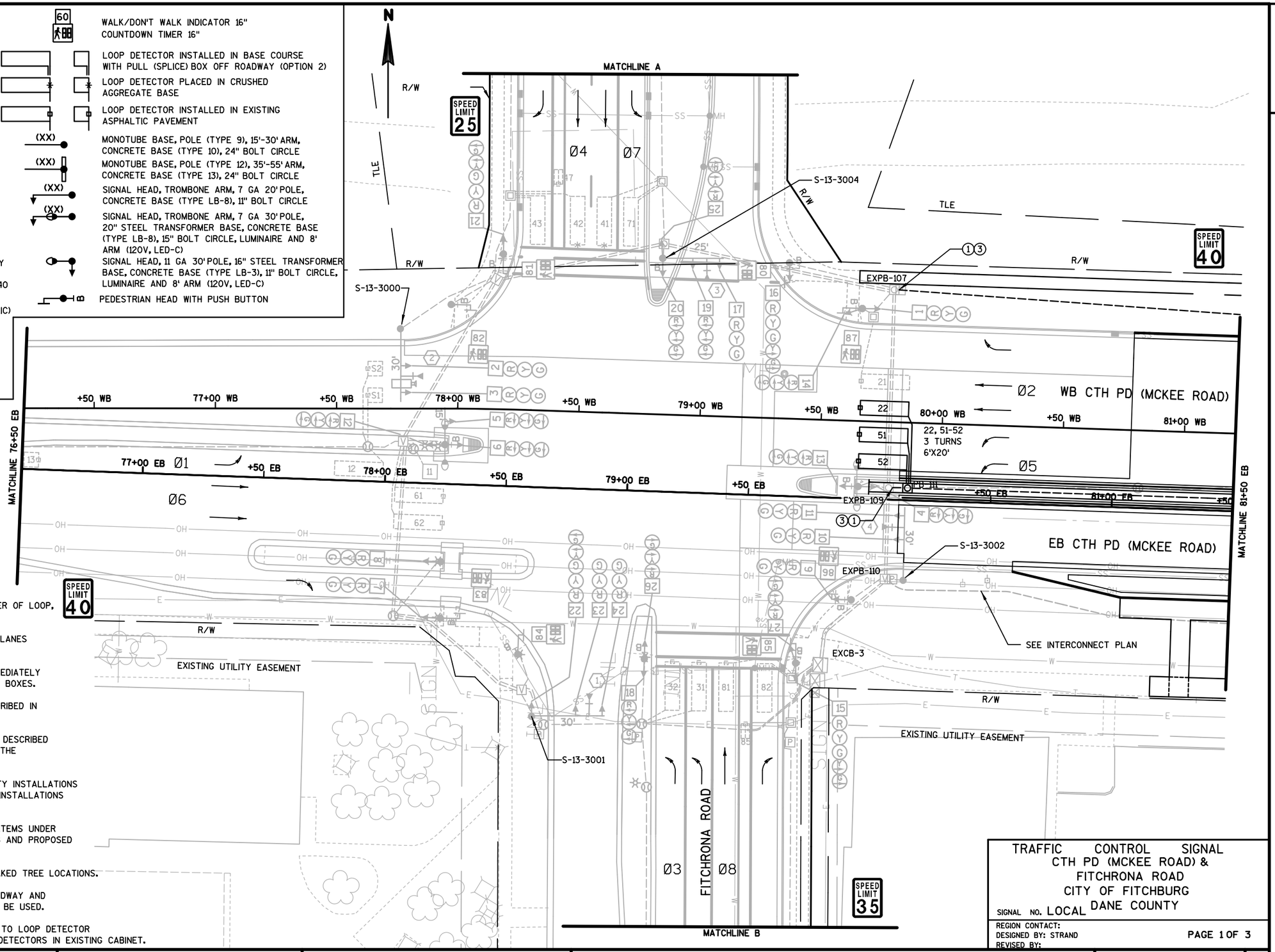
- WALK/DON'T WALK INDICATOR 16" COUNTDOWN TIMER 16"
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
- MONOTUBE BASE, POLE (TYPE 9), 15'-30' ARM, CONCRETE BASE (TYPE 10), 24" BOLT CIRCLE
- MONOTUBE BASE, POLE (TYPE 12), 35'-55' ARM, CONCRETE BASE (TYPE 13), 24" BOLT CIRCLE
- SIGNAL HEAD, TROMBONE ARM, 7 GA 20' POLE, CONCRETE BASE (TYPE LB-8), 11" BOLT CIRCLE
- SIGNAL HEAD, TROMBONE ARM, 7 GA 30' POLE, 20" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-8), 15" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LED-C)
- SIGNAL HEAD, 11 GA 30' POLE, 16" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-3), 11" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LED-C)
- PEDESTRIAN HEAD WITH PUSH BUTTON

MONOTUBE STRUCTURE NUMBERS	
SB-3	S-13-3001
SB-7	S-13-3000
SB-10	S-13-3004
SB-14	S-13-3002

① INSTALL CONDUIT INTO EXISTING ITEM
② REMOVE CABLE
③ ADJUSTING PULL BOXES

CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
2. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
3. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION OF NEARBY HANDHOLES/PULL BOXES.
4. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
5. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
8. ADJUST CONDUIT IN TERRACE TO AVOID FINAL STAKED TREE LOCATIONS.
9. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.
10. CONTACT MIKE CHRISTOPH, 7 WORKING DAYS PRIOR TO LOOP DETECTOR INSTALLATION TO COORDINATE INTEGRATING LOOP DETECTORS IN EXISTING CABINET.



TRAFFIC CONTROL SIGNAL
CTH PD (MCKEE ROAD) &
FITCHRONA ROAD
CITY OF FITCHBURG
DANE COUNTY
SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 3

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024001_sp.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

LEGEND

- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V

- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
2. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
3. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION OF NEARBY HANDHOLES/PULL BOXES.
4. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
5. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
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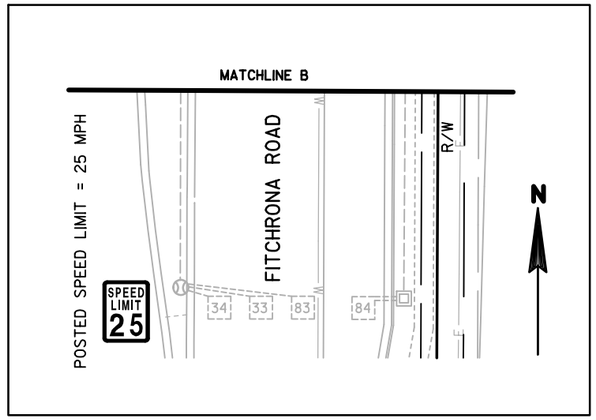
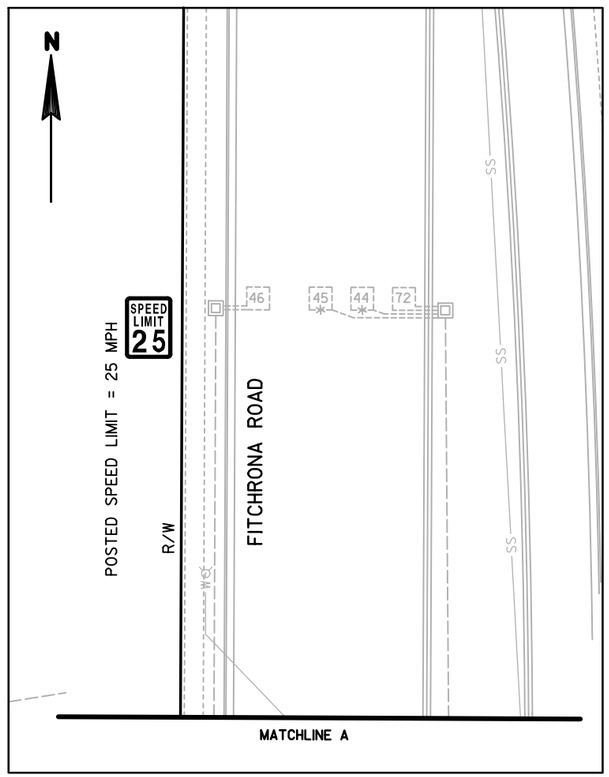
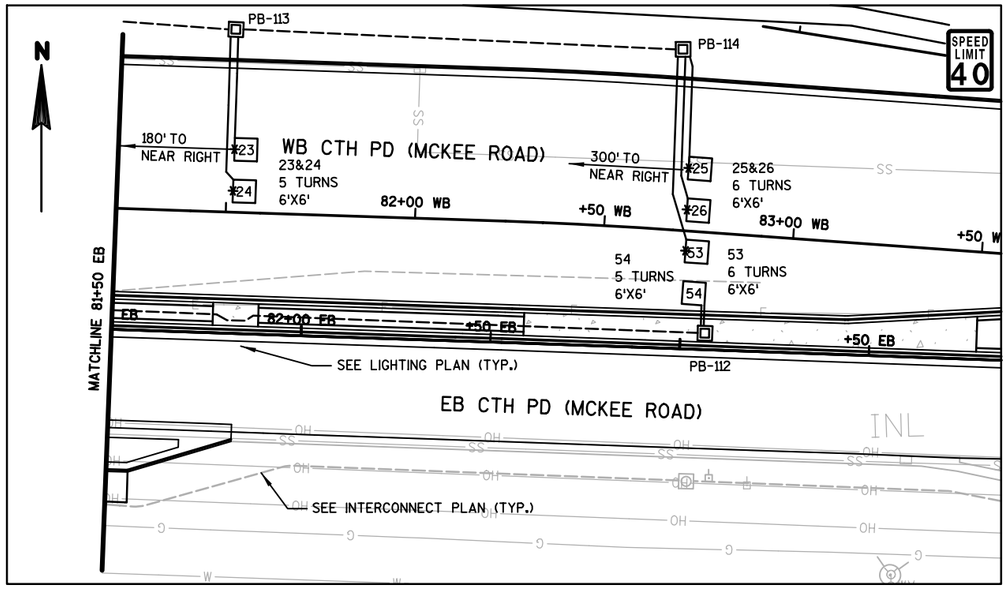
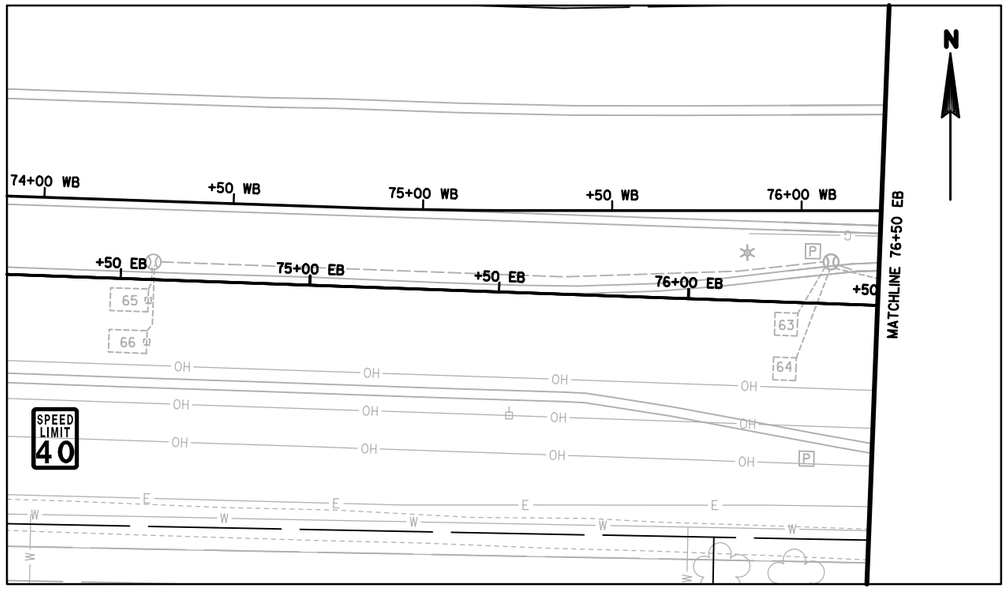
7. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
8. ADJUST CONDUIT IN TERRACE TO AVOID FINAL STAKED TREE LOCATIONS.
9. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.









TRAFFIC CONTROL SIGNAL
CTH PD (MCKEE ROAD) &
FITCHRONA ROAD
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND
REVISED BY:

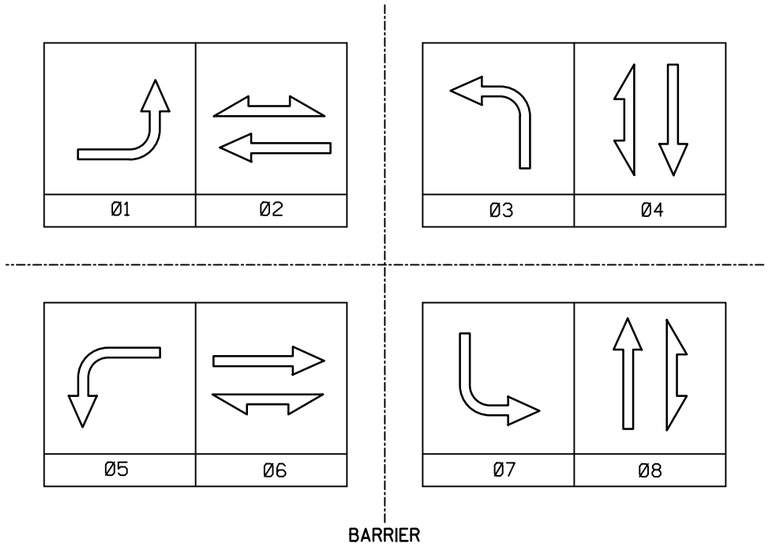
PAGE 2 OF 3

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024002_sp.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

	HEAD NUMBERS	FLASH
Ø1	12-14, 21RT, 22RT	R
Ø2	1-3	R
Ø3	18-20	R
Ø4	21-24	R
Ø5	4-6, 15RT, 16RT	R
Ø6	7-11	R
Ø7	25-27	R
Ø8	15-17	R
O.L. A		
O.L. B		
O.L. C		
O.L. D		
Ø2P	80,81	
Ø4P	82,83	
Ø6P	84,85	
Ø8P	86,87	
Ø1R		

RING 1



CONTROLLER LOGIC

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

OVERLAPS

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

SPECIAL OVERLAPS

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	x
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S13-0165
SIGNAL SYSTEM *:	SS- -

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

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR #(S)	12	13	23	24	25	26	33	34
PHASE CALLED	1							
PHASE EXTENDED	1	1	2	2	2	2	3	3
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	19	17	23	21	27	25	31	29
DETECTOR #(S)	44	45	46	47	53	54	63	64
PHASE CALLED				4P				
PHASE EXTENDED	4	4	4		5	5	6	6
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	35	33	39	37	43	41	47	45
DETECTOR #(S)	65	66	72	EX83	84	85		
PHASE CALLED						8P		
PHASE EXTENDED	6	6	7	8	8			
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	51	49	55	53	59	57	63	61
DETECTOR #(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR #(S)	11	---	21	22	---	---	31	32
PHASE CALLED	1		2	2			3	3
PHASE EXTENDED	1		2	2			3	3
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR #(S)	41	42	43	---	51	52	61	62
PHASE CALLED	4	4	4		5	5	6	6
PHASE EXTENDED	4	4	4		5	5	6	6
DISCONNECT TIME								
CALLING DELAY			15					
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	36	34	40	38	44	42	48	46
DETECTOR #(S)	---	---	71	81	82			
PHASE CALLED			8	8	8			
PHASE EXTENDED			8	8	8			
DISCONNECT TIME								
CALLING DELAY					15			
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	52	50	56	54	60	58	64	62
DETECTOR #(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	1	2	3	4
MOVEMENT				
PHASE	4+7	2+5	3+8	1+6

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

GENERAL NOTES:

1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

THIS SHEET FOR INFORMATION ONLY

CTH PD (MCKEE ROAD) & FITCHRONA ROAD
CITY OF FITCHBURG
DANE

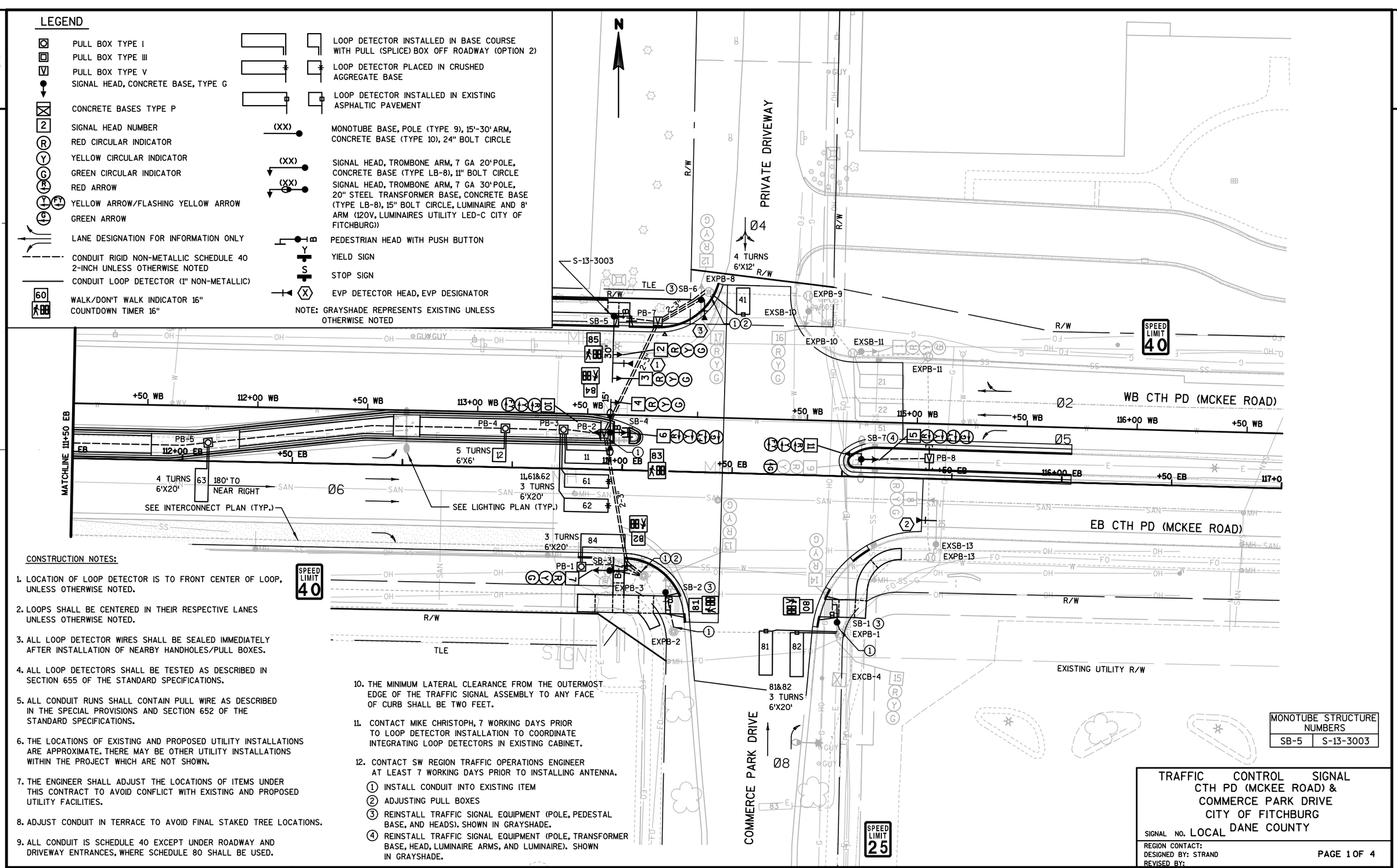
SIGNAL NO. LOCAL
CONTROLLER TYPE: Econolite
DATE ----
PAGE NO. 3 OF 3

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | SEQUENCE OF OPERATIONS | SHEET 303 | E

LEGEND

- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- SIGNAL HEAD, CONCRETE BASE, TYPE G
- CONCRETE BASES TYPE P
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW/FLASHING YELLOW ARROW
- GREEN ARROW
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- WALK/DON'T WALK INDICATOR 16" COUNTDOWN TIMER 16"
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
- (XX) MONOTUBE BASE, POLE (TYPE 9), 15'-30' ARM, CONCRETE BASE (TYPE 10), 24" BOLT CIRCLE
- (XX) SIGNAL HEAD, TROMBONE ARM, 7 GA 20' POLE, CONCRETE BASE (TYPE LB-8), 11" BOLT CIRCLE
- (XX) SIGNAL HEAD, TROMBONE ARM, 7 GA 30' POLE, 20" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-8), 15" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LUMINAIRES UTILITY LED-C CITY OF FITCHBURG))
- PEDESTRIAN HEAD WITH PUSH BUTTON
- Y YIELD SIGN
- S STOP SIGN
- X EVP DETECTOR HEAD, EVP DESIGNATOR

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED



MONOTUBE STRUCTURE NUMBERS	
SB-5	S-13-3003

CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
2. LOOPS SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
3. ALL LOOP DETECTOR WIRES SHALL BE SEALED IMMEDIATELY AFTER INSTALLATION OF NEARBY HANDHOLES/PULL BOXES.
4. ALL LOOP DETECTORS SHALL BE TESTED AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
5. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
6. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
7. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
8. ADJUST CONDUIT IN TERRACE TO AVOID FINAL STAKED TREE LOCATIONS.
9. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.
10. THE MINIMUM LATERAL CLEARANCE FROM THE OUTERMOST EDGE OF THE TRAFFIC SIGNAL ASSEMBLY TO ANY FACE OF CURB SHALL BE TWO FEET.
11. CONTACT MIKE CHRISTOPH, 7 WORKING DAYS PRIOR TO LOOP DETECTOR INSTALLATION TO COORDINATE INTEGRATING LOOP DETECTORS IN EXISTING CABINET.
12. CONTACT SW REGION TRAFFIC OPERATIONS ENGINEER AT LEAST 7 WORKING DAYS PRIOR TO INSTALLING ANTENNA.
    - (1) INSTALL CONDUIT INTO EXISTING ITEM
    - (2) ADJUSTING PULL BOXES
    - (3) REINSTALL TRAFFIC SIGNAL EQUIPMENT (POLE, PEDESTAL BASE, AND HEADS). SHOWN IN GRAYSHADE.
    - (4) REINSTALL TRAFFIC SIGNAL EQUIPMENT (POLE, TRANSFORMER BASE, HEAD, LUMINAIRE ARMS, AND LUMINAIRE). SHOWN IN GRAYSHADE.

TRAFFIC CONTROL SIGNAL
CTH PD (MCKEE ROAD) & COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024005_sp.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- SIGNAL HEAD, CONCRETE BASE, TYPE G
- CONCRETE BASES TYPE P
- 2 — SIGNAL HEAD NUMBER
- R — RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- R — RED ARROW
- Y FY — YELLOW ARROW/FLASHING YELLOW
- G — GREEN ARROW
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- 60 — WALK/DON'T WALK INDICATOR 16" COUNTDOWN TIMER 16"

- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- * LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- (XX) — MONOTUBE BASE, POLE (TYPE 12), 35'-55' ARM, CONCRETE BASE (TYPE 13), 24" BOLT CIRCLE
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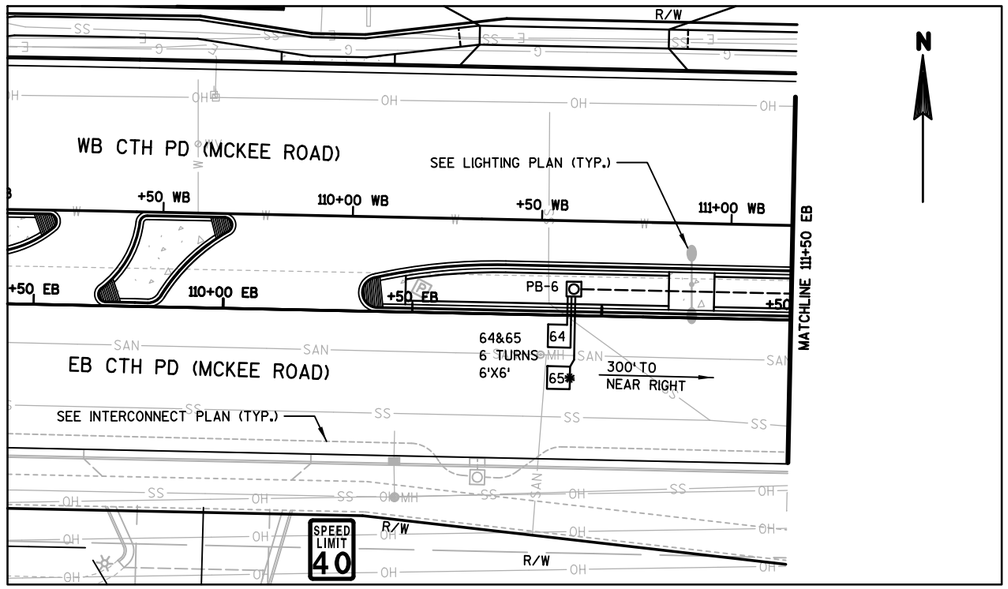
- (XX) — SIGNAL HEAD, TROMBONE ARM, 7 GA 30' POLE, 20" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-8), 15" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LED-C)
- SIGNAL HEAD, 11 GA 30' POLE, 16" STEEL TRANSFORMER BASE, CONCRETE BASE (TYPE LB-3), 11" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LED-C)
- B — PEDESTRIAN HEAD WITH PUSH BUTTON
- Y — YIELD SIGN
- S — STOP SIGN

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED



CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
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TRAFFIC CONTROL SIGNAL
CTH PD (MCKEE ROAD) &
COMMERCE PARK DRIVE
CITY OF FITCHBURG
SIGNAL NO. LOCAL DANE COUNTY

REGION CONTACT:
DESIGNED BY: STRAND
REVISED BY:

PAGE 2 OF 4

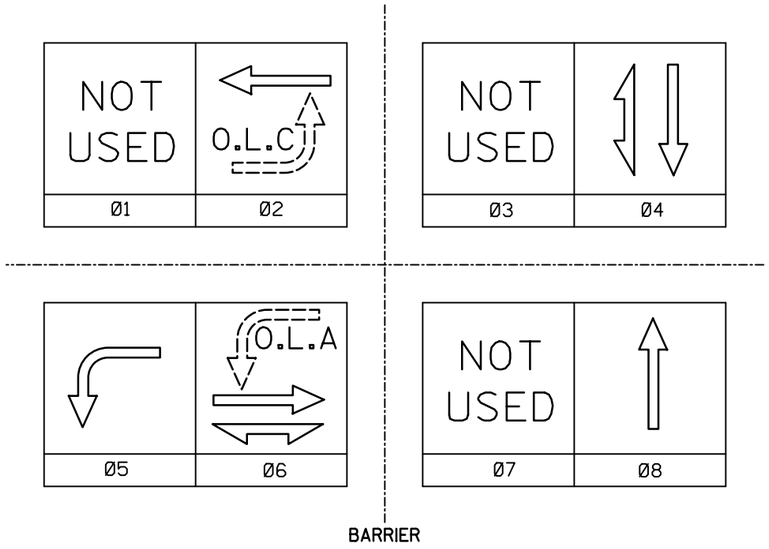
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET 305	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024006_sp.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1-4	R
Ø3		
Ø4	12-14	R
Ø5	5-6	R
Ø6	7-9	R
Ø7		
Ø8	15-17	R
O.L. A	5-6	R
O.L. B		
O.L. C	10-11	R
O.L. D		
Ø2P		
Ø4P	82,83,84,85	
Ø6P	80,81	
Ø8P		
Ø1R		

RING 1



CONTROLLER LOGIC

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

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

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =

NONE

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

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A"	Ø5	Ø6
O.L. "B"		
O.L. "C"		Ø2
O.L. "D"		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR *(S)	12	---	---	---	---	63	64	65
PHASE CALLED	2							
PHASE EXTENDED	2					6	6	6
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

19	17	23	21	27	25	31	29	DETECTOR INPUT
83	---	---						DETECTOR *(S)
								PHASE CALLED
8								PHASE EXTENDED
								DISCONNECT TIME
								CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR *(S)	11	21	22	41	51	61	62	---
PHASE CALLED		2	2	4	5	6	6	
PHASE EXTENDED	2	2	2	4	5	6	6	
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
81	82	84						DETECTOR *(S)
8	8	8						PHASE CALLED
8	8	8						PHASE EXTENDED
								DISCONNECT TIME
	15	15						CALLING DELAY
								EXTENSION STRETCH
								LOOP FUNCTION

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	1	2	3
MOVEMENT	←	→	↑
PHASE	2+5	6	8

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

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

CTH PD (MCKEE ROAD) & COMMERCE PARK
CITY OF FITCHBURG
DANE

SIGNAL NO. LOCAL
CONTROLLER TYPE: Econolite
DATE ----
PAGE NO. 3 OF 4

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | SEQUENCE OF OPERATIONS | SHEET 306 E

CTH PD & COMMERCE PARK DRIVE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	12/C	14	SB	R	R	Ø 4
				Y	O	
				G	G	
		15	NB	R	R/BLK	Ø 8
				Y	O/BLK	
				G	G/BLK	
		80	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-2	7/C	13	SB	R	R	Ø 4
				Y	O	
				G	G	
		81	Ø 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-3	7/C	7	EB	R	R	Ø 5
				Y	O	
				G	G	
		82	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-4	15/C	4	WB	R	R	Ø 2
				Y	O	
				G	G	
		6	WBL	← R	R/BLK	Ø5 & O.L.A
				← Y	O/BLK	
				←FY	BLU/BLK	
				← G	G/BLK	
		10	EBL	← R	R/W	Ø6 & O.L.C
				← Y	BLU/W	
				←FY	G/W	
		83	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		84	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
CONTROL CABINET TO SB-5	12/C	2	WB	R	R	Ø 2
				Y	O	
				G	G	
		3	WB	R	R/BLK	Ø 2
				Y	O/BLK	
				G	G/BLK	
		85	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-6	7/C	12	SB	R	R	Ø 4
				Y	O	
				G	G	
		17	NB	R	BLK	Ø 8
				Y	BLU	
				G	W/BLK	
CONTROL CABINET TO EXSB-10	5/C	16	NB	R	R	Ø 4
				Y	O	
				G	G	
CONTROL CABINET TO EXSB-11	7/C	1	WB	R	R	Ø 2
				Y	O	
				G	G	

CTH PD & COMMERCE PARK DRIVE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-7	12/C	5	WBL	← R	R/BLK	Ø5 & O.L.A
				← Y	O/BLK	
				←FY	BLU/BLK	
				← G	G/BLK	
		9	EB	R	R	Ø 6
				Y	O	
				↑ G	G	
		11	EBL	← R	BLK	Ø6 & O.L.C
				← Y	BLU	
				←FY	W/BLK	
CONTROL CABINET TO EXSB-13	5/C	8	EB	R	R	Ø 6
				Y	O	
				G	G	

EQUIPMENT GROUNDING CONDUCTOR 10 AWG (GREEN) GROUNDED CONDUCTOR 10 AWG (WHITE)	
FROM	TO
EXCB-4	SB-1
SB-1	SB-2
SB-2	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	EXSB-10
EXSB-10	EXSB-11
EXSB-11	SB-7
SB-7	EXSB-13
EXSB-13	EXCB-4
EXPB-1	SB-1
EXPB-2	SB-2
EXPB-3	SB-3
EXPB-8	SB-6
EXPB-9	EXSB-10
EXPB-10	EXSB-11
EXPB-11	EXSB-11
EXPB-13	EXSB-13

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
EXCB-4	SB-4
EXCB-4	SB-7

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
EXCB-4	SB-5 (HEAD 1)
EXCB-4	EXSB-13 (HEAD 2)
EXCB-4	SB-6 (HEAD 3)

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

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

TRAFFIC CONTROL SIGNAL

CTH PD & COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

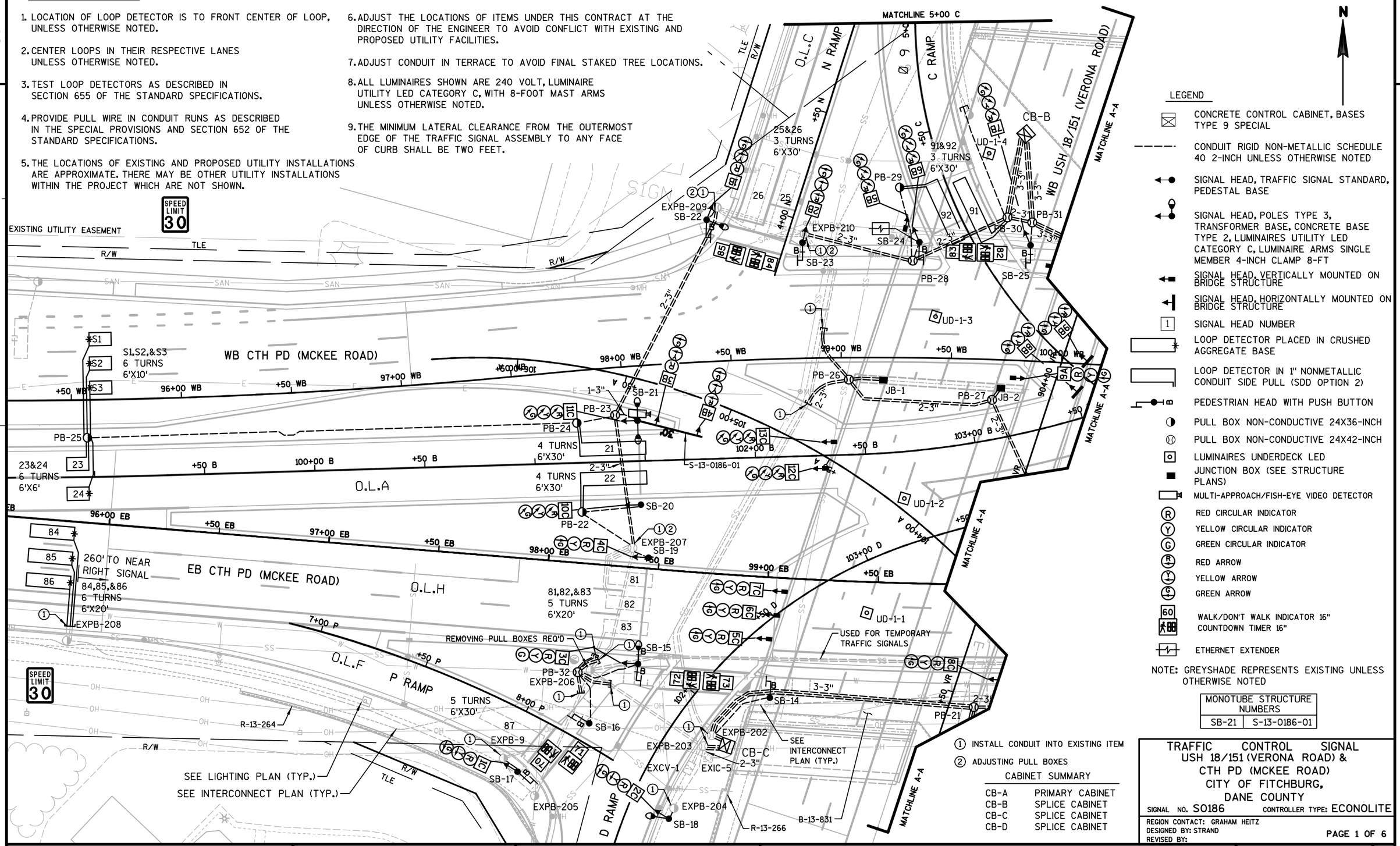
PAGE 4 OF 4

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | CABLE ROUTING | SHEET | E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024008_cr.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CONSTRUCTION NOTES:

1. LOCATION OF LOOP DETECTOR IS TO FRONT CENTER OF LOOP, UNLESS OTHERWISE NOTED.
2. CENTER LOOPS IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
3. TEST LOOP DETECTORS AS DESCRIBED IN SECTION 655 OF THE STANDARD SPECIFICATIONS.
4. PROVIDE PULL WIRE IN CONDUIT RUNS AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
5. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
6. ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT AT THE DIRECTION OF THE ENGINEER TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
7. ADJUST CONDUIT IN TERRACE TO AVOID FINAL STAKED TREE LOCATIONS.
8. ALL LUMINAIRES SHOWN ARE 240 VOLT, LUMINAIRE UTILITY LED CATEGORY C, WITH 8-FOOT MAST ARMS UNLESS OTHERWISE NOTED.
9. THE MINIMUM LATERAL CLEARANCE FROM THE OUTERMOST EDGE OF THE TRAFFIC SIGNAL ASSEMBLY TO ANY FACE OF CURB SHALL BE TWO FEET.



N

LEGEND

- CONCRETE CONTROL CABINET, BASES TYPE 9 SPECIAL
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, POLES TYPE 3, TRANSFORMER BASE, CONCRETE BASE TYPE 2, LUMINAIRES UTILITY LED CATEGORY C, LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT
- SIGNAL HEAD, VERTICALLY MOUNTED ON BRIDGE STRUCTURE
- SIGNAL HEAD, HORIZONTALLY MOUNTED ON BRIDGE STRUCTURE
- [1] SIGNAL HEAD NUMBER
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL (SDD OPTION 2)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PULL BOX NON-CONDUCTIVE 24X36-INCH
- PULL BOX NON-CONDUCTIVE 24X42-INCH
- LUMINAIRES UNDERDECK LED
- JUNCTION BOX (SEE STRUCTURE PLANS)
- MULTI-APPROACH/FISH-EYE VIDEO DETECTOR
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- (R) RED ARROW
- (Y) YELLOW ARROW
- (G) GREEN ARROW
- 60 WALK/DON'T WALK INDICATOR 16" COUNTDOWN TIMER 16"
- ETHERNET EXTENDER

NOTE: GREYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

MONOTUBE STRUCTURE NUMBERS	
SB-21	S-13-0186-01

① INSTALL CONDUIT INTO EXISTING ITEM
② ADJUSTING PULL BOXES

CABINET SUMMARY

CB-A	PRIMARY CABINET
CB-B	SPLICE CABINET
CB-C	SPLICE CABINET
CB-D	SPLICE CABINET

TRAFFIC CONTROL SIGNAL
USH 18/151 (VERONA ROAD) & CTH PD (MCKEE ROAD)
CITY OF FITCHBURG, DANE COUNTY

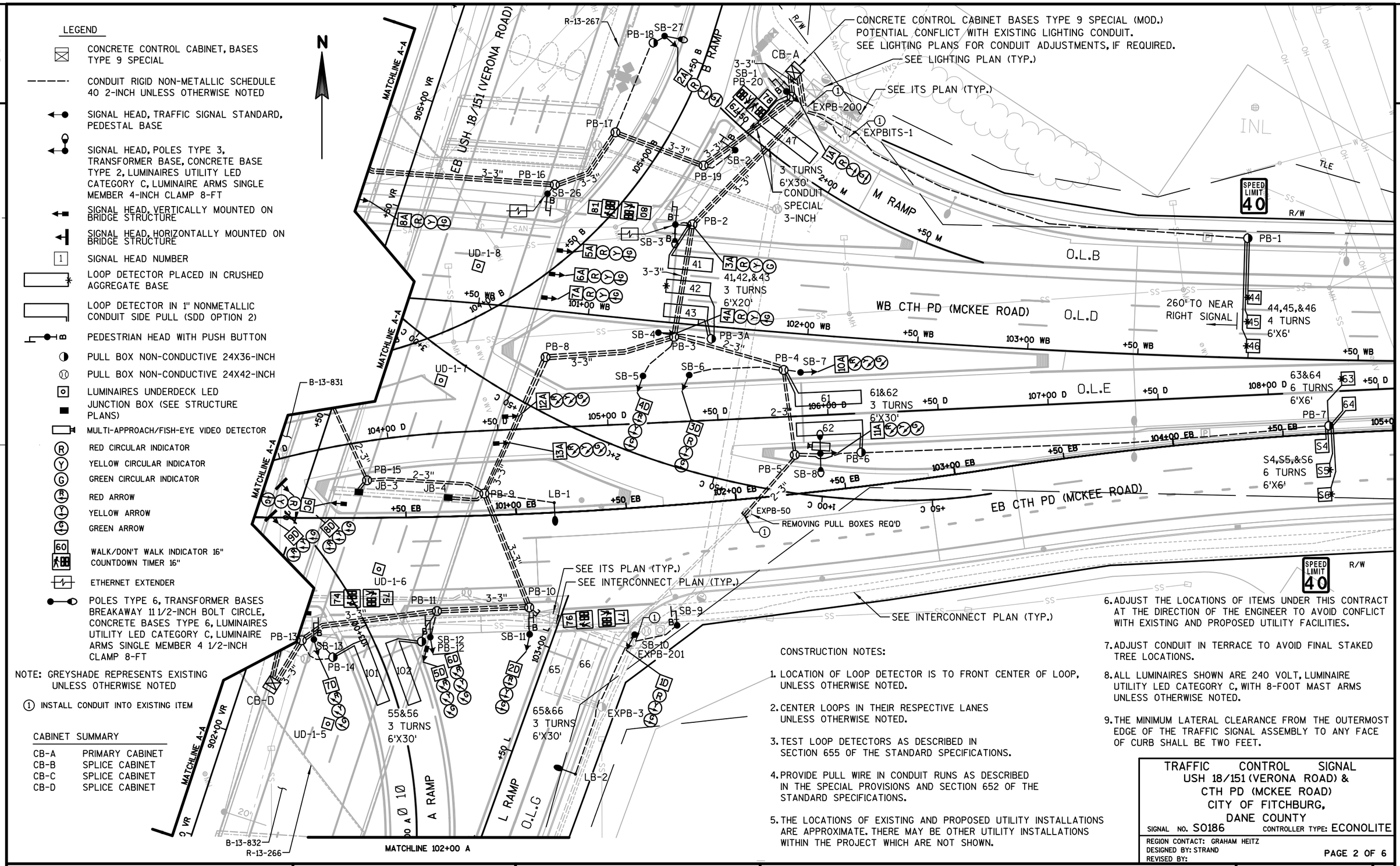
SIGNAL NO. S0186 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 6

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024009a_sp.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

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4. PROVIDE PULL WIRE IN CONDUIT RUNS AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
5. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
6. ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT AT THE DIRECTION OF THE ENGINEER TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
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9. THE MINIMUM LATERAL CLEARANCE FROM THE OUTERMOST EDGE OF THE TRAFFIC SIGNAL ASSEMBLY TO ANY FACE OF CURB SHALL BE TWO FEET.

TRAFFIC CONTROL SIGNAL
USH 18/151 (VERONA ROAD) &
CTH PD (MCKEE ROAD)
CITY OF FITCHBURG,
DANE COUNTY
SIGNAL NO. S0186 CONTROLLER TYPE: ECONOLITE
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND
REVISED BY:
PAGE 2 OF 6

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET 309 E

CONSTRUCTION NOTES:

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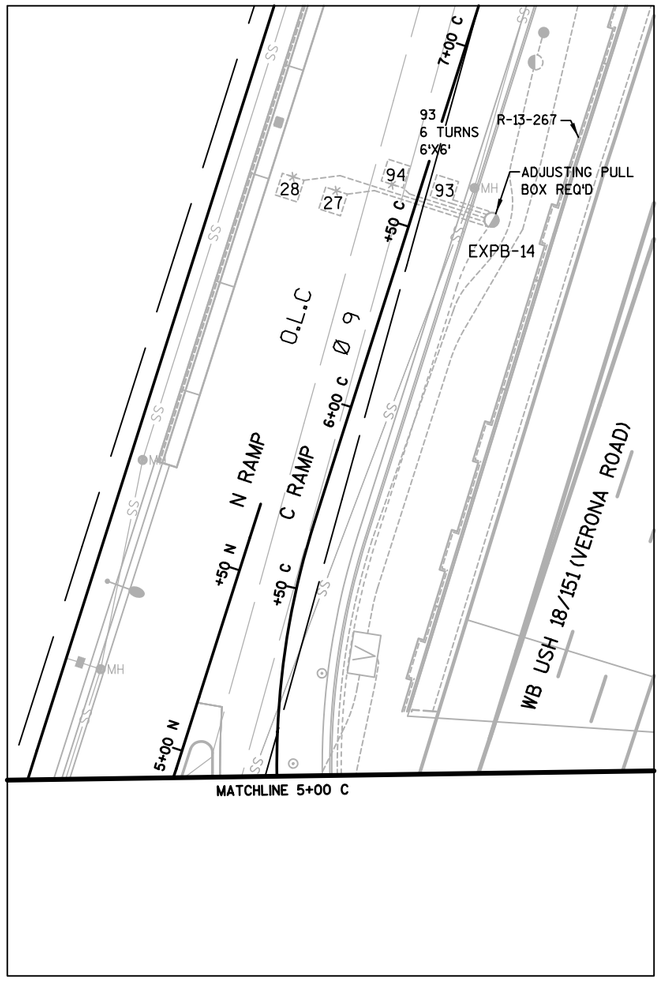
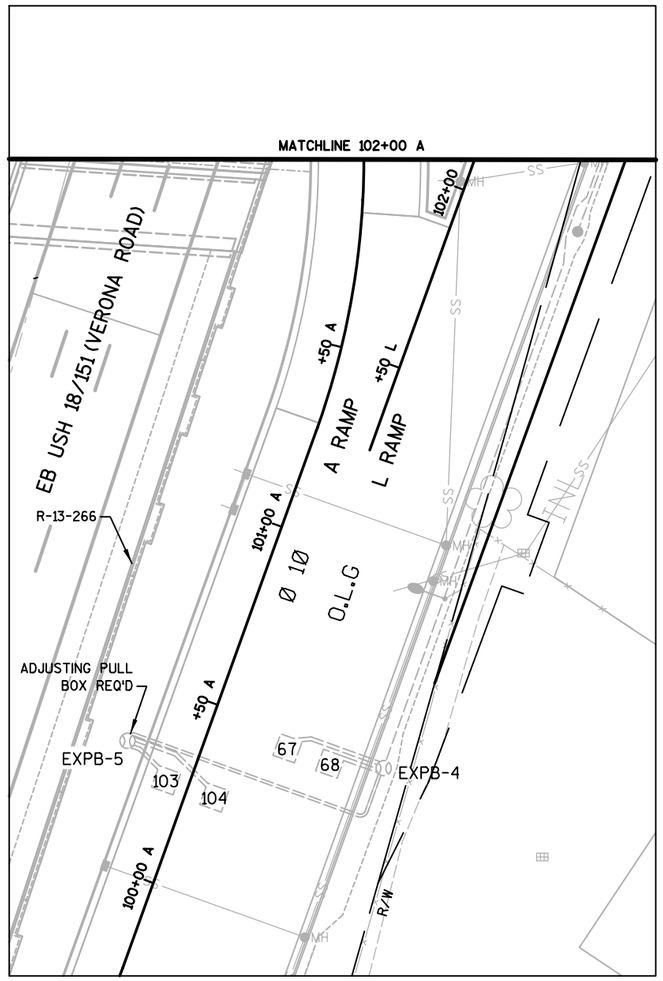
7. ADJUST CONDUIT IN TERRACE TO AVOID FINAL STAKED TREE LOCATIONS.
8. ALL LUMINAIRES SHOWN ARE 240 VOLT, LUMINAIRE UTILITY LED CATEGORY C, WITH 8-FOOT MAST ARMS UNLESS OTHERWISE NOTED.





N

LEGEND

- CONCRETE CONTROL CABINET, BASES TYPE 9 SPECIAL
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- SIGNAL HEAD, POLES TYPE 3, TRANSFORMER BASE, CONCRETE BASE TYPE 2, LUMINAIRES UTILITY LED CATEGORY C, LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT
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- [1] SIGNAL HEAD NUMBER
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- PULL BOX NON-CONDUCTIVE 24X36-INCH
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- MULTI-APPROACH/FISH-EYE VIDEO DETECTOR
- (R) RED CIRCULAR INDICATOR
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- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- 60 WALK/DON'T WALK INDICATOR 16" COUNTDOWN TIMER 16"

NOTE: GREYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

TRAFFIC CONTROL SIGNAL
USH 18/151 (VERONA ROAD) &
CTH PD (MCKEE ROAD)
CITY OF FITCHBURG,
DANE COUNTY

SIGNAL NO. S0186 CONTROLLER TYPE: ECONOLITE

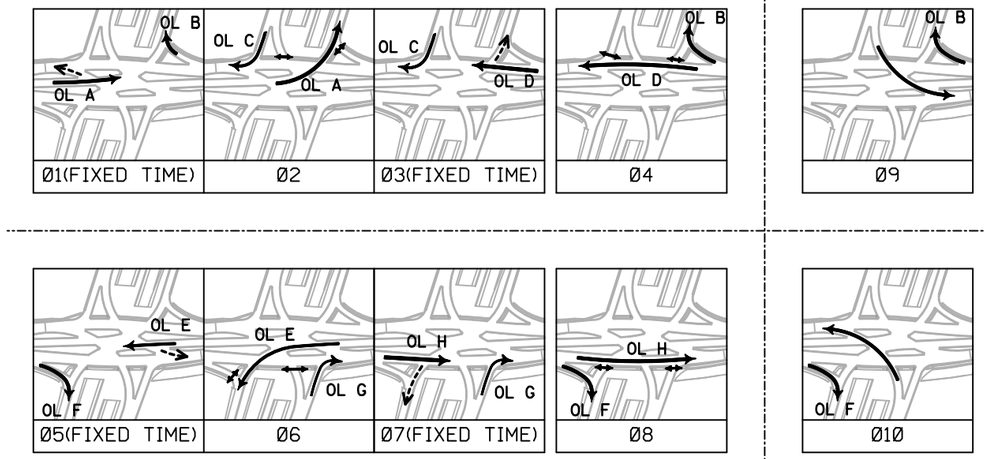
REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND
REVISED BY:

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET 310 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024009c_sp.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø9	5B-9B	R
Ø10	5D-9D	R
Ø2P	78-79, 82-83	
Ø4P	80-81, 84-85	
Ø6P	70-71, 74-75	
Ø8P	72-73, 76-77	
O.L. A	10C-13C	R
O.L. B	1A-2A	R
O.L. C	1B-4B	R
O.L. D	3A-9A	R
O.L. E	10A-13A	R
O.L. F	1C-2C	R
O.L. G	1D-4D	R
O.L. H	3C-9C	R

RING 1



CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" = 1,2
O.L. "B" = 1,4,9
O.L. "C" = 2,3
O.L. "D" = 3,4
O.L. "E" = 5,6
O.L. "F" = 5,8,10
O.L. "G" = 6,7
O.L. "H" = 7,8

N

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S13-0165
SIGNAL SYSTEM *:	SS-13-105

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

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

DETECTOR LOGIC

	EB LT		SB RT		WB THRU				WB LT		NB RT		EB THRU				SB LT		NB LT		EB SYS DET				RESERVED FOR VIDEO DETECTION								
DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	35	33	39	37	43	41	47	45	51	49	55	53	59	57	63	61	DETECTOR INPUT
DETECTOR #(S)	23	24	27	28	44	45	46	-	63	64	67	68	84	85	86	-	93	94	103	104	S4	S5	S6	-									DETECTOR #(S)
PHASE CALLED					4	4	4						8	8	8																		PHASE CALLED
PHASE EXTENDED	2	2	2	2	4	4	4		6	6	6	6	8	8	8		9	9	10	10													PHASE EXTENDED
DISCONNECT TIME																																	DISCONNECT TIME
CALLING DELAY																																	CALLING DELAY
EXTENSION STRETCH																																	EXTENSION STRETCH
LOOP FUNCTION	SYS	SYS	SYS	SYS	SYS	SYS	SYS		SYS	SYS	SYS	SYS	SYS	SYS	SYS		SYS	SYS	SYS	SYS	SYS	SYS	SYS										LOOP FUNCTION

	EB LT		SB RT		WB THRU			WB RT	WB LT		NB RT		EB THRU			EB RT	SB LT		NB LT		WB SYS DET											
DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30	36	34	40	38	44	42	48	46	52	50	56	54	60	58	64	62	DETECTOR INPUT
DETECTOR #(S)	21	22	25	26	41	42	43	47	61	62	65	66	81	82	83	87	91	92	101	102	S1	S2	S3	-									DETECTOR #(S)
PHASE CALLED	2	2	2	2	4	4	4	4	6	6	6	6	8	8	8	8	9	9	10	10													PHASE CALLED
PHASE EXTENDED	2	2	2	2	4	4	4		6	6	6	6	8	8	8		9	9	10	10													PHASE EXTENDED
DISCONNECT TIME																																	DISCONNECT TIME
CALLING DELAY			10	15				15			10	15				15				20													CALLING DELAY
EXTENSION STRETCH																																	EXTENSION STRETCH
LOOP FUNCTION								SYS								SYS					SYS	SYS	SYS										LOOP FUNCTION

SYS = SYSTEM DETECTION

GENERAL NOTES:

1. CALLS ON ϕ2 SHALL ALSO CALL ϕ1 & ϕ3.
2. CALLS ON ϕ6 SHALL ALSO CALL ϕ5 & ϕ7.
3. PHASE SEQUENCE SHALL REMAIN FIXED.

FOR INFORMATION ONLY

USH 18/151 (VERONA ROAD) &
CTH PD (MCKEE ROAD)
CITY OF MADISON
DANE COUNTY

SIGNAL NO. S0186

CONTROLLER TYPE: ECONOLITE

DATE

PAGE NO. 4 OF 6

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | SEQUENCE OF OPERATIONS | SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024010_ph.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

VERONA ROAD & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CB-A TO SB-1	7/C	1A	WB RT	R	R	
				Y →	O	Ø O.L.B
				G →	G	
		78	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-A TO SB-2	5/C	79	Ø 2 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	SPARE	*
CB-A TO SB-3	7/C	3A	WB	R	R	
				Y	O	Ø O.L.D
				G ↑	G	
		80	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
			WB BIKE	PED BUTTON	SPARE	*
CB-A TO SB-4	5/C	4A	WB	R	R	
				Y	O	Ø O.L.D
				↑G	G	
CB-A TO SB-7	5/C	10A	WB LT	↖R	R	
				↖Y	O	Ø O.L.E
				↖G	G	
CB-A TO SB-8	5/C	11A	WB LT	↖R	R	
				↖Y	O	Ø O.L.E
				↖G	G	
CB-A TO SB-26	5/C	81	Ø 4 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	SPARE	*
CB-A TO SB-27	5/C	2A	WB RT	R	R	
				Y →	O	Ø O.L.B
				G →	G	
CB-A TO JB-4	15/C	5A	WB	R	R	
				Y	O	Ø O.L.D
				G ↑	G	
		6A	WB	R	R/BLK	
				Y	O/BLK	Ø O.L.D
				G ↑	G/BLK	
		7A	WB	R	R	
				Y	O	Ø O.L.D
				G ↑	G	
		12A	WB LT	R ↖	BLK	
				Y ↖	W/BLK	Ø O.L.E
				G ↖	BLU	
		13A	WB LT	R ↖	R/W	
				Y ↖	BLK/W	Ø O.L.E
				G ↖	G/W	
CB-A TO JB-2	15/C	8A	WB	R	R	
				Y	O	Ø O.L.D
				G ↑	G	
		9A	WB	R	BLK	
				Y	W/BLK	Ø O.L.D
				G ↑	BLU	

VERONA ROAD & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CB-B TO SB-21	7/C	3B	SB RT	R	R	
				Y →	O	Ø O.L.C
				G →	G	
		4B	SB RT	R →	BLK	
				Y →	W/BLK	Ø O.L.C
				G →	BLU	
CB-B TO SB-22	7/C	1B	SB RT	R	R	
				Y →	O	Ø O.L.C
				G →	G	
		85	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*

VERONA ROAD & CTH PD (CONT.)
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CB-B TO SB-23	7/C	2B	SB RT	R →	R	
				Y →	O	Ø O.L.C
				G →	G	
		84	Ø 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-B TO SB-24	7/C	6B	SB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	
		83	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-B TO SB-25	7/C	7B	SB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	
		82	Ø 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-B TO JB-1	5/C	5B	SB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	
CB-B TO JB-3	15/C	8B	SB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	
		9B	SB LT	↖R	BLK	
				↖Y	W/BLK	Ø 5
				↖G	BLU	

VERONA ROAD & CTH PD
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CB-C TO SB-14	5/C	73	Ø 9 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	SPARE	*
CB-C TO SB-15	7/C	3C	EB	R	R	
				Y	O	Ø O.L.H
				↑G	G	
		72	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
			EB BIKE	PED BUTTON	SPARE	*
CB-C TO SB-16	5/C	71	Ø 7 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	SPARE	*
CB-C TO SB-17	7/C	1C	EB RT	R	R	
				Y →	O	Ø O.L.F
				G →	G	
		70	Ø 7 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-C TO SB-18	5/C	2C	EB RT	R	R	
				Y →	O	Ø O.L.F
				G →	G	
CB-C TO SB-19	5/C	4C	EB	R	R	
				Y	O	Ø O.L.H
				↑G	G	
CB-C TO SB-20	5/C	10C	EB LT	↖R	R	
				↖Y	O	Ø O.L.A
				↖G	G	
CB-C TO SB-21	5/C	11C	EB LT	↖R	R	
				↖Y	O	Ø O.L.A
				↖G	G	

VERONA ROAD & CTH PD (CONT.)
TRAFFIC SIGNAL CABLING CHART
NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CB-C TO JB-1	15/C	5C	EB	R	R	
				Y	O	Ø O.L.H
				G ↑	G	
		6C	EB	R	R/BLK	
				Y	O/BLK	Ø O.L.H
				G ↑	G/BLK	
		7C	EB	R	R	
				Y	O	Ø O.L.H
				G ↑	G	
		12C	EB LT	R ↖	BLK	
				Y ↖	W/BLK	Ø O.L.A
				G ↖	BLU	
		13C	EB LT	R ↖	R/W	
				Y ↖	BLK/W	Ø O.L.A
				G ↖	G/W	
CB-C TO JB-3	7/C	8C	EB	R	R	
				Y	O	Ø O.L.H
				G ↑	G	
		9C	EB	R	BLK	
				Y	W/BLK	Ø O.L.H
				G ↑	BLU	

VERONA ROAD & CTH PD
TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE

CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CB-D TO SB-5	5/C	4D	NB RT	R →	R	
				Y →	O	Ø O.L.G
				G →	G	
CB-D TO SB-6	5/C	3D	NB RT	R	R	
				Y →	O	Ø O.L.G
				G →	G	
CB-D TO SB-9	5/C	77	Ø 9 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	SPARE	*
CB-D TO SB-10	5/C	1D	NB RT	R	R	
				Y →	O	Ø O.L.G
				G →	G	
CB-D TO SB-11	7/C	2D	NB RT	R →	R	
				Y →	O	Ø O.L.G
				G →	G	
		76	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-D TO SB-12	7/C	6D	NB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	
		75	Ø 7 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-D TO SB-13	7/C	7D	NB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	
		74	Ø 7 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	SPARE	*
CB-D TO JB-2	7/C	8D	NB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	
		9D	NB LT	↖R	BLK	
				↖Y	W/BLK	Ø 5
				↖G	BLU	
CB-D TO JB-4	5/C	5D	NB LT	↖R	R	
				↖Y	O	Ø 5
				↖G	G	

*SEE TRAFFIC SIGNAL PUSH BUTTON CABLE CHART

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

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

TRAFFIC CONTROL SIGNAL
VERONA ROAD & CTH PD
CITY OF FITCHBURG DANE COUNTY
SIGNAL NO. S13-0186
DESIGNED BY: STRAND
REVISED BY:
PAGE 5 OF 6

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | CABLE ROUTING | SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024011_cr.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

VERONA ROAD & CTH PD TRAFFIC SIGNAL CABLING CHART						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CB-A TO CB-B	15/C	1B,3B	SB RT	R	R	Ø O.L.C
				→ Y	O	
				→ G	G	
		2B,4B	SB RT	→ R	R/BLK	Ø O.L.C
				→ Y	O/BLK	
				→ G	G/BLK	
		5B,7B, 9B	SB LT	↖ R	BLK	Ø 5
				↖ Y	W/BLK	
				↖ G	BLU	
		6B,8B	SB LT	↖ R	R/W	Ø 5
				↖ Y	BLK/W	
				↖ G	G/W	
CB-A TO CB-B	15/C	82,83	Ø 2	D/WALK	R	
				WALK	G	
		84,85	Ø 4	D/WALK	BLK	
				WALK	BLU	
CB-A TO CB-C	15/C	3C,5C, 7C,9C	EB	R	R	Ø O.L.H
				Y	O	
				↑ G	G	
		4C,6C, 8C	EB	R	R/BLK	Ø O.L.H
				Y	O/BLK	
				↑ G	G/BLK	
		10C,13C	EB LT	↖ R	BLK	Ø O.L.A
				↖ Y	W/BLK	
				↖ G	BLU	
		11C,12C	EB LT	↖ R	R/W	Ø O.L.A
				↖ Y	BLK/W	
				↖ G	G/W	
		1C,2C	EB RT	R	BLU/BLK	Ø O.L.F
				→ Y	W	
				→ G	BLU/W	
CB-A TO CB-C	15/C	72,73	Ø 9	D/WALK	R	
				WALK	G	
		70,71	Ø 7	D/WALK	BLK	
				WALK	BLU	
CB-A TO CB-D	15/C	1D,3D	NB RT	R	R	Ø O.L.G
				→ Y	O	
				→ G	G	
		2D,4D	NB RT	→ R	R/BLK	Ø O.L.G
				→ Y	O/BLK	
				→ G	G/BLK	
		5D,7D, 9D	NB LT	↖ R	BLK	Ø 5
				↖ Y	W/BLK	
				↖ G	BLU	
		6D,8D	NB LT	↖ R	R/W	Ø 5
				↖ Y	BLK/W	
				↖ G	G/W	
CB-A TO CB-D	15/C	74,75	Ø 7	D/WALK	R	
				WALK	G	
		76,77	Ø 9	D/WALK	BLK	
				WALK	BLU	

*SEE TRAFFIC SIGNAL PUSH BUTTON CABLE CHART

VERONA ROAD & CTH PD VIDEO CAMERA DETECTORS CAT 5 CABLE			
DEVICE	BEGIN	END	PROPOSED ROUTING
V-1	SB-8	CB-A	PB-5 TO PB-4 TO PB-3 TO PB-2 TO SB-3 (INSTALL ETHERNET EXTENDER) TO PB-2 TO EXPB-200 TO CB-A
V-2	SB-21	CB-A	PB-23 TO EXPB-209 TO EXPB-210 TO PB-28 TO SB-24 (INSTALL ETHERNET EXTENDER) TO PB-28 TO PB-30 TO PB-31 TO PB-16 TO SB-26 (INSTALL ETHERNET EXTENDER) TO PB-16 TO PB-17 TO PB-19 TO PB-20 TO CB-A

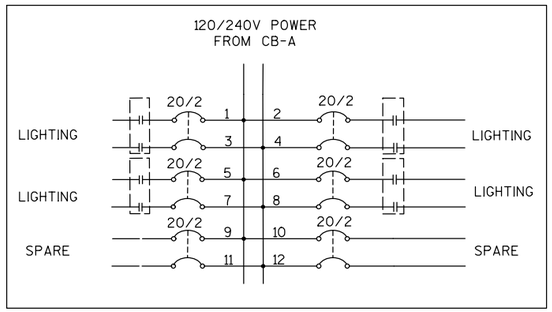
1. ENSURE THE GROUNDED CONDUCTORS AND THE POLE CABLES ARE BOTH 12" LONGER THAN THE UNGROUNDED CONDUCTORS.
2. AT THE SIGNAL BASES, CONNECT ONE TERMINAL FROM THE PEDESTRIAN PUSH BUTTONS TO THE COLOR INDICATED IN THE CHART.
3. USE SEPARATE WHITE CONDUCTOR AS THE GROUNDED CONDUCTOR (NEUTRAL) FOR ALL TRAFFIC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

EQUIPMENT GROUNDING CONDUCTOR 10 AWG (GREEN) GROUNDED CONDUCTOR 10 AWG (WHITE)	
FROM	TO
CB-A	SB-1
SB-1	SB-2
SB-2	SB-27
SB-27	SB-26
SB-26	SB-25
SB-25	CB-B
CB-B	SB-24
SB-24	SB-23
SB-23	SB-22
SB-22	SB-21
SB-21	SB-20
SB-20	SB-19
SB-19	SB-15
SB-15	SB-16
SB-16	SB-17
SB-17	SB-18
SB-18	CB-C
CB-C	SB-14
SB-14	CB-D
CB-D	SB-13
SB-13	SB-12
SB-12	SB-11
SB-11	SB-10
SB-10	SB-9
SB-9	SB-8
SB-8	SB-7
SB-7	SB-6
SB-6	SB-5
SB-5	SB-4
SB-4	SB-3
SB-3	CB-A

ELECTRICAL WIRE LIGHTING 10 AWG	
FROM	TO
CB-A	SB-3
SB-3	SB-8
SB-8	LP-2
CB-A	UD-1-3
UD-1-3	UD-1-1
CB-A	LB-1
LB-1	UD-1-2
UD-1-2	UD-1-4
CB-A	SB-27
CB-A	UD-1-7
UD-1-7	UD-1-5
CB-A	SB-21
SB-21	SB-18
CB-A	UD-1-6
UD-1-6	UD-1-8
CB-A	SB-22
SB-22	SB-15

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

TRAFFIC SIGNAL PUSH BUTTON CABLE (SHIELDED 14 AWG: LEAD IN CABLE)	
FROM	TO
CB-A	SB-1
SB-1	HEAD 78
CB-A	SB-2
SB-2	HEAD 79
CB-A	SB-3
SB-3	HEAD 80
CB-A	SB-9
SB-9	HEAD 77
CB-A	SB-11
SB-11	HEAD 76
CB-A	SB-12
SB-12	HEAD 75
CB-A	SB-13
SB-13	HEAD 74
CB-A	SB-14
SB-14	HEAD 73
CB-A	SB-15
SB-15	HEAD 72
CB-A	SB-16
SB-16	HEAD 71
CB-A	SB-17
SB-17	HEAD 70
CB-A	SB-22
SB-22	HEAD 85
CB-A	SB-23
SB-23	HEAD 84
CB-A	SB-24
SB-24	HEAD 83
CB-A	SB-25
SB-25	HEAD 82
CB-A	SB-26
SB-26	HEAD 81



TRAFFIC CONTROL SIGNAL

VERONA ROAD & CTH PD
CITY OF FITCHBURG
DANE COUNTY

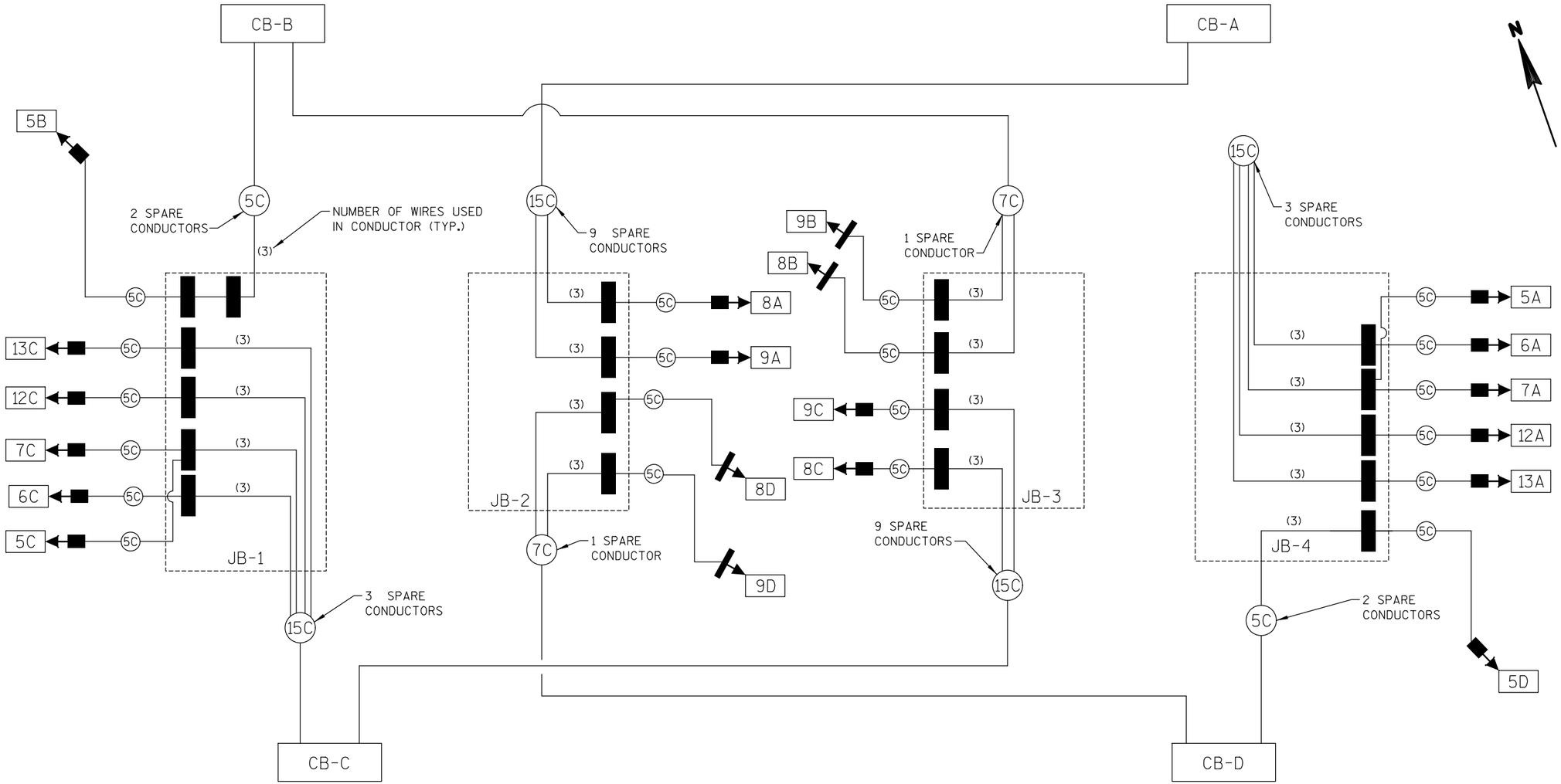
SIGNAL NO. S0186

DESIGNED BY: STRAND
REVISED BY:

PAGE 6 OF 6

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CABLE ROUTING	SHEET	E

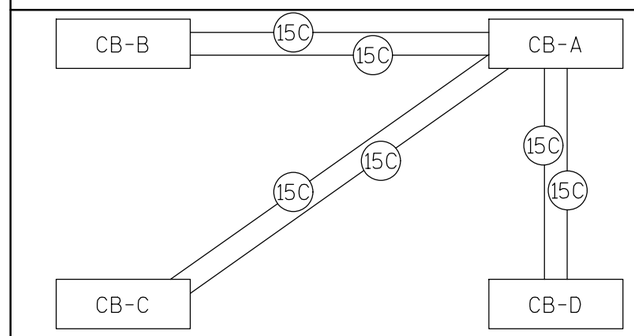
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024011a_cr.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- SPLICE LOCATION
- HORIZONTAL SIGNAL
- VERTICAL SIGNAL
- JUNCTION BOX

CABINET TO CABINET WIRING



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - TRAFFIC SIGNAL STRUCTURE WIRING	SHEET 314	E

LEGEND

- CONTROL CABINET ON EXISTING BASE
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, TYPE 10 POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, TYPE 13 POLE, 35'-55' ARM, LUMINAIRES UTILITY LED CATEGORY C, 8-FT LUMINAIRE ARM
- (XX) TROMBONE ARM, CONCRETE BASES TYPE 2, POLES TYPE 2 TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE
- (XX) TROMBONE ARM, CONCRETE BASES TYPE 2, POLES TYPE 3 TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE, LUMINAIRE ARMS, LED TYPE C
- SIGNAL HEAD, POLES TYPE 3, TRANSFORMER BASE, CONCRETE BASE TYPE 2, LUMINAIRES UTILITY LED CATEGORY C, LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- MULTI-APPROACH/FISH-EYE VIDEO DETECTOR
- POLES TYPE 6, TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE, CONCRETE BASES TYPE 6, LUMINAIRES UTILITY LED CATEGORY C, LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT

LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL (SDD OPTION 2)

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE

- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- PULL BOX NON-CONDUCTIVE 24X36-INCH
- PULL BOX NON-CONDUCTIVE 24X42-INCH
- 1 SIGNAL HEAD NUMBER
- X EVP DETECTOR HEAD, EVP DESIGNATOR
- LANE DESIGNATION FOR INFO ONLY
- 91 WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- ETHERNET EXTENDER GRAYSHADE REPRESENTS EXISITNG

CONSTRUCTION NOTES:

1. PROVIDE PULL WIRE IN CONDUIT RUNS AS DESCRIBED IN THE SPECIAL PROVISIONS AND SECTION 652 OF THE STANDARD SPECIFICATIONS.
2. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
3. ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT AT THE DIRECTION OF THE ENGINEER TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
4. ALL LUMINAIRES SHOWN ARE 240 VOLT, LUMINAIRE UTILITY LED CATEGORY C, WITH 8-FOOT MAST ARMS UNLESS OTHERWISE NOTED.
5. THE MINIMUM LATERAL CLEARANCE FROM THE OUTERMOST EDGE OF THE TRAFFIC SIGNAL ASSEMBLY TO ANY FACE OF CURB SHALL BE TWO FEET.

CABINET SUMMARY	
EXCB-1	SPLICE CABINET
EXCB-2	CONTROL CABINET

(1) INSTALL CONDUIT INTO EXISTING ITEM

(2) ADJUSTING PULL BOXES REQ'D

MONOTUBE STRUCTURE NUMBERS	
EXSB-5	S-13-0524-01
EXSB-7	S-13-0524-02

TRAFFIC CONTROL SIGNAL

USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. S13-0524 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET E

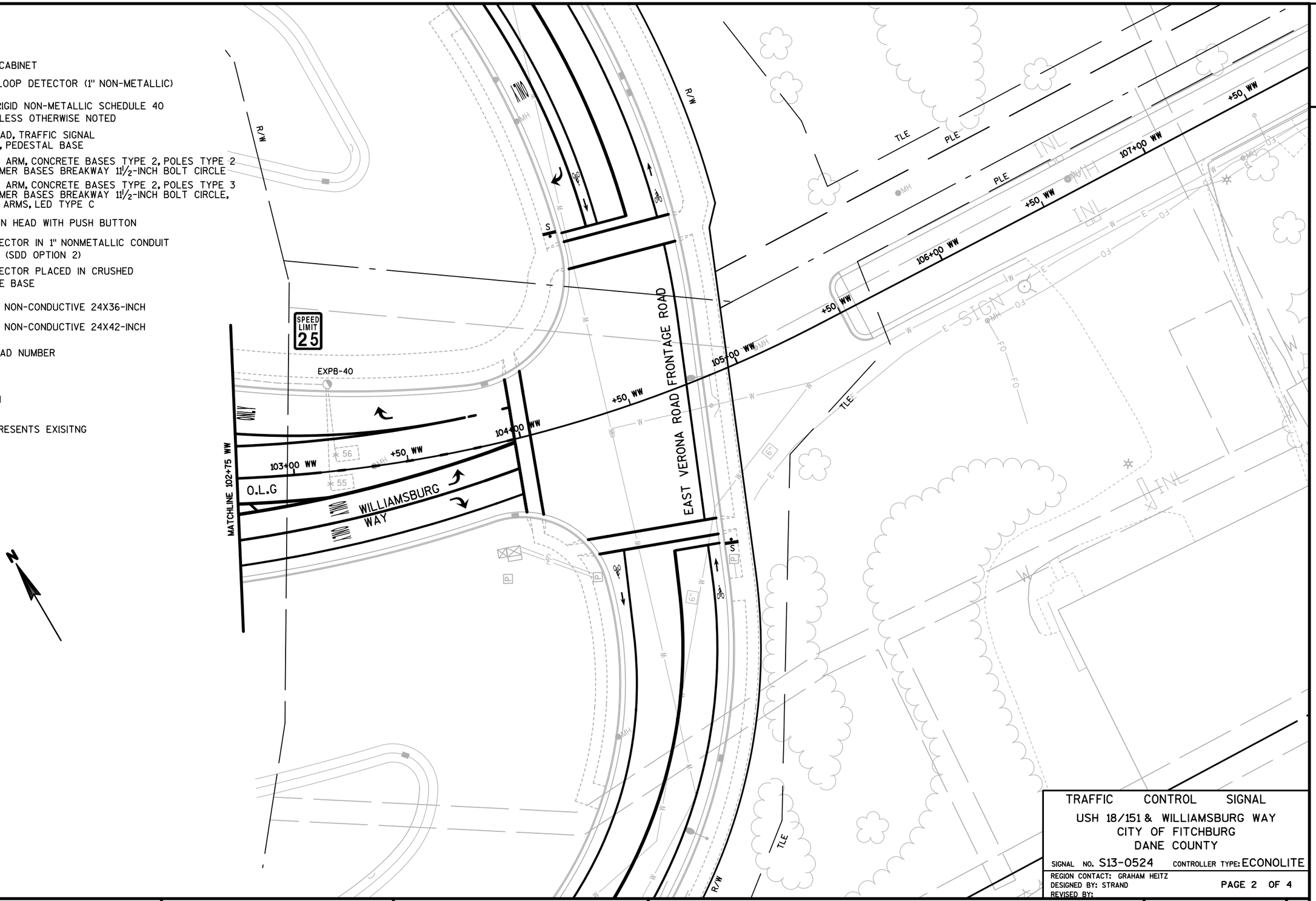
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024015_sp.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

- CONTROL CABINET
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) TROMBONE ARM, CONCRETE BASES TYPE 2, POLES TYPE 2 TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE
- (XX) TROMBONE ARM, CONCRETE BASES TYPE 2, POLES TYPE 3 TRANSFORMER BASES BREAKWAY 11½-INCH BOLT CIRCLE, LUMINAIRE ARMS, LED TYPE C
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT SIDE PULL (SDD OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- PULL BOX NON-CONDUCTIVE 24X36-INCH
- PULL BOX NON-CONDUCTIVE 24X42-INCH
- 1 SIGNAL HEAD NUMBER
- LUMINAIRE
- S STOP SIGN

GRAYSHADE REPRESENTS EXISITNG



TRAFFIC CONTROL SIGNAL

USH 18/151 & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

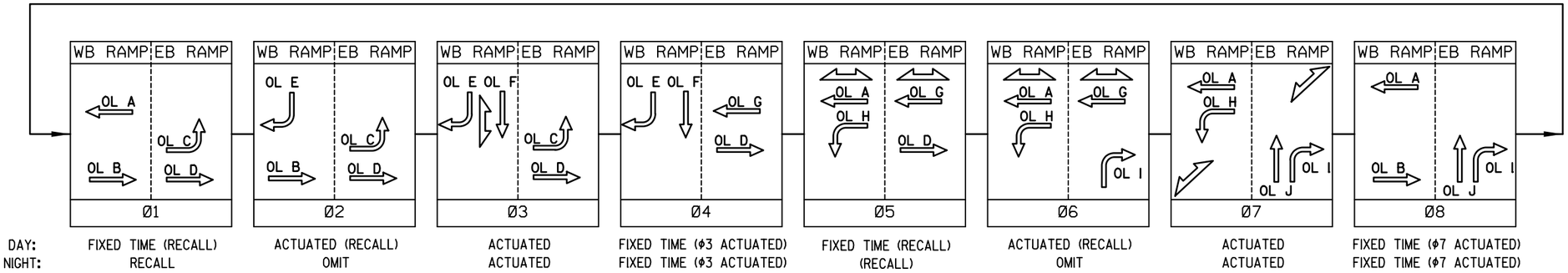
SIGNAL NO. S13-0524 CONTROLLER TYPE: ECONOLITE

REGION CONTACT: GRAHAM HEITZ
DESIGNED BY: STRAND
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024015a_sp.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



RING 1

	INTERSECTION	MOVEMENT	HEAD NO.		O.L. PARENT PHASES / PED PHASE COMPATIBILITY
O.L. A	WB	WB THRU	20-22		ϕ1,5,6,7,8
O.L. B	WB	EB THRU	1-7		ϕ1,2,8
O.L. C	EB	EB LT	11-13		ϕ1,2,3
O.L. D	EB	EB THRU	8-10		ϕ1,2,3,4,5
O.L. E	WB	SB RT	28,29		ϕ2,3,4
O.L. F	WB	SB RAMP	25-27		ϕ3,4
O.L. G	EB	WB THRU	14-19		ϕ4,5,6
O.L. H	WB	WB LT	23,24		ϕ5,6,7
O.L. I	EB	NB RT	33,34		ϕ6,7,8
O.L. J	EB	NB RAMP	30-32		ϕ7,8
Ø3P	WB	N-S	72-76		
Ø5P	EB/WB	E-W	78-81		
Ø7P	EB/WB	SW-NE	70-71, 82-83		

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

GENERAL NOTES:

1. ϕ4 SHALL ONLY BE CALLED FOLLOWING AN ACTUATION ON ϕ3.
2. ϕ8 SHALL ONLY BE CALLED FOLLOWING AN ACTUATION ON ϕ7.

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

N

CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1			BY TOD	X
2			BY TOD	X
3				X
4				X
5			BY TOD	X
6			BY TOD	X
7				X
8				X
9				
10				

DETECTOR LOGIC (DAY)

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
DETECTOR #(S)	12	14	16	17	18	32	33	-	52	54	55	56	72	73	-	-
PHASE CALLED	2	2	2			3/4							7/8			
PHASE EXTENDED	2	2	2	2	2	3	3		6	6	6	6	7	7		
DISCONNECT TIME																
CALLING DELAY																
EXTENSION STRETCH																
LOOP FUNCTION				SYS	SYS		SYS				SYS	SYS		SYS		

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
DETECTOR #(S)	11	13	15	-	19	31	34	-	51	53	-	57	71	74	-	-
PHASE CALLED	2	2	2		2	3/4	3/4		6	6		6	7/8	7/8		
PHASE EXTENDED	2	2	2			3			6	6			7			
DISCONNECT TIME																
CALLING DELAY					15		15					15		15		
EXTENSION STRETCH																
LOOP FUNCTION					SYS		SYS					SYS		SYS		

DETECTOR LOGIC (NIGHT)

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29
DETECTOR #(S)	12	14	16	17	18	32	33	-	52	54	55	56	72	73	-	-
PHASE CALLED	1	1	1			3/4			5	5			7/8			
PHASE EXTENDED	1	1	1	1	1	3	3		5	5	5	5	7	7		
DISCONNECT TIME																
CALLING DELAY																
EXTENSION STRETCH																
LOOP FUNCTION				SYS	SYS		SYS				SYS	SYS		SYS		

DETECTOR INPUT	4	2	8	6	12	10	16	14	20	18	24	22	28	26	32	30
DETECTOR #(S)	11	13	15	-	19	31	34	-	51	53	-	57	71	74	-	-
PHASE CALLED	1	1	1		1	3/4	3/4		5	5		5	7/8	7/8		
PHASE EXTENDED	1	1	1			3			5	5			7			
DISCONNECT TIME																
CALLING DELAY					15		15					15		15		
EXTENSION STRETCH																
LOOP FUNCTION					SYS		SYS					SYS		SYS		

TYPE OF INTERCONNECT COMMUNICATION	
NONE	
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	X
RADIO	
*LOCATION OF MASTER CONTROLLER NO:	S13-0165
SIGNAL SYSTEM #:	SS-13-105

PASS.= PASSAGE

SYS.= SYSTEM

FOR INFORMATION ONLY

WILLIAMSBURG WAY &
USH 18/151/ VERONA RD.
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. S13-0524

CONTROLLER TYPE: ECONOLITE

DATE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SEQUENCE OF OPERATIONS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024016_ph.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CTH PD & WILLIAMSBURG WAY TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
SPLICE CABINET TO SB-1	15/C	26	SB	R	R	Ø O.L.F
				Y	O	
				G	G	
		1	EB	R	R/BLK	Ø O.L.B
				Y	O/BLK	
				G	G/BLK	
		24	WB LT	← R	R/W	Ø O.L.H
				← Y	BLK/W	
				← G	G/W	
		71,72	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
			EB BIKE	PED BUTTON	W	Ø O.L.B
SPLICE CABINET TO EXSB-2	7/C	3	EB RT	R	R	Ø O.L.B
				→ Y	O	
				→ G	G	
		70	Ø 3 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
SPLICE CABINET TO SB-2	15/C	2	EB	R	R	Ø O.L.B
				Y	O	
				↑ G	G	
		22	WB	R	R/BLK	Ø O.L.A
				Y	O/BLK	
				↑ G	G/BLK	
		23	WB LT	← R	R/W	Ø O.L.H
				← Y	BLK/W	
				← G	G/W	
		73,74	Ø 3 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
SPLICE CABINET TO SB-3	5/C	28	SB RT	R	R	Ø O.L.E
				→ Y	O	
				→ G	G	
SPLICE CABINET TO SB-4	9/C	21	WB	R	R	Ø O.L.A
				Y	O	
				G	G	
		75	Ø 3 PED	D/WALK	R/BLK	
				WALK	G/BLK	
		77	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
SPLICE CABINET TO SB-5	7/C	25	SB	R	R	Ø O.L.F
				Y	O	
				G	G	
		78	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
SPLICE CABINET TO EXSB-3	7/C	28	SB RT	R	R	Ø O.L.E
				→ Y	O	
				→ G	G	
		76	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
SPLICE CABINET TO EXSB-4	7/C	20	WB	R	R	Ø O.L.A
				Y	O	
				G	G	
		79	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

CTH PD & WILLIAMSBURG WAY TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
SPLICE CABINET TO EXSB-5	12/C	5	EB	R	R/BLK	Ø O.L.B
				Y	O/BLK	
				G	G/BLK	
		6	EB	R	BLK	Ø O.L.B
				Y	W/BLK	
				G	BLU	
		7	EB	R	R/BLK	Ø O.L.B
				Y	O/BLK	
				G	G/BLK	
		27	SB	R	R	Ø O.L.F
				Y	O	
				G	G	
SPLICE CABINET TO EXSB-6	5/C	4	EB RT	R	R	Ø O.L.B
				→ Y	O	
				→ G	G	
CONTROL CABINET TO EXSB-7	7/C	18	WB	R	R	Ø O.L.G
				Y	O	
				G	G	
		19	WB	R	BLK	Ø O.L.G
				Y	W/BLK	
				G	BLU	
CONTROL CABINET TO EXSB-8	7/C	32	NB	R	R	Ø O.L.J
				Y	O	
				G	G	
		80	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-9	5/C	17	WB RT	R	R	Ø O.L.G
				→ Y	O	
				→ G	G	
CONTROL CABINET TO EXSB-10	7/C	16	WB RT	R	R	Ø O.L.G
				→ Y	O	
				→ G	G	
		83	Ø 7 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-11	5/C	82	Ø 7 PED	D/WALK	R	
				WALK	G	
				PED BUTTON	BLK	BUTTON
CONTROL CABINET TO EXSB-12	15/C	31	NB	R	R	Ø O.L.J
				Y	O	
				G	G	
		13	EB	← R	R/BLK	Ø O.L.C
				← Y	O/BLK	
				← G	G/BLK	
		14	WB LT	R	R/W	Ø O.L.G
				Y	BLU/W	
				G	G/W	
		81	Ø 9 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
			WB BIKE	PED BUTTON	W	Ø O.L.G
CONTROL CABINET TO EXSB-13	12/C	11	EB LT	← R	R	Ø O.L.C
				← Y	O	
				← G	G	
		12	EB LT	← R	R/BLK	Ø O.L.C
				← Y	O/BLK	
				← G	G/BLK	
		15	WB	R	BLK	Ø O.L.G
				Y	W/BLK	
				↑ G	BLU	
CONTROL CABINET TO SB-6	5/C	34	NB RT	R	R	Ø O.L.I
				→ Y	O	
				→ G	G	

CTH PD & WILLIAMSBURG WAY TRAFFIC SIGNAL CABLING CHART					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CONTROL CABINET TO EXSB-14	7/C	18	EB	R	R
				Y	O
				G	G
		19	EB	R	BLK
				Y	BLU
				G	W/BLK
CONTROL CABINET TO SB-7	5/C	33	NBR	R	R
				→ Y	O
				→ G	G
CONTROL CABINET TO SB-8	5/C	30	NB	R	R
				Y	O
				G	G
CONTROL CABINET TO EXSB-15	5/C	8	EB	R	R
				Y	O
				G	G

CTH PD & WILLIAMSBURG WAY TRAFFIC SIGNAL CABLING CHART					
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR
CONTROL CABINET TO SPLICE CABINET	19/C	1,2,5,6,7	EB	R	BLK
				Y	W/BLK
				G	BLU
		3,4	EB RT	R	R/W
				Y	BLU/BLK
				G	G/W
		21,22,21	WB	R	BLK/R
				Y	O/R
				G	BLU/R
		20,23,24	WB LT	R	BLK/W
				Y	W/R
				G	BLU/W
		25,26,27	SB	R	R
				Y	O
				G	G
		28,29	SB RT	R	R/BLK
				Y	O/BLK
				G	G/BLK
CONTROL CABINET TO SPLICE CABINET	12/C	70,71,72, 73,74,75,	Ø 3	D/WALK	R
				WALK	G
				BUTTON	BLK/W
		82,83	Ø 7	D/WALK	BLK
				WALK	BLU
				BUTTON	W/BLK
		76,77,78, 79,80,81	Ø 9	D/WALK	R/BLK
				WALK	G/BLK
				BUTTON	BLU/BLK

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

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

TRAFFIC CONTROL SIGNAL

VERONA ROAD & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. S13-0524

DESIGNED BY: STRAND
REVISED BY:

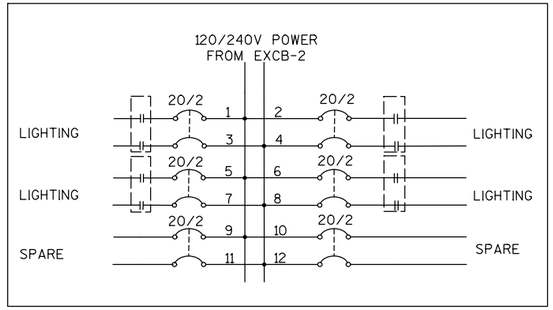
PAGE 4 OF 4

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | CABLE ROUTING | SHEET 318 | E

VERONA ROAD & WILLIAMSBURG WAY VIDEO CAMERA DETECTORS CAT 5 CABLE			
DEVICE	BEGIN	END	PROPOSED ROUTING
V-3	EXSB-5	EXCB-2	PB-19 TO PB-20 TO EXCB-1 TO EXPB-7 TO EXPB-8 TO EXPB-10 TO SB-4 (INSTALL ETHERNET EXTENDER) TO EXPB-10 TO EXPB-12 TO EXPB-38 TO EXSB-8 (INSTALL ETHERNET EXTENDER) TO EXPB-38,TO EXPB-37 TO EXPB-35 TO EXPB-34 TO EXCB-2
V-4	EXSB-13	EXCB-2	EXPB-35 TO EXCB-34 TO EXCB-2

EQUIPMENT GROUNDING CONDUCTOR 10 AWG (GREEN) GROUNDED CONDUCTOR 10 AWG (WHITE)	
FROM	TO
CONTROL CABINET (EXCB-2)	SB-7
SB-7	SB-8
SB-8	EXSB-15
EXSB-15	EXSB-14
EXSB-14	SB-6
SB-6	EXSB-13
EXSB-13	EXSB-10
EXSB-10	EXSB-11
EXSB-11	EXSB-12
EXSB-12	EXSB-9
EXSB-9	EXSB-8
EXSB-8	EXSB-7
EXSB-7	EXSB-4
EXSB-4	SB-4
SB-4	SB-5
SB-5	EXSB-3
EXSB-3	SB-3
SB-3	SB-2
SB-2	SB-1
SB-1	SPLICE CABINET (EXCB-1)
SPLICE CABINET (EXCB-1)	EXSB-2
EXSB-2	EXSB-5
EXSB-5	EXSB-6
EXSB-6	CONTROL CABINET (EXCB-2)

ELECTRICAL WIRE LIGHTING 10 AWG	
FROM	TO
EXCB-2	EXSB-13
EXSB-13	EXSB-9
EXCB-2	EXSB-12
EXCB-2	LB-1
EXCB-2	LB-2
LB-2	SB-1
EXCB-1	SB-3



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

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

TRAFFIC CONTROL SIGNAL

VERONA ROAD & WILLIAMSBURG WAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. S13-0524

DESIGNED BY: STRAND
REVISED BY:

PAGE 4 OF 4

PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | CABLE ROUTING | SHEET 319 | E

2

N

TLE

R/W

S-13-452

10+00 SW +50 SW 11+00 SW +50 SW 12+00 SW +50 SW 13+00 SW +50 SW

WB CTH PD (MCKEE ROAD)

78+00 WB +50 WB 79+00 WB +50 WB 80+00 WB +50 WB 81+00 WB +50 WB 82+00 WB +50 WB 83+00 WB +50 WB

78+00 EB +50 EB 79+00 EB +50 EB 80+00 EB +50 EB 81+00 EB +50 EB 82+00 EB +50 EB 83+00 EB +50 EB 84+0

SEE LIGHTING PLANS (TYP)

EB CTH PD (MCKEE ROAD)

MATCHLINE 84+00 EB

SEE TRAFFIC SIGNAL PLANS (TYP)

EXPB-110

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT

INSTALL CONDUIT INTO EXISTING ITEM

INSTALL IN EXISTING PULL BOX
(4) 12-CT FIBER OPTIC BUTT SPLICE INTO 36-CT SIGNAL INTERCONNECT FIBER
(1) FIBER OPTIC SPLICE ENCLOSURE

IC-1

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT

EXCB-3

INSTALL IN TRAFFIC SIGNAL CABINET
(4) FIBER OPTIC TERMINATION (12-CT FIBER OPTIC TERMINATION PANEL (DEPARTMENT FURNISHED)

FITCHRONA ROAD

R/W

TLE

SIGN

INL

CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

LEGEND

- PULL BOX TYPE I
- ---- CONDUIT RIGID NON-METALLIC SCHDULE 40 2-INCH UNLESS OTHERWISE NOTED
- ▲ BID ITEM CHANGE POINT (NON-PHYSICAL ITEM)
- V TRAFFIC SIGNAL PULL BOX

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN - CTH PD INTERCONNECT	SHEET 320	E

2

N

TLE

14+00 SW

+50 SW

15+00 SW

+50 SW

16+00 SW

+50 SW

R/W

R/W

SCALE

SEE LIGHTING PLANS (TYP)

84+00 WB

+50 WB

85+00 WB

+50 WB

86+00 WB

+50 WB

87+00 WB

+50 WB

88+00 WB

+50 WB

89+00 WB

+50 WB

WB CTH PD (MCKEE ROAD)

MATCHLINE 84+00 EB

0 EB

+50 EB

85+00 EB

+50 EB

86+00 EB

+50 EB

87+00 EB

+50 EB

88+00 EB

+50 EB

89+00 EB

+50 EB

90+0

WB CTH PD (MCKEE ROAD)

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT

INSTALL CONDUIT INTO EXISTING ITEM

IC-2

EXIC-1

R/W

R/W

CONDUIT SPECIAL 2-INCH
INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT

INSTALL FIBER OPTIC CABLE OUTDOOR
PLANT 36-CT IN EXISTING CONDUIT

TLE

HARDROCK ROAD

MATCHLINE 90+00 EB

CONSTRUCTION NOTES

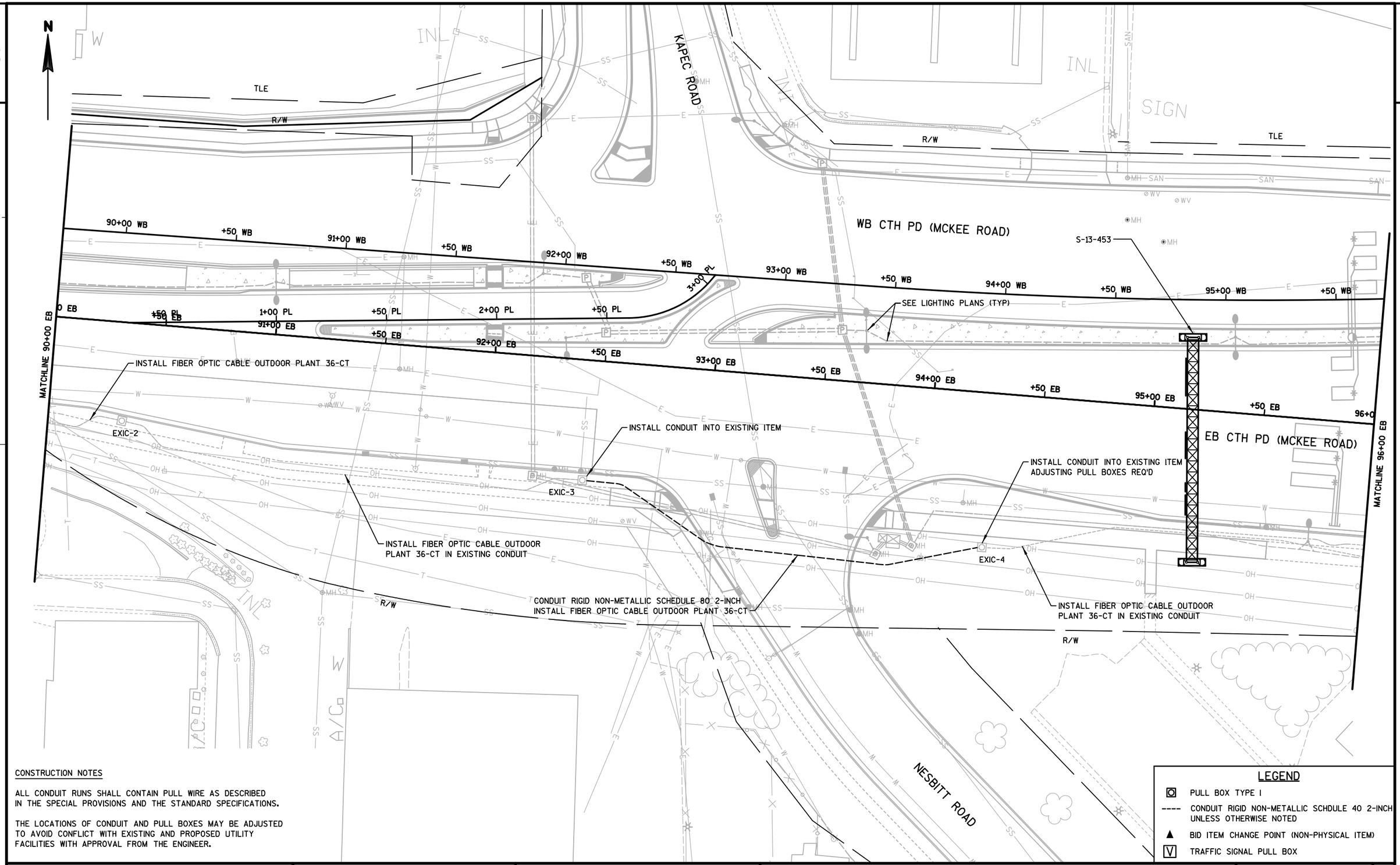
ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

LEGEND

- PULL BOX TYPE I
- CONDUIT RIGID NON-METALLIC SCHDULE 40 2-INCH UNLESS OTHERWISE NOTED
- BID ITEM CHANGE POINT (NON-PHYSICAL ITEM)
- TRAFFIC SIGNAL PULL BOX

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN - CTH PD INTERCONNECT	SHEET 321	E



CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

LEGEND

- PULL BOX TYPE I
- CONDUIT RIGID NON-METALLIC SCHDULE 40 2-INCH UNLESS OTHERWISE NOTED
- BID ITEM CHANGE POINT (NON-PHYSICAL ITEM)
- TRAFFIC SIGNAL PULL BOX

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN - CTH PD INTERCONNECT	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024024_sp.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

B RAMP

P RAMP

N RAMP

C RAMP

D RAMP

A RAMP

L RAMP

TLE

R/W

SAN

MH

SS

W

OH

MATCHLINE 96+00 EB

MATCHLINE 101+75 EB

96+00 WB

97+00 WB

98+00 WB

99+00 WB

100+00 WB

101+00 WB

+50 WB

0 EB

97+00 EB

98+00 EB

99+00 EB

100+00 EB

101+00 EB

+50 EB

903+00 VR

904+00 VR

902+00 VR

901+00 VR

+50 VR

SEE TRAFFIC SIGNAL PLANS (TYP)

SEE LIGHTING PLANS (TYP)

B-13-831

B-13-832

R-13-267

R-13-264

R-13-266

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT IN EXISTING CONDUIT

INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT IN EXISTING CONDUIT

SEE ITS PLAN (TYP.)

SEE TRAFFIC SIGNAL PLAN (TYP.)

EXISTING CONDUIT SHOWN AS DARK LINE FOR CLARITY

SEE DETAIL A

INSTALL CONDUIT INTO EXISTING ITEM

INSTALL IN EXISTING VAULT (4) BUTT SPLICE INTO EXISTING 6-CT SIGNAL FIBER

EXIC-6

DETAIL A

INSTALL CONDUIT INTO EXISTING ITEM

EXPB-203

CB-C

EXCV-1

EXIC-5

CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

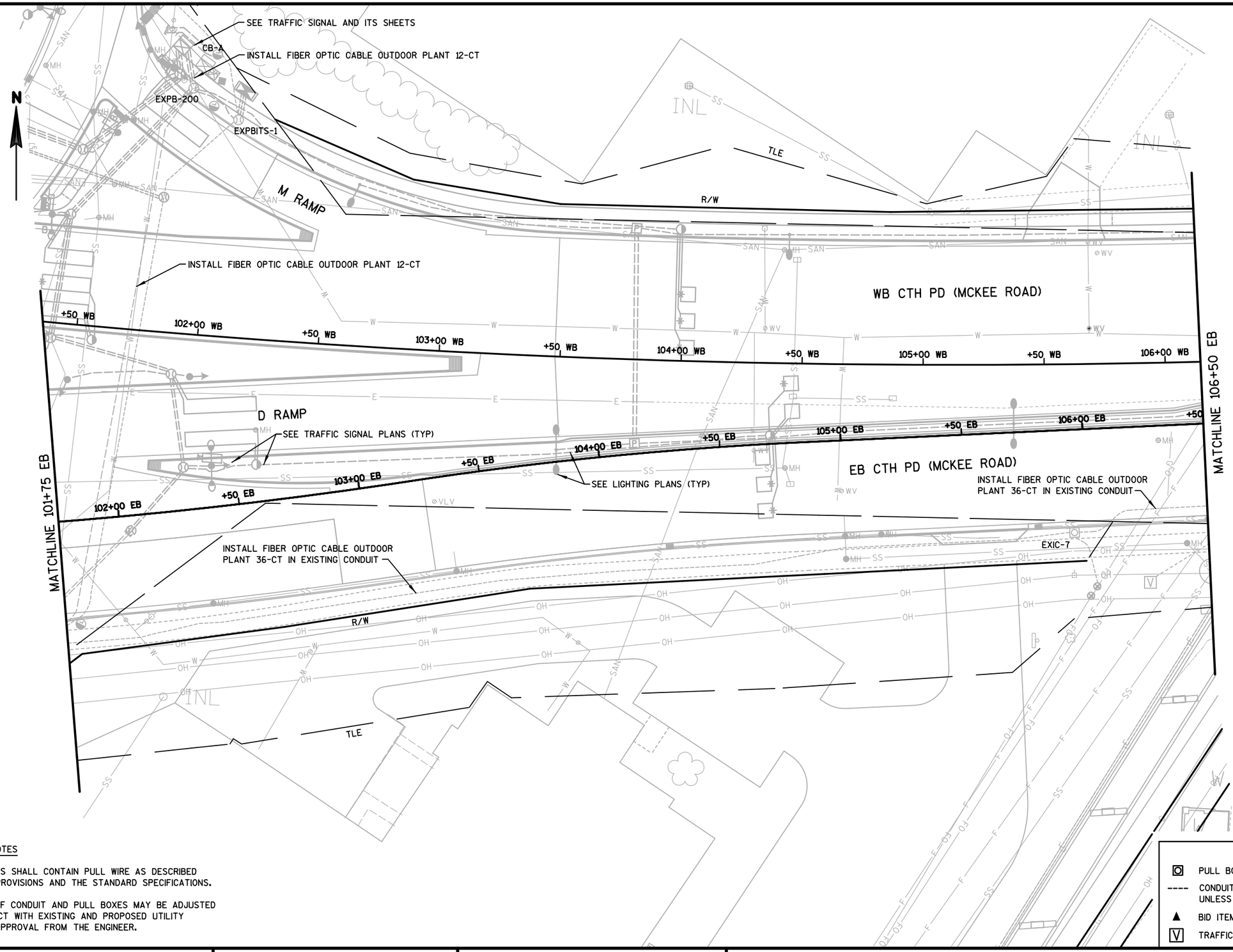
THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

LEGEND

- PULL BOX TYPE I
- CONDUIT RIGID NON-METALLIC SCHDULE 40 2-INCH UNLESS OTHERWISE NOTED
- BID ITEM CHANGE POINT (NON-PHYSICAL ITEM)
- TRAFFIC SIGNAL PULL BOX

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN - CTH PD INTERCONNECT	SHEET 323	E

2



CONSTRUCTION NOTES

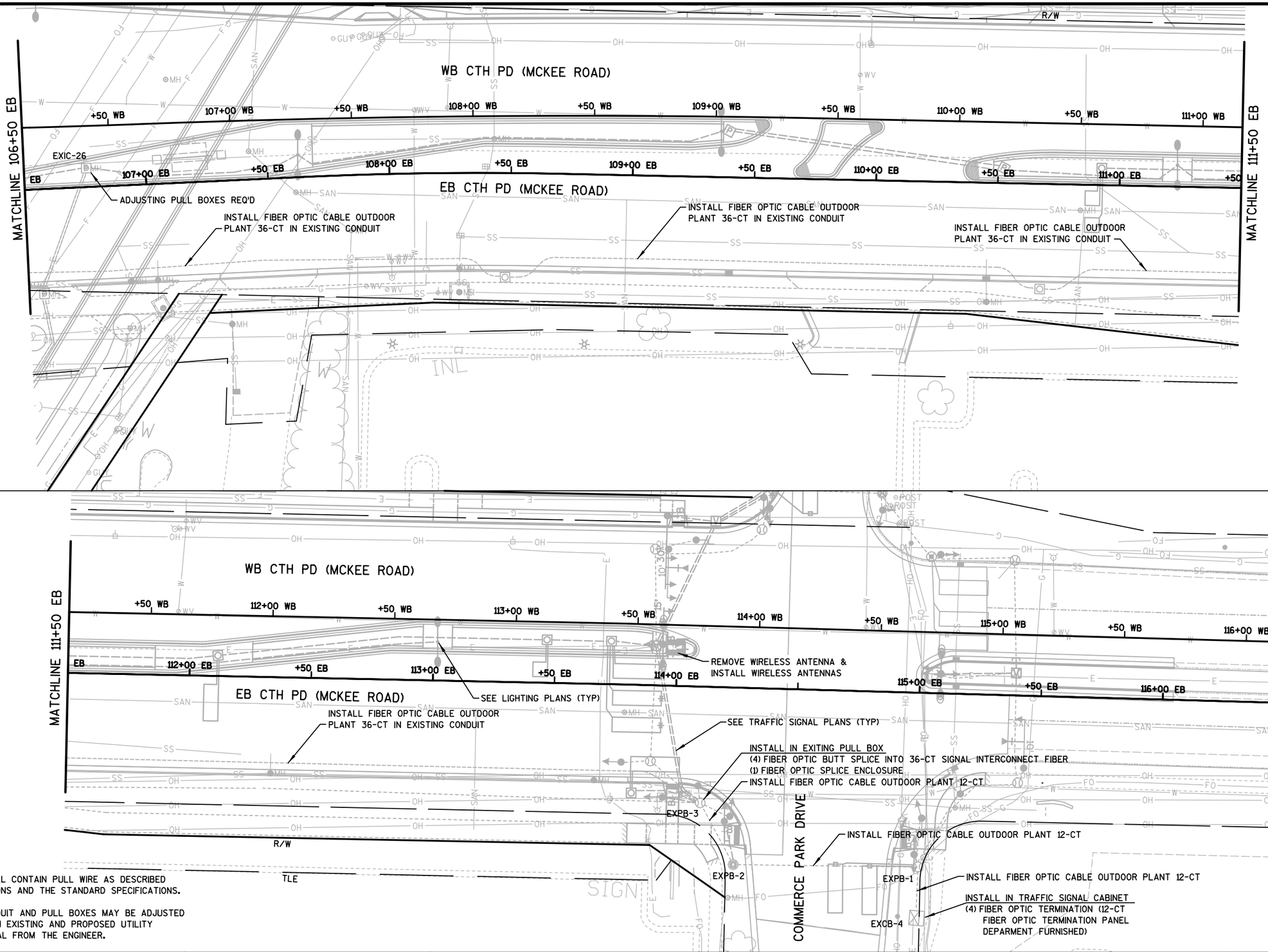
ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

LEGEND

- PULL BOX TYPE I
- ---- CONDUIT RIGID NON-METALLIC SCHDULE 40 2-INCH UNLESS OTHERWISE NOTED
- ▲ BID ITEM CHANGE POINT (NON-PHYSICAL ITEM)
- V TRAFFIC SIGNAL PULL BOX

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN - CTH PD INTERCONNECT	SHEET 324	E



CONSTRUCTION NOTES

ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE AS DESCRIBED IN THE SPECIAL PROVISIONS AND THE STANDARD SPECIFICATIONS.

THE LOCATIONS OF CONDUIT AND PULL BOXES MAY BE ADJUSTED TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES WITH APPROVAL FROM THE ENGINEER.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC SIGNAL PLAN - CTH PD INTERCONNECT	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024027_sp.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

STA. 855+31 VR, 49' LT

STA. 855+31 VR, 25' LT

WB USH 18/151 (VERONA ROAD)

855+00 VR | 856+00 VR | 857+00 VR | 858+00 VR | 859+00 VR | 860+00 VR | 861+00 VR | 862+00 VR | 863+00 VR | 864+00 VR | 865+00 VR | 866+00 VR | 867+00 VR | 868+00 VR | 869+00 VR | 870+

MATCHLINE 870+00 VR

EB USH 18/151 (VERONA ROAD)

STA. 854+53 VR, 25' RT

STA. 854+53 VR, 49' RT

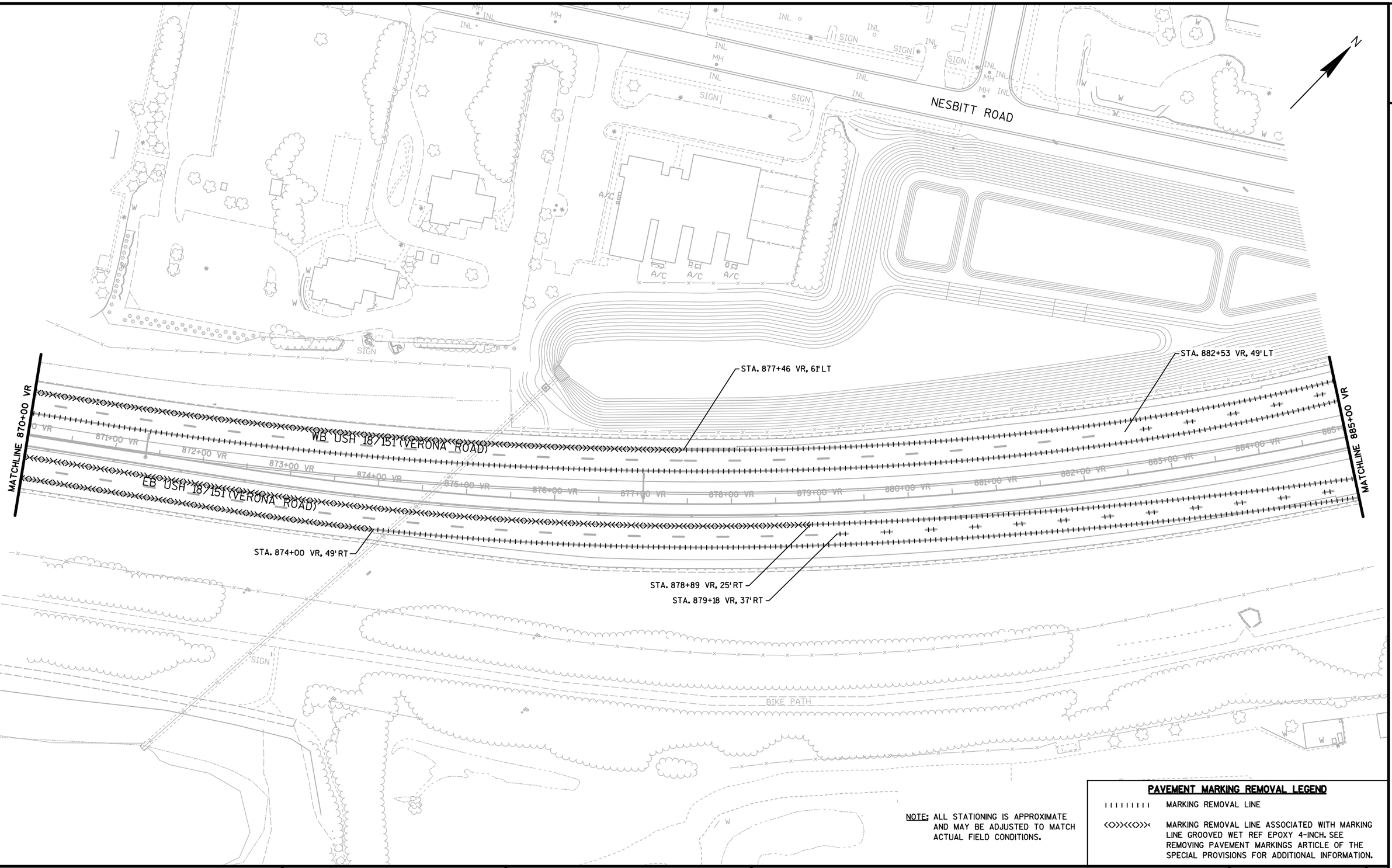
NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
‹‹›››‹‹›››‹	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024401_pr.dgn PLOT DATE : 1/25/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
‹››‹‹››‹	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET 327 E

2

N

NESBITT ROAD

STA. 88+54 D, 15' LT

STA. 95+64 D, 12' RT

D RAMP

MATCHLINE 885+00 VR

MATCHLINE 900+00 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

STA. 96+28 A, 2' LT

A RAMP

BIKE PATH

BIKE PATH

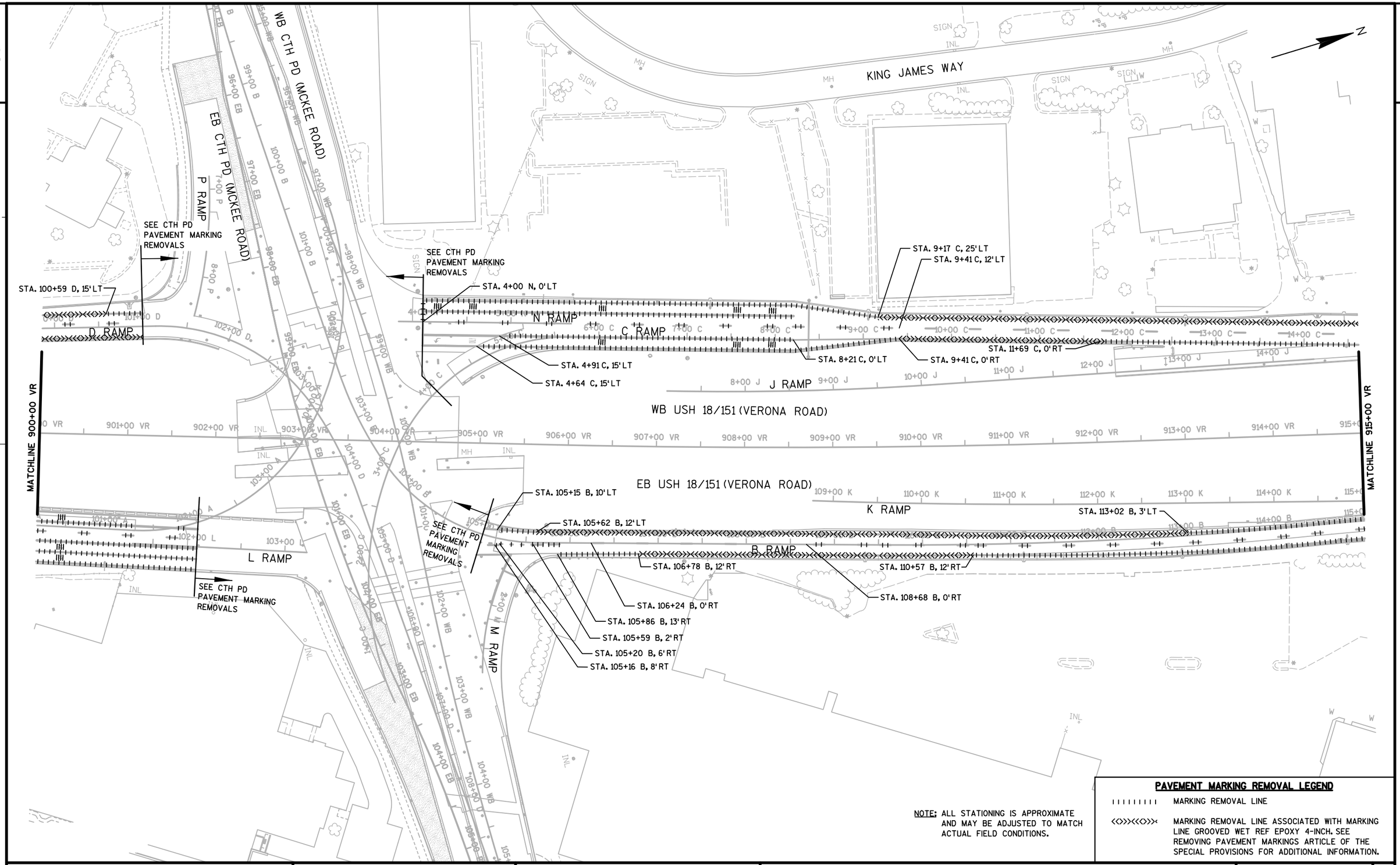
NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
<◊>><◊>><	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

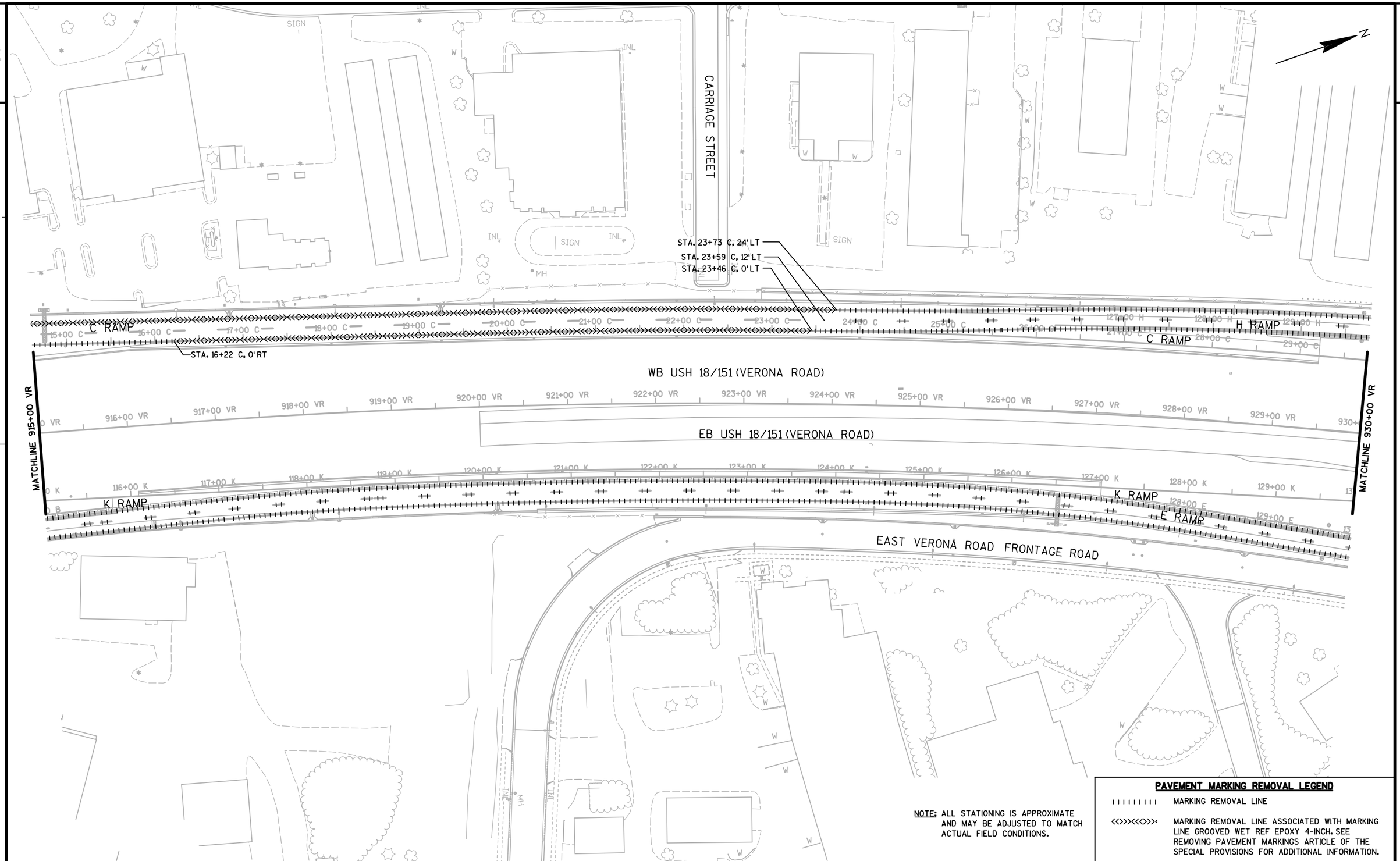
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024403_pr.dgn PLOT DATE : 1/25/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024404_pr.dgn PLOT DATE : 1/25/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



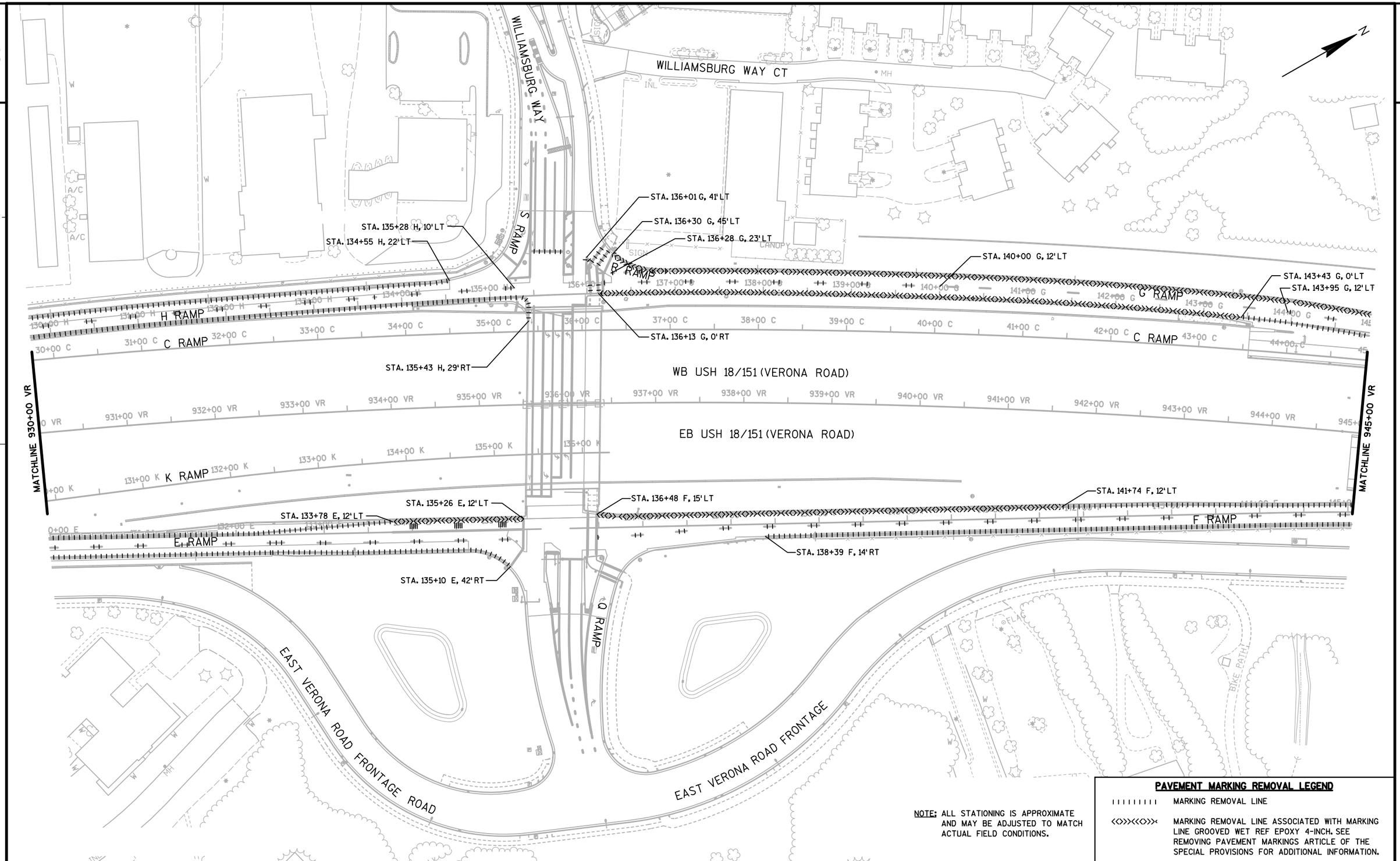
NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
<>>><<>>><	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET 330 E

2



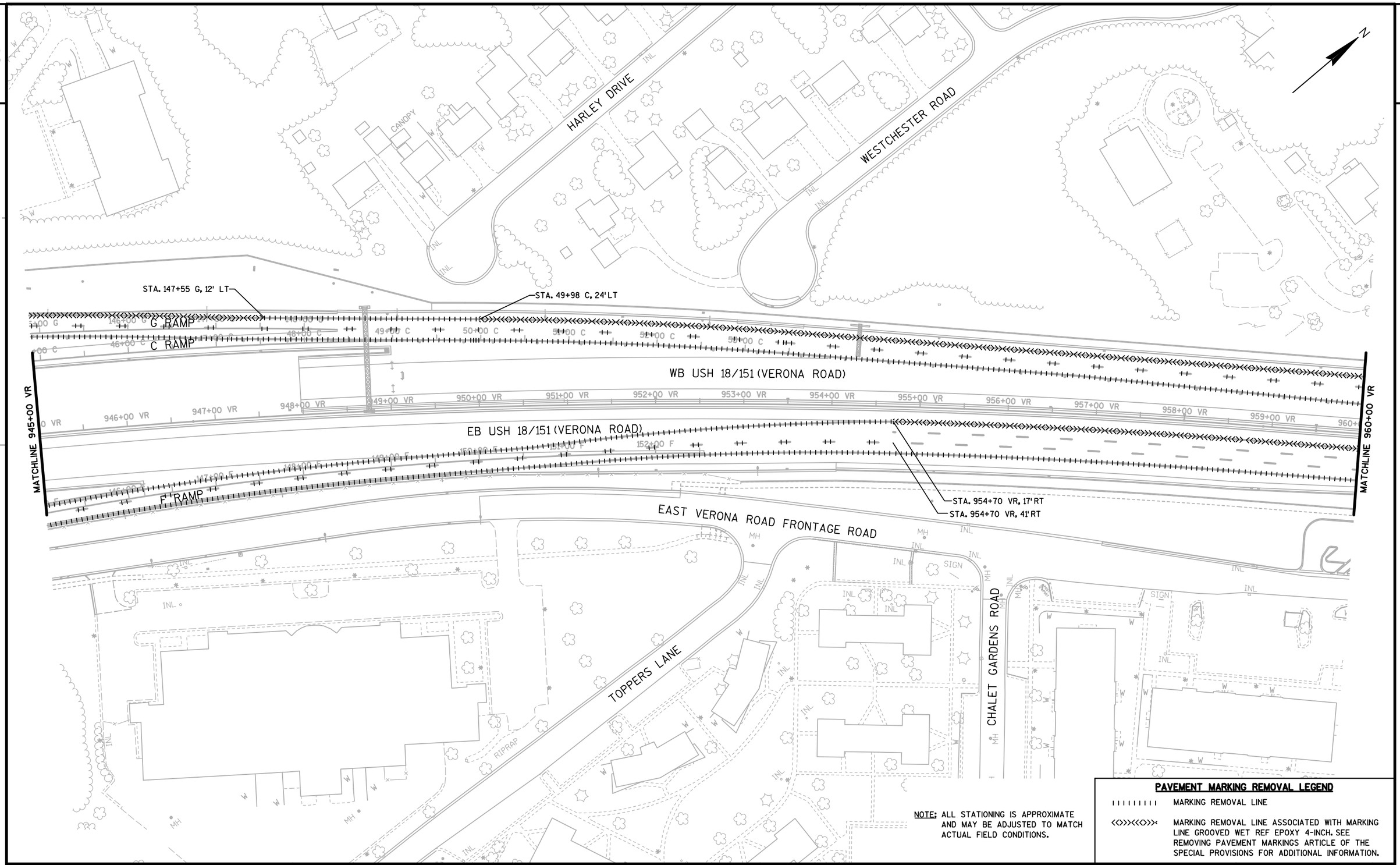
NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
‹››‹‹››‹	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET 331 E

2



NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
‹››‹‹››‹	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024407_pr.dgn PLOT DATE : 1/25/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

REETZ ROAD

FREEPORT ROAD

RAYMOND ROAD

CANOPY

FILLER CAPS

SIGN

STA. 968+78 VR, 88' LT

STA. 968+46 VR, 41' LT

STA. 968+46 VR, 29' LT

STA. 963+85 VR, 41' LT

STA. 963+95 VR, 65' LT

STA. 971+21 VR, 100' LT

STA. 970+05 VR, 56' LT

STA. 971+56 VR, 62' LT

STA. 972+36 VR, 50' LT

STA. 972+93 VR, 61' LT

WB USH 18/151 (VERONA ROAD)

MATCHLINE 960+00 VR

961+00 VR

962+00 VR

963+00 VR

964+00 VR

970+00 VR

975+00 VR

STA. 962+20 VR, 53' RT

EB USH 18/151 (VERONA ROAD)

STA. 971+55 VR, 13' RT

STA. 970+26 VR, 4' RT

STA. 971+55 VR, 49' RT

EAST VERONA ROAD FRONTAGE ROAD

SIGN

CARLING DRIVE

BIKE PATH

PLAYGROUND

ALLIED DRIVE

THURSTON LANE

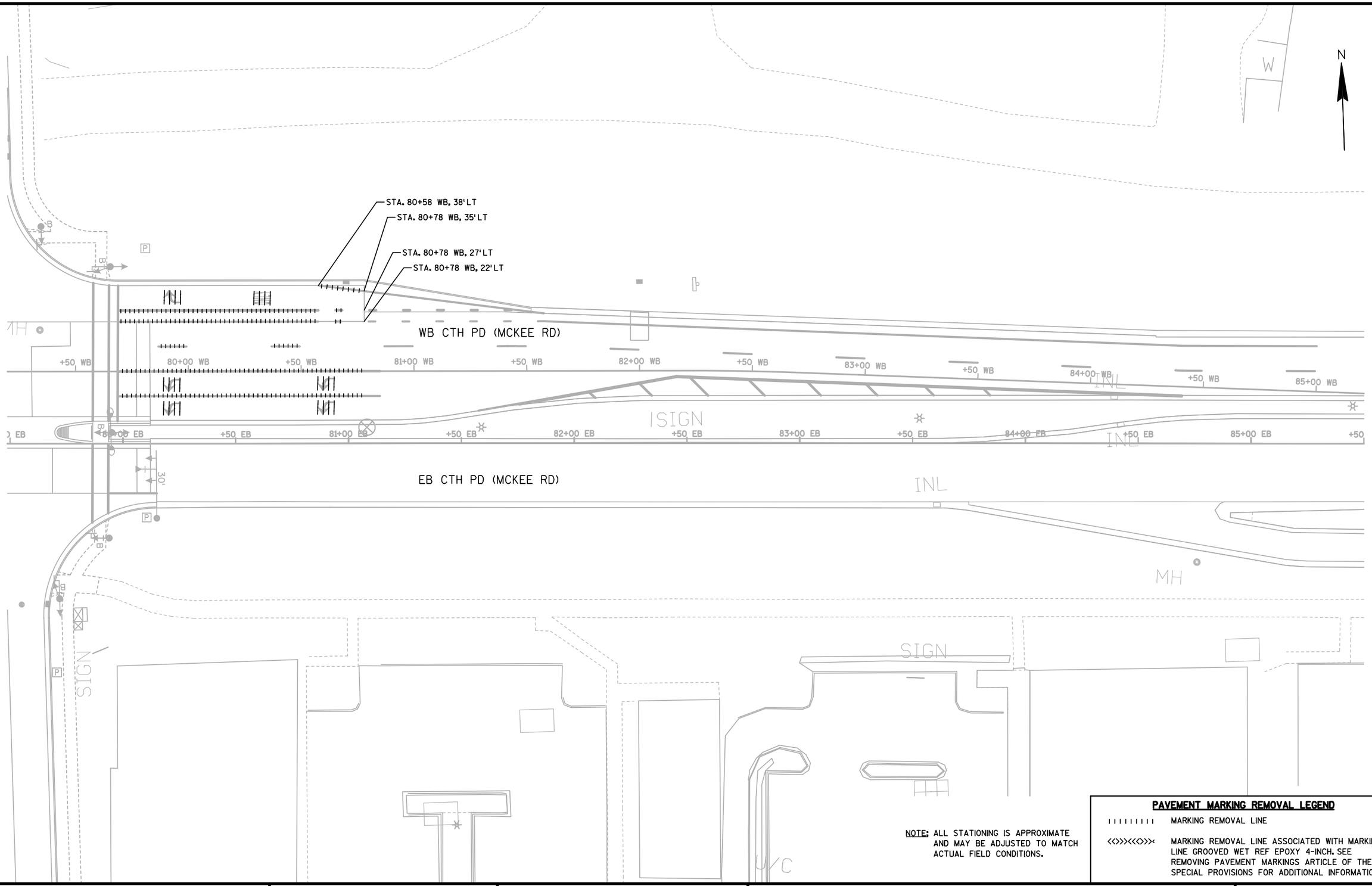
NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
<◇>><◇>><	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS - USH 18/151 (VERONA ROAD) (VR)	SHEET 333	E

2



NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
‹›››‹‹›››	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS-CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 334	E

2

N

N RAMP

SIGN

MATCHLINE STA. 4+00 N

WB CTH PD (MCKEE RD)

98+00 WB

99+00 WB

100+00 WB

101+00 WB

102+00 WB

103+00 WE

+50 WB

+50 VR

905+00 VR

90+00 VR

MH

INL

B RAMP

MATCHLINE STA. 105+00 B

M RAMP

2+00 M

+50 M

MATCHLINE STA. 97+50 EB

STA. 98+19 EB, 0'LT

STA. 98+00 EB, 0'LT

STA. 98+30 EB, 0'LT

STA. 98+35 EB, 6'RT

STA. 98+43 EB, 0'LT

STA. 98+49 EB, 0'LT

STA. 97+79 EB, 6'RT

STA. 98+19 EB, 17'RT

STA. 98+28 EB, 38'RT

STA. 98+15 EB, 38'RT

STA. 98+07 EB, 38'RT

STA. 98+82 EB, 0'LT

STA. 98+45 EB, 24'RT

STA. 103+01 D, 22'LT

98+00 EB

99+00 EB

100+00 EB

101+00 EB

102+00 EB

103+00 EB

+50 EB

90 EB

903+00 VR

902+00 VR

MATCHLINE STA. 103+50 EB

EB CTH PD (MCKEE RD)

STA. 101+09 EB, 19'RT

STA. 101+08 EB, 28'RT

STA. 101+08 EB, 33'RT

STA. 101+66 EB, 12'RT

STA. 101+43 EB, 23'RT

STA. 101+57 D, 54'LT

STA. 101+57 D, 46'LT

STA. 101+41 D, 50'LT

STA. 101+38 D, 41'LT

STA. 101+56 D, 22'LT

D RAMP

+50 D

MATCHLINE STA. 101+00 D

STA. 101+15 D, 12'RT

L RAMP

+50 L

103+00 L

MATCHLINE STA. 102+00 L

NOTE: ALL STATIONING IS APPROXIMATE AND MAY BE ADJUSTED TO MATCH ACTUAL FIELD CONDITIONS.

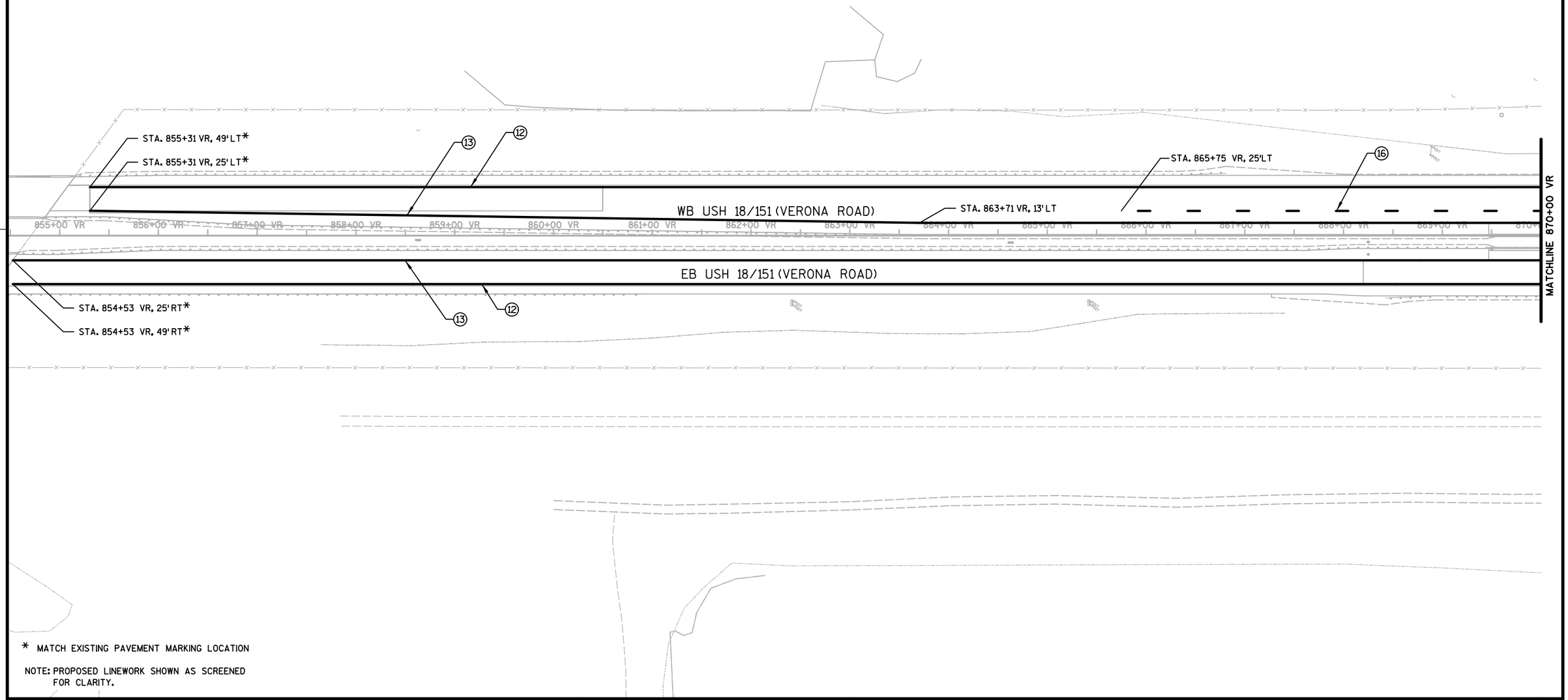
PAVEMENT MARKING REMOVAL LEGEND

ı ı ı ı ı ı ı ı ı	MARKING REMOVAL LINE
‹‹›››‹‹›››‹	MARKING REMOVAL LINE ASSOCIATED WITH MARKING LINE GROOVED WET REF EPOXY 4-INCH. SEE REMOVING PAVEMENT MARKINGS ARTICLE OF THE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING REMOVALS- CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 335	E

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH



* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024501_pm.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

NESBITT ROAD

MATCHLINE 870+00 VR

MATCHLINE 885+00 VR

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

STA. 874+00 VR, 49' RT

STA. 876+46 VR, 49' RT

STA. 876+46 VR, 61' RT

*STA. 879+00 VR, 37' RT

STA. 877+46 VR, 61' LT

STA. 881+12 VR, 73' LT

STA. 882+53 VR, 49' LT*

STA. 882+64 VR, 61' LT

STA. 884+50 VR, 61' RT

BIKE PATH

WALLS

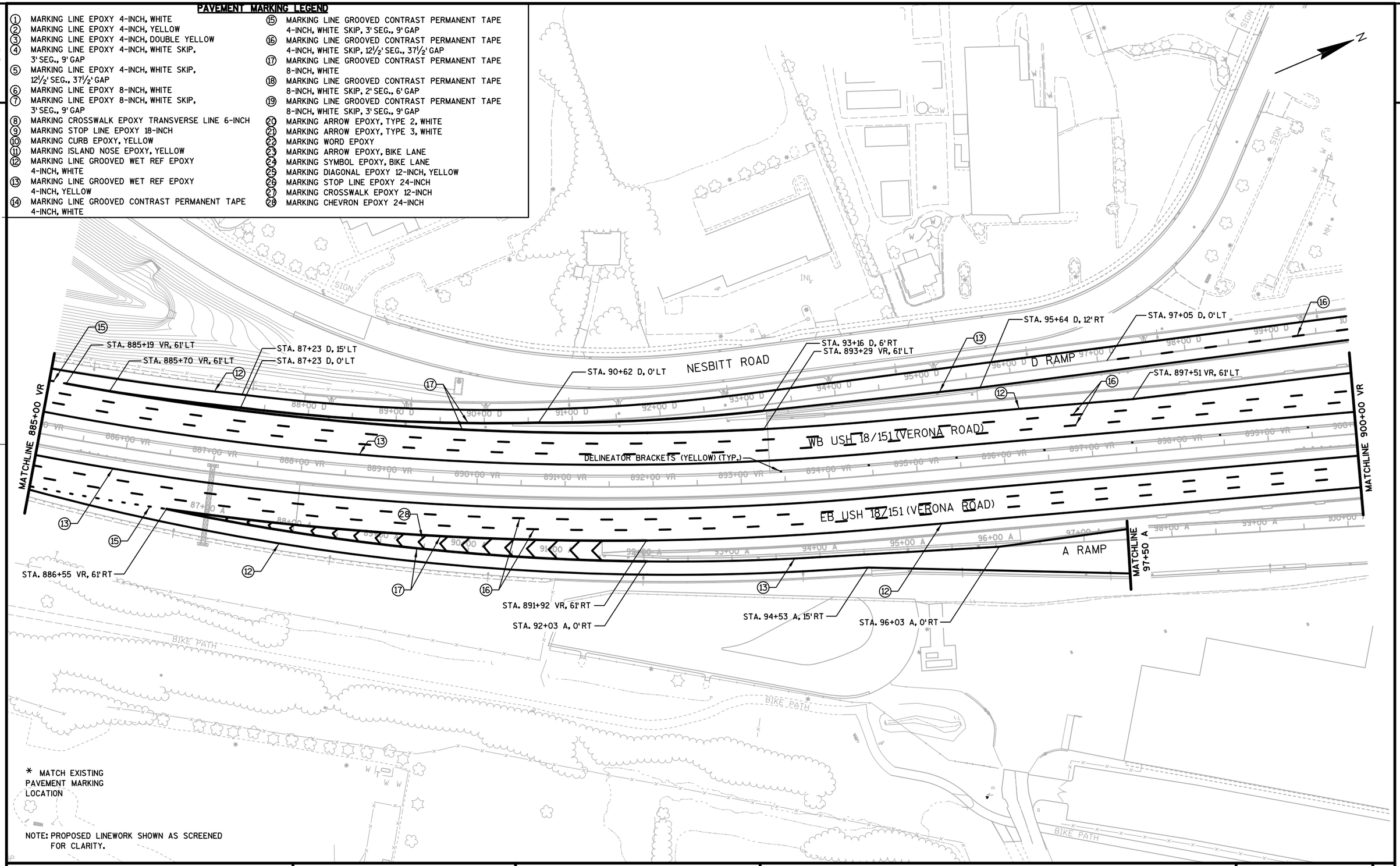
* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR)	SHEET 337	E

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

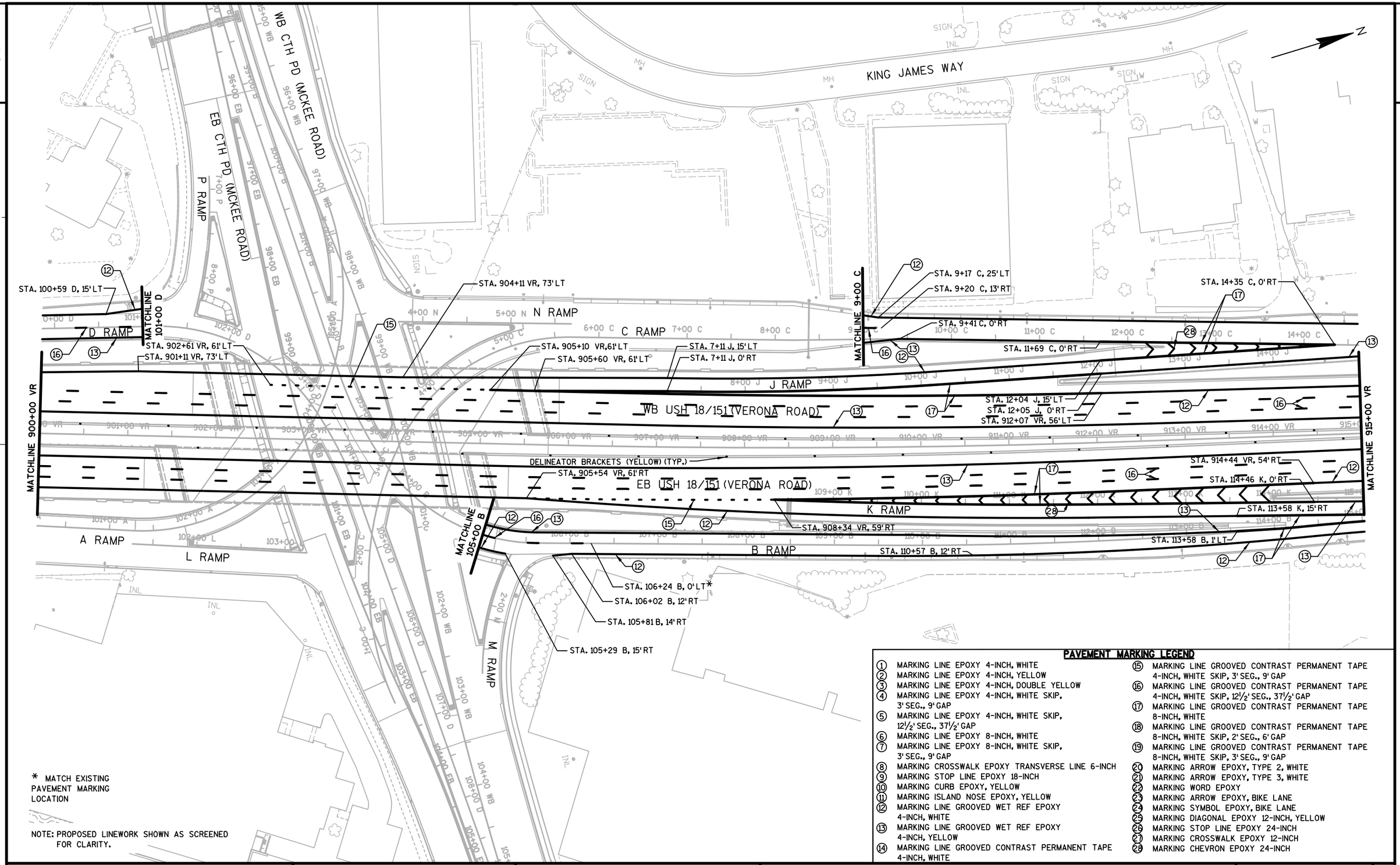


* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR) AND RAMPS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024503_pm.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PAVEMENT MARKING LEGEND

①	MARKING LINE EPOXY 4-INCH, WHITE	⑮	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
②	MARKING LINE EPOXY 4-INCH, YELLOW	⑯	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
③	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW	⑰	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
④	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP	⑱	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
⑤	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP	⑲	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
⑥	MARKING LINE EPOXY 8-INCH, WHITE	⑳	MARKING ARROW EPOXY, TYPE 2, WHITE
⑦	MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP	㉑	MARKING ARROW EPOXY, TYPE 3, WHITE
⑧	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	㉒	MARKING WORD EPOXY
⑨	MARKING STOP LINE EPOXY 18-INCH	㉓	MARKING ARROW EPOXY, BIKE LANE
⑩	MARKING CURB EPOXY, YELLOW	㉔	MARKING SYMBOL EPOXY, BIKE LANE
⑪	MARKING ISLAND NOSE EPOXY, YELLOW	㉕	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
⑫	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	㉖	MARKING STOP LINE EPOXY 24-INCH
⑬	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	㉗	MARKING CROSSWALK EPOXY 12-INCH
⑭	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE	㉘	MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR) AND RAMPS	SHEET 339	E

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

CARRIAGE STREET

STA. 23+99 C, 24'LT
*STA. 23+59 C, 12'LT
STA. 23+99 C, 12'LT
STA. 129+08 H, 0'RT
STA. 29+07 C, 12'LT
STA. 16+22 C, 0'RT
STA. 117+22 K, 15'RT
STA. 117+22 K, 27'RT
STA. 126+30 K, 15'RT
STA. 126+30 K, 27'RT
STA. 129+12 K, 15'RT
STA. 129+13 E, 0'RT

C RAMP
H RAMP
K RAMP
E RAMP

WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
DELINEATOR BRACKETS (YELLOW) (TYP.)

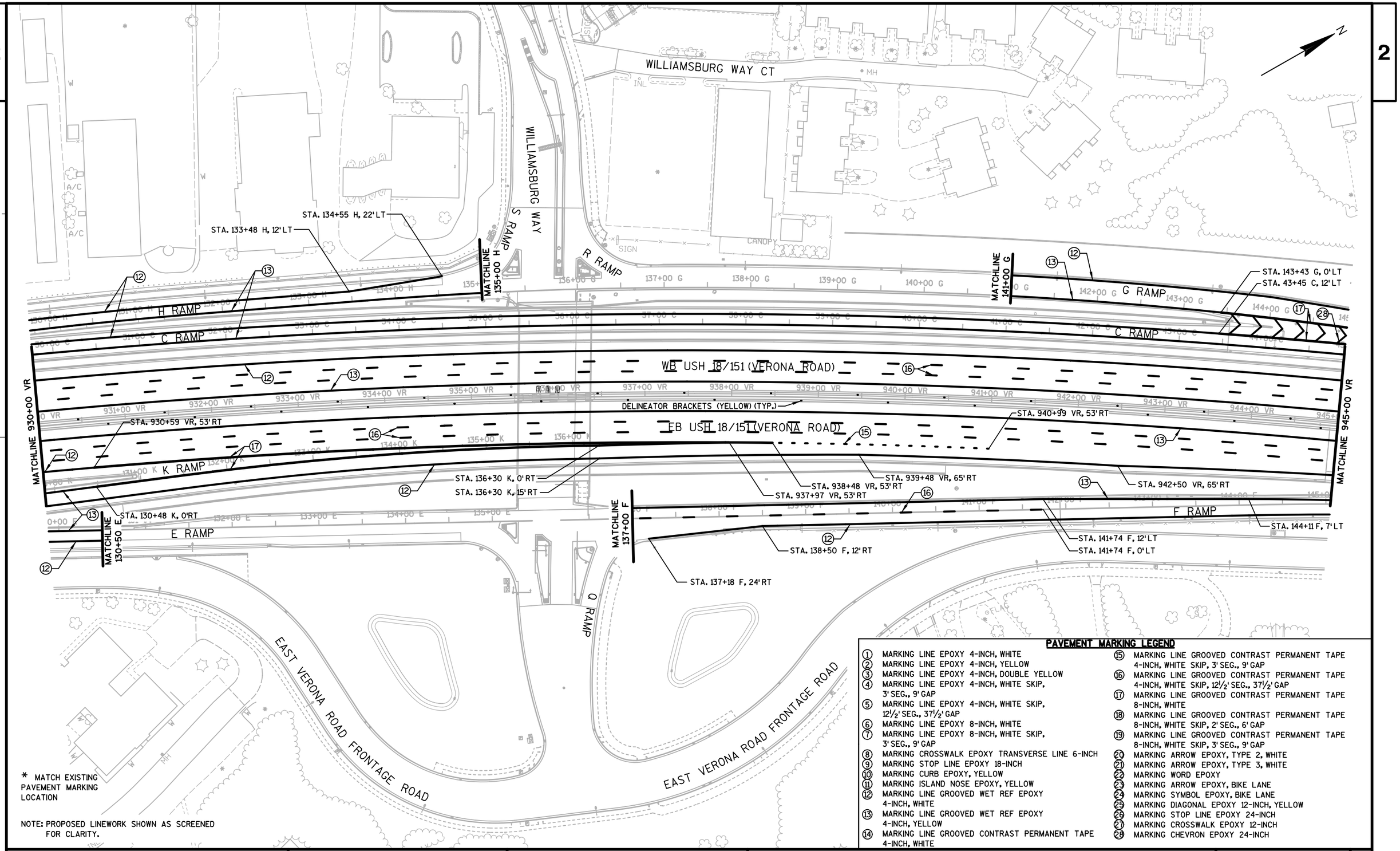
EAST VERONA ROAD
FRONTAGE ROAD

MATCHLINE 915+00 VR
MATCHLINE 930+00 VR

* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR) AND RAMPS	SHEET 340	E



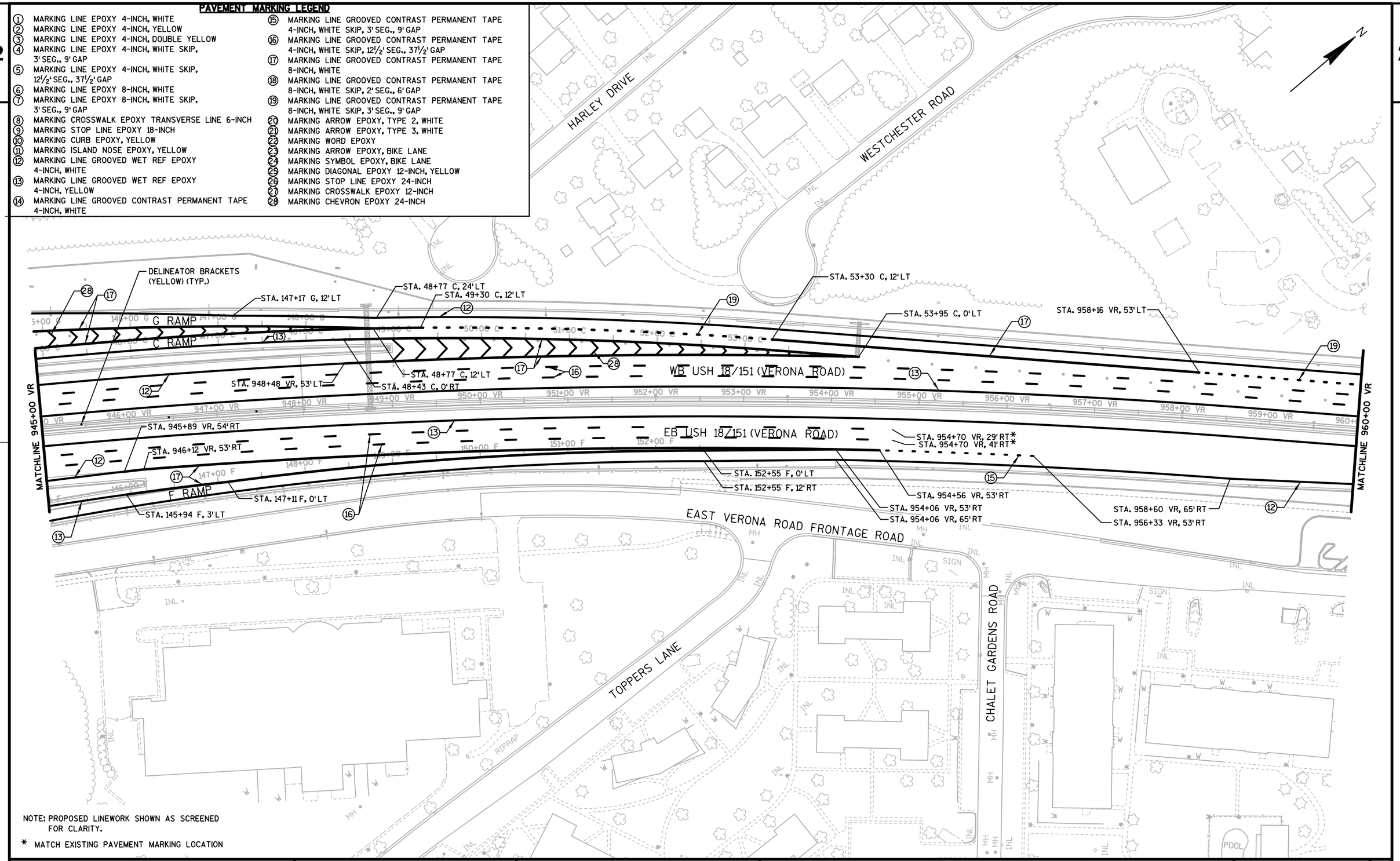
PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2'SEG., 6'GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR) AND RAMPS	SHEET 341 E

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH



NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

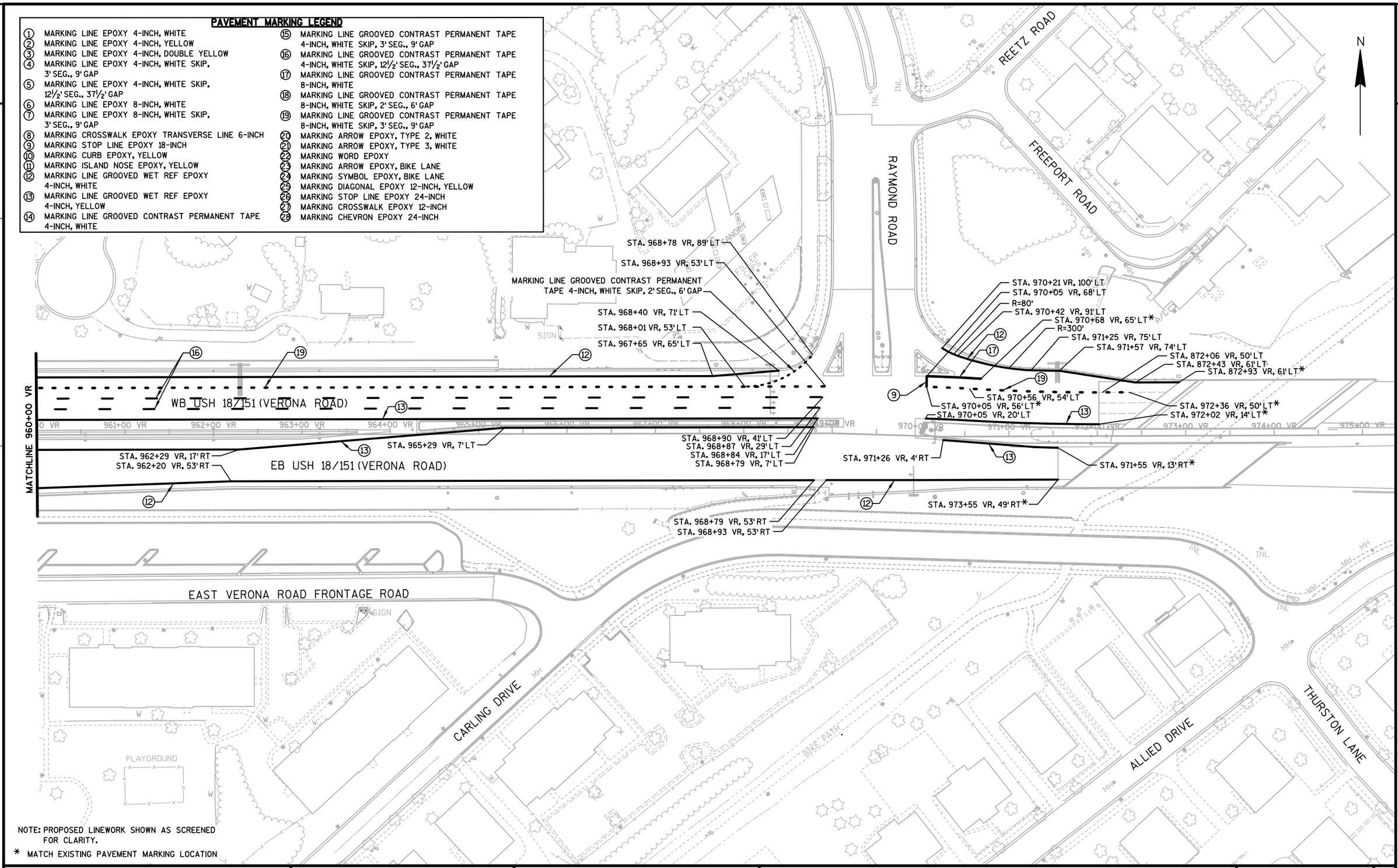
* MATCH EXISTING PAVEMENT MARKING LOCATION

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR) AND RAMPS	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024507_pm.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

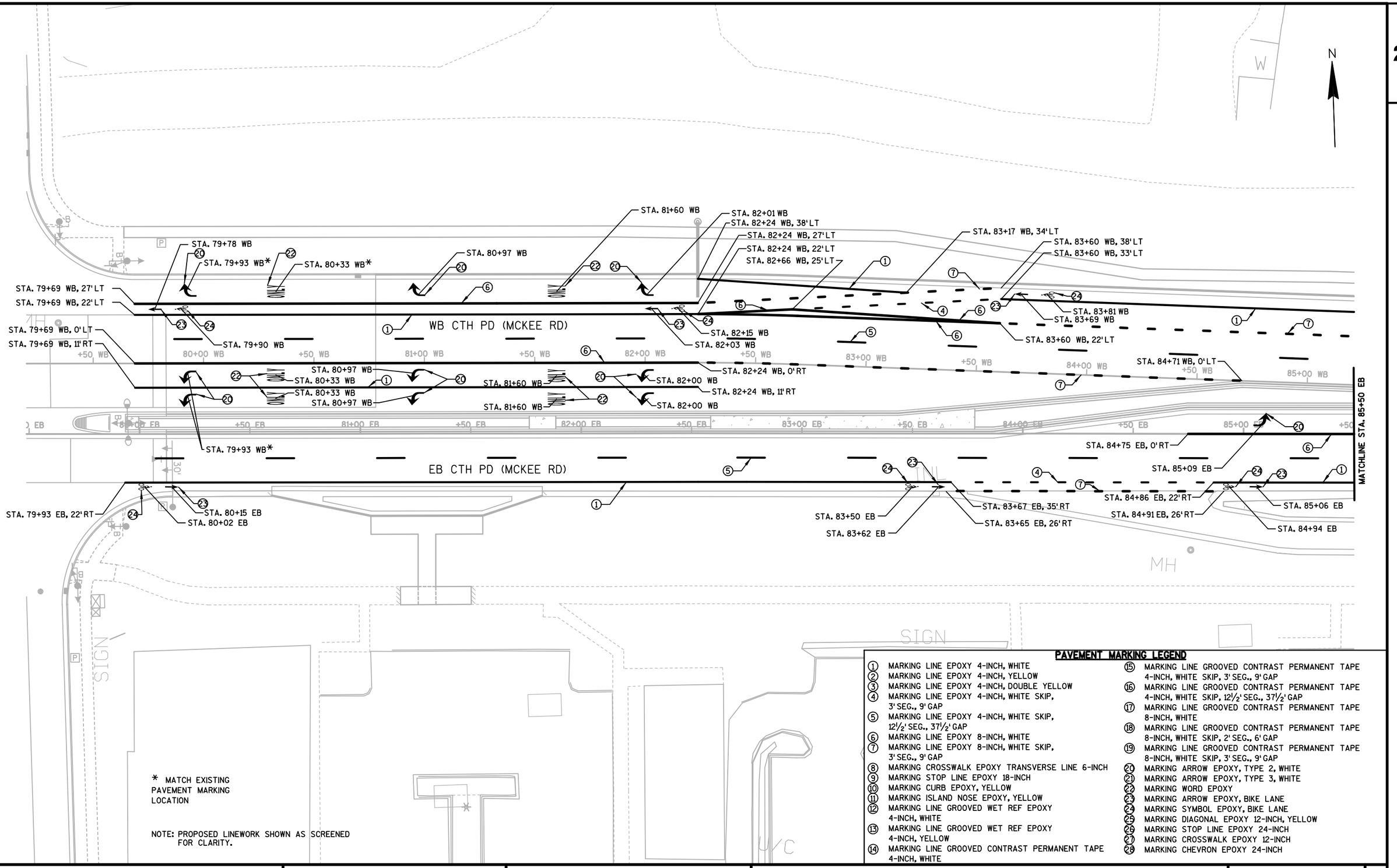


NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

* MATCH EXISTING PAVEMENT MARKING LOCATION

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - USH 18/151 (VERONA ROAD) (VR)	SHEET 343	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024508_pm.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

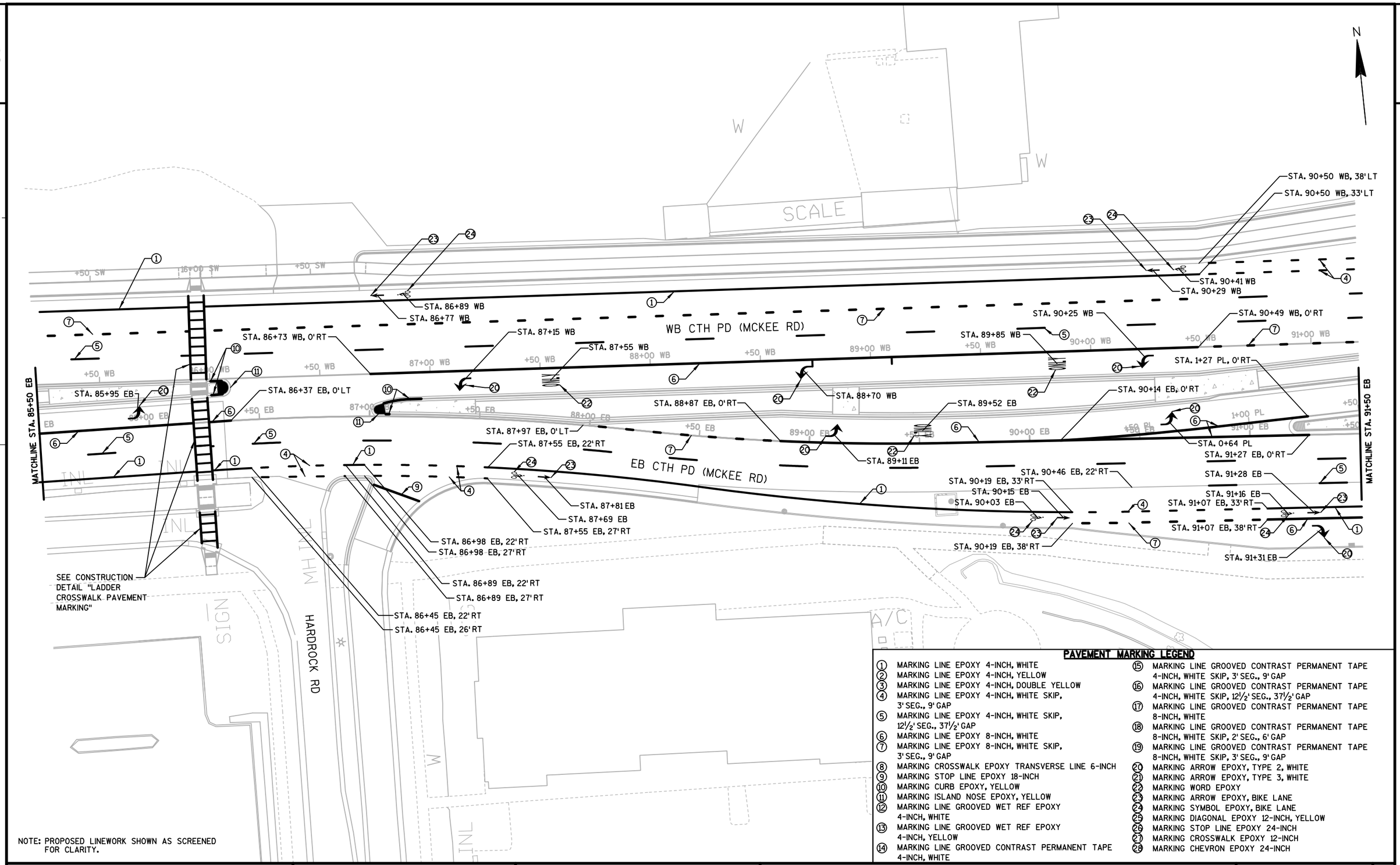
PAVEMENT MARKING LEGEND

(1)	MARKING LINE EPOXY 4-INCH, WHITE
(2)	MARKING LINE EPOXY 4-INCH, YELLOW
(3)	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
(4)	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
(5)	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
(6)	MARKING LINE EPOXY 8-INCH, WHITE
(7)	MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
(8)	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
(9)	MARKING STOP LINE EPOXY 18-INCH
(10)	MARKING CURB EPOXY, YELLOW
(11)	MARKING ISLAND NOSE EPOXY, YELLOW
(12)	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
(13)	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
(14)	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
(15)	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
(16)	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
(17)	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
(18)	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
(19)	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
(20)	MARKING ARROW EPOXY, TYPE 2, WHITE
(21)	MARKING ARROW EPOXY, TYPE 3, WHITE
(22)	MARKING WORD EPOXY
(23)	MARKING ARROW EPOXY, BIKE LANE
(24)	MARKING SYMBOL EPOXY, BIKE LANE
(25)	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
(26)	MARKING STOP LINE EPOXY 24-INCH
(27)	MARKING CROSSWALK EPOXY 12-INCH
(28)	MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024509_pm.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



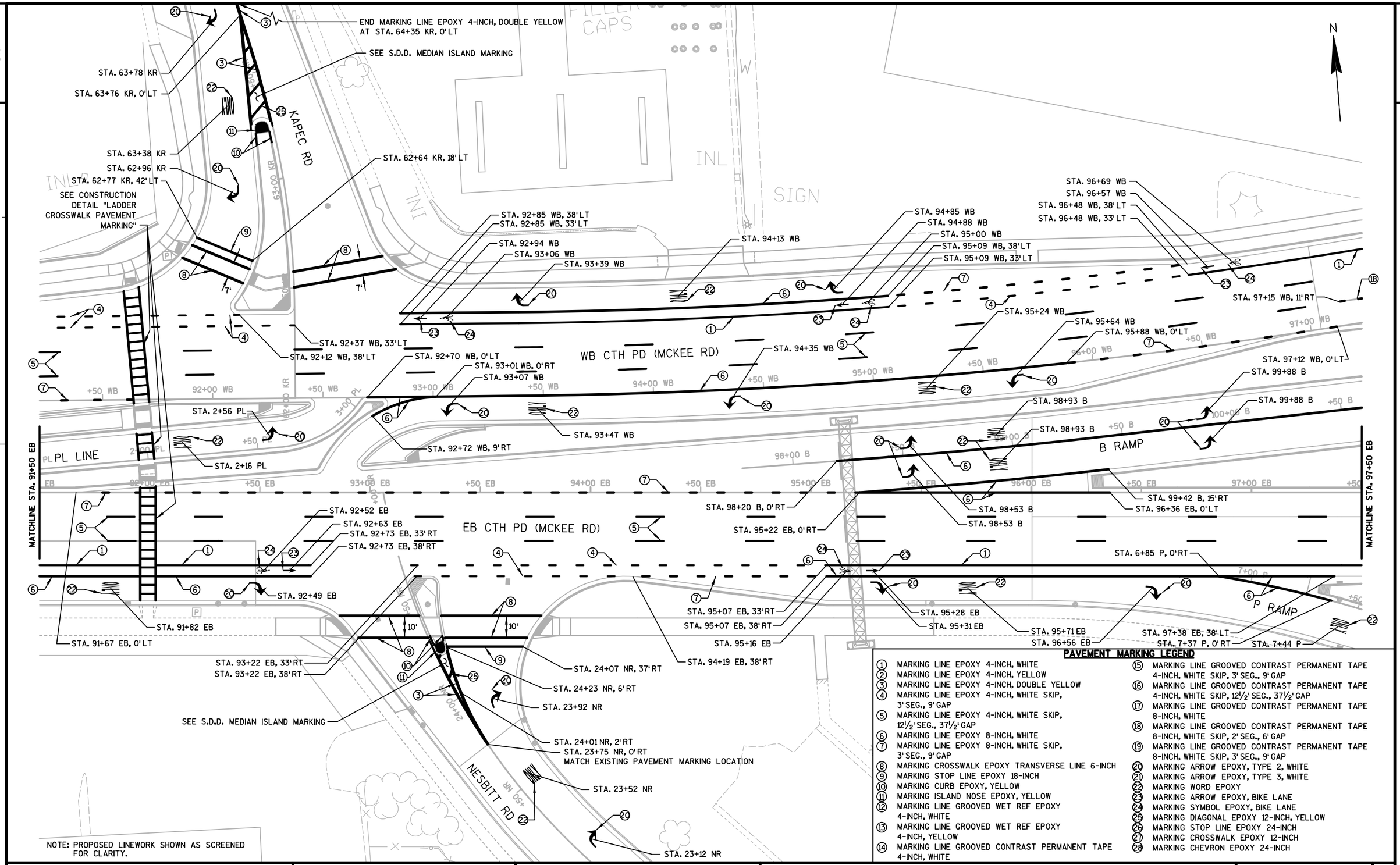
NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2'SEG., 6'GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024510_pm.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

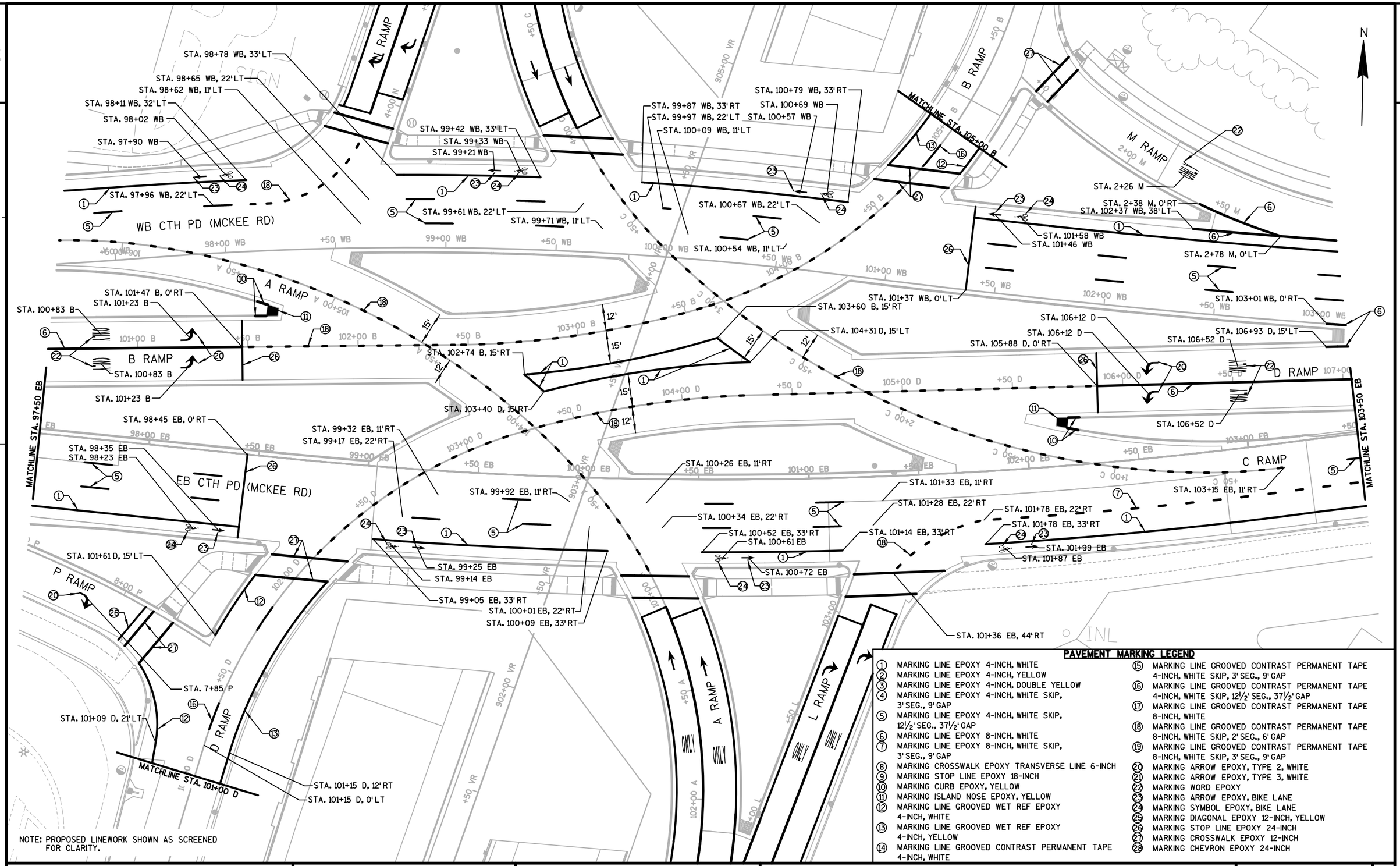


PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\024511_pm.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



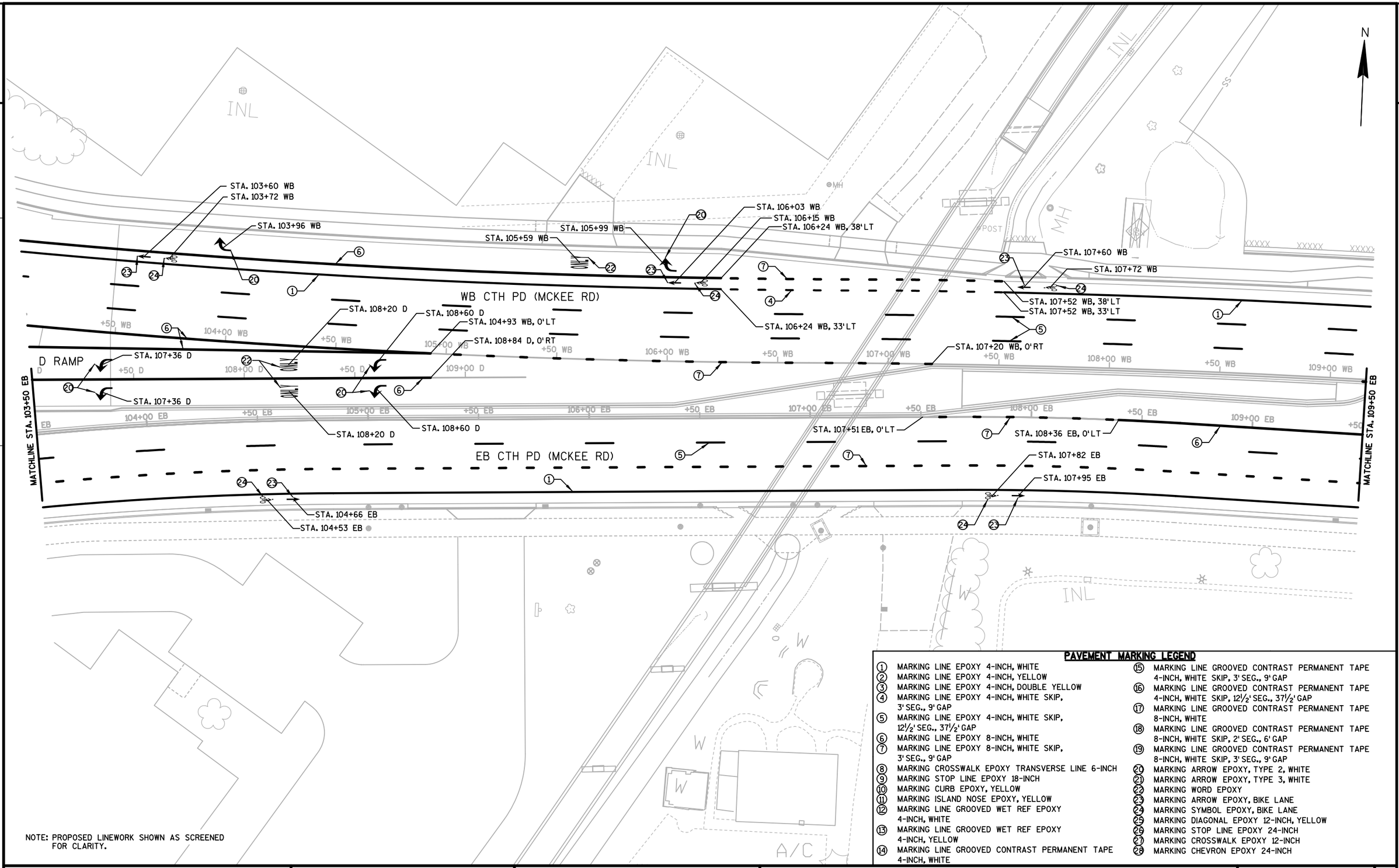
NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 347	E

2



NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PAVEMENT MARKING LEGEND

①	MARKING LINE EPOXY 4-INCH, WHITE	⑮	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
②	MARKING LINE EPOXY 4-INCH, YELLOW	⑯	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
③	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW	⑰	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
④	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP	⑱	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
⑤	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP	⑲	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
⑥	MARKING LINE EPOXY 8-INCH, WHITE	⑳	MARKING ARROW EPOXY, TYPE 2, WHITE
⑦	MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP	㉑	MARKING ARROW EPOXY, TYPE 3, WHITE
⑧	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	㉒	MARKING WORD EPOXY
⑨	MARKING STOP LINE EPOXY 18-INCH	㉓	MARKING ARROW EPOXY, BIKE LANE
⑩	MARKING CURB EPOXY, YELLOW	㉔	MARKING SYMBOL EPOXY, BIKE LANE
⑪	MARKING ISLAND NOSE EPOXY, YELLOW	㉕	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
⑫	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	㉖	MARKING STOP LINE EPOXY 24-INCH
⑬	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	㉗	MARKING CROSSWALK EPOXY 12-INCH
⑭	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE	㉘	MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 348	E

2

2

N

WB CTH PD (MCKEE RD)

EB CTH PD (MCKEE RD)

MATCHLINE STA. 109+50 EB

STA. 109+88 WB, 0'LT
STA. 109+61 WB, 0'LT
STA. 109+64 WB, 8'RT
STA. 110+20 WB
STA. 110+08 WB
STA. 110+25 WB
STA. 110+86 WB
STA. 111+72 WB, 0'LT
STA. 111+47 WB
STA. 111+94 EB, 0'LT
STA. 112+61 WB, 0'LT
STA. 112+82 EB, 0'RT
STA. 113+07 EB
STA. 113+53 WB
STA. 113+41 WB
STA. 113+68 EB
STA. 113+92 EB, 0'RT
STA. 113+92 EB, 22'RT
STA. 113+92 EB, 27'RT
45° (TYP.) MATCH EXISTING ANGLE AND SPACING OF DIAGONAL MARKING
STA. 114+26 WB, 51'LT
MATCH LOCATION OF EXISTING PAVEMENT MARKING STA. 115+62 WB
STA. 114+76 WB, 0'LT
STA. 115+13 EB, 10'RT
STA. 109+71 EB, 9'LT
STA. 109+74 EB, 0'LT
STA. 109+52 EB, 0'LT
STA. 110+74 EB, 22'RT
STA. 110+74 EB, 33'RT
STA. 110+53 EB
STA. 110+65 EB
STA. 110+74 EB, 38'RT
STA. 111+27 EB, 35'RT
STA. 111+91 EB, 25'RT
STA. 112+43 EB, 22'RT
STA. 112+52 EB
STA. 112+64 EB
STA. 112+67 EB
STA. 112+43 EB, 27'RT
STA. 112+43 EB, 38'RT
STA. 113+83 EB
STA. 113+71 EB
STA. 113+17 EB
STA. 113+68 EB
STA. 114+60 EB, 69'RT
SIGN
COMMERCE PARK DR
RIPRAP
RIPRAP
RIPRAP

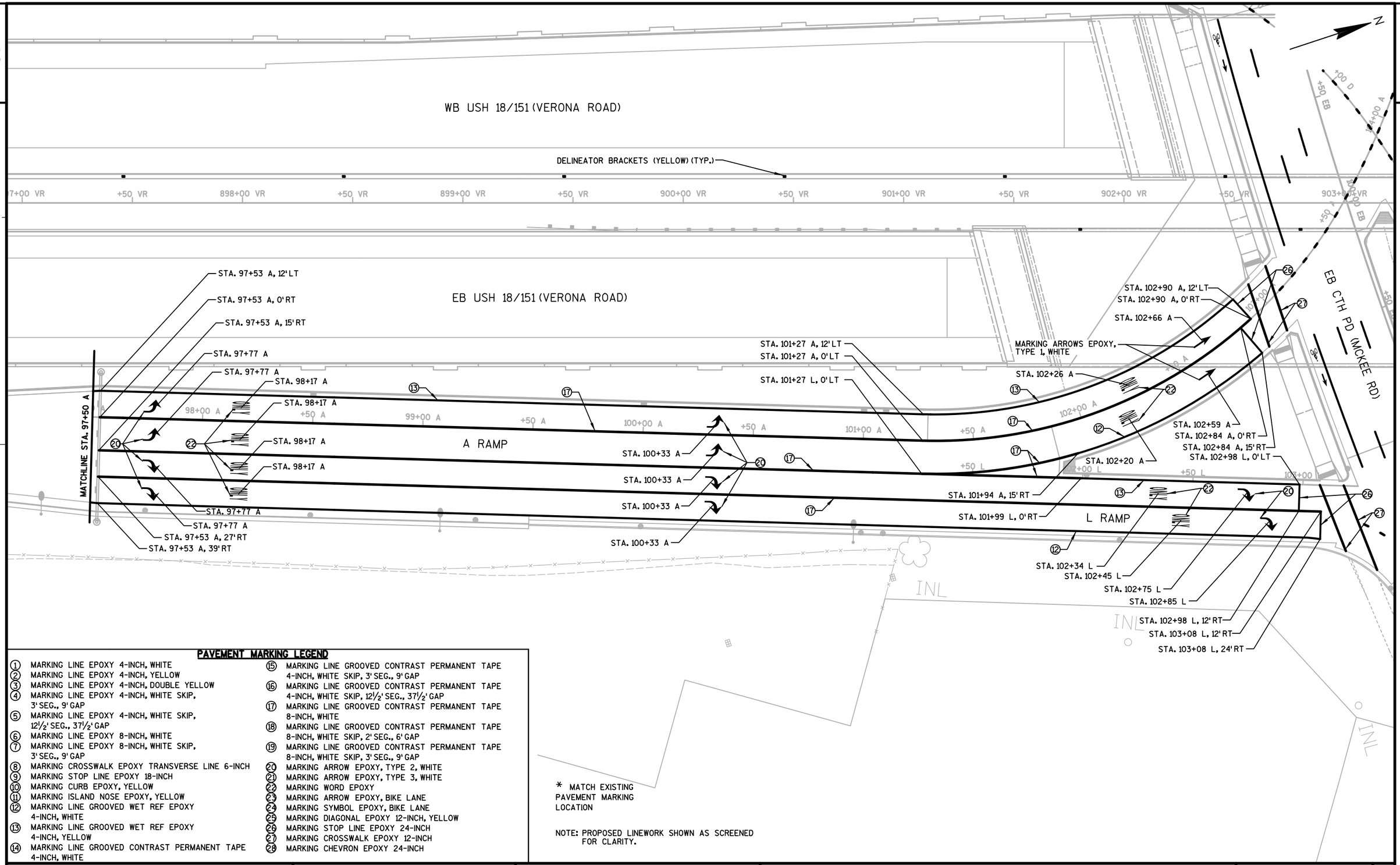
PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

* MATCH EXISTING PAVEMENT MARKING LOCATION

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 349	E



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - A RAMP AND L RAMP (A AND L LINES)	SHEET 350	E

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

* MATCH EXISTING PAVEMENT MARKING LOCATION

N

2

2

SIGN L

WB CTH PD (MCKEE RD)

STA. 3+92 N, 27'LT
STA. 4+00 N, 24'LT
STA. 3+93 N, 12'LT
STA. 4+57 N *
STA. 4+17 N *
STA. 4+67 N
STA. 4+27 N
STA. 4+03 N, 12'LT
STA. 4+03 N, 0'LT
STA. 4+07 C, 15'LT
STA. 4+30 C
STA. 5+01 C, 15'LT
STA. 4+71 C
STA. 4+63 C
MARKING ARROWS EPOXY, TYPE 1, WHITE
STA. 4+22 C
STA. 4+07 C, 0'LT
STA. 3+99 C, 0'LT
STA. 3+99 C, 12'RT

N RAMP
STA. 4+96 N, 0'LT
STA. 5+68 N, 0'LT

C RAMP
STA. 6+03 C
STA. 5+68 C, 0'LT
STA. 5+68 C, 12'RT*
STA. 7+96 C
STA. 7+57 C
STA. 8+21 C, 27'LT
STA. 8+21 C, 15'LT
STA. 8+21 C, 0'RT
STA. 8+21 C, 12'RT

MATCHLINE STA. 9+00 C

J RAMP

WB USH 18/151 (VERONA ROAD)

DELINEATOR BRACKETS (YELLOW) (TYP.)

B RAMP

EB USH 18/151 (VERONA ROAD)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - C RAMP AND N RAMP (C AND N LINES)	SHEET 351	E

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

* MATCH EXISTING PAVEMENT MARKING LOCATION

MATCHLINE STA. 96+00 WW

*STA. 98+27 WW, 22'RT
*STA. 98+27 WW, 33'RT
*STA. 98+27 WW, 44'RT
*STA. 98+27 WW, 49'RT

SEE G RAMP PAVEMENT MARKING

MATCHLINE STA. 135+00 H

STA. 98+78 WW, 49'RT

DELINEATOR BRACKETS (YELLOW) (TYP.)

STA. 99+91 WW
STA. 99+91 WW
STA. 99+91 WW

MATCHLINE STA. 137+00 F

STA. 136+17 F, 12'LT
STA. 101+40 WW, 30'LT
STA. 135+48 F, 15'LT

SEE E RAMP PAVEMENT MARKING

ONLY

WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
G RAMP
C RAMP
F RAMP
S RAMP
H RAMP
K RAMP
E RAMP
SIGN
INL

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH, WHITE
2. MARKING LINE EPOXY 4-INCH, YELLOW
3. MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
4. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
5. MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
6. MARKING LINE EPOXY 8-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
8. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
9. MARKING STOP LINE EPOXY 18-INCH
10. MARKING CURB EPOXY, YELLOW
11. MARKING ISLAND NOSE EPOXY, YELLOW
12. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
13. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
14. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE
15. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
16. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
17. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
18. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2'SEG., 6'GAP
19. MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
20. MARKING ARROW EPOXY, TYPE 2, WHITE
21. MARKING ARROW EPOXY, TYPE 3, WHITE
22. MARKING WORD EPOXY
23. MARKING ARROW EPOXY, BIKE LANE
24. MARKING SYMBOL EPOXY, BIKE LANE
25. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
26. MARKING STOP LINE EPOXY 24-INCH
27. MARKING CROSSWALK EPOXY 12-INCH
28. MARKING CHEVRON EPOXY 24-INCH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - WILLIAMSBURG WAY (WW)	SHEET 352	E

2

WB USH 18/151 (VERONA ROAD)

DELINEATOR BRACKETS (YELLOW) (TYP.)

EB USH 18/151 (VERONA ROAD)

K RAMP

E RAMP

MATCHLINE STA. 130+50 E

WILLIAMSBURG WAY

STA. 130+62 E, 0'RT

STA. 132+12 E, 12'LT

STA. 132+12 E, 0'RT

STA. 132+36 E

STA. 132+76 E

STA. 133+67 E

STA. 133+78 E, 0'LT*

*STA. 134+80 E, 0'LT

STA. 134+98 E

STA. 135+26 E, 12'LT

STA. 132+36 E

STA. 133+67 E

STA. 134+07 E, 12'RT

STA. 134+58 E

STA. 134+72 E, 21'RT

STA. 134+94 E

STA. 135+25 E, 16'RT

RD FRONTAGE

EAST VERONA ROAD FRONTAGE ROAD (EF)

PAVEMENT MARKING LEGEND

① MARKING LINE EPOXY 4-INCH, WHITE	⑮ MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3' SEG., 9' GAP
② MARKING LINE EPOXY 4-INCH, YELLOW	⑯ MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP
③ MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW	⑰ MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
④ MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3' SEG., 9' GAP	⑱ MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2' SEG., 6' GAP
⑤ MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½' SEG., 37½' GAP	⑲ MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
⑥ MARKING LINE EPOXY 8-INCH, WHITE	⑳ MARKING ARROW EPOXY, TYPE 2, WHITE
⑦ MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP	㉑ MARKING ARROW EPOXY, TYPE 3, WHITE
⑧ MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	㉒ MARKING WORD EPOXY
⑨ MARKING STOP LINE EPOXY 18-INCH	㉓ MARKING ARROW EPOXY, BIKE LANE
⑩ MARKING CURB EPOXY, YELLOW	㉔ MARKING SYMBOL EPOXY, BIKE LANE
⑪ MARKING ISLAND NOSE EPOXY, YELLOW	㉕ MARKING DIAGONAL EPOXY 12-INCH, YELLOW
⑫ MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	㉖ MARKING STOP LINE EPOXY 24-INCH
⑬ MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	㉗ MARKING CROSSWALK EPOXY 12-INCH
⑭ MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE	㉘ MARKING CHEVRON EPOXY 24-INCH

* MATCH EXISTING PAVEMENT MARKING LOCATION

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVEMENT MARKING - E RAMP (E LINE)	SHEET 353	E

NOTE: PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

* MATCH EXISTING PAVEMENT MARKING LOCATION

PAVEMENT MARKING LEGEND

①	MARKING LINE EPOXY 4-INCH, WHITE	⑮	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 3'SEG., 9'GAP
②	MARKING LINE EPOXY 4-INCH, YELLOW	⑯	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP
③	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW	⑰	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE
④	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 3'SEG., 9'GAP	⑱	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 2'SEG., 6'GAP
⑤	MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12½'SEG., 37½'GAP	⑲	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
⑥	MARKING LINE EPOXY 8-INCH, WHITE	⑳	MARKING ARROW EPOXY, TYPE 2, WHITE
⑦	MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP	㉑	MARKING ARROW EPOXY, TYPE 3, WHITE
⑧	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	㉒	MARKING WORD EPOXY
⑨	MARKING STOP LINE EPOXY 18-INCH	㉓	MARKING ARROW EPOXY, BIKE LANE
⑩	MARKING CURB EPOXY, YELLOW	㉔	MARKING SYMBOL EPOXY, BIKE LANE
⑪	MARKING ISLAND NOSE EPOXY, YELLOW	㉕	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
⑫	MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE	㉖	MARKING STOP LINE EPOXY 24-INCH
⑬	MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW	㉗	MARKING CROSSWALK EPOXY 12-INCH
⑭	MARKING LINE GROOVED CONTRAST PERMANENT TAPE 4-INCH, WHITE	㉘	MARKING CHEVRON EPOXY 24-INCH

N

WILLIAMSBURG WAY

S RAMP

CANOPY

R RAMP

G RAMP

C RAMP

STA. 136+30 G, 45'LT
STA. 136+20 G, 23'LT
STA. 136+52 G
STA. 136+94 G, 24'LT
STA. 136+92 G
STA. 136+54 G, 12'LT
STA. 136+51 G
STA. 136+18 G, 12'RT
STA. 136+18 G, 0'RT
STA. 137+60 G
STA. 137+61 G
STA. 138+90 G, 12'LT
STA. 138+66 G
STA. 138+66 G
STA. 138+25 G
STA. 140+00 G, 12'LT*
MATCHLINE STA. 141+00 G

WB USH 18/151 (VERONA ROAD)

DELINEATOR BRACKETS (YELLOW) (TYP.)

EB USH 18/151 (VERONA ROAD)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PAVMENT MARKING - G RAMP AND R RAMP (G AND R LINES)	SHEET 354	E

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. DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.
3. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.
4. EXISTING TRAFFIC SIGNS WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. COVER EXISTING SIGNS IN ACCORDANCE WITH STANDARD SPECS 643.2.3.3 AND 643.3.4.3.
5. PROPOSED TRAFFIC SIGNS ARE ANTICIPATED TO BE INSTALLED DURING VARIOUS STAGES OF CONSTRUCTION AS SIGN MESSAGES BECOME APPLICABLE.
6. EXISTING TRAFFIC SIGNS MAY REQUIRE RELOCATION DURING STAGES OF CONSTRUCTION AND SHALL BE LOCATED AS REQUIRED BY THE ENGINEER IN THE FIELD.
7. CONSIDER GEOMETRICS WHEN LOCATING SIGNS, ARROW BOARDS AND SIGN MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS, SIGN MESSAGE BOARDS, AND LANE CLOSURE DRUMS FOR A MINIMUM OF 1500 FEET IN FRONT OF THE DRUMS.
8. FOR ANY LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM MOUNTING HEIGHT OF 5 FEET.
9. THE TURNING OF TRAFFIC CONTROL DEVICES WHEN NOT IN USE TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.
10. PAVEMENT MARKING CONFLICTING WITH STAGED TRAFFIC PATTERNS SHALL BE REMOVED. MARKINGS REMOVED ON PERMANENT PAVEMENTS OR EXISTING PAVEMENT TO REMAIN SHALL BE REMOVED USING MARKING REMOVAL WATER BLASTING ITEMS.
11. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE WORK AREAS IF WARRANTED BY CONDITIONS OR AS DIRECTED BY THE ENGINEER. HOWEVER, CONTRACTOR SHALL NOT USE FLAG PERSONS TO DIRECT, STOP OR CONTROL TRAFFIC ON CTH PD (MCKEE ROAD) OR ON USH 18/151 (VERONA ROAD) AT ANY TIME.
12. ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.
13. LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.
14. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
15. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
16. DETAILS OF TRAFFIC CONTROL NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD).
17. FOR NIGHTTIME OPERATION ALL DRUMS IN TAPERS AND SHIFTS SHALL HAVE A TYPE C WARNING LIGHT.
18. ALL TYPE III BARRICADES SHALL BE 8' WIDE, UNLESS OTHERWISE NOTED, AND EQUIPPED WITH TWO TYPE "A" (LOW INTENSITY FLASHING) LIGHTS. TYPE III BARRICADES SHOWN GRAPHICALLY ONLY. PLACE TYPE III BARRICADES IN ACCORDANCE WITH SECTION 6 OF THE MUTCD.
19. ANCHOR CONCRETE BARRIER TEMPORARY PRECAST PER SDD "CONCRETE BARRIER TEMPORARY PRECAST". ANCHORING THE CONCRETE BARRIER TEMPORARY PRECAST IS INCLUDED IN THE ITEM CONCRETE BARRIER TEMPORARY PRECAST INSTALLED ITEM WHEN LOCATED OUTSIDE THE LIMITS OF A BRIDGE DECK. ANCHOR THE CONCRETE BARRIER TEMPORARY PRECAST AT LOCATIONS SHOWN IN THE PLANS AND AS DIRECTED BY THE ENGINEER.
20. CONCRETE BARRIER TEMPORARY PRECAST LOCATIONS IN TRAFFIC CONTROL PLANS ARE TYPICAL AND MAY VARY. PROVIDE 2' CLEAR TO THE TOE OF THE BARRIER UNLESS SHOWN OTHERWISE IN THE PLANS.
21. TEMPORARY SHORING LOCATIONS AND LENGTHS SHOWN ON THE PLANS ARE FOR INFORMATIONAL PURPOSES ONLY. CONTRACTOR TO VERIFY LOCATION AND SIZE OF SHORING.
22. PROTECTION OF THE EXCAVATIONS IS THE CONTRACTORS RESPONSIBILITY AND IS INCLUDED WITH THE OPERATION FOR WHICH IT IS REQUIRED.
23. CONTRACTORS EQUIPMENT AND MATERIAL STOCKPILES MAY NOT BE STORED WITHIN THE CLEAR ZONE OR WITHIN 10' OF BACK OF SIDEWALK WHILE THE CONTRACTOR IS NOT WORKING, UNLESS THEY ARE PROTECTED BY CONCRETE BARRIER TEMPORARY PRECAST.

LEGEND: TEMPORARY PAVEMENT MARKING (ALL STAGES)

RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
RT-8W	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
RT-8CW	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE, CROSSWALK)
RT-SL-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH
RT-A	TEMPORARY MARKING ARROW REMOVABLE TAPE
4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
AP	TEMPORARY MARKING ARROW PAINT
AE	TEMPORARY MARKING ARROW EPOXY
4W-E	MARKING LINE EPOXY 4-INCH (WHITE)
4Y-E	MARKING LINE EPOXY 4-INCH (YELLOW)
8W-E	MARKING LINE EPOXY 8-INCH (WHITE)
6CW-E	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
6CW	MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH
SL-18-E	MARKING STOP LINE EPOXY 18-INCH
D-12Y	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
RT-W	TEMPORARY MARKING WORD REMOVABLE TAPE

LEGEND: SYMBOLS ALL STAGES

- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III, W/TRAFFIC CONTROL SIGN
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/TRAFFIC CONTROL WARNING LIGHTS TYPE C
- TRAFFIC CONTROL ARROW BOARDS
- TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
- TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- CONCRETE BARRIER (SEE PLAN SHEETS FOR PAY ITEMS)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — TRAFFIC CONTROL SIGNS PORTABLE CHANGABLE MESSAGE SIGN
- FLAGGING OPERATION
- TEMPORARY PEDESTRIAN SAFETY FENCE
- FENCE SAFETY
- XXX XXX — SAWING ASPHALT
- SAWING CONCRETE
- ASPHALTIC SURFACE TEMPORARY OR TEMPORARY PEDESTRIAN SURFACE ASPHALT FROM PREVIOUS STAGE
- ASPHALTIC SURFACE TEMPORARY OR TEMPORARY PEDESTRIAN SURFACE ASPHALT (SEE TRAFFIC CONTROL PLANS)
- BASE AGGREGATE DENSE 1¼-INCH
- REMOVING PAVEMENT MARKINGS
- CURB RAMP DETECTABLE WARNING FIELD TEMPORARY
- CC — CRASH CUSHIONS TEMPORARY

STAGES 1 THROUGH 8 WERE PART OF PREVIOUS CONTRACTS.
THIS CONTRACT'S STAGING WILL START WITH STAGE 9.

STAGE 9 - 2019

VERONA ROAD

STAGE 9

TRAFFIC
EASTBOUND AND WESTBOUND VERONA ROAD TRAFFIC IS MAINTAINED ON A COMBINATION OF THE PROPOSED LANES AND RAMPS.

CONSTRUCTION
CONSTRUCT THE EASTBOUND VERONA ROAD MAINLINE PAVEMENT BETWEEN STA. 888+00 VR AND STA. 944+90 VR AND WESTBOUND MAINLINE PAVEMENT BETWEEN STA. 893+30 VR AND STA. 948+00 VR.
CONSTRUCT B-13-831, B-13-832, R-13-266, AND R-13-267.
CONSTRUCT THE VERONA RD STG. 9 CONCRETE REPAIRS.

PEDESTRIANS
MAINTAIN ON EXISTING SIDEWALK.

CTH PD

STAGE 9A

TRAFFIC
MAINTAIN EASTBOUND AND WESTBOUND LANES IN EXISTING LANE CONFIGURATIONS ON EXISTING ROADWAY.

CONSTRUCTION
CONSTRUCT PIER AND ABUTMENTS FOR STRUCTURE B-13-832.

PEDESTRIANS
MAINTAIN ON EXISTING SIDEWALK AND TEMPORARY CROSSWALK UTILIZING EXISTING PAVEMENT AROUND PIER CONSTRUCTION.

STAGE 9B

TRAFFIC
MAINTAIN EASTBOUND AND WESTBOUND TRAFFIC ON EXISTING AND TEMPORARY PAVEMENT.

UPON COMPLETION OF STAGE 9B, EASTBOUND TRAFFIC IS SHIFTED BACK TO ITS ORIGINAL LOCATION. WESTBOUND TRAFFIC REMAINS IN ITS SHIFTED LOCATION.

CONSTRUCTION
CONSTRUCT PIER AND ABUTMENTS FOR STRUCTURE B-13-831.

PEDESTRIANS
MAINTAIN ON EXISTING SIDEWALK AND TEMPORARY CROSSWALK INSTALLED IN STAGE 9A.

STAGE 9 (CONTINUED - 2019

VERONA ROAD

STAGE 9C

TRAFFIC
TRAFFIC IS SWITCHED TO THE MAINLINE ROADWAY AND OPERATES IN ITS FINAL CONDITION.

CTH PD AND WILLIAMSBURG WAY OPERATE AS DIAMOND INTERCHANGES.

EASTBOUND EXIT TO WILLIAMSBURG WAY REMAINS CLOSED; EXITING TRAFFIC UTILIZES CTH PD EXIT AND B RAMP TO ACCESS WILLIAMSBURG WAY.

EASTBOUND ACCESS FROM CTH PD IS CLOSED AT THE K RAMP. TRAFFIC TRAVELS THROUGH WILLIAMSBURG WAY RAMPS AND UTILIZES F RAMP TO ACCESS VERONA ROAD.

RAMP CLOSURES ARE RESTRICTED TO 14 CALENDAR DAYS.

CONSTRUCTION
CONSTRUCT CONCRETE PAVEMENT BETWEEN APPROXIMATELY STA. 114+00 K AND STA. 115+75 B.

CONSTRUCT CONCRETE PAVEMENT AND CURB AND GUTTER BETWEEN STA. 127+00 K AND STA. 128+60 K AND STA. 128+60 E AND STA. 131+25 E.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALK.

STAGE 9D

TRAFFIC
TRAFFIC REMAINS ON THE MAINLINE ROADWAY.

CTH PD AND WILLIAMSBURG WAY OPERATE AS DIAMOND INTERCHANGES.

EASTBOUND ACCESS TO WILLIAMSBURG WAY IS CLOSED AT THE E RAMP. ACCESS FROM EASTBOUND VERONA ROAD TO WILLIAMSBURG WAY IS VIA ALTERNATE ROUTES.

SINGLE LANE CLOSURES UTILIZED ON WILLIAMSBURG WAY.

RAMP CLOSURE IS LIMITED TO ONE NIGHT DURING OFF PEAK HOURS.

CONSTRUCTION
CONSTRUCT MEDIAN ISLANDS, INCLUDING TRAFFIC SIGNALS, AT THE E RAMP TERMINAL AT WILLIAMSBURG WAY.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALK.

STAGE 9 (CONTINUED) - 2019

VERONA ROAD

STAGE 9E/F

TRAFFIC
TRAFFIC REMAINS ON THE MAINLINE ROADWAY.

CTH PD AND WILLIAMSBURG WAY OPERATE AS DIAMOND INTERCHANGES.

WESTBOUND ACCESS TO WILLIAMSBURG WAY IS CLOSED AT THE G RAMP. ACCESS FROM WESTBOUND VERONA ROAD TO WILLIAMSBURG WAY IS VIA ALTERNATE ROUTES.

SINGLE LANE CLOSURES UTILIZED ON WILLIAMSBURG WAY.

RAMP CLOSURE IS LIMITED TO ONE NIGHT DURING OFF PEAK HOURS.

CONSTRUCTION
CONSTRUCT MEDIAN ISLANDS, INCLUDING TRAFFIC SIGNALS, AT THE G RAMP AND H RAMP TERMINALS AT WILLIAMSBURG WAY.

PEDESTRIANS
MAINTAINED ON EXISTING SIDEWALK.

8-HOUR CLOSURE OF SIDEWALK ALLOWED FOR CONSTRUCTION OF CONCRETE SIDEWALK AT G RAMP TERMINAL.

2

STAGE 10 - 2020

CTH PD

STAGE 10A

TRAFFIC
MAINTAIN TRAFFIC ON EXISTING LANES WITH OFF PEAK LANE CLOSURES.

CONSTRUCTION
CONSTRUCT TEMPORARY PAVEMENT IN MEDIANS AND ALONG OUTSIDE WESTBOUND ROADWAY BETWEEN FITCHRONA ROAD AND KAPEC ROAD.

CONSTRUCT PORTIONS OF STORM SEWER IN EXISTING MEDIAN AREA BETWEEN STA. 82+00 WB AND STA. 87+50 WB, INCLUDING LATERAL STUBS FOR FUTURE STAGE CONNECTIONS.

CONSTRUCT TEMPORARY PAVEMENT IN MEDIANS BETWEEN EASTBOUND VERONA ROAD RAMP TERMINALS AND COMMERCE PARK DRIVE.

PEDESTRIANS
MAINTAIN ON EXISTING SIDEWALK ALONG THE SOUTH SIDE OF CTH PD.

STAGE 10B PH. 1

TRAFFIC
MAINTAIN EASTBOUND AND WESTBOUND TRAFFIC ON A COMBINATION OF EXISTING AND TEMPORARY PAVEMENTS.

TRAFFIC SIGNALS ARE REMOVED AT THE NESBITT ROAD INTERSECTION. CROSS TRAFFIC AND LEFT OUT MOVEMENTS ARE RESTRICTED AT THE INTERSECTION.

WESTBOUND LEFT TURNS ONTO HARDROCK ROAD ARE RESTRICTED FOR 14 CALENDAR DAYS.

RIGHT TURNS ONTO CTH PD FROM HARDROCK ROAD ARE RESTRICTED FOR 14 CALENDAR DAYS.

MAINTAIN INGRESS TO GENERAL BEVERAGE DRIVEWAY AT STA. 105+50 EB.

UTILIZE EASTBOUND AND WESTBOUND SINGLE LANE CLOSURES AT HARDROCK ROAD INTERSECTION TO COMPLETE TEMPORARY ASPHALT PAVING BETWEEN PROPOSED AND EXISTING PAVEMENTS.

EASTBOUND VERONA ROAD OFF RAMP IS RESTRICTED TO TWO LANES.

NESBITT ROAD TO BE FULLY CLOSURED FOR A MAXIMUM OF 2 CALENDAR DAYS.

CONSTRUCTION
CONSTRUCT EASTBOUND CTH PD BETWEEN APPROXIMATELY STA. 86+35 EB AND STA. 98+00 EB, STA. 99+00 EB AND STA. 101+35 EB, AND STA. 106+25 EB AND STA. 114+50 EB. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

CONSTRUCT TEMPORARY PAVEMENT AS SHOWN IN THE PLANS TO CONNECT PROPOSED AND EXISTING PAVEMENTS FOR USE IN FUTURE STAGES.

CONSTRUCT CURB AND GUTTER ALONG THE A-RAMP.

CONSTRUCT A-RAMP TO CTH PD EASTBOUND ROADWAY.

COMPLETE EXCAVATION, BASE PLACEMENT, AND A PORTION OF LOWER LAYER HMA PAVEMENT ON NESBITT ROAD WITHIN THE DURATION OF THE FULL ROADWAY CLOSURE.

COMPLETE CURB AND GUTTER, SIDEWALK, CONCRETE DRIVEWAY, AND REMAINING LOWER LAYER HMA PAVEMENT ON NESBITT ROAD WHILE MAINTAINING TWO WAY TRAFFIC.

PEDESTRIANS
MAINTAIN ALONG SOUTH SIDE OF CTH PD ON A COMBINATION OF EXISTING AND TEMPORARY SIDEWALK.

NESBITT ROAD CROSSING MAINTAINED VIA TEMPORARY CROSSWALK CONSTRUCTED OUTSIDE OF THE CONSTRUCTION LIMITS OF NESBITT ROAD.

SIDEWALK ALONG COMMERCE PARK DRIVE AT THE INTERSECTION OF CTH PD TO BE CLOSED FOR A MAXIMUM OF 8 HOURS TO CONSTRUCT SIDEWALK AND CURB RAMP AS SHOWN IN THE PLANS IN TRAFFIC CONTROL - CTH PD STG. 10B PH. 1 COMMERCE PARK. MAINTAIN SIDEWALK ALONG CTH PD.

STAGE 10 (CONTINUED) - 2020

CTH PD

STAGE 10B PH. 2

TRAFFIC
TRAFFIC IS MAINTAINED IN SAME LOCATION AS STAGE 10B PH. 1.

EASTBOUND VERONA ROAD OFF RAMP TRAFFIC IS SHIFTED AND UTILIZES A COMBINATION OF EXISTING, NEW, AND TEMPORARY PAVEMENT.

CTH PD ACCESS TO GENERAL BEVERAGE DRIVEWAY AT STA. 105+50 EB IS RESTRICTED.

WESTBOUND LEFT TURNS ONTO HARDROCK ROAD ARE RESTRICTED.

EASTBOUND CTH PD TRAFFIC IS REQUIRED TO BE SHIFTED INTO STAGE 10C CONFIGURATION WITHIN 10 CALENDAR DAYS TO RESTORE ACCESS TO GENERAL BEVERAGE DRIVEWAY AT STA. 105+50 EB.

CONSTRUCTION
CONSTRUCT EASTBOUND CTH PD BETWEEN APPROXIMATELY STA. 101+35 EB AND STA. 106+25 EB. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

PEDESTRIANS
MAINTAIN ALONG THE SOUTH SIDE OF CTH PD ON A COMBINATION OF EXISTING AND PROPOSED SIDEWALK.

STAGE 10 (CONTINUED) - 2020

CTH PD

STAGE 10C PH. 1

TRAFFIC
WESTBOUND TRAFFIC IS MAINTAINED IN THE SAME LOCATION AS STAGE 10B. SINGLE LANE NIGHT TIME CLOSURES UTILIZED AS NEEDED.

EASTBOUND TRAFFIC IS SHIFTED ONTO THE NEW EASTBOUND ROADWAY AND MAINTAINED ON A COMBINATION OF EXISTING, PROPOSED, AND TEMPORARY PAVEMENT.

WESTBOUND LEFT TURNS ONTO HARDROCK ROAD ARE RESTRICTED.

WESTBOUND LEFT TURNS ONTO NESBITT ROAD AND EASTBOUND LEFT TURNS ONTO KAPEC ROAD ARE RESTRICTED FOR ONE NIGHT DURING STORM SEWER INSTALLATION.

CONSTRUCTION
EXTEND STORM SEWER CROSSINGS FROM STAGE 10B LIMITS FOR CONNECTION DURING STAGE 10C PH. 2.

PLACE ASPHALTIC SURFACE TEMPORARY PATCHES TO MAINTAIN FUTURE STAGE TRAFFIC.

PEDESTRIANS
MAINTAIN ALONG SOUTH SIDE OF CTH PD ON A COMBINATION OF EXISTING AND PROPOSED SIDEWALK.

STAGE 10C PH. 2

TRAFFIC
EASTBOUND TRAFFIC REMAINS SHIFTED ONTO THE NEW EASTBOUND ROADWAY AND MAINTAINED ON A COMBINATION OF EXISTING, PROPOSED, AND TEMPORARY PAVEMENT AS IN STAGE 10C, PH. 1.

WESTBOUND TRAFFIC IS SHIFTED INTO THE EXISTING MEDIAN OF CTH PD AND IS MAINTAINED ON A COMBINATION OF EXISTING AND TEMPORARY PAVEMENT.

WESTBOUND LEFT TURNS ONTO HARDROCK ROAD ARE RESTRICTED.

WESTBOUND LEFT TURN LANE TO FITCHRONA ROAD IS REDUCED TO A SINGLE LANE.

WESTBOUND VERONA ROAD OFF RAMP AT CTH PD IS RESTRICTED TO TWO LANES.

EASTBOUND VERONA ROAD OFF RAMP REMAINS RESTRICTED TO TWO LANES.

TRAFFIC SHIFTS UTILIZED ON WESTBOUND VERONA ROAD OFF RAMP AND EASTBOUND VERONA ROAD ON RAMP TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF WESTBOUND CTH PD ROADWAY.

KAPEC ROAD WILL BE CLOSED FOR A MAXIMUM OF 14 CALENDAR DAYS FOR EXCAVATION, STORM SEWER, BASE AGGREGATE, CURB AND GUTTER, AND LOWER LAYER HMA PAVEMENT.

PDQ DRIVEWAY AT STA. 94+25 WB WILL BE MAINTAINED DURING FULL CLOSURE OF KAPEC ROAD. UPON COMPLETION OF KAPEC ROAD, PDQ DRIVEWAY WILL BE REMOVED.

THROUGH TRAFFIC AND LEFT OUTS REMAIN RESTRICTED AT NESBITT ROAD AND KAPEC ROAD.

CONSTRUCTION
CONSTRUCT THE WESTBOUND CTH PD ROADWAY. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

CONSTRUCT PORTIONS OF THE B AND C RAMPS.

CONSTRUCT TEMPORARY PAVEMENT BETWEEN PROPOSED AND EXISTING PAVEMENT FOR USE IN CURRENT AND FUTURE STAGES.

PEDESTRIANS
MAINTAIN ALONG THE SOUTH SIDE OF CTH PD ON A COMBINATION OF EXISTING AND PROPOSED SIDEWALK.

2

STAGE 10 (CONTINUED) - 2020

CTH PD

STAGE 10C PH. 3

TRAFFIC
EASTBOUND AND WESTBOUND TRAFFIC REMAIN IN SAME LOCATION AS STAGE 10C PH. 2.

WESTBOUND LEFT TURNS ONTO HARDROCK ROAD ARE RESTRICTED.

WESTBOUND LEFT TURN LANE TO FITCHRONA ROAD REMAINS A SINGLE LANE.

WESTBOUND VERONA ROAD OFF RAMP AT CTH PD REMAINS RESTRICTED TO TWO LANES AND IS SHIFTED TO THE WESTERN LANES OF THE RAMP.

EASTBOUND VERONA ROAD OFF RAMP REMAINS RESTRICTED TO TWO LANES.

THROUGH TRAFFIC AND LEFT OUTS REMAIN RESTRICTED AT NESBITT ROAD AND KAPEC ROAD.

CONSTRUCTION
CONSTRUCT PORTIONS OF WESTBOUND CTH PD PAVEMENT AT THE B AND C RAMPS PREVIOUSLY USED FOR TRAFFIC IN STAGE 10C PH. 2.

CONSTRUCT TEMPORARY PAVEMENT BETWEEN PROPOSED AND EXISTING PAVEMENT FOR USE IN CURRENT AND FUTURE STAGES.

PEDESTRIANS
MAINTAIN ALONG THE SOUTH SIDE OF CTH PD ON A COMBINATION OF PROPOSED AND EXISTING SIDEWALK.

STAGE 10D PH. 1

TRAFFIC
EASTBOUND TRAFFIC REMAINS SHIFTED ONTO THE NEW EASTBOUND ROADWAY AND MAINTAINED ON A COMBINATION OF EXISTING, PROPOSED, AND TEMPORARY PAVEMENT AS IN STAGE 10C PH. 3.

WESTBOUND TRAFFIC IS SHIFTED ONTO THE NEWLY CONSTRUCTED WESTBOUND CTH PD ROADWAY.

WESTBOUND LEFT TURN LANES ONTO HARDROCK ARE RESTRICTED.

WESTBOUND LEFT TURN LANE ONTO FITCHRONA ROAD REMAINS A SINGLE LANE.

THROUGH TRAFFIC AND LEFT OUTS REMAIN RESTRICTED AT NESBITT ROAD AND KAPEC ROAD.

CONSTRUCTION
CONSTRUCT A PORTION OF WESTBOUND ROADWAY BETWEEN STA. 80+75 WB AND STA. 83+25 WB. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

CONSTRUCT MEDIANS AND PAVEMENT BETWEEN EB AND WB ALIGNMENTS BETWEEN STA. 85+50 WB AND APPROXIMATELY STA. 92+50 WB, STA. 94+00 WB AND STA. 98+50 WB, AND STA. 101+25 WB AND STA. 111+00 WB. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

BEGIN TO CONSTRUCT PAVEMENT IN THE SPUI BETWEEN APPROXIMATELY STA. 99+00 WB AND STA. 101+80 WB.

CONSTRUCT A PORTION OF THE EASTBOUND ROADWAY BETWEEN STA. 112+75 WB AND EAST PROJECT LIMITS. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

CONSTRUCT TEMPORARY PAVEMENT BETWEEN PROPOSED PAVEMENT FOR USE IN FUTURE STAGES.

PEDESTRIANS
MAINTAIN ALONG THE SOUTH SIDE OF CTH PD ON A COMBINATION OF PROPOSED AND EXISTING SIDEWALK.

CROSSING OF CTH PD MAINTAINED BY ALTERNATING MEDIAN CONSTRUCTION AT HARDROCK ROAD AND NESBITT ROAD, MAINTAINING ONE CROSSING AT ALL TIMES.

STAGE 10 (CONTINUED) - 2020

CTH PD

STAGE 10D PH. 2

TRAFFIC
EASTBOUND AND WESTBOUND TRAFFIC REMAIN IN THE SAME LOCATION AS STAGE 10D PH. 1

WESTBOUND LEFT TURNS ONTO HARDROCK ROAD ARE RESTORED.

WESTBOUND LEFT TURN LANE TO FITCHRONA ROAD REMAINS A SINGLE LANE, UTILIZING NEW PAVEMENT CONSTRUCTED IN STAGE 10D PH. 1.

EASTBOUND LEFT TURN ONTO KAPEC ROAD UTILIZE THE NEW "PL" ALIGNMENT.

RAMP TRAFFIC AT THE SPUI UTILIZES A COMBINATION OF PERMANENT AND TEMPORARY PAVEMENT CONSTRUCTED IN STAGE 10D PH. 1, CONTINUING TO OPERATE AS A DIAMOND INTERCHANGE.

EASTBOUND AND WESTBOUND VERONA ROAD EXIT RAMPS ARE RESTRICTED TO TWO LANES.

THROUGH TRAFFIC AND LEFT OUTS REMAIN RESTRICTED AT NESBITT ROAD AND KAPEC ROAD.

CONSTRUCTION
COMPLETE CONSTRUCTION OF MEDIANS AND PAVEMENT BETWEEN EB AND WB ALIGNMENTS BETWEEN LOCATIONS LISTED IN STAGE 10D PH. 1, GAPPING A PORTION BETWEEN STA. 92+50 WB AND STA. 93+45 WB TO MAINTAIN WESTBOUND LEFT TURNS ONTO NESBITT ROAD. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

CONSTRUCT TEMPORARY PAVEMENT IN MEDIAN BETWEEN STA. 93+17 EB AND STA. 94+30 EB FOR USE IN FUTURE STAGES.

PEDESTRIANS
MAINTAIN ALONG THE SOUTH SIDE OF CTH PD ON A COMBINATION OF EXISTING AND PROPOSED SIDEWALK.

STAGE 10 (CONTINUED) - 2020

CTH PD

STAGE 10D PH. 3

TRAFFIC
TRAFFIC OPERATES IN ITS PERMANENT CONDITION, WITH THE INTERCHANGE OPERATING AS A SPUI.

RAMPS RESTRICTED TO SINGLE LEFT AND RIGHT TURN LANES.

EASTBOUND AND WESTBOUND CTH PD TRAFFIC IS PLACED IN PERMANENT LANE LOCATIONS, REMAINING RESTRICTED TO TWO LANES IN EACH DIRECTION.

CONSTRUCTION
COMPLETE CONSTRUCTION OF MEDIAN CURB AND GUTTER AND CONCRETE SIDEWALK AT ALL SPUI ISLANDS.

COMPLETE CONSTRUCTION OF MEDIAN ISLAND AT STA. 109+50 WB. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

COMPLETE MEDIAN AND PAVEMENT CONSTRUCTION BETWEEN STA. 91+25 EB AND STA. 93+45 WB. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

PEDESTRIANS
MAINTAIN ALONG SOUTH SIDE OF CTH PD ON A COMBINATION OF EXISTING AND PROPOSED SIDEWALK WHILE NORTH SIDE SIDEWALKS ARE COMPLETED.

MAINTAIN ON NEWLY CONSTRUCTED NORTH SIDE SIDEWALKS WHILE SOUTH SIDE CROSSWALKS AND SIDEWALKS AT SPUI ARE CONSTRUCTED.

STAGE 10D PH. 4

TRAFFIC
TRAFFIC CONTINUES TO OPERATE IN PERMANENT CONDITION.

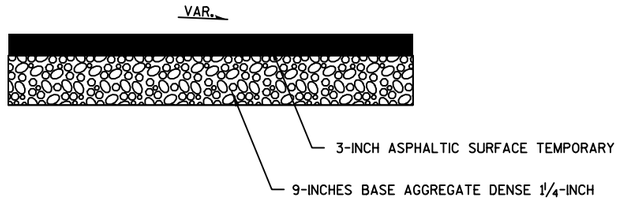
SINGLE LANE CLOSURES UTILIZED FOR EASTBOUND AND WESTBOUND CTH PD TRAFFIC AT NESBITT AND KAPEC ROAD INTERSECTION.

CONSTRUCTION
COMPLETE MEDIAN CURB AND GUTTER BETWEEN STA. 93+25 EB AND STA. 94+50 EB. CONSTRUCT THE LOWER LAYER OF HMA PAVEMENT.

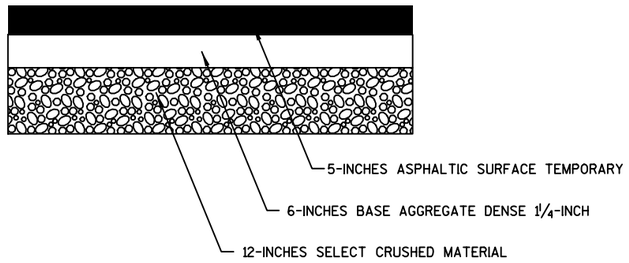
COMPLETE CONSTRUCTION OF MEDIAN ISLANDS ON NESBITT AND KAPEC ROADS.

COMPLETE CONSTRUCTION OF THE UPPER LAYER OF HMA PAVEMENT IN ALL HMA PAVEMENT AREAS WHERE THE LOWER LAYER OF HMA WAS PREVIOUSLY CONSTRUCTED.

PEDESTRIANS
MAINTAIN THROUGHOUT THE PROJECT ON PROPOSED SIDEWALKS.



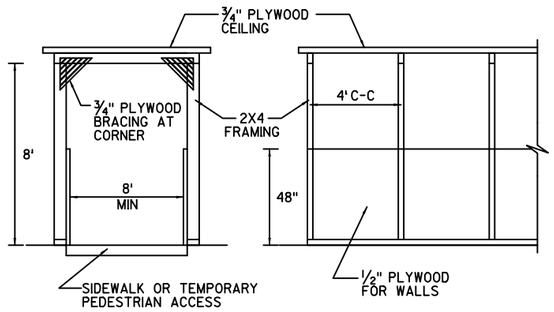
SIDE ROADS AND DRIVEWAYS



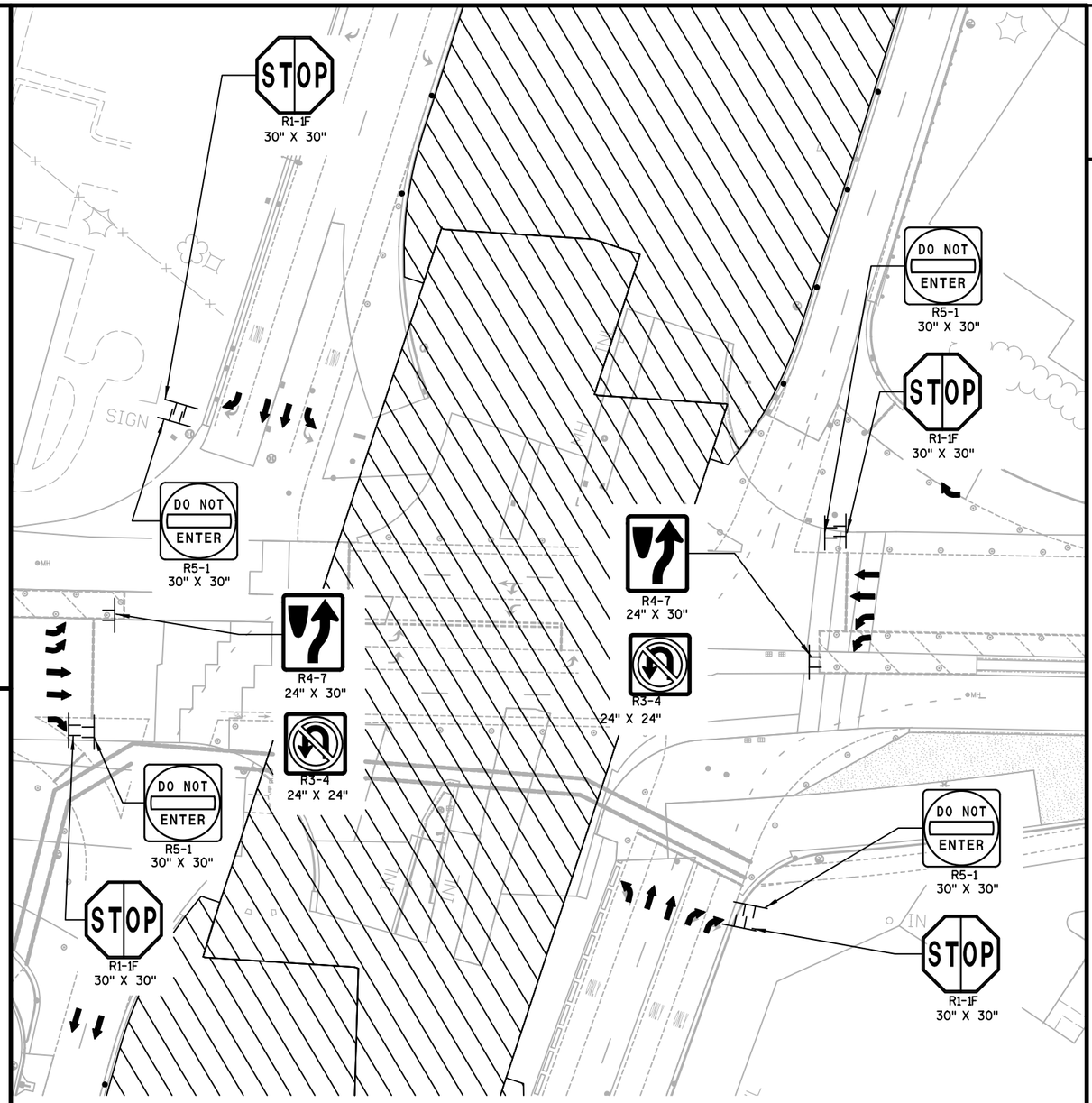
CTH PD

UNLESS OTHERWISE NOTED IN THE PLANS

ASPHALTIC SURFACE TEMPORARY PAVEMENT STRUCTURE



PEDESTRIAN OVERHEAD PROTECTION



SIGNS SHOWN ARE REQUIRED TO BE MAINTAINED DURING ALL STAGES AT EACH INTERSECTION UNTIL PERMANENT SIGNS ARE INSTALLED. SIGNS TO BE PAID UNDER THE TRAFFIC CONTROL SIGNS BID ITEM.

REQUIRED SIGNING FOR TEMPORARY SIGNALS

CTH PD, WILLIAMSBURG WAY, COMMERCE PARK DRIVE

2

+50 VR

897+00 VR

+50 VR

898+00 VR

+50 VR

899+00 VR

2

ALTERNATE TRAFFIC CONTROL OPTION TO BE UTILIZED BETWEEN 9AM AND 3PM ON WEEKDAYS AND DURING THE WEEKENDS WITH THE APPROVAL OF THE ENGINEER. TRAFFIC CONTROL DEVICES USED FOR THIS ALTERNATIVE (TRAFFIC CONTROL DRUMS, TYPE III BARRICADES, TRAFFIC CONTROL SIGNS, ETC.) AS WELL AS RELOCATIONS OF CONCRETE BARRIER TEMPORARY PRECAST ARE TO BE PROVIDED AT NO COST TO THE DEPARTMENT.

S-13-443 BASE

R-13-266

+50 A

97+00 A

+50 A

98+00 A

+50 A

99+00 A

6:1 MAX. TAPER

+50 A

25' (TYP.)

200' (MAX.)

EB USH 18/151 (VERONA ROAD) (A RAMP)

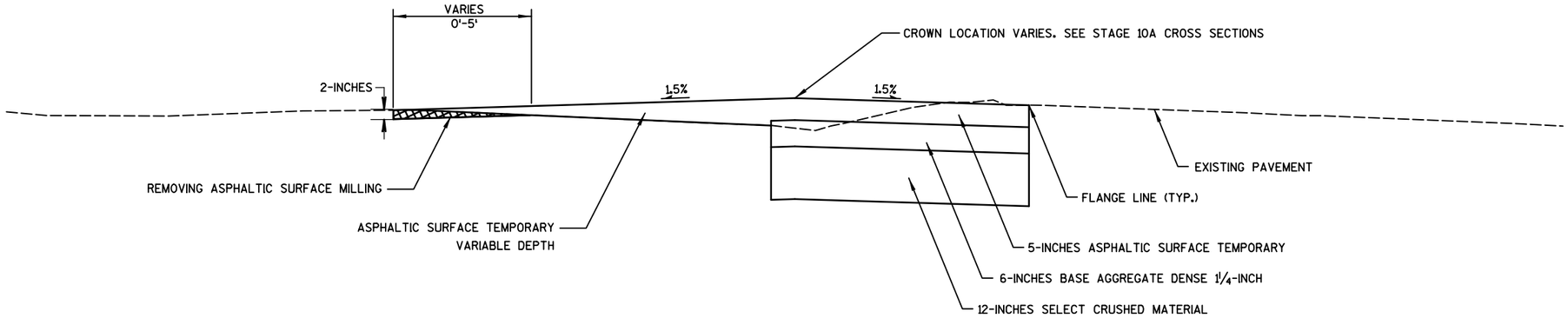
ONLY

ONLY

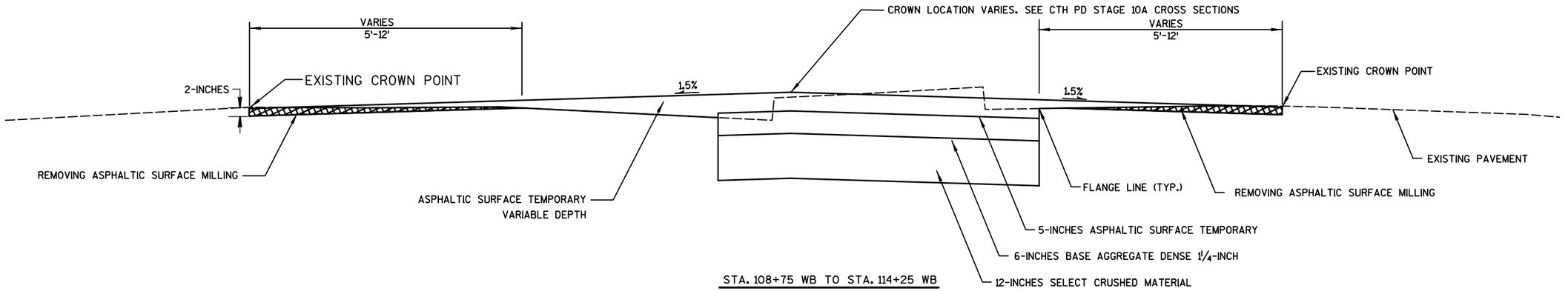
R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING - VERONA RD STG. 9 - ALT	SHEET 360	E

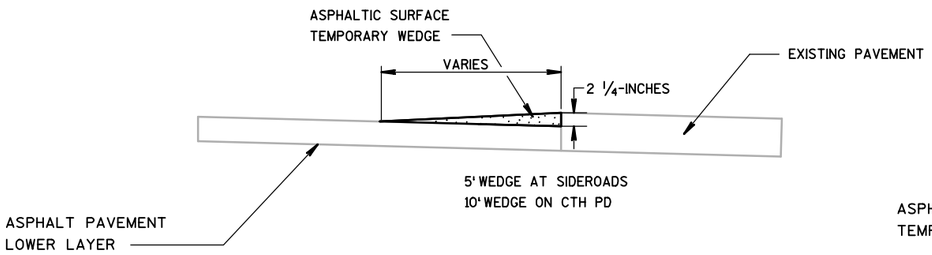


STA. 102+40 WB TO STA. 106+00 WB



STA. 108+75 WB TO STA. 114+25 WB

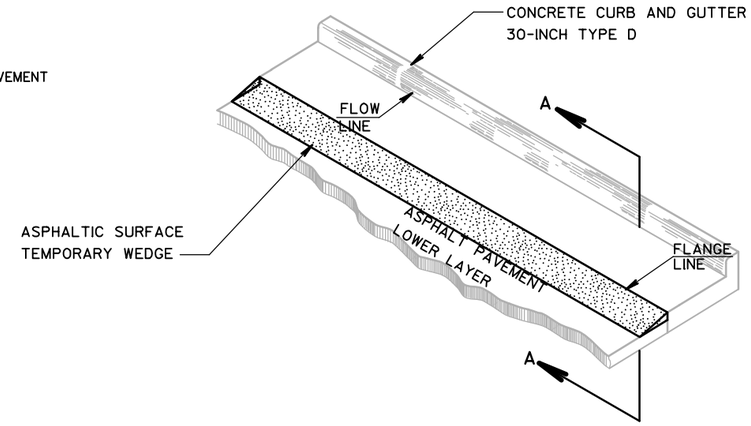
ASPHALTIC SURFACE TEMPORARY - CTH PD STAGE 10A



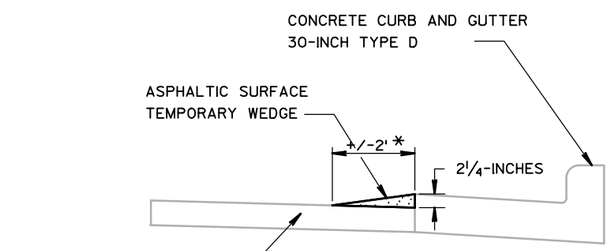
TRANSVERSE WEDGE AT MATCH POINTS

NOTE: ASPHALTIC SURFACE TEMPORARY WEDGE TO BE PAID AS ASPHALTIC SURFACE TEMPORARY.

ASPHALTIC SUFACE TEMPORARY WEDGE TO BE REMOVED BY REMOVING ASPHALTIC SURFACE MILLING PRIOR TO PLACING SURFACE LAYER.



LONGITUDINAL WEDGE AT CURBS

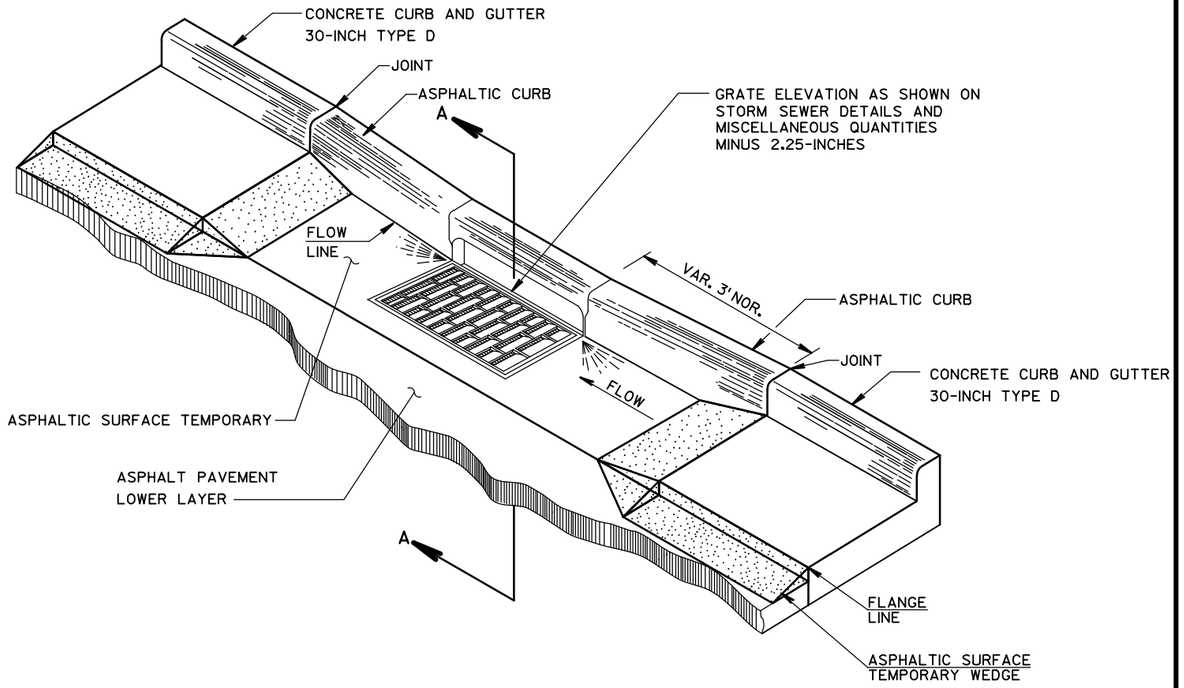


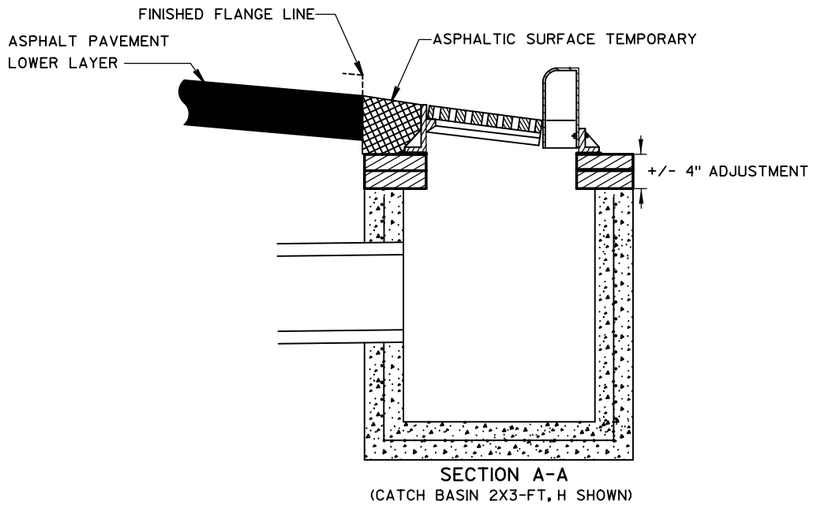
SECTION A-A

* 3' AT CURB RAMP LOCATIONS

ASPHALTIC SURFACE TEMPORARY WEDGE DETAIL

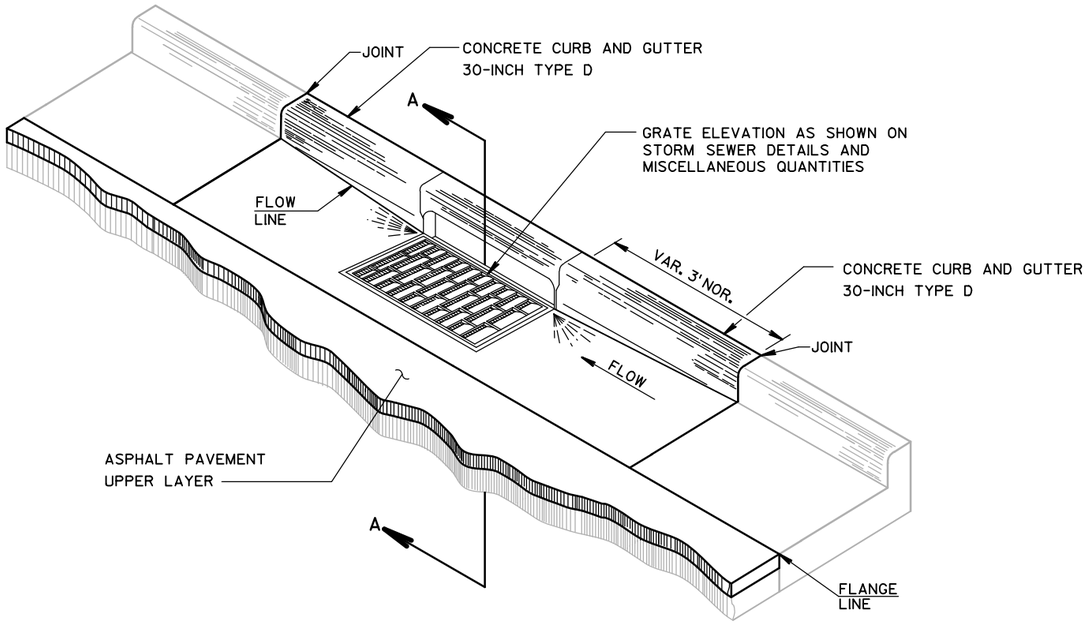
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING	SHEET 361	E

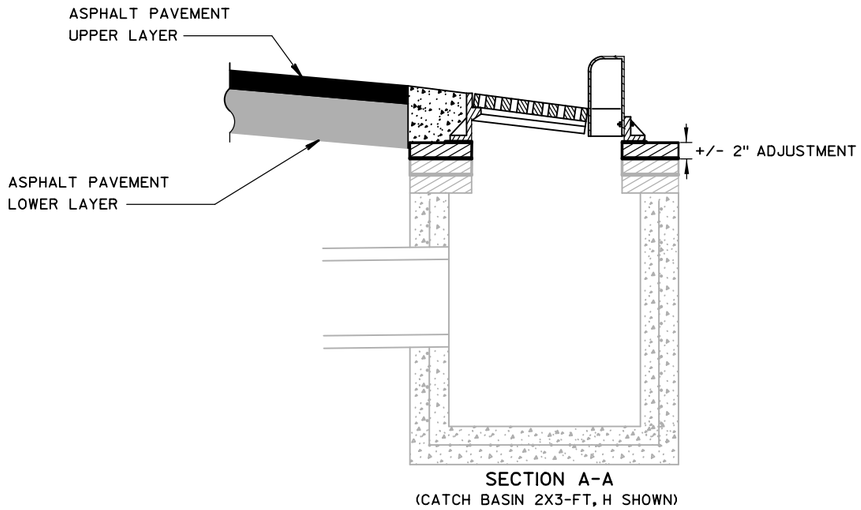




SECTION A-A
(CATCH BASIN 2X3-FT, H SHOWN)

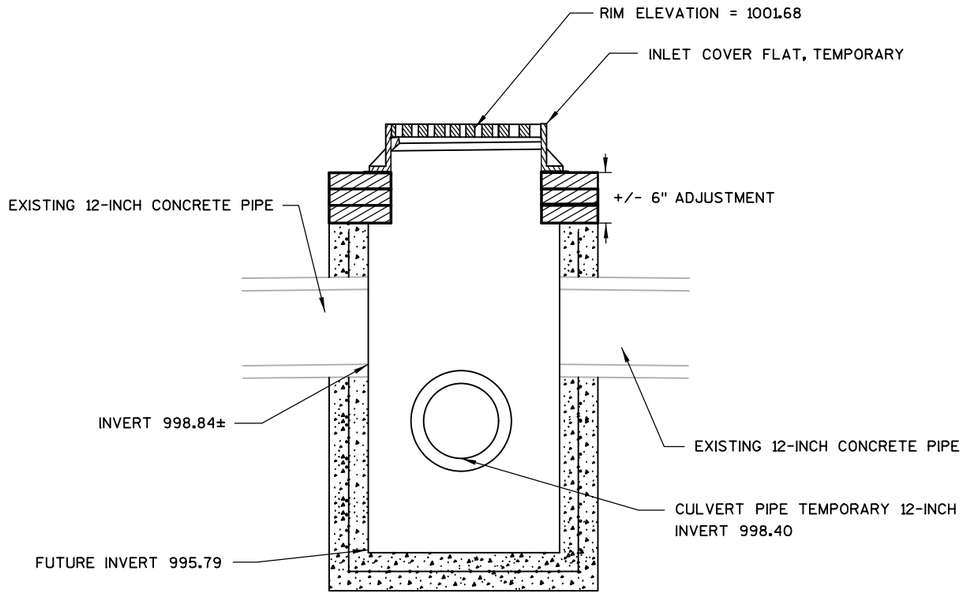
LOW POINT INLET STAGED



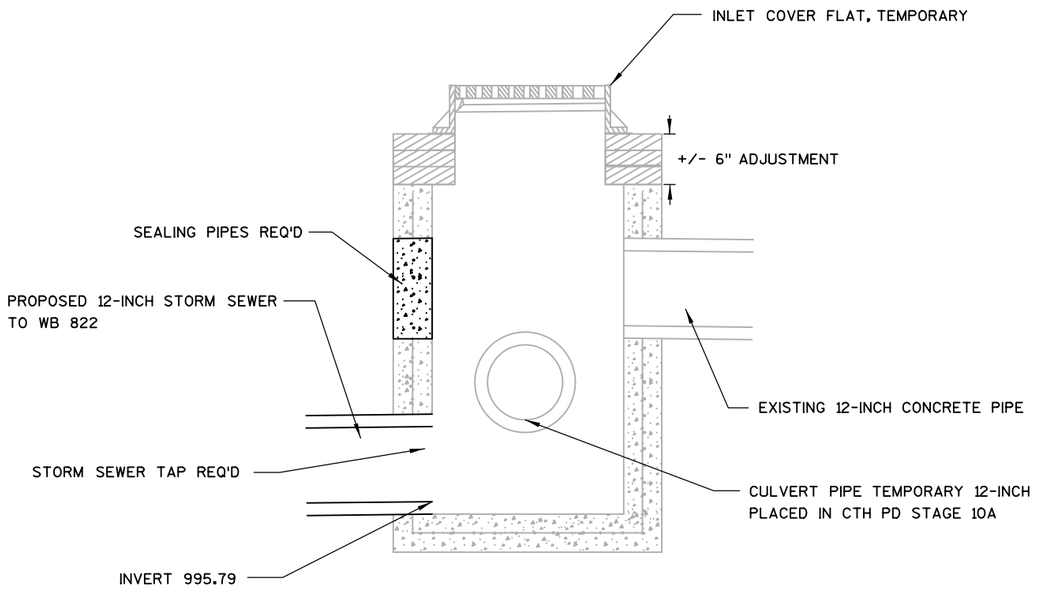


SECTION A-A
(CATCH BASIN 2X3-FT, H SHOWN)

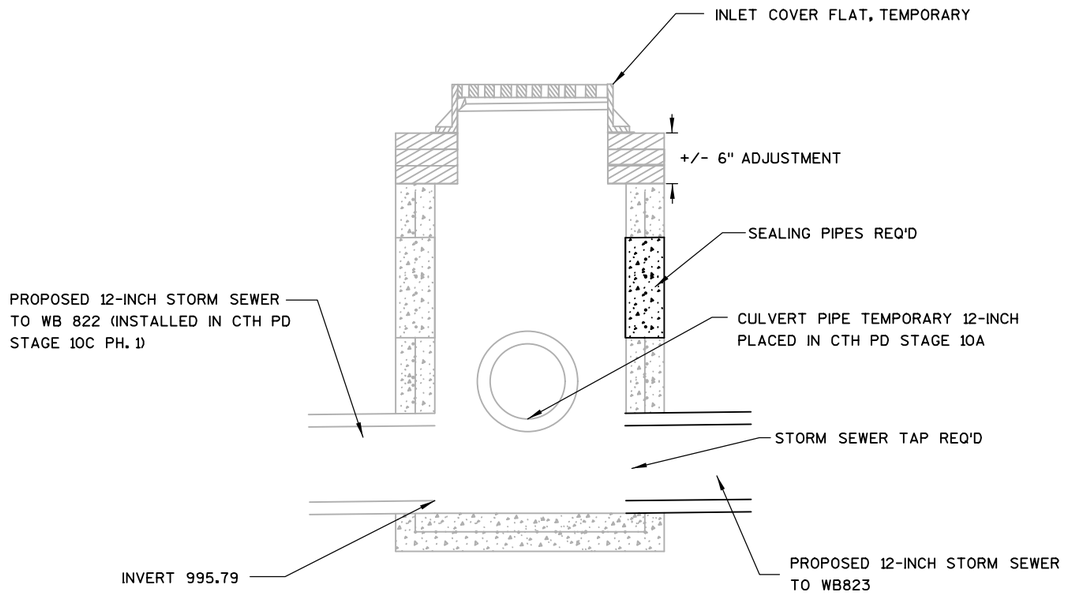
LOW POINT INLET FINAL



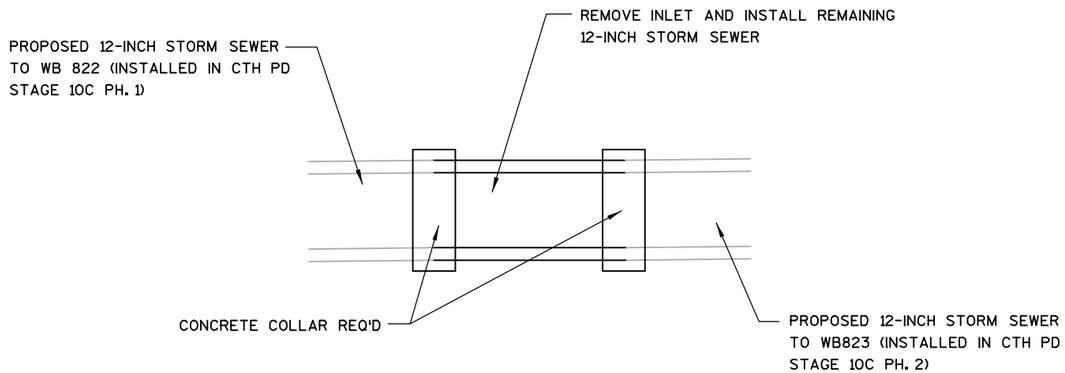
CTH PD STAGE 10A



CTH PD STAGE 10C PH. 1



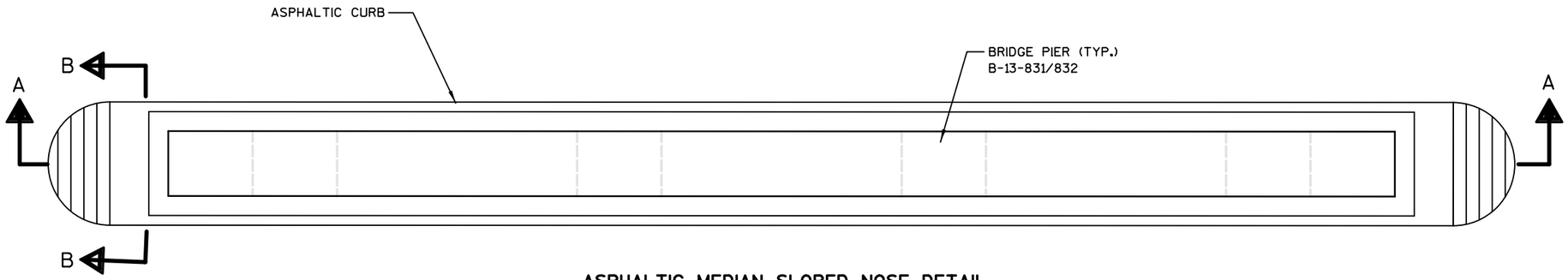
CTH PD STAGE 10C PH. 2



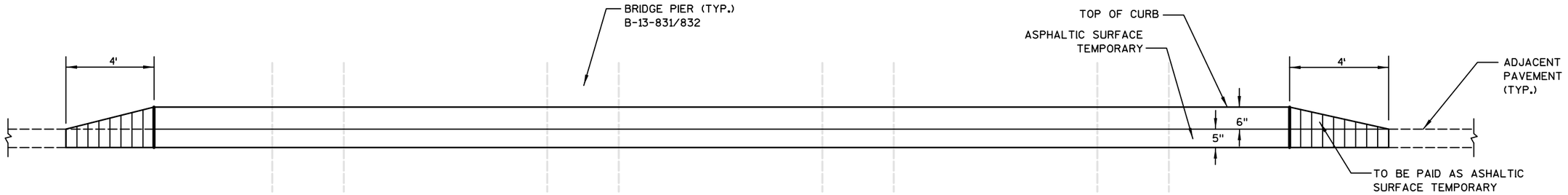
CTH PD STAGE 10D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING - INLET STA. 104+46 WB	SHEET 363	E

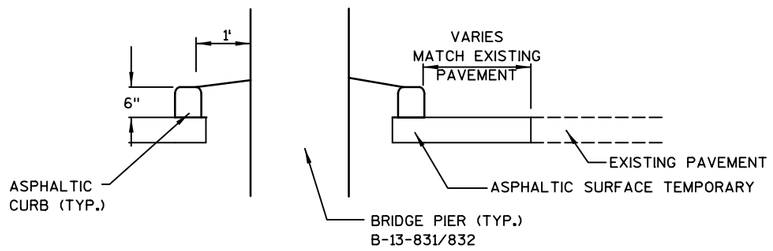
2



ASPHALTIC MEDIAN SLOPED NOSE DETAIL



SECTION A-A



SECTION B-B

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING	SHEET 364	E

KING JAMES WAY

KAPEC ROAD

NESBITT ROAD

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

EXACT TEMPORARY HAUL ROAD LOCATION TO BE DETERMINED IN THE FIELD WITH APPROVAL OF ENGINEER.

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE
(PLACE WHEN HAUL ROAD IS NOT IN USE)

TEMPORARY TRAFFIC SIGNAL (TYP.)
SEE TEMPORARY TRAFFIC SIGNAL PLAN FOR MORE INFORMATION

POTENTIAL HAUL ROAD FROM PROJECT 1206-07-75

ROADWAY EMBANKMENT FROM PROJECT 1206-07-75. APPROXIMATE STA. 905+50 VR TO STA. 920+00 VR.

R-13-267

907+00 VR
906+00 VR
905+00 VR
904+00 VR
903+00 VR
902+00 VR
901+00 VR
900+00 VR
899+00 VR

B-13-832
ABUTMENT

TYPE III BARRICADE (X4)
(PLACE WHEN HAUL ROAD IS NOT IN USE)

STOP HERE ON RED
R10-6
24" X 36"

B-13-832
PIER

TEMPORARY PEDESTRIAN SAFETY FENCE AND CONCRETE BARRIER TEMPORARY PRECAST TO BE MOVED AND RESET NIGHTLY WHEN HAUL ROAD IS IN USE. MOVING AND RESETTING INCLUDED WITH TEMPORARY HAUL ROUTE BID ITEM.

EXACT TEMPORARY HAUL ROAD LOCATION TO BE DETERMINED IN THE FIELD WITH APPROVAL OF ENGINEER.

B-13-832
ABUTMENT

FLAG PERSON REQUIRED FOR PEDESTRIAN CROSSING AND TO ACTIVATE TEMPORARY HAUL ROUTE SIGNAL FOR CONSTRUCTION VEHICLE CROSSING OF CTH PD.

R-13-266

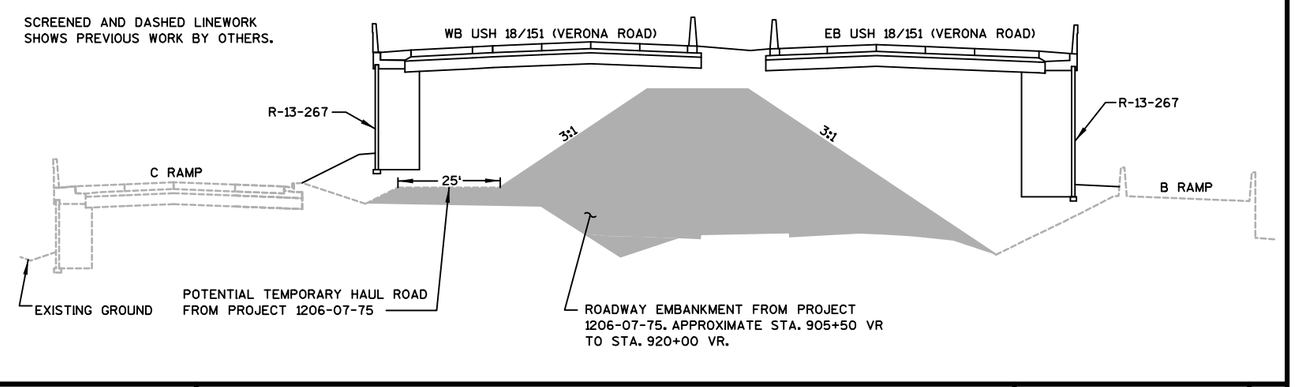
25'
28'
90'

N

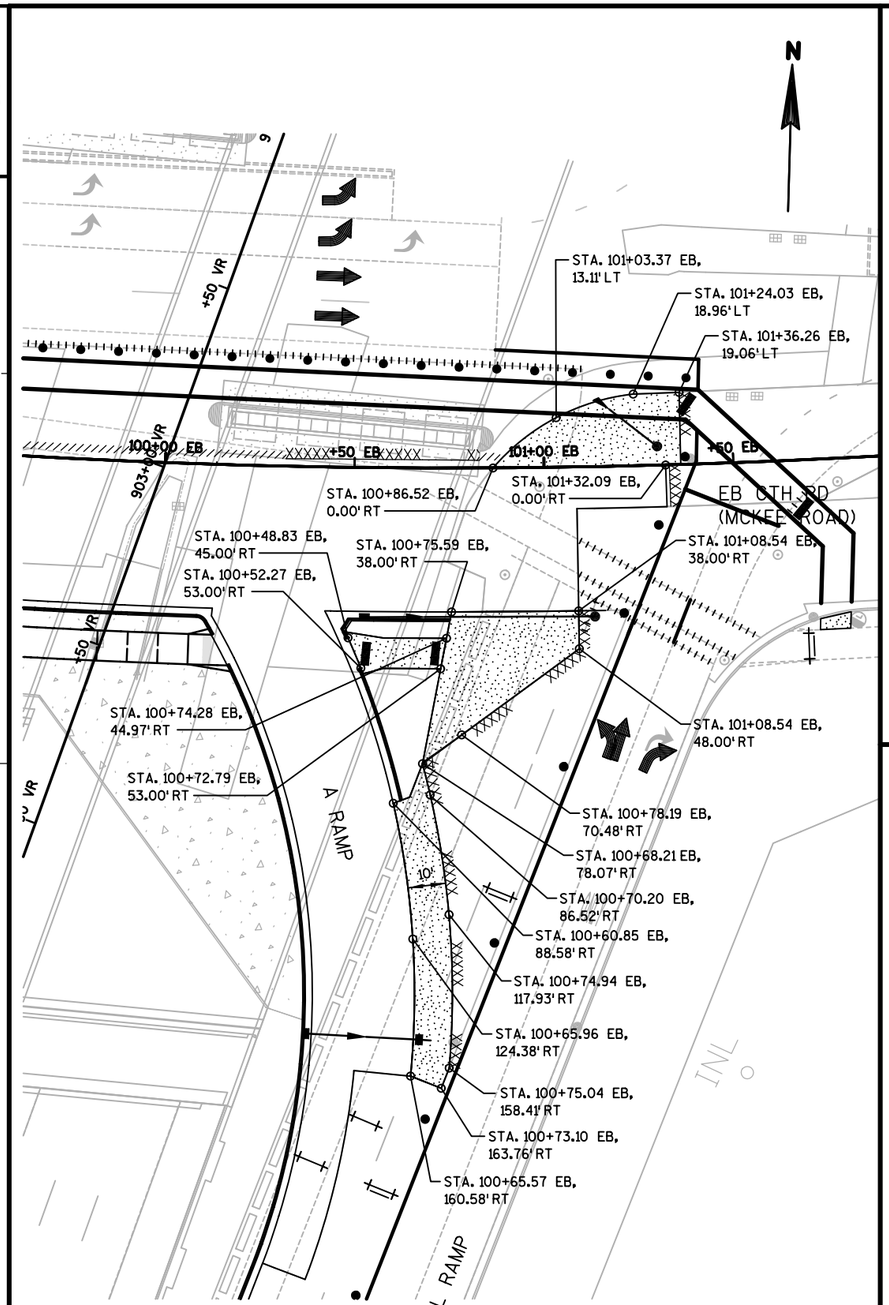
TEMPORARY POTENTIAL HAUL ROAD NOTES

-POTENTIAL TEMPORARY HAUL ROAD TO BE UTILIZED DURING NIGHTTIME OPERATIONS AND WILL BE SIGNALIZED.
-NIGHTTIME SINGLE LANE CLOSURES TO BE UTILIZED WHEN CONCRETE BARRIER TEMPORARY PRECAST IS PRESENT FOR B-13-832 PIER CONSTRUCTION. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.
-FLAGGING OPERATIONS WILL BE REQ'D AT THE PEDESTRIAN SIDEWALK NEAR STA. 902+75 VR WHEN THE TEMPORARY HAUL ROAD IS IN USE.
-R-13-266 AND R-13-267 ARE SHOWN FOR INFORMATION ONLY.
-THE USE OF THE TEMPORARY HAUL ROAD FOR THE TRANSFER OF MATERIALS OTHER THAN ROADWAY EMBANKMENT IS NOT ALLOWED UNLESS APPORVED BY THE ENGINEER.

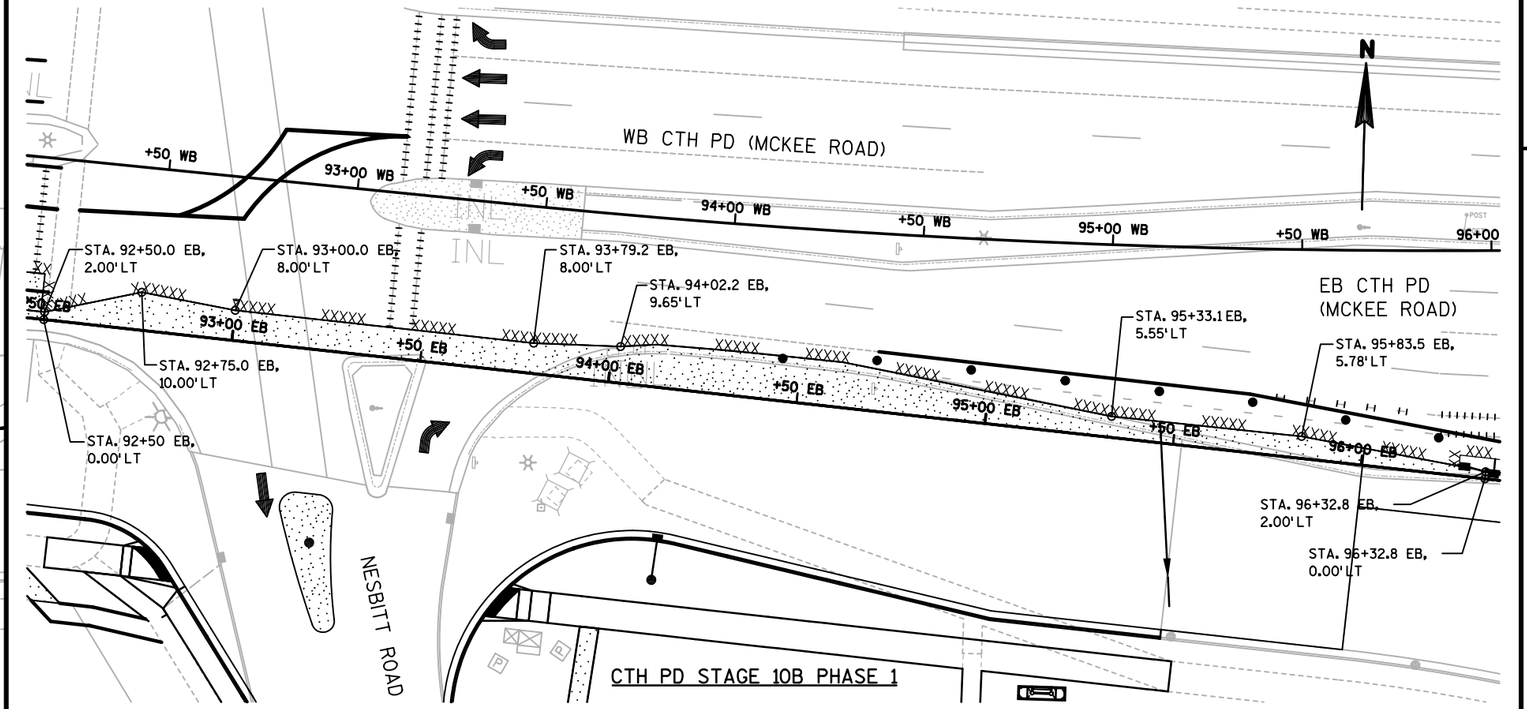
SCREENED AND DASHED LINEWORK SHOWS PREVIOUS WORK BY OTHERS.

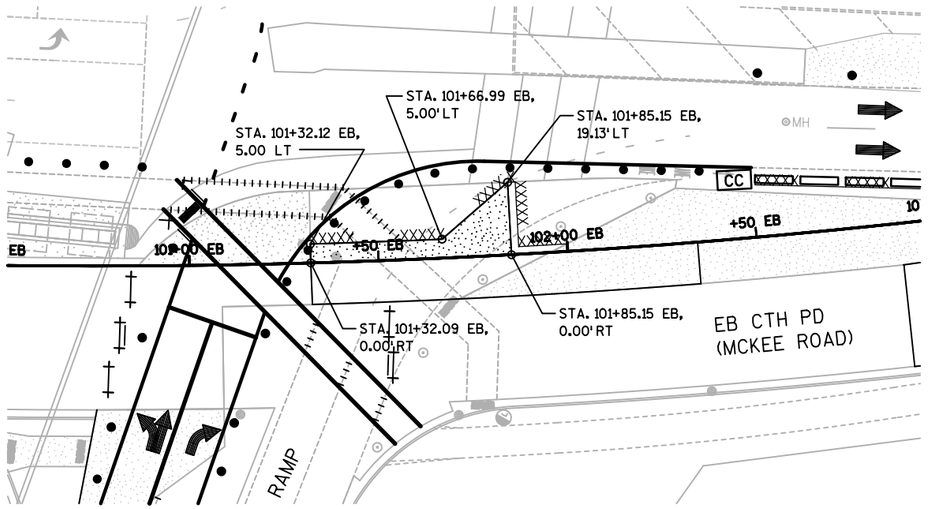


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING (POTENTIAL TEMPORARY HAUL RD	SHEET 365	E



A RAMP STAGE 10B PHASE 1

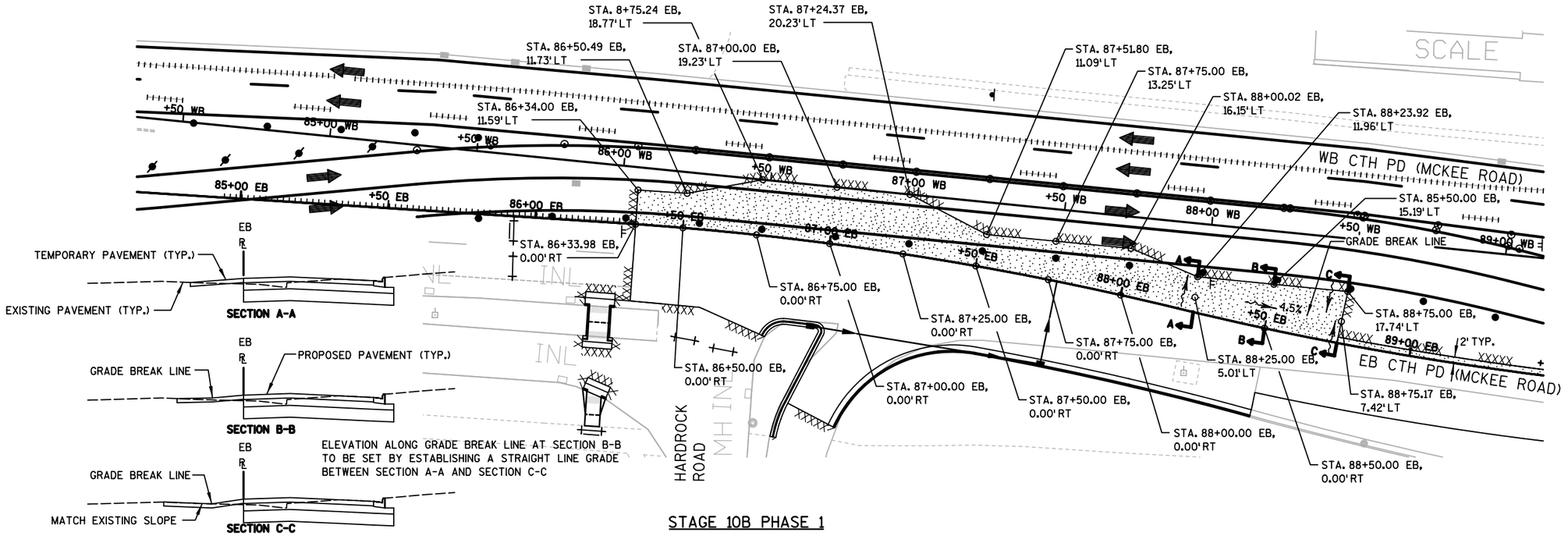




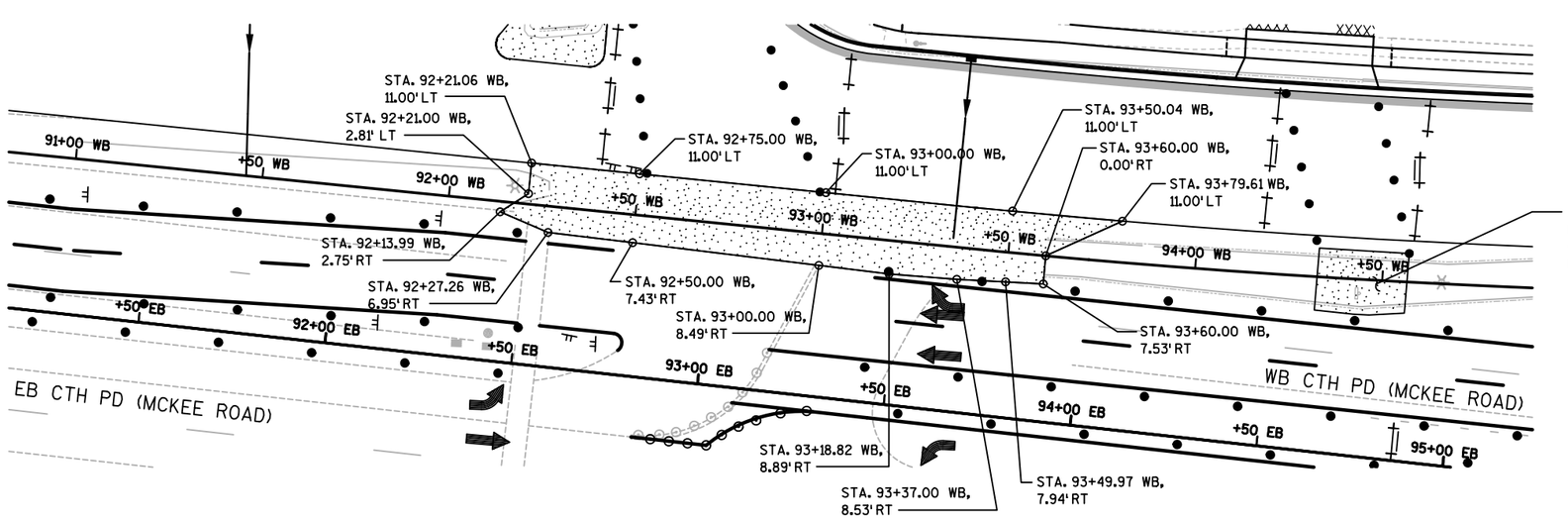
CTH PD STAGE 10B PHASE 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026105_cd.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

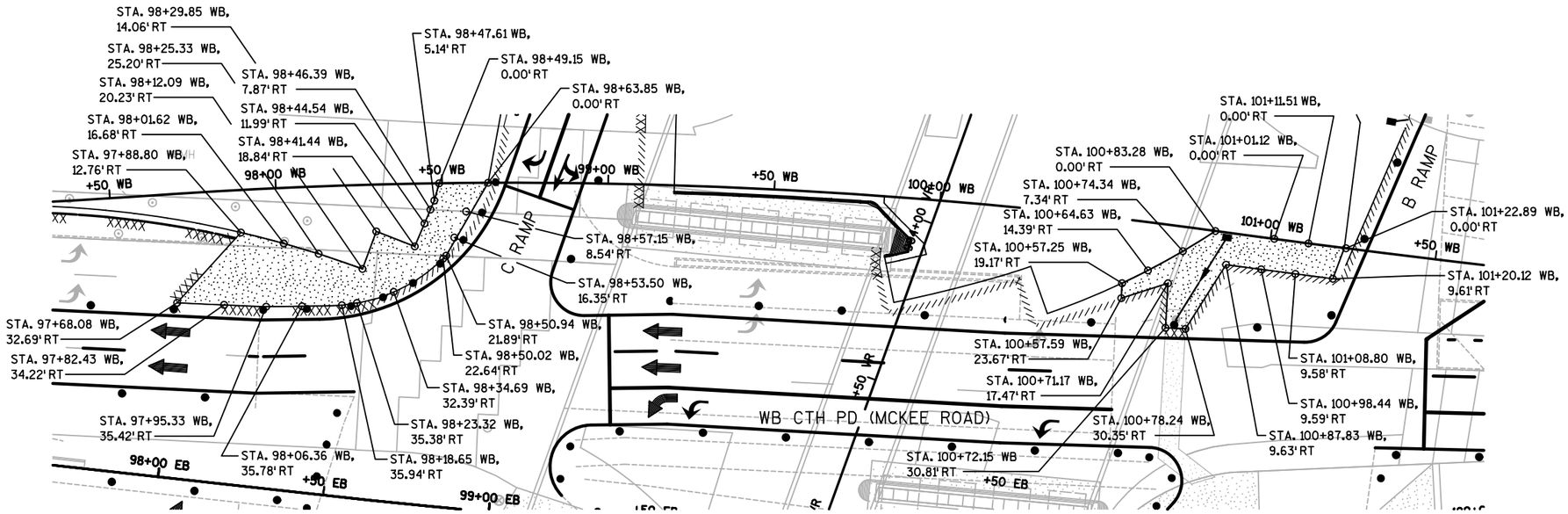


STAGE 10B PHASE 1

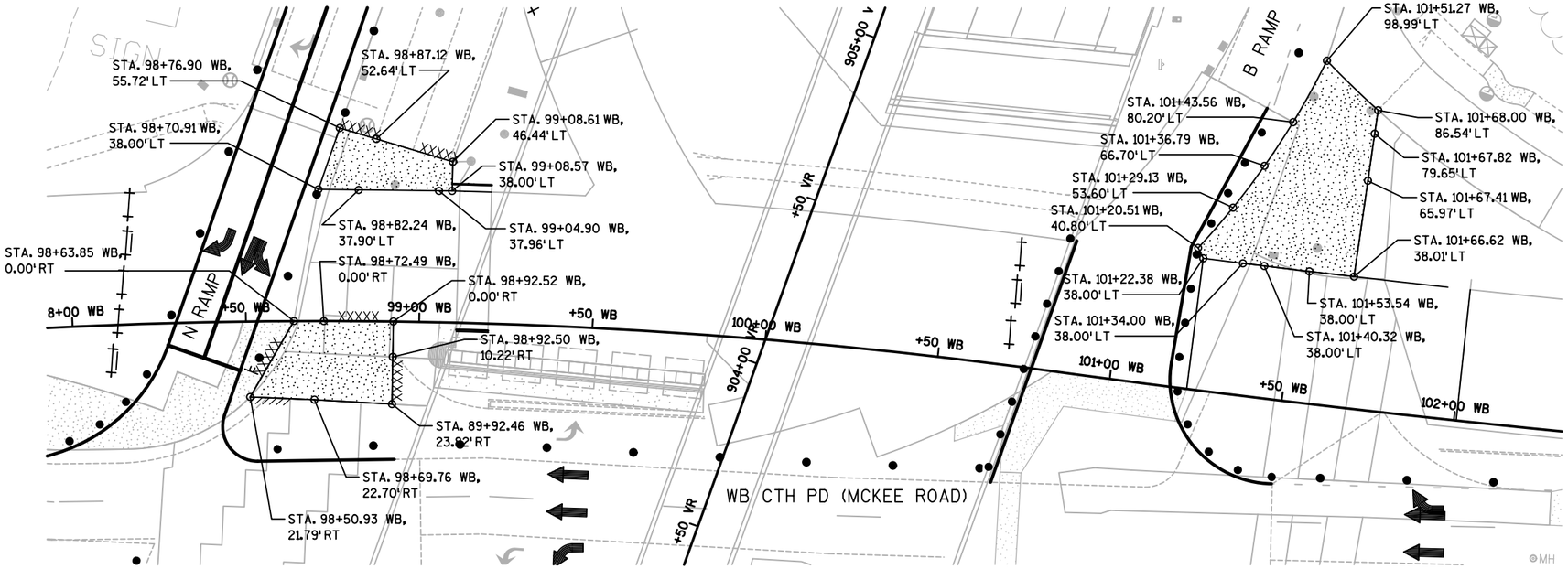


STAGE 10C PHASE 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING	SHEET 367	E

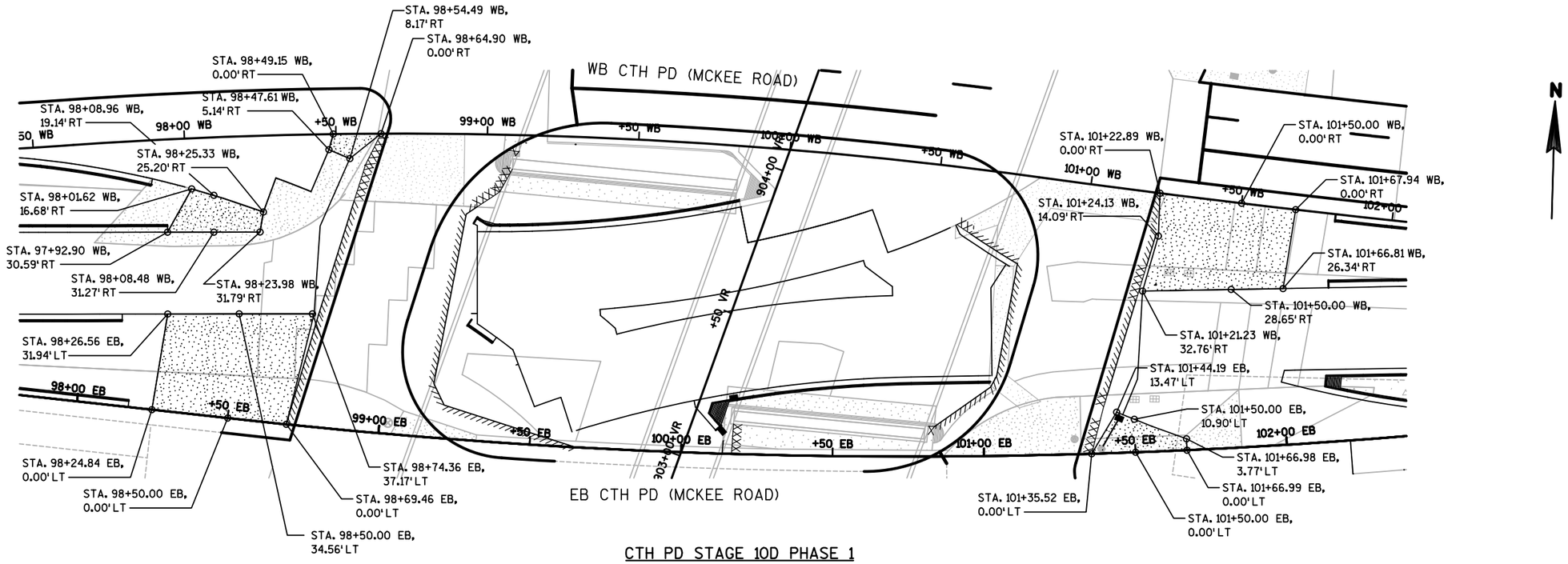


STAGE 10C PHASE 2

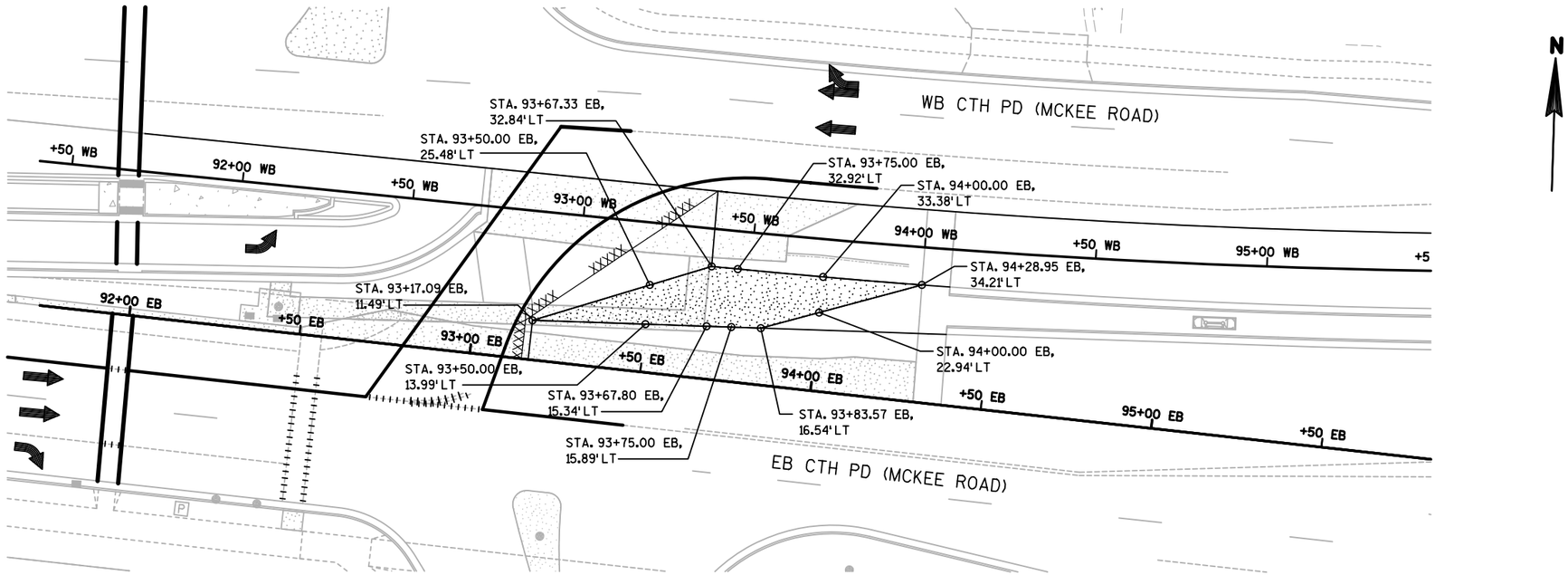


STAGE 10C PHASE 3

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING	SHEET 368	E



CTH PD STAGE 10D PHASE 1



CTH PD STAGE 10D PHASE 2

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONSTRUCTION DETAILS - STAGING	SHEET	E

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LEGEND

- OPEN SIDEWALK/PATH
- OPEN SIDEWALK/PATH, GRADE SEPARATED
- WORK AREA

SEE CTH PD TRAFFIC CONTROL SHEETS FOR SIGNING INFORMATION.

2

CTH PD STAGE 9A

KING JAMES WAY
KAPEC ROAD
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
HARD ROCK ROAD
NESBITT ROAD
MILITARY RIDGE PATH
COMMERCE PARK DRIVE

2

CTH PD STAGE 9B

KING JAMES WAY
KAPEC ROAD
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
HARD ROCK ROAD
NESBITT ROAD
MILITARY RIDGE PATH
COMMERCE PARK DRIVE

CTH PD STAGE 10A

KING JAMES WAY
KAPEC ROAD
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
HARD ROCK ROAD
NESBITT ROAD
MILITARY RIDGE PATH
COMMERCE PARK DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD - PED./BICYCLE ROUTING	SHEET 370	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026110_ped route_cthpd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

LEGEND

- OPEN SIDEWALK/PATH
- OPEN SIDEWALK/PATH, GRADE SEPARATED
- WORK AREA

SEE CTH PD TRAFFIC CONTROL SHEETS FOR SIGNING INFORMATION.

CTH PD STAGE 10B

KING JAMES WAY
KAPEC ROAD
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
HARD ROCK ROAD
NESBITT ROAD
MILITARY RIDGE PATH
COMMERCE PARK DRIVE

SEE TRAFFIC CONTROL NESBITT ROAD STG. 10B PH. 1 AND PH. 2 FOR PEDESTRIAN STAGING

SEE TRAFFIC CONTROL CTH PD STG. 10B PH. 1 COMMERCE PARK FOR PEDESTRAIN STAGING

CTH PD STAGE 10C

KING JAMES WAY
KAPEC ROAD
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
HARD ROCK ROAD
NESBITT ROAD
MILITARY RIDGE PATH
COMMERCE PARK DRIVE

SEE TRAFFIC CONTROL KAPEC ROAD STG. 10C PH. 2A AND 2B FOR PEDESTRIAN STAGING

PHASE 2A PEDESTRIAN ROUTE
PHASE 2B PEDESTRIAN ROUTE

CTH PD STAGE 10D PH. 1-2

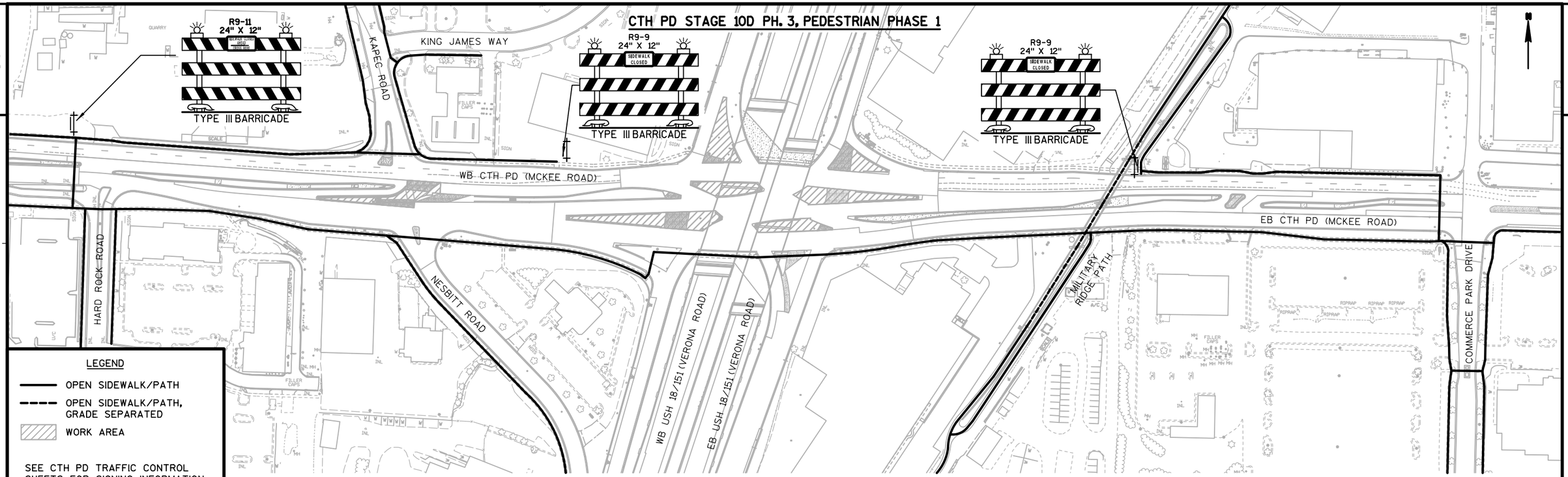
KING JAMES WAY
KAPEC ROAD
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
HARD ROCK ROAD
NESBITT ROAD
MILITARY RIDGE PATH
COMMERCE PARK DRIVE

MAINTAIN PEDESTRIAN CROSSING AT EITHER HARDROCK ROAD OR NESBITT ROAD. DO NOT RESTRICT ACCESS SIMULTANEOUSLY.

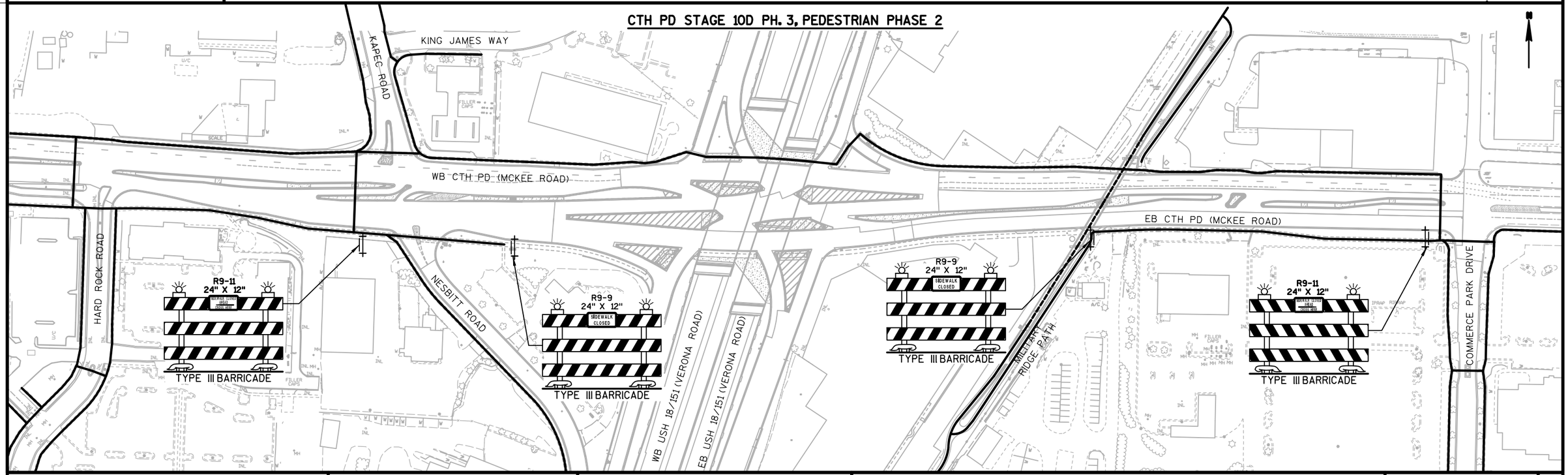
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD - PED./BICYCLE ROUTING	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026111_ped route_cthpd.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CTH PD STAGE 10D PH. 3, PEDESTRIAN PHASE 1



CTH PD STAGE 10D PH. 3, PEDESTRIAN PHASE 2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD - PED./BICYCLE ROUTING	SHEET 372	E

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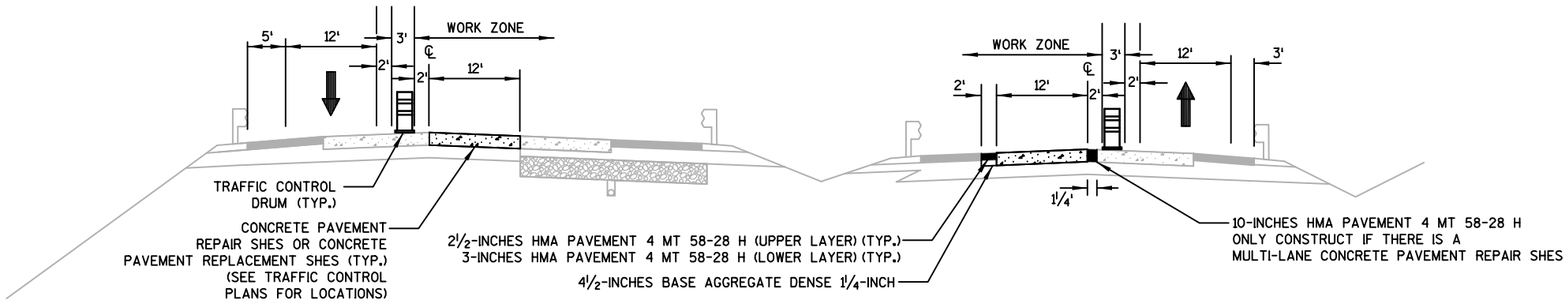
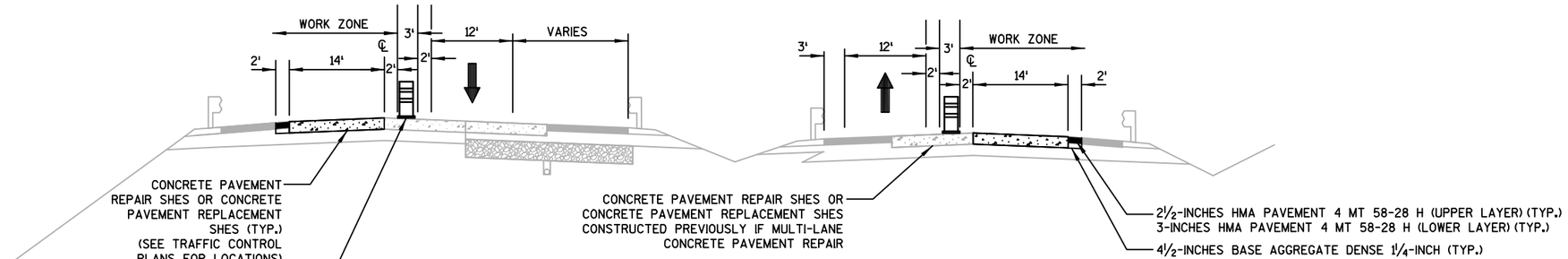
WISDOT/CADDS SHEET 42



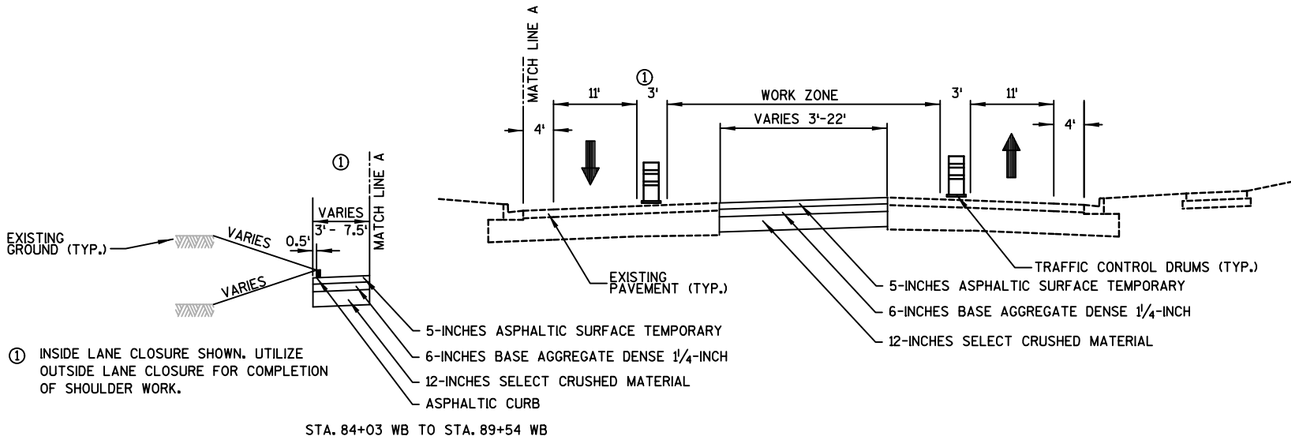
TYPICAL STAGE 9 CONCRETE REPAIR SECTION - VERONA ROAD
INSIDE LANE CLOSURE OFF-PEAK TRAFFIC CONDITION

STA. 858+50 VR TO STA. 865+75 VR



TYPICAL STAGE 9 CONCRETE REPAIR SECTION - VERONA ROAD
OUTSIDE LANE CLOSURE OFF-PEAK TRAFFIC CONDITION

STA. 858+50 VR TO STA. 865+75 VR

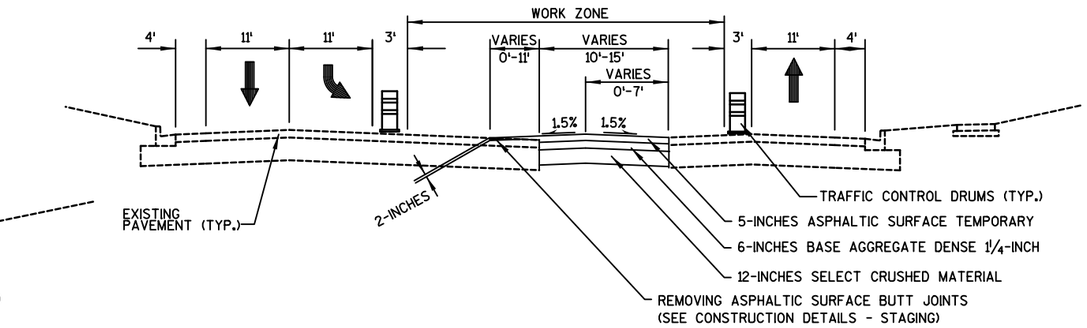


① INSIDE LANE CLOSURE SHOWN. UTILIZE OUTSIDE LANE CLOSURE FOR COMPLETION OF SHOULDER WORK.

STA. 84+03 WB TO STA. 89+54 WB

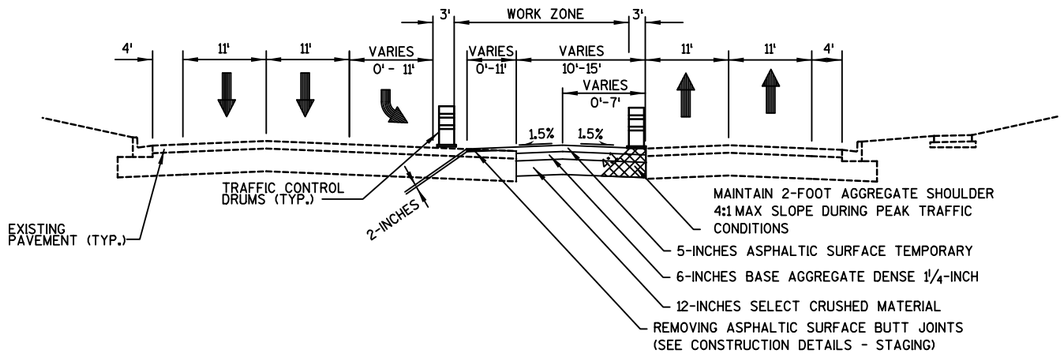
TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 80+20 WB TO STA. 93+60 WB



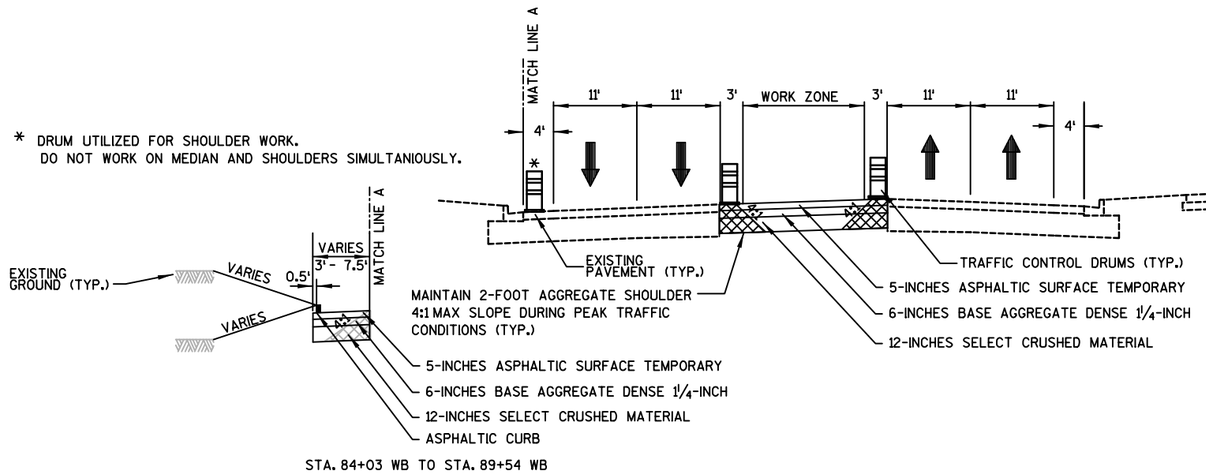
TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 102+29 WB TO STA. 106+67 WB



TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

STA. 102+29 WB TO STA. 106+67 WB

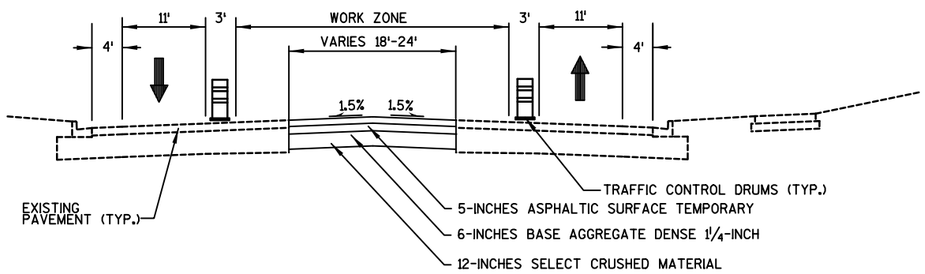


* DRUM UTILIZED FOR SHOULDER WORK.
DO NOT WORK ON MEDIAN AND SHOULDERS SIMULTANIOUSLY.

STA. 84+03 WB TO STA. 89+54 WB

TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

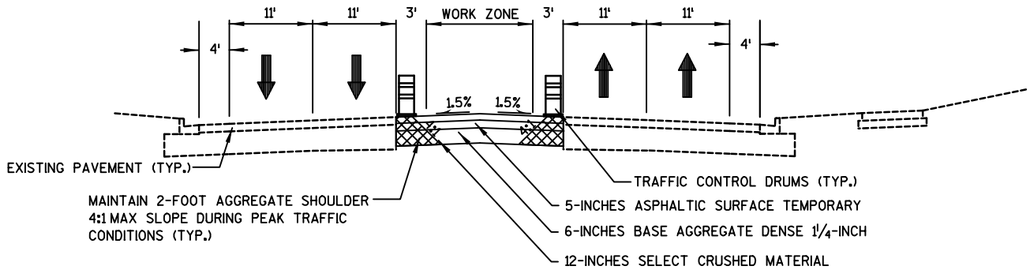
STA. 80+20 WB TO STA. 93+60 WB



TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

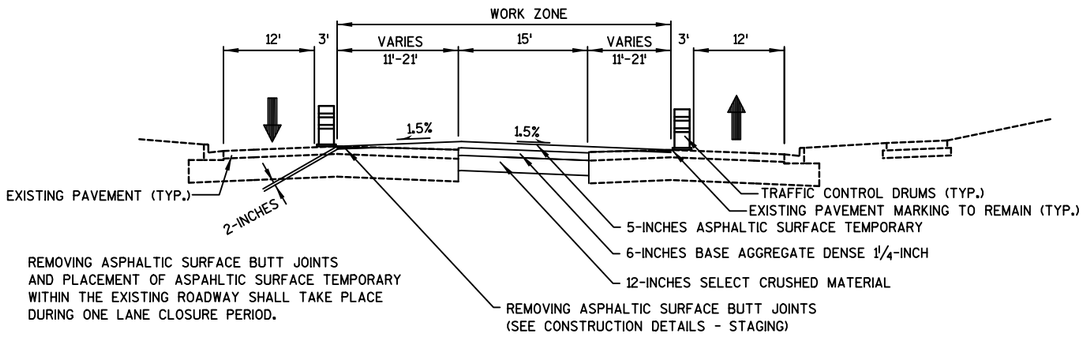
STA. 107+07 WB TO STA. 109+28 WB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS - CTH PD (MCKEE ROAD)	SHEET 374	E



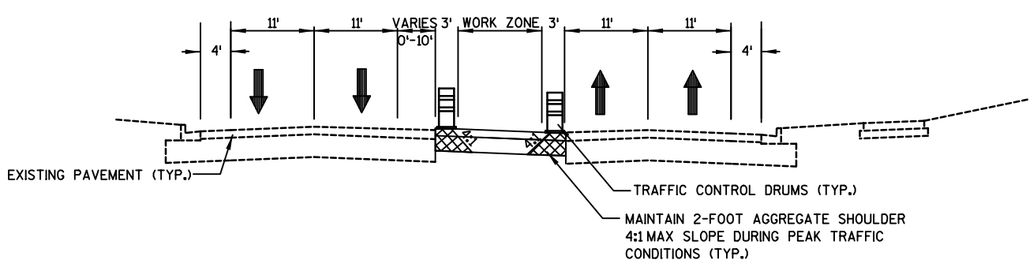
TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

STA. 107+07 WB TO STA. 109+28 WB



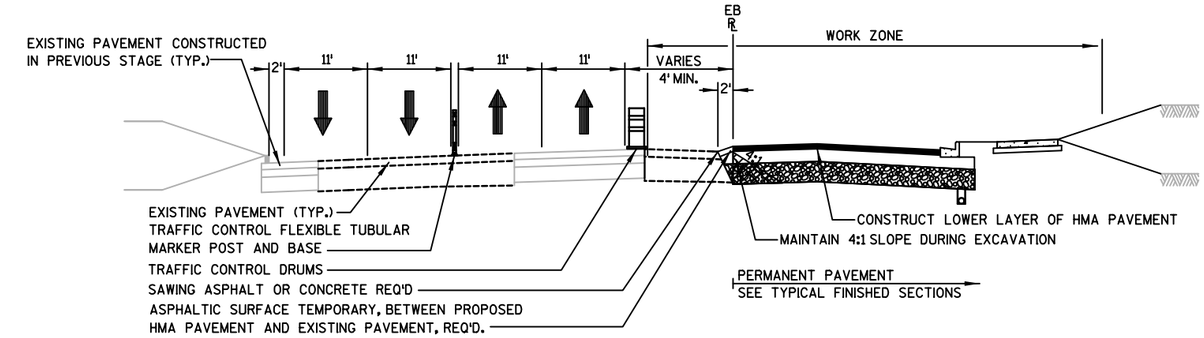
TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
OFF-PEAK TRAFFIC CONDITION

STA. 109+28 WB TO STA. 114+00 WB



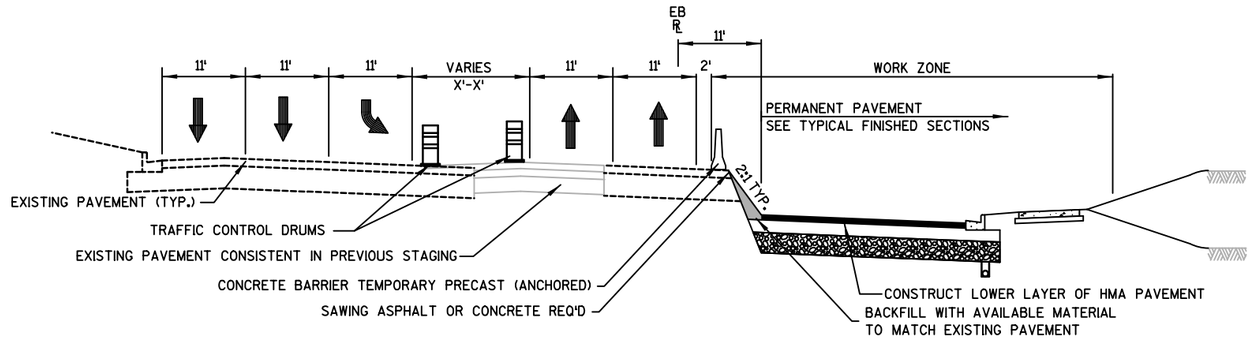
TYPICAL STAGE 10A SECTION - CTH PD (MCKEE ROAD)
PEAK TRAFFIC CONDITION

STA. 109+28 WB TO STA. 114+00 WB



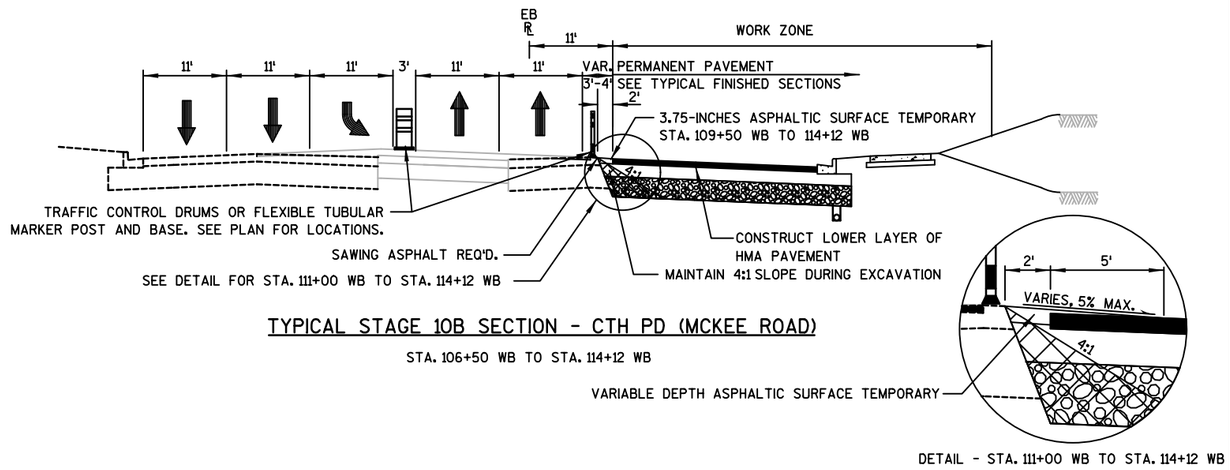
TYPICAL STAGE 10B SECTION - CTH PD (MCKEE ROAD)

STA. 80+06 WB TO STA. 101+50 WB



TYPICAL STAGE 10B SECTION - CTH PD (MCKEE ROAD)

STA. 101+50 WB TO STA. 106+50 WB



DETAIL - STA. 111+00 WB TO STA. 114+12 WB

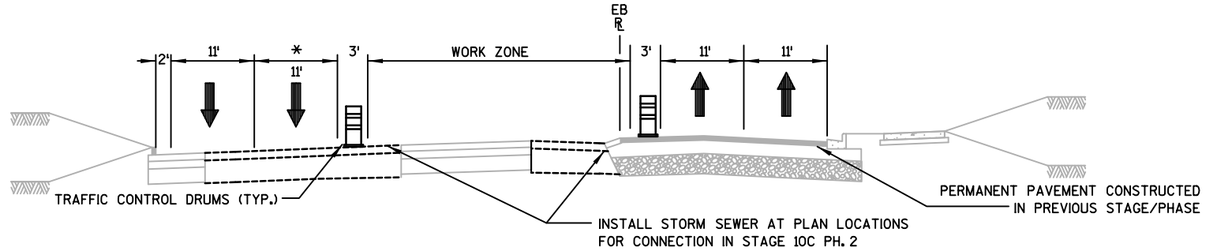
TYPICAL STAGE 10B SECTION - CTH PD (MCKEE ROAD)

STA. 106+50 WB TO STA. 114+12 WB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS - CTH PD (MCKEE ROAD)	SHEET 375	E

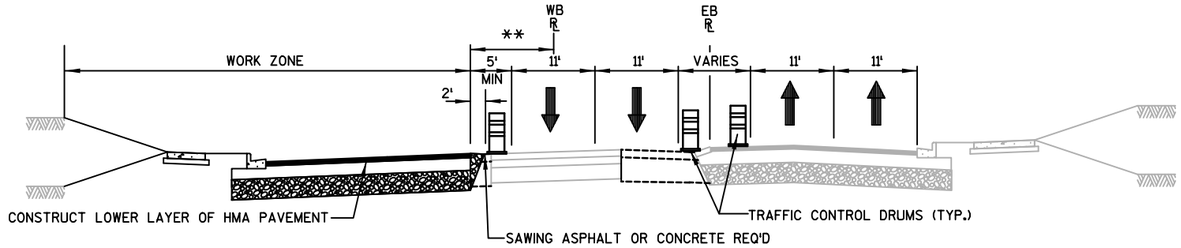
2

* UTILIZE SINGLE LANE OFF-PEAK CLOSURES
FOR STORM SEWER INSTALLATION STA. 106+50 WB TO 112+50 WB



TYPICAL STAGE 10C PH. 1 SECTION - CTH PD (MCKEE ROAD)

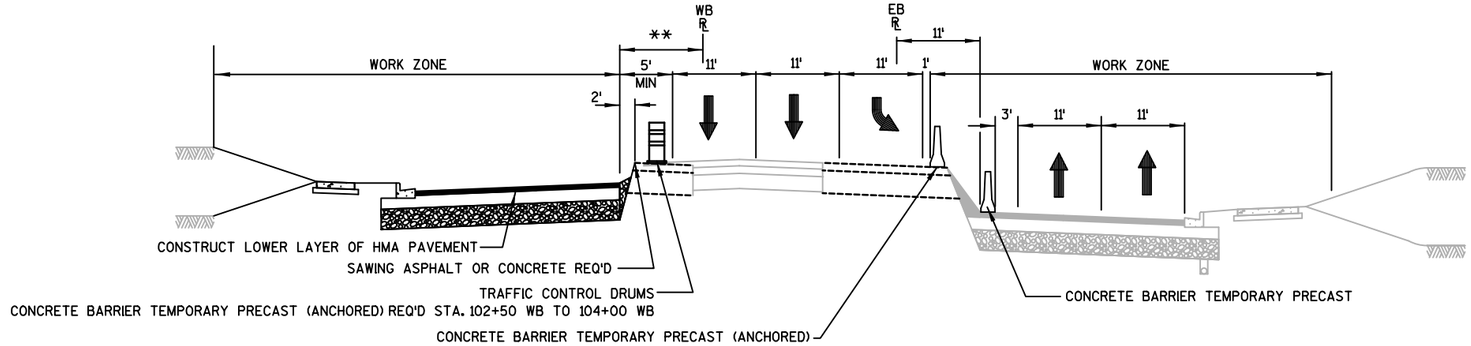
STA. 86+00 WB TO STA. 114+50 WB



TYPICAL STAGE 10C PH. 2 SECTION - CTH PD (MCKEE ROAD)

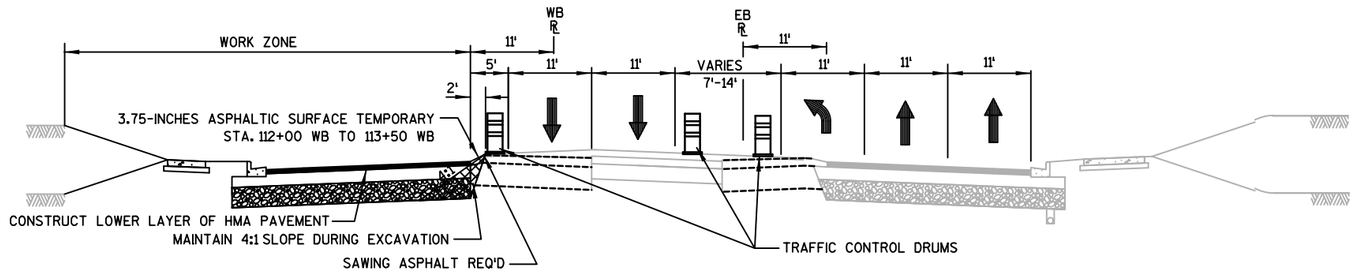
STA. 80+78 WB TO STA. 101+50 WB

** EDGE OF PROPOSED PAVEMENT CONSTRUCTION VARIES 0' TO
11' FROM WB ℄



TYPICAL STAGE 10C PH. 2 SECTION - CTH PD (MCKEE ROAD)

STA. 101+50 WB TO STA. 106+50 WB

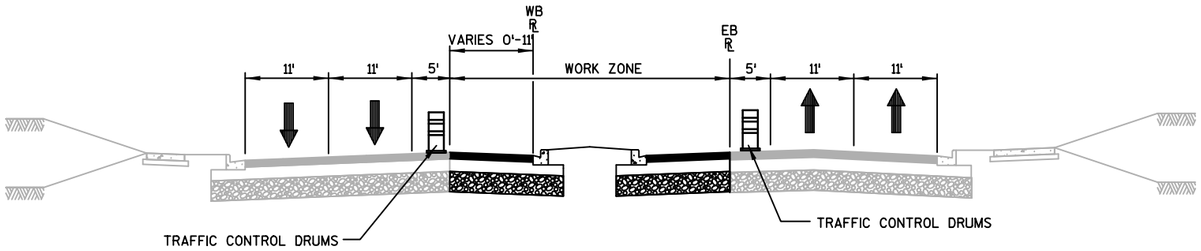


TYPICAL STAGE 10C PH. 2 SECTION - CTH PD (MCKEE ROAD)

STA. 106+50 WB TO STA. 114+12 WB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS - CTH PD (MCKEE ROAD)	SHEET 376	E

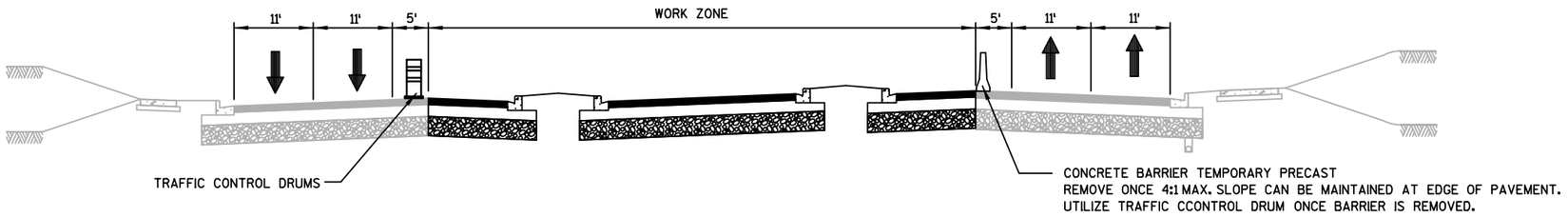
NOTE: CONSTRUCT LOWER LAYER OF HMA PAVEMENT IN STAGES CTH PD (MCKEE RD) STG. 10D PH. 1-4. CONSTRUCT UPPER LAYER OF HMA PAVEMENT AT THE END OF CTH PD (MCKEE RD) STG. 10D PH. 4.



TYPICAL STAGE 10D SECTION - CTH PD (MCKEE ROAD)

STA. 80+20 WB TO STA. 101+50 WB

STA. 106+50 WB TO STA. 114+50 WB



TYPICAL STAGE 10D SECTION - CTH PD (MCKEE ROAD)

STA. 101+50 WB TO STA. 106+50 WB

VERONA ROAD
STAGE 9

2

ROAD WORK 2 MILES W20-1E

ROAD WORK 1 MILE W20-1F

ROAD WORK 1/2 MILE W20-1G
STA. 853+00 VR

1/2 & 1/4 MILES WEST OF FITCHRONA RD CROSSING

END ROAD WORK G20-2A 48" X 24"
STA. 856+00 VR

ROAD WORK AHEAD W20-1A
PLACE APPROXIMATELY 200' FROM INTERSECTION

END ROAD WORK G20-2A 48" X 24"
PLACE APPROXIMATELY 200' FROM INTERSECTION

ROAD WORK AHEAD W20-1A
STA. 968+00 VR

CTH PD (MCKEE ROAD)

WILLIAMSBURG WAY

RAYMOND ROAD

USH 12 / 14 (BELTLINE)

USH 18/151 (VERONA ROAD)

SPROCKET DRIVE

SPOKE DRIVE

END ROAD WORK G20-2A 48" X 24"
PLACE APPROXIMATELY 200' FROM INTERSECTION

ROAD WORK 500 FT W20-1D
STA. 950+00 VR

ROAD WORK 1000 FT W20-1C
STA. 955+00 VR

END ROAD WORK G20-2A 48" X 24"
STA. 972+00 VR

UTILIZE PCMS 14 DAYS PRIOR TO STARTING WORK ON VERONA ROAD AND CTH PD AND 7 DAYS PRIOR TO STARTING WORK ON OTHER ROADS.
UTILIZE PCMS 7 DAYS PRIOR TO LANE CLOSURES OR TRAFFIC SHIFTS, STAGE CHANGES, AND AS DIRECTED BY THE ENGINEER

CTH PD (MCKEE ROAD)
STAGE 9

ROAD WORK AHEAD W20-1A
STA. 80+75 EB

KAPEC ROAD

END ROAD WORK G20-2A 48" X 24"
STA. 95+75 EB

ROAD WORK 500 FT W20-1D
STA. 108+50 EB

SPOKE DRIVE

FITCHRONA ROAD

HARDROCK ROAD

ROAD WORK 500 FT W20-1D
STA. 94+25 EB

NESBITT ROAD

USH 18/151 (VERONA ROAD)

END ROAD WORK G20-2A 48" X 24"
STA. 106+00 EB

CTH PD (MCKEE ROAD)

COMMERCE PARK DRIVE

ROAD WORK AHEAD W20-1A
STA. 130+25 EB

N

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - ADVANCED WARNING	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026206_adv.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

VERONA ROAD
DURING CTH PD STAGE 10

HARD ROCK ROAD

KAPEC ROAD

NESBITT ROAD

CTH PD/MCKEE RD

WILLIAMSBURG WAY

SPROCKET DRIVE

USH 18/151 (VERONA ROAD)

90+00 WB
90+00 EB
95+00 WB
95+00 EB
100+00 WB
100+00 EB
105+00 WB
105+00 EB
885+00 VR
890+00 VR
895+00 VR
900+00 VR
905+00 VR
910+00 VR
915+00 VR
920+00 VR
925+00 VR
930+00 VR
935+00 VR
940+00 VR

END ROAD WORK
G20-2A
48" X 24"
STA. 894+00 VR

ROAD WORK AHEAD
W20-1A
STA. 891+00 VR

ROAD WORK AHEAD
W20-1A
STA. 914+50 VR

END ROAD WORK
G20-2A
48" X 24"
STA. 911+00 VR

CTH PD (MCKEE ROAD)
STAGE 10

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48" X 24"
STA. 75+75 EB

MAY USE FULL LANE
R4-11
30" X 30"
STA. 77+00 EB

75+00 WB
75+00 EB
80+00 WB
80+00 EB
85+00 WB
85+00 EB
90+00 WB
90+00 EB
95+00 WB
95+00 EB
100+00 EB
105+00 WB
110+00 WB
115+00 WB
120+00 WB
125+00 WB
130+00 WB

2,400' WEST OF FITCHRONA ROAD

BIKE LANE CLOSED AHEAD
W20-5A(MOD)
STA. 75+00 EB

FITCHRONA ROAD

HARDROCK ROAD

NESBITT ROAD

KAPEC ROAD

SPOKE DRIVE

2,400' EAST OF SPOKE DRIVE

CTH PD (MCKEE ROAD)

COMMERCE PARK DRIVE

MAY USE FULL LANE
R4-11
30" X 30"
STA. 128+00 EB

END ROAD WORK
G20-2A
48" X 24"
STA. 121+50 EB

BIKE LANE CLOSED AHEAD
W20-5A(MOD)
STA. 130+00 EB

ROAD WORK AHEAD
W20-1A

* BIKE LANE CLOSURE SIGNS NOT REQ'D DURING CTH PD STAGE 10A IF BIKE LANES ARE MAINTAINED.

N

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - ADVANCED WARNING	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026207_adv.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

N RAMP

SIGN

905+00 VR

+50 VR

B-13-832 ABUTMENT

STA. 101+17 WB
89.1' LT

INSTALL CONCRETE BARRIER TEMPORARY PRECAST IN EXISTING GUTTER FROM STA. 101+17 WB TO STA. 906+50 VR. BARRIER IS PLACED FOR UNDERCUT EXCAVATION. ONCE UNDERCUT EXCAVATION IS COMPLETED AND BACKFILL GRANULAR GRADE 2 AND UNDERCUT BACKFILL HAVE BEEN PLACED, THE BARRIER WALL COULD BE REMOVED IF APPROVED BY THE ENGINEER.

M RAMP

B RAMP

STA. 100+93 WB
35.3' LT

WB CTH PD (MCKEE ROAD)

97+00 WB
+50 WB
98+00 WB
+50 WB
99+00 WB
+50 WB
100+00 WB
+50 WB
101+00 WB
+50 WB
102+00 WB
+50 WB

2'
MIN.

STA. 100+25 WB
18.8' LT

STA. 100+04 WB
17.9' LT

904+00 VR

EB CTH PD (MCKEE ROAD)

STA. 100+04 EB
27.7' LT

+50 VR

STA. 99+32 EB
15.5' LT

SEE CONSTRUCTION DETAILS - STAGING
ASPHALTIC MEDIAN SLOPED NOSE DETAIL

STA. 101+07 EB
24.1' LT

97+00 EB
+50 EB
98+00 EB
+50 EB
99+00 EB
+50 EB
100+00 EB
+50 EB
101+00 EB
+50 EB
102+00 EB
+50 EB
103+00 EB

903+00 VR

TEMPORARY SHORING REQ'D

6CW-E

B-13-832 PIER

STA. 100+85 EB
16.1' RT

STA. 100+75 EB
40.2' RT

30'
MIN.

STA. 902+46 VR
83.4' LT

W5-52R
12" X 36"

+50 VR

8'

TEMPORARY PEDESTRIAN
SURFACE ASPHALT REQ'D

INSTALL TEMPORARY PEDESTRIAN SAFETY FENCE TO NOT CONFLICT WITH CONTRACTOR'S WORK ZONE. EXACT LOCATION TO BE DETERMINED IN THE FIELD AND APPORVED BY THE ENGINEER. LAYOUT SHOWN USED FOR QUANTITIES.

P RAMP

WB USH 18/151 (VERONA ROAD)

D RAMP)

14'

INSTALL CONCRETE BARRIER TEMPORARY PRECAST TO STA. 900+50 VR. BARRIER IS PLACED FOR UNDERCUT EXCAVATION. ONCE EXCAVATION IS COMPLETED AND BACKFILL GRANULAR GRADE 2 AND UNDERCUT BACKFILL HAVE BEEN PLACED, THE BARRIER WALL COULD BE REMOVED IF APPROAVED BY THE ENGINEER.

902+00 VR

+50 VR

B-13-832 ABUTMENT

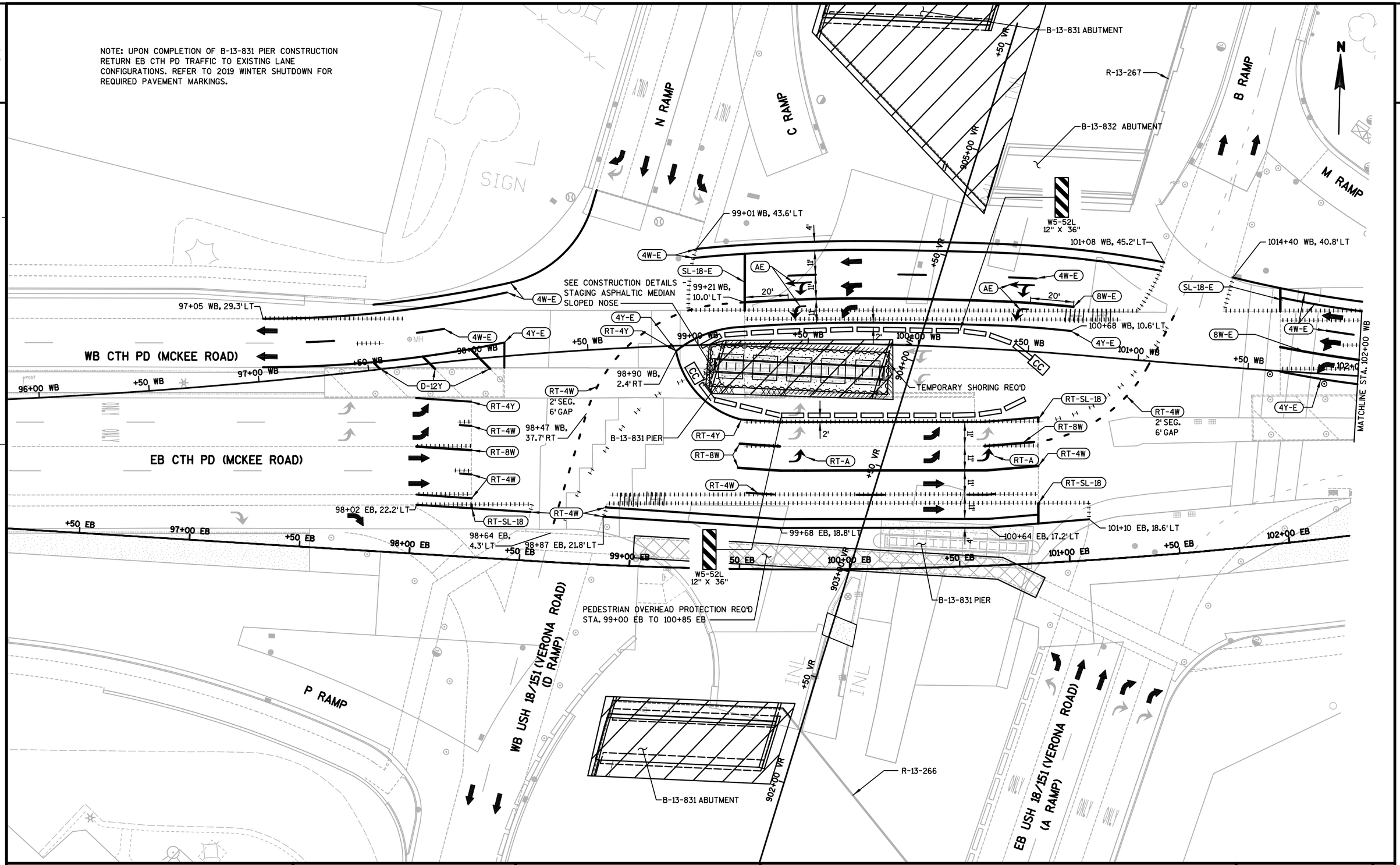
EB USH 18/151 (VERONA ROAD)

(A RAMP)

INL

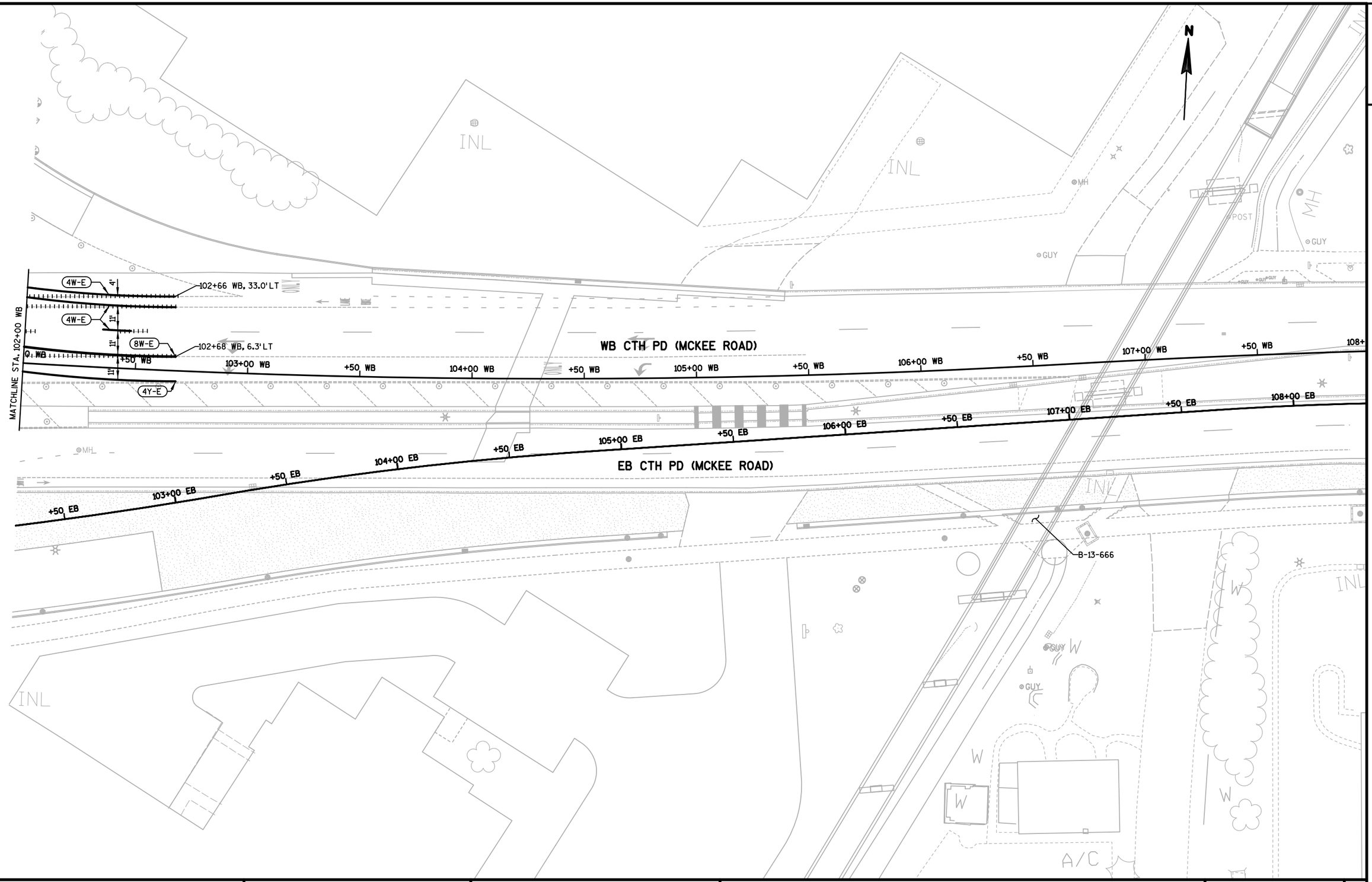
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 9A	SHEET 380	E

NOTE: UPON COMPLETION OF B-13-831 PIER CONSTRUCTION RETURN EB CTH PD TRAFFIC TO EXISTING LANE CONFIGURATIONS. REFER TO 2019 WINTER SHUTDOWN FOR REQUIRED PAVEMENT MARKINGS.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 9B	SHEET 381 E

2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 9B	SHEET 382	E

2

2

NESBITT ROAD

N

WB USH 18/151 (VERONA ROAD) (D RAMP)

883+00 VR

+50 VR

884+00 VR

+50 VR

885+00 VR

+50 VR

886+00 VR

+50 VR

887+00 VR

+50 VR

888+00 VR

+50 VR

889+00 VR

MATCHLINE STA. 889+00 VR

+50 D

88+00 D

+50 D

89+00 D

MATCHLINE STA. 89+00 D

UTILIZE SHOULDER CLOSURE. SEE SDD "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH." FOR ADDITIONAL DETAILS.

EB USH 18/151 (VERONA ROAD) (A RAMP)

87+00 A

+50 A

88+00 A

50' (TYP.)

+50 A

89+00

MATCHLINE STA. 89+05 A

UTILIZE NIGHTTIME SINGLE LANE CLOSURE. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026310_VR_s9.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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UTILIZE NIGHTTIME SINGLE LANE CLOSURE TO COMPLETE INSTALLATION OF ASPHALTIC SURFACE SAFETY ISLAND. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

NESBITT ROAD

WB USH 18/151 (VERONA ROAD) (D RAMP)

MATCHLINE STA. 89+00 D

0 D +50 D 90+00 D +50 D 91+00 D +50 D 92+00 D +50 D 93+00 D +50 D 94+00 D +50 D 95+00 D

MATCHLINE STA. 95+00 D

R-13-266

MATCHLINE STA. 889+00 VR

0 VR +50 VR 890+00 VR +50 VR 891+00 VR +50 VR 892+00 VR +50 VR 893+00 VR +50 VR 894+00 VR +50 VR 895+0

MATCHLINE STA. 895+00 VR

R-13-266

MATCHLINE STA. 89+05 A

A +50 A 90+00 A +50 A 91+00 A +50 A 92+00 A +50 A 93+00 A +50 A 94+00 A +50 A 95+00 A

50' (TYP.)

MATCHLINE STA. 95+15 A

EB USH 18/151 (VERONA ROAD) (A RAMP)

RIPRAP

UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026311_VR_s9.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NESBITT ROAD

UTILIZE NIGHTTIME SINGLE LANE CLOSURE TO COMPLETE INSTALLATION OF ASPHALTIC SURFACE SAFETY ISLAND. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

WB USH 18/151 (VERONA ROAD) (D RAMP)

MATCHLINE STA. 95+00 D

+50 D | 96+00 D | +50 D | 97+00 D | +50 D | 98+00 D | +50 D | 99+00 D | +50 D | 100+00 D | +50 D

50' (TYP.)

MATCHLINE STA. 100+85 D

R-13-266

MATCHLINE STA. 895+00 VR

+50 VR | 896+00 VR | +50 VR | 897+00 VR | +50 VR | 898+00 VR | +50 VR | 899+00 VR | +50 VR | 900+00 VR | +50 VR | 901+00 VR

MATCHLINE STA. 901+00 VR

R-13-266

MATCHLINE STA. 95+15 A

+50 A | 96+00 A | +50 A | 97+00 A | +50 A | S-13-443 BASE | 98+00 A | +50 A | 99+00 A | +50 A | 100+00 A | +50 A | 101+00 A

MATCHLINE STA. 101+20 A

EB USH 18/151 (VERONA ROAD) (A RAMP)

50' (TYP.)

SEE CONSTRUCTION DETAILS - STAGING FOR ALTERNATE TRAFFIC CONTROL OPTION DURING THIS STAGE.

S-13-443 BASE

UTILIZE NIGHTTIME SINGLE LANE CLOSURE TO COMPLETE INSTALLATION OF S-13-443 CONCRETE BASE. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026312_VR_s9.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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WB USH 18/151 (VERONA ROAD) (D RAMP)

WB USH 18/151 (VERONA ROAD) (C RAMP)

EB USH 18/151 (VERONA ROAD) (A RAMP)

EB USH 18/151 (VERONA ROAD) (B RAMP)

MATCHLINE STA. 100+85 D

MATCHLINE STA. 6+70 C

MATCHLINE STA. 901+00 VR

MATCHLINE STA. 907+00 VR

MATCHLINE STA. 101+20 A

MATCHLINE STA. 107+00 B

R-13-266

R-13-267

B-13-831

B-13-832

50' (TYP.)

UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET	E

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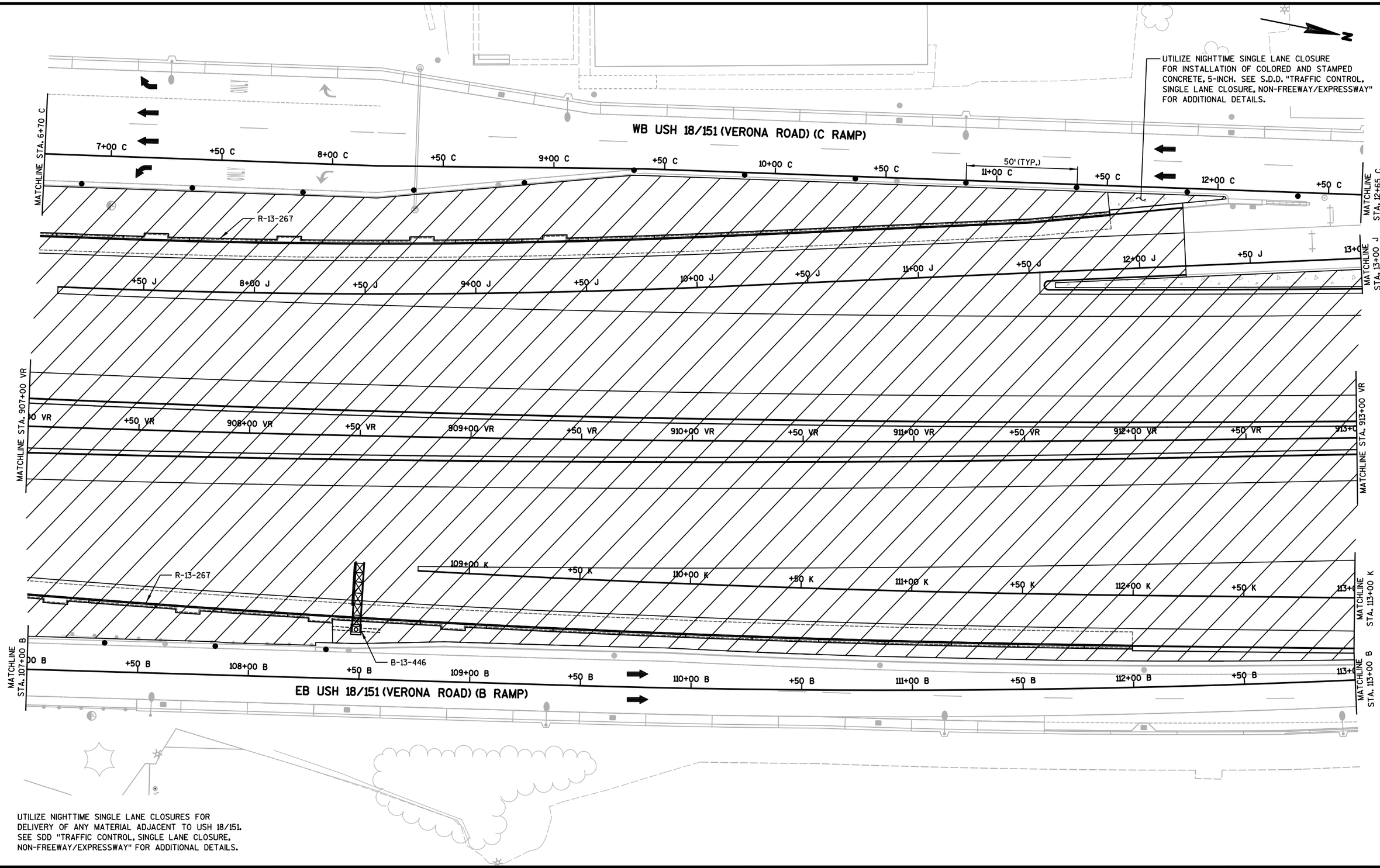
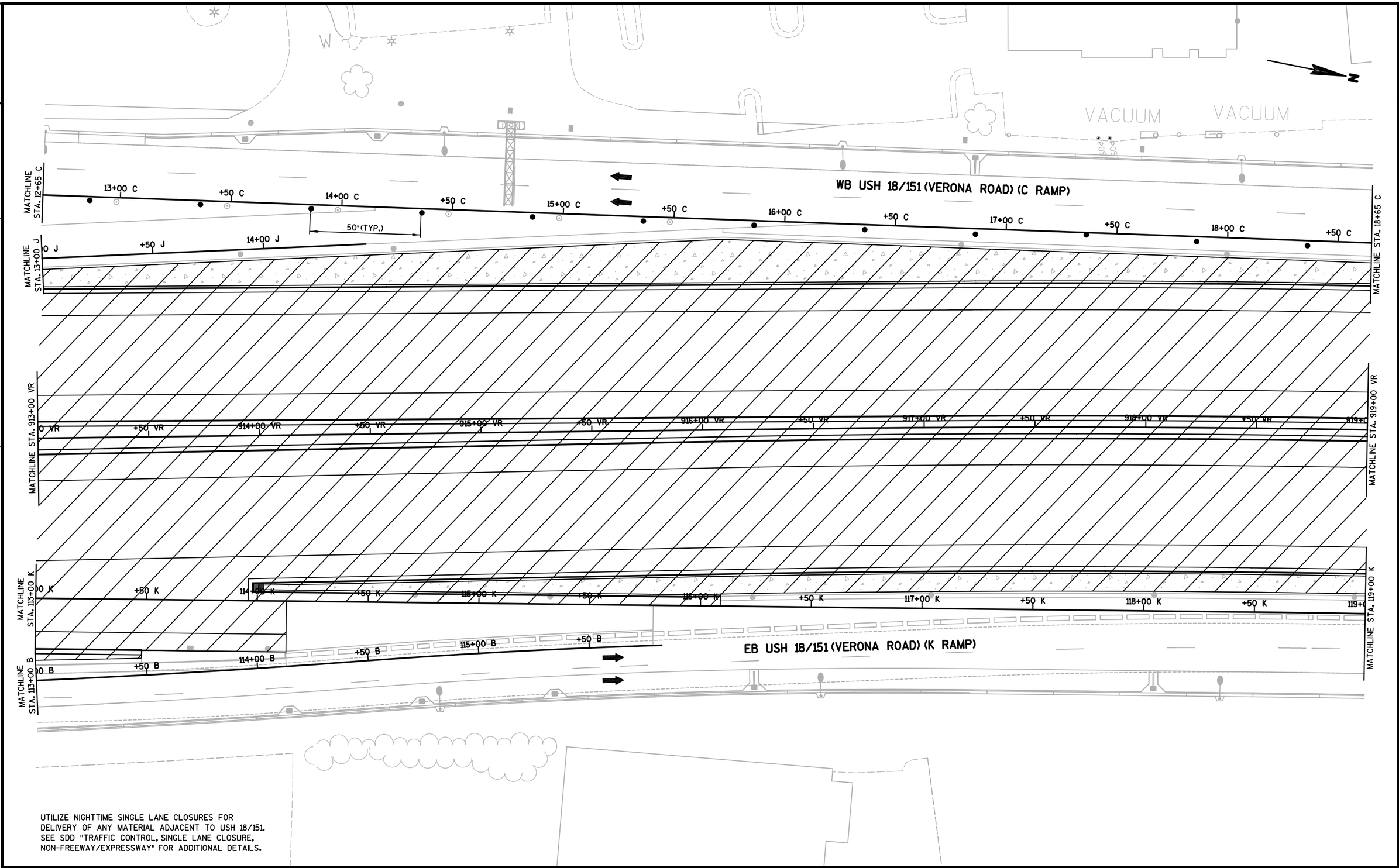


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET 387	E

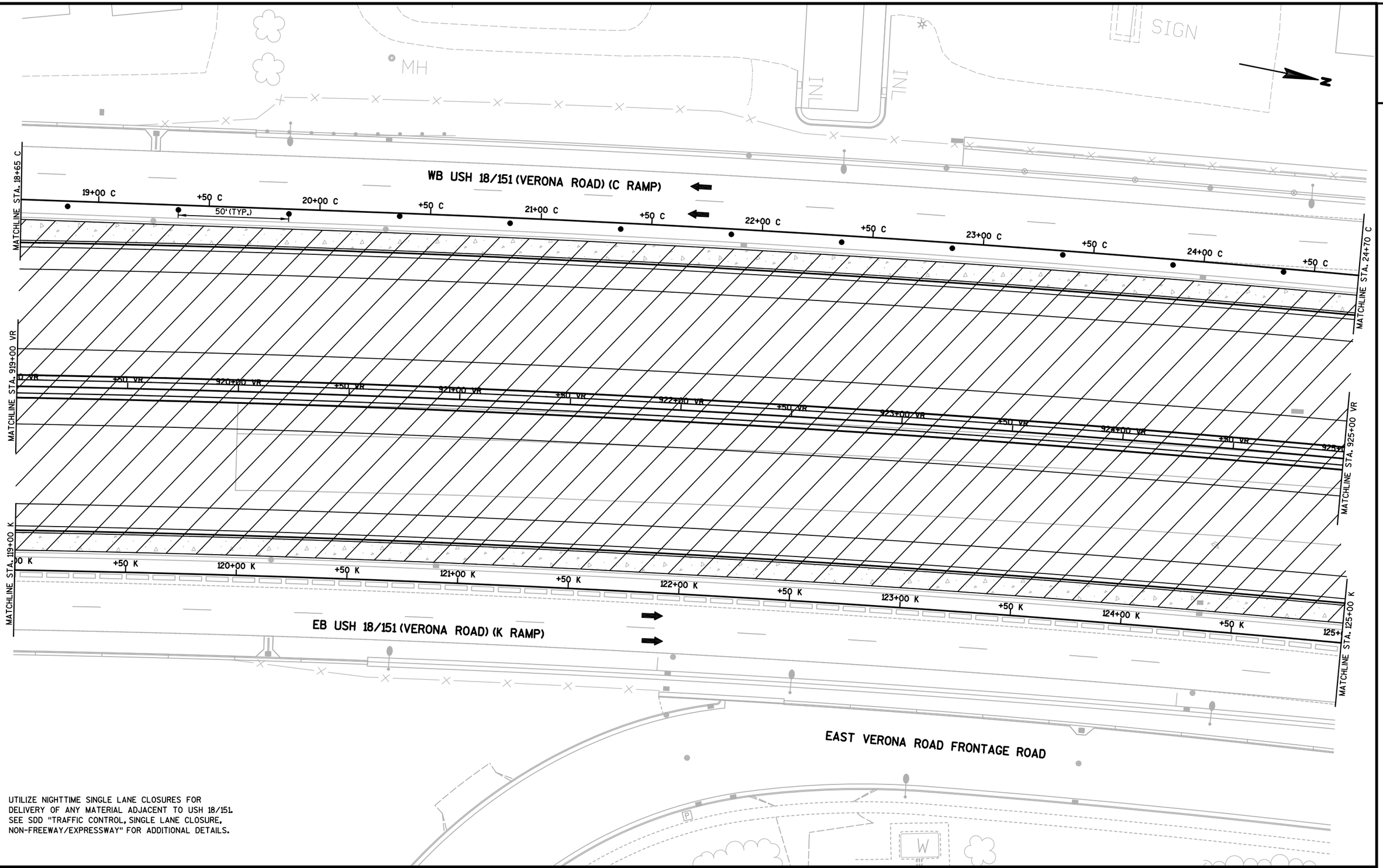
2



UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET 388	E

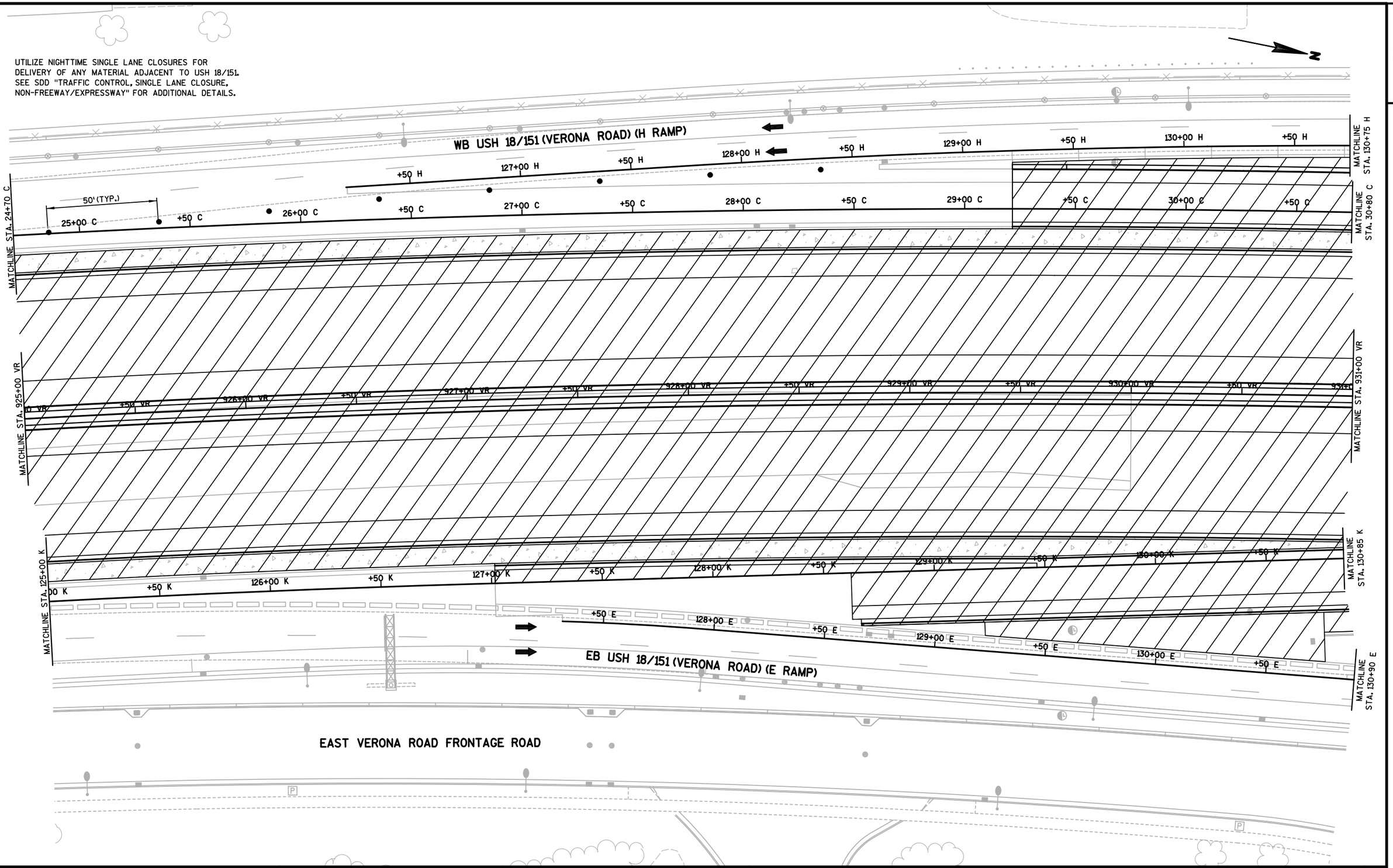
2



UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET 389	E

UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET 390	E

UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

SIGN

WB USH 18/151 (VERONA ROAD) (H RAMP)

131+00 H | +50 H | 132+00 H | +50 H | 133+00 H | +50 H | 134+00 H | +50 H | 135+00 H | +50 H | 136+00 G | +50 G

MATCHLINE STA. 130+75 H

MATCHLINE STA. 36+70 G

31+00 C | +50 C | 32+00 C | +50 C | 33+00 C | +50 C | 34+00 C | +50 C | 35+00 C | +50 C | 36+00 C | +50 C

MATCHLINE STA. 30+80 C

MATCHLINE STA. 36+80 C

MATCHLINE STA. 931+00 VR

0 VR | +50 VR | 932+00 VR | +50 VR | 933+00 VR | +50 VR | 934+00 VR | +50 VR | 935+00 VR | +50 VR | 936+00 VR | +50 VR | 937+

MATCHLINE STA. 937+00 VR

131+00 K | +50 K | 132+00 K | +50 K | 133+00 K | +50 K | 134+00 K | +50 K | 135+00 K | +50 K | 136+00 K

MATCHLINE STA. 130+85 K

131+00 E | +50 E | 132+00 E | +50 E | 133+00 E | +50 E | 134+00 E | +50 E | 135+00 E | +50 F | 137+00 F

MATCHLINE STA. 130+90 E

MATCHLINE STA. 137+20 F

EB USH 18/151 (VERONA ROAD) (E RAMP)

UTILIZE SHOULDER CLOSURES. SEE SDD "TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH." FOR ADDITIONAL DETAILS.

EAST VERONA ROAD FRONTAGE ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026318_VR_s9.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

CANOPY

WB USH 18/151 (VERONA ROAD) (G RAMP)

MATCHLINE STA. 36+70 G

137+00 G +50 G 138+00 G +50 G 139+00 G +50 G 140+00 G +50 G 141+00 G +50 G 142+00 G +50 G

MATCHLINE STA. 42+85 C

MATCHLINE STA. 36+80 C

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

MATCHLINE STA. 42+85 C

MATCHLINE STA. 937+00 VR

+50 VR 938+00 VR +50 VR 939+00 VR +50 VR 940+00 VR +50 VR 941+00 VR +50 VR 942+00 VR +50 VR 943+

MATCHLINE STA. 943+00 VR

50' (TYP.)

MATCHLINE STA. 137+20 F

+50 F 138+00 F +50 F 139+00 F +50 F 140+00 F +50 F 141+00 F +50 F 142+00 F +50 F 143+00 F

MATCHLINE STA. 143+10 F

EB USH 18/151 (VERONA ROAD) (F RAMP)

EAST VERONA ROAD FRONTAGE ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026319_VR_s9.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

UTILIZE NIGHTTIME SINGLE LANE CLOSURES FOR DELIVERY OF ANY MATERIAL ADJACENT TO USH 18/151. SEE SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

N

WB USH 18/151 (VERONA ROAD) (G RAMP)

MATCHLINE STA. 42+85 C

143+00 G +50 G 144+00 G +50 G 145+00 G +50 G 146+00 G +50 G 147+00 G +50 G 148+00 G

MATCHLINE STA. 42+85 C

43+00 C +50 C 44+00 C +50 C 45+00 C +50 C 46+00 C +50 C 47+00 C +50 C 48+00 C +50 C 49+00

MATCHLINE STA. 943+00 VR

+50 VR 944+00 VR +50 VR 945+00 VR +50 VR 946+00 VR +50 VR 947+00 VR +50 VR 948+00 VR +50 VR 949+00 VR

50' (TYP.)

MATCHLINE STA. 143+10 F

+50 F 144+00 F +50 F 145+00 F +50 F 146+00 F +50 F 147+00 F +50 F 148+00 F +50 F 149+00 F

EB USH 18/151 (VERONA ROAD) (F RAMP)

EAST VERONA ROAD FRONTAGE ROAD

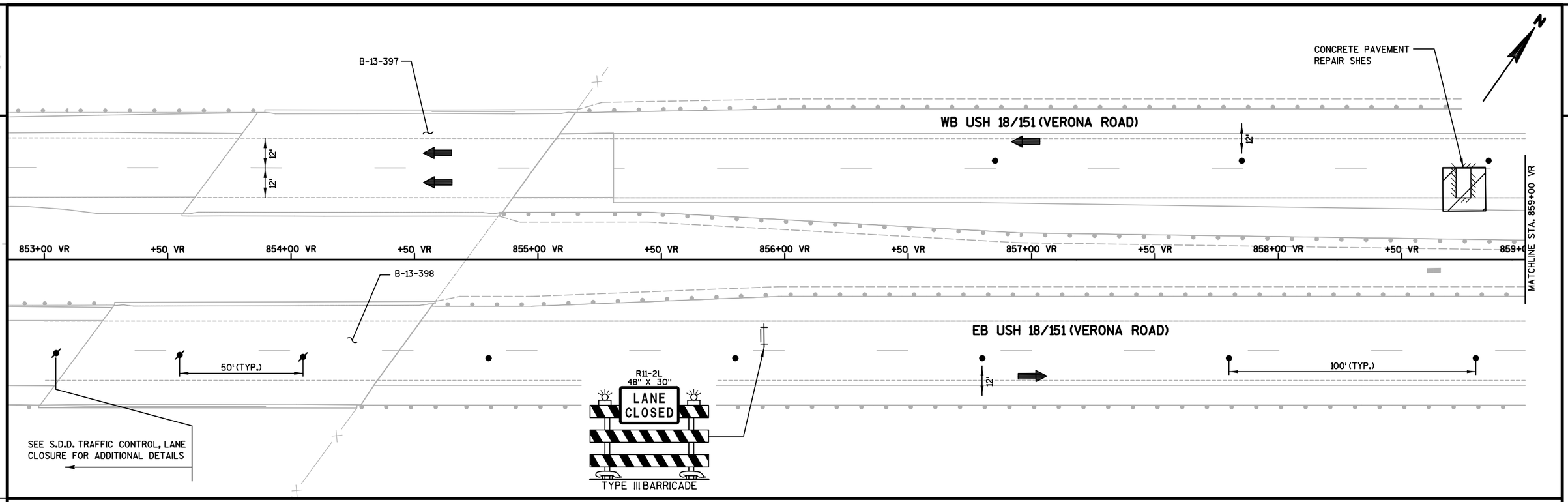
INL

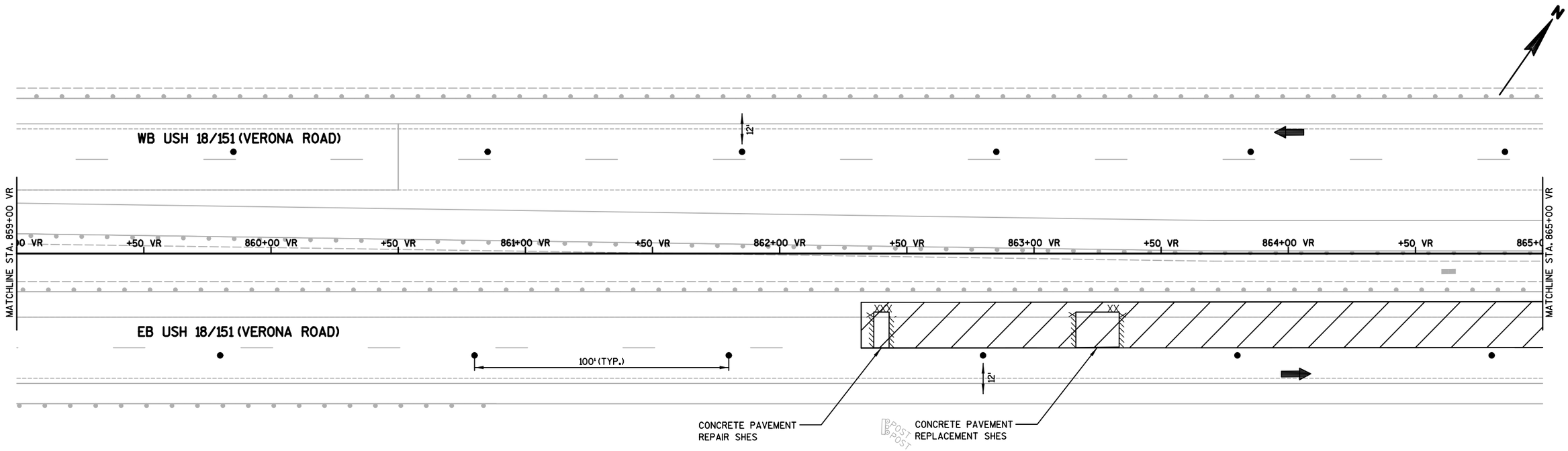
P

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9	SHEET 393	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026320_VR_s9.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



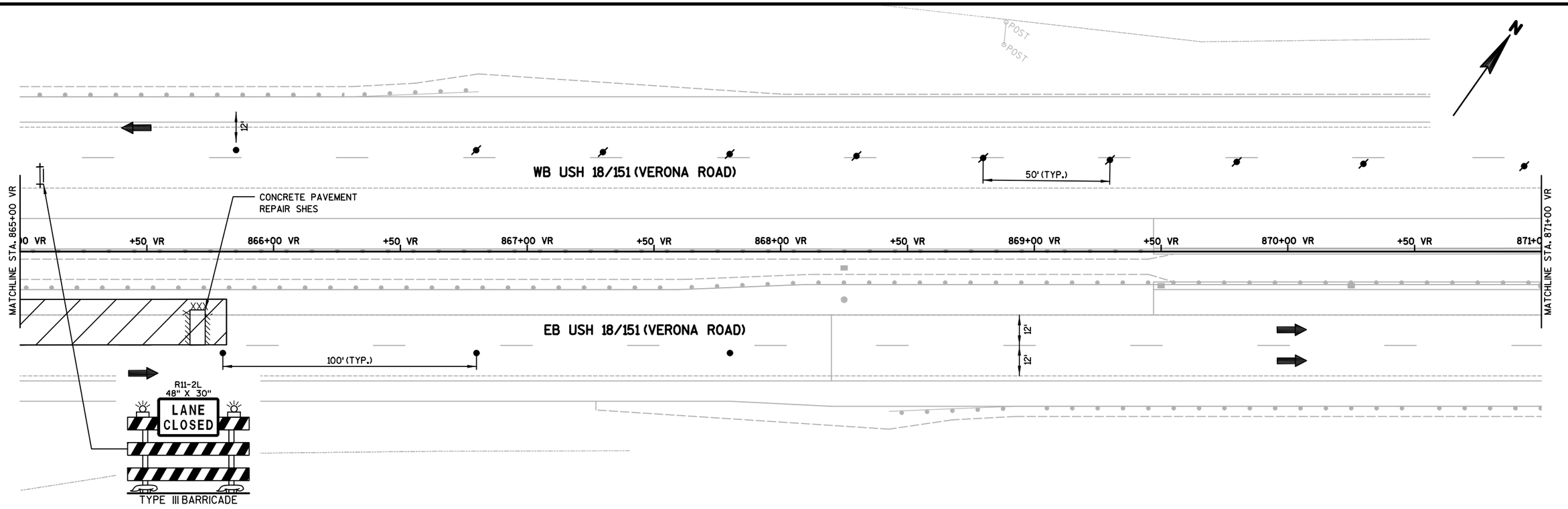


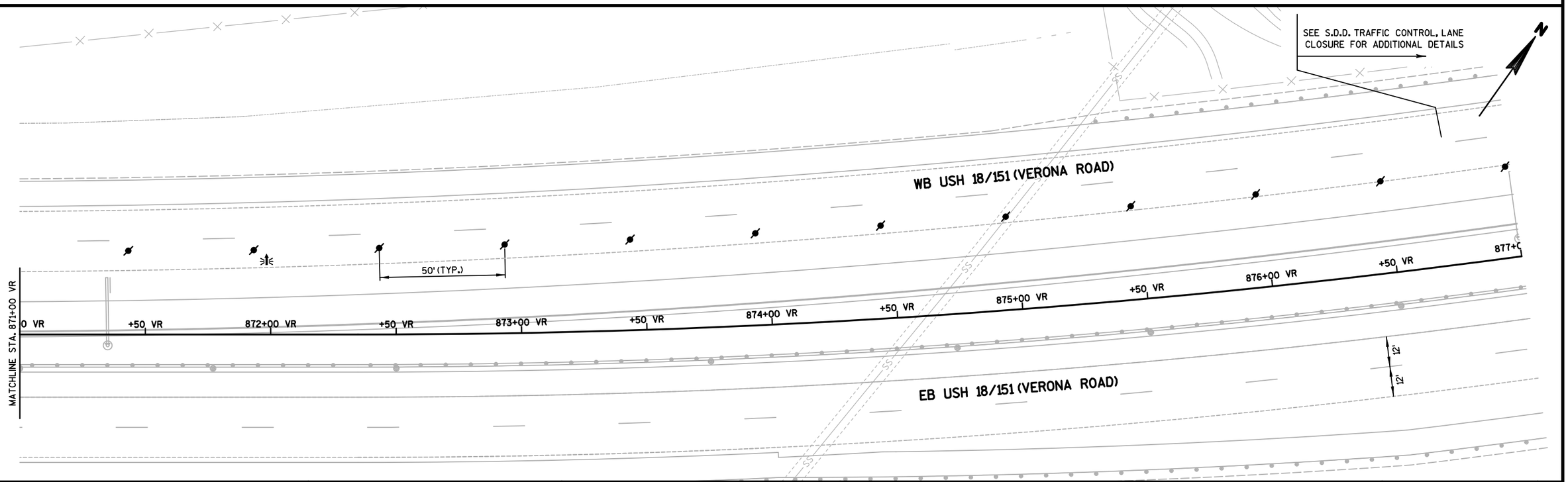
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9 CONCRETE REPAIRS	SHEET 394	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026321_VR_s9.dgn PLOT DATE : 6/21/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

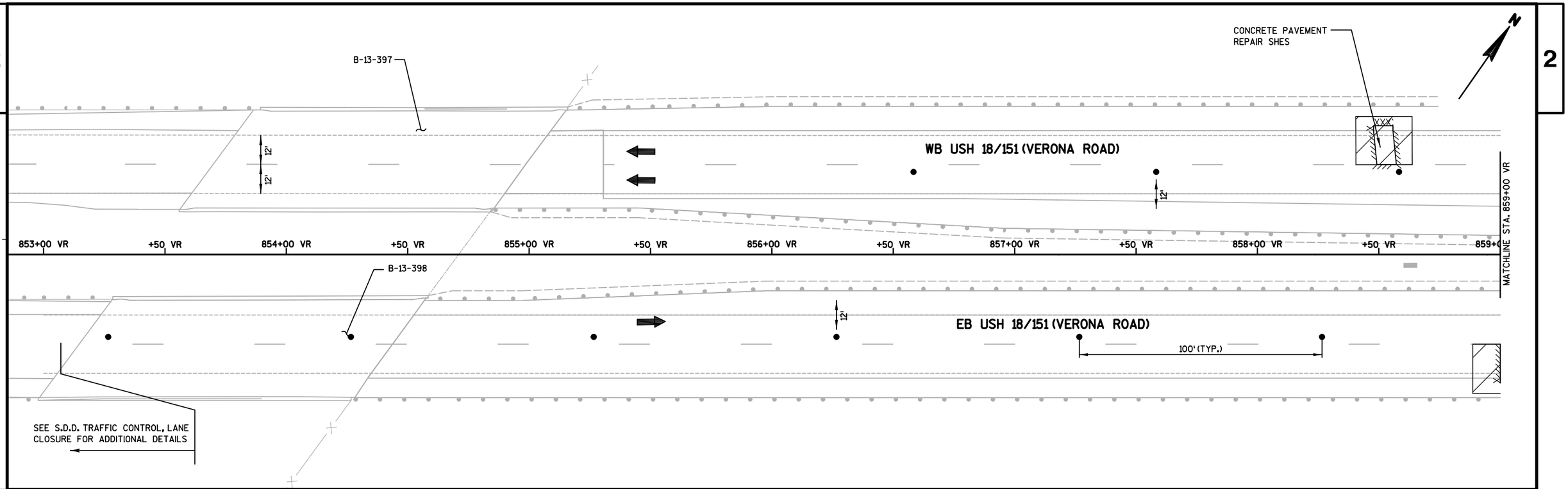
WISDOT/CADDS SHEET 42

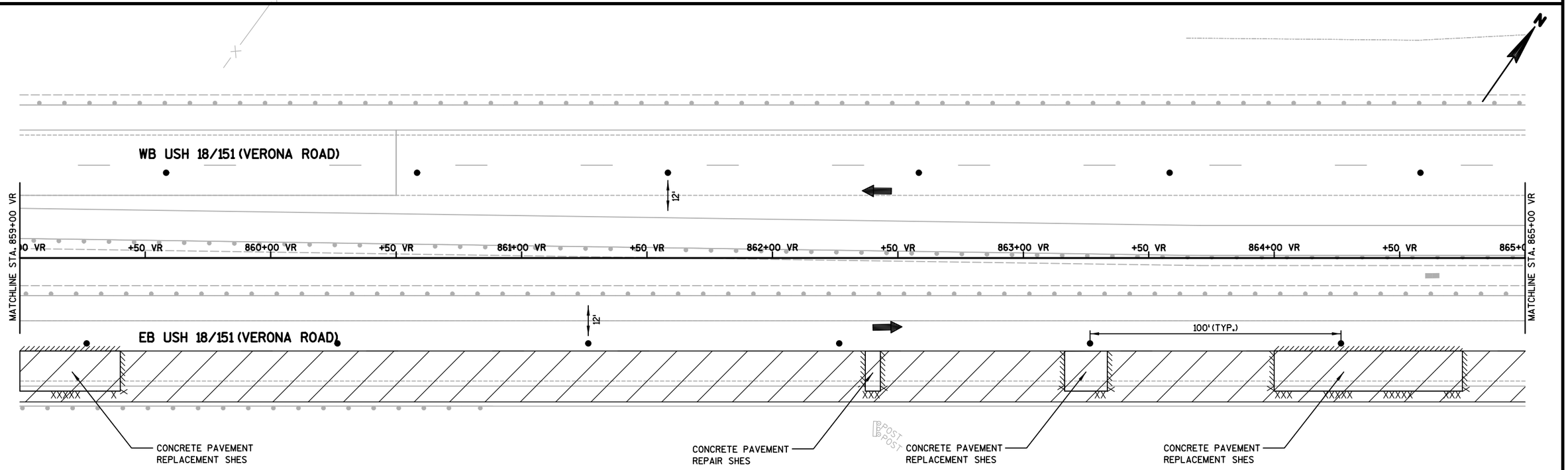
2



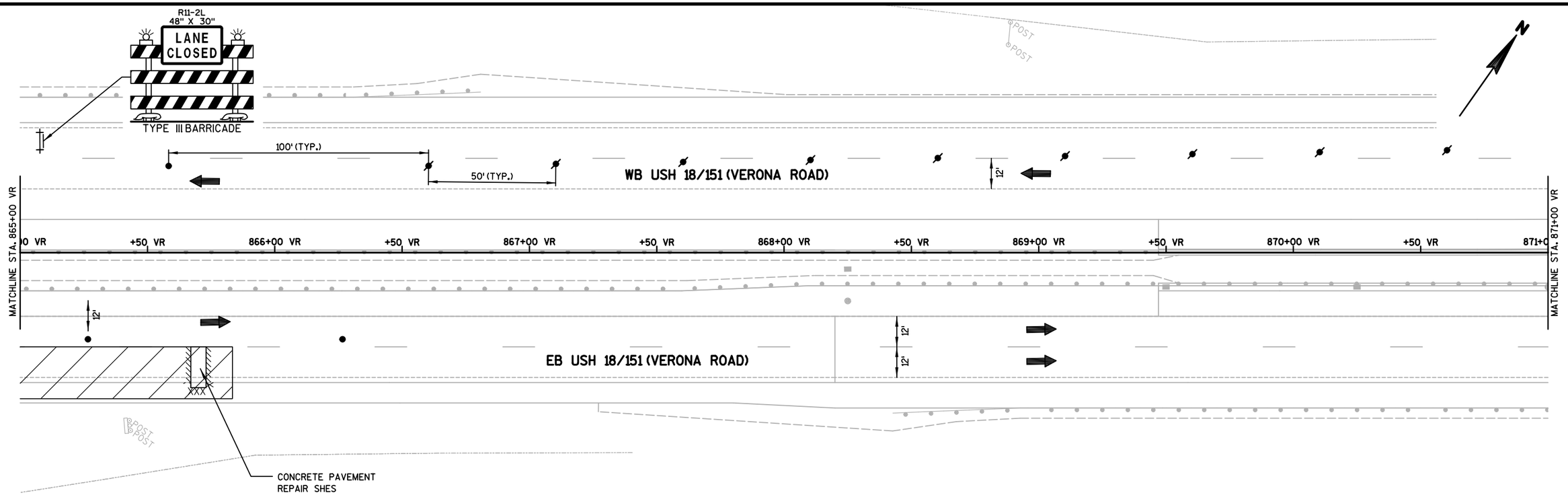


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9 CONCRETE REPAIRS	SHEET 395	E





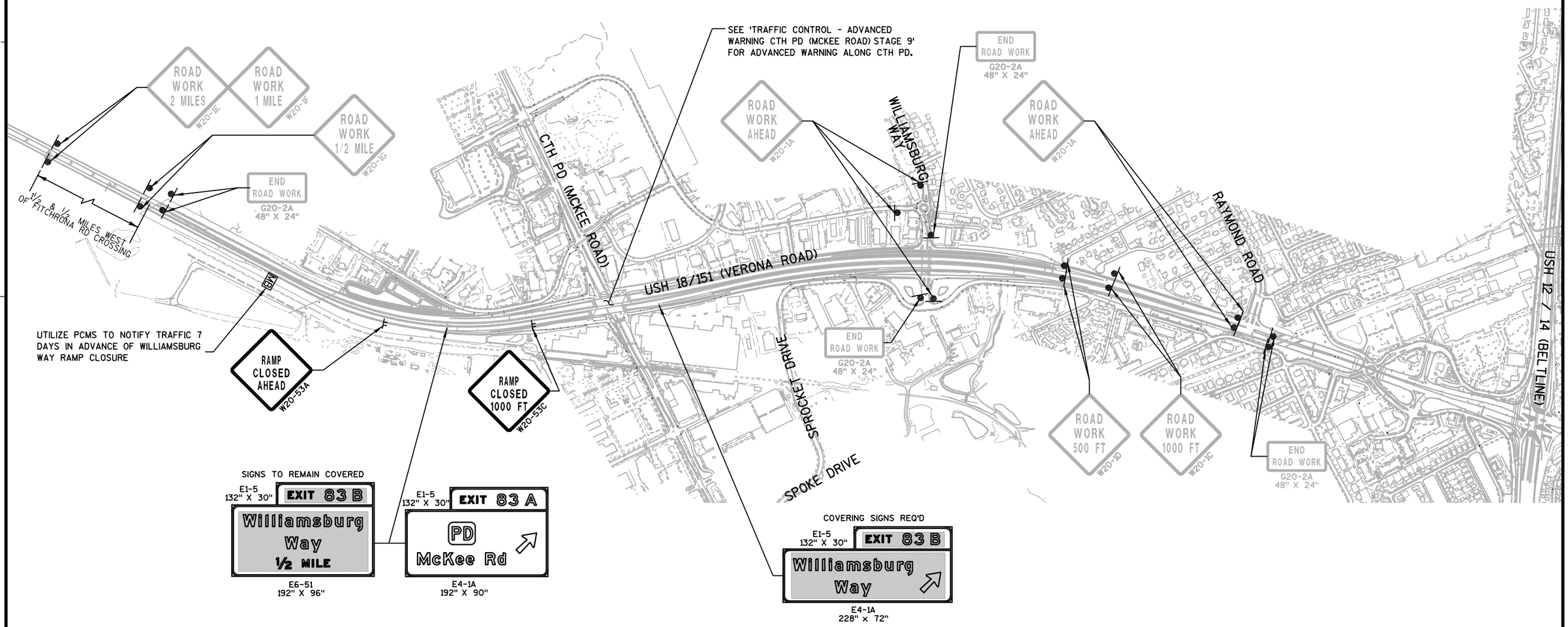
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9 CONCRETE REPAIRS	SHEET 396	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9 CONCRETE REPAIRS	SHEET 397 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026324_VR_s9.dgn PLOT DATE : 6/21/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: SIGNS SHOWN AS SCREENED WERE PLACED IN A PREVIOUS STAGE/PHASE AND ARE TO REMAIN.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - ADVANCED WARNING - VERONA RD STG. 9C	SHEET 398	E

2

P RAMP

D RAMP

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

N RAMP

C RAMP

J RAMP

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

A RAMP

B RAMP

R-13-266

R-13-267

B-13-831

B-13-832

RT-4W

25' (TYP.)

MATCHLINE STA. 6+70 C

MATCHLINE STA. 907+00 VR

MATCHLINE STA. 107+00 B

PLACE PERMANENT SIGN 4-7.
SEE PERMANENT SIGNING PLANS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9C	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026401_VR_s9c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

C RAMP

MATCHLINE STA. 6+70 C

7+00 C +50 C 8+00 C +50 C 9+00 C +50 C 10+00 C +50 C 11+00 C +50 C 12+00 C +50 C

MATCHLINE STA. 12+65 C

R-13-267

J RAMP

+50 J 8+00 J 9+00 J +50 J 10+00 J +50 J 11+00 J +50 J 12+00 J +50 J

MATCHLINE STA. 13+00 J

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 907+00 VR

00 VR +50 VR 908+00 VR +50 VR 909+00 VR +50 VR 910+00 VR +50 VR 911+00 VR +50 VR 912+00 VR +50 VR 913+0

MATCHLINE STA. 913+00 VR

EB USH 18/151 (VERONA ROAD)

COVERING SIGNS REQ'D

RT-4W

25' (TYP.)

109+00 K +50 K 110+00 K +50 K 111+00 K +50 K 112+00 K +50 K 113+

K RAMP

MATCHLINE STA. 113+00 K

R-13-267

MATCHLINE STA. 107+00 B

00 B +50 B 108+00 B +50 B 109+00 B +50 B 110+00 B +50 B 111+00 B +50 B 112+00 B +50 B 113+

B RAMP

RT-4W

50 (TYP.)

112+43 B
6.4' RT

MATCHLINE STA. 113+00 B

108+70 B
12.0' LT

R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

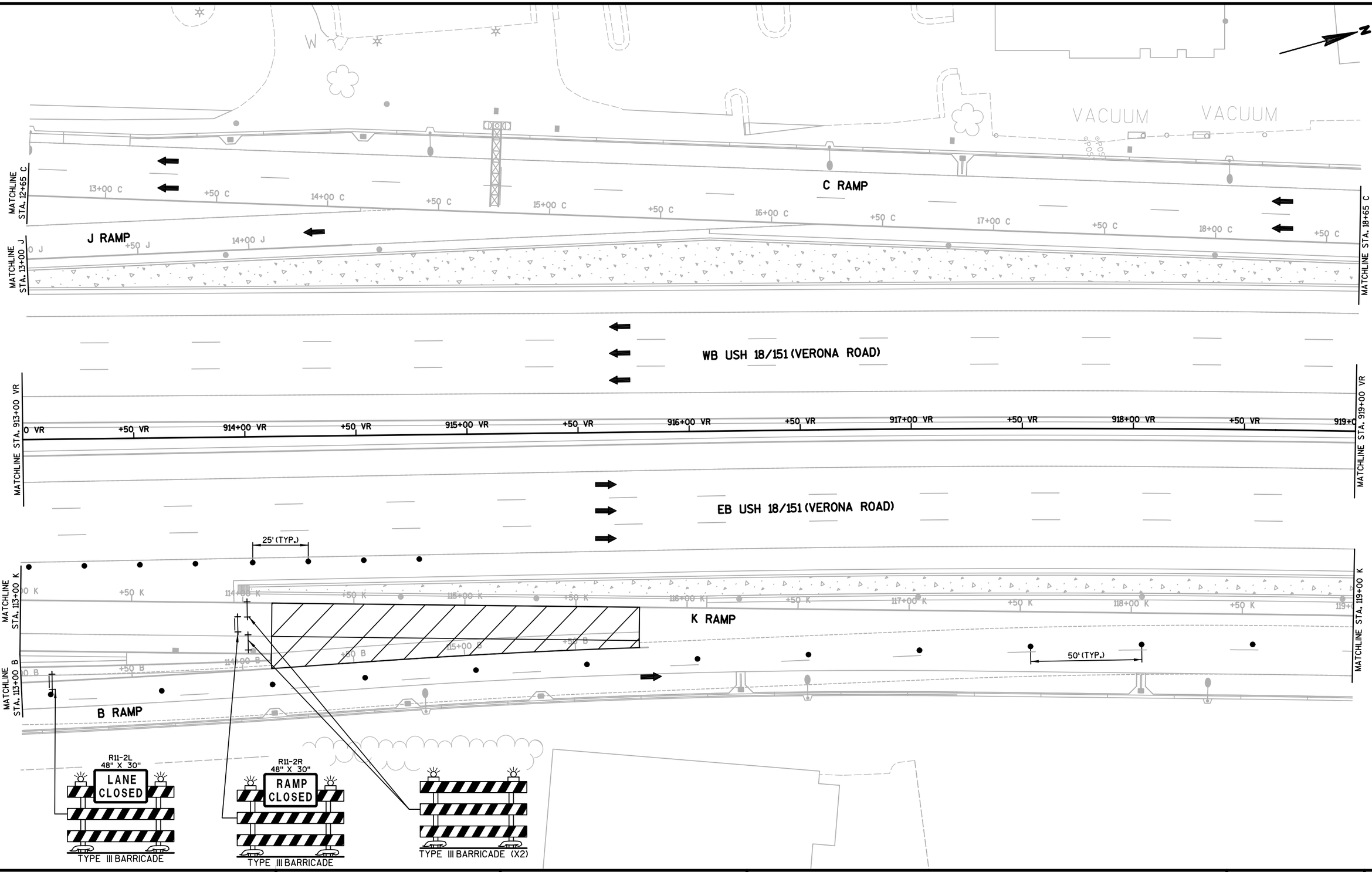
R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

TYPE III BARRICADE (X2)

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9C	SHEET 400	E

2

2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9C	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026403_VR_s9c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

MH

CARRIAGE STREET

SIGN

C RAMP

MATCHLINE STA. 18+65 C

19+00 C +50 C 20+00 C +50 C 21+00 C +50 C 22+00 C +50 C 23+00 C +50 C 24+00 C +50 C

MATCHLINE STA. 24+70 C

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 919+00 VR

0 VR +50 VR 920+00 VR +50 VR 921+00 VR +50 VR 922+00 VR +50 VR 923+00 VR +50 VR 924+00 VR +50 VR 925+

MATCHLINE STA. 925+00 VR

EB USH 18/151 (VERONA ROAD)

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

MATCHLINE STA. 119+00 K

00 K +50 K 120+00 K +50 K 121+00 K +50 K 122+00 K +50 K 123+00 K +50 K 124+00 K +50 K 125+

MATCHLINE STA. 125+00 K

K RAMP

50' (TYP.)

EAST VERONA ROAD FRONTAGE ROAD

P

W

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9C	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026404_VR_s9c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

H RAMP

MATCHLINE STA. 24+70 C

25+00 C +50 C 26+00 C +50 C 27+00 C +50 C C RAMP 28+00 C +50 C 29+00 C +50 C 30+00 C +50 C

MATCHLINE STA. 30+80 C

+50 H 127+00 H +50 H 128+00 H +50 H 129+00 H +50 H 130+00 H +50 H

MATCHLINE STA. 130+75 H

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 925+00 VR

0 VR +50 VR 926+00 VR +50 VR 927+00 VR +50 VR 928+00 VR +50 VR 929+00 VR +50 VR 930+00 VR +50 VR 931+0

MATCHLINE STA. 931+00 VR

EB USH 18/151 (VERONA ROAD)

TYPE III BARRICADE (X2)

MATCHLINE STA. 125+00 K

00 K +50 K 126+00 K +50 K 127+00 K +50 K 128+00 K +50 K 129+00 K +50 K 130+00 K +50 K

MATCHLINE STA. 130+85 K

K RAMP

+50 E 128+00 E +50 E 129+00 E +50 E 130+00 E +50 E

MATCHLINE STA. 130+90 E

E RAMP

50' (TYP.)

50' (TYP.)

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

EAST VERONA ROAD FRONTAGE ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9C	SHEET 403	E

2

2

WILLIAMSBURG WAY

SIGN

H RAMP

MATCHLINE STA. 130+75 H

131+00 H +50 H 132+00 H +50 H 133+00 H +50 H 134+00 H +50 H 135+00 H +50 H 136+00 G +50 G

MATCHLINE STA. 136+70 G

C RAMP

MATCHLINE STA. 30+80 C

31+00 C +50 C 32+00 C +50 C 33+00 C +50 C 34+00 C +50 C 35+00 C +50 C 36+00 C +50 C

MATCHLINE STA. 36+80 C

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 931+00 VR

0 VR +50 VR 932+00 VR +50 VR 933+00 VR +50 VR 934+00 VR +50 VR 935+00 VR +50 VR 936+00 VR +50 VR 937+

MATCHLINE STA. 937+00 VR

EB USH 18/151 (VERONA ROAD)

B-13-833

K RAMP

MATCHLINE STA. 130+85 K

100' (TYP.)

131+00 K +50 K 132+00 K +50 K 133+00 K +50 K 134+00 K +50 K 135+00 K +50 K 136+00 K

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

MATCHLINE STA. 130+90 E

130+00 E +50 E 132+00 E +50 E 133+00 E +50 E 134+00 E +50 E 135+00 E +50 F 137+00 F

50' (TYP.)

E RAMP

F RAMP

MATCHLINE STA. 137+20 F

EAST VERONA ROAD FRONTAGE ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9C	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026406_VR_s9c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

CANOPY

G RAMP

137+00 G +50 G 138+00 G +50 G 139+00 G +50 G 140+00 G +50 G 141+00 G +50 G 142+00 G +50 G

MATCHLINE STA. 136+70 G

37+00 C +50 C 38+00 C +50 C 39+00 C C RAMP +50 C 40+00 C +50 C 41+00 C +50 C 42+00 C +50 C

MATCHLINE STA. 36+80 C

WB USH 18/151 (VERONA ROAD)

937+00 VR +50 VR 938+00 VR +50 VR 939+00 VR +50 VR 940+00 VR +50 VR 941+00 VR +50 VR 942+00 VR +50 VR 943+0

MATCHLINE STA. 937+00 VR

EB USH 18/151 (VERONA ROAD)

100' (TYP.)

137+20 F +50 F 138+00 F +50 F 139+00 F +50 F 140+00 F +50 F 141+00 F +50 F 142+00 F +50 F 143+00 F

MATCHLINE STA. 137+20 F

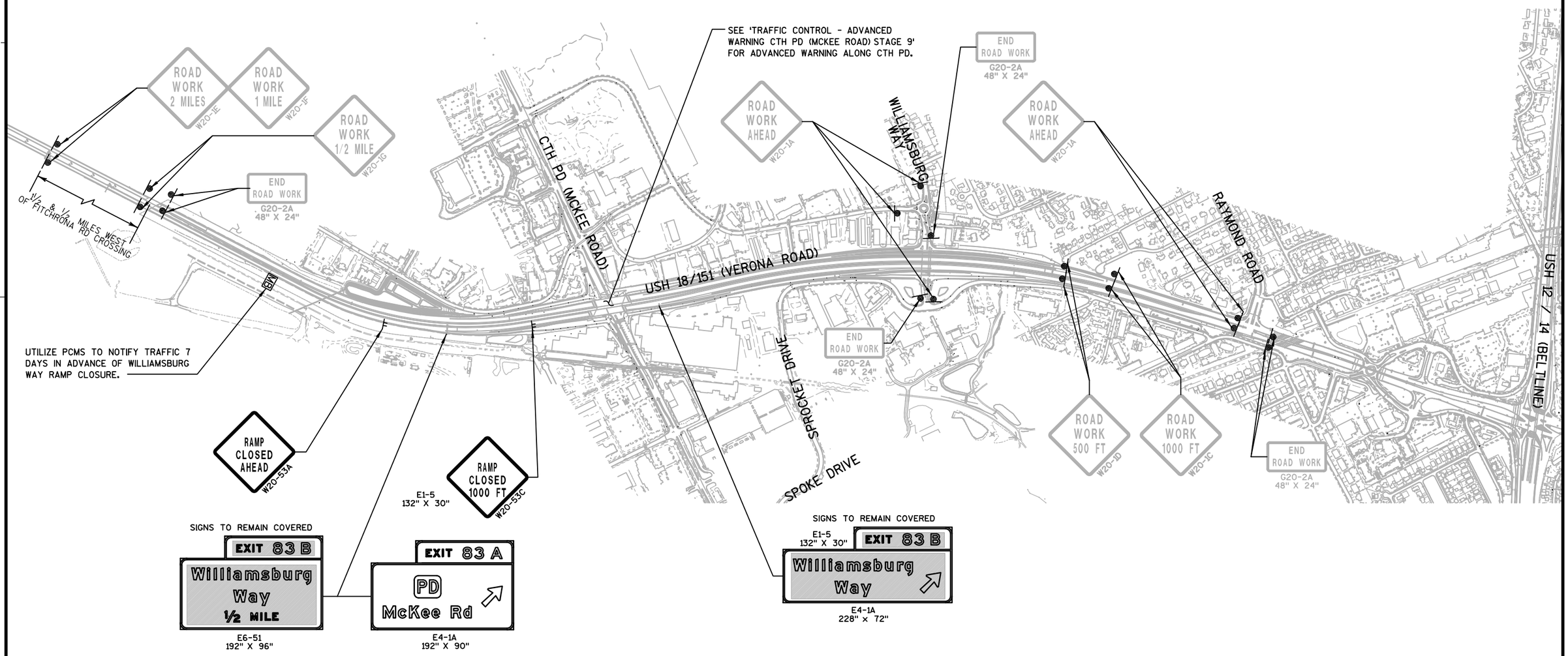
F RAMP

EAST VERONA ROAD FRONTAGE ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9C	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026407_VR_s9c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: SIGNS SHOWN AS SCREENED WERE PLACED IN A PREVIOUS STAGE/PHASE AND ARE TO REMAIN.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - ADVANCED WARNING - VERONA RD STG. 9D	SHEET 406	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026420_VR_s9d.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

C RAMP

MATCHLINE STA. 6+70 C STG. 9C

7+00 C +50 C 8+00 C +50 C 9+00 C +50 C 10+00 C +50 C 11+00 C +50 C 12+00 C +50 C

MATCHLINE STA. 12+65 C

R-13-267

J RAMP

+50 J 8+00 J +50 J 9+00 J +50 J 10+00 J +50 J 11+00 J +50 J 12+00 J +50 J

MATCHLINE STA. 13+00 J

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 907+00 VR STG. 9C

+50 VR 908+00 VR +50 VR 909+00 VR +50 VR 910+00 VR +50 VR 911+00 VR +50 VR 912+00 VR +50 VR

MATCHLINE STA. 913+00 VR

EB USH 18/151 (VERONA ROAD)

25' (TYP.)

109+00 K +50 K 110+00 K +50 K 111+00 K +50 K 112+00 K +50 K

K RAMP

MATCHLINE STA. 113+00 K

R-13-267

S-13-444

MATCHLINE STA. 107+00 B STG. 9C

+50 B 108+00 B +50 B 109+00 B +50 B 110+00 B +50 B 111+00 B +50 B 112+00 B +50 B

B RAMP

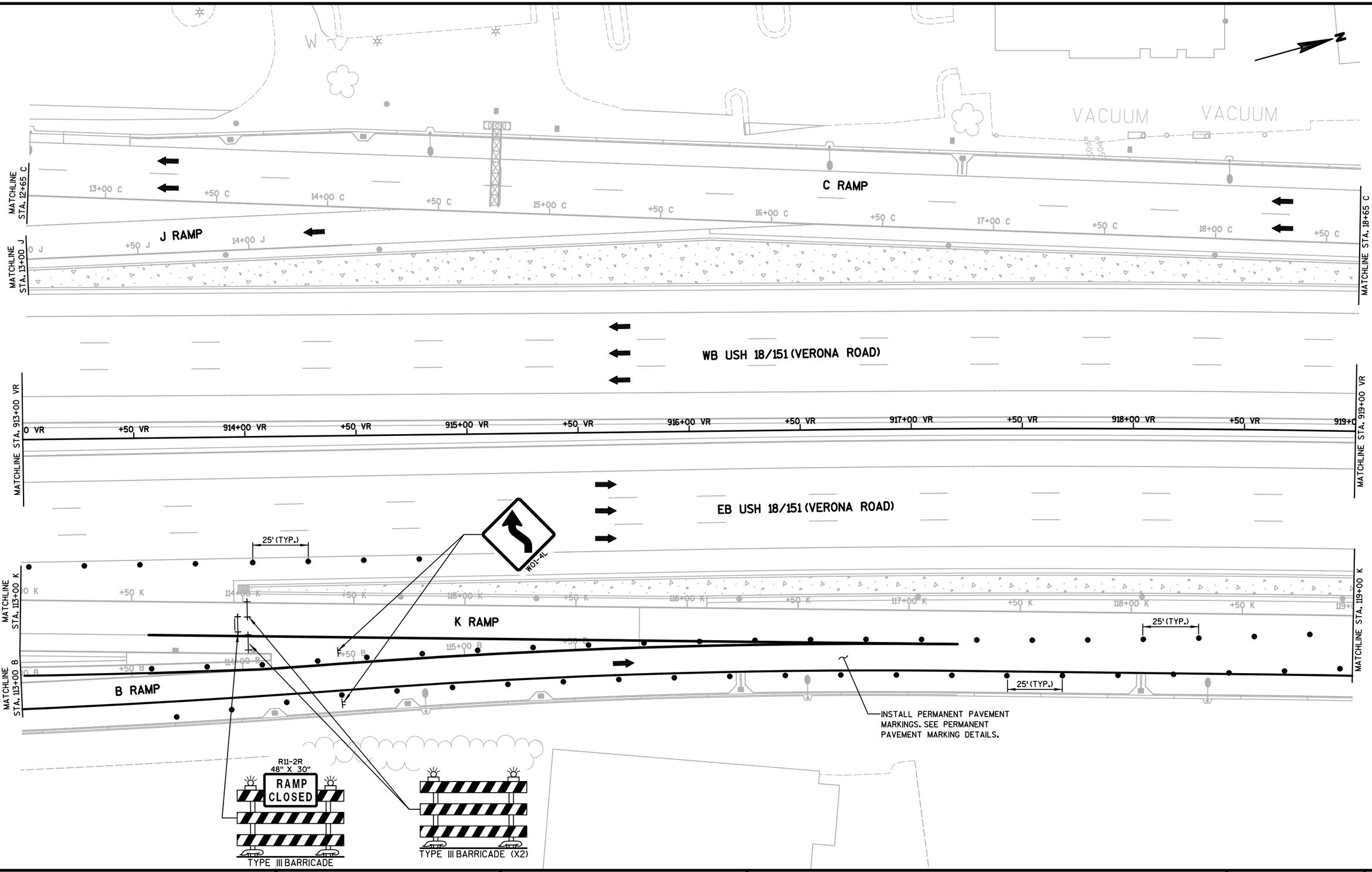
MATCHLINE STA. 113+00 B

R11-2R
48" X 30"
RAMP CLOSED
TYPE III BARRICADE

INSTALL PERMANENT PAVEMENT MARKINGS. SEE PERMANENT PAVEMENT MARKING DETAILS.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9D	SHEET 407	E

2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9D	SHEET 408	E

2

MH

CARRIAGE STREET

SIGN

C RAMP

MATCHLINE STA. 18+65 C

19+00 C +50 C 20+00 C +50 C 21+00 C +50 C 22+00 C +50 C 23+00 C +50 C 24+00 C +50 C

MATCHLINE STA. 24+70 C

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 919+00 VR

0 VR +50 VR 920+00 VR +50 VR 921+00 VR +50 VR 922+00 VR +50 VR 923+00 VR +50 VR 924+00 VR +50 VR 925+

MATCHLINE STA. 925+00 VR

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 119+00 K

00 K +50 K 120+00 K +50 K 121+00 K +50 K 122+00 K +50 K 123+00 K +50 K 124+00 K +50 K 125+

MATCHLINE STA. 125+00 K

25' (TYP.)

25' (TYP.)

K RAMP

INSTALL PERMANENT PAVEMENT MARKINGS. SEE PERMANENT PAVEMENT MARKING DETAILS.

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

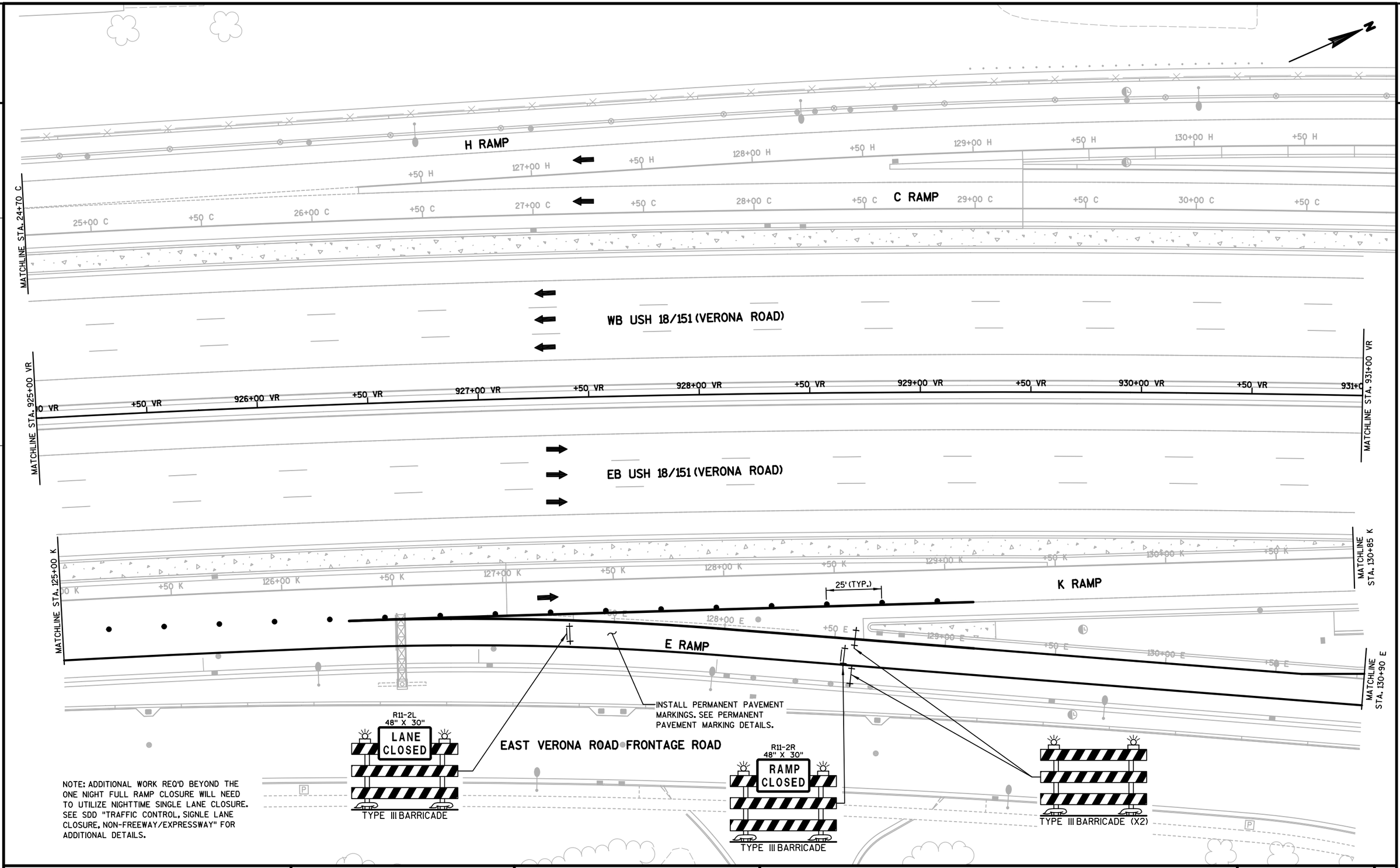
EAST VERONA ROAD FRONTAGE ROAD

P

W

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9D	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026424_VR_s9d.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9D	SHEET 410	E

2

WB USH 18/151 (VERONA ROAD)

BIKE LANE CLOSED AHEAD
W20-5A(MOD)

PLACE SIGN AT WEST END OF BRIDGE FOR EASTBOUND BICYCLE TRAFFIC

MATCHLINE STA. 931+00 VR

0 VR +50 VR 932+00 VR +50 VR 933+00 VR +50 VR 934+00 VR +50 VR 935+00 VR +50 VR 936+00 VR +50 VR 937+00 VR

EB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 130+85 K

131+00 K +50 K 132+00 K +50 K 133+00 K +50 K 134+00 K +50 K 135+00 K +50 K 136+00 K

K RAMP

WILLIAMSBURG WAY

B-13-833

NOTE: ADDITIONAL WORK REQ'D BEYOND THE ONE NIGHT FULL RAMP CLOSURE WILL NEED TO UTILIZE NIGHTTIME SINGLE LANE CLOSURE. SEE SDD "TRAFFIC CONTROL, SIGNLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

MAY USE FULL LANE
R4-11
30" X 30"

MATCHLINE STA. 130+90 E

131+00 E +50 E 132+00 E +50 E 133+00 E +50 E 134+00 E +50 E 135+00 E +50 F 137+00 F

E RAMP

F RAMP

INSTALL PERMANENT PAVEMENT MARKINGS. SEE PERMANENT PAVEMENT MARKING DETAILS.

EAST VERONA ROAD FRONTAGE ROAD

MATCHLINE STA. 103+00 WW

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

WILLIAMSBURG WAY

12'

10' (TYP.)

25' (TYP.)

50' (TYP.)

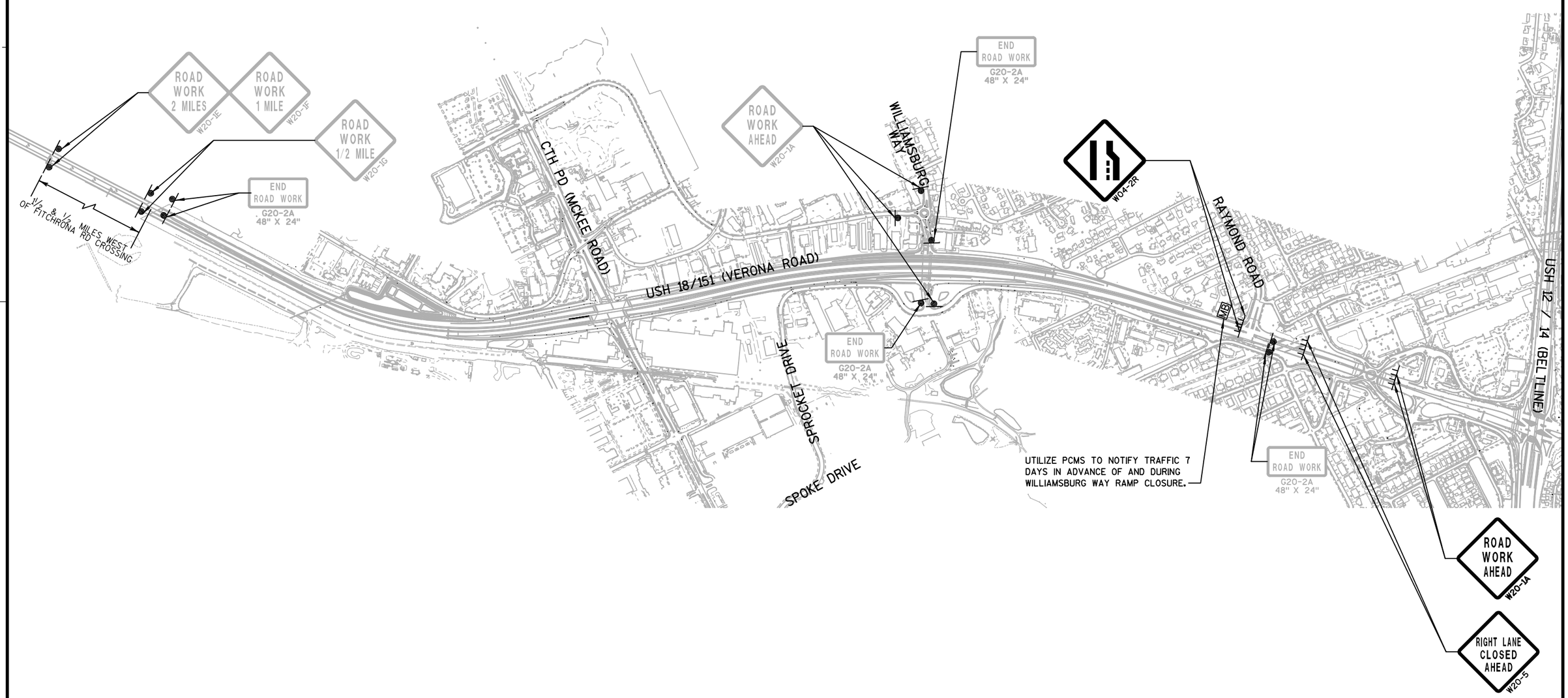
ONLY

MATCHLINE STA. 103+00 WW

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9D	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026426_VR_s9d.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: SIGNS SHOWN AS SCREENED WERE PLACED IN A PREVIOUS STAGE/PHASE AND ARE TO REMAIN.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - ADVANCED WARNING - VERONA RD STG. 9E	SHEET 412	E

NOTE: ADDITIONAL WORK REQ'D BEYOND THE ONE NIGHT FULL RAMP CLOSURE WILL NEED TO UTILIZE NIGHTTIME SINGLE LANE CLOSURE. SEE SDD "TRAFFIC CONTROL, SIGNLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

* MAINTAIN PEDESTRIAN ACCESS DURING ISLAND CONSTRUCTION USING APPLICABLE TEMPORARY PEDESTRIAN ACCOMODATION ITEMS.

** 8 HOUR MAXIMUM NIGHT-TIME SIDEWALK CLOSURE TO CONSTRUCT SIDEWALK.

R9-9 24" X 12" SIDEWALK CLOSED
TYPE III BARRICADE
**
WILLIAMSBURG WAY
BIKE LANE CLOSED AHEAD W20-5A(MOD)
MAY USE FULL LANE R4-11 30" X 30"
MATCHLINE STA. 97+50 WW
96+00 WW
97+00 WW
+50 WW

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

R9-9 24" X 12" SIDEWALK CLOSED
TYPE III BARRICADE

R9-11 24" X 12" RIGHT LANE CLOSED AHEAD
TYPE III BARRICADE

131+00 H +50 H 132+00 H H RAMP +50 H 133+00 H +50 H 134+00 H +50 H 135+00 H

31+00 C +50 C 32+00 C +50 C C RAMP 33+00 C +50 C 34+00 C +50 C 35+00 C +50 C 36+00 C +50 C

WB USH 18/151 (VERONA ROAD)

931+00 VR +50 VR 932+00 VR +50 VR 933+00 VR +50 VR 934+00 VR +50 VR 935+00 VR +50 VR 936+00 VR +50 VR 937+

EB USH 18/151 (VERONA ROAD)

131+00 K +50 K 132+00 K +50 K 133+00 K +50 K 134+00 K +50 K 135+00 K +50 K 136+00 K

K RAMP

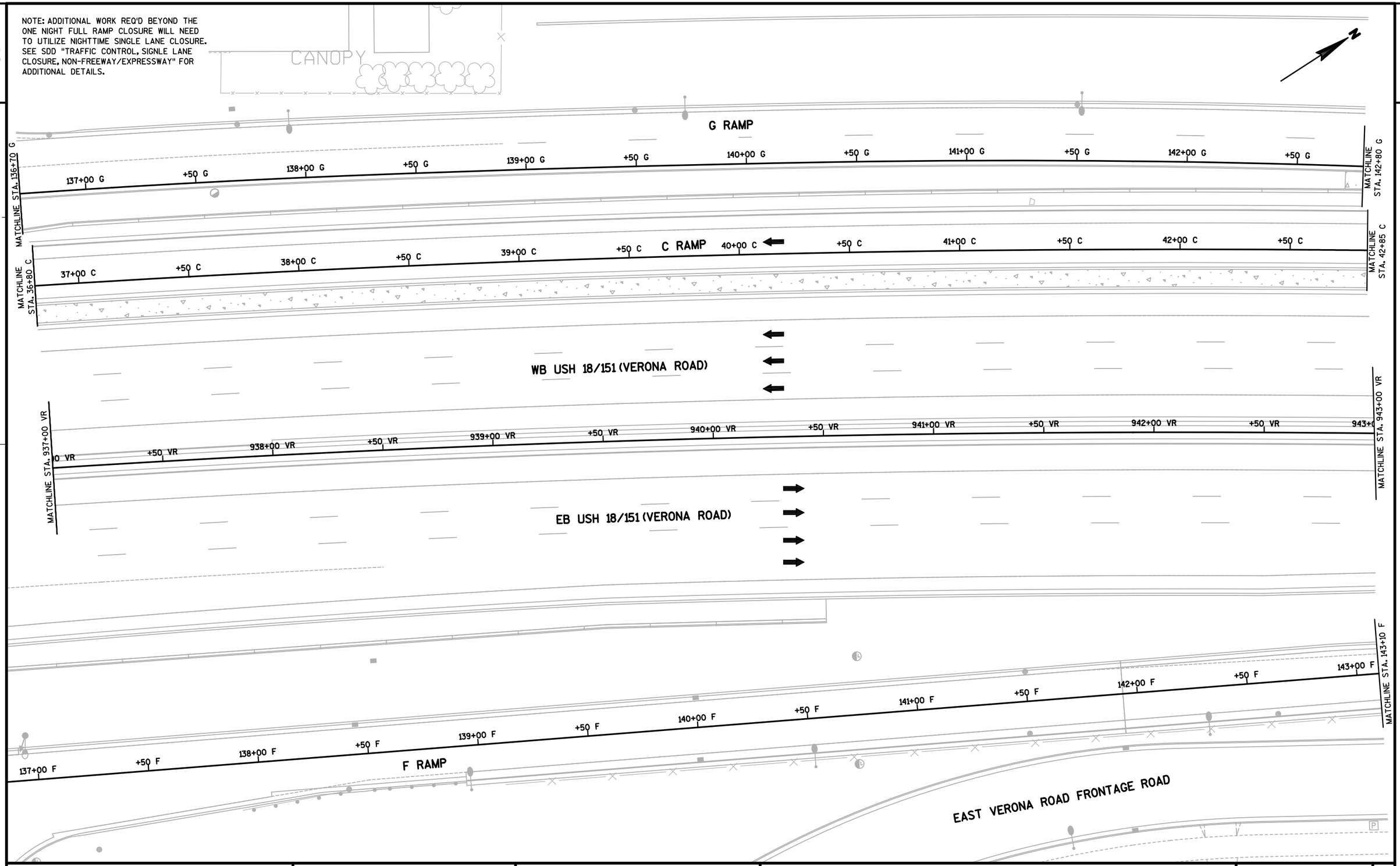
MATCHLINE STA. 97+50 WW
WILLIAMSBURG WAY
ONLY
25' (TYP.)
10' (TYP.)
12'
SIGN
98+00 WW
99+00 WW
100+00 WW
101+00 WW
MATCHLINE STA. 136+70 G
MATCHLINE STA. 36+80 C
MATCHLINE STA. 937+00 VR

R9-9 24" X 12" SIDEWALK CLOSED
TYPE III BARRICADE
**
PLACE TYPE III BARRICADE AT WILLIAMSBURG WAY AND EAST VERONA ROAD FRONTAGE ROAD SIDEWALK CROSSING, +/- STA. 104+00 WW, LT

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9E	SHEET	E

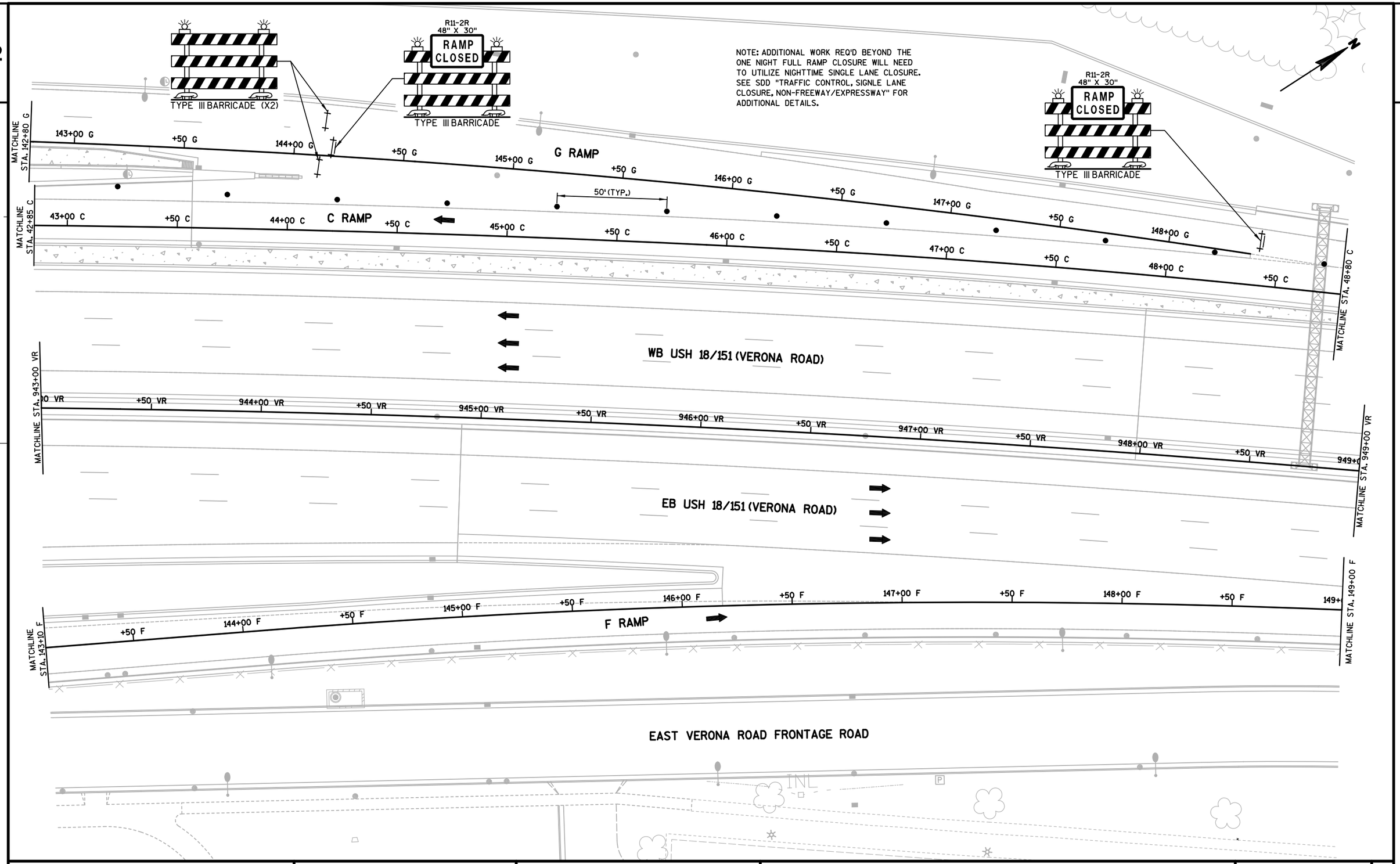
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026441_VR_s9e.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: ADDITIONAL WORK REQ'D BEYOND THE ONE NIGHT FULL RAMP CLOSURE WILL NEED TO UTILIZE NIGHTTIME SINGLE LANE CLOSURE. SEE SDD "TRAFFIC CONTROL, SIGNLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9E	SHEET 414	E

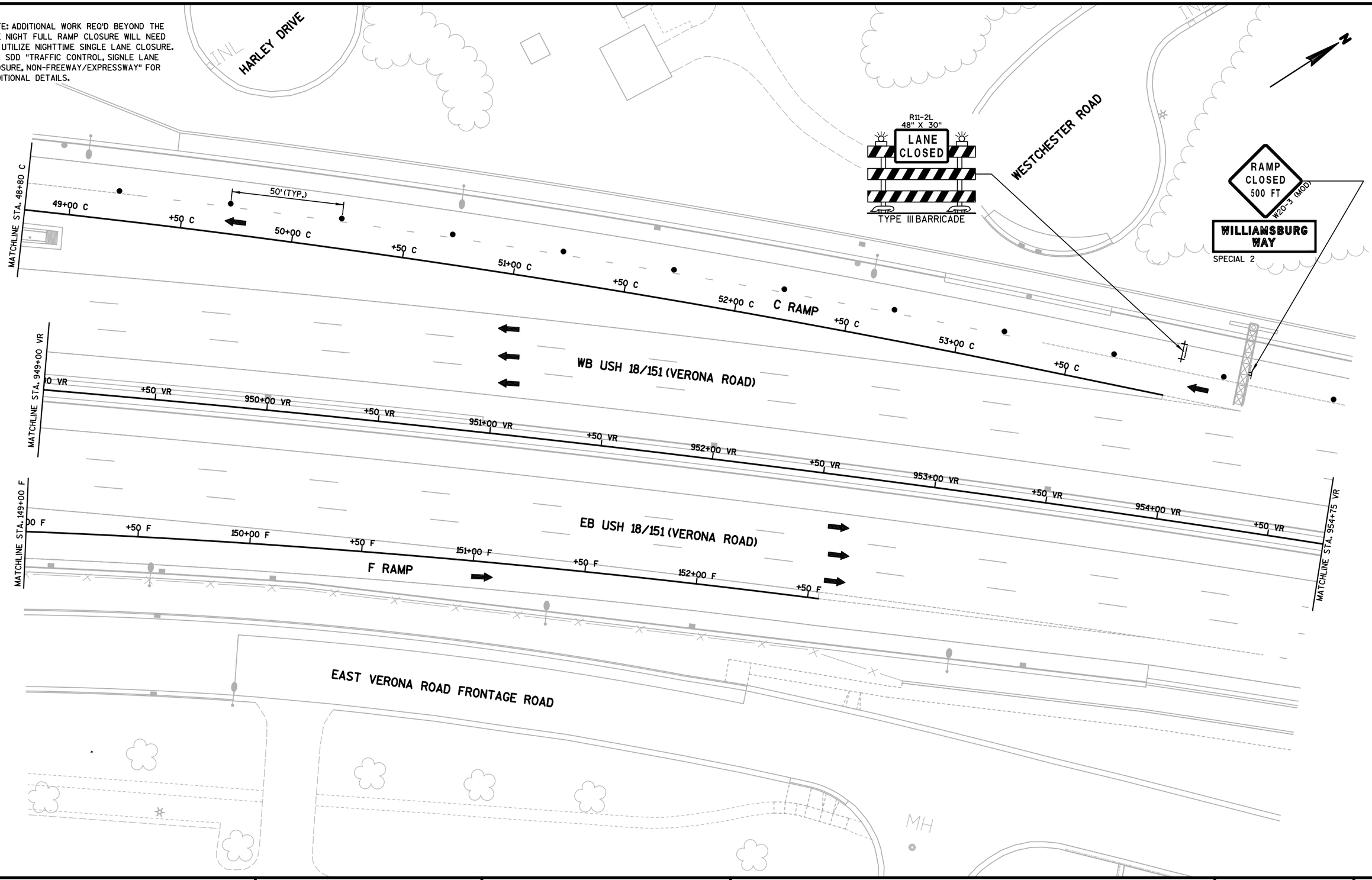
2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9E	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026443_VR_s9e.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: ADDITIONAL WORK REQ'D BEYOND THE ONE NIGHT FULL RAMP CLOSURE WILL NEED TO UTILIZE NIGHTTIME SINGLE LANE CLOSURE. SEE SDD "TRAFFIC CONTROL, SIGNLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9E	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026444_VR_s9e.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

NOTE: ADDITIONAL WORK REQ'D BEYOND THE ONE NIGHT FULL RAMP CLOSURE WILL NEED TO UTILIZE NIGHTTIME SINGLE LANE CLOSURE. SEE SDD "TRAFFIC CONTROL, SIGNLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.

SHAFER DRIVE

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

50' (TYP.)

WB USH 18/151 (VERONA ROAD)

MATCHLINE STA. 954+75 VR

955+00 VR +50 VR 956+00 VR +50 VR 957+00 VR +50 VR 958+00 VR +50 VR 959+00 VR +50 VR 960+00 VR +50 VR

MATCHLINE STA. 960+80 VR

EB USH 18/151 (VERONA ROAD)

F RAMP

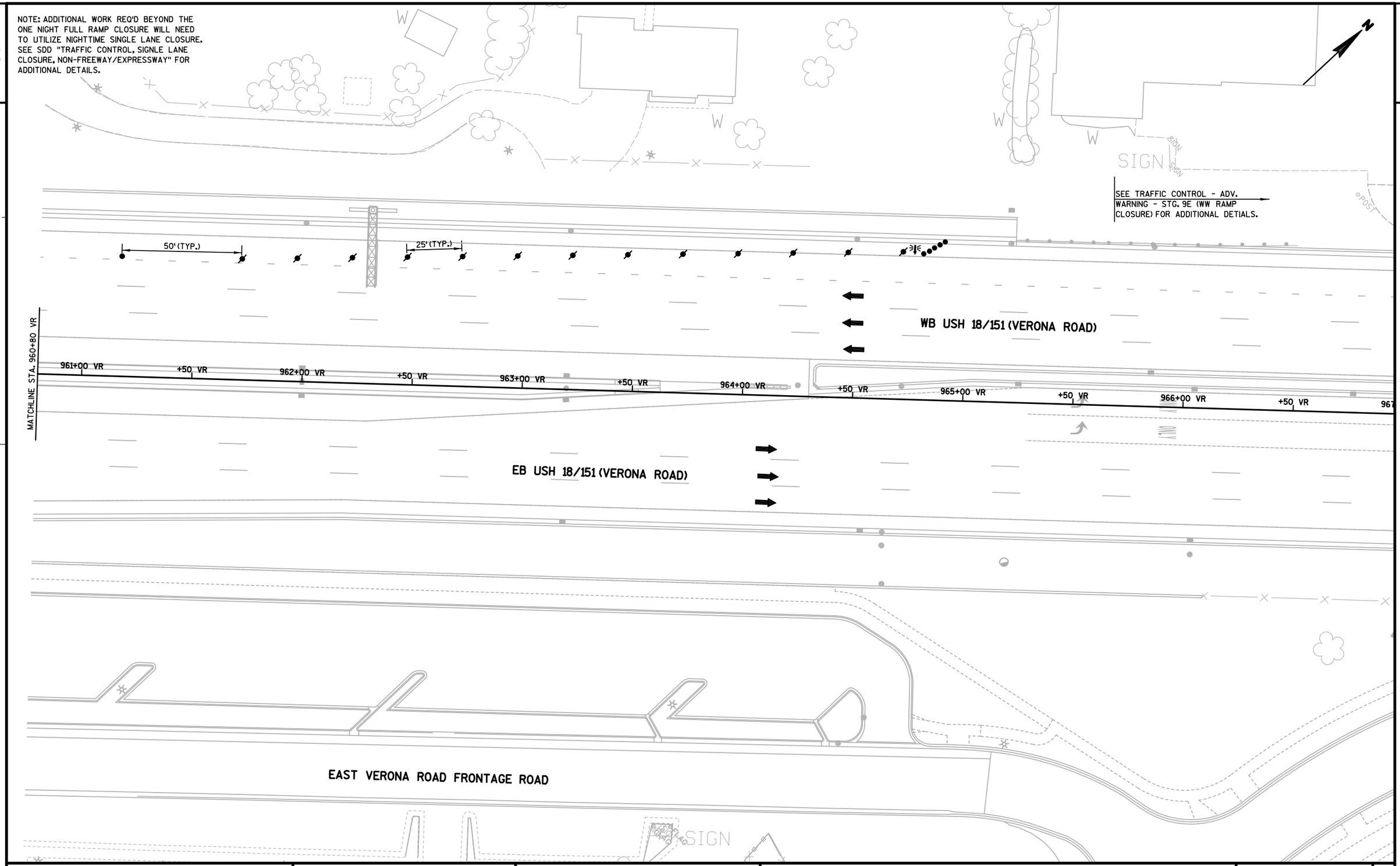
EAST VERONA ROAD FRONTAGE ROAD

MH INL INL INL INL INL SIGN INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9E	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026444a_VR_s9e.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: ADDITIONAL WORK REQ'D BEYOND THE ONE NIGHT FULL RAMP CLOSURE WILL NEED TO UTILIZE NIGHTTIME SINGLE LANE CLOSURE. SEE SDD "TRAFFIC CONTROL, SIGNLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL DETAILS.



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9E	SHEET 418	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026444b_VR_s9e.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R9-11
24" X 12"
TYPE III BARRICADE

WILLIAMSBURG WAY

25' (TYP.)

5' (TYP.)

12'

96+00 WW
97+00 WW
98+00 WW
99+00 WW
100+00 WW
101+00 WW
+50 WW

+50 G
137+00 G
136+00 G
+50 H
135+00 H
134+00 H
H RAMP

+50 C
37+00 C
36+00 C
35+00 C
34+00 C
C RAMP

+50 VR
937+00 VR
936+00 VR
935+00 VR

WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)

+50 K
136+00 K
135+00 K
134+00 K
K RAMP

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - VERONA RD STG. 9F	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026445_VR_s9f.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

MATCH LINE STA. 4+50 N

MATCH LINE STA. 4+50 C

MATCH LINE STA. 105+50 B

SIGN

4+00 N

+50 C

905+00 VR

+50 VR

B RAMP

105+00 B

100+46 WB
33.4' LT

+21 WB
18.9' LT

WB CTH PD (MCKEE ROAD)

97+00 WB

+50 WB

98+00 WB

+50 WB

99+00 WB

+50 WB

100+00 WB

+50 WB

101+00 WB

+50 WB

102+00 WB

+50 WB

+90 WB
2.4' RT

R=50'

+62 WB
15.8' RT

+02 WB
18.1' RT

904+00 VR

R=55'

4W-E
3' SEG.
9' GAP

+10 WB
31.8' RT

+21 WB
20.5' RT

4Y-E

4Y-W

8W-E

4W-E

8W-E

4W-E

8W-E

+73 EB
13.2' LT

EB CTH PD (MCKEE ROAD)

+50 EB

98+00 EB

+50 EB

99+00 EB

+50 EB

100+00 EB

+50 EB

101+00 EB

+50 EB

102+00 EB

+50 EB

103+00 EB

903+00 VR

+50 VR

902+00 VR

+50 VR

102+00 D

+50 D

D RAMP

101+00 D

4W-E

INSTALL PERMANENT PAVEMENT MARKINGS. SEE PERMANENT PAVEMENT MARKING SHEETS FOR DETAILS.

MATCH LINE STA. 100+85 D

+50 A

+50 L

L RAMP

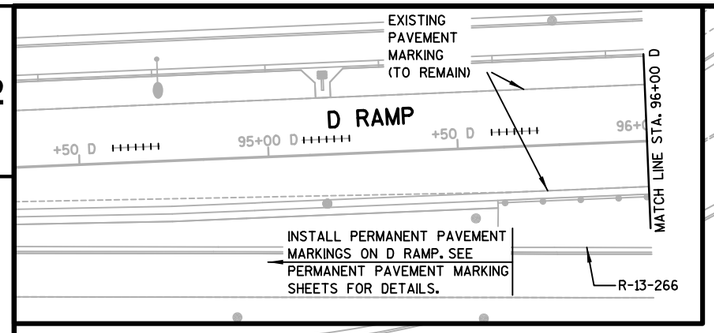
103+

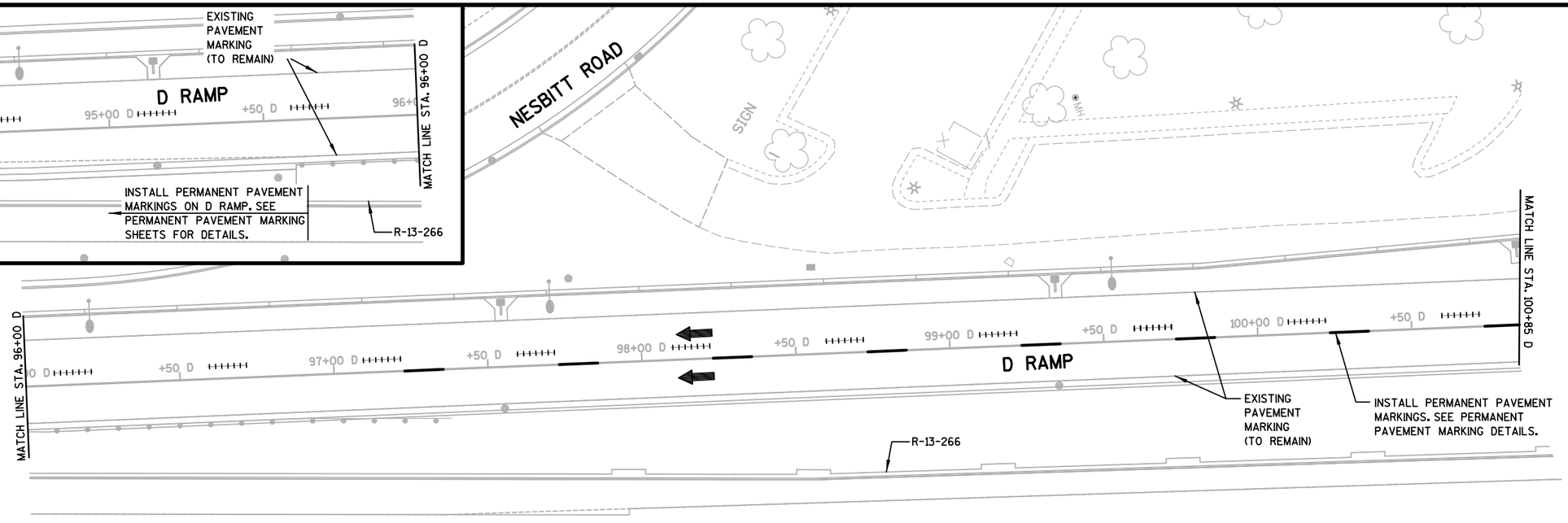
INL

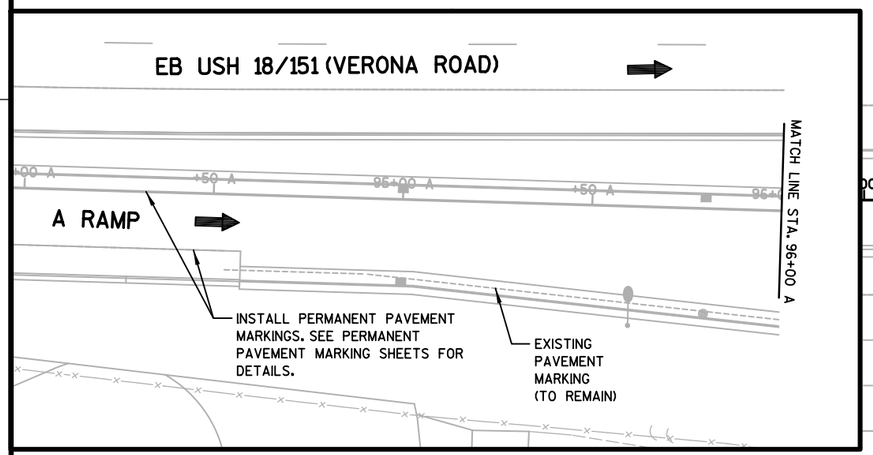
MATCH LINE STA. 101+95 A

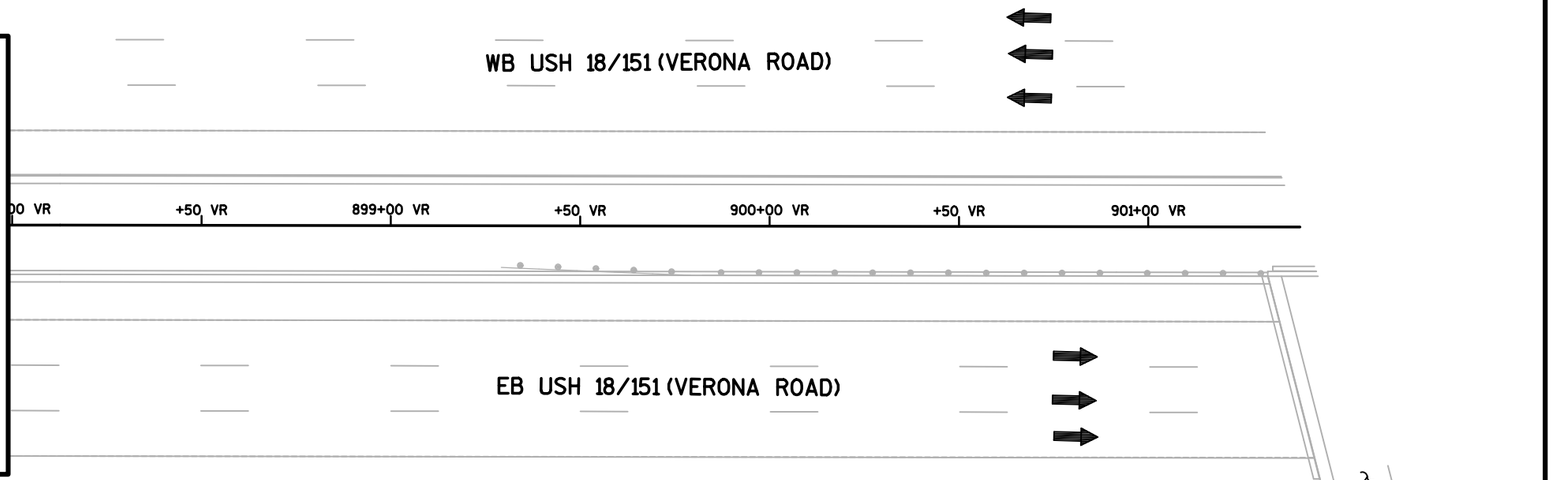
MATCH LINE STA. 102+00 L

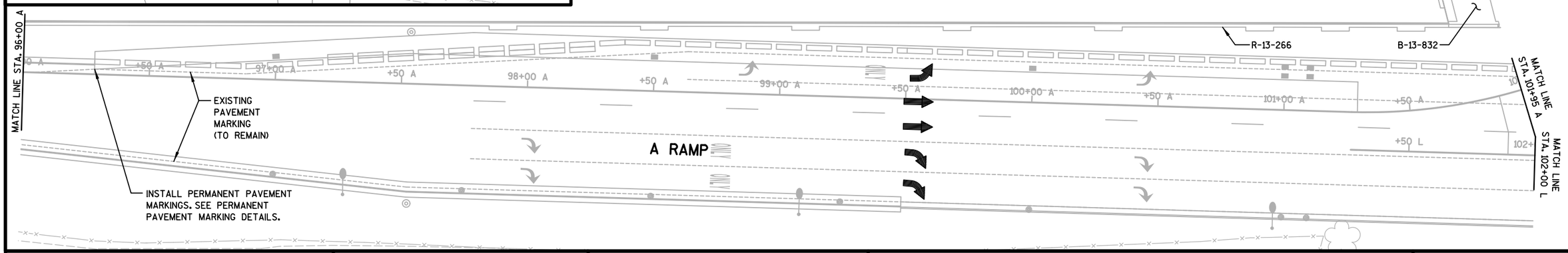
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - 2019 WINTER SHUTDOWN	SHEET 420	E







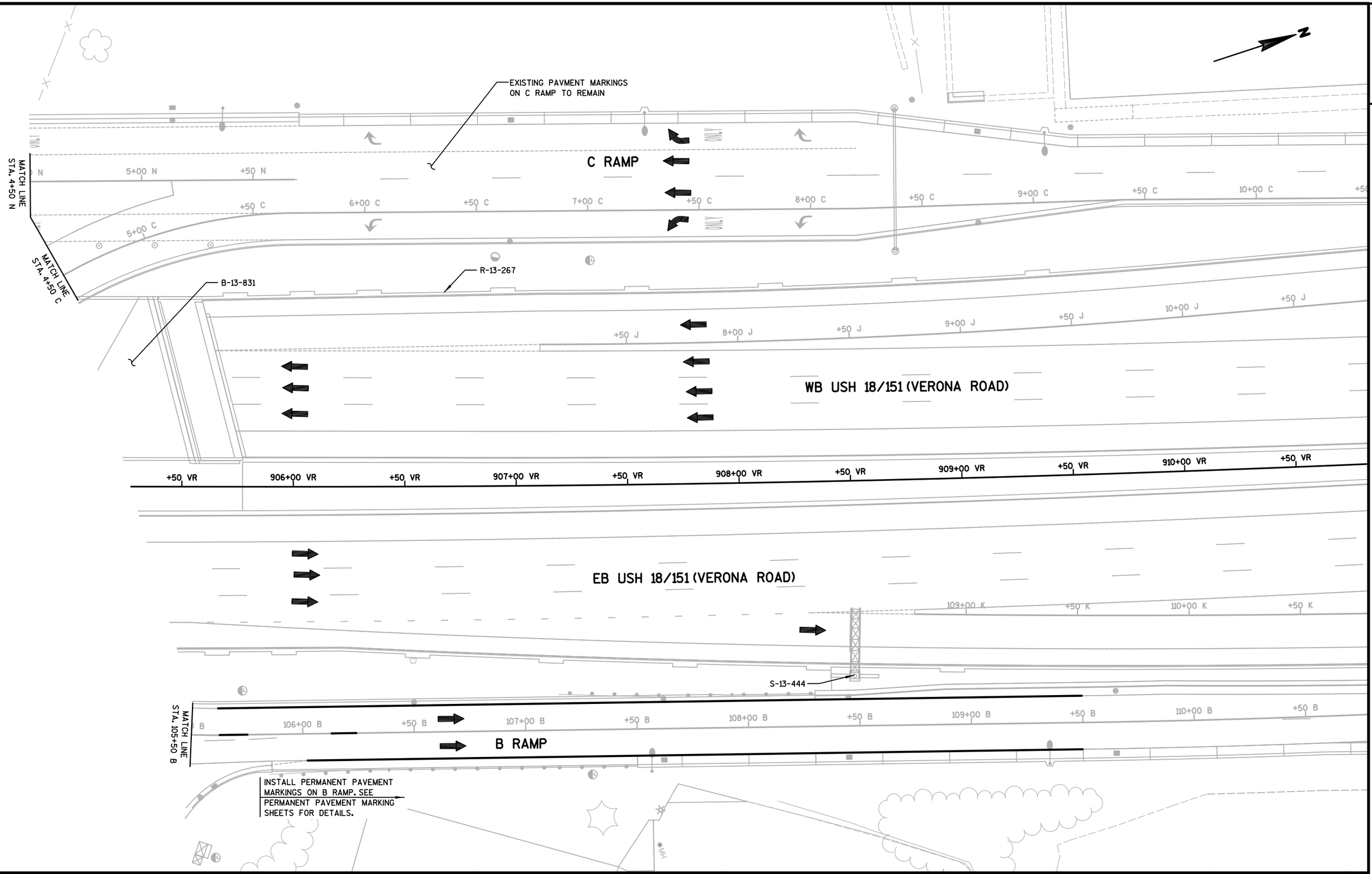




PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - 2019 WINTER SHUTDOWN	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026451_2019_WS.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - 2019 WINTER SHUTDOWN	SHEET 422	E

2

N

FITCHRONA ROAD

SEE S.D.D TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/ EXPRESSWAY, FOR ADDITIONAL INFORMATION

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

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

WB CTH PD (MCKEE ROAD)

+50 WB 74+00 WB +50 WB 75+00 WB +50 WB 76+00 WB +50 WB 77+00 WB +50 WB 78+00 WB +50 WB

MATCH LINE STA. 78+70 WB

74+00 EB +50 EB 75+00 EB +50 EB 76+00 EB +50 EB 77+00 EB +50 EB 78+00 EB +50 EB 79+0

MATCH LINE STA. 79+00 EB

25' (TYP.)

25' (TYP.)

EB CTH PD (MCKEE ROAD)

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

SIGN

INL

INL

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF-PEAK)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026500_PD_s10a.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATION OF TEMPORARY ASHPHALT QUANTITIES

N

FITCHRONA ROAD

Fitchrona Rd
MOVE

ASPHALTIC CURB REQ'D

UTILIZE INSIDE LANE CLOSURE (SHOWN) FOR MEDIAN WORK.
UTILIZE OUTSIDE LANE CLOSURE (NOT SHOWN) FOR OUTSIDE WIDENING CONSTRUCTION.

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2

STA.84+03 WB
24.9 LT

COVER PLATE TEMPORARY REQ'D

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 78+70 WB

79+00 WB | +50 WB | 80+00 WB | +50 WB | 81+00 WB | +50 WB | 82+00 WB | +50 WB | 83+00 WB | +50 WB | 84+00 WB | +50 WB

MATCH LINE STA. 84+70 WB

MATCH LINE STA. 79+00 EB

0 EB | +50 EB | +50 EB | 81+00 EB | +50 EB | 82+00 EB | +50 EB | 83+00 EB | +50 EB | 84+00 EB | +50 EB | 85+0

MATCH LINE STA. 85+00 EB

25' (TYP.)

10' (TYP.)

EB CTH PD (MCKEE ROAD)

INL

11'
4'

INLET COVER FLAT, TEMPORARY REQ'D

COVER PLATE TEMPORARY REQ'D

HARDROCK RD
MOVE

W01-6
48" X 24"

TYPE III BARRICADE

SIGN

ONLY ONLY ONLY

U/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET 424	E

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER PIPEAND STRUCTURES WAS USED FOR CALCULATION OF TEMPORARY ASHPHALT QUANTITIES

* CLOSE BIKE LANE DURING OUTSIDE SHOULDER CONSTRUCTION. MAINTAIN DURING OTHER WORK IN STAGE.

N

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2. TEMPORARY CONNECTION TO EXISTING STORM SEWER REQ'D.

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

ASPHALTIC DRIVEWAY CURB REQ'D

ASPHALTIC CURB REQ'D

SPEED LIMIT 40 R2-1 24" X 30"

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

R3-2 24" X 24"

* MAY USE FULL LANE R4-11 30" X 30"

UTILIZE OUTSIDE LANE CLOSURE (NOT SHOWN) FOR STORM SEWER PIPE AND INLET CONSTRUCTION

UTILIZE INSIDE LANE CLOSURE (SHOWN) FOR MEDIAN WORK. UTILIZE OUTSIDE LANE CLOSURE (NOT SHOWN) FOR OUTSIDE WIDENING CONSTRUCTION.

BEGIN LEFT TURN LANE R3-20L 24" X 36"

STORM SEWER TAP REQ'D

STA.85+34 WB 31.9 LT

STA.86+10 WB 32.7 LT

STA. +28 WB 37.8'LT

STA 86+72 WB 37.8'LT

STA.88+50 WB 33.2 LT

STA.89+54 WB 30.3 LT

COVER PLATE TEMPORARY REQ'D

MATCH LINE STA. 84+70 WB

MATCH LINE STA. 85+00 EB

MATCH LINE STA. 90+70 WB

WB CTH PD (MCKEE ROAD)

85+00 WB +50 WB 86+00 WB +50 WB 87+00 WB +50 WB 88+00 WB +50 WB 89+00 WB +50 WB 90+00 WB +50 WB

0 EB +50 EB 86+00 EB +50 EB 88+00 EB +50 EB 89+00 EB +50 EB 90+00 EB +50 EB 91+0

EB CTH PD (MCKEE ROAD)

INLET COVER FLAT, TEMPORARY REQ'D

25'(TYP.)

COVER PLATE TEMPORARY REQ'D

UTILIZE OUTSIDE LANE CLOSURE (NOT SHOWN) FOR STORM SEWER PIPE AND INLET CONSTRUCTION

ASPHALTIC CURB REQ'D

MATCH LINE STA. 91+00 EB

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

W01-6 48" X 24" TYPE III BARRICADE

R3-2 24" X 24"

HARDROCK ROAD

KAPEC RD NESBITT RD MOVE

① 2'X3' INLET REQ'D
STA, O/S: 85+36 WB, 31.1' LT
RIM: 1017.03
I.E.: 1014.04
4' 12-INCH CULVERT PIPE TEMPORARY AT 1.0% REQ'D
SALVAGED INLET COVER REQ'D

② 2'X3' INLET REQ'D
STA, O/S: 85+60 WB, 31.2' LT
RIM: 1015.35
I.E.: 1012.37
4' 12-INCH CULVERT PIPE TEMPORARY AT 1.0% REQ'D
SALVAGED INLET COVER REQ'D
PROVIDE STORM SEWER TAP TO CONNECT
12-INCH SS PIPE TO 18-INCH SS PIPE

③ 2'X3' INLET REQ'D
STA, O/S: 85+84 WB, 31.5' LT
RIM: 1013.787
I.E.: 1010.78
4' 12-INCH CULVERT PIPE TEMPORARY AT 1.0% REQ'D
SALVAGED INLET COVER REQ'D

④ 2'X3' INLET REQ'D
STA, O/S: 88+96 WB, 31.3' LT
RIM: 999.25
I.E.: 994.86
SET IN LINE WITH PROPOSED 15-INCH STORM SEWER BETWEEN WB6061 AND WB6062.
SALVAGED INLET COVER REQ'D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET 425 E

2

N

BIKE LANE CLOSED AHEAD
W20-5AIMOD)

* CLOSE BIKE LANE DURING OUTSIDE SHOULDER CONSTRUCTION. MAINTAIN DURING OTHER WORK IN STAGE.

W01-6
48" X 24"
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE
MAINTAIN EXISTING SIDEWALK CROSSING UNTIL EXISTING CURB RAMP IN MEDIAN IS REMOVED

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

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

KAPEC ROAD

+50 KR
63+00 KR
+50 KR
25+00 KR
24+00 NR
+50 NR
+50 NR

MAINTAIN EXISTING SIGNAL POLE AND SIGNAL OPERATION UNTIL SWITCHING TRAFFIC TO CTH PD STG. 10B PH. 1, AT WHICH TIME INTERSECTION IS NO LONGER SIGNALIZED.

91+02 WB
1.9' LT

92+15.6363 WB
1.5' LT

ASPHALTIC SLOPED NOSE REQ'D

INLET COVERS FLAT, TEMPORARY REQ'D.

ASPHALTIC CURB REQ'D

MATCH LINE STA. 90+70 WB

91+00 WB
+50 WB
92+00 WB
+50 WB
93+00 WB
+50 WB
+60 WB
94+00 WB
+50 WB
95+00 WB
+50 WB
96+00 WB
+50 WB
MATCH LINE STA. 96+80 WB

25' (TYP.)
10' (TYP.)
11'

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 91+00 EB

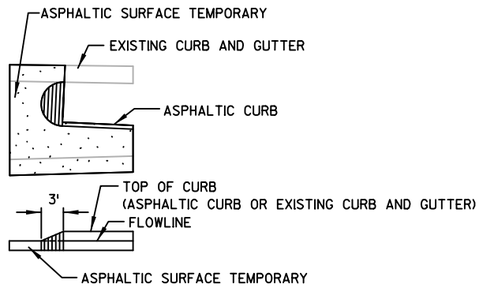
92+00 EB
+50 EB
93+00 EB
+50 EB
94+00 EB
+50 EB
95+00 EB
+50 EB
96+00 EB
+50 EB
97+00 EB
MATCH LINE STA. 97+15 EB

W01-6
48" X 24"
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE
MAINTAIN EXISTING SIDEWALK CROSSING UNTIL EXISTING CURB RAMP IN MEDIAN IS REMOVED

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

NESBITT ROAD



ASPHALTIC SLOPED NOSE DETAIL

TO BE PAID AS ASPHALTIC SURFACE TEMPORARY

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026502_PD_s10a.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

W01-6
48" X 24"
TYPE III BARRICADE

MATCH LINE
STA. 4+50 N

MATCH LINE
STA. 4+50 C

N RAMP

C RAMP

OFF-PEAK TRAFFIC CONTROL SHOWN.
MATCH 'TRAFFIC CONTROL - 2019
WINTER SHUTDOWN' FOR
PEAK TRAFFIC CONTROL.

905+00 VR

B-13-832

W01-6
48" X 24"
TYPE III BARRICADE

MATCH LINE
STA. 105+50 B

B RAMP

WB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 96+80 WB

97+00 WB

98+00 WB

99+00 WB

100+00 WB

101+00 WB

102+00 WB

MATCH LINE
STA. 102+90 WB

904+00 VR

25' (TYP.)

10' (TYP.)

11'

+50 WB

+50 VR

EB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 97+15 EB

98+00 EB

99+00 EB

100+00 EB

101+00 EB

102+00 EB

103+00 EB

MATCH LINE
STA. 103+20 EB

+50 EB

903+00 VR

902+00 VR

W01-6
48" X 24"
TYPE III BARRICADE

SEE CROSS SECTIONS - STAGE 10A
FOR DETAILS

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

P RAMP

D RAMP

L RAMP

50' (TYP.)

B-13-831

R-13-266

B-13-832

MATCH LINE
STA. 100+85 D

MATCH LINE
STA. 101+95 A

MATCH LINE
STA. 102+00 L

OFF-PEAK TRAFFIC CONTROL SHOWN.
MATCH 'TRAFFIC CONTROL - 2019
WINTER SHUTDOWN' FOR
PEAK TRAFFIC CONTROL.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET 427	E

2

N

PLACE OVER, AND COMPLETELY COVER, R3-8EEE SIGN DURING OFF-PEAK HOURS. REMOVE SIGN DURING PEAK HOURS. PAID AS TRAFFIC CONTROL SIGN.

R3-8W
54" X 30"

SIGN TO REMAIN DURING PEAK HOURS

R3-8EEE
72" X 30"

R3-20L
24" X 36"
BEGIN LEFT TURN LANE

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

R9-11
24" X 12"
TYPE III BARRICADE
PLACE TYPE III BARRICADE AT BEGINNING OF RETURN PATH

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 102+90 WB

25' (TYP.)

103+00 WB | +50 WB | 104+00 WB | +50 WB | 105+00 WB | +50 WB | 106+00 WB | +50 WB | 107+00 WB | +50 WB | 108+00 WB | +50 WB | 109+00 WB

COVER PLATE TEMPORARY REQ'D

⑤ INLET 2X3 REQ'D

INLET 2X3 REQ'D ⑥

INLET COVER FLAT, TEMPORARY REQ'D

MATCH LINE STA. 108+90 WB

MATCH LINE STA. 109+25 EB

25' (TYP.)

104+00 EB | +50 EB | 105+00 EB | +50 EB | 106+00 EB | +50 EB | 107+00 EB | +50 EB | 108+00 EB | +50 EB | 109+00 EB

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 103+20 EB

ADJUSTING PULL BOX REQ'D
COVER PLATE TEMPORARY REQ'D

SEE CROSS SECTIONS - STAGE 10A FOR DETAILS

SEE CROSS SECTIONS - STAGE 10A FOR DETAILS

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

⑤ 2'X3' INLET REQ'D
STA. O/S: 104+46 WB, 1.3' RT
INLET COVERS FLAT, TEMPORARY REQ'D.
SEE CONSTRUCTION DETAILS-STAGING INLET STA 104+46 WB FOR DETAILS

⑥ 2'X3' INLET REQ'D
STA. O/S: 105+42 WB, 2.0' RT
RIM: 1000.10
I.E.: 997.50
94' CULVERT PIPE TEMPORARY 12-INCH AT 0.1% REQ'D
INLET COVERS FLAT, TEMPORARY REQ'D

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET 428	E

2

N

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

BIKE LANES
CLOSED OFF-PEAK

PROVIDE LEFT TURN LANE TO
MAINTAIN ACCESS TO DRIVEWAY

SEE CROSS SECTIONS - STAGE 10A
FOR DETAILS

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

W01-6
48" X 24"
TYPE III BARRICADE

MATCH LINE
STA. 108+90 WB

MATCH LINE
STA. 109+25 EB

MATCH LINE
STA. 114+50 WB

MATCH LINE
STA. 114+85 EB

109+00 WB
+50 WB
110+00 WB
110+25 WB
0' LT
110+50 WB
11.1' LT
111+00 WB
+50 WB
112+00 WB
+50 WB
113+00 WB
+50 WB
114+00 WB
114+02 WB
12.9' LT
+50

WB CTH PD (MCKEE ROAD)

25' (TYP.)

10'

COVER PLATES TEMPORARY REQ'D

+50 EB
110+00 EB
+50 EB
111+00 EB
+50 EB
112+00 EB
+50 EB
113+00 EB
+50 EB
114+00 EB
+50 EB

ADJUSTING MANHOLE COVERS REQ'D

ADJUSTING MANHOLE COVERS REQ'D

25' (TYP.)

110+25 WB
23.9' RT

110+50 WB
35.6' RT

EB CTH PD (MCKEE ROAD)

25' (TYP.)

114+00 WB
35.7' RT

INL

MAINTAIN ACCESS TO DRIVEWAY DURING
MILLING AND PAVING OPERATIONS

R3-2
24" X 24"

BIKE LANES
CLOSED OFF-PEAK

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

TYPE III BARRICADE

SIGN

COMMERCE PARK DR
MOVE

* SIDEWALK TO REMAIN OPEN DURING
PEAK HOURS. MAINTAIN PEDESTRIAN
ACCESS THROUGH WORK ZONE
DURING PEAK HOURS.

RIPRAP RIPRAP RIPRAP

COMMERCE PARK DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026505_PD_s10a.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

N

W01-6
48" X 24"
TYPE III BARRICADE

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

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

SEE S.D.D TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/ EXPRESSWAY, FOR ADDITIONAL INFORMATION

INLET COVER FLAT, TEMPORARY REQ'D.
SALVAGE EXISTING COVERS FOR INSTALLATION
IN STAGE 10D PH. 1

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 114+50 WB

WB 115+00 WB +50 WB 116+00 WB 25' (TYP.) +50 WB 117+00 WB +50 WB 118+00 WB +50 WB 119+00 WB +50 WB 120+00 WB

10' (TYP.)

116+70 WB

MATCH LINE STA. 114+85 EB

115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB 118+00 EB +50 EB 119+00 EB +50 EB 120+00 EB +50 EB

25' (TYP.)

116+70 WB

10' (TYP.)

EB CTH PD (MCKEE ROAD)

5-INCHES ASPHALTIC SURFACE TEMPORARY
6-INCHES BASE AGGREGATE DENSE 1¼-INCH
12-INCHES SELECT CRUSHED MATERIAL

W01-6
48" X 24"
TYPE III BARRICADE

SIGN

POST
POST
POST

GUY
GUY

COMMERCE PARK DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET 430	E

EB USH 18/151 (VERONA ROAD)

A RAMP

MATCH LINE STA. 96+00 A

95+00 A

+50 A

MATCH LINE STA. 100+85 D

98+00 D

+50 D

99+00 D

100+00 D

D RAMP

R-13-266

WB USH 18/151 (VERONA ROAD)

896+00 VR

897+00 VR

898+00 VR

899+00 VR

900+00 VR

901+00 VR

902+00

W01-6
48" X 24"

TYPE III BARRICADE

EB USH 18/151 (VERONA ROAD)

R-13-266

B-13-832

MATCH LINE STA. 96+00 A

97+00 A

98+00 A

99+00 A

100+00 A

101+00 A

MATCH LINE STA. 101+95 A

MATCH LINE STA. 102+00 L

25' (TYP.)

50' (TYP.)

A RAMP

+50 L

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

R3-8
36" X 30"

ONLY

OFF-PEAK TRAFFIC CONTROL SHOWN.
MATCH 'TRAFFIC CONTROL - 2019 WINTER SHUTDOWN' FOR PEAK TRAFFIC CONTROL.

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) STG. 10A (OFF PEAK)	SHEET 431	E

2

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

OFF-PEAK TRAFFIC CONTROL SHOWN.
MATCH 'TRAFFIC CONTROL - 2019 WINTER SHUTDOWN' FOR PEAK TRAFFIC CONTROL.

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

R3-8
36" X 30"
ONLY

N

N RAMP

MATCH LINE
STA. 4+50 N

0 N
5+00 N
+50 N
50' (TYP.)

C RAMP

+50 C
6+00 C
+50 C
7+00 C
+50 C
8+00 C
25' (TYP.)
+50 C
9+00 C
+50 C
10+00 C
+50 C
5+00 C

W01-6
48" X 24"
TYPE III BARRICADE

R-13-267

MATCH LINE
STA. 4+50 C

J RAMP

+50 J
8+00 J
+50 J
9+00 J
+50 J
10+00 J
+50 J

B-13-831

WB USH 18/151 (VERONA ROAD)

+50 VR
906+00 VR
+50 VR
907+00 VR
+50 VR
908+00 VR
+50 VR
909+00 VR
+50 VR
910+00 VR
+50 VR

EB USH 18/151 (VERONA ROAD)

109+00 K
+50 K
110+00 K
+50 K

R-13-267

S-13-444

MATCH LINE
STA. 105+50 B

0 B
106+00 B
+50 B
107+00 B
+50 B
108+00 B
+50 B
109+00 B
+50 B
110+00 B
+50 B

B RAMP

MH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10A (OFF PEAK)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026508_PD_s10a.dgn
PLOT DATE : 1/15/2018
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

N

FITCHRONA ROAD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

BEGIN LEFT TURN LANE
R3-20LL
24" X 36"

STA 83+38 WB
MATCH EXISTING
PAVEMENT MARKINGS

83+46 WB
482.9' LT

R=511'

79+00 WB
+50 WB
80+00 WB
+50 WB
81+00 WB
+50 WB
82+00 WB
+50 WB
83+00 WB
+50 WB
84+00 WB
+50 WB

0 EB
+50 EB
81+00 EB
+50 EB
82+00 EB
+50 EB
83+00 EB
+50 EB
84+00 EB
+50 EB
85+0

25' (TYP.)
25' (TYP.)

4W
4Y
4Y
4Y
4Y
4W

11'
11'
11'
11'

MATCH LINE
STA. 84+70 WB

MATCH LINE
STA. 85+00 EB

2' SEG.
6' GAP

W01-4B

W06-3

W01-6
48" X 24"

TYPE III BARRICADE

MH
MH
INL
INL
SIGN
SIGN
U/C
ONLY
ONLY
ONLY

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET 433	E

2

N

SCALE

MATCH LINE STA. 14+70 SW

MATCH LINE STA. 84+70 WB

MATCH LINE STA. 85+00 EB

MATCH LINE STA. 90+70 WB

MATCH LINE STA. 91+00 EB

STA. 85+34 WB
7.4'LT

STA. 85+29 WB
2.4'LT

STA. 86+28 WB
7.2'LT

STA. 88+24 WB
7.7'LT

STA. 88+50 WB
8.7'LT

STA. 89+03 WB
2.1'LT

STA. 89+50 WB
5.9'LT

STA. 89+75 WB
8.5'RT

STA. 89+66 WB
7.2'RT

STA. 90+45 WB
13.9'RT

90+49 WB
497.1'LT

88+26 WB
525.3'RT

86+30 WB
525.8'RT

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

SEE CTH PD (MCKEE RD) STG. 10B PH. 1B HARDROCK FOR ADDITIONAL TRAFFIC CONTROL FOR TEMPORARY ASPHALTIC SURFACE PAVING.

W01-4B

SPEED LIMIT 40
R2-1
24" X 30"

R3-2
24" X 24"

W01-6
48" X 24"
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

R=511'

R=533'

R=533'

3' SEG.
9' GAP

SPEED LIMIT 30
R2-1
24" X 30"

KAPEC RD
NESBITT RD
MOVE

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

TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

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

HARDROCK ROAD

MAINTAIN RIGHT-TURN MOVEMENT ONTO HARDROCK ROAD

ROAD CLOSED AHEAD
W20-3A

PLACE SIGNS 500' SOUTH OF CTH PD AND AT INTERSECTION OF LIMESTONE LANE.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET 434	E

2

N

KAPEC ROAD

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

STOP
R1-1
30" X 30"

W06-3

R3-2
24" X 24"
MOUNT BELOW
STOP SIGN

W11-2
30" X 30"

W16-7L
24" X 12"

ONE WAY
R6-2R
24" X 30"

STA. 93+12 WB
15.0 LT

STA. 92+80 WB
13.6' LT

STA. 92+69 WB
1.5' RT

STA. 92+88 WB
7.3' LT

STA. 92+71 WB
10.9' RT

STA. 95+54 WB
11.8' RT

STA. 92+22 WB
13.3' RT

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 90+70 WB

MATCH LINE
STA. 96+80 WB

MATCH LINE
STA. 91+00 EB

MATCH LINE
STA. 97+15 EB

91+00 WB
92+00 WB
93+00 WB
94+00 WB
95+00 WB
96+00 WB

93+00 EB
94+00 EB
95+00 EB
96+00 EB
97+00 EB

+50 WB
+50 EB

4W
4Y
8W
11'
4'
5'(TYP.)
25'(TYP.)
2'
10'(TYP.)

COVER PLATE
TEMPORARY
REQ'D

COVER PLATE
TEMPORARY
REQ'D

STA. 94+40 WB. MATCH EXISTING PAVEMENT MARKINGS

STA. 95+37 WB
38.4' RT

STA. 96+35 WB
57.2' RT

⑦ 2'X3' INLET REQ'D
RIM: 995.00
STA; O/S: 92+35 EB, 3.8' LT
INV: 991.08
6' 12-INCH CULVERT PIPE TEMPORARY @ 1.0%
INLET COVER FLAT, TEMPORARY REQ'D

⑧ 2X3' INLET REQ'D
RIM: 995.00
STA; O/S: 92+41 EB, 3.8' LT
INV: 991.00
4' 12-INCH CULVERT PIPE TEMPORARY @ 1.0%
INLET COVER FLAT, TEMPORARY REQ'D
CONNECT TO EB616 @ EL=990.96

⑨ 2'X3' INLET REQ'D
RIM: 997.70
STA; O/S: 97+27 EB, 2.8' LT
INV: 993.82
8' 12-INCH CULVERT PIPE TEMPORARY @ 1.0%
INLET COVER FLAT, TEMPORARY REQ'D

UTILIZE OFF-PEAK SINGLE LANE
CLOSURE TO PLACE TEMPORARY
INLETS 7 AND 8 AND MANHOLE EB616.

UTILIZE OFF-PEAK SINGLE LANE CLOSURE TO
PLACE ASPHALTIC SURFACE TEMPORARY.
SEE CONSTRUCTION DETAILS - STAGING
CTH PD STAGE 10B PHASE 1 TEMP. PAVEMENT FOR DETAILS

SEE NESBITT ROAD STG. 10B PH.1 & PH.2 FOR ADDITIONAL TRAFFIC CONTROL

3 3/4-INCHES ASPHALTIC SURFACE TEMPORARY
10-INCHES BASE AGGREGATE DENSE 1 1/4-INCH
16-INCHES SELECT CRUSHED MATERIAL

S-13-453

BEGIN
RIGHT
TURN
LANE
R3-20R
24" X 36"

JCT 18 151
MOVE

WEST SOUTH
18 151
MOVE

NESBITT
ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET 435	E

2

N

MATCH LINE STA. 4+50 N
2019 WINTER SHUTDOWN

MATCH LINE STA. 4+50 C
2019 WINTER SHUTDOWN

MATCH LINE
STA. 105+50 B
2019 WINTER SHUTDOWN

N RAMP

C RAMP

B RAMP

M RAMP

SIGN

R-13-267

B-13-831

905+00 VR

+50 VR

STA. 102+53 EB
MATCH EXISTING PAVEMENT MARKINGS

4W

STA. 101+08 WB
42.6'LT

WB CTH PD (MCKEE ROAD)

STA. 101+50 WB
19.3'LT

AP

4W

8W

4Y

MATCH LINE
STA. 96+80 WB

97+00 WB

+50 WB

99+00 WB

100+00 WB

101+00 WB

102+00 WB

904+00

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

STA. 102+64 WB
13.3'LT, PC

MATCH LINE
STA. 102+90 WB

TEMPORARY PEDESTRIAN SAFETY FENCE

STUB STORM SEWER FOR
CONNECTION IN STG. 10C PH. 1

ADJUSTING MANHOLE
COVERS REQ'D

STA. 102+53 EB
MATCH EXISTING PAVEMENT MARKINGS

4W

STA. 96+97 WB
62.3'RT

STA. 97+32 WB
71.9'RT

MATCH LINE STA. 97+15 EB

+50 EB

98+00 EB

25'(TYP.)

TYPE III BARRICADE

RT-4W

STA. 99+08 EB
8.0'LT

10'(TYP.)

EB CTH PD (MCKEE ROAD)

STA. 99+39 EB
25.3'LT

+50 EB

99+00 EB

100+00 EB

101+00 EB

102+00 EB

103+00 EB

STA. 101+42 EB
27.6'LT

STA. 101+41 EB
19.6'LT

STA. 101+40 EB
0.9'LT

MATCH LINE
STA. 103+20 EB

RT-4Y

RT-SL-18

RT-8CW

RT-4W

STA. 99+32 EB
2.0'LT

STA. 99+32 EB
0'LT

903+00 VR

INSTALL PERMANENT
PAVEMENT MARKING.
SEE PAVEMENT
MARKING DETAILS.

STA. 98+03 EB
38.0'RT

+50 P

P RAMP

STA. 97+90 EB
67.1'RT

8+00 P

WEST SOUTH
18 151
MOVE

102+00 D

+50 D

D RAMP

25'(TYP.)

B-13-831

+50 VR

TEMPORARY PEDESTRIAN
SURFACE ASPHALT

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

902+00 VR

+50 VR

+50 A

A RAMP

00+50 A

+50 L

L RAMP

50'(TYP.)

10'

103+00 L

SEE CONSTRUCTION DETAILS - STAGING
A RAMP STAGE 10B PHASE 1 FOR DETIALS

TEMPORARY PEDESTRIAN SURFACE ASPHALT
TEMPORARY CURB RAMP REQ'D.

R9-11
24" X 12"

TYPE III BARRICADE

* MAINTAIN PEDESTRIANS USING A COMBINATION OF
EXISTING PAVEMENT, PROPOSED PAVEMENT, AND
TEMPORARY PEDESTRIAN SURFACE ASPHALT.

MATCH LINE STA. 100+85 D

R-13-266

MATCH LINE
STA. 101+95 A

MATCH LINE
STA. 102+00 L

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET 436	E

2

N

INL

W01-7
48" X 24"
TYPE III BARRICADE

R9-11
24" X 12"
TYPE III BARRICADE
PLACE TYPE III BARRICADE AT BEGINNING OF RETURN PATH

R3-8N
48" X 30"

W04-3L
48" X 48"

STA. 102+93 WB
12.1'LT, MID PNT

STA. 103+2 WB
12.2'LT, PT

W06-3

4W

STA. 104+50 WB, 35.6'LT

STA. 105+40 WB, 35.4'LT

STA. 106+98 WB, 9.3'LT

STA. 107+38 WB, 8.3'LT

STA. 104+77 WB, 13.3'LT
PT

STA. 105+75 WB,
12.9'LT

WB CTH PD (MCKEE ROAD)

8W

AP

11'

MATCH LINE
STA. 102+90 WB

103+00 WB

+50 WB

104+00 WB

105+00 WB

106+00 WB

107+00 WB

108+00 WB

25'(TYP.)

4Y

STA. 107+18 EB, 31.1'LT
PC

STA. 108+57 EB, 21.1'LT
PCC

MATCH LINE
STA. 108+90 WB

STA. 107+81 EB, 3.0'LT
PC

STA. 108+32 EB, 3.6'LT
MID PNT

STA. 108+82 EB, 4.0'LT
PT

MATCH LINE
STA. 109+25 EB

STA. 103+47 EB, 27.9'LT

+50 EB

104+00 EB

105+00 EB

106+00 EB

107+00 EB

STA. 106+20 EB, 7.8'LT

STA. 107+00 EB, 3.0'LT

EB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 103+20 EB

STA. 104+88 EB, 9.2'LT

CC

10'(TYP.)

STA. 105+89 EB
12.7'RT

STA. 106+38 EB
5.3'RT

STA. 106+76 EB
7.5'RT

MAINTAIN DRAINAGE OF EXISTING STORM SEWER THROUGH PROPOSED STORM SEWER

W012-1D
48" X 48"

ONE WAY
R6-2R
24" X 30"

R3-2
24" X 24"

W5-52R
12" X 36"

MAINTAIN DRIVEWAY ACCESS DURING CONSTRUCTION

R=533'

107+40 EB
501.5'RT

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET 437	E

2

N

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

STA. 112+23 WB, 4.0'LT

STA. 109+04 WB, 4.3'LT

WB CTH PD (MCKEE ROAD)

STA. 113+22 WB, 4.0'LT

STA. 113+87 WB, 4.2'LT

STA. 114+27 EB, 26.3'LT

MATCH LINE STA. 108+90 WB

MATCH LINE STA. 114+50 WB

4W

2' SEG.
6' GAP

8W

4Y

4Y

25'(TYP.)

STA. 113+56 EB, 15.0'LT

STA. 109+55 EB, 15.0'LT

STA. 110+78 EB, 15.0'LT

STA. 112+56 EB, 15.0'LT

STA. 114+47 EB
15.5'LT

8W

4W

SL-18

EB CTH PD (MCKEE ROAD)

STA. 109+34 EB, 15.0'LT

MATCH LINE STA. 109+25 EB

2'

STA. 109+83 EB, 9.0'LT
BEGIN ASPHALTIC SURFACE TEMPORARY

25'(TYP.)

MATCH LINE STA. 114+85 EB

4W

4Y

2' SEG.
6' GAP

10'(TYP.)

10'(TYP.)

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

COMMERCE PARK DR
MOVE

W10-4B

R3-2
24" X 24"
TYPE III BARRICADE

MAINTAIN ACCESS TO DRIVEWAY DURING
MILLING AND PAVING OPERATIONS

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

PLACE DRUMS TO MAINTAIN
TURNING MOVEMENTS ONTO
COMMERCE PARK DRIVE.

SEE TRAFFIC CONTROL - CTH PD STG. 10B PH. 1 COMMERCE PARK
FOR PEDESTRIAN ACCESS STAGING

COMMERCE PARK DRIVE

RIPRAP RIPRAP RIPRAP

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET 438	E

2

N

POST
POST
POST

R4-7
24" X 30"

W06-3

WB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 114+50 WB

WB 115+00 WB +50 WB 116+00 WB +50 WB 117+00 WB +50 WB 118+00 WB +50 WB 119+00 WB +50 WB 120+00 WB

4Y

25' (TYP.)

MATCH LINE
STA. 114+85 EB

115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB 118+00 EB +50 EB 119+00 EB +50 EB 120+00 EB +50 EB

11'

11'

STA. 116+06 EB, MATCH EXISTING PAVEMENT MARKINGS

4W

EB CTH PD (MCKEE ROAD)

SIGN

GUY
GUY

COMMERCE PARK DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026556_PD_s10b_p1.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

EB USH 18/151 (VERONA ROAD)

STA. 94+92 A, 2.0' RT

25' (TYP.)

+00 A

+50 A

95+00 A

+50 A

96+0

A RAMP

11'

11'

RT-4Y

RT-4W

R3-8
36" X 30"

MATCH LINE STA. 96+00 A

98+00 D

+50 D

99+00 D

+50 D

100+00 D

+50 D

D RAMP

MATCH LINE STA. 100+85 D

R-13-266

WB USH 18/151 (VERONA ROAD)

896+00 VR

+50 VR

897+00 VR

+50 VR

898+00 VR

+50 VR

899+00 VR

+50 VR

900+00 VR

+50 VR

901+00 VR

+50 VR

902+00

W01-6
48" X 24"

TYPE III BARRICADE

EB USH 18/151 (VERONA ROAD)

TYPE III BARRICADE

R-13-266

MATCH LINE STA. 96+00 A

0 A

+50 A

97+00 A

+50 A

98+00 A

+50 A

99+00 A

+50 A

100+00 A

+50 A

101+00 A

+50 A

+50 L

MATCH LINE STA. 101+95 A

10

MATCH LINE STA. 102+00 L

102+

RT-4Y

STA. 97+29 A, 17.0' RT

STA. 97+41 A, 29.0' RT

RT-4W

12'

12'

4Y

50' (TYP.)

A RAMP

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1	SHEET 440	E

NOTE:
CTH PD TRAFFIC REMAINS IN STAGE 10B PH. 1 LOCATION, BUT IS REDUCED TO A SINGLE LANE IN EACH DIRECTION. SEE STAGE 10B PH. 1 SHEETS FOR ADDITIONAL INFORMATION.

N

FITCHRONA ROAD

25'

WB CTH PD (MCKEE ROAD)

79+00 WB | +50 WB | 80+00 WB | +50 WB | 81+00 WB | +50 WB | 82+00 WB | +50 WB | 83+00 WB | +50 WB | 84+00 WB | +50 WB

25' (TYP.)

11'

MATCH LINE STA. 84+70 WB

SEE S.D.D TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/ EXPRESSWAY, FOR ADDITIONAL INFORMATION

0 EB | +50 EB | 81+00 EB | +50 EB | 82+00 EB | +50 EB | 83+00 EB | +50 EB | 84+00 EB | +50 EB | 85+0

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 85+00 EB

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

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

W01-4L

W06-3

W01-6
48" X 24"
TYPE III BARRICADE

INL

MH

SIGN

ONLY ONLY ONLY

U/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1B - HARDROCK	SHEET 441	E

NOTE:
CTH PD TRAFFIC REMAINS IN STAGE 10B PH. 1 LOCATION, BUT IS REDUCED TO A SINGLE LANE IN EACH DIRECTION. SEE STAGE 10B PH. 1 SHEETS FOR ADDITIONAL INFORMATION.

N

W01-6
48" X 24"
TYPE III BARRICADE

R3-2
24" X 24"

SEE S.D.D TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/ EXPRESSWAY, FOR ADDITIONAL INFORMATION

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

W01-4B

SPEED LIMIT 40
R2-1
24" X 30"

MATCH LINE STA. 84+70 WB

85+00 WB
25' (TYP.)
+50 WB
10' (TYP.)
11'
86+00 WB
25' (TYP.)
+50 WB
87+00 WB
+50 WB
88+00 WB
+50 WB
89+00 WB
+50 WB
90+00 WB
+50 WB

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 85+00 EB

0 EB
+50 EB
86+00 EB
+50 EB
87+00 EB
+50 EB
88+00 EB
+50 EB
89+00 EB
+50 EB
90+00 EB
+50 EB
91+0

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 90+70 WB STG. 10B PH. 1

MATCH LINE STA. 91+00 EB STG. 10B PH. 1

4W
MATCH STG. 10B PH. 1
PAVEMENT MARKING LOCATIONS

SEE CONSTRUCTION DETAILS - STAGING
CTH PD STG. 10B PH. 1 ASPHALTIC
SURFACE TEMPORARY FOR DETIALS

SPEED LIMIT 30
R2-1
24" X 30"

UPON COMPLETION OF PAVEMENT MARKINGS IN WORK ZONE OF THIS SUBPHASE INSTALL STG. 10B PH. 2 TRAFFIC CONTROL FOR HARDROCK ROAD.

KAPEC RD
NESBITT RD
MOVE

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

TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

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

HARDROCK ROAD

SCALE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 1B - HARDROCK	SHEET 442	E

2

N

80+00 WB

80+00 EB

EB CTH PD (MCKEE ROAD)

85+00 WB

85+00 EB

90+00 WB

90+00 EB

WB CTH PD (MCKEE ROAD)

95+00 WB

95+00 EB

95+00 KR

KAPEC ROAD

ROAD CLOSED AHEAD W20-3A

NESBITT RD

SPECIAL 1
5'-0" x 1'-3"

ROAD CLOSED AHEAD W20-3A

NESBITT RD

SPECIAL 1
5'-0" x 1'-3"

FITCHRONA ROAD

HARDROCK ROAD

NESBITT ROAD

SEE TRAFFIC CONTROL - NESBITT ROAD - STG. 10B PH. 1
FOR ADDITIONAL DETAILS WITHIN BOXED AREA.

900+00

895+00 VR

QUARRY

FILLER CAPS

SCALE

LIMESTONE LANE

R11-3
60" X 30"
ROAD CLOSED
.4 MILES AHEAD
LOCAL TRAFFIC ONLY

TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3A

NESBITT ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - NESBITT RD - STG. 10B PH. 1 OVERVIEW	SHEET 443	E

LIMIT FULL CLOSURE OF NESBITT ROAD TO 2 DAYS TO ALLOW FOR EXCAVATION, BASE AGGREGATE PLACEMENT, AND PLACEMENT OF A PORTION OF LOWER LAYER HMA PAVEMENT AS SHOWN.

SEE CTH PD STG. 10B PH. 1 FOR ADDITIONAL TRAFFIC CONTROL.

N

KAPEC ROAD

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

R9-9 24" X 12" SIDEWALK CLOSED
TYPE III BARRICADE

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

ROAD CLOSED AHEAD W20-3A
NESBITT RD
SPECIAL 1
5'-0" X 1'-3"

STOP R1-1 30" X 30"

W06-3

R3-2 24" X 24" MOUNT BELOW STOP SIGN

ONE WAY R6-2R 24" X 30"

R3-2 24" X 24"

WB CTH PD (MCKEE ROAD)

91+00 WB | +50 WB | 92+00 WB | +50 WB | 93+00 WB | +50 WB | 94+00 WB | +50 WB | 95+00 WB | +50 WB | 96+00 WB | +50 WB

APPROXIMATE LIMITS OF HMA PAVEMENT

EB CTH PD (MCKEE ROAD)

50+00 EB | +50 EB | 93+00 EB | +50 EB | 94+00 EB | +50 EB | 95+00 EB | +50 EB | 96+00 EB | +50 EB | 97+00 EB

10' (TYP.)

R3-1 24" X 24"

MAINTAIN PEDESTRIAN ACCESS

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

TEMPORARY PEDESTRIAN SURFACE ASPHALT

MAINTAIN ACCESS TO DRIVEWAY

TYPE III BARRICADE

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

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMP REQ'D

RT-8W

30' +/-

STA. 23+90 NR, 69.7' RT

TEMPORARY PEDESTRIAN SURFACE ASPHALT

STA. 23+18 NR, 25.5' RT

TEMPORARY CURB RAMP REQ'D

RT-8W

NESBITT ROAD

MAINTAIN EXISTING SIDEWALK AND CROSSWALKS WHILE CONSTRUCTING PROPOSED SIDEWALK BETWEEN STA. 93+55 EB AND 93+90 EB. INSTALL TEMPORARY CURB RAMPS ON NESBITT ROAD AS SHOWN. MAINTAIN PEDESTRIANS ON TEMPORARY PEDESTRIAN SURFACE ASPHALT AND PROPOSED SIDEWALKS ALREADY CONSTRUCTED UTILIZING TEMPORARY CROSSWALK ON NESBITT ROAD WHILE REMAINDER OF NESBITT ROAD IS COMPLETED.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - NESBITT RD - STG. 10B PH. 1	SHEET 444	E

NOTES:
INSTALL NESBITT ROAD CURB AND GUTTER AND REMAINDER OF LOWER LAYER HMA PAVEMENT WHILE MAINTAINING TWO WAY TRAFFIC ON NESBITT ROAD.

SEE CTH PD STG. 10B PH. 1 FOR ADDITIONAL TRAFFIC CONTROL

N

KAPEC ROAD

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

STOP
R1-1
30" X 30"

W06-3

W11-2
30" X 30"

W16-7L
24" X 12"

R3-2
24" X 24"
MOUNT BELOW STOP SIGN

ONE WAY
R6-2R
24" X 30"

WB CTH PD (MCKEE ROAD)

91+00 WB
+50 WB
92+00 WB
+50 WB
93+00 WB
+50 WB
94+00 WB
+50 WB
95+00 WB
+50 WB
96+00 WB
+50 WB

EB CTH PD (MCKEE ROAD)

93+00 EB
+50 EB
94+00 EB
+50 EB
95+00 EB
+50 EB
96+00 EB
+50 EB
97+00 EB

UTILIZE OFF PEAK SINGLE LANE CLOSURE FOR PLACEMENT OF ASPHALTIC SURFACE TEMPORARY.

MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE AT ALL TIMES.

SL-18

4DY

10' (TYP.)

15' (TYP.)

NESBITT ROAD

TYPE III BARRICADE

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

ONLY
R3-5OR
30" X 36"

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - NESBITT RD - STG. 10B PH. 2	SHEET 445	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026558e_nr_ph2.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

WB CTH PD (MCKEE ROAD)

113+00 WB | +58 WB | 114+00 WB | 115+00 WB | +50 WB

EB CTH PD (MCKEE ROAD)

3+00 EB | +50 EB | 114+00 EB | +58 EB | 115+00 EB | +50 EB

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

STA. 114+10 EB, 43.6' RT
STA. 113+75 EB, 43.6' RT
TEMPORARY PEDESTRIAN SURFACE ASPHALT
STA. 113+62 EB, 57.0' RT

LIMIT SIDEWALK RESTRICTION TO A MAXIMUM OF 8 HOURS. MAINTAIN PEDESTRAIN ACCESS AT ALL OTHER TIMES.

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

COMMERCE PARK DRIVE

RIPRAP

SIGN

R9-11
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

PHASE 1A PEDESTRIAN ROUTE

SIDEWALK CONSTRUCTION PHASE 1A

N

2

WB CTH PD (MCKEE ROAD)

113+00 WB | +58 WB | 114+00 WB | 115+00 WB | +50 WB

EB CTH PD (MCKEE ROAD)

EB | +50 EB | 114+00 EB | +58 EB | 115+00 EB | +50 EB | 116+00 E

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

EXISTING R/W

RT-8CW

EXISTING SIDEWALK EASEMENT

COMMERCE PARK DRIVE

IPRAP

SIGN

PHASE 1B PEDESTRIAN ROUTE

SIDEWALK CONSTRUCTION PHASE 1B

N

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD STG. 10B PH. 1 COMMERCE PARK	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026558f_cp_ph1.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE:
CTH PD TRAFFIC REMAINS IN STAGE 10B PH. 1 LOCATION.
HARDROCK ROAD IS OPEN TO RIGHT OUT/RIGHT OUT ONLY.
REFER TO STAGE 10B PH. 1 TRAFFIC CONTROL SHEETS
FOR ADDITIONAL INFORMATION.

N

SCALE

ONE WAY
R6-1R
36" X 12"
MOUNT BELOW
SPEED LIMIT
SIGN

SPEED LIMIT 40
R2-1
24" X 30"

STOP
R1-1
30" X 30"

R3-2
24" X 24"

R3-2
24" X 24"

W01-6
48" X 24"
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

MATCH LINE
STA. 84+70 WB
STG. 10B PH.1

MATCH LINE
STA. 85+00 EB
STG. 10B PH.1

85+00 WB
25' (TYP.)
+50 WB
86+00 WB
+50 WB
5' (TYP.)
87+00 WB
+50 WB
88+00 WB
+50 WB
89+00 WB
+50 WB
90+00 WB
+50 WB

WB CTH PD (MCKEE ROAD)

11'
11'
11'
11'

0 EB
+50 EB
86+00 EB
+50 EB
87+00 EB
+50 EB
88+00 EB
25' (TYP.)
+50 EB
89+00 EB
+50 EB
90+00 EB
+50 EB
91+0

EB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 90+70 WB

MATCH LINE
STA. 91+00 EB

SL-18

10' (TYP.)

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

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

TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

SPEED LIMIT 30
R2-1
24" X 30"

KAPEC RD
NESBITT RD
TO REMAIN
FROM STG. 10B PH. 1

HARDROCK ROAD

ONLY
R3-50R
30" X 36"

INSTALL TRAFFFIC CONTROL FOR HARDROCK ROAD
UPON COMPLETION OF PAVEMENT MARKINGS
SHOWN IN CTH PD (MCKEE RD) STG. 10B PH.1 - HARDROCK

INL
MH
SIGN
W
X
A/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 2	SHEET 447	E

NOTE:
CTH PD TRAFFIC REMAINS IN STAGE 10B PH. 1 LOCATION.
NESBITT ROAD AND KAPEC ROAD ARE OPEN TO RIGHT IN/ RIGHT OUT ONLY.
REFER TO STAGE 10B PH. 1 TRAFFIC CONTROL SHEETSFOR ADDITIONAL INFORMATION.

N

KAPEC ROAD

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

STOP
R1-1
30" X 30"

W06-3

R3-2
24" X 24"
MOUNT BELOW
STOP SIGN

ONE WAY
R6-2R
24" X 30"

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 90+70 WB
91+00 WB
+50 WB
92+00 WB
+50 WB
93+00 WB
+50 WB
94+00 WB
+50 WB
95+00 WB
+50 WB
96+00 WB
+50 WB
MATCH LINE STA. 96+80 WB

ONE WAY
R6-2R
24" X 30"

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 91+00 EB
0 EB
+50 EB
92+00 EB
+50 EB
93+00 EB
+50 EB
94+00 EB
+50 EB
95+00 EB
+50 EB
96+00 EB
+50 EB
97+00 EB
MATCH LINE STA. 97+15 EB

25'(TYP.)

R3-2
24" X 24"

SL-18

STA. 93+18 EB
12.3' RT

STA. 93+32 EB
12.4' RT

STA. 93+32 EB
39.5' RT

STA. 93+17 EB
44.1' RT

STOP
R1-1
30" X 30"

4Y
6CW
6CW
4Y

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

TYPE III BARRICADE

TYPE III BARRICADE

TEMPORARY CURB RAMP REQ'D

JCT 18 151
TO REMAIN
FROM STG. 10B PH. 1

STA. 23+75 NR. MATCH EXISTING PAVEMENT MARKINGS

NESBITT ROAD

ONLY
R3-50R
30" X 36"

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 2	SHEET 448	E

2

N

NOTE:
CTH PD TRAFFIC REMAINS IN STAGE 10B PH. 1 LOCATION
REFER TO STAGE 10B PH. 1 TRAFFIC CONTROL SHEETS
FOR ADDITIONAL INFORMATION.

MATCH LINE STA. 4+50 N
2019 WINTER SHUTDOWN

MATCH LINE STA. 4+50 C
2019 WINTER SHUTDOWN

MATCH LINE
STA. 105+50 B
2019 WINTER SHUTDOWN

N RAMP

M RAMP

B RAMP

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 96+80 WB

MATCH LINE STA. 102+90 WB

MATCH LINE STA. 97+15 EB

MATCH LINE STA. 103+20 EB

ROAD CLOSED

TYPE III BARRICADE

LANE CLOSED

ADJUSTING MANHOLE COVERS REQ'D

SEE CONSTRUCTION DETAILS - STAGING
CTH PD STG. 10B PH. 2 FOR DETIALS

STA. 100+36 WB
21.8' RT

STA. 100+85 WB
43.4' RT

STA. 100+37 WB
28.2' RT

STA. 100+97 EB
22.6' LT

STA. 101+04 EB
14.2' LT

STA. 101+19 EB
13.1' LT

STA. 101+75 EB
34.8' RT

STA. 101+79 EB
MATCH EXISTING PAVEMENT MARKINGS

STA. 102+51 EB
16.3' LT

MATCH LINE
STA. 101+95 A

MATCH LINE
STA. 102+00 L

MATCH LINE STA. 100+85 D

P RAMP

D RAMP

L RAMP

WEST SOUTH
18 151

B-13-831

R-13-266

B-13-832

R-13-267

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 2	SHEET 449	E

NOTE:
CTH PD TRAFFIC REMAINS IN STAGE 10B PH. 1 LOCATION
REFER TO STAGE 10B PH. 1 TRAFFIC CONTROL SHEETS
FOR ADDITIONAL INFORMATION.

N

W01-7
48" X 24"
TYPE III BARRICADE

W012-1D
48" X 48"

W06-3

R3-8N
48" X 30"

R9-11
24" X 12"
TYPE III BARRICADE
PLACE TYPE III BARRICADE AT
BEGINNING OF RETURN PATH

W04-3L
48" X 48"

WB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 102+90 WB

103+00 WB
+50 WB
104+00 WB
25' (TYP.)
+50 WB
105+00 WB
+50 WB
106+00 WB
+50 WB
107+00 WB
+50 WB
108+00 WB
+50 WB
25' (TYP.)

MATCH LINE
STA. 108+90 WB
STG. 10B PH. 1

STA. 103+44 EB
4.0' RT
+50 EB
104+00 EB
+50 EB
105+00 EB
2' +50 EB
106+00 EB
+50 EB
107+00 EB
+50 EB
108+00 EB
+50 EB
109+30 EB
25' (TYP.)

EB CTH PD (MCKEE ROAD)

STA. 106+68 EB
7.1' RT
1'
STA. 106+38 EB
5.4' RT

MATCH LINE
STA. 103+20 EB

STA. 109+25 EB
STG. 10B PH. 1
MATCH LINE

W5-52R
12" X 36"

TYPE III BARRICADE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STAGE 10B PH. 2	SHEET 450	E

EB USH 18/151 (VERONA ROAD)

A RAMP

15'

2' SEG.
6' GAP

RT-4W

STA. 94+58 A, 15.0' RT

25' (TYP.)

R3-8
36" X 30"

MATCH LINE STA. 96+00 A

D RAMP

98+00 D | +50 D | 99+00 D | +50 D | 100+00 D | +50 D

MATCH LINE STA. 100+85 D

R-13-266

WB USH 18/151 (VERONA ROAD)

896+00 VR | +50 VR | 897+00 VR | +50 VR | 898+00 VR | +50 VR | 899+00 VR | +50 VR | 900+00 VR | +50 VR | 901+00 VR | +50 VR | 902+00

EB USH 18/151 (VERONA ROAD)

R-13-266

MATCH LINE STA. 96+00 A

RT-4Y

STA. 96+29 A, 22.0' RT

STA. 98+68 A, 12.0' RT

12'

12'

A RAMP

10' (TYP.)

MATCH LINE STA. 101+95 A

STA. 100+96 A, 0.0' RT

RT-8W

50' (TYP.)

STA. 101+29 A, 12.0' RT

MATCH LINE STA. 102+00 L

RT-4W

W01-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10B PH. 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026567_PD_s10b_p2.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

FITCHRONA ROAD

BEGIN LEFT TURN LANE
R3-20LL
24" X 36"

WB CTH PD (MCKEE ROAD)

79+00 WB | +50 WB | 80+00 WB | +50 WB | 81+00 WB | +50 WB | 82+00 WB | +50 WB | 83+00 WB | +50 WB | 84+00 WB | +50 WB

25'(TYP.)

11' 11'

MATCH LINE
STA. 84+70 WB

0 EB | +50 EB | 81+00 EB | +50 EB | 82+00 EB | +50 EB | 83+00 EB | +50 EB | 84+00 EB | +50 EB | 85+0

25'(TYP.)

STA 80+15 EB, 3.7' RT
RT-4Y
STA 79+93 EB, 0.0' RT

4Y

11' 11'

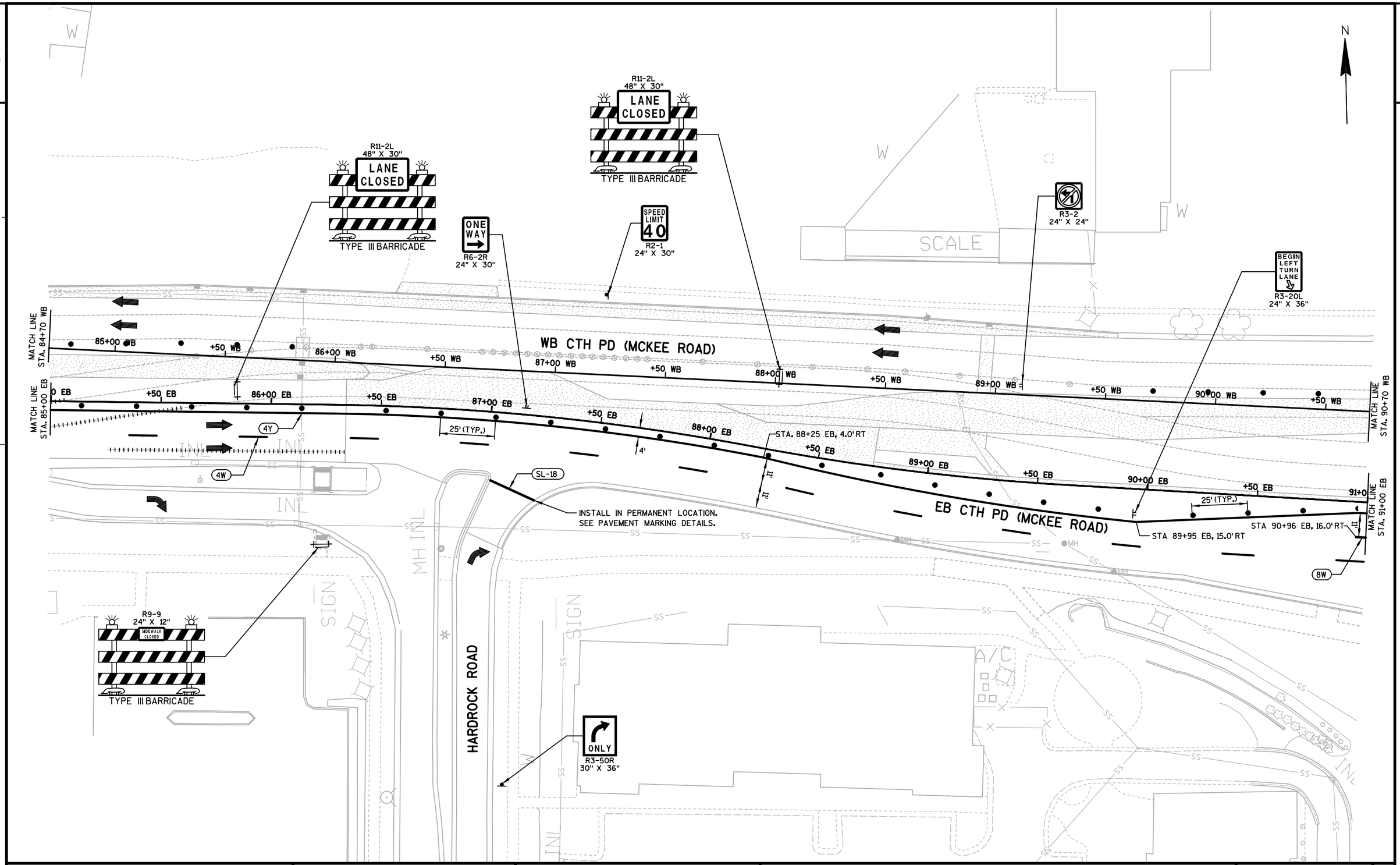
EB CTH PD (MCKEE ROAD)

4'

4W

MATCH LINE
STA. 85+00 EB

SS MH SS P B1 B2 B3 B4 B5 B6 B7 B8 B9 B10 B11 B12 B13 B14 B15 B16 B17 B18 B19 B20 B21 B22 B23 B24 B25 B26 B27 B28 B29 B30 B31 B32 B33 B34 B35 B36 B37 B38 B39 B40



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 1	SHEET 453	E

N

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATION OF TEMPORARY ASPHALT QUANTITIES

* COVER PLATE TEMPORARY REQ'D.

** MAINTAIN PEDESTRIAN ACCESS THROUGH WORK ZONE

RESTRICT LEFT TURNS INTO NESBITT AND KAPEC ROADS FOR ONE NIGHT DURING OFF PEAK HOURS TO ALLOW FOR STORM SEWER INSTALLATION.

KAPEC ROAD

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

10'(TYP.)

STOP R1-1 30" X 30"

R3-2 24" X 24" MOUNT BELOW STOP SIGN

ONE WAY R6-2R 24" X 30"

STA. 92+15 WB MATCH EXISTING PAVEMENT MARKINGS

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2

WB CTH PD (MCKEE ROAD)

STA 92+54 WB 0.2'RT

STA 92+54 WB 14.7'LT

STA 92+46 EB 45.0'LT

STA 92+68 WB 6.0'RT

STA 93+00 WB 5.6'RT

STA 92+46 EB 19.0'LT

STA 92+92 EB 26.2'LT

STA 93+32 WB, MATCH EXISTING MARKINGS

STA 93+70 WB, MATCH EXISTING

① STA 93+33 WB 19.3'RT

① STA 93+26 WB 23.7'RT

STA 93+17 EB 5.8'LT

STA.93+62 EB 1.0'RT

STA 93+48 EB 4.6'LT

STA 93+71 WB 43.2'RT

BEGIN LEFT TURN LANE R3-20L 24" X 36"

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2

COVER PLATE TEMPORARY REQ'D.

MATCH LINE STA. 90+70 WB

MATCH LINE STA. 96+80 WB

91+00 WB

92+00 WB

93+00 WB

94+00 WB

95+00 WB

96+00 WB

+50 WB

4Y

4DY

8W

4W

25'(TYP.)

11'

10'

EB CTH PD (MCKEE ROAD)

STA 91+07 EB, 38.0'RT

STA 92+46 EB 5.0'RT

STA 92+84 EB 16.0'RT

STA. 93+62 EB 16.0'RT

STA 94+81 EB, 16.0'RT

STA 95+06 EB, 38.0'RT

STA 95+83 EB, 16.0'RT

DO NOT ENTER R5-1 30" X 30"

MATCH LINE STA. 91+00 EB

MATCH LINE STA. 97+15 EB

92+00 EB

93+00 EB

94+00 EB

95+00 EB

96+00 EB

97+00 EB

+50 EB

RT-8W

RT-4W

18'

INSTALL PERMANENT PAVEMENT MARKING. SEE PAVEMENT MARKING DETAILS.

R9-9 24" X 12" SIDEWALK CLOSED

TYPE III BARRICADE

SL-18

4'

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

ONE WAY R6-2R 24" X 30"

R3-2 24" X 24"

STOP R1-1 30" X 30"

NESBITT ROAD

24+00 NR

+50 NR

CAPS

SIGN

INL

SS

MH

W

A/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 1	SHEET 454	E

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATION OF TEMPORARY ASPHALT QUANTITIES

MATCH LINE STA. 4+50 N
2019 WINTER SHUTDOWN

MATCH LINE STA. 4+50 C
2019 WINTER SHUTDOWN

MATCH LINE STA. 105+50 B
2019 WINTER SHUTDOWN

N RAMP

B RAMP

M RAMP

P RAMP

D RAMP

A RAMP

L RAMP

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

STA. 98+13 WB
MATCH EXISTING
PAVEMENT MARKINGS

STA. 98+90 WB
MATCH EXISTING
PAVEMENT MARKINGS

STA. 101+51 WB
MATCH EXISTING
PAVEMENT MARKINGS

STA 98+16 WB
6.7'LT

STA 98+38 WB
20.2'RT

STA 98+19 WB
13.2'RT

STA 98+21 WB
63.5'RT

STA 98+48 EB
5.0'RT

STA 98+29 EB
38.0'RT

STA 98+22 EB
81.0'RT

STA 99+07 EB
50.0'LT

STA 99+52 EB
40.0'LT

STA 99+52 EB
5.0'RT

STA 99+10 EB
16.0'RT

STA 100+65 WB
28.5'RT

STA 100+88 EB
35.0'LT

STA 100+88 EB
5.0'RT

STA 101+64 WB
11.5'LT

STA 101+40 WB
8.6'LT

STA 101+05 WB
32.5'RT

STA 101+27 EB
22.5'LT

STA 101+62 EB
7.9'RT

STA 102+02 EB
16.0'RT

STA 102+77 EB
13.0'RT

STUB STORM SEWER FOR
CONNECTION IN STG. 10C PH. 2

COVER PLATE TEMPORARY REQ'D

INSTALL PERMANENT
PAVEMENT MARKING.
SEE PAVEMENT
MARKING DETAILS.

INSTALL PERMANENT
PAVEMENT MARKING.
SEE PAVEMENT
MARKING DETAILS.

MATCH PAVEMENT MARKING FOR THE
A & L RAMPS AS SHOWN IN CTH PD
(MCKEE RD) STG. 10B PH. 1

MATCH LINE STA. 96+80 WB

MATCH LINE STA. 97+15 EB

MATCH LINE STA. 100+85 D
STG. 10B PH. 1

MATCH LINE STA. 101+95 A
STG. 10B PH. 1

MATCH LINE STA. 102+00 L
STG. 10B PH. 1

MATCH LINE
STA. 102+90 WB

MATCH LINE
STA. 103+20 EB

R-13-267

B-13-832

B-13-831

R-13-266

DO NOT ENTER
R5-1
30" X 30"

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

RT-4Y
RT-4W
RT-8W
RT-8CW
RT-SL-18

R=20'
R=45'
R=40'

10'(TYP.)
25'(TYP.)
50'(TYP.)

CC

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 1	SHEET 455	E

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATION OF TEMPORARY ASPHALT QUANTITIES

N

CONNECT PROPOSED STORM SEWER TO TEMPORARY INLET INSTALLED IN STAGE 10A. SEE CONSTRUCTION DETAIL- STAGING - INLET STA. 104+46 WB. STORM SEWER TAP AND SEALING PIPE REQ'D.

BEGIN LEFT TURN LANE
R3-20L
24" X 36"
(OFF-PEAK LOCATION)

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2

ONLY ONLY
R3-8M
54" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"
(PEAK LOCATION)

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2. TEMPORARY CONNECTION TO EXISTING STORM SEWER REQ'D TO NORTH

R9-11
24" X 12"
TYPE III BARRICADE
PLACE TYPE III BARRICADE AT BEGINNING OF RETURN PATH

SINGLE LANE CLOSURE DURING OFF-PEAK HOURS ONLY

WB CTH PD (MCKEE ROAD)

ASPHALTIC CURB
REMOVE INLET

MATCH LINE STA. 102+90 WB

103+00 WB | +50 WB | 104+00 WB | +50 WB | 105+00 WB | +50 WB | 106+00 WB | +50 WB | 107+00 WB | +50 WB | 108+00 WB | +50 WB

MATCH LINE STA. 108+90 WB

25' (TYP.)

COVER PLATE TEMPORARY REQ'D

COVER PLATE TEMPORARY REQ'D

COVER PLATE TEMPORARY REQ'D

R3-2
24" X 24"

104+00 EB | +50 EB | 105+00 EB | +50 EB | 106+00 EB | +50 EB | 107+00 EB | +50 EB | 108+00 EB | +50 EB | 109+00 EB

MATCH LINE STA. 109+25 EB

25' (TYP.)

11'
11'

3'

4Y

4W

STA 106+75 EB
13.0' RT

UTILIZE OFF-PEAK SINGLE LANE CLOSURE FOR STORM SEWER CONNECTION

MATCH LINE STA. 103+20 EB

EB CTH PD (MCKEE ROAD)

ONE WAY
R6-2R
24" X 30"

R3-2
24" X 24"

* TEMPORARY CONNECTION TO EXISTING 12-INCH STORM SEWER TO WEST REQ'D. STORM SEWER TAP REQ'D.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 1	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026604_PD_s10c_p1.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATION OF TEMPORARY ASPHALT QUANTITIES

N

TYPE III BARRICADE

SINGLE LANE CLOSURE DURING OFF-PEAK HOURS ONLY

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2

STUB STORM SEWER FOR CONNECTION IN STG. 10C PH. 2

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

W01-6 48" X 24"

TYPE III BARRICADE

R9-9 24" X 12" SIDEWALK CLOSED

TYPE III BARRICADE

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 108+90 WB

109+00 WB +50 WB 110+00 WB +50 WB 111+00 WB +50 WB 112+00 WB +50 WB 113+00 WB +50 WB 114+00 WB +50

MATCH LINE STA. 114+50 WB

MATCH LINE STA. 109+25 EB

+50 EB 110+00 EB +50 EB 111+00 EB +50 EB 112+00 EB +50 EB 113+00 EB +50 EB +50 EB

MATCH LINE STA. 114+85 EB

10'

COVER PLATE TEMPORARY REQ'D

25' (TYP.)

STA. 114+26 EB 26.4' LT

STA 114+16 EB 12.0' LT

STA 114+16 EB 5.0' LT

R=17'

30 EB

4Y

STA. 109+80 EB 16.0' RT

STA. 110+23 EB 16.0' RT

25' (TYP.)

STA 111+62 EB 16.0' RT

STA 112+62 EB 16.0' RT

11'

11'

8W

4W

SL-18

2' SEG. 6' GAP

STA. 114+02 EB

EB CTH PD (MCKEE ROAD)

ONE WAY R6-2R 24" X 30"

BEGIN LEFT TURN LANE R3-20L 24" X 36"

W01-4B

R3-2 24" X 24"

R9-9 24" X 12" SIDEWALK CLOSED

TYPE III BARRICADE

SIGN

COMMERCE PARK DRIVE

RIPRAP RIPRAP RIPRAP

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 1	SHEET 457	E

2

N

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

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

SEE S.D.D TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/ EXPRESSWAY, FOR ADDITIONAL INFORMATION (OFF PEAK HOURS ONLY)

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 114+50 WB

WB 115+00 WB +50 WB 116+00 WB +50 WB 117+00 WB +50 WB 118+00 WB +50 WB 119+00 WB +50 WB 120+00 WB

25' (TYP.)

10' (TYP.)

25' (TYP.)

MATCH LINE STA. 114+85 EB

115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB 118+00 EB +50 EB 119+00 EB +50 EB 120+00 EB +50 EB

4Y

STA. 115+35 EB, MATCH EXISTING PAVEMENT MARKINGS

2' SEG.
6' GAP

4W

EB CTH PD (MCKEE ROAD)

POST
POST
POST

SS MH SS

SS

SIGN

GUY
GUY

COMMERCE PARK DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 1	SHEET 458	E

2

2

N

FITCHRONA ROAD

Fitchrona Rd
MOVE

STA 79+90 WB, 22.6' LT

STA 80+78 WB, 8.8' LT

RT-8W

RT-4W

RT-8W

79+00 WB

+50 WB

80+00 WB

+50 WB

TAPE PAINT 81+00 WB

+50 WB

82+00 WB

+50 WB

83+00 WB

+50 WB

84+00 WB

+50 WB

25' (TYP.)

STA 80+15 WB
MATCH EXISTING MARKINGS

8W

4W

4Y

WB CTH PD (MCKEE ROAD)

STA 81+65 WB, 17.0' RT

STA 82+73 WB, 16.0' RT

STA 83+99 WB, 16.0' RT

4W

MATCH LINE
STA. 84+70 WB

11'

11'

11'

0 EB

+50 EB

+50 EB

81+00 EB

+50 EB

82+00 EB

+50 EB

83+00 EB

+50 EB

84+00 EB

+50 EB

85+0

25' (TYP.)

25' (TYP.)

AP STA 83+90 WB

2' SEG.
6' GAP

MATCH LINE
STA. 85+00 EB

EB CTH PD (MCKEE ROAD)

INC

MH

W06-3

AHEAD

W016-9P
24" X 8"

SIGN

SIGN

INC

ONLY

ONLY

ONLY

U/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026620_PD_s10c_p2.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

SCALE

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 84+70 WB

MATCH LINE STA. 85+00 EB

MATCH LINE STA. 90+70 WB

MATCH LINE STA. 91+00 EB

STA 84+99 WB, 18.0' RT

STA 88+00 WB, 24.0' RT

STA 89+50 WB, 34.4' RT

84+00 WB

+50 WB

85+00 WB

86+00 WB

87+00 WB

88+00 WB

89+00 WB

90+00 WB

84+00 EB

85+00 EB

86+00 EB

87+00 EB

88+00 EB

89+00 EB

90+00 EB

91+00 EB

+50 EB

4W

4Y

25' (TYP.)

5' (TYP.)

10'

SPEED LIMIT 40
R2-1
24" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

ONE WAY
R6-2R
24" X 30"

R3-2
24" X 24"

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

ONLY
R3-50R
30" X 36"

INL

MH

SIGN

A/C

HARDROCK ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET 460	E

2

N

W01-4B

W06-3

SEE TRAFFIC CONTROL - KAPEC ROAD STG. 10C PH. 2A AND 2B FOR ADDITIONAL SIGNING ON KAPEC ROAD AND PEDESTRIAN STAGING DETIALS.

① MAINTAIN INGRESS ONLY ACCESS TO PDQ AT STA. 94+40 WB WHILE KAPEC ROAD IS CLOSED.
ONCE KAPEC ROAD IS OPEN TO TRAFFIC, ACCESS TO PDQ AT STA. 94+40 MAY BE REMOVED.

KAPEC ROAD TO BE CLOSED FOR A MAXIMUM OF 14 CALENDAR DAYS TO COMPLETE ALL WORK REQUIRED TO REOPEN TO TRAFFIC ON LOWER LAYER HMA PAVEMENT SURFACE.

KAPEC ROAD

CAPS

SIGN

SPEED LIMIT 30
R2-1
24" X 30"

ONE WAY
R6-2R
24" X 30"

NESBITT RD
KAPEC RD
MOVE

ONLY
R3-8G
36" X 30"

SPEED LIMIT 30
R2-1
24" X 30"

MATCH LINE STA. 90+70 WB

MATCH LINE STA. 96+80 WB

91+00 WB | +50 WB | 92+00 WB | +50 WB | 93+00 WB | +50 WB | 94+00 WB | +50 WB | 96+00 WB | +50 WB

25'(TYP.)

4W

4Y

STA 91+00 WB
35.5'RT

STA 92+00 WB
31.8'RT

STA 92+47 WB, 32.0'RT

STA 92+89 WB, 32.2'RT

WB CTH PD (MCKEE ROAD)

STA 95+42 WB, 41.7'RT

STA 95+91 WB, 43.6'RT

MATCH LINE STA. 91+00 EB

EB | +50 EB | 92+00 EB | +50 EB | 94+00 EB | +50 EB | 95+00 EB | +50 EB | 96+00 EB | +50 EB | 97+00 EB

25'(TYP.)

R4-7
24" X 30"

2.5'

SEE CONSTRUCTION DETAILS - STAGING CTH PD STG. 10C PH. 2 FOR DETAILS

STA 92+84 EB, 16'RT

5'(TYP.)

STA 93+00 EB, 4.0'RT

STA 93+04 EB, 16.0'RT

R=40'

STA. 93+31 EB
4.0'RT

STA 93+33 EB
44.0'RT

STA. 93+65 EB, 15'RT

STA 94+80 EB, 4.0'RT

EB CTH PD (MCKEE ROAD)

R9-9
24" X 12"
SIDEWALK CLOSED

TYPE III BARRICADE

R4-7
24" X 30"

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

NESBITT ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026622_PD_s10c_p2.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 4+50 N

MATCH LINE STA. 4+50 C

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

TYPE III BARRICADE

R-13-267

B-13-832

MATCH LINE STA. 105+50 B

RT-4Y

STA 4+50 N 33.0' RT

8W

N RAMP

C RAMP

B RAMP

RT-4W

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQ'D. MAINTAIN 1-FOOT MIN. CLEARANCE TO TEMPORARY TRAFFIC SIGNAL POLE.

M RAMP

25' (TYP.)

EAST NORTH 18 151 MOVE

STA 98+13 WB 20.1' LT

STA 98+69 WB 0.8' RT

AP

SEE CONSTRUCTION DETAILS - STAGING CTH PD STG. 10C PH. 2 FOR DETAILS

SEE CONSTRUCTION DETAILS - STAGING CTH PD STG. 10C PH. 2 FOR DETAILS

STA 101+68 WB 29.8' LT

STA 101+40 WB 37.0' LT

STA 102+18 WB 32.0' LT

STA. 101+79 WB 0.3' LT

STA 102+22 WB, 17.9' RT

MATCH LINE STA. 96+80 WB

97+00 WB

98+00 WB

99+00 WB

100+00 WB

101+00 WB

102+00 WB

+50 WB

R=60'

R=50'

R=10'

4Y

SL-18

STA. 98+93 WB 29.7' RT

STA 99+01 WB

COVER PLATE TEMPORARY REQ'D

STA 101+22 WB 24.4' RT

STA 101+14 WB 29.6' RT

4W

MATCH LINE STA. 102+90 WB

STA 102+51 WB, 13.8' RT

STA 98+83 WB 26.5' RT

STA 98+11 WB 39.9' RT

STA 98+22 WB 62.0' RT

STA 97+25 WB 54.0' RT

STA 97+91 WB 61.2' RT

STA 99+20 WB, 60.8' RT

STA 100+24 WB 59.9' RT

STA 100+43 WB 57.4' RT

STA 100+72 WB 67.0' RT

STA 101+50 WB 24.2' RT

STA 101+52 WB 46.1' RT

WB CTH PD (MCKEE ROAD)

11'

8W

AP

4Y

MATCH LINE STA. 97+15 EB

+50 EB

98+00 EB

99+00 EB

100+00 EB

101+00 EB

102+00 EB

103+00 EB

25' (TYP.)

R=12.5

R=45'

R=10'

10' (TYP.)

MATCH LINE STA. 103+20 EB

STA 100+82 WB 82.5' RT

STA 99+29 EB 16.0' LT

STA. 100+73 WB 77.0' RT

RT-SL-18

RT-4Y

STA. 100+83 WB 102.2' RT

STA. 100+39 WB MATCH EXISTING PAVEMENT MARKINGS

EB CTH PD (MCKEE ROAD)

BEGIN LEFT TURN LANE

R3-20L 24" X 36"

P RAMP

D RAMP

A RAMP

L RAMP

+50 D

+50 VR

+50 A

+50 L

902+00 VR

903+00 VR

101+00 D

102+00 D

103+00 A

101+00 A

102+00 A

B-13-831

R-13-266

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

50' (TYP.)

MATCH LINE STA. 100+85 D STG. 10B PH. 1

MATCH LINE STA. 101+95 A STG. 10B PH. 1

MATCH LINE STA. 102+00 L STG. 10B PH. 1

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET 462	E

2

N

CONNECT PROPOSED STORM SEWER TO TEMPORARY INLET INSTALLED IN STAGE 10A. SEE CONSTRUCTION DETAIL- STAGING - INLET STA. 104+46 WB. STORM SEWER TAP AND SEALING PIPE REQ'D.

EAST NORTH 18 151
MOVE

ONLY ONLY
R3-8M
54" X 30"

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE
PLACE TYPE III BARRICADE AT BEGINNING OF RETURN PATH

W01-7
48" X 24"
TYPE III BARRICADE

JCT 18 151
MOVE

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 102+90 WB

MATCH LINE STA. 108+90 WB

MATCH LINE STA. 109+25 EB

MATCH LINE STA. 103+20 EB

EB CTH PD (MCKEE ROAD)

STA 103+12 WB
33.9' RT

STA 104+67 WB
23.4' RT

STA 105+44 WB
13.5' RT

STA 106+68 WB
PC 5.2' RT

STA 106+98 WB
3.8' RT, MID PNT.

STA 107+27 WB
3.8' RT PT

STA 106+07 WB
15.5' RT

STA 106+45 WB
32.8' RT

STA 107+00 WB
21.7' RT

STA 106+66 WB
21.7' RT

STA 105+83 EB
2.9' LT

103+00 WB
+50 WB
104+00 WB
+50 WB
105+00 WB
25' (TYP.)
+50 WB
106+00 WB
+50 WB
107+00 WB
+50 WB
108+00 WB
+50 WB
25' (TYP.)
109+00 EB
108+00 EB
+50 EB
107+00 EB
+50 EB
106+00 EB
+50 EB
105+00 EB
+50 EB
104+00 EB
+50 EB
25' (TYP.)
25'
CC
11'
1'

4W
4Y
8W
AP

2' SEG.
6' GAP

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

ONE WAY
R6-2R
24" X 30"

R3-2
24" X 24"

W01-4R

GUY

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET 463	E

2

N

WO12-1D
48" X 48"

WB CTH PD (MCKEE ROAD)

STA 109+43 WB
5.0' RT

STA 109+94 WB
5.0' RT PT

STA 109+58 WB
5.8' RT MID PNT

MATCH LINE
STA. 108+90 WB

MATCH LINE
STA. 109+25 EB

STA 109+22 WB
8.2' RT

STA 109+89 WB, 16.0' RT PT

STA 109+99 WB
36.7' RT PC

STA 109+67 WB
23.0' RT MID PNT

STA 109+54 WB
41.0' RT PC

STA. 110+23 WB, 27.0' RT PT

STA. 110+10 WB, 29.5' LT MID PNT

STA. 111+65 WB, 16.0' RT

STA. 111+69 WB
27.0' RT

STA. 112+68 WB,
16.0' RT

STA 114+13 WB
4.5' RT

STA 113+74 WB
15.8' RT

STA. 113+68 WB
MATCH EXISTING
PAVEMENT MARKINGS

MATCH LINE
STA. 114+50 WB

MATCH LINE
STA. 114+85 EB

2' SEG.
6' GAP

2' SEG.
6' GAP

25' (TYP.)

10' (TYP.)

EB CTH PD (MCKEE ROAD)

EXISTING PAVEMENT MARKINGS FROM
PREVIOUS STAGE TO REMAIN (TYP.)

WEST SOUTH
18 151
SECOND LEFT

SPEED LIMIT
40
R2-1
24" X 30"

R4-7
24" X 30"

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

WO1-6
48" X 24"
TYPE III BARRICADE

ONE WAY
R6-2R
24" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

WO1-4B

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

R3-2
24" X 24"

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

SIGN

COMMERCE PARK DRIVE

RIPRAP RIPRAP RIPRAP

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET 464	E

2

N

W01-6
48" X 24"
TYPE III BARRICADE

POST
POST
GUY
GUY

R3-8M
54" X 30"
ONLY ONLY

EAST NORTH
18 151
USE RIGHT LANE
R3-54R
24" X 24"

W01-4B

114+78 WB
8.8' RT

25' (TYP.)

4W

STA. 115+94 WB
25.3' LT

115+64 WB
0.0' RT

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 114+50 WB

WB 115+00 WB +50 WB 116+00 WB +50 WB 117+00 WB +50 WB 118+00 WB +50 WB 119+00 WB +50 WB 120+00 WB

8W

4Y

MATCH LINE STA. 114+50 WB

115+00 EB +50 EB 116+00 EB +50 EB 117+00 EB +50 EB 118+00 EB +50 EB 119+00 EB +50 EB 120+00 EB +50 EB

4Y
2' SEG.
6' GAP

SL-18

W06-3

EB CTH PD (MCKEE ROAD)

WEST SOUTH
18 151
USE LEFT LANE
R3-54L
24" X 24"

SIGN

COMMERCE PARK DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026626_PD_s10c_p2.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

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

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

W01-6
48" X 24"
TYPE III BARRICADE

N

MATCH LINE
STA. 4+50 N

4+76 C
26.4' LT

5+10 C
15.0' LT

25' (TYP.)

5+85 C, 0.0' RT

6+51 C
15.0' LT

7+56 C
15.0' LT

25'

9+17 C
24.5' LT

4W

RT-4W

RT-8W

C RAMP

TRAFFIC CONTROL COVERING
SIGNS TYPE I REQ'D

R3-8
36" X 30"

8W

RT-4Y

5+68 C, 12.0' RT
R-13-267

4+75 C
15.0' LT

B-13-831

MATCH LINE
STA. 4+50 C

4+71 C
16.5' LT

J RAMP

W01-4B

PLACE SIGNS AT
STA. 14+50 C

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

K RAMP

R-13-267

S-13-444

MATCH LINE
STA. 105+50 B

106+31 B
MATCH EXISTING MARKINGS

B RAMP

CONTINUE DRUMS TO
STA. 113+00 B.

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

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

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026628_PD_s10c_p2.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

KING JAMES WAY

TEMPORARY PEDESTRIAN SURFACE ASPHALT AND TEMPORARY CURB RAMP REQ'D

RT-8CW

W11-2 30" X 30"
W16-7L 24" X 12"

ROAD CLOSED AHEAD W20-3A

R11-3 60" X 30"
ROAD CLOSED
0.15 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

INSTALL SIGNS AND BARRICADE AT INTERSECTION OF KAPEC ROAD AND FITCHRONA ROAD

R9-11 24" X 12"
TYPE III BARRICADE

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

TYPE III BARRICADE

R9-9 24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

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

R11-3 60" X 30"
ROAD CLOSED
0.25 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

ROAD CLOSED AHEAD W20-3A

INSTALL SIGNS AND BARRICADE AT INTERSECTION OF KING JAMES WAY AND FITCHRONA ROAD

MAINTAIN INGRESS ONLY ACCESS TO PARCEL AT STA. 94+40 WB WHILE KAPEC ROAD IS CLOSED.

KAPEC ROAD TO BE CLOSED FOR A MAXIMUM OF 14 CALENDAR DAYS.

SEE CTH PD STG. 10C PH. 2 FOR ADDITONAL TRAFFIC CONTROL

N

KAPEC ROAD

TEMPORARY PEDESTRIAN SAFETY FENCE REQ'D

LIMIT SIDEWALK RESTRICTION TO A MAXIMUM OF 8 HOURS. MAINTAIN PEDESTRIAN ACCESS AT ALL OTHER TIMES.

W06-3

SPEED LIMIT 30 R2-1 24" X 30"

W11-2 30" X 30"
W16-7L 24" X 12"

TYPE III BARRICADE

MATCH LINE STA. 90+70 WB STG. 10C PH. 2

MATCH LINE STA. 91+00 EB STG. 10C PH. 2

91+00 WB
+50 WB
92+00 WB
+50 WB
93+00 WB
+50 WB
94+00 WB
+50 WB
95+00 WB
+50 WB
96+00 WB
+50 WB

SEE CONSTRUCTION DETAILS - STAGING CTH PD STG. 10C PH. 2 FOR DETAILS

R4-7 24" X 30"

R3-1 24" X 24"

LIMITS OF ASPHALTIC SURFACE TEMPORARY TO BE DETERMINED IN THE FIELD.

NESBITT RD
KAPEC RD
MOVE

10' (TYP.)

25' (TYP.)

11'

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

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

EXTEND TRAFFIC CONTROL DRUMS TO STA. 89+95 EB

R4-7 24" X 30"

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

SPEED LIMIT 30 R2-1 24" X 30"

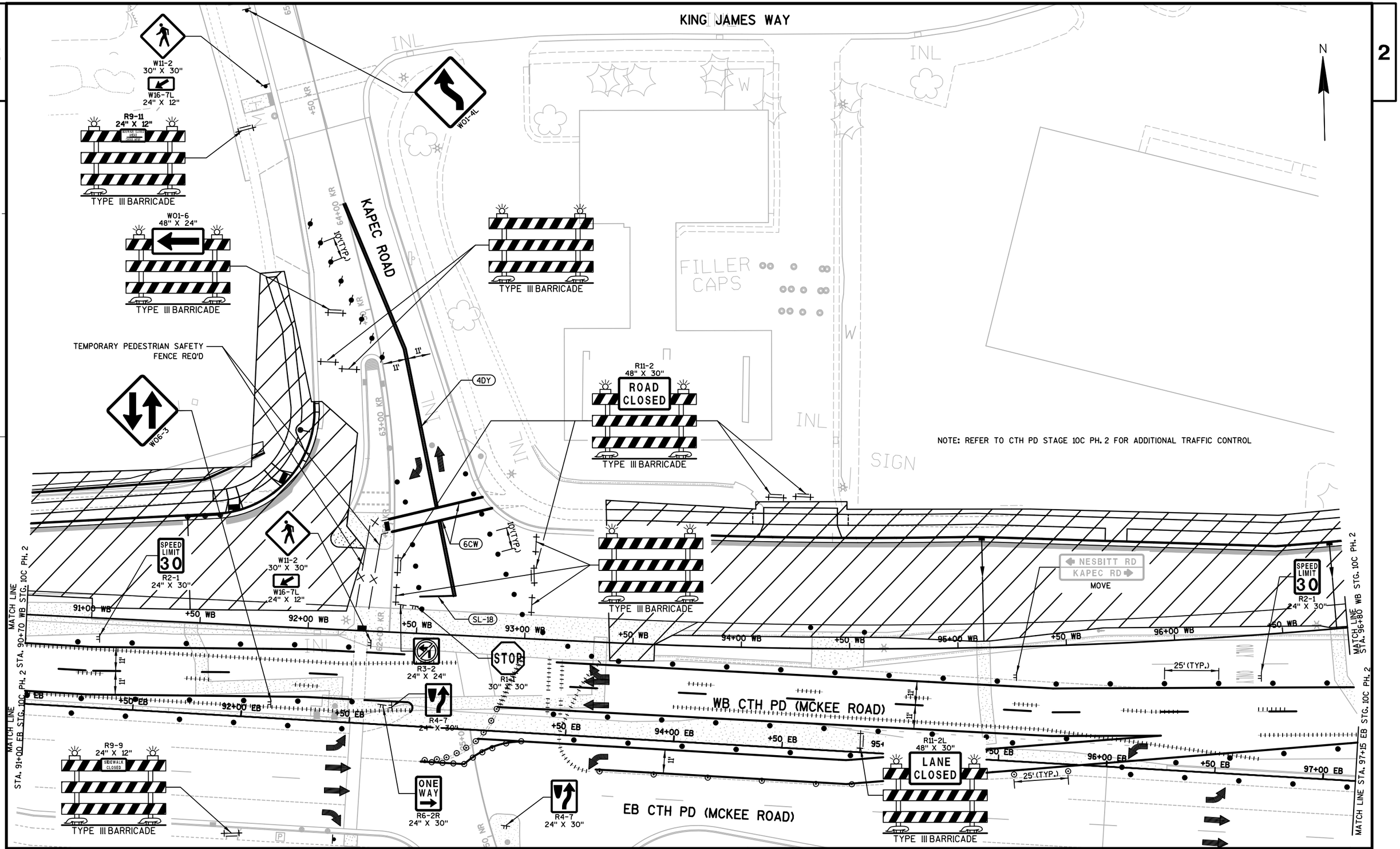
MATCH LINE STA. 96+80 WB STG. 10C PH. 2

MATCH LINE STA. 97+15 EB STG. 10C PH. 2

89+00 EB
+50 EB
90+00 EB
+50 EB
91+00 EB
+50 EB
92+00 EB
+50 EB
93+00 EB
+50 EB
94+00 EB
+50 EB
95+00 EB
+50 EB
96+00 EB
+50 EB
97+00 EB

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - KAPEC RD STG. 10C PH. 2A	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026628a_PD_s10c_p2_kapec.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



NOTE: REFER TO CTH PD STAGE 10C PH. 2 FOR ADDITIONAL TRAFFIC CONTROL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - KAPEC RD STG. 10C PH. 2B	SHEET 468	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026628b_PD_s10c_p2_kapec.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

N

TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

MATCH LINE STA. 4+50 N

MATCH LINE STA. 4+50 C

RT-4W

RT-4Y

RT-8W

N RAMP

C RAMP

25'(TYP.)

1'

1'

SEE CONSTRUCTION DETAILS - STAGING CTH PD STG. 10C PH. 3 FOR DETAILS

RT-SL-18

905+00 VR

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

R-13-267

MATCH LINE STA. 105+50 B

B-13-832

B RAMP

STA 105+16 B
MATCH EXISTING MARKING

SEE CONSTRUCTION DETAILS - STAGING CTH PD STG. 10C PH. 3 FOR DETAILS

M RAMP

2+00 M

+50 M

RT-4W

STA 101+18 WB
40.9' LT

STA 100+85 WB
38.2' LT

STA 101+17 WB
7.1' LT

STA 101+47 WB
5.7' LT

MATCH LINE STG 10C PH. 2
STA. 96+80 WB

STA 97+81 WB
12.2' LT

97+00 WB

+50 WB

98+00 WB

99+00 WB

100+00 WB

101+00 WB

102+00 WB

R=50'

R=30'

10'(TYP.)

STA 98+43 WB
26.9' RT

RT-4W

R=10'

904+00

25'(TYP.)

RT-4Y

MATCH LINE STG 10C PH. 2
STA. 102+90 WB

STA 97+76 WB
37.5' RT

STA 98+27 WB
6.4' RT

STA 98+53 WB
40.3' RT

STA. 98+93 WB
MATCH EXISTING
PAVEMENT MARKINGS

WB CTH PD (MCKEE ROAD)

+50 VR

STA 100+70 WB
MATCH EXISTING
PAVEMENT MARKINGS

STA 101+50 WB
MATCH EXISTING
PAVEMENT MARKINGS

DO NOT ENTER
R5-1
30" X 30"

MATCH LINE STG 10C PH. 2
STA. 97+15 EB

98+00 EB

99+00 EB

100+00 EB

101+00 EB

102+00 EB

103+00 EB

MATCH LINE STG 10C PH. 2
STA. 103+20 EB

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

903+00 VR

EB CTH PD (MCKEE ROAD)

P RAMP

A RAMP

L RAMP

D RAMP

B-13-831

R-13-266

902+00 VR

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

50'(TYP.)

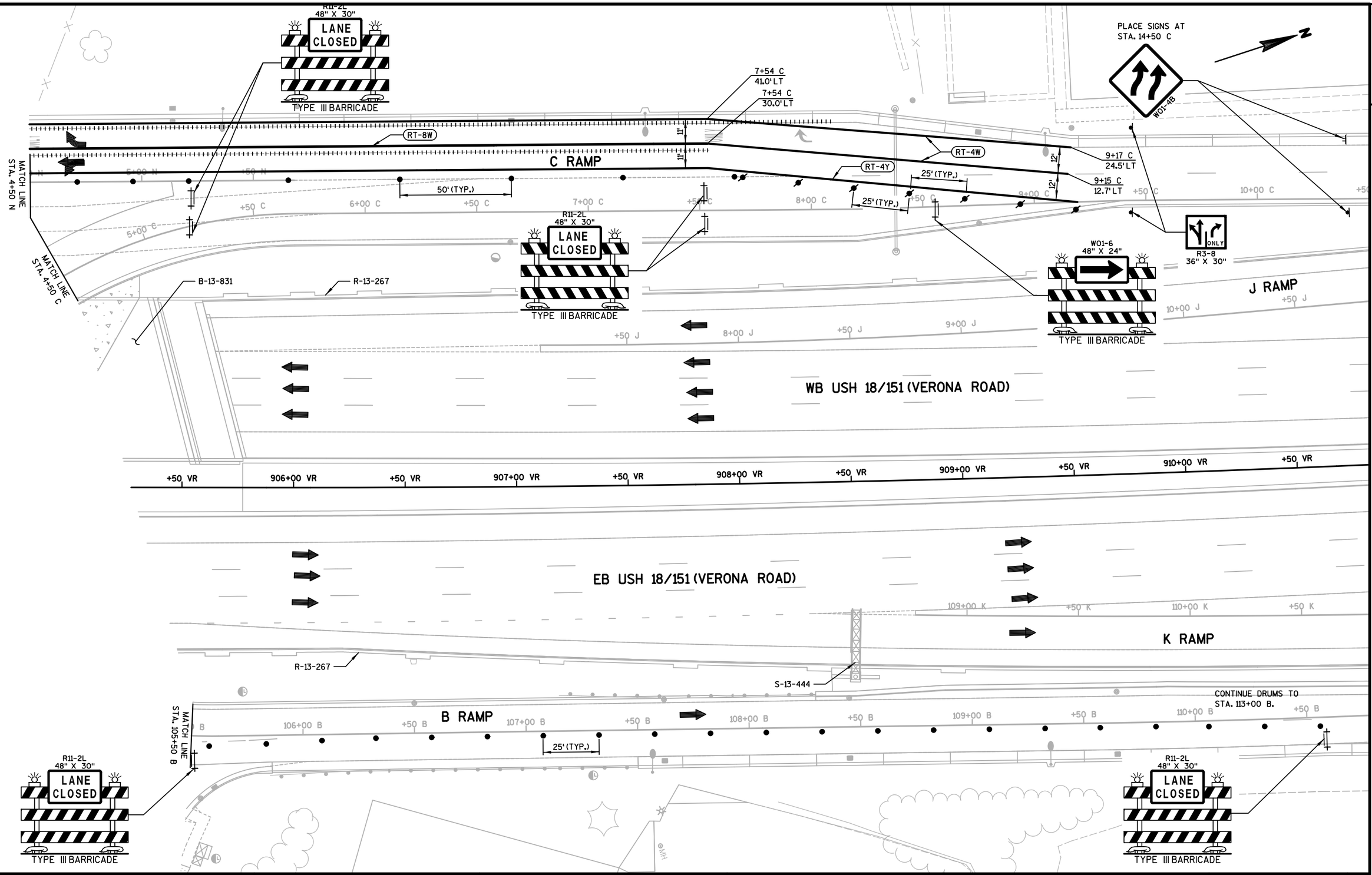
MATCH LINE STA. 100+85 D
STG. 10B PH. 1

MATCH LINE STA. 101+95 A
STG. 10B PH. 1

MATCH LINE STA. 102+00 L
STG. 10B PH. 1

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 3	SHEET 469	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10C PH. 3	SHEET 470	E

2

FITCHRONA ROAD

N

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

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

STA. 79+69 WB
35.2' LT

RT-4W

STA. 80+49 WB
38.0' LT

RT-4Y

TAPE PAINT

25' (TYP.)

WB CTH PD (MCKEE ROAD)

CONSTRUCT PROPOSED PAVEMENT
TO WB REFERENCE LINE

11'

4W

4Y

79+00 WB

+50 WB

80+00 WB

81+00 WB

82+00 WB

83+00 WB

84+00 WB

MATCH LINE
STA. 84+70 WB

0 EB

+50 EB

81+00 EB

82+00 EB

83+00 EB

84+00 EB

85+0

MATCH LINE
STA. 85+00 EB

STA 83+43 EB
MATCH EXISTING
PAVEMENT MARKINGS
PC

STA 83+93 EB, 3.2' LT
MID PNT.

STA 84+42 EB
8.7' LT PT

EB CTH PD (MCKEE ROAD)

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

MH

SIGN

IN

ONLY

ONLY

ONLY

U/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 471	E

2

N

SCALE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

SPEED LIMIT 40
R2-1
24" X 30"

R3-2
24" X 24"

STA. 85+27 WB
16.0' LT

STA. 85+84 WB
16.0' LT

11'
11'
25' (TYP.)

WB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 84+70 WB

85+00 WB
86+00 WB
87+00 WB
88+00 WB
89+00 WB
90+00 WB
+50 WB
25' (TYP.)
4W
4Y

STA. 90+51 WB
16.0' LT

MATCH LINE
STA. 90+70 WB

MATCH LINE
STA. 85+00 EB

0 EB
86+00 EB
87+00 EB
88+00 EB
89+00 EB
90+00 EB
91+0
+50 EB

MATCH LINE
STA. 91+00 EB

MAINTAIN PEDESTRAIN CROSSING OF CTH PD
AT EITHER HARDROCK ROAD OR NESBITT ROAD
AT ALL TIMES DURING STG. 10D PH. 1.

ONE WAY
R6-2R
24" X 30"

UTILIZE OFF-PEAK SINGLE
LANE CLOSURE FOR CURB
AND GUTTER CONSTRUCTION

EB CTH PD (MCKEE ROAD)

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

MAINTAIN PEDESTRIAN CROSSING AT
EITHER HARDROCK ROAD OR NESBITT ROAD.
DO NOT RESTRICT ACCESS SIMULTANEOUSLY.

HARDROCK ROAD

MH INL
INL
SIGN
W
A/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 472	E

2

* INSTALL PAVEMENT MARKINGS IN PERMANENT LOCATION. SEE PAVEMENT MARKING DETAILS.

N

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

W01-6
48" X 24"
TYPE III BARRICADE

KAREG ROAD

SL-18

ONE WAY
R6-2R
24" X 30"

6CW

4W

25'(TYP.)

4Y

STA 92+54 WB
23.7'LT

STA 92+76 WB
11.1'LT

STA 92+76 WB
4.2'LT

STA 93+11 WB
25.9'LT

STA 93+39 WB
27.0'LT

STA 93+32 WB
26.7'LT

STA 93+16 WB
1.9'RT

STA 93+54 WB
1.8'RT

4DY

8W

WB CTH PD (MCKEE ROAD)

STA 93+85 WB
16.0'RT

STA 94+87 WB
27.0'LT

STA 95+87 WB
20.8'LT

STA 96+18 WB
18.1'LT, PC

STA 96+50 WB
15.8'RT, MID PNT.

11'

12'

MATCH LINE
STA. 90+70 WB

91+00 WB

+50 WB

92+00 WB

93+00 WB

94+00 WB

95+00 WB

96+00 WB

98+00 WB

+50 PL

2+00 PL

3+00 PL

10'(TYP.)

15'TYP.

10'(TYP.)

+50 EB

92+00 EB

94+00 EB

95+00 EB

96+00 EB

97+00 EB

98+00 B

99+00 B

100+00 B

7+00 P

MATCH LINE
STA. 91+00 EB

MATCH LINE
STA. 97+15 EB

STA 92+59 WB
32.8'RT MID PNT

STA 92+20 WB
MATCH EXISTING
PAVEMENT MARKINGS
PC

STA 93+24 EB
2.0'LT

STA 93+15 EB
16.0'RT

STA 93+47 EB
16.0'RT

SEALING PIPES REQ'D.

B RAMP

R3-8M
54" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

MAINTAIN PEDESTRIAN CROSSING AT EITHER HARDROCK ROAD OR NESBITT ROAD. DO NOT RESTRICT ACCESS SIMULTANEOUSLY.

ONE WAY
R6-2R
24" X 30"

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

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

24+00 NR

+50 NR

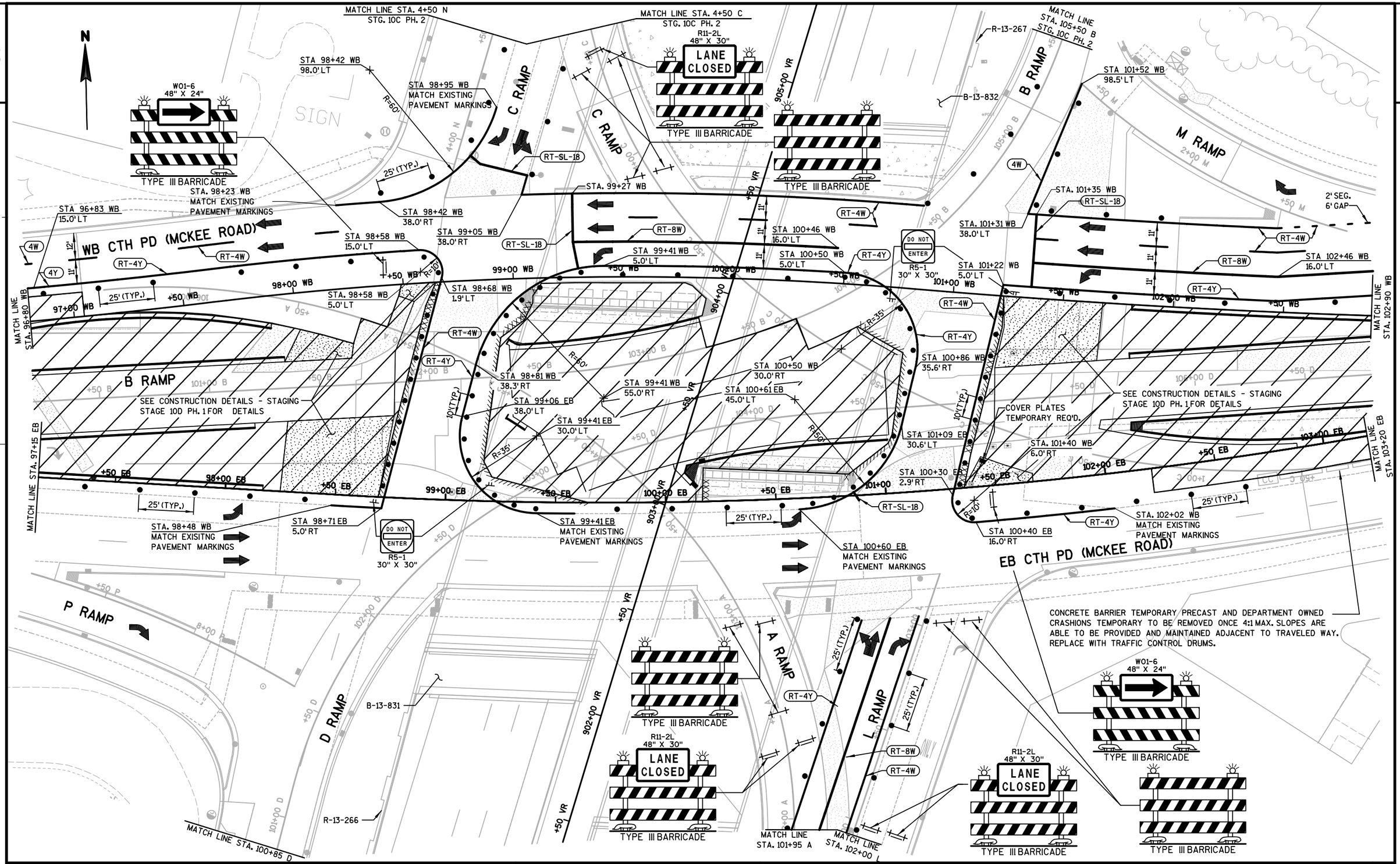
CAPS

INL

SIGN

A/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 473	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 474	E

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

W01-4B

REMOVE TEMPORARY INLET AND INSTALL PROPOSED STORM SEWER. SEE CONSTRUCTION DETAIL - STAGING - INLET STA. 104+46 WB. 2 CONCRETE COLLARS REQ'D.

2' SEG. 6' GAP

TAPE | PAINT

RT-4W

RT-8W

4W

4Y

8W

11'

11'

11'

STA 103+73 WB 27.0' LT

STA 106+24 WB 27.0' LT

2' SEG. 6' GAP

STA 107+53 WB 16.0' LT

25' (TYP.)

MATCH LINE STA. 102+90 WB

MATCH LINE STA. 108+90 WB

103+00 WB

+50 WB

104+00 WB

105+00 WB

106+00 WB

107+00 WB

108+00 WB

MATCH LINE STA. 103+20 EB

MATCH LINE STA. 109+25 EB

104+00 EB

105+00 EB

106+00 EB

107+00 EB

108+00 EB

109+00 EB

SEALING PIPES REQ'D

R9-9 24" X 12" SIDEWALK CLOSED

TYPE III BARRICADE

R9-11 24" X 12" SIDEWALK CLOSED AHEAD USE THIS

TYPE III BARRICADE

PLACE TYPE III BARRICADE AT BEGINNING OF RETURN PATH

BEGIN LEFT TURN LANE

R3-20L 24" X 36"

ONE WAY

R6-2R 24" X 30"

R3-2 24" X 24"

CONCRETE BARRIER TEMPORARY PRECAST AND CRASH CUSHION TO BE REMOVED ONCE 4:1 MAX. SLOPES ARE ABLE TO BE PROVIDED AND MAINTAINED ADJACENT TO TRAVELED WAY. REPLACE WITH TRAFFIC CONTROL DRUMS.

INL

MH

GUY

W

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 475	E

2

N

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

W01-6
48" X 24"
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 108+90 WB

MATCH LINE STA. 109+25 EB

MATCH LINE STA. 114+50 WB

MATCH LINE STA. 114+85 EB

STA 110+11 WB
4.0' RT PT

25' (TYP.)

STA 109+85 WB
13.8' RT MID PNT

STA 110+52 WB
15.0' RT

STA 110+25 WB
21.6' RT

STA 111+05 WB
4.0' RT

STA 111+05 WB
15.0' RT

STA 112+63 WB
16.0' LT

STA 113+50 WB
16.0' LT

STA 113+79 WB
16.2' LT

STA 112+75 EB
9.0' LT

STA 114+13 EB
9.2' LT

SL-18

4W

4Y

11'

10' (TYP.)

109+00 WB

110+00 WB

111+00 WB

112+00 WB

113+00 WB

114+00 WB

+50 WB

110+00 EB

111+00 EB

112+00 EB

113+00 EB

114+00 EB

+50 EB

COVER PLATES TEMPORARY REQ'D

STA. 109+87 EB
MATCH EXISTING PAVEMENT MARKINGS

STA 110+04 EB
16.0' RT PC

STA 111+17 EB
16.0' RT

STA. 111+62 EB, 16.0' RT

STA. 112+62 EB, 16.0' RT

EB CTH PD (MCKEE ROAD)

CONSTRUCT STORM SEWER UTILIZING A 1 DAY OFF-PEAK CLOSURE OF THE LEFT-TURN LANE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

ONE WAY
R6-2R
24" X 30"

STA 110+37 EB
14.8' RT

DO NOT ENTER
R5-1
30" X 30"

R3-2
24" X 24"

W01-4B

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

SIGN

REMOVING ASPHALTIC SURFACE MILLING REQ'D TO REMOVE TEMPORARY ASPHALTIC SURFACE WEDGE PLACED IN STG. 10B PH. 1.

RIPRAP RIPRAP RIPRAP

COMMERCE PARK DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 476	E

2

N

POST
POST
POST

2' SEG.
6' GAP

4W

4W

11'
11'

WB

MATCH LINE
STA. 114+50 WB

115+00 WB

STA 115+06 WB
0.0' RT

+50 WB

STA. 115+60 EB
MATCH EXISTING
PAVEMENT MARKINGS

WB CTH PD (MCKEE ROAD)

+50 WB | 117+00 WB | +50 WB | 118+00 WB | +50 WB | 119+00 WB | +50 WB | 120+00 WB

W01-4B

BEGIN
LEFT
TURN
LANE

R3-20L
24" X 36"

4Y

10' (TYP.)

25' (TYP.)

8W

MATCH LINE
STA. 114+50 WB

115+00 EB | +50 EB | 116+00 EB | +50 EB | 117+00 EB | +50 EB | 118+00 EB | +50 EB | 119+00 EB | +50 EB | 120+00 EB | +50 EB

EB CTH PD (MCKEE ROAD)

SIGN

COMMERCE PARK DRIVE

GUY
GUY

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 477	E

EB USH 18/151 (VERONA ROAD)

A RAMP

15'

2' SEG.
6' GAP

RT-4W

STA. 94+58 A, 15.0' RT

25' (TYP.)

R3-8
36" X 30"

MATCH LINE STA. 96+00 A

MATCH LINE STA. 100+85 D

D RAMP

98+00 D | +50 D | 99+00 D | +50 D | 100+00 D | +50 D

R-13-266

WB USH 18/151 (VERONA ROAD)

896+00 VR | +50 VR | 897+00 VR | +50 VR | 898+00 VR | +50 VR | 899+00 VR | +50 VR | 900+00 VR | +50 VR | 901+00 VR | +50 VR | 902+00

EB USH 18/151 (VERONA ROAD)

R-13-266

MATCH LINE STA. 96+00 A

2' SEG.
6' GAP

RT-4W

A RAMP

25' (TYP.)

12'

12'

EXISTING PAVEMENT MARKINGS FROM PREVIOUS STAGE TO REMAIN (TYP.)

50' (TYP.)

RT-4Y

MATCH LINE STA. 101+95 A

STA. 101+29 A, 12.0' RT

RT-8W

RT-4W

MATCH LINE STA. 102+00 L

W01-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

INL

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 1	SHEET 478	E

2

N

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

FITCHRONA ROAD

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

ONLY ONLY
R3-8M
54" X 30"

10+00 SW +50 SW 11+00 SW +50 SW 12+00 SW +50 SW 13+00 SW +50 SW 14+00 SW +50 SW

STA 80+49 WB, 16.0'LT

TAPE PAINT

WB CTH PD (MCKEE ROAD)

RT-8W

RT-4Y

8W

4Y

STA 82+46 WB, 16.0'LT

STA 83+13 WB, 16.0'LT

STA 84+23 WB, 16.0'LT

11'

11'

11'

25'(TYP.)

79+00 WB +50 WB 80+00 WB +50 WB 81+00 WB +50 WB 82+00 WB +50 WB 83+00 WB +50 WB 84+00 WB +50 WB

MATCH LINE STA. 84+70 WB

0 EB +50 EB 81+00 EB +50 EB 82+00 EB +50 EB 83+00 EB +50 EB 84+00 EB +50 EB 85+0

MATCH LINE STA. 85+00 EB

25'(TYP.)

EB CTH PD (MCKEE ROAD)

UTILIZE OUTSIDE SINGLE LANE CLOSURE DURING OFF PEAK HOURS FOR CURB AND GUTTER CONSTRUCTION. SEE S.D.D TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/ EXPRESSWAY, FOR ADDITIONAL INFORMATION

PROVIDE SIDEWALK CLOSURE DURING SIDEWALK CONSTRUCTION. REMOVE SIDEWALK CLOSURE UPON COMPLETION OF SIDEWALK CONSTRUCTION. MAINTAIN PEDESTRIANS ON NORTH SIDE OF CTH PD USING CROSSINGS AT FITCHRONA ROAD AND HARDROCK ROAD DURING CLOSURE.

R3-2
24" X 24"

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

UTILIZE INSIDE SINGLE LANE CLOSURE DURING OFF PEAK HOURS FOR CURB AND GUTTER CONSTRUCTION. SEE S.D.D TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/ EXPRESSWAY, FOR ADDITIONAL INFORMATION

R9-11
24" X 12"
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

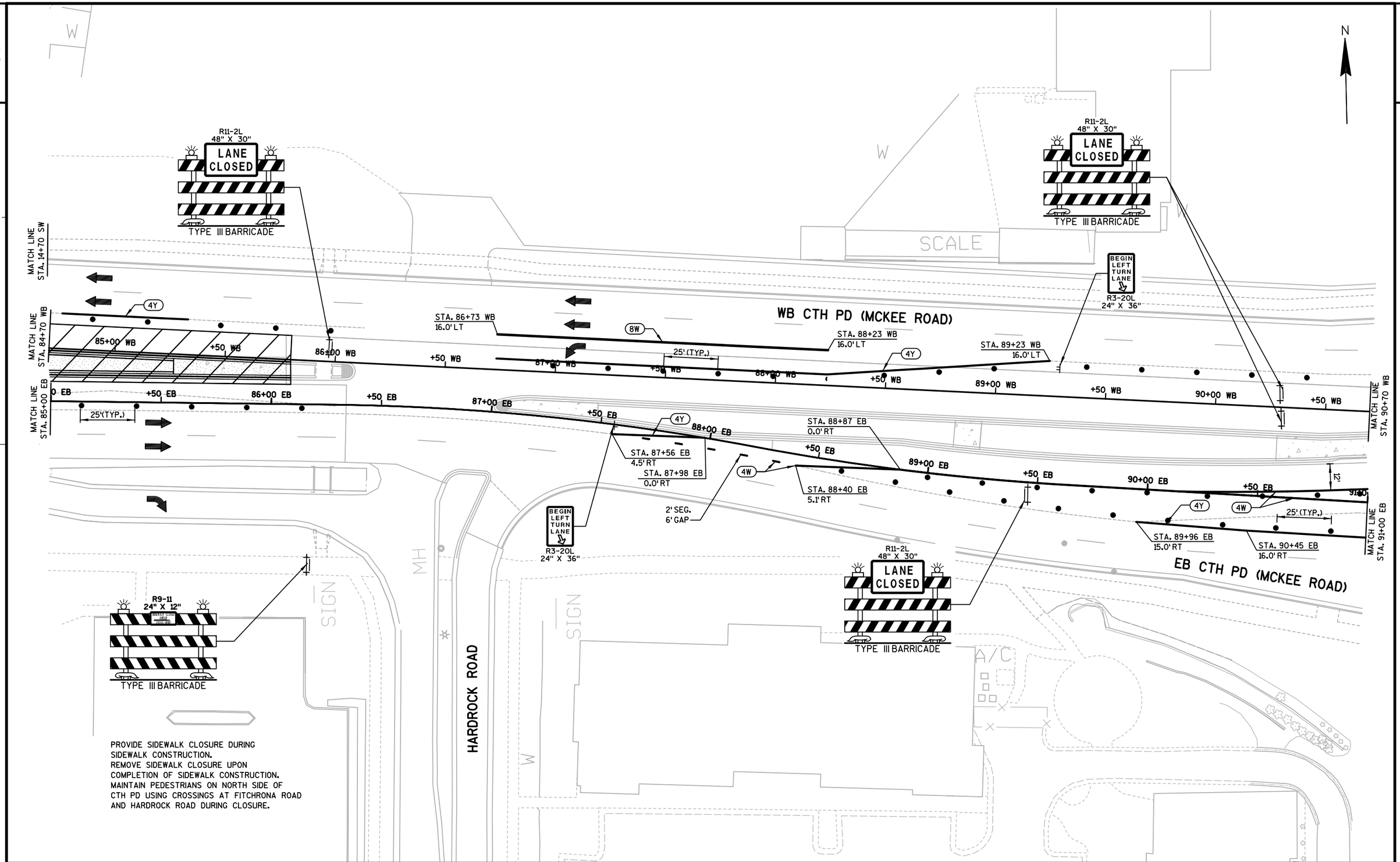
SIGN

ONLY ONLY ONLY

MH

U/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 2	SHEET 479	E



PROVIDE SIDEWALK CLOSURE DURING SIDEWALK CONSTRUCTION.
REMOVE SIDEWALK CLOSURE UPON COMPLETION OF SIDEWALK CONSTRUCTION.
MAINTAIN PEDESTRIANS ON NORTH SIDE OF CTH PD USING CROSSINGS AT FITCHRONA ROAD AND HARDROCK ROAD DURING CLOSURE.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 2	SHEET 480	E

2

N

W01-6
48" X 24"
TYPE III BARRICADE

TYPE III BARRICADE

KAPEC ROAD

CAPS

SIGN

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R3-8M
54" X 30"

R3-20L
24" X 36"

WB CTH PD (MCKEE ROAD)

STA 92+91 WB
25.1' LT

STA 93+11 WB
MATCH EXISTING
PAVEMENT MARKINGS

STA 93+53 WB
16.0' LT

STA 93+85 WB
MATCH EXISTING
PAVEMENT MARKINGS

SEE CONSTRUCTION DETAILS - STAGING CTH PD
STAGE 10D PH. 2 FOR DETAILS

STA 93+07 WB
0.1' LT MID PNT.

STA 93+10 EB
2.7' LT PC

STA 93+05 EB
16.0' RT

STA 92+71 EB
16.0' RT

STA 93+47 EB
16.0' RT

ONE WAY
R6-2R
24" X 30"

EB CTH PD (MCKEE ROAD)

B RAMP

MATCH LINE STA. 90+70 WB

MATCH LINE STA. 91+00 EB

MATCH LINE STA. 96+80 WB

MATCH LINE STA. 97+15 EB

R3-2
24" X 24"

DO NOT ENTER
R5-1
30" X 30"

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

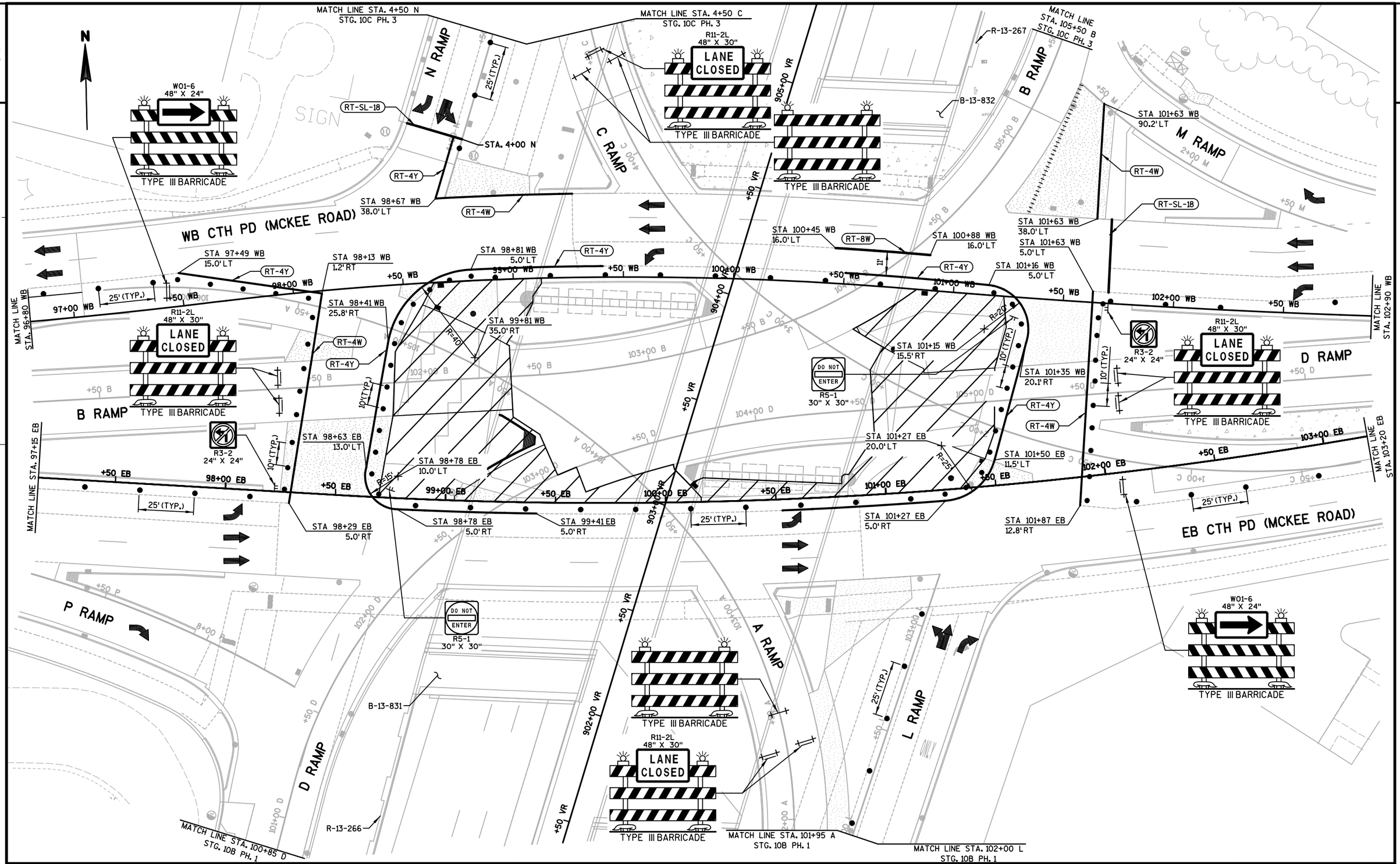
BEGIN LEFT TURN LANE
R3-20L
24" X 36"

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

NESBITT ROAD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 2	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026722_PD_s10d_p2.dgn PLOT DATE : 1/22/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 2	SHEET 482	E

2

N

TYPE III BARRICADE

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R9-11
24" X 12"
TYPE III BARRICADE
PLACE TYPE III BARRICADE AT BEGINNING OF RETURN PATH

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

WB CTH PD (MCKEE ROAD)

MATCH LINE
STA. 102+90 WB

103+00 WB
+50 WB
104+00 WB
+50 WB
105+00 WB
+50 WB
106+00 WB
+50 WB
107+00 WB
+50 WB
108+00 WB
+50 WB

25' (TYP.)

MATCH LINE
STA. 108+90 WB

107+00 D
+50 D
108+00 D
+50 D
109+00 D

104+00 EB
+50 EB
105+00 EB
+50 EB
106+00 EB
+50 EB
107+00 EB
+50 EB
108+00 EB
+50 EB
109+00 EB

25' (TYP.)

MATCH LINE
STA. 109+25 EB

MATCH LINE
STA. 103+20 EB

EB CTH PD (MCKEE ROAD)

ONE WAY
R6-2R
24" X 30"

R3-2
24" X 24"

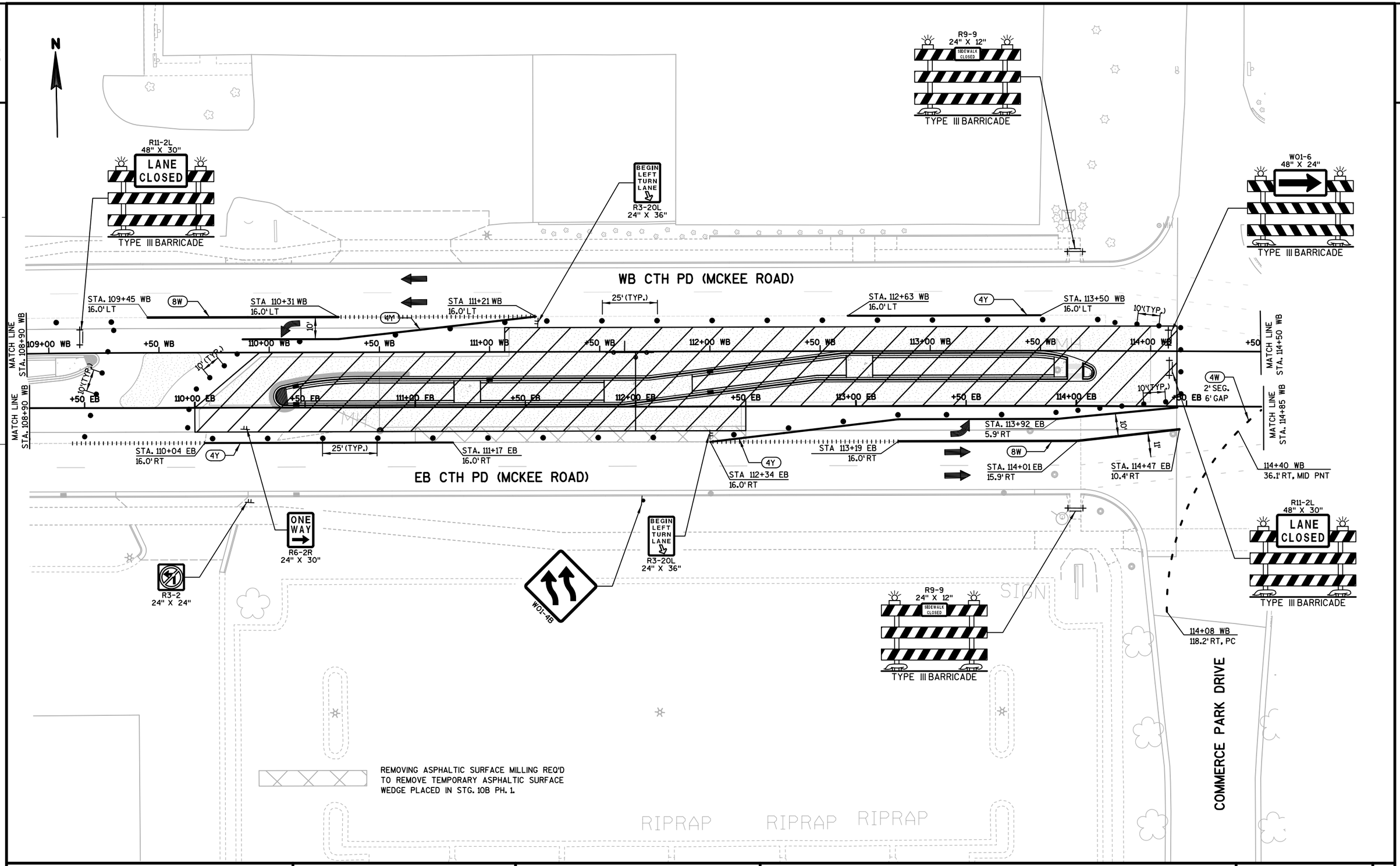
ONE WAY
R6-2R
24" X 30"

R3-2
24" X 24"

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

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

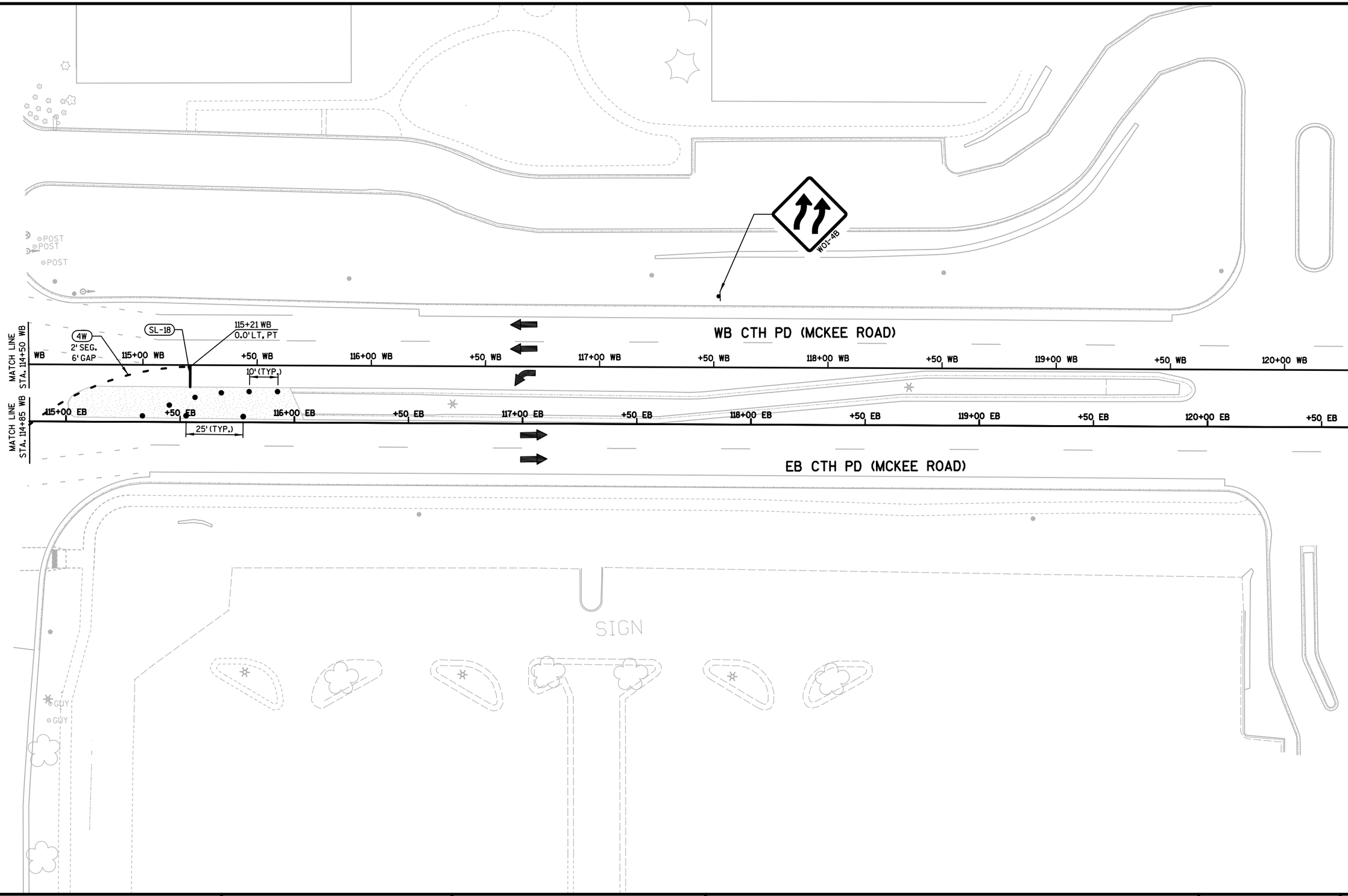
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 2	SHEET 483	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 2	SHEET 484 E

2

N



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 2	SHEET 485	E

2

N

W01-6
48" X 24"
TYPE III BARRICADE

TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

KAPEC ROAD

+50 KR

63+00 KR

62+00 KR

CAPS

W

SIGN

STA 94+25 WB
512.0' LT

STA 94+44 WB
521.7' LT

R=511'

R=517'

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

WB CTH PD (MCKEE ROAD)

MATCH LINE STA. 90+70 WB
STG. 10D PH. 2

25' (TYP.)

91+00 WB

+50 WB

92+00 WB

93+00 WB

94+00 WB

95+00 WB

96+00 WB

STA 94+87 WB
27.0' LT

STA 95+59 WB
21.0' LT

STA 95+67 WB
22.4' LT

STA 95+53 WB
7.7' LT

STA 94+23 WB
5.0' RT

STA 96+37 WB
495.1' LT

4Y

4W

MATCH LINE STA. 96+80 WB

3+00 PL

2+00 PL

+50 PL

92+00 EB

93+00 EB

94+00 EB

95+00 EB

96+00 EB

97+00 EB

+50 EB

STA 93+85 EB
19.6' LT

STA 93+46 EB
5.6' RT

STA 93+05 EB
16.0' RT

STA 92+71 EB
16.0' RT

STA 93+13 EB
16.0' RT

STA 93+34 EB
16.0' RT

STA 93+73 EB
47.6' RT

STA 93+91 EB
16.0' RT

R=50'

98+00 B

99+00 B

100+00 B

+50 B

B RAMP

MATCH LINE STA. 97+15 EB

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 91+00 EB
STG. 10D PH. 2

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R4-7
24" X 30"

SEALING PIPES REQ'D

24+00 NR

+50 NR

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

ONE WAY
R6-2R
24" X 30"

R=134'

STA 94+58 EB
92.8' RT

STA 94+81 EB
38.0' RT

STA 94+64 EB
16.0' RT

INSTALL PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING DETAILS

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

NESBITT ROAD

W

A/C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026742_PD_s10d_p3.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

MATCH LINE STA. 4+50 N

MATCH LINE STA. 4+50 C

N RAMP

C RAMP

SIGN

905+00 VR

R-13-267

B-13-832

MATCH LINE STA. 105+50 B

B RAMP

M RAMP

4W

WB CTH PD (MCKEE ROAD)

97+00 WB

98+00 WB

99+00 WB

100+00 WB

101+00 WB

102+00 WB

4Y

RT-4Y

25' (TYP.)

10'

***

+50 WB

904+00 VR

MATCH LINE STA. 96+80 WB

MATCH LINE STA. 102+90 WB

MATCH LINE STA. 100+20 B

B RAMP

101+00 B

102+00 B

103+00 B

D RAMP

105+00 D

106+00 D

10' (TYP.)

MATCH LINE STA. 97+15 EB

98+00 EB

99+00 EB

100+00 EB

101+00 EB

102+00 EB

103+00 EB

RT-4Y

MATCH LINE STA. 103+20 EB

903+00 VR

EB CTH PD (MCKEE ROAD)

MATCH LINE STA. 7+15 P

P RAMP

B-13-831

R-13-266

902+00 VR

MATCH LINE STA. 100+85 D

D RAMP

A RAMP ONLY

L RAMP ONLY

MATCH LINE STA. 101+95 A

MATCH LINE STA. 102+00 L

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

INSTALL PERMANENT PAVEMENT MARKINGS

INSTALL PERMANENT SIGNING PRIOR TO SWITCHING TRAFFIC TO THIS STAGE/PHASE. SIGNS UNABLE TO BE PLACED IN THEIR PERMANENT LOCATION TO BE PAID AS TRAFFIC CONTROL SIGNS.

COMPLETE MEDIAN WORK UTILIZING OFF PEAK SINGLE LANE CLOSURES ON RAMPS AND CTH PD

MAINTAIN PEDESTRIAN ACCESS ON NORTH OR SOUTH SIDE AT ALL TIMES

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 3	SHEET 487	E

2

N

COMPLETE MEDIAN WORK UTILIZING OFF PEAK
SINGLE LANE CLOSURES ON RAMPS AND CTH PD

INSTALL PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING DETAILS

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R9-11
24" X 12"
TYPE III BARRICADE
PLACE TYPE III BARRICADE AT BEGINNING OF RETURN PATH

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

8W
4W
STA 104+49 WB
37.0' LT
STA 106+24 WB
16.0' LT
STA 107+42 WB
15.9' LT
WB CTH PD (MCKEE ROAD)
25' (TYP.)
MATCH LINE
STA. 102+90 WB
103+00 WB
+50 WB
104+00 WB
+50 WB
105+00 WB
+50 WB
106+00 WB
+50 WB
107+00 WB
+50 WB
4Y
108+00 WB
+50 WB
STA 108+10 WB
16.0' LT
MATCH LINE
STA. 108+90 WB

25' (TYP.)
107+00 D
+50 D
108+00 D
109+00 D
STA 106+02 WB
6.8' RT
4W
D RAMP
107+00 EB
+50 EB
106+00 EB
+50 EB
105+00 EB
+50 EB
104+00 EB
+50 EB
108+00 EB
+50 EB
109+00 EB
MATCH LINE
STA. 109+25 EB

MATCH LINE
STA. 103+20 EB
RT-4Y
4Y
4W
25' (TYP.)
EB CTH PD (MCKEE ROAD)

INSTALL PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING DETAILS

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

ONE WAY
R6-2R
24" X 30"

R3-2
24" X 24"

ONE WAY
R6-2R
24" X 30"

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

R3-2
24" X 24"

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

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 3	SHEET 488	E

2

N

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

W01-6
48" X 24"
TYPE III BARRICADE

WB CTH PD (MCKEE ROAD)

STA. 109+45 WB
16.0'LT

STA 110+31 WB
16.0'LT

STA 111+21 WB
16.0'LT

STA 111+51 WB
16.0'LT

STA. 112+47 WB
16.0'LT

4Y

4W

12'

10'(TYP.)

25'(TYP.)

MATCH LINE
STA. 108+90 WB

109+00 WB

+50 WB

110+00 WB

111+00 WB

112+00 WB

113+00 WB

114+00 WB

MATCH LINE
STA. 114+50 WB
STG. 10D PH. 2

MATCH LINE
STA. 108+90 WB

+50 EB

110+00 EB

111+00 EB

112+00 EB

113+00 EB

114+00 EB

MATCH LINE
STA. 114+85 WB
STG. 10D PH. 2

STA 110+05 WB
2.2'LT

R=45'

STA. 109+43 EB
16.0'RT

STA. 110+00 EB
16.0'RT

STA. 110+45 EB
21.8'RT

EB CTH PD (MCKEE ROAD)

MAINTAIN TURN LANE
TO ACCOMODATE
TURNING MOVEMENTS

R3-2
24" X 24"

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

W01-4B

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

ONE WAY
R6-2R
24" X 30"

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

SIGN

COMMERCE PARK DRIVE

RIPRAP RIPRAP RIPRAP

INSTALL PERMANENT PAVEMENT MARKINGS

COMPLETE MEDIAN WORK UTILIZING OFF PEAK
SINGLE LANE CLOSURES ON RAMPS AND CTH PD

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 3	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\Staging\026745_PD_s10d_p3.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EB USH 18/151 (VERONA ROAD)

ONLY ONLY
R3-8Y
30" X 36"

A RAMP

MATCH LINE STA. 96+00 A

ONLY ONLY
R3-8MM
36" X 30"

UTILIZE SIGNS UNTIL PERMANENT SIGNS ON OVERHEAD SIGN SUPPORT INSTALLED AT STA. 97+50 A

D RAMP

MATCH LINE STA. 100+85 D

R-13-266

WB USH 18/151 (VERONA ROAD)

896+00 VR | +50 VR | 897+00 VR | +50 VR | 898+00 VR | +50 VR | 899+00 VR | +50 VR | 900+00 VR | +50 VR | 901+00 VR | +50 VR | 902+00

EB USH 18/151 (VERONA ROAD)

R-13-266

S-13-443

MATCH LINE STA. 96+00 A

25' (TYP.)

50' (TYP.)

50' (TYP.)

A RAMP

MATCH LINE STA. 101+95 A

MATCH LINE STA. 102+00 L

W01-7
48" X 24"
TYPE III BARRICADE

COMPLETE CONSTRUCTION OF OVERHEAD SIGN SUPPORT UPON THE COMPLETION OF STG. 10D PH. 3 UTILIZING ROLLING LANE CLOSURE

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

INSTALL PERMANENT PAVEMENT MARKINGS

COMPLETE MEDIAN ISLAND WORK UTILIZING OFF PEAK SINGLE LANE CLOSURES ON RAMPS AND CTH PD

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

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 3	SHEET 490	E

INSTALL PERMANENT PAVEMENT MARKINGS

COMPLETE MEDIAN WORK UTILIZING OFF-PEAK
SINGLE LANE CLOSURES ON RAMPS AND CTH PD

N

C RAMP

MATCH LINE
STA. 4+50 N

MATCH LINE
STA. 4+50 C

25' (TYP.)

50' (TYP.)

5+00 N

+50 N

5+00 C

+50 C

6+00 C

7+00 C

8+00 C

9+00 C

10+00 C

R11-2L
48" X 30"
LANE
CLOSED

TYPE III BARRICADE

R-13-267

WB USH 18/151 (VERONA ROAD)

+50 J

8+00 J

9+00 J

10+00 J

W01-7
48" X 24"

TYPE III BARRICADE

+50 VR

906+00 VR

907+00 VR

908+00 VR

909+00 VR

910+00 VR

EB USH 18/151 (VERONA ROAD)

R11-2L
48" X 30"
LANE
CLOSED

TYPE III BARRICADE

R-13-267

S-13-444

109+00 K

110+00 K

CONTINUE DRUMS TO
STA. 113+00 B

MATCH LINE
STA. 105+50 B

106+00 B

107+00 B

108+00 B

109+00 B

110+00 B

B RAMP

R11-2L
48" X 30"
LANE
CLOSED

TYPE III BARRICADE

MH

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 3	SHEET 491	E

2

N

W01-6
48" X 24"
TYPE III BARRICADE

TYPE III BARRICADE

CONSTRUCT WHILE MAINTIANING
TURN LANE FOR TURNING MOVEMENTS

MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES

COMPLETE MEDIAN ISLAND WORK UTILIZING OFF PEAK
SINGLE LANE CLOSURES ON RAMPS AND CTH PD

KAPEC ROAD

CAPS

SIGN

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

B RAMP

MATCH LINE STA. 90+70 WB
STG. 10D PH. 2

MATCH LINE STA. 91+00 EB
STG. 10D PH. 2

MATCH LINE STA. 96+80 WB
STG. 10D PH. 3

MATCH LINE STA. 97+15 EB
STG. 10D PH. 3

91+00 WB
92+00 WB
93+00 WB
94+00 WB
95+00 WB
96+00 WB
+50 WB

92+00 EB
93+00 EB
94+00 EB
95+00 EB
96+00 EB
97+00 EB
+50 EB

99+00 B
100+00 B
+50 B

2+00 PL
3+00 PL
+50 PL

24+00 NR
+50 NR

25' (TYP.)

10' (TYP.)

R3-2
24" X 24"

R5-1
30" X 30"
DO NOT ENTER

R6-2R
24" X 30"
ONE WAY

R3-20L
24" X 36"
BEGIN LEFT TURN LANE

R9-11
24" X 12"
TURN OR CROSS ROAD TURN TRAFFIC

R9-9
24" X 12"
SIDEWALK CLOSED

TYPE III BARRICADE

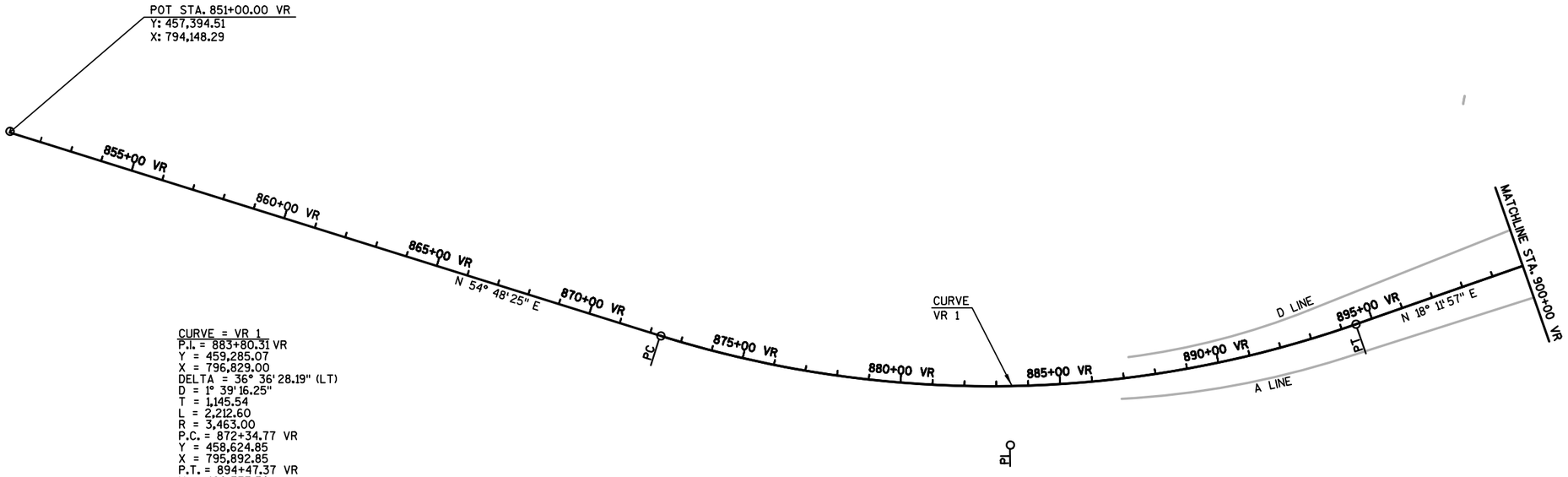
S-13-453

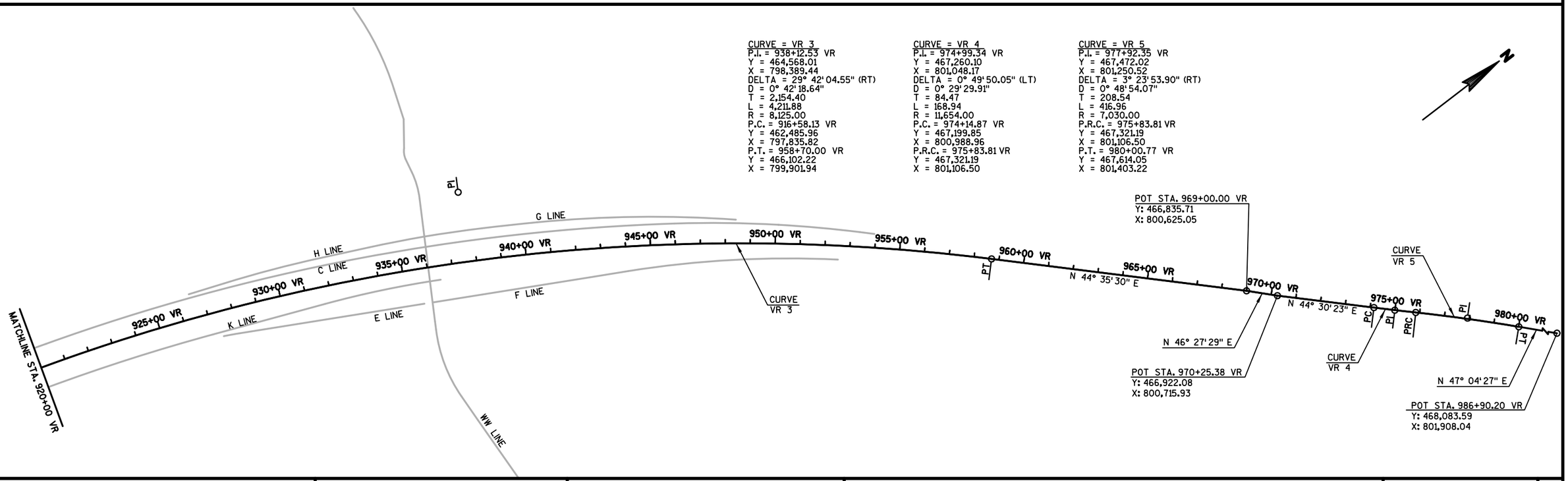
COMPLETE CONSTRUCTION OF
FULL SPAN SIGN BRIDGE
UPON THE COMPLETION
OF STG. 10D PH. 4 UTILIZING
ROLLING LANE CLOSURE

R11-2L
48" X 30"
LANE CLOSED

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE RD) STG. 10D PH. 4	SHEET 492	E

2





PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ALIGNMENT PLAN - MAINLINE (VR)	SHEET 493	E

2

CURVE = VR 2
P.I. = 909+09.00 VR
Y = 461,761.81
X = 797,643.27
DELTA = 3° 18' 31.30" (LT)
D = 0° 30' 55.23"
T = 321.11
L = 642.04
R = 11,118.00
P.C. = 905+87.89 VR
Y = 461,456.77
X = 797,542.98
P.T. = 912+29.93 VR
Y = 462,072.14
X = 797,725.79

CURVE = VR 3
P.I. = 938+12.53 VR
Y = 464,568.01
X = 798,389.44
DELTA = 29° 42' 04.55" (RT)
D = 0° 42' 18.64"
T = 2,154.40
L = 4,211.88
R = 8,125.00
P.C. = 916+58.13 VR
Y = 462,485.96
X = 797,835.82
P.T. = 958+70.00 VR
Y = 466,102.22
X = 799,901.94

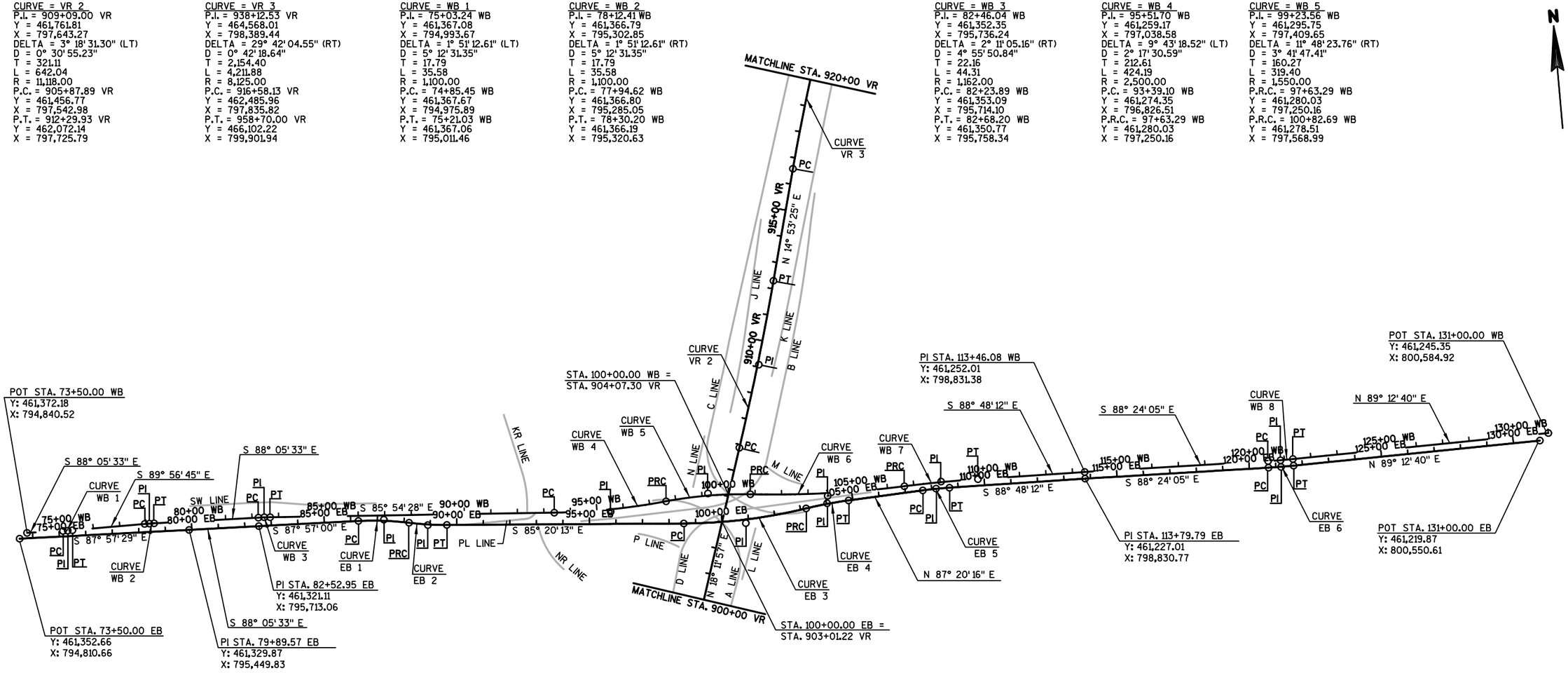
CURVE = WB 1
P.I. = 75+03.24 WB
Y = 461,367.08
X = 794,993.67
DELTA = 1° 51' 12.61" (LT)
D = 5° 12' 31.35"
T = 17.79
L = 35.58
R = 1,100.00
P.C. = 74+85.45 WB
Y = 461,367.67
X = 794,975.89
P.T. = 75+21.03 WB
Y = 461,367.06
X = 795,011.46

CURVE = WB 2
P.I. = 78+12.41 WB
Y = 461,366.79
X = 795,302.85
DELTA = 1° 51' 12.61" (RT)
D = 5° 12' 31.35"
T = 17.79
L = 35.58
R = 1,100.00
P.C. = 77+94.62 WB
Y = 461,366.80
X = 795,285.05
P.T. = 78+30.20 WB
Y = 461,366.19
X = 795,320.63

CURVE = WB 3
P.I. = 82+46.04 WB
Y = 461,352.35
X = 795,736.24
DELTA = 2° 11' 05.16" (RT)
D = 4° 55' 50.84"
T = 22.16
L = 44.31
R = 1,162.00
P.C. = 82+23.89 WB
Y = 461,353.09
X = 795,714.10
P.T. = 82+68.20 WB
Y = 461,350.77
X = 795,758.34

CURVE = WB 4
P.I. = 95+51.70 WB
Y = 461,259.17
X = 797,038.58
DELTA = 9° 43' 18.52" (LT)
D = 2° 17' 30.59"
T = 212.61
L = 424.19
R = 2,500.00
P.C. = 93+39.10 WB
Y = 461,274.35
X = 796,826.51
P.R.C. = 97+63.29 WB
Y = 461,280.03
X = 797,250.16

CURVE = WB 5
P.I. = 99+23.56 WB
Y = 461,295.75
X = 797,409.65
DELTA = 11° 48' 23.76" (RT)
D = 3° 41' 47.41"
T = 160.27
L = 319.40
R = 1,550.00
P.R.C. = 97+63.29 WB
Y = 461,280.03
X = 797,250.16
P.R.C. = 100+82.69 WB
Y = 461,278.51
X = 797,568.99



CURVE = WB 6
P.I. = 103+73.93 WB
Y = 461,247.17
X = 797,858.54
DELTA = 8° 19' 43.62" (LT)
D = 1° 25' 56.62"
T = 291.24
L = 581.46
R = 4,000.00
P.R.C. = 100+82.69 WB
Y = 461,278.51
X = 797,568.99
P.R.C. = 106+64.15 WB
Y = 461,258.10
X = 798,149.58

CURVE = WB 7
P.I. = 108+03.56 WB
Y = 461,263.34
X = 798,288.89
DELTA = 3° 20' 53.67" (RT)
D = 1° 12' 04.21"
T = 139.41
L = 278.75
R = 4,770.00
P.R.C. = 106+64.15 WB
Y = 461,258.10
X = 798,149.58
P.T. = 109+42.90 WB
Y = 461,260.43
X = 798,428.28

CURVE = WB 8
P.I. = 120+85.43 WB
Y = 461,231.38
X = 799,570.44
DELTA = 2° 23' 14.97" (LT)
D = 2° 32' 43.25"
T = 46.91
L = 93.80
R = 2,251.00
P.C. = 120+38.53 WB
Y = 461,232.69
X = 799,523.55
P.T. = 121+32.32 WB
Y = 461,232.03
X = 799,617.34

CURVE = EB 1
P.I. = 87+24.37 EB
Y = 461,304.24
X = 796,184.18
DELTA = 9° 58' 11.99" (RT)
D = 5° 12' 31.35"
T = 95.95
L = 191.41
R = 1,100.00
P.C. = 86+28.42 EB
Y = 461,307.67
X = 796,088.29
P.R.C. = 88+19.83 EB
Y = 461,284.26
X = 796,278.02

CURVE = EB 2
P.I. = 88+91.26 EB
Y = 461,269.39
X = 796,347.88
DELTA = 7° 21' 25.09" (LT)
D = 5° 09' 25.69"
T = 71.43
L = 142.66
R = 1,111.00
P.R.C. = 88+19.83 EB
Y = 461,284.26
X = 796,278.02
P.T. = 89+62.49 EB
Y = 461,263.58
X = 796,419.07

CURVE = EB 3
P.I. = 100+89.48 EB
Y = 461,171.96
X = 797,542.34
DELTA = 13° 20' 16.36" (LT)
D = 2° 51' 53.24"
T = 233.85
L = 465.58
R = 2,000.00
P.C. = 98+55.63 EB
Y = 461,190.97
X = 797,309.26
P.R.C. = 103+21.21 EB
Y = 461,207.23
X = 797,773.51

CURVE = EB 4
P.I. = 104+02.77 EB
Y = 461,219.53
X = 797,854.13
DELTA = 6° 00' 44.61" (RT)
D = 3° 41' 21.70"
T = 81.56
L = 162.97
R = 1,553.00
P.R.C. = 103+21.21 EB
Y = 461,207.23
X = 797,773.51
P.T. = 104+84.18 EB
Y = 461,223.32
X = 797,935.60

CURVE = EB 5
P.I. = 108+16.88 EB
Y = 461,238.77
X = 798,267.94
DELTA = 3° 51' 32.06" (RT)
D = 3° 49' 10.99"
T = 50.53
L = 101.03
R = 1,500.00
P.C. = 107+66.35 EB
Y = 461,236.42
X = 798,217.46
P.T. = 108+67.37 EB
Y = 461,237.71
X = 798,318.46

CURVE = EB 6
P.I. = 121+19.57 EB
Y = 461,206.38
X = 799,570.26
DELTA = 2° 23' 14.97" (LT)
D = 2° 31' 02.60"
T = 47.43
L = 94.84
R = 2,276.00
P.C. = 120+72.14 EB
Y = 461,207.70
X = 799,522.85
P.T. = 121+66.98 EB
Y = 461,207.03
X = 799,617.68

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ALIGNMENT PLAN - MAINLINE & CTH PD (MCKEE ROAD) (VR, EB, & WB)	SHEET 494	E

2

CURVE = A 1
P.I. = 90+40.51 A
Y = 459,942.28
X = 797,125.88
DELTA = 14° 31' 08.50" (LT)
D = 2° 03' 26.28"
T = 354.77
L = 705.73
R = 2,785.00
P.C. = 86+85.75 A
Y = 459,649.39
X = 796,925.69
P.T. = 93+91.48 A
Y = 460,276.00
X = 797,246.24

CURVE = A 2
P.I. = 102+54.40 A
Y = 461,087.75
X = 797,539.00
DELTA = 62° 02' 46.92" (LT)
D = 27° 01' 34.72"
T = 127.50
L = 229.58
R = 212.00
P.C. = 101+26.90 A
Y = 460,967.81
X = 797,495.75
P.C.C. = 103+56.48 A
Y = 461,182.18
X = 797,453.34

CURVE = A 3
P.I. = 104+79.70 A
Y = 461,273.44
X = 797,370.55
DELTA = 41° 52' 47.32" (LT)
D = 17° 47' 37.39"
T = 123.22
L = 235.36
R = 322.00
P.C.C. = 103+56.48 A
Y = 461,182.18
X = 797,453.34
P.C.C. = 105+91.84 A
Y = 461,286.12
X = 797,247.99

CURVE = A 4
P.I. = 106+15.55 A
Y = 461,288.56
X = 797,224.40
DELTA = 10° 25' 10.02" (LT)
D = 22° 02' 12.62"
T = 23.71
L = 47.28
R = 260.00
P.C.C. = 105+91.84 A
Y = 461,286.12
X = 797,247.99
P.T. = 106+39.13 A
Y = 461,286.69
X = 797,200.77

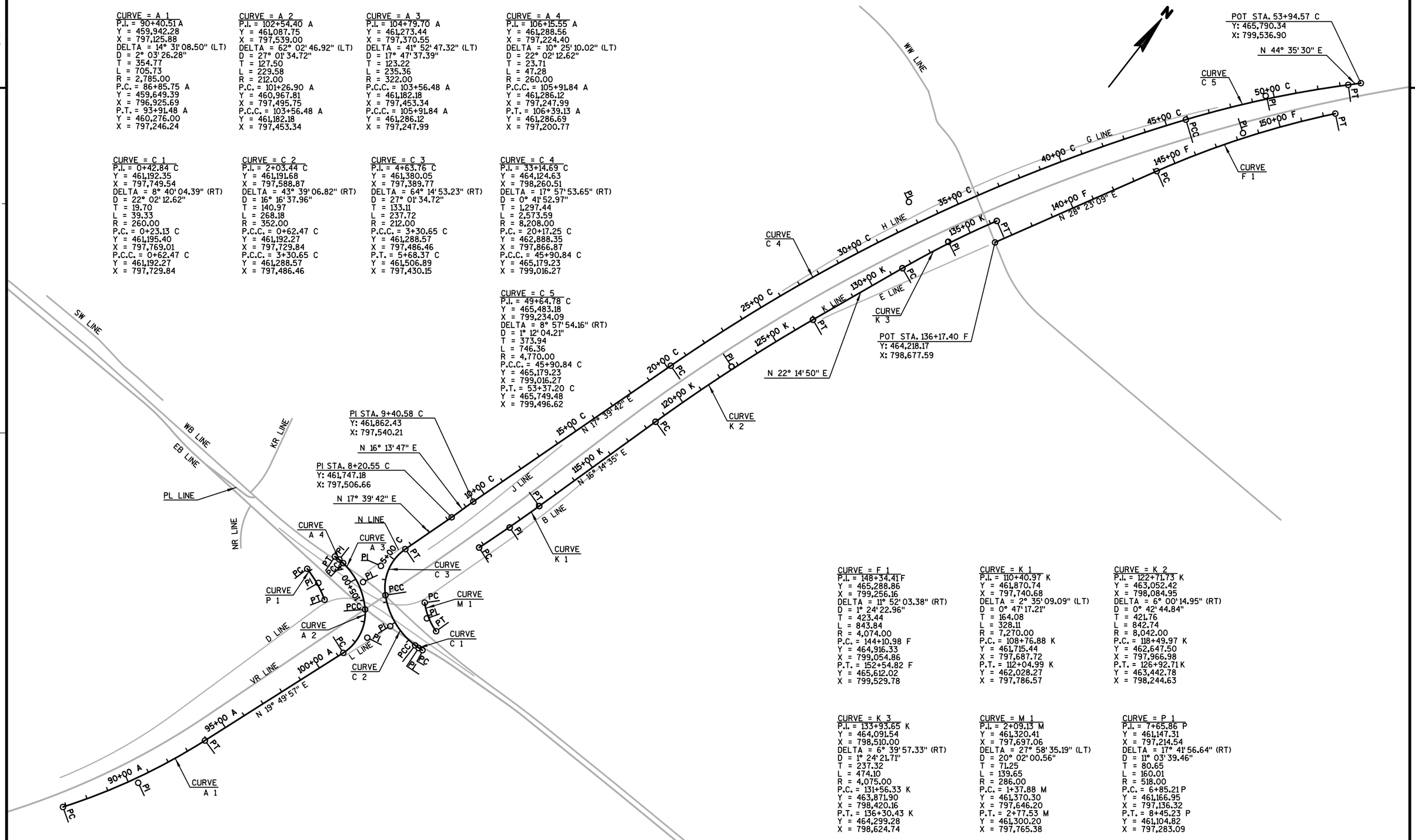
CURVE = C 1
P.I. = 0+42.84 C
Y = 461,192.35
X = 797,749.54
DELTA = 8° 40' 04.39" (RT)
D = 22° 02' 12.62"
T = 19.70
L = 39.33
R = 260.00
P.C. = 0+23.13 C
Y = 461,195.40
X = 797,769.01
P.C.C. = 0+62.47 C
Y = 461,192.27
X = 797,729.84

CURVE = C 2
P.I. = 2+03.44 C
Y = 461,191.68
X = 797,588.87
DELTA = 43° 39' 06.82" (RT)
D = 16° 16' 37.96"
T = 140.97
L = 268.18
R = 352.00
P.C.C. = 0+62.47 C
Y = 461,192.27
X = 797,729.84
P.C.C. = 3+30.65 C
Y = 461,288.57
X = 797,486.46

CURVE = C 3
P.I. = 4+63.76 C
Y = 461,380.05
X = 797,389.77
DELTA = 64° 14' 53.23" (RT)
D = 27° 01' 34.72"
T = 133.11
L = 237.72
R = 212.00
P.C.C. = 3+30.65 C
Y = 461,288.57
X = 797,486.46
P.T. = 5+68.37 C
Y = 461,506.89
X = 797,430.15

CURVE = C 4
P.I. = 33+14.69 C
Y = 464,124.63
X = 798,260.51
DELTA = 17° 57' 53.65" (RT)
D = 0° 41' 52.97"
T = 1,297.44
L = 2,573.59
R = 8,208.00
P.C. = 20+17.25 C
Y = 462,888.35
X = 797,866.87
P.C.C. = 45+90.84 C
Y = 465,179.23
X = 799,016.27

CURVE = C 5
P.I. = 49+64.78 C
Y = 465,483.18
X = 799,234.09
DELTA = 8° 57' 54.16" (RT)
D = 1° 12' 04.21"
T = 373.94
L = 746.36
R = 4,770.00
P.C.C. = 45+90.84 C
Y = 465,179.23
X = 799,016.27
P.T. = 53+37.20 C
Y = 465,749.48
X = 799,496.62



CURVE = F 1
P.I. = 148+34.41 F
Y = 465,288.86
X = 799,256.16
DELTA = 11° 52' 03.38" (RT)
D = 1° 24' 22.96"
T = 423.44
L = 843.84
R = 4,074.00
P.C. = 144+10.98 F
Y = 464,916.33
X = 799,054.86
P.T. = 152+54.82 F
Y = 465,612.02
X = 799,529.78

CURVE = K 1
P.I. = 110+40.97 K
Y = 461,870.74
X = 797,740.68
DELTA = 2° 35' 09.09" (LT)
D = 0° 47' 17.21"
T = 164.08
L = 328.11
R = 7,270.00
P.C. = 108+76.88 K
Y = 461,715.44
X = 797,687.72
P.T. = 112+04.99 K
Y = 462,028.27
X = 797,786.57

CURVE = K 2
P.I. = 122+71.73 K
Y = 463,052.42
X = 798,084.95
DELTA = 6° 00' 14.95" (RT)
D = 0° 42' 44.84"
T = 421.76
L = 842.74
R = 8,042.00
P.C. = 118+49.97 K
Y = 462,647.50
X = 797,966.98
P.T. = 126+92.71 K
Y = 463,442.78
X = 798,244.63

CURVE = K 3
P.I. = 133+93.65 K
Y = 464,091.54
X = 798,510.00
DELTA = 6° 39' 57.33" (RT)
D = 1° 24' 21.71"
T = 237.32
L = 474.10
R = 4,075.00
P.C. = 131+56.33 K
Y = 463,871.90
X = 798,420.16
P.T. = 136+30.43 K
Y = 464,299.28
X = 798,624.74

CURVE = M 1
P.I. = 2+09.13 M
Y = 461,320.41
X = 797,697.06
DELTA = 27° 58' 35.19" (LT)
D = 20° 02' 00.56"
T = 71.25
L = 139.65
R = 286.00
P.C. = 1+37.88 M
Y = 461,370.30
X = 797,646.20
P.T. = 2+77.53 M
Y = 461,300.20
X = 797,765.38

CURVE = P 1
P.I. = 7+65.86 P
Y = 461,147.31
X = 797,214.54
DELTA = 17° 41' 56.64" (RT)
D = 11° 03' 39.46"
T = 80.65
L = 160.01
R = 518.00
P.C. = 6+85.21 P
Y = 461,166.95
X = 797,136.32
P.T. = 8+45.23 P
Y = 461,104.82
X = 797,283.09

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ALIGNMENT PLAN - RAMPS (A, C, F, K, M, AND P LINES)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\027203_ad.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

CURVE = B 1
P.I. = 98+88.24 B
Y = 461,232.77
X = 797,036.05
DELTA = 2° 01' 56.09" (LT)
D = 2° 15' 36.68"
T = 44.96
L = 89.91
R = 2,535.00
P.C. = 98+43.27 B
Y = 461,233.01
X = 796,991.09
P.T. = 99+33.19 B
Y = 461,234.11
X = 797,080.99

CURVE = B 2
P.I. = 103+01.43 B
Y = 461,245.17
X = 797,449.07
DELTA = 15° 54' 21.71" (LT)
D = 13° 54' 24.27"
T = 57.56
L = 114.38
R = 412.00
P.C. = 102+43.87 B
Y = 461,243.44
X = 797,391.54
P.C.C. = 103+58.25 B
Y = 461,262.59
X = 797,503.92

CURVE = B 3
P.I. = 104+68.84 B
Y = 461,296.08
X = 797,609.32
DELTA = 55° 05' 48.20" (LT)
D = 27° 01' 34.72"
T = 110.59
L = 203.86
R = 212.00
P.C.C. = 103+58.25 B
Y = 461,262.59
X = 797,503.92
P.T. = 105+62.11
Y = 461,401.68
X = 797,642.17

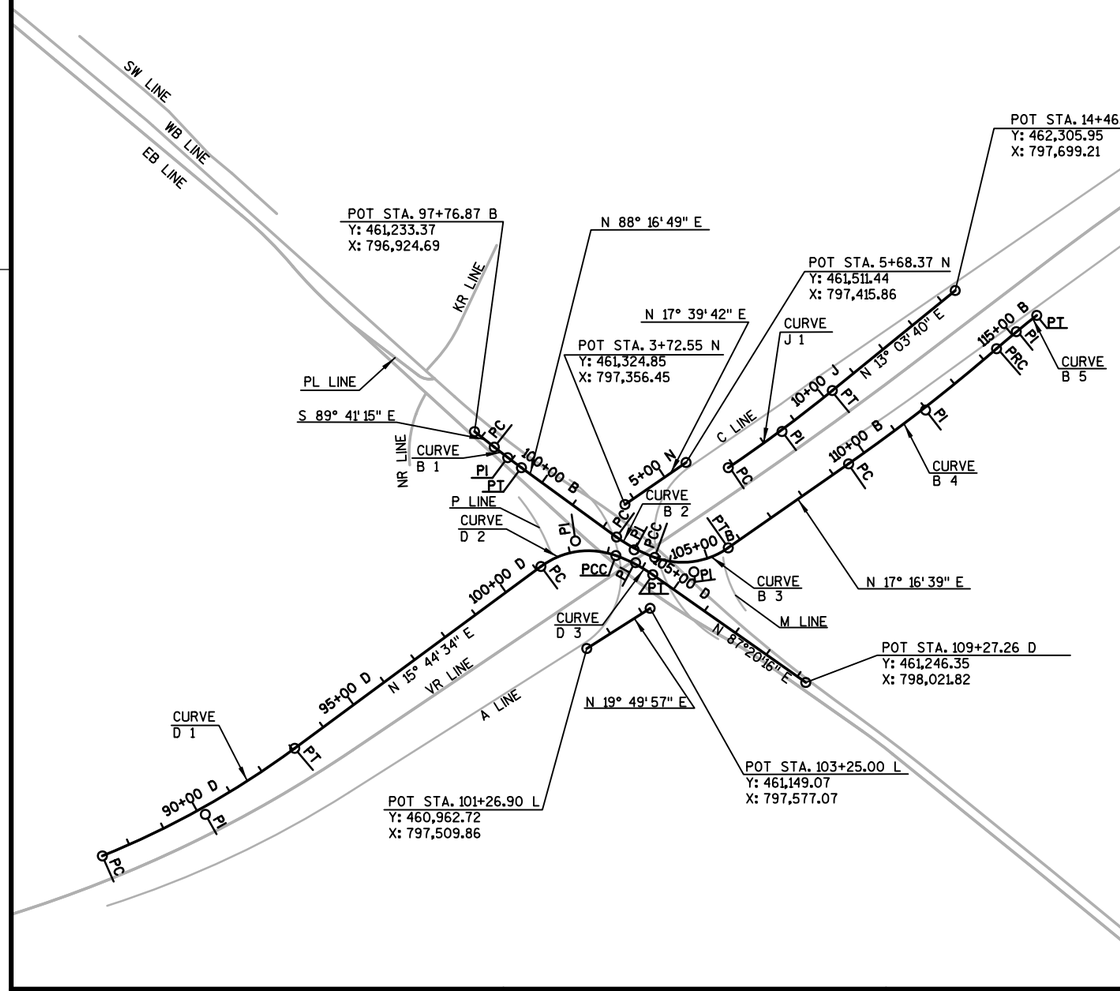
CURVE = B 4
P.I. = 111+97.50 B
Y = 462,008.39
X = 797,830.88
DELTA = 5° 56' 50.98" (LT)
D = 1° 12' 04.21"
T = 247.79
L = 495.14
R = 4,770.00
P.C. = 109+49.70 B
Y = 461,771.78
X = 797,757.28
P.R.C. = 114+44.84 B
Y = 462,251.35
X = 797,879.56

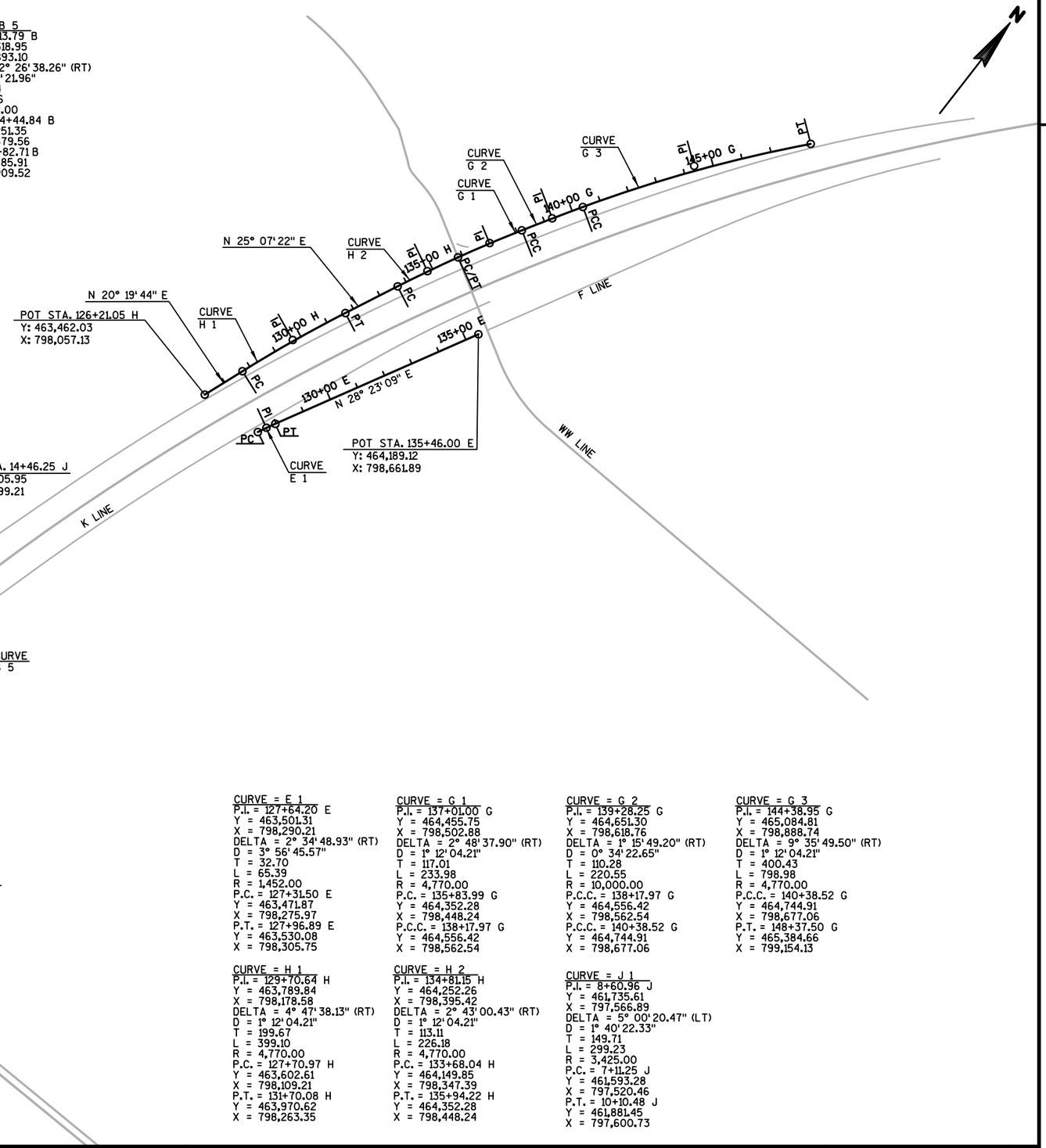
CURVE = B 5
P.I. = 115+13.79 B
Y = 462,318.95
X = 797,893.10
DELTA = 2° 26' 38.26" (RT)
D = 1° 46' 21.96"
L = 137.86
T = 68.94
R = 3,232.00
P.R.C. = 114+44.84 B
Y = 462,251.35
X = 797,879.56
P.T. = 115+82.71 B
Y = 462,385.91
X = 797,909.52

CURVE = D 1
P.I. = 90+16.23 D
Y = 459,999.39
X = 796,982.59
DELTA = 14° 26' 35.03" (LT)
D = 2° 28' 29.93"
T = 293.34
L = 583.56
R = 2,315.00
P.C. = 87+22.89 D
Y = 459,745.83
X = 796,835.10
P.T. = 93+06.46 D
Y = 460,281.73
X = 797,062.18

CURVE = D 2
P.I. = 102+28.02 D
Y = 461,168.73
X = 797,312.22
DELTA = 56° 16' 52.93" (RT)
D = 27° 01' 34.72"
T = 113.39
L = 208.25
R = 212.00
P.C. = 101+14.63 D
Y = 461,059.59
X = 797,281.45
P.C.C. = 103+22.88 D
Y = 461,203.72
X = 797,420.07

CURVE = D 3
P.I. = 103+78.27 D
Y = 461,220.81
X = 797,472.76
DELTA = 15° 18' 49.03" (RT)
D = 13° 54' 24.27"
T = 55.39
L = 110.12
R = 412.00
P.C.C. = 103+22.88 D
Y = 461,203.72
X = 797,420.07
P.T. = 104+32.99 D
Y = 461,223.39
X = 797,528.09





CURVE = E 1
P.I. = 127+64.20 E
Y = 463,501.31
X = 798,290.21
DELTA = 2° 34' 48.93" (RT)
D = 3° 56' 45.57"
T = 32.70
L = 65.39
R = 1,452.00
P.C. = 127+31.50 E
Y = 463,471.87
X = 798,275.97
P.T. = 127+96.89 E
Y = 463,530.08
X = 798,305.75

CURVE = G 1
P.I. = 137+01.00 G
Y = 464,455.75
X = 798,502.88
DELTA = 2° 48' 37.90" (RT)
D = 1° 12' 04.21"
T = 117.01
L = 233.98
R = 4,770.00
P.C. = 135+83.99 G
Y = 464,352.28
X = 798,448.24
P.C.C. = 138+17.97 G
Y = 464,556.42
X = 798,562.54

CURVE = G 2
P.I. = 139+28.25 G
Y = 464,556.30
X = 798,618.76
DELTA = 1° 15' 49.20" (RT)
D = 0° 34' 22.65"
T = 110.28
L = 220.55
R = 10,000.00
P.C.C. = 138+17.97 G
Y = 464,556.42
X = 798,562.54
P.C.C. = 140+38.52 G
Y = 464,744.91
X = 798,677.06

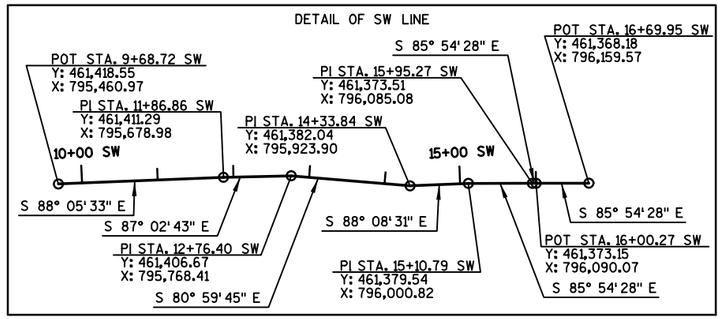
CURVE = G 3
P.I. = 144+38.95 G
Y = 465,084.81
X = 798,888.74
DELTA = 9° 35' 49.50" (RT)
D = 1° 12' 04.21"
T = 400.43
L = 798.98
R = 4,770.00
P.C.C. = 140+38.52 G
Y = 464,744.91
X = 798,677.06
P.T. = 148+37.50 G
Y = 465,384.66
X = 799,154.13

CURVE = H 1
P.I. = 129+70.64 H
Y = 463,789.84
X = 798,178.58
DELTA = 4° 47' 38.13" (RT)
D = 1° 12' 04.21"
T = 199.67
L = 399.10
R = 4,770.00
P.C. = 127+70.97 H
Y = 463,602.61
X = 798,109.21
P.T. = 131+70.08 H
Y = 463,970.62
X = 798,263.35

CURVE = H 2
P.I. = 134+81.15 H
Y = 464,252.26
X = 798,395.42
DELTA = 2° 43' 00.43" (RT)
D = 1° 12' 04.21"
T = 113.11
L = 226.18
R = 4,770.00
P.C. = 133+68.04 H
Y = 464,149.85
X = 798,347.39
P.T. = 135+94.22 H
Y = 464,352.28
X = 798,448.24

CURVE = J 1
P.I. = 8+60.96 J
Y = 461,735.61
X = 797,566.89
DELTA = 5° 00' 20.47" (LT)
D = 1° 40' 22.33"
T = 149.71
L = 299.23
R = 3,425.00
P.C. = 7+11.25 J
Y = 461,593.28
X = 797,520.46
P.T. = 10+10.48 J
Y = 461,881.45
X = 797,600.73

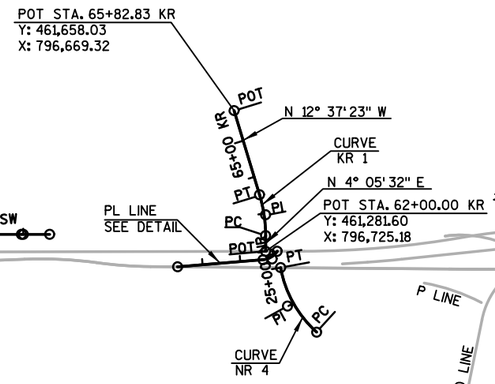
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ALIGNMENT PLAN - RAMPS (B, D, E, G, H, J, L, AND N LINES)	SHEET 496	E

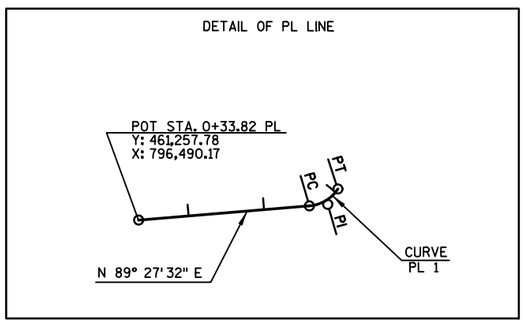


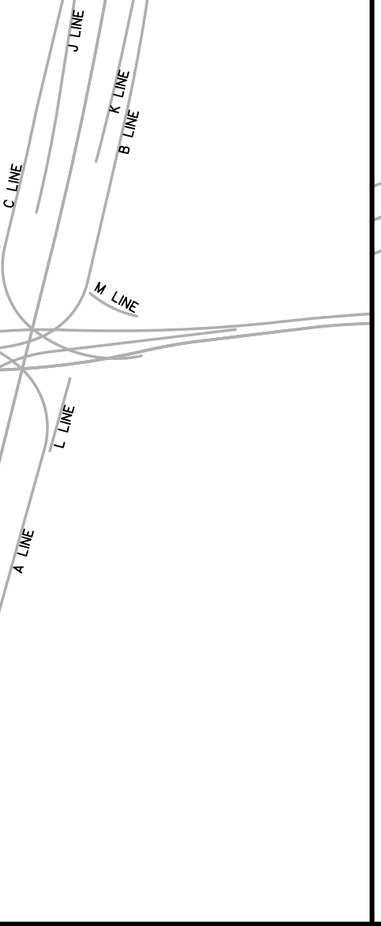
CURVE = KR 1
P.I. = 62+96.50 KR
Y = 461,377.85
X = 796,732.07
DELTA = 16° 42' 54.82" (LT)
D = 15° 16' 43.95"
T = 55.09
L = 109.40
R = 375.00
P.C. = 62+41.41 KR
Y = 461,322.90
X = 796,728.13
P.T. = 63+50.81 KR
Y = 461,431.61
X = 796,720.03

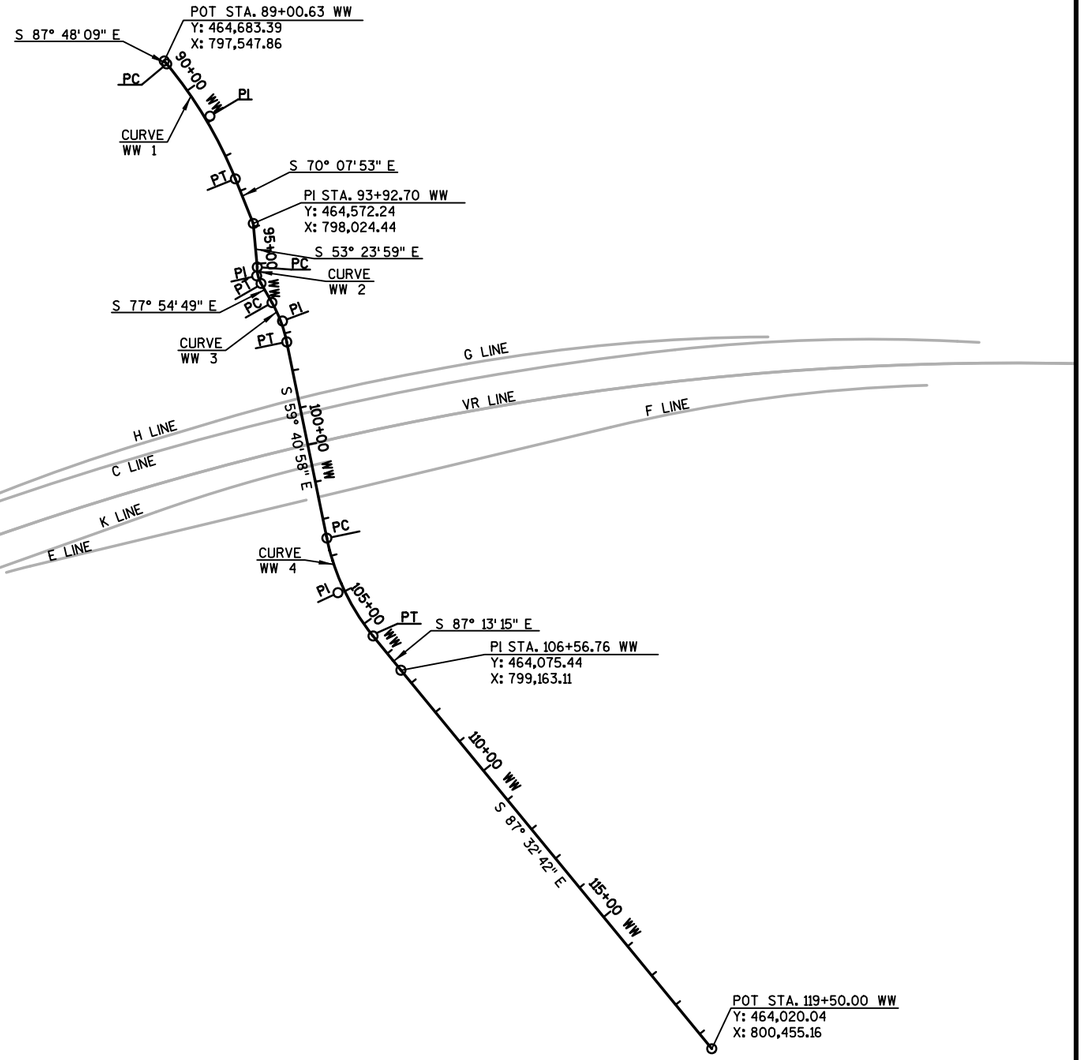
CURVE = NR 4
P.I. = 24+04.48 NR
Y = 461,133.11
X = 796,772.13
DELTA = 37° 56' 08.78" (RT)
D = 19° 05' 54.94"
T = 103.11
L = 198.63
R = 300.00
P.C. = 23+01.37 NR
Y = 461,058.84
X = 796,843.66
P.T. = 25+00.00 NR
Y = 461,235.66
X = 796,761.37

CURVE = PL 1
P.I. = 2+84.42 PL
Y = 461,260.15
X = 796,740.75
DELTA = 51° 52' 50.54" (LT)
D = 114° 35' 29.61"
T = 24.32
L = 45.27
R = 50.00
P.C. = 2+60.09 PL
Y = 461,259.92
X = 796,716.43
P.T. = 3+05.37 PL
Y = 461,279.42
X = 796,755.59









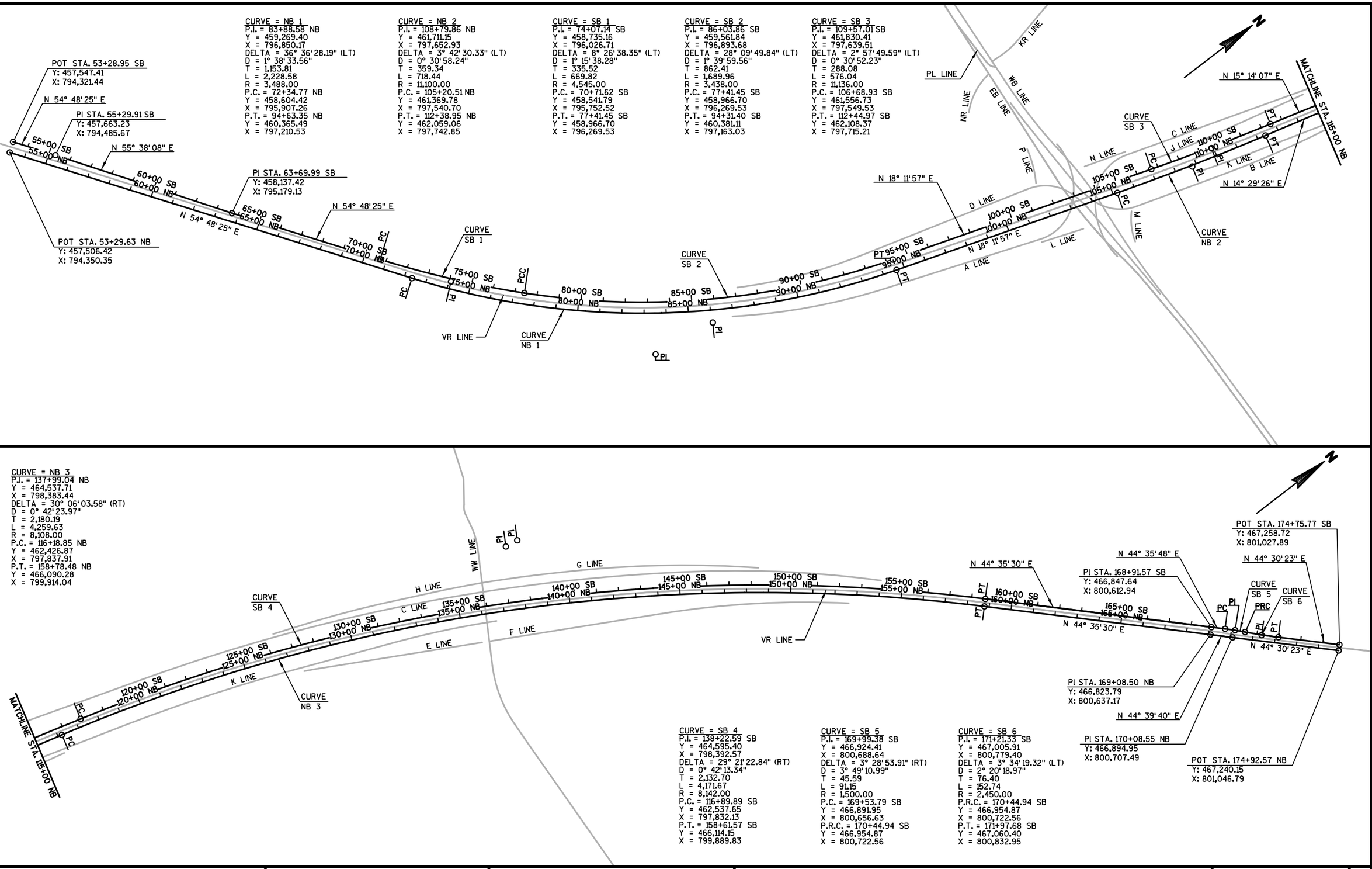
CURVE = WW 1
P.I. = 90+89.86 WW
Y = 464,676.13
X = 797,736.95
DELTA = 17° 40' 16.25" (RT)
D = 4° 58' 56.07"
T = 178.76
L = 354.68
R = 1,150.00
P.C. = 89+11.10 WW
Y = 464,682.99
X = 797,558.32
P.T. = 92+65.78 WW
Y = 464,615.38
X = 797,905.07

CURVE = WW 2
P.I. = 95+31.63 WW
Y = 464,486.56
X = 798,133.46
DELTA = 33° 55' 09.61" (LT)
D = 75° 23' 21.06"
T = 23.18
L = 44.99
R = 76.00
P.C. = 95+08.45 WW
Y = 464,503.23
X = 798,117.36
P.T. = 95+53.44 WW
Y = 464,481.70
X = 798,156.12

CURVE = WW 3
P.I. = 96+67.67 WW
Y = 464,457.79
X = 798,267.82
DELTA = 18° 13' 50.97" (RT)
D = 16° 22' 12.80"
T = 56.16
L = 111.37
R = 350.00
P.C. = 96+11.51 WW
Y = 464,469.54
X = 798,212.90
P.T. = 97+22.88 WW
Y = 464,429.44
X = 798,316.29

CURVE = WW 4
P.I. = 103+98.84 WW
Y = 464,088.22
X = 798,899.82
DELTA = 27° 32' 17.33" (LT)
D = 9° 32' 57.47"
T = 147.03
L = 288.38
R = 600.00
P.C. = 102+51.81 WW
Y = 464,162.44
X = 798,772.89
P.T. = 105+40.19 WW
Y = 464,081.09
X = 799,046.67

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ALIGNMENT PLAN - SIDE ROADS (KR, NR, PL, SW, & WW LINES)	SHEET 497	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	ALIGNMENT PLAN - MAINLINE PGL'S (NB AND SB LINES)	SHEET 498	E

PT#	Y	X	DESCRIPTION
100	457,156.87	794,646.56	5/8" REBAR
101	460,070.75	795,818.43	5/8" REBAR
102	461,152.47	799,475.86	MAG. NL
103	461,566.14	797,041.67	MAG. NL

2

2

N

SCALE, FEET 0 250 500

FITCHRONA ROAD

CP 100

CP 101

NESBITT ROAD

LIMESTONE LANE

HARDROCK ROAD

CTH PD (McKEE ROAD)

KAPEC ROAD

ANTON DRIVE

CP103

MATCHLINE 925+00 VR

USH 18/151 (VERONA ROAD)

SPROCKET DRIVE

N

WILLIAMSBURG WAY

ANTON DRIVE

MATCHLINE 925+00 VR

RAYMOND ROAD

USH 18/151 (VERONA ROAD)

EAST VERONA ROAD FRONTAGE ROAD

COMMERCE PARK DRIVE

CP102

CTH PD (McKEE ROAD)

SPOKE DRIVE

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CONTROL POINT SHEET	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\027301_cp.dgn PLOT DATE : 1/23/2018 PLOT BY : _username_ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

1206-08-77

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Pavement	SY	8,350.000	8,350.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	4,850.000	4,850.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	13,800.000	13,800.000
0008	204.0150	Removing Curb & Gutter	LF	11,080.000	11,080.000
0010	204.0155	Removing Concrete Sidewalk	SY	1,128.000	1,128.000
0012	204.0180	Removing Delineators and Markers	EACH	246.000	246.000
0014	204.0195	Removing Concrete Bases	EACH	35.000	35.000
0016	204.0210	Removing Manholes	EACH	11.000	11.000
0018	204.0220	Removing Inlets	EACH	81.000	81.000
0020	204.0245	Removing Storm Sewer (size) 001. 12-Inch	LF	2,170.000	2,170.000
0022	204.0245	Removing Storm Sewer (size) 002. 15-Inch	LF	270.000	270.000
0024	204.0245	Removing Storm Sewer (size) 003. 18-Inch	LF	1,088.000	1,088.000
0026	204.0245	Removing Storm Sewer (size) 004. 24-Inch	LF	828.000	828.000
0028	204.0245	Removing Storm Sewer (size) 005. 30-Inch	LF	395.000	395.000
0030	204.0245	Removing Storm Sewer (size) 006. 19x30-Inch HERCP	LF	15.000	15.000
0032	204.0280	Sealing Pipes	EACH	18.000	18.000
0034	204.0291.S	Abandoning Sewer	CY	16.500	16.500
0036	204.9060.S	Removing (item description) 001. Swing Gate	EACH	3.000	3.000
0038	204.9060.S	Removing (item description) 003. Barricades Type III	EACH	9.000	9.000
0040	204.9060.S	Removing (item description) 004. Apron Endwalls	EACH	9.000	9.000
0042	204.9060.S	Removing (item description) 005. Existing Sign Cover	EACH	13.000	13.000
0044	205.0100	Excavation Common	CY	233,235.000	233,235.000
0046	206.1000	Excavation for Structures Bridges (structure) 001. B-13-831	LS	1.000	1.000
0048	206.1000	Excavation for Structures Bridges (structure) 002. B-13-832	LS	1.000	1.000
0050	209.2100	Backfill Granular Grade 2	CY	8,517.000	8,517.000
0052	211.0100	Prepare Foundation for Asphaltic Paving (project) 001. 1206-08-77	LS	1.000	1.000
0054	211.0200	Prepare Foundation for Concrete Pavement (project) 001. 1206-08-77	LS	1.000	1.000
0056	213.0100	Finishing Roadway (project) 001. 1206-08-77	EACH	1.000	1.000
0058	305.0110	Base Aggregate Dense 3/4-Inch	TON	5,870.000	5,870.000
0060	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	48,045.000	48,045.000
0062	305.0130	Base Aggregate Dense 3-Inch	TON	1,220.000	1,220.000
0064	312.0110	Select Crushed Material	TON	109,357.000	109,357.000
0066	312.0115	Select Crushed Material	CY	330.000	330.000
0068	405.0100	Coloring Concrete WisDOT Red	CY	30.000	30.000
0070	415.0100	Concrete Pavement 10-Inch	SY	85,160.000	85,160.000
0072	415.0410	Concrete Pavement Approach Slab	SY	392.000	392.000
0074	415.1100	Concrete Pavement HES 10-Inch	SY	290.000	290.000

1206-08-77

Line	Item	Item Description	Unit	Total	Qty
0076	415.5110.S	Concrete Pavement Joint Layout 001. 1206-08-77	LS	1.000	1.000
0078	416.0170	Concrete Driveway 7-Inch	SY	90.000	90.000
0080	416.0190	Concrete Driveway 9-Inch	SY	380.000	380.000
0082	416.0270	Concrete Driveway HES 7-Inch	SY	45.000	45.000
0084	416.0290	Concrete Driveway HES 9-Inch	SY	20.000	20.000
0086	416.0512	Concrete Truck Apron 12-Inch	SY	35.000	35.000
0088	416.0610	Drilled Tie Bars	EACH	96.000	96.000
0090	416.0620	Drilled Dowel Bars	EACH	631.000	631.000
0092	416.1110	Concrete Shoulder Rumble Strips	LF	32,250.000	32,250.000
0094	416.1715	Concrete Pavement Repair SHES	SY	61.000	61.000
0096	416.1725	Concrete Pavement Replacement SHES	SY	251.000	251.000
0098	440.4410	Incentive IRI Ride	DOL	44,645.000	44,645.000
0100	450.4000	HMA Cold Weather Paving	TON	463.000	463.000
0102	455.0605	Tack Coat	GAL	8,642.000	8,642.000
0104	460.2000	Incentive Density HMA Pavement	DOL	14,530.000	14,530.000
0106	460.6223	HMA Pavement 3 MT 58-28 S	TON	5,542.000	5,542.000
0108	460.6424	HMA Pavement 4 MT 58-28 H	TON	17,107.000	17,107.000
0110	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	111.000	111.000
0112	465.0125	Asphaltic Surface Temporary	TON	2,575.000	2,575.000
0114	465.0310	Asphaltic Curb	LF	975.000	975.000
0116	465.0400	Asphaltic Shoulder Rumble Strips	LF	3,000.000	3,000.000
0118	495.1000.S	Cold patch	TON	10.000	10.000
0120	501.1000.S	Ice Hot Weather Concreting	LB	14,910.000	14,910.000
0122	502.0100	Concrete Masonry Bridges **P**	CY	891.000	891.000
0124	502.3100	Expansion Device (structure) 001. B-13-831	LS	1.000	1.000
0126	502.3100	Expansion Device (structure) 002. B-13-832	LS	1.000	1.000
0128	502.3200	Protective Surface Treatment **P**	SY	5,579.000	5,579.000
0130	502.3210	Pigmented Surface Sealer **P**	SY	2,246.000	2,246.000
0132	503.0172	Prestressed Girder Type I 72W-Inch	LF	7,240.000	7,240.000
0134	504.0500	Concrete Masonry Retaining Walls **P**	CY	1,557.000	1,557.000
0136	505.0400	Bar Steel Reinforcement HS Structures **P**	LB	43,440.000	43,440.000
0138	505.0600	Bar Steel Reinforcement HS Coated Structures **P**	LB	691,880.000	691,880.000
0140	505.0800.S	Bar Steel Reinforcement HS Stainless Structures **P**	LB	4,540.000	4,540.000
0142	506.0105	Structural Steel Carbon	LB	4,320.000	4,320.000
0144	506.2605	Bearing Pads Elastomeric Non-Laminated **P**	EACH	44.000	44.000
0146	506.2610	Bearing Pads Elastomeric Laminated **P**	EACH	44.000	44.000
0148	506.3004	Welded Stud Shear Connectors 3/4x4-Inch	EACH	3,076.000	3,076.000
0150	506.4000	Steel Diaphragms (structure) 001. B-13-831	EACH	45.000	45.000
0152	506.4000	Steel Diaphragms (structure) 002. B-13-832	EACH	37.000	37.000
0154	511.1200	Temporary Shoring (structure) 001. B-13-831	SF	1,590.000	1,590.000

Line	Item	Item Description	Unit	Total	Qty
0156	511.1200	Temporary Shoring (structure) 002. B-13-832	SF	780.000	780.000
0158	511.1200	Temporary Shoring (structure) 003. R-13-266	SF	1,900.000	1,900.000
0160	511.1200	Temporary Shoring (structure) 004. R-13-267	SF	500.000	500.000
0162	513.8016	Railing Steel Pedestrian Type C3 001. R-13-266	LF	185.000	185.000
0164	513.8016	Railing Steel Pedestrian Type C3 002. R-13-267	LF	182.000	182.000
0166	516.0500	Rubberized Membrane Waterproofing	SY	248.000	248.000
0168	517.1010.S	Concrete Staining (structure) 001. B-13-831 **P**	SF	14,890.000	14,890.000
0170	517.1010.S	Concrete Staining (structure) 002. B-13-832 **P**	SF	14,280.000	14,280.000
0172	517.1010.S	Concrete Staining (structure) 003. R-13-266 **P**	SF	30,517.000	30,517.000
0174	517.1010.S	Concrete Staining (structure) 004. R-13-267 **P**	SF	27,823.000	27,823.000
0176	517.1010.S	Concrete Staining (structure) 005. S-13-444 **P**	SF	400.000	400.000
0178	517.1010.S	Concrete Staining (structure) 006. S-13-453 **P**	SF	310.000	310.000
0180	517.1050.S	Architectural Surface Treatment (structure) 001. B-13-831 **P**	SF	1,430.000	1,430.000
0182	517.1050.S	Architectural Surface Treatment (structure) 002. B-13-832 **P**	SF	1,100.000	1,100.000
0184	517.1050.S	Architectural Surface Treatment (structure) 003. R-13-266 **P**	SF	20,320.000	20,320.000
0186	517.1050.S	Architectural Surface Treatment (structure) 004. R-13-267 **P**	SF	19,694.000	19,694.000
0188	517.1050.S	Architectural Surface Treatment (structure) 005. S-13-444 **P**	SF	400.000	400.000
0190	517.1050.S	Architectural Surface Treatment (structure) 006. S-13-453 **P**	SF	235.000	235.000
0192	520.2012	Culvert Pipe Temporary 12-Inch	LF	124.000	124.000
0194	520.8000	Concrete Collars for Pipe	EACH	78.000	78.000
0196	550.0020	Pre-Boring Rock or Consolidated Materials	LF	1,070.000	1,070.000
0198	550.1140	Piling Steel HP 14-Inch X 73 Lb	LF	2,025.000	2,025.000
0200	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	315.000	315.000
0202	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	360.000	360.000
0204	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	4,742.000	4,742.000
0206	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	5,380.000	5,380.000
0208	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	10,201.000	10,201.000
0210	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	5.000	5.000
0212	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	132.000	132.000
0214	601.0600	Concrete Curb Pedestrian	LF	362.000	362.000
0216	602.0410	Concrete Sidewalk 5-Inch	SF	32,430.000	32,430.000
0218	602.0415	Concrete Sidewalk 6-Inch	SF	2,115.000	2,115.000
0220	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	496.000	496.000
0222	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	96.000	96.000

1206-08-77

Line	Item	Item Description	Unit	Total	Qty
0224	603.1142	Concrete Barrier Type S42	LF	9,748.000	9,748.000
0226	603.1442	Concrete Barrier Type S42C	LF	1,066.000	1,066.000
0228	603.8125	Concrete Barrier Temporary Precast Installed	LF	2,113.000	2,113.000
0230	604.0600	Slope Paving Select Crushed Material **P**	SY	1,020.000	1,020.000
0232	608.0005	Storm Sewer Rock Excavation	CY	95.900	95.900
0234	608.0112	Relaid Storm Sewer 12-Inch	LF	101.000	101.000
0236	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	5,430.000	5,430.000
0238	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	1,182.000	1,182.000
0240	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	2,148.000	2,148.000
0242	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	2,385.000	2,385.000
0244	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	251.000	251.000
0246	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	23.000	23.000
0248	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	96.000	96.000
0250	608.2414	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	104.000	104.000
0252	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	89.000	89.000
0254	611.0420	Reconstructing Manholes	EACH	4.000	4.000
0256	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0258	611.0530	Manhole Covers Type J	EACH	12.000	12.000
0260	611.0535	Manhole Covers Type J-Special	EACH	3.000	3.000
0262	611.0545	Manhole Covers Type L	EACH	1.000	1.000
0264	611.0600	Inlet Covers Type A	EACH	6.000	6.000
0266	611.0606	Inlet Covers Type B	EACH	4.000	4.000
0268	611.0610	Inlet Covers Type BW	EACH	7.000	7.000
0270	611.0624	Inlet Covers Type H	EACH	74.000	74.000
0272	611.0627	Inlet Covers Type HM	EACH	35.000	35.000
0274	611.0636	Inlet Covers Type HM-S	EACH	2.000	2.000
0276	611.0639	Inlet Covers Type H-S	EACH	24.000	24.000
0278	611.0642	Inlet Covers Type MS	EACH	6.000	6.000
0280	611.0651	Inlet Covers Type S	EACH	10.000	10.000
0282	611.0652	Inlet Covers Type T	EACH	1.000	1.000
0284	611.0654	Inlet Covers Type V	EACH	71.000	71.000
0286	611.2003	Manholes 3-FT Diameter	EACH	8.000	8.000

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Line	Item	Item Description	Unit	Total	Qty
0288	611.2004	Manholes 4-FT Diameter	EACH	37.000	37.000
0290	611.2005	Manholes 5-FT Diameter	EACH	9.000	9.000
0292	611.2006	Manholes 6-FT Diameter	EACH	4.000	4.000
0294	611.2007	Manholes 7-FT Diameter	EACH	2.000	2.000
0296	611.2008	Manholes 8-FT Diameter	EACH	2.000	2.000
0298	611.3220	Inlets 2x2-FT	EACH	77.000	77.000
0300	611.3225	Inlets 2x2.5-FT	EACH	4.000	4.000
0302	611.3230	Inlets 2x3-FT	EACH	78.000	78.000
0304	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
0306	611.3902	Inlets Median 2 Grate	EACH	2.000	2.000
0308	611.8110	Adjusting Manhole Covers	EACH	8.000	8.000
0310	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0312	611.8120.S	Cover Plates Temporary	EACH	46.000	46.000
0314	611.9710	Salvaged Inlet Covers	EACH	6.000	6.000
0316	611.9900.S	Drain Slotted Vane	EACH	110.000	110.000
0318	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	230.000	230.000
0320	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	3,940.000	3,940.000
0322	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	1.000	1.000
0324	614.2300	MGS Guardrail 3	LF	115.000	115.000
0326	614.2500	MGS Thrie Beam Transition	LF	40.000	40.000
0328	614.2610	MGS Guardrail Terminal EAT	EACH	1.000	1.000
0330	618.0100	Maintenance And Repair of Haul Roads (project) 001. 1206-08-77	EACH	1.000	1.000
0332	619.1000	Mobilization	EACH	1.000	1.000
0334	620.0200	Concrete Median Blunt Nose	SF	690.000	690.000
0336	620.0300	Concrete Median Sloped Nose	SF	2,347.000	2,347.000
0338	621.1200	Landmark Reference Monuments and Aluminum Covers	EACH	3.000	3.000
0340	623.0200	Dust Control Surface Treatment	SY	143,340.000	143,340.000
0342	624.0100	Water	MGAL	1,187.000	1,187.000
0344	625.0100	Topsoil	SY	10,213.000	10,213.000
0346	625.0500	Salvaged Topsoil	SY	12,188.000	12,188.000
0348	627.0200	Mulching	SY	275.000	275.000
0350	628.1504	Silt Fence	LF	401.000	401.000
0352	628.1520	Silt Fence Maintenance	LF	731.000	731.000
0354	628.1905	Mobilizations Erosion Control	EACH	33.000	33.000
0356	628.1910	Mobilizations Emergency Erosion Control	EACH	17.000	17.000
0358	628.2004	Erosion Mat Class I Type B	SY	4,830.000	4,830.000
0360	628.2006	Erosion Mat Urban Class I Type A	SY	5,110.000	5,110.000
0362	628.6510	Soil Stabilizer Type B	ACRE	1.000	1.000
0364	628.7005	Inlet Protection Type A	EACH	350.000	350.000

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Line	Item	Item Description	Unit	Total	Qty
0366	628.7010	Inlet Protection Type B	EACH	144.000	144.000
0368	628.7015	Inlet Protection Type C	EACH	281.000	281.000
0370	628.7020	Inlet Protection Type D	EACH	80.000	80.000
0372	628.7560	Tracking Pads	EACH	22.000	22.000
0374	628.7570	Rock Bags	EACH	10.000	10.000
0376	629.0210	Fertilizer Type B	CWT	19.400	19.400
0378	630.0120	Seeding Mixture No. 20	LB	178.000	178.000
0380	630.0130	Seeding Mixture No. 30	LB	106.000	106.000
0382	630.0140	Seeding Mixture No. 40	LB	59.000	59.000
0384	630.0200	Seeding Temporary	LB	436.000	436.000
0386	630.0400	Seeding Nurse Crop	LB	1.000	1.000
0388	631.0300	Sod Water	MGAL	301.400	301.400
0390	631.1000	Sod Lawn	SY	12,470.000	12,470.000
0392	632.0101	Trees (species) (size) (root) 001. Coffeetree, 'Expresso', B&B, 2.5" Cal.	EACH	1.000	1.000
0394	632.0101	Trees (species) (size) (root) 002. Catalpa, Northern, B&B, 2.5" Cal.	EACH	1.000	1.000
0396	632.0101	Trees (species) (size) (root) 003. Elm, 'Accolade', B&B, 2.5" Cal.	EACH	2.000	2.000
0398	632.0101	Trees (species) (size) (root) 004. Elm, American 'Princeton', B&B, 2.5" Cal.	EACH	3.000	3.000
0400	632.0101	Trees (species) (size) (root) 005. Elm, 'New Horizon', B&B, 2.5" Cal.	EACH	1.000	1.000
0402	632.0101	Trees (species) (size) (root) 006. Honeylocust, 'Street Keeper', B&B, 2.5" Cal.	EACH	11.000	11.000
0404	632.0101	Trees (species) (size) (root) 007. Oak, Regal Prince, B&B, 2.5" Cal.	EACH	9.000	9.000
0406	632.0101	Trees (species) (size) (root) 008. Oak, Schuettes, B&B, 2.5" Cal.	EACH	3.000	3.000
0408	632.0201	Shrubs (species) (size) (root) 001. Juniper, Pfitzer 'Kallay's Compact', CG, 24" Sp.	EACH	62.000	62.000
0410	632.9101	Landscape Planting Surveillance and Care Cycles	EACH	26.000	26.000
0412	633.1000	Delineator Brackets	EACH	99.000	99.000
0414	634.0412	Posts Wood 4x4-Inch X 12-FT	EACH	8.000	8.000
0416	634.0414	Posts Wood 4x4-Inch X 14-FT	EACH	22.000	22.000
0418	634.0416	Posts Wood 4x4-Inch X 16-FT	EACH	10.000	10.000
0420	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	11.000	11.000
0422	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	26.000	26.000
0424	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	18.000	18.000
0426	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	26.000	26.000
0428	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	8.000	8.000

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Line	Item	Item Description	Unit	Total	Qty
0430	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	3.000	3.000
0432	634.0624	Posts Wood 4x6-Inch X 24-FT	EACH	1.000	1.000
0434	635.0200	Sign Supports Structural Steel HS	LB	1,924.000	1,924.000
0436	636.0100	Sign Supports Concrete Masonry **P**	CY	65.200	65.200
0438	636.0500	Sign Supports Steel Reinforcement	LB	196.000	196.000
0440	636.1000	Sign Supports Steel Reinforcement HS **P**	LB	4,430.000	4,430.000
0442	636.1500	Sign Supports Steel Coated Reinforcement HS **P**	LB	7,480.000	7,480.000
0444	637.1220	Signs Type I Reflective SH	SF	1,223.000	1,223.000
0446	637.1230	Signs Type I Reflective F	SF	127.500	127.500
0448	637.2210	Signs Type II Reflective H	SF	1,292.360	1,292.360
0450	637.2215	Signs Type II Reflective H Folding	SF	178.200	178.200
0452	637.2230	Signs Type II Reflective F	SF	334.250	334.250
0454	638.2102	Moving Signs Type II	EACH	24.000	24.000
0456	638.2602	Removing Signs Type II	EACH	79.000	79.000
0458	638.3000	Removing Small Sign Supports	EACH	69.000	69.000
0460	638.3150	Removing Overhead Sign Supports Cantilever (structure) 001. S-13-357	EACH	1.000	1.000
0462	638.3150	Removing Overhead Sign Supports Cantilever (structure) 002. S-13-358	EACH	1.000	1.000
0464	638.3210	Revising Signs Type I Demountable	EACH	1.000	1.000
0466	641.1200	Sign Bridge Cantilevered (structure) 006. S-13-444	LS	1.000	1.000
0468	641.6600	Sign Bridge (structure) 001. S-13-453	LS	1.000	1.000
0470	641.8100	Overhead Sign Support (structure) 001. S-13-443	LS	1.000	1.000
0472	641.8100	Overhead Sign Support (structure) 002. S-13-452	LS	1.000	1.000
0474	642.5401	Field Office Type D	EACH	1.000	1.000
0476	643.0300	Traffic Control Drums	DAY	134,509.000	134,509.000
0478	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0480	643.0420	Traffic Control Barricades Type III	DAY	9,736.000	9,736.000
0482	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	202.000	202.000
0484	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	202.000	202.000
0486	643.0705	Traffic Control Warning Lights Type A	DAY	22,989.000	22,989.000
0488	643.0715	Traffic Control Warning Lights Type C	DAY	9,313.000	9,313.000
0490	643.0800	Traffic Control Arrow Boards	DAY	187.000	187.000
0492	643.0900	Traffic Control Signs	DAY	43,084.000	43,084.000
0494	643.0910	Traffic Control Covering Signs Type I	EACH	3.000	3.000
0496	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0498	643.1000	Traffic Control Signs Fixed Message	SF	31.750	31.750
0500	643.1050	Traffic Control Signs PCMS	DAY	376.000	376.000
0502	643.5000	Traffic Control	EACH	1.000	1.000
0504	644.1410.S	Temporary Pedestrian Surface Asphalt	SF	1,760.000	1,760.000

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Line	Item	Item Description	Unit	Total	Qty
0506	644.1601.S	Temporary Curb Ramp	EACH	6.000	6.000
0508	644.1616.S	Temporary Pedestrian Safety Fence	LF	1,440.000	1,440.000
0510	645.0220	Geogrid Type SR	SY	9,300.000	9,300.000
0512	646.1020	Marking Line Epoxy 4-Inch	LF	78,072.000	78,072.000
0514	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	70,122.000	70,122.000
0516	646.1555	Marking Line Grooved Contrast Permanent Tape 4-Inch	LF	9,318.000	9,318.000
0518	646.3020	Marking Line Epoxy 8-Inch	LF	7,395.000	7,395.000
0520	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	18,475.000	18,475.000
0522	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	34,965.000	34,965.000
0524	646.5020	Marking Arrow Epoxy	EACH	117.000	117.000
0526	646.5120	Marking Word Epoxy	EACH	53.000	53.000
0528	646.5220	Marking Symbol Epoxy	EACH	36.000	36.000
0530	646.6120	Marking Stop Line Epoxy 18-Inch	LF	368.000	368.000
0532	646.7120	Marking Diagonal Epoxy 12-Inch	LF	59.000	59.000
0534	646.7220	Marking Chevron Epoxy 24-Inch	LF	1,733.000	1,733.000
0536	646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	LF	742.000	742.000
0538	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	952.000	952.000
0540	646.7520	Marking Crosswalk Epoxy Ladder Pattern 24-Inch	LF	435.000	435.000
0542	646.8120	Marking Curb Epoxy	LF	123.000	123.000
0544	646.8220	Marking Island Nose Epoxy	EACH	12.000	12.000
0546	646.9000	Marking Removal Line 4-Inch	LF	17,913.000	17,913.000
0548	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	29,863.000	29,863.000
0550	646.9100	Marking Removal Line 8-Inch	LF	2,259.000	2,259.000
0552	646.9110	Marking Removal Line Water Blasting 8-Inch	LF	2,497.000	2,497.000
0554	646.9200	Marking Removal Line Wide	LF	488.000	488.000
0556	646.9210	Marking Removal Line Water Blasting Wide	LF	115.000	115.000
0558	646.9300	Marking Removal Special Marking	EACH	18.000	18.000
0560	646.9310	Marking Removal Special Marking Water Blasting	EACH	29.000	29.000
0562	649.0105	Temporary Marking Line Paint 4-Inch	LF	106,226.000	106,226.000
0564	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	13,102.000	13,102.000
0566	649.0205	Temporary Marking Line Paint 8-Inch	LF	3,880.000	3,880.000
0568	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	3,755.000	3,755.000
0570	649.0505	Temporary Marking Arrow Paint	EACH	12.000	12.000
0572	649.0520	Temporary Marking Arrow Epoxy	EACH	6.000	6.000
0574	649.0550	Temporary Marking Arrow Removable Tape	EACH	2.000	2.000
0576	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	452.000	452.000
0578	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	357.000	357.000
0580	650.4000	Construction Staking Storm Sewer	EACH	232.000	232.000
0582	650.4500	Construction Staking Subgrade	LF	19,242.000	19,242.000
0584	650.5000	Construction Staking Base	LF	6,744.000	6,744.000

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Line	Item	Item Description	Unit	Total	Qty
0586	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	10,289.000	10,289.000
0588	650.6500	Construction Staking Structure Layout (structure) 001. B-13-831	LS	1.000	1.000
0590	650.6500	Construction Staking Structure Layout (structure) 002. B-13-832	LS	1.000	1.000
0592	650.6500	Construction Staking Structure Layout (structure) 003. R-13-266	LS	1.000	1.000
0594	650.6500	Construction Staking Structure Layout (structure) 004. R-13-267	LS	1.000	1.000
0596	650.6500	Construction Staking Structure Layout (structure) 005. S-13-443	LS	1.000	1.000
0598	650.6500	Construction Staking Structure Layout (structure) 006. S-13-444	LS	1.000	1.000
0600	650.6500	Construction Staking Structure Layout (structure) 007. S-13-452	LS	1.000	1.000
0602	650.6500	Construction Staking Structure Layout (structure) 008. S-13-453	LS	1.000	1.000
0604	650.7000	Construction Staking Concrete Pavement	LF	12,622.000	12,622.000
0606	650.8000	Construction Staking Resurfacing Reference	LF	34,700.000	34,700.000
0608	650.8500	Construction Staking Electrical Installations (project) 001. 1206-08-77	LS	1.000	1.000
0610	650.9000	Construction Staking Curb Ramps	EACH	46.000	46.000
0612	650.9910	Construction Staking Supplemental Control (project) 001. 1206-08-77	LS	1.000	1.000
0614	650.9920	Construction Staking Slope Stakes	LF	4,039.000	4,039.000
0616	652.0110	Conduit Rigid Metallic 1-Inch	LF	1,066.000	1,066.000
0618	652.0125	Conduit Rigid Metallic 2-Inch	LF	1,444.000	1,444.000
0620	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	9,128.000	9,128.000
0622	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	6,930.000	6,930.000
0624	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	190.000	190.000
0626	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	1,611.000	1,611.000
0628	652.0605	Conduit Special 2-Inch	LF	84.000	84.000
0630	652.0615	Conduit Special 3-Inch	LF	180.000	180.000
0632	652.0700.S	Install Conduit into Existing Item	EACH	55.000	55.000
0634	652.0800	Conduit Loop Detector	LF	2,803.000	2,803.000
0636	652.0900	Loop Detector Slots	LF	407.000	407.000
0638	653.0154	Pull Boxes Non-Conductive 24x36-Inch	EACH	11.000	11.000
0640	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	26.000	26.000
0642	653.0220	Junction Boxes 18x6x6-Inch	EACH	2.000	2.000
0644	653.0222	Junction Boxes 18x12x6-Inch	EACH	14.000	14.000
0646	653.0900	Adjusting Pull Boxes	EACH	28.000	28.000
0648	653.0905	Removing Pull Boxes	EACH	21.000	21.000

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Line	Item	Item Description	Unit	Total	Qty
0650	654.0101	Concrete Bases Type 1	EACH	26.000	26.000
0652	654.0102	Concrete Bases Type 2	EACH	8.000	8.000
0654	654.0105	Concrete Bases Type 5	EACH	26.000	26.000
0656	654.0106	Concrete Bases Type 6	EACH	17.000	17.000
0658	654.0110	Concrete Bases Type 10	EACH	2.000	2.000
0660	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	3.000	3.000
0662	654.1180	Concrete Bases Camera Pole 80-FT	EACH	1.000	1.000
0664	654.1239	Concrete Control Cabinet Bases ITS	EACH	1.000	1.000
0666	655.0220	Cable Traffic Signal 4-14 AWG	LF	820.000	820.000
0668	655.0230	Cable Traffic Signal 5-14 AWG	LF	10,572.000	10,572.000
0670	655.0240	Cable Traffic Signal 7-14 AWG	LF	5,393.000	5,393.000
0672	655.0250	Cable Traffic Signal 9-14 AWG	LF	180.000	180.000
0674	655.0260	Cable Traffic Signal 12-14 AWG	LF	1,623.000	1,623.000
0676	655.0270	Cable Traffic Signal 15-14 AWG	LF	5,915.000	5,915.000
0678	655.0280	Cable Traffic Signal 19-14 AWG	LF	787.000	787.000
0680	655.0305	Cable Type UF 2-12 AWG Grounded	LF	510.000	510.000
0682	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	17,206.000	17,206.000
0684	655.0610	Electrical Wire Lighting 12 AWG	LF	16,921.000	16,921.000
0686	655.0615	Electrical Wire Lighting 10 AWG	LF	34,748.000	34,748.000
0688	655.0620	Electrical Wire Lighting 8 AWG	LF	22,111.000	22,111.000
0690	655.0625	Electrical Wire Lighting 6 AWG	LF	29,633.000	29,633.000
0692	655.0630	Electrical Wire Lighting 4 AWG	LF	2,100.000	2,100.000
0694	655.0700	Loop Detector Lead In Cable	LF	47,866.000	47,866.000
0696	655.0800	Loop Detector Wire	LF	23,405.000	23,405.000
0698	656.0500	Electrical Service Breaker Disconnect Box (location) 001. CB-ITS-1	LS	1.000	1.000
0700	657.0100	Pedestal Bases	EACH	27.000	27.000
0702	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	53.000	53.000
0704	657.0310	Poles Type 3	EACH	8.000	8.000
0706	657.0322	Poles Type 5-Aluminum	EACH	15.000	15.000
0708	657.0327	Poles Type 6-Aluminum	EACH	17.000	17.000
0710	657.0410	Traffic Signal Standards Aluminum 9-FT	EACH	5.000	5.000
0712	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	21.000	21.000
0714	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	1.000	1.000
0716	657.0590	Trombone Arms 20-FT	EACH	1.000	1.000
0718	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	44.000	44.000
0720	657.0615	Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT	EACH	27.000	27.000
0722	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	8.000	8.000
0724	657.0714	Luminaire Arms Truss Type 4-Inch Clamp 15-FT	EACH	4.000	4.000
0726	657.1345	Install Poles Type 9	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0728	657.1350	Install Poles Type 10	EACH	1.000	1.000
0730	657.1530	Install Monotube Arms 30-FT	EACH	2.000	2.000
0732	657.1808	Install Luminaire Arms Steel 8-FT	EACH	2.000	2.000
0734	657.6005	Anchor Assemblies Light Poles on Structures	EACH	10.000	10.000
0736	658.0173	Traffic Signal Face 3S 12-Inch	EACH	85.000	85.000
0738	658.0174	Traffic Signal Face 4S 12-Inch	EACH	2.000	2.000
0740	658.0416	Pedestrian Signal Face 16-Inch	EACH	36.000	36.000
0742	658.0500	Pedestrian Push Buttons	EACH	32.000	32.000
0744	658.5069	Signal Mounting Hardware (location) 001. CTH PD & Commerce Park Drive	LS	1.000	1.000
0746	658.5069	Signal Mounting Hardware (location) 002. Verona Road & Williamsburg Way	LS	1.000	1.000
0748	658.5069	Signal Mounting Hardware (location) 003. Verona Road & CTH PD	LS	1.000	1.000
0750	659.1125	Luminaires Utility LED C	EACH	43.000	43.000
0752	661.0200	Temporary Traffic Signals for Intersections (location) 001. CTH PD & Commerce Park Drive	LS	1.000	1.000
0754	670.0100	Field System Integrator	LS	1.000	1.000
0756	670.0200	ITS Documentation	LS	1.000	1.000
0758	671.0300	Fiber Optic Cable Marker	EACH	2.000	2.000
0760	673.0200	Tracer Wire Marker Posts	EACH	8.000	8.000
0762	673.0200.S	Install ITS Field Cabinet	EACH	1.000	1.000
0764	674.0200	Cable Microwave Detector	LF	3,040.000	3,040.000
0766	674.0300	Remove Cable	LF	405.000	405.000
0768	675.0300	Install Mounted Controller Microwave Detector Assembly	EACH	6.000	6.000
0770	677.0180	Install Camera Pole 80-FT	EACH	1.000	1.000
0772	677.0200	Install Camera Assembly	EACH	1.000	1.000
0774	678.0012	Install Fiber Optic Cable Outdoor Plant 12-CT	LF	8,606.000	8,606.000
0776	678.0036	Install Fiber Optic Cable Outdoor Plant 36-CT	LF	3,475.000	3,475.000
0778	678.0072	Install Fiber Optic Cable Outdoor Plant 72-CT	LF	6,370.000	6,370.000
0780	678.0200	Fiber Optic Splice Enclosure	EACH	7.000	7.000
0782	678.0300	Fiber Optic Splice	EACH	108.000	108.000
0784	678.0400	Fiber Optic Termination	EACH	72.000	72.000
0786	678.0500	Communication System Testing	LS	1.000	1.000
0788	678.0600	Install Ethernet Switches	EACH	5.000	5.000
0790	678.0700	Install Wireless Antennas	EACH	2.000	2.000
0792	690.0150	Sawing Asphalt	LF	21,303.000	21,303.000
0794	690.0250	Sawing Concrete	LF	2,414.000	2,414.000
0796	715.0415	Incentive Strength Concrete Pavement	DOL	25,635.000	25,635.000
0798	715.0502	Incentive Strength Concrete Structures	DOL	26,598.000	26,598.000

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Line	Item	Item Description	Unit	Total	Qty
0800	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	3,200.000	3,200.000
0802	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,000.000	6,000.000
0804	SPV.0035	Special 001. Roadway Embankment	CY	128,885.000	128,885.000
0806	SPV.0035	Special 002. Excavation Special	CY	350.000	350.000
0808	SPV.0035	Special 300. High Performance Concrete (HPC) Masonry Superstructures **P**	CY	1,985.000	1,985.000
0810	SPV.0035	Special 500. Planting Mixture	CY	408.000	408.000
0812	SPV.0035	Special 501. Topsoil Special	CY	77.000	77.000
0814	SPV.0045	Special 001. Traffic Control Surveillance and Maintenance	DAY	437.000	437.000
0816	SPV.0060	Special 001. Utility Line Opening (ULO)	EACH	10.000	10.000
0818	SPV.0060	Special 002. Maintenance of Permanent Crash Cushions Placed By Others	EACH	4.000	4.000
0820	SPV.0060	Special 003. Posts Round Tubular Steel 2 3/8-Inch x 8-FT	EACH	4.000	4.000
0822	SPV.0060	Special 004. Posts Round Tubular Steel 2 3/8-Inch x 10-FT	EACH	11.000	11.000
0824	SPV.0060	Special 005. Posts Round Tubular Steel 2 3/8-Inch x 12-FT	EACH	4.000	4.000
0826	SPV.0060	Special 006. V-Loc Base	EACH	19.000	19.000
0828	SPV.0060	Special 007. Department Owned Crash Cushion Temporary	EACH	6.000	6.000
0830	SPV.0060	Special 047. Inlets Type AZ	EACH	3.000	3.000
0832	SPV.0060	Special 048. Inlets Type VR1312	EACH	1.000	1.000
0834	SPV.0060	Special 049. Inlets Type C4691	EACH	1.000	1.000
0836	SPV.0060	Special 050. Inlets Type FLI	EACH	2.000	2.000
0838	SPV.0060	Special 051. Inlet Protection Type FLI	EACH	2.000	2.000
0840	SPV.0060	Special 052. Inlet Covers, Flat Temporary	EACH	15.000	15.000
0842	SPV.0060	Special 053. Storm Sewer Tap	EACH	48.000	48.000
0844	SPV.0060	Special 054. Inlet Covers Type FLI	EACH	2.000	2.000
0846	SPV.0060	Special 055. Inlet Covers Type AZ	EACH	6.000	6.000
0848	SPV.0060	Special 056. Inlet Covers Type C4691	EACH	1.000	1.000
0850	SPV.0060	Special 057. Inlet Covers Type VR1312	EACH	1.000	1.000
0852	SPV.0060	Special 100. Pull Boxes, Polymer Concrete 17x30-Inch	EACH	10.000	10.000
0854	SPV.0060	Special 101. Pull Box Type I	EACH	8.000	8.000
0856	SPV.0060	Special 102. Pull Box Type III	EACH	3.000	3.000
0858	SPV.0060	Special 103. Pull Box Type V	EACH	3.000	3.000
0860	SPV.0060	Special 104. Concrete Bases Type G	EACH	4.000	4.000
0862	SPV.0060	Special 105. Concrete Bases Type LB-8	EACH	2.000	2.000
0864	SPV.0060	Special 106. Transformer Base Steel 20-Inch	EACH	1.000	1.000
0866	SPV.0060	Special 107. Traffic Signal Trombone Arms, 15-FT	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0868	SPV.0060	Special 108. Pole 30-FT 7 Gauge	EACH	1.000	1.000
0870	SPV.0060	Special 109. Install Non-Intrusive Detection	EACH	6.000	6.000
0872	SPV.0060	Special 110. Remove Wireless Antenna	EACH	6.000	6.000
0874	SPV.0060	Special 111. Relocate Wireless ITS Bluetooth Detector	EACH	3.000	3.000
0876	SPV.0060	Special 112. Remove Non-Intrusive Detection	EACH	10.000	10.000
0878	SPV.0060	Special 113. Reinstall Traffic Signal Equipment	EACH	4.000	4.000
0880	SPV.0060	Special 114. Concrete Control Cabinet Base Type 9 Special (Mod.)	EACH	1.000	1.000
0882	SPV.0060	Special 150. Luminaires Underdeck LED	EACH	8.000	8.000
0884	SPV.0060	Special 151. Luminaires Utility LED-B-City of Fitchburg	EACH	39.000	39.000
0886	SPV.0060	Special 152. Luminaires Utility LED-C-City of Fitchburg	EACH	2.000	2.000
0888	SPV.0060	Special 153. Remove Existing City-Owned Light Pole Assembly	EACH	17.000	17.000
0890	SPV.0060	Special 154. Steel Light Pole With Festoon	EACH	24.000	24.000
0892	SPV.0060	Special 155. Modify Existing Lighting Cabinet	EACH	1.000	1.000
0894	SPV.0060	Special 156. Remove Existing City-Owned Lighting Cabinet	EACH	1.000	1.000
0896	SPV.0060	Special 500. Perennials, Allim, 'Summer Beauty', CG, 1 Gal.	EACH	351.000	351.000
0898	SPV.0060	Special 501. Perennials, Black-Eyed Susan, 'Viette's Little Suzy', CG, 1 Gal.	EACH	563.000	563.000
0900	SPV.0060	Special 502. Perennials, Coneflower, 'Pixie Meadowbrite', CG, 1 Gal.	EACH	236.000	236.000
0902	SPV.0060	Special 503. Perennials, Eenie Weenie Daylily, CG, 1 Gal.	EACH	233.000	233.000
0904	SPV.0060	Special 504. Perennials, Gayfeather, Spiked 'Kobold', CG, 1 Gal.	EACH	90.000	90.000
0906	SPV.0060	Special 505. Perennials, Little Trudy Catmint, CG, 1 Gal.	EACH	310.000	310.000
0908	SPV.0060	Special 506. Perennials, Prairie Dropseed, 'Tara', CG, 1 Gal.	EACH	797.000	797.000
0910	SPV.0060	Special 507. Perennials, Sedum, 'Autumn Joy', CG, 1 Gal.	EACH	74.000	74.000
0912	SPV.0060	Special 508. Perennials, Salvia, 'Caradonna', CG, 1 Gal.	EACH	384.000	384.000
0914	SPV.0060	Special 509. Perennials, Salvia, 'Marcus', CG, 1 Gal.	EACH	301.000	301.000
0916	SPV.0060	Special 510. Perennials, Switch Grass, 'Northwind', CG, 1 Gal.	EACH	412.000	412.000
0918	SPV.0060	Special 511. Perennials, White False Indigo, CG, 1 Gal.	EACH	43.000	43.000
0920	SPV.0060	Special 600. Fire Hydrants	EACH	2.000	2.000
0922	SPV.0060	Special 601. Remove Existing Hydrant	EACH	2.000	2.000
0924	SPV.0060	Special 602. Water Valve, 6-Inch	EACH	1.000	1.000

Line	Item	Item Description	Unit	Total	Qty
0926	SPV.0060	Special 603. Water Valve, 8-Inch	EACH	2.000	2.000
0928	SPV.0060	Special 604. Adjust Existing Valve Box	EACH	16.000	16.000
0930	SPV.0060	Special 605. Remove Existing Valve Box	EACH	12.000	12.000
0932	SPV.0060	Special 606. Remove Existing Water Valve Manhole	EACH	1.000	1.000
0934	SPV.0060	Special 607. Connect to Existing Water Main	EACH	6.000	6.000
0936	SPV.0060	Special 608. Abandon Existing Water Main	EACH	3.000	3.000
0938	SPV.0060	Special 609. Water Valve, 14-Inch	EACH	2.000	2.000
0940	SPV.0060	Special 610. Remove Existing Sanitary Sewer Structure	EACH	2.000	2.000
0942	SPV.0060	Special 611. Reconstruct Existing Sanitary Sewer Structure	EACH	5.000	5.000
0944	SPV.0060	Special 612. Adjusting Sanitary Manhole Covers	EACH	9.000	9.000
0946	SPV.0060	Special 700. Baseline CPM Progress Schedule	EACH	1.000	1.000
0948	SPV.0060	Special 701. CPM Progress Schedule Updates and Accepted Revisions	EACH	20.000	20.000
0950	SPV.0075	Special 001. Street Sweeping	HRS	440.000	440.000
0952	SPV.0085	Special 001. Seeding Mixture Detention Pond, Short Grass Prairie	LB	1.000	1.000
0954	SPV.0090	Special 001. Concrete Curb & Gutter 4-Inch Sloped 5-Foot Type A	LF	624.000	624.000
0956	SPV.0090	Special 002. Concrete Curb & Gutter 24-Inch Type D	LF	4,326.000	4,326.000
0958	SPV.0090	Special 003. Concrete Curb & Gutter 32-Inch Special	LF	40.000	40.000
0960	SPV.0090	Special 005. Concrete Barrier Special Transition S42C-S56C	LF	25.000	25.000
0962	SPV.0090	Special 006. Removing Department-Owned Concrete Barrier Precast	LF	3,169.000	3,169.000
0964	SPV.0090	Special 007. Concrete Barrier Temporary Precast Delivered - Department Owned	LF	2,113.000	2,113.000
0966	SPV.0090	Special 008. Concrete Curb & Gutter 30-Inch Type D HES	LF	96.000	96.000
0968	SPV.0090	Special 009. Pedestrian Overhead Protection	LF	210.000	210.000
0970	SPV.0090	Special 010. Marking Stop Line Epoxy 24-Inch	LF	228.000	228.000
0972	SPV.0090	Special 011. Marking Crosswalk Epoxy 12-Inch	LF	883.000	883.000
0974	SPV.0090	Special 012. Removing HMA Pavement Longitudinal Joint Milling	LF	34,700.000	34,700.000
0976	SPV.0090	Special 050. Pipe Underdrain 6-Inch with Geotextile Fabric and Aggregate	LF	23,412.000	23,412.000
0978	SPV.0090	Special 500. Shovel Cut Edging	LF	60.000	60.000
0980	SPV.0090	Special 600. Water Main, 6-Inch	LF	20.000	20.000
0982	SPV.0090	Special 601. Water Main, 8-Inch	LF	100.000	100.000
0984	SPV.0090	Special 602. Granular Backfill for Water Main	LF	145.000	145.000
0986	SPV.0090	Special 603. Insulation	LF	100.000	100.000
0988	SPV.0090	Special 604. Water Main, 14-Inch	LF	25.000	25.000

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Line	Item	Item Description	Unit	Total	Qty
0990	SPV.0105	Special 001. Research and Locate Existing Property Monuments	LS	1.000	1.000
0992	SPV.0105	Special 002. Verify and Replace Existing Property Monuments	LS	1.000	1.000
0994	SPV.0105	Special 003. Construction Staking Supplemental Features	LS	1.000	1.000
0996	SPV.0105	Special 004. Temporary Haul Road	LS	1.000	1.000
0998	SPV.0105	Special 050. Storm Sewer Inlet Cap	LS	1.000	1.000
1000	SPV.0105	Special 051. Storm Sewer Pipe Cap	LS	1.000	1.000
1002	SPV.0105	Special 100. Remove Traffic Signals, CTH PD & Kapec Road	LS	1.000	1.000
1004	SPV.0105	Special 101. Remove Traffic Signals, CTH PD & Commerce Park Drive	LS	1.000	1.000
1006	SPV.0105	Special 102. Remove ITS Camera Assembly	LS	1.000	1.000
1008	SPV.0105	Special 103. Install EVP Detector, Verona Road & Williamsburg Way	LS	1.000	1.000
1010	SPV.0105	Special 104. Install EVP Detector, CTH PD & Commerce Park Drive	LS	1.000	1.000
1012	SPV.0105	Special 200. Interim Traffic Signals for Intersections USH 18/151 and Williamsburg Way	LS	1.000	1.000
1014	SPV.0105	Special 201. Interim Traffic Signals for Intersections USH 18/151 and CTH PD	LS	1.000	1.000
1016	SPV.0105	Special 300. Galvanize and Paint Steel Signal Supports B-13-831	LS	1.000	1.000
1018	SPV.0105	Special 301. Galvanize and Paint Steel Signal Supports B-13-832	LS	1.000	1.000
1020	SPV.0105	Special 600. Construction Staking Water Main	LS	1.000	1.000
1022	SPV.0120	Special 001. Water For Seeded Areas	MGAL	87.400	87.400
1024	SPV.0165	Special 001. Colored and Stamped Concrete 5-Inch	SF	77,920.000	77,920.000
1026	SPV.0165	Special 002. Salvage and Replace Landscaping Stone	SF	650.000	650.000
1028	SPV.0165	Special 003. Curb Ramp Detectable Warning Field Temporary	SF	200.000	200.000
1030	SPV.0165	Special 300. Wall Concrete Panel Mechanically Stabilzed Earth R-13-266 **P**	SF	24,150.000	24,150.000
1032	SPV.0165	Special 301. Wall Concrete Panel Mechanically Stabilized Earth R-13-267 **P**	SF	22,770.000	22,770.000
1034	SPV.0165	Special 302. Longitudinal Grooving Bridge Deck **P**	SF	46,300.000	46,300.000
1036	SPV.0180	Special 001. Asphaltic Surface Safety Islands	SY	5,455.000	5,455.000
1038	SPV.0180	Special 002. Infiltration Basin Compost	SY	4,700.000	4,700.000
1040	SPV.0180	Special 500. Shredded Hardwood Bark Mulch	SY	1,214.000	1,214.000
1042	SPV.0195	Special 001. Excavation, Hauling, & Disposal Of Cntmntd Soil & Mngmnt Of Cntmntd Grndwt	TON	700.000	700.000

REMOVING STORM SEWER

CATEGORY	STATION - STATION	LOCATION	204.0245 .001 12-INCH LF	.002 15-INCH LF	.003 18-INCH LF	.004 24-INCH LF	.005 30-INCH LF	.006 19X30-INCH HERCP LF
0010	888+15 VR - 889+98 VR	RT	190	---	---	---	---	---
	895+00 VR - 896+00 VR	RT	100	---	---	---	---	---
	896+00 VR	RT	6	---	---	---	---	---
	895+00 VR - 895+07 VR	LT/RT	---	65	---	---	---	---
	895+07 VR - 895+72 VR	LT	---	65	---	---	---	---
	895+72 VR	LT	---	---	---	25	---	---
	895+72 VR - 896+91 VR	LT	---	---	---	120	---	---
	896+87 VR - 896+91 VR	LT/RT	---	---	---	75	---	---
	896+87 VR	RT	---	---	4	---	---	---
	896+87 VR - 898+00 VR	RT	110	---	---	---	---	---
	898+00 VR	RT	4	---	---	---	---	---
	898+00 VR - 899+10 VR	RT	110	---	---	---	---	---
	899+10 VR - 900+00 VR	RT	90	---	---	---	---	---
	900+00 VR - 901+00 VR	RT	100	---	---	---	---	---
	901+68 VR - 901+76 VR	LT	---	---	---	30	---	---
	902+12 VR - 902+77 VR	LT	---	---	---	65	---	---
	902+77 VR - 904+27 VR	LT	---	---	---	150	---	---
	101+00 A	LT	3	---	---	---	---	---
	101+10 A	LT	3	---	---	---	---	---
	99+20 EB - 99+84 EB	RT	---	---	70	---	---	---
	99+84 EB - 99+97 EB	RT	15	---	---	---	---	---
	902+54 VR - 902+92 VR	RT	40	---	---	---	---	---
	99+14 WB - 99+23 WB	LT	---	---	---	10	---	---
	99+23 WB	LT	---	---	---	10	---	---
	99+23 WB - 100+00 WB	LT	---	---	80	---	---	---
	100+00 WB - 100+33 WB	LT	35	---	---	---	---	---
	100+33 WB - 100+42 WB	LT	8	---	---	---	---	---
	903+49 VR - 903+68 VR	RT	---	---	---	20	---	---
	903+70 VR	RT	---	---	---	6	---	---
	903+71 VR - 904+12 VR	RT	---	---	---	40	---	---
	904+12 VR	RT	7	---	---	---	---	---
	904+12 VR - 904+80 VR	RT	---	---	---	70	---	---
	904+63 VR - 905+36 VR	RT	75	---	---	---	---	---
	906+54 VR	RT	---	---	---	20	---	---
	924+45 VR - 924+77 VR	LT/RT	---	---	---	70	---	---
	924+78 VR	LT	---	---	---	3	---	---
	940+88 VR - 941+32 VR	RT	---	---	---	45	---	---
	941+45 VR - 943+64 VR	LT	---	---	220	---	---	---
	944+80 VR - 944+82 VR	LT	10	---	---	---	---	---
	944+82 VR - 944+84 VR	LT	---	---	30	---	---	---
	82+00 WB - 85+36 WB	LT	340	---	---	---	---	---
	85+36 WB - 85+91 WB	LT	---	50	---	---	---	---
	85+85 WB	LT	---	---	30	---	---	---
	85+85 WB	RT	---	---	9	---	---	---
	84+39 EB	RT	10	---	---	---	---	---
	88+84 WB - 88+87 WB	RT	15	---	---	---	---	---
	89+15 EB - 89+38 EB	LT/RT	---	---	40	---	---	---
	89+38 EB - 89+52 EB	RT	---	---	15	---	---	---
	91+33 WB - 91+75 WB	LT	---	---	40	---	---	---
	91+75 WB - 92+04 WB	LT	---	---	45	---	---	---
	92+04 WB	LT/RT	10	---	---	---	---	---
	91+91 WB - 91+99 WB	LT	---	---	---	9	---	---
	91+99 WB - 92+27 WB	LT	30	---	---	---	---	---
	91+99 WB - 92+61 WB	LT	---	---	---	60	---	---
	92+61 WB - 93+18 WB	LT	---	---	80	---	---	---
	92+93 WB - 92+95 WB	LT	4	---	---	---	---	---
	93+19 WB - 93+31 WB	LT	---	50	---	---	---	---
	93+31 WB	LT/RT	10	---	---	---	---	---

CON'T ON RIGHT

REMOVING STORM SEWER (CON'T)

CATEGORY	STATION - STATION	LOCATION	204.0245 .001 12-INCH LF	.002 15-INCH LF	.003 18-INCH LF	.004 24-INCH LF	.005 30-INCH LF	.006 19X30-INCH HERCP LF
0010	93+60 EB - 94+01 EB	LT	50	---	---	---	---	---
	94+01 EB - 94+08 EB	LT	7	---	---	---	---	---
	23+76 NR - 24+41 NR	RT	65	---	---	---	---	---
	24+07 NR - 24+47 NR	LT	45	---	---	---	---	---
	101+58 EB - 103+35 EB	LT/RT	---	---	180	---	---	---
	103+35 EB - 104+26 EB	LT/RT	---	---	90	---	---	---
	104+76 EB - 104+78 EB	RT	8	---	---	---	---	---
	104+79 EB	LT/RT	30	---	---	---	---	---
	105+15 EB - 105+55 EB	RT	---	40	---	---	---	---
	104+47 WB - 104+89 WB	RT	40	---	---	---	---	---
	104+90 WB	LT/RT	60	---	---	---	---	---
	106+42 WB - 106+72 WB	RT	30	---	---	---	---	---
	106+83 EB - 106+92 EB	RT	15	---	---	---	---	---
	106+83 EB - 107+15 EB	RT	30	---	---	---	---	---
	106+72 WB - 108+09 WB	RT	140	---	---	---	---	---
	107+71 WB	LT	25	---	---	---	---	---
	107+71 WB - 108+09 WB	LT	40	---	---	---	---	---
	108+04 WB - 108+09 WB	LT	---	---	15	---	---	---
	108+09 WB	LT	---	---	30	---	---	---
	108+09 WB	LT/RT	---	---	10	---	---	---
	108+29 EB	RT	---	---	---	---	---	15
	108+29 EB - 108+41 EB	LT/RT	---	---	35	---	---	---
	108+41 EB - 108+43 EB	LT	---	---	10	---	---	---
	108+29 EB - 111+29 EB	RT	---	---	---	---	300	---
	110+52 WB	LT/RT	40	---	---	---	---	---
	109+92 WB - 111+98 WB	LT	210	---	---	---	---	---
	110+86 EB	LT/RT	10	---	---	---	---	---
	110+86 EB - 111+29 EB	LT/RT	---	---	55	---	---	---
	111+29 EB - 112+22 EB	RT	---	---	---	---	95	---
		TOTALS	2,170	270	1,088	828	395	15

REMOVING PAVEMENT

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0100 SY
0010	VERONA ROAD	920+00 VR - 930+00 VR	RT	2,850
		SUBTOTAL		2,850
	CTH PD	86+51 EB 89+71 EB	LT	520
		94+33 EB - 94+73 EB	LT	30
		98+56 EB - 102+18 EB	LT/RT	4,900
		110+62 EB - 111+20 EB	LT	50
		SUBTOTAL		5,500
			TOTAL	8,350

REMOVING ASPHALTIC SURFACE

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0115 BUTT JOINTS SY	* 204.0120 MILLING SY
0010	CTH PD	80+12 EB - 86+34 EB	RT	---	1,870
		114+33 EB - 115+37 EB	LT/RT	---	1,250
		SUBTOTALS		0	3,120
			TOTALS (0010)	0	3,120
0060	CTH M	15+68 CM - 231+75 CM	LT/RT	2,710	7,370
		244+01 CM - 356+68 CM	LT/RT	1,400	---
		365+69 CM - 384+23 CM	LT/RT	740	---
		SUBTOTALS		4,850	7,370
			TOTALS (0060)	4,850	7,370
			GRAND TOTALS	4,850	10,490

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING CONCRETE SIDEWALK

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0155 SY
0010	EB CTH PD	81+18 EB - 81+50 EB	RT	30
		86+85 EB - 87+07 EB	RT	30
		92+50 EB - 92+85 EB	RT	35
		93+68 EB - 95+56 EB	RT	190
		99+15 EB - 99+26 EB	RT	8
		113+81 EB - 114+20 EB	RT	45
		115+07 EB - 115+28 EB	RT	25
		SUBTOTAL		363
	WB CTH PD	93+16 WB - 97+53 WB	LT	240
		107+28 WB - 114+07 WB	LT	400
		SUBTOTAL		640
	KAPEC ROAD	62+44 KR - 64+38 KR	LT	30
		62+47 KR - 62+84 KR	LT	40
		62+49 KR - 64+38 KR	RT	55
		SUBTOTAL		125
			TOTAL	1,128

REMOVING CURB & GUTTER

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	* 204.0150 LF
0010	EB CTH PD	80+12 EB - 86+41 EB	LT/RT	780
		86+82 EB - 92+93 EB	LT/RT	1,200
		93+32 EB - 97+57 EB	LT/RT	930
		99+37 EB - 100+00 EB	RT	100
		103+26 EB - 109+62 EB	LT/RT	1,400
		110+39 EB - 115+13 EB	LT/RT	790
		SUBTOTAL		5,200
	WB CTH PD	79+83 WB - 92+28 WB	LT/RT	2,350
		93+06 WB - 97+52 WB	LT/RT	890
		103+55 WB - 114+09 WB	LT/RT	2,100
		SUBTOTAL		5,340
	KAPEC ROAD	62+44 KR - 64+38 KR	LT	210
		62+47 KR - 62+84 KR	LT	100
		62+49 KR - 64+38 KR	RT	220
		SUBTOTAL		530
			TOTAL	11,070

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING DELINEATORS AND MARKERS

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0180 EACH
0010	VERONA ROAD	943+69 VR - 967+04 VR	LT	95
		SUBTOTALS		95
	EB CTH PD	97+73 EB - 101+86 EB	LT/RT	15
		SUBTOTALS		15
	WB CTH PD	97+30 WB - 106+42 WB	LT/RT	35
		SUBTOTALS		35
	A RAMP	102+62 A - 103+20 A	LT/RT	8
		SUBTOTALS		8
	B RAMP	104+48 B - 105+32 B	LT/RT	6
		SUBTOTALS		6
	C RAMP	4+60 C - 5+37 C	LT/RT	4
		12+24 C - 15+82 C	RT	15
		22+88 C - 26+21 C	LT	14
		SUBTOTALS		33
	D RAMP	101+68 D - 102+16 D	LT/RT	11
		SUBTOTALS		11
	H RAMP	126+21 H - 135+05 H	LT/RT	36
		SUBTOTALS		36
	M RAMP	1+42 M - 2+78 M	LT/RT	7
		SUBTOTALS		7
			TOTAL	246

REMOVING INLETS

CATEGORY	STATION	OFFSET	* 204.0220 EACH
0010	895+00 VR	7.4 'RT	1
	896+00 VR	20.9 'RT	1
	896+00 VR	14.9 'RT	1
	896+87 VR	24.3 'RT	1
	896+87 VR	28.3 'RT	1
	898+00 VR	34.4 'RT	1
	898+00 VR	30.4 'RT	1
	899+10 VR	34.0 'RT	1
	900+00 VR	32.7 'RT	1
	901+00 VR	23.9 'RT	1
	902+77 VR	79.4 'LT	1
	101+00 A	17.0 'LT	1
	101+10 A	17.0 'LT	1
	99+84 EB	48.4 'RT	1
	99+97 EB	49.0 'RT	1
	100+04 EB	11.4 'RT	1
	99+26 WB	67.2 'LT	1
	100+00 WB	36.7 'LT	1
	100+33 WB	48.4 'LT	1
	100+42 WB	48.1 'LT	1
	903+68 VR	134.8 'RT	1
	903+71 VR	141.0 'RT	1
	904+12 VR	131.4 'RT	1
	904+14 VR	137.6 'RT	1
	904+80 VR	129.7 'RT	1
	905+36 VR	16.0 'RT	1
	924+72 VR	11.0 'LT	1
	924+77 VR	19.3 'LT	1
	944+84 VR	38.5 'LT	1
	85+36 WB	27.5 'LT	1
	85+84 WB	28.3 'LT	1
	85+85 WB	0.5 'LT	1
	85+86 WB	8.6 'RT	1
	84+39 EB	20.1 'LT	1
	84+42 EB	8.4 'LT	1
	88+84 WB	0.8 'RT	1
	88+87 WB	16.3 'RT	1
	89+38 EB	8.3 'RT	1
	91+75 WB	46.0 'LT	1
	92+04 WB	8.8 'LT	1
	92+04 WB	1.2 'RT	1
	91+99 WB	89.7 'LT	1
	92+27 WB	75.0 'LT	1
	92+61 WB	109.0 'LT	1
	93+19 WB	50.1 'LT	1
	93+31 WB	3.8 'LT	1
	93+32 WB	6.4 'RT	1
	94+01 EB	7.4 'LT	1
	94+07 EB	8.9 'LT	1
	24+47 NR	17.9 'LT	1
	24+41 NR	43.2 'RT	1
	104+79 EB	17.5 'RT	1
	105+60 EB	42.8 'RT	1
	104+47 WB	14.3 'RT	1
	104+87 WB	14.5 'RT	1
	104+47 WB	43.4 'LT	1
	106+41 WB	8.1 'RT	1
	106+72 WB	7.0 'RT	1
	107+70 WB	30.7 'LT	1
	108+09 WB	30.2 'LT	1

CON'T ON RIGHT

REMOVING INLETS (CON'T)

CATEGORY	STATION	OFFSET	* 204.0220 EACH
0010	108+09 WB	0.2 'LT	1
	108+28 EB	26.2 'RT	1
	108+41 EB	3.6 'LT	1
	109+13 WB	48.3 'LT	1
	106+86 EB	25.0 'RT	1
	107+16 EB	25.0 'RT	1
	109+91 WB	47.3 'LT	1
	111+29 WB	27.0 'RT	1
	112+00 WB	48.0 'LT	1
	110+51 WB	28.5 'LT	1
	110+52 EB	12.0 'RT	1
	110+86 EB	3.0 'LT	1
		TOTAL	72

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING APRON ENDWALLS

CATEGORY	STATION	OFFSET	204.9060.S.004 EACH	REMARKS
0010	889+98 VR	49.0 'RT	1	12-INCH RCCP
	891+70 VR	60.5 'RT	1	18-INCH RCCP
	901+76 VR	81.0 'LT	1	24-INCH RCCP
	902+12 VR	70.4 'LT	1	24-INCH RCCP
	99+20 EB	64.8 'RT	1	18-INCH RCCP
	906+53 VR	77.2 'RT	1	24-INCH RCCP
	924+45 VR	44.7 'RT	1	24-INCH RCCP
	940+88 VR	85.7 'RT	1	24-INCH RCCP
	941+47 VR	104.6 'LT	1	18-INCH RCCP
		TOTAL	9	

SEALING PIPES

CATEGORY	STATION	OFFSET	* 204.0280 EACH	REMARKS
0010	895+70 VR	82 'LT	1	24-INCH RCCP
	901+68 VR	109 'LT	1	24-INCH RCCP
	903+49 VR	130 'RT	1	24-INCH RCCP
	101+00 A	17 'LT	1	12-INCH RCCP
	101+10 A	17 'LT	1	12-INCH RCCP
	906+54 VR	97 'RT	1	24-INCH RCCP
	24+07 NR	22 'LT	1	12-INCH RCCP
	23+76 NR	21 'RT	1	12-INCH RCCP
	103+35 EB	2 'LT	1	15-INCH RCCP
	105+15 EB	40 'RT	1	15-INCH RCCP
	106+92 EB	40 'RT	1	12-INCH RCCP
	108+29 EB	40 'RT	1	12-INCH RCCP
	932+22 VR	81 'RT	1	12-INCH RCCP
		TOTAL	13	

ABANDONING SEWER

CATEGORY	STATION - STATION	LOCATION	204.0291.S CY	REMARKS
0010	941+31 VR - 941+41 VR	RT	1.0	24-INCH RCCP
	943+64 VR - 943+70 VR	LT	0.5	18-INCH RCCP
	943+39 VR - 943+72 VR	RT	4.0	24-INCH RCCP
	84+40 EB - 84+49 EB	RT	1.0	12-INCH RCCP
	86+14 EB	RT	3.0	18-INCH RCCP
	91+43 WB - 91+89 WB	RT	6.0	24-INCH RCCP
	104+26 EB - 104+76 EB	RT	1.0	12-INCH RCCP
		TOTAL	16.5	

REMOVING MANHOLES

CATEGORY	STATION	OFFSET	204.0210 EACH	REMARKS
0010	895+07 VR	55.7' LT	1	
	895+72 VR	55.4' LT	1	
	896+91 VR	49.1' LT	1	
	99+14 WB	46.7' LT	1	
	99+23 WB	54.8' LT	1	
	100+78 EB	88.5' RT	1	SANITARY
	102+61 EB	29.7' LT	1	SANITARY
	104+76 EB	10.3' RT	1	
	106+31 EB	6.0' RT	1	SANITARY
	106+74 WB	17.9' LT	1	SANITARY
	108+09 WB	9.3' RT	1	
		TOTAL	11	

REMOVING SWING GATE

CATEGORY	PROJECT LOCATION	STATION	LOCATION	204.9060.S.001 EACH
0010	WB CTH PD	86+25 WB	LT	1
		86+74 WB	LT	1
		89+44 WB	LT	1
			TOTAL	3

REMOVING BARRICADES TYPE III

CATEGORY	STATION	LOCATION	204.9060.S.003 EACH
0010	885+50 VR	RT	2
	12+50 C	RT	2
	44+20 C	LT	2
	949+10 VR	LT	3
		TOTAL	9

PREPARE FOUNDATION FOR ASPHALTIC PAVING (1206-08-77)

CATEGORY	STATION - STATION	211.0100 LS	REMARKS
0010	88+51 EB - 92+48 EB	---	FOR INFORMATION ONLY
	95+52 EB - 96+00 EB	---	FOR INFORMATION ONLY
	102+88 EB - 113+81 EB	---	FOR INFORMATION ONLY
		TOTAL	1

NOTE: SEE TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION

PREPARE FOUNDATION FOR CONCRETE PAVEMENT (1206-08-77)

CATEGORY	STATION - STATION	211.0200 LS	REMARKS
0010	96+00 EB - 97+87 EB	---	FOR INFORMATION ONLY
	101+09 EB - 102+88 EB	---	FOR INFORMATION ONLY
		TOTAL	1

NOTE: SEE TYPICAL FINISHED SECTIONS FOR ADDITIONAL INFORMATION

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.001 EACH
0010	1206-08-77	1

TRUCK APRON SUMMARY

CATEGORY	STATION - STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	416.0512 CONCRETE TRUCK APRON 12-INCH SY
0010	92+46 EB - 93+52 EB	MED	10	35
	99+69 EB - 100+74 EB	MED	20	---
		TOTALS	30	35

			EARTHWORK						
			*			*		*	
			205.0100			SPV.0035.001		312.0110	
			EXCAVATION COMMON (1)		AVAILABLE STRUCTURE			SELECT CRUSHED	
			CUT (2)	EBS (3)	EXCAVATION (4)	ROADWAY EMBANKMENT (5)	MASS ORDINATE +/- (6)	MATERIAL (7)	REMARKS
				5% OF CUT				FACTOR 1.9	
CATEGORY	LOCATION	STATION - STATION	CY	CY	CY	CY		TON	
0010	VERONA ROAD	888+00 VR - 902+00 VR	841	42	1	70,006	-69,164	80	
	VERONA ROAD	905+00 VR - 935+00 VR	102,839	4,811	6	44,637	58,208	9,141	
	VERONA ROAD	935+00 VR - 937+00 VR	78	4	0	84	-6	8	MAJORITY OF EARTHWORK COMPLETED IN 1206-07-75
	VERONA ROAD	937+00 VR - 947+98 VR	49,715	2,486	0	132	49,583	4,723	
	A RAMP	101+29 A - 103+12 A	618	31	0	14	604	59	
	B RAMP	104+59 B - 105+16 B	231	12	0	4	227	23	
	C RAMP	3+78 C - 43+57 C	14,393	720	0	20	14,373	1,368	
	J RAMP	7+11 J - 12+21 J	1	0	0	4,984	-4,983	0	
	K RAMP	108+77 K - 136+30 K	8,133	407	0	7,805	328	773	
	M RAMP	1+38 M - 2+78 M	274	14	0	46	228	27	
	N RAMP	3+73 N - 5+13 N	132	7	0	49	83	13	
	EB CTH PD	80+12 EB - 114+46 EB	13,903	690	0	165	13,738	1,311	
	WB CTH PD	79+64 WB - 114+12 WB	21,938	1,078	0	450	21,488	2,048	
	B SPUI	99+32 B - 104+04 B	2,530	127	0	196	2,334	241	
	D SPUI	102+80 D - 108+18 D	2,701	135	0	141	2,560	257	
	WILLIAMSBURG WAY	97+81 WW - 101+50 WW	59	3	0	0	59	6	
	KAPEC ROAD	62+38 KR - 64+35 KR	678	34	0	19	659	65	
	NESBITT ROAD	23+75 NR - 24+54 NR	412	21	0	1	411	40	
	POND A	876+00 VR - 887+00 VR	524	0	0	0	---	---	
		SUBTOTALS	220,000	10,622	7	128,753	90,730	20,183	
		TOTALS	230,622			128,753		20,183	

NOTES:

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS COLUMNS. ITEM NUMBER 205.0100.
2) THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. ADDITIONAL EBS SHOWN IN THE RETAINING WALL PLANS TO BE BACKFILLED WITH GRANULAR BACKFILL. RETAINING WALL EBS IS INCIDENTAL TO THE GRANULAR BACKFILL ITEM.
4) AVAILABLE STRUCTURE EXCAVATION IS FOR INFORMATION ONLY. SEE CONSTRUCTION DETAILS FOR ANTICIPATED LIMITS. LIMITS WILL VARY DEPENDING ON SHOP DRAWING DESIGN. AVAILABLE STRUCTURE EXCAVATION IS INCIDENTAL TO BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP".
5) ROADWAY EMBANKMENT = FILL IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.
6) MASS ORDINATE: MASS ORDINATE = CUT + AVAILABLE STRUCTURE EXCAVATION - ROADWAY EMBANKMENT. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 2 AND 5. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE. ALL EBS MATERIAL IS ASSUMED TO BE WASTED OFFSITE.
7) SELECT CRUSHED MATERIAL IS USED FOR BACKFILL OF EBS. SELECT CRUSHED MATERIAL = EBS x SELECT CRUSHED MATERIAL FACTOR. SELECT CRUSHED MATERIAL FACTOR = 1.9.

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

BASE AGGREGATE DENSE

CATEGORY	PROJECT LOCATION	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON
0010	VERONA ROAD	858+50 VR - 865+75 VR	LT/RT	---	10	---	---
		888+00 VR - 902+00 VR	LT/RT	---	4,600	---	11,500
		905+00 VR - 947+50 VR	LT/RT	---	10,400	---	25,900
		SUBTOTALS		0	15,010	0	37,400
	A RAMP	101+29 A - 103+12 A	LT/RT	---	320	---	480
		SUBTOTALS		0	320	0	480
	B RAMP	104+59 B - 105+16 B	LT/RT	---	70	---	170
		SUBTOTALS		0	70	0	170
	C RAMP	3+78 C - 4+27 C	LT/RT	---	130	---	170
		29+22 C - 43+57 C	LT/RT	---	2,850	---	5,150
		SUBTOTALS		0	2,980	0	5,320
	J RAMP	7+11 J - 12+21 J	LT/RT	---	510	---	1,300
		SUBTOTALS		0	510	0	1,300
	K RAMP	108+77 K - 116+09 K	LT/RT	---	860	---	2,050
		127+02 K - 136+30 K	LT/RT	---	1,700	---	3,350
		SUBTOTALS		0	2,560	0	5,400
	M RAMP	1+38 M - 2+78 M	LT/RT	---	65	---	---
		SUBTOTALS		0	65	0	0
	N RAMP	3+73 N - 5+13 N	LT/RT	---	90	---	---
		SUBTOTALS		0	90	0	0
	P RAMP	7+35 P - 8+44 P	LT	---	25	---	---
		SUBTOTALS		0	25	0	0
	EB CTH PD	80+12 EB - 114+49 EB	LT/RT	---	7,750	---	11,500
		DRIVEWAYS	---	---	6	---	---
		SUBTOTALS		0	7,756	0	11,500
	WB CTH PD	79+64 WB - 114+12 WB	LT/RT	---	11,300	---	17,200
		DRIVEWAYS	---	---	290	---	---
		SUBTOTALS		0	11,590	0	17,200
	B SPUI	99+32 B - 104+04 B	LT/RT	---	960	---	2,000
		SUBTOTALS		0	960	0	2,000
	D SPUI	102+80 D - 108+18 D	LT/RT	---	1,150	---	2,200
		SUBTOTALS		0	1,150	0	2,200
	WILLIAMSBURG WAY	97+82 WW - 101+71 WW	LT/RT	---	20	---	---
		SUBTOTALS		0	20	0	0
	KAPEC ROAD	62+38 KR - 64+00 KR	LT/RT	---	500	820	---
		SUBTOTALS		0	500	820	0
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	---	240	400	---
				0	240	400	0
			TOTALS (0010)	0	43,846	1,220	82,970

CON'T ON RIGHT

BASE AGGREGATE DENSE (CON'T)

CATEGORY	PROJECT LOCATION	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	305.0130 BASE AGGREGATE DENSE 3-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON
0060	CTH M	15+68 CM - 231+75 CM	LT/RT	3,250	---	---	---
		244+01 CM - 356+68 CM	LT/RT	1,800	---	---	---
		365+69 CM - 384+23 CM	LT/RT	290	---	---	---
		UNDISTRIBUTED		530	---	---	---
			TOTALS (0060)	5,870	0	0	0
0070	EB CTH PD	80+12 EB - 114+49 EB	LT/RT	---	35	---	---
		SUBTOTALS		0	35	0	0
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	---	6	---	---
				0	6	0	0
			TOTALS (0070)	0	41	0	0
			GRAND TOTALS	5,870	43,887	1,220	82,970

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE DRIVEWAY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	416.0170 7-INCH SY	416.0190 9-INCH SY	416.0270 HES 7-INCH SY	416.0290 HES 9-INCH SY
0010	EB CTH PD	105+55 EB	RT	---	---	---	20
			SUBTOTALS	0	0	0	20
	WB CTH PD	86+25 WB - 89+42 WB	LT	---	240	---	---
		94+27 WB	LT	---	---	45	---
		105+59 WB	LT	40	---	---	---
		106+87 WB	LT	30	---	---	---
		110+57 WB	LT	---	65	---	---
			SUBTOTALS	70	305	45	0
	KAPEC ROAD	63+92 KR	LT	---	75	---	---
			SUBTOTALS	0	75	0	0
	NESBITT ROAD	24+24 NR	LT	20	---	---	---
			SUBTOTALS	20	0	0	0
			TOTALS	90	380	45	20

CONCRETE PAVEMENT

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	415.0100 10-INCH SY	415.1100 HES 10-INCH SY	415.0410 APPROACH SLAB SY	REMARKS
0010	VERONA ROAD	888+00 VR - 901+47 VR	RT	8,090	---	79	
		893+33 VR - 902+03 VR	LT	5,720	---	115	
		905+05 VR - 944+91 VR	RT	25,150	---	78	
		905+59 VR - 947+98 VR	LT	26,600	---	120	
		SUBTOTAL		65,560	0	392	
	EB CTH PD	96+00 EB - 97+87 EB	LT/RT	320	---	---	
		99+04 EB - 102+88 EB	RT	965	---	---	
		101+32 EB - 103+27 EB	RT	---	290	---	SEE STAGE 10B PH 2
		SUBTOTAL		1,285	290	0	
	WB CTH PD	97+05 WB - 103+48 WB	LT	2,830	---	---	
		SUBTOTAL		2,830	0	0	
	A RAMP	101+29 A - 103+12 A	LT/RT	450	---	---	
		SUBTOTAL		450	0	0	
	B RAMP	104+59 B - 105+16 B	LT/RT	165	---	---	
		SUBTOTAL		165	0	0	
	C RAMP	3+78 C - 4+27 C	LT/RT	145	---	---	
		29+22 C - 43+56 C	LT/RT	3,790	---	---	
		SUBTOTAL		3,935	0	0	
	J RAMP	7+11 J - 12+21 J	LT/RT	1,740	---	---	
		SUBTOTAL		1,740	0	0	
	K RAMP	108+77 K - 115+79 K	LT/RT	2,440	---	---	
		127+02 K - 136+30 K	LT/RT	2,830	---	---	
		SUBTOTAL		5,270	0	0	
	M RAMP	2+16 M - 2+78 M	LT/RT	140	---	---	
		SUBTOTAL		140	0	0	
	N RAMP	3+73 N - 3+88 N	LT/RT	85	---	---	
		SUBTOTAL		85	0	0	
	B SPUI	99+32 B - 104+04 B	LT/RT	1,890	---	---	
		SUBTOTAL		1,890	0	0	
	D SPUI	102+80 D - 107+40 D	LT/RT	1,810	---	---	
		SUBTOTAL		1,810	0	0	
		TOTALS		85,160	290	392	

COLD PATCH

CATEGORY	LOCATION	495.1000.S TON
0010	UNDISTRIBUTED	10

TIE BAR AND DOWEL BAR SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH
0010	VERONA ROAD	858+50 VR - 858+80 VR	LT	---	36
		859+00 VR - 865+75 VR	RT	46	148
		888+00 VR	RT	---	31
		981+42 VR	RT	---	8
		893+33 VR	LT	---	39
		944+91 VR	RT	---	37
		948+67 VR	LT	---	38
		SUBTOTALS		46	337
	A RAMP	101+29 A	LT	---	8
		101+86 A	RT	---	11
		SUBTOTALS		0	19
	B RAMP	105+17 B	LT/RT	---	19
		SUBTOTALS		0	19
	C RAMP	4+27 C	LT/RT	---	19
		29+22 C	LT/RT	---	14
		43+57 C	LT/RT	---	17
		SUBTOTALS		0	50
	J RAMP	12+20 J	LT	---	19
		SUBTOTALS		0	19
	K RAMP	115+79 K	RT	---	11
		127+02 K	LT/RT	---	14
		SUBTOTALS		0	25
	M RAMP	2+16 M	LT	---	13
		SUBTOTALS		0	13
	N RAMP	3+88 M	LT	---	16
		SUBTOTALS		0	16
	EB CTH PD	97+87 EB	RT	---	8
		99+04 EB	RT	---	27
		101+09 EB	RT	---	19
		102+88 EB	RT	---	19
		SUBTOTALS		0	73
		UNDISTRIBUTED		50	60
		SUBTOTALS		50	60
		TOTALS		96	631

CONCRETE PAVEMENT

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	416.1715 REPAIR SHES SY	416.1725 REPLACEMENT SHES SY
0010	VERONA ROAD	858+50 VR - 858+80 VR	LT	20	---
		859+00 VR - 865+75 VR	RT	35	228
		SUBTOTALS		55	228
		UNDISTRIBUTED		6	23
		SUBTOTALS		6	23
		TOTALS		61	251

ASPHALTIC ITEMS SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	450.4000 HMA COLD WEATHER PAVING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (DRIVEWAYS) TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (PARKING LOTS) TON	SPV.0180.001 ASPHALTIC SURFACE SAFETY ISLANDS SY
0010	VERONA ROAD	858+50 VR - 865+75 VR	LT/RT	2	---	14	---	---	---	---
		891+78 VR - 896+10 VR	LT/RT	---	---	---	---	---	---	580
		905+77 VR - 947+98 VR	MED	---	---	---	---	---	---	3,740
		SUBTOTALS		2	0	14	0	0	0	4320
	EB CTH PD	80+12 EB - 96+00 EB	LT/RT	1,200	1,070	840	95	---	---	---
		103+26 EB - 115+37 EB	LT/RT	600	1,100	745	92	---	---	---
		SUBTOTALS		1,800	2,170	1,585	187	0	0	0
	WB CTH PD	79+83 WB - 97+05 WB	LT/RT	450	1,860	1,120	150	23	---	---
		103+48 WB - 114+94 WB	LT/RT	300	1,220	780	100	42	6	---
		SUBTOTALS		750	3,080	1,900	250	65	6	0
	C RAMP	29+22 C - 43+57 C	LT	---	---	---	---	---	---	855
		SUBTOTALS		0	0	0	0	0	0	855
	K RAMP	108+78 K - 113+48 K	RT	---	---	---	---	---	---	280
		SUBTOTALS		0	0	0	0	0	0	280
	KAPEC ROAD	62+38 KR - 64+36 KR	LT/RT	60	195	145	17	---	---	---
		SUBTOTALS		60	195	145	17	0	0	0
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	30	97	73	9	---	---	---
		SUBTOTALS		30	97	73	9	0	0	0
			TOTALS (0010)	2,642	5,542	3,717	463	71		5,455
0060	CTH M	15+68 CM - 231+75 CM	LT/RT	3,700	---	8,330	---	15	---	---
		244+01 CM - 356+68 CM	LT/RT	2,000	---	4,370	---	16	---	---
		365+69 CM - 384+23 CM	LT/RT	300	---	690	---	9	---	---
		SUBTOTALS		6,000	0	13,390	0	40	0	0
			TOTALS (0060)	6,000	0	13,390	0	40		0
			GRAND TOTALS	8,642	5,542	17,107	463	111		5,455

NOTE: A UNIT WEIGHT OF 110 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES

SHOULDER RUMBLE STRIPS

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	416.1110 CONCRETE SHOULDER RUMBLE STRIPS LF	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF
0010	VERONA ROAD	854+53 VR - 869+47 VR	MED RT	---	1,500
		854+90 VR - 869+47 VR	MED LT	---	1,500
		854+74 VR - 883+52 VR	RT	2,900	---
		855+31 VR - 877+23 VR	LT	3,200	---
		869+47 VR - 902+00 VR	MED LT	3,200	---
		869+47 VR - 901+35 VR	MED RT	3,200	---
		891+42 VR - 901+44 VR	RT	1,000	---
		892+87 VR - 901+87 VR	LT	900	---
		905+08 VR - 962+29 VR	MED RT	5,700	---
		905+74 VR - 962+29 VR	MED LT	5,700	---
		911+57 VR - 949+02 VR	LT	3,800	---
		913+94 VR - 931+10 VR	RT	1,700	---
		936+47 VR - 946+13 VR	RT	950	---
			TOTALS	32,250	3,000

CURB AND GUTTER SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 * CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	SPV.0090.001 CONCRETE CURB & GUTTER 4-INCH SLOPED 5-FOOT TYPE A LF	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0407 CONCRETE CURB & GUTTER 18-INCH TYPE D LF	SPV.0090.002 CONCRETE CURB & GUTTER 24-INCH TYPE D LF	SPV.0090.003 CONCRETE CURB & GUTTER 32-INCH SPECIAL LF	SPV.0090.008 CONCRETE CURB & GUTTER 30-INCH TYPE D HES LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	VERONA ROAD	888+00 VR - 901+02 VR	RT	---	---	1,290	---	---	---	---	---	---	40	---	---	---
		911+60 VR - 947+98 VR	LT/RT	---	---	6,180	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		0	0	7,470	0	0	0	0	0	0	40	0	0	0
	EB CTH PD	80+12 EB - 115+13 EB	LT/RT	620	1,590	---	---	22	---	---	---	2,100	---	58	79	3,770
		SUBTOTALS		620	1,590	0	0	22	0	0	0	2,100	0	58	79	3,770
	WB CTH PD	79+83 WB - 114+08 WB	LT	775	3,020	---	5	110	---	315	360	2,110	---	38	170	5,643
		SUBTOTALS		775	3,020	0	5	110	0	315	360	2,110	0	38	170	5,643
	A RAMP	96+28 A - 103+18 A	LT/RT	805	---	175	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		805	0	175	0	0	0	0	0	0	0	0	0	0
	B RAMP	104+54 B - 105+29 B	LT/RT	53	---	57	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		53	0	57	0	0	0	0	0	0	0	0	0	0
	C RAMP	3+69 C - 5+17 C	LT/RT	170	---	---	---	---	---	---	---	---	---	---	---	---
		29+22 C - 43+57 C	RT	---	---	1,430	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		170	0	1,430	0	0	0	0	0	0	0	0	0	0
	D RAMP	101+61 D - 102+29 D	LT/RT	44	---	34	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		44	0	34	0	0	0	0	0	0	0	0	0	0
	E RAMP	128+63 E - 131+22 E	LT	---	---	35	---	---	215	---	---	---	---	---	---	---
		SUBTOTALS		0	0	35	0	0	215	0	0	0	0	0	0	0
	J RAMP	11+55 J - 12+21 J	LT/RT	---	---	---	---	---	59	---	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	59	0	0	0	0	0	0	0
	K RAMP	114+03 K - 116+09 K	LT	---	---	---	---	---	205	---	---	---	---	---	---	---
		127+02 K - 136+30 K	LT/RT	---	---	1,000	---	---	145	---	---	---	---	---	---	---
		SUBTOTALS		0	0	1,000	0	0	350	0	0	0	0	0	0	0
	M RAMP	1+42 M - 2+78 M	LT/RT	160	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		160	0	0	0	0	0	0	0	0	0	0	0	0
	N RAMP	3+73 N - 4+98 N	LT/RT	185	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		185	0	0	0	0	0	0	0	0	0	0	0	0
	P RAMP	7+36 P - 8+43 P	LT	110	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		110	0	0	0	0	0	0	0	0	0	0	0	0
	B SPUI	99+32 B - 104+03 B	LT/RT	810	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		810	0	0	0	0	0	0	0	0	0	0	0	0
	D SPUI	102+82 D - 108+18 D	LT/RT	680	---	---	---	---	---	---	---	73	---	---	---	73
		SUBTOTALS		680	0	0	0	0	0	0	0	73	0	0	0	73
	WILLIAMSBURG WAY	97+82 WW - 101+71 WW	LT/RT	330	---	---	---	---	---	---	---	---	---	---	65	---
				330	0	0	0	0	0	0	0	0	0	0	65	0
	KAPEC ROAD	62+40 KR - 64+38 KR	LT/RT	---	580	---	---	---	---	---	---	---	---	---	35	580
		SUBTOTALS		0	580	0	0	0	0	0	0	0	0	0	35	580
	NESBITT ROAD	23+75 NR - 24+66 NR	LT/RT	---	180	---	---	---	---	---	---	43	---	---	13	223
		SUBTOTALS		0	180	0	0	0	0	0	0	43	0	0	13	223
			TOTALS	4,742	5,370	10,201	5	132	624	315	360	4,326	40	96	362	10,289

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE SIDEWALK SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0415 CONCRETE SIDEWALK 6-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	SPV.0165.001 COLORED AND STAMPED CONCRETE 5-INCH SF
0010	VERONA ROAD	936+47 VR - 940+50 VR	RT	4,100	---	---	---	---	29,900
		SUBTOTALS		4,100	0	0	0	0	29,900
	EB CTH PD	79+64 EB - 116+69 EB	LT/RT	2,600	480	180	---	12	4,850
		SUBTOTALS		2,600	480	180	0	12	4,850
	WB CTH PD	86+20 F - 115+28 F	LT/RT	13,600	100	48	---	4	5,300
		SUBTOTALS		13,600	100	48	0	4	5,300
	A RAMP	101+94 A - 102+93 A	RT	250	110	32	---	3	3,250
		SUBTOTALS		250	110	32	0	3	3,250
	B RAMP	104+54 B - 105+29 B	LT	---	50	10	---	2	220
		SUBTOTALS		0	50	10	0	2	220
	C RAMP	3+69 C - 4+92 C	RT	---	45	10	---	2	2,900
		29+22 C - 43+57 C	LT/RT	---	---	---	---	---	11,500
		SUBTOTALS		0	45	10	0	2	14,400
	D RAMP	102+15 D - 102+32 D	RT	---	75	---	21	2	110
		SUBTOTALS		0	75	0	21	2	110
	J RAMP	11+59 J - 12+23 J	LT/RT	---	---	---	---	---	450
		SUBTOTALS		0	0	0	0	0	450
	K RAMP	1143+03 K - 116+09 K	LT/RT	---	---	---	---	---	1,100
		127+02 K - 135+69 K	LT/RT	5,250	---	---	---	---	3,000
		SUBTOTALS		5,250	0	0	0	0	4,100
	M RAMP	1+42 M - 2+78 M	LT/RT	810	90	30	---	2	570
		SUBTOTALS		810	90	30	0	2	570
	N RAMP	3+77 N - 4+99 N	RT	430	120	30	---	2	720
		SUBTOTALS		430	120	30	0	2	720
	P RAMP	7+36 P - 8+42 P	LT	180	120	16	19	1	770
		SUBTOTALS		180	120	16	19	1	770
	WILLIAMSBURG WAY	97+82 WW - 101+71 WW	LT/RT	---	260	100	---	7	840
		SUBTOTALS		0	260	100	0	7	840
	KAPEC ROAD	62+38 KR - 64+00 KR	LT/RT	890	220	40	13	5	740
		SUBTOTALS		890	220	40	13	5	740
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	410	150	---	43	4	100
		SUBTOTALS		410	150	0	43	4	100
			TOTALS (0010)	28,520	1,820	496	96	46	66,320
0070	EB CTH PD	79+64 EB - 116+69 EB	LT/RT	3,750	210	---	---	---	11,600
		SUBTOTALS		3,750	210	0	0	0	11,600
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	160	85	---	---	---	---
		SUBTOTALS		160	85	0	0	0	0
			TOTALS (0070)	3,910	295	0	0	0	11,600
			GRAND TOTALS	32,430	2,115	496	96	46	77,920

CONCRETE BARRIER

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	603.1142 TYPE S42 LF	603.1442 TYPE S42C LF	SPV.0090.005 SPECIAL TRANSITION S42C-S56C LF
0010	VERONA ROAD	891+98 VR - 902+03 VR	LT/RT	945	66	---
		905+06 VR - 948+98 VR	LT/RT	7,210	1,000	---
		SUBTOTALS		8,155	1,066	0
	C RAMP	29+22 C - 43+57 C	LT	1,410	---	25
		SUBTOTALS		1,410	0	25
	J RAMP	11+88 J - 12+21 J	LT	33	---	---
		SUBTOTALS		33	0	0
	K RAMP	12+00 N - 113+48 N	RT	150	---	---
		SUBTOTALS		150	0	0
			TOTALS	9,748	1,066	25

GUARDRAIL SUMMARY

CATEGORY	STATION - STATION	LOCATION	614.2300 MGS GUARDRAIL 3 LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2500 MGS THRIE BEAM TRANSITION LF
0010	899+29 VR - 901+32 VR	RT	115	1	40

MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT)

CATEGORY	PROJECT ID	618.0100.001 EACH
0010	1206-08-77	1

MOBILIZATION

CATEGORY	PROJECT ID	619.1000 EACH
0010	1206-08-77	1

LANDMARK REFERENCE MONUMENTS AND ALUMINUM COVERS

CATEGORY	STATION	LOCATION	621.1200 EACH
0010	94+50 WB	6'LT	1
	94+53 WB	58'LT	1
	94+95 WB	58'LT	1
		TOTAL	3

DUST CONTROL SURFACE TREATMENT

CATEGORY	PROJECT LOCATION	STATION - STATION	623.0200 SY
0010	VERONA ROAD	888+00 VR - 902+03 VR	14,000
	VERONA ROAD	905+06 VR - 948+95 VR	62,000
	A RAMP	96+28 A - 103+12 A	1,600
	B RAMP	104+59 B 105+16 B	230
	C RAMP	3+78 C - 4+27 C	510
	C RAMP	29+22 C - 43+57 C	6,750
	D RAMP	101+92 D - 102+34 D	40
	J RAMP	7+11 J - 12+40 J	1,500
	K RAMP	108+77 K - 116+09 K	2,500
	K RAMP	127+02 K - 136+30 K	4,400
	M RAMP	1+38 M - 2+78 M	640
	N RAMP	3+73 N - 5+13 N	650
	P RAMP	7+26 P - 8+45 P	400
	EB CTH PD	80+12 EB - 115+28 EB	15,500
	WB CTH PD	79+65 WB - 114+12 WB	23,500
	B SPUI	99+32 B - 104+04 B	3,500
	D SPUI	102+80 D - 108+18 D	3,250
	KAPEC ROAD	62+38 KR - 64+00 KR	1,550
	NESBITT ROAD	23+75 NR - 24+61 NR	820
		TOTAL	143,340

MAINTENANCE OF PERMANENT CRASH CUSHIONS PLACED BY OTHERS

CATEGORY	LOCATION	OFFSET	SPV.0060.002 EACH
0010	891+42 VR	76'RT	1
	12+20 C	5'RT	1
	43+85 C	24'LT	1
	964+00 VR	4'LT	1
		TOTAL	4

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0442 42-INCH LF	608.0112 RELAID STORM SEWER 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2424 24X38-INCH LF
0010	A4004	A4002	1	---	---	---	---	---	---	---	---	---
	A40051	VR1050	---	---	53	---	---	---	---	---	---	---
	A4026	A40251	3	---	---	---	---	---	---	---	---	---
	A4029	A4026	30	---	---	---	---	---	---	---	---	---
	C4555	C4556	73	---	---	---	---	---	---	---	---	---
	C4680	C4685	160	---	---	---	---	---	---	---	---	---
	C4685	C4691	---	132	---	---	---	---	---	---	---	---
	C4686	C4685	11	---	---	---	---	---	---	---	---	---
	C4690	VR1321	---	---	---	69	---	---	---	---	---	---
	C4691	C4690	---	---	---	74	---	---	---	---	---	---
	C4693	C4691	30	---	---	---	---	---	---	---	---	---
	C4694	C4691	11	---	---	---	---	---	---	---	---	---
	C4700	C4690	---	---	139	---	---	---	---	---	---	---
	C4710	C4700	---	---	205	---	---	---	---	---	---	---
	C4711	C4710	29	---	---	---	---	---	---	---	---	---
	C4712	C4710	11	---	---	---	---	---	---	---	---	---
	C4720	C4710	---	---	175	---	---	---	---	---	---	---
	C4730	C4720	---	---	200	---	---	---	---	---	---	---
	C4731	C4730	11	---	---	---	---	---	---	---	---	---
	C4735	C4730	200	---	---	---	---	---	---	---	---	---
	C47402	VR1411	---	---	64	---	---	---	---	---	---	---
	C4751	C47501	3	---	---	---	---	---	---	---	---	---
	EB6032	WB603	9	---	---	---	---	---	---	---	---	---
	EB6042	WB604	6	---	---	---	---	---	---	---	---	---
	EB6051	EB606	---	---	---	144	---	---	---	---	---	---
	EB6052	EB6051	---	30	---	---	---	---	---	---	---	---
	EB6053	EB6052	79	---	---	---	---	---	---	---	---	---
	EB606	EB6073	---	---	---	42	---	---	---	---	---	---
	EB616	EB6154	---	---	---	---	---	---	24	---	---	---
	EB6161	EB616	---	8	---	---	---	---	---	---	---	---
	EB6162	EB6161	8	---	---	---	---	---	---	---	---	---
	EB617	EB616	---	---	---	---	---	---	10	---	---	---
	EB618	EB617	---	---	---	---	---	---	62	---	---	---
	EB619	EB618	---	---	---	---	15	---	---	---	---	---
	EB6191	EB619	8	---	---	---	---	---	---	---	---	---
	EB622	EB6223	---	---	64	---	---	---	---	---	---	---
	EB6223	EB616	---	---	57	---	---	---	---	---	---	---
	EB6231	EB623	11	---	---	---	---	---	---	---	---	---
	EB6241	EB6242	---	---	74	---	---	---	---	---	---	---
	EB6253	EB6254	---	8	---	---	---	---	---	---	---	---
	EB6257	EB6253	105	---	---	---	---	---	---	---	---	---
	EB6258	EB6257	8	---	---	---	---	---	---	---	---	---
	EB6301	EB630	61	---	---	---	---	---	---	---	---	---
	EB6312	EB6311	12	---	---	---	---	---	---	---	---	---
	EB632	EB631	---	32	---	---	---	---	---	---	---	---
	EB6321	EB632	87	---	---	---	---	---	---	---	---	---
	EB6322	EB6321	12	---	---	---	---	---	---	---	---	---
	EB6332	EB633	---	11	---	---	---	---	---	---	---	---
	EB812	EB8101	---	33	---	---	---	---	---	---	---	---
	EB813	EB812	---	12	---	---	---	---	---	---	---	---
	EB821	EB8206	---	33	---	---	---	---	---	---	---	---
	EB832	EB8301	---	---	---	---	---	---	---	---	54	---
	EB8321	EB8322	9	---	---	---	---	---	---	---	---	---
SHEET TOTALS			988	299	1,031	329	15	0	96	0	54	0

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0442 42-INCH LF	608.0112 RELAID STORM SEWER 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2424 24X38-INCH LF
0010 (CON'T)	EB8322	EB841	70	---	---	---	---	---	---	---	---	---
	EB8351	EB812	---	40	---	---	---	---	---	---	---	---
	EB841	EB8402	---	33	---	---	---	---	---	---	---	---
	EB852	EB8502	---	38	---	---	---	---	---	---	---	---
	F43921	VR1410	---	---	---	18	---	---	---	---	---	---
	K4152	K4154	59	---	---	---	---	---	---	---	---	---
	K4236	K4235	---	27	---	---	---	---	---	---	---	---
	VR1042	VR10304	166	---	---	---	---	---	---	---	---	---
	VR1050	VR10501	---	---	---	13	---	---	---	---	---	---
	VR10501	VR10521	---	---	---	61	---	---	---	---	---	---
	VR1054	VR1056	8	---	---	---	---	---	---	---	---	---
	VR1056	VR10501	---	---	---	115	---	---	---	---	---	---
	VR1060	VR10601	14	---	---	---	---	---	---	---	---	---
	VR10601	VR1056	---	---	---	200	---	---	---	---	---	---
	VR1061	VR10601	71	---	---	---	---	---	---	---	---	---
	VR1066	VR10661	9	---	---	---	---	---	---	---	---	---
	VR10661	VR10601	---	---	---	120	---	---	---	---	---	---
	VR1067	VR1066	57	---	---	---	---	---	---	---	---	---
	VR1068	VR10681	19	---	---	---	---	---	---	---	---	---
	VR10681	VR10661	---	---	---	20	---	---	---	---	---	---
	VR1069	VR1068	57	---	---	---	---	---	---	---	---	---
	VR1075	VR10751	19	---	---	---	---	---	---	---	---	---
	VR10751	VR10681	---	---	---	130	---	---	---	---	---	---
	VR1076	VR10751	9	---	---	---	---	---	---	---	---	---
	VR1077	VR1076	57	---	---	---	---	---	---	---	---	---
	VR1080	VR10801	18	---	---	---	---	---	---	---	---	---
	VR10801	VR10751	---	---	---	150	---	---	---	---	---	---
	VR1081	VR10801	10	---	---	---	---	---	---	---	---	---
	VR1082	VR1081	58	---	---	---	---	---	---	---	---	---
	VR1083	VR1080	58	---	---	---	---	---	---	---	---	---
	VR10851	VR10801	---	---	120	---	---	---	---	---	---	---
	VR1086	VR10851	9	---	---	---	---	---	---	---	---	---
	VR1087	VR1086	62	---	---	---	---	---	---	---	---	---
	VR1090	VR10901	19	---	---	---	---	---	---	---	---	---
	VR10901	VR10851	---	---	105	---	---	---	---	---	---	---
	VR1091	VR10901	51	---	---	---	---	---	---	---	---	---
	VR1092	VR1091	67	---	---	---	---	---	---	---	---	---
	VR1093	VR1090	57	---	---	---	---	---	---	---	---	---
	VR1100	VR11053	---	---	67	---	---	---	---	---	---	---
	VR1101	VR1100	28	---	---	---	---	---	---	---	---	---
	VR1102	VR1101	70	---	---	---	---	---	---	---	---	---
	VR1103	VR1100	55	---	---	---	---	---	---	---	---	---
	VR1104	VR1103	57	---	---	---	---	---	---	---	---	---
	VR1105	VR11051	13	---	---	---	---	---	---	---	---	---
	VR11051	VR11101	---	---	220	---	---	---	---	---	---	---
	VR11053	VR11051	---	---	45	---	---	---	---	---	---	---
	VR1106	VR11051	14	---	---	---	---	---	---	---	---	---
	VR1107	VR1106	70	---	---	---	---	---	---	---	---	---
	VR1108	VR1105	61	---	---	---	---	---	---	---	---	---
	VR1110	VR11101	12	---	---	---	---	---	---	---	---	---
	VR11101	VR11201	---	---	185	---	---	---	---	---	---	---
	VR1111	VR11101	12	---	---	---	---	---	---	---	---	---
	VR1112	VR1111	75	---	---	---	---	---	---	---	---	---
	VR1113	VR1110	72	---	---	---	---	---	---	---	---	---
	VR1120	VR11201	10	---	---	---	---	---	---	---	---	---
	VR11201	VR1133	---	---	---	180	---	---	---	---	---	---
	VR1121	VR11201	10	---	---	---	---	---	---	---	---	---
	VR1122	VR1121	85	---	---	---	---	---	---	---	---	---
	SHEET TOTALS		1,668	138	742	1,007	0	0	0	0	0	0

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0442 42-INCH LF	608.0112 RELAID STORM SEWER 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2424 24X38-INCH LF
0010 (CON'T)	VR1123	VR1120	79	---	---	---	---	---	---	---	---	---
	VR1130	VR1133	9	---	---	---	---	---	---	---	---	---
	VR1131	VR1133	9	---	---	---	---	---	---	---	---	---
	VR1132	VR1131	58	---	---	---	---	---	---	---	---	---
	VR1133	VR1153	---	---	---	258	---	---	---	---	---	---
	VR1142	VR1152	30	---	---	---	---	---	---	---	---	---
	VR1150	VR1153	---	58	---	---	---	---	---	---	---	---
	VR1151	VR1150	---	14	---	---	---	---	---	---	---	---
	VR11511	VR1151	45	---	---	---	---	---	---	---	---	---
	VR1152	VR11511	58	---	---	---	---	---	---	---	---	---
	VR1153	K4160	---	---	---	---	9	---	---	---	---	---
	VR1154	VR1150	46	---	---	---	---	---	---	---	---	---
	VR1170	K4172	6	---	---	---	---	---	---	---	---	---
	VR1171	VR1170	70	---	---	---	---	---	---	---	---	---
	VR1190	K4182	5	---	---	---	---	---	---	---	---	---
	VR1191	VR1190	71	---	---	---	---	---	---	---	---	---
	VR1192	VR1191	58	---	---	---	---	---	---	---	---	---
	VR1210	K4192	6	---	---	---	---	---	---	---	---	---
	VR1211	VR1210	70	---	---	---	---	---	---	---	---	---
	VR1220	K4197	---	7	---	---	---	---	---	---	---	---
	VR12201	VR1220	50	---	---	---	---	---	---	---	---	---
	VR12202	VR12201	70	---	---	---	---	---	---	---	---	---
	VR12203	VR12202	58	---	---	---	---	---	---	---	---	---
	VR1230	K4202	---	---	6	---	---	---	---	---	---	---
	VR1231	VR1230	64	---	---	---	---	---	---	---	---	---
	VR1232	VR1231	6	---	---	---	---	---	---	---	---	---
	VR1233	VR1230	10	---	---	---	---	---	---	---	---	---
	VR1250	K4213	6	---	---	---	---	---	---	---	---	---
	VR1251	VR1250	70	---	---	---	---	---	---	---	---	---
	VR1252	VR1251	58	---	---	---	---	---	---	---	---	---
	VR1260	K4221	---	8	---	---	---	---	---	---	---	---
	VR1270	K4236	12	---	---	---	---	---	---	---	---	---
	VR1271	VR1270	70	---	---	---	---	---	---	---	---	---
	VR1272	VR1271	58	---	---	---	---	---	---	---	---	---
	VR1290	K4250	---	34	---	---	---	---	---	---	---	---
	VR1291	VR1290	71	---	---	---	---	---	---	---	---	---
	VR1292	VR1290	50	---	---	---	---	---	---	---	---	---
	VR1293	VR1292	6	---	---	---	---	---	---	---	---	---
	VR1301	VR1300	99	---	---	---	---	---	---	---	---	---
	VR1312	VR1310	---	---	---	---	9	---	---	---	---	---
	VR1321	VR1327	---	---	---	---	82	---	---	---	---	---
	VR13221	VR13231	---	---	12	---	---	---	---	---	---	---
	VR1323	VR1321	---	---	---	---	---	---	---	---	---	81
	VR13231	VR1323	---	---	---	---	---	---	---	---	---	8
	VR13241	VR13231	---	---	12	---	---	---	---	---	---	---
	VR1331	VR1321	102	---	---	---	---	---	---	---	---	---
	VR1340	VR1343	78	---	---	---	---	---	---	---	---	---
	VR1341	VR1344	---	8	---	---	---	---	---	---	---	---
	VR1343	VR1341	6	---	---	---	---	---	---	---	---	---
	VR1344	VR13441	---	---	---	---	8	---	---	---	---	---
	VR1360	VR1362	74	---	---	---	---	---	---	---	---	---
	VR1361	VR1362	6	---	---	---	---	---	---	---	---	---
	VR1362	VR1344	---	---	---	201	---	---	---	---	---	---
	VR1380	VR1382	72	---	---	---	---	---	---	---	---	---
SHEET TOTALS			1,716	129	30	459	108	0	0	0	0	89

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0442 42-INCH LF	608.0112 RELAID STORM SEWER 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2424 24X38-INCH LF
0010 (CON'T)	VR1381	VR1382	6	---	---	---	---	---	---	---	---	---
	VR1382	VR1362	---	---	---	200	---	---	---	---	---	---
	VR1384	VR1380	13	---	---	---	---	---	---	---	---	---
	VR1400	VR1402	72	---	---	---	---	---	---	---	---	---
	VR1401	VR1402	6	---	---	---	---	---	---	---	---	---
	VR1402	VR1382	---	---	---	200	---	---	---	---	---	---
	VR1410	VR1411	---	---	---	80	---	---	---	---	---	---
	VR1411	VR1402	---	---	---	110	---	---	---	---	---	---
	VR14201	VR1421	6	---	---	---	---	---	---	---	---	---
	VR1453	VR1452	2	---	---	---	---	---	---	---	---	---
	WB602	WB603	---	212	---	---	---	---	---	---	---	---
	WB6023	WB602	41	---	---	---	---	---	---	---	---	---
	WB603	WB604	---	---	173	---	---	---	---	---	---	---
	WB6031	WB603	48	---	---	---	---	---	---	---	---	---
	WB604	EB6051	---	---	166	---	---	---	---	---	---	---
	WB6041	WB604	41	---	---	---	---	---	---	---	---	---
	WB605	EB6051	---	10	---	---	---	---	---	---	---	---
	WB6051	WB605	52	---	---	---	---	---	---	---	---	---
	WB6061	EB606	---	14	---	---	---	---	---	---	---	---
	WB6062	WB6061	52	---	---	---	---	---	---	---	---	---
	WB620	EB619	---	---	---	---	12	---	---	---	---	---
	WB6201	WB620	---	8	---	---	---	---	---	---	---	---
	WB621	WB620	---	---	---	---	54	---	---	---	---	---
	WB6211	WB621	---	8	---	---	---	---	---	---	---	---
	WB6212	WB6211	---	7	---	---	---	---	---	---	---	---
	WB6221	EB622	---	15	---	---	---	---	---	---	---	---
	WB6222	WB6221	63	---	---	---	---	---	---	---	---	---
	WB623	WB6237	---	---	---	---	---	23	---	---	---	---
	WB6231	WB6237	---	---	---	---	20	---	---	---	---	---
	WB6233	WB6231	---	---	---	---	42	---	---	---	---	---
	WB6234	WB623	25	---	---	---	---	---	---	---	---	---
	WB6235	WB6234	4	---	---	---	---	---	---	---	---	---
	WB6238	WB6231	30	---	---	---	---	---	---	---	---	---
	WB6239	WB6238	8	---	---	---	---	---	---	---	---	---
	WB6242	EB6241	---	9	---	---	---	---	---	---	---	---
	WB6243	WB6242	63	---	---	---	---	---	---	---	---	---
	WB6254	EB6253	---	57	---	---	---	---	---	---	---	---
	WB6255	WB6254	---	20	---	---	---	---	---	---	---	---
	WB6256	WB6255	---	43	---	---	---	---	---	---	---	---
	WB6271	WB6272	10	---	---	---	---	---	---	---	---	---
	WB6272	EB6274	10	---	---	---	---	---	---	---	---	---
	WB6313	EB632	40	---	---	---	---	---	---	---	---	---
	WB6314	WB6313	29	---	---	---	---	---	---	---	---	---
	WB6321	WB632	24	---	---	---	---	---	---	---	---	---
	WB6322	WB632	72	---	---	---	---	---	---	---	---	---
	WB6333	EB6332	---	30	---	---	---	---	---	---	---	---
	WB6334	WB6333	8	---	---	---	---	---	---	---	---	---
	WB822	EB821	---	19	---	---	---	---	---	---	---	---
	WB823	WB822	78	---	---	---	---	---	---	---	---	---
	WB833	EB832	---	---	---	---	---	---	---	---	9	---
	WB834	WB833	---	---	---	---	---	---	---	---	41	---
	WB8341	WB834	---	---	6	---	---	---	---	---	---	---
	WB8342	WB834	35	---	---	---	---	---	---	---	---	---
	WB8343	WB8342	5	---	---	---	---	---	---	---	---	---
	WB835	EB8351	---	20	---	---	---	---	---	---	---	---
	WB836	WB835	8	---	---	---	---	---	---	---	---	---
SHEET TOTALS			851	472	345	590	128	23	0	0	50	0

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0442 42-INCH LF	608.0112 RELAID STORM SEWER 12-INCH LF	608.2414 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 14X23-INCH LF	608.2424 24X38-INCH LF
0010 (CON'T)	WB837	EB813	62	---	---	---	---	---	---	---	---	---
	WB838	EB813	---	71	---	---	---	---	---	---	---	---
	WB8381	WB838	8	---	---	---	---	---	---	---	---	---
	WB842	EB841	---	8	---	---	---	---	---	---	---	---
	WB8421	WB842	88	---	---	---	---	---	---	---	---	---
	WB843	WB842	---	55	---	---	---	---	---	---	---	---
	WB8433	WB8431	---	---	---	---	---	---	---	101	---	---
	WB853	EB852	---	10	---	---	---	---	---	---	---	---
	WB854	WB853	49	---	---	---	---	---	---	---	---	---
	SHEET TOTALS		207	144	0	0	0	0	0	101	0	0
	TOTALS		5,430	1,182	2,148	2,385	251	23	96	101	104	89

STORM SEWER TAP, ADJUSTING INLET AND MANHOLE COVERS

CATEGORY	STRUCT. NO.	STATION	OFFSET	* SPV.0060.053 STORM SEWER TAP EACH	611.8115 ADJUSTING INLET COVERS EACH	* 611.8110 ADJUSTING MANHOLE COVERS EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	B4101	105+16.45 B	13.5'LT	1	---	---	1
	C4502	4+41.00 C	13.5'RT	1	---	---	1
	D4069	101+56.00 D	13.5'RT	1	---	---	1
	E4301	128+70.00 E	3.5'LT	1	---	---	1
	EB623	94+17.00 EB	50.7'RT	1	---	---	1
	EB6270	99+18.00 EB	140.1'LT	2	---	---	2
	EB6273	99+09.95 EB	84.9'LT	1	---	---	1
	EB630	101+12.76 EB	39.6'RT	2	---	---	2
	EB631	101+30.00 EB	5.0'LT	1	---	---	1
	EB6311	101+38.78 EB	1.5'LT	1	---	---	1
	EB633	103+35.00 EB	1.5'LT	3	---	---	3
	H4831	135+30.00 H	18.5'LT	1	---	---	1
	K4160	115+32.15 K	3.5'LT	1	---	---	1
	K4235	128+15.00 K	20.0'RT	1	---	1	1
	K4250	130+42.00 K	22.5'RT	3	---	---	3
	NR705	23+75.00 NR	19.9'RT	1	---	---	1
	NR708	24+05.00 NR	21.5'LT	1	---	---	1
	VR1059	893+62.00 VR	72.0'LT	3	1	---	3
	VR1300	931+55.08 VR	93.0'RT	3	---	---	3
	VR1310	932+22.00 VR	80.5'RT	1	---	---	1
	VR1320	933+48.00 VR	83.9'RT	2	---	---	2
	VR1330	934+53.00 VR	80.8'RT	2	---	---	2
	VR1420	944+80.00 VR	64.9'RT	1	---	---	1
	VR1421	944+80.00 VR	0.0'RT	---	---	1	1
	VR1461	947+85.00 VR	6.0'LT	1	---	---	1
	WB6021	82+00.00 WB	39.5'LT	2	---	---	2
	WB6237	62+85.00 KR	18.2'RT	2	---	1	2
	WB632	101+54.99 WB	45.0'LT	2	---	1	2
			TOTALS	42	1	4	43

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

RECONSTRUCTING MANHOLES

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.0420 EACH	APPROX. STRUCTURE SIZE (FT)	APPROX. ADDITION (+) / REMOVAL (-) HEIGHT OF STRUCTURE (FT)
0010	EB623	94+17.00 EB	50.7'RT	1	4-FT	+1.0'
	EB626	98+54.00 EB	39.5'RT	1	9-FT	+2.5'
	N4450	4+32.23 N	16.2'RT	1	9-FT	+3.5'
	NR700	24+45.00 NR	5.5'RT	1	8-FT	+1.0'
			TOTAL	4		

RECONSTRUCTING INLETS

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.0430 EACH	APPROX. STRUCTURE SIZE (FT)	APPROX. ADDITION (+) / REMOVAL (-) HEIGHT OF STRUCTURE (FT)
0010	VR1461	947+85.00 VR	6'LT	1	2'X2'	+'1.0
			TOTAL	1		

STORM SEWER ROCK EXCAVATION

CATEGORY	STATION - STATION	LOCATION	608.0005 CY
0010	933+95 VR - 938+50 VR	LT/RT	95.9

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	* 611.3230 INLETS MEDIAN 1 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE	611.3902 INLETS MEDIAN 2 GRATE	611.3225 INLETS 2X2.5-FT	611.3220 INLETS 2X2-FT	611.9900.S DRAIN SLOTTED VANE EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0610 INLET COVERS TYPE BW EACH	611.0600 INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0606 INLET COVERS TYPE B EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	611.0652 INLET COVERS TYPE T EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	A4002	92+27.00 A	6.7'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	A4004	92+27.00 A	8.0'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	A40051	91+80.68 A	17.8'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	A4016	96+99.98 A	9.2'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	A4018	98+49.97 A	13.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	A4020	99+99.98 A	13.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	A4022	100+99.97 A	13.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	A4024	101+09.98 A	13.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	A4025	101+94.86 A	25.6'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	A40251	101+94.95 A	19.6'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	A4026	101+95.00 A	16.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	A4029	101+95.00 A	13.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	B4103	105+25.00 B	16.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	B4104	105+28.82 B	32.9'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	C4555	11+16.79 J	21.0'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	C4556	12+19.27 J	24.8'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	C4680	29+65.00 C	7.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4685	31+25.00 C	7.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4686	31+25.00 C	18.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4690	33+31.00 C	7.5'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4693	32+57.00 C	23.0'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	C4694	32+49.00 C	18.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	C4700	34+70.00 C	7.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4710	36+75.00 C	7.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4711	36+75.00 C	22.0'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	C4712	36+75.00 C	18.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4720	38+50.00 C	7.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4730	40+50.00 C	7.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4731	40+50.00 C	18.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C4735	42+50.00 C	7.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	C47402	43+60.00 C	13.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	C47501	44+49.22 C	15.0'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	C4751	44+48.90 C	18.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	D4071	101+62.23 D	16.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
	E4301	128+70.00 E	3.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	E4302	128+80.00 E	3.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	E4311	130+50.00 E	3.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	EB6032	84+40.00 EB	8.2'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	EB6042	86+13.00 EB	12.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	EB6051	87+78.00 EB	1.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	EB6052	87+78.00 EB	28.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	EB6053	86+97.00 EB	28.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	EB606	89+22.00 EB	12.5'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	EB6073	89+51.98 EB	17.4'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	EB6154	92+43.00 EB	16.7'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	EB616	92+43.00 EB	7.4'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	EB6161	92+35.00 EB	6.8'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	EB6162	92+27.00 EB	6.1'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	EB617	92+43.00 EB	17.6'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	EB618	91+81.00 EB	11.9'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	EB619	91+80.00 EB	26.9'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	EB6191	91+88.00 EB	27.6'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	EB622	93+64.00 EB	16.6'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	SHEET TOTALS			0	8	2	2	1	1	15	0	0	0	4	0	0	0	0	0	0	15	15	1	10	3	0	0	1	0	8	33

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	* 611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.3225 INLETS 2X2.5-FT EACH	611.3220 INLETS 2X2-FT EACH	611.9900.S DRAIN SLOTTED VANE EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0610 INLET COVERS TYPE BW EACH	611.0600 INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0606 INLET COVERS TYPE B EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	611.0652 INLET COVERS TYPE T EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	EB6223	93+00.00 EB	11.7'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
CON'T	EB623	94+17.00 EB	50.7'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	EB6231	94+17.37 EB	39.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB6241	95+42.00 EB	30.1'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB6242	95+53.72 EB	42.6'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	EB625	97+40.00 EB	41.2'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	EB6251	97+40.00 EB	48.6'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	EB6253	97+40.00 EB	1.5'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB6254	97+40.00 EB	6.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	EB6257	96+35.00 EB	1.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB6258	96+35.00 EB	9.0'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB626	98+54.00 EB	39.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	EB6270	99+18.00 EB	140.1'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	EB6273	99+09.95 EB	84.9'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	EB630	101+12.76 EB	39.6'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	EB6301	100+53.00 EB	39.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB631	101+30.00 EB	5.0'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	EB6311	101+38.78 EB	1.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	EB6312	101+45.00 EB	11.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB632	101+05.00 EB	25.0'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB6321	100+16.89 EB	18.5'LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	EB6322	100+13.33 EB	7.5'LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	EB633	103+35.00 EB	1.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	EB6332	103+35.00 EB	12.7'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB8101	107+03.20 EB	31.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	EB812	107+04.00 EB	1.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	EB813	106+92.00 EB	1.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	EB8206	105+00.00 EB	31.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	EB821	105+00.00 EB	1.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB8301	108+28.50 EB	39.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	EB832	108+42.00 EB	12.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB8321	109+74.00 EB	10.7'LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1
	EB8322	109+76.00 EB	1.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB8351	107+44.24 EB	1.6'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB8402	110+46.00 EB	31.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	EB841	110+46.00 EB	1.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	EB8502	112+34.00 EB	31.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	EB852	112+34.00 EB	6.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	F43921	143+45.00 F	17.9'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	G4853	136+19.00 G	14.9'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	H4831	135+30.00 H	18.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	K4152	112+87.37 K	21.7'RT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	K4154	113+46.00 K	21.7'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	K4160	115+32.15 K	3.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	K4172	117+03.90 K	12.2'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---
	K4182	118+95.00 K	13.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	K4192	120+90.00 K	13.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	K4197	121+96.54 K	12.0'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	K4202	124+35.00 K	12.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	K4213	125+70.00 K	13.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	K4221	126+95.01 K	10.8'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	K4236	128+15.19 K	6.6'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	K4250	130+42.00 K	22.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	N4450	4+32.23 N	16.2'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---
	SHEET TOTALS			3	6	2	0	0	0	11	0	0	1	0	0	0	0	4	1	3	24	3	0	2	0	0	0	0	1	16	23

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	* 611.3230 INLETS MEDIAN 1 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE	611.3902 INLETS MEDIAN 2 GRATE	611.3225 INLETS 2X2.5-FT	611.3220 INLETS 2X2-FT	611.9900.S DRAIN SLOTTED VANE EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0610 INLET COVERS TYPE BW EACH	611.0600 INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0606 INLET COVERS TYPE B EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	611.0652 INLET COVERS TYPE T EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	N4451	4+30.50 N	1.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
CON'T	N4452	4+08.00 N	1.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---
	VR10304	888+15.00 VR	13.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	VR1042	889+80.00 VR	14.0'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1050	891+65.00 VR	13.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR10501	891+65.00 VR	0.0'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	VR10521	891+62.68 VR	61.0'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	VR1054	892+80.00 VR	14.0'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1056	892+80.03 VR	6.5'RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	1
	VR1060	894+80.00 VR	14.0'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR10601	894+80.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	VR1061	894+80.24 VR	71.0'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1066	896+00.00 VR	14.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR10661	896+00.00 VR	5.0'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	VR1067	896+00.24 VR	71.0'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1068	896+20.00 VR	14.0'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR10681	896+20.00 VR	5.0'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	VR1069	896+22.01 VR	71.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1075	897+50.00 VR	14.0'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR10751	897+50.00 VR	5.0'LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	1
	VR1076	897+50.00 VR	14.3'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1077	897+50.24 VR	71.0'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1080	899+00.00 VR	14.0'RT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR10801	899+00.00 VR	4.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	VR1081	899+00.00 VR	14.3'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1082	899+00.32 VR	72.0'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1083	898+92.01 VR	71.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR10851	900+20.00 VR	5.0'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	VR1086	900+20.00 VR	14.3'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1087	900+20.25 VR	76.0'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1090	901+25.00 VR	14.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR10901	901+25.00 VR	5.0'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
	VR1091	901+75.00 VR	14.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1092	901+77.66 VR	81.2'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1093	901+32.01 VR	71.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1100	905+85.00 VR	14.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1
	VR1101	905+85.00 VR	14.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1102	905+66.54 VR	82.1'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1103	905+30.00 VR	14.3'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1104	905+36.02 VR	71.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1105	906+95.00 VR	13.2'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR11051	906+95.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	VR11053	906+50.00 VR	0.0'RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	VR1106	906+95.00 VR	13.8'LT	---	---	---	---	---	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1107	906+94.83 VR	84.2'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1108	906+85.45 VR	73.5'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1110	909+15.00 VR	11.5'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR11101	909+15.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	VR1111	909+15.00 VR	11.9'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1112	909+06.51 VR	86.5'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1113	909+23.47 VR	83.2'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1120	911+00.00 VR	10.1'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR11201	911+00.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	VR1121	911+00.00 VR	10.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	VR1122	910+87.90 VR	94.4'LT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	SHEET TOTALS			0	10	1	0	0	0	1	1	2	0	36	44	0	0	7	1	0	1	2	0	1	0	5	3	36	0	1	51

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	* 611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.3225 INLETS 2X2.5-FT EACH	611.3220 INLETS 2X2-FT EACH	611.9900.S DRAIN SLOTTED VANE EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0610 INLET COVERS TYPE BW EACH	611.0600 INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0606 INLET COVERS TYPE B EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	611.0652 INLET COVERS TYPE T EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	VR1123	911+01.94 VR	88.6'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
CON'T	VR1130	912+80.00 VR	8.8'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1131	912+80.00 VR	8.8'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1132	912+80.00 VR	66.4'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1133	912+80.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	VR1142	914+55.00 VR	65.4'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1150	915+30.00 VR	7.0'RT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1
	VR1151	915+30.00 VR	7.3'LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1
	VR11511	914+85.00 VR	7.5'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1152	914+85.00 VR	65.7'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	VR1153	915+30.00 VR	65.2'RT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1154	915+75.89 VR	6.4'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1170	917+02.00 VR	64.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1171	917+02.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1190	918+95.28 VR	64.4'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1191	918+95.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1192	918+95.00 VR	64.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1210	920+92.00 VR	64.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1211	920+92.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1220	922+00.00 VR	64.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR12201	922+50.00 VR	64.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR12202	922+50.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR12203	922+50.00 VR	64.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1230	924+41.00 VR	64.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1231	924+41.00 VR	0.0'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1232	924+41.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1233	924+31.00 VR	64.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1250	925+77.00 VR	64.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1251	925+75.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1252	925+75.00 VR	64.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1260	927+04.00 VR	64.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1270	928+25.00 VR	64.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1271	928+25.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1272	928+25.00 VR	64.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1290	930+50.00 VR	64.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1291	930+50.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1292	930+99.99 VR	64.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1293	931+00.00 VR	69.8'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	VR1300	931+55.08 VR	93.0'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	VR1301	931+50.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1310	932+22.00 VR	80.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1320	933+48.00 VR	83.9'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	VR1321	933+48.00 VR	6.3'LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	VR1323	932+67.00 VR	1.5'RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1327	933+48.00 VR	75.9'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	VR1330	934+53.00 VR	80.8'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	VR1331	934+50.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1340	936+50.00 VR	77.9'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1341	936+50.00 VR	6.3'LT	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1
	VR1343	936+50.00 VR	0.0'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	VR1344	936+50.00 VR	14.5'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	VR13441	936+41.79 VR	14.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	VR1345	935+46.20 VR	13.6'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1360	938+50.00 VR	74.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	VR1361	938+50.00 VR	6.0'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	SHEET TOTALS			0	1	2	0	1	1	10	0	0	3	30	54	0	3	0	4	0	0	13	1	0	1	0	3	28	0	2	48

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	* 611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.3225 INLETS 2X2.5-FT EACH	611.3220 INLETS 2X2-FT EACH	611.9900.S DRAIN SLOTTED VANE EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0610 INLET COVERS TYPE BW EACH	611.0600 INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0606 INLET COVERS TYPE B EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	611.0652 INLET COVERS TYPE T EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	VR1362	938+50.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
CON'T	VR1380	940+50.00 VR	72.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1381	940+50.00 VR	6.0'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1382	940+50.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1384	940+53.00 VR	84.6'RT	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1400	942+50.00 VR	72.0'RT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1401	942+50.00 VR	6.0'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1402	942+50.00 VR	0.0'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1410	943+35.00 VR	69.7'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	VR1411	943+60.00 VR	6.0'LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	VR1420	944+80.00 VR	64.9'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	VR14201	944+80.00 VR	6.0'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1452	946+75.00 VR	4.0'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	VR1453	946+75.00 VR	6.0'LT	---	---	---	---	---	---	---	---	---	---	1	2	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	WB602	82+00.00 WB	23.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6021	82+00.00 WB	39.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6023	82+00.00 WB	17.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	WB603	84+12.00 WB	8.8'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6031	84+12.00 WB	39.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB604	85+85.00 WB	1.5'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6041	85+85.00 WB	39.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB605	87+50.00 WB	12.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6051	87+50.00 WB	39.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6061	88+95.00 WB	12.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6062	88+96.00 WB	39.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB620	91+46.00 WB	4.7'RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	WB6201	91+54.00 WB	4.1'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	WB621	91+42.00 WB	48.7'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	WB6211	91+50.00 WB	49.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	WB6212	91+57.00 WB	50.2'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	WB6221	93+35.00 WB	12.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6222	93+35.00 WB	50.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6231	62+85.00 KR	1.5'LT	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6234	92+97.74 WB	71.9'LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---
	WB6235	93+00.38 WB	73.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	WB6238	63+15.00 KR	1.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	WB6239	63+17.00 KR	9.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	WB6242	95+12.00 WB	12.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6243	95+12.00 WB	50.4'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6254	96+75.00 WB	22.9'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6255	96+75.00 WB	3.1'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6256	96+75.00 WB	39.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6271	98+67.00 WB	1.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6272	98+65.00 WB	11.4'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6313	100+75.00 WB	28.0'RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
	WB6314	100+87.00 WB	1.5'RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
	WB6321	101+31.74 WB	39.4'LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---
	WB6322	102+28.00 WB	41.0'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6333	103+00.00 WB	9.2'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB6334	103+00.00 WB	1.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB822	104+48.00 WB	27.1'RT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB823	104+48.00 WB	50.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB833	108+08.00 WB	1.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB834	108+05.00 WB	39.5'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
	WB8341	108+03.96 WB	45.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	WB8342	107+71.00 WB	48.5'LT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	WB8343	107+71.20 WB	53.4'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	WB835	107+00.00 WB	4.8'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	SHEET TOTALS			5	12	2	2	0	0	23	0	0	0	7	12	1	0	1	1	3	27	2	0	8	0	0	4	6	0	5	51

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIAMETER EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	* 611.3230 INLETS MEDIAN 1 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.3225 INLETS 2X2.5-FT EACH	611.3220 INLETS 2X2-FT EACH	611.9900.S DRAIN SLOTTED VANE EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0610 INLET COVERS TYPE BW EACH	611.0600 INLET COVERS TYPE A EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0606 INLET COVERS TYPE B EACH	611.0642 INLET COVERS TYPE MS EACH	611.0651 INLET COVERS TYPE S EACH	611.0654 INLET COVERS TYPE V EACH	611.0652 INLET COVERS TYPE T EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	WB836	106+92.00 WB	6.1'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
CON'T	WB837	105+95.00 WB	20.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	WB838	106+66.02 WB	46.8'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	WB8381	106+58.00 WB	47.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	WB842	110+12.00 WB	15.3'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	WB8421	111+00.00 WB	12.5'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	WB843	110+12.00 WB	39.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	WB8431	108+90.00 WB	52.5'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	WB8433	109+90.73 WB	54.5'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	WB853	112+00.00 WB	9.0'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	WB854	112+00.00 WB	39.5'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	1
	WW3491	101+56.85 W	60.6'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---
	SHEET TOTALS			0	0	0	0	0	0	9	1	0	0	0	0	0	0	0	0	0	7	0	0	3	0	1	0	0	0	1	10
	TOTALS			8	37	9	4	2	2	69	2	2	4	77	110	1	3	12	7	6	74	35	2	24	4	6	10	71	1	33	216

MISCELLANEOUS STORM SEWER ITEMS

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	SPV.0060.047 INLETS TYPE AZ EACH	SPV.0060.048 INLETS TYPE VR1312 EACH	SPV.0060.049 INLETS TYPE C4691 EACH	SPV.0060.050 INLETS TYPE FLI EACH	SPV.0060.054 INLET COVERS TYPE FLI EACH	SPV.0060.055 INLET COVERS TYPE AZ EACH	SPV.0060.056 INLET COVERS TYPE C4691 EACH	SPV.0060.057 INLET COVERS TYPE VR1312 EACH	SPV.0105.050 STORM SEWER INLET CAP LS	SPV.0105.051 STORM SEWER PIPE CAP LS	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	VR13221	932+55.00 VR	6.3 'LT	1	---	---	---	---	2	---	---	---	---	1
	VR13231	932+67.00 VR	6.3 'LT	1	---	---	---	---	2	---	---	---	---	1
	VR13241	932+79.00 VR	6.3 'LT	1	---	---	---	---	2	---	---	---	---	1
	VR1312	932+22.00 VR	89.3 'RT	---	1	---	---	---	---	---	1	---	---	1
	C4691	32+57.00 C	7.5 'RT	---	---	1	---	---	---	1	---	---	---	1
	WB623	62+79.08 KR	40.3 'RT	---	---	---	1	1	---	---	---	---	---	1
	WB6233	62+97.60 KR	41.8 'LT	---	---	---	1	1	---	---	---	---	---	1
	VR14211	944+81.57 VR	10.8 'LT	---	---	---	---	---	---	---	---	1	---	---
	WB6213	91+33.06 WB	39.9 'LT	---	---	---	---	---	---	---	---	---	1	---
		TOTALS		3	1	1	2	2	6	1	1	1	1	7

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE

CATEGORY	STATION - STATION	LOCATION	SPV.0090.050 LF
0010	888+02 VR - 901+32 VR	RT	1,332
	893+33 VR - 894+00 VR	LT	66
	896+00 VR - 902+03 VR	LT	603
	901+09 VR - 902+65 VR	RT	176
	905+05 VR - 915+75 VR	RT	1,071
	905+77 VR - 947+85 VR	LT/RT	4,209
	911+61 VR - 915+75 VR	LT	413
	911+89 VR - 912+21 VR	LT	32
	911+98 VR - 913+46 VR	RT	148
	913+96 VR - 931+06 VR	RT	1,698
	916+10 VR - 917+37 VR	LT	128
	928+77 VR - 944+80 VR	RT	1,587
	935+42 VR - 935+57 VR	LT	36
	29+24 C - 43+55 C	RT	1,429
	936+25 VR	LT	16
	80+80 WB - 91+55 WB	LT	1,077
	81+64 EB - 86+31 EB	LT	468
	84+37 EB - 86+32 EB	LT	195
	87+09 EB - 88+49 EB	RT	156
	87+07 EB - 92+44 EB	LT	537
	87+07 EB - 92+54 EB	LT	547
	91+25 EB - 92+75 EB	LT	151
	92+43 EB - 92+98 EB	LT	62
	92+49 EB - 93+17 EB	RT	89
	92+98 EB - 98+47 EB	LT	551
			CON'T ON RIGHT

PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE (CON'T)

CATEGORY	STATION - STATION	LOCATION	SPV.0090.050 LF
0010	92+98 EB - 97+32 EB	LT	442
(CON'T)	93+71 EB - 95+50 EB	LT	223
	93+16 WB - 98+54 WB	LT	547
	96+33 EB - 99+00 EB	LT	267
	1+43 M - 1+87 M	RT	50
	98+61 WB - 99+86 WB	RT	129
	98+62 WB - 99+78 WB	RT	116
	98+78 WB - 99+42 WB	LT	66
	99+59 WB - 101+15 WB	LT	211
	100+68 WB - 100+93 WB	RT	27
	100+85 WB - 103+04 WB	RT	219
	101+50 WB - 102+39 WB	LT	163
	99+06 EB - 100+11 EB	RT	108
	100+14 EB - 101+46 EB	LT	134
	100+15 EB - 101+47 EB	LT	134
	100+50 EB - 101+14 EB	RT	66
	102+19 EB - 109+54 EB	LT	737
	103+26 EB - 109+54 EB	LT	625
	103+35 WB - 113+81 WB	LT	1,045
	109+35 WB 109+65 WB	RT	58
	110+41 EB - 113+95 EB	LT	355
	110+42 EB - 113+95 EB	LT	354
	113+83 EB - 114+30 EB	RT	59
	UNDISTRIBUTED FOR EBS	---	500
		TOTAL	23,412

CONCRETE MEDIAN

CATEGORY	PROJECT LOCATION	STATION	LOCATION	620.0200 BLUNT NOSE SF	620.0300 SLOPED NOSE SF	DESCRIPTION
0010	EB CTH PD	87+07 EB	LT	---	34	TYPE 1
		91+25 EB	LT	---	50	TYPE 1
		92+77 EB	LT	6	---	---
		92+96 EB	LT	9	---	---
		93+01 EB	LT	---	43	TYPE 1
		109+51 EB	LT	---	36	TYPE 1
		109+72 EB	LT	---	37	TYPE 1
		109+97 EB	LT	---	36	TYPE 1
		110+42 EB	LT	---	49	TYPE 1
		114+07 EB	LT	---	10	TYPE 2
		SUBTOTALS		15	295	
	WB CTH PD	86+03 WB	RT	---	41	TYPE 1
		SUBTOTALS		0	41	
	A RAMP	101+91 A	RT	---	68	TYPE 1
		102+98 A	RT	---	33	TYPE 2
		SUBTOTALS		0	101	
	B RAMP	104+50 B	LT	---	35	TYPE 2
		SUBTOTALS		0	35	
	C RAMP	3+94 C	LT	---	30	TYPE 2
		SUBTOTALS		0	30	
	D RAMP	102+02 D	LT	---	39	TYPE 2
		102+32 D	RT	---	29	TYPE 2
		SUBTOTALS		0	68	
	J RAMP	11+62 J	RT	70	---	---
		SUBTOTALS		70	---	
	K RAMP	114+03 K	LT	---	70	TYPE 1
		128+69 K	RT	---	70	TYPE 1
		130+91 K	LT	70	---	---
		SUBTOTALS		70	140	
	M RAMP	1+52 M	RT	---	42	TYPE 2
		2+40 M	RT	---	70	TYPE 1
		SUBTOTALS		0	112	
	N RAMP	4+99 N	RT	---	128	TYPE 1
		SUBTOTALS		0	128	
	P RAMP	7+35 P	LT	---	94	TYPE 1
		SUBTOTALS		0	94	
	B SPUI	99+39 B	RT	---	69	TYPE 1
		101+59 B	LT	---	56	TYPE 1
		102+02 B	LT	110	---	---
		102+40 B	LT	---	39	TYPE 2
		103+26 B	LT	---	31	TYPE 2
		103+31 B	LT	77	---	---
		104+00 B	RT	---	83	TYPE 1
		SUBTOTALS		187	278	

CON'T ON RIGHT

CONCRETE MEDIAN (CON'T)

CATEGORY	PROJECT LOCATION	STATION	LOCATION	620.0200 BLUNT NOSE SF	620.0300 SLOPED NOSE SF	DESCRIPTION
0010	D SPUI	103+00 D	LT	---	69	TYPE 1
		103+68 D	RT	82	---	---
		103+71 D	RT	---	29	TYPE 2
		104+74 D	RT	---	49	TYPE 2
		105+03 D	RT	157	---	---
		105+75 D	RT	---	124	TYPE 1
		106+96 D	LT	---	119	TYPE 1
		SUBTOTALS		239	390	
	WILLIAMSBURG WAY	98+37 WW	RT	---	56	TYPE 1
		98+56 WW	RT	---	73	TYPE 1
		98+59 WW	RT	---	26	TYPE 2
		98+60 WW	LT	---	19	TYPE 2
		98+57 WW	LT	---	60	TYPE 1
		101+46 WW	RT	---	20	TYPE 2
		101+50 WW	RT	---	88	TYPE 1
		101+65 WW	RT	---	80	TYPE 1
		SUBTOTALS		0	422	
	KAPEC ROAD	62+44 KR	LT	---	71	TYPE 1
		62+44 KR	LT	64	---	---
		63+22 KR	LT	---	60	TYPE 1
		SUBTOTALS		64	131	
	NESBITT ROAD	24+27 NR	RT	---	33	TYPE 1
		24+51 NR	RT	45	---	---
		24+53 NR	RT	---	49	TYPE 1
		SUBTOTALS		45	82	
		TOTALS		690	2,347	

WATER

CATEGORY	PROJECT LOCATION	STATION - STATION	624.0100 MGAL	REMARKS
0010	VERONA ROAD	888+00 VR - 935+00 VR	240	DUST CONTROL
			230	COMPACTION
	A RAMP	935+00 A - 937+00 A	1	DUST CONTROL
			5	COMPACTION
	B RAMP	937+00 B - 947+98 B	100	DUST CONTROL
			1	COMPACTION
	C RAMP	101+29 C - 103+12 C	7	DUST CONTROL
			45	COMPACTION
	J RAMP	104+59 J - 105+16 J	1	DUST CONTROL
			8	COMPACTION
	K RAMP	03+78 K - 43+57 K	34	DUST CONTROL
			38	COMPACTION
	M RAMP	7+11 M - 12+21 M	0	DUST CONTROL
			1	COMPACTION
	N RAMP	108+77 N - 136+30 N	16	DUST CONTROL
			1	COMPACTION
	P RAMP	7+35 P - 8+44 P	0	DUST CONTROL
			0	COMPACTION
	EB CTH PD	1+38 EB - 2+78 EB	16	DUST CONTROL
			120	COMPACTION
	WB CTH PD	3+73 WB - 5+13 WB	23	DUST CONTROL
			170	COMPACTION
	B SPUI	80+12 B - 114+46 B	30	DUST CONTROL
			14	COMPACTION
	D SPUI	79+64 D 114+12 D	46	DUST CONTROL
			17	COMPACTION
	WILLIAMSBURG WAY	99+32 WW - 104+04 WW	5	DUST CONTROL
			0	COMPACTION
	KAPEC ROAD	102+80 KR - 108+18 KR	6	DUST CONTROL
			7	COMPACTION
	NESBITT ROAD	97+81 NR - 101+50 NR	1	DUST CONTROL
			4	COMPACTION
		TOTAL	1,187	

INFILTRATION BASIN COMPOST

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	SPV.0180.002 SY
0010	POND A	876+00 VR - 887+00 VR	LT	4,700

FINISHING ITEMS

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	625.0500 SALVAGED TOPSOIL SY	* 629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0130 SEEDING MIXTURE NO. 30 LB	630.0140 SEEDING MIXTURE NO. 40 LB	SPV.0085.001 DETENTION POND, SHORT GRASS PRAIRIE LB	* 630.0200 SEEDING TEMPORARY LB	630.0400 SEEDING NURSE CROP LB	* 631.0300 SOD WATER MGAL	* 631.1000 SOD LAWN SY	SPV.0120.001 WATER FOR SEEDED AREAS MGAL
0010	VERONA ROAD	888+00 VR - 901+33 VR	LT/RT	3,400	---	2.2	90	---	---	---	90	---	---	---	19.0
		895+75 VR - 902+13 VR	LT	1,550	---	1.0	---	---	---	---	---	---	37	1,550	---
		896+10 VR - 901+75 VR	RT	870	---	0.6	---	---	---	---	---	---	21	870	---
		904+93 VR - 908+40 VR	RT	690	---	0.5	---	---	---	---	---	---	17	690	---
		905+31 VR - 907+11 VR	LT	410	---	0.3	---	---	---	---	---	---	10	410	---
		940+50 VR - 944+91 VR	RT	1,250	---	0.8	35	---	---	---	35	---	---	---	6.9
		SUBTOTALS		8,170	0	5.4	125	0	0	0	125	0	85	3,520	25.9
	EB CTH PD	80+60 EB - 81+82 EB	RT	---	120	0.1	---	---	---	---	---	---	3	120	---
		86+16 EB - 88+51 EB	RT	---	430	0.3	---	---	---	---	---	---	10	430	---
		94+17 EB - 95+55 EB	RT	---	310	0.2	---	---	3	---	5	---	3	130	1.0
		96+33 EB - 99+00 EB	LT	---	600	0.4	---	---	---	---	---	---	14	600	---
		105+18 EB - 105+76 EB	RT	---	10	0.1	---	---	---	---	---	---	0	10	---
		113+80 EB - 115+28 EB	RT	---	240	0.2	---	---	1	---	1	---	5	210	0.2
		SUBTOTALS		0	1,710	1.3	0	0	4	0	6	0	35	1,500	1.2
	WB CTH PD	79+64 WB - 86+32 WB	LT	---	1,450	1.0	---	---	15	---	20	---	17	690	4.4
		86+67 WB - 91+55 WB	LT	---	460	0.3	---	---	5	---	7	---	5	200	1.4
		93+16 WB - 98+18 WB	LT/RT	---	880	0.6	---	---	4	---	7	---	15	620	1.4
		100+94 WB - 105+51 WB	LT/RT	---	780	0.5	---	---	4	---	6	---	14	570	1.2
		105+74 WB - 106+91 WB	LT	---	210	0.2	---	---	3	---	4	---	2	60	0.8
		106+98 WB - 110+32 WB	LT	---	270	0.2	---	---	3	---	5	---	2	95	1.0
		110+82 WB - 114+08 WB	LT	---	240	0.2	---	---	1	---	2	---	4	160	0.4
		SUBTOTALS		0	4,290	3.0	0	0	35	0	51	0	59	2,395	10.6
	A RAMP	101+90 A - 102+83 A	RT	---	310	0.2	---	---	---	---	---	---	7	310	---
		SUBTOTALS		0	310	0.2	0	0	0	0	0	0	7	310	0.0
	J RAMP	7+11 J - 11+88 J	LT	---	1,100	0.7	---	---	---	---	---	---	27	1,100	---
		SUBTOTALS		0	1,100	0.7	0	0	0	0	0	0	27	1,100	0.0
	K RAMP	129+22 K - 131+20 K	RT	---	300	0.2	8	---	---	---	8	---	0	---	1.7
		SUBTOTALS		0	300	0.2	8	0	0	0	8	0	0	0	1.7
	M RAMP	1+40 M - 2+78 M	LT/RT	---	370	0.3	---	---	1	---	2	---	7	300	0.4
		SUBTOTALS		0	370	0.3	0	0	1	0	2	0	7	300	0.4
	N RAMP	3+53 N - 5+00 N	LT/RT	---	400	0.3	---	---	1	---	1	---	9	360	0.2
		SUBTOTALS		0	400	0.3	0	0	1	0	1	0	9	360	0.2
	P RAMP	7+35 P - 8+18 P	LT	---	170	0.2	---	---	---	---	---	---	4	170	---
		SUBTOTALS		0	170	0.2	0	0	0	0	0	0	4	170	0.0
	KAPEC ROAD	62+38 KR - 64+00 KR	LT/RT	---	300	0.2	---	---	1	---	2	---	5	230	0.4
				0	300	0.2	0	0	1	0	2	0	5	230	0.4
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	---	340	0.3	---	---	5	---	7	---	2	75	1.5
				0	340	0.3	0	0	5	0	7	0	2	75	1.5
	POND A	876+00 VR - 887+00 VR	LT	---	460	3.2	9	85	---	1	140	1	---	---	28.0
				0	460	3.2	9	85	0	1	140	1	0	0	28.0
		UNDISTRIBUTED	---	2,043	2,438	3.8	36	21	12	---	86	---	61	2,490	17.5
		SUBTOTALS		2,043	2,438	3.8	36	21	12	0	86	0	61	2,490	17.5
			TOTALS	10,213	12,188	19.1	178	106	59	1	428	1	301	12,450	87.4

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SILT FENCE SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	EB CTH PD	115+13 EB - 115+35 EB	RT	44	11
		SUBTOTALS		44	11
	WB CTH PD	85+60 WB - 86+25 WB	LT	67	139
		97+50 WB - 4+07 N	LT	115	238
		107+68 WB - 108+58 WB	LT	95	197
		SUBTOTALS		277	574
		UNDISTRIBUTED		80	146
			TOTALS	401	731

EROSION MAT

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	628.2004 CLASS I TYPE B SY	628.2006 URBAN CLASS I TYPE A SY
0010	VERONA ROAD	888+00 VR - 901+33 VR	LT/RT	3,400	---
		940+50 VR - 944+91 VR	RT	---	1,250
		SUBTOTALS		3,400	1,250
	EB CTH PD	94+17 EB - 95+56 EB	RT	---	180
		113+81 EB - 114+15 EB	RT	---	30
		SUBTOTALS		0	210
	WB CTH PD	79+64 WB - 86+32 WB	LT	---	780
		86+69 WB - 91+54 WB	LT	---	260
		93+16 WB - 94+12 WB	LT	---	20
		94+44 WB - 98+09 WB	LT	---	230
		102+85 WB - 105+51 WB	LT	---	210
		105+74 WB - 106+91 WB	LT	---	140
		106+98 WB - 107+54 WB	LT	---	30
		107+68 WB - 110+32 WB	LT	---	150
		110+82 WB - 114+08 WB	LT	---	75
		SUBTOTALS		0	1,895
	K RAMP	129+22 K - 131+20 K	RT	---	300
		SUBTOTALS		0	300
	M RAMP	1+40 M - 2+78 M	LT	---	65
		SUBTOTALS		0	65
	N RAMP	3+73 N - 4+00 N	LT	---	40
		SUBTOTALS		0	40
	KAPEC ROAD	62+38 KR - 64+00 KR	LT/RT	---	70
		SUBTOTALS		0	70
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	---	260
		SUBTOTALS		0	260
	POND A	876+00 VR - 887+00 VR	LT	460	---
				460	0
		UNDISTRIBUTED		970	1020
			TOTALS	4,830	5,110

INLET PROTECTION

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B * EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH	SPV.0060.051 TYPE FLI EACH
0010	VERONA ROAD	887+97 VR - 947+85 VR	RT/LT	120	68	40	13	---
		SUBTOTALS		120	68	40	13	0
	EB CTH PD	83+61 EB - 115+15 EB	RT/LT	34	---	54	8	---
		SUBTOTALS		34	0	54	8	0
	WB CTH PD	80+70 WB - 114+82 WB	RT/LT	48	1	37	11	---
		SUBTOTALS		48	1	37	11	0
	A RAMP	91+55 A - 101+96 A	RT/LT	10	2	7	2	---
		SUBTOTALS		10	2	7	2	0
	B RAMP	105+16 B - 115+33 B	RT/LT	4	4	6	4	---
		SUBTOTALS		4	4	6	4	0
	C RAMP	4+31 C - 47+50 C	RT/LT	20	4	27	10	---
		SUBTOTALS		20	4	27	10	0
	D RAMP	97+55 D - 101+62 D	RT/LT	3	---	7	2	---
		SUBTOTALS		3	0	7	2	0
	E RAMP	128+03 E - 135+18 E	RT/LT	3	8	3	---	---
		SUBTOTALS		3	8	3	0	0
	F RAMP	140+00 F - 144+86 F	RT/LT	---	---	5	---	---
		SUBTOTALS		0	0	5	0	0
	J RAMP	9+06 J - 13+89 J	RT/LT	3	5	1	---	---
		SUBTOTALS		3	5	1	0	0
	K RAMP	109+24 K - 134+38 K	RT/LT	23	12	16	10	---
		SUBTOTALS		23	12	16	10	0
	L RAMP	102+02 L - 102+18 L	RT/LT	1	---	2	---	---
		SUBTOTALS		1	0	2	0	0
	M RAMP	2+43 M - 2+62 M	RT/LT	1	---	1	---	---
		SUBTOTALS		1	0	1	---	---
	N RAMP	3+90 N - 5+14 N	RT/LT	3	4	2	---	---
		SUBTOTALS		3	4	2	0	0
	P RAMP	7+41 P - 7+47 P	RT/LT	1	---	2	---	---
		SUBTOTALS		1	0	2	0	---
	WILLIAMSBURG WAY	102+27 WW - 102+27 WW	RT/LT	3	---	12	---	---
		SUBTOTALS		3	0	12	0	0
	KAPEC ROAD	62+38 KR - 64+00 KR	RT/LT	3	---	2	1	2
		SUBTOTALS		3	0	2	1	2
	NESBITT ROAD	23+75 NR - 24+61 NR		---	---	1	3	---
		SUBTOTALS		0	0	1	3	0
		UNDISTRIBUTED		70	27	56	16	0
		TOTALS		350	135	281	80	2

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	33	17

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	UNDISTRIBUTED	22

ROCK BAGS

CATEGORY	LOCATION	628.7570 EACH
0010	UNDESTRIBUTED	10

DELINEATOR BRACKETS

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	633.1000 EACH
0010	VERONA ROAD	893+33 VR - 947+98 VR	LT	55
		901+32 VR - 944+91 VR	RT	44
			TOTAL	99

SOIL STABILIZER

CATEGORY	LOCATION	628.6510 TYPE B ACRE
0010	UNDISTRIBUTED	1.00

FIELD OFFICE TYPE D

CATEGORY	PROJECT	642.5401 EACH
0010	1206-08-77	1

GEOGRID TYPE SR

CATEGORY	LOCATION	645.0220 SY
0010	UNDISTRIBUTED	9,300

REMOVING OVERHEAD SIGN SUPPORTS CANTILEVER

CATEGORY	LOCATION	638.3150.001 S-13-357 EACH	638.3150.002 S-13-358 EACH
0010	95+93 EB LT	1	---
	104+83 WB LT	---	1
	TOTALS	1	1

REVISING SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	638.3210 REVISING SIGNS TYPE I DEMOUNTABLE EACH	204.9060.S.005 REMOVING EXISTING SIGN COVER EACH
0010	2 - 1	871+35 VR	MEDIAN	W9-63	LANE ENDS 800 FT	72 x 90	---	1
	2 - 2	877+00 VR	MEDIAN	W9-63	LANE ENDS 1/4 MILE	72 x 90	---	1
	3 - 1	887+00 VR	RT	E6-51	WILLIAMSBURG WAY ADVANCED EXIT GUIDE SIGN (OVERHEAD)	192 x 96	---	1
	3 - 2	887+00 VR	RT	E4-1A	CTH PD/MCKEE RD EXIT DIRECTION SIGN WITH ARROW	192 x 90	---	1
	4 - 10	8+39 C	LT	R3-5L	ARROW UP LEFT/ONLY	42 x 48	---	1
	4 - 11	8+39 C	LT	R3-5R	ARROW UP RIGHT/ONLY	42 x 48	---	1
	5 - 5	14+75 C	LT	E6-51	CTH PD/MCKEE RD ADVANCED EXIT GUIDE SIGN (OVERHEAD)	204 x 120	---	1
	5 - 11	126+50 K	RT	E6-1	WILLIAMSBURG WAY EXIT GORE SIGN (OVERHEAD)	192 x 114	---	1
	7 - 9	948+75 VR	LT	E6-1	WEST USH 18/ SOUTH USH 151 AHEAD (OVERHEAD)	168 x 108	---	1
	7 - 10	948+75 VR	LT	E6-51	CTH PD/MCKEE RD ADVANCED EXIT GUIDE SIGN (OVERHEAD)	192 x 114	---	1
	7 - 11	948+75 VR	LT	E6-1	WILLIAMSBURG WAY EXIT GORE SIGN (OVERHEAD)	192 x 114	---	1
	7 - 12	954+30 VR	LT	E6-1	CTH PD/MCKEE RD/WILLIAMSBURG WAY EXIT GORE SIGN (OVERHEAD)	216 x 138	---	1
	8 - 1	962+30 VR	LT	E6-51	CTH PD/MCKEE RD/WILLIAMSBURG WAY ADVANCED EXIT GUIDE SIGN (OVERHEAD)	252 x 126	---	1
	9 - 3	984+48 VR	LT	E6-51	USE RIGHT LANE PLAQUE	108 x 18	1	---
						TOTALS	1	13

MISCELLANEOUS SIGN SUPPORT SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	* 657.0322 POLES TYPE 5 ALUMINUM EACH	* 654.0105 CONCRETE BASES TYPE 5 EACH	635.0200 SIGN SUPPORTS STRUCTURAL STEEL HS LB	636.0100 SIGN SUPPORTS CONCRETE MASONRY CY	636.0500 SIGN SUPPORTS STEEL REINFORCEMENT LB	TYPE/SIZE OF STEEL	REMARKS
0010	1 - 1	833+00 VR	RT	E1-1A	ADVANCED EXIT GUIDE SIGN CTH PD/MCKEE RD 1 MILE	192 x 120	---	---	948	1.6	98	2-TYPE B	
	1 - 2	852+50 VR	RT	W19-1	FREEWAY ENDS 1 1/2 MILES	180 x 102	---	---	976	1.6	98	2-TYPE B	
	4 - 1	98+90 D	LT	W4-2L	LANE REDUCTION TRANSITION SYMBOL - (LEFT LANE)	36 x 36	1	1	---	---	---	---	MOUNT ON TYPE 5 POLE
						TOTALS	1	1	1,924	3.2	196		

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MOVING/REMOVING SIGN ITEMS

CATEGORY	SIGN NUMBER	SIGN CODE	* 638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION	REMARKS
0010	R1-1	W3-5	---	1	2	SPEED REDUCTION AHEAD 40 MPH SYMBOL	
	R1-2	W3-5	---	1	2	SPEED REDUCTION AHEAD 40 MPH SYMBOL	
	R1-3	R2-1	---	1	2	SPEED LIMIT 65 MPH	
	R1-4	R2-1	---	1	2	SPEED LIMIT 65 MPH	
	R1-5	R2-1	---	1	2	SPEED LIMIT 40 MPH	
	R1-6	R2-1	---	1	2	SPEED LIMIT 40 MPH	
	R2-1	J4-1	---	1	1	JCT CTH PD	
	R2-2	R3-8(MOD.)	---	1	3	ADVANCED INTERSECTION LANE CONTROL	
	R3-1	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	R3-2	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	R5-1	R3-8M	---	1	2	LEFT ONLY/ AHEAD ONLY/ AHEAD, RIGHT	
	R7-1	W4-2L	---	1	1	LANE REDUCTION TRANSITION SYMBOL	
	R7-2	W4-2L	---	1	1	LANE REDUCTION TRANSITION SYMBOL	
	R8-1	R2-5A	---	1	1	REDUCED SPEED AHEAD; 30 MPH PLAQUE	
	R8-2	R4-4	---	1	1	BEGIN RIGHT TURN LANE YIELD TO BIKES	
	R8-3	W12-1D	---	1	1	DOUBLE DOWN ARROWS	
	R8-4	R3-7R	---	1	1	RIGHT LANE MUST TURN RIGHT	
	R8-5	R3-2	---	1	1	NO LEFT TURN SYMBOL	
	R8-6	R1-5L	---	1	1	YIELD HERE TO PEDESTRIANS	
	M8-7	R1-2	1	---	---	YIELD; BIKES ONLY	
	R8-8	R1-1	---	1	1	STOP	
	R8-9	R2-1	---	1	1	SPEED LIMIT 30 MPH	
	R8-10	R3-52	---	1	1	CURB LANE BICYCLES AND RIGHT TURNS ONLY	
	M8-11	R5-1A	1	---	---	WRONG WAY	
	R8-12	D1-1	---	1	2	HARDROCK RD	
	M8-13	D1-1	1	---	---	FITCHRONA RD	MOUNTED ON SAME SUPPORT AS SIGN R8-12; MOVE TO PROPOSED LIGHT POLE AT APPROX. 83+70 EB (SEE PERMANENT SIGNING SHEETS)
	R8-14	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	R9-1	D1-2; D1-1	---	1	2	KAPEC RD/NESBITT RD; HARDROCK RD	
	R9-2	J3-2	---	1	1	EAST USH 18, NORTH USH 151 RIGHT	
	R9-3	JV	---	1	1	JCT USH 18/151	
	R9-4	R2-1	---	1	---	SPEED LIMIT 30 MPH	MOUNTED ON LIGHT POLE
	R9-5	R2-1;R3-17	---	1	1	SPEED LIMIT 30 MPH; BIKE LANE	
	R9-6	R1-1	---	1	1	STOP	
	R9-7	R1-1F	---	1	---	FOLDING STOP	MOUNTED ON SIGNAL POLE
	R9-8	M1-94H	---	1	---	MCKEE RD/CTH PD	MOUNTED ON SIGNAL ARM
	R9-9	D1-1	---	1	---	MCKEE RD-CTH PD; KAPEC RD; NESBITT RD STREET NAME SIGNS	MOUNTED ON SIGNAL POLE
	R9-10	R4-7	---	1	---	KEEP RIGHT	MOUNTED ON SIGNAL POLE
	R9-11	R3-4	---	1	---	NO U-TURN	MOUNTED ON SIGNAL POLE
	R9-12	R3-4	---	1	---	NO U-TURN	MOUNTED ON SIGNAL POLE
	R9-13	R4-7	---	1	---	KEEP RIGHT	MOUNTED ON SIGNAL POLE
		SHEET TOTALS	3	37	40		

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

MOVING/REMOVING SIGN ITEMS (CON'T)

CATEGORY	SIGN NUMBER	SIGN CODE	* 638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	DESCRIPTION	REMARKS
0010	R9-14	D1-1	---	1	1	MCKEE RD-CTH PD; KAPEC RD; NESBITT RD STREET NAME SIGNS	
CON'T	R9-15	M1-94H	---	1	---	MCKEE RD/CTH PD	MOUNTED ON SIGNAL ARM
	R9-16	M1-94H	---	1	---	KAPEC RD/NESBITT RD	MOUNTED ON SIGNAL ARM
	R9-17	R1-1F	---	1	---	FOLDING STOP	MOUNTED ON SIGNAL POLE
	R9-18	R1-1	---	1	1	STOP	
	R9-19	R3-20R	---	1	1	BEGIN RIGHT TURN LANE	
	R9-20	R3-20L	---	1	1	BEGIN LEFT TURN LANE	
	R9-21	R2-1	---	1	---	SPEED LIMIT 30 MPH	MOUNTED ON LIGHT POLE
	R9-22	R3-17	---	1	1	BIKE LANE	
	R9-23	JV	---	1	---	EAST USH 18/ NORTH USH 151 USE 2 LEFT LANES	MOUNTED ON SIGN SUPPORT
	R9-24	D1-2	---	1	2	KAPEC RD/NESBITT RD	
	R9-25	R3-5L	---	1	---	ARROW UP LEFT/ONLY	S-13-357; MOUNTED ON CANTILEVER ARM
	R9-26	R3-5L	---	1	---	ARROW UP LEFT/ONLY	MOUNTED ON CANTILEVER ARM
	R9-27	J2-2	---	1	1	WEST USH 18, SOUTH USH 151 RIGHT TURN	
	R9-28	R2-1	---	1	1	SPEED LIMIT 30 MPH	
	R9-29	M1-5A; I55-56	---	1	1	CTH PD; ADOPT-A-HIGHWAY (CHIVE ON MADTOWN)	
	R9-30	J3-2	---	1	1	WEST USH 18, SOUTH USH 151 RIGHT	
	R9-31	R3-17	---	1	1	BIKE LANE	
	R9-32	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	R9-33	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	R9-34	W3-3	---	1	1	SIGNAL AHEAD	
	R9-35	W11-8	---	1	1	FIRE STATION AHEAD AND PLAQUE	
	R9-36	M1-8	---	1	1	BICYCLE ROUTE	
	R9-37	M1-8	---	1	1	BICYCLE ROUTE	
	R10-1	M1-5A; I55-56	---	1	1	CTH PD; ADOPT-A-HIGHWAY (FIRST CHURCH OF CHRIST, SCIENTIST)	
	R10-2	JV	---	1	---	WEST USH 18/ SOUTH USH 151 USE 2 LEFT LANES	MOUNTED ON SIGN SUPPORT
	R10-3	R3-5L	---	1	---	ARROW UP LEFT/ONLY	S-13-358; MOUNTED ON CANTILEVER ARM
	R10-4	R3-5L	---	1	---	ARROW UP LEFT/ONLY	MOUNTED ON CANTILEVER ARM
	R10-5	J2-2	---	1	1	EAST USH 18, NORTH USH 151 RIGHT TURN	
	R10-6	R3-20R	---	1	1	BEGIN RIGHT TURN LANE	
	M10-7	R5-3	1	---	---	NO MOTOR VEHICLES	
	M10-8	D1-1	1	---	---	MILITARY RIDGE PATH	
	R10-9	JV	---	1	1	JCT USH 18/151	
	R10-10	R6-2L	---	1	1	ONE WAY	
	R10-11	W3-3	---	1	1	SIGNAL AHEAD	
	R10-12	W3-3	---	1	---	SIGNAL AHEAD	MOUNTED ON LIGHT POLE
	R10-13	R3-20L	---	1	1	BEGIN LEFT TURN LANE	
	R10-14	R3-2	---	1	---	NO LEFT TURN	MOUNTED ON LIGHT POLE
	R10-15	D1-1	---	1	2	COMMERCE PARK DR	
	R10-16	R2-1	---	1	---	SPEED LIMIT 40 MPH	MOUNTED ON LIGHT POLE
	R10-17	---	---	---	1	MADISON METRO BUS STOP	
	R10-18	R2-1; R3-17	---	1	1	SPEED LIMIT 40 MPH; BIKE LANE	
	R10-19	R4-7	---	1	---	KEEP RIGHT	MOUNTED ON SIGNAL POLE
	R10-20	R4-7	---	1	---	KEEP RIGHT	MOUNTED ON SIGNAL POLE
	R10-21	R1-1F	---	1	---	FOLDING STOP	MOUNTED ON SIGNAL POLE
	SHEET TOTALS		2	42	29		
	TOTALS		5	79	69		

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.1230 SIGNS TYPE I REFLECTIVE F SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0624 POSTS WOOD 4x6-INCH x 24-FT EACH	634.0412 POSTS WOOD 4x4-INCH x 12-FT EACH	634.0414 POSTS WOOD 4x4-INCH x 14-FT EACH	634.0416 POSTS WOOD 4x4-INCH x 16-FT EACH	SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH	SPV.0060.004 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 10-FT EACH	SPV.0060.005 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 12-FT EACH	SPV.0060.006 V-LOC BASE EACH	REMARKS
0010	1 - 1	833+00	VR RT	E1-1A	ADVANCED EXIT GUIDE SIGN CTH PD/MCKEE RD 1 MILE	192 x 120	160	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	1 - 1			E1-5P	EXIT 83A	132 x 30	27.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	1 - 2	852+50	VR RT	W19-1	FREEWAY ENDS 1 1/2 MILES	180 x 102	---	127.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	1 - 3	858+00	VR RT	W3-5	SPEED LIMIT 55 AHEAD (ARROW)	48 x 48	---	---	---	---	16.00	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	
	1 - 4	858+00	VR MED	W3-5	SPEED LIMIT 55 AHEAD (ARROW)	48 x 48	---	---	---	---	16.00	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	
	1 - 5	865+00	VR RT	R2-1	SPEED LIMIT 55 MPH	48 x 60	---	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	
	1 - 6	865+00	VR MED	R2-1	SPEED LIMIT 55 MPH	48 x 60	---	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	
	1 - 7	865+00	VR MED	R2-1	SPEED LIMIT 65 MPH	48 x 60	---	---	20.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POSTS AS SIGN 1-6
	1 - 8	865+00	VR LT	R2-1	SPEED LIMIT 65 MPH	48 x 60	---	---	20.00	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	
	2 - 1	871+35	VR MED	W9-63	LANE ENDS 800 FT	72 x 90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-457
	2 - 2	877+00	VR MED	W9-63	LANE ENDS 1/4 MILE	72 x 90	---	---	---	---	--	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-456
	3 - 1	887+00	VR RT	E6-51	WILLIAMSBURG WAY ADVANCED EXIT GUIDE SIGN (OVERHEAD)	192 x 96	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-442
	3 - 2	887+00	VR RT	E4-1A	CTH PD/MCKEE RD EXIT DIRECTION SIGN WITH ARROW	192 x 90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-442
	3 - 3	92+20	A LT	E5-1C	EXIT SIGN (CUSTOMIZED FOR NARROW GORES) (EXIT 83A)	36 x 60	---	---	15.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	3 - 4	892+90	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	4 FT MOUNTING HEIGHT
	3 - 5	892+90	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POSTS AS SIGN 3-4; 4 FT MOUNTING HEIGHT
	3 - 6	94+50	D RT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48 x 48	---	---	---	---	16.00	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	3 - 7	97+53	A LT	R3-5L	ARROW UP LEFT/ONLY	42 x 48	---	---	14.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-443
	3 - 8	97+53	A RT	R3-5L	ARROW UP LEFT/ONLY	42 x 48	---	---	14.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-443
	3 - 9	97+53	A RT	R3-5R	ARROW UP RIGHT/ONLY	42 x 48	---	---	14.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-443
	3 - 10	97+53	A RT	R3-5R	ARROW UP RIGHT/ONLY	42 x 48	---	---	14.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-443
	4 - 1	98+90	D LT	W4-2L	LANE REDUCTION TRANSITION SYMBOL - (LEFT LANE)	36 x 36	---	---	---	---	9.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON TYPE 5 POLE
	4 - 2	101+00	A LT	R5-1A	WRONG WAY	36 x 24	---	---	6.00	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	4 - 3	901+25	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	4 FT MOUNTING HEIGHT
	4 - 4	901+25	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 4-3; 4 FT MOUNTING HEIGHT
	4 - 5	102+00	L LT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2 FT MOUNTING HEIGHT
	4 - 6	4+95	N RT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2 FT MOUNTING HEIGHT
	4 - 7	107+10	B RT	W4-2L	LANE REDUCTION TRANSITION SYMBOL - (LEFT LANE)	36 x 36	---	---	---	---	9.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	
	4 - 8	908+50	VR RT	E4-1A	WILLIAMSBURG WAY EXIT DIRECTION SIGN WITH ARROW	228 x 72	114.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-444
	4 - 8			E1-5P	EXIT 83B	132 x 30	27.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-444
	4 - 9	111+00	K RT	W4-3R	MERGE - ADDED LANE FROM RIGHT	48 x 48	---	---	---	---	16.00	---	---	---	---	---	1	1	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	4 - 10	8+39	C LT	R3-5L	ARROW UP LEFT/ONLY	42 x 48	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-445
	4 - 11	8+39	C LT	R3-5R	ARROW UP RIGHT/ONLY	42 x 48	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-445
	5 - 1	913+15	VR LT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48 x 48	---	---	---	---	16.00	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	5 - 2	914+00	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	4 FT MOUNTING HEIGHT; BOX-OUT REQ'D
	5 - 3	914+00	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 5-2; 4 FT MOUNTING HEIGHT
	5 - 4	114+85	K LT	E5-1C	EXIT SIGN (CUSTOMIZED FOR NARROW GORES) (EXIT 83B)	30 x 60	---	---	12.50	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	5 - 5	14+75	C LT	E6-51	CTH PD/MCKEE RD ADVANCED EXIT GUIDE SIGN (OVERHEAD)	204 x 120	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-446
	5 - 6	15+75	C RT	D1-1	WEST USH 18/ SOUTH USH 151 TILT ARROW LEFT	90 x 36	---	---	22.50	---	---	---	---	1	1	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	5 - 7	120+70	K RT	JV	EAST USH 18/NORTH USH 151 USE LEFT LANE	36 x 144	---	---	36.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	5 - 8	924+60	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	4 FT MOUNTING HEIGHT; BOX-OUT REQ'D
	5 - 9	924+60	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 5-8; 4 FT MOUNTING HEIGHT
	5 - 10	24+50	C LT	JV	WEST USH 18/SOUTH USH 151 USE LEFT LANE	36 x 144	---	---	36.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	5 - 11	126+50	K RT	E6-1	WILLIAMSBURG WAY EXIT GORE SIGN (OVERHEAD)	192 x 114	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-447
	6 - 1	128+75	E LT	W12-1D	DOUBLE DOWN ARROWS	30 x 30	---	---	---	---	6.25	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2 FT MOUNTING HEIGHT; BOX-OUT REQ'D
	6 - 2	929+40	VR RT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48 x 48	---	---	---	---	16.00	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	6 - 3	130+60	E RT	R3-8	LEFT AHEAD/RIGHT ONLY	36 x 30	---	---	7.50	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	6 - 4	31+34	C LT	W4-3R	MERGE - ADDED LANE FROM RIGHT	48 x 48	---	---	---	---	16.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	6 - 5	935+15	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	4 FT MOUNTING HEIGHT; BOX-OUT REQ'D
	6 - 6	935+15	VR MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 6-5; 4 FT MOUNTING HEIGHT
	6 - 7	101+10	WW RT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 8	135+25	E RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 9	135+25	E RT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 10	135+10	E RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 11	98+90	WW LT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
					SHEET TOTALS		329.00	127.50	368.00	20.10	144.25	4	5	3	11	6	3	1	0	0	0	0	0	0	0		

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.1230 SIGNS TYPE I REFLECTIVE F SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0624 POSTS WOOD 4x6-INCH x 24-FT EACH	634.0412 POSTS WOOD 4x4-INCH x 12-FT EACH	634.0414 POSTS WOOD 4x4-INCH x 14-FT EACH	634.0416 POSTS WOOD 4x4-INCH x 16-FT EACH	SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH	SPV.0060.004 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 10-FT EACH	SPV.0060.005 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 12-FT EACH	SPV.0060.006 V-LOC BASE EACH	REMARKS
0010 (CON'T)	6 - 12	98+90 WW	LT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 13	136+15 G	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 14	98+48 WW	MED	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 15	98+48 WW	MED	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 16	98+48 WW	RT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 17	98+40 WW	RT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	2 FT MOUNTING HEIGHT; BOX-OUT REQ'D
	6 - 18	98+48 WW	MED	R3-2	NO LEFT TURN SYMBOL	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 19	98+48 WW	LT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 20	136+20 G	LT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	2 FT MOUNTING HEIGHT; BOX-OUT REQ'D
	6 - 21	136+16 G	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	6 - 22	139+30 F	RT	W4-2L	LANE REDUCTION TRANSITION SYMBOL - (LEFT LANE)	36 x 36	---	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	6 - 23	139+30 F	LT	W4-2L	LANE REDUCTION TRANSITION SYMBOL - (LEFT LANE)	36 x 36	---	---	---	---	9.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
	6 - 24	939+00 VR	RT	W3-5	SPEED LIMIT 40 AHEAD (ARROW)	48 x 48	---	---	---	---	16.00	---	---	2	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	6 - 25	939+00 VR	MED	W3-5	SPEED LIMIT 40 AHEAD (ARROW)	48 x 48	---	---	---	---	16.00	---	---	---	2	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	6 - 26	42+00 C	LT	R2-1	SPEED LIMIT 40 MPH	36 x 48	---	---	12.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	6 - 27	932+67 VR	MED	W5-53S	LOW INLET MARKER WITH GREEN TYPE H SHEETING	4 x 12	---	---	0.33	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT TO BARRIER WALL
	7 - 1	944+00 VR	MED	R2-1	SPEED LIMIT 40 MPH	48 x 60	---	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	7 - 2	945+55 VR	RT	W4-1	MERGING TRAFFIC SYMBOL (RIGHT)	48 x 48	---	---	---	---	16.00	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---
	7 - 3	43+40 C	LT	E5-1C	EXIT SIGN (CUSTOMIZED FOR NARROW GORES) (EXIT 83B)	30 x 60	---	---	12.50	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	USE EXISTING BOX-OUT
	7 - 4	945+70 VR	MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	4 FT MOUNTING HEIGHT; BOX-OUT REQ'D
	7 - 5	945+70 VR	MED	D10-5	ENHANCED REFERENCE MARKER (1 SHIELD)	21 x 60	---	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	4 FT MOUNTING HEIGHT; MOUNT ON SAME POST AS SIGN 7-4
	7 - 6	946+90 VR	LT	R2-1	SPEED LIMIT 55 MPH	48 x 60	---	---	20.00	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	7 - 7	946+90 VR	MED	R2-1	SPEED LIMIT 55 MPH	48 x 60	---	---	20.00	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	7 - 8	948+00 VR	LT	E5-1C	EXIT SIGN (CUSTOMIZED FOR NARROW GORES) (EXITS 83 A-B)	42 x 84	---	---	24.50	---	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	7 - 9	948+75 VR	LT	E6-1	WEST USH 18/ SOUTH USH 151 AHEAD (OVERHEAD)	168 x 108	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-448
	7 - 10	948+75 VR	LT	E6-51	CTH PD/MCKEE RD ADVANCED EXIT GUIDE SIGN (OVERHEAD)	192 x 114	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-448
	7 - 11	948+75 VR	LT	E6-1	WILLIAMSBURG WAY EXIT GORE SIGN (OVERHEAD)	192 x 114	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-448
	7 - 12	954+30 VR	LT	E6-1C	CTH PD/MCKEE RD/WILLIAMSBURG WAY EXIT GORE SIGN (OVERHEAD)	216 x 138	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-449
	8 - 1	962+30 VR	LT	E6-51	CTH PD/MCKEE RD/WILLIAMSBURG WAY ADVANCED EXIT GUIDE SIGN (OVERHEAD)	252 x 126	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-450
	9 - 1	976+18 VR	LT	E6-51C	CTH PD/MCKEE RD/WILLIAMSBURG WAY 1/3 MILE ADVANCED EXIT GUIDE SIGN (OVERHEAD)	276 x 162	310.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-377
	9 - 1	976+18 VR	LT	E1-5P	EXIT NUMBER FOR E1-1 & E4-1 (EXITS 83 A-B)	168 x 30	35.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-377
	9 - 2	976+18 VR	LT	E6-51	WEST USH 18/SOUTH USH 151 ADVANCED EXIT GUIDE SIGN (OVERHEAD)	204 x 120	170.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-377
	9 - 3	984+48 VR	LT	E6-51	USE RIGHT LANE PLAQUE	108 x 18	13.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-380
	10 - 1	80+15 EB	RT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	---	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	10 - 2	80+00 WB	LT	R3-7R	RIGHT LANE MUST TURN RIGHT	30 x 30	---	---	---	6.25	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	10 - 3	80+65 EB	RT	R2-1	SPEED LIMIT 40 MPH	30 x 36	---	---	---	7.50	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	10 - 4	81+60 EB	RT	---	MADISON METRO BUS STOP SIGN	--- x ---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
	10 - 5	82+25 WB	LT	R3-5R	ARROW UP RIGHT/ONLY	42 x 48	---	---	---	14.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-452
	10 - 6	83+70 EB	MED	D1-1	HARDROCK RD (ARROW RIGHT)	84 x 15	---	---	---	8.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
	10 - 7	83+70 EB	RT	R4-4	BEGIN RIGHT TURN LANE YIELD TO BIKES	36 x 30	---	---	---	7.50	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
	10 - 8	85+10 EB	RT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	INSTALL STAGE 10C PH. 1; 2 FT MOUNTING HEIGHT
	10 - 9	84+70 WB	MED	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	---	---	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	INSTALL STAGE 10C PH. 1
	10 - 10	85+25 EB	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	30 x 30	---	---	---	6.25	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	10 - 11	85+00 WB	LT	R2-1	SPEED LIMIT 40MPH	30 x 36	---	---	---	7.50	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	INSTALL STAGE 10D PH. 1
	10 - 12	86+15 EB	RT	W11-2	PEDESTRIAN CROSSING SYMBOL	36 x 36	---	---	---	---	9.00	---	---	---	---	---	---	---	---	---	1	---	---	---	---	INSTALL STAGE 10D PH. 1
	10 - 13	86+15 EB	RT	6-7 (MOD)	LEFT AND RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	30 x 18	---	---	---	---	3.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 10-12
	10 - 14	86+00 EB	MED	W11-2	PEDESTRIAN CROSSING SYMBOL	36 x 36	---	---	---	---	9.00	---	---	---	---	---	---	---	---	---	1	---	---	---	---	BOX-OUT REQ'D
	10 - 15	86+00 EB	MED	W16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	30 x 18	---	---	---	---	3.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 10-14
	10 - 16	86+00 EB	MED	W11-2	PEDESTRIAN CROSSING SYMBOL	36 x 36	---	---	---	---	9.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 10-14
	10 - 17	86+00 EB	MED	W16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	30 x 18	---	---	---	---	3.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 10-16
	10 - 18	86+00 WB	MED	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1	
	10 - 19	87+10 EB	MED	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
	10 - 20	87+20 EB	MED	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
	10 - 21	88+00 EB	MED	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	---	---	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
	10 - 22	86+94 EB	RT	R3-2	NO LEFT TURN SYMBOL	24 x 24	---	---	---	4.00	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
					SHEET TOTALS		529.00	0.00	234.58	30.46	116.25	2	1	6	9	2	0	0	0	5	4	1	2	2	5	

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.1230 SIGNS TYPE I REFLECTIVE F SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0624 POSTS WOOD 4x6-INCH x 24-FT EACH	634.0412 POSTS WOOD 4x4-INCH x 12-FT EACH	634.0414 POSTS WOOD 4x4-INCH x 14-FT EACH	634.0416 POSTS WOOD 4x4-INCH x 16-FT EACH	SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH	SPV.0060.004 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 10-FT EACH	SPV.0060.005 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 12-FT EACH	SPV.0060.006 V-LOC BASE EACH	REMARKS
0010 (CON'T)	10 - 23	87+14 EB	RT	R1-5L	YIELD HERE TO PEDESTRIANS (LA)	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	MOUNT SIGN M8-7 TO SAME POST
	10 - 24	87+28 EB	RT	R1-1	STOP	30 x 30	---	---	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	10 - 25	87+60 EB	RT	J1-2	USH 18/151 JUNCTION ASSEMBLY	48 x 39	---	---	13.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	10 - 26	88+50 EB	MED	R2-1	SPEED LIMIT 30 MPH	30 x 36	---	---	7.50	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	
	10 - 27	88+35 EB	RT	R2-1	SPEED LIMIT 30 MPH	30 x 36	---	---	7.50	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	INSTALL STAGE 10C PH. 1
	10 - 28	85+85 WB	LT	W11-2	PEDESTRIAN CROSSING SYMBOL	36 x 36	---	---	---	---	9.00	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	10 - 29	85+85 WB	LT	W16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	30 x 18	---	---	---	---	3.75	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 10-28
	10 - 30	88+90 EB	RT	J2-2	WEST USH 18/SOUTH USH 151 SECOND RIGHT ROUTE TURN ASSEMBLY	48 x 57	---	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	M8 - 11	81+75 WB	LT	R5-1A	WRONG WAY	42 x 30	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	
	11 - 1	89+80 EB	MED	D1-2	KAPEC RD LEFT ARROW/NESBITT RD RIGHT ARROW	78 x 30	---	---	16.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POSTS AS SIGN 11-2
	11 - 2	89+80 EB	MED	D1-1	HARDROCK RD (ARROW LEFT)	84 x 15	---	---	8.75	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	
	11 - 3	90+15 EB	RT	R5-1A	WRONG WAY	36 x 24	---	---	6.00	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	11 - 4	90+90 EB	RT	---	MADISON METRO BUS STOP SIGN	--- x ---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
	11 - 5	90+50 WB	LT	R2-1	SPEED LIMIT 30 MPH	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 6	91+40 EB	MED	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1	2 FT MOUNTING HEIGHT
	11 - 7	91+60 WB	MED	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	---	---	---	6.25	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	
	11 - 8	91+60 WB	MED	W16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	---	---	---	2.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-7
	11 - 9	91+90 EB	RT	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	---	---	---	6.25	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	
	11 - 10	91+90 EB	RT	W16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	---	---	---	2.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-9
	11 - 11	92+33 EB	MED	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
	11 - 12	93+50 EB	MED	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
	11 - 13	93+25 EB	RT	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
	11 - 14	93+30 EB	RT	R1-1	STOP	30 x 30	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	INSTALL STAGE 10C PH. 1
	11 - 15	93+75 EB	RT	R1-1	STOP	30 x 30	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
	11 - 16	91+50 WB	LT	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	---	---	---	6.25	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	
	11 - 17	91+50 WB	LT	W16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	---	---	---	2.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-16
	11 - 18	91+60 WB	MED	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	---	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 11-7
	11 - 19	91+60 WB	MED	W16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	---	---	---	2.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-18
	11 - 20	91+90 WB	MED	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
	11 - 21	92+25 WB	LT	R1-1	STOP	30 x 30	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	INSTALL STAGE 10D PH. 1
	11 - 22	91+88 WB	LT	R1-1	STOP	30 x 30	---	---	5.18	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 23	92+25 WB	LT	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	INSTALL STAGE 10D PH. 1
	11 - 24	92+65 WB	LT	R2-1	SPEED LIMIT 25 MPH	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 25	93+25 WB	LT	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 26	94+50 EB	RT	R2-1	SPEED LIMIT 30 MPH	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	11 - 27	95+15 EB	RT	D15-2	USH 18 EAST/ USH 151 NORTH MADISON LANE USE GUIDE SIGN (TWO DIRECTIONS)	204 x 108	153.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-453
	11 - 28	95+15 EB	LT	E6-51	CTH PD/MCKEE RD AHEAD ADVANCED EXIT GUIDE SIGN (OVERHEAD)	144 x 102	102.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-453
	11 - 29	95+15 EB	RT	---	BIKE LANE OVERHEAD SIGN	48 x 54	---	---	18.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-453
	11 - 30	95+15 EB	RT	D15-1	WEST USH 18/SOUTH USH 151 LANE USE/DESTINATION GUIDE SIGN	132 x 120	110.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	S-13-453
	11 - 31	95+00 WB	LT	R5-1A	WRONG WAY	36 x 24	---	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 11-32. INSTALL STG. 10D PH. 1
	11 - 32	95+00 WB	LT	D1-2	NESBITT RD LEFT ARROW/KAPEC RD RIGHT ARROW	78 x 30	---	---	16.25	---	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 33	96+60 WB	LT	R2-1	SPEED LIMIT 30 MPH	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 34	99+90 B	LT	J3-2	EAST USH 18/NORTH USH 151 LEFT DIRECTIONAL ASSEMBLY	48 x 57	---	---	19.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
	11 - 35	95+65 WB	LT	---	MADISON METRO BUS STOP SIGN	--- x ---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
	11 - 36	96+35 EB	MED	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2 FT MOUNTING HEIGHT
	11 - 37	96+50 EB	MED	R5-1A	WRONG WAY	36 x 24	---	---	6.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	11 - 39	97+35 EB	RT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1; 2 FT MOUNTING HEIGHT
	11 - 40	97+50 EB	RT	J3-2	WEST USH 18/SOUTH USH 151 RIGHT	48 x 57	---	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	11 - 41	8+10 P	RT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 42	98+30 EB	RT	R9-3A	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	24 x 24	---	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 43	98+30 EB	RT	R9-3BR	USE CROSSWALK (RIGHT ARROW)	18 x 12	---	---	1.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-42
	11 - 44	98+45 EB	RT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 45	98+55 EB	RT	R4-8	KEEP LEFT	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 46	98+45 EB	MED	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 47	98+65 EB	MED	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	11 - 48	101+40 B	RT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
					SHEET TOTALS		365.00	0.00	263.65	20.72	57.75	2	4	3	0	0	0	0	0	14	6	1	5	0	6		

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.1230 SIGNS TYPE I REFLECTIVE F SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0624 POSTS WOOD 4x6-INCH x 24-FT EACH	634.0412 POSTS WOOD 4x4-INCH x 12-FT EACH	634.0414 POSTS WOOD 4x4-INCH x 14-FT EACH	634.0416 POSTS WOOD 4x4-INCH x 16-FT EACH	SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH	SPV.0060.004 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 10-FT EACH	SPV.0060.005 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 12-FT EACH	SPV.0060.006 V-LOC BASE EACH	REMARKS
0010 (CON'T)	11 - 49	101+45 B	LT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 50	101+45 B	LT	R3-4	NO UTURN SYMBOL	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 51	97+30 WB	LT	M1-5A	COUNTY MARKER (CTH PD)	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	
	11 - 52	105+30 A	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 11-53
	11 - 53	105+30 A	LT	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	
	11 - 54	98+00 WB	LT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	
	11 - 55	98+30 WB	LT	R9-3A	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	24 x 24	---	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	
	11 - 56	98+30 WB	LT	R9-3BL	USE CROSSWALK (LEFT ARROW)	18 x 12	---	---	1.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-55
	11 - 57	3+87 N	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 58	3+87 N	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 59	3+89 N	RT	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 60	103+00 D	LT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 61	103+00 D	LT	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 62	99+80 EB	RT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1; BOX-OUT REQ'D
	11 - 63	103+05 A	LT	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 64	103+05 A	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 65	102+85 A	RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 66	103+00 L	LT	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 67	103+00 L	LT	R10-11F	NO TURN ON RED FROM LEFT LANE	30 x 36	---	---	7.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 68	103+18 L	RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 69	103+18 L	RT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	11 - 70	101+40 EB	MED	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 71	101+90 EB	RT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
	11 - 72	101+90 EB	RT	R9-3A	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 11-71
	11 - 73	101+90 EB	RT	R9-3BL	USE CROSSWALK (LEFT ARROW)	18 x 12	---	---	1.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-72
	11 - 74	102+50 EB	RT	R2-1	SPEED LIMIT 30 MPH	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	INSTALL STAGE 10C PH. 1
	11 - 75	102+25 EB	MED	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 76	105+95 D	RT	R3-4	NO UTURN SYMBOL	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 77	107+15 D	RT	J3-2	WEST USH 18/SOUTH USH 151 LEFT DIRECTIONAL ASSEMBLY	48 x 57	---	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 78	104+00 B	RT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 79	104+00 B	RT	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 80	101+00 WB	MED	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	
	11 - 81	101+35 WB	MED	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 82	105+95 D	LT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 83	105+95 D	RT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 84	102+95 WB	MED	R5-1A	WRONG WAY	36 x 24	---	---	6.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	
	11 - 85	103+00 WB	MED	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	2 FT MOUNTING HEIGHT
	11 - 86	4+08 C	LT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 87	3+80 C	RT	R1-1F	STOP (FOLDING)	36 x 36	---	---	---	7.46	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 88	3+80 C	RT	R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 89	100+10 WB	LT	R3-1	NO RIGHT TURN SYMBOL	24 x 24	---	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 90	101+30 WB	LT	R4-8	KEEP LEFT	24 x 30	---	---	5.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1; BOX-OUT REQ'D
	11 - 91	101+45 WB	LT	R9-3A	NO PEDESTRIAN CROSSING (SYMBOL SIGN)	24 x 24	---	---	4.00	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	11 - 92	101+45 WB	LT	R9-3BR	USE CROSSWALK (RIGHT ARROW)	18 x 12	---	---	1.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-91
	11 - 93	101+35 WB	LT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 94	1+55 M	LT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	11 - 95	102+20 WB	LT	J3-2	EAST USH 18 NORTH USH 151 RIGHT ARROW	48 x 57	---	---	19.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	11 - 96	102+35 WB	LT	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	1	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1; 2 FT MOUNTING HEIGHT
	11 - 97	103+05 A	LT	R3-4	NO UTURN SYMBOL	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 98	3+80 C	RT	R3-4	NO UTURN SYMBOL	24 x 24	---	---	4.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 99	93+75 EB	RT	R6-1R	ONE WAY RIGHT ARROW	36 x 12	---	---	3.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ABOVE SIGN 11-15
	11 - 100	3+90 N	LT	R10-11F	NO TURN ON RED FROM LEFT LANE	30 x 36	---	---	7.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	11 - 101	93+30 EB	RT	R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT BELOW SIGN 11-14
	12 - 1	113+95 EB	MED	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	12 - 2	114+00 WB	LT	R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	12 - 3	105+55 EB	MED	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
					SHEET TOTALS		0.00	0.00	215.75	86.20	8.00	2	15	3	0	0	0	0	0	2	0	0	2	1	3	

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.1230 SIGNS TYPE I REFLECTIVE F SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4x6-INCH x 12-FT EACH	634.0614 POSTS WOOD 4x6-INCH x 14-FT EACH	634.0616 POSTS WOOD 4x6-INCH x 16-FT EACH	634.0618 POSTS WOOD 4x6-INCH x 18-FT EACH	634.0620 POSTS WOOD 4x6-INCH x 20-FT EACH	634.0622 POSTS WOOD 4x6-INCH x 22-FT EACH	634.0624 POSTS WOOD 4x6-INCH x 24-FT EACH	634.0412 POSTS WOOD 4x4-INCH x 12-FT EACH	634.0414 POSTS WOOD 4x4-INCH x 14-FT EACH	634.0416 POSTS WOOD 4x4-INCH x 16-FT EACH	SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH	SPV.0060.004 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 10-FT EACH	SPV.0060.005 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 12-FT EACH	SPV.0060.006 V-LOC BASE EACH	REMARKS
0010	12 - 4	113+30	EB	RT R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
(CON'T)	12 - 5	107+45	EB	MED R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1	
	12 - 6	107+40	WB	MED D1-7O	WEST USH 18 SOUTH USH 151 DODGEVILLE TILT LEFT ARROW	84 x 48	---	---	28.00	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	
	12 - 7	108+00	EB	RT R2-1	SPEED LIMIT 40 MPH	30 x 36	---	---	7.50	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	12 - 8	113+75	WB	LT R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	---	---	5.00	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	
	12 - 9	107+25	WB	MED R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	---	---	6.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	
	12 - 10	107+40	WB	LT D1-7O	EAST USH 18 NORTH USH 151 MADISON TILT RIGHT ARROW	84 x 48	---	---	28.00	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	12 - 11	109+40	EB	RT R3-7R	RIGHT LANE MUST TURN RIGHT	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	
	12 - 12	109+40	EB	RT R5-1	DO NOT ENTER	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS SIGN 12-11. INSTALL STG. 10C PH. 1
	12 - 13	109+73	EB	MED W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	1	---	---	1	2 FT MOUNTING HEIGHT
	12 - 14	109+80	EB	MED R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	
	12 - 15	109+50	WB	MED J2-2	WEST USH 18 SOUTH USH 151 USE LEFT LANE	48 x 60	---	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	BOX-OUT REQ'D
	12 - 16	109+50	WB	LT J2-2	EAST USH 18 NORTH USH 151 USE RIGHT LANE	48 x 60	---	---	20.00	---	---	---	---	---	2	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	12 - 17	109+60	WB	MED W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	---	---	4.00	---	---	---	---	---	---	---	---	---	---	1	---	---	1	2 FT MOUNTING HEIGHT
	12 - 18	110+50	WB	MED R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	
	12 - 19	111+10	EB	RT D1-1	COMMERCE PARK RIGHT ARROW	114 x 15	---	---	11.88	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	12 - 20	111+10	EB	RT R5-1A	WRONG WAY	36 x 24	---	---	6.00	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10C PH. 1
	12 - 21	112+00	WB	LT J1-2	JUNCTION ASSEMBLY USH 18/151	48 x 39	---	---	13.00	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	12 - 22	112+60	WB	LT ---	MADISON METRO BUS STOP SIGN	--- x ---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
	12 - 23	109+05	WB	LT R2-1	SPEED LIMIT 30 MPH	30 x 36	---	---	7.50	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	INSTALL STAGE 10D PH. 1
	12 - 24	109+02	WB	MED R2-1	SPEED LIMIT 30 MPH	30 x 36	---	---	7.50	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
	12 - 25	113+30	EB	RT R3-7R	RIGHT LANE MUST TURN RIGHT	30 x 30	---	---	6.25	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON SAME POST AS SIGN 12-4
	12 - 26	113+95	EB	RT R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	12 - 27	113+60	WB	MED R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	12 - 28	115+08	EB	MED R4-7	KEEP RIGHT	24 x 30	---	---	5.00	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	12 - 29	115+00	EB	RT R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	12 - 30	114+75	WB	MED R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	12 - 31	114+74	WB	LT R1-1F	STOP (FOLDING)	30 x 30	---	---	---	5.18	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE; 5 FT MOUNTING HEIGHT
	M10 - 7	107+70	WB	LT R5-3	NO MOTOR VEHICLES	24 x 24	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	
	M10 - 8	170+80	WB	LT D1-1	MILITARY RIDGE PATH RIGHT ARROW	42 x 6	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	
					SHEET TOTALS		0.00	0.00	210.38	20.72	8.00	1	1	3	6	0	0	0	8	1	0	2	2	1	5	
					TOTALS		1,223.00	127.50	1292.36	178.20	334.25	11	26	18	26	8	3	1	8	22	10	4	11	4	19	

				MARKING																					
				*					*									*			*		*		
				646.1020					646.3020		646.1040		646.4520			646.8120	646.6120		SPV.0090.010	646.8220	646.7120	646.7220	646.7420	SPV.0090.011	646.7520
				LINE EPOXY							LINE GROOVED WET REF EPOXY		LINE SAME DAY EPOXY										CROSSWALK EPOXY		
				4-INCH					8-INCH		4-INCH		4-INCH										TRANSVERSE LINE		LADDER PATTERN
				(WHITE)	(WHITE SKIP)		(YELLOW)	(DOUBLE YELLOW)	(WHITE)	(WHITE SKIP)	(WHITE)	(YELLOW)	(YELLOW)	(YELLOW SKIP)	(DOUBLE YELLOW)	CURB EPOXY	STOP LINE EPOXY		ISLAND NOSE EPOXY	DIAGONAL EPOXY 12-INCH	CHEVRON EPOXY 24-INCH		6-INCH	12-INCH	24-INCH
					(12.5' SEG. 37.5' GAP)	(3' SEG. 9' GAP)				(3' SEG. 9' GAP)				(12.5' SEG. 37.5' GAP)			18-INCH	24-INCH							
CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	(YELLOW) LF	LF	LF	EACH	LF	LF	(WHITE) LF	(WHITE) LF	(WHITE) LF	(WHITE) LF
0010	VERONA ROAD	855+31 VR - 972+93 VR	LT	---	---	---	---	---	---	---	9,930	11,550	---	---	---	---	12	---	---	---	---	---	---	---	---
		854+53 VR - 971+55 VR	RT	---	---	---	---	---	---	---	9,370	11,550	---	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	0	0	19,300	23,100	0	0	0	0	12	0	0	0	0	0	0	0	0
	EB CTH PD	79+93 EB - 99+00 EB	LT/RT	1,300	655	175	---	---	1,010	185	---	---	---	---	---	19	22	38	1	---	---	---	230	205
		99+00 EB - 101+50 EB	RT	170	87	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		101+50 EB - 115+37 EB	LT/RT	1,210	275	30	---	56	780	295	---	---	---	---	---	36	78	---	3	---	---	215	---	---
		SUBTOTALS		2,680	1,017	205	0	56	1,790	480	0	0	0	0	0	55	100	38	4	0	0	215	230	205
	WB CTH PD	79+69 WB - 98+50 WB	LT/RT	1,580	625	145	---	---	1,730	365	---	---	---	---	---	10	---	---	1	---	---	---	180	230
		98+50 WB - 101+00 WB	LT	160	81	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		101+00 WB - 115+62 WB	LT/RT	1,100	635	54	17	20	895	110	---	---	---	---	---	---	58	38	1	---	---	83	---	---
		SUBTOTALS		2,840	1,341	199	17	20	2,625	475	0	0	0	0	0	10	58	38	2	0	0	83	180	230
	A RAMP	86+86 A - 103+12 A	LT/RT	---	---	---	---	---	---	---	1,540	1,080	---	---	---	---	27	---	---	---	370	---	60	---
		SUBTOTALS		0	0	0	0	0	0	0	1,540	1,080	0	0	0	0	27	0	0	0	370	0	60	0
	B RAMP	104+58 B - 115+83 B	LT/RT	---	---	---	---	---	---	---	1,050	885	---	---	---	---	---	---	---	---	---	---	67	---
		SUBTOTALS		0	0	0	0	0	0	0	1,050	885	0	0	0	0	0	0	0	0	0	0	67	0
	C RAMP	3+78 C - 49+98 C	LT/RT	---	---	---	---	---	---	---	4,160	4,190	---	---	---	---	---	27	---	---	445	---	64	---
		SUBTOTALS		0	0	0	0	0	0	0	4,160	4,190	0	0	0	0	0	27	0	0	445	0	64	0
	D RAMP	87+23 D - 102+24 D	LT/RT	---	---	---	---	---	---	---	1,450	890	---	---	---	---	---	---	---	---	---	---	67	---
		SUBTOTALS		0	0	0	0	0	0	0	1,450	890	0	0	0	0	0	0	0	0	0	0	67	0
	E RAMP	127+31 E - 134+72 E	LT/RT	---	---	---	---	---	---	---	740	615	---	---	---	---	---	---	---	---	73	---	---	---
		SUBTOTALS		0	0	0	0	0	0	0	740	615	0	0	0	0	0	0	0	0	73	0	0	0
	F RAMP	137+18 F - 152+55 F	LT/RT	---	---	---	---	---	---	---	1,540	945	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	0	0	1,540	945	0	0	0	0	0	0	0	0	0	0	0	0
	G RAMP	136+04 G - 148+38 G	LT	---	---	---	---	---	---	---	1,220	725	---	---	---	---	---	---	---	---	385	77	---	---
		SUBTOTALS		0	0	0	0	0	0	0	1,220	725	0	0	0	0	0	0	0	0	385	77	0	0
	H RAMP	126+21 H - 135+45 H	LT	---	---	---	---	---	---	---	835	640	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	0	0	835	640	0	0	0	0	0	0	0	0	0	0	0	0
	J RAMP	7+11 J - 14+46 J	LT	---	---	---	---	---	---	---	490	240	---	---	---	---	---	---	---	---	115	---	---	---
		SUBTOTALS		0	0	0	0	0	0	0	490	240	0	0	0	0	0	0	0	0	115	0	0	0
	K RAMP	108+77 K - 113+58 K	RT	---	---	---	---	---	---	---	480	---	---	---	---	---	---	---	---	---	345	---	---	---
		114+46 K - 136+30 K	RT	---	---	---	---	---	---	---	1,860	1,600	---	---	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	0	0	2,340	1,600	0	0	0	0	0	0	0	0	345	0	0	0
	L RAMP	101+27 L - 103+25 L	RT	---	---	---	---	---	---	---	180	99	---	---	---	---	---	25	---	---	---	---	73	---
		SUBTOTALS		0	0	0	0	0	0	0	180	99	0	0	0	0	0	25	0	0	0	0	73	0
	M RAMP	1+47 M - 2+78 M	LT	---	---	---	---	---	40	---	---	---	---	---	---	---	---	---	---	---	---	---	41	---
		SUBTOTALS		0	0	0	0	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0	41	0

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

MARKING (CON'T)

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	646.1020 * LINE EPOXY 4-INCH (WHITE) LF	646.1020 * LINE EPOXY 4-INCH (WHITE SKIP) (12.5' SEG. 37.5' GAP) LF	646.1020 * LINE EPOXY 4-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF	646.1020 * LINE EPOXY 4-INCH (YELLOW) LF	646.1020 * LINE EPOXY 4-INCH (DOUBLE YELLOW) LF	646.3020 * LINE EPOXY 8-INCH (WHITE) LF	646.3020 * LINE EPOXY 8-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF	646.1040 LINE GROOVED WET REF EPOXY 4-INCH (WHITE) LF	646.1040 LINE GROOVED WET REF EPOXY 4-INCH (YELLOW) LF	646.4520 * LINE SAME DAY EPOXY 4-INCH (YELLOW) LF	646.4520 * LINE SAME DAY EPOXY 4-INCH (YELLOW SKIP) (12.5' SEG. 37.5' GAP) LF	646.4520 * LINE SAME DAY EPOXY 4-INCH (DOUBLE YELLOW) LF	646.8120 CURB EPOXY (YELLOW) LF	646.6120 * STOP LINE EPOXY 18-INCH LF	SPV.0090.010 * STOP LINE EPOXY 24-INCH LF	646.8220 ISLAND NOSE EPOXY EACH	646.7120 * DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7220 CHEVRON EPOXY 24-INCH (WHITE) LF	646.7420 * SPV.0090.011 CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) LF	646.7420 * SPV.0090.011 CROSSWALK EPOXY TRANSVERSE LINE 12-INCH (WHITE) LF	646.7520 CROSSWALK EPOXY LADDER PATTERN 24-INCH (WHITE) LF
0010 (CON'T)	N RAMP	3+81 N - 5+68 N	LT	---	---	---	---	---	---	---	175	93	---	---	---	---	---	27	---	---	---	---	57	---
		SUBTOTALS		0	0	0	0	0	0	0	175	93	0	0	0	0	0	27	0	0	0	0	57	0
	P RAMP	6+85 P - 8+26 P	RT	---	---	---	---	---	52	---	---	---	---	---	---	---	---	19	---	---	---	---	44	---
		SUBTOTALS		0	0	0	0	0	52	0	0	0	0	0	0	0	0	19	0	0	0	0	44	0
	B SPUI	98+20 B - 103+70 B	LT/RT	110	---	---	---	---	440	---	---	---	---	---	---	10	---	27	1	---	---	---	---	---
		SUBTOTALS		110	0	0	0	0	440	0	0	0	0	0	0	10	0	27	1	0	0	0	0	0
	D SPUI	103+34 D - 108+84 D	LT/RT	105	---	---	---	---	485	---	---	---	---	---	---	10	---	27	1	---	---	---	---	---
		SUBTOTALS		105	0	0	0	0	485	0	0	0	0	0	0	10	0	27	1	0	0	0	0	0
	WILLIAMSBURG WAY	98+27 WW - 101+74 WW	LT/RT	38	---	---	---	---	38	---	---	---	---	---	---	21	38	---	2	---	---	145	---	---
		SUBTOTALS		38	0	0	0	0	38	0	0	0	0	0	0	21	38	0	2	0	0	145	0	0
	KAPEC ROAD	62+58 KR - 64+35 KR	LT/RT	---	---	---	---	315	---	---	---	---	---	---	---	10	27	---	1	28	---	145	---	---
		SUBTOTALS		0	0	0	0	315	0	0	0	0	0	0	0	10	27	0	1	28	0	145	0	0
	NESBITT ROAD	23+75 NR - 24+54 NR	LT/ RT	---	---	---	---	170	---	---	---	---	---	---	---	7	35	---	1	6	---	150	---	---
		SUBTOTALS		0	0	0	0	170	0	0	0	0	0	0	0	7	35	0	1	6	0	150	0	0
		SUBTOTALS (0010)		5,773	2,358	404	17	561	5,470	955	35,020	35,102	0	0	0	123	297	228	12	34	1,733	815	883	435
		TOTALS (0010)				9,113			6,425		70,122		0			123	297	228	12	34	1,733	815	883	435
0060	CTH M	15+68 CM - 231+75 CM	LT/RT	40,150	54	500	---	---	320	---	---	---	8,170	3,750	13,050	---	35	---	---	---	---	72	---	---
		244+01 CM - 356+68 CM	LT/RT	22,150	63	12	---	---	305	---	---	---	2,880	2,590	2,050	---	---	---	---	---	---	---	---	---
		365+69 CM - 384+23 CM	LT/RT	3,710	---	---	---	---	---	---	---	---	1,640	410	425	---	---	---	---	---	---	---	---	---
		SUBTOTALS		66,010	117	512	0	0	625	0	0	0	12,690	6,750	15,525	0	35	0	0	0	0	72	0	0
		SUBTOTALS (0060)				66,639			625		0			34,965		0	35	0	0	0	0	72	0	0
		GRAND TOTALS				75,752			7,050		70,122			34,965		123	332	228	12	34	1,733	887	883	435

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MARKING LINE

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	646.1555 GROOVED CONTRAST PERMANENT TAPE 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP) LF	646.1555 GROOVED CONTRAST PERMANENT TAPE 4-INCH (WHITE SKIP) (3' SEG., 9' GAP) LF	646.1555 GROOVED CONTRAST PERMANENT TAPE 4-INCH (WHITE SKIP) (2' SEG., 6'GAP) LF	646.3555 GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) LF	646.3555 GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE SKIP) (2' SEG. 6' GAP) LF	646.3555 GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF
0010	VERONA ROAD	858+50 VR - 865+75 VR	LT/RT	9	---	---	---	---	---
		865+75 VR - 968+93 VR	LT	4,740	125	22	2,840	---	270
		970+05 VR - 972+36 VR	LT	---	---	---	61	---	57
		876+46 VR - 956+33 VR	RT	3,850	230	---	3,160	---	---
		SUBTOTALS		8,599	355	22	6,061	0	327
	EB CTH PD	101+36 EB - 101+78 EB	RT	---	---	---	---	12	---
		SUBTOTALS		0	0	0	0	12	0
	WB CTH PD	98+09 WB - 98+63 WB	LT	---	---	---	---	17	---
		SUBTOTALS		0	0	0	0	17	0
	A RAMP	86+86 A - 92+03 A	RT	---	---	---	515	---	---
		97+53 A - 102+90 A	RT	---	---	---	1,360	---	---
		SUBTOTALS		0	0	0	1,875	0	0
	B RAMP	104+77 B - 105+40 B	LT/RT	21	---	---	---	---	---
		113+57 B - 115+83 B	LT	---	---	---	225	---	---
		SUBTOTALS		21	0	0	225	0	0
	C RAMP	3+99 C - 14+35 C	LT	28	---	---	1,290	---	---
		23+59 C - 29+07 C	LT	10	---	---	730	---	---
		43+45 C - 53+95 C	LT	---	---	---	1,240	---	100
		SUBTOTALS		38	0	0	3,260	0	100
	D RAMP	87+23 D - 93+16 D	RT	---	---	---	595	---	---
		97+05 D - 102+01 D	RT	125	---	---	---	---	---
		SUBTOTALS		125	0	0	595	0	0
	E RAMP	127+31 E - 129+13 E	RT	---	---	---	180	---	---
		132+12 E - 135+25 E	RT	---	---	---	220	---	---
		SUBTOTALS		0	0	0	400	0	0
	F RAMP	136+47 F - 141+74 F	LT	130	---	---	---	---	---
		145+94 F - 152+55 F	LT	---	---	---	660	---	---
		SUBTOTALS		130	0	0	660	0	0
	G RAMP	136+18 G - 140+00 G	LT	28	---	---	310	---	---
		143+43 G - 148+38 G	LT	---	---	---	495	---	---
		SUBTOTALS		28	0	0	805	0	0
	H RAMP	126+21 H - 135+94 H	LT/RT	---	---	---	285	---	---
		SUBTOTALS		0	0	0	285	0	0
	J RAMP	7+11 J - 14+46 J	LT	---	---	---	735	---	---
		SUBTOTALS		0	0	0	735	0	0
	K RAMP	108+77 K - 129+12 K	RT	---	---	---	1,460	---	225
		103+48 K - 136+30 K	RT	---	---	---	580	---	---
		SUBTOTALS		0	0	0	2,040	0	225
	L RAMP	101+27 L - 103+25 L	RT	---	---	---	255	---	---
		SUBTOTALS		0	0	0	255	0	0
	N RAMP	3+93 N - 5+68 N	LT	---	---	---	250	---	---
		SUBTOTALS		0	0	0	250	0	0

CON'T ON RIGHT

MARKING LINE (CON'T)

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	646.1555 GROOVED CONTRAST PERMANENT TAPE 4-INCH (WHITE SKIP) (12.5' SEG., 37.5' GAP) LF	646.1555 GROOVED CONTRAST PERMANENT TAPE 4-INCH (WHITE SKIP) (3' SEG., 9' GAP) LF	646.1555 GROOVED CONTRAST PERMANENT TAPE 4-INCH (WHITE SKIP) (2' SEG., 6'GAP) LF	646.3555 GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE) LF	646.3555 GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE SKIP) (2' SEG. 6' GAP) LF	646.3555 GROOVED CONTRAST PERMANENT TAPE 8-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF
0010 (CON'T)	A SPUI	103+05 A - 106+39 A	LT/RT	---	---	---	---	84	---
		SUBTOTALS		0	0	0	0	84	0
	B SPUI	101+57 B - 104+68 B	LT/RT	---	---	---	---	80	---
		SUBTOTALS		0	0	0	0	80	0
	C SPUI	0+23 C - 3+86 C	LT/RT	---	---	---	---	91	---
		SUBTOTALS		0	0	0	0	91	0
	D SPUI	102+14 D - 105+73 D	LT/RT	---	---	---	---	93	---
		SUBTOTALS		0	0	0	0	93	0
		SUBTOTALS		8,941	355	22	17,446	377	652
		TOTALS		9,318			18,475		

MARKING

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	646.5020 ARROW EPOXY TYPE 1 (WHITE) EACH	646.5020 ARROW EPOXY TYPE 2 (WHITE) EACH	646.5020 ARROW EPOXY TYPE 3 (WHITE) EACH	646.5020 ARROW EPOXY BIKE LANE EACH	646.5220 SYMBOL EPOXY BIKE LANE EACH	646.5220 SYMBOL EPOXY BIKE CROSSING EACH	646.5120 WORD EPOXY EACH	REMARKS
0010	EB CTH PD	80+00 EB - 113+86 EB	LT/RT	---	15	---	17	17	---	7	ONLY
		SUBTOTALS		0	15	0	17	17	0	7	
	WB CTH PD	79+89 WB - 113+56 WB	LT/RT	---	21	---	17	17	---	13	ONLY
		SUBTOTALS		0	21	0	17	17	0	13	
	A RAMP	97+73 A - 102+70 A	LT/RT	---	10	---	---	---	---	6	ONLY
		SUBTOTALS		0	10	0	0	0	0	6	
	C RAMP	4+18 C - 8+00 C	LT/RT	2	8	---	---	---	---	6	ONLY
		SUBTOTALS		2	8	0	0	0	0	6	
	E RAMP	132+32 E - 135+06 E	LT/RT	---	3	3	---	---	---	2	ONLY
		SUBTOTALS		0	3	3	0	0	0	2	
	G RAMP	136+43 E - 138+70 E	LT	---	3	3	---	---	---	2	ONLY
		SUBTOTALS		0	3	3	0	0	0	2	
	L RAMP	102+30 L - 102+89 L	RT	---	2	---	---	---	---	2	ONLY
		SUBTOTALS		0	2	0	0	0	0	2	
	M RAMP	2+22 M - 2+30 M	LT	---	---	---	---	---	---	1	ONLY
		SUBTOTALS		0	0	0	0	0	0	1	
	N RAMP	4+12 N - 4+71 N	LT	---	2	---	---	---	---	2	ONLY
		SUBTOTALS		0	2	0	0	0	0	2	
	P RAMP	7+40 P - 7+89 P	RT	---	1	---	---	---	---	1	ONLY
		SUBTOTALS		0	1	0	0	0	0	1	
	B SPUI	99+89 B - 101+37 B	LT/RT	---	4	---	---	---	---	2	ONLY
		SUBTOTALS		0	4	0	0	0	0	2	
	D SPUI	105+93 D - 108+64 D	LT/RT	---	6	---	---	---	---	4	ONLY
		SUBTOTALS		0	6	0	0	0	0	4	
	WILLIAMSBURG WAY	99+87 WW - 99+95 WW	RT	---	---	---	---	---	---	3	ONLY
		SUBTOTALS		0	0	0	0	0	0	3	
			SUBTOTALS (0010)	2	75	6	34	34	0	51	
			TOTALS (0010)		117			34		51	
0060	CTH M	136+72 CM - 139+74 CM	LT/RT	---	---	---	---	---	2	2	XING
		SUBTOTALS		0	0	0	0	0	2	2	
			TOTALS (0060)		0			2		2	
			GRAND TOTALS		117			36		53	

CONSTRUCTION STAKING

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	* 650.4500 SUBGRADE LF	* 650.5000 BASE LF	650.7000 CONCRETE PAVEMENT LF	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
0010	VERONA ROAD	888+00 VR - 902+00 VR	LT/RT	1,400	---	1,400	---	---
		905+00 VR - 947+98 VR	LT/RT	4,300	---	4,300	---	440
		SUBTOTALS		5,700	0	5,700	0	440
	A RAMP	101+29 A - 106+39 A	LT/RT	510	---	510	---	---
		SUBTOTALS		510	0	510	0	0
	B RAMP	97+77 B - 105+16 B	LT/RT	740	130	605	---	---
		SUBTOTALS		740	130	605	0	0
	C RAMP	0+23 C - 4+27 C	LT/RT	405	---	405	---	---
		29+22 C - 43+57 C	LT/RT	1,440	---	1,440	---	---
		SUBTOTALS		1,845	0	1,845	0	0
	D RAMP	102+51 D - 109+27 D	LT/RT	675	185	490	---	---
		SUBTOTALS		675	185	490	0	0
	J RAMP	7+11 J - 12+21 J	LT/RT	510	---	510	---	---
		SUBTOTALS		510	0	510	0	0
	K RAMP	108+77 K - 115+79 K	LT/RT	700	---	700	---	---
		127+02 K - 136+30 K	LT/RT	930	---	930	---	---
		SUBTOTALS		1,630	0	1,630	0	0
	M RAMP	1+38 M - 2+78 M	LT/RT	---	62	62	---	140
		SUBTOTALS		0	62	62	0	140
	N RAMP	3+73 N - 4+00 N	LT/RT	15	---	15	---	28
		SUBTOTALS		15	0	15	0	28
	EB CTH PD	80+12 EB - 114+46 EB	LT/RT	2,700	2,090	610	---	445
		SUBTOTALS		2,700	2,090	610	0	445
	WB CTH PD	79+64 WB - 114+12 WB	LT/RT	3,450	2,810	645	---	2,700
		SUBTOTALS		3,450	2,810	645	0	2,700
	KAPEC ROAD	62+38 KR - 64+36 KR	LT/RT	200	200	---	---	200
		SUBTOTALS		200	200	0	0	200
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	86	86	---	---	86
		SUBTOTALS		86	86	0	0	86
			TOTALS (0010)	18,061	5,563	12,622	0	4,039
0060	CTH M	15+68 CM - 231+75 CM	LT/RT	---	---	---	21,600	---
		244+01 CM - 356+68 CM	LT/RT	---	---	---	11,250	---
		365+69 CM - 384+23 CM	LT/RT	---	---	---	1,850	---
		SUBTOTALS		0	0	0	34,700	0
			TOTALS (0060)	0	0	0	34,700	0
			GRAND TOTALS	18,061	5,563	12,622	34,700	4,039

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SAWING

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	* 690.0150 ASPHALT LF	* 690.0250 CONCRETE LF
0010	VERONA ROAD	858+50 VR - 858+80 VR	LT	12	72
		859+00 VR - 865+75 VR	RT	205	355
		SUBTOTALS		217	427
	EB CTH PD	80+13 EB - 95+08 EB	LT/RT	905	31
		113+81 EB - 115+37 EB	LT/RT	305	38
		SUBTOTALS		1,210	69
	WB CTH PD	79+83 WB - 94+44 WB	LT/RT	425	325
		105+58 WB - 114+93 WB	LT/RT	485	6
		SUBTOTALS		910	331
	KAPEC ROAD	62+38 KR - 64+36 KR	LT/RT	36	52
		SUBTOTALS		36	52
	NESBITT ROAD	23+75 NR - 24+61 NR	LT/RT	35	5
				35	5
		UNDISTRIBUTED	---	120	45
		SUBTOTALS		120	45
			TOTALS (0010)	2,528	929
0060	CTH M	15+68 CM - 231+75 CM	LT/RT	1,370	---
		244+01 CM - 356+68 CM	LT/RT	680	---
		365+69 CM - 384+23 CM	LT/RT	210	---
		SUBTOTALS		2,260	0
			TOTALS (0060)	2,260	0
			GRAND TOTALS	4,788	929

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

STREET SWEEPING

CATEGORY	LOCATION	SPV.0075.001 HRS
0010	UNDISTRIBUTED	440

REMOVING HMA PAVEMENT LONGITUDINAL JOINT MILLING

CATEGORY	PROJECT LOCATION	STATION - STATION	SPV.0090.012 LF
0060	CTH M	15+70 CM - 231+75 CM	21,600
		244+01 CM - 356+68 CM	11,250
		365+69 CM - 384+23 CM	1,850
		TOTAL	34,700

EXCAVATION SPECIAL

CATEGORY	LOCATION	SPV.0035.002 CY
0010	UNDISTRIBUTED	350

REMOVING DEPARTMENT-OWNED CONCRETE BARRIER PRECAST

CATEGORY	LOCATION	SPV.0090.006 LF
0010	PROJECT	3,169

UTILITY LINE OPENING (ULO)

CATEGORY	LOCATION	SPV.0060.001 EACH
0010	UNDISTRIBUTED	10

CPM PROGRESS SCHEDULE

CATEGORY	PROJECT ID	SPV.0060.700 BASELINE CPM PROGRESS SCHEDULE EACH	SPV.0060.701 CPM PROGRESS SCHEDULE UPDATES AND ACCEPTED REVISIONS EACH
0010	1206-08-77	1.00	20

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL AND MANAGEMENT OF CONTAMINATED GROUNDWATER

CATEGORY	LOCATION	SPV.0195.001 TON
0010	UNDISTRIBUTED	700

SALVAGE AND REPLACE LANDSCAPING STONE

CATEGORY	LOCATION	STATION - STATION	LOCATION	SPV.0165.002 SF
0010	WB CTH PD	111+23 WB - 113+63 WB	LT	650

REMOVING SIGNAL EQUIPMENT

CATEGORY	PROJECT LOCATION	ITEM	* 204.0195 REMOVING CONCRETE BASES EACH	* 653.0905 REMOVING PULL BOXES EACH
0010	CTH PD & KAPEC ROAD	EXCB-1	1	---
		EXPB-1	---	1
		EXPB-2	---	1
		EXPB-3	---	1
		EXPB-4	---	1
		EXPB-5	---	1
		EXPB-6	---	1
		EXPB-7	---	1
		EXPB-8	---	1
		EXPB-9	---	1
		EXPB-10	---	1
		EXPB-11	---	1
		EXPB-12	---	1
		EXSB-1	1	---
		EXSB-2	1	---
		EXSB-3	1	---
		EXSB-4	1	---
		EXSB-5	1	---
		EXSB-6	1	---
		EXSB-7	1	---
		SUBTOTALS	8	12
	VERONA ROAD & CTH PD	EXPB-50	---	1
		EXPB-206	---	1
		SUBTOTALS	0	2
	CTH PD & COMMERCE PARK DRIVE	EXPB4	---	1
		EXPB5	---	1
		EXPB6	---	1
		EXPB7	---	1
		EXPB12	---	1
		EXSB1	1	---
		EXSB2	1	---
		EXSB3	1	---
		EXSB4	1	---
		EXSB5	1	---
		EXSB6	1	---
		EXSB7	1	---
		EXSB8	1	---
		EXSB9	1	---
		EXSB12	1	---
		SUBTOTALS	10	5
		TOTALS (0010)	18	19
0120	ITS	EXPB-103	---	1
		TOTALS (0120)	0	1
		GRAND TOTALS	18	20

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	LOCATION	STATION	OFFSET	* 652.0700.S EACH
0010	EXPB-107	79+78 WB	55'LT	1
	EXPB-109	80+08 EB	5'LT	1
	STUB	95+85 EB	54'RT	1
	STUB	98+92 WB	14'LT	1
	STUB	98+84 WB	21'RT	1
	STUB	102+04 EB	6'RT	1
	EXPB-1	115+01 EB	71'RT	1
	EXPB-2	114+25 EB	72'RT	1
	EXPB-3	114+11 EB	48'RT	1
	EXPB-8	114+04 WB	57'LT	1
	EXPB-7	98+40 WW	55'RT	1
	EXPB-8	98+43 WW	6'RT	1
	EXPB-10	98+44 WW	19'LT	1
	EXPB-11	6+12 R	29'LT	1
	EXPB-35	101+88 WW	20'RT	1
	EXPB-33	102+02 WW	64'RT	1
	EXPB-32	101+55 WW	56'RT	1
	EXPB-200	2+06 M	51'LT	1
	EXPBITS-1	1+93 M	25'LT	1
	EXPB-201	103+15 L	34'RT	2
	EXPB-202	101+89 D	17'RT	2
	EXPB-203	101+82 D	17'RT	1
	EXPB-204	101+48 D	20'RT	1
	EXPB-9	8+01 P	24'RT	1
	EXPB-207	98+38 EB	9'LT	1
	EXPB-209	3+94 N	34'LT	1
	EXPB-210	3+95 N	7'RT	1
	EXPB-110	80+07 EB	33'RT	1
	EXIC-1	87+23 EB	58'RT	1
	EXIC-3	94+44 EB	54'RT	1
	EXIC-4	94+27 EB	70'RT	1
	STUB	98+20 EB	59'RT	1
	STUB	98+24 EB	41'RT	1
	STUB	98+26 EB	43'RT	1
	STUB	98+33 EB	54'RT	1
	EXIC-5	98+79 EB	84'RT	2
	STUB	101+24 EB	53'RT	1
			TOTAL (0010)	40
0120	STUB	101+17 EB	46'RT	1
	STUB	99+55 WB	112'LT	1
	L13-0866	102+00 WB	107'LT	1
	EXPB-1A	102+10 WB	90'LT	1
			TOTAL (0120)	4
			GRAND TOTAL	44

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PEDESTRIAN BUTTON CABLE

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF
0010	VERONA ROAD & CTH PD	CB-A	SB-1	16	45
		SB-1	BUTTON	16	6
		CB-A	SB-2	16	125
		SB-2	BUTTON	16	6
		CB-A	SB-3	16	240
		SB-3	BUTTON	16	12
		CB-A	SB-26	16	225
		SB-26	BUTTON	16	6
		CB-A	SB-22	16	560
		SB-22	BUTTON	16	6
		CB-A	SB-23	16	500
		SB-23	BUTTON	16	6
		CB-A	SB-24	16	435
		SB-24	BUTTON	16	6
		CB-A	SB-25	16	345
		SB-25	BUTTON	16	6
		CB-A	SB-14	16	775
		SB-14	BUTTON	16	6
		CB-A	SB-15	16	1,490
		SB-15	BUTTON	16	12
		CB-A	SB-16	16	850
		SB-16	BUTTON	16	6
		CB-A	SB-17	16	920
		SB-17	BUTTON	16	6
		CB-A	SB-9	16	525
		SB-9	BUTTON	16	6
		CB-A	SB-11	16	450
		SB-11	BUTTON	16	6
		CB-A	SB-12	16	505
		SB-12	BUTTON	16	6
		CB-A	SB-13	16	620
		SB-13	BUTTON	16	6
			TOTAL		8,718

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONDUIT SUMMARY

CATEGORY	PROJECT LOCATION	LOCATION FROM	LOCATION TO	NO.	* 652.0110 CONDUIT RIGID METALLIC 1-INCH LF	* 652.0110 CONDUIT RIGID METALLIC 2-INCH LF	* 652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID SCHEDULE 40 3-INCH LF	652.0325 CONDUIT NONMETALLIC SCHEDULE 80 2-INCH LF	* 652.0335 CONDUIT NONMETALLIC SCHEDULE 80 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
0010	CTH PD & FITCHRONA ROAD	EXPB-107	PB-113	1	---	---	170	---	---	---	---	---	---
		PB-113	PB-114	1	---	---	120	---	---	---	---	---	---
		EXPB-109	PB-111	1	---	---	8	---	---	---	---	---	---
		PB-111	PB-112	1	---	---	290	---	---	---	---	---	---
		SUBTOTALS (CTH PD & FITCHRONA ROAD)			0	0	588	0	0	0	0	0	0
	CTH PD & COMMERCE PARK DRIVE	EXPB-1	SB-1	1	---	---	3	---	---	---	---	---	---
		EXPB-2	SB-2	1	---	---	18	---	---	---	---	---	---
		EXPB-3	SB-3	1	---	---	16	---	---	---	---	---	---
		EXPB-3	PB-1	1	---	---	29	---	---	---	---	---	---
		EXPB-3	PB-2	2	---	---	---	---	---	---	140	---	---
		PB-2	PB-3	1	---	---	19	---	---	---	---	---	---
		PB-3	PB-4	1	---	---	26	---	---	---	---	---	---
		PB-4	PB-5	1	---	---	135	---	---	---	---	---	---
		PB-5	PB-6	1	---	---	120	---	---	---	---	---	---
		PB-2	SB-4	1	---	---	3	---	---	---	---	---	---
		PB-2	PB-7	2	---	---	---	---	---	---	115	---	---
		PB-7	SB-5	1	---	---	---	---	20	---	---	---	---
		PB-7	SB-6	1	---	---	22	---	---	---	---	---	---
		PB-7	EXPB-8	2	---	---	---	---	52	---	---	---	---
		PB-8	SB-7	1	---	---	31	---	---	---	---	---	---
		SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)			0	0	422	72	0	255	0	0	
	VERONA ROAD & WILLIAMSBURG WAY	EXPB-7	SB-1	1	---	---	8	---	---	---	---	---	---
		EXPB-8	SB-2	1	---	---	5	---	---	---	---	---	---
		EXPB-8	SB-3	1	---	---	40	---	---	---	---	---	---
		EXPB-10	SB-4	1	---	---	5	---	---	---	---	---	---
		EXPB-10	SB-5	1	---	---	17	---	---	---	---	---	---
		EXPB-11	LB-2	1	---	---	47	---	---	---	---	---	---
		EXPB-35	SB-6	1	---	---	9	---	---	---	---	---	---
		EXPB-33	SB-7	1	---	---	6	---	---	---	---	---	---
		EXPB-33	LB-1	1	---	---	92	---	---	---	---	---	---
		EXPB-32	SB-8	1	---	---	7	---	---	---	---	---	---
		SUBTOTALS (VERONA RD & WILLIAMSBURG WAY)			0	0	236	0	0	0	0	0	
	VERONA ROAD & CTH PD	CB-A	EXPB-200	3	---	---	---	51	---	---	---	---	---
		CB-A	PB-20	3	---	---	---	33	---	---	---	---	---
		EXPB-200	PB-2	3	---	---	---	125	---	---	---	90	
		EXPB-200	EXPBITS-1	1	---	---	24	24	---	---	---	---	---
		EXPB-200	PB-1	1	---	---	215	215	---	---	---	---	---
		PB-2	SB-3	1	---	---	8	---	---	---	---	---	---
		PB-2	PB-3	3	---	---	---	155	---	---	---	---	---
		PB-3	SB-4	1	---	---	7	---	---	---	---	---	---
		PB-3	SB-5	1	---	---	23	---	---	---	---	---	---
		PB-3	PB-3A	1	---	---	17	---	---	---	---	---	---
		PB-3	PB-4	2	---	---	---	100	---	---	---	---	---
		PB-4	SB-6	1	---	---	43	---	---	---	---	---	---
		PB-4	SB-7	1	---	---	14	---	---	---	---	---	---
		PB-4	PB-5	2	---	---	---	80	---	---	---	---	---
		PB-5	STUB	2	---	---	---	78	---	---	---	---	---
		PB-5	SB-8	1	---	---	7	---	---	---	---	---	---
		PB-5	PB-6	1	---	---	15	---	---	---	---	---	---
		PB-6	PB-7	1	---	---	225	---	---	---	---	---	---
		PB-3	PB-8	3	---	---	---	185	---	---	---	---	---
		PB-8	PB-9	3	---	---	205	205	---	---	---	---	---
		PB-9	PB-10	3	---	---	170	170	---	---	---	---	---
		PB-9	LB-1	1	---	---	32	---	---	---	---	---	---
		PB-10	SB-11	1	---	---	12	---	---	---	---	---	---
		PB-10	PB-11	3	---	---	---	125	---	---	---	---	---
		EXPB-201	SB-9	1	---	---	23	---	---	---	---	---	---
		EXPB-201	SB-10	1	---	---	4	---	---	---	---	---	---
		EXPB-201	LB-2	1	---	---	66	---	---	---	---	---	---
		PB-11	SB-12	1	---	---	12	---	---	---	---	---	---
		PB-11	PB-12	1	---	---	15	---	---	---	---	---	---
		PB-11	PB-13	3	---	---	---	190	---	---	---	---	---
		PB-13	PB-14	1	---	---	19	---	---	---	---	---	---
		PB-14	SB-13	1	---	---	12	---	---	---	---	---	---
		PB-13	CB-D	3	---	---	---	69	---	---	---	---	---
		PB-9	PB-15	2	---	---	---	110	---	---	---	---	---
		PB-15	PB-27	2	---	---	---	145	---	---	---	---	---
		PB-27	PB-26	2	---	---	---	140	---	---	---	---	---
		PB-27	STUB	2	---	---	---	54	---	---	---	---	---
		PB-27	STUB	2	---	---	---	46	---	---	---	---	---
		PB-13	PB-21	2	---	---	---	18	---	---	---	---	---
		CB-D	PB-21	3	---	---	---	60	---	---	---	---	---

CON'T ON RIGHT

CONDUIT SUMMARY (CON'T)

CATEGORY	PROJECT LOCATION	LOCATION FROM	LOCATION TO	NO.	* 652.0110 CONDUIT RIGID METALLIC 1-INCH LF	* 652.0110 CONDUIT RIGID METALLIC 2-INCH LF	* 652.0125 CONDUIT RIGID METALLIC 2-INCH LF	652.0225 CONDUIT RIGID SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID SCHEDULE 40 3-INCH LF	652.0325 CONDUIT NONMETALLIC SCHEDULE 80 2-INCH LF	* 652.0335 CONDUIT NONMETALLIC SCHEDULE 80 3-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
0010 (CON'T)	VERONA ROAD & CTH PD (CON'T)	PB-21	EXPB-202	3	---	---	---	---	385	---	---	---	---
		EXPB-202	SB-14	1	---	---	---	33	---	---	---	---	---
		EXPB-202	CB-C	3	---	---	---	---	21	---	---	---	---
		EXPB-204	SB-18	1	---	---	---	5	---	---	---	---	---
		CB-C	EXPB-203	3	---	---	---	---	30	---	---	---	---
		PB-32	STUB	2	---	---	---	---	24	---	---	---	---
		PB-32	STUB	2	---	---	---	---	22	---	---	---	---
		PB-32	STUB	2	---	---	---	---	32	---	---	---	---
		PB-32	STUB	2	---	---	---	---	20	---	---	---	---
		PB-32	SB-16	1	---	---	---	25	---	---	---	---	---
		PB-32	SB-15	1	---	---	---	29	---	---	---	---	---
		EXPB-9	SB-17	1	---	---	---	14	---	---	---	---	---
		EXPB-207	SB-19	1	---	---	---	9	---	---	---	---	---
		EXPB-207	PB-22	1	---	---	---	21	---	---	---	---	---
		PB-22	SB-20	1	---	---	---	12	---	---	---	---	---
		EXPB-207	PB-23	2	---	---	---	---	125	---	---	---	---
		PB-23	PB-24	1	---	---	---	8	---	---	---	---	---
		PB-24	PB-25	1	---	---	---	235	---	---	---	---	---
		PB-23	SB-21	1	---	---	---	---	11	---	---	---	---
		PB-23	EXPB-209	2	---	---	---	---	210	---	---	---	---
		EXPB-209	SB-22	1	---	---	---	7	---	---	---	---	---
		EXPB-210	SB-23	1	---	---	---	4	---	---	---	---	---
		EXPB-210	PB-28	2	---	---	---	---	100	---	---	---	---
		PB-28	PB-29	1	---	---	---	34	---	---	---	---	---
		PB-28	SB-24	1	---	---	---	9	---	---	---	---	---
		PB-28	PB-30	2	---	---	---	---	94	---	---	---	---
		PB-30	PB-31	2	---	---	---	---	22	---	---	---	---
		PB-30	STUB	1	---	---	---	54	---	---	---	---	
		PB-30	CB-B	3	---	---	---	---	115	---	---	---	---
		CB-B	PB-31	3	---	---	---	---	120	---	---	---	---
		PB-31	SB-25	1	---	---	---	10	---	---	---	---	---
		PB-31	PB-16	3	---	---	---	---	295	---	---	---	---
		PB-16	SB-26	1	---	---	---	6	---	---	---	---	---
		PB-16	PB-17	3	---	---	---	---	115	---	---	---	---
		PB-17	PB-18	1	---	---	---	45	---	---	---	---	---
		PB-18	SB-27	1	---	---	---	6	---	---	---	---	---
		PB-17	PB-19	3	---	---	---	---	130	---	---	---	---
		PB-19	SB-2	1	---	---	---	17	---	---	---	---	---
		PB-19	PB-20	3	---	---	---	---	63	---	---	---	90
		JB-1	HEAD 5B	1	---	---	73	---	---	---	---	---	---
		JB-1	HEAD 5C	1	---	---	130	---	---	---	---	---	---
		JB-1	UD-1-1	1	135	---	---	---	---	---	---	---	---
		JB-1	UD-1-4	1	125	---	---	---	---	---	---	---	---
		JB-2	HEAD 8A	1	---	62	---	---	---	---	---	---	---
		JB-2	HEAD 9D	1	---	92	---	---	---	---	---	---	---
		JB-3	HEAD 9B	1	---	94	---	---	---	---	---	---	---
		JB-3	HEAD 8C	1	---	63	---	---	---	---	---	---	---
		JB-3	UD-1-5	1	135	---	---	---	---	---	---	---	---
		JB-3	UD-1-8	1	135	---	---	---	---	---	---	---	---
		JB-4	HEAD 5A	1	---	72	---	---	---	---	---	---	---
		JB-4	HEAD 5D	1	---	120	---	---	---	---	---	---	---
		SUBTOTALS (VERONA ROAD & CTH PD)			530	706	1,751	4,312	0	0	0	180	
	VERONA ROAD & CTH PD INTERCONNECT	EXPB-110	EXIC-1	1	---	---	630	---	---	---	84	---	
		EXIC-3	EXIC-4	1	---	---	---	---	190	---	---	---	
		EXIC-5	STUB	1	---	---	270	---	---	---	---	---	
		SUBTOTALS (INTERCONNECT)			0	0	900	0	190	0	84	0	
		TOTALS (0010)			530	706	3,897	4,384	190	255	84	180	
0120	ITS	MD-1	PB-100	1	---	---	---	420	---	---	---	---	
		PB-100	STUB	1	---	---	---	120	---	---	---	---	
		CB-ITS-1	EXITS-1	3	---	---	---	42	---	---	---	---	
		EXITS-1	L13-0866	1	---	---	---	22	---	---	---	---	
		PB-101	PB-102	2	---	---	---	180	---	---	---	---	
		PB-102	ITS-1	1	---	---	---	38	---	---	---	---	
		PB-102	PB-103	2	---	---	---	220	---	---	---	---	
		PB-103	STUB	2	---	---	---	120	---	---	---	---	
		TOTALS (0120)			0	0	0	1,162	0	0	0	0	
		GRAND TOTALS			530	706	3,897	5,546	190	255	84	180	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LOOP DETECTOR INSTALLATION

CATEGORY	PROJECT LOCATION	LOOP NO.	STATION	LOCATION	SIZE FT X FT	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	652.0900 LOOP DETECTOR SLOTS LF	655.0220 CABLE TRAFFIC SIGNAL 4-14 AWG LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
0010	CTH PD & FITCHRONA ROAD	22	79+65.9 WB	5.5'LT	6 X 20	3	---	87	230	150	---	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
		23	81+48.8 WB	16.5'LT	6 X 6	5	53	---	---	410	195	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		24	81+48.8 WB	5.5'LT	6 X 6	5	65	---	---	410	215	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		25	82+68.2 WB	16.4'LT	6 X 6	6	53	---	---	545	215	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		26	82+68.5 WB	5.4'LT	6 X 6	6	64	---	---	545	240	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		51	79+65.9 WB	5.5' RT	6 X 20	3	---	76	210	150	---	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
		52	79+65.9 WB	16.5'RT	6 X 20	3	---	64	185	150	---	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
		53	82+68.9 WB	5.5'RT	6 X 6	6	76	---	---	545	265	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		54	82+68.9 WB	16.5'RT	6 X 6	5	38	---	---	455	205	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
	SUBTOTALS (CTH PD & FITCHRONA ROAD)						349	227	625	3,360	1,335	
	CTH PD & COMMERCE PARK DRIVE	11	113+93.9 EB	5.6'LT	6 X 20	3	72	---	---	305	230	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		12	113+47.0 EB	5.5'LT	6 X 6	5	42	---	---	345	225	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		41	114+19.4 WB	47.3'LT	6 X 12	4	---	50	195	385	---	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
		61	113+94.0 EB	5.4'RT	6 X 20	3	73	---	---	305	215	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		62	113+94.1 EB	16.4'RT	6 X 20	3	84	---	---	305	235	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		63	112+12.0 EB	11.0'RT	6 X 20	4	76	---	---	500	320	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		64	110+92.0 EB	5.5'RT	6 X 6	6	42	---	---	630	265	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		65	110+92.0 EB	16.5'RT	6 X 6	6	45	---	---	630	200	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		81	114+67.4 EB	71.4'RT	6 X 20	3	82	72	---	51	230	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
		82	114+81.5 EB	71.7'RT	6 X 20	3	69	58	---	51	205	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
		84	114+02.2 EB	32.3'RT	6 X 20	3	70	---	---	230	225	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
	SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)						655	180	195	3,737	2350	
	VERONA ROAD & WILLIAMSBURG WAY	11	98+49.4 WW	16.5'RT	6 X 20	4	---	---	---	615	285	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		12	98+24.4 WW	16.5'RT	6 X 20	4	---	---	---	615	285	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		13	98+49.4 WW	27.5'RT	6 X 20	4	---	---	---	650	---	EXISTING LOOP DETECTOR WIRE IN EXPB-7
		14	98+24.4 WW	27.5'RT	6 X 20	4	---	---	---	650	---	EXISTING LOOP DETECTOR WIRE IN EXPB-7
		15	98+49.4 WW	38.5'RT	6 X 20	4	---	---	---	650	350	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		16	98+24.4 WW	38.5'RT	6 X 20	4	---	---	---	650	400	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		17	96+77.4 WW	24.3'RT	6 X 10	6	---	---	---	785	350	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		18	96+77.4 WW	36.6'RT	6 X 10	6	---	---	---	785	505	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		19	98+37.4 WW	71.0'RT	6 X 20	4	---	---	---	680	385	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		31	98+68.3 WW	37.0'LT	6 X 20	4	---	---	---	525	310	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		32	98+67.5 WW	63.0'LT	6 X 20	4	---	---	---	525	310	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		33	98+65.4 WW	174.0'RT	6 X 6	6	---	---	---	655	255	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		34	98+40.2 WW	40.1'LT	6 X 20	4	---	---	---	595	345	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		51	101+73.3 WW	5.5'RT	6 X 20	3	---	---	---	95	245	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		52	101+98.3 WW	5.5'RT	6 X 20	3	---	---	---	95	260	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		53	101+73.3 WW	7.0'LT	6 X 20	3	---	---	---	175	230	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		54	101+98.3 WW	7.0'LT	6 X 20	3	---	---	---	175	230	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		55	103+15.3 WW	5.3'RT	6 X 10	4	---	---	---	330	---	EXISTING LOOP DETECTOR WIRE IN EXPB-40
		56	103+18.9 WW	6.9'LT	6 X 10	4	---	---	---	330	---	EXISTING LOOP DETECTOR WIRE IN EXPB-40
		57	101+95.3 WW	44.6'LT	6 X 20	3	---	---	---	205	255	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		71	101+37.2 WW	56.1'RT	6 X 20	3	---	---	---	185	230	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		72	101+38.0 WW	82.1'RT	6 X 20	3	---	---	---	185	230	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		73	101+41.6 WW	193.0'RT	6 X 6	4	---	---	---	310	185	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		74	101+75.8 WW	59.6'RT	6 X 20	3	---	---	---	105	285	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
	SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)						0	0	0	10,570	5,930	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

LOOP DETECTOR INSTALLATION (CON'T)

CATEGORY	PROJECT LOCATION	LOOP NO.	STATION	LOCATION	SIZE FT X FT	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	652.0900 LOOP DETECTOR SLOTS LF	655.0220 CABLE TRAFFIC SIGNAL 4-14 AWG LF	* 655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
0010 (CON'T)	VERONA ROAD & CTH PD	21	101+50.4 B	6.0'LT	6 X 30	4	90	---	---	505	375	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		22	101+50.4 B	7.5'RT	6 X 30	4	96	---	---	585	400	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		23	98+97.5 B	6.0'LT	6 X 10	6	50	---	---	740	315	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		24	98+97.4 B	7.5'RT	6 X 10	6	56	---	---	740	255	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		25	3+90.0 N	6.0'RT	6 X 30	3	---	---	---	350	295	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		26	3+89.3 N	18.0'LT	6 X 30	3	---	---	---	395	315	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		27	6+47.3 C	21.0'LT	6 X 6	6	---	---	---	500	650	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		28	6+47.3 C	33.0'LT	6 X 6	6	---	---	---	500	260	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		41	101+34.0 WB	27.5'LT	6 X 20	3	86	---	---	100	275	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		42	101+34.0 WB	16.5'LT	6 X 20	3	---	---	---	160	210	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		43	101+34.0 WB	5.5'LT	6 X 20	3	72	---	---	160	230	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		44	103+99.1 WB	27.5'LT	6 X 6	4	48	---	---	230	160	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		45	103+99.2 WB	16.5'LT	6 X 6	4	59	---	---	230	180	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		46	13+99.2 WB	5.5'LT	6 X 6	4	71	---	---	230	205	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		47	1+54.8 M	9.3'LT	6 X 30	3	---	---	---	11	320	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		61	105+85.4 D	7.5'LT	6 X 30	3	100	---	---	195	320	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		62	105+85.4 D	6.0'RT	6 X 30	3	90	---	---	265	285	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		63	108+33.5 D	5.5'LT	6 X 6	6	45	---	---	470	200	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		64	108+33.4 D	6.0'RT	6 X 6	6	42	---	---	470	265	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		65	103+10.4 L	6.0'RT	6 X 30	3	---	---	---	385	370	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		66	103+13.0 L	18.0'RT	6 X 30	3	---	---	---	385	290	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		67	100+48.5 A	21.0'RT	6 X 6	6	---	---	---	615	445	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		68	100+48.5 A	33.3' RT	6 X 6	6	---	---	---	615	290	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		81	98+47.7 EB	5.5'RT	6 X 20	5	---	---	---	565	435	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	98+47.6 EB	16.5'RT	6 X 20	5	---	---	---	565	565	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		83	98+47.4 EB	27.5'RT	6 X 20	5	---	---	---	620	455	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		84	95+84.5 EB	5.5'RT	6 X 20	6	98	---	---	915	420	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		85	95+84.5 EB	16.8'RT	6 X 20	6	87	---	---	915	395	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		86	95+84.5 EB	27.8'RT	6 X 20	6	75	---	---	915	375	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		87	8+12.7 P	9.0'RT	6 X 30	5	---	---	---	705	545	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		91	3+93.7 C	6.0'RT	6 X 30	3	94	---	---	250	295	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		92	3+99.1 C	5.9'LT	6 X 30	3	96	---	---	335	305	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		93	6+59.3 C	6.0'RT	6 X 6	6	---	---	---	500	305	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		94	6+59.3 C	7.5'LT	6 X 6	6	---	---	---	500	---	EXISTING LOOP DETECTOR WIRE IN EXPB-14
		101	102+94.6 A	6.0'LT	6 X 30	3	94	---	---	455	295	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		102	102+88.6 A	7.5'RT	6 X 30	3	94	---	---	385	295	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		103	100+29.7 A	6.0'LT	6 X 6	6	---	---	---	695	290	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		104	100+29.7 A	7.5'RT	6 X 6	6	---	---	---	695	460	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		S1	95+58.5 WB	27.5'LT	6 X 10	6	74	---	---	740	290	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		S2	95+58.5 WB	16.5'LT	6 X 10	6	---	---	---	740	270	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		S3	95+58.5 WB	5.5'LT	6 X 10	6	52	---	---	740	245	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		S4	104+70.4 EB	5.5'RT	6 X 6	6	36	---	---	470	230	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		S5	104+70.4 EB	16.5'RT	6 X 6	6	41	---	---	470	195	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		S6	104+70.4 EB	27.5'RT	6 X 6	6	53	---	---	470	215	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
SUBTOTALS (VERONA ROAD & CTH PD)							1,799	0	0	21,481	13,790	
						TOTALS	2,803	407	820	39,148	23,405	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PULL BOX SUMMARY

CATEGORY	PROJECT LOCATION	PULL BOX NUMBER	STATION	LOCATION	653.0900 * ADJUSTING PULL BOXES EACH	SPV.0060.101 PULL BOX TYPE I EACH	SPV.0060.102 PULL BOX TYPE III EACH	SPV.0060.103 PULL BOX TYPE V EACH	653.0154 PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0010	CTH PD & FITCHRONA ROAD	EXPB-107	79+78 WB	54.6' LT	1	---	---	---	---	---
		EXPB-109	80+07 EB	5.0' LT	1	---	---	---	---	---
		PB-111	80+15 EB	5.0' LT	---	1	---	---	---	---
		PB-112	83+03 EB	4.3' LT	---	---	1	---	---	---
		PB-113	81+48 WB	48.3' LT	---	---	1	---	---	---
		PB-114	82+64 WB	47.7' LT	---	---	1	---	---	---
		SUBTOTALS (CTH PD & FITCHRONA ROAD)			2	1	3	0	0	0
	CTH PD & COMMERCE PARK DRIVE	PB-1	113+83 EB	44.4' RT	---	1	---	---	---	---
		PB-2	113+58 WB	8.7' RT	---	---	---	1	---	---
		PB-3	113+39 WB	7.3' RT	---	1	---	---	---	---
		PB-4	113+13 WB	7.3' RT	---	1	---	---	---	---
		PB-5	111+78 WB	16.6' RT	---	1	---	---	---	---
		PB-6	110+59 WB	18.0' RT	---	1	---	---	---	---
		PB-7	113+81 WB	43.2' LT	---	---	---	1	---	---
		PB-8	115+06 WB	15.7'RT	---	---	---	1	---	---
		EXPB-3	114+04 WB	57.0' LT	1	---	---	---	---	---
		EXPB-8	114+11 EB	47.7' RT	1	---	---	---	---	---
		SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)			2	5	0	3	0	0
	VERONA ROAD WILLIAMSBURG WAY	EXPB-7	98+40 WW	55.1' RT	1	---	---	---	---	---
		EXPB-8	98+43 WW	5.7' RT	1	---	---	---	---	---
		EXPB-9	98+27 WW	6.0' RT	1	---	---	---	---	---
		EXPB-10	98+44 WW	18.9' LT	1	---	---	---	---	---
		EXPB-32	101+55 WW	56.1' RT	1	---	---	---	---	---
		SUBTOTALS (VERONA ROAD & RAYMOND ROAD)			5	0	0	0	0	0
	VERONA ROAD CTH PD	PB-1	103+99 WB	54.3' LT	---	---	---	---	1	---
		PB-2	101+43 WB	45.3' LT	---	---	---	---	---	1
		PB-3	101+40 WB	6.3' RT	---	---	---	---	---	1
		PB-3A	101+57 WB	5.6' RT	---	---	---	---	1	---
		PB-4	101+90 WB	16.9' RT	---	---	---	---	---	1
		PB-5	102+28 EB	17.7' LT	---	---	---	---	---	1
		PB-6	102+59 EB	15.4' LT	---	---	---	---	1	---
		PB-7	104+71 EB	3.5' LT	---	---	---	---	1	---
		PB-8	100+83 WB	21.3' RT	---	---	---	---	---	1
		PB-9	100+86 EB	10.0' LT	---	---	---	---	---	1
		PB-10	103+14 L	14.9' LT	---	---	---	---	---	1
		PB-11	102+92 A	31.7' RT	---	---	---	---	---	1
		PB-12	102+83 A	19.9' RT	---	---	---	---	1	---
		PB-13	103+08 A	29.0' LT	---	---	---	---	---	1
		PB-14	102+93 A	19.8' LT	---	---	---	---	1	---
		PB-15	100+32 EB	17.1' LT	---	---	---	---	---	1
		PB-16	104+61 B	27.9' LT	---	---	---	---	---	1
		PB-17	105+02 B	21.5' LT	---	---	---	---	---	1
		PB-18	105+51 B	24.4' LT	---	---	---	---	1	---
		PB-19	105+11 B	20.3' RT	---	---	---	---	---	1
		PB-20	1+59 M	25.5' LT	---	---	---	---	---	1
		PB-21	99+94 EB	55.6' RT	---	---	---	---	---	1
		PB-22	101+21 B	22.3' RT	---	---	---	---	1	---
		PB-23	101+37 B	21.2' LT	---	---	---	---	---	1
		PB-24	101+20 B	18.1' LT	---	---	---	---	1	---
		PB-25	98+97 B	17.9' LT	---	---	---	---	1	---
		PB-26	99+03 WB	9.9' RT	---	---	---	---	---	1
		PB-27	99+69 WB	18.3' RT	---	---	---	---	---	1
		PB-28	4+01 C	28.3' LT	---	---	---	---	---	1
		PB-29	4+31 C	20.3' LT	---	---	---	---	1	---

CON'T ON RIGHT

PULL BOX SUMMARY (CON'T)

CATEGORY	PROJECT LOCATION	PULL BOX NUMBER	STATION	LOCATION	653.0900 * ADJUSTING PULL BOXES EACH	SPV.0060.101 PULL BOX TYPE I EACH	SPV.0060.102 PULL BOX TYPE III EACH	SPV.0060.103 PULL BOX TYPE V EACH	653.0154 PULL BOXES NON-CONDUCTIVE 24X36-INCH EACH	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0010 (CON'T)	VERONA ROAD & CTH PD (CON'T)	PB-30	3+98 C	18.9' RT	---	---	---	---	---	1
		PB-31	3+90 C	27.6' RT	---	---	---	---	---	1
		PB-32	98+17 EB	49.5' RT	---	---	---	---	---	1
		EXPB-5	100+33 A	19.1' LT	1	---	---	---	---	---
		EXPB-14	6+58 C	20.5' RT	1	---	---	---	---	---
		EXPB-207	98+38 EB	8.8' LT	1	---	---	---	---	---
		EXPB-209	3+94 N	34' LT	1	---	---	---	---	---
		EXPB-210	3+95 N	7.2' RT	1	---	---	---	---	---
		SUBTOTALS (VERONA ROAD & CTH PD)			5	0	0	0	11	22
	CTH PD INTERCONNECT	IC-1	83+00 EB	34.9' RT	---	1	---	---	---	---
		IC-2	86+32 EB	66.5' RT	---	1	---	---	---	---
		EXIC-4	94+27 EB	70.1' RT	1	---	---	---	---	---
		EXIC-26	106+76 EB	7.8' LT	1	---	---	---	---	---
		SUBTOTALS (CTH PD INTERCONNECT)			2	2	0	0	0	0
				UNDISTRIBUTED	2	---	---	---	---	---
				TOTALS (0010)	18	8	3	3	11	22
0120	ITS	PB-100	100+05 EB	63.9' RT	---	---	---	---	---	1
		PB-101	101+81 WB	55.6' LT	---	---	---	---	---	1
		PB-102	100+96 WB	76.8' LT	---	---	---	---	---	1
		PB-103	99+92 WB	74.8' LT	---	---	---	---	---	1
		EXPB-104	907+35 VR	104.4' LT	1	---	---	---	---	---
		SUBTOTALS (ITS)			1	0	0	0	0	4
				UNDISTRIBUTED	1	---	---	---	---	---
				TOTALS (0120)	2	0	0	0	0	4
				GRAND TOTALS	20	8	3	3	11	26

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB LF	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF
0010	CTH PD & COMMERCE PARK DRIVE	EXCB-4	SB-1	16	---	---	---	58	---	---
		SB-1	HEAD 14	16	19	---	---	---	---	---
		SB-1	HEAD 15	16	19	---	---	---	---	---
		SB-1	HEAD 80	16	12	---	---	---	---	---
		SB-1	BUTTON	16	6	---	---	---	---	---
		EXCB-4	SB-2	16	---	165	---	---	---	---
		SB-2	HEAD 13	16	19	---	---	---	---	---
		SB-2	HEAD 81	16	12	---	---	---	---	---
		SB-2	BUTTON	16	6	---	---	---	---	---
		EXCB-4	SB-3	16	---	205	---	---	---	---
		SB-3	HEAD 7	16	21	---	---	---	---	---
		SB-3	HEAD 82	16	12	---	---	---	---	---
		SB-3	BUTTON	16	6	---	---	---	---	---
		EXCB-4	SB-4	16	---	---	---	---	275	---
		SB-4	HEAD 6	16	22	---	---	---	---	---
		SB-4	HEAD 10	16	21	---	---	---	---	---
		SB-4	HEAD 4	16	38	---	---	---	---	---
		SB-4	HEAD 83	16	12	---	---	---	---	---
		SB-4	HEAD 84	16	12	---	---	---	---	---
		SB-4	BUTTON	16	6	---	---	---	---	---
		EXCB-4	SB-5	16	---	---	---	370	---	---
		SB-5	HEAD 2	16	42	---	---	---	---	---
		SB-5	HEAD 3	16	53	---	---	---	---	---
		SB-5	HEAD 85	16	12	---	---	---	---	---
		SB-5	BUTTON	16	6	---	---	---	---	---
		EXCB-4	SB-6	16	---	370	---	---	---	---
		SB-6	HEAD 12	16	19	---	---	---	---	---
		SB-6	HEAD 17	16	19	---	---	---	---	---
		EXCB-4	EXSB-10	16	355	---	---	---	---	---
		EXSB-10	HEAD 16	16	19	---	---	---	---	---
		EXCB-4	EXSB-11	16	305	---	---	---	---	---
		EXSB-11	HEAD 1	16	19	---	---	---	---	---
		EXCB-4	SB-7	16	---	---	---	220	---	---
		SB-7	HEAD 5	16	22	---	---	---	---	---
		SB-7	HEAD 9	16	21	---	---	---	---	---
		SB-7	HEAD 11	16	21	---	---	---	---	---
		EXCB-4	EXSB-13	16	135	---	---	---	---	---
		EXSB-13	HEAD 8	16	35	---	---	---	---	---
	SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)				1,326	740	0	648	275	0
	VERONA ROAD & WILLIAMSBURG WAY	EXCB-1	SB-1	16	---	---	---	---	---	77
		SB-1	HEAD 1	16	19	---	---	---	---	---
		SB-1	HEAD 24	16	19	---	---	---	---	---
		SB-1	HEAD 26	16	45	---	---	---	---	---
		SB-1	HEAD 71	16	12	---	---	---	---	---
		SB-1	HEAD 72	16	12	---	---	---	---	---
		SB-1	BUTTON	16	6	---	---	---	---	---
		SB-1	BUTTON	16	6	---	---	---	---	---
		EXCB-1	EXSB-2	16	---	60	---	---	---	---
		EXSB-2	HEAD 3	16	19	---	---	---	---	---
		EXSB-2	HEAD 70	16	12	---	---	---	---	---
		EXSB-2	BUTTON	16	6	---	---	---	---	---
		EXCB-1	SB-2	16	---	---	---	---	140	---
		SB-2	HEAD 2	16	19	---	---	---	---	---
		SB-2	HEAD 22	16	19	---	---	---	---	---
		SB-2	HEAD 23	16	19	---	---	---	---	---
		SB-2	HEAD 73	16	12	---	---	---	---	---
		SB-2	HEAD 74	16	12	---	---	---	---	---
		SB-2	BUTTON	16	6	---	---	---	---	---
		EXCB-1	SB-3	16	175	---	---	---	---	---
		SB-3	HEAD 29	16	19	---	---	---	---	---

CON'T ON RIGHT

TRAFFIC SIGNAL CABLE SUMMARY (CON'T)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB LF	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF
0010 (CON'T)	VERONA ROAD & WILLIAMSBURG WAY (CON'T)	EXCB-1	SB-4	16	---	---	180	---	---	---
		SB-4	HEAD 21	16	19	---	---	---	---	---
		SB-4	HEAD 75	16	12	---	---	---	---	---
		SB-4	HEAD 77	16	12	---	---	---	---	---
		SB-4	BUTTON	16	6	---	---	---	---	---
		EXCB-1	EXSB-3	16	---	235	---	---	---	---
		EXSB-3	HEAD 28	16	19	---	---	---	---	---
		EXSB-3	HEAD 76	16	12	---	---	---	---	---
		EXSB-3	BUTTON	16	6	---	---	---	---	---
		EXCB-1	SB-5	16	---	190	---	---	---	---
		SB-5	HEAD 25	16	19	---	---	---	---	---
		SB-5	HEAD 78	16	12	---	---	---	---	---
		SB-5	BUTTON	16	6	---	---	---	---	---
		EXCB-1	EXSB-4	16	---	250	---	---	---	---
		EXSB-4	HEAD 20	16	19	---	---	---	---	---
		EXSB-4	HEAD 79	16	12	---	---	---	---	---
		EXSB-4	BUTTON	16	6	---	---	---	---	---
		EXCB-1	EXSB-5	16	---	---	---	155	---	---
		EXSB-5	HEAD 5	16	51	---	---	---	---	---
		EXSB-5	HEAD 6	16	61	---	---	---	---	---
		EXSB-5	HEAD 7	16	73	---	---	---	---	---
		EXSB-5	HEAD 27	16	19	---	---	---	---	---
		EXCB-1	EXSB-6	16	140	---	---	---	---	---
		EXSB-6	HEAD 4	16	19	---	---	---	---	---
		EXCB-2	EXSB-7	16	---	285	---	---	---	---
		EXSB-7	HEAD 18	16	36	---	---	---	---	---
		EXSB-7	HEAD 19	16	49	---	---	---	---	---
		EXCB-2	EXSB-8	16	---	255	---	---	---	---
		EXSB-8	HEAD 32	16	45	---	---	---	---	---
		EXSB-8	HEAD 80	16	12	---	---	---	---	---
		EXSB-8	BUTTON	16	6	---	---	---	---	---
		EXCB-2	EXSB-9	16	290	---	---	---	---	---
		EXSB-9	HEAD 17	16	19	---	---	---	---	---
		EXCB-2	EXSB-10	16	---	215	---	---	---	---
		EXSB-10	HEAD 16	16	19	---	---	---	---	---
		EXSB-10	HEAD 83	16	12	---	---	---	---	---
		EXSB-10	BUTTON	16	6	---	---	---	---	---
		EXCB-2	EXSB-11	16	165	---	---	---	---	---
		EXSB-11	HEAD 82	16	12	---	---	---	---	---
		EXSB-11	BUTTON	16	6	---	---	---	---	---
		EXCB-2	EXSB-12	16	---	---	---	---	165	---
		EXSB-12	HEAD 13	16	19	---	---	---	---	---
		EXSB-12	HEAD 14	16	19	---	---	---	---	---
		EXSB-12	HEAD 31	16	50	---	---	---	---	---
		EXSB-12	HEAD 81	16	12	---	---	---	---	---
		EXSB-12	BUTTON	16	6	---	---	---	---	---
		EXSB-12	BUTTON	16	6	---	---	---	---	---
		EXCB-2	EXSB-13	16	---	---	---	110	---	---
		EXSB-13	HEAD 11	16	35	---	---	---	---	---
		EXSB-13	HEAD 12	16	19	---	---	---	---	---
		EXSB-13	HEAD 15	16	19	---	---	---	---	---
		EXCB-2	SB-6	16	105	---	---	---	---	---
		SB-6	HEAD 34	16	19	---	---	---	---	---
		EXCB-2	EXSB-14	16	---	60	---	---	---	---
		EXSB-14	HEAD 9	16	19	---	---	---	---	---
		EXSB-14	HEAD 10	16	45	---	---	---	---	---
		EXCB-2	SB-7	16	49	---	---	---	---	---
		SB-7	HEAD 33	16	19	---	---	---	---	---
		EXCB-2	SB-8	16	110	---	---	---	---	---
		SB-8	HEAD 30	16	19	---	---	---	---	---
		EXCB-2	EXSB-15	16	170	---	---	---	---	---
		EXSB-15	HEAD 8	16	19	---	---	---	---	---
		EXCB-2	EXCB-1	16	---	---	---	---	---	710
		EXCB-2	EXCB-1	16	---	---	---	710	---	---
	SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)				2,396	1,550	180	975	305	787

CON'T NEXT SHEET

TRAFFIC SIGNAL CABLE SUMMARY (CON'T)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB LF	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF
0010 (CON'T)	VERONA ROAD & CTH PD	CB-A	SB-1	16	---	46	---	---	---	---
		SB-1	HEAD 1A	16	19	---	---	---	---	---
		SB-1	HEAD 7B	16	12	---	---	---	---	---
		CB-A	SB-2	16	125	---	---	---	---	---
		SB-2	HEAD 7B	16	12	---	---	---	---	---
		CB-A	SB-3	16	---	145	---	---	---	---
		SB-3	HEAD 3A	16	19	---	---	---	---	---
		SB-3	HEAD 8D	16	12	---	---	---	---	---
		CB-A	SB-4	16	215	---	---	---	---	---
		SB-4	HEAD 4A	16	19	---	---	---	---	---
		CB-A	SB-7	16	280	---	---	---	---	---
		SB-7	HEAD 10A	16	19	---	---	---	---	---
		CB-A	SB-8	16	340	---	---	---	---	---
		SB-8	SB-11A	16	19	---	---	---	---	---
		CB-A	SB-26	16	230	---	---	---	---	---
		SB-26	HEAD 8I	16	12	---	---	---	---	---
		CB-A	SB-27	16	235	---	---	---	---	---
		SB-27	HEAD 2A	16	19	---	---	---	---	---
		CB-A	JB-4	16	---	---	---	---	405	---
		JB-4	HEAD 5A	16	125	---	---	---	---	---
		JB-4	HEAD 6A	16	115	---	---	---	---	---
		JB-4	HEAD 7A	16	100	---	---	---	---	---
		JB-4	HEAD 12A	16	45	---	---	---	---	---
		JB-4	HEAD 13A	16	32	---	---	---	---	---
		CB-A	JB-2	16	---	---	---	---	555	---
		JB-2	HEAD 8A	16	66	---	---	---	---	---
		JB-2	HEAD 9A	16	15	---	---	---	---	---
		CB-B	SB-21	16	---	390	---	---	---	---
		SB-21	HEAD 3B	16	19	---	---	---	---	---
		SB-21	HEAD 4B	16	19	---	---	---	---	---
		CB-B	SB-22	16	---	265	---	---	---	---
		SB-22	HEAD 1B	16	19	---	---	---	---	---
		SB-22	HEAD 8S	16	12	---	---	---	---	---
		CB-B	SB-23	16	---	205	---	---	---	---
		SB-23	HEAD 2B	16	19	---	---	---	---	---
		SB-23	HEAD 8H	16	12	---	---	---	---	---
		CB-B	SB-24	16	---	145	---	---	---	---
		SB-24	HEAD 6B	16	19	---	---	---	---	---
		SB-24	HEAD 8J	16	12	---	---	---	---	---
		CB-B	SB-25	16	---	82	---	---	---	---
		SB-25	HEAD 7B	16	19	---	---	---	---	---
		SB-25	HEAD 8K	16	12	---	---	---	---	---
		CB-B	JB-1	16	345	---	---	---	---	---
		JB-1	HEAD 5B	16	75	---	---	---	---	---
		CB-B	JB-3	16	---	505	---	---	---	---
		JB-3	HEAD 8B	16	82	---	---	---	---	---
		JB-3	HEAD 9B	16	97	---	---	---	---	---
		CB-C	SB-14	16	72	---	---	---	---	---
		SB-14	HEAD 7J	16	12	---	---	---	---	---
		CB-C	SB-15	16	---	155	---	---	---	---
		SB-15	HEAD 3C	16	19	---	---	---	---	---
		SB-15	HEAD 7I	16	12	---	---	---	---	---
		CB-C	SB-16	16	150	---	---	---	---	---
		SB-16	HEAD 7I	16	12	---	---	---	---	---
		CB-C	SB-17	16	---	250	---	---	---	---
		SB-17	HEAD 1C	16	19	---	---	---	---	---
		SB-17	HEAD 7O	16	12	---	---	---	---	---
		CB-C	SB-18	16	95	---	---	---	---	---
		SB-18	HEAD 2C	16	19	---	---	---	---	---
		CB-C	SB-19	16	215	---	---	---	---	---

CON'T ON RIGHT

TRAFFIC SIGNAL CABLE SUMMARY (CON'T)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB LF	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0250 CABLE TRAFFIC SIGNAL 9-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF	655.0280 CABLE TRAFFIC SIGNAL 19-14 AWG LF
0010 (CON'T)	VERONA ROAD & CTH PD (CON'T)	SB-19	HEAD 4C	16	19	---	---	---	---	---
		CB-C	SB-20	16	280	---	---	---	---	---
		SB-20	HEAD 10C	16	19	---	---	---	---	---
		CB-C	SB-21	16	295	---	---	---	---	---
		SB-21	HEAD 11C	16	19	---	---	---	---	---
		CB-C	JB-1	16	---	---	---	---	300	---
		JB-1	HEAD 5C	16	130	---	---	---	---	---
		JB-1	HEAD 6C	16	120	---	---	---	---	---
		JB-1	HEAD 7C	16	110	---	---	---	---	---
		JB-1	HEAD 12C	16	49	---	---	---	---	---
		JB-1	HEAD 13C	16	37	---	---	---	---	---
		CB-C	JB-3	16	---	---	---	---	465	---
		JB-3	HEAD 8C	16	66	---	---	---	---	---
		JB-3	HEAD 9C	16	12	---	---	---	---	---
		CB-D	SB-5	16	450	---	---	---	---	---
		SB-5	HEAD 4D	16	19	---	---	---	---	---
		CB-D	SB-6	16	490	---	---	---	---	---
		SB-6	HEAD 3D	16	19	---	---	---	---	---
		CB-D	SB-9	16	280	---	---	---	---	---
		SB-9	HEAD 7I	16	12	---	---	---	---	---
		CB-D	SB-10	16	260	---	---	---	---	---
		SB-10	HEAD 1D	16	19	---	---	---	---	---
		CB-D	SB-11	16	---	205	---	---	---	---
		SB-11	HEAD 2D	16	19	---	---	---	---	---
		SB-11	HEAD 7G	16	12	---	---	---	---	---
		CB-D	SB-12	16	---	145	---	---	---	---
		SB-12	HEAD 6D	16	19	---	---	---	---	---
		SB-12	HEAD 7S	16	12	---	---	---	---	---
		CB-D	SB-13	16	---	100	---	---	---	---
		SB-13	HEAD 7D	16	19	---	---	---	---	---
		SB-13	HEAD 7A	16	12	---	---	---	---	---
		CB-D	JB-2	16	---	465	---	---	---	---
		JB-2	HEAD 8D	16	80	---	---	---	---	---
		JB-2	HEAD 9D	16	95	---	---	---	---	---
		CB-D	JB-4	16	320	---	---	---	---	---
		JB-4	HEAD 5D	16	74	---	---	---	---	---
		CB-A	CB-B	16	---	---	---	---	395	---
		CB-A	CB-B	16	---	---	---	---	395	---
		CB-A	CB-C	16	---	---	---	---	795	---
		CB-A	CB-C	16	---	---	---	---	795	---
		CB-A	CB-D	16	---	---	---	---	615	---
		CB-A	CB-D	16	---	---	---	---	615	---
SUBTOTALS (VERONA ROAD & CTH PD)					6,850	3,103	0	0	5,335	0
		TOTALS			10,572	5,393	180	1,623	5,915	787

ELECTRICAL WIRE, LIGHTING (LUMINAIRES)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	655.0305 CABLE TYPE UF 2-12 AWG GROUNDED LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	* 655.0615 ELECTRICAL WIRE LIGHTING 10 AWG LF	655.0615 ELECTRICAL WIRE LIGHTING 10 AWG (GROUND) LF
0010	CTH PD & COMMERCE PARK DRIVE	EXCB-4	SB-4	285	---	---	---
			POLE	---	246	---	---
		EXCB-4	SB-7	225	---	---	---
			POLE	---	246	---	---
		SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)		510	492	0	0
	VERONA ROAD & WILLIAMSBURG WAY	EXCB-2	EXSB-13	---	---	230	115
			POLE	---	123	---	---
		EXSB-13	EXSB-9	---	---	450	225
			POLE	---	123	---	---
		EXCB-2	EXSB-12	---	---	340	170
			POLE	---	123	---	---
		EXCB-1	LB-1	---	---	270	135
			POLE	---	123	---	---
		EXCB-2	LB-2	---	---	1,310	655
			POLE	---	123	---	---
		LB-2	SB-1	---	---	460	230
			POLE	---	123	---	---
		EXCB-2	SB-3	---	---	1,280	640
			POLE	---	246	---	---
		SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)		0	984	4,340	2,170
	VERONA ROAD & CTH PD	CB-A	SB-3	---	---	300	150
			POLE	---	123	---	---
		SB-3	SB-8	---	---	470	235
			POLE	---	246	---	---
		SB-8	LP-2	---	---	460	230
			POLE	---	123	---	---
		CB-A	UD-1-3	---	---	1,380	690
		UD-1-3	UD-1-1	---	---	---	---
		CB-A	LB-1	---	---	810	405
			POLE	---	123	---	---
		LB-1	UD-1-2	---	---	720	360
		UD-1-2	UD-1-4	---	---	460	230
		CB-A	SB-27	---	---	480	240
			POLE	---	123	---	---
		CB-A	UD-1-7	---	---	---	---
		UD-1-7	UD-1-5	---	---	460	230
		CB-A	SB-21	---	---	1,350	675
			POLE	---	246	---	---
		SB-21	SB-18	---	---	640	320
			POLE	---	123	---	---
		CB-A	UD-1-6	---	---	1,090	545
		UD-1-6	UD-1-8	---	---	430	215
		CB-A	SB-22	---	---	1,130	565
			POLE	---	123	---	---
		SB-22	SB-15	---	---	660	330
			POLE	---	123	---	---
		SUBTOTALS (VERONA ROAD & CTH PD)		0	1,353	10,840	5,420
			TOTALS	510	2,829	22,770	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	655.0515 (GREEN) LF	655.0515 (WHITE) LF
0010	CTH PD &	EXCB-4	SB-1	61	61
	COMMERCE PARK DRIVE	SB-1	SB-2	135	135
		SB-2	SB-3	100	100
		SB-3	SB-4	125	125
		SB-4	SB-5	120	120
		SB-5	SB-6	64	64
		SB-6	EXSB-10	155	155
		EXSB-10	EXSB-11	82	82
		EXSB-11	SB-7	170	170
		SB-7	EXSB-13	120	120
		EXSB-13	EXCB-4	120	120
		EXPB-1	SB-1	24	24
		EXPB-2	SB-2	37	37
		EXPB-3	SB-3	36	36
		EXPB-8	SB-6	85	85
		EXPB-9	EXSB-10	26	26
		EXPB-10	EXSB-11	23	23
		EXPB-11	EXSB-11	23	23
		EXPB-13	EXSB-13	26	26
		SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)		1,532	1,532
	VERONA ROAD &	EXCB-2	SB-7	46	46
	WILLIAMSBURG WAY	SB-7	SB-8	100	100
		SB-8	EXSB-15	90	90
		EXSB-15	EXSB-14	220	220
		EXSB-14	SB-6	110	110
		SB-6	EXSB-13	44	44
		EXSB-13	EXSB-10	155	155
		EXSB-10	EXSB-11	92	92
		EXSB-11	EXSB-12	40	40
		EXSB-12	EXSB-9	165	165
		EXSB-9	EXSB-8	69	69
		EXSB-8	EXSB-7	65	65
		EXSB-7	EXSB-4	325	325
		EXSB-4	SB-4	100	100
		SB-4	SB-5	44	44
		SB-5	EXSB-3	97	97
		EXSB-3	SB-3	160	160
		SB-3	SB-2	67	67
		SB-2	SB-1	100	100
		SB-1	EXCB-1	80	80
		EXCB-1	EXSB-2	63	63
		EXSB-2	EXSB-5	130	130
		EXSB-5	EXSB-6	68	68
		EXSB-6	EXCB-2	845	845
		SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)		3,275	3,275

CON'T ON RIGHT

ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (CON'T)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	655.0515 (GREEN) LF	655.0515 (WHITE) LF
0010 (CON'T)	VERONA ROAD & CTH PD	CB-A	SB-1	51	51
		SB-1	SB-2	110	110
		SB-2	SB-27	165	165
		SB-27	SB-26	145	145
		SB-26	SB-25	155	155
		SB-25	CB-B	88	88
		CB-B	SB-24	150	150
		SB-24	SB-23	100	100
		SB-23	SB-22	91	91
		SB-22	SB-21	160	160
		SB-21	SB-20	160	160
		SB-20	SB-19	79	79
		SB-19	SB-15	130	130
		SB-15	SB-16	68	68
		SB-16	SB-17	140	140
		SB-17	SB-18	240	240
		SB-18	CB-C	100	100
		CB-C	SB-14	78	78
		SB-14	CB-D	235	235
		CB-D	SB-13	110	110
		SB-13	SB-12	160	160
		SB-12	SB-11	105	105
		SB-11	SB-10	105	105
		SB-10	SB-9	48	48
		SB-9	SB-8	185	185
		SB-8	SB-7	100	100
		SB-7	SB-6	80	80
		SB-6	SB-5	155	155
		SB-5	SB-4	53	53
		SB-4	SB-3	105	105
		SB-3	CB-A	145	145
		SUBTOTALS (VERONA ROAD & CTH PD)		3,796	3,796
			TOTAL		17,206

TRAFFIC SIGNAL BASES

CATEGORY	LOCATION	EQUIPMENT NO.	STATION	OFFSET	654.0101 CONCRETE BASES TYPE 1 EACH	654.0102 CONCRETE BASES TYPE 2 EACH	* 654.0106 CONCRETE BASES TYPE 6 EACH	654.0110 CONCRETE BASES TYPE 10 EACH	SPV.0060.104 CONCRETE BASES TYPE G EACH	SPV.0060.105 CONCRETE BASES TYPE LB-8 EACH	654.0217 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL EACH	SPV.0060.114 CONCRETE CONTROL CABINET BASES TYPE 9 SPECIAL (MOD.) EACH	657.0100 PEDESTAL BASES EACH	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	SPV.0060.106 TRANSFORMER BASE STEEL 20-INCH EACH
0010	CTH PD &	SB-1	114+99.6 EB	66.5' RT	---	---	---	---	1	---	---	---	---	---	---
	COMMERCE PARK DRIVE	SB-2	114+21.3 EB	55.1' RT	---	---	---	---	1	---	---	---	---	---	---
		SB-3	113+95.6 EB	45.9' RT	---	---	---	---	1	---	---	---	1	---	---
		SB-4	113+94.1 EB	16.9' LT	---	---	---	---	---	1	---	---	---	---	1
		SB-5	113+60.8 WB	44.8' LT	---	---	---	1	---	---	---	---	---	---	---
		SB-6	114+00.2 WB	53.4' LT	---	---	---	---	1	---	---	---	---	---	---
		SB-7	115+08.6 EB	7.9' LT	---	---	---	---	---	1	---	---	---	---	---
		SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)			0	0	0	1	4	2	0	0	1	0	1
	VERONA ROAD &	SB-1	98+48.2 WW	55.6' RT	---	1	---	---	---	---	---	---	---	1	---
	WILLIAMSBURG WAY	SB-2	98+48.3 WW	5.6' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-3	98+04.4 WW	5.4' RT	---	1	---	---	---	---	---	---	---	1	---
		SB-4	98+49.1 WW	19.3' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-5	98+55.7 WW	31.7' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-6	101+97.8 WW	20.6' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-7	101+96.1 WW	66.3' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-8	101+50.2 WW	54.1' RT	1	---	---	---	---	---	---	---	1	---	---
		LB-1	134+32.3 E	27.6' RT	---	---	1	---	---	---	---	---	---	1	---
		LB-2	136+72.9 G	29.8' LT	---	---	1	---	---	---	---	---	---	1	---
		SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)			6	2	2	0	0	0	0	0	6	4	0
	VERONA ROAD &	SB-1	1+55.6 M	25.8' LT	1	---	---	---	---	---	---	---	1	---	---
	CTH PD	SB-2	1+55.4 M	9.5' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-3	101+35.4 WB	44.5' LT	---	1	---	---	---	---	---	---	---	1	---
		SB-4	101+32.4 WB	5.1' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-5	105+16.9 D	21.5' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-6	105+37.9 D	21.0' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-7	105+88.45 D	19.8' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-8	105+95.8 D	17.4' RT	---	1	---	---	---	---	---	---	---	1	---
		SB-9	101+69.0 EB	54.5' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-10	103+18.6 L	34.3' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-11	103+02.6 L	10.6' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-12	102+83.7 A	24.2' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-13	103+05.5 A	24.0' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-14	102+22.7 D	26.5' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-15	98+44.3 WB	43.6' RT	---	1	---	---	---	---	---	---	---	1	---
		SB-16	8+27.5 P	8.9' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-17	8+09.3 P	26.1' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-18	101+42.5 D	19.2' RT	---	1	---	---	---	---	---	---	---	1	---
		SB-19	98+45.1 EB	4.9' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-20	101+47.4 B	19.8' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-21	101+47.0 B	18.4' LT	---	---	---	1	---	---	---	---	---	---	---
		SB-22	3+87.2 N	37.1' LT	---	1	---	---	---	---	---	---	---	1	---
		SB-23	3+90.5 N	7.5' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-24	4+06.6 C	21.8' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-25	3+80.5 C	21.4' RT	1	---	---	---	---	---	---	---	1	---	---
		SB-26	104+55.3 B	27.3' LT	1	---	---	---	---	---	---	---	1	---	---
		SB-27	105+56.4 B	20.8' LT	---	1	---	---	---	---	---	---	---	1	---
		LB-1	101+17.5 EB	4.5' LT	---	---	1	---	---	---	---	---	---	1	---
		LB-2	102+50.0 L	30.5' RT	---	---	1	---	---	---	---	---	---	1	---
		CB-A	1+51.8	34.4' LT	---	---	---	---	---	---	---	1	---	---	---
		CB-B	4+34.6 C	40.8' RT	---	---	---	---	---	---	1	---	---	---	---
		CB-C	101+89.0 D	24.8' RT	---	---	---	---	---	---	1	---	---	---	---
		CB-D	102+94.3 A	49.5' LT	---	---	---	---	---	---	1	---	---	---	---
		SUBTOTALS (VERONA ROAD & CTH PD)			20	6	2	1	0	0	3	1	20	8	0
		TOTALS			26	8	4	2	4	2	3	1	27	12	1

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL POLES

CATEGORY	LOCATION	EQUIPMENT NO.	STATION	OFFSET	657.0310 POLES TYPE 3 EACH	* 657.0327 POLES TYPE 6 ALUMINUM EACH	657.0410 TRAFFIC SIGNAL STANDARDS ALUMINUM 9-FT EACH	657.0420 TRAFFIC SIGNAL STANDARDS ALUMINUM 13-FT EACH	657.0425 TRAFFIC SIGNAL STANDARDS ALUMINUM 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	* 657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	* 657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	657.1808 INSTALL LUMINAIRE ARMS STEEL 8-FT EACH	657.1345 INSTALL POLES TYPE 9 EACH	657.1350 INSTALL POLES TYPE 10 EACH	657.1530 INSTALL MONOTUBE ARMS 30-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	* 659.1125 LUMINAIRES UTILITY LED C EACH	SPV.0060.152 LUMINAIRE UTILITY LED-C-CITY OF FITCHBURG EACH	SPV.0060.107 TRAFFIC SIGNAL TROMBONE ARMS, 15-FT EACH	SPV.0060.108 POLE 30-FOOT 7 GAUGE EACH	SPV.0060.113 REINSTALL TRAFFIC SIGNAL EQUIPMENT EACH
0010	CTH PD & COMMERCE PARK DRIVE	SB-1	114+99.6 EB	66.5' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
		SB-2	114+21.3 EB	55.1' RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
		SB-3	113+95.6 EB	45.9' RT	---	---	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-4	113+94.1 EB	16.9' LT	---	---	---	---	---	---	2	---	---	---	---	---	1	---	2	1	1	---
		SB-5	113+60.8 WB	44.8' LT	---	---	---	---	---	---	---	---	---	1	---	1	1	---	---	---	---	---
		SB-6	114+00.2 WB	53.4' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
		SB-7	115+08.6 EB	7.9' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)				0	0	0	0	1	0	2	0	0	1	0	1	5	0	2	1	1	4
	VERONA ROAD & WILLIAMSBURG WAY	SB-1	98+48.1 WW	55.6' RT	1	---	---	---	---	1	1	---	---	---	---	---	1	1	---	---	---	---
		SB-2	98+48.3 WW	5.6' RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-3	98+04.4 WW	5.4' RT	1	---	---	---	---	---	2	---	---	---	---	---	---	2	---	---	---	---
		SB-4	98+49.1 WW	19.3' LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-5	98+55.7 WW	31.7' LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-6	101+97.8 WW	20.6' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-7	101+96.1 WW	66.3' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-8	101+50.2 WW	54.1' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		EXSB-2	98+29.6 WW	90.7 RT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		EXSB-3	98+17.4 WW	47.3' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	1	---	---	---	---
		EXSB-4	98+87.2 WW	19.1' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		EXSB-5	98+90.6 WW	63.7' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---
		EXSB-8	101+15.6 WW	31.1' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		EXSB-9	101+18.5 WW	77.3' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---
		EXSB-10	102+01.9 WW	59.6' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		EXSB-11	101+90.0 WW	29.4' LT	---	---	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		EXSB-12	101+79.5 WW	19.2' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	1	---	---	---	---
		EXSB-13	101+76.6 WW	16.9' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---
		LB-1	134+32.3 E	27.6' RT	---	1	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---
		LB-2	136+72.9 G	29.8' LT	---	1	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---
	SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)				2	2	0	6	0	1	8	2	0	0	0	0	11	9	0	0	0	0
	VERONA ROAD & CTH PD	SB-1	1+55.6 M	25.8' LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-2	1+55.4 M	9.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-3	101+35.4 WB	44.5' LT	1	---	---	---	---	---	1	---	---	---	---	---	1	1	---	---	---	---
		SB-4	101+32.4 WB	5.1' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-5	105+16.9 D	21.5' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-6	105+37.9 D	21.0' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-7	105+88.45 D	19.8' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-8	105+95.8 D	17.4' RT	1	---	---	---	---	---	2	---	---	---	---	---	---	2	---	---	---	---
		SB-9	101+69.0 EB	54.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-10	103+18.6 L	34.3' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-11	103+02.6 L	10.6' LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-12	102+83.7 A	24.2' RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-13	103+05.5 A	24.0' LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-14	102+22.7 D	26.5' RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-15	98+44.3 WB	43.6' RT	1	---	---	---	---	---	1	---	---	---	---	---	1	1	---	---	---	---
		SB-16	8+27.5 P	8.9' LT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-17	8+09.3 P	26.1' RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-18	101+42.5 D	19.2' RT	1	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---
		SB-19	98+45.1 EB	4.9' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-20	101+47.4 B	19.8' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-21	101+47.0 B	18.4' LT	---	---	---	---	---	---	---	---	2	---	1	1	---	2	---	---	---	---
		SB-22	3+87.2 N	37.1' LT	1	---	---	---	---	---	1	---	---	---	---	---	1	1	---	---	---	---
		SB-23	3+90.5 N	7.5' RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-24	4+06.6 C	21.8' LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-25	3+80.5 C	21.4' RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-26	104+55.3 B	27.3' LT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
		SB-27	105+56.4 B	20.8' LT	1	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---
		LB-1	101+17.5 EB	4.5' LT	---	1	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---
		LB-2	102+50.0 L	30.5' RT	---	1	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---
	SUBTOTALS (VERONA ROAD & CTH PD)				6	2	5	15	0	0	7	2	2	0	1	1	16	11	0	0	0	0
		TOTALS			8	4	5	21	1	1	17	4	2	1	1	2	32	20	2	1	1	4

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL FACES SUMMARY

CATEGORY	LOCATION	BASE NO.	HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010	CTH PD & COMMERCE PARK DRIVE	SB-1	80	---	---	1
		SB-2	81	---	---	1
		SB-3	7	1	---	---
			82	---	---	1
		SB-4	4	1	---	---
			6	---	1	---
			10	1	---	---
			83	---	---	1
			84	---	---	1
		SB-5	2	1	---	---
			3	1	---	---
			85	---	---	1
		SB-7	5	---	1	---
			9	1	---	---
			11	1	---	---
	SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)			7	2	6
	VERONA ROAD WILLIAMSBURG WAY	SB-1	1	1	---	---
			24	1	---	---
			26	1	---	---
			71	---	---	1
			72	---	---	1
		SB-2	2	1	---	---
			22	1	---	---
			23	1	---	---
			73	---	---	1
			74	---	---	1
		SB-3	29	1	---	---
		SB-4	21	1	---	---
			75	---	---	1
			77	---	---	1
		SB-5	25	1	---	---
			78	---	---	1
		SB-6	34	1	---	---
		SB-7	33	1	---	---
		SB-8	30	1	---	---
		EXSB-2	3	1	---	---
			70	---	---	1
		EXSB-3	28	1	---	---
			76	---	---	1
		EXSB-4	20	1	---	---
			79	---	---	1
		EXSB-5	5	1	---	---
			6	1	---	---

CON'T ON RIGHT

TRAFFIC SIGNAL FACES SUMMARY (CON'T)

CATEGORY	LOCATION	BASE NO.	HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010 (CON'T)	VERONA ROAD & WILLIAMSBURG WAY (CON'T)	EXSB-5	7	1	---	---
			27	1	---	---
		EXSB-6	4	1	---	---
		EXSB-7	18	1	---	---
			19	1	---	---
		EXSB-8	32	1	---	---
			80	---	---	1
		EXSB-9	17	1	---	---
		EXSB-10	16	1	---	---
			83	---	---	1
		EXSB-11	82	---	---	1
		EXSB-12	13	1	---	---
			14	1	---	---
			31	1	---	---
			81	---	---	1
		EXSB-13	11	1	---	---
			12	1	---	---
			15	1	---	---
		EXSB-14	9	1	---	---
			10	1	---	---
		EXSB-15	8	1	---	---
	SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)			34	0	14
	VERONA ROAD CTH PD	SB-1	1A	1	---	---
			78	---	---	1
		SB-2	79	---	---	1
		SB-3	3A	1	---	---
			80	---	---	1
		SB-4	4A	1	---	---
		SB-5	4D	1	---	---
		SB-6	3D	1	---	---
		SB-7	10A	1	---	---
		SB-8	11A	1	---	---
		SB-9	77	---	---	1
		SB-10	1D	1	---	---
		SB-11	2D	1	---	---
			76	---	---	1
		SB-12	6D	1	---	---
			75	---	---	1
		SB-13	7D	1	---	---
			74	---	---	1
		SB-14	73	---	---	1
		SB-15	3C	1	---	---
			72	---	---	1
		SB-16	71	---	---	1
		SB-17	1C	1	---	---
			70	---	---	1
		SB-18	2C	1	---	---
		SB-19	4C	1	---	---
		SB-20	10C	1	---	---
		SB-21	3B	1	---	---
			4B	1	---	---
			11C	1	---	---

CON'T NEXT SHEET

TRAFFIC SIGNAL FACES SUMMARY (CON'T)

CATEGORY	LOCATION	BASE NO.	HEAD NO.	658.0173 TRAFFIC SIGNAL FACE 3S 12-INCH EACH	658.0174 TRAFFIC SIGNAL FACE 4S 12-INCH EACH	658.0416 PEDESTRIAN SIGNAL FACE 16-INCH EACH
0010 (CON'T)	VERONA ROAD & CTH PD (CON'T)	SB-22	1B	1	---	---
			85	---	---	1
		SB-23	2B	1	---	---
			84	---	---	1
		SB-24	5B	1	---	---
			83	---	---	1
		SB-25	7B	1	---	---
			82	---	---	1
		SB-26	81	---	---	1
		SB-27	2A	1	---	---
		STRUCTURE (JB-1)	5B	1	---	---
			5C	1	---	---
			6C	1	---	---
			7C	1	---	---
			12C	1	---	---
			13C	1	---	---
		STRUCTURE (JB-2)	8A	1	---	---
			9A	1	---	---
			8D	1	---	---
			9D	1	---	---
		STRUCTURE (JB-3)	8B	1	---	---
			9B	1	---	---
			8C	1	---	---
			9C	1	---	---
		STRUCTURE (JB-4)	5A	1	---	---
			6A	1	---	---
			7A	1	---	---
			12A	1	---	---
			13A	1	---	---
			5D	1	---	---
	SUBTOTALS (VERONA ROAD & CTH PD)			44	0	16
			TOTALS	85	2	36

INTERCONNECT ITEMS

CATEGORY	LOCATION	LOCATION STATION	LOCATION OFFSET	* 678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH	* 678.0300 FIBER OPTIC SPLICE EACH	* 678.0400 FIBER OPTIC TERMINATION EACH
0010	EXCB-3	79+81 EB	69' RT	---	---	12
	EXPB-110	80+08 EB	33' RT	1	4	---
	EXIC-6	101+61 EB	56' RT	1	4	---
	CB-A	101+86 EB	116' LT	---	---	12
	EXPB-3	114+11 EB	48' RT	1	4	---
	EXCB-4	115+00 EB	93' RT	---	---	12
			TOTALS	3	12	36

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

INTERCONNECT FIBER OPTIC CABLE SUMMARY

CATEGORY	LOCATION FROM	LOCATION TO	NO.	* 678.0012 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT LF	678.0036 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 36-CT LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
0010	EXPB-110	EXIC-1	1	---	720	720
	EXPB-110	EXCB-3	1	47	---	47
	EXIC-1	EXIC-2	1	---	315	315
	EXIC-2	EXIC-3	1	---	215	215
	EXIC-3	EXIC-4	1	---	190	190
	EXIC-4	EXIC-5	1	---	460	460
	EXIC-5	EXIC-6	1	---	310	310
	EXIC-6	EXPB-200	1	250	---	250
	EXPB-200	CB-A	1	15	---	15
	EXIC-6	EXIC-7	1	---	435	435
	EXIC-7	EXIC-8	1	---	255	255
	EXIC-8	EXIC-9	1	---	225	225
	EXIC-9	EXPB-3	1	---	350	350
	EXPB-3	EXPB-2	1	29	---	29
	EXPB-2	EXPB-1	1	76	---	76
	EXPB-1	EXCB-4	1	21	---	21
		TOTALS		438	3,475	3,913

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVE CABLE

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	674.0300 LF
0010	CTH PD & COMMERCE PARK DRIVE	EXCB4	EXPB1	21
		EXPB1	EXPB2	76
		EXPB2	EXPB3	29
		EXPB1	EXPB13	58
		EXPB13	EXSB13	7
		EXPB13	EXPB12	45
		EXPB12	EXPB11	46
		EXPB11	EXPB10	34
		EXPB10	EXSB11	4
		EXPB10	EXPB9	33
		EXPB9	EXSB10	7
		EXPB9	EXPB8	45
			TOTAL	405

TRAFFIC SIGNAL EVP DETECTOR CABLE

LOCATION	LOCATION FROM	LOCATION TO	**FOR INFORMATION ONLY LF
VERONA ROAD & WILLIAMSBURG WAY	EXCB-2	EVP-A	900
	EXCB-2	EVP-B	325
SUBTOTAL (VERONA ROAD & WILLIAMSBURG WAY)			1,225
CTH PD (MCKEE ROAD) & COMMERCE PARK DRIVE	EXCB-4	EVP1	410
	EXCB-4	EVP2	160
	EXCB-4	EVP3	400
SUBTOTAL (CTH PD & COMMERCE PARK DRIVE)			970
		TOTAL	2,195

** ITEM WILL BE INSTALLED BY THE CONTRACTOR AND BE PAID FOR UNDER THE BID ITEM INSTALL EVP DETECTOR

ITS ITEMS

CATEGORY	LOCATION	STATION	OFFSET	678.0600 INSTALL ETHERNET SWITCHES EACH	* 678.0200 FIBER OPTIC SPLICE ENCLOSURE EACH	* 678.0300 FIBER OPTIC SPLICE EACH	* 678.0400 FIBER OPTIC TERMINATION EACH	656.0500.001 ELECTRICAL SERVICE BREAKER DISCONNECT BOX LS	654.1239 CONCRETE CONTROL CABINET BASES ITS EACH	673.0200.S INSTALL ITS FIELD CABINET EACH	***FOR INFORMATION ONLY*** PLAQUE SEQUENCE IDENTIFICATION EACH
0120	EXCV-102	99+52 WB	185'RT	---	2	4	---	---	---	---	---
	CB-A	101+86 EB	116'LT	1	---	---	12	---	---	---	---
	CB-ITS-1	102+14 EB	104'LT	2	---	---	12	1	1	1	2
	EXCB-2	135+16 WW	69'RT	1	---	---	12	---	---	---	---
	EXCV-104	98+43 WW	106'RT	---	1	4	---	---	---	---	---
	EXCV-107	968+46 VR	93'LT	---	---	78	---	---	---	---	---
	UNDISTRIBUTED	---	---	1	1	10	---	---	---	---	---
			TOTALS	5	4	96	36	1	1	1	2

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CCTV 13-0063 ITEMS

CATEGORY	ITEM	LOCATION STATION	LOCATION OFFSET	654.1180 CONCRETE BASES CAMERA POLE 80-FT EACH	677.0180 INSTALL CAMERA POLE 80-FT EACH	677.0200 INSTALL CAMERA ASSEMBLY EACH	** FOR INFORMATION ONLY CAMERA CABLES LF
0120	CP-1	968+35 VR	88'LT	1	1	1	300

CABLE MICROWAVE DETECTOR

CATEGORY	LOCATION FROM	LOCATION TO	674.0200 LF
0120	MD-1	CB-ITS-1	905
	EXMD-2	CB-ITS-1	670
	EXMD-3	CB-ITS-1	630
	EXMD-4	CB-ITS-1	255
	CP-1	CB-ITS-1	580
		TOTAL	3,040

MICROWAVE DETECTOR ITEMS

CATEGORY	LOCATION	LOCATION STATION	LOCATION OFFSET	* 654.0105 CONCRETE BASES TYPE 5 EACH	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	* 657.0322 POLES TYPE 5 ALUMINUM EACH	675.0300 INSTALL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY EACH
0120	MD-1			1	1	1	1
	EXMD-2			---	1	1	1
	EXMD-3			---	1	1	1
	EXMD-4			---	1	1	1
	CP-1			---	---	---	2
			TOTALS	1	4	4	6

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRACER WIRE MARKER POST

CATEGORY	LOCATION	673.0200 EACH
0120	EXCV-101	1
	EXCV-102	1
	EXCV-102A	1
	EXCV-103	1
	EXCV-104	1
	EXCV-105	1
	EXCV-106	1
	EXCV-107	1
	TOTAL	8

3

FIBER OPTIC CABLE SUMMARY

CATEGORY	LOCATION FROM	LOCATION TO	NO.	* 678.0012 INSTALL FIBER OPTIC CABLE OUTDOOR PLANT 12-CT LF	678.0072 OUTDOOR PLANT 72-CT LF	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	671.0300 FIBER OPTIC CABLE MARKER EACH
0120	CB-A	EXPB-200	1	15	---	15	---
	EXPB-200	EXPBITS-1	1	24	---	24	---
	CB-ITS-1	EXPBITS-1	1	14	---	14	---
	EXPBITS-1	PB-101	2	90	---	45	---
	PB-101	PB-102	2	175	---	88	---
	PB-102	PB-103	2	220	---	110	---
	PB-103	EXCV-102	2	260	---	130	---
	EXCV-102	EXCV-102A	1	565	565	---	---
	EXCV-102A	EXCV-103	1	1,200	1,200	---	2
	EXCV-103	EXCV-104	1	1,200	1,200	---	---
	EXCV-104	EXCV-105	1	205	205	---	---
	EXCV-104	EXCB-2	1	1,000	---	---	---
	EXCV-105	EXCV-106	1	1,600	1,600	---	---
	EXCV-106	EXCV-107	1	1,600	1,600	---	---
		TOTALS		8,168	6,370	426	2

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

WIRELESS ANTENNA ITEMS

CATEGORY	PROJECT LOCATION	STATION	OFFSET	SPV.0060.110 REMOVE WIRELESS ANTENNA EACH	678.0700 INSTALL WIRELESS ANTENNAS EACH	REMARKS
0010	VERONA ROAD & RAYMOND ROAD	968+35 VR	88'LT	1	---	CCTV-13-0130
		SUBTOTALS (VERONA ROAD & RAYMOND ROAD)		1	0	
	VERONA ROAD & WILLIAMSBURG WAY	TEMPORARY SIGNALS		2	---	REMOVE POST STAGE
		SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)		2	0	
	VERONA ROAD & CTH PD	TEMPORARY SIGNALS		1	---	REMOVE POST STAGE
		SUBTOTALS (VERONA ROAD & CTH PD)		1	0	
	CTH PD & COMMERCE PARK DRIVE	115+43 EB	30'RT	1	1	EXSB-13 (DURING CONSTRUCTION)
		113+94 EB	17'LT	1	1	SB-4 (FINAL LOCATION)
		SUBTOTALS (VERONA ROAD & COMMERCE PARK DRIVE)		2	2	
		TOTALS		6	2	

NON-INTRUSIVE DETECTION

CATEGORY	PROJECT LOCATION	STATION	OFFSET	SPV.0060.109 INSTALL NON-INTRUSIVE DETECTION EACH	SPV.0060.112 REMOVE NON-INTRUSIVE DETECTION EACH	REMARKS
0010	VERONA ROAD & WILLIAMSBURG WAY	98+90.6 WW	63.7'RT	1	---	GRIDSMART ON EXSB-5
		101+76.6 WW	16.9'RT	1	---	GRIDSMART ON EXSB-13
		TEMPORARY SIGNALS		---	2	GRIDSMART VIDEO DETECTION - REMOVE POST STAGE
		TEMPORARY SIGNALS		---	2	SHORT RANGE RADAR DETECTOR - REMOVE POST STAGE
		SUBTOTALS (VERONA ROAD & WILLIAMSBURG WAY)		2	4	
	VERONA ROAD & CTH PD	101+47.0 B	18.4'LT	1	---	GRIDSMART ON SB-21
		105+95.8 D	17.4'RT	1	---	GRIDSMART ON SB-8
		TEMPORARY SIGNALS		---	2	GRIDSMART VIDEO DETECTION - REMOVE POST STAGE
		TEMPORARY SIGNALS		---	2	SHORT RANGE RADAR DETECTOR - REMOVE POST STAGE
		SUBTOTALS (VERONA ROAD & CTH PD)		2	4	
		UNDISTRIBUTED		2	2	
		TOTALS		6	10	

RELOCATE WIRELESS ITS BLUETOOTH DETECTOR

CATEGORY	LOCATION STATION	LOCATION OFFSET	SPV.0060.111 EACH	REMARKS
0120	90+55	65'RT	1	REMOVE FROM EXISTING CCTV-13-0063, INSTALL ON CCTV-13-0063 (CP-1)
	SUBTOTAL		1	
	UNDISTRIBUTED		2	
	TOTAL		3	

LIGHTING REMOVALS

CATEGORY	BASE NO.	STATION	EQUIP. LOCATION	* 204.0195 REMOVING CONCRETE BASES EACH	SPV.0060.153 REMOVE EXISTING CITY-OWNED LIGHT POLE ASSEMBLY EACH	SPV.0060.156 CITY-OWNED LIGHTING CABINET EACH	* 653.0905 REMOVING PULL BOXES EACH
0010	EXLP-13-2	81+59 EB	7.1' LT	1	1	---	---
	EXLP-14-1	83+53 EB	11.0' LT	1	1	---	---
	EXLP-14-2	85+45 EB	16.6' LT	1	1	---	---
	EXLP-14-3	87+39 EB	6.8' LT	1	1	---	---
	EXLP-14-4	88+98 EB	27.7' LT	1	1	---	---
	EXLP-15-1	91+25 EB	40.3' LT	1	1	---	---
	EXLP-15-2	92+14 EB	107.3' LT	1	1	---	---
	EXLP-15-3	93+18 EB	119.0' LT	1	1	---	---
	EXLP-15-4	93+81 EB	23.5' RT	1	1	---	---
	EXLP-15-5	94+95 EB	48.0' LT	1	1	---	---
	EXLP-16-1	96+93 EB	70.9' LT	1	1	---	---
	EXLP-17-1	102+44 EB	13.1' RT	1	1	---	---
	EXLP-17-2	104+24 EB	20.7' LT	1	1	---	---
	EXLP-17-3	106+05 EB	10.1' LT	1	1	---	---
	EXLP-18-1	108+13 EB	9.6' LT	1	1	---	---
	EXLP-18-2	109+51 EB	10.0' LT	1	1	---	---
	EXLP-18-3	112+03 EB	10.5' LT	1	1	---	---
	---	96+73 WB	141.4' RT	---	---	---	1
	---	105+34 EB	239.0' RT	---	---	1	---
			TOTALS	17	17	1	1

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	* 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF
0010	LP-13-1	LP-14-4	194	---	---
	LP-14-4	LP-14-3	---	189	---
	LP-14-3	LPB-38	---	44	---
	LPB-38	LPB-39	---	---	198
	LPB-39	LP-14-2	---	32	---
	LP-14-2	LP-14-1	---	171	---
	LP-14-1	LP-15-6	---	180	---
	LP-15-6	LP-15-4	---	122	---
	LP-15-4	LPB-40	---	18	---
	LPB-40	LPB-41	---	---	44
	LPB-41	LP-15-5	15	---	---
	LPB-41	LPB-42	---	---	206
	LPB-42	LPB-45	---	---	219
	LPB-45	LP-15-3	32	---	---
	LPB-42	LPB-44	---	---	297

CON'T ON RIGHT

LIGHTING CONDUIT SUMMARY (CON'T)

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	* 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF
0010 (CON'T)	LPB-43	LP-15-1	7	---	---
	LPB-42	LP-15-2	---	9	---
	LP-15-2	LP-16-3	166	---	---
	LP-16-3	LP-16-4	147	---	---
	LP-16-1	95+70 EB, 59.4' RT	5	---	---
	LP-16-1	95+77 EB, 59.7' RT	4	---	---
	LP-17-1	LPB-49	115	---	---
	LPB-49	LP-17-2	60	---	---
	LP-17-2	LP-17-3	176	---	---
	LPB-49	LPB-50	---	---	172
	LPB-50	LP-17-4	---	31	---
	LPB-50	LP-17-5	---	155	---
	LP-17-5	106+76 EB, 7.6' LT	---	101	---
	106+76 EB, 7.6' L	LP-18-1	---	87	---
	LP-18-1	LP-18-2	---	174	---
	LP-18-2	LPB-54	---	2	---
	LPB-54	LPB-53	---	---	220
	LPB-53	LP-18-3	---	69	---
	LP-18-3	LP-18-4	177	---	---
	EXLPB-7	L-13-0866-0029	38	---	---
	L-13-0866-0029	L-13-0866-0023	200	---	---
	EXLPB-71	L-13-0867-0011	164	---	---
	L-13-0867-0011	L-13-0867-0014	180	---	---
	L-13-0867-0014	L-13-0867-0020	150	---	---
	EXLPB-11	L-13-0867-0017	143	---	---
	L-13-0867-0017	L-13-0867-0047	181	---	---
	L-13-0867-0047	L-13-0867-0025	179	---	---
	L-13-0867-021	L-13-0867-0023	180	---	---
	L-13-0867-0023	L-13-0867-0029	179	---	---
	L-13-0867-0029	L-13-0867-0031	180	---	---
	L-13-0867-0031	EXLPB-77	130	---	---
	L-13-0867-0026	L-13-0867-0028	180	---	---
	L-13-0867-0028	L-13-0867-0035	196	---	---
	L-13-0867-0035	EXLPB-19	23	---	---
		TOTALS	3,401	1,384	1,356

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MODIFY EXISTING LIGHTING CABINET

CATEGORY	NO.	STATION	EQUIP. LOCATION	SPV.0060.155 EACH
0010	EXLC-2	105+45 EB	246.3' RT	1

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	LOCATION	STATION	EQUIP. LOCATION	* 652.0700.S EACH
0010	LPB-43	93+78 EB	75.2' RT	1
	LPB-44	93+93 EB	69.3' RT	1
	---	95+70 EB	59.4' RT	1
	---	95+77 EB	59.7' RT	1
	---	106+76 EB	7.6' RT	2
	EXLPB-7	905+77 VR	91.5' RT	1
	EXLPB-71	929+92 VR	103.1' LT	1
	EXLPB-11	929+74 VR	109.3' RT	1
	EXLPB-77	943+38 VR	103.8' LT	1
	EXLPB-19	940+63 VR	100' RT	1
			TOTAL	11

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ADJUSTING PULL BOXES

CATEGORY	NUMBER	STATION	LOCATION	* 653.0900 EACH
0010	EXLPB-2	101+82 D	53' LT	1
	EXLPB-7	105+73 B	20' LT	1
	EXLPB-9	907+34 VR	80' LT	1
	EXLPB-11	129+62 E	12' LT	1
	EXLPB-19	140+74 F	27' LT	1
	EXLPB-44	80+10 EB	87' LT	1
	EXLPB-56	62+69 KR	57' LT	1
	UNDISTRIBUTED			1
			TOTAL	8

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING PULL BOXES

CATEGORY	NO.	STATION	EQUIP. LOCATION	SPV.0060.100 PULL BOXES, POLYMER CONCRETE 17X30-INCH EACH
0010	LPB-38	86+07 EB	15.2' LT	1
	LPB-39	87+13 EB	4.1' LT	1
	LPB-40	92+36 EB	37.1' LT	1
	LPB-41	92+49 EB	13.0' LT	1
	LPB-42	93+56 EB	22.8' LT	1
	LPB-45	93+50 EB	95.0' LT	1
	LPB-49	104+25 EB	92.3' LT	1
	LPB-50	104+15 EB	4.0' LT	1
	LPB-54	109+40 EB	20.5' LT	1
	LPB-53	110+52 EB	2.0' LT	1
			TOTAL	10

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

CATEGORY	BASE NO.	STATION	EQUIP. LOCATION	* 654.0105 CONCRETE BASES TYPE 5 EACH	* 654.0106 CONCRETE BASES TYPE 6 EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	(GROUND) LF	(GROUND) (FESTOONS) LF	(GROUND) (FESTOONS) LF	* 657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	* 657.0322 POLES TYPE 5- ALUMINUM EACH	* 657.0327 POLES TYPE 6- ALUMINUM EACH	* 657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 8-FT EACH	* 657.0614 4-INCH CLAMP 8-FT EACH	657.0709 LUMINAIRE ARMS TRUSS TYPE 4-INCH CLAMP 12-FT EACH	657.0714 15-FT EACH	SPV.0060.154 STEEL LIGHT POLE WITH FESTOON EACH	SPV.0060.151 LUMINAIRES UTILITY LED-B-CITY OF FITCHBURG EACH	* 659.1125 LUMINAIRES UTILITY LED C EACH
0010	L-13-0866-0015	898+10 VR	74.3' LT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0017	899+90 VR	78.2' LT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0018	901+70 VR	84.0' LT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0023	905+74 VR	85.5' LT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0025	907+55 VR	87.2' LT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0027	909+37 VR	90.2' LT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0029	905+96 VR	73.9' RT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0030	907+74 VR	80.6' RT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0031	909+54 VR	86.9' RT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0866-0045	903+72 VR	84.7' LT	---	---	82	41	---	---	---	1	---	1	---	---	---	---	---	1
	L-13-0867-0011	931+57 VR	104.7' LT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0014	933+34 VR	105.0' LT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0017	931+18 VR	100.1' RT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0020	934+82 VR	104.8' LT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0021	936+75 VR	104.8' LT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0023	938+53 VR	104.3' LT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0025	934+82 VR	85.2' RT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0026	936+79 VR	83.0' RT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0028	938+58 VR	79.4' RT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0029	940+29 VR	104.2' LT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0031	942+07 VR	104.3' LT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0035	940+55 VR	77.4' RT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	L-13-0867-0047	933+00 VR	90.9' RT	---	1	96	48	---	---	1	---	1	1	---	---	---	---	---	1
	LP-13-1	81+53 WB	27.1' RT	1	---	200	100	40	20	1	---	---	---	---	---	2	1	2	---
	LP-14-1	88+88 WB	19.2' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-14-2	87+17 WB	15.9' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-14-3	85+33 WB	6.2' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-14-4	83+44 WB	21.8' RT	1	---	188	94	40	20	1	---	---	---	---	2	---	1	2	---
	LP-15-1	93+45 WB	114.0' RT	1	---	94	47	40	20	1	---	---	---	---	1	---	1	1	---
	LP-15-2	93+38 WB	20.3' RT	1	---	200	100	40	20	1	---	---	---	---	---	2	1	2	---
	LP-15-3	92+81 WB	71.0' LT	1	---	94	47	40	20	1	---	---	---	---	1	---	1	1	---
	LP-15-4	91+90 WB	4.9' RT	1	---	86	43	40	20	1	---	---	---	1	---	---	1	1	---
	LP-15-5	92+04 WB	33.0' RT	1	---	86	43	40	20	1	---	---	---	1	---	---	1	1	---
	LP-15-6	90+69 WB	17.4' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-16-1	95+36 WB	109.5' RT	1	---	86	43	40	20	1	---	---	---	1	---	---	1	1	---
	LP-16-2	96+73 WB	141.4' RT	1	---	86	43	40	20	1	---	---	---	1	---	---	1	1	---
	LP-16-3	95+04 WB	16.7' RT	1	---	188	94	40	20	1	---	---	---	---	2	---	1	2	---
	LP-16-4	96+48 WB	16.4' RT	1	---	188	94	40	20	1	---	---	---	---	2	---	1	2	---
	LP-17-1	102+63 WB	66.7' LT	1	---	86	43	40	20	1	---	---	---	1	---	---	1	1	---
	LP-17-2	104+44 WB	53.2' LT	1	---	86	43	40	20	1	---	---	---	1	---	---	1	1	---
	LP-17-3	106+22 WB	53.7' RT	1	---	86	43	40	20	1	---	---	---	1	---	---	1	1	---
	LP-17-4	103+50 WB	38.4' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-17-5	105+37 WB	24.4' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-18-1	107+28 WB	14.6' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-18-2	109+02 WB	5.8' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-18-3	110+90 WB	16.1' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	LP-18-4	112+68 WB	9.1' RT	1	---	172	86	40	20	1	---	---	---	2	---	---	1	2	---
	SUBTOTALS			24	13	5,542	2,771	960	480	37	10	13	23	27	8	4	24	39	23
	TOTALS			24	13	8,313		1,440		37	10	13	23	27	8	4	24	39	23

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	* 655.0615 10 AWG LF	* 655.0620 8 AWG LF	* 655.0625 6 AWG LF	* 655.0630 4 AWG LF
0010	LC-2	LP-15-2	---	---	318	---
	LP-15-2	LP-14-3	---	---	1,712	---
	LP-14-3	LP-13-1	---	---	778	---
	LC-2	LP-15-2	---	---	318	---
	LP-15-2	LP-14-3	---	---	1,712	---
	LP-14-3	LP-13-1	---	---	778	---
	LC-2	LP-15-4	---	626	---	---
	LP-15-4	LP-14-1	---	616	---	---
	LC-2	LP-15-5	---	560	---	---
	LP-15-5	LP-14-1	---	776	---	---
	LC-2	LP-15-6	---	---	870	---
	LP-15-6	LP-14-2	---	---	714	---
	LP-14-2	LP-14-4	---	---	780	---
	LC-2	LP-15-6	---	---	870	---
	LP-15-6	LP-14-2	---	---	714	---
	LP-14-2	LP-14-4	---	---	780	---
	LC-2	LP-15-1	106	---	---	---
	LC-2	LP-16-2	746	---	---	---
	LC-2	LP-16-3	---	650	---	---
	LP-16-3	LP-16-4	---	306	---	---
	LC-2	LP-15-3	---	530	---	---
	LC-2	LP-16-1	454	---	---	---
	LC-2	LP-16-3	---	650	---	---
	LP-16-3	LP-16-4	---	306	---	---
	EXLC-2	LP-17-5	---	900		---
	LP-17-5	LP-17-4	---	404	---	---
	LP-17-5	LP-18-1	---	408	---	---
	EXLC-2	LP-17-5	---	900	---	---
	LP-17-5	LP-17-4	---	404	---	---
	LP-17-5	LP-18-1	---	408	---	---
	EXLC-2	LP-18-2	---	---	1,220	---
	LP-18-2	LP-18-3	---	---	414	---
	LP-18-3	LP-18-4	---	---	366	---
	EXLC-2	LP-18-2	---	---	1,220	---
	LP-18-2	LP-18-3	---	---	414	---
	LP-18-3	LP-18-4	---	---	366	---
	EXLC-2	LP-17-2	---	---	1,542	---
	LP-17-2	LP-17-3	---	---	364	---
	LP-17-2	LP-17-1	---	---	382	---
	L13-0866	L-13-0866-0023	720	---	---	---
	L-13-0866-0023	L-13-0866-0027	732	---	---	---
	L-13-0866-0023	L-13-0866-0018	814	---	---	---
	L-13-0866-0018	L-13-0866-0015	732	---	---	---
	L13-0866	L-13-0866-0025	1,080	---	---	---
	L-13-0866-0025	L-13-0866-0045	774	---	---	---
	L-13-0866-0045	L-13-0866-0017	772	---	---	---
	L13-0866	L-13-0866-0029	356	---	---	---
	L-13-0866-0029	L-13-0866-0031	732	---	---	---
	L13-0866	L-13-0866-0030	716	---	---	---
	L-13-0867-0016	L-13-0867-0017	---	438	---	---
	L-13-0867-0017	L-13-0867-0025	---	732	---	---
	L-13-0867-0018	L-13-0867-0047	---	1,158	---	---
	L-13-0867-0010	L-13-0867-0011	---	---	504	---
	L-13-0867-0011	L-13-0867-0020	---	---	672	---
	L-13-0867-0012	L-13-0867-0014	---	---	1,226	---
	L-13-0867-0030	L-13-0867-0031	---	---	---	780
	L-13-0867-0031	L-13-0867-0023	---	---	---	730
	L-13-0867-0032	L-13-0867-0029	---	---	780	---
	L-13-0867-0029	L-13-0867-0021	---	---	730	---
	L-13-0867-0027	L-13-0867-0035	---	---	538	---
	L-13-0867-0035	L-13-0867-0026	---	---	764	---
	L-13-0867-0034	L-13-0867-0028	---	614	---	---
		TOTALS	8,734	11,386	21,846	1,510

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	* 655.0615 10 AWG (SYSTEM GROUND CONDUCTOR) LF	* 655.0620 8 AWG LF	* 655.0625 6 AWG LF	* 655.0630 4 AWG LF
0010	L13-0866	L-13-0866-0029	184	---	---	---
	L-13-0866-0029	L-13-0866-0030	189	---	---	---
	L-13-0866-0030	L-13-0866-0031	189	---	---	---
	L-13-0866-0029	L-13-0866-0023	209	---	---	---
	L-13-0866-0023	L-13-0866-0025	189	---	---	---
	L-13-0866-0025	L-13-0866-0027	189	---	---	---
	L-13-0866-0023	L-13-0866-0045	210	---	---	---
	L-13-0866-0045	L-13-0866-0018	209	---	---	---
	L-13-0866-0018	L-13-0866-0017	189	---	---	---
	L-13-0866-0017	L-13-0866-0015	189	---	---	---
	L-13-0867-0010	L-13-0867-0011	---	---	255	---
	L-13-0867-0011	L-13-0867-0014	---	---	189	---
	L-13-0867-0014	L-13-0867-0020	---	---	159	---
	L-13-0867-0016	L-13-0867-0017	---	222	---	---
	L-13-0867-0017	L-13-0867-0047	---	190	---	---
	L-13-0867-0047	L-13-0867-0025	---	188	---	---
	L-13-0867-0032	L-13-0867-0031	---	---	---	213
	L-13-0867-0031	L-13-0867-0029	---	---	---	189
	L-13-0867-0029	L-13-0867-0023	---	---	---	188
	L-13-0867-0023	L-13-0867-0021	---	---	189	---
	L-13-0867-0034	L-13-0867-0035	---	---	115	---
	L-13-0867-0035	L-13-0867-0028	---	---	205	---
	L-13-0867-0028	L-13-0867-0026	---	---	189	---
	LC-2	LP-15-1	62	---	---	---
	LC-2	LP-16-1	233	---	---	---
	LP-16-1	LP-16-2	155	---	---	---
	LC-2	LP-15-2	---	---	165	---
	LP-15-2	LP-16-3	---	178	---	---
	LP-16-3	LP-16-4	---	159	---	---
	LP-15-2	LP-15-3	---	---	146	---
	LP-15-2	LP-15-5	---	---	161	---
	LP-15-5	LP-15-4	---	---	89	---
	LP-15-4	LP-15-6	---	---	134	---
	LP-15-6	LP-14-1	---	---	192	---
	LP-14-1	LP-14-2	---	---	183	---
	LP-14-2	LP-14-3	---	---	207	---
	LP-14-3	LP-14-4	---	---	201	---
	LP-14-4	LP-13-1	---	---	206	---
	EXLC-2	LP-17-5	---	---	456	---
	LP-17-5	LP-17-4	---	---	208	---
	LP-17-4	LP-17-2	---	---	209	---
	LP-17-2	LP-17-3	---	---	188	---
	LP-17-2	LP-17-1	---	---	197	---
	LP-17-5	LP-18-1	---	---	210	---
	LP-18-1	LP-18-2	---	---	186	---
	LP-18-2	LP-18-3	---	---	213	---
	LP-18-3	LP-18-4	---	---	189	---
		TOTALS	2,396	937	5,041	590

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	* 655.0615 10 AWG (FESTOONS) LF	* 655.0620 8 AWG LF	* 655.0625 6 AWG LF
0010	LC-2	LP-14-3	---	---	1,956
	LP-14-3	LP-14-4	---	---	390
	LP-14-4	LP-13-1	---	---	400
	LC-2	LP-15-6	---	864	---
	LP-15-6	LP-14-1	---	372	---
	LP-14-1	LP-14-2	---	354	---
	LC-2	LP-15-5	---	550	---
	LP-15-5	LP-15-4	---	162	---
	LC-2	LP-15-3	---	524	---
	LC-2	LP-15-1	96	---	---
	LC-2	LP-16-1	448	---	---
	LP-16-1	LP-16-2	304	---	---
	LC-2	LP-15-2	---	312	---
	LP-15-2	LP-16-3	---	344	---
	LP-16-3	LP-16-4	---	306	---
	EXLC-2	LP-17-2	---	1,542	---
	LP-17-2	LP-17-1	---	382	---
	LP-17-2	LP-17-3	---	364	---
	EXLC-2	LP-17-5	---	900	---
	LP-17-5	LP-17-4	---	404	---
	LP-17-5	LP-18-1	---	408	---
	EXLC-2	LP-18-2	---	1,220	---
	LP-18-2	LP-18-3	---	414	---
	LP-18-3	LP-18-4	---	366	---
		TOTALS	848	9,788	2,746

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LUMINAIRES UNDERDECK LED

CATEGORY	BASE NO.	STATION	EQUIP. LOCATION	SPV.0060.150 EACH
0010	UD-1-1	99+46 EB	14.0'RT	1
	UD-1-2	99+60 EB	34.5'LT	1
	UD-1-3	99+44 WB	18.5'LT	1
	UD-1-4	99+70 WB	93.5'LT	1
	UD-1-5	100+14 EB	84.0'RT	1
	UD-1-6	100+38 EB	24.5'RT	1
	UD-1-7	100+40 WB	35.2'RT	1
	UD-1-8	100+48 WB	16.8'LT	1
			TOTAL	8

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STAGE	* 204.0120 SY
0010	VR STG 9C	1,150
	PD STG 10D PH1	150
	PD STG 10D PH2	120
	PD STG 10D PH4	1,890
	TOTAL	3,310

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING INLETS

CATEGORY	STAGE	STATION - STATION	LOCATION	* 204.0220 EACH
0010	PD STG 10C PH2	85+36 WB - 88+96 WB	LT	4
		SUBTOTALS		4
	PD STG 10D PH1	97+27 EB	LT	1
		104+46 WB - 105+42 WB	RT	2
		SUBTOTALS		3
	PD STG 10D PH3	92+35 EB - 92+43 EB	LT	2
		SUBTOTALS		2
			TOTALS	9

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

BASE AGGREGATE SUMMARY

CATEGORY	STAGE	STATION - STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON
0010	PD STG 9A	100+14 EB - 100+84 EB	LT/RT	40	75
	PD STG 9B	99+35 EB - 100+20 EB	LT	50	90
	VR STG 9C	80+50 EB - 116+04 EB	LT/RT	1,950	3,700
		SUBTOTALS (STAGE 9)		2,040	3,865
	PD STG 10B PH1	86+34 EB - 114+46 EB	LT/RT	510	970
	PD STG 10B PH2	101+32 EB - 101+85 EB	LT	15	30
	PD STG 10C PH1	91+72 RR - 112+37 RR	LT/RT	160	310
	PD STG 10C PH2	92+37 EB - 101+62 EB	LT	220	410
	PD STG 10C PH3	903+41 VR - 905+37 VR	LT/RT	110	210
	PD STG 10D PH1	98+25 EB - 110+03 EB	LT	180	320
	PD STG 10D PH2	93+18 EB - 94+29 EB	LT	40	75
		SUBTOTALS (STAGE 10)		1,235	2,325
			TOTALS	3,275	6,190

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC

CATEGORY	STAGE	STATION - STATION	LOCATION	465.0125 SURFACE TEMPORARY TON	465.0310 CURB LF
0010	PD STG 9A	100+14 EB - 100+84 EB	LT/RT	30	140
	PD STG 9B	99+35 EB - 100+20 EB	LT	40	155
	VR STG 9C	80+50 EB - 116+04 EB	LT/RT	1,500	680
		SUBTOTALS (STAGE 9)		1,570	975
	PD STG 10B PH1	86+34 EB - 114+46 EB	LT/RT	410	---
	PD STG 10B PH2	101+32 EB - 101+85 EB	LT	15	---
	PD STG 10C PH1	91+72 EB - 112+37 EB	LT/RT	140	---
	PD STG 10C PH2	92+37 EB - 101+62 EB	LT	175	---
	PD STG 10C PH3	903+41 VR - 905+37 VR	LT/RT	95	---
	PD STG 10D PH1	98+25 EB - 110+03 EB	LT	135	---
	PD STG 10D PH2	93+18 EB - 94+29 EB	LT	35	---
		SUBTOTALS (STAGE 10)		1,005	0
			TOTALS	2,575	975

STORM SEWER

CATEGORY	STAGE	* 204.0280 SEALING PIPES EACH	520.2012 CULVERT PIPE TEMPORARY 12-INCH LF	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 611.3230 INLETS 2X3-FT EACH	* 611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	611.9710 SALVAGED INLET COVERS EACH	SPV.0060.052 INLET COVERS, FLAT TEMPORARY EACH	* SPV.0060.053 STORM SEWER TAP EACH	* 628.7010 INLET PROTECTION TYPE B EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	PD STG 10A	---	106	---	6	2	15	6	12	3	6	6
	PD STG 10B PH1	---	18	---	3	1	2	---	3	---	3	3
	PD STG 10B PH2	---	---	---	---	1	---	---	---	---	---	---
	PD STG 10C PH1	1	---	---	---	---	25	---	---	2	---	---
	PD STG 10C PH2	1	---	---	---	---	1	---	---	1	---	---
	PD STG 10D PH1	2	---	2	---	---	3	---	---	---	---	---
	PD STG 10D PH3	1	---	---	---	---	---	---	---	---	---	---
	TOTALS	5	124	2	9	4	46	6	15	6	9	9

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY CONCRETE BARRIER

CATEGORY	STAGE	STATION - STATION	LOCATION	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	SPV.0090.007 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED - DEPARTMENT OWNED LF	REMARKS
0010	PD STG 9A	99+31 EB - 101+72 EB	LT/RT	735	735	
	PD STG 9B	98+93 WB - 100+59 WB	LT/RT	315	315	
		SUBTOTALS (STAGE 9)		1,050	1,050	
	PD STG 10B P1	105+79 EB - 106+75 EB	RT	88	88	
	PD STG 10B P2	102+40 EB - 106+68 EB	LT/RT	425	425	ANCHORED*
	PD STG 10C P1	102+76 EB - 106+75 EB	RT	400	400	
	PD STG 10C P2	102+51 WB - 106+75 WB	LT/RT	150	150	
		SUBTOTALS (STAGE 10)		1,063	1,063	
		TOTALS		2,113	2,113	

*ANCHORING IS INCLUDED WITH THE ITEM CONCRETE BARRIER TEMPORARY PRECAST

CRASH CUSHION SUMMARY

CATEGORY	STAGE	LOCATION	SPV.0060.007 DEPARTMENT OWNED CRASH CUSHION TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	TRAFFIC DIRECTION	CRASH TEST LEVEL	CRASH CUSHION SHEILDS
0010	PD STG 9B	99+00 WB	1	2	0M-3C	BIDIRECTIONAL	TL-2	SINGLE TEMPORARY BARRIER
		100+52 WB	1	2	0M-3C	BIDIRECTIONAL	TL-2	SINGLE TEMPORARY BARRIER
	PD STG 10B P1	105+88 EB	1	2	0M-3R	UNIDIRECTIONAL	TL-2	SINGLE TEMPORARY BARRIER
	PD STG 10B P2	102+50 EB	1	2	0M-3R	UNIDIRECTIONAL	TL-2	SINGLE TEMPORARY BARRIER
	PD STG 10C P1	102+76 EB	1	2	0M-3R	UNIDIRECTIONAL	TL-2	SINGLE TEMPORARY BARRIER
	PD STG 10C P2	106+80 EB	1	2	0M-3L	UNIDIRECTIONAL	TL-2	SINGLE TEMPORARY BARRIER
		TOTAL	6					

EARTHWORK

CATEGORY	LOCATION	STAGE	STATION - STATION	* 205.0100 EXCAVATION COMMON (1) CUT (2) CY	* 205.0100 EXCAVATION COMMON (1) EBS (3) 5% OF CUT CY	* SPV.0035.001 ROADWAY EMBANKMENT (4) CY	MASS ORDINATE +/- (5)	* 312.0110 SELECT CRUSHED MATERIAL (6) FACTOR 1.9 TON
0010	WB CTH PD	STAGE 10A	80+50 WB - 113+50 WB	2,609	4	132	2,477	8
			TOTALS	2,613		132		8

NOTES:
1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS COLUMNS. ITEM NUMBER 205.0100.
2) THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. ADDITIONAL EBS SHOWN IN THE RETAINING WALL PLANS TO BE BACKFILLED WITH GRANULAR BACKFILL. RETAINING WALL EBS IS INCIDENTAL TO THE GRANULAR BACKFILL ITEM.
4) ROADWAY EMBANKMENT = FILL IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.
5) MASS ORDINATE: MASS ORDINATE = CUT - ROADWAY EMBANKMENT. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 2 AND 5. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE. ALL EBS MATERIAL IS ASSUMED TO BE WASTED OFFSITE.
6) SELECT CRUSHED MATERIAL IS USED FOR BACKFILL OF EBS. SELECT CRUSHED MATERIAL = EBS x SELECT CRUSHED MATERIAL FACTOR. SELECT CRUSHED MATERIAL FACTOR = 1.9.

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MARKING REMOVAL SPECIAL MARKING

CATEGORY	STAGE	646.9300 ARROWS EACH	646.9300 SYMBOLS EACH	646.9300 WORDS EACH	646.9310 WATER BLASTING ARROWS EACH	646.9310 WATER BLASTING WORDS EACH
0010	WB CTH PD	---	---	---	5	1
	E RAMP	---	---	---	2	1
	PD STG 9B	2	2	---	---	---
	PD STG 10A	---	---	---	3	2
	PD STG 10B PH1	6	---	3	---	---
	PD STG 10B PH2	---	---	---	2	1
	PD STG 10C PH1	1	---	2	---	---
	PD STG 10C PH2	1	---	1	2	1
	PD STG 10D PH3	---	---	---	6	3
	SUBTOTALS	10	2	6	20	9
	TOTALS		18		29	

TEMPORARY PEDESTRIAN FACILITIES

CATEGORY	STAGE	STATION - STATION	LOCATION	SPV.0090.009 PEDESTRIAN OVERHEAD PROTECTION LF	644.1616.S TEMPORARY SAFETY FENCE LF	644.1410.S PEDESTRIAN SURFACE ASPHALT SF	644.1601.S TEMPORARY CURB RAMP EACH	SPV.0165.003 CURB RAMP DETECTABLE WARNING FIELD TEMPORARY SF
0010	PD STG 9A	99+31 EB - 100+99 EB	LT/RT	---	400	150	---	16
		SUBTOTALS (STAGE 9)		0	400	150	0	16
	PD STG 9B	92+44 EB - 114+23 EB	LT/RT	190	---	---	---	0
		SUBTOTALS (STAGE 9B)		190	0	0	0	0
	PD STG 10B P1	92+44 EB - 114+23 EB	LT/RT	---	670	1,165	3	92
		SUBTOTALS (STAGE 10B P1)		0	670	1,165	3	92
	PD STG 10B P	92+44 EB - 114+23 EB	LT/RT	---	30	---	1	16
		SUBTOTALS (STAGE 10B P2)		0	30	0	1	16
	PD STG 10C P1	92+44 EB - 114+23 EB	LT/RT	---	---	---	---	32
		SUBTOTALS (STAGE 10C P1)		0	0	0	0	32
	PD STG 10C P	92+44 EB - 114+23 EB	LT/RT	---	210	155	1	24
		SUBTOTALS (STAGE 10C P1)		0	210	155	1	24
		UNDISTRIBUTED		20	130	290	1	20
			TOTALS	210	1,440	1,760	6	200

TEMPORARY PORTABLE RUMBLE STRIPS

CATEGORY	LOCATION	643.0310.S LS
0060	CTH M	1

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	1206-08-77	1

FINISHING ITEMS

CATEGORY	PROJECT LOCATION	627.0200 MULCHING SY	* 629.0210 FERTILIZER TYPE B CWT	* 630.0200 SEEDING TEMPORARY LB
0010	PD STG 10A	220	0.2	6
	SUBTOTALS	220	0.2	6
	UNDISTRIBUTED	55	0.1	2
		275	0.3	8

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	STAGE	SIZE (IN.)	QTY.	643.1000 SF	REMARKS
0010	VR STG 9E	SPECIAL 2 78 x 24	1	13.00	WILLIAMSBURG WAY
	PD STG 10B	SPECIAL 1 60 x 15	3	18.75	NESBITT ROAD
		TOTAL		31.75	

TRAFFIC CONTROL SIGNS - MISCELLANEOUS

CATEGORY	LOCATION	STAGE	* 638.2102 MOVING SIGNS TYPE II EACH	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0910 EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	643.0920 EACH
0010	VERONA ROAD	STG 9C	---	1	2	2	---	---	---
		SUBTOTALS (STAGE 9C)	0			2			0
	CTH PD	STG 10A	4	---	---	---	---	---	---
		STG 10B P1	5	---	---	---	---	---	---
		STG 10C P2	5	---	---	---	1	1	1
		SUBTOTALS (STAGE 10)	14			0			1
		UNDISTRIBUTED	5			1			2
		TOTALS	19			3			3

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	LOCATION	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS QTY	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III QTY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A QTY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C QTY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS QTY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS QTY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 SIGNS PCMS QTY	643.1050 SIGNS PCMS DAY
0010	ADVANCE WARNING	VERONA ROAD STAGE 9	223	10	140	---	---	---	---	---	---	---	---	---	---	21	4,683	2	28
		CTH PD STAGE 9	223	10	140	---	---	---	---	---	---	---	---	---	---	12	2,676	2	28
		CTH PD STAGE 10	214	---	---	---	---	---	---	---	---	---	---	---	---	18	3,852	---	---
	SIGNAL SIGNING	CTH PD STAGE 9	364	---	---	---	---	---	---	---	---	---	---	---	---	12	4,368	---	---
		CTH PD STAGE 10	214	---	---	---	---	---	---	---	---	---	---	---	---	12	2,568	---	---
		COMMERCE PARK DRIVE STAGE 10	214	---	---	---	---	---	---	---	---	---	---	---	---	12	2,568	---	---
		SUBTOTALS (ADVANCE/SIGNAL SIGNING)			280		0	0	0		0		0		0		20,715		56
	STAGE 9 CONC PAVT REPAIRS	VERONA ROAD	5	106	530	2	10	---	---	4	20	46	230	4	20	20	100	---	---
	STAGE 9	VERONA ROAD	192	137	26,304	9	173	---	---	18	3,456	13	250	3	58	12	2,304	2	14
	STAGE 9A	CTH PD	63	---	---	---	---	---	---	---	---	---	---	---	---	1	63	2	14
	STAGE 9B	CTH PD	62	---	---	---	---	---	---	---	---	---	---	---	---	2	124	2	14
	STAGE 9C	VERONA ROAD	14	110	1,540	14	196	---	---	28	392	8	112	2	28	10	140	1	21
	STAGE 9D	VERONA ROAD	8	180	1,440	10	80	---	---	20	160	---	---	1	8	12	96	1	15
	STAGE 9E	VERONA ROAD	5	95	475	11	55	---	---	22	110	16	80	1	5	18	90	1	12
	STAGE 9F	VERONA ROAD(WILLIAMSBURG WAY)	5	19	95	4	20	---	---	5	25	3	15	---	---	4	20	1	7
		SUBTOTALS (STAGE 9)			30,384		534	0	0		4,163		687		119		2,937		97
	STAGE 10A	CTH PD	20	433	8,660	46	920	---	---	92	1,840	52	1,040	2	40	66	1,320	2	14
	STAGE 10B P1	CTH PD	37	272	10,064	30	1,110	103	103	60	2,220	37	1,369	---	---	56	2,072	3	21
	STAGE 10B P1	CTH PD - HARDROCK	1	364	364	34	34	9	9	68	68	97	97	2	2	67	67	2	14
	STAGE 10B P1	CTH PD - NESBITT ROAD P1	2	26	52	9	18	---	---	18	36	---	---	---	---	13	26	3	21
	STAGE 10B P1	CTH PD - NESBITT ROAD P2	14	32	448	6	84	---	---	12	168	---	---	---	---	8	112	---	---
	STAGE 10B P1	CTH PD - COMMERCE PARK DRIVE P1A	1	---	---	5	5	---	---	10	10	---	---	---	---	5	5	---	---
	STAGE 10B P1	CTH PD - COMMERCE PARK DRIVE P1B	7	---	---	3	21	---	---	6	42	---	---	---	---	3	21	---	---
	STAGE 10B P2	CTH PD	10	304	3,040	47	470	12	12	94	940	24	240	---	---	56	560	2	14
	STAGE 10C P1	CTH PD	13	333	4,329	26	338	12	12	52	676	31	403	1	3	53	689	1	7
	STAGE 10C P2	CTH PD	52	462	24,024	25	1,300	34	34	50	2,600	25	1,300	---	---	70	3,640	2	14
	STAGE 10C P2	CTH PD - KAPEC ROAD P2A	14	10	140	17	238	---	---	34	476	---	---	---	---	17	238	3	21
	STAGE 10C P2	CTH PD - KAPEC ROAD P2B	14	26	364	9	126	---	---	18	252	8	112	---	---	12	168	---	---
	STAGE 10C P3	CTH PD	7	476	3,332	34	238	---	---	68	476	25	175	---	---	76	532	1	7
	STAGE 10D P1	CTH PD	43	500	21,500	42	1,806	14	14	84	3,612	44	1,892	1	3	66	2,838	2	14
	STAGE 10D P2	CTH PD	17	415	7,055	51	867	---	---	108	1,836	40	680	1	3	80	1,360	---	---
	STAGE 10D P3	CTH PD	8	531	4,248	49	392	---	---	98	784	44	352	---	---	72	576	4	28
	STAGE 10D P4	CTH PD	7	571	3,997	50	350	---	---	100	700	17	119	---	---	73	511	---	---
		SUBTOTALS (STAGE 10)			91,617		8,317	184	184		16,736		7,779		51		14,735		175
		UNDISTRIBUTED			12,228		885	18	18		2,090		847		17		3,917		34
		SUBTOTALS (0010)			134,509		9,736	202	202		22,989		9,313		187		42,304		362
0060		CTH M	20	---	---	---	---	---	---	---	---	---	---	---	---	39	780	2	14
		SUBTOTALS (0060)			0		0	0	0		0		0		0		780		14
		TOTALS			134,509		9,736	202	202		22,989		9,313		187		43,084		376

3

MARKING REMOVAL LINE

CATEGORY	STAGE	STATION - STATION	646.9000 4-INCH (SOLID) LF	646.9000 4-INCH (SKIPS) LF	646.9010 WATER BLASTING 4-INCH (SOLID) LF	646.9010 WATER BLASTING 4-INCH (SKIPS) LF	646.9100 8-INCH (SOLID) LF	646.9100 8-INCH (SKIPS) LF	646.9110 WATER BLASTING 8-INCH (SOLID) LF	646.9110 WATER BLASTING 8-INCH (SKIPS) LF	646.9200 WIDE LF	646.9210 WATER BLASTING WIDE LF
0010	VERONA ROAD	855+31 VR - 972+36 VR	---	---	9,410	870	---	---	310	---	---	---
	WB CTH PD	79+69 WB - 80+78 WB	---	---	220	33	---	---	200	5	---	---
	A RAMP	86+86 A - 102+95 A	---	---	3,170	380	---	---	970	---	---	41
	B RAMP	105+15 B - 115+62 B	---	---	900	200	---	---	---	---	---	---
	C RAMP	4+33 C - 53+95 C	---	---	2,700	340	---	---	755	---	---	24
	D RAMP	87+23 D - 102+46 D	---	---	1,280	380	---	---	165	---	---	12
	E RAMP	127+31 E - 135+26 E	---	---	1,430	200	---	---	---	---	---	---
	F RAMP	136+47 F - 152+55 F	---	---	2,500	400	---	---	---	---	---	---
	G RAMP	136+00 G - 148+38 G	---	---	605	205	---	---	73	19	---	---
	H RAMP	126+21 H - 135+85 H	---	---	1,780	230	---	---	---	---	---	38
	K RAMP	115+62 K - 127+32 K	---	---	2,340	290	---	---	---	---	---	---
	PD STG 9B	---	1,260	79	---	---	330	---	---	---	38	---
	PD STG 10B PH1	---	3,170	830	---	---	980	---	---	---	84	---
	PD STG 10B PH2	---	24	22	---	---	265	---	---	---	---	---
	PD STG 10C PH1	---	1,580	210	---	---	310	---	---	---	66	---
	PD STG 10C PH2	---	7,210	360	---	---	210	---	---	---	300	---
	PD STG 10C PH3	---	165	---	---	---	---	---	---	---	---	---
	PD STG 10D PH1	---	1,160	48	---	---	88	---	---	---	---	---
	PD STG 10D PH2	---	380	---	---	---	76	---	---	---	---	---
	PD STG 10D PH3	---	1,260	155	---	---	---	---	---	---	---	---
		TOTALS	17,913		29,863		2,259		2,497		488	115

SAWING

CATEGORY	STAGE	STATION - STATION	LOCATION	* 690.0150 ASPHALT LF	* 690.0250 CONCRETE LF
0010	PD STG 9A	100+14 EB - 100+84 EB	LT	40	145
	PD STG 9B	99+05 WB - 99+87 WB	RT	45	160
		SUBTOTALS (STAGE 9)		85	305
	PD STG 10A	80+00 WB - 100+00 WB	LT/RT	3,175	70
	PD STG 10A	100+00 WB - 115+00 WB	LT/RT	2,535	15
	PD STG 10B P1	80+00 WB - 100+00 WB	LT/RT	1,480	125
	PD STG 10B P1	100+00 WB - 115+00 WB	LT/RT	820	---
	PD STG 10B P2	100+00 WB - 115+00 WB	LT/RT	470	---
	PD STG 10C P1	80+00 WB - 100+00 WB	LT/RT	765	10
	PD STG 10C P1	100+00 WB - 115+00 WB	LT/RT	635	125
	PD STG 10C P2	80+00 WB - 100+00 WB	LT/RT	1,400	100
	PD STG 10C P2	100+00 WB - 115+00 WB	LT/RT	1,395	235
	PD STG 10C P3	80+00 WB - 100+00 WB	LT/RT	100	15
	PD STG 10D P1	80+00 WB - 100+00 WB	LT/RT	1,175	195
	PD STG 10D P1	100+00 WB - 115+00 WB	LT/RT	500	150
	PD STG 10D P2	80+00 WB - 100+00 WB	LT/RT	80	---
	PD STG 10D P3	100+00 WB - 115+00 WB	LT/RT	115	---
	PD STG 10D P4	80+00 WB - 100+00 WB	LT/RT	280	---
		SUBTOTALS (STAGE 10)		14,925	1,040
		UNDISTRIBUTED	---	1,505	135
		TOTALS		16,515	1,480

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONSTRUCTION STAKING

CATEGORY	STAGE	STATION - STATION	LOCATION	*/** 650.4500 SUBGRADE LF	*/** 650.5000 BASE LF
0010	PD STG 10A	102+30 WB - 106+66 WB	LT/RT	435	435
		107+07 WB - 114+00 WB	LT/RT	695	695
	PD STG 10B P1	87+97 WB - 88+48 WB	RT	51	51
			TOTALS	1,181	1,181

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

** SUBGRADE & BASE STAKING NOT QUANTIFIED FOR CONSTANT SLOPES EXTENDED FROM EXISTING OR PROPOSED PAVEMENTS

TEMPORARY MARKING LINE SUMMARY

CATEGORY	STAGE	646.1020 * MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 * MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1020 * MARKING LINE EPOXY 4-INCH (WHITE) (12.5' SEG. 37.5' GAP) LF	646.1020 * MARKING LINE EPOXY 4-INCH (WHITE) (2' SEG. 6' GAP) LF	646.3020 * MARKING LINE EPOXY 8-INCH (WHITE) LF	646.6120 * MARKING STOP LINE EPOXY 18-INCH LF	646.7120 * MARKING DIAGONAL EPOXY 12-INCH LF	646.7405 * MARKING PAINT TRANSVE LINE 6-INCH LF	646.7420 * MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (2' SEG. 6' GAP) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) (12.5' SEG. 37.5' GAP) LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) (2' SEG. 6' GAP) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) (2' SEG. 6' GAP) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) (12.5' SEG. 37.5' GAP) LF	649.0205 8-INCH WHITE LF	649.0205 8-INCH (WHITE) (3' SEG. 9' GAP) LF	649.0805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
0010	VR STG 9 CONC PAVT REPAIRS	---	---	---	---	---	---	---	---	---	---	---	---	---	---	29	---	150	---	---	---	---	---	---
	PD STG 9A	---	---	---	---	---	---	---	---	65	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	PD STG 9B	405	890	88	---	255	36	25	---	---	205	495	61	47	200	---	---	---	---	---	---	---	---	13
	2019 WINTER SHUTDOWN	145	650	85	57	90	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	SUBTOTALS (STAGE 9)	550	1,540	173	57	345	36	25	0	65	205	495	61	47	200	29	0	150	0	0	0	0	0	13
	PD STG 10B PH1	---	---	---	---	---	---	---	---	---	895	115	---	63	955	5,160	46	5,030	85	745	1,030	20	63	27
	PD STG 10B PH2	---	---	---	---	---	---	---	270	---	725	955	43	115	435	215	34	---	---	---	---	---	60	24
	PD STG 10C PH1	---	---	---	---	---	---	---	---	---	1,070	315	---	190	785	3,060	34	---	68	660	575	---	92	110
	PD STG 10C PH2	---	---	---	---	---	---	---	92	---	200	635	---	27	285	4,710	27	4,550	135	665	1,030	---	155	3
	PD STG 10C PH3	---	---	---	---	---	---	---	---	---	690	1,020	---	---	440	---	---	---	---	---	---	---	---	22
	PD STG 10D PH1	---	---	---	---	---	---	---	155	---	1,020	1,850	75	155	500	3,970	32	935	130	665	505	---	73	99
	PD STG 10D PH2	---	---	---	---	---	---	---	225	---	1,180	635	---	66	155	1,760	---	445	66	---	620	---	9	59
	PD STG 10D PH3	---	---	---	---	---	---	---	---	---	255	---	---	---	---	1,570	---	1,660	---	140	100	---	---	---
	SUBTOTALS (STAGE 10)	0	0	0	0	0	0	0	742	0	6,035	5,525	118	616	3,555	20,445	173	12,620	484	2,875	3,860	20	452	344
	TOTALS (0010)	2,320				345	36	25	742	65	13,102				3,755	36,776					3,880		452	357
0060	CTH M	---	---	---	---	---	---	---		---	---	---	---	---	---	69,450	---	---	---	---	---	---	---	---
	TOTALS (0060)	0				0	0	0	0	0	0				0	69,450					0		0	0
	GRAND TOTALS	2,320				345	36	25	742	65	13,102				3,755	106,226					3,880		452	357

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY PAVEMENT MARKING

CATEGORY	STAGE	LOCATION	649.0505 TEMPORARY MARKING ARROW PAINT EACH	649.0520 TEMPORARY MARKING ARROW EPOXY EACH	649.0550 REMOVABLE TAPE EACH
0010	PD STG 9B	EB CTH PD	---	2	2
		WB CTH PD	---	4	---
		(SUBTOTAL STAGE 9)	0	6	2
	PD STG 10B PH1	WB CTH PD	6	---	---
	PD STG 10C PH2	WB CTH PD	6	---	---
		(SUBTOTAL STAGE 10)	12	0	0
		TOTALS	12	6	2

TRAFFIC CONTROL SURVEILLANCE AND MAINTENANCE

CATEGORY	LOCATION	SPV.0045.001 DAY
0010	PROJECT	437

TREES

CATEGORY	ROADWAY	LOCATION	BID ITEM NO.	NAME	632.0101 EACH
0070	USH 18/151 (VERONA ROAD)	ALL	632.0101	TREES	TOTALS
			632.0101.001	COFFEETREE, 'ESPRESSO', B&B, 2.5" CAL.	1
			632.0101.002	CATALPA, NORTHERN, B&B, 2.5" CAL.	1
			632.0101.003	ELM, 'ACCOLADE', B&B, 2.5" CAL.	2
			632.0101.004	ELM, AMERICAN 'PRINCETON', B&B, 2.5" CAL.	3
			632.0101.005	ELM, 'NEW HORIZON', B&B, 2,5" CAL.	1
			632.0101.006	HONEYLOCUST, 'STREET KEEPER', B&B, 2.5" CAL.	11
			632.0101.007	OAK, REGAL PRINCE, B&B, 2.5" CAL.	9
			632.0101.008	OAK, SCHUETTES, B&B, 2.5" CAL.	3

SHRUBS

CATEGORY	ROADWAY	LOCATION	BID ITEM NO.	NAME	632.0201 EACH
0070	USH 18/151 (VERONA ROAD)	ALL	632.0201	EVERGREEN SHRUBS	TOTALS
			632.0201.001	JUNIPER, PFITZER 'KALLAY'S COMPACT', CG, 24" SP.	62

TOPSOIL SPECIAL

CATEGORY	ROADWAY	LOCATION	SPV.0035.501 CY
0070	USH 18/151 (VERONA ROAD)	ALL TREES IN LAWN	77

PERENNIALS,

CATEGORY	ROADWAY	LOCATION	BID ITEM NO.	NAME	EACH
0070	USH 18/151 (VERONA ROAD)	ALL			TOTALS
			SPV.0060.500	ALLIUM, 'SUMMER BEAUTY', CG, 1 GAL.	351
			SPV.0060.501	BLACK-EYED SUSAN, 'VIETTE'S LITTLE SUZY', CG, 1 GAL.	563
			SPV.0060.502	CONEFLOWER, 'PIXIE MEADOWBRITE', CG, 1 GAL.	236
			SPV.0060.503	EENIE WEENIE DAYLILY, CG, 1 GAL.	233
			SPV.0060.504	GAYFEATHER, SPIKED 'KOBOLD', CG, 1 GAL.	90
			SPV.0060.505	LITTLE TRUDY CATMINT, CG, 1 GAL.	310
			SPV.0060.506	PRAIRIE DROPSEED, 'TARA', CG, 1 GAL.	797
			SPV.0060.507	SEDUM, 'AUTUMN JOY', CG, 1 GAL.	74
			SPV.0060.508	SALVIA, 'CARADONNA', CG, 1 GAL.	384
			SPV.0060.509	SALVIA, 'MARCUS', CG, 1 GAL.	301
			SPV.0060.510	SWITCH GRASS, 'NORTHWIND', CG, 1 GAL.	412
			SPV.0060.511	WHITE FALSE INDIGO, CG, 1 GAL.	43

LANDSCAPE PLANTING SURVEILLANCE AND CARE CYCLES

CATEGORY	ROADWAY	LOCATION	632.9101 EACH
0070	USH 18/151 (VERONA ROAD)	ALL	26

PLANTING MIXTURE

CATEGORY	ROADWAY	LOCATION	SPV.0035.500 CY
0070	USH 18/151 (VERONA ROAD)	BED 1	27
		BED 2	11
		BED 3	42
		BED 4	51
		BED 5	56
		BED 6	23
		BED 7	55
		BED 8	20
		BED 9	17
		BED 10	18
		BED 11	25
		BED 12	63
		TOTAL	408

SHOVEL CUT EDGING

CATEGORY	ROADWAY	LOCATION	SPV.0090.500 LF
0070	USH 18/151 (VERONA ROAD)	BED 11	60

SHREDDED HARDWOOD BARK MULCH

CATEGORY	ROADWAY	LOCATION	SPV.0180.500 SY
0070	USH 18/151 (VERONA ROAD)	BED 1	79
		BED 2	32
		BED 3	125
		BED 4	151
		BED 5	168
		BED 6	69
		BED 7	165
		BED 8	60
		BED 9	50
		BED 10	53
		BED 11	73
		BED 12	189
		TOTALS	1,214

MISCELLANEOUS WATER MAIN ITEMS

CATEGORY	STATION	OFFSET	SPV.0060.600 FIRE HYDRANTS EACH	SPV.0060.601 REMOVE EXISTING HYDRANT EACH	SPV.0060.602 WATER VALVE, 6-INCH EACH	SPV.0060.603 WATER VALVE, 8-INCH EACH	SPV0060.609 WATER VALVE, 14-INCH EACH	SPV.0060.604 ADJUST EXISTING VALVE BOX EACH	SPV.0060.605 REMOVE EXISTING VALVE BOX EACH	SPV.0060.606 REMOVE EXISTING WATER VALVE MANHOLE EACH	SPV.0060.607 CONNECT TO EXISTING WATER MAIN EACH	SPV.0060.608 ABANDON EXISTING WATER MAIN EACH	REMARKS
0130	93+10.00 EB	81.30' RT	---	---	---	---	---	1	---	---	---	---	
	93+11.10 EB	76.90' RT	---	---	---	---	---	1	---	---	---	---	
	93+15.00 EB	39.60' RT	---	---	---	---	---	1	---	---	---	---	
	94+62.80 W	47.70' LT	---	---	---	---	---	---	1	---	---	---	
	94+71.25 WB	26.00' LT	---	---	---	---	---	---	---	1	---	---	
	94+77.05 W	45.00' LT	---	---	---	---	---	---	1	---	---	---	
	95+56.85 W	42.40' LT	---	---	---	---	---	---	1	---	---	---	
	98+06.30 E	49.85' RT	---	---	---	---	---	1	---	---	---	---	
	101+00.00 E	50.50' RT	---	---	---	---	---	1	---	---	---	---	
	104+30.05 WB	12.25' LT	---	---	---	---	---	---	---	---	---	1	COPPER WATER SERVICE
	104+34.50 WB	14.35' LT	---	---	---	---	---	1	---	---	---	---	
	104+42.50 EB	3.75' LT	---	---	---	---	---	1	---	---	---	---	SANITARY SEWER CLEANOUT
	104+64.00 EB	2.35' RT	---	---	---	---	---	---	1	---	---	---	
	107+67.22 WB	10.90' LT	---	---	---	---	---	---	---	---	---	1	
	104+99.40 EB	20.85' RT	---	---	---	---	---	---	1	---	---	---	
	105+68.75 WB	50.30' LT	---	---	---	---	---	1	---	---	---	---	
	105+68.80 WB	14.70' LT	---	---	---	---	---	1	---	---	---	---	
	106+57.90 WB	9.70' LT	---	---	---	---	---	1	---	---	---	---	
	107+75.75 WB	1.00' LT	---	---	---	---	---	1	---	---	---	---	
	107+82.40 WB	42.90' LT	1	---	---	---	---	---	---	---	---	---	
	107+89.50 WB	3.70' LT	---	---	---	---	---	1	---	---	---	---	
	107+90.85 WB	32.50' LT	---	---	---	---	---	---	---	---	1	---	
	107+91.05 W	37.00' LT	---	1	---	---	---	---	---	---	---	---	
	109+58.75 WB	18.25' LT	---	---	---	---	---	---	1	---	---	---	
	109+59.13 W	0.23' RT	---	---	---	---	---	---	---	---	---	1	COPPER WATER SERVICE
	111+52.80 WB	0.40' RT	---	---	---	---	---	---	---	---	1	---	
	111+56.30 WB	0.40' RT	---	---	---	---	1	---	---	---	---	---	
	111+58.41 WB	43.40' LT	1	---	---	---	---	---	---	---	---	---	
	111+59.85 WB	35.15' LT	---	1	---	---	---	---	1	---	---	---	
	111+61.10 WB	1.25' LT	---	---	---	---	---	---	1	---	---	---	
	111+61.36 WB	43.50' LT	---	---	1	---	---	---	---	---	---	---	
	111+63.30 WB	4.70' LT	---	---	---	---	---	---	---	---	1	---	
	111+63.30 WB	48.25' LT	---	---	---	---	---	---	---	---	1	---	
	111+63.35 WB	33.55' LT	---	---	---	---	---	---	---	---	1	---	
	111+63.35 WB	45.65' LT	---	---	---	1	---	---	---	---	---	---	
	111+63.50 WB	38.44' LT	---	---	---	---	---	---	1	---	---	---	
	111+66.30 WB	2.50' RT	---	---	---	1	---	---	---	---	---	---	
	111+71.30 WB	0.40' RT	---	---	---	---	1	---	---	---	---	---	
	111+74.30 WB	0.40' RT	---	---	---	---	---	---	---	---	1	---	
	114+43.70 W	1.30' LT	---	---	---	---	---	1	---	---	---	---	
	UNDISTRIBUTED		---	---	---	---	---	3	3	---	---	---	
	TOTALS		2	2	1	2	2	16	12	1	6	3	

WATER MAIN PIPES

CATEGORY	STATION - STATION	SPV.0090.600 WATER MAIN, 6-INCH LF	SPV.0090.601 WATER MAIN, 8-INCH LF	SPV.0090.604 WATER MAIN, 14-INCH LF	SPV.0090.602 GRANULAR BACKFILL FOR WATER MAIN LF
0130	107+82.40 WB - 107+90.85 WB	15	---	---	15
	111+52.80 WB - 111+74.30 WB	---	---	25	25
	111+58.40 WB - 111+63.40 WB	5	---	---	5
	111+61.30 WB	---	5	---	5
	111+63.40 WB	---	15	---	15
	111+66.30 WB	---	80	---	80
	TOTALS	20	100	25	145

INSULATION

CATEGORY	LOCATION	* SPV.0090.603 LF
0130	UNDISTRIBUTED	100

* ACTUAL QUANTITY AND LOCATION TO BE FIELD DETERMINED BY ENGINEER

SANITARY SEWER STRUCTURES SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	LOCATION (OFFSET)	TOP OF CASTING	EXISTING TOP OF CASTING	NET ADJUST HEIGHT	IE	DEPTH	SPV.0060.610 REMOVE EXISTING SANITARY STRUCTURE EACH	SPV.0060.611 RECONSTRUCT EXISTING SANITARY SEWER STRUCTURE EACH	SPV.0060.612 ADJUSTING SANITARY MANHOLE COVERS EACH
0130	EXST.	94+54.40 WB	35.60' LT	---	997.34	---	---	---	1	---	---
	EXST.	97+70.15 WB	12.00' LT	---	999.88	---	---	---	1	---	---
	M-5	98+07.84 WB	35.50' LT	999.36	999.43	-0.07	990.75	8.61	---	---	1
	M-4	98+85.00 WB	61.25' LT	1000.00	999.73	0.27	990.25	9.75	---	---	1
	M-3	101+60.30 WB	59.15' LT	1001.62	1000.67	0.95	988.85	12.77	---	1	---
	M-2	104+41.95 WB	46.80' LT	999.62	1001.71	-2.09	989.80	9.82	---	1	---
	M-1	106+49.15 WB	51.70' LT	998.69	1000.14	-1.45	987.40	11.29	---	1	---
	EXST.	107+61.25 EB	6.15' RT	998.24	998.66	-0.42	---	---	---	---	1
	EXST.	107+83.50 EB	22.75' RT	998.21	998.50	-0.29	---	---	---	---	1
	EXST.	109+58.30 WB	51.80' LT	1000.45	999.47	0.98	992.08	---	---	1	---
	EXST.	110+84.15 EB	10.50' RT	1001.32	1001.19	0.13	---	---	---	---	1
	EXST.	113+79.00 EB	11.40' RT	1004.10	1004.07	0.03	---	---	---	---	1
	EXST.	114+43.95 EB	12.50' RT	1004.69	1004.69	0.00	---	---	---	---	1
		UNDISTRIBUTED		---	---	---	---	---	---	1	2
								TOTALS	2	5	9

REMOVING CURB & GUTTER

CATEGORY	PROJECT LOCATION	STATION	-	STATION	LOCATION	* 204.0150 LF
0130	EB CTH PD	111+95 EB	-	112+05 EB	RT	10

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CURB AND GUTTER SUMMARY

CATEGORY	PROJECT LOCATION	STATION	-	STATION	LOCATION	* 601.0411 30-INCH TYPE D LF
0130	EB CTH PD	111+95 EB	-	112+05 EB	RT	10

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

SAWING

CATEGORY	PROJECT LOCATION	STATION	-	STATION	LOCATION	* 690.0250 CONCRETE LF
0130	EB CTH PD	111+95 EB	-	112+05 EB	RT	5

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CATEGORY	PROJECT LOCATION	STATION	-	STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON
0130	EB CTH PD	111+95 EB	-	112+05 EB	RT	3	4

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

FINISHING ITEMS

CATEGORY	PROJECT LOCATION	STATION	-	STATION	LOCATION	* 631.0300 SOD WATER MGAL	* 631.1000 SOD LAWN SY
0130	EB CTH PD	111+95 EB	-	112+05 EB	RT	0.40	20

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT 1206-07-25
MOUNT HOREB - MADISON
(CTH PD TO RAYMOND ROAD)
USH 18
DANE COUNTY

NOTES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1206-07-25.

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECTS 1201-05-21, AND F 017-2(15) ALONG WITH CSM 1892, CSM 7700, AND CSM 13473.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECTS 5849-00-71 AND 1206-07-30 AND QUIT CLAIM DEED DOCUMENT NUMBER 4249457.

EXISTING HIGHWAY RIGHT-OF-WAY FOR FITCHRONA ROAD ESTABLISHED FROM CSM 11969 AND THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARDROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KAPEC ROAD ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 ALONG WITH CSM 7187, CSM 4733, AND CSM 6539.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KING JAMES WAY ESTABLISHED FROM CSM 6539 AND CSM 7187.

EXISTING HIGHWAY RIGHT-OF-WAY FOR ANTON DRIVE ESTABLISHED FROM THE PLAT OF WILLOW RUN AND CSM 9348.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COMMERCE PARK DRIVE ESTABLISHED FROM THE CITY OF FITCHBURG COMMERCE PARK PLAT

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARLEY DRIVE ESTABLISHED FROM CSM 288, CSM 217 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WESTCHESTER ROAD ESTABLISHED FROM CSM 7196 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CHALET GARDENS RD. ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SHAFER DRIVE ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR RAYMOND ROAD ESTABLISHED FROM THE SOUTH LINE OF SECTION 32, T7N, R9E.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WILLIAMSBURG WAY ESTABLISHED FROM THE PLAT OF WILLOW RUN.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CARRIAGE STREET, ESTABLISHED FROM THE PLAT OF WILLOW RUN.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SPROCKET DRIVE, ESTABLISHED FROM TRANSPORTATION PROJECT PLAT: 14-SR-101-0

EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, CSM 10317 AND CSM 13244.

EXISTING HIGHWAY RIGHT-OF-WAY FOR LIMESTONE LANE ESTABLISHED QUIT CLAIM DEEDS DOC.4463165 & DOC.4463164

EXISTING ACCESS CONTROL ALONG USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2).
NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

EXISTING ACCESS CONTROL ALONG HARD ROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4876494

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE LAND SURVEY.

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

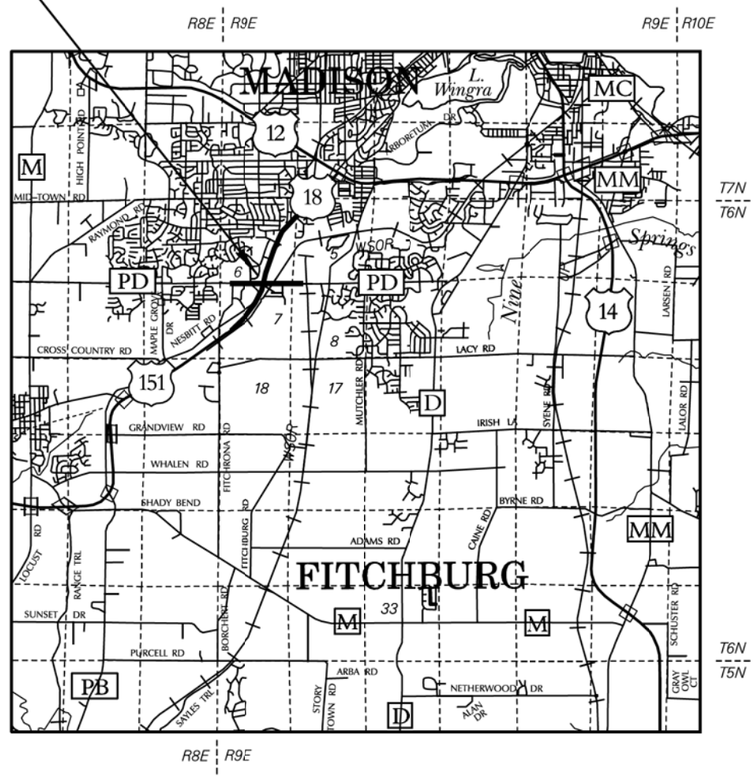
A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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

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

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

PROJECT LOCATION



CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	REBAR	RBR
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
BUILDING	BLDG	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
HOUSE	H		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	△
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) (TYPE)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT

SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES

R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4" REBAR UNLESS NOTED) IP
VALVE (GAS, WATER, ETC.) (TYPE)
SIGN
OFF-PREMISE SIGN
R/W BOUNDARY POINT 203
TLE POINT TLE205
PLE AND HE POINT HE200

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	⌀	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✖	✖

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)

BRIDGE

PARCEL NUMBER 25
UTILITY NUMBER 40

CONVENTIONAL UTILITY SYMBOLS

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

TPP NUMBER 1206-07-25 - 4.01
SHEET 2 OF 2

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040101_rt.dgn
PLOT DATE : 9/10/2014
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

1206-07-25-4.01

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.01

THAT PART OF THE SE1/4 OF THE NW1/4, ALSO THAT PART OF THE SW1/4 OF THE NE1/4 IN SECTION 7, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1) 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

R/W COURSE TABLE		
COURSE	BEARING	LENGTH
110-111	S 33° 38' 17" W	898.81'
111-112	SEE CURVE 1 DATA	
112-113	S 55° 21' 17" W	82.60'
114-115	SEE CURVE 2 DATA	
115-116	N 32° 25' 37" W	62.74'
116-152	N 44° 12' 33" E	337.90'
152-151	N 76° 50' 10" E	58.74'
151-150	N 39° 45' 44" E	234.86'
150-155	N 51° 39' 09" W	149.85'
155-154	S 57° 30' 23" W	247.62'
154-156	N 32° 29' 37" W	73.00'
156-157	N 57° 30' 23" E	106.79'
157-158	N 62° 26' 44" E	81.30'
158-159	N 57° 30' 23" E	449.52'
159-165	SEE CURVE 3 DATA	
165-164	S 0° 34' 58" E	48.26'
164-166	SEE CURVE 4 DATA	

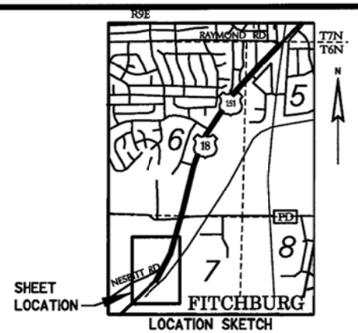
R/W POINT STATION & OFFSET TABLE		
110	890+93.85 VR	203.78'
111	882+39.02 VR	163.98'
112	875+84.82 VR	156.71'
113	875+06.09 VR	148.53'
114	871+39.03 VR	141.79'
115	875+48.71 VR	172.58'
116	875+58.04 VR	234.71'
150	882+24.02 VR	218.35'
151	879+73.44 VR	215.28'
152	879+21.14 VR	247.97'
154	879+55.38 VR	440.00'
155	882+23.75 VR	368.20'
156	879+76.99 VR	510.58'
157	880+96.82 VR	481.19'
158	881+83.53 VR	449.92'
159	886+48.90 VR	279.35'
164	888+62.85 VR	167.70'
165	889+07.75 VR	190.42'
166	889+36.73 VR	150.41'

CURVE 1
R = 1859.86'
L = 681.42'
LC = 683.51'
LCB = S 44° 12' 36" W

CURVE 2
R = 4781.07'
L = 396.23'
LC = 396.12'
LCB = N 48° 23' 03" E

CURVE 3
R = 921.93'
L = 257.93'
LC = 257.09'
LCB = N 49° 29' 30" E

CURVE 4
R = 987.97'
L = 72.59'
LC = 72.58'
LCB = N 41° 02' 21" E



LOCATION SKETCH
NOT TO SCALE

GN

SCALE, FEET
0 100 200

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

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) Heather Bartelt DATE 9/11/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) David R. Miller DATE 9/11/14
(PRINTED NAME) DAVID R. MILLER

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5097901
09/15/2014 09:07 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.01
SHEET 1 OF 2
AMENDMENT NO:

SEE SHEET 1206-07-25-4.02

S 01° 54'56" W 1307.41'
1/4 COR. TO 1/16TH LINE
S 88° 29'07" E 36.15'
TRAVERSE POINT TO QTR. LINE

FOUND BRASS DISK
Y = 461,274.897
X = 796,937.578

S 88° 46'01" E 158.64'
1/4 LINE TO TAN.
S 88° 46'01" E 193.09'
TANGENT TO R/W

STA. 890+07.68 VR

P.I. = 883+80.31 VR
Y = 459,285.066
X = 796,829.003
DELTA = 36° 36' 28" (LT)
D = 1° 39' 16"
T = 1,145.54'
L = 2,212.60'
R = 3,463.00'
P.C. = 872+34.77 VR
P.T. = 894+47.37 VR
DB. = N 54° 48' 25" E
DA. = N 18° 11' 57" E

DETAIL 2 (262) 166 (256) 165 (255) 164

LOT 2
CSM 13244
VOL.85, P.184-187
DOC. 4848684

LOT 1
CSM 1892
VOL.7, P.351-352
DOC. 1463712

LOT 2
CSM 1892

LOT 3
CSM 1892

CITY OF FITCHBURG

LIMESTONE LANE

NESBITT ROAD

USH 18/151
(VERONA ROAD)

PREVIOUS PROJECT
1201-05-21 "N" & "S"

SE-NW

SW-NE

CURVE 3 (159-165)
CURVE 4 (164-166)
CURVE 1 (111-112)
CURVE 2 (114-115)

STA. 887+73.68 VR
℄ = SEC. LINE

STA. 873+29.43 VR
℄ = SEC. LINE

PC 872+34.77 VR
N 54° 48' 25" E 95.40'
PC TO TAN. INTERSECTION

N 54° 48' 25" E 1049.14'
ALONG TANGENT LINE
TANGENT INTERSECTION TO PI

N 18° 11' 57" E 765.52'
ALONG TANGENT LINE
PI TO 1/16TH LINE

N 18° 11' 57" E 149.79'
ALONG ℄ TANGENT LINE

S 1° 54'56" W 541.85'
FROM 1/16TH LINE TO TANGENT

N 1° 54'56" E 742.64'
CENTER SEC. TO EXIST. R/W

PI 883+80.31 VR

DETAIL 1

FOUND BRASS CAP
Y = 458,605.693
X = 799,449.165

S 88° 46' 09" E 1310.43'
1/4 COR. TO EXIST. R/W

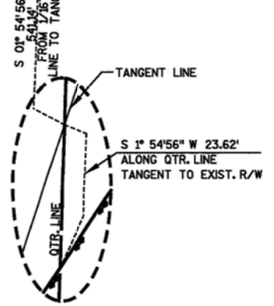
N 88° 46' 09" W 238.80'
℄ TANGENT TO EXIST. R/W

N 88° 46' 09" W 231.49'
EXIST. R/W TO ℄ TANGENT

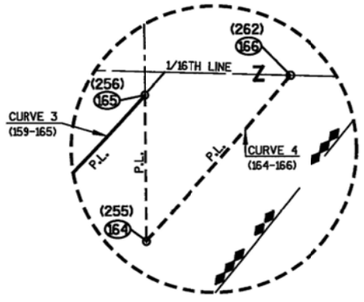
N 88° 46' 09" W 647.26'
CENTER SEC. TO EXIST. R/W

FOUND BRASS CAP
Y = 458,713.694
X = 794,422.766

COMPUTED FROM TIES
Y= 458,661.537
X= 796,850.173



DETAIL 1



DETAIL 2

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15) ALONG WITH FOUND IRONS RELATING TO CSM 7700 & CSM 13473.

EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, CSM 10317 AND CSM 13244.

EXISTING HIGHWAY RIGHT-OF-WAY FOR LIMESTONE LANE ESTABLISHED QUIT CLAIM DEEDS DOC.4463165 & DOC.4463164

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

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FILE NAME : **....designfile....**
APPRAISAL PLAT DATE: 9/11/14

PLOT DATE : **...plottingdate...** PLOT BY : **...plotuser...** PLOT NAME :

PLOT SCALE : **.....plotscale.....**

1206-07-25-4.01

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5099029
09/19/2014 09:52 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.02

THAT PART OF LOT 1 OF THE CITY OF FITCHBURG COMMERCE PARK PLAT LOCATED IN THE NW1/4 OF THE NE1/4, ALSO THAT PART OF THE FORMER WCB CONDOMINIUM PLAT LOCATED IN THE NW1/4 OF THE NE1/4, ALSO THAT PART THE NW1/4 OF THE NE1/4, ALSO THAT PART OF THE NE1/4 OF THE NW1/4, ALSO THAT PART OF THE SE1/4 OF THE NW1/4 ALL IN SECTION 7, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

R/W POINT STATION & OFFSET TABLE		
203	107+23.60 EB	54.00'
204	893+11.49 VR	353.22'
205	893+14.60 VR	338.62'
208	105+99.25 EB	54.37'
209	103+65.00 EB	50.75'
210	102+62.52 EB	52.57'
211	101+80.38 EB	55.20'
212	101+44.77 EB	78.76'
213	900+55.00 VR	158.33'
216	107+80.36 EB	50.11'
217	107+80.08 EB	53.94'
222	898+82.32 VR	165.55'
223	895+62.01 VR	153.80'
224	893+60.05 VR	147.40'
225	891+52.91 VR	118.53'
226	891+35.80 VR	218.57'
227	890+93.85 VR	203.78'
229	890+59.29 VR	162.34'
230	892+22.65 VR	150.71'
231	892+83.41 VR	165.01'
232	893+14.88 VR	163.41'
233	893+45.42 VR	165.68'
234	893+76.31 VR	171.72'
235	896+25.70 VR	183.24'
236	19+21.81 NR	-30.00'
237	21+31.83 NR	-50.21'
238	22+28.84 NR	49.69'
239	21+82.87 NR	49.70'
240	19+49.82 NR	54.83'

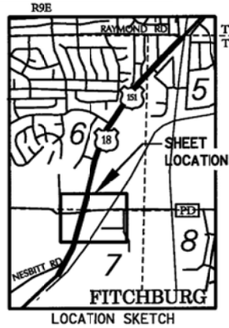
R/W POINT STATION & OFFSET TABLE		
241	898+49.50 VR	143.94'
242	899+95.72 VR	150.22'
243	901+12.57 VR	161.09'
244	97+75.76 EB	108.12'
245	97+18.55 EB	89.46'
249	94+85.88 EB	103.40'
255	888+62.85 VR	167.70'
256	889+07.75 VR	190.42'
262	889+36.73 VR	150.41'
HE200	107+04.99 EB	54.00'

102 MGAE - ELECTRIC 10' UTILITY EASE. PER FITCHBURG COMMERCE PARK PARCEL 41

106 AT&T WISCONSIN - COMMUNICATION NO RECORDED EASE. PARCEL 1

204 CITY OF FITCHBURG - SEWER 10' & 30' UTILITY EASE. PER FITCHBURG COMMERCE PARK PARCEL 41. SAN. SEWER EASE. DOC.1254039, V.344, P.318 PARCEL 8

205 METROPOLITAN UNITED FIBER NETWORK NO RECORDED EASE. PARCEL 1



LOCATION SKETCH
NOT TO SCALE

GN

SCALE, FEET
0 100 200

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 9/15/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 9/16/14
(PRINTED NAME) DAVID R. MILLER

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.02
AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

FOUND BRASS DISK
Y = 461,274.897
X = 796,937.578

STA. 94+80.92 EB
℄ = SEC. LINE

S 88° 45' 52" E 541.90'
1/4 COR. TO ℄

S 01° 54' 56" W 53.50'
℄ TO SEC. COR.

SEE 1206-07-25-4.03

STA. 903+84.14 VR
℄ = SEC. LINE

S 88° 45' 52" E 756.18'
℄ TO 1/16TH LINE

PC 107+66.35 EB
PI 108+16.88 EB

N 88° 45' 52" W 1,298.08'
SEC. COR. TO 1/16TH LINE

PRC 103+21.21 EB
PI 104+02.77 EB
PT 104+84.18 EB

PC 98+55.63 EB
PI 100+89.48 EB

S 85° 20' 13" E

STA. 903+01.21 = VR
STA. 100+00.00 EB
Y = 461,184.432
X = 797,453.450

CTH PD
DETAIL 1

FOUND BRASS CAP
Y = 461,218.917
X = 799,533.128

CURVE 1	
R =	921.93'
L =	146.68'
LC =	146.52'
LCB =	N 36° 55' 08" E

CURVE 2	
R =	752.00'
L =	156.02'
LC =	155.74'
LCB =	N 23° 52' 01" E

CURVE 3	
R =	256.00'
L =	164.32'
LC =	161.51'
LCB =	N 2° 42' 38" W

CURVE 4	
R =	987.97'
L =	72.59'
LC =	72.58'
LCB =	S 41° 02' 21" W

P.I. = 100+89.48 EB	
Y =	461,171.957
X =	797,542.336
DELTA =	13° 20' 16" (LT)
D =	2° 58' 53"
T =	233.85'
L =	465.58'
R =	2,000.00'
P.C. =	98+55.63 EB
P.T. =	103+21.21 EB
D.B. =	S 85° 20' 13" E
D.A. =	N 81° 19' 31" E

P.I. = 104+02.77 EB	
Y =	461,219.528
X =	797,854.133
DELTA =	06° 00' 45" (RT)
D =	3° 41' 22"
T =	81.56'
L =	162.97'
R =	1,553.00'
P.C. =	103+21.21 EB
P.T. =	104+84.18 EB
D.B. =	N 81° 19' 31" E
D.A. =	N 87° 20' 16" E

P.I. = 106+16.88 EB	
Y =	461,238.770
X =	798,267.941
DELTA =	03° 51' 32" (RT)
D =	3° 49' 11"
T =	50.53'
L =	101.03'
R =	1,500.00'
P.C. =	107+66.35 EB
P.T. =	108+67.37 EB
D.B. =	N 87° 20' 16" E
D.A. =	S 88° 48' 12" E

P.I. = 883+80.31 VR	
Y =	459,285.066
X =	796,829.003
DELTA =	36° 36' 28" (LT)
D =	1° 39' 15"
T =	1,145.54'
L =	2,212.60'
R =	3,463.00'
P.C. =	872+34.77 VR
P.T. =	894+47.37 VR
DB. =	N 54° 48' 25" E
DA. =	N 35° 30' 31" E

POT 20+35.74 NR
Y = 460,867.514
X = 797,027.926

TLE POINT STATION & OFFSET TABLE		
TLE200	107+67.35 EB	65.06'
TLE205	106+89.96 EB	74.46'
TLE207	105+93.00 EB	78.00'
TLE208	105+66.47 EB	98.99'
TLE223	107+79.24 EB	65.28'
TLE228	889+20.00 VR	194.00'
TLE229	890+50.00 VR	172.00'
TLE230	891+15.02 VR	183.99'
TLE231	891+30.00 VR	180.00'
TLE232	891+35.00 VR	167.00'
TLE233	892+80.00 VR	172.00'
TLE234	894+70.00 VR	185.00'
TLE235	894+75.00 VR	222.00'
TLE236	894+95.00 VR	226.00'
TLE237	895+08.00 VR	196.00'
TLE238	895+55.00 VR	208.00'
TLE239	896+25.00 VR	211.00'
TLE240	896+77.00 VR	224.00'
TLE241	19+45.65 NR	-47.99'
TLE242	19+80.64 NR	-45.64'
TLE243	20+88.47 NR	-50.17'
TLE244	21+27.71 NR	-54.45'
TLE245	898+50.02 VR	149.00'
TLE246	899+95.00 VR	156.00'
TLE247	901+10.71 VR	166.61'
TLE248	97+70.00 EB	112.00'
TLE249	97+05.00 EB	90.27'
TLE254	889+20.00 VR	187.51'

R/W COURSE TABLE		
COURSE	BEARING	LENGTH
216-217	S 1° 55' 52" W	3.84'
217-203	S 87° 20' 16" W	55.99'
203-204	S 33° 38' 17" W	1,271.77'
204-205	N 56° 21' 43" W	15.00'
205-HE200	N 33° 38' 17" E	1,260.75'
HE200-208	S 87° 08' 13" W	105.74'
208-209	S 87° 08' 13" W	230.24'
209-210	S 81° 08' 25" W	102.58'
210-211	S 82° 23' 48" W	84.38'
211-212	S 53° 14' 29" W	43.70'
212-213	S 20° 03' 02" W	222.11'
213-222	S 15° 48' 09" W	172.83'
222-223	S 20° 18' 04" W	320.52'
223-224	S 20° 18' 04" W	205.81'
224-225	S 28° 59' 57" W	216.99'
225-226	S 55° 52' 48" E	94.75'
226-227	S 33° 38' 17" W	45.13'
262-255	SEE CURVE 4 DATA	
255-256	N 0° 34' 58" W	48.26'
256-229	SEE CURVE 1 DATA	
229-230	SEE CURVE 2 DATA	
230-231	N 17° 10' 24" E	58.05'
231-232	N 23° 42' 15" E	30.02'
232-233	N 15° 40' 40" E	29.18'
233-234	N 8° 00' 56" E	30.00'
234-235	N 15° 40' 40" E	246.10'
235-236	SEE CURVE 3 DATA	
236-237	N 43° 58' 19" W	195.39'
238-239	S 43° 56' 07" E	45.97'
239-240	S 41° 34' 59" E	248.19'
240-241	S 65° 52' 43" E	53.95'
241-242	N 15° 44' 34" E	146.36'
242-243	N 12° 52' 49" E	117.35'
243-244	N 31° 07' 11" W	39.91'
244-245	N 67° 16' 32" W	60.17'
245-249	N 88° 45' 52" W	233.09'

7.5' SIDEWALK EASE. DOC.4568834

ACCESS LICENSE TO ACCESS DETENTION POND DOC.2179415, V.13721, P.13

R/W ACQUIRED UNDER TPP 1206-07-30-4.02 RECORDED AS DOC. NO. 5084852

LOT 1 CSM 13473 VOL.87, P.313-316 DOC. 4972617

LOT 1 CSM 7700 VOL.40, P.175-176 DOC. 2654147

LOT 2 CSM 7700 VOL.40, P.175-176 DOC. 2654147

LOT 1 CITY OF FITCHBURG COMMERCE PARK

HIGHWAY EASE. 1,278

TLE-SLOPES 2,461 S.F.

TLE-SLOPES 127 S.F.

TLE-SLOPES 2,027 S.F. (FORMERLY) WCB CONDOMINIUM PLAT DISSOLVED BY DOC# 5046101

TLE-SLOPES 92 S.F.

TLE-SLOPES 9,689 S.F.

TLE-SLOPES 2,649 S.F.

TLE-SLOPES 1,221 S.F.

TLE-SLOPES 1,873 S.F.

CURVE 2 (229-230)

CURVE 1 (256-229)

CURVE 4 (262-255)

CURVE 3 (235-236)

NESBITT RD.
N 43° 55' 24" W 201.05'

USH 18/151 (VERONA ROAD)

COTTONWOOD DR.

CITY OF FITCHBURG

DETAIL 1
DETAIL 2
DETAIL 3

NW-NE
NE-NW
SE-NW

N 87° 20' 16" E 17.58' PC TO 1/16TH LINE

S 01° 55' 52" W 9.67' QTR. LINE TO TANGENT

N 87° 20' 16" E 32.95' 1/16TH LINE TO PI

S 01° 55' 52" W 50.33' TANGENT TO EXIST. R/W

S 87° 08' 13" W 105.74'

STA. 107+83.92 EB

N 88° 29' 07" W 36.15' QTR. LINE TO TRAVERSE POINT

S 88° 46' 01" E 158.64' TAN. TO 1/4 LINE

S 88° 46' 01" E 193.09' R/W TO TANGENT

STA. 890+07.68 VR

N 01° 54' 56" E 1307.41' CENTER SEC. TO TRAVERSE

COMPUTED FROM TIES
Y= 458,661.537
X= 796,850.173

SEE 1206-07-25-4.01

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, PROJECT 1206-07-30 AND F 017-2(15) ALONG WITH CSM 13473.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 AND 1206-07-30.

EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21.

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

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4876494

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	HE S.F.
1	CITY OF FITCHBURG	HE, TLE	---	---	---	2,461	1,278
3	GLOBAL ESTATES LLC.	FEE, TLE	5,441	15,742	21,183	4,522	---
4	LYNN MARIE ELLIOTT	FEE, TLE	399	2,878	3,277	1,221	---
7	J. W. JUNG SEED COMPANY	FEE, TLE	9,125	---	9,125	9,781	---
8	WISCONSIN BANK & TRUST	FEE, TLE	8,133	---	8,133	2,027	---
41	PDQ FOOD STORES, INC. (STORE 128)	FEE, TLE	48	---	48	127	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
102	MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC	RELEASE OF RIGHTS
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
204	CITY OF FITCHBURG - SEWER	RELEASE OF RIGHTS
205	METROPOLITAN UNITED FIBER NETWORK	RELEASE OF RIGHTS

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040102_rp.dgn
APPRAISAL PLAT DATE: 9/15/14
PLOT DATE : 9/15/2014
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : **.....plotscale.....**

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.03 AMENDMENT NO. 1

AMENDS PARCELS 23 & 24 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.03 RECORDED AS DOCUMENT NO. 5099030

THAT PART OF LOTS 1& 2 OF CSM 10250 IN THE NW1/4 OF THE SE1/4 AND THE SW1/4 OF THE SE1/4 AND THAT PART OF LOT 2 OF CSM 335 IN THE NW1/4 OF THE SE1/4, AND THAT PART OF LOT 8 OF THE JAMESTOWN COMMERCIAL ADDITION PLAT IN THE SW1/4 OF THE SE1/4, AND THAT PART OF LOT 10 OF JAMESTOWN COMMERCIAL ADDITION PLAT IN THE NW1/4 OF THE SE1/4, AND THAT PART OF LOTS 2, 3, 4, 5, 6 & 7 OF THE WILLOW RUN PLAT IN THE NW1/4 OF THE SE1/4, AND THAT PART OF THE SW1/4 OF THE SE1/4, AND THAT PART OF THE NW1/4 OF THE SE1/4, AND THAT PART OF THE NE1/4 OF THE SE1/4, ALL IN SECTION 6, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOUND BRASS DISK
Y = 461,274.897
X = 796,937.578

SEE 1206-07-25-4.06

S 0° 42' 08" W 2572.18'

C.O.S. 6-6-95
FOUND BRASS CAP
Y = 463,906.890
X = 796,969.835

SHEET LOCATION

LOCATION SKETCH
NOT TO SCALE

STRAND ASSOCIATES, INC. ●
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.03 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 7/29/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
(SIGNATURE) _____ DATE 7/30/15
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5173696
08/04/2015 9:41 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.03
SHEET 1 OF 2
AMENDMENT NO: 1

R/W COURSE TABLE		
COURSE	BEARING	LENGTH
300-301	SEE CURVE 1 DATA	
301-302	SEE CURVE 2 DATA	
302-303	SEE CURVE 3 DATA	
303-304	SEE CURVE 4 DATA	
304-305	SEE CURVE 5 DATA	
305-306	S 68° 35' 44" E	59.62'
306-308	S 20° 36' 52" W	73.00'
308-309	N 69° 23' 08" W	252.73'
309-310	S 20° 21' 54" W	64.63'
310-311	S 13° 03' 24" E	208.39'
311-312	S 15° 09' 15" W	69.98'
312-313	N 74° 31' 13" W	115.08'
313-314	S 15° 13' 27" W	122.40'
314-315	S 13° 47' 21" W	129.53'
315-316	S 11° 04' 35" W	45.10'
316-317	S 12° 24' 03" W	115.11'
317-318	S 15° 17' 05" W	75.25'
318-319	S 15° 41' 16" W	50.63'
319-320	S 17° 13' 29" W	81.04'
320-321	S 16° 15' 57" W	65.80'
321-322	S 17° 17' 10" W	429.46'
322-323	S 36° 43' 39" E	75.50'
323-324	S 66° 30' 24" E	62.40'
324-325	S 80° 34' 38" E	61.55'
325-326	S 88° 36' 35" E	136.35'
326-327	N 89° 21' 32" E	135.08'
327-328	S 86° 45' 59" E	41.09'
328-HE300	S 86° 45' 53" E	88.73'
HE300-330	S 1° 12' 28" W	5.67'
349-331	S 88° 45' 47" E	316.33'
331-332	N 74° 00' 32" E	27.15'
332-333	N 53° 32' 39" E	66.46'
333-334	N 17° 39' 42" E	449.46'
334-335	N 24° 47' 12" E	96.75'
335-336	N 17° 39' 42" E	255.37'
336-337	S 80° 04' 11" E	3.03'
337-338	N 17° 39' 42" E	103.16'
338-339	N 13° 50' 34" E	90.08'
339-340	N 17° 39' 42" E	424.79'
340-341	N 16° 06' 28" E	136.75'
341-342	N 79° 34' 58" W	10.06'
342-343	SEE CURVE 6 DATA	
343-344	N 18° 33' 41" E	115.63'
344-345	SEE CURVE 7 DATA	
345-346	N 20° 59' 30" E	74.02'
346-347	N 22° 43' 19" E	110.55'
347-348	N 23° 43' 05" E	25.48'

PLE COURSE TABLE		
COURSE	BEARING	LENGTH
336-PLE300	N 80° 04' 11" W	1.01'
PLE300-PLE301	N 17° 39' 42" E	103.57'
PLE301-PLE302	N 13° 50' 34" E	34.73'
PLE302-PLE303	N 3° 34' 42" W	46.39'
PLE303-PLE310	N 21° 50' 36" E	82.61'
PLE310-PLE311	N 50° 25' 41" E	8.60'
PLE311-PLE317	N 18° 28' 11" E	173.00'
PLE317-PLE323	N 17° 39' 42" E	310.97'
PLE323-342	N 79° 34' 58" W	9.76'
344-PLE325	SEE CURVE PLE1 DATA	
PLE325-PLE328	N 18° 33' 28" E	327.75'
PLE328-PLE329	N 64° 03' 06" W	22.96'
PLE329-PLE337	N 25° 53' 45" E	166.12'
PLE337-348	S 87° 53' 00" E	33.47'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W AC. OR S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.	HE S.F.
1	CITY OF FITCHBURG	HE,TLE	---	---	---	1,769	---	685
13	CERTCO INC.	FEE,TLE	18,890	---	18,890	21,440	---	---
14	STRICKLEY STEVENS LLC.	FEE,PLE,TLE	2,910	---	2,910	768	1,147	---
16	BASE CAMP VENTURE LLC.	FEE,PLE,TLE	1,326	---	1,326	481	1,202	---
17	M & T REAL ESTATE INVESTMENTS LLC.	FEE,PLE,TLE	1,692	---	1,692	755	933	---
19	TWIN BRO LLC.	FEE,PLE,TLE	387	---	387	2,197	842	---
21	HEINE PROPERTIES LLC.	TLE	---	---	---	1,899	---	---
22	PHILIP J. HENDRICKSON CHILDREN TRUST	FEE,TLE	15,491	---	15,491	9,444	---	---
23	NFW ACQUISITION CORP.	FEE,TLE	12,891	---	12,891	12,316	---	---
24	THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC.	FEE,TLE	18,425	---	18,425	30,640	---	---
27	JHMDTK LLC.	TLE	---	---	---	2,448	---	---
28	IN KAHOOTS, LLC.	PLE, TLE	---	---	---	4,093	51	---
29	ANN COOPER	PLE, TLE	---	---	---	5,447	900	---
31	MIDWEST LEASE ASSOCIATES LLC.	FEE,PLE,TLE	54	---	54	6,994	2,834	---
32	VERONAROADSELFSTORAGE LLC.	FEE,PLE,TLE	587	---	587	187	5,129	---
33	KNIGHTS CLUB INC.	FEE,PLE	35	---	35	---	29	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
102	MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC	RELEASE OF RIGHTS
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
114	MADISON METROPOLITAN SEWERAGE DISTRICT	RELEASE OF RIGHTS
201	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
203	CITY OF FITCHBURG - WATER	RELEASE OF RIGHTS
205	METROPOLITAN UNITED FIBER NETWORK	RELEASE OF RIGHTS

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, F 017-2(15) AND 1206-07-30.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CARRIAGE STREET, ESTABLISHED FROM THE PLAT OF WILLOW RUN.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SPROCKET DRIVE, ESTABLISHED FROM TRANSPORTATION PROJECT PLAT: 14-SR-101-0

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

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4876494

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET

SEE SHEET 2 OF 2 FOR STATION/OFFSET TABLES, CURVE DATA, AND DETAILS 1, 2, & 3.

FOUND BRASS CAP
Y = 461,218.917
X = 799,533.128

FOUND BRASS CAP
Y = 463,809.273
X = 799,610.985

FOUND BRASS CAP
Y = 463,906.890
X = 796,969.835

SCALE, FEET
0 100 200

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040103_rp.dgn
PLOT DATE : 7/27/2015
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : **.....plotscale.....**
APPRAISAL PLAT DATE: 9/15/14

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.03 AMENDMENT NO. 1

AMENDS PARCELS 23 & 24 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.03 RECORDED AS DOCUMENT NO. 5099030

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

R/W POINT STATION & OFFSET TABLE		
300	932+50.41 VR	296.45'
301	931+46.60 VR	221.31'
302	930+50.73 VR	203.66'
303	923+23.60 VR	176.73'
304	922+43.18 VR	183.92'
305	920+86.64 VR	343.83'
306	920+82.82 VR	403.33'
308	920+06.13 VR	399.51'
309	920+20.81 VR	147.18'
310	919+55.10 VR	143.63'
311	917+69.06 VR	245.89'
312	916+96.90 VR	246.21'
313	916+97.54 VR	131.13'
314	915+74.50 VR	130.51'
315	914+45.00 VR	133.00'
316	914+00.00 VR	136.00'
317	912+85.00 VR	141.00'
318	912+10.00 VR	140.50'
319	911+60.00 VR	140.00'
320	910+80.00 VR	137.50'
321	910+15.00 VR	137.00'
322	905+90.71 VR	135.54'
323	905+47.37 VR	197.33'

R/W POINT STATION & OFFSET TABLE		
324	103+40.00 EB	123.01'
325	103+95.00 EB	105.64'
326	105+25.00 EB	93.27'
327	106+60.00 EB	88.50'
328	107+00.87 EB	84.28'
330	107+87.76 EB	69.67'
331	903+75.56 VR	233.79'
332	903+90.82 VR	211.33'
333	904+45.02 VR	172.89'
334	908+99.34 VR	172.81'
335	909+96.49 VR	158.60'
336	912+54.91 VR	148.67'
337	912+55.17 VR	145.66'
338	913+58.21 VR	140.67'
339	914+48.28 VR	142.31'
340	918+69.36 VR	124.56'
341	920+04.02 VR	126.35'
342	920+02.83 VR	136.33'
343	922+06.89 VR	138.76'
344	923+20.56 VR	139.97'
345	928+49.72 VR	144.24'
346	929+22.36 VR	147.55'
347	930+30.89 VR	150.38'
348	930+55.91 VR	150.79'
349	94+74.21 EB	113.29'

PLE POINT STATION & OFFSET TABLE		
HE300	107+88.05 EB	75.32'
PLE300	912+54.82 VR	149.68'
PLE301	913+58.27 VR	144.67'
PLE302	913+93.00 VR	145.30'
PLE303	914+37.00 VR	160.00'
PLE310	915+19.00 VR	150.00'
PLE311	915+26.00 VR	145.00'
PLE317	916+98.00 VR	134.30'
PLE323	920+03.98 VR	126.64'
PLE325	925+59.00 VR	142.18'
PLE328	928+80.00 VR	164.00'
PLE329	928+80.96 VR	186.94'
PLE337	930+43.31 VR	181.70'

TLE POINT STATION & OFFSET TABLE		
TLE300	933+28.42 VR	461.34'
TLE301	932+90.00 VR	444.00'
TLE302	932+10.00 VR	347.00'
TLE303	930+85.00 VR	456.00'
TLE304	930+00.00 VR	509.00'
TLE305	929+60.26 VR	523.21'
TLE306	929+44.61 VR	486.00'
TLE307	929+90.00 VR	470.00'
TLE308	930+60.00 VR	427.00'
TLE309	931+90.00 VR	317.00'
TLE310	931+35.00 VR	225.00'
TLE311	930+50.00 VR	209.00'
TLE312	928+80.00 VR	219.05'
TLE313	928+97.00 VR	320.00'
TLE314	928+61.00 VR	333.00'
TLE316	927+70.00 VR	204.68'
TLE317	926+75.00 VR	220.00'
TLE318	925+15.00 VR	185.00'
TLE319	924+35.00 VR	189.00'
TLE320	923+35.00 VR	182.00'
TLE321	922+80.00 VR	188.00'
TLE322	922+75.00 VR	242.00'
TLE323	922+40.00 VR	194.00'
TLE324	921+70.00 VR	223.00'
TLE325	921+66.00 VR	269.00'
TLE326	921+29.73 VR	296.47'
TLE327	921+21.04 VR	389.96'
TLE328	916+97.44 VR	150.00'

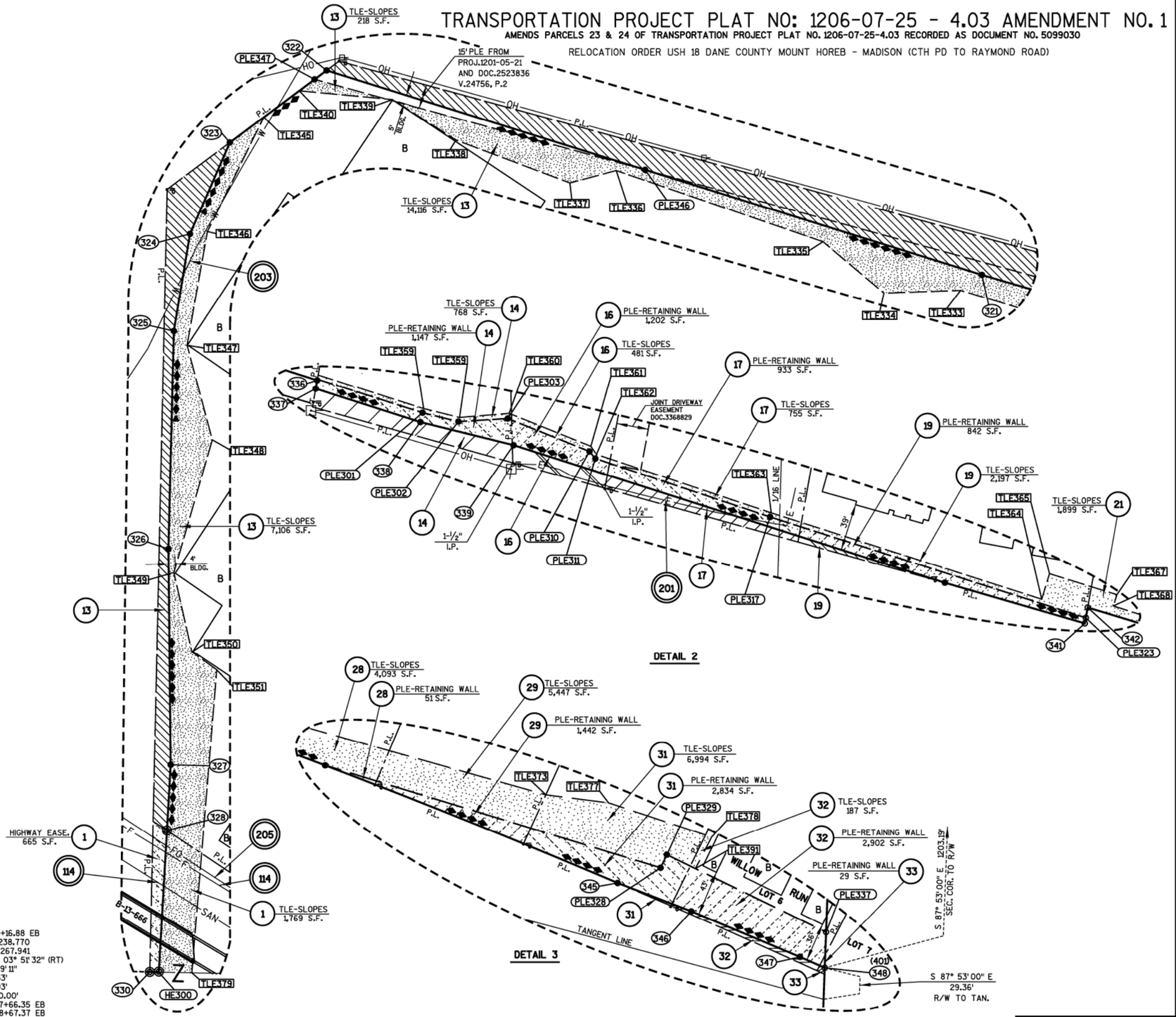
TLE POINT STATION & OFFSET TABLE		
TLE329	915+65.00 VR	140.00'
TLE330	914+15.00 VR	150.00'
TLE331	912+90.00 VR	154.00'
TLE332	911+60.00 VR	153.00'
TLE333	910+05.00 VR	150.00'
TLE334	909+60.00 VR	165.00'
TLE335	909+15.00 VR	145.00'
TLE336	907+80.00 VR	140.00'
TLE337	907+55.00 VR	156.00'
TLE338	906+80.00 VR	152.00'
TLE339	906+35.00 VR	140.00'
TLE340	905+78.49 VR	153.00'
TLE345	905+62.63 VR	175.58'
TLE346	103+40.00 EB	134.00'
TLE347	104+04.00 EB	113.00'
TLE348	104+60.00 EB	124.00'
TLE349	105+40.00 EB	96.00'
TLE350	105+90.00 EB	105.00'
TLE351	106+02.00 EB	120.00'
TLE357	912+54.47 VR	153.70'
TLE358	913+58.33 VR	148.67'
TLE359	913+93.00 VR	149.31'
TLE360	914+37.00 VR	165.00'
TLE361	915+19.00 VR	155.00'
TLE362	915+26.00 VR	149.00'
TLE363	916+98.00 VR	138.30'
TLE364	919+60.00 VR	131.02'
TLE365	919+60.00 VR	156.00'

TLE POINT STATION & OFFSET TABLE		
TLE367	920+25.00 VR	156.00'
TLE368	920+25.00 VR	145.00'
TLE369	922+23.88 VR	146.00'
TLE372	923+00.47 VR	150.29'
TLE373	927+57.32 VR	194.09'
TLE377	928+13.00 VR	210.00'
TLE378	929+12.00 VR	219.00'
TLE379	107+89.08 EB	95.94'
TLE380	920+83.82 VR	387.87'
TLE391	929+10.00 VR	185.76'

CURVE 1	CURVE 3	CURVE 5	CURVE 7
R = 186.00'	R = 4667.00'	R = 186.00'	R = 7769.44'
L = 127.99'	L = 711.07'	L = 235.70'	L = 538.44'
LC = 125.48'	LC = 710.38'	LC = 220.24'	LC = 538.34'
LCB = S 62° 32' 05" W	LCB = S 24° 19' 02" W	LCB = S 28°05' 29" E	LCB = N 20° 58' 23" E

CURVE 2	CURVE 4	CURVE 6	CURVE PLE1
R = 386.00'	R = 386.00'	R = 7769.44'	R = 7769.44'
L = 95.25'	L = 79.10'	L = 207.53'	L = 242.59'
LC = 95.01'	LC = 78.97'	LC = 207.53'	LC = 242.58'
LCB = S 35° 45' 06" W	LCB = S 14°04' 54" W	LCB = N 17° 22' 11" E	LCB = N 19°52' 56" E

P.I. = 909+09.00 VR	P.I. = 938+12.53 VR	P.I. = 100+89.48 EB	P.I. = 104+02.77 EB	P.I. = 108+16.88 EB
Y = 461,761.810	Y = 464,568.010	Y = 461,171.957	Y = 461,219.528	Y = 461,238.770
X = 797,643.272	X = 798,389.441	X = 797,542.336	X = 797,854.133	X = 798,267.941
DELTA = 03° 18' 31" (LT)	DELTA = 29° 42' 05" (RT)	DELTA = 13° 20' 16" (LT)	DELTA = 06° 00' 45" (RT)	DELTA = 03° 51' 32" (RT)
D = 0° 30' 55"	D = 0° 42' 19"	D = 2° 51' 53"	D = 3° 41' 22"	D = 3° 49' 11"
T = 321.11'	T = 2,154.40'	T = 233.85'	T = 81.56'	T = 50.53'
L = 642.04'	L = 4,211.88'	L = 465.58'	L = 162.97'	L = 101.03'
R = 11,118.00'	R = 8,125.00'	R = 2,000.00'	R = 1,553.00'	R = 1,500.00'
P.C. = 905+87.89 VR	P.C. = 916+58.13 VR	P.C. = 98+55.63 EB	P.C. = 103+21.21 EB	P.C. = 107+66.35 EB
P.T. = 912+29.93 VR	P.T. = 958+70.00 VR	P.T. = 103+21.21 EB	P.T. = 104+84.18 EB	P.T. = 108+67.37 EB
D.B. = N 18° 11' 57" E	D.B. = N 14° 53' 25" E	D.B. = S 85° 20' 13" E	D.B. = N 81° 19' 31" E	D.B. = N 87° 20' 16" E
D.A. = N 14° 53' 25" E	D.A. = N 44° 35' 30" E	D.A. = N 81° 19' 31" E	D.A. = N 87° 20' 16" E	D.A. = S 88° 48' 12" E



TPP NUMBER 1206-07-25 -4.03
AMENDMENT NO. 1
SHEET 2

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040103-2_rp.dgn
PLOT DATE : 7/27/2015
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

APPRAISAL PLAT DATE: 9/15/14

1206-07-25-4.03 AMENDMENT NO. 1

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.04 AMENDMENT NO. 3

AMENDS PARCELS 41, 42, & 43 OF TRANSPORTATION PROJECT PLAT NO.1206-07-25-4.04 RECORDED AS DOCUMENT NO. 5099036

THAT PART OF LOTS 3 & 4 OF CSM 1736 IN THE SW1/4 OF THE NE1/4, ALSO THAT PART OF LOTS 1& 2 OF CSM 1124 IN THE SW1/4 OF THE NE1/4 AND THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF LOTS 1& 2 OF CSM 2048 IN THE SW1/4 OF THE NE1/4 AND THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF LOTS 1& 2 OF CSM 9092 IN THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF LOT 3 OF CSM 3122 IN THE SE 1/4 OF THE NE 1/4 OF SECTION 6, ALSO THAT PART OF LOTS 1, 6, 7, 8 & OUTLOT 1 OF THE PLAT OF WILLOW RUN IN THE SW1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE WILLOW RUN CONDOMINIUM IN THE SW1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE SE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE SW1/4 OF THE NW1/4 AND THE NW1/4 OF THE SW1/4 OF SECTION 5, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

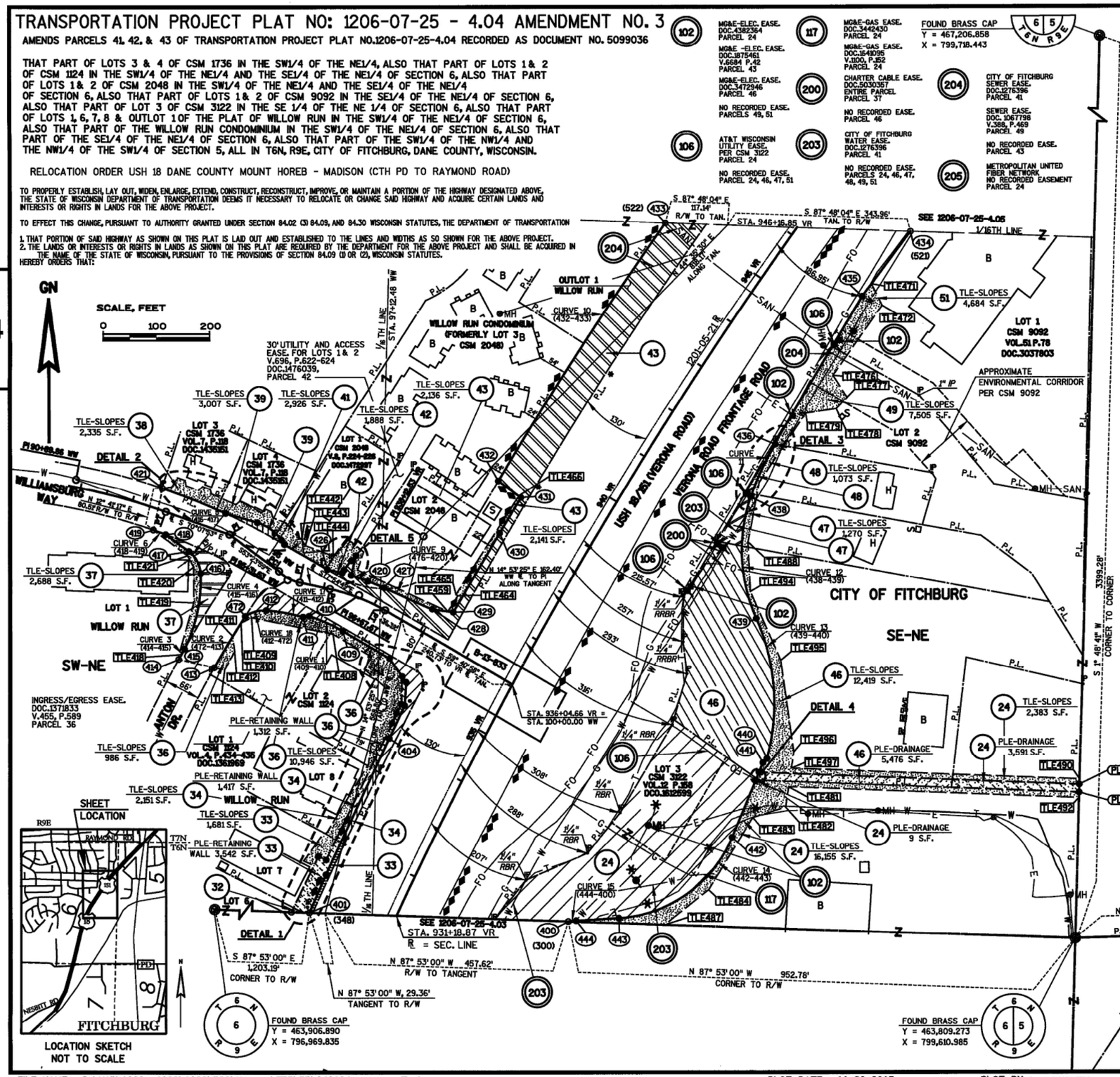
RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

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

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

HEREBY ORDERS THAT:



NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

SEE SHEET 2 OF 2 FOR STATION/OFFSET TABLES, COURSE TABLES, DETAILS, AND MISCELLANEOUS NOTES.

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.04 AMENDMENT NO. 3 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 11/20/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 11/23/15
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5200112
11/30/2015 9:36 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.04
SHEET 1 OF 2
AMENDMENT NO: 3

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.
24	THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC.	FEE, PLE, TLE	274,368	---	274,368	50,169	3,591
32	VERONAROADSELFSTORAGE LLC.	PLE	---	---	---	---	89
33	KNIGHTS CLUB INC.	FEE,PLE,TLE	945	---	945	1,681	3,542
34	CHALET PROPERTIES LLC.	FEE,PLE,TLE	1,241	---	1,241	2,151	1,417
36	M&I BANK OF MADISON	FEE,PLE,TLE	8,737	---	8,737	11,932	1,312
37	NEW FOUNTAINS EQUITY LLC.	FEE,TLE	5,653	---	5,653	2,688	---
38	TYLER JAMES & NINA MARIE CAMP	TLE	---	---	---	2,335	---
39	5302 WILLIAMSBURG WAY LLC.	FEE,TLE	803	---	803	3,007	---
41	PDQ FOOD STORES INC.	FEE,TLE	128	---	128	2,926	---
42	ERIK P. HUMLIE	FEE,TLE	117	---	117	1,888	---
43	PRESTIGIACOMO JOINT TRUST	FEE,TLE	49,406	---	49,406	4,277	---
46	CC SYSTEMS LLC.	FEE,PLE,TLE	55,315	---	55,315	12,419	5,476
47	COLUMBUS CLUB ASSOCIATION OF MADISON INC.	FEE,TLE	2,733	---		1,270	---
48	CHARLES WAYNE MILLER	FEE,TLE	488	---	488	1,073	---
49	DANE COUNTY	TLE	---	---	---	7,505	---
51	MAIN J, LLC.	TLE	---	---	---	4,684	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
102	MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC	RELEASE OF RIGHTS
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
117	MADISON GAS & ELECTRIC COMPANY (MG&E) - GAS	RELEASE OF RIGHTS
200	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
203	CITY OF FITCHBURG - WATER	RELEASE OF RIGHTS
204	CITY OF FITCHBURG - SEWER	RELEASE OF RIGHTS
205	METROPOLITAN UNITED FIBER NETWORK	RELEASE OF RIGHTS

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040104_rp amend3.dgn
APPRAISAL PLAT DATE: 11/20/15
PLOT DATE : 11/20/2015
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : **.....plotscale.....**

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.04 AMENDMENT NO. 3

AMENDS PARCELS 41, 42, & 43 OF TRANSPORTATION PROJECT PLAT NO.1206-07-25-4.04 RECORDED AS DOCUMENT NO. 5099036

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

4

4

CURVE 1
R = 331.00'
L = 69.47'
LC = 69.34'
LCB = N 65° 41' 42" W

CURVE 2
R = 1927.00'
L = 112.52'
LC = 112.50'
LCB = S 31° 18' 55" W

CURVE 3
R = 1993.00'
L = 22.35'
LC = 22.35'
LCB = N 29° 24' 21" E

CURVE 4
R = 286.00'
L = 146.85'
LC = 145.24'
LCB = N 12° 15' 32" E

CURVE 5
R = 54.00'
L = 48.14'
LC = 46.56'
LCB = N 27° 59' 06" W

CURVE 6
R = 1120.00'
L = 24.62'
LC = 24.62'
LCB = N 70° 00' 22" W

CURVE 7
R = 1200.00'
L = 127.29'
LC = 127.23'
LCB = S 68° 02' 39" E

CURVE 8
R = 84.00'
L = 57.41'
LC = 56.30'
LCB = S 54° 04' 16" E

CURVE 9
R = 385.00'
L = 33.23'
LC = 33.22'
LCB = S 70° 20' 21" E

CURVE 10
R = 7836.13'
L = 577.87'
LC = 577.74'
LCB = N 33° 12' 30" E

CURVE 11
R = 479.00'
L = 109.50'
LC = 109.27'
LCB = S 25° 32' 00" W

CURVE 12
R = 314.00'
L = 234.35'
LC = 228.95'
LCB = S 2° 23' 48" E

CURVE 13
R = 391.00'
L = 267.96'
LC = 262.75'
LCB = S 4° 08' 41" E

CURVE 14
R = 246.00'
L = 275.46'
LC = 261.29'
LCB = S 54° 43' 46" W

CURVE 15
R = 186.00'
L = 14.80'
LC = 14.80'
LCB = S 84° 31' 41" W

CURVE 16
R = 1382.39'
L = 676.60'
LC = 669.87'
LCB = N 54° 25' 50" E

CURVE 17
R = 326.00'
L = 70.54'
LC = 70.40'
LCB = N 79° 45' 07" W

CURVE 18
R = 61.00'
L = 41.81'
LC = 40.99'
LCB = S 74° 24' 54" W

CURVE 19
R = 1382.39'
L = 159.19'
LC = 159.11'
LCB = N 37° 06' 35" E

CURVE 20
R = 8694.37'
L = 139.72'
LC = 139.72'
LCB = S 6° 16' 51" W

CURVE 21
R = 385.00'
L = 28.49'
LC = 28.48'
LCB = S 76° 40' 22" E

CURVE 22
R = 120.00'
L = 22.26'
LC = 22.23'
LCB = N 38° 13' 59" E

CURVE 23
R = 218.28'
L = 13.01'
LC = 13.01'
LCB = N 41° 56' 6" E

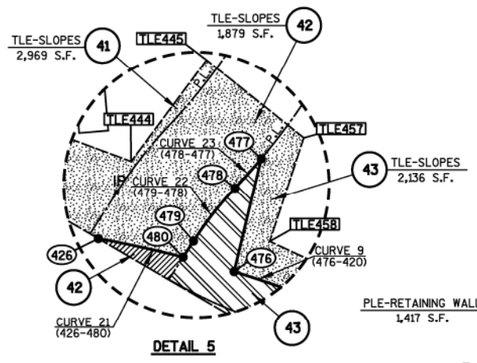
P.I. = 938+12.53 VR
Y = 464,568.010
X = 798,389.441
DELTA = 29° 42' 05" (RT)
D = 0° 42' 19"
T = 2,154.40'
L = 4,211.88'
R = 8,125.00'
P.C. = 916+58.13 VR
P.T. = 958+70.00 VR
D.B. = N 14° 53' 25" E
D.A. = N 44° 35' 30" E

P.I. = 95+31.63 WW
Y = 464,486.556
X = 798,133.459
DELTA = 33° 55' 10" (LT)
D = 75° 23' 21"
T = 23.18'
L = 44.99'
R = 76.00'
P.C. = 95+08.45 WW
P.T. = 95+53.44 WW
D.B. = S 43° 59' 39" E
D.A. = S 77° 54' 49" E

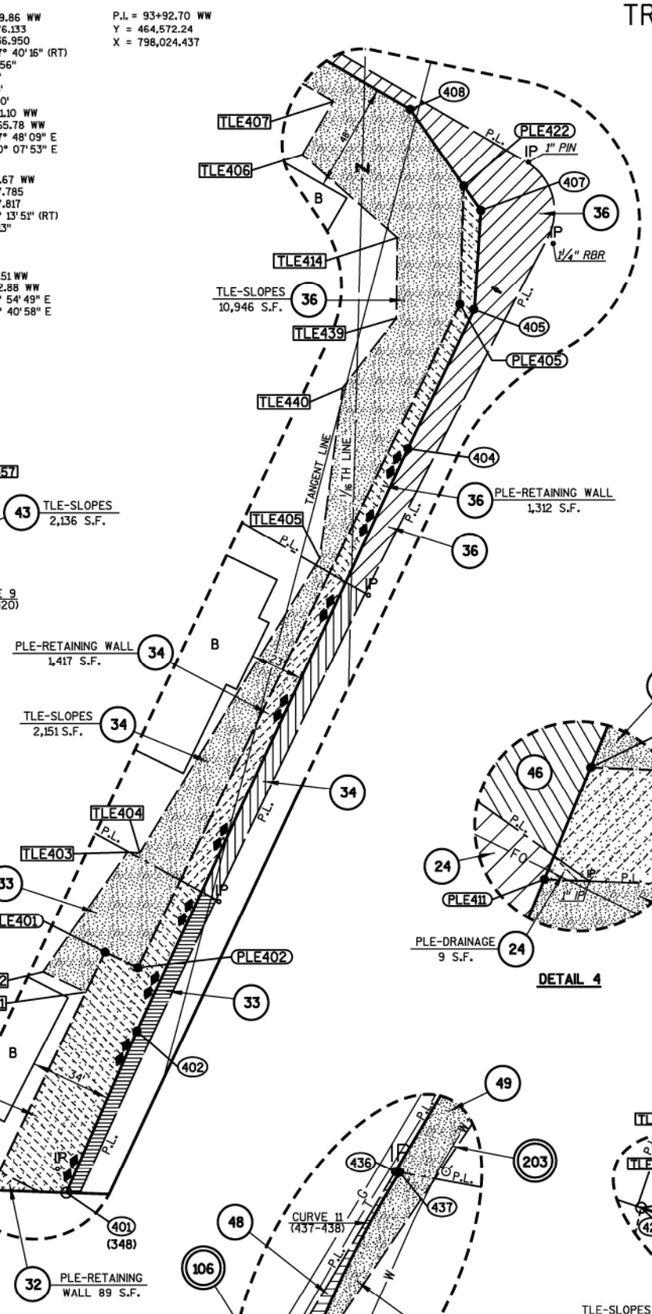
P.I. = 90+89.86 WW
Y = 464,676.133
X = 797,736.950
DELTA = 17° 40' 16" (RT)
D = 4° 58' 56"
T = 178.76'
L = 354.68'
R = 1,150.00'
P.C. = 89+11.10 WW
P.T. = 92+65.78 WW
D.B. = S 87° 48' 09" E
D.A. = S 70° 07' 53" E

P.I. = 96+67.67 WW
Y = 464,457.785
X = 798,267.817
DELTA = 18° 13' 51" (RT)
D = 16° 22' 13"
T = 56.16'
L = 111.37'
R = 350.00'
P.C. = 96+11.51 WW
P.T. = 97+22.88 WW
D.B. = S 77° 54' 49" E
D.A. = S 59° 40' 58" E

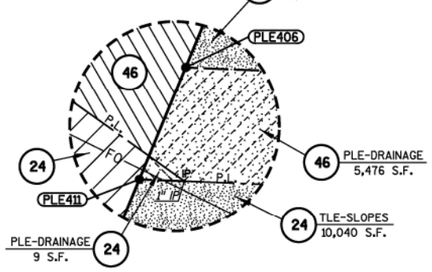
P.I. = 93+92.70 WW
Y = 464,572.24
X = 798,024.437



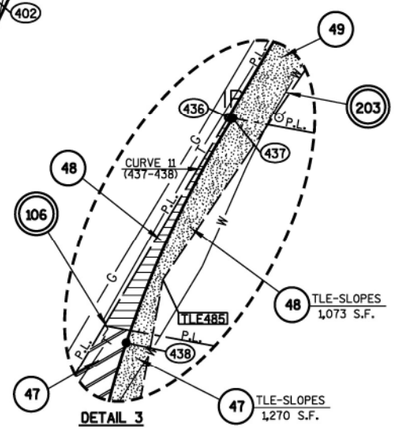
DETAIL 5



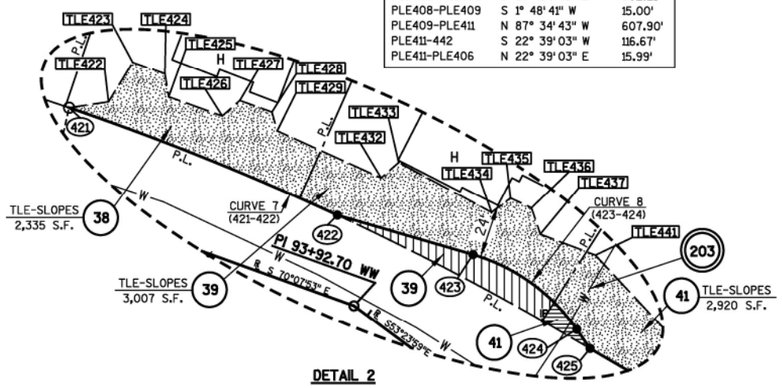
DETAIL 1



DETAIL 4



DETAIL 3



DETAIL 2

R/W COURSE TABLE

COURSE	BEARING	LENGTH
401-402	N 23° 43' 05" E	77.71'
402-404	N 25° 07' 22" E	282.51'
404-405	N 25° 40' 56" E	67.94'
405-407	N 3° 53' 21" E	43.63'
407-408	N 34° 48' 31" W	54.33'
408-409	N 59° 40' 58" W	101.65'
409-410	SEE CURVE 1 DATA	
410-411	S 82° 05' 15" W	11.71'
411-412	SEE CURVE 17 DATA	
412-472	SEE CURVE 18 DATA	
472-413	SEE CURVE 2 DATA	
413-414	N 76° 46' 01" W	68.70'
414-415	SEE CURVE 3 DATA	
415-416	SEE CURVE 4 DATA	
416-417	SEE CURVE 5 DATA	
417-418	N 53° 31' 34" W	53.91'
418-419	SEE CURVE 6 DATA	
421-422	SEE CURVE 7 DATA	
422-423	S 73° 39' 06" E	62.11'
423-424	SEE CURVE 8 DATA	
424-425	S 34° 29' 27" E	10.26'
425-426	S 59° 39' 19" E	93.07'
426-480	SEE CURVE 21 DATA	
480-479	N 32° 55' 07" E	6.76'
479-478	SEE CURVE 22 DATA	
478-477	SEE CURVE 23 DATA	
477-476	S 13° 42' 22" W	38.30'
476-420	SEE CURVE 9 DATA	
420-427	S 67° 51' 58" E	32.48'
427-428	S 65° 32' 35" E	98.99'
428-429	S 82° 11' 54" E	40.23'
429-430	N 30° 36' 00" E	172.39'
430-431	N 31° 03' 40" E	78.06'
431-432	N 53° 36' 20" W	52.67'
432-433	SEE CURVE 10 DATA	
434-435	S 36° 57' 35" W	151.99'
435-436	S 30° 57' 31" W	322.70'
436-437	S 79° 28' 58" E	1.93'
437-438	SEE CURVE 11 DATA	
438-439	SEE CURVE 12 DATA	
439-440	SEE CURVE 13 DATA	
440-441	S 43° 48' 09" W	10.94'
441-442	S 22° 39' 03" W	152.11'
442-443	SEE CURVE 14 DATA	
443-444	S86° 48' 29" W	80.58'
444-400	SEE CURVE 15 DATA	
445-446	SEE CURVE 16 DATA	
446-447	S 0° 58' 50" W	376.82'
447-473	S 88° 37' 43" W	37.38'
473-474	SEE CURVE 20 DATA	
474-475	S 90° 00' 00" W	581.77'
475-445	SEE CURVE 19 DATA	

PLE COURSE TABLE

COURSE	BEARING	LENGTH
401-PLE400	N 87° 53' 00" W	33.47'
PLE400-PLE401	N 25° 53' 45" E	116.23'
PLE401-PLE402	S 64° 32' 23" E	16.00'
PLE402-PLE405	N 26° 03' 06" E	324.47'
PLE405-PLE422	N 2° 00' 12" E	52.11'
PLE422-408	N 34° 48' 31" W	41.16'
PLE422-407	S 34° 48' 31" E	13.17'
441-PLE406	S 22° 39' 03" W	19.45'
PLE406-PLE408	S 87° 34' 43" E	602.21'
PLE408-PLE409	S 1° 48' 41" W	15.00'
PLE409-PLE411	N 87° 34' 43" W	607.90'
PLE411-442	S 22° 39' 03" W	116.67'
PLE411-PLE406	N 22° 39' 03" E	15.99'

R/W POINT STATION & OFFSET TABLE

400	932+50.41 VR	296.45'
401	930+55.91 VR	150.79'
402	931+32.18 VR	152.55'
404	934+09.34 VR	158.17'
405	934+75.94 VR	160.30'
407	935+15.00 VR	178.02'
408	97+76.00 WW	74.00'
409	96+61.96 WW	69.77'
410	95+84.00 WW	58.00'
411	95+73.00 WW	62.00'
412	95+27.03 WW	73.18'
413	95+20.20 WW	217.12'
414	94+55.00 WW	245.38'
415	94+52.20 WW	223.21'
416	93+66.19 WW	86.92'
417	93+31.66 WW	55.68'
418	92+80.00 WW	40.27'
419	92+55.00 WW	40.17'
420	96+72.89 WW	35.00'
421	92+46.00 WW	39.84'
422	93+72.46 WW	35.03'
423	94+21.50 WW	49.22'
424	94+77.80 WW	49.88'
425	94+87.51 WW	46.55'
426	95+99.68 WW	34.82'
427	97+02.34 WW	36.37'
428	97+98.69 WW	45.81'
429	936+69.43 VR	162.52'
430	938+38.44 VR	159.72'
431	939+15.00 VR	159.00'
432	939+20.00 VR	211.42'
433	944+83.32 VR	207.57'
434	947+37.42 VR	176.94'
435	945+82.09 VR	174.54'
436	942+52.46 VR	193.62'
437	942+53.22 VR	195.40'
438	941+42.06 VR	209.22'
439	939+45.90 VR	337.62'
440	937+17.42 VR	485.94'
441	937+06.15 VR	483.21'
442	935+45.17 VR	499.41'
443	932+99.91 VR	379.17'
444	932+58.46 VR	309.05'
445	939+09.37 VR	1440.74'
446	946+84.06 VR	1680.35'
447	942+82.86 VR	1890.22'
472	95+15.41 WW	105.56'
473	942+55.22 VR	1859.48'
474	940+92.05 VR	1921.49'
475	937+17.70 VR	1421.30'
476	96+42.68 WW	35.00'
477	96+40.75 WW	73.23'
478	96+36.06 WW	61.49'
479	96+28.57 WW	40.98'
480	96+26.66 WW	34.56'

TLE POINT STATION & OFFSET TABLE

TLE401	931+38.00 VR	180.17'
TLE402	931+38.00 VR	201.00'
TLE403	932+00.00 VR	190.00'
TLE404	932+02.00 VR	185.00'
TLE405	933+50.00 VR	171.00'
TLE406	97+45.00 WW	115.00'
TLE407	97+45.00 WW	88.00'
TLE408	96+42.00 WW	81.00'
TLE409	95+20.00 WW	100.00'
TLE410	95+16.20 WW	120.07'
TLE411	95+17.60 WW	149.47'
TLE412	95+24.00 WW	170.00'
TLE413	95+25.00 WW	209.00'
TLE414	934+88.00 VR	205.00'
TLE418	94+50.00 WW	238.00'
TLE419	94+15.00 WW	143.00'
TLE420	93+50.00 WW	80.00'
TLE421	93+32.00 WW	64.00'
TLE422	92+61.00 WW	48.00'
TLE423	92+65.00 WW	68.00'
TLE424	92+80.00 WW	68.00'
TLE425	92+85.00 WW	59.00'
TLE426	93+10.00 WW	59.00'
TLE427	93+15.00 WW	68.00'
TLE428	93+30.00 WW	68.00'
TLE429	93+35.00 WW	61.00'
TLE432	93+85.00 WW	57.00'
TLE433	93+90.00 WW	66.00'
TLE434	94+17.00 WW	69.00'
TLE435	94+20.00 WW	79.00'
TLE436	94+30.00 WW	81.00'
TLE437	94+40.00 WW	74.00'
TLE439	934+57.00 VR	189.00'
TLE440	934+20.00 VR	196.00'
TLE441	94+65.00 WW	81.00'
TLE442	95+08.00 WW	73.00'
TLE443	95+10.00 WW	69.00'
TLE444	96+06.02 WW	61.85'
TLE445	96+20.82 WW	99.72'
TLE457	96+50.00 WW	84.00'
TLE458	96+50.00 WW	48.00'
TLE459	936+65.81 VR	172.00'
TLE464	937+00.00 VR	170.00'
TLE465	937+00.00 VR	174.00'
TLE466	939+15.48 VR	164.00'
TLE467	940+29.33 VR	1945.00'
TLE468	936+40.72 VR	1416.18'
TLE471	946+12.00 VR	175.23'
TLE472	945+90.00 VR	215.00'
TLE476	944+25.00 VR	214.00'
TLE477	944+05.00 VR	259.00'
TLE478	943+75.00 VR	254.00'
TLE479	943+35.00 VR	211.00'
TLE481	936+89.09 VR	547.41'
TLE482	936+50.00 VR	561.00'
TLE483	936+00.00 VR	516.00'
TLE484	934+30.00 VR	506.00'
TLE485	941+75.00 VR	208.00'
TLE487	933+28.42 VR	461.34'
TLE488	940+65.00 VR	250.00'
TLE490	940+05.67 VR	1013.02'
TLE492	939+70.83 VR	1030.26'
TLE494	939+85.00 VR	302.00'
TLE495	939+00.00 VR	417.00'
TLE496	937+55.00 VR	524.00'
TLE497	937+24.37 VR	534.96'

PLE POINT STATION & OFFSET TABLE

PLE400	930+43.31 VR	181.70'
PLE401	931+57.00 VR	180.00'
PLE402	931+57.00 VR	164.00'
PLE405	934+75.00 VR	167.00'
PLE406	936+85.60 VR	485.45'
PLE408	939+95.73 VR	1017.96'
PLE409	939+80.80 VR	1025.35'
PLE411	936+68.71 VR	487.25'
PLE422	935+20.88 VR	189.73'

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15).

EXISTING HIGHWAY RIGHT-OF-WAY FOR ANTON DRIVE AND WILLIAMSBURG WAY ESTABLISHED FROM THE PLAT OF WILLOW RUN.

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

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

TPP NUMBER 1206-07-25 -4.04
AMENDMENT NO. 3
SHEET 2 585

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.05
AMENDMENT NO. 1

AMENDS PARCEL 58 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.05 RECORDED AS DOCUMENT NO. 5099037

THAT PART OF LOT 2 OF CSM 7196 IN THE NE1/4 OF THE NE1/4 OF SECTION 6 AND THE NW1/4 OF THE NW1/4 OF SECTION 5, ALSO, THAT PART OF OUTLOT 1 OF WILLOW RUN IN THE NE1/4 OF THE NE1/4 OF SECTION 6, ALSO THAT PART OF THE NE1/4 OF THE NE1/4 IN SECTION 6, ALSO THAT PART OF THE NW1/4 OF THE NW1/4 IN SECTION 5, ALL IN T6N, R9E, CITY OF FITCHBURG, ALSO THAT PART OF THE NW1/4 OF THE NW1/4 OF SECTION 5 T6N, R9E, IN THE CITY OF MADISON, ALL IN DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.05 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

(SIGNATURE) _____ DATE 9/9/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
(SIGNATURE) _____ DATE 9/9/2015
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5183100
09/10/2015 1:20 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.05
AMENDMENT NO: 1

R/W POINT STATION & OFFSET TABLE		
500	956+78.21 VR	119.67'
503	958+92.43 VR	116.00'
504	961+34.81 VR	111.00'
505	961+34.91 VR	105.90'
506	964+30.11 VR	106.33'
507	967+77.37 VR	106.82'
508	968+64.85 VR	195.98'
509	968+64.75 VR	351.14'
510	968+81.95 VR	351.19'
511	968+81.94 VR	356.60'
512	968+76.94 VR	406.55'
514	966+23.86 VR	153.40'
515	955+61.39 VR	150.19'
516	955+62.18 VR	184.32'
517	953+80.09 VR	181.57'
518	953+79.82 VR	196.57'
519	951+60.08 VR	203.60'
520	950+65.80 VR	172.43'
521	947+37.42 VR	176.94'
522	944+83.32 VR	207.57'
523	948+74.97 VR	203.40'
524	949+19.03 VR	139.25'
525	949+48.86 VR	138.93'
526	950+30.77 VR	205.33'
527	950+92.85 VR	122.00'
528	952+53.17 VR	114.00'
529	952+52.46 VR	115.00'
530	954+95.42 VR	143.00'
531	954+98.45 VR	127.15'

TLE POINT STATION & OFFSET TABLE		
TLE501	957+86.15 VR	117.12'
TLE502	958+00.00 VR	126.00'
TLE504	964+25.00 VR	111.00'
TLE505	964+25.00 VR	106.32'
TLE506	967+05.22 VR	106.72'
TLE507	967+02.31 VR	120.01'
TLE508	967+78.39 VR	123.39'
TLE509	968+59.84 VR	206.23'
TLE510	968+69.75 VR	356.14'
TLE511	968+76.94 VR	356.14'
TLE514	950+79.30 VR	140.00'
TLE515	951+18.00 VR	140.00'
TLE516	951+65.00 VR	125.00'
TLE517	952+14.00 VR	118.00'
TLE518	955+50.00 VR	140.00'
TLE519	955+62.28 VR	124.04'

R/W COURSE TABLE		
COURSE	BEARING	LENGTH
500-503	N 44° 57' 18" E	217.04'
503-504	N 45° 46' 25" E	242.42'
504-505	S 46° 33' 29" E	5.10'
505-507	N 44° 30' 36" E	642.46'
507-508	N 0° 57' 03" W	124.91'
508-509	N 45° 26' 36" W	155.15'
509-510	N 44° 25' 50" E	17.20'
510-511	N 45° 34' 10" W	5.41'
511-512	SEE CURVE 2 DATA	
514-515	S 44° 27' 14" W	1,056.69'
515-516	S 48° 52' 35" E	34.14'
516-517	S 42° 39' 42" W	178.00'
517-518	S 47° 51' 23" E	15.00'
518-519	S 38° 28' 58" W	214.44'
519-520	S 57° 56' 54" W	97.23'
520-521	S 36° 57' 35" W	321.33'
522-523	SEE CURVE 1 DATA	
523-524	S 87° 18' 36" E	78.35'
524-525	N 38° 36' 09" E	30.35'
525-526	N 0° 03' 34" W	106.79'
526-527	S 88° 20' 42" E	104.66'
527-528	N 42° 29' 33" E	162.84'
528-529	N 85° 16' 17" W	1.23'
529-530	N 34° 37' 18" E	248.39'
530-531	S 59° 02' 12" E	16.13'
531-500	N 44° 57' 18" E	182.64'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.
43	PRESTIGIACOMO JOINT TRUST	FEE	25,709	---	25,709	---	---
52	HELEN L. WINEKE	FEE,TLE	1,802	---	1,802	1,531	---
53	SAINT IGNATIUS OF ANTIOCH ORTHODOX CHRISTIAN MISSION	FEE,TLE	7,846	---	7,846	1,423	---
54	MIKE P. & LARISSA H. BRADY	TLE	---	---	---	856	---
56	2117 SHAFER DRIVE LLC.	TLE	---	---	---	562	---
58	SPEEDWAY SUPERAMERICA LLC.	FEE,TLE	2,539	---	2,539	3,444	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
102	MADISON GAS & ELECTRIC (MG&E) - ELECTRIC	RELEASE OF RIGHTS
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
117	MADISON GAS & ELECTRIC (MG&E) - GAS	RELEASE OF RIGHTS
118	CITY OF MADISON - WATER	RELEASE OF RIGHTS
200	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
203	CITY OF FITCHBURG - WATER	RELEASE OF RIGHTS
204	CITY OF FITCHBURG - SEWER	RELEASE OF RIGHTS

102 MG&E-ELEC. EASE. DOC.3994740 PARCEL 53

106 AT&T WISCONSIN - COMMUNICATION NO RECORDED EASEMENT PARCEL 43

117 MADISON GAS & ELECTRIC (MG&E) - GAS NO RECORDED EASEMENT PARCEL 58

118 CITY OF MADISON - WATER WATER AND SEWER EASE. DOC. 1276396 PARCEL 43

200 CHARTER COMMUNICATIONS NO RECORDED EASEMENT PARCEL 43

203 CITY OF FITCHBURG - WATER WATER AND SEWER EASE. DOC. 1276396 PARCEL 43

204 CITY OF FITCHBURG - SEWER 25' STORM AND SANITARY EASE. DOC.3075910, VOL.393 P.180 DOC. 1276396 PARCEL 43

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15).

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARLEY DRIVE ESTABLISHED FROM CSM 288, CSM 217 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WESTCHESTER ROAD ESTABLISHED FROM CSM 7196 AND CSM 11090.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CHALET GARDENS RD. ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SHAFER DRIVE ESTABLISHED FROM THE EXISTING ROADWAY CENTERLINE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR RAYMOND ROAD ESTABLISHED FROM THE SOUTH LINE OF SECTION 32, T7N, R9E.

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

EXISTING ACCESS CONTROL ALONG 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2).
NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SCALE, FEET
0 100 200

LOCATION SKETCH NOT TO SCALE

SHEET LOCATION

DETAIL 1

DETAIL 2

DETAIL 3

DETAIL 4

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
7	J W JUNG SEED COMPANY	TLE	---	---	---	159
59	ORCHARD POINTE FITCHBURG RE LLC	FEE,TLE	1,758	---	1,758	3,364
62	WINGRA STONE COMPANY	FEE,TLE	162,528	---	162,528	345,964
63	KAPEC KOMPLEX LLC	TLE	---	---	---	656
64	SSCOTT ENTERPRISES LLC	FEE,TLE	2,044	---	2,044	6,568
66	OAK BANK	TLE	---	---	---	2,959
67	FITZGLIN LIMITED PARTNERSHIP	FEE,TLE	13,094	---	13,094	11,719
68	RHK LLC	FEE,TLE	1,760	---	1,760	1,962

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
122	AMERICAN TRANSMISSION COMPANY, LLC.	RELEASE OF RIGHTS
200	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
201	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
203	CITY OF FITCHBURG - WATER	RELEASE OF RIGHTS
206	CITY OF FITCHBURG - STORM	RELEASE OF RIGHTS

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

SEE SHEET 2 OF 2 FOR COURSE TABLES, STATION/OFFSET TABLES CURVE DATA, DETAILS, AND MISCELLANEOUS NOTES.

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.06 AMENDMENT NO. 1

AMENDS PARCEL 62 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.06 RECORDED AS DOCUMENT NO. 5099041

THAT PART OF LOTS 1-3 OF CSM 9348 IN THE SW1/4 OF THE SE1/4 AND THE SE1/4 OF THE SW1/4 OF SECTION 6, ALSO THAT PART OF LOT 2 OF CSM 6539 IN THE SE1/4 OF THE SW1/4 OF SECTION 6, ALSO THAT PART OF LOT 3 OF THE ORCHARD POINTE PLAT IN THE NW1/4 OF THE NW1/4, ALSO THAT PART OF LOT 7 OF THE ORCHARD POINTE PLAT IN THE NE1/4 OF THE NW1/4 IN SECTION 7, ALSO THAT PART OF THE SW1/4 OF THE SW1/4 AND THE SE1/4 OF THE SW1/4 OF SECTION 6, ALSO THAT PART OF THE NE1/4 OF THE NW1/4 OF SECTION 7, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09 AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (3) OR (2), WISCONSIN STATUTES.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

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

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.06 AMENDMENT NO. 1 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 7/29/15
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 7/30/15
(PRINTED NAME) DAVID R. MILLER

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT # 5173694
08/04/2015 9:21 AM
Trans. Fee: Exempt #:
Rec. Fee: 25.00
Pages: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.06
SHEET 1 OF 2
AMENDMENT NO: 1

LOCATION SKETCH
NOT TO SCALE

SCALE, FEET
0 100 200

FILE NAME : S:\MAD\1000--1099\1089\329\Mlaros\TPP\PD\040106_rp.dgn
APPRAISAL PLAT DATE: 9/15/14
PLOT DATE : 7/27/2015 PLOT BY : _username_ PLOT NAME : PLOT SCALE : ##.....plotscale.....##

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.06 AMENDMENT NO. 1

AMENDS PARCEL 62 OF TRANSPORTATION PROJECT PLAT NO. 1206-07-25-4.06 RECORDED AS DOCUMENT NO. 5099041

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 AND QUIT CLAIM DEED DOCUMENT NUMBER 4249457.

EXISTING HIGHWAY RIGHT-OF-WAY FOR FITCHRONA ROAD ESTABLISHED FROM CSM 11969 AND THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR HARDROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING HIGHWAY RIGHT-OF-WAY FOR NESBITT ROAD ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KAPEC ROAD ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 ALONG WITH CSM 7187, CSM 4733, AND CSM 6539.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KING JAMES WAY ESTABLISHED FROM CSM 6539 AND CSM 7187.

EXISTING HIGHWAY RIGHT-OF-WAY FOR ANTON DRIVE ESTABLISHED FROM CSM 9348.

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

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND THE PLAT OF ORCHARD POINTE.

EXISTING ACCESS CONTROL ALONG HARD ROCK ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

EXISTING ACCESS CONTROL ALONG FITCHRONA ROAD ESTABLISHED FROM THE PLAT OF ORCHARD POINTE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

CURVE 1
R = 707.55'
L = 156.88'
LC = 156.56'
LCB = N 82° 58' 12" W

CURVE 2
R = 388.09'
L = 150.34'
LC = 149.40'
LCB = N 63° 58' 22" W

CURVE 3
R = 363.00'
L = 581.50'
LC = 521.29'
LCB = N 46°08' 47" E

CURVE 4
R = 233.00'
L = 192.36'
LC = 186.94'
LCB = N 65° 53' 31" E

CURVE 5
R = 367.00'
L = 193.17'
LC = 190.95'
LCB = N 74° 27' 52" E

CURVE 6
R = 25.00'
L = 15.70'
LC = 15.44'
LCB = N 41° 23' 52" E

CURVE 7
R = 25.00'
L = 19.69'
LC = 19.19'
LCB = S 78° 26' 23" W

CURVE 8
R = 433.00'
L = 64.46'
LC = 64.40'
LCB = S 63° 39' 01" W

CURVE 9
R = 1029.98'
L = 431.87'
LC = 428.71'
LCB = S 74° 42' 55" W

CURVE 10
R = 167.00'
L = 71.87'
LC = 71.32'
LCB = S 18° 55' 17" W

CURVE 11
R = 303.00'
L = 520.11'
LC = 458.57'
LCB = S 42° 51' 46" W

CURVE 12
R = 2530.00'
L = 291.15'
LC = 290.98'
LCB = S 2° 33' 25" E

P.I. = 41+76.38 FR
Y = 462,431.140
X = 795,349.766
DELTA = 91° 47' 01" (RT)
D = 17° 12' 21"
T = 343.53'
L = 533.44'
R = 333.00'
P.C. = 38+32.84 FR
P.T. = 43+66.29 FR
DB = N 0° 15' 16" E
DA = S 87° 57' 43" E

P.I. = 55+80.02 FR
Y = 462,375.755
X = 796,906.048
DELTA = 32° 10' 37" (LT)
D = 5° 43' 46"
T = 288.42'
L = 561.59'
R = 1,000.00'
P.C. = 52+91.61 FR
P.T. = 58+53.20 FR
DB = S 87° 57' 43" E
DA = N 59° 51' 41" E

P.I. = 66+47.29 KR
Y = 461,723.183
X = 796,654.730
DELTA = 12° 41' 59" (RT)
D = 9° 32' 57"
T = 66.77'
L = 132.99'
R = 600.00'
P.C. = 65+80.52 KR
P.T. = 67+13.52 KR
DB = N 12° 37' 23" W
DA = N 0° 04' 37" E

P.I. = 63+75.77 KR
Y = 461,457.942
X = 796,714.130
DELTA = 11° 44' 18" (LT)
D = 14° 19' 26"
T = 41.12'
L = 81.95'
R = 400.00'
P.C. = 63+34.65 KR
P.T. = 64+16.60 KR
DB = N 0° 53' 04" W
DA = N 12° 37' 23" W

P.I. = 79+33.40 EB
Y = 461,333.245
X = 795,393.632
DELTA = 0° 18' 21" (RT)

P.I. = 87+31.61 EB
Y = 461,302.417
X = 796,191.251
DELTA = 9° 36' 36" (RT)
D = 5° 12' 31"
T = 92.47'
L = 184.50'
R = 1,100.00'
P.C. = 86+39.15 EB
P.T. = 88+23.65 EB
DB = S 87° 47' 12" E
DA = S 78° 10' 36" E

P.I. = 88+93.16 EB
Y = 461,269.230
X = 796,349.792
DELTA = 7° 09' 37" (LT)
D = 5° 09' 26"
T = 69.51'
L = 138.84'
R = 1,111.00'
P.C. = 88+23.65 EB
P.T. = 89+62.49 EB
DB = S 78° 10' 36" E
DA = S 85° 20' 13" E

P.I. = 24+04.48 NR
Y = 461,133.110
X = 796,772.129
DELTA = 37° 56' 09" (RT)
D = 19° 05' 55"
T = 103.11'
L = 198.63'
R = 300.00'
P.C. = 23+01.37 NR
P.T. = 25+00.00 NR
DB = N 43° 55' 24" W
DA = N 5° 59' 15" W

R/W COURSE TABLE

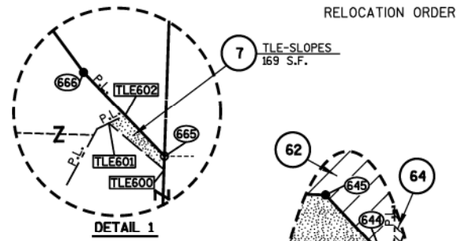
COURSE	BEARING	LENGTH
601-687	N 89° 14' 20" W	75.22'
687-688	S 39° 36' 32" E	23.10'
688-664	S 43° 56' 07" E	83.47'
665-666	N 43° 58' 19" W	51.33'
666-667	N 36° 22' 39" W	75.66'
667-668	N 54° 23' 37" W	55.28'
668-669	N 37° 35' 02" W	56.66'
669-670	N 19° 48' 25" W	46.30'
670-602	N 89° 14' 27" W	15.10'
602-603	SEE CURVE 1 DATA	
603-604	SEE CURVE 2 DATA	
604-605	N 57° 37' 26" W	6.94'
605-606	N 80° 41' 42" W	87.40'
606-607	N 88° 12' 28" W	144.06'
607-608	N 89° 07' 09" W	131.45'
608-609	N 87° 36' 24" W	122.01'
609-610	N 88° 06' 12" W	441.98'
610-611	N 88° 13' 39" W	76.28'
611-612	S 46° 00' 51" W	0.97'
612-613	S 0° 15' 16" W	323.92'
613-614	N 89° 45' 58" W	4.18'
615-616	N 0° 14' 02" E	318.29'
617-618	N 89° 03' 52" E	33.75'
618-619	N 13° 52' 54" E	18.08'
619-620	N 0° 15' 16" E	352.02'
620-621	N 5° 14' 32" E	138.07'
621-622	N 0° 15' 11" E	155.82'
622-623	SEE CURVE 3 DATA	
623-624	S 87° 57' 43" E	773.45'
624-626	N 88° 29' 37" E	215.43'
626-627	SEE CURVE 4 DATA	
627-629	N 89° 32' 36" E	112.76'
629-630	SEE CURVE 5 DATA	
630-631	N 59° 23' 09" E	12.24'
631-632	SEE CURVE 6 DATA	
632-633	S 33° 10' 46" E	77.11'
633-634	SEE CURVE 7 DATA	
634-635	S 59° 23' 09" W	12.24'
635-636	SEE CURVE 8 DATA	
636-638	SEE CURVE 9 DATA	
638-639	SEE CURVE 10 DATA	
639-640	S 0° 19' 05" W	338.21'
640-641	N 89° 40' 55" W	66.00'
641-644	N 0° 19' 05" E	368.19'
644-645	N 43° 18' 31" W	35.34'
645-646	N 87° 57' 43" W	129.83'
646-647	N 83° 03' 00" W	128.47'
647-648	N 87° 57' 43" W	650.11'
648-649	SEE CURVE 11 DATA	
649-650	S 6° 18' 45" E	302.96'
650-651	SEE CURVE 12 DATA	
651-652	S 33° 24' 48" E	40.42'
652-653	S 88° 12' 28" E	349.78'
653-654	S 79° 11' 05" E	155.27'
654-655	S 88° 12' 28" E	159.48'
655-656	S 82° 12' 39" E	68.92'
656-657	S 85° 54' 28" E	364.01'
657-658	N 88° 22' 54" E	102.87'
658-659	N 59° 24' 28" E	37.72'
659-660	N 0° 27' 37" E	9.01'
660-661	N 85° 19' 33" E	87.27'
661-662	S 44° 40' 00" E	64.91'
662-663	S 88° 12' 14" E	128.88'

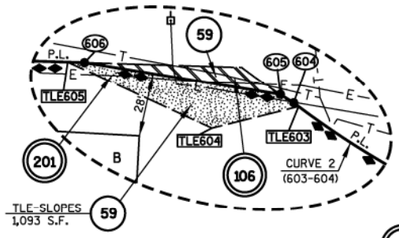
R/W POINT STATION & OFFSET TABLE

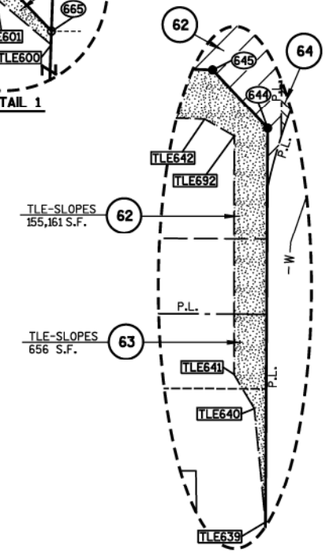
601	94+85.88 EB	103.40'
602	92+88.29 EB	116.88'
603	91+31.86 EB	110.41'
604	89+92.72 EB	55.99'
605	89+86.58 EB	52.76'
606	89+02.01 EB	47.40'
607	87+59.43 EB	67.85'
608	86+20.37 EB	77.08'
609	84+98.36 EB	76.69'
610	80+56.39 EB	79.13'
611	79+80.11 EB	79.72'
612	79+79.43 EB	80.42'
613	26+72.82 FR	92.00'
614	26+72.81 FR	87.82'
615	26+72.94 FR	37.19'
616	29+91.23 FR	37.30'
617	78+02.10 EB	86.75'
618	78+35.81 EB	88.43'
619	31+87.46 FR	42.00'
620	35+39.48 FR	42.00'
621	36+77.03 FR	30.00'
622	38+32.84 FR	30.00'
623	43+66.29 FR	30.00'
624	51+09.51 FR	30.00'
625	51+69.91 FR	31.87'
626	53+57.51 FR	41.24'
627	55+49.87 FR	95.71'
629	56+68.00 FR	65.17'
630	58+65.83 FR	33.01'
631	58+78.07 FR	33.11'
632	58+92.72 FR	38.00'
633	58+96.81 FR	39.00'
634	58+78.62 FR	32.89'
635	58+66.38 FR	32.99'
636	58+03.59 FR	30.00'
638	53+84.30 FR	30.00'
639	72+13.21 KR	33.57'
640	68+75.00 KR	32.15'
641	68+75.28 KR	33.85'
644	52+98.89 FR	65.86'
645	52+74.23 FR	41.00'
646	51+44.40 FR	41.00'
647	50+16.40 FR	30.00'
648	43+66.29 FR	30.00'
649	37+98.19 FR	31.99'
650	34+97.22 FR	66.64'
651	32+06.58 FR	80.91'
652	79+84.72 EB	96.06'
653	83+34.49 EB	98.63'
654	84+88.01 EB	75.41'
655	86+46.95 EB	76.61'
656	87+11.39 EB	72.41'
657	90+77.75 EB	92.97'
658	91+80.00 EB	104.23'
659	92+10.80 EB	126.00'
660	92+10.14 EB	134.99'
661	92+96.26 EB	149.15'
662	93+45.49 EB	106.85'
663	94+74.21 EB	113.29'
664	22+28.84 NR	49.69'
665	21+31.83 NR	50.21'
666	21+83.16 NR	50.25'
667	22+58.17 NR	40.32'
668	23+10.92 NR	50.54'
669	23+59.46 NR	50.66'
670	23+99.00 NR	43.20'
687	94+10.84 EB	108.51'
688	23+14.47 NR	49.43'

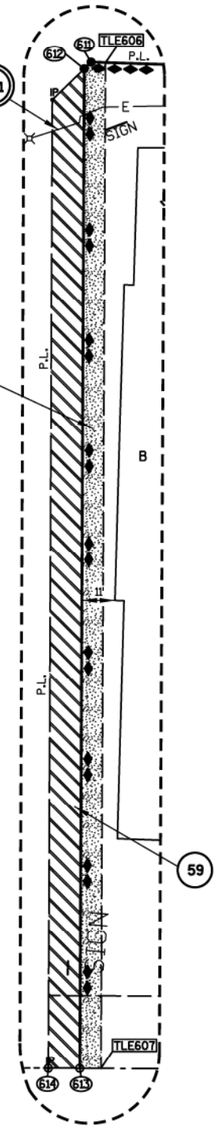
TLE POINT STATION & OFFSET TABLE

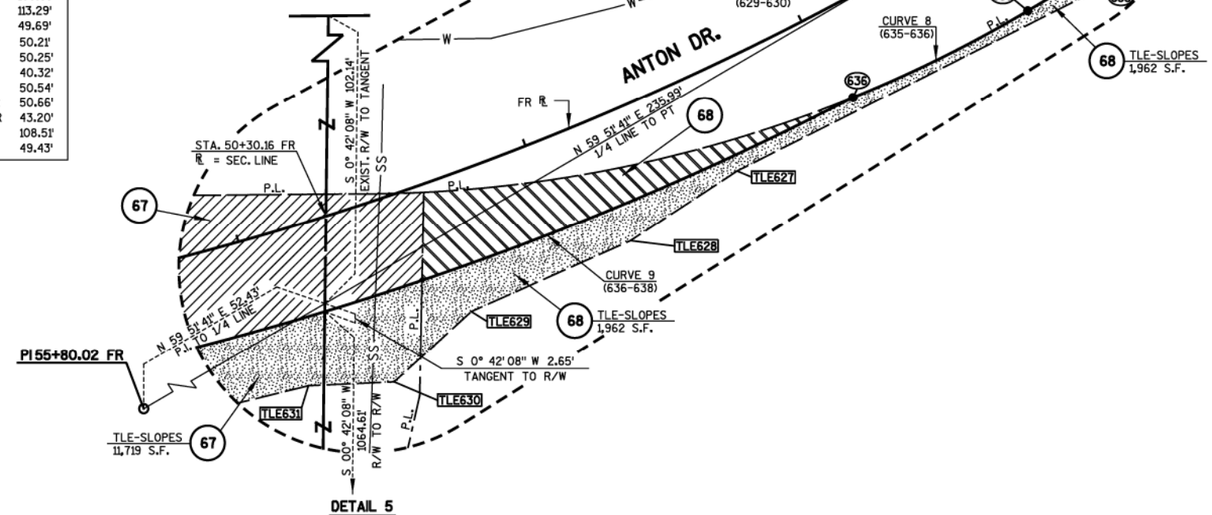
TLE600	21+27.71 NR	54.45'
TLE601	21+59.20 NR	57.89'
TLE602	21+56.69 NR	50.23'
TLE603	89+95.00 EB	57.42'
TLE604	89+58.00 EB	70.00'
TLE605	88+95.00 EB	48.19'
TLE606	79+86.41 EB	79.68'
TLE607	26+72.82 FR	99.00'
TLE608	33+69.41 FR	106.41'
TLE609	35+00.00 FR	160.00'
TLE612	39+31.09 FR	165.00'
TLE615	41+00.00 FR	140.00'
TLE616	42+00.00 FR	140.00'
TLE617	46+65.00 FR	93.00'
TLE618	51+07.73 FR	68.65'
TLE619	52+75.00 FR	68.00'
TLE620	53+05.00 FR	103.00'
TLE621	53+60.00 FR	103.00'
TLE623	56+25.00 FR	94.00'
TLE624	56+40.00 FR	79.50'
TLE625	56+85.00 FR	66.00'
TLE626	57+55.00 FR	49.00'
TLE627	57+60.00 FR	35.00'
TLE628	57+20.00 FR	42.00'
TLE629	56+65.00 FR	45.00'
TLE630	56+35.00 FR	59.00'
TLE631	56+09.00 FR	52.00'
TLE632	55+25.00 FR	52.00'
TLE633	54+50.00 FR	52.00'
TLE634	54+00.00 FR	51.00'
TLE635	72+40.00 KR	53.00'
TLE636	72+10.00 KR	55.00'
TLE637	71+15.00 KR	49.00'
TLE638	68+75.00 KR	39.40'
TLE639	70+70.00 KR	33.03'
TLE640	71+20.00 KR	38.00'
TLE641	71+35.00 KR	47.00'
TLE642	52+71.55 FR	62.87'
TLE643	49+60.00 FR	63.00'
TLE645	42+38.63 FR	125.00'
TLE646	37+95.22 FR	100.00'
TLE647	36+15.00 FR	157.00'
TLE648	33+85.00 FR	181.00'
TLE649	79+95.00 EB	119.00'
TLE650	82+15.00 EB	116.00'
TLE651	86+05.56 EB	88.83'
TLE652	86+50.00 EB	103.00'
TLE653	86+95.00 EB	103.00'
TLE654	87+15.00 EB	84.00'
TLE655	87+93.00 EB	94.00'
TLE656	88+48.00 EB	92.00'
TLE657	89+23.00 EB	97.00'
TLE658	91+31.00 EB	108.00'
TLE692	72+40.00 KR	47.00'











TPP NUMBER 1206-07-25 -4.06
AMENDMENT NO. 1
SHEET 2

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\040106-2_rp.dgn
PLOT DATE : 7/27/2015
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
APPRAISAL PLAT DATE: 9/15/14
1206-07-25-4.06 AMENDMENT NO. 1

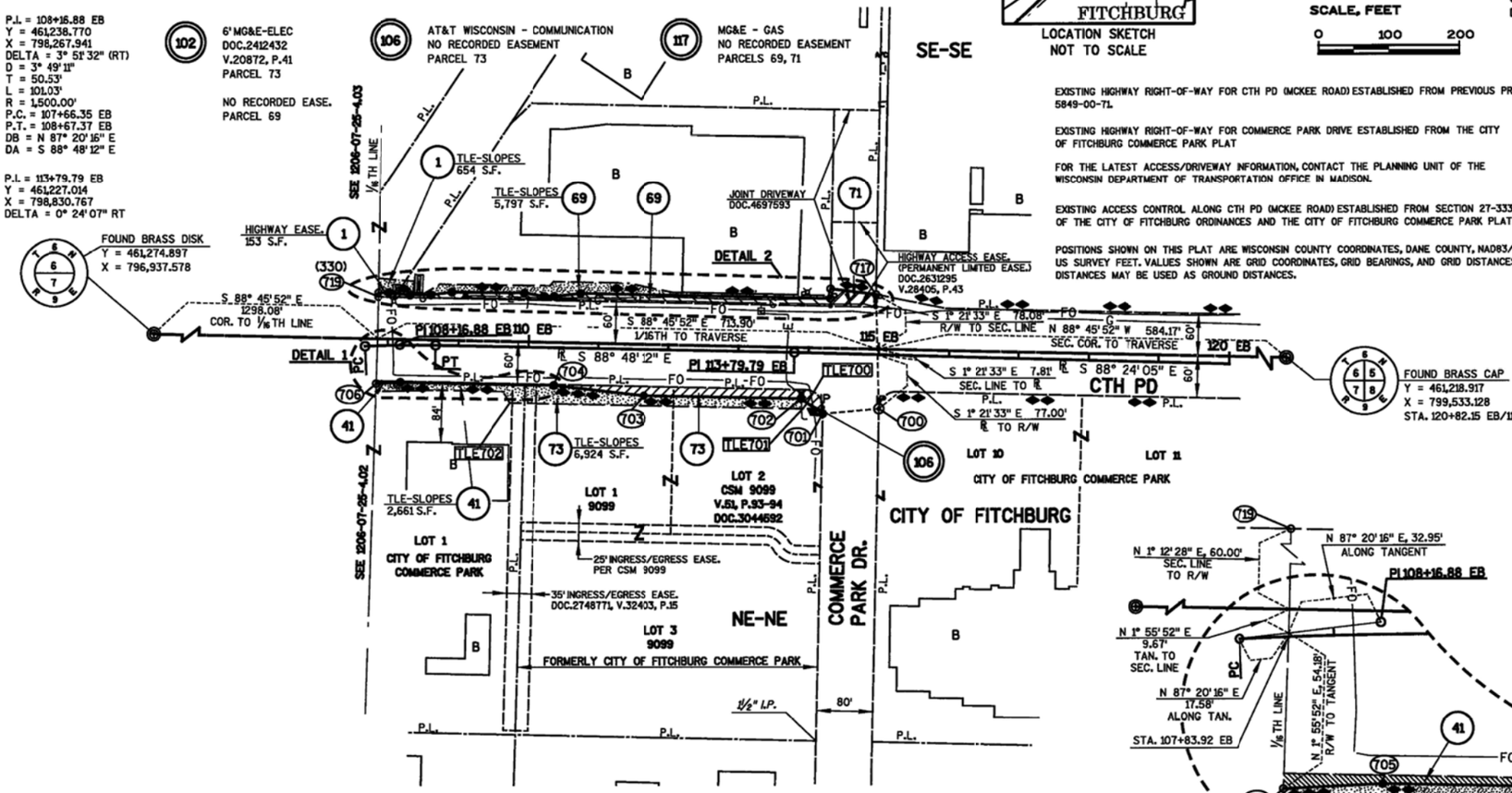
TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.07

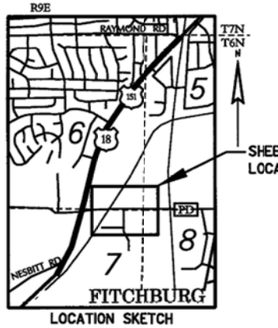
THAT PART OF LOTS 1& 2 OF CSM 9099 IN THE NE1/4 OF THE NE1/4, AND THAT PART OF LOT 1 OF THE CITY OF FITCHBURG COMMERCE PARK PLAT LOCATED IN THE NE1/4 OF THE NE1/4, AND THAT PART OF THE NE1/4 OF THE NE1/4 ALL IN SECTION 7, AND THAT PART OF THE SE1/4 OF THE SE1/4 IN SECTION 6, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH PD DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.





GN

SCALE, FEET
0 100 200

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COMMERCE PARK DRIVE ESTABLISHED FROM THE CITY OF FITCHBURG COMMERCE PARK PLAT

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

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND THE CITY OF FITCHBURG COMMERCE PARK PLAT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-25-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

(SIGNATURE) _____ DATE 9/15/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 9/16/14
(PRINTED NAME) DAVID R. MILLER

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5097901.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5099046
09/19/2014 09:54 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-25-4.07
AMENDMENT NO:

R/W COURSE TABLE			
COURSE	BEARING		LENGTH
700-701	S	84° 56' 43" W	80.48'
701-702	N	55° 11' 15" W	37.62'
702-703	N	88° 52' 50" W	224.44'
703-704	N	83° 26' 51" W	128.56'
704-705	N	88° 48' 12" W	219.34'
705-706	S	87° 20' 16" W	35.47'
719-HE700	N	01° 12' 29" E	5.70'
HE700-HE701	N	88° 59' 56" E	15.70'
HE701-707	S	83° 08' 15" E	11.80'
707-708	S	83° 08' 15" E	18.48'
708-709	N	89° 37' 30" E	29.26'
709-710	N	82° 19' 06" E	30.02'
710-711	S	89° 13' 55" E	103.59'
711-712	S	81° 08' 28" E	29.81'
712-713	S	86° 48' 12" E	14.20'
713-714	N	83° 32' 03" E	37.50'
714-715	S	86° 48' 12" E	356.19'
715-716	N	1° 14' 08" E	13.65'
716-717	S	82° 56' 01" E	65.34'

R/W POINT STATION & OFFSET TABLE			
700	115+02.32 EB	76.90'
701	114+22.38 EB	86.23'
702	113+90.90 EB	65.62'
703	111+66.00 EB	66.00'
704	110+38.00 EB	54.00'
705	108+16.86 EB	53.18'
706	107+80.08 EB	53.94'
708	108+31.61 EB	71.21'
709	108+59.54 EB	71.59'
710	108+88.82 EB	76.20'
711	109+92.41 EB	76.97'
712	110+21.96 EB	73.00'
713	110+36.15 EB	73.00'
714	110+73.32 EB	78.00'
715	114+28.96 EB	78.35'
716	114+28.87 EB	92.00'
717	114+93.91 EB	85.77'
719	107+87.76 EB	69.67'

HE POINT STATION & OFFSET TABLE		
HE700	107+88.05 EB	75.35'
HE701	108+02.99 EB	75.20'

TLE POINT STATION & OFFSET TABLE		
TLE700	113+99.39 EB	72.43'
TLE701	113+94.00 EB	80.00'
TLE702	109+75.00 EB	80.00'
TLE703	109+65.00 EB	64.00'
TLE705	108+70.00 EB	64.00'
TLE706	107+79.24 EB	65.28'
TLE707	107+89.08 EB	95.94'
TLE708	108+37.00 EB	91.00'
TLE709	108+36.00 EB	73.00'
TLE710	108+50.00 EB	73.00'
TLE711	108+72.00 EB	87.00'
TLE712	110+30.00 EB	88.00'
TLE713	110+35.00 EB	94.00'
TLE714	111+40.00 EB	94.00'
TLE715	112+05.00 EB	82.00'
TLE716	114+28.93 EB	82.35'

NO BUILDINGS ARE AFFECTED BY ANY TLE ON THIS SHEET.

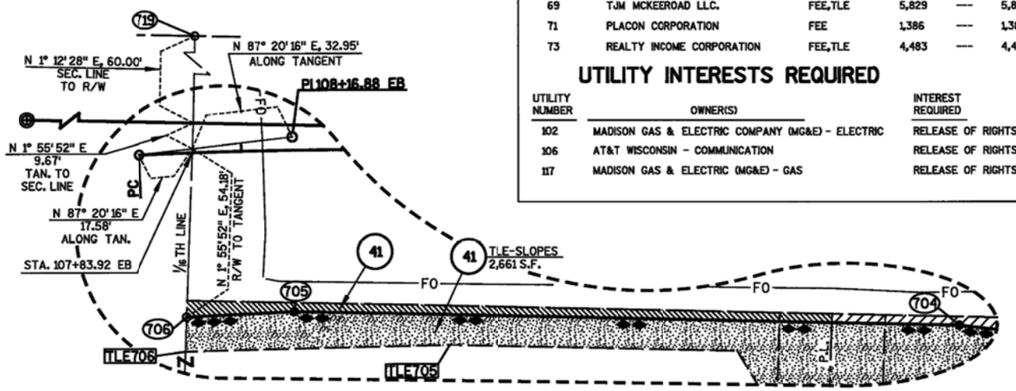
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

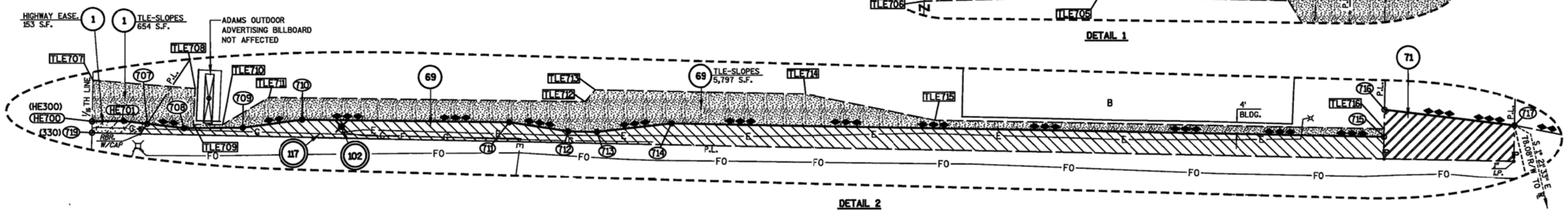
PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	HE S.F.
1	CITY OF FITCHBURG	HE,TLE	---	---	---	654	153
41	PDQ FOOD STORES INC.	FEE,TLE	336	---	336	2,661	---
69	TJM MCKEEROAD LLC.	FEE,TLE	5,829	---	5,829	5,797	---
71	PLACON CORPORATION	FEE	1,386	---	1,386	---	---
73	REALTY INCOME CORPORATION	FEE,TLE	4,483	---	4,483	6,924	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
102	MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC	RELEASE OF RIGHTS
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
117	MADISON GAS & ELECTRIC (MG&E) - GAS	RELEASE OF RIGHTS



DETAIL 1



DETAIL 2

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PLOT BY : _username_
PLOT NAME :
PLOT SCALE : **.....plotscale.....**
APPRAISAL PLAT DATE: 9/15/14
1206-07-25-4.07

DATE: 9/15/14

REVISION DATE : 2/25/15
REVISION DATE : 12/8/15

TRANSPORTATION PROJECT PLAT NO: 1206-07-25 - 4.08

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON (CTH PD TO RAYMOND ROAD)

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

4

R/W MONUMENT POINT COORDINATE TABLE - 4.01

POINT	Y	X
110	459,960.637	797,245.519
111	459,212.337	796,747.633
112	458,722.401	796,271.025
113	458,675.441	796,203.068
114	458,685.544	795,732.894
115	458,948.618	796,029.038
116	459,001.579	795,995.393
150	459,437.703	796,438.420
151	459,257.165	796,288.202
152	459,243.788	796,231.006
154	459,397.650	796,112.046
155	459,530.672	796,320.901
156	459,459.222	796,072.830
157	459,516.588	796,162.899
158	459,554.197	796,234.979
159	459,795.681	796,614.127
163	459,403.759	796,874.997
164	459,914.419	796,810.084
165	459,962.674	796,809.594
166	459,969.160	796,857.736

R/W MONUMENT POINT COORDINATE TABLE - 4.02

POINT	Y	X
203	461,180.495	798,177.272
204	460,121.682	797,472.784
205	460,129.991	797,460.296
208	461,174.349	798,053.070
209	461,162.850	797,823.118
210	461,147.051	797,721.763
211	461,135.886	797,638.122
212	461,109.733	797,603.111
213	460,901.085	797,526.960
216	461,186.937	798,233.331
217	461,183.096	798,233.201
222	460,734.787	797,479.894
223	460,434.174	797,368.687
224	460,241.151	797,297.281
225	460,051.366	797,192.085
226	459,998.219	797,270.525
227	459,960.637	797,245.519
229	460,079.818	796,897.608
230	460,222.238	796,960.622
231	460,277.703	796,977.763
232	460,305.193	796,989.833
233	460,333.284	796,997.717
234	460,362.991	797,001.901
235	460,599.939	797,068.405
236	460,761.273	797,060.766
237	460,901.894	796,925.103
238	461,041.071	796,929.758
239	461,007.964	796,961.657
240	460,822.318	797,126.384
241	460,800.268	797,175.626
242	460,941.138	797,215.336
243	461,055.533	797,241.495
244	461,089.703	797,220.866
245	461,112.948	797,165.365
249	461,117.974	796,932.330
255	459,914.419	796,810.084
256	459,962.674	796,809.594
262	459,969.160	796,857.736

HE MONUMENT POINT COORDINATE TABLE - 4.02

POINT	Y	X
HE200	461,179.631	798,158.680

R/W MONUMENT POINT COORDINATE TABLE - 4.03 AMEND. 1

POINT	Y	X
300	463,844.464	798,658.853
301	463,786.590	798,547.513
302	463,709.481	798,492.000
303	463,062.126	798,199.473
304	462,985.534	798,180.260
305	462,791.239	798,283.967
306	462,769.481	798,339.473
308	462,701.154	798,313.771
309	462,790.135	798,077.221
310	462,729.545	798,054.730
311	462,526.546	798,101.807
312	462,458.999	798,083.513
313	462,489.714	797,972.605
314	462,371.606	797,940.462
315	462,245.810	797,909.589
316	462,201.550	797,900.925
317	462,089.127	797,876.205
318	462,016.536	797,856.367
319	461,967.789	797,842.676
320	461,890.386	797,818.679
321	461,827.216	797,800.248
322	461,417.151	797,672.636
323	461,356.640	797,717.785
324	461,331.763	797,775.016
325	461,321.687	797,835.732
326	461,318.378	797,972.047
327	461,319.890	798,107.122
328	461,317.572	798,148.146
330	461,306.894	798,236.618
331	461,328.074	797,254.574
332	461,335.554	797,280.673
333	461,375.042	797,334.125
334	461,803.313	797,470.488
335	461,891.148	797,511.049
336	462,134.482	797,588.528
337	462,133.960	797,591.510
338	462,232.260	797,622.809
339	462,319.728	797,644.362
340	462,724.492	797,773.241
341	462,855.873	797,811.182
342	462,857.692	797,801.289
343	463,055.754	797,863.243
344	463,165.369	797,900.051
345	463,668.040	798,092.738
346	463,737.148	798,119.255
347	463,839.118	798,161.956
348	463,862.450	798,172.207
349	461,334.903	796,938.313

PLE MONUMENT POINT COORDINATE TABLE - 4.03 AMEND. 1

POINT	Y	X
HE300	461,312.564	798,236.737
PLE300	462,134.656	797,587.534
PLE301	462,233.347	797,618.957
PLE302	462,267.072	797,627.268
PLE303	462,313.371	797,624.373
PLE310	462,390.048	797,655.108
PLE311	462,395.528	797,661.739
PLE317	462,559.613	797,716.545
PLE323	462,855.926	797,810.893
PLE325	463,393.489	797,982.549
PLE328	463,704.201	798,086.860
PLE329	463,714.249	798,066.210
PLE337	463,863.687	798,138.760

R/W MONUMENT POINT COORDINATE TABLE - 4.04 AMEND. 3

POINT	Y	X
400	463,844.464	798,658.853
401	463,862.450	798,172.207
402	463,933.600	798,203.466
404	464,189.381	798,323.406
405	464,250.609	798,352.850
407	464,294.137	798,355.809
408	464,338.743	798,324.798
409	464,390.054	798,237.050
410	464,418.593	798,173.858
411	464,416.981	798,162.263
412	464,429.506	798,092.988
413	464,322.380	797,995.028
414	464,338.107	797,928.149
415	464,357.574	797,939.120
416	464,499.504	797,969.959
417	464,540.623	797,948.109
418	464,572.673	797,904.756
419	464,581.091	797,881.619
420	464,483.930	798,284.677
421	464,659.634	797,899.302
422	464,612.066	798,017.300
423	464,594.583	798,076.899
424	464,561.546	798,122.490
425	464,553.089	798,128.300
426	464,506.068	798,208.622
427	464,471.694	798,314.759
428	464,430.712	798,404.865
429	464,425.251	798,444.726
430	464,573.634	798,532.479
431	464,640.501	798,572.754
432	464,671.755	798,530.355
433	465,155.143	798,846.778
434	465,137.452	799,307.543
435	465,016.001	799,216.157
436	464,739.271	799,050.152
437	464,738.918	799,052.050
438	464,640.324	799,004.952
439	464,411.576	799,014.526
440	464,149.517	799,033.516
441	464,141.619	799,025.941
442	464,001.242	798,967.362
443	463,850.362	798,754.034
444	463,845.875	798,673.583
445	463,817.256	799,944.425
446	464,206.914	800,489.305
447	463,830.147	800,482.855
472	464,418.492	798,053.501
473	463,829.252	800,445.487
474	463,690.373	800,430.202
475	463,690.373	799,848.429
476	464,495.109	798,253.390
477	464,532.316	798,262.464
478	464,522.639	798,253.771
479	464,505.178	798,240.014
480	464,499.503	798,236.339

PLE MONUMENT POINT COORDINATE TABLE - 4.04 AMEND. 3

POINT	Y	X
PLE400	463,863.687	798,138.760
PLE401	463,968.247	798,189.522
PLE402	463,961.369	798,203.968
PLE405	464,252.873	798,346.470
PLE406	464,123.669	799,018.451
PLE408	464,098.228	799,620.124
PLE409	464,083.235	799,619.650
PLE411	464,108.916	799,012.294
PLE422	464,304.950	798,348.292

R/W MONUMENT POINT COORDINATE TABLE - 4.05 AMEND. 1

POINT	Y	X
500	466,046.041	799,681.729
503	466,199.631	799,835.078
504	466,368.721	800,008.796
505	466,365.216	800,012.497
507	466,823.372	800,462.880
508	466,948.264	800,460.807
509	467,057.128	800,350.245
510	467,069.410	800,362.285
511	467,073.200	800,358.419
512	467,104.704	800,319.337
514	466,531.368	800,540.420
515	465,777.086	799,800.381
516	465,754.633	799,826.097
517	465,623.735	799,705.470
518	465,613.670	799,716.592
519	465,445.811	799,583.153
520	465,394.212	799,500.742
521	465,137.452	799,307.543
522	465,155.143	798,846.778
523	465,476.713	799,087.248
524	465,473.036	799,165.511
525	465,496.753	799,184.447
526	465,603.541	799,184.336
527	465,600.518	799,288.954
528	465,720.589	799,398.950
529	465,720.691	799,397.726
530	465,925.095	799,538.850
531	465,916.794	799,552.684

R/W MONUMENT POINT COORDINATE TABLE - 4.06 AMEND. 1

POINT	Y	X
601	461,117.974	796,932.330
602	461,120.600	796,734.294
603	461,139.762	796,578.909
604	461,205.320	796,444.657
605	461,209.036	796,438.796
606	461,223.169	796,352.542
607	461,227.675	796,208.548
608	461,229.696	796,077.113
609	461,234.791	795,955.208
610	461,249.420	795,513.471
611	461,251.780	795,437.225
612	461,251.104	795,436.525
613	460,927.185	795,435.086
614	460,927.203	795,430.902
615	460,927.887	795,305.903
616	461,246.173	795,307.203
617	461,424.319	795,265.293
618	461,424.870	795,299.036
619	461,442.424	795,303.374
620	461,794.441	795,304.938
621	461,931.930	795,317.552
622	462,087.745	795,318.241
623	462,448.903	795,694.147
624	462,421.395	796,467.107
626	462,427.058	796,682.460
627	462,503.418	796,853.099
628	462,504.211	796,952.644
629	462,504.316	796,965.855
630	462,555.459	797,149.829
631	462,561.693	797,160.363
632	462,573.274	797,170.572
633	462,508.737	797,212.771
634	462,504.892	797,193.973
635	462,498.658	797,183.438
636	462,470.076	797,125.733
638	462,357.060	796,712.186
639	462,289.599	796,689.060
640	461,951.394	796,687.183
641	461,951.761	796,621.184
644	462,319.942	796,623.228
645	462,345.657	796,598.988
646	462,350.274	796,469.243
647	462,365.820	796,341.715
648	462,388.941	795,692.013
649	462,052.818	795,380.074
650	461,751.696	795,413.385
651	461,460.993	795,426.367
652	461,427.252	795,448.626
653	461,416.312	795,798.234
654	461,387.177	795,950.746
655	461,382.189	796,110.148
656	461,372.847	796,178.437
657	461,346.871	796,541.514
658	461,349.776	796,644.339
659	461,368.974	796,676.812
660	461,377.988	796,676.884
661	461,385.100	796,763.866
662	461,338.934	796,809.497
663	461,334.895	796,938.313
664	461,041.071	796,929.758
665	460,901.894	796,925.103

R/W MONUMENT POINT COORDINATE TABLE - 4.06 AMEND. 1

POINT	Y	X
666	460,938.836	796,889.462
667	460,999.755	796,844.586
668	461,031.941	796,799.640
669	461,076.843	796,765.080
670	461,120.400	796,749.393
687	461,118.973	796,857.118
688	461,101.177	796,871.845

R/W MONUMENT POINT COORDINATE TABLE - 4.07

POINT	Y	X
700	461,146.724	798,951.103
701	461,139.633	798,870.933
702	461,161.108	798,840.048
703	461,165.493	798,615.648
704	461,180.163	798,487.926
705	461,184.744	798,268.632
706	461,183.096	798,233.201
708	461,309.245	798,282.497
709	461,309.437	798,311.752
710	461,313.449	798,341.502
711	461,312.061	798,445.086
712	461,307.471	798,474.538
713	461,307.174	798,488.731
714	461,311.397	798,525.993
715	461,303.959	798,882.103
716	461,317.609	798,882.398
717	461,309.571	798,947.239
719	461,306.894	798,236.618

HE MONUMENT POINT COORDINATE TABLE - 4.07

POINT	Y	X
HE700	461,312.590	798,236.738
HE701	461,312.864	798,252.430

4

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
1206-07-30	4.01	1
FEDERAL PROJECT NUMBER		

PLAT OF RIGHT-OF-WAY REQUIRED FOR
MOUNT HOREB - MADISON
CTH PD TO RAYMOND ROAD
R/W EARLY ACQUISITION PLAT
USH 18 — DANE COUNTY

CONSTRUCTION PROJECT NUMBER

P.I. = 909+09.00 VR
Y = 461,761.810
X = 797,643.272
DELTA = 3° 18' 31" (LT)
D = 0° 30' 55"
T = 321.11'
L = 642.04'
R = 11,118.00'
P.C. = 905+87.89 VR
P.T. = 912+29.93 VR

P.I. = 938+12.53 VR
Y = 464,568.009
X = 798,389.441
DELTA = 29° 42' 05" (RT)
D = 0° 42' 19"
T = 2,154.40'
L = 4,211.88'
R = 8,125.00'
P.C. = 916+58.13 VR
P.T. = 958+70.00 VR
D.B. = N 14° 53'25" E
D.A. = N 44° 35'30" E

P.I. = 95+51.70 WB
Y = 461,259.175
X = 797,036.577
DELTA = 9° 43' 19" (LT)
D = 2° 17' 31"
T = 212.61'
L = 424.19'
R = 2,500.00'
P.C. = 93+39.10 WB
P.R.C. = 97+63.29 WB
D.B. = S 85° 54'28" E
D.A. = N 84° 22'14" E

P.I. = 99+23.56 WB
Y = 461,295.752
X = 797,409.654
DELTA = 11° 48' 24" (RT)
D = 3° 41' 47"
T = 160.27'
L = 319.40'
R = 1,550.00'
P.R.C. = 97+63.29 WB
P.R.C. = 100+82.69 WB
D.B. = N 84° 22'14" E
D.A. = S 83° 49'22" E

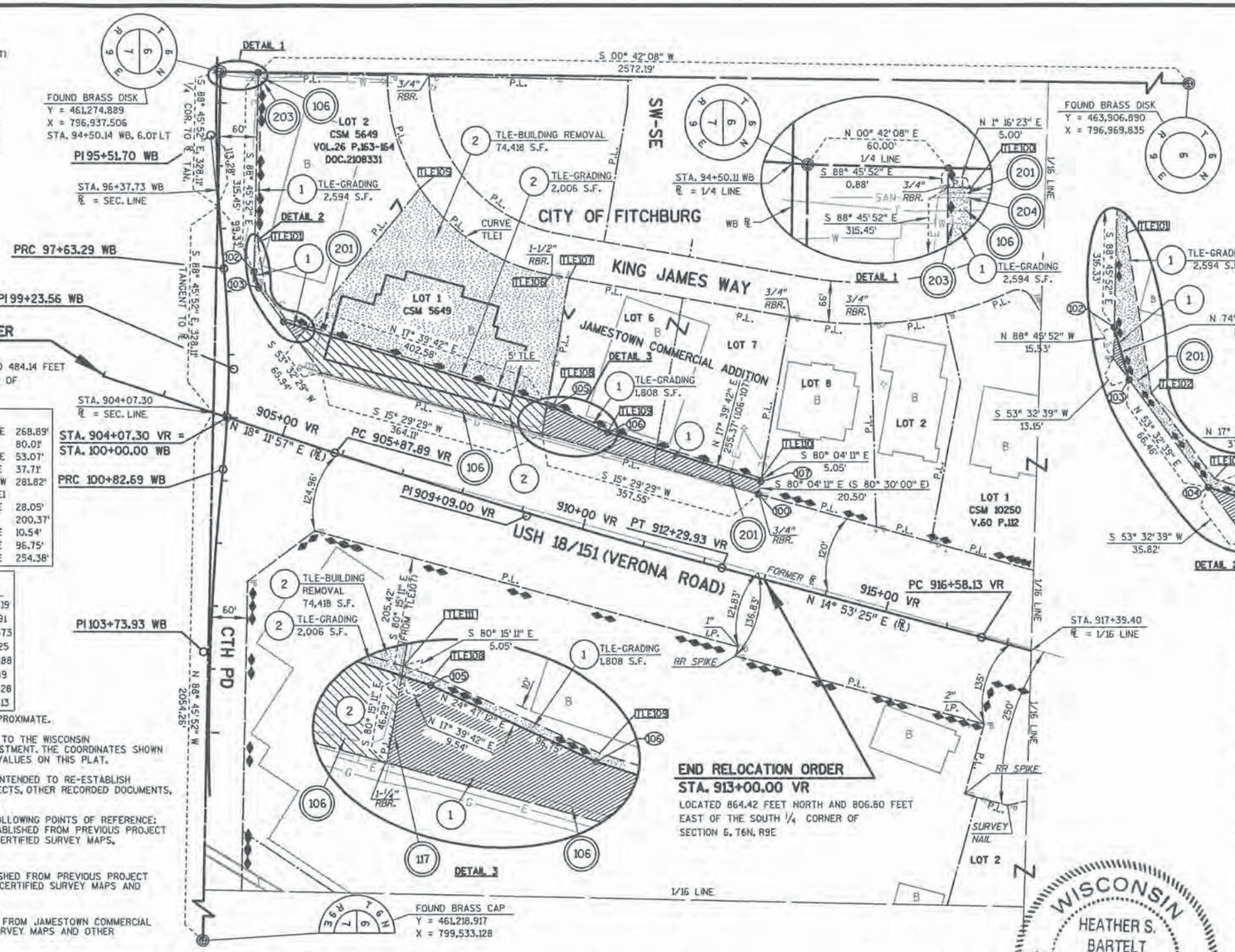
P.I. = 103+73.93 WB
Y = 461,247.169
X = 797,858.542
DELTA = 8° 19' 44" (LT)
D = 1° 25' 57"
T = 291.24'
L = 581.46'
R = 4,000.00'
P.R.C. = 100+82.69 WB
P.T. = 106+64.15 WB
D.B. = S 83° 49'22" E
D.B. = N 81° 50'54" E

CURVE TLE1
R=314.97'
L=256.92'
LC=249.86'
LCB=N 33° 17' 11" E

R/W POINT STATION & OFFSET TABLE		
100	912+56.68 VR	128.25'
102	97+72.13 WB	47.40'
103	97+97.93 WB	52.66'
104	904+45.02 VR	172.89'
105	908+99.34 VR	172.81'
106	909+96.49 VR	158.60'
107	912+54.91 VR	148.67'
109	94+49.23 WB	66.01'
TLE100	94+50.12 WB	71.02'
TLE101	97+25.91 WB	57.63'
TLE102	98+04.95 WB	63.17'
TLE103	904+46.59 VR	177.90'
TLE104	904+84.30 VR	178.26'
TLE105	905+85.73 VR	441.20'
TLE106	908+35.46 VR	373.52'
TLE107	908+64.12 VR	376.89'
TLE108	908+99.75 VR	177.80'
TLE109	909+96.94 VR	163.59'
TLE110	912+54.47 VR	153.70'
TLE111	908+89.04 VR	177.99'

TLE COURSE TABLE			
TLE100 - TLE101	S	88° 45'52" E	268.89'
TLE101 - TLE102	N	81° 01'14" E	80.01'
TLE102 - TLE103	N	53° 32'39" E	53.07'
TLE103 - TLE104	N	17° 39'42" E	37.71'
TLE104 - TLE105	N	50° 42'24" W	281.82'
TLE105 - TLE106	SEE CURVE TLE1		
TLE106 - TLE107	N	9° 54'15" E	28.05'
TLE107 - TLE111	S	80° 15'11" E	200.37'
TLE111 - TLE108	N	17° 39'42" E	10.54'
TLE108 - TLE109	N	24° 47'12" E	96.75'
TLE109 - TLE110	N	17° 39'42" E	254.38'

R/W COORDINATE TABLE		
POINT NO.	NORTHING	EASTING
100	462,130.947	797,608.719
102	461,328.943	797,214.291
103	46,1335.554	797,280.673
104	461,375.042	797,334.125
105	461,803.313	797,470.488
106	461,891.148	797,511.049
107	462,134.482	797,588.528
109	461,334.895	796,938.313



SCALE, FEET
0 100 200

SHEET LOCATION

LOCATION SKETCH
NOT TO SCALE

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1-½" IRON PIPE UNLESS NOTED)	⊎	PROPOSED R/W LINE	
R/W MONUMENT	• <SET)	EXISTING H.E. LINE	
R/W STANDARD	▲ <SET)	PROPERTY LINE	
SIGN	|SIGN	LOT & TIE LINES	
SECTION CORNER MONUMENT	●	SLOPE INTERCEPTS	
SECTION CORNER SYMBOL		CORPORATE LIMITS	
FEE (HATCH VARIES)		ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)	
TEMPORARY LIMITED EASEMENT		ACCESS RESTRICTED (BY ACQUISITION)	
PERMANENT LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
R/W BOUNDARY POINT	RWB20	SECTION LINE	
PARCEL NUMBER	105	QUARTER LINE	
UTILITY PARCEL NUMBER	92	SIXTEENTH LINE	
SIGN NUMBER (OFF PREMISE)	21	EXISTING CENTERLINE	
BUILDING		PROPOSED REFERENCE LINE	
		PARALLEL OFFSET	

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	RIGHT-OF-WAY	R/W
ACCESS RIGHTS	AR	SECTION	SEC.
ACRES	AC.	STATION	STA.
CENTERLINE	C/L	SQUARE FEET	S.F.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CORNER	COR.	VOLUME	V.
DOCUMENT	DOC.	**CURVE DATA**	
EASEMENT	EASE.	LONG CHORD	LC
MONUMENT	MON.	LONG CHORD BEARING	LCB
PAGE	P.	RADIUS	R
PERMANENT LIMITED EASEMENT	PLE	DEGREE OF CURVE	D
PROPERTY LINE	PL	CENTRAL ANGLE OR DELTA	DELTA
RECORDED AS	(100')	LENGTH OF CURVE	L
REFERENCE LINE	R/L	TANGENT	TAN
RELEASE OF RIGHTS	ROR	DIRECTION AHEAD	D.A.
		DIRECTION BACK	D.B.

NOTES

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, DANE COUNTY ZONE, NAD83/2007 ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15) ALONG WITH FOUND IRONS RELATING TO CERTIFIED SURVEY MAPS, AND SUBDIVISION PLATS OF RECORD.

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 AND 5849-00-21 ALONG WITH FOUND IRONS RELATING TO CERTIFIED SURVEY MAPS AND SUBDIVISION PLATS OF RECORD.

EXISTING HIGHWAY RIGHT-OF-WAY FOR KING JAMES WAY ESTABLISHED FROM JAMESTOWN COMMERCIAL ADDITION PLAT ALONG WITH FOUND IRONS RELATING TO CERTIFIED SURVEY MAPS AND OTHER SUBDIVISION PLATS OF RECORD.

EXISTING ACCESS CONTROL ALONG USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2). NOTE - ACCESS TO MOST PARCELS IS BY FRONTAGE OR LOCAL ROAD ONLY. EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27 OF THE CITY OF FITCHBURG ORDINANCES

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

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

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE LAND SURVEY.

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

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN, UNLESS OTHERWISE NOTED.

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
1	BENJAMIN INVESTMENTS, LLC.	FEE, TLE	10,862	---	10,862	4,402
2	BENJAMIN BUILDING COMPANY, LLC.	FEE, TLE	21,113	---	21,113	76,424

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
117	MADISON GAS & ELECTRIC - GAS	RELEASE OF RIGHTS
201	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
203	CITY OF FITCHBURG - WATER	RELEASE OF RIGHTS
204	CITY OF FITCHBURG - SEWER	RELEASE OF RIGHTS

ALLIANT EASEMENT
DOC.4157257 - PARCELS 1& 2
DOC.2234446, V.15065, P.47
PARCELS 1& 2

AT&T WISCONSIN EASEMENT
DOC.253228, V.25058, P.25
PARCEL 1& 2
DOC.2530163, V.24981, P.72
PARCEL 1
JAMESTOWN COMMERCIAL ADDITION
PARCELS 1& 2

MG&E-GAS EASEMENT
DOC.2187077, V.13902, P.6
PARCEL 1

CITY OF FITCHBURG - WATER EASEMENT
DOC.1274593, V.204, P.466-467

CITY OF FITCHBURG - SEWER EASEMENT
DOC.1274593, V.204, P.466-467

WISCONSIN
HEATHER S. BARTELT
S-2797
MADISON
WI
LAND SURVEYOR
5/28/14

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

REVISION DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT
DATE: 6/2/2014 David R. Miller (Signature)
DAVID R. MILLER (Printed name)

E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\TPP\PD\Advanced Acquisition Plat\040101_rp.dgn | PLOT DATE : 5/28/2014 | PLOT BY : _username_ | PLOT NAME : | PLOT SCALE : $$.....plotscale.....$$ | WISDOT/CADDS

TRANSPORTATION PROJECT PLAT NO: 1206-07-30 - 4.02

THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 7700 IN THE NW 1/4 OF THE NE 1/4, ALSO THAT PART OF LOT 1 OF CERTIFIED SURVEY MAP 13473 IN THE NW 1/4 OF THE NE 1/4, ALSO THAT PART OF THE NW 1/4 OF THE NE 1/4 ALL IN SECTION 7, T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN

RELOCATION ORDER USH 18 DANE COUNTY MOUNT HOREB - MADISON
(CTH PD TO RAYMOND ROAD) R/W EARLY ACQUISITION PLAT

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30 WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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

I, HEATHER S. BARTELT, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1206-07-30-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON W LAND SURVEYOR

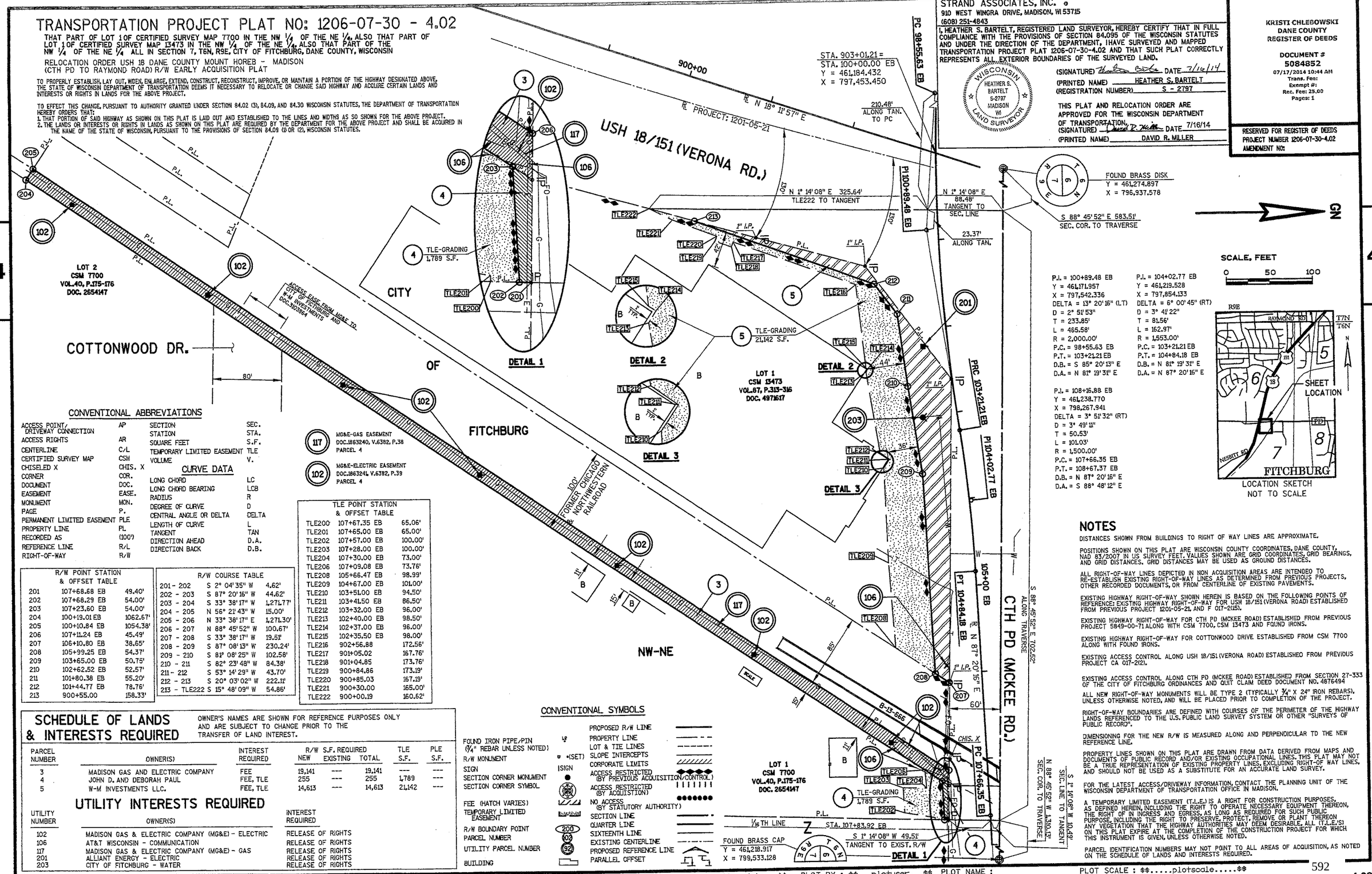
(SIGNATURE) _____ DATE 7/16/14
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
(SIGNATURE) _____ DATE 7/16/14
(PRINTED NAME) DAVID R. MILLER

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5084852
07/17/2014 10:44 AM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1206-07-30-4.02
AMENDMENT NO:



CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	SECTION	SEC.
ACCESS RIGHTS	AR	STATION	STA.
CENTERLINE	C/L	SQUARE FEET	S.F.
CERTIFIED SURVEY MAP	CSM	TEMPORARY LIMITED EASEMENT	TLE
CHISELED X	CHIS. X	VOLUME	V.
CORNER	COR.		
DOCUMENT	DOC.		
EASEMENT	EASE.		
MONUMENT	MON.		
PAGE	P.		
PERMANENT LIMITED EASEMENT	PLE		
PROPERTY LINE	PL		
RECORDED AS	(100')		
REFERENCE LINE	R/L		
RIGHT-OF-WAY	R/W		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN
DIRECTION AHEAD	D.A.
DIRECTION BACK	D.B.

117 M&E-GAS EASEMENT DOC.1863240, V.6382, P.38 PARCEL 4

102 M&E-ELECTRIC EASEMENT DOC.1863241, V.6382, P.39 PARCEL 4

R/W POINT STATION & OFFSET TABLE		
201	107+68.68 EB	49.40'
202	107+68.29 EB	54.00'
203	107+23.60 EB	54.00'
204	100+19.01 EB	1062.67'
205	100+10.84 EB	1054.38'
206	107+11.24 EB	45.49'
207	106+10.80 EB	38.65'
208	105+99.25 EB	54.37'
209	103+65.00 EB	50.75'
210	102+62.52 EB	52.57'
211	101+80.38 EB	55.20'
212	101+44.77 EB	78.76'
213	900+55.00	158.33'

R/W COURSE TABLE		
201 - 202	S 2° 04' 35" W	4.62'
202 - 203	S 87° 20' 16" W	44.62'
203 - 204	S 33° 38' 17" W	1,271.77'
204 - 205	N 56° 21' 43" W	15.00'
205 - 206	N 33° 38' 17" E	1,271.30'
206 - 207	N 88° 45' 52" W	100.67'
207 - 208	S 33° 38' 17" W	19.51'
208 - 209	S 87° 08' 13" W	230.24'
209 - 210	S 81° 08' 25" W	102.58'
210 - 211	S 82° 23' 48" W	84.38'
211 - 212	S 53° 14' 29" W	43.70'
212 - 213	S 20° 03' 02" W	222.11'
213 - TLE222	S 15° 48' 09" W	54.86'

TLE POINT STATION & OFFSET TABLE		
TLE200	107+67.35 EB	65.06'
TLE201	107+65.00 EB	65.00'
TLE202	107+57.00 EB	100.00'
TLE203	107+28.00 EB	100.00'
TLE204	107+30.00 EB	73.00'
TLE206	107+09.08 EB	73.76'
TLE208	105+66.47 EB	98.99'
TLE209	104+67.00 EB	101.00'
TLE210	103+51.00 EB	94.50'
TLE211	103+41.50 EB	86.50'
TLE212	103+32.00 EB	96.00'
TLE213	102+40.00 EB	98.50'
TLE214	102+37.00 EB	96.00'
TLE215	102+35.50 EB	98.00'
TLE216	902+56.88	172.56'
TLE217	901+05.02	167.76'
TLE218	901+04.85	173.76'
TLE219	900+84.86	173.19'
TLE220	900+85.03	167.19'
TLE221	900+30.00	165.00'
TLE222	900+00.19	160.62'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.
3	MADISON GAS AND ELECTRIC COMPANY	FEE	19,141	---	19,141	---	---
4	JOHN D. AND DEBORAH PAUL	FEE, TLE	255	---	255	1,789	---
5	W-M INVESTMENTS LLC.	FEE, TLE	14,613	---	14,613	21,142	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
102	MADISON GAS & ELECTRIC COMPANY (MG&E) - ELECTRIC	RELEASE OF RIGHTS
106	AT&T WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
117	MADISON GAS & ELECTRIC COMPANY (MG&E) - GAS	RELEASE OF RIGHTS
201	ALLIANT ENERGY - ELECTRIC	RELEASE OF RIGHTS
203	CITY OF FITCHBURG - WATER	RELEASE OF RIGHTS

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (3/4" REBAR UNLESS NOTED)
R/W MONUMENT
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY PARCEL NUMBER
BUILDING

PROPOSED R/W LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

NOTES

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD 83/2007 IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT 1201-05-21, AND F 017-2(15).

EXISTING HIGHWAY RIGHT-OF-WAY FOR CTH PD (MCKEE ROAD) ESTABLISHED FROM PREVIOUS PROJECT 5849-00-71 ALONG WITH CSM 7700, CSM 13473 AND FOUND IRONS.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COTTONWOOD DRIVE ESTABLISHED FROM CSM 7700 ALONG WITH FOUND IRONS.

EXISTING ACCESS CONTROL ALONG USH 18/151 (VERONA ROAD) ESTABLISHED FROM PREVIOUS PROJECT CA 017-2(2).

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES AND QUIT CLAIM DEED DOCUMENT NO. 4876494

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO COMPLETION OF THE PROJECT.

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

DIMENSIONING FOR THE NEW R/W IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE LAND SURVEY.

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

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF IN INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL T.L.E.'S ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN, UNLESS OTHERWISE NOTED.

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

FILE NAME : $$....designfile....$$
APPRAISAL PLAT DATE : 7/16/14
PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
14	889+47.90VR 122.92'LT	TOP NUT HYD	991.04
15	887+87.22VR 211.94'LT	TOP NUT HYD	990.49

RMD NESBITT LLC

TARRAGON INVESTMENT COMPANY LLC

GLOBAL ESTATES LLC

LYNN MARIE ELLIOTT

GLOBAL ESTATES LLC

J W JUNG SEED CO

NESBITT ROAD

R/W

P.L.

TLE

SLOPE INTERCEPT (TYP.)

BM 15

BM 14

CAUTION

BEGIN PROJECT
STA. 888+00.0 VR
Y: 459,780.73
X: 796,928.45

R-13-264

R-13-266

R-13-265

S-13-442

S-13-443

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

D RAMP

A RAMP

MATCHLINE 898+00 VR

W-M INVESTMENTS LLC

WIDNR

BIKE PATH

CITY OF FITCHBURG

MADISON GAS & ELECTRIC CO

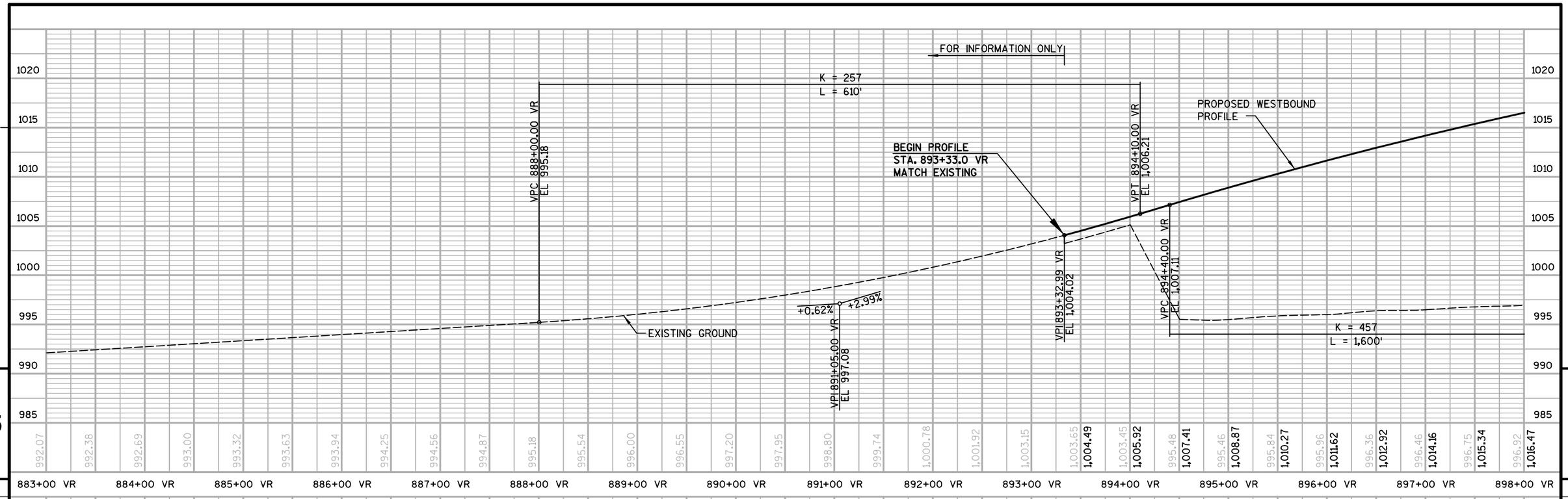
LEGEND

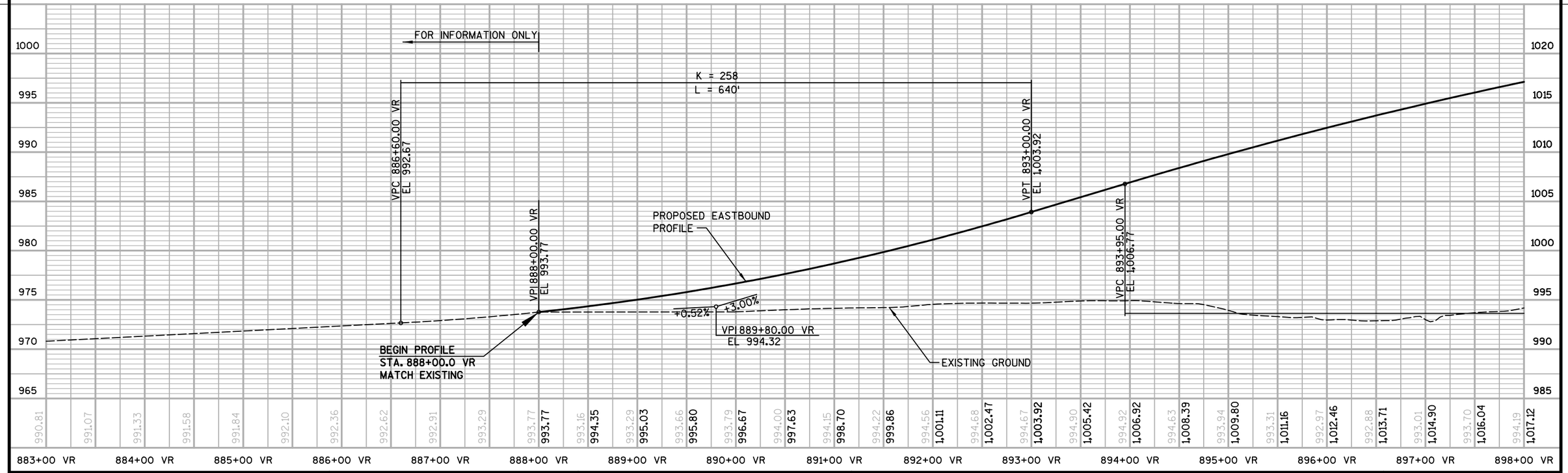
1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 593	E

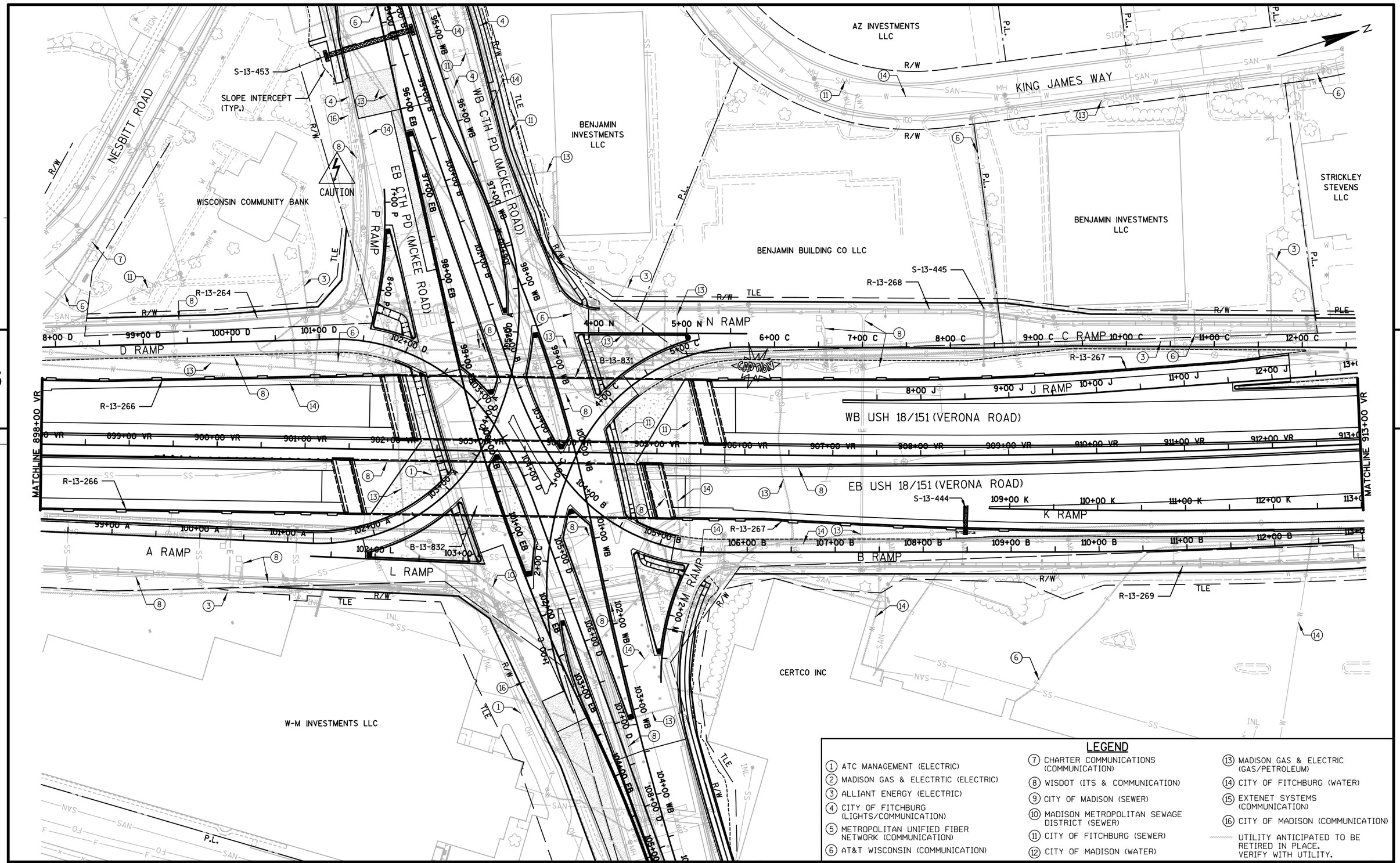
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050105_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050106_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

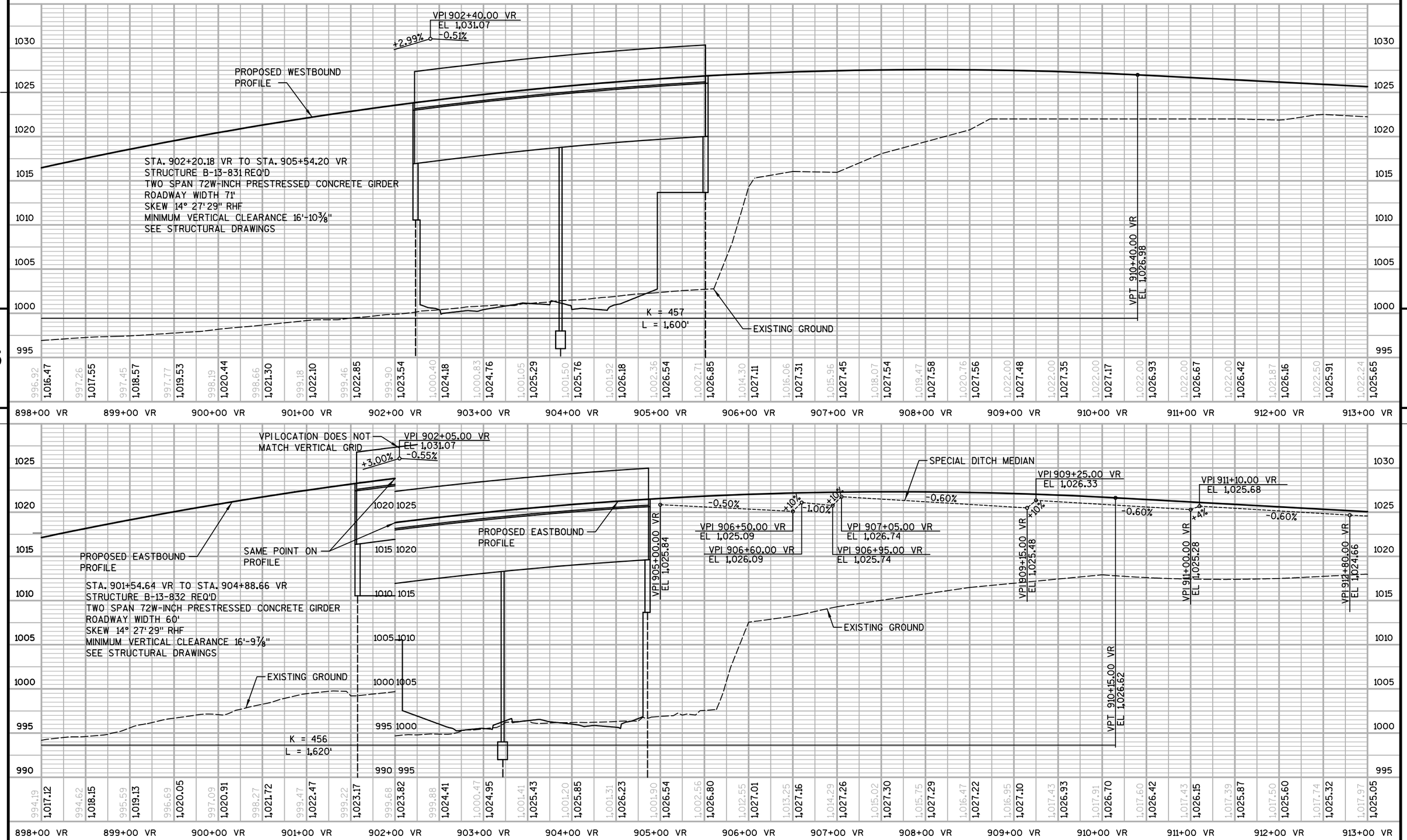


LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 595 E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - USH 18/151 (VERONA ROAD) (VR)	SHEET 596 E

ANTON DRIVE

BASE CAMP VENTURE LLC

M & T REAL ESTATE INVESTMENTS LLC

TWIN BRO LLC

LLC CHOPHIA

CARRIAGE STREET

MADPOWER TRAINING CENTER LLC

IN KAHOOTS LLC

COOPER FAMILY LLC

STRICKLEY STEVENS LLC

R-13-268

S-13-446

SLOPE INTERCEPT (TYP.)

R-13-270

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

J RAMP

K RAMP

B RAMP

C RAMP

H RAMP

R-13-269

R-13-271

S-13-447

EAST VERONA ROAD FRONTAGE ROAD

CERTCO INC

CERTCO INC

HENDRICKSON CHILDREN TR, PHILLIP J

NFW ACQUISTION CORP

MATCHLINE

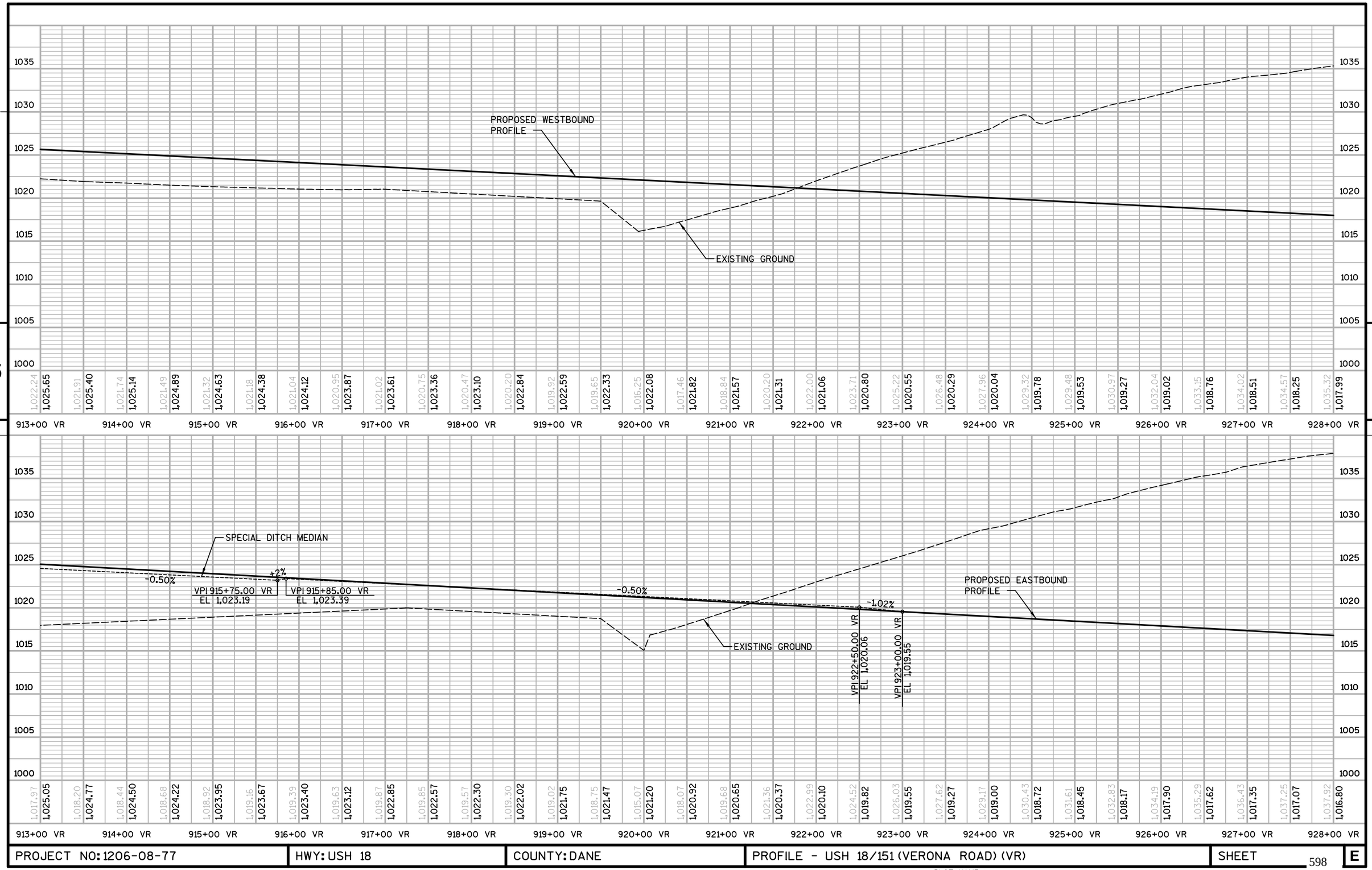
MATCHLINE

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET 597	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - USH 18/151 (VERONA ROAD) (VR)	SHEET 598 E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
23	942+64.27VR 211.97'RT	TOP NUT HYD	1030.33

MIDWEST LEASE ASSOCIATES LLC
VERONA ROAD SELF STORAGE LLC
CATHOLIC MULTICULTURAL CENTER WEST LLC
CHALET PROPERTIES INC
M & I BANK OF HILLDALE
WILLIAMSBURG WAY
PDQ FOOD STORES INC
PRESTIGIACOMO JOINT TR
ERIK P HUMLIE
TAWHEE APARTMENT HOMES
THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC
COLUMBUS CLUB ASSN OF MADISON INC
CHARLES WAYNE MILLER
CC SYSTEMS LLC
EAST VERONA ROAD FRONTAGE ROAD
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
H RAMP
C RAMP
G RAMP
K RAMP
E RAMP
F RAMP
MATCHLINE 928+00 VR
MATCHLINE 943+00 VR
R-13-270
R-13-271
R-13-272
R-13-273
S-13-454
B-13-833
N-13-5
BM 23
SLOPE INTERCEPTS (TYP.)
CAUTION
P.L.
TLE
PLE
R/W
CANOPY

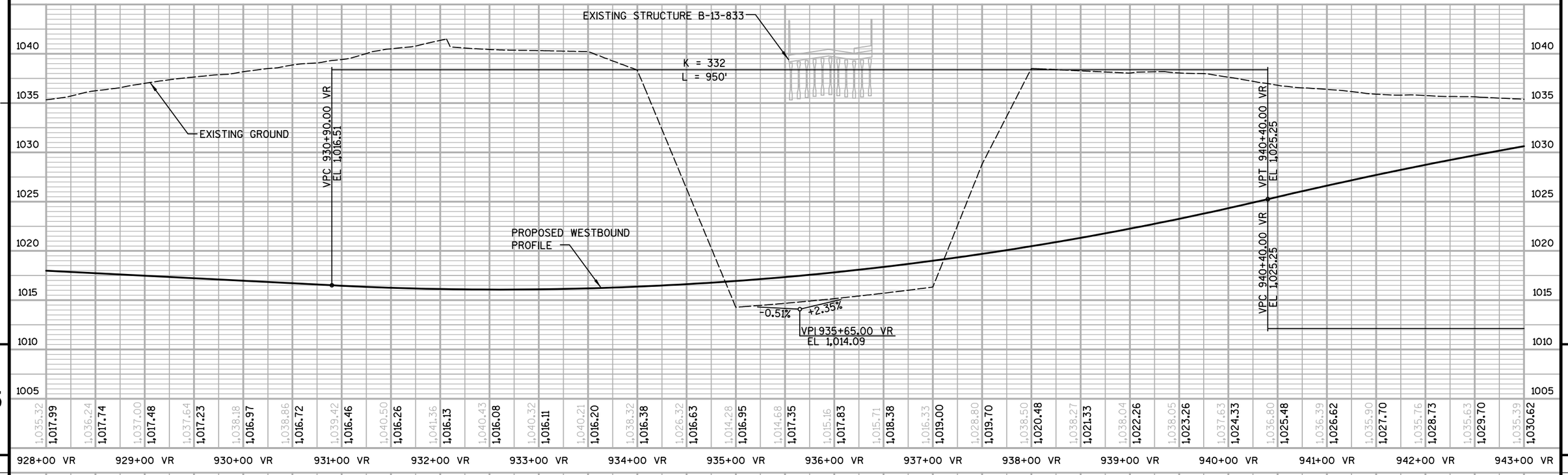
LEGEND

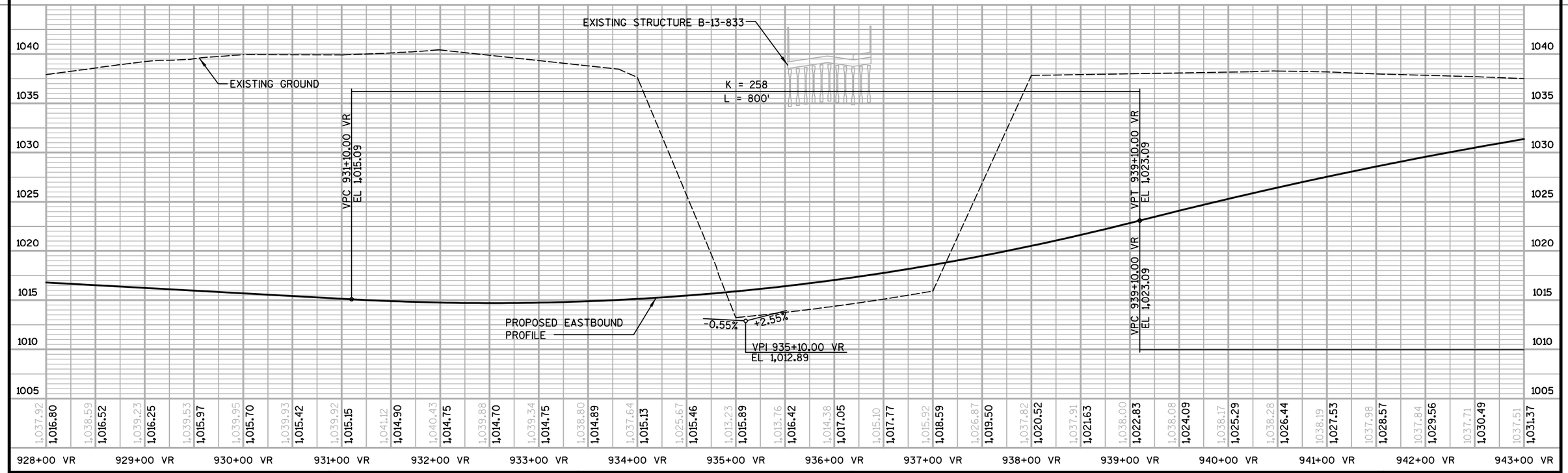
1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050111_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44





PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - USH 18/151 (VERONA ROAD) (VR)	SHEET 600	E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
24	945+17.69VR 198.93' RT	TOP NUT HYD	1024.68
25	948+64.96VR 166.70' RT	TOP NUT HYD	1032.43
26	953+95.83VR 173.15' RT	TOP NUT HYD	1032.39

HARLEY DRIVE
WESTCHESTER ROAD
TAWHEE APARTMENT HOMES
GREG & SARAH E CHAPEAU
THOMAS A KUBAN & BARBARA K WULF
JOSHUA J FRITSCHE
TONI KRANTZ
HELEN L WINEKE
PHILLIP N ANDERSON
BRAD A ANDREW
CALE SCHMELZER
SAINT IGNATIUS OF ANTIOCH ORTHODOX CHRISTIAN MISSION
N-13-5
R-13-272
N-13-6
S-13-448
S-13-449
END PROJECT STA. 947+98.2 VR
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
G RAMP
C RAMP
F RAMP
MATCHLINE 943+00 VR
SLOPE INTERCEPTS (TYP.)
EAST VERONA ROAD FRONTAGE ROAD
BM 24
BM 25
BM 26
TLE
R/W
P.L.
CAUTION
DANE COUNTY BIKE PATH
SCHMIDT AT DESIGN MART LLC
CHALET GARDENS PARTNERS LLC
STAR-NAKOMA HEIGHTS LIMITED PARTNERSHIP
TOPPERS LANE
RIPRAP

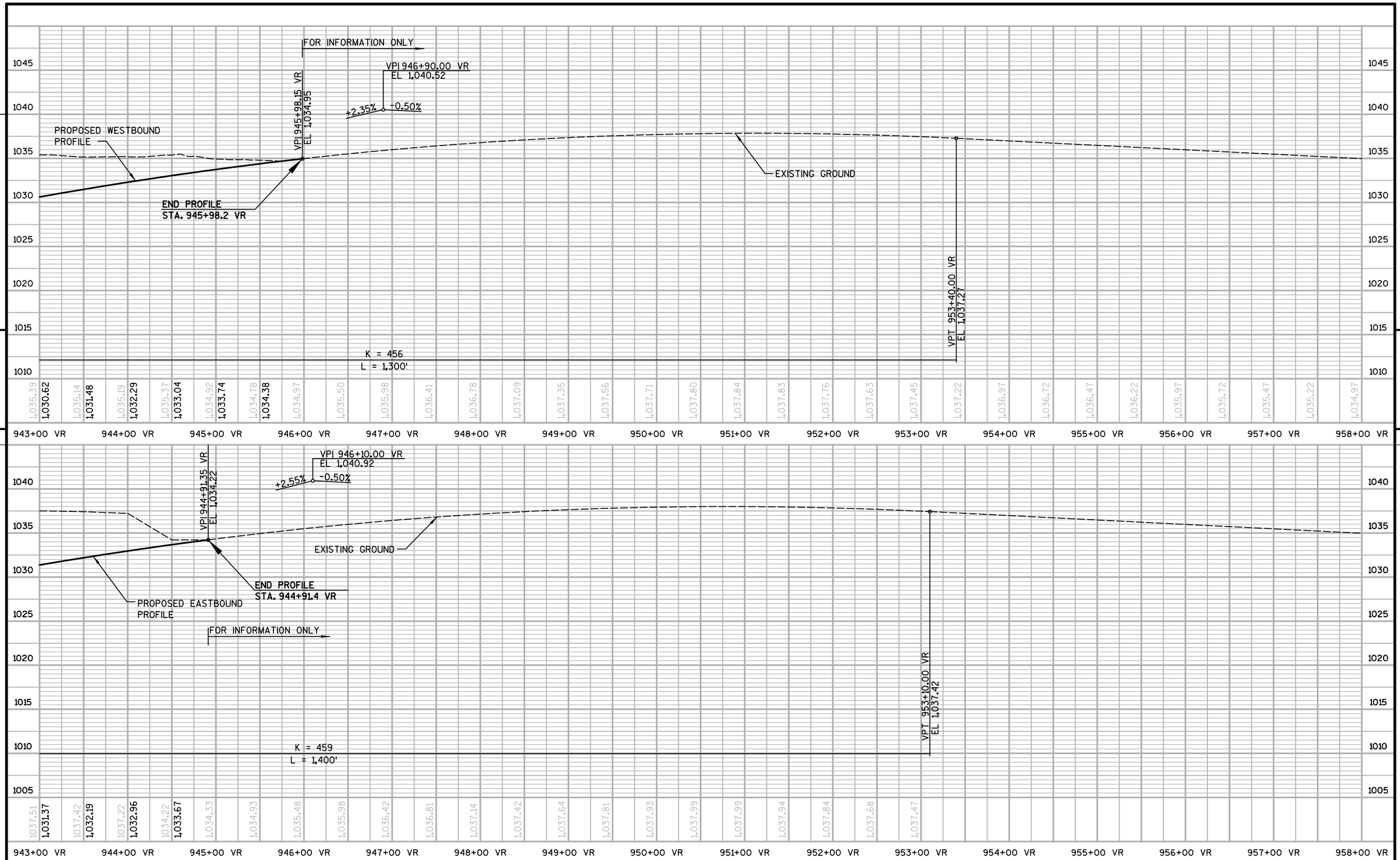
LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - USH 18/151 (VERONA ROAD) (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050113_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44



5 5

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - USH 18/151 (VERONA ROAD) (VR)	SHEET 602	E

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
2	87+06.53WB 72.77' RT	TOP NUT HYD	1010.56
3	83+32.11WB 86.62' RT	TOP NUT HYD	1036.86

WINGRA REAL ESTATE LLC

WINGRA REAL ESTATE LLC

QUARRY

QUARRY

QUARRY

TLE

R/W

SLOPE INTERCEPTS (TYP.)

S-13-452

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

74+00 WB 75+00 WB 76+00 WB 77+00 WB 78+00 WB 79+00 WB 80+00 WB 81+00 WB 82+00 WB 83+00 WB 84+00 WB 85+00 WB 86+00 WB 87+00 WB

74+00 EB 75+00 EB 76+00 EB 77+00 EB 78+00 EB 79+00 EB 80+00 EB 81+00 EB 82+00 EB 83+00 EB 84+00 EB 85+00 EB 86+00 EB 87+00 EB

10+00 SW 11+00 SW 12+00 SW 13+00 SW 14+00 SW 15+00 SW 16+00 SW

BEGIN CONSTRUCTION STA. 80+12.1 EB

CAUTION

CAUTION

MATCH LINE 88+00 EB

BM 2

BM 3

MADISON ORCHARD POINTE LLC

ORCHARD POINTE PG II LLC

ORCHARD POINTE FICTCHBURG RE LLC

ORCHARD POINTE FICTCHBURG RE LLC

ORCHARD POINTE FICTCHBURG RE LLC

HY-VEE INC

FITCHRONA ROAD

HARDROCK ROAD

P.L.

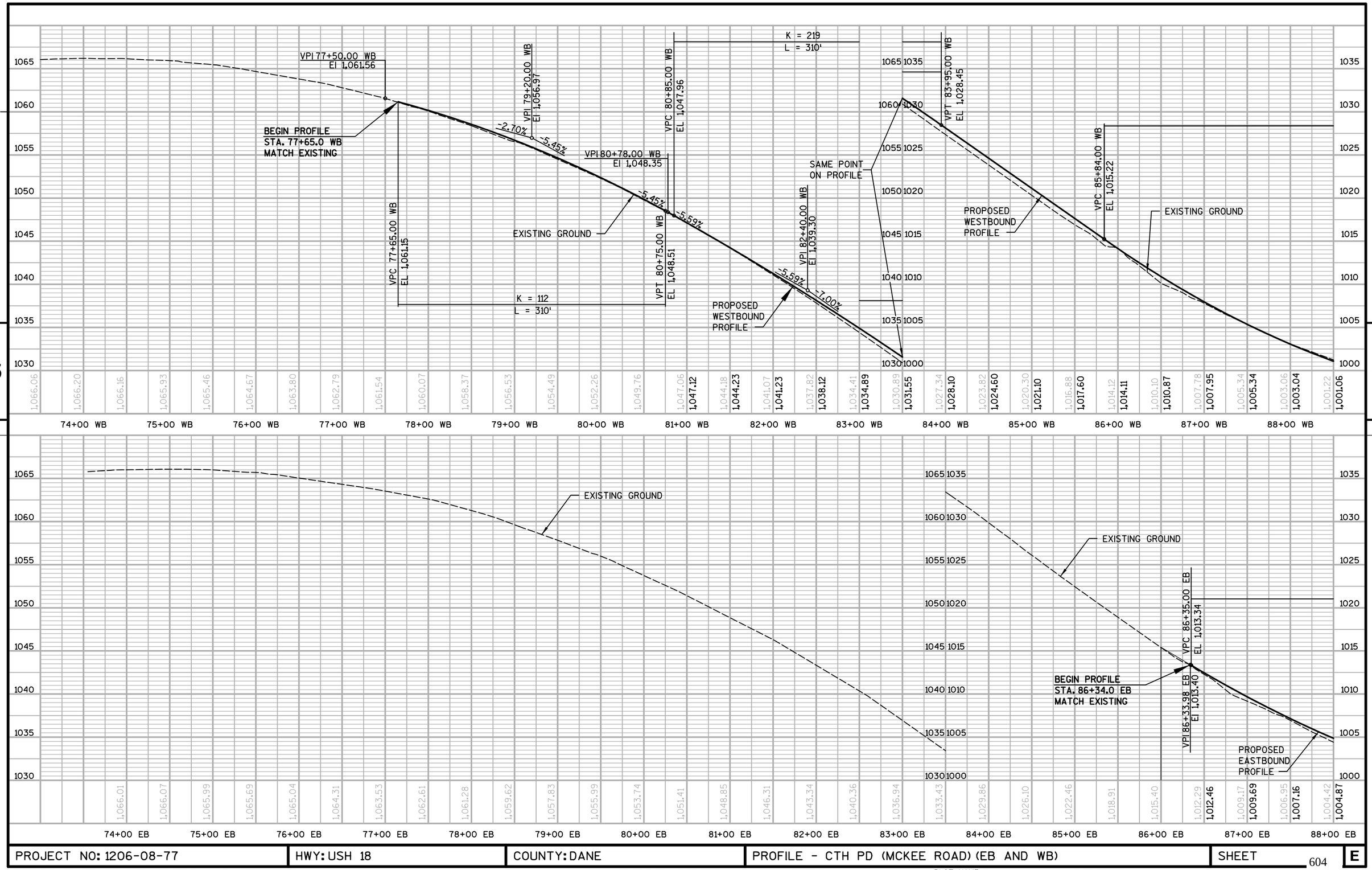
LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

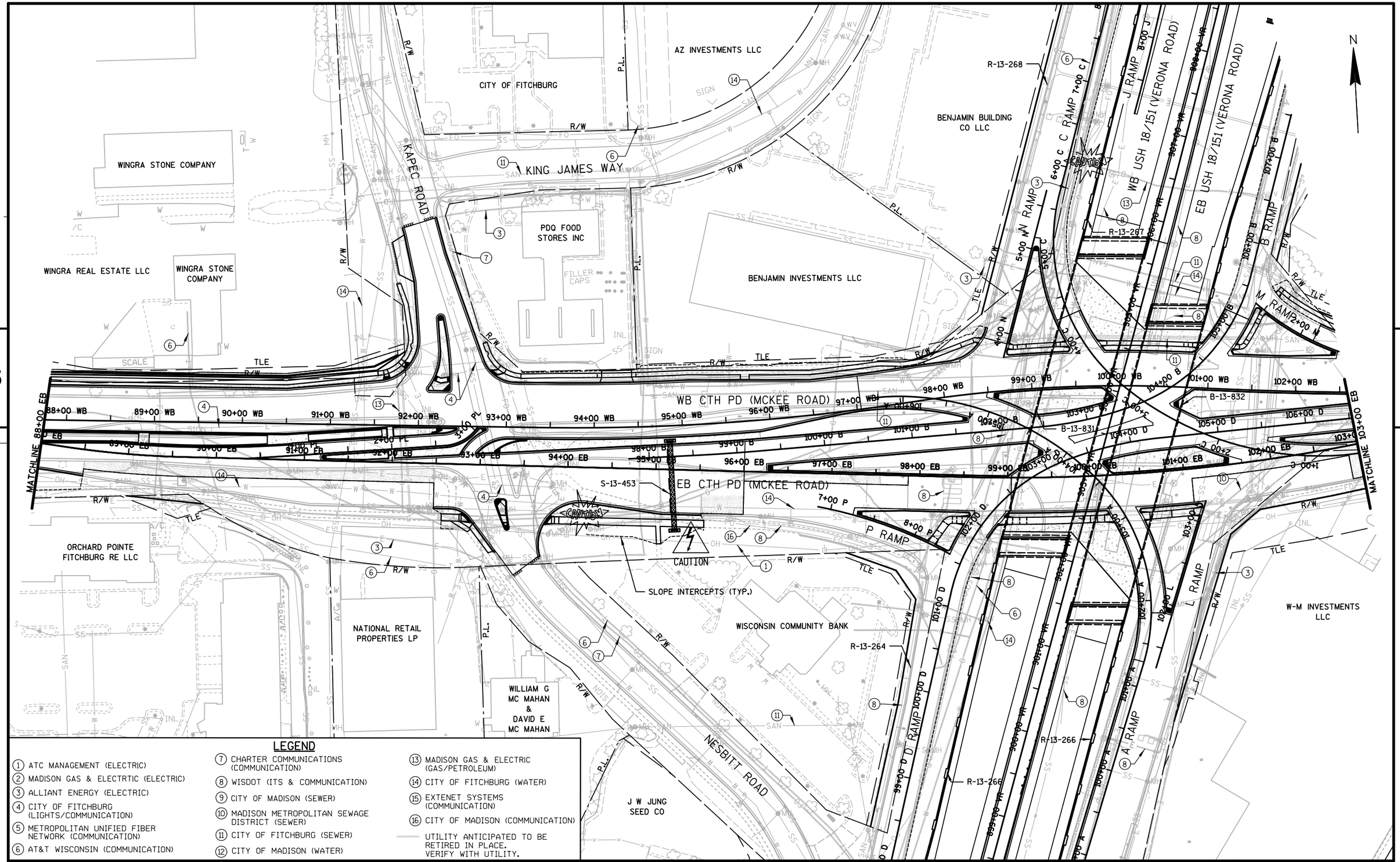
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050119_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 604	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050120_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 46



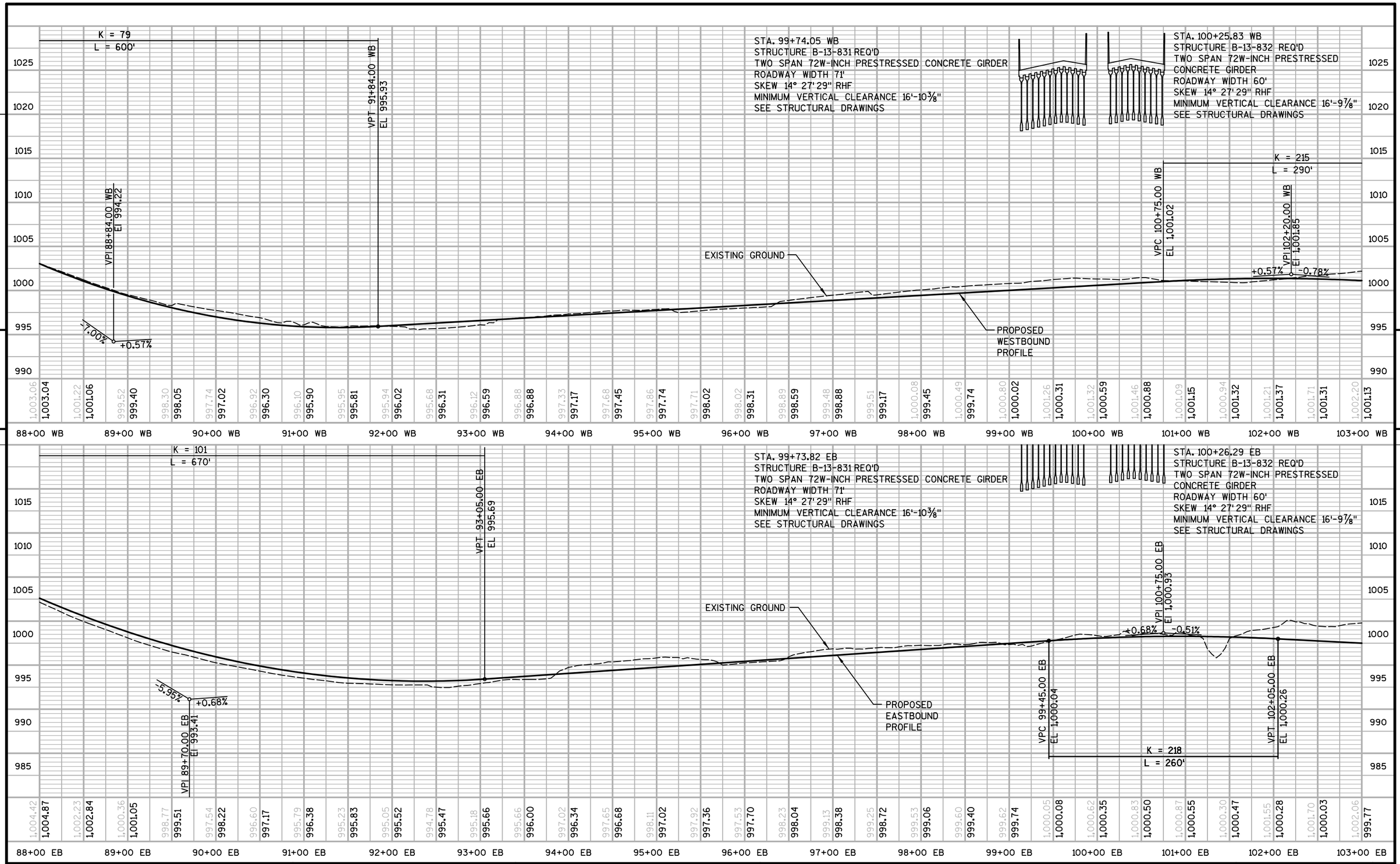
LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

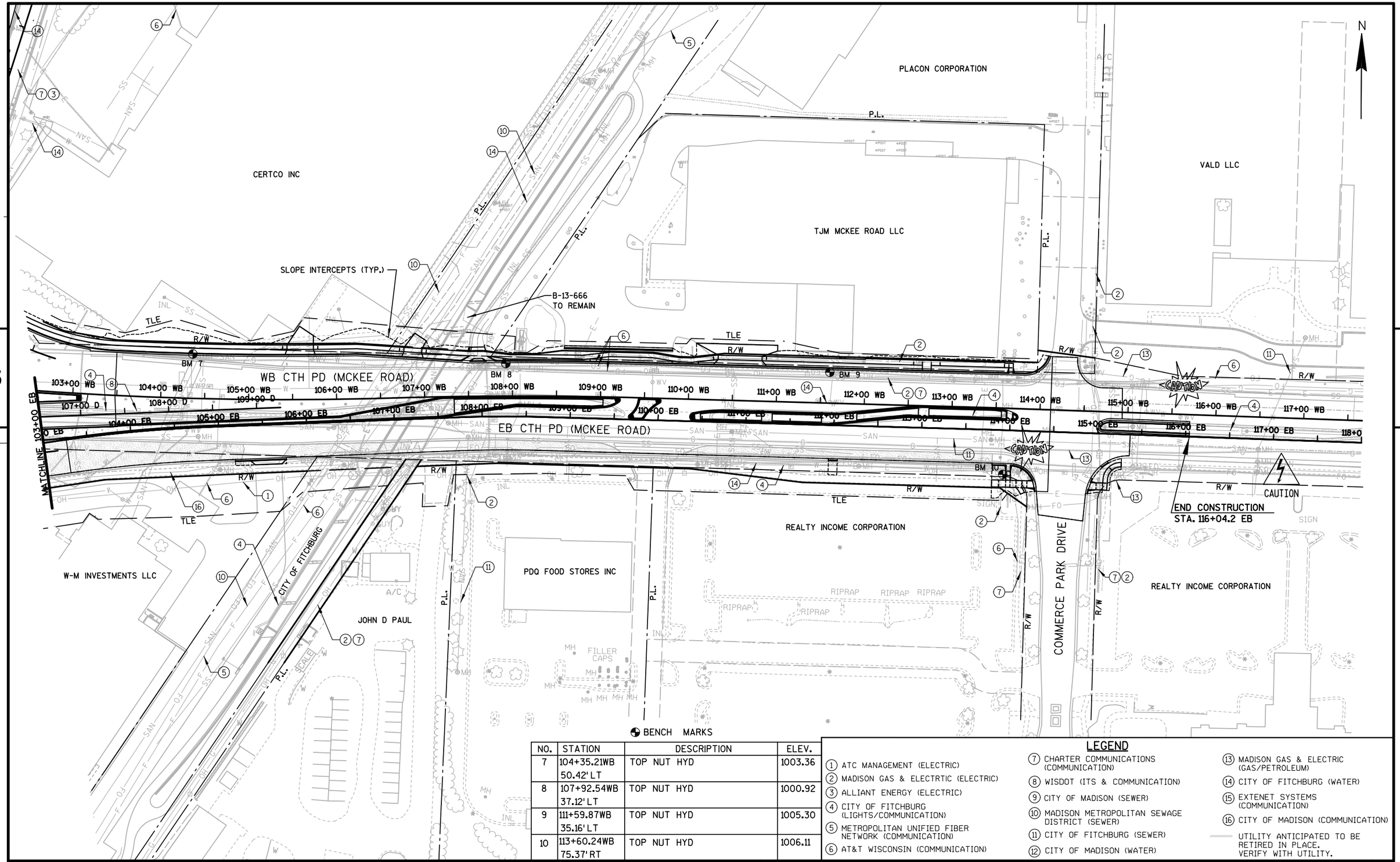
UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 605 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050121_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 606	E



BENCH MARKS

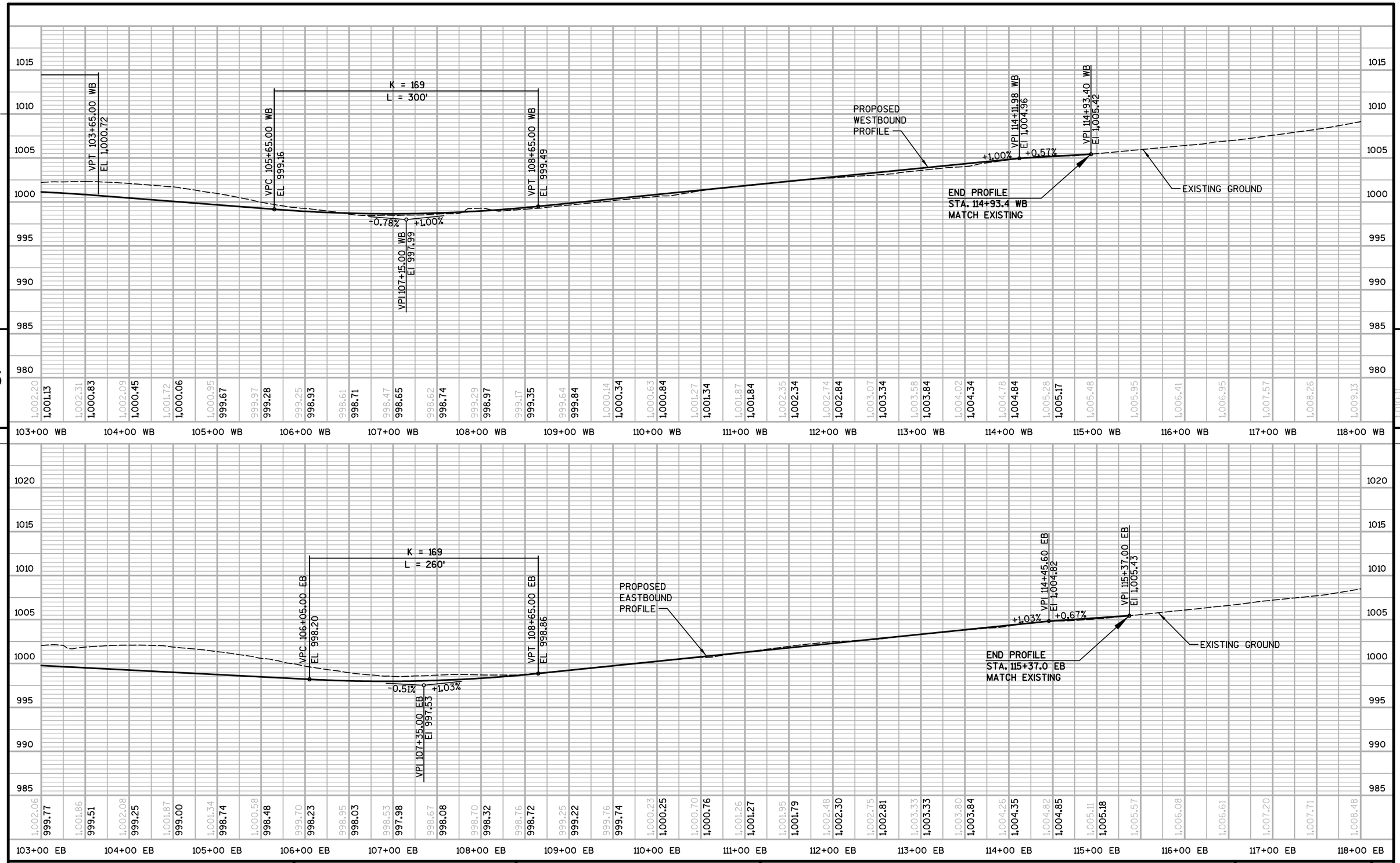
NO.	STATION	DESCRIPTION	ELEV.
7	104+35.21WB 50.42' LT	TOP NUT HYD	1003.36
8	107+92.54WB 37.12' LT	TOP NUT HYD	1000.92
9	111+59.87WB 35.16' LT	TOP NUT HYD	1005.30
10	113+60.24WB 75.37' RT	TOP NUT HYD	1006.11

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

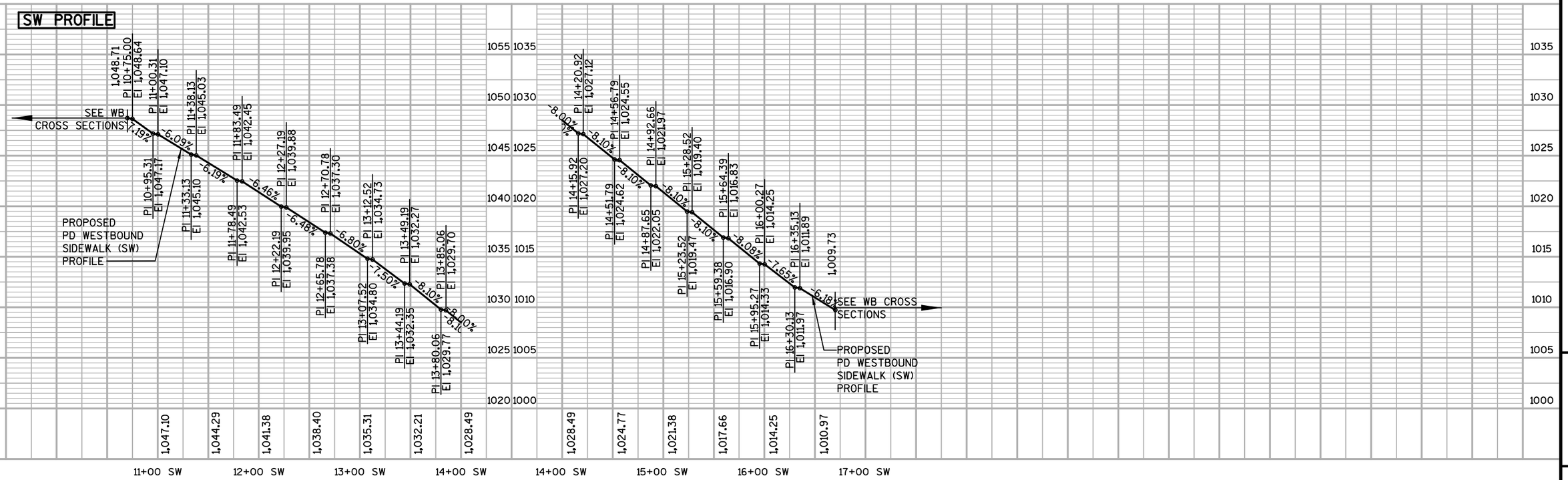
UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 607	E

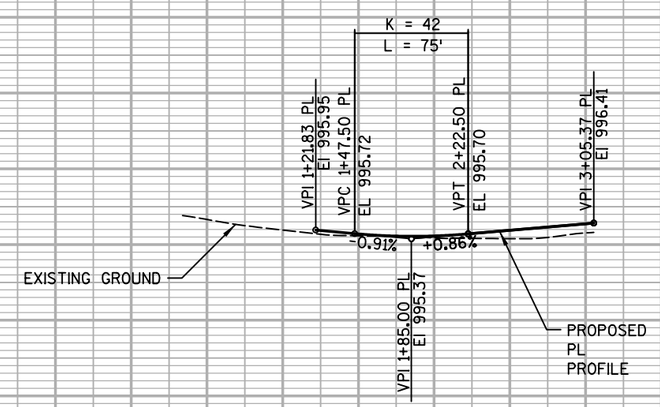


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 608	E

SW PROFILE

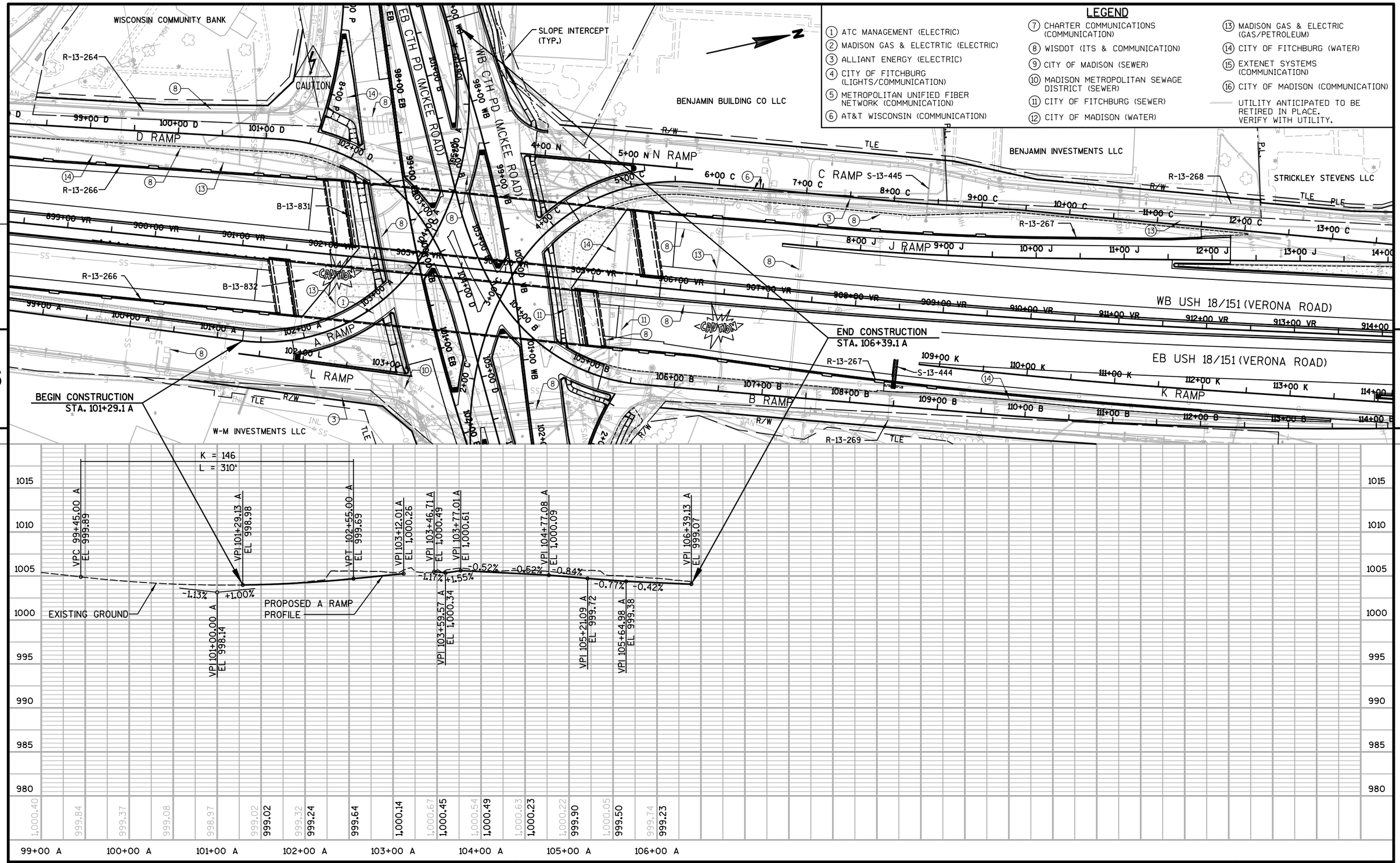


PL PROFILE



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PROFILE - CTH PD (PL) (SW)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050126a_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - A RAMP (A)	SHEET 610	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050128_pp.dgn PLOT DATE : 1/19/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

N

BENJAMIN BUILDING CO LLC

BENJAMIN INVESTMENTS LLC

CERTCO INC

NATIONAL RETAIL PROPERTIES LLC

WISCONSIN COMMUNITY BANK

W-M INVESTMENTS LLC

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

NESBITT ROAD

B RAMP

C RAMP

D RAMP

P RAMP

A RAMP

L RAMP

M RAMP

S-13-453

B-13-831

B-13-832

R-13-266

R-13-267

BM 7

SLOPE INTERCEPTS (TYP.)

CAUTION

BEGIN CONSTRUCTION
STA. 99+32.1 B

END CONSTRUCTION
STA. 105+15.6 B

K = 65
L = 390'

K = 63
L = 90'

VPI 99+32.07 B
EL 997.37

VPI 103+15.00 B
EL 1,001.28

VPI 104+22.13 B
EL 1,001.07

VPC 104+60.00 B
EL 1,000.99

VPI 105+15.61 B
EL 1,000.67

VPT 108+50.00 B
EL 1,008.74

VPC 102+70.00 B
EL 1,000.82

VPT 103+60.00 B
EL 1,001.10

VPI 104+03.70 B
EL 1,000.93

VPI 104+59.27 B
EL 1001.00

VPI 106+55.00 B
EL 999.04

+1.02%
-0.40%
+0.76%
-1.00%
+4.98%

EXISTING GROUND

PROPOSED B RAMP PROFILE

1020 1015 1010 1005 1000 995 990 985

997.03 997.35 997.85 998.36 997.55 998.89 998.06 999.40 998.58 999.86 999.09 1,000.40 999.60 1,000.63 1,000.11 1,000.66 1,000.62 1,001.07 1,001.06 1,001.21 1,001.14 1,001.44 1,000.94 1,001.15 1,000.80 1,000.72 1,000.71 1,001.09 1,001.86 1,003.01 1,004.54

98+00 B 99+00 B 100+00 B 101+00 B 102+00 B 103+00 B 104+00 B 105+00 B 106+00 B 107+00 B 108+00 B

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - B RAMP (B)	SHEET 611	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050129_pp.DGN PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

BENJAMIN BUILDING CO LLC
BENJAMIN INVESTMENTS LLC
STRICKLEY STEVENS LLC
BASE CAMP VENTURE LLC
W-M INVESTMENTS LLC
CERTCO INC

WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
A RAMP
B RAMP
C RAMP
J RAMP
K RAMP
L RAMP
M RAMP
N RAMP

R-13-268
R-13-267
R-13-269
B-13-831
B-13-832
S-13-444
S-13-445
S-13-446

SLOPE INTERCEPT (TYP.)
MATCHLINE 15+00 C

BEGIN CONSTRUCTION
STA. 0+23.13 C

END CONSTRUCTION
STA. 4+27.4 C

K = 64
L = 355'

EXISTING GROUND

PROPOSED RAMP C PROFILE

VPI 0+23.13 C EL 999.80
VPI 1+10.80 C EL 1,000.14
VPI 1+59.21 C EL 1,000.70
VPI 1+90.88 C EL 1,001.08
VPI 3+09.60 C EL 1,000.98
VPI 3+25.41 C EL 1,000.61
VPI 3+41.82 C EL 1,000.65
VPC 3+82.91 C EL 1,000.21
VPI 3+77.91 C EL 1,000.25
VPI 4+27.42 C EL 999.96
VPI 5+60.41 C EL 998.61
VPT 7+37.91 C EL 1,006.84

+0.39% +1.16% +1.20% -0.08% -0.08% -2.34% +0.24% -0.90% +4.64%

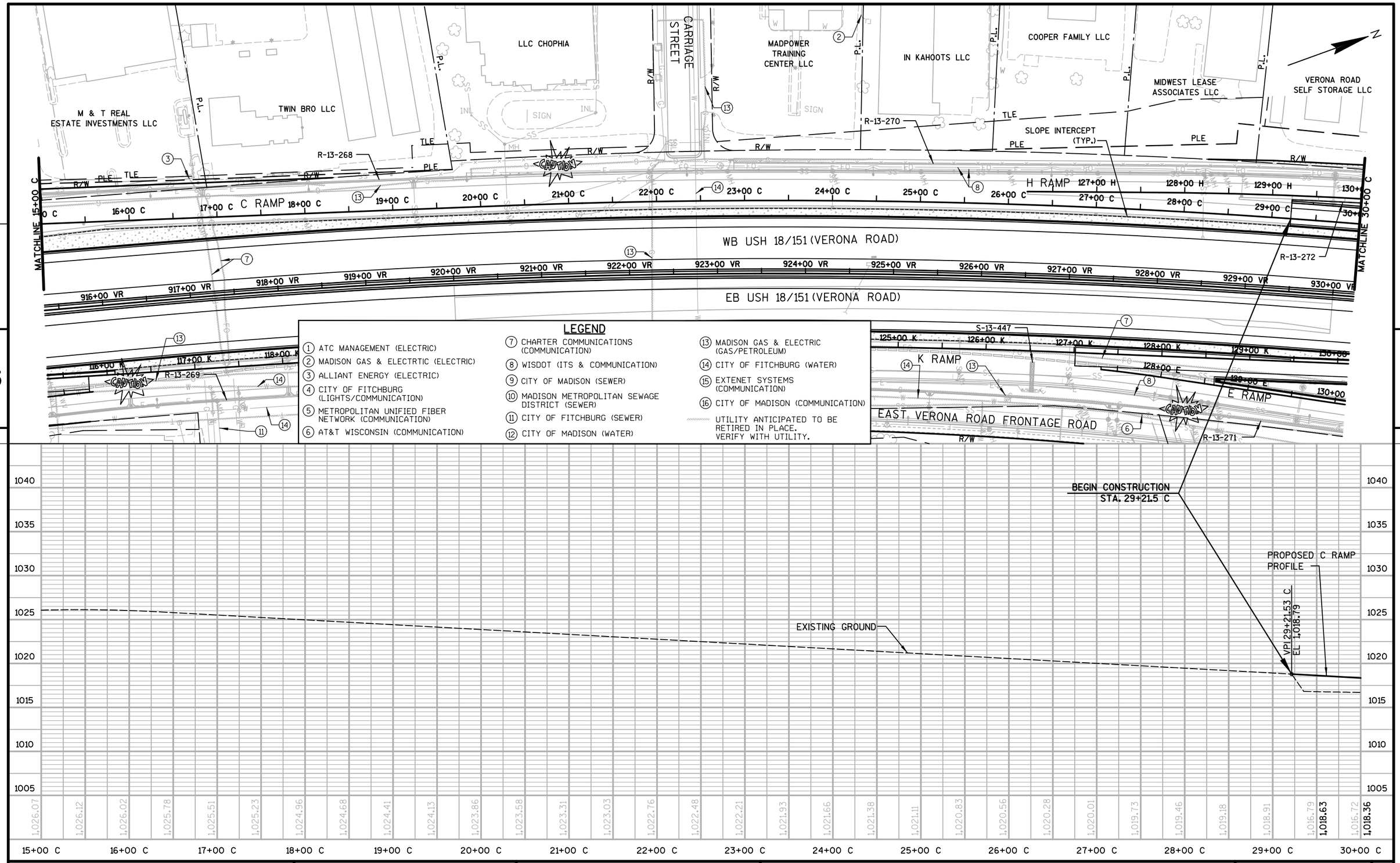
1025 1020 1015 1010 1005 1000 995 990

1+00 C 2+00 C 3+00 C 4+00 C 5+00 C 6+00 C 7+00 C 8+00 C 9+00 C 10+00 C 11+00 C 12+00 C 13+00 C 14+00 C 15+00 C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - C RAMP (C)	SHEET 612	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050130_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

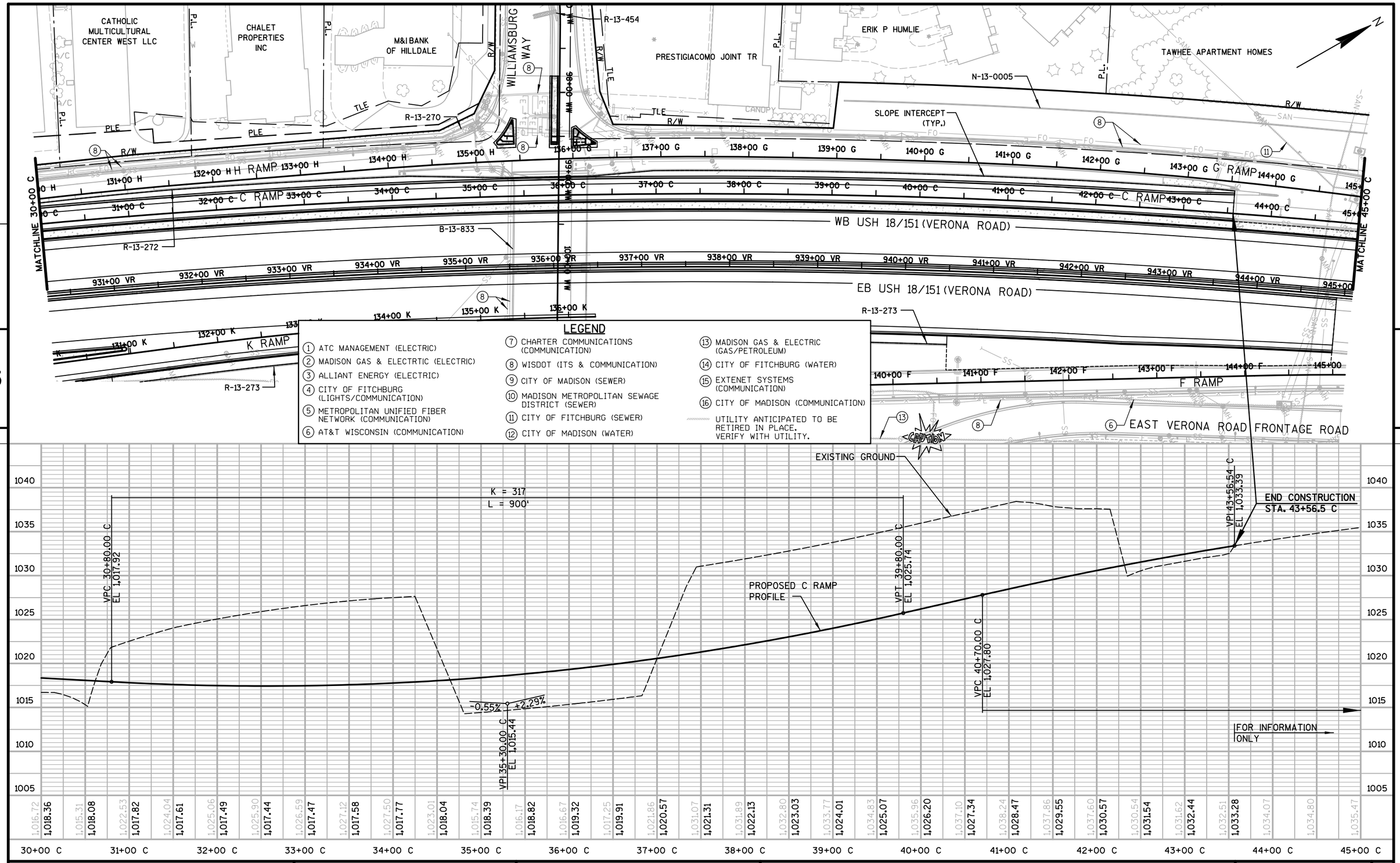


LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - C RAMP (C)	SHEET 613	E



LEGEND

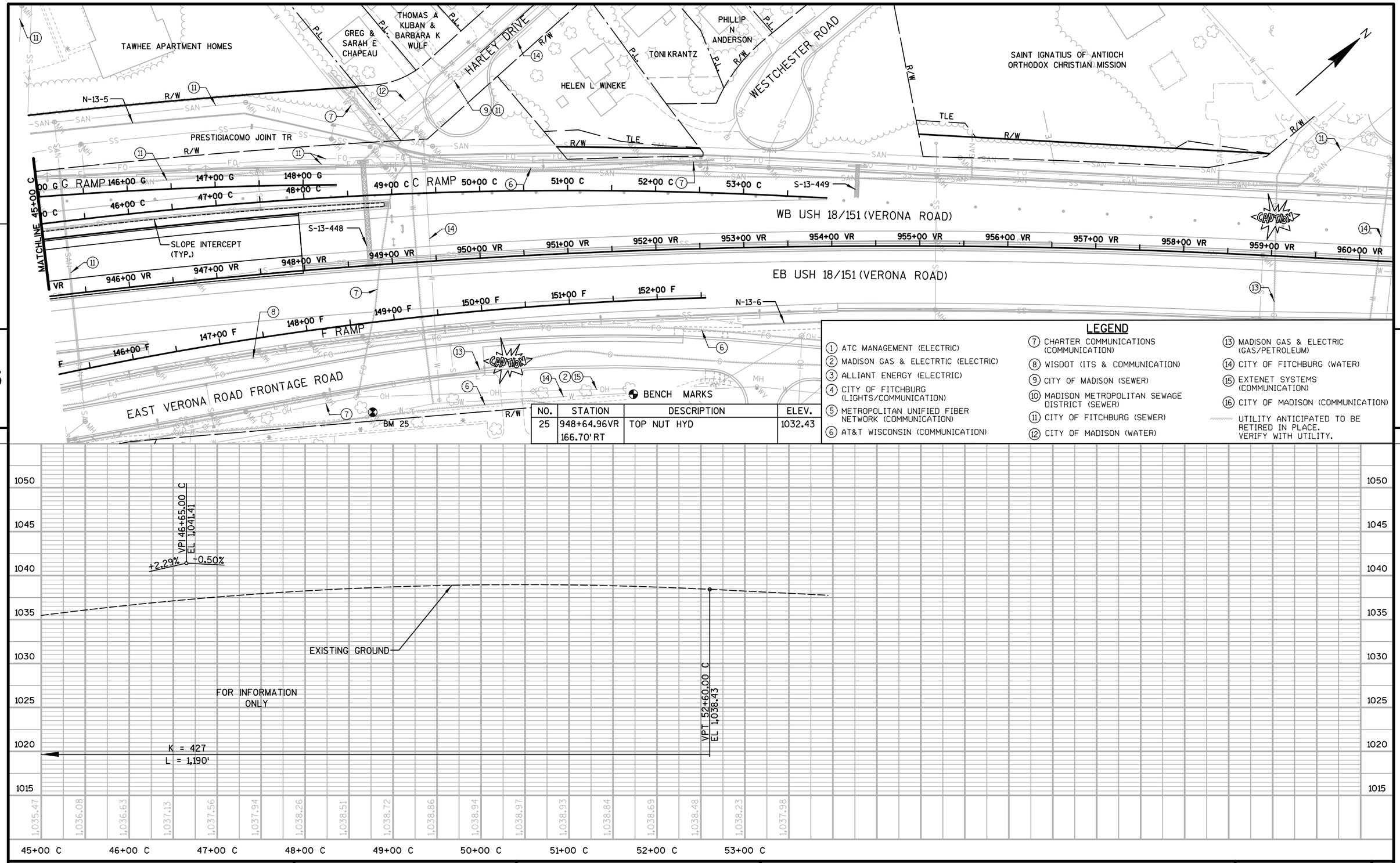
1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

1,016.72	1,015.31	1,022.53	1,024.04	1,025.06	1,025.90	1,026.59	1,027.12	1,027.50	1,023.01	1,015.74	1,016.17	1,016.67	1,017.25	1,021.86	1,031.07	1,031.89	1,032.80	1,033.77	1,034.83	1,035.96	1,037.10	1,038.24	1,037.86	1,037.60	1,030.54	1,031.62	1,032.51	1,034.07	1,034.80	1,035.47
1,018.36	1,018.08	1,017.82	1,017.61	1,017.49	1,017.44	1,017.47	1,017.58	1,017.77	1,018.04	1,018.39	1,018.82	1,019.32	1,019.91	1,020.57	1,021.31	1,022.13	1,023.03	1,024.01	1,025.07	1,026.20	1,027.34	1,028.47	1,029.55	1,030.57	1,031.54	1,032.44	1,033.28			

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - C RAMP (C)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050132_pp.dgn PLOT DATE : 1/22/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40



NO.	STATION	DESCRIPTION	ELEV.
25	948+64.96VR 166.70' RT	TOP NUT HYD	1032.43

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

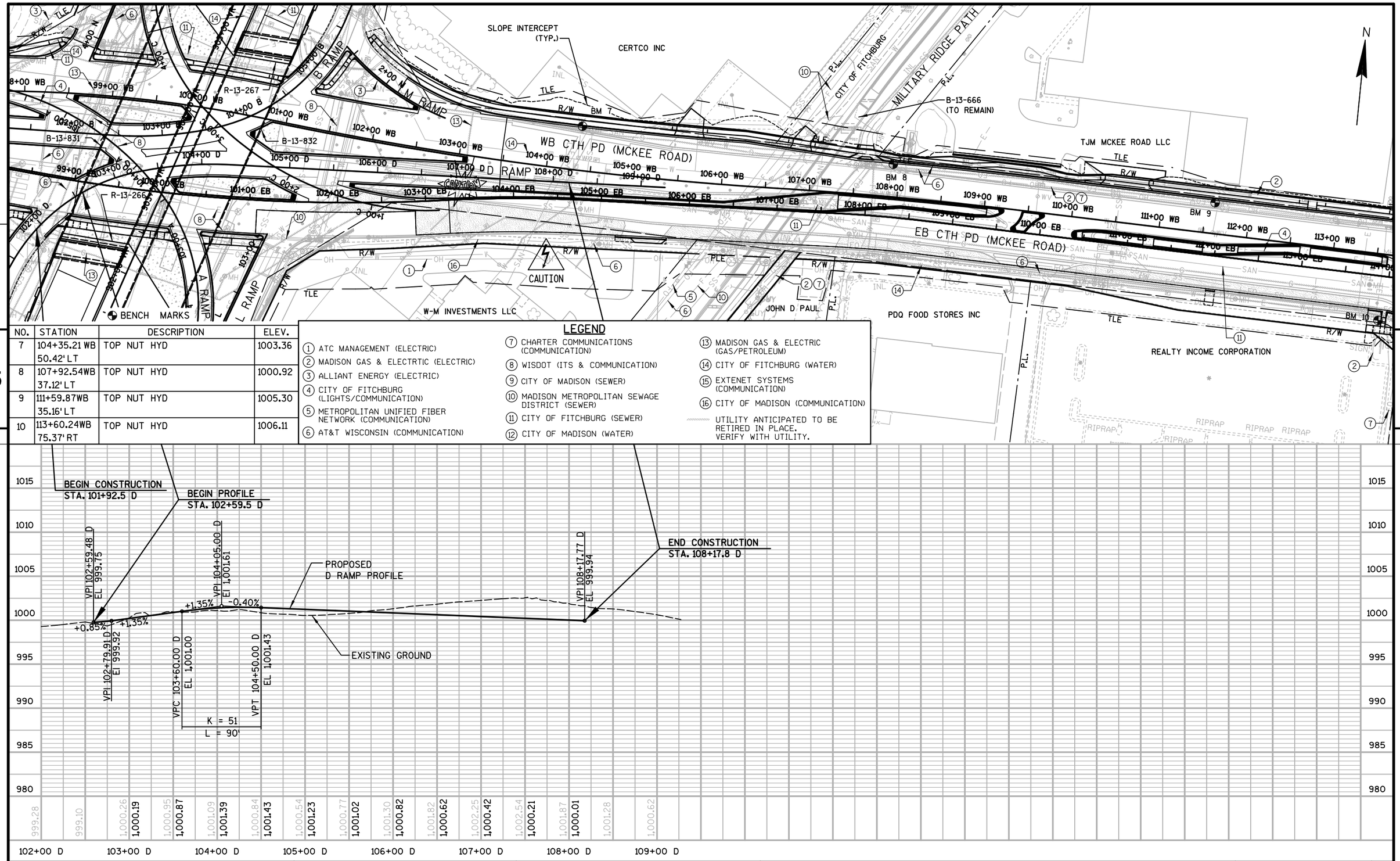
1050 1045 1040 1035 1030 1025 1020 1015

1,035.47 1,036.08 1,036.63 1,037.13 1,037.56 1,037.94 1,038.26 1,038.51 1,038.72 1,038.86 1,038.94 1,038.97 1,038.93 1,038.84 1,038.69 1,038.48 1,038.23 1,037.98

45+00 C 46+00 C 47+00 C 48+00 C 49+00 C 50+00 C 51+00 C 52+00 C 53+00 C

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - C RAMP (C)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050133_pp.dgn PLOT DATE : 1/22/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



NO.	STATION	DESCRIPTION	ELEV.
7	104+35.21 WB 50.42' LT	TOP NUT HYD	1003.36
8	107+92.54WB 37.12' LT	TOP NUT HYD	1000.92
9	111+59.87WB 35.16' LT	TOP NUT HYD	1005.30
10	113+60.24WB 75.37' RT	TOP NUT HYD	1006.11

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - D RAMP (D)	SHEET 616	E

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

STRICKLEY STEVENS LLC
BASE CAMP VENTURE LLC
M & T REAL ESTATE INVESTMENTS LLC
TWIN BRO LLC
CERTCO INC

SLOPE INTERCEPT (TYP.)
R-13-268
S-13-446
S-13-445
R-13-267
S-13-444
R-13-269

C RAMP
J RAMP
K RAMP
B RAMP

WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)

TLE
R/W
PLE

CAUTION

BEGIN CONSTRUCTION
STA. 7+11.2 J

END CONSTRUCTION
STA. 12+20.8 J

PROPOSED J RAMP PROFILE
EXISTING GROUND

VPI 7+11.25 J
EL 1,027.17

VPI 9+00.00 J
EL 1,027.57

VPC 7+15.00 J
EL 1,027.18

K = 316
L = 370'

+0.21%
-0.96%

VPC 11+55.00 J
EL 1,025.12

VPI 12+20.83 J
EL 1,024.71

VPT 13+25.00 J
EL 1,024.98

VPT 10+85.00 J
EL 1,025.79

VPI 12+40.00 J
EL 1,024.31

K = 97
L = 170'

-0.96%
+0.79%

7+00 J	8+00 J	9+00 J	10+00 J	11+00 J	12+00 J	13+00 J	14+00 J	15+00 J	16+00 J
1,006.02	1,008.06	1,010.01	1,011.96	1,013.96	1,016.14	1,018.05	1,019.78	1,021.99	1,021.92	1,024.67	1,024.81	1,025.18	1,025.57
1,027.24	1,027.25	1,027.18	1,027.03	1,026.80	1,026.50	1,026.11	1,025.65	1,025.17	1,024.79				

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - J RAMP (J)	SHEET 617	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050141_pp.dgn PLOT DATE : 1/22/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 40

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

M & T REAL ESTATE INVESTMENTS LLC
TWIN BRO LLC
LLC CHOPHIA
R-13-268
R/W
PLE
TLE
CAUTION
C RAMP
WB USH 18/151 (VERONA ROAD)
EB USH 18/151 (VERONA ROAD)
SLOPE INTERCEPT (TYP.)
S-13-444
R-13-267
K RAMP
B RAMP
R-13-269
CERTCO INC
R-13-271
MATCHLINE 123+50 K
EAST VERONA ROAD FRONTAGE ROAD
HENDRICKSON CHILDREN TR, PHILLIP J
BEGIN CONSTRUCTION
STA. 108+76.9 K
END CONSTRUCTION
STA. 115+78.7 K
PROPOSED K RAMP PROFILE
EXISTING GROUND
VPI 108+76.88 K EL 1,026.89
VPI 109+60.00 K EL 1,026.56
VPC 108+85.00 K EL 1,026.86
VPT 110+35.00 K EL 1,026.10
K = 700
L = 150'
VPI 115+00.00 K EL 1,023.25
VPI 115+78.67 K EL 1,022.62
VPC 114+00.00 K EL 1,023.86
VPT 116+00.00 K EL 1,022.45
K = 1077
L = 200'
-0.40%
-0.61%
-0.61%
-0.80%

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - K RAMP (K)	SHEET 618	E

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

WB USH 18/151 (VERONA ROAD)

EB USH 18/151 (VERONA ROAD)

MATCHLINE 123+50 K

K RAMP

E RAMP

H RAMP

C RAMP

F RAMP

WILLIAMSBURG WAY

EAST VERONA ROAD FRONTAGE ROAD

SLOPE INTERCEPT (TYP.)

S-13-447

R-13-270

R-13-271

R-13-272

R-13-273

B-13-833

M&I BANK OF HILLDALE

NFW AQUISITION CORP

THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC

CAUTION

R/W

TLE

P.L.

MM 00+66

MM 00+01

102+00 MM 00+10

103+00

BEGIN CONSTRUCTION
STA. 127+01.6 K

END CONSTRUCTION
STA. 136+30.4 K

VPI 127+01.57 K
EL 1,016.10

VPC 130+20.00 K
EL 1,014.33

K = 341
L = 310'

K = 240
L = 260'

VPC 135+90.00 K
EL 1,016.36

VPI 136+30.43 K
EL 1,016.94

PROPOSED K RAMP PROFILE

EXISTING GROUND

-0.55%

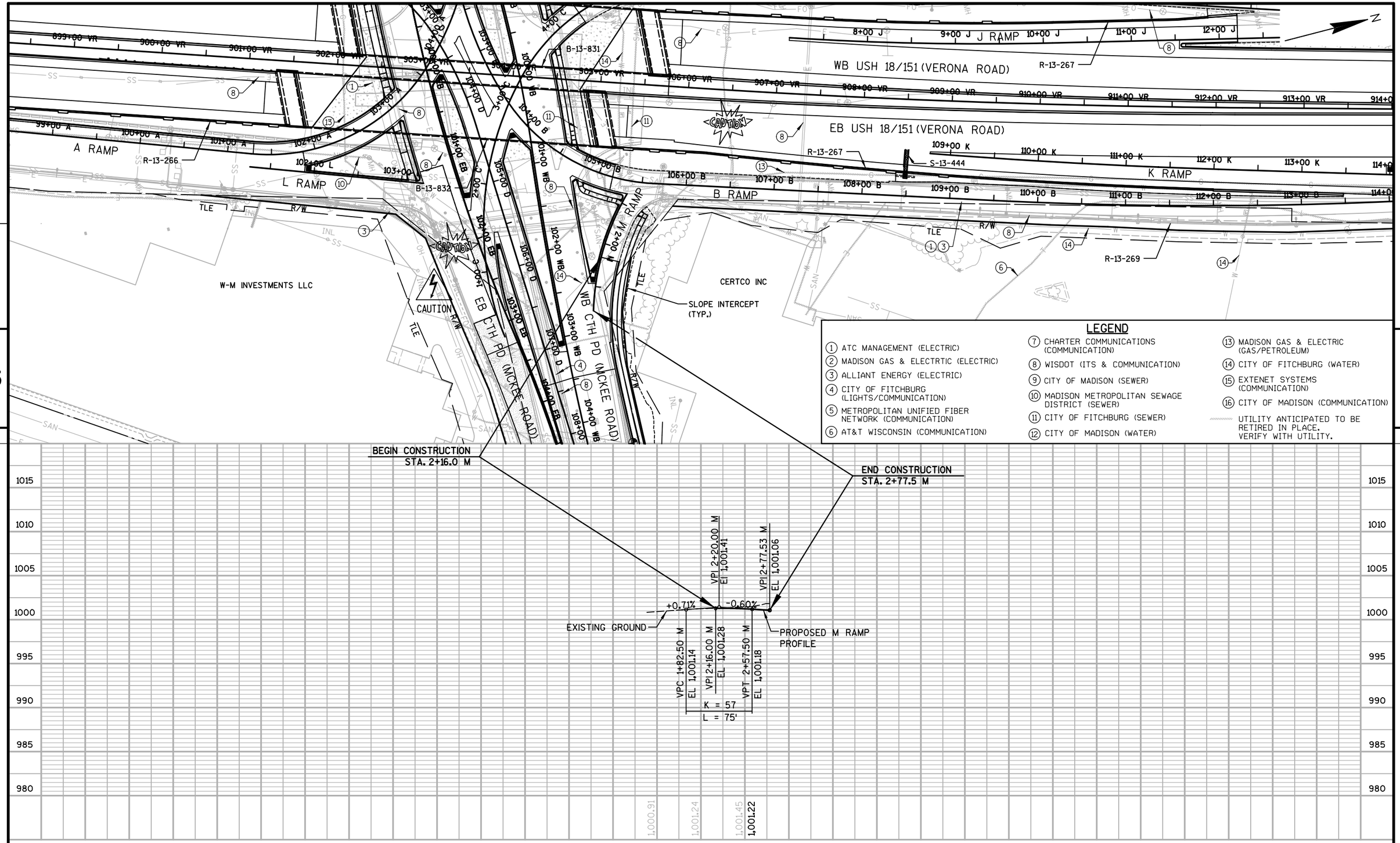
+1.44%

VPI 133+30.00 K
EL 1,012.61

124+00 K	125+00 K	126+00 K	127+00 K	128+00 K	129+00 K	130+00 K	131+00 K	132+00 K	133+00 K	134+00 K	135+00 K	136+00 K
1,018.05	1,017.77	1,017.49	1,017.21	1,016.94	1,016.66	1,016.38	1,016.11	1,015.83	1,015.55	1,015.27	1,015.00	1,014.72
1,023.02	1,014.44	1,025.28	1,014.18	1,028.08	1,013.98	1,029.90	1,013.86	1,020.34	1,013.81	1,019.47	1,013.83	1,018.34
1,013.93	1,017.48	1,014.10	1,018.00	1,014.37	1,018.43	1,014.75	1,012.58	1,015.23	1,013.16	1,015.81	1,013.82	1,016.50

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - K RAMP (K)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050143_pp.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

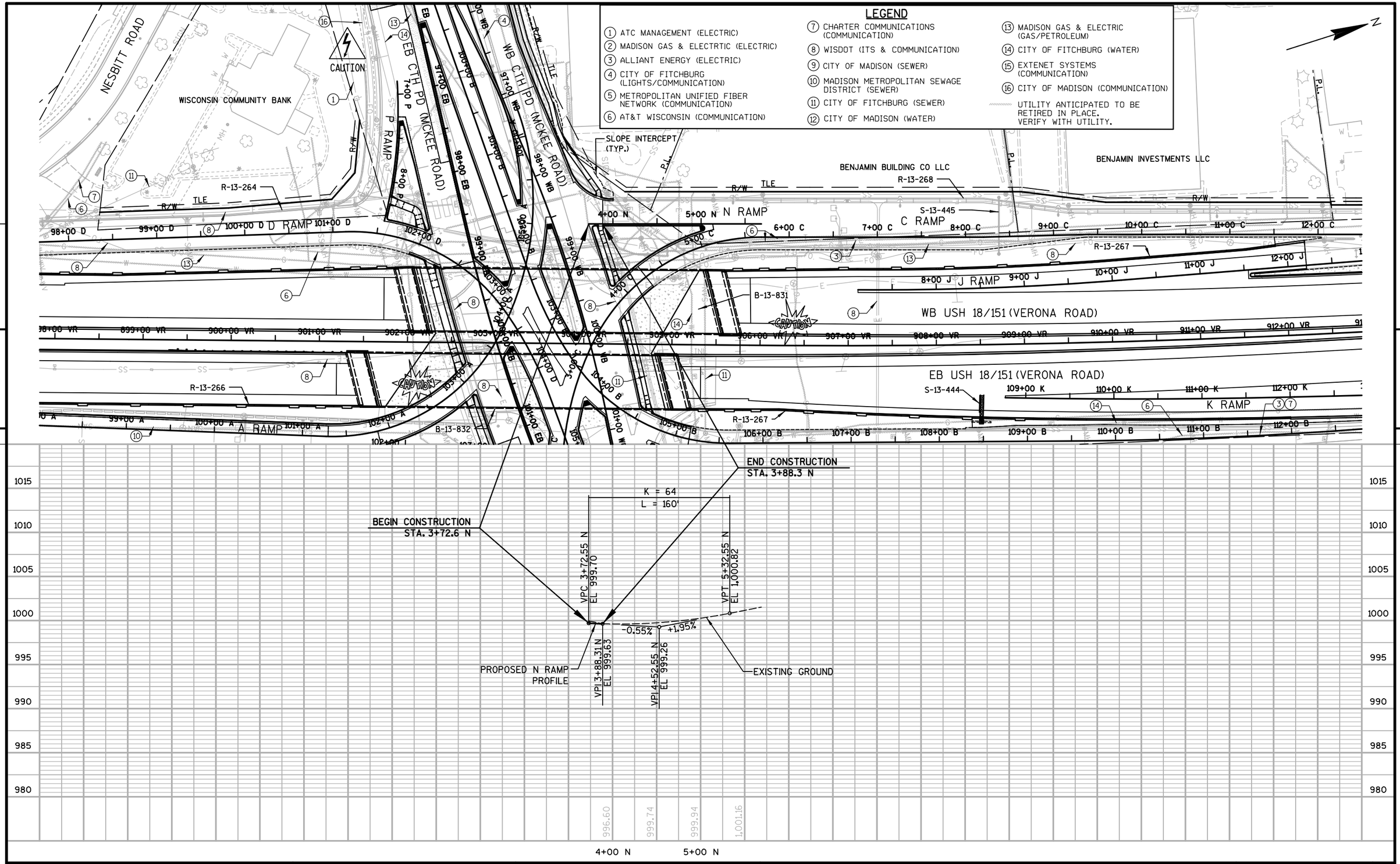


LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NETWORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - M RAMP (M)	SHEET 620	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN & PROFILE - N RAMP (N)	SHEET 621	E

WILLIAM G. MCMAHAN

NATIONAL RETAIL PROPERTIES LLC

P.I.

TLE

R/W

SIGN

STA 24+25NR LT
C.E.

NESBITT ROAD

21+00 NR

+50 NR

22+00 NR

+50 NR

23+00 NR

+50 NR

24+00 NR

+50 NR

25+00 NR

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

KAPEC ROAD

SLOPE INTERCEPT (TYP.)

CAUTION

R/W WISCONSIN COMMUNITY BANK

N

5

5

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. ALLIANT ENERGY (ELECTRIC)
4. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
5. METROPOLITAN UNIFIED FIBER NEWTORK (COMMUNICATION)
6. AT&T WISCONSIN (COMMUNICATION)
7. CHARTER COMMUNICATIONS (COMMUNICATION)
8. WISDOT (ITS & COMMUNICATION)
9. CITY OF MADISON (SEWER)
10. MADISON METROPOLITAN SEWAGE DISTRICT (SEWER)
11. CITY OF FITCHBURG (SEWER)
12. CITY OF MADISON (WATER)
13. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
14. CITY OF FITCHBURG (WATER)
15. EXTENET SYSTEMS (COMMUNICATION)
16. CITY OF MADISON (COMMUNICATION)

UTILITY ANTICIPATED TO BE RETIRED IN PLACE. VERIFY WITH UTILITY.

BEGIN CONSTRUCTION
STA. 23+76.41 NR
SAWCUT REQ'D
MATCH EXISTING

K = 90
L = 90

VPC 23+55.00NR
EL 995.37

VPI 24+00.00NR
EL 995.14

VPT 24+45.00NR
EL 995.37

VPI 24++60.74NR
EL 995.44

LP 23+99.98
EL 995.25

-0.50%

+0.50%

+1.95%

EXISTING GROUND

PROPOSED NR PROFILE

1004
1002
1000
998
996
994
992
990

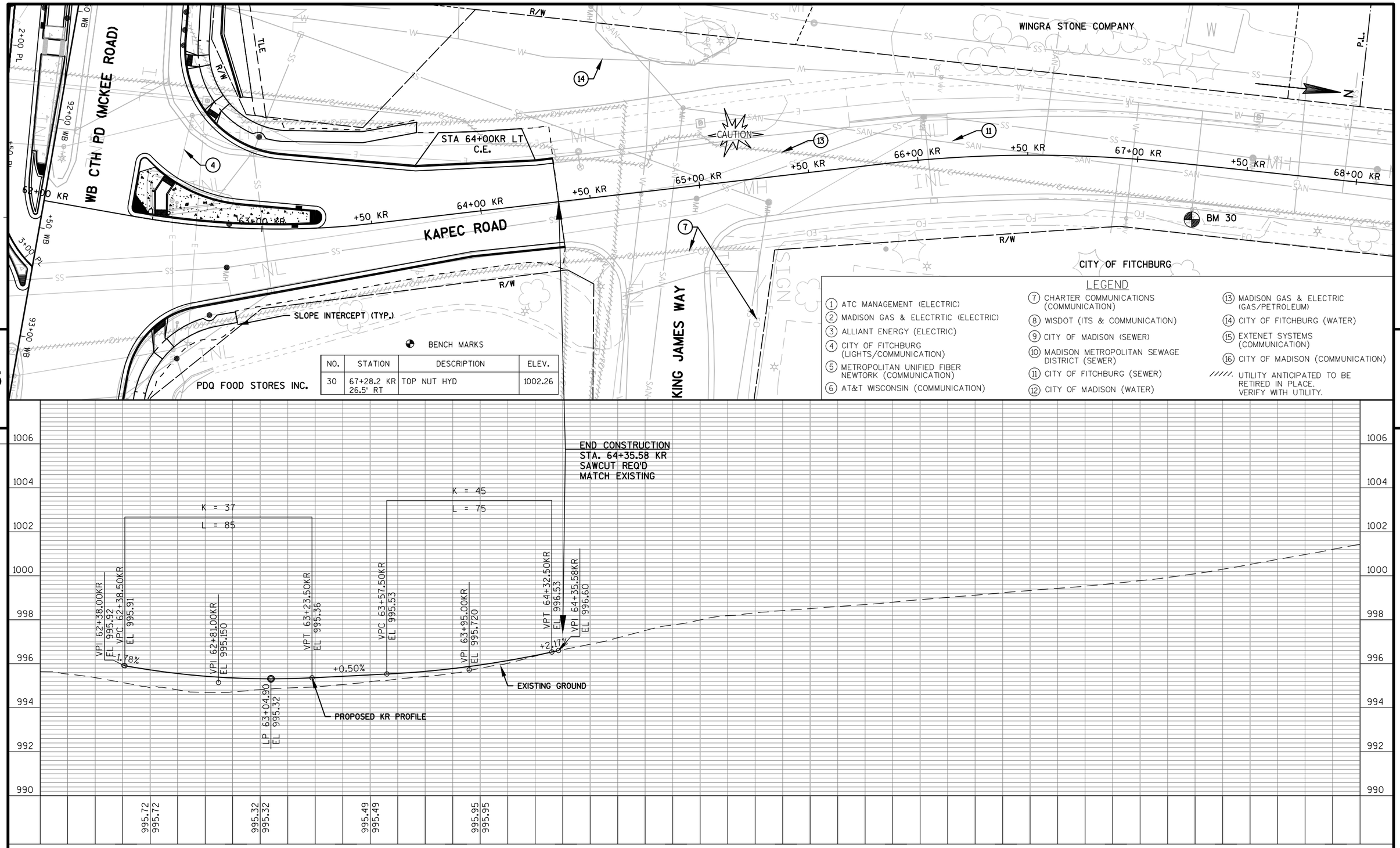
992.35 992.35 | 993.33 993.33 | 994.30 994.30 | 995.22 995.22 | 995.59 995.59 | 995.39 995.39 | 995.25 995.25 | 994.85 995.39 | 995.27

21+00 NR | 21+50 NR | 22+00 NR | 22+50 NR | 23+00 NR | 23+50 NR | 24+00 NR | 24+50 NR | 25+00 NR | 25+50 NR | 26+00 NR | 26+50 NR | 27+00 NR

PROJECT NO:1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - NESBITT ROAD (NR)	SHEET 622	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PLAN AND PROFILE\050101_PP_NR-0877.DWG PLOT DATE : 1/4/2018 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : 1:40_XREF

WISDOT/CADDS SHEET 44



PROJECT NO:1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN AND PROFILE - KAPEC ROAD (KR)	SHEET 623	E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\PLAN AND PROFILE\050103_PP_KR-0877.DWG PLOT DATE : 1/4/2018 PLOT BY : KL ENGINEERING PLOT NAME : _____ PLOT SCALE : 1:40_XREF

NOTE: SEE SDD 'PAVEMENT MARKING (INTERSECTIONS)
FOR INTERSECTION PAVEMENT MARKING LAYOUT

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING
SIGNS 45 MPH OR GREATER, TWO WAY
UNDIVIDED ROAD OPEN TO TRAFFIC"

STA. 15+68 CM TO STA. 33+78 CM
REMOVING ASPHALTIC SURFACE MILLING (2-INCHES) REQ'D
2-INCHES HMA PAVEMENT 4 MT 58-28 H REQ'D

CONCRETE CURB & GUTTER
(TO REMAIN)

MAINTAIN EXISTING
LOOP DETECTORS

MARKING
STOP LINE EPOXY
18-INCH (MATCH
EXISTING LOCATION)

MARKING LINE
EPOXY 4-INCH (WHITE SKIP)
(3' SEG. 9' GAP)
(MATCH EXISTING LOCATION)

STA. 25+98 CM, 20' LT ±
MATCH EXISTING PAVEMENT

LIBERTY DRIVE

15+00 CM | 16+00 CM | 17+00 CM | 18+00 CM | 19+00 CM | 20+00 CM | 21+00 CM | 22+00 CM | 23+00 CM | 24+00 CM | 25+00 CM | 26+00 CM | 27+00 CM | 28+00 CM | 29+00 CM | 30+00 CM

12'±

S 89° 11' 51" E

CTH M

15'±

MATCHLINE STA. 30+00 CM

MARKING LINE
EPOXY 8-INCH
(MATCH EXISTING
LOCATION)

STA. 21+88 CM ±

MATCH EXISTING
PAVEMENT

POT STA. 1+00 CM
Y: 445,580.07
X: 785,629.28

CONCRETE CURB & GUTTER
(TO REMAIN)

THOUSAND OAKS TRAIL

CTH PB

BEGIN CONSTRUCTION
STA. 15+70.5 CM

5

5

PI

N

MARKING LINE
EPOXY 4-INCH (WHITE SKIP)
(3' SEG. 9' GAP)
(MATCH EXISTING LOCATION)

REMOVING ASPHALTIC SURFACE
BUTT JOINTS REQ'D

REMOVING ASPHALTIC SURFACE
BUTT JOINTS REQ'D
SEE CONSTRUCTION DETAILS

SHADY BEND

31+00 CM | 32+00 CM | 33+00 CM | 34+00 CM | 35+00 CM | 36+00 CM | 37+00 CM | 38+00 CM | 39+00 CM | 40+00 CM | 41+00 CM | 42+00 CM | 43+00 CM | 44+00 CM | 45+00 CM

CTH M

12'±

15'±

PC

P.E. REQ'D
STA. 37+33 CM

CURVE
CM 1

F.E. REQ'D
STA. 43+75 CM

MATCH EXISTING
PAVEMENT

STA. 34+78 CM ±

STA. 33+78 CM ±

MATCHLINE STA. 30+00 CM

MATCHLINE STA. 45+00 CM

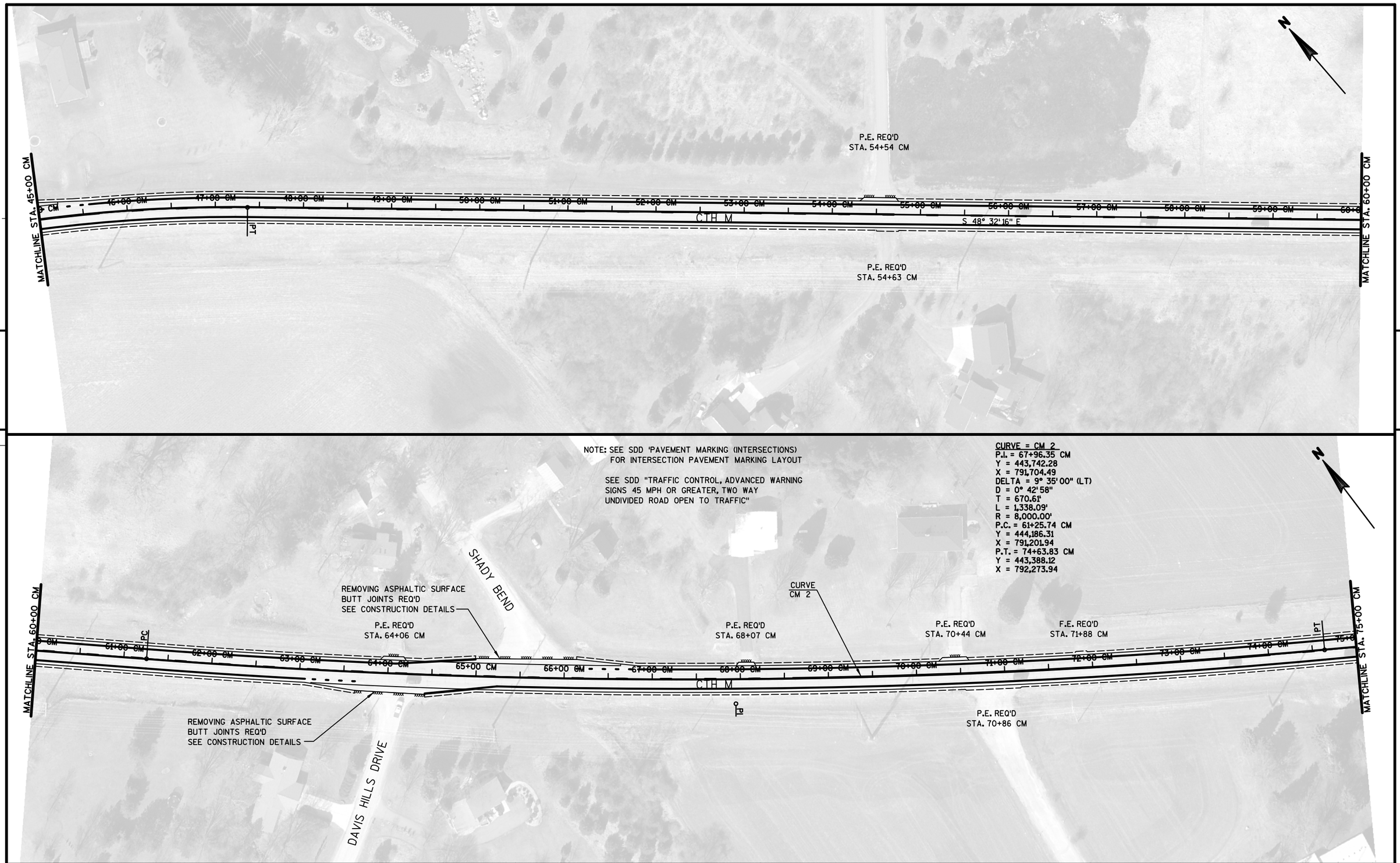
STA. 15+68 CM TO STA. 33+78 CM
REMOVING ASPHALTIC SURFACE MILLING (2-INCHES) REQ'D
2-INCHES HMA PAVEMENT 4 MT 58-28 H REQ'D

CURVE = CM 1
P.I. = 41+59.97 CM
Y = 445,523.20
X = 789,688.85
DELTA = 40° 39' 35" (RT)
D = 3° 22' 13"
T = 629.86'
L = 1,206.40'
R = 1,700.00'
P.C. = 35+30.11 CM
Y = 445,532.02
X = 789,059.06
P.T. = 47+36.51 CM
Y = 445,106.16
X = 790,160.86

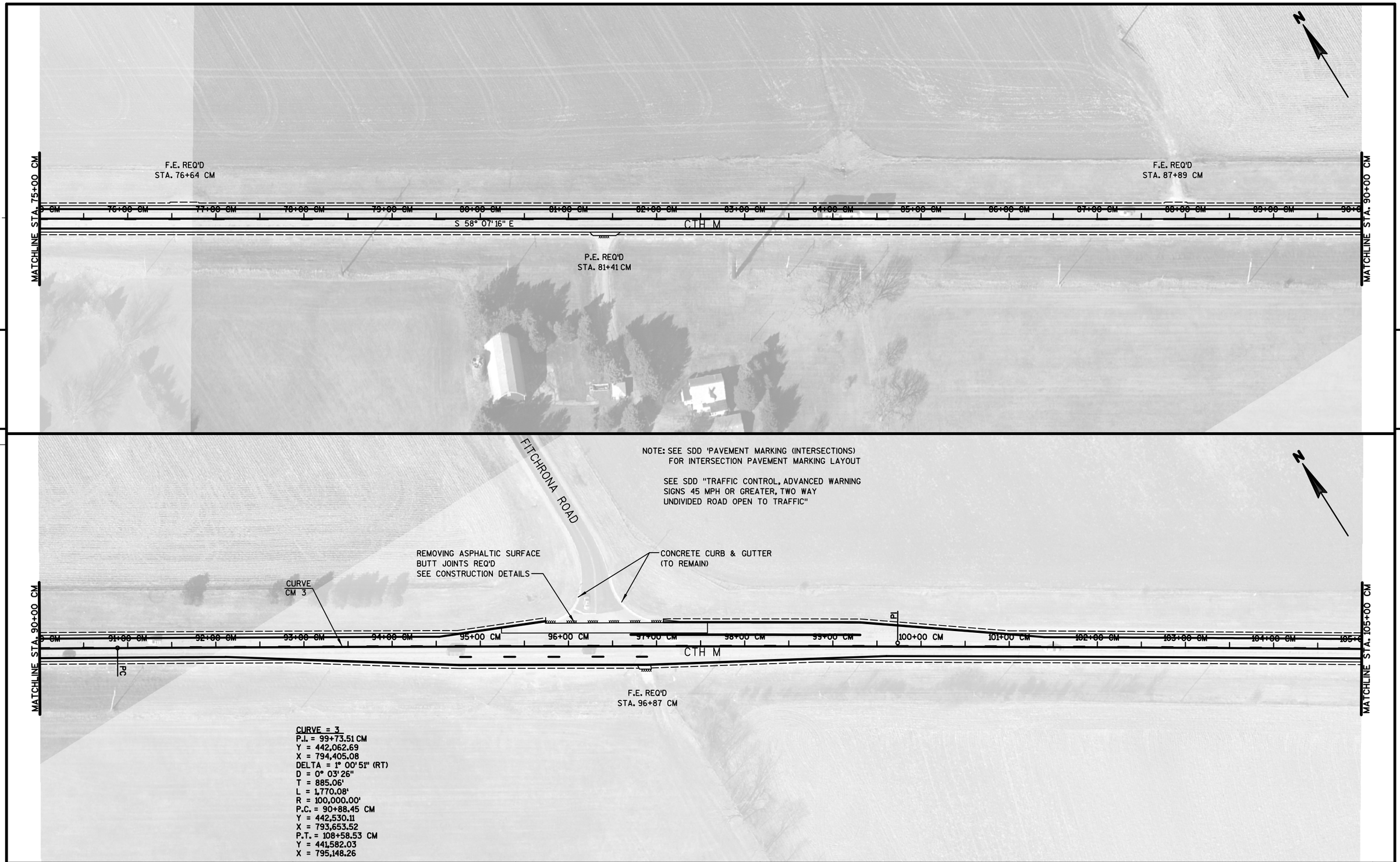
NOTE: SEE SDD 'PAVEMENT MARKING (INTERSECTIONS)
FOR INTERSECTION PAVEMENT MARKING LAYOUT

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING
SIGNS 45 MPH OR GREATER, TWO WAY
UNDIVIDED ROAD OPEN TO TRAFFIC"

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 624	E



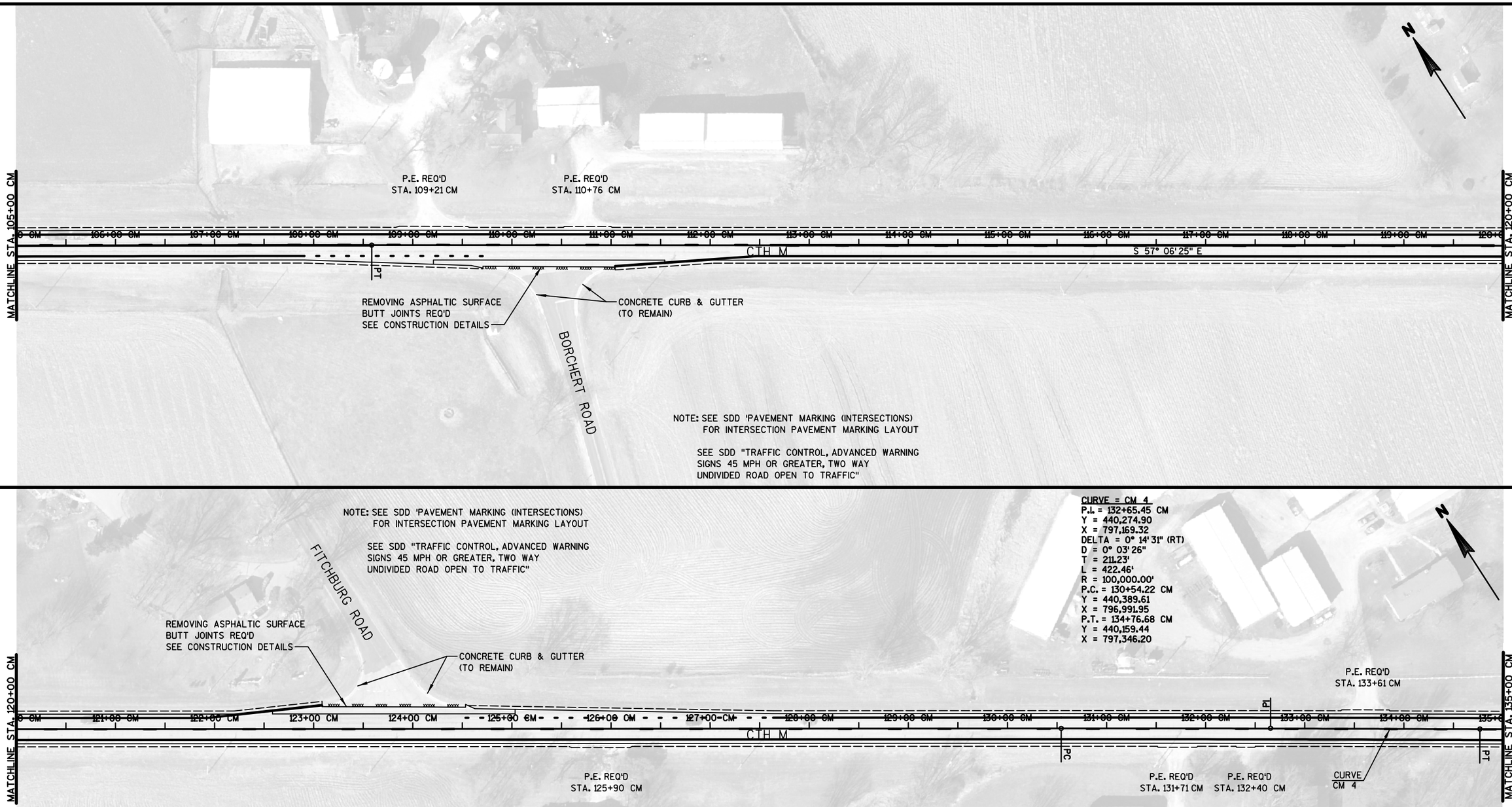
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 625	E



CURVE = 3
P.I. = 99+73.51 CM
Y = 442,062.69
X = 794,405.08
DELTA = 1° 00' 51" (RT)
D = 0° 03' 26"
T = 885.06'
L = 1,770.08'
R = 100,000.00'
P.C. = 90+88.45 CM
Y = 442,530.11
X = 793,653.52
P.T. = 108+58.53 CM
Y = 441,582.03
X = 795,148.26

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050203_pp.dgn PLOT DATE : 1/22/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 44



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 627	E

F.E. REQ'D
STA. 135+83 CM

BADGER STATE TRAIL

WENDT ROAD

NOTE: SEE SDD 'PAVEMENT MARKING (INTERSECTIONS) FOR INTERSECTION PAVEMENT MARKING LAYOUT

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING SIGNS 45 MPH OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC"

CURB RAMP DETECTABLE WARNING FIELD (TO REMAIN)

CONCRETE CURB & GUTTER (TO REMAIN)

STA. 137+73 CM ±

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

MARKING WORD EPOXY

STA. 136+73 CM ±

MARKING SYMBOL EPOXY (BIKE LANE)

MATCHLINE STA. 135+00 CM

136+00 CM | 137+00 CM | 138+00 CM | 139+00 CM | 140+00 CM | 141+00 CM | 142+00 CM | 143+00 CM | 144+00 CM | 145+00 CM | 146+00 CM | 147+00 CM | 148+00 CM | 149+00 CM | 150+00 CM

S 56° 51' 53" E

CTH M

100'

32'

STA. 139+96 CM ±

F.E. REQ'D
STA. 143+50 CM

32'

100'

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (MATCH EXISTING LOCATION)

MARKING SYMBOL EPOXY (BIKE LANE)

MARKING WORD EPOXY

REMOVING ASPHALTIC SURFACE MILLING (2-INCHES) REQ'D
2-INCHES HMA PAVEMENT 4 MT 58-28 H REQ'D

STA. 140+96 CM ±

REMOVING ASPHALTIC SURFACE BUTT JOINTS REQ'D

F.E. REQ'D
STA. 148+89 CM

MATCHLINE STA. 150+00 CM

P.E. REQ'D
STA. 139+97 CM

5

5

MATCHLINE STA. 150+00 CM

150+00 CM | 151+00 CM | 152+00 CM | 153+00 CM | 154+00 CM | 155+00 CM | 156+00 CM | 157+00 CM | 158+00 CM | 159+00 CM | 160+00 CM | 161+00 CM | 162+00 CM | 163+00 CM | 164+00 CM | 165+00 CM

CTH M

S 56° 39' 40" E

P.E. REQ'D
STA. 158+10 CM

P.E. REQ'D
STA. 163+31 CM

PI STA.157+93.56 CM
Y = 438,893.00
X = 799,286.31

F.E. REQ'D
STA. 161+14 CM

MATCHLINE STA. 165+00 CM

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050205_pp.dgn PLOT DATE : 1/22/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 44

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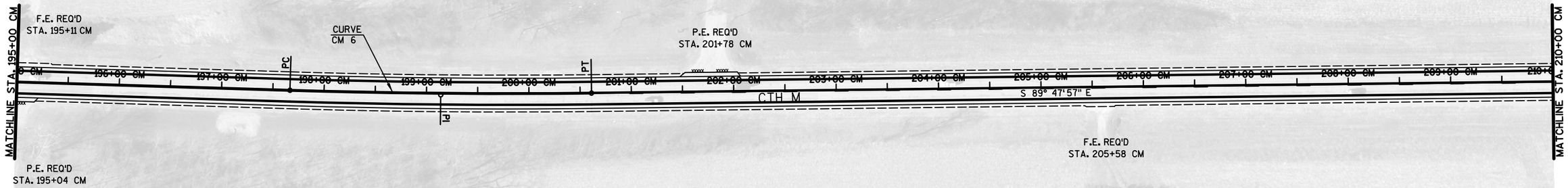
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 629	E

CURVE = CM 6
P.I. = 199+13.96 CM
Y = 437,536.34
X = 803,060.07
DELTA = 2° 24' 36" (LT)
D = 0° 49' 07"
T = 147.23'
L = 294.42'
R = 7,000.00'
P.C. = 197+66.73 CM
Y = 437,542.01
X = 802,912.95
P.T. = 200+61.15 CM
Y = 437,536.85
X = 803,207.30



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 630	E

NOTE: SEE SDD 'PAVEMENT MARKING (INTERSECTIONS)
FOR INTERSECTION PAVEMENT MARKING LAYOUT

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING
SIGNS 45 MPH OR GREATER, TWO WAY
UNDIVIDED ROAD OPEN TO TRAFFIC"

FISH HATCHERY ROAD

N

PI STA. 239+05.30 CM
Y = 437,549.53
X = 807,051.44

MATCHLINE STA. 225+00 CM

STA. 231+75 CM ±

MATCH EXISTING PAVEMENT

225+00 CM | 226+00 CM | 227+00 CM | 228+00 CM | 229+00 CM | 230+00 CM | 231+00 CM | 232+00 CM | 233+00 CM | 234+00 CM | 235+00 CM | 236+00 CM | 237+00 CM | 238+00 CM | 239+00 CM | 240+

CTH M

S 89° 20' 55" E

STA. 230+75 CM ±

REMOVING ASPHALTIC SURFACE
BUTT JOINTS REQ'D

MATCHLINE STA. 240+00 CM

NOTE: SEE SDD 'PAVEMENT MARKING (INTERSECTIONS)
FOR INTERSECTION PAVEMENT MARKING LAYOUT

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING
SIGNS 45 MPH OR GREATER, TWO WAY
UNDIVIDED ROAD OPEN TO TRAFFIC"

BARRY DRIVE

N

REMOVING ASPHALTIC SURFACE
BUTT JOINTS REQ'D
SEE CONSTRUCTION DETAILS

MATCH EXISTING PAVEMENT

STA. 245+01 CM ±

P.E. REQ'D
STA. 245+07 CM

MATCHLINE STA. 240+00 CM

240+00 CM | 241+00 CM | 242+00 CM | 243+00 CM | 244+00 CM | 245+00 CM | 246+00 CM | 247+00 CM | 248+00 CM | 249+00 CM | 250+00 CM | 251+00 CM | 252+00 CM | 253+00 CM | 254+00 CM | 255+

CTH M

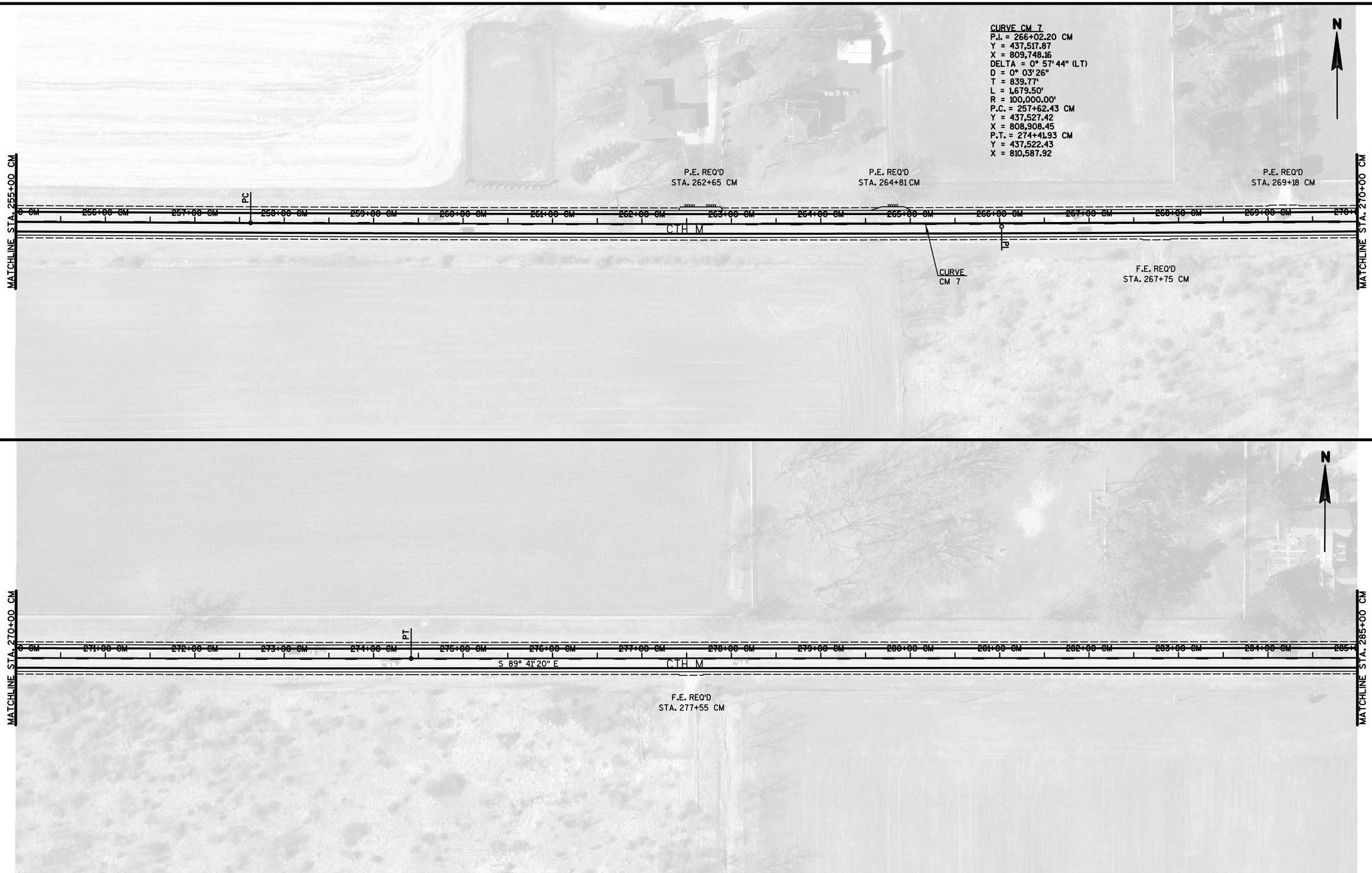
STA. 244+01 CM ±

F.E. REQ'D
STA. 253+43 CM

REMOVING ASPHALTIC SURFACE
BUTT JOINTS REQ'D

MATCHLINE STA. 255+00 CM

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 631	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 632	E

NOTE: SEE SDD 'PAVEMENT MARKING (INTERSECTIONS)
FOR INTERSECTION PAVEMENT MARKING LAYOUT

SEE SDD "TRAFFIC CONTROL, ADVANCED WARNING
SIGNS 45 MPH OR GREATER, TWO WAY
UNDIVIDED ROAD OPEN TO TRAFFIC"

CAINE ROAD

N

REMOVING ASPHALTIC SURFACE
BUTT JOINTS REQ'D
SEE CONSTRUCTION DETAILS

CONCRETE CURB & GUTTER
(TO REMAIN)

P.E. REQ'D
STA. 285+61 CM

MATCHLINE STA. 285+00 CM

285+00 CM | 286+00 CM | 287+00 CM | 288+00 CM | 289+00 CM | 290+00 CM | 291+00 CM | 292+00 CM | 293+00 CM | 294+00 CM | 295+00 CM | 296+00 CM | 297+00 CM | 298+00 CM | 299+00 CM | 300+00 CM

CTH M

PC

P.E. REQ'D
STA. 285+52 CM

F.E. REQ'D
STA. 291+63 CM

F.E. REQ'D
STA. 299+19 CM

MATCHLINE STA. 300+00 CM

5

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CURVE = CM 8
P.I. = 305+08.52 CM
Y = 437,539.08
X = 813,654.46
DELTA = 1° 19' 37" (RT)
D = 0° 02' 18"
T = 1,737.10'
L = 3,474.04'
R = 150,000.00'
P.C. = 287+71.43 CM
Y = 437,529.65
X = 811,917.39
P.T. = 322+45.46 CM
Y = 437,508.27
X = 815,391.28

N

P.E. REQ'D
STA. 300+94 CM

MATCHLINE STA. 300+00 CM

300+00 CM | 301+00 CM | 302+00 CM | 303+00 CM | 304+00 CM | 305+00 CM | 306+00 CM | 307+00 CM | 308+00 CM | 309+00 CM | 310+00 CM | 311+00 CM | 312+00 CM | 313+00 CM | 314+00 CM | 315+00 CM

PI

CTH M

P.E. REQ'D
STA. 301+86 CM

F.E. REQ'D
STA. 304+88 CM

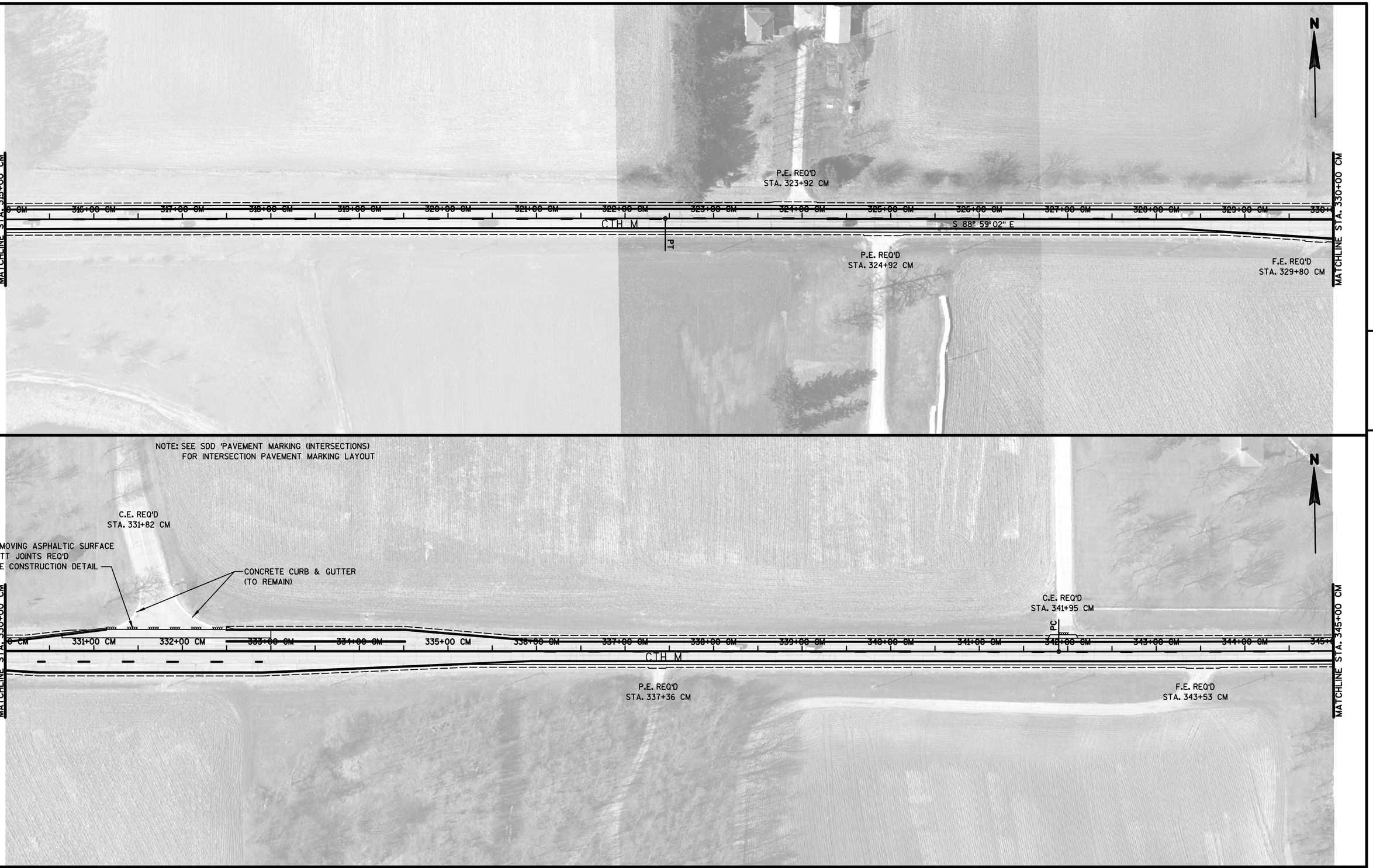
CURVE
CM 8

P.E. REQ'D
STA. 314+63 CM

F.E. REQ'D
STA. 313+99 CM

MATCHLINE STA. 315+00 CM

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 633	E



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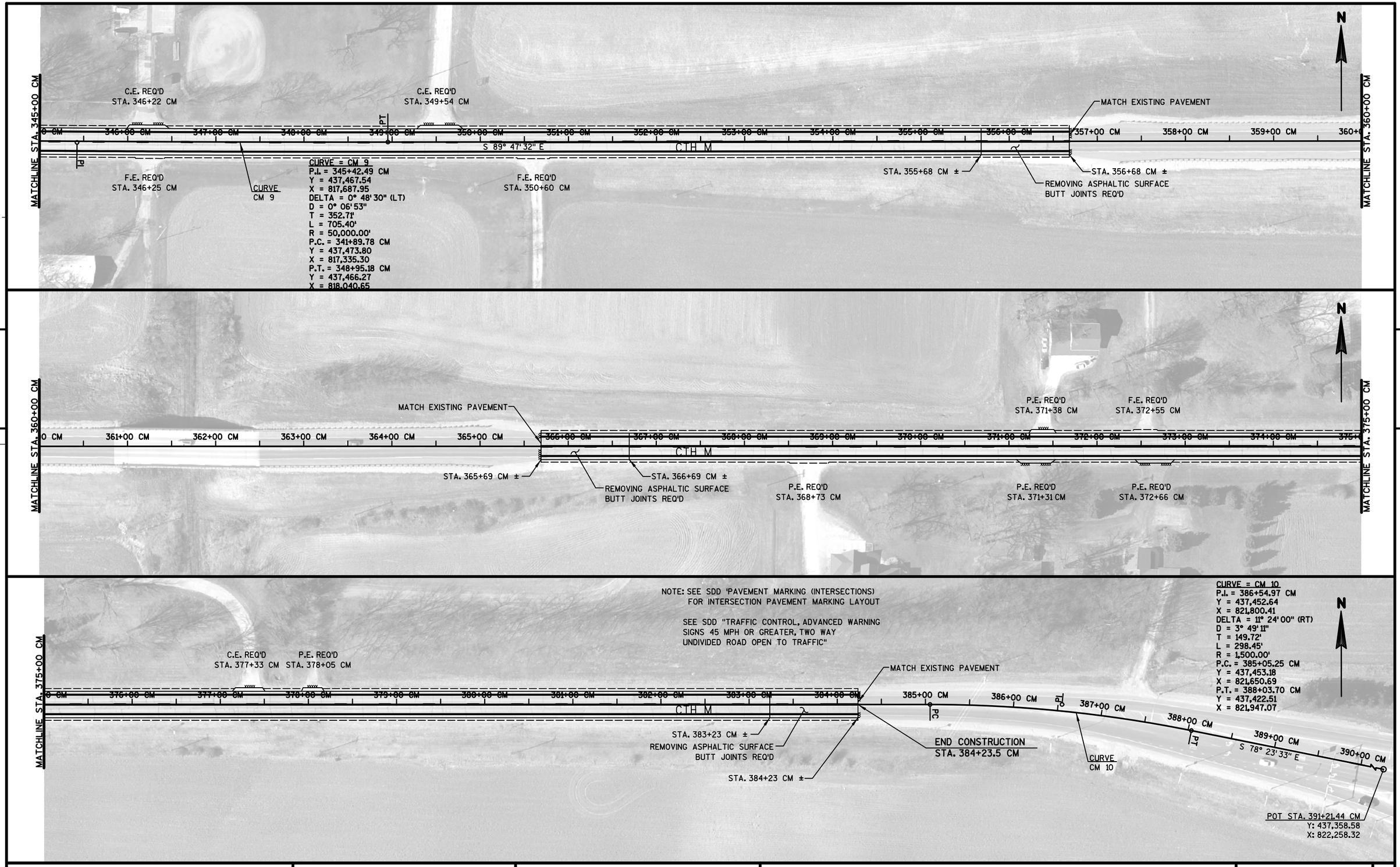
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\050211_pp.dgn PLOT DATE : 1/22/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	PLAN / PLAN & PAVEMENT MARKING: CTH M (CM)	SHEET 635	E

Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D14-01	SLOTTED VANE DRAIN
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09B04-11	PULL BOX
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-07	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-14A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-14B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-14C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-14D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-14E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-14G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E07-05	TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS
09E08-08A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-08B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F13-04	LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09H01-01	BASE ITS CONTROLLER CABINET
09H05-01	CABINET BREAKER DISCONNECT BOX INSTALLATION
09H09-02	COMMUNICATION VAULT TYPE 1
09H10-01	COMMUNICATION VAULT TYPE - ROUND
09H11-01	IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS
09H14-01	WIRELESS DETECTION SENSOR MOUNTING
09H15-01	MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY INSTALLATION
09H16-01	INSTALL WIRELESS ANTENNA
10A01-03	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
10A05-02	ELECTRICAL DETAILS GROUND MOUNT LIGHT POLES ISOLATED NEUTRAL SYSTEMS
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-06	CONCRETE PAVEMENT SHOULDERS
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING

6

Standard Detail Drawing List

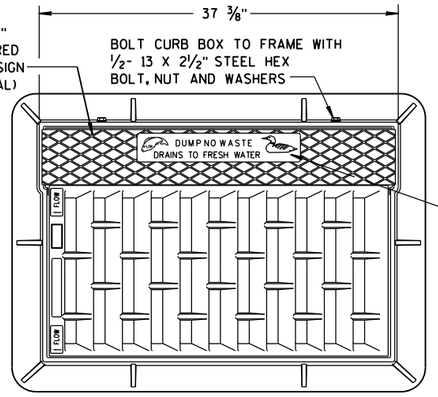
13B02-08A	CONCRETE PAVEMENT APPROACH SLAB
13B02-08B	STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C11-12A	RURAL DOWELED CONCRETE PAVEMENT
13C11-12B	RURAL DOWELED CONCRETE PAVEMENT
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C17-01A	CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI
13C17-01B	CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI
13C18-06A	CONCRETE PAVEMENT JOINTING
13C18-06B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-06C	CONCRETE PAVEMENT JOINT TYPES
13C18-06D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-06F	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
14A01-03	TREE PRESERVATION DETAILS
14A02-01	TREE PLANTING DETAIL
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B32-05A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-05C	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-05D	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B41-03A	SINGLE SLOPE ROADSIDE RETAINING WALL
14B41-03B	SINGLE SLOPE ROADSIDE RETAINING WALL
14B42-05A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-05D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-03A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-03C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
15A04-04B	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-04C	DELINEATOR WITH REFLECTIVE SHEETING
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-04	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-04	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14E	PAVEMENT MARKING FOR BIKE LANES
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
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
15C19-05A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

6

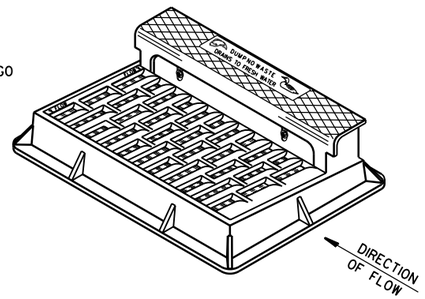
Standard Detail Drawing List

15C24-04	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-02A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-02B	PAVEMENT MARKING (ISLANDS)
15C29-05A	BICYCLE LANE MARKING
15C31-03A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-03C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-05	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D30-03A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-03B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-03C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

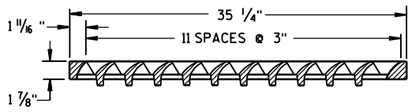
6

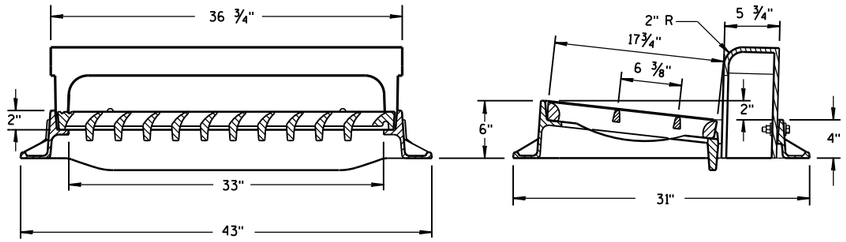


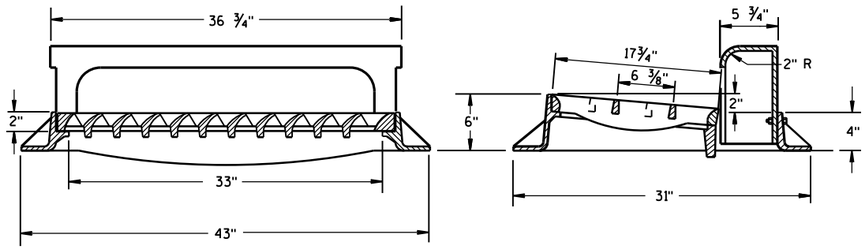
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

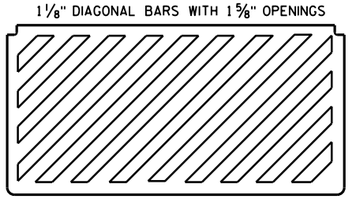






TYPE "H"

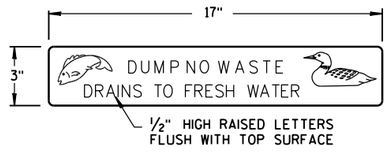
NOTE: EITHER CASTING IS ACCEPTABLE



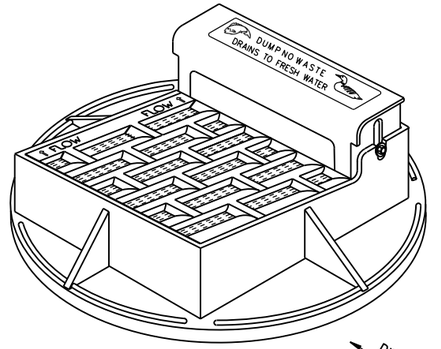
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

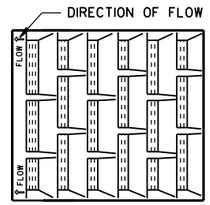
NOTE:
GRATE IS REVERSIBLE.

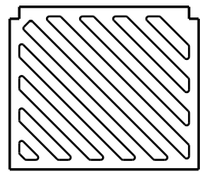
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

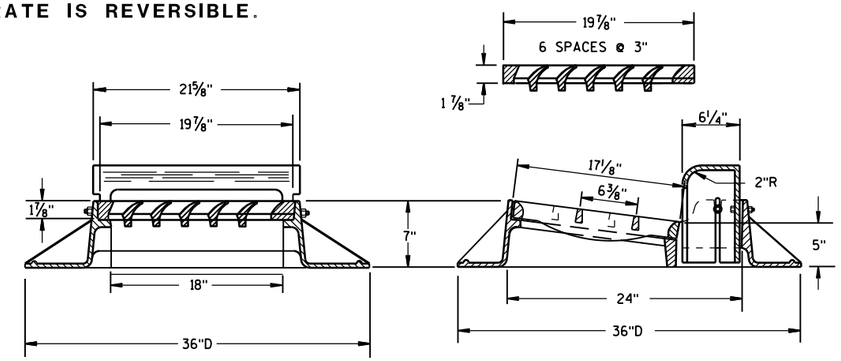




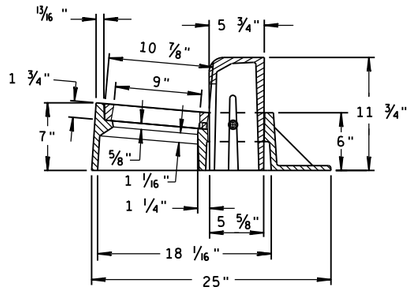
SPECIAL GRATE FOR TYPE "A" COVER

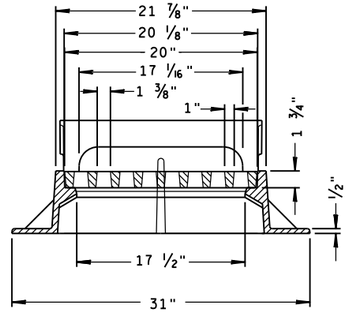
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

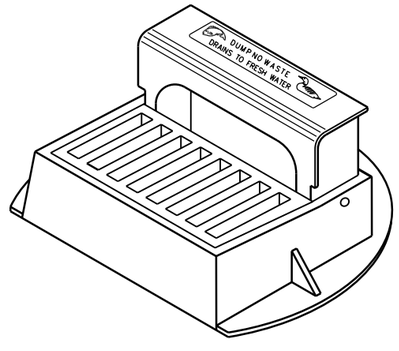


TYPE "A"





TYPE "Z"

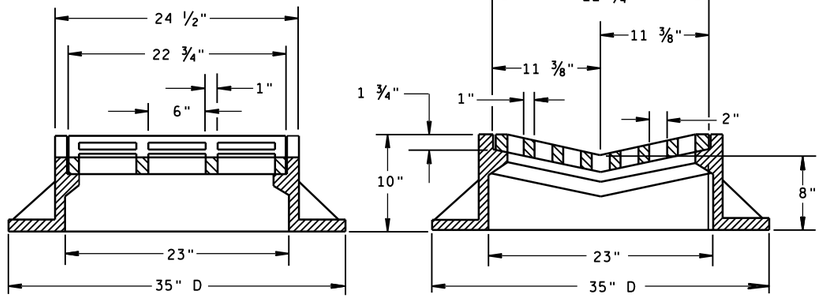


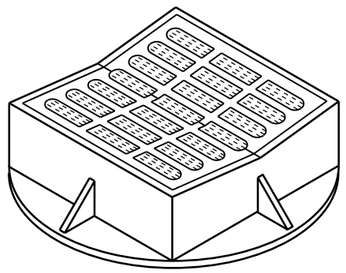
INLET COVERS
TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

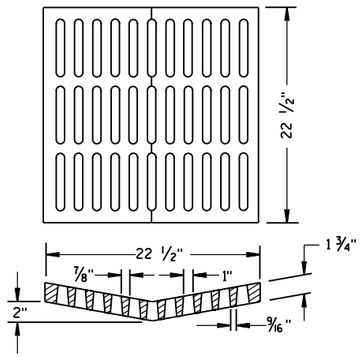
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

S.D.D. 8 A 5-19a



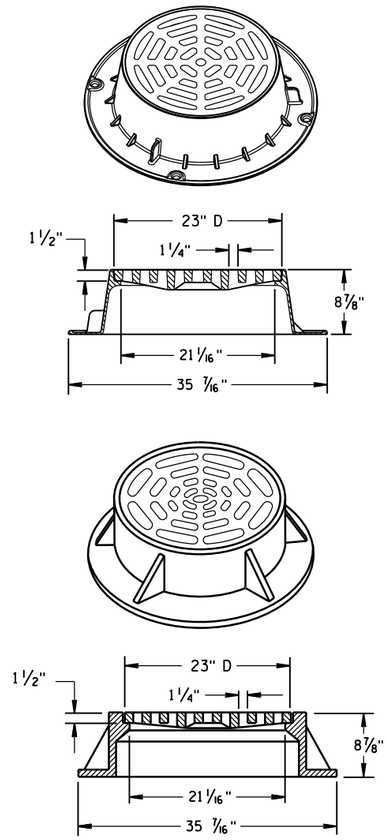


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

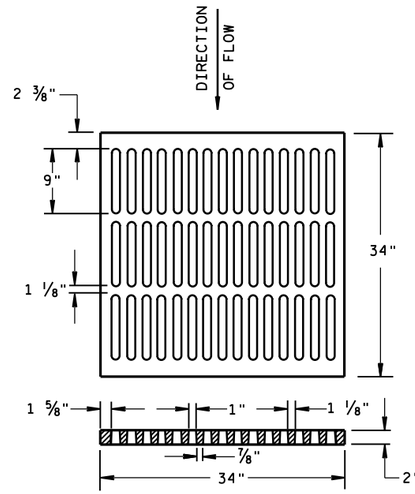
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

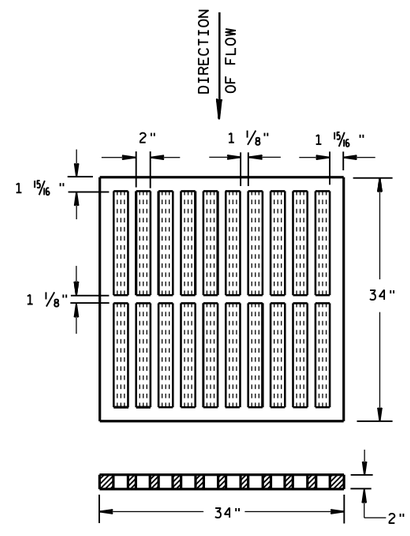
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



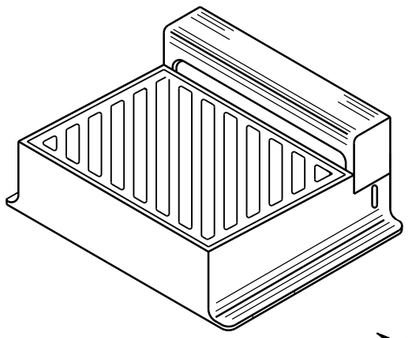
ALTERNATIVE TYPE "MS"

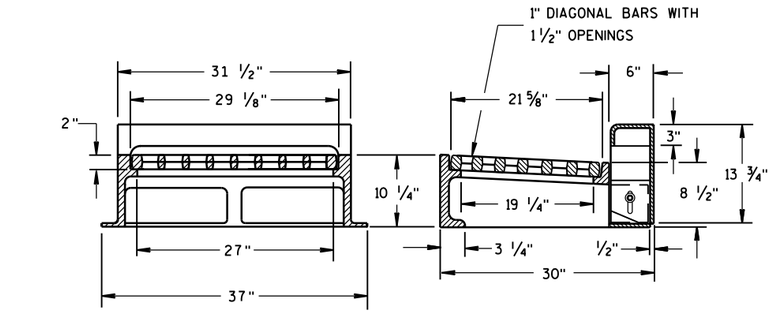
USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE



TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE





NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

DIRECTION OF FLOW

DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.

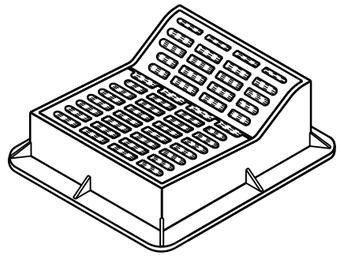
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

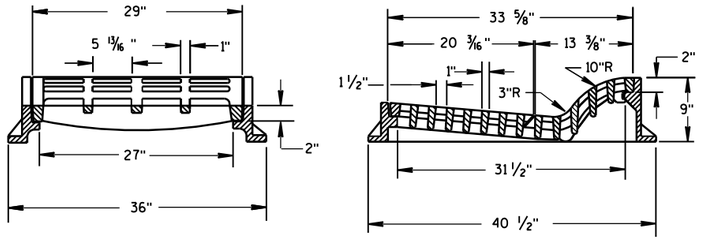
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

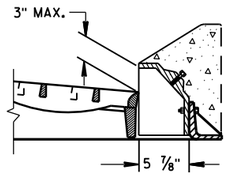
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

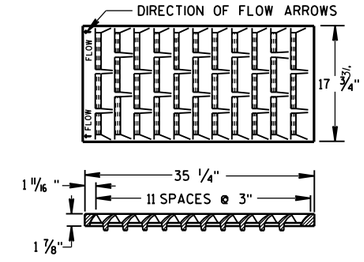
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

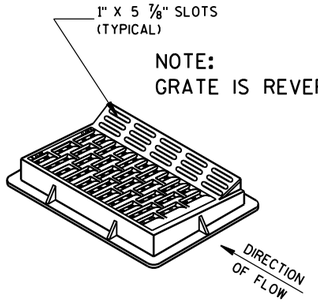
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

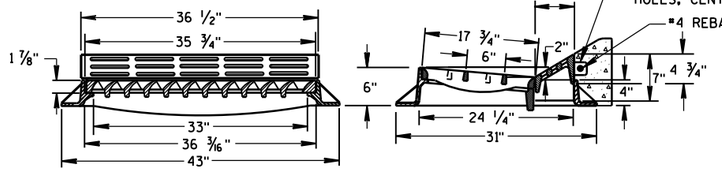
GENERAL NOTES

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.



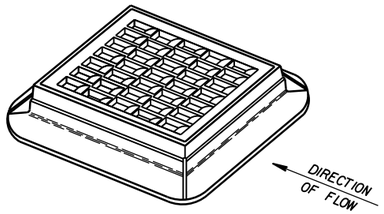


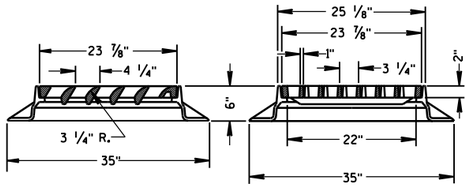


TYPE "HM"

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





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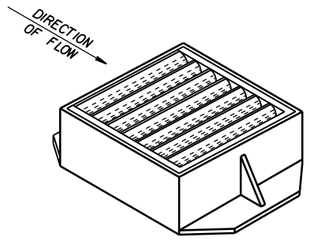

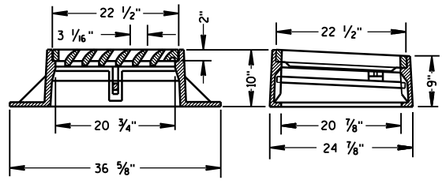

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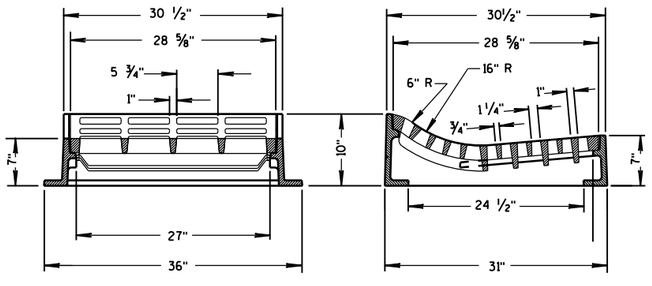
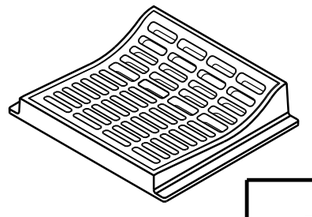


TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.



INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

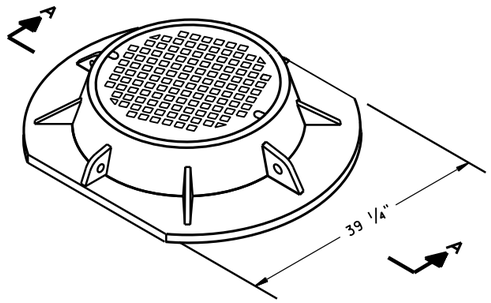
APPROVED
11/27/2013
DATE

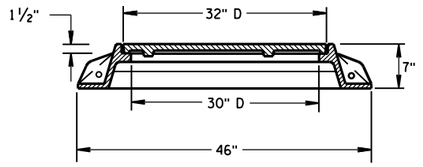
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

641

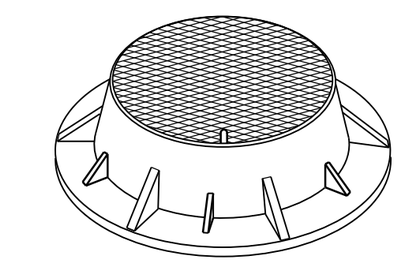
FHWA

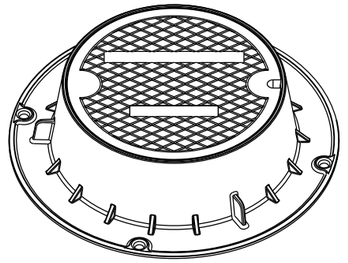
6
S.D.D. 8 A 5-19c

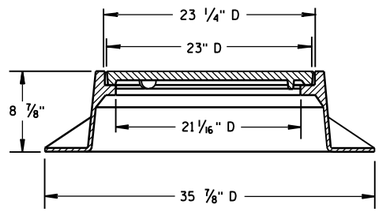


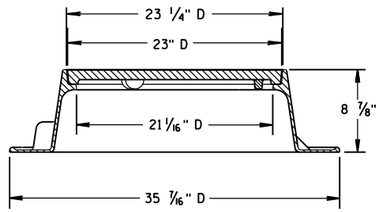


SECTION A-A
TYPE "K"









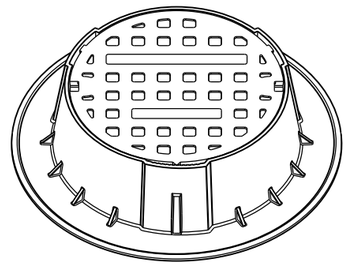
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

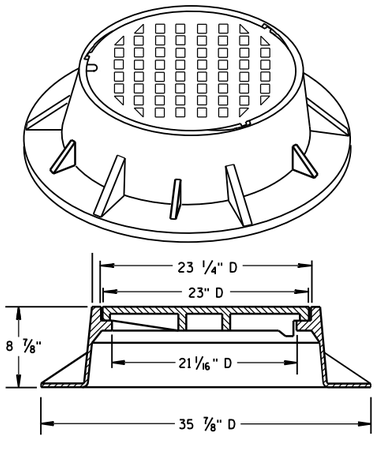
GENERAL NOTES

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

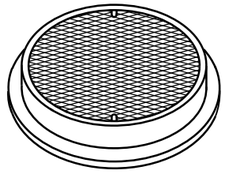
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

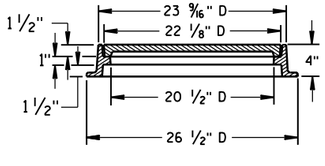
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



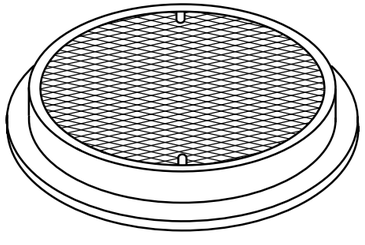


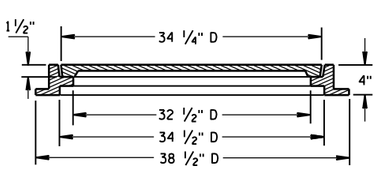
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



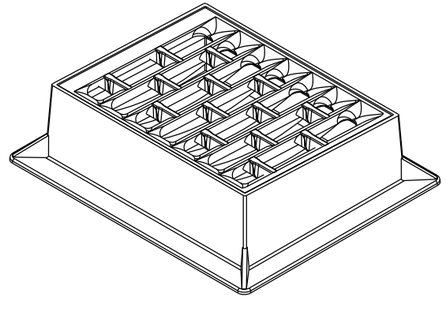


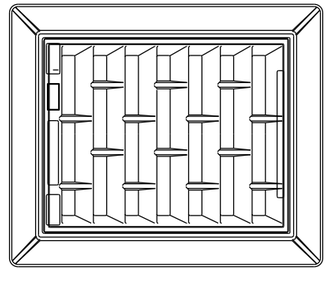
TYPE "L"

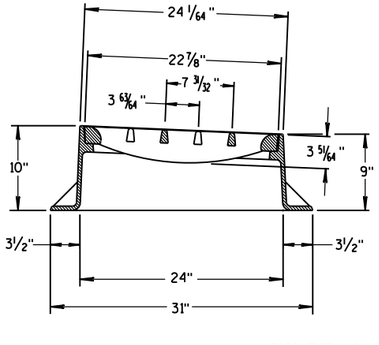


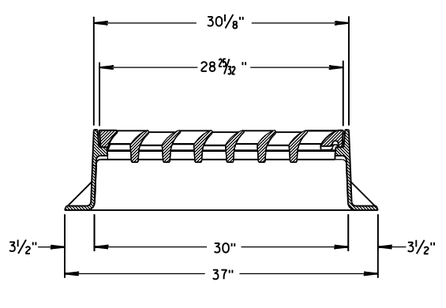


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

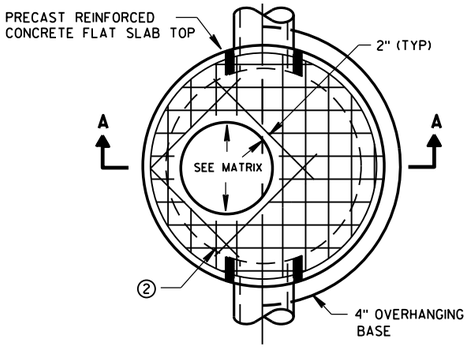
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

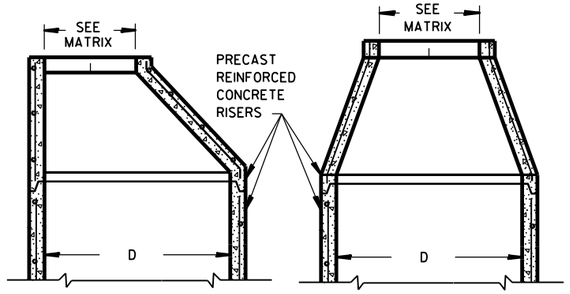
S.D.D. 8 A 5-19d

6

S.D.D. 8 A 5-19d

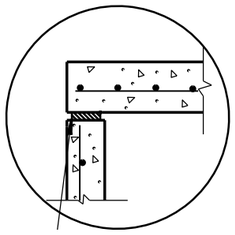


PLAN VIEW CIRCULAR OPENING

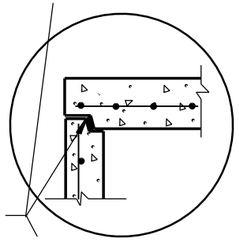


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

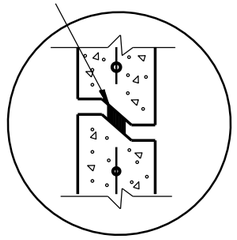


TOP WITH PLAIN END JOINT



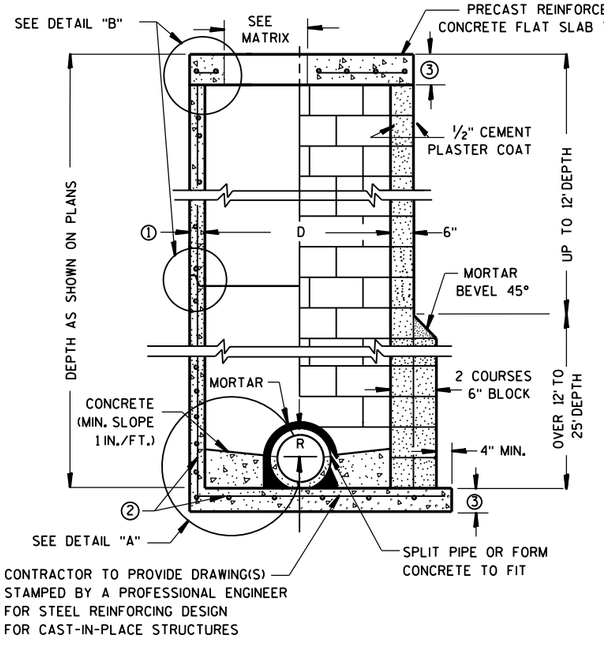
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



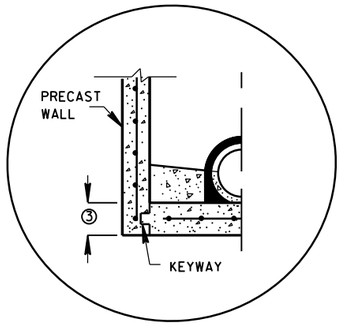
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

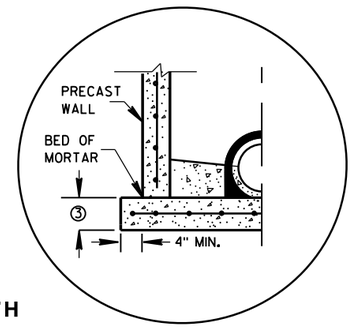


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

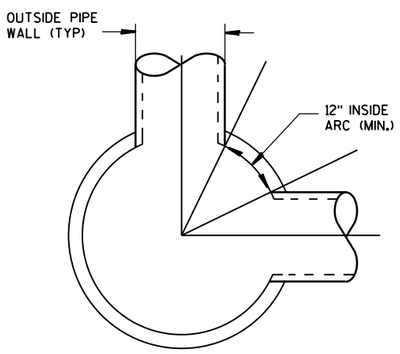


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

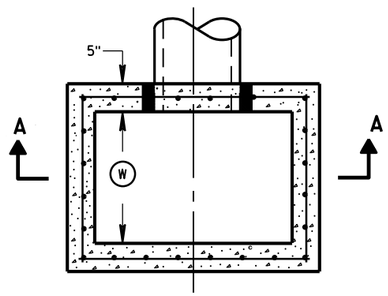
APPROVED

Sept., 2016
DATE

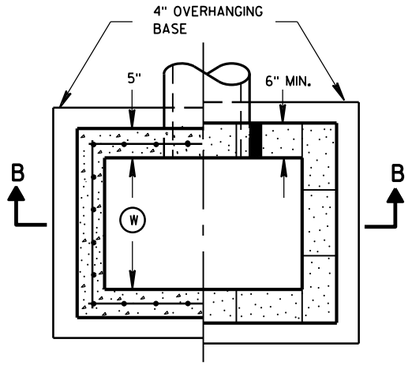
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV 643

FHWA

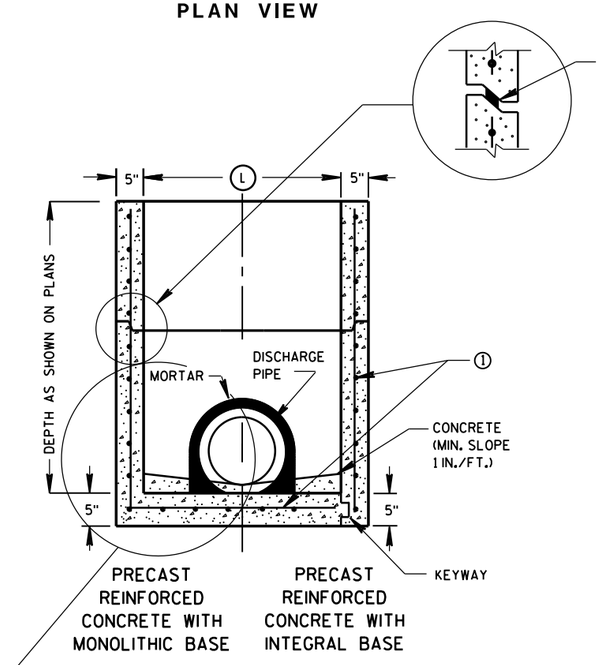
6
S.D.D. 8 B 9-2



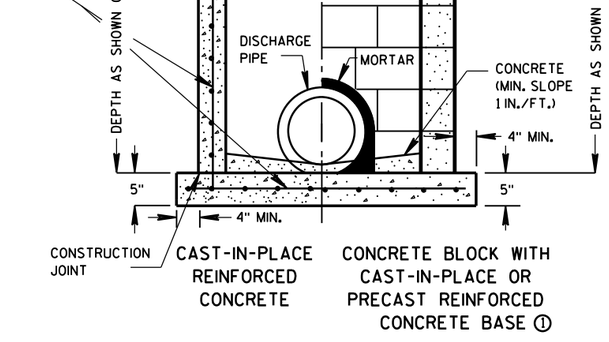
PLAN VIEW



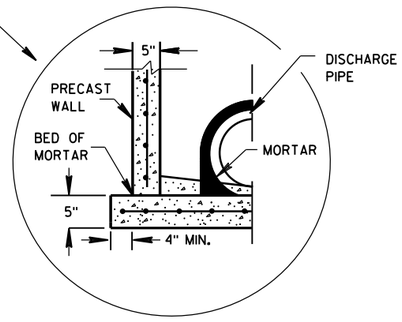
PLAN VIEW



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.

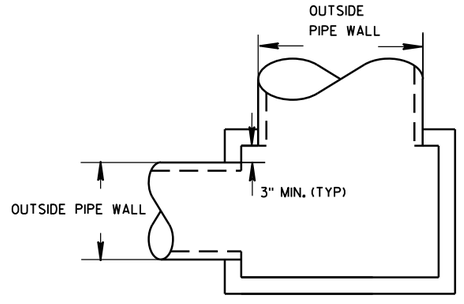
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
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

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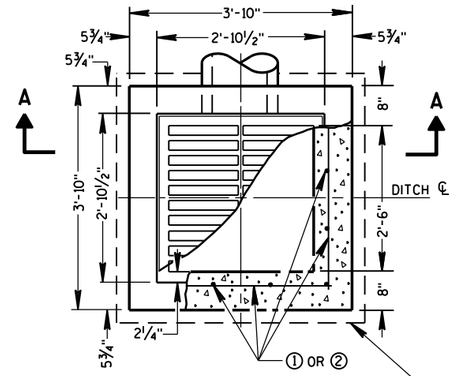
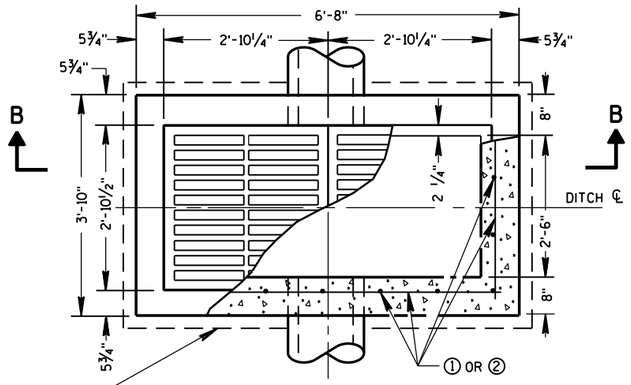
S.D.D. 8 C 7-2

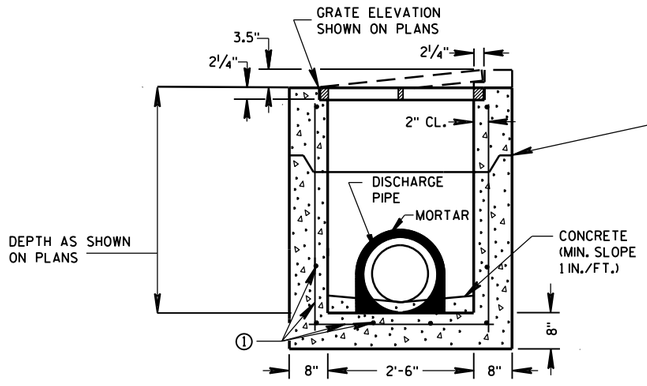


PLAN VIEW

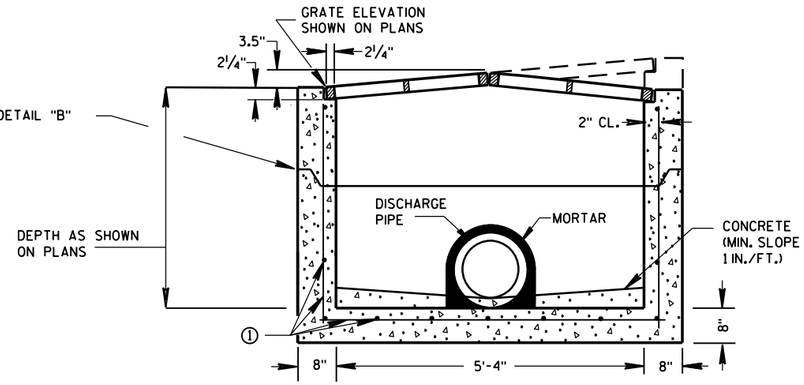


PLAN VIEW

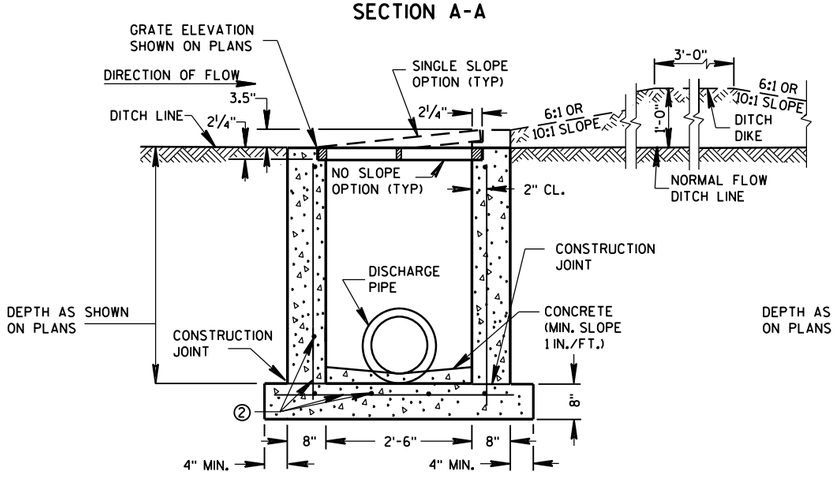
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



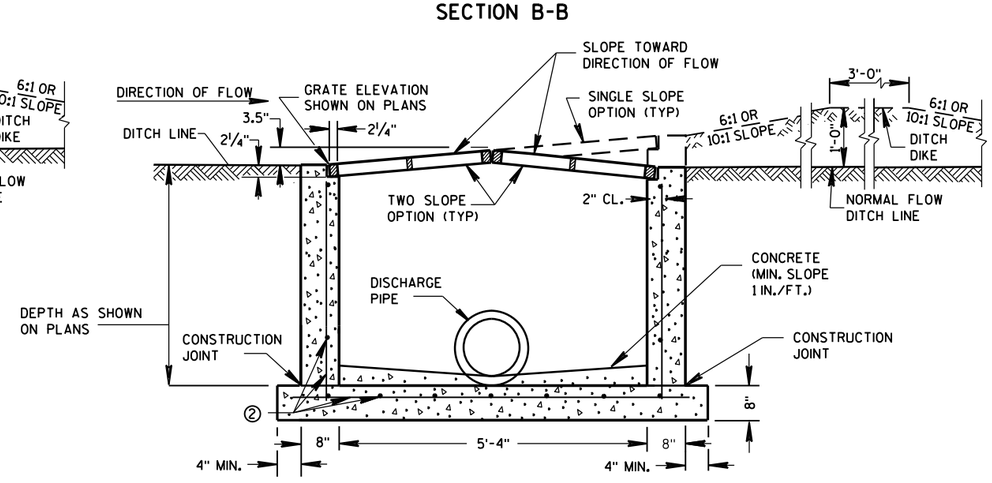
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

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.

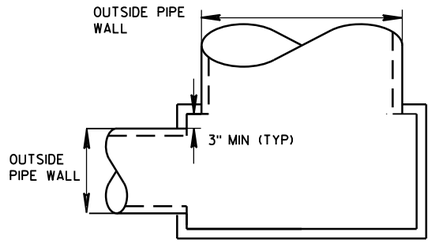
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

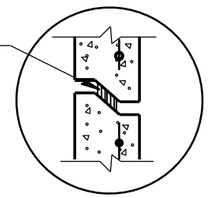
PIPE MATRIX

	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 GRATE

INLETS MEDIAN 2 GRATE

INLETS MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

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S.D.D. 8 C 8-2

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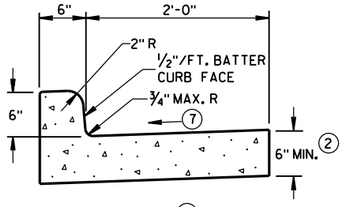
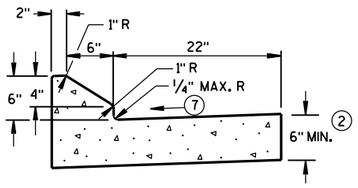
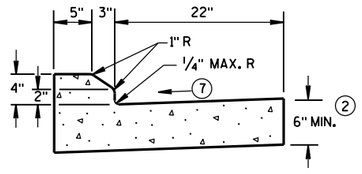
S.D.D. 8 C 8-2



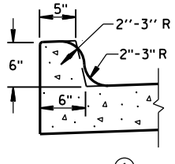
TYPES A (1) & D



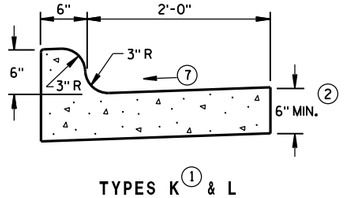
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

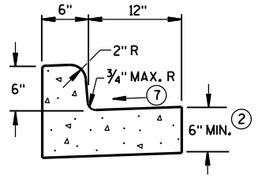


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



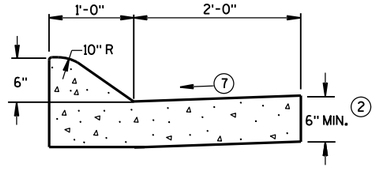
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

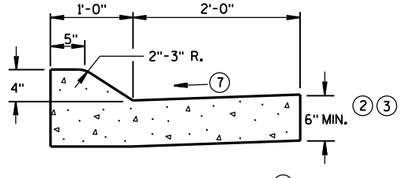


TYPES A (1) & D

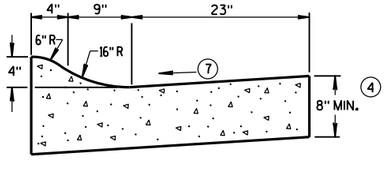
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

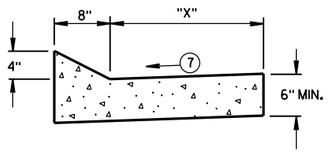


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

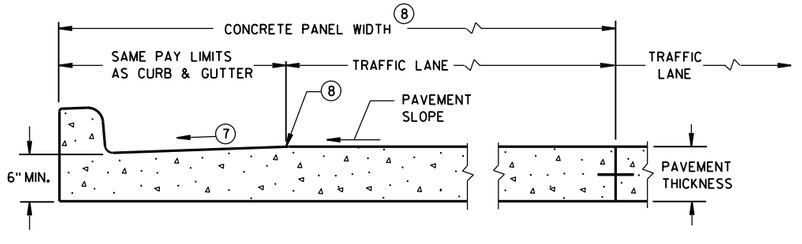
CONCRETE CURB & GUTTER 36"



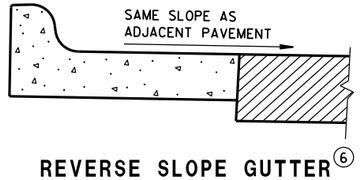
TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

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.

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.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

* BIKE LANE IS NOT SHOWN.

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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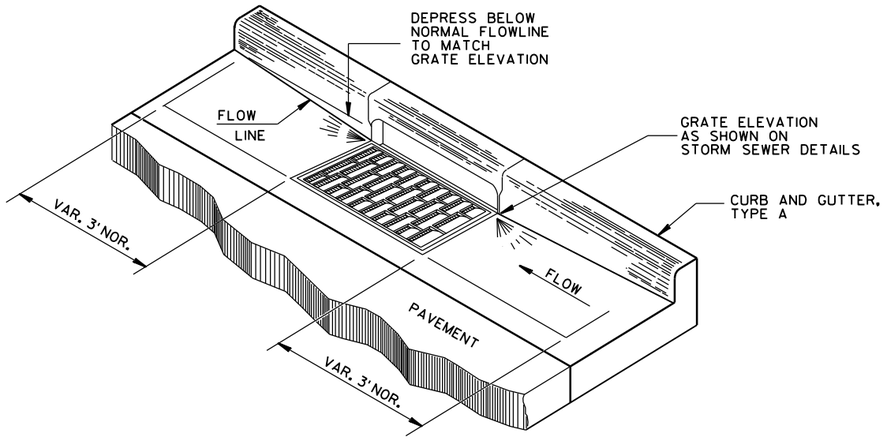
S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

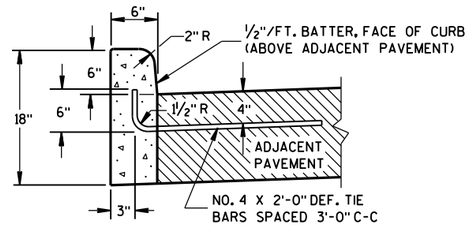
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

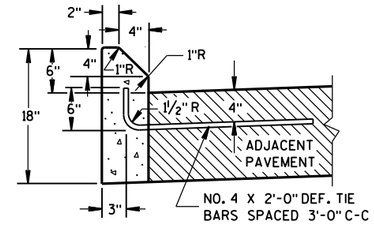
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

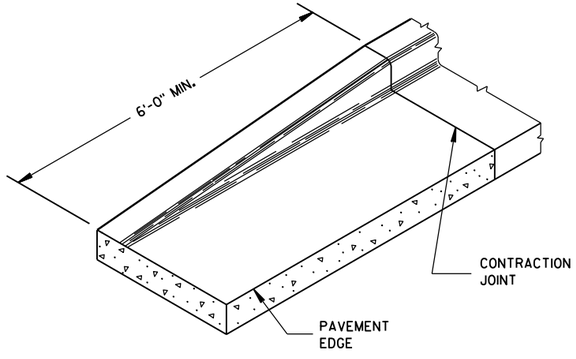


TYPES A(1) & D

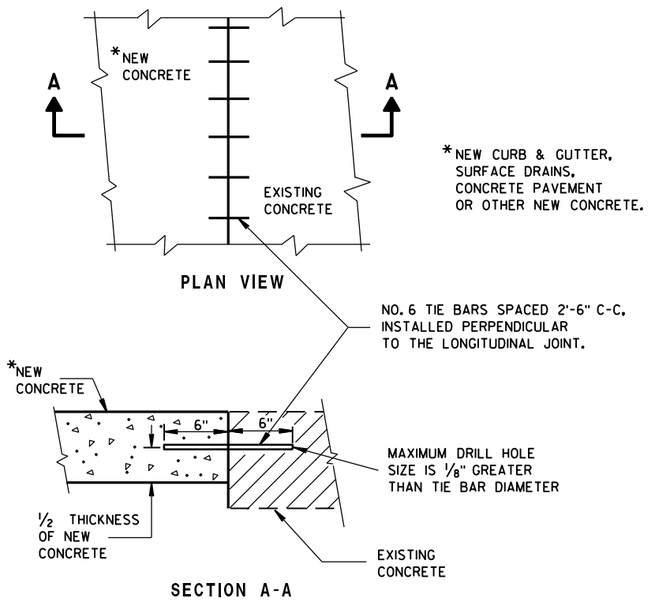


TYPES G(1) & J

CONCRETE CURB



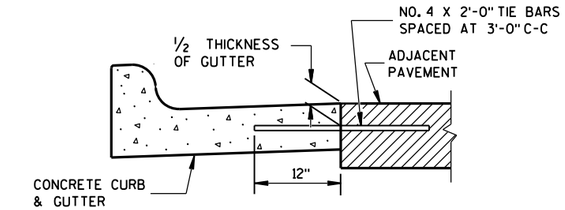
END SECTION CURB & GUTTER



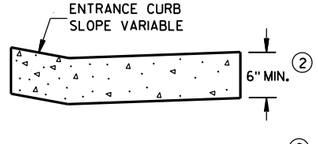
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

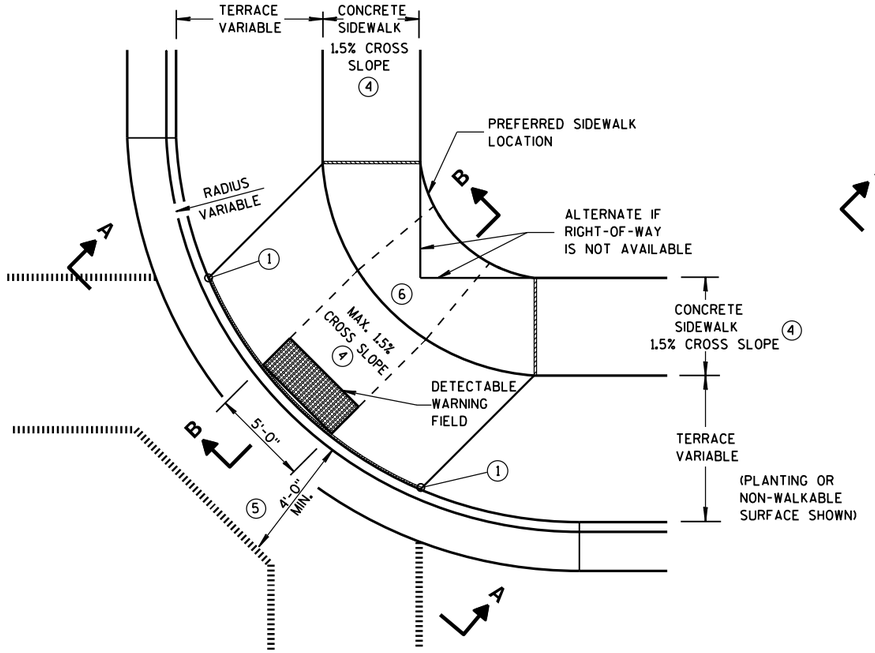
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 647 ENT
UNIT SUPERVISOR
FHWA

6

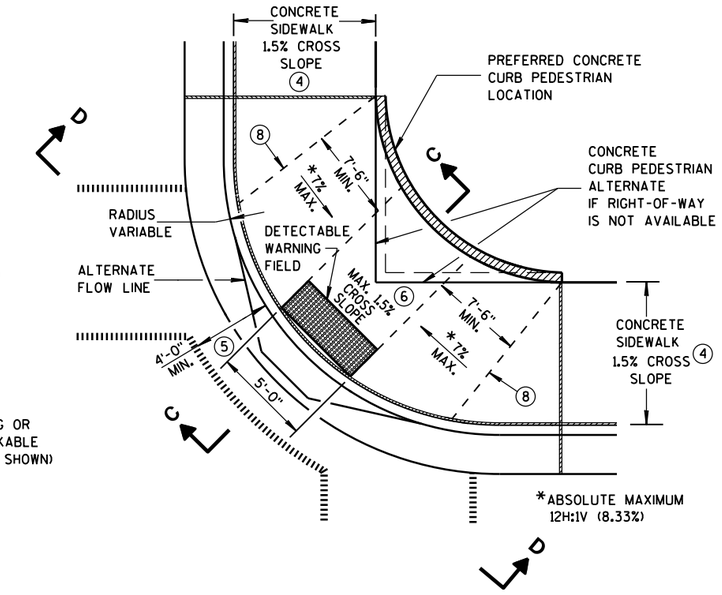
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

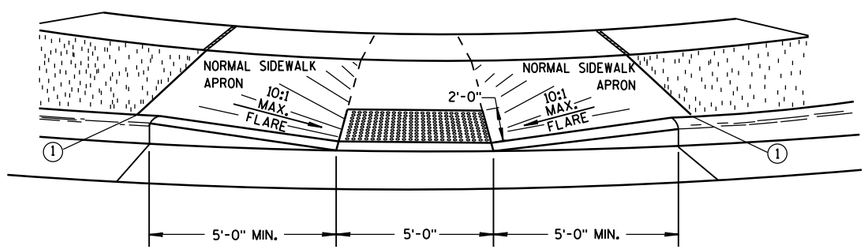
(CENTER OF CORNER RADIUS)



PLAN VIEW

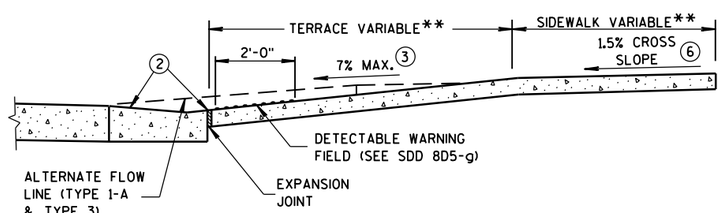
TYPE 1-A RAMP

(NO TERRACE)

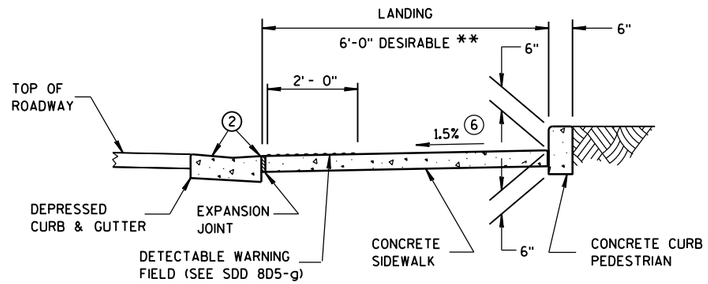


VIEW A-A

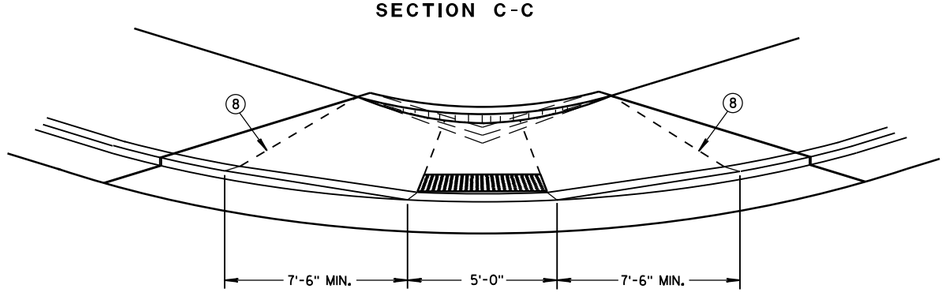
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL 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.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

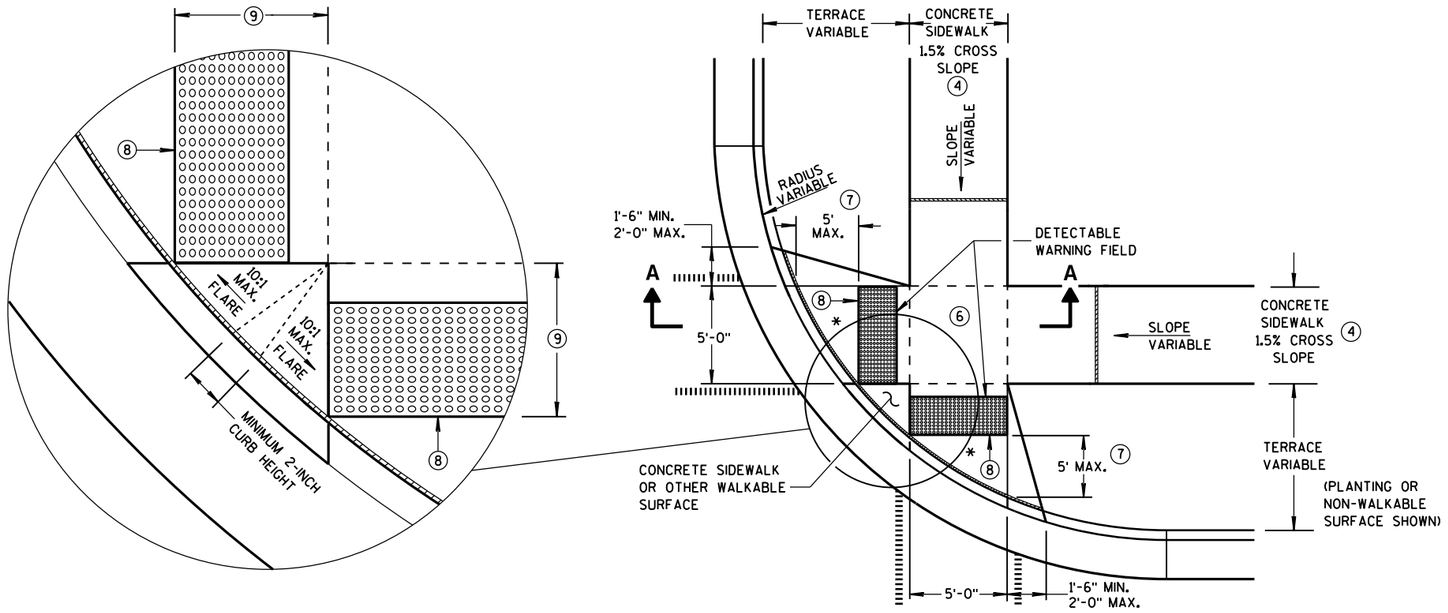
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

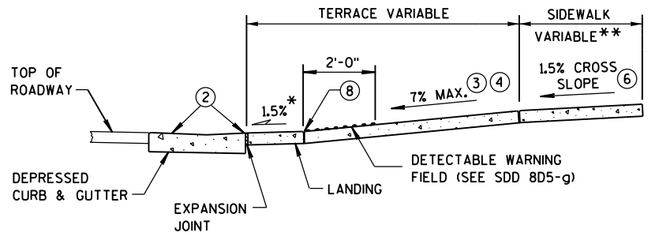
6

S.D.D. 8 D 5-19a



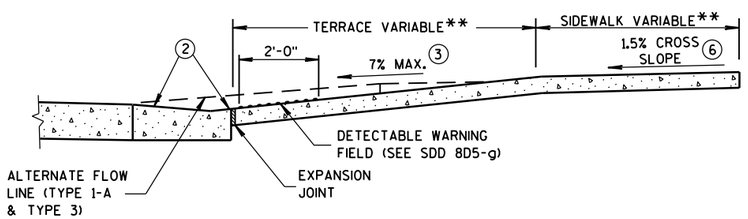
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

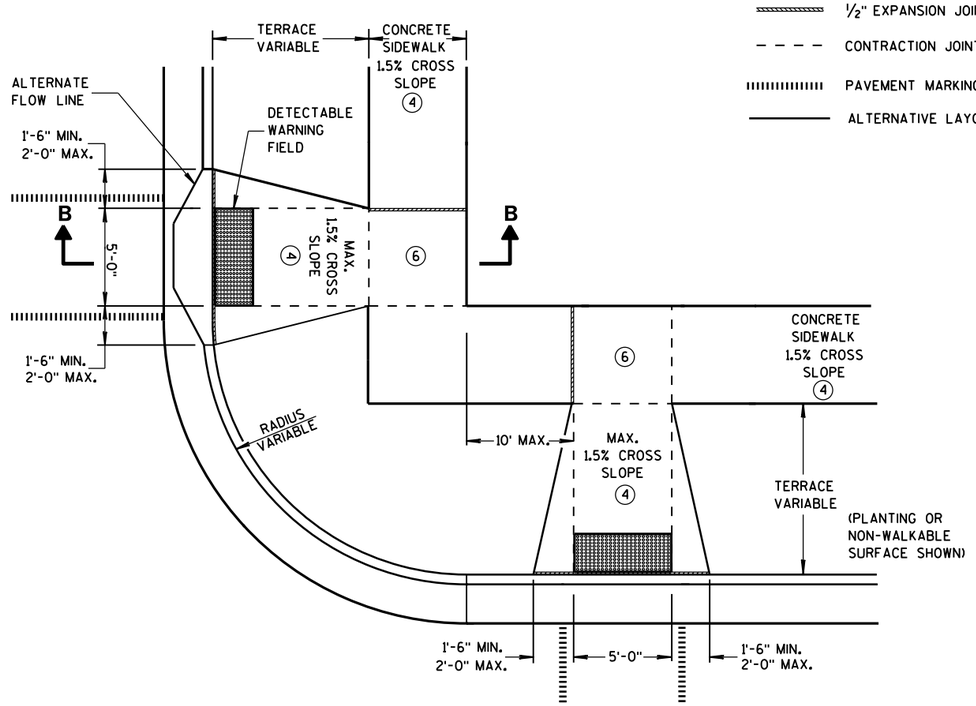


SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

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

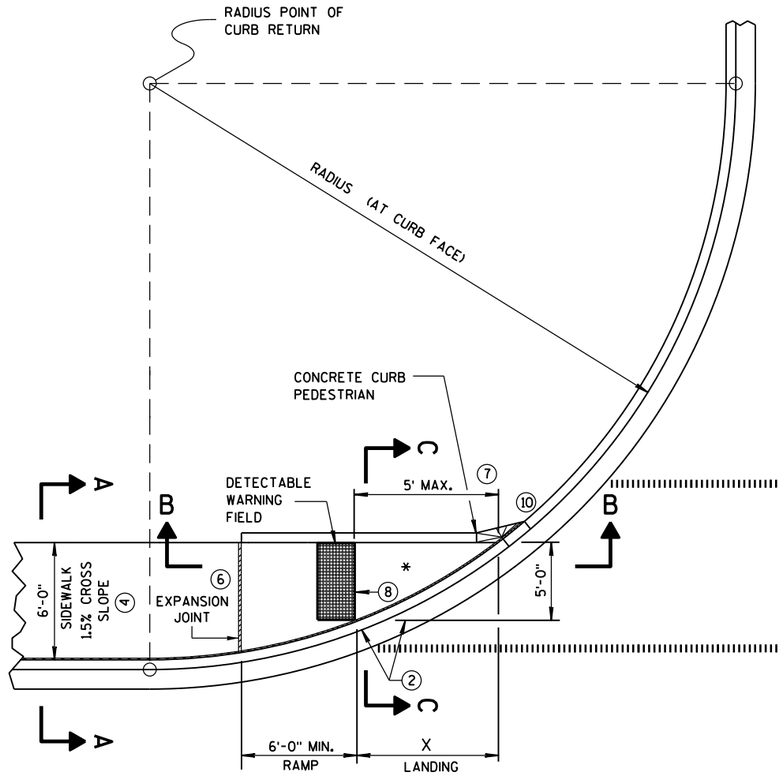
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

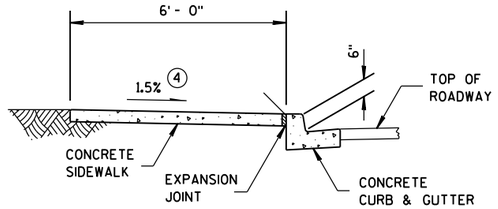
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL 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.

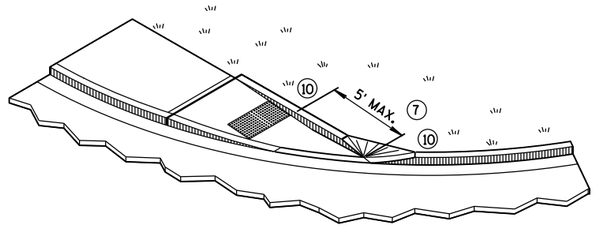
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

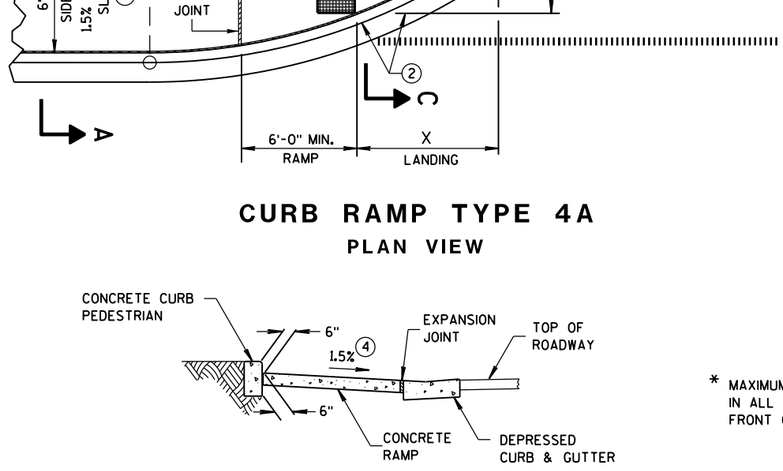
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

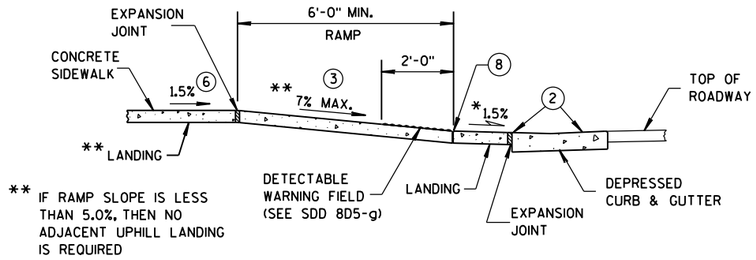
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



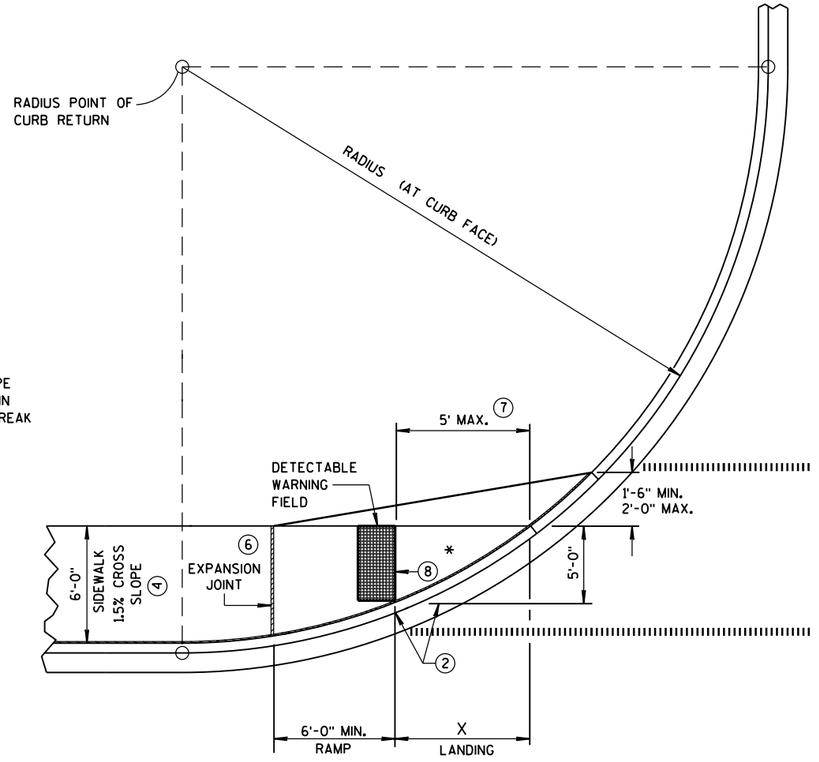
SECTION C-C FOR TYPE 4A



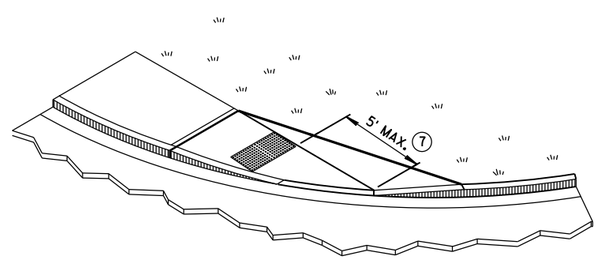
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

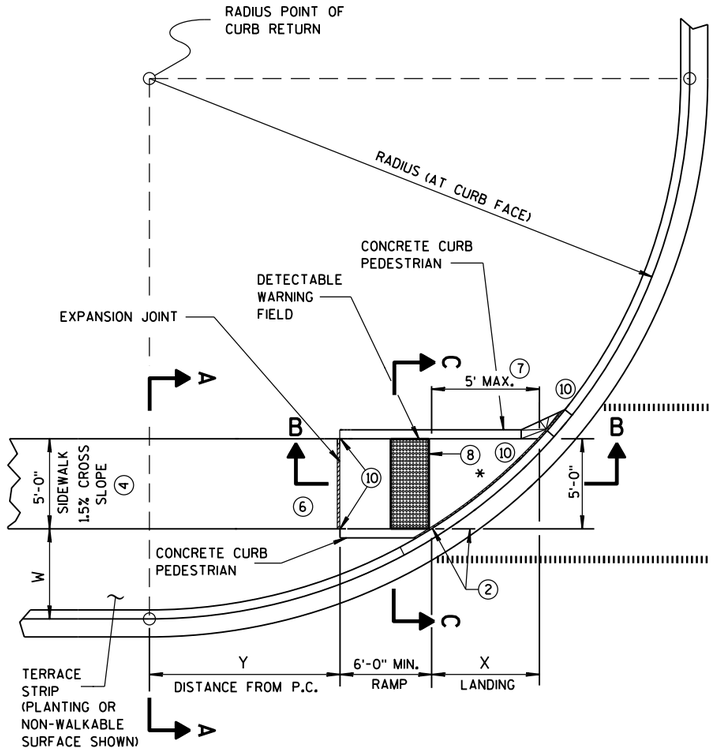
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

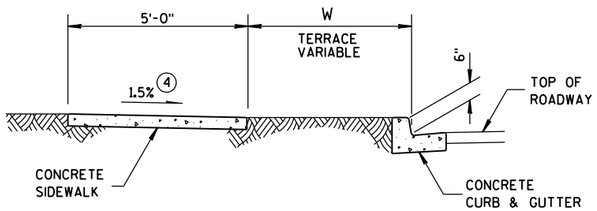
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

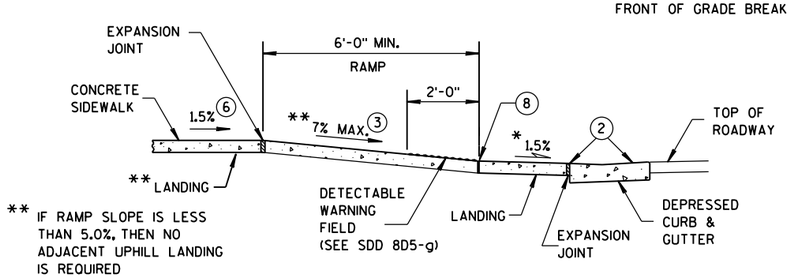
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B



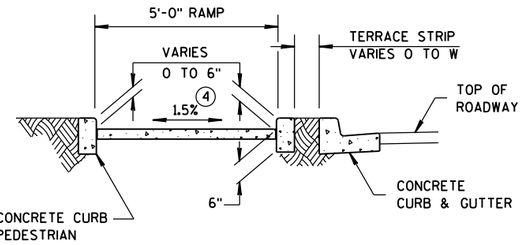
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C-C FOR TYPE 4B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL 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.

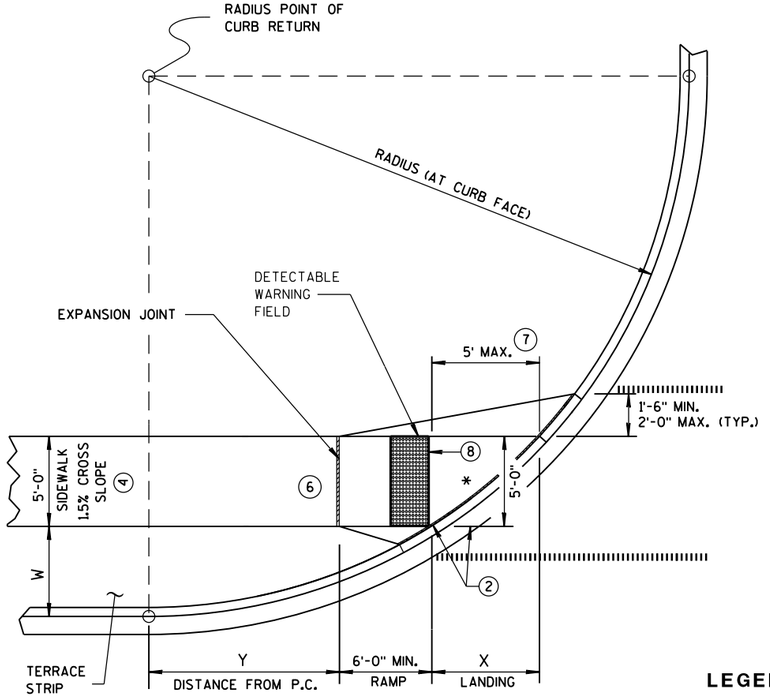
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

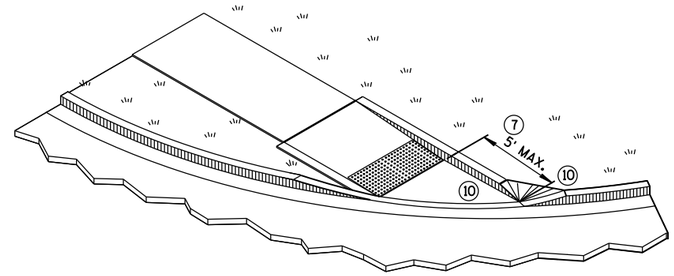
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

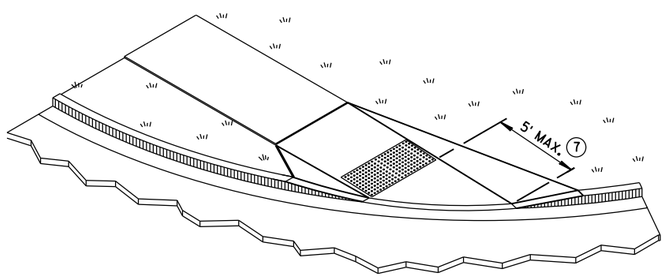
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

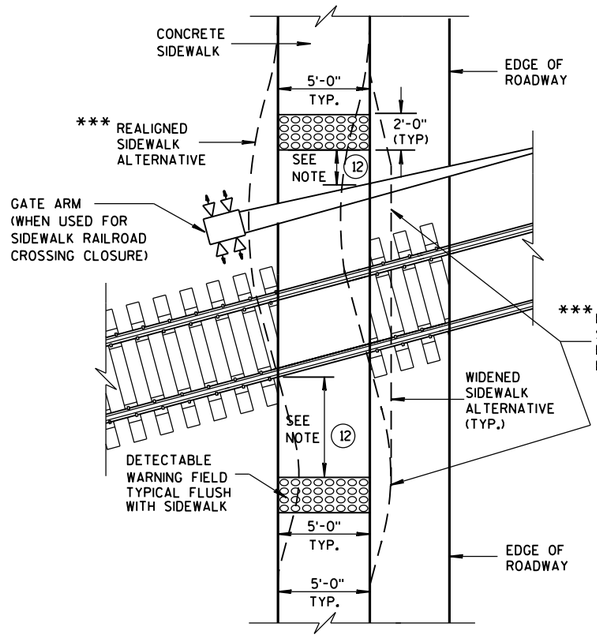
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

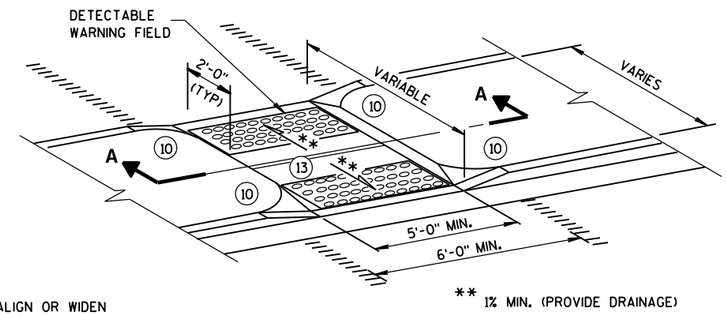
6

S.D.D. 8 D 5-19d



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.

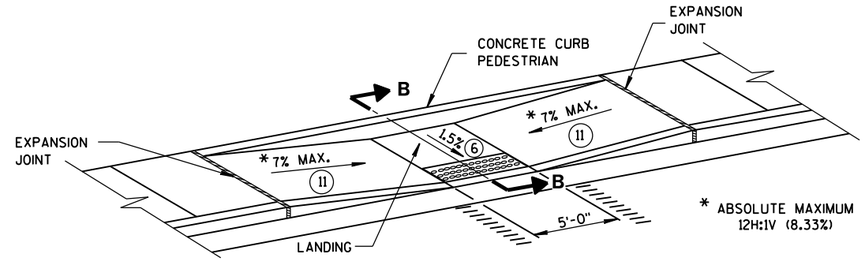
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

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

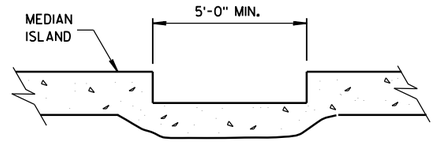
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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.

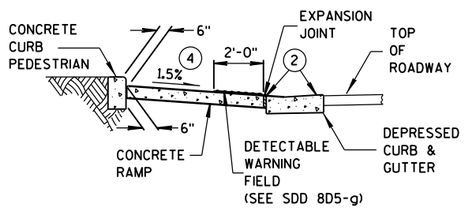
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



MID-BLOCK CROSSING
TYPE 7A

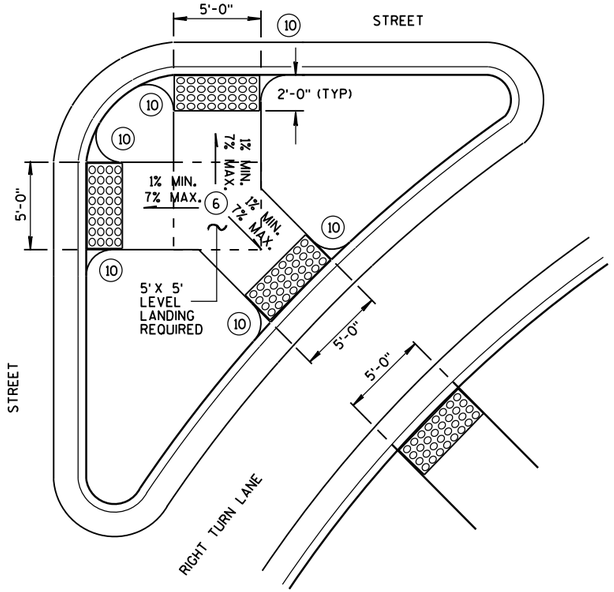


SECTION A-A

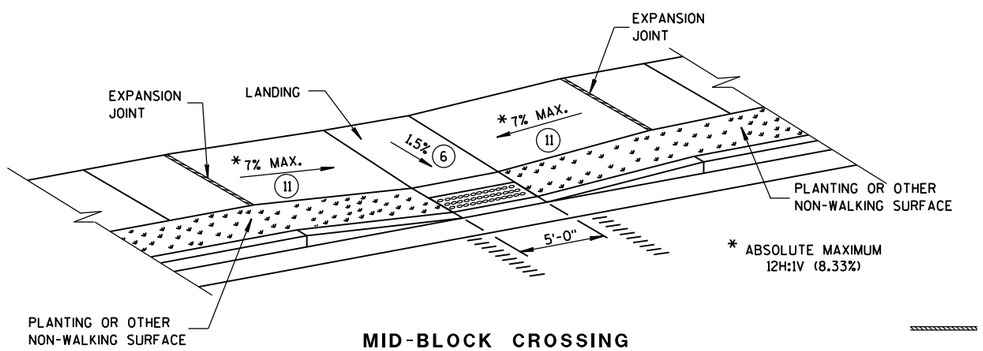


SECTION B-B

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

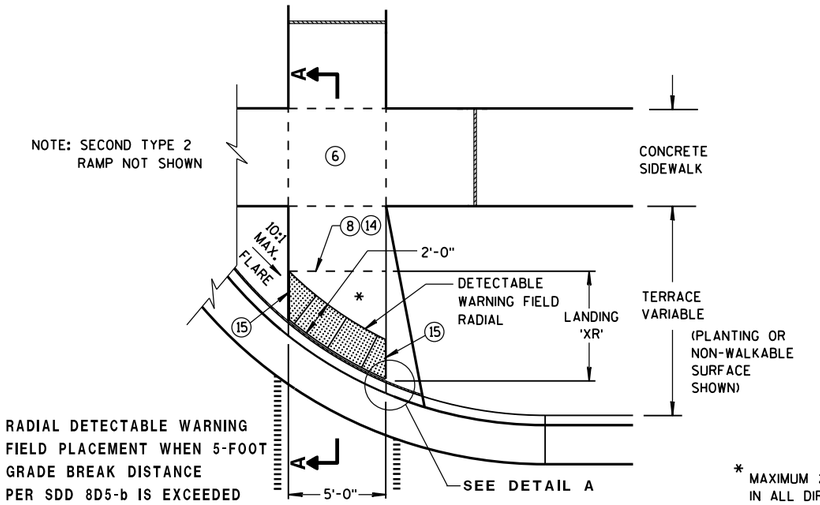
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

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

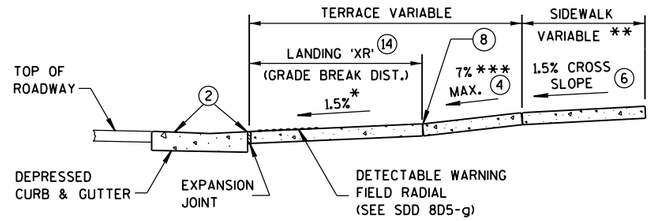


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

LEGEND

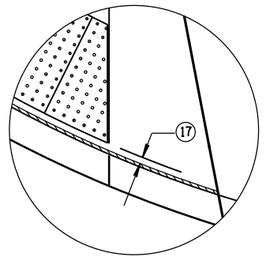
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



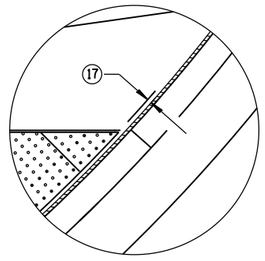
** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

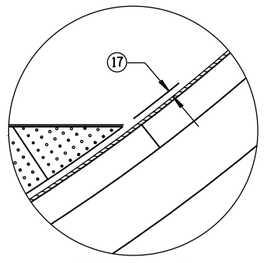
SECTION A-A



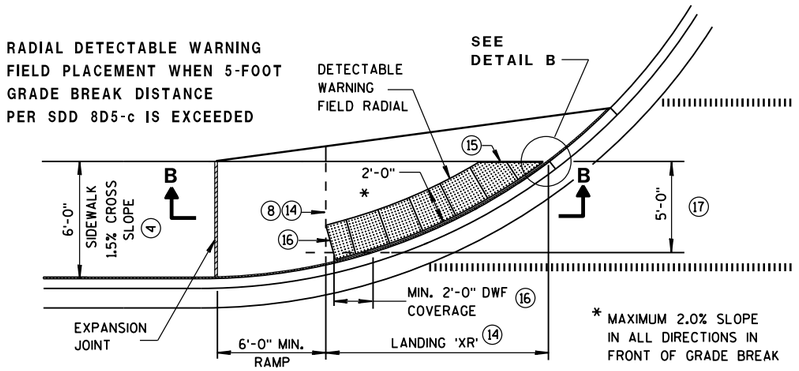
DETAIL A



DETAIL C

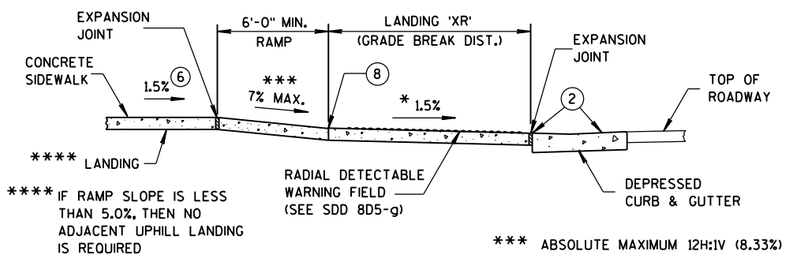


DETAIL B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

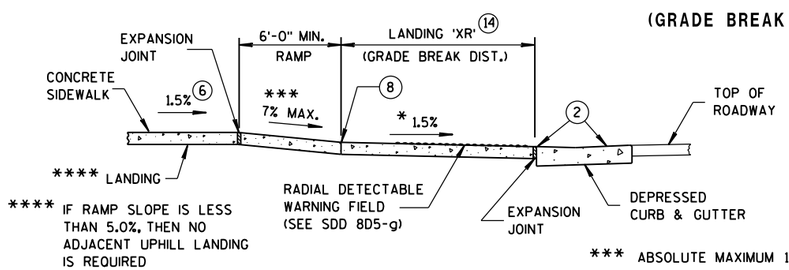
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS (DWFs) THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL 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.

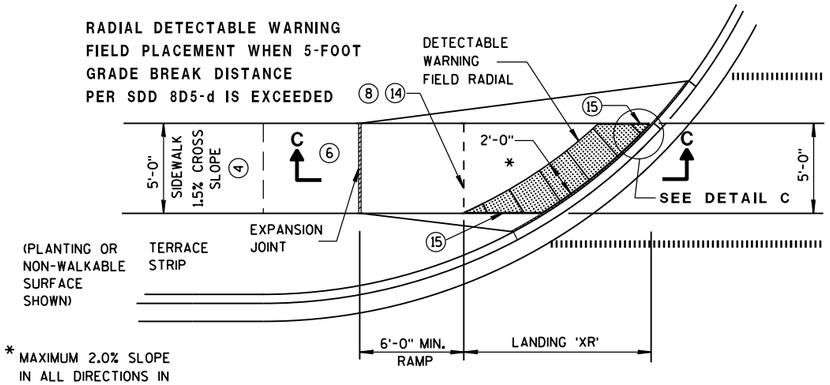
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 653

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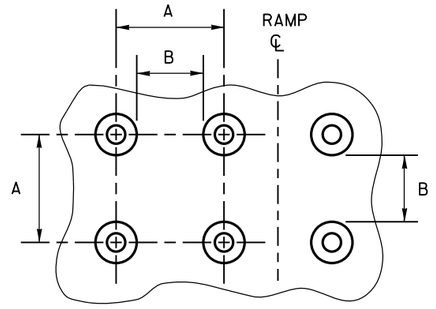
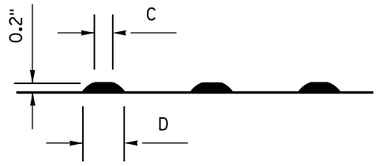
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

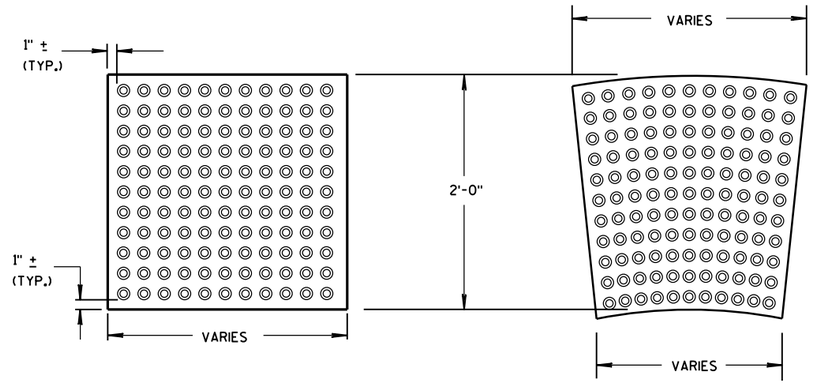
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGES IN COMBINATION WITH SQUARE PANELS ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

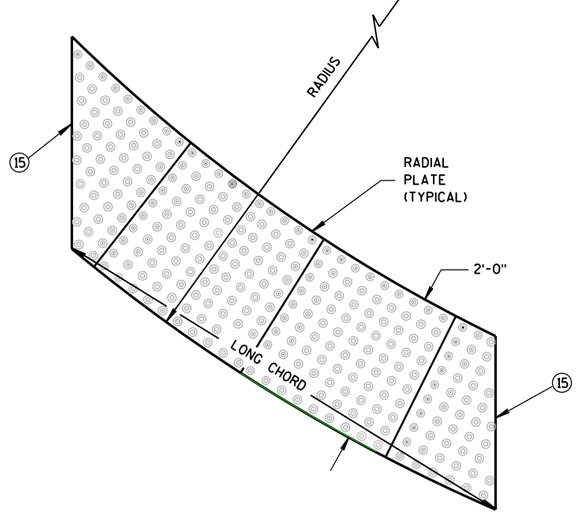


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
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FHWA

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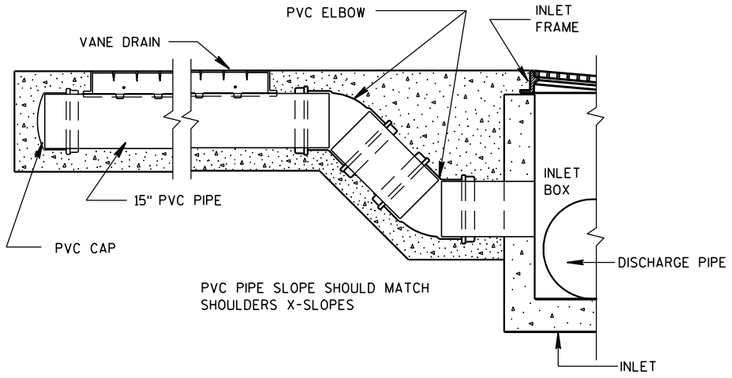
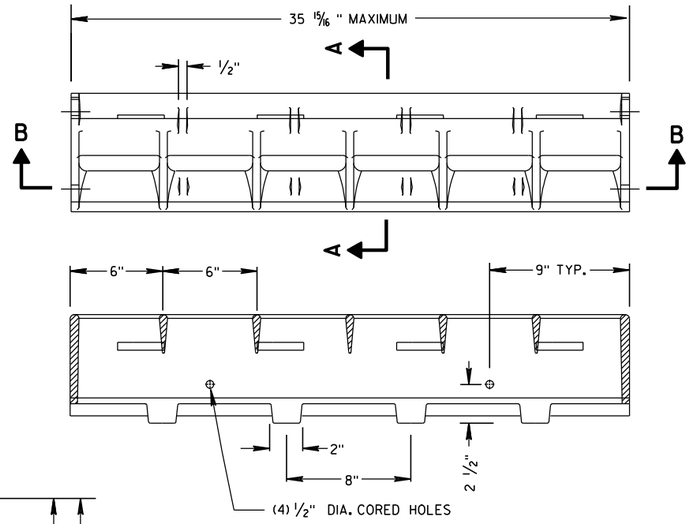


TYPICAL SLOTTED VANE DRAIN CONFIGURATION



SECTION B-B

SLOTTED VANE DRAIN DETAIL

(APPROXIMATE WEIGHT 87 LBS.)

GENERAL NOTES

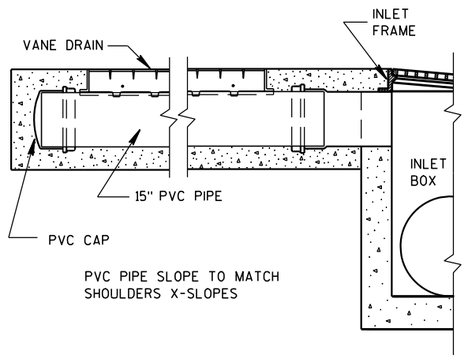
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ENCASEMENT: THE ENCASING MATERIAL AROUND THE PIPE SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF 501.4.3.3 FOR CONCRETE PAVEMENT.

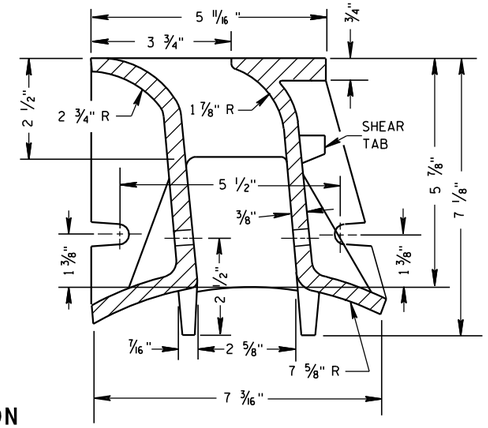
THE PIPE USED SHALL BE A 15" DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN STANDARD SPECIFICATION 612.2.6

SURFACE DRAIN: BEFORE PAVING OVER THE DRAIN, COVER THE TOP OF THE DRAIN TO KEEP MATERIAL OUT OF THE PIPE. THE FINISHED GRADE SHOULD BE FLUSH WITH THE TOP OF THE DRAIN.

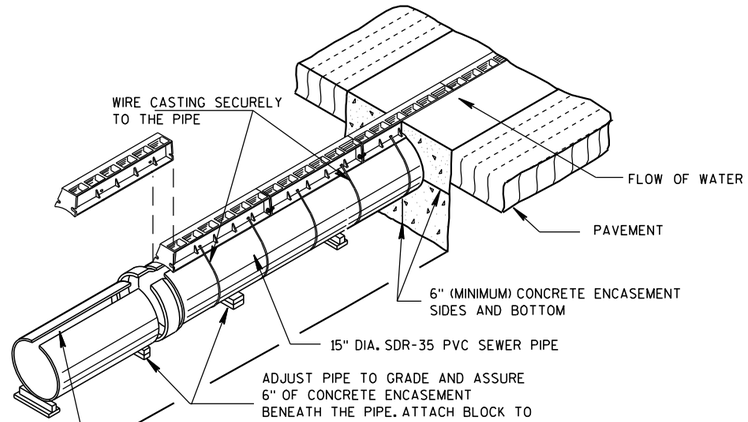
THE ANGLE OF THE DRAIN TO THE FLOW OF WATER SHOULD BE AS CLOSE TO 90° AS POSSIBLE.



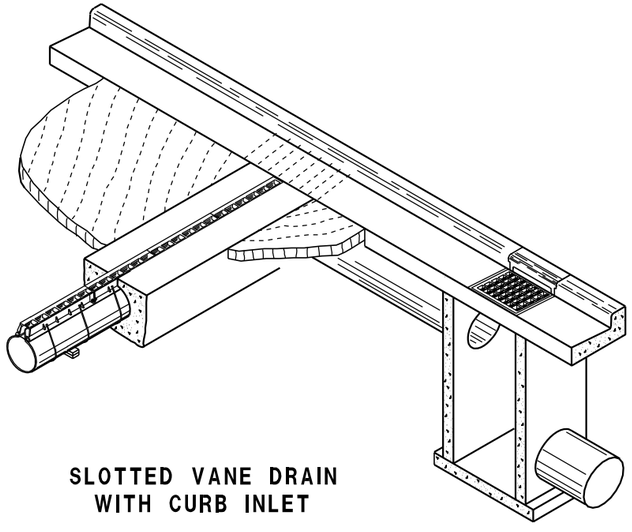
TYPICAL SLOTTED VANE DRAIN CONFIGURATION



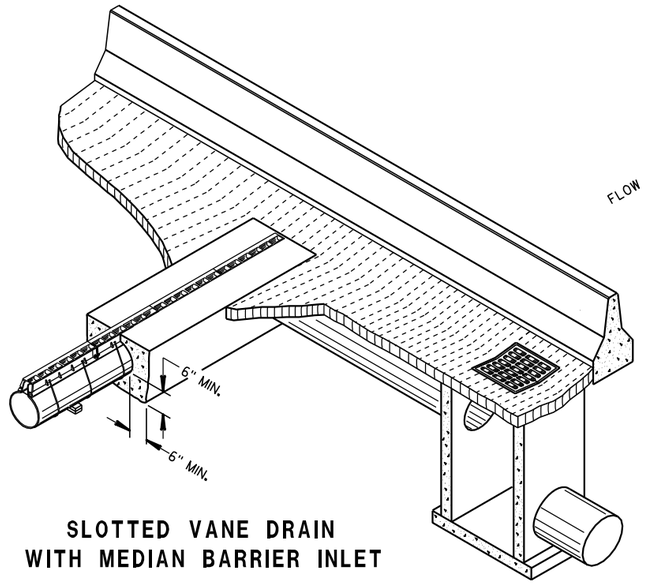
SECTION A-A



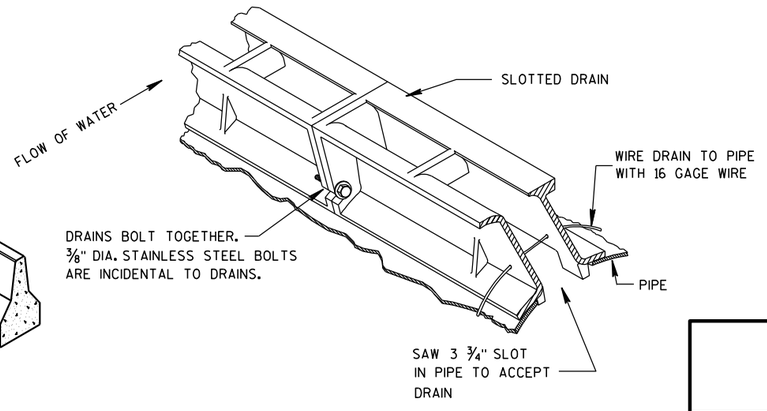
INSTALLATION OF SLOTTED VANE DRAIN



SLOTTED VANE DRAIN WITH CURB INLET



SLOTTED VANE DRAIN WITH MEDIAN BARRIER INLET



ISOMETRIC VIEW

SLOTTED VANE DRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/13/00 DATE

/S/ Rory L. Rhinehart
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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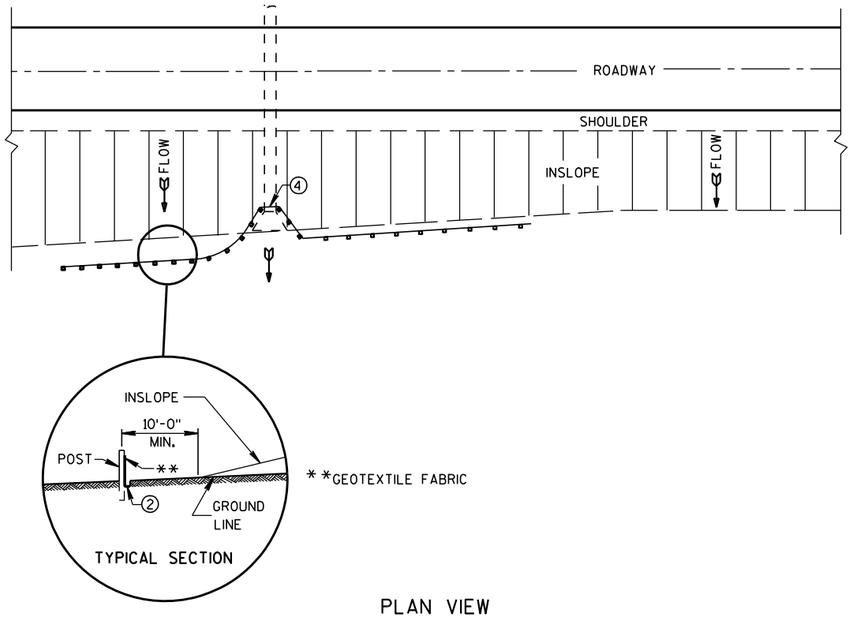
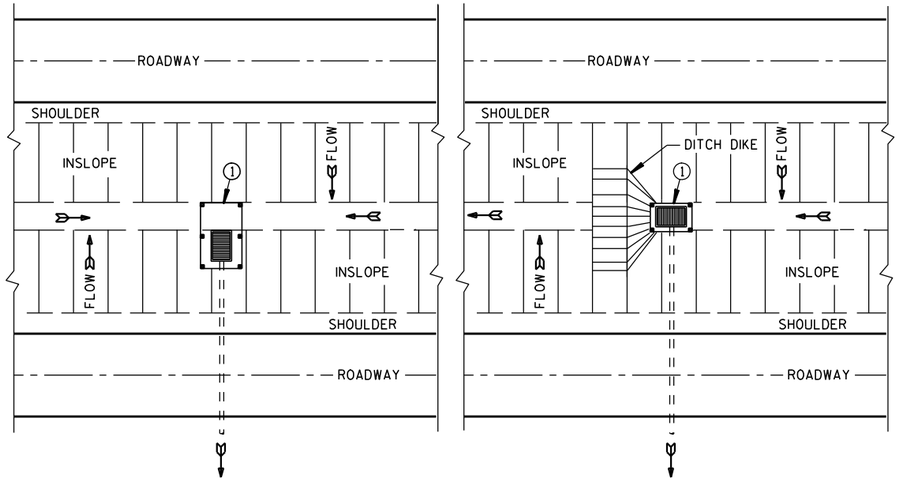


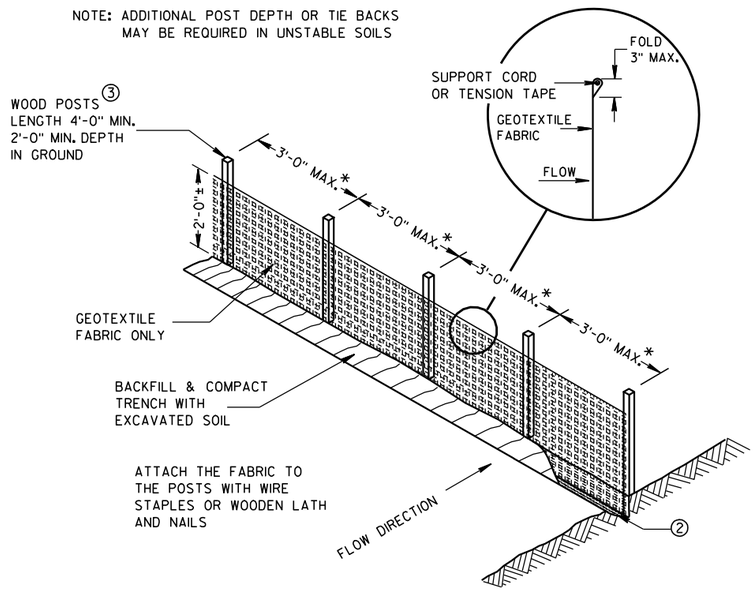
PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



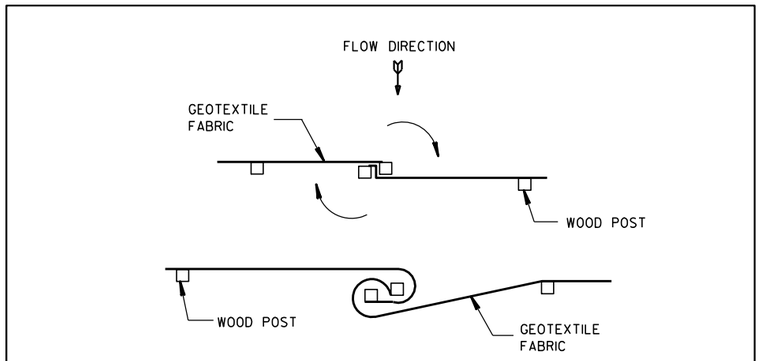
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS



*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

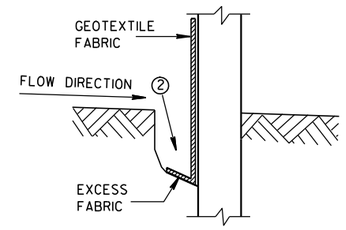


JOINING TWO LENGTHS OF SILT FENCE 5

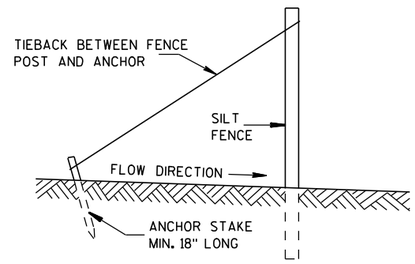
GENERAL NOTES

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 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

656

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S.D.D. 8 E 9-6

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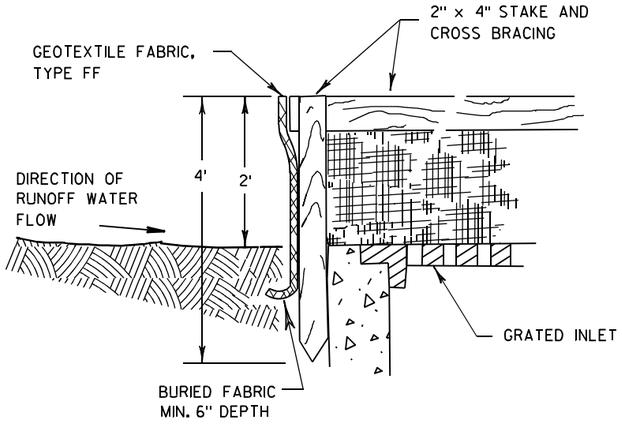
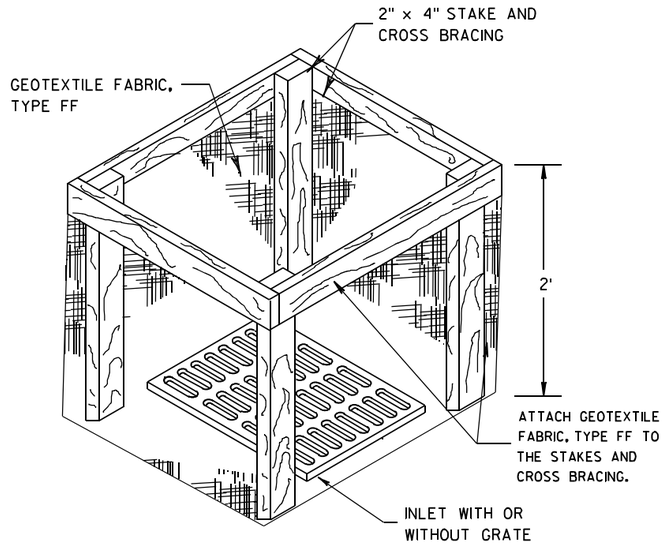
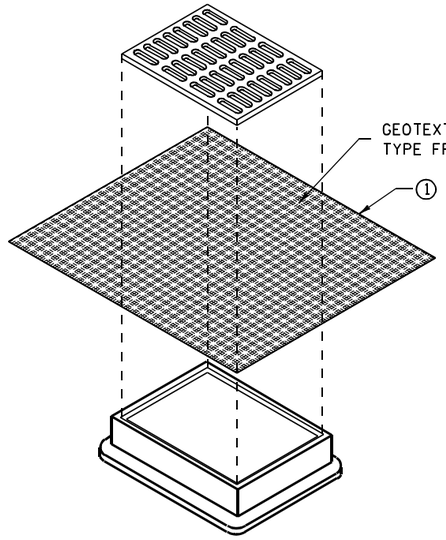
S.D.D. 8 E 9-6



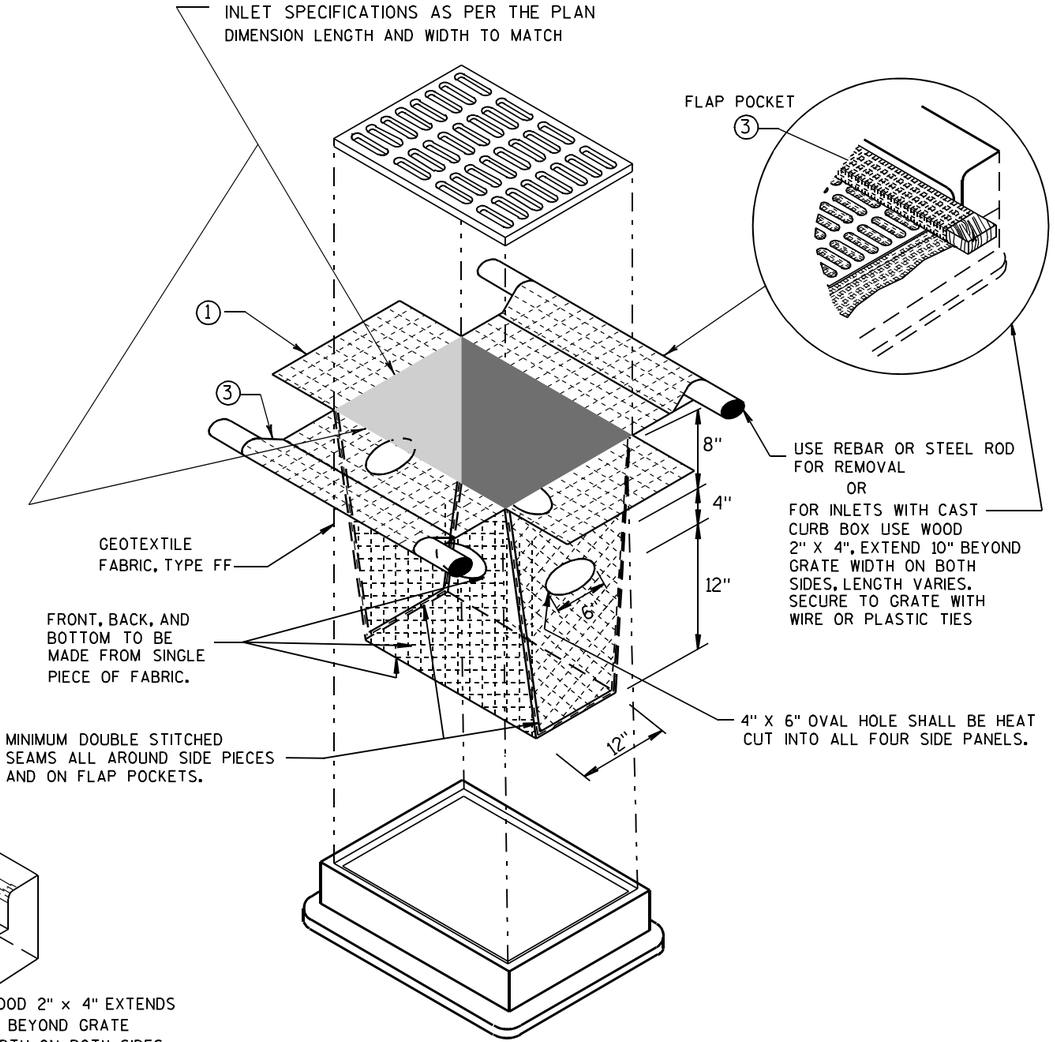


INLET PROTECTION, TYPE A



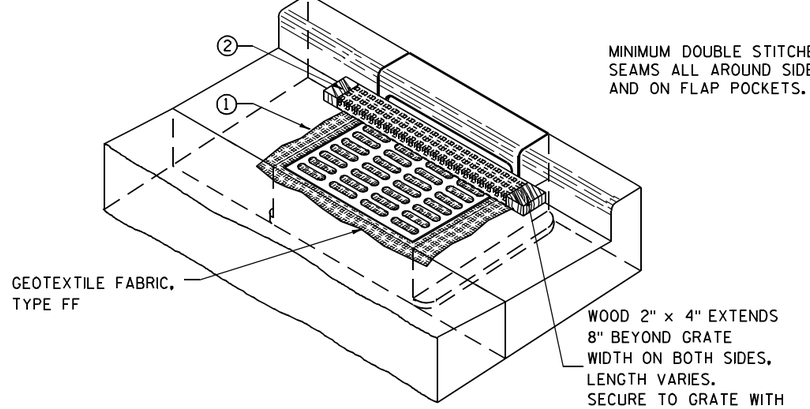
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

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S.D.D. 8 E 10-2

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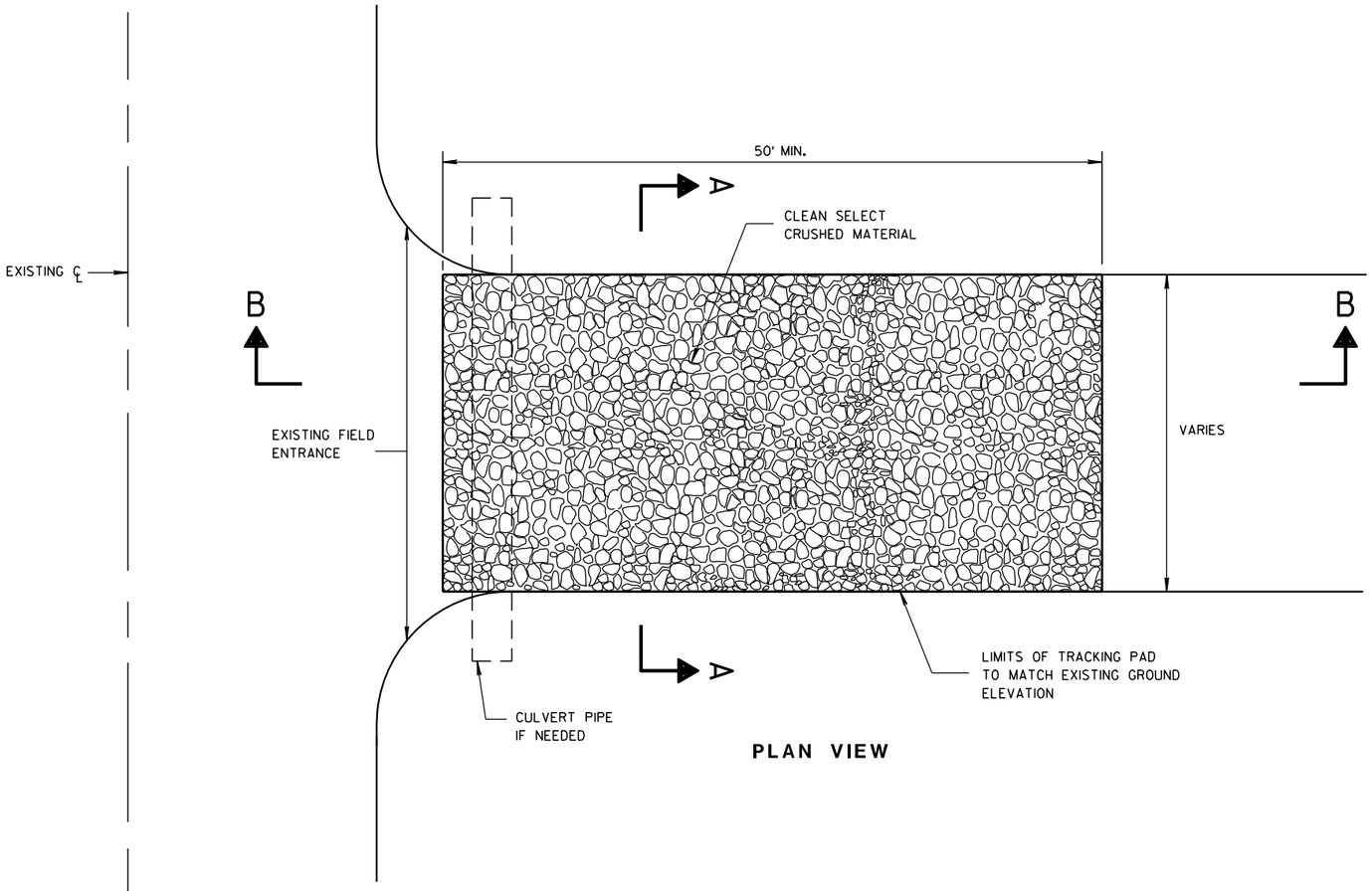
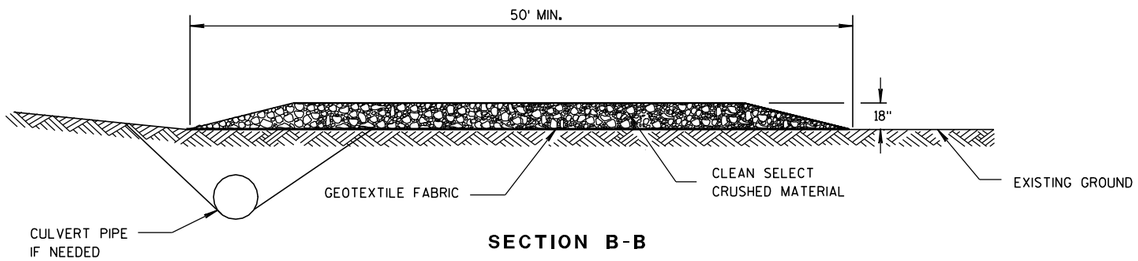
S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

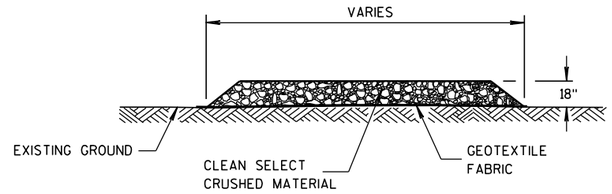
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/24/2011	/S/ Jerry H. Zona	
DATE	ROADWAY STANDARDS ENGINEER 658	ENT

FHWA

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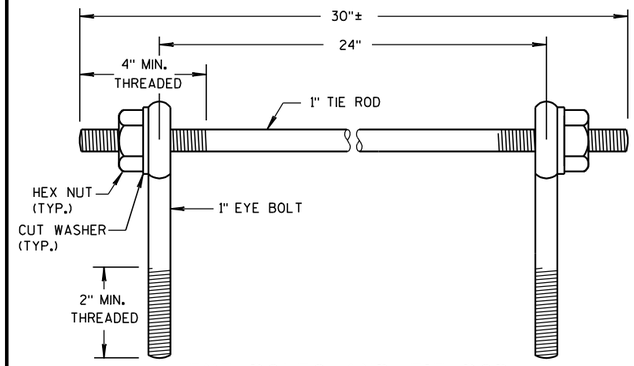
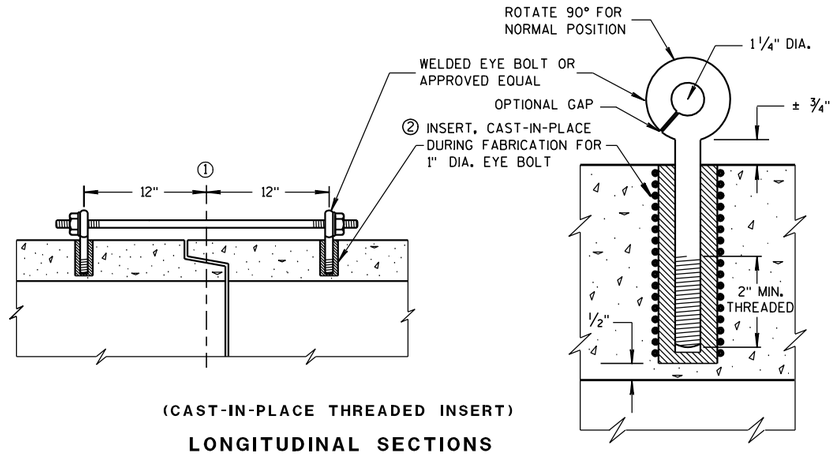
S.D.D. 8 E 14-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

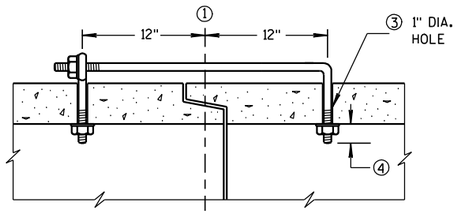
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

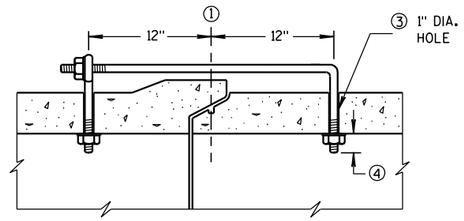
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

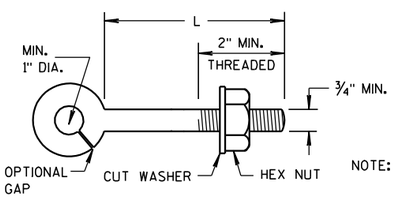


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

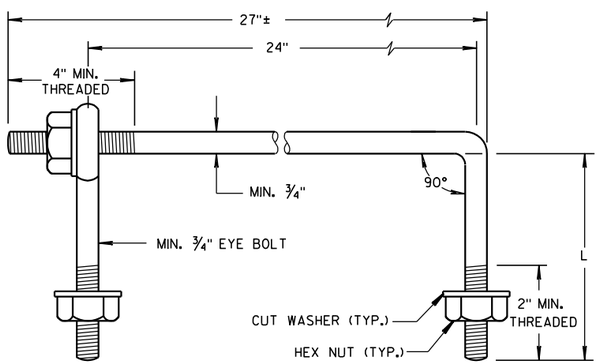
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

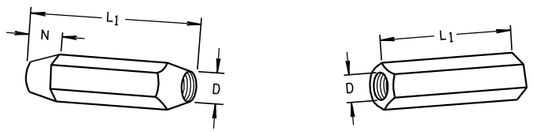
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

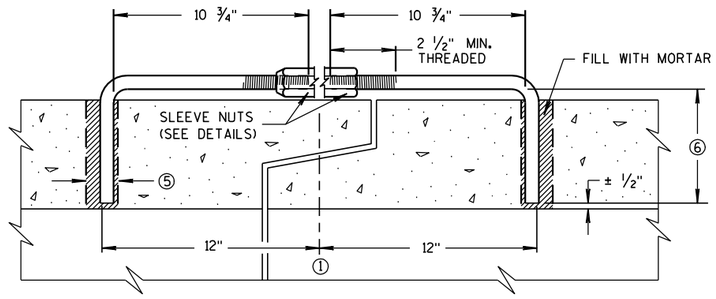
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

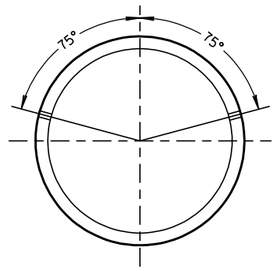
SLEEVE NUTS



LONGITUDINAL SECTION

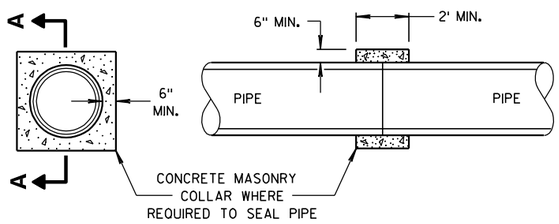
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
659
FHWA

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S.D.D. 8 F 4-7

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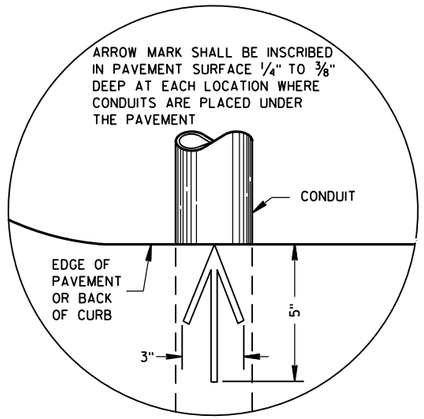
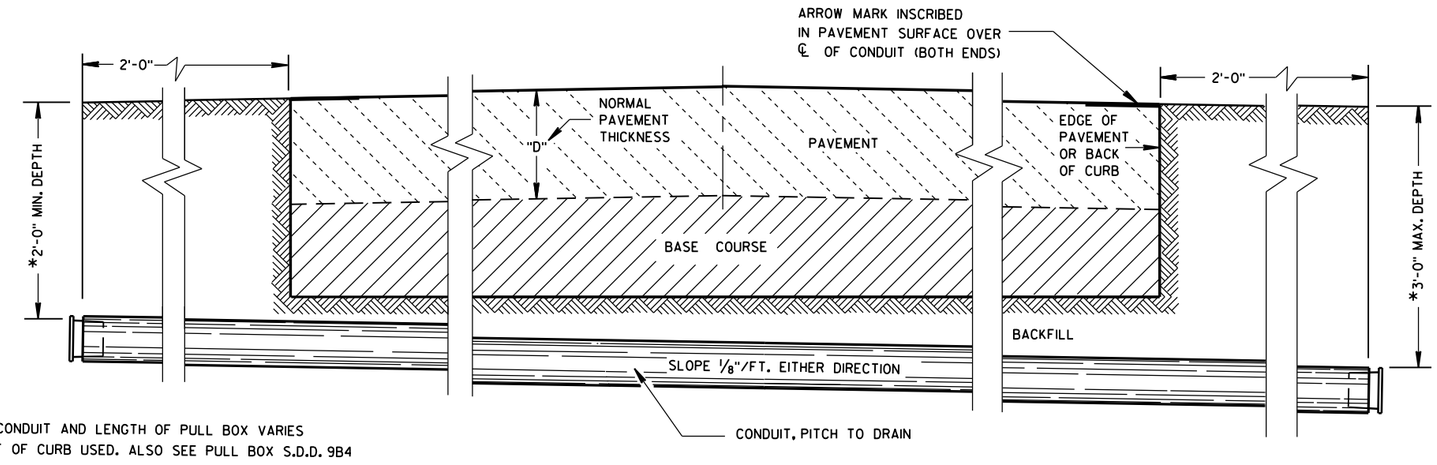
S.D.D. 8 F 4-7



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 660
FHWA

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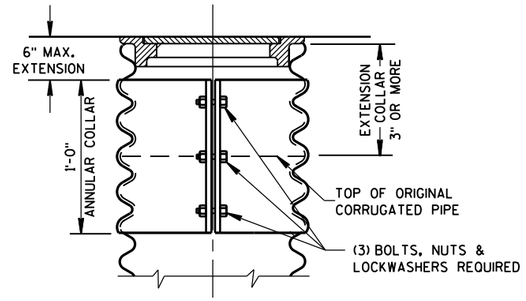
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

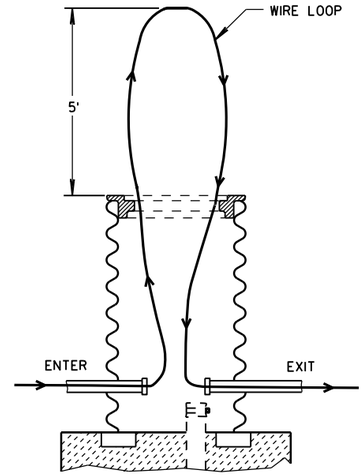
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

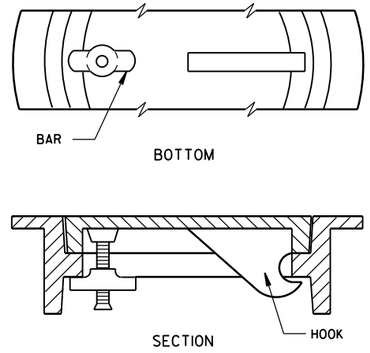
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

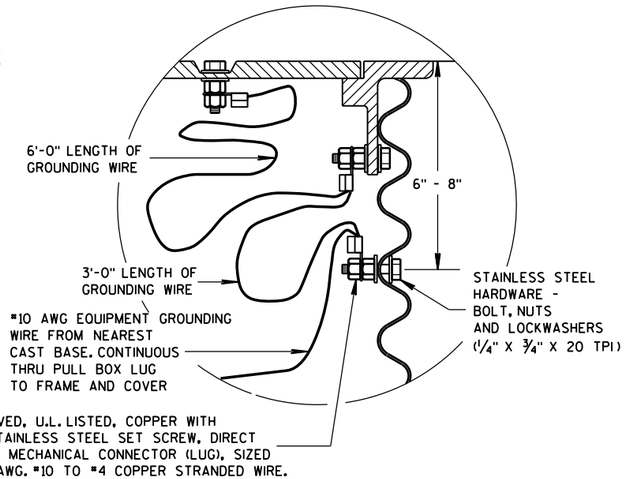


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

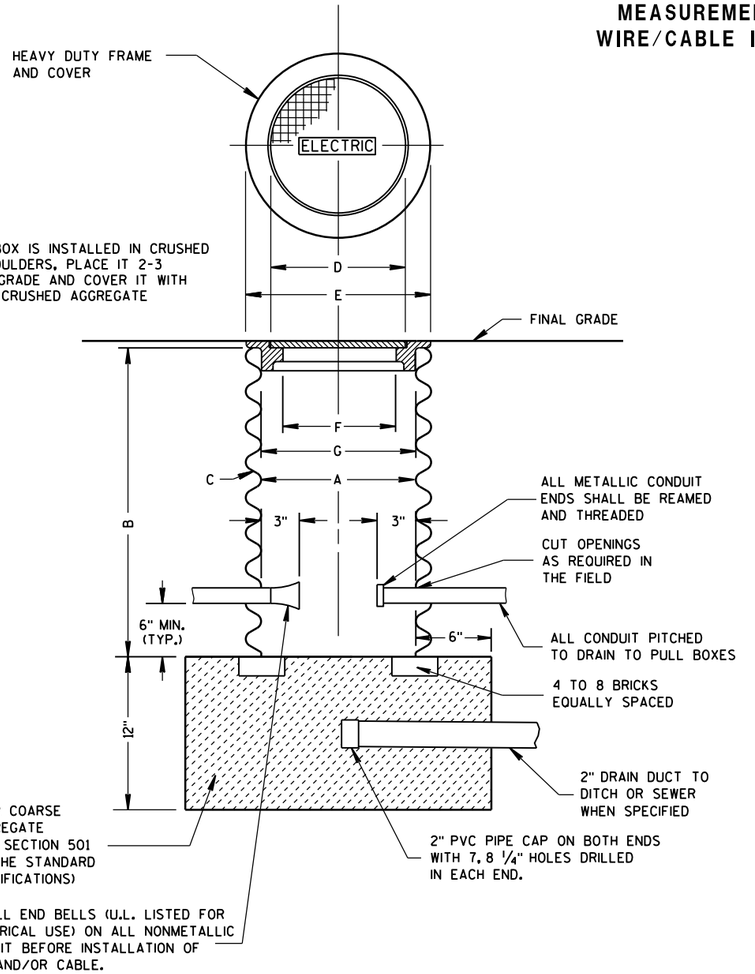


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

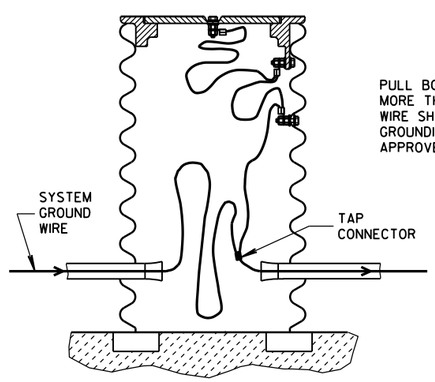
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 B 4-11

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".

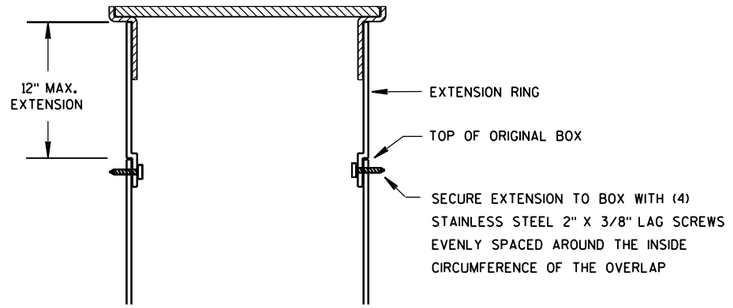
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

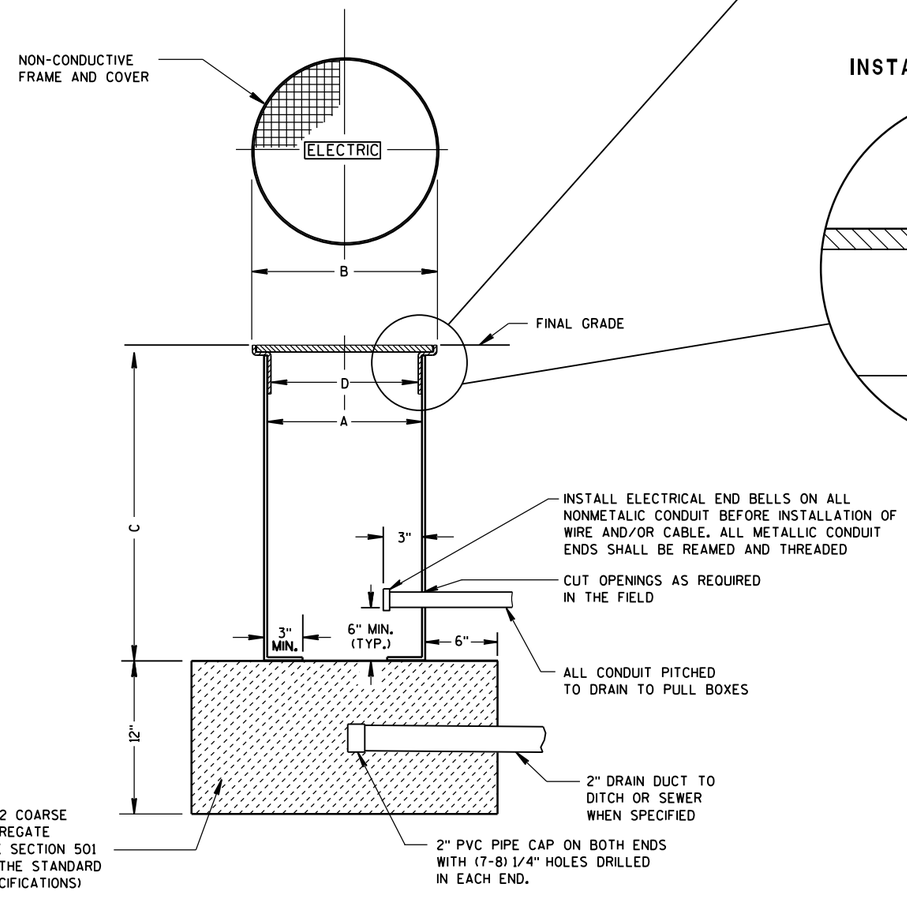
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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.

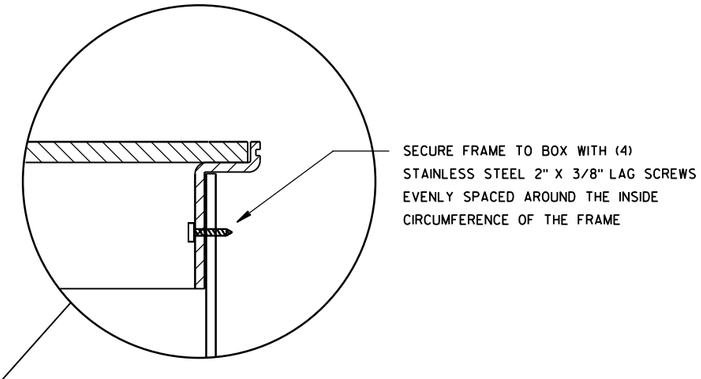


BOX EXTENSION

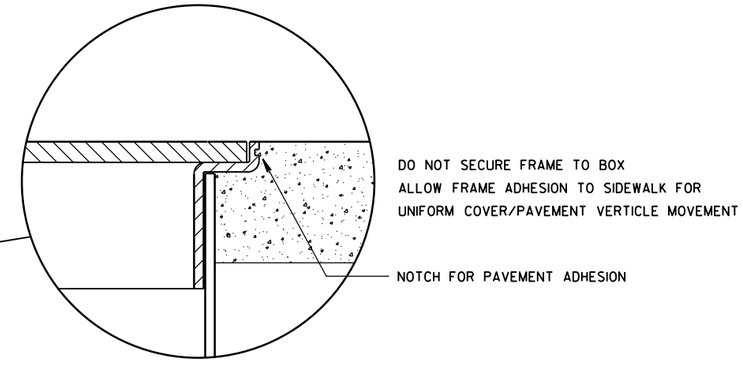


NON-CONDUCTIVE PULL BOX

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

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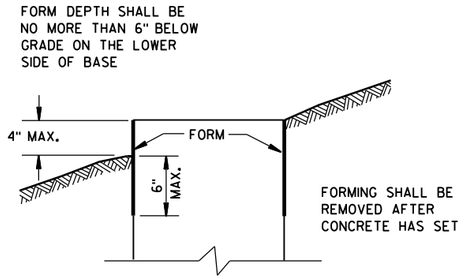


FORMING DETAIL

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.

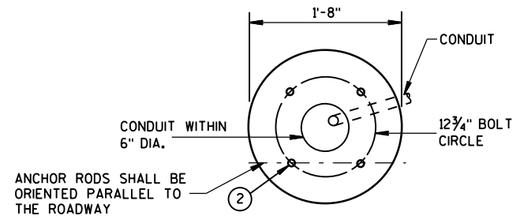
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

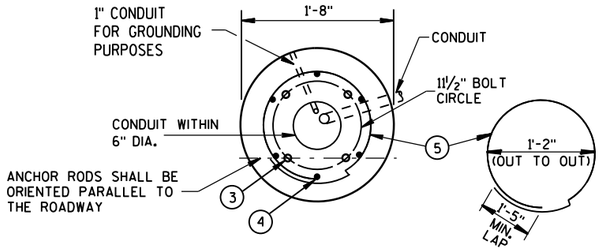
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

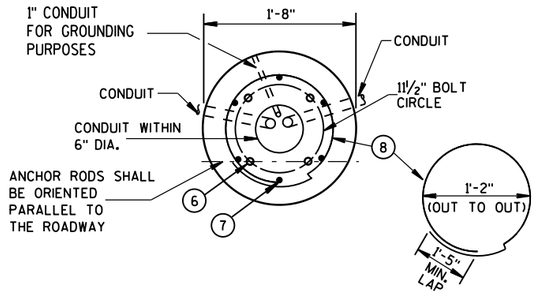
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

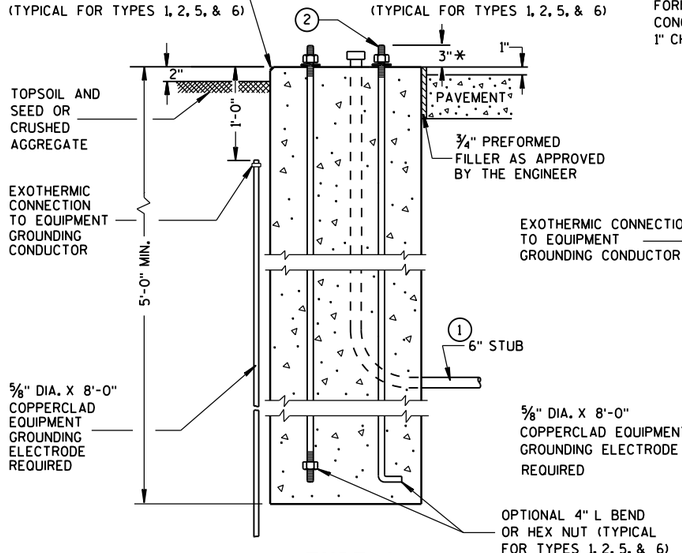




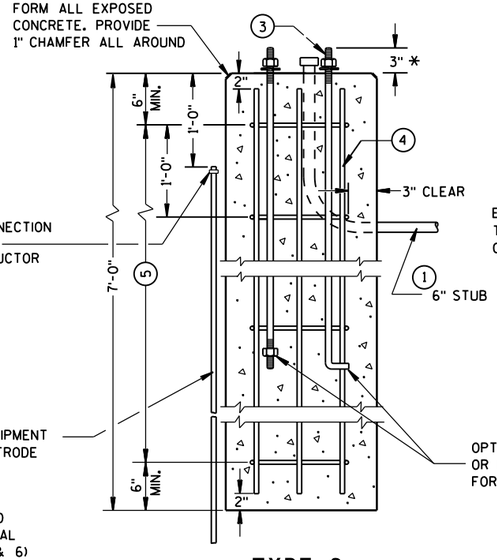


HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

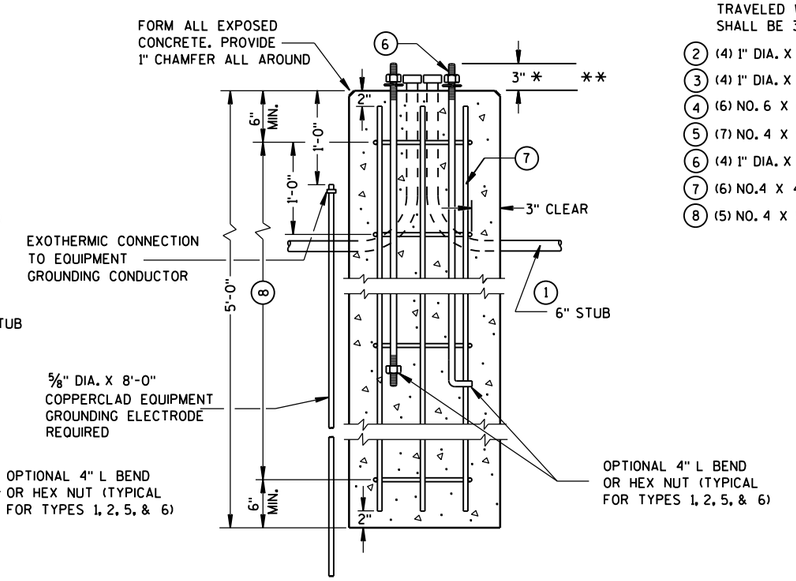
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)



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 663
FHWA

6
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GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

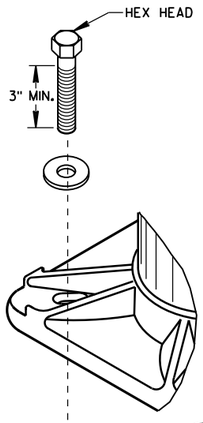
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

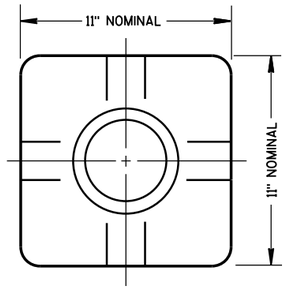
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

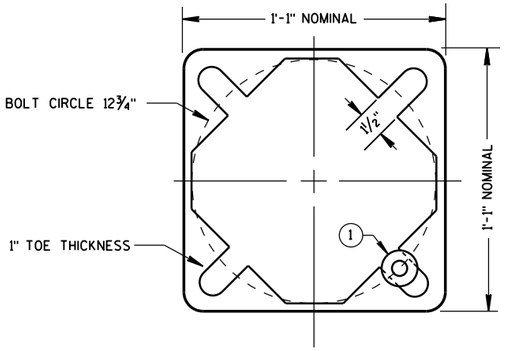
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

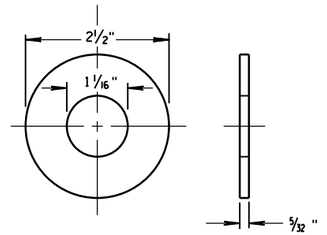




TOP VIEW
(PEDESTAL BASE)

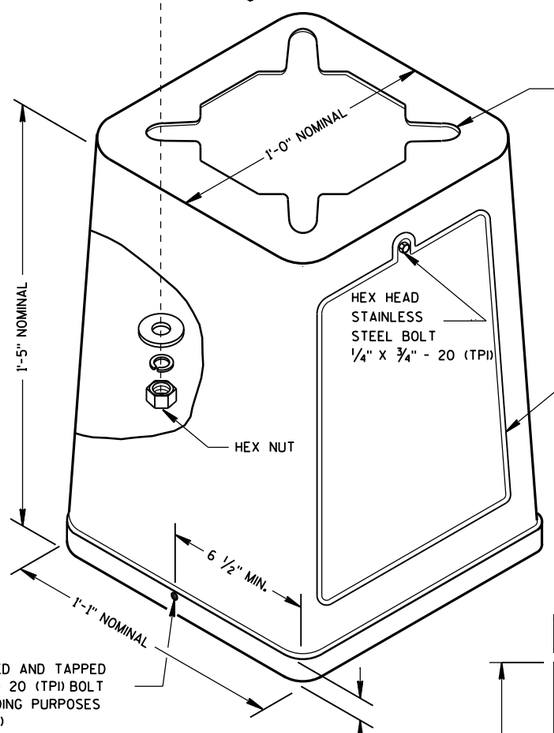


BOTTOM VIEW
(PEDESTAL BASE)

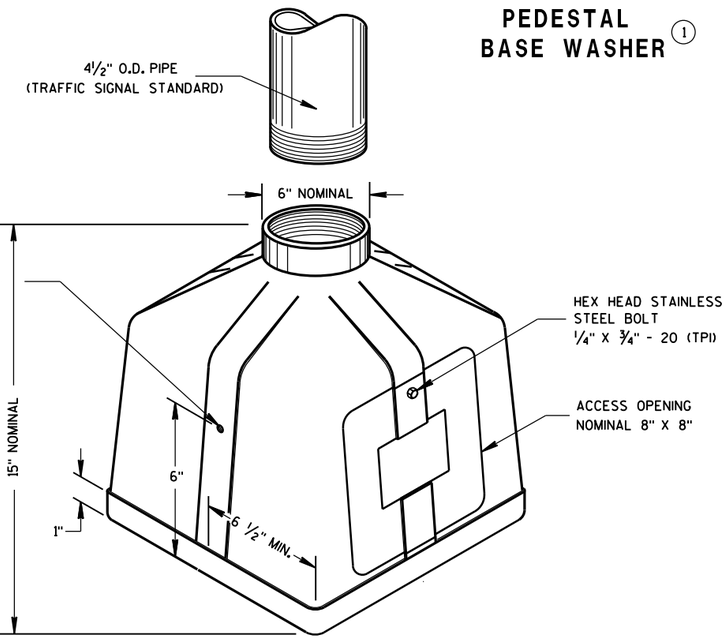


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

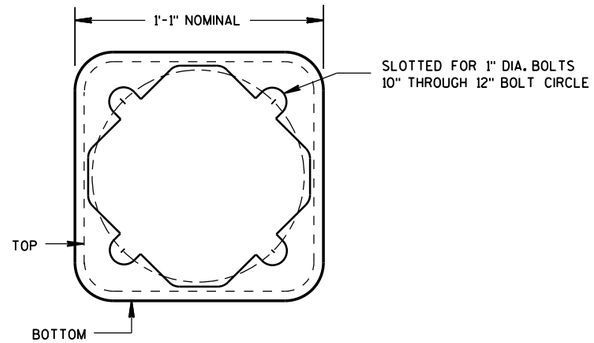


ISOMETRIC VIEW

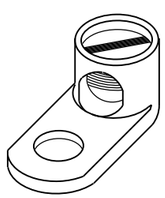


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

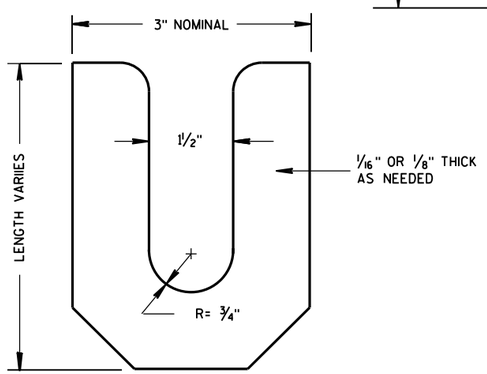


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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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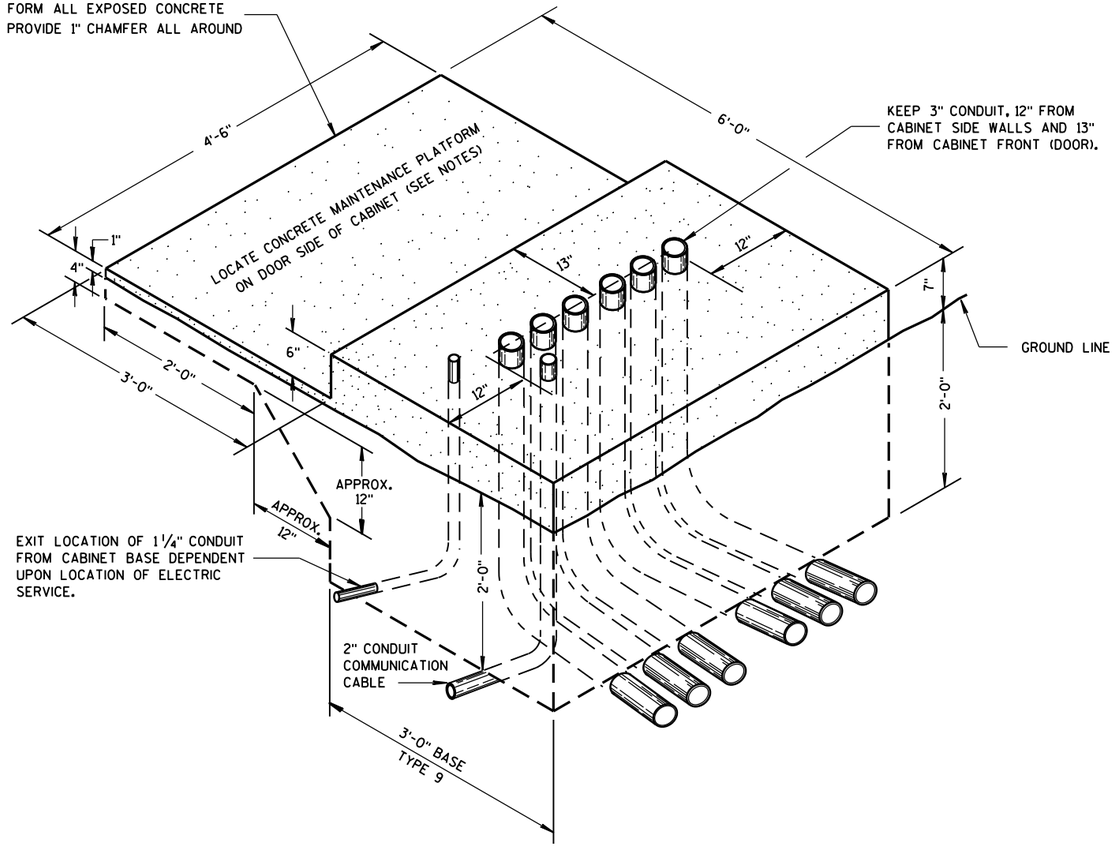
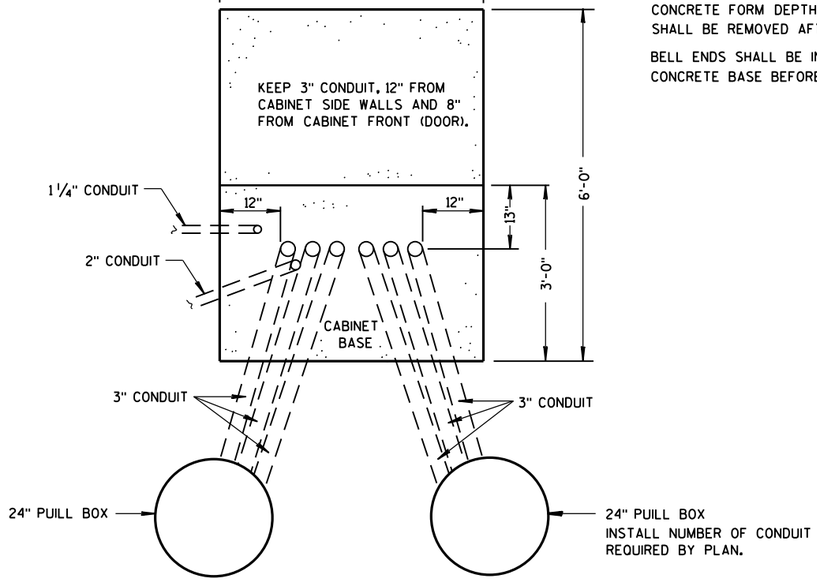


ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 665
FHWA

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S.D.D. 9 C 6-7

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

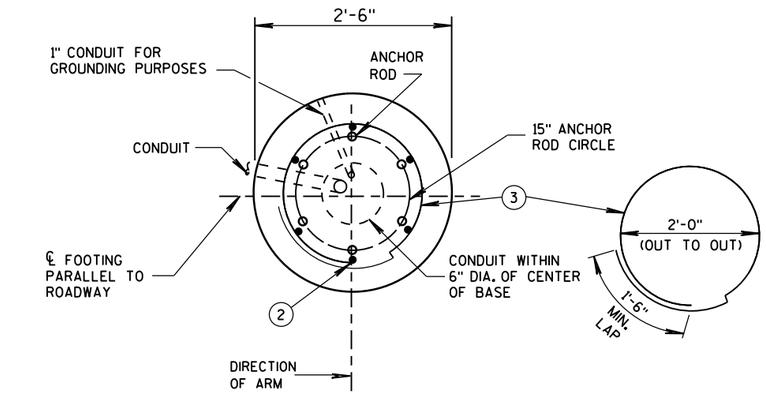
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

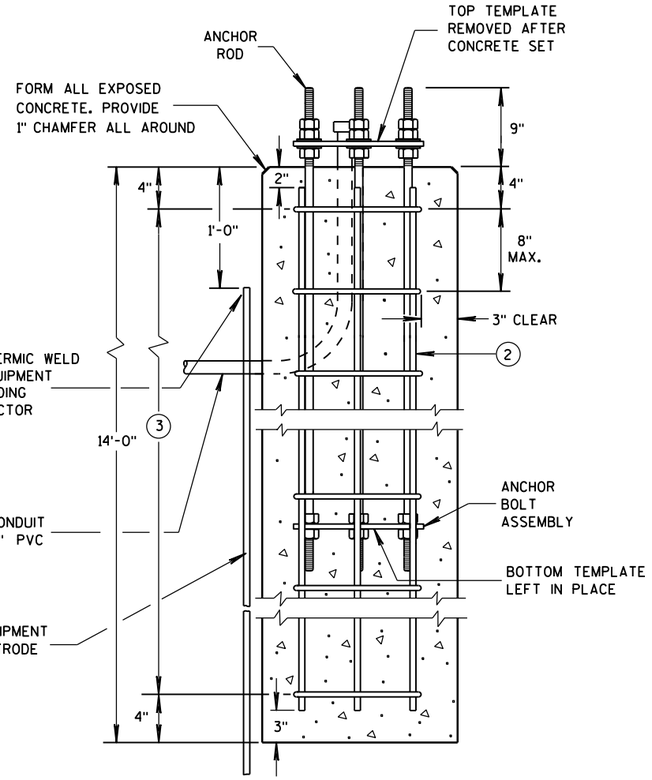
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES, (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATION)	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

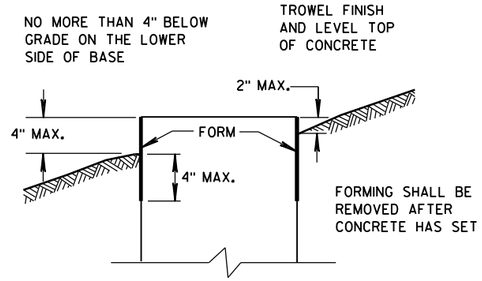




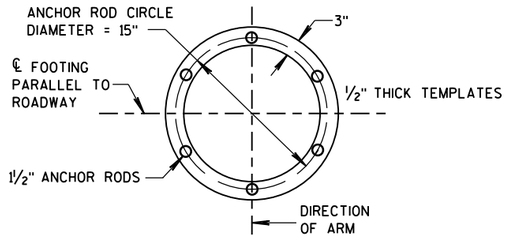
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

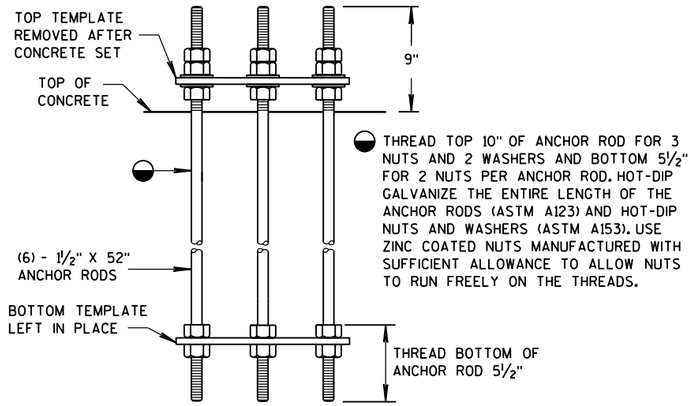
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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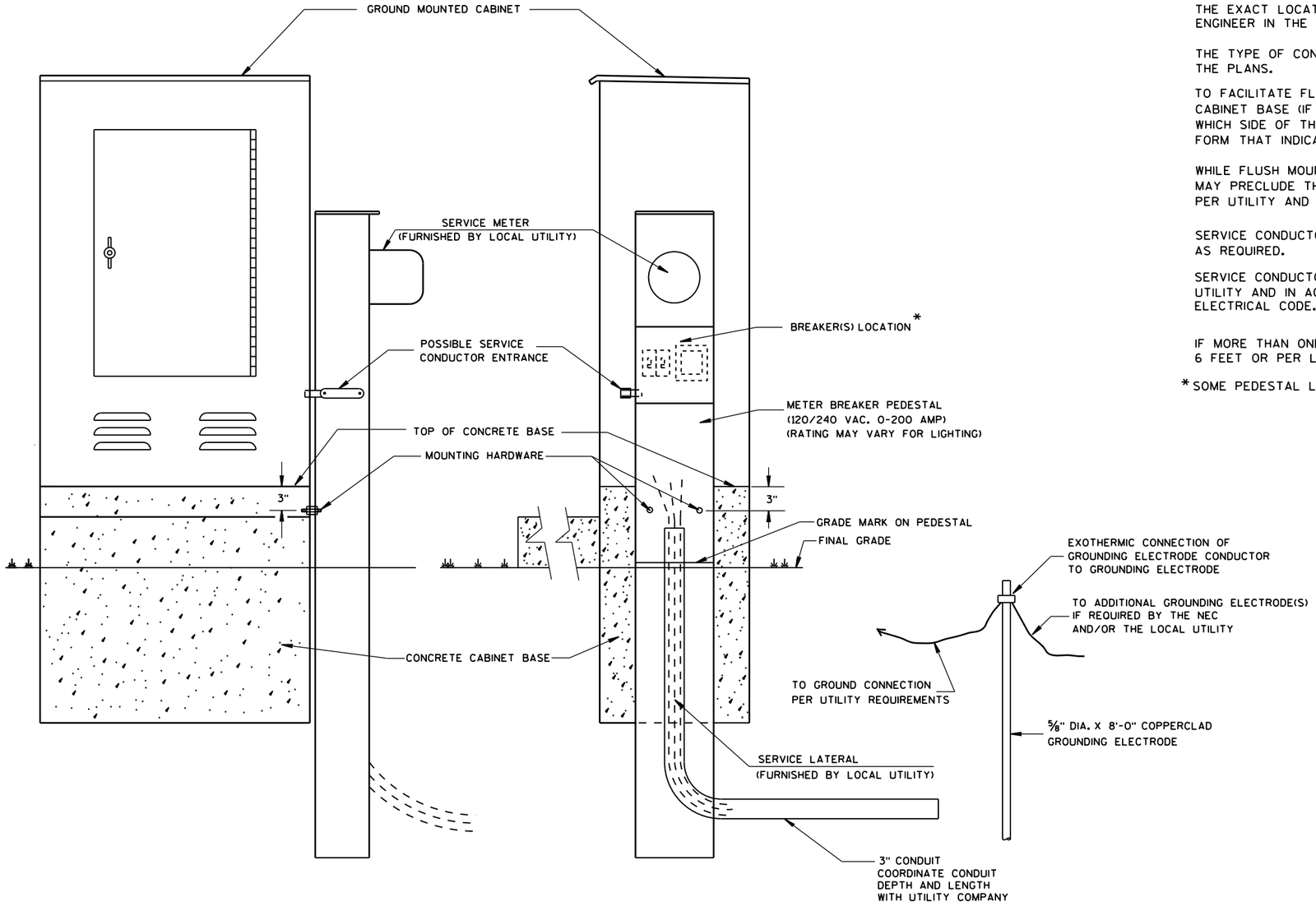

TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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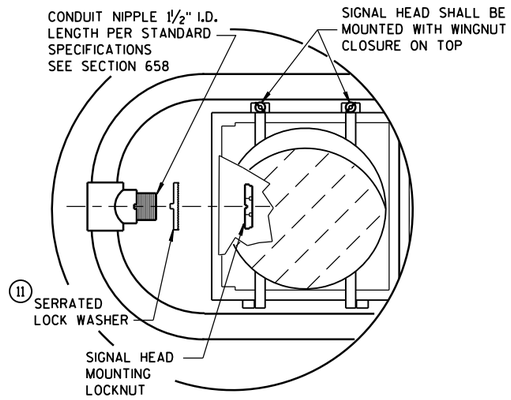
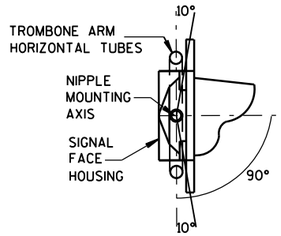
S.D.D. 9 D 1-5



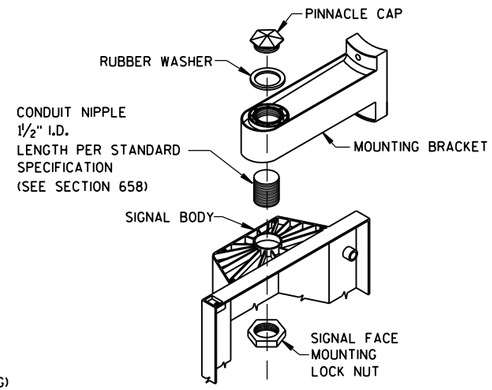
HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR



SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

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) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

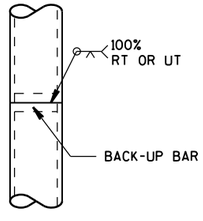
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

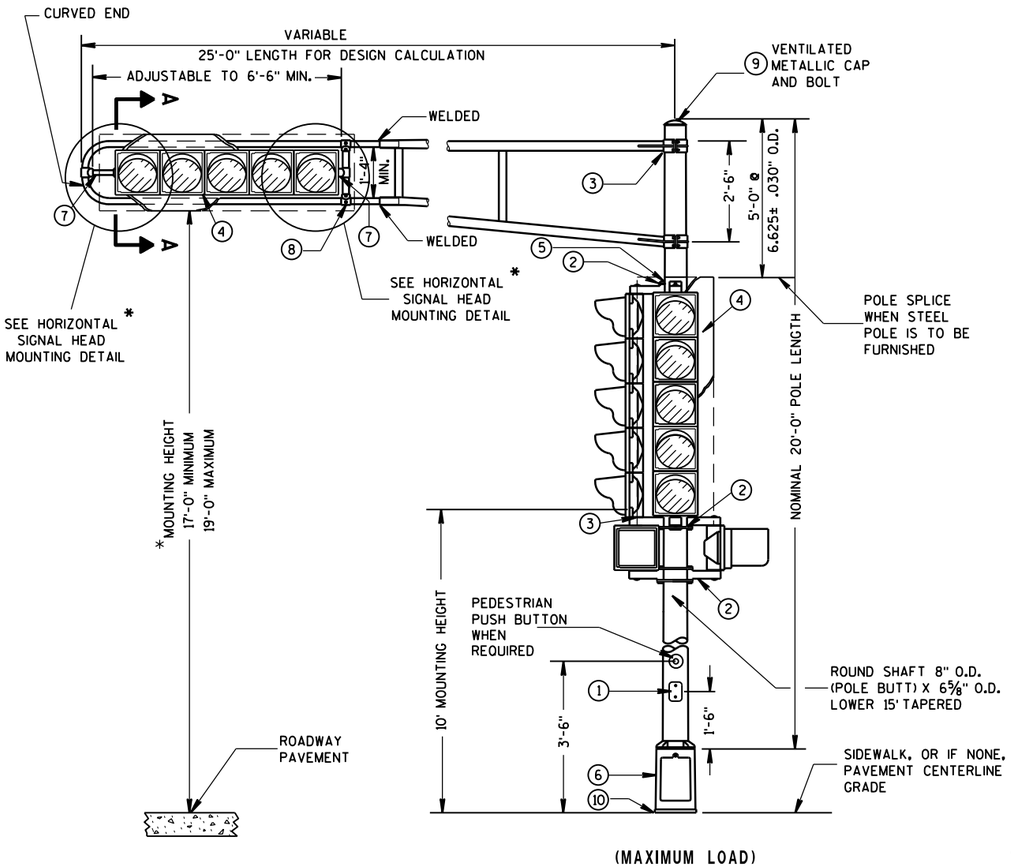
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

FOR MANUFACTURERS USE ONLY

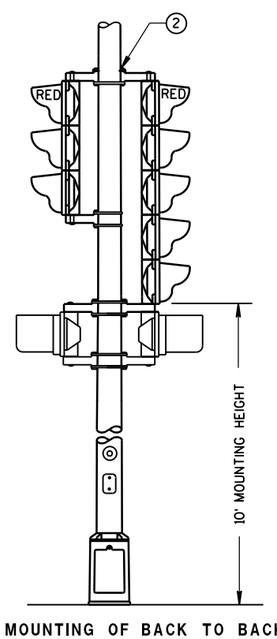
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



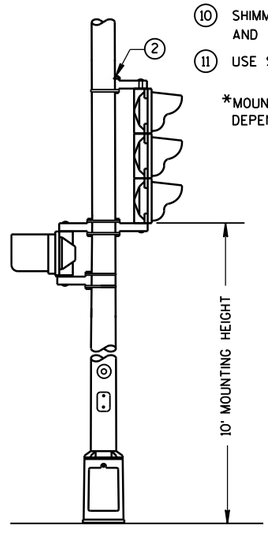
POLE SPLICE DETAIL



(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 668

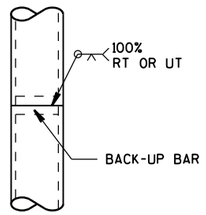
S.D.D. 9 E 1-14a

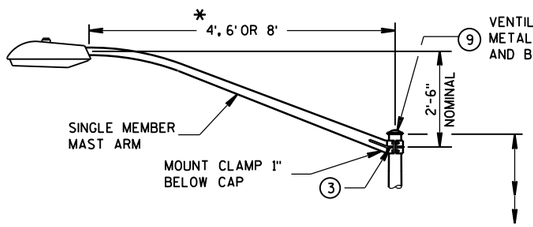
S.D.D. 9 E 1-14a

FOR MANUFACTURERS USE ONLY

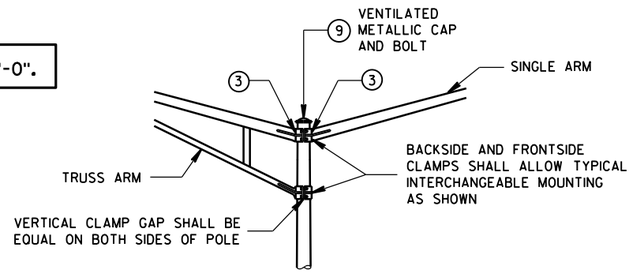
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".





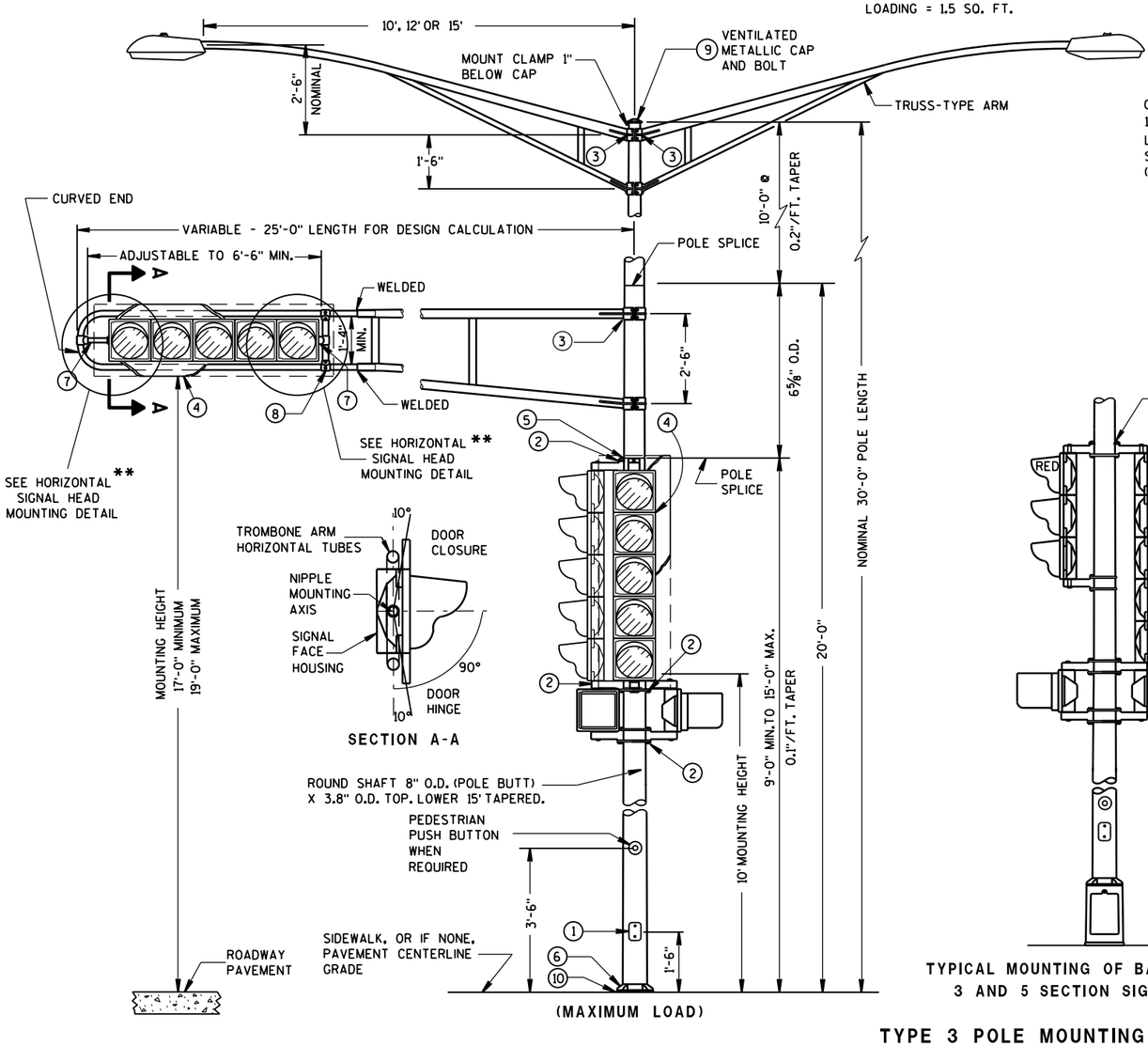
POLE SPLICE DETAIL



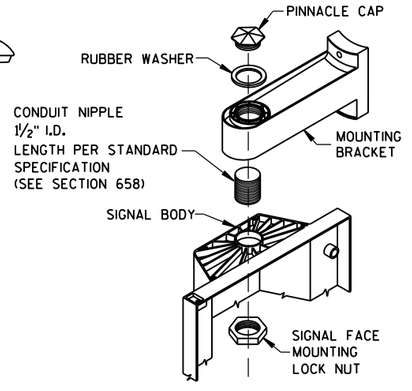
INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

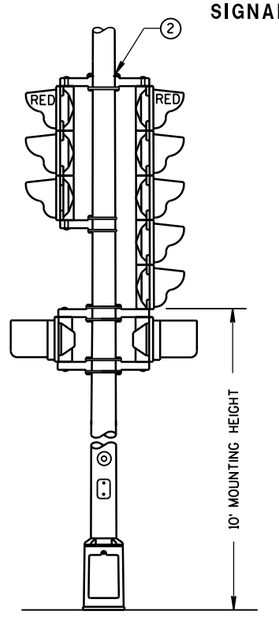
WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.



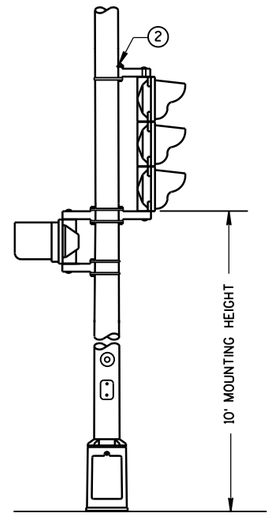
TYPE 3 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, 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) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

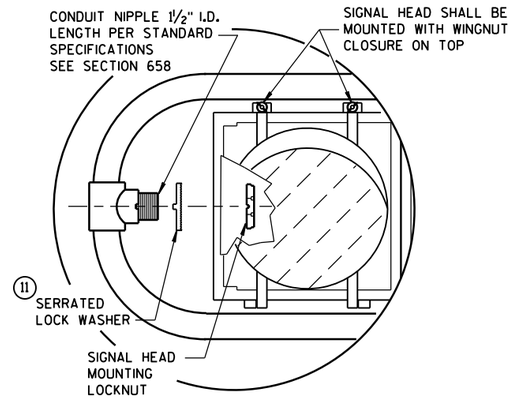
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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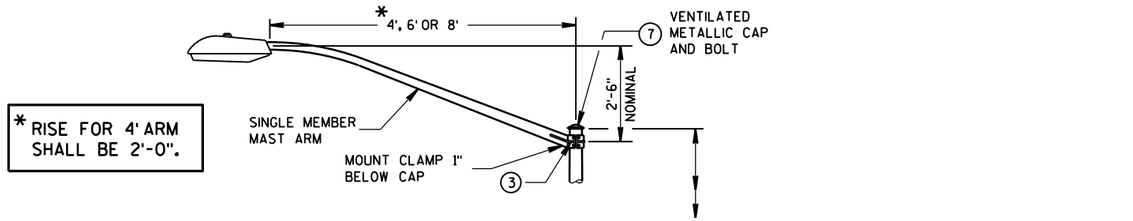
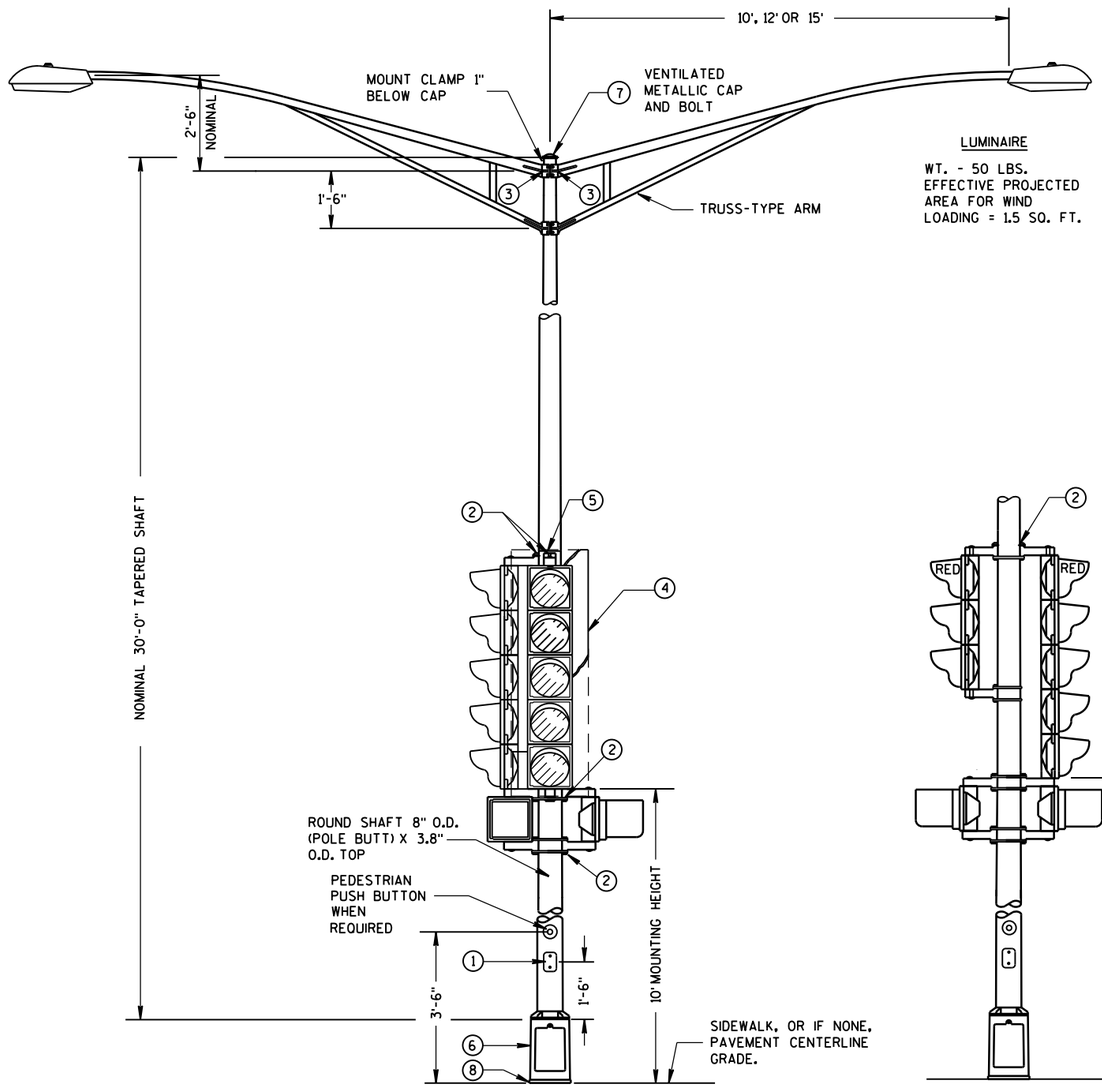
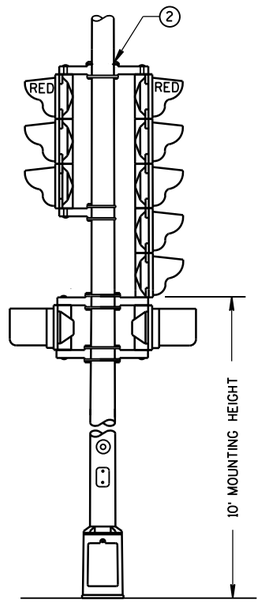




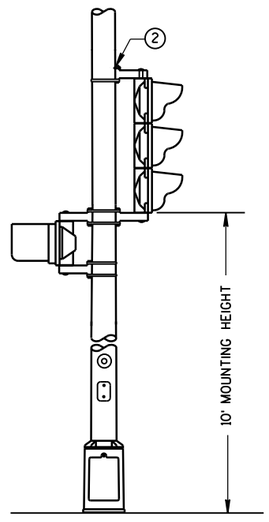
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED AREA FOR WIND LOADING = 1.5 SQ. FT.

(MAXIMUM LOAD)

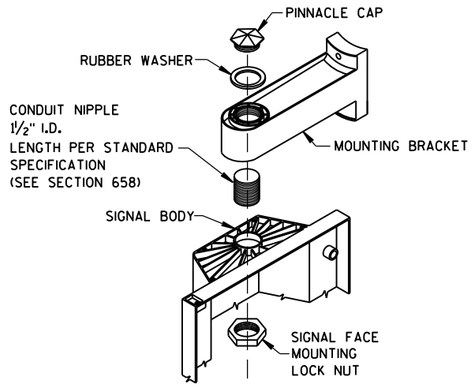


TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

TYPE 4 POLE MOUNTING CONFIGURATION



SIGNAL FACE MOUNTING DETAIL
(BANDED)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 4 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL WITH A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658).

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

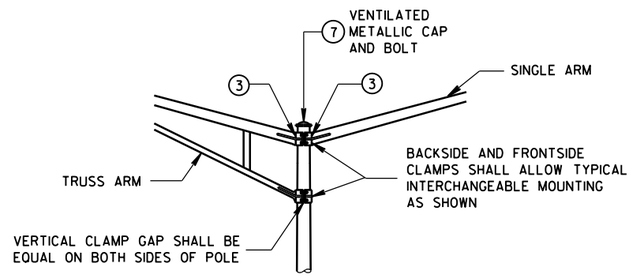
(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.



INTERCHANGEABLE MOUNTING DETAIL

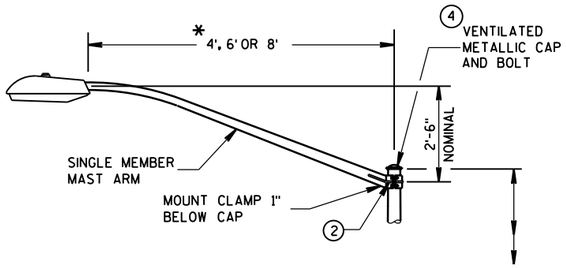
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

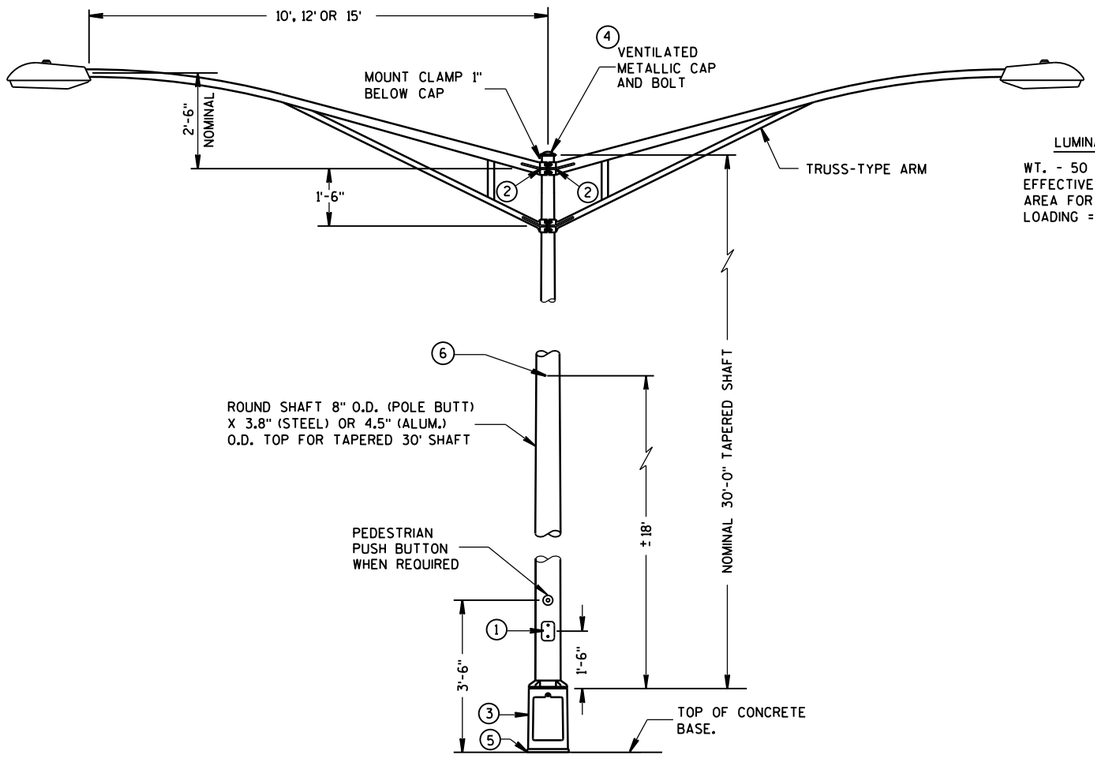
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 670

6

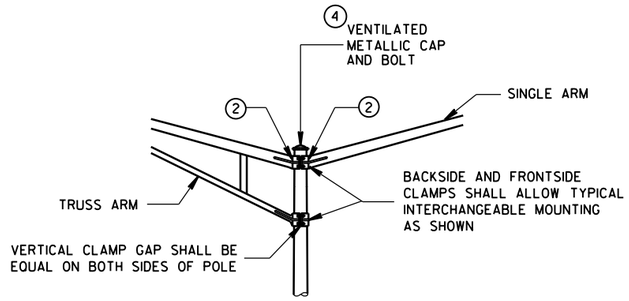
S.D.D. 9 E 1-14c

*RISE FOR 4' ARM SHALL BE 2'-0".





TYPE 5 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY



INTERCHANGEABLE MOUNTING DETAIL

LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 5 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 5 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

THE TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.188".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONEECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" x 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(6) INTERNAL DUMBBELL-TYPE VIBRATION DAMPER.

6

S.D.D. 9 E 1-14d

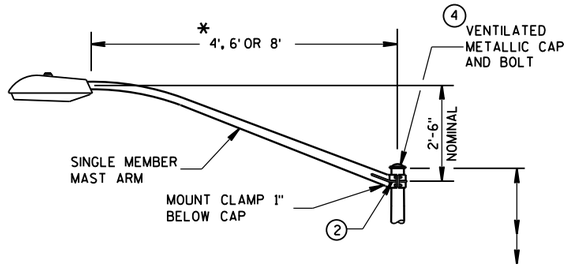
POLE MONTINGS FOR
LIGHTING UNITS, TYPE 5
(30 FEET)

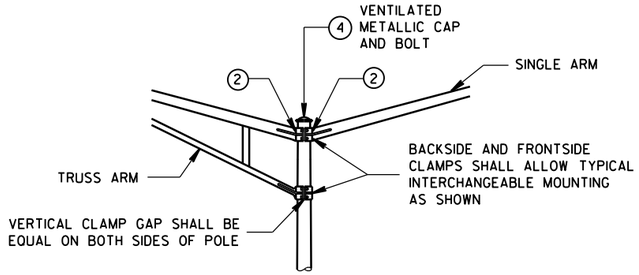
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

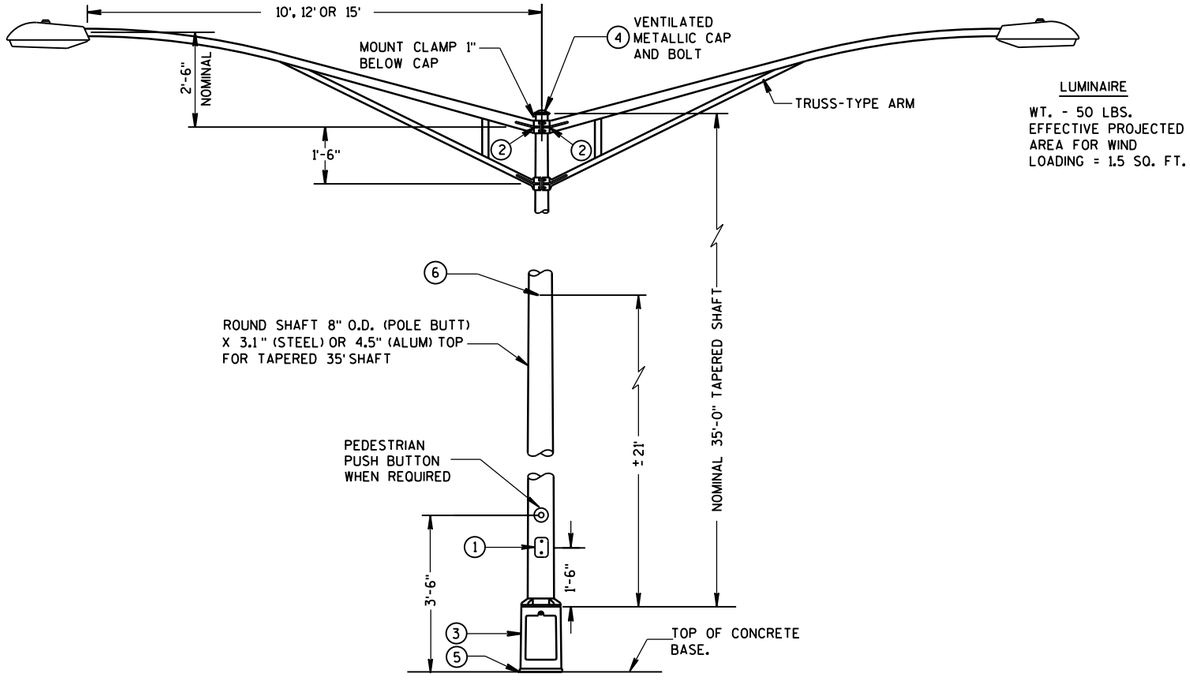
S.D.D. 9 E 1-14d

* 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)

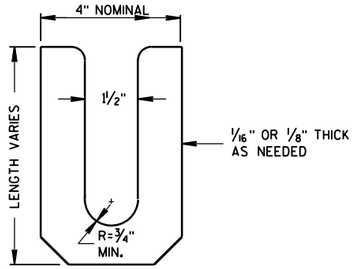
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 672

6

S.D.D. 9 E 1-14e

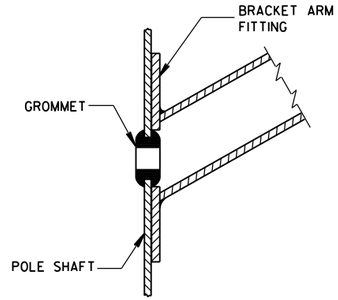
6

S.D.D. 9 E 1-14e

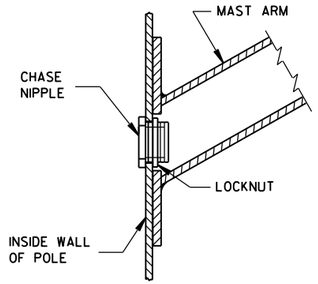


LEVELING SHIM (13)

SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

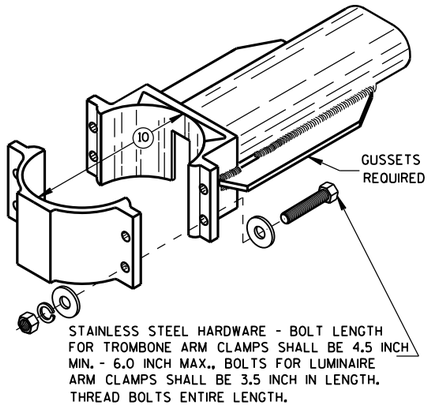
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

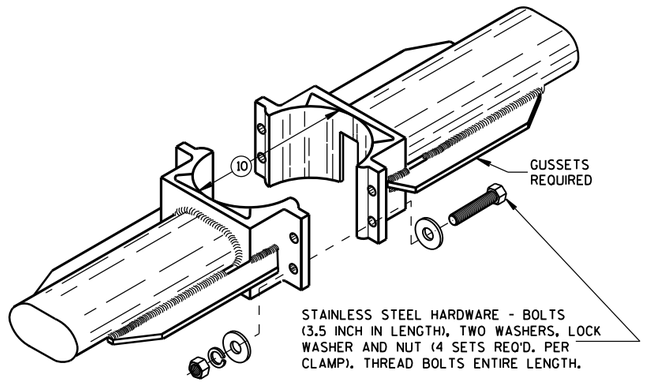
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

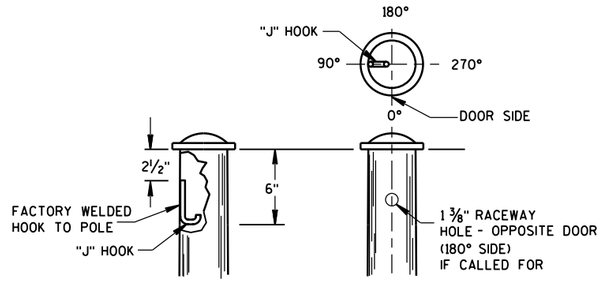
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



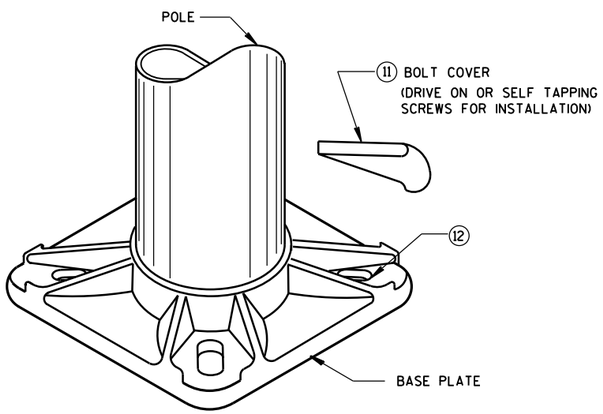
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



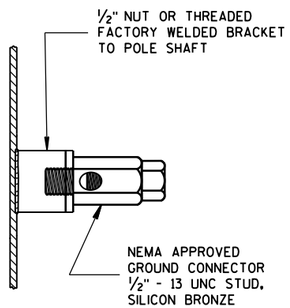
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

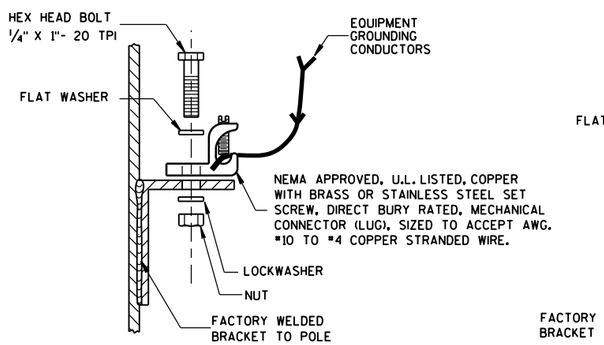


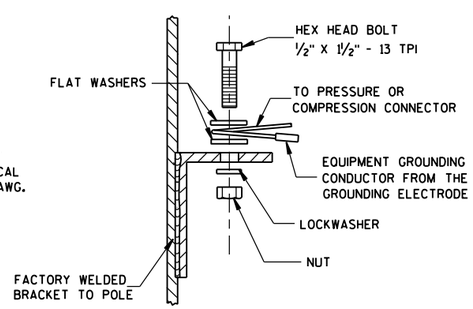
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

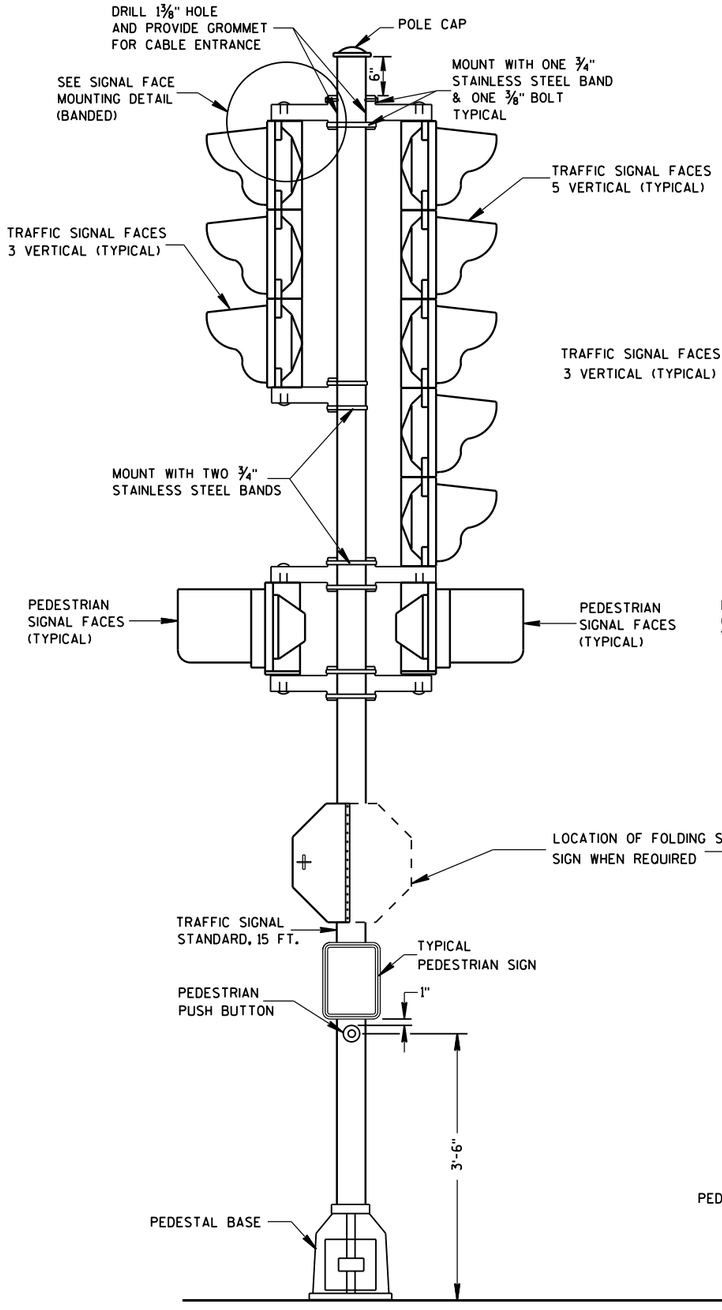
HARDWARE DETAILS FOR POLE MOUNTINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

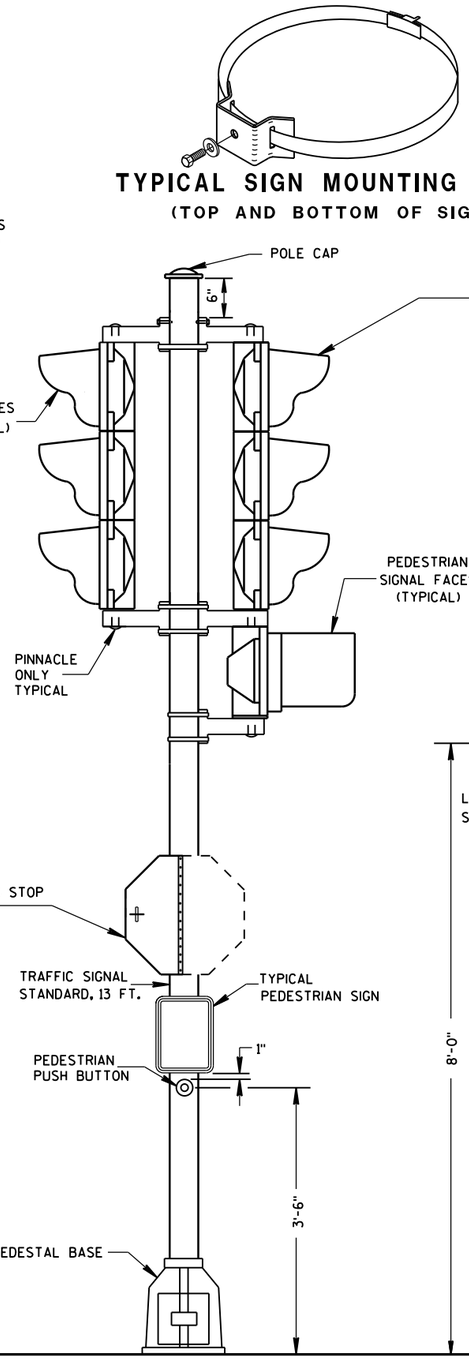
APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 E 1-14g

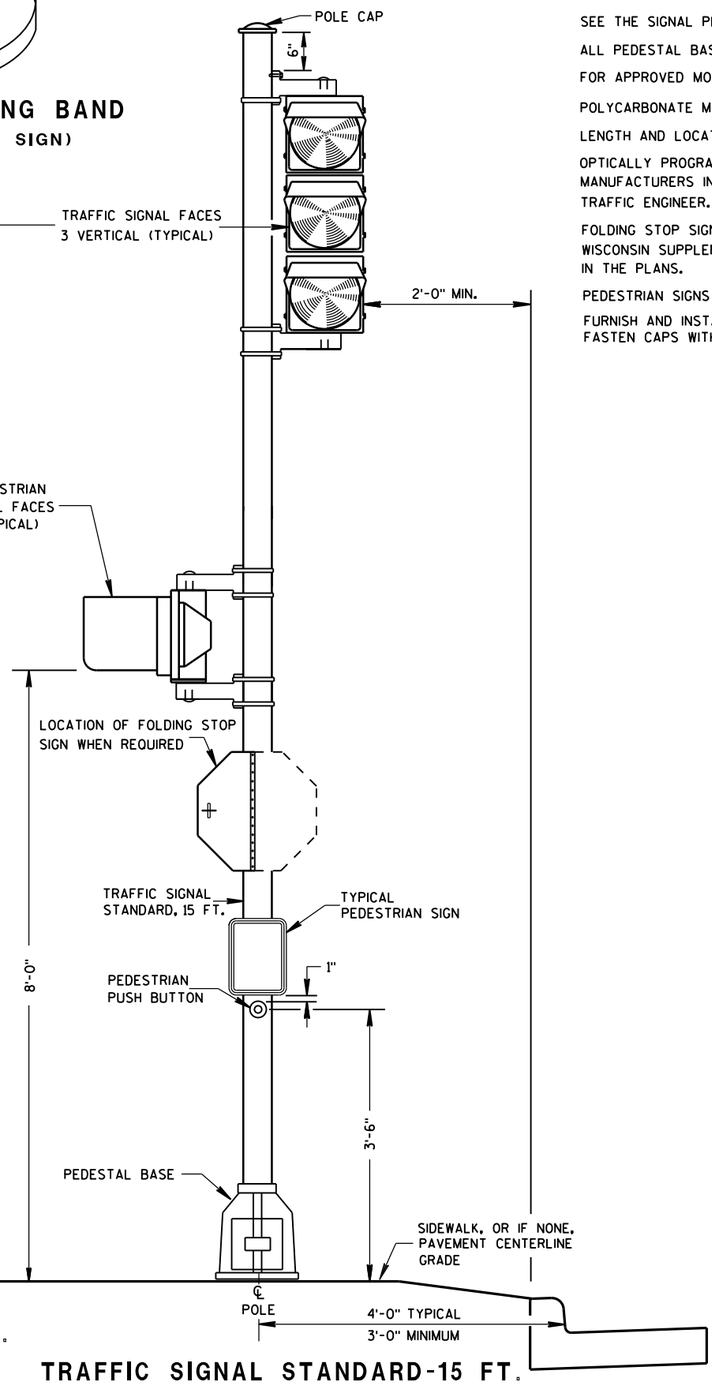


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

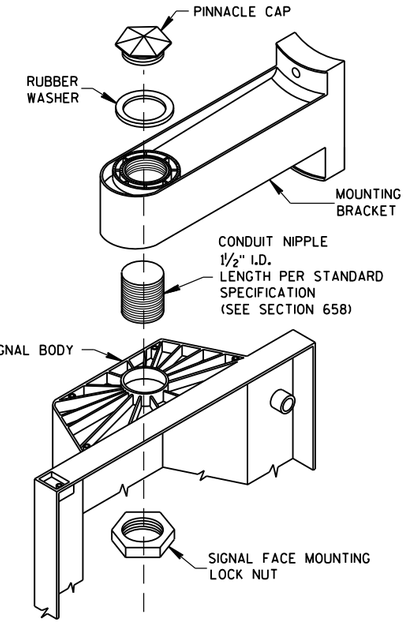
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

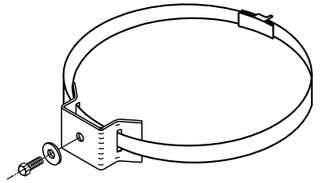
APPROVED
2/28/2013
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

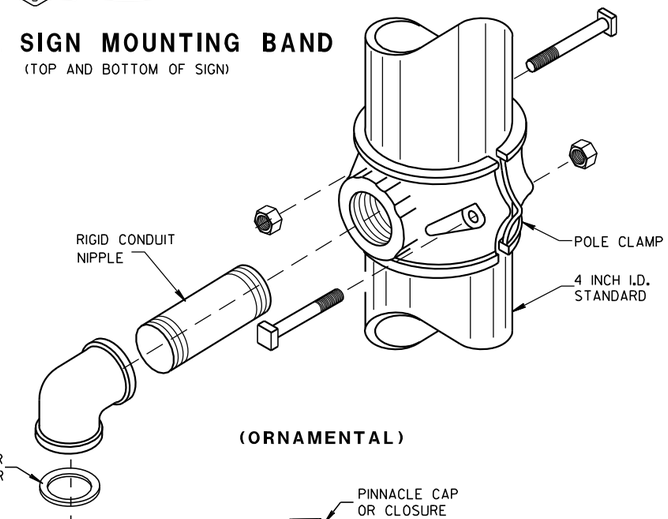
FHWA

6

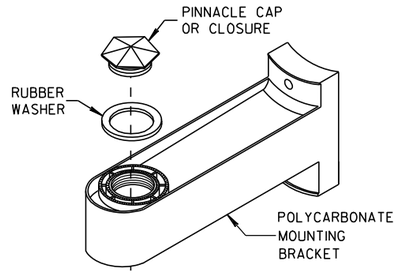
S.D.D. 9 E 6-5



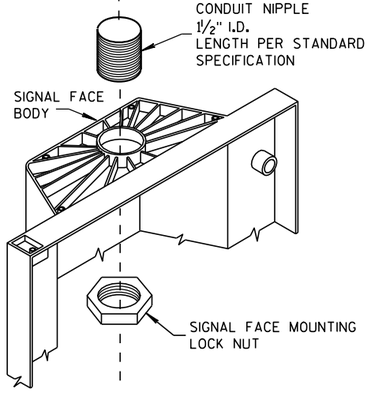
TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



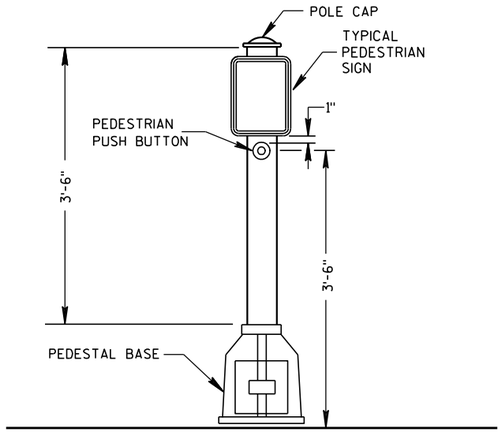
(ORNAMENTAL)



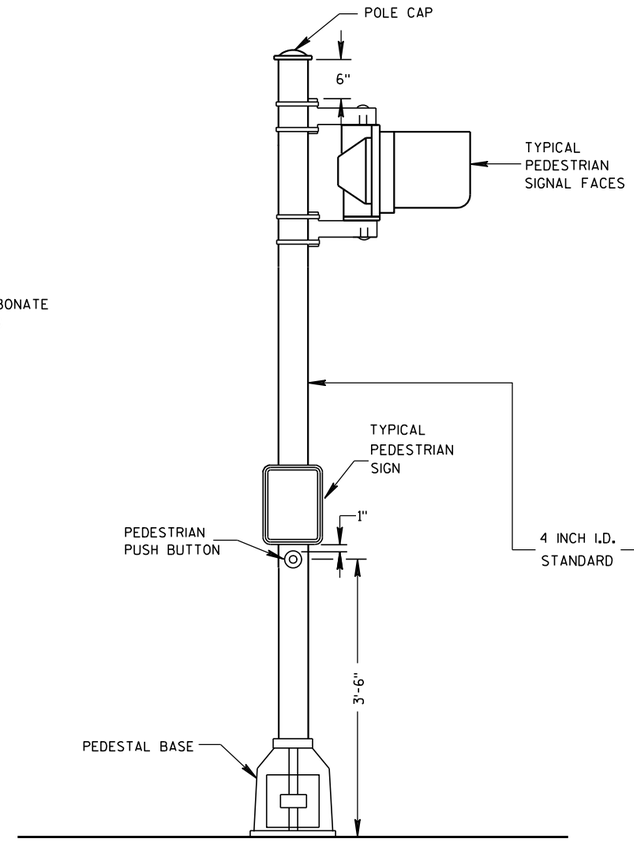
(BANDED)



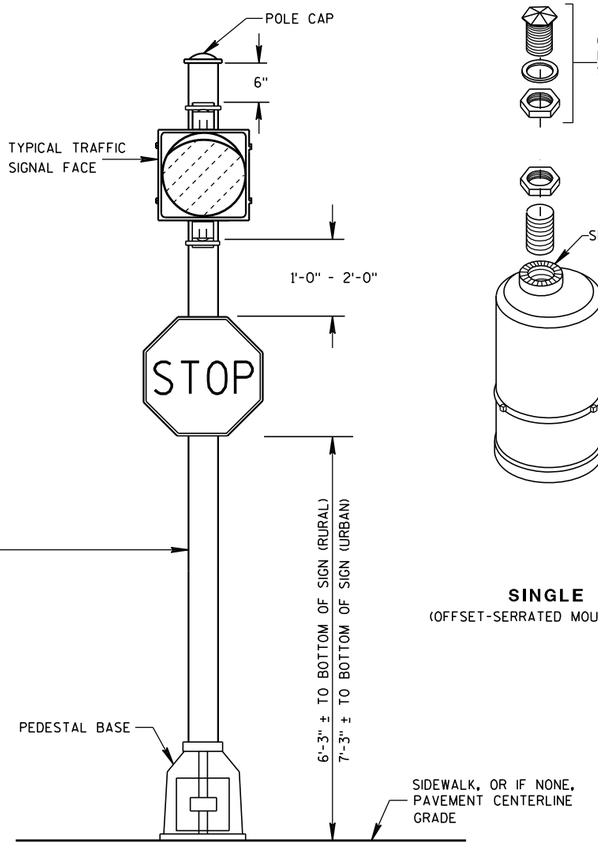
SIGNAL FACE MOUNTING DETAILS



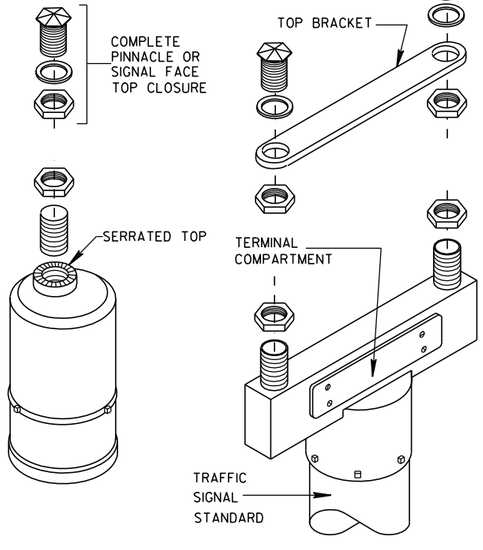
PEDESTRIAN PUSH BUTTON TYPICAL MOUNTING



PEDESTRIAN FACE STANDARD-10 FT.
(WALK-DON'T WALK)



STANDARD FLASHER.
10 FOOT, 13 FOOT OR 15 FOOT AS REQUIRED



SINGLE
(OFFSET-SERRATED MOUNTING)

DOUBLE
(SERRATED MOUNTING)

SLIPFITTERS

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIFICATIONS.

POLYCARBONATE SIGNAL FACE MOUNTING BRACKETS SHALL BE USED UNLESS ORNAMENTAL POLE CLAMPS ARE SPECIFIED.

LENGTH OF TRAFFIC STANDARDS SHALL BE AS SHOWN ON THE PLANS.

MOUNTINGS AND BRACKETS SHALL BE AS SHOWN ON THE PLANS OR DESCRIBED IN THE SPECIAL PROVISIONS (BY THE DISTRICT TRAFFIC ENGINEER).

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

TRAFFIC SIGNAL STANDARD PEDESTRIAN AND FLASHER TYPICAL MOUNTING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/11/10
DATE

/S/ John Corbin
STATE ELECTRICAL ENGI 675

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HWYS

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30'-0" MAX.

8'-0" *

15'-0" MAX.

SEE ARM CONNECTION DETAIL

SIGN 18" X 108"

**

* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

25'-6" MAXIMUM MOUNTING HEIGHT

17'-6" MINIMUM MOUNTING HEIGHT

ROADWAY PAVEMENT

R4-7
24" x 30"

19'-0"

10'-0"

FOLDING STOP SIGN
30" x 30"

POLE: (.14"/FT. TAPER)
1 PIECE (NO WELDED POLE SECTIONS)
POLE BUTT DIA. = 11.50"

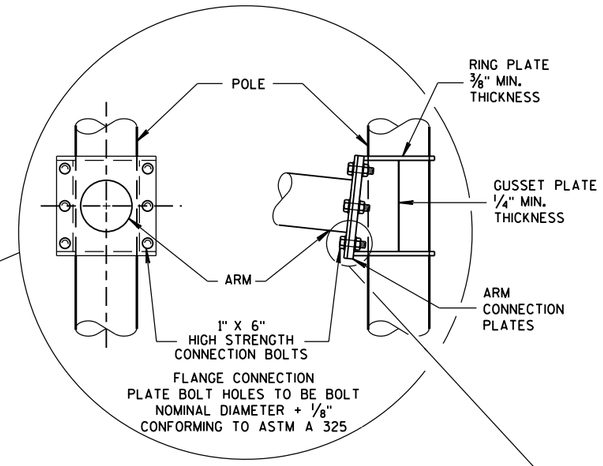
TYPICAL PEDESTRIAN SIGN

PEDESTRIAN PUSH BUTTON

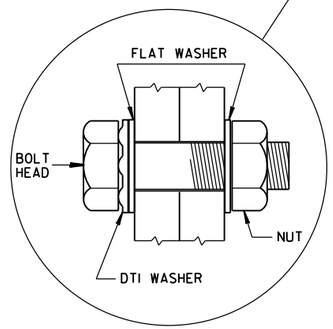
ANCHOR RODS:
FY=55 KSI
ASTM F1554 GR 55
ROD CIRCLE = 15"
ANCHOR ROD DIAM. 1½"
GALVANIZED. (6 ANCHOR RODS)

3'-6"

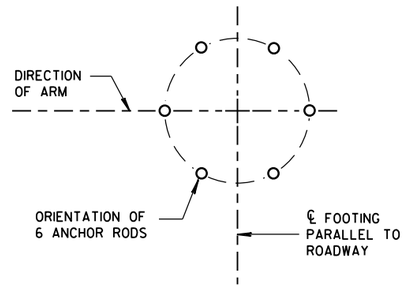
MAXIMUM BASE PLATE THICKNESS = 2½"



6 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



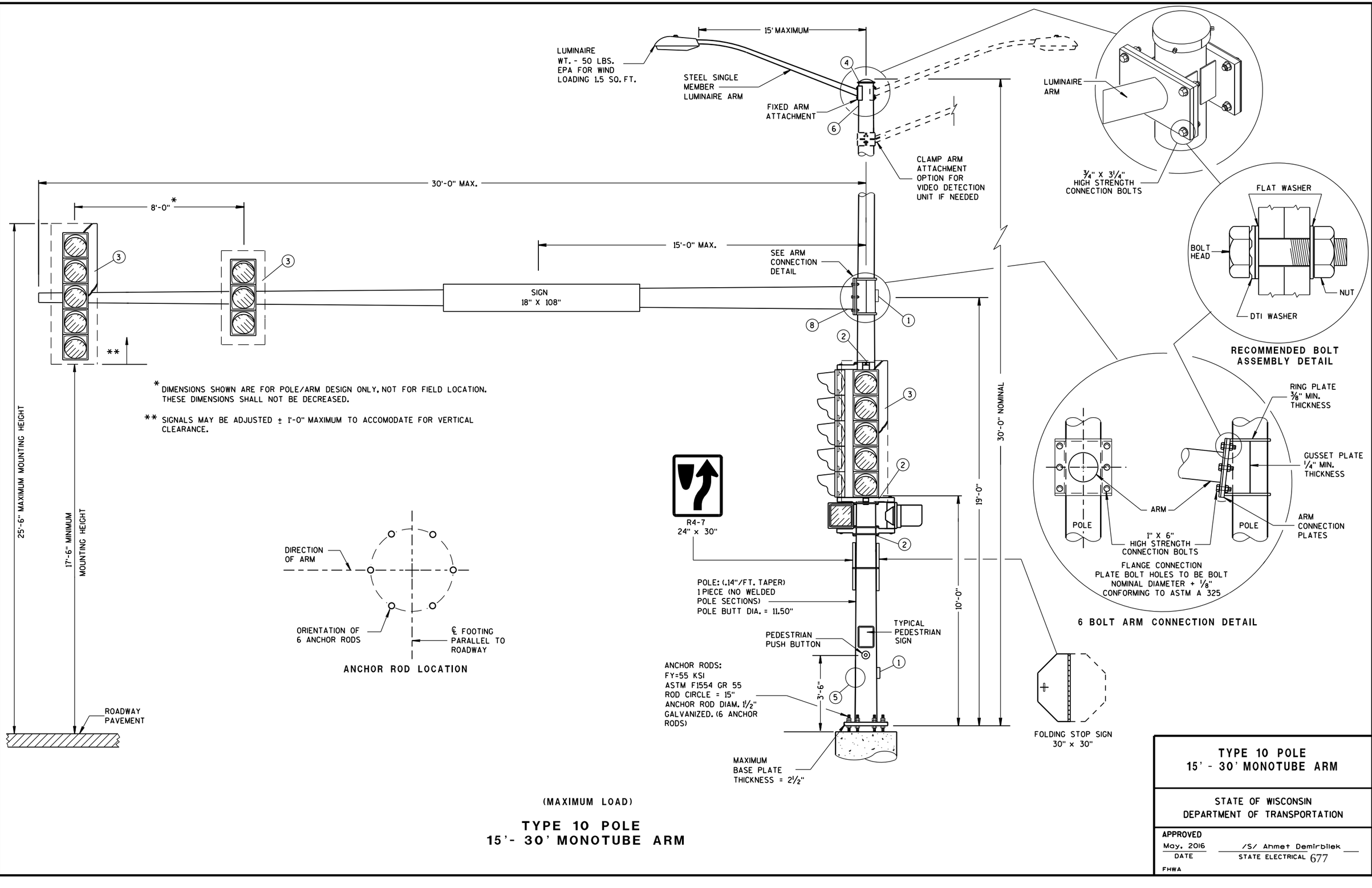
ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May, 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

S.D.D. 9 E 8-8a



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

(MAXIMUM LOAD)

TYPE 10 POLE
15'- 30' MONOTUBE ARM

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May, 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 677
FHWA

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S.D.D. 9 E 8-8b

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

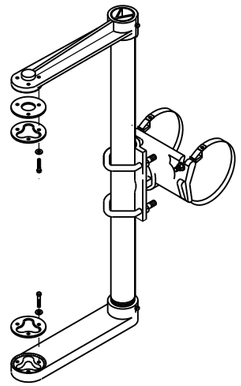
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

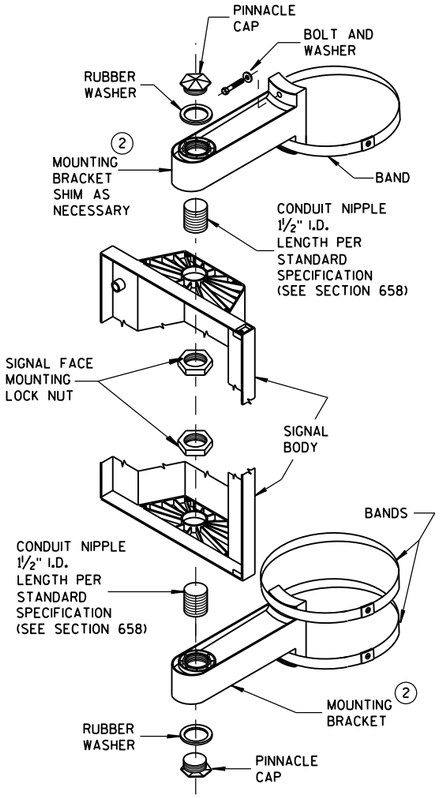
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

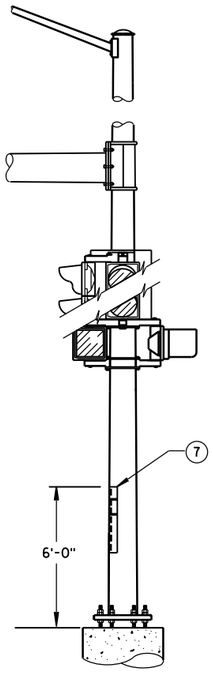


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

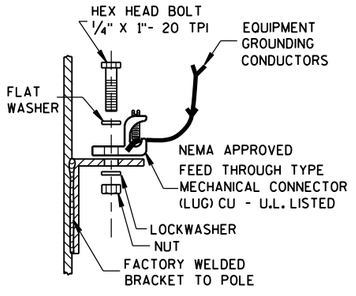
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

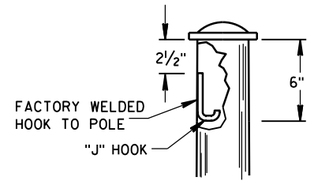


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 678

FHWA

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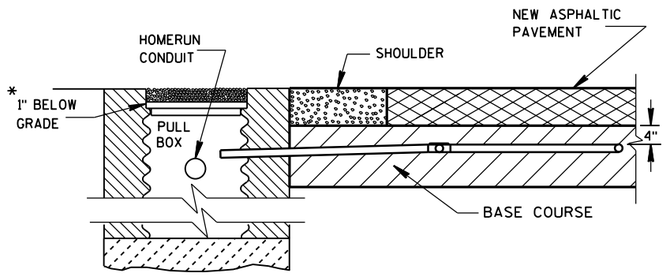


SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

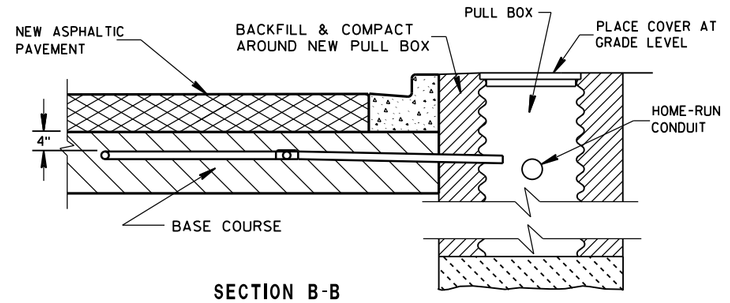
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

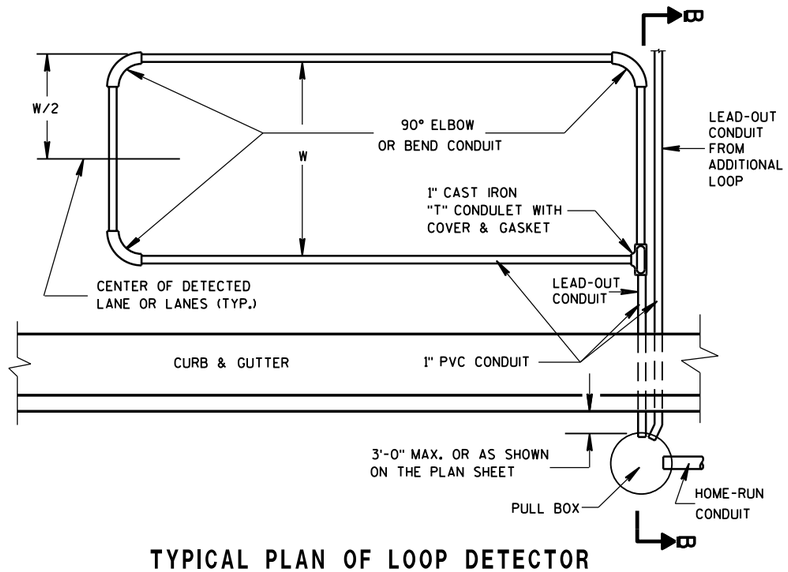
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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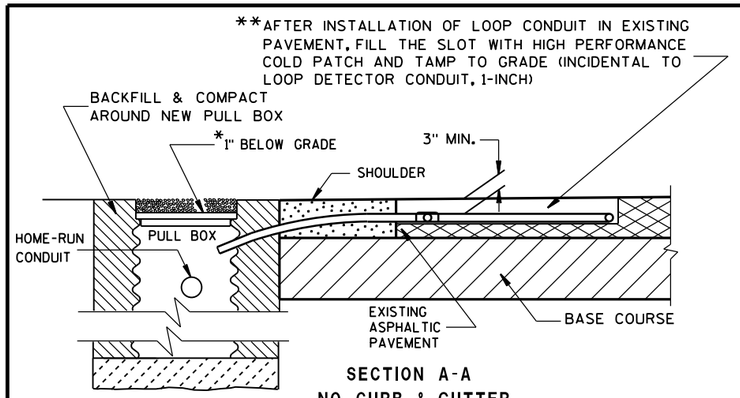
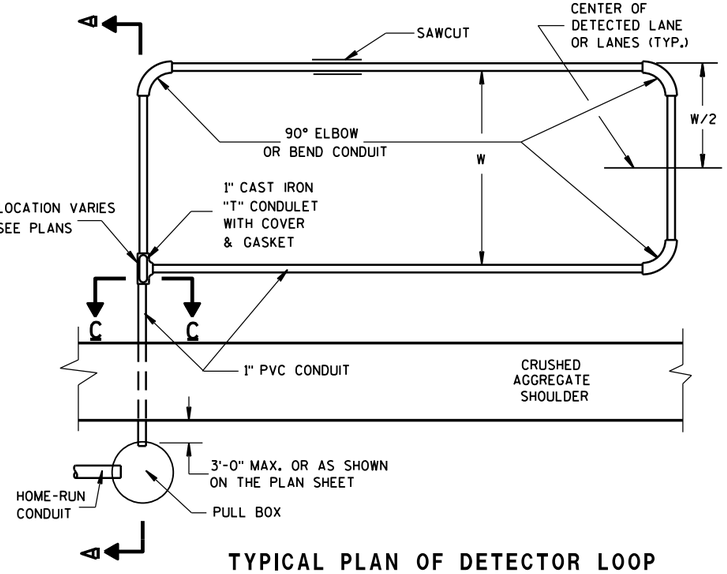


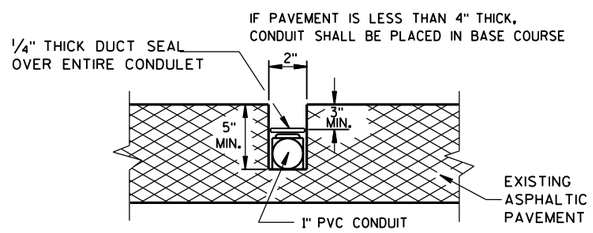
SECTION A-A
NO CURB & GUTTER

TYPICAL PLAN OF LOOP DETECTOR

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF DETECTOR LOOP



SIDE VIEW
SECTION C-C

LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISITANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

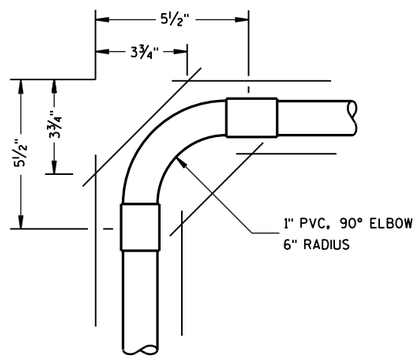
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

IN THE EVENT THAT THE EXISTING PAVEMENT IS MORE THAN 5 INCHES THICK, AND THEREFORE , THE 1 INCH CONDUIT DOES NOT REQUIRE INSTALLATION BELOW THE PAVEMENT INTO THE BASE COURSE, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH BEFORE INSTALLATION OF THE CONDUIT. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

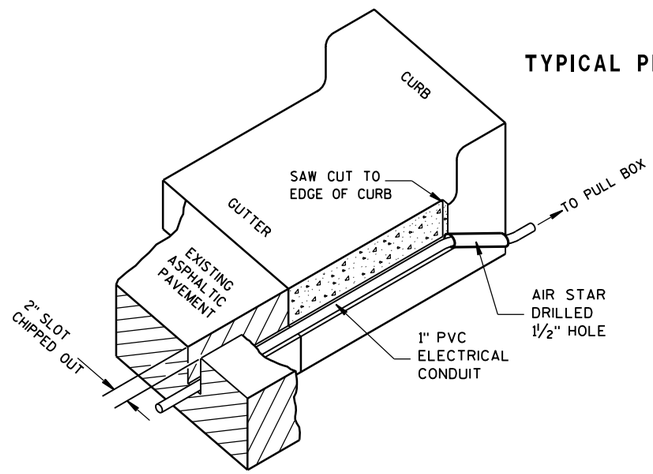
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



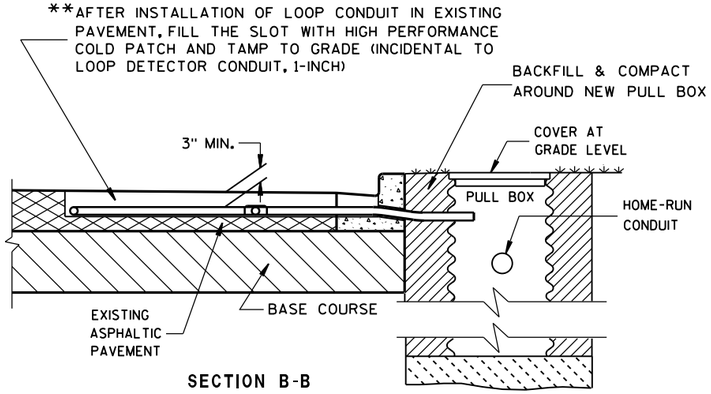
TOP VIEW

CORNER SAW SLOT DETAIL



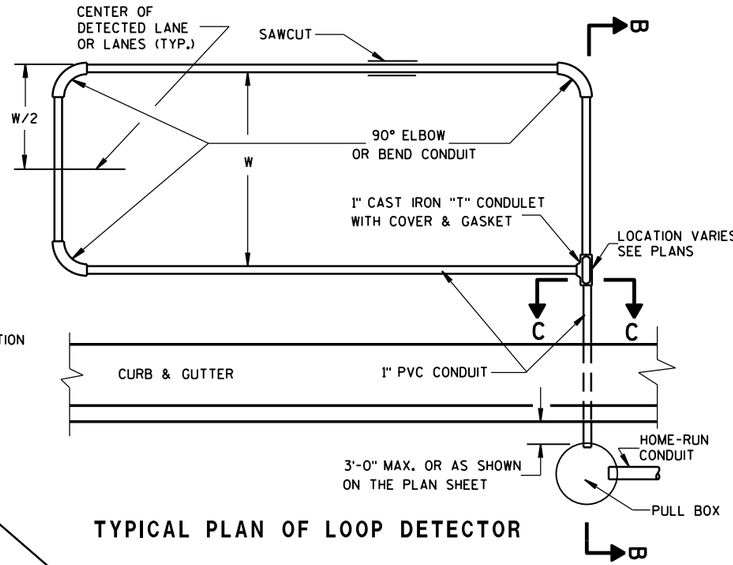
ISOMETRIC VIEW

TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 680
FHWA

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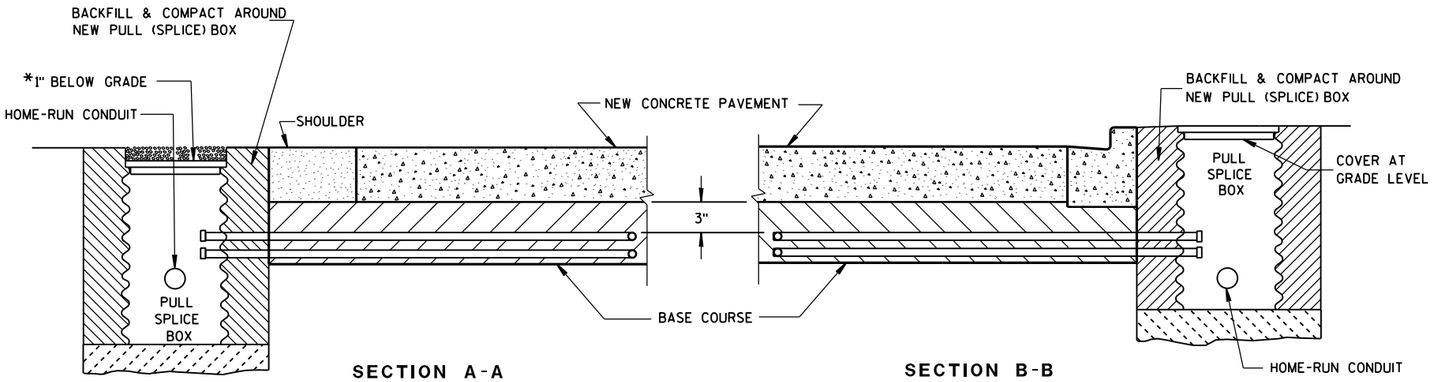


SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

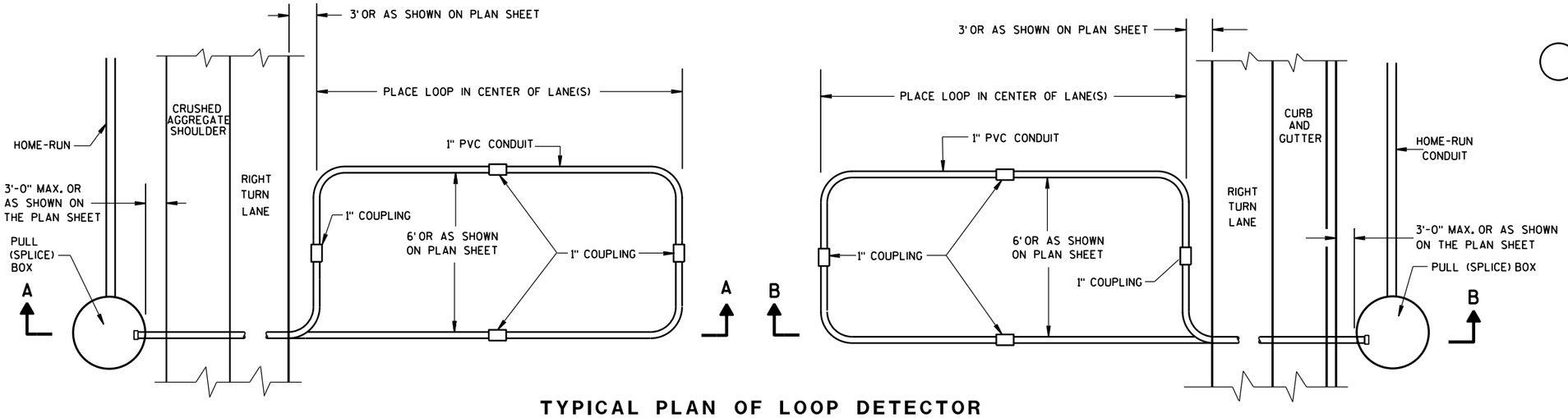
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

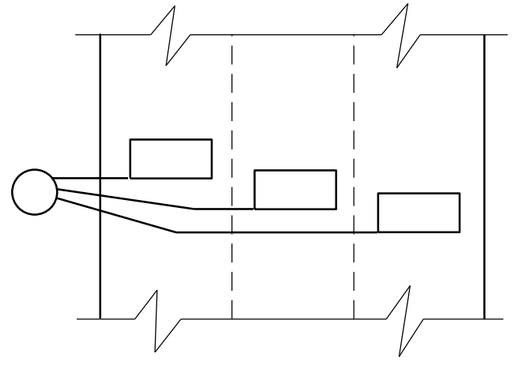
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

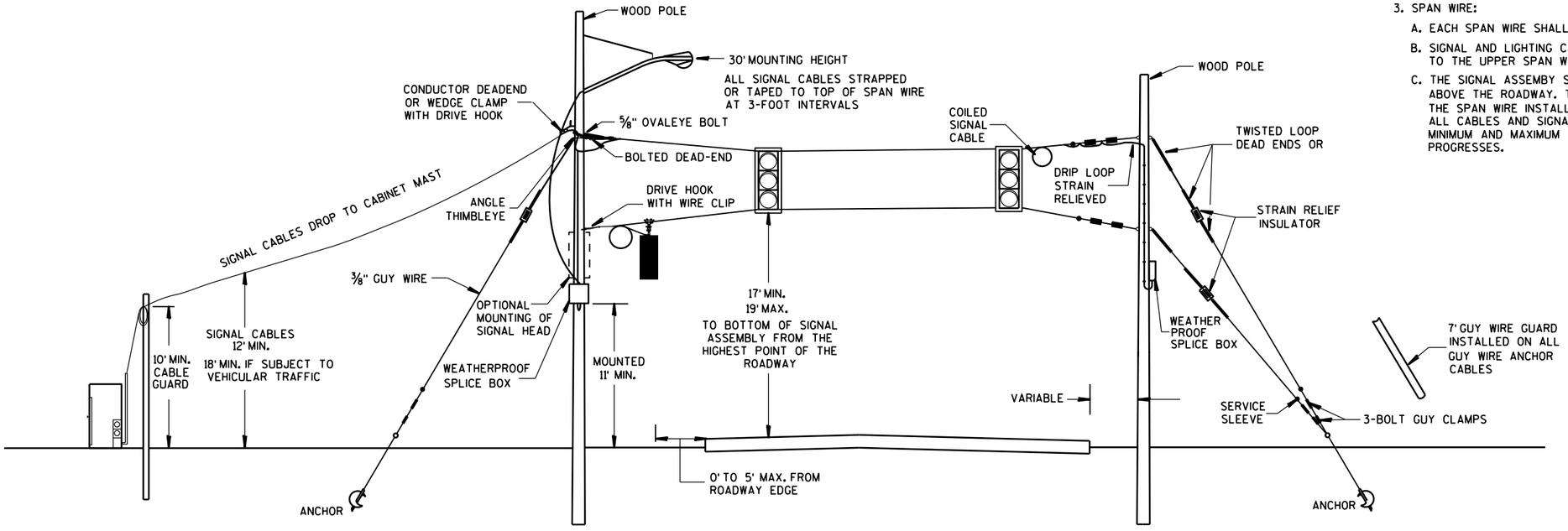
GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 682
FHWA

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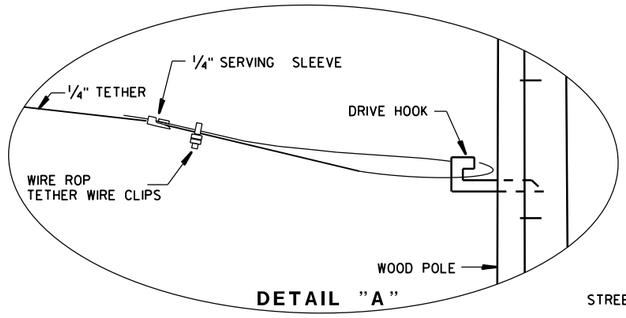
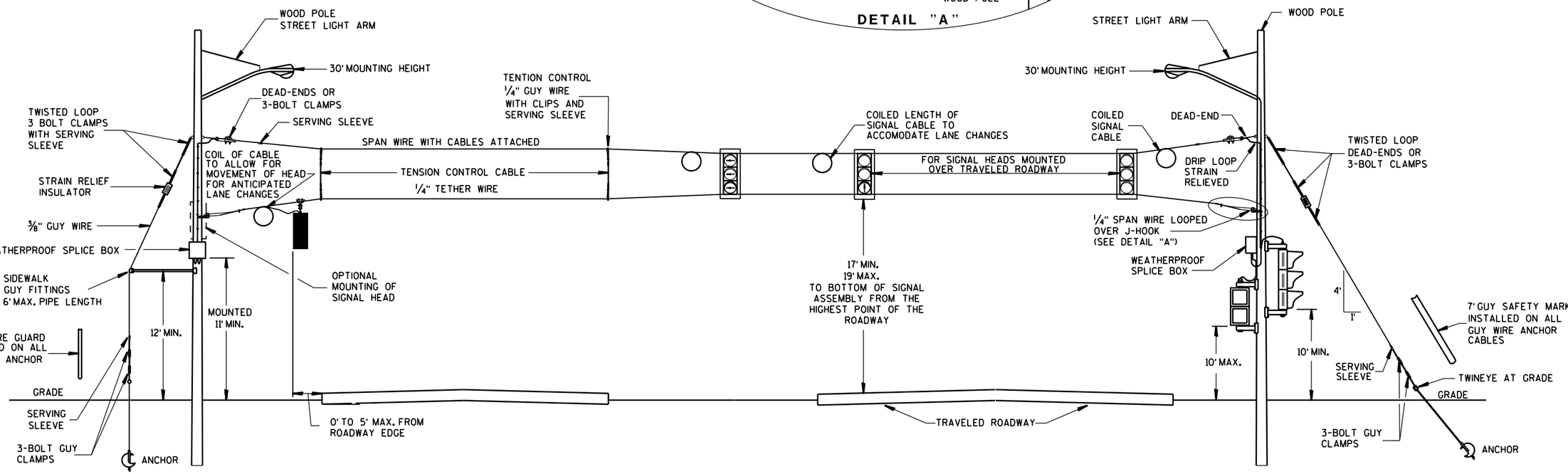


DETAIL "A"



GENERAL NOTES

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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:
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   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 683
FHWA

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S.D.D. 9 G 1-4b

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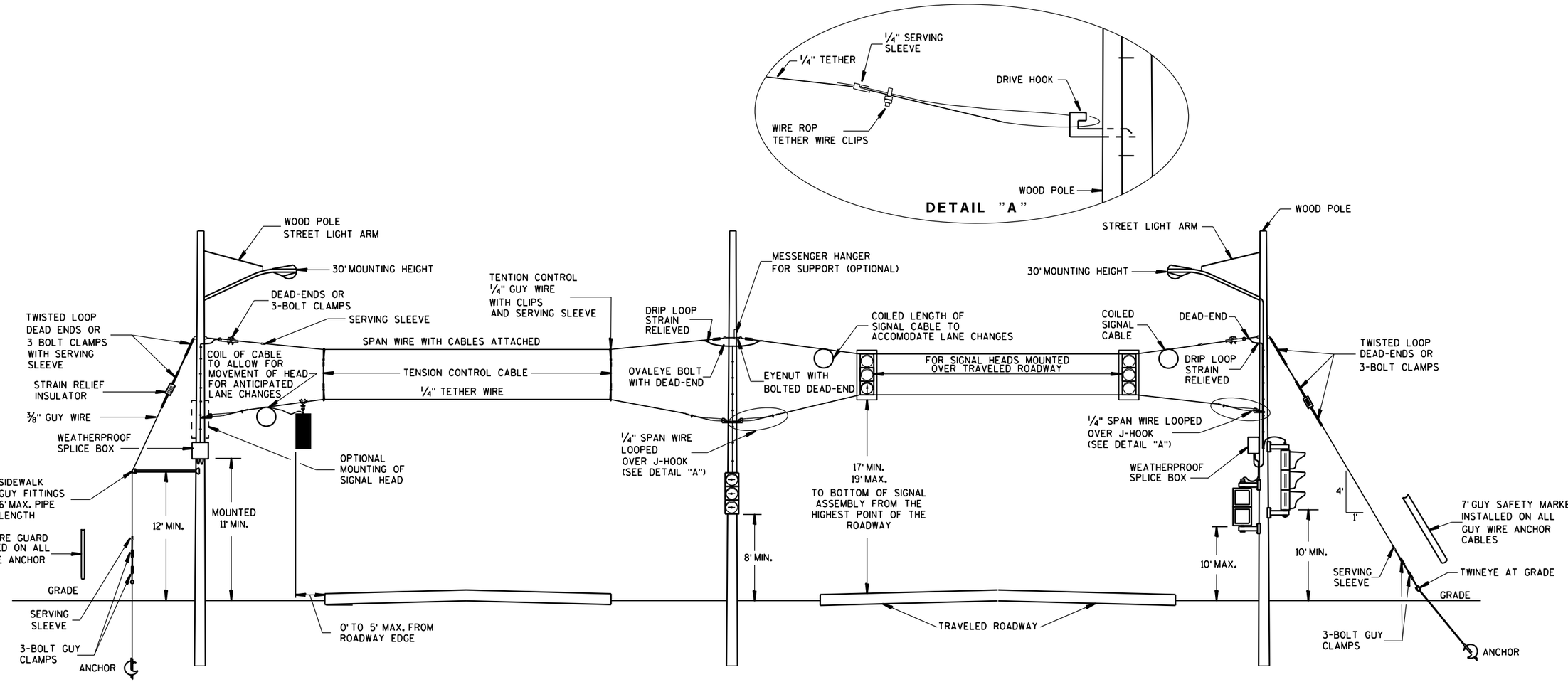
S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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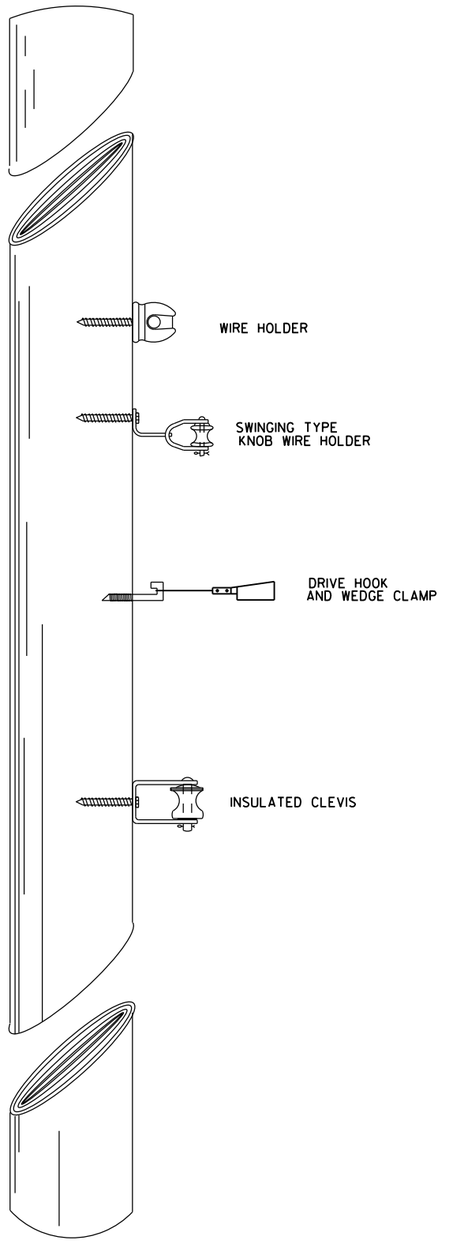
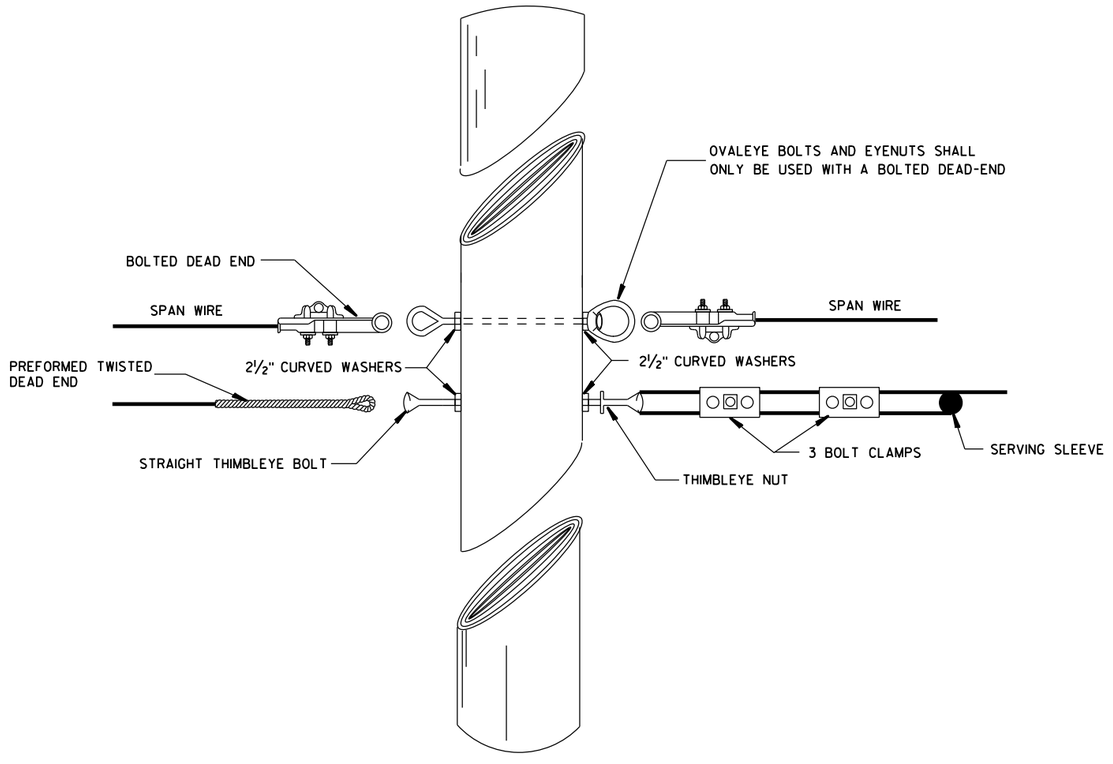


TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL 685

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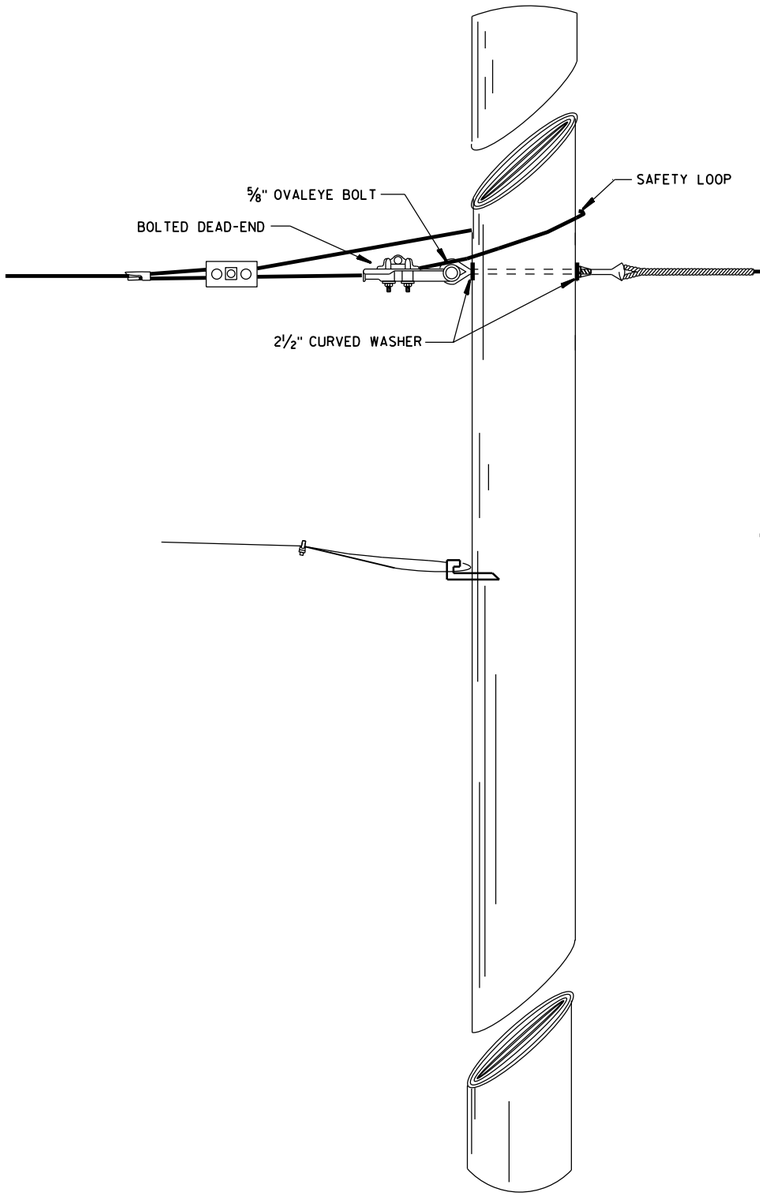
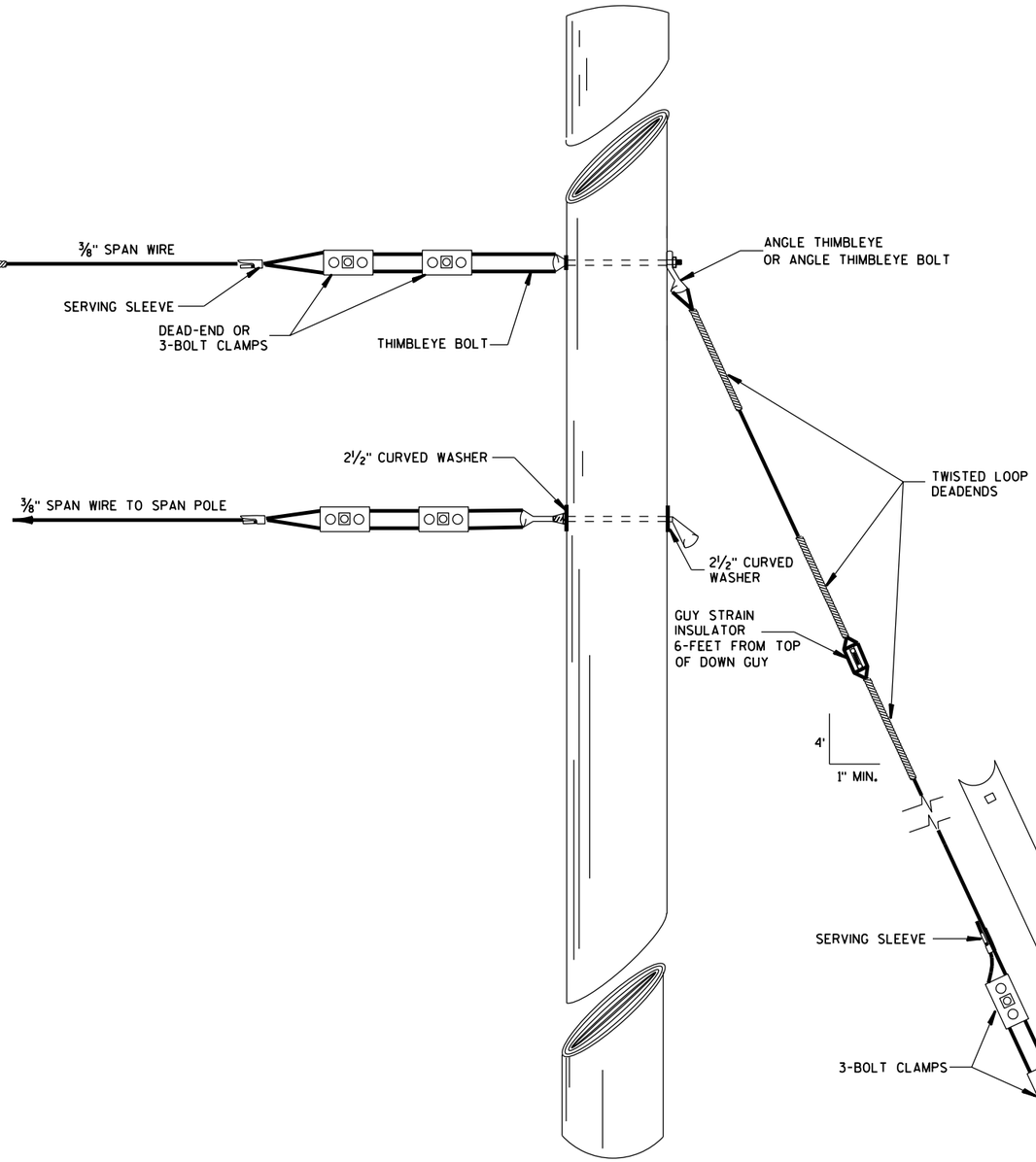
GENERAL NOTES

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 686 FHWA

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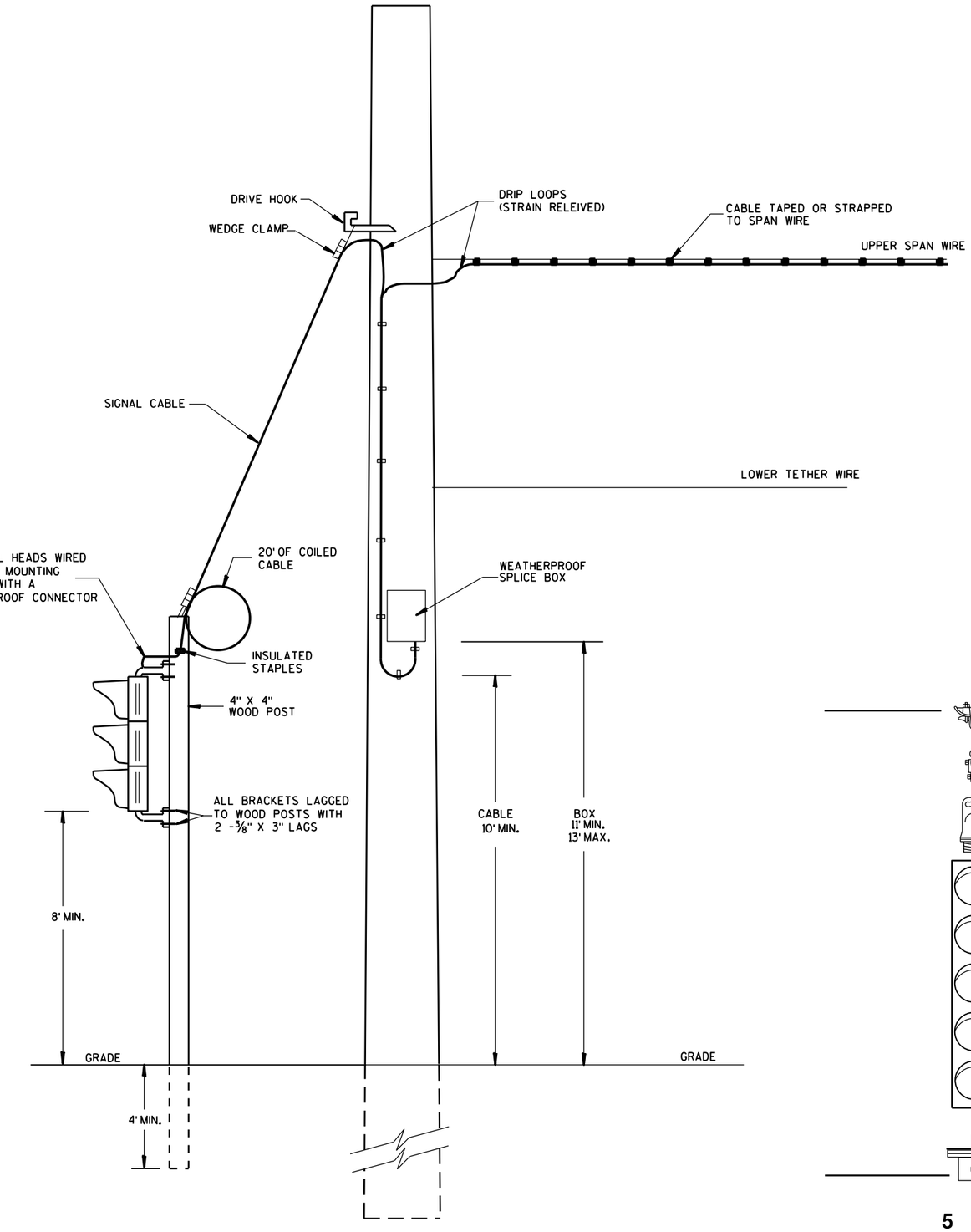
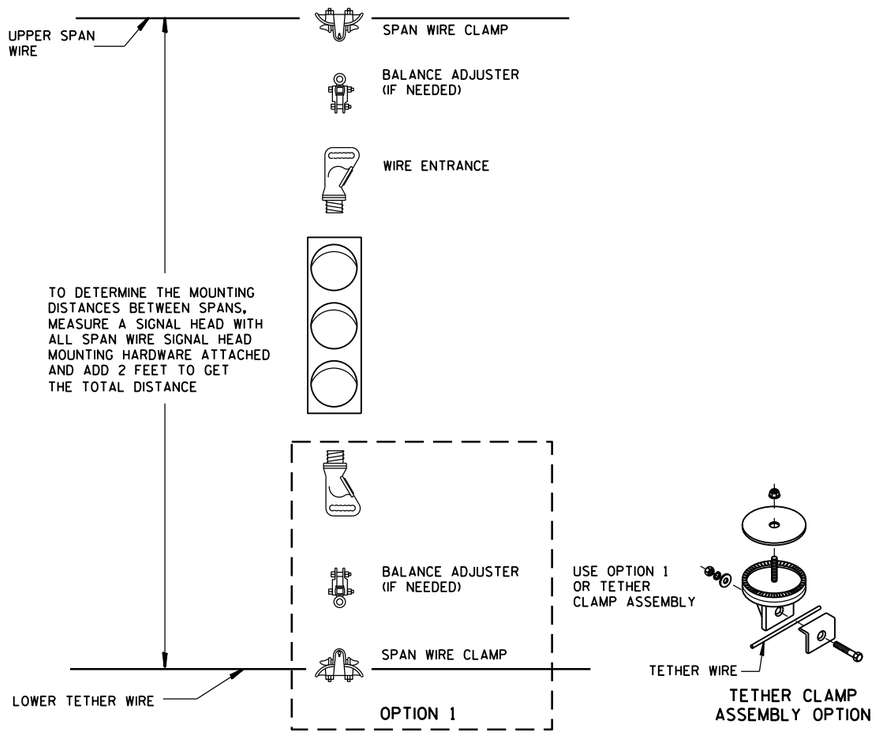
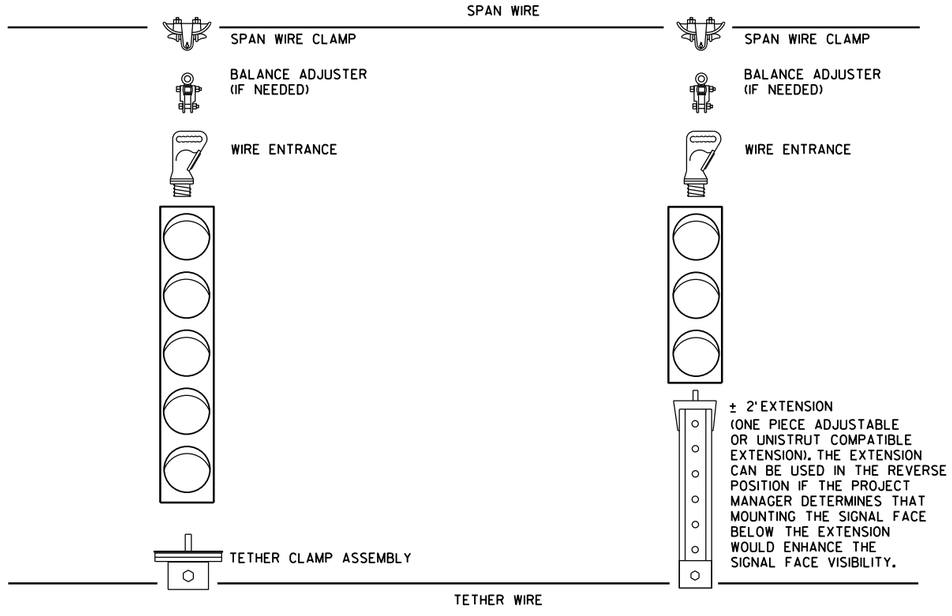


TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



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
687
FHWA

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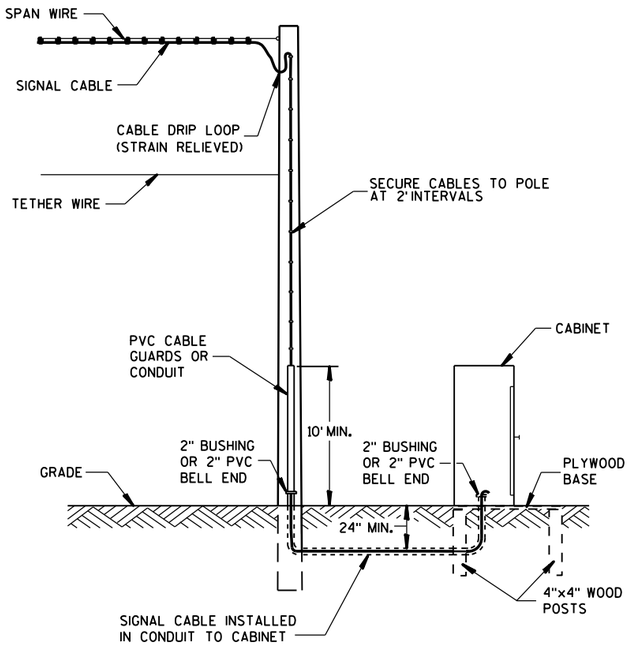
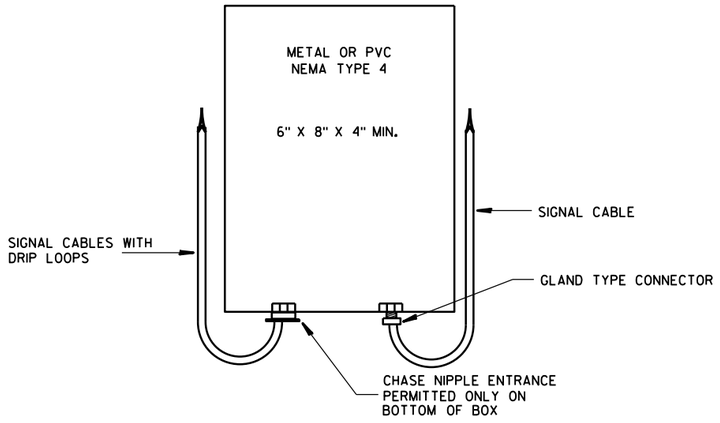
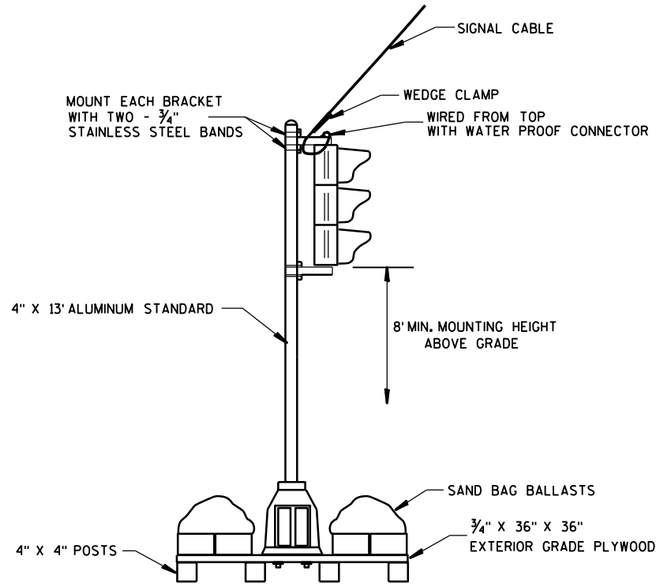
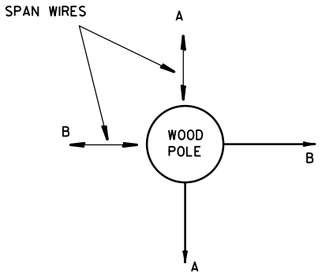




SPLICE BOX

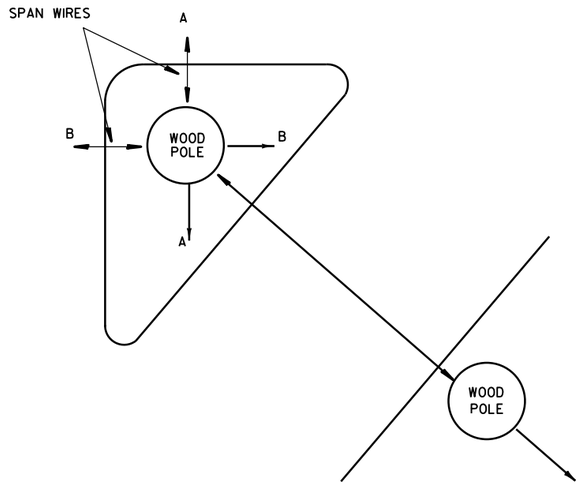


TYPICAL SKID TYPE TEMPORARY

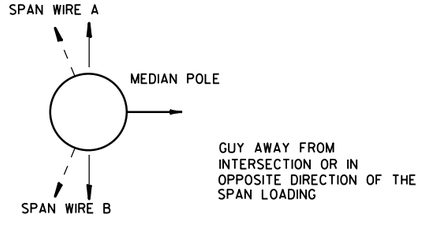


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 688
FHWA

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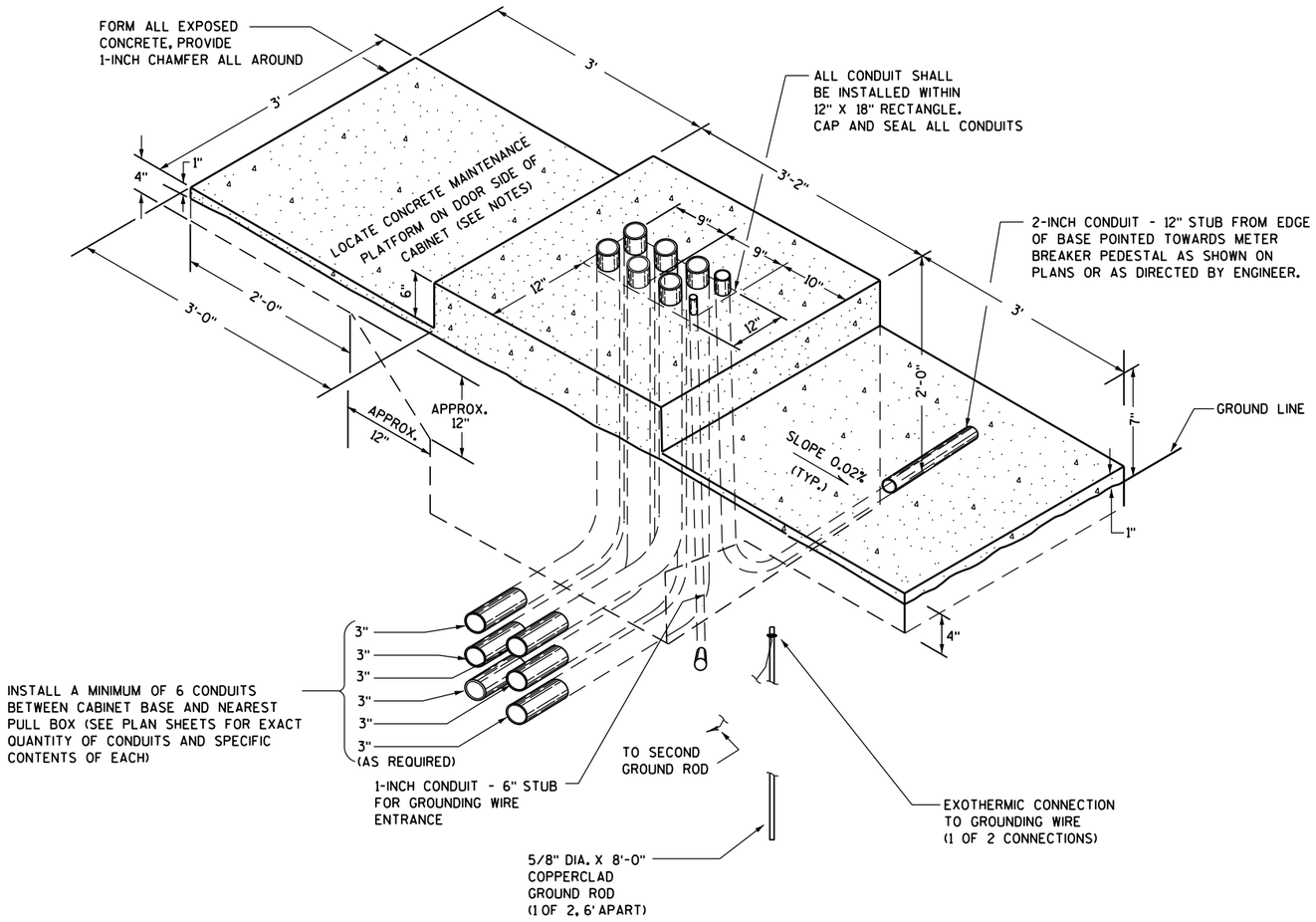

BASE ITS CONTROLLER CABINET

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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 3-INCHES.

DEPTH OF CONDUIT SHALL BE 24-INCHES MINIMUM AND 36-INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROLLER CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL. PRIOR TO CABINET INSTALLATION. LEVELING OF TOP SURFACES AFTER CONCRETE BASE HAS CURED SHALL ONLY BE ACCOMPLISHED BY GRINDING.

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 PLACED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6-INCH MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

ALL METALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE BUSHINGS IF WIRE IS INSTALLED.

ALL NONMETALLIC CONDUIT ENDS AT TOP OF CONCRETE BASES SHALL HAVE END BELLS IF WIRE IS INSTALLED.

ANCHOR THE CABINET WITH FOUR ½-INCH X 4-INCH MECHANICAL WEDGES OR EPOXY STAINLESS STEEL MASONRY ANCHORS WITH A MINIMUM PULLOUT STRENGTH OF 9000 POUNDS.

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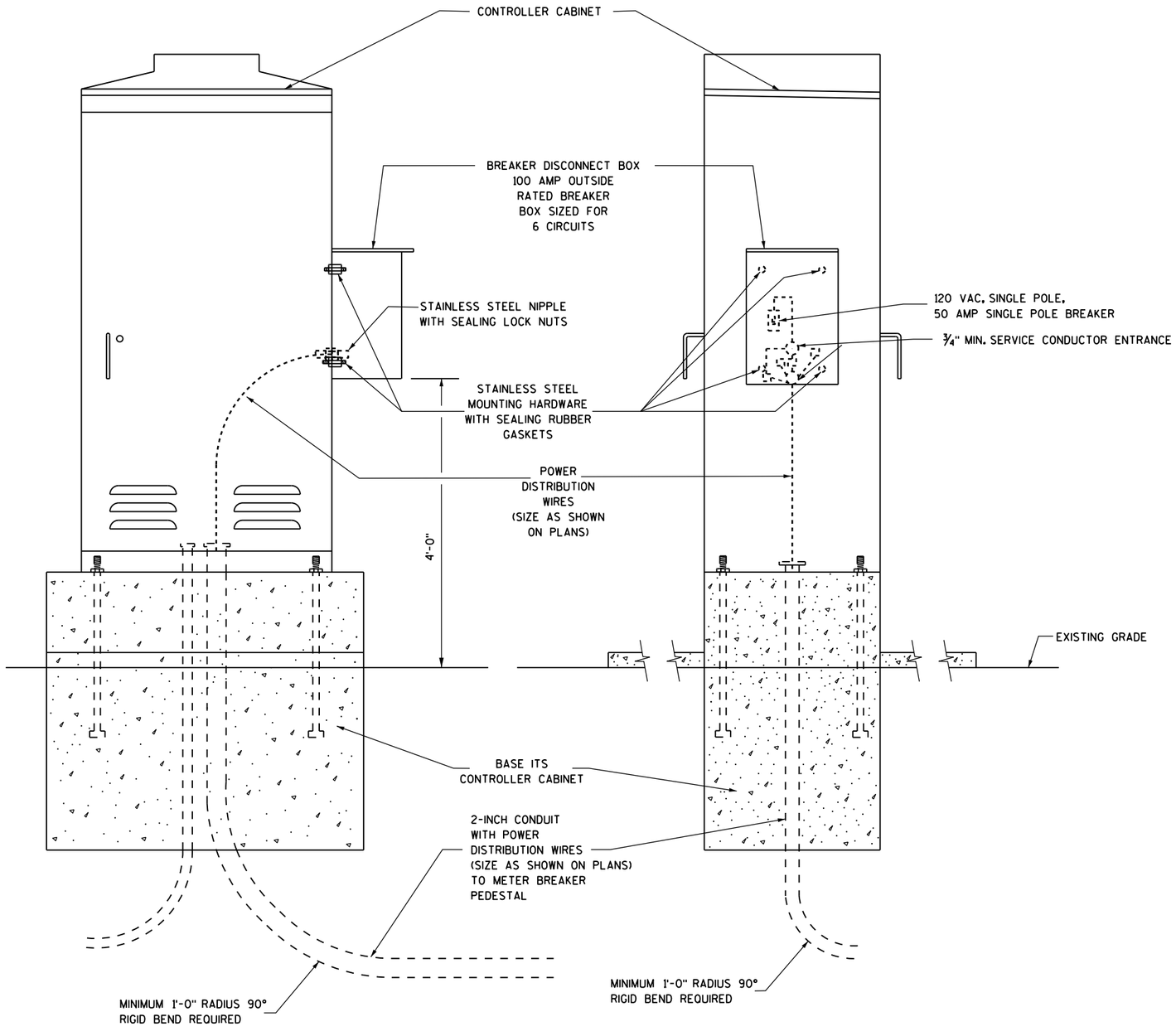
BASE ITS CONTROLLER CABINET	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	



CABINET BREAKER DISCONNECT BOX INSTALLATION

GENERAL NOTES

MINIMUM REQUIREMENT SHOWN. ADDITIONAL BREAKERS MAY BE REQUIRED.

UP TO THREE BREAKERS WILL BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER DISCONNECT BOX.

CABINET BREAKER DISCONNECT BOX INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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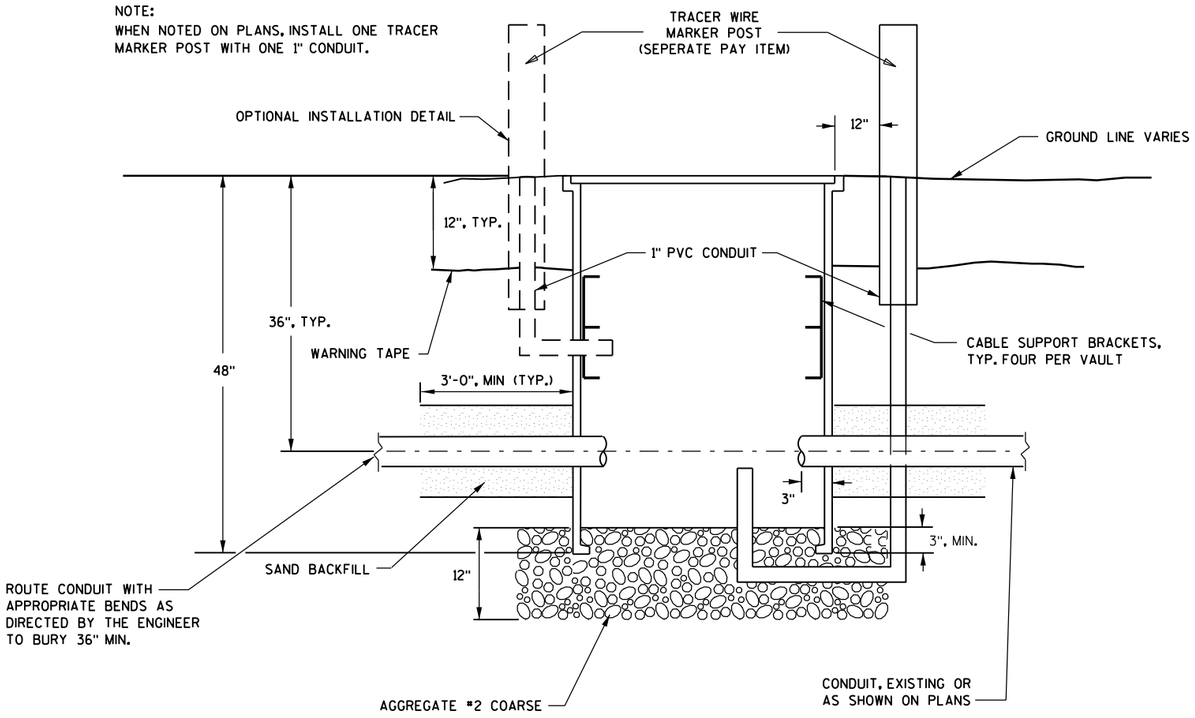
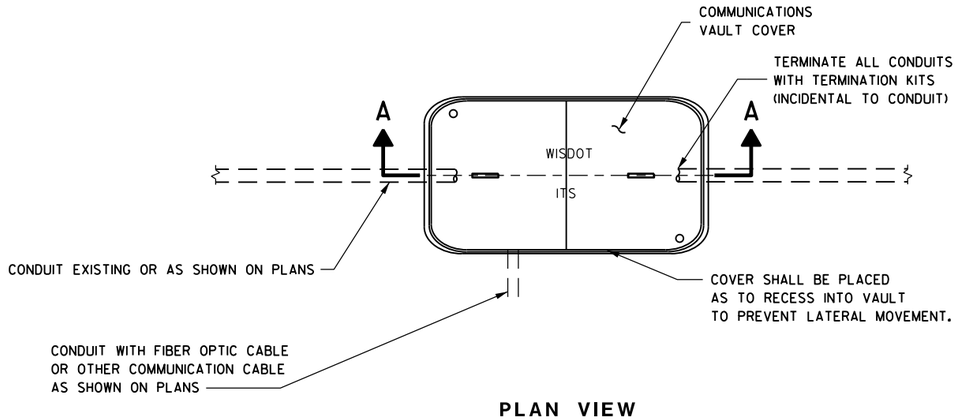


SECTION A-A



PLAN VIEW

COMMUNICATIONS VAULT TYPE 1

GENERAL NOTES

PROVIDE VAULT WITH OPEN BASE.

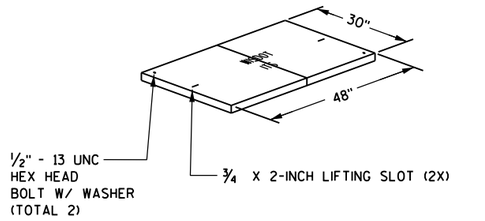
COVER SHALL HAVE A MINIMUM DESIGN LOAD OF 15,000 LBS AND SHALL LOCK.

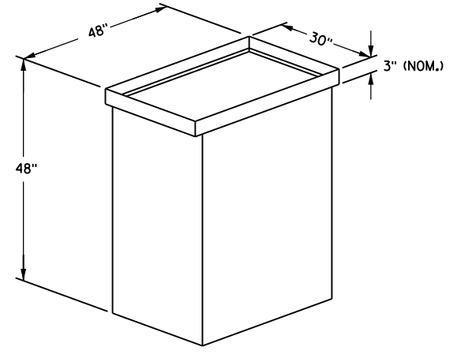
ALL OPENINGS IN STRUCTURE MUST BE MACHINED AT TIME OF FABRICATION, OR PUNCH DRIVEN AT TIME OF PLACEMENT.

VAULTS SHALL BE OF ONE-PIECE CONSTRUCTION. TWO-PIECE/STACKABLE VAULTS WILL NOT BE PERMITTED.

FIELD PLACEMENT OF COMMUNICATIONS VAULTS SHALL BE AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARDWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.





ISOMETRIC VIEW

COMMUNICATION VAULT TYPE 1
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED May, 2017 (DATE) /S/Ahmet Demirbilek STATE ELECTRICAL 691 FHWA

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TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		COMMUNICATIONS VAULT
VAULT DIAMETER (INSIDE) **	A	36
VAULT OVERALL OUTSIDE DIAMETER	B	39
VAULT LENGTH	C	42
FRAME OPENING	D	34 1/2
WEIGHT IN POUNDS *		
COVER		95
VAULT ONLY		85

* THE ACTUAL WEIGHT OF THE COVER AND VAULT MAY VARY NOT TO EXCEED 100 LBS FOR THE COVER AND 100 LBS FOR THE VAULT ONLY.

** 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 VAULTS, 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.

VAULTS AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

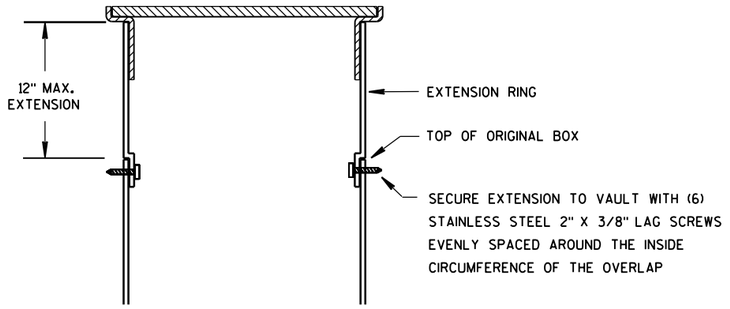
ENTRANCE HOLES INTO VAULT SHALL BE FIELD CUT AT TIME OF PLACEMENT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL CABLE IN ANY VAULT UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

VAULT EXTENSION MAY ONLY BE USED IF DIRECTED BY THE ENGINEER.

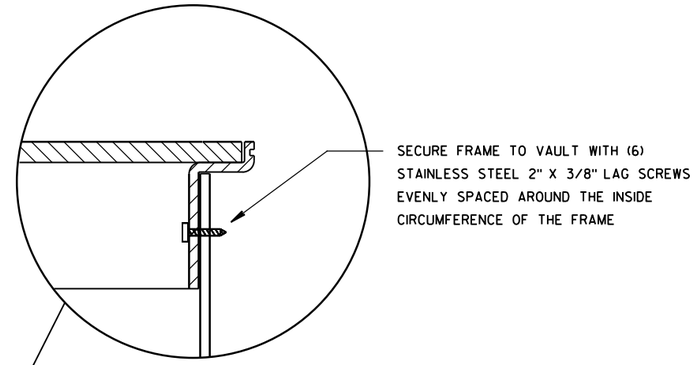
CABLE SUPPORT BRACKETS SHALL BE STAINLESS STEEL AND FASTENED TO THE SIDE WALL WITH 3/8" STAINLESS STEEL BOLT AND NUT. BRACKETS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER.

FIBER TRACER MARKER POSTS SHALL BE CONSTRUCTED WITH HIGH-IMPACT PLASTIC MATERIAL WHICH IS FADE RESISTANT AND UV STABLE. ALL HARWARE SHALL BE STAINLESS STEEL AND CONTAIN A MINIMUM OF FIVE STANDARD TERMINALS.

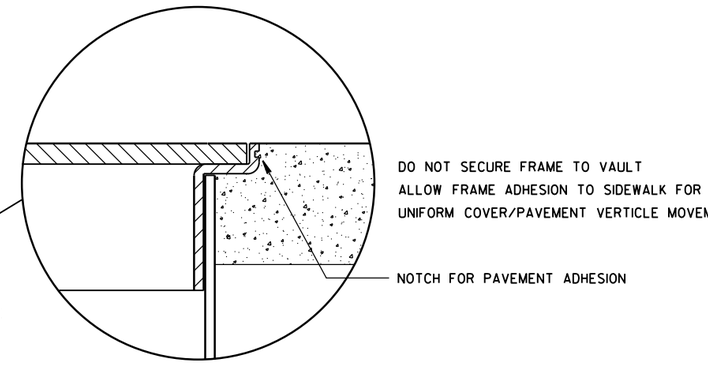


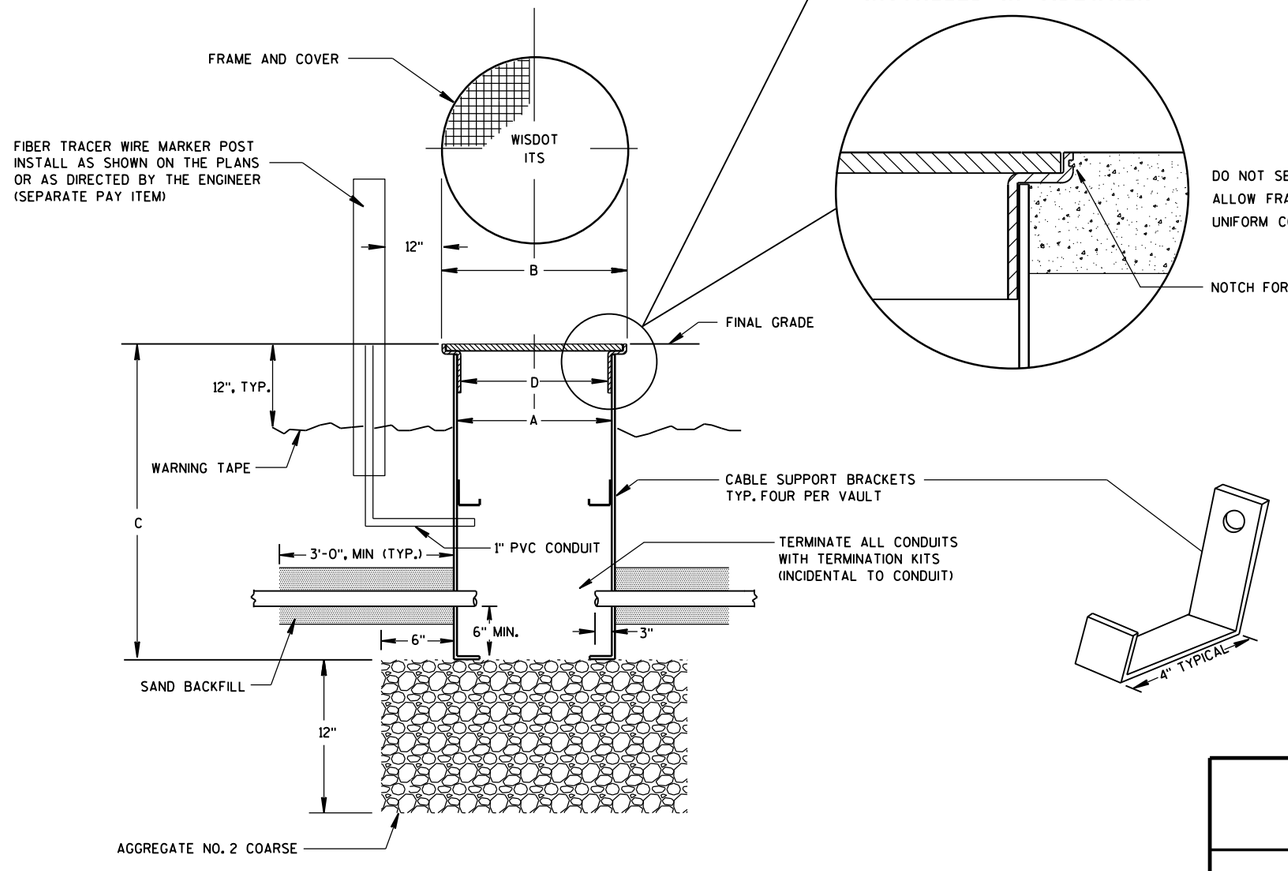
VAULT EXTENSION

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK





ROUND COMMUNICATIONS VAULT

COMMUNICATION VAULT TYPE - ROUND

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/Ahmet Demirbilek — STATE ELECTRICAL 692
FHWA

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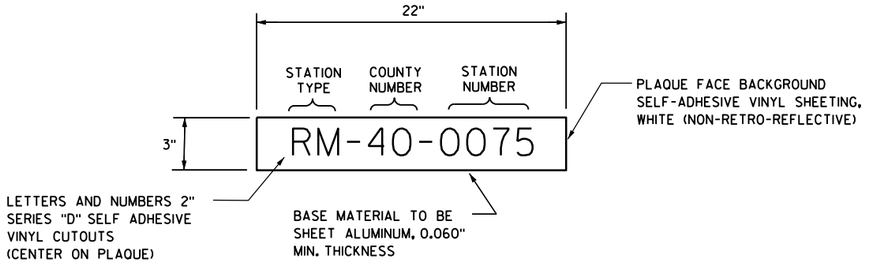
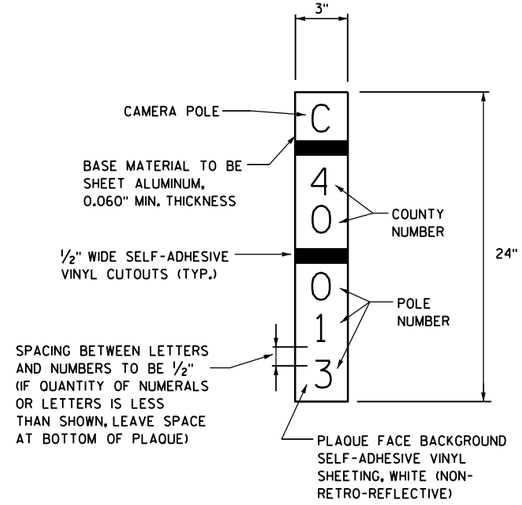


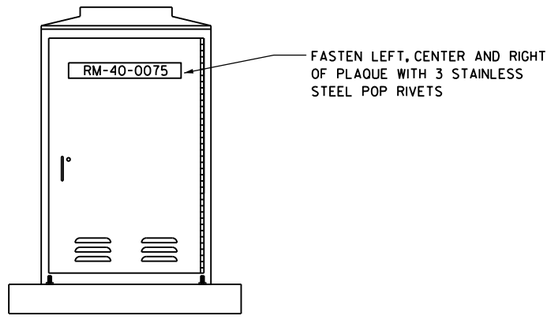
CONTROL CABINET IDENTIFICATION PLAQUE DETAIL



POLE IDENTIFICATION PLAQUE DETAIL

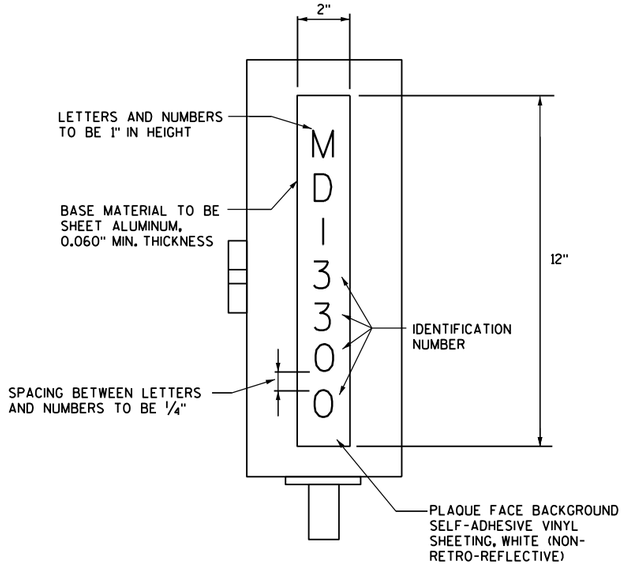
GENERAL NOTES

1. TWO PLAQUES PER CABINET REQUIRED ON CONTROL CABINET.
2. FASTEN ONE PLAQUE ON FRONT DOOR, UPPER HALF.
3. FASTEN ONE PLAQUE ON SIDE FACING LOCAL STREET. IF NO LOCAL STREET NEARBY, OR IF SUCH LOCATION COINCIDES WITH LOCATION OF PLAQUE IN NOTE (2), FASTEN PLAQUE ON REAR OF CABINET, UPPER HALF.
4. COUNTY NUMBER NOT REQUIRED ON RAMP METER CABINETS.



CONTROL CABINET IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

(TYPICAL ALL CONTROL CABINETS)



MICROWAVE DETECTOR FIELD CABINET IDENTIFICATION PLAQUE DETAIL

LEGEND STATION TYPE

RM - RAMP METER
CCTV - CLOSED CIRCUIT TELEVISION
ATR - AUTOMATIC TRAFFIC RECORDER
SDS - SYSTEM DETECTOR STATION
MD - MICROWAVE DETECTOR

IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demribilek — STATE ELECTRICAL
FHWA

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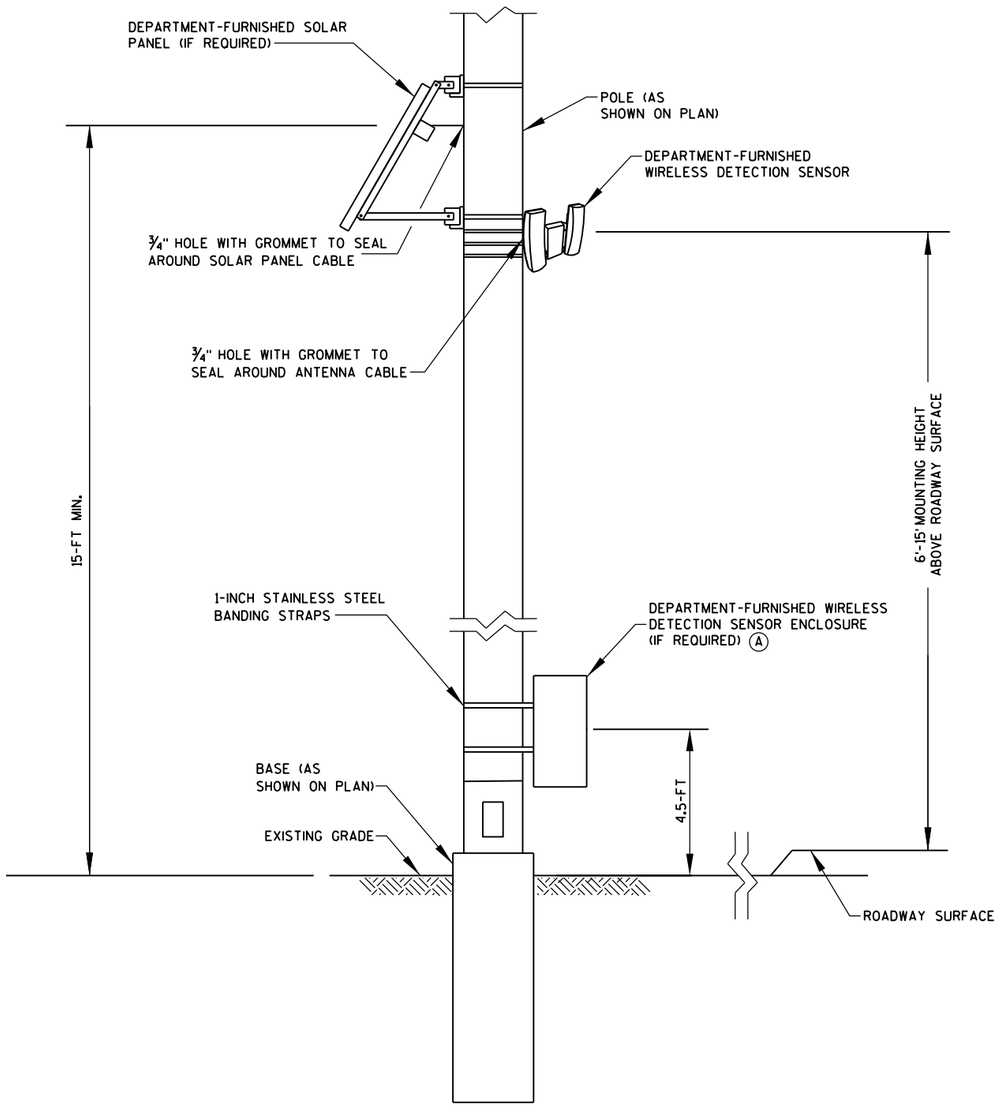

WIRELESS DETECTION SENSOR MOUNTING

(SOLAR-POWERED OPTION SHOWN)

GENERAL NOTES

SECURE LOOSE CABLES TO POLE AT 5-FT INTERVALS.

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

MOUNT EQUIPMENT UTILIZING STAINLESS STEEL BANDS OR METHOD APPROVED BY THE ENGINEER.

ORIENT SOLAR PANEL AS CLOSE TO SOUTH AS POSSIBLE.

(A) FOR NON-SOLAR WIRELESS DETECTION SENSOR MOUNTING OPTION, SEE S.D.D. "INSTALL MOUNTED CABINET ON POLES"

WIRELESS DETECTION SENSOR MOUNTING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
May 2017	/S/ Ahmet Demirbilek
DATE	STATE ELECTRICAL
FHWA	

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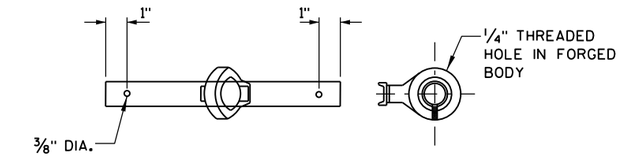
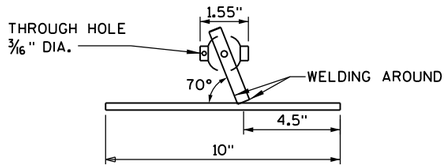
S.D.D. 9 H 14-1

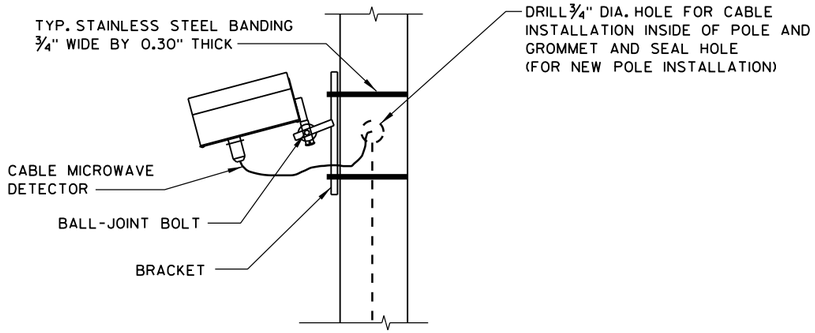


TOP VIEW

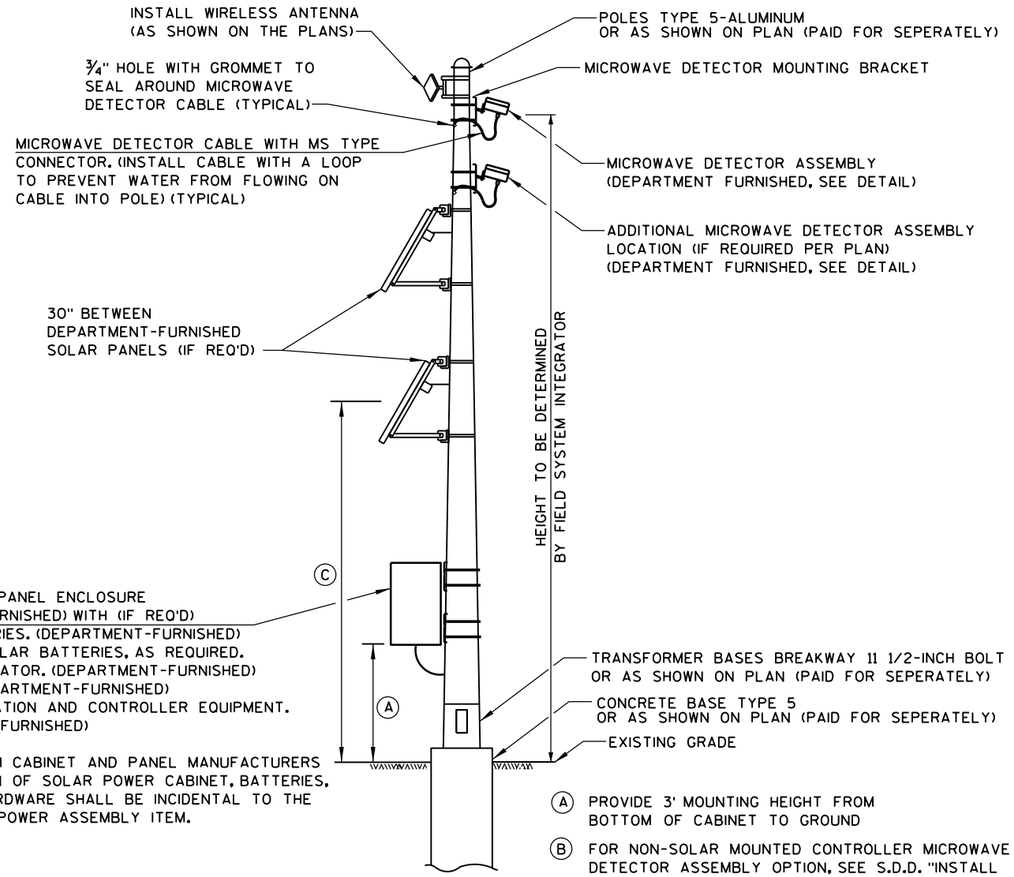


SIDE VIEW

MICROWAVE DETECTOR MOUNTING BRACKET DETAIL



TYPICAL MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY INSTALLATION DETAIL



(B) INSTALL SOLAR PANEL ENCLOSURE (DEPARTMENT-FURNISHED) WITH (IF REQ'D)
- SOLAR BATTERIES. (DEPARTMENT-FURNISHED)
- ADDITIONAL SOLAR BATTERIES, AS REQUIRED.
- CHARGE REGULATOR. (DEPARTMENT-FURNISHED)
- INVERTER. (DEPARTMENT-FURNISHED)
- ITS COMMUNICATION AND CONTROLLER EQUIPMENT. (DEPARTMENT-FURNISHED)

COORDINATE WITH CABINET AND PANEL MANUFACTURERS ON INSTALLATION OF SOLAR POWER CABINET, BATTERIES, AND PANELS. HARDWARE SHALL BE INCIDENTAL TO THE INSTALL SOLAR POWER ASSEMBLY ITEM.

(A) PROVIDE 3' MOUNTING HEIGHT FROM BOTTOM OF CABINET TO GROUND

(B) FOR NON-SOLAR MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY OPTION, SEE S.D.D. "INSTALL MOUNTED CABINET ON POLES"

(C) PROVIDE 15' MOUNTING HEIGHT (MIN.) FROM SOLAR PANEL TO GROUND

MICROWAVE DETECTOR ASSEMBLY

MOUNTED CONTROLLER MICROWAVE DETECTOR ASSEMBLY INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 695
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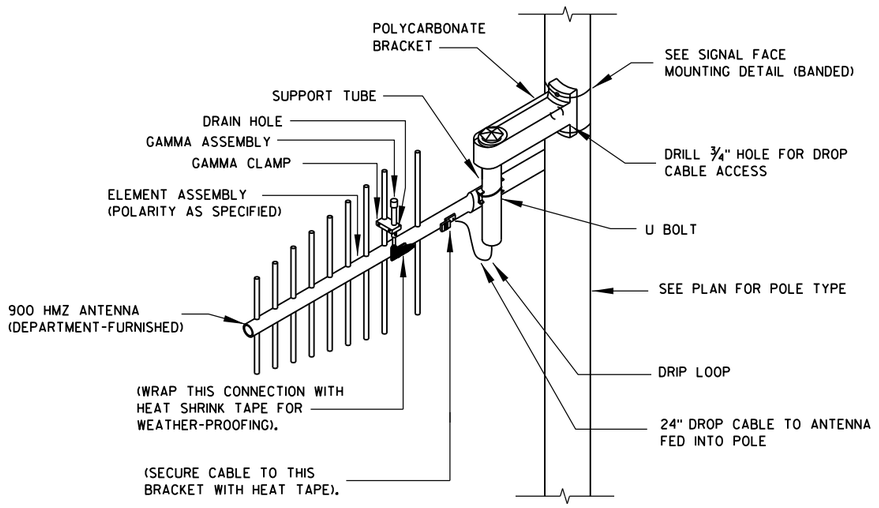
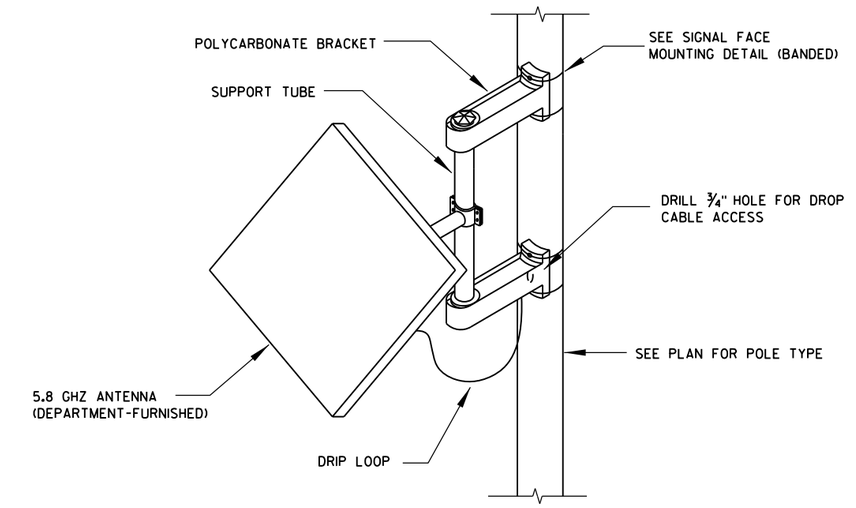
GENERAL NOTES

INSTALL DRIP LOOPS ON LOOSE CABLES TO PREVENT
WATER FROM FLOWING ON CABLE AND ENTERING POLES/ENCLOSURES.

ALL MOUNTING EQUIPMENT REQUIRED IS INCIDENTIAL TO BID ITEM
"INSTALL WIRELESS ANTENNA".



900 MHZ ANTENNA



5.8 GHZ ANTENNA

INSTALL WIRELESS ANTENNA

INSTALL WIRELESS ANTENNA	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
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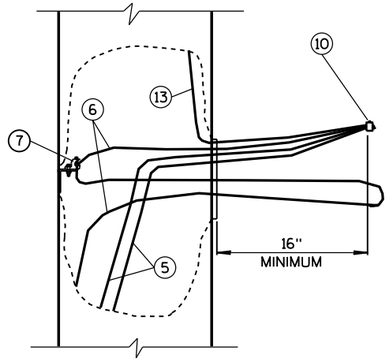
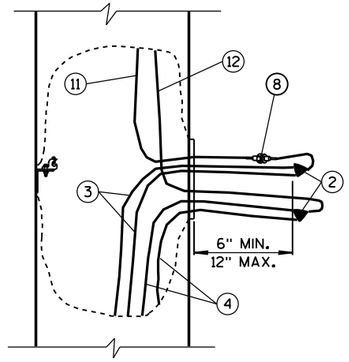
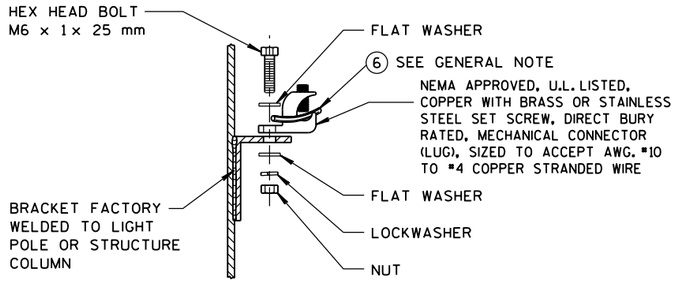


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



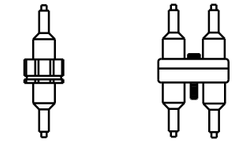
HANDHOLE GROUNDING LUG

(NUT, BOLT, WASHERS, AND LOCK WASHERS SHALL BE STAINLESS STEEL)

CONDUCTOR COLOR CODES

KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



FUSE ASSEMBLIES

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

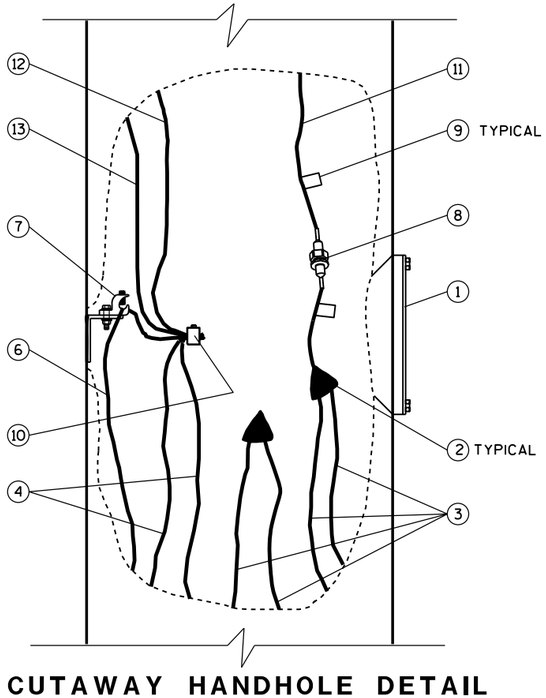
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

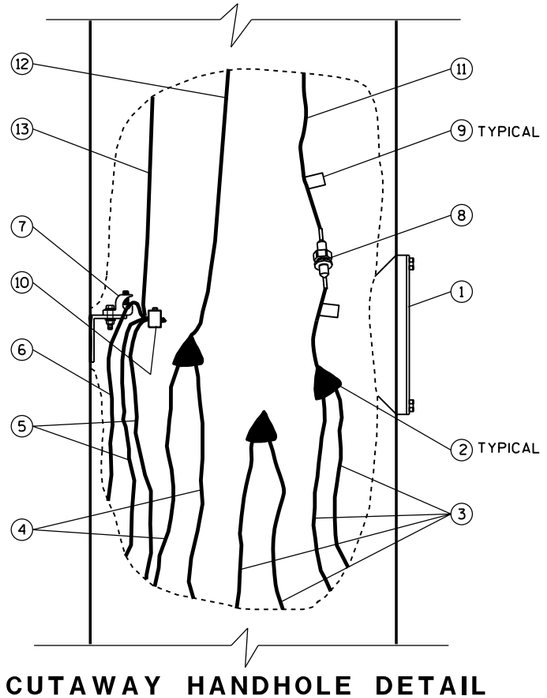
IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



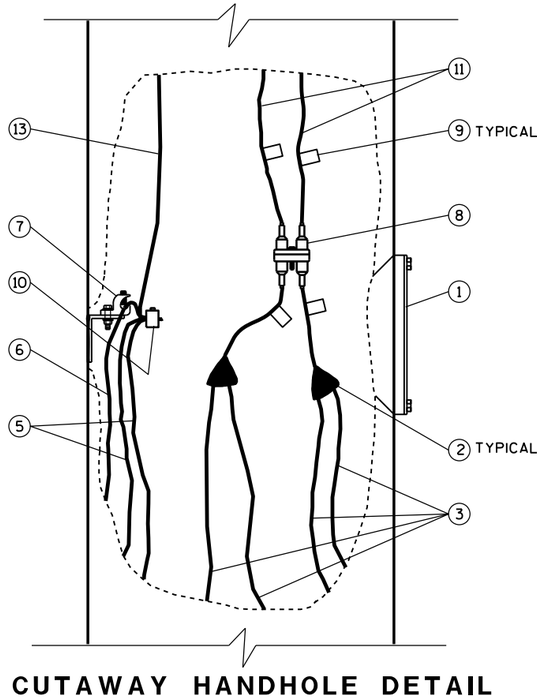
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-Φ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-Φ SHOWN; 3-Φ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE-TO-PHASE SYSTEMS
1-Φ SHOWN; 3-Φ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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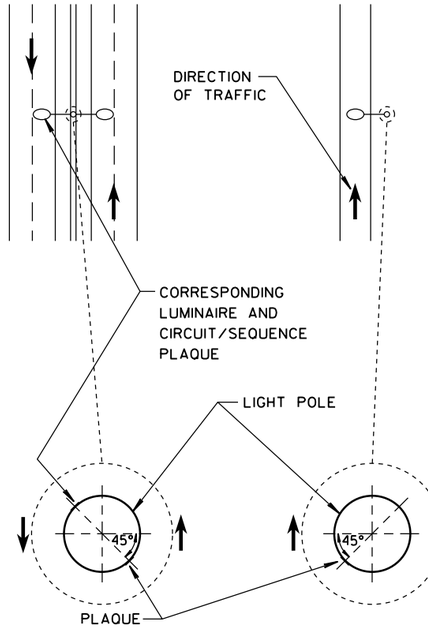
S.D.D. 10 A 1-3



MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

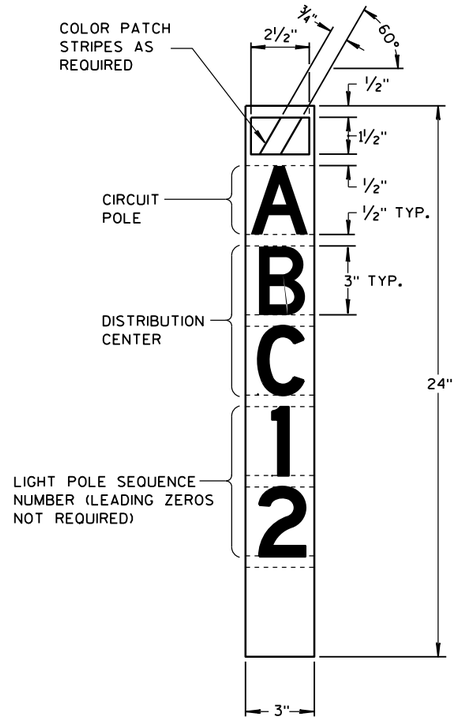
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

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S.D.D. 10 A 2-3

IDENTIFICATION PLAQUES LIGHT POLES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
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S.D.D. 10 A 2-3

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

USE THIS DETAIL IN CONJUNCTION WITH THE DETAIL FOR ELECTRICAL HANDHOLE WIRING.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

WIRING FOR SINGLE LUMINAIRE POLES IS SHOWN WITH SOLID LINES. WIRING FOR THE SECOND LUMINAIRE OF TWIN LUMINAIRE POLES IS SHOWN WITH DOTTED LINES.

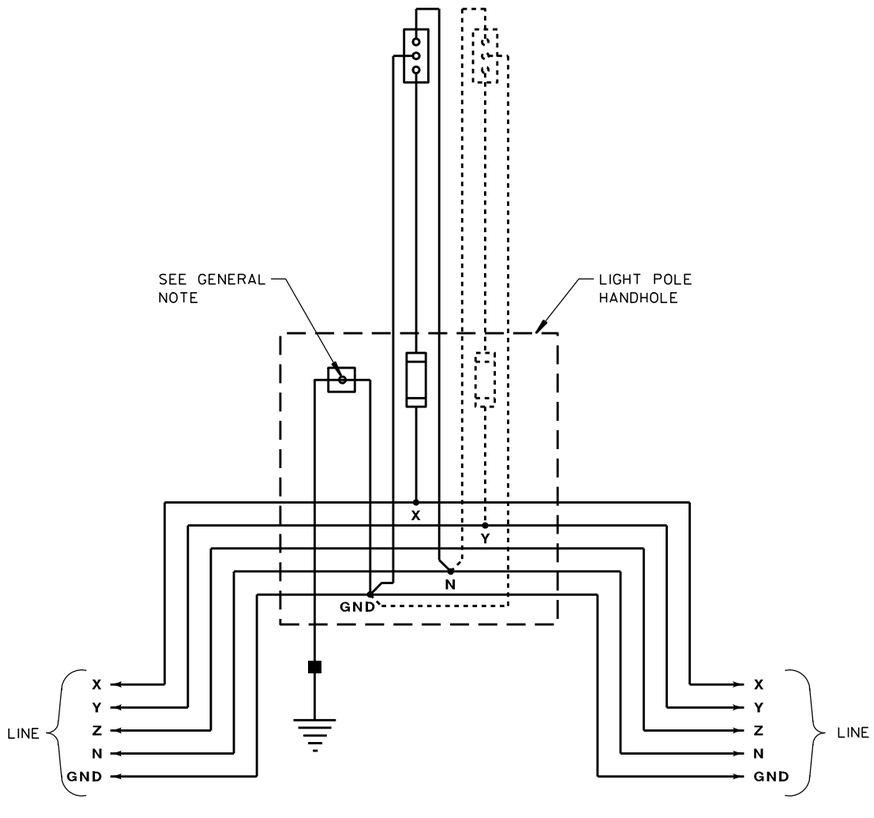
THE PLANS WILL SHOW WHICH CIRCUIT LEG(S) ARE CONNECTED TO EACH INSTALLATION.

HANDHOLE FUSE SCHEDULES

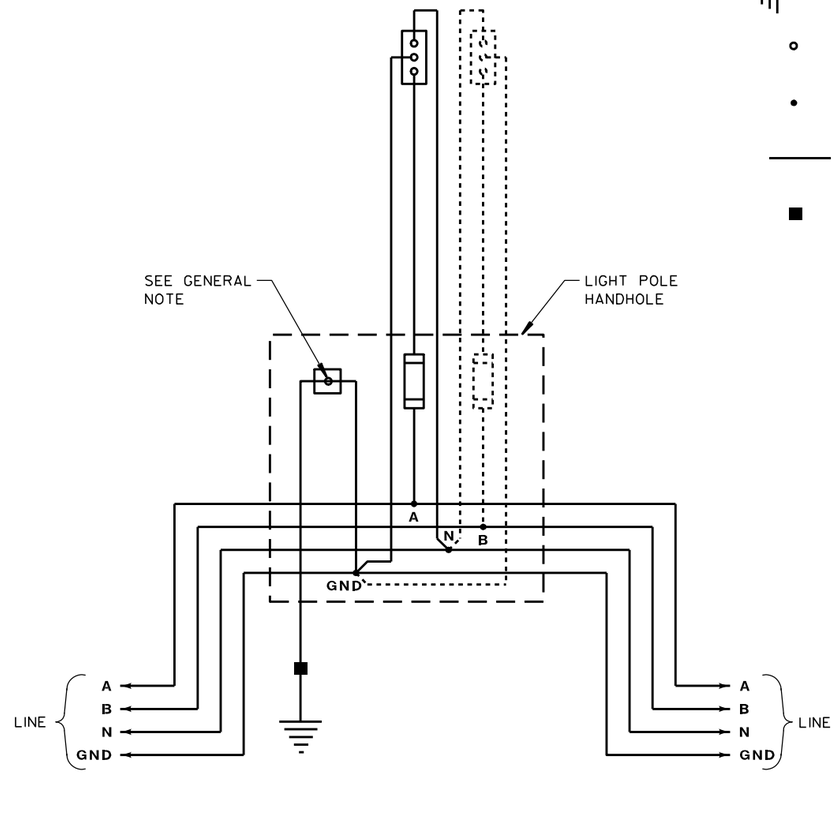
LINE VOLTAGE	BALLAST WATTAGE	
φ-GROUND	70-200 W	250-400 W
120 VAC	5 A	10 A
240 VAC	5 A	5 A
277 VAC	5 A	5 A
480 VAC	3 A	5 A

LEGEND

A,B,X,Y,Z	UNGROUNDED CIRCUIT CONDUCTORS
N	GROUNDED CIRCUIT CONDUCTORS
GND	EQUIPMENT GROUNDING CONDUCTOR
P	POLE (ELECTRICAL CIRCUIT)
φ	PHASE (ELECTRICAL CURRENT)
	HANDHOLE GROUND LUG
	SINGLE-POLE (1P) FUSE ASSEMBLY
	TWO-POLE (2P) FUSE ASSEMBLY
	UNFUSED LUMINAIRE
	EQUIPMENT GROUNDING ELECTRODE
	TERMINAL
	SPLICE
	CONDUCTOR
	EXOTHERMIC WELD



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
3-φ 208Y/120VAC OR 480Y/277VAC 4 WIRE



TYPICAL WIRING DIAGRAM
ISOLATED NEUTRAL SYSTEM
1-φ 120/240VAC OR 240/480VAC 3 WIRE

ELECTRICAL DETAILS
GROUND MOUNT LIGHT POLES
ISOLATED NEUTRAL SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/25/2010 DATE
/S/ John Corbin STATE ELECTRICAL ENGI
699
HWYS
FHWA

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S.D.D. 10 A 5-2

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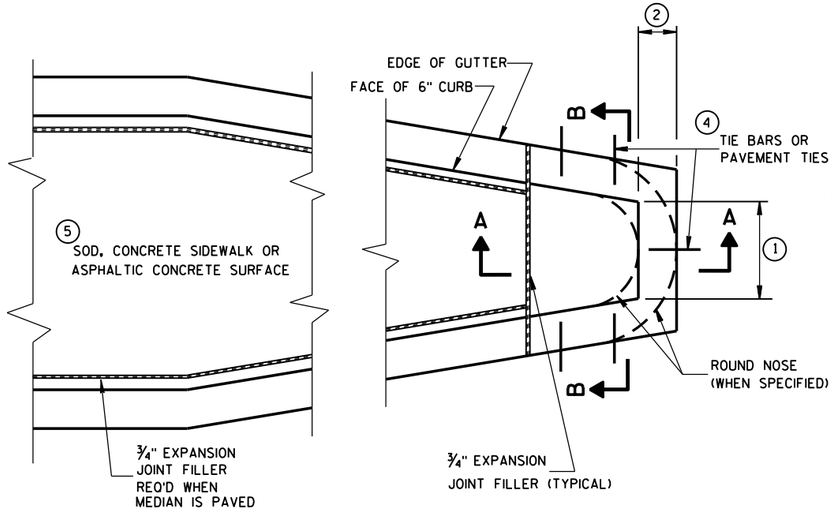
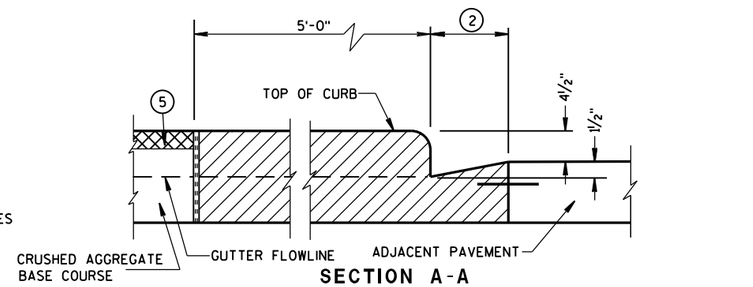
S.D.D. 10 A 5-2





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

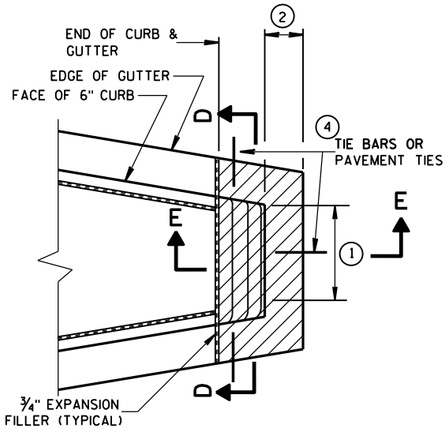
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

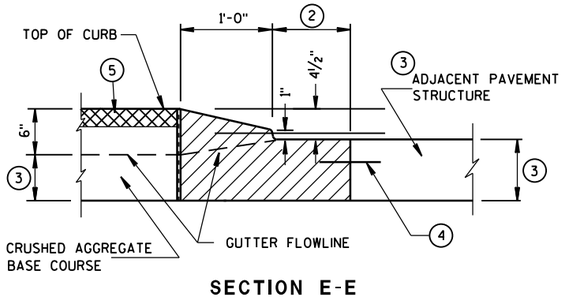
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

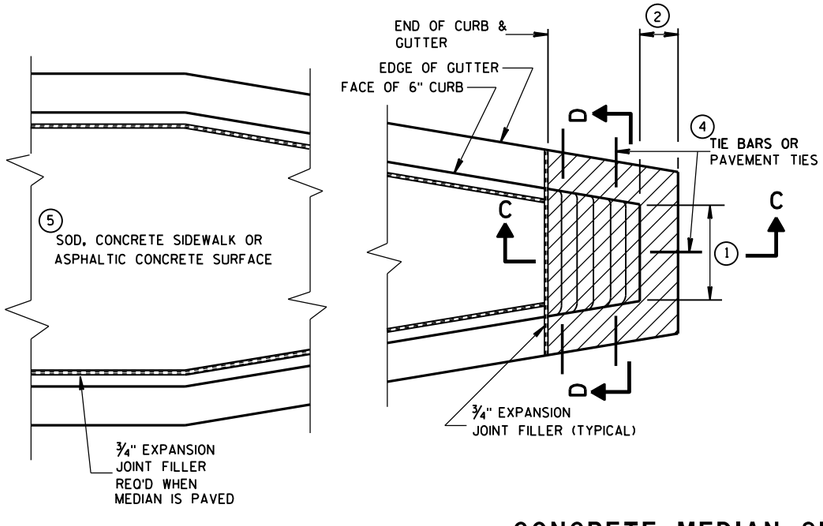
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

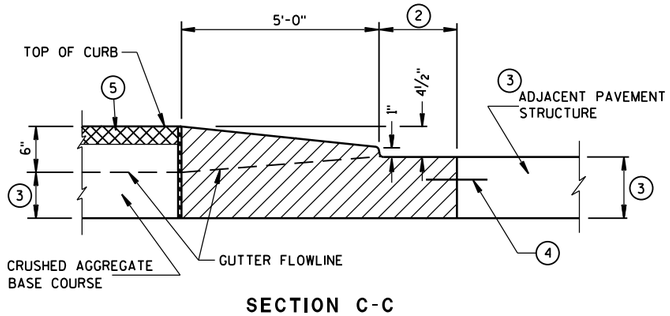




SECTION E-E

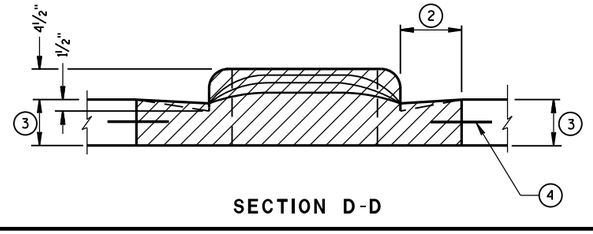
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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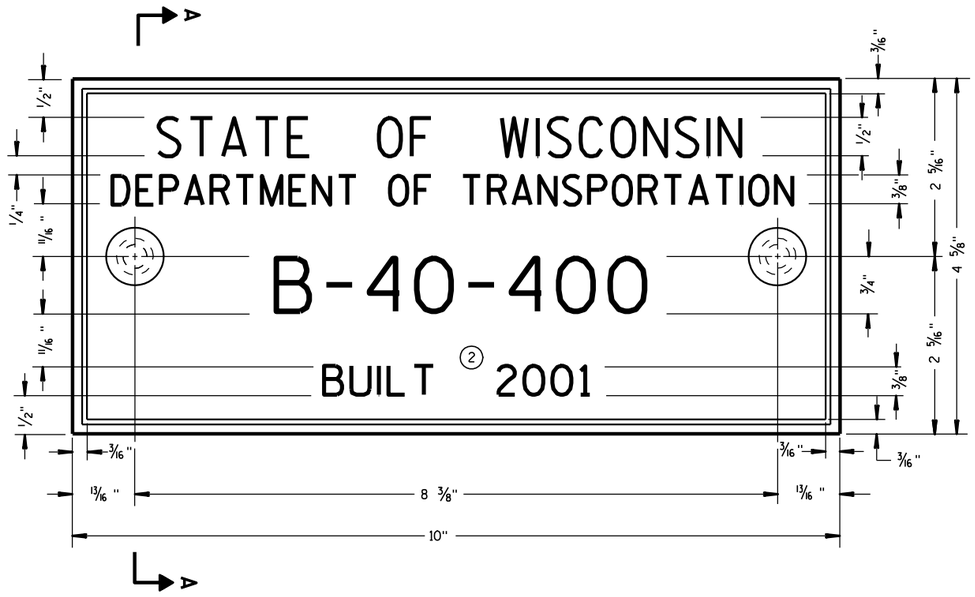
S.D.D. 11 B 2-2



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

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

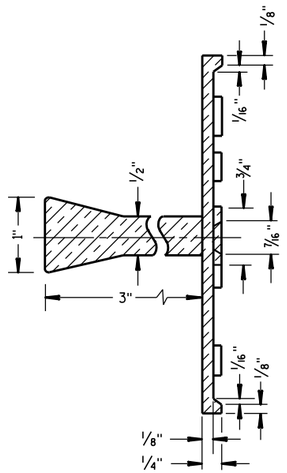
GENERAL NOTES

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

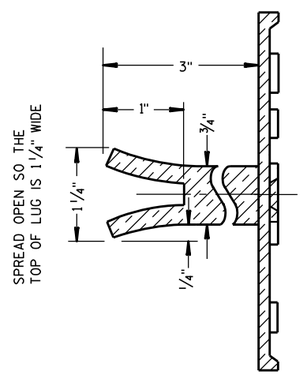
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

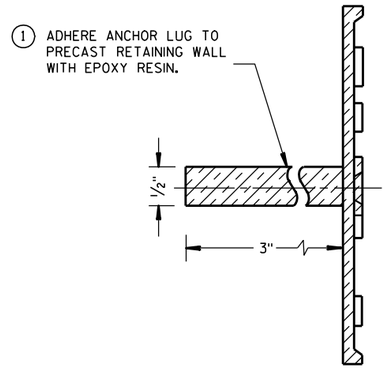
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE — /S/ Scot Beck — CHIEF STRUCTURAL DEVELOP ENGINEER

FHWA

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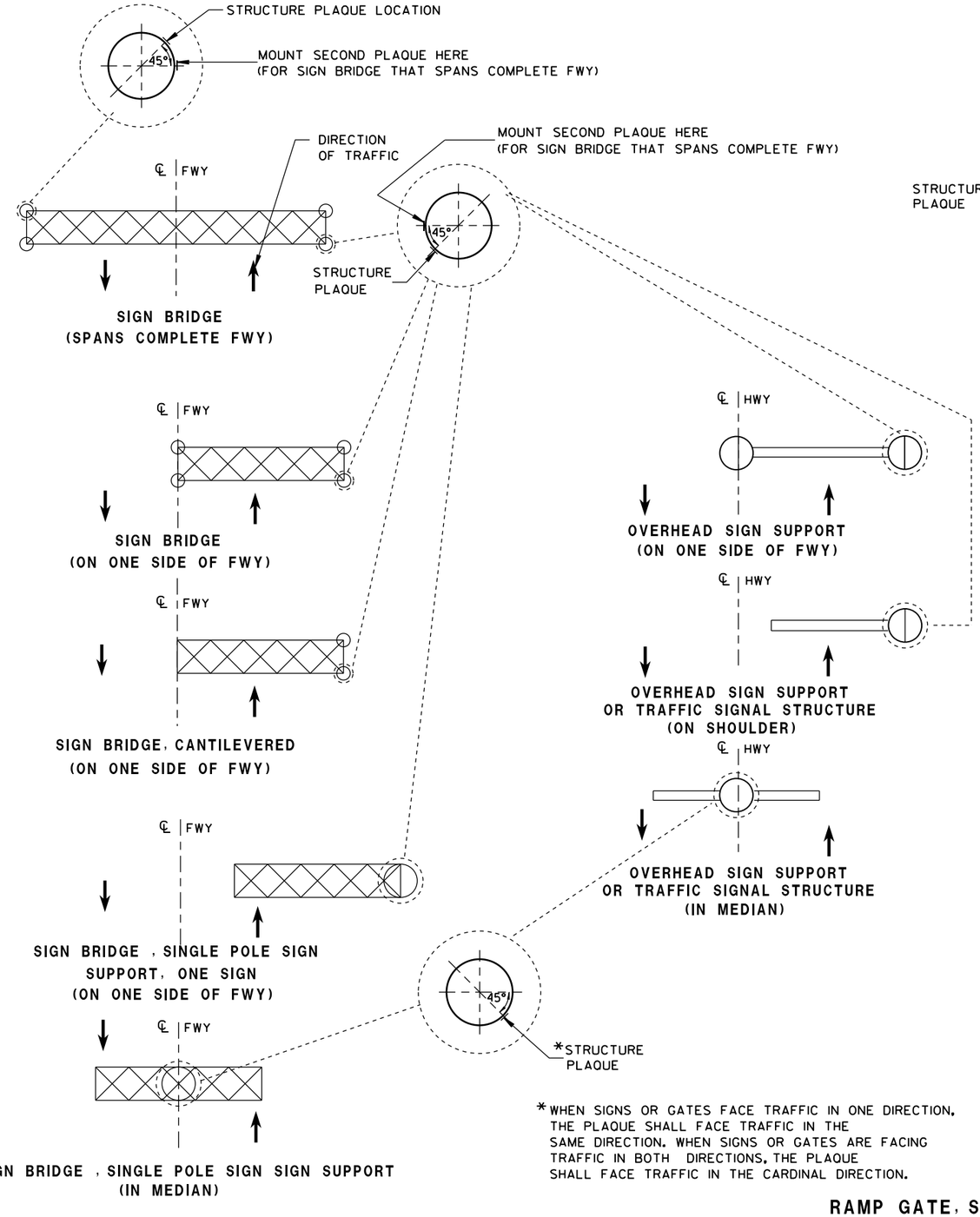
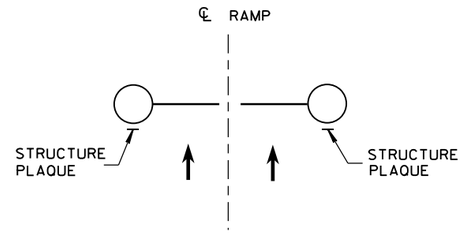
S.D.D. 12 A 3-10

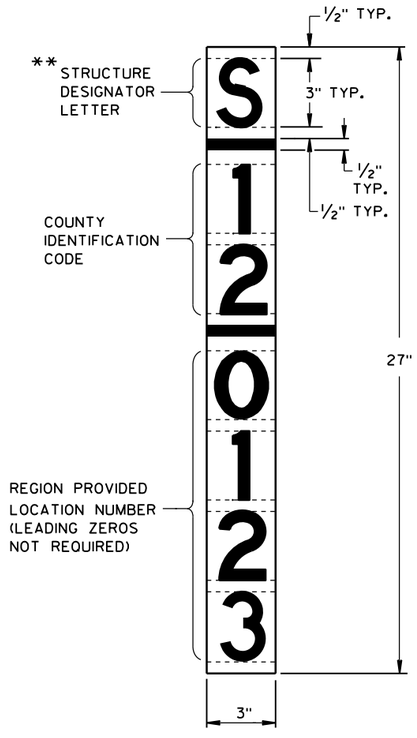


LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN IN THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

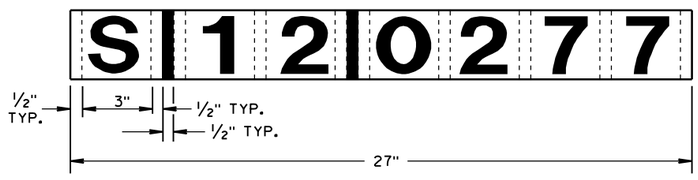
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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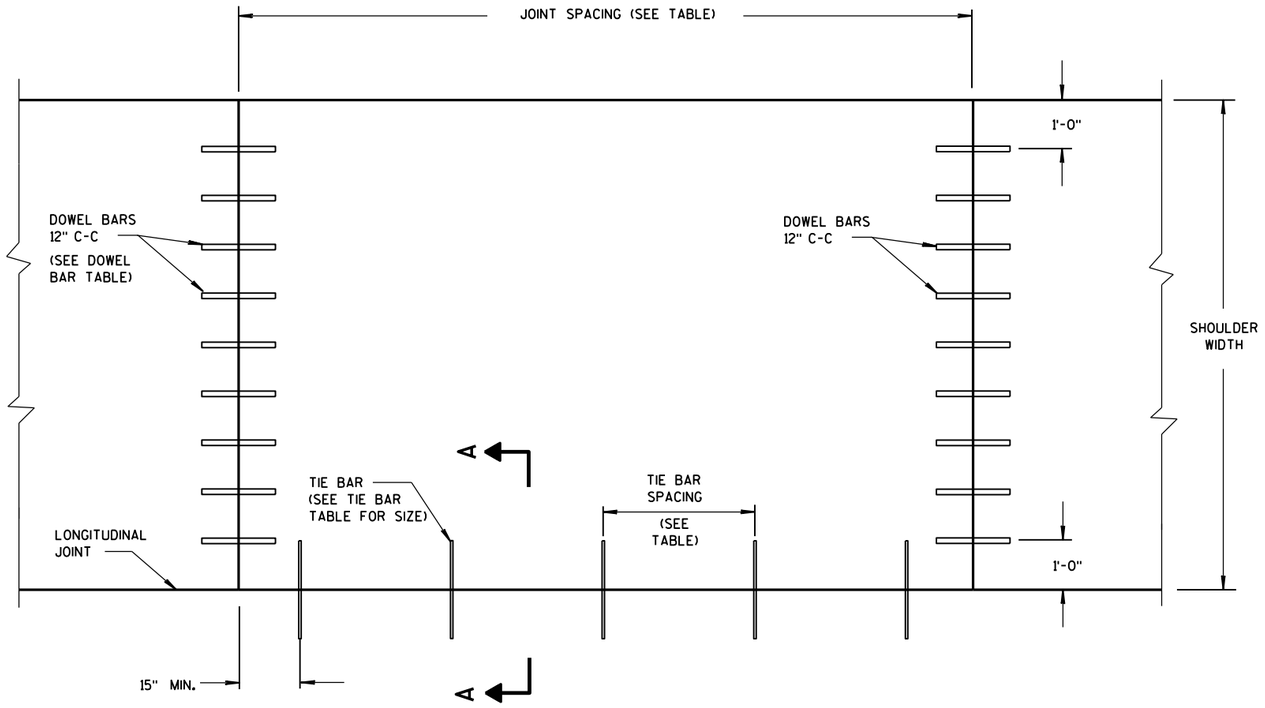
S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

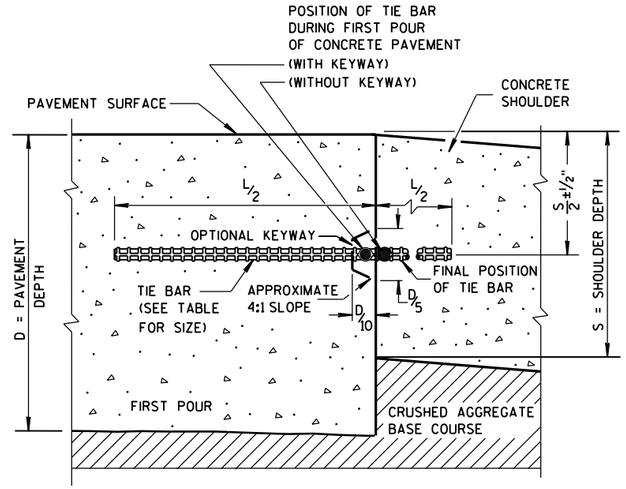
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER***	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'

*** FOR DOWELED CONCRETE SHOULDERS WITH TRAPEZOIDAL CROSS SECTIONS, CHOSE THE APPROPRIATE DOWEL BAR DIAMETER BASED ON THE SMALLER PAVEMENT DEPTH (LIKELY THE OUTSIDE EDGE OF THE SHOULDER). IF USING BASKETS, USE BASKETS FOR THE AVERAGE THICKNESS OF THE CROSS SECTION.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPERV
FHWA

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S.D.D. 13 A 3-6

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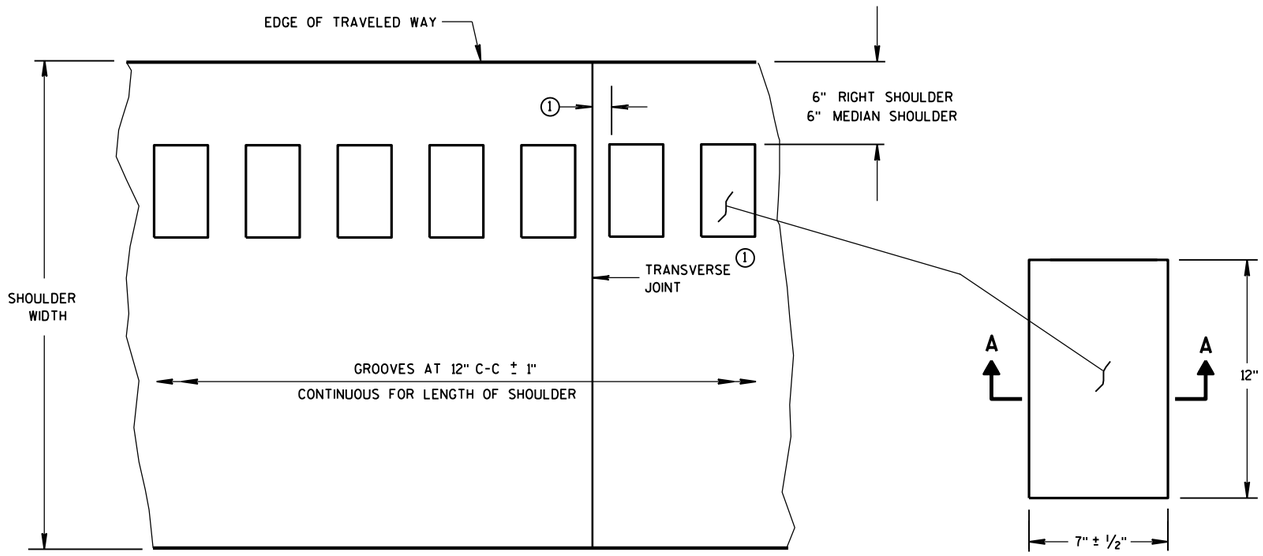
S.D.D. 13 A 3-6



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

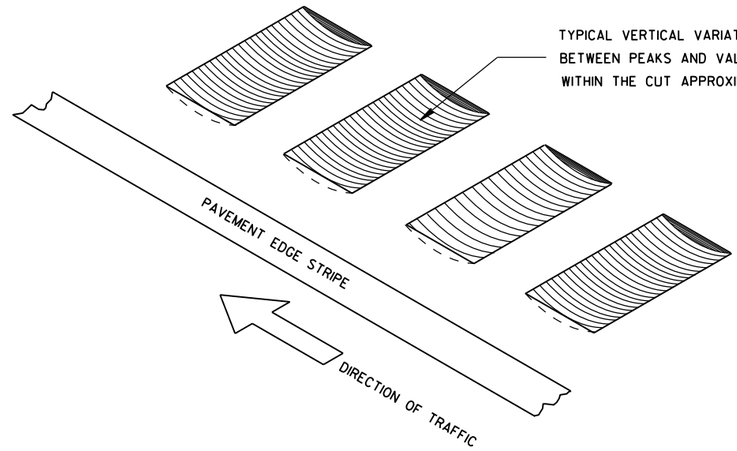
GENERAL NOTES

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

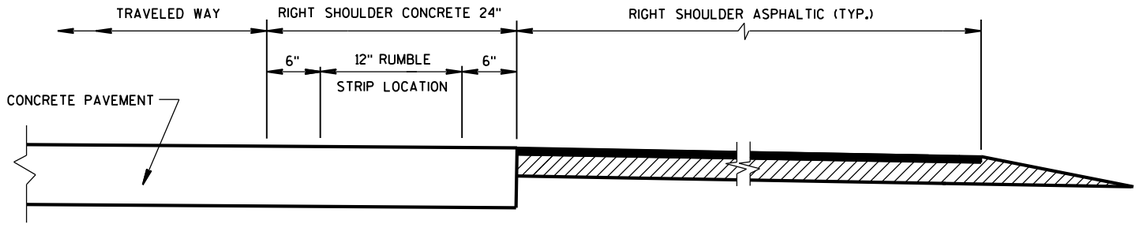
RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

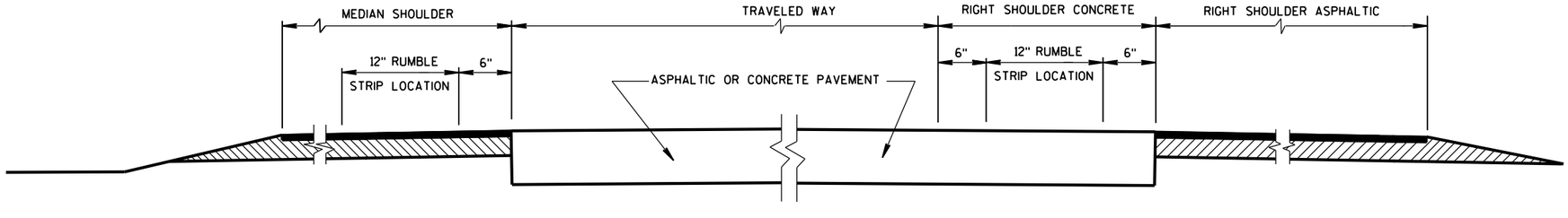
(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC



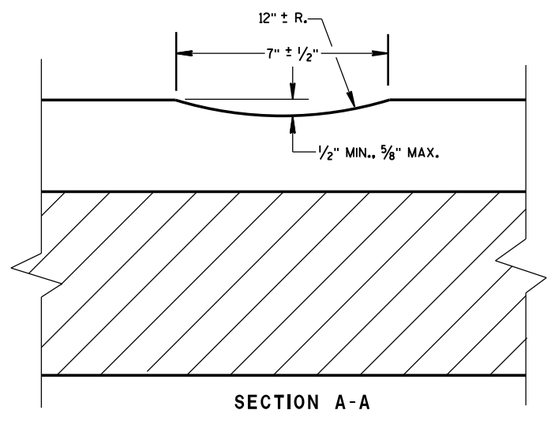
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION 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

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S.D.D. 13 A 5-5a

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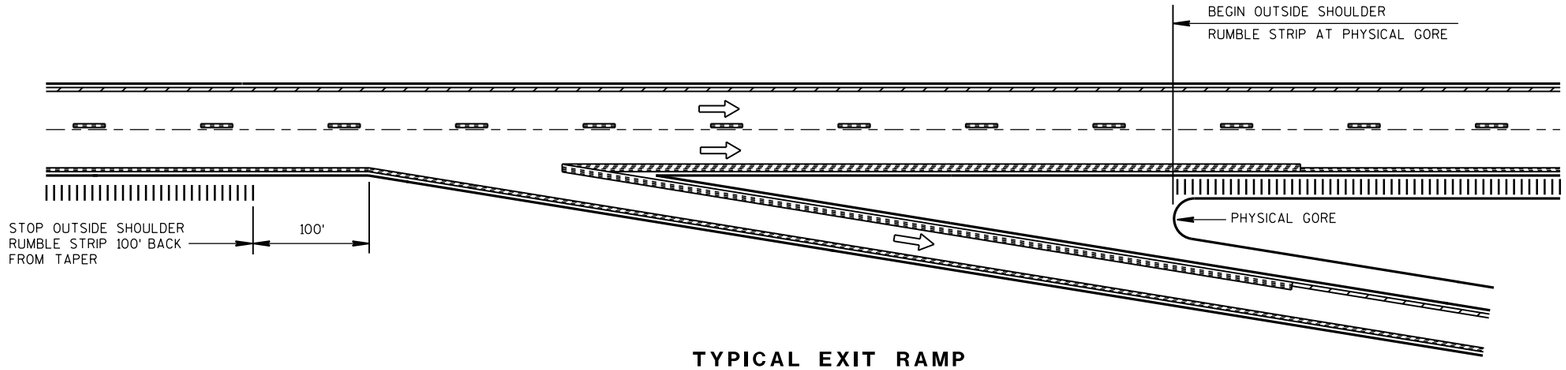
S.D.D. 13 A 5-5a



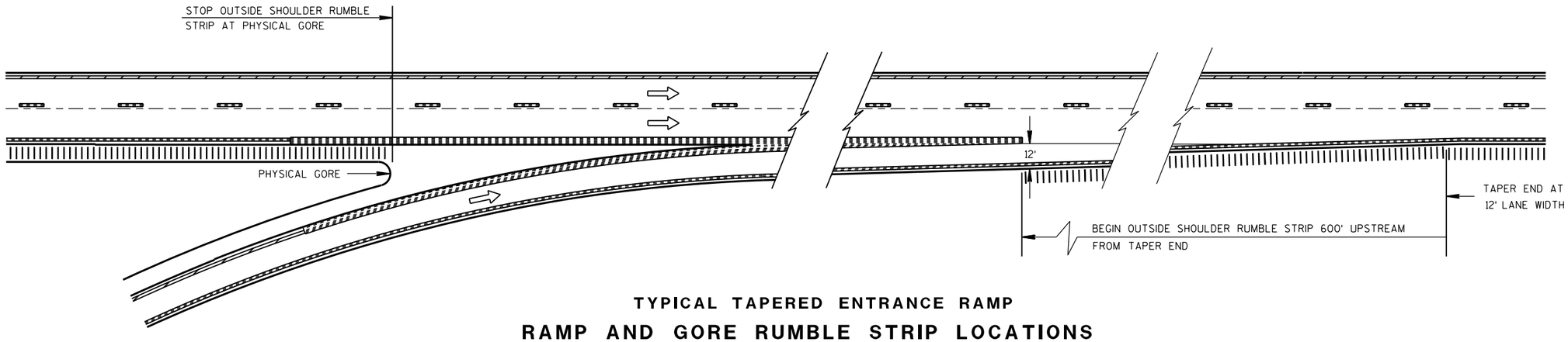
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

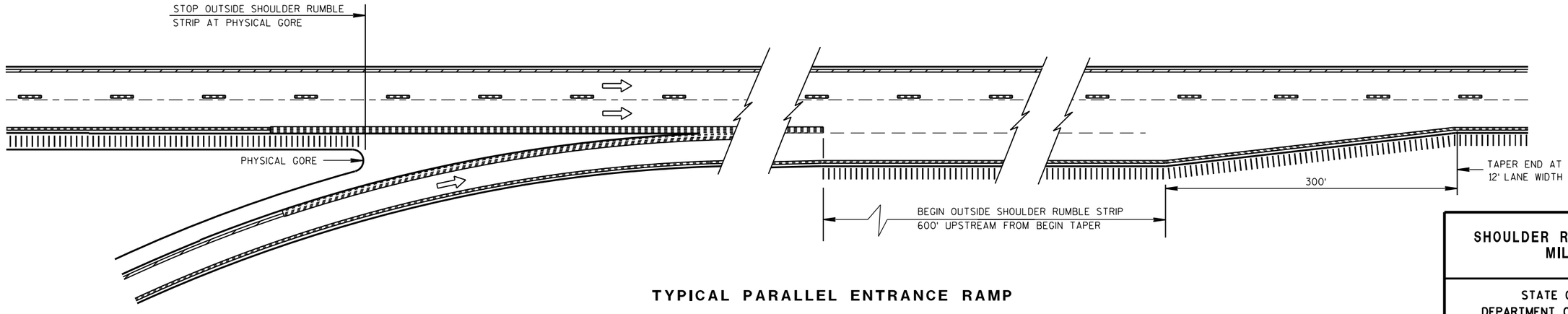
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/17/2012 — DATE
/S/ Jerry H. Zoga — ROADWAY STANDARDS ENGINEER
FHWA

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S.D.D. 13 A 5-5b

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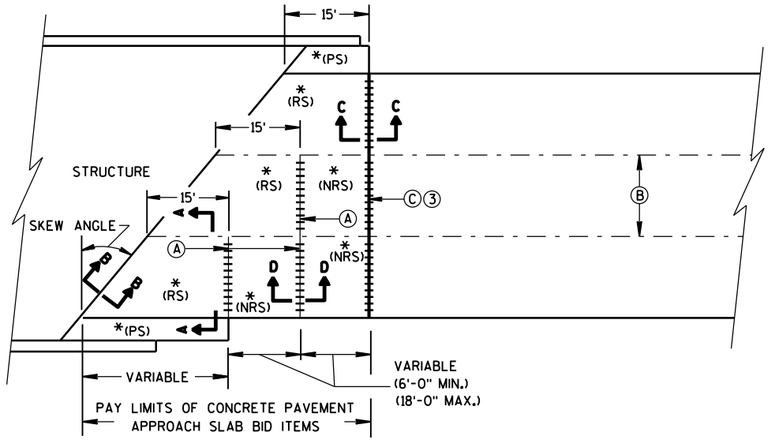
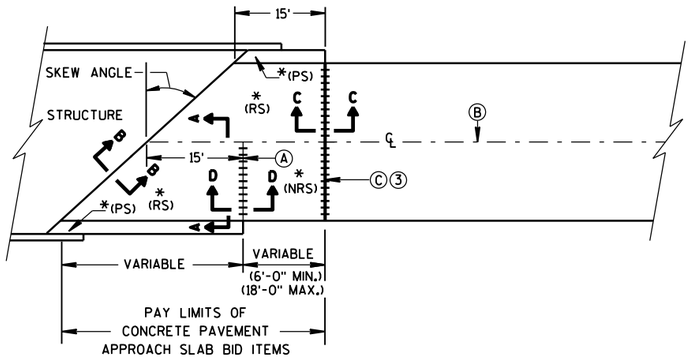
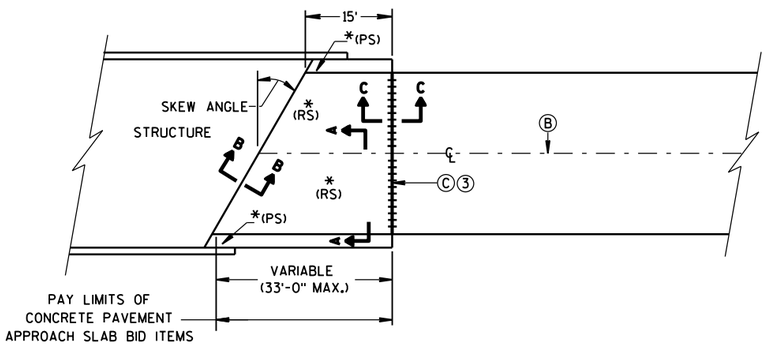
S.D.D. 13 A 5-5b



SKEWED APPROACH
(PAVEMENT MORE THAN 2 LANES)



SKEWS >20°
(PAVEMENT WIDTH ≤30')



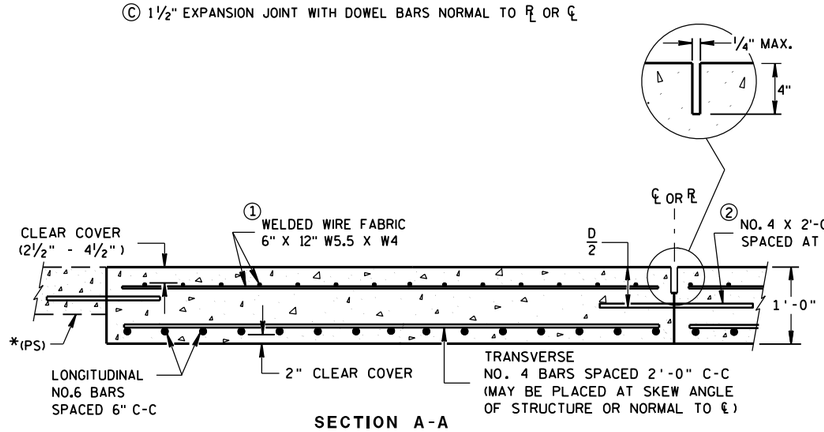
SKEWS ≤20°
(PAVEMENT WIDTH ≤30')

APPROACH SLAB AND ADJACENT PAVEMENT

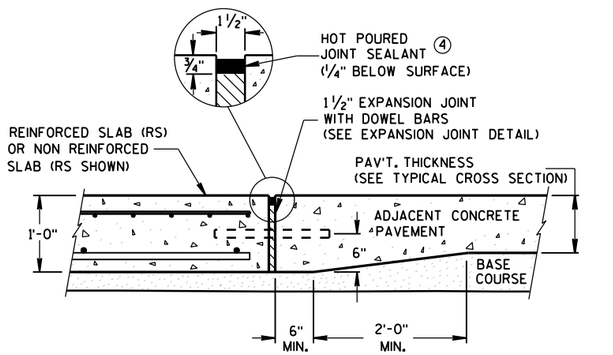
*(RS) = REINFORCED CONCRETE SLAB
*(PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB
(SEE DETAILS ELSEWHERE IN THE PLAN)
*(NRS) = NON-REINFORCED CONCRETE SLAB

***STANDARD DOWEL BAR DIAMETER
(SEE SDD 13C11, & SDD 13C13)

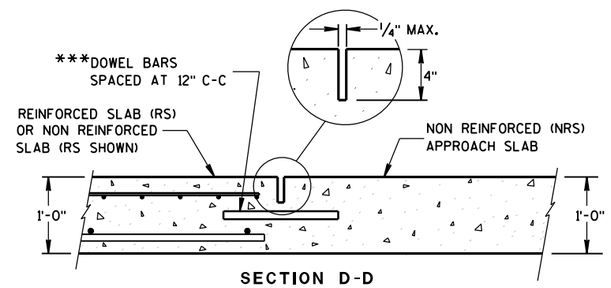
Ⓐ STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℄
Ⓑ STANDARD LONGITUDINAL JOINT WITH TIE BARS.
Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄



SECTION A-A
REINFORCEMENT POSITIONING DETAIL



SECTION C-C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT



SECTION D-D
CONTRACTION JOINT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

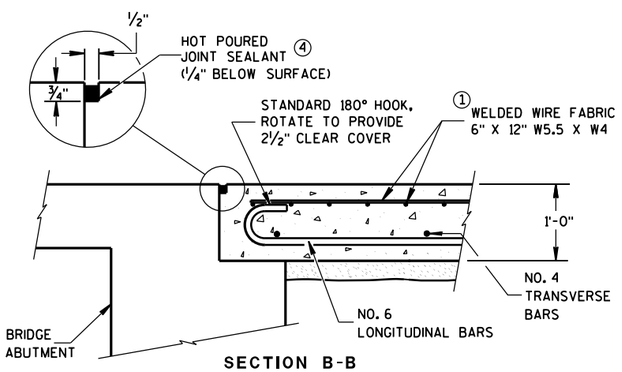
① THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2'-0" C-C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

② THE CONTRACTOR MAY OMIT TIE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

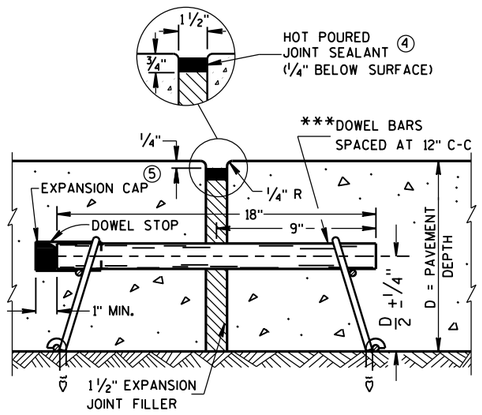
③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

④ USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.

⑤ PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.



SECTION B-B
BEND DETAIL
BOTTOM REINFORCEMENT



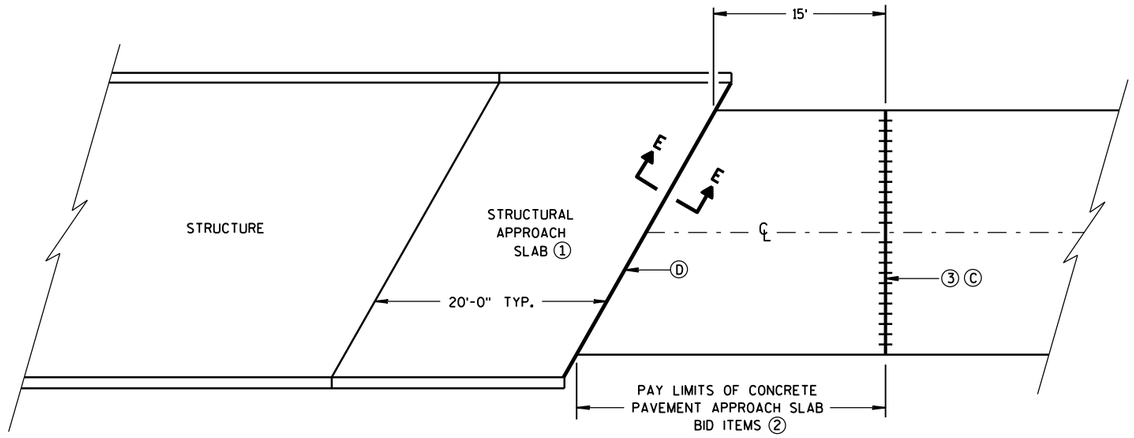
EXPANSION JOINT DETAIL

CONCRETE PAVEMENT
APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Peter Kemp, P.E.
PAVEMENT SUPER
FHWA

6
S.D.D. 13 B 2-8a
6
S.D.D. 13 B 2-8a



GENERAL NOTES

ALL PROJECTS THAT INVOLVE A STRUCTURAL APPROACH SLAB WILL ALSO HAVE A CONCRETE PAVEMENT APPROACH SLAB.

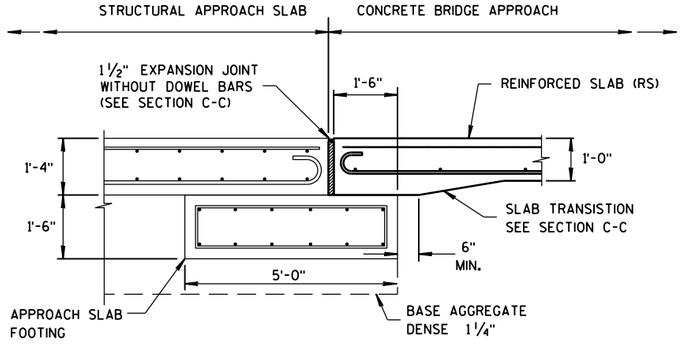
① SEE BRIDGE PLAN.

② CONFORM TO SHEET 13 B 2(A) FOR CONCRETE PAVEMENT APPROACH SLAB DETAILS.

③ DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

Ⓒ 1½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℄

Ⓓ 1½" EXPANSION JOINT (NO DOWELS)



SECTION E-E

FOOTING DETAIL

STRUCTURAL APPROACH SLAB TO CONCRETE BRIDGE APPROACH

STRUCTURAL APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERV

FHWA

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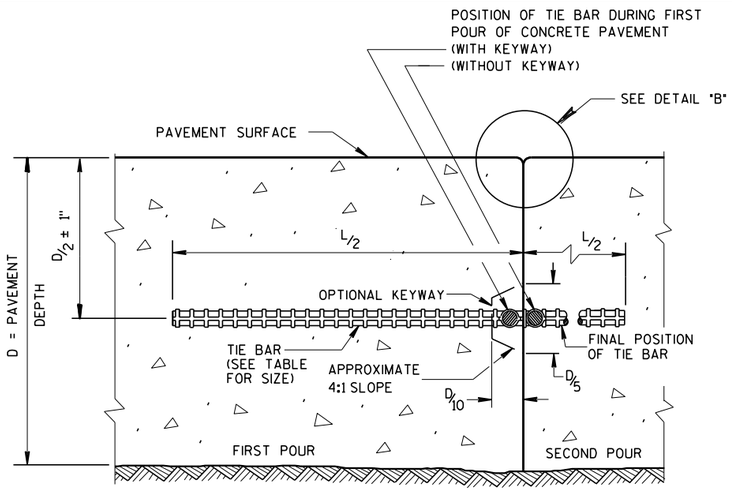
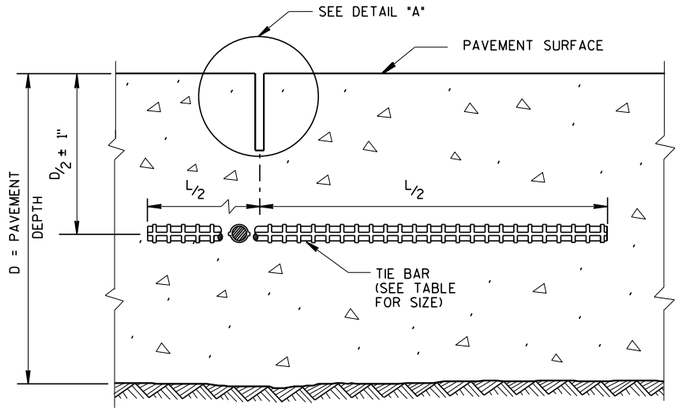
S.D.D. 13 B 2-8b



CONSTRUCTION JOINT



SAWED JOINT

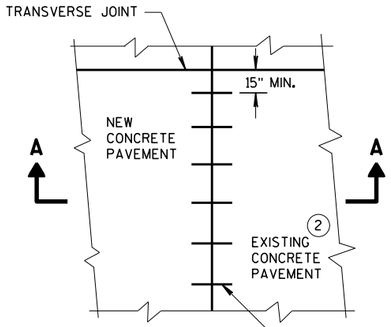
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

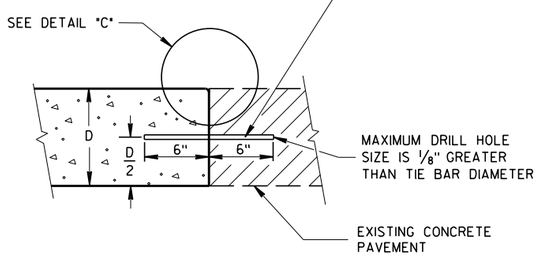
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

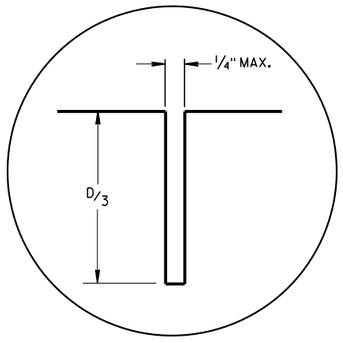


PLAN VIEW

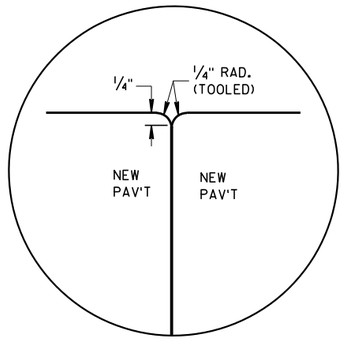


SECTION A-A

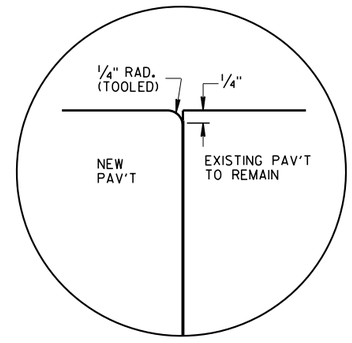
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



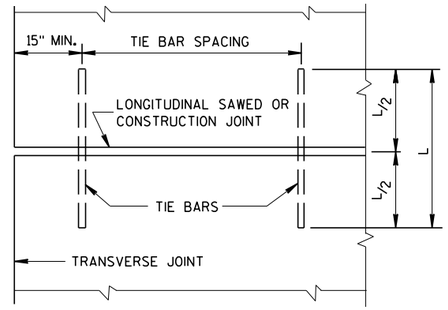
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp PE — PAVEMENT SUPE
FHWA

6
S.D.D. 13 C 1-19

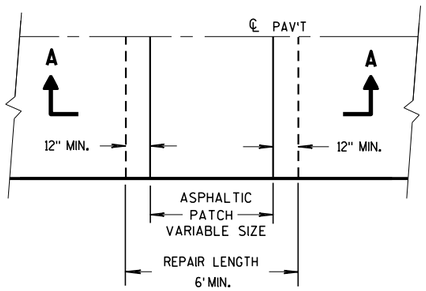
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

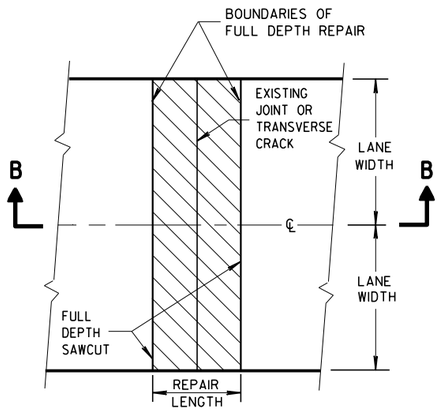
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

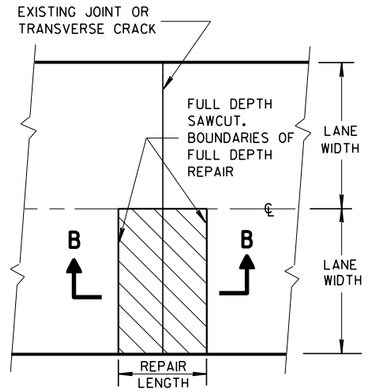
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

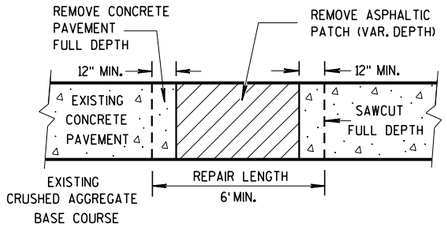


PLAN VIEW
(DOUBLE LANE REPAIR)



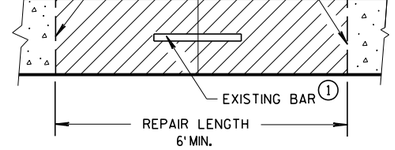
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

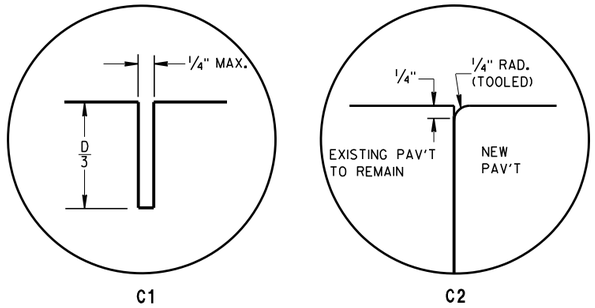
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 9-15a



C1 C2

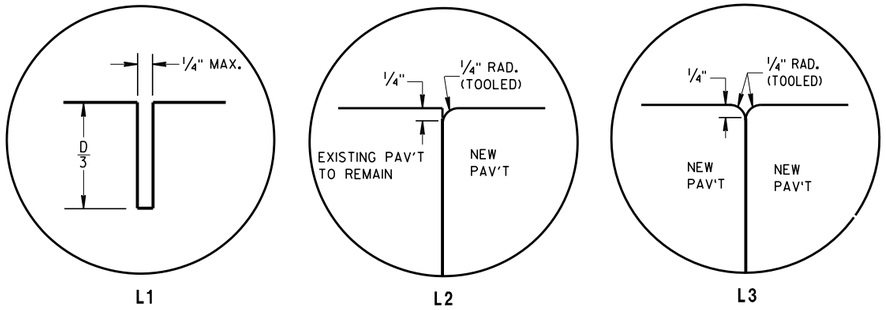
TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

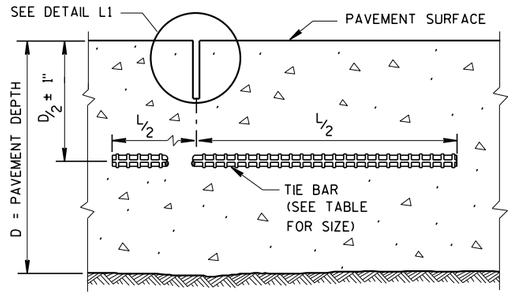
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



L1 L2 L3

LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

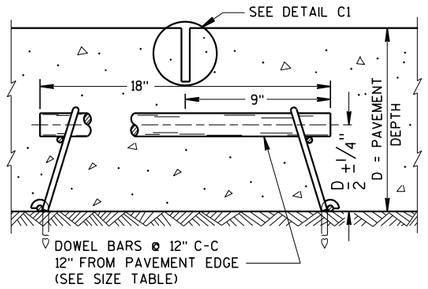
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

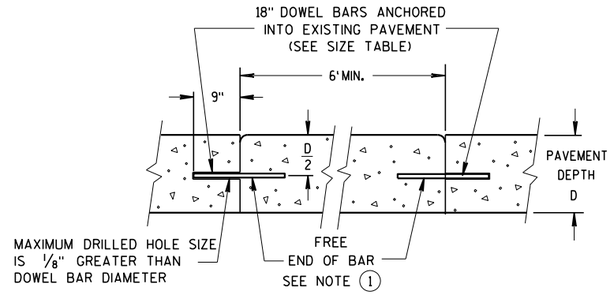
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

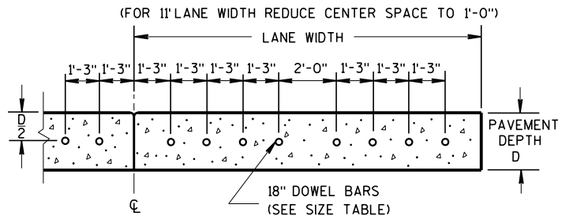


SECTION F-F

CONTRACTION JOINT



SECTION D-D

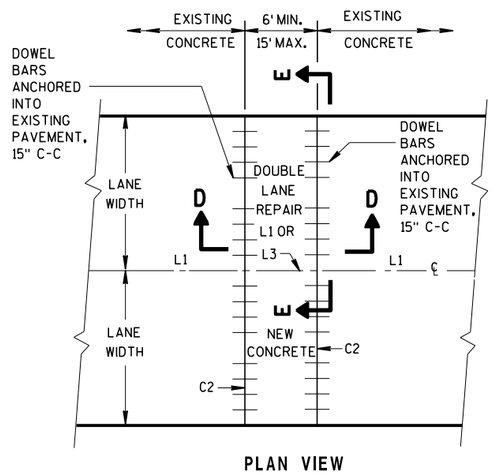


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

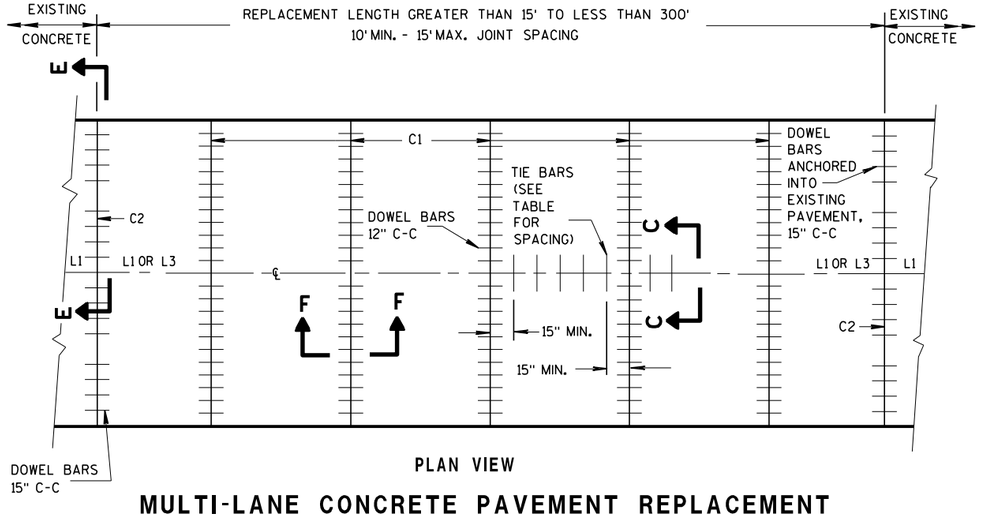
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



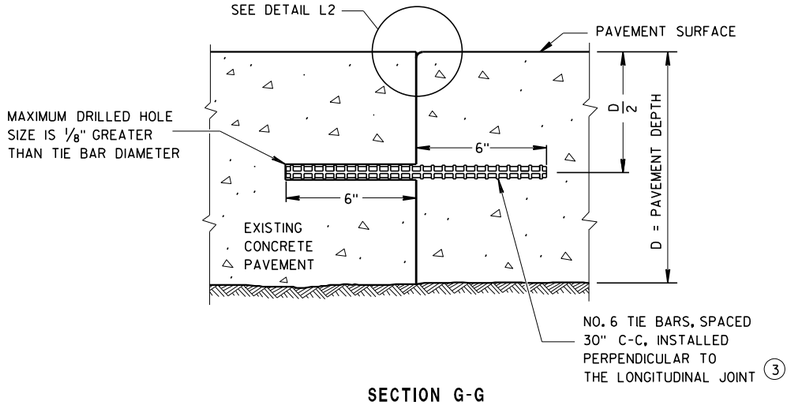
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 13 C 9-15b



SECTION G-G

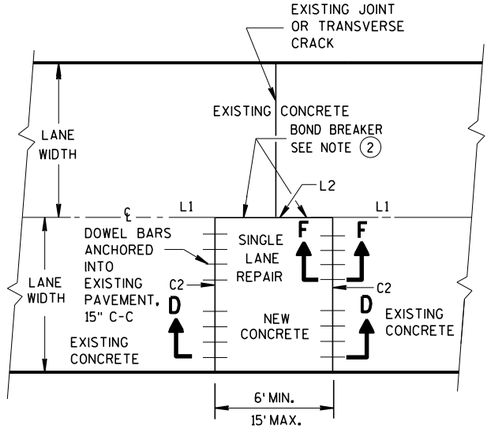
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

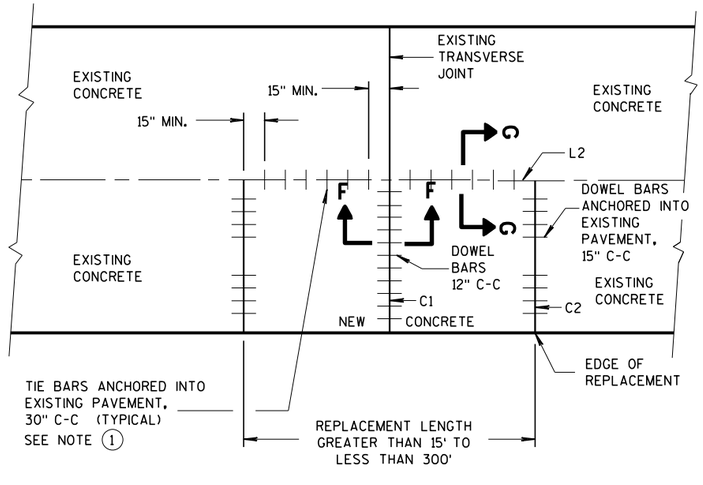
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

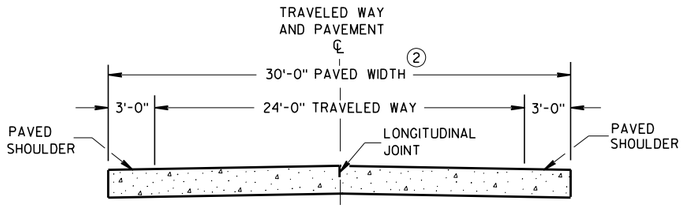
SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

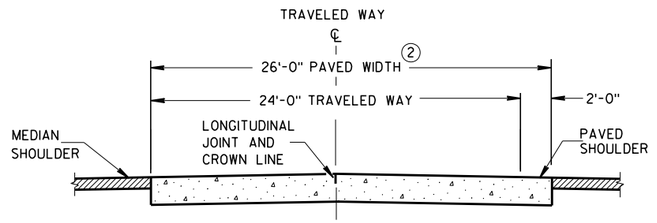
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA

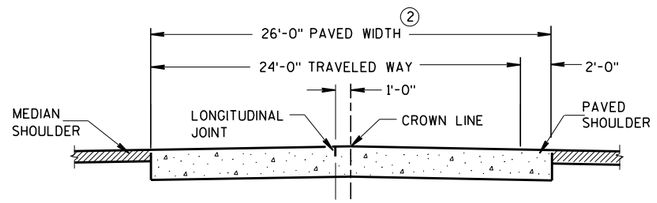
S.D.D. 13 C 9-15c



SECTION A-A
TWO-LANE TWO-WAY HIGHWAY ①



SECTION B-B



ALTERNATIVE SECTION B-B
①
DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

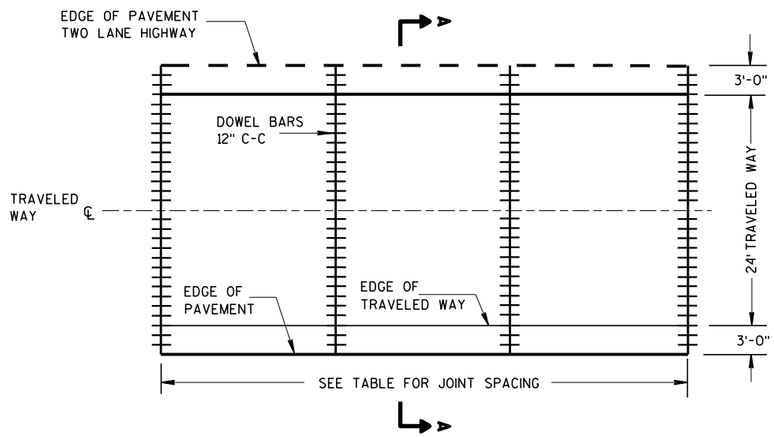
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

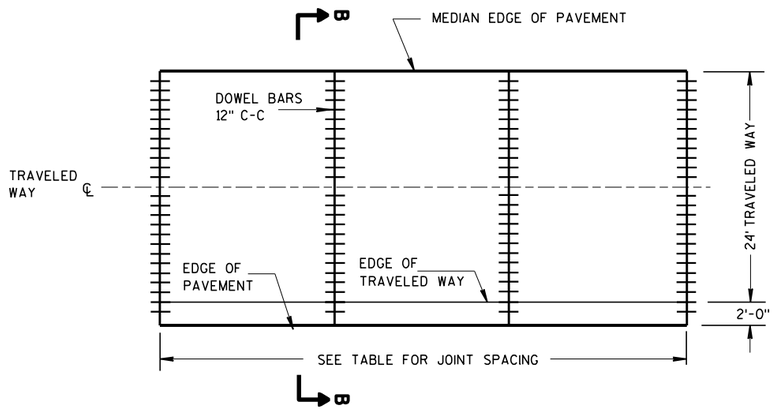
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 11-12a

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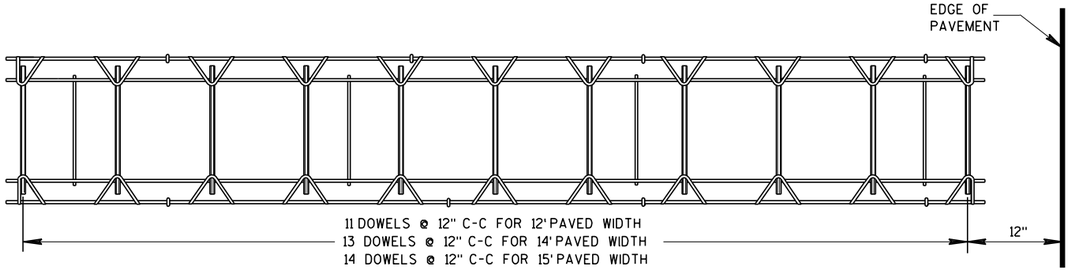
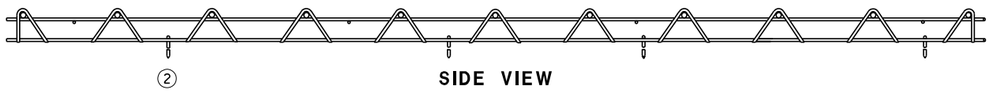
S.D.D. 13 C 11-12a



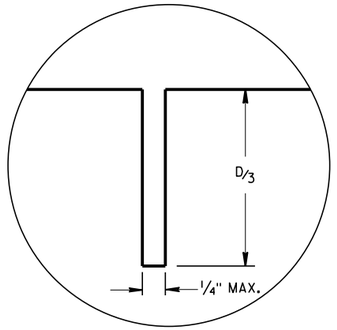
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

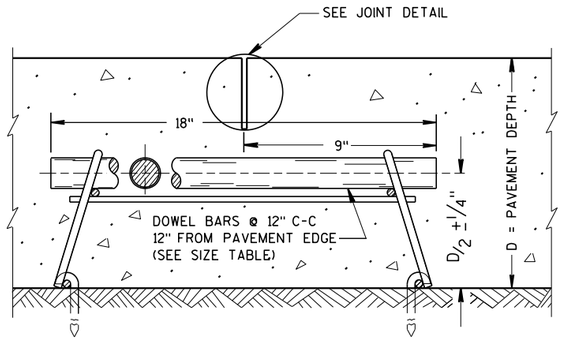
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

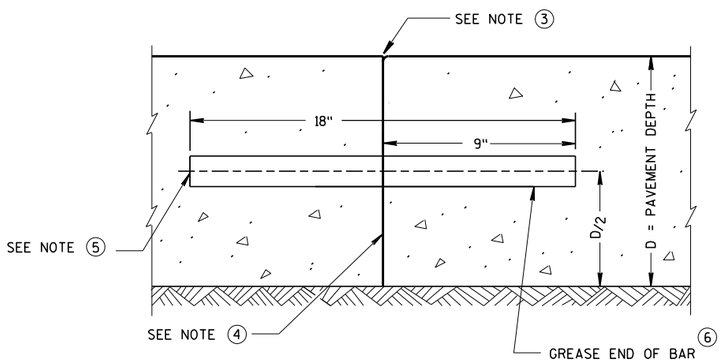
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

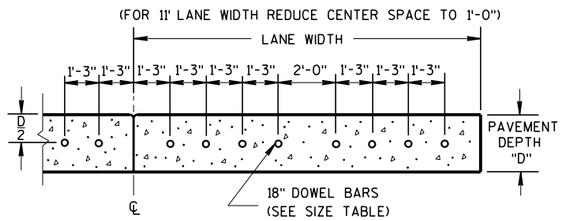
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

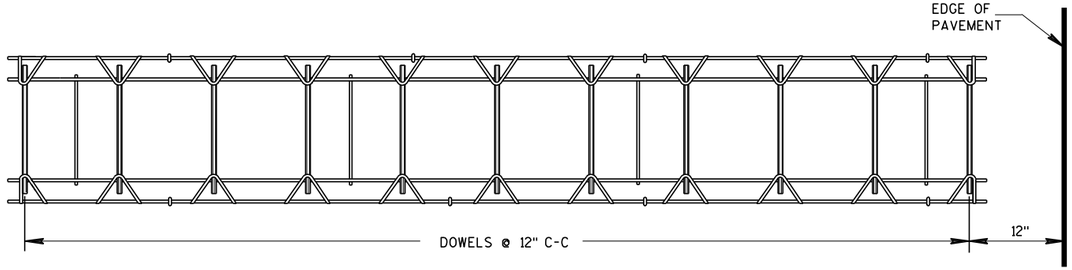
RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUP
FHWA

6

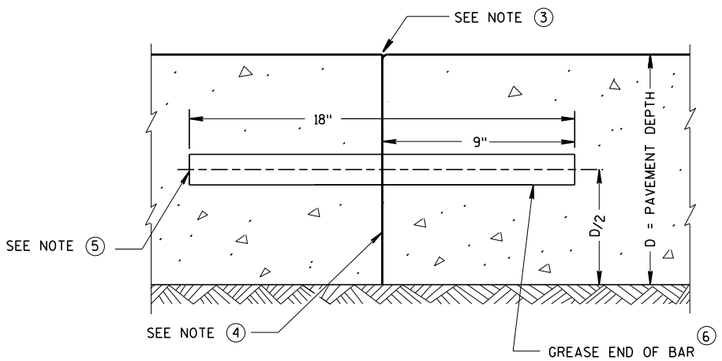
S.D.D. 13 C 11-12b



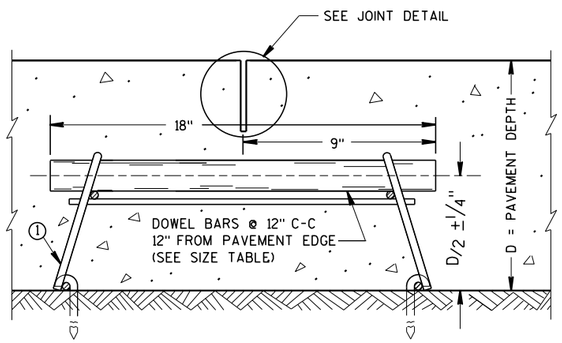
PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



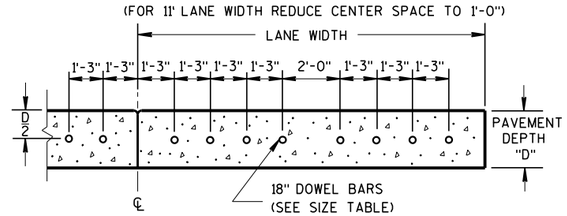
TRANSVERSE CONSTRUCTION JOINT



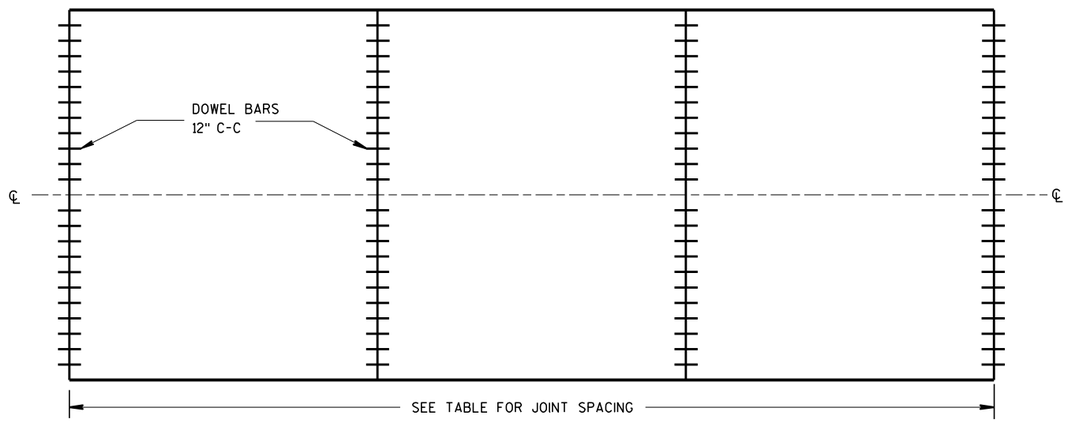
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

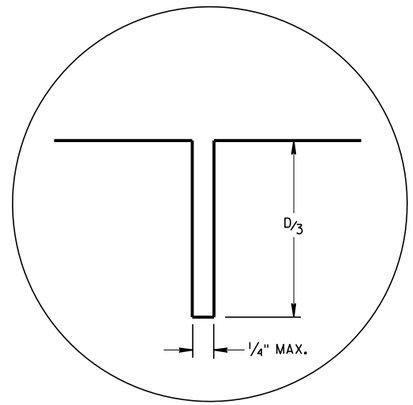
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

FHWA

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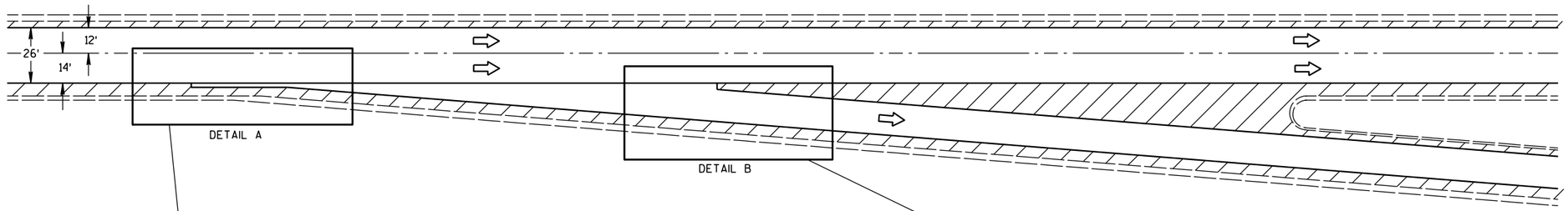
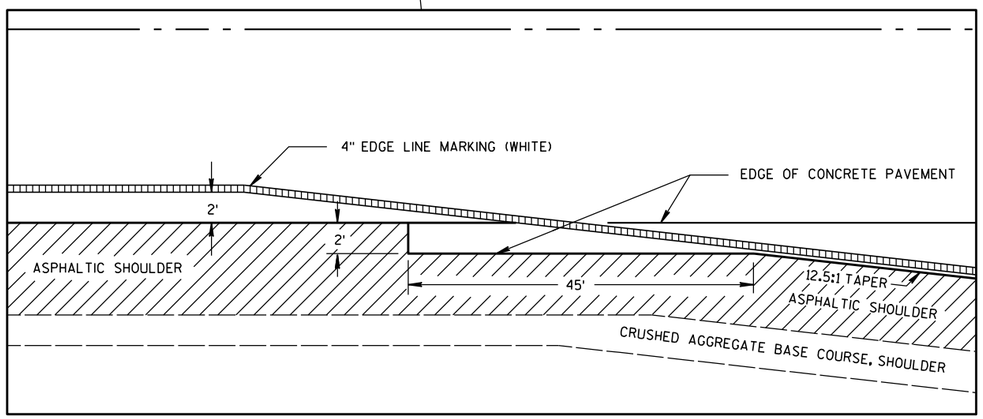
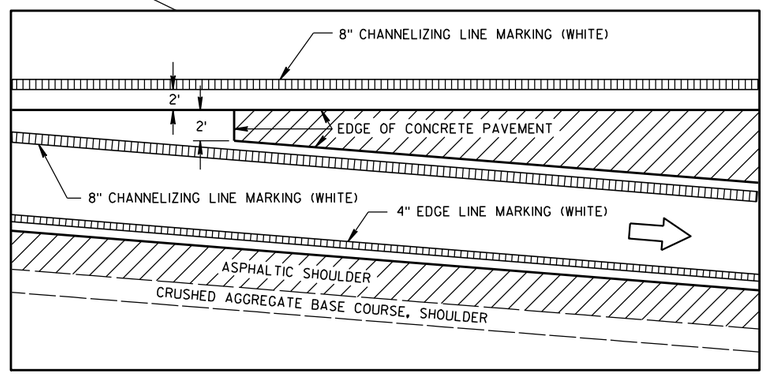
S.D.D. 13 C 13-9



EXIT RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR EXIT RAMP TERMINI

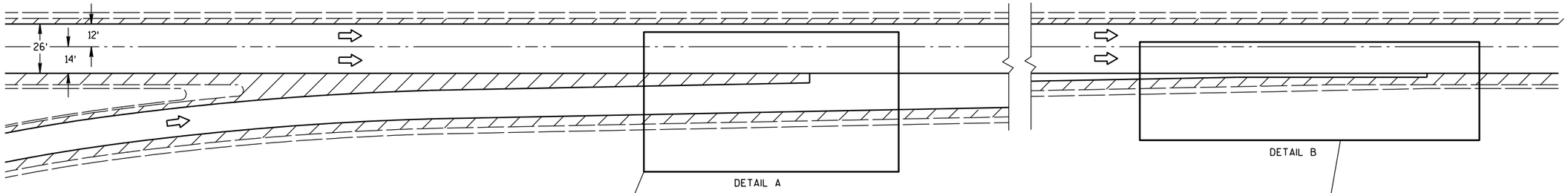
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

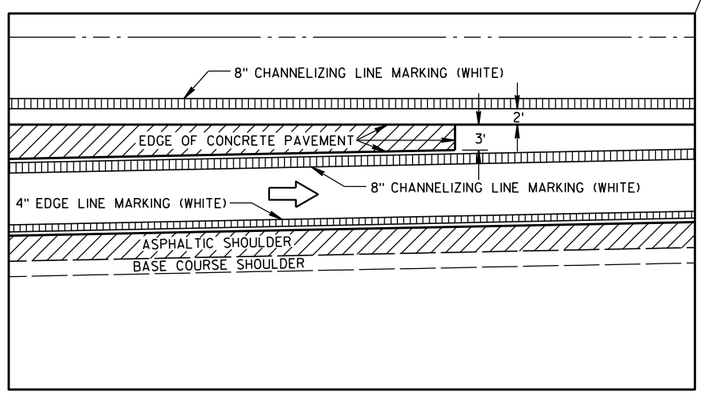
S.D.D. 13 C 17-1a

6

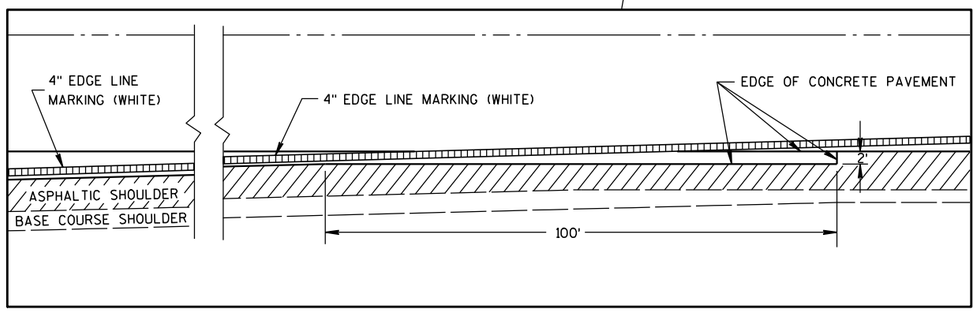
S.D.D. 13 C 17-1a



ENTRANCE RAMP DETAIL



DETAIL A



DETAIL B

CONCRETE JOINT PAVING DETAILS

GENERAL NOTES

PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

SEE SDD 13 A 4-4c OR SDD 13 A 5-1b FOR RAMP AND GORE RUMBLE STRIP LOCATION.

CONCRETE JOINT DETAIL FOR ENTRANCE RAMP TERMINI

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/27/98
DATE

/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 13 C 17-1b

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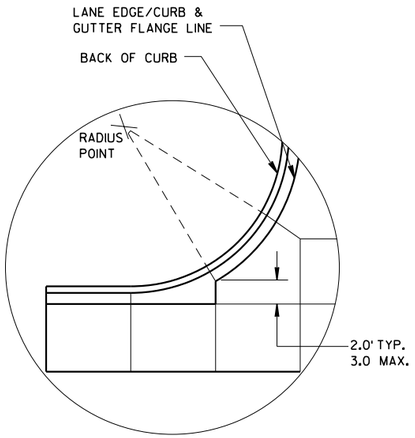
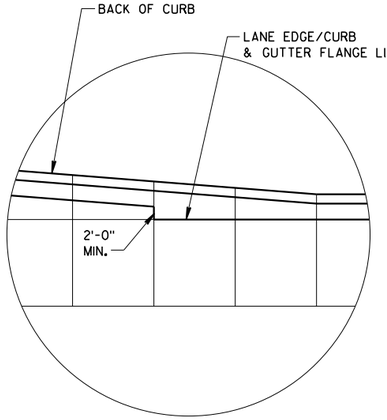
S.D.D. 13 C 17-1b



DETAIL "A"



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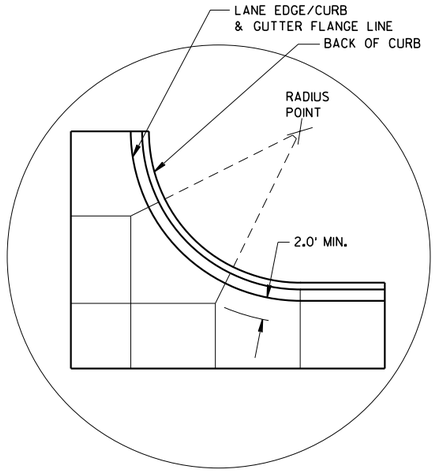
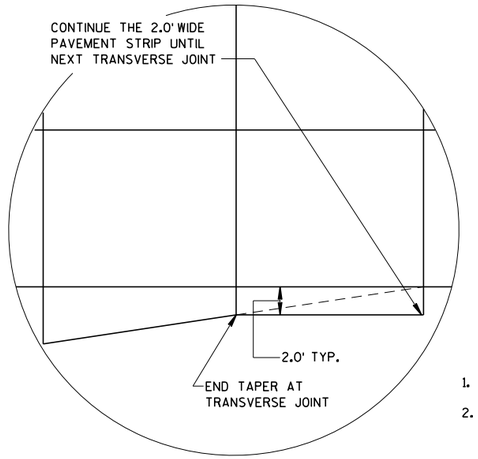


DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G. MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

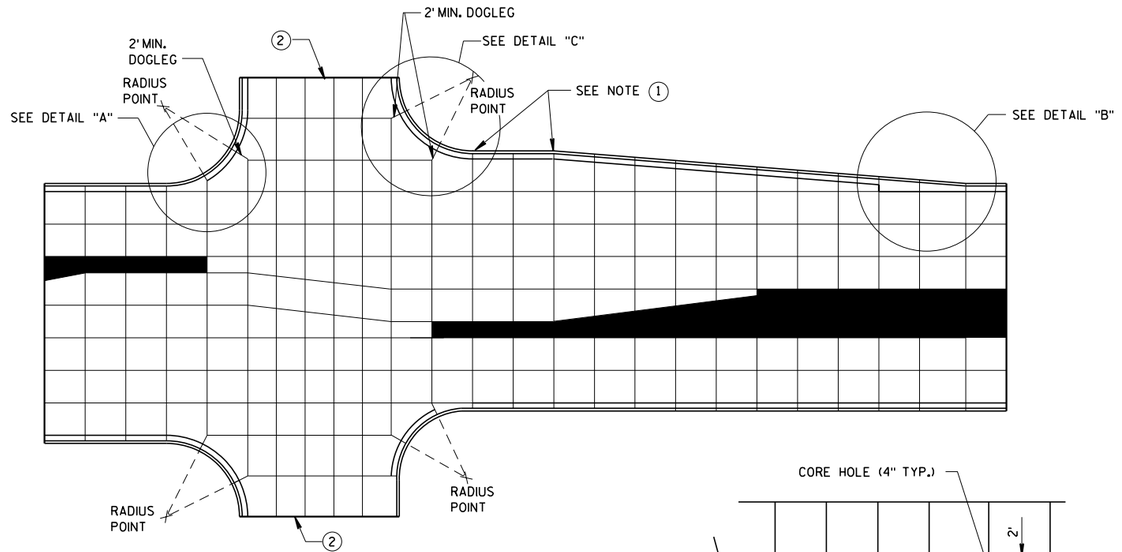
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

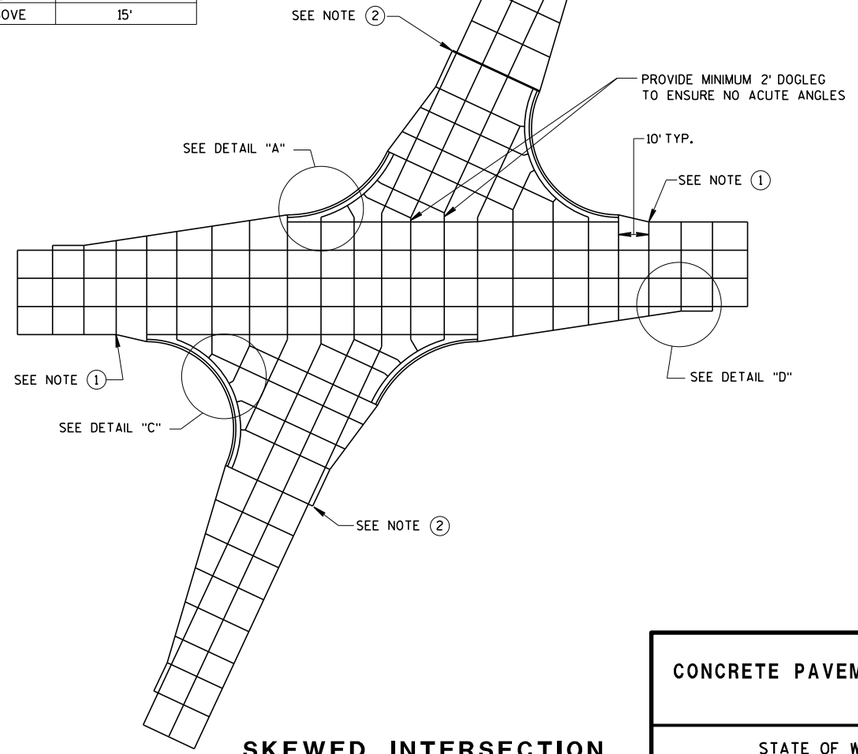
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



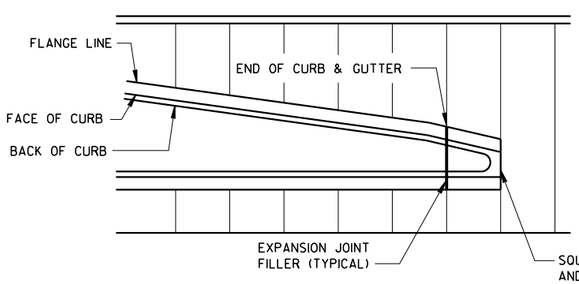
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

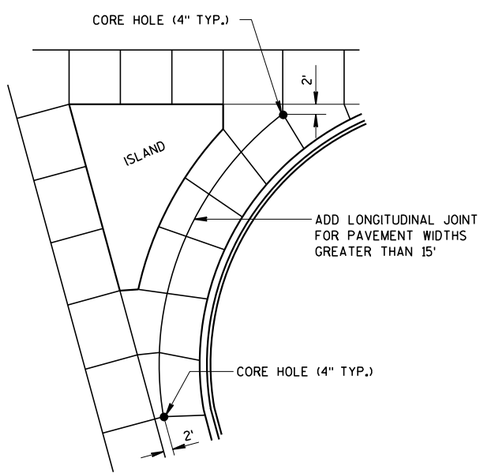
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

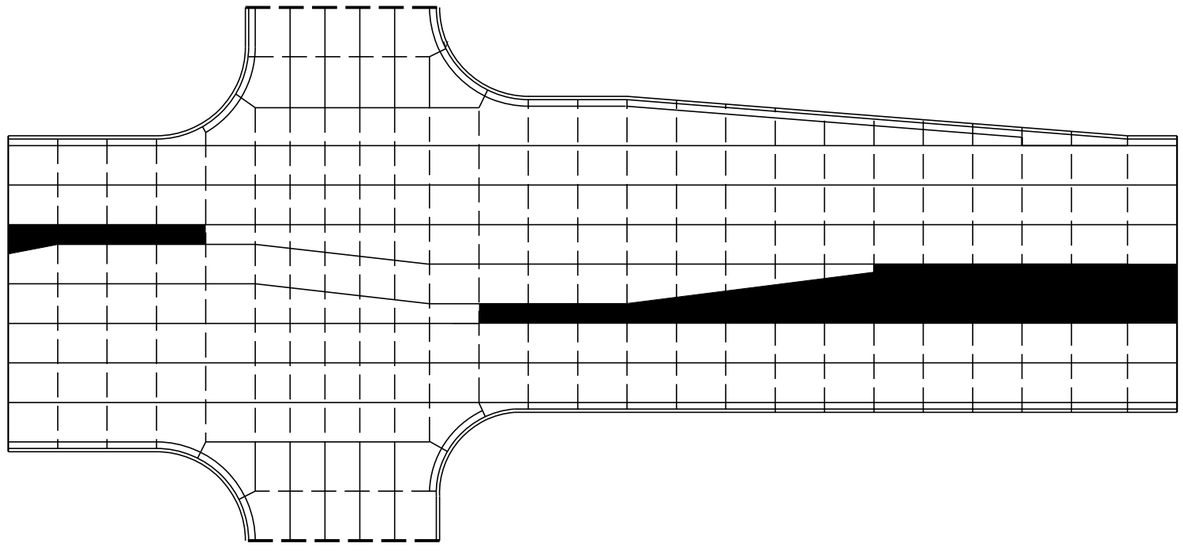
6
S.D.D. 13 C 18-6a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

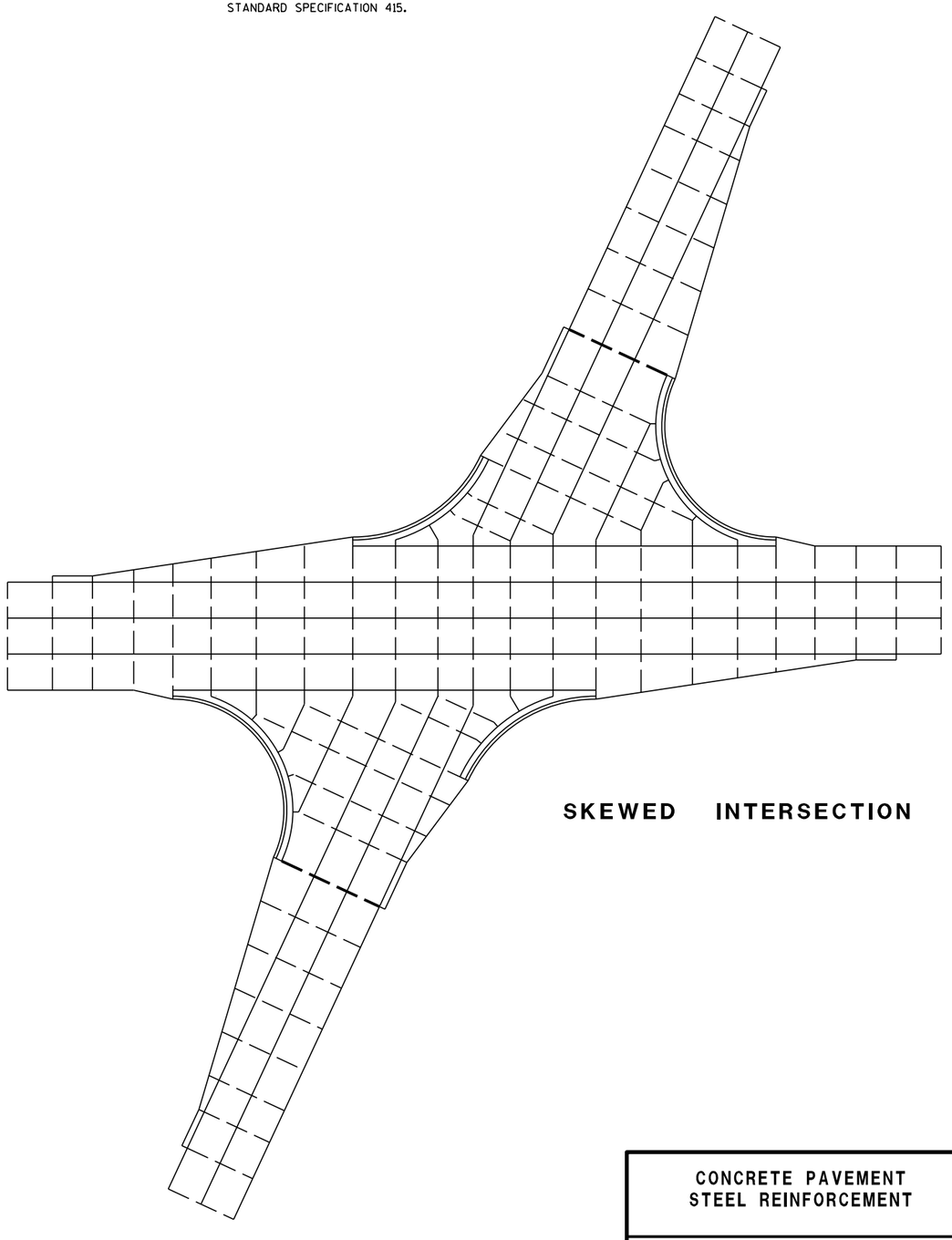
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

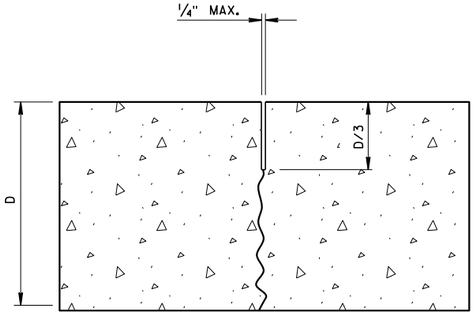
S.D.D. 13 C 18-6b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

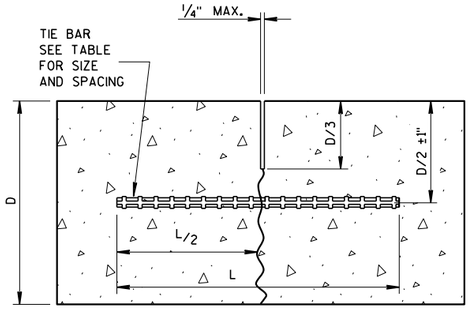
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 13 C 18-6b



UNDOWELED-TRANSVERSE



TIED LONGITUDINAL

TIE BAR TABLE

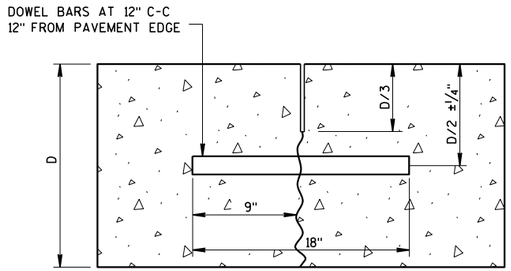
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

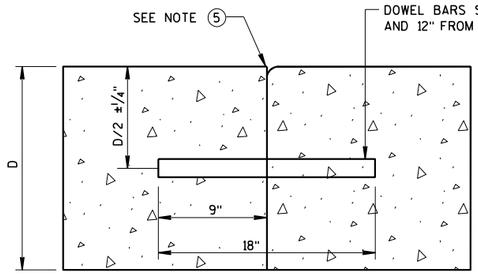
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A 1/4-INCH RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



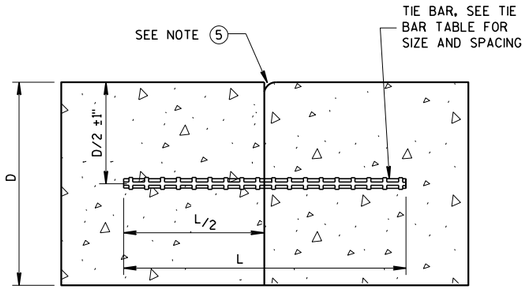
DOWELED-TRANSVERSE

CONTRACTION JOINTS

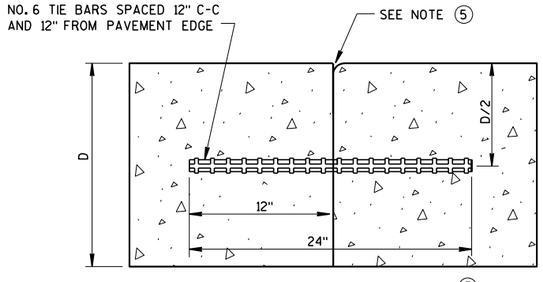
SEE NOTE (2)



DOWELED TRANSVERSE (3)

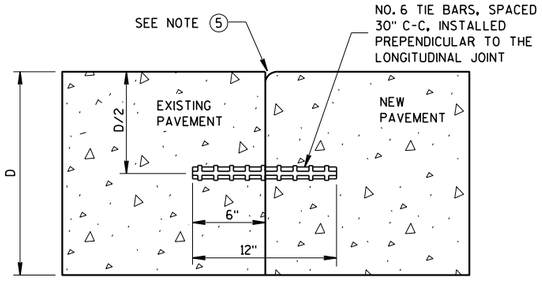


TIED LONGITUDINAL



TIED TRANSVERSE (3)

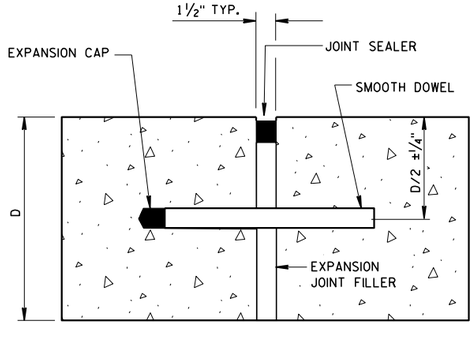
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

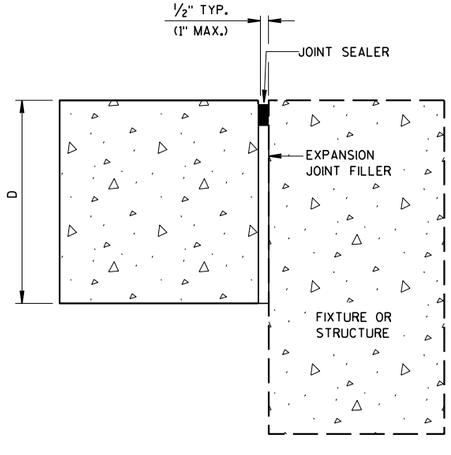
CONSTRUCTION JOINTS

SEE NOTE (4)



DOWELED-TRANSVERSE

SEE NOTE (1)



UNTIED-LONGITUDINAL

EXPANSION JOINTS

CONCRETE PAVEMENT
JOINT TYPES

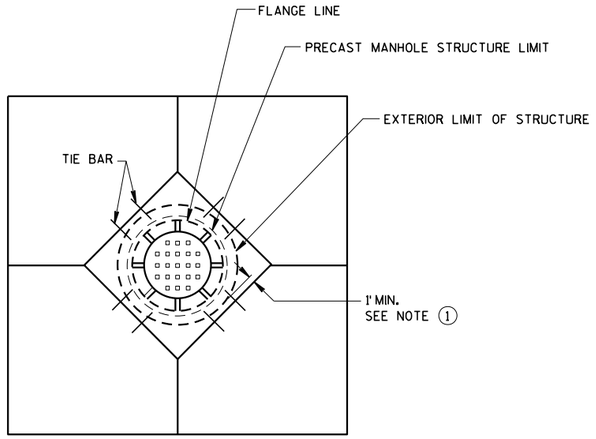
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

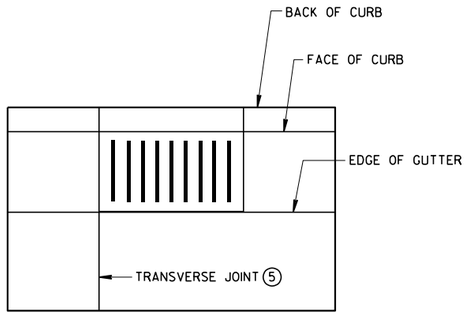
S.D.D. 13 C 18-6c

6

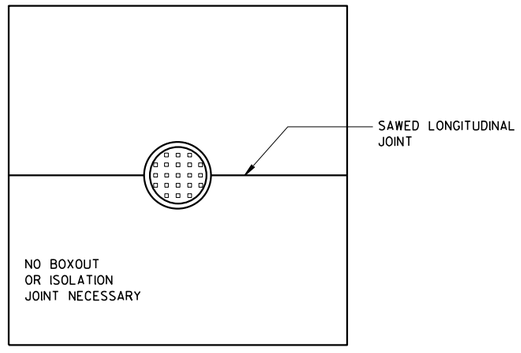
S.D.D. 13 C 18-6c



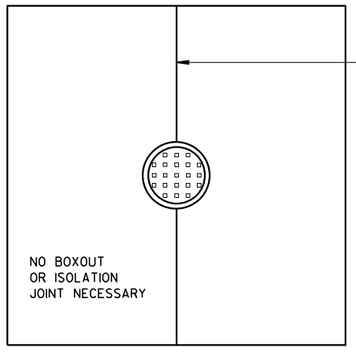
DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS



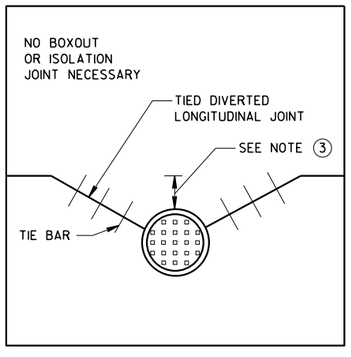
INLET WITH TRANSVERSE JOINT



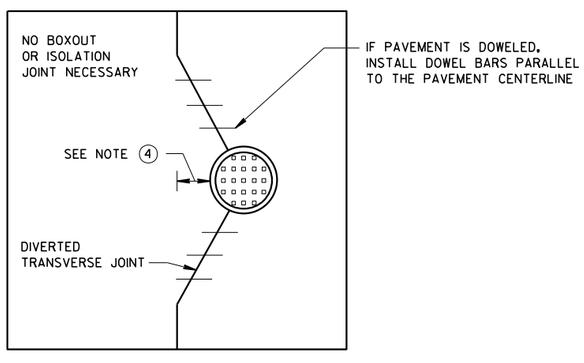
MANHOLE WITH LONGITUDINAL JOINT



MANHOLE WITH TRANSVERSE JOINT



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT

GENERAL NOTES

(1) USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1-FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.

(2) ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.

(3) IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDIAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(4) IF DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REBAR REINFORCEMENT AROUND THE MANHOLE.

(5) ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

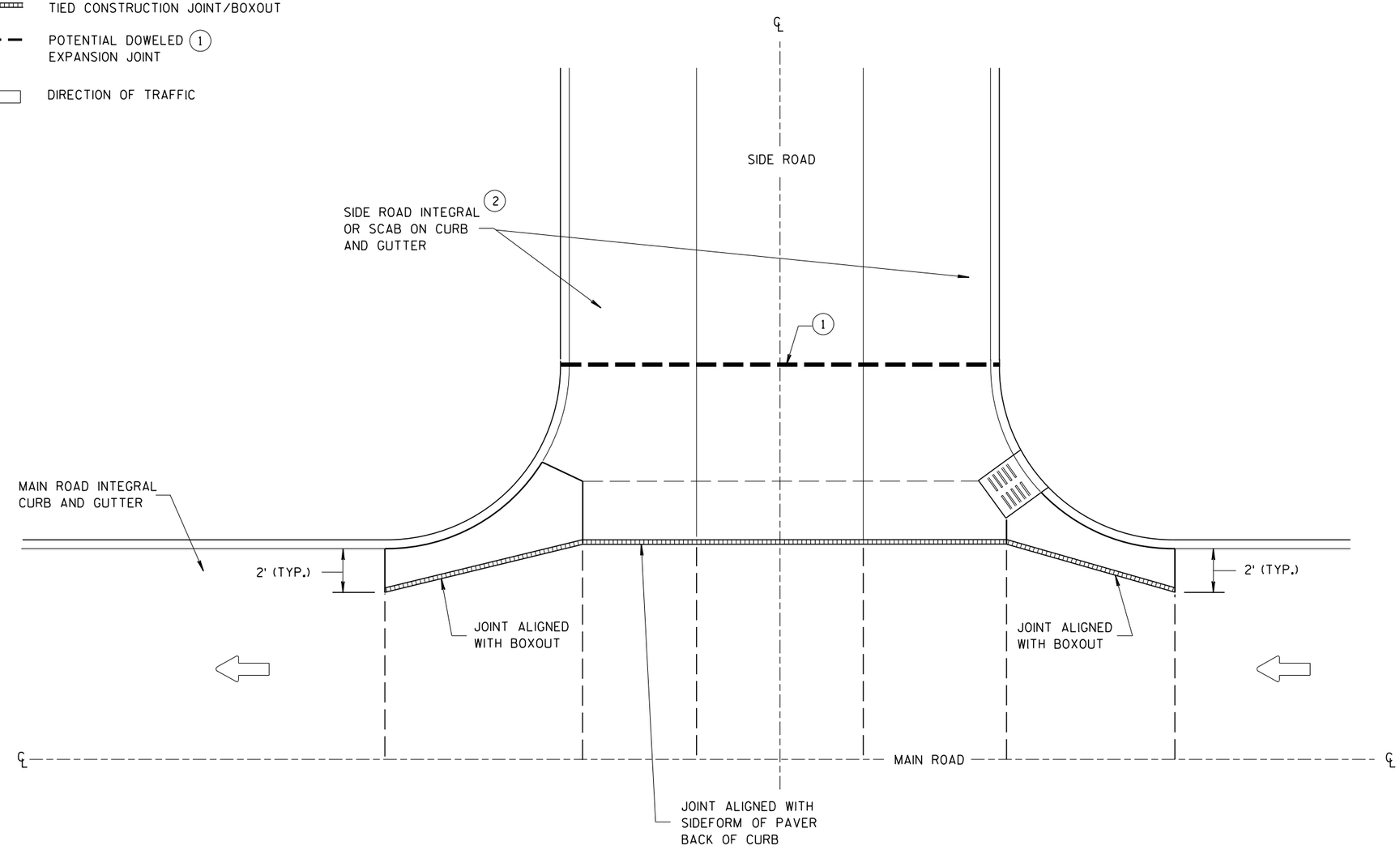
APPROVED
March 2018
DATE
/S/ Peter K[illegible] P.E.
PAVEMENT SUPT
FHWA

6

S.D.D. 13 C 18-6d

LEGEND

- DOWELED JOINT
- TIED JOINT
- TIED CONSTRUCTION JOINT/BOXOUT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

1. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH, ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

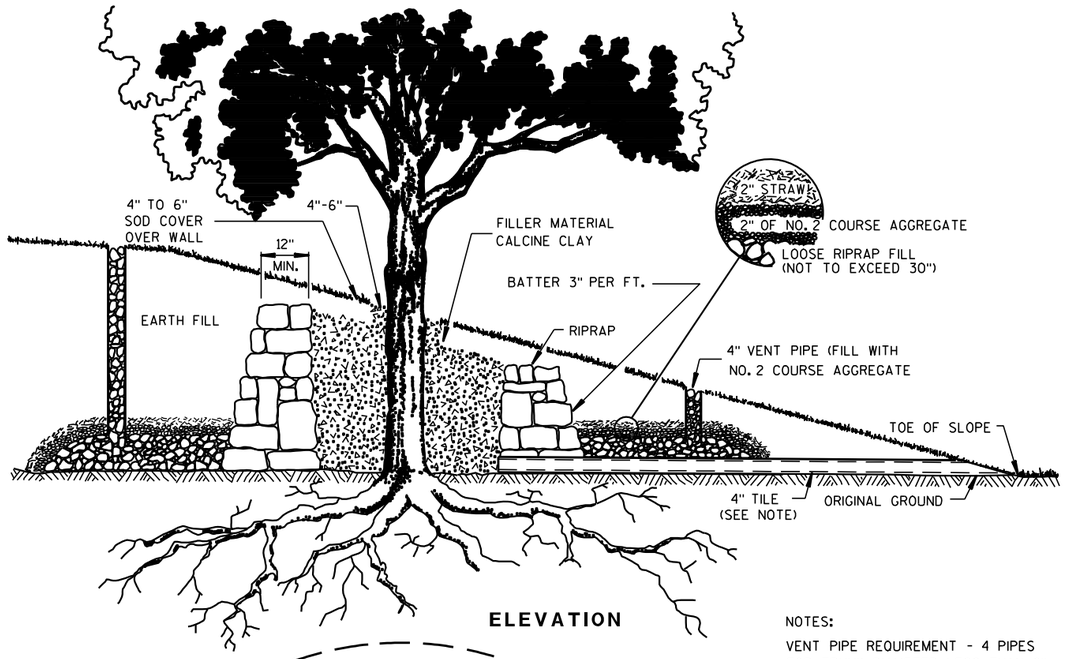
2. PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USED.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

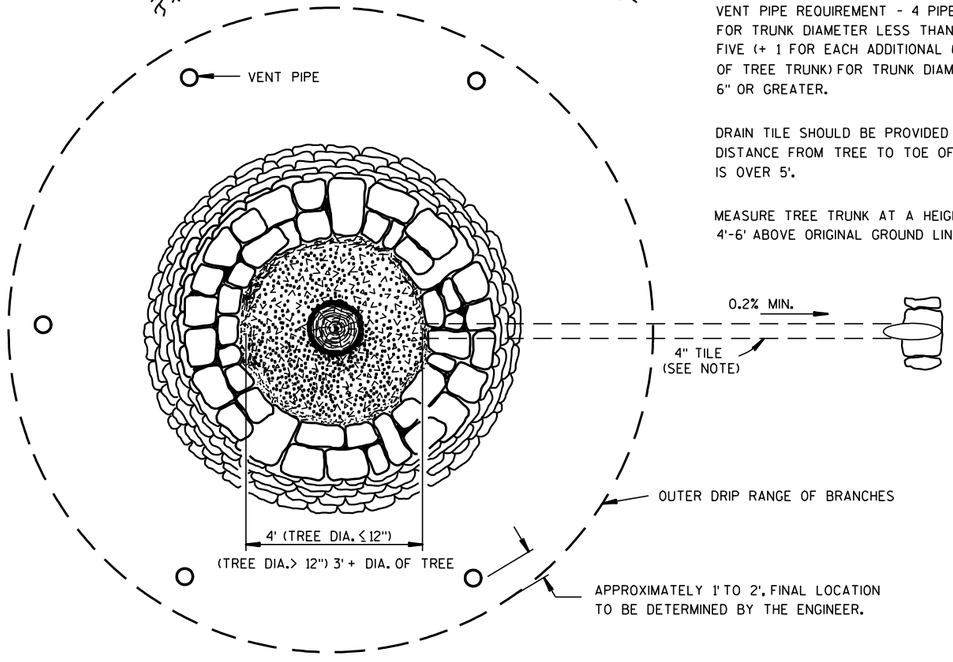
CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
March 2018 DATE	/S/ Peter Kemp P.E. PAVEMENT SUP
FHWA	

6

S.D.D. 13 C 18-6f



ELEVATION



PLAN

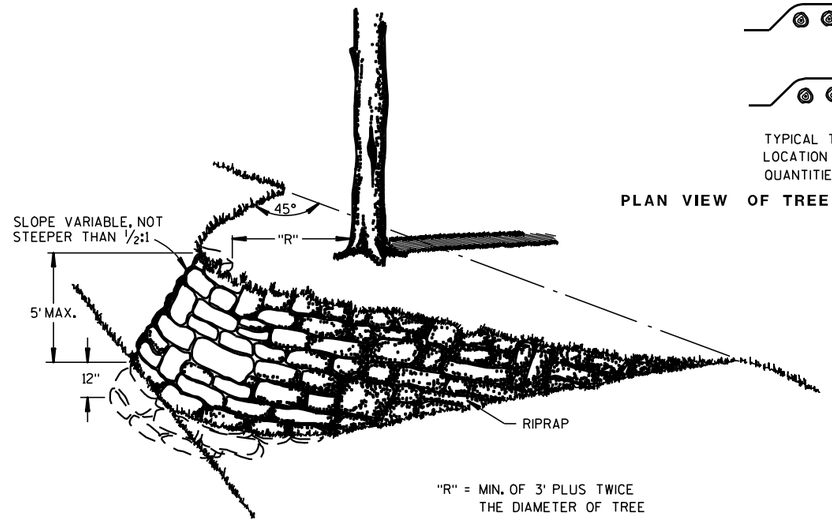
FULL TREE WELL WITH RIPRAP WALL

NOTES:

VENT PIPE REQUIREMENT - 4 PIPES FOR TRUNK DIAMETER LESS THAN 6". FIVE (+ 1 FOR EACH ADDITIONAL 6" OF TREE TRUNK) FOR TRUNK DIAMETER 6" OR GREATER.

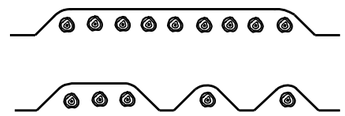
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.



"R" = MIN. OF 3' PLUS TWICE THE DIAMETER OF TREE

DETAILS OF TREE ISLAND AND ROOT PROTECTION



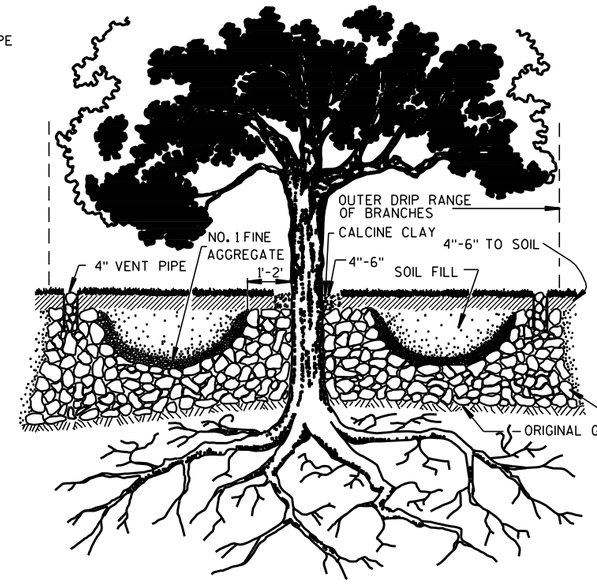
TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES

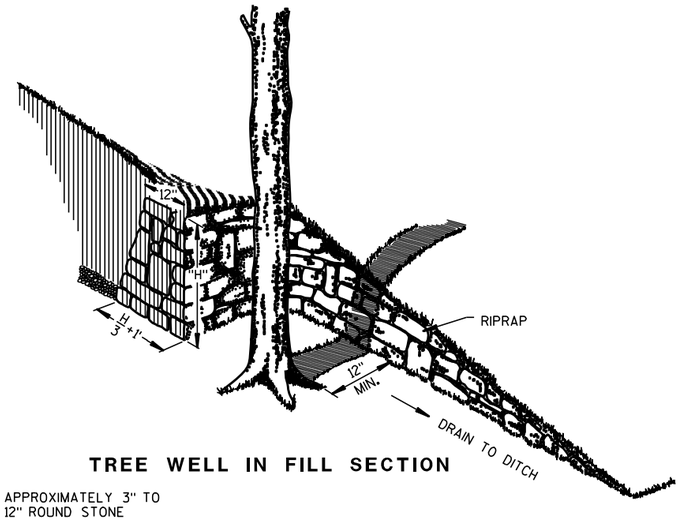
GENERAL NOTES

WALLS TO BE BUILT TO APPROXIMATE SHAPE AND DIMENSIONS SHOWN. STONE TO CONFORM TO SPECIFICATIONS FOR RIPRAP.

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.



TREE WELL WITHOUT WALL



TREE WELL IN FILL SECTION

DETAILS FOR TREE WELLS

TREE PRESERVATION DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/25/76 DATE — /S/ D. L. Strand STATE DESIGN ENGINEER — 722 WYS

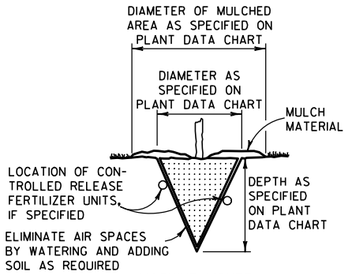
FHWA

6

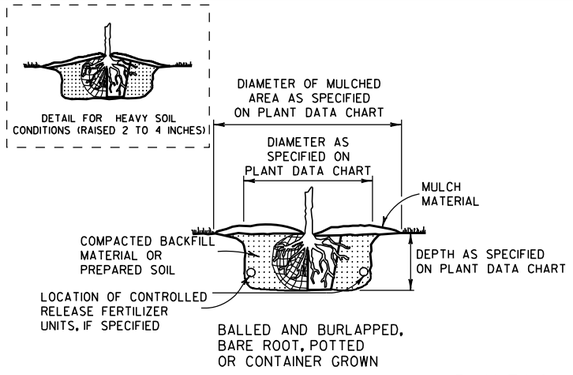
S.D.D. 14 A 1-3

6

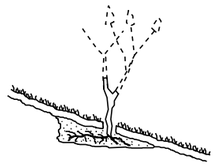
S.D.D. 14 A 1-3



MACHINE MOVED

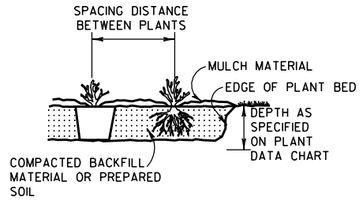


BALLED AND BURLAPPED, BARE ROOT, POTTED OR CONTAINER GROWN



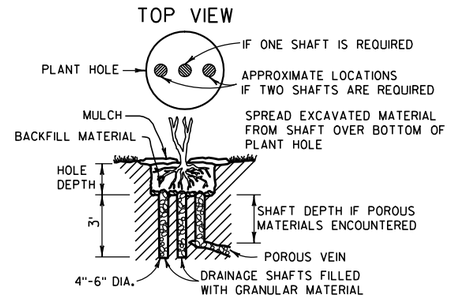
ACCOMMODATE ROOTS (SMOOTH AND STAGHORN SUMAC)

NOTE:
1) ENGINEER SHALL REQUIRE 3 SLITS IN POT TO SPEED DETERIORATION
2) METAL, PLASTIC OR OTHER NONDEGRADABLE POTS SHALL BE REMOVED PRIOR TO PLANTING



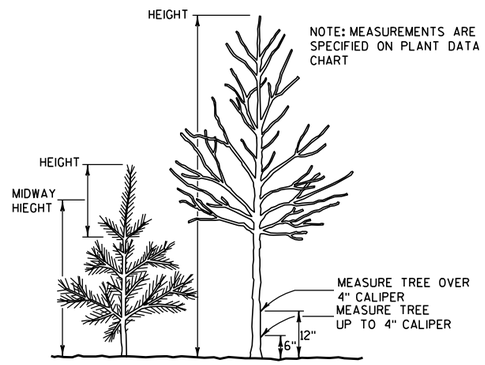
PREPARED BED (BARE ROOT AND POTTED)

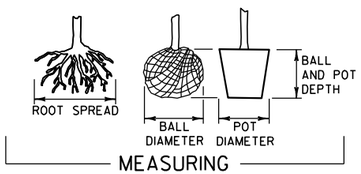
PLANTING



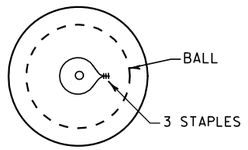
NOTE:
DRAINAGE SHAFT AS SPECIFIED ON PLANT DATA CHART

DRAINING

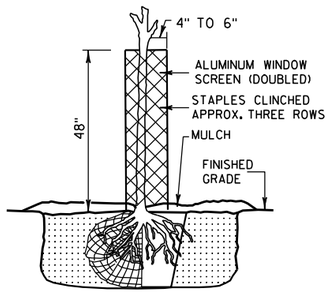




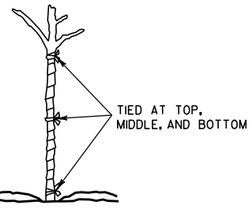
MEASURING



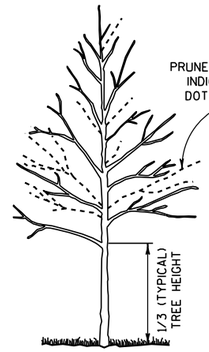
TOP VIEW



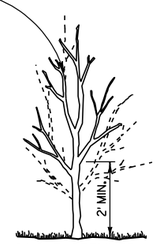
RODENT PROTECTION



WRAPPING



TALL DECIDUOUS TREES (ASH, MAPLE, LINDEN, OAK)



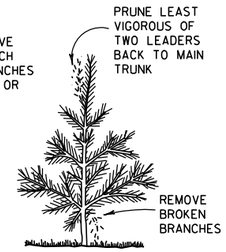
SINGLE STEMMED LOW DECIDUOUS TREES (CRABS AND OTHER SINGLE STEM TYPE)

MULTI-STEMMED LOW DECIDUOUS TREES OR LARGE SHRUBS (HAWTHORN, SERVICEBERRY)

NOTE: WHEN PRUNING, PRESERVE CHARACTER AND SHAPE OF TREE. AVOID LEAVING STUBS - REMOVE BRANCH OR TWIG BACK TO THE NEAREST CROTCH
1) PRUNE TO REMOVE DEAD AND BROKEN BRANCHES
2) PRUNE TO REMOVE BRANCHES THAT TOUCH OR ARE TOO CLOSE TO OTHER BRANCHES

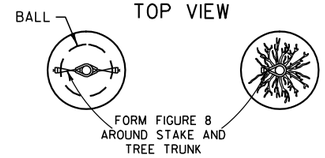
SHRUBS (GRAY DOGWOOD ARROWWOOD VIBURNUM)

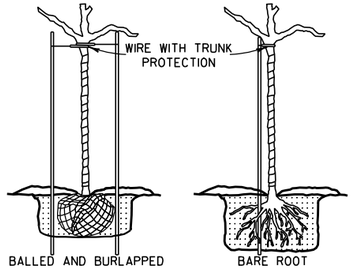
SUMAC

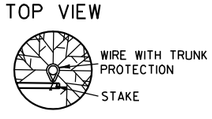


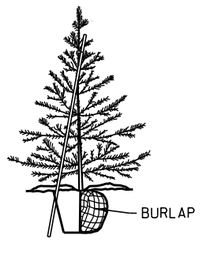
TREE TYPE EVERGREENS (PINE, SPRUCE, FIR) EVERGREENS USUALLY ARE NOT PRUNED

PRUNING



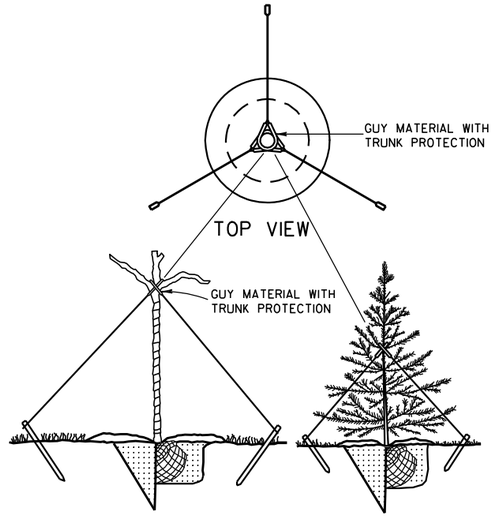






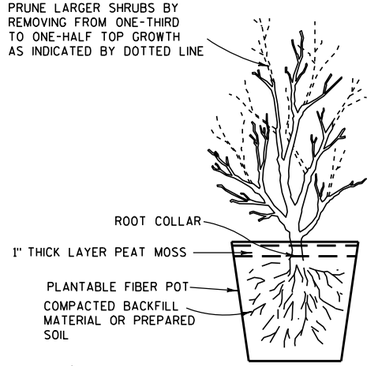
NOTE: BRACING STAKE
1) SHALL BE DRIVEN INTO THE GROUND AS CLOSE TO THE TREE AS POSSIBLE WITHOUT DAMAGING THE BRANCHES.
2) MAY BE DRIVEN AT SUCH AN ANGLE THAT IT DOES NOT PENETRATE THE BALL OR POT.
3) SHALL NOT PROTRUDE ABOVE THE TOP OF THE TREE; AND
4) SHALL HAVE A HOLE NEAR THE TOP TO HOLD THE WIRE IN PLACE.

BRACING



GUYING

PRUNE LARGER SHRUBS BY REMOVING FROM ONE-THIRD TO ONE-HALF TOP GROWTH AS INDICATED BY DOTTED LINE



POTTING

NOTES

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

BRACING, WRAPPING, GUYING, RODENT PROTECTION, FERTILIZER AND MULCH SHALL BE USED ONLY WHEN SPECIFIED ON THE PLANT DATA CHART (PART OF PLAN) OR SPECIAL PROVISIONS.

TREE PLANTING DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

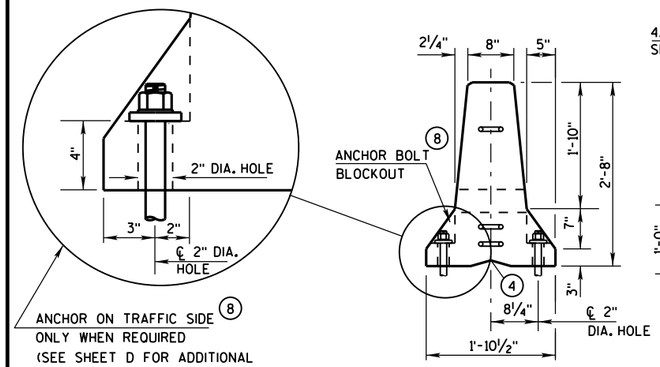
APPROVED
4/11/94
DATE
/S/ Rory L. Rhinesmith
CHIEF METHODS DEVELOPMENT ENGINEER
723
FHWA

6

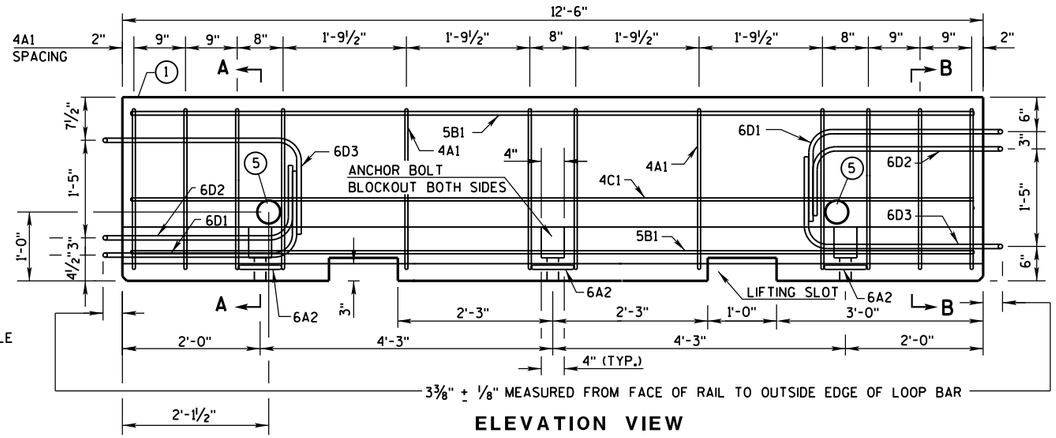
S.D.D. 14 A 2-1

6

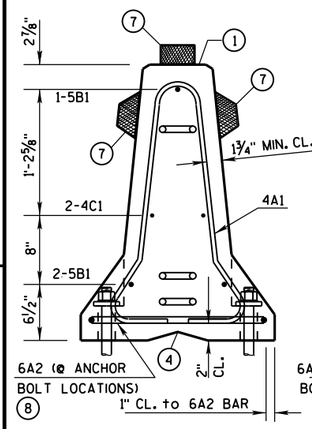
S.D.D. 14 A 2-1



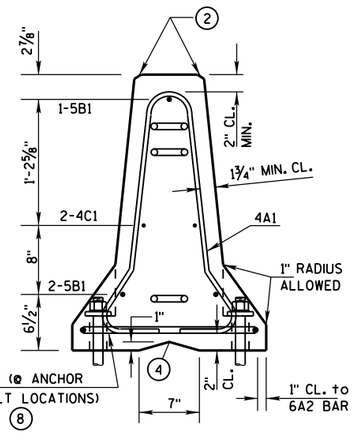
END VIEW



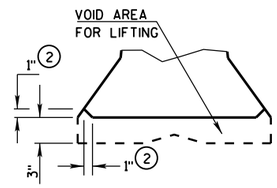
ELEVATION VIEW



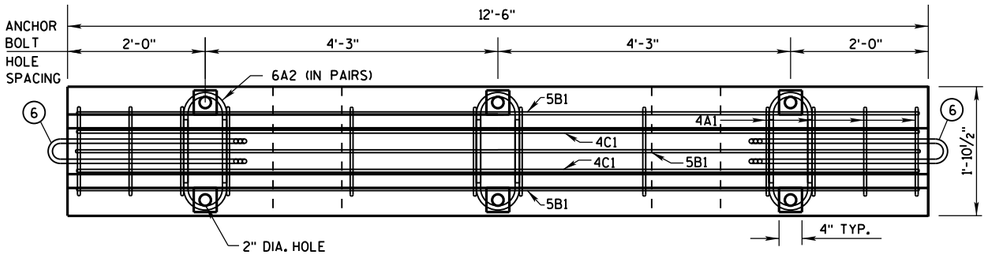
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

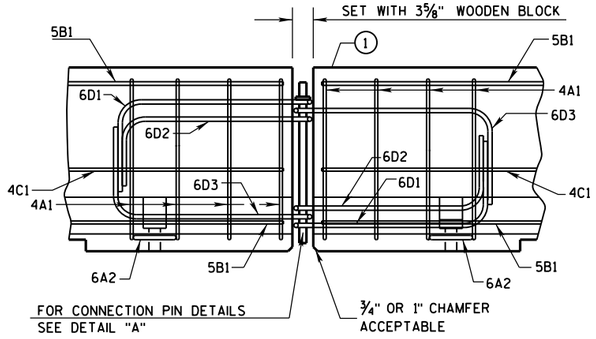


DETAIL "B"
LIFTING SLOT DETAIL

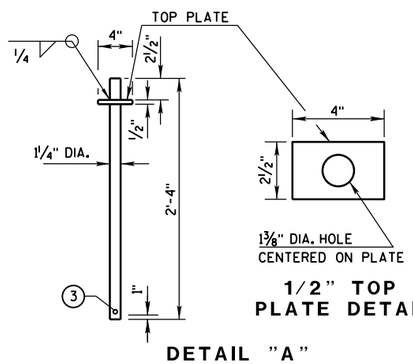


PLAN VIEW

DETAILS OF BARRIER SECTION

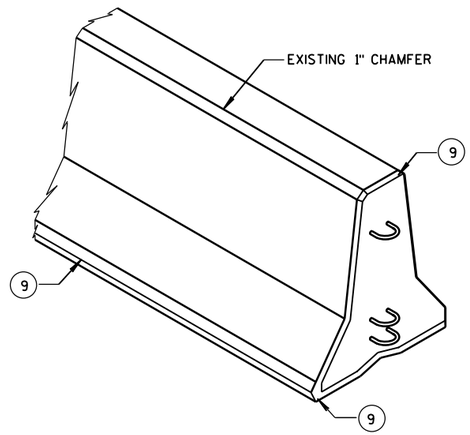


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

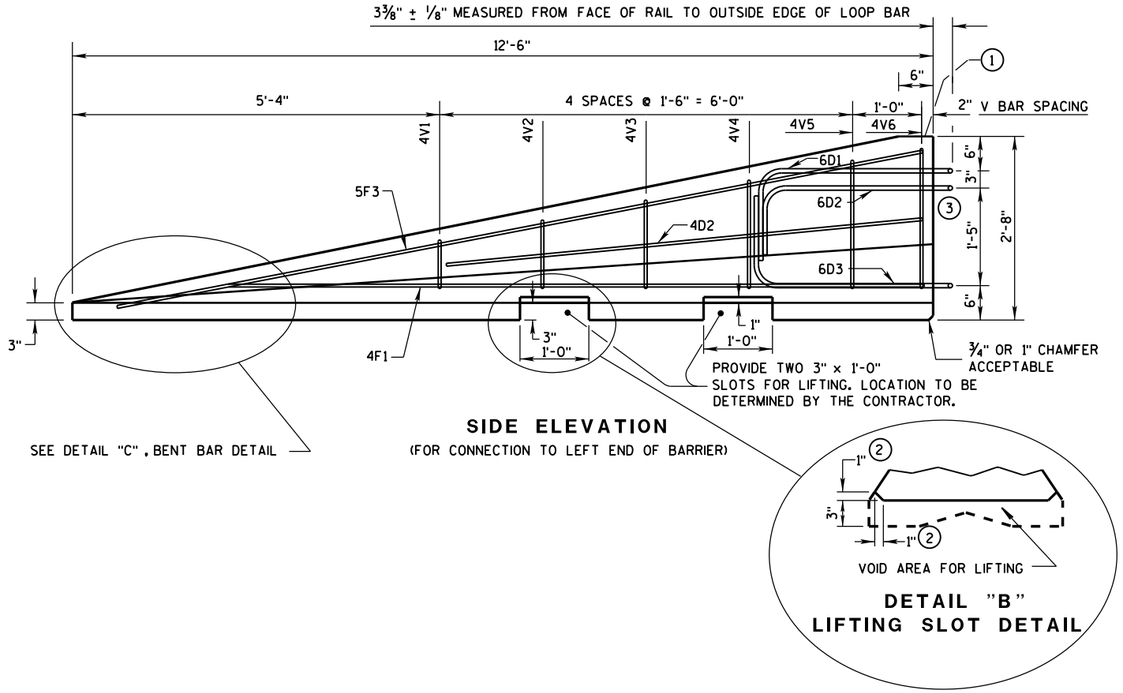
(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

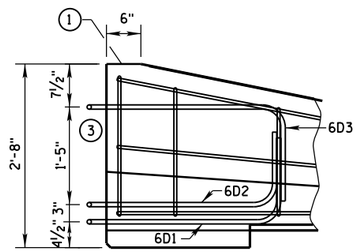
(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

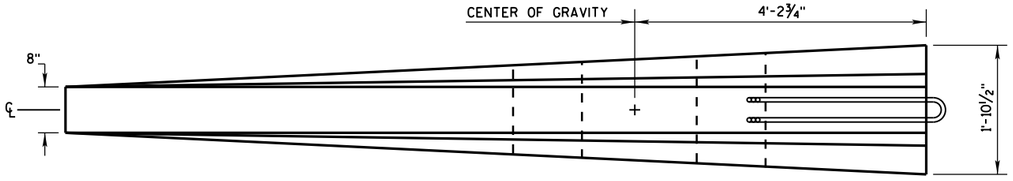
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 724

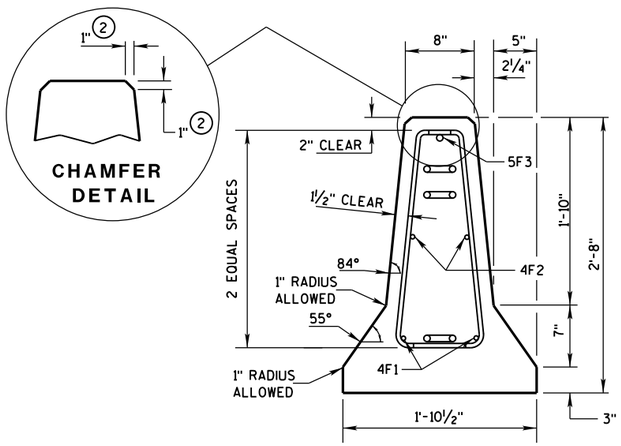


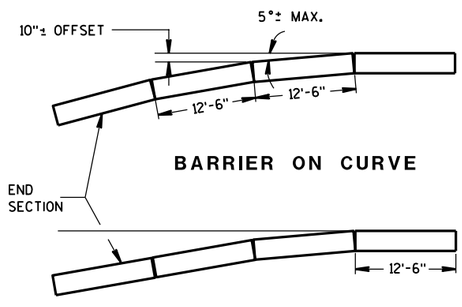


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 725

6

S.D.D. 14 B 7-15b

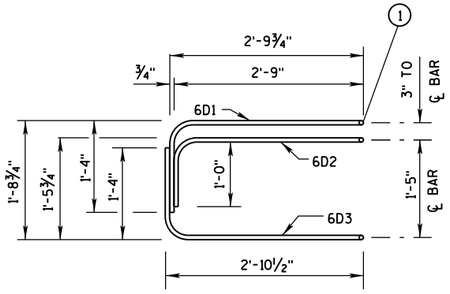
6

S.D.D. 14 B 7-15b

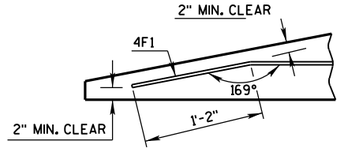
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

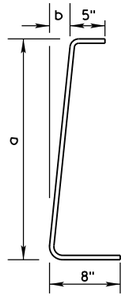
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

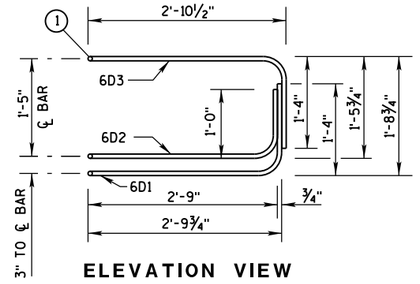
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

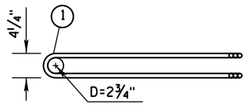
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

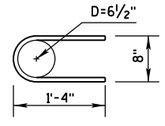
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



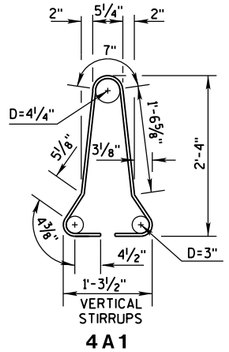
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

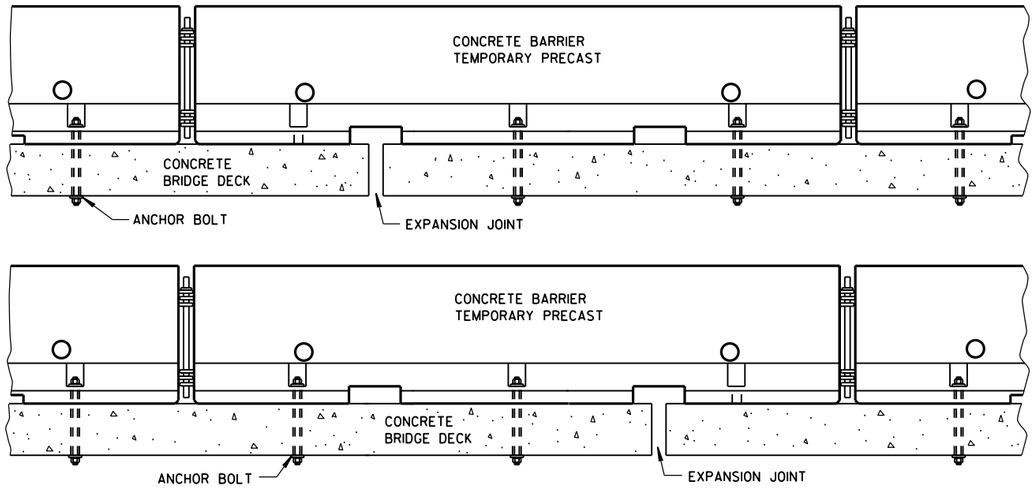
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 7-15c



TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)

GENERAL NOTES

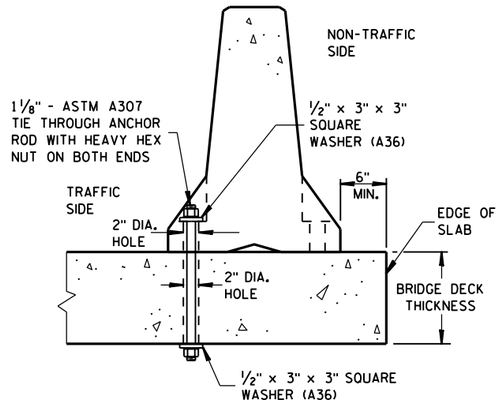
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

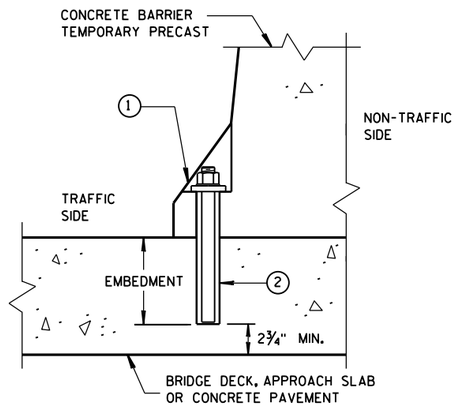
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



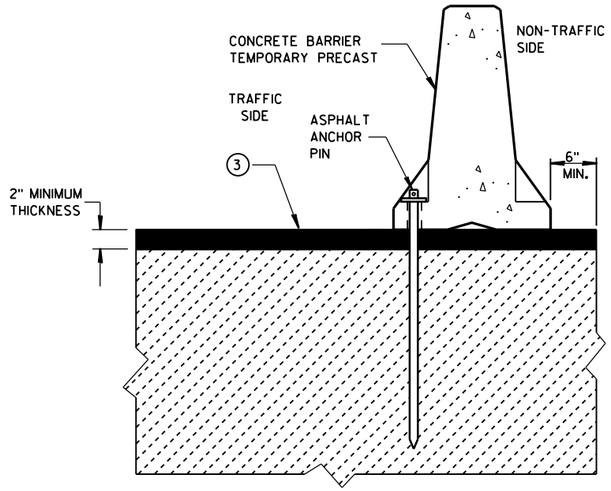
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

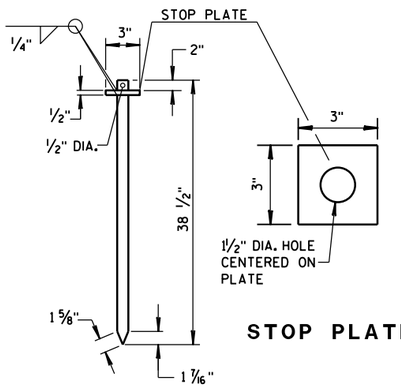


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



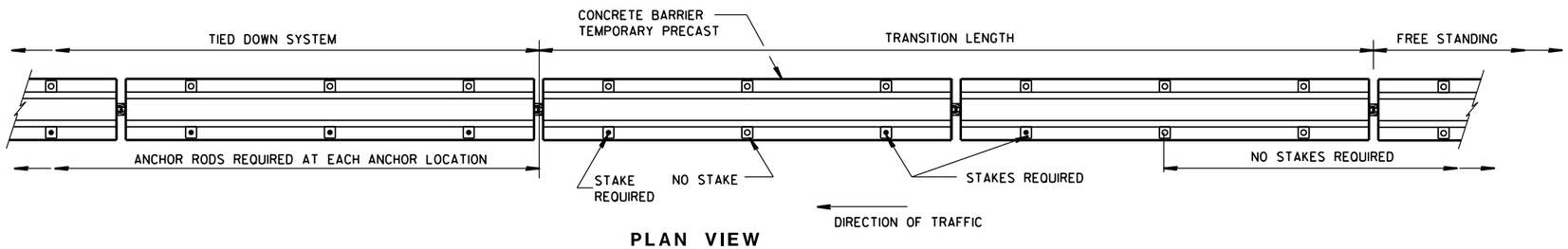
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

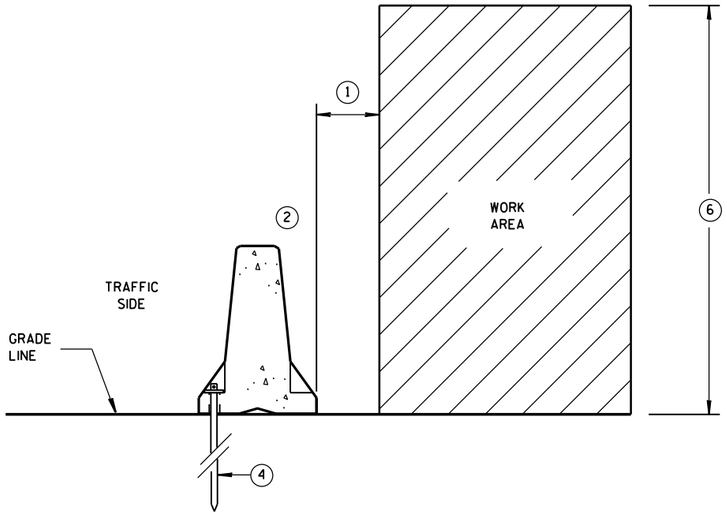
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

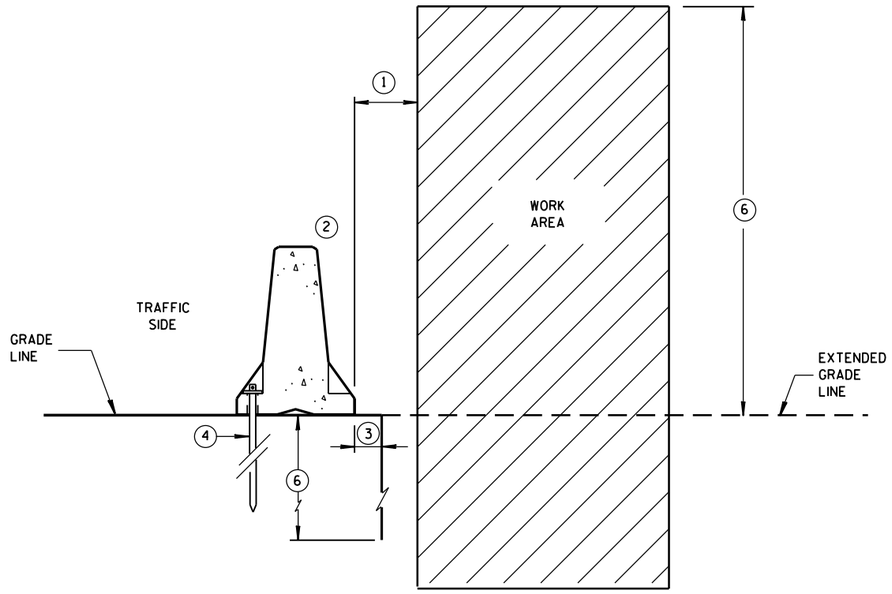
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

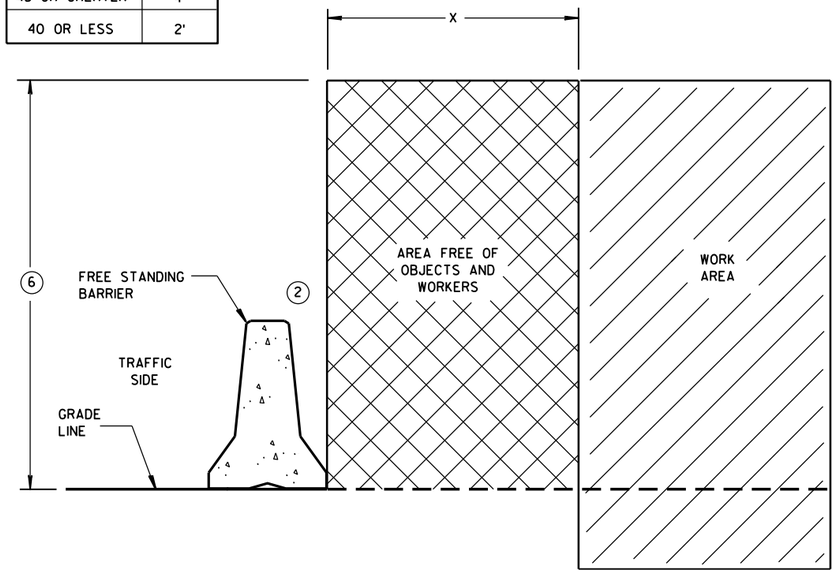


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

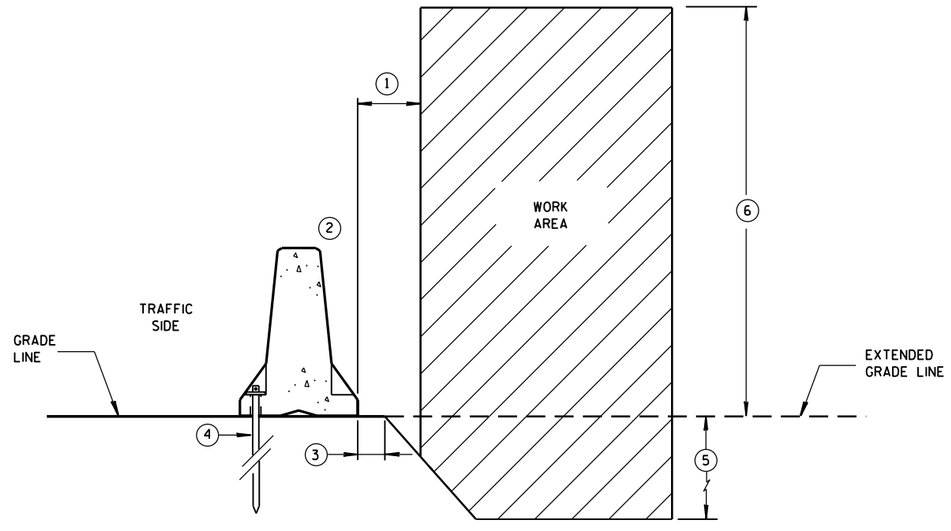
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



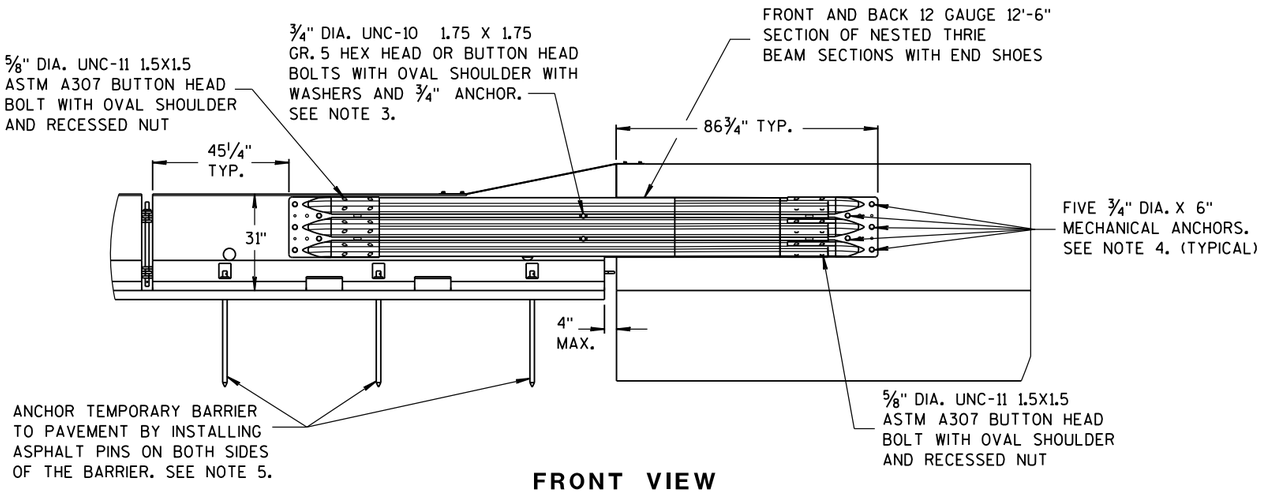
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

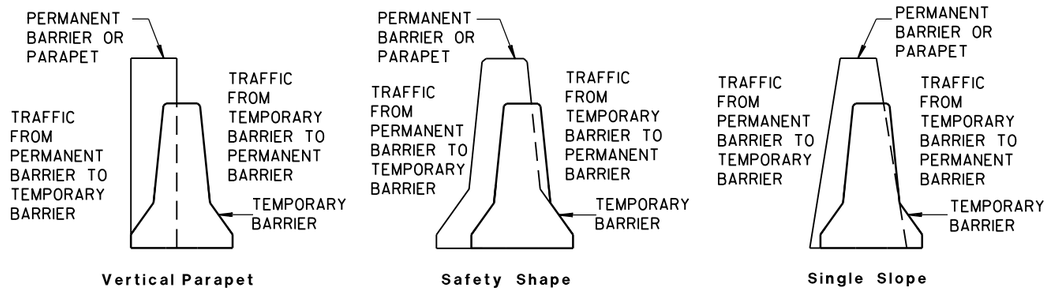
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-15e



FRONT VIEW

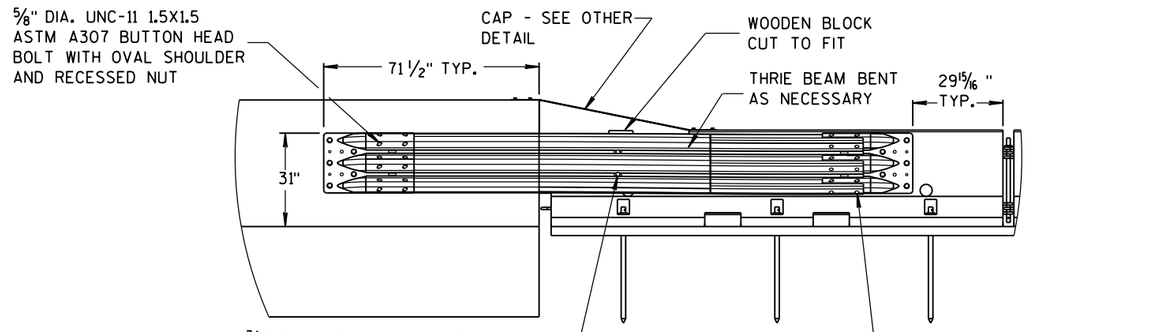


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

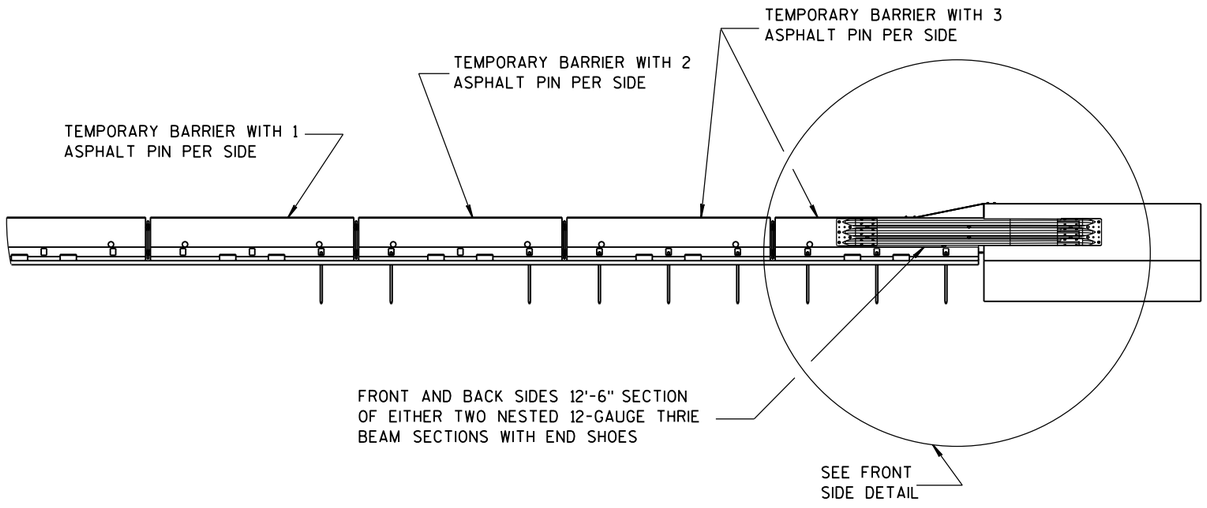
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

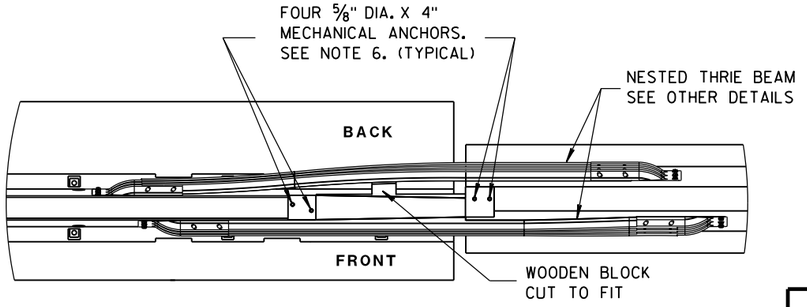
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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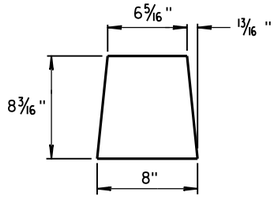
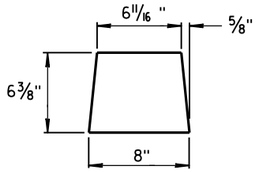
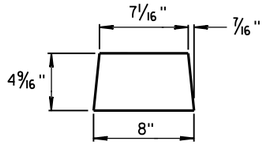


GUSSET 1



GUSSET 2



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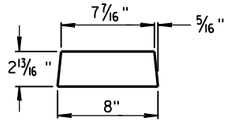
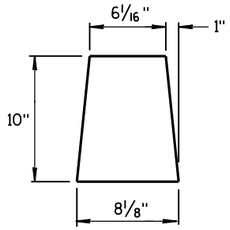
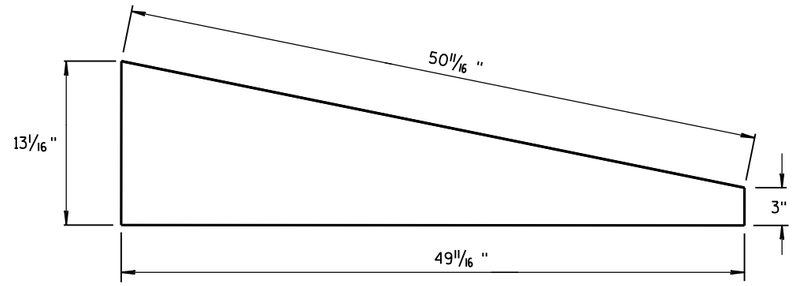


GUSSET 4

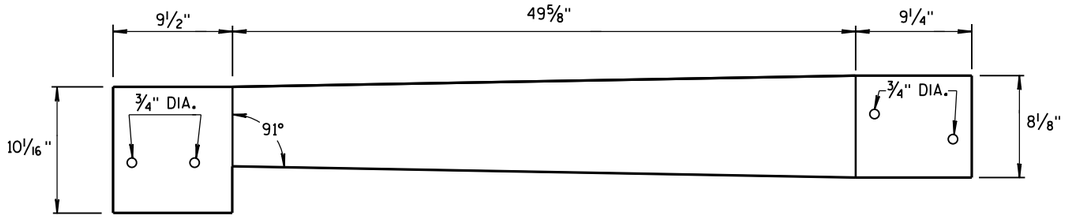
GUSSETS

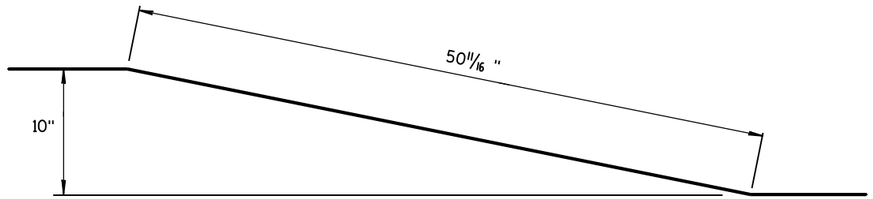


END PLATE



SIDE PLATE

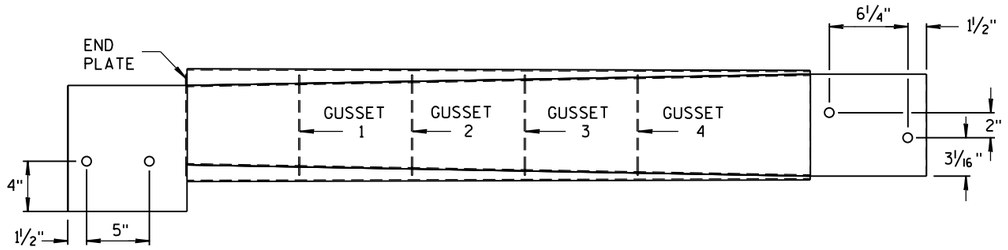


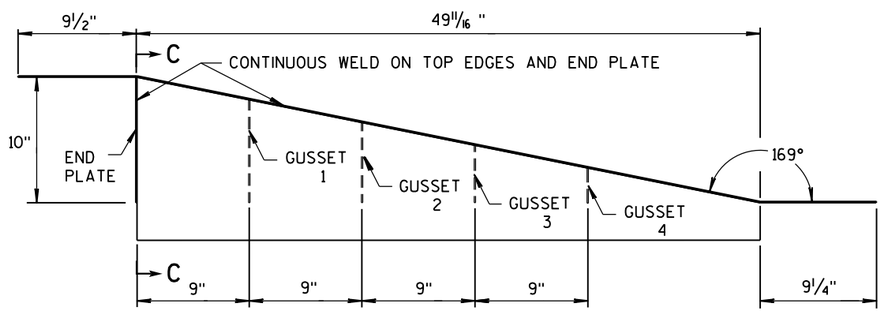


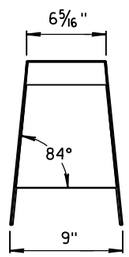
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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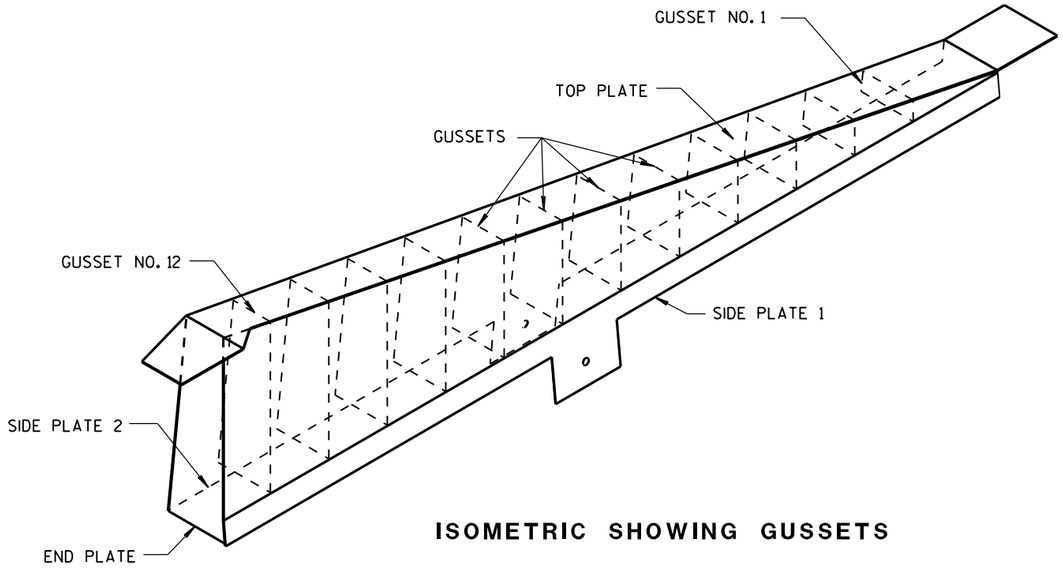
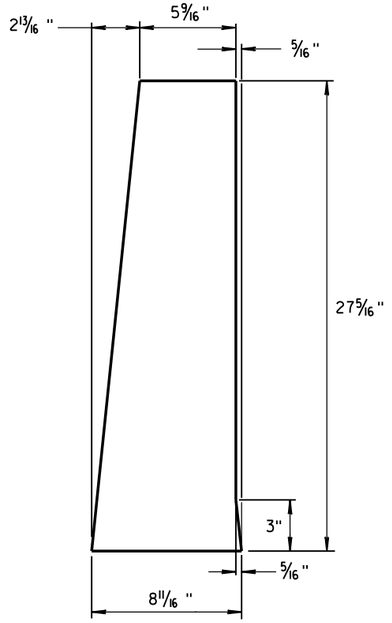
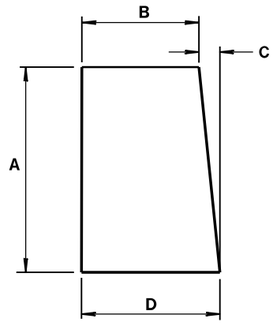


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



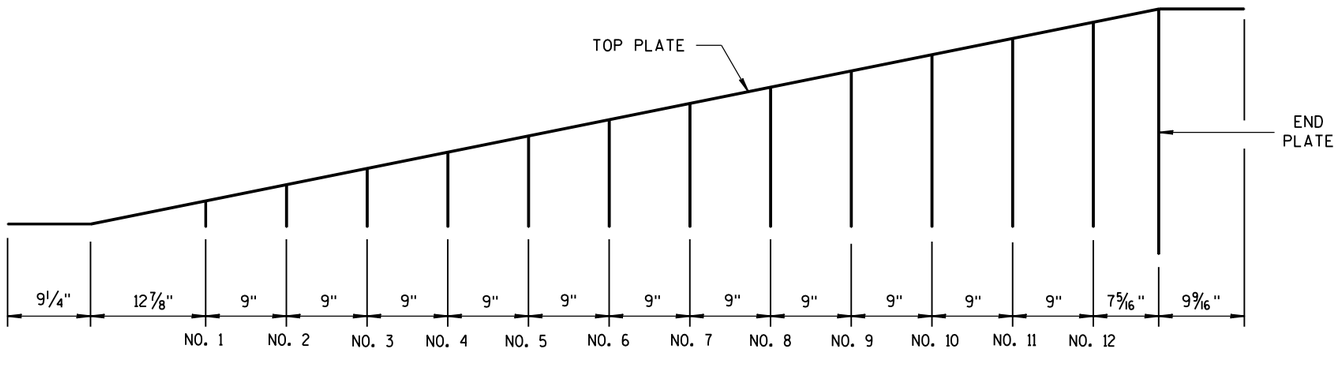
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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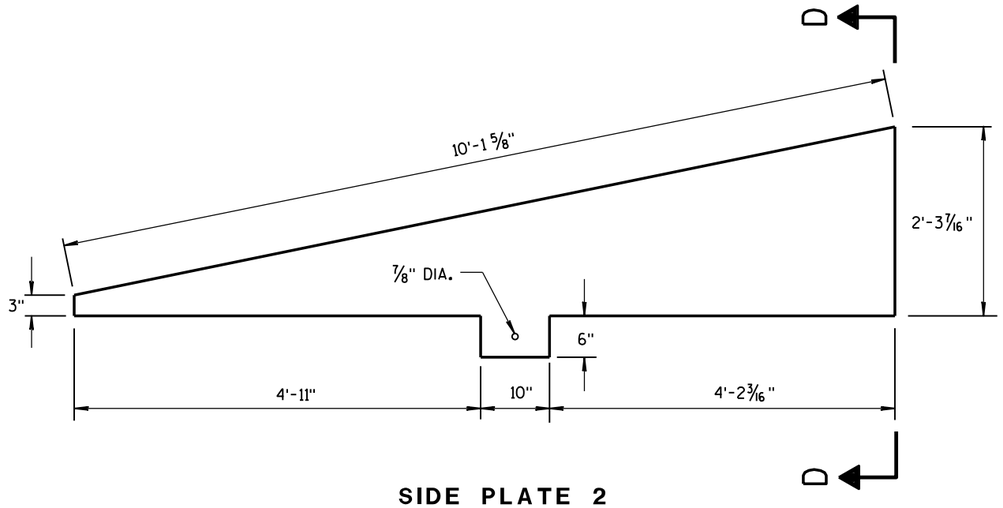
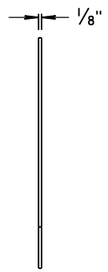
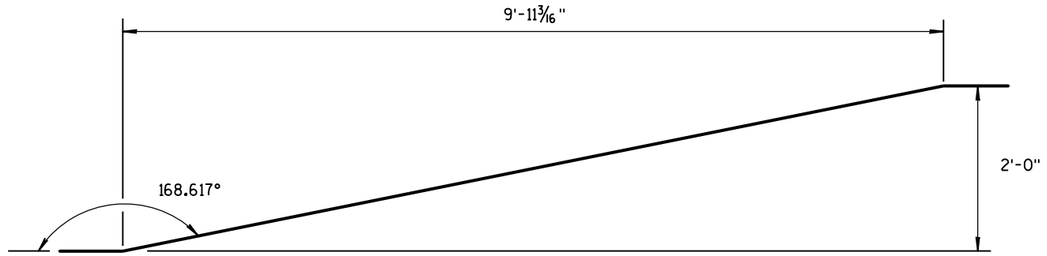


SIDE PLATE 2

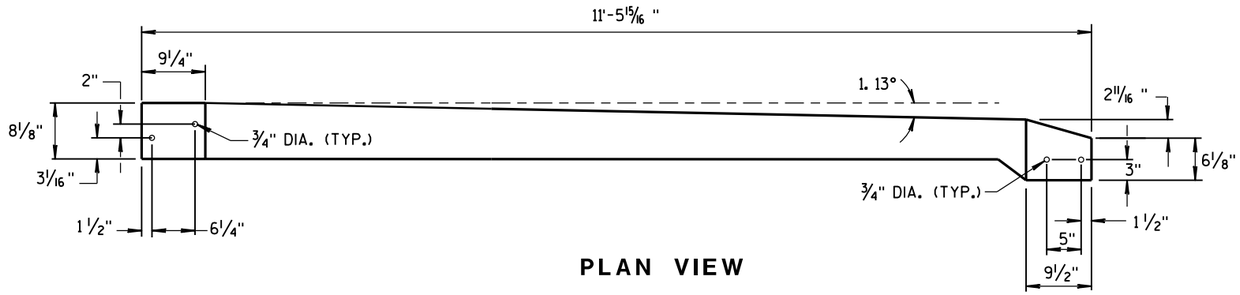


END VIEW



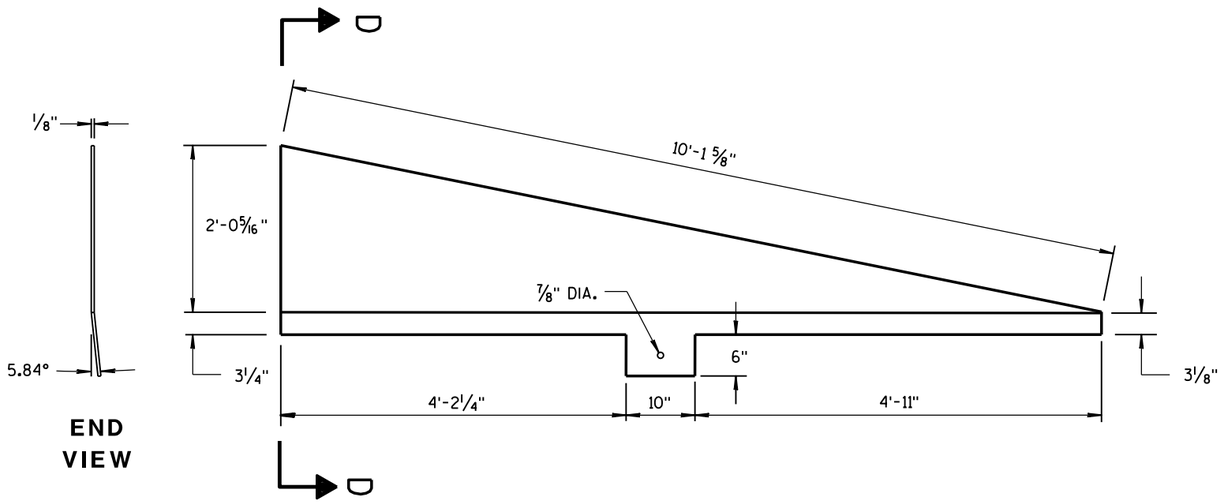
SIDE VIEW

TOP PLATE



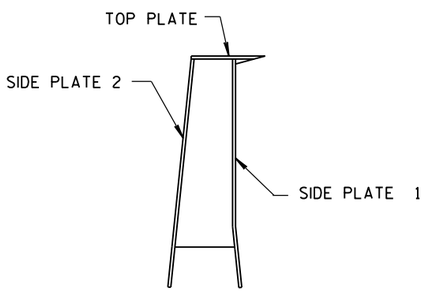
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV

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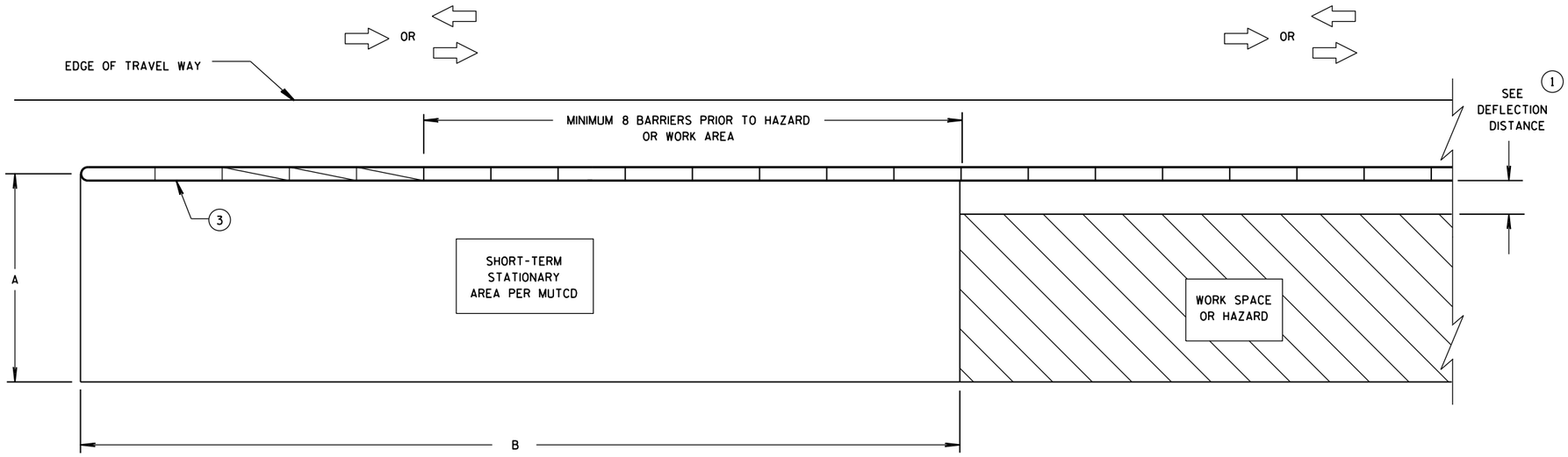


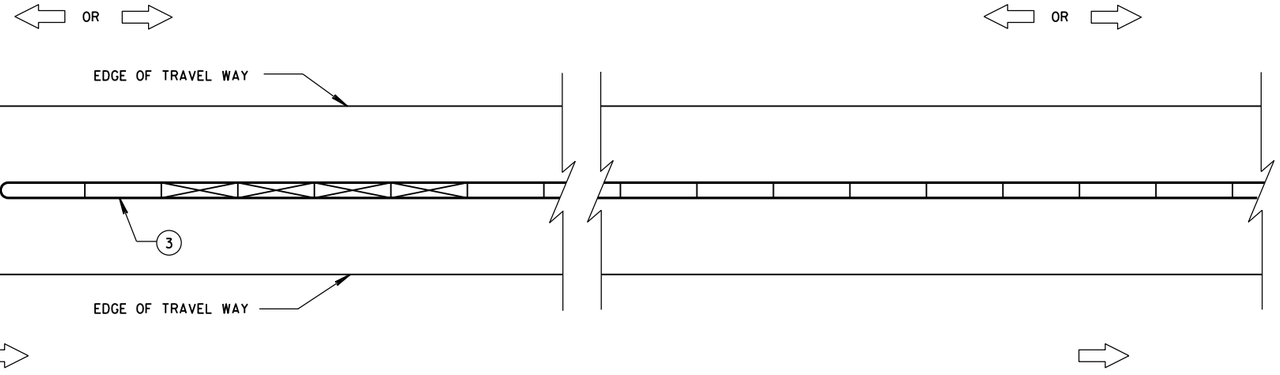
DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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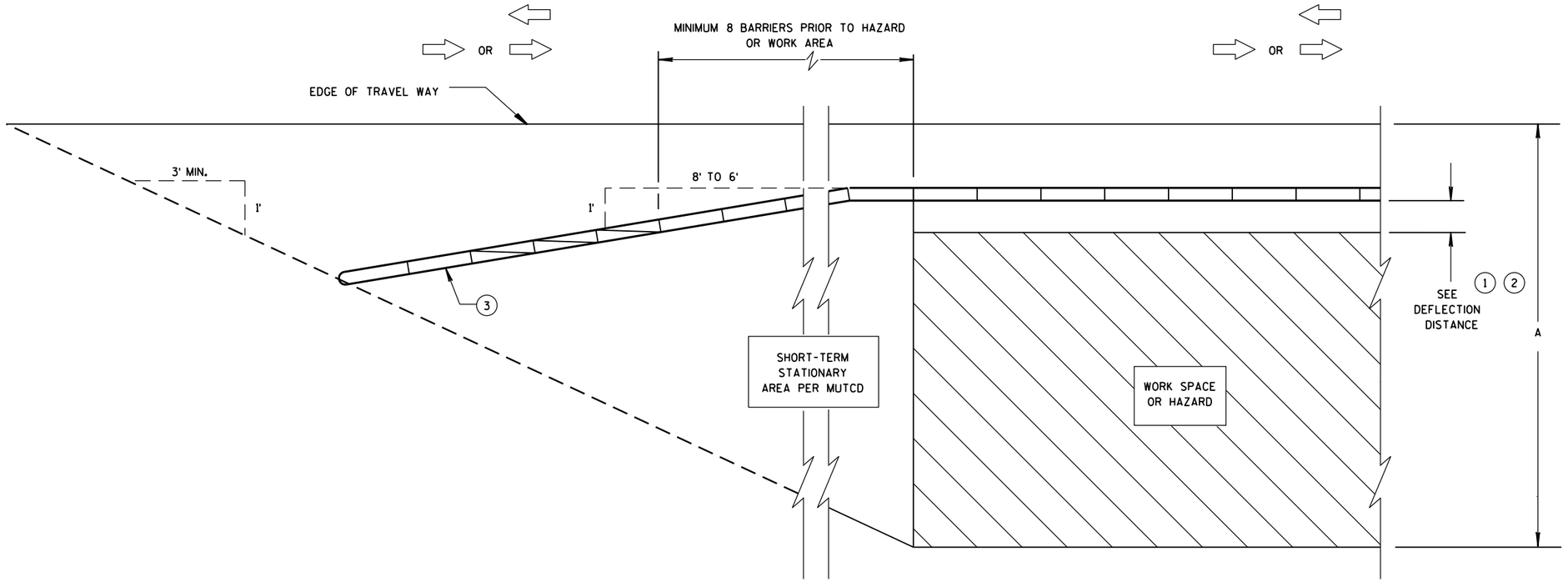
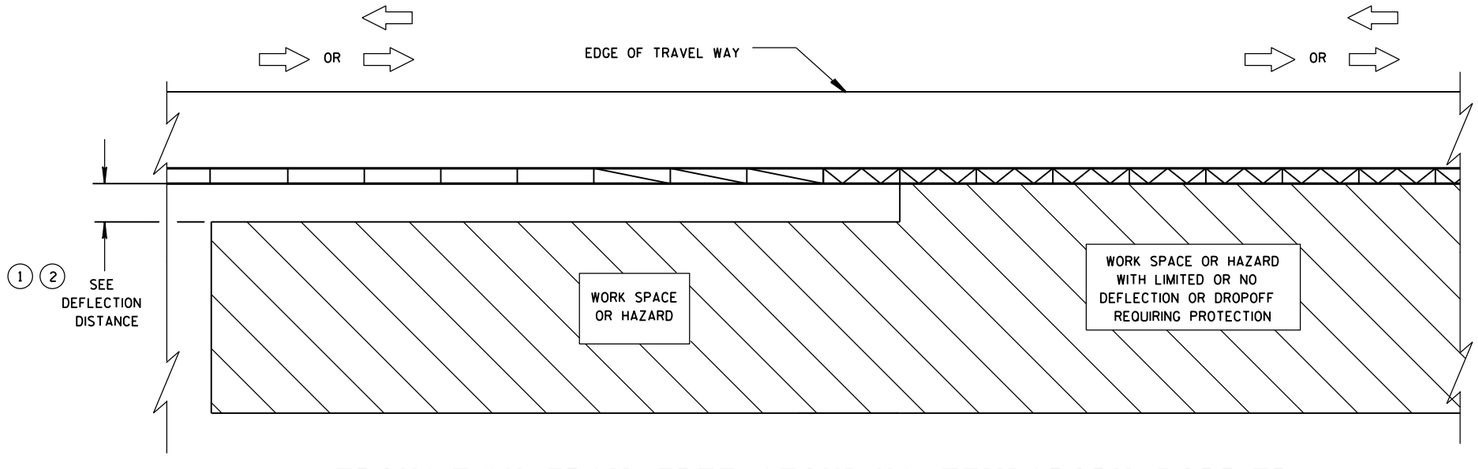


CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 734

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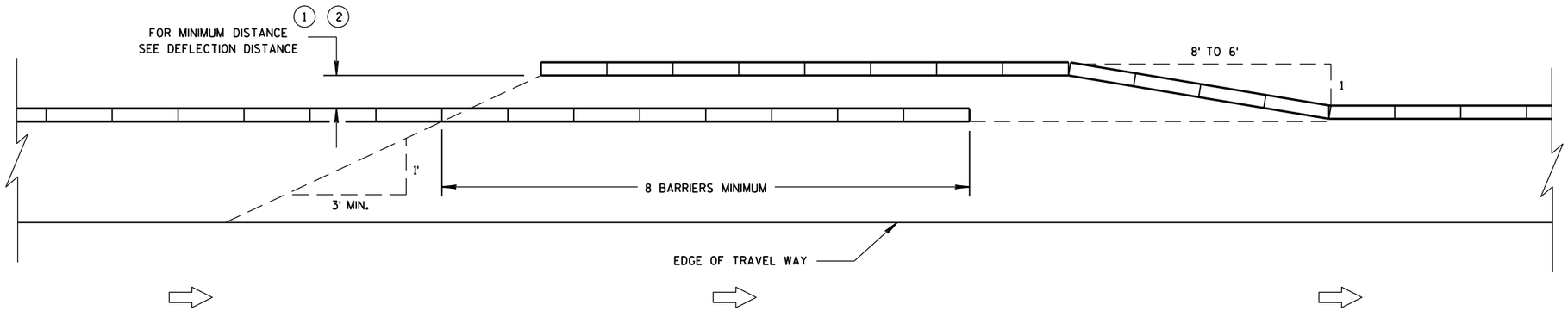
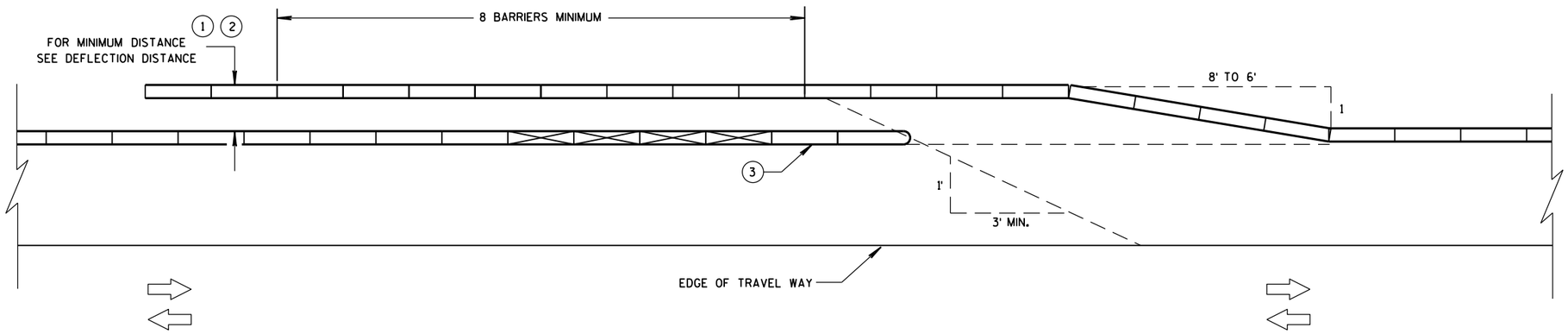
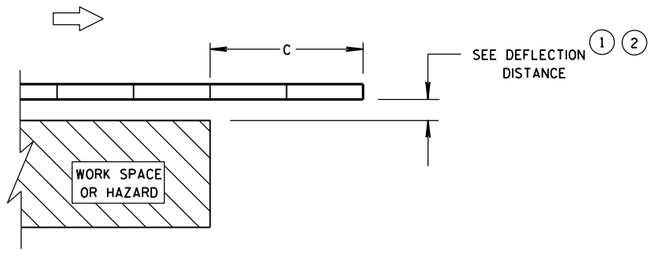


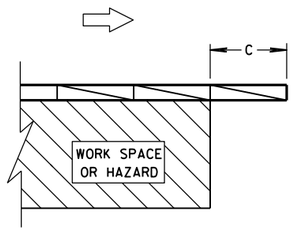
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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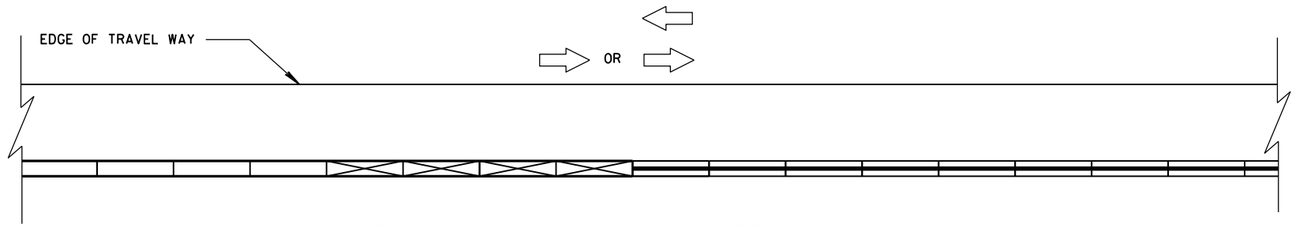
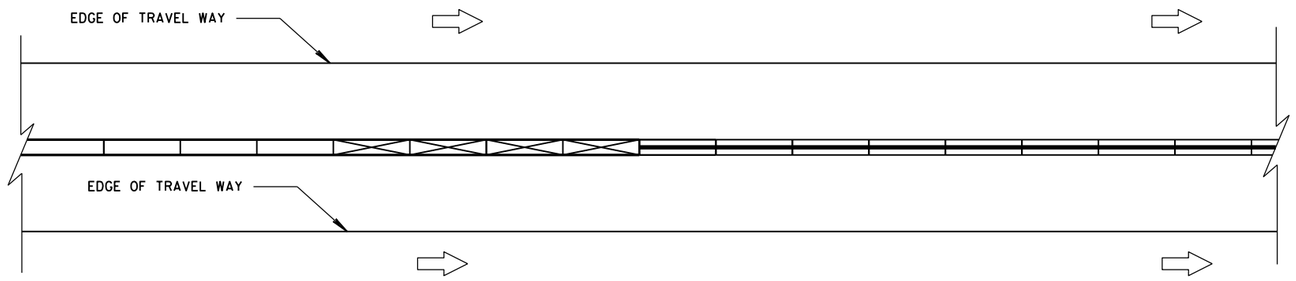


CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

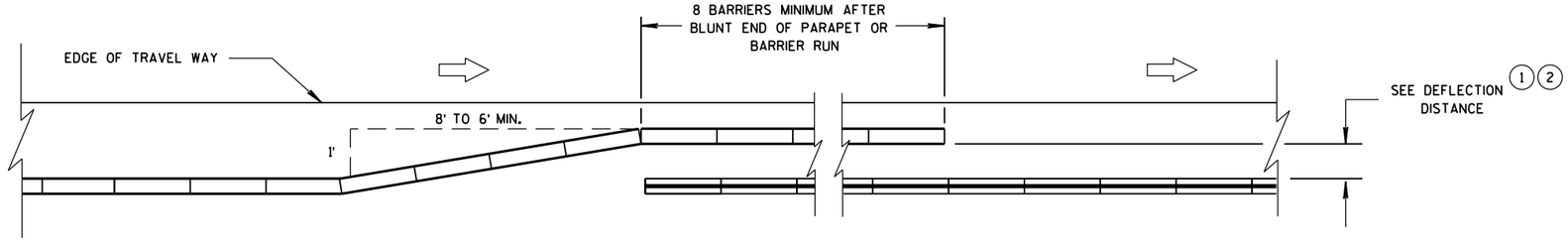
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

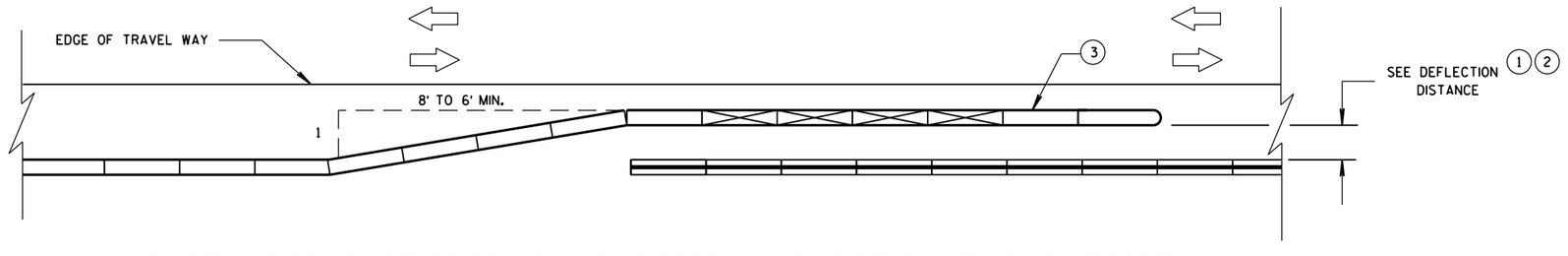
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

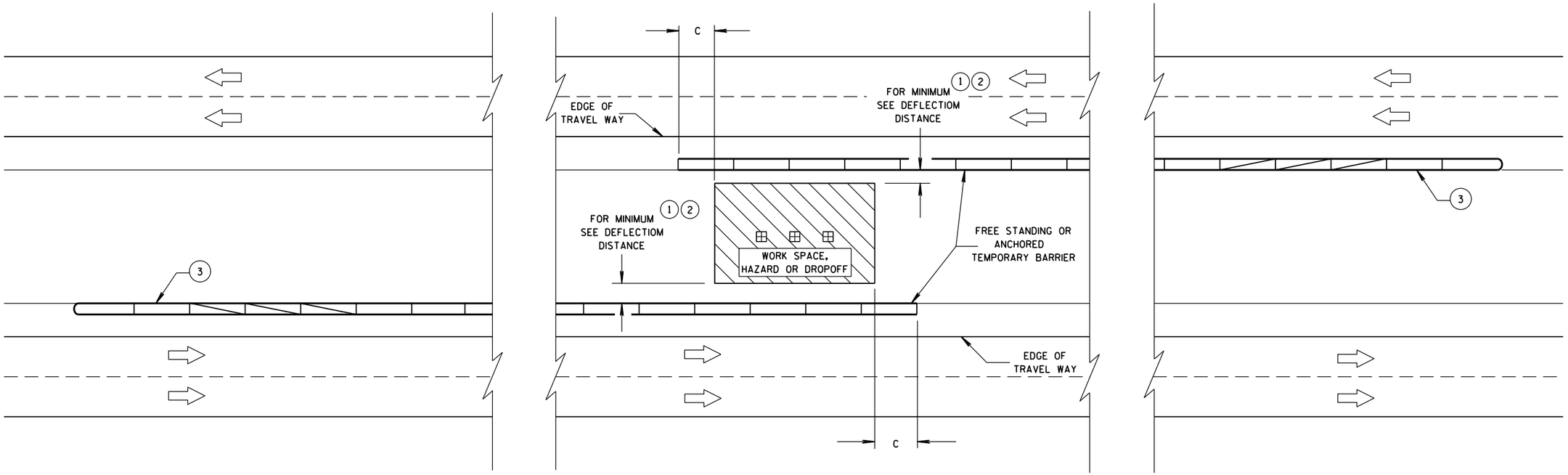
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
737
FHWA

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S.D.D. 14 B 8-2e

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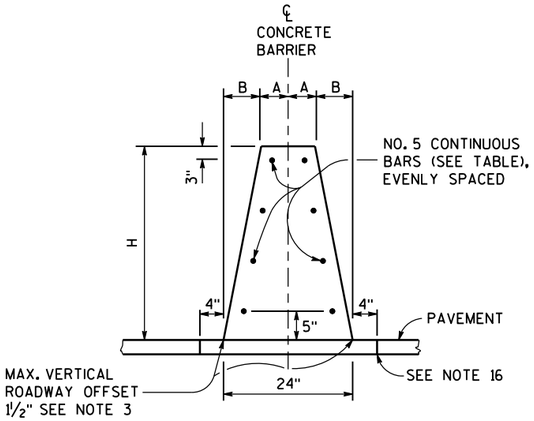
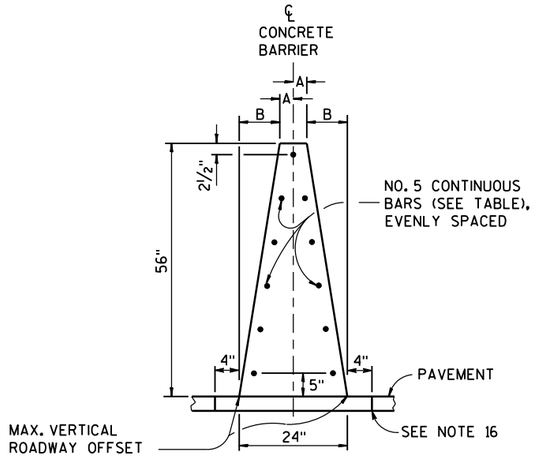
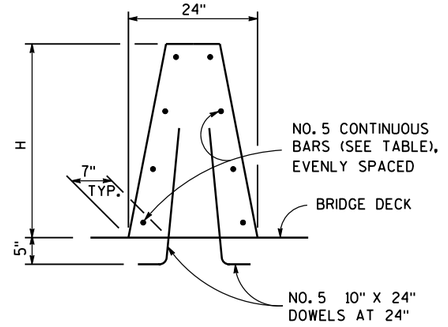
S.D.D. 14 B 8-2e



32-INCH, 36-INCH OR 42-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S32, TYPE S36, AND TYPE S42)



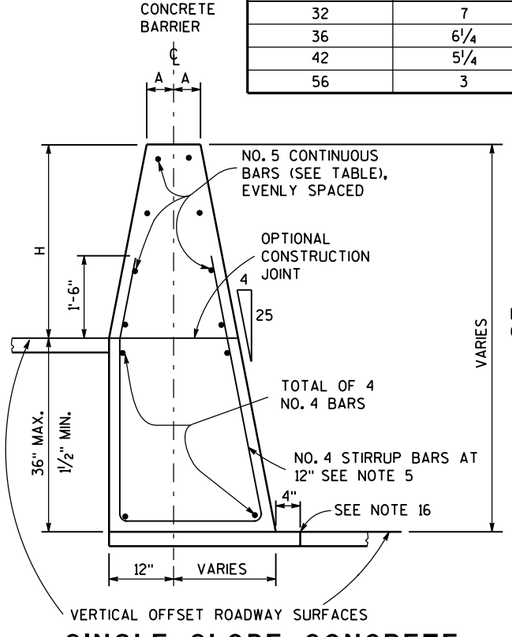
56-INCH SINGLE SLOPE CONCRETE BARRIER (TYPE S56)



SINGLE SLOPE CONCRETE BARRIER ON BRIDGE

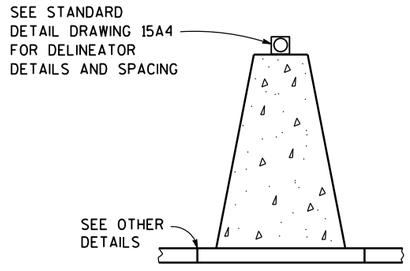
NON OUTER PARAPET APPLICATION

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11

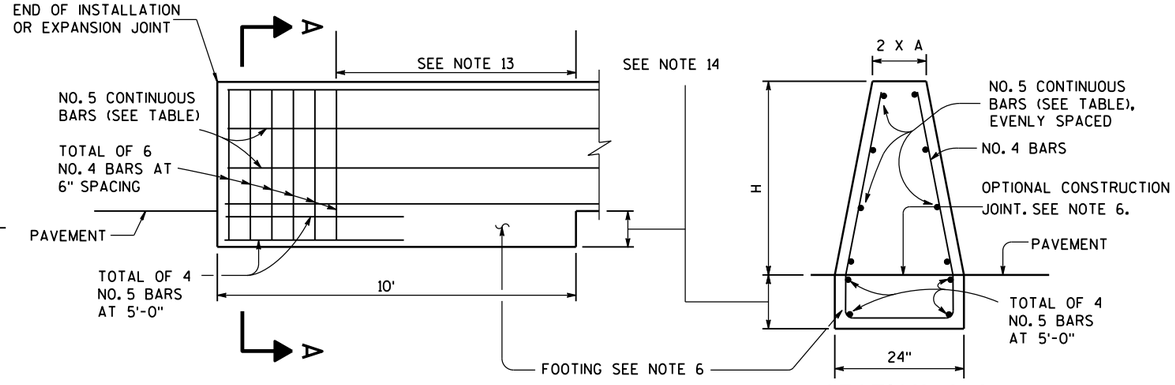


SINGLE SLOPE CONCRETE BARRIER AND RETAINING WALL (TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)

(BETWEEN ADJACENT ROADWAYS)



DELINEATION



END ANCHOR SINGLE SLOPE CONCRETE BARRIER

AT CONSTRUCTION JOINT

SECTION A-A

GENERAL NOTES

1. WHERE THE CONCRETE BARRIER IS ADDED TO THE FACE OF EXISTING CONCRETE STRUCTURE, MATCH EXISTING WEEP HOLES.
2. EXPANSION JOINTS IN CONCRETE BARRIER SHALL BE LOCATED AT ALL DECK, AND PRINCIPAL WALL JOINTS. EXPANSION JOINT FILLER MATERIAL SHALL BE THE SAME SIZE AS JOINT OR ½" MINIMUM.
3. WHERE VERTICAL ROADWAY OFFSET IS GREATER THAN 1½", USE TYPE A
4. PLACE BARRIER PERPENDICULAR TO SHOULDER GRADE, UNLESS INDICATED IN PLAN.
5. EXCEPT IN ANCHORS, VERTICAL REINFORCING STIRRUP NOT REQUIRED FOR ROADWAY OFFSETS LESS THAN 1'-0".
6. FOR TYPE S32, TYPE S36, TYPE S42, AND S56 MONOLITHIC FOOTING OR DOWELED FOOTING WITH 2-#8 x 8" @ 2'-0".
7. STAGGER LAPPING OF LONGITUDINAL STEEL. MINIMUM OVERLAP OF STEEL 2 FEET. BARS AT LAPS TO BE FIRMLY TIED OR CONNECTED.
8. 4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.
9. WHEN SWITCHING BETWEEN SLIP FORM AND CAST-IN-PLACE OPERATIONS, EXTEND LONGITUDINAL STEEL 3 FEET BEYOND SLIP-FORMING CUT OFF POINT. EXPOSED STEEL INTO NEXT POURS REINFORCEMENT. LAPS TO BE FIRMLY TIED.
10. USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.
11. 2" CLEAR COVER TYPICAL.
12. COLD-JOINTS MAY BE USED BETWEEN ANCHOR INSTALLATIONS. WHEN A COLD JOINT IS NEEDED, 3 FEET OF LAP OF LONGITUDINAL STEEL IS REQUIRED. LAPS TO BE FIRMLY TIED.
13. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 NO ADDITIONAL VERTICAL STEEL NEEDED. IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A REQUIRES VERTICAL STEEL. SEE OTHER DETAIL.
14. IN TYPE S32, TYPE S36, TYPE S42 AND TYPE S56 DEPTH OF FOOTING 10". IN TYPE S32A, TYPE S36A, TYPE S42A AND TYPE S56A MATCH TOTAL HEIGHT OF SINGLE SLOPE BARRIER RETAINING WALL.
15. FOR ALL BARRIER TYPES SHOWN, ANCHOR IS REQUIRED AT CONCRETE BARRIER ENDS AND AT INTERRUPTIONS IN CONCRETE BARRIER. ANCHOR MAY BE AS SHOWN ON DRAWING OR DETAILS SHOWN ON S.D.D. 14B33. ANCHORS INCIDENTAL TO CBSS.
16. CONCRETE PAD UNDER CBSS MAY BE PLACED INTEGRAL WITH BARRIER, PLACED SEPARATELY OR PLACED WITH CONCRETE SHOULDER AND SAWED FULL DEPTH. CONCRETE PAD MINIMUM DEPTH IS 6 INCHES, OR EQUAL TO THE DEPTH OF THE CONCRETE SHOULDER.

CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 738

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S.D.D. 14 B 32-5a

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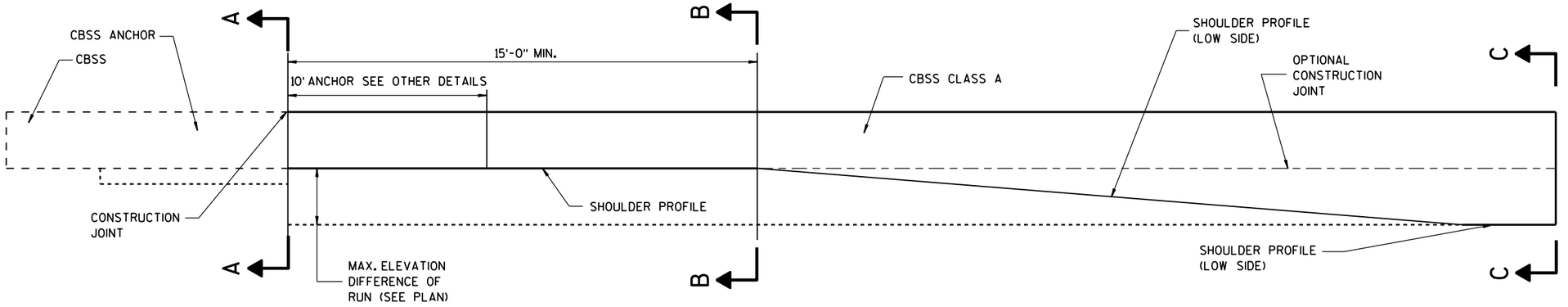
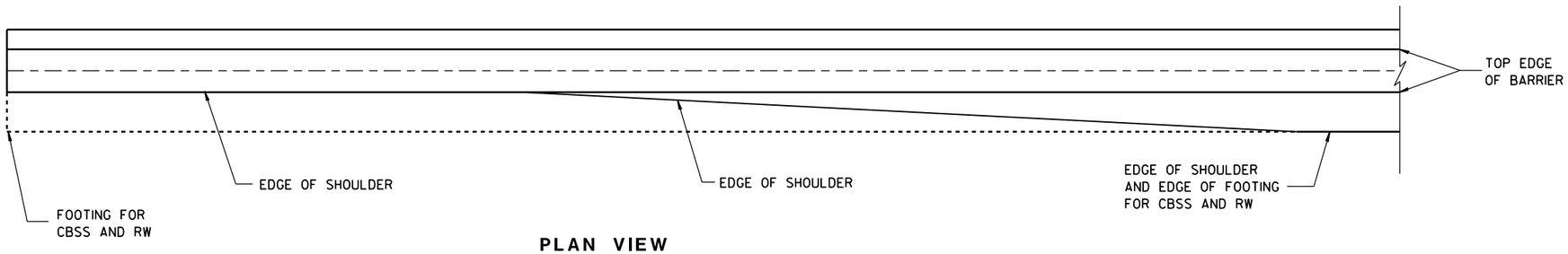
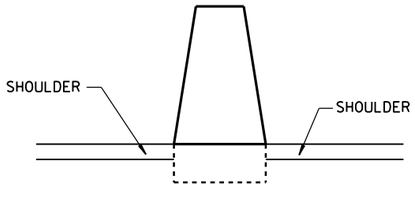
S.D.D. 14 B 32-5a



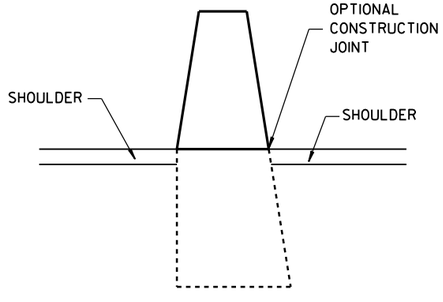
ELEVATION VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



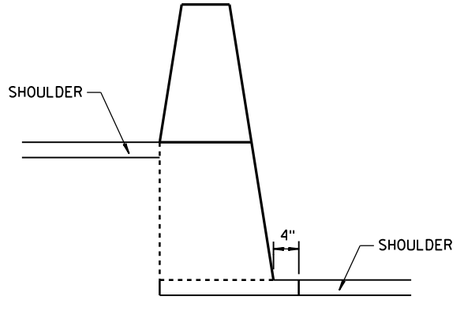
PLAN VIEW
TRANSITION TO CBSS CLASS A
(TYPE S32A, TYPE S36A, TYPE S42A, TYPE S56A)



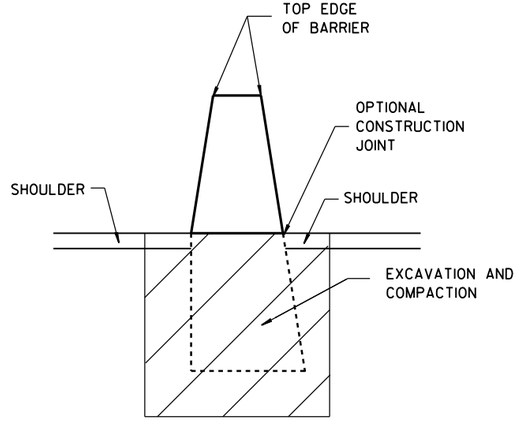
SECTION A-A



SECTION B-B



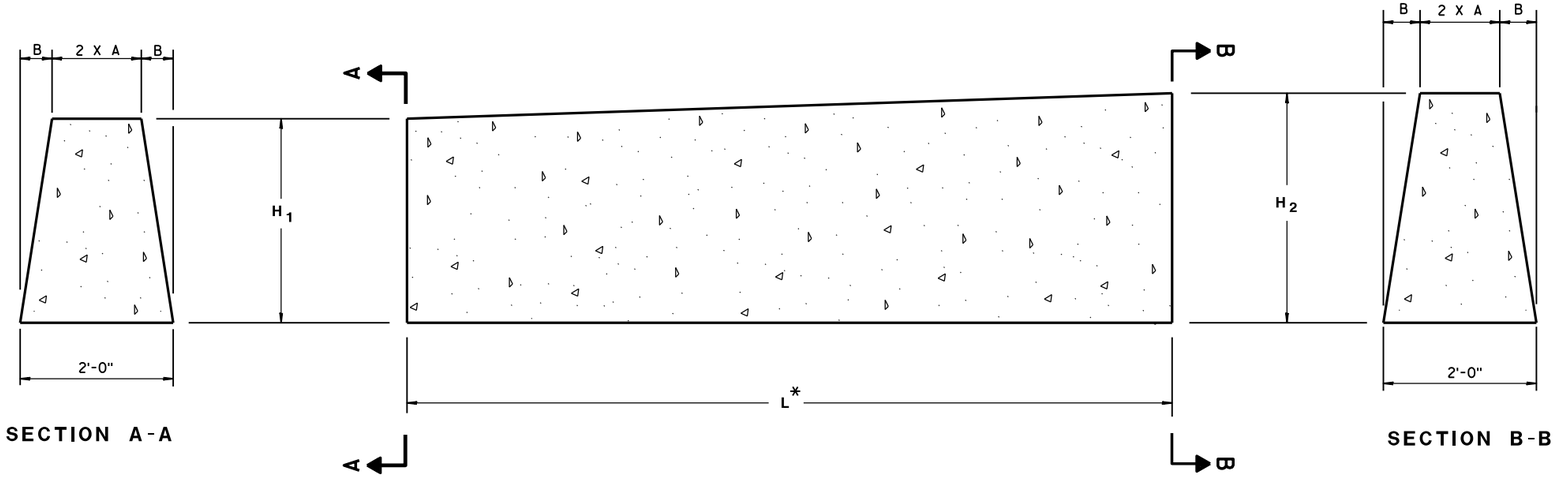
SECTION C-C



CONCRETE BARRIER SINGLE SLOPE (CBSS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 32-5c



SECTION A-A

SECTION B-B

DOUBLE COLD JOINT HEIGHT TRANSITION

BARRIER DIMENSIONS

BARRIER HEIGHT INCHES	A INCHES	B INCHES
32	7	5
36	6 1/4	5 3/4
42	5 1/4	6 3/4
56	3	9

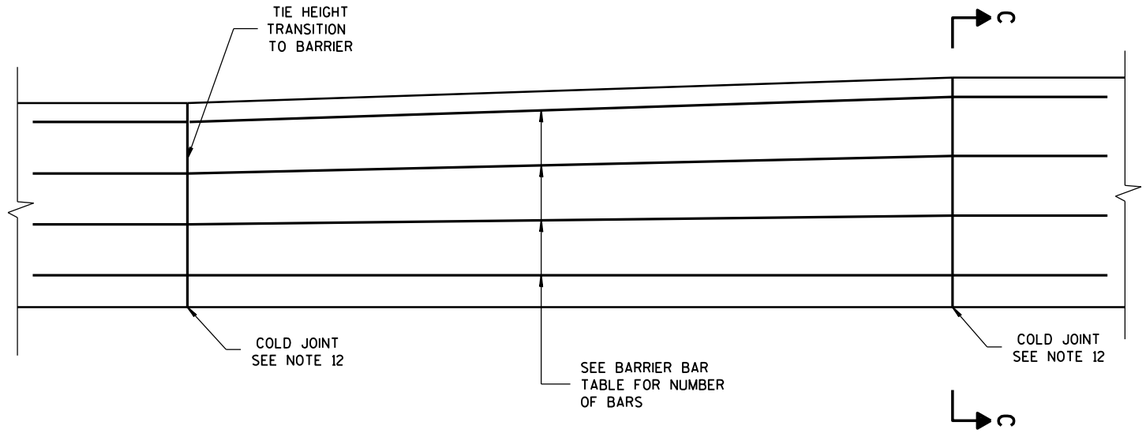
MULTIPLE HEIGHT TRANSITIONS MAY BE USED IN SEQUENCE TO GET TO APPROPRIATE HEIGHT.

USE COLD JOINT TO CONNECT MULTIPLE HEIGHT TRANSITIONS.

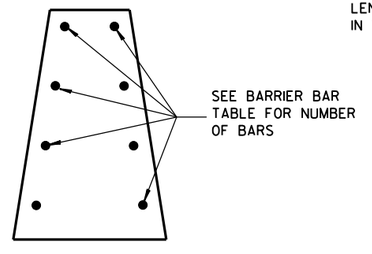
BARRIER BARS

H_1	H_2	L*	NUMBER OF NO. 5 BARS
32"	36"	10'-0"	8
36"	42"	10'-6"	10
42"	56"	24'-6"	11

* LENGTH OF DOUBLE COLD JOINT INCLUDED IN THE TOTAL LENGTH OF CBSS.



STEEL REINFORCEMENT DETAIL



SECTION C-C

CONCRETE BARRIER SINGLE SLOPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS D
UNIT SUPERVI

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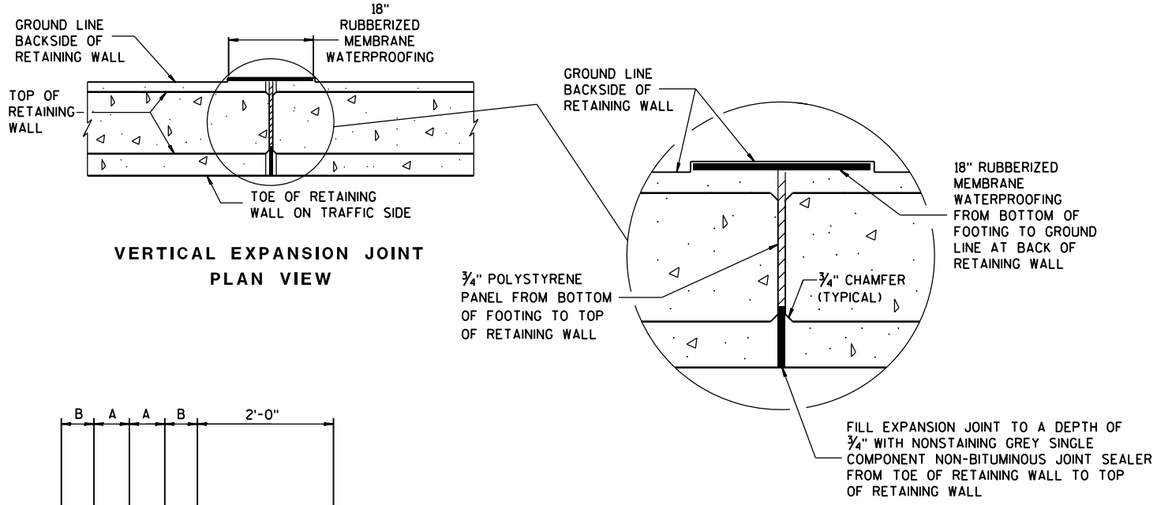
S.D.D. 14 B 32-5d



VERTICAL EXPANSION JOINT
PLAN VIEW

DELINEATION

GENERAL NOTES

PROVIDE EXPANSION JOINTS WHERE THERE ARE EXISTING EXPANSION JOINTS OR AT THE END OF EACH POUR.

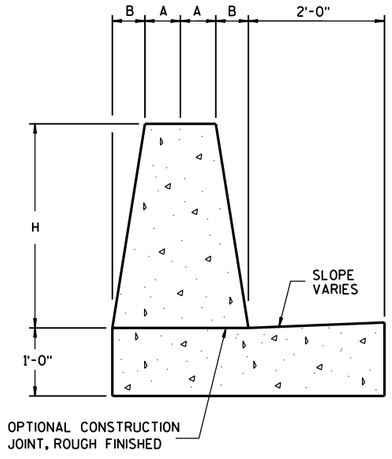
NO HORIZONTAL STEEL CROSSES EXPANSION JOINTS.

CONSTRUCT PER STANDARD SPECIFICATION 603. SPLICES OF LONGITUDINAL BARS TO BE 2' LONG AND FIRMLY TIED AND FASETENED TOGETHER UNLESS NOTED OTHERWISES.

4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS 501.

USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS NOTED OTHERWISE.

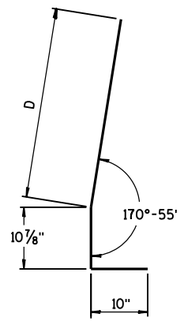
ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR.



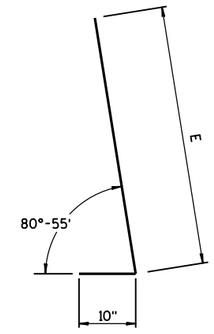
ROADSIDE RETAINING WALL

BARRIER WALL DIMENSIONS

BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6¼	5¾	8
42	5¼	6¾	10
56	3	9	11



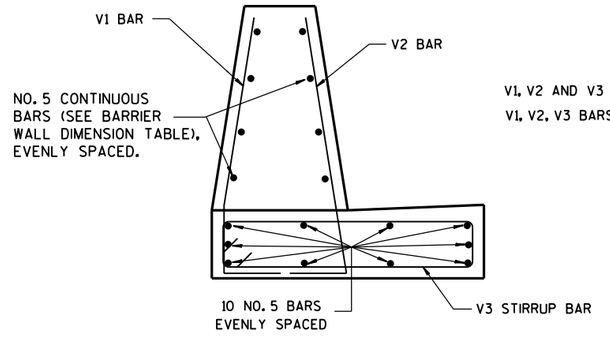
V1 BAR
BENDING DETAIL



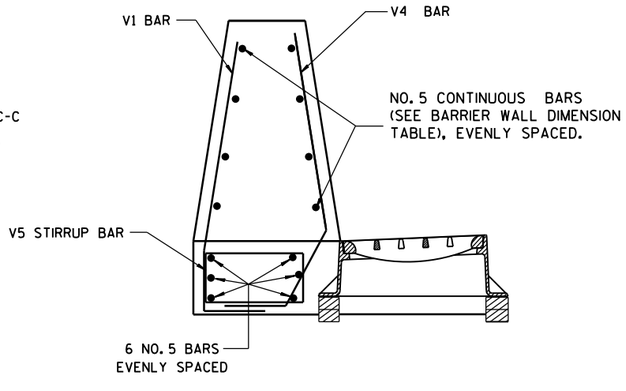
V2 BAR
BENDING DETAIL

BAR CHART
ROADSIDE RETAINING WALL

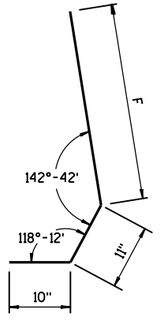
BARRIER HEIGHT	V1 BAR D	V2 BAR E	V4 BAR F
32"	2'-5½"	3'-4½"	2'-6½"
36"	2'-9½"	3'-9¾"	2'-10¾"
42"	3'-3½"	4'-2½"	3'-4¾"
56"	4'-5¾"	5'-4¾"	4'-6¾"



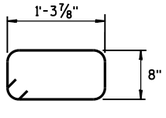
ROADSIDE RETAINING WALL
NORMAL BAR PLACEMENT



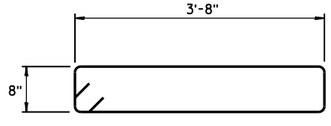
ROADSIDE RETAINING WALL
BAR PLACEMENT NEAR
INLET



V4 BAR
BENDING DETAIL



V5 STIRRUP BAR
BENDING DETAIL



V3 STIRRUP BAR
BENDING DETAIL

SINGLE SLOPE
ROADSIDE RETAINING WALL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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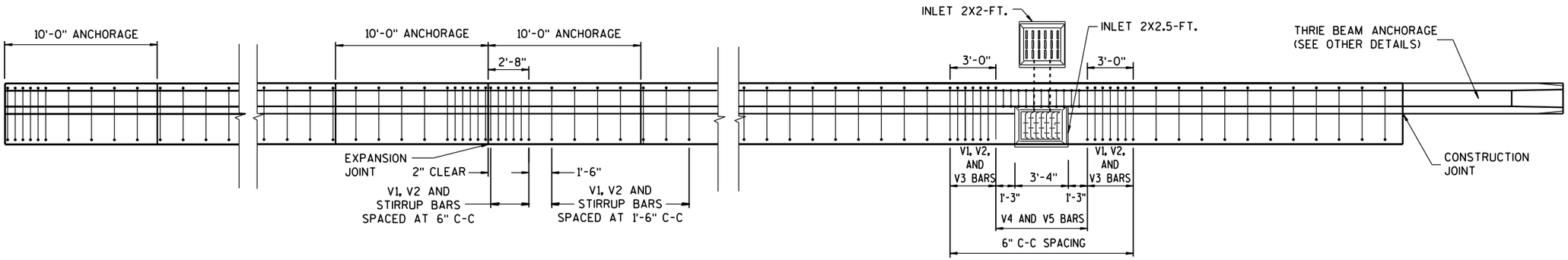
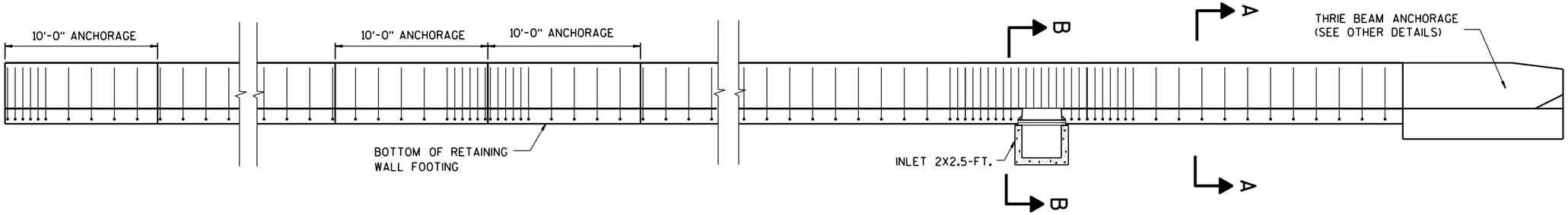


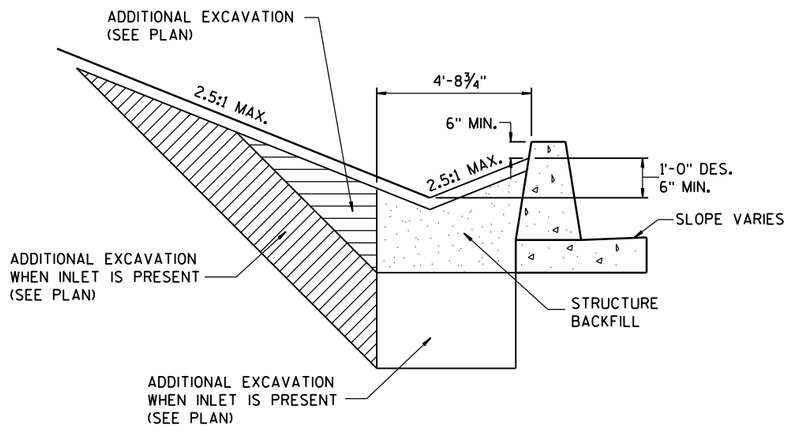
PLAN VIEW

NOTE: HORIZONTAL BARS ARE NOT SHOWN. SEE OTHER DETAILS FOR HORIZONTAL BARS.

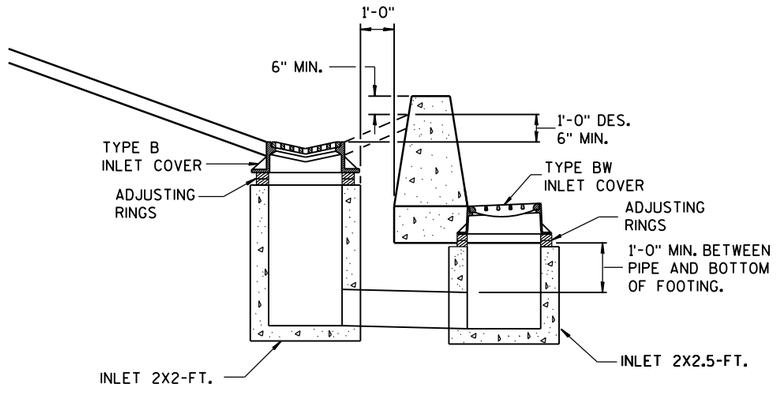


ELEVATION VIEW

NOTE: HORIZONTAL BARS ARE NOT SHOWN. SEE OTHER DETAILS FOR HORIZONTAL BARS.

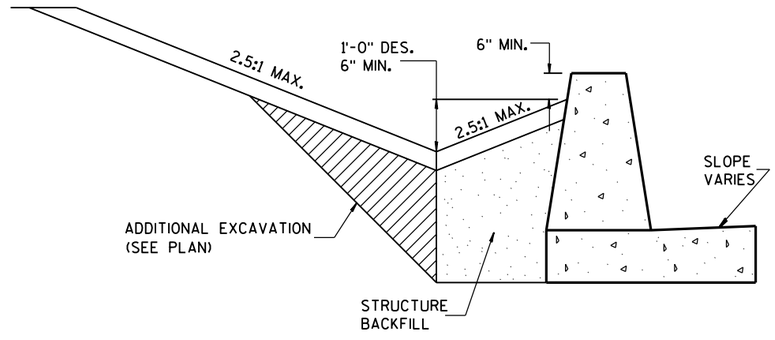


SECTION A-A



SECTION B-B

MINIMUM DESIGN OF EARTH WORK FOR INLET



MINIMUM DESIGN OF EARTH WORK

SINGLE SLOPE ROADSIDE RETAINING WALL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV...
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S.D.D. 14 B 41-3b

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S.D.D. 14 B 41-3b

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

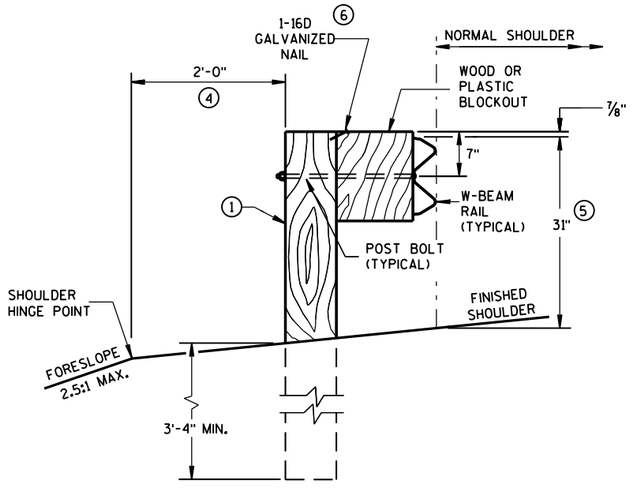
(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2½ INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

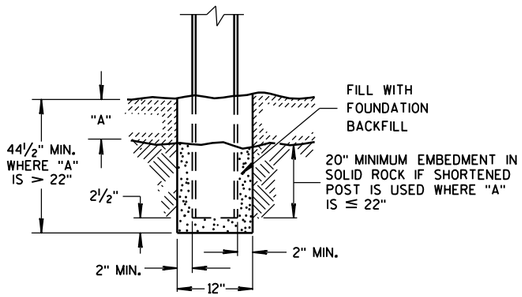
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ± 1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



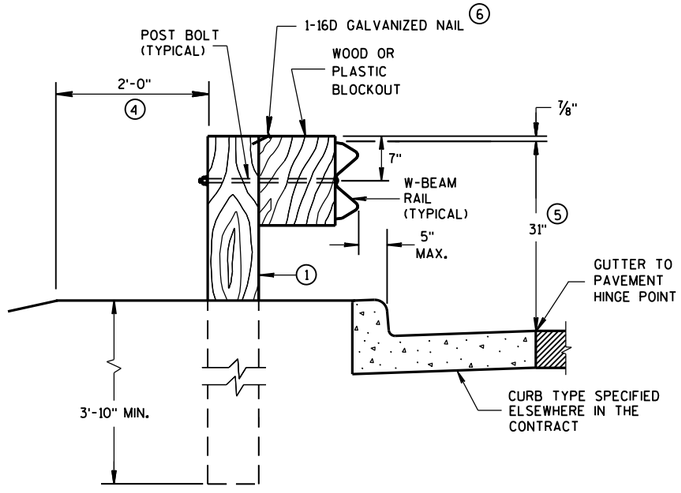
END VIEW

LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



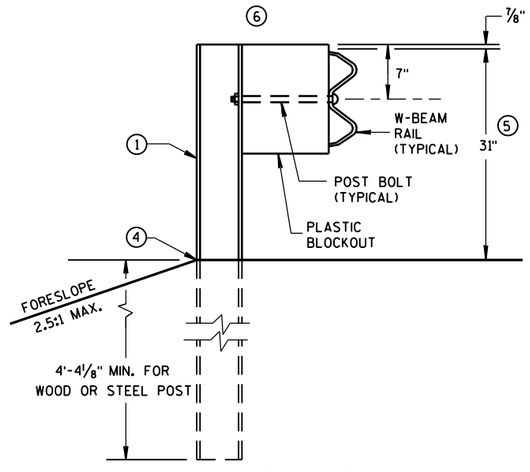
END VIEW

SETTING STEEL OR WOOD POST IN ROCK (3)



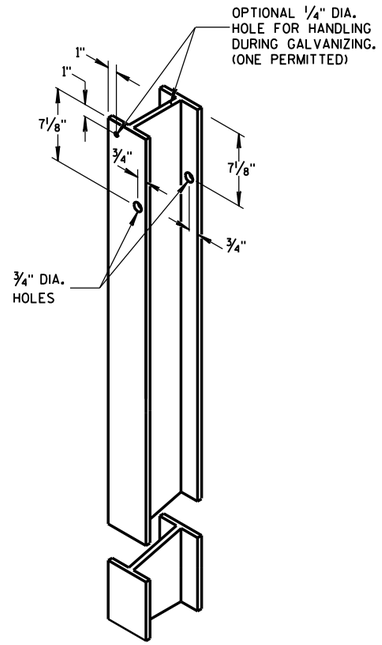
END VIEW

LOCATED ALONG A CURBED ROADWAY

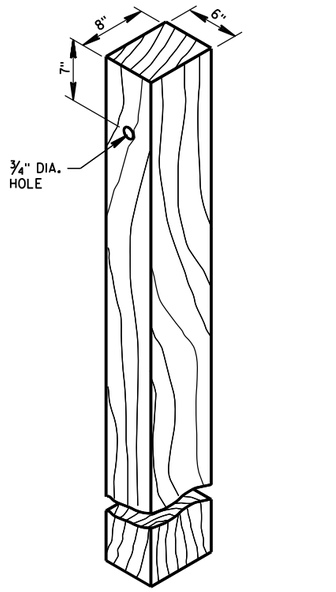


END VIEW

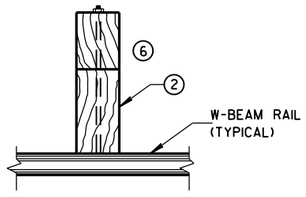
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



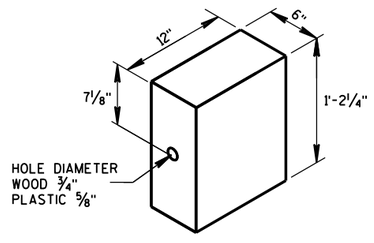
STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) (1)



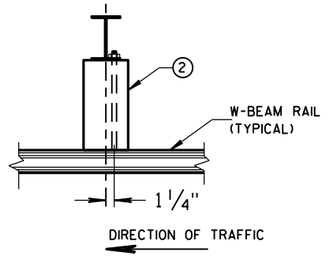
WOOD POST
(6" X 8") NOMINAL (1)



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM



WOOD OR
PLASTIC BLOCKOUT (2)

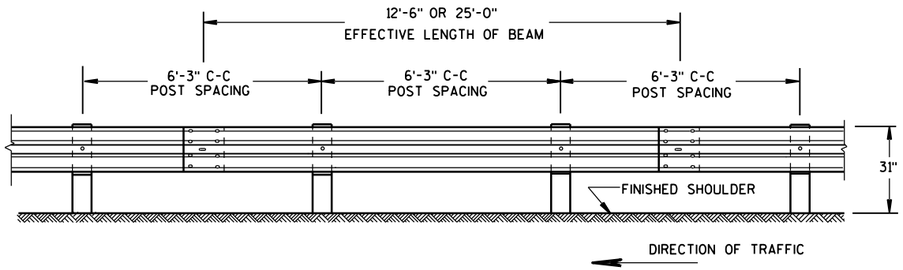


PLAN VIEW
STEEL POST,
PLASTIC BLOCKOUT & BEAM

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

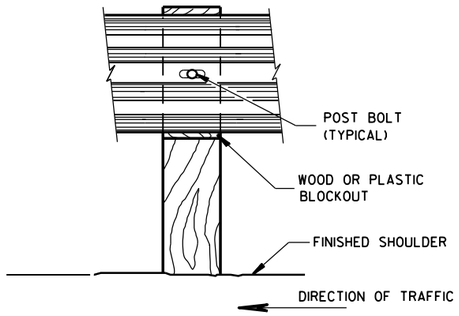
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 42-5a



FRONT VIEW

POST SPACING STANDARD INSTALLATION



FRONT VIEW AT WOOD POST

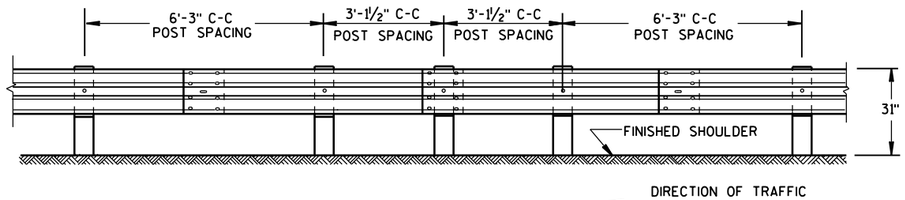
GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

(11) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

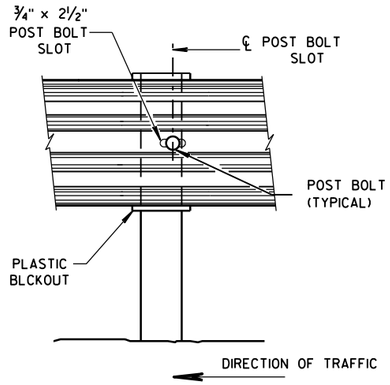
POST BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 5/8" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A 5/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

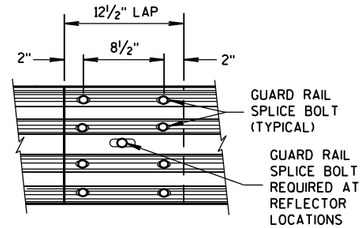


FRONT VIEW

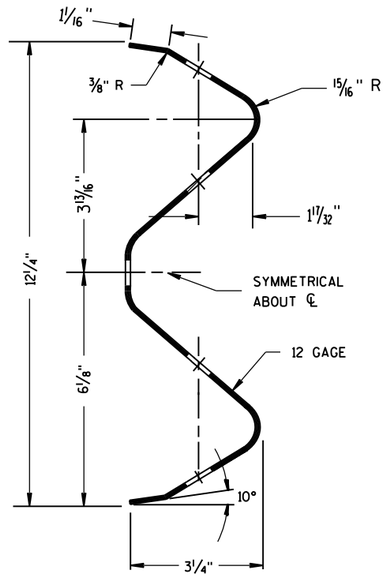
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



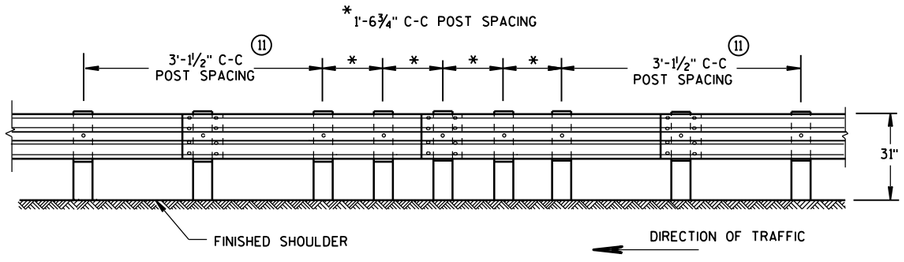
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE

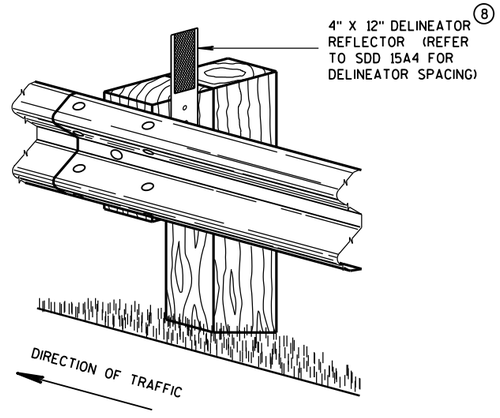


SECTION THRU W-BEAM RAIL



FRONT VIEW

QUARTER POST SPACING (QS)



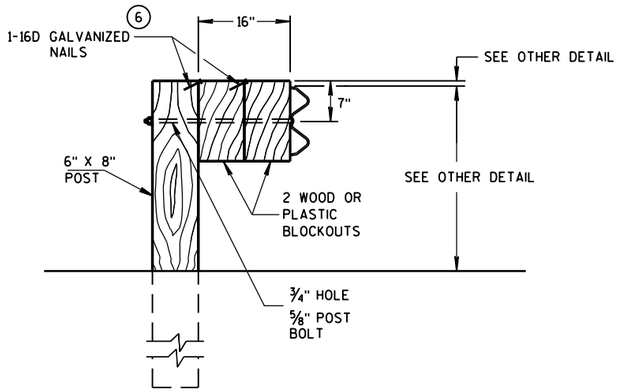
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

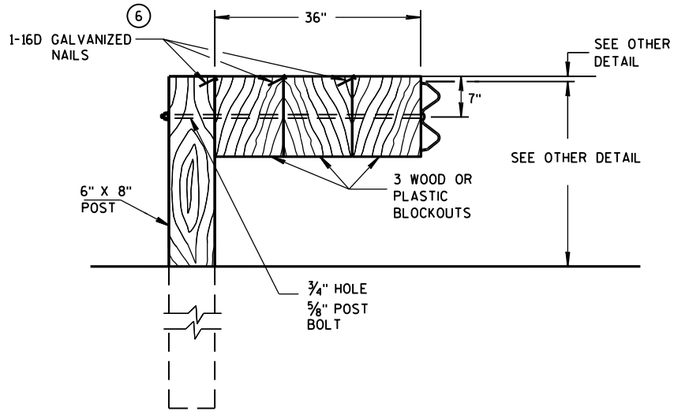
6

S.D.D. 14 B 42-5b



DETAIL FOR 16" BLOCKOUT DEPTH

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

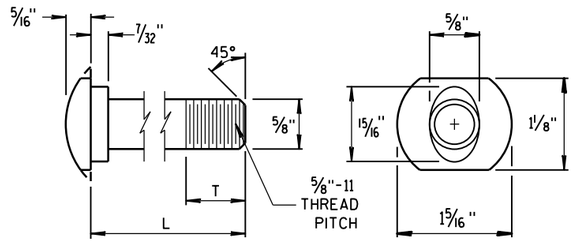


DETAIL FOR 36" BLOCKOUT DEPTH

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

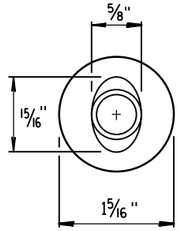
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

NOTE: 1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 1/16".
2. IF THE BOLT EXTENDS MORE THAN 1/4" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

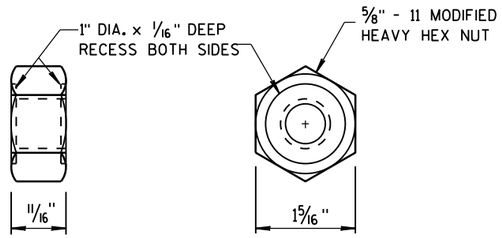


POST BOLT TABLE

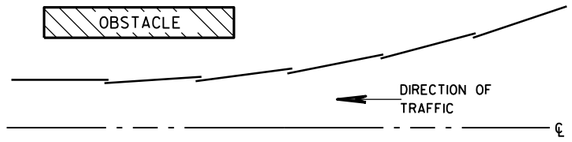
L	T (MIN.)
1¼"	1⅛"
2"	1¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



ALTERNATE BOLT HEAD

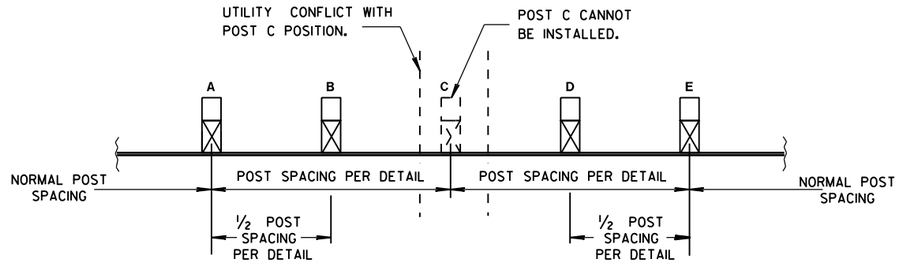


POST BOLT, SPLICE BOLT AND RECESS NUT

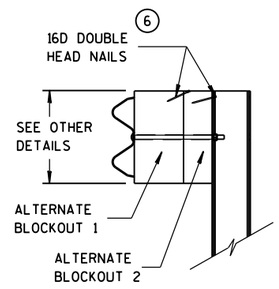


PLAN VIEW

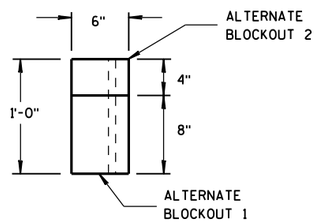
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

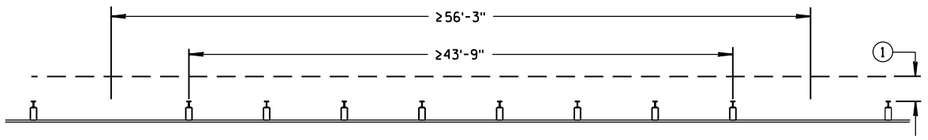
ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

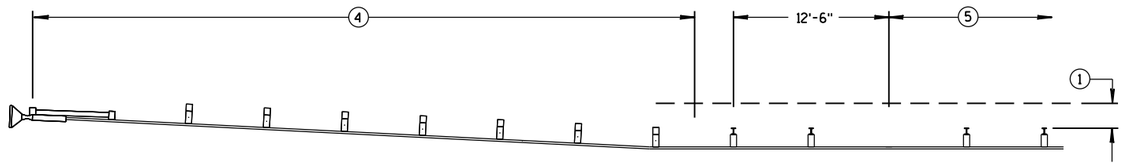
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

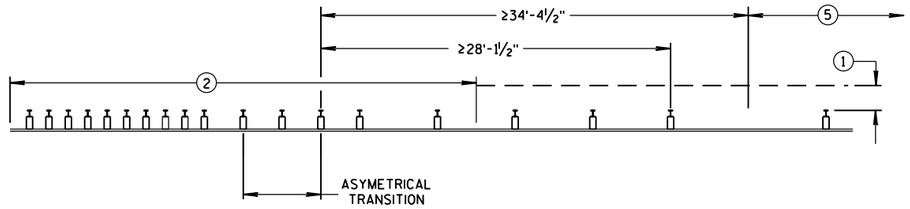
S.D.D. 14 B 42-5c



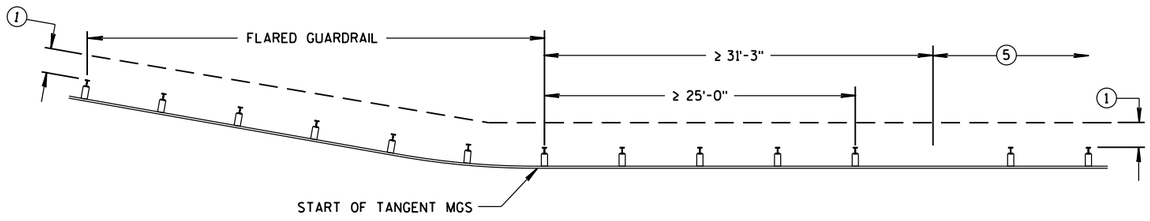
MISSING POST IN NORMAL BEAM GUARD RUN



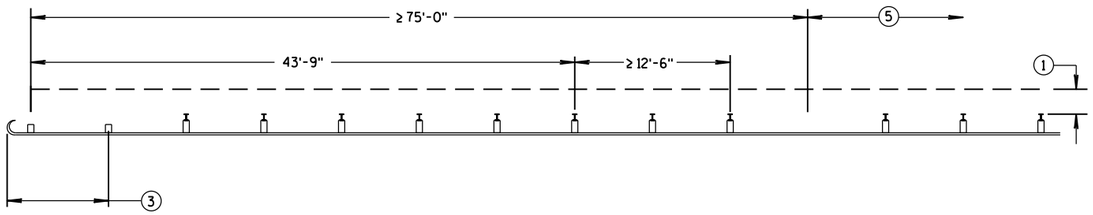
MISSING POST IN NORMAL BEAM GUARD RUN NEAR EAT



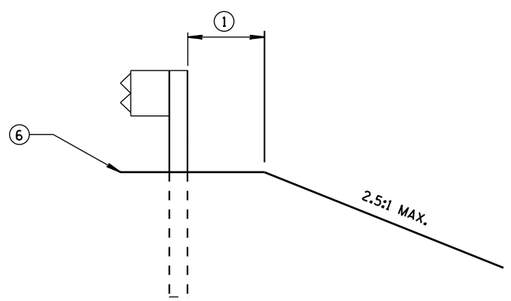
MISSING POST NEAR APPROACH THRIE BEAM TRANSITION



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR FLARED BEAM GUARD



MISSING POST IN NORMAL BEAM GUARD RUN
NEAR TYPE 2 TERMINAL



CROSS SECTION VIEW

1. MINIMUM OF 2 FEET OF GRADING BEHIND POST.
2. SEE SDD 14B45 FOR MORE DETAILS.
3. SEE SDD 14B47 FOR MORE DETAILS.
4. SEE SDD 14B44 FOR MORE DETAILS.
5. SEE MISSING POST IN NORMAL BEAM GUARD RUN FOR DISTANCE TO NEXT MISSING POST AND AREA FOR WELL DRAINED, COMPACTED SOILS.
6. SEE PLAN FOR SHOULDER DESIGN.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
FHWA

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

6

S.D.D. 14 B 42-5d

6

S.D.D. 14 B 42-5d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.

(C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.

(F) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS. ONE SCREW PER CORNER.

(H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.

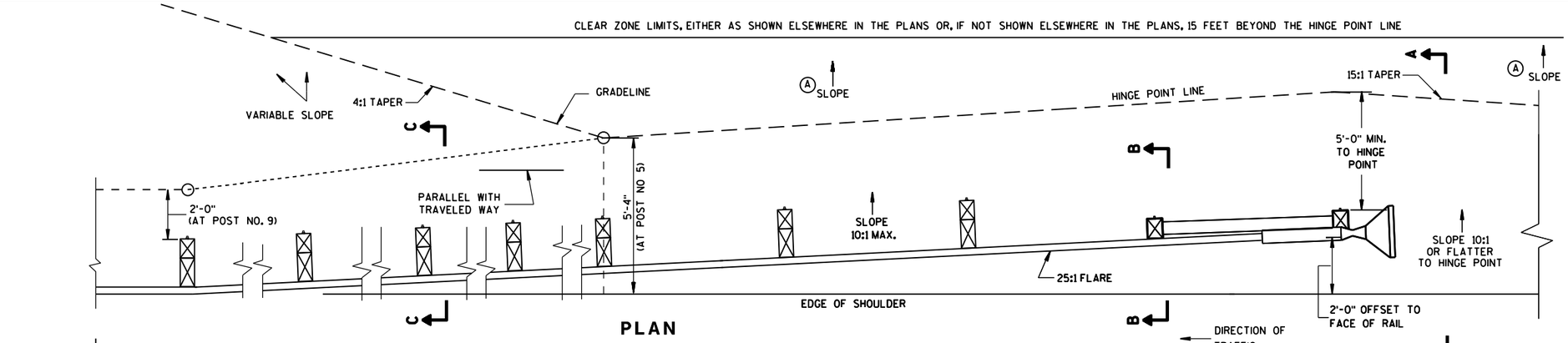
SEE SDD 14B42 FOR MORE INFORMATION.

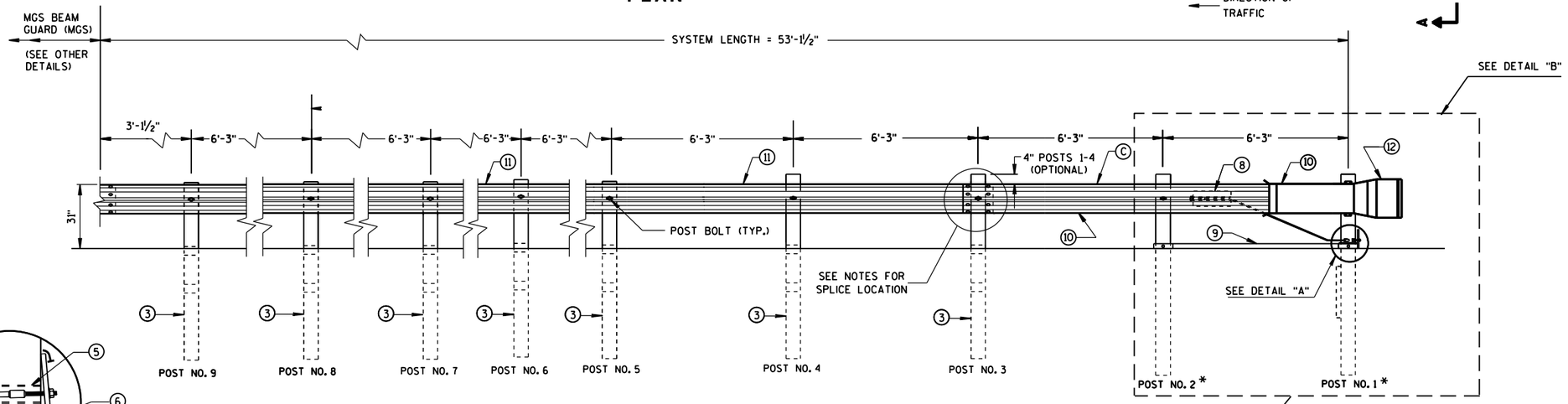
* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

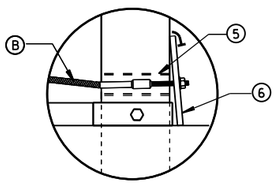
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

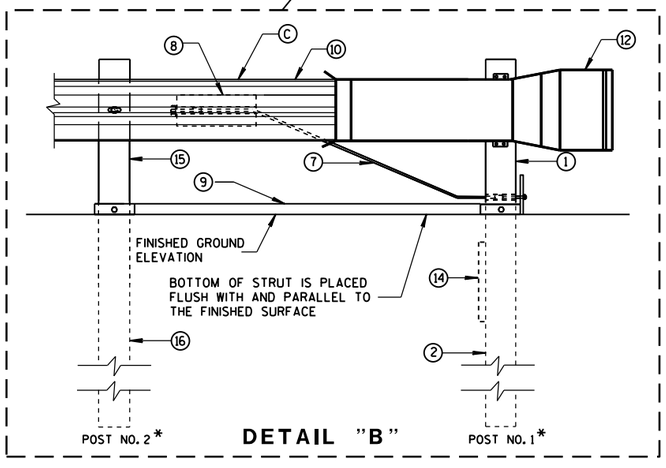
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

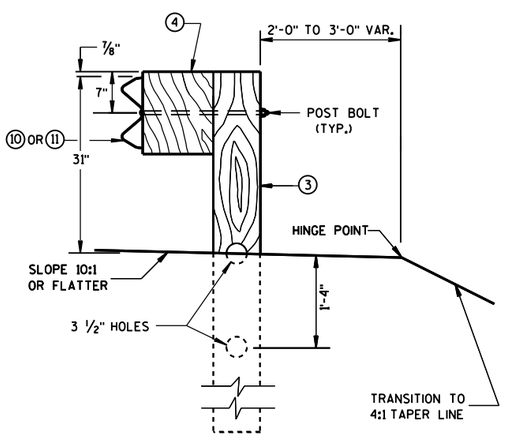
THE CENTER OF THE UPPER 3½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.

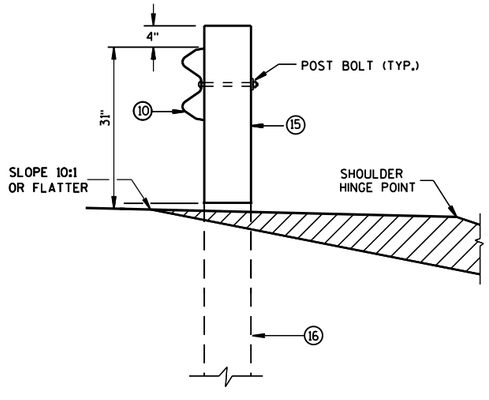


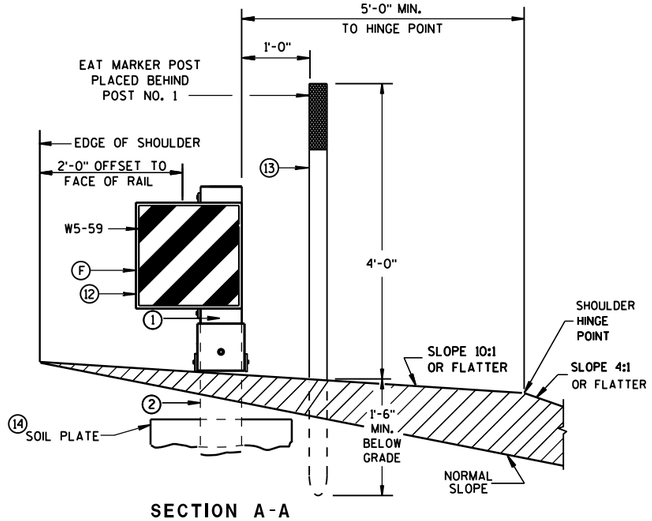












MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

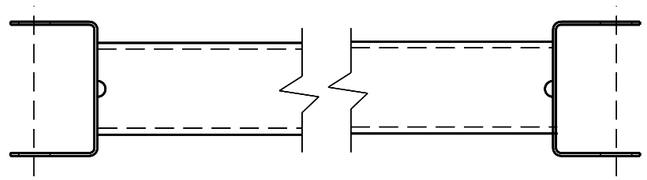
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO 747

6

S.D.D. 14 B 44-3a

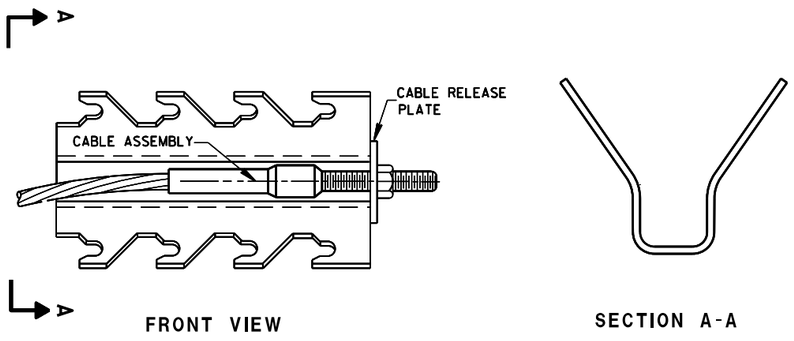
6

S.D.D. 14 B 44-3a



(9) (H)

GENERIC GROUND STRUT



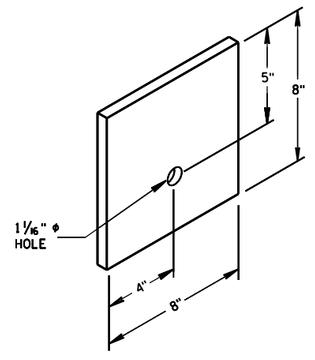
FRONT VIEW

SECTION A-A

GENERIC ANCHOR CABLE BOX (8) (H)

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.
(1)	UPPER POST NO. 1 6" X 6" TUBE
(2)	LOWER POST NO. 1
(3)	WOOD CRT
(4)	WOOD BLOCKOUT
(5)	PIPE SLEEVE
(6)	BEARING PLATE
(7)	BCT CABLE ASSEMBLY
(8)	ANCHOR CABLE BOX
(9)	GROUND STRUT
(10)	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
(11)	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
(12)	IMPACT HEAD
(13)	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
(14)	SOIL PLATE
(15)	UPPER POST NO. 2
(16)	LOWER POST NO. 2



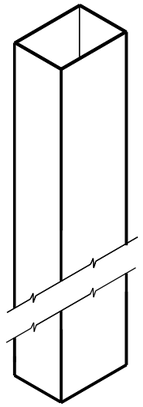
BEARING PLATE (6)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

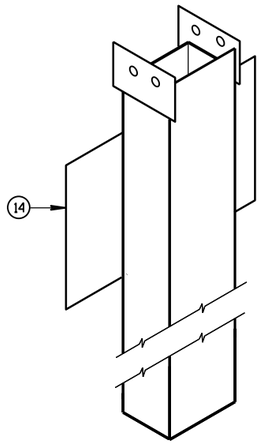
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

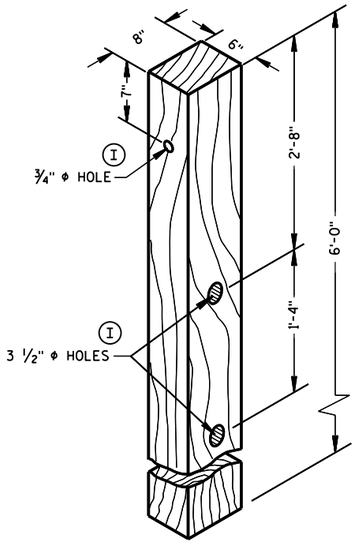
S.D.D. 14 B 44-3b



UPPER POST NO. 1 (1)

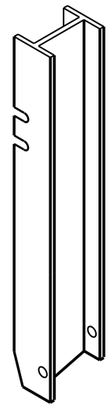


LOWER POST NO. 1 (2)



POSTS NUMBER 3-9

WOOD CRT POST (3)



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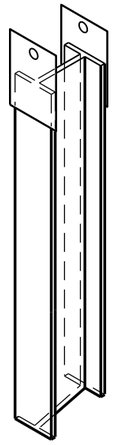

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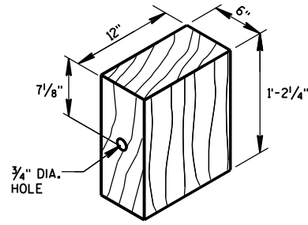
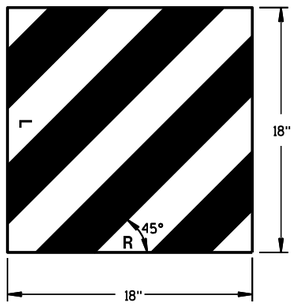


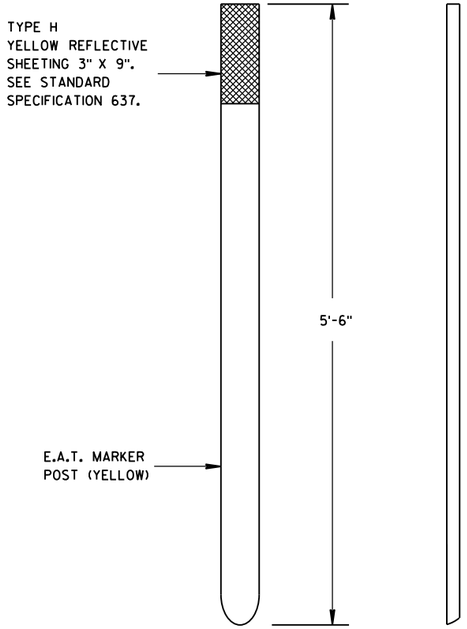
WOOD BLOCKOUT (4)

REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



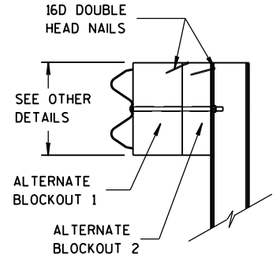
W5-59

REFLECTIVE SHEETING DETAIL (H)

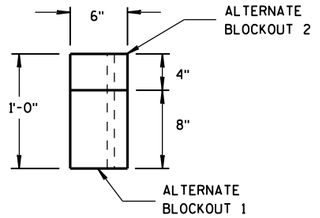


FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

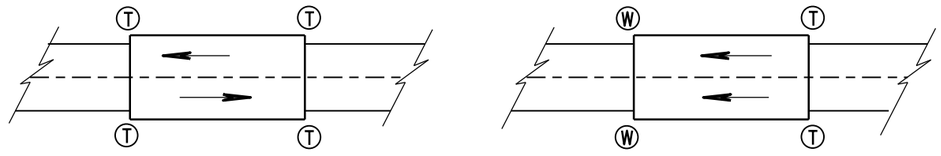
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

6

S.D.D. 14 B 44-3c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

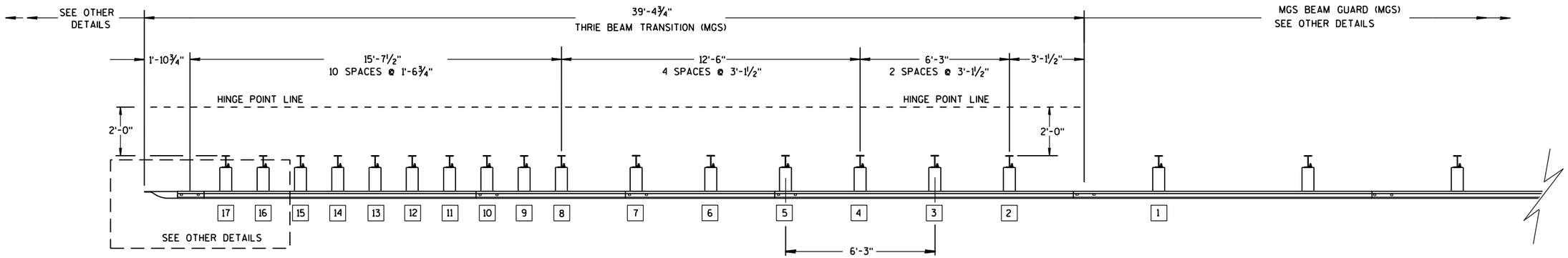
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

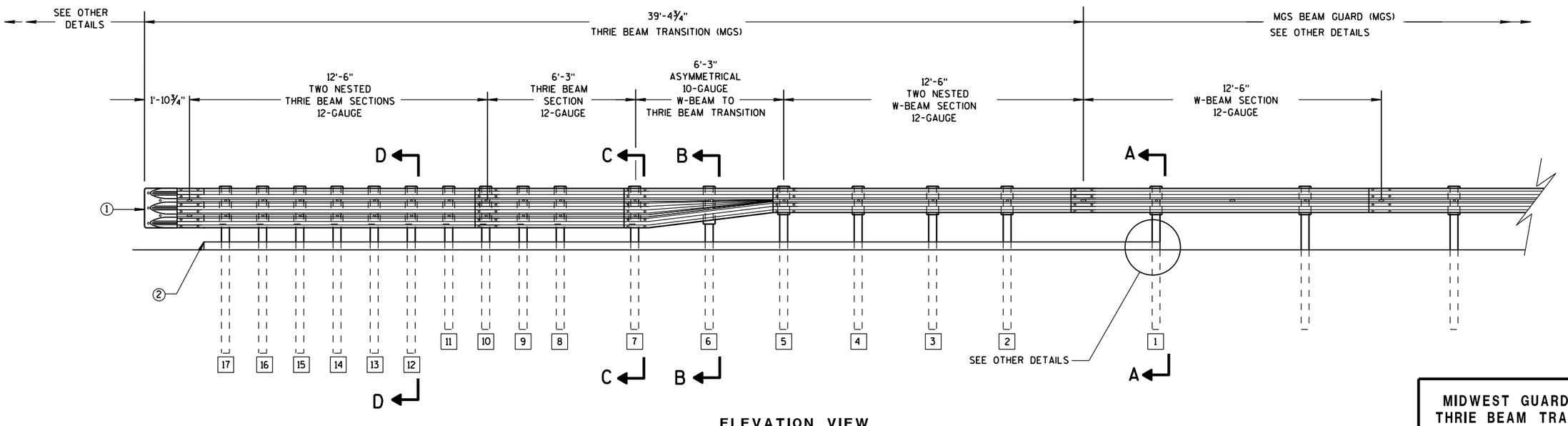
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 750

6

S.D.D. 14 B 45-4a

6

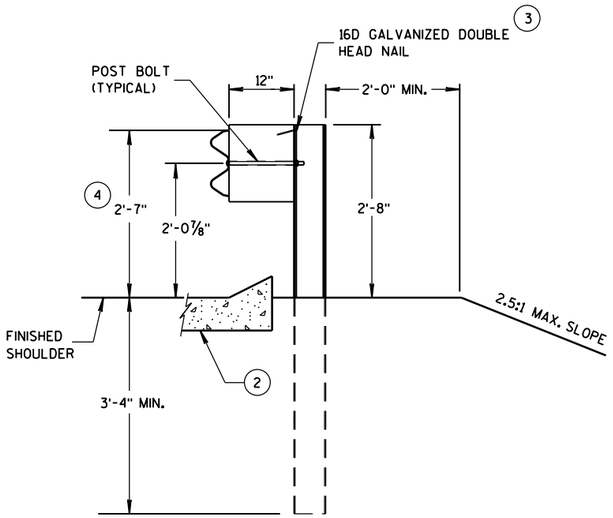
S.D.D. 14 B 45-4a

GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE_FEATURE SEE PLAN FOR INFORMATION.

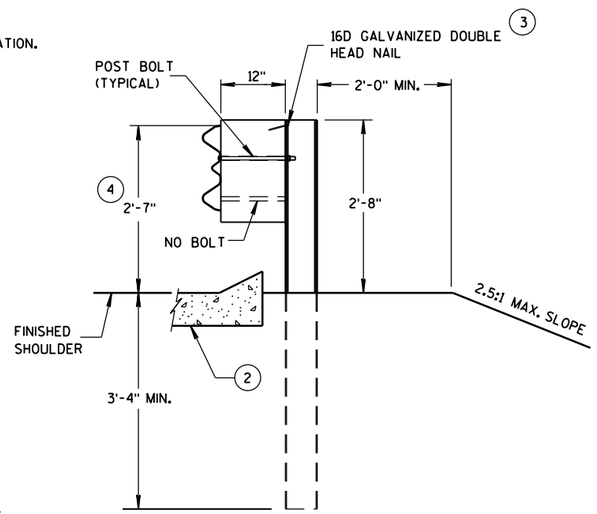
(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



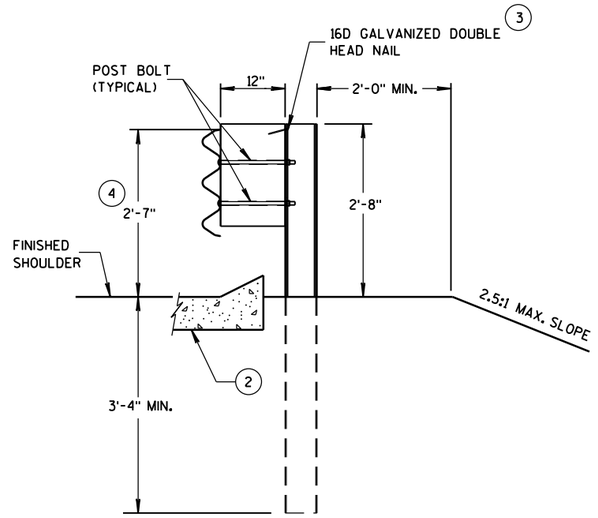
SECTION A-A

POSTS 1-5



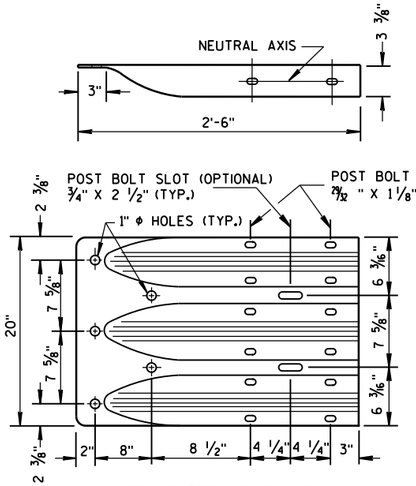
SECTION B-B

POST 6



SECTION C-C

POSTS 7-11



THRIE BEAM TERMINAL CONNECTOR

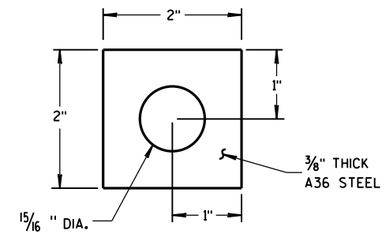
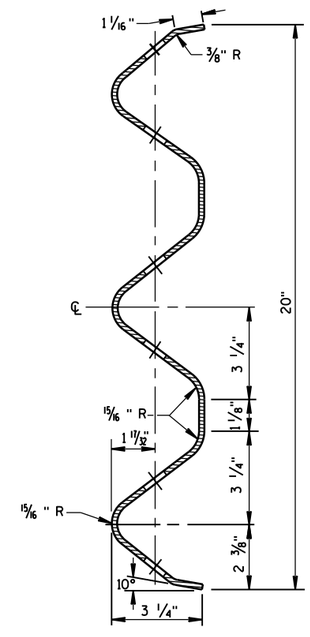
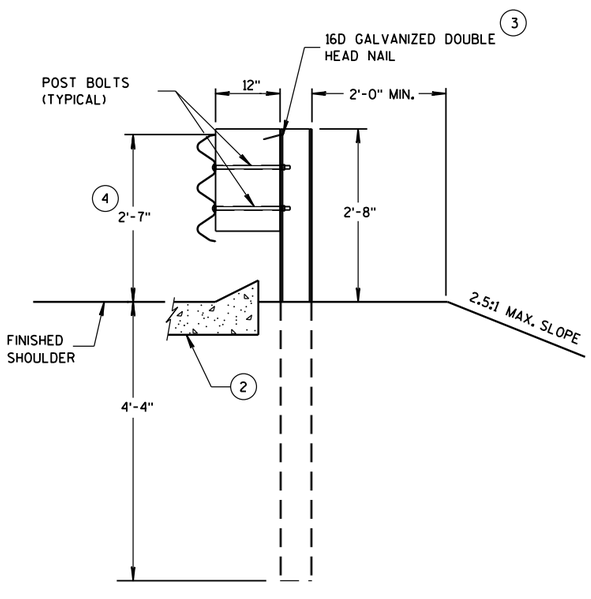


PLATE WASHER DETAIL

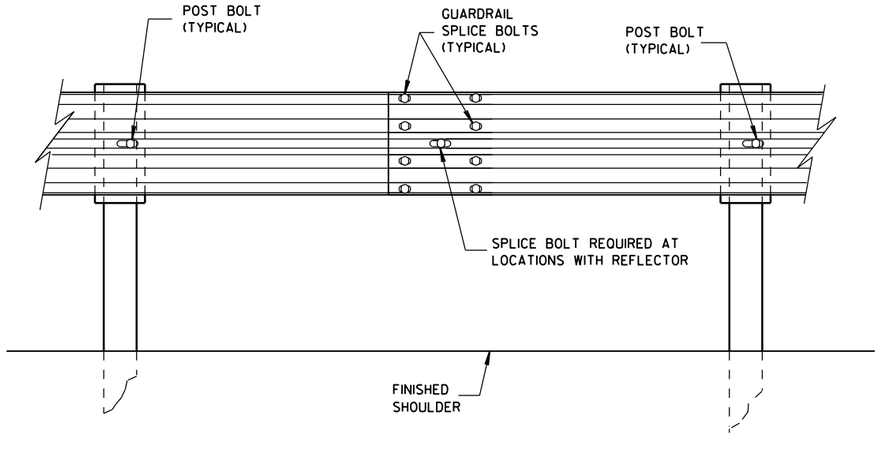


SECTION THRU THRIE BEAM RAIL ELEMENT



SECTION D-D

POSTS 12-17



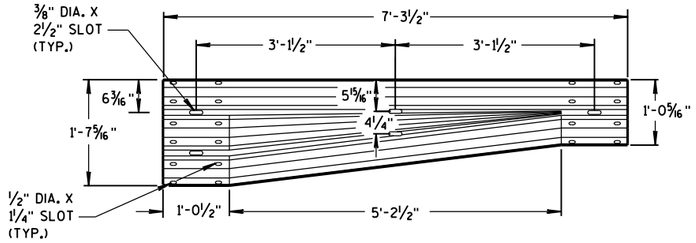
SPLICE DETAIL

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

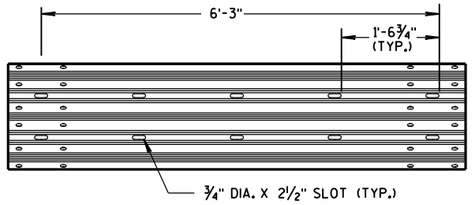
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

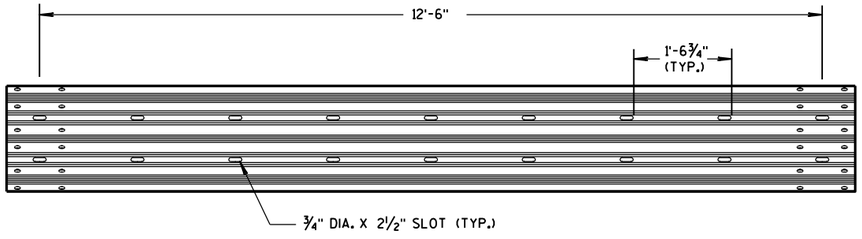
S.D.D. 14 B 45-4b



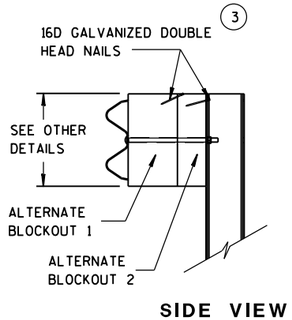
W-BEAM TO THRIE BEAM TRANSITION SECTION



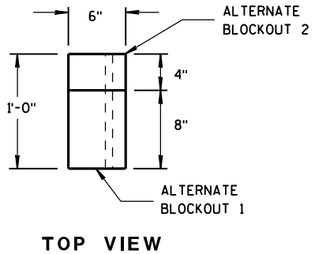
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

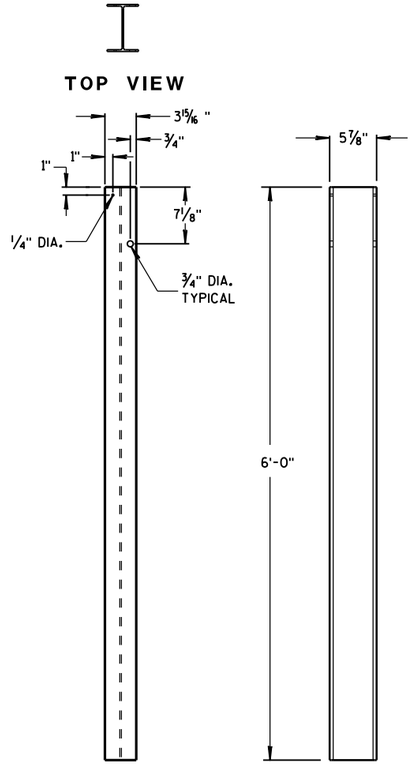


SIDE VIEW



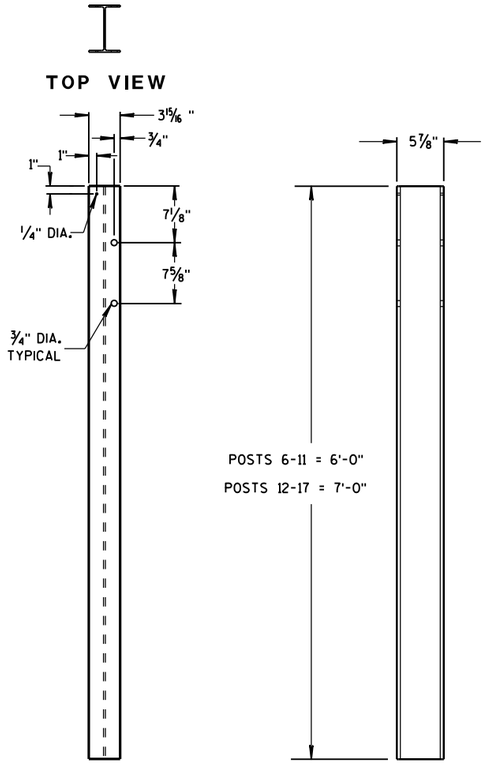
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



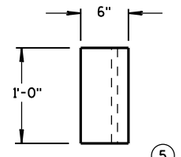
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5

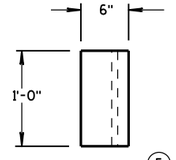


FRONT VIEW SIDE VIEW

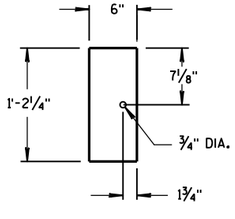
STEEL POSTS 6-17



TOP VIEW

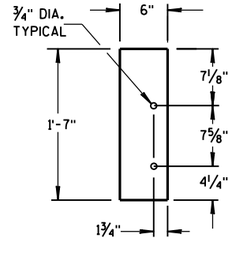


TOP VIEW



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

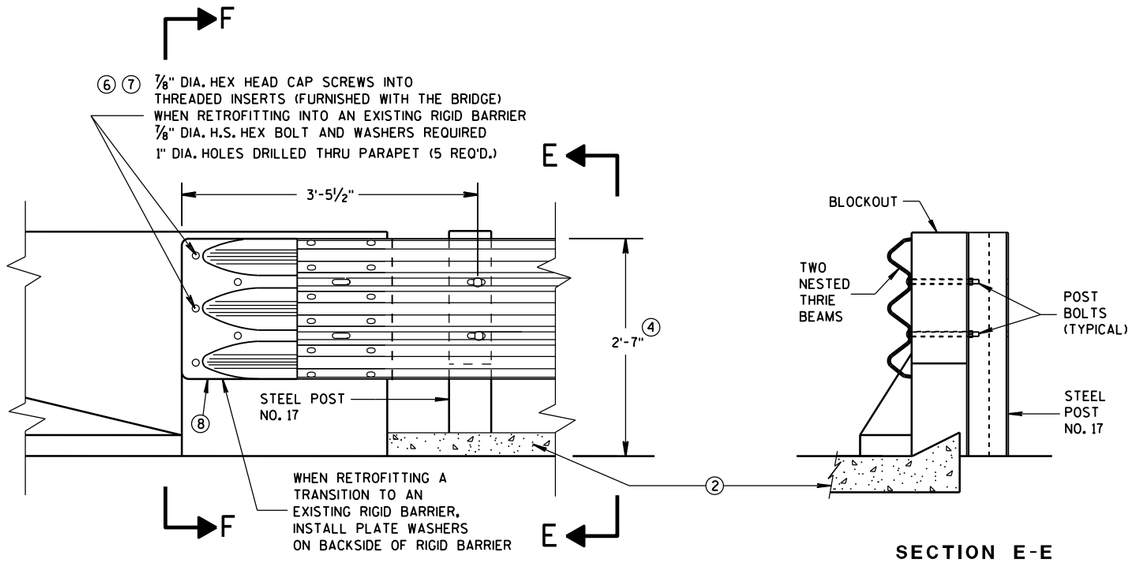
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 752

6

S.D.D. 14 B 45-4c

6

S.D.D. 14 B 45-4c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

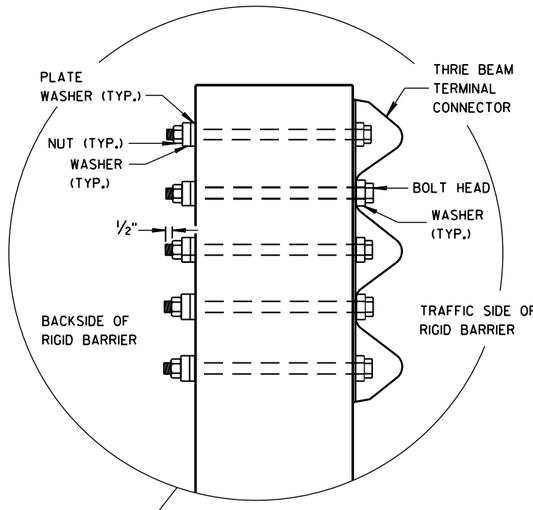
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

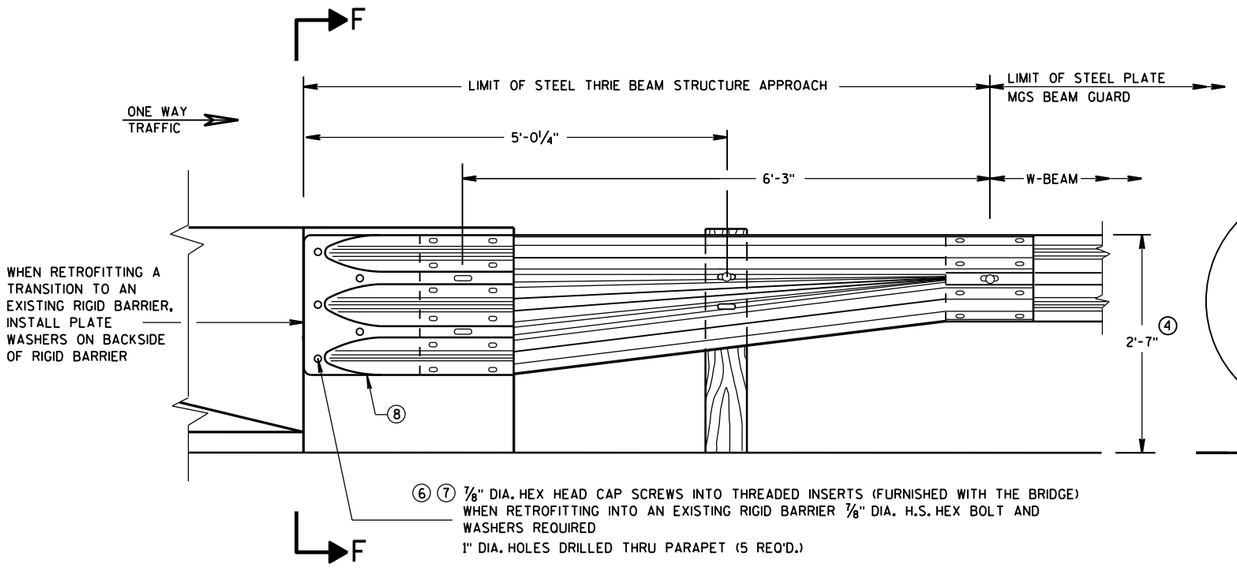
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

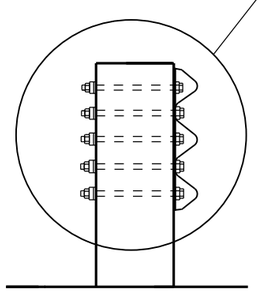
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

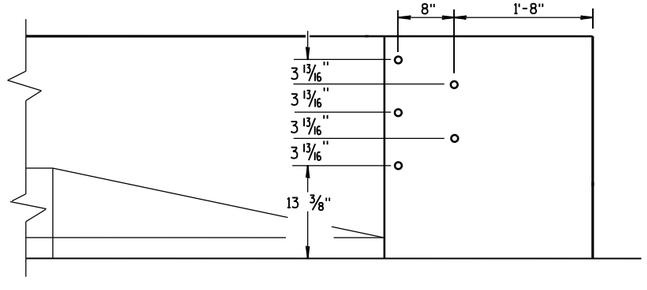




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

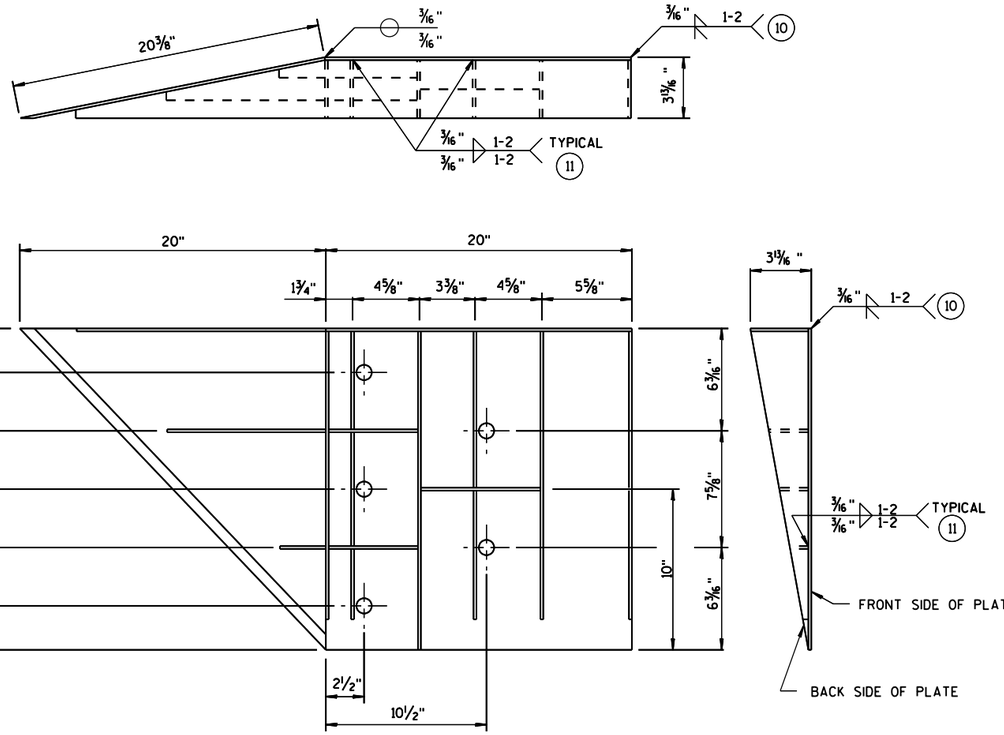
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA
753
NT

6

S.D.D. 14 B 45-4d

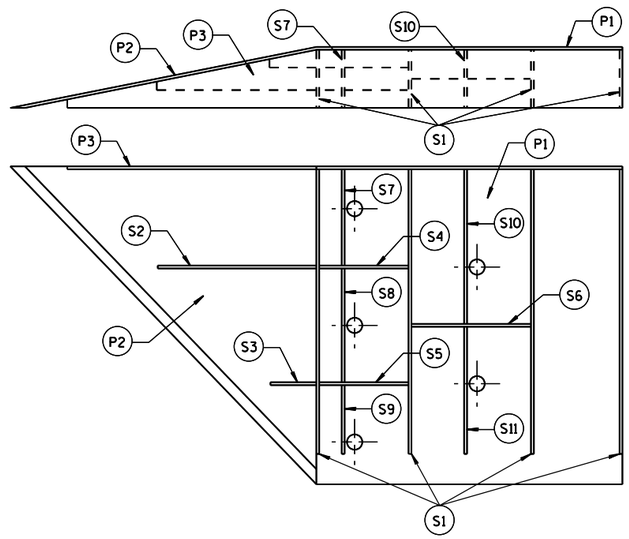
6

S.D.D. 14 B 45-4d



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)



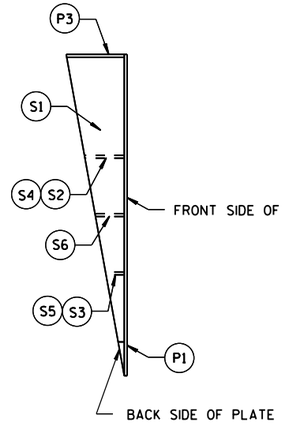


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 3/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 1/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

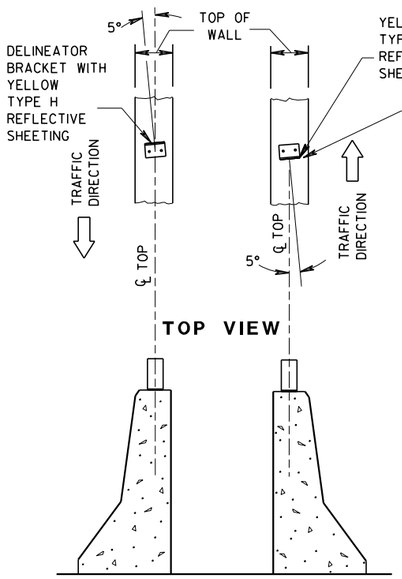
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
754
FHWA

6

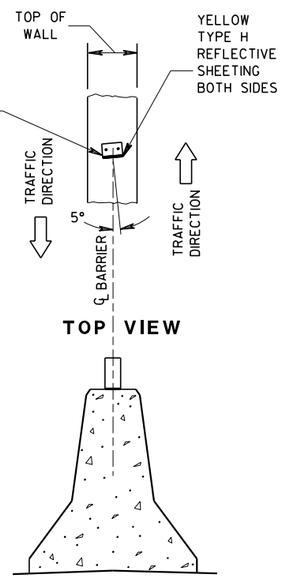
S.D.D. 14 B 45-4i

6

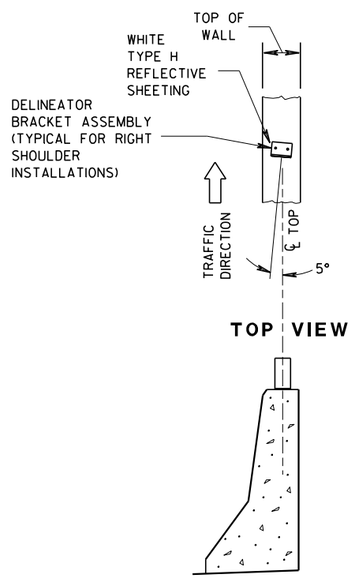
S.D.D. 14 B 45-4i



DOUBLE BARRIERS IN MEDIAN

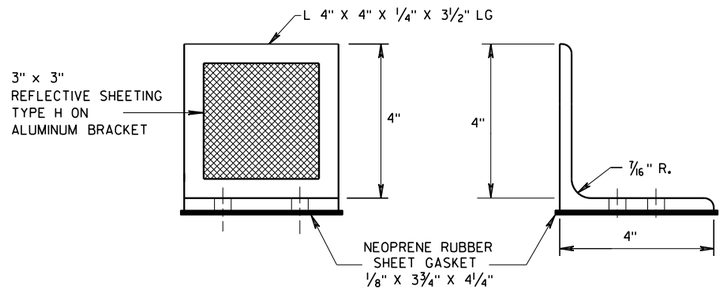


MEDIAN BARRIER

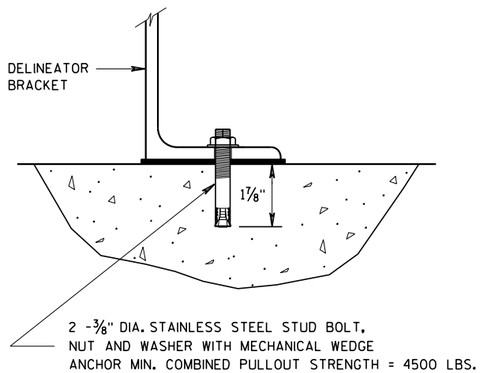


BARRIER LOCATED
TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET



DELINEATOR BRACKET
MOUNTING DETAIL

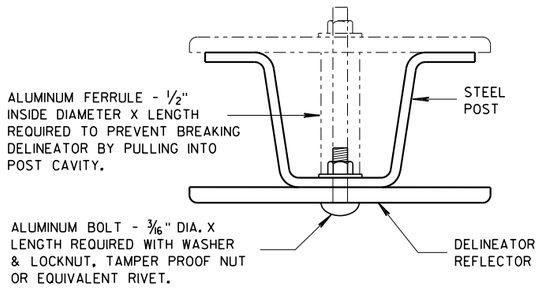
REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

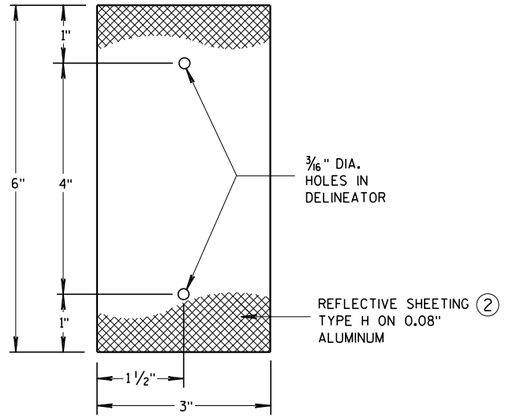
DELINEATOR BRACKET
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

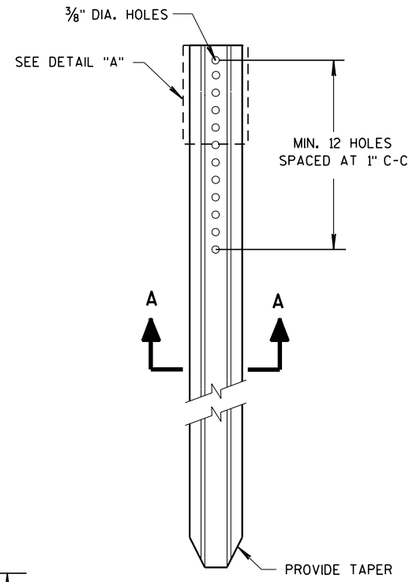
APPROVED
March 2018 /S/ Matthew B. Rauch
DATE STATE SIGNING AND M. 755 NGINEER
FHWA



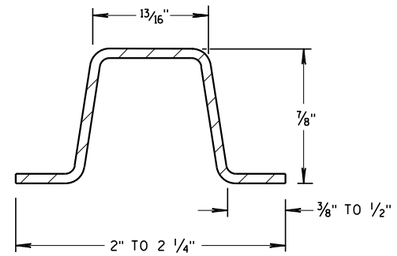
MOUNTING DETAIL
FOR DELINEATOR REFLECTOR



DETAIL "A"
3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



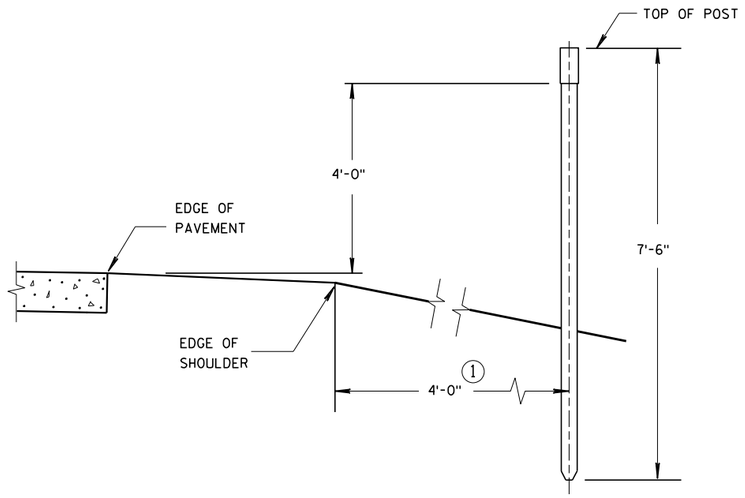
SECTION A-A

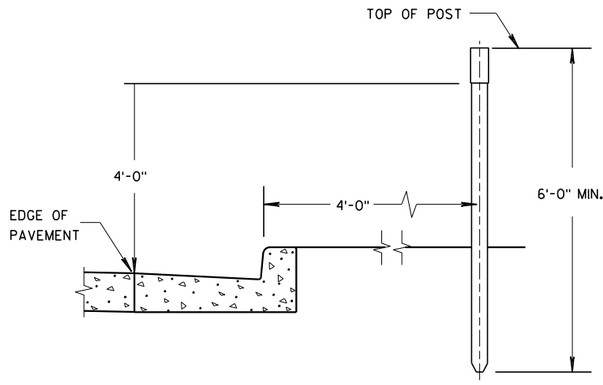
WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

REFLECTOR SPACING TABLE

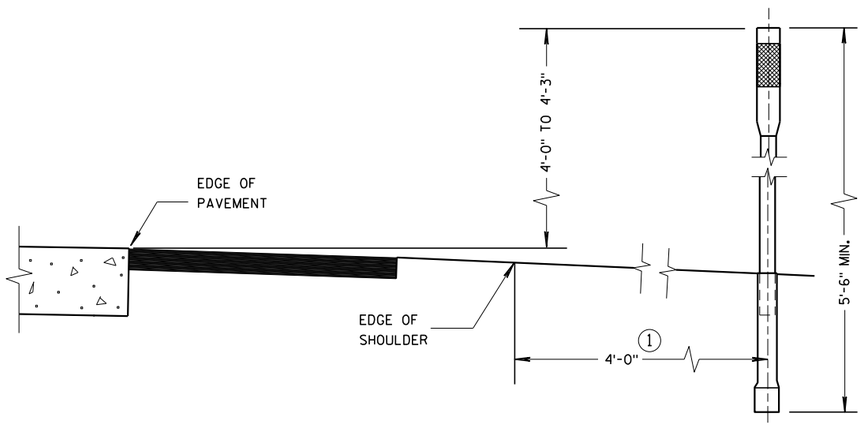
REFLECTOR SPACING	LOCATION
400'	MAINLINE
100'	RAMPS *

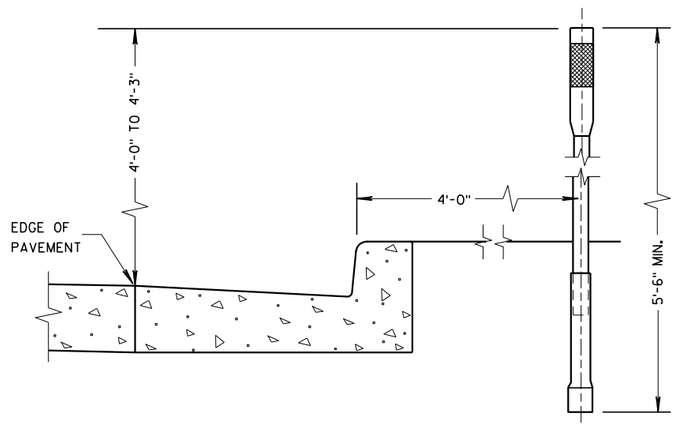
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER.





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

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

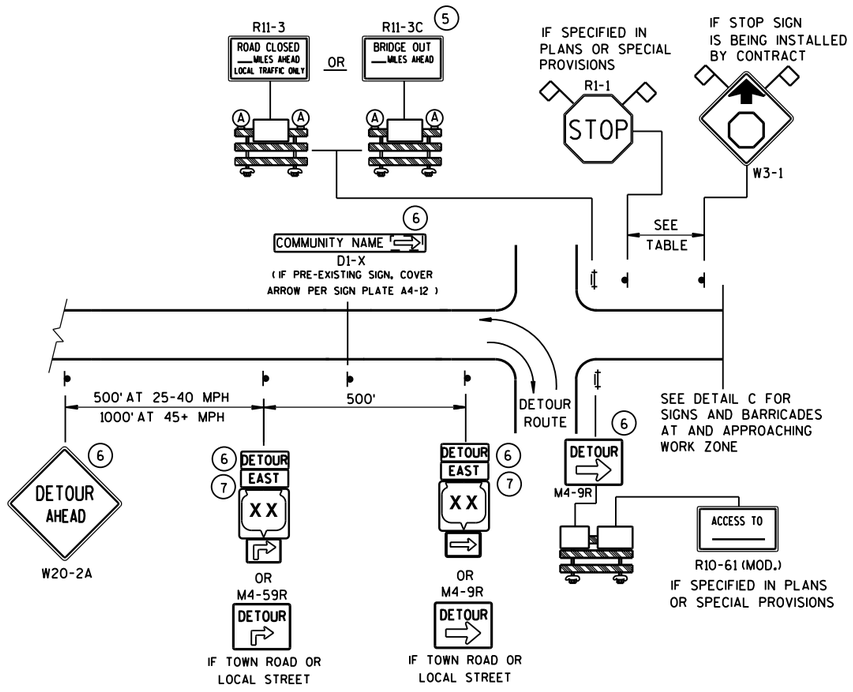
(1) DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

(2) FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

DELINEATOR POST
WITH REFLECTIVE SHEETING

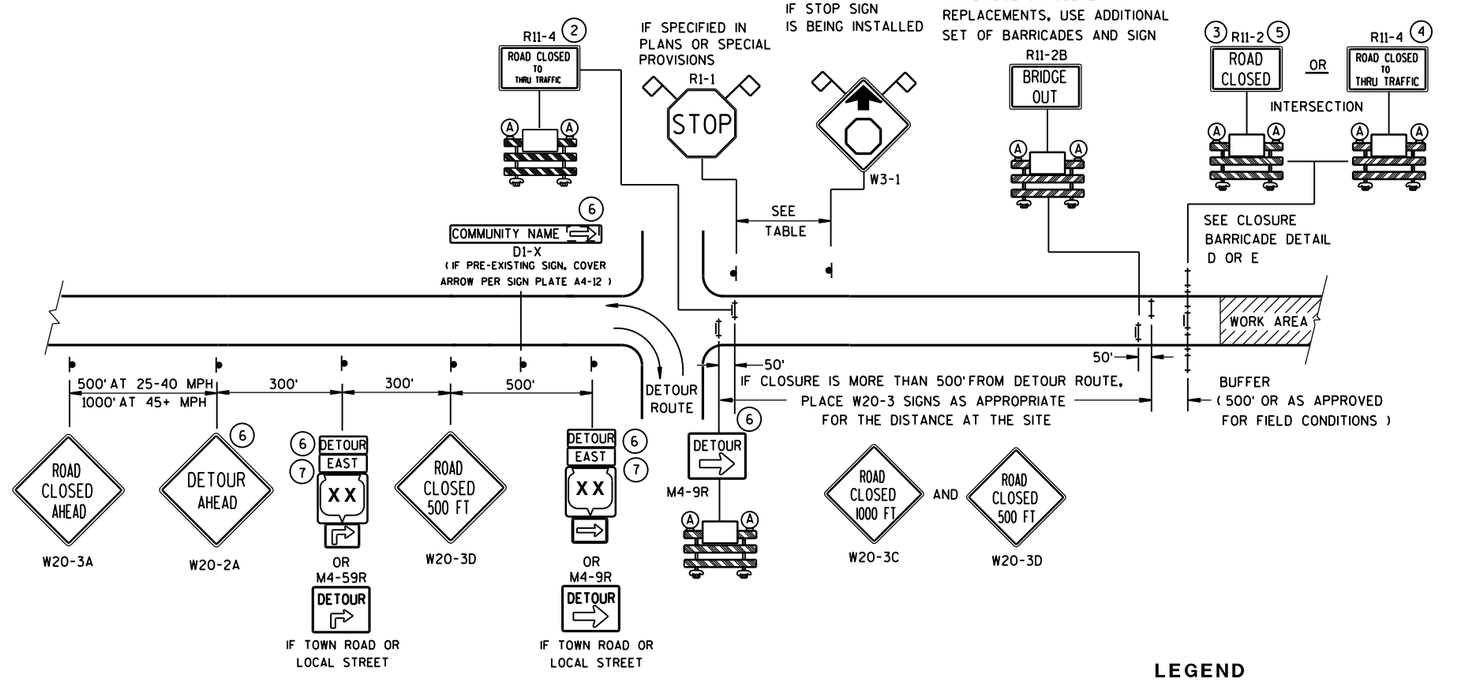
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Matthew P Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA



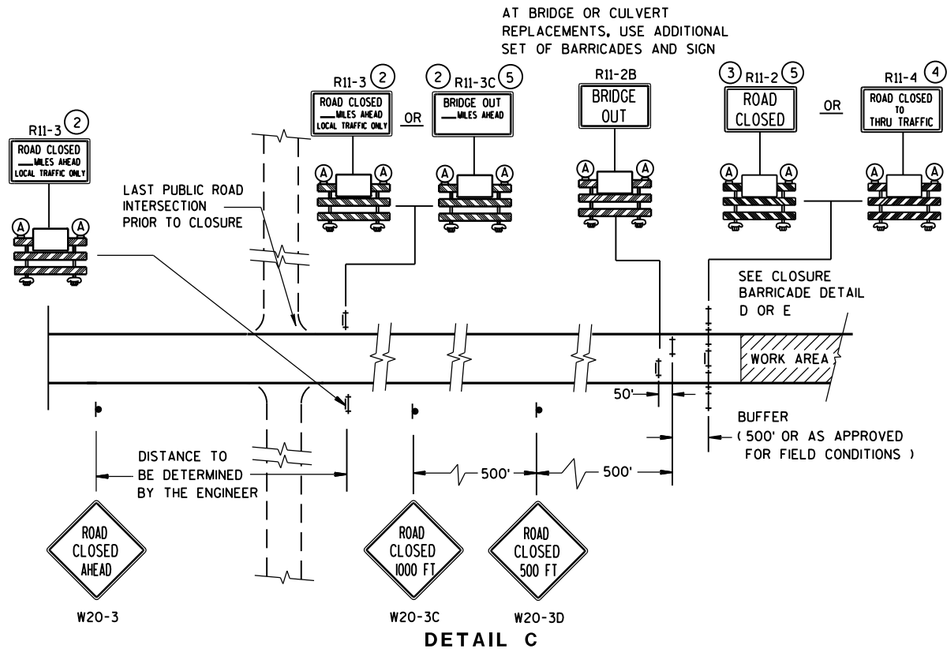
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

S.D.D. 15 C 2-6a

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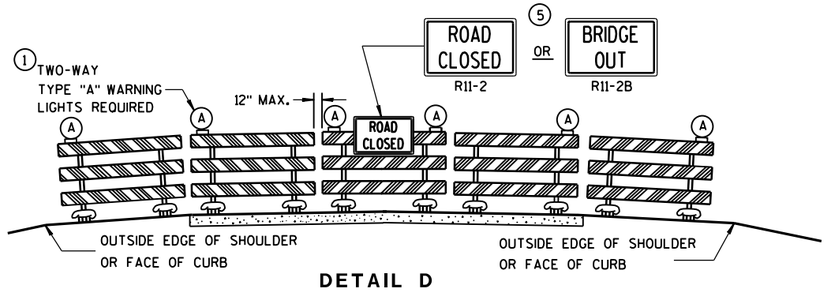
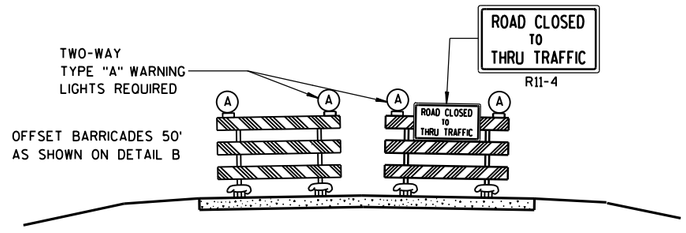


DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO... SAFETY ENGI... — FHWA — FIC

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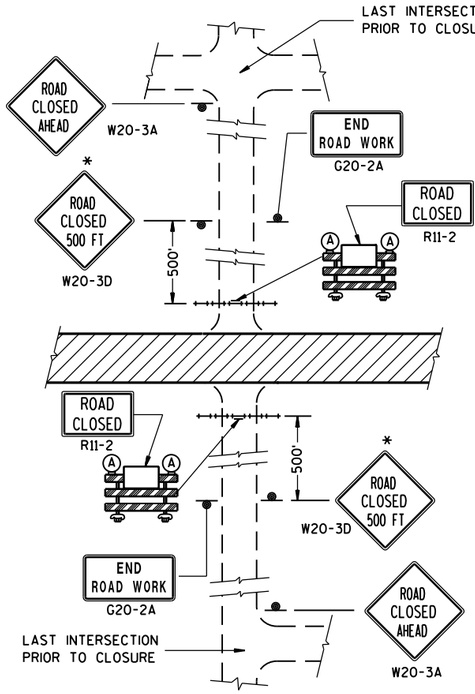
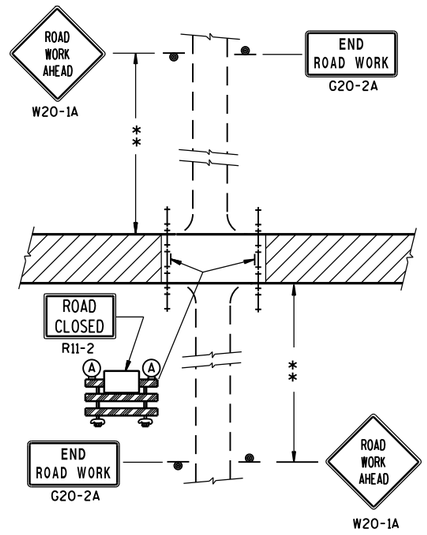
S.D.D. 15 C 2-6b



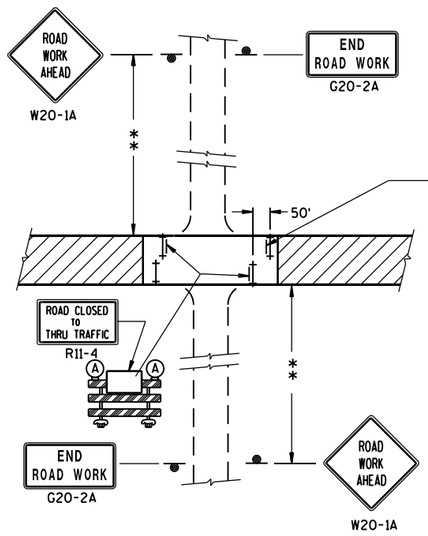
DETAIL 1

(NO ACCESS TO PROJECT)



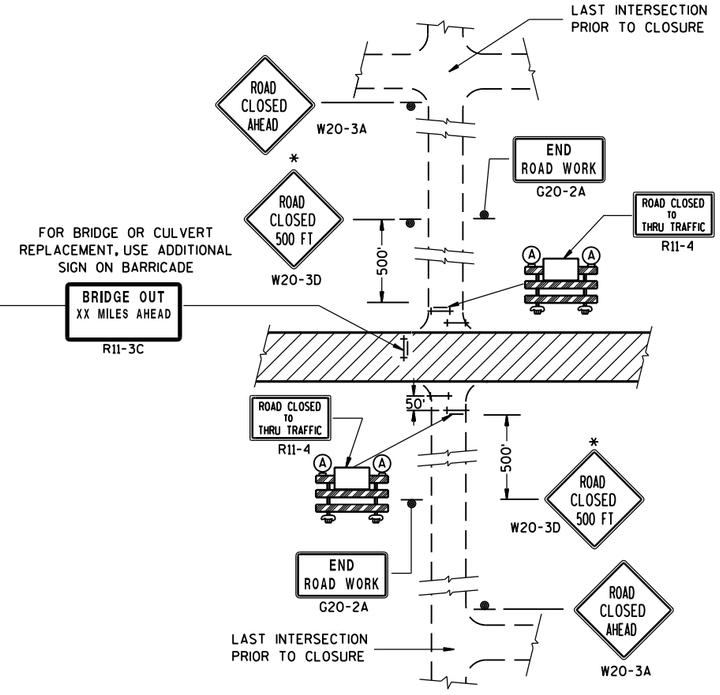
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).



DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

759

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S.D.D. 15 C 3-4

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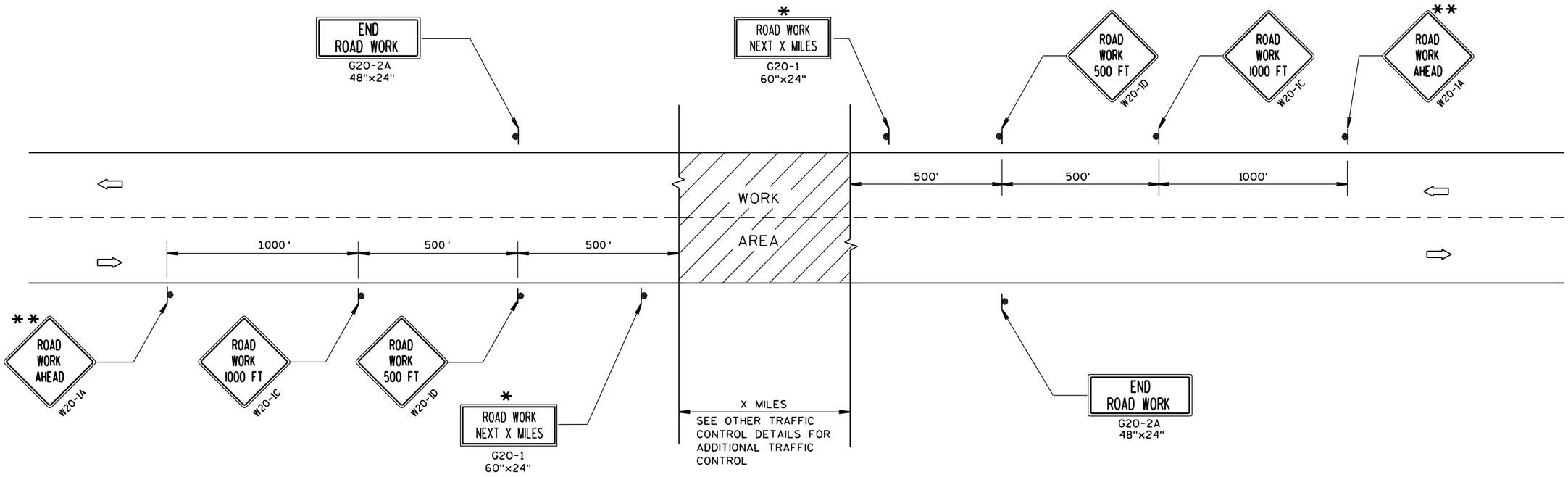
S.D.D. 15 C 3-4

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.

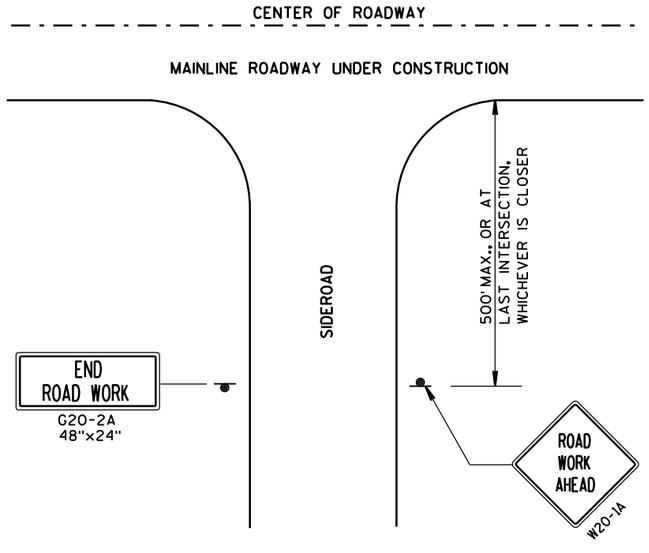
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

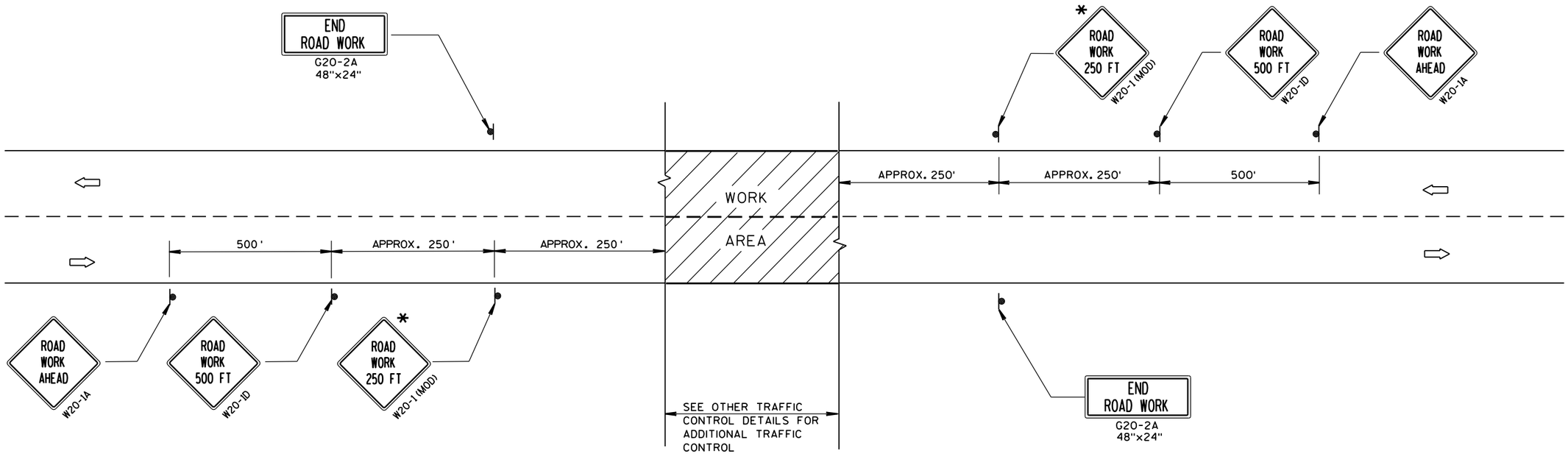
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
760
FHWA

6
S.D.D. 15 C 4-4

TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL



GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

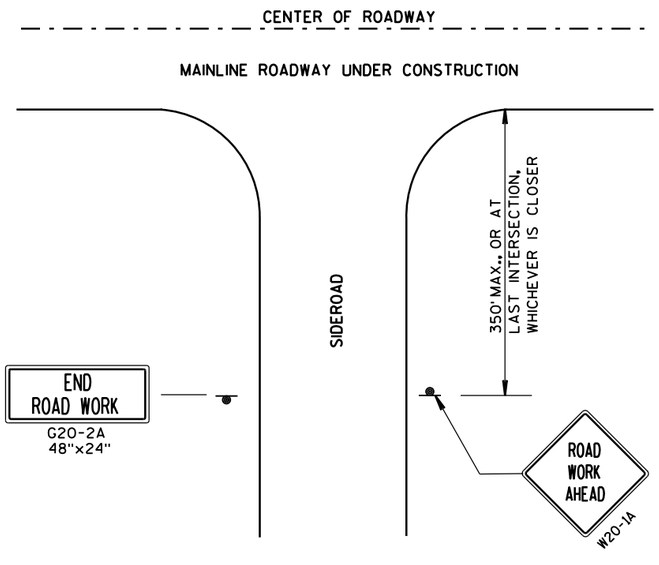
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

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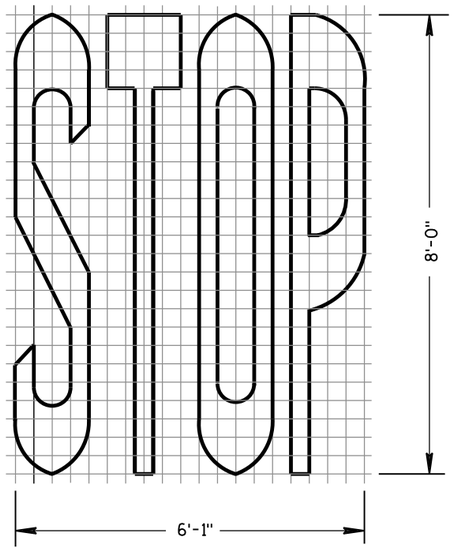
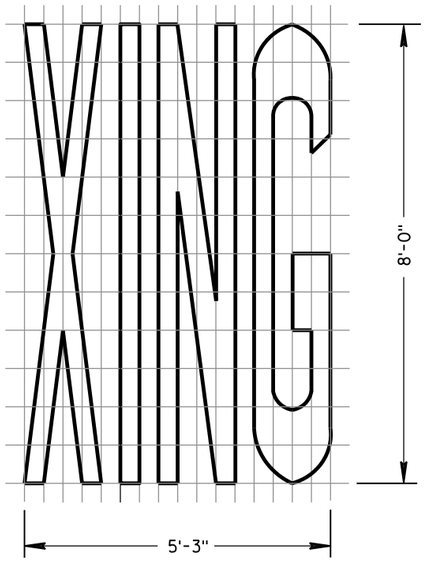
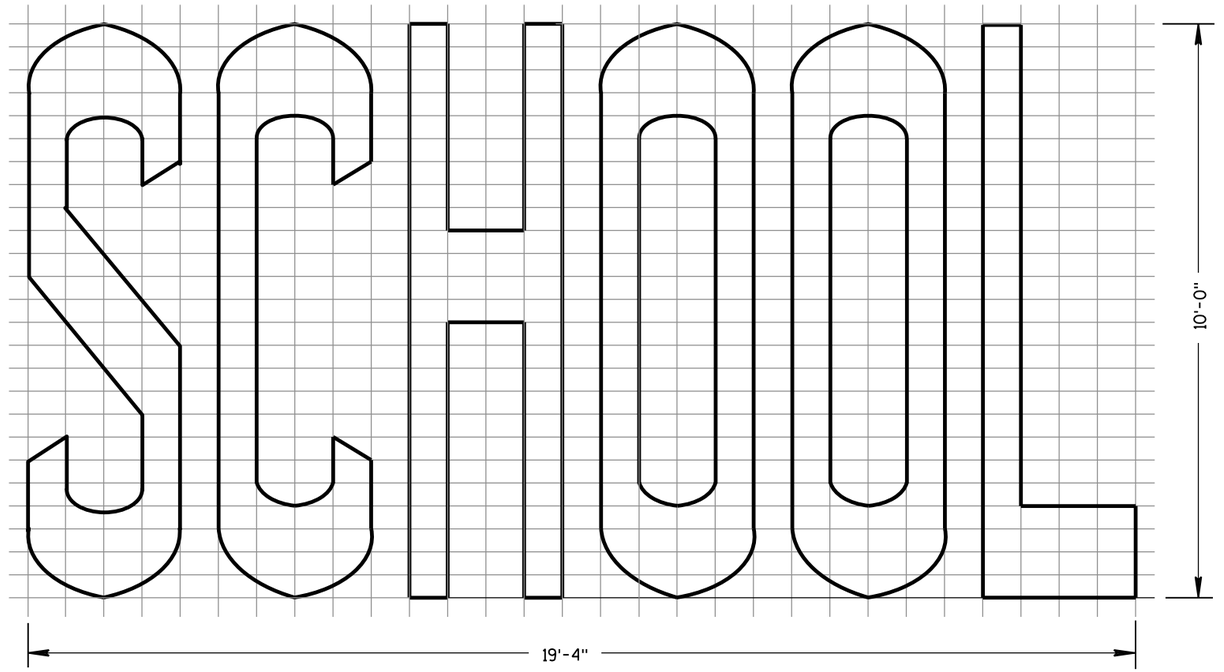
S.D.D. 15 C 5-4

GENERAL NOTES

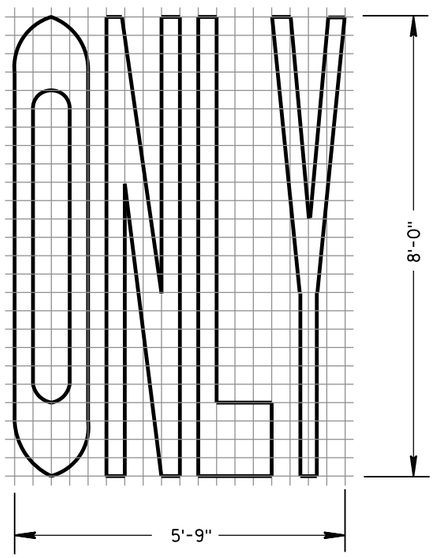
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

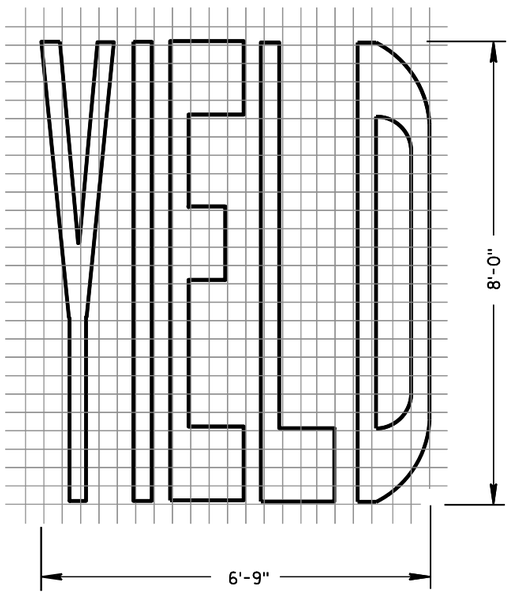


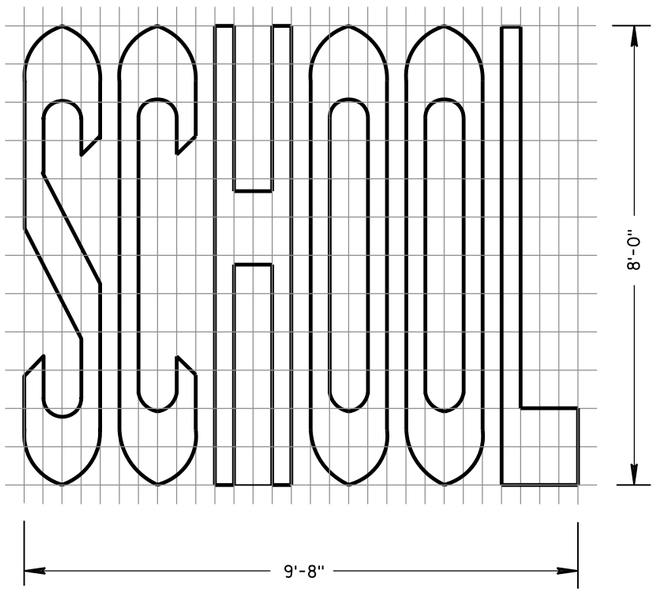




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
762
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FHWA

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S.D.D. 15 C 7-14b

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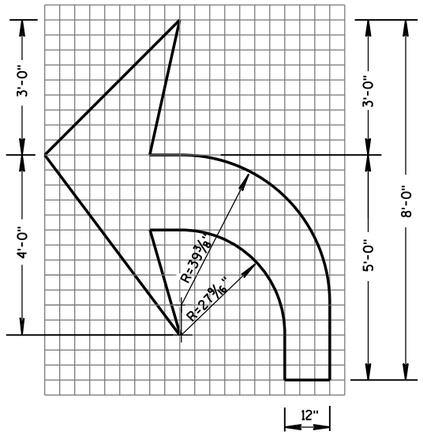
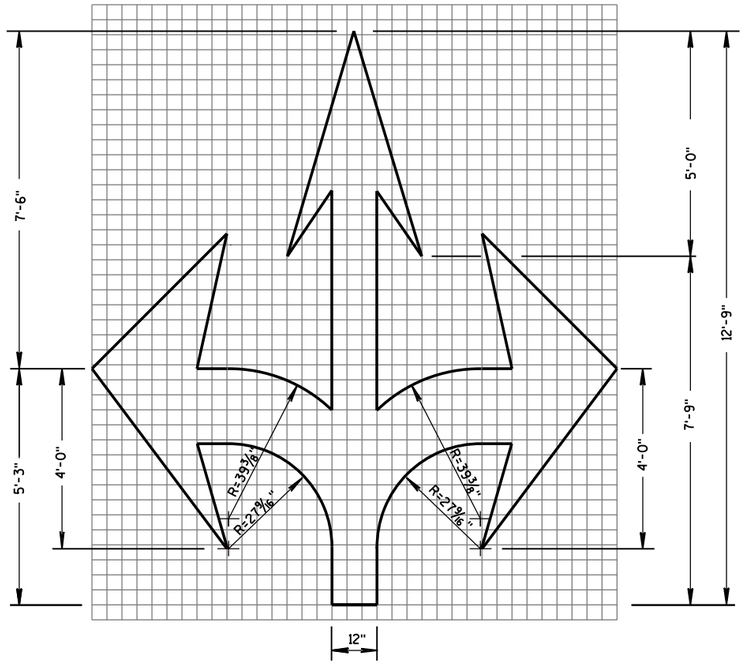
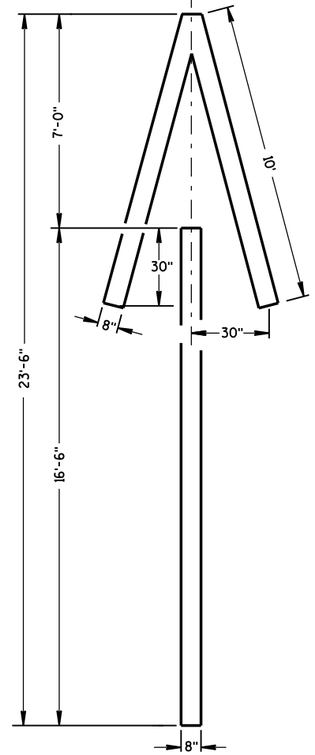
S.D.D. 15 C 7-14b



TYPE 2



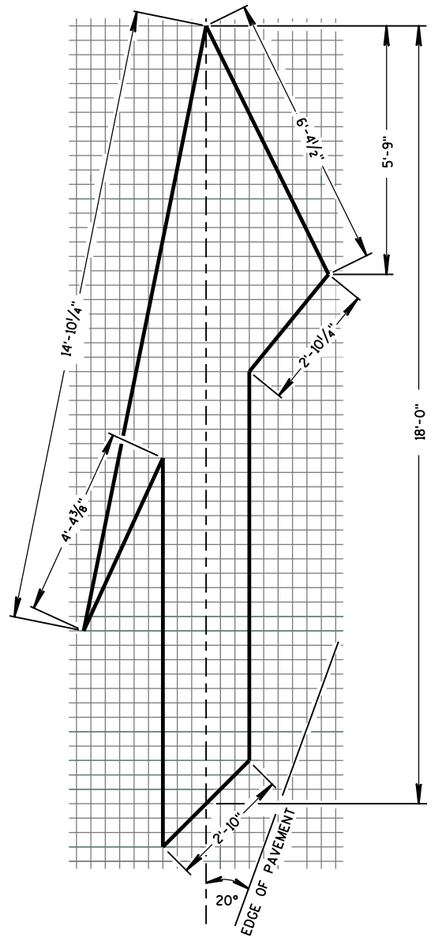
TYPE 6



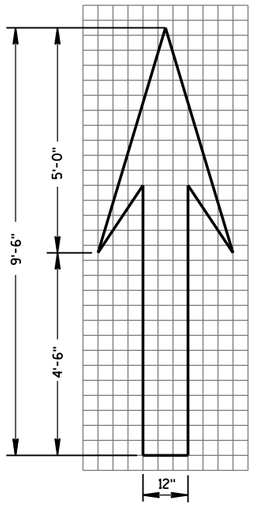
TYPE 4

GENERAL NOTES

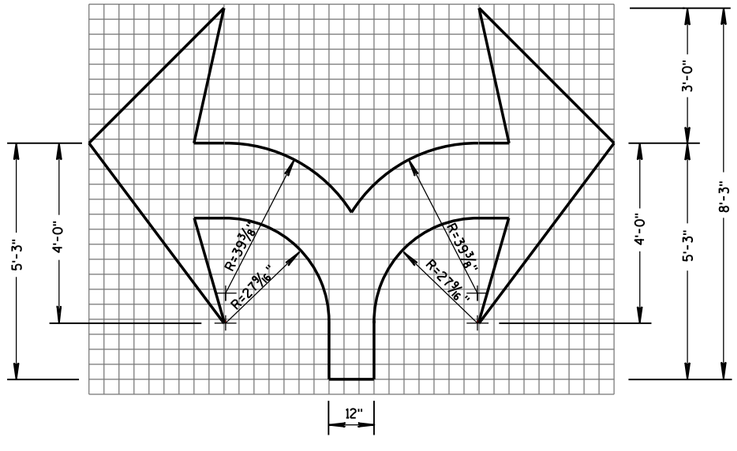
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



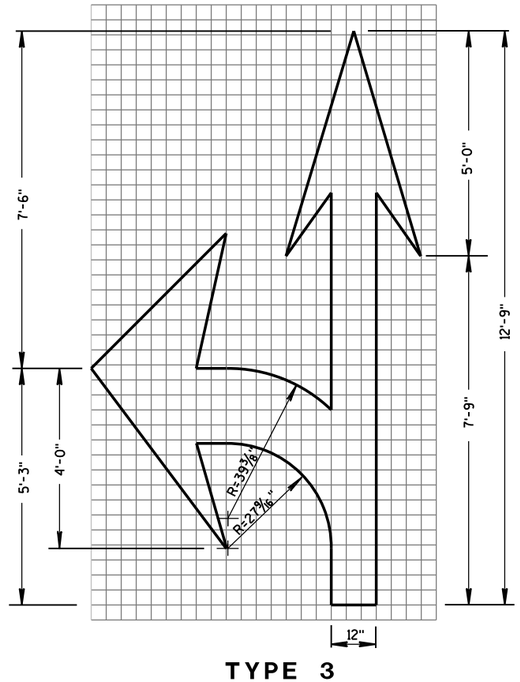
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
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FHWA

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S.D.D. 15 C 7-14c

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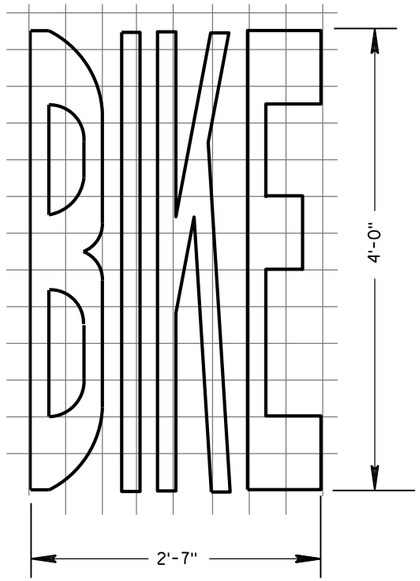
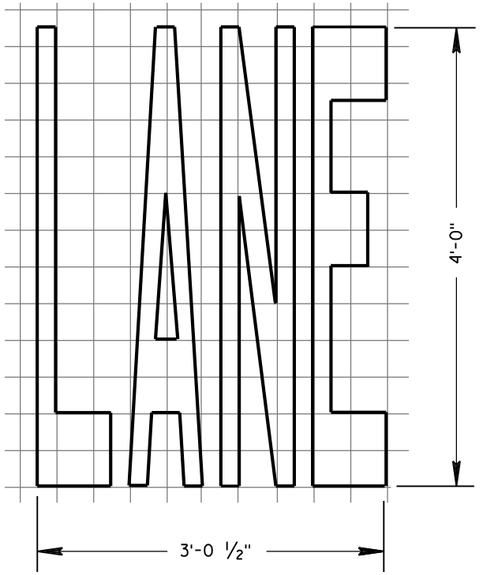
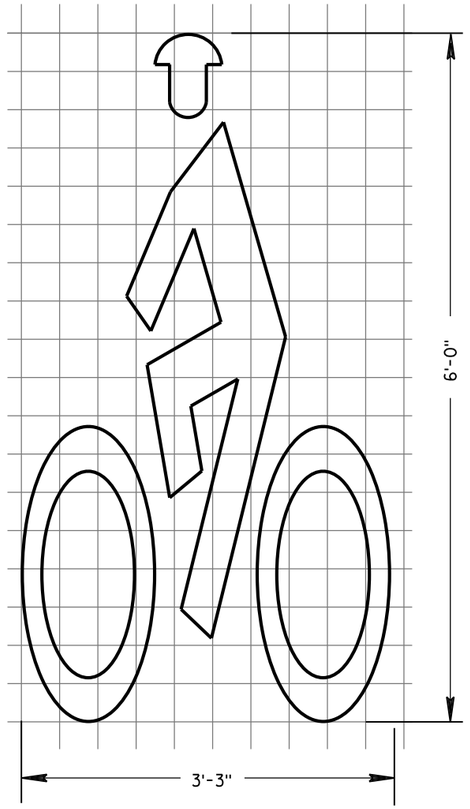
S.D.D. 15 C 7-14c

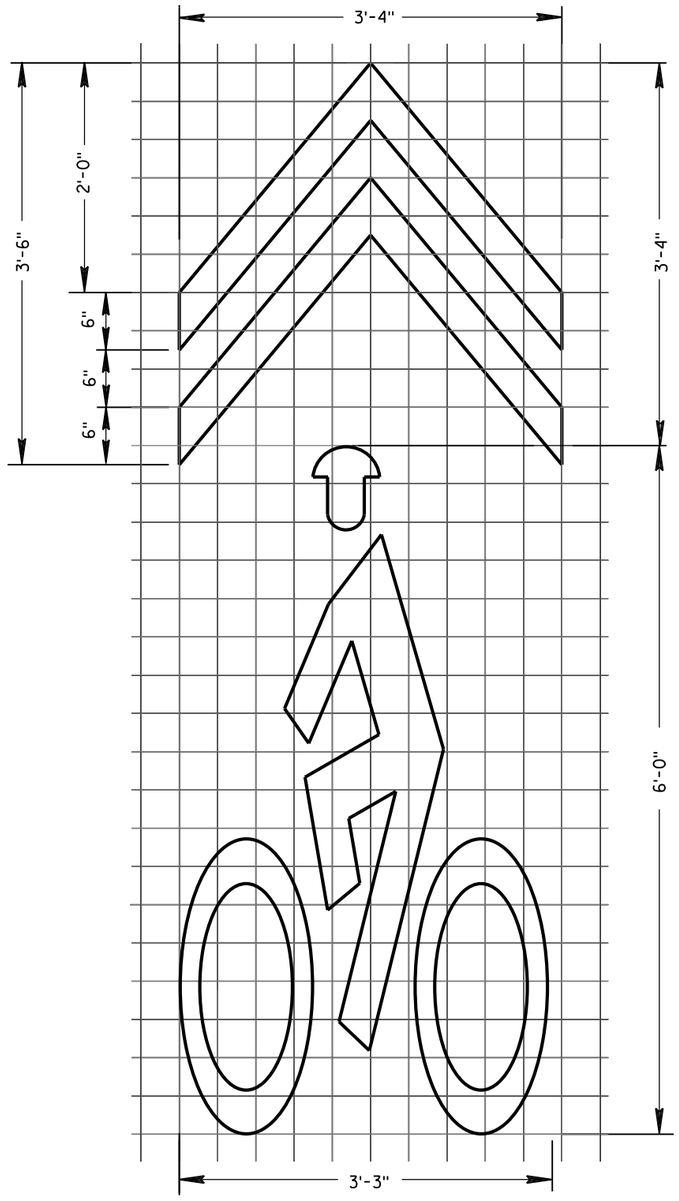




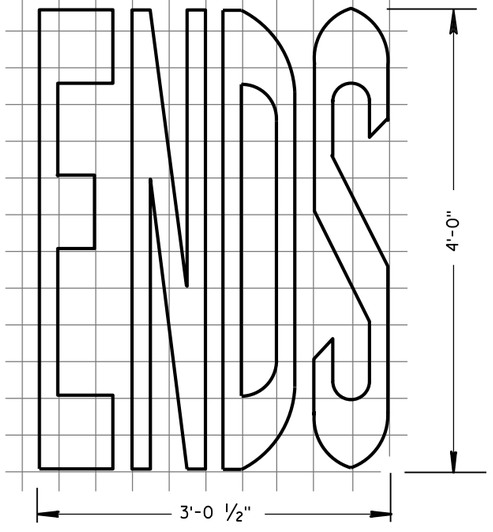
BIKE LANE WORDS



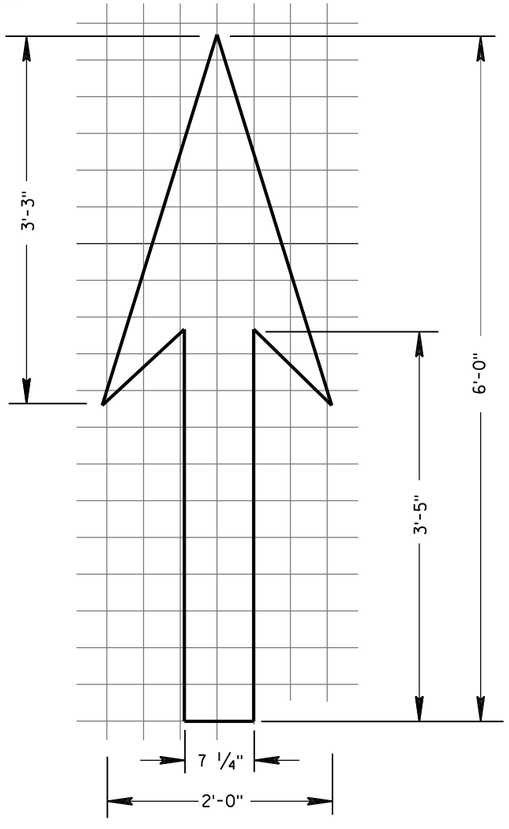
BIKE LANE SYMBOL



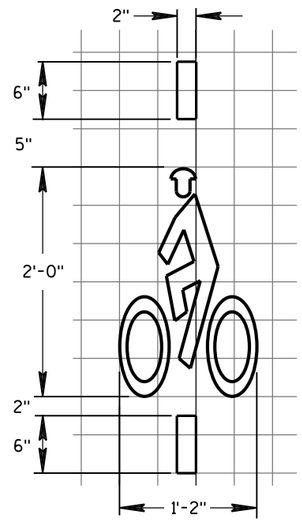
BIKE SYMBOL FOR SHARED LANE



BIKE LANE WORDS



BIKE LANE ARROW



BICYCLE DETECTOR PAVEMENT MARKING

GENERAL NOTES

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

PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
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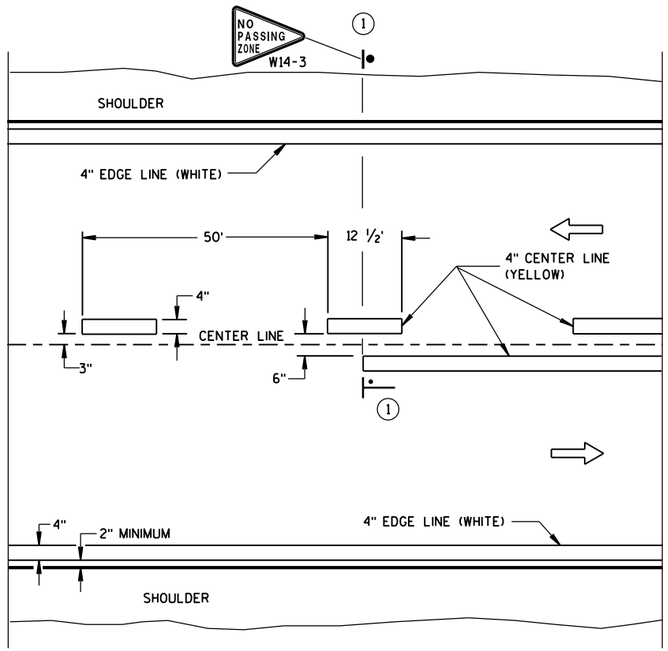
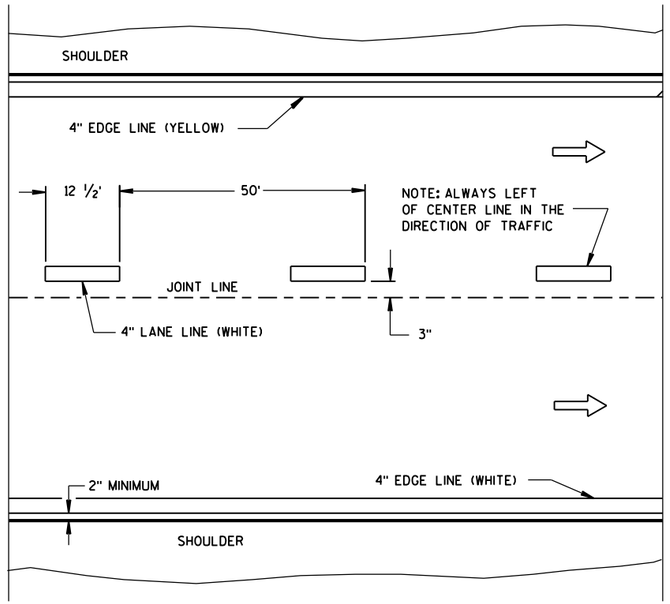


TWO WAY TRAFFIC



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.

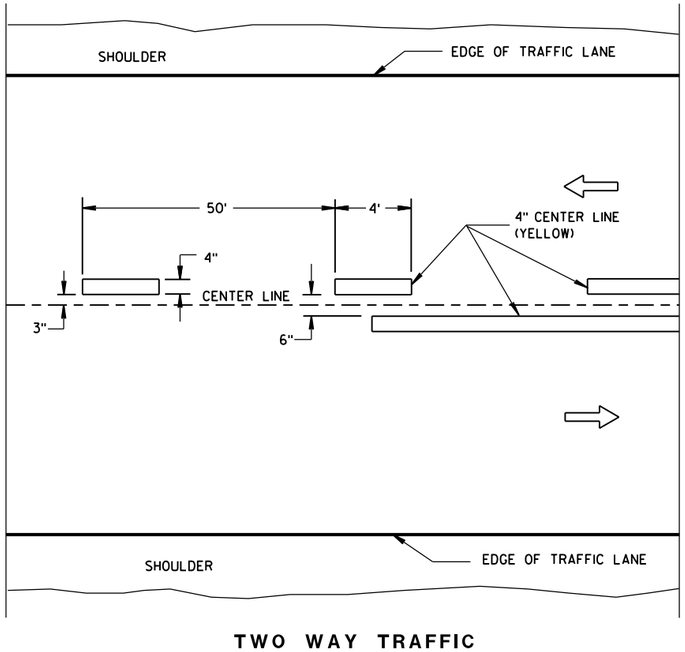
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

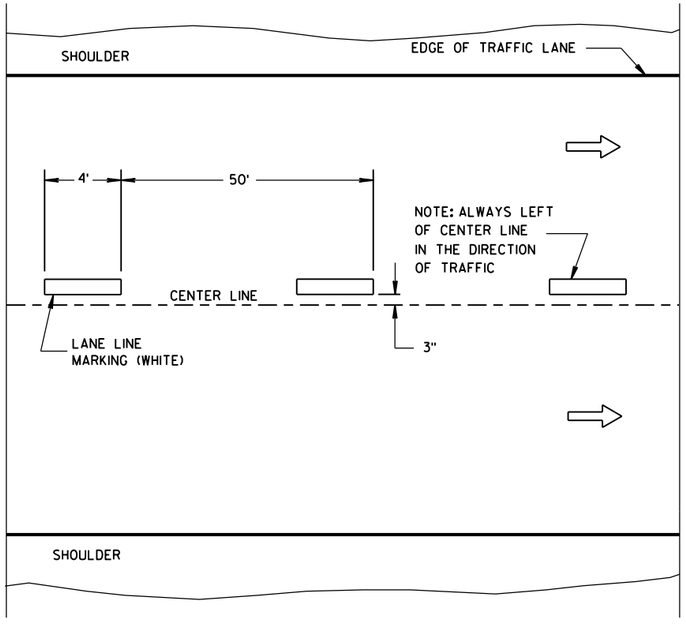
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
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FHWA

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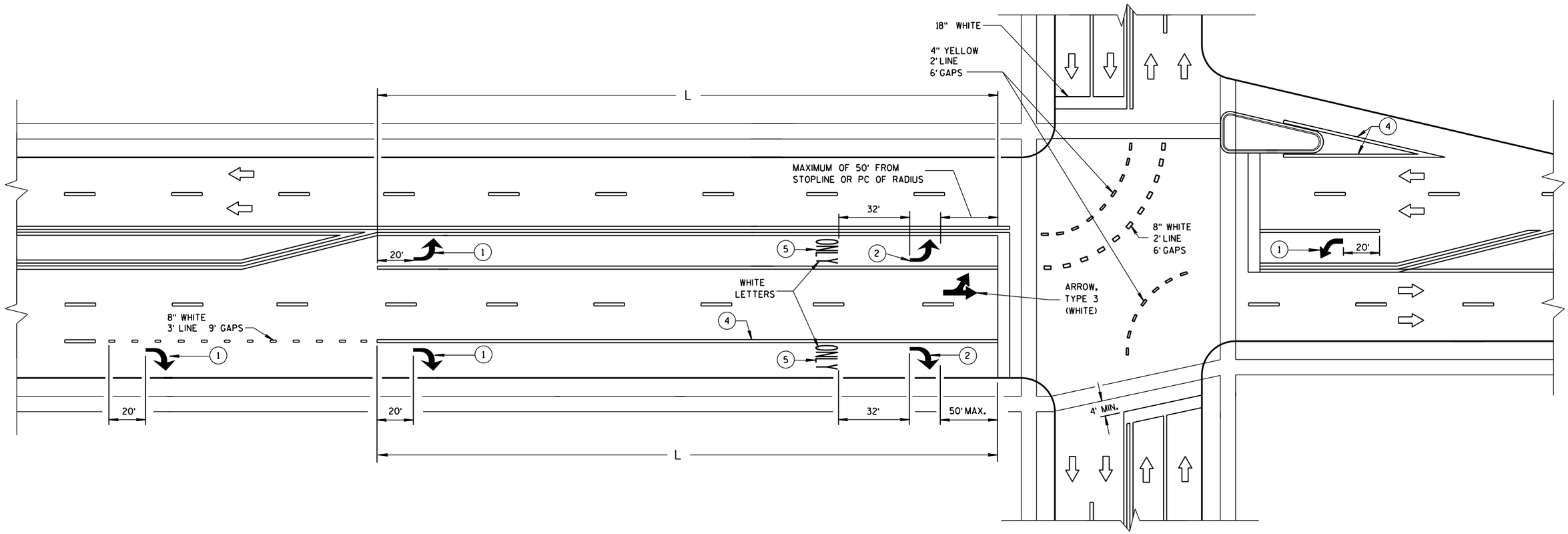
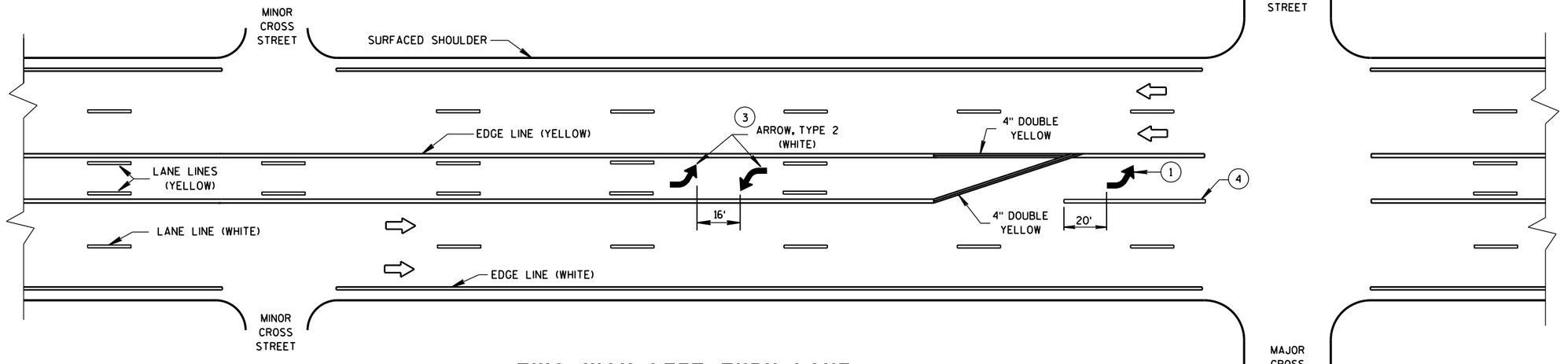
S.D.D. 15 C 8-18a





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

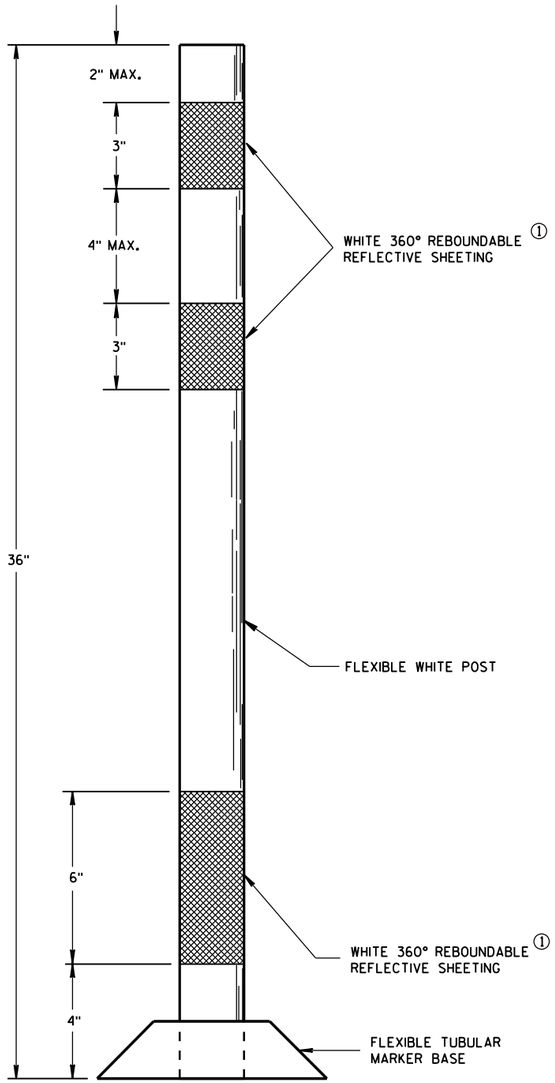
L = LENGTH OF TURN BAY

TWO WAY LEFT TURN LANE

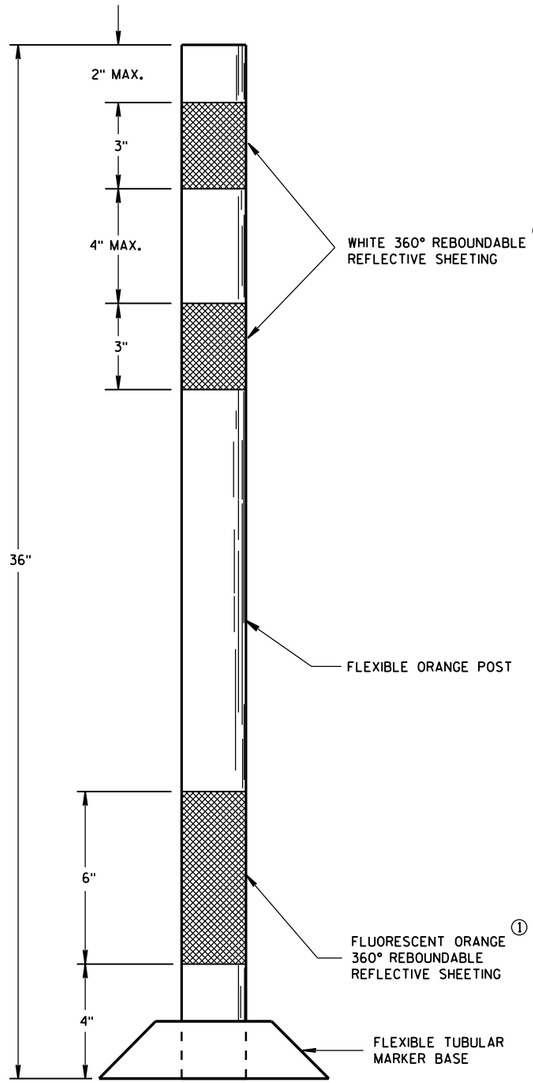
PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

S.D.D. 15 C 8-18b



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

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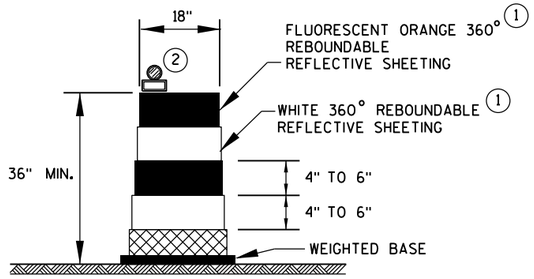
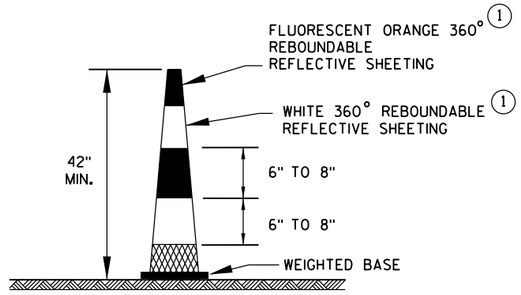


DRUM

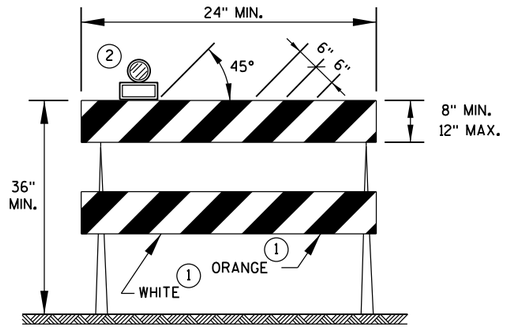


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

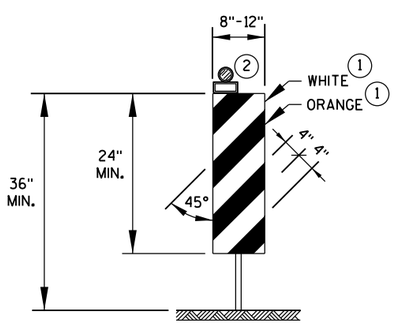
GENERAL NOTES

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.



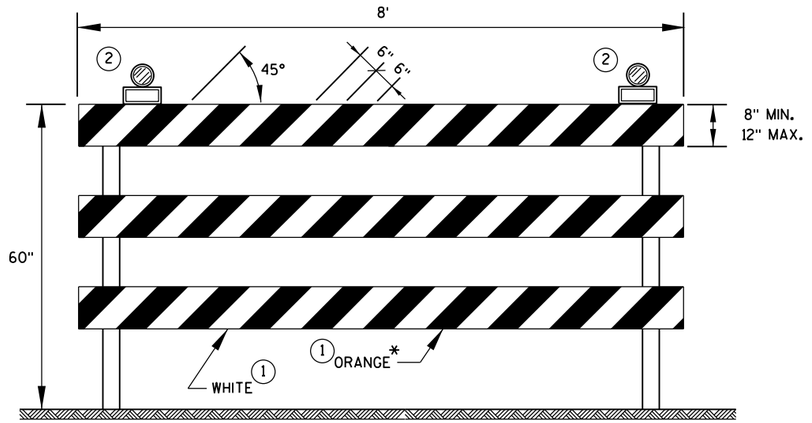
TYPE 2 BARRICADE

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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June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENG
FHWA	

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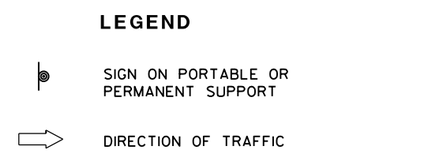
S.D.D. 15 C 11-7b

LEGEND

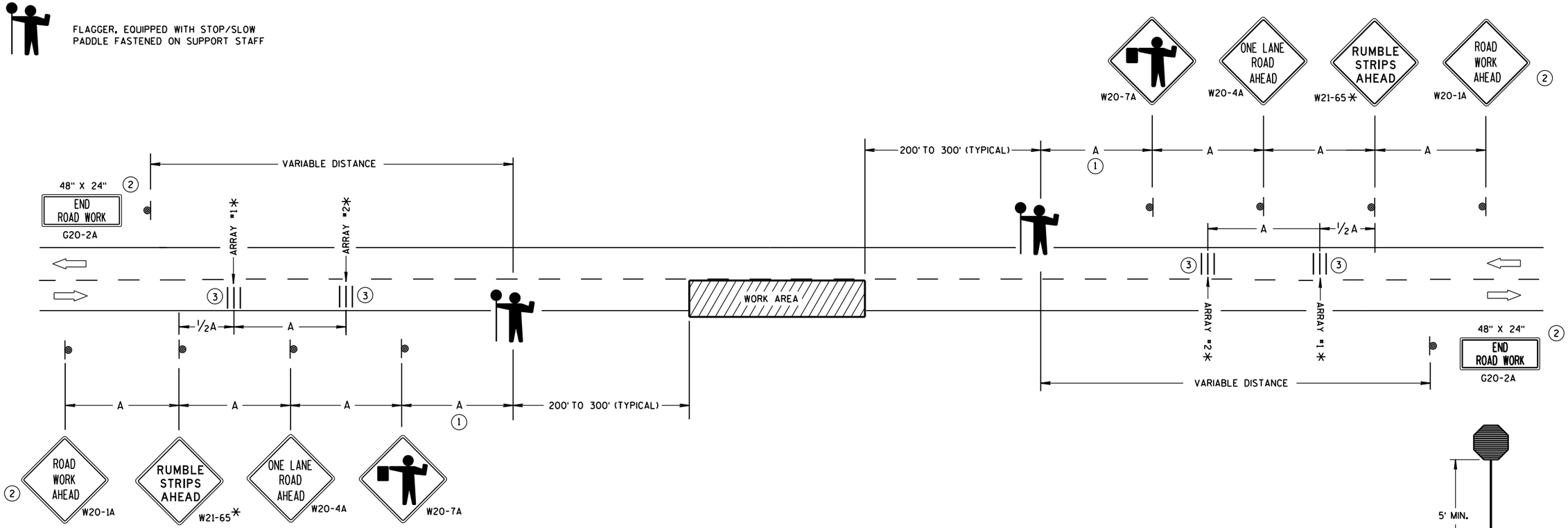
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

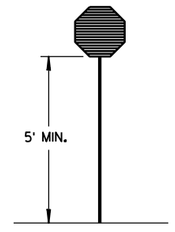
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



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.





STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heldtke
WORK ZONE ENG
FHWA

6

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.

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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.

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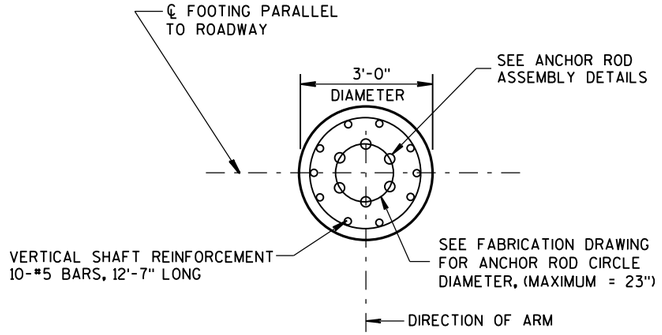
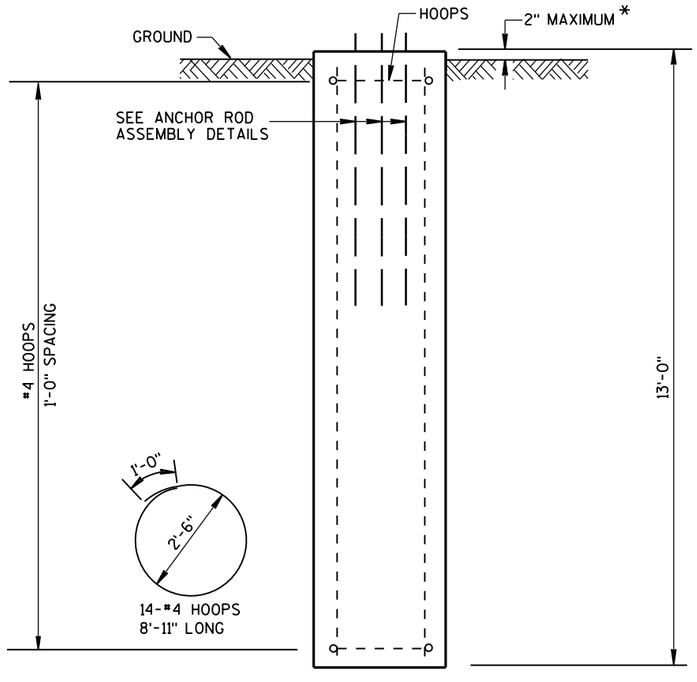
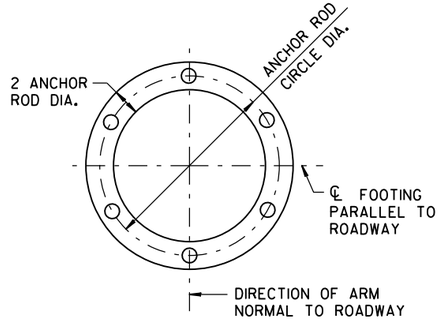
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



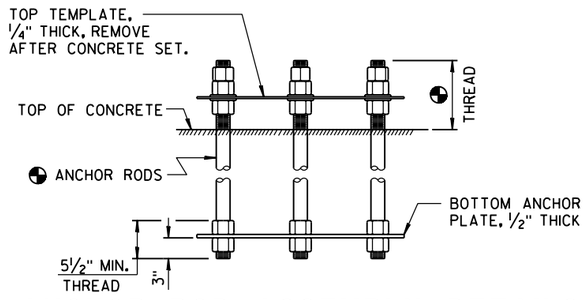
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

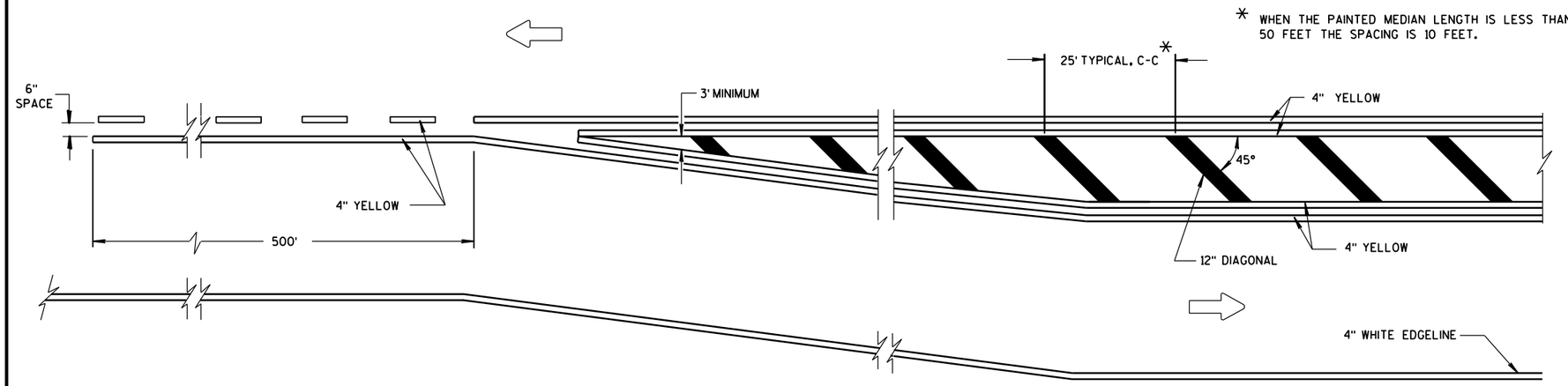
36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
770
FHWA

6

S.D.D. 15 C 15-5

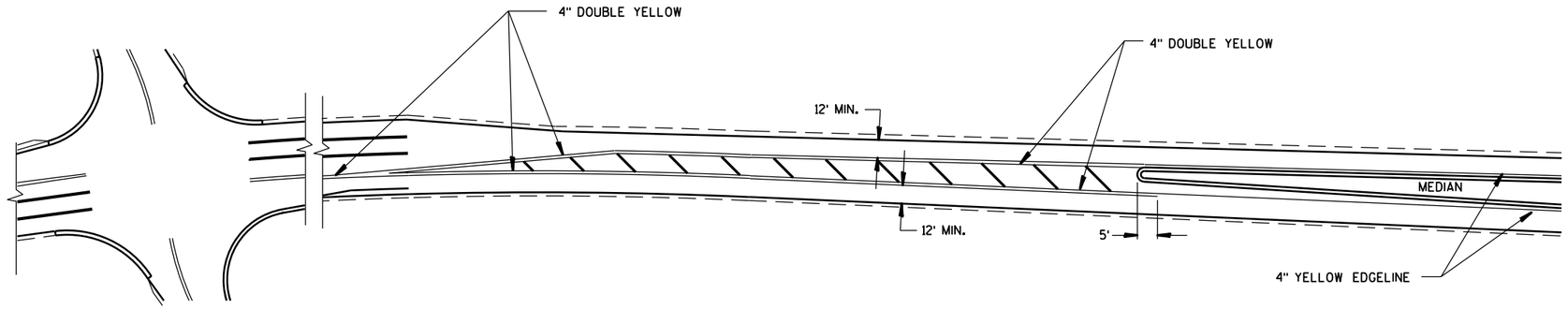


MEDIAN ISLAND DETAIL

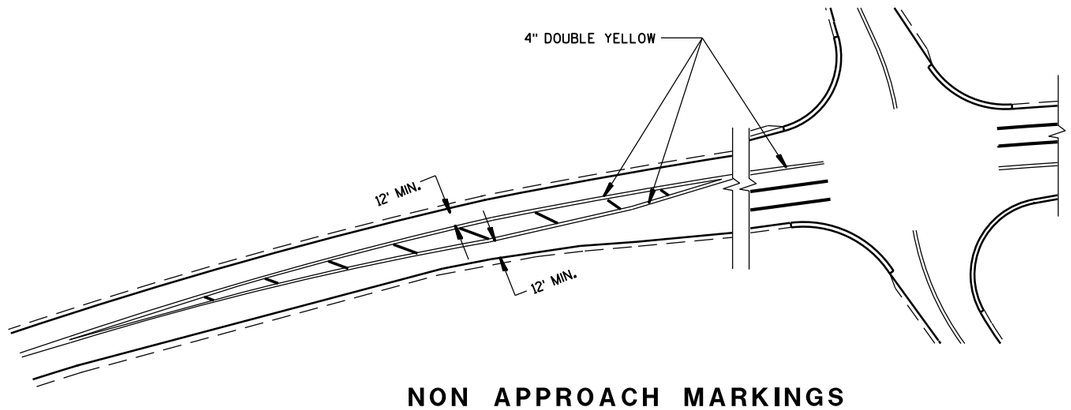
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew Rauch
STATE SIGNING AND MARK[ER] 771
FHWA

6

S.D.D. 15 C 18-4

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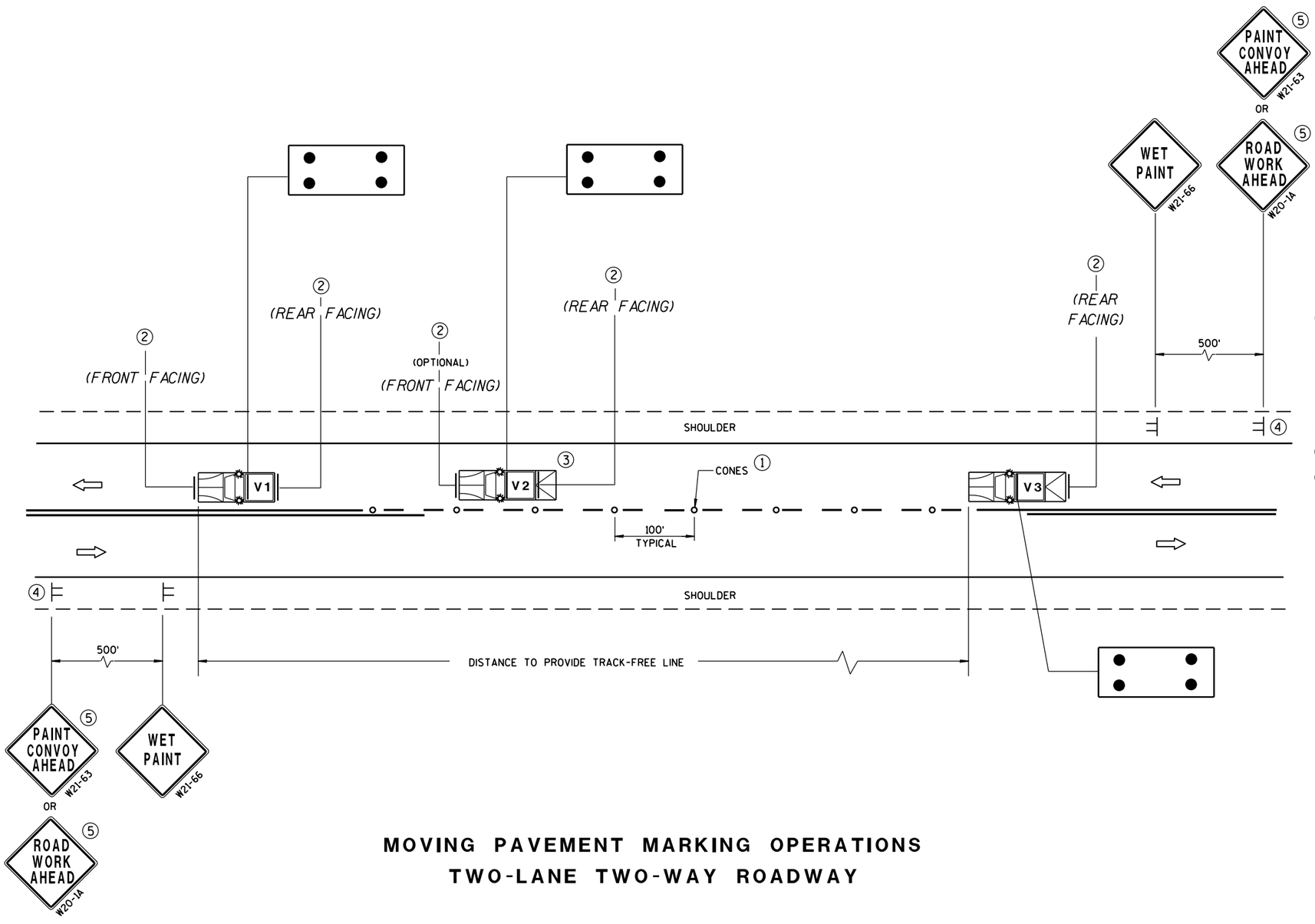
S.D.D. 15 C 18-4



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	
Sept., 2017 DATE	/S/ Andrew Heldtke WORK ZONE ENGR 772
FHWA	

6

S.D.D. 15 C 19-5a

6

S.D.D. 15 C 19-5a

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.

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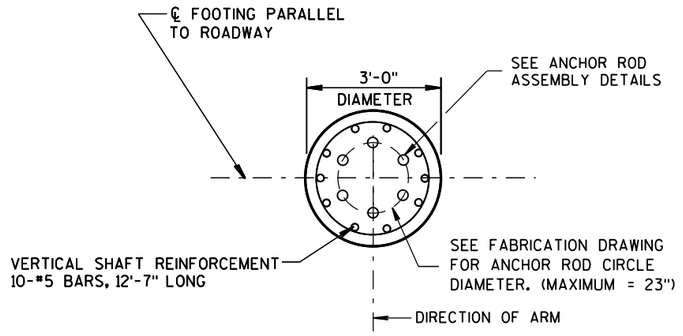
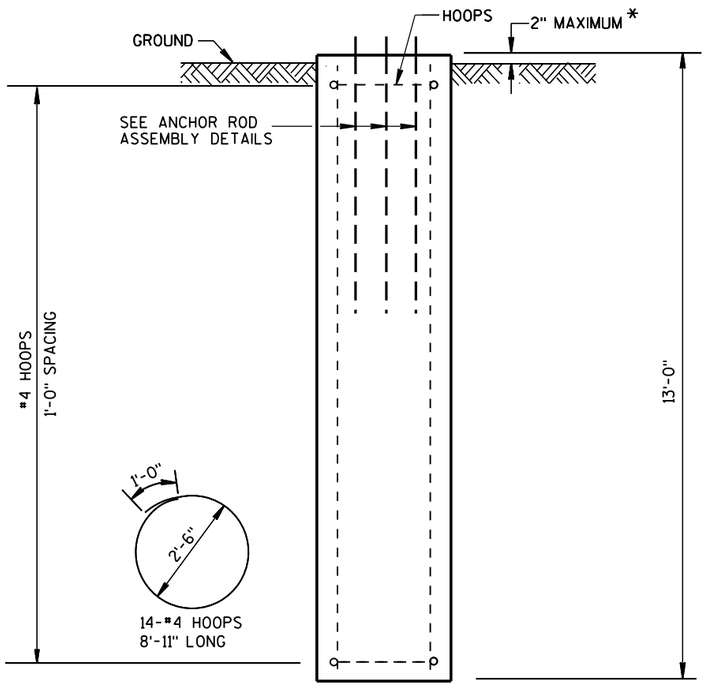
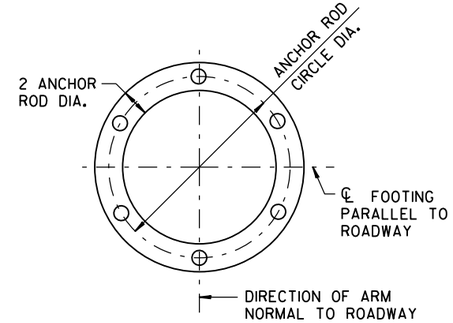


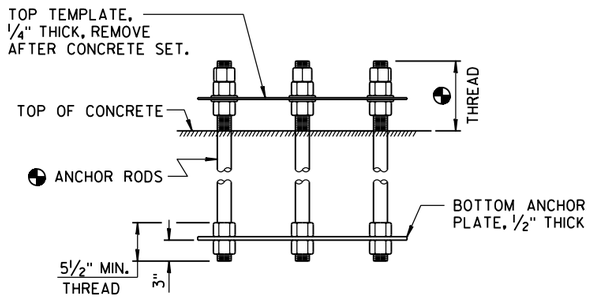
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



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H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEAD
FHWA

6

S.D.D. 15 C 24-4

6

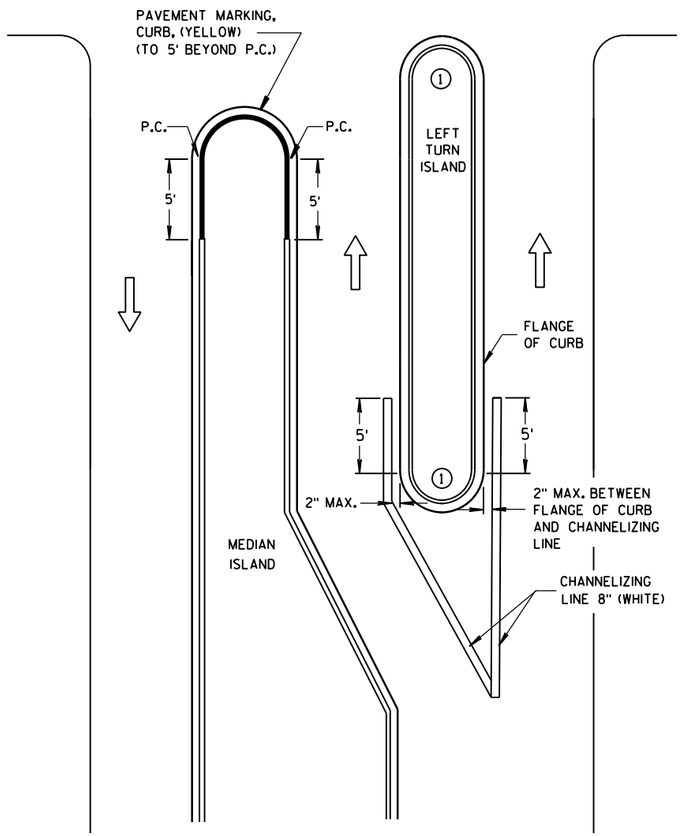
S.D.D. 15 C 24-4

GENERAL NOTE

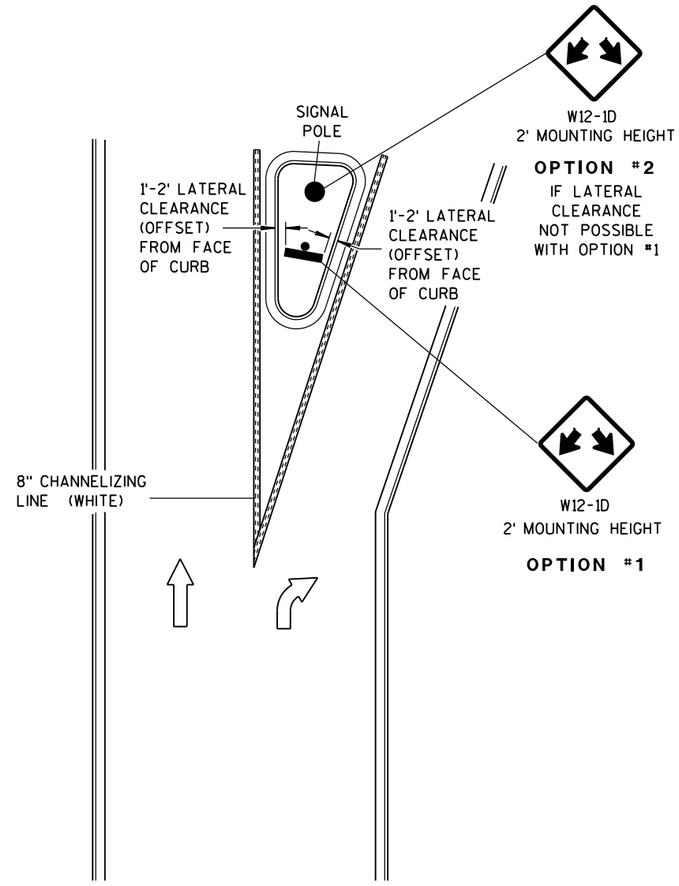
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND

DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
774
FHWA

6

S.D.D. 15 C 27-2a

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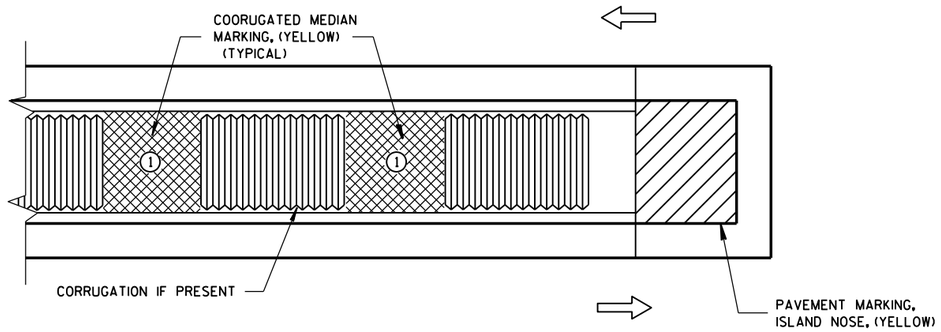
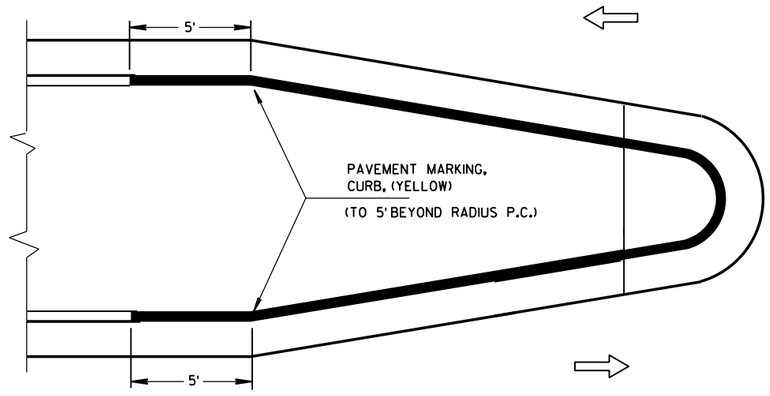
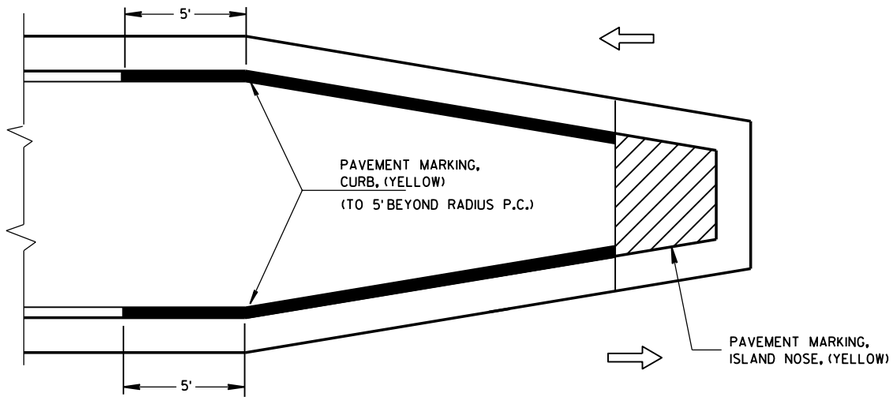
S.D.D. 15 C 27-2a



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

GENERAL NOTES

(1) 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.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARK 775 ENGINEER
FHWA

6

S.D.D. 15 C 27-2b

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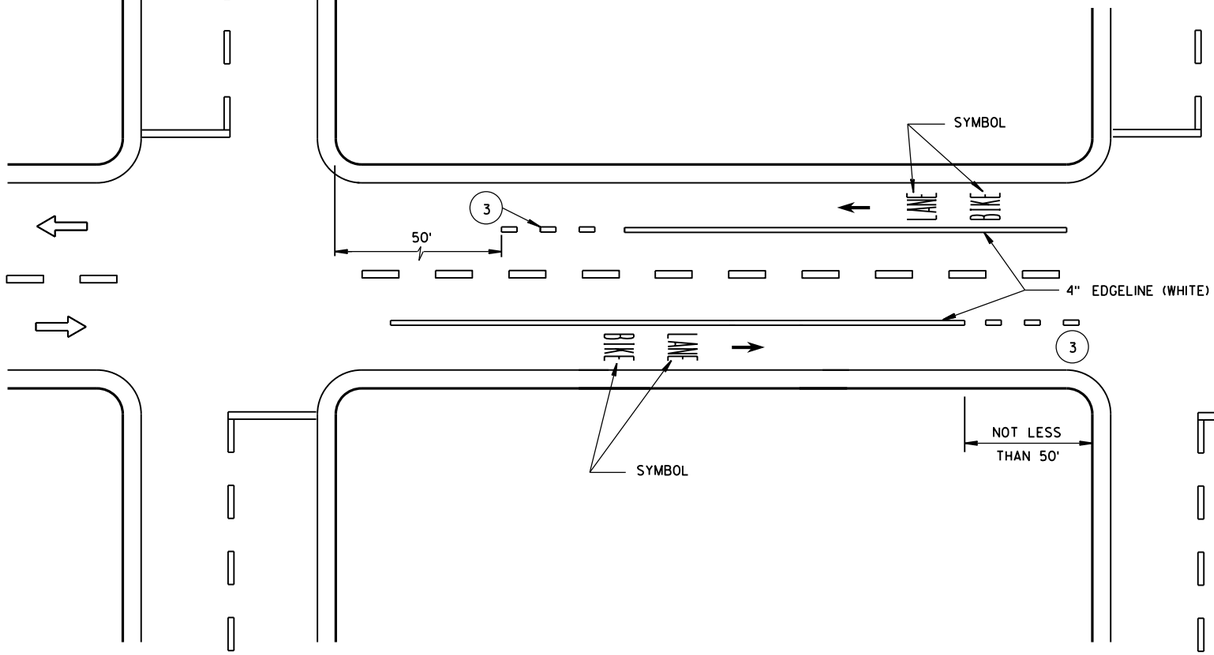
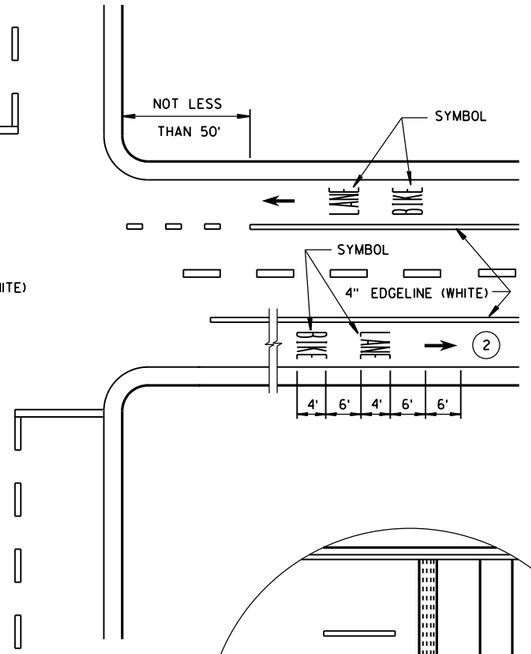
S.D.D. 15 C 27-2b



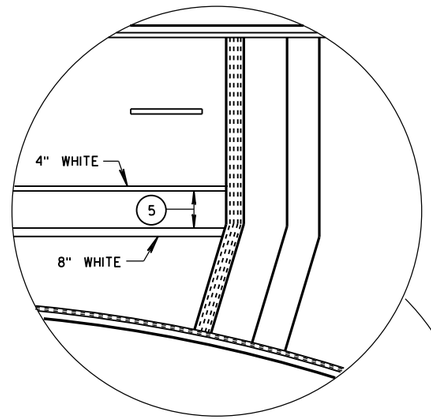


DESIGNATED BICYCLE LANE
NO PARKING

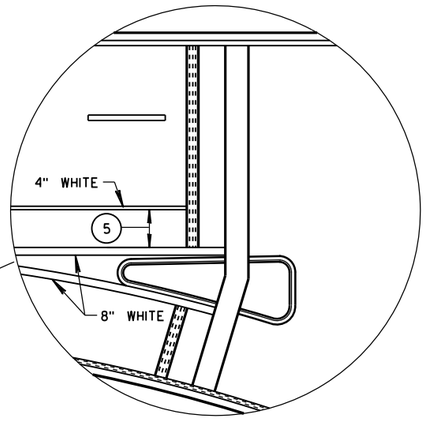
GENERAL NOTES

1. DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.
2. MINIMUM OF ONE PER BLOCK. MAXIMUM OF 250 FEET.
3. DOTTED LINES (3'LINE, 9'GAP) SHOULD BE USED 50 FEET TO 200 FEET IN ADVANCE OF AN INTERSECTION WHERE THERE IS NO RIGHT TURN ONLY LANE AND THERE IS HEAVY RIGHT TURN TRAFFIC OR THERE IS A NEAR-SIDE BUS STOP. AT OTHER INTERSECTIONS WHERE RIGHT TURN TRAFFIC IS LIGHT TO MODERATE, A SOLID LINE CAN BE USED UP TO THE INTERSECTION.
4. IF SIGNED AND/OR MARKED AS A BICYCLE FACILITY INCLUDE SECOND LINE OF LINE-SPACE MARKING, OTHERWISE DO NOT.
5. BIKE ACCOMODATION FOR CONCRETE PAVEMENT IS 5 FEET WIDE. BIKE ACCOMODATION FOR ASPHALT PAVEMENT IS A MINIMUM OF 4 FEET. USE 5 FEET AT ≥45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FEET WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

⇨ DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



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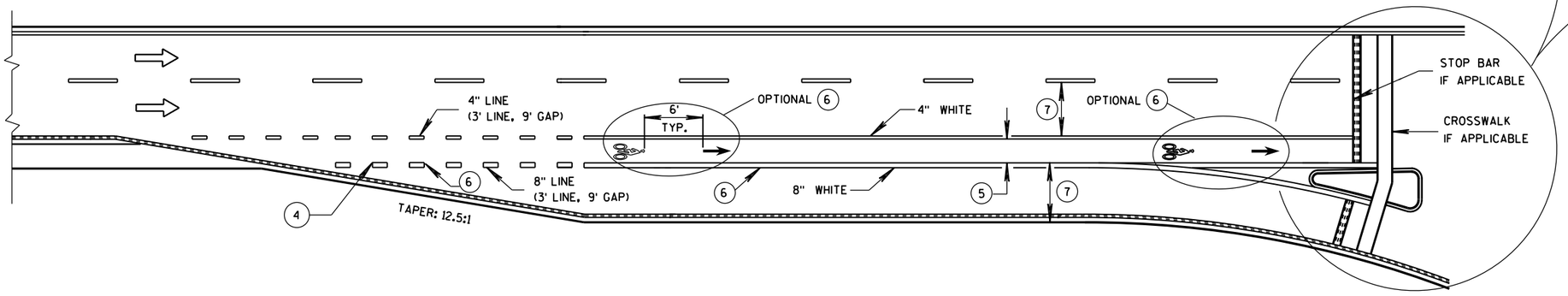

BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12-2016 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR NEER
FHWA

6

S.D.D. 15 C 29-5a

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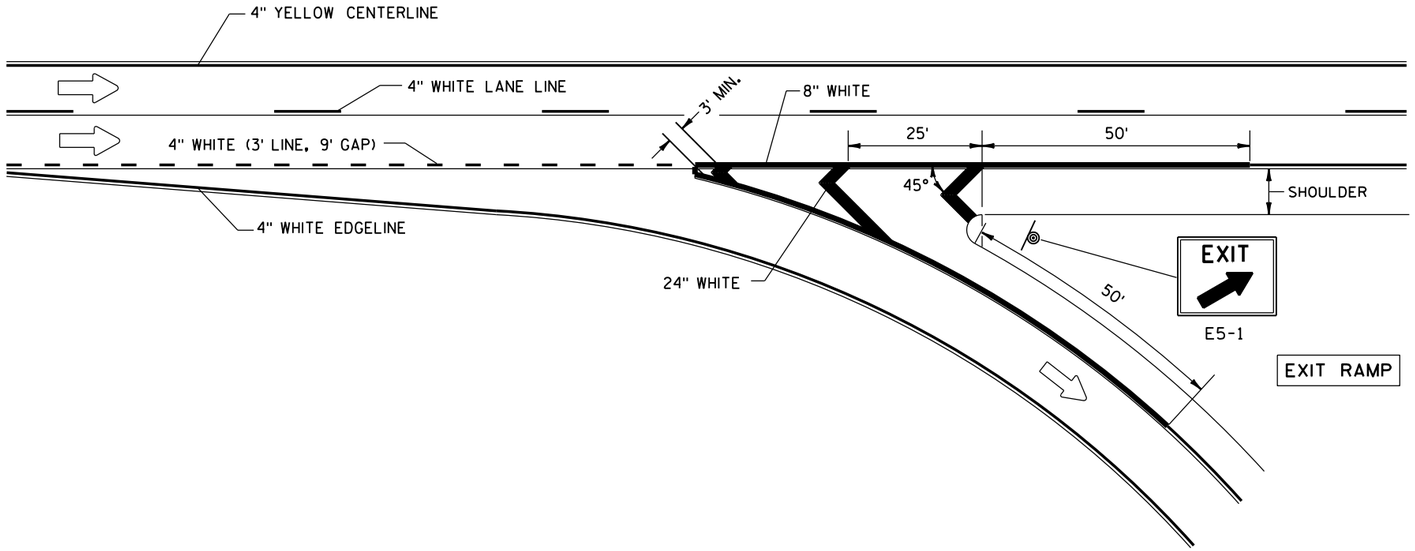
S.D.D. 15 C 29-5a



PAVEMENT MARKING FOR EXIT RAMP

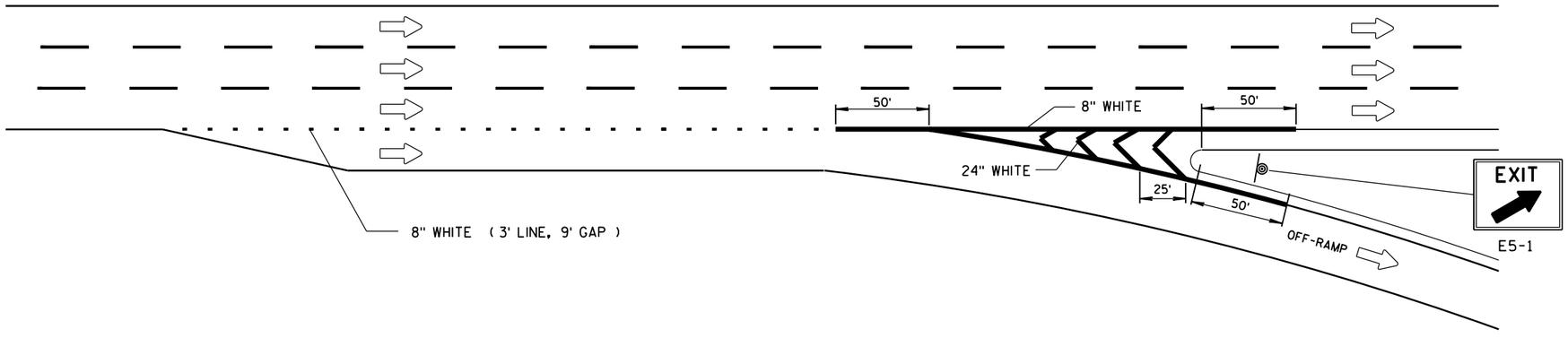
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

SIGN ON PERMANENT SUPPORT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

6

S.D.D. 15 C 31-3a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI 777

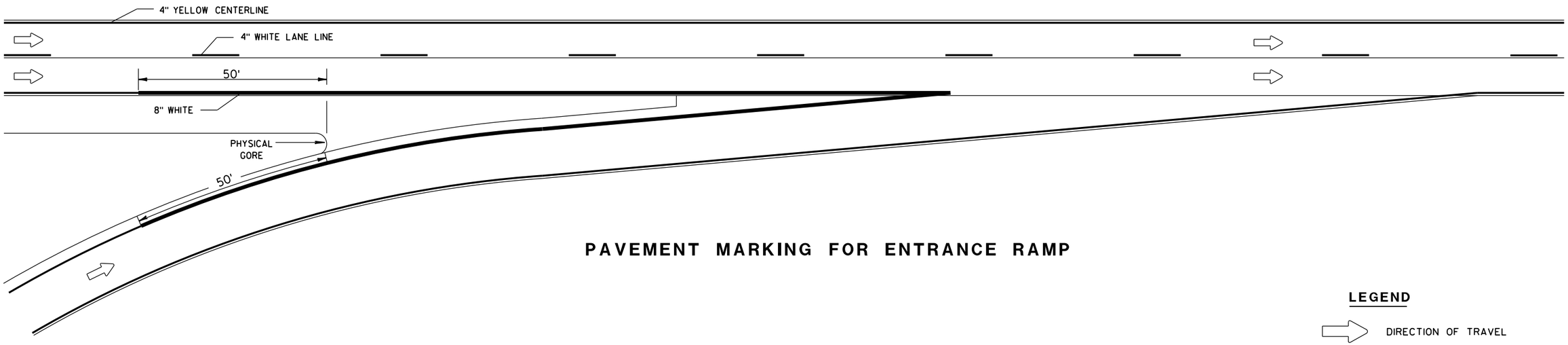
6

S.D.D. 15 C 31-3a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

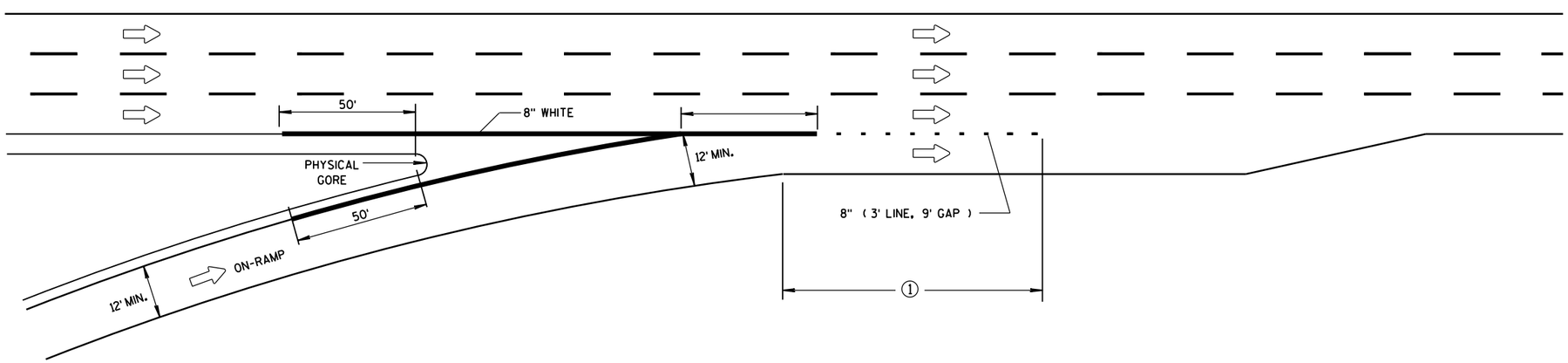
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 31-3c

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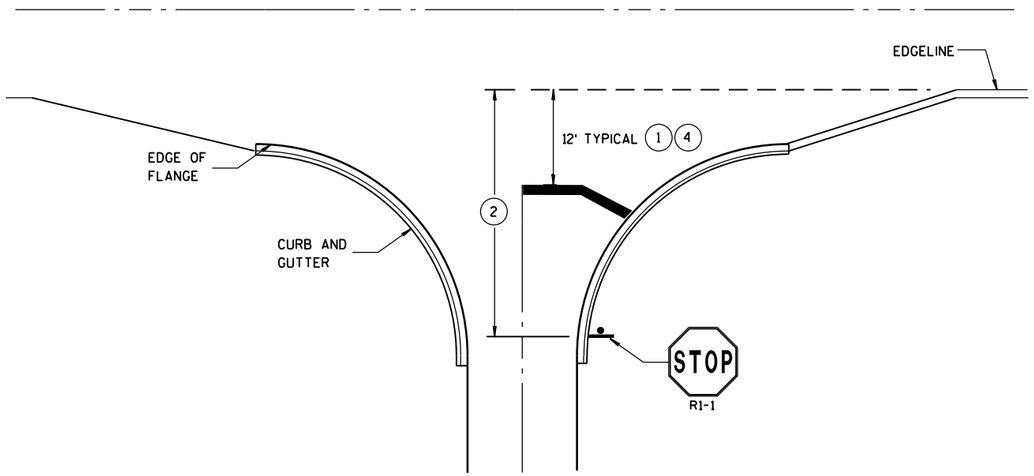
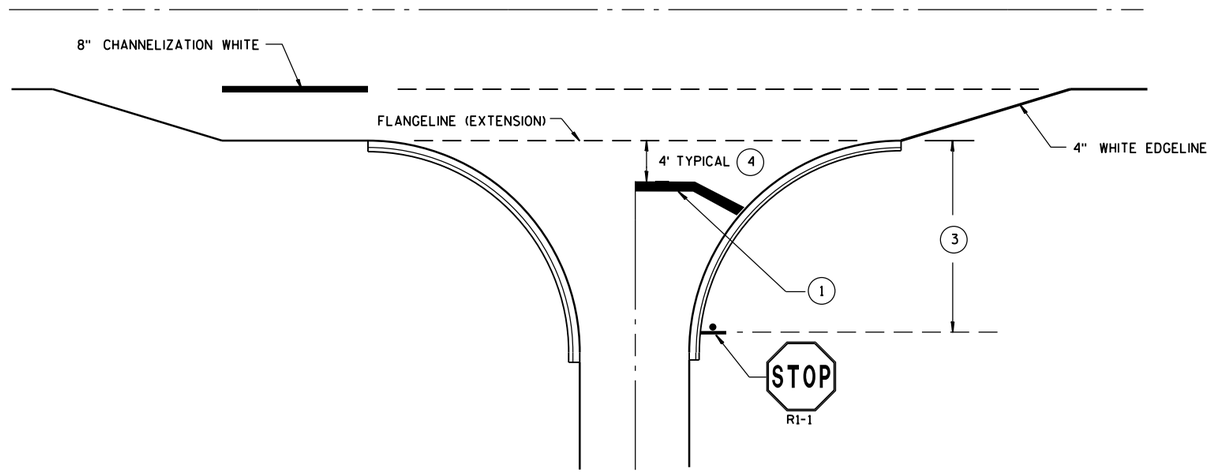
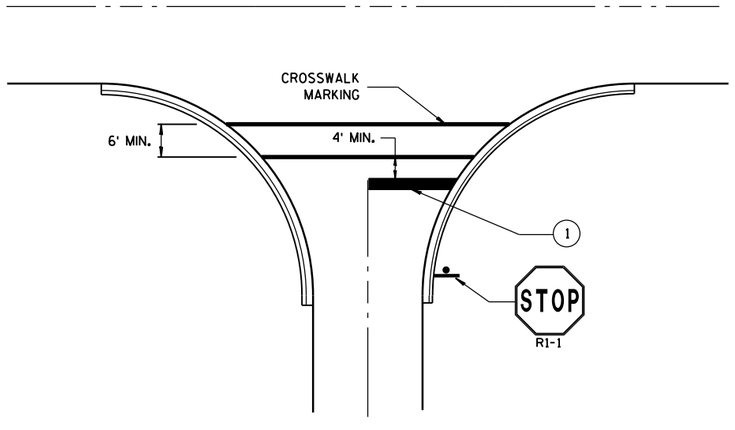
S.D.D. 15 C 31-3c



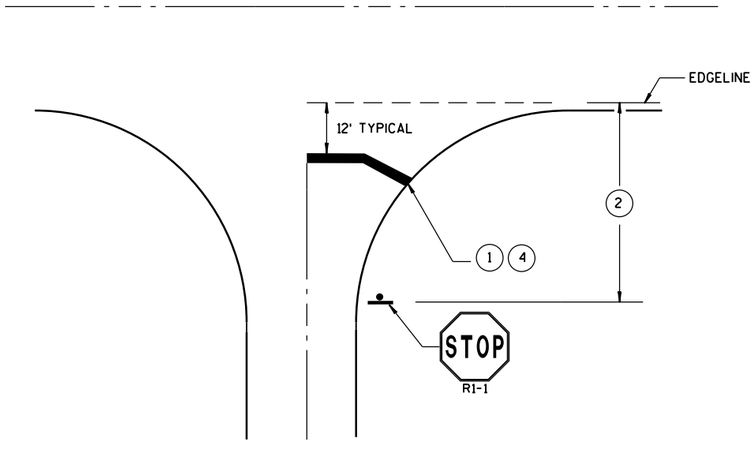
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

(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

Sept., 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 779 NEER

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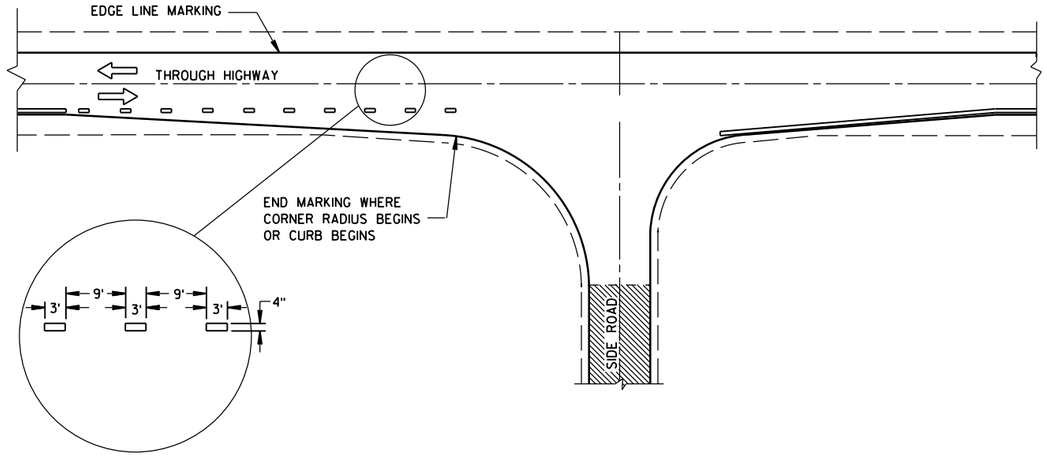


MINOR INTERSECTION

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

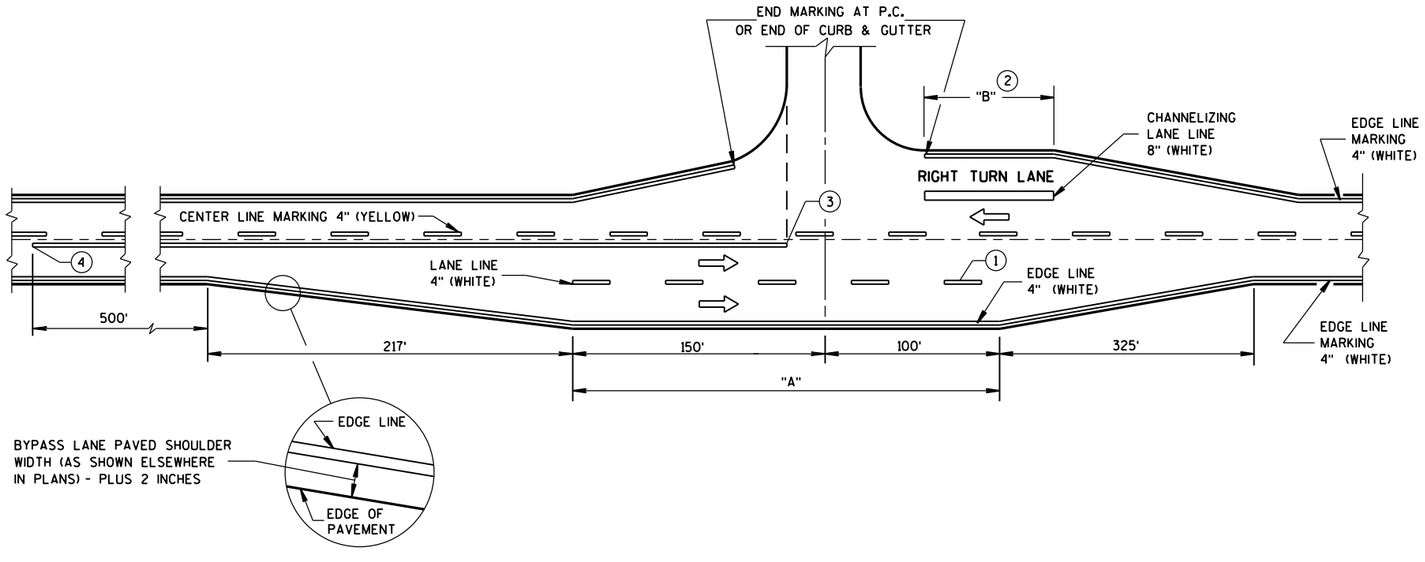
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 15 C 35-2a

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

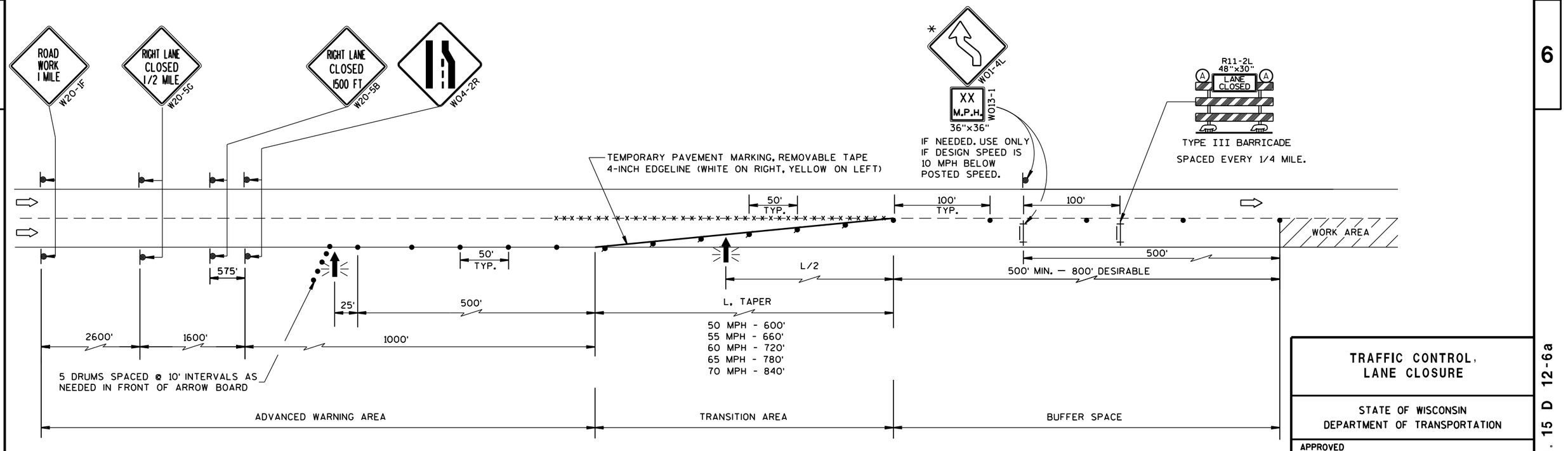
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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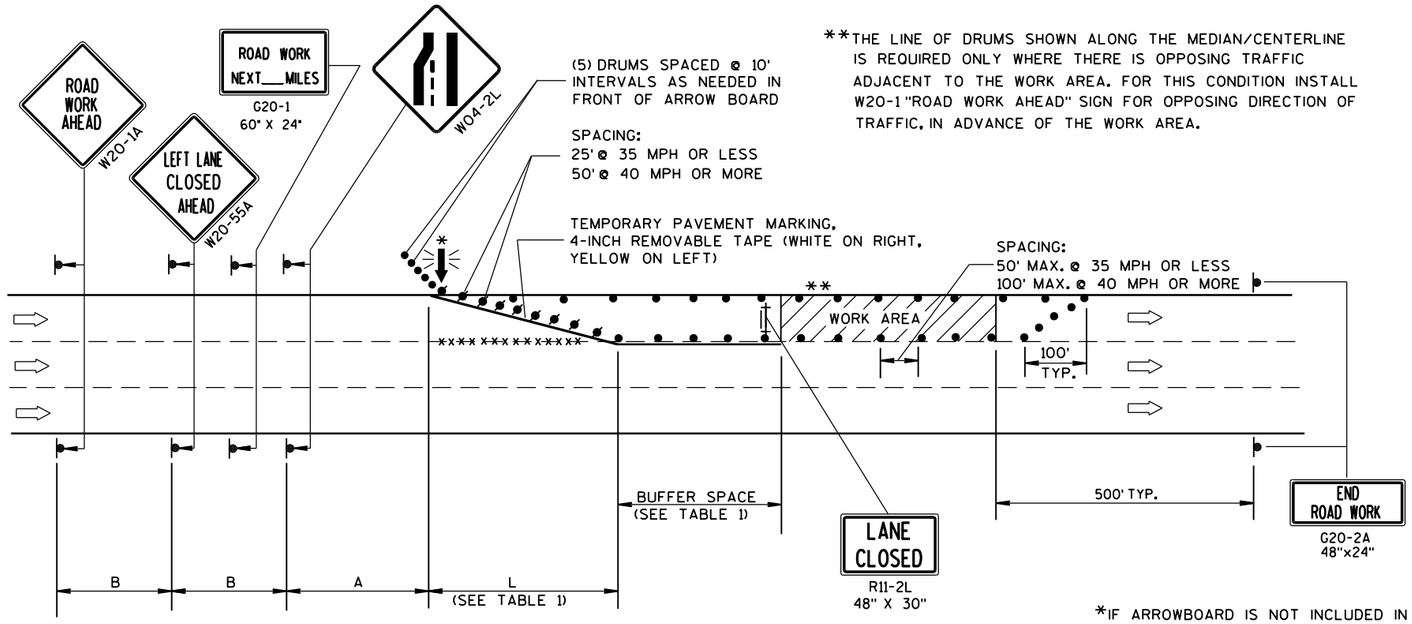
S.D.D. 15 D 12-6a



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

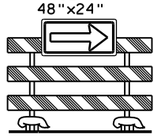


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

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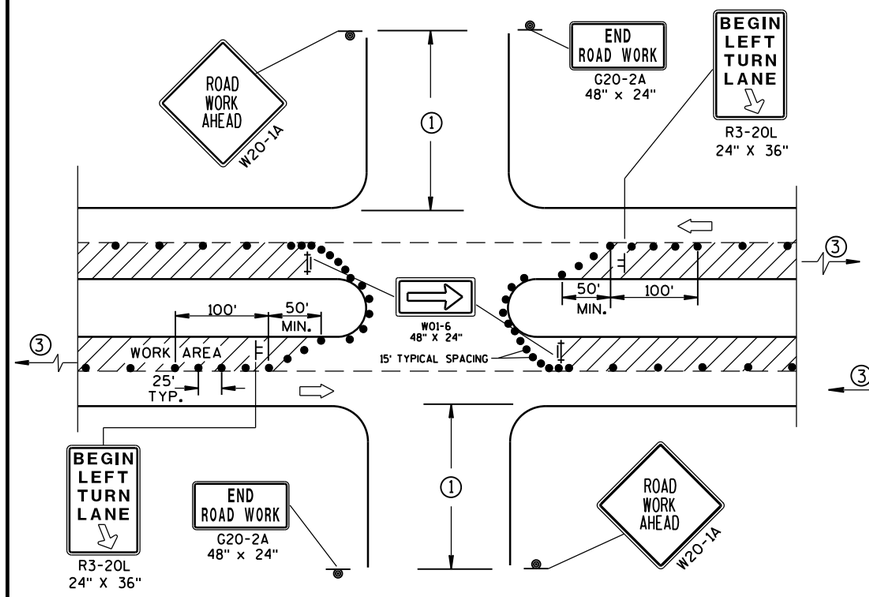
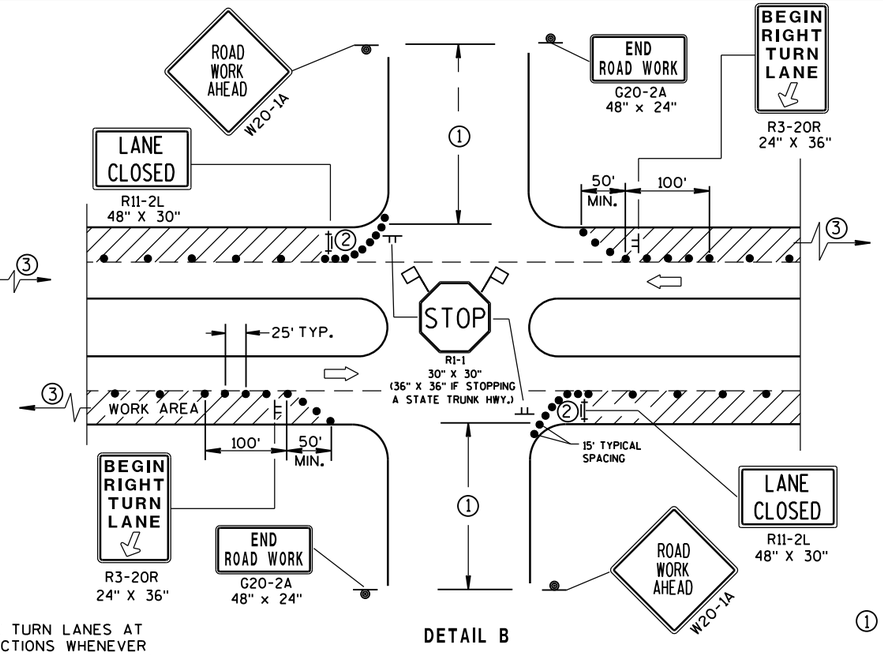


DETAIL A

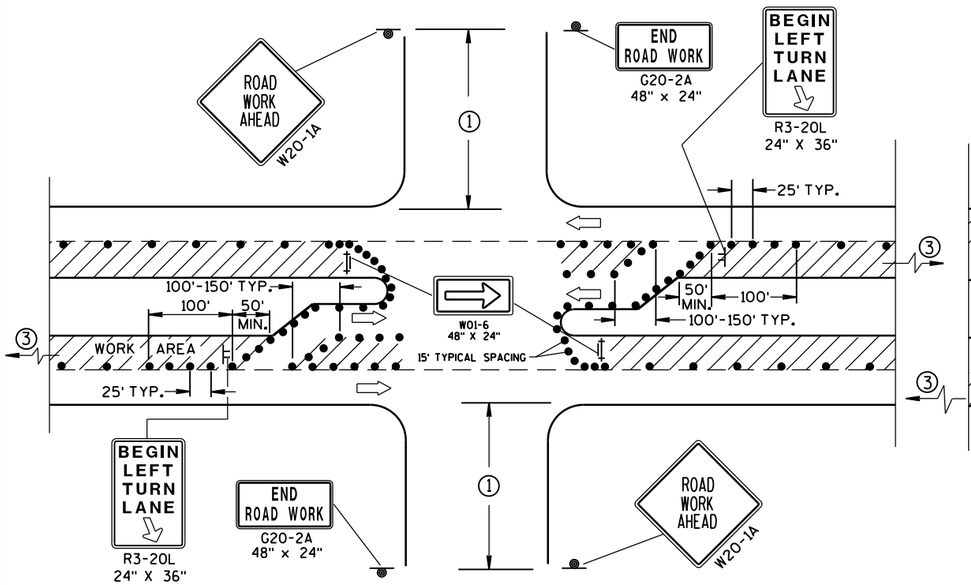
FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING



DETAIL B

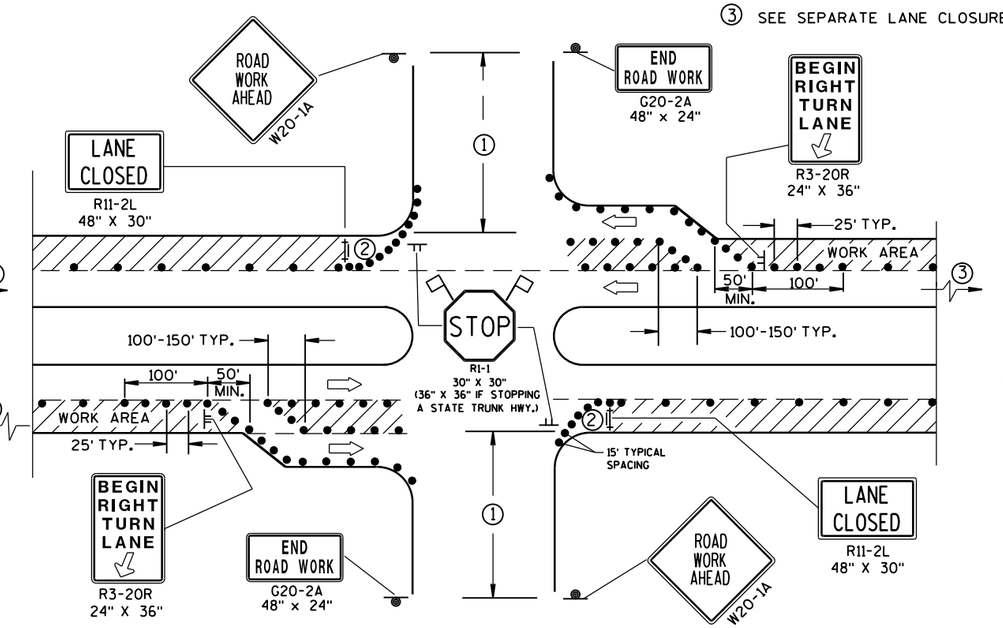
FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENG
FHWA

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S.D.D. 15 D 21-5

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.

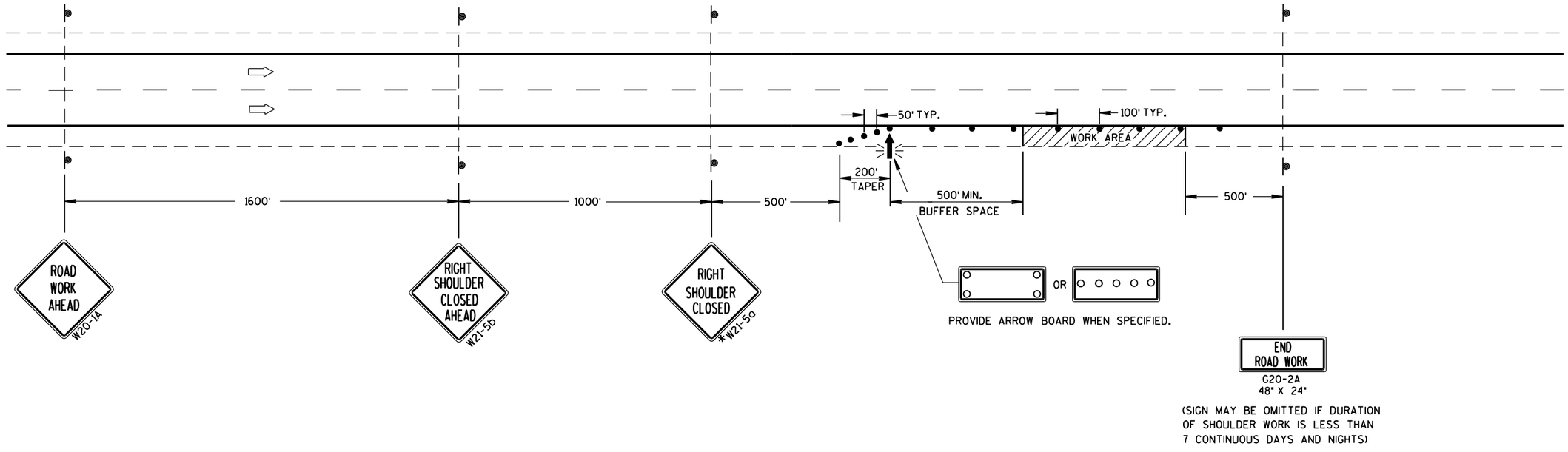
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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... SAFETY ENGI... — FHWA

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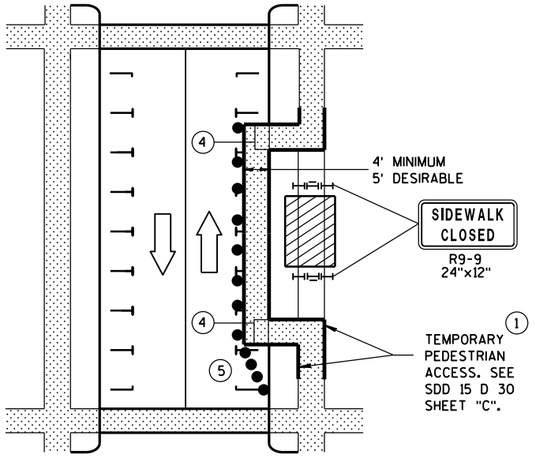
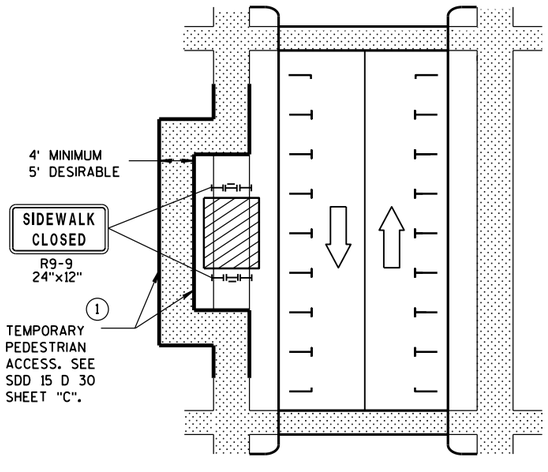
NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

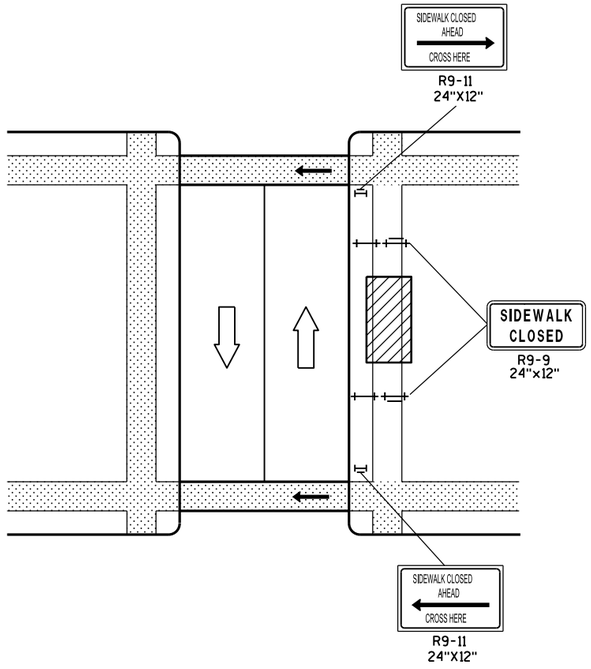


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

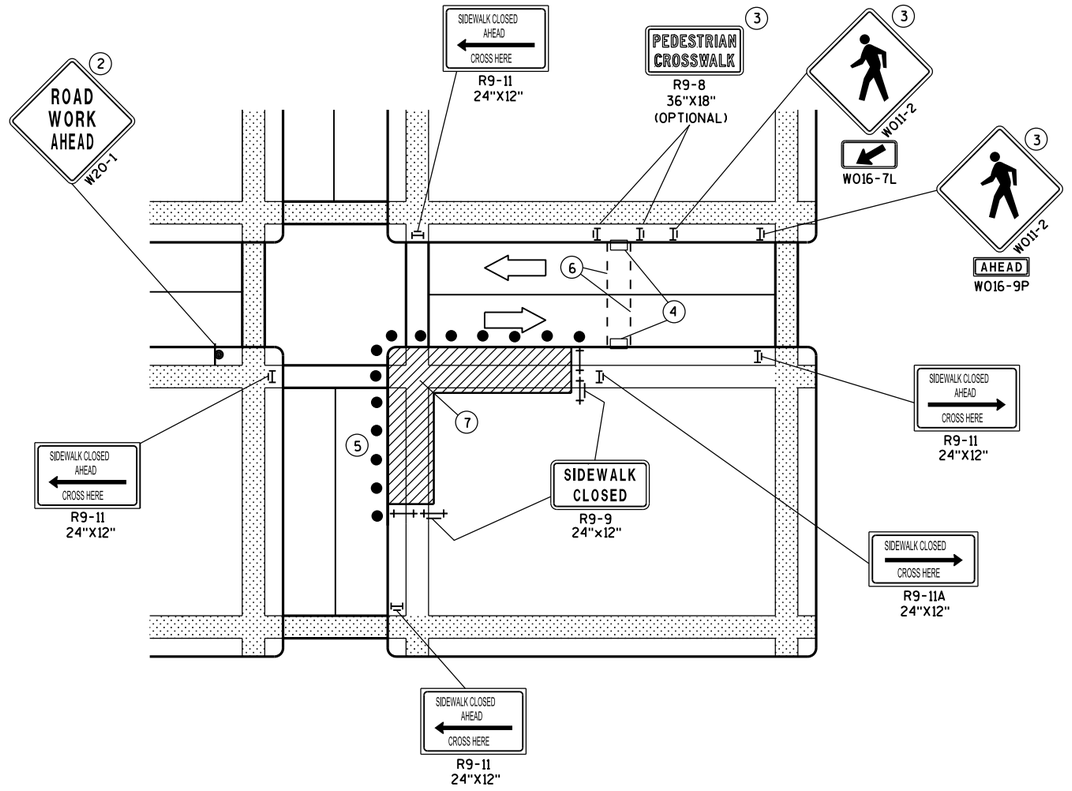
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 15 D 30-3a

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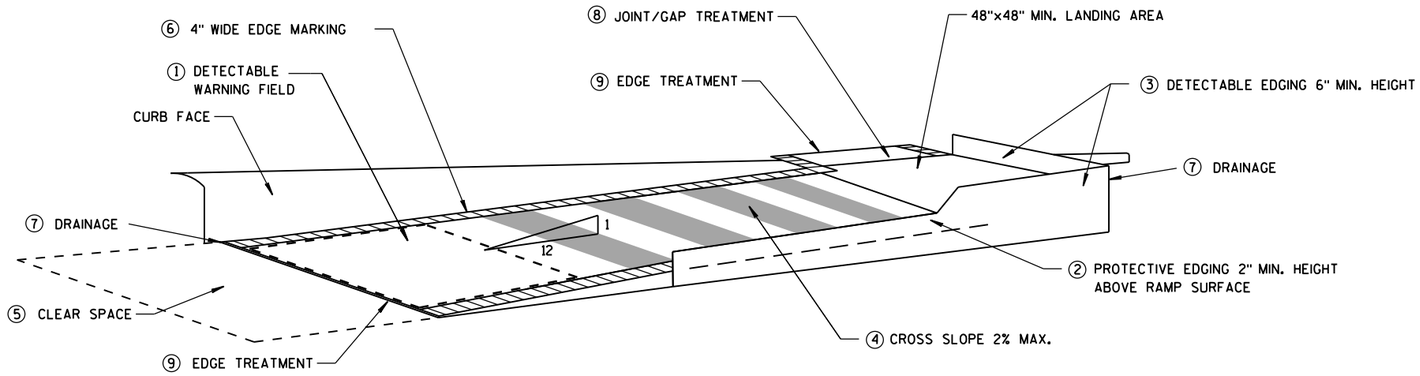
S.D.D. 15 D 30-3a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

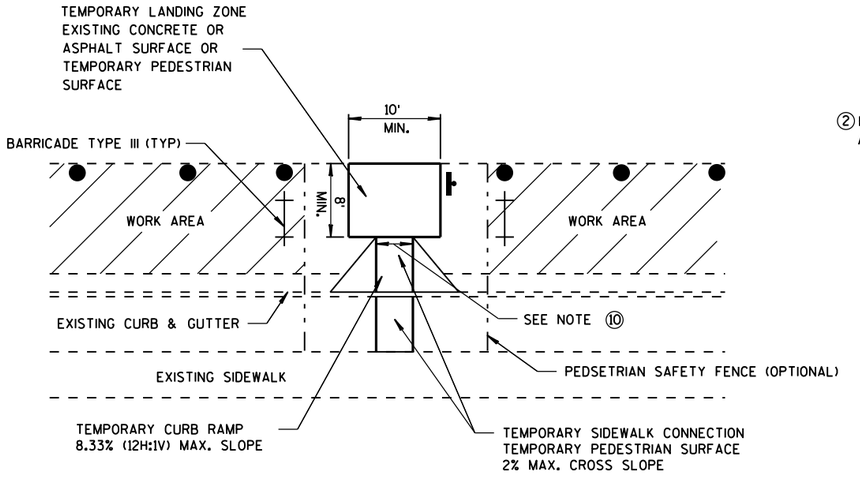
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

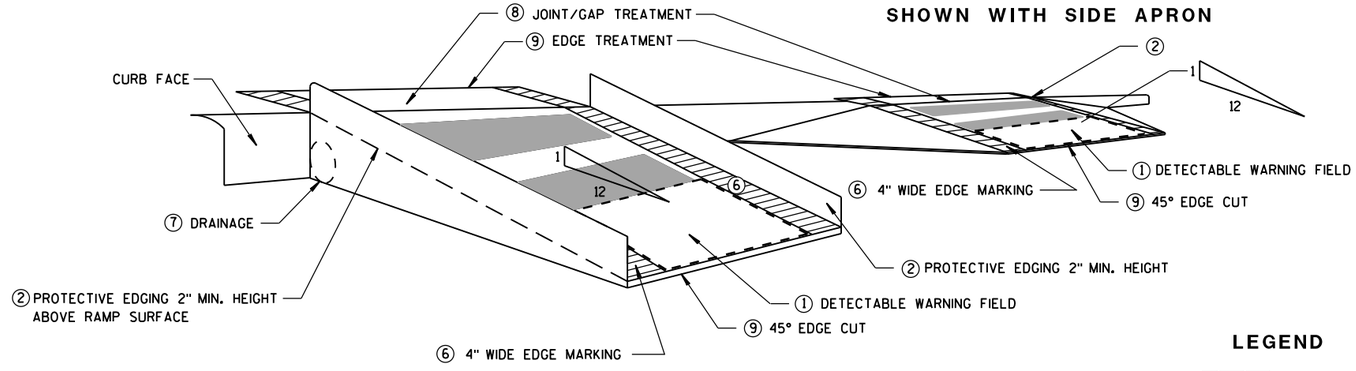
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

SHOWN WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

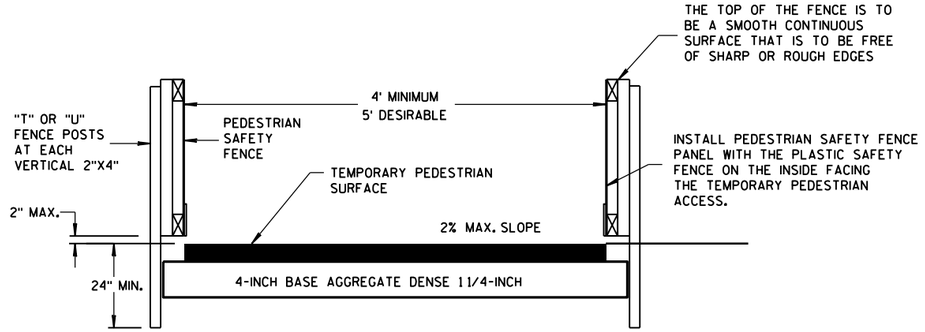
FHWA

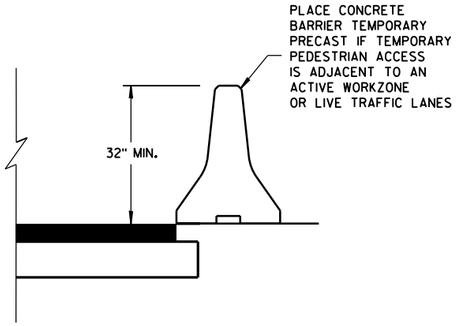
6

S.D.D. 15 D 30-3b

6

S.D.D. 15 D 30-3b

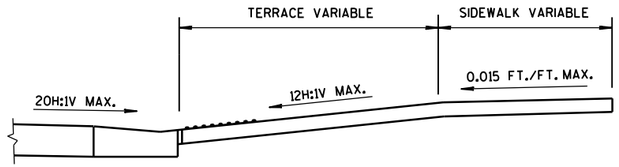




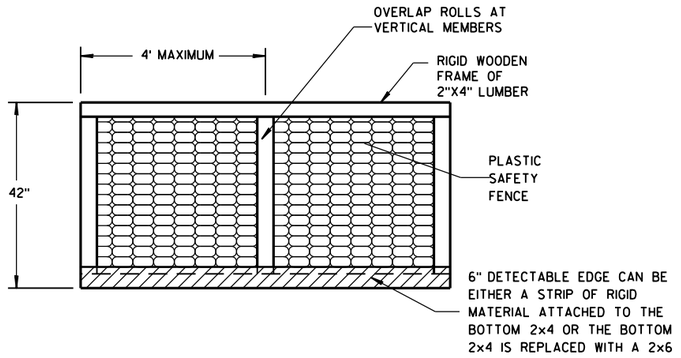
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

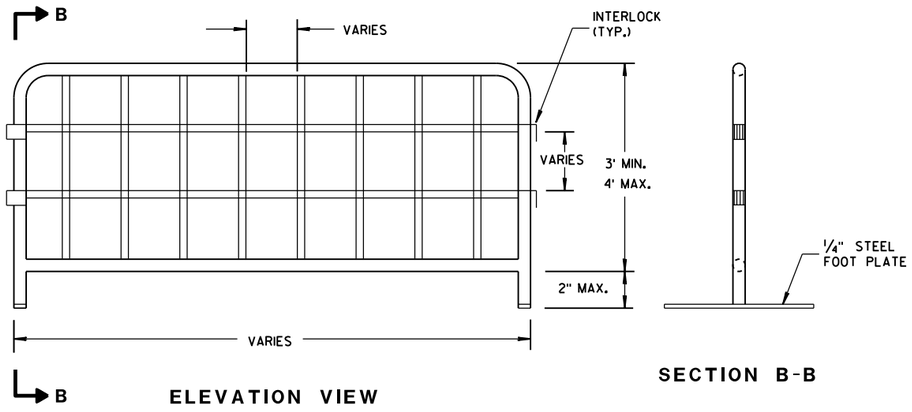
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



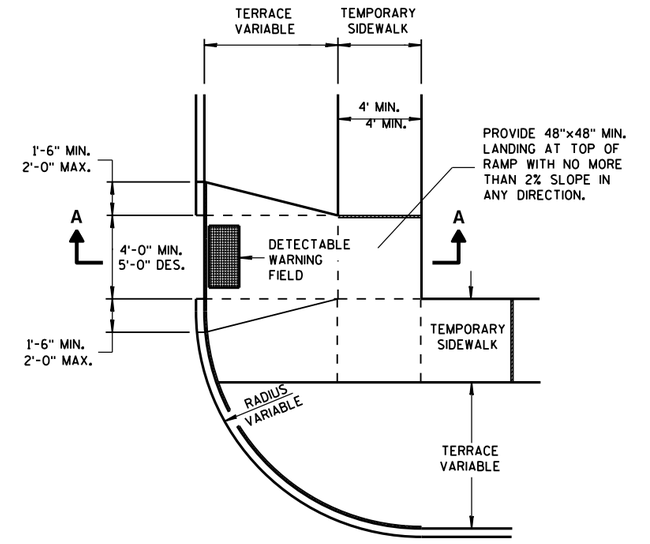
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

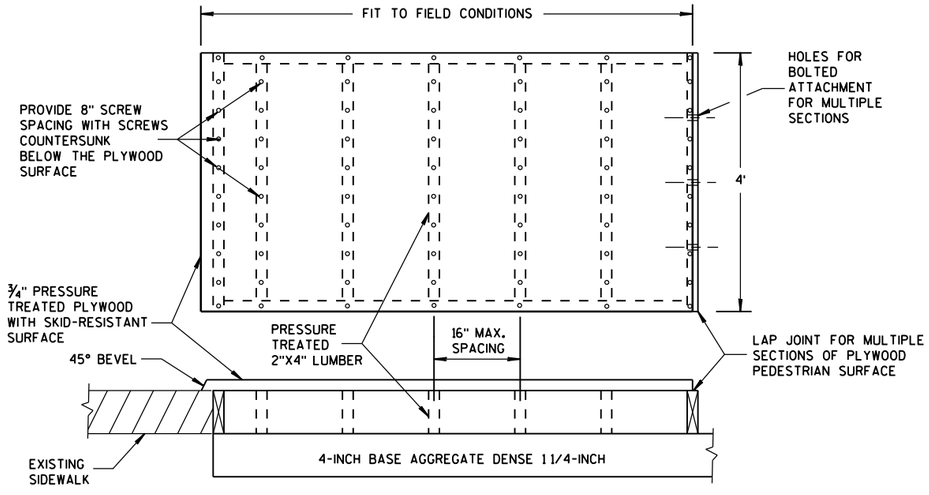
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



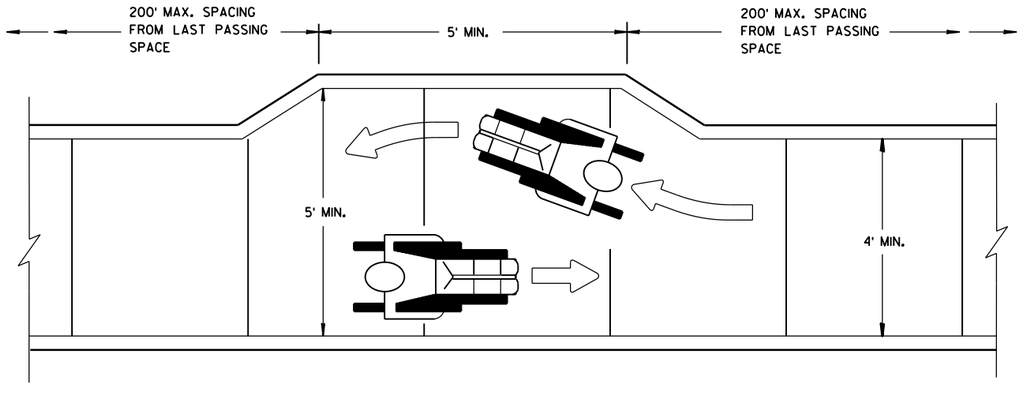
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016
DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN
FHWA

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S.D.D. 15 D 30-3c

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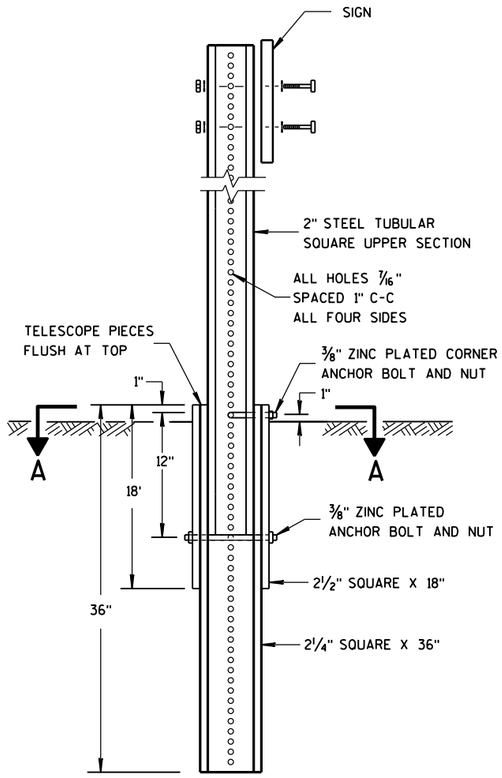
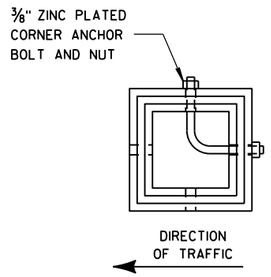
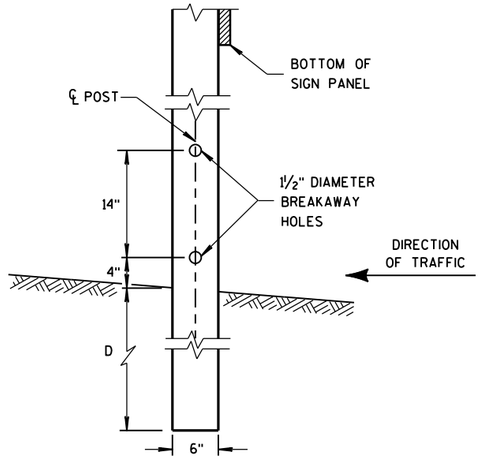
S.D.D. 15 D 30-3c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



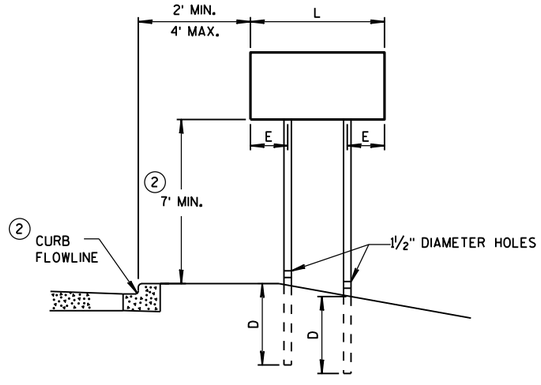
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

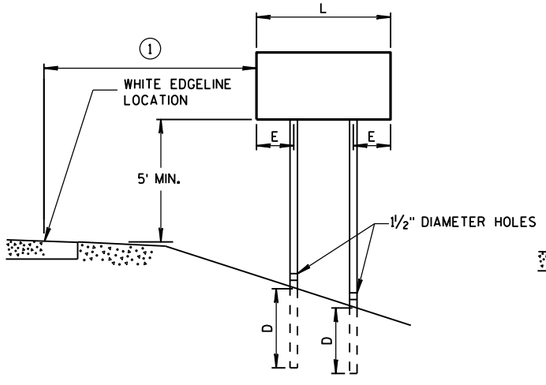
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

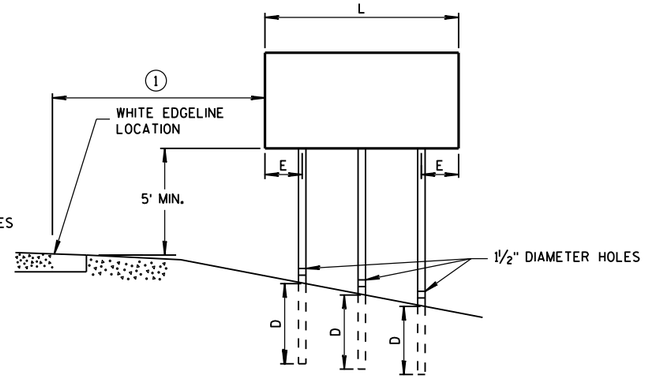
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

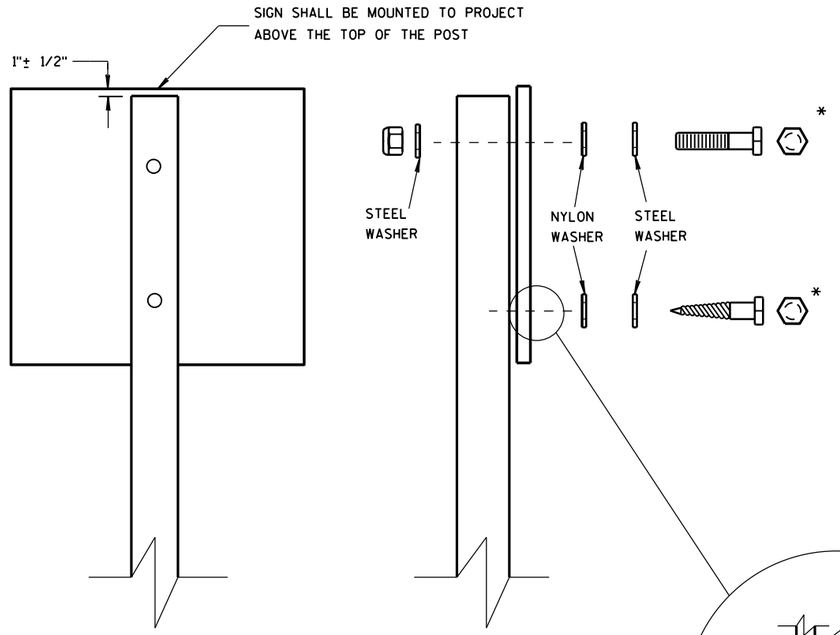
SEE NOTE (3)

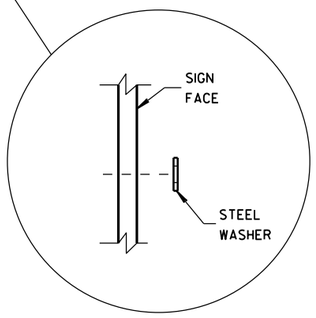
TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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.

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

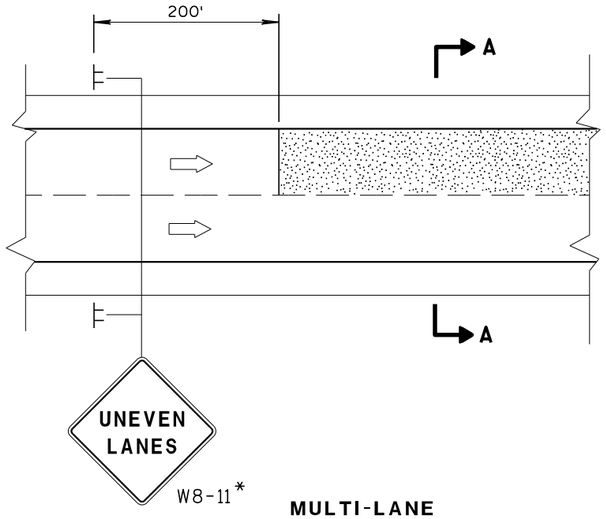
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

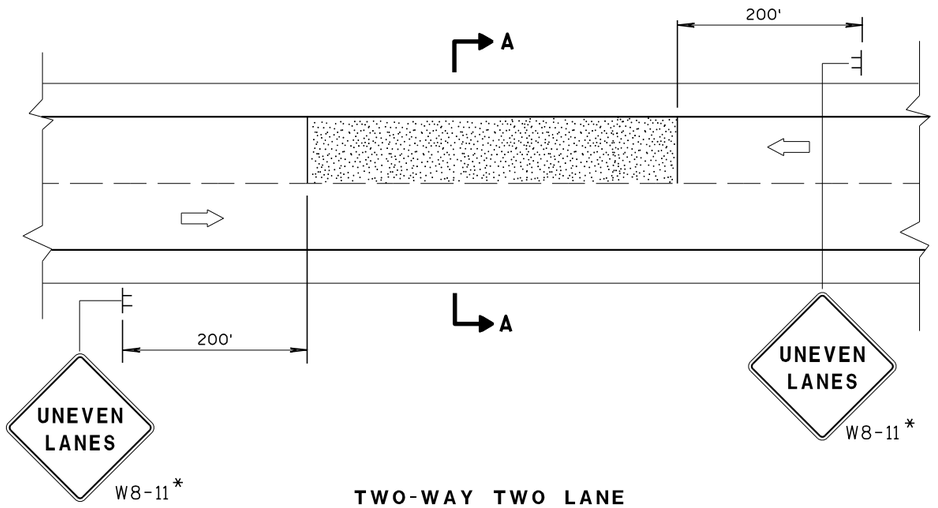
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

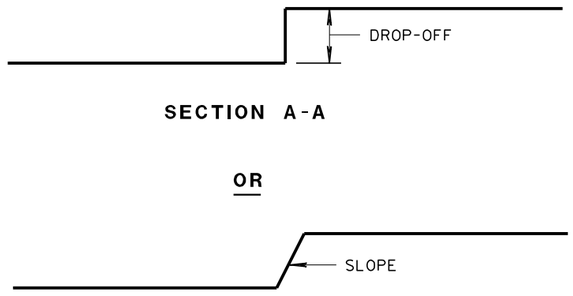
FHWA



MULTI-LANE



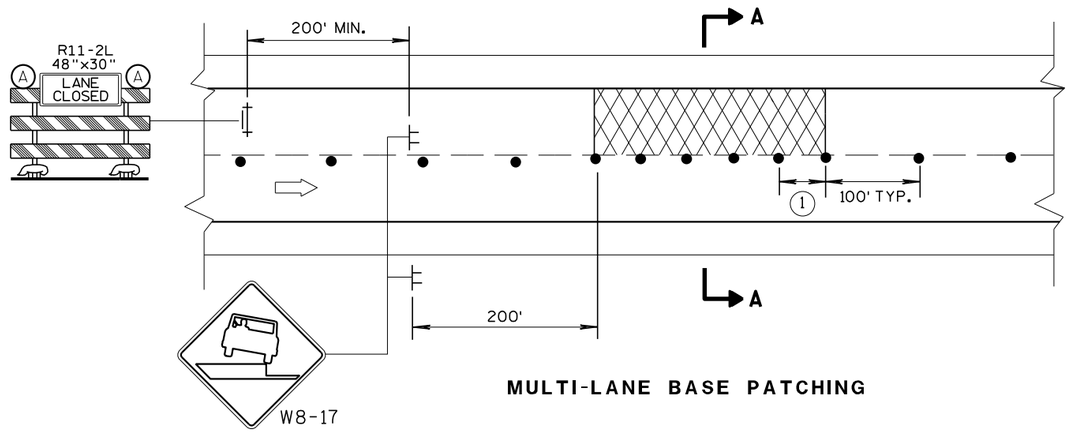
TWO-WAY TWO LANE



SECTION A-A

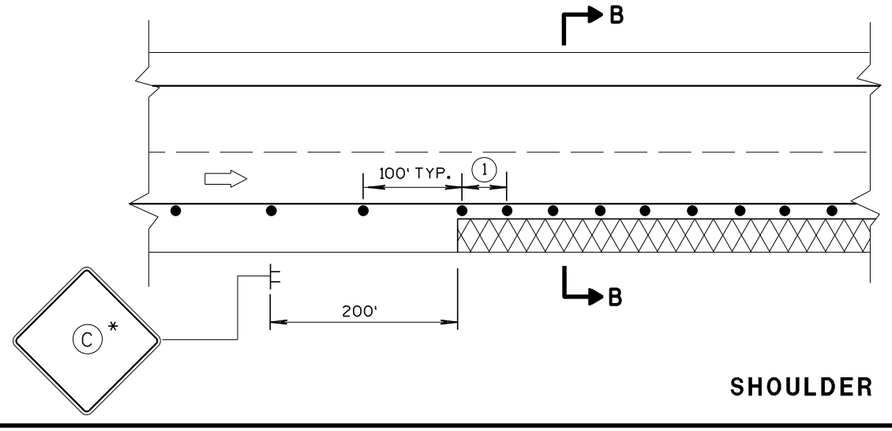
OR

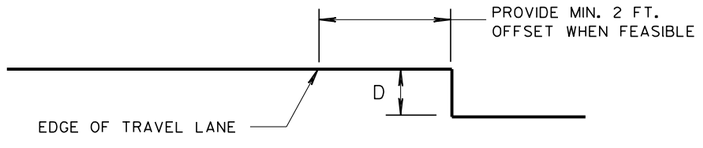
SECTION A-A



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.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EACH ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
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 2018
DATE
/S/ Andrew H
WORK ZONE EN 790
FHWA

6

S.D.D. 15 D 39-2

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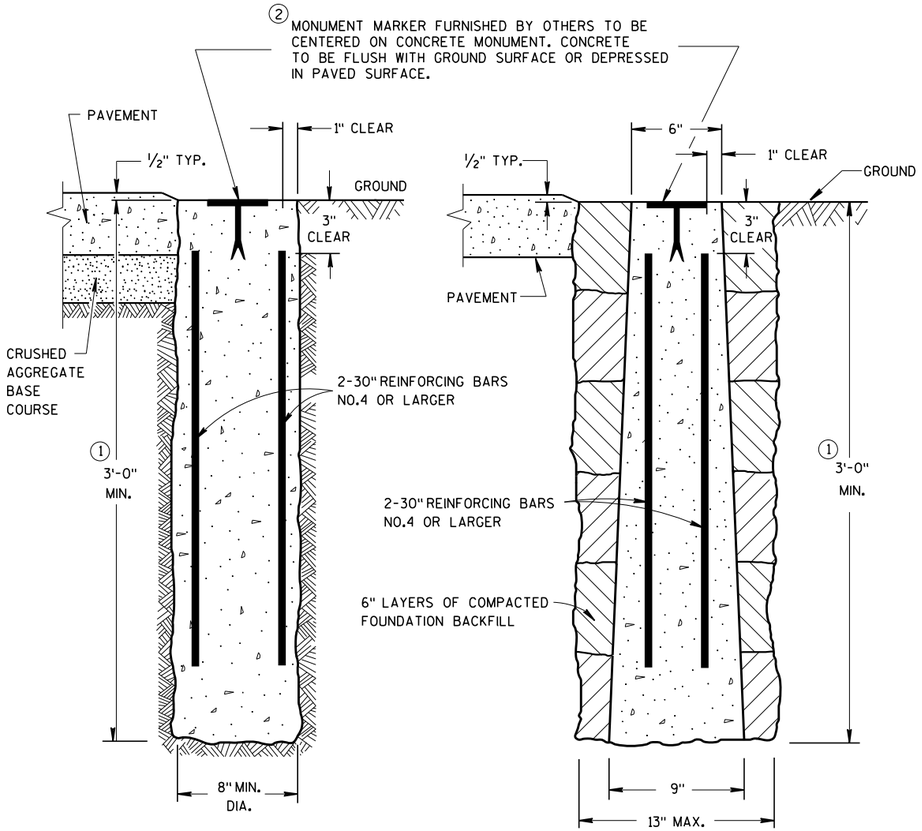
S.D.D. 15 D 39-2

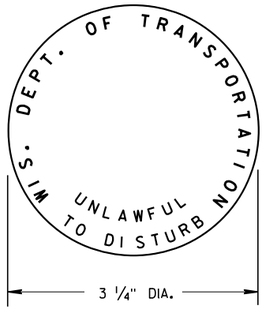


CAST-IN-PLACE

PRECAST

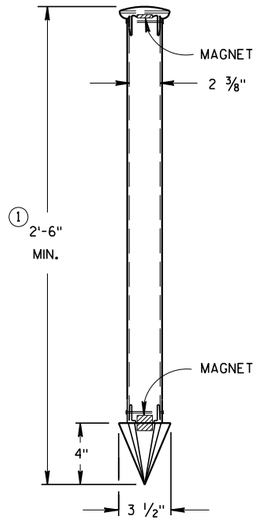
CONCRETE MONUMENTS

TYPE A



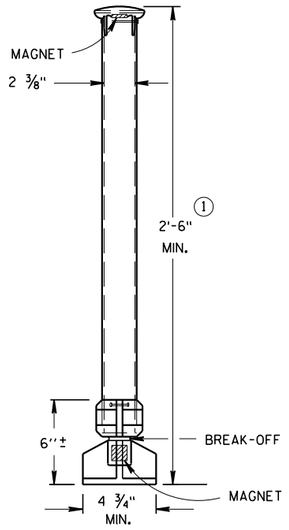
② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C", & "D"



TYPE C

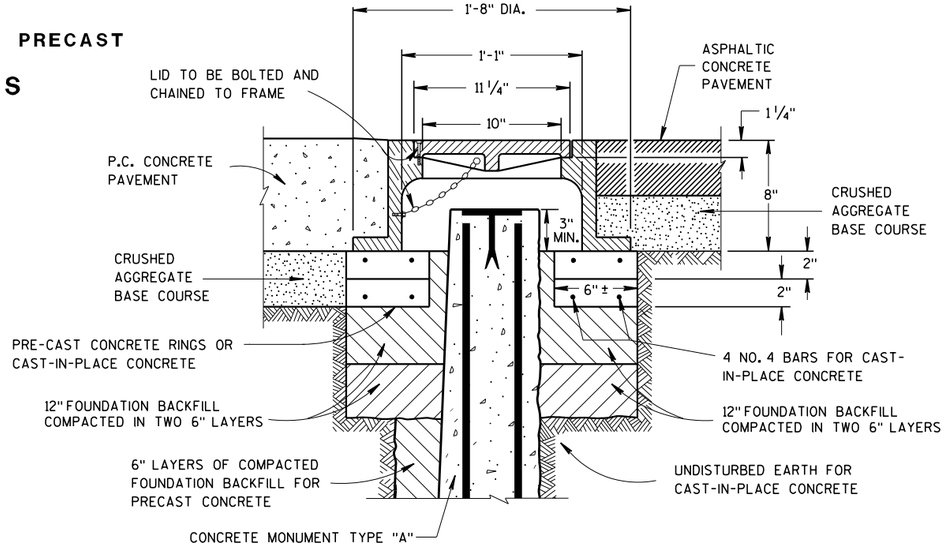
DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

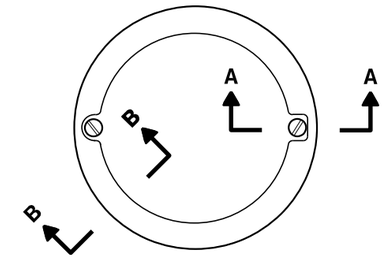
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

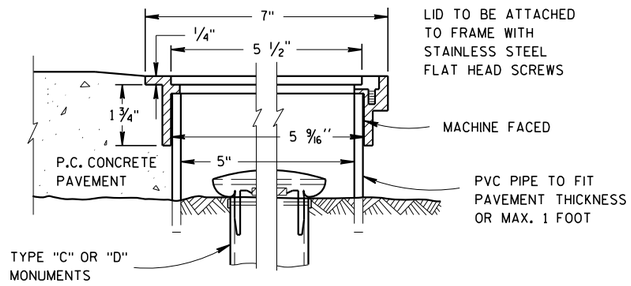
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

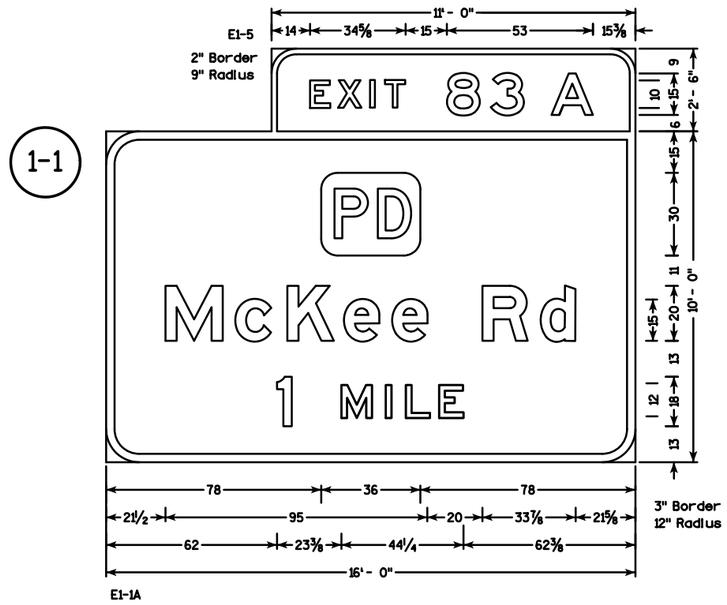
6

S.D.D. 16 A 1-7

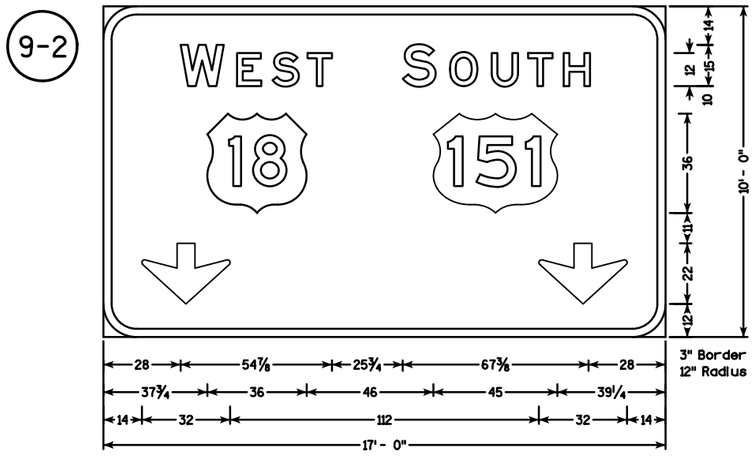
NOTES

1. All Signs are Type I- Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all cap Words are Series E
4. Exit Panels are Yellow Background Type F with Black message

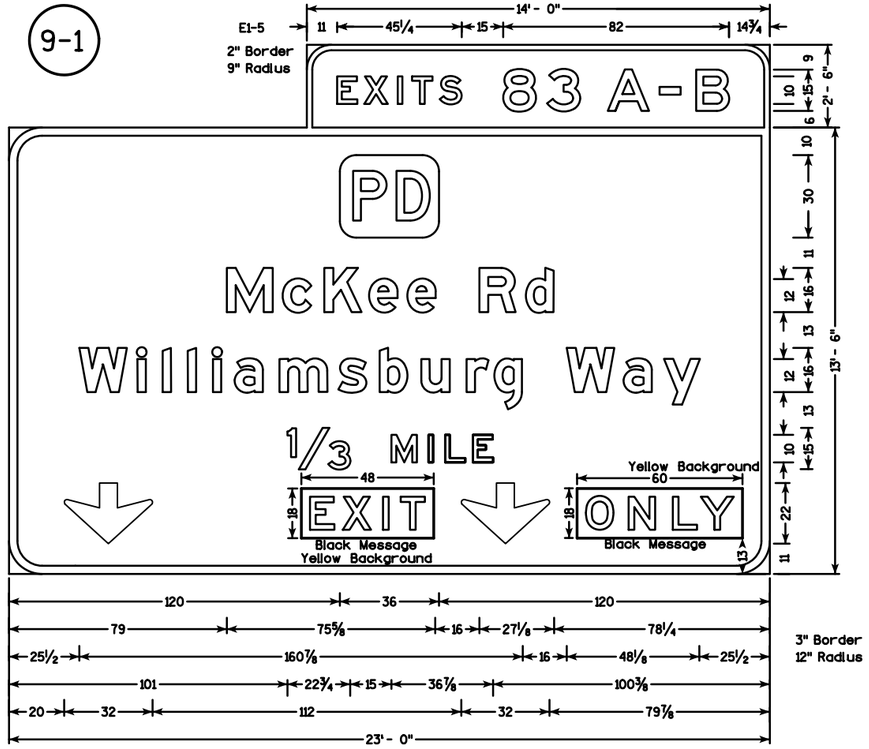
1-1



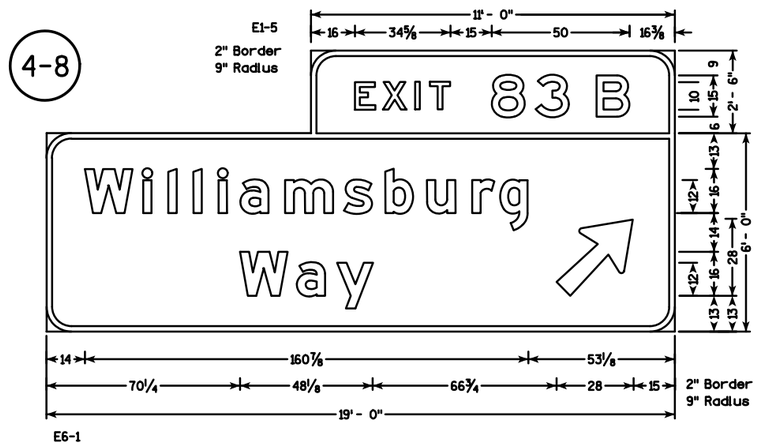
9-2



9-1



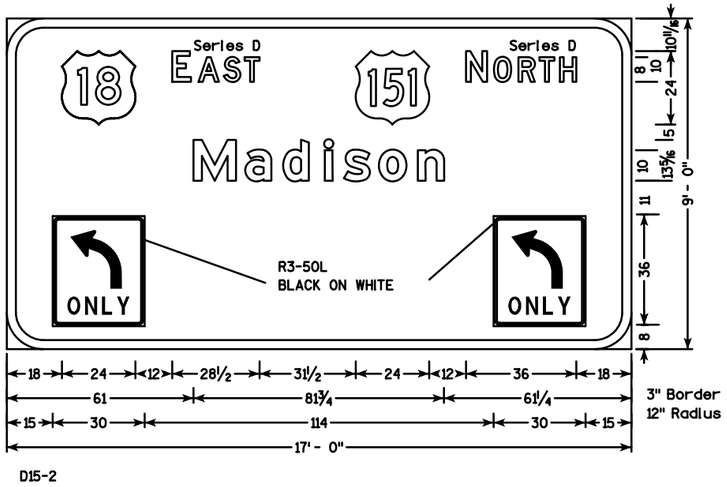
4-8



7

7

11-27

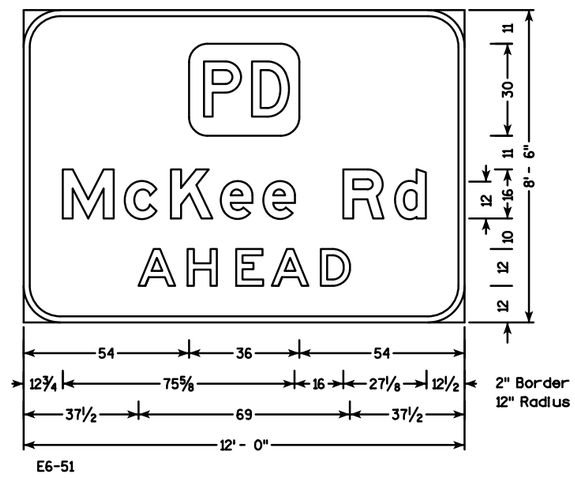


D15-2

NOTES

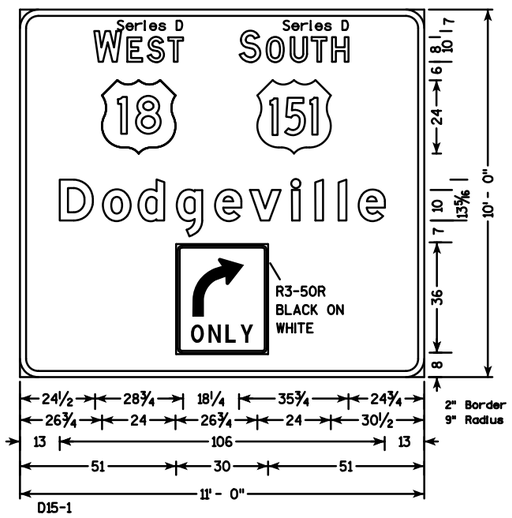
1. All Signs are Type I- Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modfied except as Shown and all cap Words are Series E

11-28



E6-51

11-30

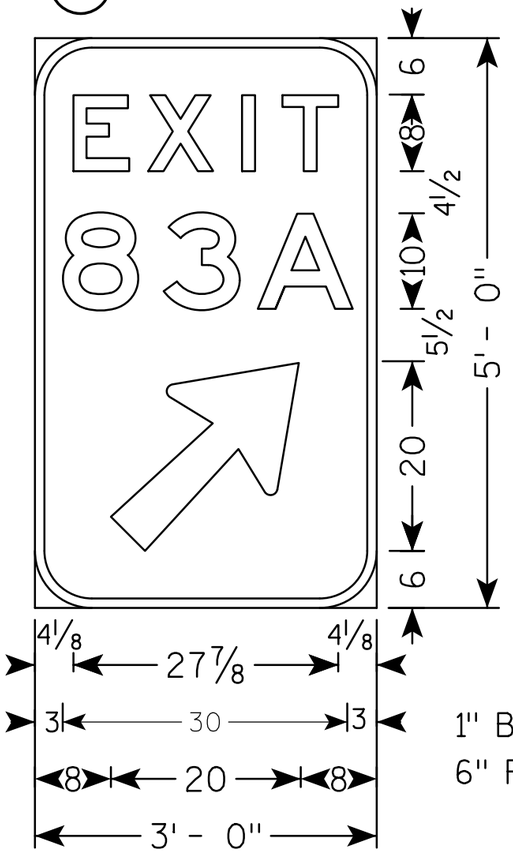


D15-1

7

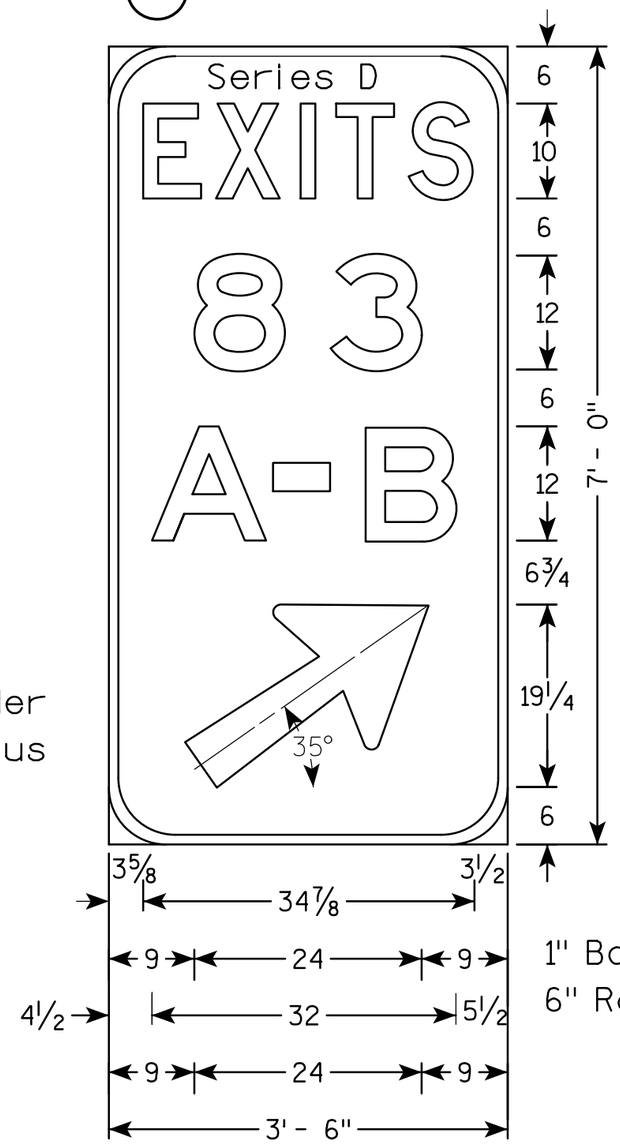
7

3-3



1" Border
6" Radius

7-8

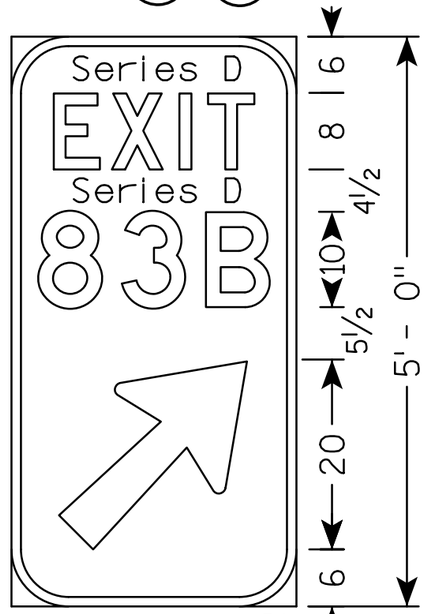


1" Border
6" Radius

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown

5-4 7-3

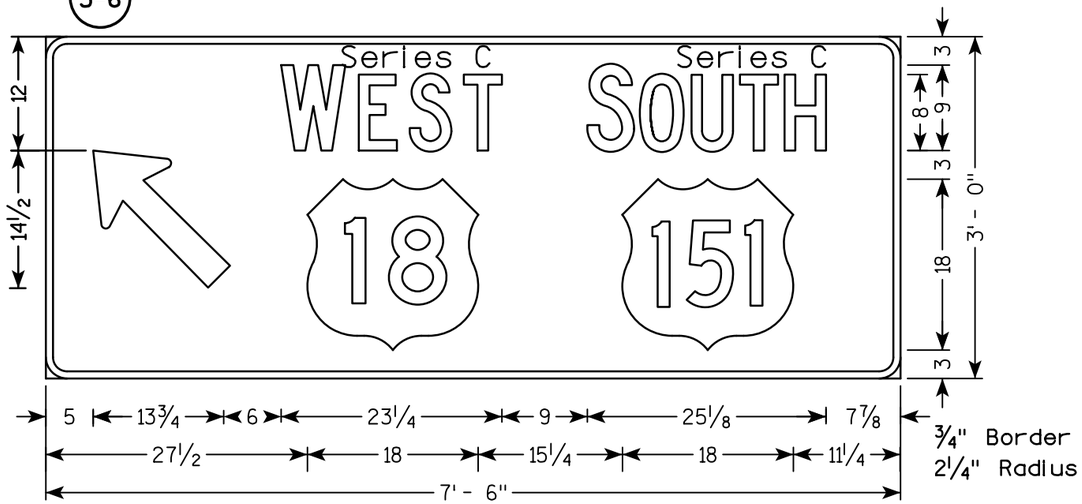


1" Border
6" Radius

7

7

5-6



D1-1

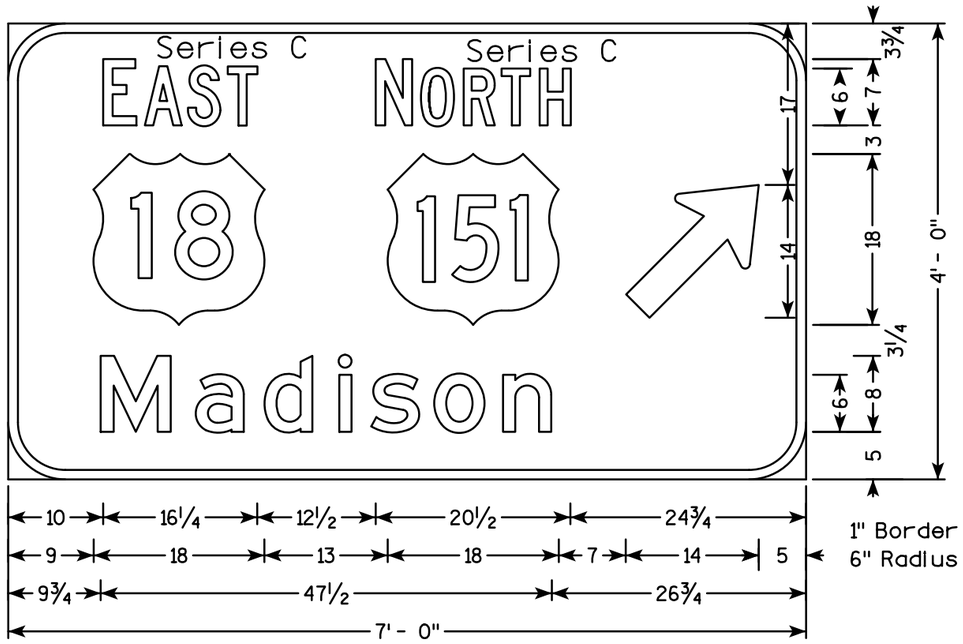
NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E except as Shown

7

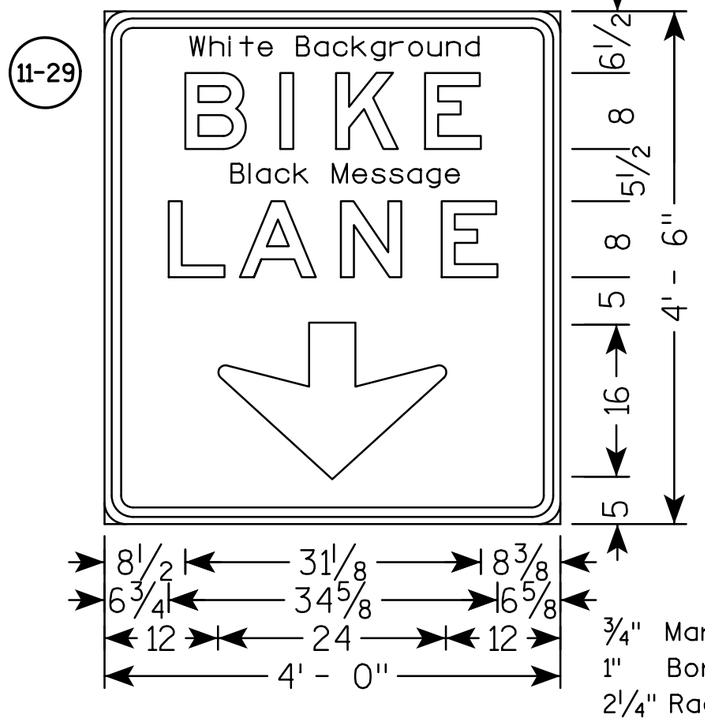
7

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGNING DETAILS	SHEET 795	E



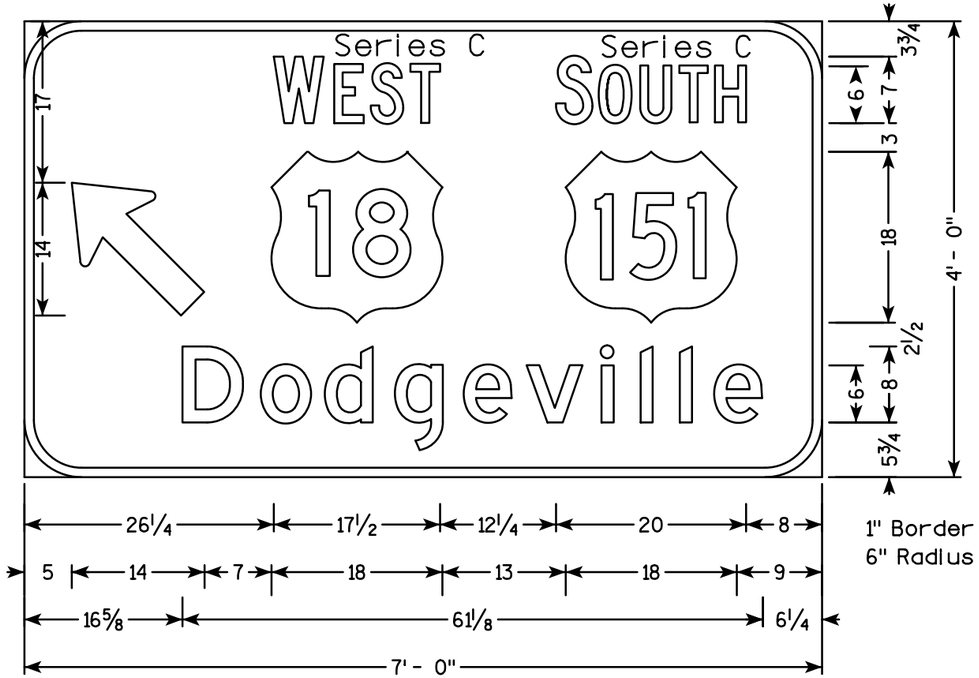
12-10

D1-70 SIZE 2



11-29

12-6



D1-70 SIZE 2

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - GREEN except as Shown
   Message - WHITE except as Shown
3. Message Series - E except as Shown

7

7

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGNING DETAILS	SHEET	E

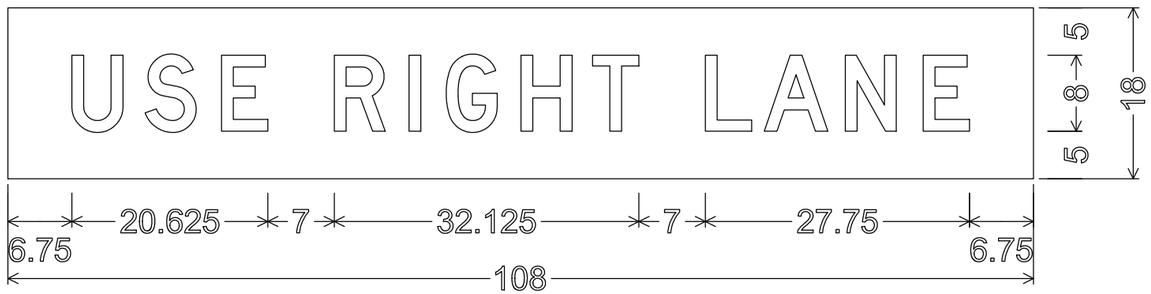
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\070105_sd.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 47

NOTES

1. All Signs Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted

9-3

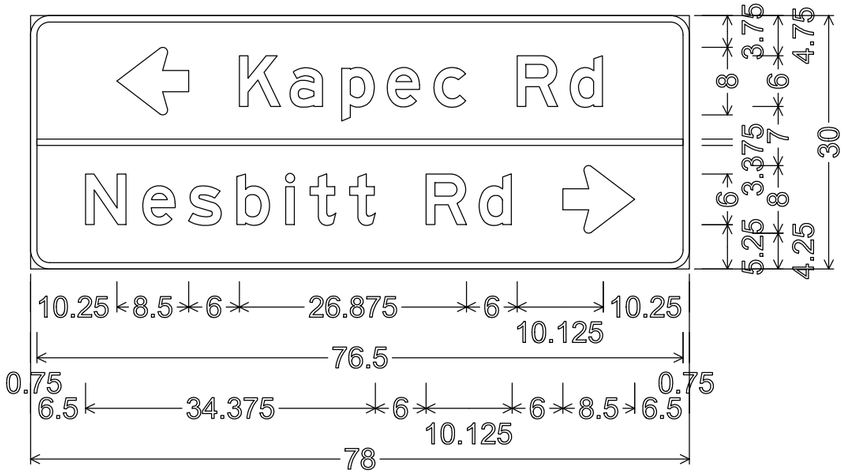
Sign on .040" thick aluminum



No border,
"USE" D; "RIGHT" D; "LANE" D;

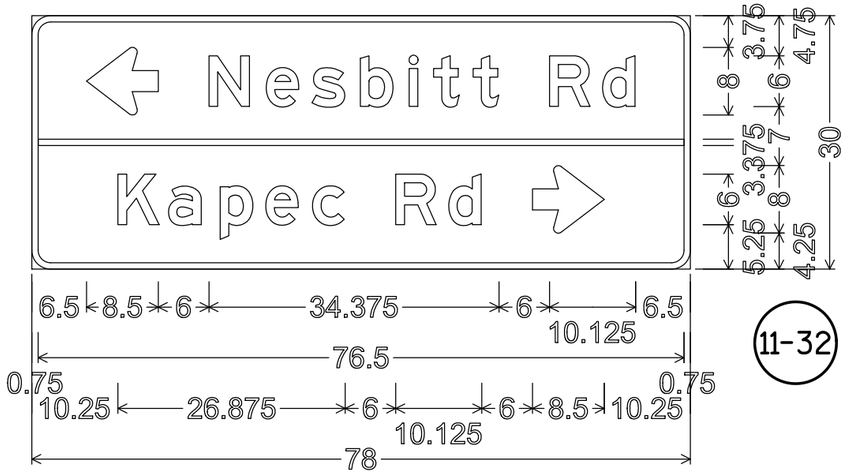
7

7



D1-2;
2.250" Radius, 0.750" Border

11-1



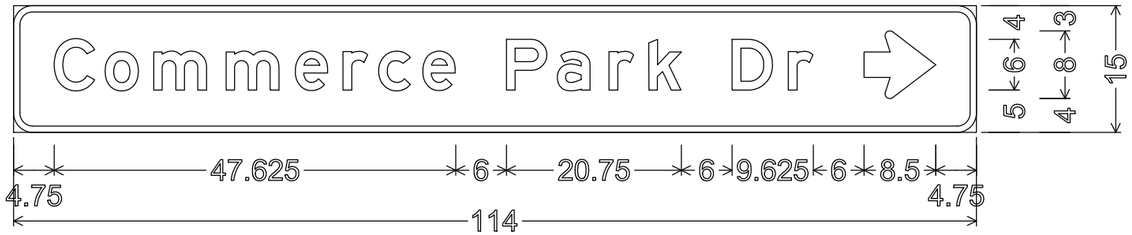
D1-2;
2.250" Radius, 0.750" Border

11-32

NOTES

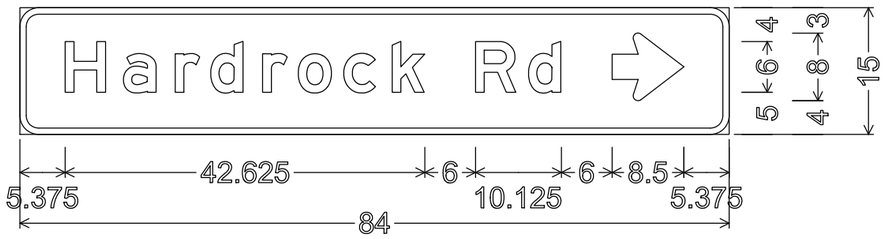
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E

12-19



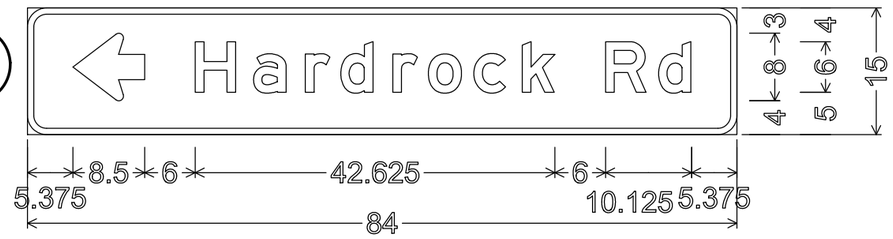
D1-1; 2.250" Radius, 0.750" Border

10-6



D1-1;
2.250" Radius, 0.750" Border

11-2



D1-1;
2.250" Radius, 0.750" Border

7

7

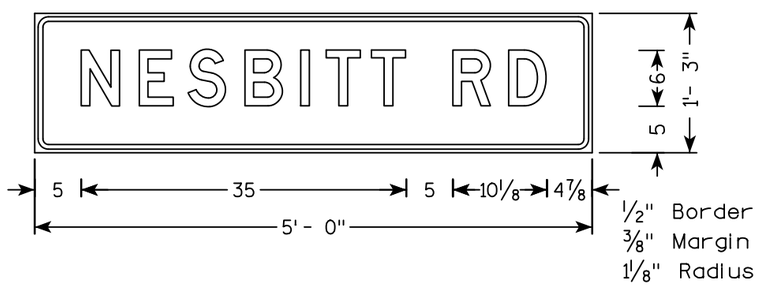
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGNING DETAILS	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\070107_sd.dgn PLOT DATE : 1/18/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 47

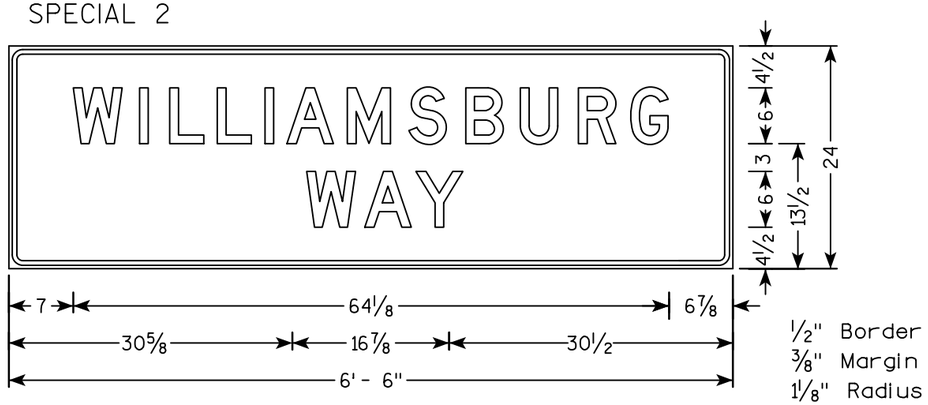
NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - D
4. All signs paid for as Traffic Control Signs Fixed Message

SPECIAL 1



SPECIAL 2



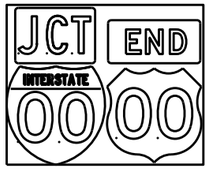
7

7

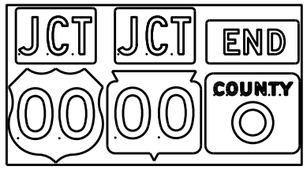
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	SIGNING DETAILS	SHEET NO: 799	E

TYPICAL ASSEMBLIES

J1-1

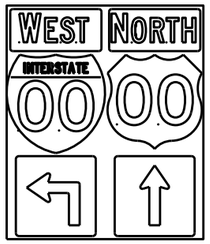


J1-2

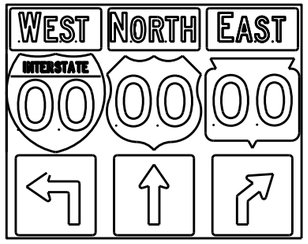


J1-3

J2-1



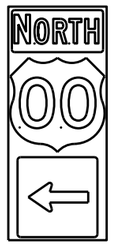
J2-2



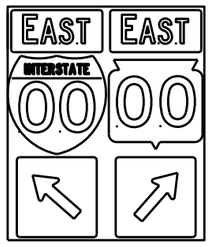
J2-3

JV

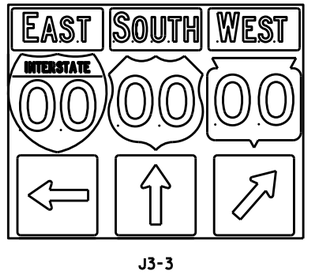
(Typical Vertical J-Assembly
See Note 10 and 11)



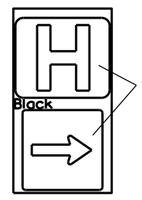
J3-1



J3-2

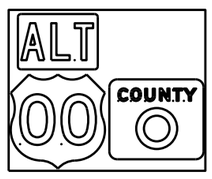


J3-3

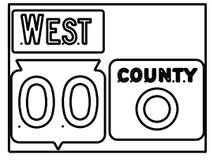


JH-1

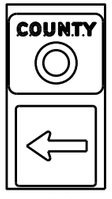
J4-1



J4-2



J4-2



J13-1

J12-1

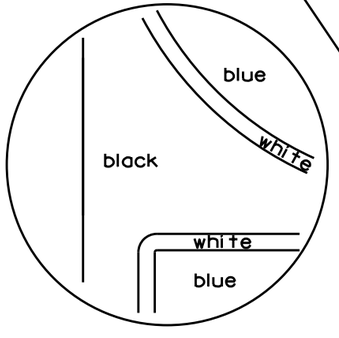
J32-1

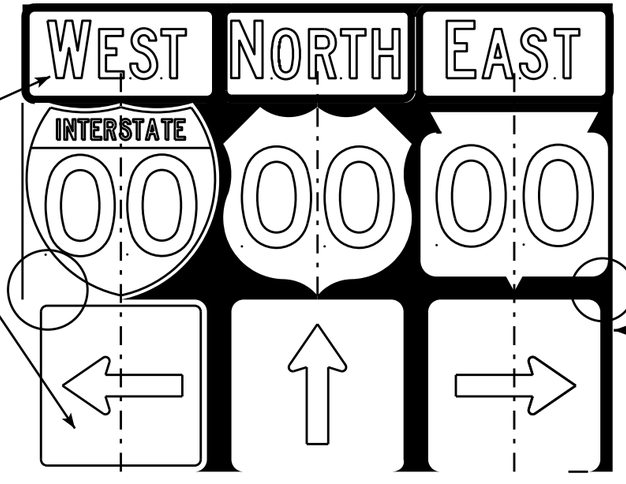
J33-1

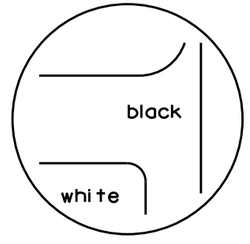
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

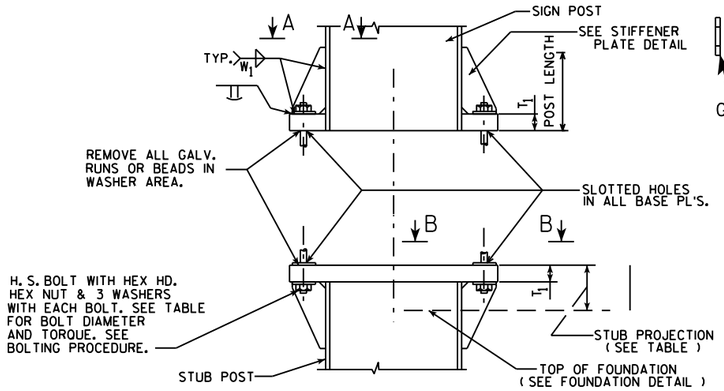
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

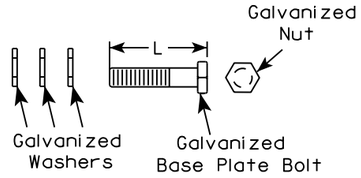
PROJECT NO: | SHEET NO: E

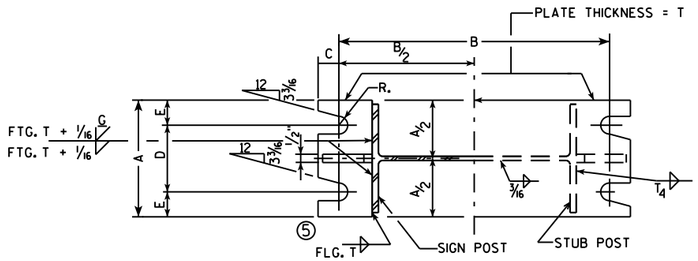
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42



SIGN POST AND STUB POST ELEVATION





DESIGN DATA

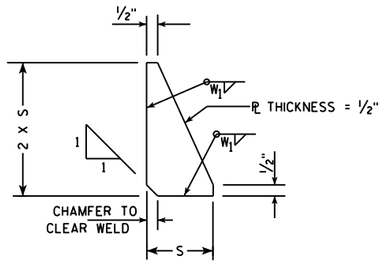
WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL = 1.0 TRANSVERSE = 0.0
ICE LOAD = 3 P.S.F.

GROUP LOADS	PERCENT OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD & WIND	140
3. DEAD, ICE & 1/2 WIND[4]	140 [4]25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE = 1½T / 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.

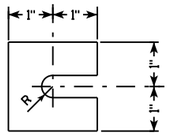
GENERAL NOTES

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. ⑦④
FURNISH STEEL BOLTS, NUTS, AND WASHERS IN ACCORDANCE WITH SECTION 635 OF THE STANDARD SPECIFICATIONS.



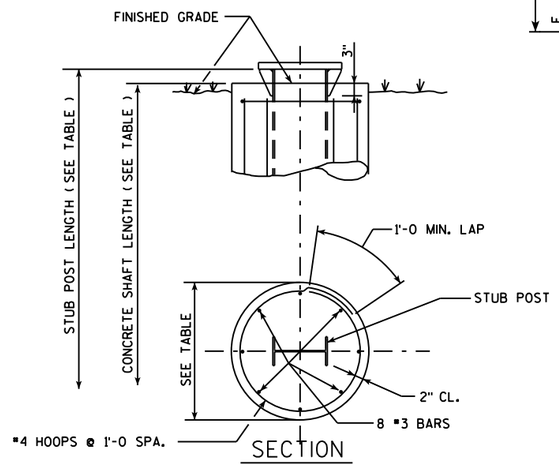
STIFFENER PLATE DETAIL

(SEE TABLE FOR DIMENSIONS)

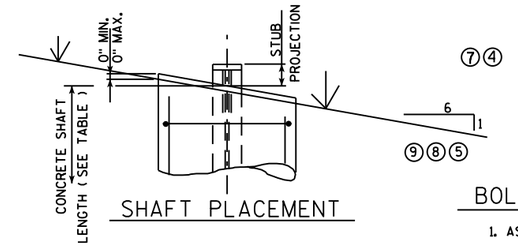


FURNISH 2 @ .012" ± THICK AND 2 @ .032" ± THICK SHIMS PER POST. SHIMS SHALL BE FABRICATED FROM BRASS SHIM STOCK OR STRIP CONFORMING TO A.S.T.M.- B36.

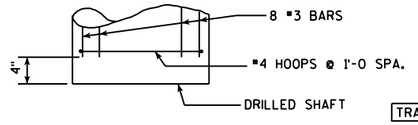
SHIM DETAIL



SECTION



SHAFT PLACEMENT ⑦④ ⑨⑧⑤

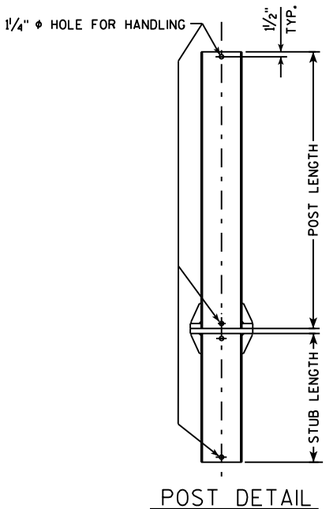


FOUNDATION DETAIL

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.

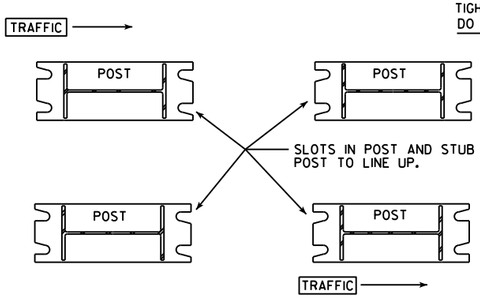
NOTE:
TIGHTEN THE HIGH STRENGTH BOLTS TO THE TORQUE SHOWN. DO NOT OVERTIGHTEN.



POST DETAIL

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



POST SLOT ORIENTATION ⑦

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.

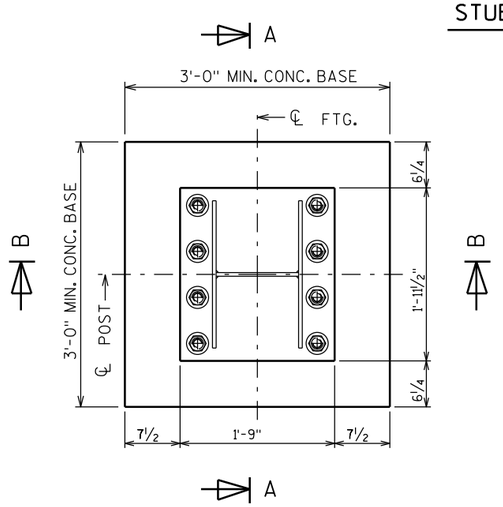
FTG. & SIGN SUPPORT DETAILS GROUND MOUNT BREAK-AWAY SIGNS | SHEET

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 801 | E

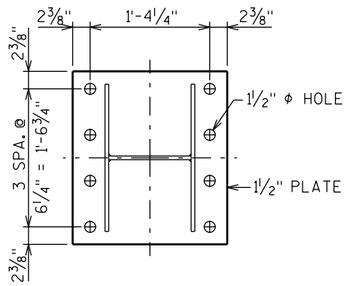
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A31.DGN PLOT DATE : 22-AUG-2017 09:41 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 5.415383:1.000000

WISDOT/CADDS SHEET 42

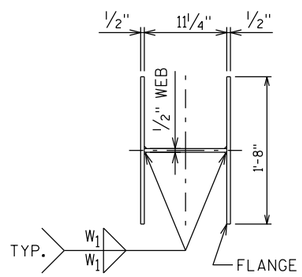
STUB AND MASONRY ANCHOR DETAILS



STUB SECTION



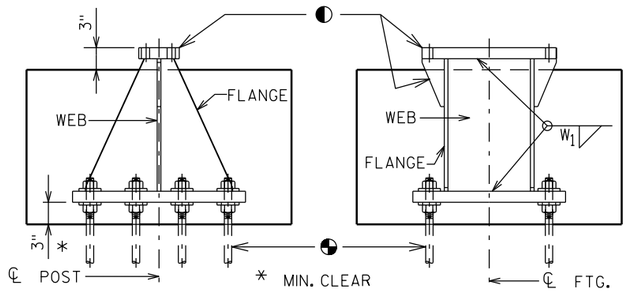
BASE PLATE



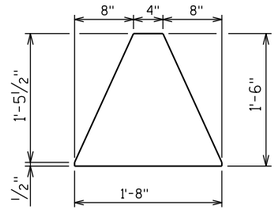
STUB

◐ 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



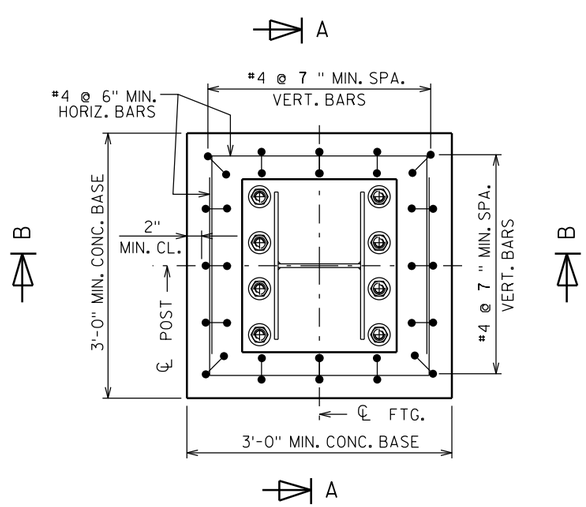
FLANGE

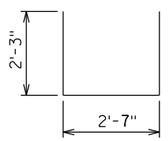
GENERAL NOTES

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

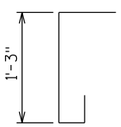
CONCRETE BASE SECTION





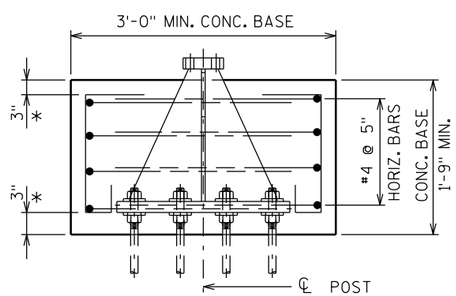
HORIZONTAL BAR

8 BARS @ 6'-11" LENGTH



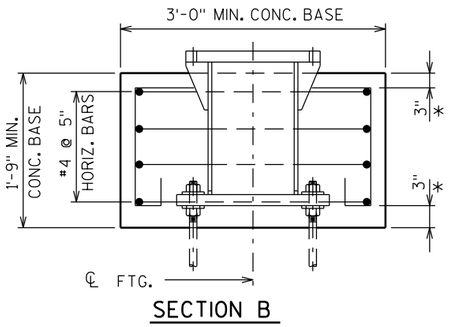
VERTICAL BARS

16 BARS @ 2'-4" LENGTH
MAY BE PLACED IN SKEW
FOR CLEARANCE NEED



SECTION A

* MIN. CLEAR



SECTION B

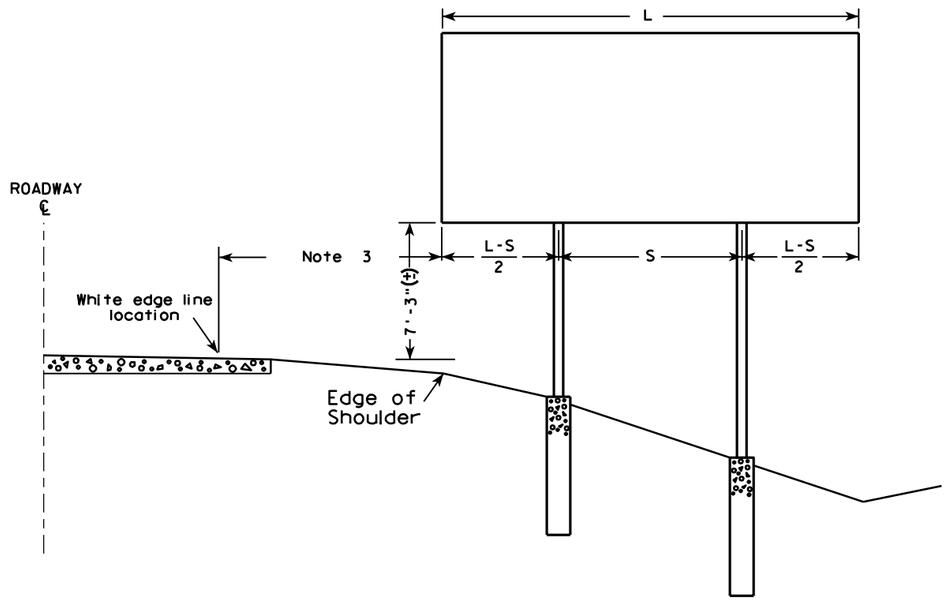
ALTERNATE BREAK-AWAY BASE ON ROCK
A3-1M

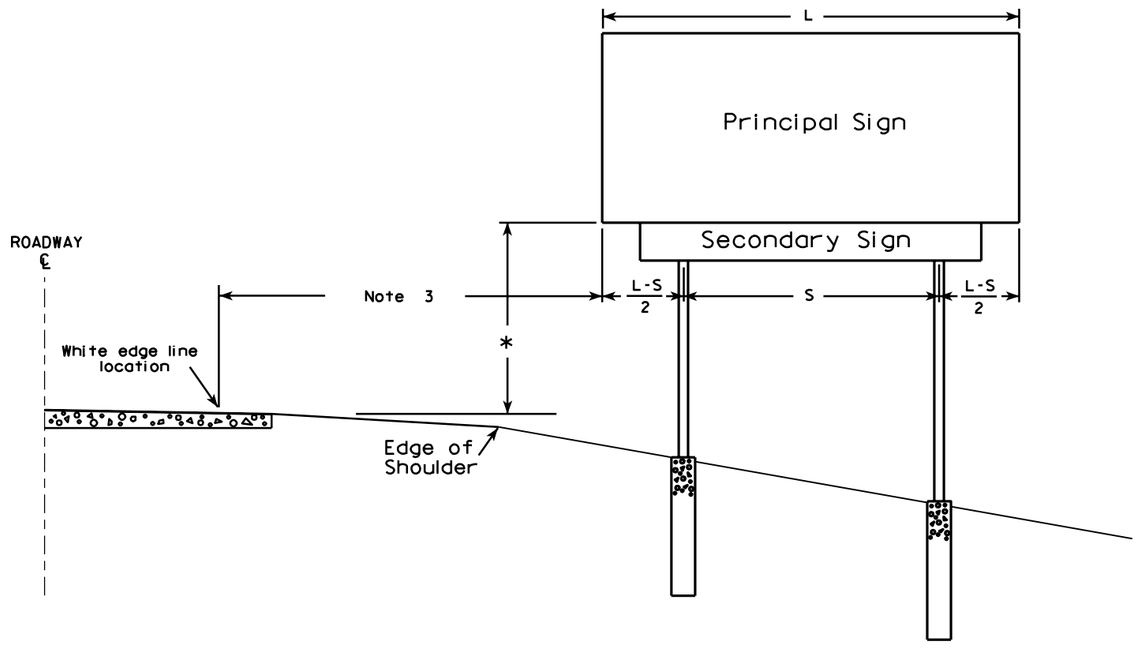
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 2/06/2014 PLAN 802 A3-1M.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E





GENERAL NOTES

1. For a 2 post installation, S equals 3L/5, but shall not be less than 9 ft.
2. For a 3 post installation, S equals 5L/7, but shall not be less than 18 ft., and the space between any two posts shall not be less than 9 ft.
3. Unless noted in the plan, the sign offset distance shall be a minimum of 17'-6", desirable 30'-0".
4. The (±) tolerance shown on this sheet is 3 in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.
6. Post lengths shown in the miscellaneous quantities are estimated lengths. The contractor shall verify post lengths at the time of final grading.
7. Refer to the Traffic Guidelines Manual for further guidance on minimum vertical clearance requirements.

* Clearance is 8'-3"(±) when the secondary sign is 3 ft. or less in height. For secondary signs larger than 3 ft., the clearance to the bottom of the secondary sign shall be 5'-3"(±).

7

7

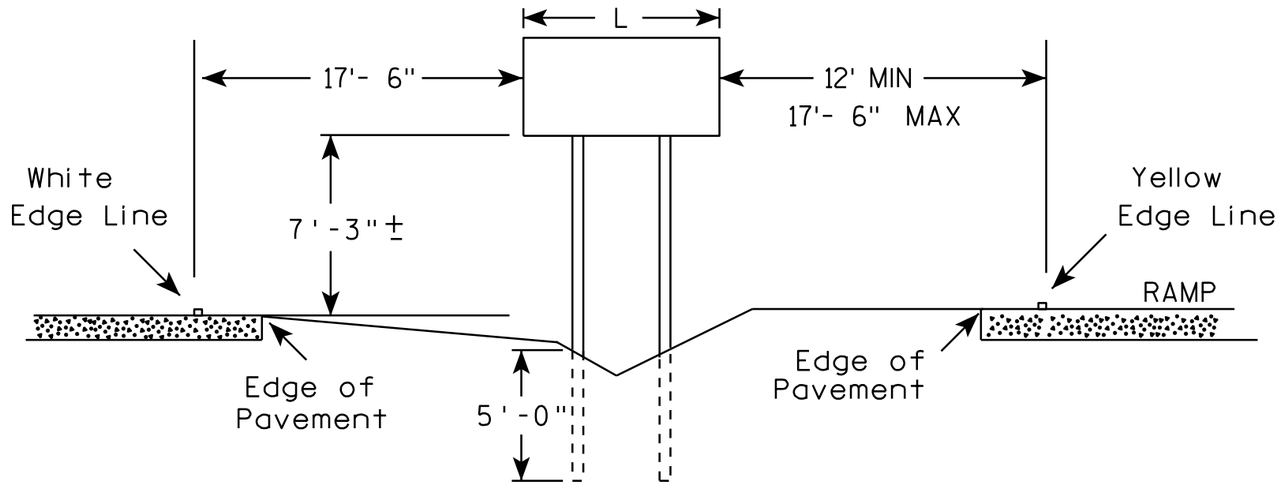
TYPICAL INSTALLATION OF TYPE I SIGNS

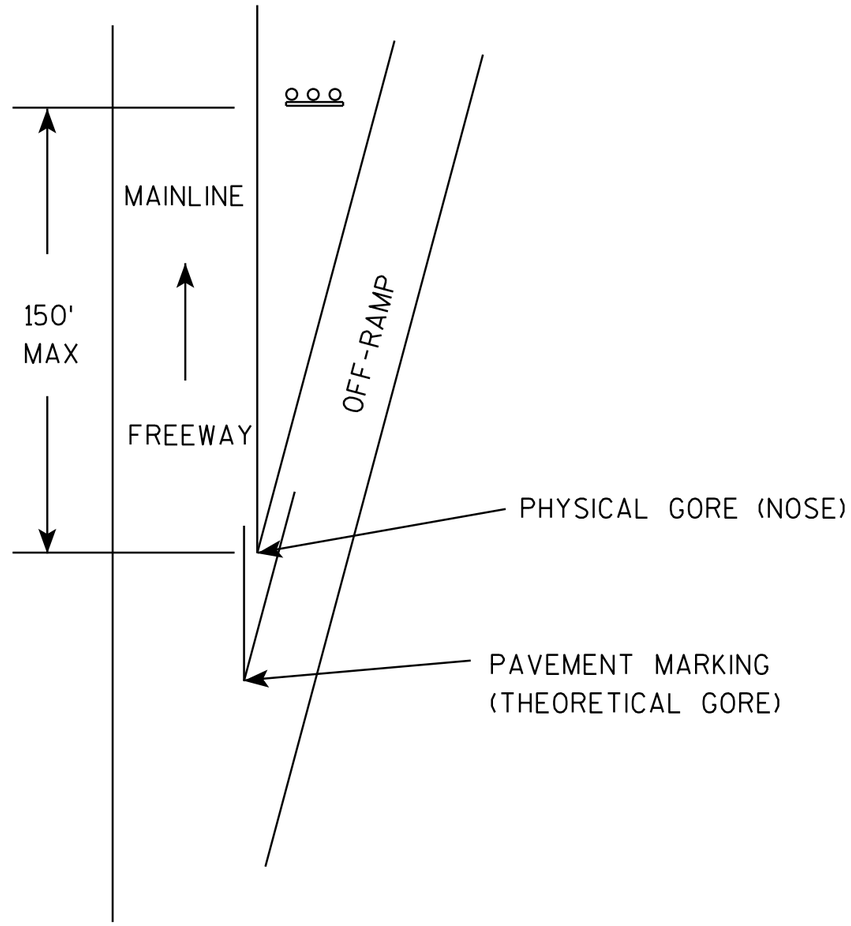
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/02/08 PLATE NO. A4-1.9

PROJECT NO:				SHEET NO: 803	E





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

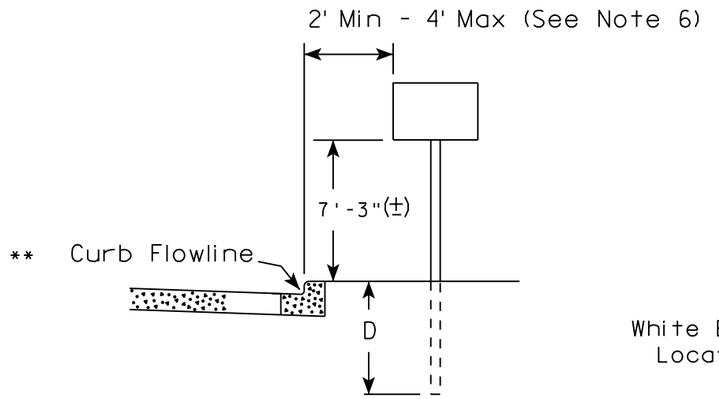
DATE 2/06/14 PLA 804 A4-2.3

PROJECT NO: | SHEET NO: E

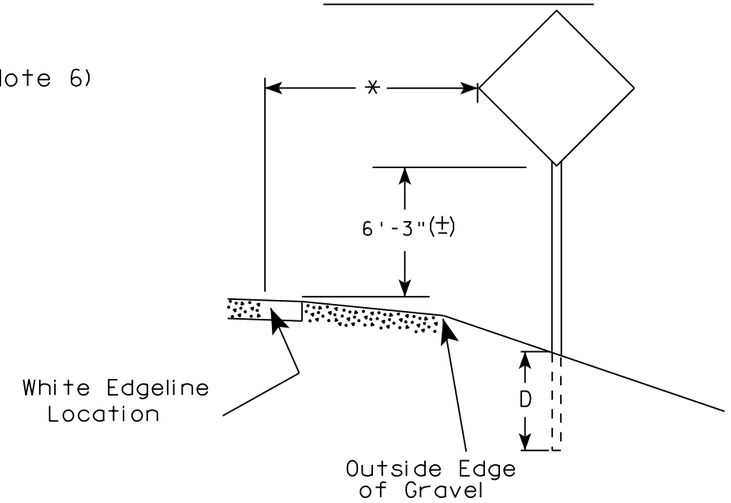
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

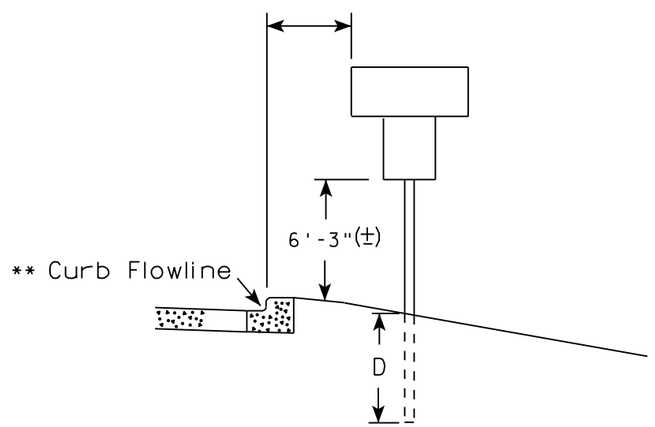
WISDOT/CADDS SHEET 42

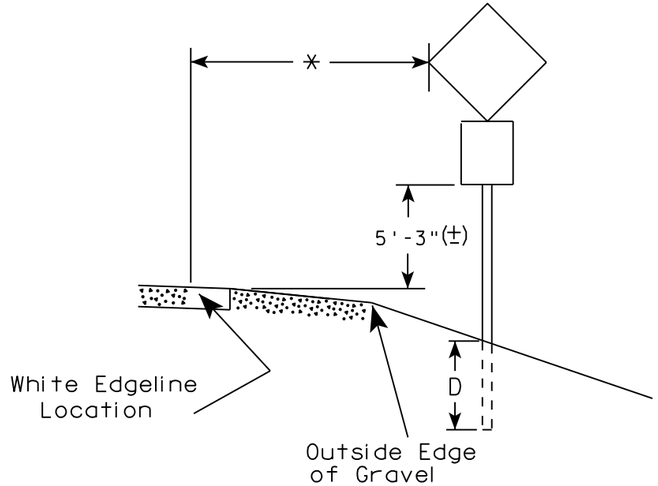
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

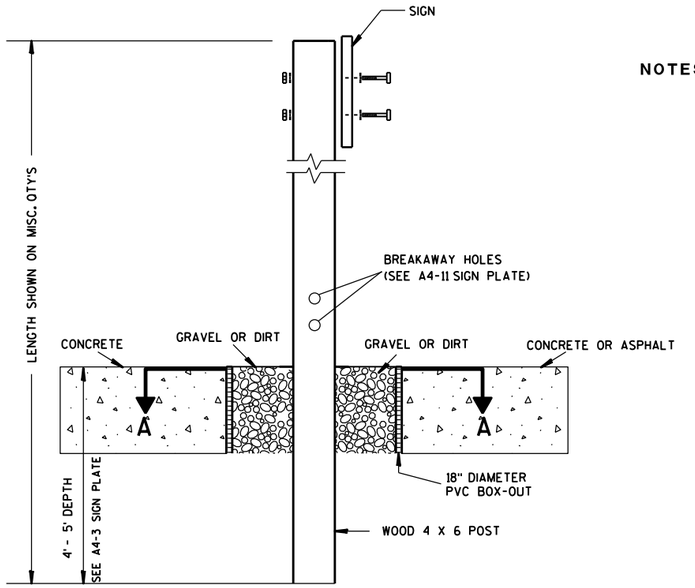
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

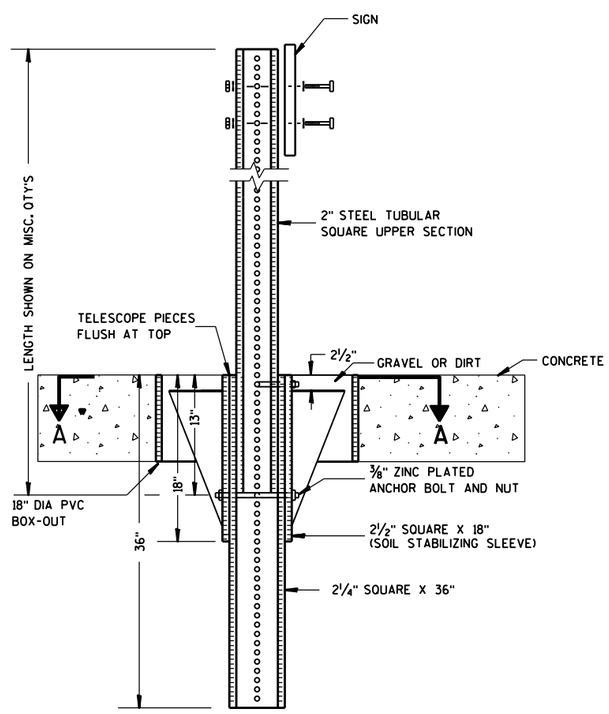
DATE 8/21/17 PLATE NO. A4-3.21



ELEVATION VIEW

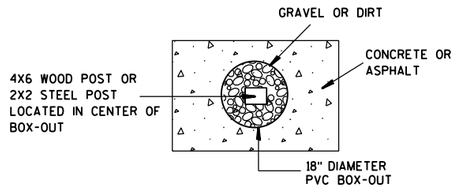
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

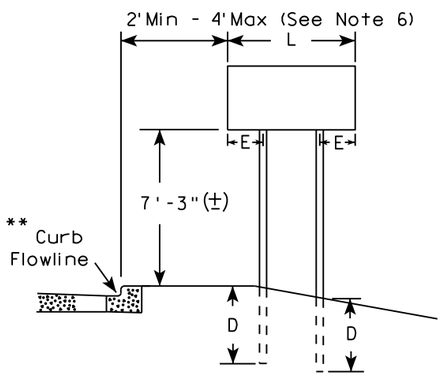
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

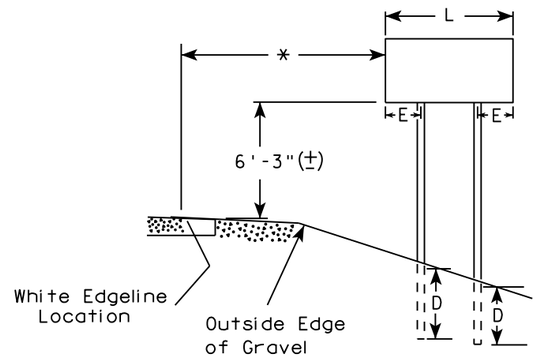
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

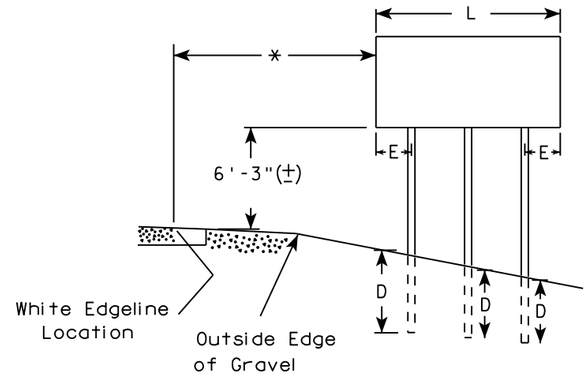
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

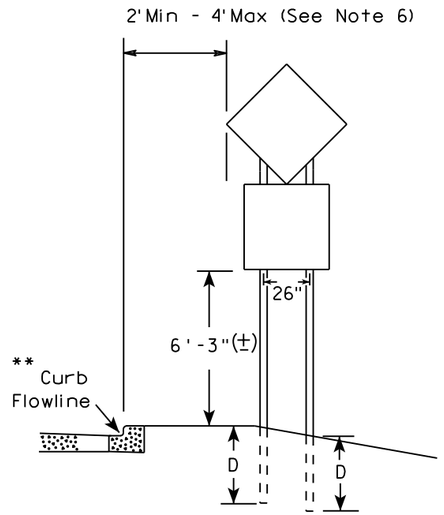
URBAN AREA



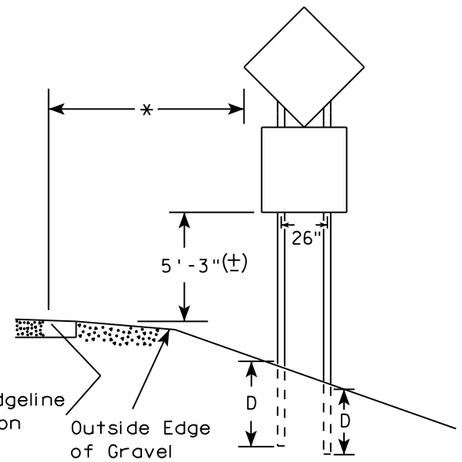
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

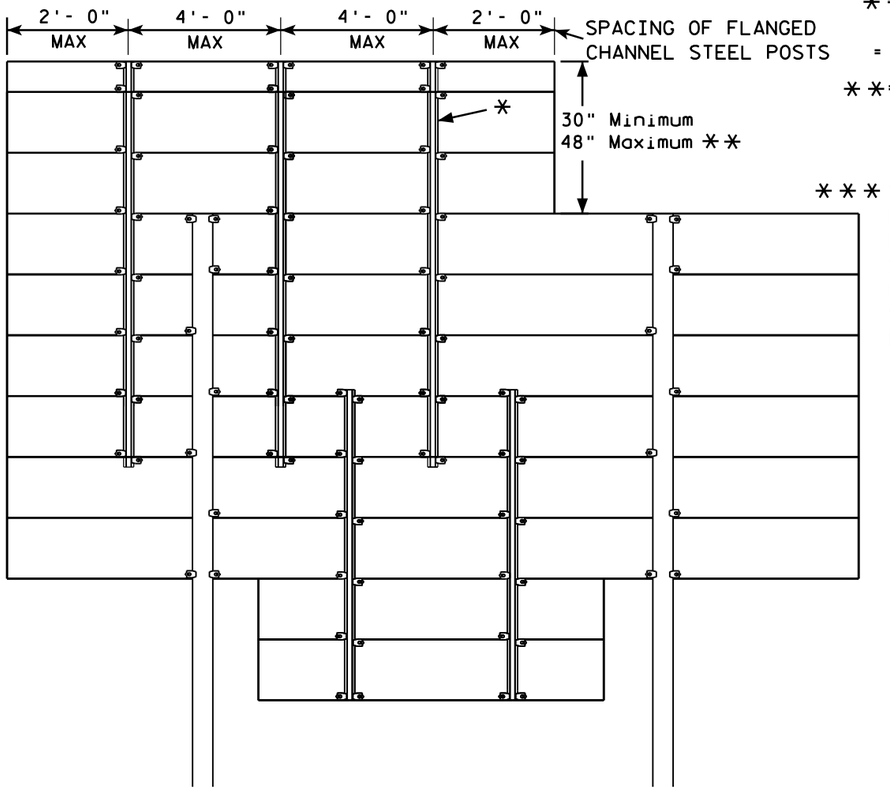
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 807	E

GROUND MOUNTED SIGN

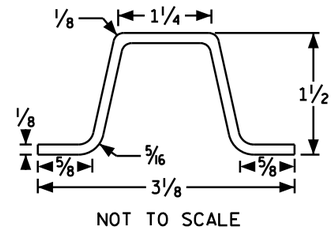


*=2.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

**=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

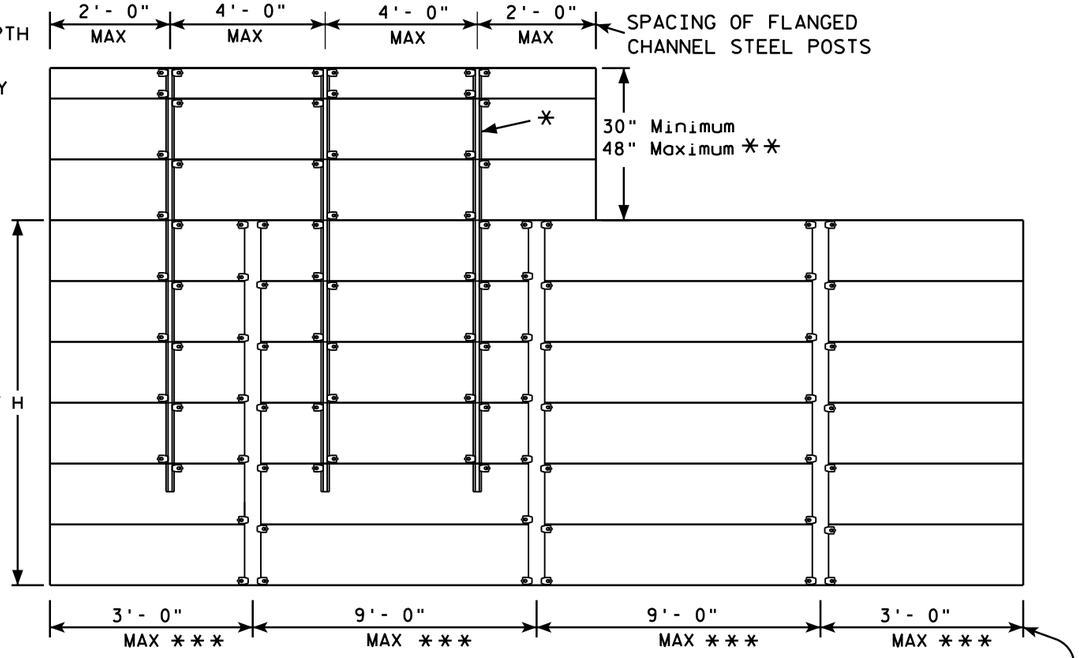
*** THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 16 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 16 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

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.

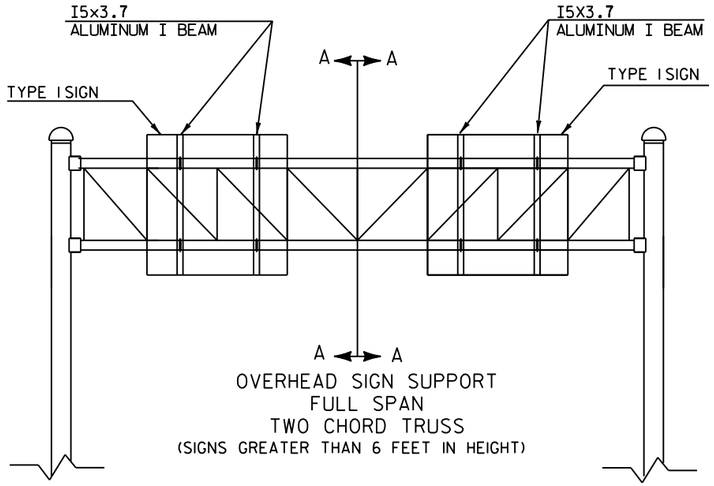
ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

WISCONSIN DEPT OF TRANSPORTATION

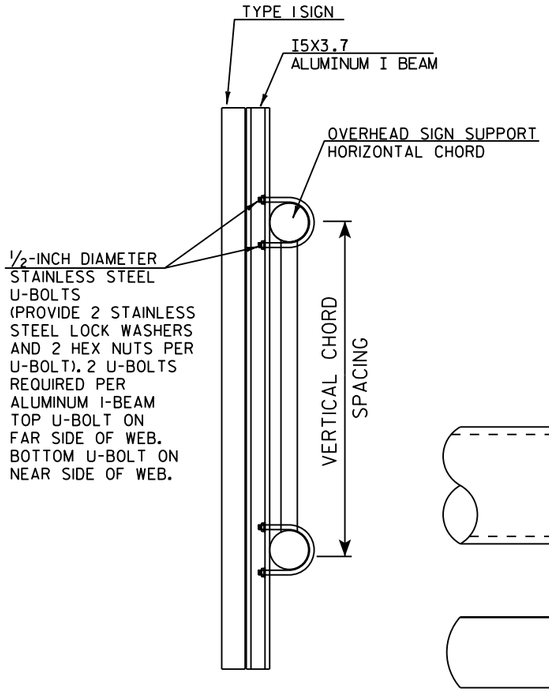
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/05/13 PLAT 808 A4-6.12

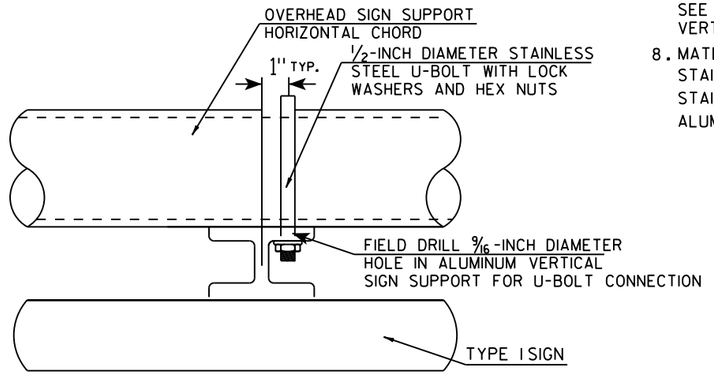
PROJECT NO:				SHEET NO:	E



OVERHEAD SIGN SUPPORT
FULL SPAN
TWO CHORD TRUSS
(SIGNS GREATER THAN 6 FEET IN HEIGHT)



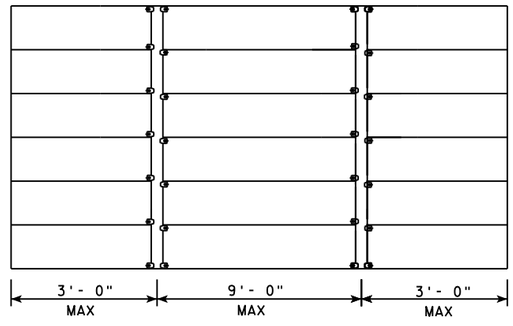
CUT SECTION A-A



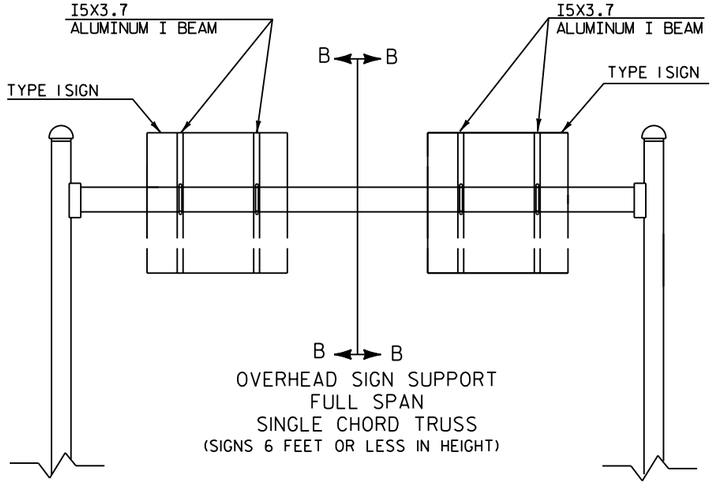
TYPICAL SIGN CONNECTION FOR
TWO CHORD TRUSS
PLAN VIEW

GENERAL NOTES

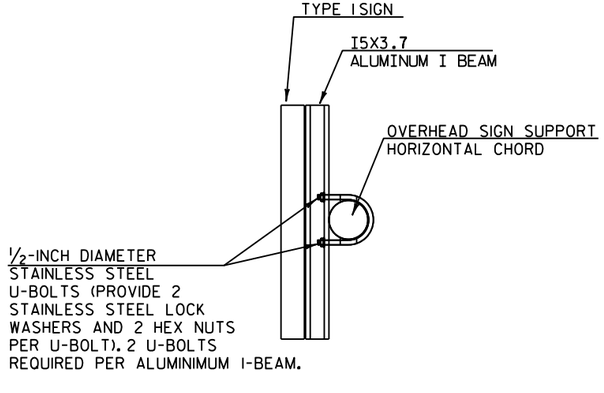
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.



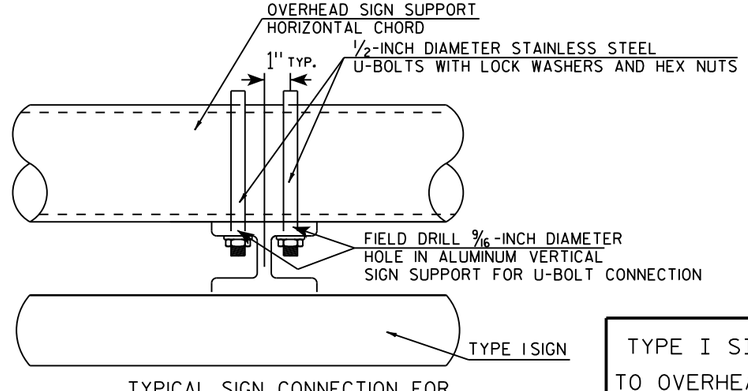
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
SINGLE CHORD TRUSS
(SIGNS 6 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
SINGLE CHORD TRUSS
PLAN VIEW

TYPE I SIGN CONNECTION TO OVERHEAD SIGN SUPPORT

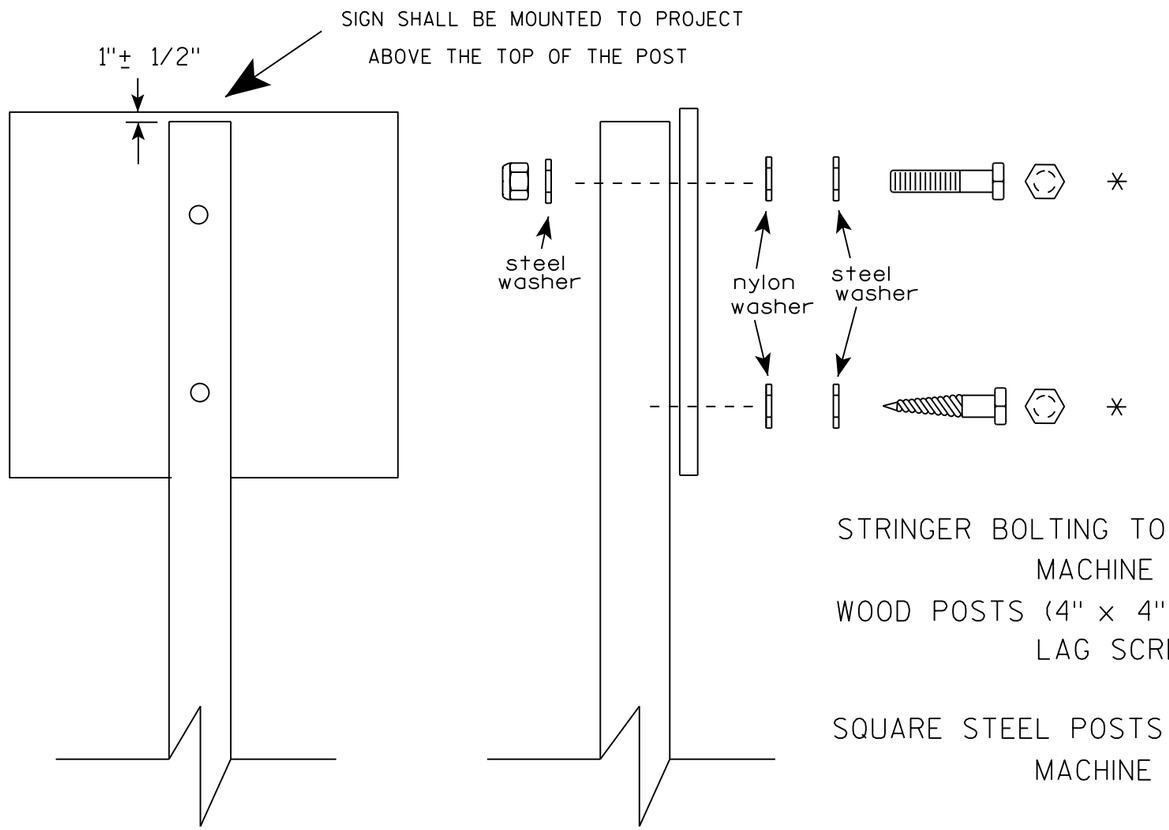
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE NO. A4-7.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A47.DGN PLOT DATE : 01-DEC-2015 17:42 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 38.916838:1.000000



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

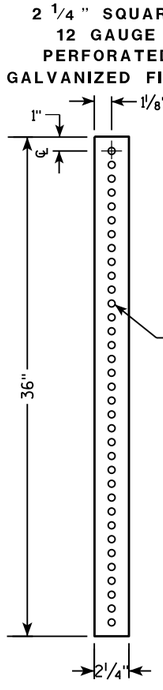
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

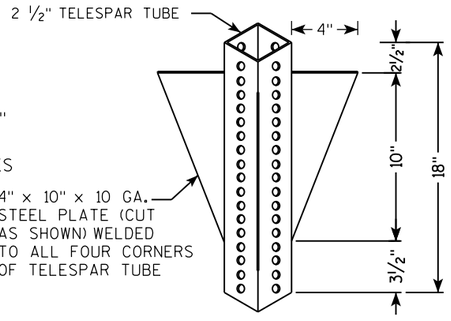
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

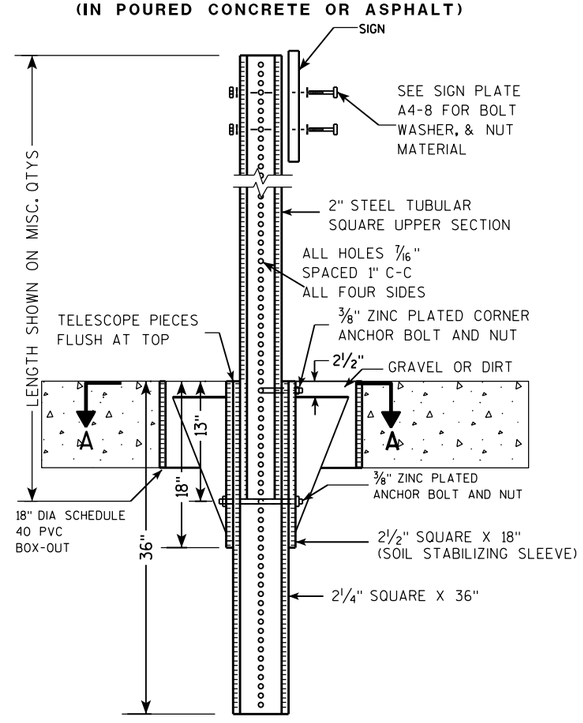
2 ¼ " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



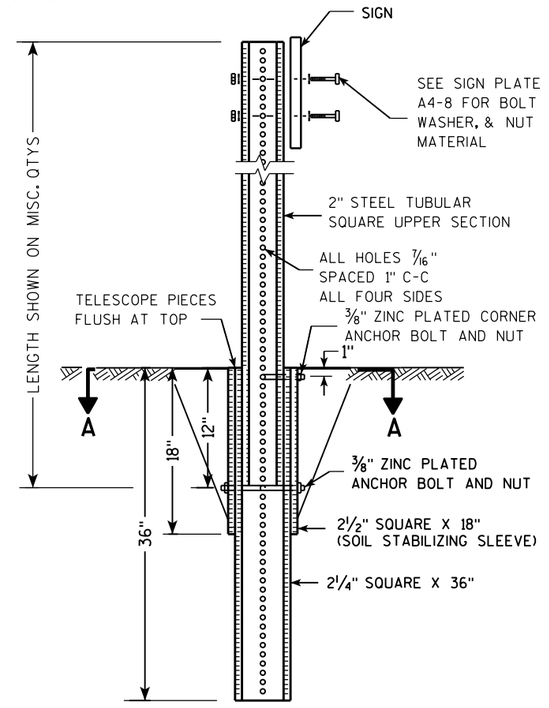
2 ½ " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

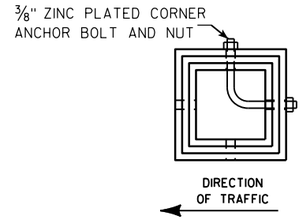


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

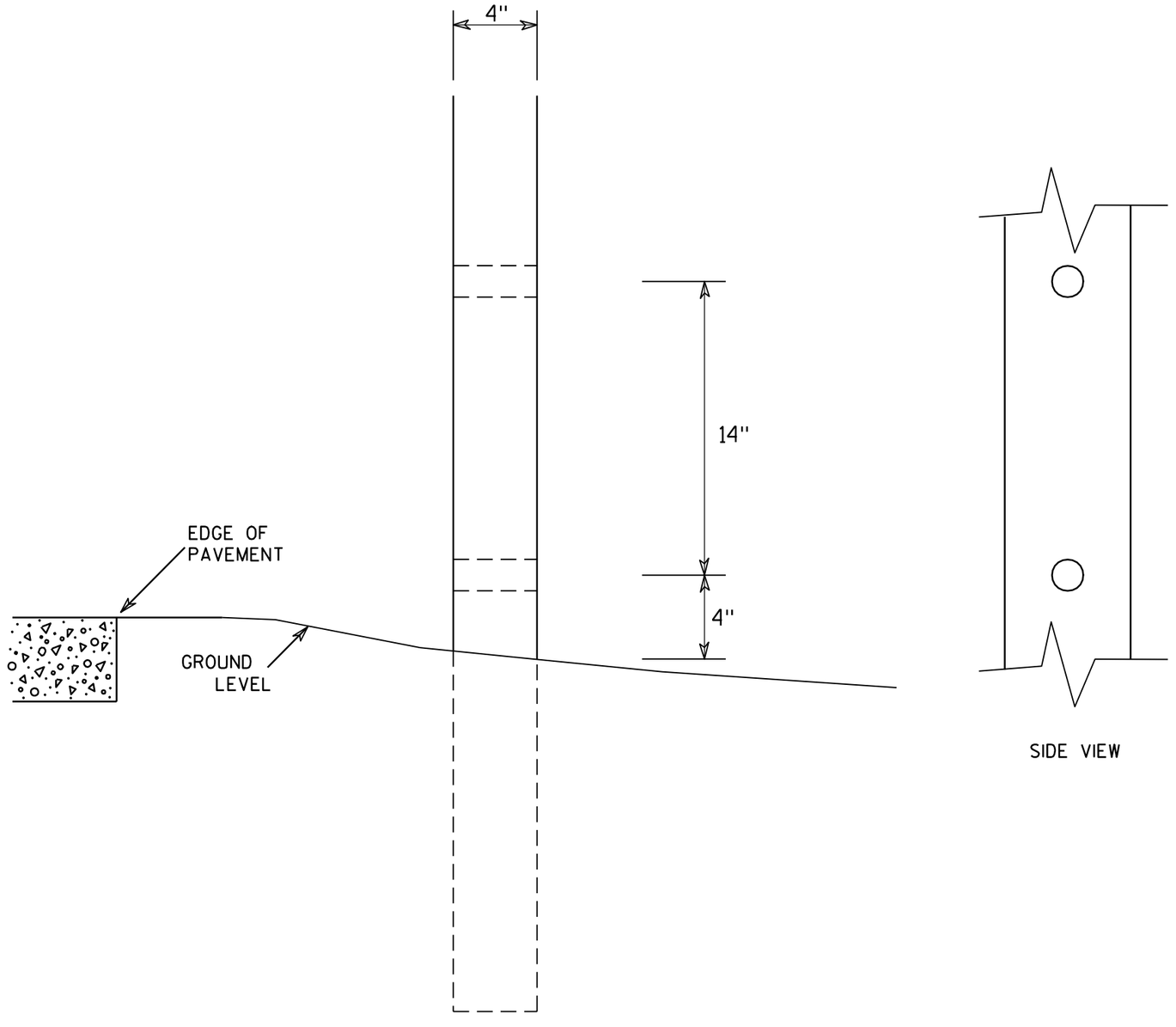
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 811 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

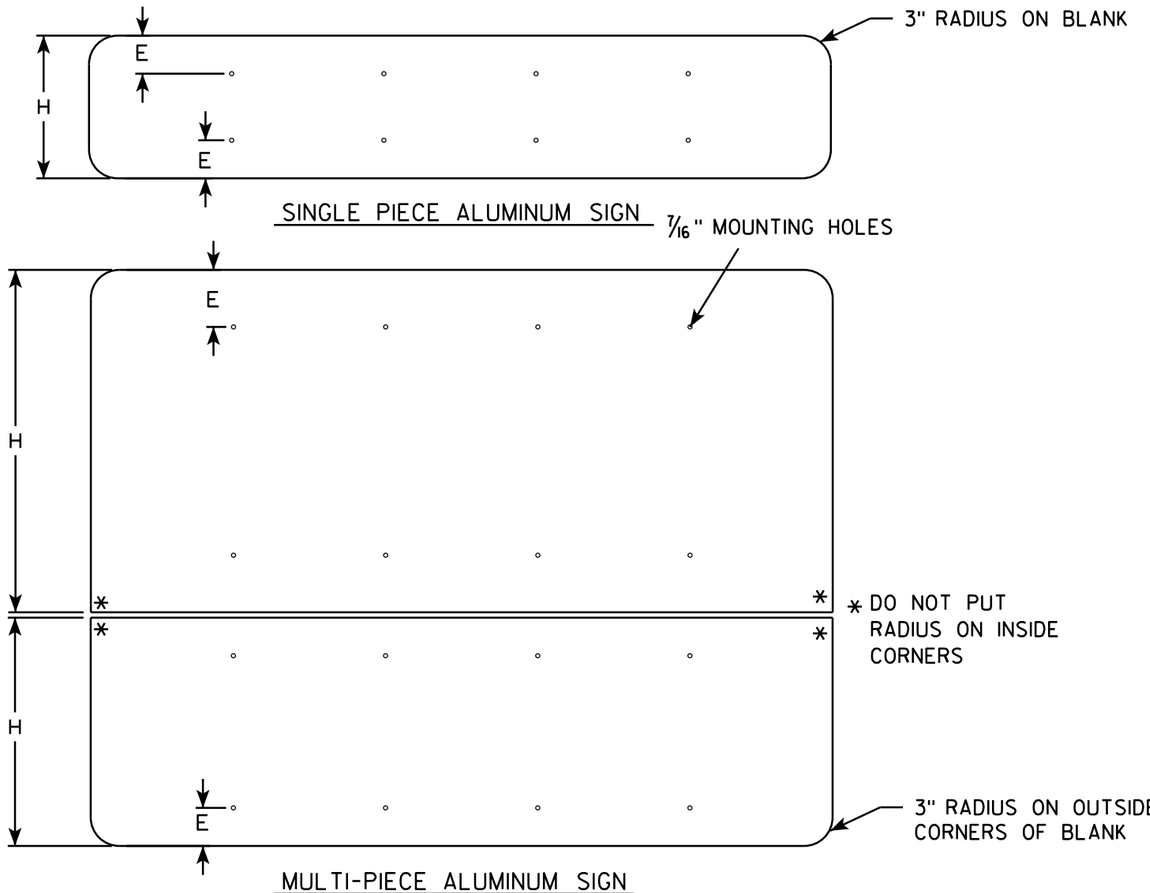
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

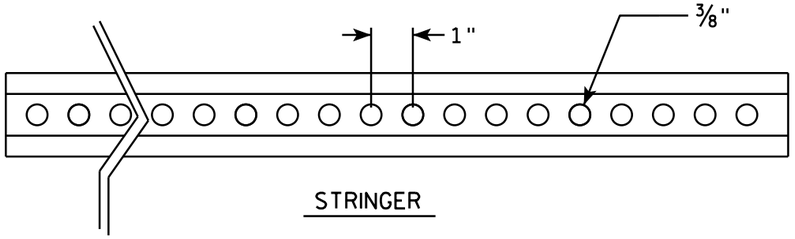
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 812	E



GENERAL NOTES

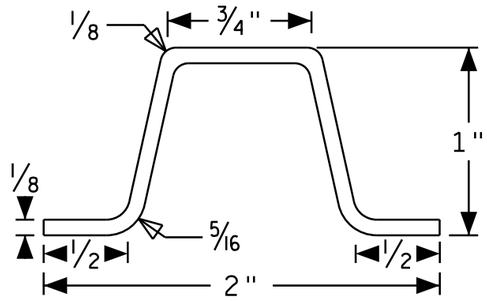
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

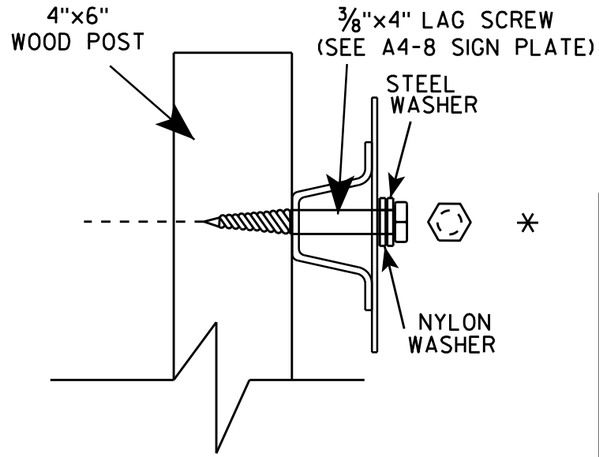


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

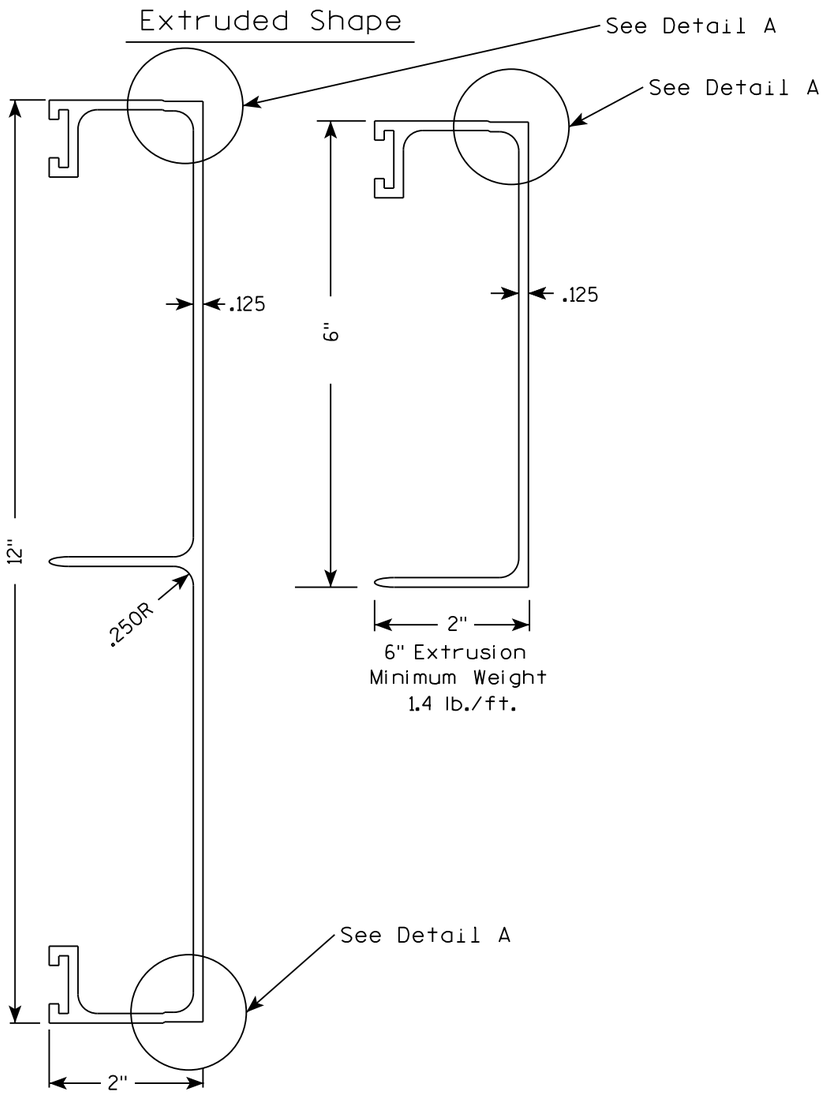
for State Traffic Engineer

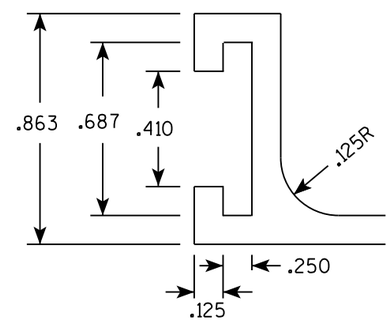
DATE 4/26/16 PLATE NO A4-18.1

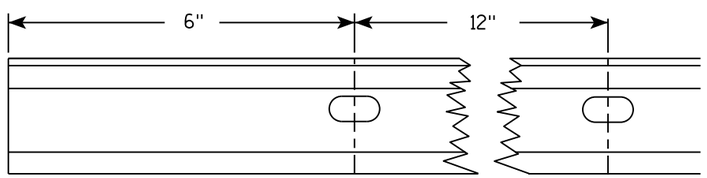
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







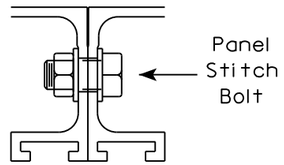
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

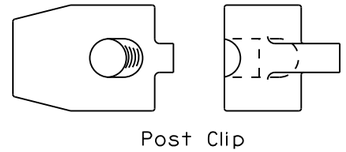
The hardware includes:

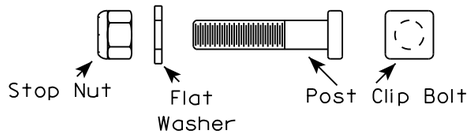
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy

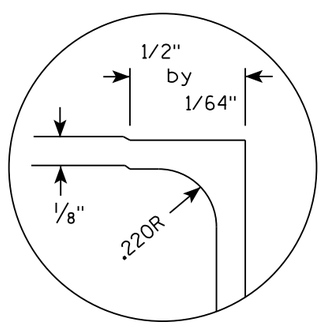


POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.







DETAIL A (EDGE WRAP JOINT)

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.

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

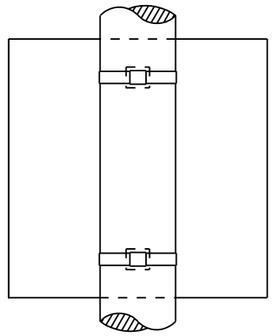
APPROVED Matthew R Rauch
for State Traffic Engineer

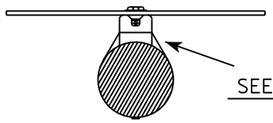
DATE 11/30/16 PLATE NO. A5-2.10

PROJECT NO:				SHEET NO: 814	E

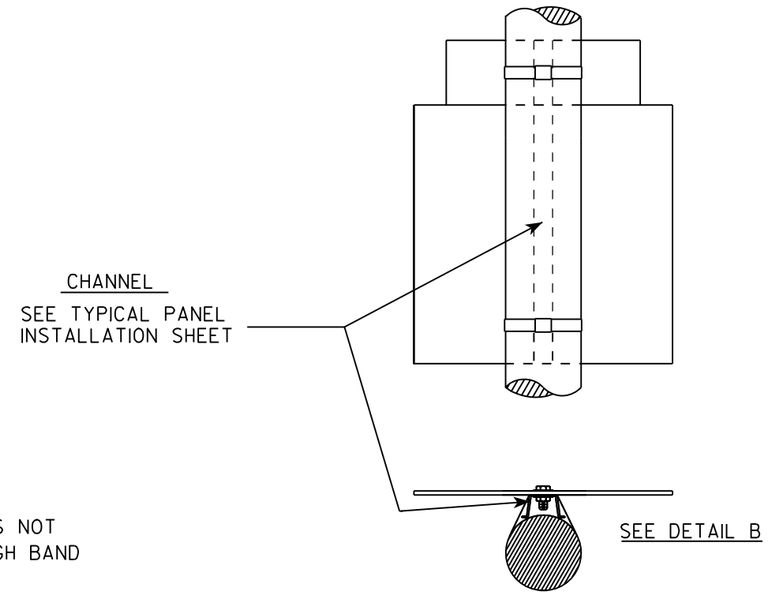
BANDING

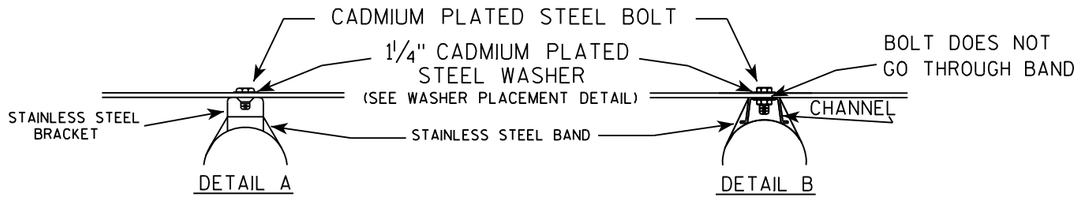
SINGLE SIGN



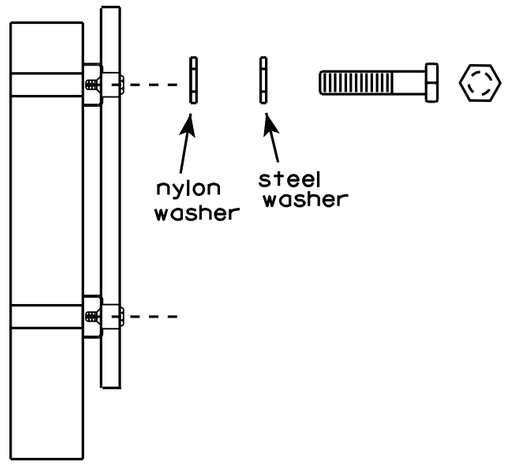


"J" ASSEMBLY





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.

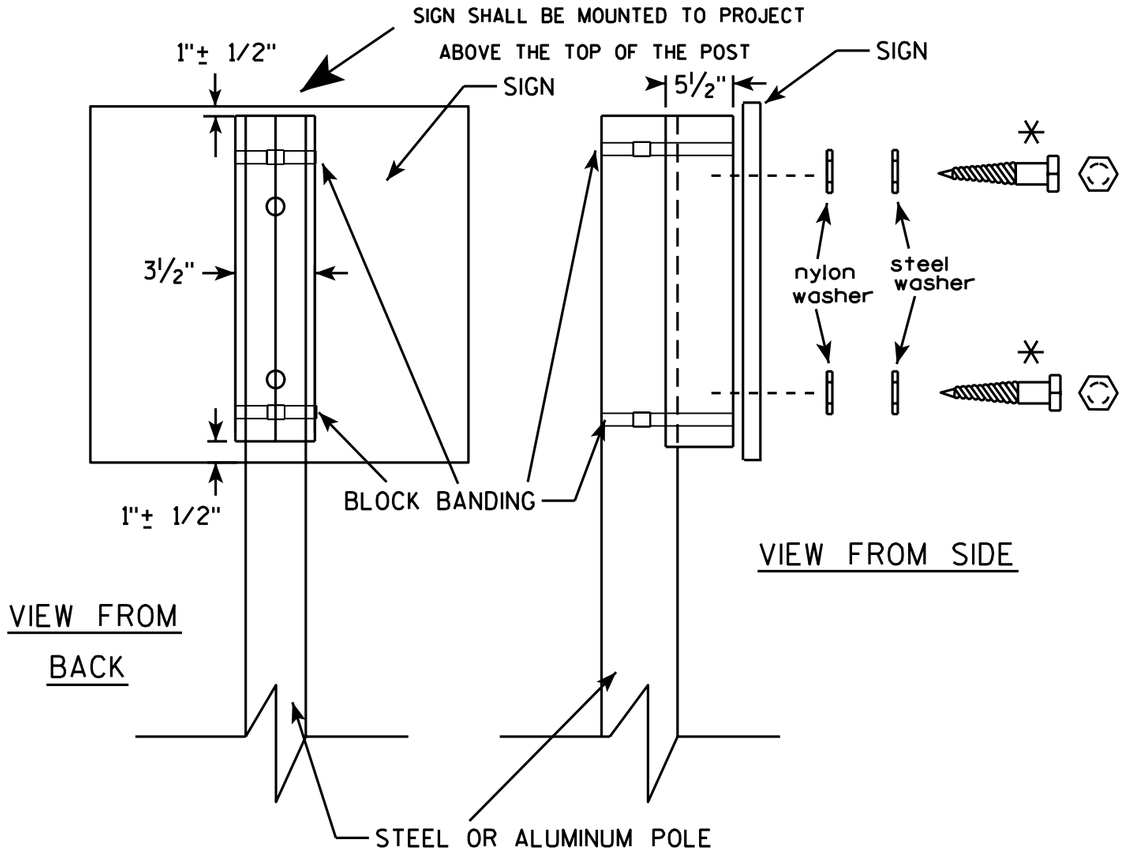
STANDARD SIGN
SIGN BANDING DETAILS

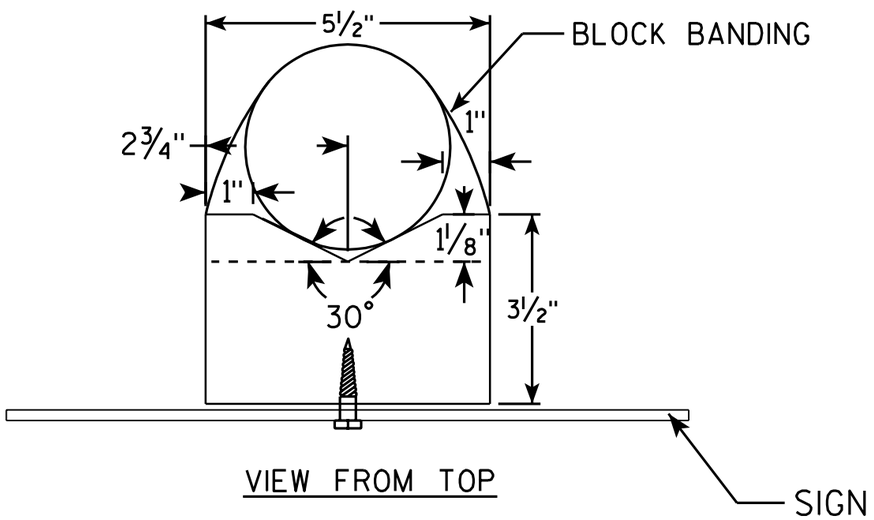
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 815	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)

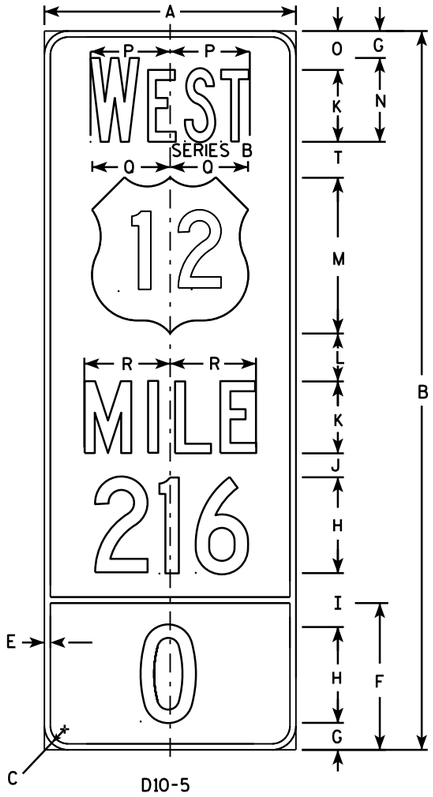
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

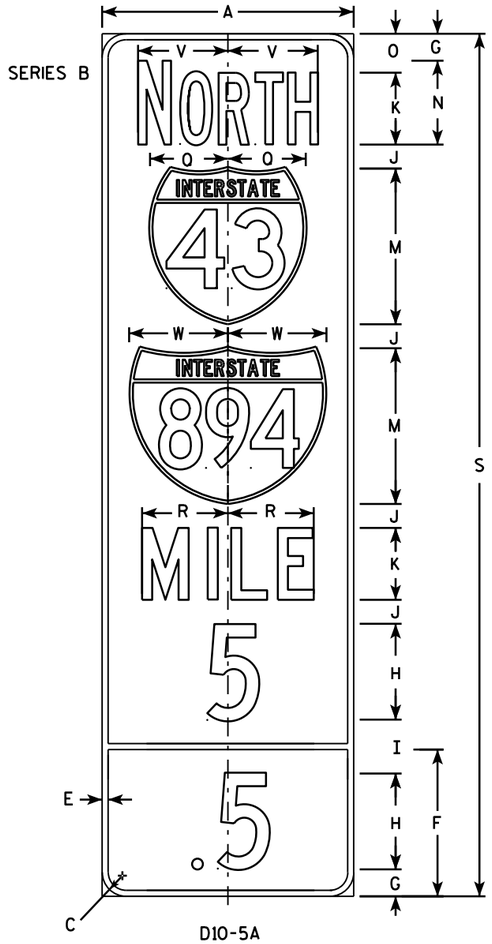
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

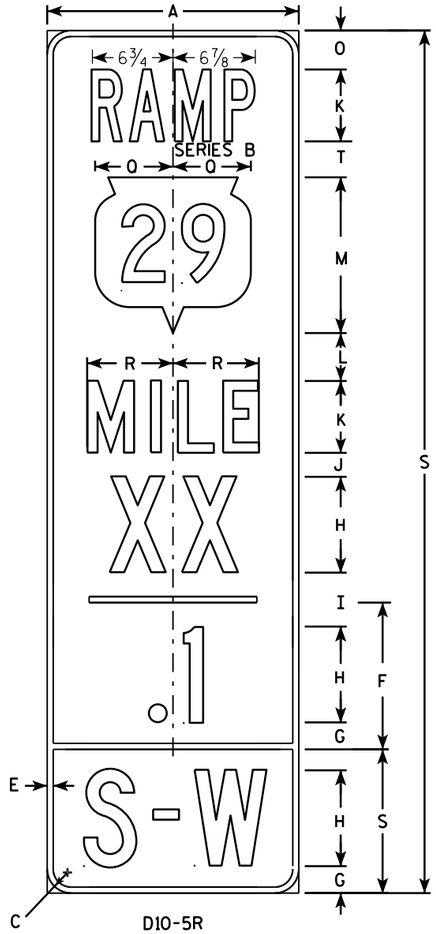
SHEET NO: 816 E



D10-5



D10-5A



D10-5R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLUE
   Message - WHITE
3. Interstate Shield Color
   Background - Top Red
   - Bottom Blue
   Message - White
4. Message Series - C or as noted on the Sign.
5. 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.
6. The decimal point is required for all digits except "0".
7. Optically adjust mileage numbers about the centerline of the sign to achieve proper balance.
8. Optically adjust Ramp direction letters about the centerline of the sign to achieve proper balance.

SERIES B

SERIES B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	D10-5 Area sq. ft.	D10-5A Area sq. ft.	D10-5R Area sq. ft.
1																													
2																													
3																													
4	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5
5	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	7	3 ¼	6 ⅝	6 ½	7 ⅛	72	3		7 ½	8 ¼				8.75	10.5	10.5

STANDARD SIGN
D10-5

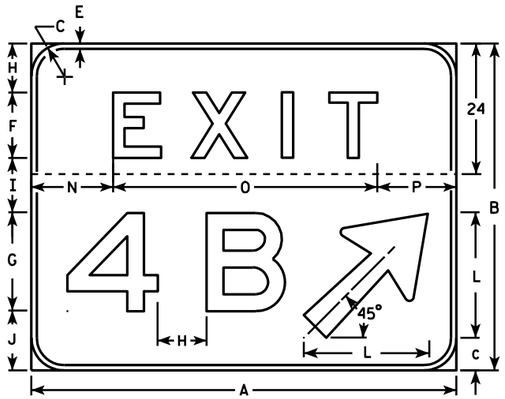
WISCONSIN DEPT OF TRANSPORTATION

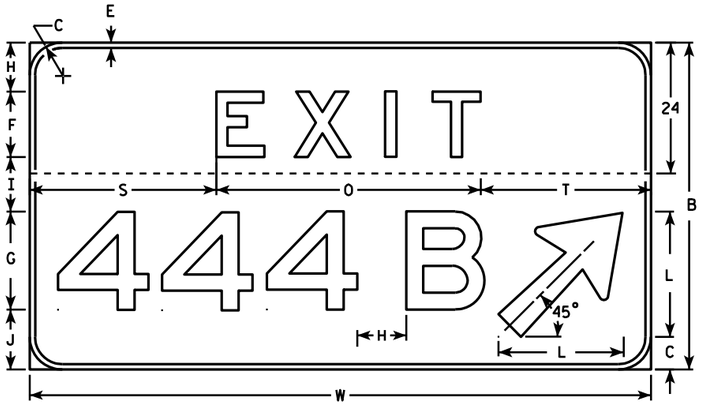
APPROVED Matthew R Rauch
for State Traffic Engineer

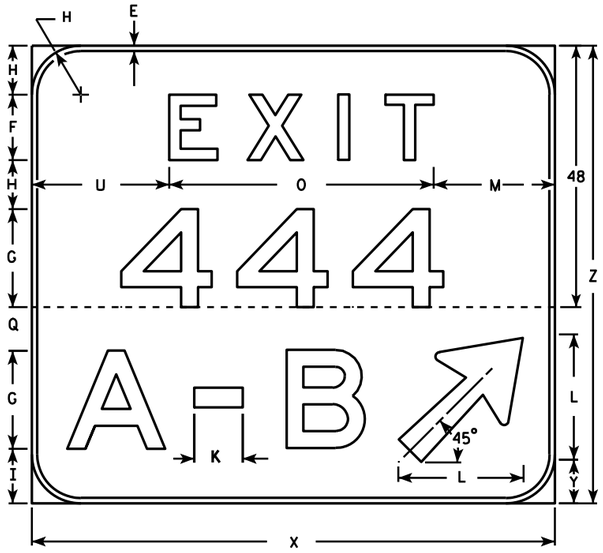
DATE 6/26/14 PL 817 D10-5.2

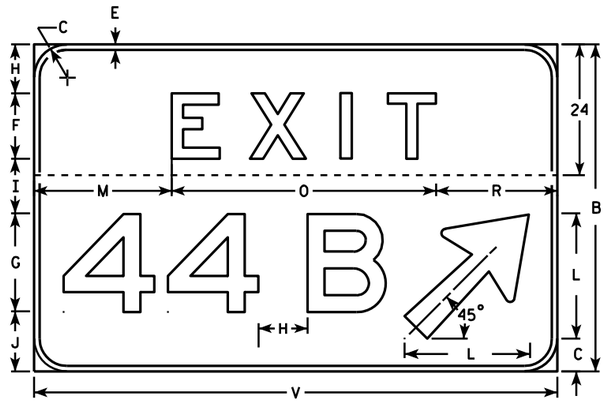
PROJECT NO:

SHEET NO: E

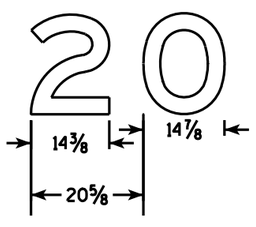








EXAMPLE FOR USING SPACING CHART



NOTES

1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White (Type H reflective)
3. Message Series - E
4. Corners may be square or rounded but the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (- - - - - - - - - - -).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. When two letters are hyphenated, the distance between them should be equal to two letter heights and the hyphen is spaced optically between them.
9. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8	19 7/8	22 1/8	22 1/8
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14	9 7/8	14	14
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8	20 1/4	21 1/8	21 1/8
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4	20 1/4	21 1/8	21 1/8
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8	22 1/2	25 1/2	23 3/8
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8	19 1/4	20 5/8	20 5/8
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8	18	20 3/4	20 3/4
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/4	21 1/2	21 1/2
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18	21 3/4	21 3/4
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	78	60	6		1	12	18	9	10	11	8 7/8	23	25 1/4	15	48 1/2	14 1/2	8	22 1/4	34 1/4	31 1/4	25 1/4	96	114	96	7 1/2	84

2 Digit Bid Area	3 Digit Bid Area	4 Digit Bid Area	5 Digit Bid Area
Sq. Ft.			
32.5	40.0	47.5	56.0

STANDARD SIGN
E5-1B

WISCONSIN DEPT OF TRANSPORTATION

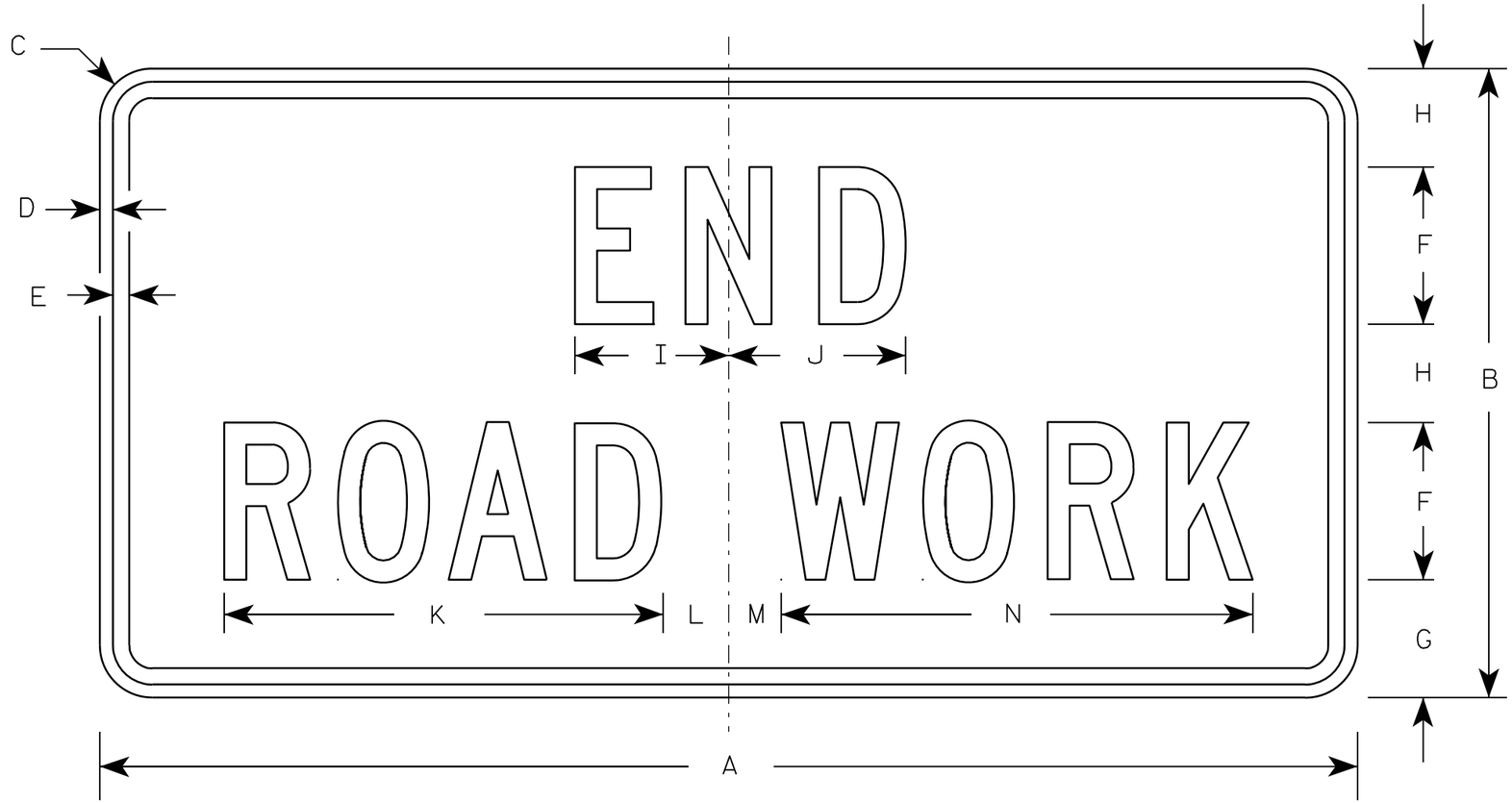
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/8/10 PLATE NO. E5-1B.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 818 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\E51B.DGN PLOT DATE : 08-JUN-2010 12:42 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 27.808870:1.000000
WISDOT/CADDS SHEET 42



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

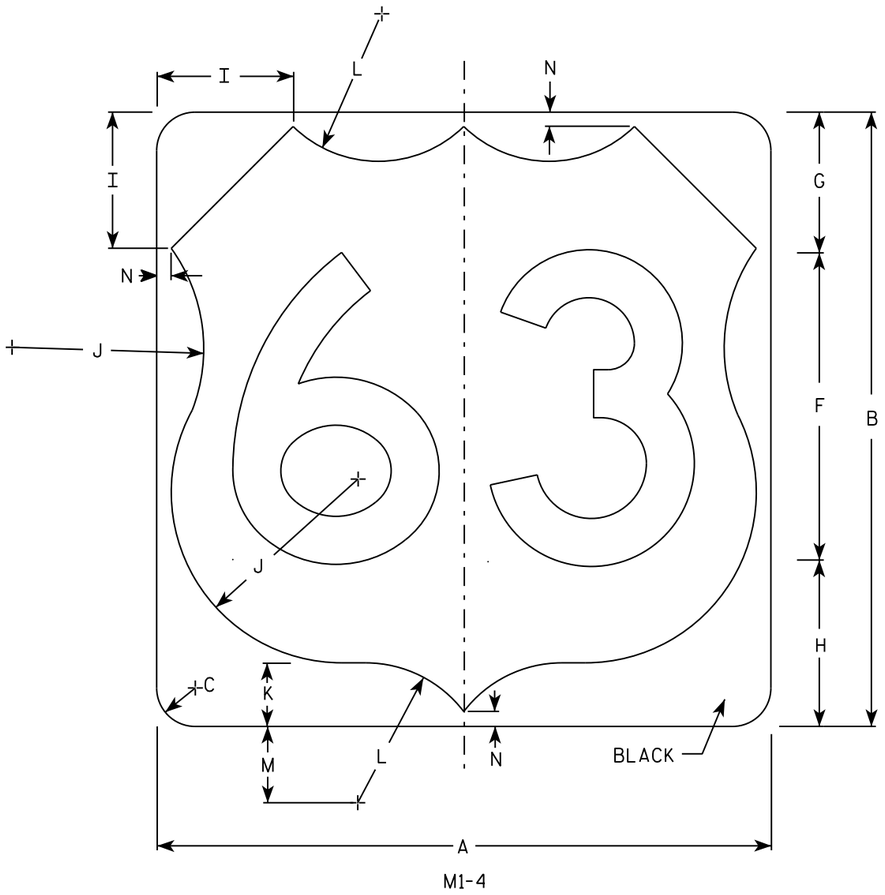
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

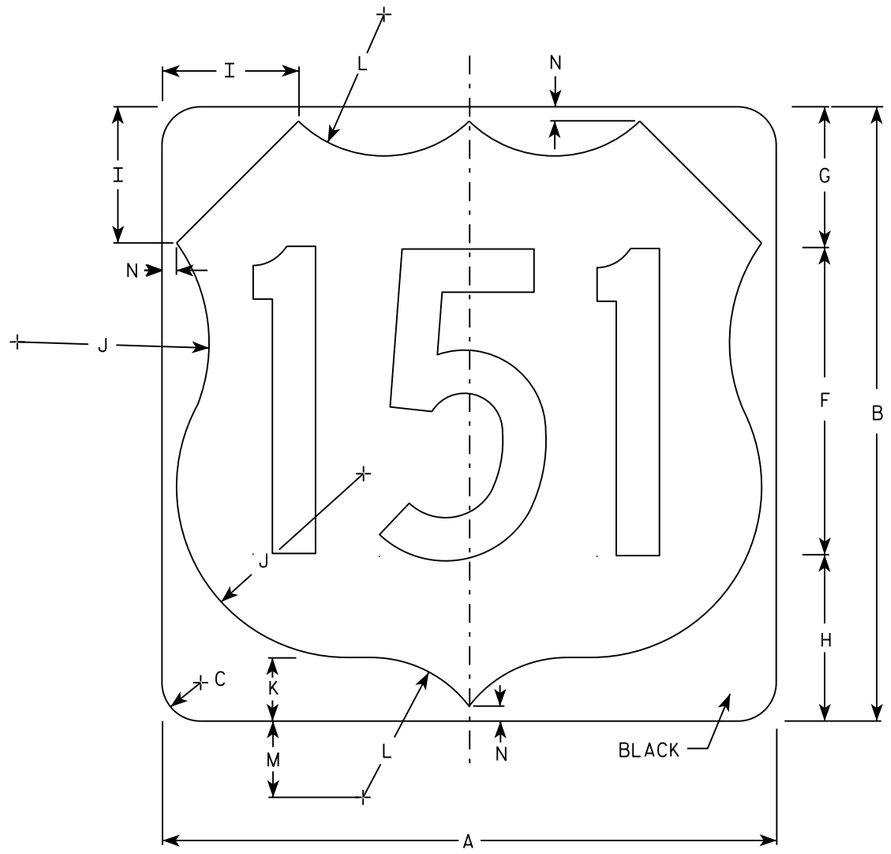
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 819	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs 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.



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area Sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

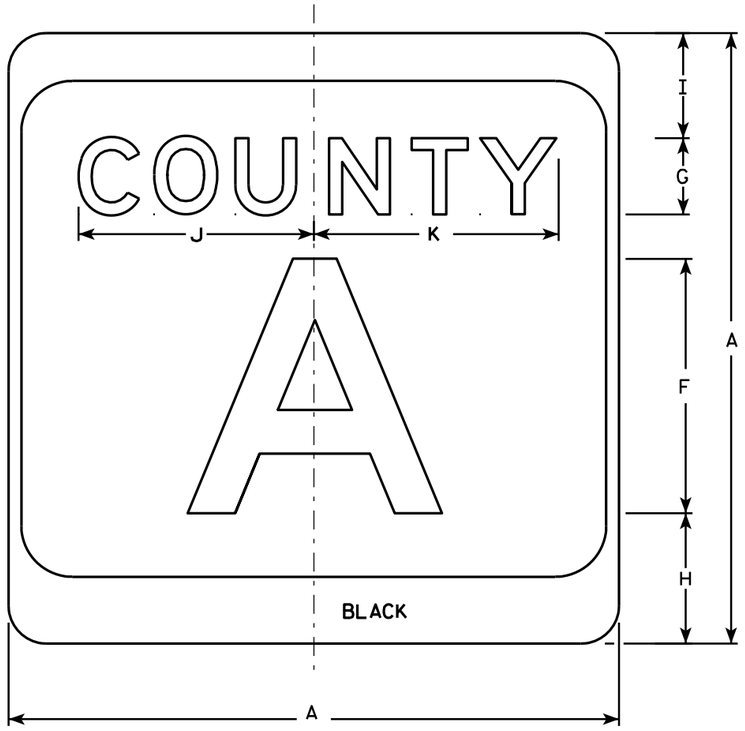
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

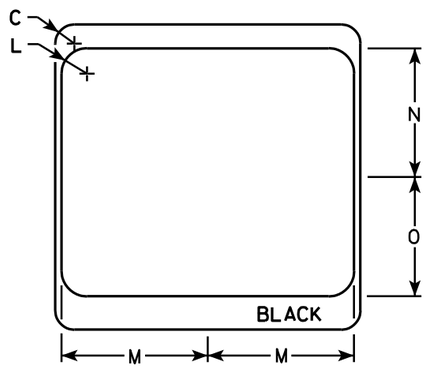
APPROVED Matthew R Rauch
for State Traffic Engineer

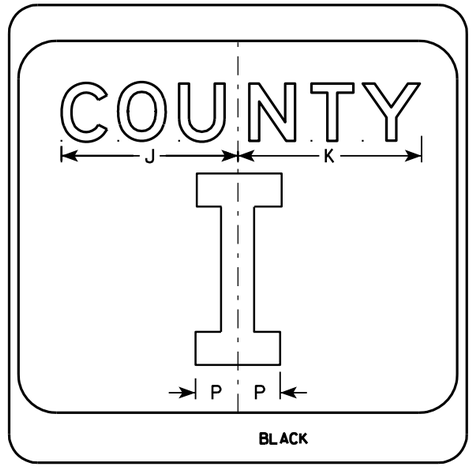
DATE 3/16/18 PLATE NO. M1-4.10

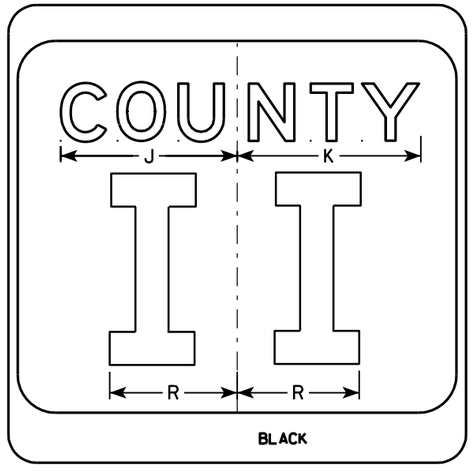
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 820	E



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

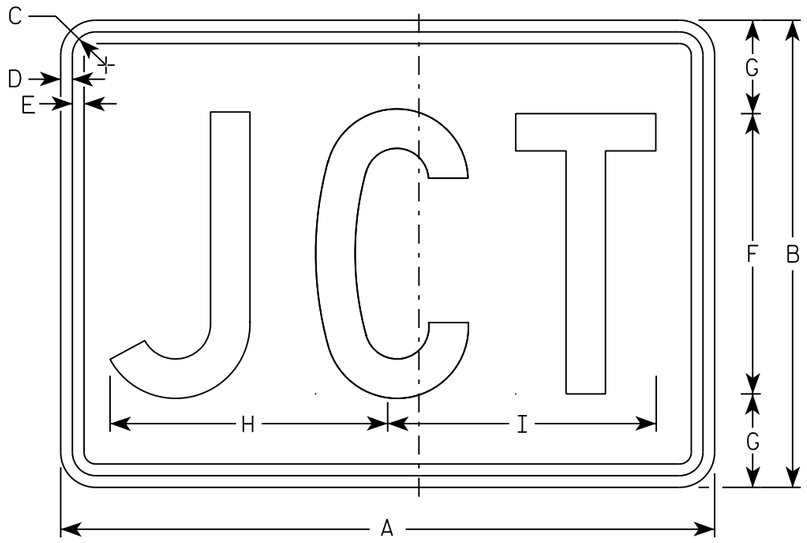
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

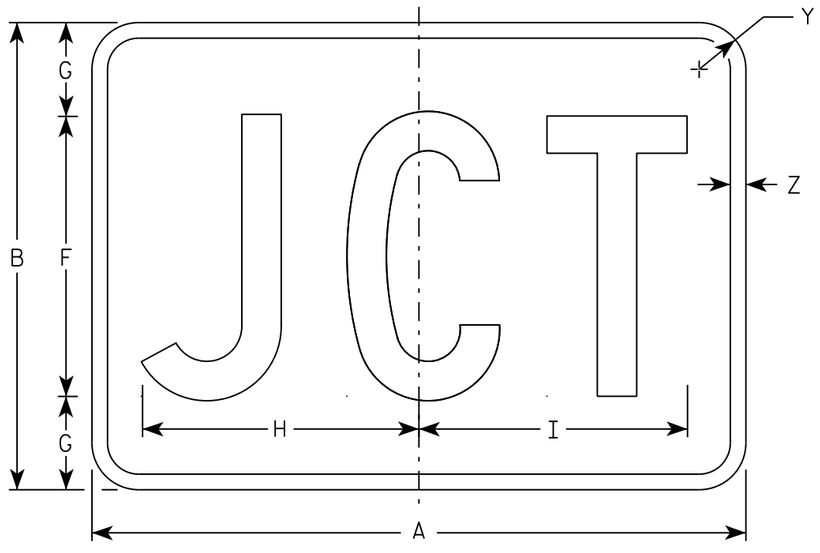
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 821	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

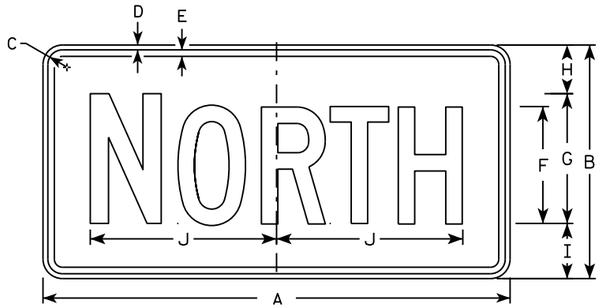
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

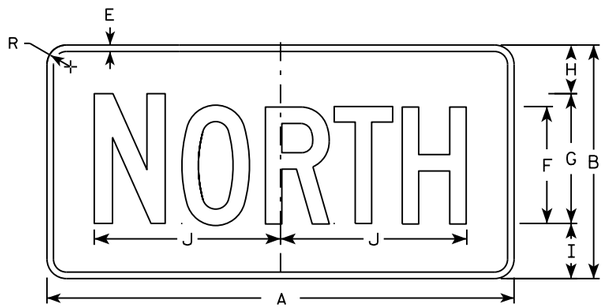
DATE 10/15/15 PLATE 822 12-1.12

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



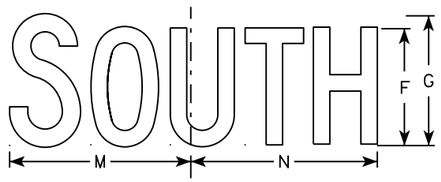
M3-1
MM3-1
MP3-1



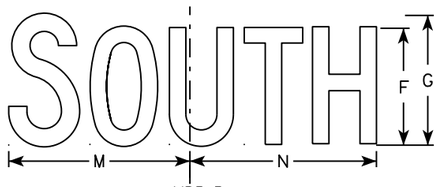
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

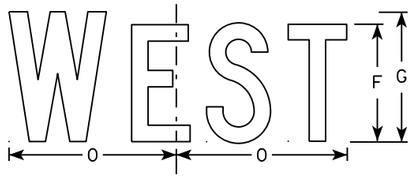
MB3-2
MK3-2
MN3-2



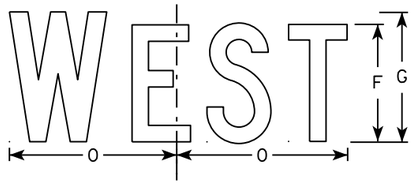
M3-3
MM3-3
MP3-3



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

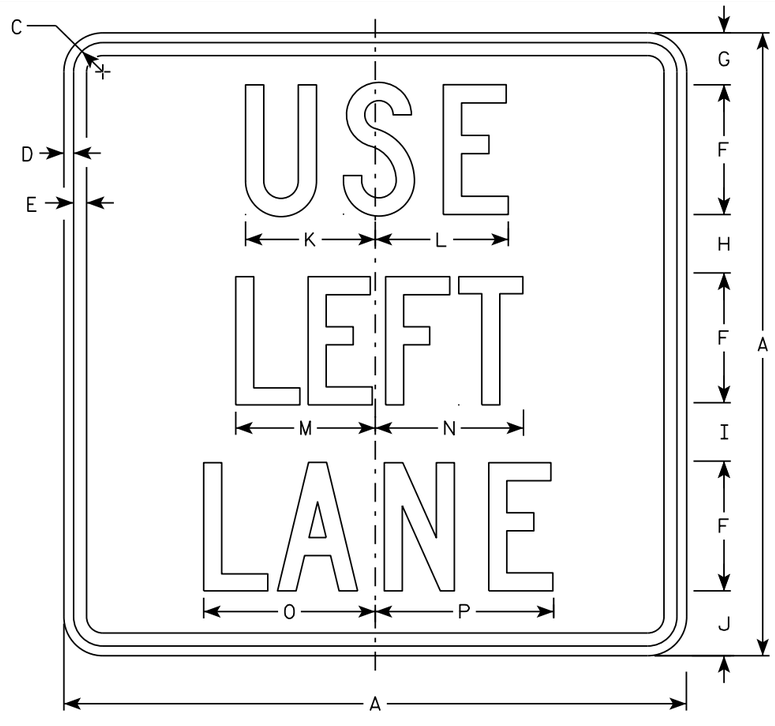
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

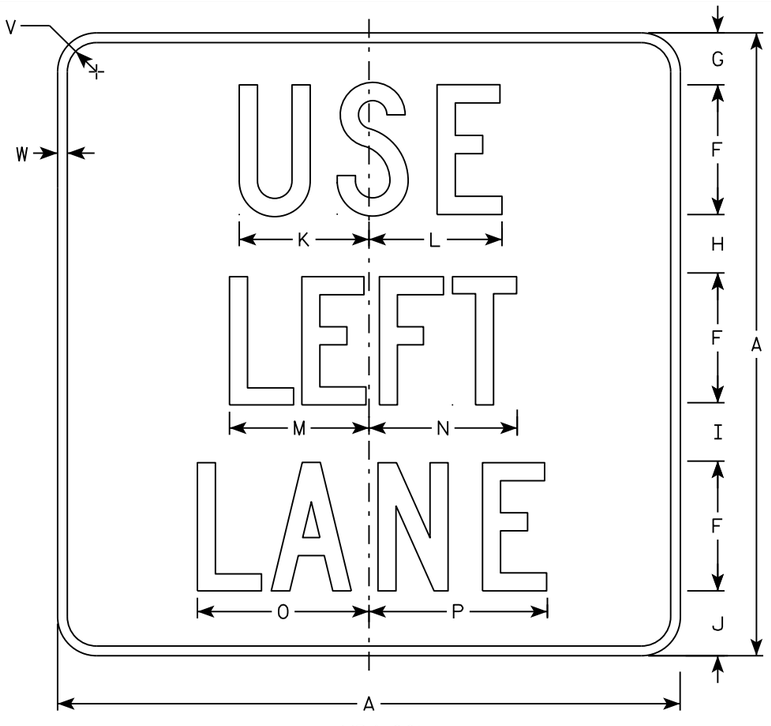
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-20L

A

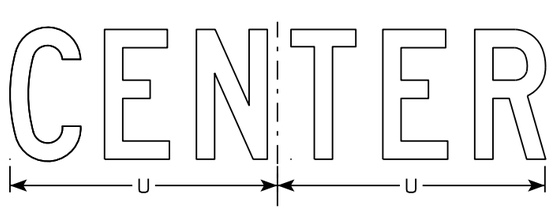
M4-20L
MM4-20L
M04-20L
MP4-20L



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

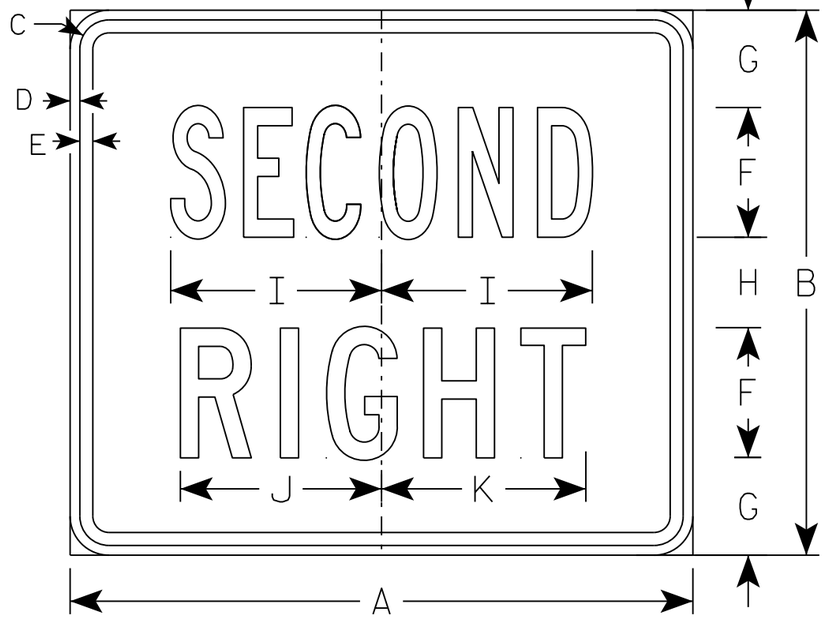
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

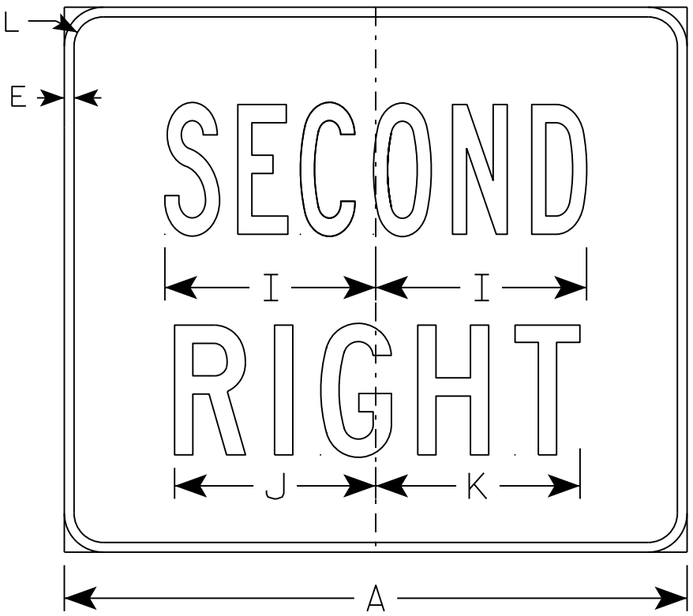
DATE 10/15/15 PLATE NO M4-20.5
824

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

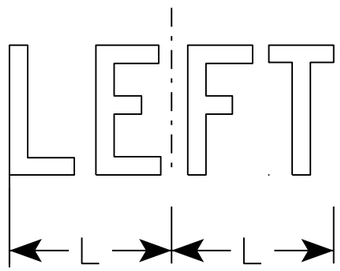
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



M4-22R
MM4-22R
M04-22R
MP4-22R



MB4-22R
MK4-22R
MN4-22R
MR4-22R



M4-22L
MB4-22L
MK4-22L
MM4-22L
MN4-22L
M04-22L
MP4-22L
MR4-22L

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. M4-22 Background - White
   Message - Black
   MB4-22 Background - Blue
   Message - White
   MK4-22 Background - Green
   Message - White
   MM4-22 Background - White
   Message - Green
   MN4-22 Background - Brown
   Message - White
   M04-22 Background - Orange - Type F Reflective
   Message - Black
   MP4-22 Background - White
   Message - Blue
   MR4-22 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	21	1 1/8	3/8	1/2	5	3 3/4	3 1/2	8 1/8	7 3/4	7 7/8	1 1/2															3.5
3	36	30	1 5/8	5/8	3/4	8	4 3/4	4 1/2	13 1/8	12 5/8	12 1/2	1 7/8															7.5
4																											
5																											

STANDARD SIGN
M4-22

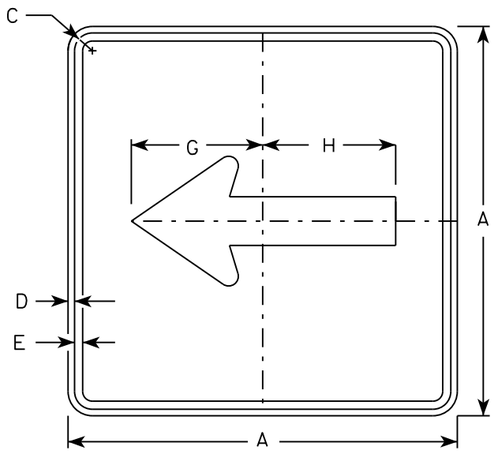
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

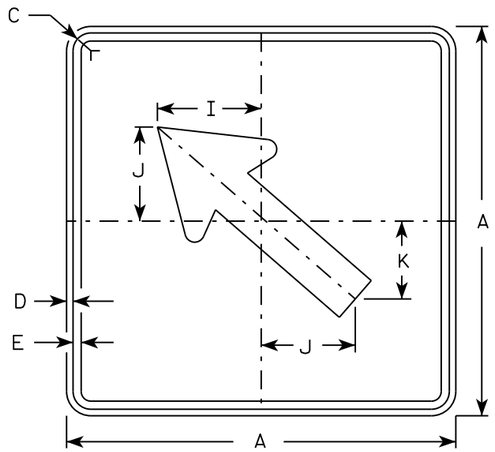
DATE 10/15/15 PLATE NO. 825 M4-22.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M422.DGN PLOT DATE : 01-DEC-2015 18:04 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



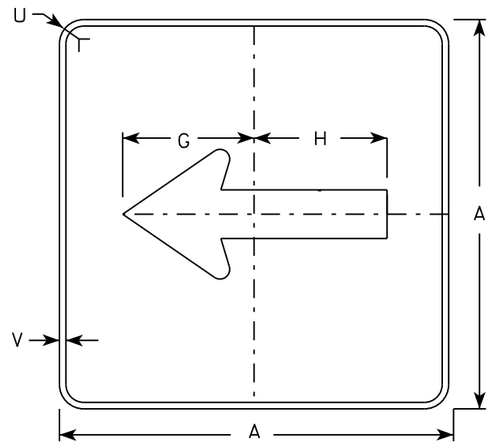
M6-1
MM6-1
MO6-1
MP6-1



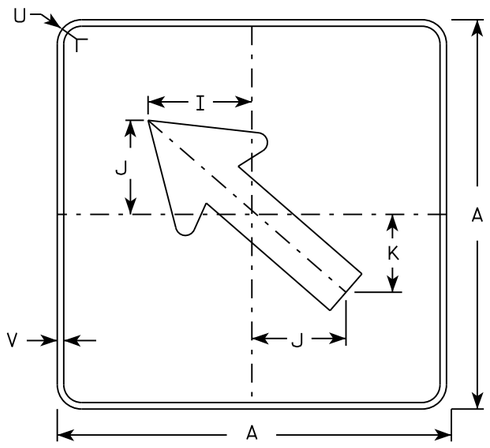
M6-2
MM6-2
MO6-2
MP6-2

NOTES

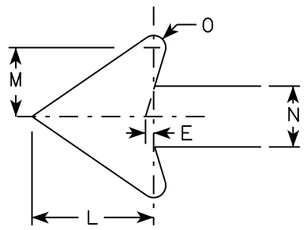
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

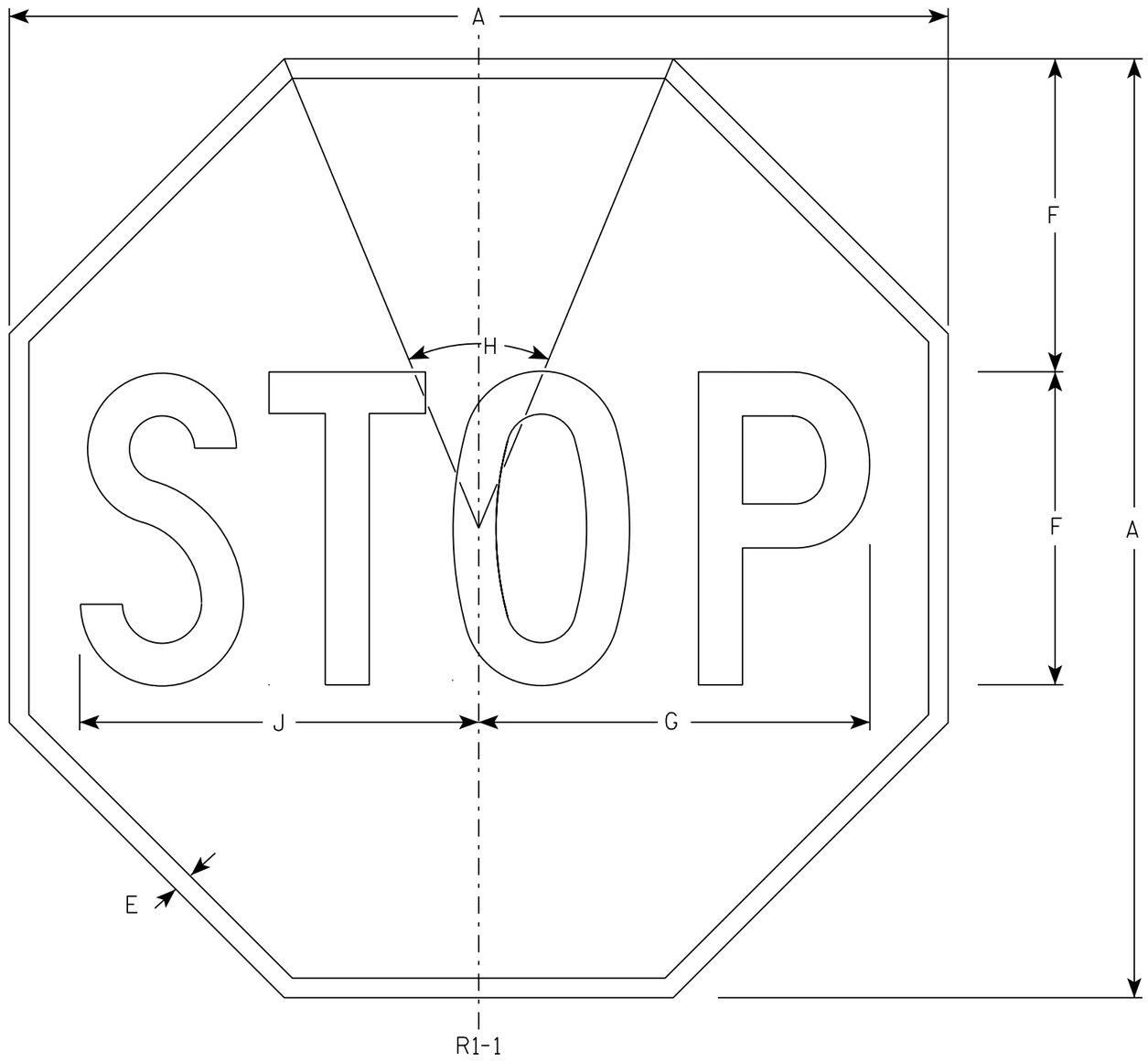
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 826 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

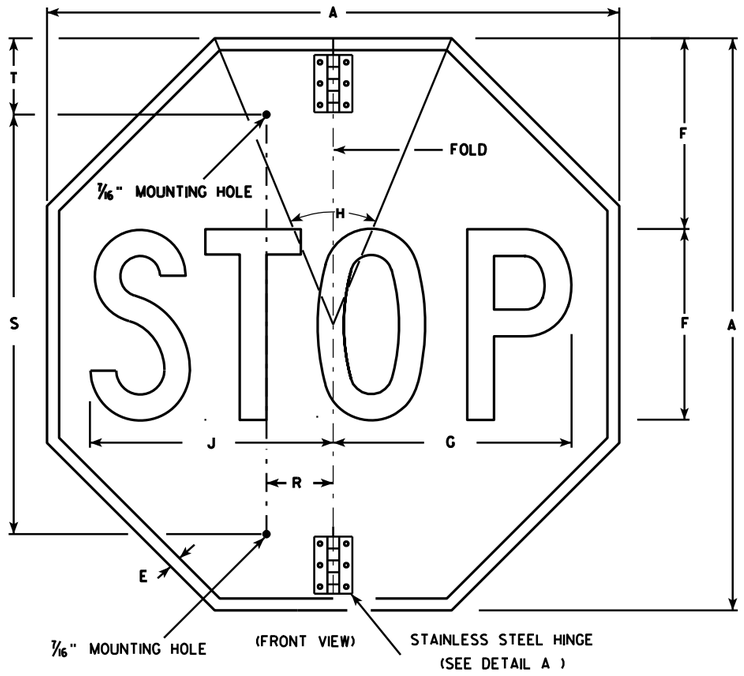
STANDARD SIGN
R1-1

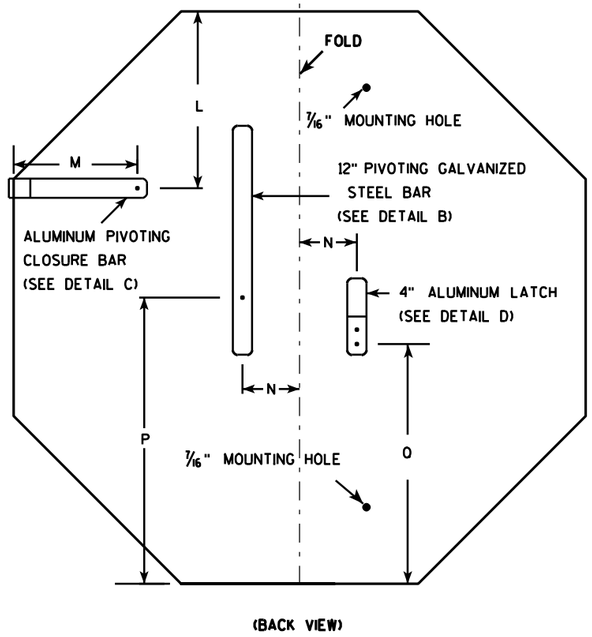
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

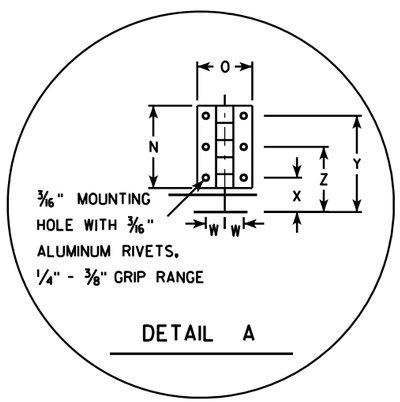
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 827	E



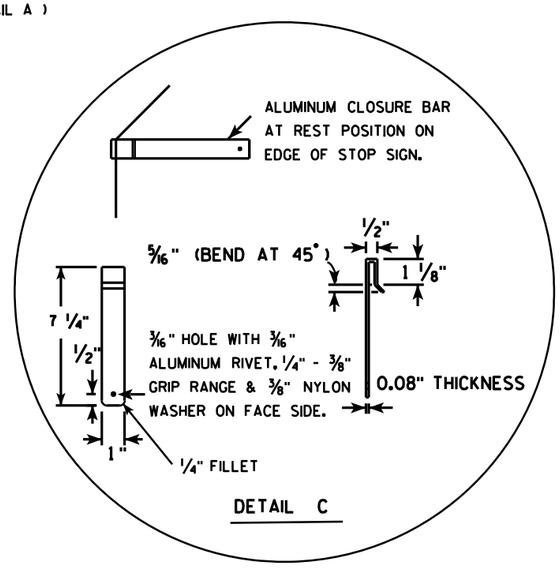


NOTES

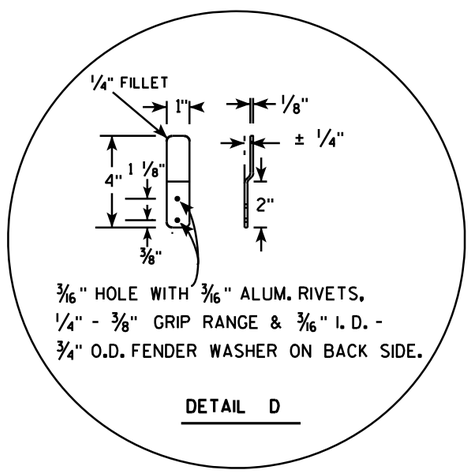
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



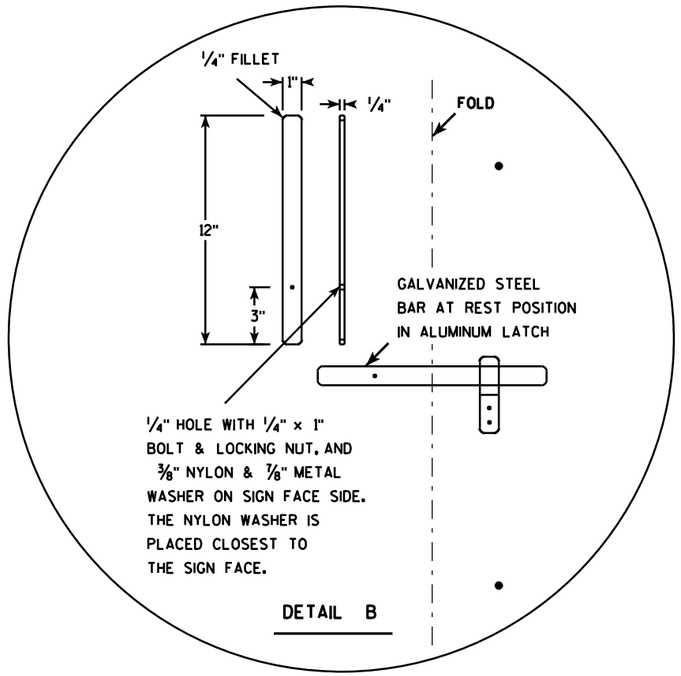
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

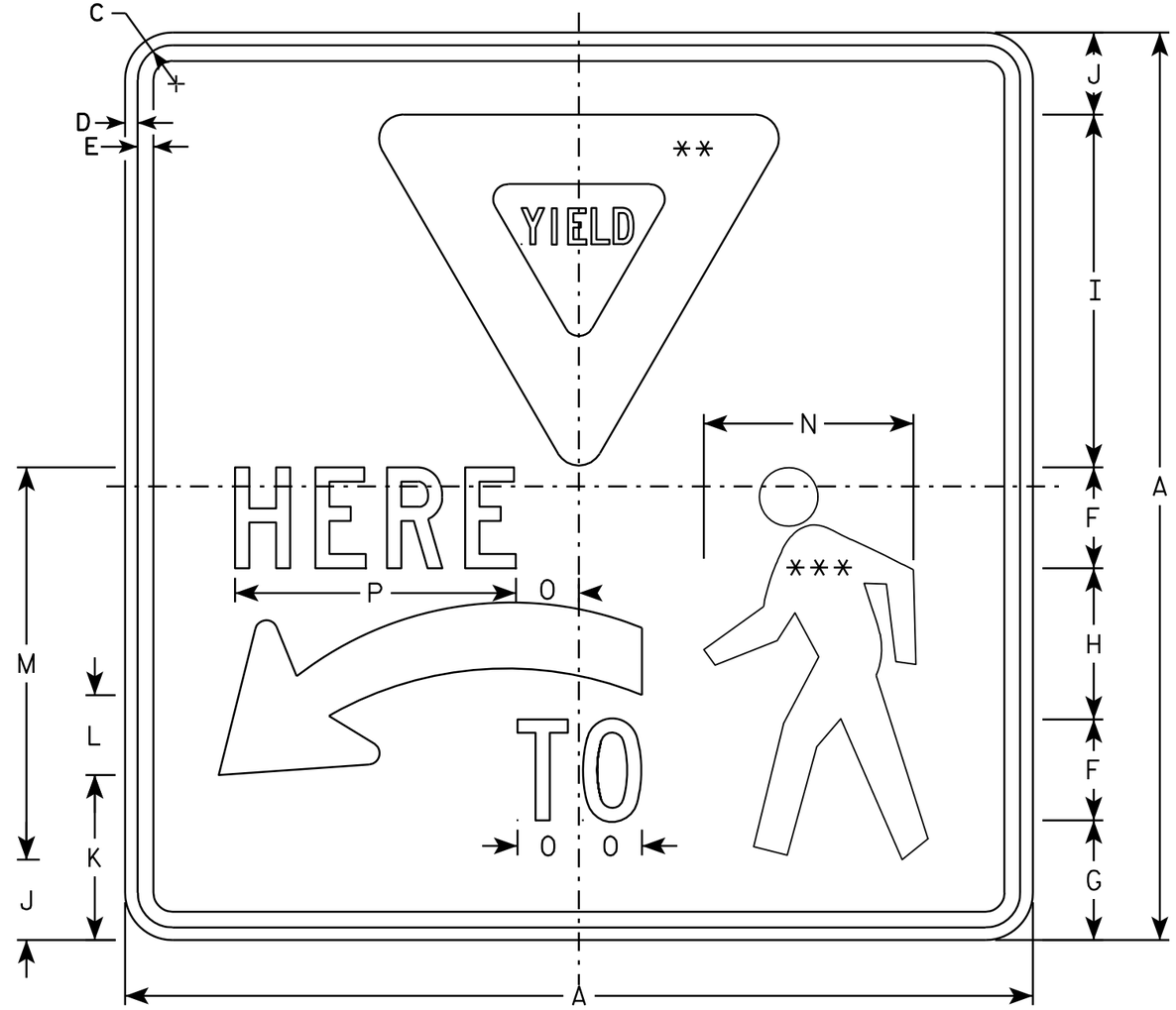
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 828 | E



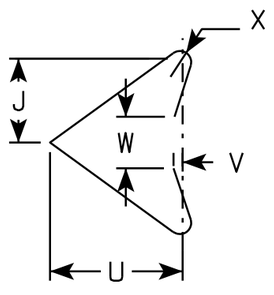
R1-5L

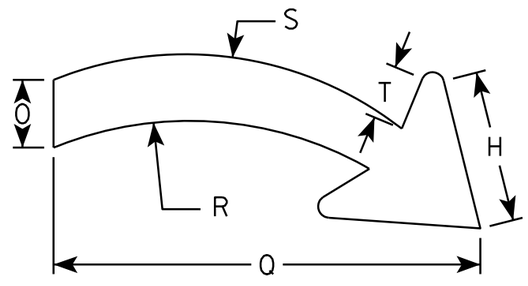
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
   YIELD SYMBOL - RED ON WHITE
   PED SYMBOL - BLACK ON 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.

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT





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	18		1 1/8	3/8	3/8	2	2 3/8	3	7	1 5/8	3 1/4	1 5/8	7 3/4	4 1/8	1 1/4	5 5/8	1 3/8	14 1/4	13 3/4	1 1/8	2 5/8	1/8	1	1/2			2.25
2M	18		1 1/8	3/8	3/8	2	2 3/8	3	7	1 5/8	3 1/4	1 5/8	7 3/4	4 1/8	1 1/4	5 5/8	1 3/8	14 1/4	13 3/4	1 1/8	2 5/8	1/8	1	1/2			2.25
3	30		1 3/8	1/2	5/8	3	4	5 3/8	12	2 3/4	5 1/2	2 5/8	13	6 7/8	1 7/8	8 3/8	14	23 3/4	23	1 3/4	4 3/8	1/4	1 3/4	3/4			6.25
4	36		1 3/8	1/2	5/8	4	4 3/4	6	14	3 1/4	6 1/2	3 1/8	15	8 1/4	2 1/2	11 1/8	16 3/4	28 1/2	27 3/4	2 1/8	5 1/4	3/8	2	1			9.0
5																											

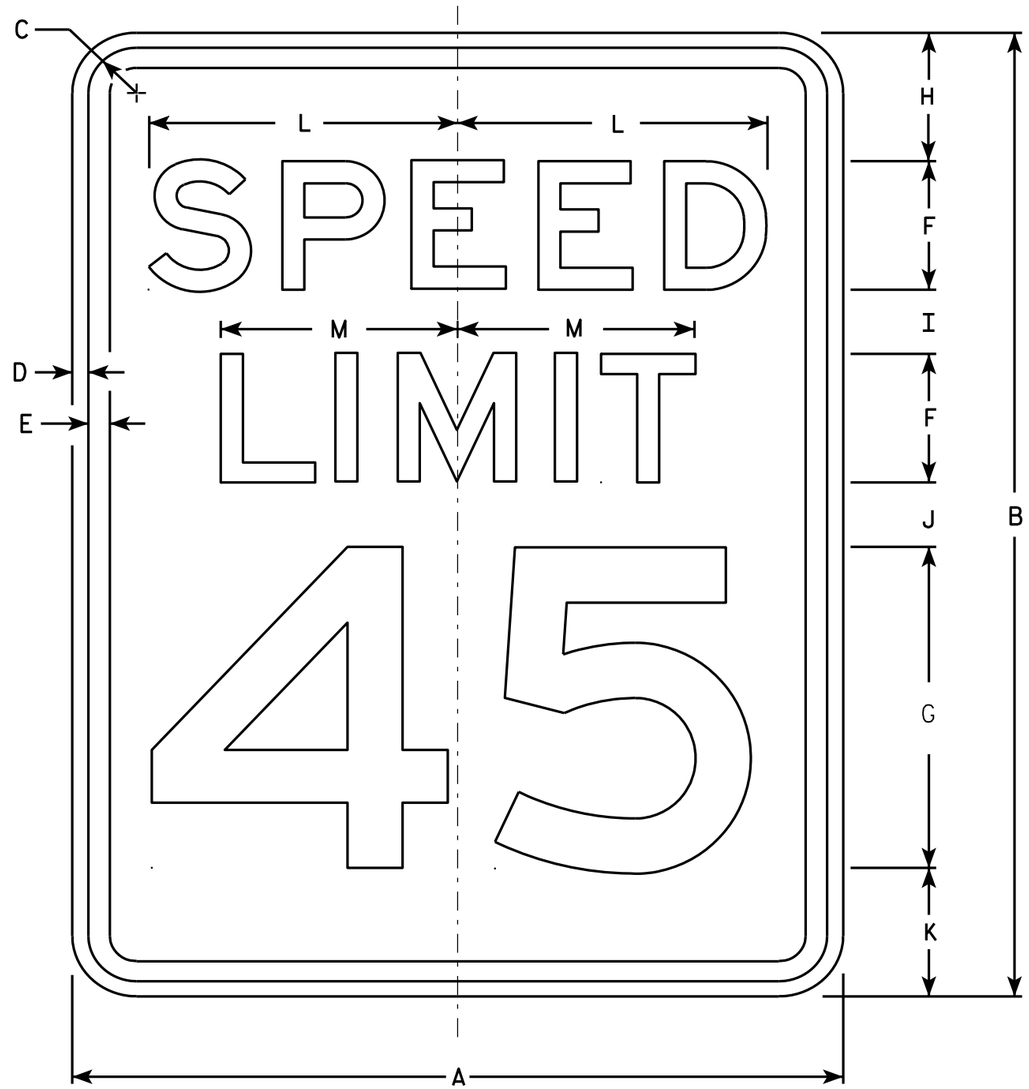
STANDARD SIGN
R1-5L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-5L.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 829 | 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

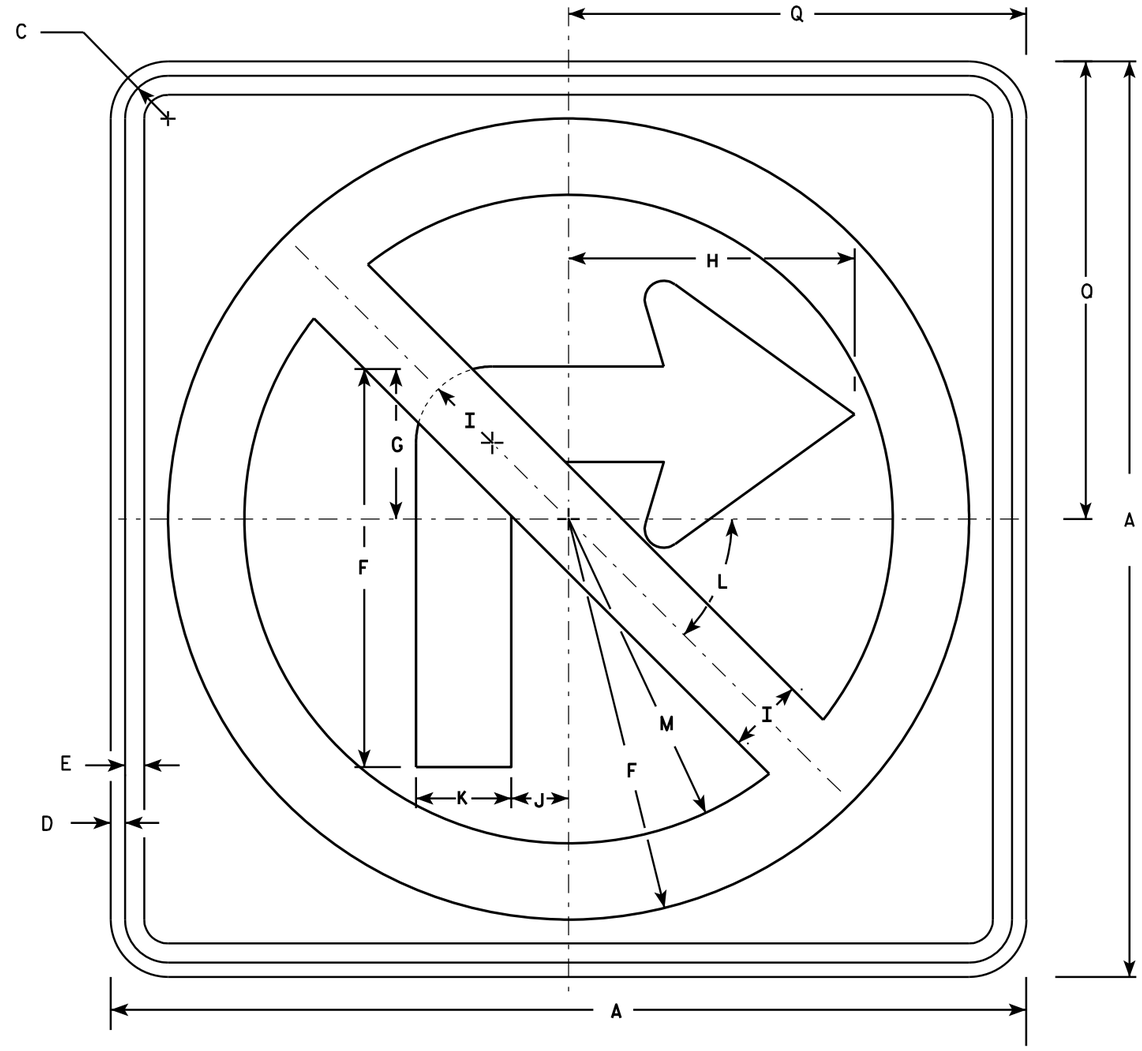
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

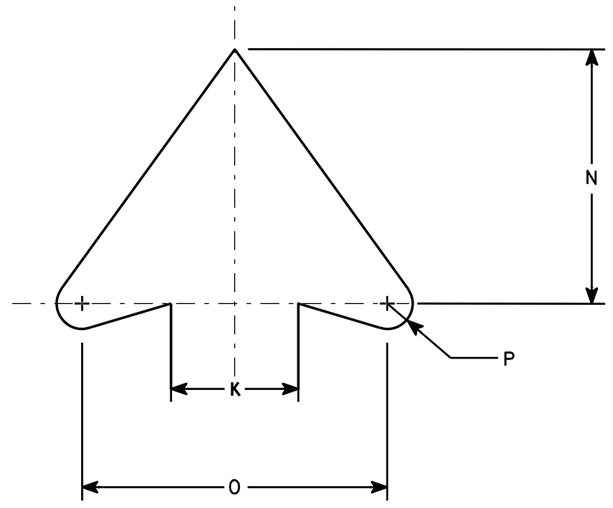
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 830	E



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

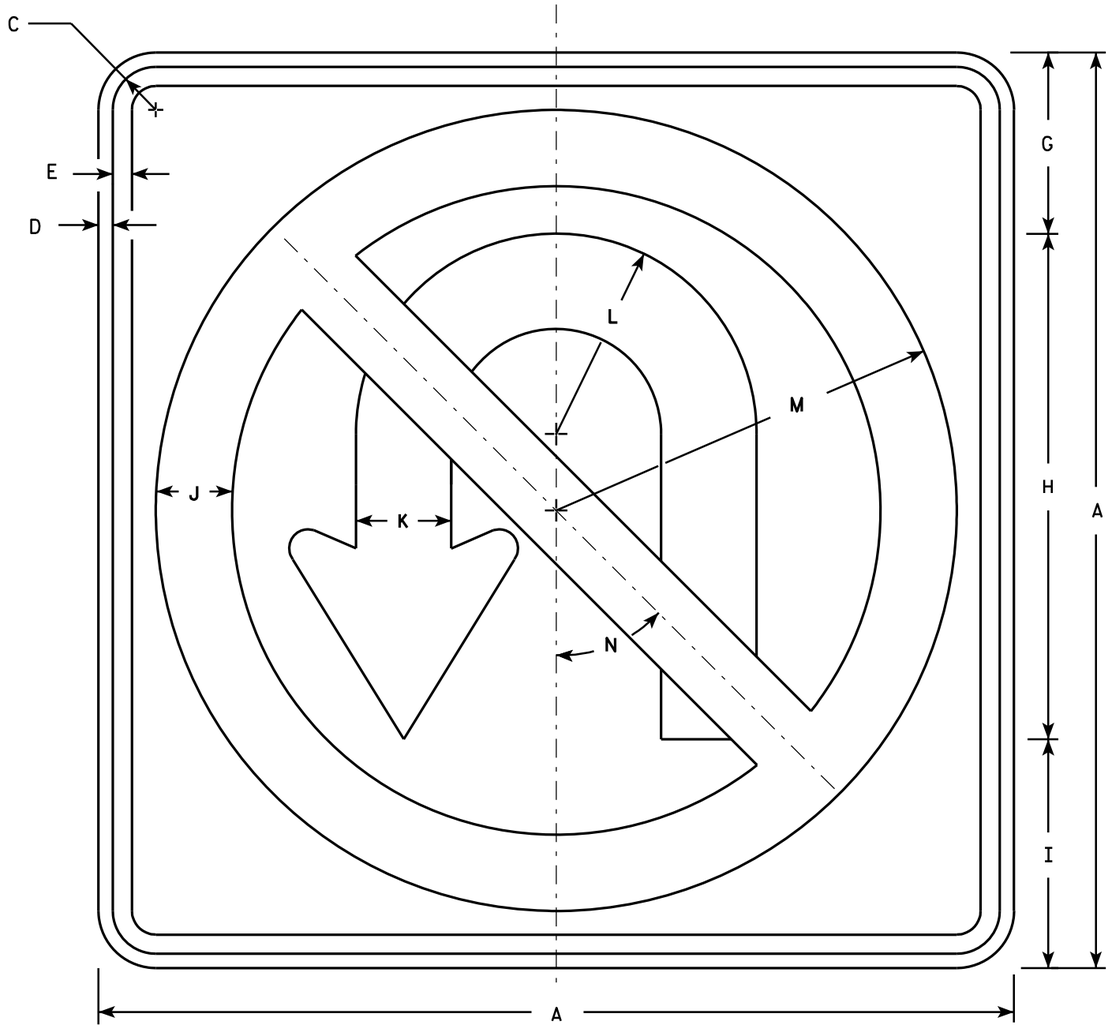
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

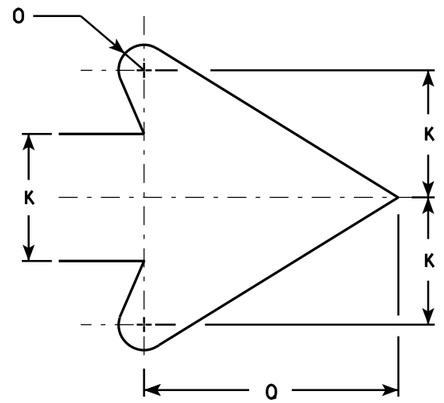
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 831	E



R3-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

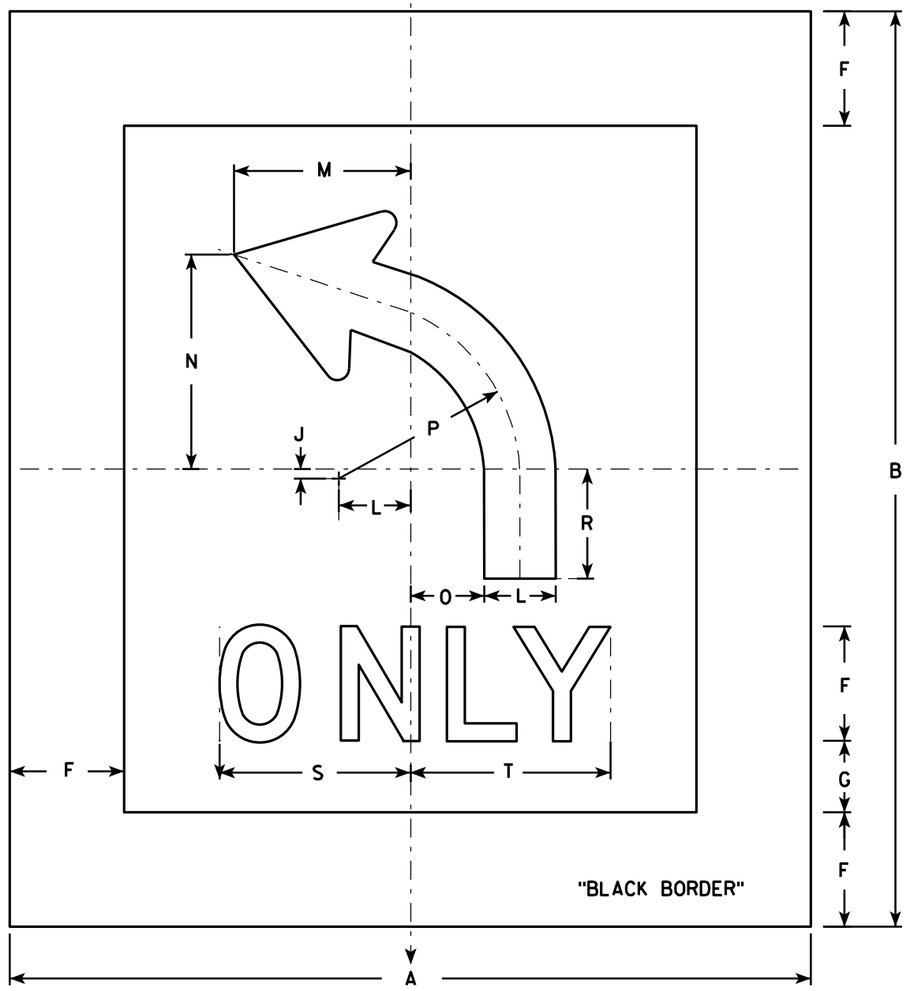
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

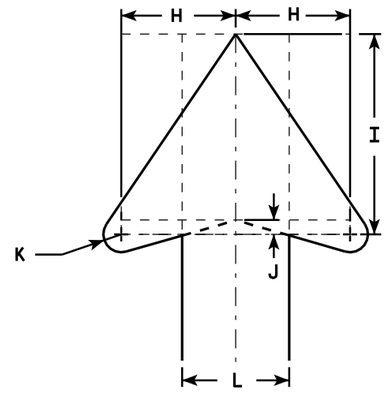
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 832	E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



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	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

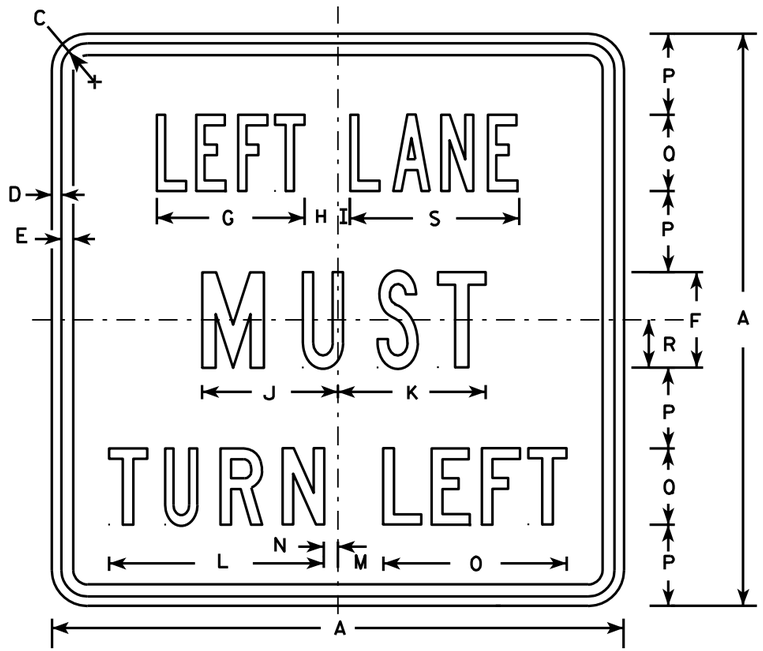
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

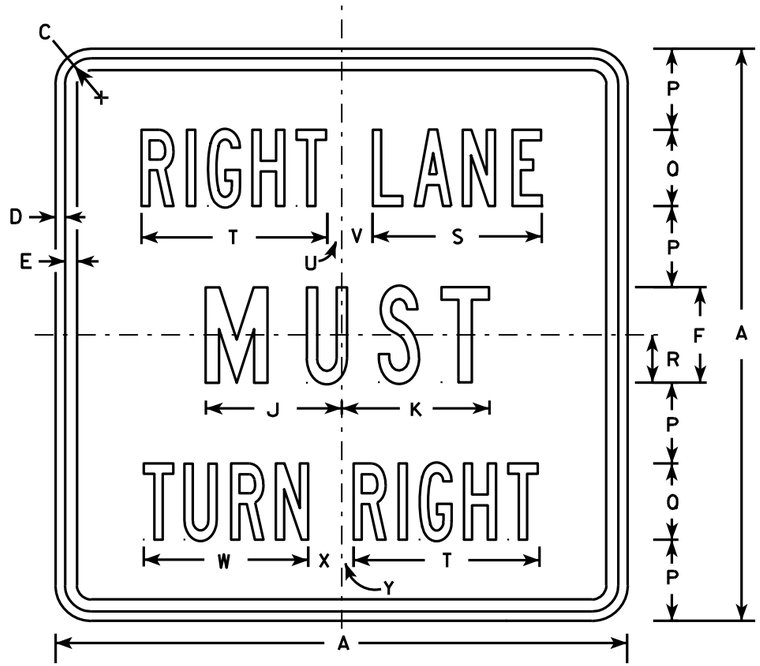
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 833 | 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																											

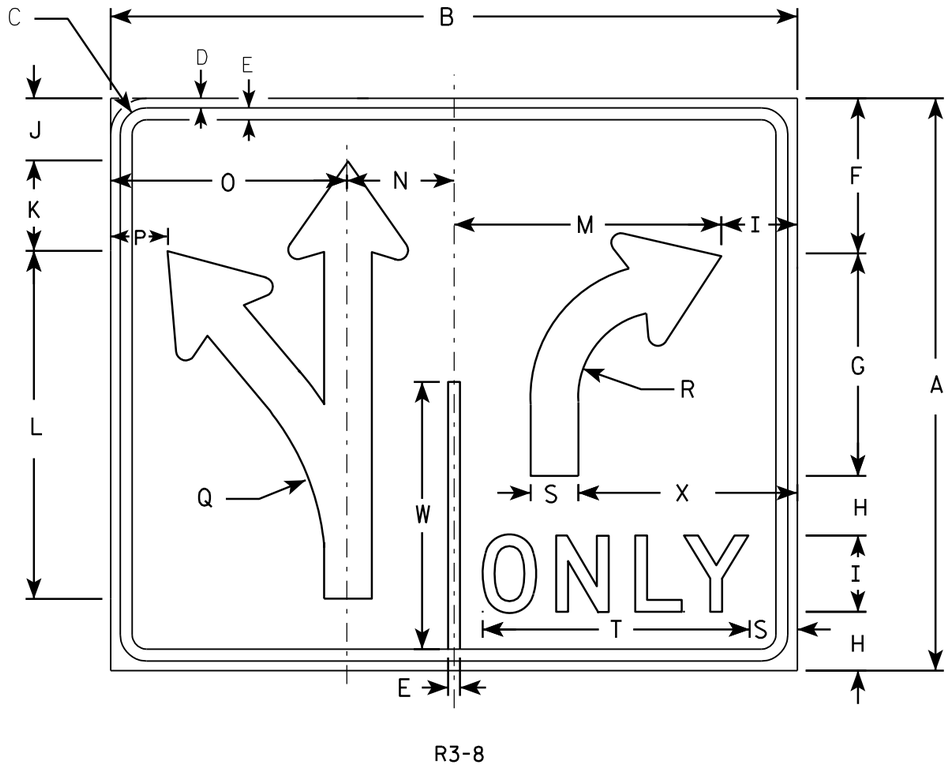
STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

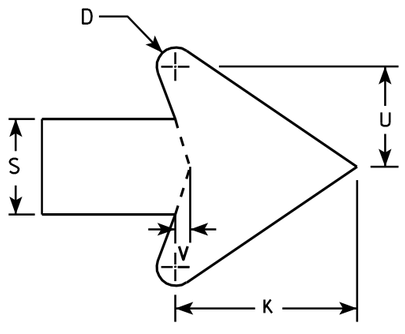
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 834 | E



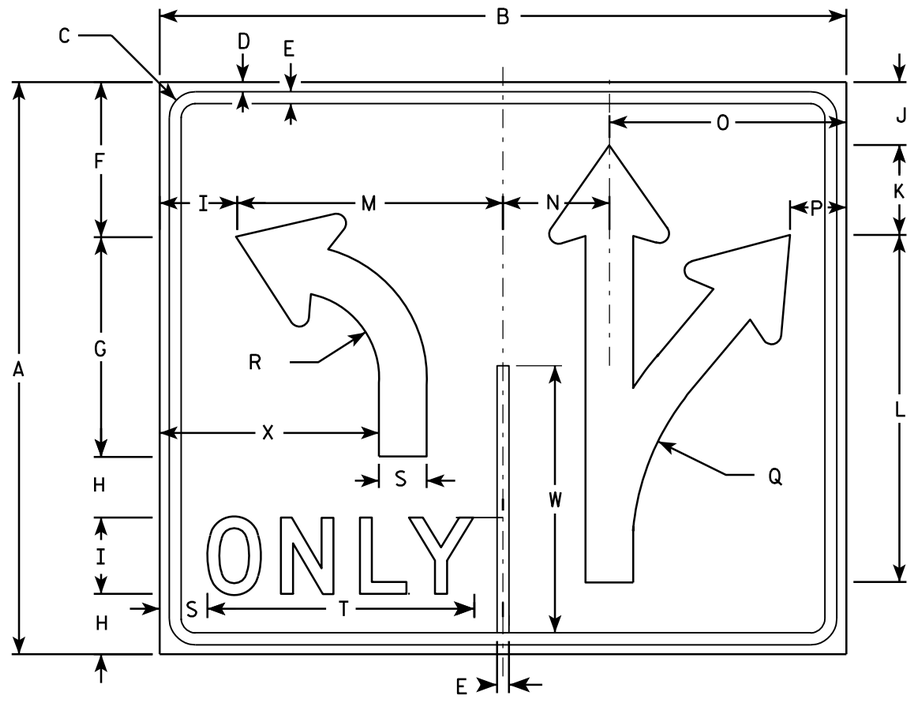
R3-8



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-8A

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	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			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	14	5 5/8	12 3/8	3	13 1/4	4 1/2	2 1/2	14	2 5/8	3/8	14	11 1/2			7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7 1/8	29 1/8	21	8 3/8	18 5/8	4 3/8	21 7/8	7 1/4	3 3/4	20 5/8	4	5/8	22 3/8	17 1/4			18.0

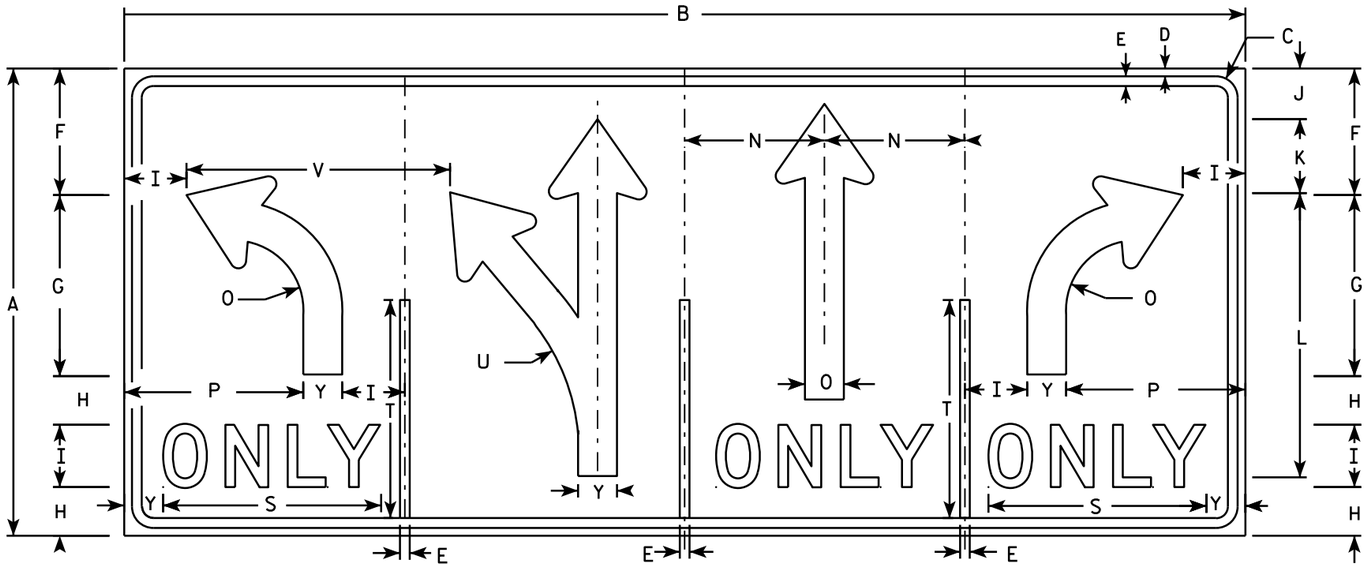
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

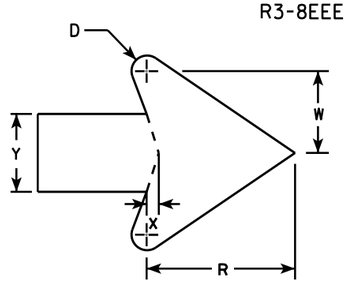
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 835	E



R3-8EEE



ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	72	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		9	4 1/2	11 1/2		4 3/4	14	14	13 1/4	16 7/8	2 5/8	3/8	2 1/2		15.0
2M	30	72	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		9	4 1/2	11 1/2		4 3/4	14	14	13 1/4	16 7/8	2 5/8	3/8	2 1/2		15.0
3																											
4	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4		14	6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	25 3/8	4	5/8	4		36.0
5	48	108	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	8 1/4	7 5/8	29 1/4		14	6 3/4	17 1/4		7 1/8	20 5/8	22 3/8	19 7/8	25 3/8	4	5/8	4		36.0

STANDARD SIGN
R3-8EEE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/12/15 PLATE NO. R3-8EEE.1

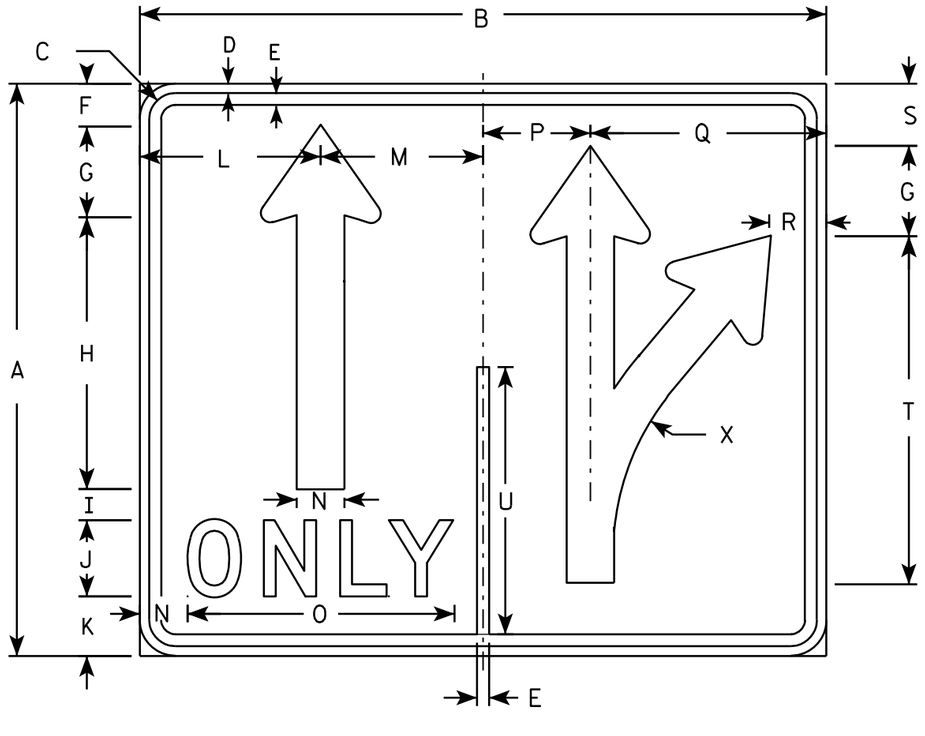
PROJECT NO:

SHEET NO: E

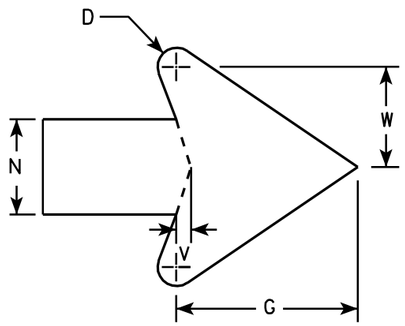
7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R38EEE.DGN PLOT DATE : 12-FEB-2015 16:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



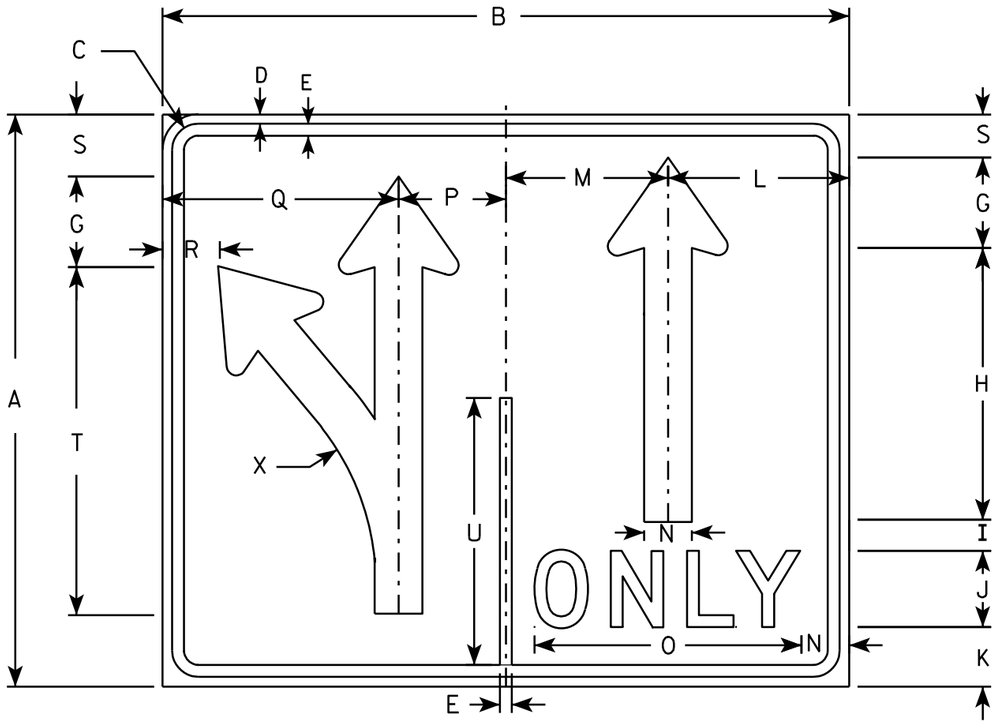
R3-8G



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 - 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.



R3-8H

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4			7.5
2M	30	36	1 3/8	1/2	5/8	2 1/4	4 3/4	14 1/4	1 5/8	4	3 1/8	9 1/2	8 1/2	2 1/2	14	5 5/8	12 3/8	3	3 1/4	18 1/4	14	3/8	2 5/8	13 1/4			7.5
3																											
4	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0
5	48	54	2 1/4	3/4	1	3 1/2	7 1/8	29 1/8	2 7/8	6	5 1/8	14 1/4	12 3/4	3 3/4	20 5/8	8 3/8	18 5/8	4 3/8	5 1/4	29 1/8	22 3/8	5/8	4	21 7/8			18.0

STANDARD SIGN
R3-8G & R3-8H

WISCONSIN DEPT OF TRANSPORTATION

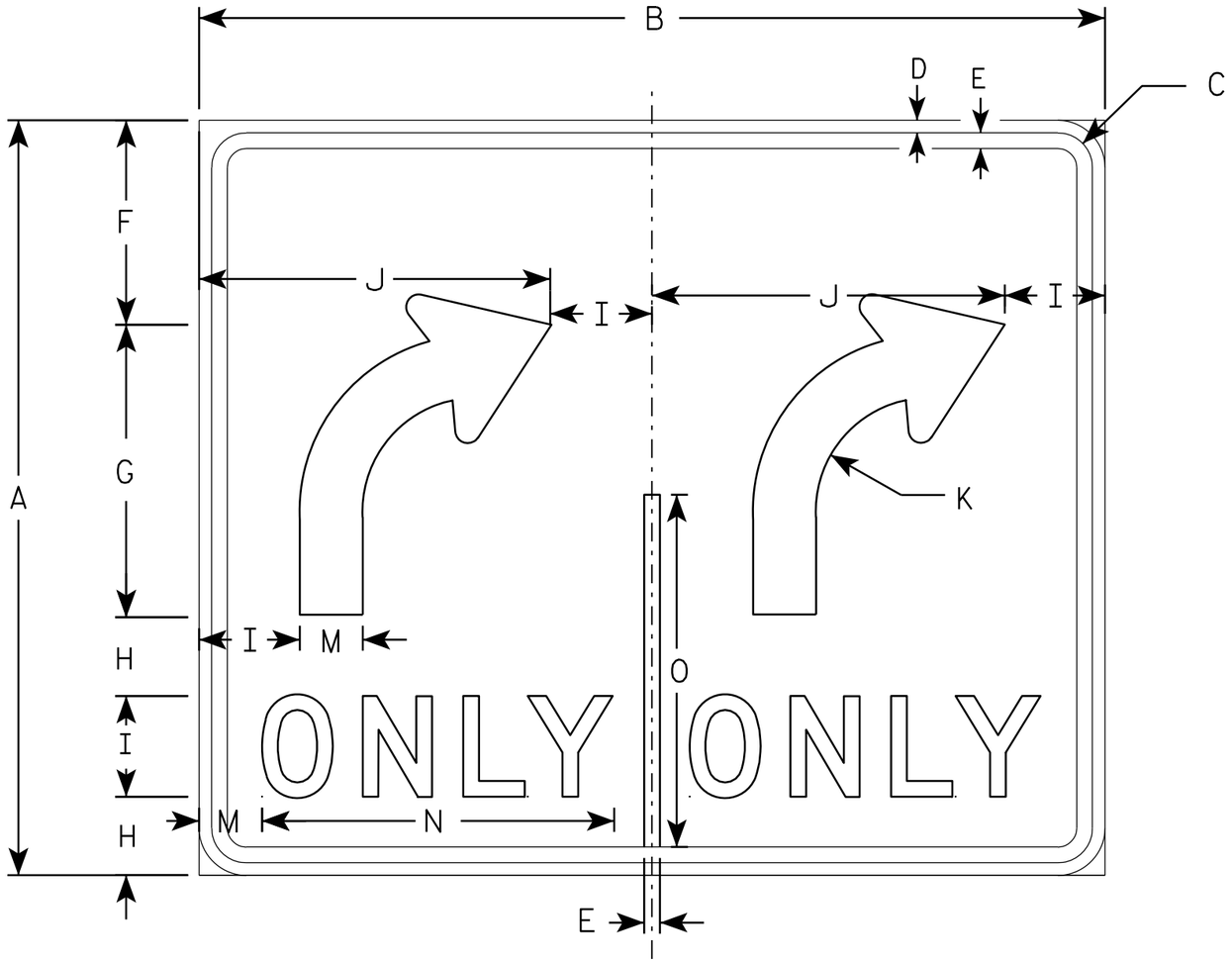
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8G.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 837 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38G.DGN PLOT DATE : 18-MAR-2011 13:55 PLOT BY : mscsja PLOT NAME : 7.945391:1.000000

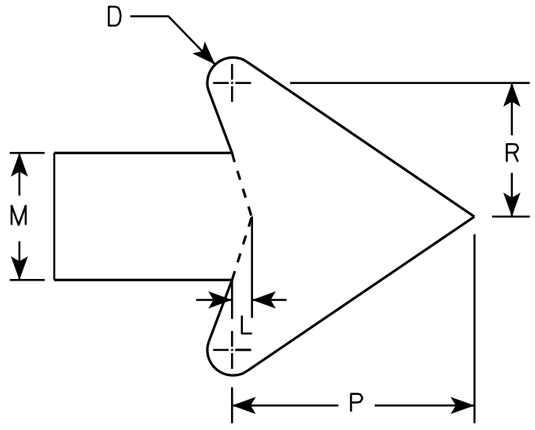
WISDOT/CADDS SHEET 42



R3-8MM

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	8 1/8	11 5/8	3 1/8	4	14	4 1/2	3/8	2 1/2	14	14	4 3/4		2 5/8									7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	3/8	2 1/2	14	14	4 3/4		2 5/8									7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	5/8	3 3/4	20 5/8	22 3/8	7 1/8		4									18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	5/8	3 3/4	20 5/8	22 3/8	7 1/8		4									18.0

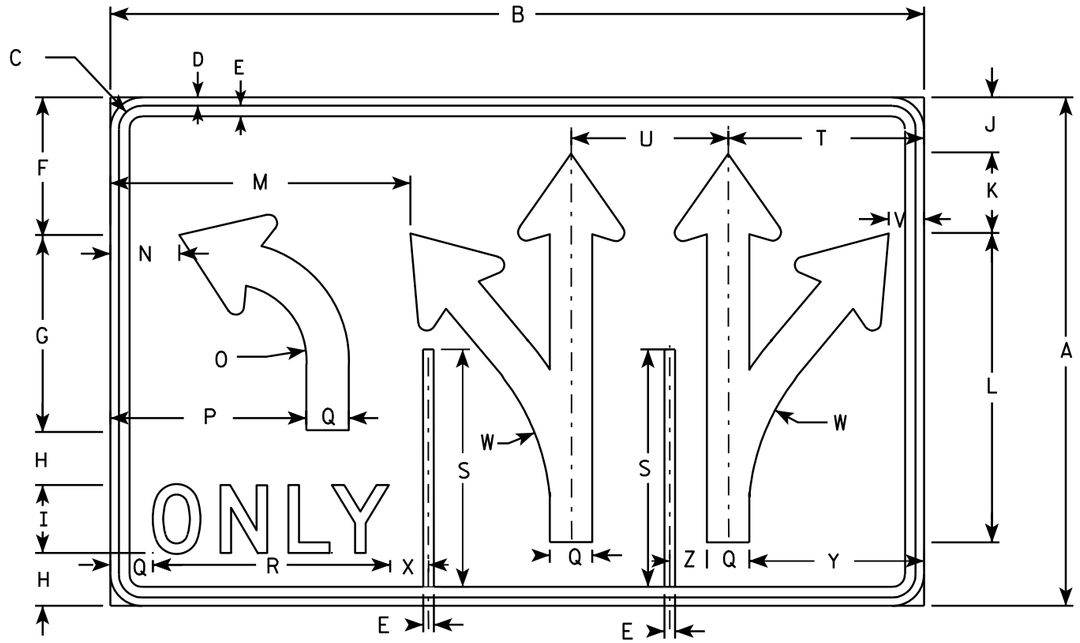
STANDARD SIGN
R3-8MM

WISCONSIN DEPT OF TRANSPORTATION

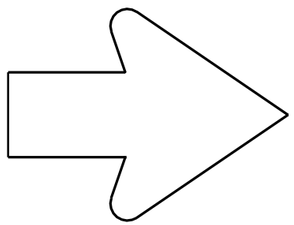
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/2011 PLATE NO. R3-8MM.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 838	E



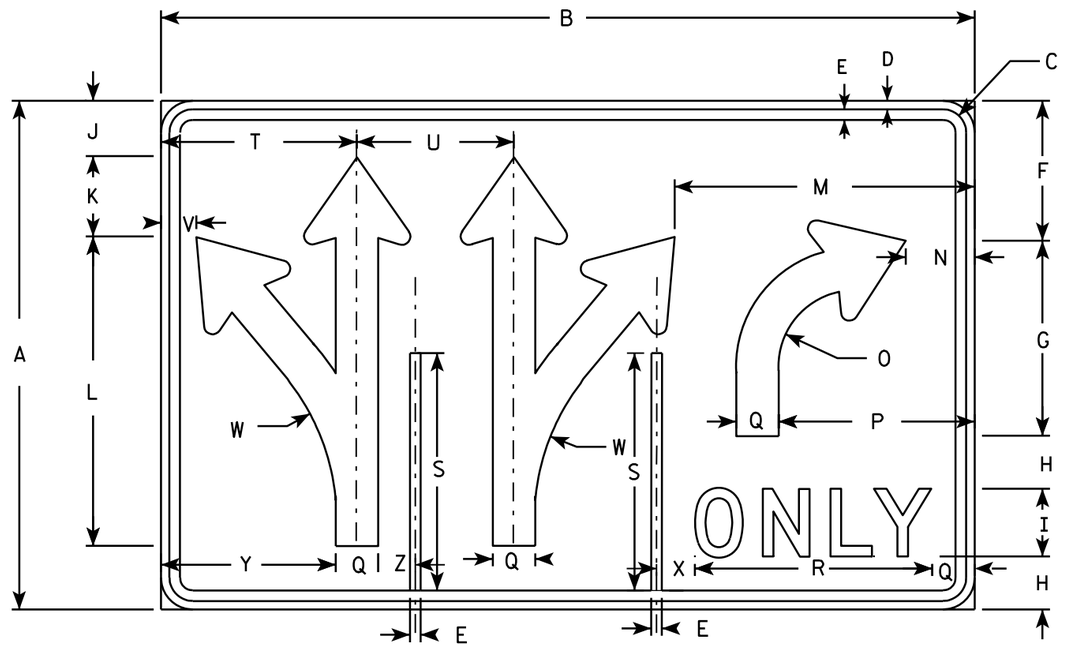
R3-8N



SEE R3-8 FOR ARROW DETAIL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-80

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	48	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	17 3/4	4	4 1/2	11 1/2	2 1/2	14	14	11 1/2	9 1/4	2 1/8	13 1/4	2 1/4	10 1/4	2 1/4	10.0
2M	30	48	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	17 3/4	4	4 1/2	11 1/2	2 1/2	14	14	11 1/2	9 1/4	2 1/8	13 1/4	2 1/4	10 1/4	2 1/4	10.0
3																											
4	48	72	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7	29 1/8	26 1/2	6	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	17 3/8	13 7/8	3 1/8	21 7/8	3 3/4	15 1/2	3 1/4	24.0
5	48	72	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	5 1/4	7	29 1/8	26 1/2	6	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	17 3/8	13 7/8	3 1/8	21 7/8	3 3/4	15 1/2	3 1/4	24.0

STANDARD SIGN
R3-8N & R3-80

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/21/2011 PLATE NO. R3-8N.2

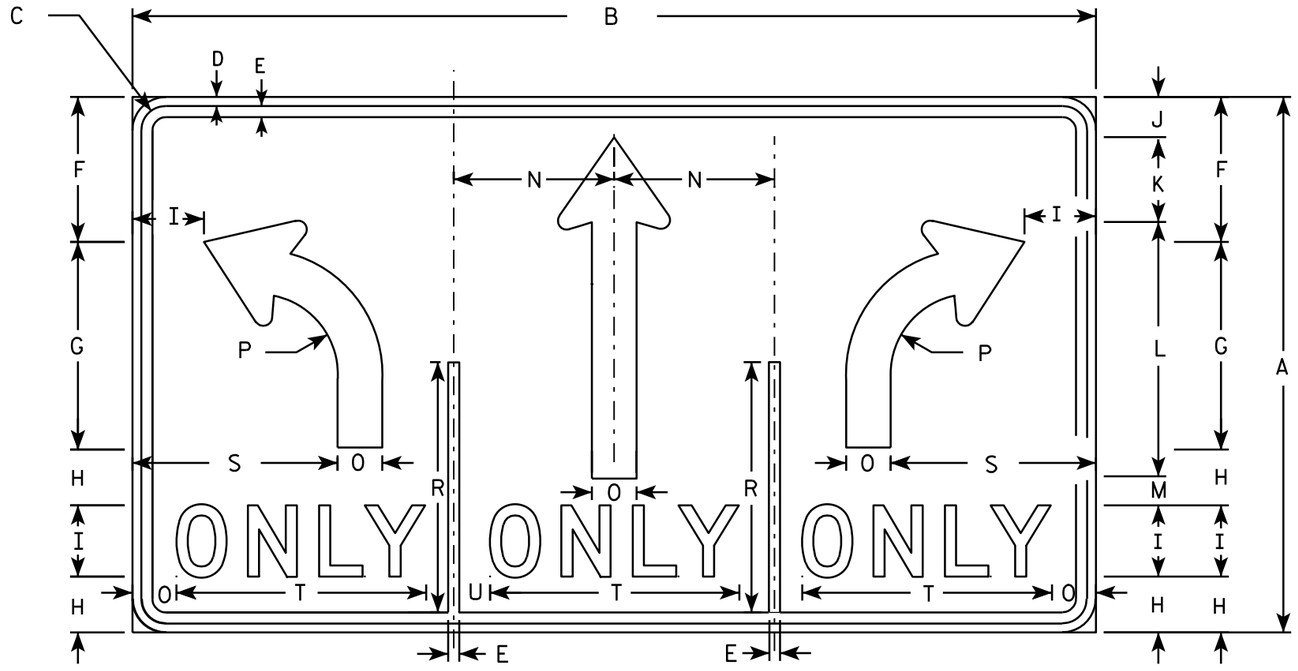
PROJECT NO:

SHEET NO: 839 E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R38N.DGN PLOT DATE : 21-MAR-2011 15:20 PLOT BY : mscsja PLOT NAME :

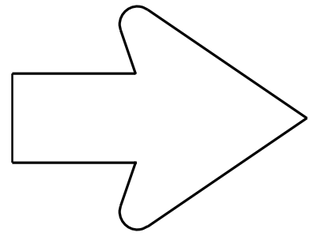
WISDOT/CADDS SHEET 42



R3-8W

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	9	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	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

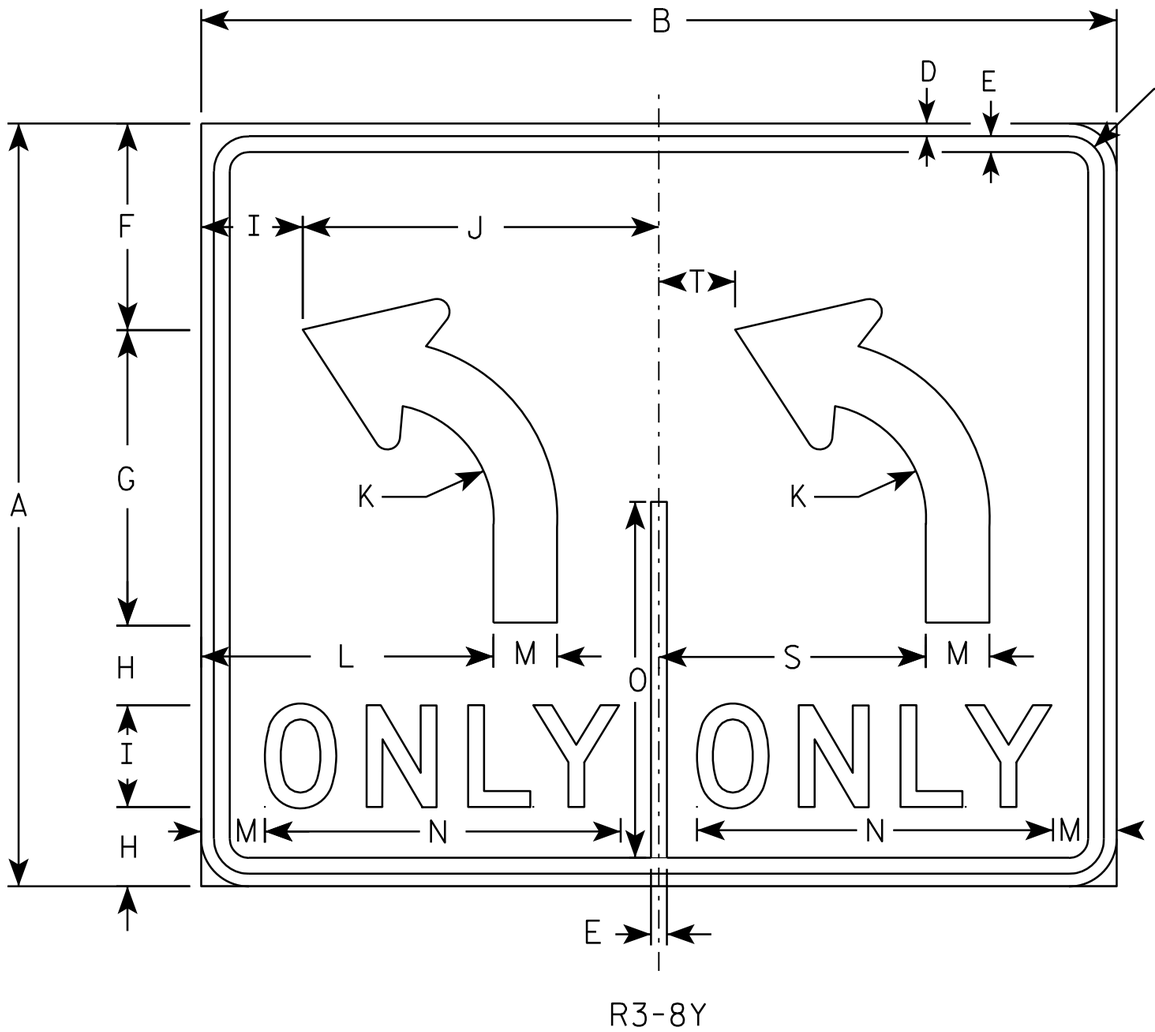
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

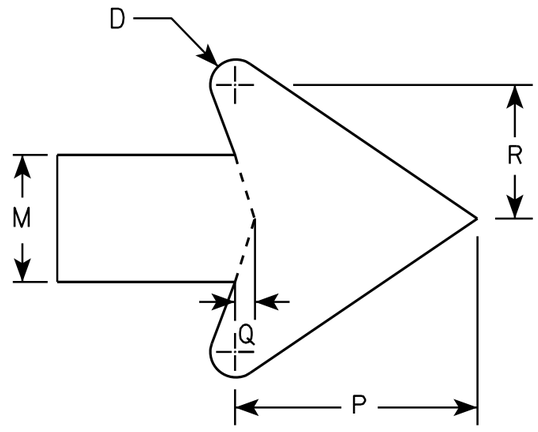
SHEET NO: 840 E



R3-8Y

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	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8	10 1/2	3							7.5
2M	30	36	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	14	4 1/2	11 1/2	2 1/2	14	14	4 3/4	3/8	2 5/8	10 1/2	3							7.5
3																											
4	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4	15 3/4	4 1/2							18.0
5	48	54	2 1/4	3/4	1	13 1/4	18 1/2	5 1/8	6	21	7 1/4	17 1/4	3 3/4	20 5/8	22 3/8	7 1/8	5/8	4	15 3/4	4 1/2							18.0

STANDARD SIGN
R3-8Y

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

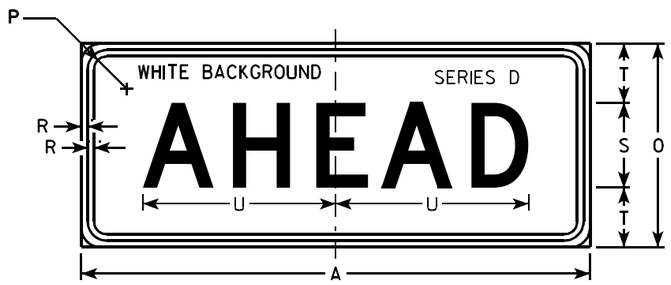
DATE 3/24/2011 PLATE NO. R3-8Y.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 841	E

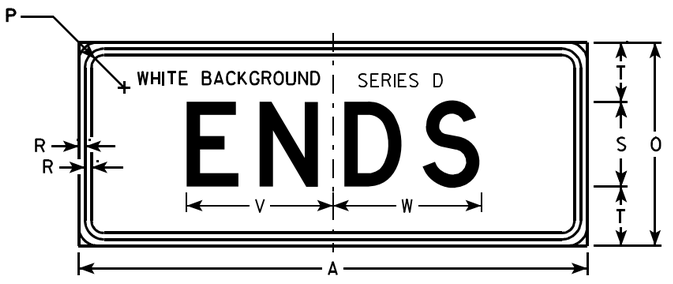
R3-17

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - AS SHOWN
   Message - BLACK
3. Message Series - C or as noted on the Signs.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R3-17ap



R3-17bp

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R3-17 Area sq. ft.	R3-17ap Area sq. ft.	R3-17bp Area sq. ft.
1																													
2S	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
2M	30	24	1 1/8	3/8	1/2	2	4	4 1/8	7 7/8	6 3/8	9 1/2	2 5/8	7/8	13	12	1 1/8	3 3/8	3/8	5	3 1/2	11 3/8	8 5/8	8 3/4	2 3/8	15 5/8	8	5.0	2.5	2.5
3																													
4																													
5																													

STANDARD SIGN
R3-17 & R3-17a&bp

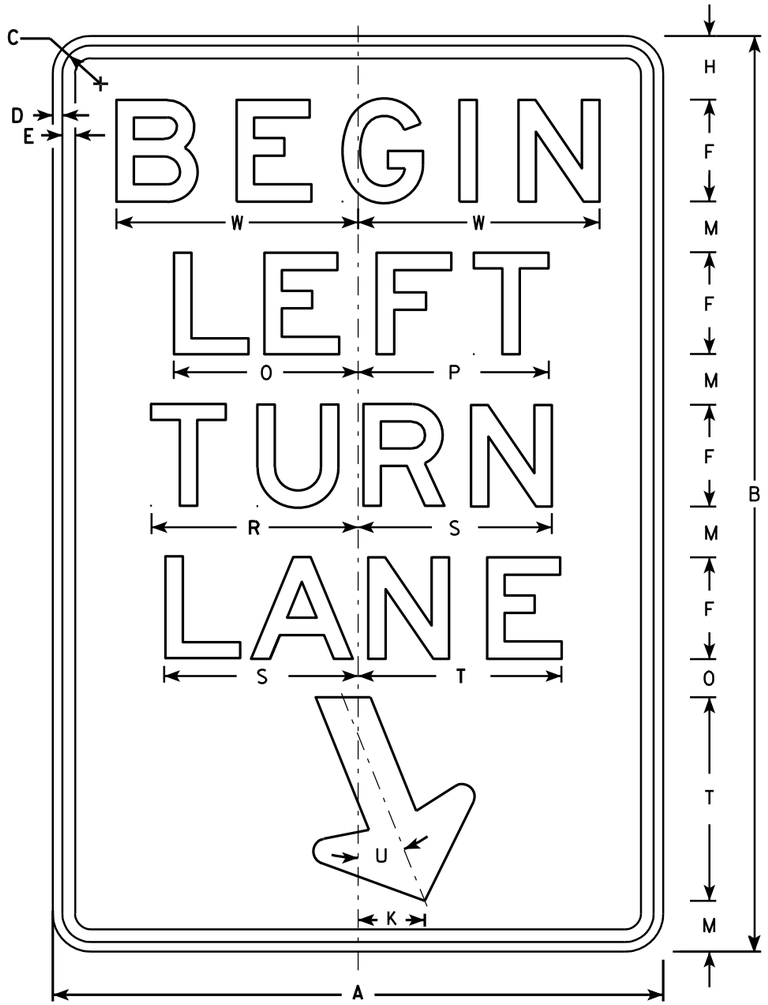
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/12/2011 PLATE NO. R3-17.2

PROJECT NO:

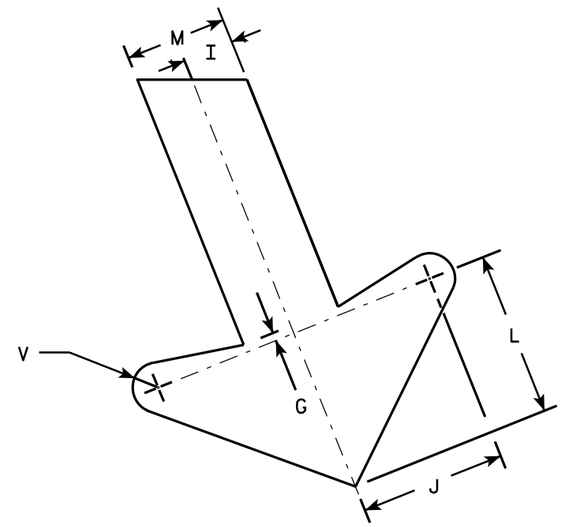
SHEET NO: 842 E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

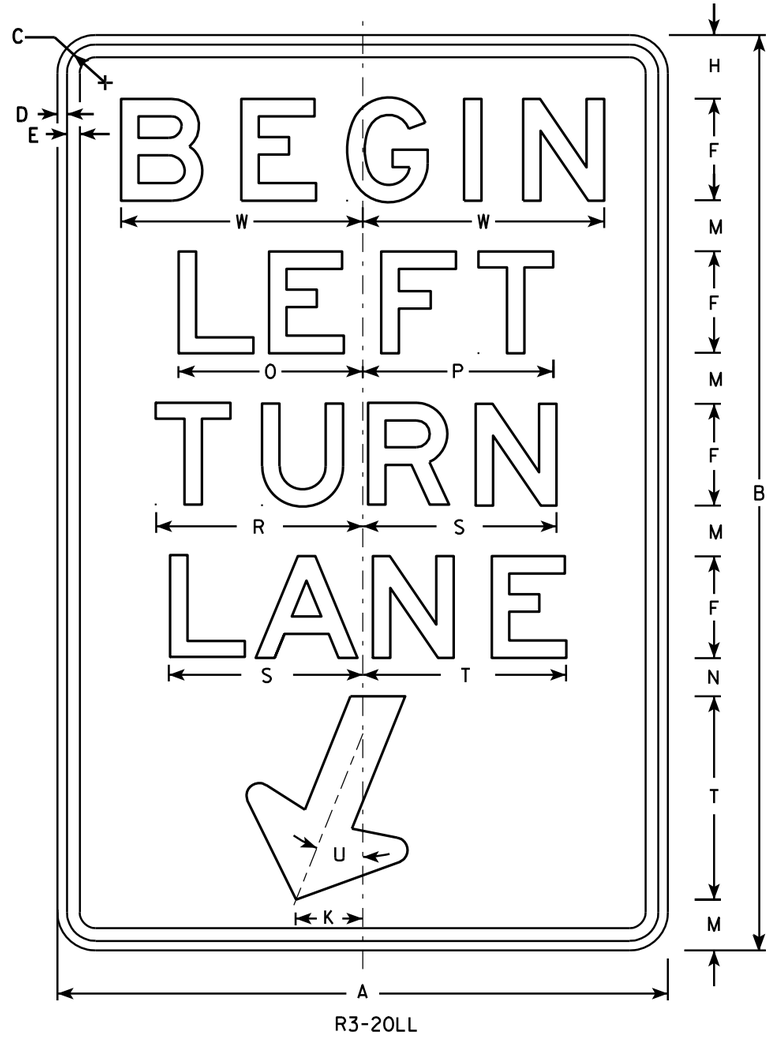
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

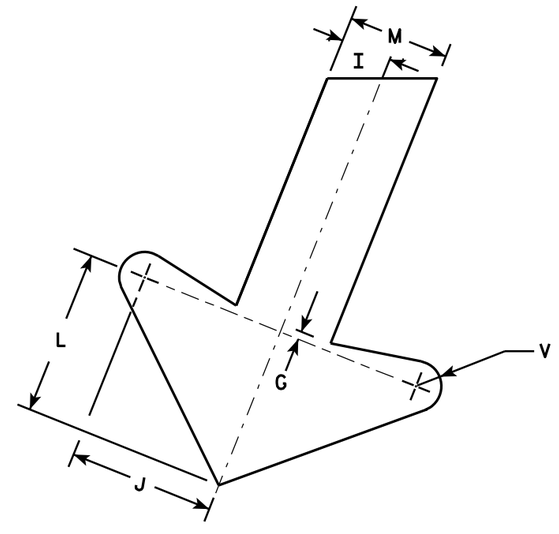
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 843 | E



R3-20LL

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN
R3-20LL

WISCONSIN DEPT OF TRANSPORTATION

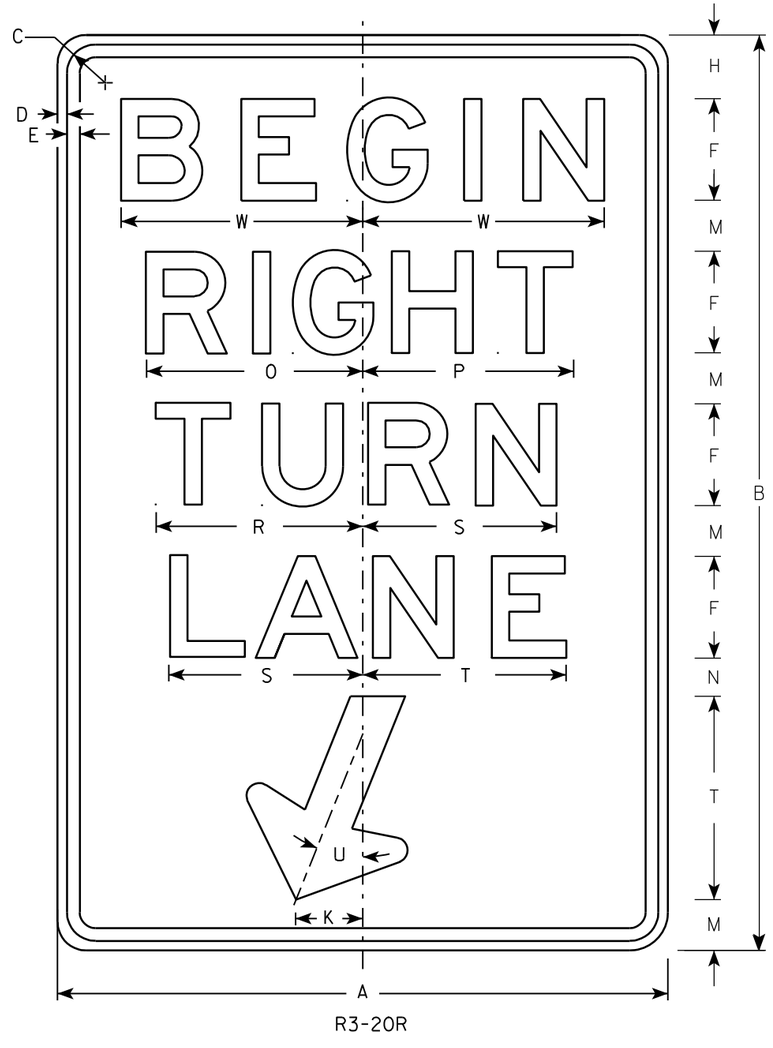
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20LL.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 844	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R320LL.DGN PLOT DATE : 15-OCT-2010 14:38 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

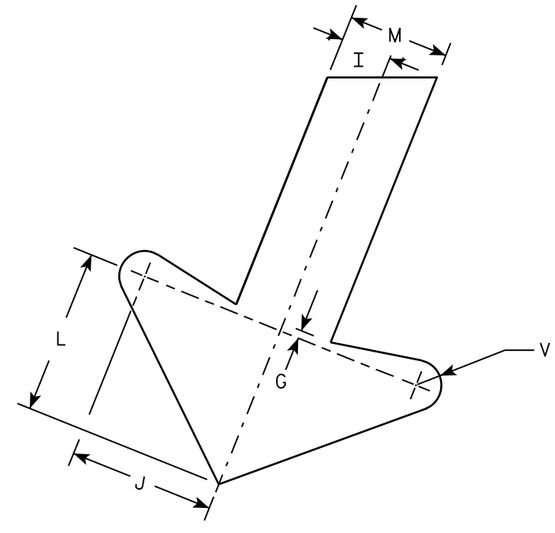
WISDOT/CADDS SHEET 42



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																											

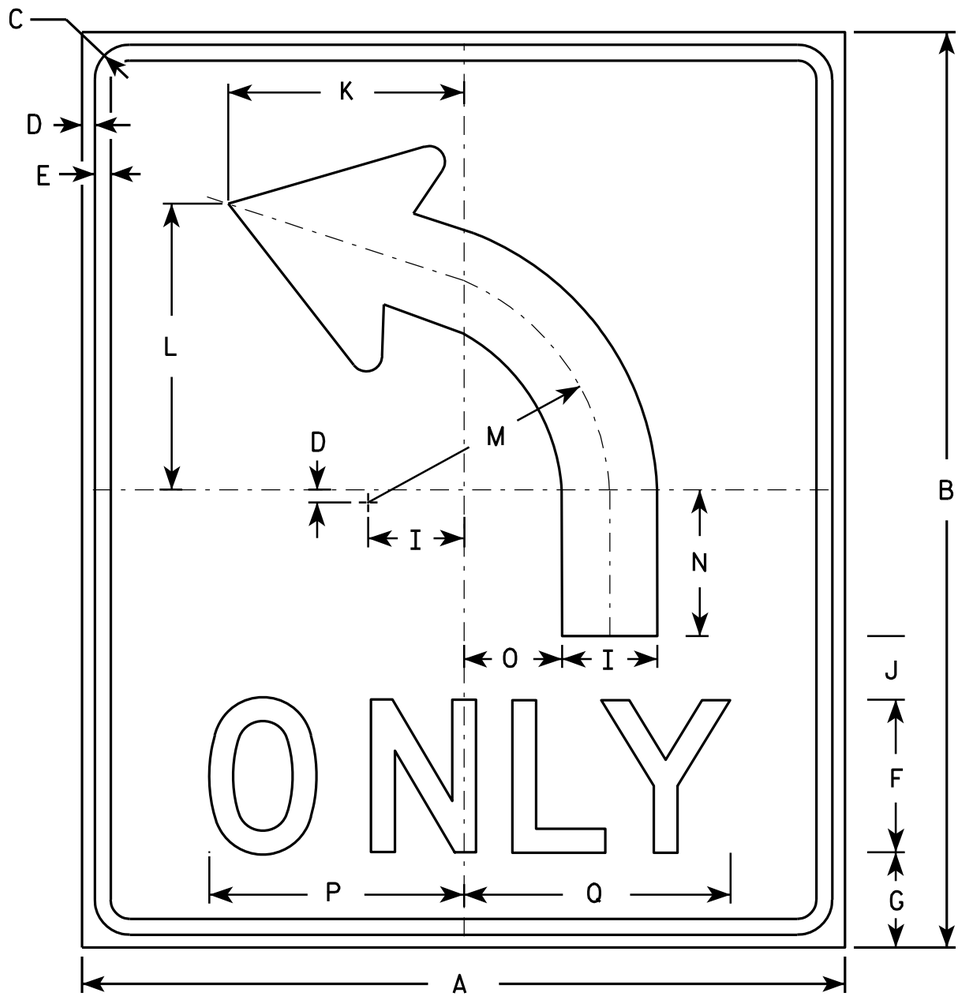
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

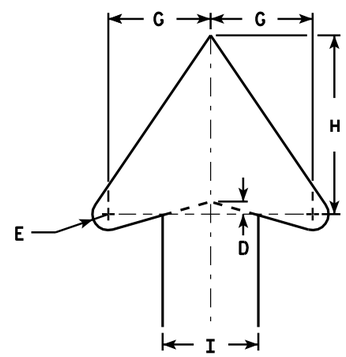
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 845 | E



R3-50L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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. R3-50R is the same as R3-50L except curved portion of arrow points right.



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	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
2M	30	36	1 3/8	1/2	5/8	6	4	7	3 3/4	2 1/2	9 1/4	11 1/4	9 1/2	5 3/4	3 7/8	10	10 1/2										7.5
3																											
4																											
5																											

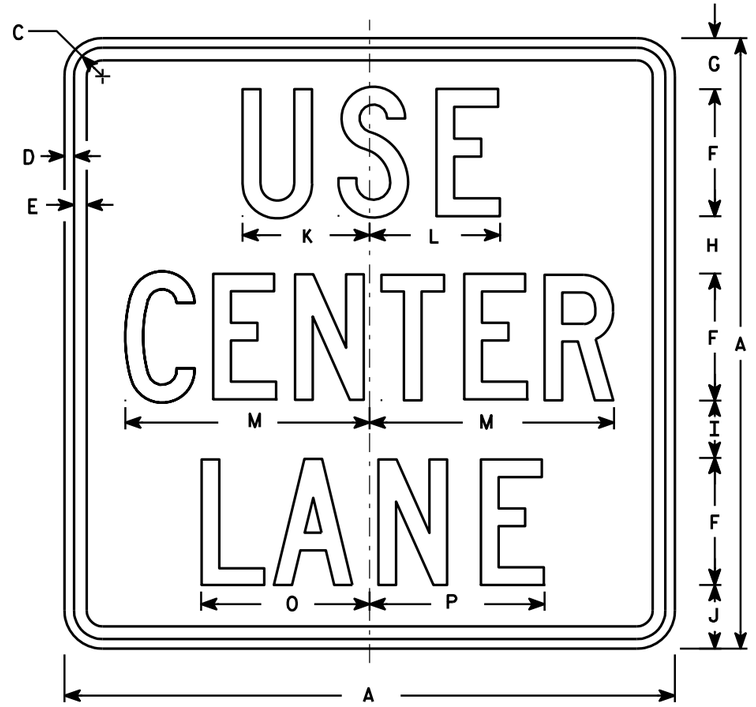
STANDARD SIGN
R3-50

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-50.2

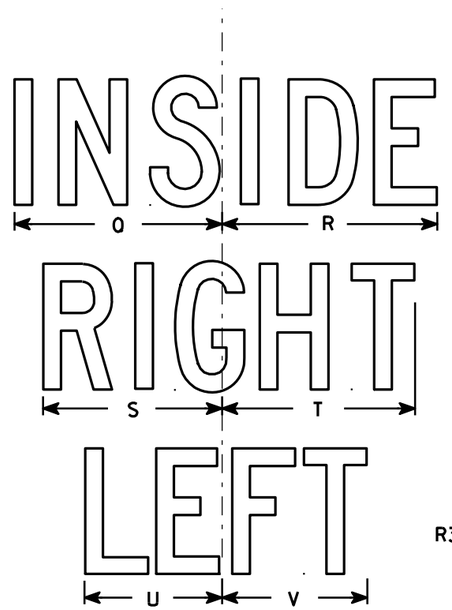
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 846 | E



R3-54C

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.



R3-54I

R3-54R

R3-54L

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	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
2M	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					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	14 3/8		9 7/8	10 1/4	12 1/8	12 3/4	10 3/8	11 3/8	8	8 5/8					9.0
4																											
5																											

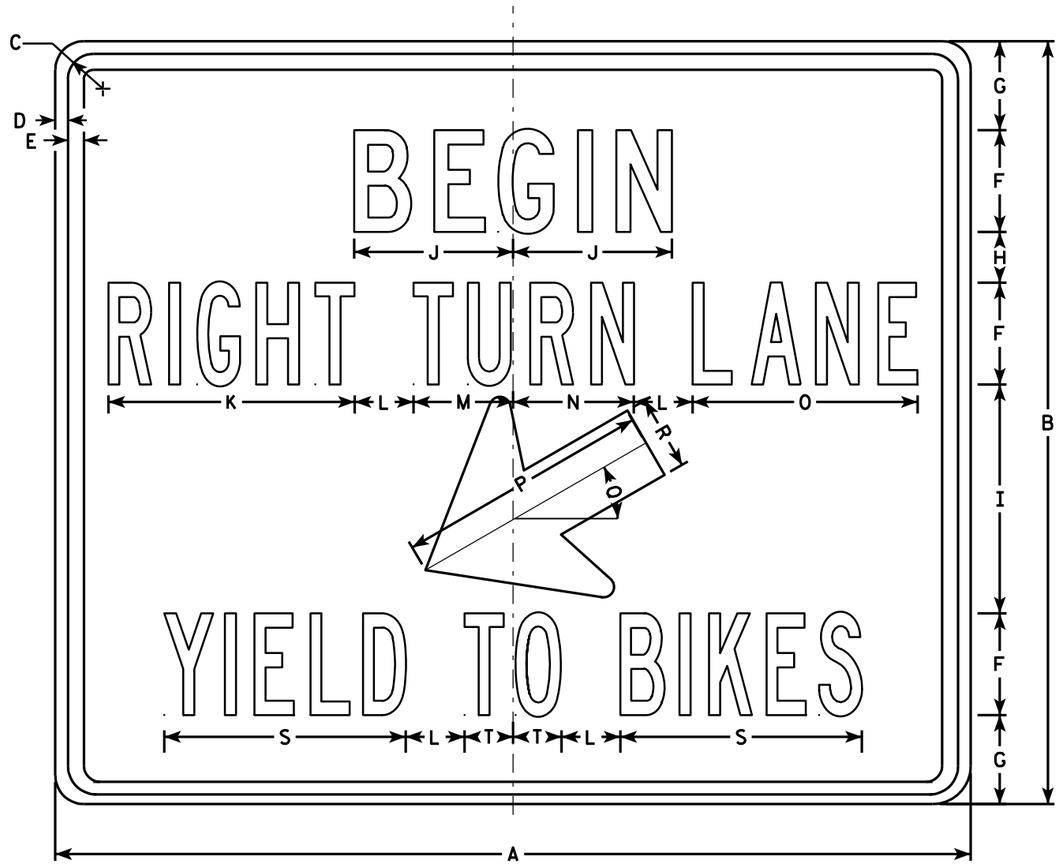
STANDARD SIGN
R3-54C, I ,L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 847 | E



R4-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series C
   Lines 2 & 3 are Series B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
2M	36	30	1 3/8	1/2	5/8	4	3 1/2	2	9	6 1/4	9 3/4	2 3/8	3 7/8	4 3/4	8 7/8	10	30°	2 7/8	9 1/2	1 7/8							7.5
3																											
4																											
5																											

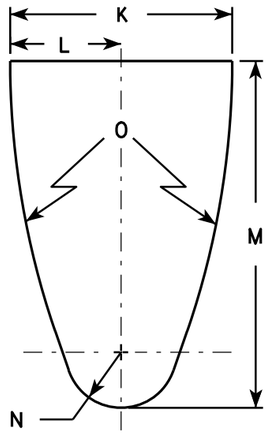
STANDARD SIGN
R4-4

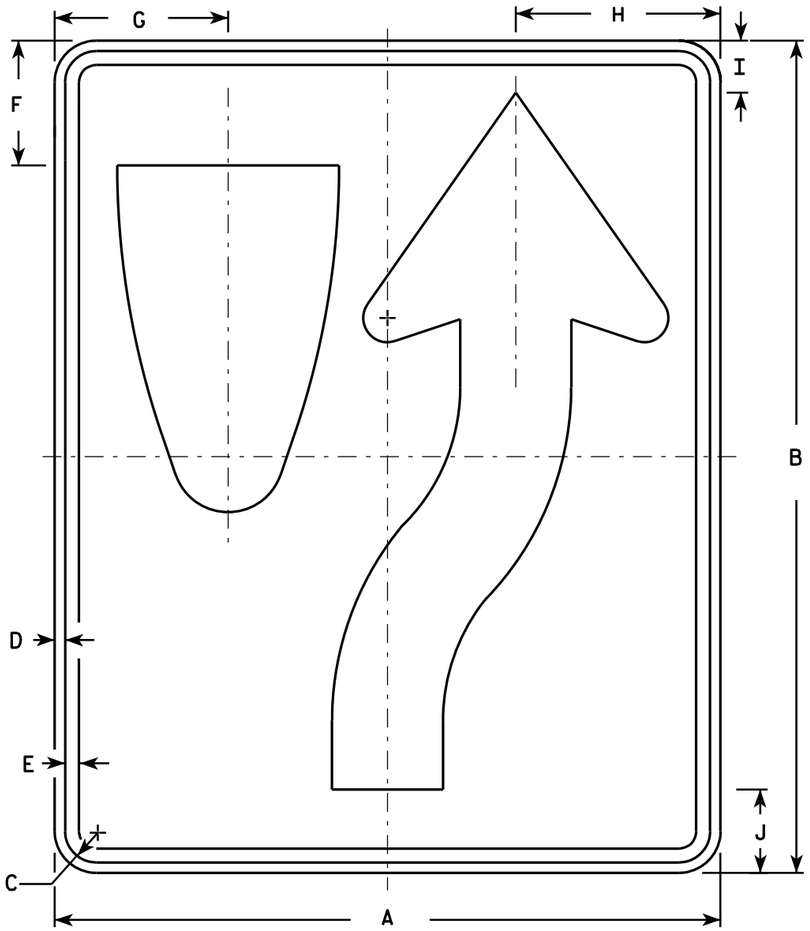
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew L Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 848 | E

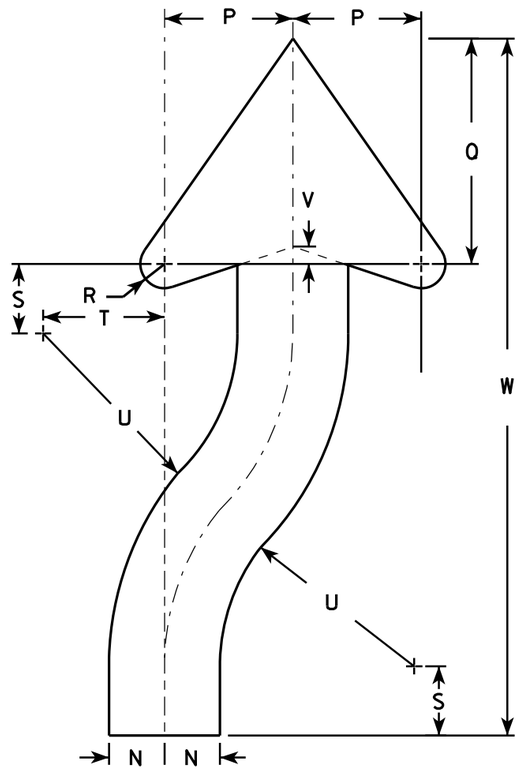




R4-7

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: 849	E

R4-11

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
2M	30		1 3/8	1/2	5/8	4	3 1/8	10	2 1/2	3 7/8	8 5/8	8 3/4	8 1/2	1 1/4	1 3/4	7 7/8		10 3/8	2	1	11 1/4						6.25
3																											
4																											
5																											

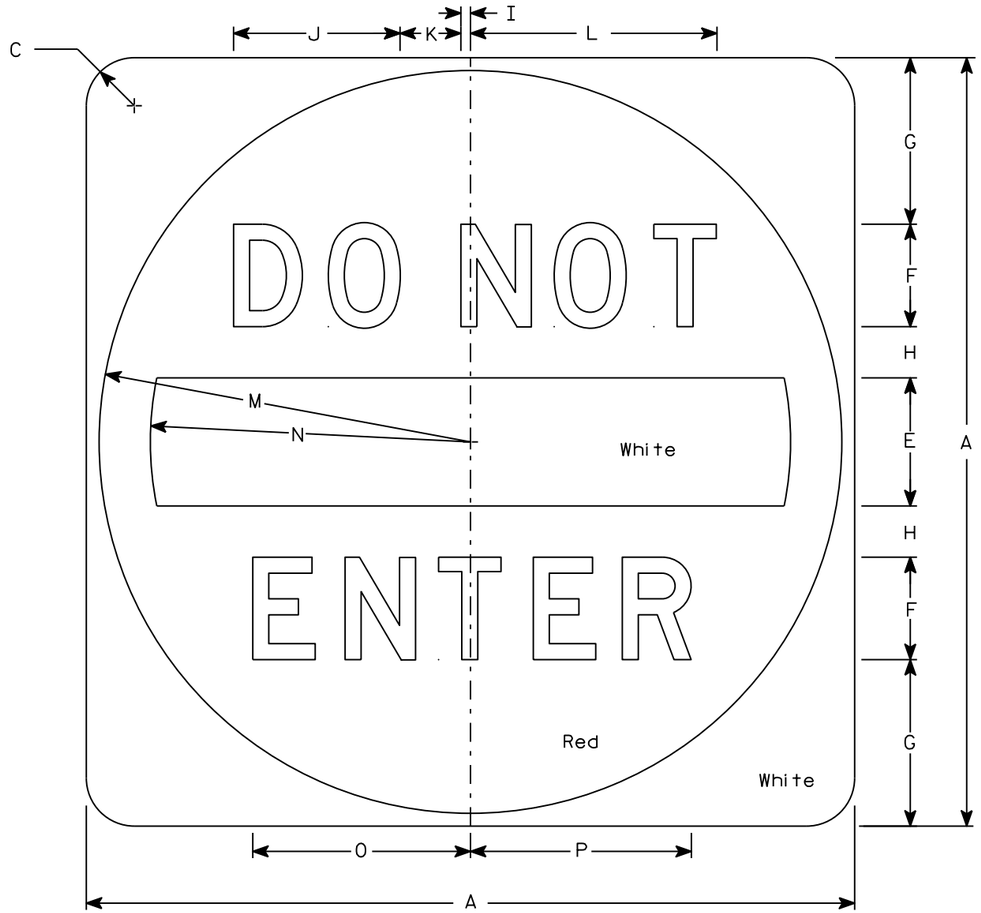
STANDARD SIGN
R4-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/16/15 PLATE R4-11.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

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											6.25
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

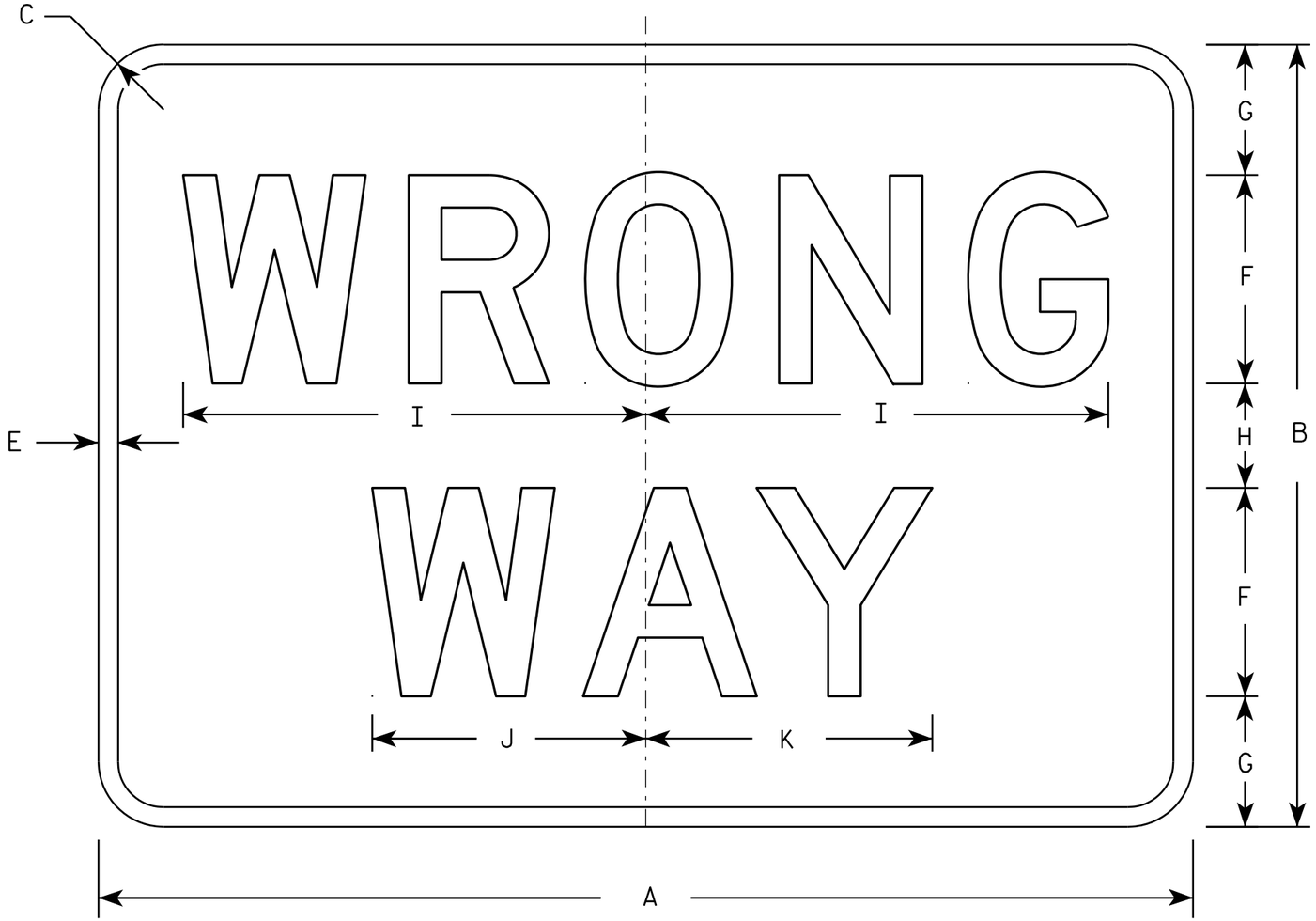
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 851 | 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

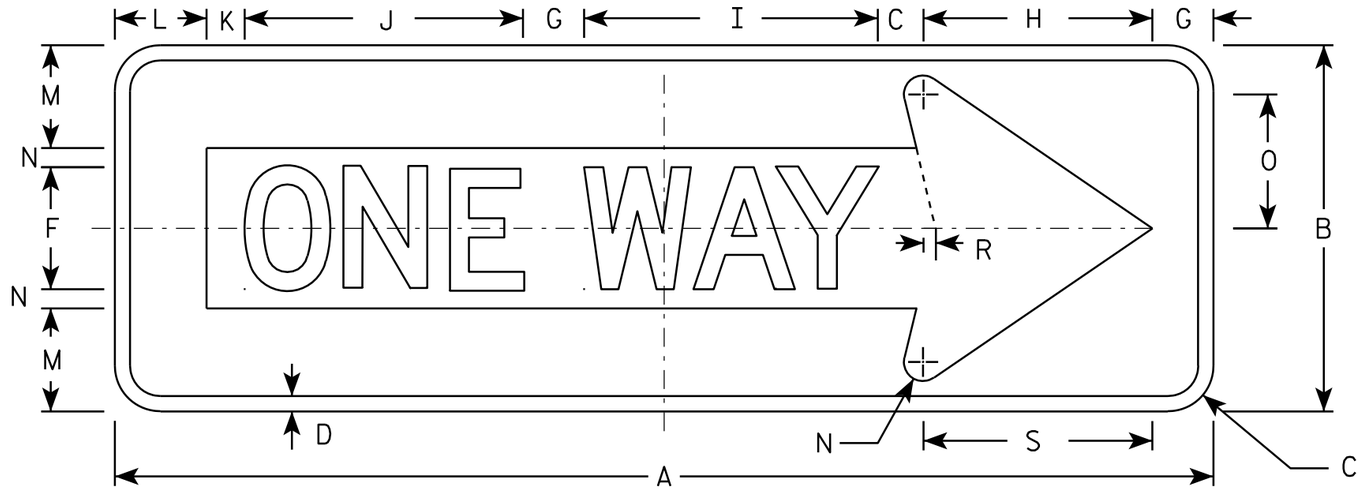
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

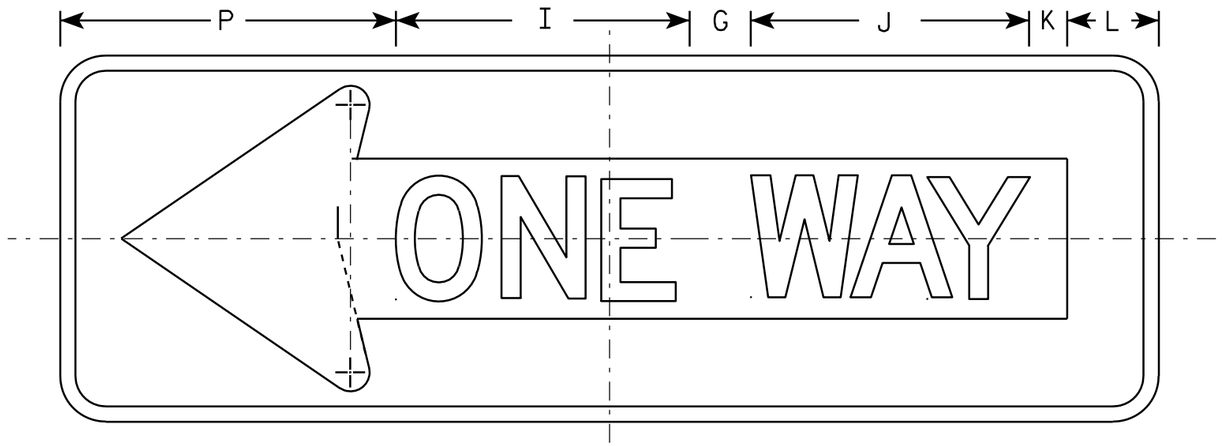
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 852	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

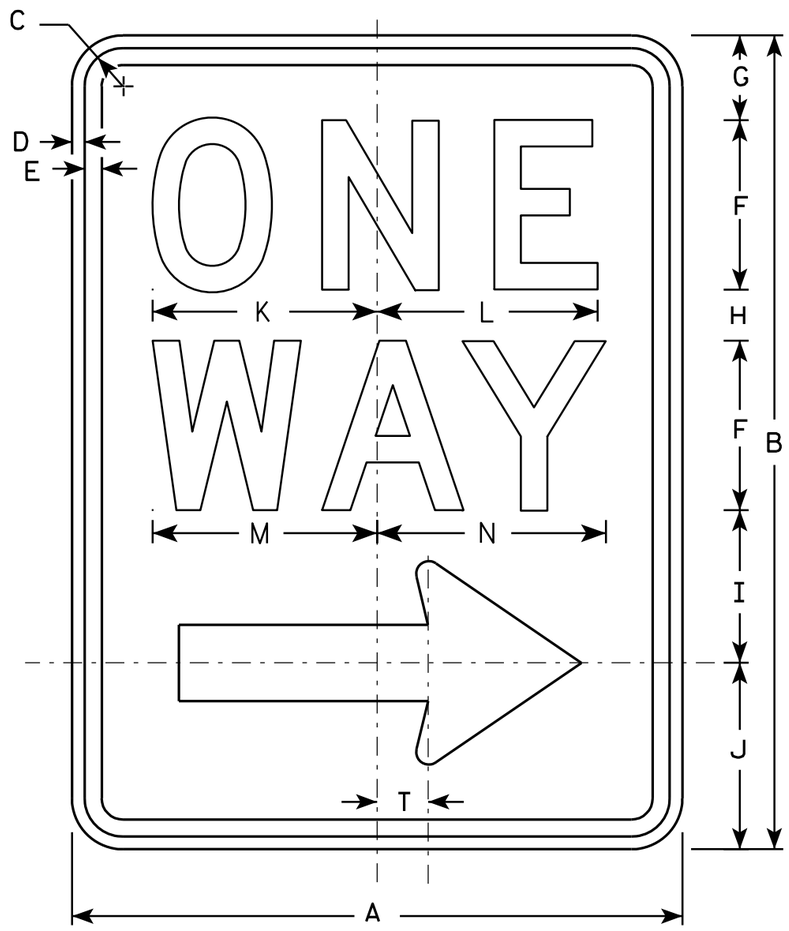
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

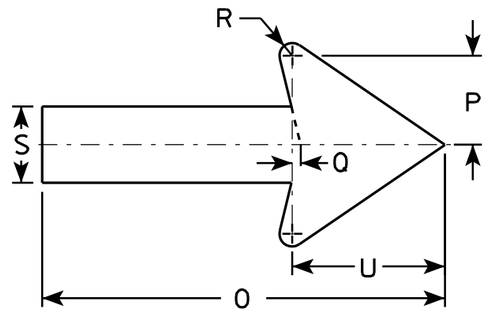
SHEET NO: 853 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	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																										

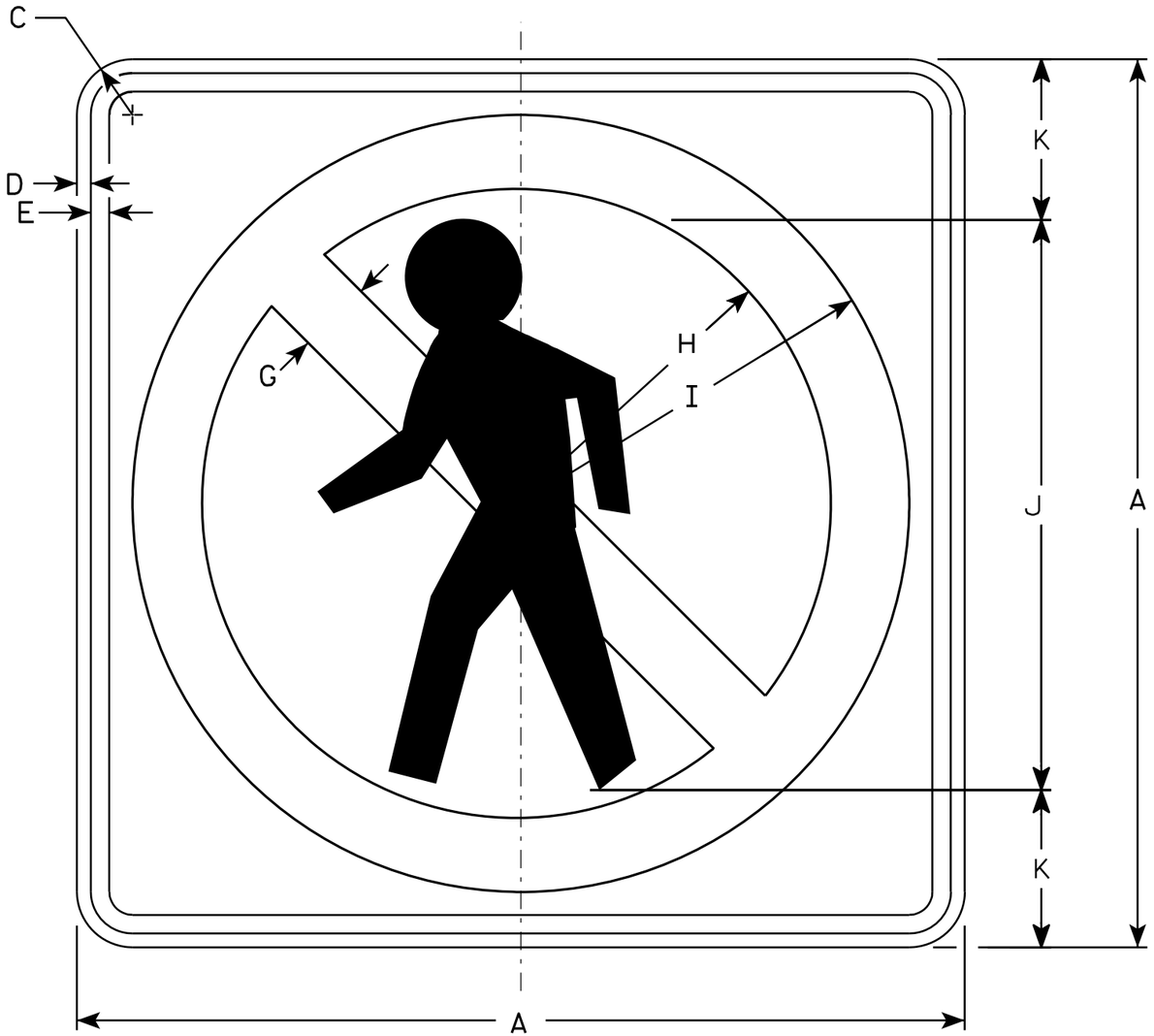
STANDARD SIGN
R6-2 R&L

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: 854	E



R9-3A

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 & Pedistrian are non-reflective black. 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	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
2M	18		1 1/8	3/8	3/8		1 1/2	6 1/4	7 7/8	12	3																2.25
3																											
4	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	15	4																4.00
5																											

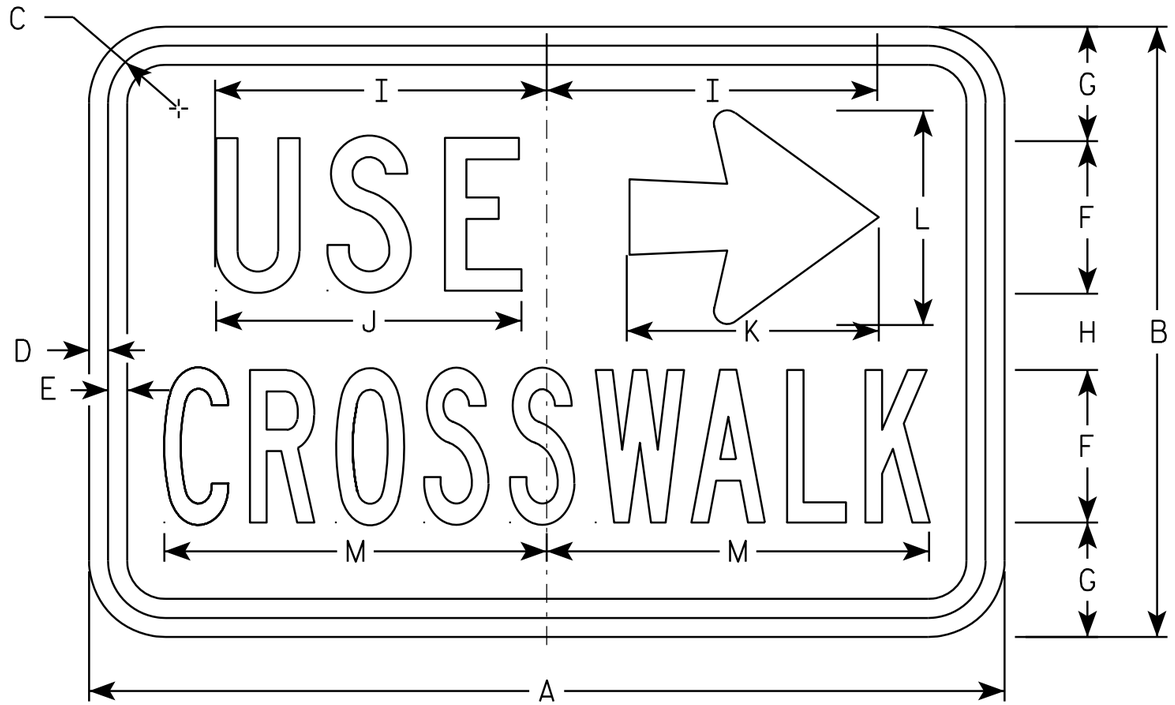
STANDARD SIGN
R9-3A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3A.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 855 | E



R9-3BR

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 Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

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	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

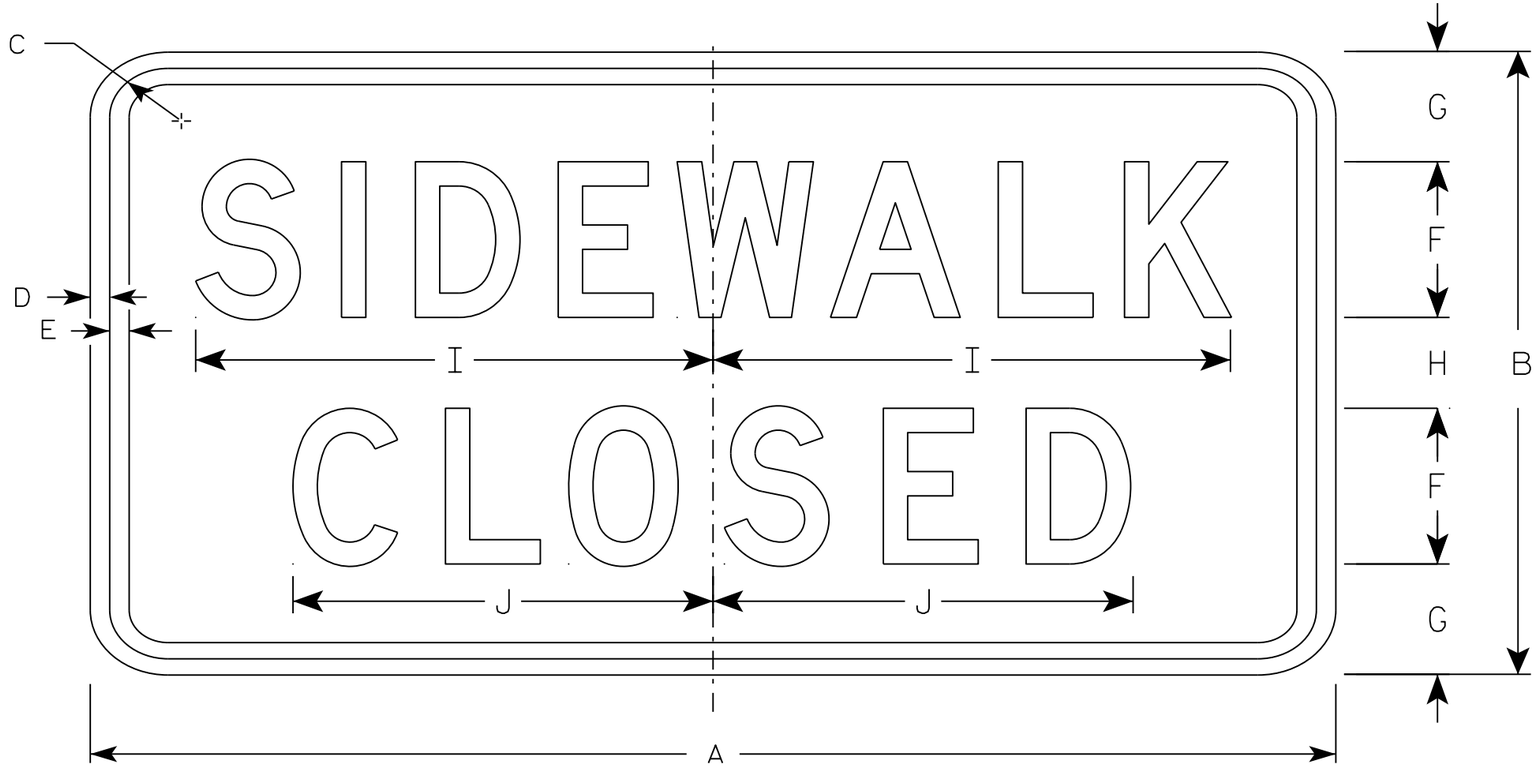
STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 856 | E



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

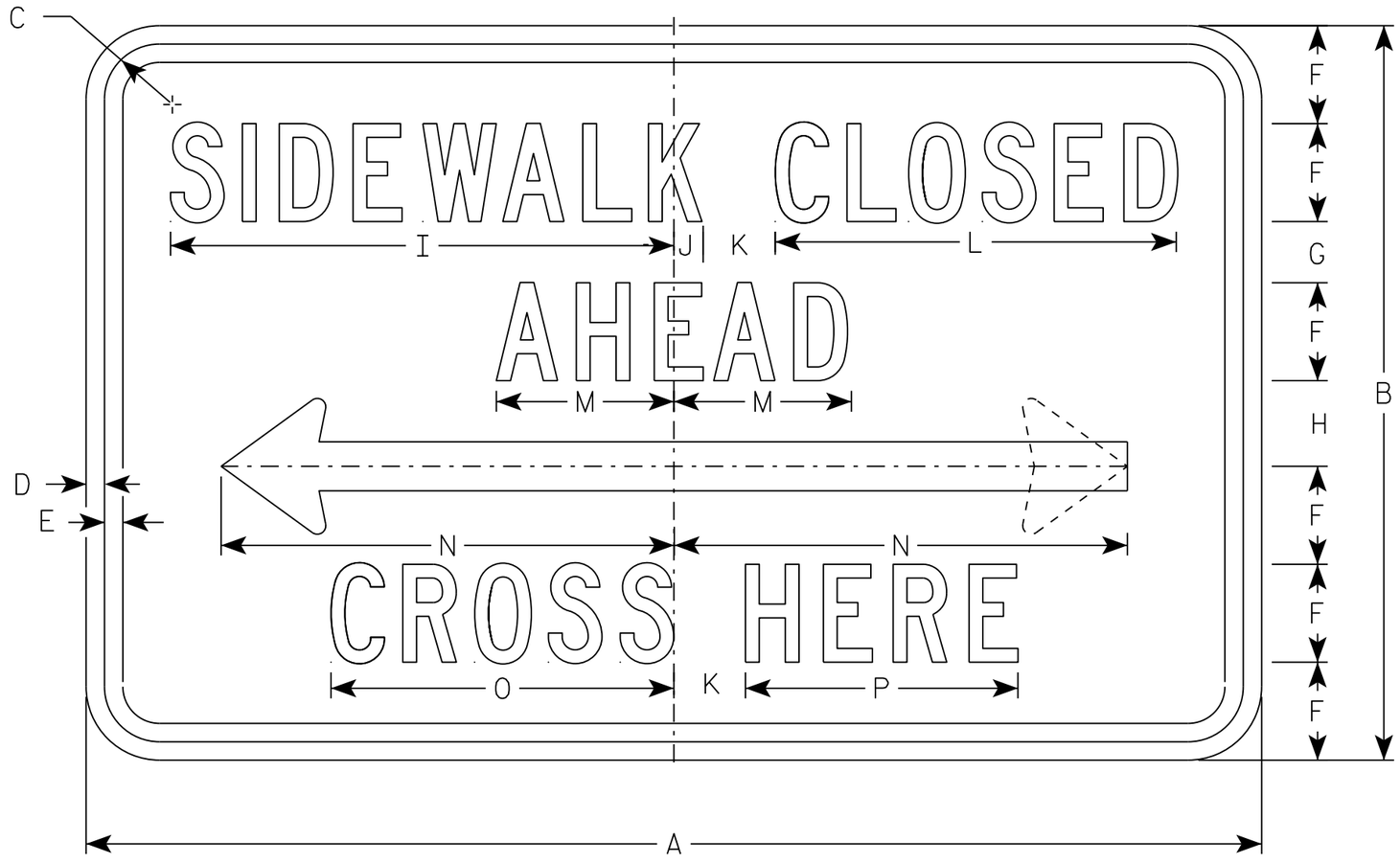
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

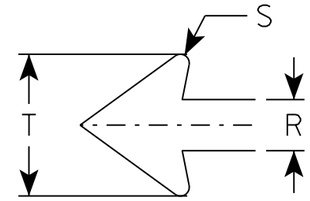
DATE 8/11/16 PLATE 857 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

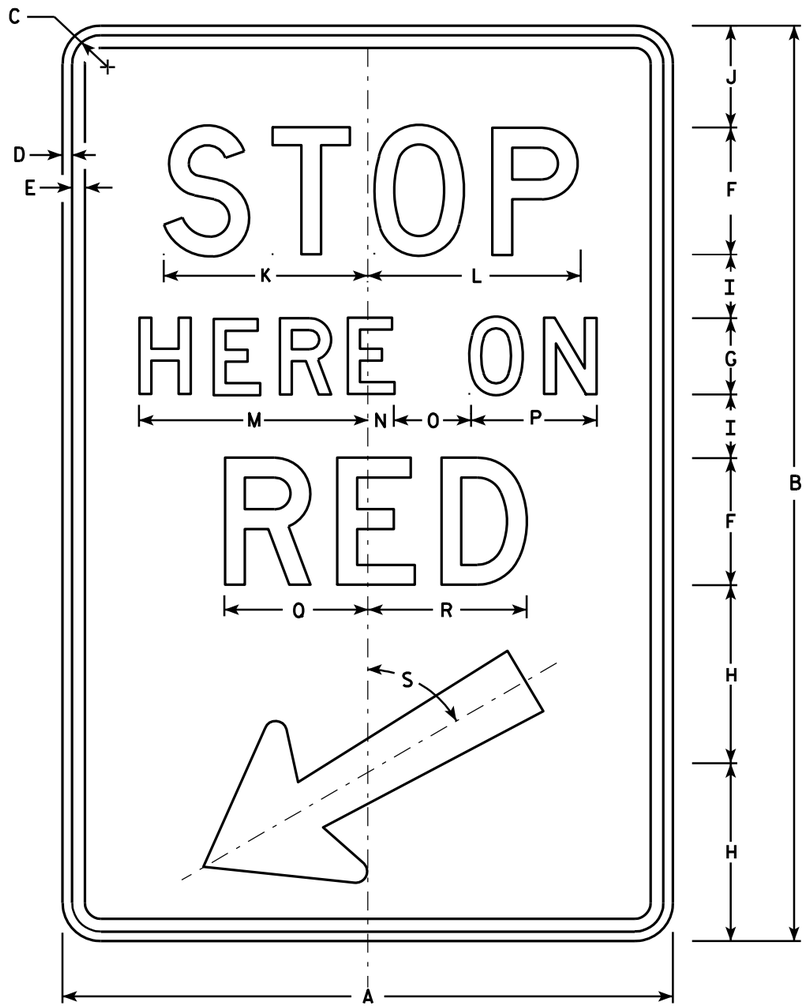
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

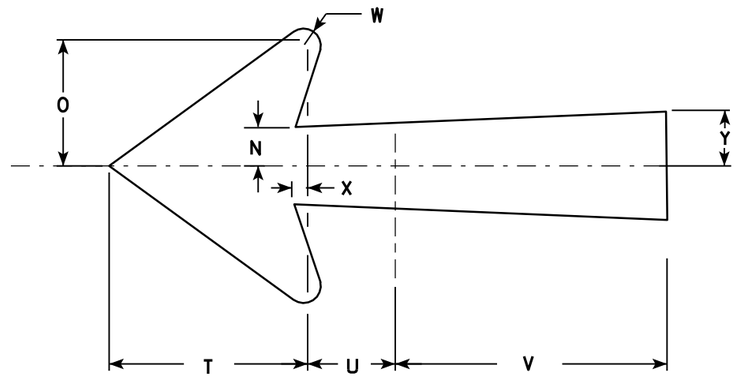
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 858	E



R10-6

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	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

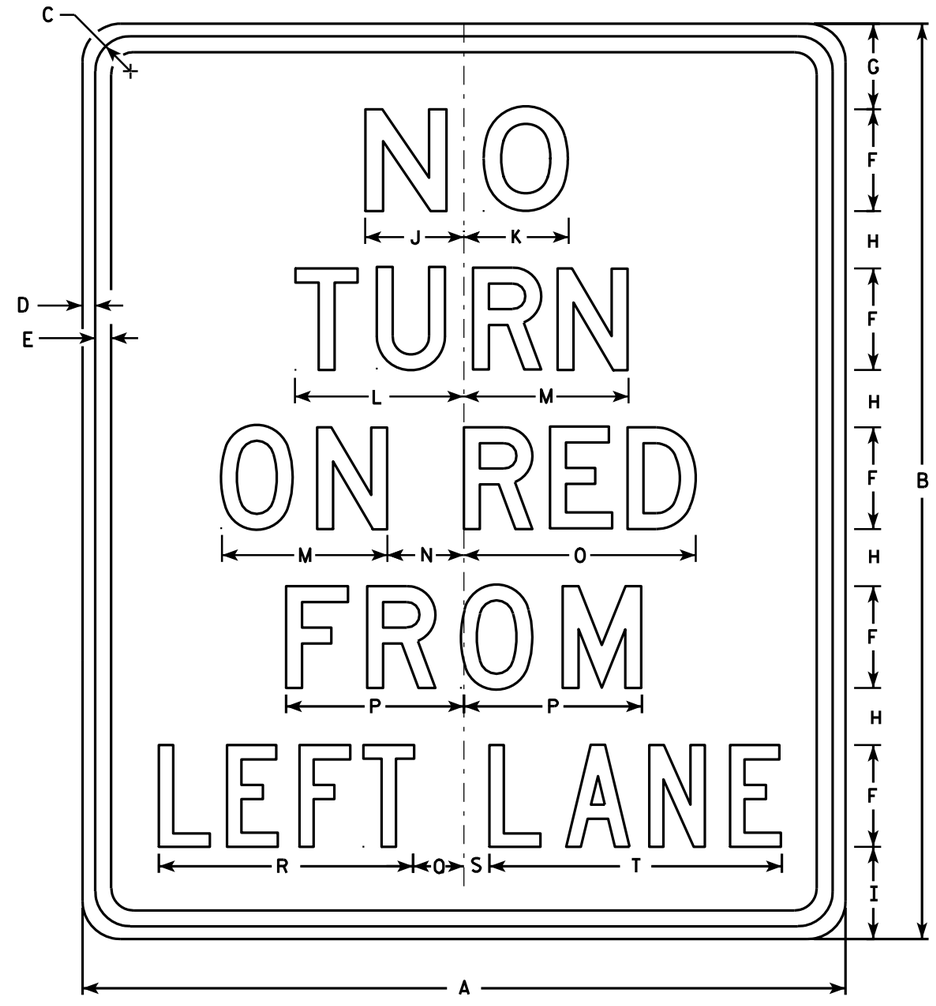
STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 859	E



R10-11F

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series E.
   Lines 2, 3 and 4 are Series D.
   Line 5 is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
2M	30	36	1 3/8	1/2	5/8	4	3 3/8	2 1/4	3 5/8	3 7/8	4 1/8	6 5/8	6 1/2	3	9 1/8	7	2	10	1	11 1/2							7.5
3																											
4																											
5																											

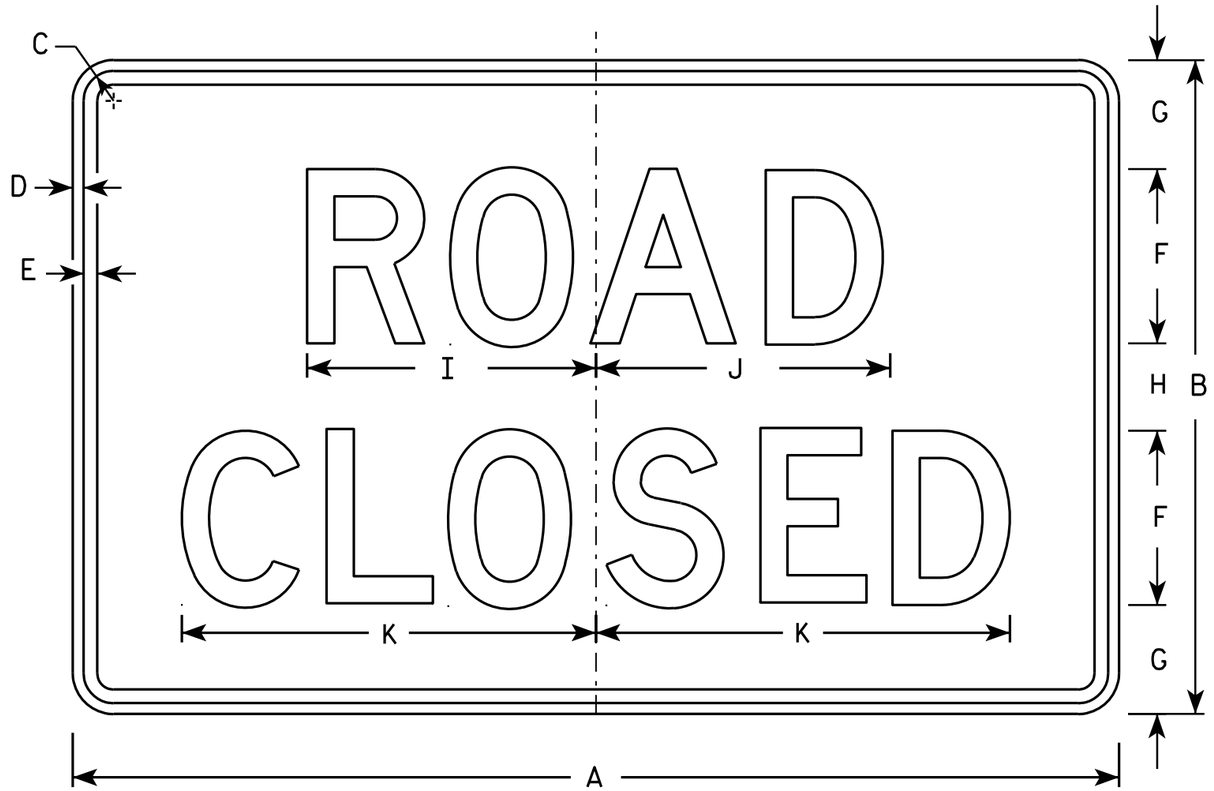
STANDARD SIGN
R10-11F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-11F.3

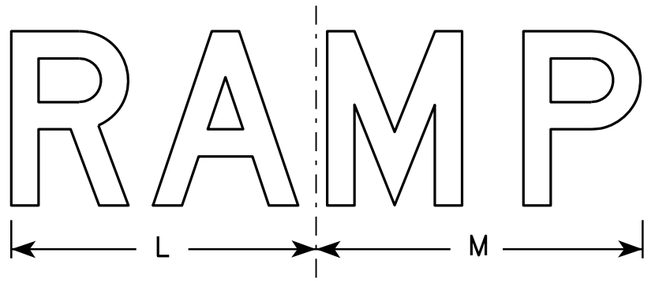
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 860	E



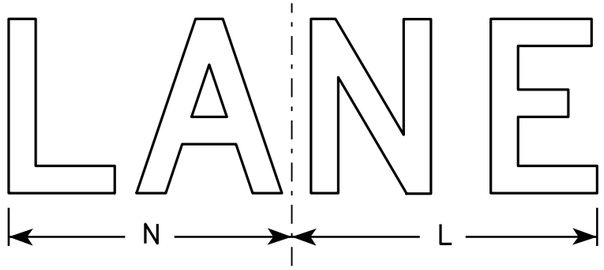
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

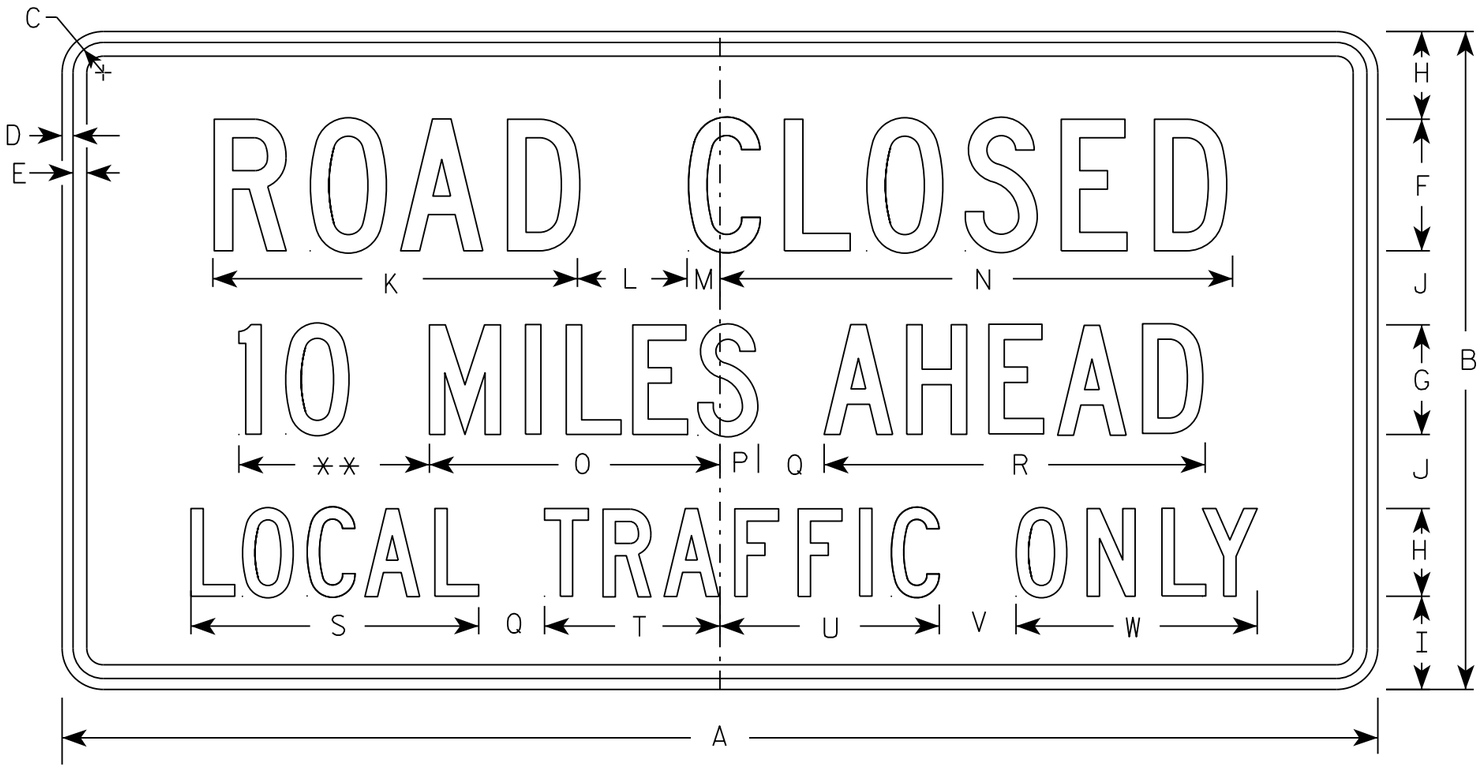
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 861 | E

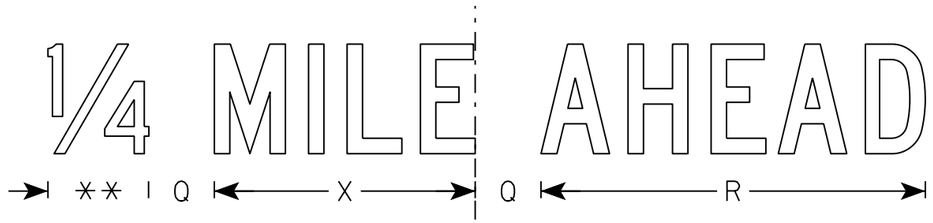
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

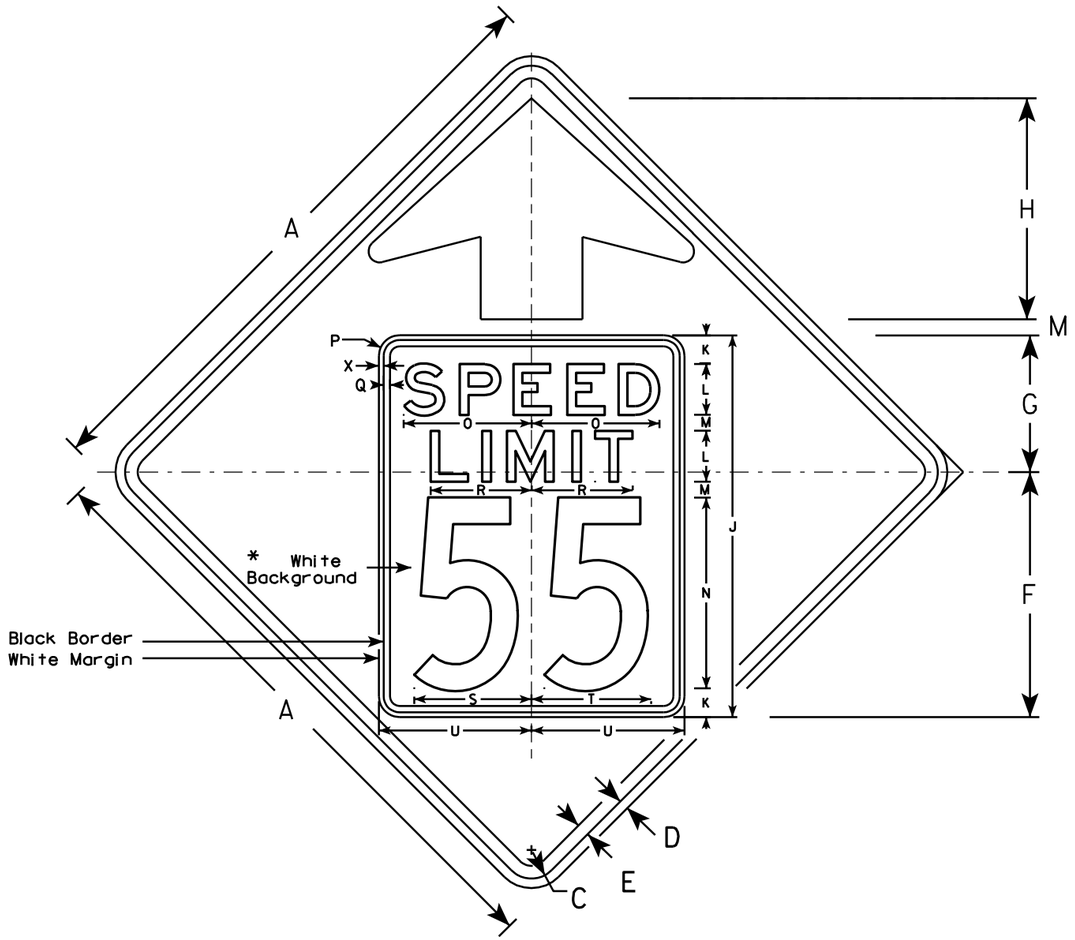
STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/17 PLATE NO. R11-3.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 862	E

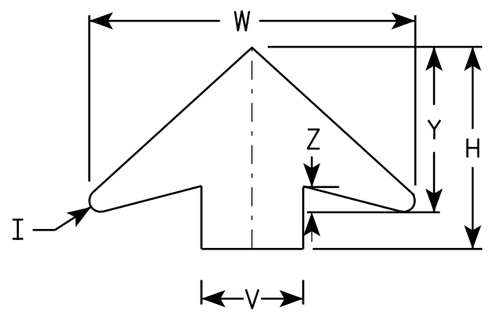


W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2M	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
3	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W3-5

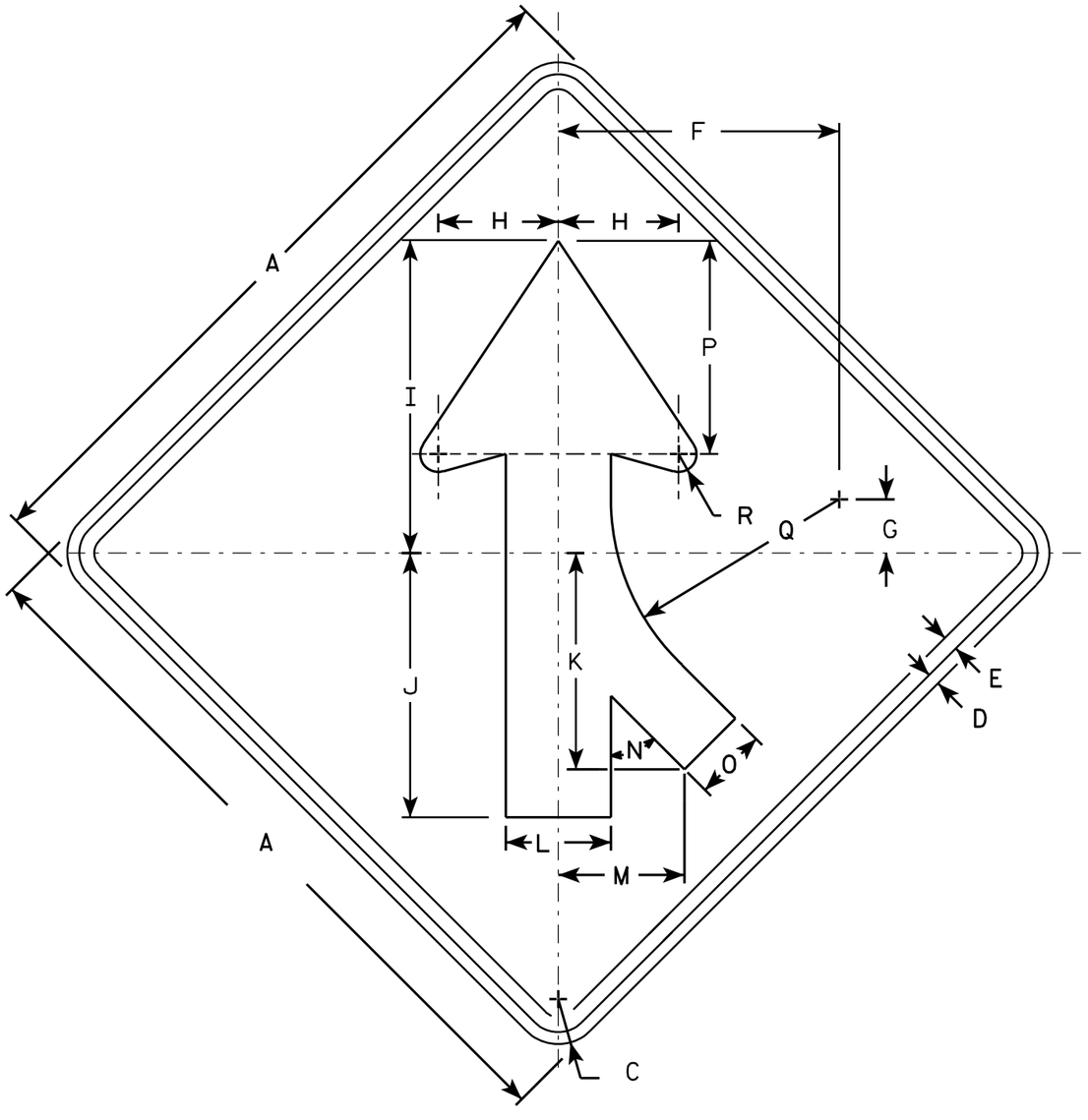
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 863 E



W4-1 R

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. W4-1L 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	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	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
2M	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
3	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
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

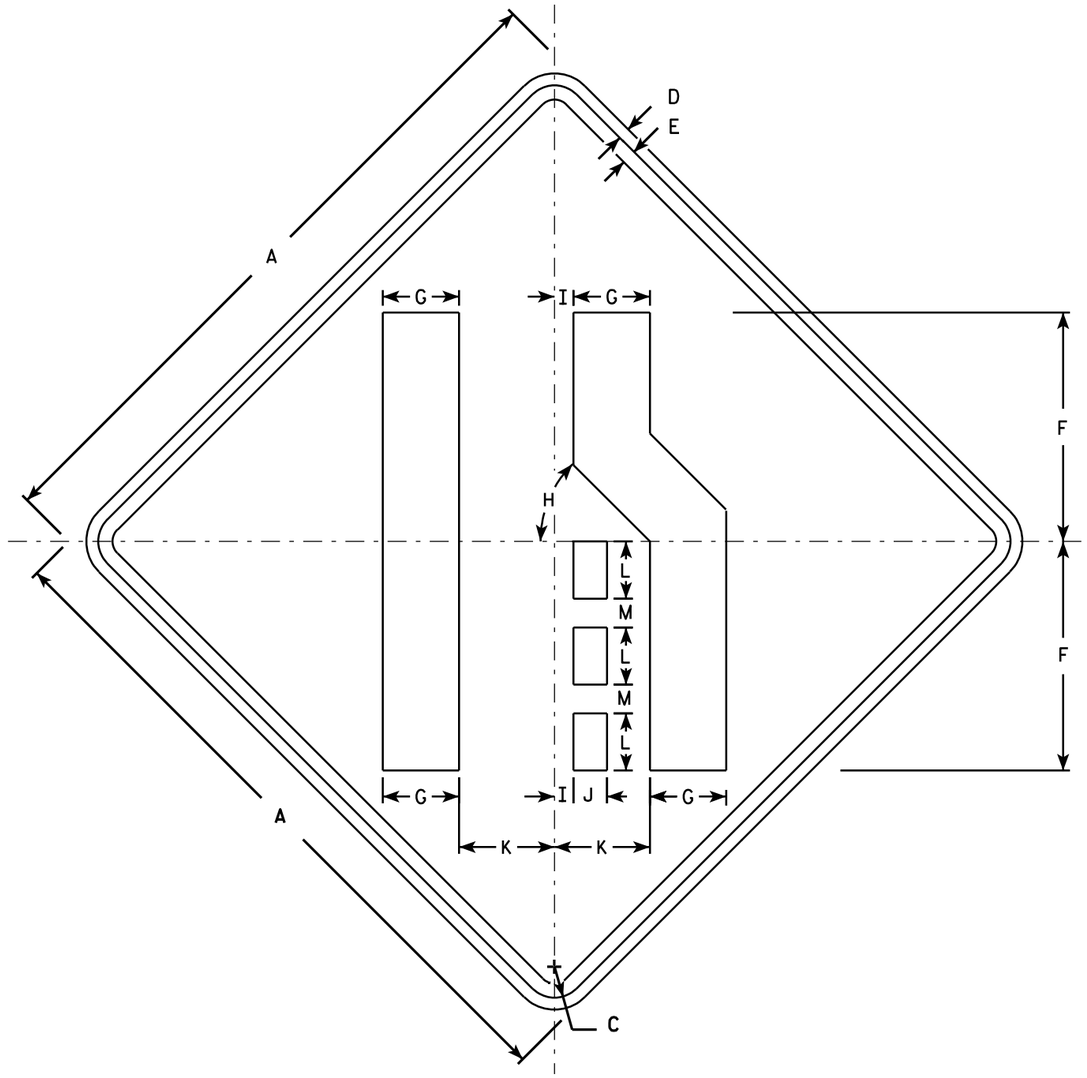
STANDARD SIGN
W4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rausch for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 864	E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

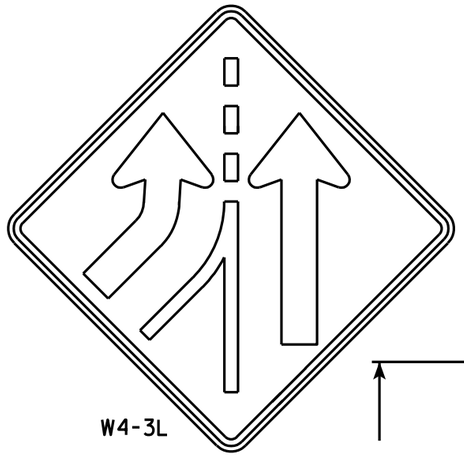
WISCONSIN DEPT OF TRANSPORTATION

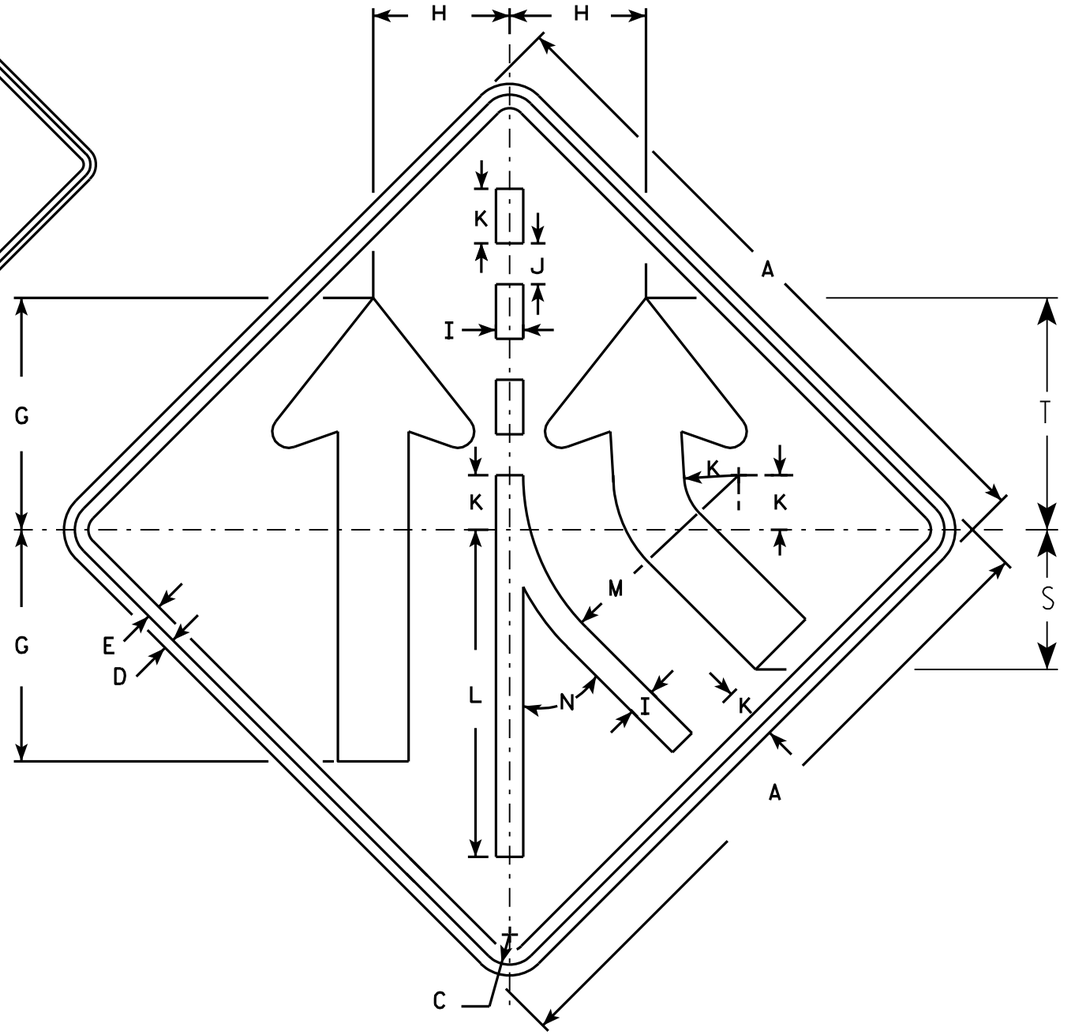
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 865 E

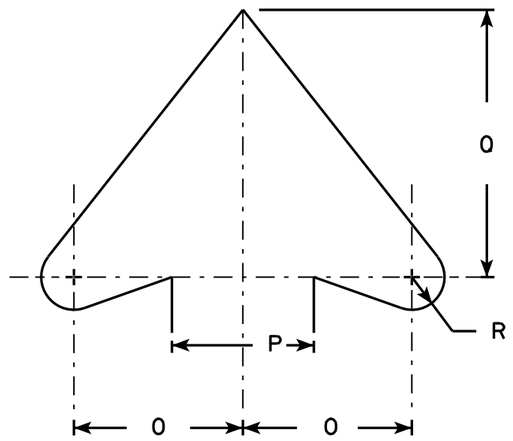




W4-3R

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

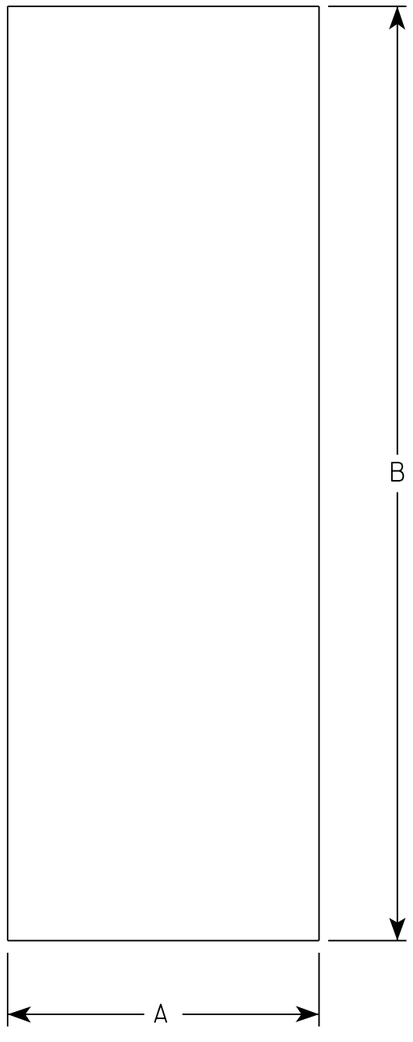
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-3.8

PROJECT NO:

SHEET NO: 866 E



W5-53S

NOTES

1. Sign is Type II -Type H Reflective
2. Color:
   Background - Green
3. Base material shall be .040" aluminum. 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																											
2S	4	12																									.33
2M	4	12																									.33
3																											
4																											
5																											

STANDARD SIGN
W5-53S

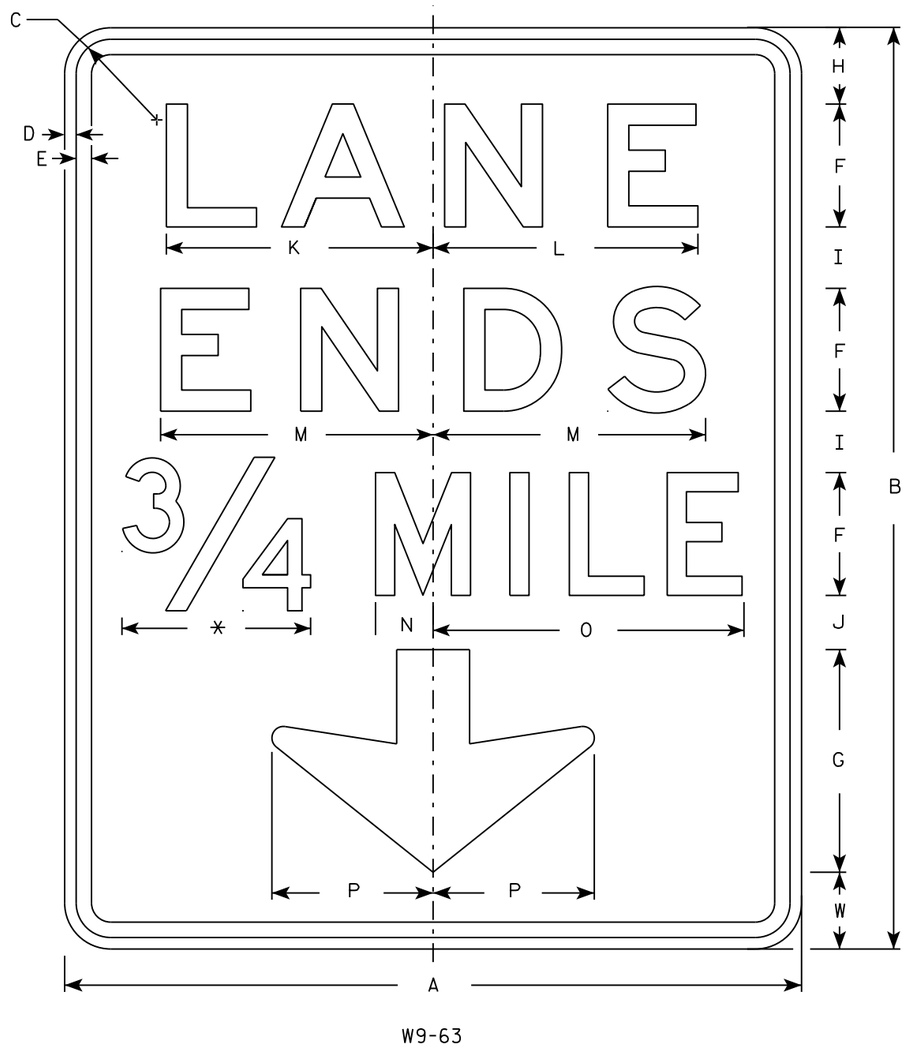
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/24/15 PLATE W5-53S.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W553S.DGN PLOT DATE : 01-DEC-2015 18:10 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 1.945842:1.000000

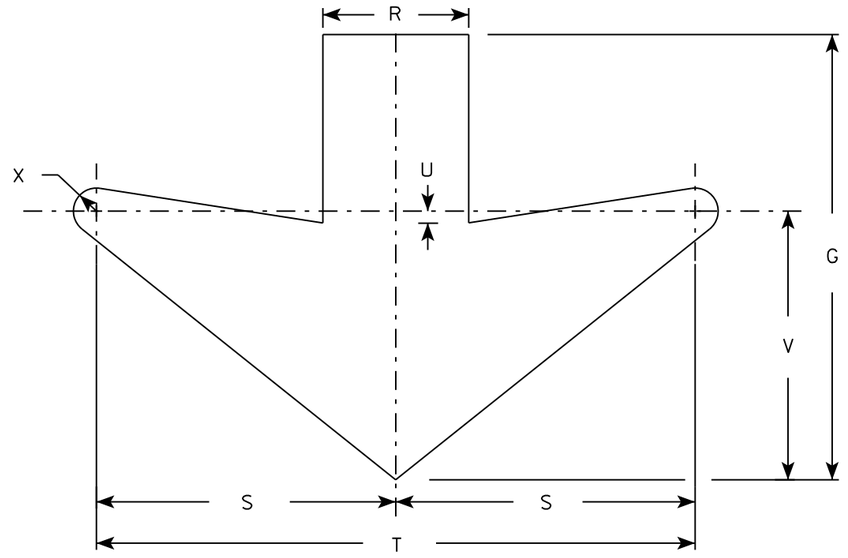


W9-63

* See Note 6

NOTES

1. Sign is Type II - Type F Reflective except see Note 5
2. Color:
   Background -Yellow
   Message - Black non-reflective
3. Message Series - Line 1and 2 are Series E
   Line 3 is Series D
4. Substitute appropriate numerals and optically adjust spacing to give proper balance.
5. Size 4 and 5 shall be Type I - Type F Reflective



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	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	17 3/8	17 1/4	17 3/4	3 3/4	20 1/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
2S	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	17 3/8	17 1/4	17 3/4	3 3/4	20 1/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
2M	48	60	2 1/4	3/4	1	8	14 1/2	5	4	3 1/2	17 3/8	17 1/4	17 3/4	3 3/4	20 1/4	10 1/2		4 3/4	9 3/4	19 1/2	3/4	8 3/4	5	3/4			20.0
3																											
4	72	90	6	1	1 1/2	12	22	8	6	5	26 1/8	26 1/8	26 5/8	5 5/8	30 3/8	16		6 1/2	15	30	2	15	7	1			45.0
5	72	90	6	1	1 1/2	12	22	8	6	5	26 1/8	26 1/8	26 5/8	5 5/8	30 3/8	16		6 1/2	15	30	2	15	7	1			45.0

STANDARD SIGN
W9-63

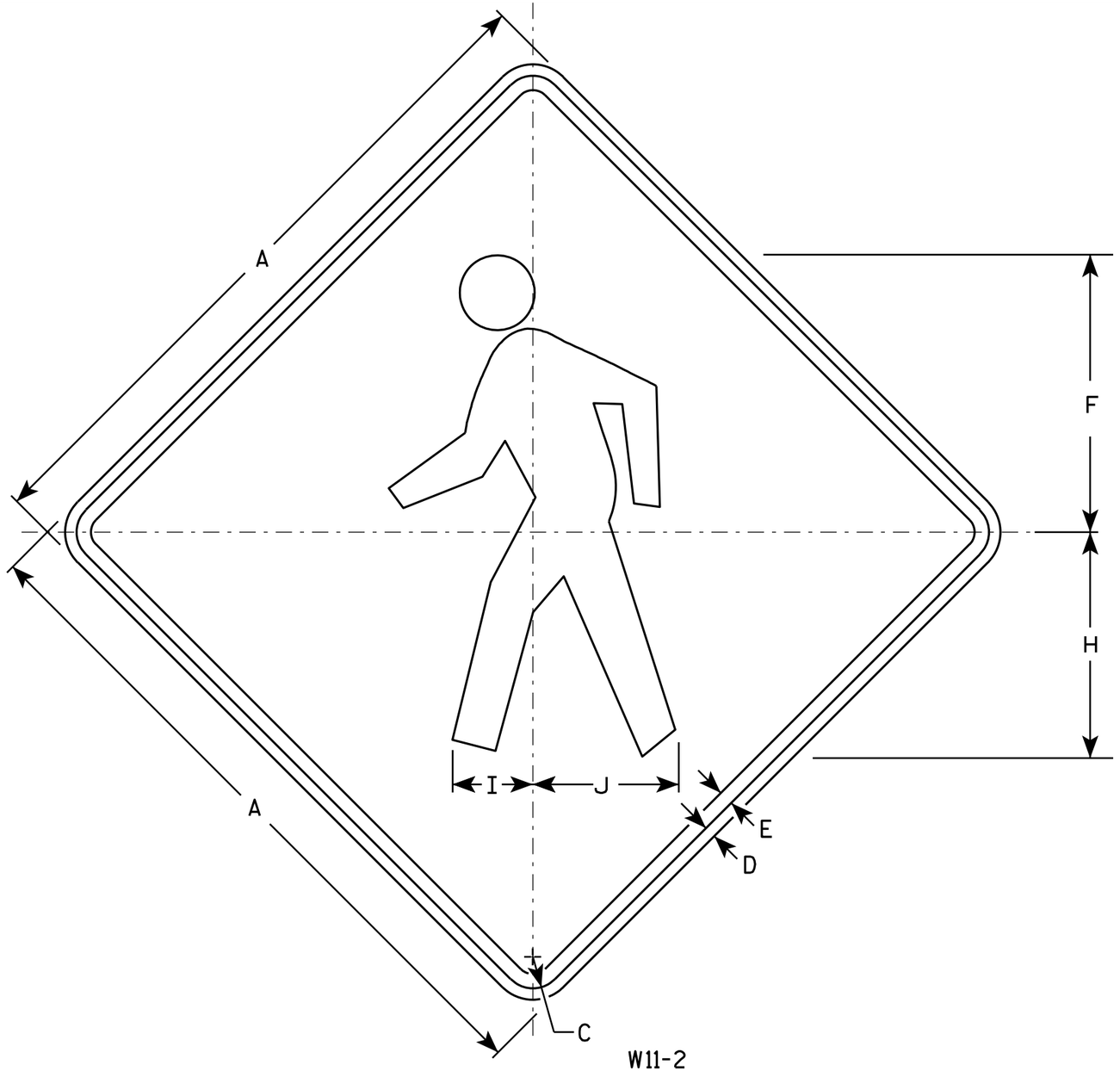
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. W9-63.5

PROJECT NO:

SHEET NO: 868 E



W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	9 3/4		7 7/8	2 7/8	5 1/8																	4.0
2S	30		1 3/8	1/2	5/8	12 1/8		9 7/8	3 1/2	6 3/8																	6.25
2M	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
3	36		1 5/8	5/8	3/4	14 1/2		11 7/8	4 1/4	7 5/8																	9.0
4	48		2 1/4	3/4	1	19 3/8		15 3/4	5 5/8	10 1/4																	16.0
5																											

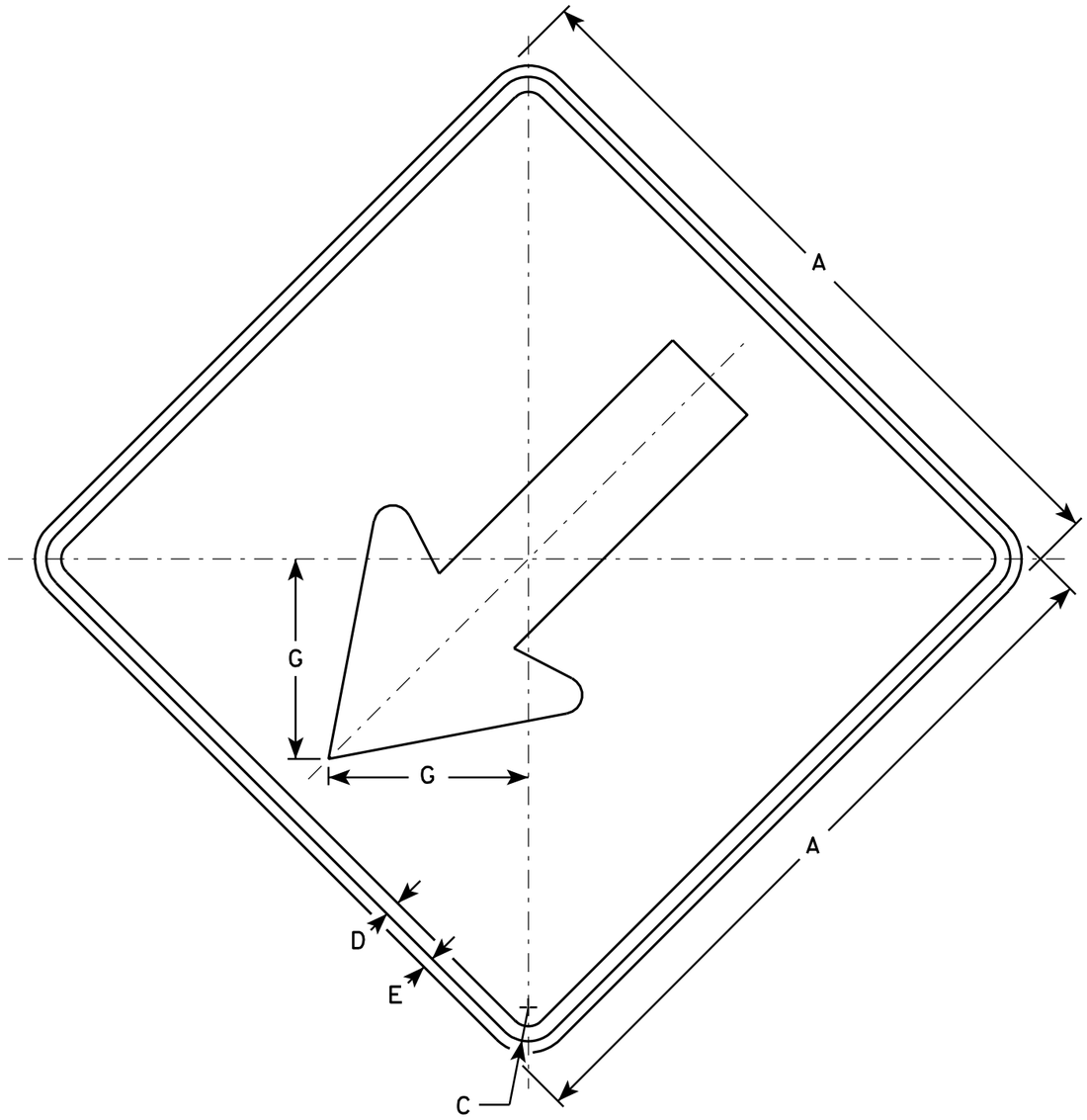
STANDARD SIGN
W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

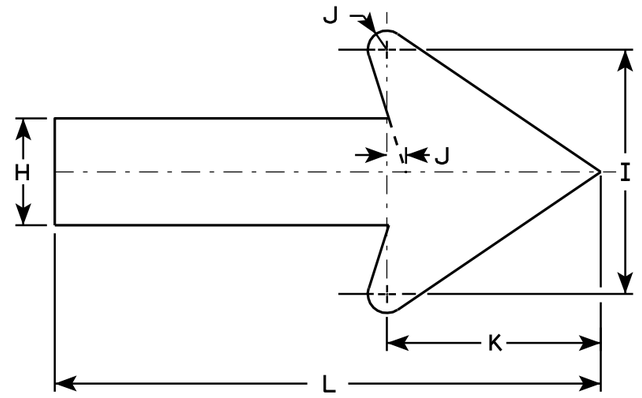
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 869	E



W12-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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		6 5/8	3 1/2	8	5/8	7	18															4
2M	24		1 1/8	1/2	3/8		6 5/8	3 1/2	8	5/8	7	18															4
3	30		1 3/8	5/8	1/2		8 1/4	4 3/8	10	3/4	8 3/4	22 3/8															6.25
4	36		1 3/4	3/4	5/8		10 3/8	5 1/2	12 1/2	1	11	27 7/8															9.0
5	48		2 1/4	3/4	1		12 1/2	6 5/8	15	1 1/4	13 1/4	33 1/2															16

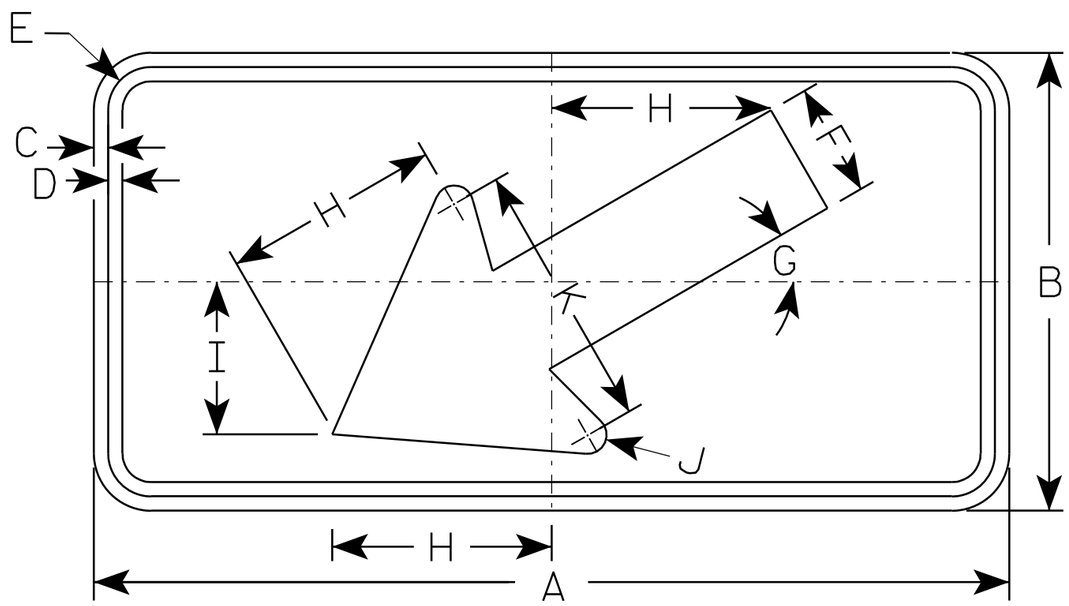
STANDARD SIGN
W12-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 870 | E



W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	3/8	3/8	1 1/8	3	30°	5 3/4	4	1/2	7																2.0
2M	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
3	30	18	3/8	1/2	1 1/8	4 1/2	30°	8 1/2	6	5/8	10 1/4																3.75
4																											8
5																											8

STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

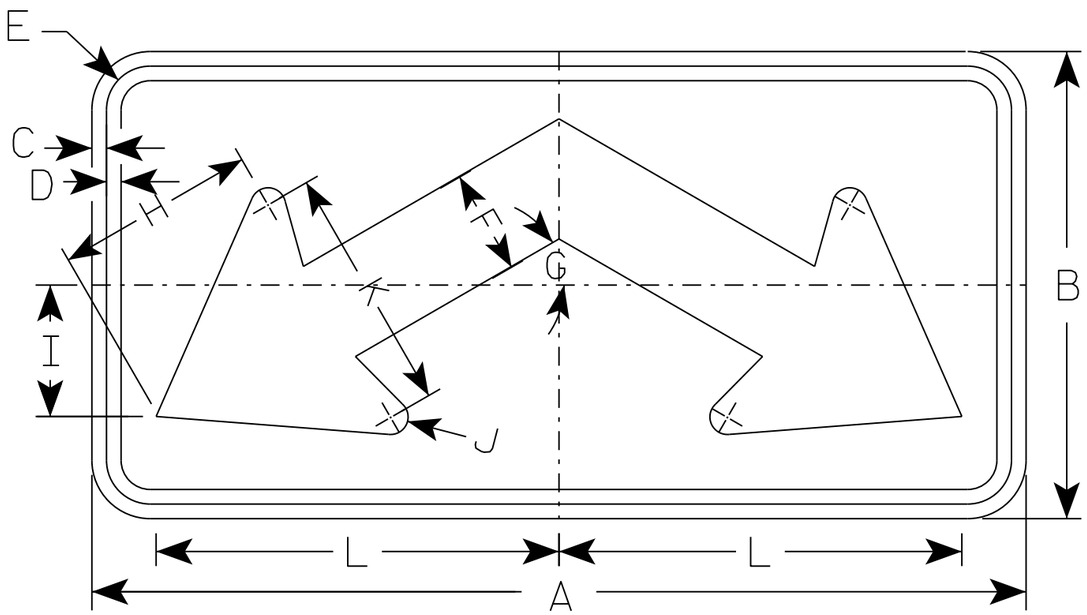
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 871	E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W16-7D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	12	3/8	3/8	1 1/8	2 5/8	30°	5 1/8	3 3/8	1/2	6 1/4	10 3/8															2.0
2S	24	12	3/8	3/8	1 1/8	2 5/8	30°	5 1/8	3 3/8	1/2	6 1/4	10 3/8															2.0
2M	30	18	3/8	1/2	1 1/8	4	30°	7 5/8	5 3/8	5/8	9 1/4	13															3.75
3	30	18	3/8	1/2	1 1/8	4	30°	7 5/8	5 3/8	5/8	9 1/4	13															3.75
4	48	24	1/2	5/8	1 3/8	5 3/8	30°	10 3/8	7 1/4	1	12 5/8	20 3/4															8.0
5																											

STANDARD SIGN
W16-7D

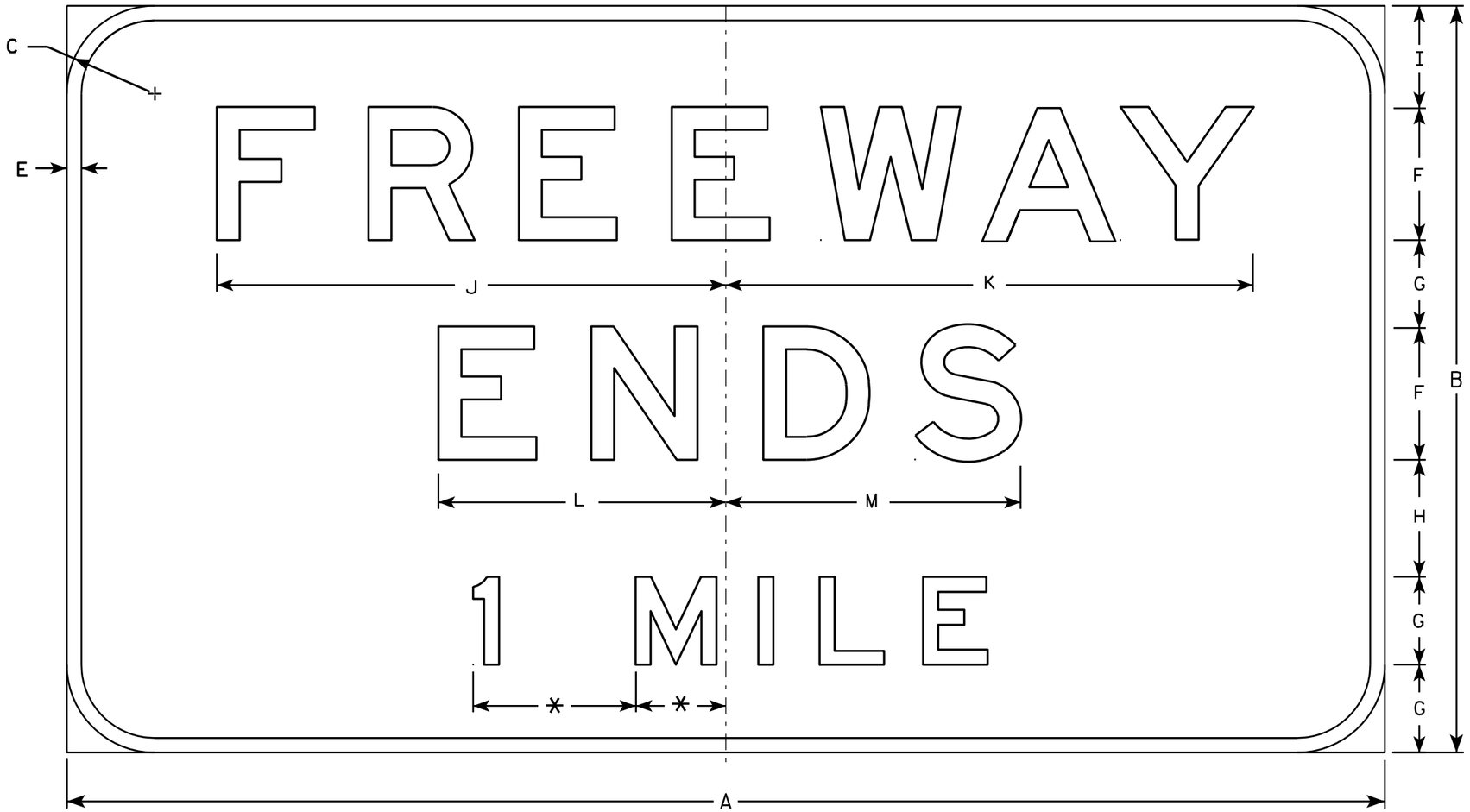
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

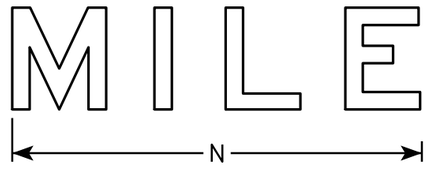
DATE 8/1/16 PLA 872 116-7D.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W16?D.DGN PLOT DATE : 11-AUG-2016 11:30 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 3.891684:1 000000



W19-1



* Varies

NOTES

1. Sign is Type I - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black - Non Reflective
3. Message Series - E
4. 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																											
3																											
4	180	102	12	2		18	12	16	14	69 ½	72	39 ¼	40 ¼	48 ¼													127.5
5	180	102	12	2		18	12	16	14	69 ½	72	39 ¼	40 ¼	48 ¼													127.5

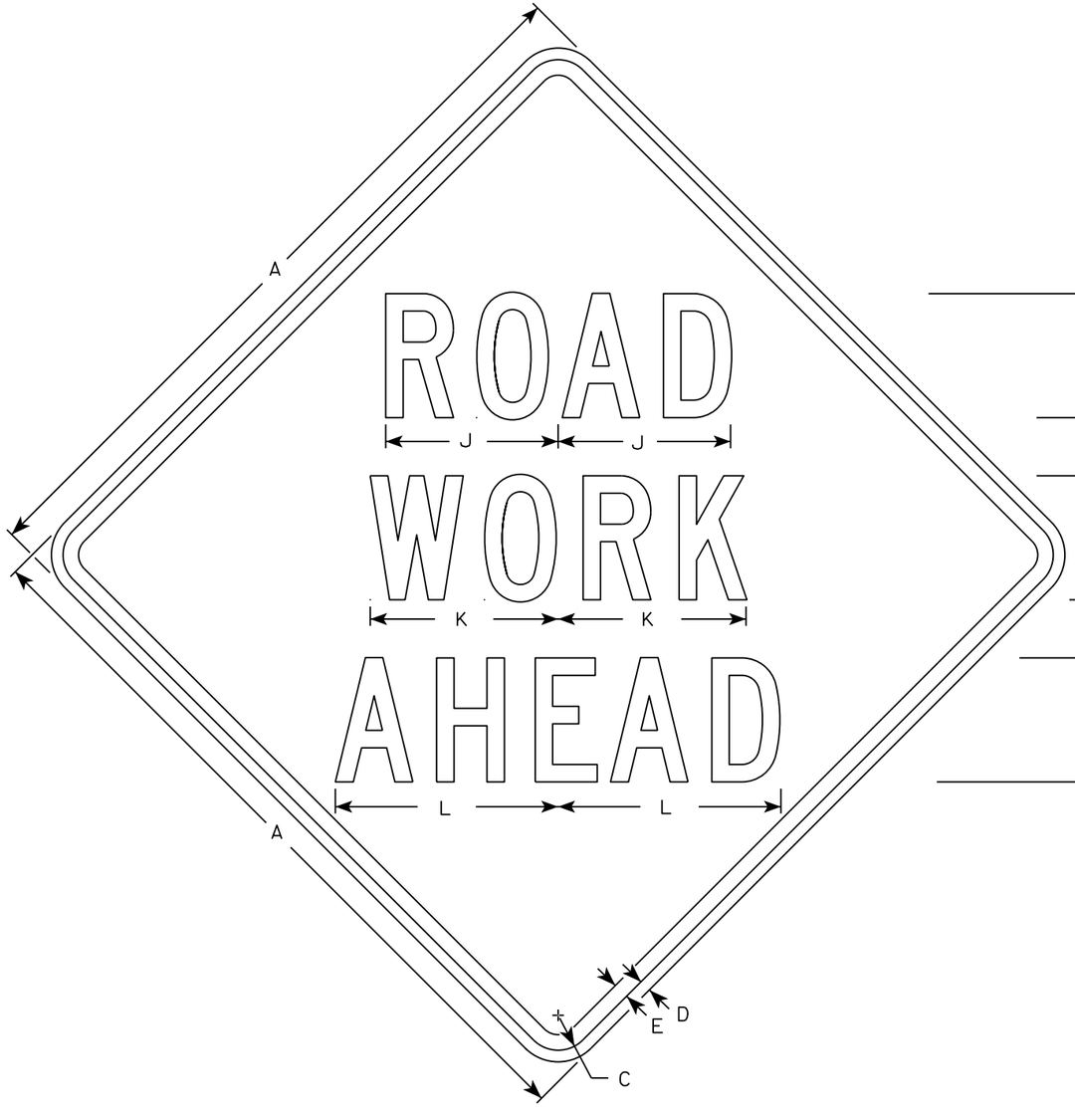
STANDARD SIGN
W19-1

WISCONSIN DEPT OF TRANSPORTATION

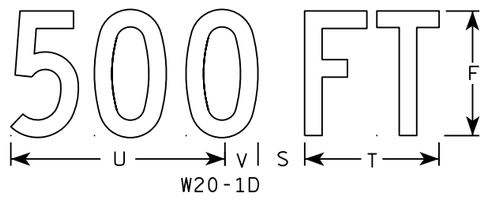
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W19-1.2

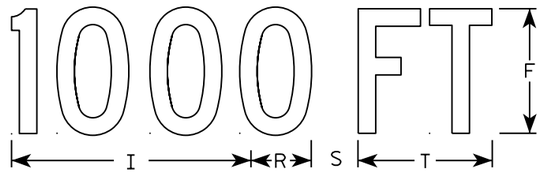
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 873 | E



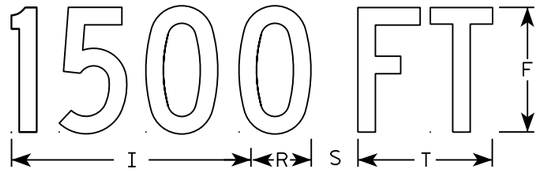
W20-1A



W20-1D

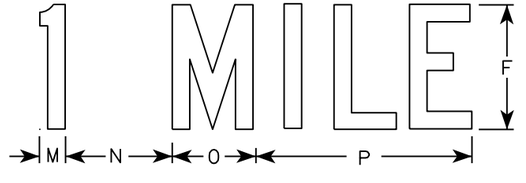


W20-1C

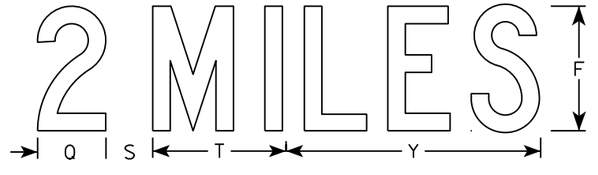


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

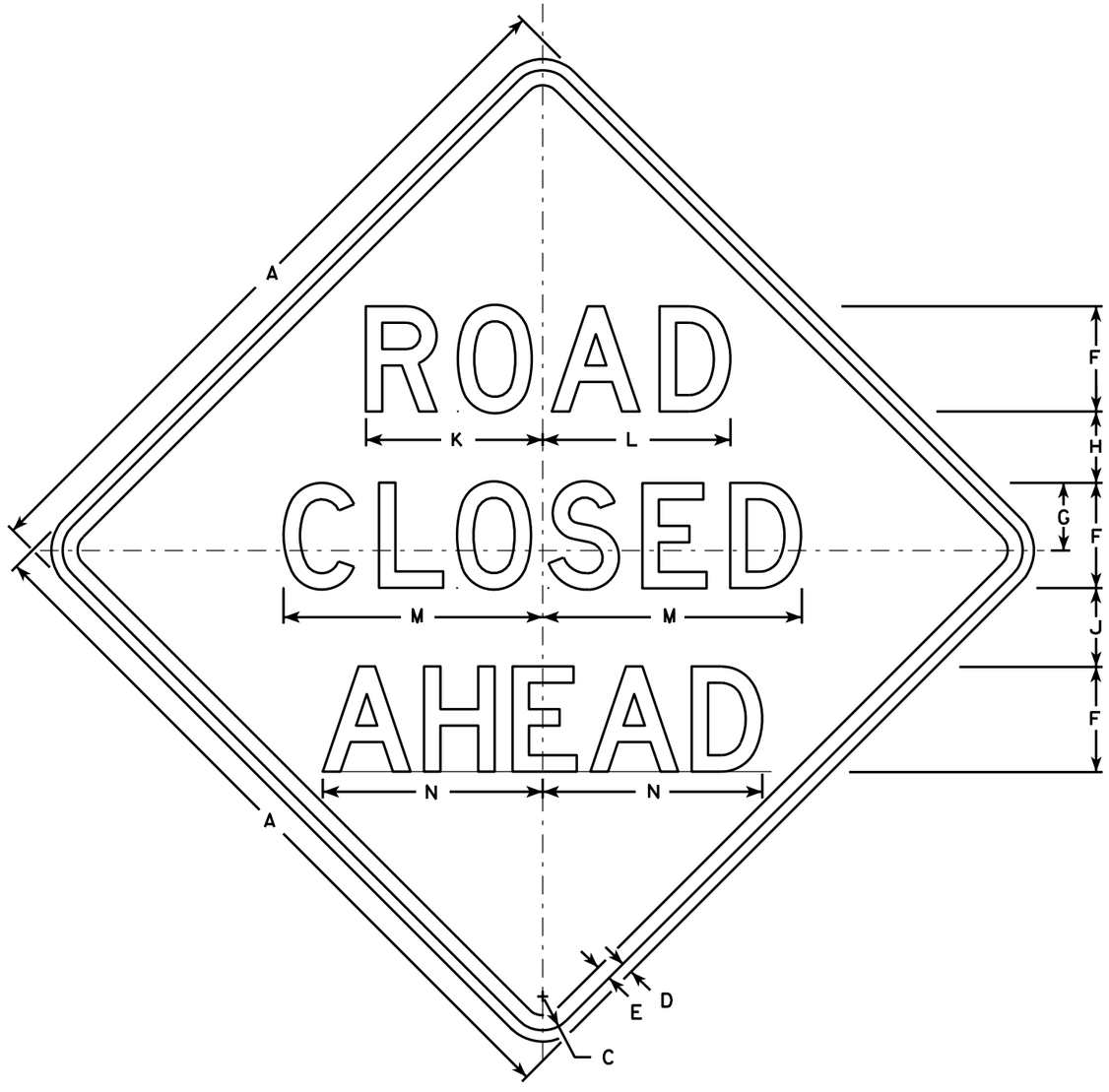
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

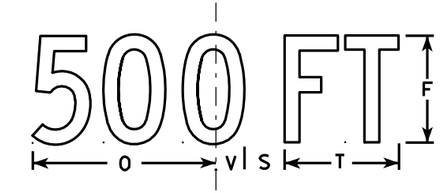
PROJECT NO:

SHEET NO: E

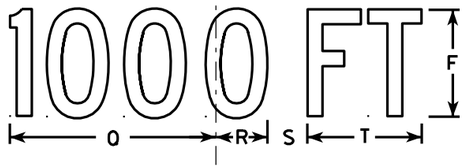
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



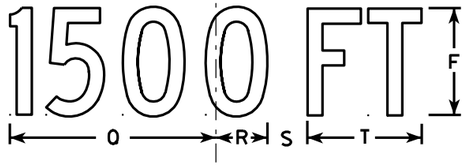
W20-3A



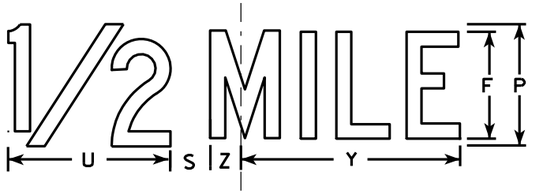
W20-3D



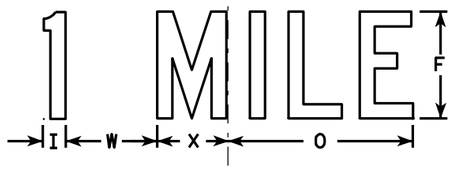
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 875 | E

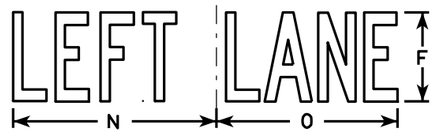
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

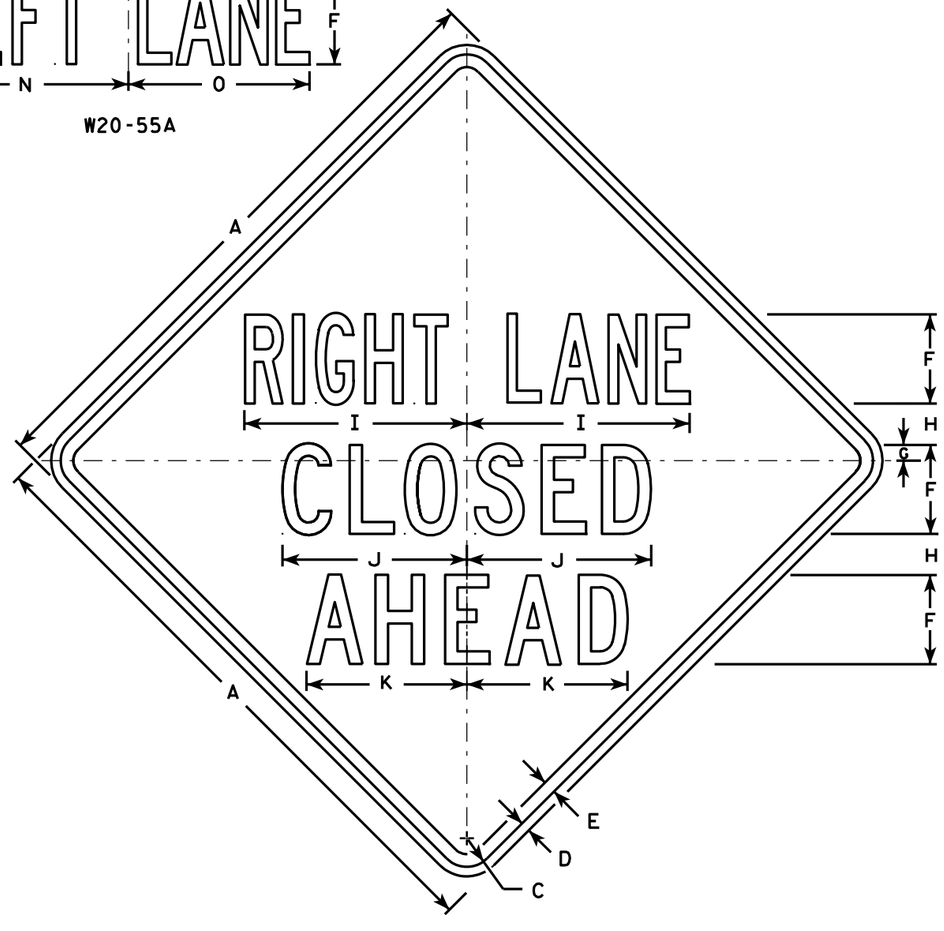
7

7

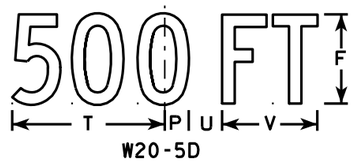
W20-56A



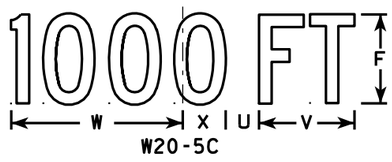
W20-55A



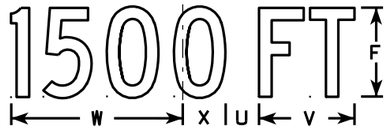
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

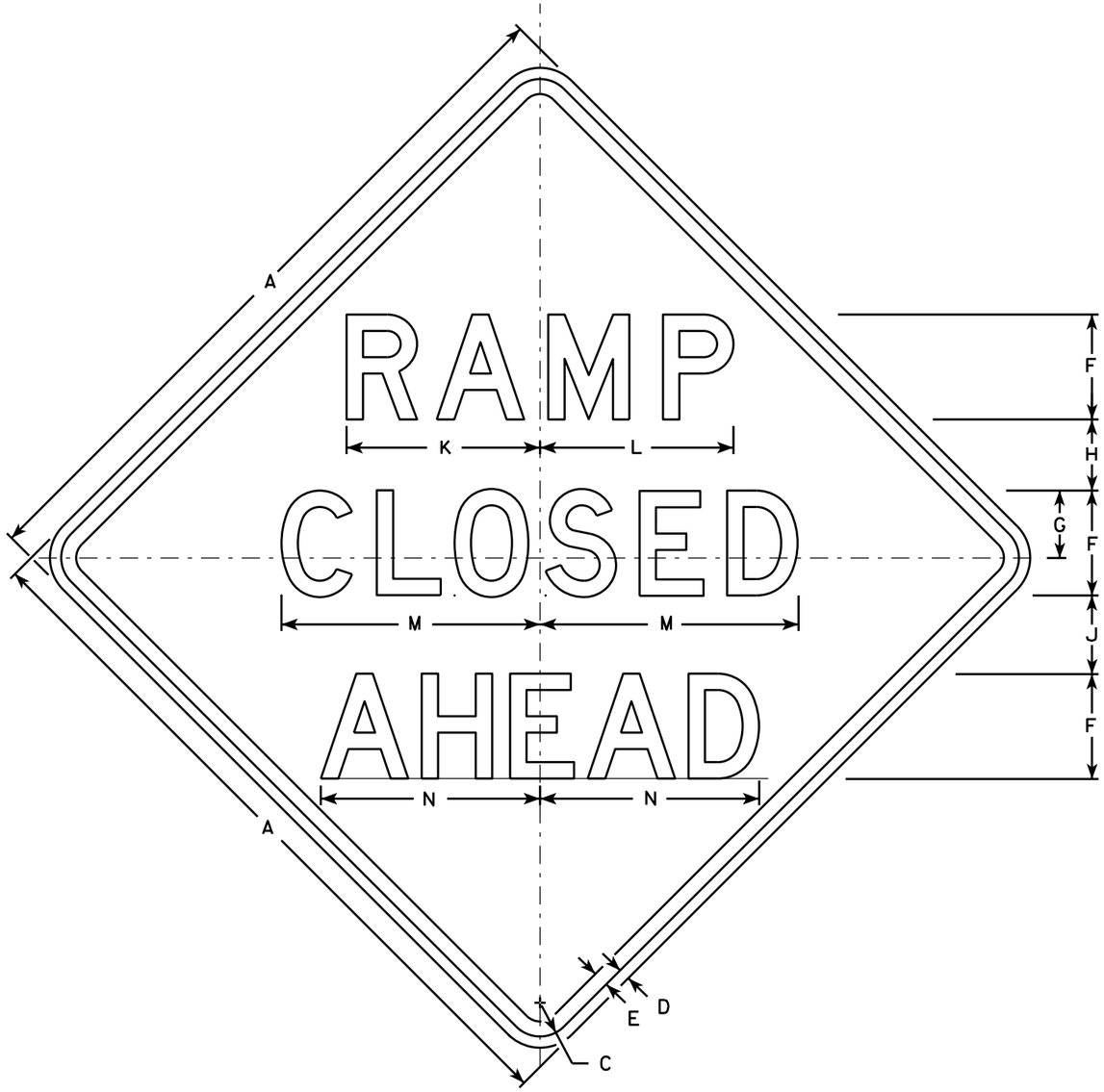
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

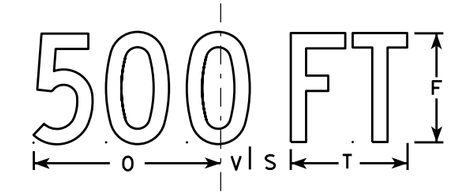
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 876	E

7

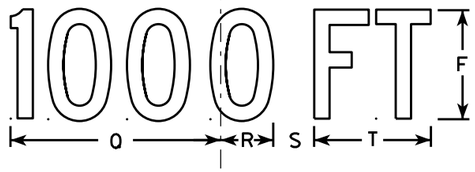
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



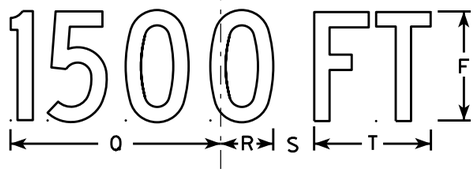
W20-53A



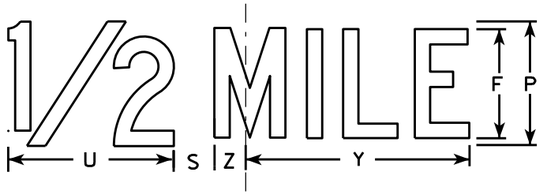
W20-53D



W20-53C



W20-53B



W20-53G

W20-53F

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

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.

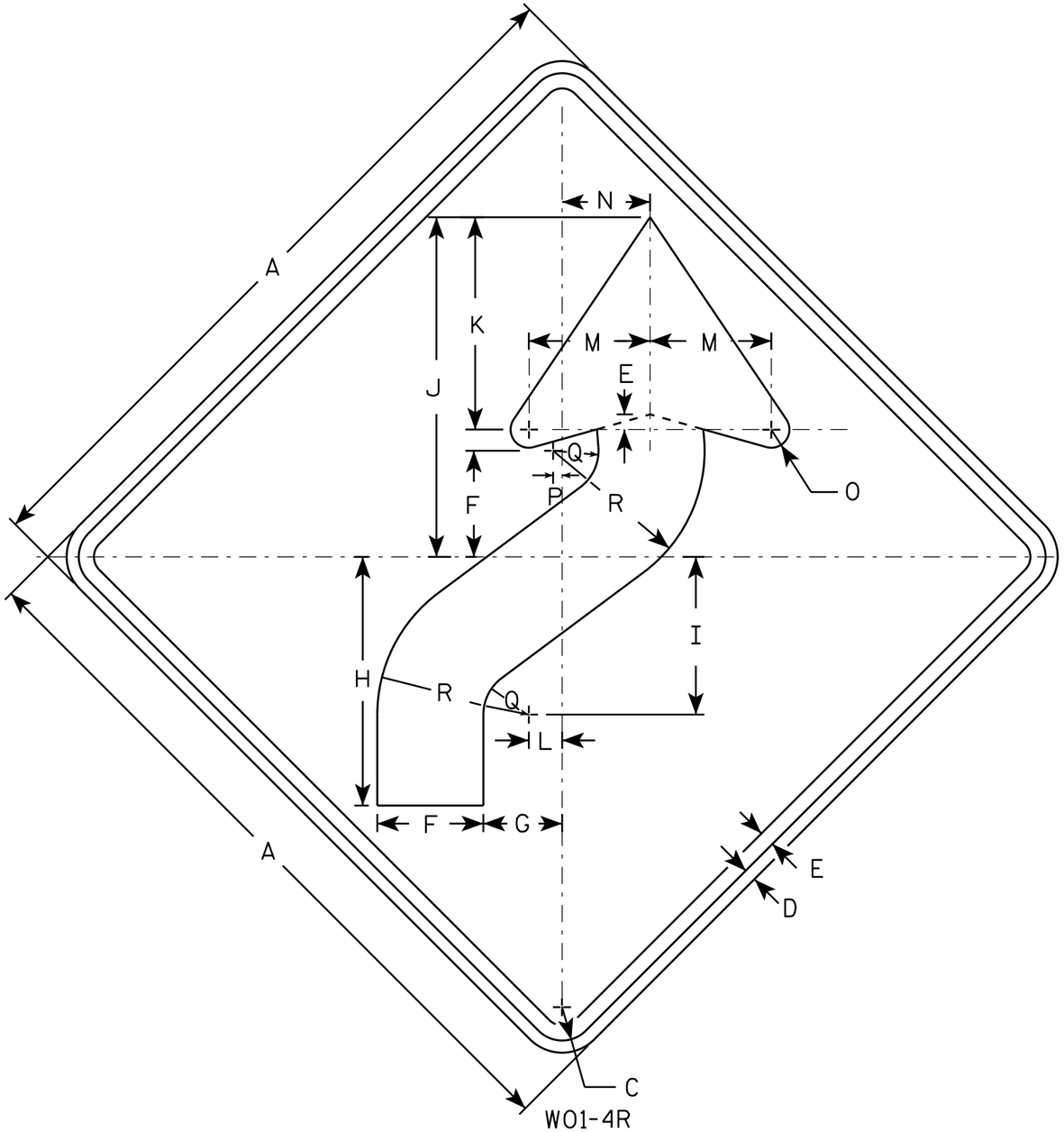
STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



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

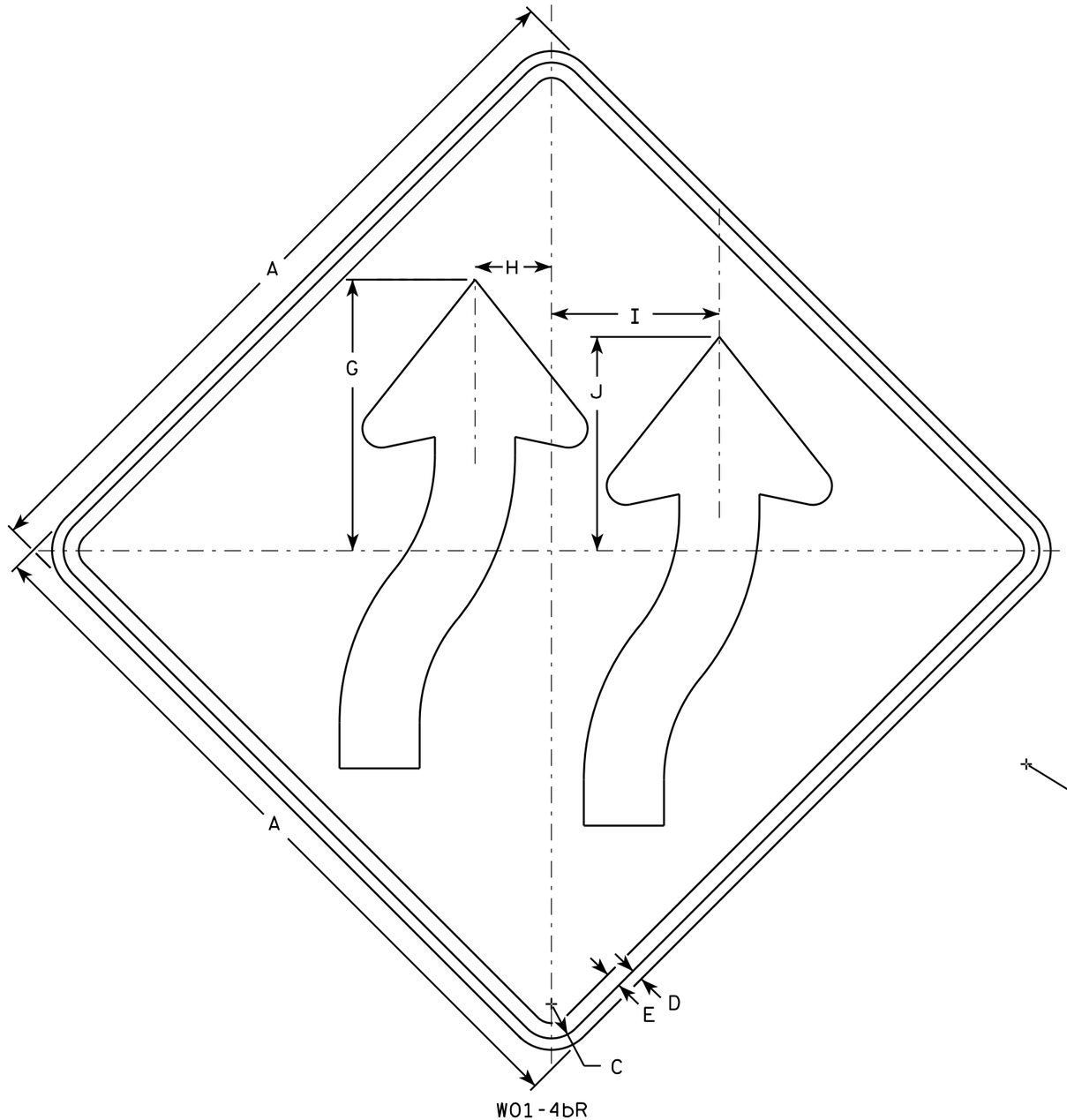
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

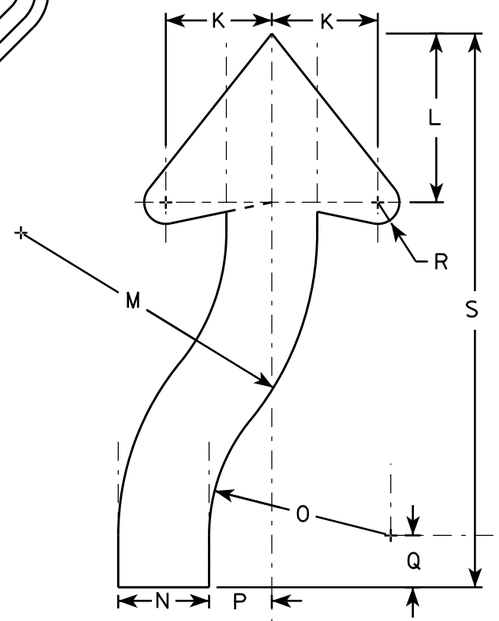
DATE 11/18/13 PLATE NO W01-4.1

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



W01-4bR



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. W01-4bL is the same as W014-bR exept arrows are 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		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		2 1/4	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

STANDARD SIGN
W01-4b

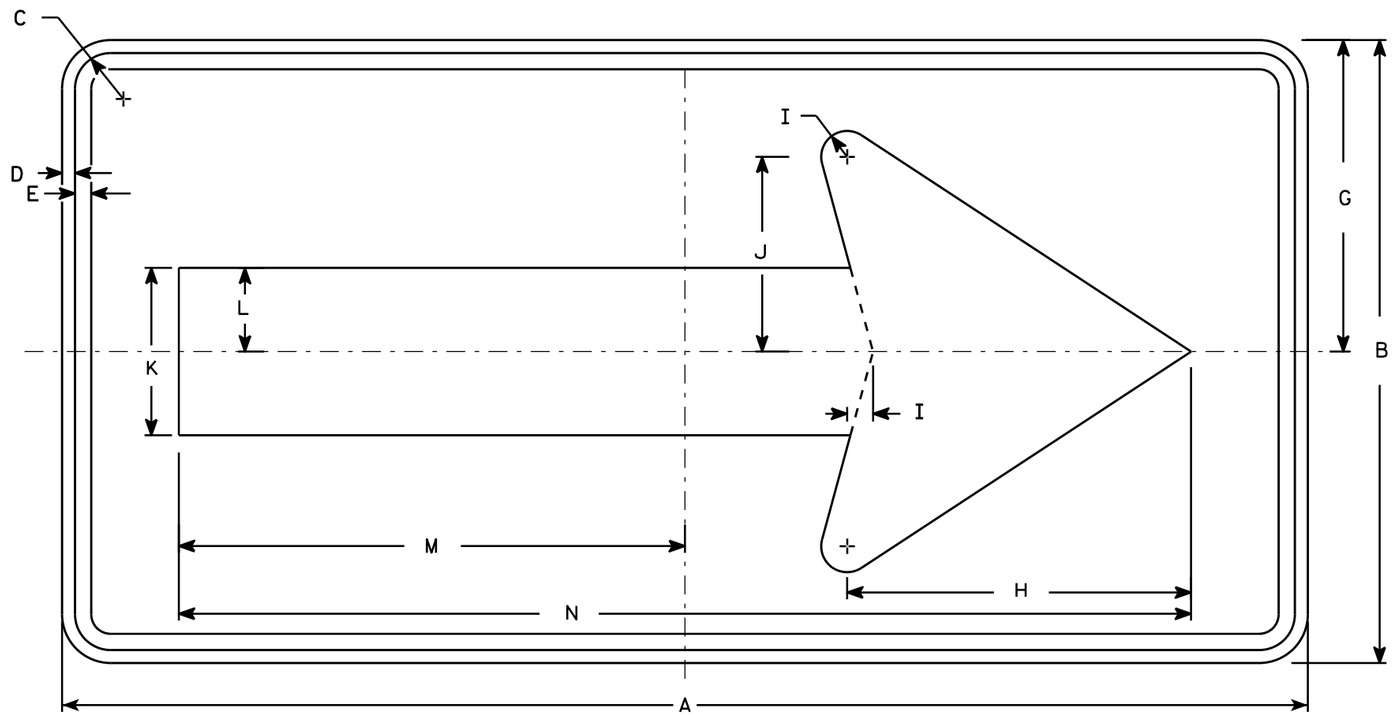
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4b.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014B.DGN PLOT DATE : 28-FEB-2014 11:36 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 8.756290:1.000000
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

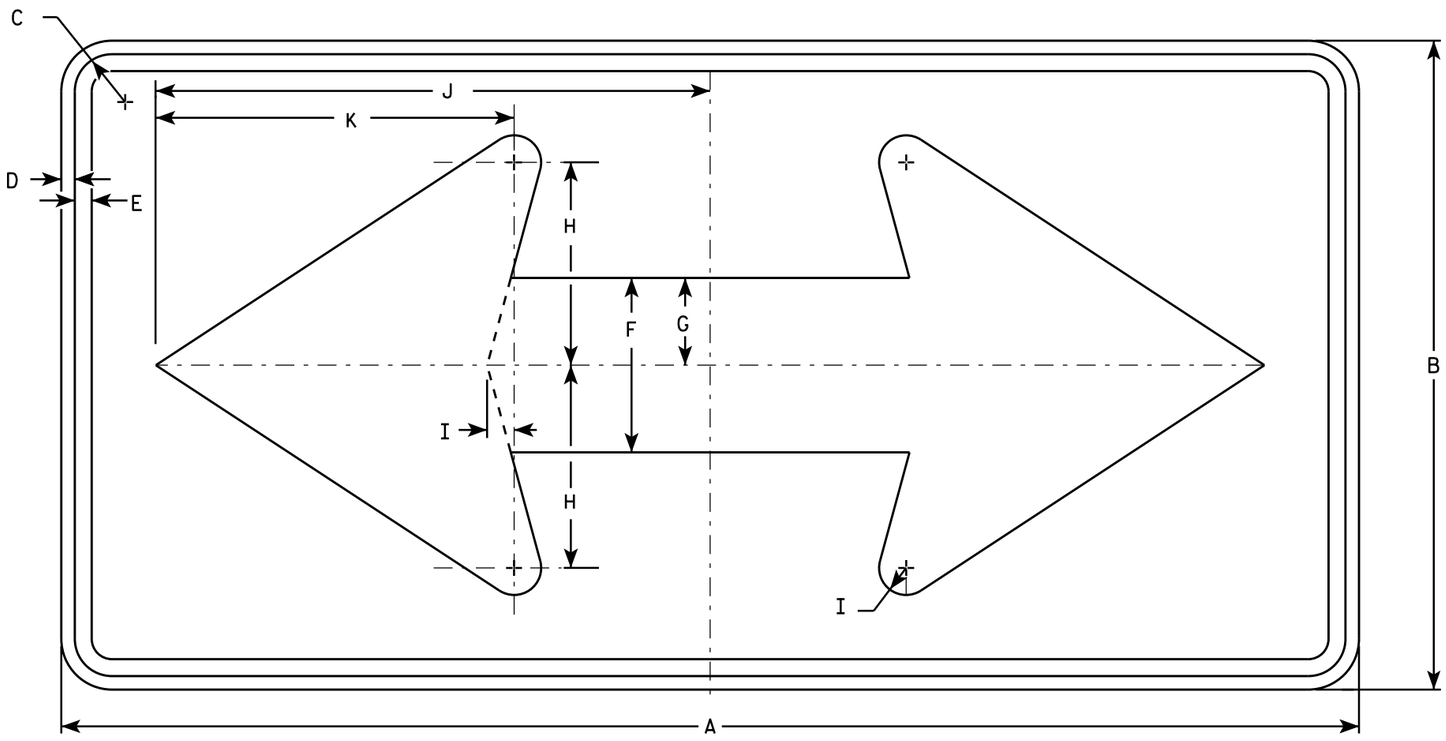
WISCONSIN DEPT OF TRANSPORTATION

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

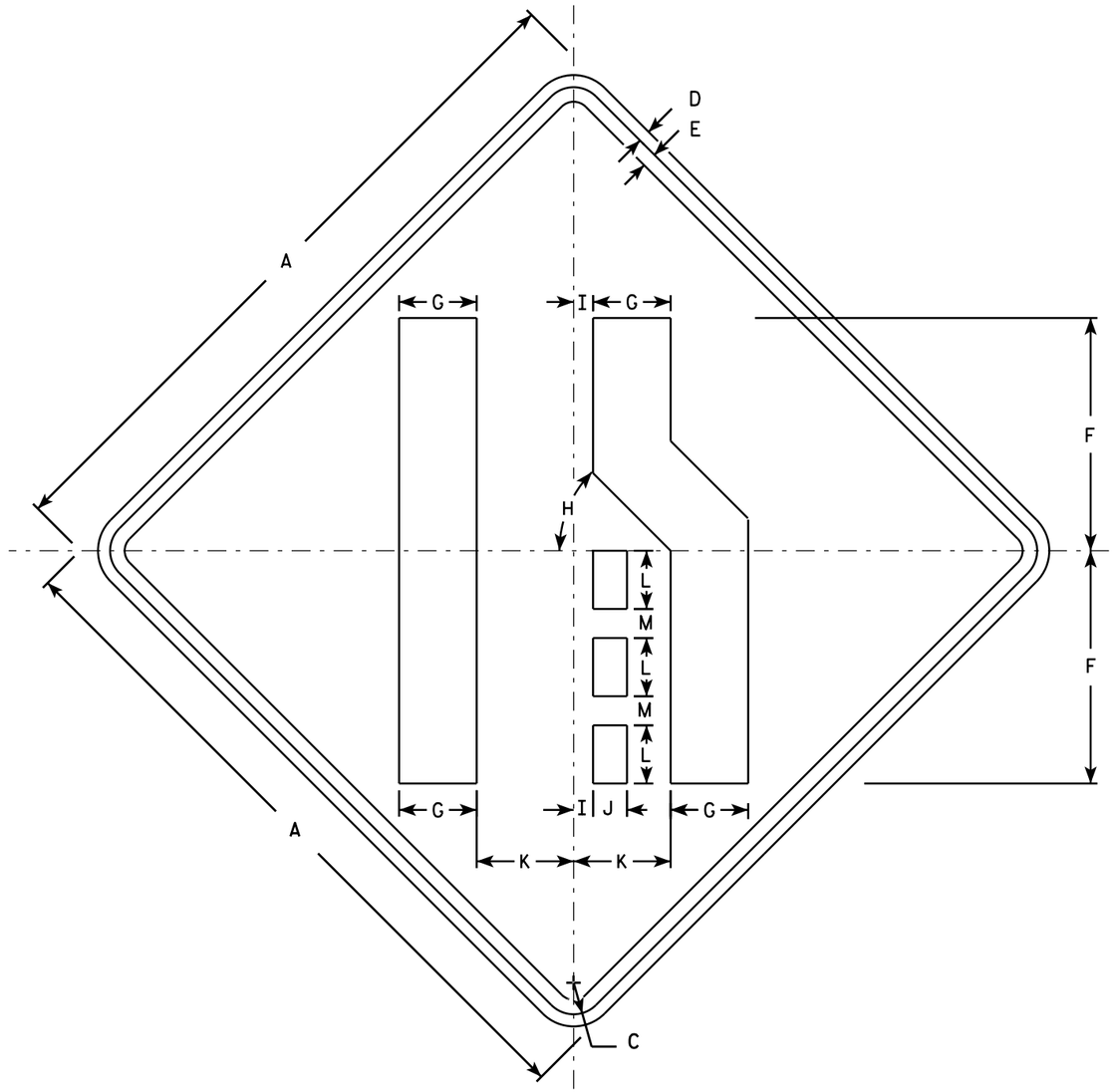
STANDARD SIGN
W01-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1881 W01-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

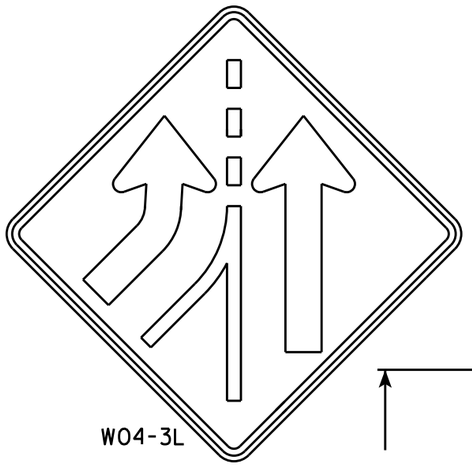
STANDARD SIGN
W04-2

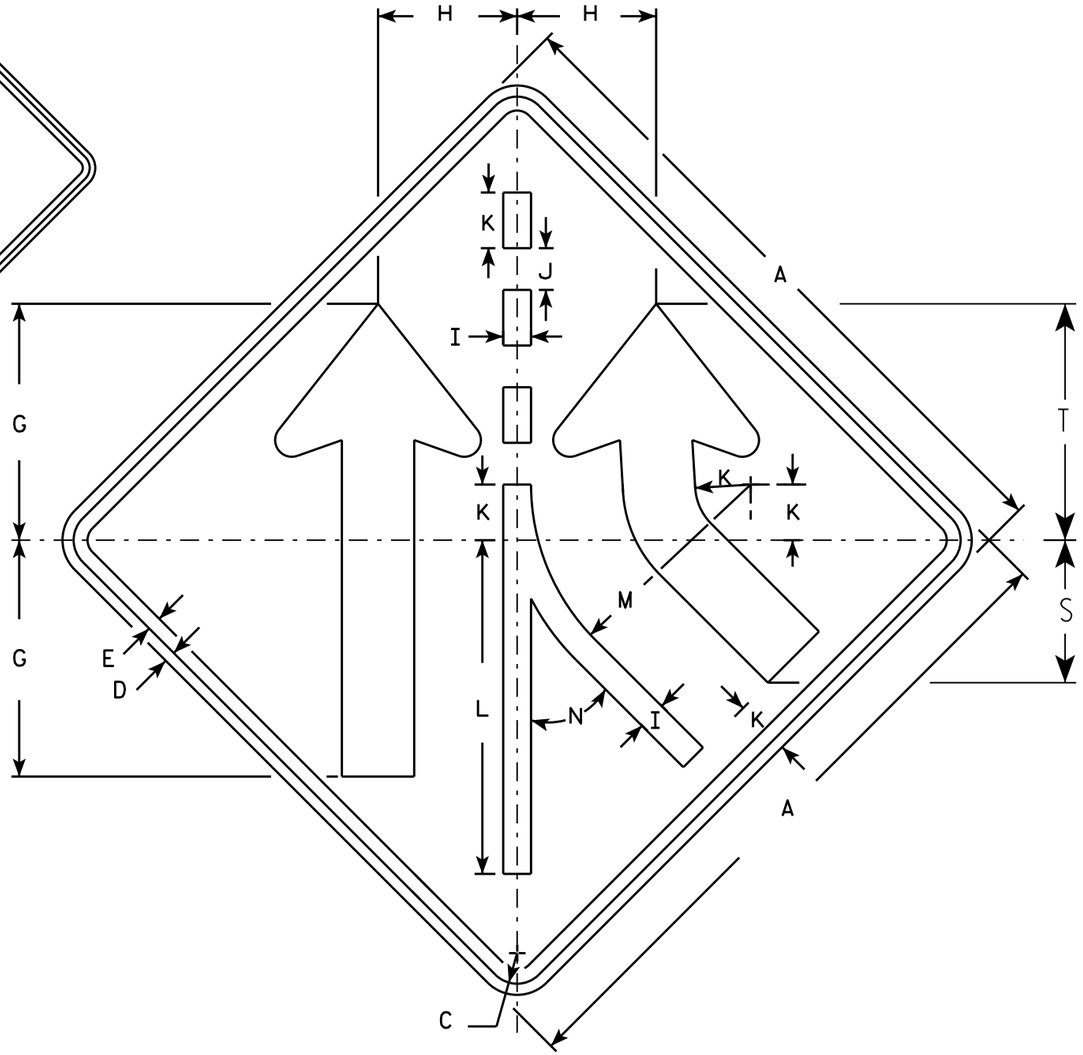
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 882 W04-2.1

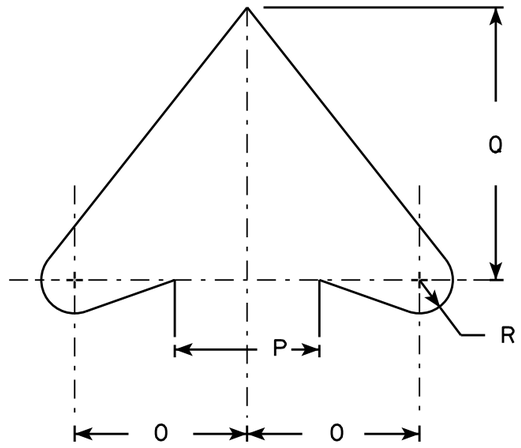
PROJECT NO: | SHEET NO: E





NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3 L is the same as W04-3 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	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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
2S	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
2M	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
3	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
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

W0433

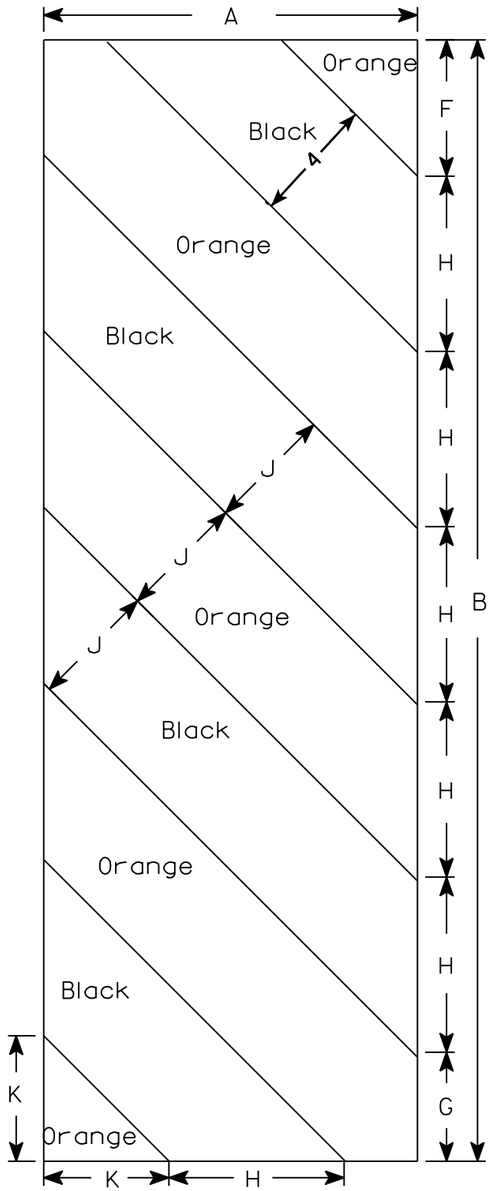
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

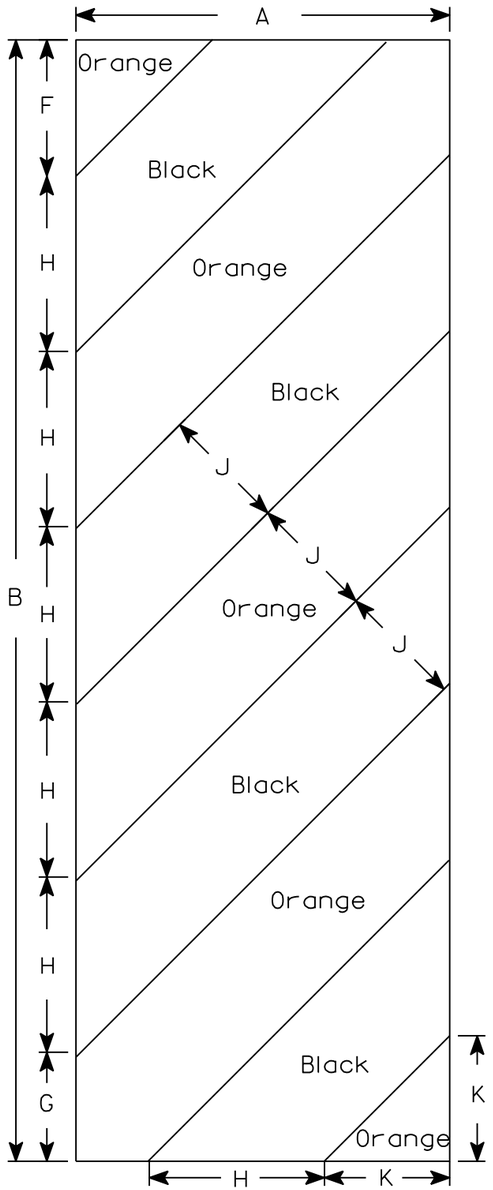
DATE 11/20/13 PLATE W04-3.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W043.DGN PLOT DATE : 20-NOV-2013 11:49 PLOT BY : mscsja 6.810449:1.000000



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - 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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

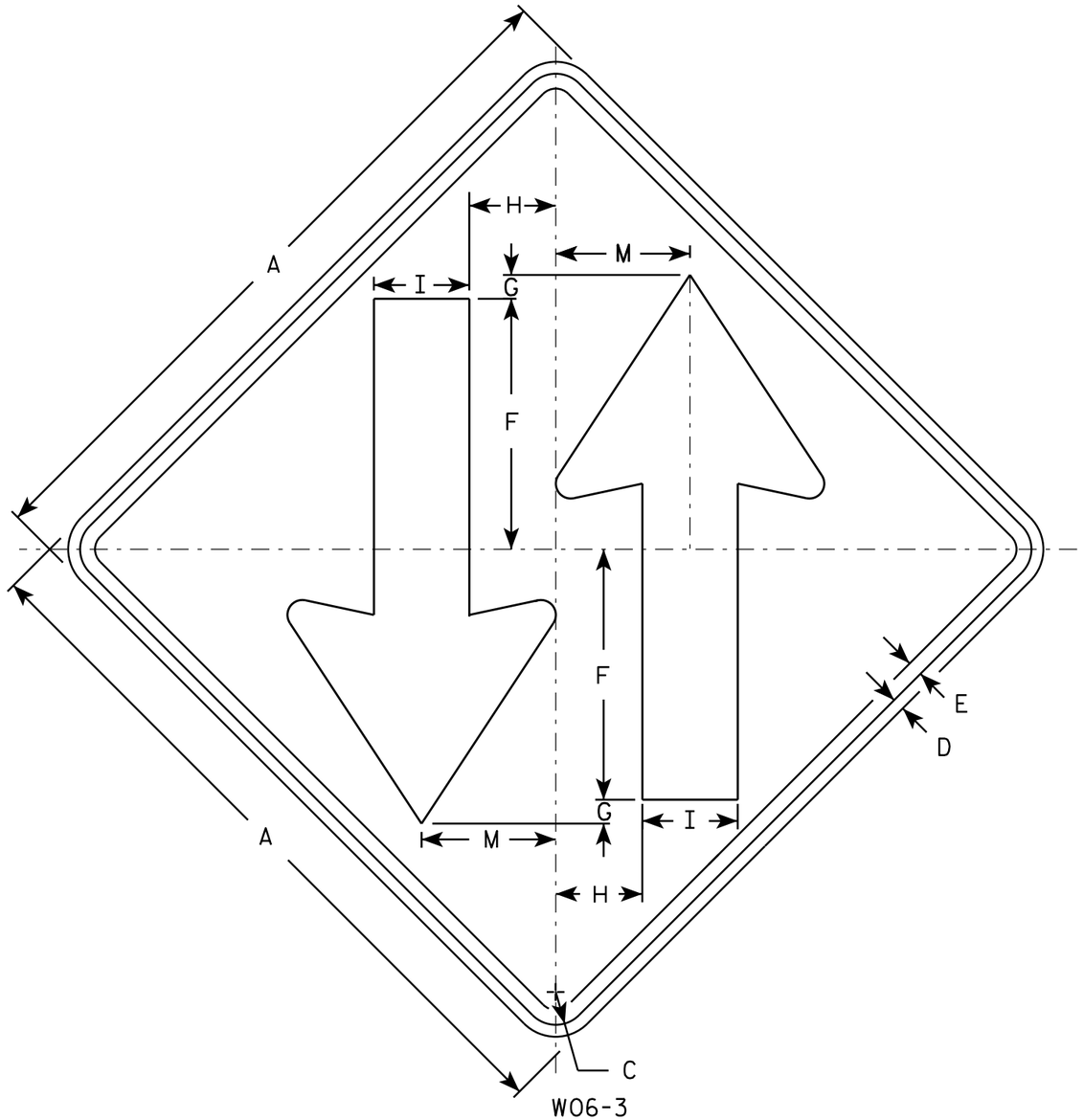
W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W05-52.1

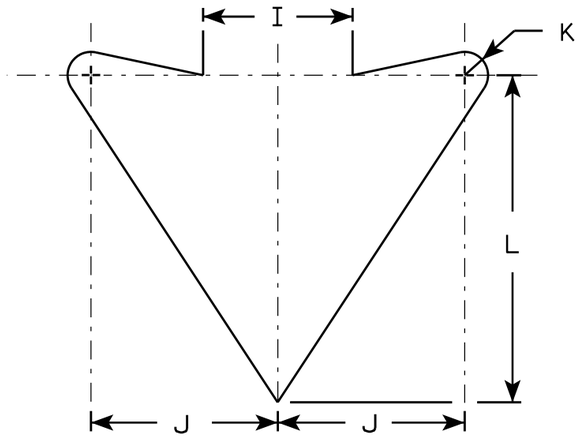
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W06-3

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 - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	1	4 1/4	5	6	3/4	10 1/2	6 3/4														9.0
2S	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
2M	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
3	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
4	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0
5	48		2 1/4	3/4	1	15 1/2	1	6	6	8	1	14	9														16.0

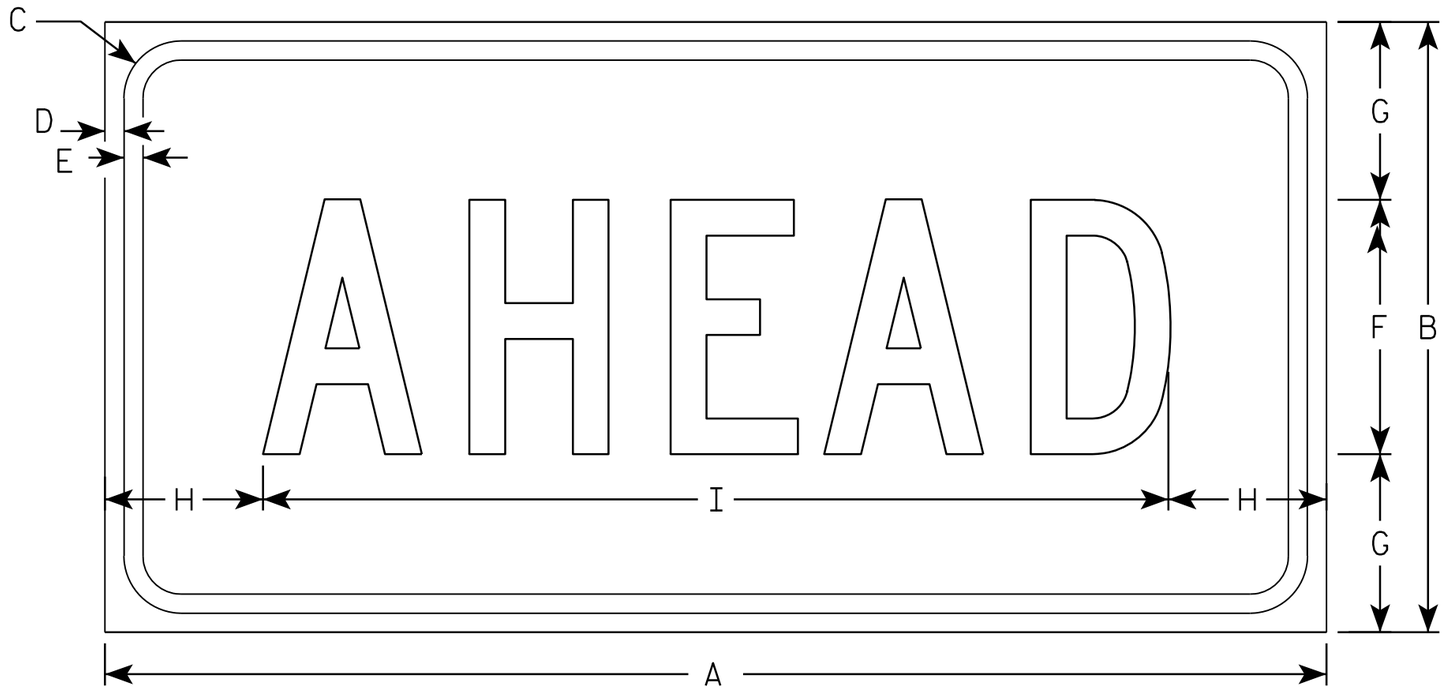
STANDARD SIGN
W06-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 885 W06-3.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W16-9P

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   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	24	12	1 1/8	3/8	3/8	5	3 1/2	3 1/8	17 3/4																		2.0
2M	30	18	1 1/8	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
3	30	18	1 1/8	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
4	48	24	1 3/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
5																											

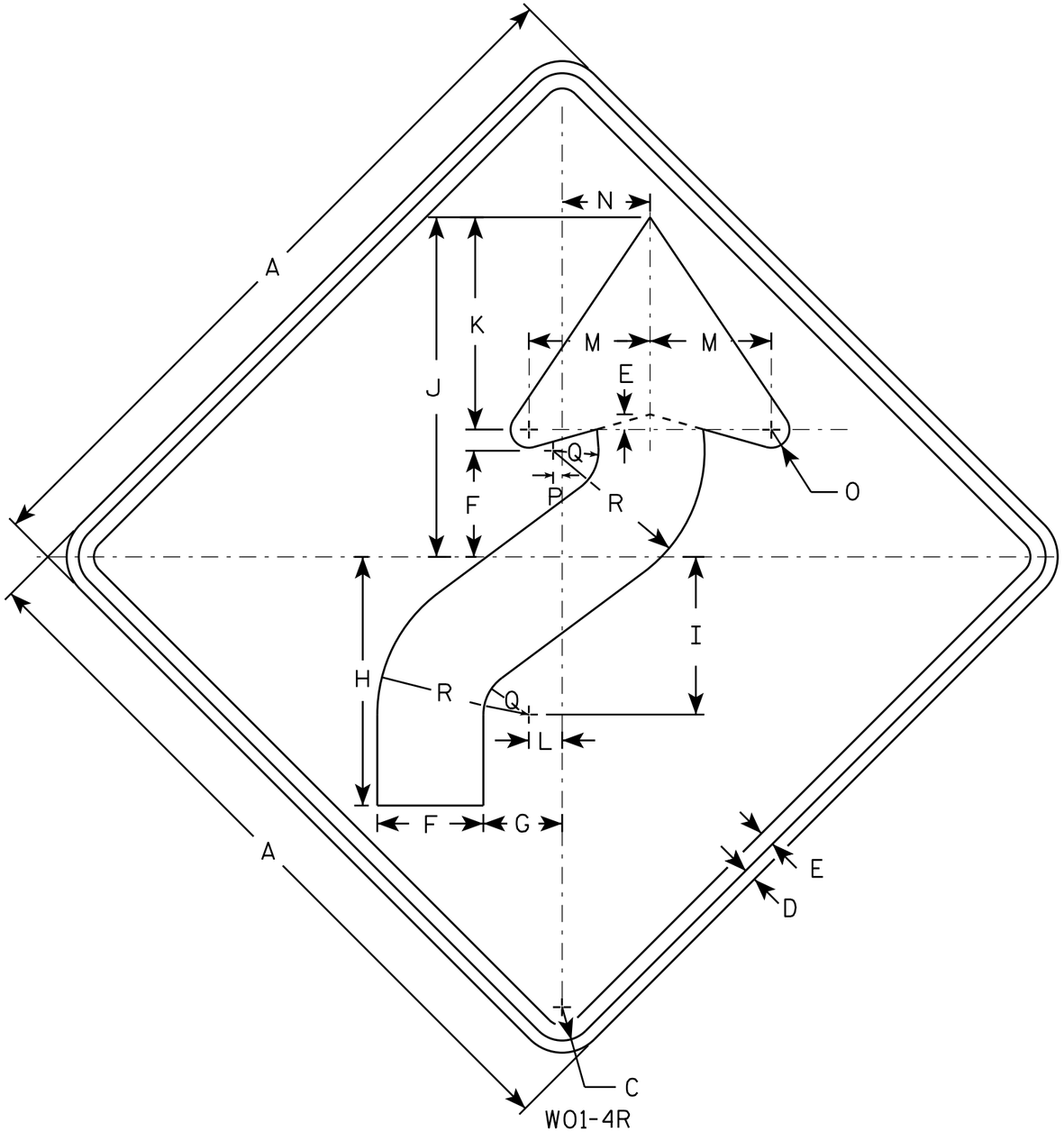
STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/28/10 PLATE NO. W16-9P.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 886 | 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

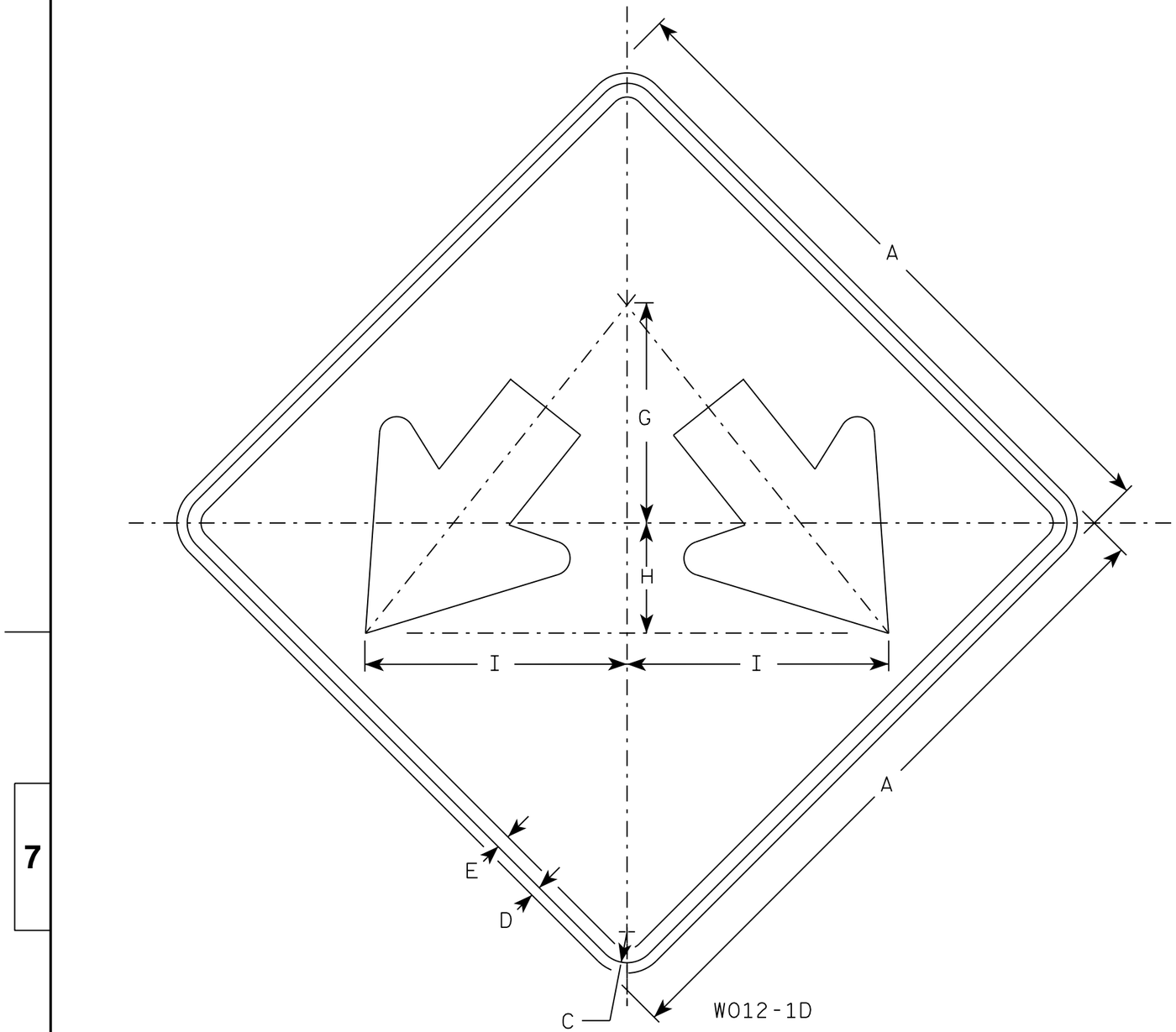
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

887

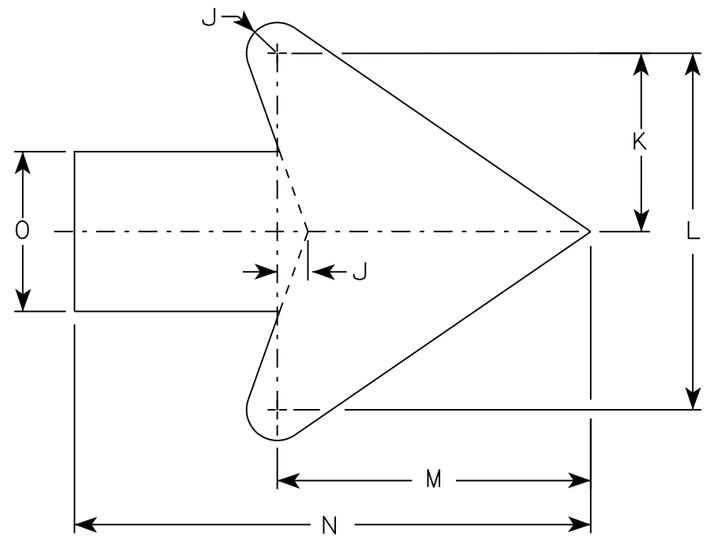
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



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

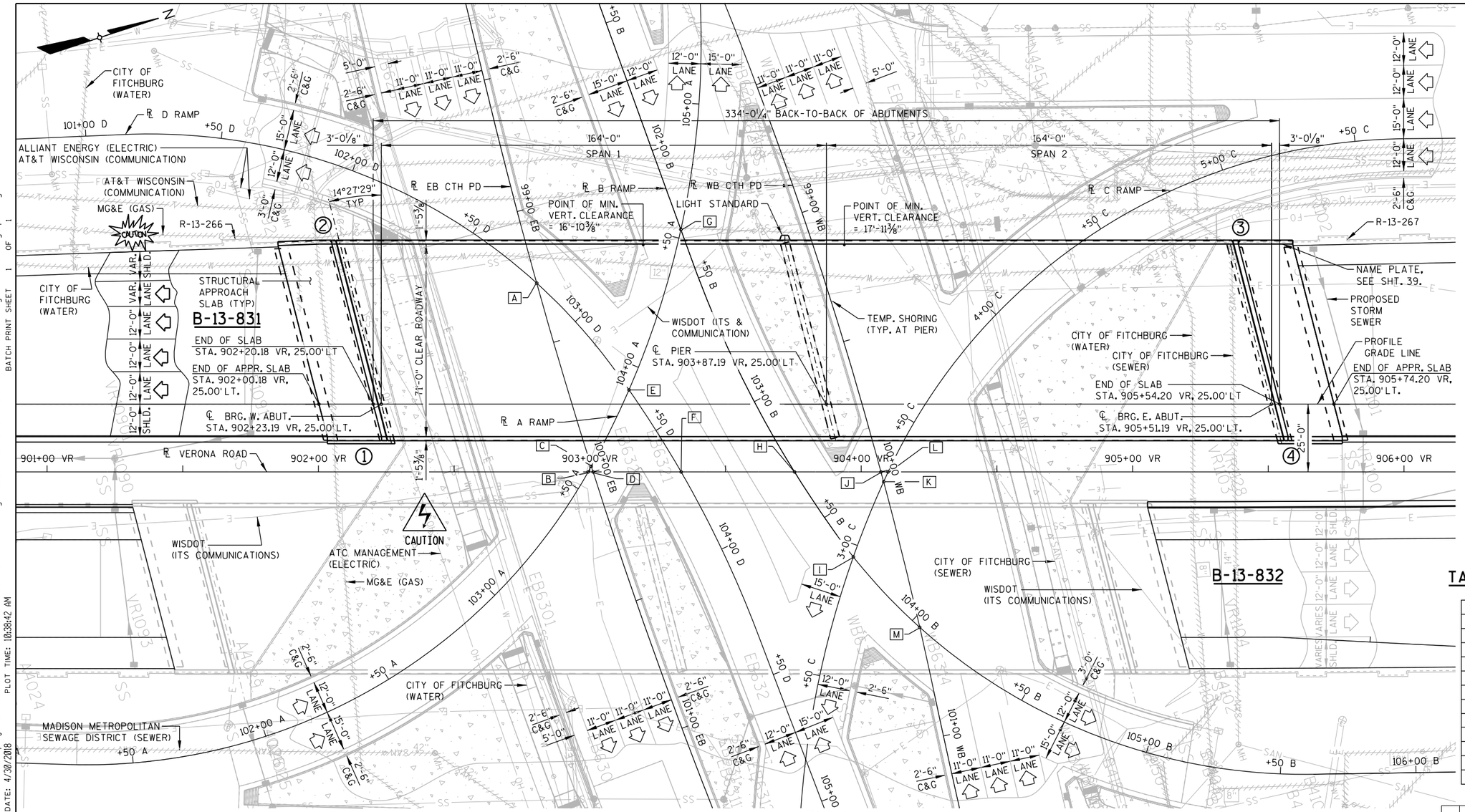
PRINTER DRIVER: S:\acm-CADstds_Libraries\WISDOT\Microstation\Resources\MS_Printing\Printer_Drivers\ME_PDF_11 x 17.plt
PEN TABLE: S:\acm-CADstds_Libraries\WISDOT\Microstation\Resources\MS_Printing\Pen tables\ME_WisDOT.tbl
FILE NAME: L:\work\projects\60265974\400_Technical\408_Structural\408.6_Design\408.6.1 B-13-831_SB Verona Road over CTH PD\Dgns\01_B-13-831_genplan1.dgn
PLOT TIME: 10:38:42 AM
PLOT DATE: 4/30/2018
BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER
1206-08-77

LEGEND

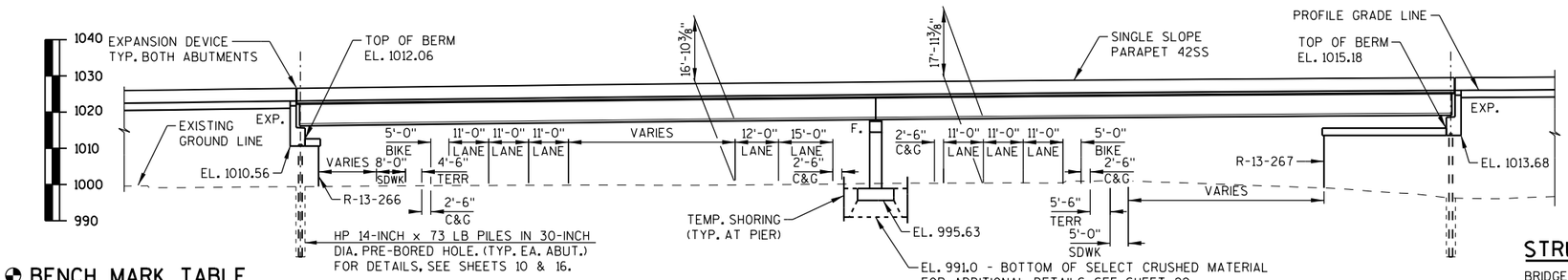
(X) INDICATES WING/CORNER NUMBER

NOTE: FOR LIST OF DRAWINGS, DESIGN DATA, TRAFFIC DATA, FOUNDATION DATA AND GENERAL NOTES, SEE SHEET 2.



PLAN

(TWO SPAN 72W-INCH PRESTRESSED CONCRETE GIRDER STRUCTURE)



ELEVATION - LOOKING WEST

(NORMAL TO CTH PD)

TABLE OF INTERSECTION POINTS

A	STA. 99+27.34 EB = STA. 102+79.91 D
B	STA. 902+99.38 VR = STA. 103+57.17 A
C	STA. 99+97.80 EB = STA. 103+59.57 A
D	STA. 903+01.22 VR = STA. 100+00.00 EB
E	STA. 103+91.00 A = STA. 103+32.04 D
F	STA. 903+33.66 VR = STA. 103+67.91 D
G	STA. 104+53.20 A = STA. 102+30.98 B
H	STA. 903+75.44 VR = STA. 103.29.90 B
I	STA. 103+67.98 B = STA. 2+95.54 C
J	STA. 904+07.30 VR = STA. 100+00.00 WB
K	STA. 100+03.71 WB = 3+25.41 C
L	STA. 904+09.91 VR = 3+29.36 C
M	STA. 100+59.02 WB = 104+03.70 B

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
2	87+06.53 WB, 72.77' RT.	TOP NUT HYD	1010.56

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER
5/18/2018

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

SW REGION:
MARK VESPERMAN (608) 884-1227

CONSULTANT:
MATT KRIPPNER (608) 828-8123

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 05/21/18
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-13-831

WB USH 18/151 (VERONA RD) OVER CTH PD (MCKEE RD)

COUNTY DANE | ~~TOWN~~/CITY/~~VILLAGE~~ FITCHBURG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	MAH	DESIGN CK'D.	MSK	DRAWN BY	MES	PLANS CK'D.	MSK

GENERAL PLAN

SHEET 1 OF 47
889

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PLOT DATE: 5/3/2018 PLOT TIME: 2:27:53 PM BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER

1206-08-77

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN IN THE SLOPE PAVING DETAILS.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS NOTED OTHERWISE.

ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 WITH 2007 ADJUSTMENT.

SEE AESTHETIC DETAILS SHEET 42 FOR STAINING AND ARCHITECTURAL SURFACE TREATMENT DETAILS.

IF TOUCH UP STAINING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

M.S.E. REINFORCEMENT STRIPS ATTACHED TO ABUTMENTS TO BE DESIGNED BY THE WALL MANUFACTURER.

BACKFILL TYPE A AT THE ABUTMENTS, M.S.E. REINFORCEMENT STRIPS, AND THE CONNECTION OF THE STRIPS TO THE ABUTMENTS ARE INCLUDED IN THE QUANTITIES FOR R-13-266 FOR THE WEST ABUTMENT AND R-13-267 FOR THE EAST ABUTMENT.

AT ABUTMENTS, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW BRIDGE OR RETAINING WALL REINFORCED ZONE, SHALL BE BACKFILLED AND PAID FOR IN THE CONSTRUCTION OF RETAINING WALLS R-13-266 AND R-13-267.

AT THE PIER, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW BRIDGE SHALL BE BACKFILLED AS DETAILED ON SHEET 22.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES, ADDITIONAL UTILITIES NOT SHOWN ON THIS PLAN MAY BE PRESENT.

ALL EXISTING UTILITIES IN CONFLICT WITH PROPOSED STRUCTURE TO BE RELOCATED PRIOR TO CONSTRUCTION (BY OTHERS).

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

UTILITY INFORMATION IS SHOWN MORE CLEARLY ELSEWHERE WITHIN THIS PLAN SET AND WITHIN THE COMPLETE CONTRACT DOCUMENT PACKAGE. ENSURE THAT ALL SOURCES OF UTILITY INFORMATION ARE PROPERLY CONSIDERED.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK, THE PAVING NOTCH, AND TOP OF STRUCTURAL APPROACH SLABS. PIGMENTED SURFACE SEALER TO BE APPLIED TO THE INSIDE FACE OF PARAPETS AND THE TOP OF PARAPET, INCLUDING PARAPETS ON THE STRUCTURAL APPROACH SLABS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

CHAMFER ALL EXPOSED OUSIDE CORNERS ¾" UNLESS NOTED OTHERWISE.

ITEM "GALVANIZE AND PAINT STEEL SIGN SUPPORTS B-13-831" INCLUDES THE SHOP PAINTING OF ALL STEEL MEMBERS FOR TRAFFIC SIGNAL SUPPORTS AS SHOWN ON SHEETS 45 & 47. PAINT ALL STEEL SURFACES COLOR NO. 20122 IN ACCORDANCE WITH FEDERAL STANDARD 595B.

ALL WELDING SHALL BE IN ACCORDANCE WITH AASHTO D1.5 BRIDGE WELDING CODE.

ALL BOLTS SHALL BE ASTM A325 TYPE 1.

DESIGN DATA

LIVELOAD

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.22
OPERATIONAL RATING FACTOR: RF = 1.92
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 PSF

MATERIAL PROPERTIES:

CONCRETE MASONRY:
HPC DECK, PARAPET, DIAPHRAGMS & HPC APPROACH SLAB ——— f'c = 4,000 PSI
ALL OTHER (INCLUDING APPROACH SLAB FOOTING) ——— f'c = 3,500 PSI
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 PSI
BAR STEEL REINFORCEMENT, STAINLESS GRADE 60 ——— fy = 60,000 PSI
72W" PRESTRESSED GIRDER CONCRETE MASONRY ——— f'c = 8,500 PSI
STRANDS - 0.6-INCH DIA. WITH AN ULTIMATE TENSILE STRENGTH OF 270,000 PSI
STRUCTURAL STEEL, ASTM A709, GRADE 36 ——— fy = 36,000 PSI
STEEL PIPE, ASTM A53, GRADE B ——— fy = 35,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON PILING STEEL HP 14x73 WITH A REQUIRED DRIVING RESISTANCE OF 250 TONS** PER PILE BY SEATING THE PILE IN THE GLACIAL TILL LAYER. ESTIMATED PILE LENGTHS, WEST ABUTMENT = 35', EAST ABUTMENT = 40'.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.65 FOR THE SEATED PILE.

PIER TO BE SUPPORTED ON A SPREAD FOOTING ON SELECT CRUSHED MATERIAL. THE NATIVE SOIL BELOW THE SELECT CRUSHED MATERIAL HAS A REQUIRED FACTORED BEARING RESISTANCE OF 28,800 PSF. A GEOTECHNICAL ENGINEER, WITH THREE DAYS NOTICE, WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

MINIMUM LIMITS OF SELECT CRUSHED MATERIAL ARE THE PROPOSED PIER FOOTING DIMENSIONS TO A DEPTH OF EL. 991. THE AREAS DETAILED ON SHEET 22 BEYOND THE FOOT PRINT OF THE REQUIRED SELECT CRUSHED MATERIAL PLACED BELOW THE PIER FOOTING, IS THE BASIS FOR QUANTITY CALCULATIONS FOR ADDITIONAL SELECT CRUSHED MATERIAL. TEMPORARY SHORING LOCATION DETERMINED BY CONTRACTOR.

OSHA VERTICAL AND HORIZONTAL CLEARANCES MUST BE MAINTAINED FROM ATC OVERHEAD ELECTRIC LINE DURING CONSTRUCTION. CONTRACTOR TO CONSIDER ALTERNATIVE METHODS FOR WEST ABUTMENT PILE CONSTRUCTION.

TRAFFIC DATA

VERONA ROAD	CTH PD
A.D.T. (2009) = 47,900	A.D.T. (2009) = 26,300
A.D.T. (2040) = 67,600	A.D.T. (2040) = 48,500
R.D.S. = 60 MPH	R.D.S. = 35 MPH

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35. EAST STRUCTURAL APPROACH SLAB
36. EAST STRUCTURAL APPROACH SLAB DETAILS 1
37. EAST STRUCTURAL APPROACH SLAB DETAILS 2
38. LIGHT STANDARD DETAILS
39. SINGLE SLOPE PARAPET 42SS ELECTRICAL
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41. EXPANSION DEVICE
42. COVER PLATE DETAILS
43. AESTHETIC DETAILS
44. SLOPE PAVING DETAILS
45. LIGHTING/TRAFFIC SIGNAL PLAN
46. INSERT SPACING DETAILS AT GIRDERS
47. CONDUIT DETAILS AT BRIDGE

ABUTMENT PILING NOTES

DURING DRILLING OPERATIONS, CASING SHALL BE USED FOR THE ENTIRE HOLE DEPTH REGARDLESS WHETHER OR NOT THE HOLE IS CAPABLE OF STAYING OPEN OR IS DRY.

PRIOR TO CONCRETE PLACEMENT, THE BOTTOM OF THE HOLE SHALL BE CLEANED OF ALL LOOSE MATERIAL.

CONCRETE SHALL BE PLACED WITHIN 3 HOURS OF PRE-BORED HOLE ACCEPTANCE.

CONCRETE SHALL HAVE A MINIMUM SLUMP OF 7 INCHES AND A MAXIMUM SLUMP OF 10 INCHES DURING PLACEMENT.

THE WATER CEMENTITIOUS RATIO OF THE CONCRETE SHALL BE BETWEEN 0.35 AND 0.40 WITH AN ACCEPTABLE WATER REDUCER TO ACHIEVE THE REQUIRED SLUMP.

CONCRETE SHALL BE TREMIED BY GRAVITY USING A TREMIE PIPE.

PLACE CONCRETE PER STANDARD SPECIFICATION 502.3.5 - HANDLING AND PLACING CONCRETE.

ABUTMENT PILING NOTES CONT.

REMOVE STANDING WATER PRIOR TO CONCRETE PLACEMENT.

DO NOT BEGIN REMOVING CASING UNTIL THE BOTTOM THIRD OF THE DRILLED SHAFT DEPTH HAS BEEN FILLED WITH CONCRETE.

MAINTAIN A MINIMUM OF 5 FEET OF CONCRETE ABOVE THE BOTTOM OF THE CASING DURING REMOVAL.

VIBRATE TO CONSOLIDATE THE TOP SIX FEET OF CONCRETE AFTER CASING REMOVAL.

GRIND H-PILE TO BRIGHT BARE STEEL TO CLEAN AT SHEAR STUD CONNECTIONS. SHEAR STUDS TO CONFORM TO STANDARD SPECIFICATION 506.3.20 - SHEAR STUD CONNECTIONS. ALL WELDING TO CONFORM TO AWS D 1.5 BRIDGE WELDING CODE.

A CONCRETE PUMP MAY BE USED, PROVIDED THAT ALL PUMP LINES AND CONNECTIONS ARE WATERTIGHT. FOR THIS USE, ALL PREVIOUS CONCRETE NOTES STILL APPLY.

ABUTMENT PILING NOTES CONT.

SPLICING PILES NOT ALLOWED.

USE 34-INCH O.D. CASING FULL LENGTH OF SHAFT. NO DRILLING OUTSIDE OF CASING DIAMETER ALLOWED. NO TELESCOPING OF CASING ALLOWED.

NO GROUND DISTURBING OPERATIONS WITHIN 10-FEET OF PILE WITHIN 24 HOURS OF CONCRETE PLACEMENT OF PILE.

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

5/18/2018

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MSK

GENERAL NOTES & DESIGN DATA

SHEET 2 OF 47
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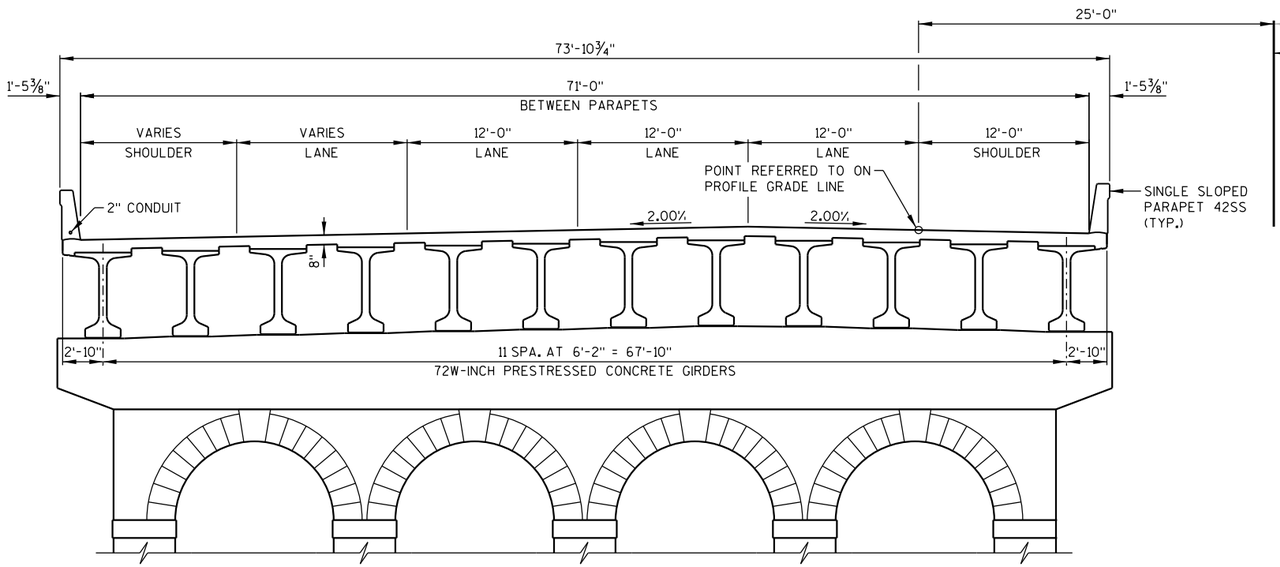

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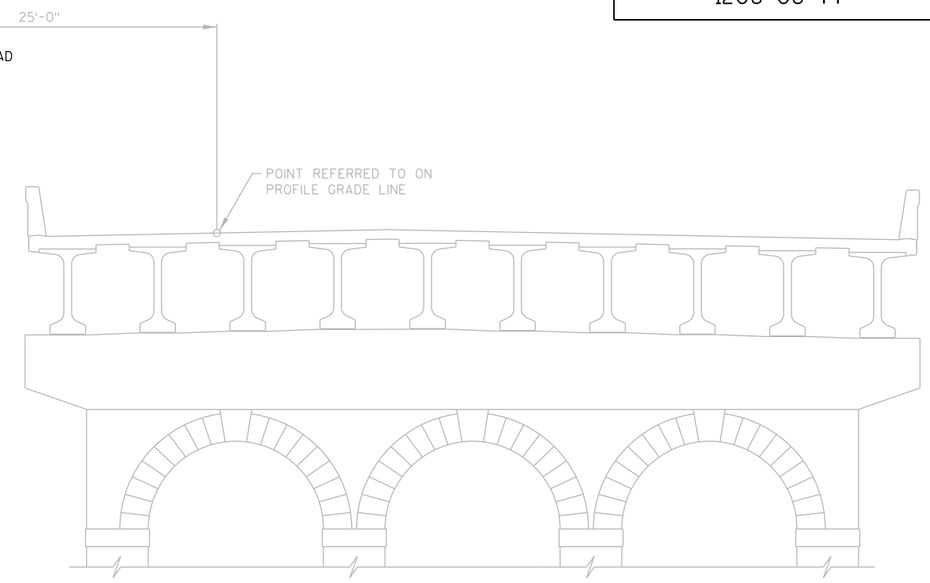

B-13-832

CROSS SECTION THRU ROADWAY
(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	WEST APPROACH	WEST ABUTMENT	PIER	EAST ABUTMENT	EAST APPROACH	SUPER.	TOTALS
206.1000.001	EXCAVATION FOR STRUCTURES BRIDGES B-13-831	LS	———	———	———	———	———	———	1
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	240	———	———	———	240	———	480
312.0115	SELECT CRUSHED MATERIAL	CY	———	———	290	———	———	———	290
501.1000.S	ICE HOT WEATHER CONCRETING	LB	590	———	———	———	590	6,830	8,010
502.0100	CONCRETE MASONRY BRIDGES	CY	21	119	199	117	21	———	476
502.3100.001	EXPANSION DEVICE B-13-831	LS	———	———	———	———	———	———	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	80	20	———	20	80	2,610	2,810
502.3210	PIGMENTED SURFACE SEALER	SY	20	———	———	———	20	340	380
503.0172	PRESTRESSED GIRDER TYPE I 72W-INCH	LF	———	———	———	———	———	3,949	3,949
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	6,430	10,820	6,540	———	———	23,790
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	18,710	6,180	21,610	6,130	18,750	200,180	271,560
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	1,230	———	———	———	1,230	———	2,460
506.0105	STRUCTURAL STEEL CARBON	LB	———	———	———	———	———	2,160	2,160
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	24	———	———	———	24
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	———	12	———	12	———	———	24
506.3004	WELDED STUD SHEAR CONNECTORS 3/4X4-INCH	EACH	———	784	———	784	———	———	1,568
506.4000.001	STEEL DIAPHRAGMS B-13-831	EACH	———	———	———	———	———	45	45
511.1200.001	TEMPORARY SHORING B-13-831	SF	———	———	1,590	———	———	———	1,590
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	18	———	———	18	———	36
517.1010.S.001	CONCRETE STAINING B-13-831	SF	———	1,120	2,300	1,120	———	10,350	14,890
517.1050.S.001	ARCHITECTURAL SURFACE TREATMENT B-13-831	SF	———	———	1,430	———	———	———	1,430
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	———	270	———	275	———	———	545
550.1140	PILING STEEL HP 14-INCH X 73 LB	LF	———	490	———	560	———	———	1,050
604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	SY	———	160	———	400	———	———	560
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	100	———	100	———	———	200
652.0110	CONDUIT RIGID METALLIC 1-INCH	LF	———	———	46	———	———	220	266
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	———	3	———	3	———	382	388
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	———	30	———	30	———	430	490
653.0220	JUNCTION BOXES 18X6X6-INCH	EACH	———	———	———	———	———	2	2
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	———	———	———	———	———	3	3
657.6005	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	———	———	———	———	———	1	1
SPV.0105.300	GALVANIZE AND PAINT STEEL SIGNAL SUPPORTS B-13-831	LS	———	———	———	———	———	———	1
SPV.0035.300	HIGH PERFORMANCE CONCRETE (HPC) MASONRY SUPERSTRUCTURES	CY	79	———	———	———	79	910	1,067
SPV.0165.302	LONGITUDINAL GROOVING BRIDGE DECK	SF	1,360	———	———	———	1,360	22,470	25,190
	NON-BID ITEMS								
	FILLER	SIZE							1/2" & 3/4"

ALL ITEMS ARE CATEGORY 0020

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

SHEET 3 OF 47
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STATE PROJECT NUMBER

1206-08-77

CURVE DATA - CTH PD EB

P.I. = 100+89.48 EB
Y = 461,171.96
X = 797,542.34
DELTA = 13° 20' 16.36" (LT)
D = 2° 51' 53.24"
T = 233.85'
L = 465.58'
R = 2,000.00'
P.C. = 98+55.63 EB
P.T. = 103+21.21 EB

CURVE DATA - CTH PD WB

P.I. = 99+23.56 WB
Y = 461,295.75
X = 797,409.65
DELTA = 11° 48' 23.76" (RT)
D = 3° 41' 47.71"
T = 160.27'
L = 319.40'
R = 1,550.00'
P.C. = 97+63.29 WB
P.T. = 100+82.69 WB

CURVE DATA - RAMP A

P.I. = 102+54.40 A
Y = 461,087.75
X = 797,539.00
DELTA = 62° 02' 46.92" (LT)
D = 27° 01' 34.72"
T = 127.50'
L = 229.58'
R = 212.00'
P.C. = 101+26.90 A
P.T. = 103+56.48 A

P.I. = 104+79.70 A
Y = 461,273.44
X = 797,370.55
DELTA = 41° 52' 47.32" (LT)
D = 17° 47' 37.39"
T = 123.22'
L = 235.36'
R = 322.00'
P.C. = 103+56.48 A
P.T. = 105+91.84 A

P.I. = 106+15.55 A
Y = 461,288.56
X = 797,224.40
DELTA = 10° 25' 10.02" (LT)
D = 22° 02' 12.62"
T = 23.71'
L = 47.28'
R = 260.00'
P.C. = 105+91.84 A
P.T. = 106+39.13 A

CURVE DATA - RAMP B

P.I. = 98+88.24 B
Y = 461,232.77
X = 797,036.05
DELTA = 2° 01' 56.09" (LT)
D = 2° 15' 36.68"
T = 44.96'
L = 89.91'
R = 2,535.00'
P.C. = 98+43.27 B
P.T. = 99+33.19 B

P.I. = 103+01.43 B
Y = 461,245.17
X = 797,449.07
DELTA = 15° 54' 21.71" (LT)
D = 13° 54' 24.27"
T = 57.56'
L = 114.38'
R = 412.00'
P.C. = 102+43.87 B
P.T. = 103+58.25 B

P.I. = 104+68.84 B
Y = 461,296.08
X = 797,609.32
DELTA = 55° 05' 48.20" (LT)
D = 27° 01' 34.72"
T = 110.59'
L = 203.86'
R = 212.00'
P.C. = 103+58.25 B
P.T. = 105+62.11 B

CURVE DATA - RAMP C

P.I. = 0+42.84 C
Y = 461,192.35
X = 797,749.54
DELTA = 8° 40' 04.30" (RT)
D = 22° 02' 12.62"
T = 19.70'
L = 39.33'
R = 260.00'
P.C. = 0+23.13 C
P.T. = 0+62.47 C

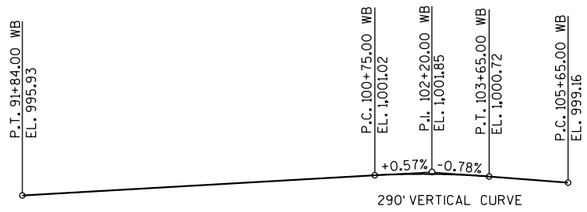
P.I. = 2+03.44 C
Y = 461,191.68
X = 797,588.87
DELTA = 43° 39' 06.82" (RT)
D = 16° 16' 37.96"
T = 140.97'
L = 268.18'
R = 352.00'
P.C. = 0+62.47 C
P.T. = 3+30.65 C

P.I. = 4+63.76 C
Y = 461,380.05
X = 797,389.77
DELTA = 64° 14' 53.23" (RT)
D = 27° 01' 34.72"
T = 133.11'
L = 237.72'
R = 212.00'
P.C. = 3+30.65 C
P.T. = 5+68.37 C

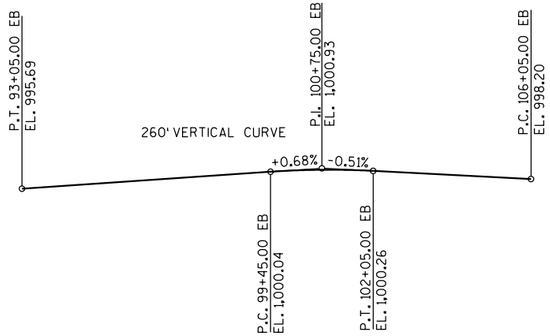
CURVE DATA - RAMP D

P.I. = 102+28.02 D
Y = 461,168.73
X = 797,312.22
DELTA = 56° 16' 52.93" (RT)
D = 27° 01' 34.72"
T = 113.39'
L = 208.25'
R = 212.00'
P.C. = 101+14.63 D
P.T. = 103+22.88 D

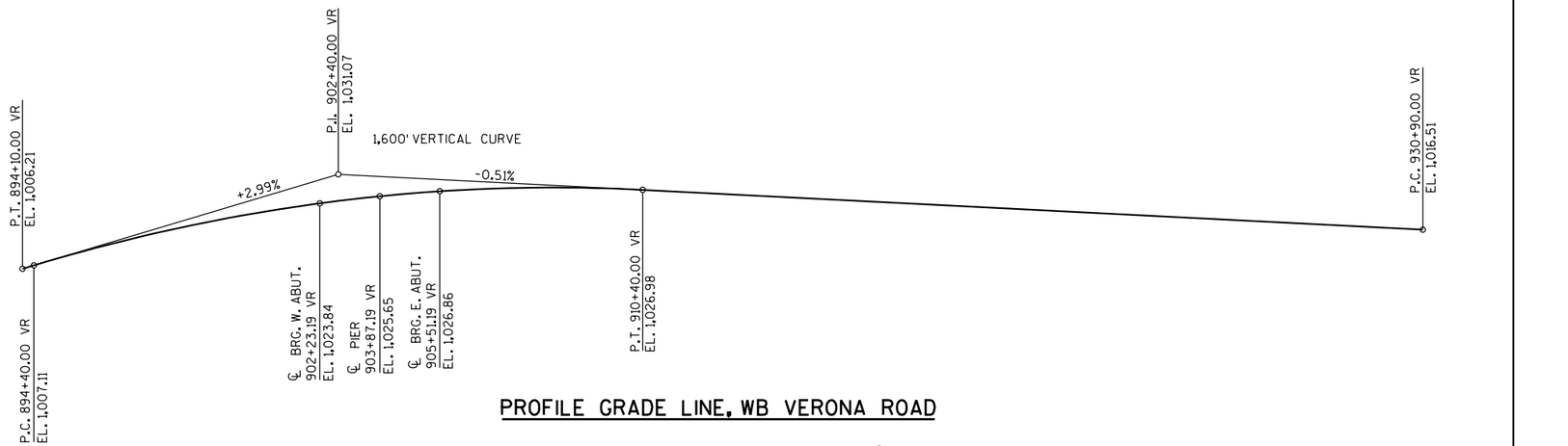
P.I. = 103+78.27 D
Y = 461,220.81
X = 797,472.76
DELTA = 15° 18' 49.03" (RT)
D = 13° 54' 24.27"
T = 55.39'
L = 110.12'
R = 412.00'
P.C. = 103+22.88 D
P.T. = 104+32.99 D



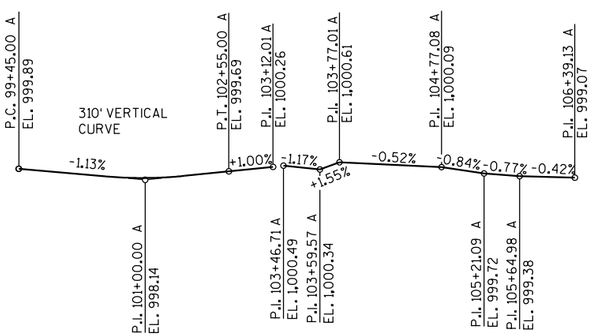
PROFILE GRADE LINE, WB CTH PD



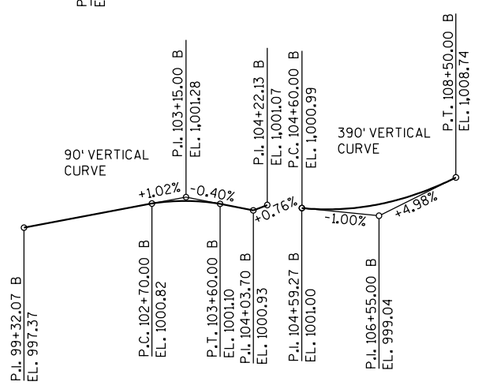
PROFILE GRADE LINE, EB CTH PD



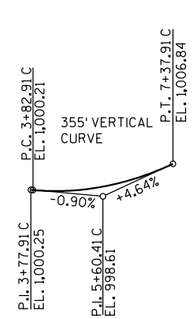
PROFILE GRADE LINE, WB VERONA ROAD



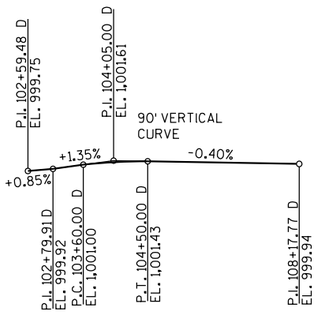
PROFILE GRADE LINE, A RAMP



PROFILE GRADE LINE, B RAMP



PROFILE GRADE LINE, C RAMP



PROFILE GRADE LINE, D RAMP

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MAH

PROFILE GRADE LINES

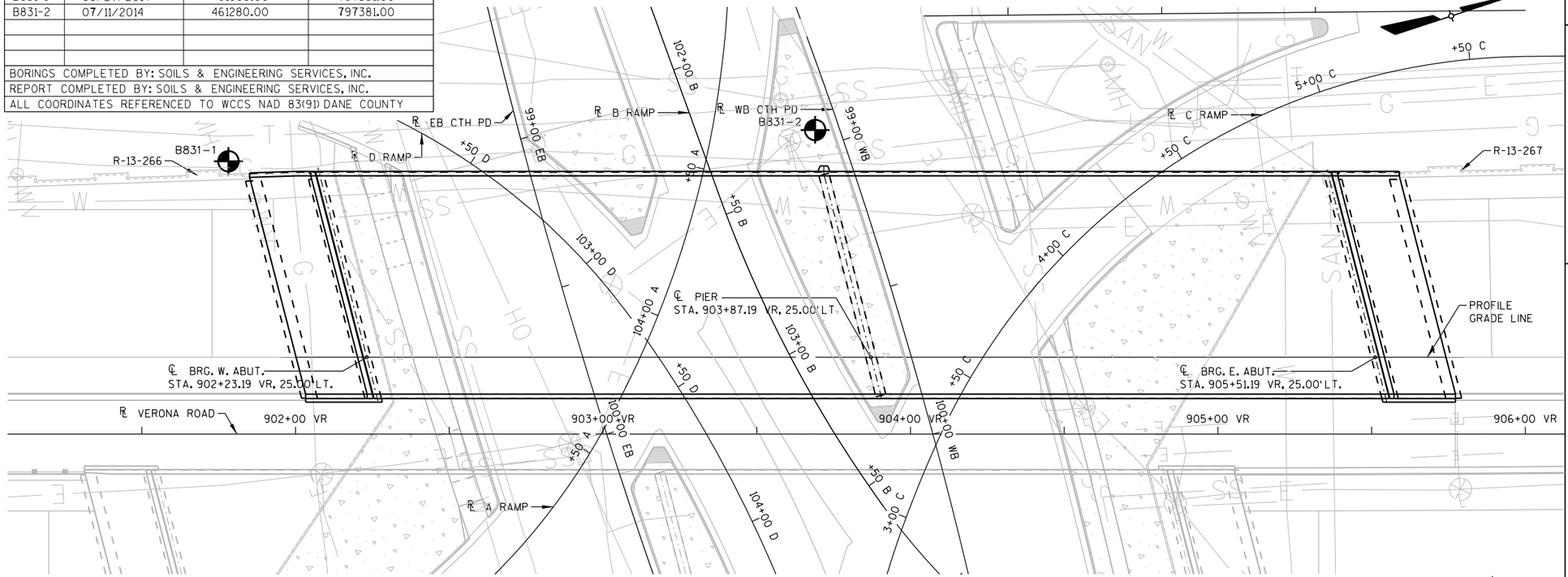
SHEET 4 OF 47
892

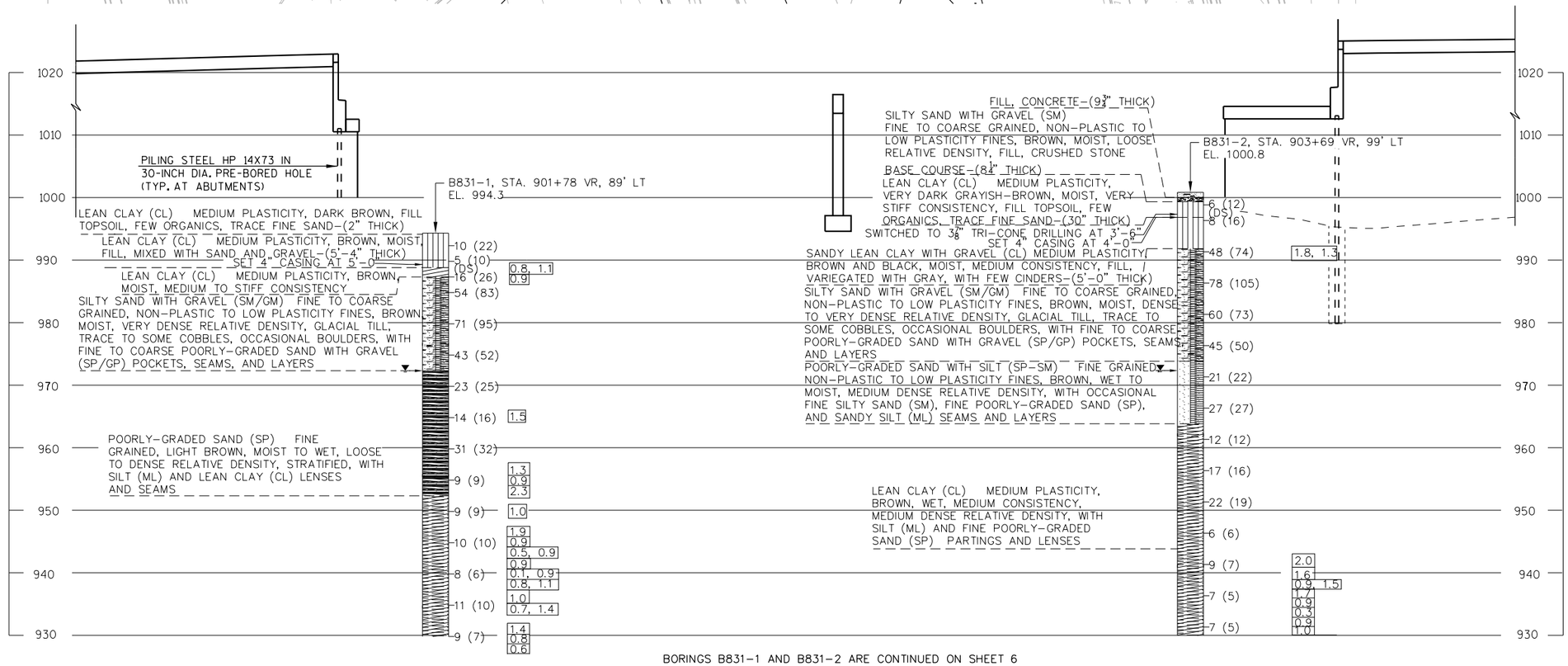
8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B831-1	06/27/2014	461095.00	797331.00
B831-2	07/11/2014	461280.00	797381.00

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY





BORINGS B831-1 AND B831-2 ARE CONTINUED ON SHEET 6

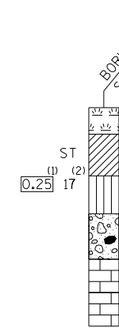
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

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

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-831

DRAWN BY MES | PLANS CK'D. MAH

SUBSURFACE EXPLORATION 1

SHEET 5 OF 47
893

SCALE =

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B831-1	06/27/2014	461095.00	797331.00
B831-2	07/11/2014	461280.00	797381.00

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
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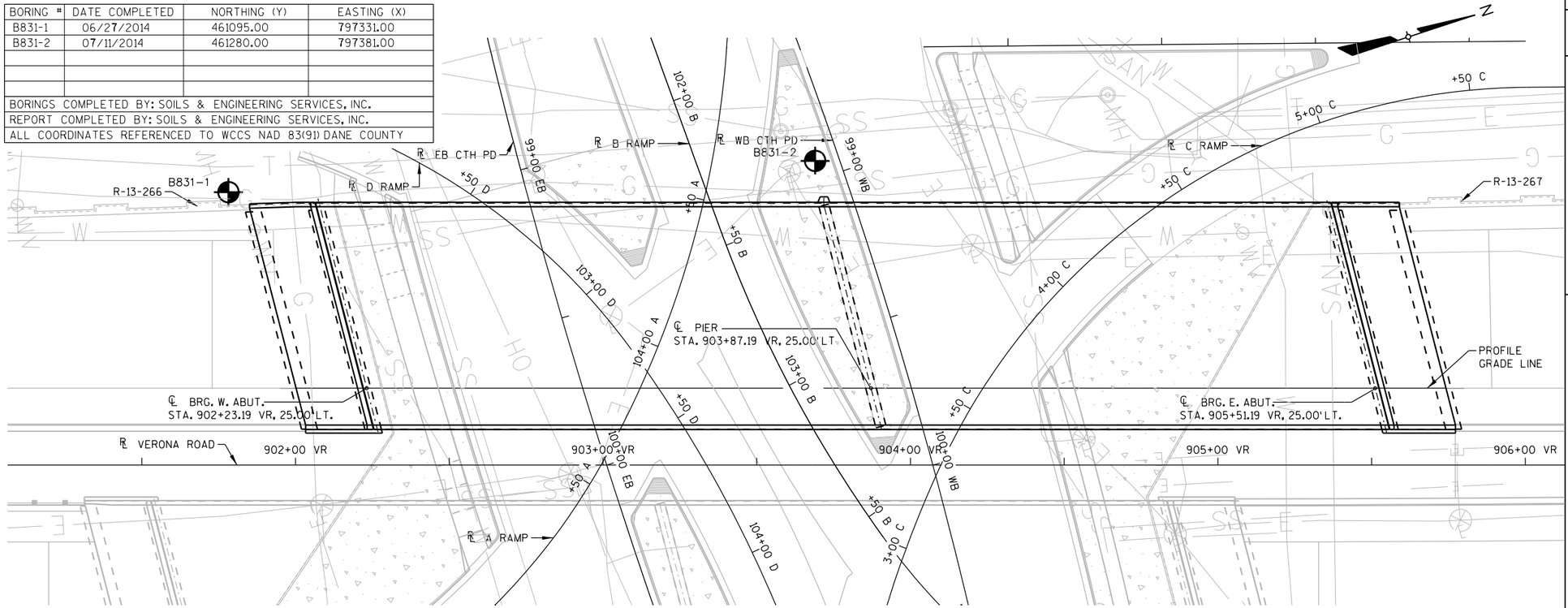


B831-1 CONTINUED

930		0.8	
		0.6	
		1.4	
	13 (11)	1.5	
		2.5, 2.8	
920		2.0, 0.6	
	13 (10)	1.1	
		1.0	
	15 (11)	1.0	
		1.2	
910	22 (17)	1.2	
	18 (13)	0.7, 2.0	
900	29 (20)	0.6	
	48 (33)	0.7	
890	62 (42)		
	58 (38)		
880	62 (40)		
	68 (42)		
870	69 (42)		
	51 (31)		
860	43 (26)		
	89 (50)		
850	70 (39)		
	100/<1" (55/<1")		
840			

VERY STIFF CONSISTENCY LENSE AT 69'-9"

LEAN CLAY (CL) MEDIUM PLASTICITY, BROWN, MOIST TO WET, MEDIUM TO STIFF CONSISTENCY, WITH SILT (ML) AND FINE POORLY-GRADED SAND (SP) PARTINGS AND LENSES

POORLY-GRADED SAND (SP) FINE GRAINED, LIGHT BROWN, MOIST TO WET, MEDIUM DENSE TO DENSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS

POORLY-GRADED SAND WITH SILT (SP-SM) FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, BROWN, MOIST TO WET, VERY DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS

POORLY-GRADED SAND (SP) FINE GRAINED, LIGHT BROWN, MOIST TO WET, VERY DENSE TO DENSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS

SANDSTONE SLIGHTLY TO MODERATELY WEATHERED, LIGHT BROWN, MOIST TO WET, VERY DENSE RELATIVE DENSITY

B831-2 CONTINUED

930	6 (5)	1.3, 1.0	
	3/6" (2/6")	1.3	
	5/6" (4/6")	0.9	
920	23/6" (18/6")	0.5	
	13 (9)	1.5	
		1.4	
910	7 (5)	1.0	
		<0.3	
	40 (27)		
900	44 (30)		
	50 (33)		
890	59 (38)		
	57 (35)		
880	68 (41)		
	48 (29)		
870	9 (5)		
	31 (17)		
860	28/6" (15/6")		
	49/6" (27/6")		
	23/5" (13/2")		
	(OB)		
	28 (14)		
850			
840			

LEAN CLAY (CL) MEDIUM PLASTICITY, BROWNISH-GRAY, MOIST, MEDIUM TO SOFT CONSISTENCY, WITH SILT (ML) AND FINE POORLY-GRADED SAND (SP) PARTINGS AND LENSES

POORLY-GRADED SAND WITH SILT (SP-SM) FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, GRAY, WET, MEDIUM DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS

LEAN CLAY (CL) MEDIUM PLASTICITY, GRAY, MOIST TO WET, MEDIUM TO VERY SOFT CONSISTENCY, WITH SILT (ML) AND FINE POORLY-GRADED SAND (SP) PARTINGS AND LENSES

POORLY-GRADED SAND WITH SILT (SP-SM) FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, BROWN, DENSE TO VERY DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS

CLAYEY SAND (SC) FINE GRAINED, MEDIUM PLASTICITY FINES, BROWN, WET, LOOSE RELATIVE DENSITY

SILTY SAND WITH GRAVEL (SM) FINE TO COARSE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, REDDISH-BROWN, WET, DENSE RELATIVE DENSITY

POORLY-GRADED GRAVEL (GP) FINE TO COARSE GRAINED, BROWN AND LIGHT BROWN, WET, DENSE TO MEDIUM DENSE RELATIVE DENSITY, SOME COBBLES, TRACE TO FEW BOULDERS

COMPLETE DRILLING MUD LOSS (50 GALLONS) AT 140'-0"

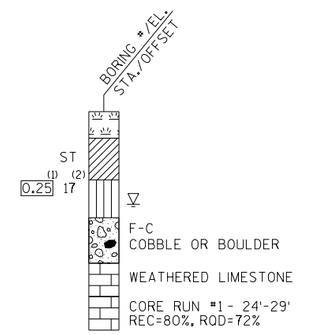
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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GROUND WATER ELEVATION

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

ABBREVIATIONS

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SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-831

DRAWN BY MES | PLANS CK'D. MAH

SUBSURFACE EXPLORATION 2

SHEET 6 OF 47
894

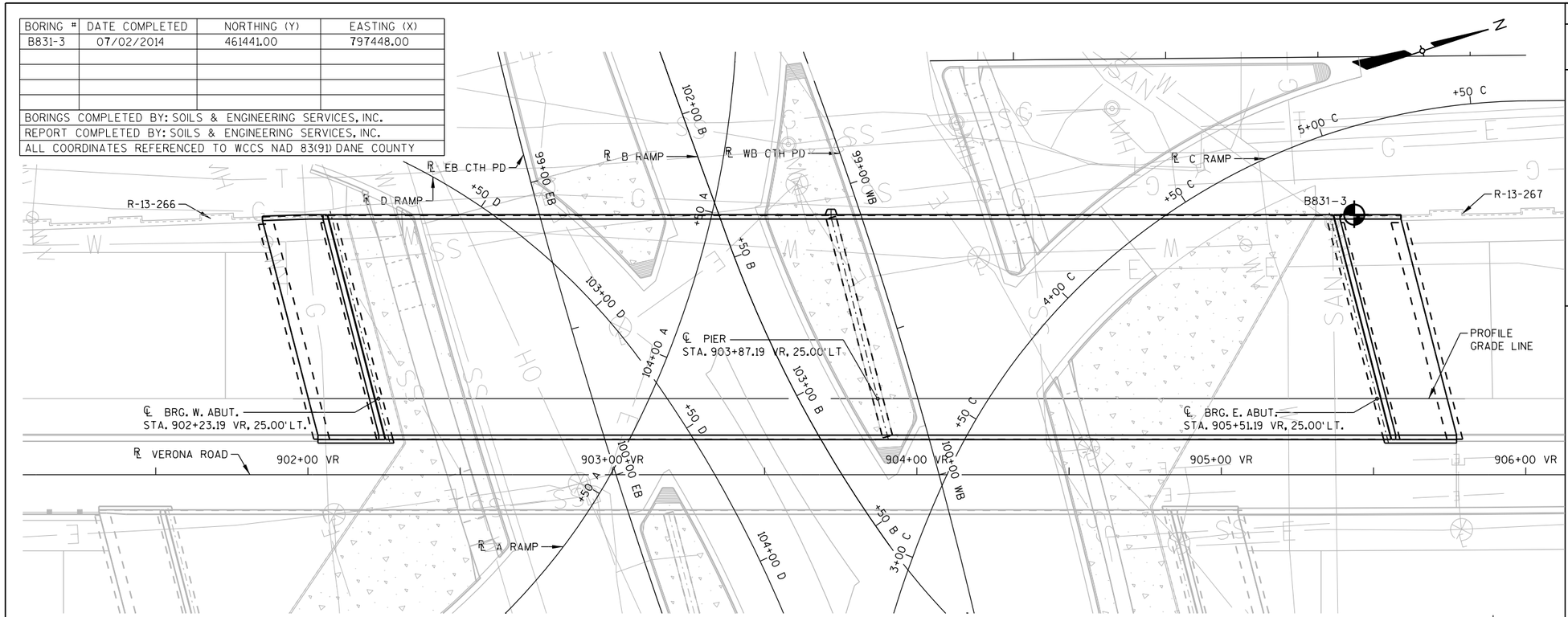
SCALE =

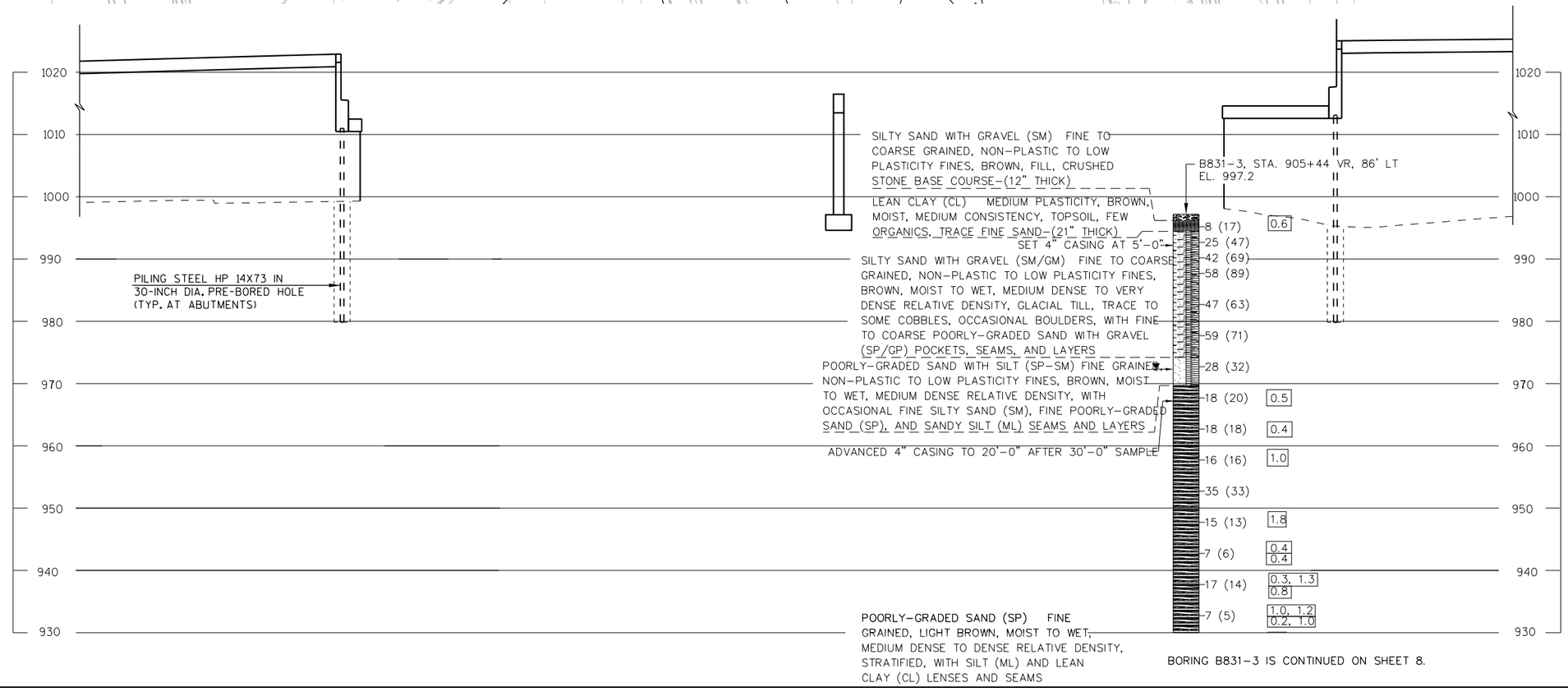
8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B831-3	07/02/2014	461441.00	797448.00

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY





BORING B831-3 IS CONTINUED ON SHEET 8.

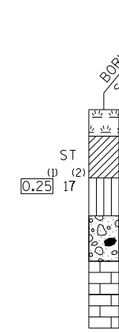
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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- END OF DRILLING
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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-831

DRAWN BY MES PLANS CK'D. MAH

SUBSURFACE EXPLORATION 3

SHEET 7 OF 47
895

SCALE =

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B831-3	07/02/2014	461441.00	797448.00

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
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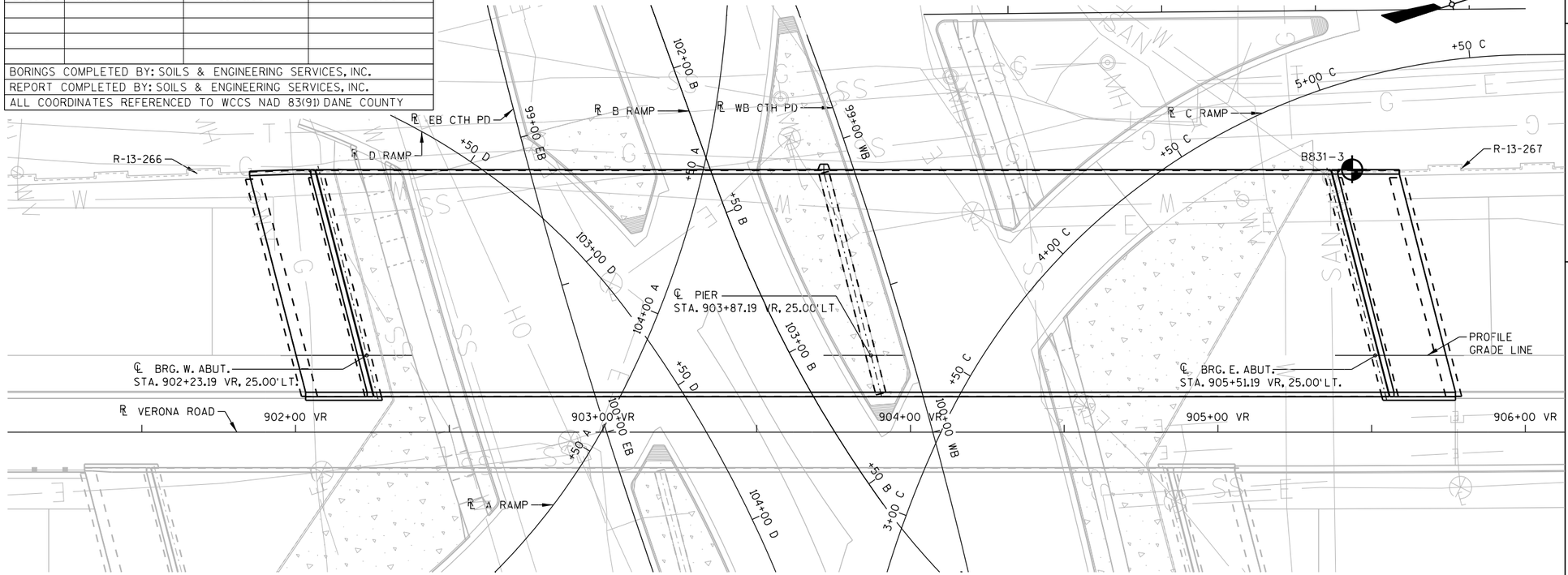
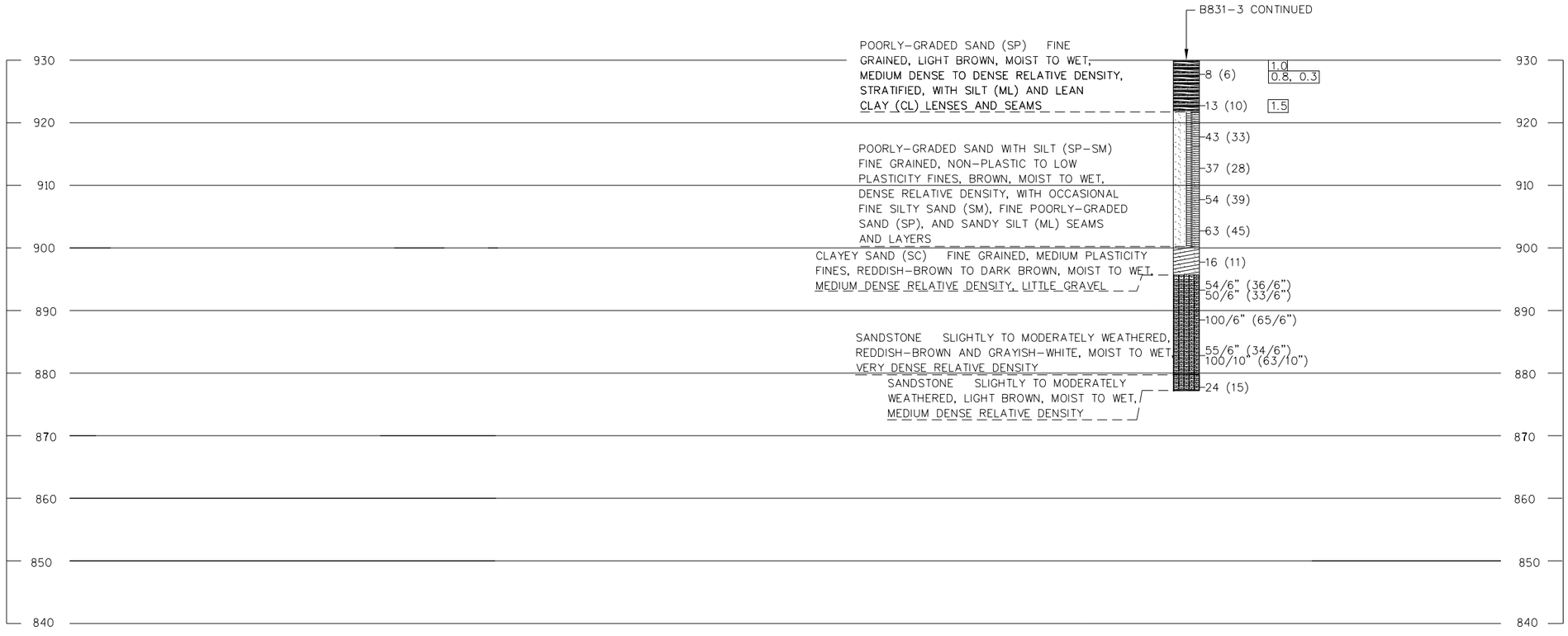




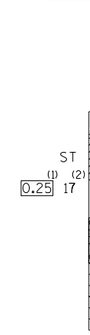
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-831

DRAWN BY MES | PLANS CK'D. MAH

SUBSURFACE EXPLORATION 4

SHEET 8 OF 47
896

SCALE =

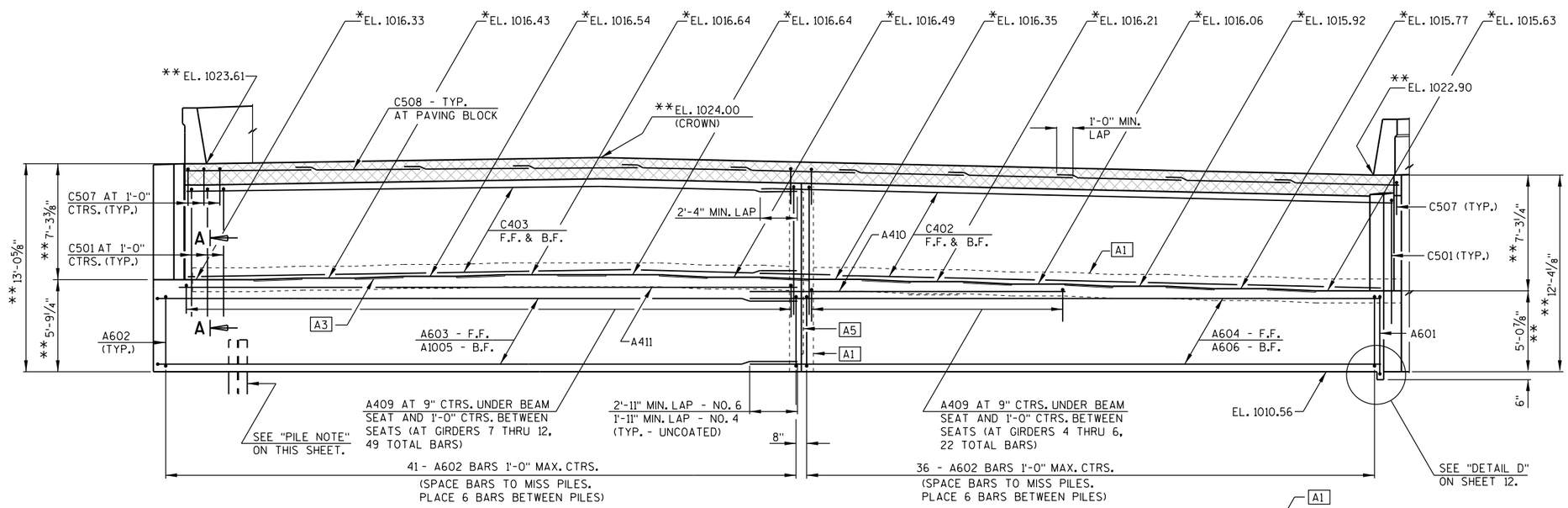
8

8

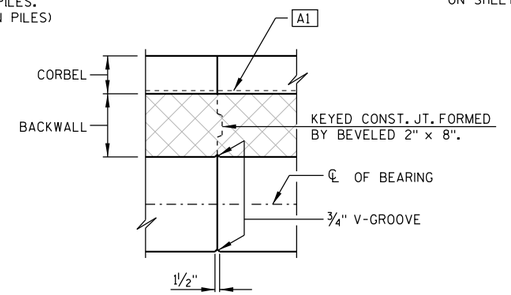
PRINTER DRIVER: S:\..acm-CADstds..Libraries\WISDOT\Microstation\Resources\MS_Printing\Printer_Drivers\AE_PDF.11 x 17.plt
PEN TABLE: S:\..acm-CADstds..Libraries\WISDOT\Microstation\Resources\MS_Printing\Pen tables\AE_WisDOT.tbl
FILE NAME: L:\work\projects\60285974\400_Technical\408_Structural\408.6_Design\408.6.1 B-13-831.SB Verona Road over CTH PD\Dgns\09_B-13-831_W_abutment01.dgn
PLOT DATE: 5/3/2018 PLOT TIME: 8:59:14 AM BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER

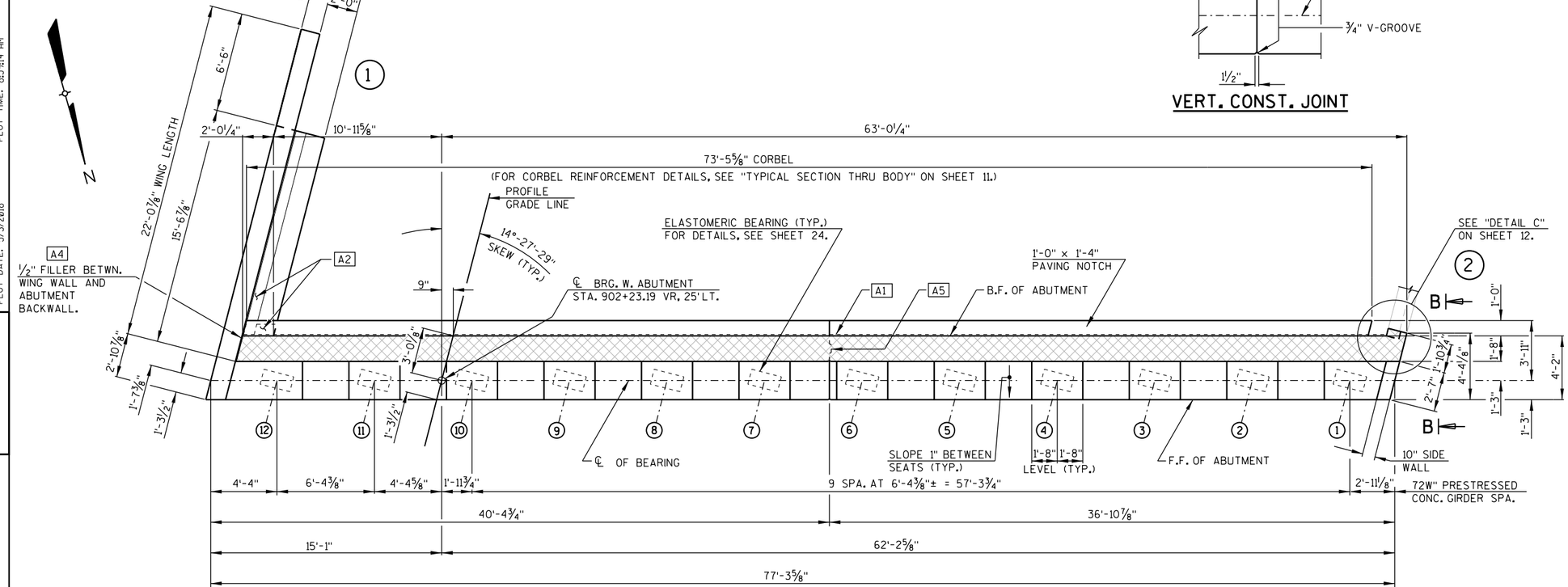
1206-08-77



ELEVATION
(LOOKING WEST)



VERT. CONST. JOINT



PLAN

LEGEND

- (X) INDICATES WING/CORNER NUMBER
- INDICATES CONCRETE (HPC) AREA TO BE POURED AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE.
- * ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.
- ** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL. FOR WING DETAILS AND ELEVATIONS, SEE SHEET 13.
- A1 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- A2 PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.
- A3 KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".
- A4 SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE). COLOR TO MATCH CONCRETE STAIN.
- A5 VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2" x 8". USE ¾" V-GROOVE AT F.F. OF ABUTMENT BODY & BACKWALL. SEE "VERT. CONST. JOINT" DETAIL ON THIS SHEET.

NOTES

FOR "TYPICAL SECTION THRU BODY" AND "VIEW B-B", SEE SHEET 11.

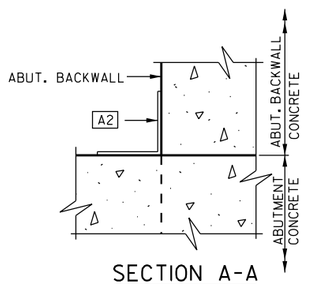
FOR "DETAIL C" & D", SEE SHEET 12.

FOR WING 1 DETAILS, SEE SHEET 13.

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 14 X 73 WITH A REQUIRED DRIVING RESISTANCE OF 250 TONS PER PILE BY SEATING THE PILE IN THE GLACIAL TILL. ESTIMATED PILE LENGTH = 35'. SEE PRE-BORE PILE DETAIL ON SHEET 10. FOR PILE LAYOUT DETAILS, SEE SHEET 10.

OSHA VERTICAL AND HORIZONTAL CLEARANCES MUST BE MAINTAINED FROM ATC OVERHEAD ELECTRIC LINE DURING CONSTRUCTION. CONTRACTOR TO CONSIDER ALTERNATIVE METHODS FOR WEST ABUTMENT PILE CONSTRUCTION.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MAH

WEST ABUTMENT 1

SHEET 9 OF 47
897

8

8

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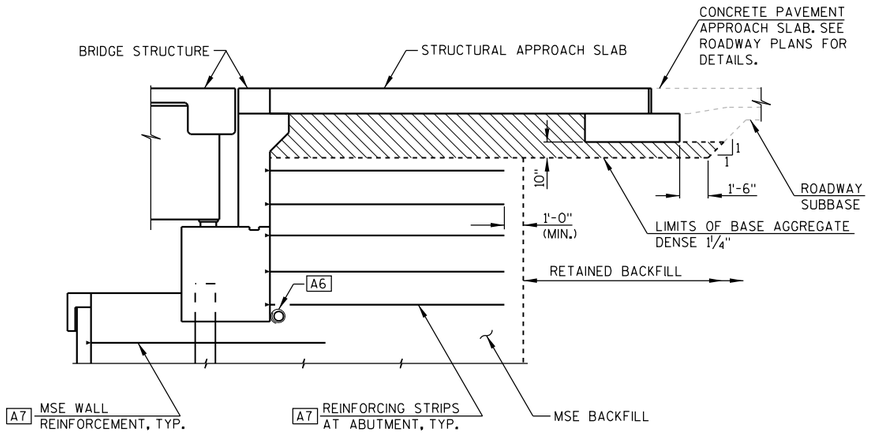
STATE PROJECT NUMBER

1206-08-77



BACKFILL STRUCTURE LIMITS

LEGEND

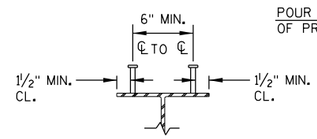
A6 PIPE UNDERDRAIN WRAPPED 6-INCH. CAP PIPE AT THE END OF THE WING 1 BODY AND SLOPE 0.5% MIN. TO CORNER 2. AT CORNER 2, CONNECT PIPE UNDERDRAIN TO A VERTICAL PIPE UNDERDRAIN WHICH WILL CONNECT TO R-13-266 PIPE UNDERDRAIN AT BASE OF WALL. (VERTICAL PIPE UNDERDRAIN QUANTITY IS INCLUDED WITH R-53-266).

A7 REINFORCING STRIPS AT ABUTMENT (LOCATION TO BE DETERMINED BY WALL CONTRACTOR).

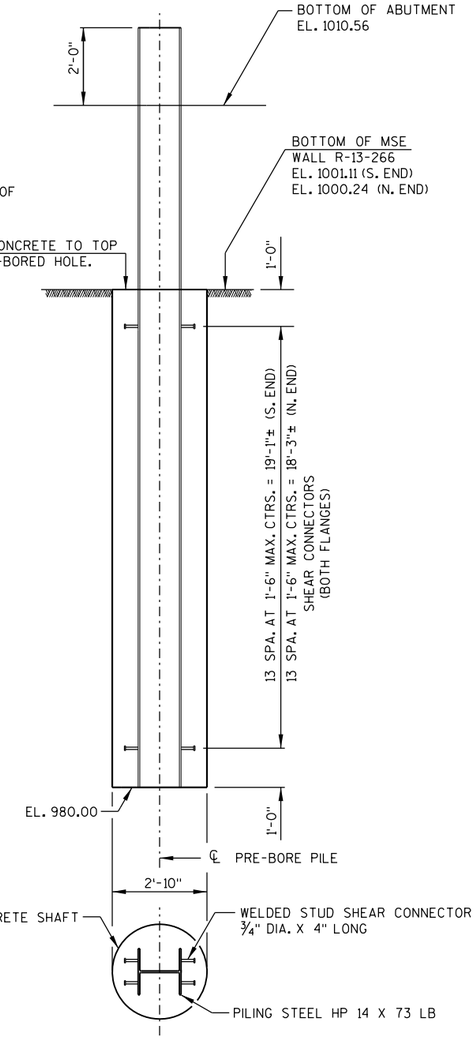
(X) INDICATES WING/CORNER NUMBER

A5 FOR SYMBOL DESCRIPTION, SEE SHEET 9.

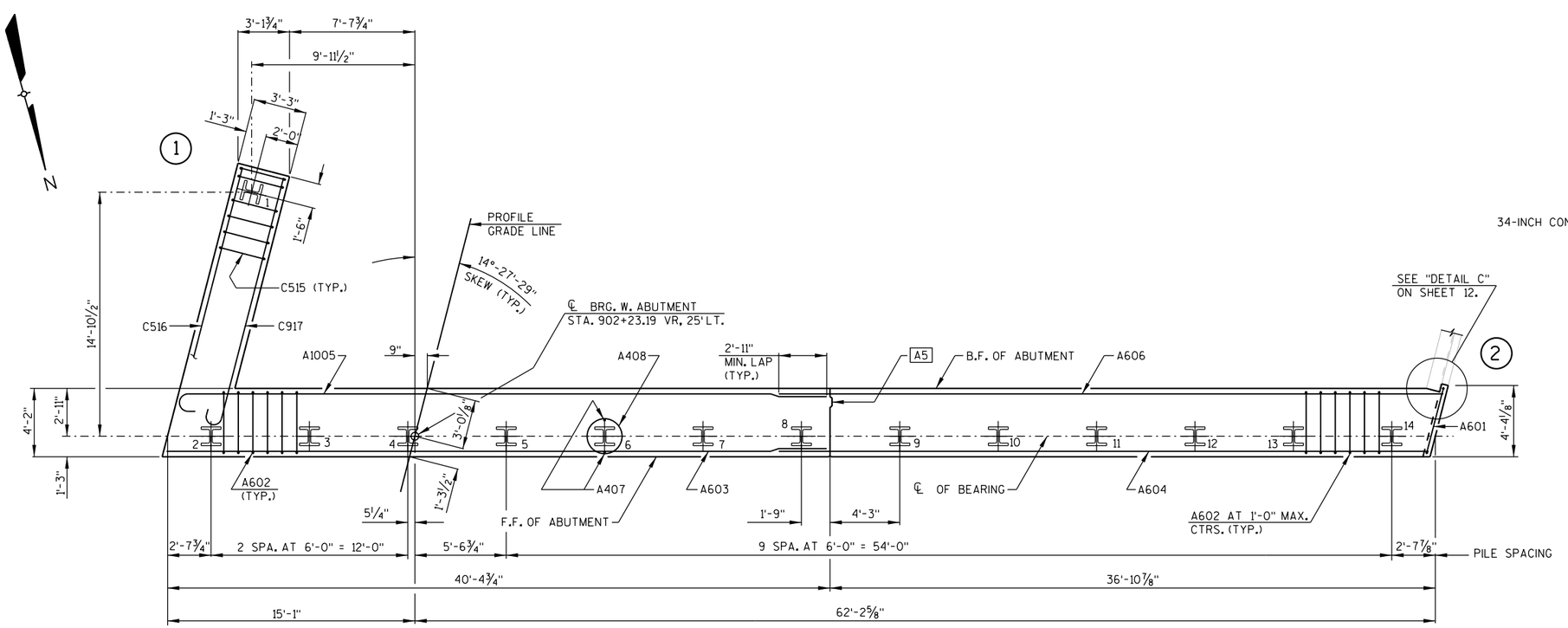
NOTE: USE TWO FIELD WELDED ¾" DIA. X 4" LONG STUDS EQUALLY SPACED FROM FLANGE EDGE WITH A MIN. OF 1½" CL. FROM THE FLANGE EDGE. STUDS PLACED ON BOTH FLANGES OF PILE.



SHEAR CONN. DETAIL



PRE-BORE PILE DETAIL



PILE PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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WEST ABUTMENT 2

SHEET 10 OF 47
898

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PLOT DATE: 1/23/2018 PLOT TIME: 11:12:11 AM BATCH PRINT SHEET 11 OF 47

STATE PROJECT NUMBER

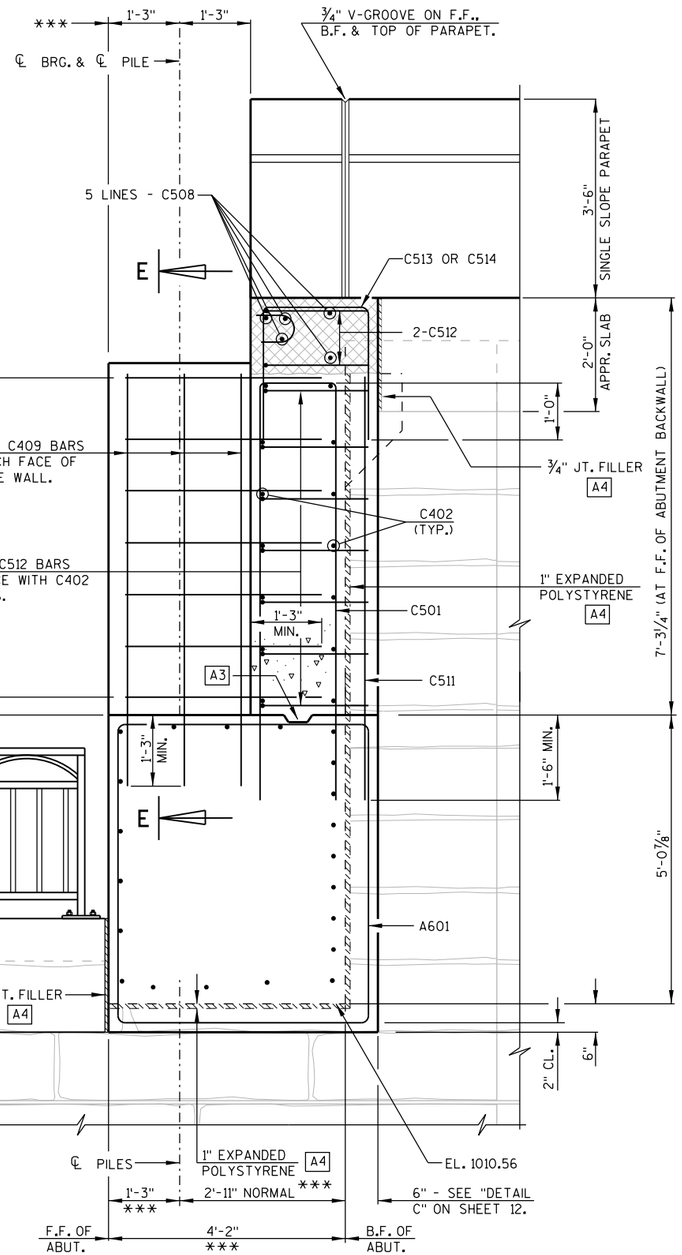
1206-08-77

LEGEND

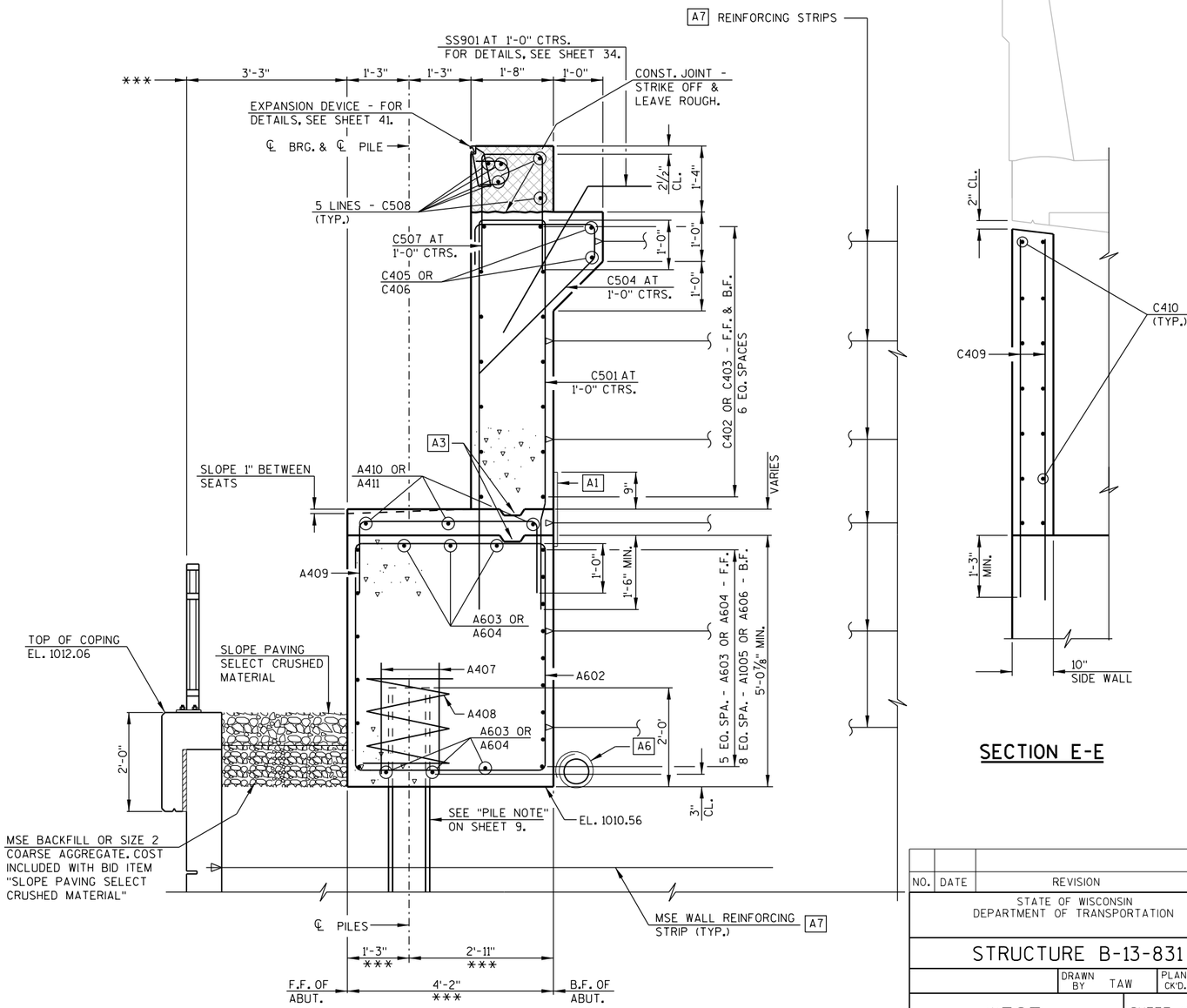
A1 A3 A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 9.

A6 A7 FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.

*** DIMENSION IS TAKEN NORMAL TO ℄ BRG. OF ABUTMENT.



VIEW B-B



TYPICAL SECTION THRU BODY
(LOOKING SOUTH)

SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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WEST ABUTMENT 3

SHEET 11 OF 47
899

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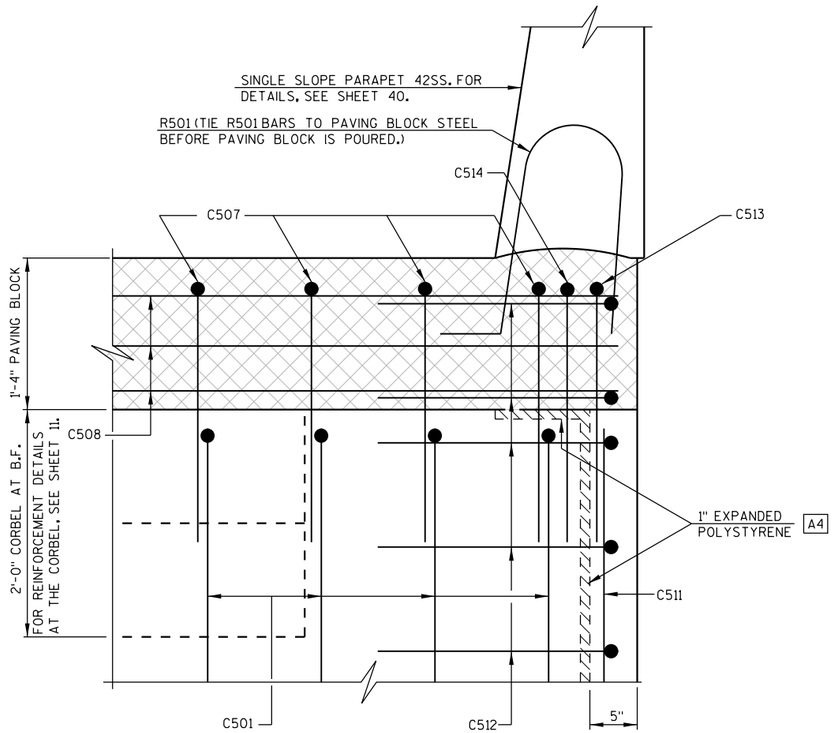
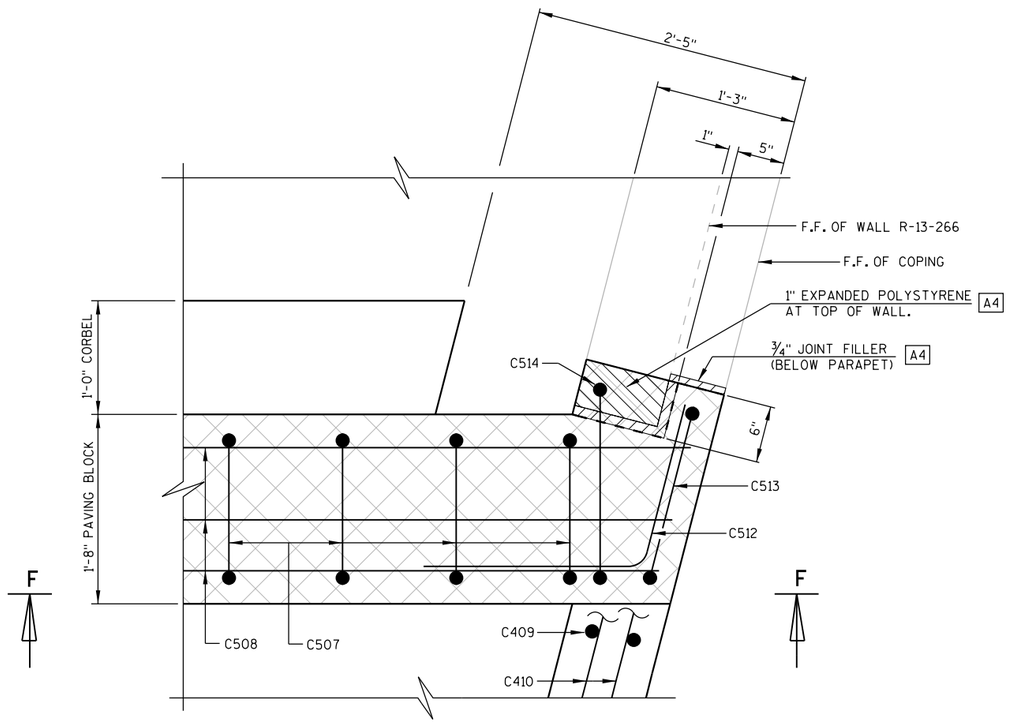


SECTION F-F

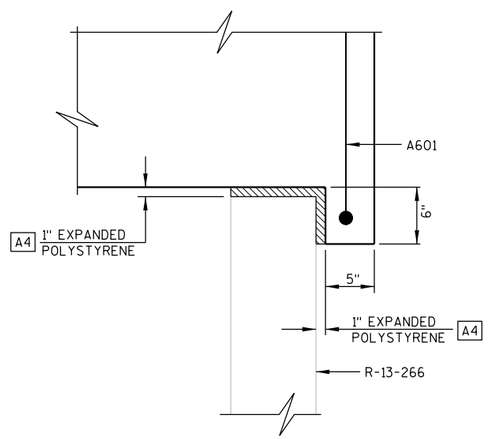
(HORIZONTAL C402 BARS NOT SHOWN FOR CLARITY IN BACKWALL)

LEGEND

A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 9.



DETAIL C



DETAIL D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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WEST ABUTMENT 4

SHEET 12 OF 47
900

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STATE PROJECT NUMBER
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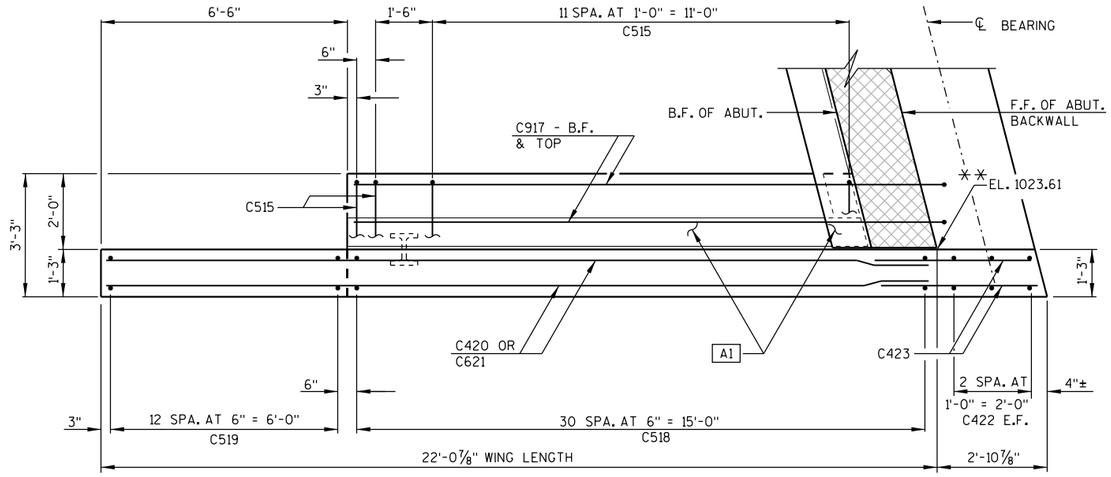
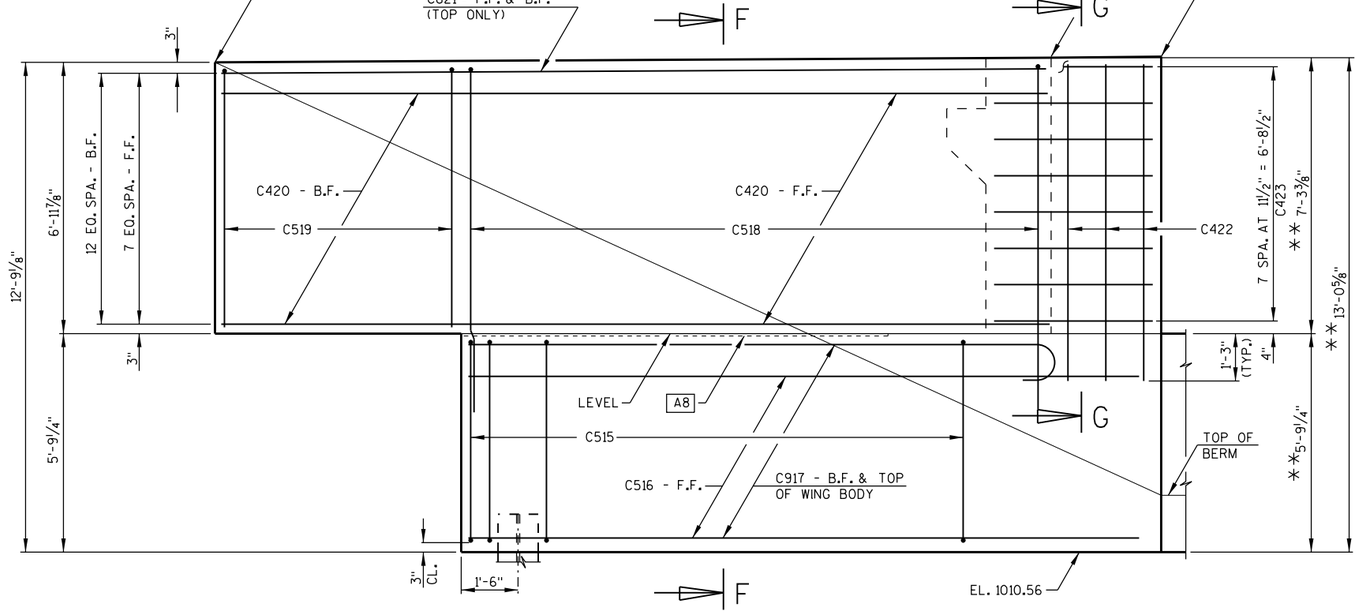


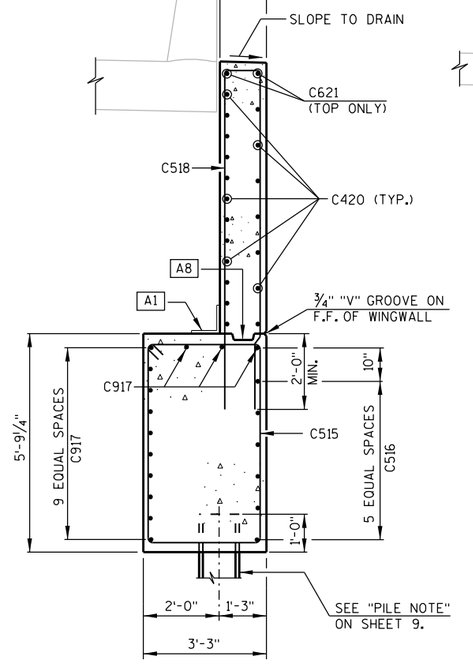
PLAN - WING 1

LEGEND

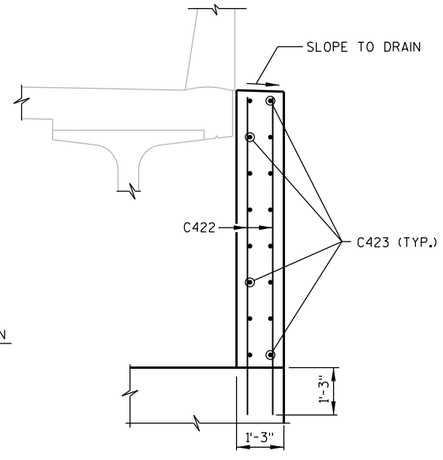
- ✳✳ DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.
- A8 OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH RUBBERIZED MEMBRANE WATERPROOFING ON BACKFACE.
- A1 FOR SYMBOL DESCRIPTIONS, SEE SHEET 9.



ELEVATION - WING 1



SECTION F-F



SECTION G-G

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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WING 1

SHEET 13 OF 47
901

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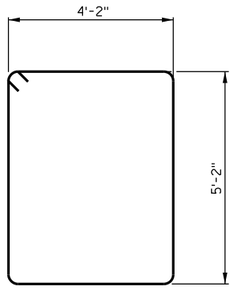

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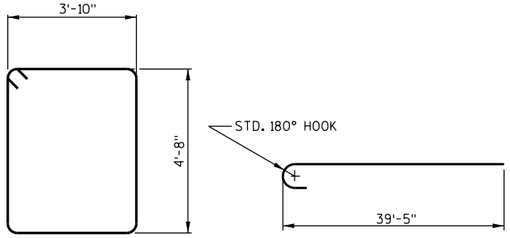

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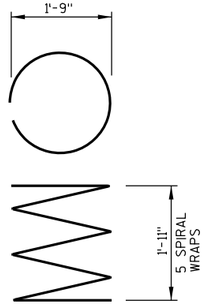

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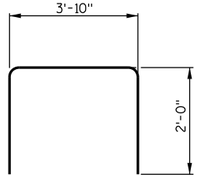
A408



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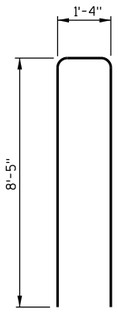

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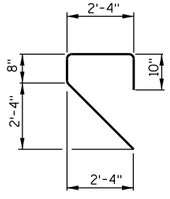

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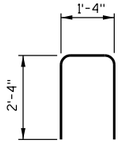

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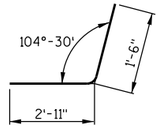

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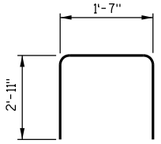

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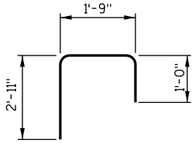

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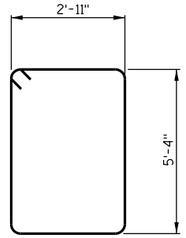

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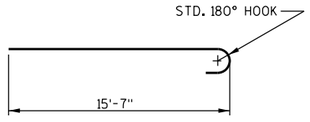

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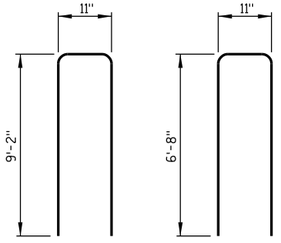

C518

C519

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 6,430 LBS	
A601	1	19-6	X		BODY - STIRRUP - NORTH END	VERT.
A602	77	17-10	X		BODY - STIRRUPS	VERT.
A603	12	39-6			BODY - F.F., TOP & BOTTOM	HORIZ.
A604	12	40-5			BODY - F.F., TOP & BOTTOM	HORIZ.
A1005	9	40-10	X		BODY - B.F.	HORIZ.
A606	9	40-7			BODY - B.F.	HORIZ.
A407	26	2-3			BODY - 2 PER PILE	VERT.
A408	13	28-0	X		BODY - SPIRAL WRAP AT PILE	HORIZ.
A409	71	7-8	X		BODY - TOP - UNDER GIRDERS 4 THRU 12	VERT.
A410	3	19-11			BODY - TOP - UNDER GIRDERS 4 THRU 6	HORIZ.
A411	3	38-0			BODY - TOP - UNDER GIRDERS 7 THRU 12	HORIZ.
COATED BARS					TOTAL WEIGHT = 6,180 LBS	
C501	77	17-11	X		BACK WALL	VERT.
C402	14	40-5			BACK WALL	HORIZ.
C403	14	38-0			BACK WALL	HORIZ.
C504	74	6-10	X		BACK WALL - CORBEL	VERT.
C405	2	37-9			BACK WALL - CORBEL	HORIZ.
C406	2	37-10			BACK WALL - CORBEL	HORIZ.
C507	77	5-9	X		BACK WALL & PAVING BLOCK	VERT.
C508	55	7-10			PAVING BLOCK	HORIZ.
C409	6	7-8			CORNER 2 - SIDEWALL	VERT.
C410	14	3-8			CORNER 2 - SIDEWALL	HORIZ.
C511	1	7-3			CORNER 2 - B.F. - AT WALL BUMP OUT	VERT.
C512	9	4-4	X		CORNER 2 - B.F. - AT WALL BUMP OUT	HORIZ.
C513	1	7-2	X		CORNER 2 - PAVING BLOCK	VERT.
C514	1	5-5	X		CORNER 2 - PAVING BLOCK	VERT.
C515	14	17-2	X		WING 1 - STIRRUPS	VERT.
C516	6	18-0			WING 1 - BODY - F.F.	HORIZ.
C917	13	17-0	X		WING 1 - BODY - B.F.	HORIZ.
C518	31	19-0	X		WING 1 - F.F. & B.F.	VERT.
C519	13	14-0	X		WING 1 - F.F. & B.F.	VERT.
C420	19	21-8			WING 1 - F.F. & B.F.	HORIZ.
C621	2	21-8			WING 1 - TOP - F.F. & B.F.	HORIZ.
C422	6	8-5			WING 1 - SIDEWALL AREA	VERT.
C423	16	4-0			WING 1 - SIDEWALL AREA	HORIZ.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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WEST ABUTMENT DETAILS

SHEET 14 OF 47
902

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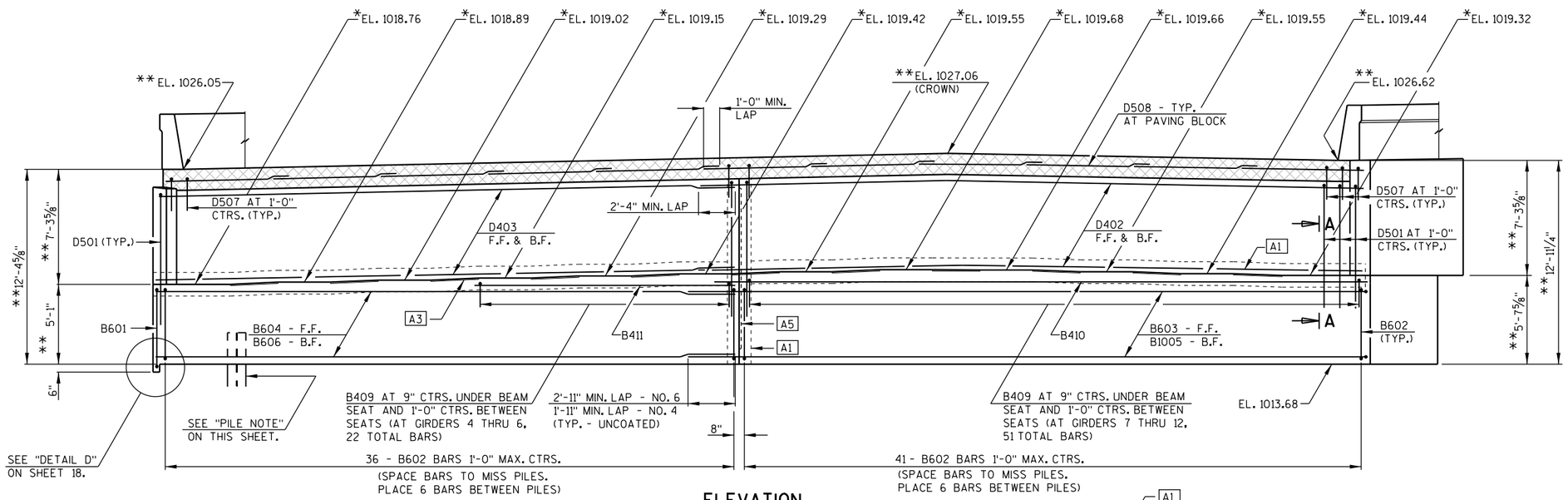
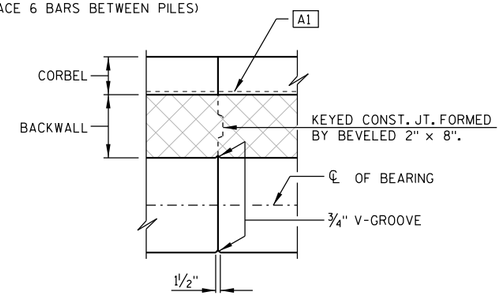
STATE PROJECT NUMBER

1206-08-77



ELEVATION
(LOOKING EAST)



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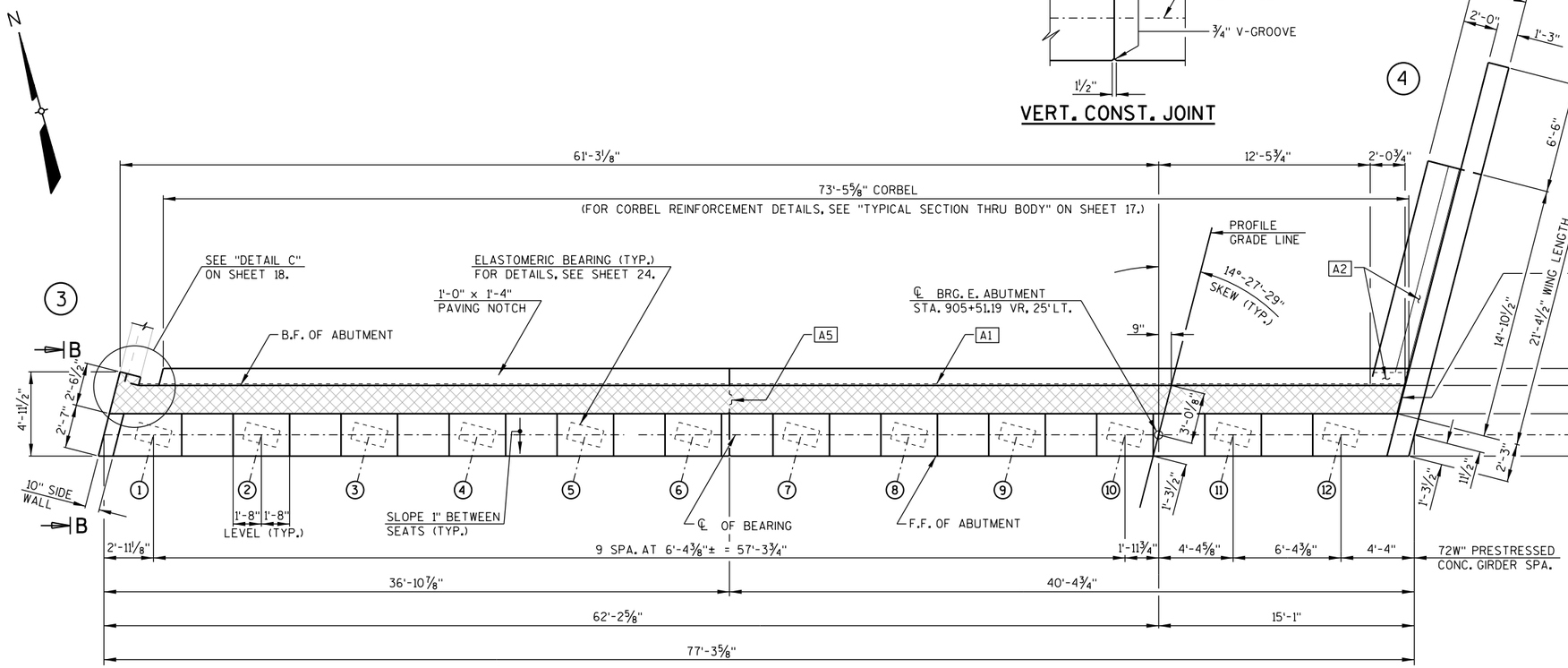
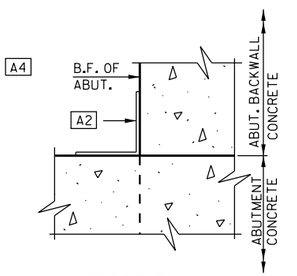


PLAN



SECTION A-A

LEGEND

- (X) INDICATES WING/CORNER NUMBER
- INDICATES CONCRETE (HPC) AREA TO BE POURED AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE.
- * ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.
- ** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL. FOR WING DETAILS AND ELEVATIONS, SEE SHEET 19.
- A1 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- A2 PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.
- A3 KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".
- A4 SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR TO MATCH CONCRETE STAIN.
- A5 VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2" × 8". USE ¾" V-GROOVE AT F.F. OF ABUTMENT BODY & BACKWALL. SEE VERT. CONST. JOINT DETAIL ON THIS SHEET.

NOTES

FOR "TYPICAL SECTION THRU BODY" AND "VIEW B-B", SEE SHEET 17.

FOR "DETAIL C" & D", SEE SHEET 18.

FOR WING 4 DETAILS, SEE SHEET 19.

PILE NOTE

EAST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 14 X 73 WITH A REQUIRED DRIVING RESISTANCE OF 250 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. PILES SHALL BE PLACED IN PRE-BORED HOLES AND BACKFILLED WITH CONCRETE. ESTIMATED PILE LENGTH = 40'. SEE PRE-BORE PILE DETAIL ON SHEET 16. FOR PILE LAYOUT DETAILS, SEE SHEET 16.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MAH

EAST ABUTMENT 1

SHEET 15 OF 47
903

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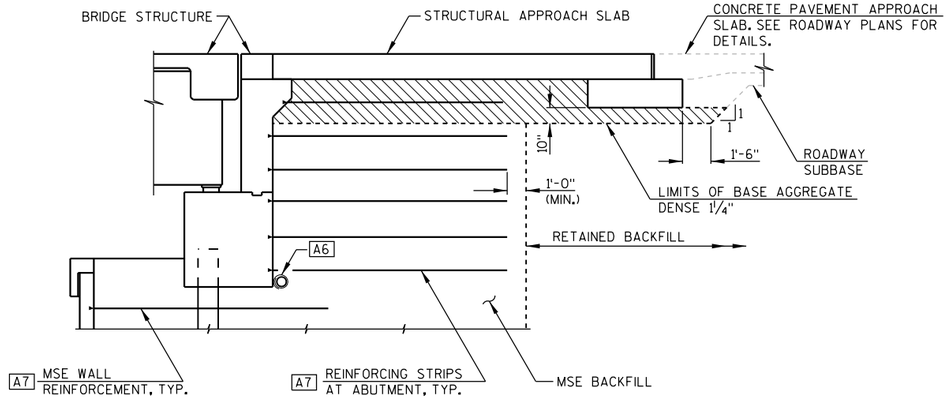
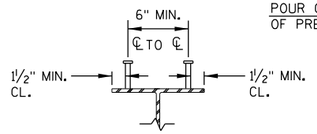
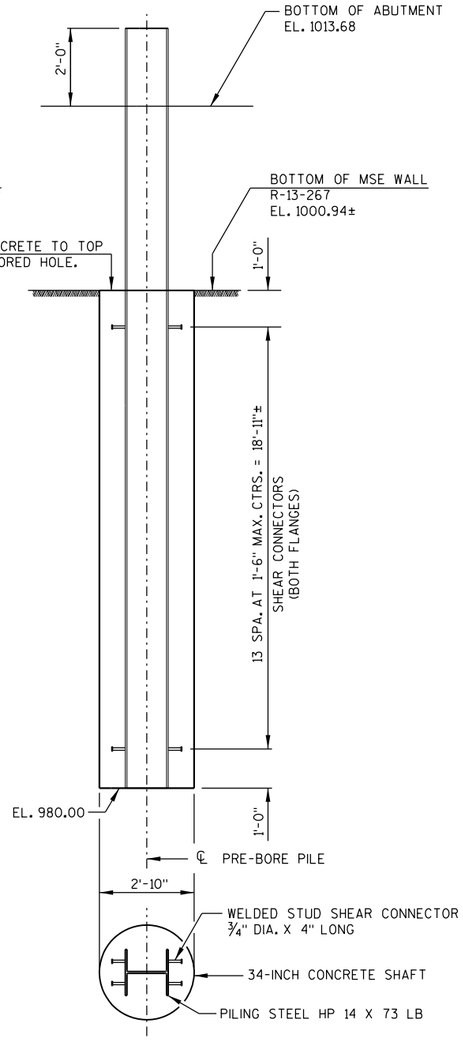


BACKFILL STRUCTURE LIMITS

NOTE: USE TWO FIELD WELDED ¾" DIA. X 4" LONG STUDS EQUALLY SPACED FROM FLANGE EDGE WITH A MIN. OF 1½" CL. FROM THE FLANGE EDGE. STUDS PLACED ON BOTH FLANGES OF PILE.



SHEAR CONN. DETAIL



PRE-BORE PILE DETAIL

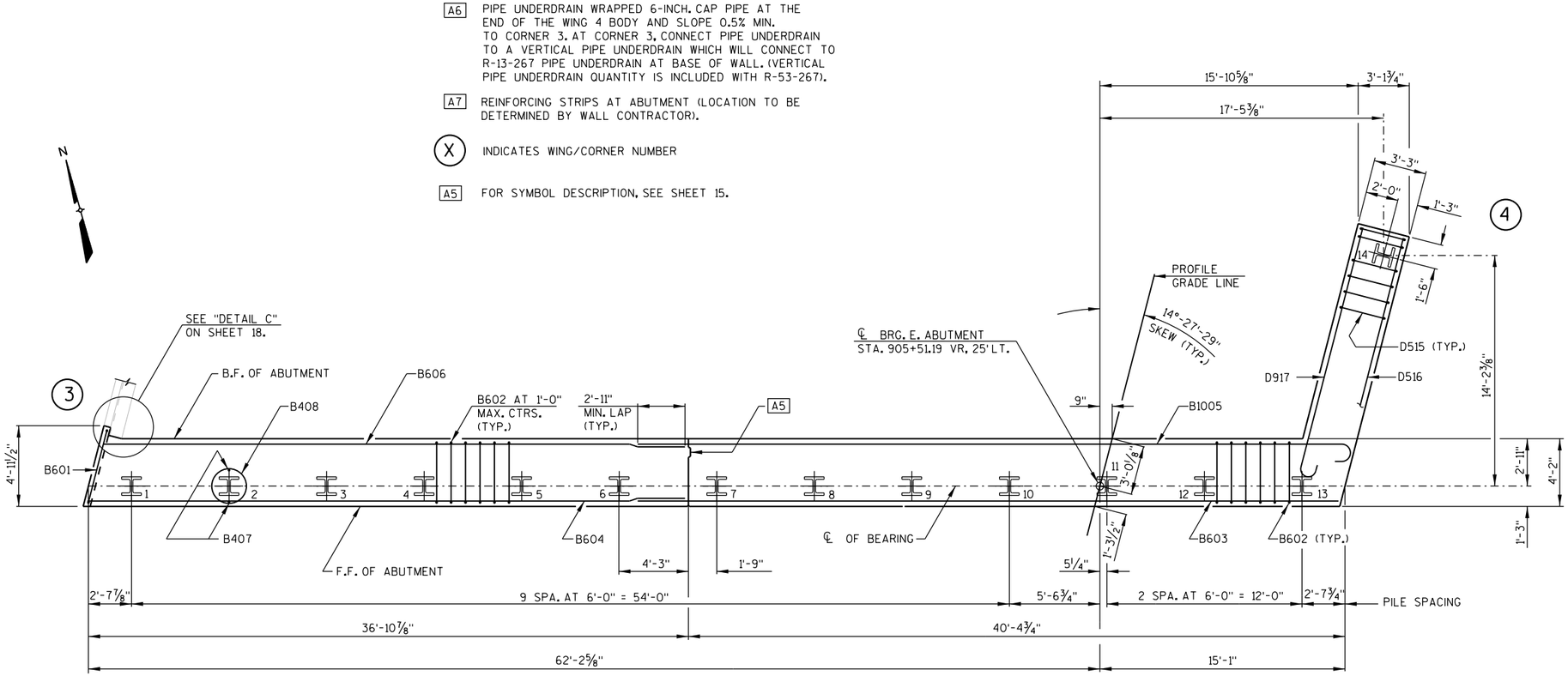
LEGEND

A6 PIPE UNDERDRAIN WRAPPED 6-INCH. CAP PIPE AT THE END OF THE WING 4 BODY AND SLOPE 0.5% MIN. TO CORNER 3. AT CORNER 3, CONNECT PIPE UNDERDRAIN TO A VERTICAL PIPE UNDERDRAIN WHICH WILL CONNECT TO R-13-267 PIPE UNDERDRAIN AT BASE OF WALL. (VERTICAL PIPE UNDERDRAIN QUANTITY IS INCLUDED WITH R-53-267).

A7 REINFORCING STRIPS AT ABUTMENT (LOCATION TO BE DETERMINED BY WALL CONTRACTOR).

(X) INDICATES WING/CORNER NUMBER

A5 FOR SYMBOL DESCRIPTION, SEE SHEET 15.



PILE PLAN

NO.	DATE	REVISION	BY

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STRUCTURE B-13-831

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EAST ABUTMENT 2

SHEET 16 OF 47
904

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PLOT DATE: 1/23/2018 PLOT TIME: 11:12:55 AM BATCH PRINT SHEET 17 OF 47

STATE PROJECT NUMBER

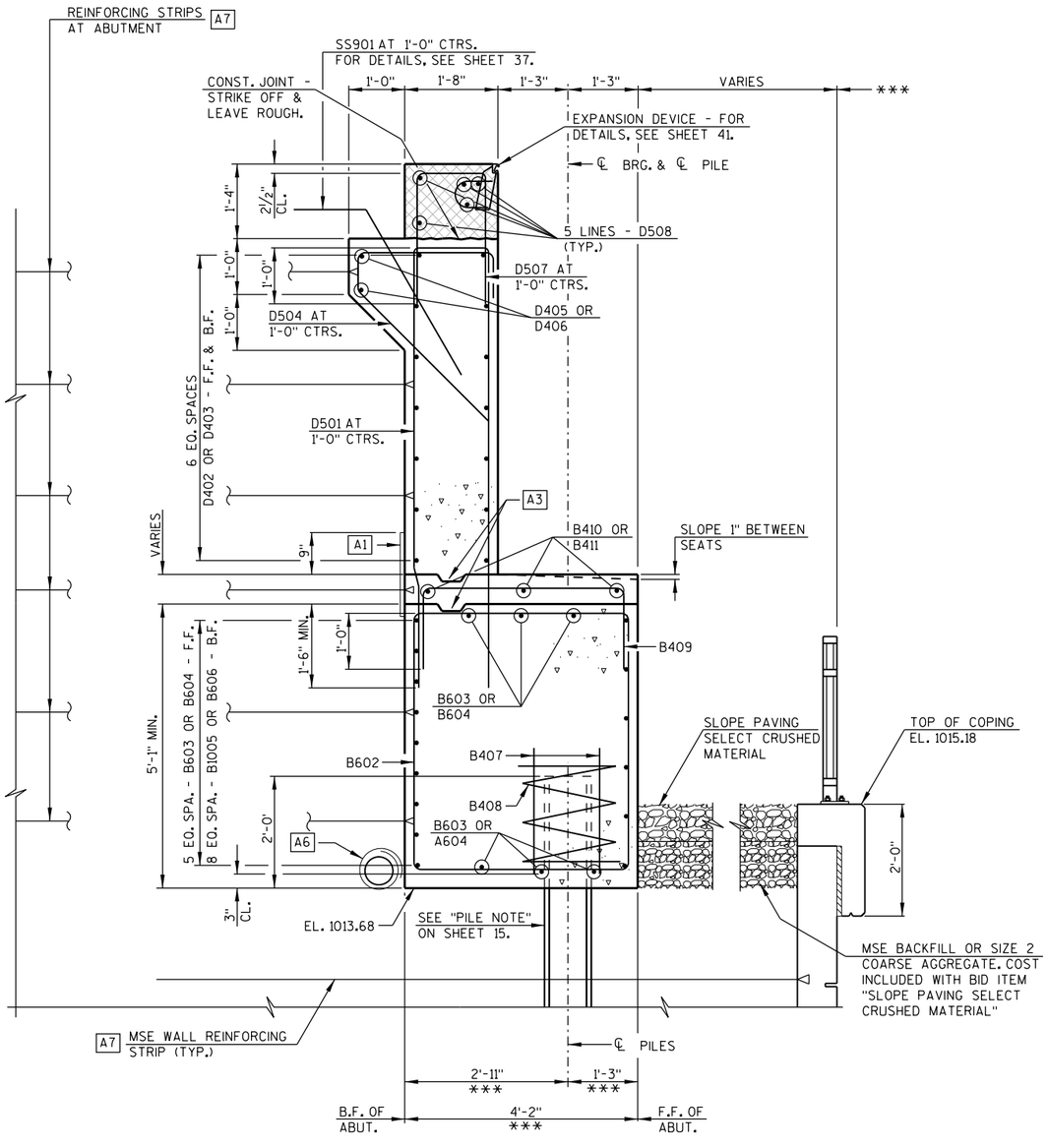
1206-08-77

LEGEND

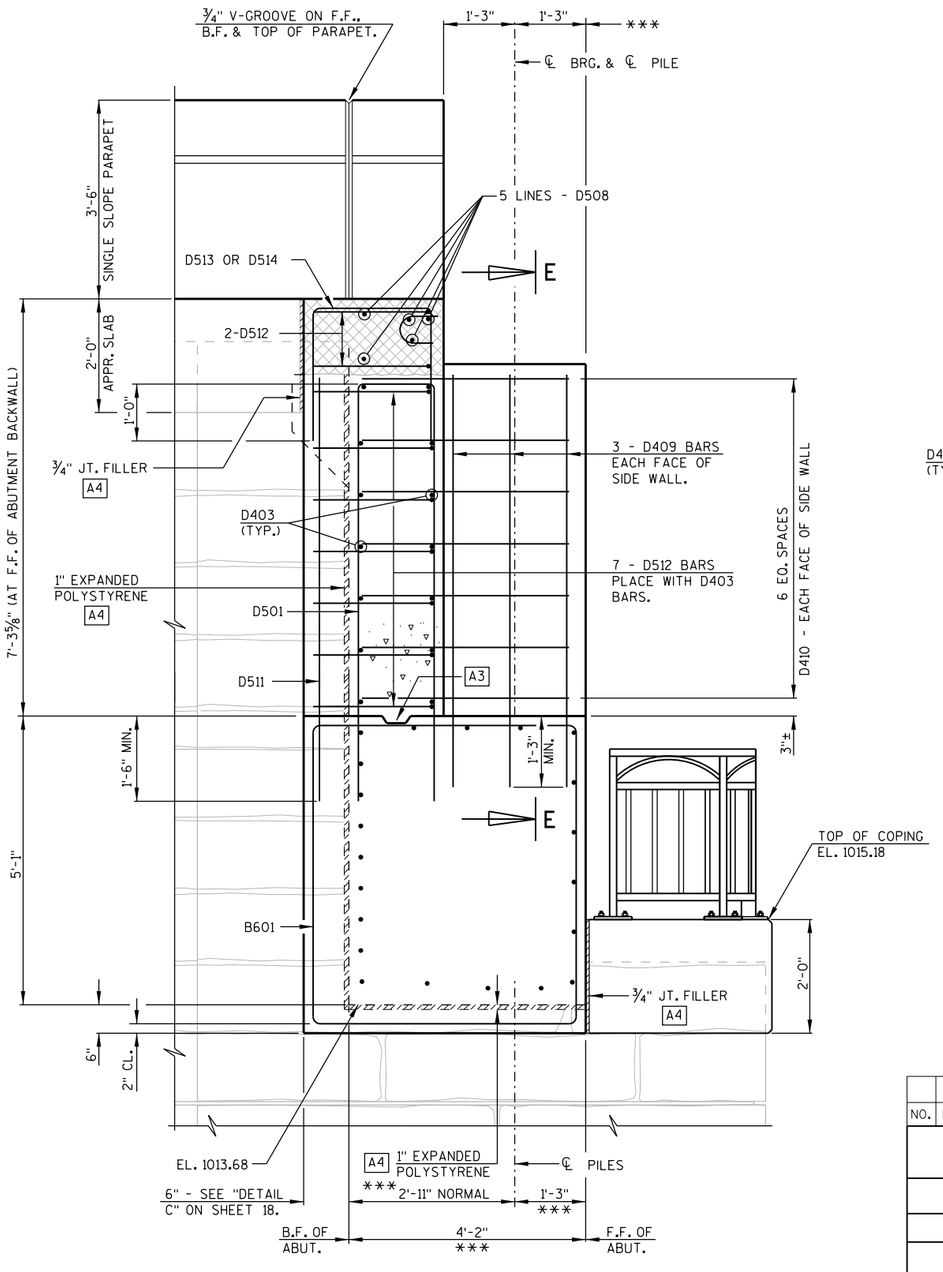
A1 A3 A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.

A6 A7 FOR SYMBOL DESCRIPTIONS, SEE SHEET 16.

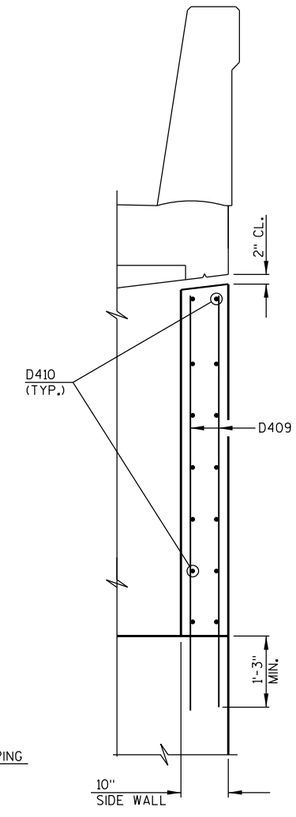
*** DIMENSION IS TAKEN NORMAL TO ℄ BRG. OF ABUTMENT.



TYPICAL SECTION THRU BODY
(LOOKING SOUTH)



VIEW B-B



SECTION E-E

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STRUCTURE B-13-831

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EAST ABUTMENT 3

SHEET 17 OF 47
905

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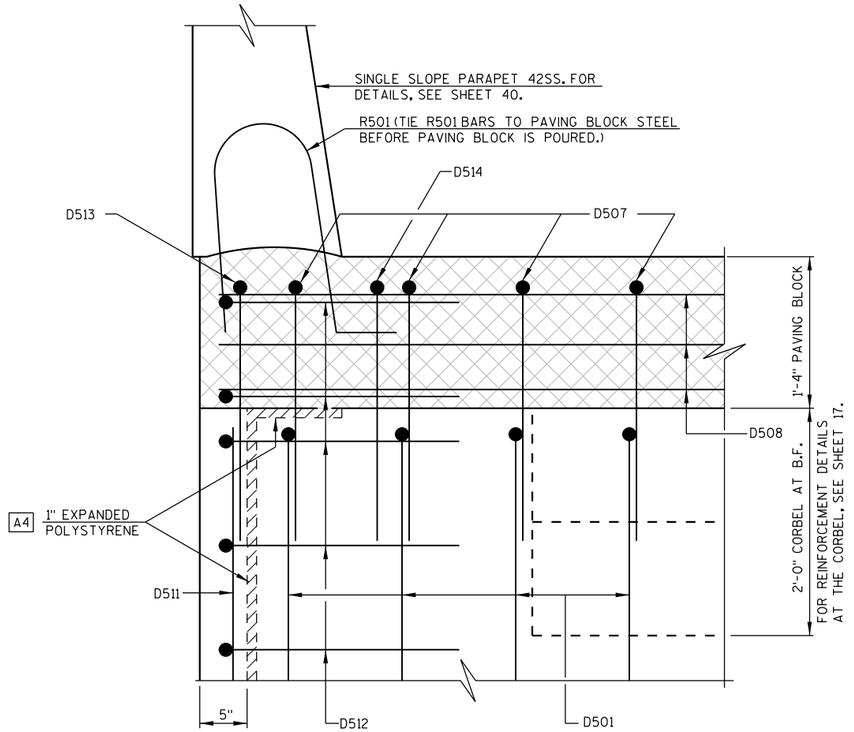
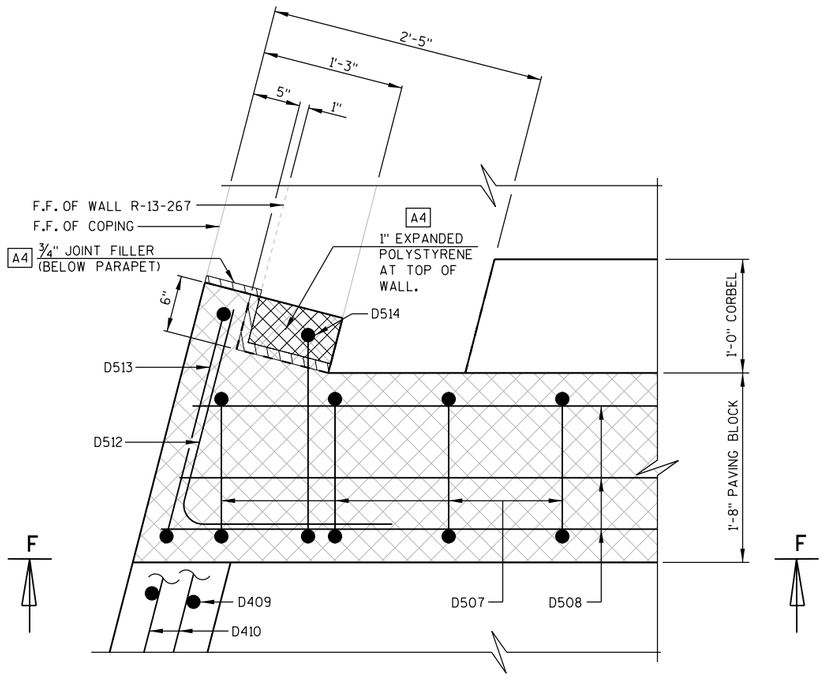


SECTION F-F

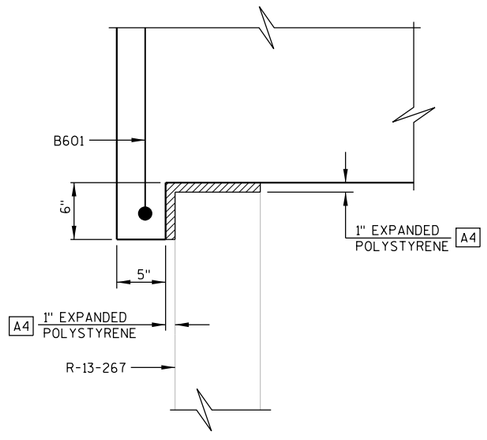
(HORIZONTAL D403 BARS NOT SHOWN FOR CLARITY IN BACKWALL)

LEGEND

A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.



DETAIL C



DETAIL D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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EAST ABUTMENT 4

SHEET 18 OF 47
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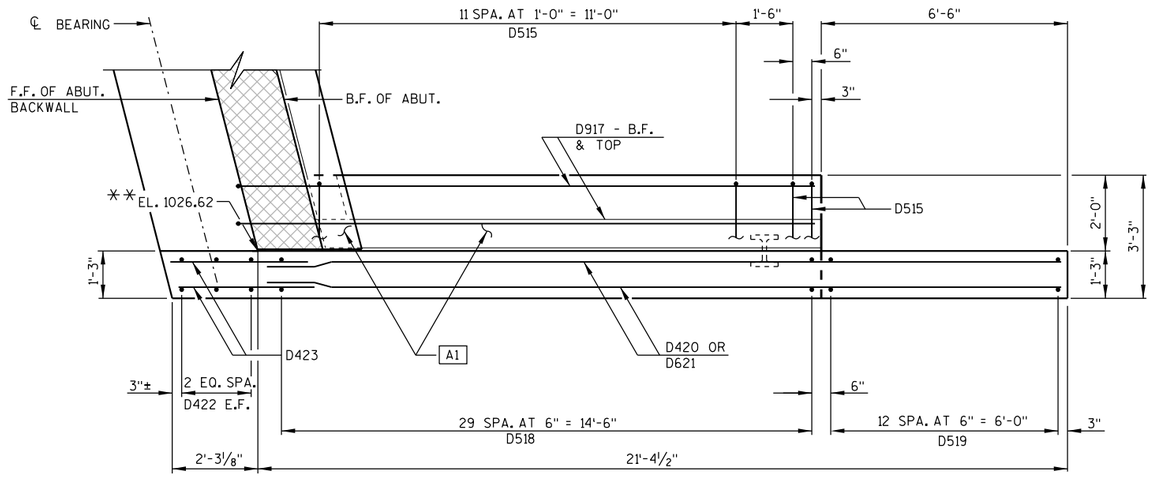
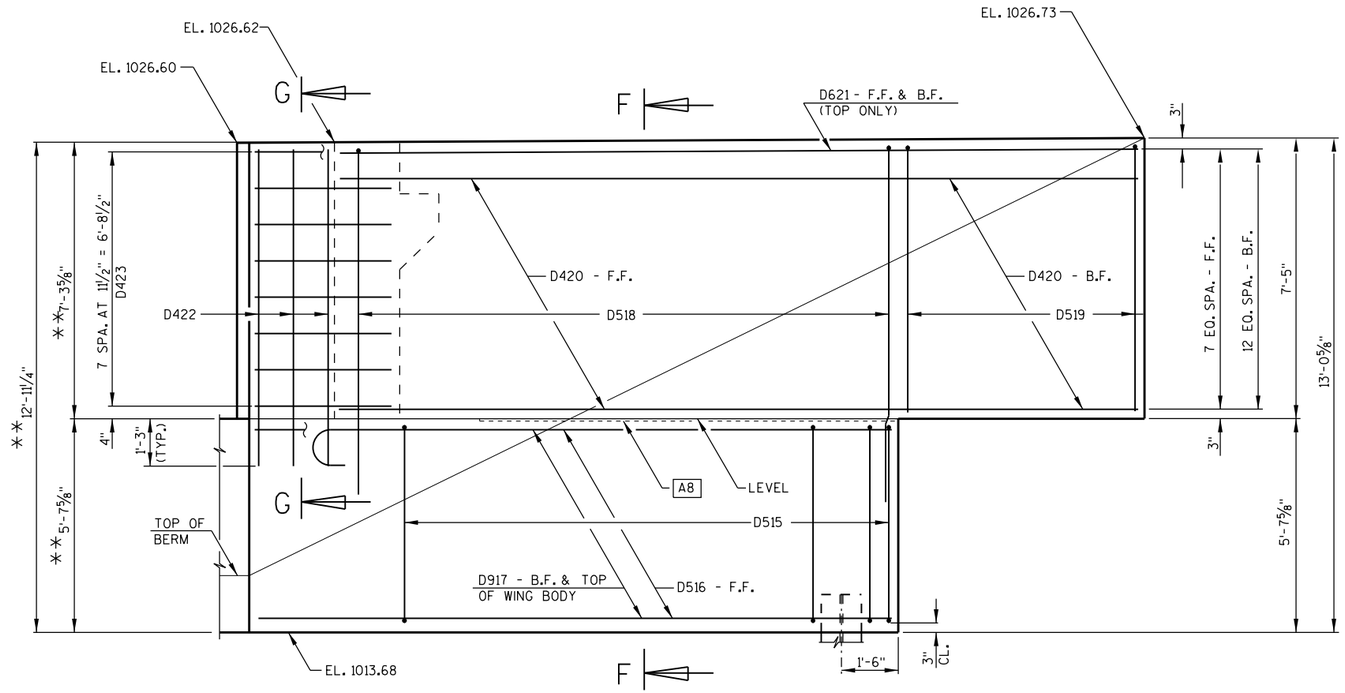
STATE PROJECT NUMBER

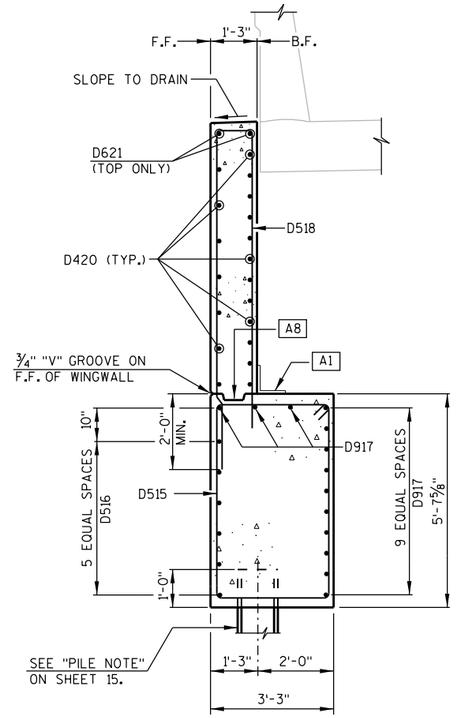
1206-08-77



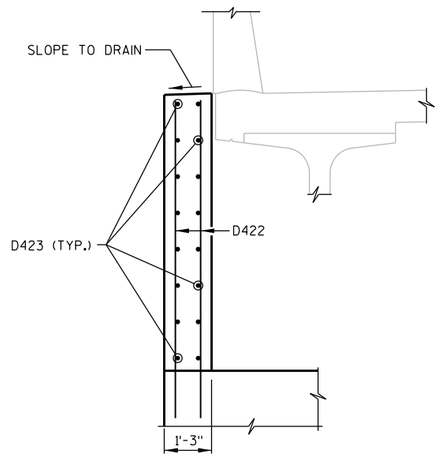
PLAN - WING 4



ELEVATION - WING 4



SECTION F-F



SECTION G-G

LEGEND

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.

A8 OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH RUBBERIZED MEMBRANE WATERPROOFING ON BACKFACE.

A1 FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.

NO.	DATE	REVISION	BY

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STRUCTURE B-13-831

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WING 4

SHEET 19 OF 47
907

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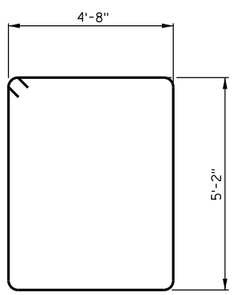
STATE PROJECT NUMBER

1206-08-77



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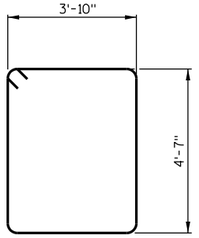

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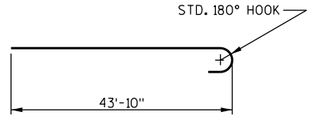

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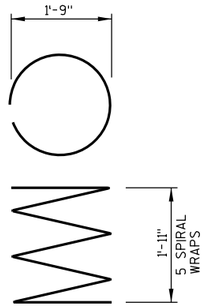

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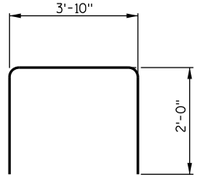

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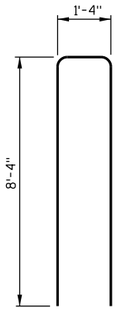

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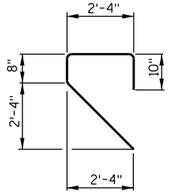

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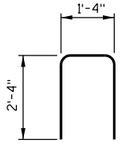

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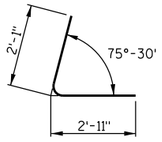

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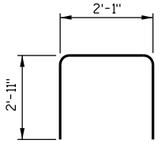

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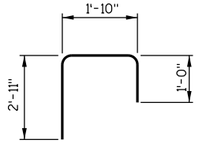

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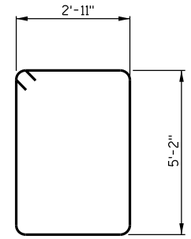

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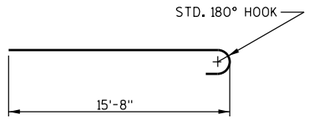

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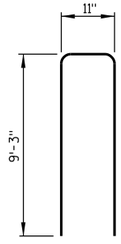

D518

D519

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 6,540 LBS	
B601	1	20-6	X		BODY - STIRRUP - WEST END	VERT.
B602	77	17-8	X		BODY - STIRRUPS	VERT.
B603	12	43-11			BODY - F.F., TOP & BOTTOM	HORIZ.
B604	12	36-8			BODY - F.F., TOP & BOTTOM	HORIZ.
B1005	9	45-3	X		BODY - B.F.	HORIZ.
B606	9	35-9			BODY - B.F.	HORIZ.
B407	26	2-3			BODY - 2 PER PILE	VERT.
B408	13	28-0	X		BODY - SPIRAL WRAP AT PILE	HORIZ.
B409	73	7-8	X		BODY - TOP - UNDER GIRDERS 4 THRU 12	VERT.
B410	3	44-0			BODY - TOP - UNDER GIRDERS 7 THRU 12	HORIZ.
B411	3	16-7			BODY - TOP - UNDER GIRDERS 4 THRU 6	HORIZ.
COATED BARS					TOTAL WEIGHT = 6,130 LBS	
D501	77	17-8	X		BACK WALL	VERT.
D402	14	42-3			BACK WALL	HORIZ.
D403	14	35-10			BACK WALL	HORIZ.
D504	74	6-10	X		BACK WALL - CORBEL	VERT.
D405	2	42-6			BACK WALL - CORBEL	HORIZ.
D406	2	33-1			BACK WALL - CORBEL	HORIZ.
D507	77	5-9	X		BACK WALL & PAVING BLOCK	VERT.
D508	55	7-10			PAVING BLOCK	HORIZ.
D409	6	7-10			CORNER 3 - SIDEWALL	VERT.
D410	14	3-8			CORNER 3 - SIDEWALL	HORIZ.
D511	1	7-6			CORNER 3 - B.F. - AT WALL BUMP OUT	VERT.
D512	9	4-11	X		CORNER 3 - B.F. - AT WALL BUMP OUT	HORIZ.
D513	1	7-8	X		CORNER 3 - PAVING BLOCK	VERT.
D514	1	5-6	X		CORNER 3 - PAVING BLOCK	VERT.
D515	14	16-10	X		WING 4 - STIRRUPS	VERT.
D516	6	16-11			WING 4 - BODY - F.F.	HORIZ.
D917	13	16-11	X		WING 4 - BODY - B.F.	HORIZ.
D518	30	19-2	X		WING 4 - F.F. & B.F.	VERT.
D519	13	14-8	X		WING 4 - F.F. & B.F.	VERT.
D420	19	21-0			WING 4 - F.F. & B.F.	HORIZ.
D621	2	21-0			WING 4 - TOP - F.F. & B.F.	HORIZ.
D422	6	8-5			WING 4 - SIDEWALL AREA	VERT.
D423	16	3-9			WING 4 - SIDEWALL AREA	HORIZ.

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NO.	DATE	REVISION	BY

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STRUCTURE B-13-831

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EAST ABUTMENT DETAILS

SHEET 20 OF 47
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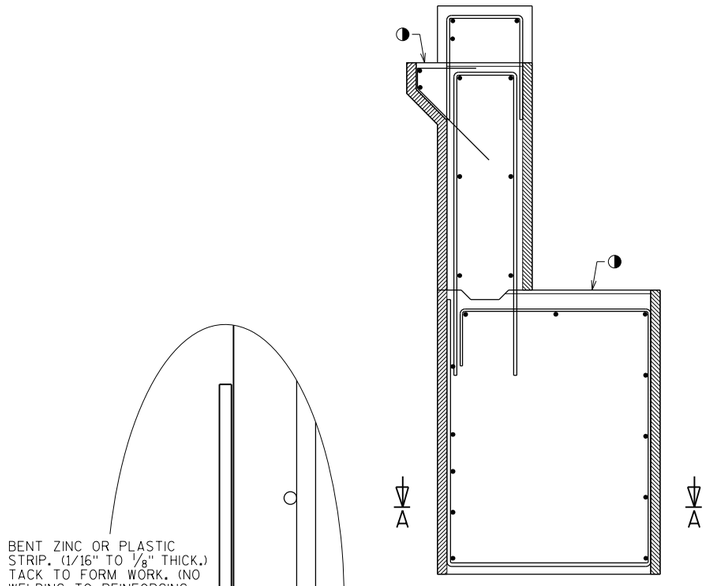
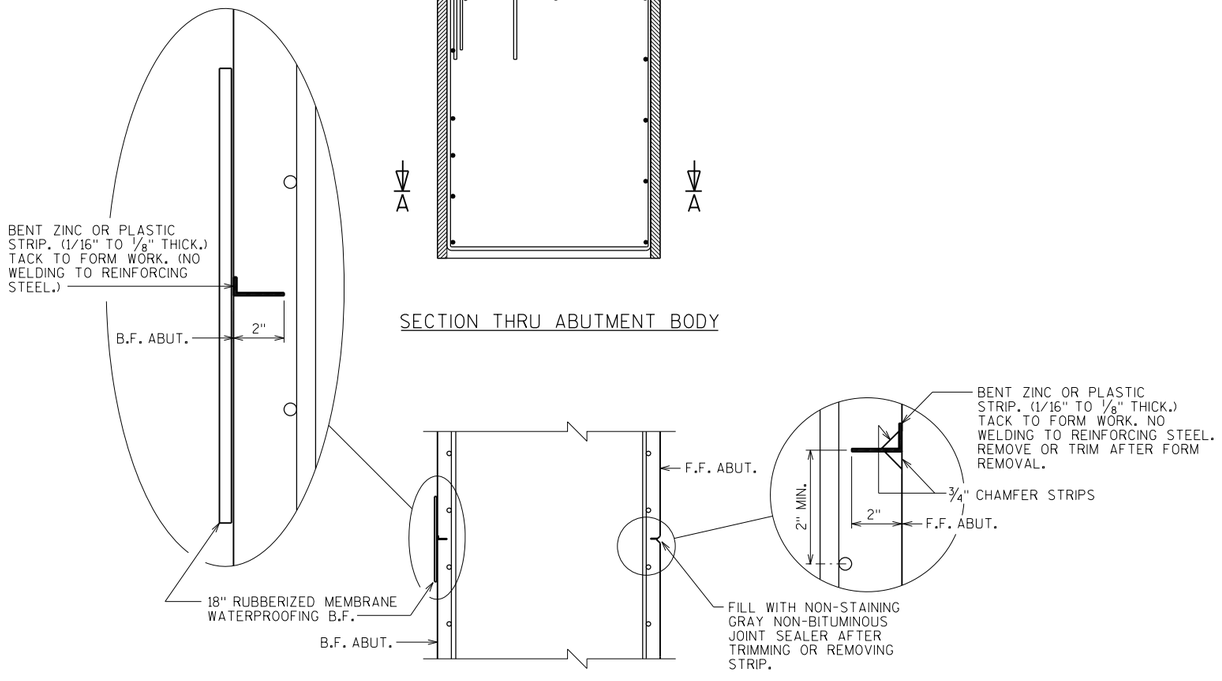


SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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ALTERNATE CONSTRUCTION JOINT

SHEET 21 OF 47

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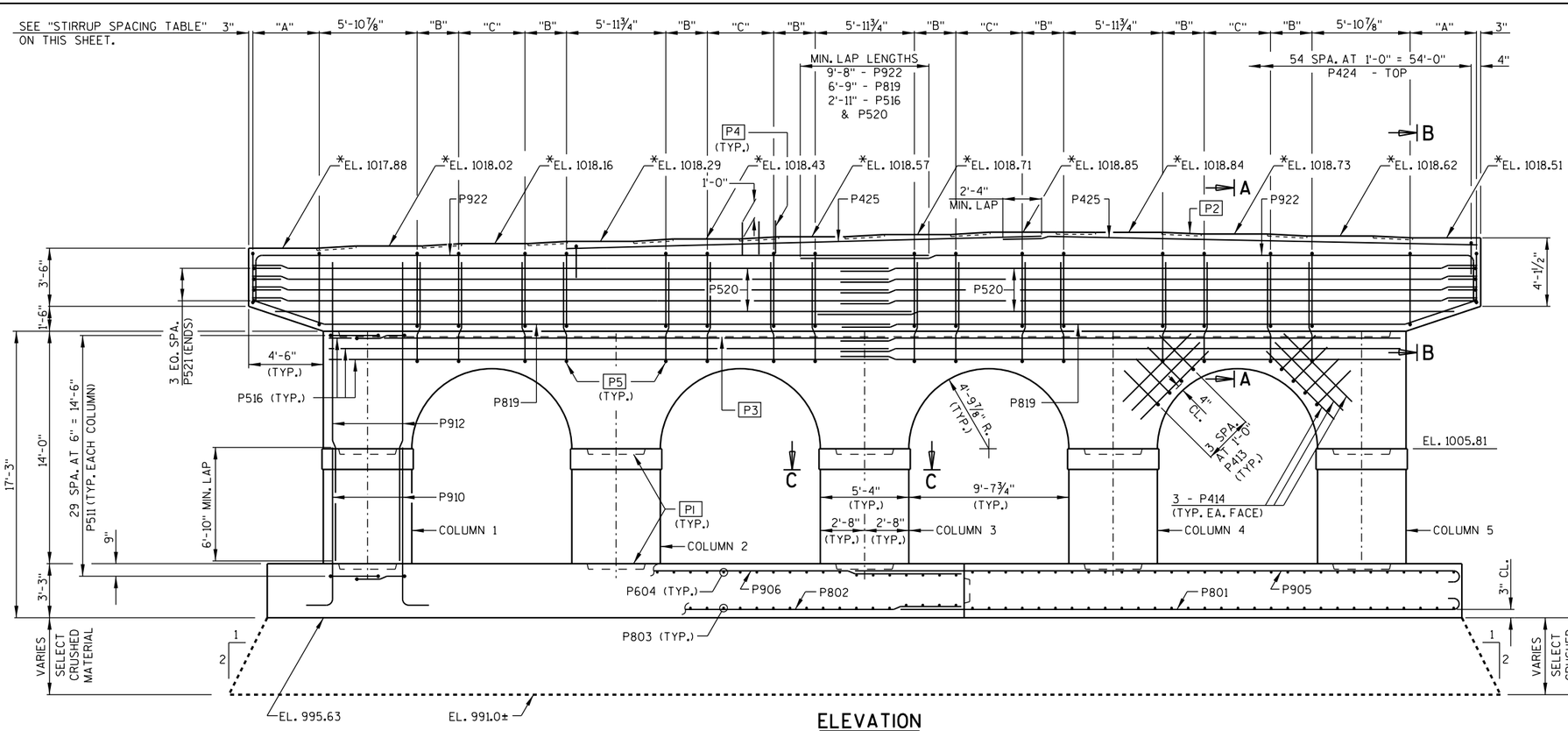
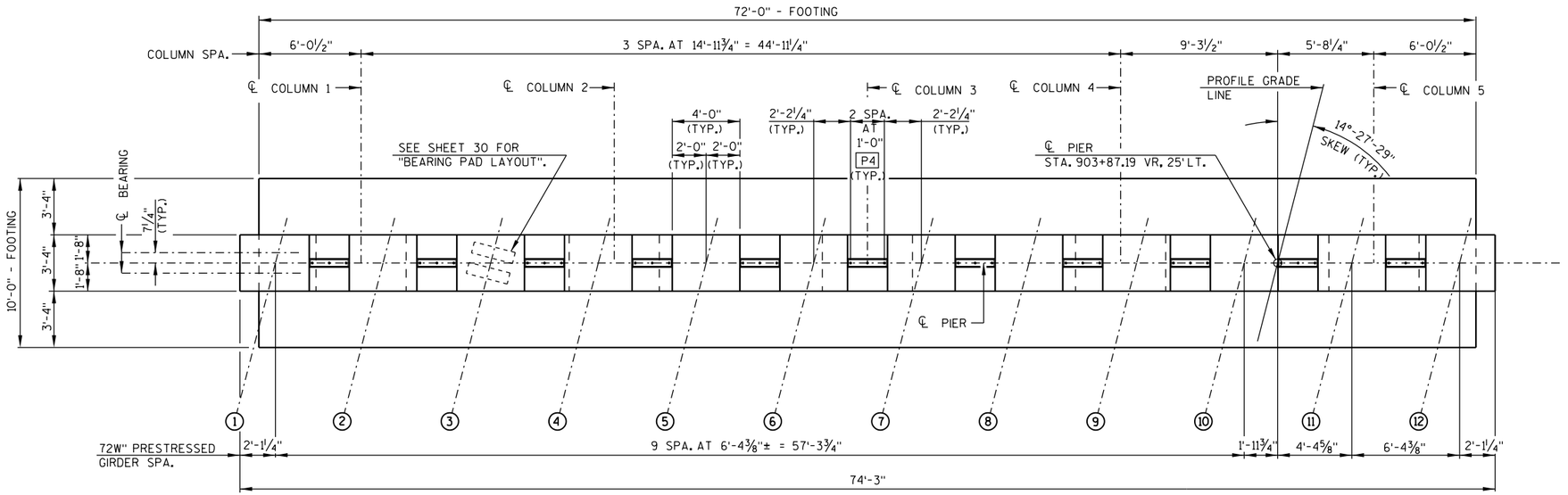
STATE PROJECT NUMBER

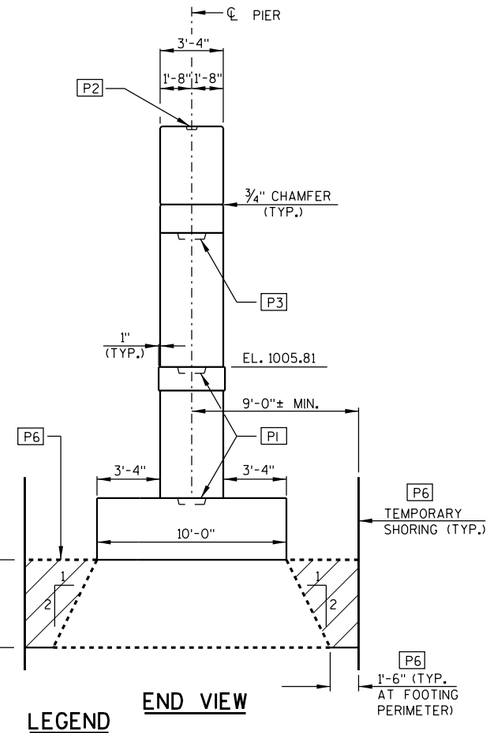
1206-08-77



ELEVATION
(LOOKING EAST)



PLAN



END VIEW

LEGEND

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF PIER.

** DIMENSIONS ARE GIVEN AT ℄ OF COLUMN.

PI KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 1'-4" X 3'-4" X 4" DEEP KEYWAY.

P2 2" X 6" BEVELED KEYWAY BETWEEN GIRDERS.

P3 OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 1'-4" X 63'-3" X 4" DEEP KEYWAY.

P4 EMBED P523 BARS 1'-0". PLACE BARS AFTER CONCRETE IS POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.

P5 P515 BARS PLACED AT SAME SPACING AS P518 STIRRUP BARS IN PIER CAP.

P6 THE CROSS HATCHED AREAS ARE THE BASIS OF THE QUANTITY CALCULATION FOR ADDITIONAL SELECT CRUSHED MATERIAL BEYOND THE FOOT PRINT OF THE SELECT CRUSHED MATERIAL DIRECTLY BELOW THE PIER FOOTING. TEMPORARY SHORING LOCATION DETERMINED BY CONTRACTOR. BACKFILL EXCAVATION TO TOP OF FOOTING BEFORE REMOVING TEMPORARY SHORING.

FOUNDATION NOTE

PIER TO BE SUPPORTED ON A SPREAD FOOTING PLACED ON SELECT CRUSHED MATERIAL. THE NATIVE SOIL BELOW THE SELECT CRUSHED MATERIAL HAS A REQUIRED FACTORED BEARING RESISTANCE OF 28,800 PSF.

NOTES:

FOR SECTIONS A-A, B-B, AND C-C, SEE SHEET 23.

ARCHITECTURAL SURFACE TREATMENT NOT SHOWN FOR CLARITY. FOR ARCHITECTURAL SURFACE TREATMENT DETAILS, SEE SHEET 43.

FOR CONDUIT LAYOUT DETAILS AT THE PIER, SEE SHEET 47.

STIRRUP SPACING TABLE

LOCATION	SPACING	BAR MARK	TYPE
"A"	8 SPA. AT 6" = 4'-0"	P517	DOUBLE
"B"	5 SPA. AT 6" = 2'-6"	P518	DOUBLE
"C"	4 SPA. AT 1'-0" = 4'-0"	P518	DOUBLE

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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PIER

SHEET 22 OF 47
910

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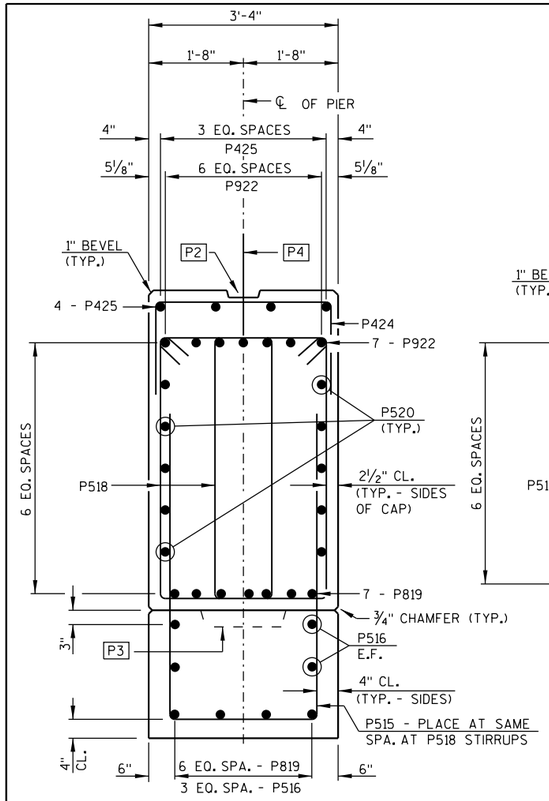
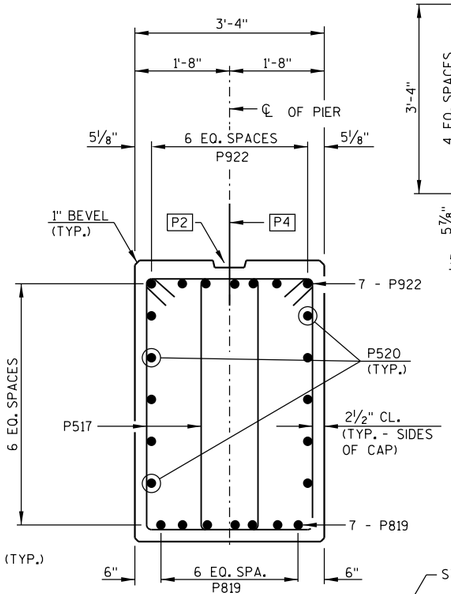
1206-08-77

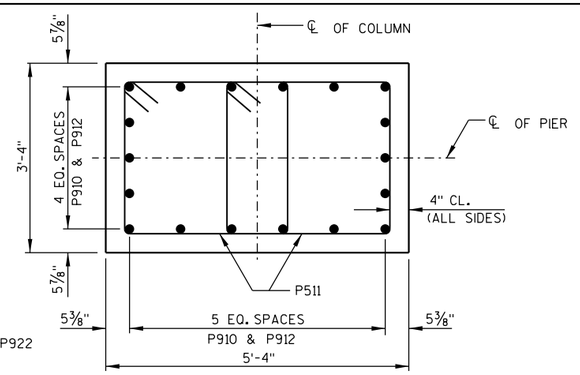


SECTION A-A

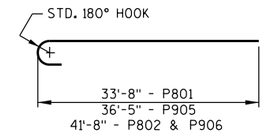


SECTION B-B

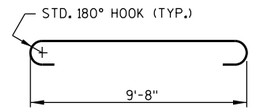
(SOUTH END OF PIER CAP SHOWN, NORTH END SIMILAR)



SECTION C-C



P801, P802, P905, & P906



P803

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
Δ LENGTH SHOWN FOR BAR IS AN AVG. LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

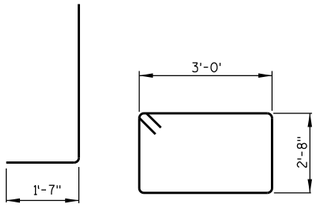
MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 10,820 LBS	
P801	15	34 - 7	X		FOOTING	HORIZ.
P802	15	42 - 7	X		FOOTING	HORIZ.
P803	80	11 - 6	X		FOOTING	HORIZ.
P604	80	9 - 8			FOOTING	HORIZ.
P905	15	37 - 8	X		FOOTING	HORIZ.
P906	15	42 - 11	X		FOOTING	HORIZ.
COATED BARS					TOTAL WEIGHT = 21,610 LBS	
P910	90	11 - 2	X		FOOTING & COLUMN	VERT.
P511	300	12 - 0	X		COLUMNS	HORIZ.
P912	90	18 - 0			COLUMNS	VERT.
P413	32	8 - 6	X		COLUMNS - TOP	VERT.
P414	48	5 - 10			COLUMNS - TOP	HORIZ.
P515	60	13 - 3	X		COLUMNS - TOP	VERT.
P516	16	33 - 9			COLUMNS - TOP	HORIZ.
P517	36	12 - 4	X	Δ	CAP - STIRRUPS AT ENDS	VERT.
P518	120	14 - 0	X		CAP - STIRRUPS	VERT.
P819	14	40 - 4	X		CAP - BOTTOM	HORIZ.
P520	20	38 - 5			CAP - SIDES	VERT.
P521	8	6 - 1	X		CAP - ENDS	HORIZ.
P922	14	44 - 5	X		CAP - TOP	HORIZ.
P523	33	2 - 0			CAP - TOP - DOWELS	VERT.
P424	55	6 - 9	X		CAP - TOP - UNDER GIRDERS	VERT.
P425	8	28 - 8			CAP - TOP - UNDER GIRDERS	HORIZ.

BAR SERIES

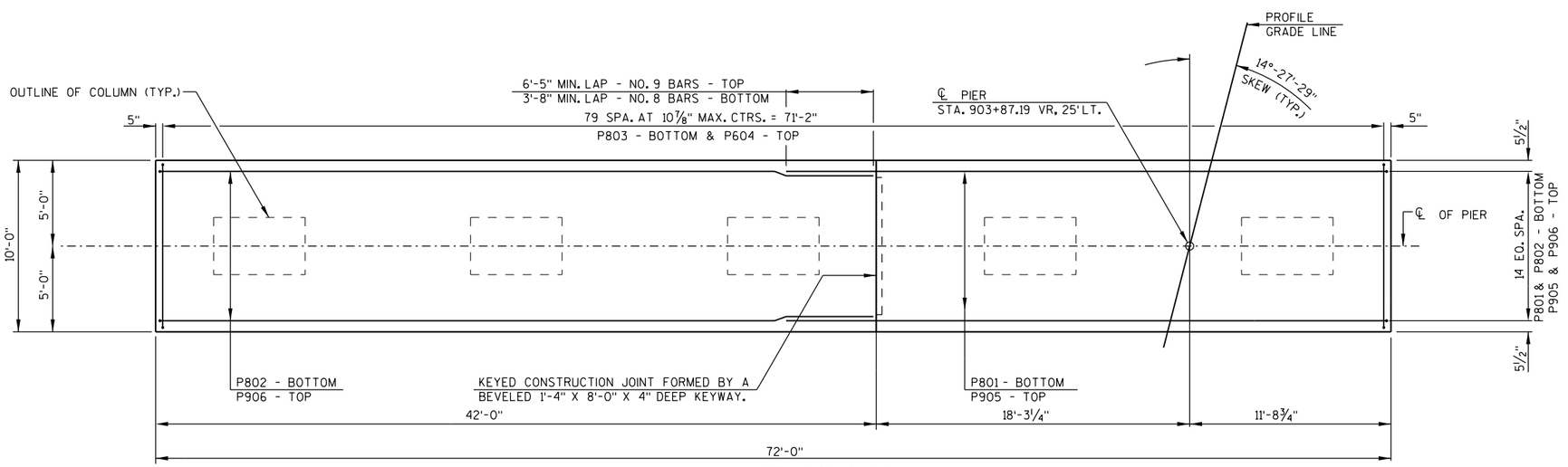
MARK	NO. REQ'D	LENGTH
P517	4 SETS OF 9	11'-0" TO 13'-8"

LEGEND

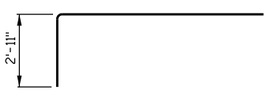
P2 P3 P4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 22.



P910 P511 P413 & P515 P517 P518 P819 P521 P424



FOOTING PLAN



P922

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STRUCTURE B-13-831

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PIER DETAILS

SHEET 23 OF 47
911

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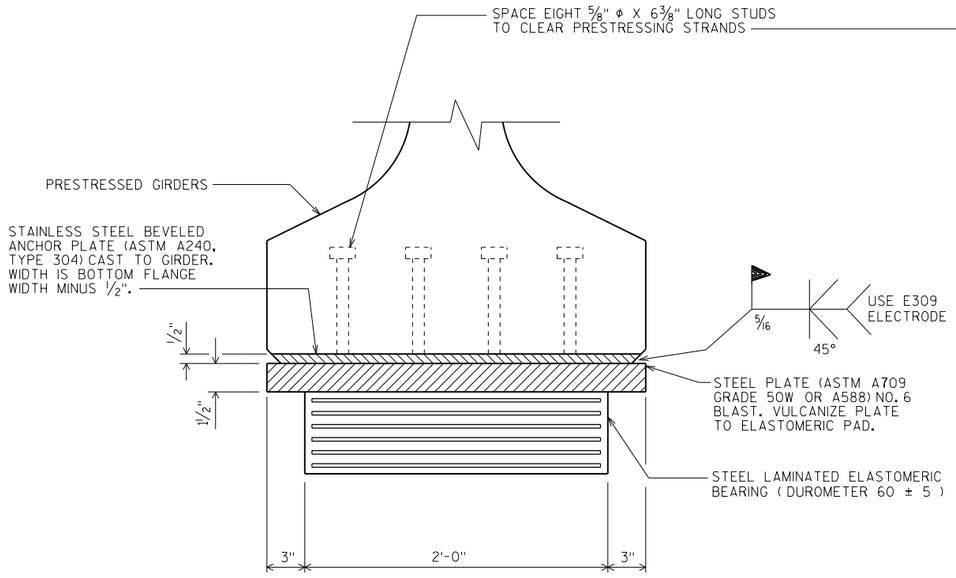
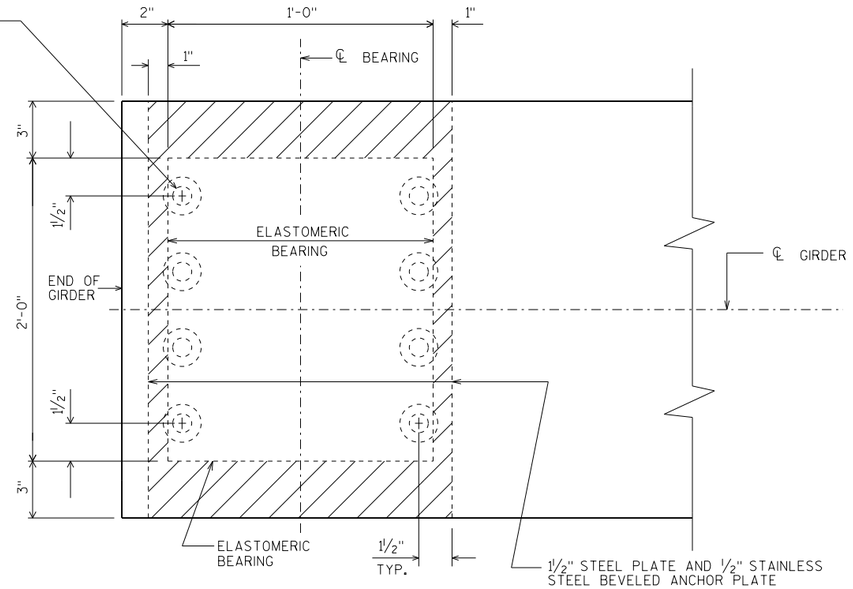
1206-08-77



END VIEW



PLAN VIEW

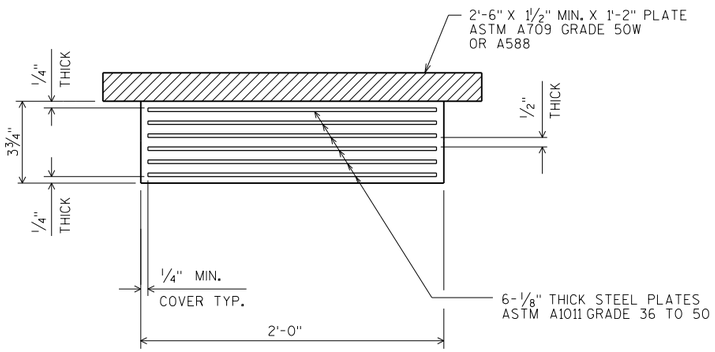
BEARING NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 85° F.

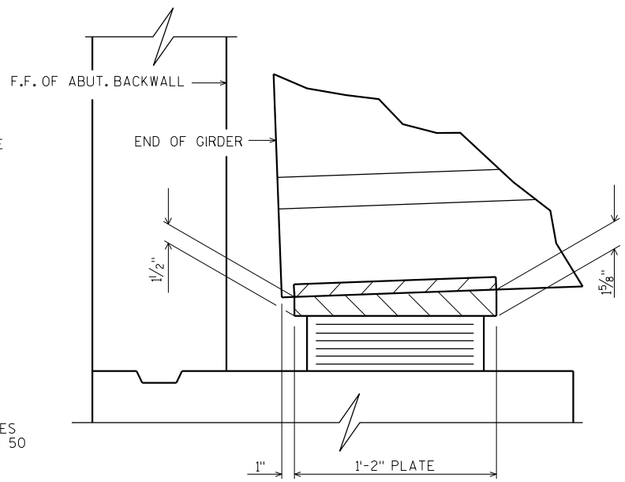
ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED", EACH.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

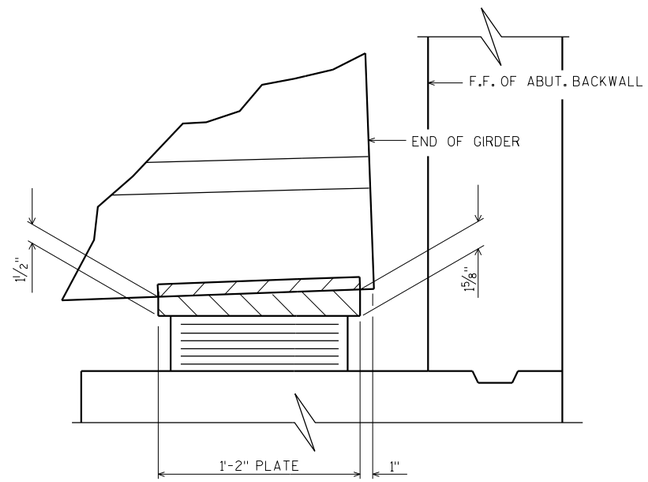


SECTION THRU ELASTOMERIC BEARING



PART ELEVATION AT WEST ABUTMENT

(SHOWING TAPERED STEEL PLATE)



PART ELEVATION AT EAST ABUTMENT

(SHOWING TAPERED STEEL PLATE)

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STRUCTURE B-13-831

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PRESTRESSED GIRDER BEARINGS

SHEET 24 OF 47

912

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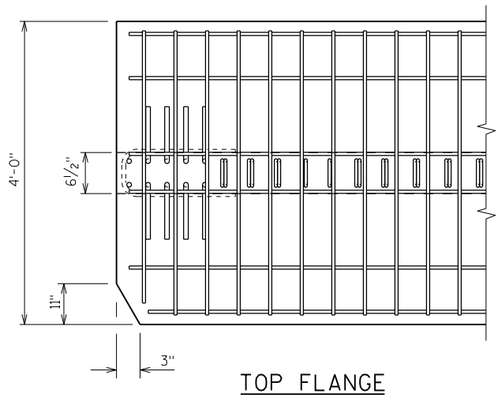
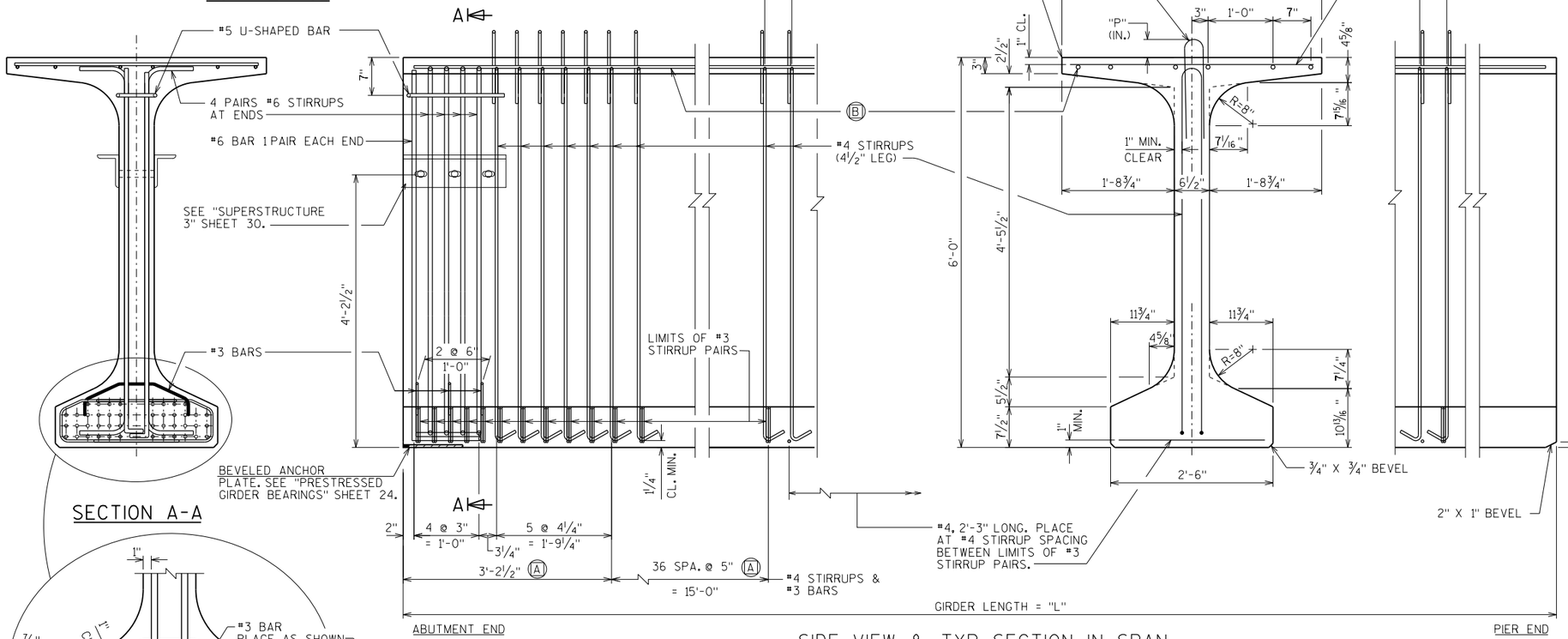
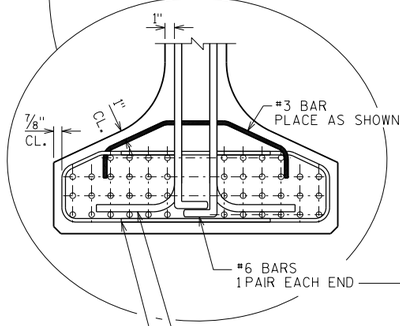
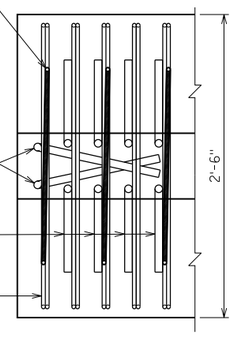


TOP FLANGE



SECTION A-A





BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #6 BARS, FULL LENGTH, MIN. LAP = 3'-1"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

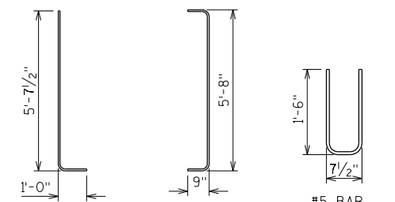
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

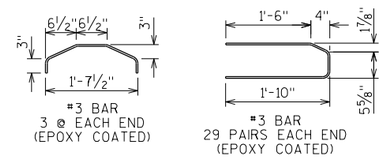
PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR STORAGE, HANDLING, AND TRANSPORTING, THIS GIRDER IS REINFORCED TO ALLOW A MAXIMUM OVERHANG FROM THE LIFTING LOCATIONS OR POINT OF SUPPORT OF UP TO 1/10 OF THE GIRDER LENGTH. THE CONTRACTOR IS RESPONSIBLE FOR LATERAL STABILITY OF THE GIRDER UNTIL THE DECK IS CURED.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS AND LOCATIONS, SEE SHEETS 27 & 46.

FOR SIGNAL CONNECTION DETAILS AND CONDUIT INSERT DETAILS, SEE SHEET 47.





✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-12	164'-6½"	0.90	1.73	2.38	2.79	2.93	2.78	2.36	1.70	0.88	8,500	7	6.5	7	0.60	46	7,500	67	20.5	23.5	5		
2	1-12	164'-6½"	0.88	1.70	2.36	2.78	2.93	2.79	2.38	1.73	0.90	8,500	7	6.5	7	0.60	46	7,500	67	20.5	23.5	5		

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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72W" PRESTRESSED GIRDER DETAILS 1

SHEET 25 OF 47
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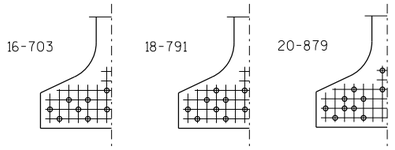
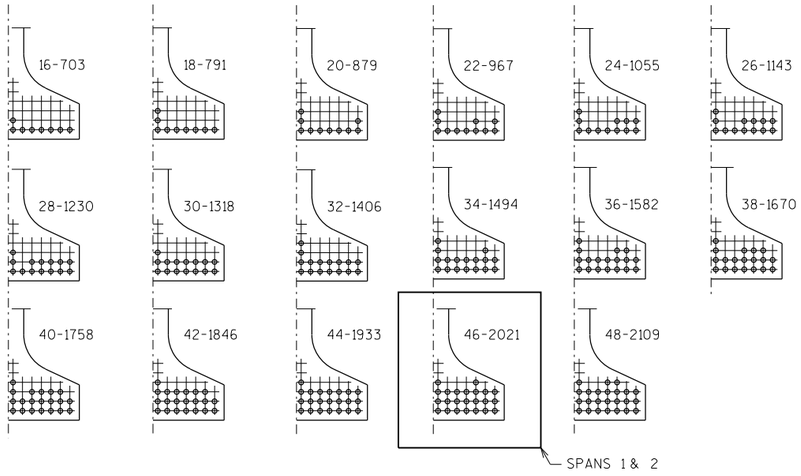


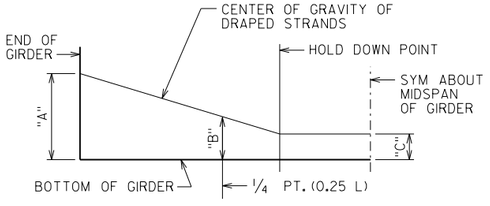
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

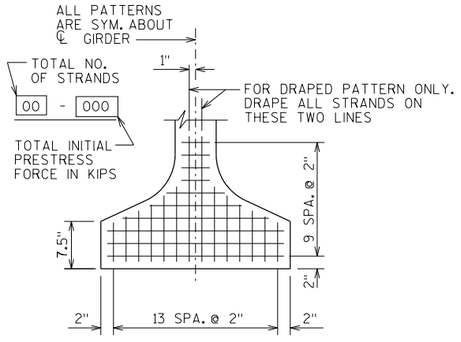


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"ϕ STRANDS



DRAPED STRAND PROFILE

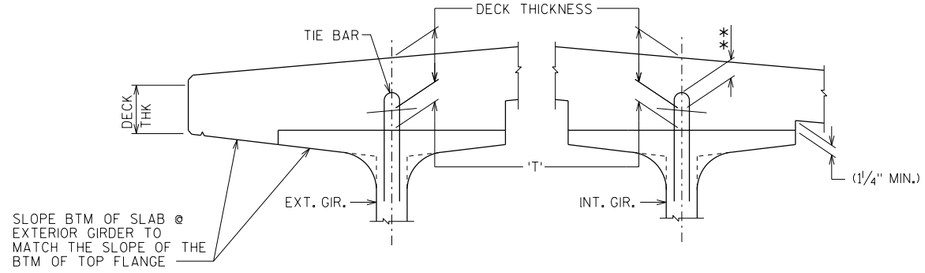


TYP. STRAND PATTERN

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1-2	1¼"

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.
THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DECK HAUNCH DETAIL

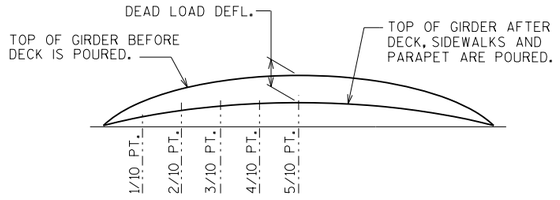
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MAH

72W" PRESTRESSED GIRDER DETAILS 2

SHEET 26 OF 47
914

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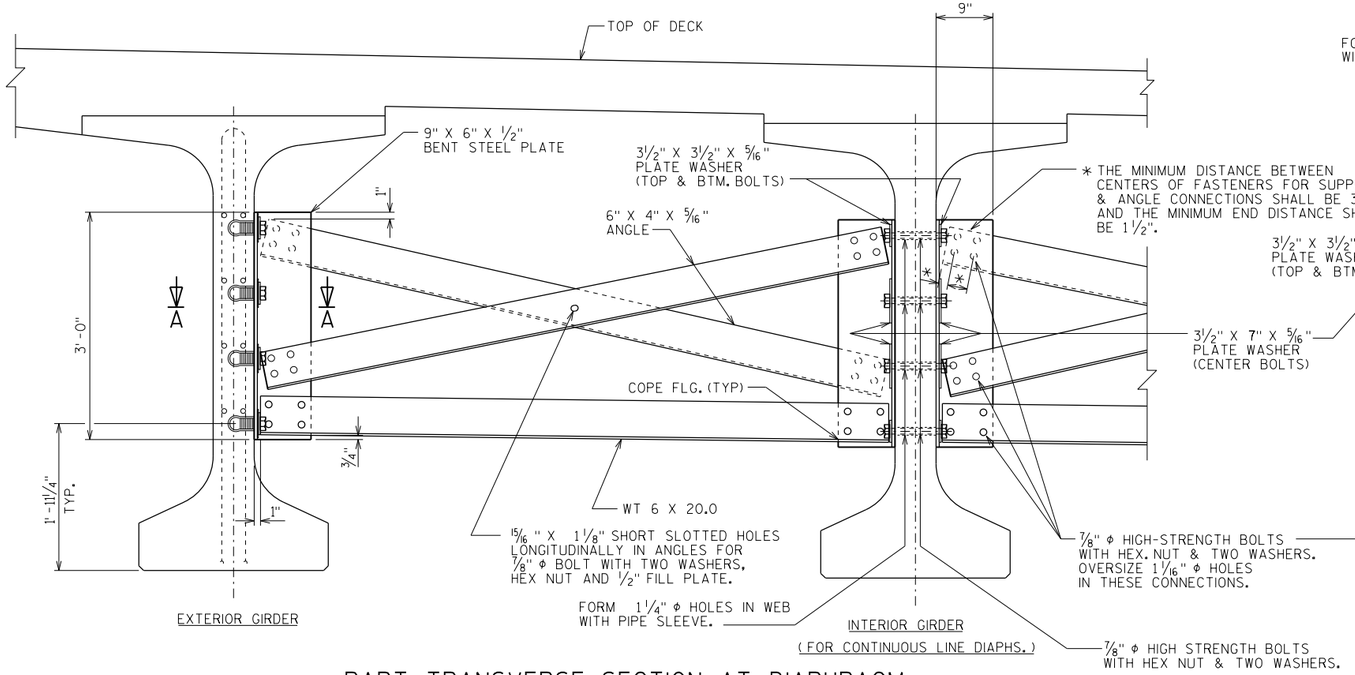
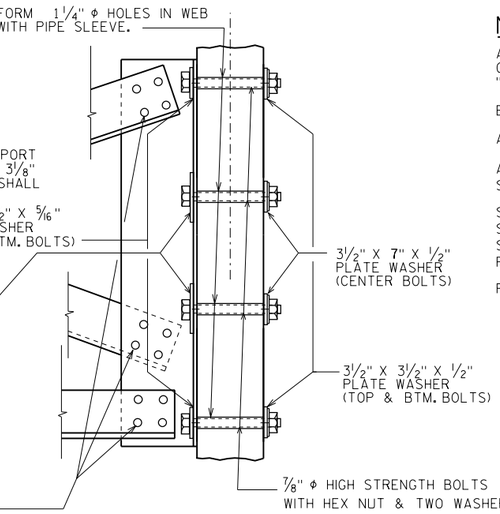
STATE PROJECT NUMBER
1206-08-77



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION AT INTERIOR GIRDERS
(FOR STAGGERED DIAPHRAGMS)

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-13-831", EACH.

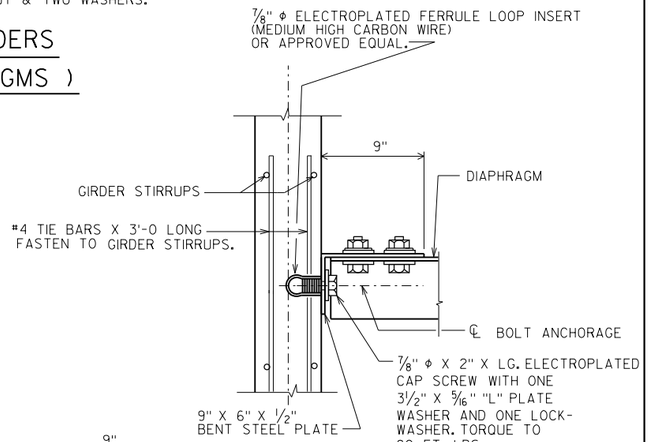
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

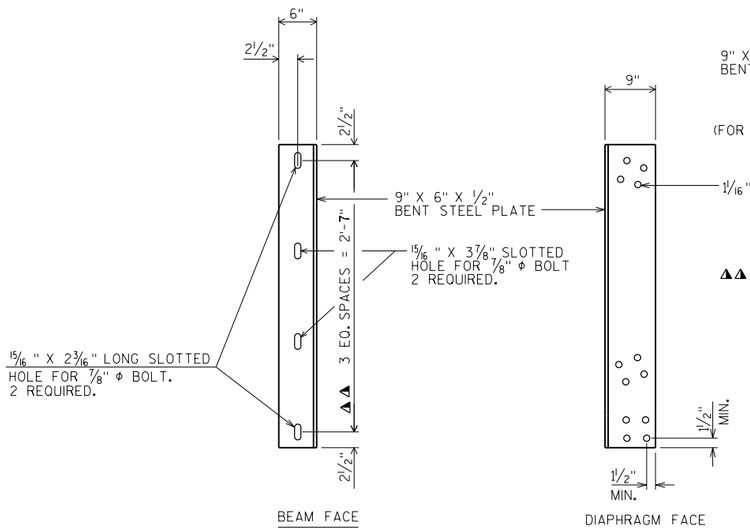
STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS 1/4 TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

FOR DIAPHRAGM SPACINGS & LOCATIONS, SEE SHEET 46.

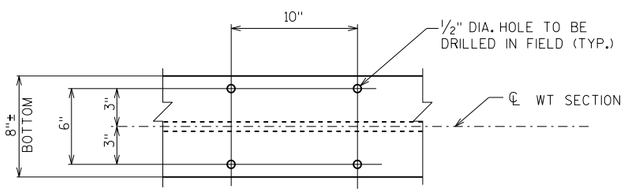


SECT. A-A
(FOR EXTERIOR ATTACHMENT)

"L" = 3 1/2"; TOP AND BOTTOM BOLTS
"L" = 7"; CENTER BOLTS



DIAPHRAGM SUPPORT



WT 6 X 20.0 AT UNDERDECK LIGHTING

(SHOWING DRILLED HOLE PATTERN ON BOTTOM OF WT SECTION. THE CONTRACTOR TO COORDINATE THE BOLT HOLE SIZE AND SPACING WITH THE UNDERDECK LIGHTING BRACKET HOLE PATTERN.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MAH

STEEL DIAPHRAGM

SHEET 27 OF 47
915

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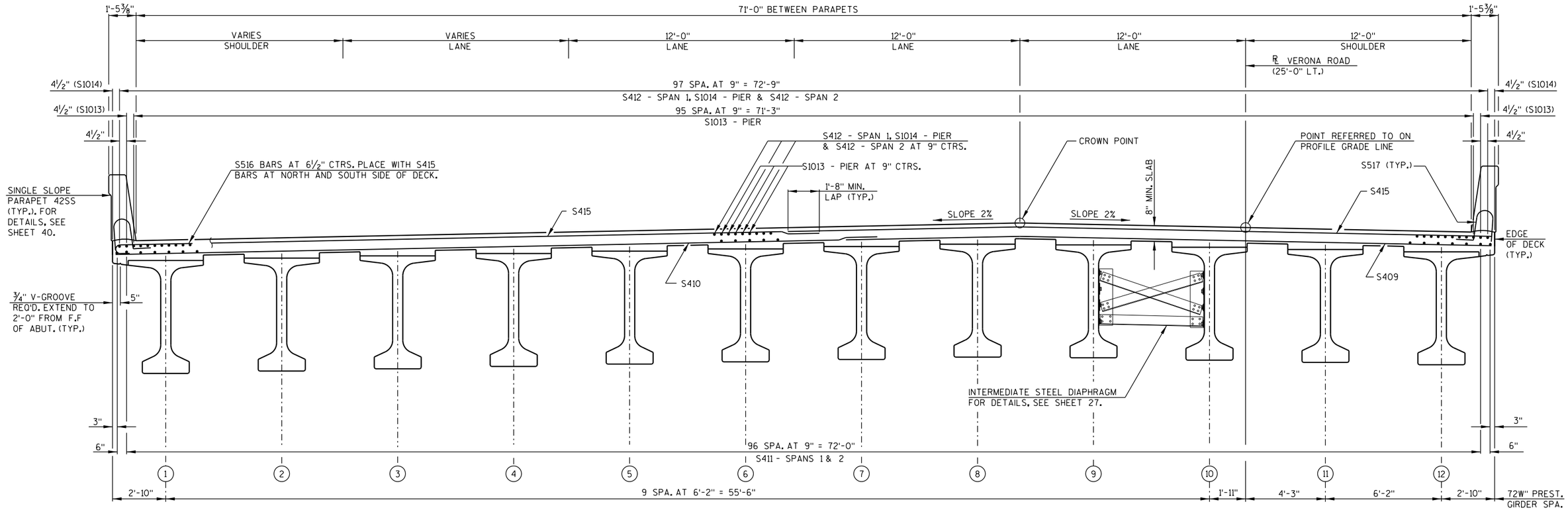
PLOT DATE: 1/23/2018 PLOT TIME: 11:14:10 AM BATCH PRINT SHEET 28 OF 47



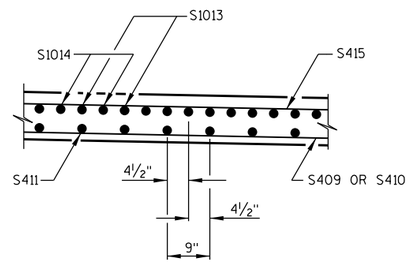
CROSS SECTION THRU ROADWAY
(LOOKING EAST)

TOP OF DECK ELEVATIONS

LOCATION	C.L. BRG. W. ABUT.	0.10 PT.	0.20 PT.	0.30 PT.	0.40 PT.	0.50 PT.	0.60 PT.	0.70 PT.	0.80 PT.	0.90 PT.	C.L. PIER	0.10 PT.	0.20 PT.	0.30 PT.	0.40 PT.	0.50 PT.	0.60 PT.	0.70 PT.	0.80 PT.	0.90 PT.	C.L. BRG. E. ABUT.
N. EOD	1022.95	1023.16	1023.37	1023.57	1023.76	1023.95	1024.13	1024.31	1024.48	1024.65	1024.81	1024.96	1025.11	1025.25	1025.38	1025.51	1025.64	1025.75	1025.87	1025.97	1026.07
GIRDER 1	1022.99	1023.20	1023.40	1023.60	1023.80	1023.99	1024.17	1024.35	1024.52	1024.68	1024.84	1024.99	1025.14	1025.28	1025.42	1025.55	1025.67	1025.79	1025.90	1026.01	1026.11
GIRDER 2	1023.13	1023.34	1023.55	1023.75	1023.94	1024.13	1024.31	1024.49	1024.66	1024.82	1024.98	1025.13	1025.28	1025.42	1025.55	1025.68	1025.81	1025.92	1026.04	1026.14	1026.24
GIRDER 3	1023.27	1023.48	1023.69	1023.89	1024.08	1024.27	1024.45	1024.63	1024.80	1024.96	1025.12	1025.27	1025.42	1025.56	1025.69	1025.82	1025.94	1026.06	1026.17	1026.27	1026.37
GIRDER 4	1023.42	1023.63	1023.83	1024.03	1024.22	1024.41	1024.59	1024.77	1024.94	1025.10	1025.26	1025.41	1025.55	1025.69	1025.83	1025.95	1026.08	1026.19	1026.30	1026.41	1026.51
GIRDER 5	1023.56	1023.77	1023.98	1024.17	1024.37	1024.55	1024.73	1024.91	1025.08	1025.24	1025.39	1025.55	1025.69	1025.83	1025.96	1026.09	1026.21	1026.33	1026.44	1026.54	1026.64
GIRDER 6	1023.71	1023.92	1024.12	1024.32	1024.51	1024.69	1024.87	1025.05	1025.21	1025.38	1025.53	1025.68	1025.83	1025.97	1026.10	1026.23	1026.35	1026.46	1026.57	1026.67	1026.77
GIRDER 7	1023.85	1024.06	1024.26	1024.46	1024.65	1024.83	1025.01	1025.19	1025.35	1025.52	1025.67	1025.82	1025.96	1026.10	1026.23	1026.36	1026.48	1026.60	1026.70	1026.81	1026.90
GIRDER 8	1023.99	1024.20	1024.40	1024.60	1024.79	1024.97	1025.15	1025.33	1025.49	1025.65	1025.81	1025.96	1026.10	1026.24	1026.37	1026.50	1026.62	1026.73	1026.84	1026.94	1027.04
GIRDER 9	1023.98	1024.19	1024.39	1024.59	1024.78	1024.96	1025.14	1025.31	1025.48	1025.64	1025.79	1025.94	1026.08	1026.22	1026.35	1026.47	1026.59	1026.71	1026.81	1026.92	1027.01
GIRDER 10	1023.88	1024.08	1024.29	1024.48	1024.67	1024.85	1025.03	1025.20	1025.37	1025.53	1025.68	1025.83	1025.97	1026.11	1026.24	1026.36	1026.48	1026.59	1026.70	1026.80	1026.90
GIRDER 11	1023.77	1023.98	1024.18	1024.38	1024.56	1024.75	1024.92	1025.10	1025.26	1025.42	1025.57	1025.72	1025.86	1026.00	1026.13	1026.25	1026.37	1026.48	1026.59	1026.69	1026.78
GIRDER 12	1023.67	1023.88	1024.08	1024.27	1024.46	1024.64	1024.82	1024.99	1025.15	1025.31	1025.46	1025.61	1025.75	1025.89	1026.02	1026.14	1026.26	1026.37	1026.47	1026.57	1026.67
S. EOD	1023.65	1023.85	1024.05	1024.24	1024.43	1024.61	1024.79	1024.96	1025.13	1025.28	1025.44	1025.58	1025.72	1025.86	1025.99	1026.11	1026.23	1026.34	1026.45	1026.54	1026.64

NOTE

1. EDGE OF DECK (EOD) ELEVATIONS ARE CALCULATED TO THE FRONT FACE OF THE SINGLE SLOPE PARAPET.



CROSS SECTION THRU SLAB AT PIERS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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SUPERSTRUCTURE 1

SHEET 28 OF 47
916

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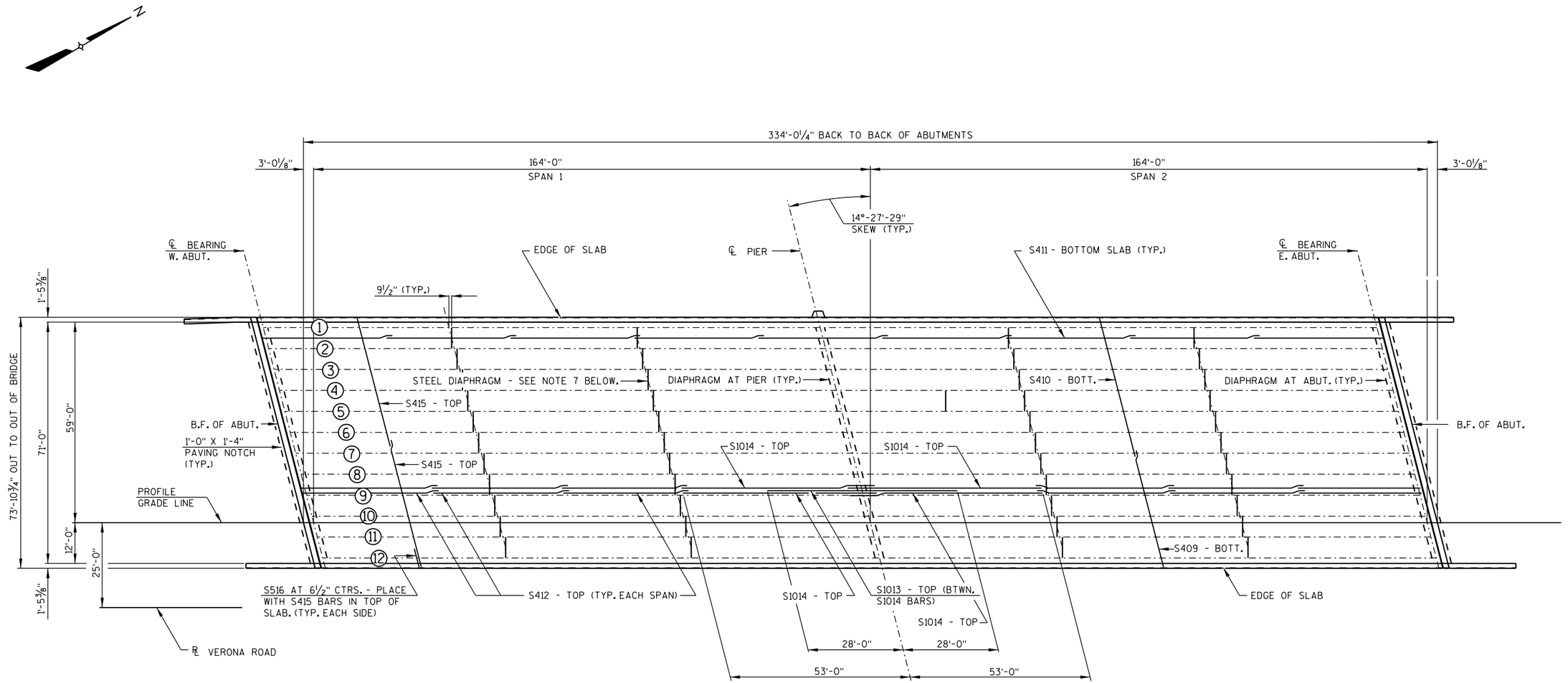
STATE PROJECT NUMBER
1206-08-77



PLAN

NOTES

1. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED ALONG THE SKEW.
2. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
3. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.
4. LAP TRANSVERSE & LONGITUDINAL NO. 4 BARS IN DECK 1'-8" MIN.
5. LAP LONGITUDINAL NO. 10 BARS IN DECK 8'-2" MIN.
6. LAP LONGITUDINAL NO. 5 BARS IN SINGLE SLOPE PARAPET 42SS 1'-9" MIN.
7. FOR LOCATIONS OF DIAPHRAGM CONNECTION INSERTS/HOLES IN GIRDERS, SEE SHEET 46.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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SUPERSTRUCTURE 2

SHEET 29 OF 47
917

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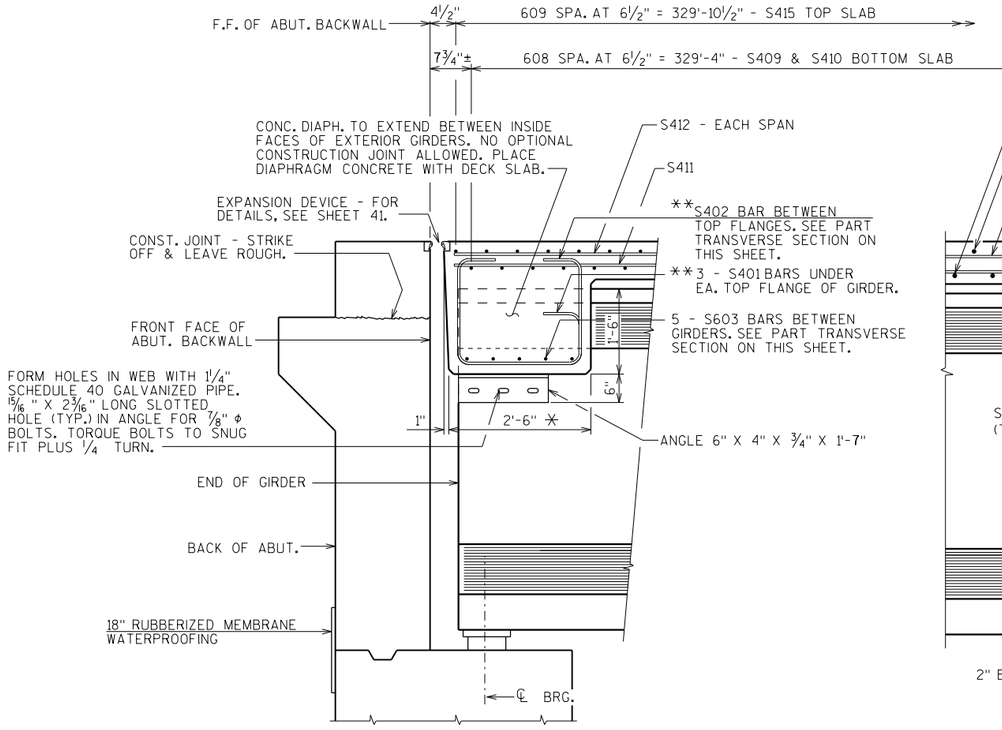
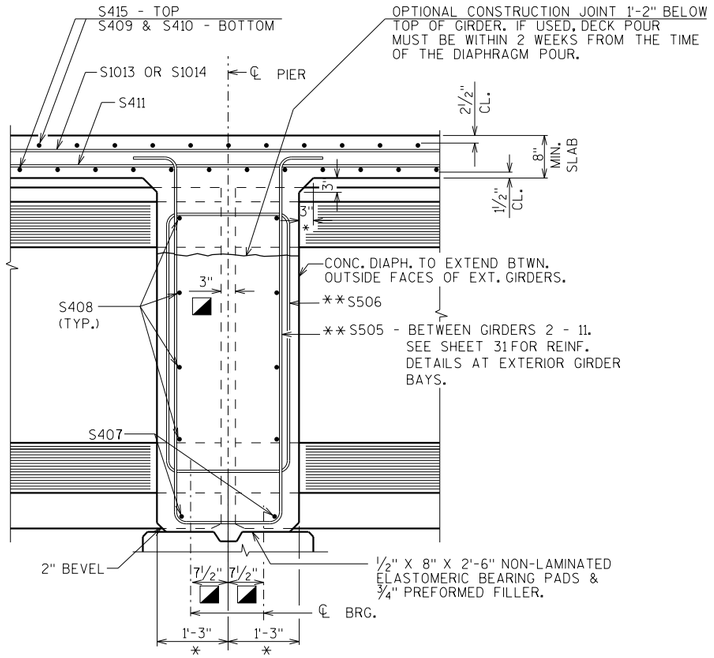
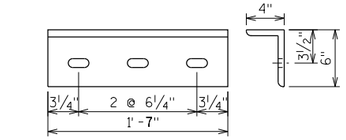


AT ABUTMENT DIAPHRAGM



AT PIER DIAPHRAGM



ANGLE

6" X 4" X ¾" X 1'-7"

PROVIDE 3½" x 3½" x 5/16" PLATE WASHERS AT ALL LOCATIONS EXCEPT AT EXTERIOR FACES OF EXTERIOR GIRDERS WHERE 3½" x 3½" x ½" PLATE WASHERS SHALL BE PROVIDED.

LEGEND

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS.

◪ DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

NOTES

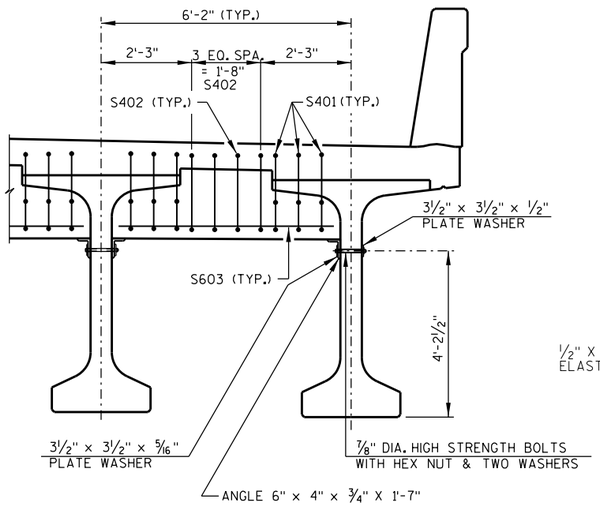
ALL DIAPHRAGM SUPPORT HARDWARE SHALL BE INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

DIAPHRAGM SUPPORT ANGLES SHALL BE ASTM A709 GRADE 36.

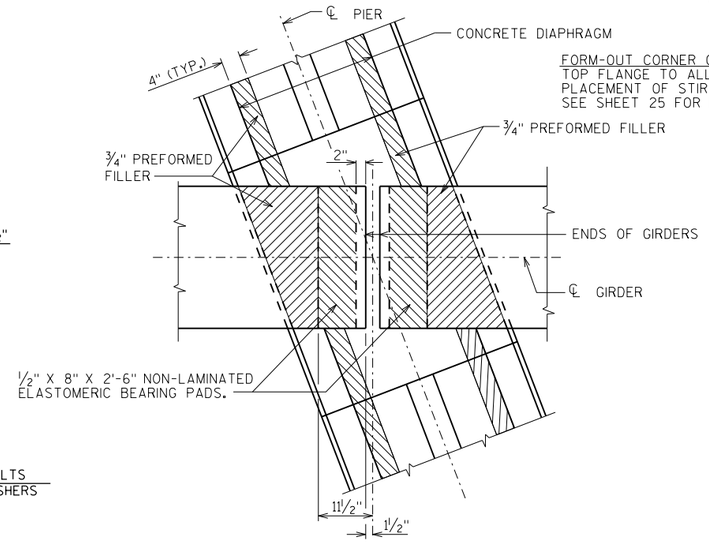
ALL DIAPHRAGM SUPPORT HARDWARE INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM SUPPORT ANGLE TO CONCRETE WEB CONNECTION SHALL BE SNUG TIGHT PLUS 1/4 TURN. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

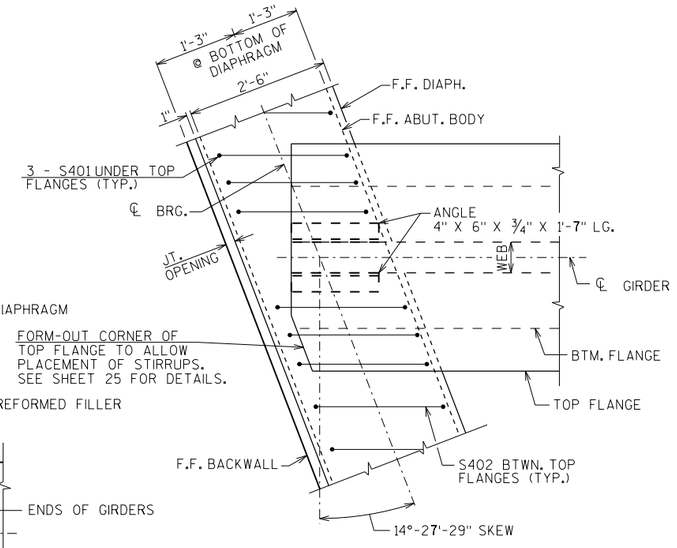
PART LONGIT. SECTION



PART TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM



BEARING PAD LAYOUT AT PIER



TOP VIEW OF ABUTMENT DIAPHRAGM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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SUPERSTRUCTURE 3 | SHEET 30 OF 47 | 918

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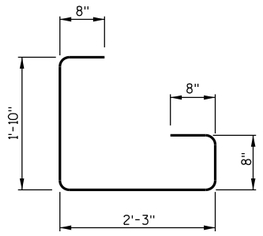

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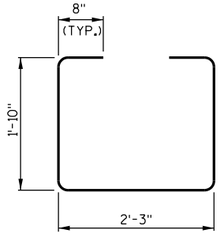

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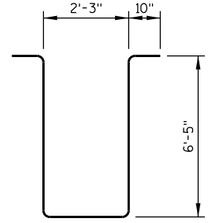

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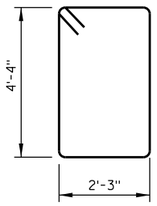

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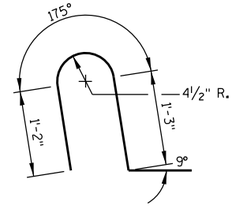

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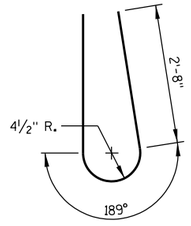

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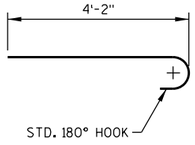

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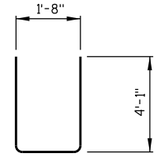

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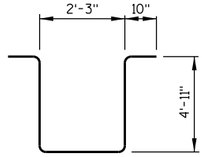
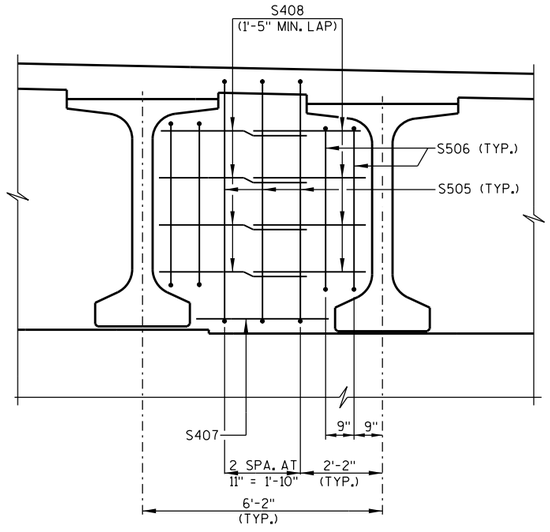


S521

BILL OF BARS

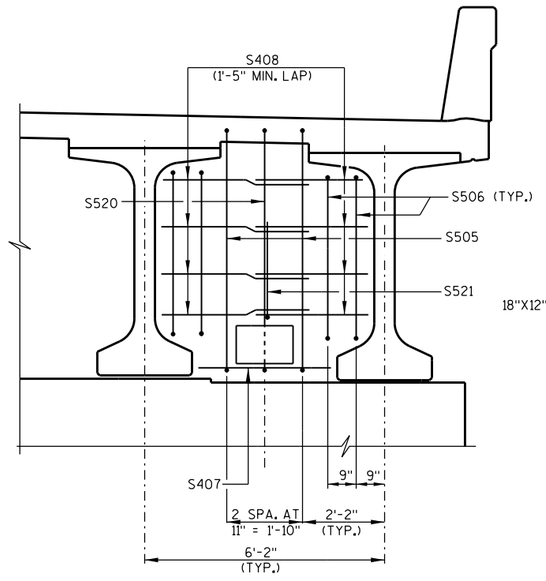
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS						TOTAL WEIGHT = 199,750 LBS
S401	132	5-9	X		DIAPHRAGM - AT ABUTMENT	VERT.
S402	88	6-11	X		DIAPHRAGM - AT ABUTMENT	VERT.
S603	110	5-5			DIAPHRAGM - AT ABUTMENT	HORIZ.
S404	44	6-0			DIAPHRAGM - AT ABUTMENT - EXP. DEVICE	HORIZ.
S505	31	16-3	X		DIAPHRAGM - AT PIER	VERT.
S506	44	13-10	X		DIAPHRAGM - AT PIER	VERT.
S407	22	3-5			DIAPHRAGM - AT PIER	HORIZ.
S408	176	3-6			DIAPHRAGM - AT PIER	HORIZ.
S409	609	35-3			SLAB - BOTTOM	TRANS.
S410	609	42-0			SLAB - BOTTOM	TRANS.
S411	891	38-2			SLAB - BOTTOM	LONGIT.
S412	588	39-1			SLAB - TOP - EACH SPAN	LONGIT.
S1013	98	56-0			SLAB - TOP - AT PIER	LONGIT.
S1014	196	57-1			SLAB - TOP - AT PIER	LONGIT.
S415	1220	38-8			SLAB - TOP	TRANS.
S516	1220	4-9	X		SLAB - TOP - EDGE OF SLAB	TRANS.
S517	998	4-5	X		PARAPET	VERT.
S518	992	6-8	X		PARAPET	VERT.
S519	160	34-8			PARAPET	LONGIT.
S520	2	9-7	X		DIAPHRAGM - AT PIER	VERT.
S521	2	13-3	X		DIAPHRAGM - AT PIER	VERT.



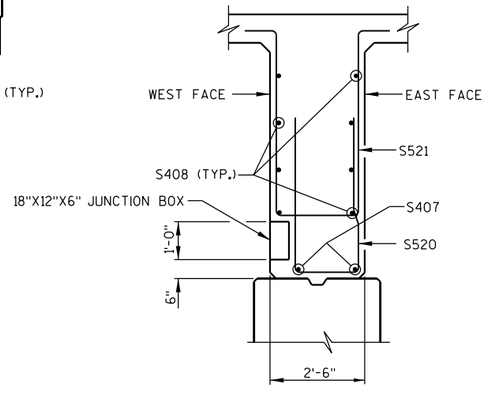
PIER DIAPHRAGM DETAILS

(LOOKING EAST - BETWEEN GIRDERS 2 THRU 11)



PIER DIAPHRAGM DETAILS

(LOOKING EAST - AT GIRDERS 11 & 12 SHOWN, DIAPHRAGM BETWEEN GIRDERS 1 & 2 SIMILAR)



SECTION THRU DIAPHRAGM CENTER

(LOOKING NORTH - BETWEEN GIRDERS 11 & 12 SHOWN, DIAPHRAGM BETWEEN GIRDERS 1 & 2 SIMILAR)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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SUPERSTRUCTURE 4

SHEET 31 OF 47

919

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PLOT DATE: 1/23/2018
PLOT TIME: 11:14:37 AM
BATCH PRINT SHEET 32 OF 47

STATE PROJECT NUMBER

1206-08-77

APPROACH SLAB WIDTH = 73'-6¾" AT B.F. OF ABUTMENT (73'-0⅝" AT BEGIN APPR. SLAB)

8" 1'-0" 72 SPA. AT 1'-0" MAX. = 71'-4¾" - T504 (TOP SLAB) 3"

3" 102 SPA. AT 7½" MAX. = 63'-3¾" - T803 (BOTTOM SLAB) 9 SPA. AT 6½" = 4'-10½" T803 (BOTTOM) 3"

9 SPA. AT 6½" = 4'-10½" T803,T810 & T811 (BOTTOM) SEE SECTION A-A ON SHEET 33.

TOP OF APPROACH SLAB ELEVATIONS

LOCATION	DESCRIPTION	WEST APPROACH SLAB		
		STATION	OFFSET TO ℄ VERONA ROAD (25' RT.)	ELEVATION (FEET)
'A'	NORTH FLOW LINE AT END OF APPROACH SLAB	901+85.10 'VR'	58.49', LT.	1022.63
'B'	CROWN LINE AT END OF APPROACH SLAB	901+97.09 'VR'	12.00', LT.	1023.72
'C'	SOUTH FLOW LINE AT END OF APPROACH SLAB	902+03.27 'VR'	12.00', RT.	1023.32

END APPROACH SLAB STA. 902+20.18 'VR' W. ABUT.

1'-8" PAVING BLOCK

1'-0" - PAVING NOTCH

WING 1

℄ OF BEARING

F.F. OF ABUTMENT

3" (TYP.)

SS901 SPA. AT 1'-0" CTRS. AS SHOWN.

EDGE OF APPR. SLAB

19 SPA. AT 1'-0" MAX. = 18'-6" T507 (TOP)

SINGLE SLOPE PARAPET 42SS FOR DETAILS, SEE SHEET 40.

20'-0" SLAB (MEASURED ALONG ℄)

CORNER 2

KINK POINT EDGE OF APPR. SLAB STA. 902+00.40 'VR' 60.25' LT.

1-2" DIA. NON-METALLIC CONDUIT

T512 - TOP

T513 - TOP

18 SPA. AT 1'-0" MAX. = 17'-6" T508 (TOP)

5'-1" MIN. LAP T803, T810 & T811 (BOTT.)

20 SPA. AT 1'-0" MAX. = 19'-6" T506 (TOP)

20 SPA. AT 1'-0" MAX. = 19'-6" T505 (BOTTOM)

2'-11" MIN. LAP T504 BARS (TOP)

20 SPA. AT 1'-0" MAX. = 19'-6" T505 (BOTTOM)

20 SPA. AT 1'-0" MAX. = 19'-6" T506 (TOP)

5'-9" MIN. LAP T802 BARS IN FTG.

2'-7" MIN. LAP T505 (BOTT.)

2'-11" MIN. LAP T506 (TOP)

SINGLE SLOPE PARAPET 42SS FOR DETAILS, SEE SHEET 40.

21 - T409 AT 1'-0" MAX. CTRS.

EDGE OF APPR. SLAB

T01

6-T802 TOP & BOTTOM FTG. AT EQ. SPA.

6-T802 TOP & BOTTOM FTG. AT EQ. SPA.

5'-0" APPROACH SLAB FOOTING

1½" EXPANSION FILLER

ELEV. 'A'

ELEV. 'B'

ELEV. 'C'

BEGIN APPROACH SLAB STA. 902+00.18 'VR' W. ABUT.

EDGE OF APPR. SLAB STA. 901+85.06 'VR', 59.74' LT.

1'-3" 1'-2"±

12'-0" CROWN LINE

13'-3¾" ℄ VERONA ROAD (25' LT.)

3" 71 SPA. AT 1'-0" MAX. = 70'-1⅛" - T501 AT APPROACH SLAB FOOTING 3"

APPROACH SLAB FTG. = 70'-7⅛"

LEGEND

(T01) SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

WEST STRUCTURAL APPROACH SLAB PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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WEST STRUCTURAL APPROACH SLAB

SHEET 32 OF 47
920

8 8

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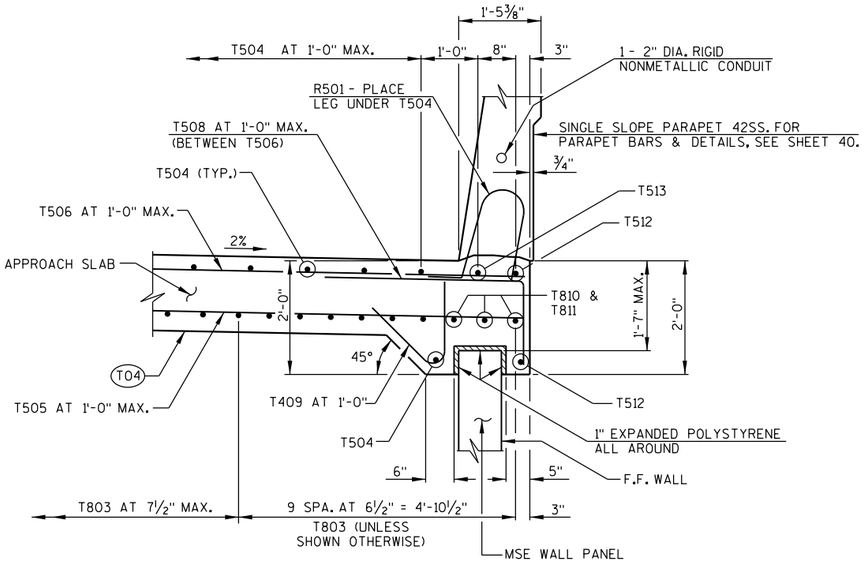
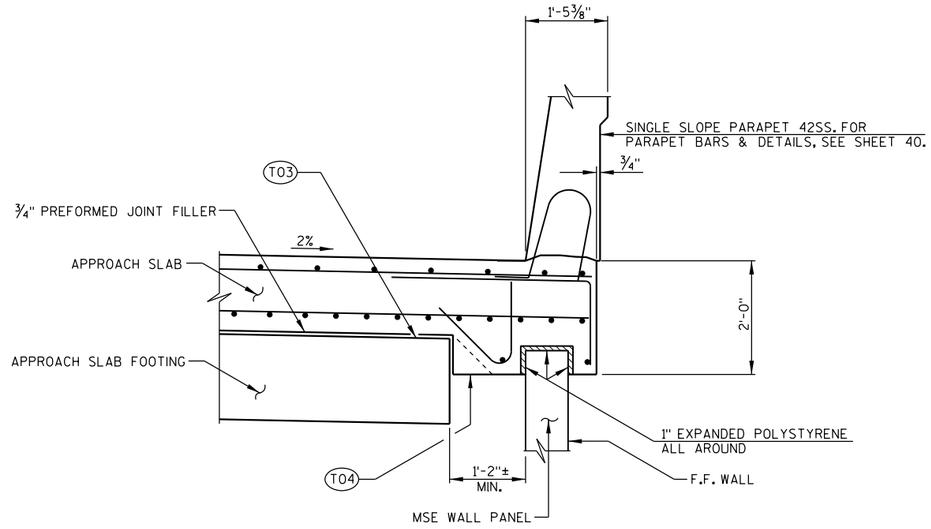


SECTION A-A



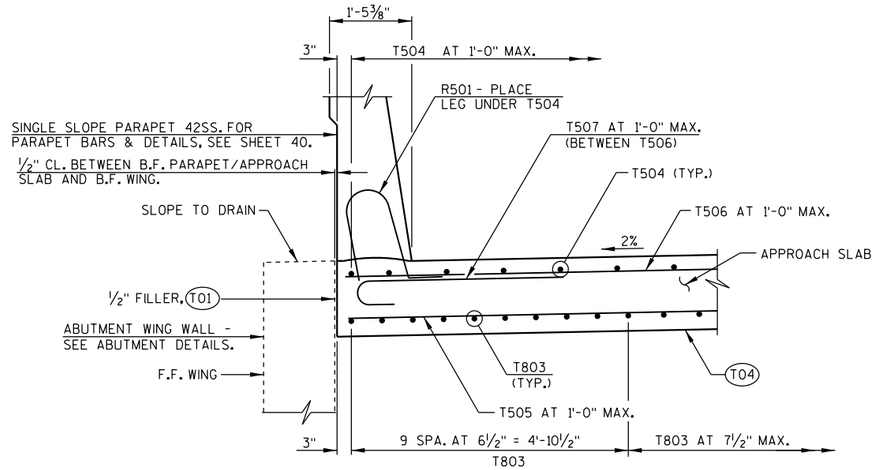
SECTION B-B

SEE SECTION A-A ON THIS SHEET FOR BAR STEEL REINF. DETAILS.

LEGEND

(T01) FOR SYMBOL DESCRIPTION, SEE SHEET 32.

(T03) (T04) FOR SYMBOL DESCRIPTIONS, SEE SHEET 34.



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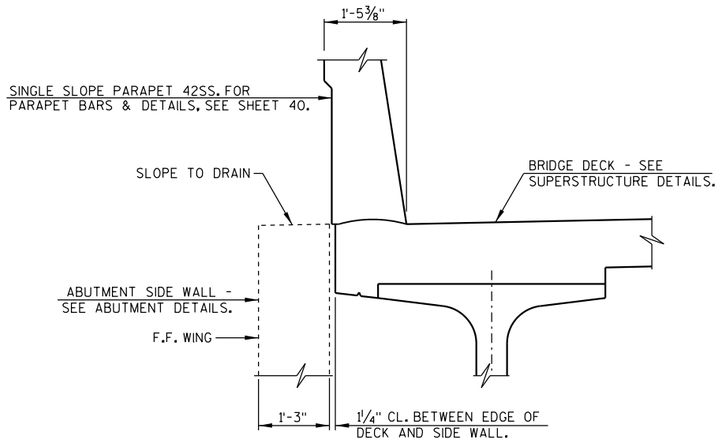

SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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WEST STRUCTURAL APPROACH SLAB DETAILS 1

SHEET 33 OF 47
921

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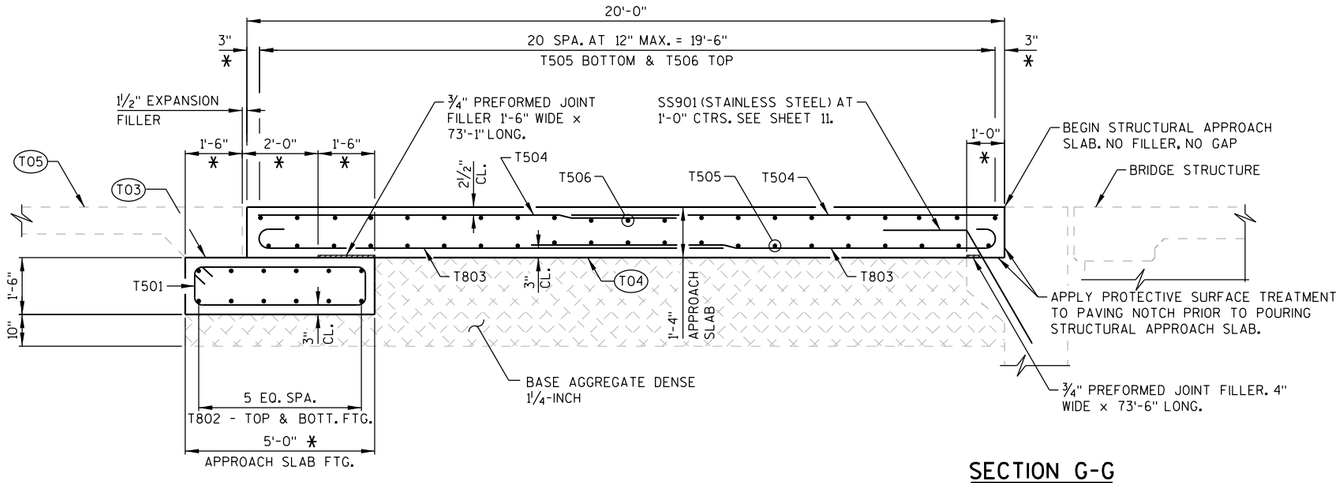
STATE PROJECT NUMBER

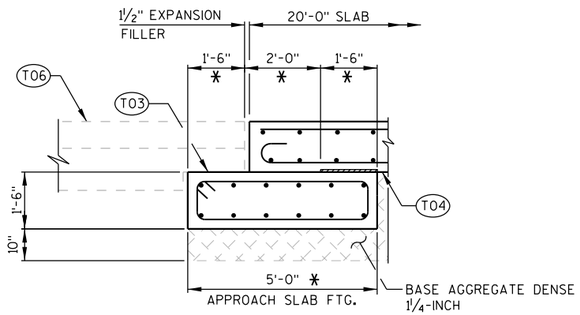
1206-08-77



SECTION E-E

SECTION G-G

SECTION THRU STRUCTURAL APPROACH SLAB



SECTION F-F

SEE SECTION E-E ABOVE FOR BAR STEEL REINF. DETAILS.

LEGEND

(T03) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T04) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB. POLYETHELENE SHEETS SHALL BE INCLUDED WITH "HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES".

(T05) CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

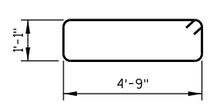
(T06) ROADWAY PAVEMENT AND ANCHOR SLAB. SEE R-13-266 PLANS.

* DIMENSIONS MEASURED NORMAL TO ABUTMENT.

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS						TOTAL WEIGHT = 17,560 LBS
T501	72	12-4	X		APPROACH SLAB FOOTING - STIRRUP	LONGIT.
T802	24	39-2			APPROACH SLAB FOOTING	TRANS.
T803	236	13-5	X		APPROACH SLAB - BOTTOM	LONGIT.
T504	148	11-4			APPROACH SLAB - TOP	LONGIT.
T505	42	39-2			APPROACH SLAB - BOTTOM	TRANS.
T506	42	39-4			APPROACH SLAB - TOP	TRANS.
T507	20	4-1	X		APPROACH SLAB - TOP - SOUTH EDGE	TRANS.
T508	19	4-10	X		APPROACH SLAB - TOP - NORTH EDGE	TRANS.
T409	21	3-0	X		APPROACH SLAB - BOTTOM - NORTH EDGE	VERT.
T810	3	12-2	X		APPROACH SLAB - BOTTOM - NORTH EDGE	LONGIT.
T811	3	12-6			APPROACH SLAB - BOTTOM - NORTH EDGE	LONGIT.
T512	2	19-6	X		APPROACH SLAB - TOP & BOTTOM - NORTH EDGE	LONGIT.
T513	1	19-4	X		APPROACH SLAB - TOP - NORTH EDGE	LONGIT.
STAINLESS STEEL BARS						TOTAL WEIGHT = 1,230 LBS
SS901	72	5-0	X		APPROACH SLAB - ABUTMENT BACKWALL	VERT.



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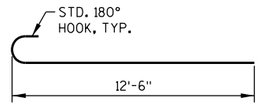
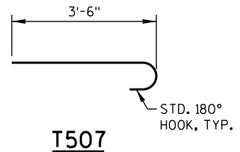


T803



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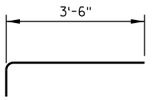

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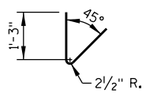

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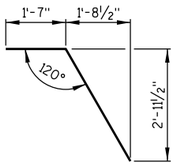

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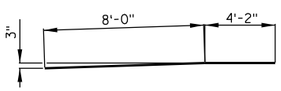

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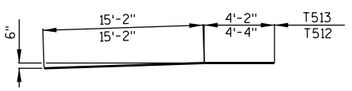

T512 & T513

NO.	DATE	REVISION	BY

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STRUCTURE B-13-831

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WEST STRUCTURAL APPROACH SLAB DETAILS 2

SHEET 34 OF 47
922

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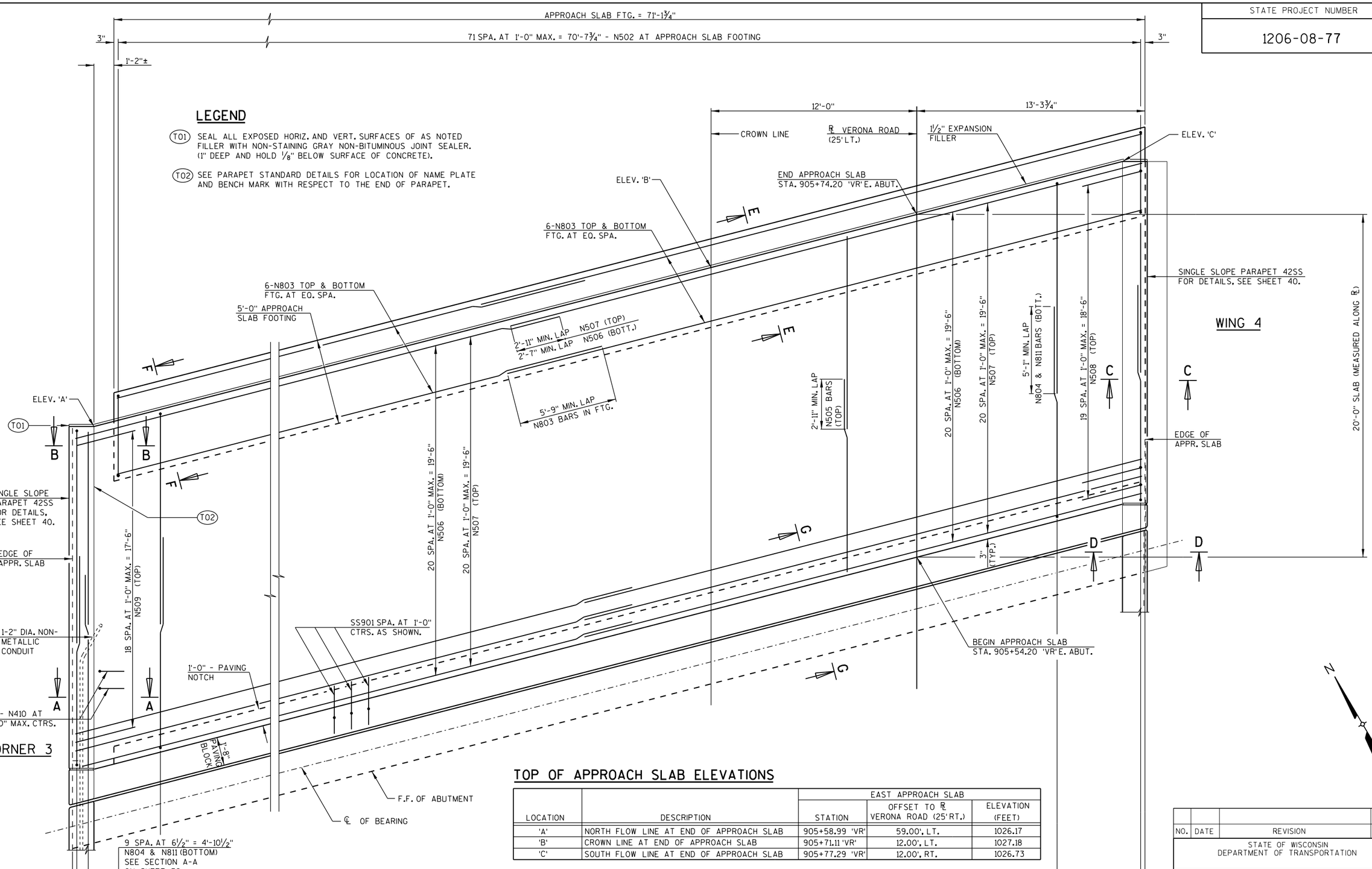
LEGEND

(T01) SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).

(T02) SEE PARAPET STANDARD DETAILS FOR LOCATION OF NAME PLATE AND BENCH MARK WITH RESPECT TO THE END OF PARAPET.



TOP OF APPROACH SLAB ELEVATIONS

LOCATION	DESCRIPTION	EAST APPROACH SLAB		
		STATION	OFFSET TO ℄ VERONA ROAD (25' RT.)	ELEVATION (FEET)
'A'	NORTH FLOW LINE AT END OF APPROACH SLAB	905+58.99 'VR'	59.00', LT.	1026.17
'B'	CROWN LINE AT END OF APPROACH SLAB	905+71.11 'VR'	12.00', LT.	1027.18
'C'	SOUTH FLOW LINE AT END OF APPROACH SLAB	905+77.29 'VR'	12.00', RT.	1026.73

EAST STRUCTURAL APPROACH SLAB PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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EAST STRUCTURAL APPROACH SLAB

SHEET 35 OF 47
923

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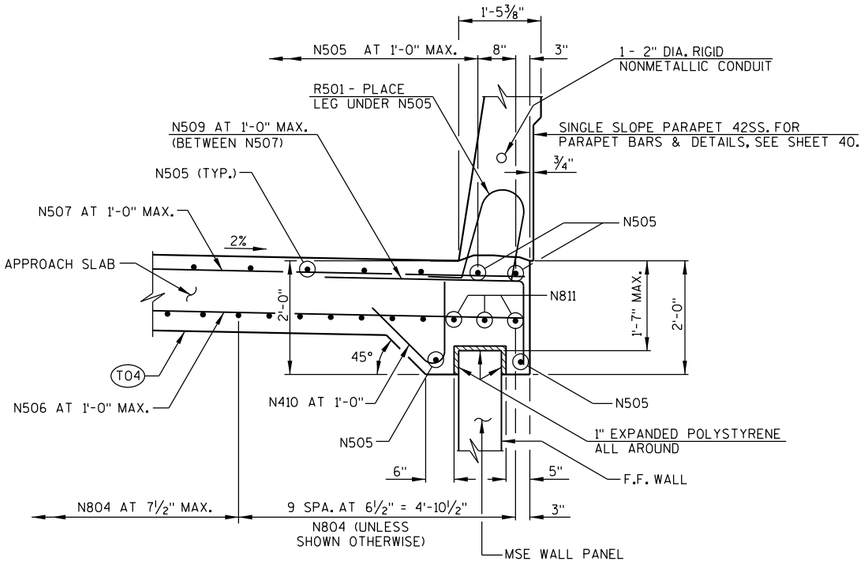
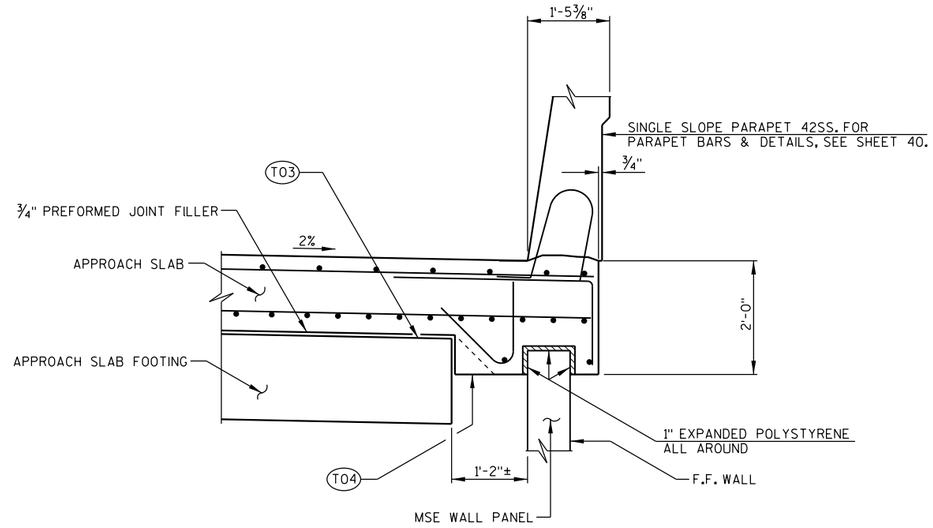


SECTION A-A



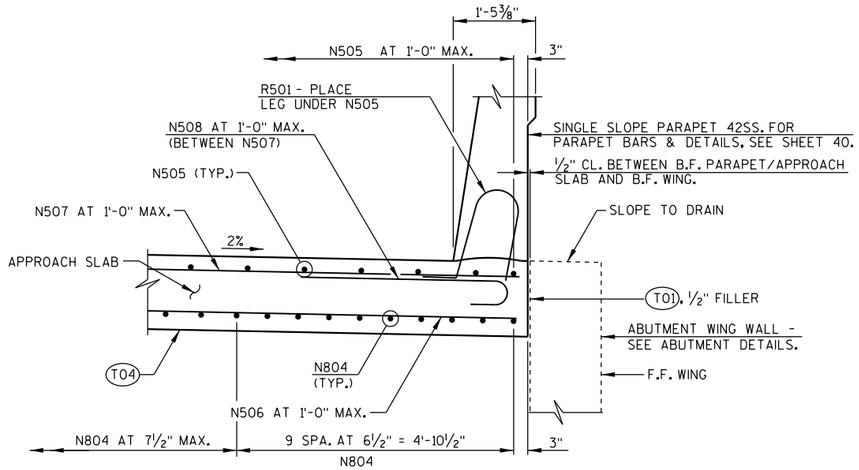
SECTION B-B

SEE SECTION A-A ON THIS SHEET FOR BAR STEEL REINF. DETAILS.

LEGEND

(T01) FOR SYMBOL DESCRIPTION, SEE SHEET 35.

(T03) (T04) FOR SYMBOL DESCRIPTIONS, SEE SHEET 37.



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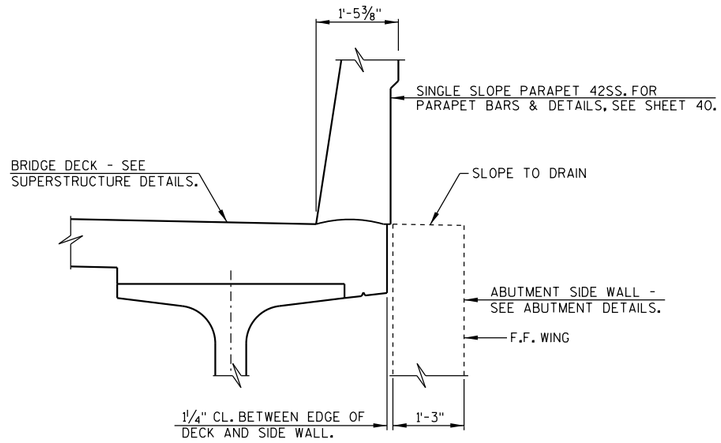

SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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EAST STRUCTURAL APPROACH SLAB DETAILS 1

SHEET 36 OF 47
924

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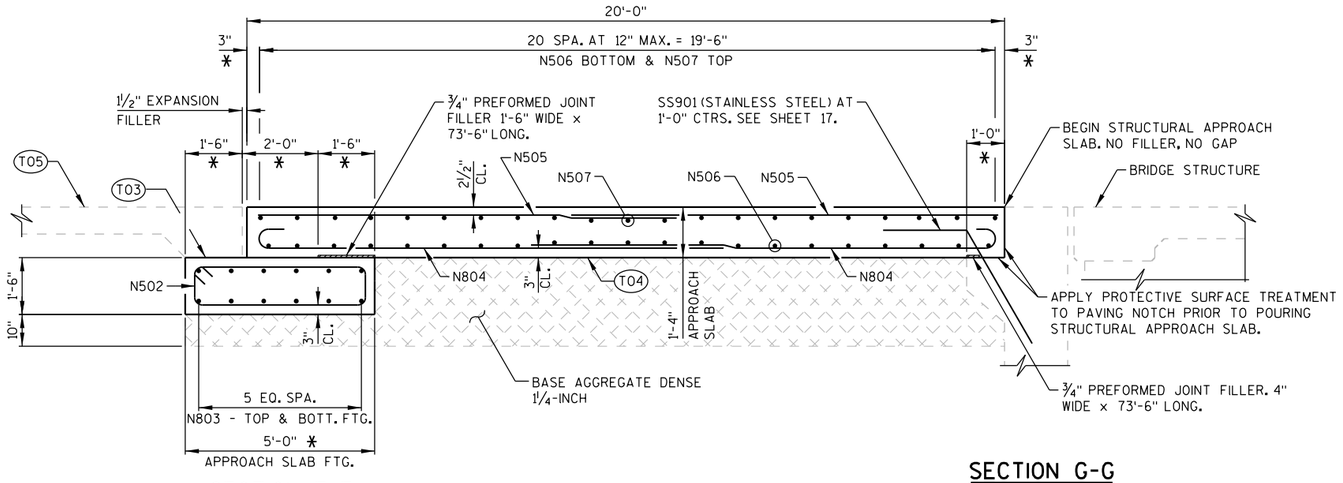
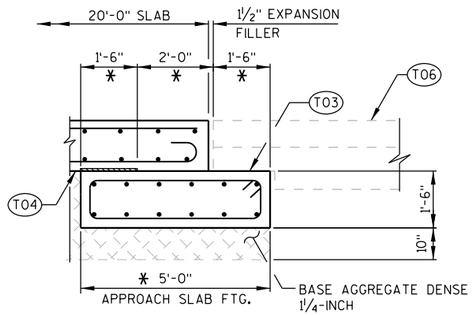
STATE PROJECT NUMBER
1206-08-77



SECTION E-E

SECTION G-G

SECTION THRU STRUCTURAL APPROACH SLAB



SECTION F-F

SEE SECTION E-E ABOVE FOR BAR STEEL REINF. DETAILS.

LEGEND

(T03) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T04) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE BENEATH SLAB. POLYETHELENE SHEETS SHALL BE INCLUDED WITH "HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES".

(T05) CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

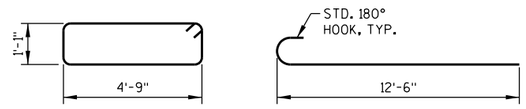
(T06) ROADWAY PAVEMENT AND ANCHOR SLAB. SEE R-13-267 PLANS.

* DIMENSIONS MEASURED NORMAL TO ABUTMENT.

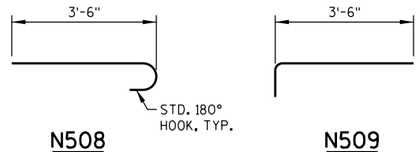
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

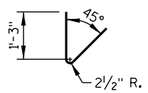
MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS					TOTAL WEIGHT = 17,600 LBS	
N502	72	12-4	X		APPROACH SLAB FOOTING - STIRRUP	LONGIT.
N803	24	39-6			APPROACH SLAB FOOTING	TRANS.
N804	236	13-5	X		APPROACH SLAB - BOTTOM	LONGIT.
N505	154	11-4			APPROACH SLAB - TOP	LONGIT.
N506	42	39-2			APPROACH SLAB - BOTTOM	TRANS.
N507	42	39-4			APPROACH SLAB - TOP	TRANS.
N508	20	4-1	X		APPROACH SLAB - TOP - SOUTH EDGE	TRANS.
N509	19	4-10	X		APPROACH SLAB - TOP - NORTH EDGE	TRANS.
N410	21	3-0	X		APPROACH SLAB - BOTTOM - NORTH EDGE	VERT.
N811	6	12-6			APPROACH SLAB - BOTTOM - NORTH EDGE	LONGIT.
STAINLESS STEEL BARS					TOTAL WEIGHT = 1,230 LBS	
SS901	72	5-0	X		APPROACH SLAB - ABUTMENT BACKWALL	VERT.



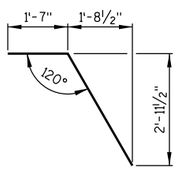
N502 N804



N508 N509



N410



SS901

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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EAST STRUCTURAL APPROACH SLAB DETAILS 2

SHEET 37 OF 47
925

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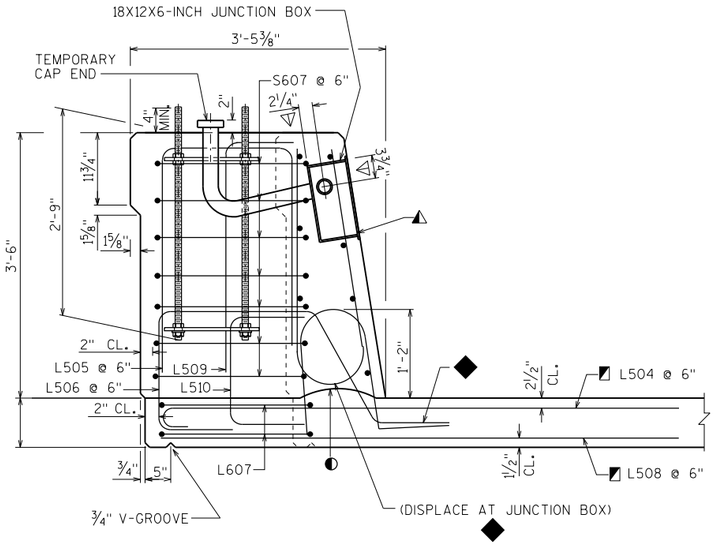
STATE PROJECT NUMBER

1206-08-77



SECTION A-A

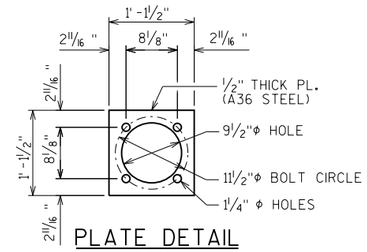
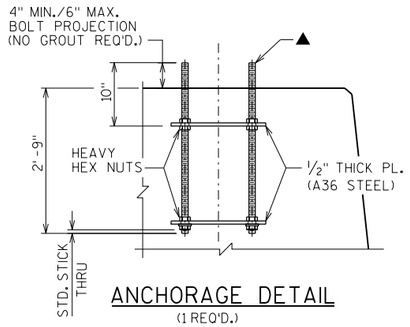


PLATE DETAIL
(1 REQ'D.)



ANCHORAGE DETAIL
(1 REQ'D.)

LEGEND

- ◐ CONSTR. JT. STRIKE OFF AS SHOWN
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- ◩ THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN DECK.
- ◆ SEE SINGLE SLOPE PARAPET, SHEET 40, FOR ADDITIONAL BAR STEEL DETAILS.
- ▲ 1"Φ THREADED ANCHOR BOLTS ASTM A449 OR AASHTO M 314-90 GR 55. HOT DIP ASTM A153, CLASS C, UPPER 8" OF BOLT INCLUDING NUTS & WASHERS. PROVIDE ENLARGED THREAD ON NUTS FOR PROPER FIT AFTER GALVANIZING. PROVIDE DOUBLE FLAT WASHERS & NUTS.

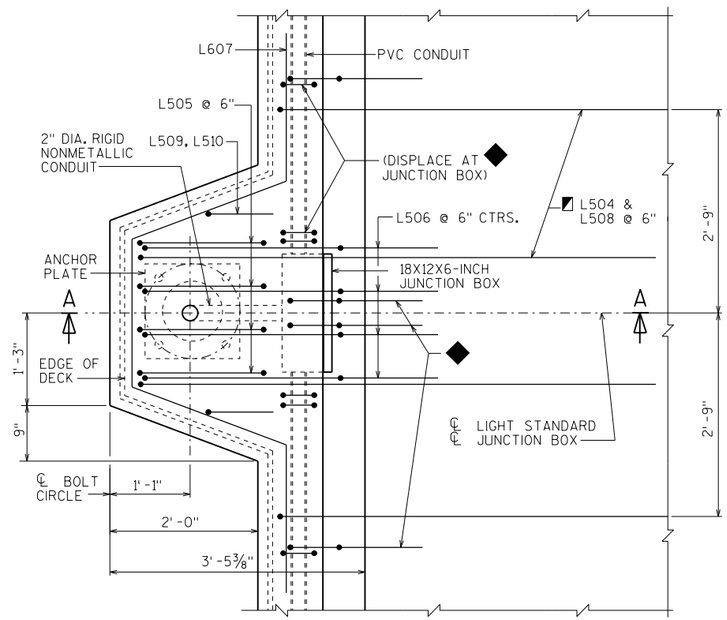
NOTES

BID ITEMS SHALL BE:
"JUNCTION BOXES 18X12X6-INCH", EACH.
"ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURE", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"

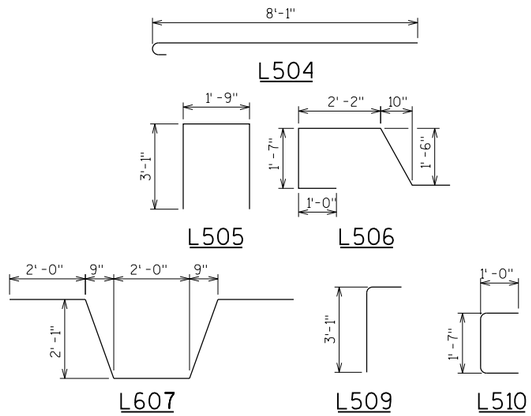
APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

BARS LISTED IN THE BILL OF BARS ARE INCLUDED WITH THE SUPERSTRUCTURE BAR WEIGHT SHOWN IN THE "TOTAL ESTIMATED QUANTITIES" TABLE ON SHEET 3.

FOR ADDITIONAL CONDUIT DETAILS, SEE SHEET 39.



PLAN AT LIGHT STANDARD



BILL OF BARS

TOTAL WT. = 430 LBS.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
L504	X	12	8-8	X		DECK TRANSV. @ LIGHT STD.
L505	X	4	7-8	X		PARAPET VERT. @ LIGHT STD.
L506	X	4	7-0	X		PARAPET VERT. @ LIGHT STD.
L607	X	9	10-0	X		PARAPET HORIZ. @ LIGHT STD.
L508	X	12	8-1			DECK TRANSV. @ LIGHT STD.
L509	X	2	4-0	X		PARAPET VERT. @ LIGHT STD.
L510	X	2	3-4	X		PARAPET VERT. @ LIGHT STD.

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STRUCTURE B-13-831

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LIGHT STANDARD DETAILS

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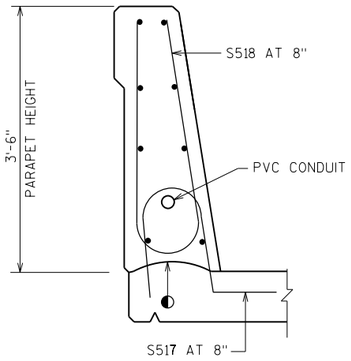
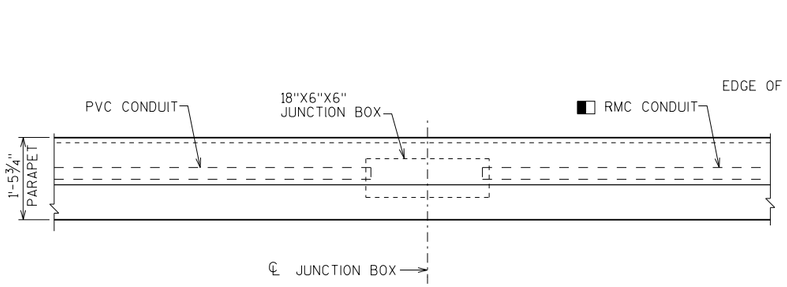
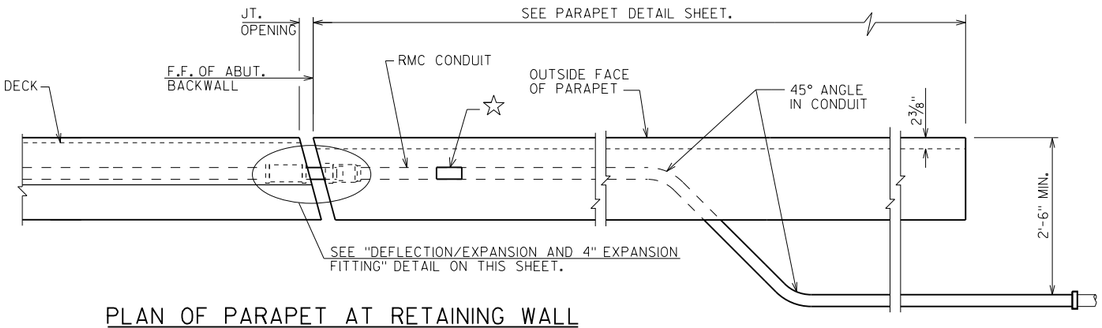
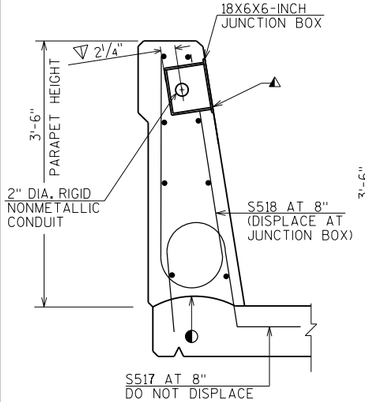


SECTION C-C

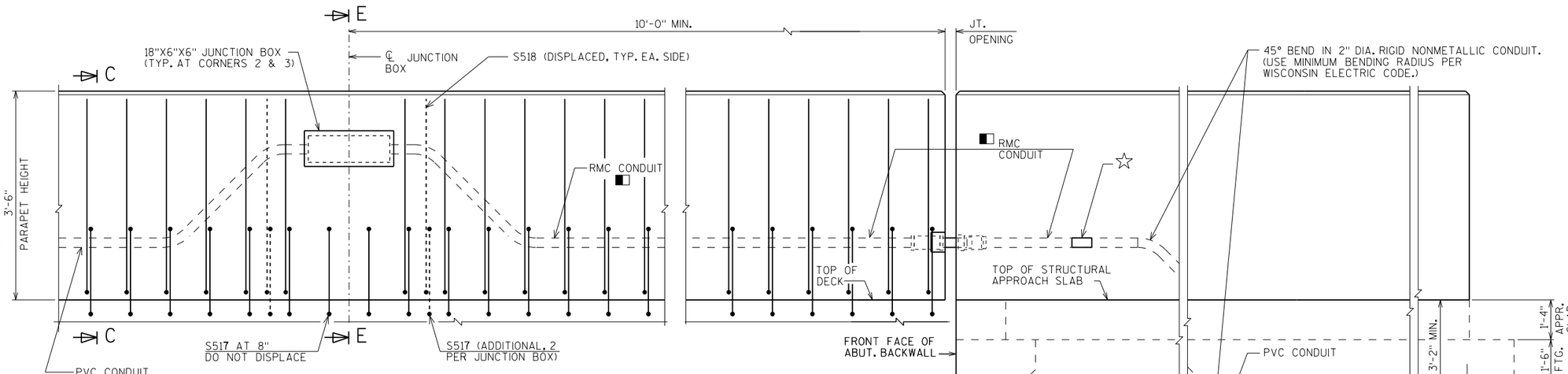




PLAN OF PARAPET AT RETAINING WALL



SECTION E-E



INSIDE ELEVATION AT JUNCTION BOX AT EXP. JOINT

(DECK STEEL NOT SHOWN FOR CLARITY)

OUTSIDE ELEVATION OF PARAPET AT RETAINING WALL

LEGEND

- ■ USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.
- ◐ CONSTR. JT. STRIKE OFF AS SHOWN
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- ✳ EXPANSION FITTING REQUIREMENTS (IF USED): 4" TOTAL CONDUIT MOVEMENT WITH BONDING JUMPER
- ● POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.
- ✳✳ DEFLECTION/EXPANSION FITTING REQUIREMENTS (IF USED): UP TO ¾" CONDUIT CONTRACTION OF EXPANSION AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN NY DIRECTION WITH BONDING JUMPER.
- ◥ SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- ☆ NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED)

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT

RMC = RIGID METALLIC CONDUIT

NOTES

BID ITEMS SHALL BE:

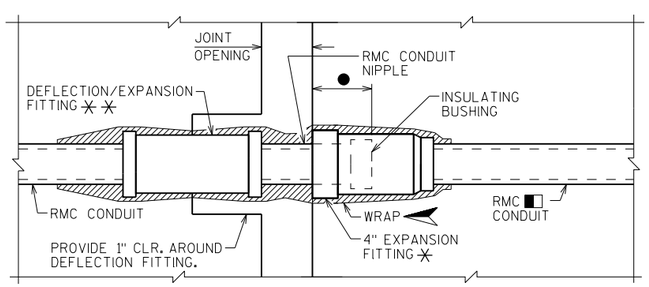
"JUNCTION BOXES 18X6X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"
"CONDUIT RIGID METALLIC 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES: SEE APPROVED MATERIAL LIST.

APPROVED MANUFACTURER OR EQUIVALENT - EXPANSION FITTING: O-Z/GEDNEY TYPE AX-200 AND BONDING JUMPER (4" TOTAL CONDUIT MOVEMENT).

CONDUIT FITTINGS, CONDUIT BENDS AND ADAPTER FITTINGS INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".

CONDUIT SHALL BE EMBEDDED 2" CLEAR.



DEFLECTION/EXPANSION AND 4" EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF 4" TOTAL MOVEMENT AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION. BOND JUMPER NOT SHOWN FOR CLARITY

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STRUCTURE B-13-831

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SINGLE SLOPE PARAPET 42SS ELECTRICAL

SHEET 39 OF 47
927

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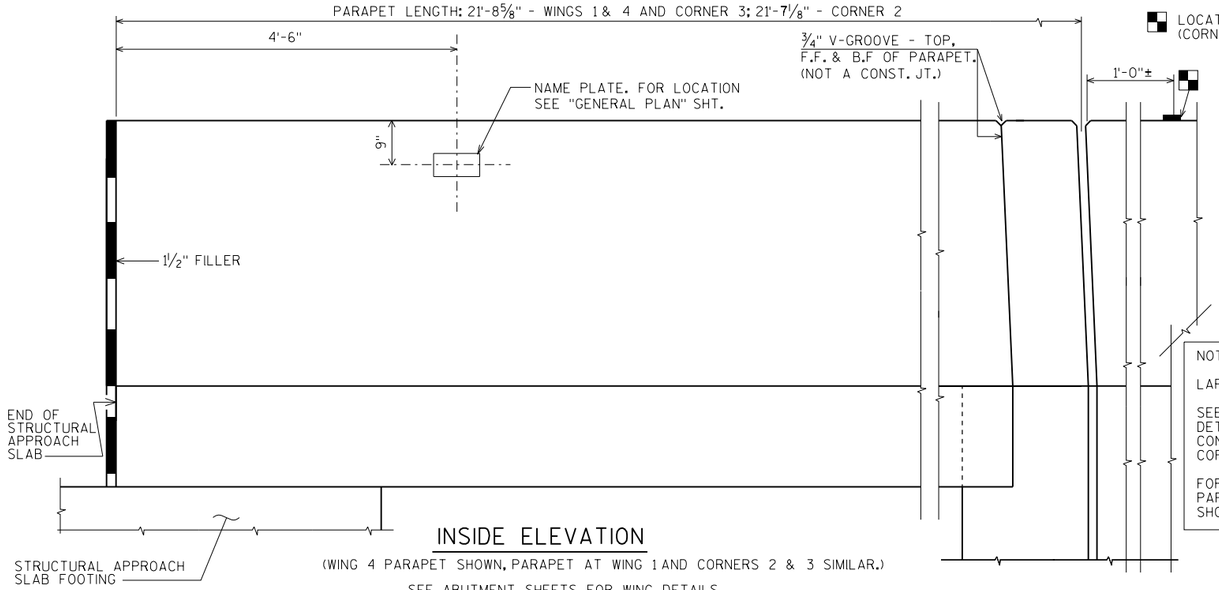
PLOT DATE: 1/23/2018
PLOT TIME: 11:15:30 AM
BATCH PRINT SHEET 40 OF 47

STATE PROJECT NUMBER

1206-08-77

PARAPET LENGTH: 21'-8⅝" - WINGS 1 & 4 AND CORNER 3; 21'-7⅛" - CORNER 2



INSIDE ELEVATION

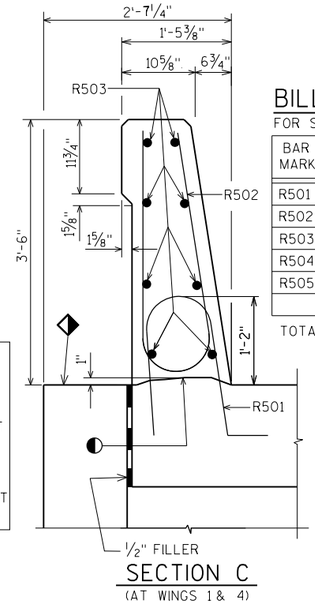
(WING 4 PARAPET SHOWN, PARAPET AT WING 1 AND CORNERS 2 & 3 SIMILAR.)

NOTES:

LAP R503 BARS 1'-9" MIN.

SEE STRUCTURAL APPROACH SLAB DETAIL SHEETS FOR PARAPET LAYOUT CONFIGURATIONS. (SPECIFICALLY AT CORNER 2, WEST ABUTMENT).

FOR CONDUIT DETAILS AT THE NORTH PARAPET, SEE SHEET 39. (CONDUIT NOT SHOWN FOR CLARITY ON THIS SHEET).



SECTION C

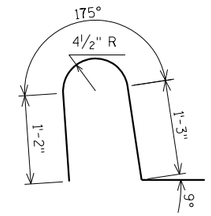
(AT WINGS 1 & 4)

BILL OF BARS

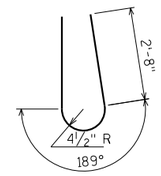
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	WEST ABUT.	EAST ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	66	66	4-5	X		PARAPET VERT. ALL WINGS/CORNERS
R502	X	66	66	6-8	X		PARAPET VERT. ALL WINGS/CORNERS
R503	X	16	32	11-9			PARAPET HORIZ. WINGS 1 & 4 & COR. 3
R504	X	4	---	21-2	X		PARAPET HORIZ. CORNER 2
R505	X	4	---	21-0	X		PARAPET HORIZ. CORNER 2

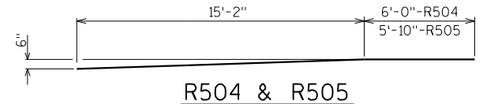
TOTAL WT. = 2,300 LBS.



R501



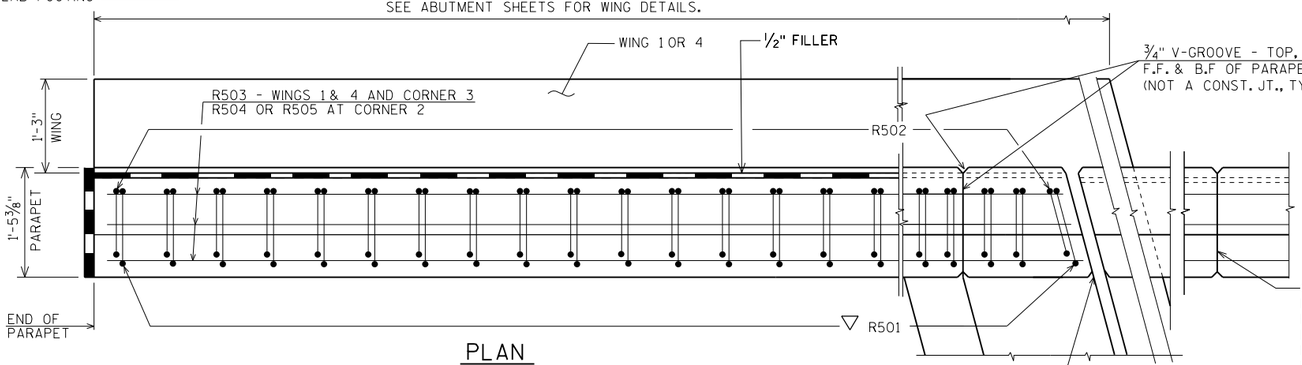
R502



R504 & R505

PLAN

(WING 4 PARAPET SHOWN, PARAPET AT WING 1 AND CORNERS 2 & 3 SIMILAR.)

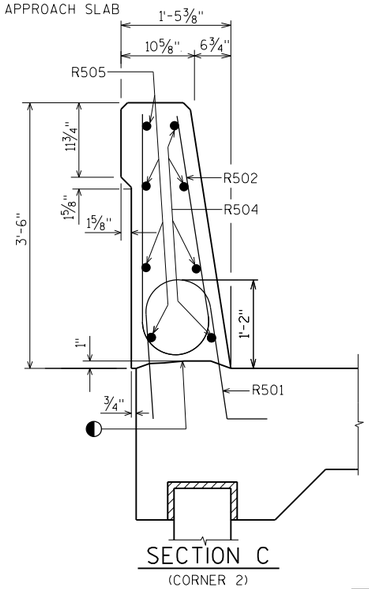


LEGEND

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

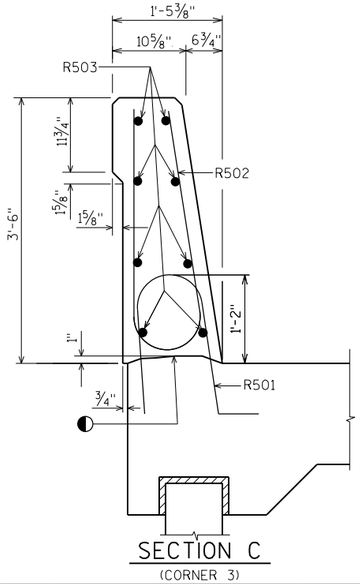
◆ SLOPE FOR DRAINAGE

▽ R501 BARS TO BE TIED TO PAVING BLOCK STEEL AND STRUCTURAL APPROACH SLAB STEEL BEFORE PAVING BLOCK AND STRUCTURAL APPROACH SLAB IS POURED.



SECTION C

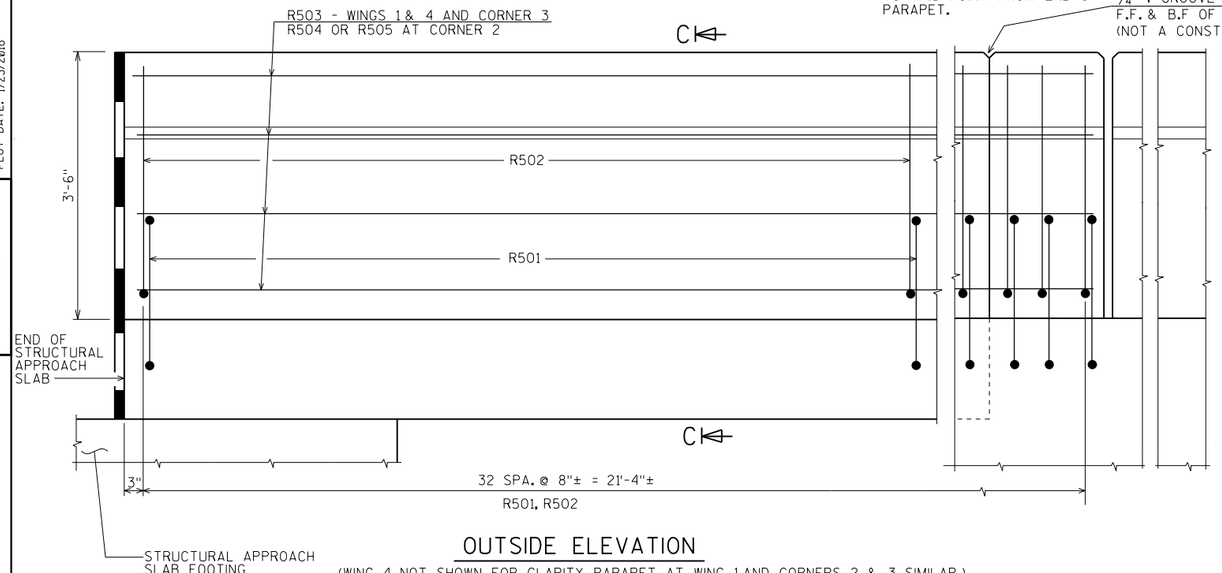
(CORNER 2)



SECTION C

(CORNER 3)

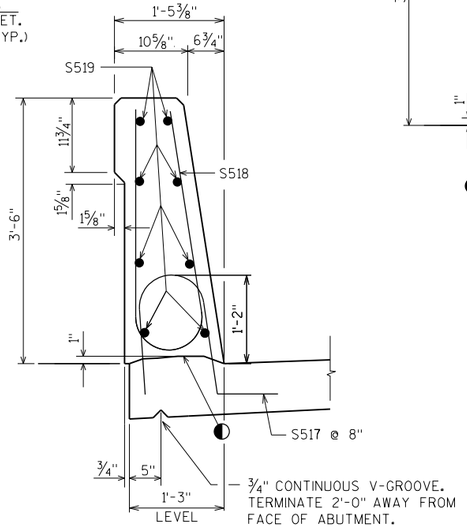
R503 - WINGS 1 & 4 AND CORNER 3
R504 OR R505 AT CORNER 2



OUTSIDE ELEVATION

(WING 4 NOT SHOWN FOR CLARITY. PARAPET AT WING 1 AND CORNERS 2 & 3 SIMILAR.)

¾" V-GROOVE - TOP, F.F. & B.F OF PARAPET. (NOT A CONST. JT., TYP.)



SECTION THRU PARAPET ON BRIDGE

(GIRDER NOT SHOWN FOR CLARITY)

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STRUCTURE B-13-831

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SINGLE SLOPE PARAPET 42SS WITH STRUCTURAL APPROACH SLAB

SHEET 40 OF 47
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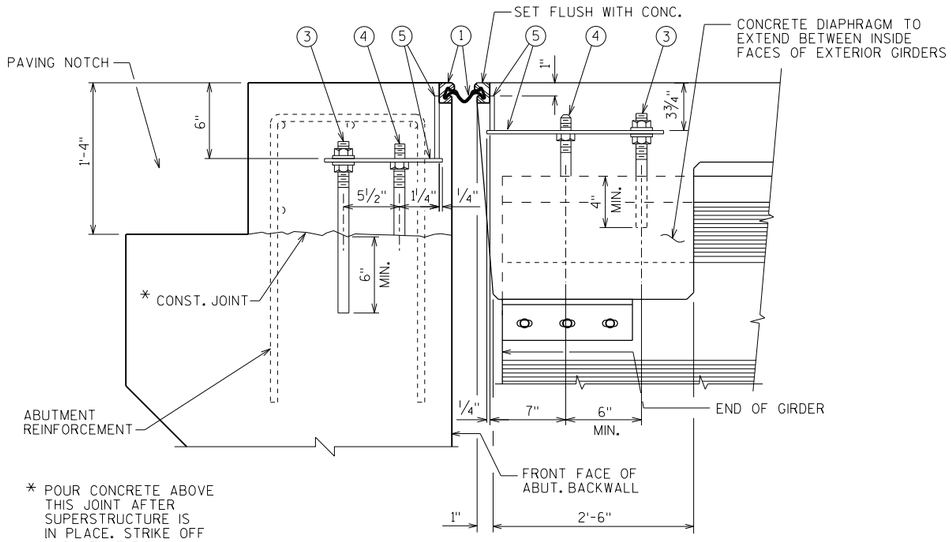
PLOT DATE: 1/23/2018 PLOT TIME: 11:15:31 AM BATCH PRINT SHEET 41 OF 47

STATE PROJECT NUMBER

1206-08-77



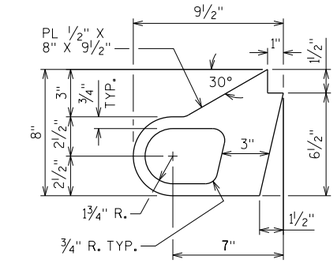
* POUR CONCRETE ABOVE THIS JOINT AFTER SUPERSTRUCTURE IS IN PLACE. STRIKE OFF AND LEAVE ROUGH.

SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

SECTION THRU JOINT

(EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS)



ALTERNATE STRIP SEAL ANCHOR

SECTION THRU JOINT

(ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS)

PART PLAN

LEGEND

1. NEOPRENE STRIP SEAL (4-INCH) AND STEEL EXTRUSIONS.
2. STUDS ⅝"ϕ X 6⅜" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝"ϕ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" ϕ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾"ϕ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" X ½" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" ϕ HOLE FOR NO. 3 AND 1" ϕ HOLE FOR NO. 4.
6. GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7.
7. ¾"ϕ X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾"ϕ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾"ϕ X 2¼" GALVANIZED THREADED COUPLING.
10. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-831".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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EXPANSION DEVICE

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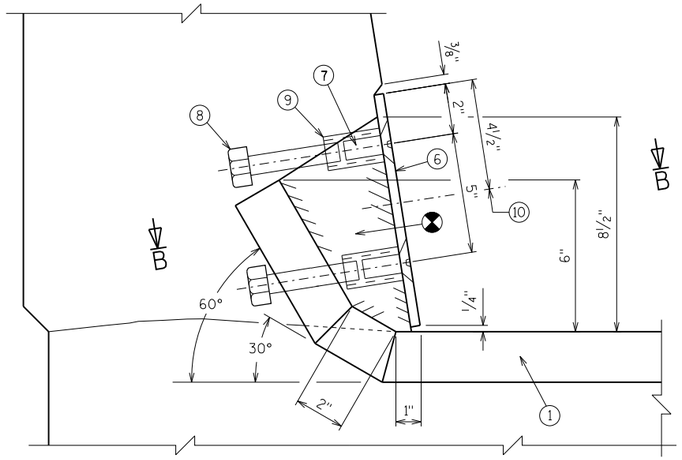
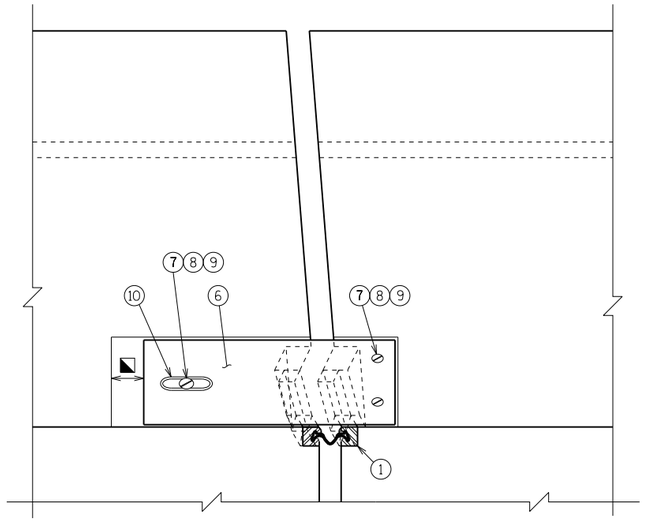
STATE PROJECT NUMBER

1206-08-77



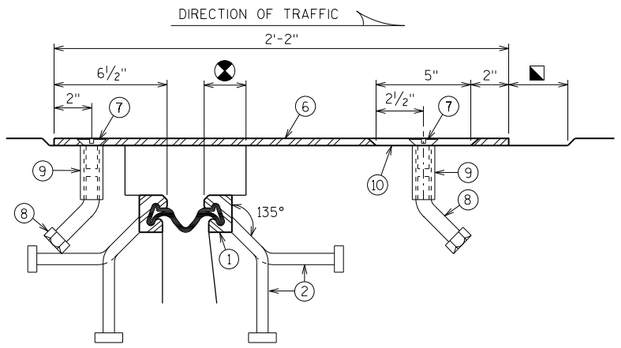
SECTION A-A



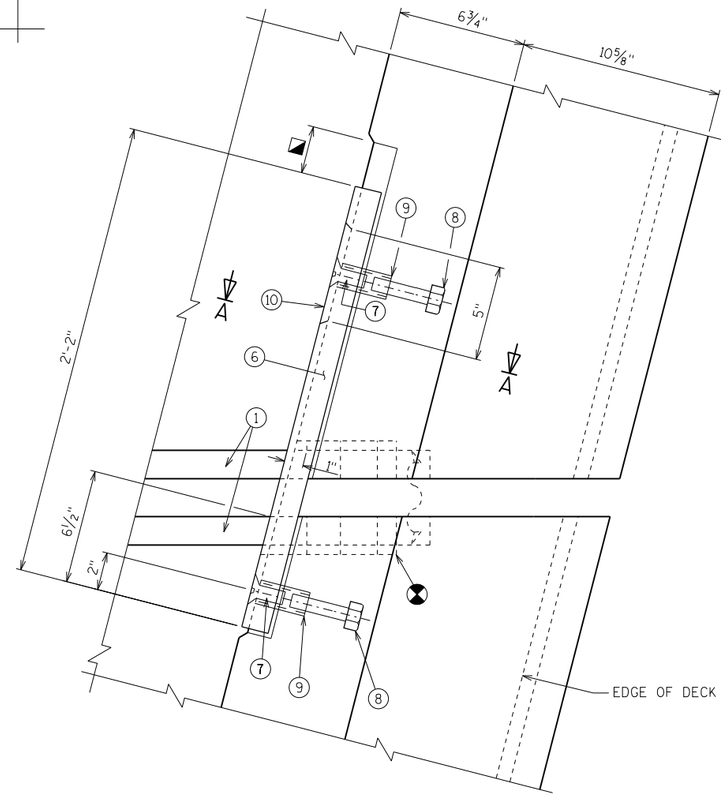
VIEW OF PARAPET PLATE FROM ROADWAY

LEGEND

(1)(2)(6)(7)(8)(9)(10) FOR SYMBOL DESCRIPTIONS, SEE SHEET 41.



SECTION B-B



PLAN

BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

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COVER PLATE DETAILS

SHEET 42 OF 47
930

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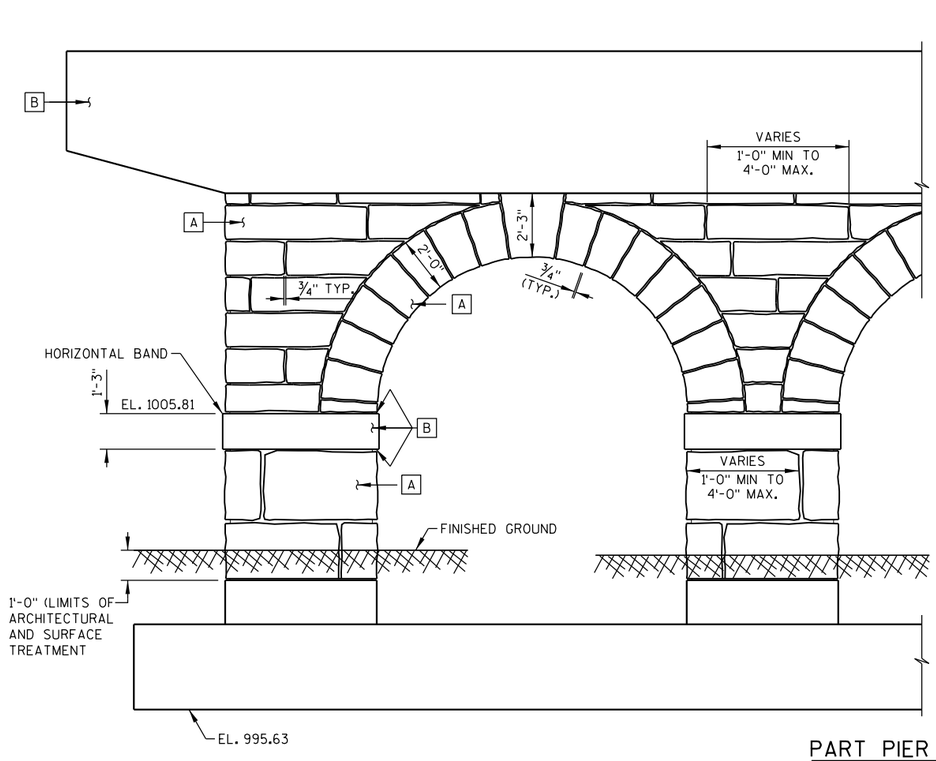
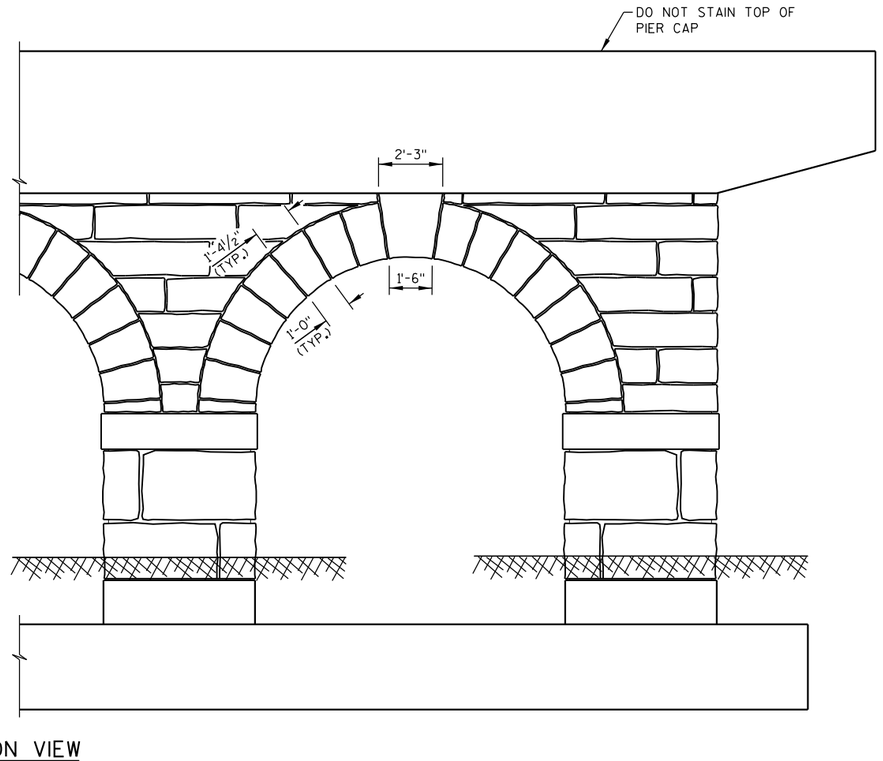
STATE PROJECT NUMBER

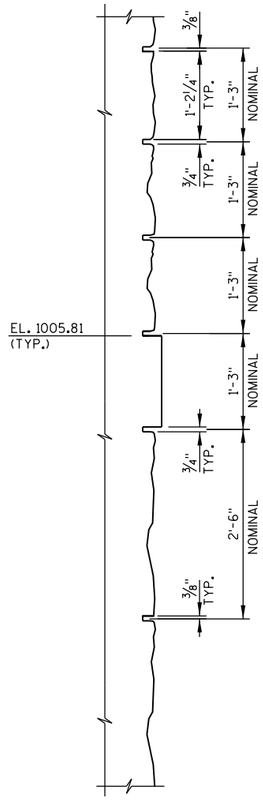
1206-08-77





PART PIER ELEVATION VIEW

(MIDDLE COLUMN NOT SHOWN)



ARCHITECTURAL SURFACE TREATMENT

FORMLINER NOTES

ALL EXPOSED SURFACES OF FORMLINER TO BE SPLIT FACE, INCLUDING FACES AND EDGES UNLESS OTHERWISE NOTED.

AVERAGE RELIEF FOR THE STONES IS 3/4" WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

ABUTMENT NOTES

STAIN ALL EXPOSED ABUTMENT FACES/WING WALLS ON BOTH SIDES OF THE BRIDGE. STAIN THE EXPOSED FRONT FACE OF THE ABUTMENT BODY, THE INSIDE OF MASK WALLS AND THE BACKWALL UP TO THE PAVING BLOCK. DO NOT STAIN BEAM SEATS.

PIER NOTES

FORMLINER COURSING ON PIER COLUMN SHALL BE LEVEL.

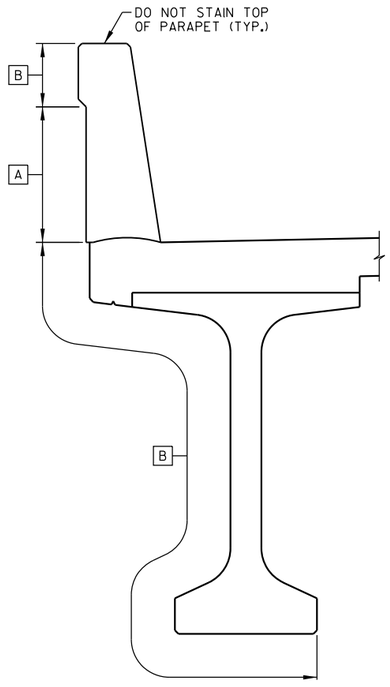
THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAP AROUND/MATCH FORMLINER PATTERN AT ALL CORNERS.

STAIN ALL EXPOSED FACES OF PIER COLUMN AND PIER CAP. DO NOT STAIN TOP OF PIER CAP.

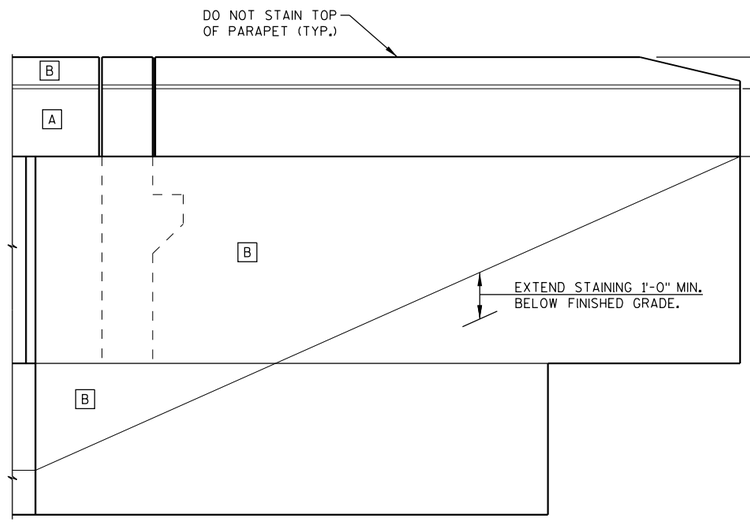
PARAPET NOTES

STAIN SOUTH & NORTH PARAPETS. DO NOT STAIN TOP OF PARAPET.



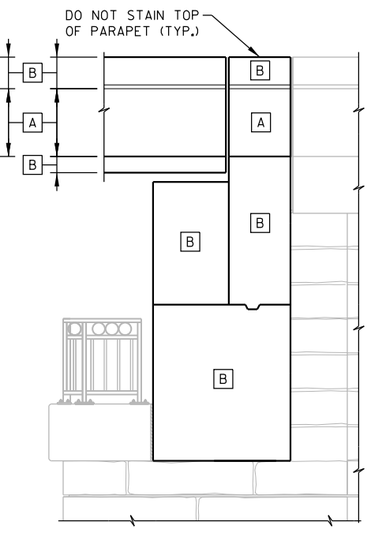
PARAPET DETAILS

(TYPICAL AT OUTSIDE FACE OF EXTERIOR GIRDERS)



PART ELEVATION AT ABUTMENT END

(LOOKING NORTH AT WING 4, WING 1 SIMILAR)



PART ELEVATION AT ABUTMENT END

(LOOKING SOUTH AT CORNER 2, CORNER 3 SIMILAR)

LEGEND

A FEDERAL COLOR NO. 33448

B FEDERAL COLOR NO. 20122

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STRUCTURE B-13-831

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AESTHETICS DETAILS

SHEET 43 OF 47
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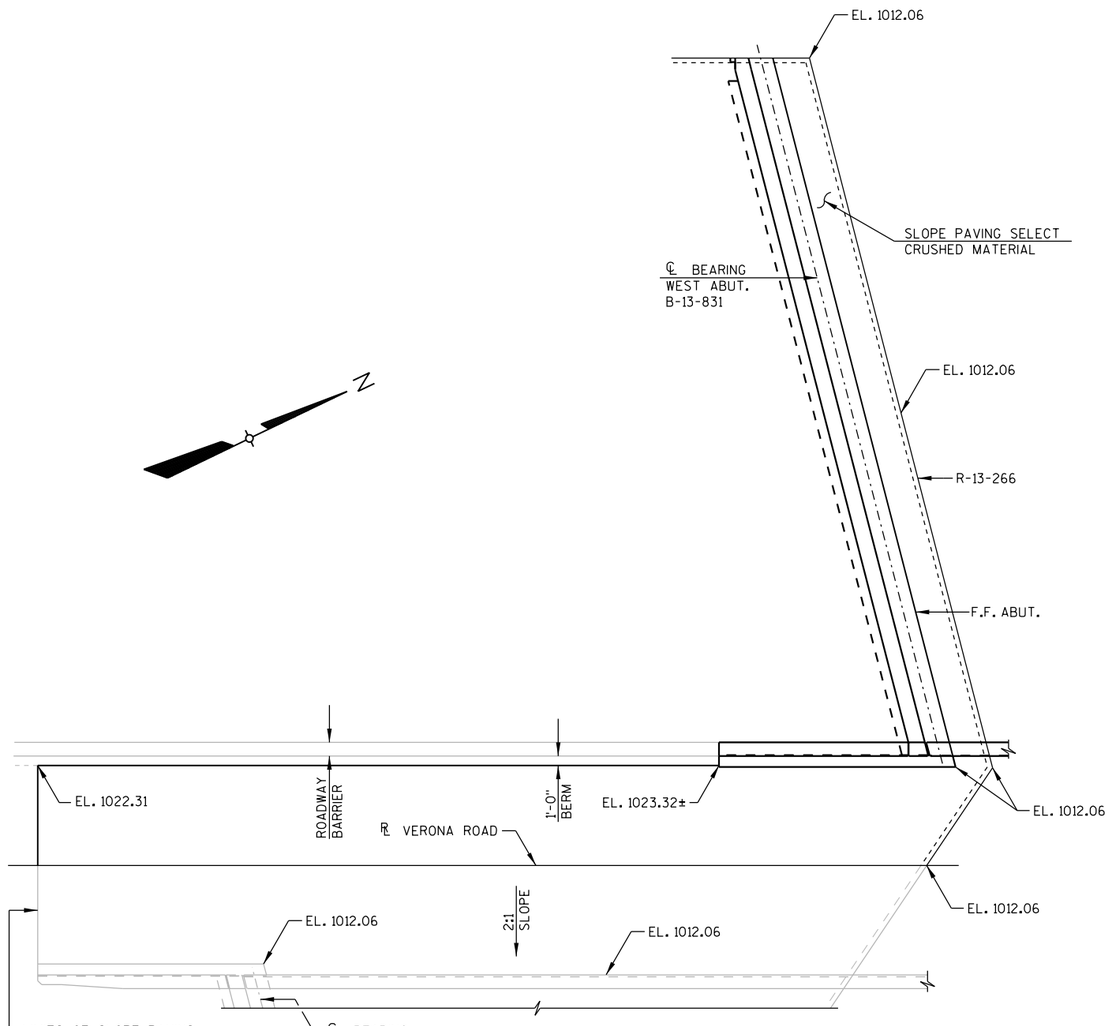
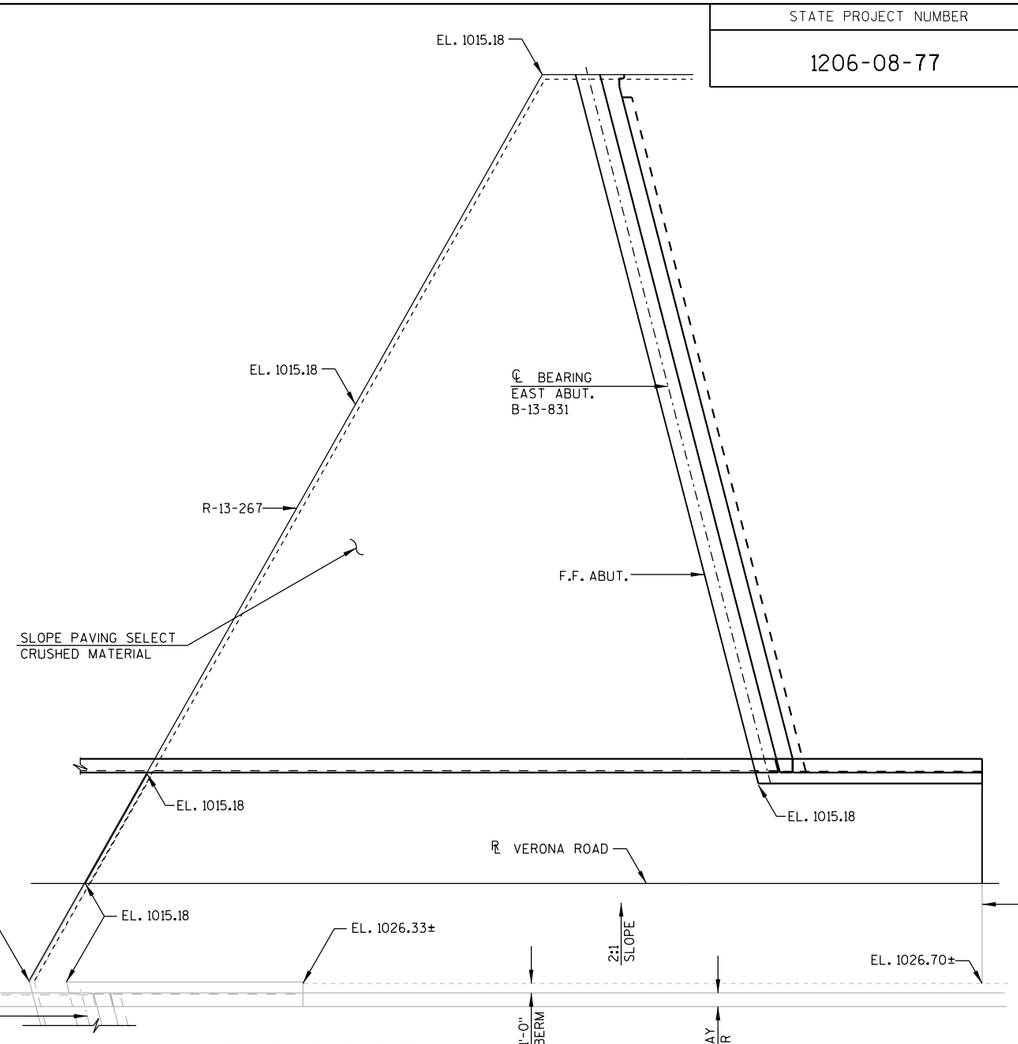
PLOT DATE: 1/23/2018 PLOT TIME: 11:15:36 AM BATCH PRINT SHEET 44 OF 47

STATE PROJECT NUMBER

1206-08-77

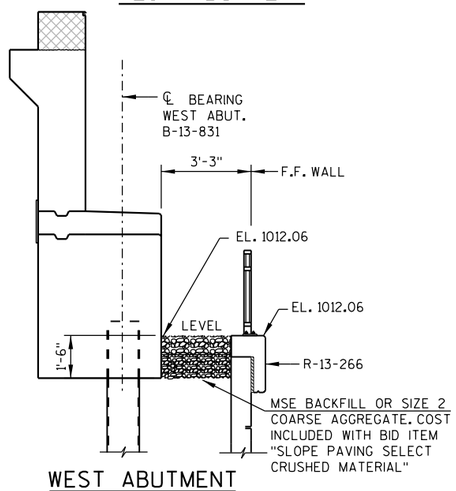


WEST ABUTMENT



EAST ABUTMENT

PART PLAN



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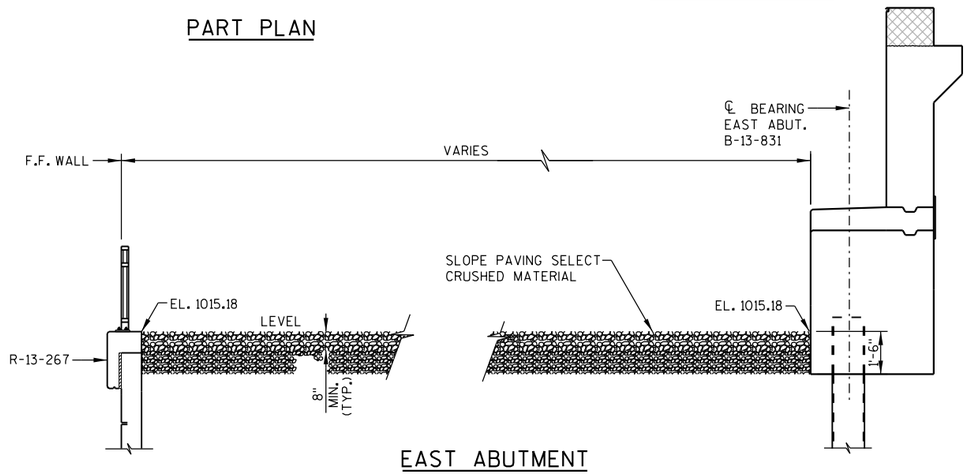

EAST ABUTMENT

CROSS SECTION THRU SLOPE PAVING SELECT CRUSHED MATERIAL

NOTE

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

NO.	DATE	REVISION	BY

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STRUCTURE B-13-831

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SLOPE PAVING DETAILS

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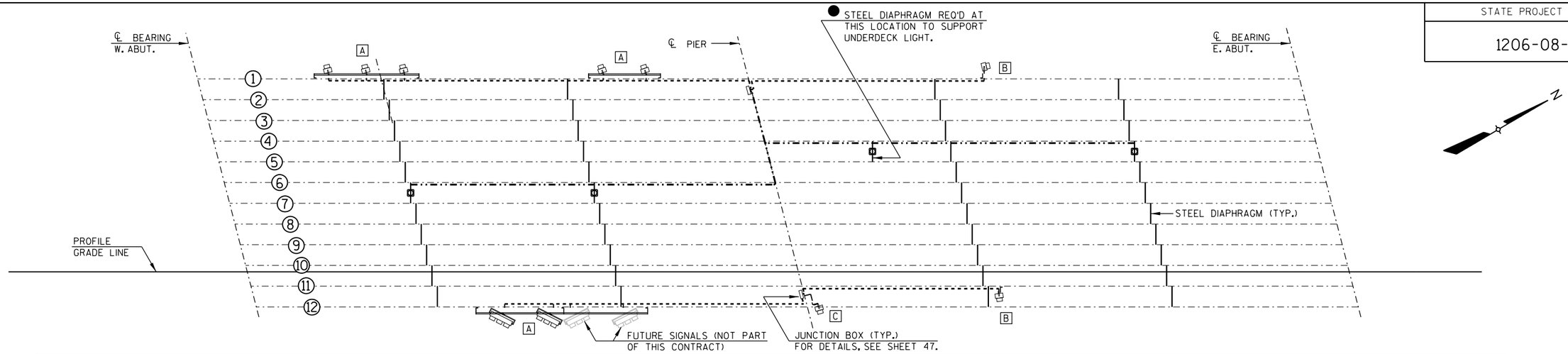
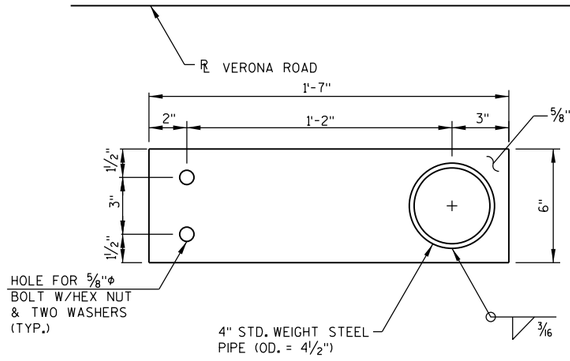
STATE PROJECT NUMBER
1206-08-77



PLAN



TRAFFIC SIGNAL SUPPORT PIPE END PLATE

GIRDER NO.	SIGNAL HEAD NO.	MOUNTING CONFIGURATION
11	8A	B
*	9A	C
12	14A **	A
12	15A **	A
1	5B	B
1	5C	A
1	6C	A
1	7C	A
1	12C	A
1	13C	A
12	8D	A
12	9D	A

* = SOUTHEAST SIDE OF PIER CAP
** = SIGNAL HEAD NOT PART OF THIS CONTRACT

NOTES

FOR SIGNAL SUPPORT PLATE, CONDUIT CLAMP, AND INTERMEDIATE STEEL DIAPHRAGM SPACINGS AT THE GIRDERS, SEE SHEET 46.

TRAFFIC SIGNAL SUPPORT PIPE END PLATE, SIGNAL SUPPORT ANGLES, 4" DIA. STD. WEIGHT PIPE AND 1'-4" × 9" × 5/8" PLATES TO BE PAID FOR AS "STRUCTURAL STEEL CARBON".

DETAILS FOR MOUNTING BRACKET C ARE SHOWN ON SHEET 46. THIS BRACKET IS MOUNTED TO THE SIDE OF THE PIER CAP.

SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL SIGNAL HEAD LOCATION INFORMATION.

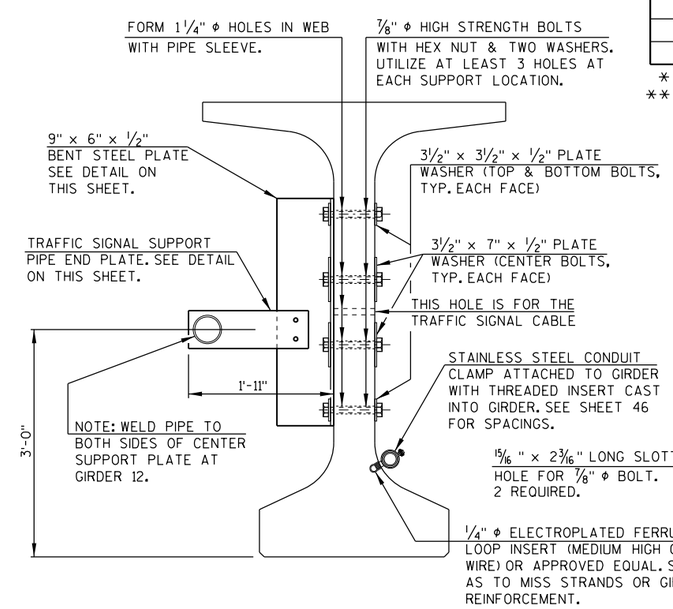
ALL BOLT HOLES TO BE STANDARD SIZE.

ALL PIPE SLEEVES IN GIRDER WEB TO CLEAR PRESTRESSING STRANDS BY 1½" MIN.

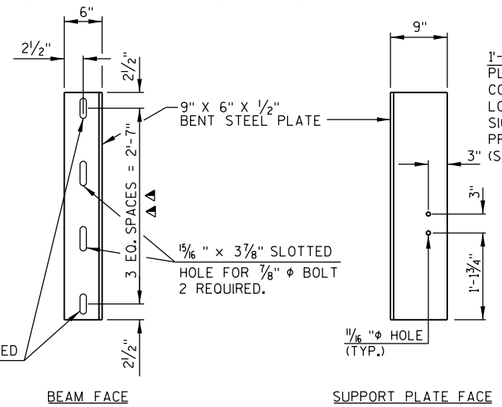
SHOP PAINTING OF ALL STEEL MEMBERS FOR TRAFFIC SIGNAL SUPPORTS AS SHOWN ON THIS SHEET AND SHEET 47 IS INCLUDED UNDER BID ITEM "GALVANIZE AND PAINT STEEL SIGNAL SUPPORTS B-13-831". THE STEEL PLATES/PIPES SHALL BE PAINTED FEDERAL COLOR NO. 20122, BROWN.

LEGEND

- LIGHTING FIXTURE. SEE SHEET 27 FOR CONNECTION DETAILS.
- CONDUIT RIGID METALLIC 2-INCH (TRAFFIC SIGNALS)
- CONDUIT RIGID METALLIC 1-INCH (UNDERDECK LIGHTING)
- STEEL DIAPHRAGM REQUIRED AT THIS LIGHT FIXTURE LOCATION. SEE SHEET 46 FOR INSERT SPACING DETAILS. UTILIZE 3 OF THE 4 BOLT HOLE LOCATIONS ON EACH BEAM FACE (SPACE TO MISS PRESTRESSED STRANDS IN CONCRETE BEAMS.)

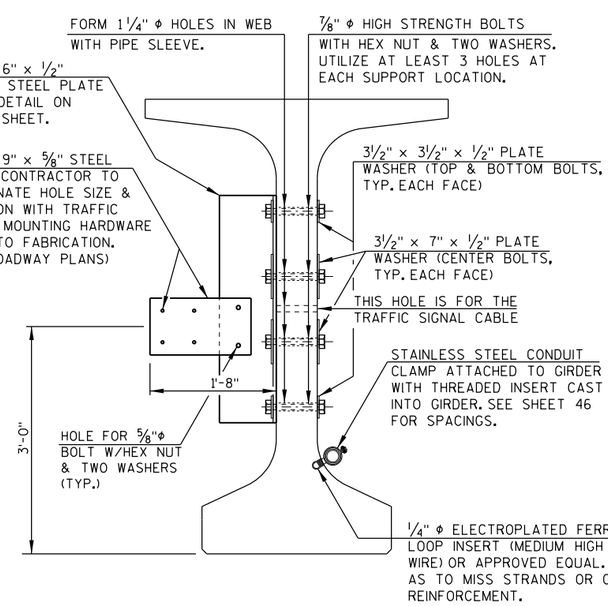


A TRAFFIC SIGNAL SUPPORT PIPE AT EXTERIOR GIRDER

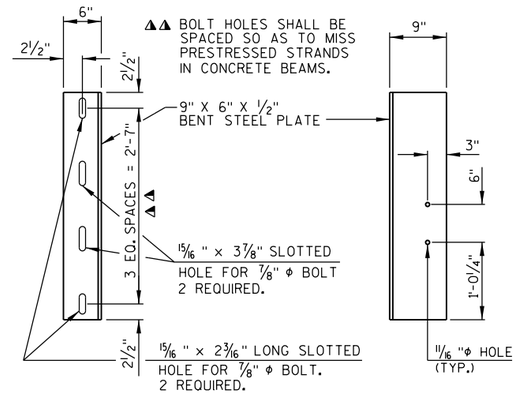


▲▲ BOLT HOLES SHALL BE SPACED SO AS TO MISS PRESTRESSED STRANDS IN CONCRETE BEAMS.

A SIGNAL SUPPORT ANGLE
(USED WITH TRAFFIC SIGNAL SUPPORT PIPE END PLATE)



B TRAFFIC SIGNAL SUPPORT BRACKET FOR SINGLE HEAD AT EXTERIOR GIRDER



B SIGNAL SUPPORT ANGLE
(USED WITH 1'-4" × 9" × 5/8" STEEL PLATE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE B-13-831

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LIGHTING/TRAFFIC SIGNAL PLAN

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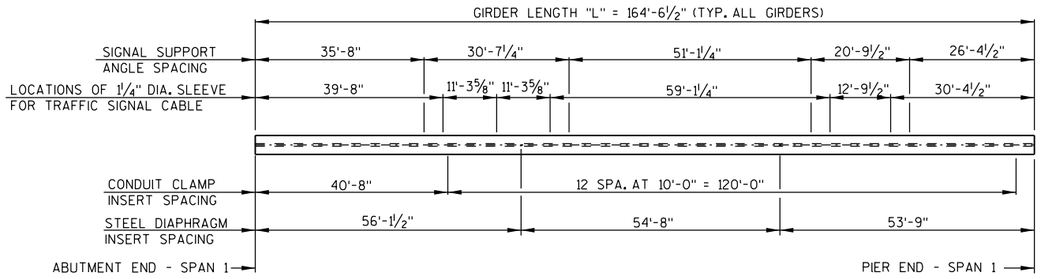
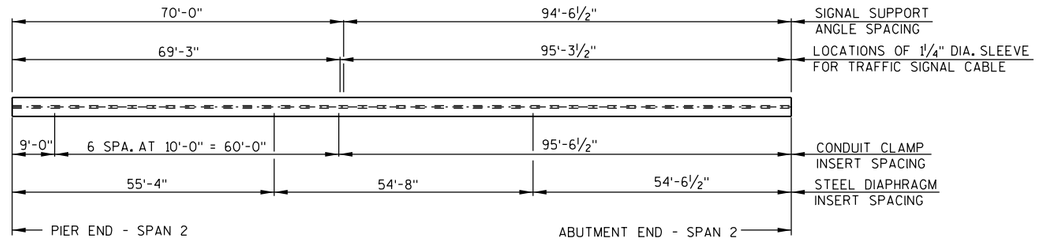
STATE PROJECT NUMBER
1206-08-77



PLAN - GIRDER 1 - SPAN 1



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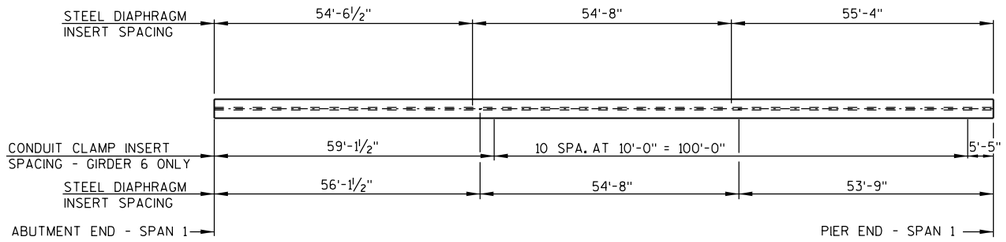

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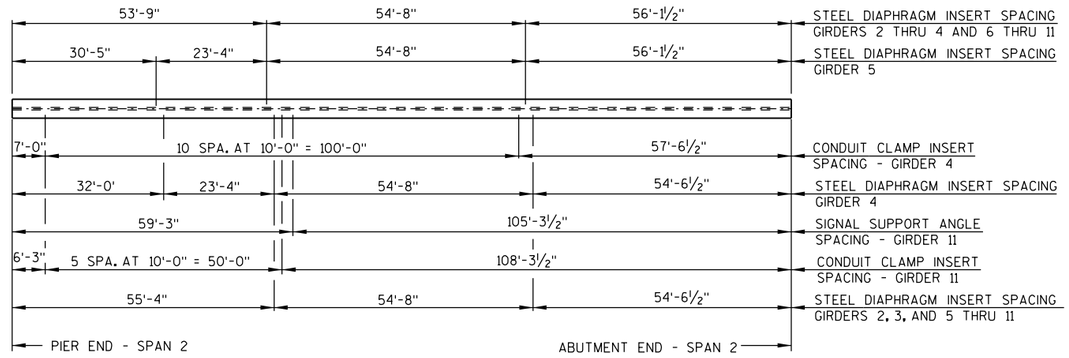

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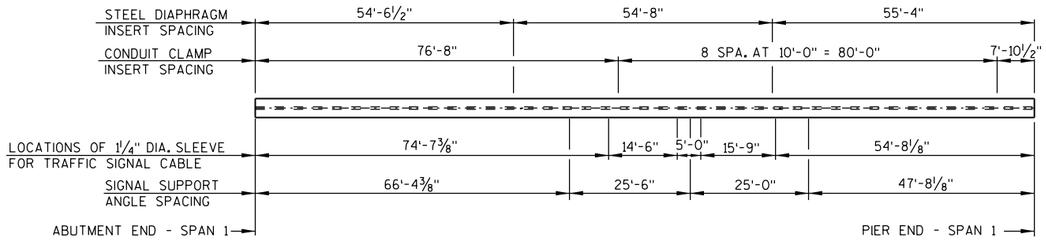
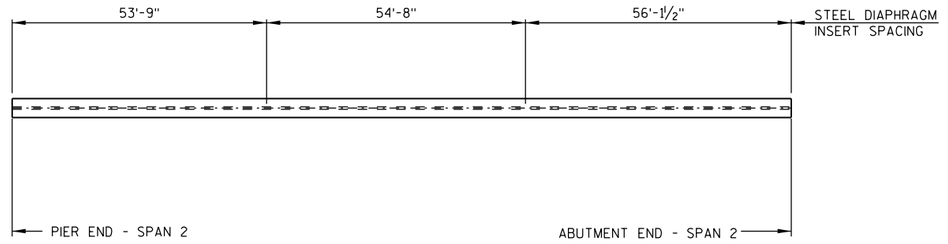


PLAN - GIRDER 12 - SPAN 1



PLAN - GIRDER 12 - SPAN 2

INSERT SPACING FOR DIAPHRAGMS/TRAFFIC SIGNALS

NOTES

FOR ADDITIONAL INSERT AND PIPE SLEEVE LOCATION DETAILS, SEE SHEETS 27 & 45.
DMINESIONS ARE TAKEN FROM THE ENDS OF GIRDER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MSK

INSERT SPACING DETAILS AT GIRDERS

SHEET 46 OF 47
934

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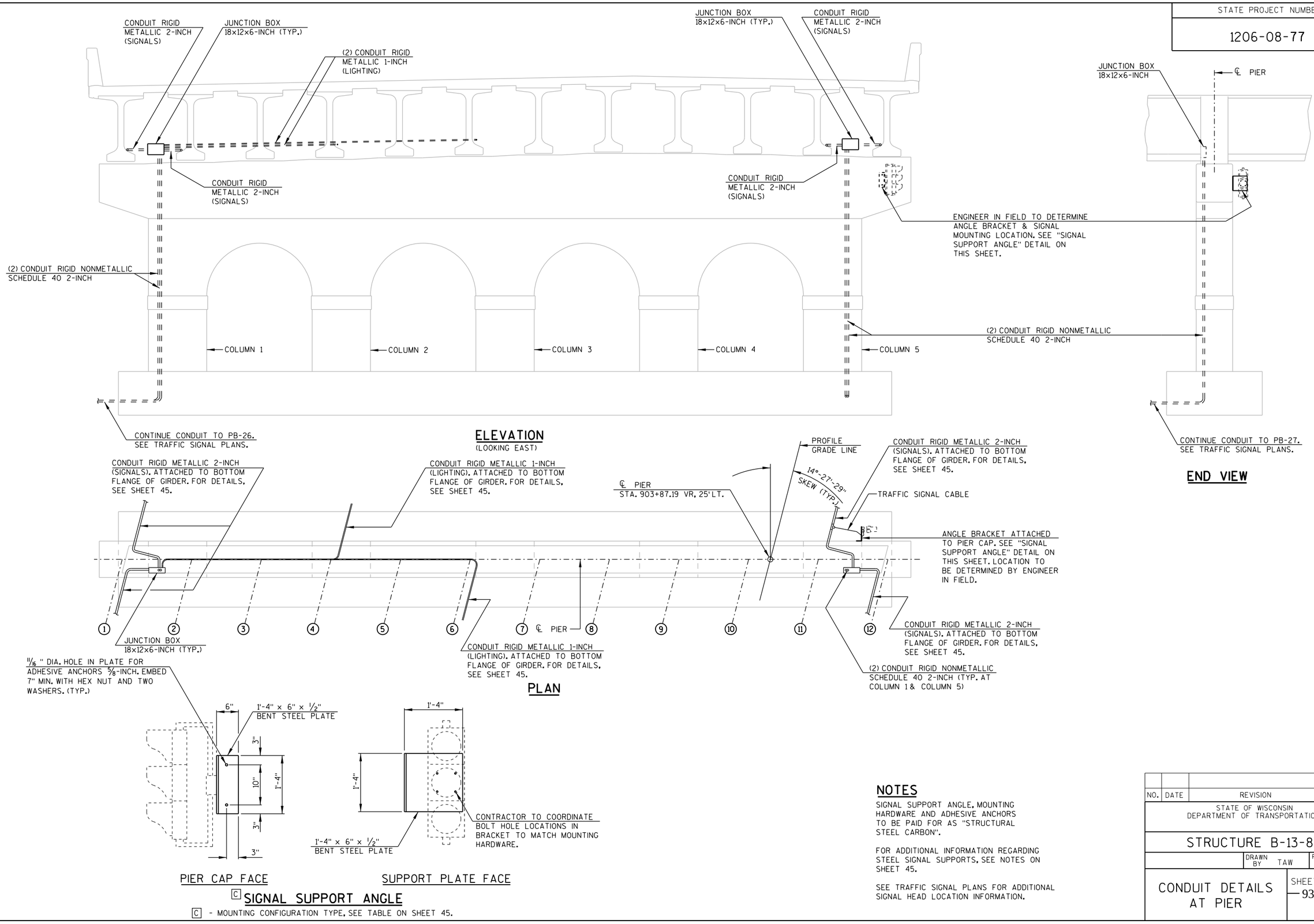
STATE PROJECT NUMBER

1206-08-77



ELEVATION
(LOOKING EAST)

END VIEW

PLAN

PIER CAP FACE SUPPORT PLATE FACE

[C] SIGNAL SUPPORT ANGLE

[C] - MOUNTING CONFIGURATION TYPE, SEE TABLE ON SHEET 45.

NOTES

SIGNAL SUPPORT ANGLE, MOUNTING HARDWARE AND ADHESIVE ANCHORS TO BE PAID FOR AS "STRUCTURAL STEEL CARBON".

FOR ADDITIONAL INFORMATION REGARDING STEEL SIGNAL SUPPORTS, SEE NOTES ON SHEET 45.

SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL SIGNAL HEAD LOCATION INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-831

DRAWN BY TAW | PLANS CK'D. MSK

CONDUIT DETAILS AT PIER

SHEET 47 OF 47

935

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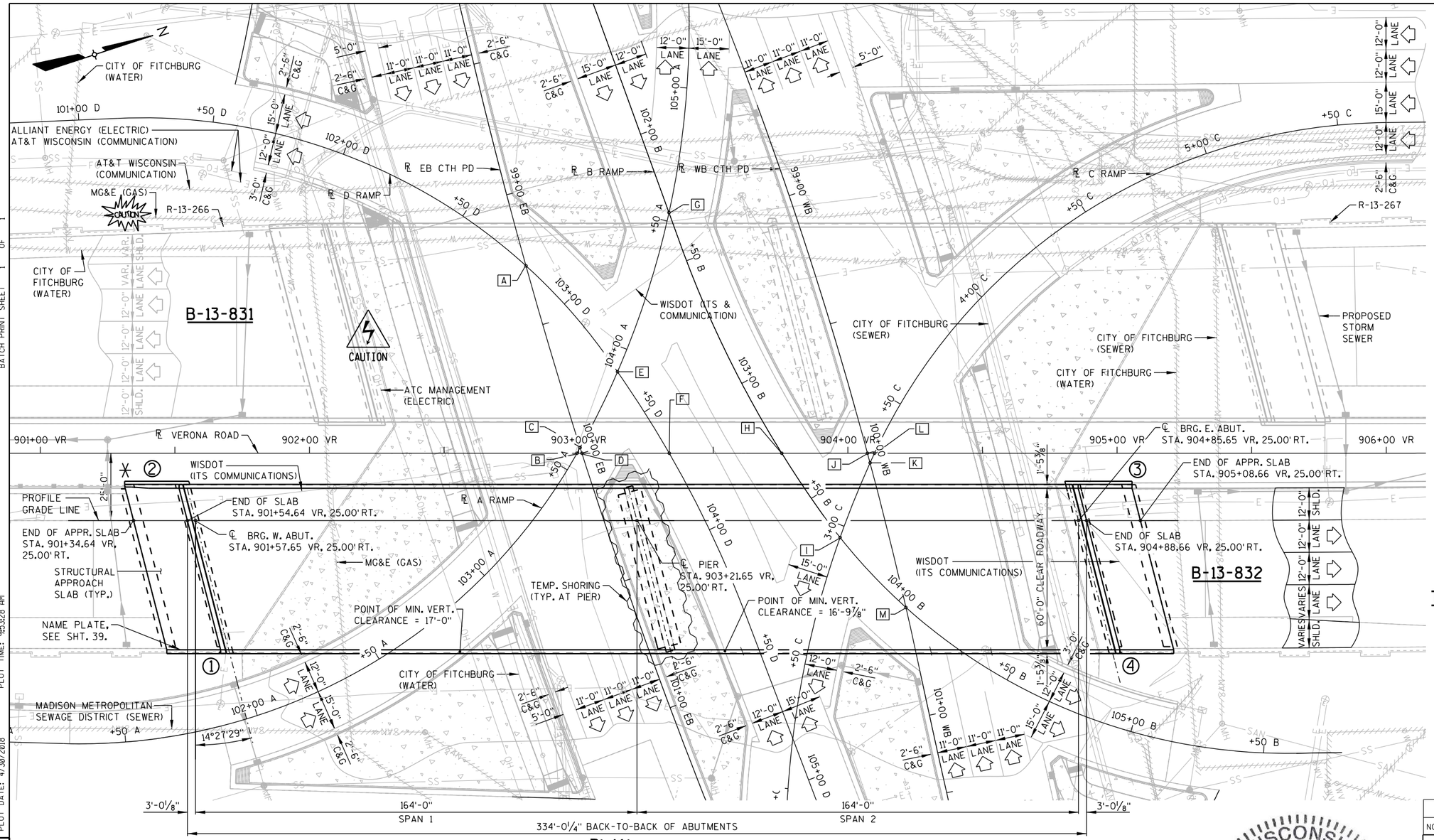
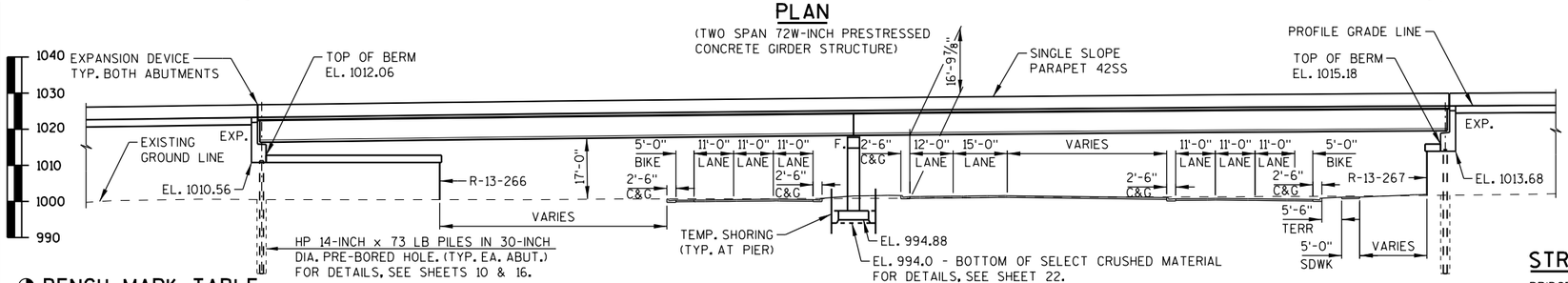


PLAN

(TWO SPAN 72W-INCH PRESTRESSED CONCRETE GIRDER STRUCTURE)



ELEVATION - LOOKING WEST

(NORMAL TO CTH PD)

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
2	87+06.53 WB, 72.77' RT.	TOP NUT HYD	1010.56

LEGEND

(X) INDICATES WING/CORNER NUMBER

✳ LOCATION OF ANCHOR ASSEMBLY FOR STEEL PLATE BEAM GUARD

NOTE: FOR LIST OF DRAWINGS, DESIGN DATA, TRAFFIC DATA, FOUNDATION DATA AND GENERAL NOTES, SEE SHEET 2.

TABLE OF INTERSECTION POINTS

A	STA. 99+27.34 EB = STA. 102+79.91 D
B	STA. 902+99.38 VR = STA. 103+57.17 A
C	STA. 99+97.80 EB = STA. 103+59.57 A
D	STA. 903+01.22 VR = STA. 100+00.00 EB
E	STA. 103+91.00 A = STA. 103+32.04 D
F	STA. 903+33.66 VR = STA. 103+67.91 D
G	STA. 104+53.20 A = STA. 102+30.98 B
H	STA. 903+75.44 VR = STA. 103.29.90 B
I	STA. 103+67.98 B = STA. 2+95.54 C
J	STA. 904+07.30 VR = STA. 100+00.00 WB
K	STA. 100+03.71 WB = 3+25.41 C
L	STA. 904+09.91 VR = 3+29.36 C
M	STA. 100+59.02 WB = 104+03.70 B

NO.	DATE	REVISION	BY

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER
5/18/2018

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

SW REGION:
MARK VESPERMAN (608) 884-1227

CONSULTANT:
MATT KRIPPNER (608) 828-8123

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 05/21/18
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-832

EB USH 18/151 (VERONA RD) OVER CTH PD (MCKEE RD)

COUNTY: DANE
~~TOWN~~/CITY/~~VILLAGE~~: FITCHBURG

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
MAH	MSK	MES	MSK

GENERAL PLAN

SHEET 1 OF 46
936

STATE PROJECT NUMBER
1206-08-77

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PLOT DATE: 5/3/2018 PLOT TIME: 2:38:27 PM BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER

1206-08-77

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING MATERIAL TO THE EXTENT SHOWN IN THE SLOPE PAVING DETAILS.

THE EXISTING GROUNDLINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

ALL STATIONS AND ELEVATIONS ARE IN FEET. ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS NOTED OTHERWISE.

ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 WITH 2007 ADJUSTMENT.

SEE AESTHETIC DETAILS SHEET 42 FOR STAINING AND ARCHITECTURAL SURFACE TREATMENT DETAILS.

IF TOUCH UP STAINING IS REQUIRED, IT SHALL BE DONE TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

M.S.E. REINFORCEMENT STRIPS ATTACHED TO ABUTMENTS TO BE DESIGNED BY THE WALL MANUFACTURER.

BACKFILL TYPE A AT THE ABUTMENTS, M.S.E. REINFORCEMENT STRIPS, AND THE CONNECTION OF THE STRIPS TO THE ABUTMENTS ARE INCLUDED IN THE QUANTITIES FOR R-13-266 FOR THE WEST ABUTMENT AND R-13-267 FOR THE EAST ABUTMENT.

AT ABUTMENTS, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW BRIDGE OR RETAINING WALL REINFORCED ZONE, SHALL BE BACKFILLED AND PAID FOR IN THE CONSTRUCTION OF RETAINING WALLS R-13-266 AND R-13-267.

AT THE PIER, ALL SPACES EXCAVATED AND NOT OCCUPIED BY THE NEW BRIDGE SHALL BE BACKFILLED AS DETAILED ON SHEET 22.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

JOINT FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M153 TYPE 1, 2, OR 3, OR AASHTO M213.

THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL UTILITIES, ADDITIONAL UTILITIES NOT SHOWN ON THIS PLAN MAY BE PRESENT.

ALL EXISTING UTILITIES IN CONFLICT WITH PROPOSED STRUCTURE TO BE RELOCATED PRIOR TO CONSTRUCTION (BY OTHERS).

THE UTILITY INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING THEIR OWN DETERMINATION AS TO TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

UTILITY INFORMATION IS SHOWN MORE CLEARLY ELSEWHERE WITHIN THIS PLAN SET AND WITHIN THE COMPLETE CONTRACT DOCUMENT PACKAGE. ENSURE THAT ALL SOURCES OF UTILITY INFORMATION ARE PROPERLY CONSIDERED.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK, THE PAVING NOTCH, AND TOP OF STRUCTURAL APPROACH SLABS. PIGMENTED SURFACE SEALER TO BE APPLIED TO THE INSIDE FACE OF PARAPETS AND THE TOP OF PARAPET, INCLUDING PARAPETS ON THE STRUCTURAL APPROACH SLABS.

THE HAUNCH CONCRETE QUANTITY IS BASED ON THE AVERAGE HAUNCH SHOWN ON THE PRESTRESSED GIRDER DETAILS SHEET.

CHAMFER ALL EXPOSED OUSIDE CORNERS ¾" UNLESS NOTED OTHERWISE.

ITEM "GALVANIZE AND PAINT STEEL SIGNAL SUPPORTS B-13-832" INCLUDES THE SHOP PAINTING OF ALL STEEL MEMBERS FOR TRAFFIC SIGNAL SUPPORTS AS SHOWN ON SHEETS 44 & 46. PAINT ALL STEEL SURFACES COLOR NO. 20122 IN ACCORDANCE WITH FEDERAL STANDARD 595B.

ALL WELDING SHALL BE IN ACCORDANCE WITH AASHTO D1.5 BRIDGE WELDING CODE.

ALL BOLTS SHALL BE ASTM A325 TYPE 1.

DESIGN DATA

LIVELOAD

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.24
OPERATIONAL RATING FACTOR: RF = 1.92
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV) = 250 KIPS

STRUCTURE IS DESIGNED FOR A FUTURE WEARING SURFACE OF 20 PSF

MATERIAL PROPERTIES:

CONCRETE MASONRY:
HPC DECK, PARAPET, DIAPHRAGMS & HPC APPROACH SLAB ——— f'c = 4,000 PSI
ALL OTHER (INCLUDING APPROACH SLAB FOOTING) ——— f'c = 3,500 PSI
BAR STEEL REINFORCEMENT, GRADE 60 — fy = 60,000 PSI
BAR STEEL REINFORCEMENT, STAINLESS GRADE 60 ——— fy = 60,000 PSI
72W" PRESTRESSED GIRDER CONCRETE MASONRY ——— f'c = 8,500 PSI
STRANDS - 0.6-INCH DIA. WITH AN ULTIMATE TENSILE STRENGTH OF 270,000 PSI
STRUCTURAL STEEL, ASTM A709, GRADE 36 ——— fy = 36,000 PSI
STEEL PIPE, ASTM A53, GRADE B ——— fy = 35,000 PSI

FOUNDATION DATA

ABUTMENTS TO BE SUPPORTED ON PILING STEEL HP 14x73 WITH A REQUIRED DRIVING RESISTANCE OF 250 TONS** PER PILE BY SEATING THE PILE IN THE GLACIAL TILL LAYER. ESTIMATED PILE LENGTHS, WEST ABUTMENT = 35', EAST ABUTMENT = 40'.

**THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.65 FOR THE SEATED PILE.

PIER TO BE SUPPORTED ON A SPREAD FOOTING ON SELECT CRUSHED MATERIAL. THE NATIVE SOIL BELOW THE SELECT CRUSHED MATERIAL HAS A REQUIRED FACTORED BEARING RESISTANCE OF 17,600 PSF. A GEOTECHNICAL ENGINEER, WITH THREE DAYS NOTICE, WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE PIER FOOTING.

MINIMUM LIMITS OF SELECT CRUSHED MATERIAL ARE THE PROPOSED PIER FOOTING DIMENSIONS TO A DEPTH OF EL. 994. THE AREAS DETAILED ON SHEET 22 BEYOND THE FOOT PRINT OF THE REQUIRED SELECT CRUSHED MATERIAL PLACED BELOW THE PIER FOOTING, IS THE BASIS FOR QUANTITY CALCULATIONS FOR ADDITIONAL SELECT CRUSHED MATERIAL. TEMPORARY SHORING LOCATION DETERMINED BY CONTRACTOR.

OSHA VERTICAL AND HORIZONTAL CLEARANCES MUST BE MAINTAINED FROM ATC OVERHEAD ELECTRIC LINE DURING CONSTRUCTION. CONTRACTOR TO CONSIDER ALTERNATIVE METHODS FOR WEST ABUTMENT PILE CONSTRUCTION.

TRAFFIC DATA

VERONA ROAD	CTH PD
A.D.T. (2009) = 47,900	A.D.T. (2009) = 26,300
A.D.T. (2040) = 67,600	A.D.T. (2040) = 48,500
R.D.S. = 60 MPH	R.D.S. = 35 MPH

LIST OF DRAWINGS

1. GENERAL PLAN
2. GENERAL NOTES & DESIGN DATA
3. CROSS SECTION & QUANTITIES
4. PROFILE GRADE LINES
5. SUBSURFACE EXPLORATION 1
6. SUBSURFACE EXPLORATION 2
7. SUBSURFACE EXPLORATION 3
8. SUBSURFACE EXPLORATION 4
9. WEST ABUTMENT 1
10. WEST ABUTMENT 2
11. WEST ABUTMENT 3
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13. WING 2
14. WEST ABUTMENT DETAILS
15. EAST ABUTMENT 1
16. EAST ABUTMENT 2
17. EAST ABUTMENT 3
18. EAST ABUTMENT 4
19. WING 3
20. EAST ABUTMENT DETAILS
21. ALTERNATE CONSTRUCTION JOINT
22. PIER
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24. PRESTRESSED GIRDER BEARINGS
25. 72W" PRESTRESSED GIRDER DETAILS 1
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30. SUPERSTRUCTURE 3
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32. WEST STRUCTURAL APPROACH SLAB
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40. EXPANSION DEVICE
41. COVER PLATE DETAILS
42. AESTHETIC DETAILS
43. SLOPE PAVING DETAILS
44. LIGHTING/TRAFFIC SIGNAL PLAN
45. INSERT SPACING DETAILS AT GIRDERS
46. CONDUIT DETAILS AT BRIDGE

ABUTMENT PILING NOTES

DURING DRILLING OPERATIONS, CASING SHALL BE USED FOR THE ENTIRE HOLE DEPTH REGARDLESS WHETHER OR NOT THE HOLE IS CAPABLE OF STAYING OPEN OR IS DRY.

PRIOR TO CONCRETE PLACEMENT, THE BOTTOM OF THE HOLE SHALL BE CLEANED OF ALL LOOSE MATERIAL.

CONCRETE SHALL BE PLACED WITHIN 3 HOURS OF PRE-BORED HOLE ACCEPTANCE.

CONCRETE SHALL HAVE A MINIMUM SLUMP OF 7 INCHES AND A MAXIMUM SLUMP OF 10 INCHES DURING PLACEMENT.

THE WATER CEMENTITIOUS RATIO OF THE CONCRETE SHALL BE BETWEEN 0.35 AND 0.40 WITH AN ACCEPTABLE WATER REDUCER TO ACHIEVE THE REQUIRED SLUMP.

CONCRETE SHALL BE TREMIED BY GRAVITY USING A TREMIE PIPE.

PLACE CONCRETE PER STANDARD SPECIFICATION 502.3.5 - HANDLING AND PLACING CONCRETE.

ABUTMENT PILING NOTES CONT.

REMOVE STANDING WATER PRIOR TO CONCRETE PLACEMENT.

DO NOT BEGIN REMOVING CASING UNTIL THE BOTTOM THIRD OF THE DRILLED SHAFT DEPTH HAS BEEN FILLED WITH CONCRETE.

MAINTAIN A MINIMUM OF 5 FEET OF CONCRETE ABOVE THE BOTTOM OF THE CASING DURING REMOVAL.

VIBRATE TO CONSOLIDATE THE TOP SIX FEET OF CONCRETE AFTER CASING REMOVAL.

GRIND H-PILE TO BRIGHT BARE STEEL TO CLEAN AT SHEAR STUD CONNECTIONS. SHEAR STUDS TO CONFORM TO STANDARD SPECIFICATION 506.3.20 - SHEAR STUD CONNECTIONS. ALL WELDING TO CONFORM TO AWS D 1.5 BRIDGE WELDING CODE.

A CONCRETE PUMP MAY BE USED, PROVIDED THAT ALL PUMP LINES AND CONNECTIONS ARE WATERTIGHT. FOR THIS USE, ALL PREVIOUS CONCRETE NOTES STILL APPLY.

ABUTMENT PILING NOTES CONT.

SPLICING PILES NOT ALLOWED.

USE 34-INCH O.D. CASING FULL LENGTH OF SHAFT. NO DRILLING OUTSIDE OF CASING DIAMETER ALLOWED. NO TELESCOPING OF CASING ALLOWED.

NO GROUND DISTURBING OPERATIONS WITHIN 10-FEET OF PILE WITHIN 24 HOURS OF CONCRETE PLACEMENT OF PILE.

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

5/18/2018

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MSK

GENERAL NOTES & DESIGN DATA

SHEET 2 OF 46
937

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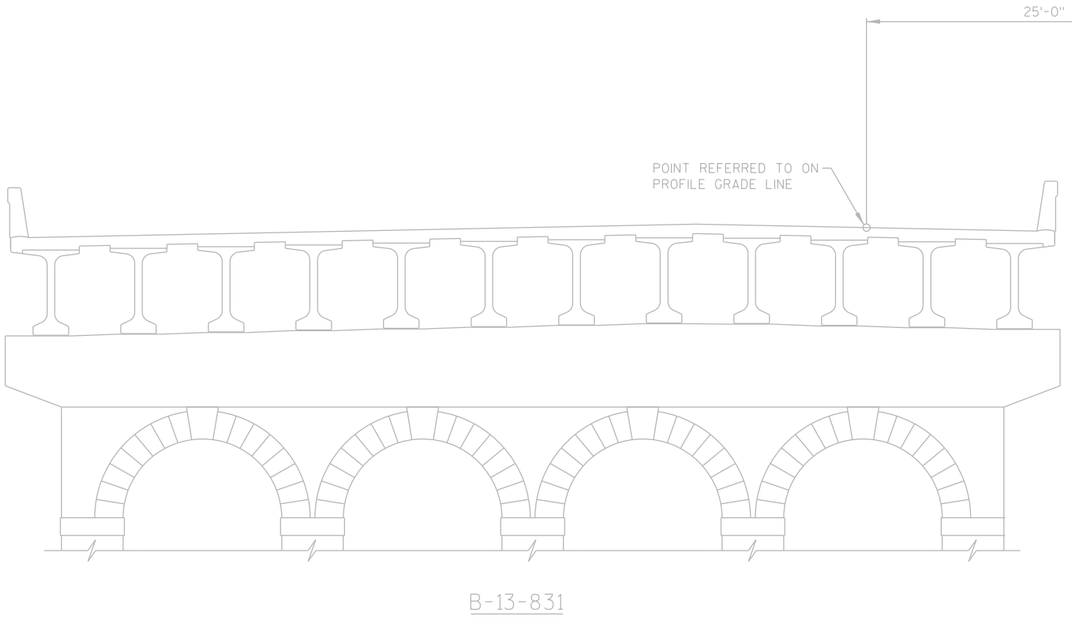

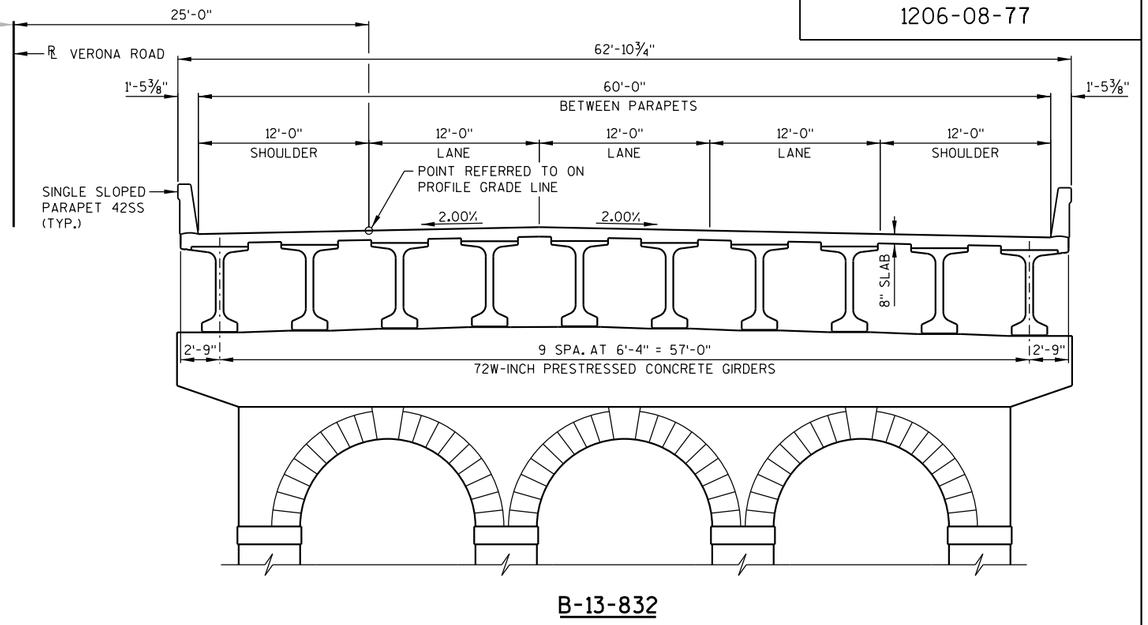

CROSS SECTION THRU ROADWAY
(LOOKING EAST)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	WEST APPROACH	WEST ABUTMENT	PIER	EAST ABUTMENT	EAST APPROACH	SUPER.	TOTALS
206.1000.002	EXCAVATION FOR STRUCTURES BRIDGES B-13-832	LS	———	———	———	———	———	———	1
305.0120	BASE AGGREGATE DENSE 1 1/4-INCH	TON	200	———	———	———	200	———	400
312.0115	SELECT CRUSHED MATERIAL	CY	———	———	40	———	———	———	40
501.1000.S	ICE HOT WEATHER CONCRETING	LB	510	———	———	———	510	5,880	6,900
502.0100	CONCRETE MASONRY BRIDGES	CY	18	99	181	100	18	———	415
502.3100.002	EXPANSION DEVICE B-13-832	LS	———	———	———	———	———	———	1
502.3200	PROTECTIVE SURFACE TREATMENT	SY	140	20	———	20	140	2,240	2,560
502.3210	PIGMENTED SURFACE SEALER	SY	20	———	———	———	20	340	380
503.0172	PRESTRESSED GIRDER TYPE I 72W-INCH	LF	———	———	———	———	———	3,291	3,291
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	———	5,100	9,440	5,110	———	———	19,650
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	16,290	5,450	18,130	5,510	16,210	173,900	235,490
505.0800.S	BAR STEEL REINFORCEMENT HS STAINLESS STRUCTURES	LB	1,040	———	———	———	1,040	———	2,080
506.0105	STRUCTURAL STEEL CARBON	LB	———	———	———	———	———	2,160	2,160
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	———	———	20	———	———	———	20
506.2610	BEARING PADS ELASTOMERIC LAMINATED	EACH	———	10	———	10	———	———	20
506.3004	WELDED STUD SHEAR CONNECTORS 3/4X4-INCH	EACH	———	728	———	780	———	———	1,508
506.4000.002	STEEL DIAPHRAGMS B-13-832	EACH	———	———	———	———	———	37	37
511.1200.002	TEMPORARY SHORING B-13-832	SF	———	———	780	———	———	———	780
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	———	16	———	———	16	———	32
517.1010.S.002	CONCRETE STAINING B-13-832	SF	———	990	1,950	990	———	10,350	14,280
517.1050.S.002	ARCHITECTURAL SURFACE TREATMENT B-13-832	SF	———	———	1,100	———	———	———	1,100
550.0020	PRE-BORING ROCK OR CONSOLIDATED MATERIALS	LF	———	255	———	270	———	———	525
550.1140	PILING STEEL HP 14-INCH X 73 LB	LF	———	455	———	520	———	———	975
604.0600	SLOPE PAVING SELECT CRUSHED MATERIAL	SY	———	330	———	130	———	———	460
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	———	90	———	90	———	———	180
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	1	———	———	———	———	———	1
652.0110	CONDUIT RIGID METALLIC 1-INCH	LF	———	———	46	———	———	224	270
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	———	———	———	———	———	350	350
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	———	———	120	———	———	———	120
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	———	———	———	———	———	2	2
SPV.0035.300	HIGH PERFORMANCE CONCRETE (HPC) MASONRY SUPERSTRUCTURES	CY	68	———	———	———	68	783	918
SPV.0105.301	GALVANIZE AND PAINT STEEL SIGNAL SUPPORTS B-13-832	LS	———	———	———	———	———	———	1
SPV.0165.302	LONGITUDINAL GROOVING BRIDGE DECK	SF	1,140	———	———	———	1,140	18,830	21,110
	NON-BID ITEMS								
	FILLER	SIZE							1/2" & 3/4"

ALL ITEMS ARE CATEGORY 0030

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MSK

CROSS SECTION & QUANTITIES

8

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PLOT DATE: 1/16/2018 PLOT TIME: 11:46:09 AM
BATCH PRINT SHEET 4 OF 46

CURVE DATA - CTH PD EB

P.I. = 100+89.48 EB
Y = 461,171.96
X = 797,542.34
DELTA = 13° 20' 16.36" (LT)
D = 2° 51' 53.24"
T = 233.85'
L = 465.58'
R = 2,000.00'
P.C. = 98+55.63 EB
P.T. = 103+21.21 EB

CURVE DATA - CTH PD WB

P.I. = 99+23.56 WB
Y = 461,295.75
X = 797,409.65
DELTA = 11° 48' 23.76" (RT)
D = 3° 41' 47.71"
T = 160.27'
L = 319.40'
R = 1,550.00'
P.C. = 97+63.29 WB
P.T. = 100+82.69 WB

CURVE DATA - RAMP A

P.I. = 102+54.40 A
Y = 461,087.75
X = 797,539.00
DELTA = 62° 02' 46.92" (LT)
D = 27° 01' 34.72"
T = 127.50'
L = 229.58'
R = 212.00'
P.C. = 101+26.90 A
P.T. = 103+56.48 A

P.I. = 104+79.70 A
Y = 461,273.44
X = 797,370.55
DELTA = 41° 52' 47.32" (LT)
D = 17° 47' 37.39"
T = 123.22'
L = 235.36'
R = 322.00'
P.C. = 103+56.48 A
P.T. = 105+91.84 A

P.I. = 106+15.55 A
Y = 461,288.56
X = 797,224.40
DELTA = 10° 25' 10.02" (LT)
D = 22° 02' 12.62"
T = 23.71'
L = 47.28'
R = 260.00'
P.C. = 105+91.84 A
P.T. = 106+39.13 A

CURVE DATA - RAMP B

P.I. = 98+88.24 B
Y = 461,232.77
X = 797,036.05
DELTA = 2° 01' 56.09" (LT)
D = 2° 15' 36.68"
T = 44.96'
L = 89.91'
R = 2,535.00'
P.C. = 98+43.27 B
P.T. = 99+33.19 B

P.I. = 103+01.43 B
Y = 461,245.17
X = 797,449.07
DELTA = 15° 54' 21.71" (LT)
D = 13° 54' 24.27"
T = 57.56'
L = 114.38'
R = 412.00'
P.C. = 102+43.87 B
P.T. = 103+58.25 B

P.I. = 104+68.84 B
Y = 461,296.08
X = 797,609.32
DELTA = 55° 05' 48.20" (LT)
D = 27° 01' 34.72"
T = 110.59'
L = 203.86'
R = 212.00'
P.C. = 103+58.25 B
P.T. = 105+62.11 B

CURVE DATA - RAMP C

P.I. = 0+42.84 C
Y = 461,192.35
X = 797,749.54
DELTA = 8° 40' 04.39" (RT)
D = 22° 02' 12.62"
T = 19.70'
L = 39.33'
R = 260.00'
P.C. = 0+23.13 C
P.T. = 0+62.47 C

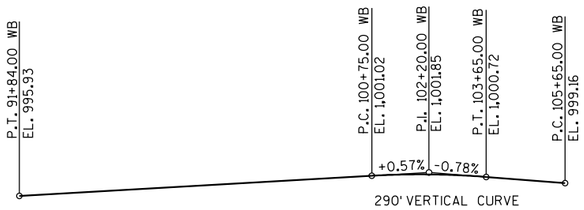
P.I. = 2+03.44 C
Y = 461,191.68
X = 797,588.87
DELTA = 43° 39' 06.82" (RT)
D = 16° 16' 37.96"
T = 140.97'
L = 268.18'
R = 352.00'
P.C. = 0+62.47 C
P.T. = 3+30.65 C

P.I. = 4+63.76 C
Y = 461,380.05
X = 797,389.77
DELTA = 64° 14' 53.23" (RT)
D = 27° 01' 34.72"
T = 133.11'
L = 237.72'
R = 212.00'
P.C. = 3+30.65 C
P.T. = 5+68.37 C

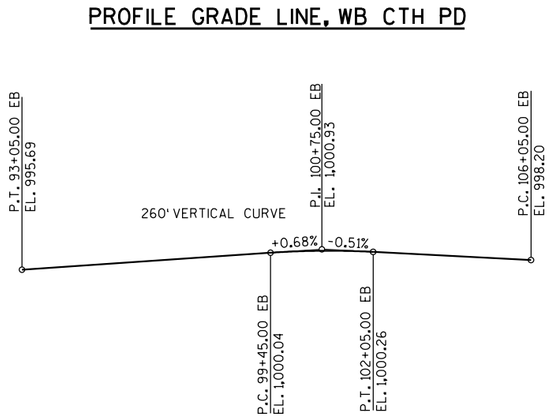
CURVE DATA - RAMP D

P.I. = 102+28.02 D
Y = 461,168.73
X = 797,312.22
DELTA = 56° 16' 52.93" (RT)
D = 27° 01' 34.72"
T = 113.39'
L = 208.25'
R = 212.00'
P.C. = 101+14.63 D
P.T. = 103+22.88 D

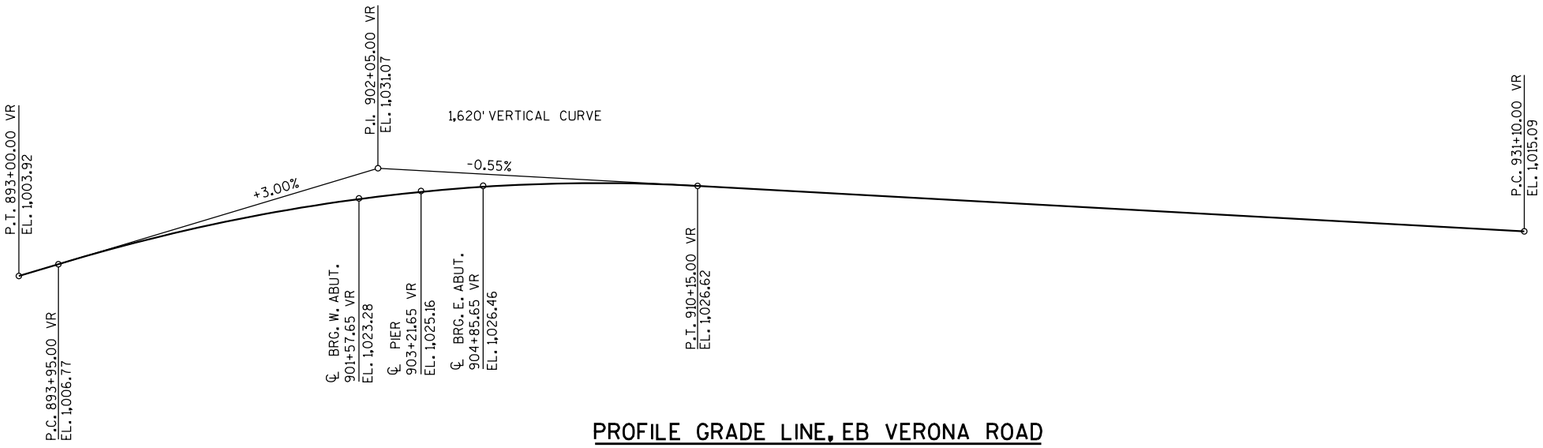
P.I. = 103+78.27 D
Y = 461,220.81
X = 797,472.76
DELTA = 15° 18' 49.03" (RT)
D = 13° 54' 24.27"
T = 55.39'
L = 110.12'
R = 412.00'
P.C. = 103+22.88 D
P.T. = 104+32.99 D



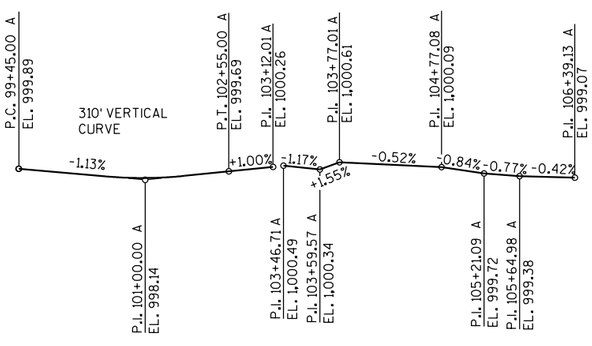
PROFILE GRADE LINE, WB CTH PD



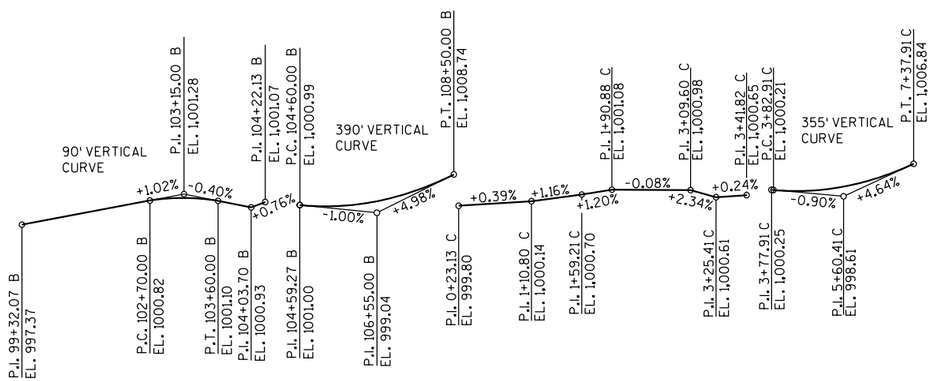
PROFILE GRADE LINE, EB CTH PD



PROFILE GRADE LINE, EB VERONA ROAD

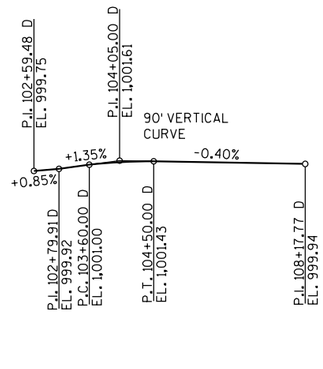


PROFILE GRADE LINE, A RAMP



PROFILE GRADE LINE, B RAMP

PROFILE GRADE LINE, C RAMP



PROFILE GRADE LINE, D RAMP

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

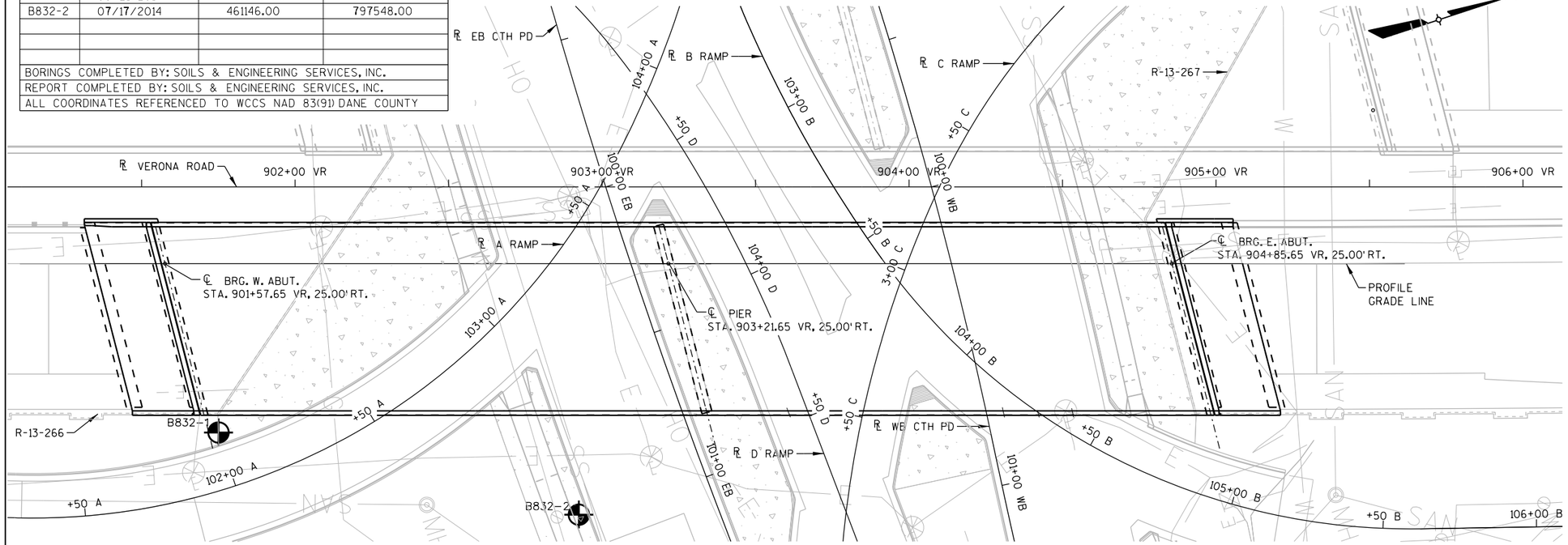
PROFILE GRADE LINES

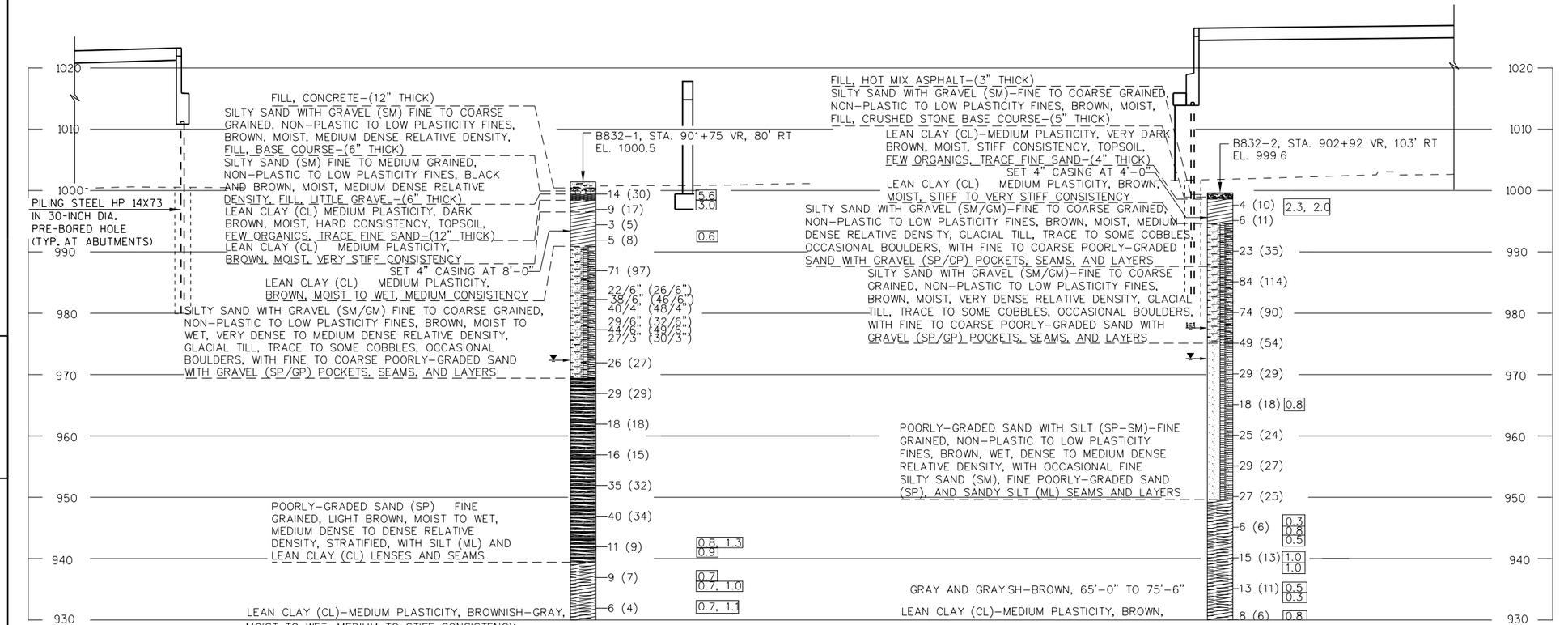
SHEET 4 OF 46
939

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B832-1	06/21/2014	461040.00	797490.00
B832-2	07/17/2014	461146.00	797548.00
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			





BORINGS B832-1 AND B832-2 ARE CONTINUED ON SHEET 6

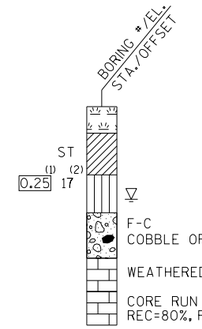
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-832

DRAWN BY MES | PLANS CK'D. MAH

SUBSURFACE EXPLORATION 1

SHEET 5 OF 46

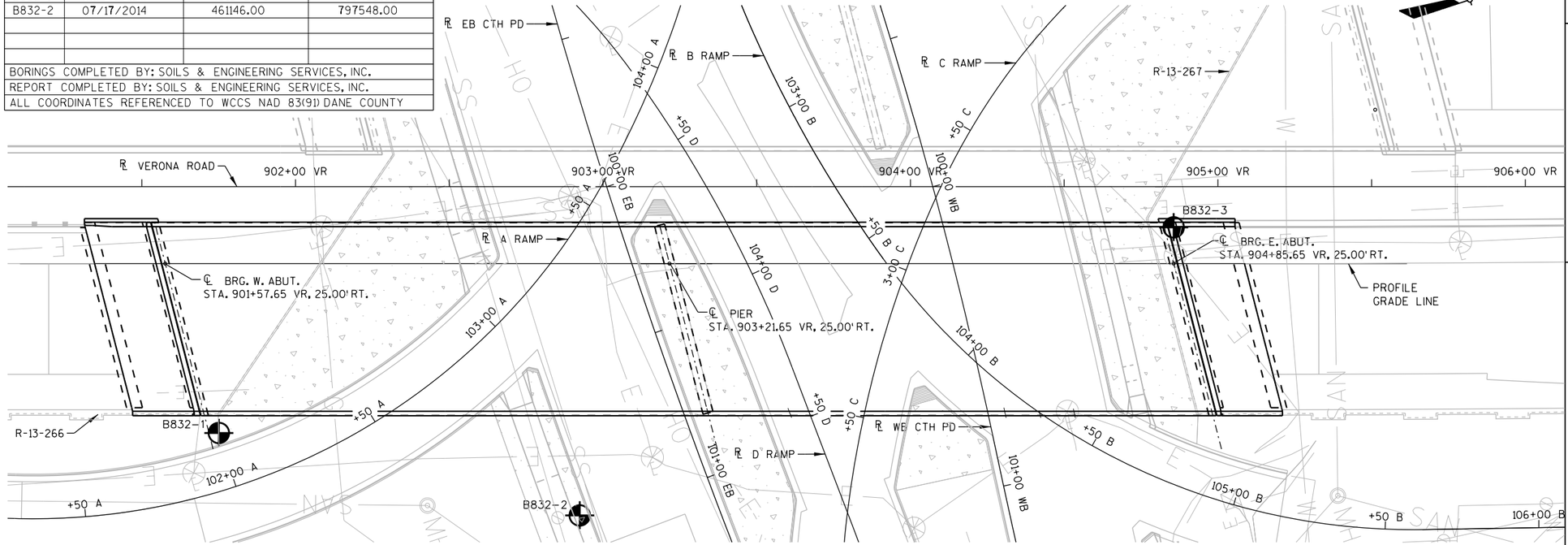
940

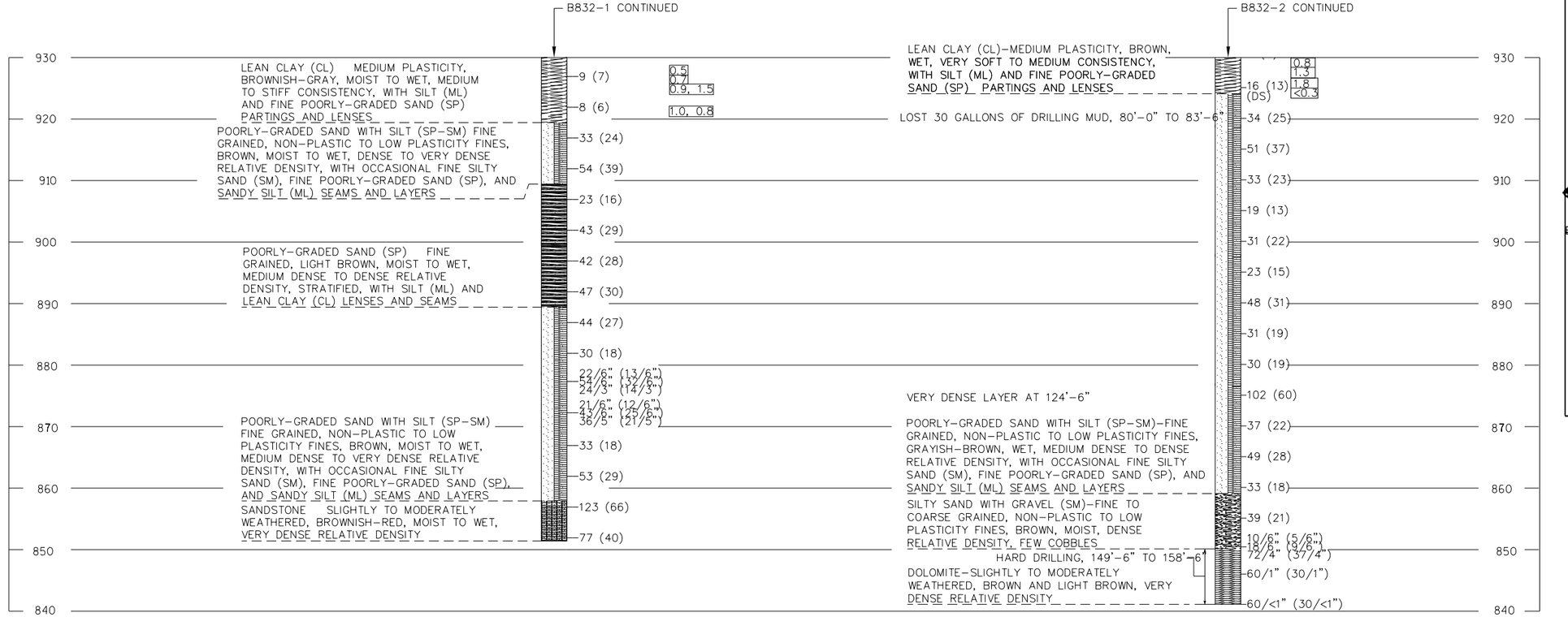
SCALE =

8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B832-1	06/21/2014	461040.00	797490.00
B832-2	07/17/2014	461146.00	797548.00
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			





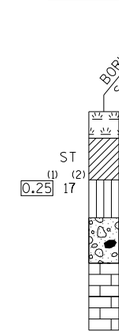
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

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

BM11

ABBREVIATIONS

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

BM6

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-832

DRAWN BY MES | PLANS CK'D. MAH

SUBSURFACE EXPLORATION 2

SHEET 6 OF 46
941

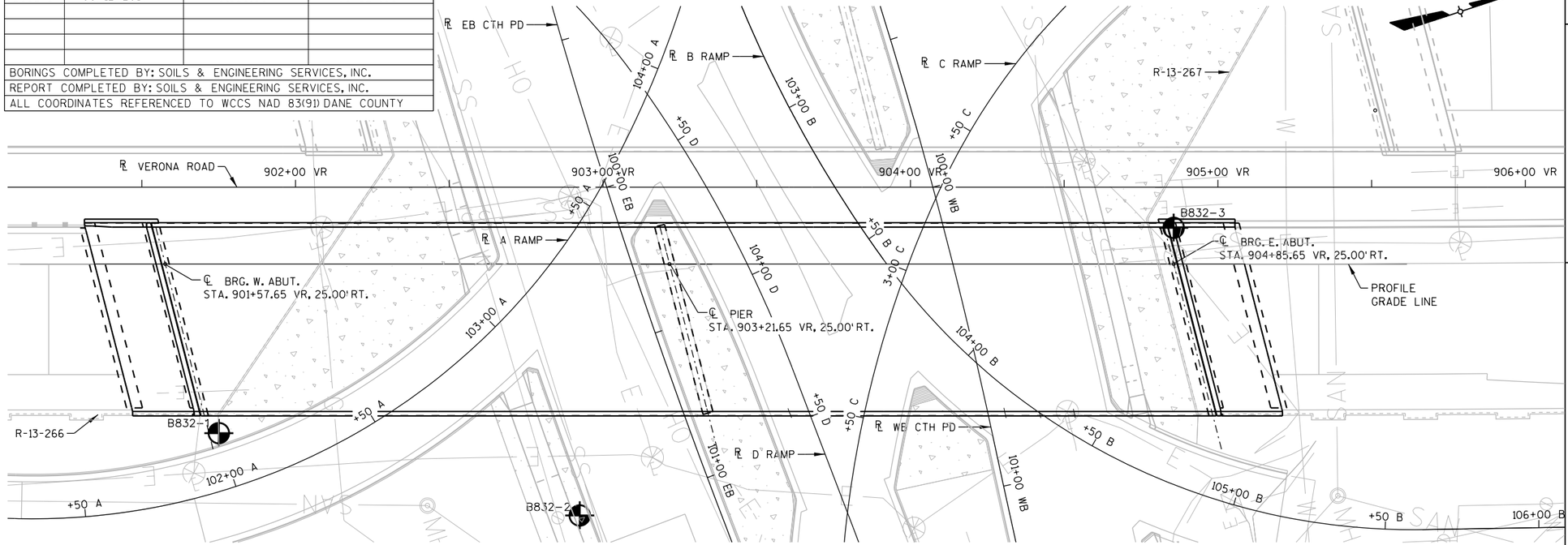
SCALE =

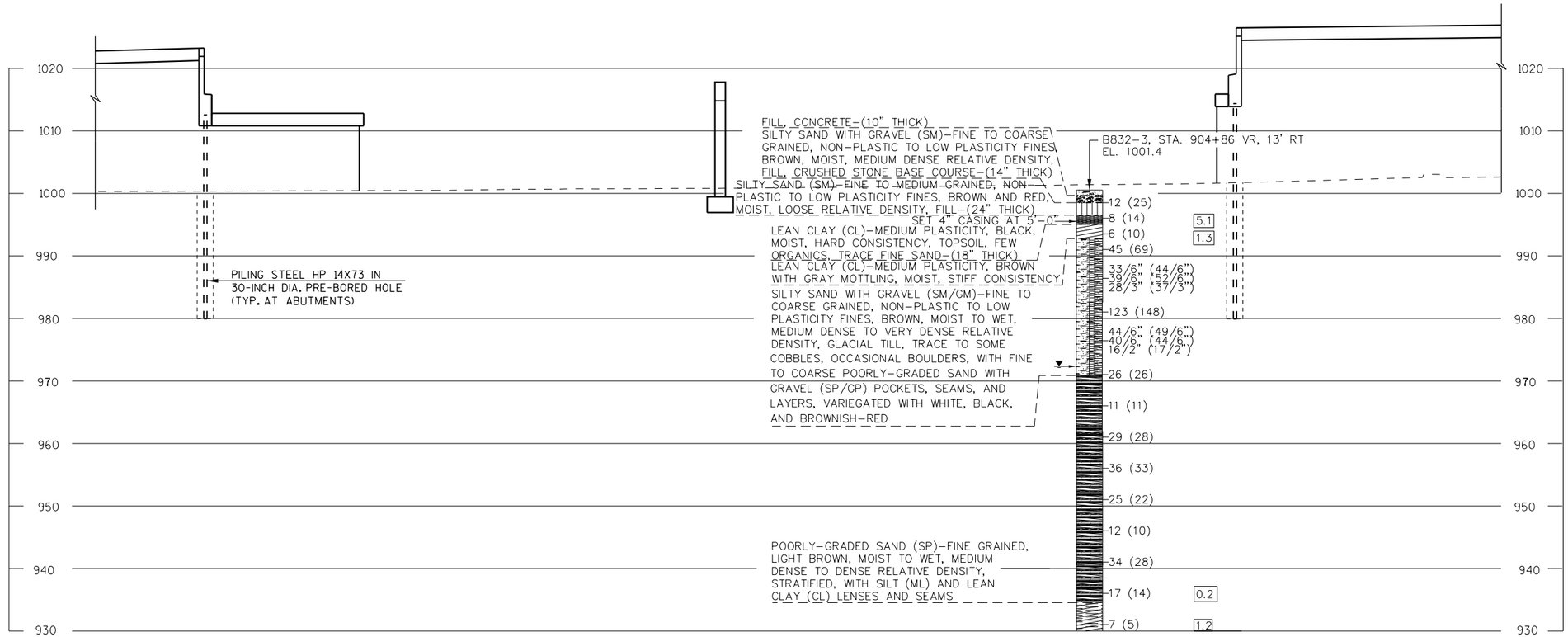
8

8

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B832-3	06/12/2014	461356.00	797524.00

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY





BORING B832-3 IS CONTINUED ON SHEET 8

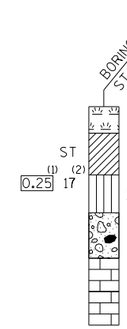
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

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

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-832

DRAWN BY MES | PLANS CK'D. MAH

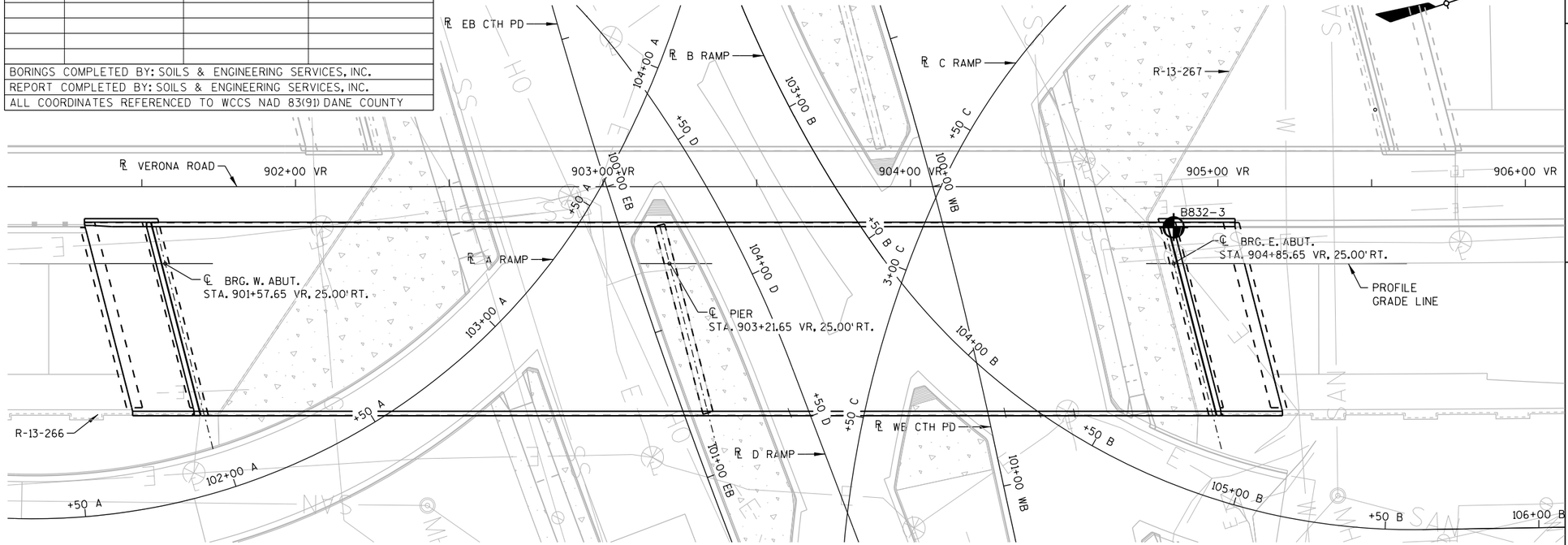
SUBSURFACE EXPLORATION 3

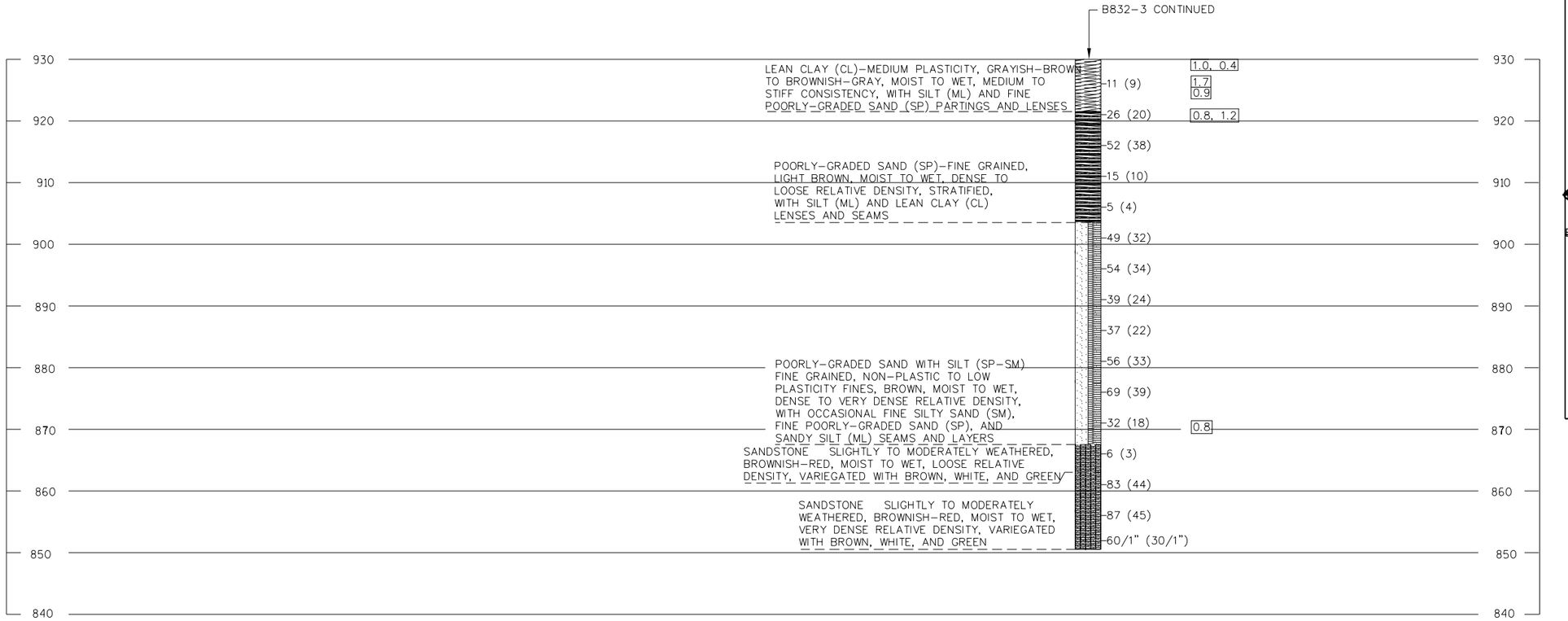
SHEET 7 OF 46
942

SCALE =

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B832-3	06/12/2014	461356.00	797524.00

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY





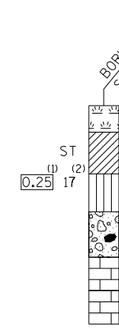
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

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

BM11

ABBREVIATIONS

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

BM6

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-832

DRAWN BY	MES	PLANS CK'D.	MAH

SUBSURFACE EXPLORATION 4

SHEET 8 OF 46
943

8

8

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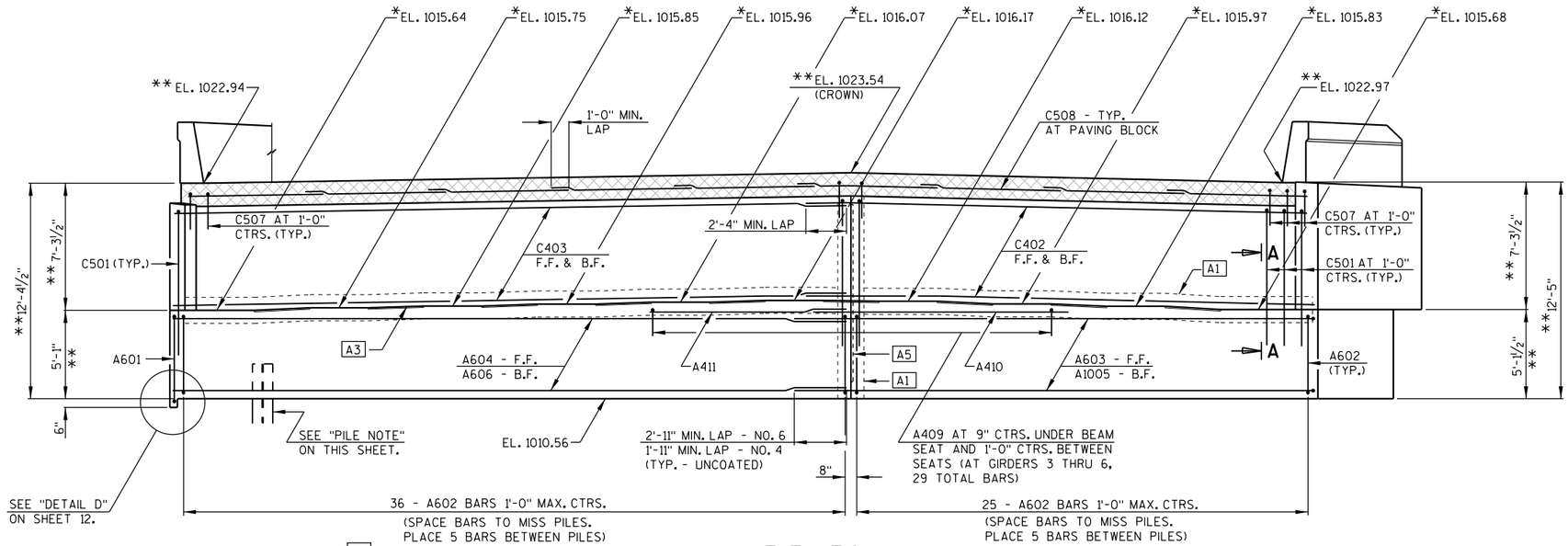
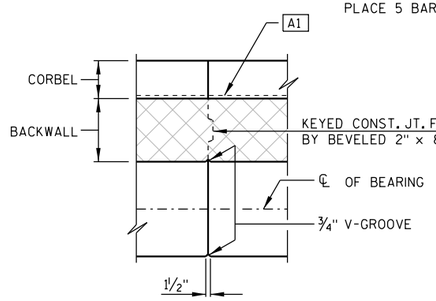
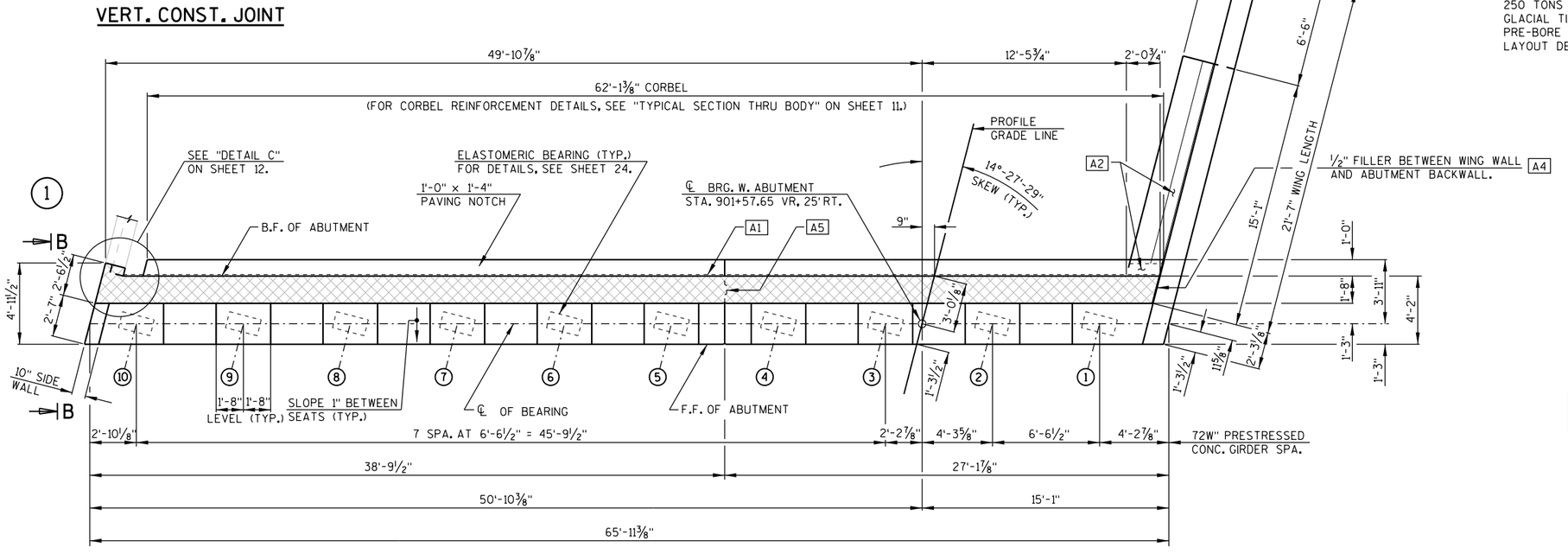


ELEVATION



VERT. CONST. JOINT



PLAN

LEGEND

(X) INDICATES WING/CORNER NUMBER

INDICATES CONCRETE (HPC) AREA TO BE POURED AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE.

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL. FOR WING DETAILS AND ELEVATIONS, SEE SHEET 13.

A1 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

A2 PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

A3 KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".

A4 SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR TO MATCH CONCRETE STAIN.

A5 VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2" x 8". USE ¾" V-GROOVE AT F.F. OF ABUTMENT BODY & BACKWALL. SEE VERT. CONST. JOINT DETAIL ON THIS SHEET.

NOTES

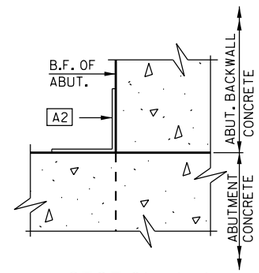
FOR "TYPICAL SECTION THRU BODY" AND "VIEW B-B", SEE SHEET 11.

FOR "DETAIL C", SEE SHEET 12.

FOR WING 2 DETAILS, SEE SHEET 13.

PILE NOTE

WEST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 14 X 73 WITH A REQUIRED DRIVING RESISTANCE OF 250 TONS PER PILE BY SEATING THE PILE IN THE GLACIAL TILL. ESTIMATED PILE LENGTH = 35'. SEE PRE-BORE PILE DETAIL ON SHEET 10. FOR PILE LAYOUT DETAILS, SEE SHEET 10.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WEST ABUTMENT 1

SHEET 9 OF 46
944

8

8

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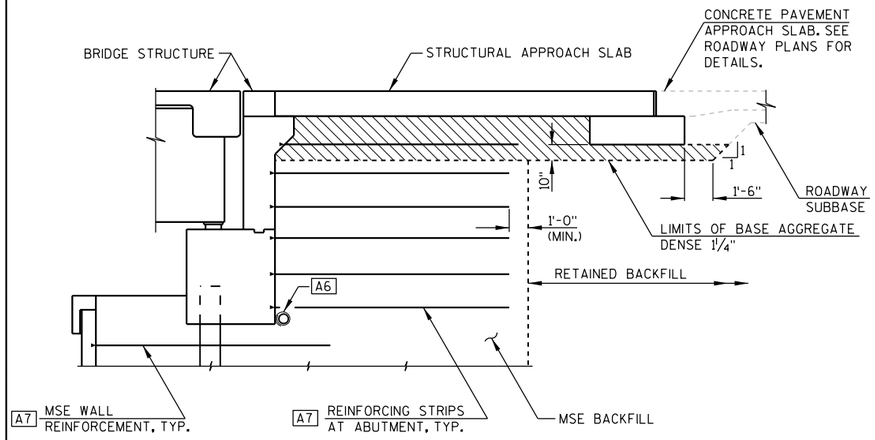


BACKFILL STRUCTURE LIMITS

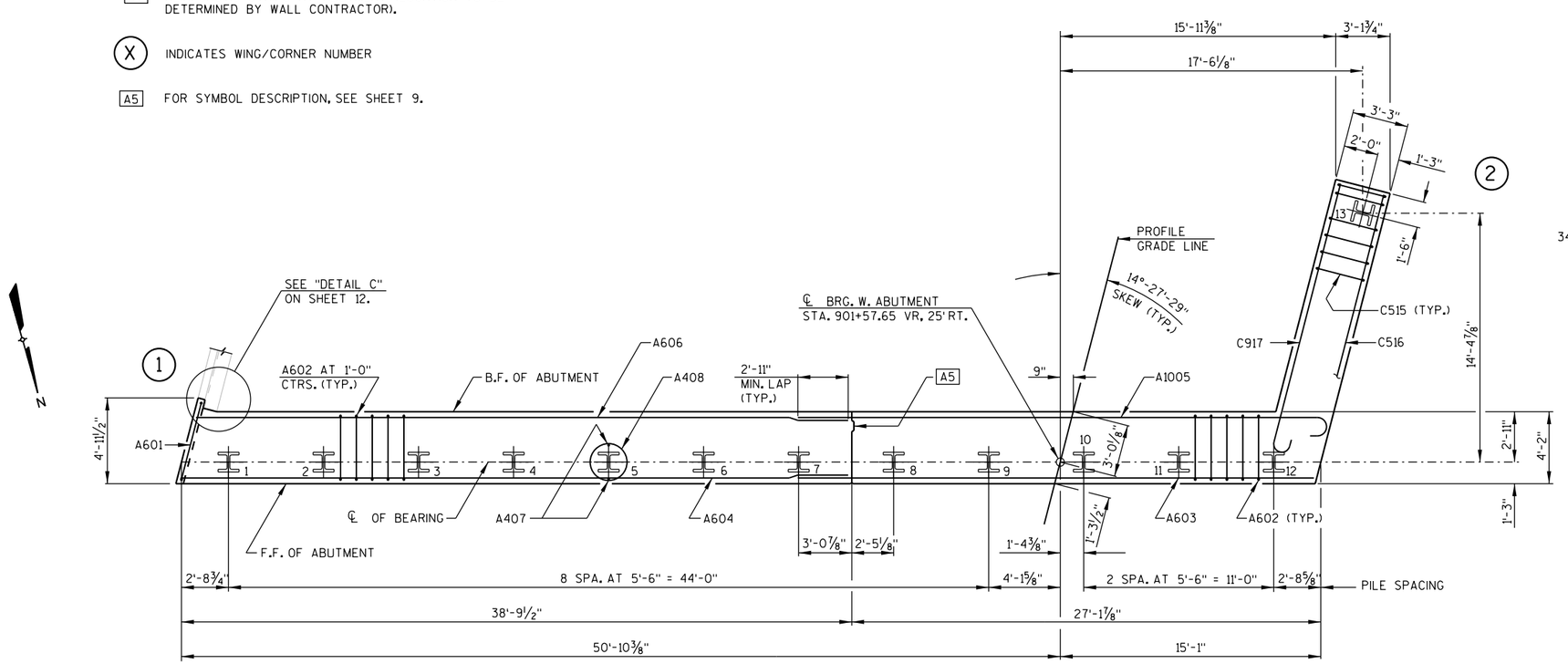
LEGEND

A6 PIPE UNDERDRAIN WRAPPED 6-INCH. CAP PIPE AT THE END OF THE WING 2 BODY AND SLOPE 0.5% MIN. TO CORNER 1. AT CORNER 1, CONNECT PIPE UNDERDRAIN TO A VERTICAL PIPE UNDERDRAIN WHICH WILL CONNECT TO R-13-266 PIPE UNDERDRAIN AT BASE OF WALL. (VERTICAL PIPE UNDERDRAIN QUANTITY IS INCLUDED WITH R-53-266).

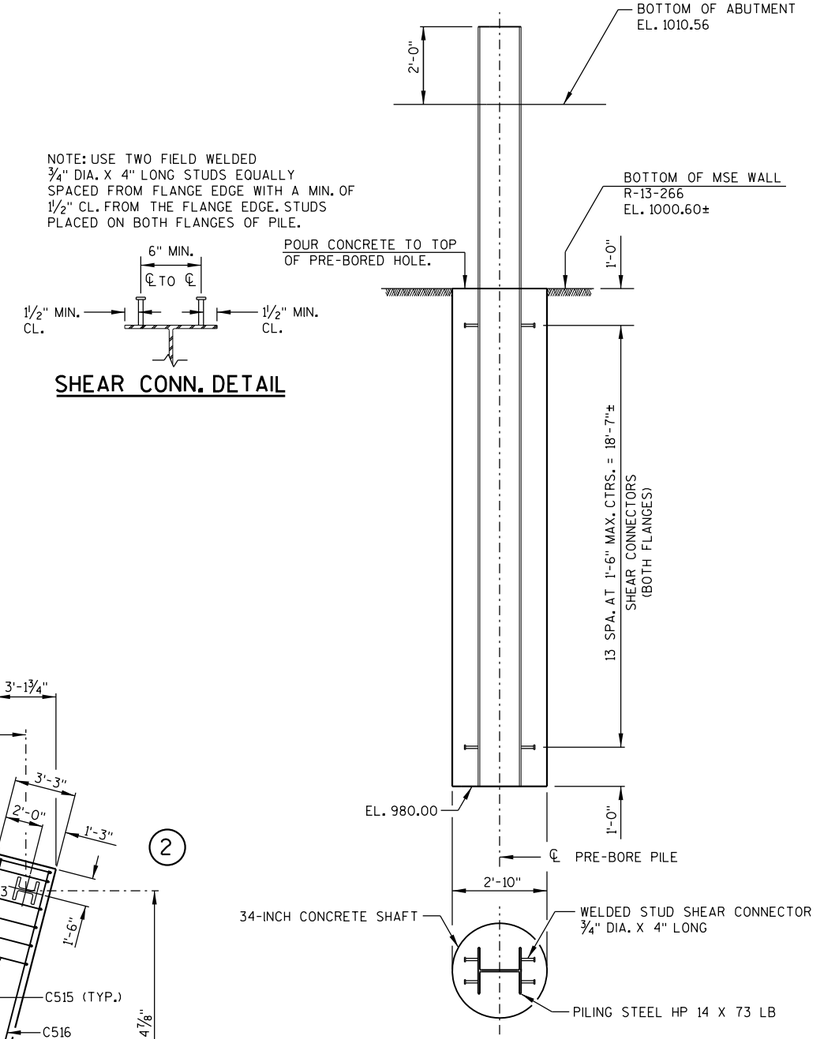
A7 REINFORCING STRIPS AT ABUTMENT (LOCATION TO BE DETERMINED BY WALL CONTRACTOR).

(X) INDICATES WING/CORNER NUMBER

A5 FOR SYMBOL DESCRIPTION, SEE SHEET 9.



PILE PLAN



SHEAR CONN. DETAIL

PRE-BORE PILE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WEST ABUTMENT 2

SHEET 10 OF 46
945

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8

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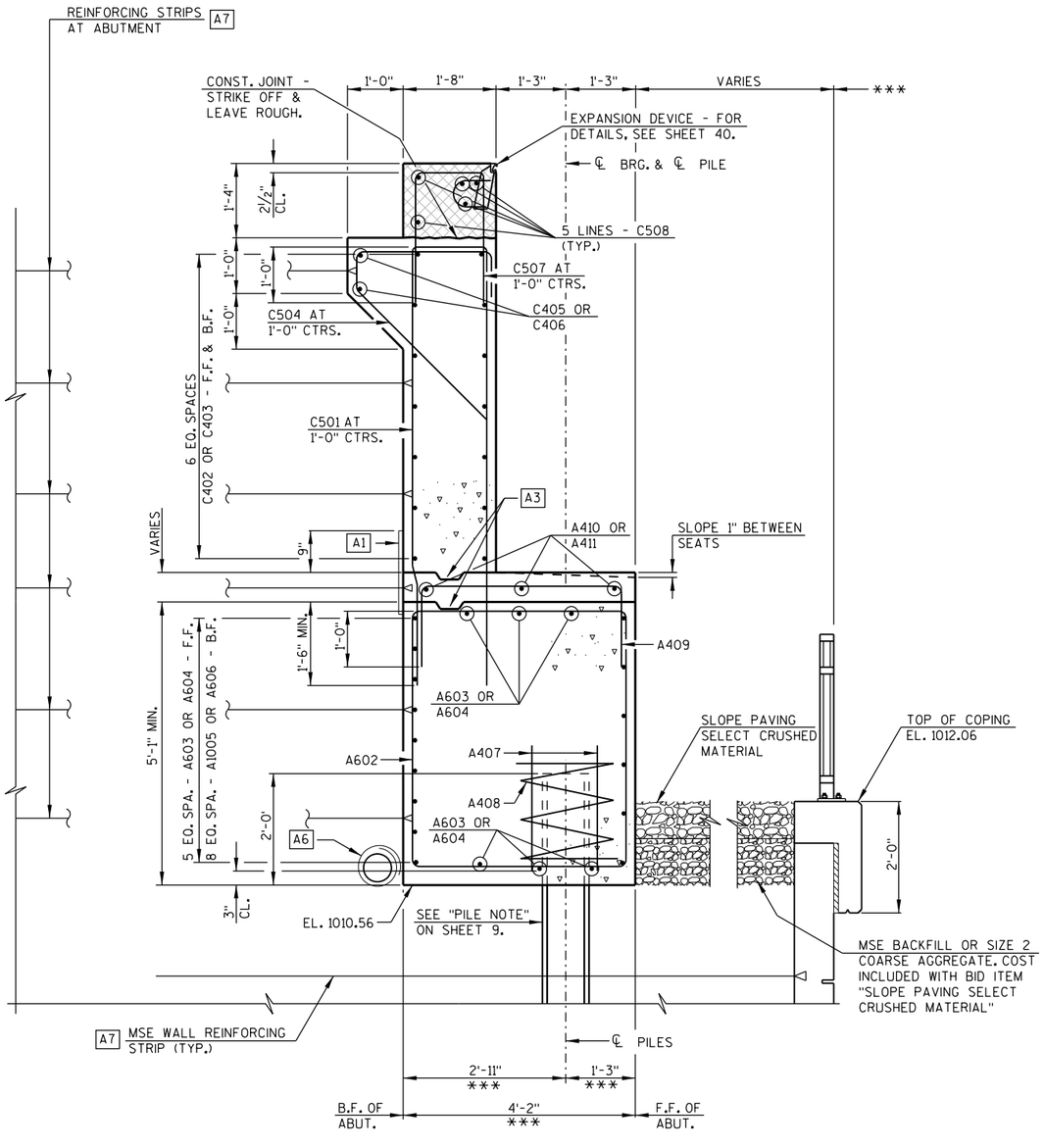
PLOT DATE: 1/16/2018 PLOT TIME: 11:46:18 AM BATCH PRINT SHEET 11 OF 46

LEGEND

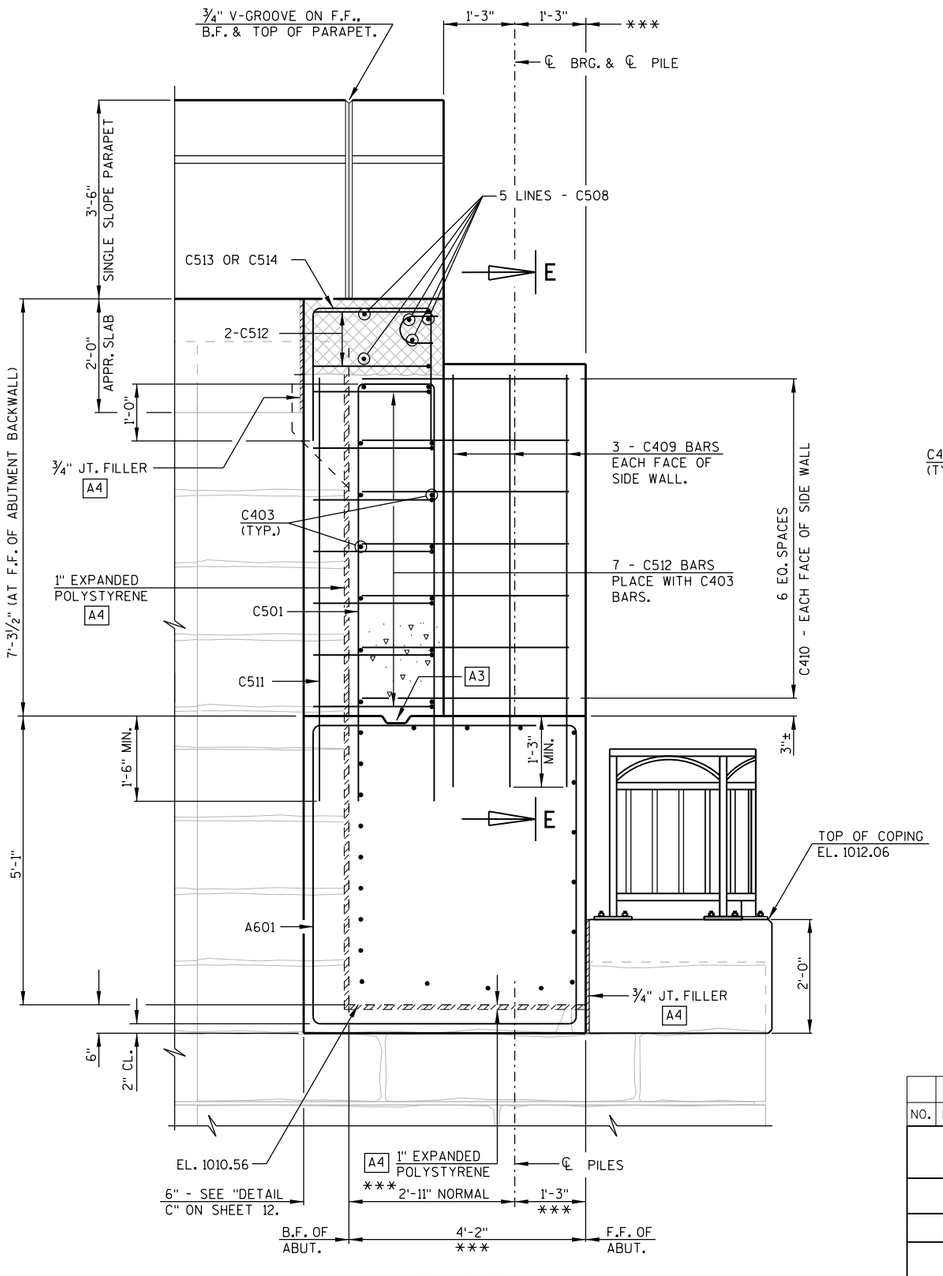
A1 A3 A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 9.

A6 A7 FOR SYMBOL DESCRIPTIONS, SEE SHEET 10.

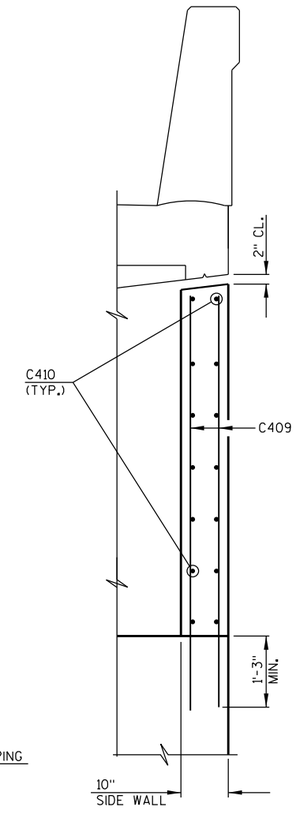
*** DIMENSION IS TAKEN NORMAL TO ℄ BRG. OF ABUTMENT.



TYPICAL SECTION THRU BODY
(LOOKING NORTH)



VIEW B-B



SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WEST ABUTMENT 3

SHEET 11 OF 946

8

8

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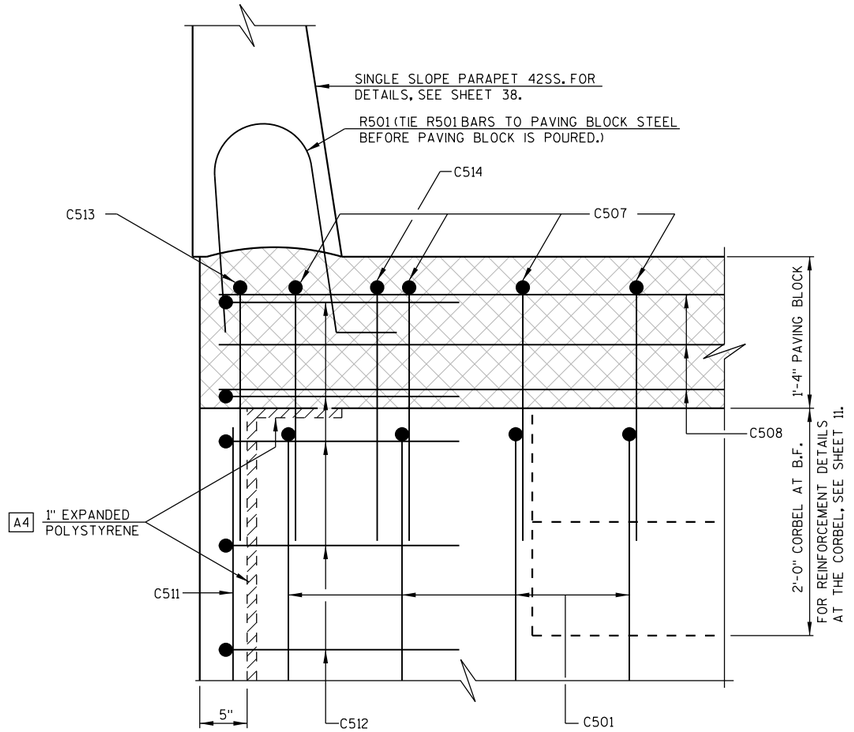
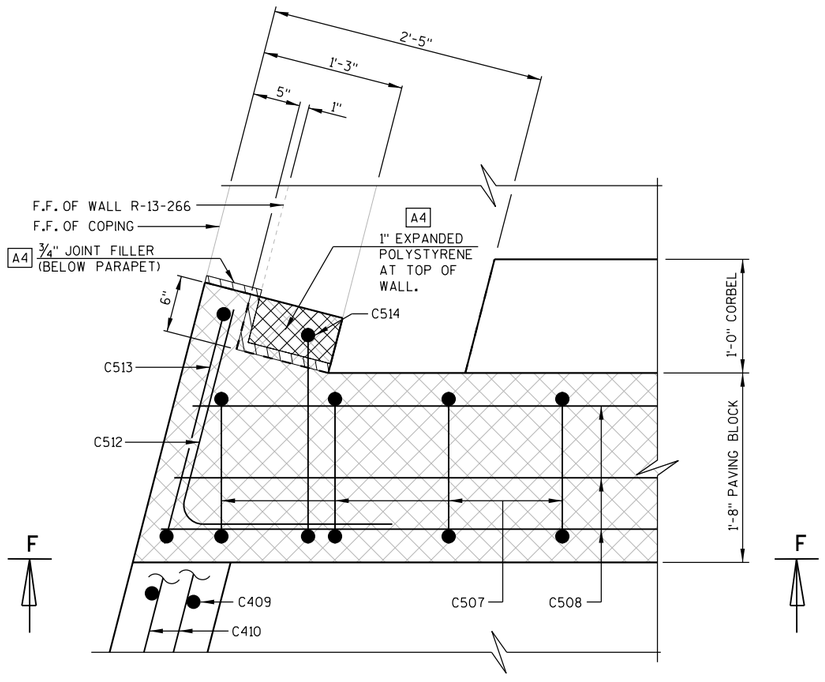


SECTION F-F

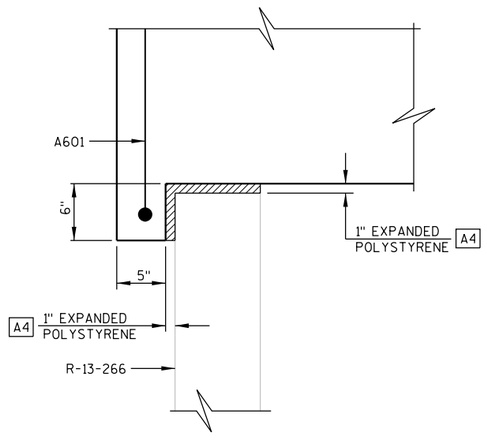
(HORIZONTAL C403 BARS NOT SHOWN FOR CLARITY IN BACKWALL)

LEGEND

A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 9.



DETAIL C



DETAIL D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WEST ABUTMENT 4

SHEET 12 OF 46
947

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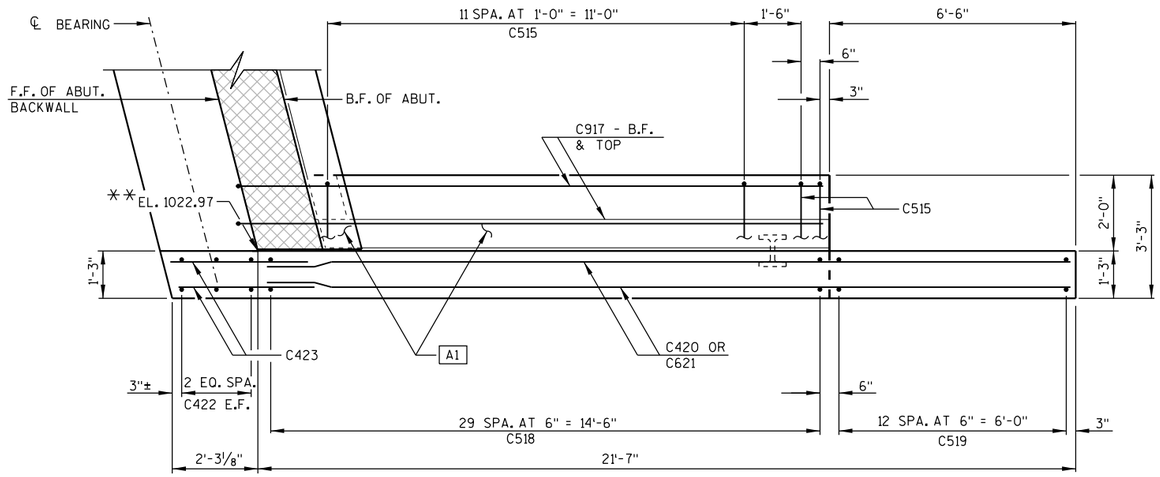


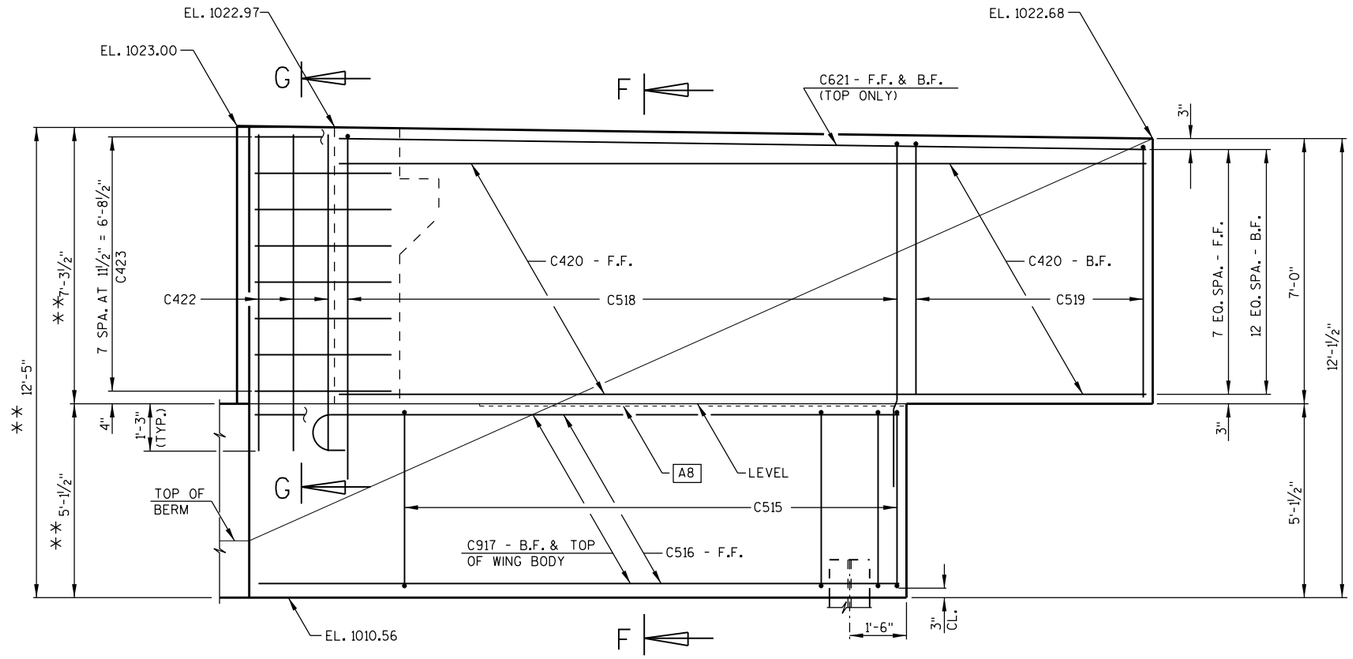
PLAN - WING 2

LEGEND

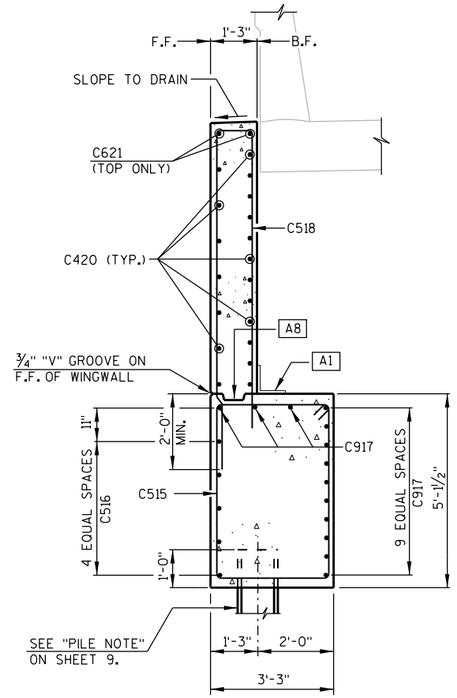
** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.

A8 OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH RUBBERIZED MEMBRANE WATERPROOFING ON BACKFACE.

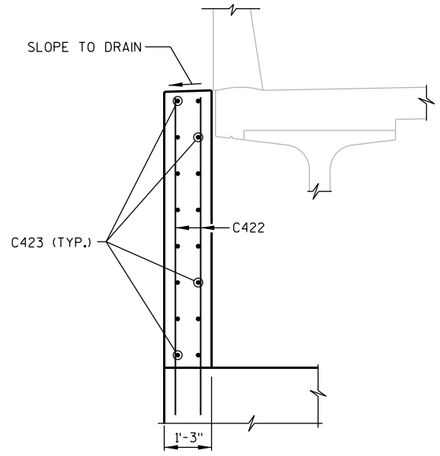
A1 FOR SYMBOL DESCRIPTIONS, SEE SHEET 9.



ELEVATION - WING 2



SECTION F-F



SECTION G-G

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WING 2

SHEET 13 OF 46
948

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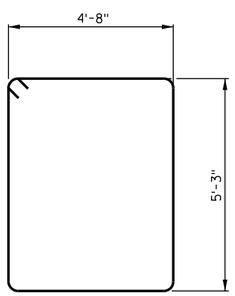
STATE PROJECT NUMBER

1206-08-77



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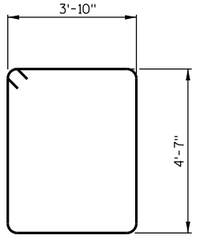

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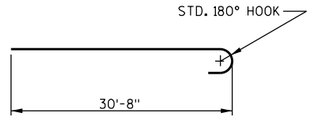

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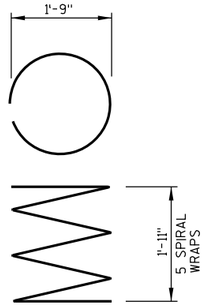

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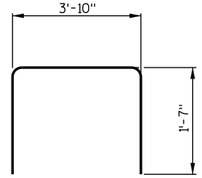

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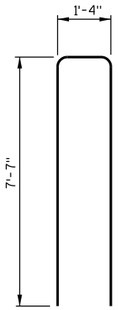

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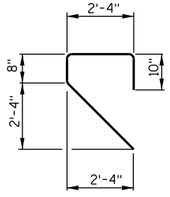

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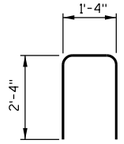

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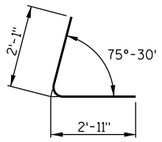

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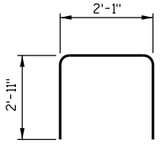

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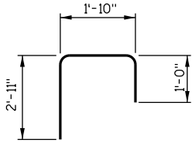

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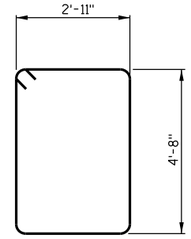

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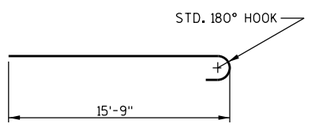

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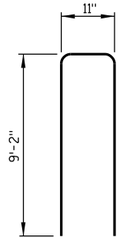

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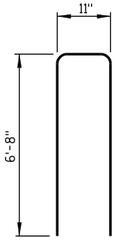

C519

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 5,100 LBS	
A601	1	20-8	X		BODY - STIRRUP - SOUTH END	VERT.
A602	61	17-8	X		BODY - STIRRUPS	VERT.
A603	12	30-6			BODY - F.F., TOP & BOTTOM	HORIZ.
A604	12	38-7			BODY - F.F., TOP & BOTTOM	HORIZ.
A1005	9	32-1	X		BODY - B.F.	HORIZ.
A606	9	37-9			BODY - B.F.	HORIZ.
A407	24	2-3			BODY - 2 PER PILE	VERT.
A408	12	28-0	X		BODY - SPIRAL WRAP AT PILE	HORIZ.
A409	29	6-10	X		BODY - TOP - UNDER GIRDERS 3 THRU 6	VERT.
A410	3	14-7			BODY - TOP - UNDER GIRDERS 3 & 4	HORIZ.
A411	3	11-6			BODY - TOP - UNDER GIRDERS 5 & 6	HORIZ.
COATED BARS					TOTAL WEIGHT = 5,450 LBS	
C501	66	16-3	X		BACK WALL	VERT.
C402	14	28-11			BACK WALL	HORIZ.
C403	14	37-9			BACK WALL	HORIZ.
C504	63	6-10	X		BACK WALL - CORBEL	VERT.
C405	2	29-3			BACK WALL - CORBEL	HORIZ.
C406	2	35-0			BACK WALL - CORBEL	HORIZ.
C507	66	5-9	X		BACK WALL & PAVING BLOCK	VERT.
C508	45	8-1			PAVING BLOCK	HORIZ.
C409	6	7-4			CORNER 1 - SIDEWALL	VERT.
C410	14	3-8			CORNER 1 - SIDEWALL	HORIZ.
C511	1	7-6			CORNER 1 - B.F. - AT WALL BUMP OUT	VERT.
C512	9	4-11	X		CORNER 1 - B.F. - AT WALL BUMP OUT	HORIZ.
C513	1	7-8	X		CORNER 1 - PAVING BLOCK	VERT.
C514	1	5-6	X		CORNER 1 - PAVING BLOCK	VERT.
C515	14	15-10	X		WING 2 - STIRRUPS	VERT.
C516	5	17-0			WING 2 - BODY - F.F.	HORIZ.
C917	13	17-0	X		WING 2 - BODY - B.F.	HORIZ.
C518	30	19-0	X		WING 2 - F.F. & B.F.	VERT.
C519	13	14-0	X		WING 2 - F.F. & B.F.	VERT.
C420	19	21-2			WING 2 - F.F. & B.F.	HORIZ.
C621	2	21-2			WING 2 - TOP - F.F. & B.F.	HORIZ.
C422	6	8-5			WING 2 - SIDEWALL AREA	VERT.
C423	16	3-8			WING 2 - SIDEWALL AREA	HORIZ.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WEST ABUTMENT DETAILS

SHEET 14 OF 46
949

8

8

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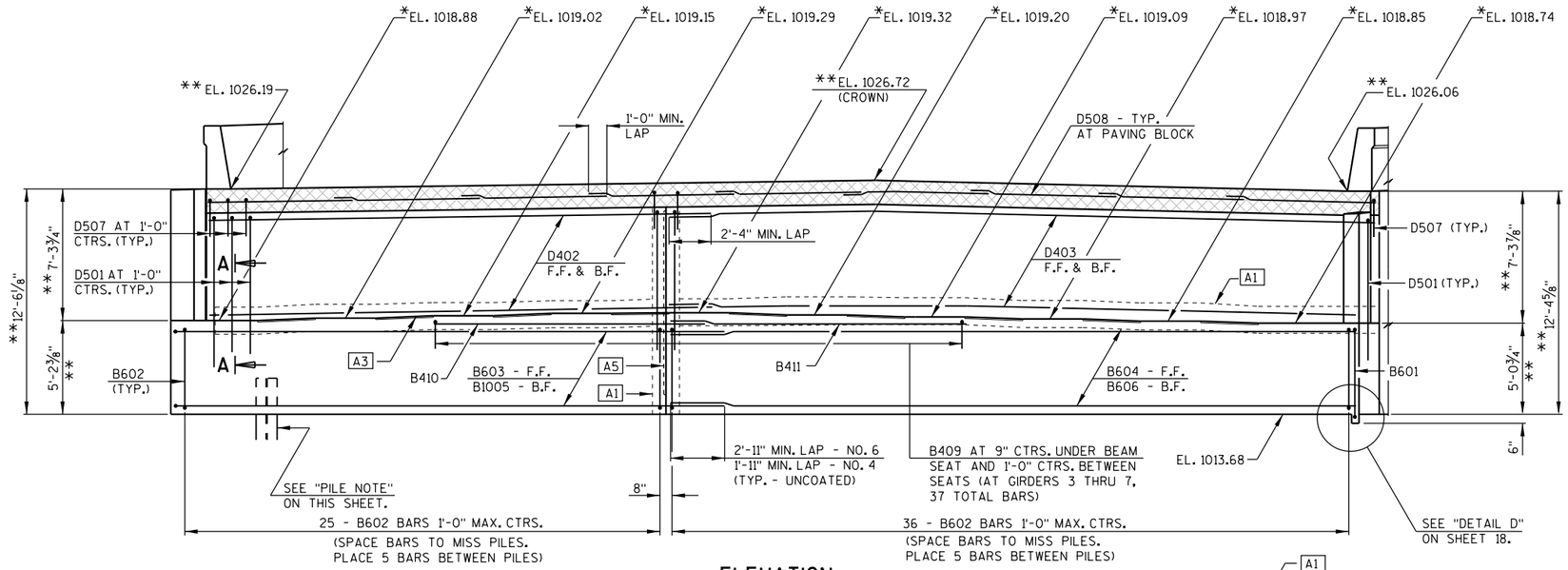
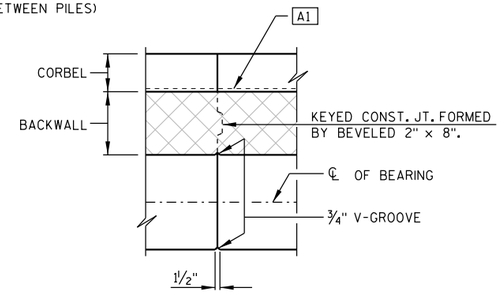
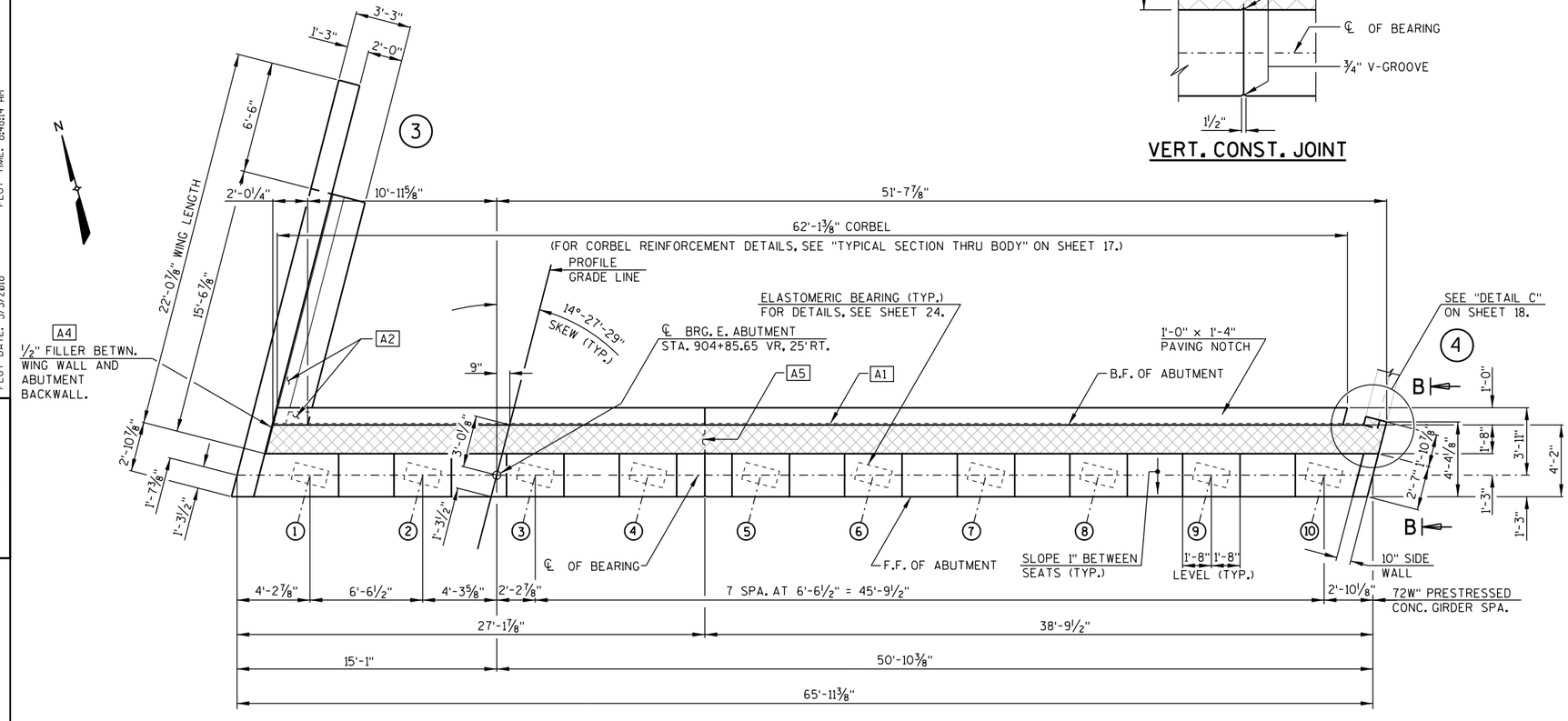


ELEVATION



VERT. CONST. JOINT



PLAN

LEGEND

(X) INDICATES WING/CORNER NUMBER

INDICATES CONCRETE (HPC) AREA TO BE POURED AFTER SUPERSTRUCTURE CONCRETE IS IN PLACE.

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF BEARING.

** DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL. FOR WING DETAILS AND ELEVATIONS, SEE SHEET 19.

A1 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

A2 PLACE BOTTOM HALF OF RUBBERIZED MEMBRANE WATERPROOFING HORIZONTAL IN THIS AREA. SEE SECTION A-A ON THIS SHEET.

A3 KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 2" X 6".

A4 SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). COLOR TO MATCH CONCRETE STAIN.

A5 VERTICAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2" × 8". USE ¾" V-GROOVE AT F.F. OF ABUTMENT BODY & BACKWALL. SEE VERT. CONST. JOINT DETAIL ON THIS SHEET.

NOTES

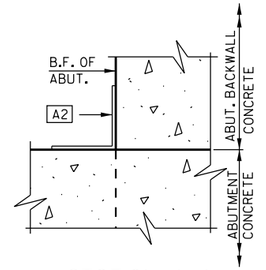
FOR "TYPICAL SECTION THRU BODY" AND "VIEW B-B", SEE SHEET 17.

FOR "DETAIL C", SEE SHEET 18.

FOR WING 3 DETAILS, SEE SHEET 19.

PILE NOTE

EAST ABUTMENT TO BE SUPPORTED ON PILING STEEL HP 14 X 73 WITH A REQUIRED DRIVING RESISTANCE OF 250 TONS PER PILE BY SEATING THE PILE IN THE GLACIAL TILL. ESTIMATED PILE LENGTH = 40'. SEE PRE-BORE PILE DETAIL ON SHEET 16. FOR PILE LAYOUT DETAILS, SEE SHEET 16.



SECTION A-A

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

EAST ABUTMENT 1

SHEET 15 OF 46
950

STATE PROJECT NUMBER
1206-08-77

8

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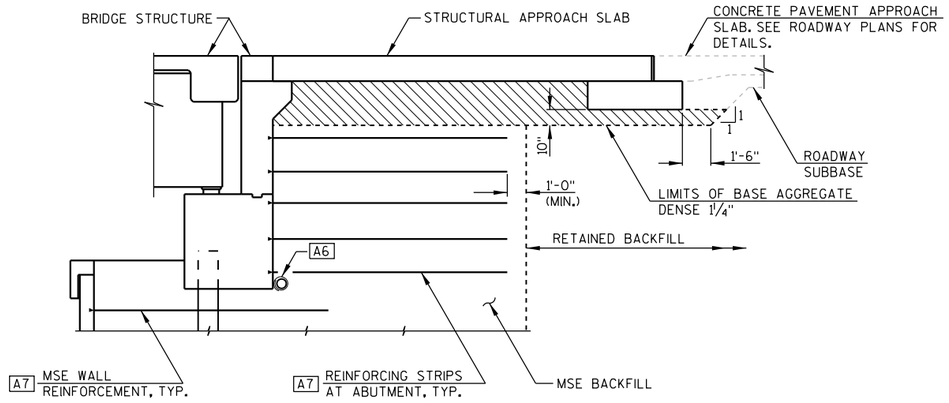


BACKFILL STRUCTURE LIMITS

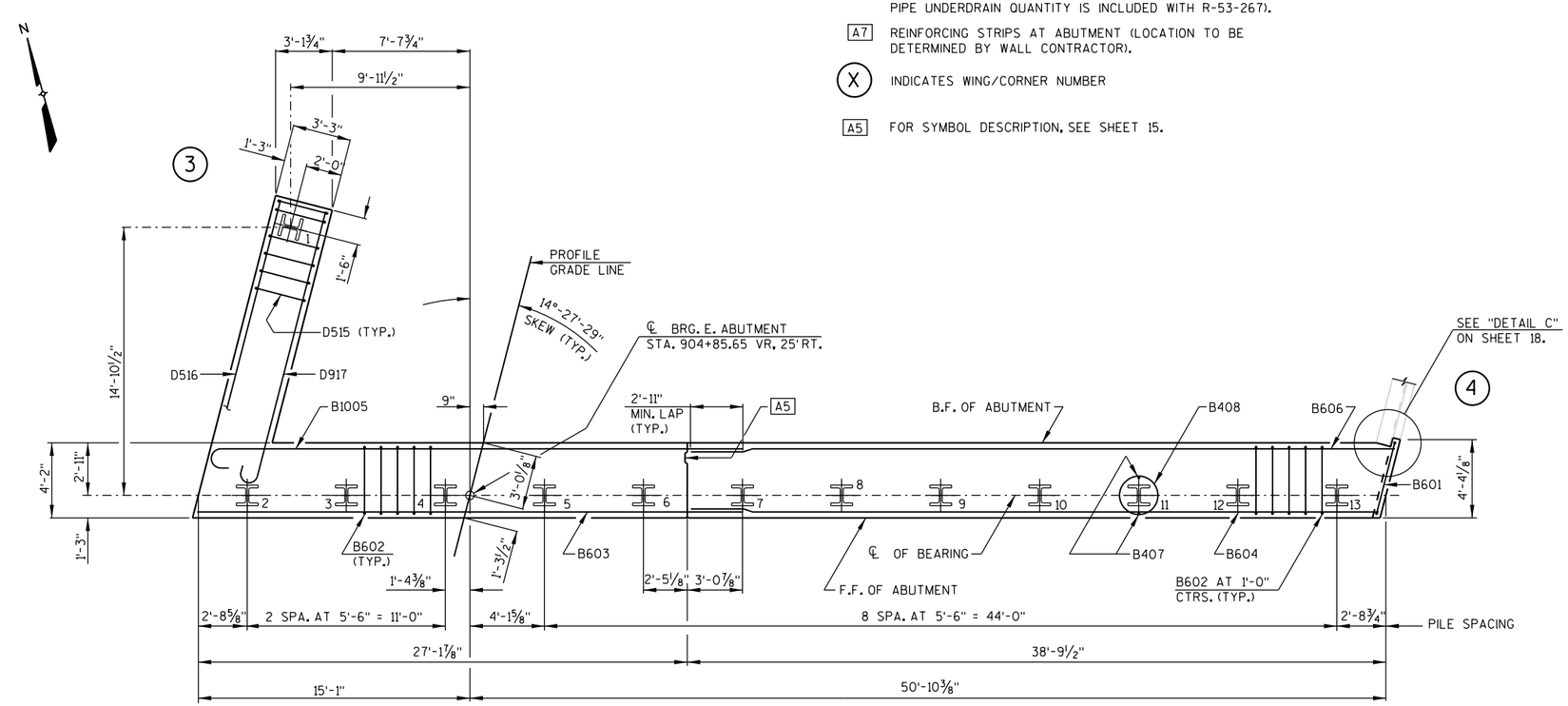
LEGEND

A6 PIPE UNDERDRAIN WRAPPED 6-INCH. CAP PIPE AT THE END OF THE WING 3 BODY AND SLOPE 0.5% MIN. TO CORNER 4. AT CORNER 4, CONNECT PIPE UNDERDRAIN TO A VERTICAL PIPE UNDERDRAIN WHICH WILL CONNECT TO R-13-267 PIPE UNDERDRAIN AT BASE OF WALL. (VERTICAL PIPE UNDERDRAIN QUANTITY IS INCLUDED WITH R-53-267).

A7 REINFORCING STRIPS AT ABUTMENT (LOCATION TO BE DETERMINED BY WALL CONTRACTOR).

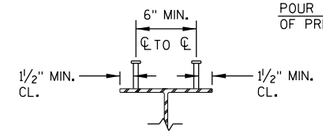
(X) INDICATES WING/CORNER NUMBER

A5 FOR SYMBOL DESCRIPTION, SEE SHEET 15.

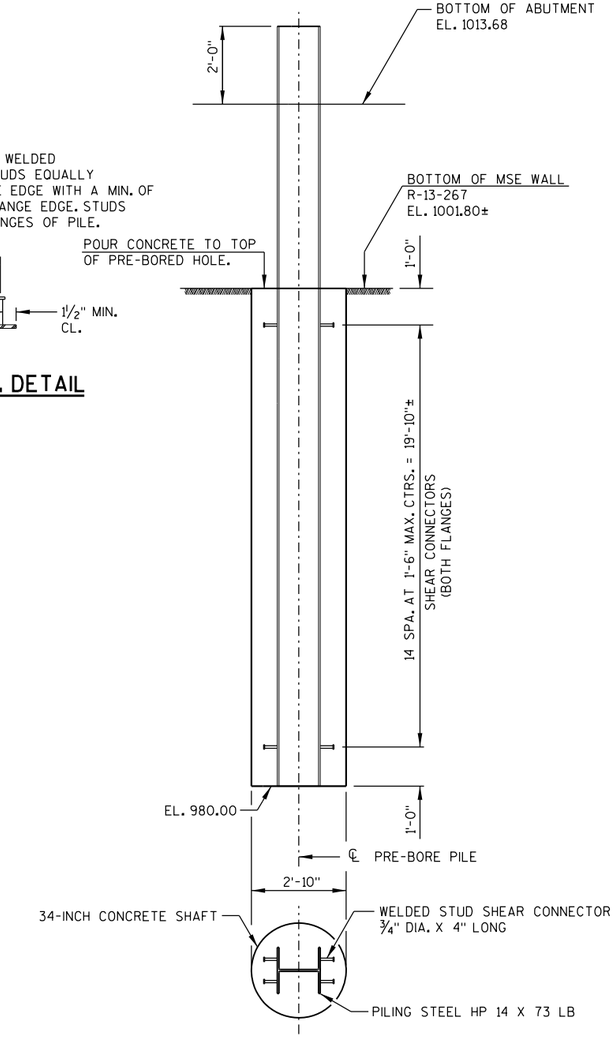


PILE PLAN

NOTE: USE TWO FIELD WELDED ¾" DIA. X 4" LONG STUDS EQUALLY SPACED FROM FLANGE EDGE WITH A MIN. OF 1½" CL. FROM THE FLANGE EDGE. STUDS PLACED ON BOTH FLANGES OF PILE.



SHEAR CONN. DETAIL



PRE-BORE PILE DETAIL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

EAST ABUTMENT 2

SHEET 16 OF 46
951

8

8

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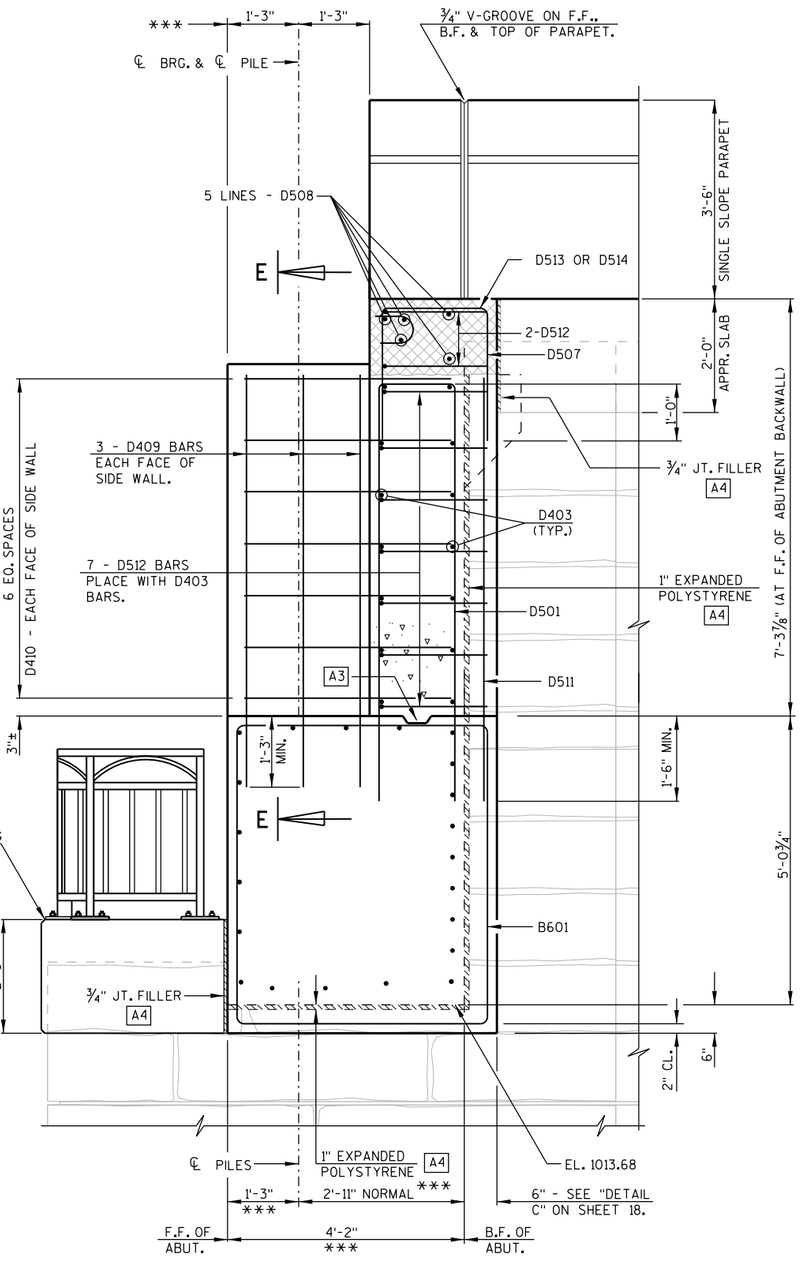
PLOT DATE: 1/16/2018 PLOT TIME: 11:48:07 AM BATCH PRINT SHEET 17 OF 46

LEGEND

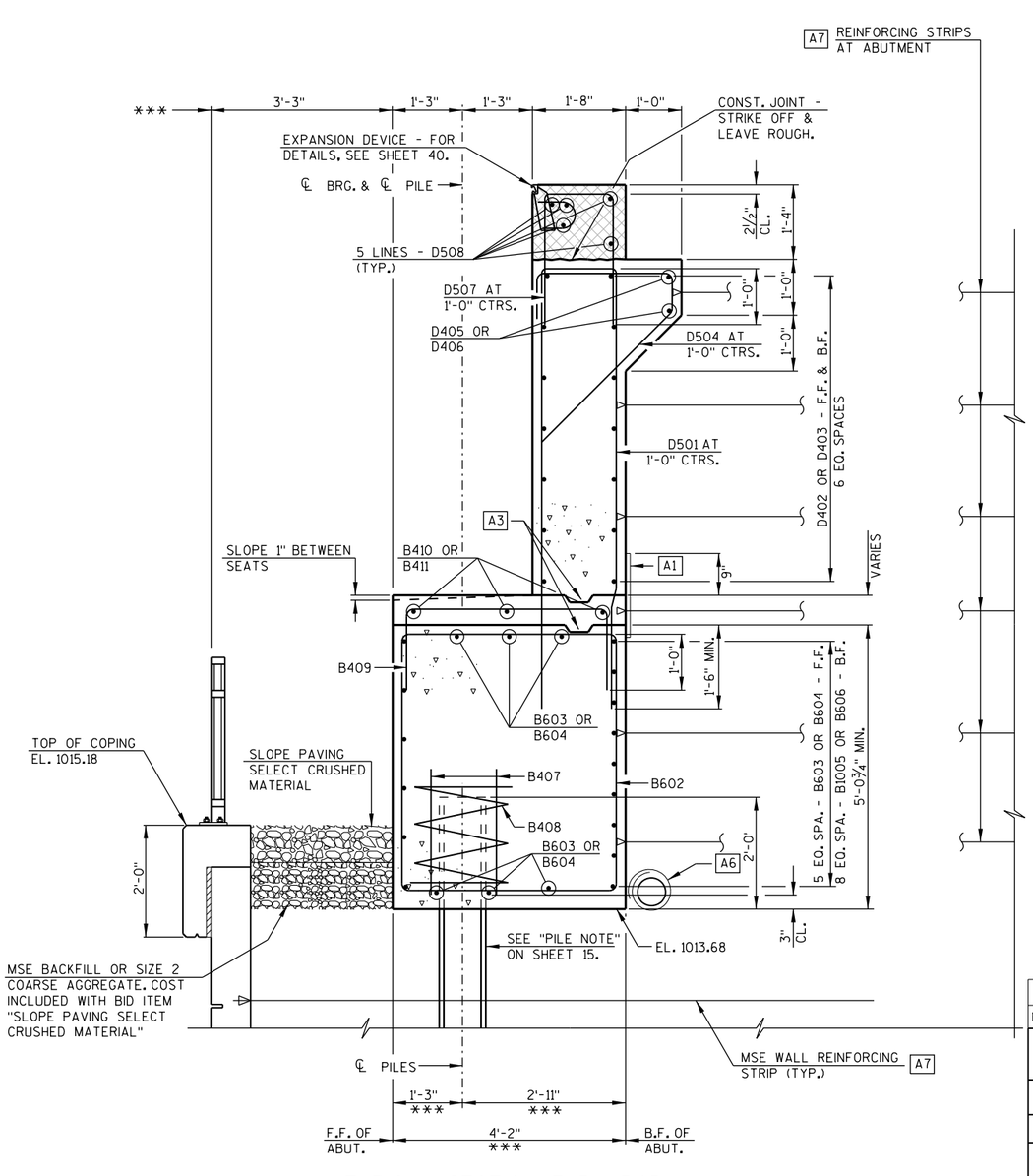
A1 A3 A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.

A6 A7 FOR SYMBOL DESCRIPTIONS, SEE SHEET 16.

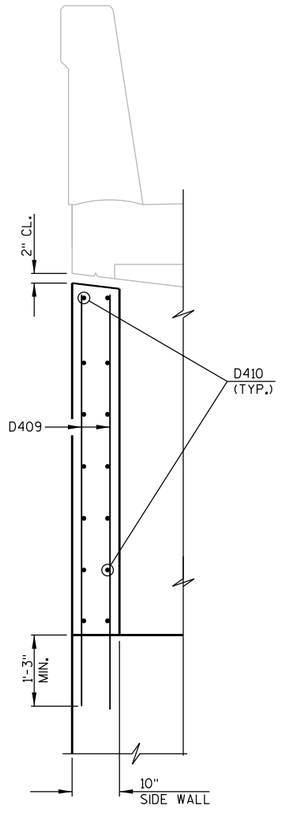
*** DIMENSION IS TAKEN NORMAL TO ℄ BRG. OF ABUTMENT.



VIEW B-B



TYPICAL SECTION THRU BODY
(LOOKING NORTH)



SECTION E-E

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

EAST ABUTMENT 3

SHEET 17 OF 46
952

8

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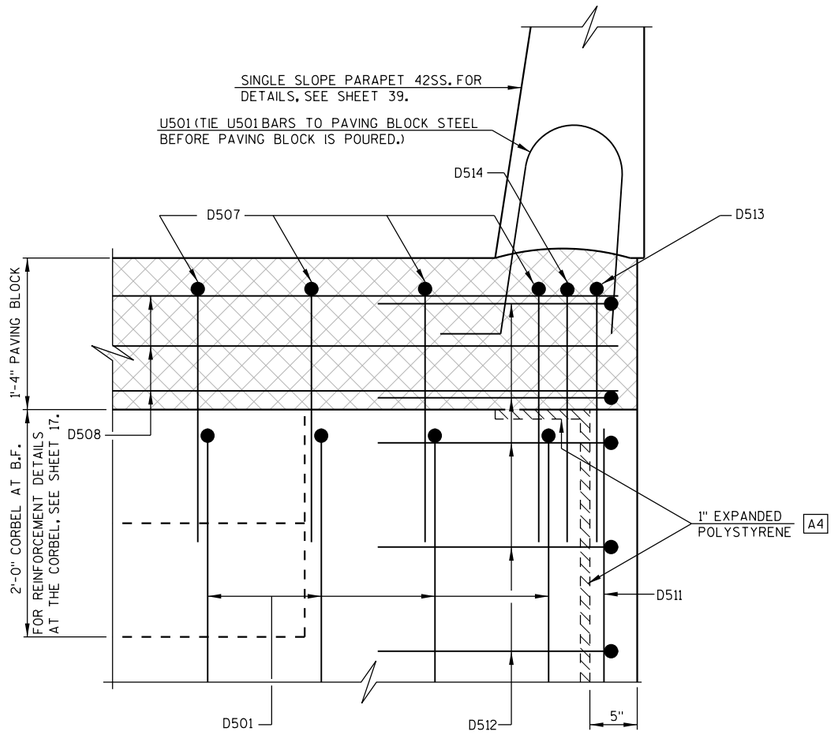
BATCH PRINT SHEET 18 OF 46

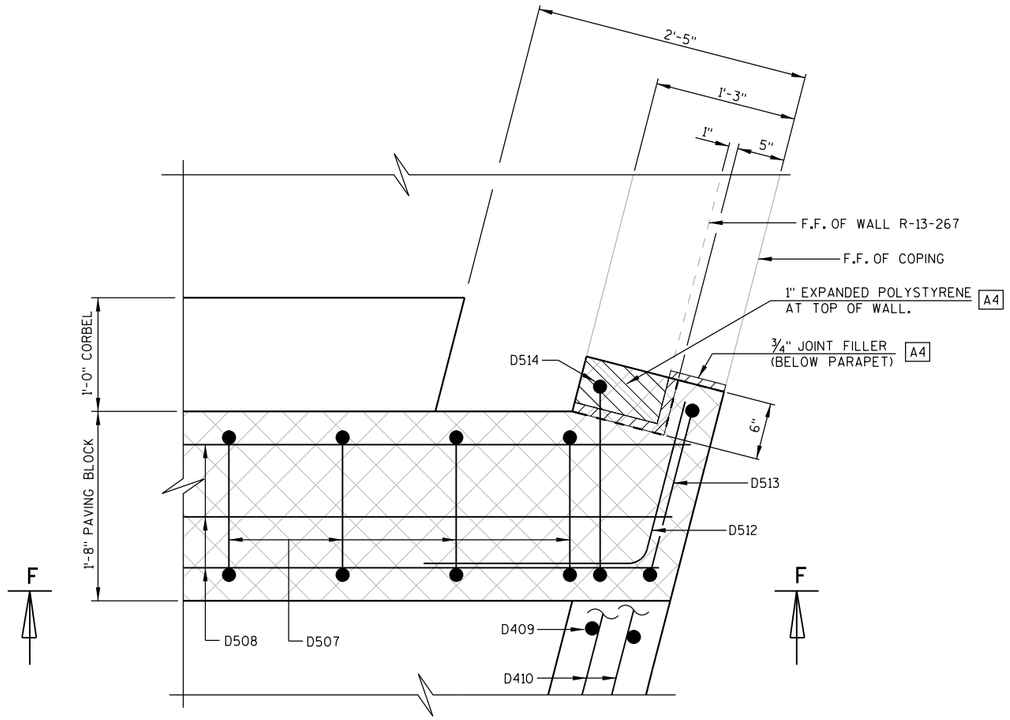


SECTION F-F

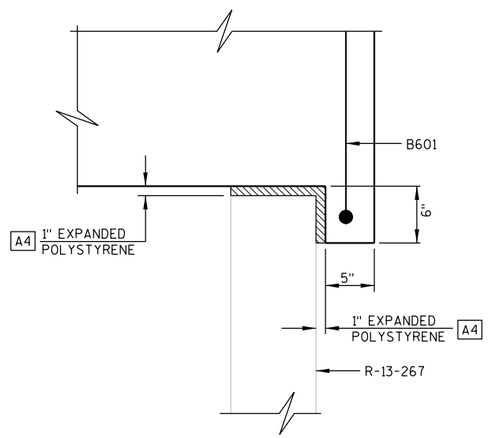
(HORIZONTAL D403 BARS NOT SHOWN FOR CLARITY IN BACKWALL)

LEGEND

A4 FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.



DETAIL C



DETAIL D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

EAST ABUTMENT 4

SHEET 18 OF 46
953

8

8

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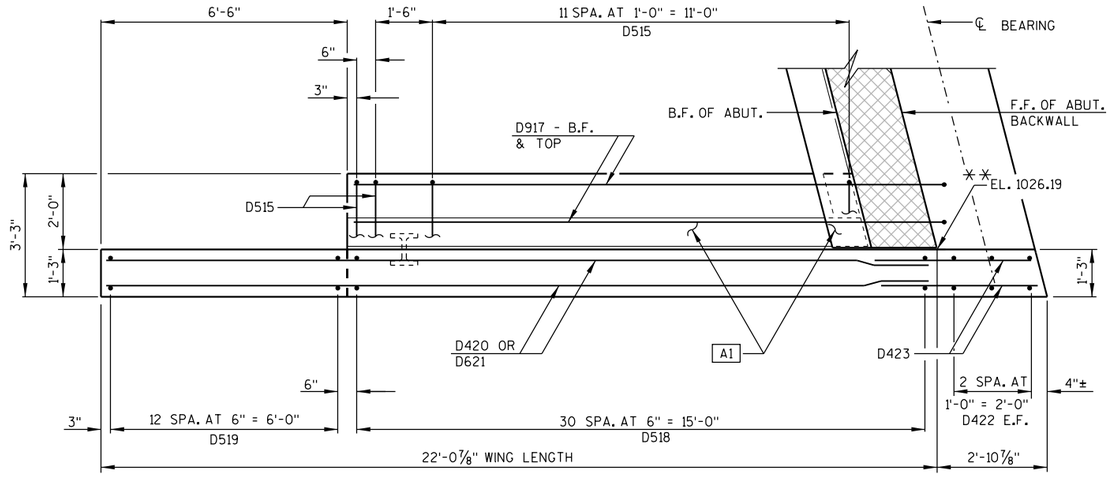
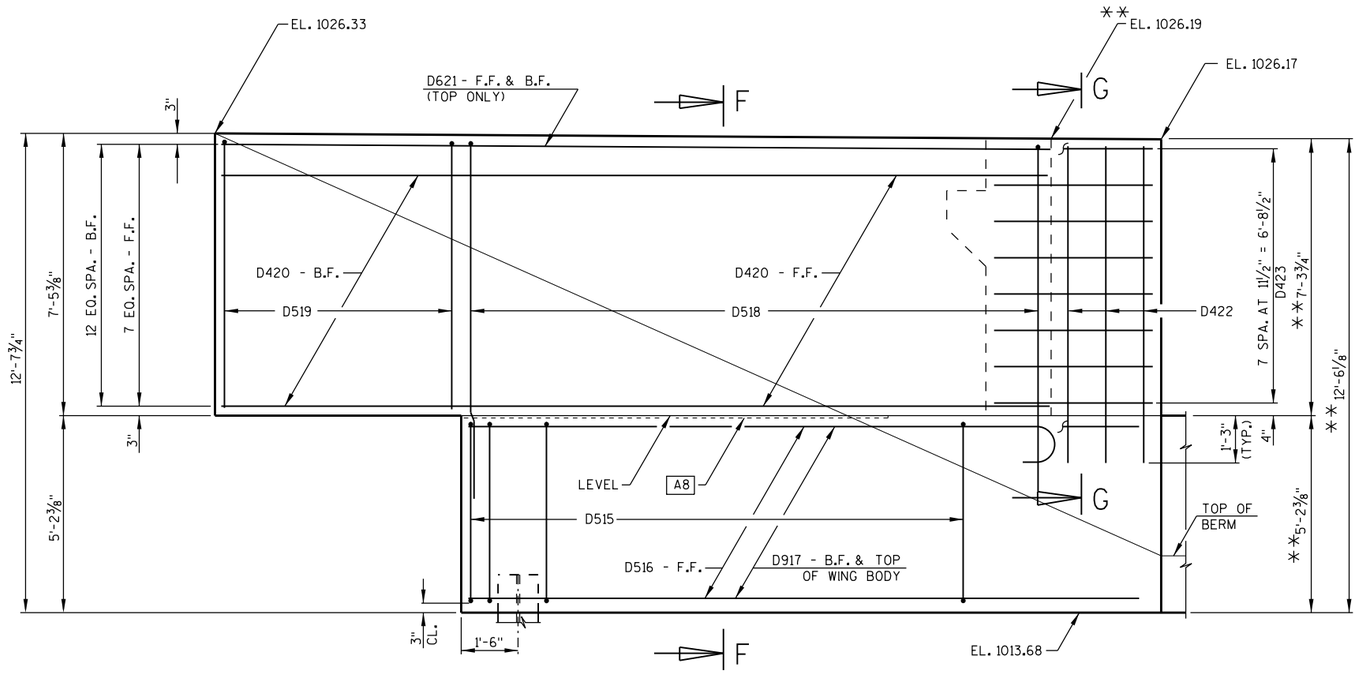
PLOT DATE: 1/16/2018 PLOT TIME: 11:48:09 AM BATCH PRINT SHEET 19 OF 46



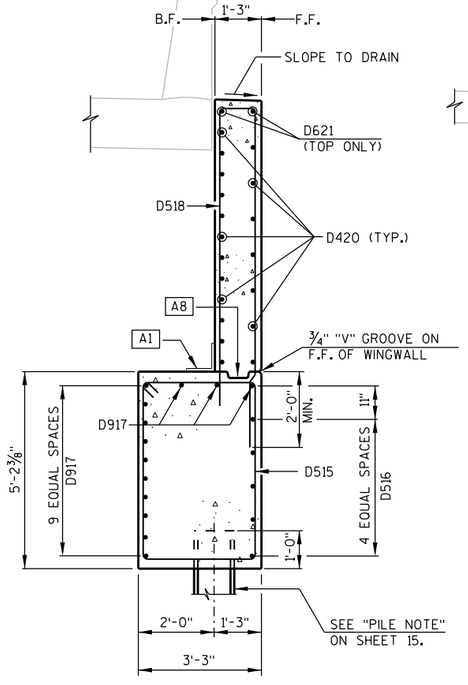
PLAN - WING 3

LEGEND

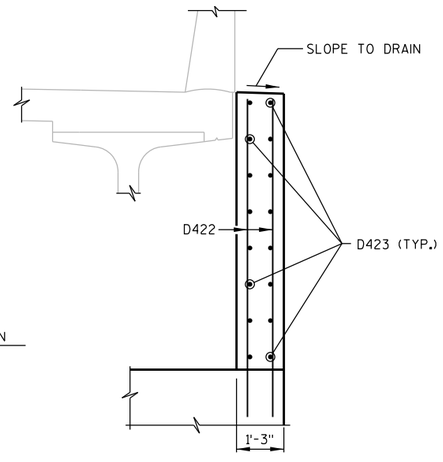
- ✳✳ DIMENSIONS AND ELEVATIONS ARE GIVEN AT THE F.F. OF ABUTMENT BACKWALL.
- A8 OPTIONAL CONSTRUCTION JOINT FORMED BY BEVELED 2" x 6" KEYWAY WITH RUBBERIZED MEMBRANE WATERPROOFING ON BACKFACE.
- A1 FOR SYMBOL DESCRIPTIONS, SEE SHEET 15.



ELEVATION - WING 3



SECTION F-F



SECTION G-G

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WING 3

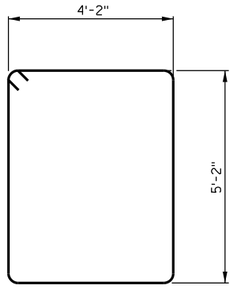
SHEET 19 OF 46
954

8

8

STATE PROJECT NUMBER

1206-08-77



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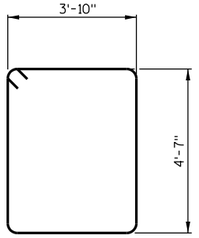

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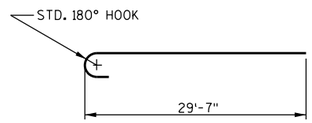

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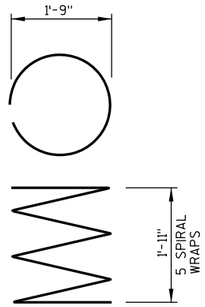

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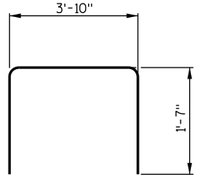

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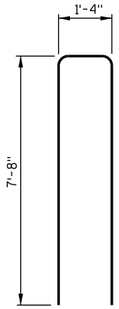

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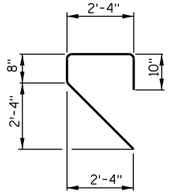

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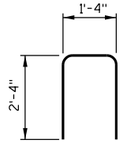

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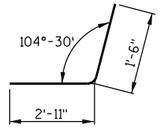

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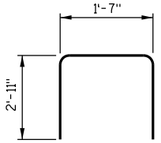

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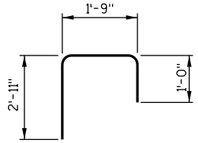

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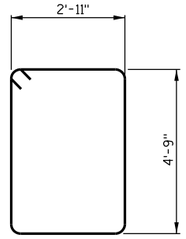

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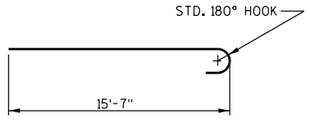

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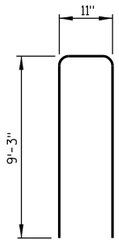

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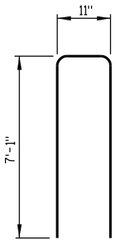

D519

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 5,110 LBS	
B601	1	19-6	X		BODY - STIRRUP - SOUTH END	VERT.
B602	61	17-8	X		BODY - STIRRUPS	VERT.
B603	12	30-4			BODY - F.F., TOP & BOTTOM	HORIZ.
B604	12	38-2			BODY - F.F., TOP & BOTTOM	HORIZ.
B1005	9	31-0	X		BODY - B.F.	HORIZ.
B606	9	39-1			BODY - B.F.	HORIZ.
B407	24	2-3			BODY - 2 PER PILE	VERT.
B408	12	28-0	X		BODY - SPIRAL WRAP AT PILE	HORIZ.
B409	37	6-10	X		BODY - TOP - UNDER GIRDERS 3 THRU 7	VERT.
B410	3	13-7			BODY - TOP - UNDER GIRDERS 3 & 4	HORIZ.
B411	3	18-0			BODY - TOP - UNDER GIRDERS 5 THRU 7	HORIZ.
COATED BARS					TOTAL WEIGHT = 5,510 LBS	
D501	66	16-5	X		BACK WALL	VERT.
D402	14	27-10			BACK WALL	HORIZ.
D403	14	38-10			BACK WALL	HORIZ.
D504	63	6-10	X		BACK WALL - CORBEL	VERT.
D405	2	27-5			BACK WALL - CORBEL	HORIZ.
D406	2	36-11			BACK WALL - CORBEL	HORIZ.
D507	66	5-9	X		BACK WALL & PAVING BLOCK	VERT.
D508	45	8-1			PAVING BLOCK	HORIZ.
D409	6	7-6			CORNER 4 - SIDEWALL	VERT.
D410	14	3-8			CORNER 4 - SIDEWALL	HORIZ.
D511	1	7-6			CORNER 4 - B.F. - AT WALL BUMP OUT	VERT.
D512	9	4-4	X		CORNER 4 - B.F. - AT WALL BUMP OUT	HORIZ.
D513	1	7-2	X		CORNER 4 - PAVING BLOCK	VERT.
D514	1	5-5	X		CORNER 4 - PAVING BLOCK	VERT.
D515	14	16-0	X		WING 3 - STIRRUPS	VERT.
D516	5	18-0			WING 3 - BODY - F.F.	HORIZ.
D917	13	16-10	X		WING 3 - BODY - B.F.	HORIZ.
D518	31	19-2	X		WING 3 - F.F. & B.F.	VERT.
D519	13	14-10	X		WING 3 - F.F. & B.F.	VERT.
D420	19	21-9			WING 3 - F.F. & B.F.	HORIZ.
D621	2	21-9			WING 3 - TOP - F.F. & B.F.	HORIZ.
D422	6	8-5			WING 3 - SIDEWALL AREA	VERT.
D423	16	4-2			WING 3 - SIDEWALL AREA	HORIZ.

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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EAST ABUTMENT DETAILS

SHEET 20 OF 46
955

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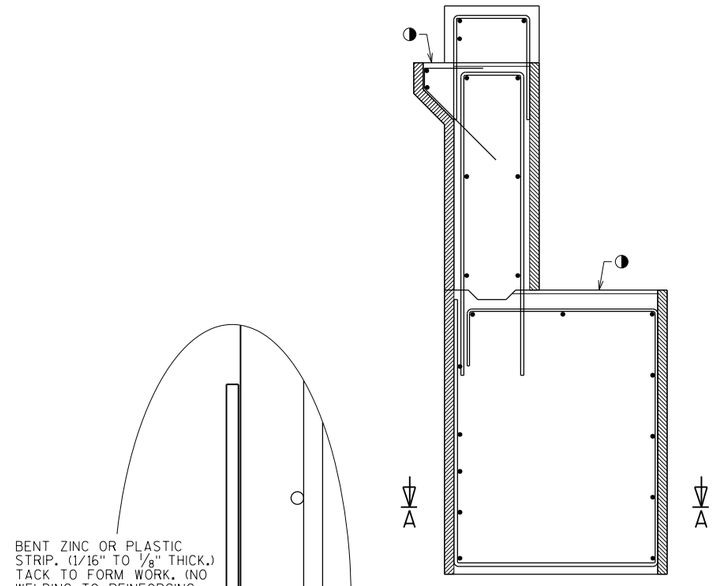
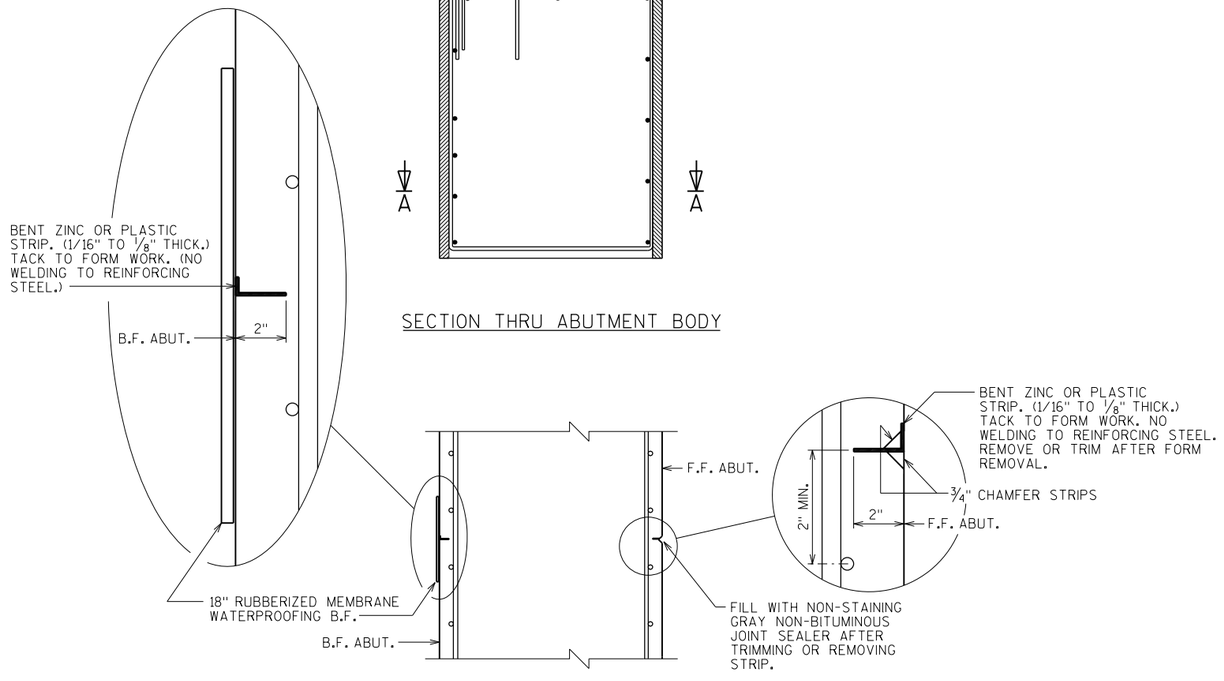
BATCH PRINT SHEET 21 OF 46

STATE PROJECT NUMBER
1206-08-77



SECTION THRU ABUTMENT BODY



SECTION A-A

ALTERNATE CONSTRUCTION JOINT AT ABUTMENT

NOTES

PARTIAL ZINC OR PLASTIC BULKHEAD MAY BE USED AS ALTERNATE CONSTRUCTION JOINT, WITH THE PERMISSION OF THE ENGINEER, AT THE CONTRACTOR'S EXPENSE.

VERTICAL CONSTRUCTION JOINT KEYWAY IS NOT REQUIRED WHEN USING ALTERNATE CONSTRUCTION JOINT.

CARE IS TO BE USED IN CASTING CONCRETE AROUND BULKHEAD TO PREVENT DISLOCATION OR MISALIGNMENT OF THE BULKHEAD.

SAW CUTTING JOINT IS NOT ALLOWED.

◑ USE A JOINT TOOL TO CONSTRUCT A CONTRACTION JOINT APPROXIMATELY 1/2" DEEP.

NO.	DATE	REVISION	BY

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STRUCTURE B-13-832

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ALTERNATE CONSTRUCTION JOINT

SHEET 21 OF 46
956

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PLOT DATE: 5/3/2018 PLOT TIME: 8:53:31 AM BATCH PRINT SHEET 1 OF 1

STATE PROJECT NUMBER

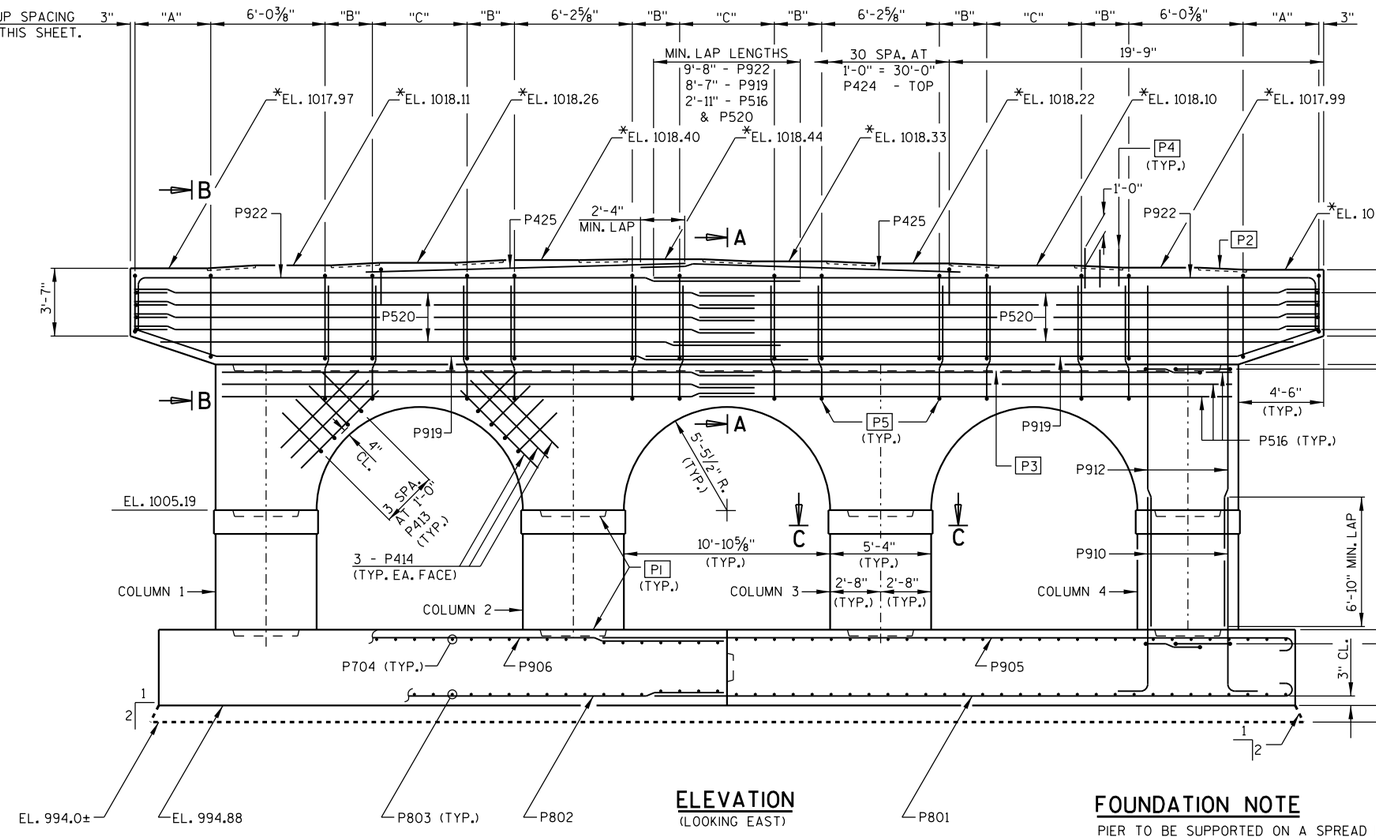
1206-08-77

NOTES:

FOR SECTIONS A-A, B-B, AND C-C, SEE SHEET 23.

ARCHITECTURAL SURFACE TREATMENT NOT SHOWN FOR CLARITY. FOR ARCHITECTURAL SURFACE TREATMENT DETAILS, SEE SHEET 42.

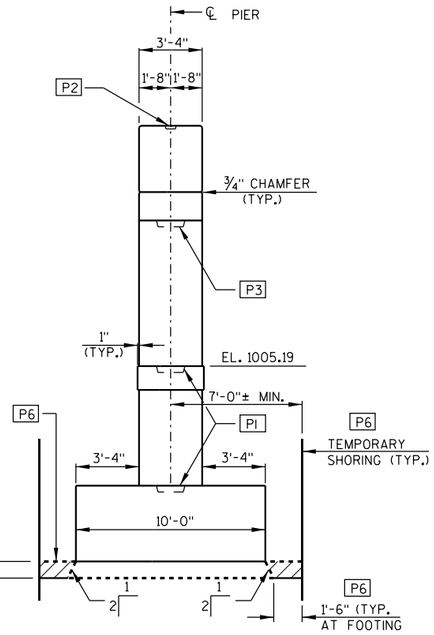
FOR CONDUIT LAYOUT DETAILS AT THE PIER, SEE SHEET 46.



ELEVATION
(LOOKING EAST)

FOUNDATION NOTE

PIER TO BE SUPPORTED ON A SPREAD FOOTING PLACED ON SELECT CRUSHED MATERIAL. THE NATIVE SOIL BELOW THE SELECT CRUSHED MATERIAL HAS A REQUIRED FACTORED BEARING RESISTANCE OF 17,600 PSF.



END VIEW

LEGEND

* ELEVATIONS ARE GIVEN AT THE TOP OF CONCRETE AT THE ℄ OF PIER.

** DIMENSIONS ARE GIVEN AT ℄ OF COLUMN.

P1 KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 1'-4" X 3'-4" X 4" DEEP KEYWAY.

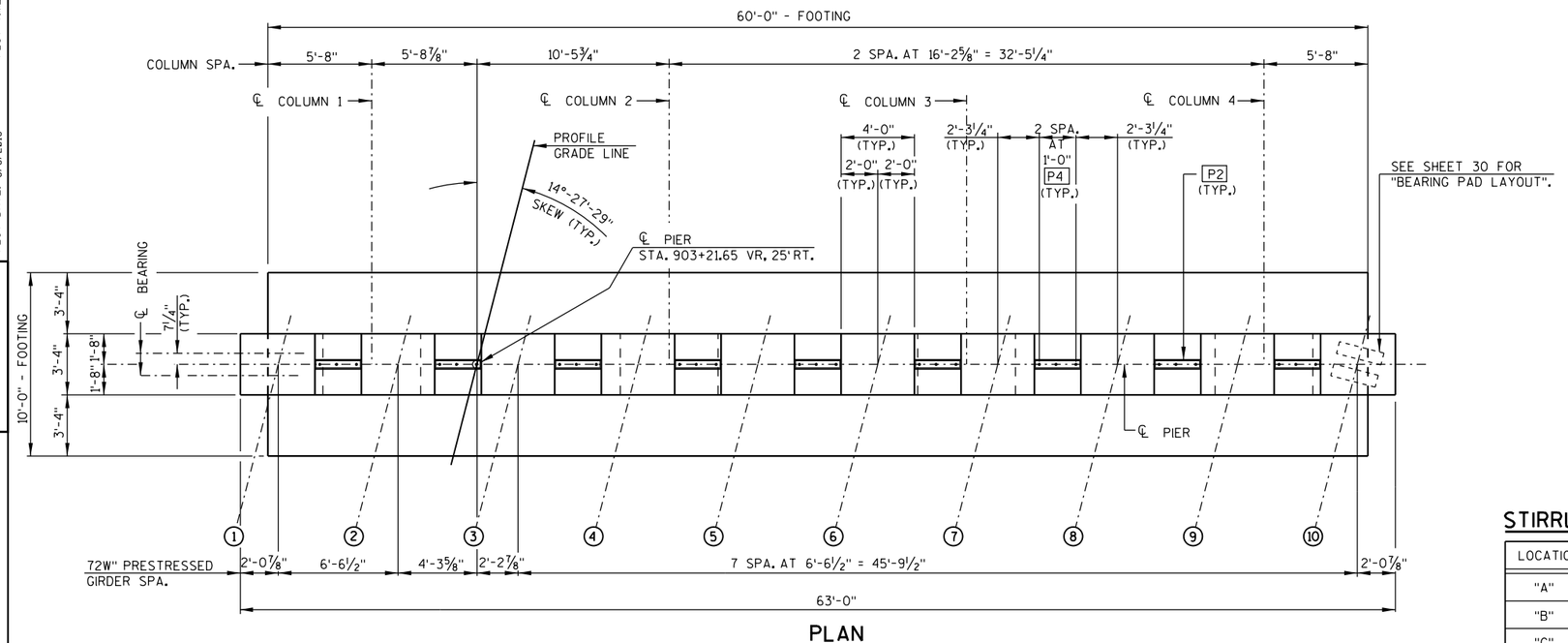
P2 2" X 6" BEVELED KEYWAY BETWEEN GIRDERS.

P3 OPTIONAL KEYED CONSTRUCTION JOINT FORMED BY A BEVELED 1'-4" X 52'-0" X 4" DEEP KEYWAY.

P4 EMBED P523 BARS 1'-0". PLACE BARS AFTER CONCRETE IS POURED, BUT BEFORE INITIAL SET HAS TAKEN PLACE.

P5 P515 BARS PLACED AT SAME SPACING AS P518 STIRRUP BARS IN PIER CAP.

P6 THE CROSS HATCHED AREAS ARE THE BASIS OF THE QUANTITY CALCULATION FOR ADDITIONAL SELECT CRUSHED MATERIAL BEYOND THE FOOT PRINT OF THE SELECT CRUSHED MATERIAL DIRECTLY BELOW THE PIER FOOTING. TEMPORARY SHORING LOCATION DETERMINED BY CONTRACTOR. BACKFILL EXCAVATION TO TOP OF FOOTING BEFORE REMOVING TEMPORARY SHORING.



PLAN

STIRRUP SPACING TABLE

LOCATION	SPACING	BAR MARK	TYPE
"A"	8 SPA. AT 6" = 4'-0"	P517	DOUBLE
"B"	5 SPA. AT 6" = 2'-6"	P518	DOUBLE
"C"	5 SPA. AT 1'-0" = 5'-0"	P518	DOUBLE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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PIER

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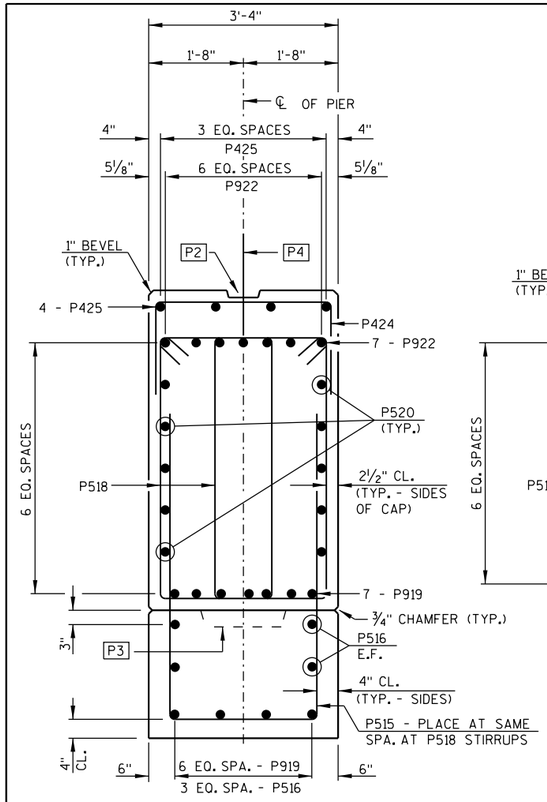
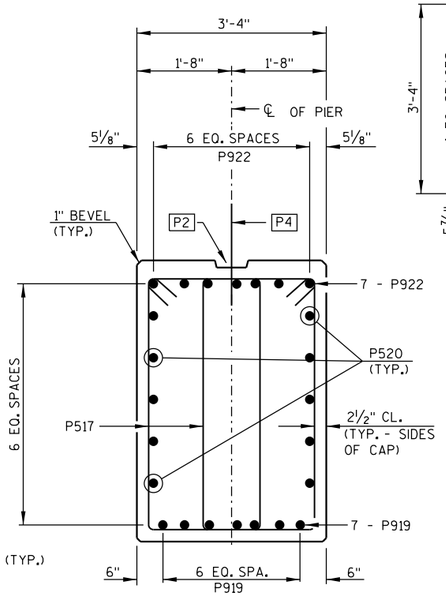
BATCH PRINT SHEET 23 OF 46

STATE PROJECT NUMBER

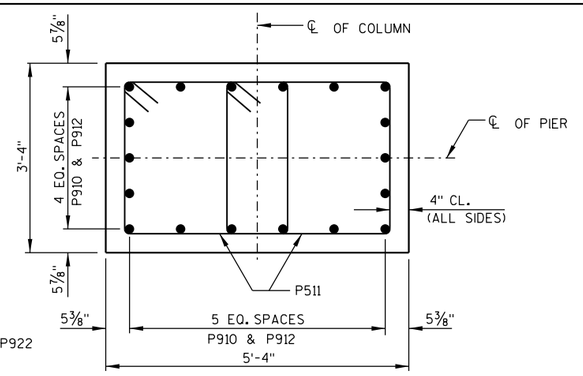
1206-08-77



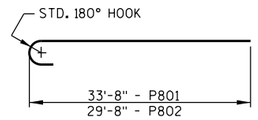
SECTION A-A



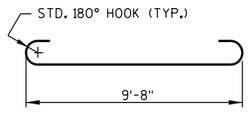
SECTION B-B
(SOUTH END OF PIER CAP SHOWN, NORTH END SIMILAR)



SECTION C-C



P801 & P802



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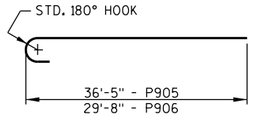


P905 & P906

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
△ LENGTH SHOWN FOR BAR IS AN AVG. LENGTH AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.

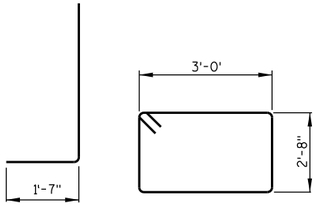
MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
NON-COATED BARS					TOTAL WEIGHT = 9,440 LBS	
P801	10	34-7	X		FOOTING	HORIZ.
P802	10	30-7	X		FOOTING	HORIZ.
P803	60	11-6	X		FOOTING	HORIZ.
P704	60	9-8			FOOTING	HORIZ.
P905	20	37-8	X		FOOTING	HORIZ.
P906	20	30-11	X		FOOTING	HORIZ.
COATED BARS					TOTAL WEIGHT = 18,130 LBS	
P910	72	11-9	X		FOOTING & COLUMN	VERT.
P511	240	12-0	X		COLUMNS	VERT.
P912	72	18-0			COLUMNS	VERT.
P413	24	8-6	X		COLUMNS - TOP	VERT.
P414	36	5-10			COLUMNS - TOP	HORIZ.
P515	48	13-3	X		COLUMNS - TOP	VERT.
P516	16	28-2			COLUMNS - TOP	HORIZ.
P517	36	12-4	X	△	CAP - STIRRUPS AT ENDS	VERT.
P518	96	14-0	X		CAP - STIRRUPS	VERT.
P919	14	35-7	X		CAP - BOTTOM	HORIZ.
P520	20	32-9			CAP - SIDES	VERT.
P521	8	6-1	X		CAP - ENDS	HORIZ.
P922	14	38-9	X		CAP - TOP	HORIZ.
P523	27	2-0			CAP - TOP - DOWELS	VERT.
P424	31	6-9	X		CAP - TOP - UNDER GIRDERS	VERT.
P425	8	16-11			CAP - TOP - UNDER GIRDERS	HORIZ.

BAR SERIES

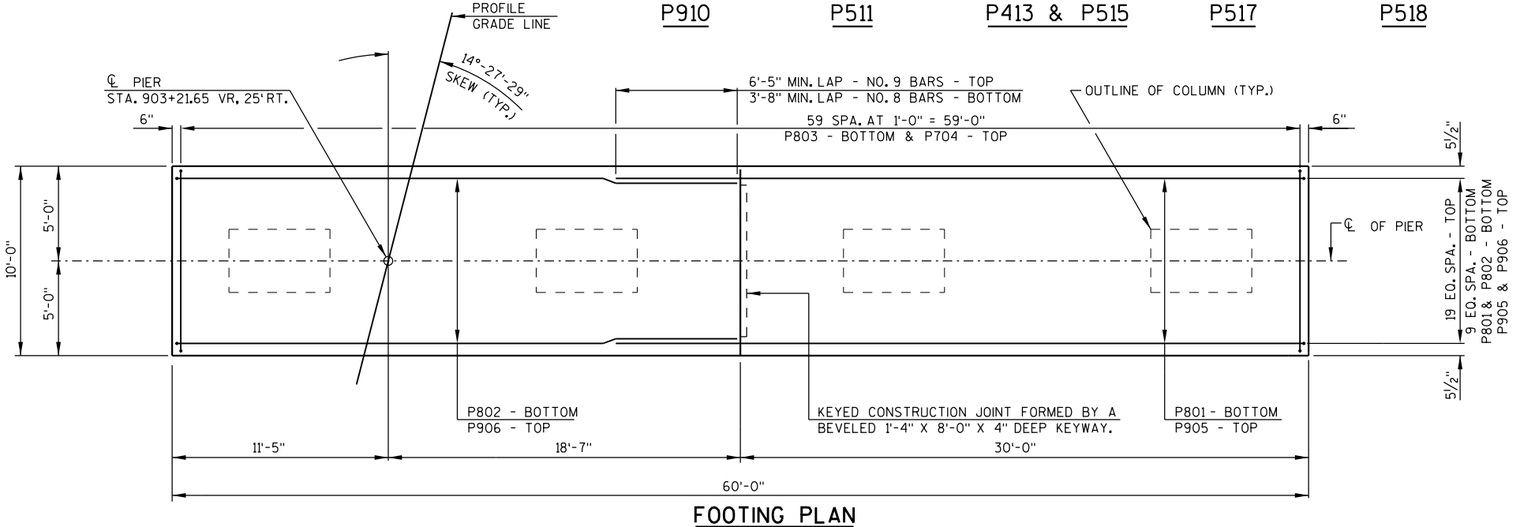
MARK	NO. REQ'D	LENGTH
P517	4 SETS OF 9	11'-0" TO 13'-8"

LEGEND

P2 P3 P4 FOR SYMBOL DESCRIPTIONS. SEE SHEET 22.



P910 P511 P413 & P515 P517 P518 P919 P521 P424



FOOTING PLAN

P922

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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PIER DETAILS

SHEET 23 OF 46
958

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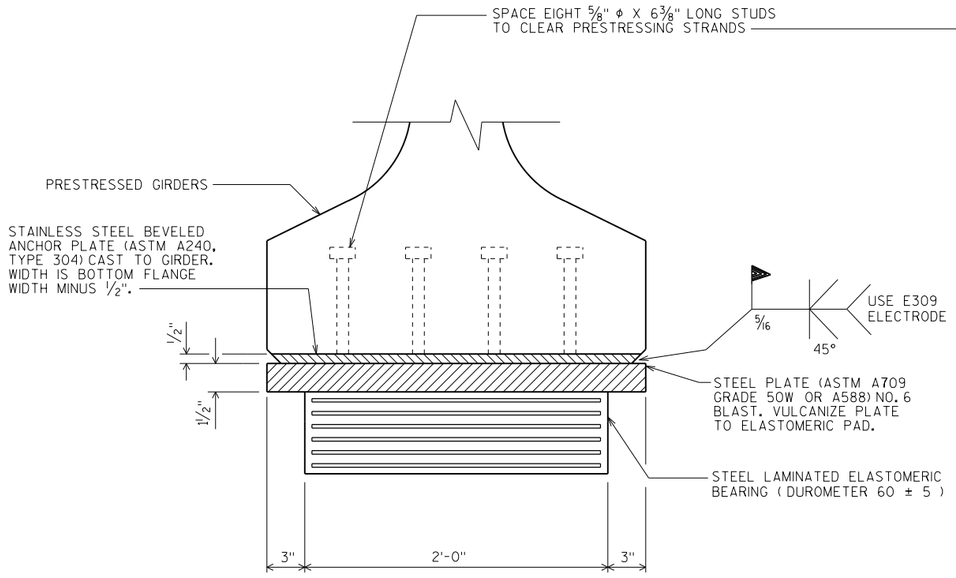
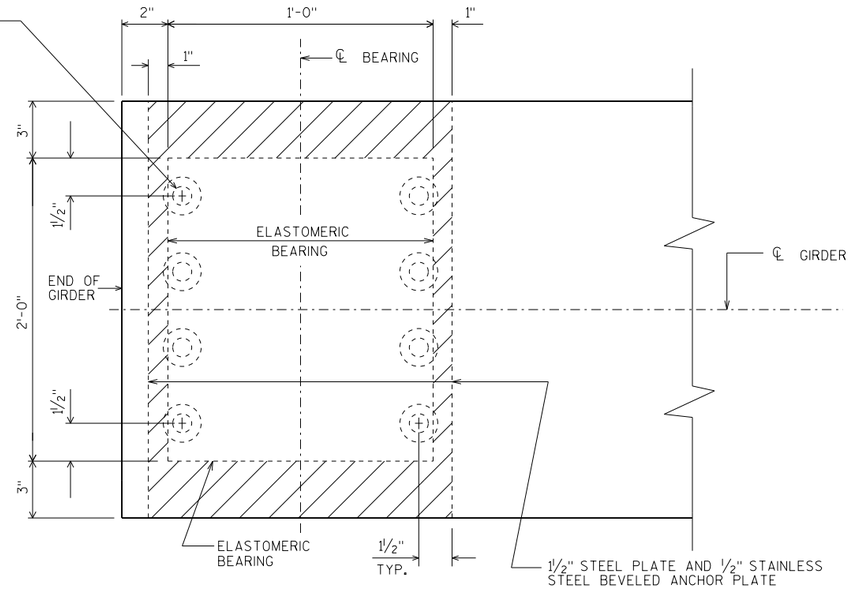
STATE PROJECT NUMBER

1206-08-77



END VIEW



PLAN VIEW

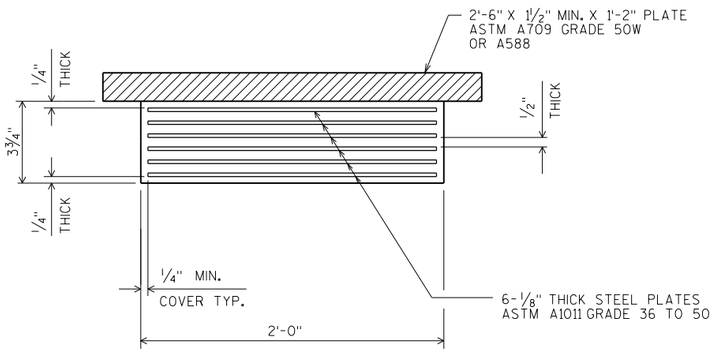
BEARING NOTES

BEARINGS SHALL NOT BE PLACED AT A TEMPERATURE GREATER THAN 85° F.

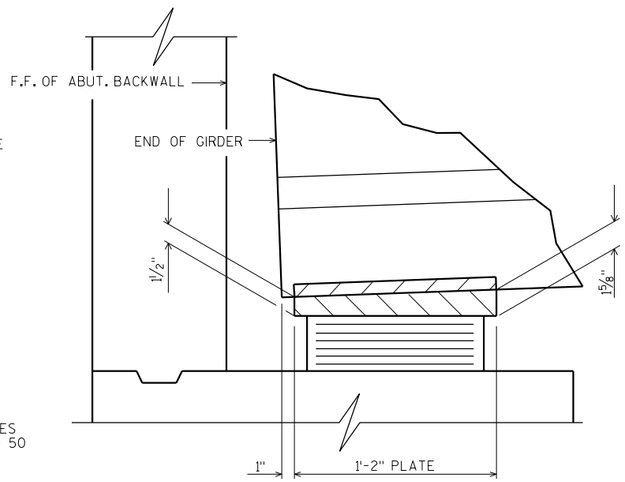
ALL MATERIAL USED FOR BEARINGS SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "BEARING PADS ELASTOMERIC LAMINATED", EACH.

ALL STRUCTURAL STEEL BEARING PLATES SHALL BE FLAT ROLLED WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL.

ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

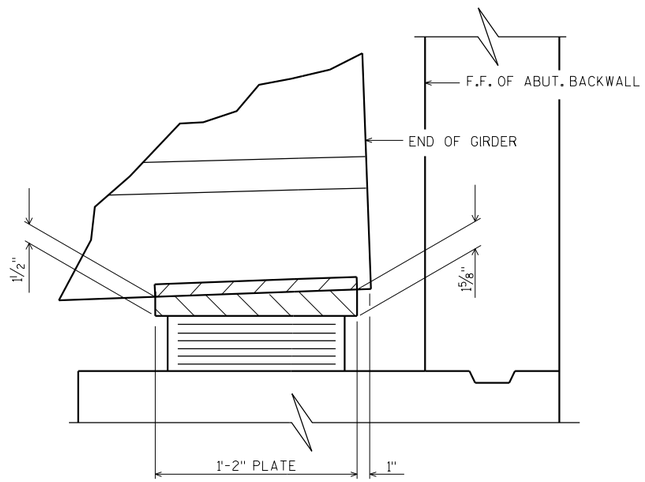


SECTION THRU ELASTOMERIC BEARING



PART ELEVATION AT WEST ABUTMENT

(SHOWING TAPERED STEEL PLATE)



PART ELEVATION AT EAST ABUTMENT

(SHOWING TAPERED STEEL PLATE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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PRESTRESSED GIRDER BEARINGS

SHEET 24 OF 46

959

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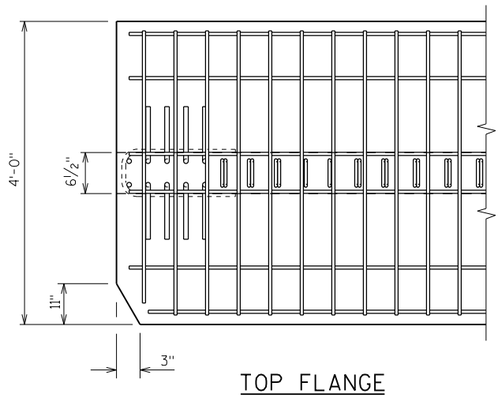
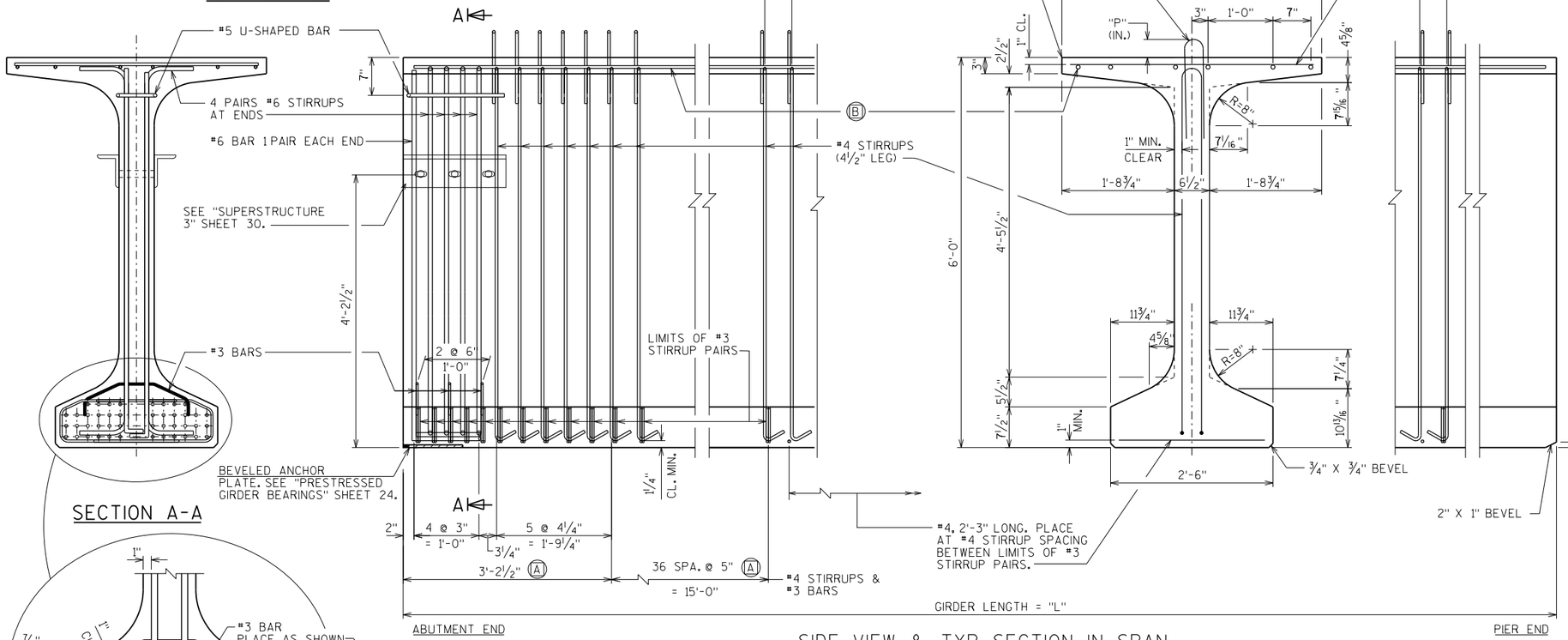
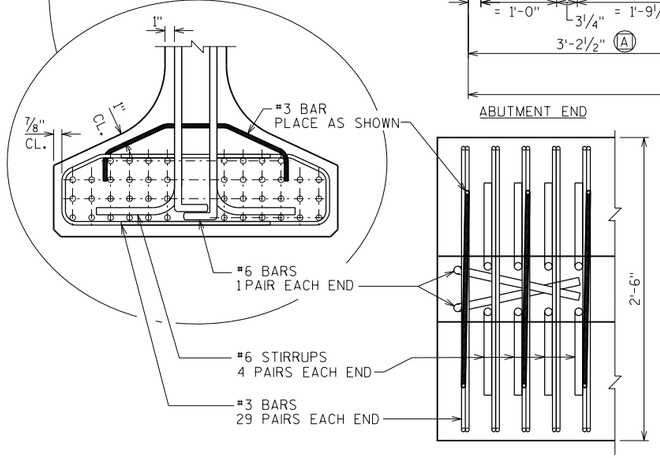


TOP FLANGE



SECTION A-A



BOTTOM FLANGE

SIDE VIEW & TYP. SECTION IN SPAN

(A) DETAIL TYP. AT EACH END

(B) 6 #6 BARS, FULL LENGTH, MIN. LAP = 3'-1"

NOTES

TOP OF GIRDER TO BE ROUGH FLOATED AND BROOMED TRANSVERSELY, EXCEPT THE OUTSIDE 15" OF GIRDER, WHICH SHALL RECEIVE A SMOOTH FINISH. AN APPROVED CONCRETE SEALER SHALL BE APPLIED TO ALL SMOOTH SURFACES INCLUDING THE OUTSIDE 15" OF THE TOP FLANGE.

DO NOT APPLY CONCRETE SEALER OR EPOXY TO SURFACES RECEIVING APPLICATION OF CONCRETE STAINING.

THE GIRDERS SHALL BE PROVIDED WITH A SUITABLE LIFTING DEVICE FOR HANDLING AND ERECTING THE GIRDERS.

STRANDS SHALL BE FLUSH WITH END OF GIRDER. FOR GIRDER ENDS EMBEDDED COMPLETELY IN CONCRETE, END OF STRANDS SHALL BE COATED WITH NON-BITUMINOUS JOINT SEALER. FOR GIRDER ENDS THAT ARE FINALLY EXPOSED, COAT THE GIRDER ENDS, EXPOSED STRAND ENDS AND ALL NON-BONDING SURFACES WITHIN 2 FEET OF THE GIRDER ENDS WITH A NON-PIGMENTED EPOXY CONFORMING TO AASHTO M-235 TYPE III, GRADE 2, CLASS B OR C. THE EPOXY SHALL BE APPLIED AT LEAST 3 DAYS AFTER MOIST CURING HAS CEASED AND PRIOR TO THE APPLICATION OF THE SEALER.

ALL GIRDERS SHALL BE CAST FULL LENGTH AS SHOWN.

SPACING SHOWN FOR #4 STIRRUPS IS FOR GRADE 60 REINFORCEMENT.

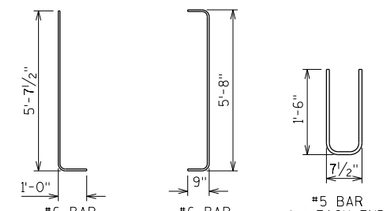
AN ALTERNATE EQUIVALENT OF WELDED WIRE FABRIC (WWF) ASTM A1064 MAY BE SUBSTITUTED FOR THE STIRRUP REINFORCEMENT SHOWN, UPON APPROVAL OF THE STRUCTURES DEVELOPMENT SECTION.

PRESTRESSING STRANDS SHALL BE (0.6" DIA.)-7 WIRE LOW-RELAXATION STRANDS WITH AN ULTIMATE STRENGTH OF 270,000 PSI.

FOR STORAGE, HANDLING, AND TRANSPORTING, THIS GIRDER IS REINFORCED TO ALLOW A MAXIMUM OVERHANG FROM THE LIFTING LOCATIONS OR POINT OF SUPPORT OF UP TO 1/10 OF THE GIRDER LENGTH. THE CONTRACTOR IS RESPONSIBLE FOR LATERAL STABILITY OF THE GIRDER UNTIL THE DECK IS CURED.

FOR DIAPHRAGM INSERT & CONNECTION DETAILS AND LOCATIONS, SEE SHEETS 27 & 45.

FOR SIGNAL CONNECTION DETAILS AND CONDUIT INSERT DETAILS, SEE SHEET 46.



✳ MINIMUM CYLINDER STRENGTH OF CONCRETE @ TIME OF TRANSFER OF PRESTRESS FORCE.

GIRDER DATA

SPAN	GIRDER	GIRDER LENGTH "L"	DEAD LOAD DEFL. (IN.) 1/10	2/10	3/10	4/10	5/10	6/10	7/10	8/10	9/10	CONC. STRGTH. f'c (p.s.i.)	"P" 1ST 1/3 OF GIRDER	"P" MID 1/3 OF GIRDER	"P" END 1/3 OF GIRDER	DIA. OF STRAND (IN.)	DRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳	(IN.) "A"	"B" MIN.	"B" MAX.	"C"	UNDRAPED PATTERN TOTAL NO. OF STRANDS	f'ci (P.S.I.) ✳
1	1-10	164'-6½"	0.93	1.78	2.45	2.87	3.01	2.85	2.42	1.75	0.90	8,500	7	6.5	7	0.60	46	7,500	67	20.5	23.5	5		
2	1-10	164'-6½"	0.90	1.75	2.42	2.85	3.01	2.87	2.45	1.78	0.93	8,500	7	6.5	7	0.60	46	7,500	67	20.5	23.5	5		

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

72W" PRESTRESSED GIRDER DETAILS 1

SHEET 25 OF 46
960

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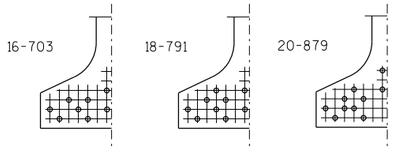
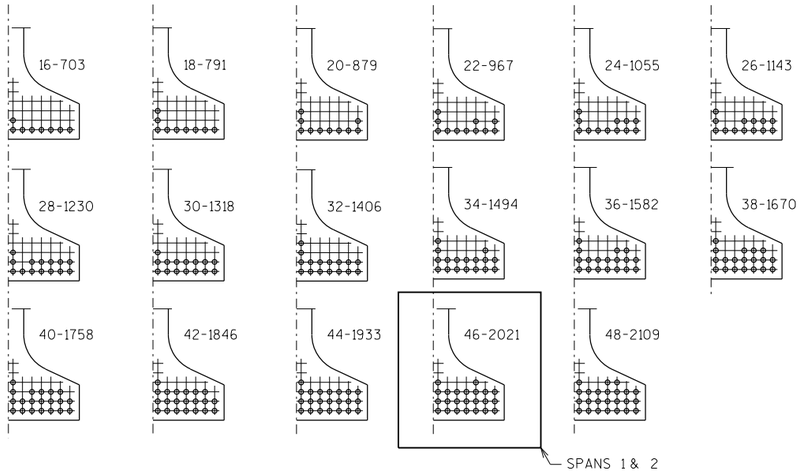


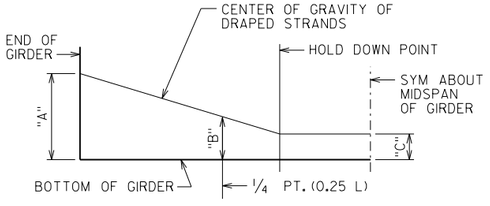
STANDARD ARRANGEMENTS TO RAISE CENTER OF GRAVITY TO AVOID DRAPING OF STRANDS

0.6"ϕ STRANDS

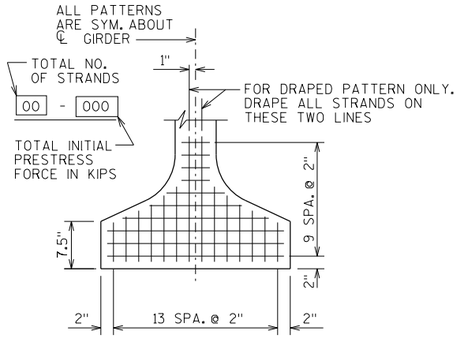


ARRANGEMENT AT ℄ SPAN - FOR GIRDERS WITH DRAPED STRANDS

0.6"ϕ STRANDS



DRAPED STRAND PROFILE



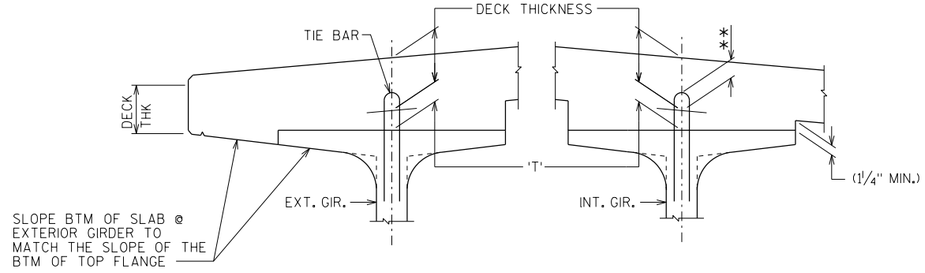
TYP. STRAND PATTERN

* THE THEORETICAL INITIAL CAMBER VALUE AT THE TIME OF STRAND RELEASE AT MIDSPAN MULTIPLIED BY A FACTOR OF 1.4 TO ACCOUNT FOR CAMBER GROWTH FROM THE TIME OF STRAND RELEASE TO JOBSITE PLACEMENT.

SPAN	CAMBER (IN.) *
1-2	1¼"

THESE VALUES ARE NOT TO BE USED IN DETERMINING 'T', USE ACTUAL GIRDER SHOTS.

THESE VALUES ARE FOR INFORMATIONAL PURPOSES ONLY.



DECK HAUNCH DETAIL

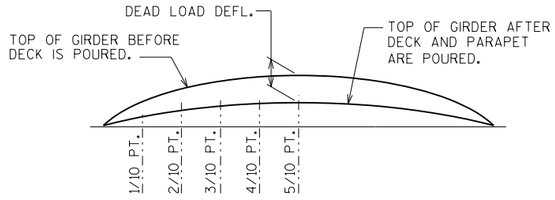
IF 1¼" MINIMUM HAUNCH HEIGHT AT EDGE OF GIRDER CANNOT BE MAINTAINED, THE GRADE LINE MAY BE REVISED BY THE ENGINEER AT THE OPTION OF THE CONTRACTOR, THE PLAN DECK THICKNESS SHALL BE HELD. NOTIFY THE STRUCTURES SECTION IF THE GRADE LINE IS RAISED FROM THE PLAN PROFILE BY MORE THAN ½" OR,

** IF 3" MINIMUM DECK EMBEDMENT OF TIE BAR CANNOT BE OBTAINED.

TO DETERMINE 'T', ELEV. OF TOP OF GIR'S. AT ℄ OF SUBSTRUCTURE UNITS & AT 1/10 POINTS OF EACH SPAN SHALL BE TAKEN. THEN FOLLOW THIS PROCESS:

TOP OF DECK ELEV. AT FINAL GRADE
\- TOP OF GIRDER ELEVATION
\+ DEAD LOAD DEFLECTION
\- DECK THICKNESS
= HAUNCH HEIGHT 'T'

NOTE: AN AVERAGE HAUNCH ('T') OF 3" WAS USED IN THE QUANTITY "CONCRETE MASONRY BRIDGES".



DEAD LOAD DEFLECTION DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

72W" PRESTRESSED GIRDER DETAILS 2

SHEET 26 OF 46
961

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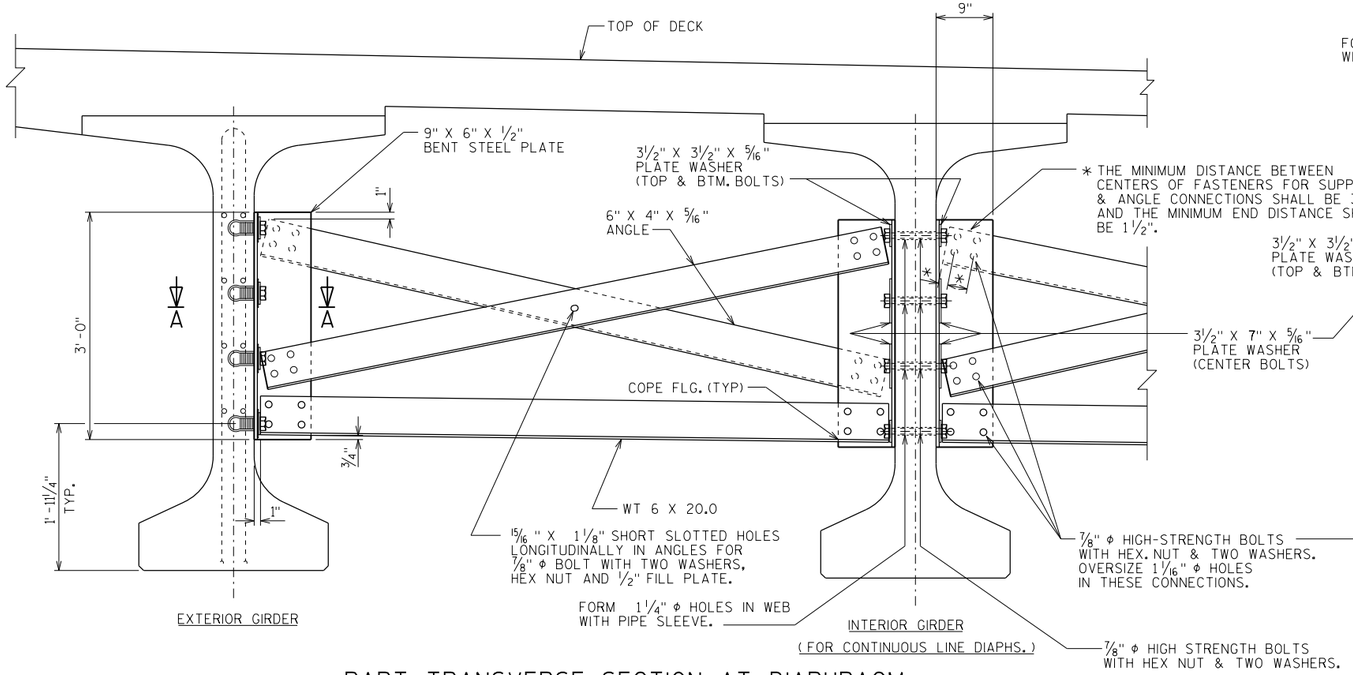
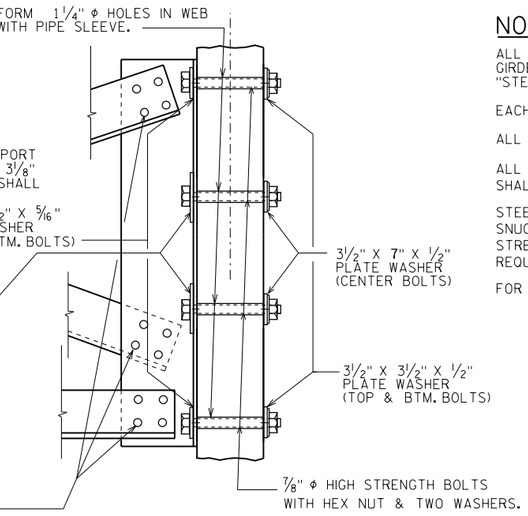
PLOT DATE: 1/16/2018 PLOT TIME: 11:51:23 AM BATCH PRINT SHEET 27 OF 46

STATE PROJECT NUMBER

1206-08-77



PART TRANSVERSE SECTION AT DIAPHRAGM



SECTION AT INTERIOR GIRDERS
(FOR STAGGERED DIAPHRAGMS)

NOTES

ALL DIAPHRAGM MATERIAL NOT EMBEDDED IN THE CONCRETE GIRDER SHALL BE PAID FOR AT THE UNIT PRICE BID FOR "STEEL DIAPHRAGMS B-13-832", EACH.

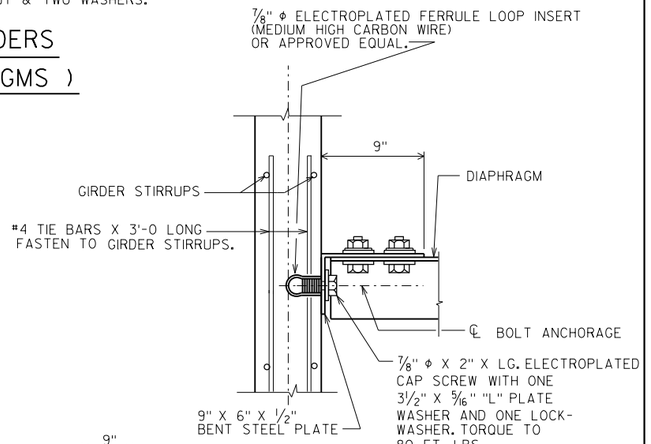
EACH DIAPHRAGM BETWEEN GIRDERS SHALL CONSTITUTE ONE UNIT.

ALL DIAPHRAGM STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 36.

ALL DIAPHRAGM MATERIAL INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

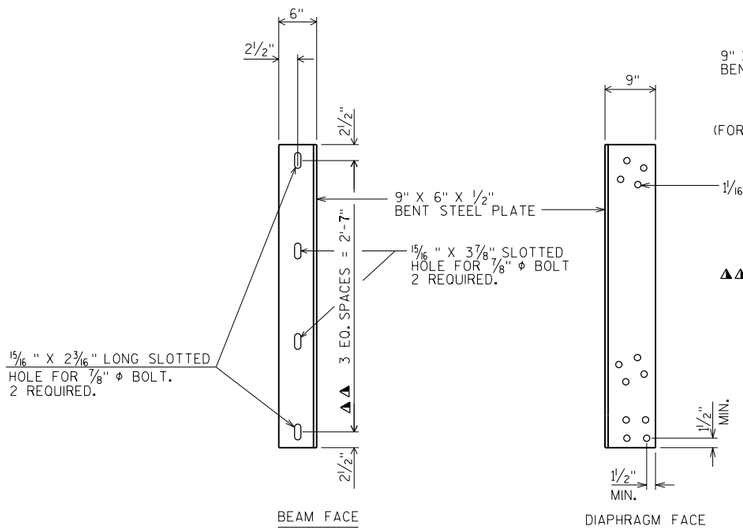
STEEL DIAPHRAGM TO CONCRETE WEB CONNECTION SHALL BE SNUG-TIGHT PLUS 1/4 TURN, UNLESS NOTED OTHERWISE. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

FOR DIAPHRAGM SPACINGS & LOCATIONS, SEE SHEET 45.

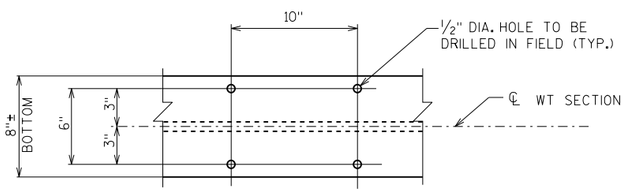


SECT. A-A
(FOR EXTERIOR ATTACHMENT)

"L" = 3 1/2"; TOP AND BOTTOM BOLTS
"L" = 7"; CENTER BOLTS



DIAPHRAGM SUPPORT



WT 6 X 20.0 AT UNDERDECK LIGHTING

(SHOWING DRILLED HOLE PATTERN ON BOTTOM OF WT SECTION. THE CONTRACTOR TO COORDINATE THE BOLT HOLE SIZE AND SPACING WITH THE UNDERDECK LIGHTING BRACKET HOLE PATTERN.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

STEEL DIAPHRAGM

SHEET 27 OF 46
962

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STATE PROJECT NUMBER
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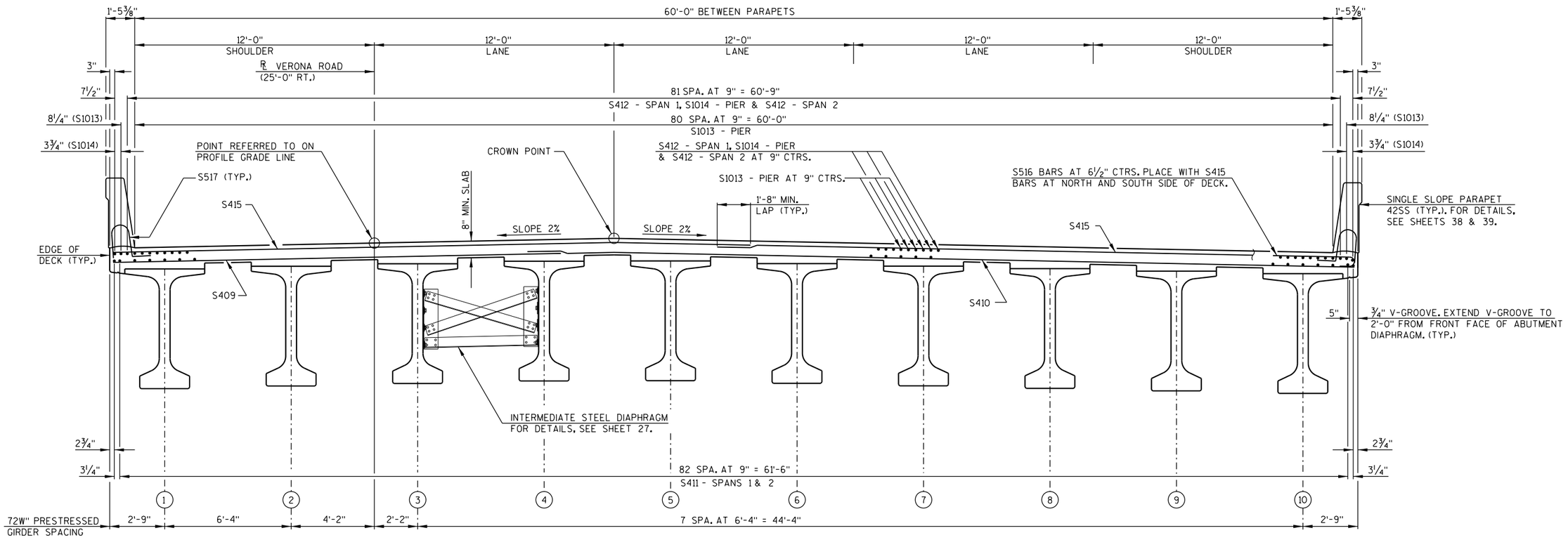
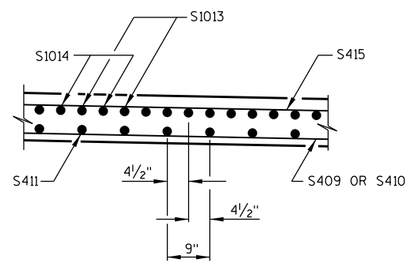


CROSS SECTION THRU ROADWAY
(LOOKING EAST)



CROSS SECTION THRU SLAB AT PIERS

TOP OF DECK ELEVATIONS

LOCATION	C.L. BRG. W. ABUT.	0.10 PT.	0.20 PT.	0.30 PT.	0.40 PT.	0.50 PT.	0.60 PT.	0.70 PT.	0.80 PT.	0.90 PT.	C.L. PIER	0.10 PT.	0.20 PT.	0.30 PT.	0.40 PT.	0.50 PT.	0.60 PT.	0.70 PT.	0.80 PT.	0.90 PT.	C.L. BRG. E. ABUT.
N. EOD	1023.00	1023.21	1023.42	1023.63	1023.83	1024.02	1024.20	1024.39	1024.56	1024.73	1024.89	1025.05	1025.20	1025.35	1025.49	1025.62	1025.75	1025.87	1025.99	1026.10	1026.20
GIRDER 1	1023.03	1023.25	1023.46	1023.66	1023.86	1024.05	1024.24	1024.42	1024.59	1024.76	1024.93	1025.08	1025.23	1025.38	1025.52	1025.65	1025.78	1025.90	1026.02	1026.13	1026.23
GIRDER 2	1023.18	1023.40	1023.61	1023.81	1024.01	1024.20	1024.38	1024.56	1024.74	1024.91	1025.07	1025.23	1025.38	1025.52	1025.66	1025.79	1025.92	1026.04	1026.16	1026.27	1026.37
GIRDER 3	1023.33	1023.54	1023.75	1023.96	1024.15	1024.34	1024.53	1024.71	1024.88	1025.05	1025.21	1025.37	1025.52	1025.66	1025.80	1025.93	1026.06	1026.18	1026.29	1026.40	1026.51
GIRDER 4	1023.48	1023.69	1023.90	1024.10	1024.30	1024.49	1024.67	1024.85	1025.03	1025.19	1025.35	1025.51	1025.66	1025.80	1025.94	1026.07	1026.20	1026.32	1026.43	1026.54	1026.64
GIRDER 5	1023.51	1023.73	1023.93	1024.14	1024.33	1024.52	1024.71	1024.88	1025.06	1025.22	1025.38	1025.54	1025.69	1025.83	1025.97	1026.10	1026.22	1026.34	1026.46	1026.56	1026.67
GIRDER 6	1023.41	1023.62	1023.83	1024.03	1024.22	1024.41	1024.60	1024.77	1024.95	1025.11	1025.27	1025.43	1025.57	1025.72	1025.85	1025.98	1026.11	1026.23	1026.34	1026.45	1026.55
GIRDER 7	1023.30	1023.51	1023.72	1023.92	1024.12	1024.30	1024.49	1024.66	1024.84	1025.00	1025.16	1025.31	1025.46	1025.60	1025.74	1025.87	1025.99	1026.11	1026.22	1026.33	1026.43
GIRDER 8	1023.20	1023.41	1023.61	1023.81	1024.01	1024.20	1024.38	1024.56	1024.73	1024.89	1025.05	1025.20	1025.35	1025.49	1025.63	1025.76	1025.88	1026.00	1026.11	1026.21	1026.31
GIRDER 9	1023.09	1023.30	1023.51	1023.71	1023.90	1024.09	1024.27	1024.45	1024.62	1024.78	1024.94	1025.09	1025.24	1025.38	1025.51	1025.64	1025.76	1025.88	1025.99	1026.10	1026.20
GIRDER 10	1022.99	1023.20	1023.40	1023.60	1023.79	1023.98	1024.16	1024.34	1024.51	1024.67	1024.83	1024.98	1025.13	1025.27	1025.40	1025.53	1025.65	1025.77	1025.88	1025.98	1026.08
S. EOD	1022.96	1023.17	1023.38	1023.57	1023.77	1023.95	1024.14	1024.31	1024.48	1024.64	1024.80	1024.95	1025.10	1025.24	1025.37	1025.50	1025.62	1025.74	1025.85	1025.95	1026.05

NOTE

1. EDGE OF DECK (EOD) ELEVATIONS ARE CALCULATED TO THE FACE OF THE SINGLE SLOPE PARAPET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

SUPERSTRUCTURE 1

SHEET 28 OF 46
963

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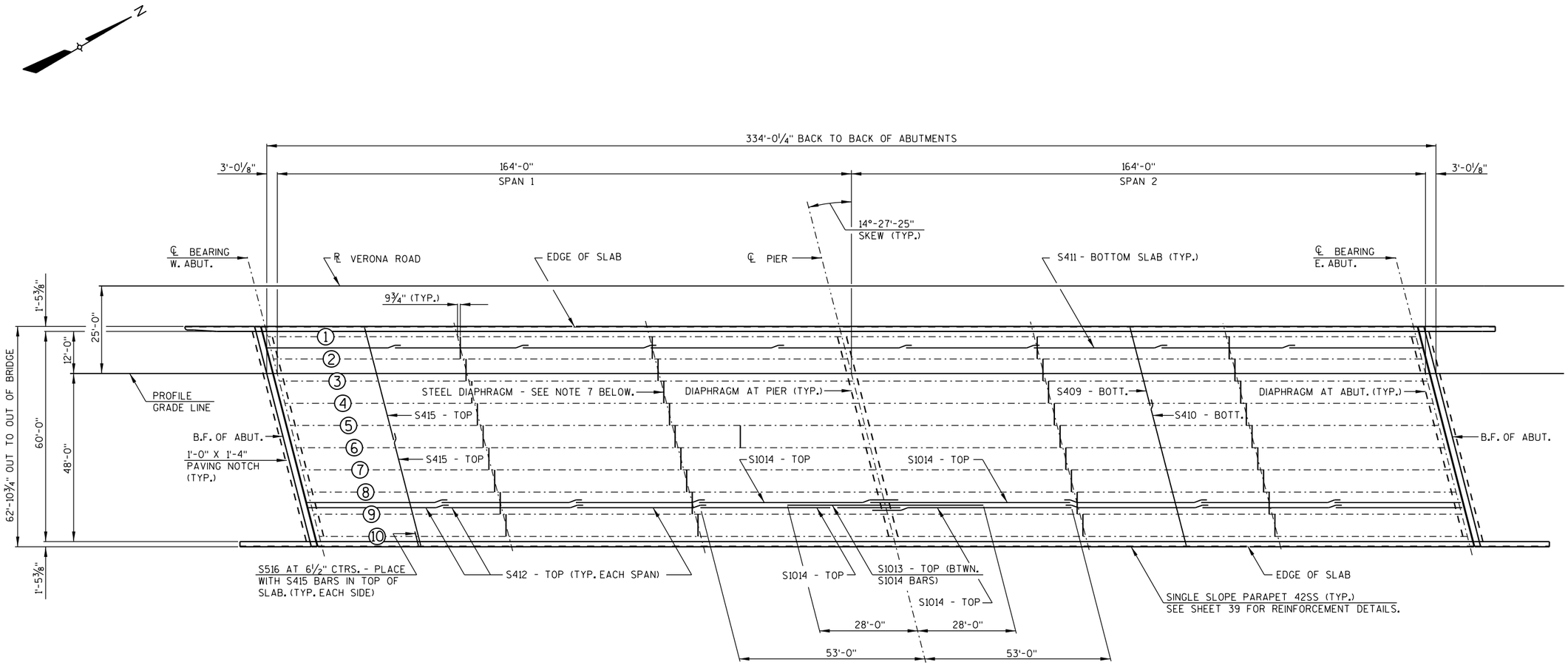

PLAN

NOTES

1. ALL TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE PLACED ALONG THE SKEW.
2. THE BOTTOM TRANSVERSE BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS WITH A CENTER TO CENTER SPACING NOT TO EXCEED 4'-0". ONE LINE OF CONTINUOUS BAR CHAIRS SHALL BE PLACED NEAR EACH EDGE OF SLAB TO SUPPORT THE ENDS OF THE BOTTOM TRANSVERSE BAR STEEL.
3. THE TOP LONGITUDINAL BAR STEEL REINFORCEMENT SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS IN TRANSVERSE DIRECTION ON 4'-0" CENTERS.
4. LAP TRANSVERSE & LONGITUDINAL NO. 4 BARS IN DECK 1'-8" MIN.
5. LAP LONGITUDINAL NO. 10 BARS IN DECK 8'-2" MIN.
6. LAP LONGITUDINAL NO. 5 BARS IN SINGLE SLOPE PARAPET 42SS 1'-9" MIN.
7. FOR LOCATIONS OF DIAPHRAGM CONNECTION INSERTS/HOLES IN GIRDERS, SEE SHEET 45.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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SUPERSTRUCTURE 2

SHEET 29 OF 46
964

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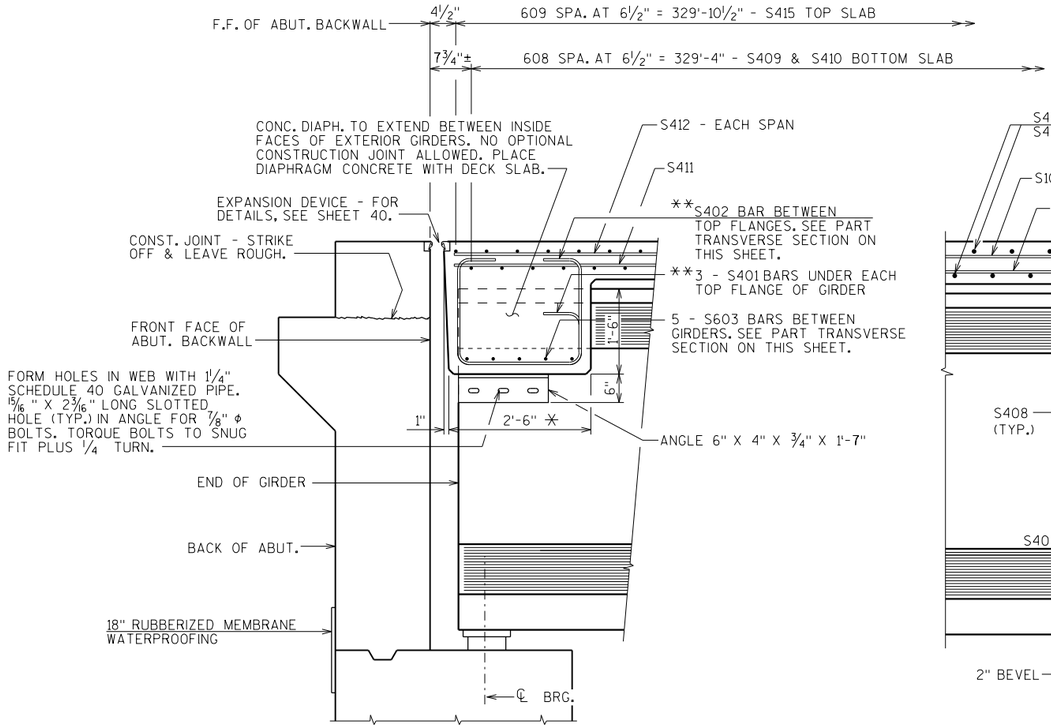

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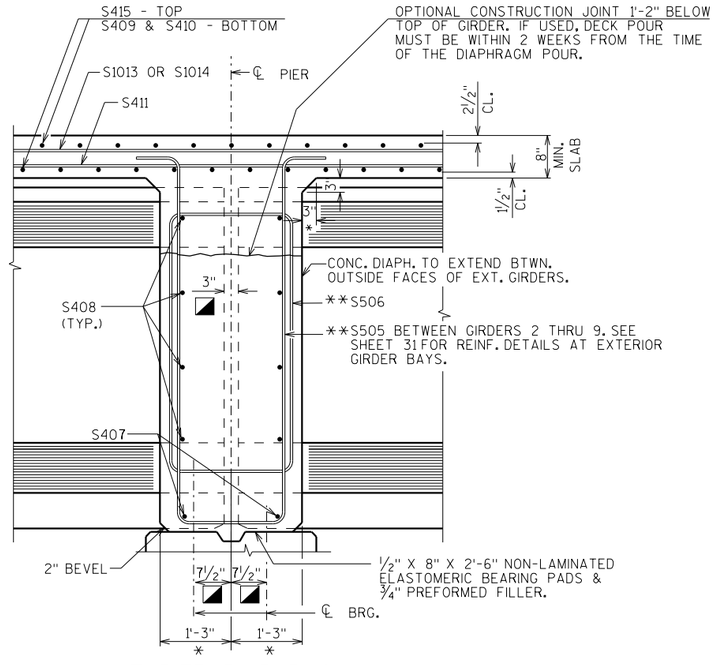
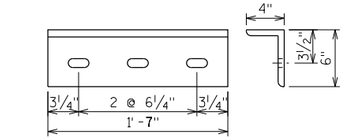


AT PIER DIAPHRAGM



ANGLE

6" X 4" X ¾" X 1'-7"

PROVIDE 3½" x 3½" x 5/16" PLATE WASHERS AT ALL LOCATIONS EXCEPT AT EXTERIOR FACES OF EXTERIOR GIRDERS WHERE 3½" x 3½" x ½" PLATE WASHERS SHALL BE PROVIDED.

LEGEND

* DIMENSION IS TAKEN NORMAL TO ℄ SUBSTRUCTURE UNITS.

** BARS PLACED PARALLEL TO GIRDERS SPACING PERPENDICULAR TO ℄ GIRDERS.

◪ DIMENSION IS TAKEN PARALLEL TO ℄ GIRDER.

NOTES

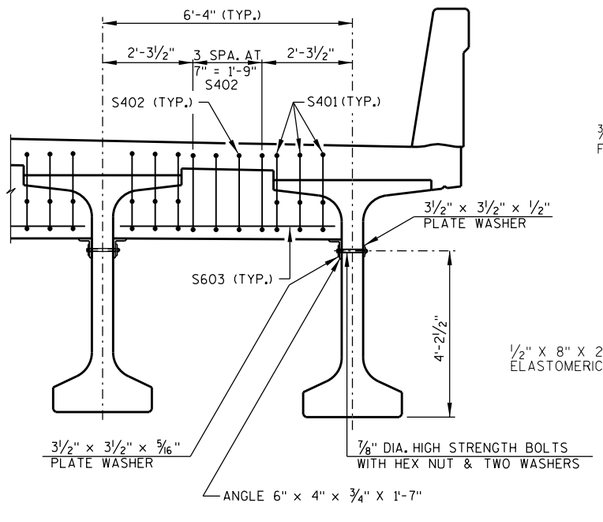
ALL DIAPHRAGM SUPPORT HARDWARE SHALL BE INCIDENTAL TO "CONCRETE MASONRY BRIDGES".

DIAPHRAGM SUPPORT ANGLES SHALL BE ASTM A709 GRADE 36.

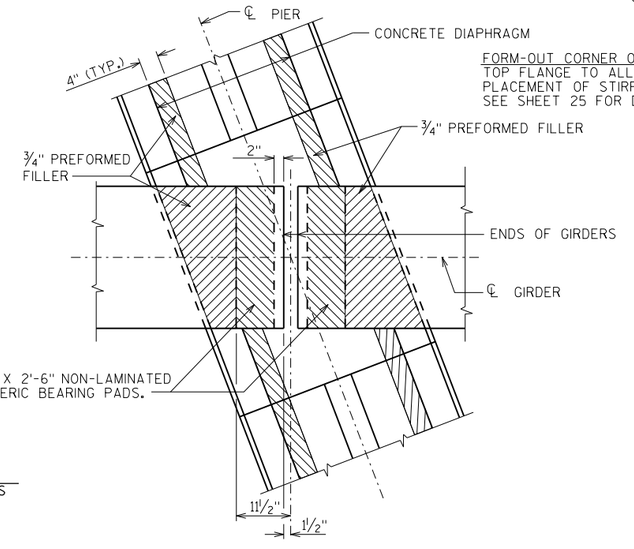
ALL DIAPHRAGM SUPPORT HARDWARE INCLUDING BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED AFTER FABRICATION.

STEEL DIAPHRAGM SUPPORT ANGLE TO CONCRETE WEB CONNECTION SHALL BE SNUG TIGHT PLUS 1/4 TURN. HIGH STRENGTH BOLTS FOR WEB CONNECTION SHALL MEET THE REQUIREMENTS FOR ASTM A325 OR ASTM A449.

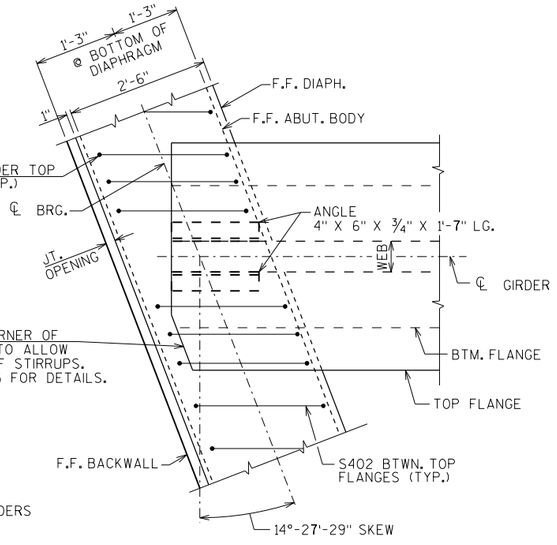
PART LONGIT. SECTION



PART TRANSVERSE SECTION AT ABUTMENT DIAPHRAGM



BEARING PAD LAYOUT AT PIER



TOP VIEW OF ABUTMENT DIAPHRAGM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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SUPERSTRUCTURE 3

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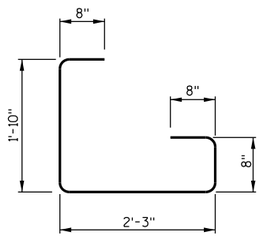

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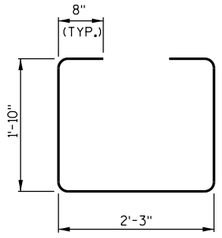

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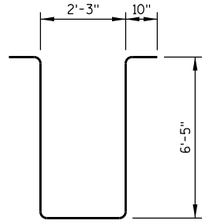

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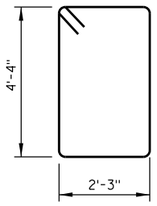

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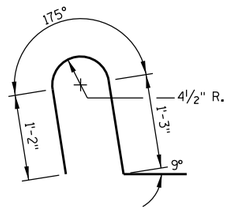

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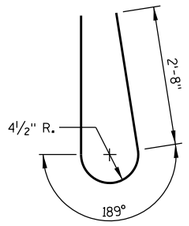

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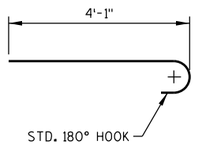

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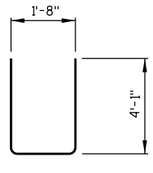

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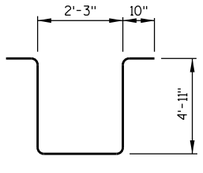
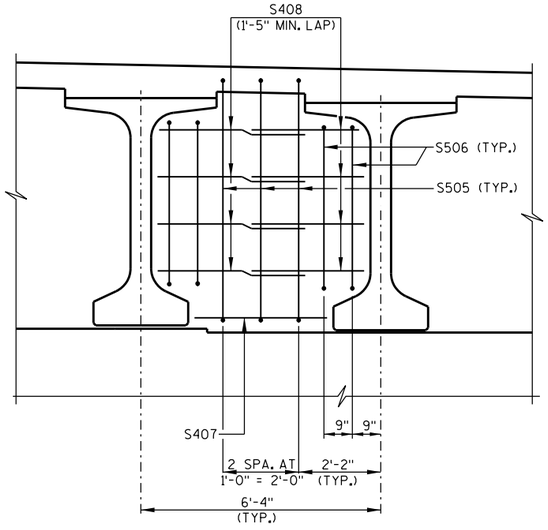


S521

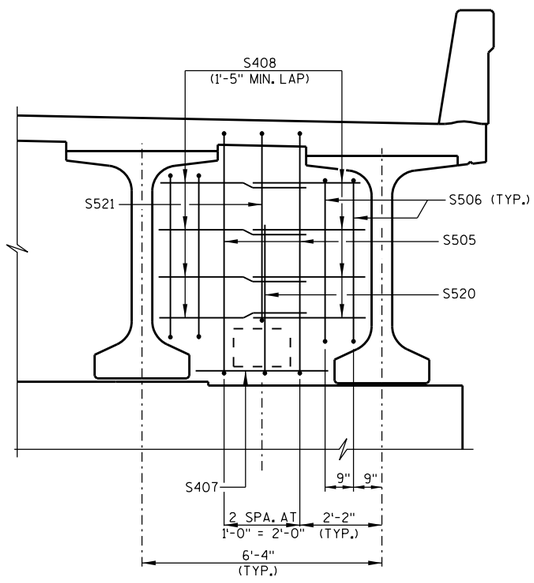
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

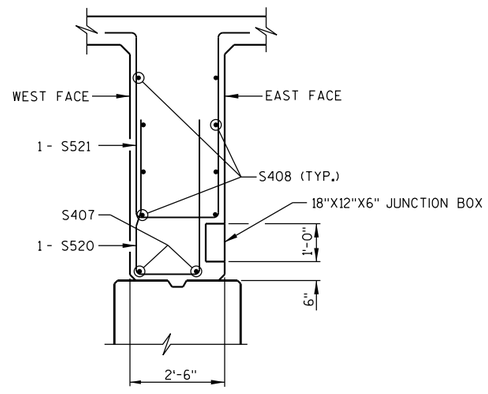
MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS					TOTAL WEIGHT = 173,900 LBS	
S401	108	5 - 9	X		DIAPHRAGM - AT ABUTMENT	VERT.
S402	72	6 - 11	X		DIAPHRAGM - AT ABUTMENT	VERT.
S603	90	5 - 7			DIAPHRAGM - AT ABUTMENT	HORIZ.
S404	36	6 - 2			DIAPHRAGM - AT ABUTMENT - EXP. DEVICE	HORIZ.
S505	25	16 - 3	X		DIAPHRAGM - AT PIER	VERT.
S506	36	13 - 10	X		DIAPHRAGM - AT PIER	VERT.
S407	18	3 - 7			DIAPHRAGM - AT PIER	HORIZ.
S408	144	3 - 7			DIAPHRAGM - AT PIER	HORIZ.
S409	609	23 - 2			SLAB - BOTTOM	TRANS.
S410	609	42 - 10			SLAB - BOTTOM	TRANS.
S411	765	38 - 2			SLAB - BOTTOM	LONGIT.
S412	504	39 - 1			SLAB - TOP - EACH SPAN	LONGIT.
S1013	83	56 - 0			SLAB - TOP - AT PIER	LONGIT.
S1014	168	57 - 1			SLAB - TOP - AT PIER	LONGIT.
S415	1220	33 - 0			SLAB - TOP	TRANS.
S516	1220	4 - 8	X		SLAB - TOP - EDGE OF SLAB	TRANS.
S517	992	4 - 5	X		PARAPET	VERT.
S518	992	6 - 8	X		PARAPET	VERT.
S519	160	34 - 8			PARAPET	LONGIT.
S520	2	9 - 7	X		DIAPHRAGM - AT PIER	VERT.
S521	2	13 - 3	X		DIAPHRAGM - AT PIER	VERT.



PIER DIAPHRAGM DETAILS
(LOOKING EAST - BETWEEN GIRDERS 2 THRU 9)



PIER DIAPHRAGM DETAILS
(LOOKING EAST - AT GIRDERS 9 & 10 SHOWN,
DIAPHRAGM BETWEEN GIRDERS 1 & 2 SIMILAR)



SECTION THRU DIAPHRAGM CENTER
(LOOKING NORTH - BETWEEN GIRDERS 9 & 10 SHOWN,
DIAPHRAGM BETWEEN GIRDERS 1 & 2 SIMILAR)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

SUPERSTRUCTURE 4

SHEET 31 OF 46
966

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PLOT DATE: 1/16/2018 PLOT TIME: 11:51:43 AM BATCH PRINT SHEET 32 OF 46

STATE PROJECT NUMBER

1206-08-77

APPROACH SLAB WIDTH = 62'-6¾"

3" 62 SPA. AT 1'-0" MAX. = 61'-4¾" - N505 (TOP SLAB) 8" N505

3" 9 SPA. AT 6½" = 4'-10½" N804 (BOTTOM) 84 SPA. AT 7½" MAX. = 52'-3¾" - N804 (BOTTOM SLAB) 3"

9 SPA. AT 6½" = 4'-10½" N804 & N811 (BOTTOM) SEE SECTION A-A ON SHEET 33.

TOP OF APPROACH SLAB ELEVATIONS

LOCATION	DESCRIPTION	WEST APPROACH SLAB		
		STATION	OFFSET TO ℄ VERONA ROAD (25' RT.)	ELEVATION (FEET)
'A'	NORTH FLOW LINE AT END OF APPROACH SLAB	901+31.55 'VR'	12.00', LT.	1022.68
'B'	CROWN LINE AT END OF APPROACH SLAB	901+37.82 'VR'	12.00', RT.	1023.25
'C'	SOUTH FLOW LINE AT END OF APPROACH SLAB	901+47.02 'VR'	48.00', RT.	1022.65

℄ OF BEARING

F.F. OF ABUTMENT

1'-8" PAVING BLOCK

1'-0" - PAVING NOTCH

SS901 SPA. AT 1'-0" CTRS. AS SHOWN.

BEGIN APPROACH SLAB STA. 901+54.64 'VR' W. ABUT.

CORNER 1

21 - N410 AT 1'-0" MAX. CTRS.

EDGE OF APPR. SLAB

SINGLE SLOPE PARAPET 42SS FOR DETAILS, SEE SHEET 39.

18 SPA. AT 1'-0" MAX. = 17'-6" N509 (TOP)

20 SPA. AT 1'-0" MAX. = 19'-6" N507 (TOP)

20 SPA. AT 1'-0" MAX. = 19'-6" N506 (BOTTOM)

2'-11" MIN. LAP N505 BARS (TOP)

5'-9" MIN. LAP N803 BARS IN FTG.

2'-11" MIN. LAP N507 (TOP)
2'-7" MIN. LAP N506 (BOTT.)

5'-0" APPROACH SLAB FOOTING

6-N803 TOP & BOTTOM FTG. AT EQ. SPA.

6-N803 TOP & BOTTOM FTG. AT EQ. SPA.

20'-0" SLAB (MEASURED ALONG ℄)

T02

T01

ELEV. 'C'

EDGE OF APPR. SLAB

WING 2

19 SPA. AT 1'-0" MAX. = 18'-6" N508 (TOP)

5'-1" MIN. LAP N804 & N811 BARS (BOTT.)

SINGLE SLOPE PARAPET 42SS FOR DETAILS, SEE SHEET 38.

2-N501

ELEV. 'A'

NOTCH APPROACH SLAB FOOTING TO ALLOW FOR THRIE BEAM POST INSTALLATION.

END APPROACH SLAB STA. 901+34.64 'VR' W. ABUT.

ELEV. 'B'

1½" EXPANSION FILLER

℄ VERONA ROAD (25' RT.)

CROWN LINE

13'-3¾" 12'-0"

3" 1'-0" 1'-6"± 3" 59 SPA. AT 1'-0" MAX. = 58'-1" - N502 AT APPROACH SLAB FOOTING 1'-2"± 3"

APPROACH SLAB FTG. = 60'-1¾"

LEGEND

(T01) SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

(T02) SEE PARAPET STANDARD DETAILS FOR LOCATION OF NAME PLATE AND BENCH MARK WITH RESPECT TO THE END OF PARAPET.

WEST STRUCTURAL APPROACH SLAB PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

WEST STRUCTURAL APPROACH SLAB

SHEET 32 OF 46
967

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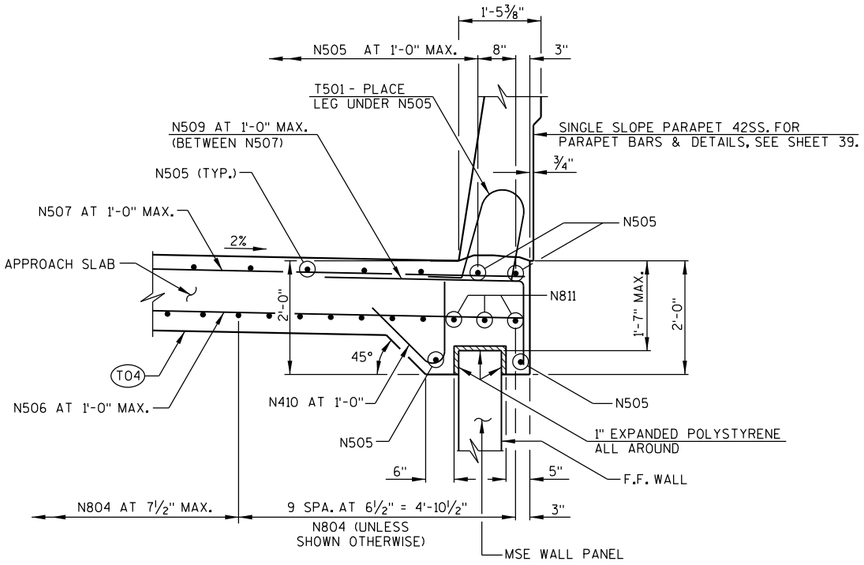
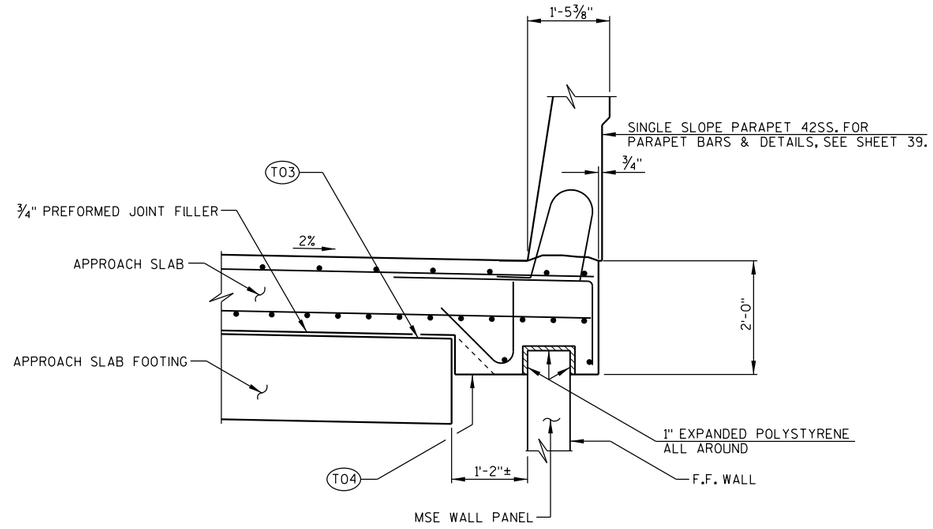


SECTION A-A



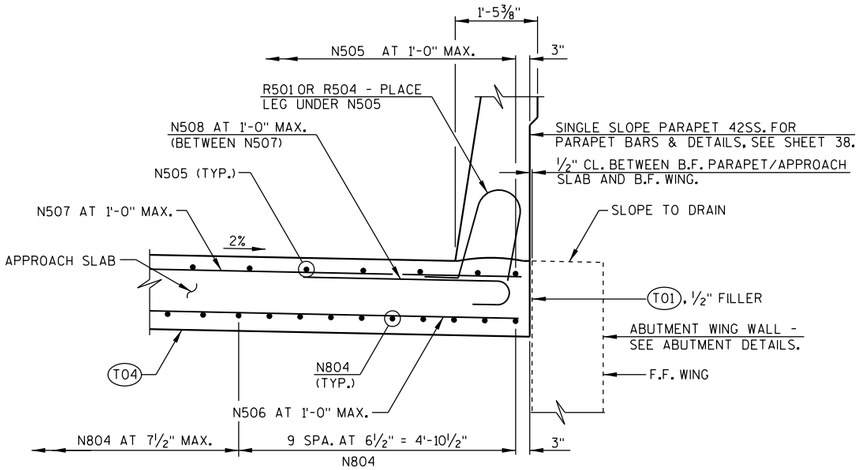
SECTION B-B

SEE SECTION A-A ON THIS SHEET FOR BAR STEEL REINF. DETAILS.

LEGEND

(T01) FOR SYMBOL DESCRIPTION, SEE SHEET 32.

(T03) (T04) FOR SYMBOL DESCRIPTIONS, SEE SHEET 34.



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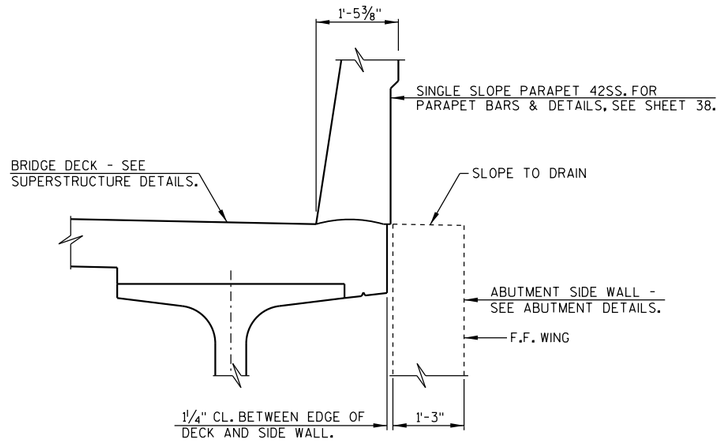

SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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WEST STRUCTURAL APPROACH SLAB DETAILS 1

SHEET 33 OF 46
968

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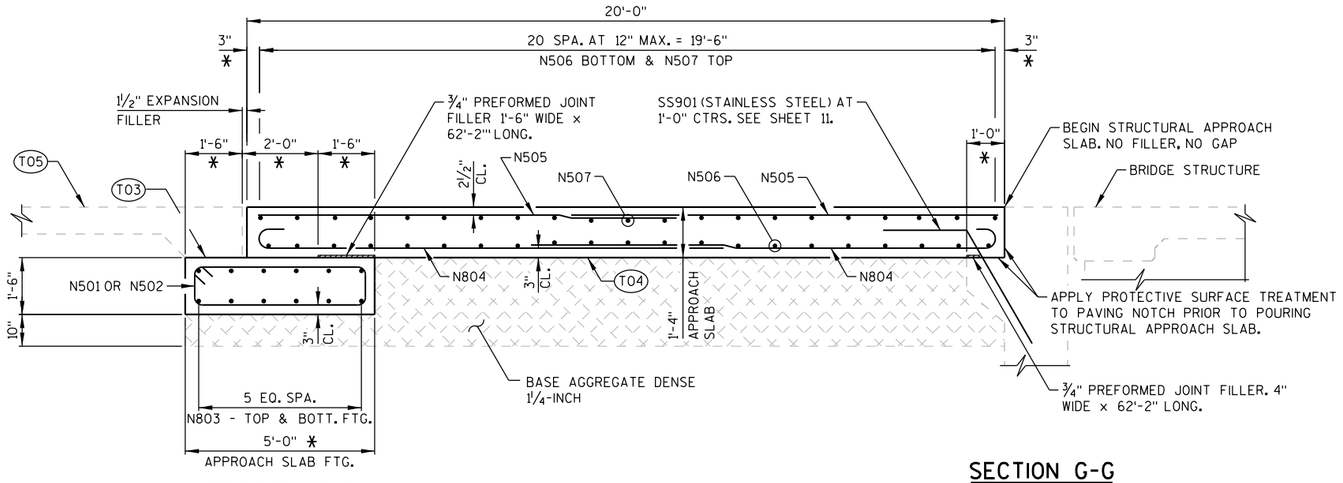
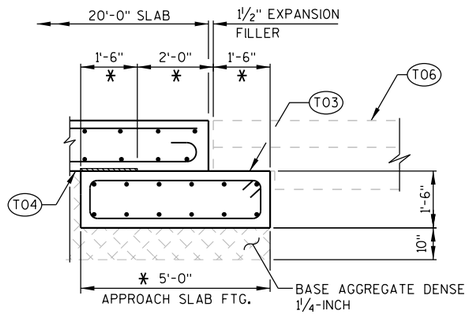
STATE PROJECT NUMBER
1206-08-77



SECTION E-E

SECTION G-G

SECTION THRU STRUCTURAL APPROACH SLAB



SECTION F-F

SEE SECTION E-E ABOVE FOR BAR STEEL REINF. DETAILS.

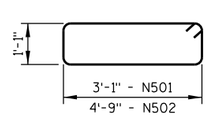
LEGEND

- (T03) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.
- (T04) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE. POLYETHELENE SHEETS SHALL BE INCLUDED WITH "HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES".
- (T05) CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.
- (T06) ROADWAY PAVEMENT AND ANCHOR SLAB. SEE R-13-266 PLANS.
- * DIMENSIONS MEASURED NORMAL TO ABUTMENT.

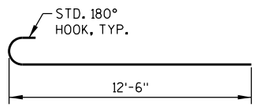
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS					TOTAL WEIGHT = 15,080 LBS	
N501	2	9-0	X		APPROACH SLAB FOOTING - STIRRUP	LONGIT.
N502	60	12-4	X		APPROACH SLAB FOOTING - STIRRUP	LONGIT.
N803	24	33-10			APPROACH SLAB FOOTING	TRANS.
N804	200	13-5	X		APPROACH SLAB - BOTTOM	LONGIT.
N505	132	11-6			APPROACH SLAB - TOP	LONGIT.
N506	42	33-6			APPROACH SLAB - BOTTOM	TRANS.
N507	42	33-8			APPROACH SLAB - TOP	TRANS.
N508	20	4-1	X		APPROACH SLAB - TOP - NORTH EDGE	TRANS.
N509	19	4-10	X		APPROACH SLAB - TOP - SOUTH EDGE	TRANS.
N410	21	3-0	X		APPROACH SLAB - BOTTOM - SOUTH EDGE	VERT.
N811	6	12-6			APPROACH SLAB - BOTTOM - SOUTH EDGE	LONGIT.
STAINLESS STEEL BARS					TOTAL WEIGHT = 1,040 LBS	
SS901	61	5-0	X		APPROACH SLAB - ABUTMENT BACKWALL	VERT.



N501 & N502



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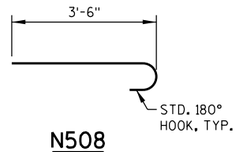

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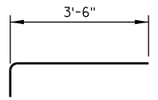

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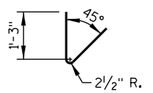

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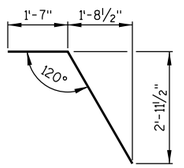

SS901

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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WEST STRUCTURAL APPROACH SLAB DETAILS 2

SHEET 34 OF 46
969

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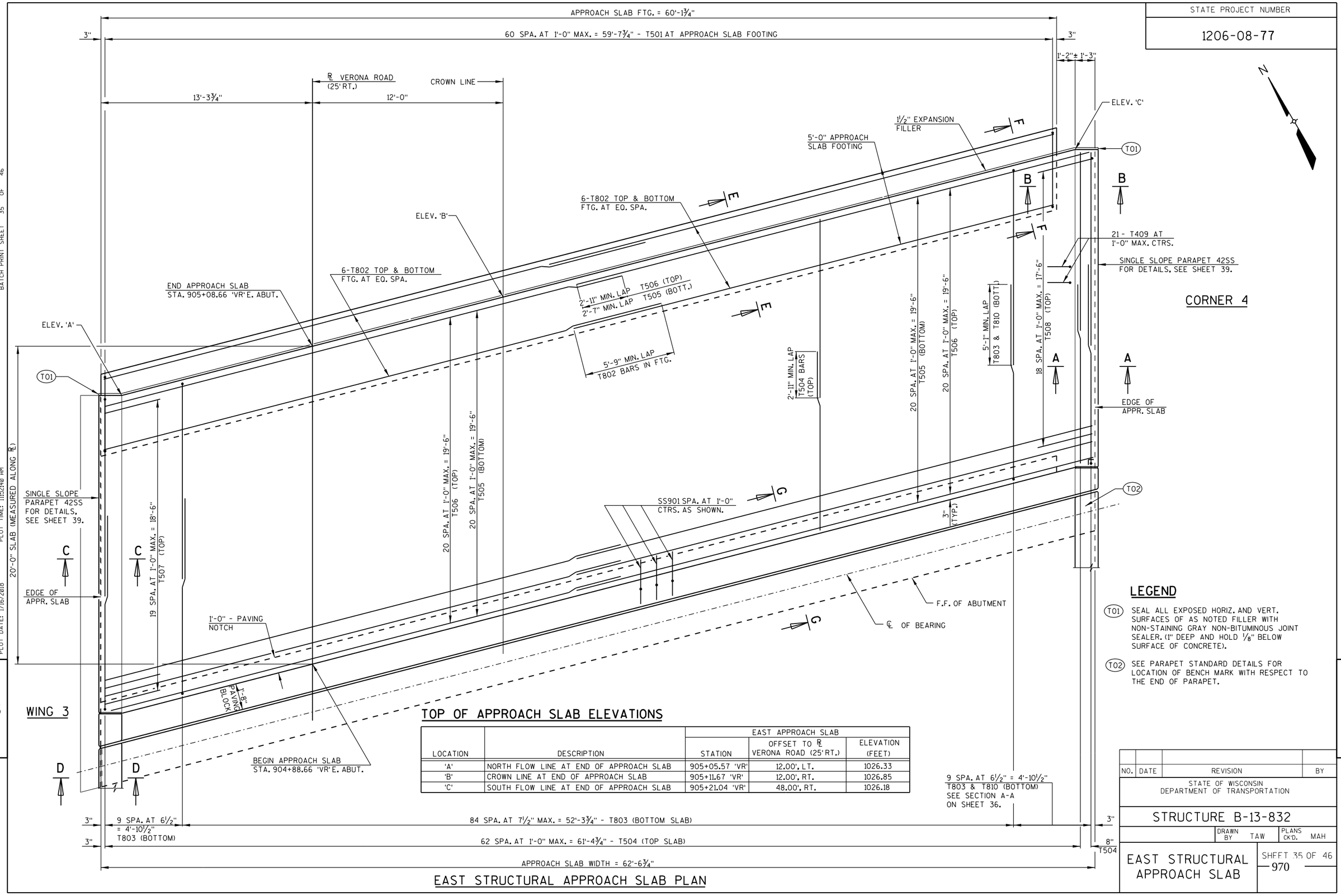
STATE PROJECT NUMBER

1206-08-77



8 WING 3

TOP OF APPROACH SLAB ELEVATIONS

LOCATION	DESCRIPTION	EAST APPROACH SLAB STATION	EAST APPROACH SLAB OFFSET TO ℄ VERONA ROAD (25' RT.)	EAST APPROACH SLAB ELEVATION (FEET)
'A'	NORTH FLOW LINE AT END OF APPROACH SLAB	905+05.57 'VR'	12.00', LT.	1026.33
'B'	CROWN LINE AT END OF APPROACH SLAB	905+11.67 'VR'	12.00', RT.	1026.85
'C'	SOUTH FLOW LINE AT END OF APPROACH SLAB	905+21.04 'VR'	48.00', RT.	1026.18

LEGEND

(T01) SEAL ALL EXPOSED HORIZ. AND VERT. SURFACES OF AS NOTED FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

(T02) SEE PARAPET STANDARD DETAILS FOR LOCATION OF BENCH MARK WITH RESPECT TO THE END OF PARAPET.

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

EAST STRUCTURAL APPROACH SLAB

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EAST STRUCTURAL APPROACH SLAB PLAN

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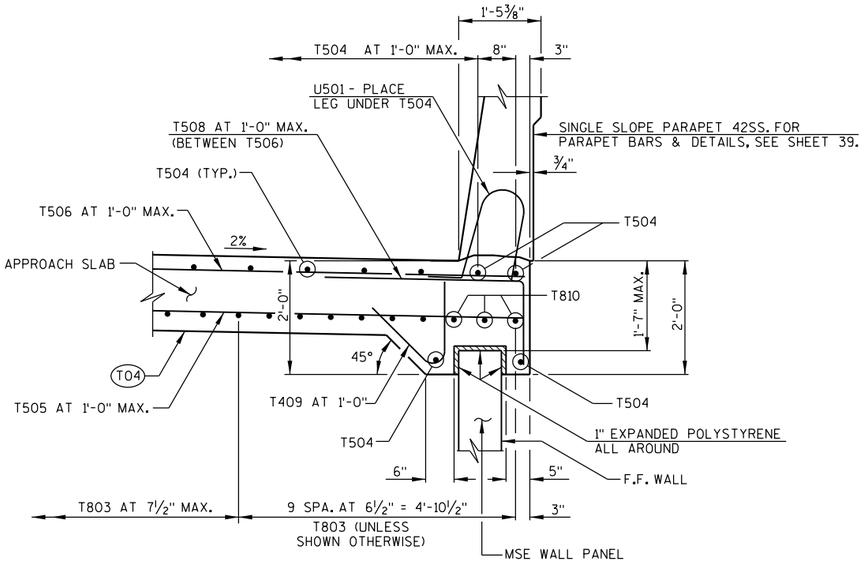
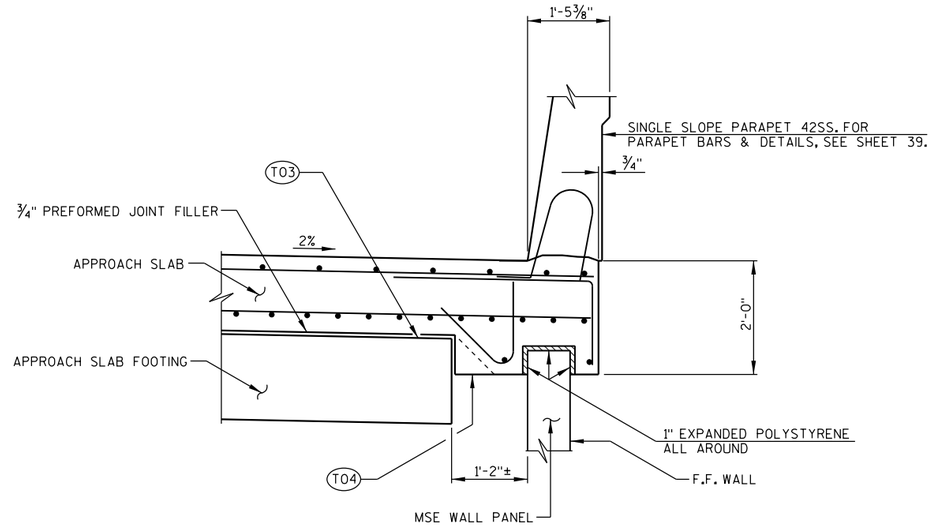


SECTION A-A



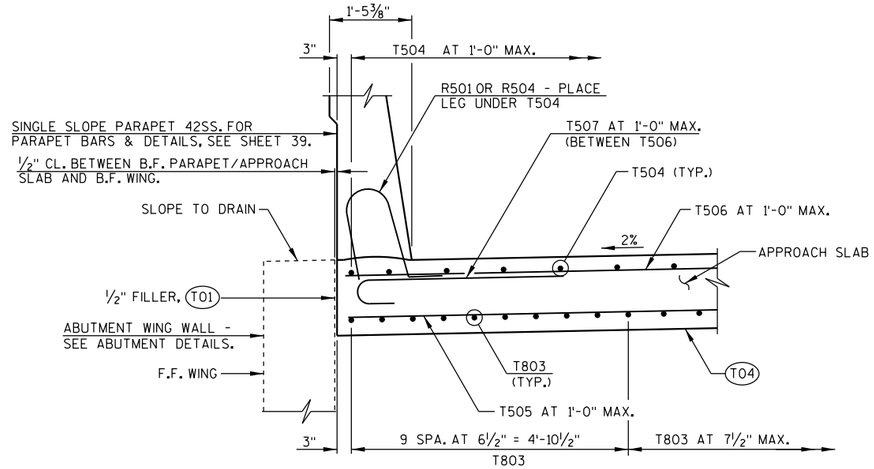
SECTION B-B

SEE SECTION A-A ON THIS SHEET FOR BAR STEEL REINF. DETAILS.

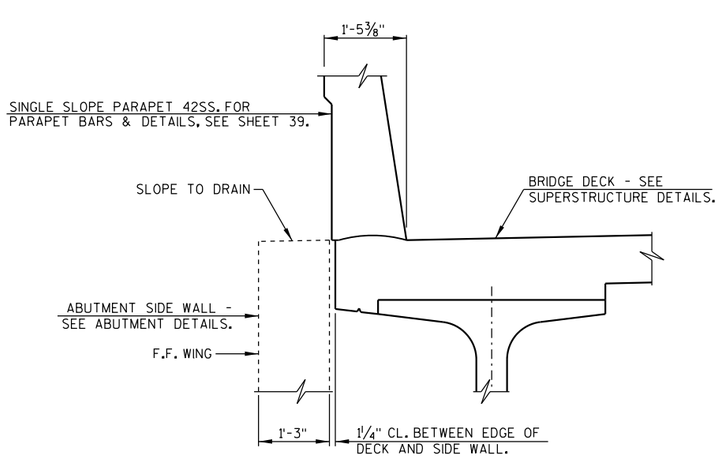
LEGEND

(T01) FOR SYMBOL DESCRIPTION, SEE SHEET 35.

(T03) (T04) FOR SYMBOL DESCRIPTIONS, SEE SHEET 37.



SECTION C-C



SECTION D-D

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

EAST STRUCTURAL APPROACH SLAB DETAILS 1

SHEET 36 OF 46
971

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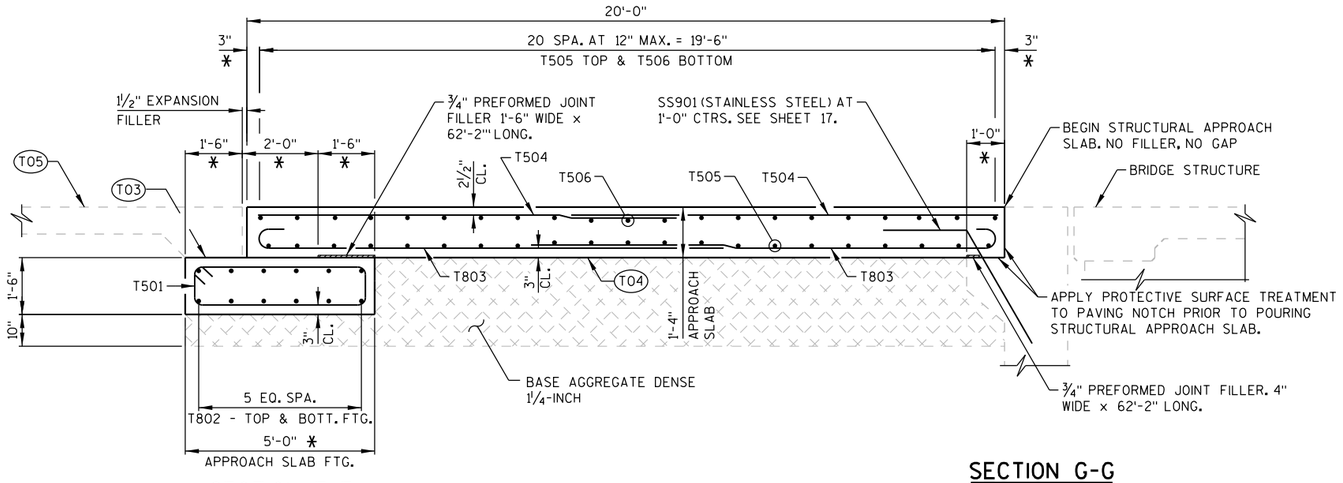
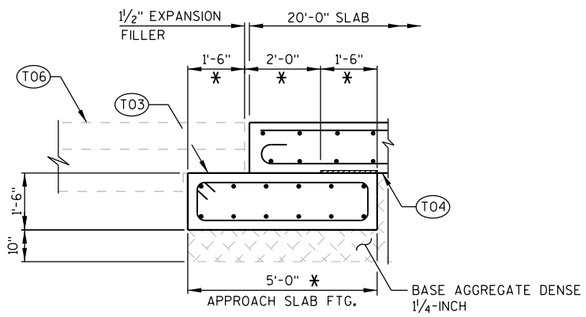


SECTION E-E

SECTION G-G

SECTION THRU STRUCTURAL APPROACH SLAB



SECTION F-F

SEE SECTION E-E ABOVE FOR BAR STEEL REINF. DETAILS.

LEGEND

(T03) STEEL TROWEL TOP SURFACE OF FOOTING AND PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF FOOTING.

(T04) PLACE MULTIPLE LAYERS (0.03" MIN. TOTAL THK.) OF POLYETHLENE SHEETS OVER THE ENTIRE TOP OF SUBGRADE. POLYETHELENE SHEETS SHALL BE INCLUDED WITH "HIGH PERFORMANCE CONCRETE (HPC) MASONRY BRIDGES".

(T05) CONCRETE PAVEMENT APPROACH SLAB. SEE ROADWAY PLANS FOR DETAILS.

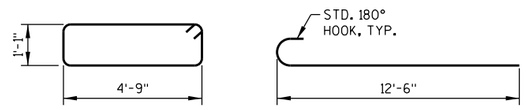
(T06) ROADWAY PAVEMENT AND ANCHOR SLAB. SEE R-13-267 PLANS.

* DIMENSIONS MEASURED NORMAL TO ABUTMENT.

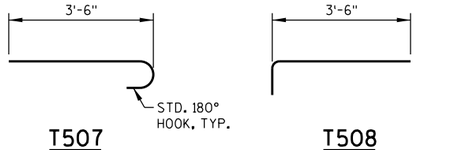
BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

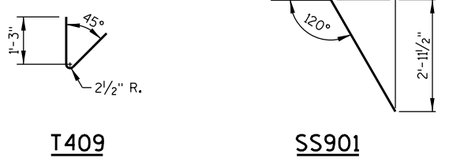
MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION	
COATED BARS					TOTAL WEIGHT = 15,050 LBS	
T501	61	12-4	X		APPROACH SLAB FOOTING - STIRRUP	LONGIT.
T802	24	33-10			APPROACH SLAB FOOTING	TRANS.
T803	200	13-5	X		APPROACH SLAB - BOTTOM	LONGIT.
T504	132	11-4			APPROACH SLAB - TOP	LONGIT.
T505	42	33-6			APPROACH SLAB - BOTTOM	TRANS.
T506	42	33-8			APPROACH SLAB - TOP	TRANS.
T507	20	4-1	X		APPROACH SLAB - TOP - NORTH EDGE	TRANS.
T508	19	4-10	X		APPROACH SLAB - TOP - SOUTH EDGE	TRANS.
T409	21	3-0	X		APPROACH SLAB - BOTTOM - SOUTH EDGE	VERT.
T810	6	12-6			APPROACH SLAB - BOTTOM - SOUTH EDGE	LONGIT.
STAINLESS STEEL BARS					TOTAL WEIGHT = 1,040 LBS	
SS901	61	5-0	X		APPROACH SLAB - ABUTMENT BACKWALL	VERT.



T501 T803



T507 T508



T409 SS901

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

EAST STRUCTURAL APPROACH SLAB DETAILS 2

SHEET 37 OF 46
972

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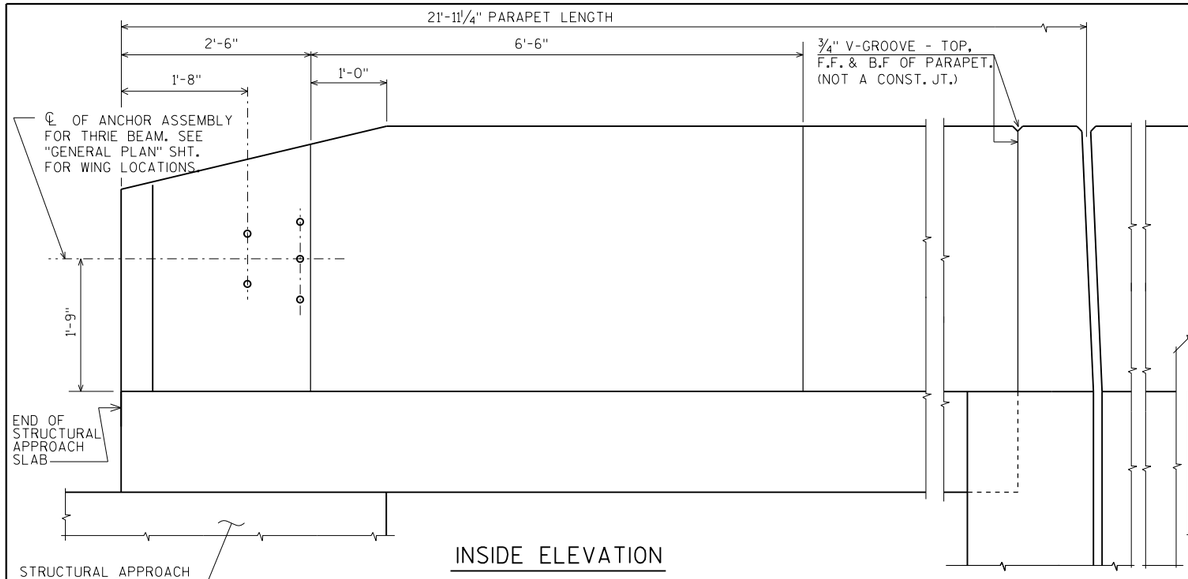
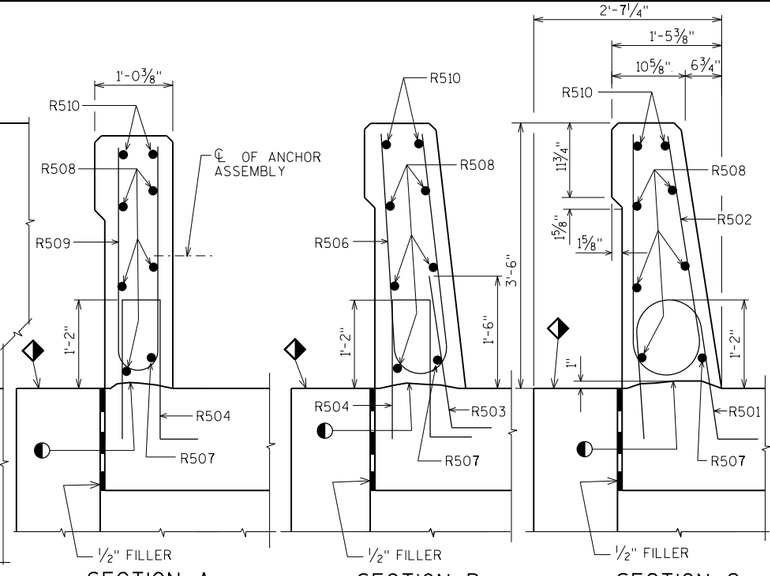
STATE PROJECT NUMBER

1206-08-77

INSIDE ELEVATION





SECTION A

SECTION B

SECTION C

BILL OF BARS

FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	20	4-5	X		PARAPET VERT.
R502	X	20	6-8	X		PARAPET VERT.
R503	X	11	2-9	X		PARAPET VERT.
R504	X	17	4-4	X		PARAPET VERT.
R505	X	5	6-5	X		PARAPET VERT.
R506	X	6	6-6	X		PARAPET VERT.
R507	X	1	21-3	X		PARAPET HORIZ.
R508	X	5	21-3			PARAPET HORIZ.
R509	X	6	5-5	X	⚠	PARAPET VERT.
R510	X	2	21-4	X		PARAPET HORIZ

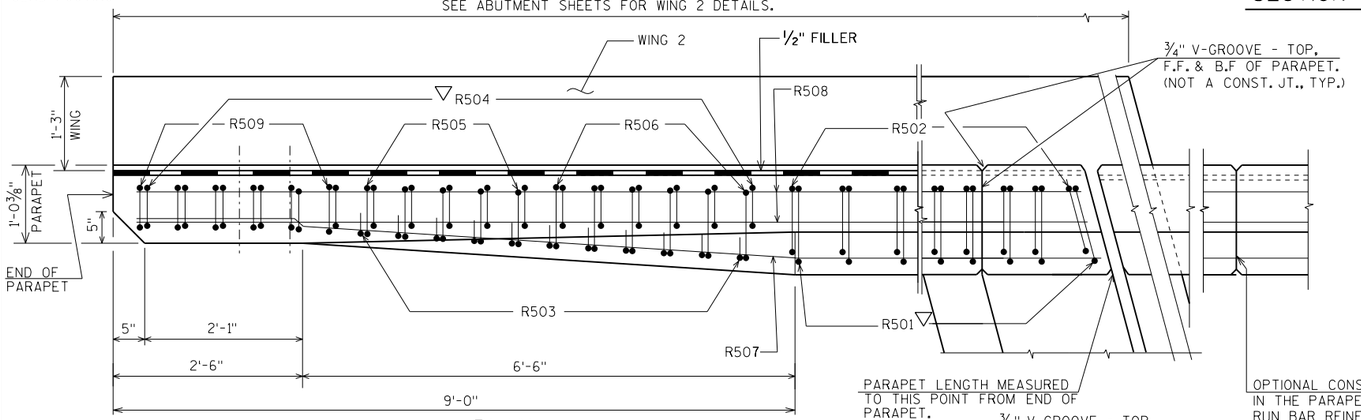
TOTAL WT. = 630 LBS.

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

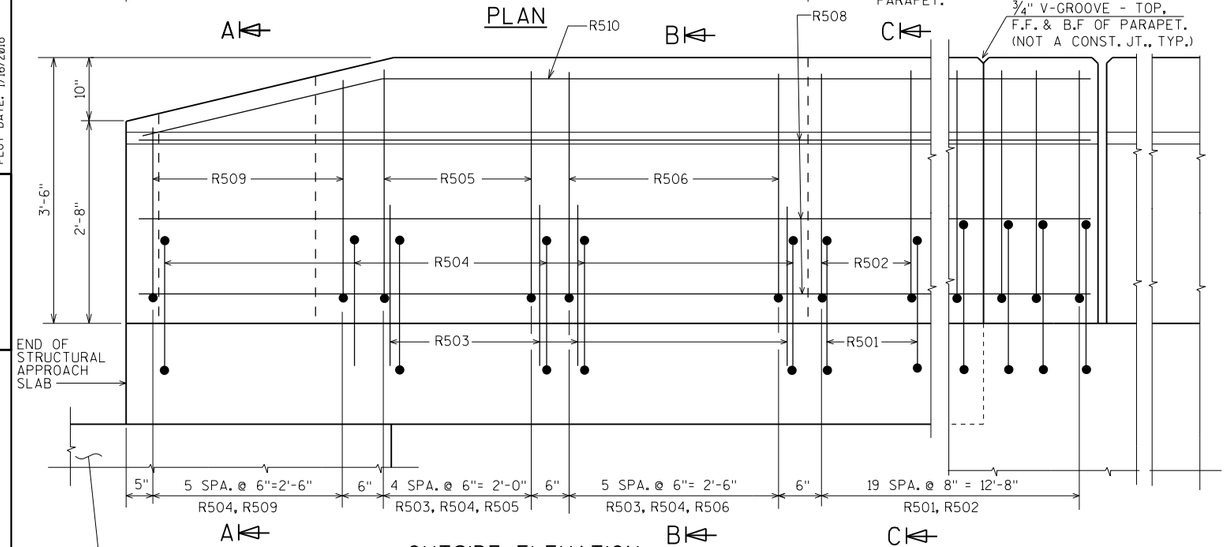
BAR SERIES TABLE

MARK	NO. REQD.	LENGTH
R509	1 SERIES OF 6	4'-9" TO 6'-1"

BUNDLE AND TAG EACH SERIES SEPARATELY.



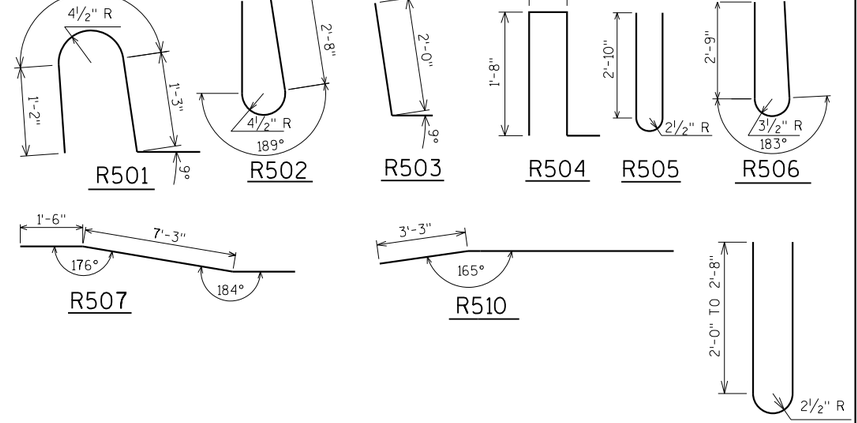
PLAN

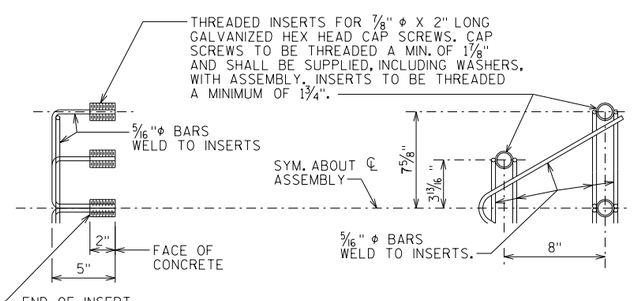


OUTSIDE ELEVATION

(WING 2 NOT SHOWN FOR CLARITY)

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A ¾" - 'V' GROOVE.





DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH AASHTO M232 CLASS C.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.

LEGEND

R509

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

◆ SLOPE FOR DRAINAGE

▽ R501 AND R504 BARS TO BE TIED TO PAVING BLOCK STEEL AND STRUCTURAL APPROACH SLAB STEEL BEFORE PAVING BLOCK AND STRUCTURAL APPROACH SLAB IS POURED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

SINGLE SLOPE PARAPET 42SS WITH STRUCTURAL APPROACH SLAB 1

SHEET 38 OF 46

973

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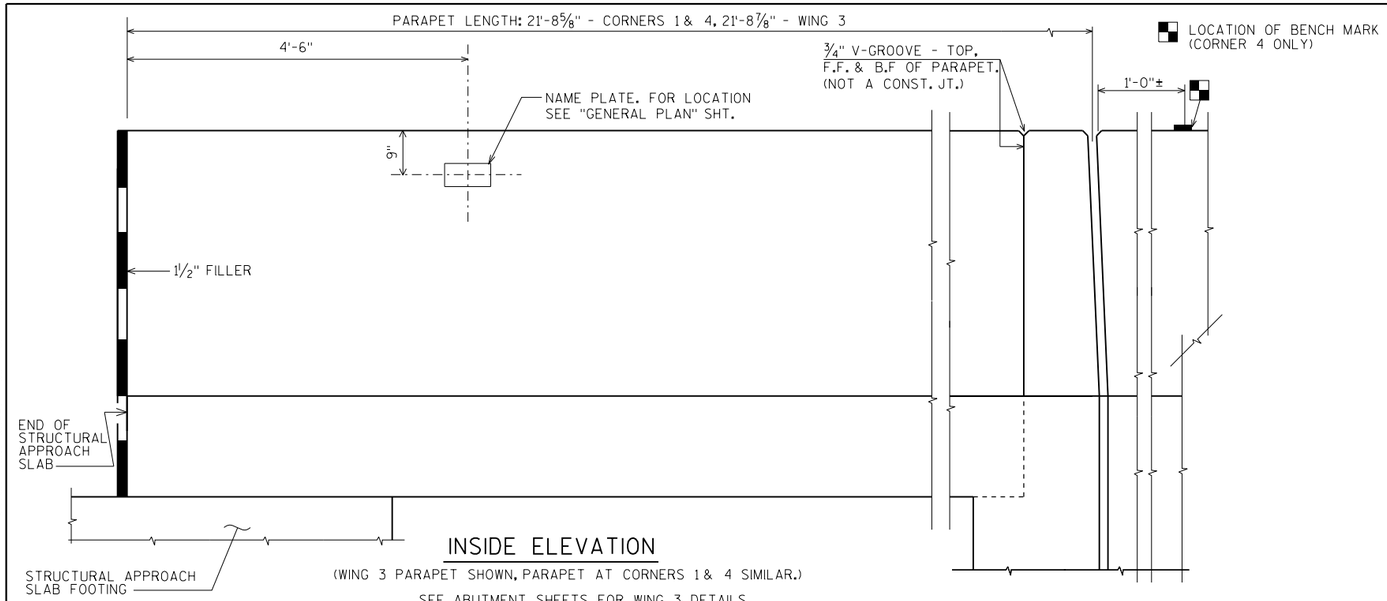
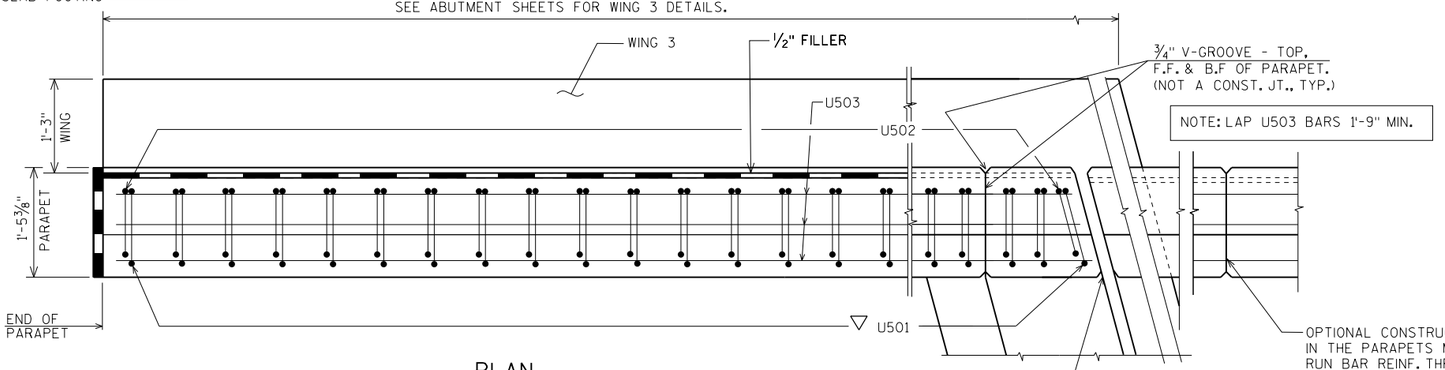
PLOT DATE: 1/16/2018 PLOT TIME: 11:52:53 AM BATCH PRINT SHEET 39 OF 46



INSIDE ELEVATION

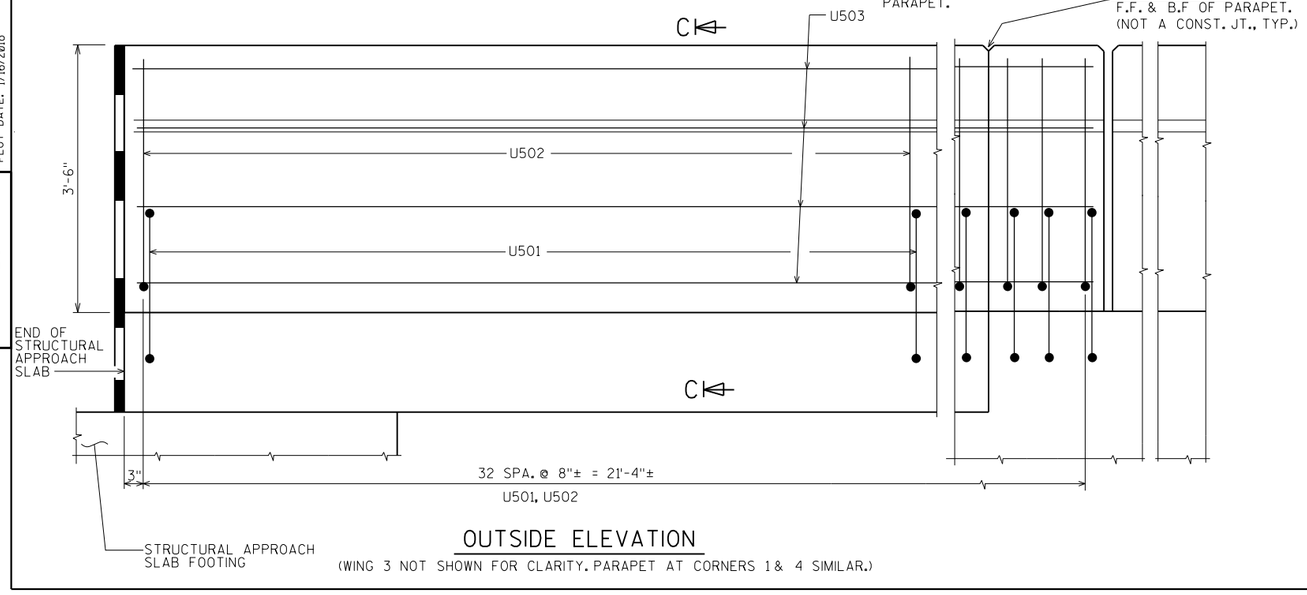
(WING 3 PARAPET SHOWN, PARAPET AT CORNERS 1 & 4 SIMILAR.)

SEE ABUTMENT SHEETS FOR WING 3 DETAILS.



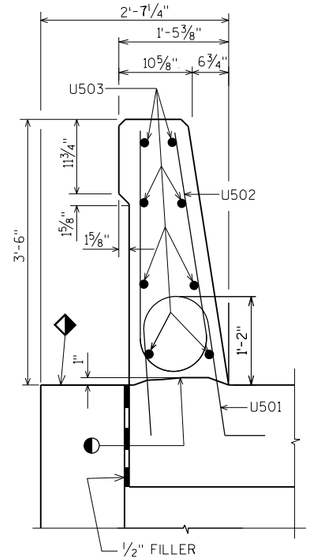
PLAN

(WING 3 PARAPET SHOWN, PARAPET AT CORNERS 1 & 4 SIMILAR.)



OUTSIDE ELEVATION

(WING 3 NOT SHOWN FOR CLARITY. PARAPET AT CORNERS 1 & 4 SIMILAR.)



SECTION C

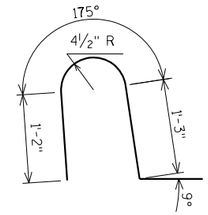
(AT WING 3)

BILL OF BARS

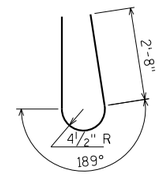
FOR STRUCTURAL APPROACH SLAB PARAPETS

BAR MARK	COAT	WEST ABUT.	EAST ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
U501	X	33	66	4-5	X		PARAPET VERT.
U502	X	33	66	6-8	X		PARAPET VERT.
U503	X	16	32	11-9			PARAPET HORIZ.

TOTAL WT. = 1,740 LBS.



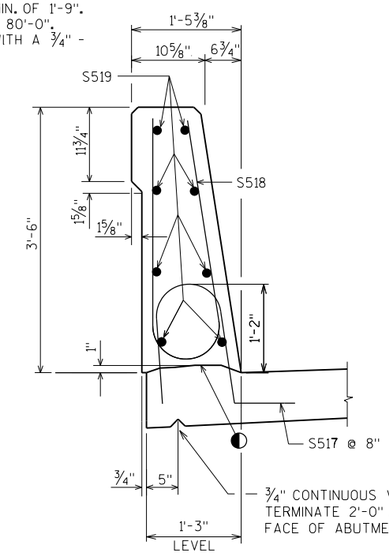
U501



U502

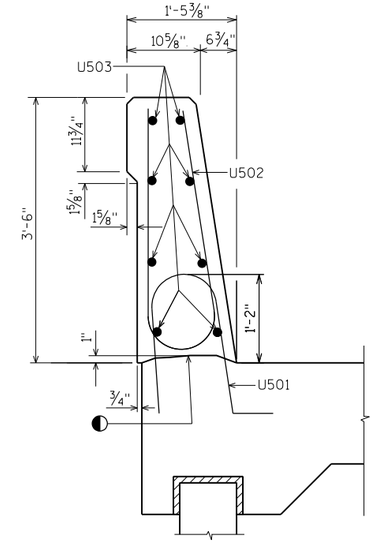
LEGEND

- ◐ CONST. JOINT - STRIKE OFF AS SHOWN.
- ◆ SLOPE FOR DRAINAGE
- ▽ U501 BARS TO BE TIED TO PAVING BLOCK STEEL AND STRUCTURAL APPROACH SLAB STEEL BEFORE PAVING BLOCK AND STRUCTURAL APPROACH SLAB IS POURED.



SECTION THRU PARAPET ON BRIDGE

(GIRDER NOT SHOWN FOR CLARITY)



SECTION C

(AT CORNERS 1 & 4 WITH MSE WALL)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

DRAWN BY TAW | PLANS CK'D. MAH

SINGLE SLOPE PARAPET 42SS WITH STRUCTURAL APPROACH SLAB 2

SHEET 39 OF 46
974

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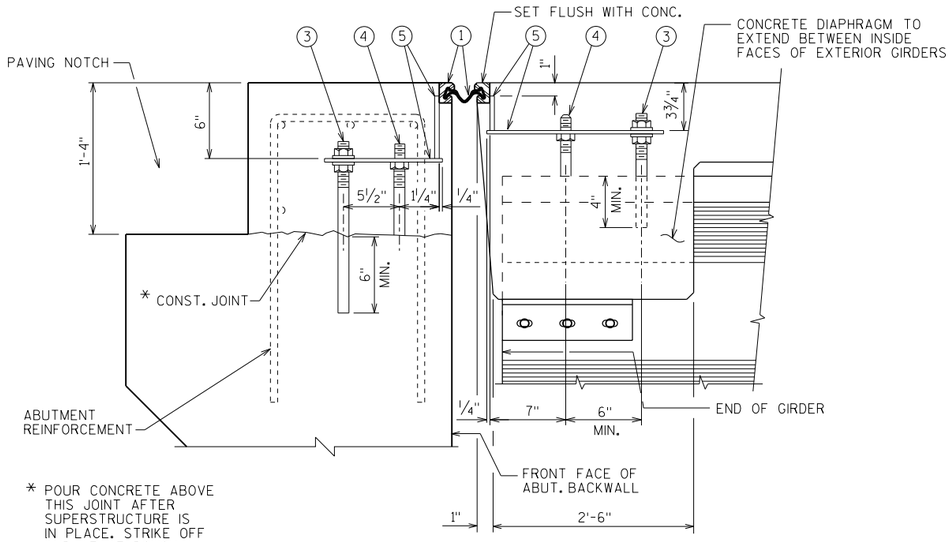
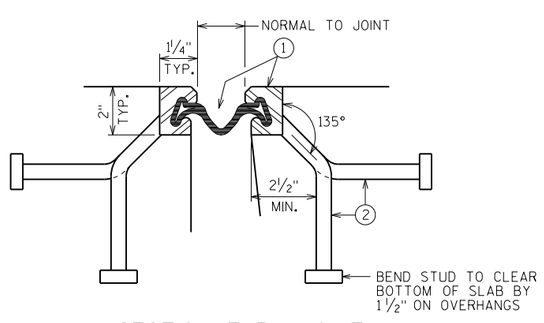


SECTION THRU JOINT AT ABUTMENT

NORMAL TO ℄ SUBSTRUCTURE

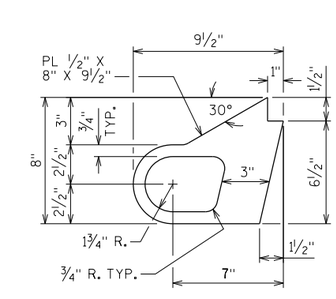
LEGEND

1. NEOPRENE STRIP SEAL (4-INCH) AND STEEL EXTRUSIONS.
2. STUDS $\frac{5}{8}$"Φ X $6\frac{3}{8}$" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. $\frac{1}{2}$" THICK ANCHOR PLATE WITH $\frac{5}{8}$"Φ ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. $\frac{3}{4}$" Φ THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON ℄ OF GIRDER. ON ABUTMENT SIDE GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. $\frac{3}{4}$"Φ THREADED ROD WITH NUT. TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" X $\frac{1}{2}$" BAR AS SHOWN OR EQUIVALENT, ONE PER GIRDER PER SIDE. SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE $1\frac{1}{2}$" Φ HOLE FOR NO. 3 AND 1" Φ HOLE FOR NO. 4.
6. GALVANIZED PLATE $\frac{3}{8}$" X 10" X 2'-2" LONG WITH HOLES FOR NO. 7.
7. $\frac{3}{4}$"Φ X $1\frac{1}{2}$" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS $\frac{1}{16}$" BELOW PLATE SURFACE.
8. $\frac{3}{4}$"Φ X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. $\frac{3}{4}$"Φ X $2\frac{1}{4}$" GALVANIZED THREADED COUPLING.
10. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

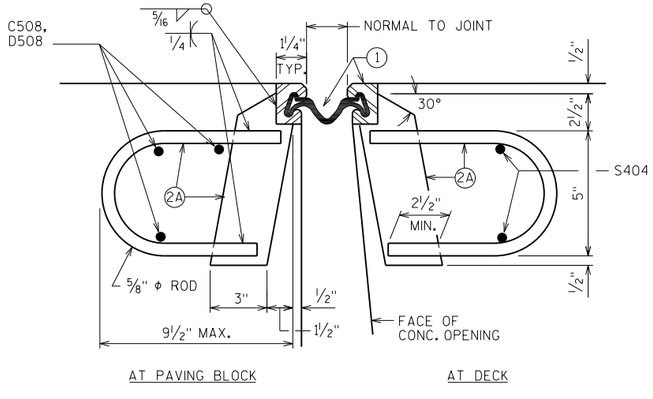


SECTION THRU JOINT

(EXTERIOR GIRDER TO EDGE OF DECK AND AT PARAPETS)

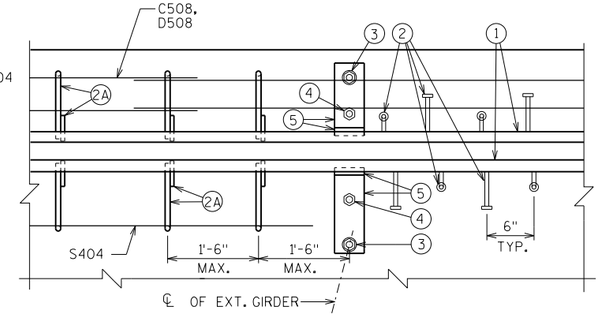


ALTERNATE STRIP SEAL ANCHOR



SECTION THRU JOINT

(ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS)



PART PLAN

NOTES

ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING OR GALVANIZING REQUIREMENTS. IF USED, DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

SANDBLAST PLATES, SUPPORTS AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED.

ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C AND D.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE WILL BE PAID FOR AT THE LUMP SUM PRICE BID FOR "EXPANSION DEVICE B-13-832".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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EXPANSION DEVICE

SHEET 40 OF 46
975

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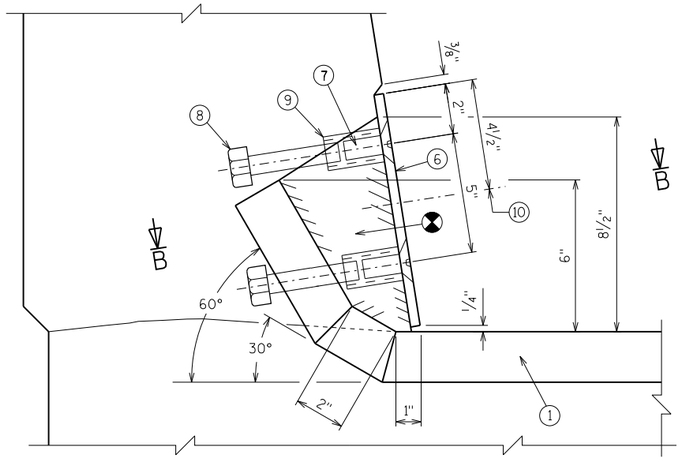
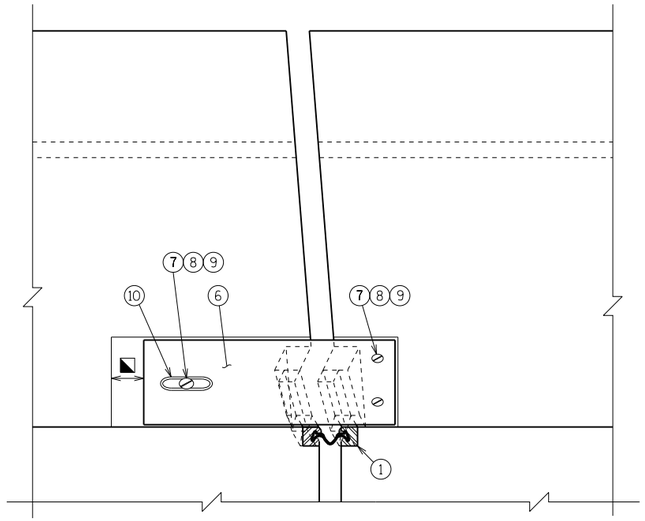


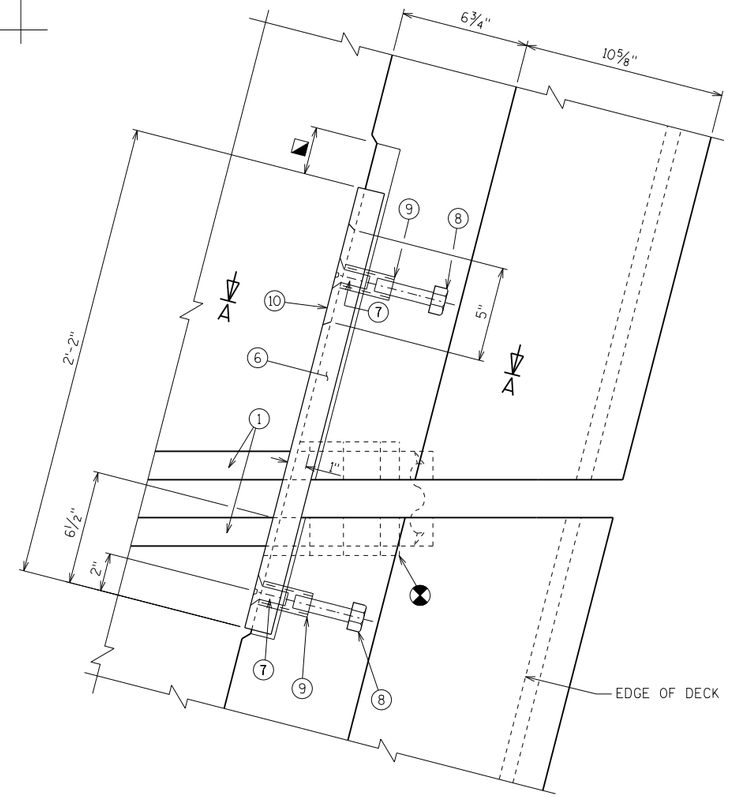
SECTION A-A



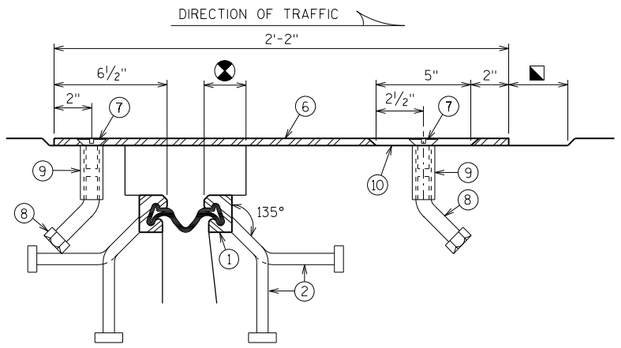
VIEW OF PARAPET PLATE FROM ROADWAY

LEGEND

(1)(2)(6)(7)(8)(9)(10) FOR SYMBOL DESCRIPTIONS, SEE SHEET 40.



PLAN



SECTION B-B

⊠ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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COVER PLATE DETAILS

SHEET 41 OF 46
976

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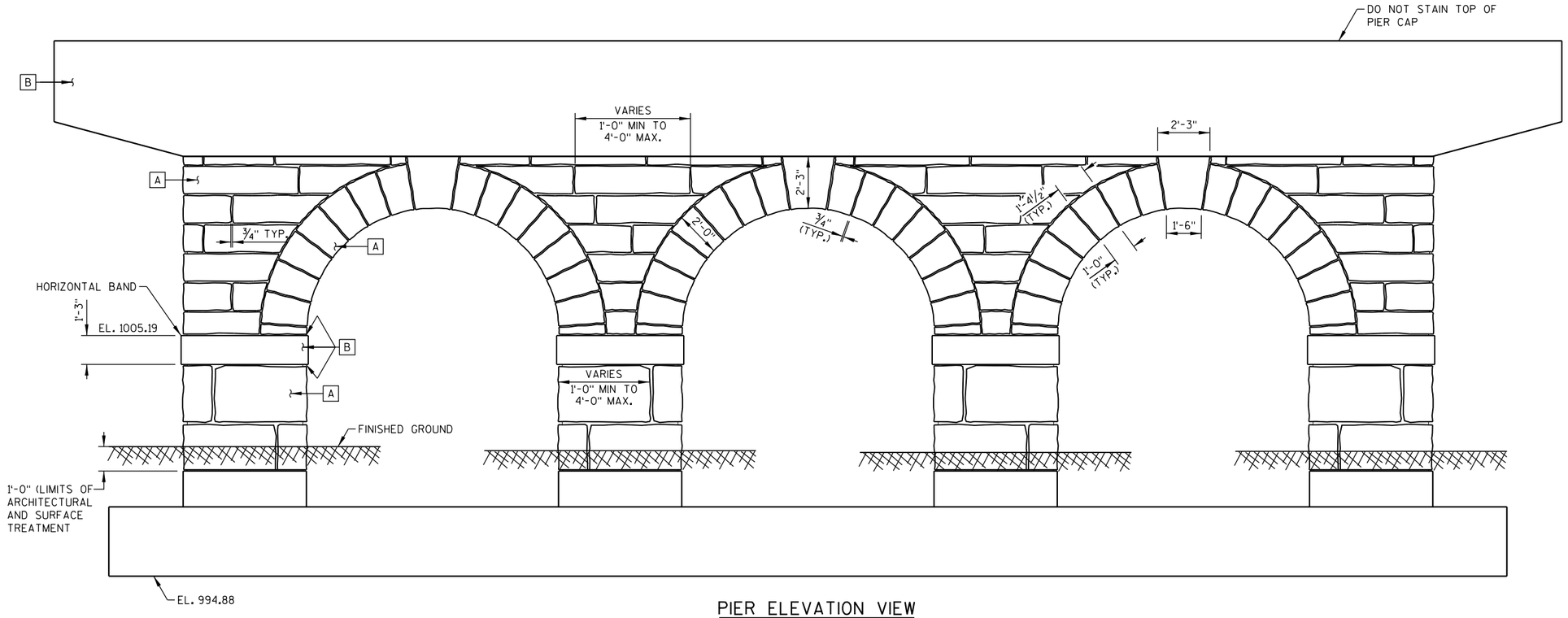
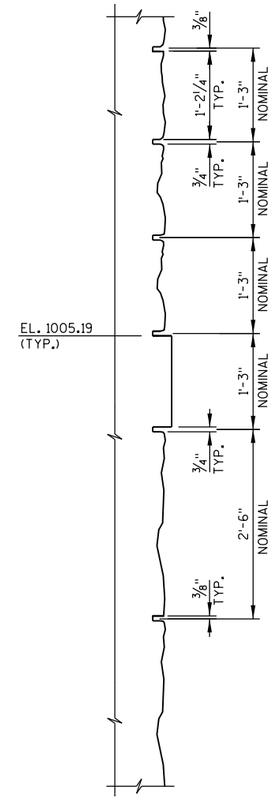
STATE PROJECT NUMBER
1206-08-77



PIER ELEVATION VIEW



ARCHITECTURAL SURFACE TREATMENT

FORMLINER NOTES

ALL EXPOSED SURFACES OF FORMLINER TO BE SPLIT FACE, INCLUDING FACES AND EDGES UNLESS OTHERWISE NOTED.

AVERAGE RELIEF FOR THE STONES IS 3/4" WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

ABUTMENT NOTES

STAIN ALL EXPOSED ABUTMENT FACES/WING WALLS ON BOTH SIDES OF THE BRIDGE. STAIN THE EXPOSED FRONT FACE OF THE ABUTMENT BODY, THE INSIDE OF MASK WALLS AND THE BACKWALL UP TO THE PAVING BLOCK. DO NOT STAIN BEAM SEATS.

PIER NOTES

FORMLINER COURSING ON PIER COLUMN SHALL BE LEVEL.

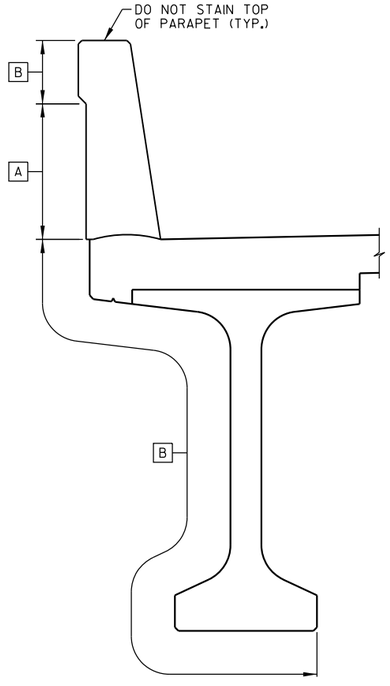
THE FORMLINER PATTERN SHALL BE CONTINUOUS ACROSS CONSTRUCTION JOINTS.

WRAP AROUND/MATCH FORMLINER PATTERN AT ALL CORNERS.

STAIN ALL EXPOSED FACES OF PIER COLUMN AND PIER CAP. DO NOT STAIN TOP OF PIER CAP.

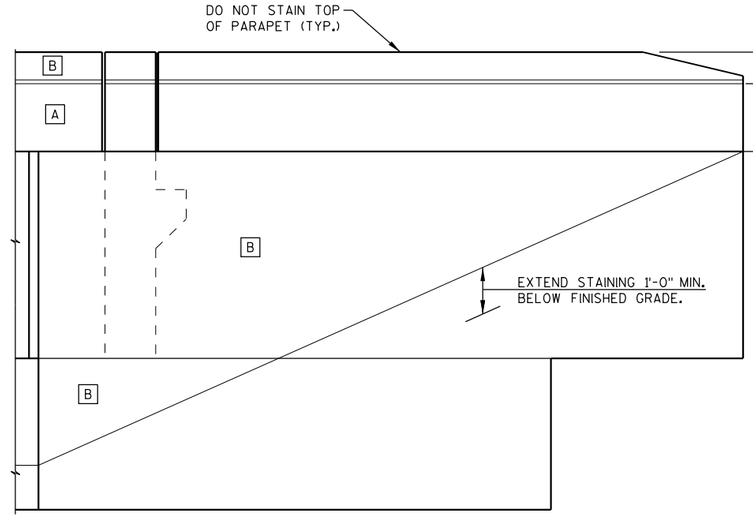
PARAPET NOTES

STAIN SOUTH & NORTH PARAPETS. DO NOT STAIN TOP OF PARAPET.



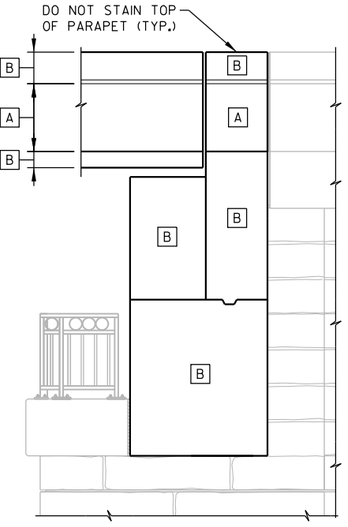
PARAPET DETAILS

(TYPICAL AT OUTSIDE FACE OF EXTERIOR GIRDERS)



PART ELEVATION AT ABUTMENT END

(LOOKING SOUTH AT WING 2, WING 3 SIMILAR)



PART ELEVATION AT ABUTMENT END

(LOOKING NORTH AT CORNER 4, CORNER 1 SIMILAR)

LEGEND

A FEDERAL COLOR NO. 33448

B FEDERAL COLOR NO. 20122

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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AESTHETICS DETAILS

SHEET 42 OF 46
977

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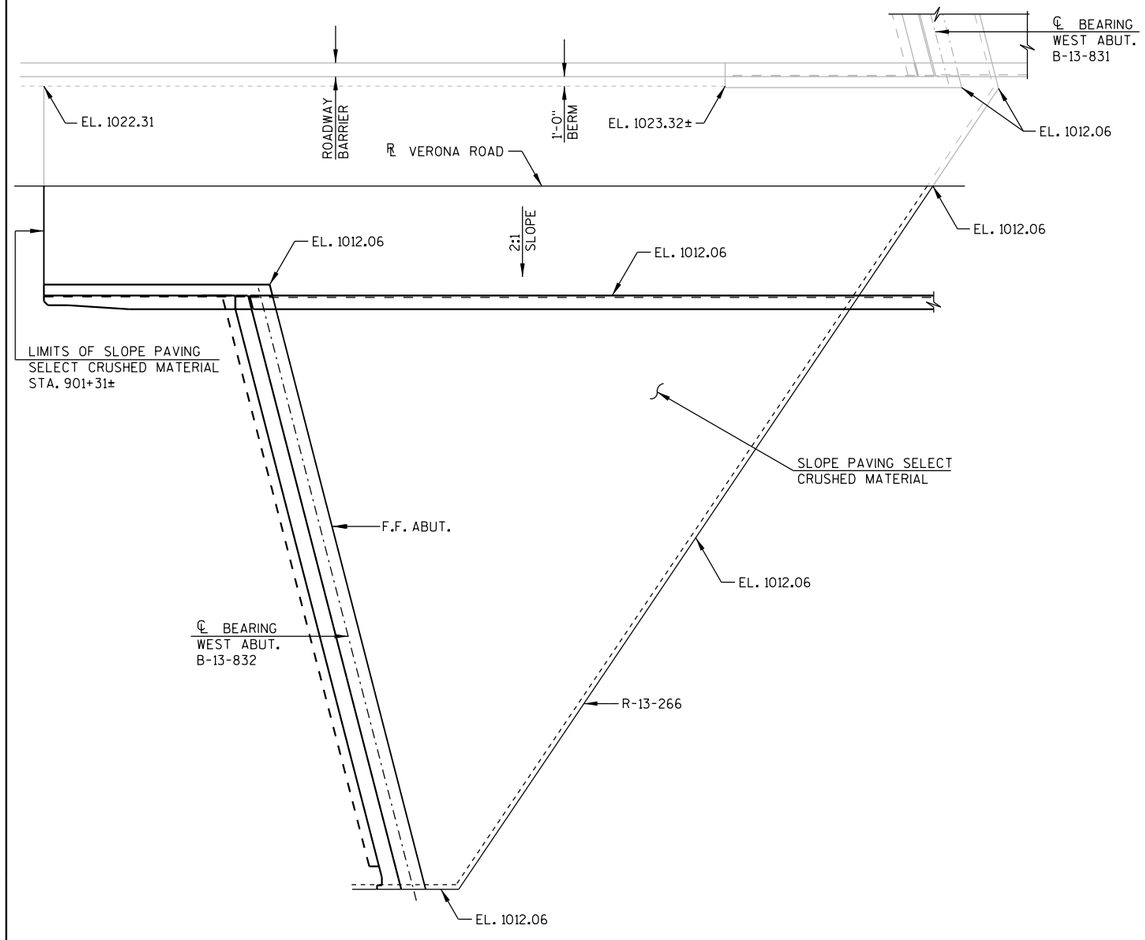
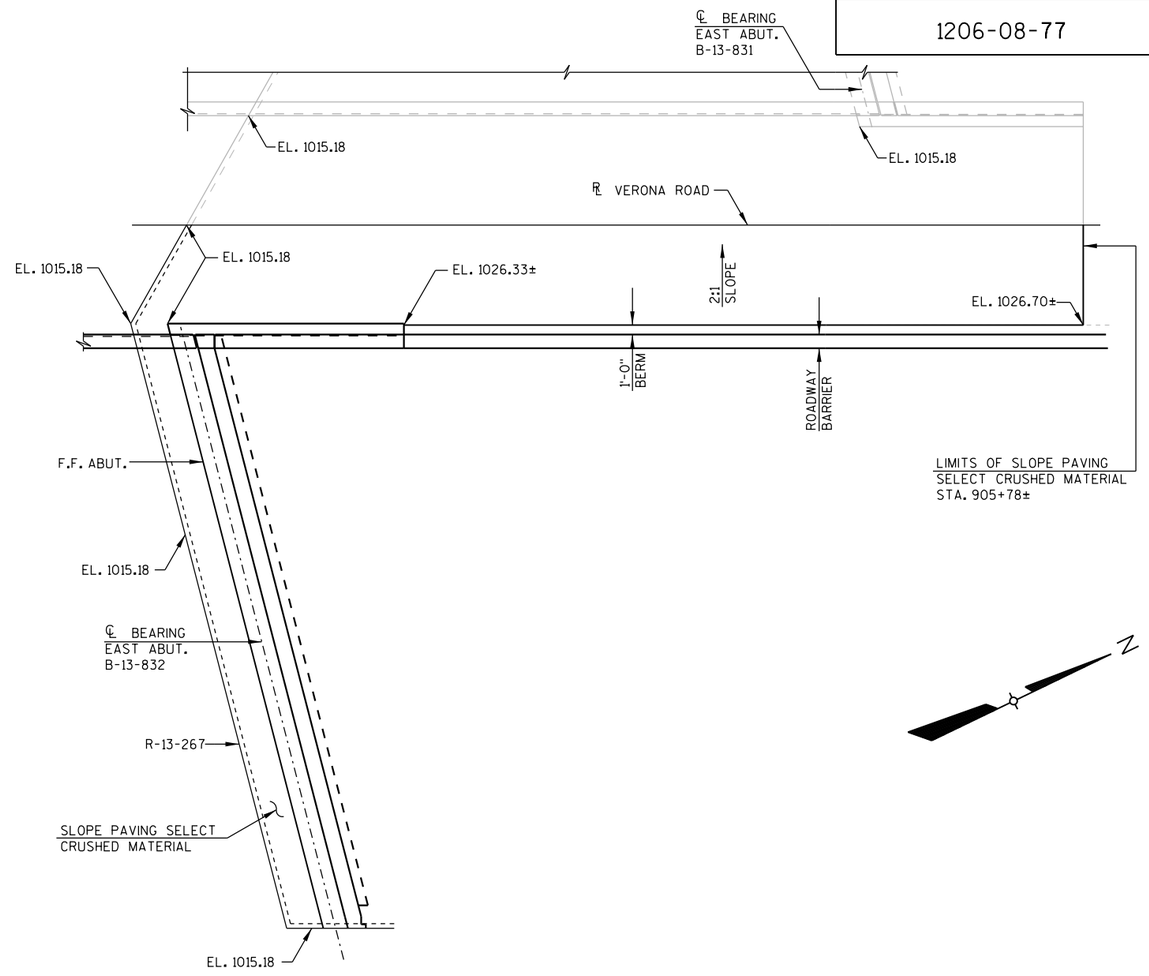
PLOT DATE: 1/16/2018
PLOT TIME: 11:52:57 AM
BATCH PRINT SHEET 43 OF 46

STATE PROJECT NUMBER

1206-08-77

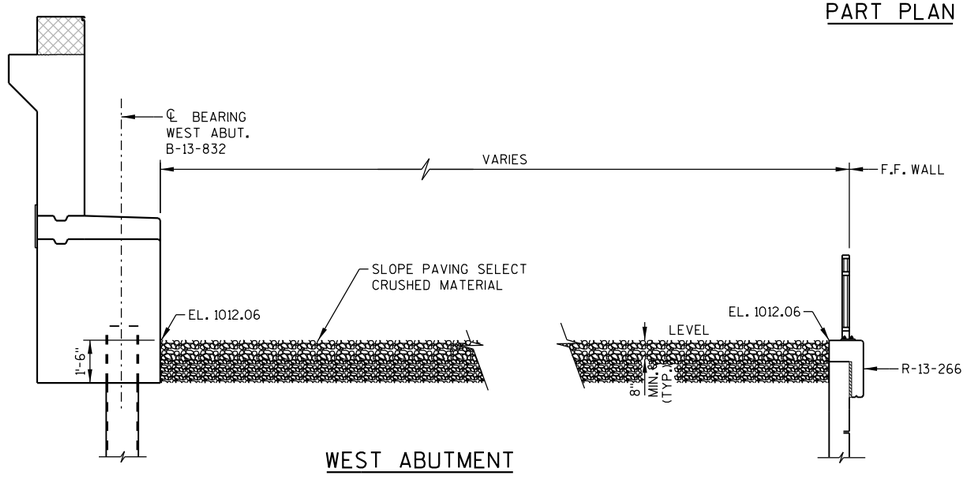


WEST ABUTMENT

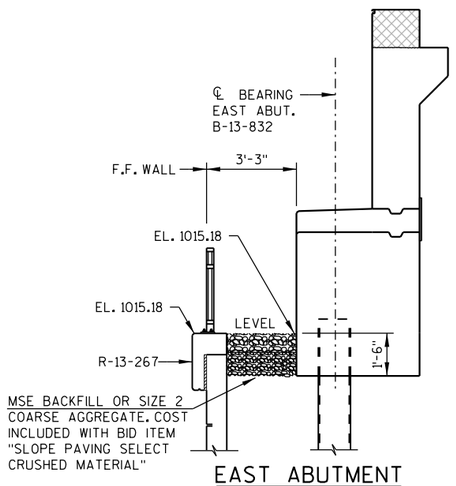


EAST ABUTMENT

PART PLAN



WEST ABUTMENT



EAST ABUTMENT

CROSS SECTION THRU SLOPE PAVING SELECT CRUSHED MATERIAL

NOTE

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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SLOPE PAVING DETAILS

SHEET 43 OF 46
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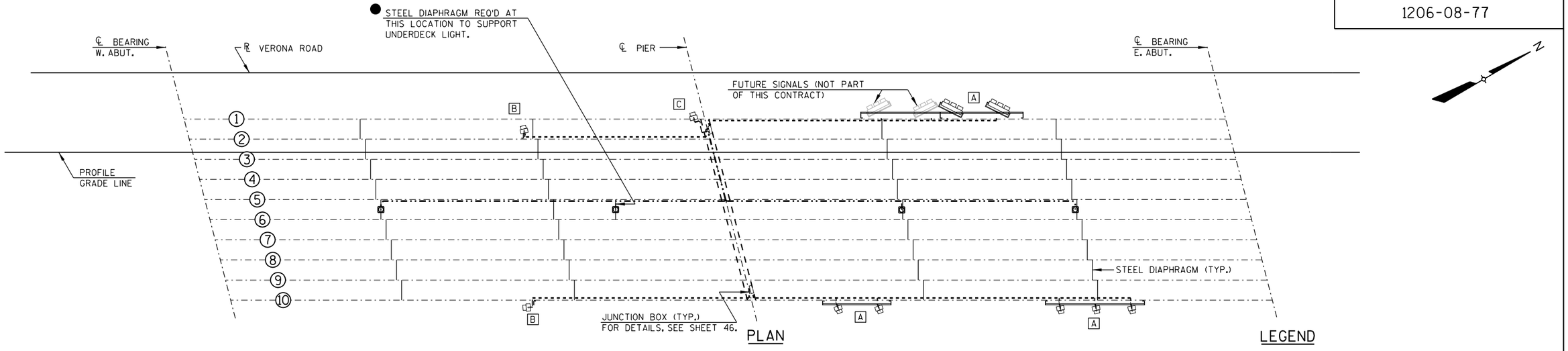
STATE PROJECT NUMBER
1206-08-77



PLAN

LEGEND

- LIGHTING FIXTURE. SEE SHEET 27 FOR CONNECTION DETAILS.
- CONDUIT RIGID METALLIC 2-INCH (TRAFFIC SIGNALS)
- CONDUIT RIGID METALLIC 1-INCH (UNDERDECK LIGHTING)

STEEL DIAPHRAGM REQUIRED AT THIS LIGHT FIXTURE LOCATION. SEE SHEET 45 FOR INSERT SPACING DETAILS. UTILIZE 3 OF THE 4 BOLT HOLE LOCATIONS ON EACH BEAM FACE (SPACE TO MISS PRESTRESSED STRANDS IN CONCRETE BEAMS.)

NOTES

FOR SIGNAL SUPPORT PLATE, CONDUIT CLAMP, AND INTERMEDIATE STEEL DIAPHRAGM SPACINGS AT THE GIRDERS, SEE SHEET 45.

TRAFFIC SIGNAL SUPPORT PIPE END PLATE, SIGNAL SUPPORT ANGLES, 4" DIA. STD. WEIGHT PIPE AND 1'-4" x 9" x 5/8" PLATES TO BE PAID FOR AS "STRUCTURAL STEEL CARBON".

DETAILS FOR MOUNTING BRACKET C ARE SHOWN ON SHEET 46. THIS BRACKET IS MOUNTED TO THE SIDE OF THE PIER CAP.

SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL SIGNAL HEAD LOCATION INFORMATION.

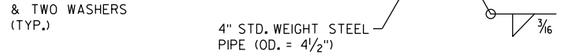
ALL BOLT HOLES TO BE STANDARD SIZE.

ALL PIPE SLEEVES IN GIRDER WEB TO CLEAR PRESTRESSING STRANDS BY 1½" MIN.

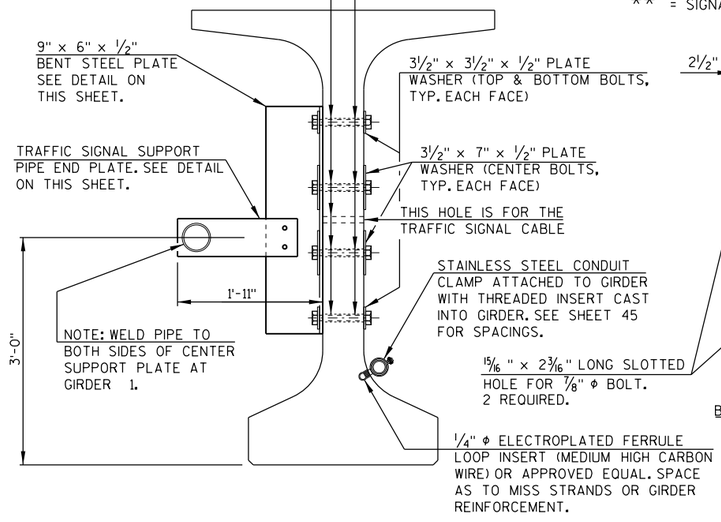
SHOP PAINTING OF ALL STEEL MEMBERS FOR TRAFFIC SIGNAL SUPPORTS AS SHOWN ON THIS SHEET AND SHEET 46 IS INCLUDED UNDER BID ITEM "GALVANIZE AND PAINT STEEL SIGNAL SUPPORTS B-13-832". THE STEEL PLATES/PIPES SHALL BE PAINTED FEDERAL COLOR NO. 20122, BROWN.

GIRDER NO.	SIGNAL HEAD NO.	MOUNTING CONFIGURATION
10	5A	A
10	6A	A
10	7A	A
10	12A	A
10	13A	A
1	8B	A
1	9B	A
2	8C	B
*	9C	C
1	14C**	A
1	15C**	A
10	5D	B

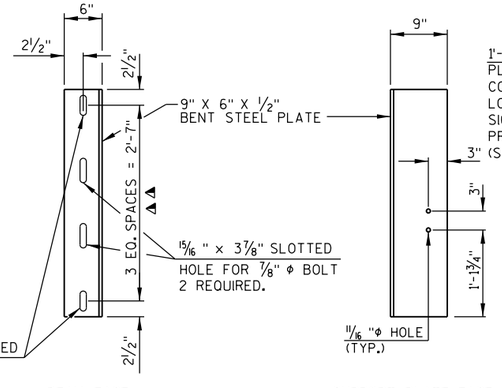
* = NORTHWEST SIDE OF PIER CAP
** = SIGNAL HEAD NOT PART OF THIS CONTRACT



TRAFFIC SIGNAL SUPPORT PIPE END PLATE

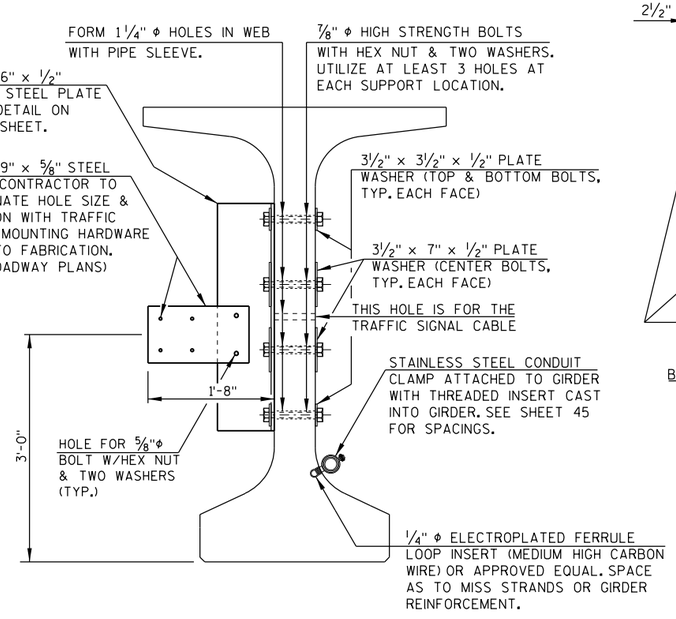


A TRAFFIC SIGNAL SUPPORT PIPE AT EXTERIOR GIRDER

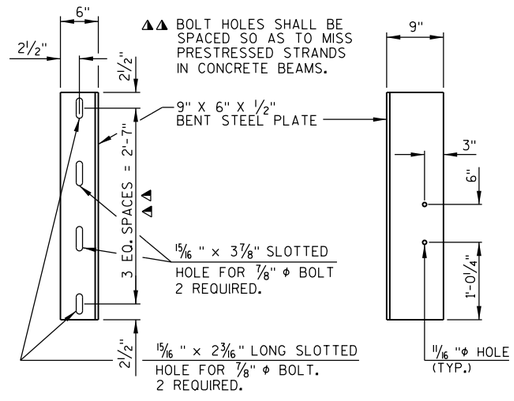


A SIGNAL SUPPORT ANGLE

(USED WITH TRAFFIC SIGNAL SUPPORT PIPE END PLATE)



B TRAFFIC SIGNAL SUPPORT BRACKET FOR SINGLE HEAD AT EXTERIOR GIRDER



B SIGNAL SUPPORT ANGLE

(USED WITH 1'-4" x 9" x 5/8" STEEL PLATE)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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LIGHTING/TRAFFIC SIGNAL PLAN

SHEET 44 OF 46
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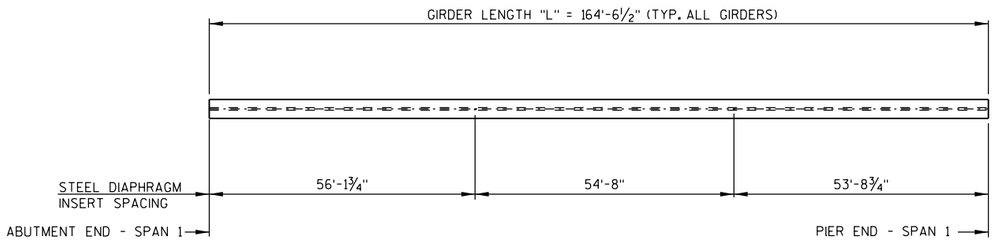
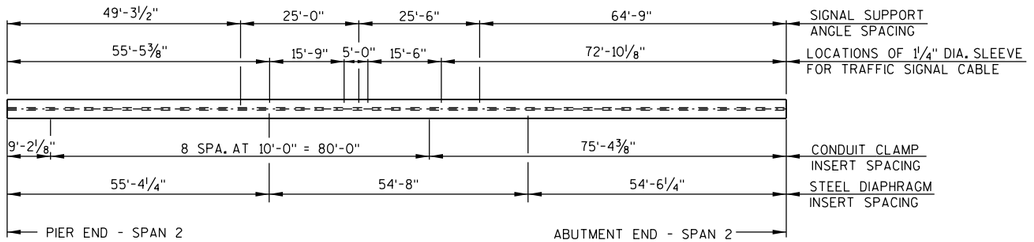
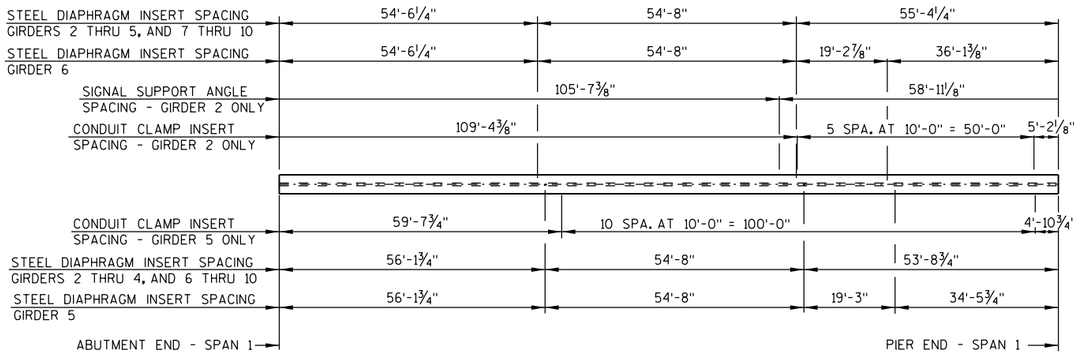


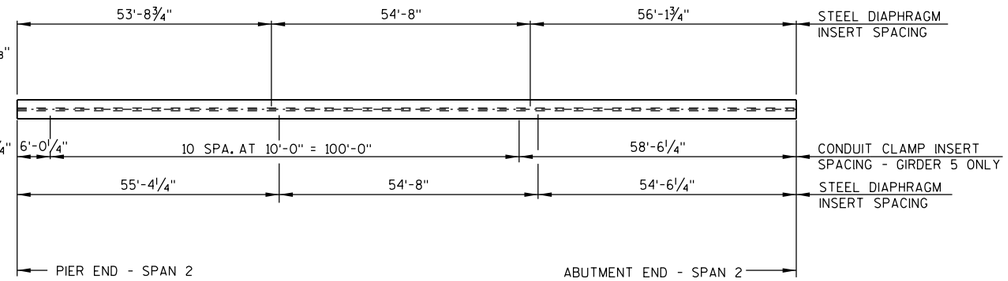
PLAN - GIRDER 1 - SPAN 1



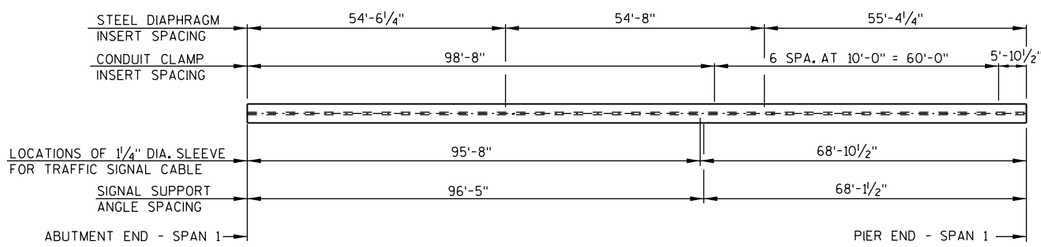
PLAN - GIRDER 1 - SPAN 2



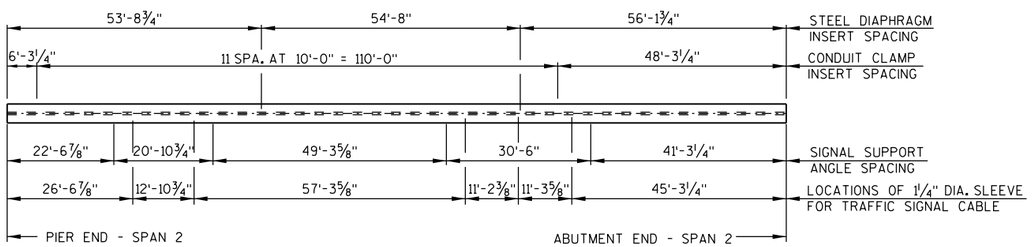
PLAN - GIRDERS 2 THRU 9 - SPAN 1



PLAN - GIRDERS 2 THRU 9 - SPAN 2



PLAN - GIRDER 10 - SPAN 1



PLAN - GIRDER 10 - SPAN 2

INSERT SPACING FOR DIAPHRAGMS/TRAFFIC SIGNALS

NOTES

FOR ADDITIONAL INSERT AND PIPE SLEEVE LOCATION DETAILS, SEE SHEET 27.
DIMENSIONS ARE TAKEN FROM THE ENDS OF GIRDER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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INSERT SPACING DETAILS AT GIRDERS

SHEET 45 OF 46
980

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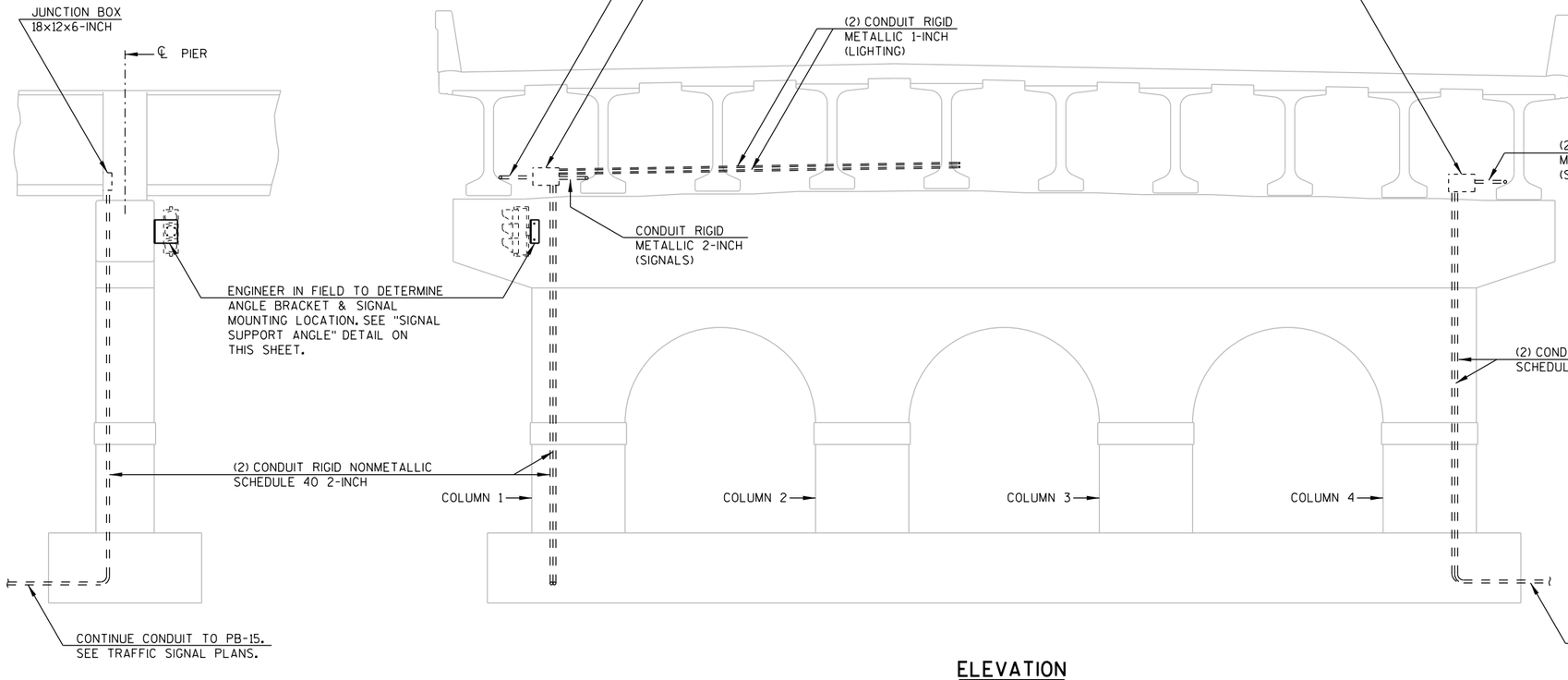
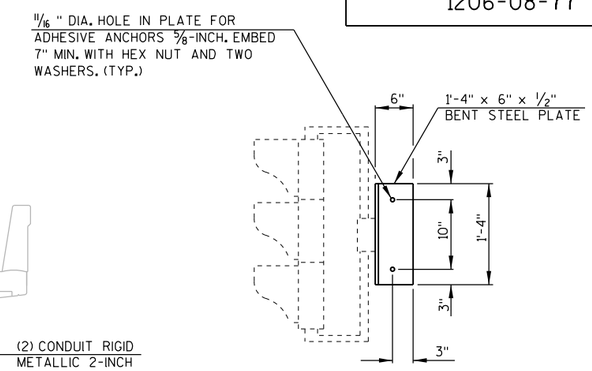
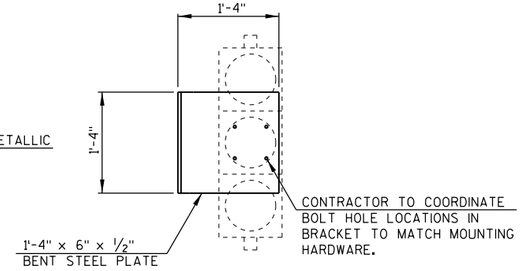
STATE PROJECT NUMBER
1206-08-77



ELEVATION
(LOOKING EAST)



PIER CAP FACE

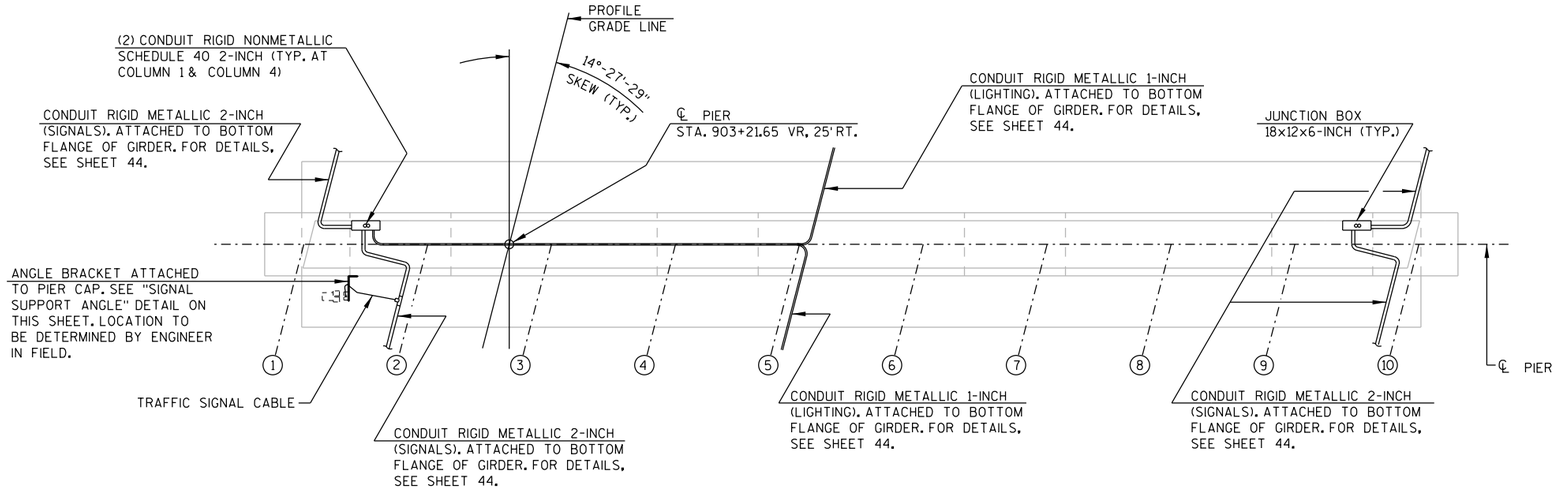


SUPPORT PLATE FACE

[C] SIGNAL SUPPORT ANGLE

[C] - MOUNTING CONFIGURATION TYPE. SEE TABLE ON SHEET 44.

END VIEW



PLAN

NOTES

SIGNAL SUPPORT ANGLE, MOUNTING HARDWARE AND ADHESIVE ANCHORS TO BE PAID FOR AS "STRUCTURAL STEEL CARBON".

FOR ADDITIONAL INFORMATION REGARDING STEEL SIGNAL SUPPORTS, SEE NOTES ON SHEET 44.

SEE TRAFFIC SIGNAL PLANS FOR ADDITIONAL SIGNAL HEAD LOCATION INFORMATION.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-832

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CONDUIT DETAILS AT PIER

SHEET 46 OF 46
981

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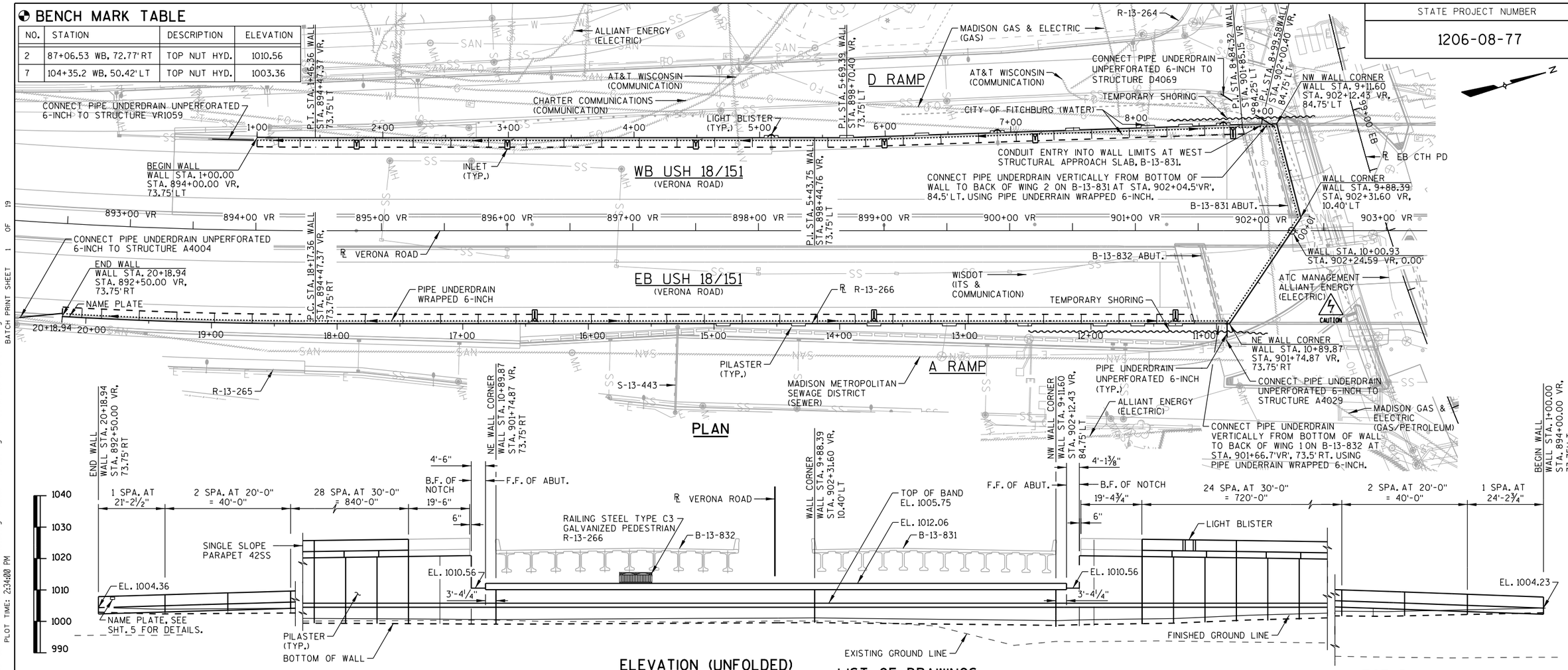
PLOT TIME: 2:34:00 PM
BATCH PRINT SHEET 1 OF 19

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
2	87+06.53 WB, 72.77' RT	TOP NUT HYD.	1010.56
7	104+35.2 WB, 50.42' LT	TOP NUT HYD.	1003.36

STATE PROJECT NUMBER
1206-08-77



PLAN

ELEVATION (UNFOLDED)

(LOOKING SOUTH AT F.F. OF WALL)

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-266".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENT AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS PLAN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED IN FRONT OF WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

COORDINATE THE LOCATION OF THE RETAINING WALL REINFORCEMENT STRAPS WITH B-13-831 & B-13-832 PILE LOCATIONS.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

DESIGN THE REINFORCING STRIPS ATTACHED TO THE WEST ABUTMENT OF STRUCTURES B-13-831 AND B-13-832 FOR THE LATERAL SOIL PRESSURE BEHIND THE BRIDGE ABUTMENT, INCLUDING A LIVE LOAD SURCHARGE OF 240 PSF AND SUPERSTRUCTURE LATERAL LOADS.

UNFACTORED SUPERSTRUCTURE LATERAL LOADS TRANSFERRED TO THE ABUTMENT ARE TAKEN TO BE KIPS PER FOOT OF ABUTMENT LENGTH. THE VALUES ARE TO BE USED FOR THE LRFD DESIGN OF THE ABUTMENT ANCHORAGE. THE FOLLOWING AASHTO LINE LOADS SHALL BE NOTED ON PLAN:

BR = 0.8 KLF WS = 0.2 KLF
TU = 3.7 KLF WL = 0.1 KLF

THE REINFORCING STRIPS AND THE CONNECTION TO ABUTMENT ARE TO BE PAID UNDER THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-13-266".

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

EXPANSION ABUTMENTS TO BE BACKFILLED TO A MINIMUM OF THE BEAM SEAT ELEVATION PRIOR TO PLACING GIRDERS.

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

1/24/2018

ULTIMATE DESIGN STRESSES

CONCRETE MASONRY COPING — f'c= 4,000 P.S.I.

HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 — fy= 60,000 P.S.I.

PRECAST WALL PANELS — f'c= 4,000 P.S.I.

ALLOWABLE WALL SYSTEMS

1. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH.

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTIONS & QUANTITIES
3. SOIL PARAMETERS
4. ELEVATIONS
5. WALL ELEVATION
6. ANCHOR SLAB DETAILS - 1
7. ANCHOR SLAB DETAILS - 2
8. INLET WITH SINGLE VANE
9. INLET WITH DOUBLE VANES
10. INLET WITH DOUBLE VANES AT PILASTER
11. INLET REINFORCING DETAILS
12. LIGHT STANDARD AT PILASTER
13. COPING PLAN AT ABUTMENT
14. AESTHETIC DETAILS
15. RAILING DETAILS
16. SUBSURFACE EXPLORATION - 1
17. SUBSURFACE EXPLORATION - 2
18. SUBSURFACE EXPLORATION - 3
19. SUBSURFACE EXPLORATION - 4

CURVE DATA: VERONA ROAD

P.I. = 883+80.31 VR
Y = 459,285.07
X = 796,829.00
DELTA = 36°36'28" (LT)
D = 1°39'16"
T = 1,145.54'
L = 2,212.60'
R = 3,463.00'
P.C. = 872+34.77 VR
P.T. = 894+47.37 VR

CURVE DATA: WALL R-13-266

P.I. = 1+23.18	P.I. = 19+18.18
Y = 460,374.31	Y = 460,254.50
X = 797,109.48	X = 797,225.35
DELTA = 0°47'02"	DELTA = 3°15'56"
D = 1°41'26"	D = 1°37'12"
T = 23.18'	T = 100.82'
L = 46.36'	L = 201.58'
R = 3,389.25'	R = 3,536.75'
P.C. = 1+00.00	P.C. = 18+17.36
P.T. = 1+46.36	P.T. = 20+18.94

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
MATTHEW KRIPPNER (608) 828-8123

SW REGION:
MARK VESPERMAN (608) 884-1227

LEGEND

PIPE UNDERDRAIN WRAPPED 6-INCH

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 02/26/18
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-13-266

WEST ABUTMENT WALL: STRUCTURES B-13-831 & B-13-832

COUNTY: DANE
~~TOWN~~/CITY/~~VILLAGE~~: FITCHBURG

DESIGN SPEC.: AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
IGG	MSK	KAM	MSK

GENERAL PLAN

SHEET 1 OF 19
982

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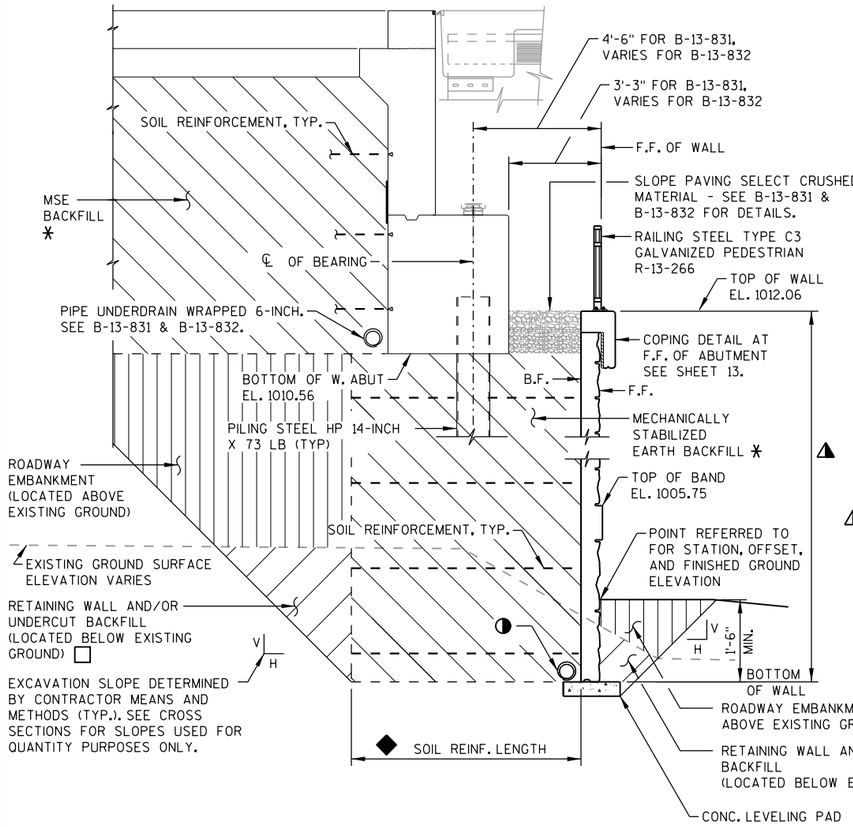
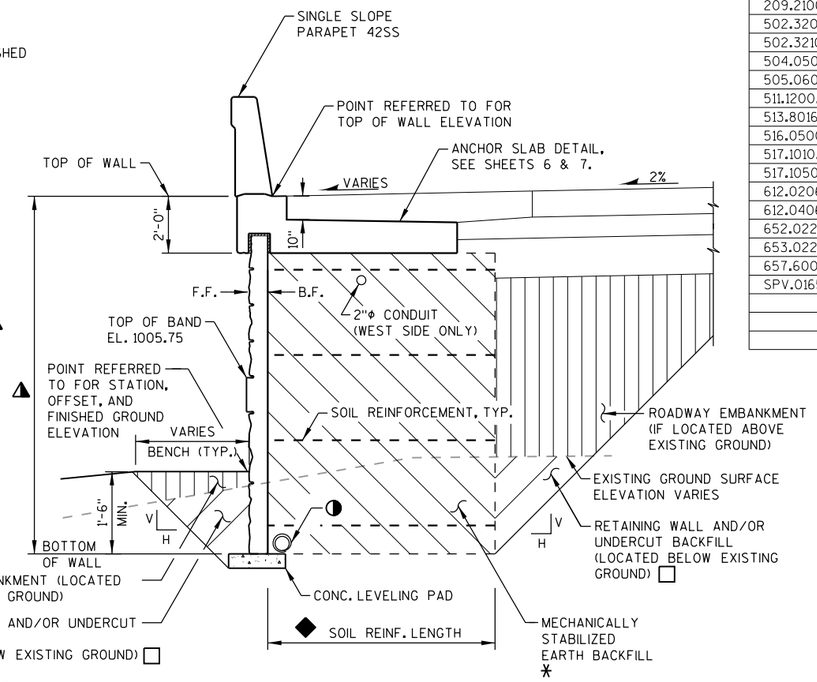
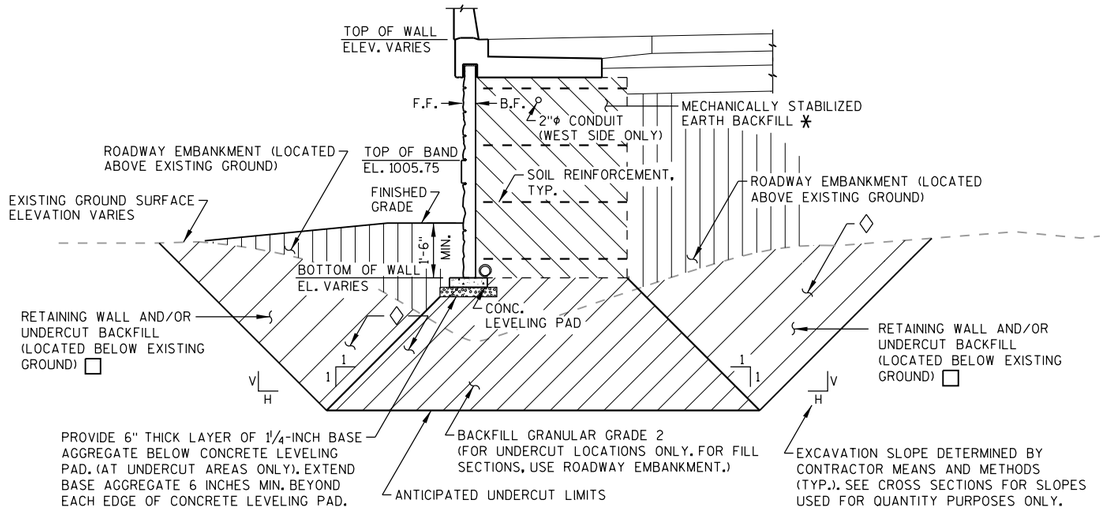


TYPICAL WALL SECTION THRU ABUTMENT ◘



TYPICAL SECTION THRU WALL ◘

LOOKING NORTH AT WEST SIDE OF WALL. EAST SIDE SIMILIAR.



TYPICAL SECTION THRU WALL AT UNDERCUT ◘

(SEE CROSS SECTIONS FOR ANTICIPATED UNDERCUT LOCATIONS)

TOTAL ESTIMATED QUANTITIES

ALL ITEMS ARE CATEGORY 0040, UNLESS NOTED.

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
209.2100	BACKFILL GRANULAR GRADE 2	CY	5,734
502.3200	PROTECTIVE SURFACE TREATMENT	SY	122
502.3210	PIGMENTED SURFACE SEALER	SY	830
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	874
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	103,110
511.1200.003	TEMPORARY SHORING R-13-266	SF	1,900
513.8016.001	RAILING STEEL PEDESTRIAN TYPE C3 R-13-266	LF	185
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	110
517.1010.S.003	CONCRETE STAINING STRUCTURE R-13-266	SF	30,517
517.1050.S.003	ARCHITECTURAL SURFACE TREATMENT STRUCTURE R-13-266	SF	20,320
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	140
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	1,970
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	420
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	3
657.6005	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	3
SPV.0165.300	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-266	SF	24,150
	NON-BID ITEMS		
	FILLER	SIZE	3/4" & 1"

LEGEND

- ▲ PAY LIMIT FOR "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-13-266"
- ◆ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS. ACTUAL CALCULATED LENGTHS OF REINFORCING STRIPS WILL NEED TO EXCEED THESE MINIMUMS IN ORDER TO SATISFY MINIMUM FACTORS OF SAFETY FOR VARIOUS MSE PARAMETERS. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION.
- ◑ PIPE UNDERDRAIN WRAPPED 6-INCH ENCLOSED IN 1'-6" AREA OF SIZE 1 COARSE AGGREGATE. (INCLUDED IN UNDERDRAIN BID ITEM). SLOPE 0.5% MINIMUM. CONNECT DRAIN TO STRUCTURES AS SHOWN ON SHT. 1.
- ◇ OVER EXCAVATE TO REMOVE UNSUITABLE MATERIAL TO THE LIMITS SHOWN OR AS DIRECTED BY THE ENGINEER.
- * EXCAVATION AND BACKFILL INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-266".
- □ USE OF ON-SITE MATERIAL IS ACCEPTABLE AS RETAINING WALL AND UNDERCUT BACKFILL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.
- ◘ TYPICAL SECTIONS AS SHOWN ARE NOT FULLY APPLICABLE AT ALL LOCATIONS. FOR ADDITIONAL INFORMATION ON EARTHWORK AND UNDERCUT, SEE CONSTRUCTION DETAILS - MSE RETAINING WALL EARTHWORK AND UNDERCUT.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

B.F. = BACK FACE
F.F. = FRONT FACE

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

ALL DIMENSIONS, STATIONS AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

APPLY PIGMENTED SURFACE SEALER TO THE TOP, ENDS AND ROADWAY FACES OF PARAPET. APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED SURFACE OF THE ANCHOR SLAB. SEE SHT. 14.

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

ALL BAR STEEL REINFORCEMENT IN CAST IN PLACE CONCRETE IS TO BE EPOXY COATED.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. NAME PLATE TO BE PLACED ON PARAPET, SEE SHT. 5 FOR DETAILS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-266" IS BASED ON WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1.5 FEET BELOW FINISHED GROUND.

THE QUANTITY OF CONCRETE MASONRY FOR THE ANCHOR SLAB COPING AND PARAPETS IS INCLUDED WITH THE ITEM "CONCRETE MASONRY RETAINING WALLS". THE STANDARD COPING IN FRONT OF THE ABUTMENT, INCLUDING REINFORCEMENT, IS INCLUDED WITH THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-266".

PILASTERS SHALL BE CAST AS A ONE PIECE CHANNEL SECTION.

THE PLANS AND DETAILS ARE BASED ON A NOMINAL PRECAST WIDTH OF 10'-0". IF THE FABRICATED PANEL SIZES DIFFER FROM PLAN DIMENSIONS, CONTRACTOR IS RESPONSIBLE TO COORDINATE REVISED EXPANSION JOINT LOCATIONS, REINFORCEMENT LENGTHS, LIGHT SUPPORT LOCATIONS AND ANY OTHER REVISIONS ASSOCIATED WITH USING A DIFFERENT PANEL SIZE.

THE QUANTITIES AND REINFORCEMENT DETAILS ARE BASED ON AN ASSUMED WALL PANEL THICKNESS OF 9 INCHES AND A PANEL EMBEDMENT OF 3 INCHES. FOR PANEL THICKNESS AND EMBEDMENT DIFFERENT THAN THESE VALUES, THE CONTRACTOR SHALL VERIFY REINFORCEMENT BAR DETAILS, QUANTITIES AND WILL BE RESPONSIBLE FOR ANY QUANTITY VARIATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

DRAWN BY KAM | PLANS CK'D. IGG

TYPICAL SECTIONS & QUANTITIES

SHEET 2 OF 19
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SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-266-1	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 995.8 - EL. 995.5 FILL, HOT MIX ASPHALT	145	45	0
EL. 995.5 - EL. 994.0 SILTY SAND WITH GRAVEL (SM)	135	42	0
EL. 994.0 - EL. 992.8 LEAN CLAY (CL)	121	0	1,000
EL. 992.8 - EL. 989.8 LEAN CLAY (CL)	121	0	1,000
EL. 989.8 - EL. 983.8 SILTY SAND WITH GRAVEL (SM/GM)	130	39	0
EL. 983.8 - EL. 978.8 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 978.8 - EL. 970.8 SILTY SAND WITH GRAVEL (SM/GM)	130	35	0
RETAINED SOIL EL. 1007.82 - EL. 1005.22 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-266-2	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 997.7 - EL. 996.4 SILTY SAND WITH GRAVEL (SM)	135	42	0
EL. 996.4 - EL. 994.7 SILTY SAND WITH GRAVEL (SM)	145	39	0
EL. 994.7 - EL. 993.7 LEAN CLAY (CL)	125	0	2,600
EL. 993.7 - EL. 991.2 LEAN CLAY (CL)	121	0	2,200
EL. 991.2 - EL. 989.7 SILTY SAND WITH GRAVEL (SM/GM)	130	41	0
EL. 989.7 - EL. 984.7 SILTY SAND WITH GRAVEL (SM/GM)	135	43	0
EL. 984.7 - EL. 975.7 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 975.7 - EL. 970.7 SILTY SAND WITH GRAVEL (SM/GM)	130	34	0
EL. 970.7 - EL. 965.7 POORLY GRADED SAND WITH SILT (SP-SM)	133	31	0
EL. 965.7 - EL. 962.7 LEAN CLAY (CL)	132	30	0
RETAINED SOIL EL. 1013.39 - EL. 1005.19 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-266-3	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 999.6 - EL. 998.4 SILTY SAND WITH GRAVEL (SM)	135	42	0
EL. 998.4 - EL. 997.1 SILTY SAND WITH GRAVEL (SM)	145	43	0
EL. 997.1 - EL. 994.1 LEAN CLAY (CL)	121	0	2,000
EL. 994.1 - EL. 991.6 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 991.6 - EL. 982.6 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 982.6 - EL. 972.6 SILTY SAND WITH GRAVEL (SM/GM)	135	41	0
EL. 972.6 - EL. 959.6 POORLY GRADED SAND WITH SILT (SP-SM)	133	36	0
RETAINED SOIL EL. 1019.88 - EL. 1001.68 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-266-5	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 992.3 - EL. 990.8 LEAN CLAY (CL)	121	0	2,800
EL. 990.8 - EL. 988.3 LEAN CLAY (CL)	121	0	1,400
EL. 988.3 - EL. 986.8 SILTY SAND WITH GRAVEL (SM)	130	39	0
EL. 986.8 - EL. 975.3 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 975.3 - EL. 970.3 SILTY SAND WITH GRAVEL (SM/GM)	130	35	0
EL. 970.3 - EL. 960.3 POORLY-GRADED SAND (SP)	134	32	0
EL. 960.3 - EL. 957.3 SILT (ML)	138	41	0
RETAINED SOIL EL. 1020.69 - EL. 1004.59 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-266-6	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 989.5 - EL.988.1 LEAN CLAY (CL)	125	0	1,000
EL. 988.1 - EL. 986.5 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 986.5 - EL. 984.0 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 984.0 - EL. 982.0 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 982.0 - EL. 977.5 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 977.5 - EL. 972.5 SILTY SAND WITH GRAVEL (SM/GM)	135	44	0
EL. 972.5 - EL. 964.5 POORLY-GRADED SAND (SP)	134	33	0
RETAINED SOIL EL. 1012.83 - EL. 1004.13 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-266-7	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 988.8 - EL.987.8 LEAN CLAY (CL)	125	0	1,000
EL. 987.8 - EL.987.4 LEAN CLAY (CL)	121	0	2,000
EL. 987.4 - EL. 985.8 SILTY SAND WITH GRAVEL (SM/GM)	130	36	0
EL. 985.8 - EL. 983.3 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 983.3 - EL. 976.8 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 976.8 - EL. 972.8 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 972.8 - EL. 963.8 POORLY-GRADED SAND (SP)	134	32	0
RETAINED SOIL EL. 1007.79 - EL. 1003.49 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING S-443-1	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 998.1 - EL. 997.9 FILL	145	27	0
EL. 997.9 - EL. 995.1 SILTY SAND WITH GRAVEL (SM)	135	42	0
EL. 995.1 - EL. 992.6 LEAN CLAY (CL)	121	0	3,000
EL. 992.6 - EL. 976.1 SILTY SAND WITH GRAVEL (SM/GM)	135	42	0
EL. 976.1 - EL. 971.1 SILTY SAND WITH GRAVEL (SM/GM	135	37	0
EL. 971.1 - EL. 968.1 SILTY SAND WITH GRAVEL (SM/GM	130	36	0
RETAINED SOIL EL. 1015.38 - EL. 1002.98 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING RB-36	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 991.7 - EL. 990.5 LEAN CLAY (CL)	121	0	1,000
EL. 990.5 - EL. 987.2 LEAN CLAY (CL)	121	0	2,800
EL. 987.2 - EL. 979.7 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 979.7 - EL. 976.7 SILTY SAND WITH GRAVEL (SM/GM)	130	34	0
RETAINED SOIL EL. 1017.03 - EL. 1005.23 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING B-831-1	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 994.3 - EL. 994.1 LEAN CLAY (CL)	135	0	1,000
EL. 994.1 - EL. 988.8 LEAN CLAY (CL)	135	0	1,000
EL. 988.8 - EL. 987.3 LEAN CLAY (CL)	135	0	900
EL. 987.3 - EL. 977.3 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 977.3 - EL. 972.3 SILTY SAND WITH GRAVEL (SM/GM)	135	41	0
EL. 972.3 - EL. 966.3 POORLY-GRADED SAND (SP)	134	29	0
EL. 966.3 - EL. 962.3 POORLY-GRADED SAND (SP)	134	27	0
EL. 962.3 - EL. 957.3 POORLY-GRADED SAND (SP)	134	31	0
EL. 957.3 - EL. 952.3 POORLY-GRADED SAND (SP)	130	25	0
EL. 952.3 - EL. 943.3 LEAN CLAY (CL)	132	0	900
EL. 943.3 - EL. 934.3 LEAN CLAY (CL)	132	0	720
EL. 934.3 - EL. 925.3 LEAN CLAY (CL)	132	0	1,100
EL. 925.3 - EL. 916.3 LEAN CLAY (CL)	132	0	1,500
EL. 916.3 - EL. 906.8 LEAN CLAY (CL)	132	0	1,100
EL. 906.8 - EL. 901.8 POORLY-GRADED SAND (SP)	134	26	0
EL. 901.8 - EL. 896.8 POORLY-GRADED SAND (SP)	134	28	0
EL. 896.8 - EL. 891.8 POORLY-GRADED SAND (SP)	134	31	0
EL. 891.8 - EL. 883.3 POORLY-GRADED SAND WITH SILT (SP-SM)	133	38	0
EL. 883.3 - EL. 875.3 POORLY-GRADED SAND WITH SILT (SP-SM)	133	38	0
EL. 875.3 - EL. 866.8 POORLY-GRADED SAND WITH SILT (SP-SM)	133	39	0
EL. 866.8 - EL. 856.8 POORLY-GRADED SAND (SP)	134	35	0
EL. 856.8 - EL. 847.3 SANDSTONE	137	39	0
EL. 847.3 - EL. 845.7 SANDSTONE	140	45	0
RETAINED SOIL EL. 1022.86- EL. 1000.56 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING B-832-1	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1000.5 - EL. 999.5 FILL	135	42	0
EL. 999.5 - EL. 999.0 SILTY SAND WITH GRAVEL (SM)	135	41	0
EL. 999.0 - EL. 998.5 SILTY SAND (SM)	145	33	0
EL. 998.5 - EL. 997.5 LEAN CLAY (CL)	125	0	5,600
EL. 997.5 - EL. 995.6 LEAN CLAY (CL)	123	0	2,800
EL. 995.6 - EL. 990.0 LEAN CLAY (CL)	119	0	500
EL. 990.0 - EL. 981.5 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 981.5 - EL. 973.5 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 973.5 - EL. 968.5 SILTY SAND WITH GRAVEL (SM/GM)	130	35	0
EL. 968.5 - EL. 963.5 POORLY-GRADED SAND (SP)	134	30	0
EL. 963.5 - EL. 953.5 POORLY-GRADED SAND (SP)	134	27	0
EL. 953.5 - EL. 943.5 POORLY-GRADED SAND (SP)	134	31	0
EL. 943.5 - EL. 938.5 POORLY-GRADED SAND (SP)	134	25	0
EL. 938.5 - EL. 928.5 LEAN CLAY (CL)	132	0	820
EL. 928.5 - EL. 918.5 LEAN CLAY (CL)	132	0	850
EL. 918.5 - EL. 913.5 POORLY-GRADED SAND WITH SILT (SP-SM)	133	27	0
EL. 913.5 - EL. 908.5 POORLY-GRADED SAND WITH SILT (SP-SM)	133	30	0
EL. 908.5 - EL. 903.5 POORLY-GRADED SAND (SP)	134	31	0
EL. 903.5 - EL. 893.5 POORLY-GRADED SAND (SP)	134	35	0
EL. 893.5 - EL. 888.5 POORLY-GRADED SAND (SP)	134	36	0
EL. 888.5 - EL. 883.5 POORLY- GRADED SAND WITH SILT (SP-SM)	133	35	0
EL. 883.5 - EL. 878.5 POORLY- GRADED SAND WITH SILT (SP-SM)	133	32	0
EL. 878.5 - EL. 868.5 POORLY- GRADED SAND WITH SILT (SP-SM)	133	42	0
EL. 868.5 - EL. 863.5 POORLY- GRADED SAND WITH SILT (SP-SM)	133	32	0
EL. 863.5 - EL. 857.0 POORLY- GRADED SAND WITH SILT (SP-SM)	133	35	0
EL. 857.0 - EL. 854.0 SANDSTONE	140	45	0
EL. 854.0 - EL. 850.5 SANDSTONE	140	38	0
RETAINED SOIL EL. 1022.88 - EL. 1000.58 *			

* DESIGN WALL FOR THESE VALUES

WALL EXTERNAL STABILITY EVALUATION

	DIMENSIONS											
	E. RET. WALL	E. RET. WALL	E. RET. WALL	E. RET. WALL	W. RET. WALL	W. RET. WALL	W. RET. WALL	W. RET. WALL	W. RET. WALL	E. RET. WALL	E. RET. WALL
MINIMUM RECOMMENDED UNDERCUT (FEET)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.0	7.0	10.5	10.5
WALL HEIGHT (FEET)	4.1	9.7	13.9	19.7	17.6	13.3	10.2	5.8	23.8	13.3	23.8	13.0
EXPOSED WALL HEIGHT (FEET)	2.6	8.2	12.4	18.2	16.1	11.8	8.7	4.3	22.3	11.8	22.3	11.5
LENGTH OF REINFORCEMENT (FEET)	8.0	8.0	10.0	15.0	13.0	10.0	8.0	8.0	17.0	20.0	17.0	20.0
WALL STATION	19+00	16+25	15+25	13+00	7+50	5+50	3+75	2+00	9+00	9+11.60	11+00	10+89.07
BORING USED	R-266-1	R-266-2	S-443-1	R-266-3	R-266-5	RB-36	R-266-6	R-266-7	B-831-1	B-831-1 **	B-832-1	B-832-1 **
CAPACITY TO DEMAND RATIO (CDR)												
SLIDING (CDR > 1.0)	2.0	1.2	1.1	1.3	1.2	1.2	1.1	1.6	1.2	1.0	1.2	1.0
ECCENTRICITY (CDR > 1.0)	5.4	1.5	1.3	1.6	1.4	1.4	1.4	3.4	1.4	2.0	1.4	2.1
BEARING (CDR > 1.0)	3.5	2.2	1.7	1.1	1.1	1.2	1.9	4.7	1.9	3.0	1.9	3.2
GLOBAL STABILITY (CDR > 1.0)	———	———	———	———	———	———	———	———	1.0	———	1.0	———
FACTORED SOIL BEARING CAPACITY (PSF)	4,100	5,800	6,600	5,200	5,300	4,600	5,600	7,100	11,500	16,800	11,500	17,100

FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER LOCATIONS IS THE RESPONSIBILITY OF THE WALL DESIGNER AND MAY DIFFER FROM VALUES IN TABLE.

** IN FRONT OF ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

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SOIL PARAMETERS

SHEET 3 OF 19
984

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STATE PROJECT NUMBER

1206-08-77

TABLE OF ELEVATIONS

MAINLINE STATION	MAINLINE OFFSET	WALL STATION	BOTTOM OF WALL	FINISHED GROUND ELEVATION	TOP OF COPING
894+00.00	73.75' LT	1+00.00	1002.67	1004.17	1004.23
894+25.55	73.75' LT	1+25.00	1002.22	1003.72	1005.22
894+51.01	73.75' LT	1+50.00	1001.80	1003.30	1006.21
894+76.01	73.75' LT	1+75.00	1002.10	1003.60	1007.17
895+01.01	73.75' LT	2+00.00	1002.26	1003.76	1007.99
895+26.01	73.75' LT	2+25.00	1002.36	1003.86	1008.75
895+51.01	73.75' LT	2+50.00	1002.44	1003.94	1009.50
895+76.01	73.75' LT	2+75.00	1002.51	1004.01	1010.24
896+01.01	73.75' LT	3+00.00	1002.57	1004.07	1010.96
896+26.01	73.75' LT	3+25.00	1002.61	1004.11	1011.67
896+51.01	73.75' LT	3+50.00	1002.66	1004.16	1012.37
896+76.01	73.75' LT	3+75.00	1002.69	1004.19	1013.05
897+01.01	73.75' LT	4+00.00	1002.70	1004.20	1013.71
897+26.01	73.75' LT	4+25.00	1002.65	1004.15	1014.31
897+51.01	73.75' LT	4+50.00	1002.59	1004.09	1014.89
897+76.01	73.75' LT	4+75.00	1002.84	1004.34	1015.47
898+01.01	73.75' LT	5+00.00	1003.07	1004.57	1016.02
898+26.01	73.75' LT	5+25.00	1003.29	1004.79	1016.57
898+51.01	73.75' LT	5+50.00	1003.50	1005.00	1017.10
898+76.01	73.94' LT	5+75.00	1003.69	1005.19	1017.61
899+00.99	74.77' LT	6+00.00	1003.85	1005.35	1018.10
899+25.98	75.60' LT	6+25.00	1003.99	1005.49	1018.57
899+50.96	76.44' LT	6+50.00	1004.13	1005.63	1019.03
899+75.95	77.27' LT	6+75.00	1004.25	1005.75	1019.47
900+00.94	78.10' LT	7+00.00	1004.33	1005.83	1019.90
900+25.92	78.94' LT	7+25.00	1003.72	1005.22	1020.32
900+50.91	79.77' LT	7+50.00	1003.09	1004.59	1020.73
900+75.89	80.60' LT	7+75.00	1002.46	1003.96	1021.12
901+00.88	81.43' LT	8+00.00	1001.81	1003.31	1021.49
901+25.87	82.27' LT	8+25.00	1001.14	1002.64	1021.86
901+50.85	83.10' LT	8+50.00	1000.46	1001.96	1022.20
901+75.84	83.93' LT	8+75.00	999.77	1001.27	1022.54
902+00.83	84.75' LT	9+00.00	999.06	1000.56	1022.86
902+04.96	84.75' LT	9+04.14	998.95	1000.45	1022.91
902+04.96	84.75' LT	9+04.14	998.95	1000.45	1010.56
902+09.07	84.75' LT	9+08.25	998.83	1000.33	1010.56
902+09.07	84.75' LT	9+08.25	998.83	1000.33	1012.06
902+12.43	84.75' LT	9+11.60	998.74	1000.24	1012.06
902+15.77	71.78' LT	9+25.00	998.89	1000.39	1012.06
902+22.02	47.57' LT	9+50.00	999.18	1000.68	1012.06
902+28.26	23.36' LT	9+75.00	999.46	1000.96	1012.06
902+31.60	10.40' LT	9+88.39	999.61	1001.11	1012.06
902+25.11	0.77' LT	10+00.00	999.55	1001.05	1012.06
902+11.13	19.96' RT	10+25.00	999.43	1000.93	1012.06
901+97.16	40.69' RT	10+50.00	999.30	1000.80	1012.06

MAINLINE STATION	MAINLINE OFFSET	WALL STATION	BOTTOM OF WALL	FINISHED GROUND ELEVATION	TOP OF COPING
901+83.18	61.42' RT	10+75.00	999.17	1000.67	1012.06
901+74.87	73.75' RT	10+89.87	999.10	1000.60	1012.06
901+71.51	73.75' RT	10+93.23	999.12	1000.62	1012.06
901+71.51	73.75' RT	10+93.23	999.12	1000.62	1010.56
901+67.01	73.75' RT	10+97.72	999.15	1000.65	1010.56
901+67.01	73.75' RT	10+97.72	999.15	1000.65	1022.92
901+64.74	73.75' RT	11+00.00	999.16	1000.66	1022.90
901+39.74	73.75' RT	11+25.00	999.31	1000.81	1022.57
901+14.74	73.75' RT	11+50.00	999.45	1000.95	1022.22
900+89.74	73.75' RT	11+75.00	999.57	1001.07	1021.85
900+64.74	73.75' RT	12+00.00	999.68	1001.18	1021.48
900+39.74	73.75' RT	12+25.00	999.78	1001.28	1021.09
900+14.74	73.75' RT	12+50.00	999.86	1001.36	1020.68
899+89.74	73.75' RT	12+75.00	999.99	1001.49	1020.27
899+64.74	73.75' RT	13+00.00	1000.18	1001.68	1019.84
899+39.74	73.75' RT	13+25.00	1000.36	1001.86	1019.39
899+14.74	73.75' RT	13+50.00	1000.53	1002.03	1018.93
898+89.74	73.75' RT	13+75.00	1000.68	1002.18	1018.46
898+64.74	73.75' RT	14+00.00	1000.82	1002.32	1017.98
898+39.74	73.75' RT	14+25.00	1000.95	1002.45	1017.48
898+14.74	73.75' RT	14+50.00	1001.06	1002.56	1016.96
897+89.74	73.75' RT	14+75.00	1001.16	1002.66	1016.44
897+64.74	73.75' RT	15+00.00	1001.24	1002.74	1015.90
897+39.74	73.75' RT	15+25.00	1001.48	1002.98	1015.34
897+14.74	73.75' RT	15+50.00	1001.96	1003.46	1014.77
896+89.74	73.75' RT	15+75.00	1002.46	1003.96	1014.23
896+64.74	73.75' RT	16+00.00	1003.08	1004.58	1013.80
896+39.74	73.75' RT	16+25.00	1003.69	1005.19	1013.36
896+14.74	73.75' RT	16+50.00	1004.28	1005.78	1012.90
895+89.74	73.75' RT	16+75.00	1004.61	1006.11	1012.43
895+64.74	73.75' RT	17+00.00	1004.58	1006.08	1011.95
895+39.74	73.75' RT	17+25.00	1004.52	1006.02	1011.45
895+14.74	73.75' RT	17+50.00	1004.46	1005.96	1010.94
894+89.74	73.75' RT	17+75.00	1004.38	1005.88	1010.42
894+64.74	73.75' RT	18+00.00	1004.33	1005.83	1009.92
894+39.90	73.75' RT	18+25.00	1004.28	1005.78	1009.43
894+15.42	73.75' RT	18+50.00	1004.22	1005.72	1008.93
893+90.94	73.75' RT	18+75.00	1004.07	1005.57	1008.42
893+66.46	73.75' RT	19+00.00	1003.72	1005.22	1007.81
893+41.98	73.75' RT	19+25.00	1003.23	1004.73	1007.08
893+17.50	73.75' RT	19+50.00	1002.74	1004.24	1006.35
892+93.02	73.75' RT	19+75.00	1002.42	1003.92	1005.61
892+68.55	73.75' RT	20+00.00	1002.77	1004.27	1004.90
892+50.00	73.75' RT	20+18.94	1002.86	1004.36	1004.36

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

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ELEVATIONS

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STATE PROJECT NUMBER

1206-08-77

PILASTER LOCATIONS

WALL STATION	MAINLINE STATION
5+09.23	898+10.24 VR
5+69.23	898+70.24 VR
6+29.23	899+30.21 VR
6+89.23	899+90.18 VR
7+49.23	900+50.14 VR
8+09.23	901+10.11 VR
8+39.23	901+40.09 VR
8+69.23	901+70.08 VR
11+32.72	901+32.02 VR
11+62.73	901+02.01 VR
11+92.73	900+72.01 VR
12+52.73	900+12.01 VR
13+12.73	899+52.01 VR
13+72.73	898+92.01 VR
14+32.73	898+32.01 VR
14+92.73	897+72.01 VR

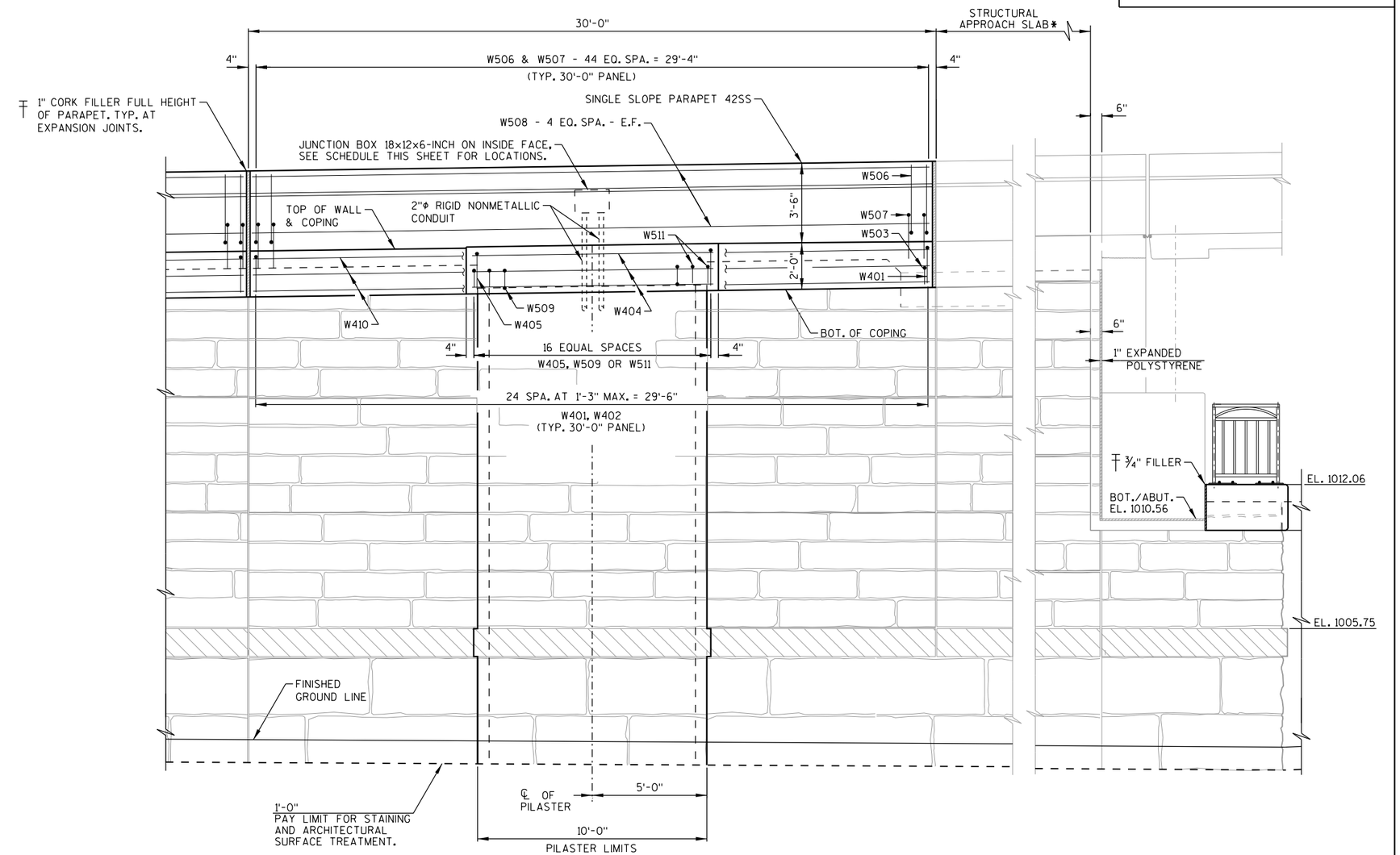
◆ JUNCTION BOX LOCATION

NOTES

ALL BAR STEEL SHALL BE EPOXY COATED.

CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

LAP LONGITUDINAL #4 BARS A MINIMUM OF 1'-0".

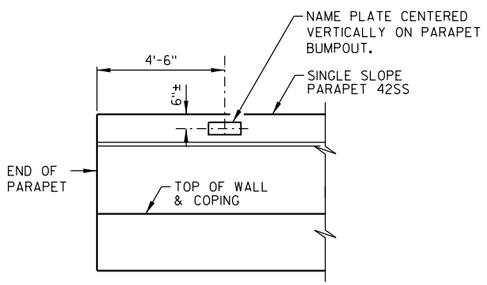


ELEVATION OF COPING AND PARAPET

LOOKING WEST AT F.F. OF WALL

* STRUCTURAL APPROACH SLAB, COPING AND PARAPET PAID FOR SEPARATELY UNDER STRUCTURES B-13-831 & B-13-832.

⊣ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)



NAME PLATE DETAIL

(SHOWING EXTERIOR ELEV. OF PARAPET)

FOR LOCATION SEE "GENERAL PLAN" SHT. 1

NO.	DATE	REVISION	BY

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STRUCTURE R-13-266

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WALL ELEVATION

SHEET 5 OF 19

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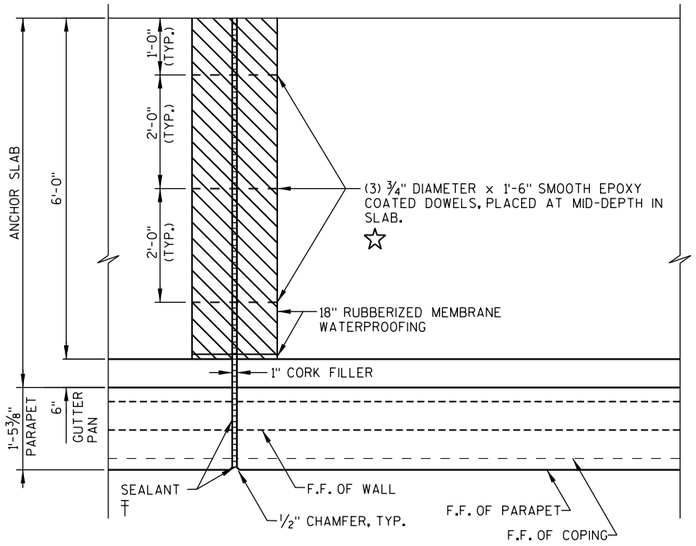
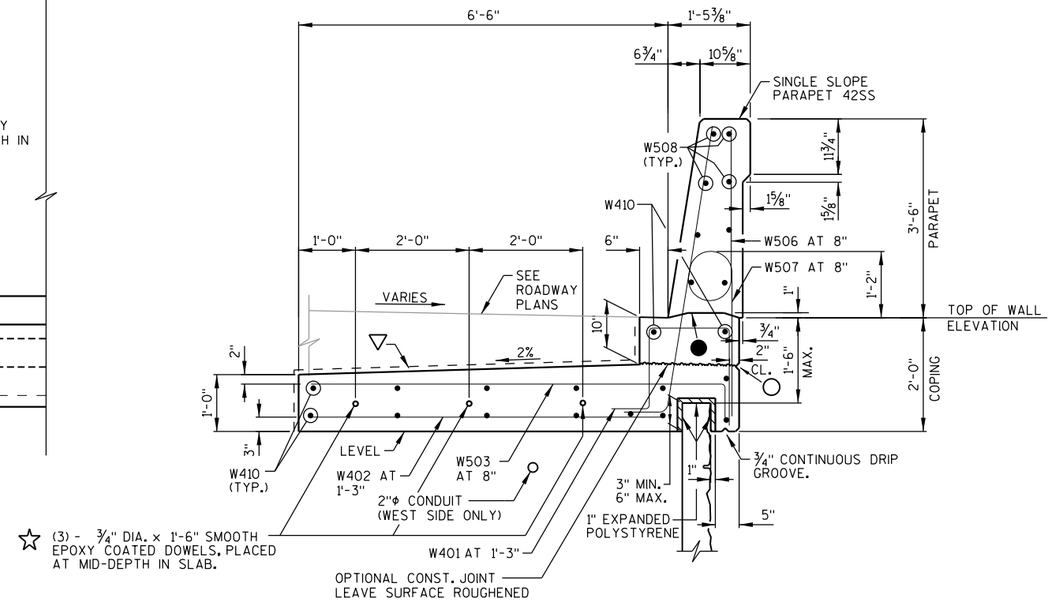


TYPICAL ANCHOR SLAB EXPANSION JOINT DETAIL

EXPANSION JOINTS TO BE SPACED AT A MINIMUM OF 20' AND A MAXIMUM OF 30'. LOCATE EXPANSION JOINTS OVER WALL JOINTS. DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS AS SHOWN.

† SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)



CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL (6-INCH PAN)

NOTES

LAP LONGITUDINAL #4 BARS A MIN. OF 1'-0"

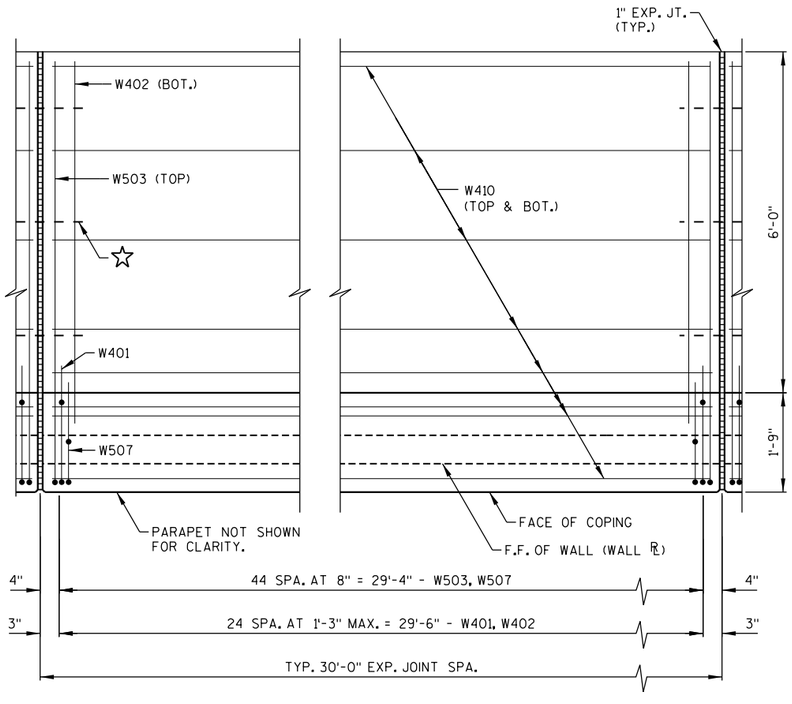
ALL BAR STEEL SHALL BE EPOXY COATED.

CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

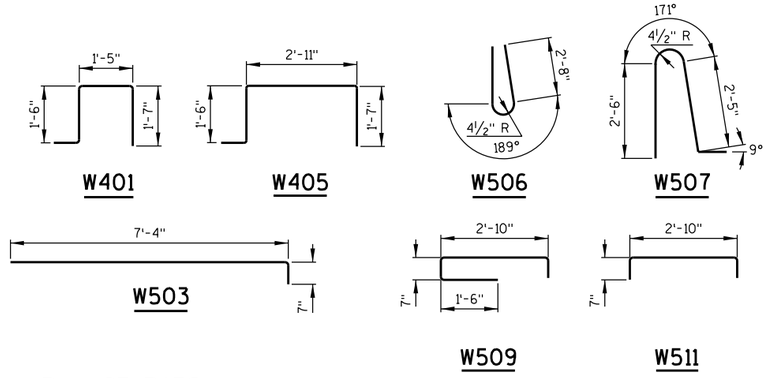
FOR PANELS ADJACENT TO BRIDGE APPROACH SLAB, FLARE BARS ACCORDINGLY TO ACCOUNT FOR SLAB SKEW.

LEGEND

- ● CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ▽ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT. PROVIDE BOND BREAKER BETWEEN JOINTS.
- ☆ (3) - ¾" DIA. x 1'-6" LONG SMOOTH EPOXY COATED DOWELS AT EXPANSION JOINTS. PLACE AT MID-DEPTH IN SLAB. EMBED 9". USE APPROVED DEBONDER ON ½ OF BAR LENGTH. COST INCLUDED IN BID ITEM "CONCRETE MASONRY RETAINING WALLS".
- ○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.



ANCHOR SLAB REINFORCING PLAN (6-INCH PAN)



BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR. ALL BAR STEEL IN THIS BILL SHALL BE EPOXY COATED.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION
COATED BARS				TOTAL WEIGHT = 100,360 LBS
W401	1295	4-8	X	ANCHOR SLAB TRANS.
W402	1410	6-0		ANCHOR SLAB TRANS.
W503	2539	7-9	X	ANCHOR SLAB TRANS.
W404	64	10-8		ANCHOR SLAB AT PILASTERS LONGIT.
W405	262	6-2	X	ANCHOR SLAB AT PILASTERS TRANS.
W506	2583	6-8	X	PARAPET WALL VERT.
W507	2541	6-11	X	PARAPET WALL VERT.
W508	8	1686-0		PARAPET WALL LONGIT.
W509	208	5-1	X	ANCHOR SLAB AT PILASTERS TRANS.
W410	15	1686-0		ANCHOR SLAB LONGIT.
W511	64	3-9	X	ANCHOR SLAB AT PILASTERS TRANS.

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINTS ON THE FRONT FACE.

NO.	DATE	REVISION	BY

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STRUCTURE R-13-266

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ANCHOR SLAB DETAILS - 1

SHEET 6 OF 19
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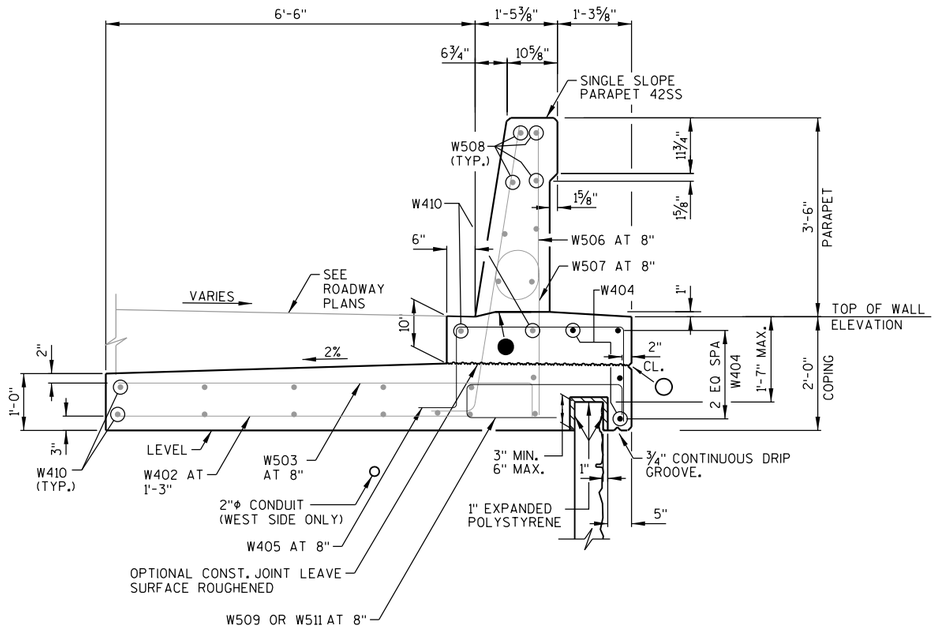
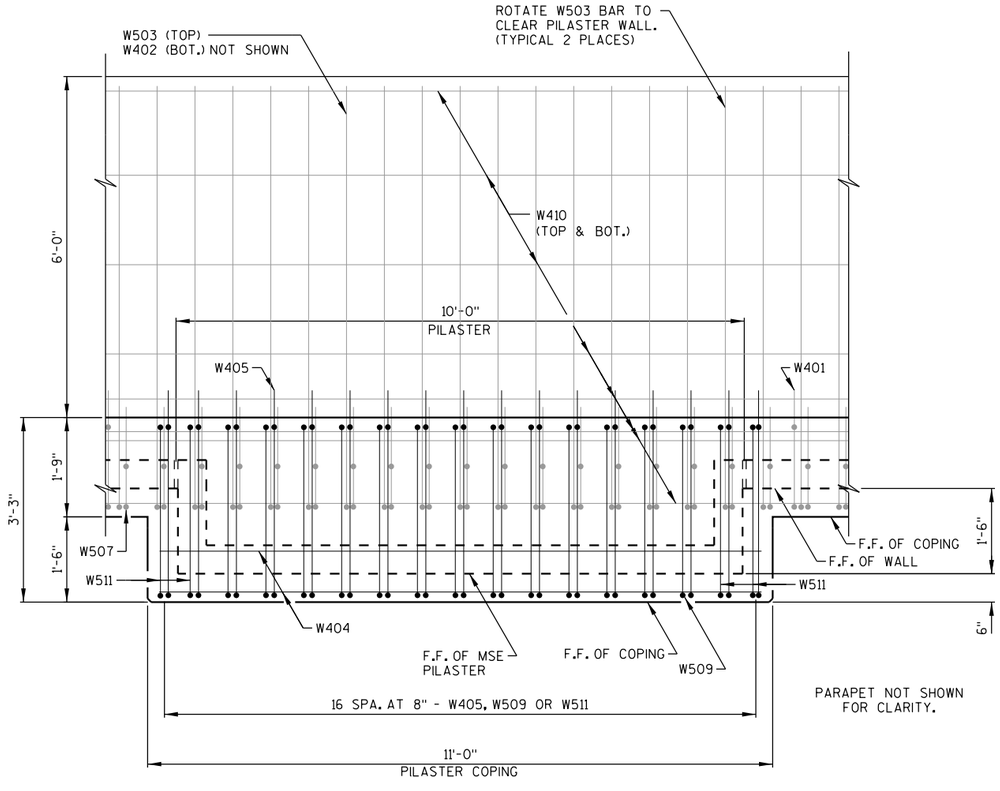


CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL (6-INCH PAN) AT PILASTER



PILASTER - PLAN VIEW

NOTES

SEE SHEETS 1 & 5 FOR PILASTER LOCATIONS.

DO NOT USE CORNER ELEMENTS ON PILASTER CORNERS.

LAP LONGITUDINAL #4 BARS A MIN. OF 1'-0".

ALL BAR STEEL SHALL BE EPOXY COATED.

CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1", SHT. 6, FOR ADDITIONAL BAR STEEL DETAILS.

LEGEND

● CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

DRAWN BY KAM | PLANS CK'D. IGG

ANCHOR SLAB DETAILS - 2

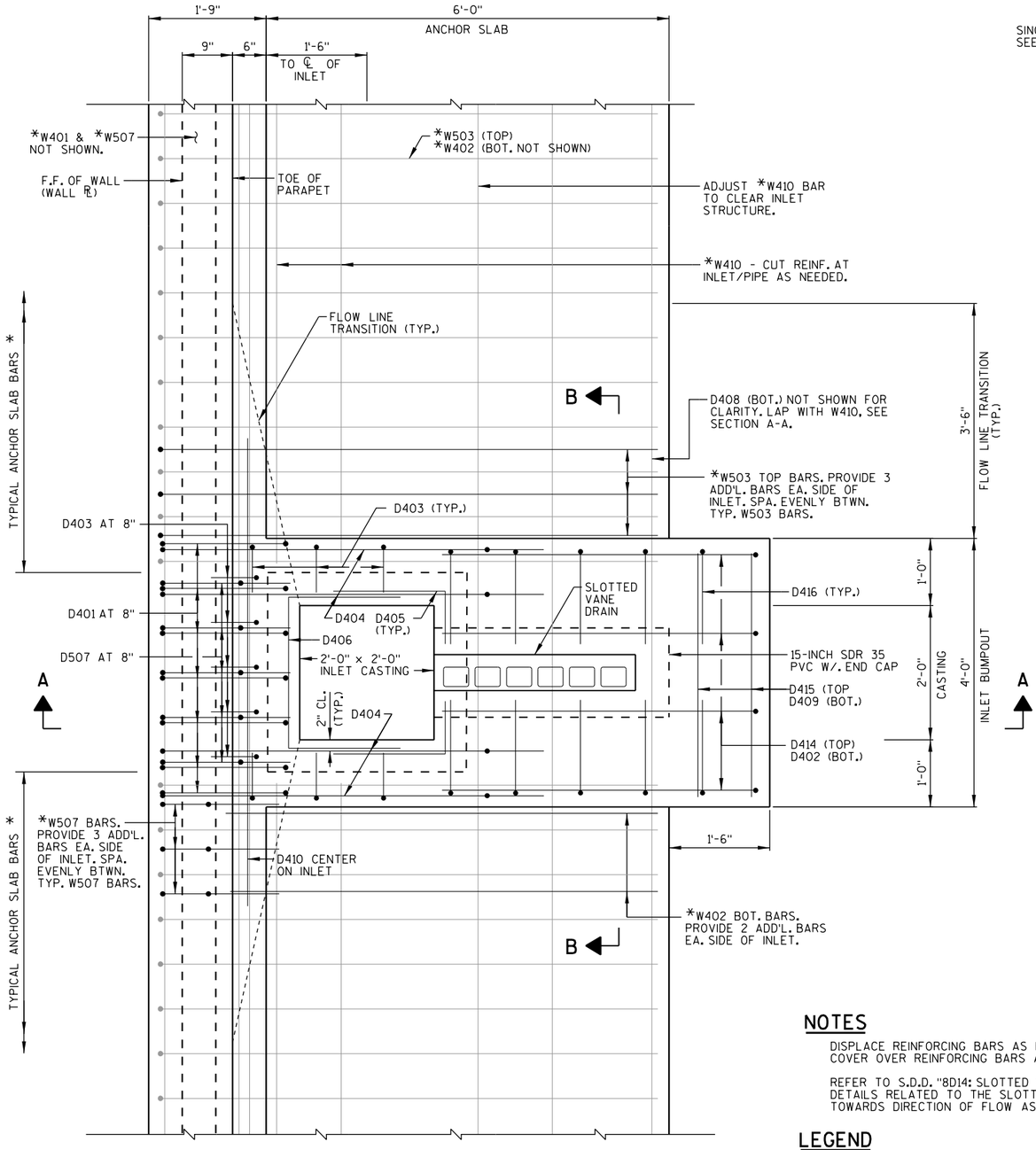
SHEET 7 OF 19
988

8

8

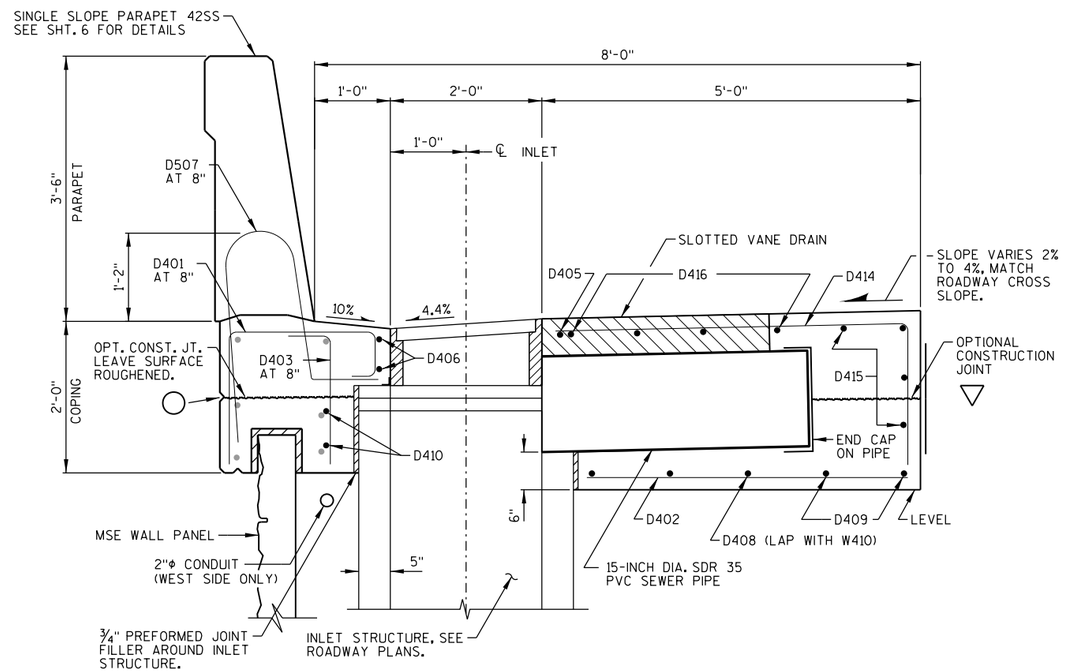
STATE PROJECT NUMBER

1206-08-77

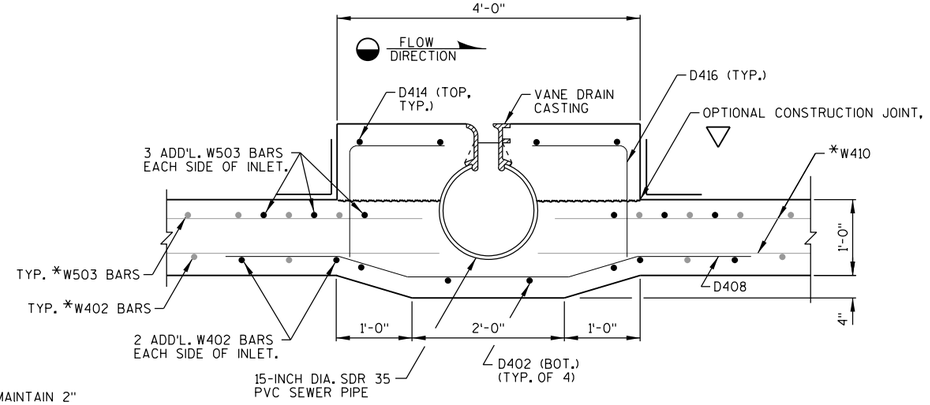


ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

6 INLETS OF THIS CONFIGURATION. SEE INLET SCHEDULE ON THIS SHEET FOR INLET LOCATIONS. ALL INLET STRUCTURES OF THIS CONFIGURATION ARE CENTERED BETWEEN EXPANSION JOINTS.



SECTION A-A



SECTION B-B

NOTES

DISPLACE REINFORCING BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINFORCING BARS AT INLET STRUCTURE.

REFER TO S.D.D. "8D14: SLOTTED VANE DRAIN" FOR ADDITIONAL DETAILS RELATED TO THE SLOTTED VANE DRAIN. ORIENT DRAIN TOWARDS DIRECTION OF FLOW AS SHOWN IN STANDARD DETAIL.

LEGEND

- * TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1", SHEET 6, FOR ADDITIONAL BAR STEEL DETAILS.
- ▽ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.
- ○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.
- ◒ FLOW DIRECTION VARIES BY LOCATION.

INLET LOCATIONS

(WITH SINGLE VANE)

WALL STATION	MAINLINE STATION
1+79.23	894+80.24 VR
2+99.23	896+00.24 VR
4+49.23	897+50.24 VR
5+99.23	899+00.32 VR
7+19.23	900+20.25 VR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

DRAWN BY KAM | PLANS CK'D. IGG

INLET WITH SINGLE VANE

SHEET 8 OF 19

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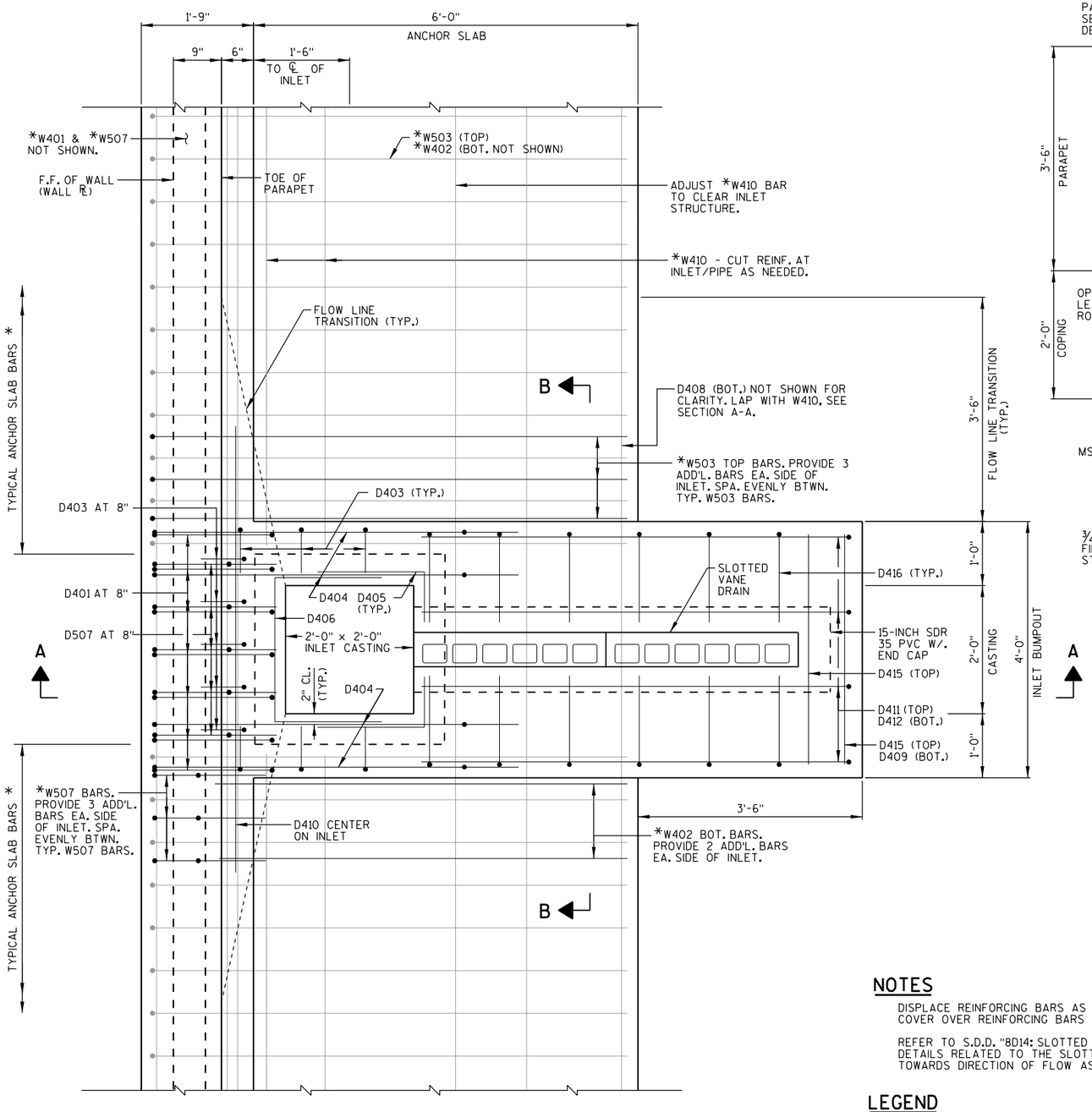
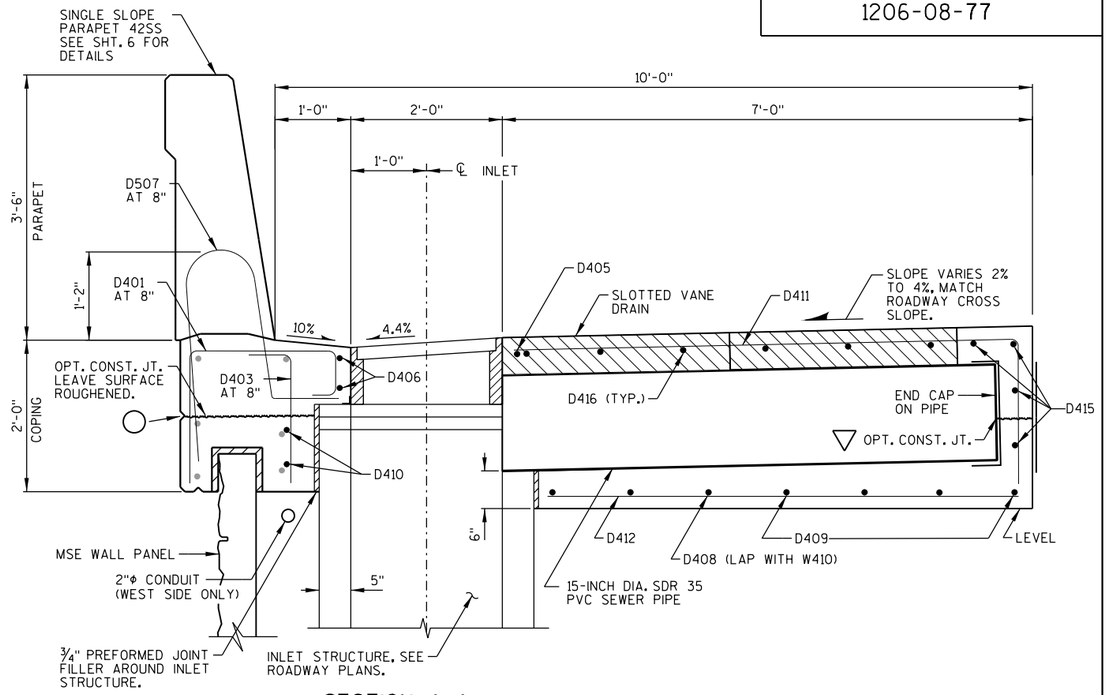
STATE PROJECT NUMBER

1206-08-77

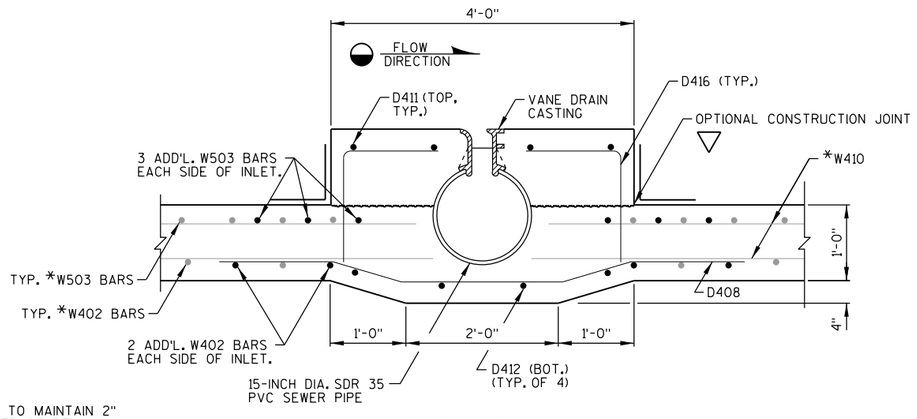


ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

2 INLETS OF THIS CONFIGURATION, SEE INLET SCHEDULE ON THIS SHEET FOR INLET LOCATION.



SECTION A-A



SECTION B-B

NOTES

DISPLACE REINFORCING BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINFORCING BARS AT INLET STRUCTURE.

REFER TO S.D.D. "8D14: SLOTTED VANE DRAIN" FOR ADDITIONAL DETAILS RELATED TO THE SLOTTED VANE DRAIN. ORIENT DRAIN TOWARDS DIRECTION OF FLOW AS SHOWN IN STANDARD DETAIL.

LEGEND

* TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1", SHEET 6, FOR ADDITIONAL BAR STEEL DETAILS.

▽ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

◒ FLOW DIRECTION VARIES BY LOCATION.

INLET LOCATION

(WITH DOUBLE VANE)

WALL STATION	MAINLINE STATION
8+76.73	901+77.66 VR
16+42.73	896+22.01 VR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

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INLET WITH DOUBLE VANES

SHEET 9 OF 19

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NOTES

DISPLACE REINFORCING BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINFORCING BARS AT INLET STRUCTURE.

REFER TO S.D.D. "8D14: SLOTTED VANE DRAIN" FOR ADDITIONAL DETAILS RELATED TO THE SLOTTED VANE DRAIN. ORIENT DRAIN TOWARDS DIRECTION OF FLOW AS SHOWN IN STANDARD DETAIL.

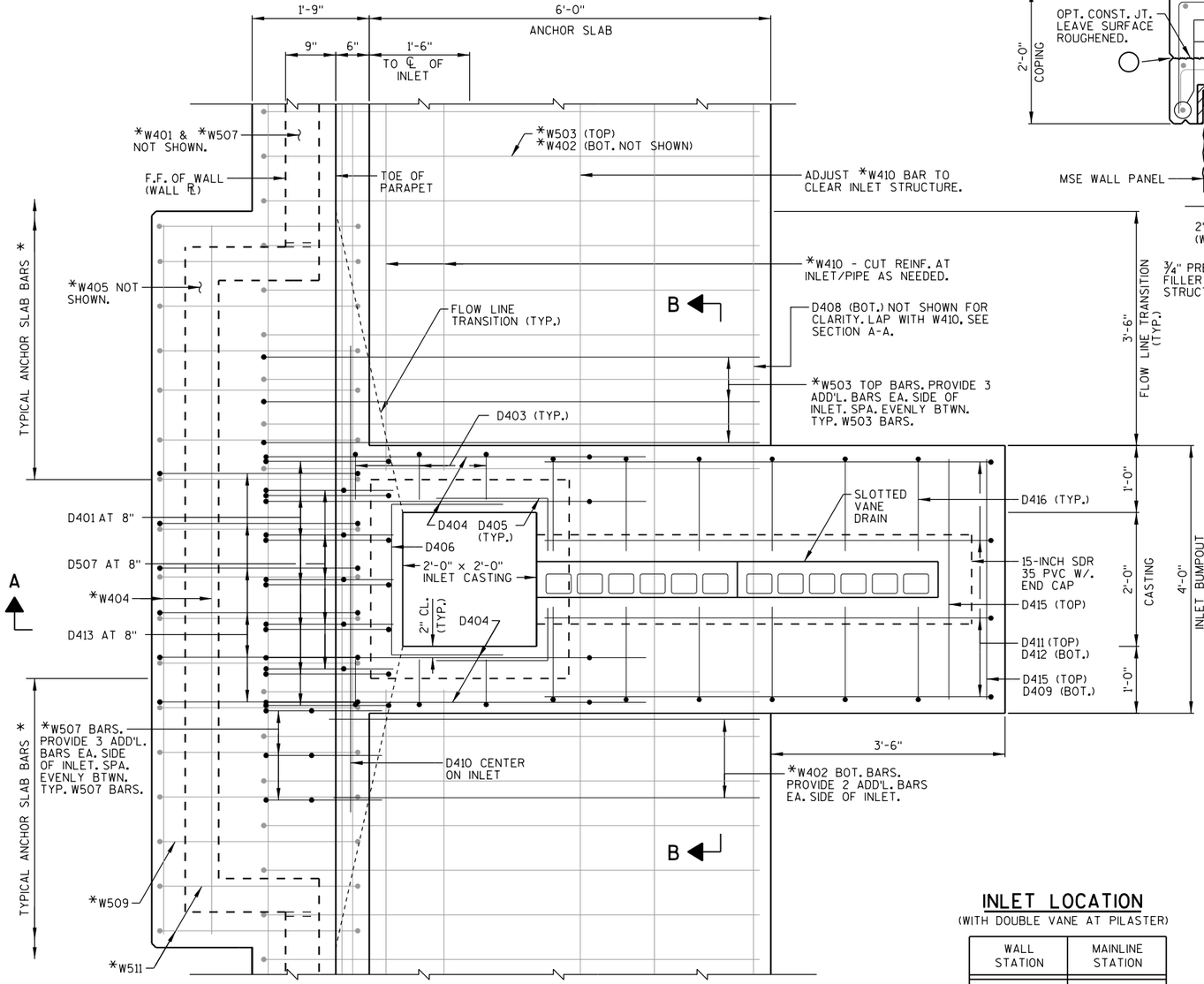
LEGEND

* TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 2", SHEET 7, FOR ADDITIONAL BAR STEEL DETAILS.

▽ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

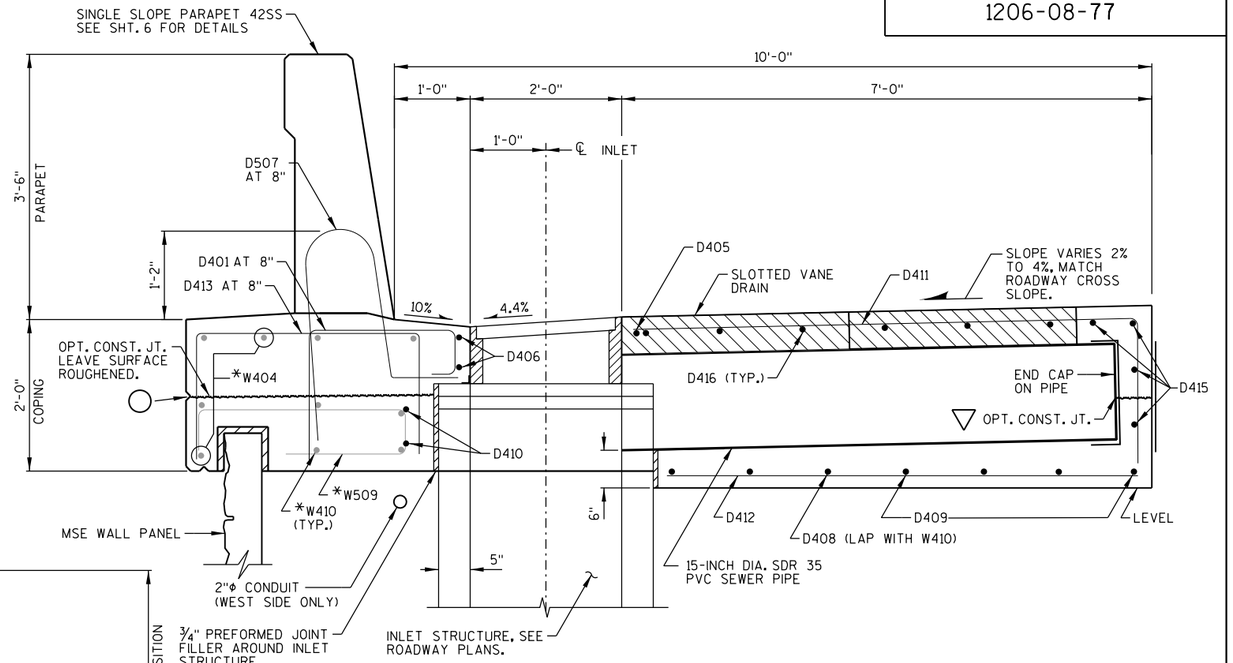
○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

◒ FLOW DIRECTION VARIES BY LOCATION.

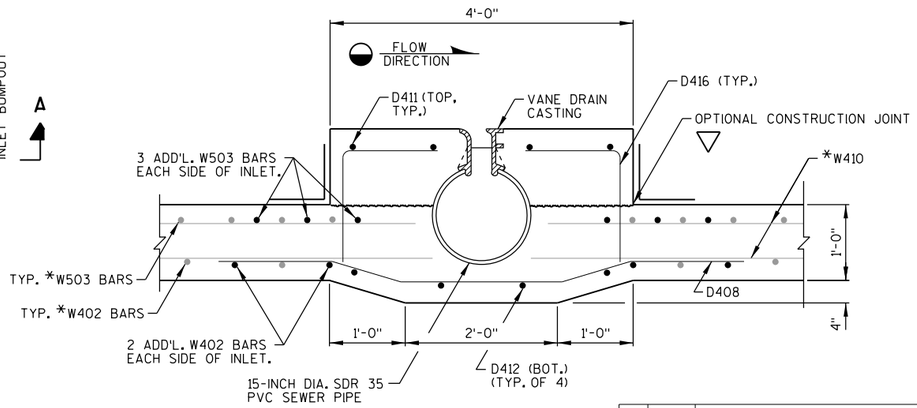


ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

2 INLETS OF THIS CONFIGURATION, SEE INLET SCHEDULE ON THIS SHEET FOR INLET LOCATION. INLET STRUCTURE OF THIS CONFIGURATION IS CENTERED ON PILASTER.



SECTION A-A



SECTION B-B

INLET LOCATION

(WITH DOUBLE VANE AT PILASTER)

WALL STATION	MAINLINE STATION
11+32.72	901+32.02 VR
13+72.73	898+92.01 VR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

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INLET WITH DOUBLE VANES AT PILASTER

SHEET 10 OF 19
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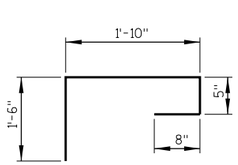

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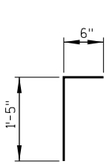

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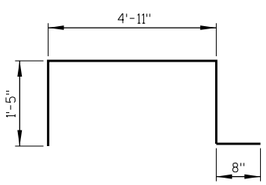

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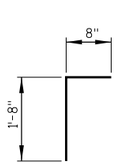

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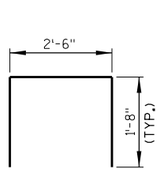

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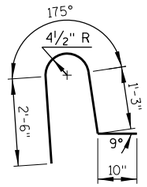

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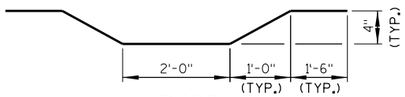

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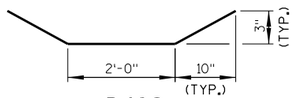

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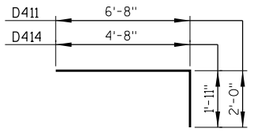
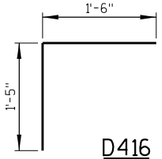


D411, D414



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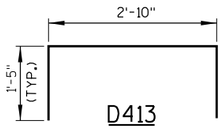

D413

BILL OF BARS

FOR INLET LOCATIONS - (9 TOTAL INLETS ON WALL R-13-266)

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.

ALL BAR STEEL IN THIS BILL SHALL BE EPOXY COATED.

MARK	NO. REQ'D	LENGTH	BENT	BAR SERIES	LOCATION
COATED BARS					TOTAL WEIGHT = 1,890 LBS
D401	70	4-2	X		INLET - TOP VERT.
D402	24	4-2			INLET - BOT. SINGLE VAN TRANS.
D403	95	1-10	X		INLET - TOP VERT.
D404	40	8-2	X		INLET - TOP TRANS.
D405	20	2-3	X		INLET - TOP TRANS.
D406	20	5-8	X		INLET - TOP TRANS.
D507	50	5-7	X		INLET - TOP VERT.
D408	30	7-0	X		INLET - BOT. LONGIT.
D409	28	3-8	X		INLET - BOT. LONGIT.
D410	20	7-0			INLET - BOT. LONGIT.
D411	16	8-7	X		INLET - TOP TRANS.
D412	16	6-2			INLET - BOT. TRANS.
D413	12	5-6	X		INLET - TOP TRANS.
D414	24	6-6	X		INLET - TOP TRANS.
D415	40	3-8			INLET - TOP LONGIT.
D416	96	2-10	X		INLET - TOP VERT.

NO.	DATE	REVISION	BY

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STRUCTURE R-13-266

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INLET REINFORCING DETAILS

SHEET 11 OF 19

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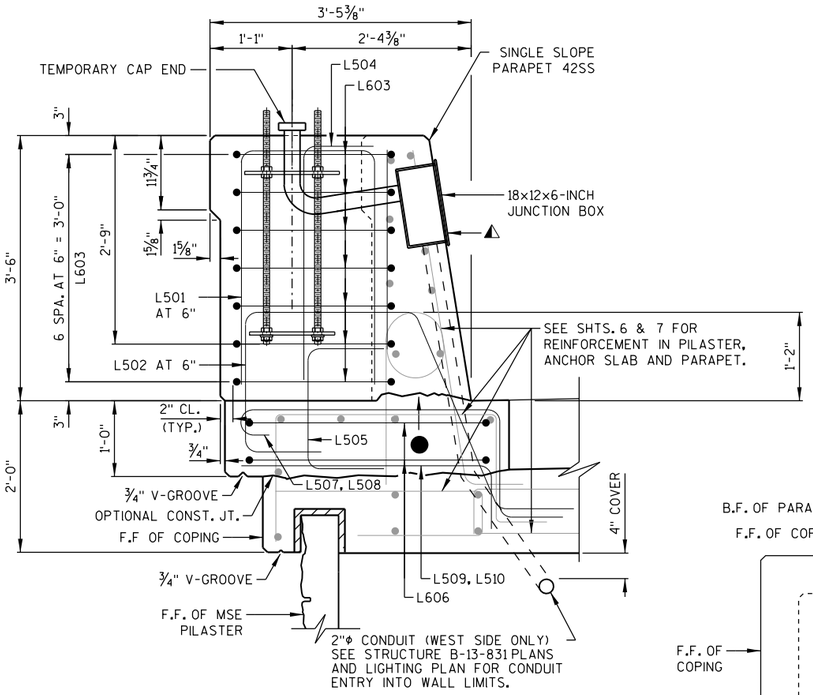
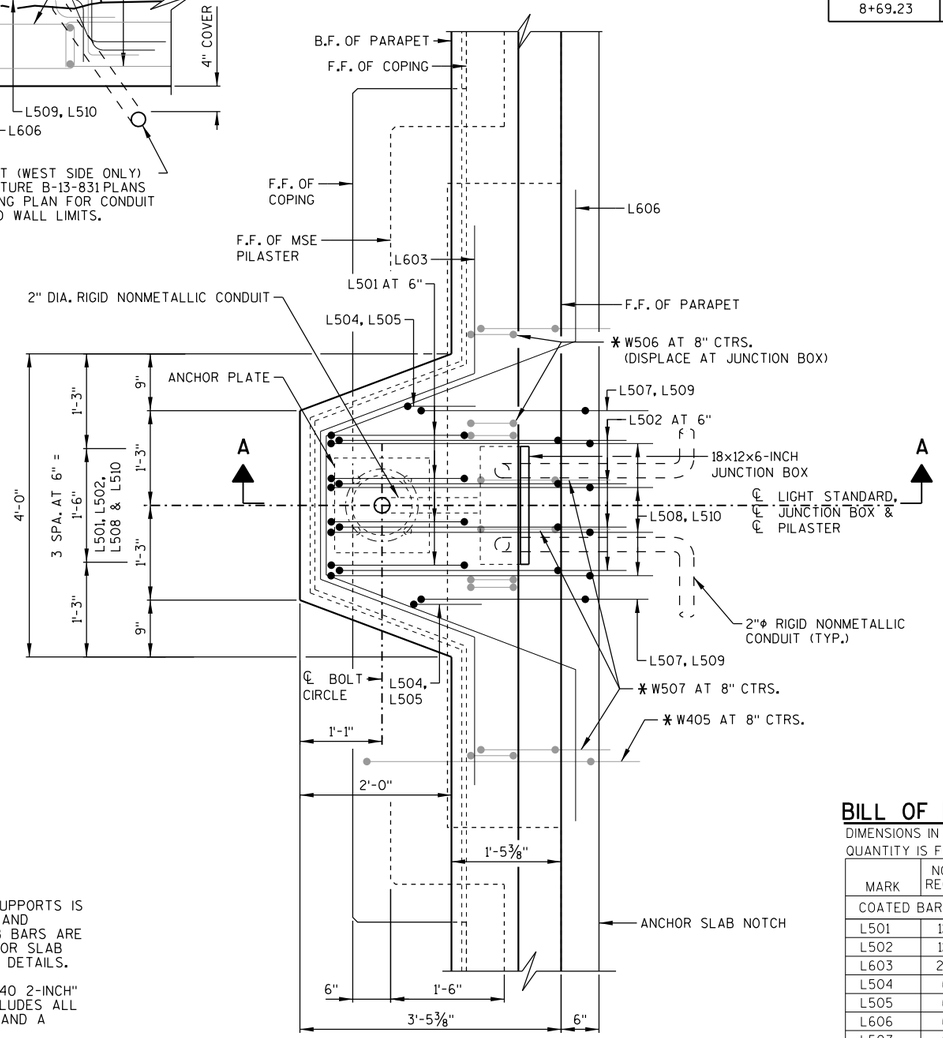


SECTION A-A



PLAN AT LIGHT STANDARD ABOVE PILASTER

(TYP. 3 PLACES)

LEGEND

- ● CONST. JT. STRIKE OFF AS SHOWN
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ✱ SEE SHEET 7 FOR ADDITIONAL BAR STEEL DETAILS.

LIGHT STANDARD LOCATION

WALL STATION	MAINLINE STATION
5+09.23	898+10.25 VR
6+89.23	899+90.18 VR
8+69.23	901+70.08 VR

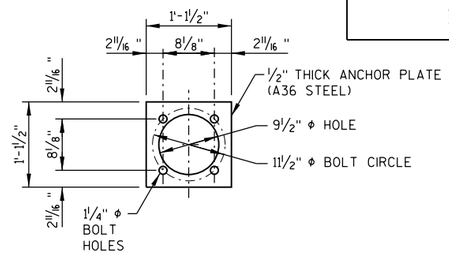
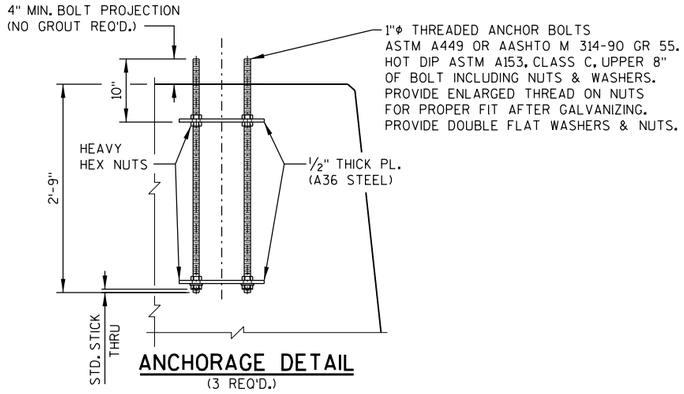


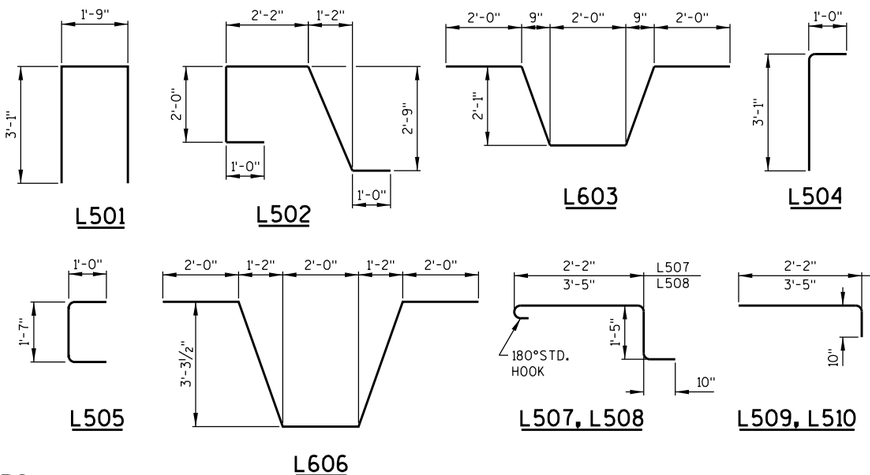
PLATE DETAIL

(3 REQ'D.)



ANCHORAGE DETAIL

(3 REQ'D.)



NOTES

BID ITEMS SHALL BE:

"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

BAR STEEL REINFORCEMENT SHOWN FOR LIGHT POLE SUPPORTS IS PROVIDED IN ADDITION TO THE TYPICAL ANCHOR SLAB AND PARAPET REINFORCEMENT BARS. TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1 & 2", SHEETS 6 & 7, FOR REINFORCEMENT DETAILS.

QUANTITY OF "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH" LISTED IN RETAINING WALL STRUCTURE QUANTITIES INCLUDES ALL CONDUIT LOCATED WITHIN THE RETAINING WALL LIMITS AND A TWO-FOOT STUB AT THE SOUTH END OF THE WALL.

MAINTAIN MINIMUM 2" OF COVER FOR ALL CONDUIT EMBEDDED IN CONCRETE.

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
QUANTITY IS FOR 3 LIGHT STANDARDS

MARK	NO. REQD	LENGTH	BENT	LOCATION	
COATED BARS					TOTAL WEIGHT = 860 LBS
L501	12	7-8	X	PARAPET AT LIGHT STD.	VERT.
L502	12	8-11	X	PARAPET AT LIGHT STD.	VERT.
L603	21	10-0	X	PARAPET AT LIGHT STD.	HORIZ.
L504	6	4-0	X	PARAPET AT LIGHT STD.	VERT.
L505	6	3-4	X	PARAPET AT LIGHT STD.	VERT.
L606	6	12-8	X	ANCHOR SLAB AT LIGHT STD.	HORIZ.
L507	6	4-9	X	ANCHOR SLAB AT LIGHT STD.	TRANS.
L508	12	6-0	X	ANCHOR SLAB AT LIGHT STD.	TRANS.
L509	6	2-11	X	ANCHOR SLAB AT LIGHT STD.	TRANS.
L510	12	4-2	X	ANCHOR SLAB AT LIGHT STD.	TRANS.

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STRUCTURE R-13-266

DRAWN BY KAM | PLANS CK'D. IGG

LIGHT STANDARD AT PILASTER

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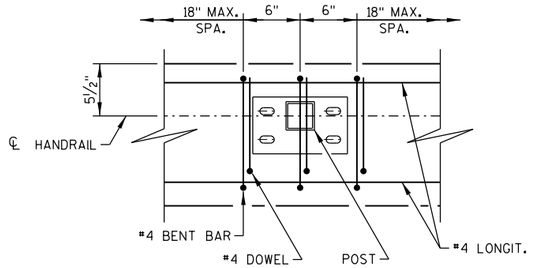
LEGEND

◆ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

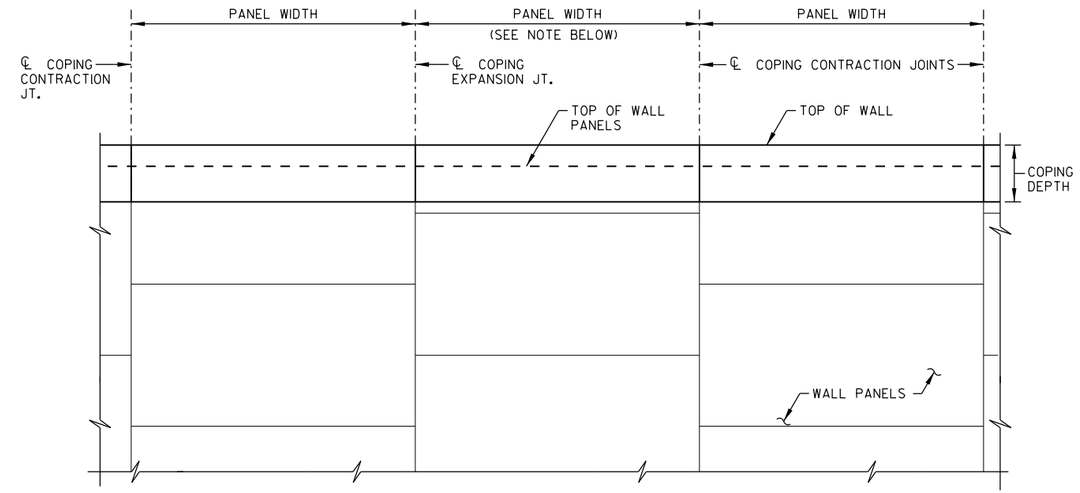
∓ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).

▽ 18" (R.M.W.) RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



CONCRETE COPING PLAN

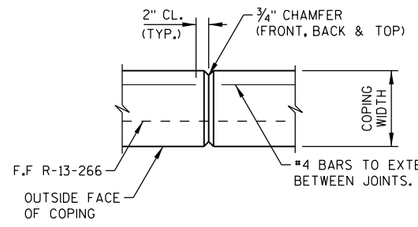
REINFORCEMENT TYPICAL FOR ALL RAILING POSTS



PARTIAL WALL ELEVATION

(LOOKING AT FRONT FACE)

NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATIONS AND MUST COINCIDE WITH PANEL JOINT ON FRONT FACE.

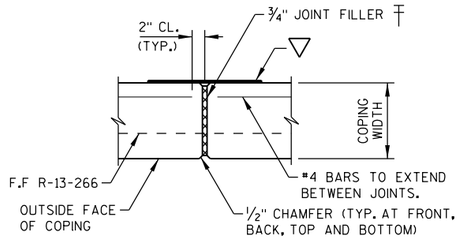


CAST-IN-PLACE COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAXIMUM SPACING OF JOINTS SHALL BE 12'-0" AND MUST LINE UP WITH THE WALL PANEL JOINTS.

ALL CONTRACTION JOINTS TO EXTEND THE FULL DEPTH OF COPING.

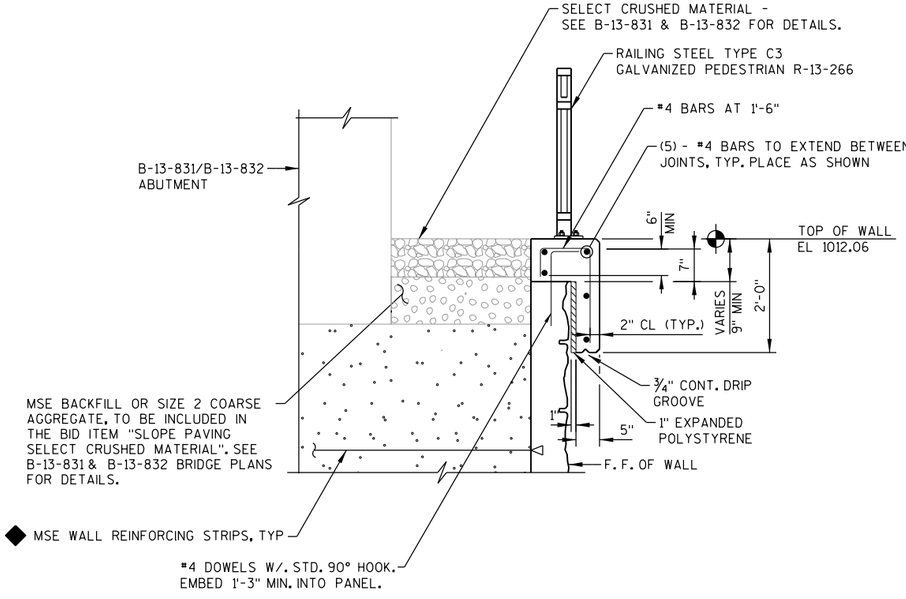


CAST-IN-PLACE COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

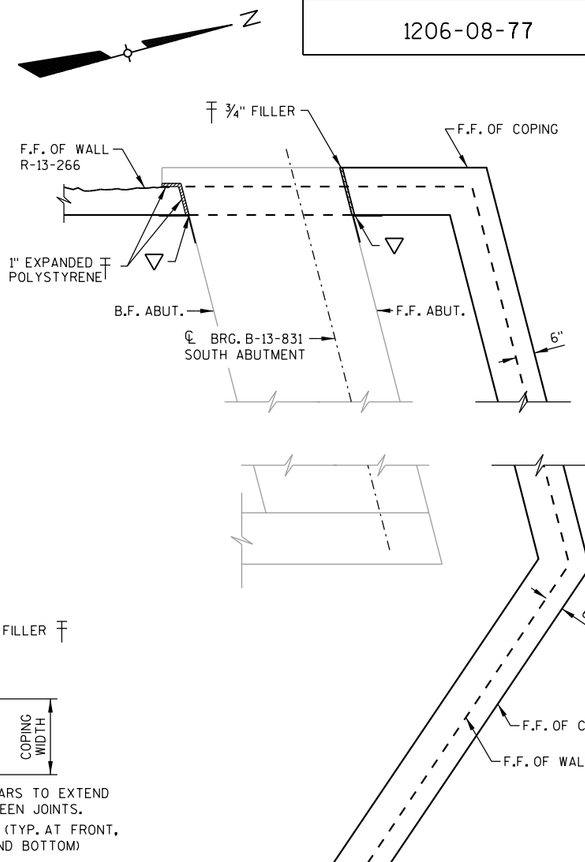
MAXIMUM SPACING OF JOINTS SHALL BE 50'-0" AND MUST LINE UP WITH THE WALL PANEL JOINTS.

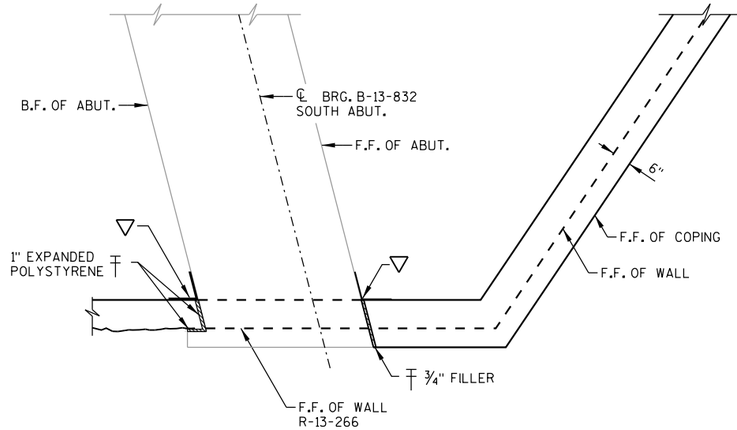
ALL EXPANSION JOINTS TO EXTEND THE FULL DEPTH OF COPING.

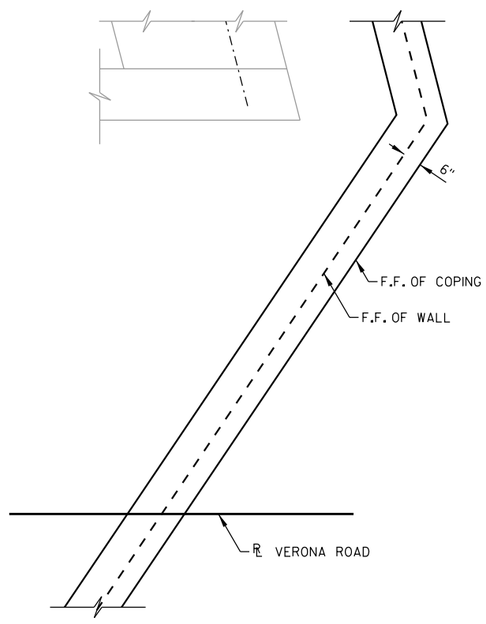


CAST IN PLACE COPING DETAIL AT FRONT FACE OF ABUTMENT

WALL STA 9+08.24 THRU WALL STA 10+93.23







COPING PLAN AT FRONT FACE OF ABUTMENT

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STRUCTURE R-13-266

DRAWN BY	KAM	PLANS CK'D.	IGG

COPING PLAN AT ABUTMENT

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PRINTER DRIVER: S:_acm-CADstds_Libraries\WISDOT\Microstation\Resources\WS_Printing\Printer_Drivers\AE_PDF_11 x 17.plt
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BATCH PRINT SHEET 13 OF 19

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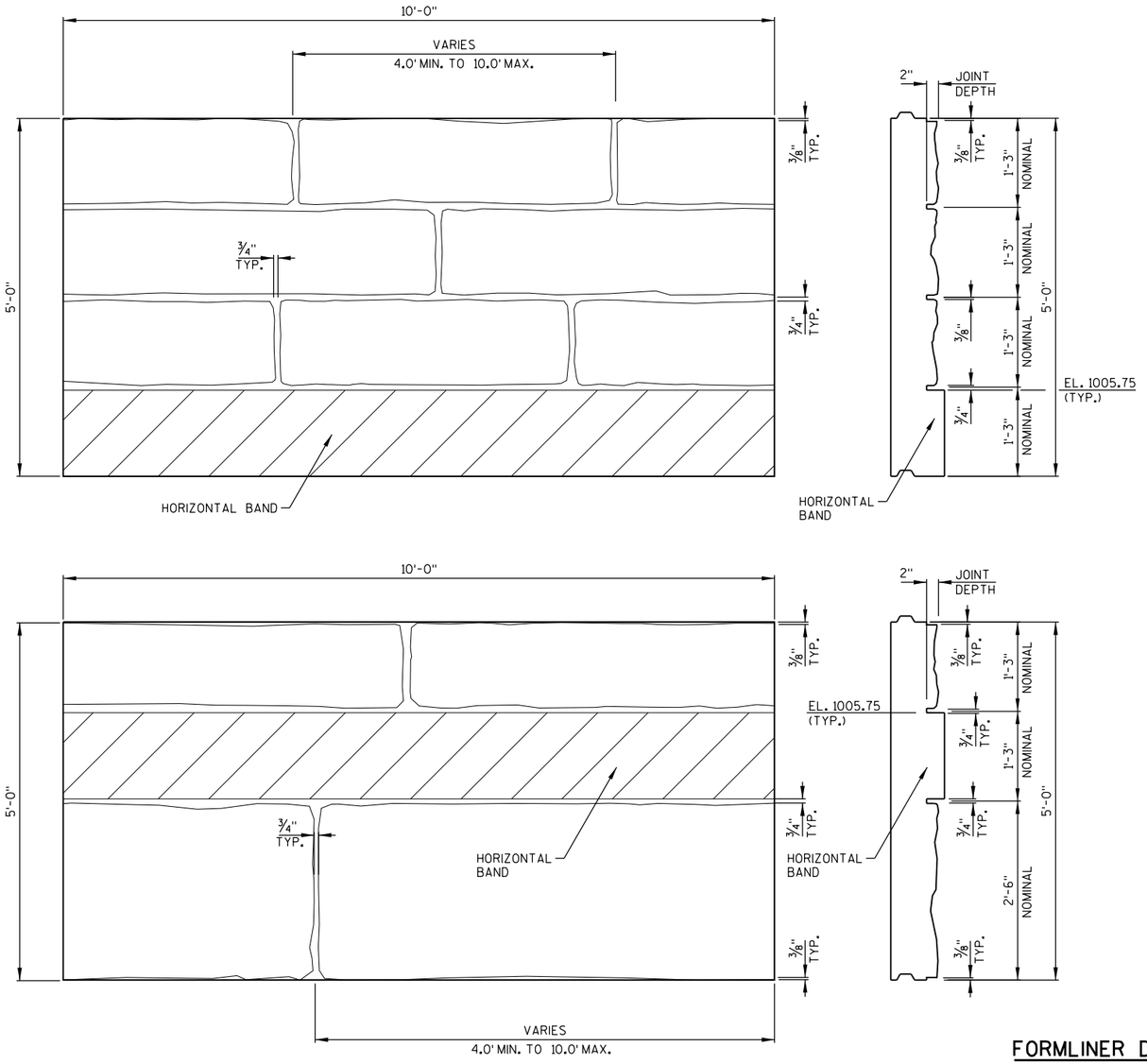
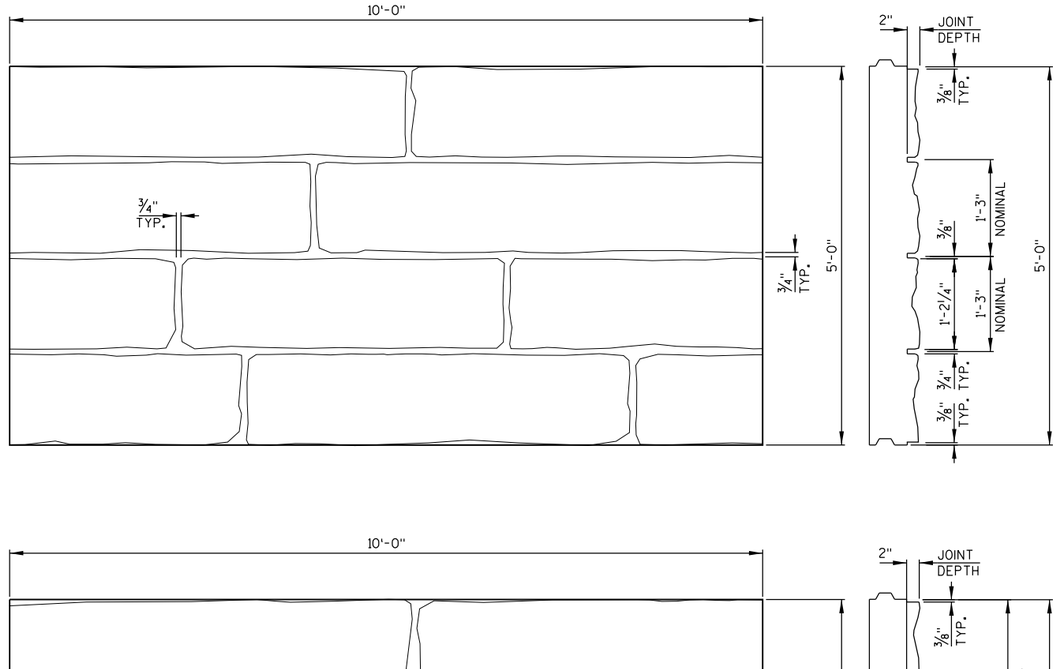
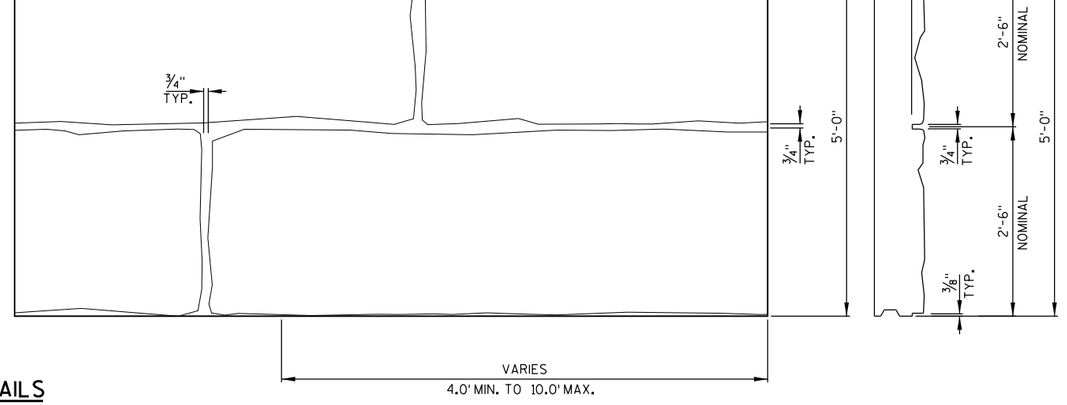






FORMLINER DETAILS

AESTHETICS NOTES

ALL EXPOSED SURFACES OF FORMLINED STONES TO BE SPLIT FACE INCLUDING FACES AND EDGES UNLESS OTHERWISE NOTED.

ALL STONE EDGES ADJACENT TO HORIZONTAL PANEL JOINTS SHALL BE SPLIT FACE.

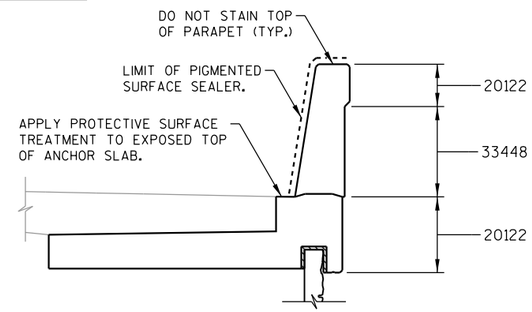
ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT. AVERAGE RELIEF IS 3/4" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.

ALL PANELS INCLUDING PILASTER PANELS, ARE TO BE STAINED FEDERAL COLOR NO. 33448 WITH THE EXCEPTION OF THE HORIZONTAL BAND.

THE CAST-IN-PLACE CONCRETE ANCHOR SLAB, HORIZONTAL BAND AND ABUTMENT COPING SHALL BE STAINED FEDERAL COLOR NO. 20122.

THE TOP OF PARAPET SHALL NOT BE STAINED.



PARAPET AND COPING STAINING DETAILS

(FEDERAL COLOR NUMBERS SHOWN)

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DRAWN BY KAM | PLANS CK'D. IGG

AESTHETIC DETAILS

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BATCH PRINT SHEET 15 OF 19

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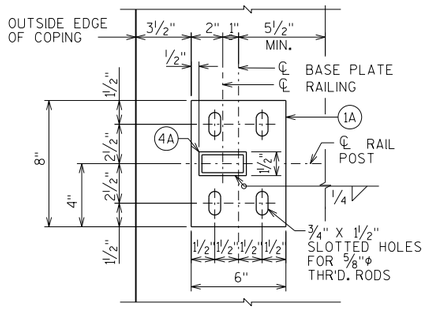
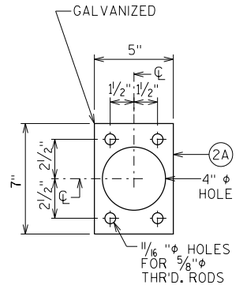
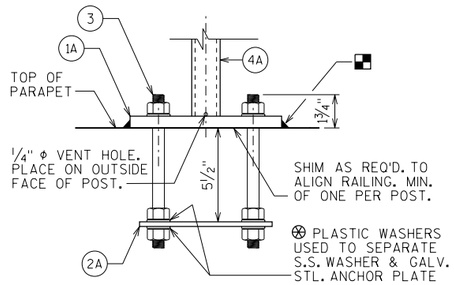


TYPICAL RAIL POST BASE PLATE

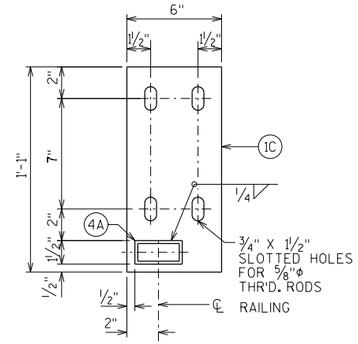


ANCHOR PLATE



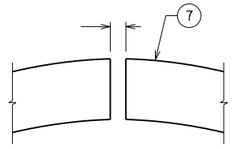
ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

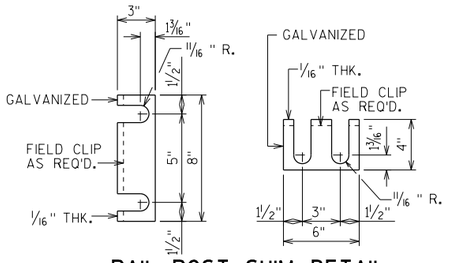


END RAIL POST BASE PLATE

(PLATES MAY NEED TO BE FABRICATED OPPOSITE SHOWN)

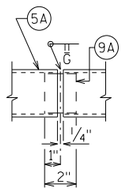


CURVED MEMBER JOINT DETAIL



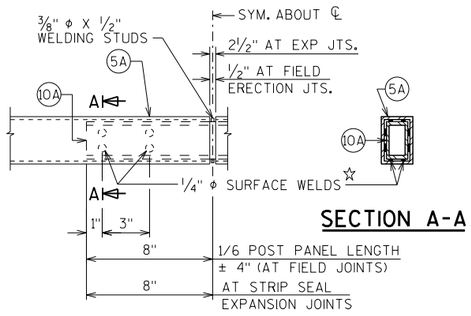
RAIL POST SHIM DETAIL

(2 SETS PER POST)



SHOP RAIL SPLICE DETAIL

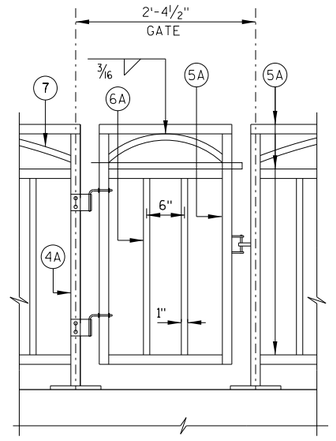
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



RAILING GATE

LEGEND

(1A) PLATE ⅝" X 6" X 8" WITH ¾" X 1½" SLOTTED HOLES.

(1C) PLATE ⅝" X 6" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.

(2A) ¼" X 5" X 7" ANCHOR PLATE WITH 11/16 " Φ HOLES FOR THR'D. RODS NO. 3.

~~(2C) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16 " Φ HOLES FOR THR'D. RODS NO. 3.~~

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 1A & 5A.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5A. PLACE VERTICAL.

~~(6C) BAR 1" X 1½" PICKETS. WELD TO NO. 11. PLACE VERTICAL.~~

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4A & 5A.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

~~(11A) BAR 2½" X 1" X ' - " .~~

~~(12) ½" DIA. STAINLESS STEEL BOLT WITH NUT AND LOCKWASHER.~~

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C3 R-13-266", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B. ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

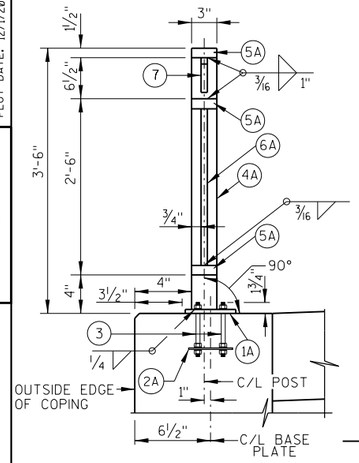
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 14090, GREEN.

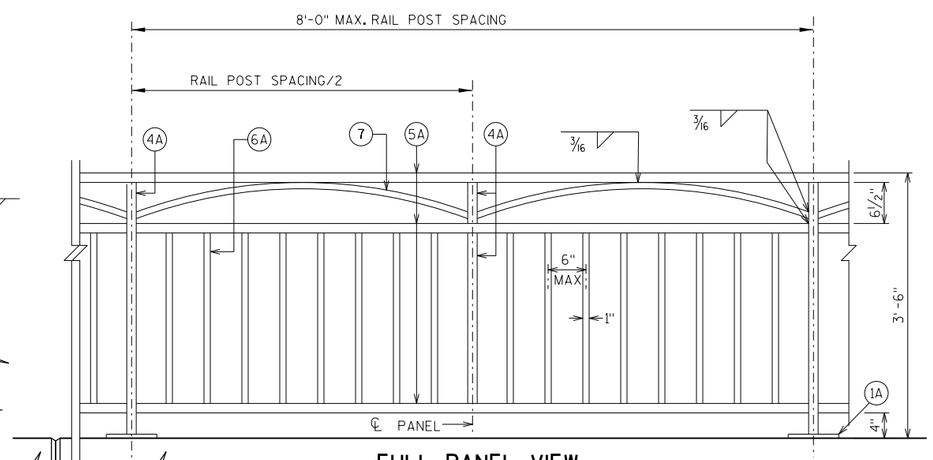
VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

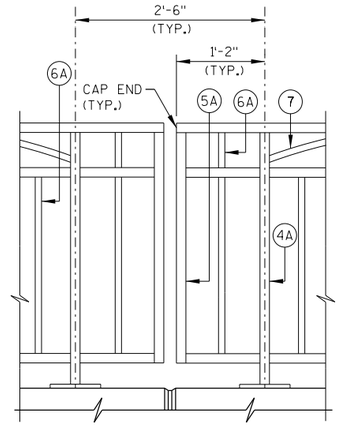


SECTION THRU RAILING

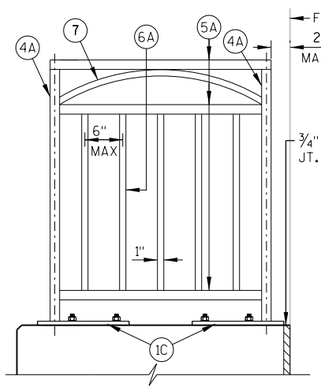


FULL PANEL VIEW

1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF RAIL POSTS.



RAILING AT EXPANSION JOINT



RAILING AT ABUTMENT

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STATE OF WISCONSIN
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STRUCTURE R-13-266

DRAWN BY KAM | PLANS CK'D. IGG

RAILING DETAILS

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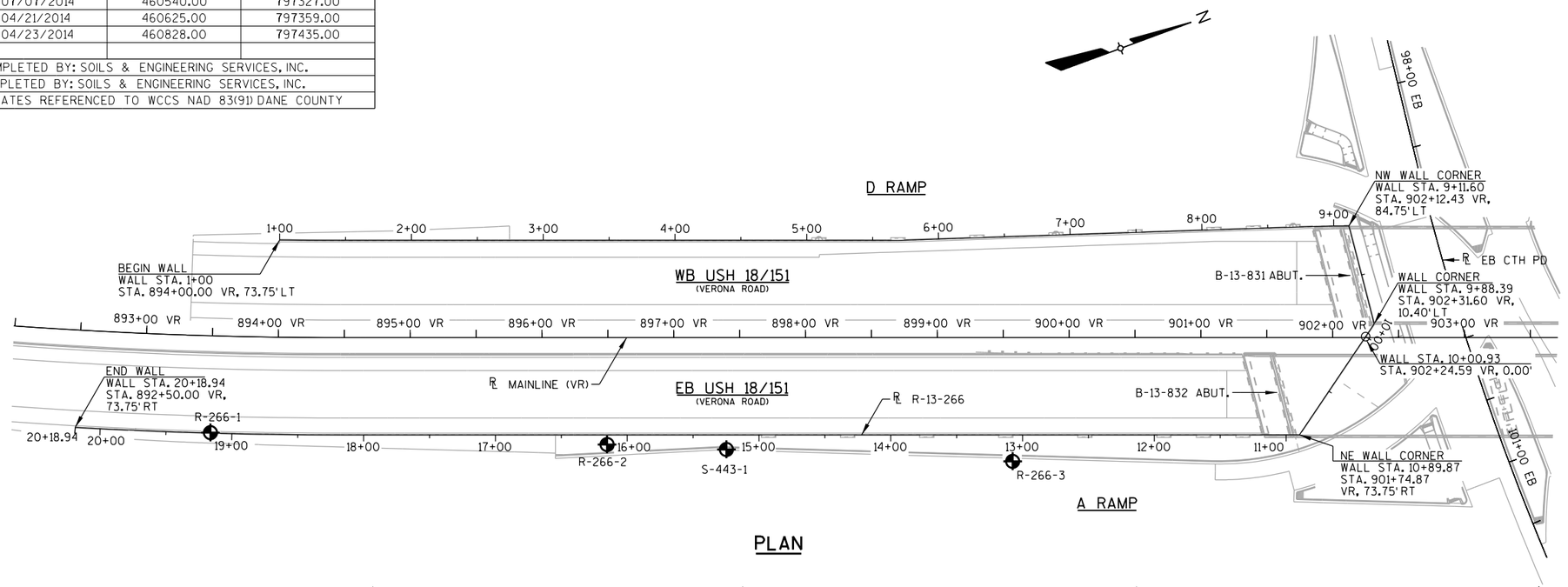
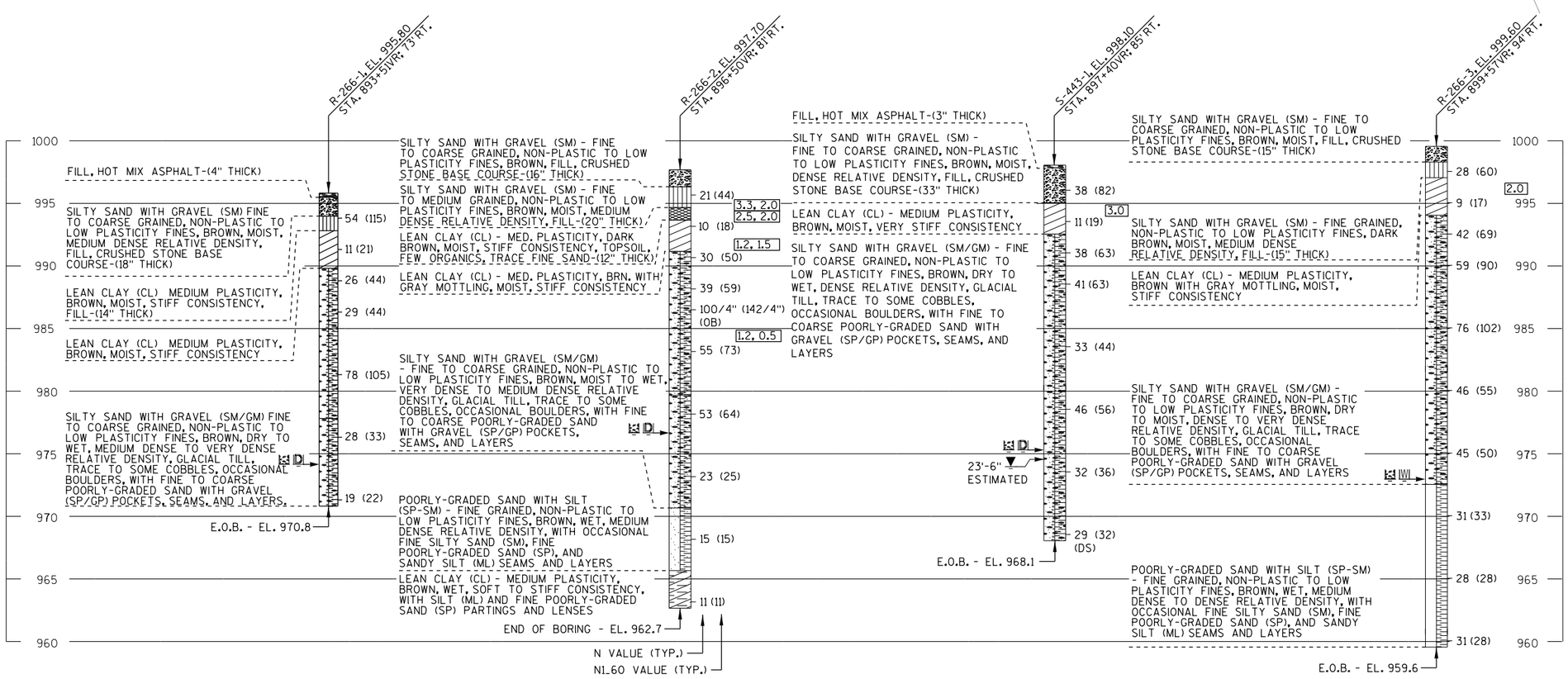
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
R-266-1	04/23/2014	460257.00	797224.00
R-266-2	07/07/2014	460540.00	797327.00
S-443-1	04/21/2014	460625.00	797359.00
R-266-3	04/23/2014	460828.00	797435.00
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			



PLAN



STATE PROJECT NUMBER

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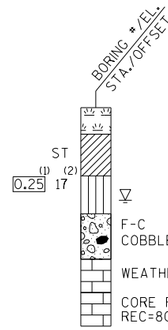
MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▼ AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

DRAWN BY KAM PLANS CK'D. MSK

SUBSURFACE EXPLORATION - 1

SHEET 16 OF 19
997

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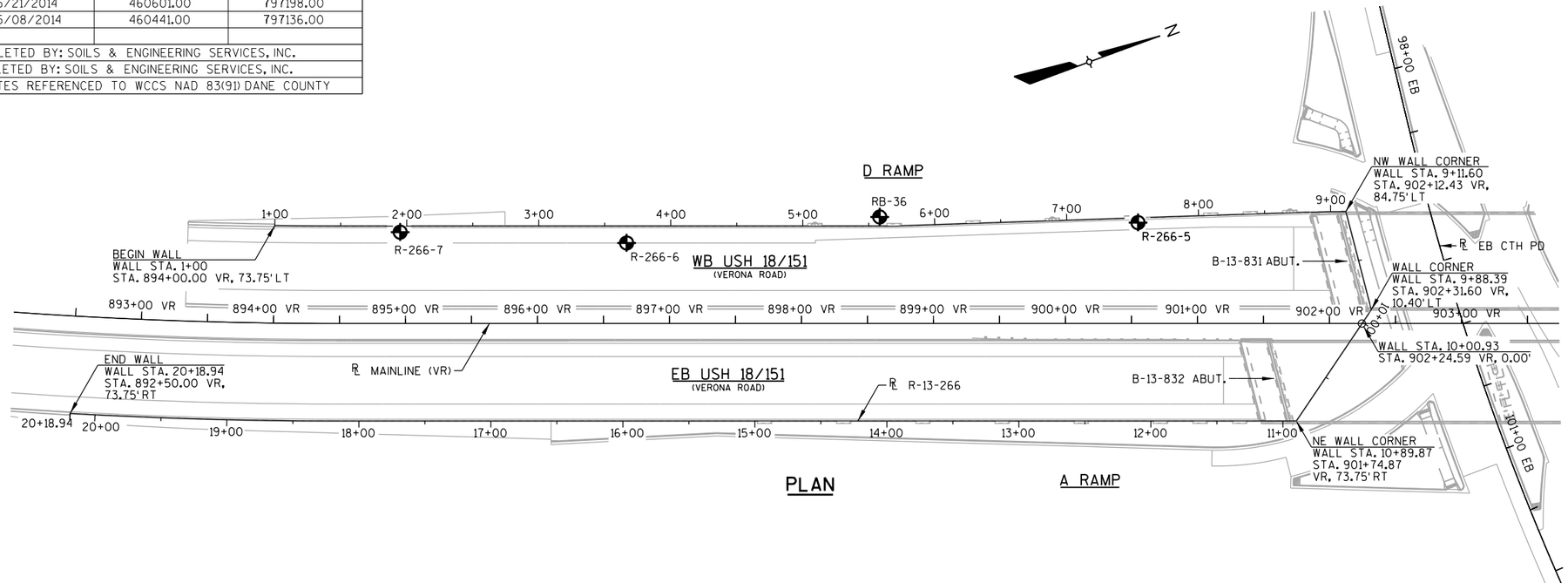
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
R-266-5	05/22/2014	460974.00	797304.00
RB-36	03/12/2014	460790.00	797239.00
R-266-6	05/21/2014	460601.00	797198.00
R-266-7	05/08/2014	460441.00	797136.00
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			



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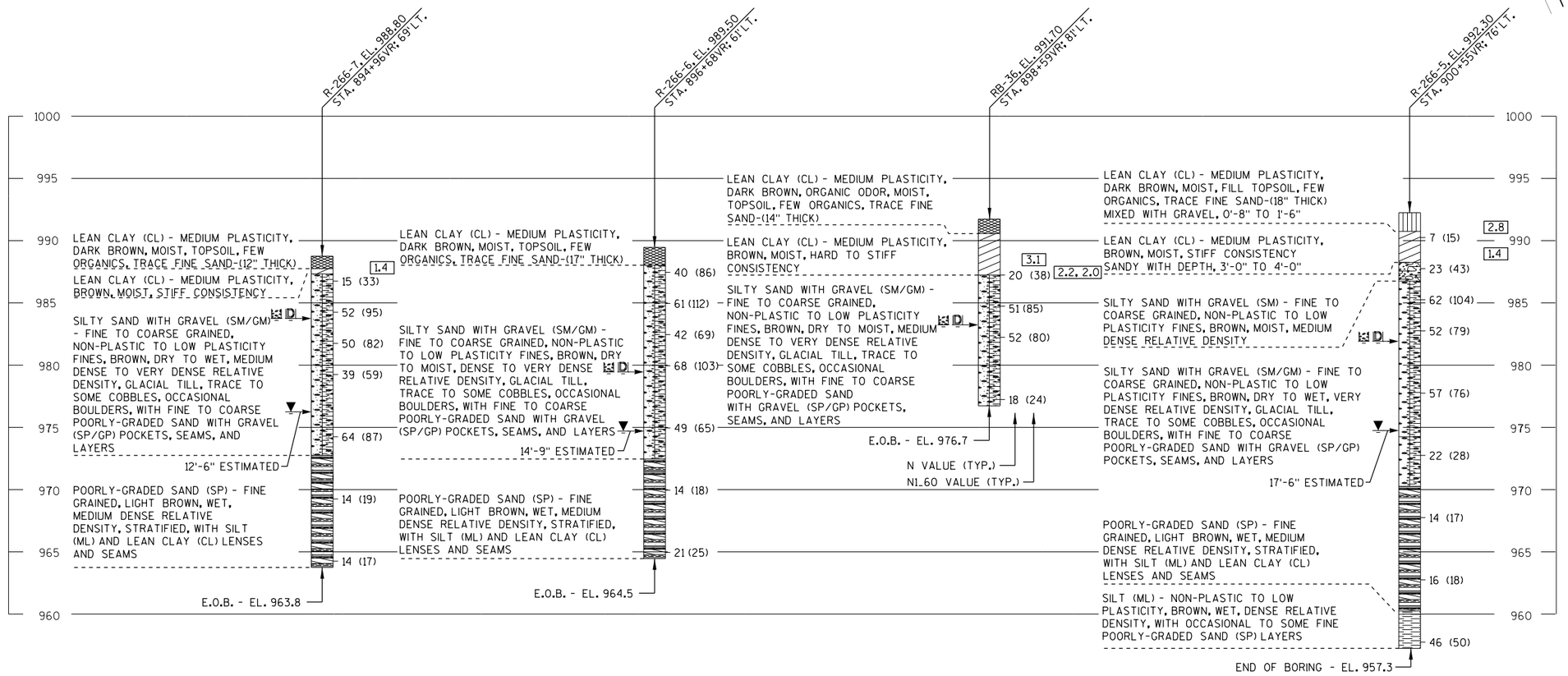


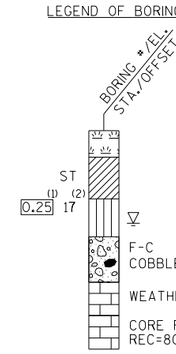
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

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

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

DRAWN BY KAM | PLANS CK'D. MSK

SUBSURFACE EXPLORATION - 2

SHEET 17 OF 19

998

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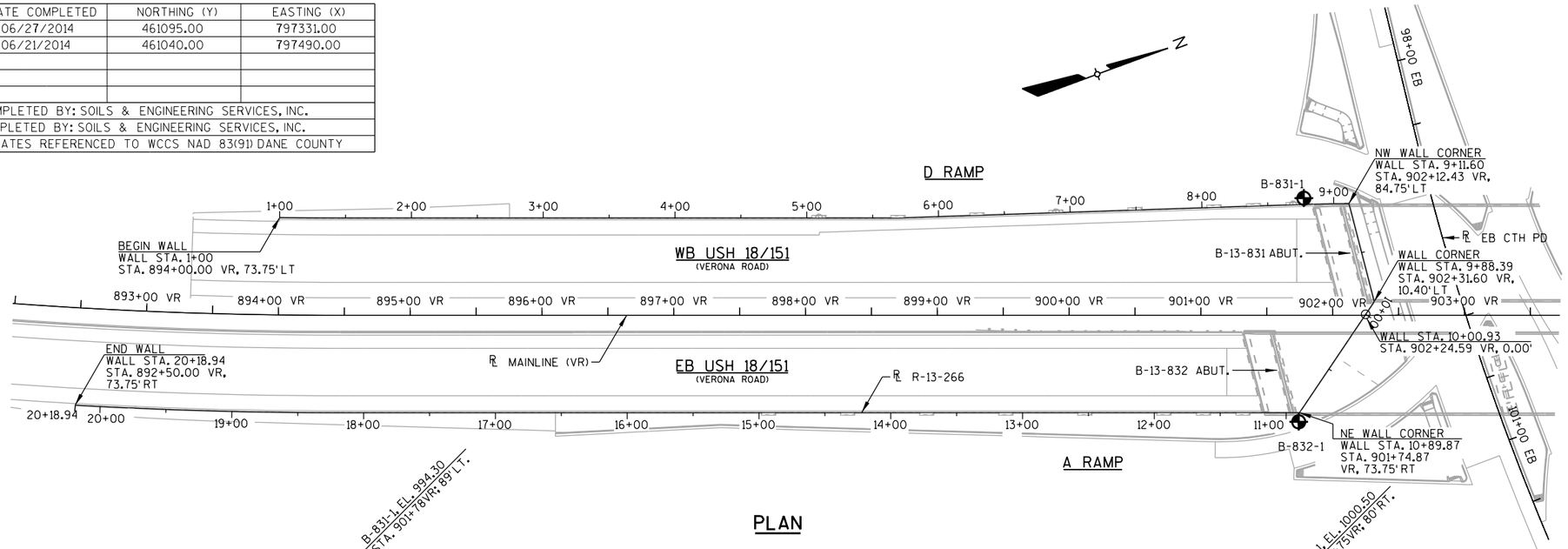
PLOT DATE: 12/1/2017 PLOT TIME: 11:50:48 AM
BATCH PRINT SHEET 17 OF 19

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-831-1	06/27/2014	461095.00	797331.00
B-832-1	06/21/2014	461040.00	797490.00
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			



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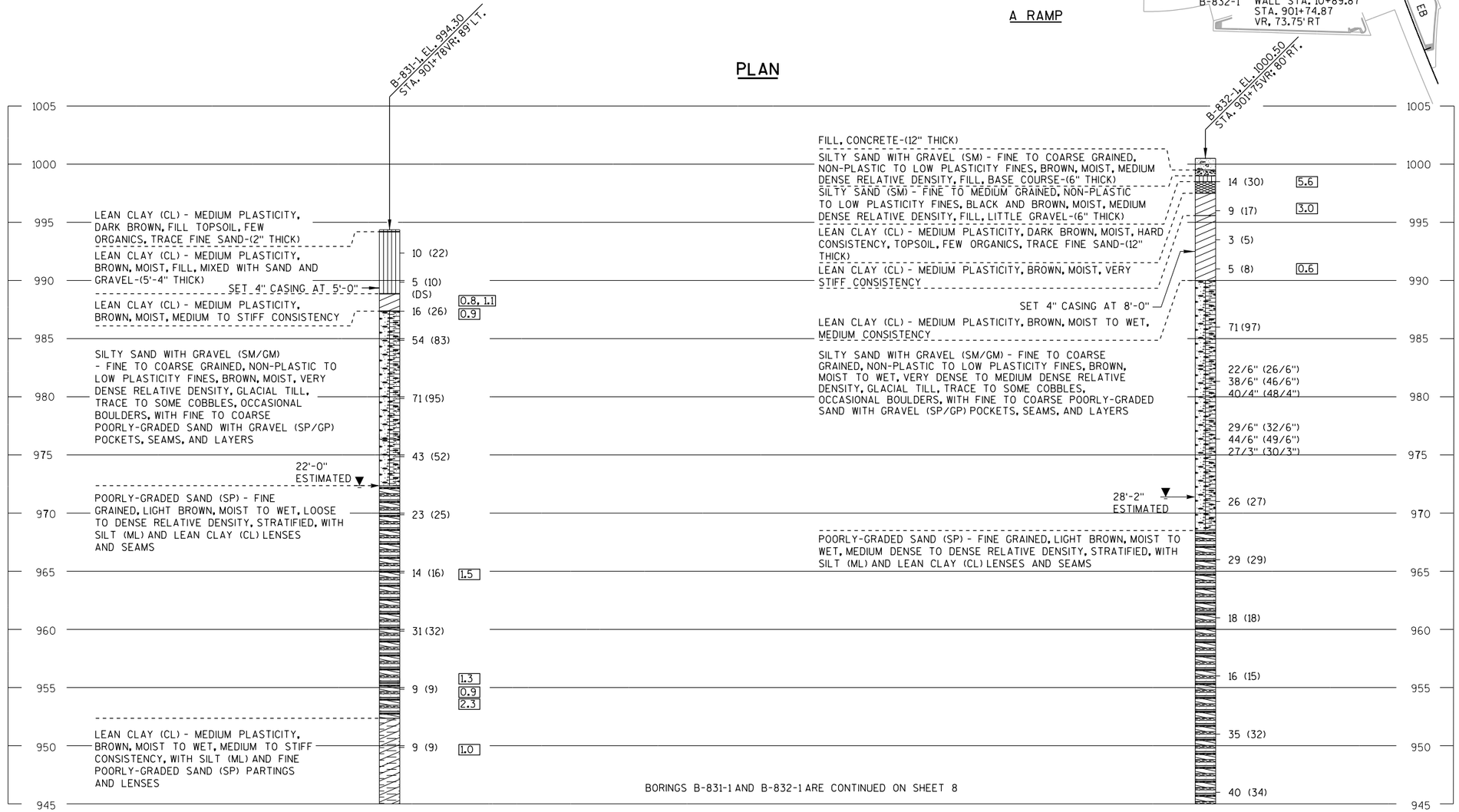


BORINGS B-831-1 AND B-832-1 ARE CONTINUED ON SHEET 8

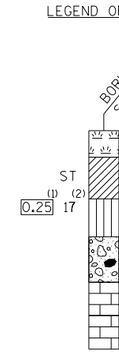
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
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ABBREVIATIONS

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SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

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SUBSURFACE EXPLORATION - 3

SHEET 18 OF 19

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B-831-1 CONTINUED

945		10 (10)	1.9, 0.9, 0.5, 0.9
940	LEAN CLAY (CL) - MEDIUM PLASTICITY, BROWN, MOIST TO WET, MEDIUM TO STIFF CONSISTENCY, WITH SILT (ML) AND FINE POORLY-GRADED SAND (SP) PARTINGS AND LENSES (CONTINUED)	8 (6)	0.9, 0.1, 0.9, 0.8, 1.1
935		11 (10)	1.0, 0.7, 1.4
930			1.4, 0.8
925	VERY STIFF CONSISTENCY LENSE AT 69'-9"	13 (11)	1.4, 1.5, 2.5, 2.8
920		13 (10)	2.0, 0.6, 1.1
915		15 (11)	1.0, 1.0, 1.2
910		22 (17)	1.2
905	POORLY-GRADED SAND (SP) - FINE GRAINED, LIGHT BROWN, MOIST TO WET, MEDIUM DENSE TO DENSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS	18 (13)	0.7, 2.0
900			
895		48 (33)	0.7
890	POORLY-GRADED SAND WITH SILT (SP-SM) - FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, BROWN, MOIST TO WET, VERY DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS	62 (42)	
885		58 (38)	
880		62 (40)	
875		68 (42)	
870		69 (42)	
865	POORLY-GRADED SAND (SP) - FINE GRAINED, LIGHT BROWN, MOIST TO WET, VERY DENSE TO DENSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS	51 (31)	
860		43 (26)	
855	SANDSTONE SLIGHTLY TO MODERATELY WEATHERED, LIGHT BROWN, MOIST TO WET, VERY DENSE RELATIVE DENSITY	89 (50)	
850		70 (39)	
845	E.O.B. - EL. 845.8	100/<1" (55/<1")	

B-832-1 CONTINUED

945		11 (9)	0.8, 1.3, 0.9
940	LEAN CLAY (CL) - MEDIUM PLASTICITY, BROWNISH-GRAY, MOIST TO WET, MEDIUM TO STIFF CONSISTENCY, WITH SILT (ML) AND FINE POORLY-GRADED SAND (SP) PARTINGS AND LENSES	9 (7)	0.7, 0.7, 1.0
935		6 (4)	0.7, 1.1
930		9 (7)	0.5, 0.7, 0.9, 1.5
925		8 (6)	1.0, 0.8
920	POORLY-GRADED SAND WITH SILT (SP-SM) - FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, BROWN, MOIST TO WET, DENSE TO VERY DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS	33 (24)	
915		54 (39)	
910	POORLY-GRADED SAND (SP) - FINE GRAINED, LIGHT BROWN, MOIST TO WET, MEDIUM DENSE TO DENSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS	23 (16)	
905		43 (29)	
900		42 (28)	
895		47 (30)	
890	POORLY-GRADED SAND WITH SILT (SP-SM) - FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, BROWN, MOIST TO WET, MEDIUM DENSE TO VERY DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS	44 (27)	
885		30 (18)	
880		22/6" (13/6"), 54/6" (32/6"), 24/3" (14/3")	
875		21/6" (12/6"), 43/6" (25/6"), 36/5" (21/5")	
870		33 (18)	
865		53 (29)	
860	SANDSTONE - SLIGHTLY TO MODERATELY WEATHERED, BROWNISH-RED, MOIST TO WET, VERY DENSE RELATIVE DENSITY	123 (66)	
855		77 (41)	
850	E.O.B. - EL. 850.5		
845	N VALUE (TYP.) / N1_60 VALUE (TYP.)		

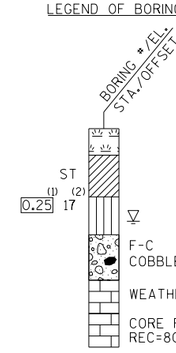
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-266

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SUBSURFACE EXPLORATION - 4

SHEET 19 OF 19
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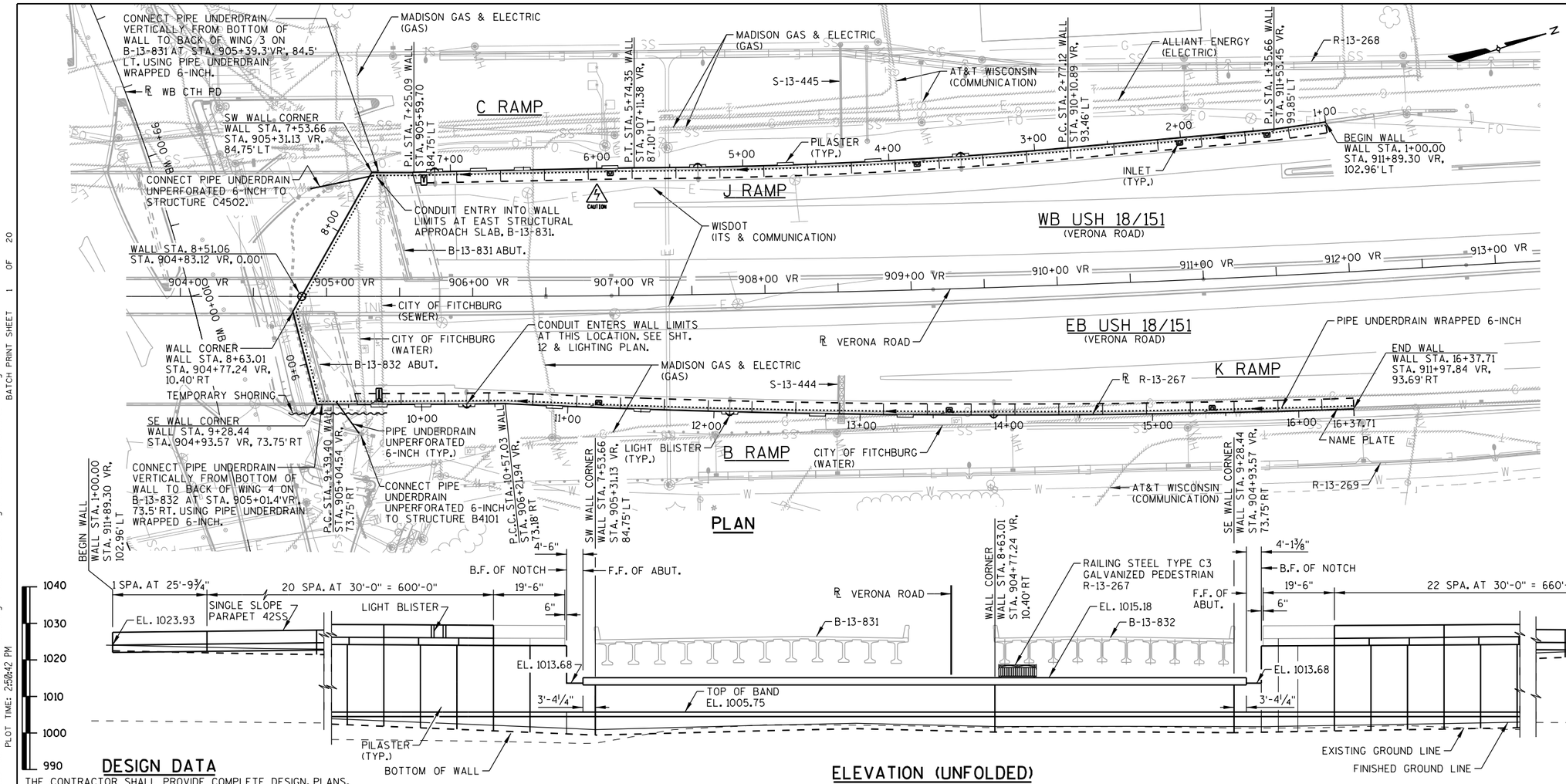

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTIONS & QUANTITIES
3. SOIL PARAMETERS
4. ELEVATIONS
5. WALL ELEVATION
6. ANCHOR SLAB DETAILS - 1
7. ANCHOR SLAB DETAILS - 2
8. INLET & REINFORCING DETAILS
9. INLET AT PILASTER
10. INLET WITH SINGLE VANE
11. INLET WITH DOUBLE VANES AT PILASTER
12. LIGHT STANDARD AT PILASTER
13. LIGHT STANDARD
14. COPING PLAN AT ABUTMENTS
15. AESTHETIC DETAILS
16. RAILING DETAILS
17. SUBSURFACE EXPLORATION - 1
18. SUBSURFACE EXPLORATION - 2
19. SUBSURFACE EXPLORATION - 3
20. SUBSURFACE EXPLORATION - 4

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-267".

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENT AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS PLAN.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED IN FRONT OF WALL AS SHOWN ON THE ROADWAY CROSS SECTIONS.

COORDINATE THE LOCATION OF THE RETAINING WALL REINFORCEMENT STRAPS WITH B-13-831 & B-13-832 PILE LOCATIONS.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL IN THE REINFORCED ZONE SHALL BE ASSUMED TO BE 30 DEGREES WITHOUT CERTIFIED TEST VALUES.

DESIGN THE REINFORCING STRIPS ATTACHED TO THE EAST ABUTMENT OF STRUCTURES B-13-831 AND B-13-832 FOR THE LATERAL SOIL PRESSURE BEHIND THE BRIDGE ABUTMENT, INCLUDING A LIVE LOAD SURCHARGE OF 240 PSF AND SUPERSTRUCTURE LATERAL LOADS.

UNFACTORED SUPERSTRUCTURE LATERAL LOADS TRANSFERRED TO THE ABUTMENT ARE TAKEN TO BE KIPS PER FOOT OF ABUTMENT LENGTH. THE VALUES ARE TO BE USED FOR THE LRFD DESIGN OF THE ABUTMENT ANCHORAGE. THE FOLLOWING AASHTO LINE LOADS SHALL BE NOTED ON PLAN:

BR = 0.8 KLF WS = 0.2 KLF
TU = 3.7 KLF WL = 0.1 KLF

THE REINFORCING STRIPS AND THE CONNECTION TO ABUTMENT ARE TO BE PAID UNDER THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH R-13-267".

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 240 PSF.

EXPANSION ABUTMENTS TO BE BACKFILLED TO A MINIMUM OF THE BEAM SEAT ELEVATION PRIOR TO PLACING GIRDERS.

ULTIMATE DESIGN STRESSES

CONCRETE MASONRY COPING ——— f'c= 4,000 P.S.I.

HIGH-STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ——— fy= 60,000 P.S.I.

PRECAST WALL PANELS ——— f'c= 4,000 P.S.I.

ALLOWABLE WALL SYSTEMS

1. WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH

ELEVATION (UNFOLDED)

(LOOKING NORTH AT F.F. OF WALL)

CURVE DATA: VERONA ROAD

P.I. = 909+09.00 VR
Y = 461,761.81
X = 797,643.27
DELTA = 3°18'31" (LT)
D = 0°30'55"
T = 321.11'
L = 642.04'
R = 11,118.00'
P.C. = 905+87.89 VR
P.T. = 912+29.93 VR

CURVE DATA: WALL R-13-267

P.I. = 4+25.83	P.I. = 9+98.22	P.I. = 13+47.52
Y = 461,741.95	Y = 461,410.43	Y = 461,737.97
X = 797,543.98	X = 797,605.38	X = 797,726.52
DELTA = 5°00'25"	DELTA = 0°36'16"	DELTA = 4°33'41"
D = 1°41'04"	D = 0°30'50"	D = 0°47'08"
T = 148.71'	T = 58.82'	T = 290.49'
L = 297.23'	L = 117.63"	L = 580.67'
R = 3,401.25'	R = 11,148.75	R = 7,293.75'
P.C. = 2+77.12	P.C. = 9+39.40	P.C. = 10+57.03
P.T. = 5+74.35	P.C.C. = 10+57.03	P.C.C. = 16+37.71

BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
2	87+06.53 WB, 72.77' RT	TOP NUT HYD.	1010.56
7	104+35.2 WB, 50.42' LT	TOP NUT HYD.	1003.36

LEGEND

PIPE UNDERDRAIN WRAPPED 6-INCH

WISCONSIN
MATTHEW S. KRIPPNER
E-42470
VERONA
WI
PROFESSIONAL ENGINEER

1/24/2018

STRUCTURES DESIGN CONTACTS

BRIDGE OFFICE:
BILL DREHER (608) 266-8489

CONSULTANT:
MATTHEW KRIPPNER (608) 828-8123

SW REGION:
MARK VESPERMAN (608) 884-1227

NO.	DATE	REVISION	BY

AECOM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Ducker SDR 02/26/18
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-13-267

EAST ABUTMENT WALL: STRUCTURES B-13-831 & B-13-832

COUNTY DANE
~~TOWN~~/CITY/~~VILLAGE~~ FITCHBURG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	IGG	DESIGN CK'D.	MSK	DRAWN BY	KAM	PLANS CK'D.	MSK

GENERAL PLAN

SHEET 1 OF 20
1001

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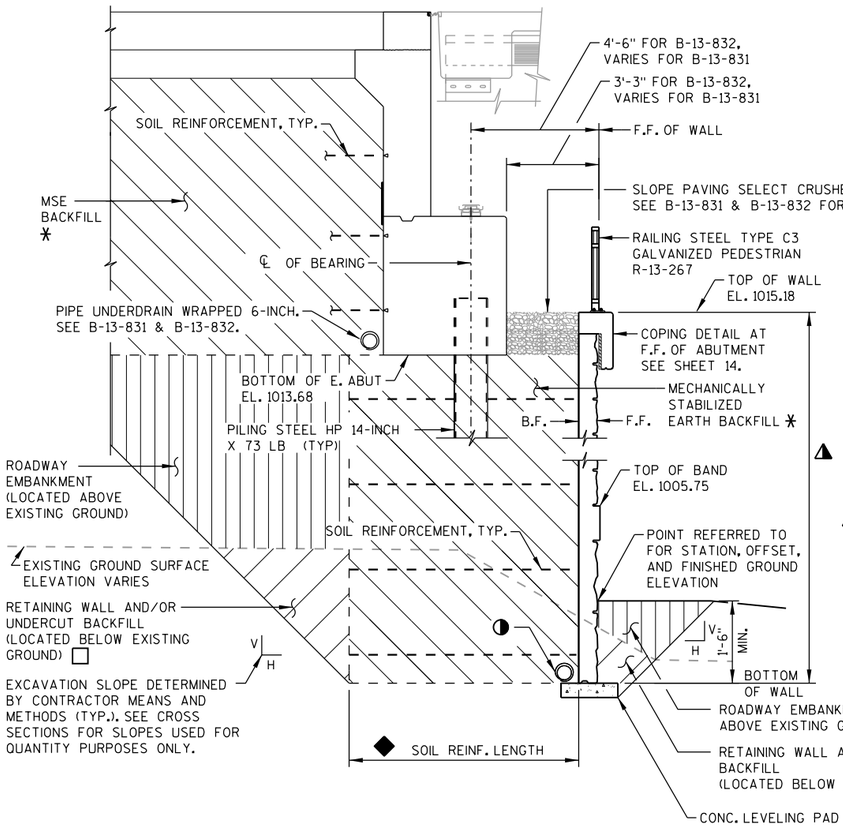
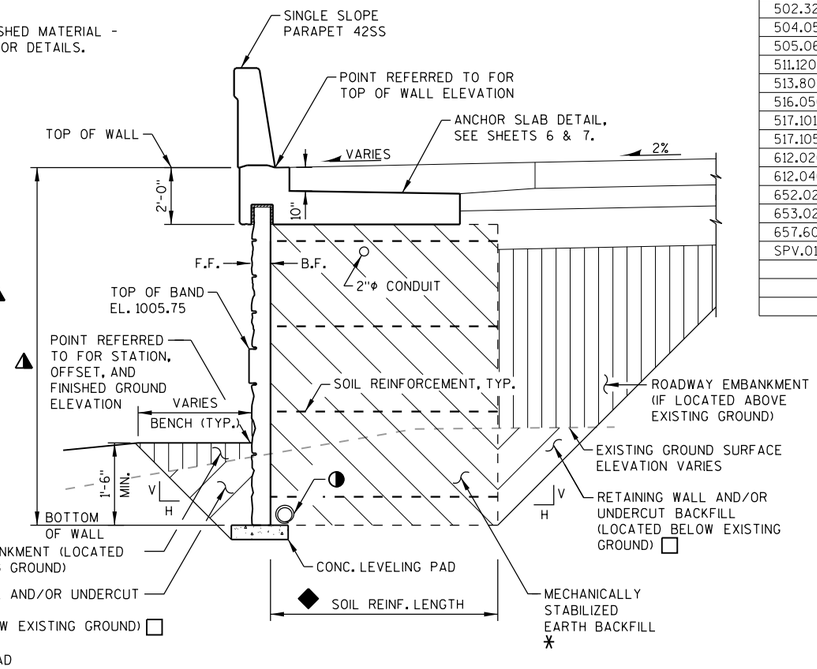
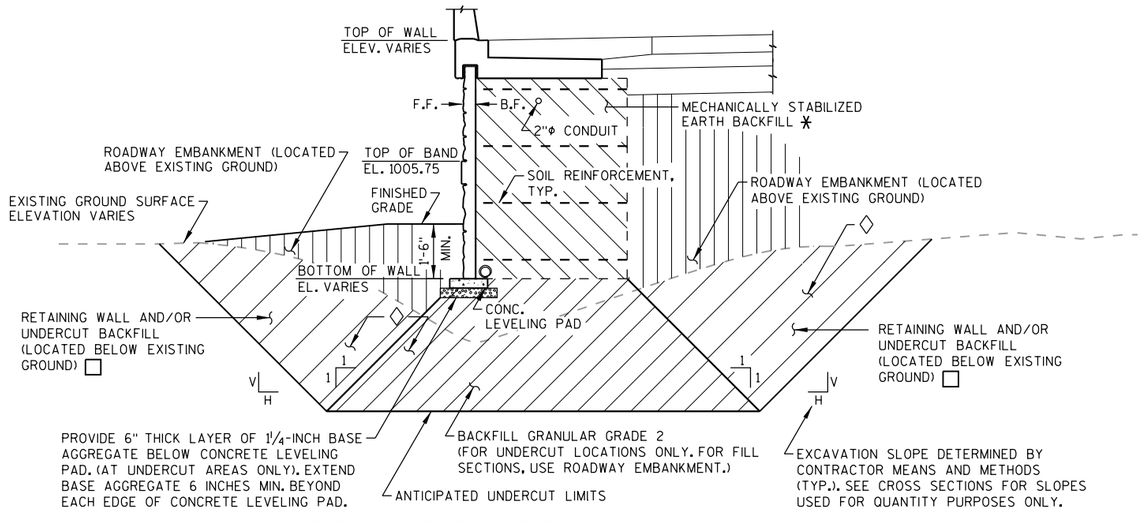


TYPICAL WALL SECTION THRU ABUTMENT ◪



TYPICAL SECTION THRU WALL

LOOKING NORTH AT WEST SIDE OF WALL. EAST SIDE SIMILIAR.



TYPICAL SECTION THRU WALL AT UNDERCUT ◪

(SEE CROSS SECTIONS FOR ANTICIPATED UNDERCUT LOCATIONS)

TOTAL ESTIMATED QUANTITIES

ALL ITEMS ARE CATEGORY 0050, UNLESS NOTED.

BID ITEM NUMBER	BID ITEM	UNIT	TOTALS
209.2100	BACKFILL GRANULAR GRADE 2	CY	2,783
502.3200	PROTECTIVE SURFACE TREATMENT	SY	87
502.3210	PIGMENTED SURFACE SEALER	SY	645
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	683
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	81,720
511.1200.004	TEMPORARY SHORING R-13-267	SF	500
513.8016.002	RAILING STEEL PEDESTRIAN TYPE C3 R-13-267	LF	182
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	70
517.1010.S.004	CONCRETE STAINING STRUCTURE R-13-267	SF	27,823
517.1050.S.004	ARCHITECTURAL SURFACE TREATMENT STRUCTURE R-13-267	SF	19,694
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	90
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	1,590
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	800
653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	6
657.6005	ANCHOR ASSEMBLIES LIGHT POLES ON STRUCTURES	EACH	6
SPV.0165.301	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-267	SF	22,770
	NON-BID ITEMS		
	FILLER	SIZE	3/4" & 1"

LEGEND

◭ PAY LIMIT FOR "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-267"

◆ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS. ACTUAL CALCULATED LENGTHS OF REINFORCING STRIPS WILL NEED TO EXCEED THESE MINIMUMS IN ORDER TO SATISFY MINIMUM FACTORS OF SAFETY FOR VARIOUS MSE PARAMETERS. SEE GEOTECHNICAL REPORT FOR ADDITIONAL INFORMATION.

◑ PIPE UNDERDRAIN WRAPPED 6-INCH ENCLOSED IN 1'-6" AREA OF SIZE 1 COARSE AGGREGATE. (INCLUDED IN UNDERDRAIN BID ITEM). SLOPE 0.5% MINIMUM. CONNECT DRAIN TO STRUCTURES AS SHOWN ON SHT. 1.

◇ OVER EXCAVATE TO REMOVE UNSUITABLE MATERIAL TO THE LIMITS SHOWN OR AS DIRECTED BY THE ENGINEER.

* EXCAVATION AND BACKFILL INCLUDED WITH BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-267".

☐ USE OF ON-SITE MATERIAL IS ACCEPTABLE AS RETAINING WALL AND UNDERCUT BACKFILL. BACKFILL MATERIAL SHALL BE FREE OF SOFT AND ORGANIC SOILS AND SHALL BE GRANULAR IN NATURE. BACKFILL MATERIAL SHALL BE VISUALLY APPROVED BY THE ENGINEER.

◪ TYPICAL SECTIONS AS SHOWN ARE NOT FULLY APPLICABLE AT ALL LOCATIONS. FOR ADDITIONAL INFORMATION ON EARTHWORK AND UNDERCUT, SEE CONSTRUCTION DETAILS - MSE RETAINING WALL EARTHWORK AND UNDERCUT.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

B.F. = BACK FACE
F.F. = FRONT FACE

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

ALL DIMENSIONS, STATIONS AND OFFSETS ARE GIVEN AT THE FRONT FACE OF THE WALL, UNLESS OTHERWISE SHOWN.

APPLY PIGMENTED SURFACE SEALER TO THE TOP, ENDS AND ROADWAY FACES OF PARAPET. APPLY PROTECTIVE SURFACE TREATMENT TO THE EXPOSED SURFACE OF THE ANCHOR SLAB. SEE SHT. 15.

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

ALL BAR STEEL REINFORCEMENT IN CAST IN PLACE CONCRETE IS TO BE EPOXY COATED.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. NAME PLATE TO BE PLACED ON PARAPET. SEE SHT. 5 FOR DETAILS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-267" IS BASED ON WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1.5 FEET BELOW FINISHED GROUND.

THE QUANTITY OF CONCRETE MASONRY FOR THE ANCHOR SLAB COPING AND PARAPETS IS INCLUDED WITH THE ITEM "CONCRETE MASONRY RETAINING WALLS". THE STANDARD COPING IN FRONT OF THE ABUTMENT, INCLUDING REINFORCEMENT, IS INCLUDED WITH THE ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH, R-13-267".

PILASTERS SHALL BE CAST AS A ONE PIECE CHANNEL SECTION.

THE PLANS AND DETAILS ARE BASED ON A NOMINAL PRECAST WIDTH OF 10'-0". IF THE FABRICATED PANEL SIZES DIFFER FROM PLAN DIMENSIONS, CONTRACTOR IS RESPONSIBLE TO COORDINATE REVISED EXPANSION JOINT LOCATIONS, REINFORCEMENT LENGTHS, LIGHT SUPPORT LOCATIONS AND ANY OTHER REVISIONS ASSOCIATED WITH USING A DIFFERENT PANEL SIZE.

THE QUANTITIES AND REINFORCEMENT DETAILS ARE BASED ON AN ASSUMED WALL PANEL THICKNESS OF 9 INCHES AND A PANEL EMBEDMENT OF 3 INCHES. FOR PANELTHICKNESS AND EMBEDMENT DIFFERENT THAN THESE VALUES, THE CONTRACTOR SHALL VERIFY REINFORCEMENT BAR DETAILS, QUANTITIES AND WILL BE RESPONSIBLE FOR ANY QUANTITY VARIATIONS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

TYPICAL SECTIONS & QUANTITIES

SHEET 2 OF 20
1002

8

8

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-267-1	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1003.4 - EL. 1001.9 LEAN CLAY (CL)	125	0	1,000
EL. 1001.9 - EL. 998.9 LEAN CLAY (CL)	121	0	1,000
EL. 998.9 - EL. 995.4 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 995.4 - EL. 982.4 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 982.4 - EL. 978.4 POORLY-GRADED SAND (SP)	134	37	0
RETAINED SOIL EL. 1024.37 - EL. 1023.07 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-267-2	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1002.5 - EL. 998.7 LEAN CLAY (CL)	125	0	1,000
EL. 998.7 - EL. 997.0 SILTY SAND WITH GRAVEL (SM/GM)	130	34	0
EL. 997.0 - EL. 980.5 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 980.5 - EL. 977.5 SILTY SAND WITH GRAVEL (SM/GM)	130	36	0
RETAINED SOIL EL. 1025.58 - EL. 1022.08 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-267-3	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 999.5 - EL. 998.5 LEAN CLAY (CL)	125	0	1,000
EL. 998.5 - EL. 995.0 LEAN CLAY (CL)	121	0	3,200
EL. 995.0 - EL. 991.5 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 991.5 - EL. 987.5 SILTY SAND WITH GRAVEL (SM/GM)	130	35	0
EL. 987.5 - EL. 977.5 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 977.5 - EL. 954.5 POORLY-GRADED SAND (SP)	134	33	0
RETAINED SOIL EL. 1026.49 - EL. 1007.19 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-267-4	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1000.5 - EL. 999.8 LEAN CLAY (CL)	125	0	1,000
EL. 999.8 - EL. 997.5 LEAN CLAY (CL)	121	0	1,700
EL. 997.5 - EL. 995.0 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 995.0 - EL. 978.5 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 978.5 - EL. 973.5 SILTY SAND WITH GRAVEL (SM/GM)	135	36	0
EL. 973.5 - EL. 955.5 POORLY-GRADED SAND (SP)	134	36	0
RETAINED SOIL EL. 1026.55 - EL. 1004.75 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING R-267-5	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1004.0 - EL.1003.0 CLAYEY GRAVEL WITH SAND (GC)	135	40	0
EL. 1003.0 - EL. 999.5 LEAN CLAY (CL)	121	0	1,400
EL. 999.5 - EL. 996.0 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 996.0 - EL. 982.0 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 982.0 - EL. 969.0 SILTY SAND WITH GRAVEL (SM/GM)	130	34	0
RETAINED SOIL EL. 1025.43 - EL. 1018.23 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING S-444-1	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1003.2 - EL. 1002.7 LEAN CLAY (CL)	125	0	1,000
EL. 1002.7 - EL. 1000.2 LEAN CLAY (CL)	144	0	6,000
EL. 1002.2 - EL. 996.2 LEAN CLAY (CL)	121	0	1,000
EL. 996.2 - EL. 991.2 SILTY SAND WITH GRAVEL (SM/GM)	135	44	0
EL. 991.2 - EL. 981.2 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 981.2 - EL. 973.2 POORLY-GRADED SAND WITH SILT (SP-SM)	133	36	0
RETAINED SOIL EL. 1026.36 - EL. 1010.26 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING S-445-2	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1000.9 - EL. 1000.1 LEAN CLAY (CL)	125	0	1,000
EL. 1000.1 - EL. 997.4 LEAN CLAY (CL)	121	0	3,000
EL. 997.4 - EL. 992.9 SILTY SAND WITH GRAVEL (SM/GM)	135	45	0
EL. 992.9 - EL. 981.9 SILTY SAND WITH GRAVEL (SM/GM)	140	45	0
EL. 981.9 - EL. 970.9 SILT (ML)	138	34	0
RETAINED SOIL EL. 1026.39 - EL. 1016.39 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING B-831-3	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 997.2 - EL. 996.2 SILTY SAND WITH GRAVEL (SM)	135	40	0
EL. 996.2 - EL. 994.5 LEAN CLAY (CL)	125	0	600
EL. 994.5 - EL. 991.7 SILTY SAND WITH GRAVEL (SM/GM)	130	36	0
EL. 991.7 - EL. 989.2 SILTY SAND WITH GRAVEL (SM/GM)	135	36	0
EL. 989.2 - EL. 985.2 SILTY SAND WITH GRAVEL (SM/GM)	140	40	0
EL. 985.2 - EL. 980.2 SILTY SAND WITH GRAVEL (SM/GM)	135	36	0
EL. 980.2 - EL. 974.2 SILTY SAND WITH GRAVEL (SM/GM)	135	36	0
EL. 974.2 - EL. 969.7 POORLY-GRADED SAND WITH SILT (SP-SM)	133	36	0
EL. 969.7 - EL. 962.2 POORLY GRADED SAND (SP)	134	27	0
EL. 962.2 - EL. 955.2 POORLY GRADED SAND (SP)	134	26	0
EL. 955.2 - EL. 950.2 POORLY GRADED SAND (SP)	134	31	0
EL. 950.2 - EL. 945.2 POORLY GRADED SAND (SP)	134	26	0
EL. 945.2 - EL. 940.2 POORLY GRADED SAND (SP)	130	24	0
EL. 940.2 - EL. 935.2 POORLY GRADED SAND (SP)	134	26	0
EL. 935.2 - EL. 925.2 POORLY GRADED SAND (SP)	130	24	0
EL. 925.2 - EL. 921.7 POORLY GRADED SAND (SP)	134	24	0
EL. 921.7 - EL. 915.2 POORLY-GRADED SAND WITH SILT (SP-SM)	133	35	0
EL. 915.2 - EL. 909.2 POORLY-GRADED SAND WITH SILT (SP-SM)	133	33	0
EL. 909.2 - EL. 900.2 POORLY-GRADED SAND WITH SILT (SP-SM)	133	36	0
EL. 900.2 - EL. 895.7 CLAYEY SAND (SC)	132	29	0
EL. 895.7 - EL. 890.2 SANDSTONE	137	36	0
EL. 890.2 - EL. 879.7 SANDSTONE	140	36	0
EL. 879.7 - EL. 877.2 SANDSTONE	137	30	0
RETAINED SOIL EL. 1025.84 - EL. 1000.94 *			

STRATUM LOCATIONS & SOIL DESCRIPTIONS BORING B-832-3	UNIT WEIGHT	FRICTION ANGLE	COHESION (psf)
EL. 1001.4 - 1000.6 REPLACE EXISTING CONCRETE FILL WITH GEN. WISDOT GRANULA FILL	135	30	0
EL. 1000.6 - EL. 999.4 SILTY SAND WITH GRAVEL (SM)	135	34	0
EL. 999.4 - EL. 997.4 SILTY SAND (SM)	145	34	0
EL. 997.4 - EL. 995.9 LEAN CLAY (CL)	125	0	2,500
EL. 995.9 - EL. 993.7 LEAN CLAY (CL)	121	0	1,300
EL. 993.7 - EL. 989.4 SILTY SAND WITH GRAVEL (SM/GM)	135	36	0
EL. 989.4 - EL. 981.4 SILTY SAND WITH GRAVEL (SM/GM)	140	40	0
EL. 981.4 - EL. 973.2 SILTY SAND WITH GRAVEL (SM/GM)	140	40	0
EL. 973.2 - EL. 969.4 POORLY- GRADED SAND (SP)	134	30	0
EL. 969.4 - EL. 964.4 POORLY- GRADED SAND (SP)	134	25	0
EL. 964.4 - EL. 959.4 POORLY- GRADED SAND (SP)	134	30	0
EL. 959.4 - EL. 954.4 POORLY- GRADED SAND (SP)	138	31	0
EL. 954.4 - EL. 949.4 POORLY- GRADED SAND (SP)	134	28	0
EL. 949.4 - EL. 944.4 POORLY- GRADED SAND (SP)	134	25	0
EL. 944.4 - EL. 939.4 POORLY- GRADED SAND (SP)	138	30	0
EL. 939.4 - EL. 935.4 POORLY- GRADED SAND (SP)	134	26	0
EL. 935.4 - EL. 929.4 LEAN CLAY (CL)	132	0	800
EL. 929.4 - EL. 922.4 LEAN CLAY (CL)	132	0	1,200
EL. 922.4 - EL. 918.4 POORLY-GRADED SAND (SP)	134	28	0
EL. 918.4 - EL. 913.4 POORLY-GRADED SAND (SP)	138	33	0
EL. 913.4 - EL. 908.4 POORLY-GRADED SAND (SP)	134	25	0
EL. 908.4 - EL. 904.4 POORLY-GRADED SAND (SP)	130	23	0
EL. 904.4 - EL. 894.4 POORLY-GRADED SAND WITH SILT (SP-SM)	138	36	0
EL. 894.4 - EL. 884.4 POORLY-GRADED SAND WITH SILT (SP-SM)	138	34	0
EL. 884.4 - EL. 874.4 POORLY-GRADED SAND WITH SILT (SP-SM)	138	36	0
EL. 874.4 - EL. 868.4 POORLY-GRADED SAND WITH SILT (SP-SM)	138	32	0
EL. 868.4 - EL. 863.9 SANDSTONE	137	28	0
EL. 863.9 - EL. 854.4 SANDSTONE	140	36	0
EL. 854.4 - EL. 851.4 SANDSTONE	140	40	0
RETAINED SOIL EL. 1025.8 - EL. 1001.8 *			

* DESIGN WALL FOR THESE VALUES

WALL EXTERNAL STABILITY EVALUATION

	DIMENSIONS										
	W. RET. WALL	W. RET. WALL	W. RET. WALL	W. RET. WALL	E. RET. WALL	E. RET. WALL	E. RET. WALL	W. RET. WALL	W. RET. WALL	E. RET. WALL	E. RET. WALL
MINIMUM RECOMMENDED UNDERCUT (FEET)	0.0	0.0	0.0	4.5	0.0	0.0	0.0	2.8	2.8	7.8	7.8
WALL HEIGHT (FEET)	2.8	5.0	11.5	20.8	23.3	17.6	8.7	26.4	15.7	14.9	25.5
EXPOSED WALL HEIGHT (FEET)	1.3	3.5	10.0	19.3	21.8	16.1	7.2	24.9	14.2	13.4	24.0
LENGTH OF REINFORCEMENT (FEET)	8.0	8.0	9.0	15.0	18.0	13.0	8.0	19.0	21.0	21.0	18.0
WALL STATION	1+25	2+50	4+00	6+00	11+25	12+75	14+75	7+53.66	7+53.66	9+28.44	9+28.44
BORING USED	R-267-1	R-267-2	S-445-2	R-267-3	R-267-4	S-444-1	R-267-5	B-831-3	B-831-3 **	B-832-3 **	B-832-3
	CAPACITY TO DEMAND RATIO (CDR)										
SLIDING (CDR > 1.0)	2.2	1.6	1.2	1.2	1.3	1.2	1.3	1.3	1.0	1.0	1.2
ECCENTRICITY (CDR > 1.0)	9.5	3.4	1.4	1.4	1.7	1.4	1.8	1.5	1.8	1.9	1.4
BEARING (CDR > 1.0)	3.6	2.1	1.2	1.1	1.0	1.1	2.6	1.9	2.8	3.1	1.8
GLOBAL STABILITY (CDR > 1.0)	———	———	———	———	———	———	———	1.0	———	———	1.0
FACTORED SOIL BEARING CAPACITY (PSF)	3,400	3,100	3,900	6,000	5,900	5,200	6,100	13,100	17,400	17,800	12,200

FINAL DESIGN FOR INTERNAL STABILITY AND EXTERNAL SLIDING AND ECCENTRICITY AT OTHER LOCATIONS IS THE RESPONSIBILITY OF THE WALL DESIGNER AND MAY DIFFER FROM VALUES IN TABLE.

** - IN FRONT OF ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

SOIL PARAMETERS

SHEET 3 OF 20
1003

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TABLE OF ELEVATIONS

MAINLINE STATION	MAINLINE OFFSET	WALL STATION	BOTTOM OF WALL	FINISHED GROUND ELEVATION	TOP OF COPING
911+89.30	102.96' LT	1+00.00	1022.43	1023.93	1023.94
911+64.16	100.79' LT	1+25.00	1021.57	1023.07	1024.41
911+38.99	99.29' LT	1+50.00	1021.56	1023.06	1024.69
911+13.78	98.26' LT	1+75.00	1021.35	1022.85	1024.93
910+88.59	97.17' LT	2+00.00	1021.12	1022.62	1025.17
910+63.39	96.03' LT	2+25.00	1020.87	1022.37	1025.40
910+38.21	94.83' LT	2+50.00	1020.58	1022.08	1025.61
910+13.02	93.57' LT	2+75.00	1020.25	1021.75	1025.81
909+87.84	92.33' LT	3+00.00	1019.87	1021.37	1025.90
909+62.66	91.22' LT	3+25.00	1019.22	1020.72	1026.06
909+37.48	90.24' LT	3+50.00	1017.86	1019.36	1026.19
909+12.29	89.38' LT	3+75.00	1016.42	1017.92	1026.31
908+87.10	88.65' LT	4+00.00	1014.89	1016.39	1026.40
908+61.90	88.05' LT	4+25.00	1013.27	1014.77	1026.47
908+36.71	87.57' LT	4+50.00	1012.21	1013.71	1026.53
908+11.51	87.23' LT	4+75.00	1011.26	1012.76	1026.56
907+86.32	87.01' LT	5+00.00	1010.05	1011.55	1026.58
907+61.12	86.91' LT	5+25.00	1008.80	1010.30	1026.57
907+35.92	86.94' LT	5+50.00	1007.59	1009.09	1026.54
907+10.73	87.09' LT	5+75.00	1006.26	1007.76	1026.57
906+85.53	86.84' LT	6+00.00	1005.69	1007.19	1026.52
906+60.34	86.53' LT	6+25.00	1004.71	1006.21	1026.46
906+35.14	86.16' LT	6+50.00	1003.72	1005.22	1026.38
906+09.95	85.74' LT	6+75.00	1002.71	1004.21	1026.29
905+84.79	85.25' LT	7+00.00	1001.80	1003.30	1026.28
905+59.79	84.75' LT	7+25.00	1000.85	1002.35	1026.22
905+38.99	84.75' LT	7+45.81	999.81	1001.31	1026.10
905+38.99	84.75' LT	7+45.81	999.81	1001.31	1013.68
905+34.79	84.75' LT	7+50.00	999.60	1001.10	1013.68
905+34.49	84.75' LT	7+50.30	999.59	1001.09	1013.68
905+34.49	84.75' LT	7+50.30	999.59	1001.09	1015.18
905+31.13	84.75' LT	7+53.66	999.44	1000.94	1015.18
905+20.61	66.18' LT	7+75.00	999.61	1001.11	1015.18
905+08.29	44.43' LT	8+00.00	999.80	1001.30	1015.18
904+95.97	22.68' LT	8+25.00	1000.00	1001.50	1015.18
904+83.65	0.92' LT	8+50.00	1000.20	1001.70	1015.18
904+77.24	10.40' RT	8+63.01	1000.30	1001.80	1015.18

MAINLINE STATION	MAINLINE OFFSET	WALL STATION	BOTTOM OF WALL	FINISHED GROUND ELEVATION	TOP OF COPING
904+80.23	22.01' RT	8+75.00	1000.30	1001.80	1015.18
904+86.47	46.22' RT	9+00.00	1000.30	1001.80	1015.18
904+92.71	70.42' RT	9+25.00	1000.30	1001.80	1015.18
904+93.57	73.75' RT	9+28.44	1000.30	1001.80	1015.18
904+96.93	73.75' RT	9+31.79	1000.34	1001.84	1015.18
904+96.93	73.75' RT	9+31.79	1000.34	1001.84	1013.68
905+01.04	73.75' RT	9+35.90	1000.38	1001.88	1013.68
905+01.04	73.75' RT	9+35.90	1000.38	1001.88	1025.85
905+15.14	73.75' RT	9+50.00	1000.54	1002.04	1026.16
905+40.14	73.69' RT	9+75.00	1000.71	1002.21	1026.21
905+65.14	73.59' RT	10+00.00	1000.92	1002.42	1026.24
905+90.12	73.42' RT	10+25.00	1001.22	1002.72	1026.32
906+14.96	73.24' RT	10+50.00	1001.57	1003.07	1026.43
906+39.77	74.06' RT	10+75.00	1001.86	1003.36	1026.50
906+64.57	75.25' RT	11+00.00	1002.13	1003.63	1026.53
906+89.38	76.42' RT	11+25.00	1002.38	1003.88	1026.55
907+14.18	77.55' RT	11+50.00	1003.11	1004.61	1026.56
907+38.98	78.65' RT	11+75.00	1004.18	1005.68	1026.55
907+63.78	79.73' RT	12+00.00	1005.25	1006.75	1026.53
907+88.58	80.77' RT	12+25.00	1006.30	1007.80	1026.50
908+13.38	81.79' RT	12+50.00	1007.34	1008.84	1026.46
908+38.18	82.77' RT	12+75.00	1008.37	1009.87	1026.40
908+62.97	83.73' RT	13+00.00	1009.38	1010.88	1026.33
908+87.77	84.65' RT	13+25.00	1010.50	1012.00	1026.24
909+12.56	85.54' RT	13+50.00	1011.59	1013.09	1026.14
909+37.36	86.41' RT	13+75.00	1012.69	1014.19	1026.03
909+62.15	87.24' RT	14+00.00	1013.78	1015.28	1025.90
909+86.94	88.05' RT	14+25.00	1014.86	1016.36	1025.77
910+11.73	88.82' RT	14+50.00	1015.78	1017.28	1025.63
910+36.52	89.57' RT	14+75.00	1016.53	1018.03	1025.48
910+61.31	90.28' RT	15+00.00	1017.28	1018.78	1025.33
910+86.10	90.97' RT	15+25.00	1018.03	1019.53	1025.18
911+10.89	91.62' RT	15+50.00	1018.78	1020.28	1025.02
911+35.67	92.25' RT	15+75.00	1019.53	1021.03	1024.87
911+60.46	92.85' RT	16+00.00	1020.28	1021.78	1024.72
911+85.25	93.41' RT	16+25.00	1021.03	1022.53	1024.57
911+97.84	93.69' RT	16+37.71	1022.99	1024.49	1024.49

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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ELEVATIONS

SHEET 4 OF 20
1004

STATE PROJECT NUMBER

1206-08-77

PILASTER LOCATIONS

WALL STATION	MAINLINE STATION
3+50.86	909+36.61 VR
4+10.86	908+76.15 VR
4+70.86	908+15.69 VR
5+30.86	907+55.22 VR
5+90.86	906+94.74 VR
6+50.86	906+34.28 VR
6+80.86	906+04.05 VR
7+10.86	905+73.93 VR
9+70.82	905+35.95 VR
10+00.81	905+65.94 VR
10+30.81	905+95.88 VR
10+90.80	906+55.45 VR
11+50.80	907+14.98 VR
12+10.80	907+74.50 VR
12+70.80	908+34.01 VR
13+30.80	908+93.52 VR

◆ JUNCTION BOX LOCATION

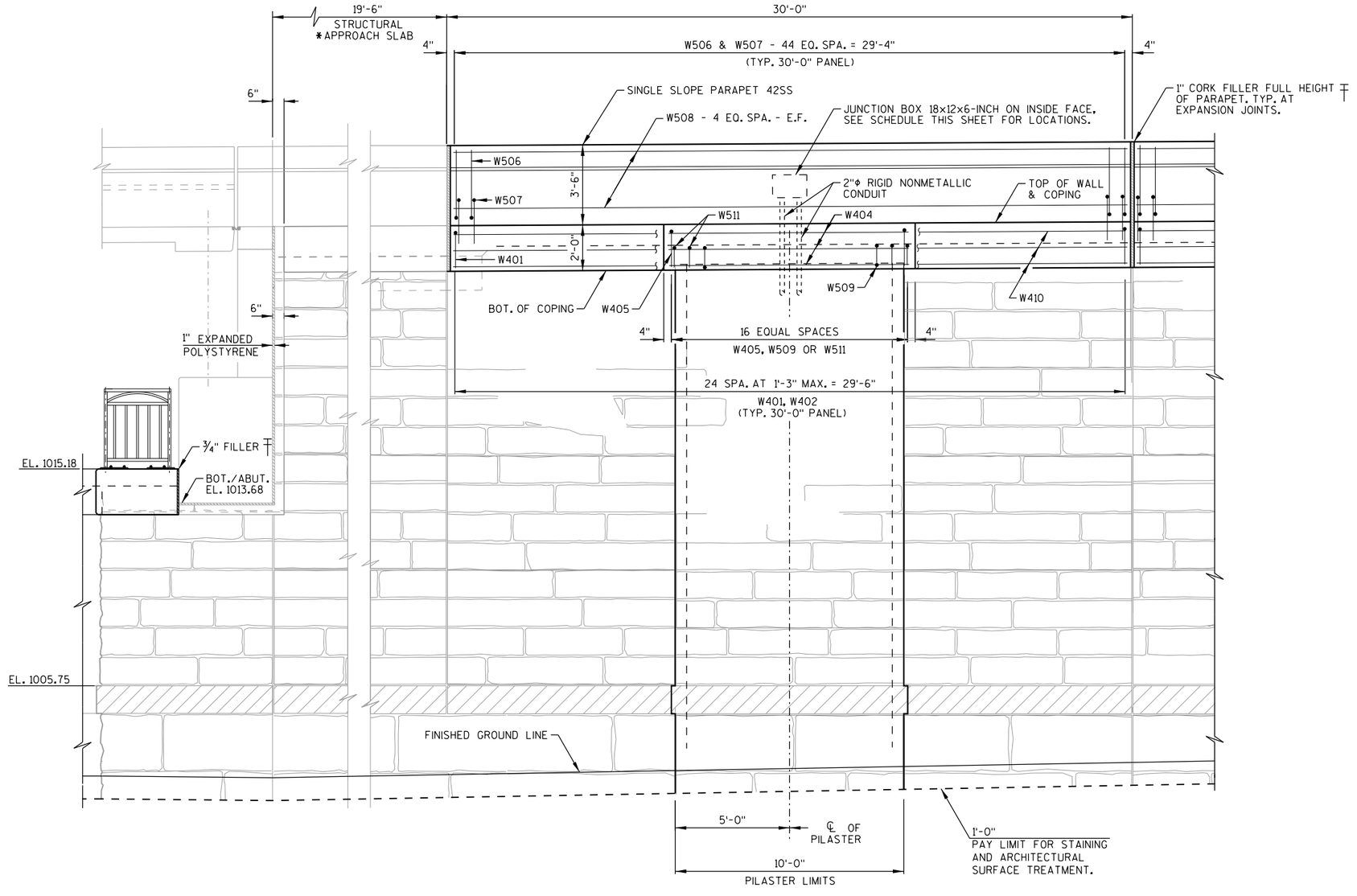
ADDITIONAL JUNCTION BOX LOCATED AT WALL STA. 13+91.40, 909+53.69 VR, FOR LIGHT STANDARD NOT LOCATED ABOVE PILASTER.

NOTES

ALL BAR STEEL SHALL BE EPOXY COATED.

CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

LAP LONGITUDINAL #4 BARS A MINIMUM OF 1'-0".

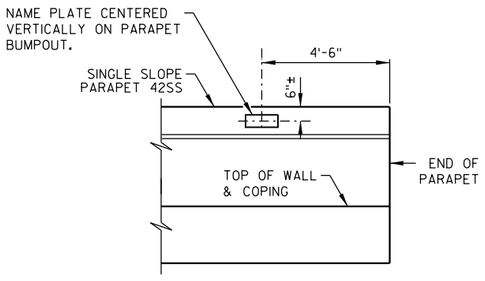


ELEVATION OF COPING AND PARAPET

LOOKING WEST AT F.F. OF WALL

* STRUCTURAL APPROACH SLAB, COPING AND PARAPET PAID FOR SEPARATELY UNDER STRUCTURES B-13-831 & B-13-832.

∓ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)



NAME PLATE DETAIL

(SHOWING EXTERIOR ELEV. OF PARAPET)

FOR LOCATION SEE "GENERAL PLAN" SHT. 1

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE R-13-267

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WALL ELEVATION

SHEET 5 OF 20
1005

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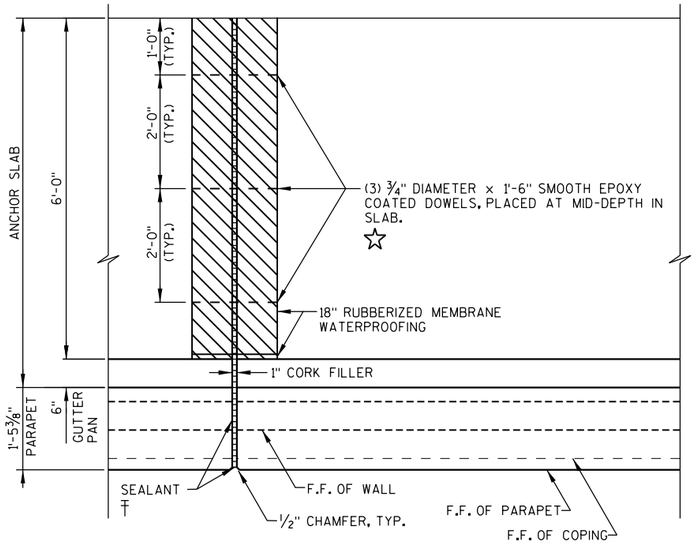
STATE PROJECT NUMBER

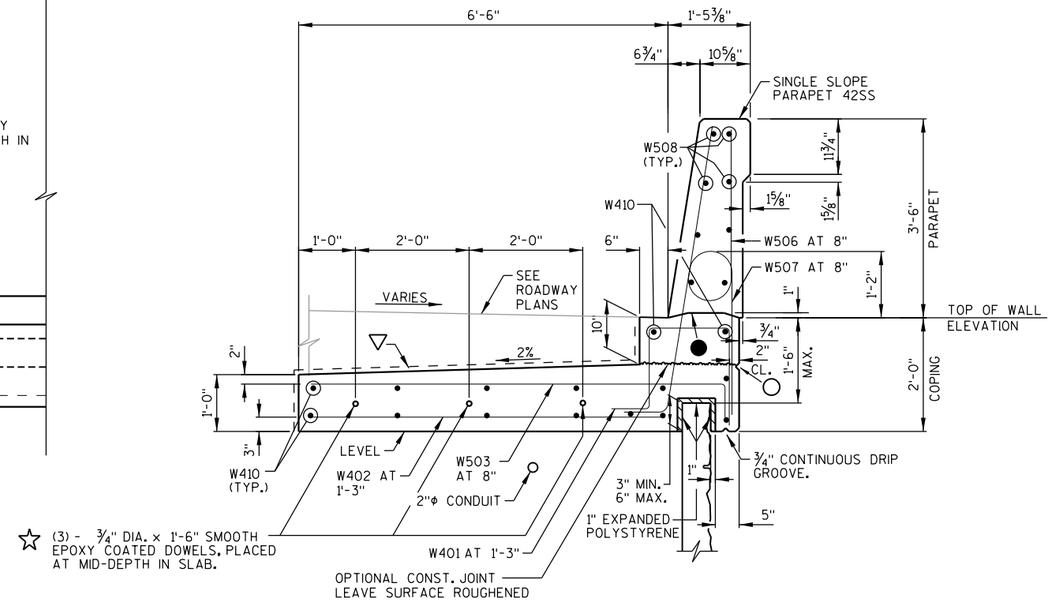
1206-08-77



TYPICAL ANCHOR SLAB EXPANSION JOINT DETAIL

EXPANSION JOINTS TO BE SPACED AT A MINIMUM OF 20' AND A MAXIMUM OF 30'. LOCATE EXPANSION JOINTS OVER WALL JOINTS. DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS AS SHOWN.

† SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)



CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL (6-INCH PAN)

NOTES

LAP LONGITUDINAL #4 BARS A MIN. OF 1'-0"

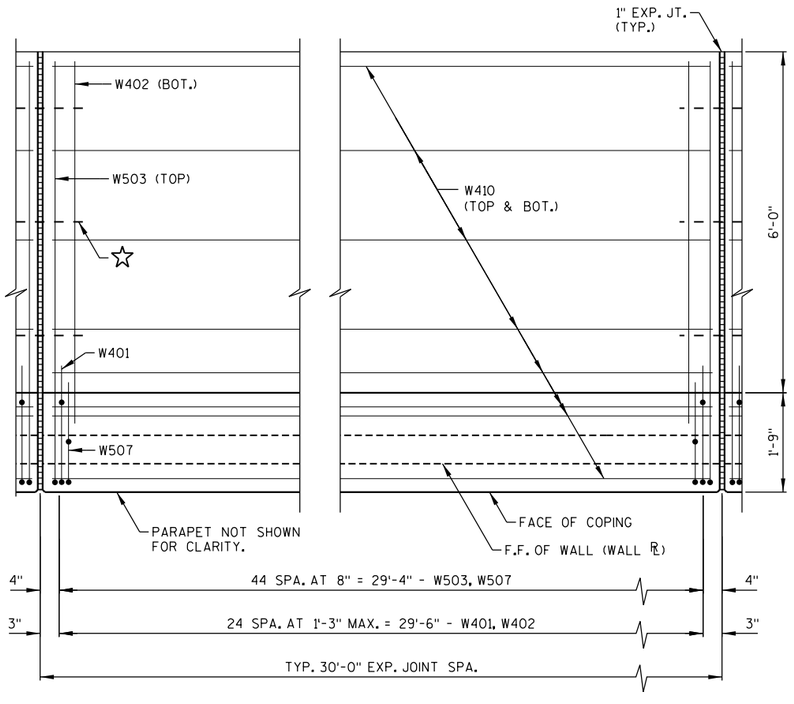
ALL BAR STEEL SHALL BE EPOXY COATED.

CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

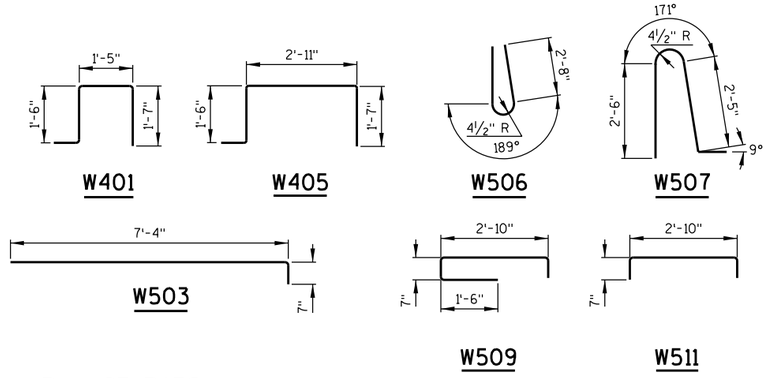
FOR PANELS ADJACENT TO BRIDGE APPROACH SLAB, FLARE BARS ACCORDINGLY TO ACCOUNT FOR SLAB SKEW.

LEGEND

- ● CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.
- ▽ 18" RUBBERIZED MEMBRANE WATERPROOFING TO BE PLACED ON THESE SURFACES AT EACH JOINT. PROVIDE BOND BREAKER BETWEEN JOINTS.
- ☆ (3) - ¾" DIA. x 1'-6" LONG SMOOTH EPOXY COATED DOWELS AT EXPANSION JOINTS. PLACE AT MID-DEPTH IN SLAB. EMBED 9". USE APPROVED DEBONDER ON ½ OF BAR LENGTH. COST INCLUDED IN BID ITEM "CONCRETE MASONRY RETAINING WALLS".
- ○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.



ANCHOR SLAB REINFORCING PLAN (6-INCH PAN)



BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR. ALL BAR STEEL IN THIS BILL SHALL BE EPOXY COATED.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION	
COATED BARS					TOTAL WEIGHT = 78,460 LBS
W401	954	4-8	X	ANCHOR SLAB	TRANS.
W402	1100	6-0		ANCHOR SLAB	TRANS.
W503	1971	7-9	X	ANCHOR SLAB	TRANS.
W404	64	10-8		ANCHOR SLAB AT PILASTERS	LONGIT.
W405	262	6-2	X	ANCHOR SLAB AT PILASTERS	TRANS.
W506	2015	6-8	X	PARAPET WALL	VERT.
W507	1971	6-11	X	PARAPET WALL	VERT.
W508	8	1308-0		PARAPET WALL	LONGIT.
W509	208	5-1	X	ANCHOR SLAB AT PILASTERS	TRANS.
W410	15	1308-0		ANCHOR SLAB	LONGIT.
W511	64	3-9	X	ANCHOR SLAB AT PILASTERS	TRANS.

NUMBER REQUIRED AND LENGTH SHOWN FOR QUANTITY PURPOSES ONLY. CONTRACTOR TO DETERMINE ACTUAL LENGTHS AND NUMBER OF BARS AFTER MSE PANELS HAVE BEEN LAID OUT BY THE WALL SUPPLIER. THE PARAPET AND ANCHOR SLAB EXPANSION JOINTS MUST COINCIDE WITH PANEL JOINTS ON THE FRONT FACE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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ANCHOR SLAB DETAILS - 1

SHEET 6 OF 20
1006

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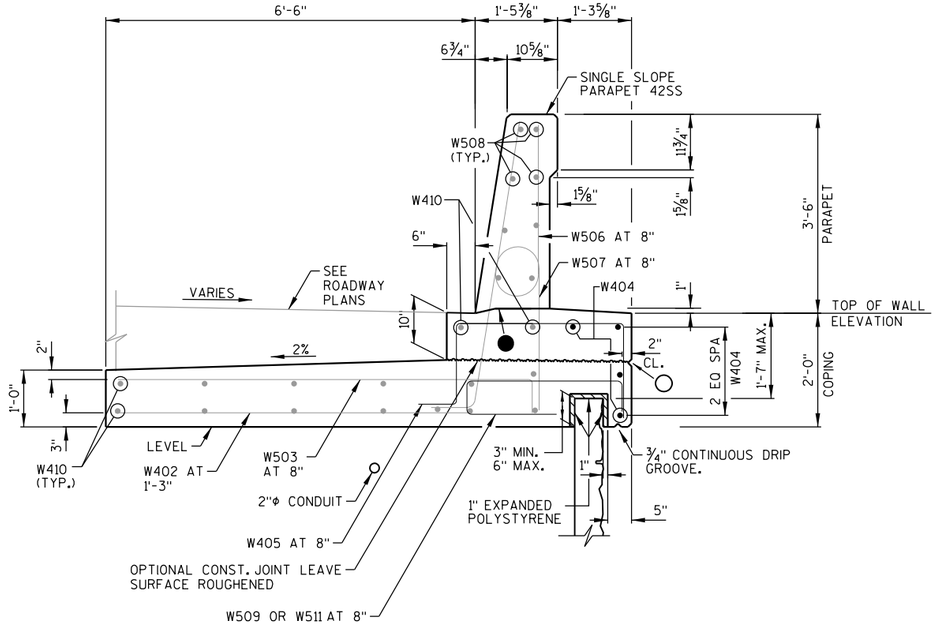
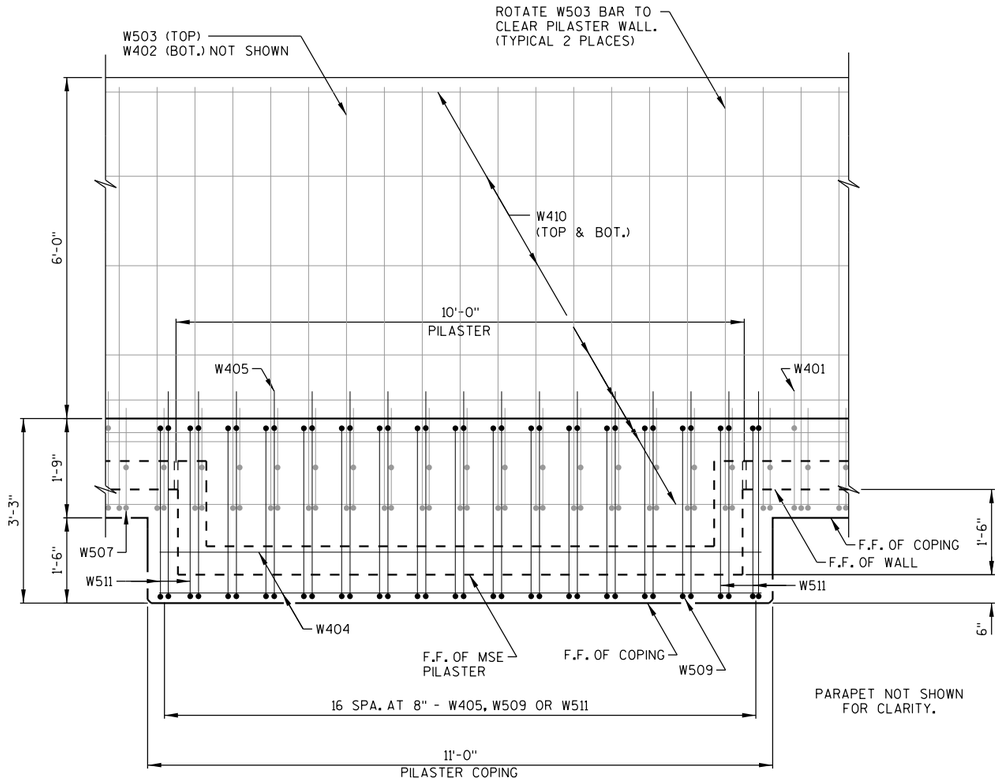


CAST-IN-PLACE CONCRETE TRAFFIC BARRIER DETAIL (6-INCH PAN) AT PILASTER



PILASTER - PLAN VIEW

NOTES

SEE SHEETS 1 & 5 FOR PILASTER LOCATIONS.

DO NOT USE CORNER ELEMENTS ON PILASTER CORNERS.

LAP LONGITUDINAL #4 BARS A MIN. OF 1'-0".

ALL BAR STEEL SHALL BE EPOXY COATED.

CONCRETE QUANTITY BASED ON 3" PANEL EMBEDMENT.

TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1", SHT. 6, FOR ADDITIONAL BAR STEEL DETAILS.

LEGEND

● CONSTRUCTION JOINT - STRIKE OFF AS SHOWN AND LEAVE ROUGH.

○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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ANCHOR SLAB DETAILS - 2

SHEET 7 OF 20
1007

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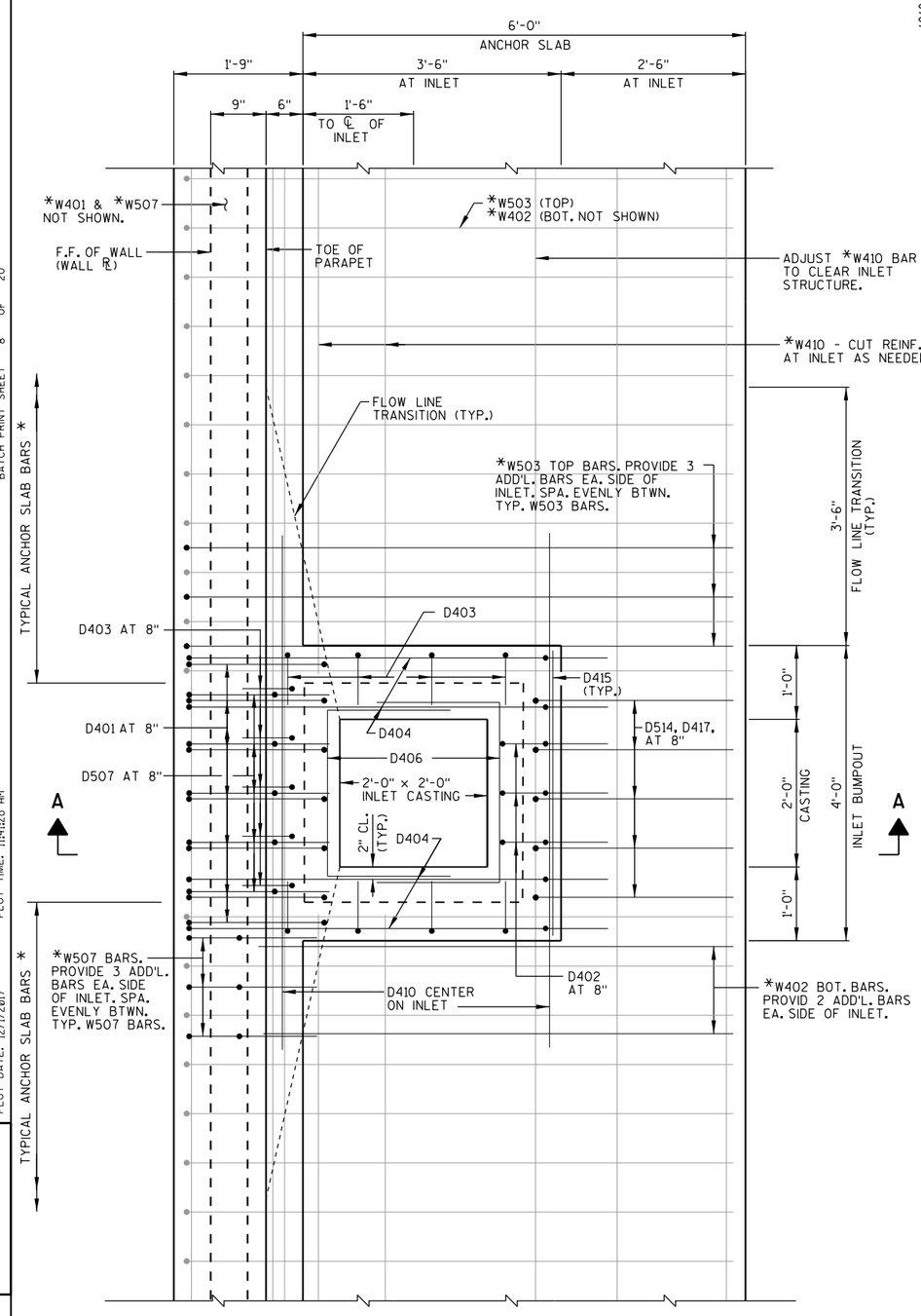
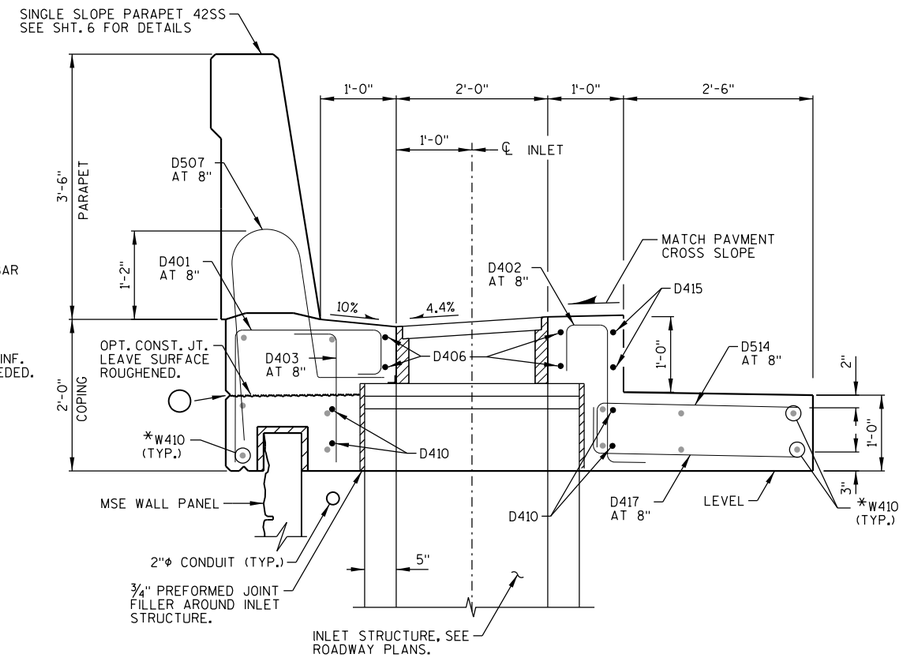
STATE PROJECT NUMBER

1206-08-77



ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

6 INLETS OF THIS CONFIGURATION, SEE INLET SCHEDULE ON THIS SHEET FOR INLET LOCATIONS. ALL INLET STRUCTURES OF THIS CONFIGURATION ARE CENTERED BETWEEN EXPANSION JOINTS.

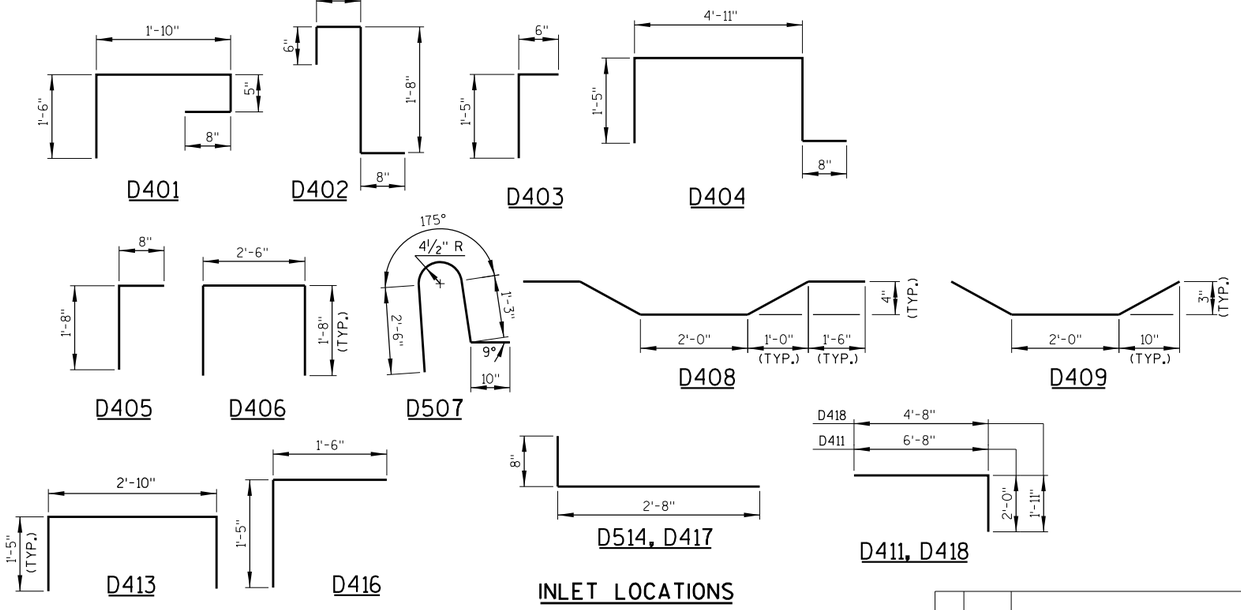


SECTION A-A

BILL OF BARS

FOR INLET LOCATIONS - (9 TOTAL INLETS ON WALL R-13-267)
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR.
ALL BAR STEEL IN THIS BILL SHALL BE EPOXY COATED.

MARK	NO. REQ'D	LENGTH	BENT	LOCATION
COATED BARS				TOTAL WEIGHT = 1,540 LBS
D401	63	4-2	X	INLET - TOP VERT.
D402	21	3-2	X	INLET - TOP VERT.
D403	103	1-10	X	INLET - TOP VERT.
D404	36	8-2	X	INLET - TOP TRANS.
D405	4	2-3	X	INLET - TOP TRANS.
D406	32	5-8	X	INLET - TOP TRANS.
D507	45	5-7	X	INLET - TOP VERT.
D408	6	7-0	X	INLET - BOT. TRANS.
D409	8	3-8	X	INLET - BOT. TRANS.
D410	32	7-0		INLET - BOT. LONGIT.
D411	4	8-7	X	INLET - TOP TRANS.
D412	4	6-2		INLET - BOT. TRANS.
D413	12	5-6	X	INLET - TOP TRANS.
D514	35	3-3	X	INLET - TOP TRANS.
D415	22	3-8		INLET - TOP LONGIT.
D416	24	2-10	X	INLET - TOP VERT.
D417	35	3-3	X	INLET - BOT. LONGIT.
D418	4	6-6	X	INLET - TOP TRANS.
D419	4	4-2		INLET - BOT. TRANS.



NOTES

DISPLACE REINFORCING BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINFORCING BARS AT INLET STRUCTURE.

LEGEND

* TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1", SHEET 6, FOR ADDITIONAL BAR STEEL DETAILS.

◯ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

INLET LOCATIONS

WALL STATION	MAINLINE STATION
1+40.81	911+48.26 VR
2+00.81	910+87.78 VR
3+80.81	909+06.44 VR
11+20.92	906+85.41 VR
13+60.91	909+23.38 VR
15+40.91	911+01.88 VR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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INLET & REINFORCING DETAILS

SHEET 8 OF 20
1008

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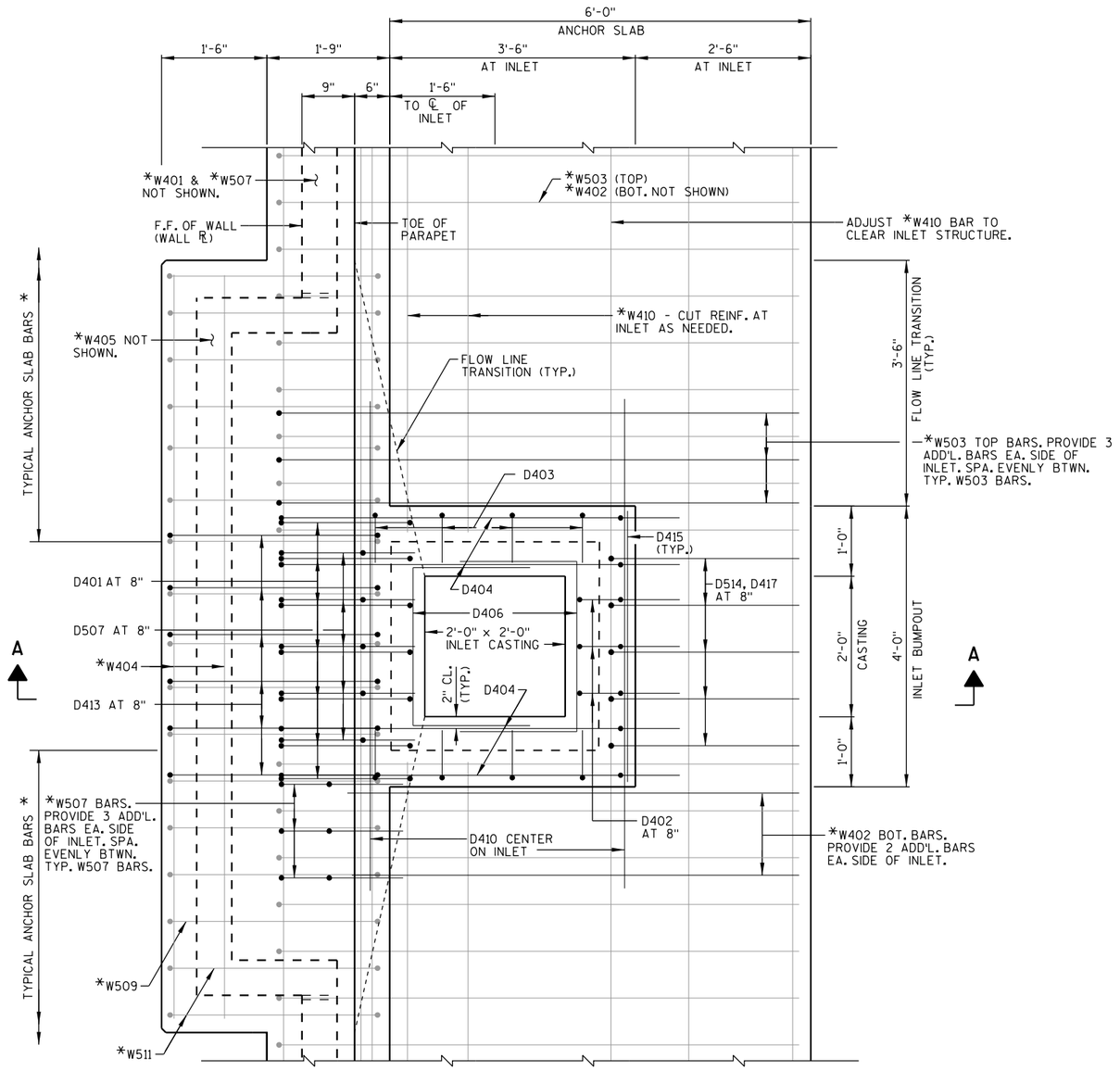
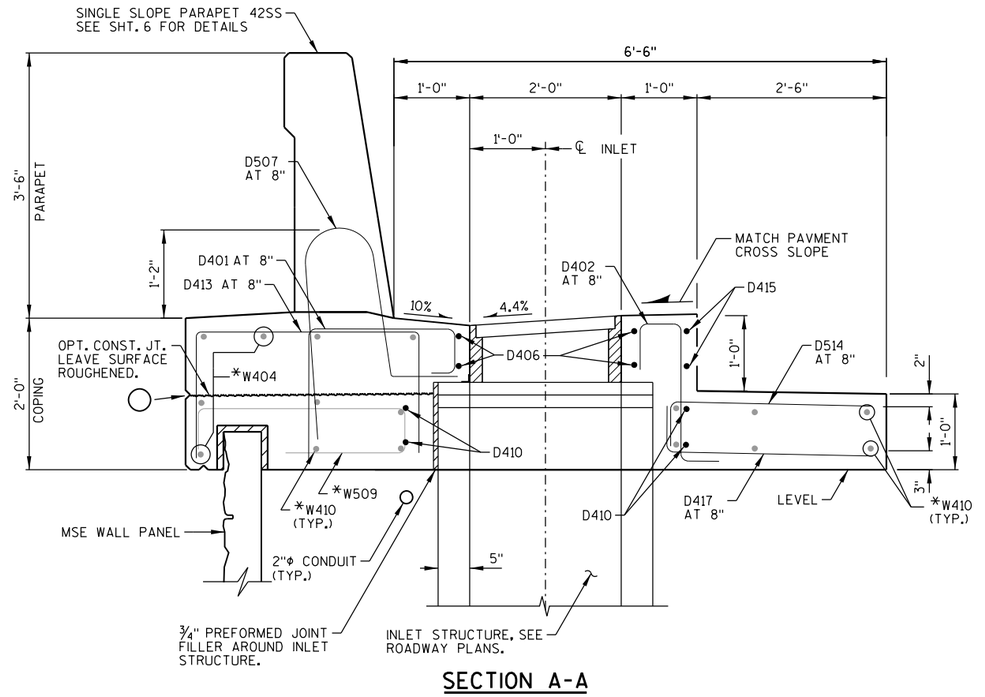


ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

1 INLET OF THIS CONFIGURATION. SEE INLET SCHEDULE ON THIS SHEET FOR INLET LOCATION. INLET STRUCTURE OF THIS CONFIGURATION IS CENTERED ON PILASTER.



SECTION A-A

INLET LOCATION

WALL STATION	MAINLINE STATION
5+90.86	906+94.74 VR

NOTES

DISPLACE REINFORCING BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINFORCING BARS AT INLET STRUCTURE.

LEGEND

* TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1", SHEET 6, FOR ADDITIONAL BAR STEEL DETAILS.

○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

NO.	DATE	REVISION	BY

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DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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INLET AT PILASTER

SHEET 9 OF 20
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STATE PROJECT NUMBER

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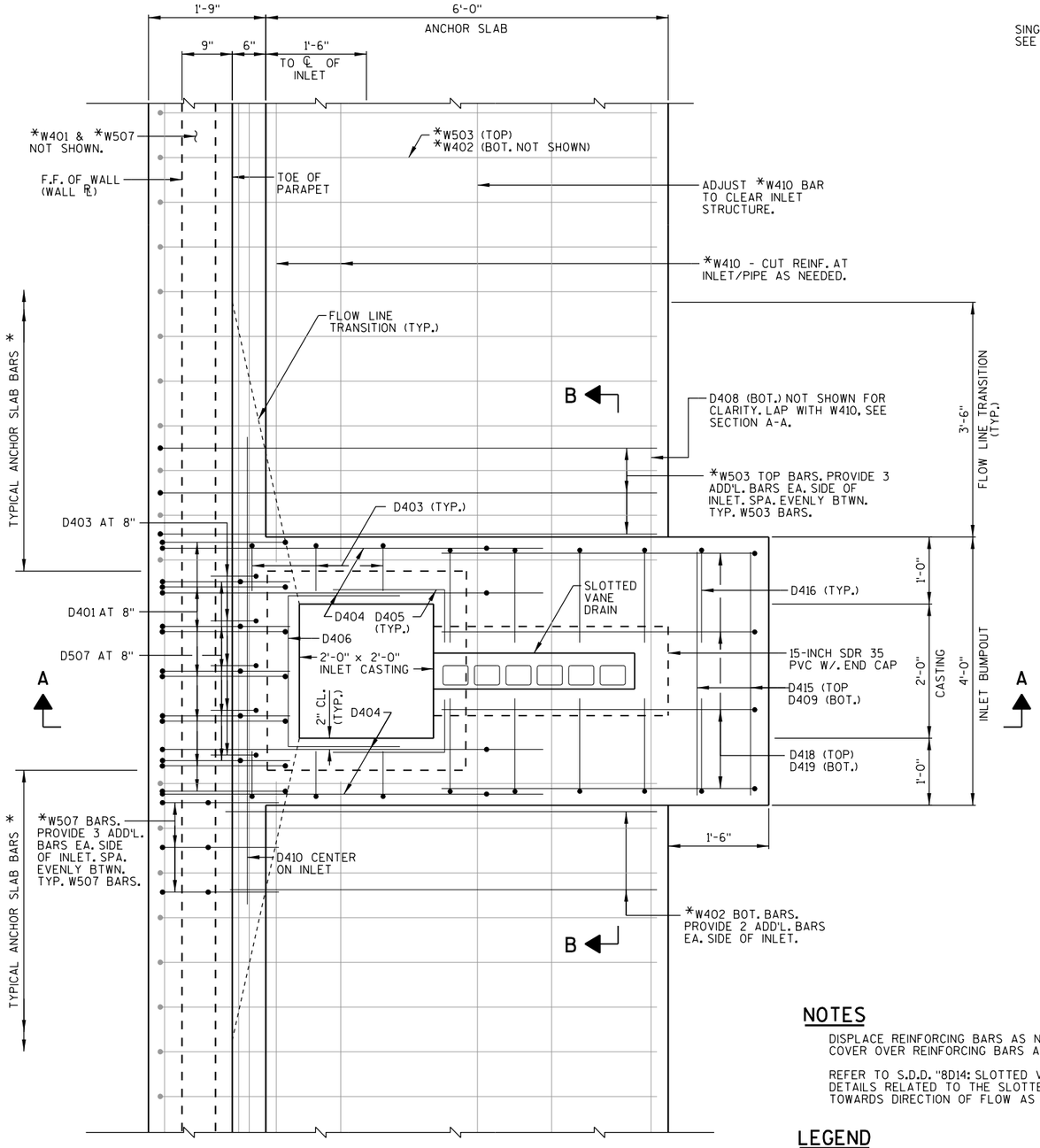
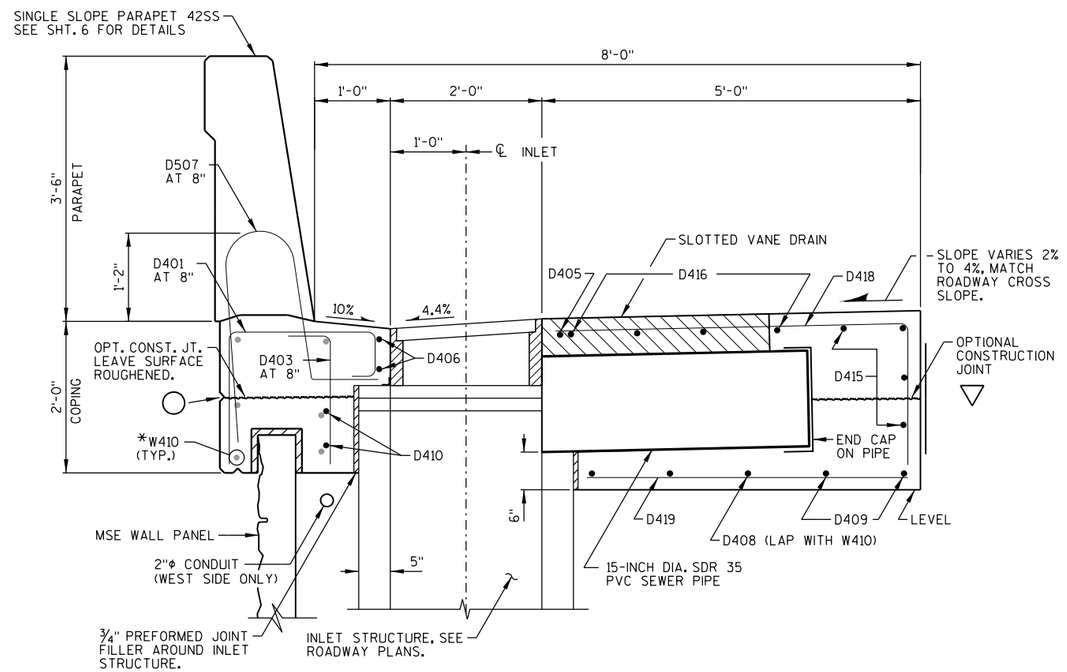
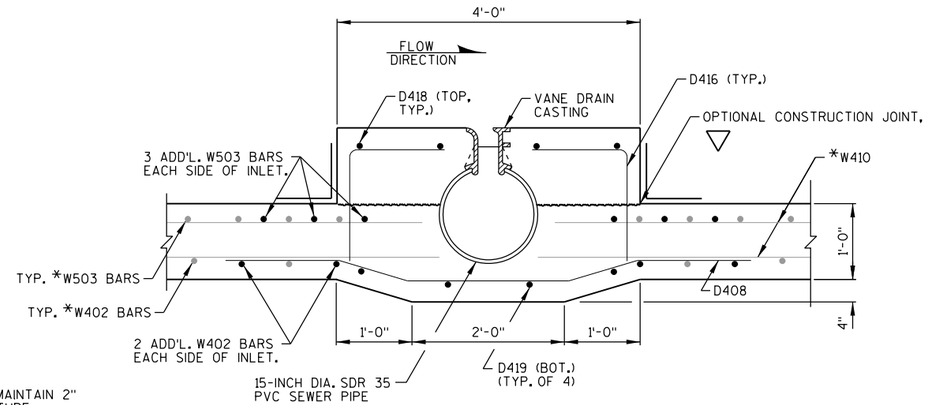


ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

1 INLET OF THIS CONFIGURATION. SEE INLET SCHEDULE ON THIS SHEET FOR INLET LOCATION.



SECTION A-A



SECTION B-B

NOTES

DISPLACE REINFORCING BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINFORCING BARS AT INLET STRUCTURE.

REFER TO S.D.D. "8D14: SLOTTED VANE DRAIN" FOR ADDITIONAL DETAILS RELATED TO THE SLOTTED VANE DRAIN. ORIENT DRAIN TOWARDS DIRECTION OF FLOW AS SHOWN IN STANDARD DETAIL.

LEGEND

* TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1", SHEET 6, FOR ADDITIONAL BAR STEEL DETAILS.

▽ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

INLET LOCATION

(WITH SINGLE VANE)

WALL STATION	MAINLINE STATION
7+18.31	905+66.49 VR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

INLET WITH SINGLE VANE

SHEET 10 OF 20
1010

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BATCH PRINT SHEET 10 OF 20

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NOTES

DISPLACE REINFORCING BARS AS NECESSARY TO MAINTAIN 2" COVER OVER REINFORCING BARS AT INLET STRUCTURE.

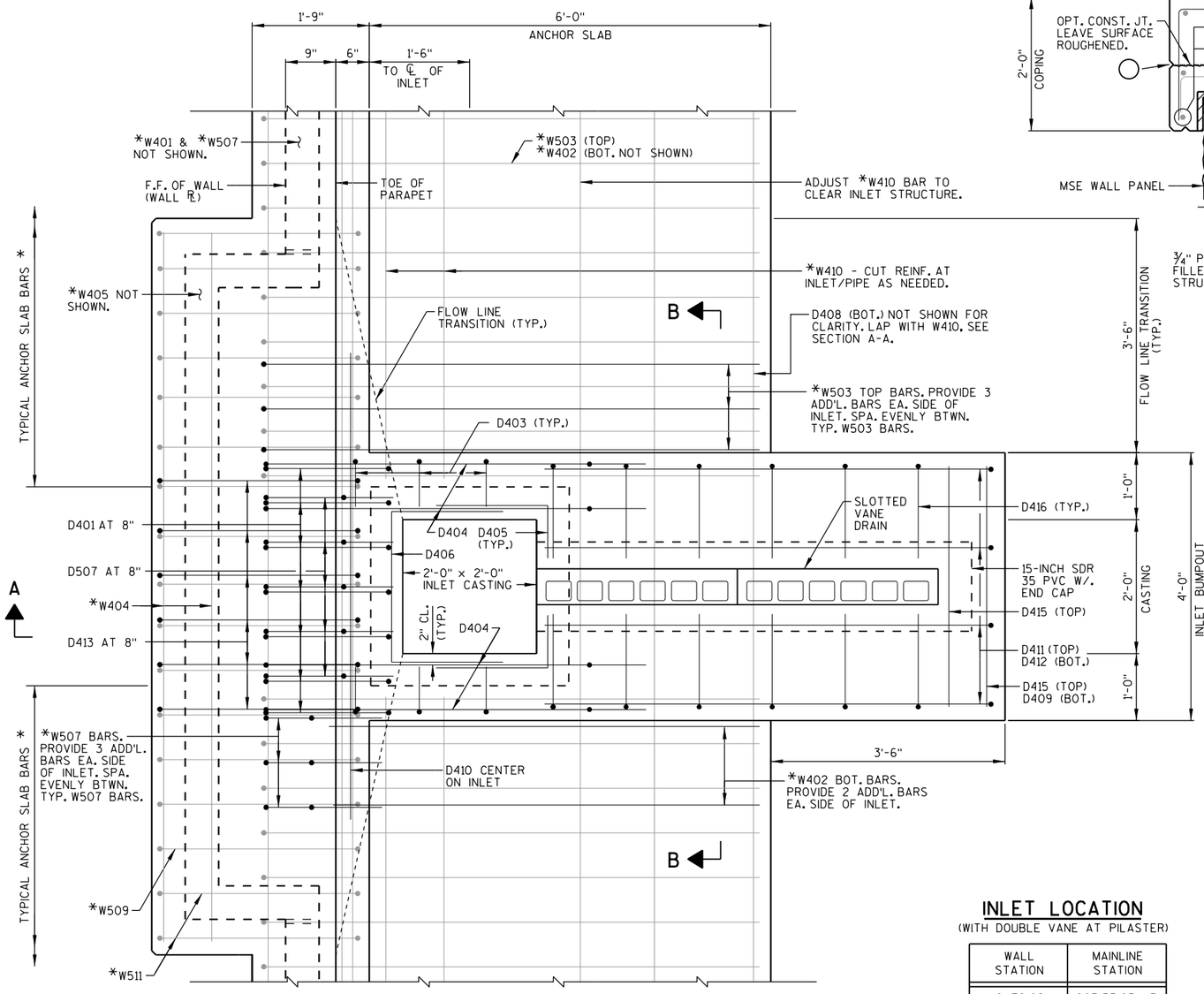
REFER TO S.D.D. "8D14: SLOTTED VANE DRAIN" FOR ADDITIONAL DETAILS RELATED TO THE SLOTTED VANE DRAIN. ORIENT DRAIN TOWARDS DIRECTION OF FLOW AS SHOWN IN STANDARD DETAIL.

LEGEND

* TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 2", SHEET 7, FOR ADDITIONAL BAR STEEL DETAILS.

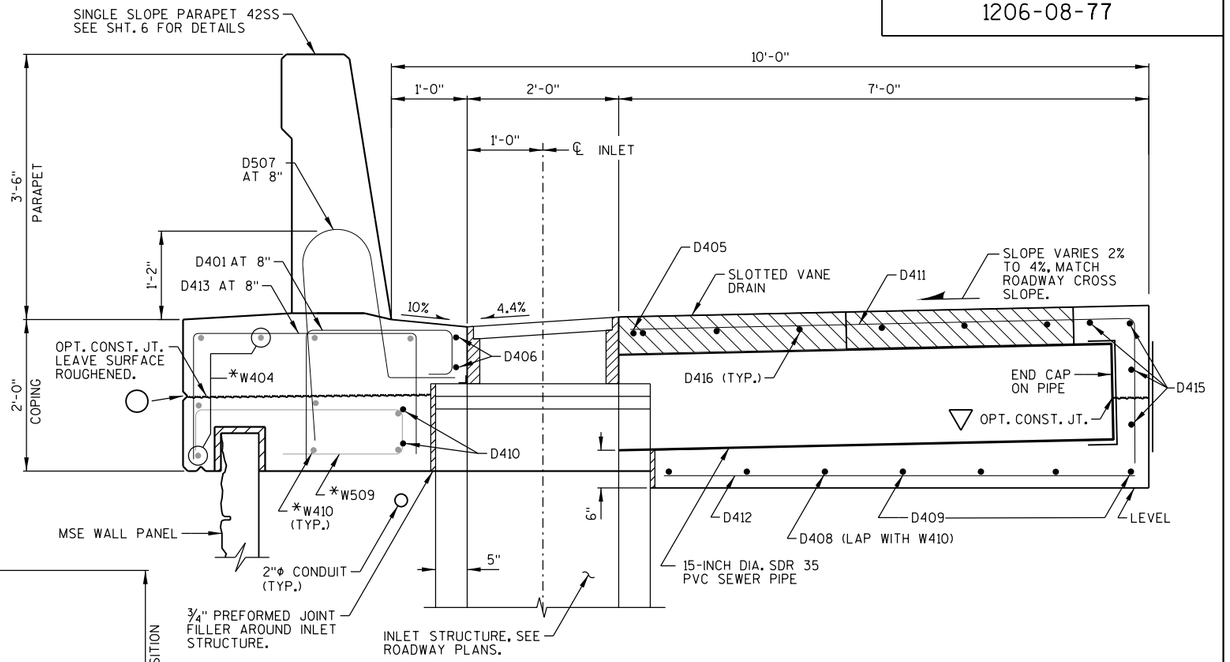
▽ IF OPT. CONST. JOINT IS USED, PLACE 18" MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JOINT IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

○ PROVIDE ¾" V-GROOVE IF OPTIONAL CONST. JOINT IS USED.

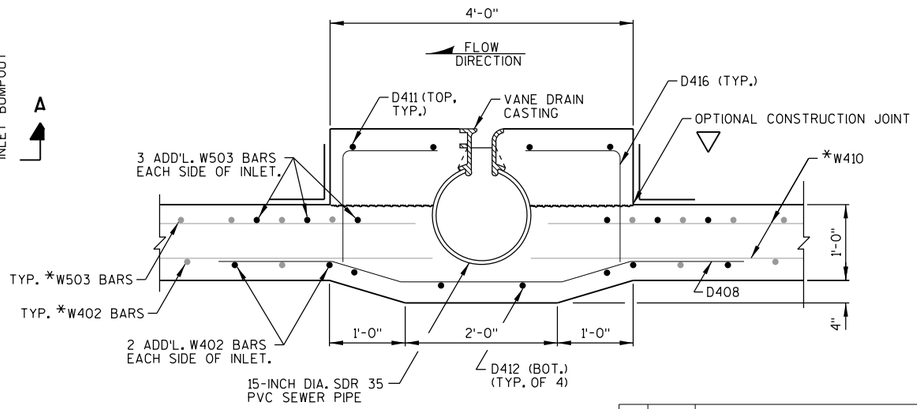


ANCHOR SLAB PLAN AT TYPICAL INLET STRUCTURE (6-INCH PAN)

1 INLET OF THIS CONFIGURATION, SEE INLET SCHEDULE ON THIS SHEET FOR INLET LOCATION. INLET STRUCTURE OF THIS CONFIGURATION IS CENTERED ON PILASTER.



SECTION A-A



SECTION B-B

INLET LOCATION

(WITH DOUBLE VANE AT PILASTER)

WALL STATION	MAINLINE STATION
9+70.82	905.35.95 VR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

INLET WITH DOUBLE VANES AT PILASTER

SHEET 11 OF 20
1011

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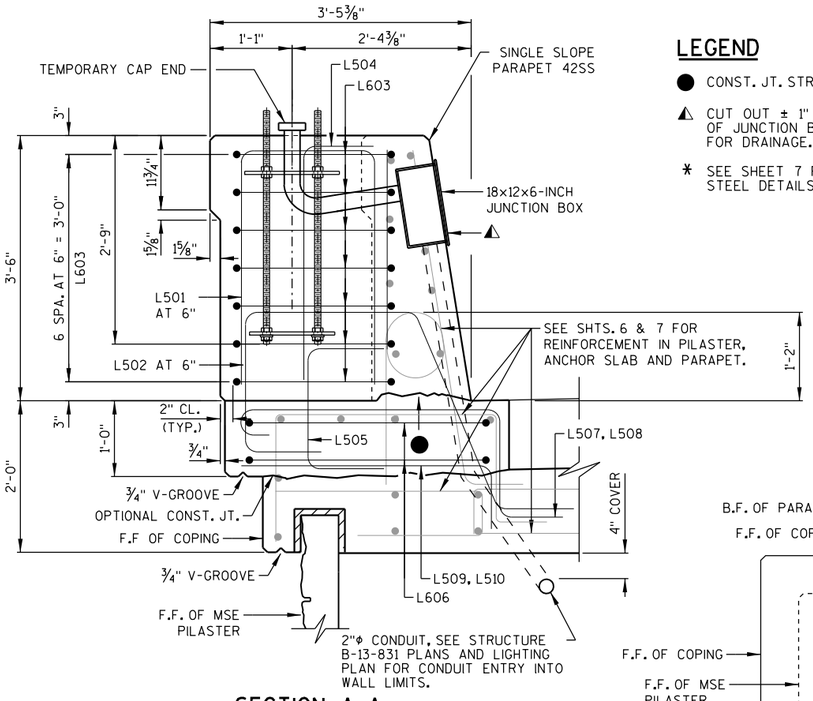


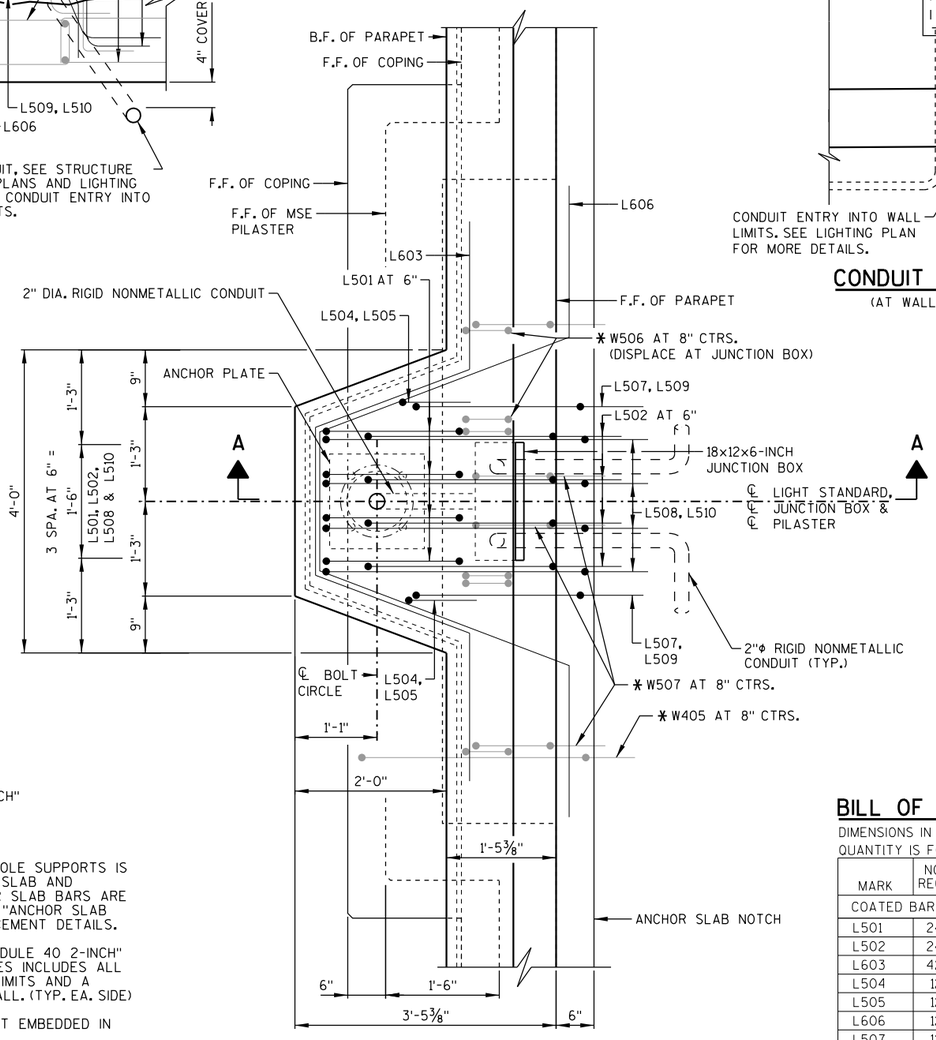
SECTION A-A

LEGEND

- ● CONST. JT. STRIKE OFF AS SHOWN
- ⚠ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- * SEE SHEET 7 FOR ADDITIONAL BAR STEEL DETAILS.

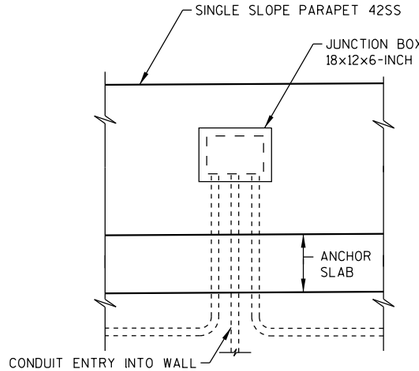
LIGHT STANDARD LOCATION

WALL STATION	MAINLINE STATION
3+50.86	909+36.61 VR
5+30.86	907+55.22 VR
7+10.86	905+73.93 VR
10+30.81	905+95.88 VR
12+10.80	907+74.50 VR



PLAN AT LIGHT STANDARD ABOVE PILASTER

(TYP. 5 PLACES)



CONDUIT ENTRY DETAIL

(AT WALL STA. 10+30.81)

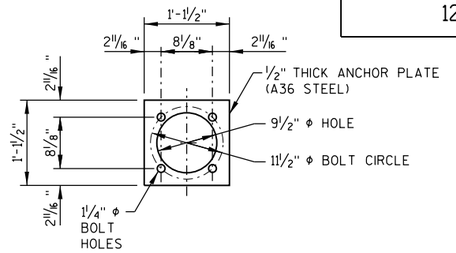
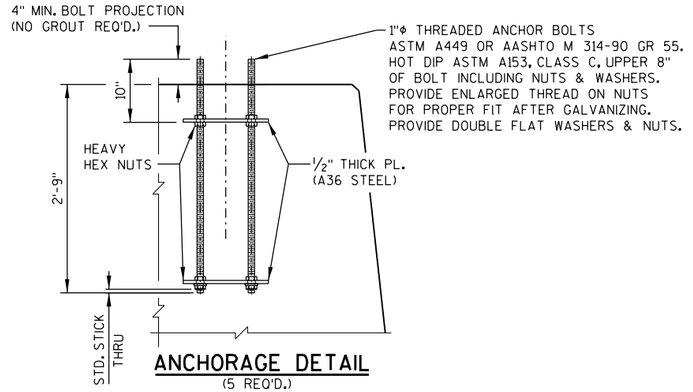


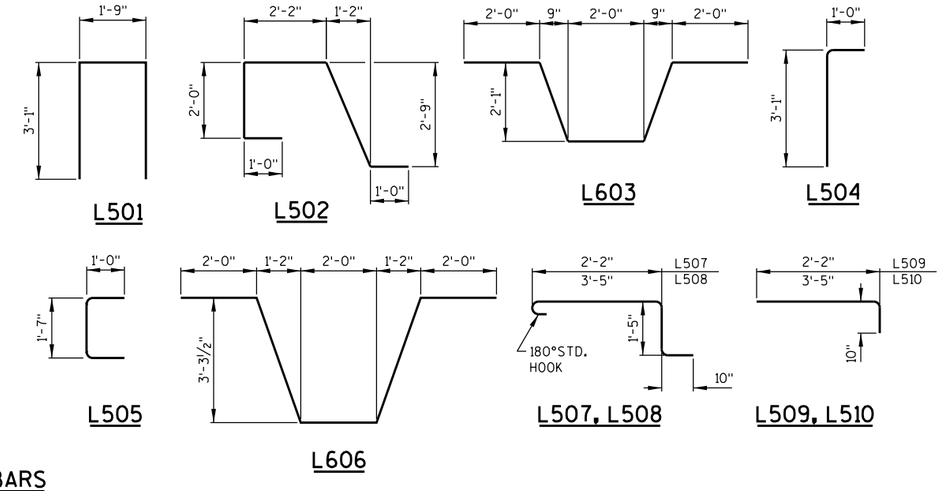
PLATE DETAIL

(5 REQ'D.)



ANCHORAGE DETAIL

(5 REQ'D.)



NOTES

BID ITEMS SHALL BE:

"JUNCTION BOXES 18X12X6-INCH", EACH.
"CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH"

APPROVED MANUFACTURERS - JUNCTION BOXES:
SEE APPROVED MATERIAL LIST.

BAR STEEL REINFORCEMENT SHOWN FOR LIGHT POLE SUPPORTS IS PROVIDED IN ADDITION TO THE TYPICAL ANCHOR SLAB AND PARAPET REINFORCEMENT BARS. TYPICAL ANCHOR SLAB BARS ARE SHOWN AS SCREENED IN THIS DETAIL. REFER TO "ANCHOR SLAB DETAILS - 1 & 2", SHEETS 6 & 7, FOR REINFORCEMENT DETAILS.

QUANTITY OF "CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH" LISTED IN RETAINING WALL STRUCTURE QUANTITIES INCLUDES ALL CONDUIT LOCATED WITHIN THE RETAINING WALL LIMITS AND A TWO-FOOT STUB AT THE NORTH END OF THE WALL. (TYP. EA. SIDE)

MAINTAIN MINIMUM 2" OF COVER FOR ALL CONDUIT EMBEDDED IN CONCRETE.

BILL OF BARS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR. ALL BAR STEEL IN THIS BILL SHALL BE EPOXY COATED.
QUANTITY IS FOR 5 LIGHT STDS. AT PILASTERS & 1 STAND ALONE STANDARD = 6 TOTAL

MARK	NO. REQD	LENGTH	BENT	LOCATION
COATED BARS				TOTAL WEIGHT = 1,720 LBS
L501	24	7-8	X	PARAPET AT LIGHT STD. VERT.
L502	24	8-11	X	PARAPET AT LIGHT STD. VERT.
L603	42	10-0	X	PARAPET AT LIGHT STD. HORIZ.
L504	12	4-0	X	PARAPET AT LIGHT STD. VERT.
L505	12	3-4	X	PARAPET AT LIGHT STD. VERT.
L606	12	12-8	X	ANCHOR SLAB AT LIGHT STD. HORIZ.
L507	12	4-9	X	ANCHOR SLAB AT LIGHT STD. TRANS.
L508	24	6-0	X	ANCHOR SLAB AT LIGHT STD. TRANS.
L509	12	2-11	X	ANCHOR SLAB AT LIGHT STD. TRANS.
L510	24	4-2	X	ANCHOR SLAB AT LIGHT STD. TRANS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

LIGHT STANDARD AT PILASTER

SHEET 12 OF 20
1012

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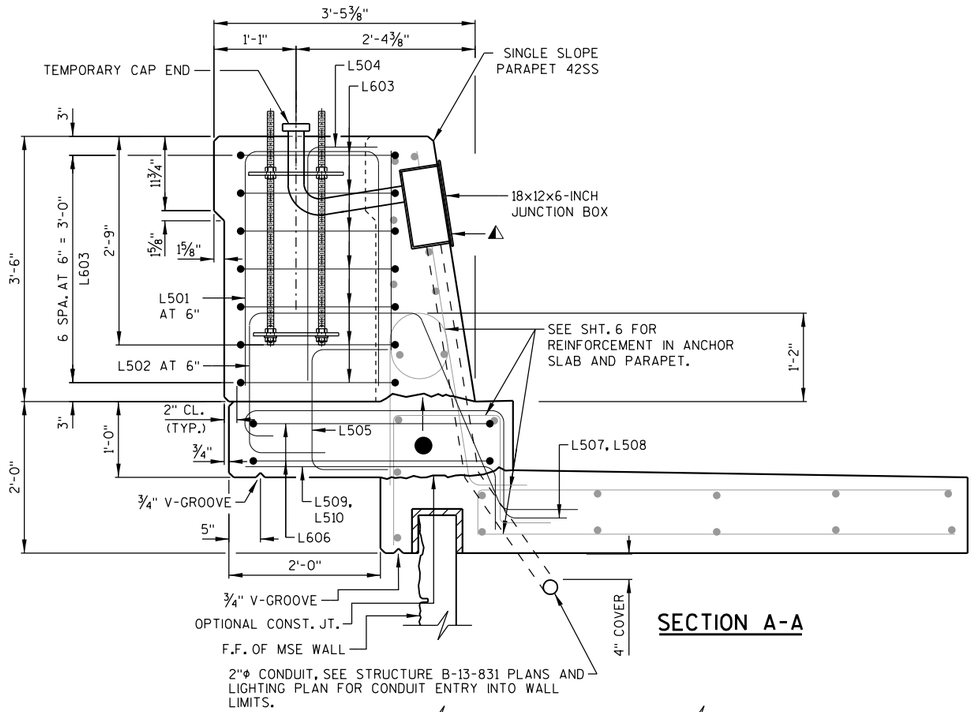
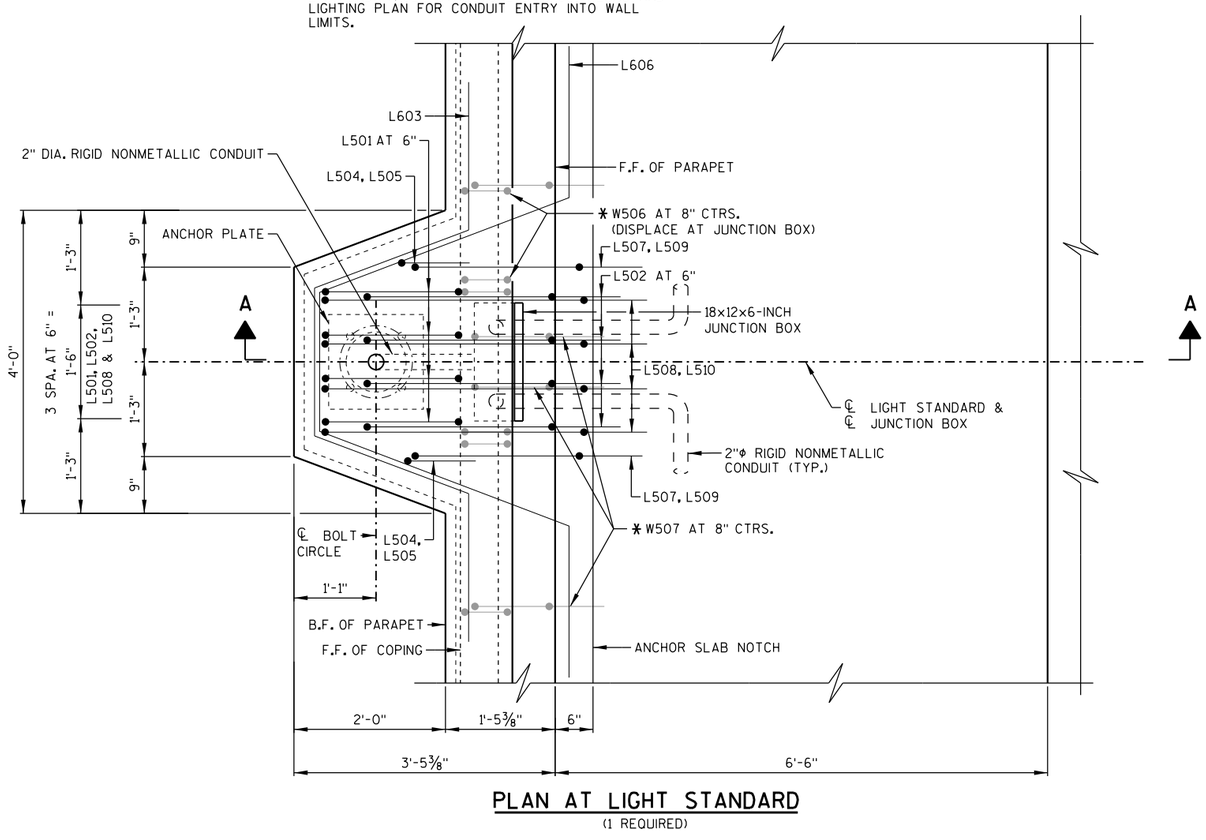
BATCH PRINT SHEET 13 OF 20

STATE PROJECT NUMBER

1206-08-77



SECTION A-A



PLAN AT LIGHT STANDARD

(1 REQUIRED)

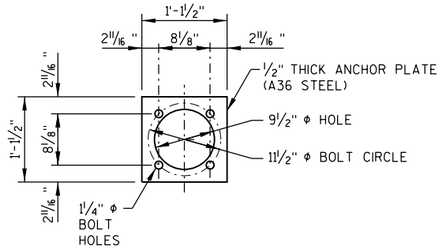
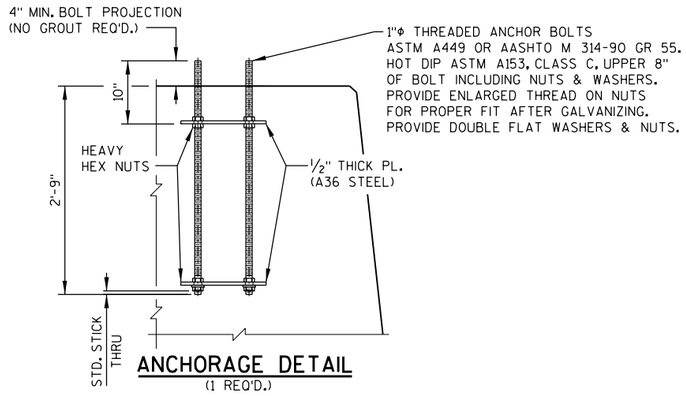


PLATE DETAIL

(1 REQ'D.)



ANCHORAGE DETAIL

(1 REQ'D.)

LEGEND

- ● CONST. JT. STRIKE OFF AS SHOWN
- ◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- ✱ SEE SHEET 6 FOR ADDITIONAL BAR STEEL DETAILS.

LIGHT STANDARD LOCATION

WALL STATION	MAINLINE STATION
13+91.40	909+53.69 VR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

LIGHT STANDARD

SHEET 13 OF 20
1013

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STATE PROJECT NUMBER

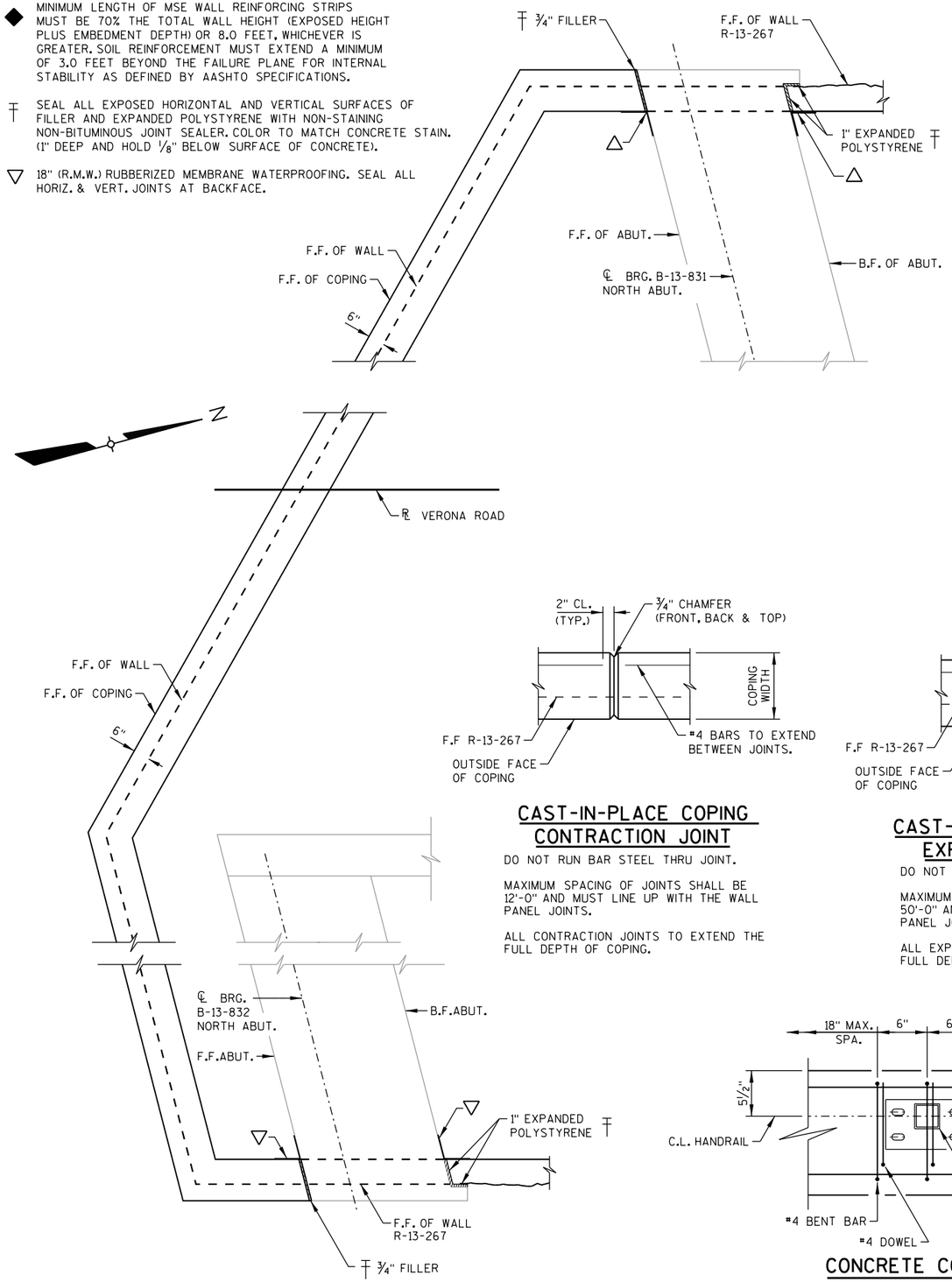
1206-08-77

LEGEND

◆ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS MUST BE 70% THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCEMENT MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

⊤ SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING NON-BITUMINOUS JOINT SEALER. COLOR TO MATCH CONCRETE STAIN. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).

▽ 18" (R.M.W.) RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZ. & VERT. JOINTS AT BACKFACE.



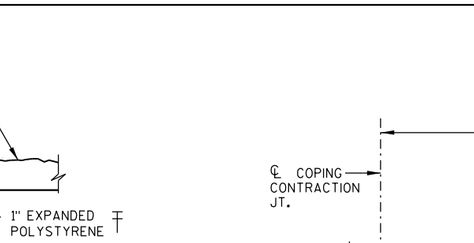
COPING PLAN AT FRONT FACE OF ABUTMENT

CAST-IN-PLACE COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAXIMUM SPACING OF JOINTS SHALL BE 12'-0" AND MUST LINE UP WITH THE WALL PANEL JOINTS.

ALL CONTRACTION JOINTS TO EXTEND THE FULL DEPTH OF COPING.

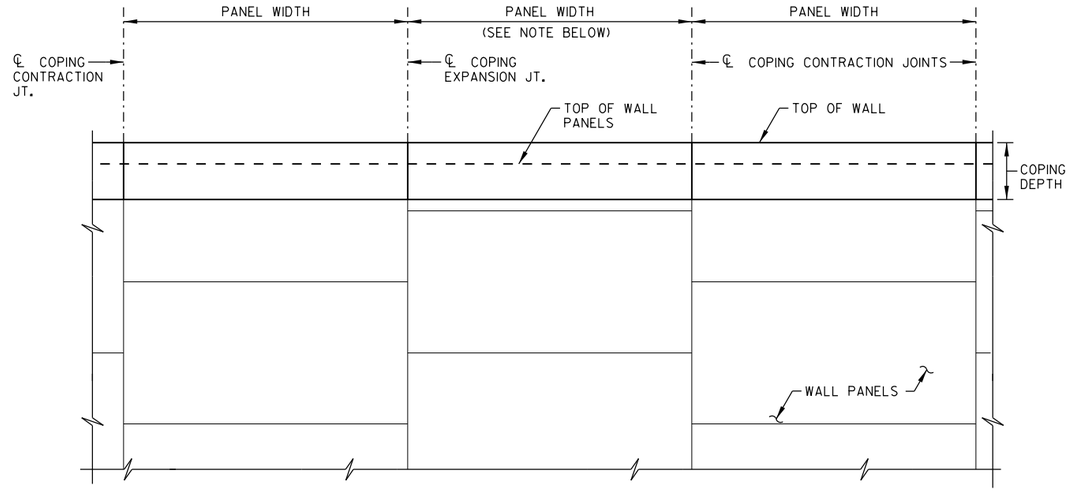


CAST-IN-PLACE COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.

MAXIMUM SPACING OF JOINTS SHALL BE 50'-0" AND MUST LINE UP WITH THE WALL PANEL JOINTS.

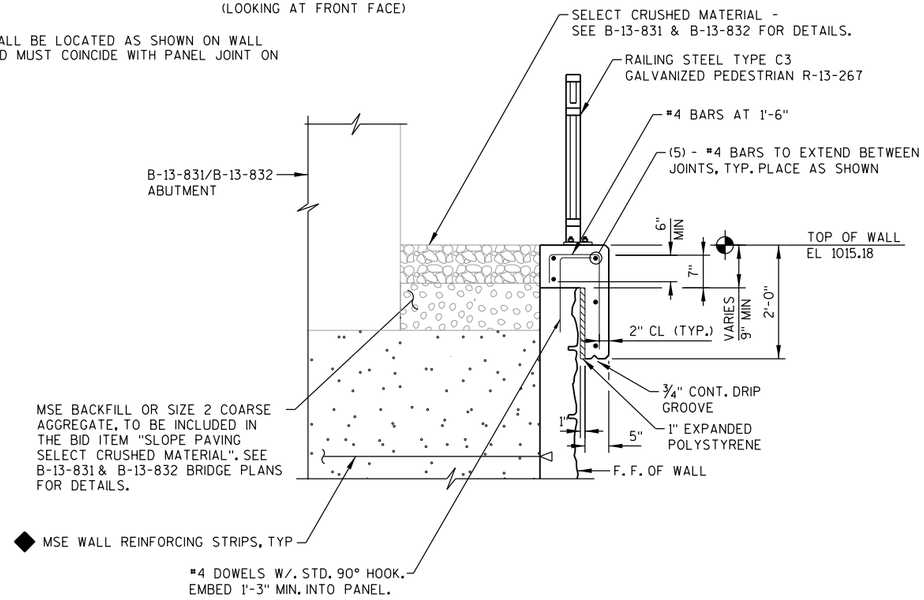
ALL EXPANSION JOINTS TO EXTEND THE FULL DEPTH OF COPING.



PARTIAL WALL ELEVATION

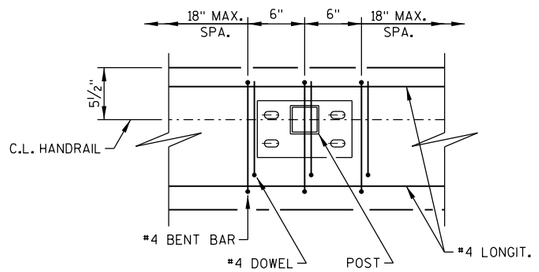
(LOOKING AT FRONT FACE)

NOTE:
ALL JOINTS SHALL BE LOCATED AS SHOWN ON WALL ELEVATIONS AND MUST COINCIDE WITH PANEL JOINT ON FRONT FACE.



CAST IN PLACE COPING DETAIL AT FRONT FACE OF ABUTMENT

WALL STA 7+50.31 THRU WALL STA 9+31.79



CONCRETE COPING PLAN

REINFORCEMENT TYPICAL FOR ALL RAILING POSTS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

COPING PLAN AT ABUTMENT

SHEET 14 OF 20
1014

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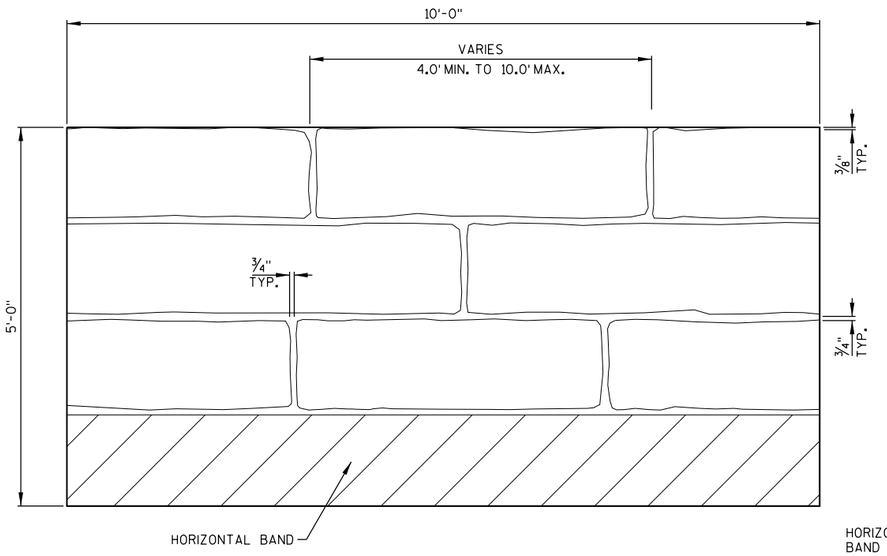
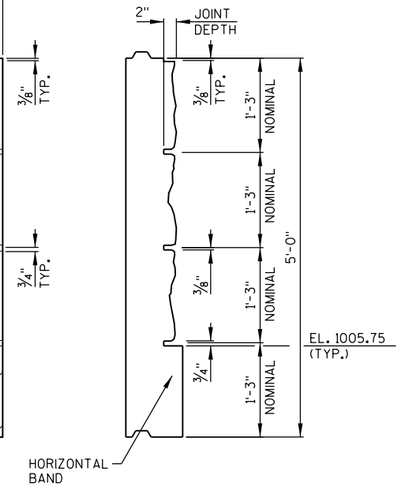
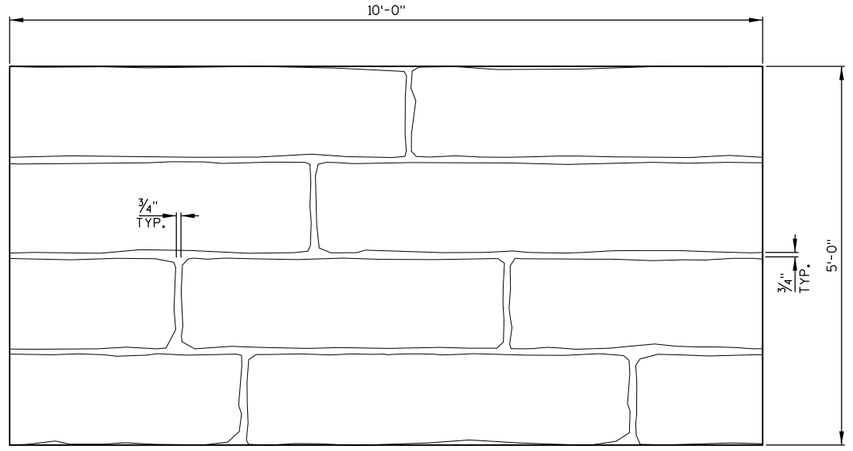
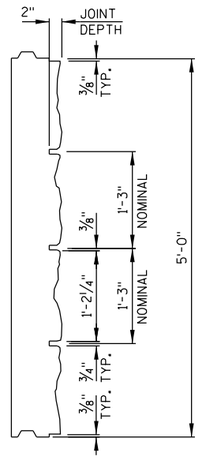
STATE PROJECT NUMBER

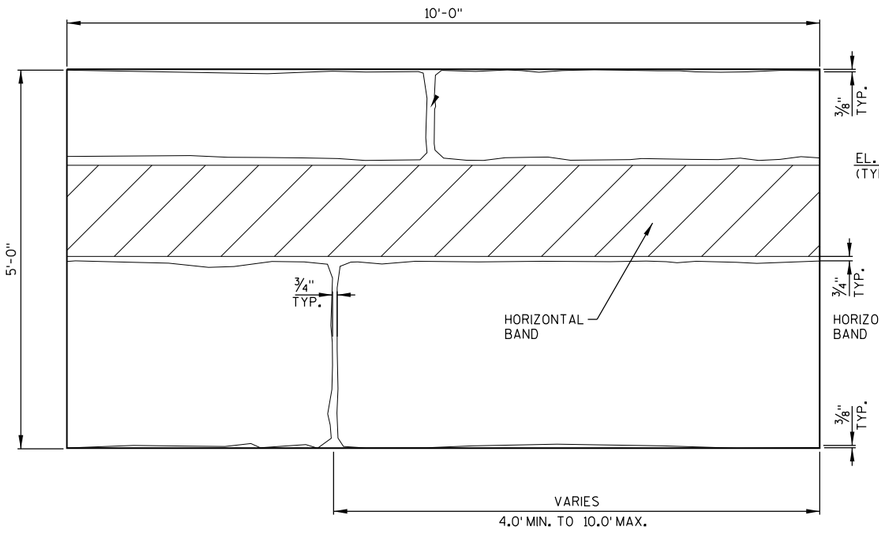
1206-08-77

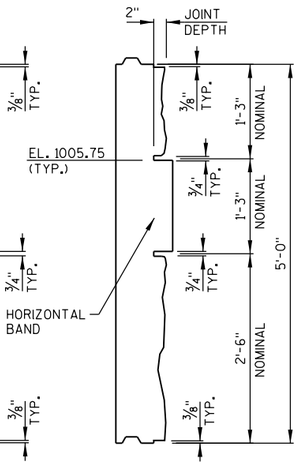


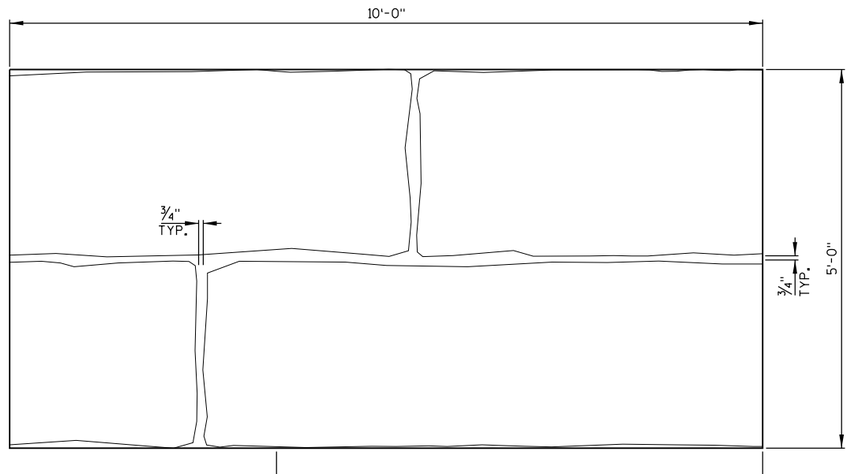


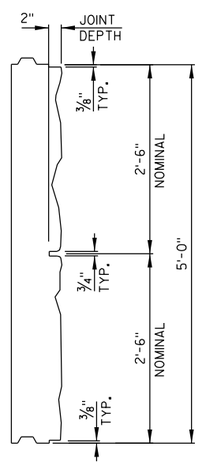












FORMLINER DETAILS

AESTHETICS NOTES

ALL EXPOSED SURFACES OF FORMLINED STONES TO BE SPLIT FACE INCLUDING FACES AND EDGES UNLESS OTHERWISE NOTED.

ALL STONE EDGES ADJACENT TO HORIZONTAL PANEL JOINTS SHALL BE SPLIT FACE.

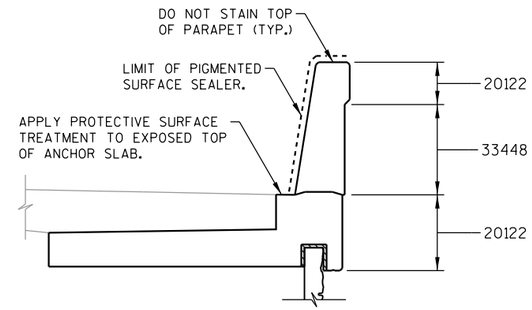
ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT. AVERAGE RELIEF IS 3/4" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.

ALL PANELS INCLUDING PILASTER PANELS, ARE TO BE STAINED FEDERAL COLOR NO. 33448 WITH THE EXCEPTION OF THE HORIZONTAL BAND.

THE CAST-IN-PLACE CONCRETE ANCHOR SLAB, HORIZONTAL BAND AND ABUTMENT COPING SHALL BE STAINED FEDERAL COLOR NO. 20122.

THE TOP OF PARAPET SHALL NOT BE STAINED.



PARAPET AND COPING STAINING DETAILS

(FEDERAL COLOR NUMBERS SHOWN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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AESTHETIC DETAILS

SHEET 15 OF 20
1015

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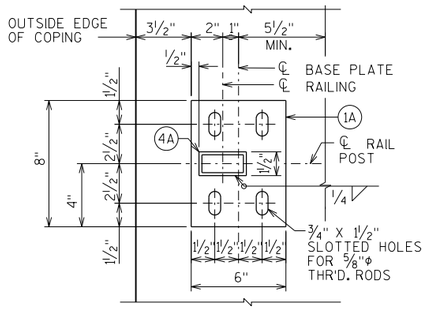
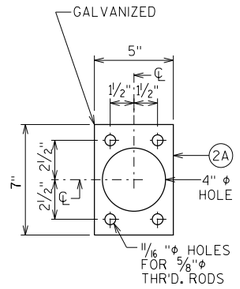
BATCH PRINT SHEET 16 OF 20

STATE PROJECT NUMBER

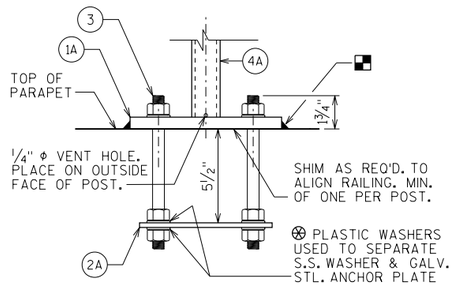
1206-08-77



TYPICAL RAIL POST BASE PLATE

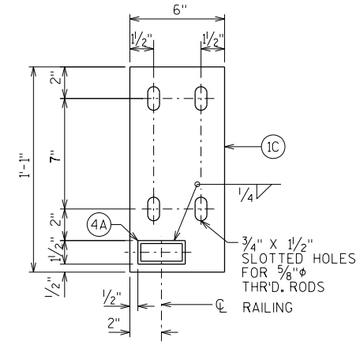


ANCHOR PLATE



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.



END RAIL POST BASE PLATE

(PLATES MAY NEED TO BE FABRICATED OPPOSITE SHOWN)

LEGEND

(1A) PLATE ⅝" X 6" X 8" WITH ¾" X 1½" SLOTTED HOLES.

(1C) PLATE ⅝" X 6" X 1'-1" WITH ¾" X 1½" SLOTTED HOLES.

(2A) ¼" X 5" X 7" ANCHOR PLATE WITH 11/16 " Φ HOLES FOR THR'D. RODS NO. 3.

~~(2C) ¼" X 2½" X 7¼" ANCHOR PLATE WITH 11/16 " Φ HOLES FOR THR'D. RODS NO. 3.~~

(3) ⅝" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATIVE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. EMBED 5" IN CONCRETE FOR END RAILS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

(4A) STRUCTURAL TUBING 3" X 1½" X 3/16". PLACE VERTICAL. WELD TO NO. 1A & 5A.

(5A) STRUCTURAL TUBING 3" X 1½" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION & EXPANSION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5A. PLACE VERTICAL.

~~(6C) BAR 1" X 1½" PICKETS. WELD TO NO. 11. PLACE VERTICAL.~~

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4A & 5A.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.) (1'-4" @ STRIP SEAL EXP. JTS.)

~~(11A) BAR 2½" X 1" X ' - " .~~

~~(12) ½" DIA. STAINLESS STEEL BOLT WITH NUT AND LOCKWASHER.~~

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE C3 R-13-267", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B. ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

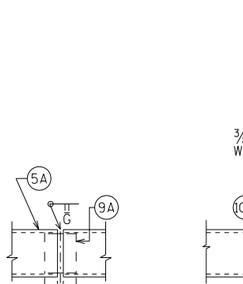
ALL JOINTS AND RECESSES IN CONCRETE PARAPET ARE TO BE VERTICAL.

ALL MATERIAL (EXCEPT NO. 3 & 12) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 14090, GREEN.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

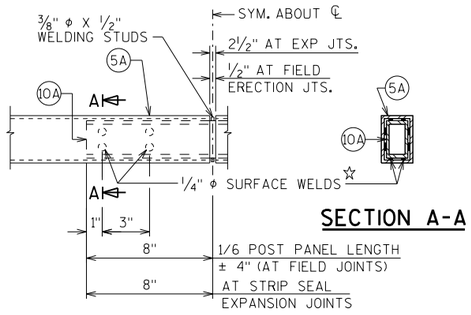


RAIL POST SHIM DETAIL

(2 SETS PER POST)

SHOP RAIL SPLICE DETAIL

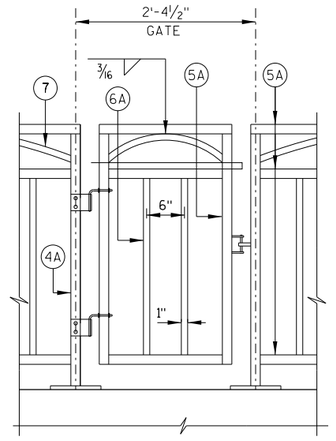
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



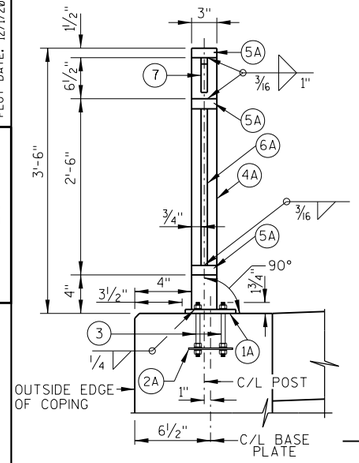
SECTION A-A

FIELD ERECTION JOINT DETAIL

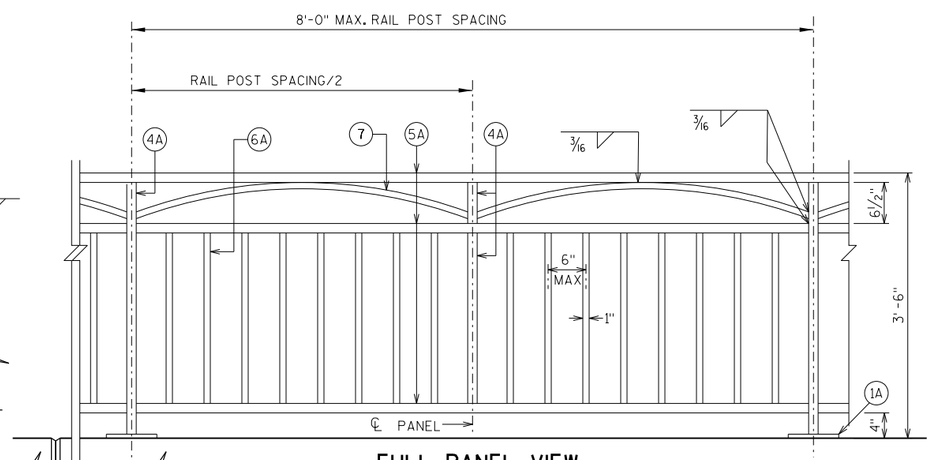
☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



RAILING GATE

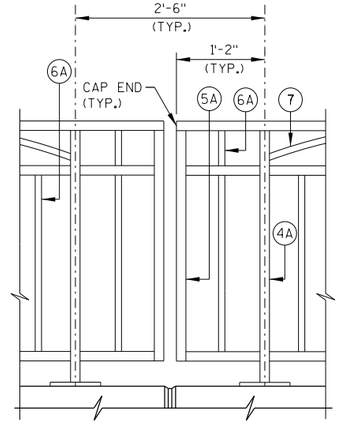


SECTION THRU RAILING

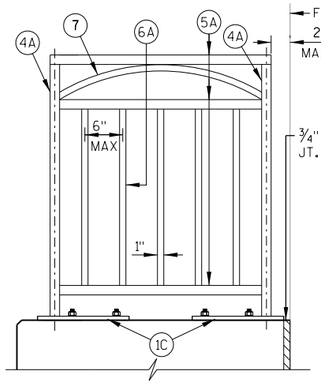


FULL PANEL VIEW

1'-0" MIN. DISTANCE REQUIRED BETWEEN THE ℄ OF COPING JOINTS (BOTH EXPANSION AND CONTRACTION JOINTS) AND THE ℄ OF RAIL POSTS.



RAILING AT EXPANSION JOINT



RAILING AT ABUTMENT

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. IGG

RAILING DETAILS

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1016

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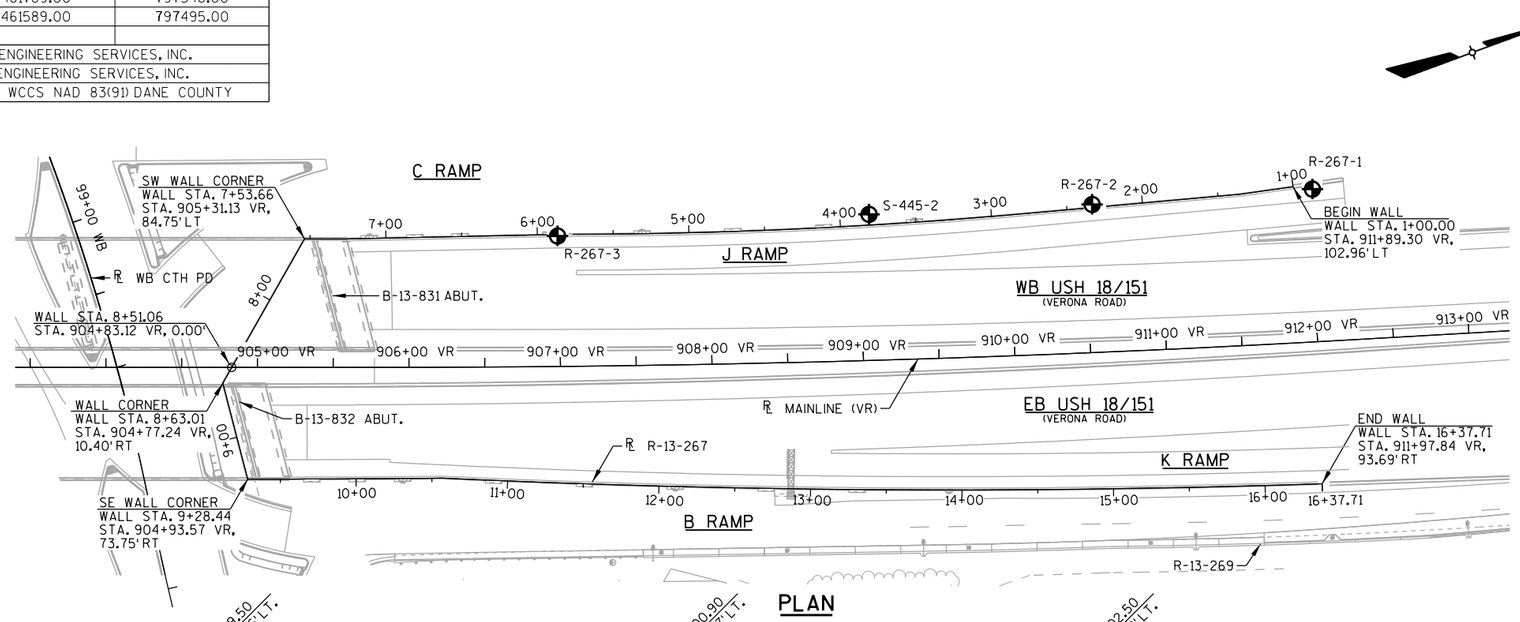
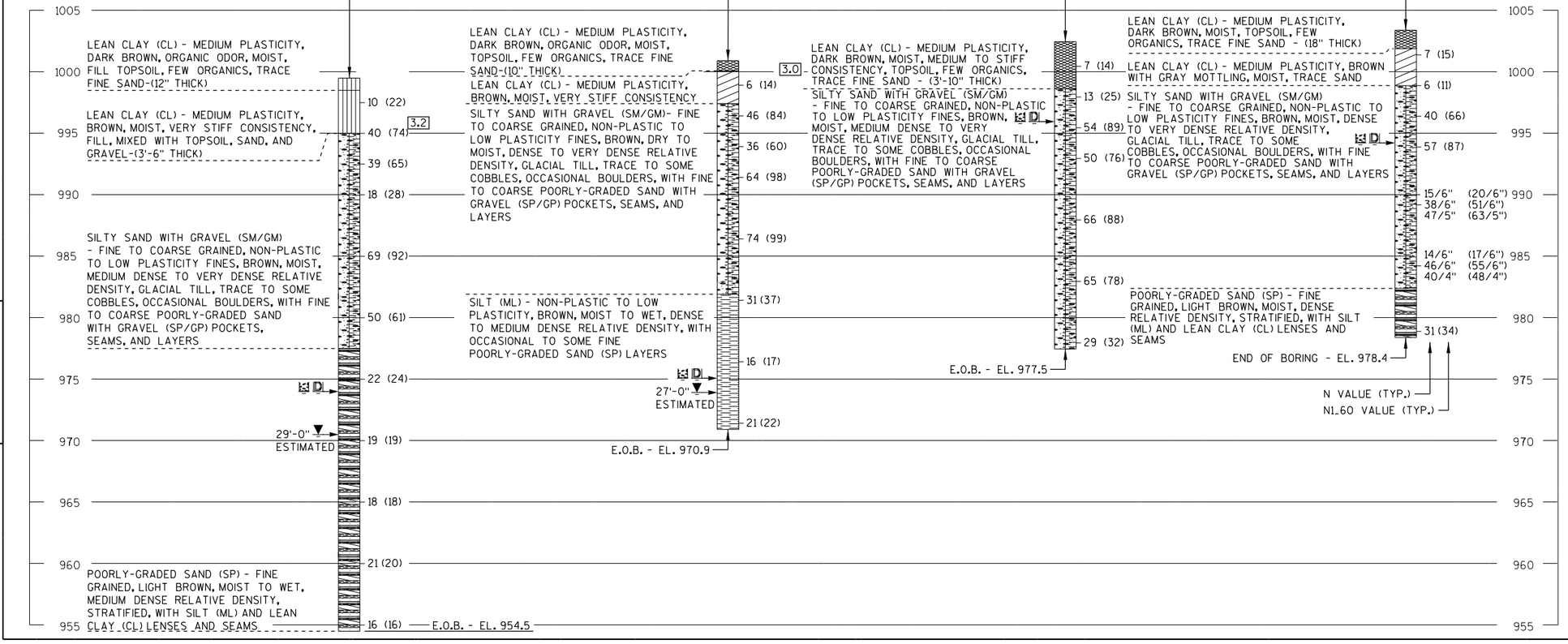
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
R-267-1	05/21/2014	462071.00	797621.00
R-267-2	05/21/2014	461930.00	797586.00
S-445-2	04/23/2014	461789.00	797546.00
R-267-3	05/20/2014	461589.00	797495.00
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			





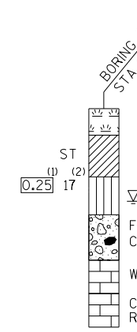
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT · TOPSOIL · PEAT
CONCRETE · FILL · GRAVEL
SAND · CLAY · SILT
BOULDERS OR COBBLES · LIMESTONE · BEDROCK (UNKNOWN)
SHALE · SANDSTONE · IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

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

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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SUBSURFACE EXPLORATION - 1

SHEET 17 OF 20
1017

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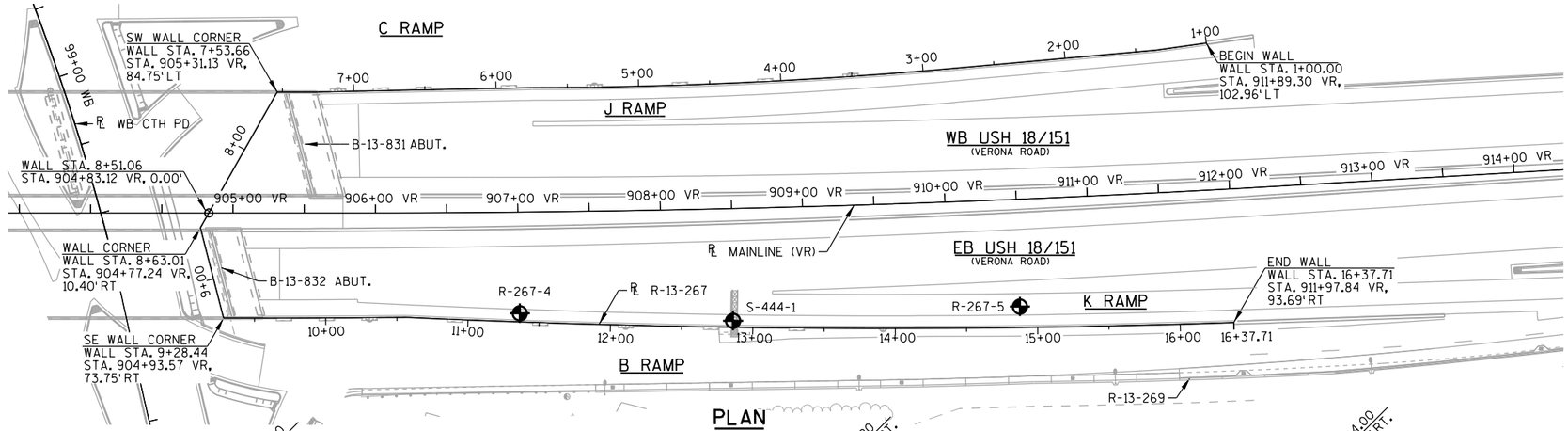
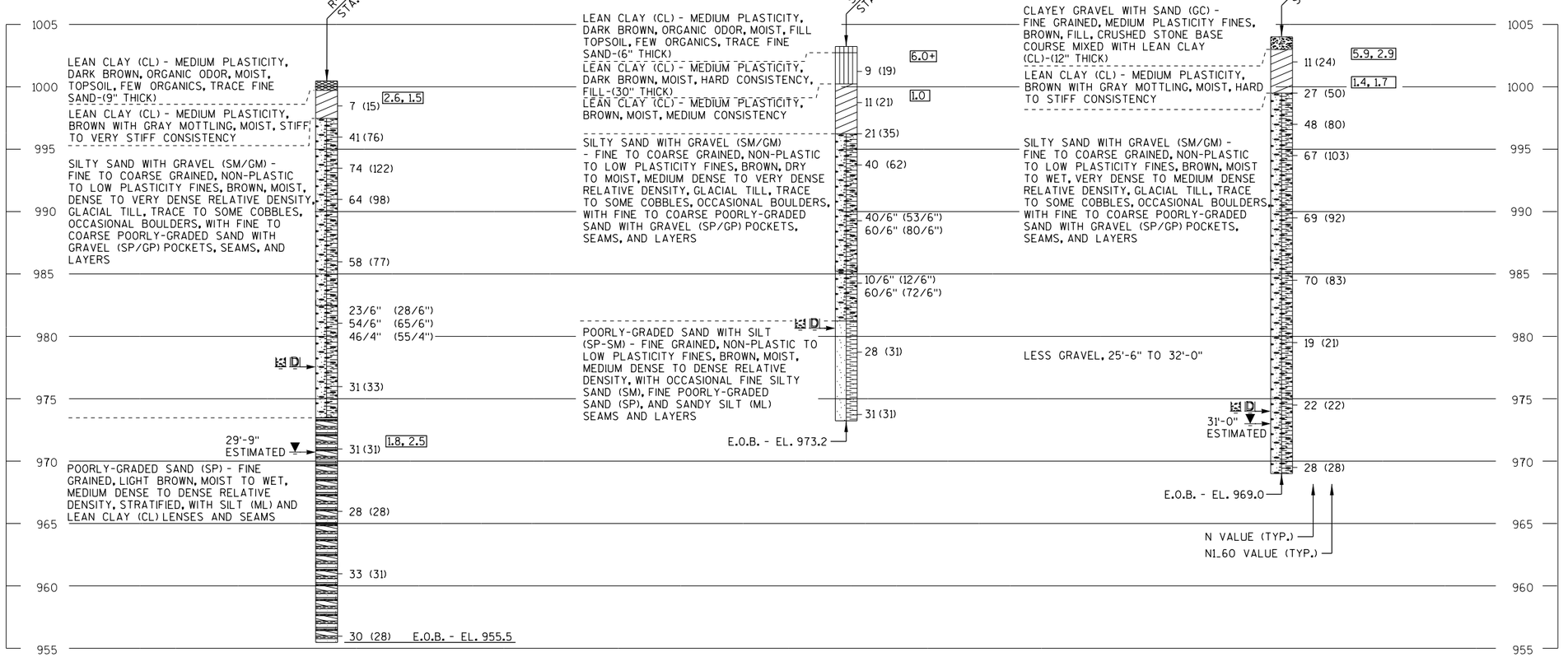
R-267-4	05/05/2014	461543.00	797645.00
S-444-1	04/11/2014	461683.00	797697.00
R-267-5	05/13/2014	461878.00	797751.00

BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.

REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.

ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY





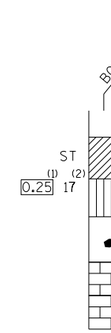
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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SUBSURFACE EXPLORATION - 2

SHEET 18 OF 20
1018

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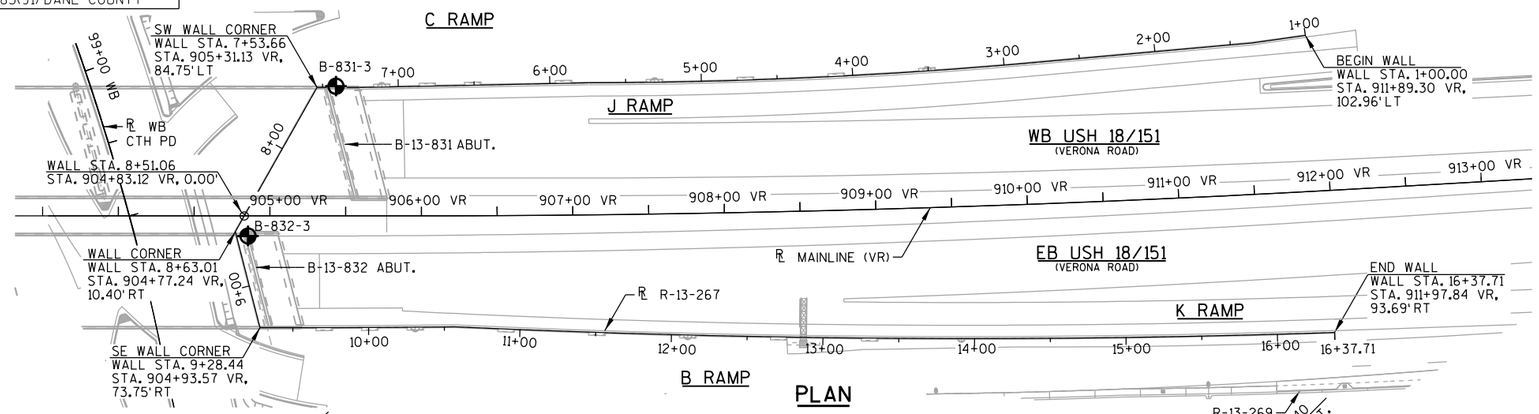
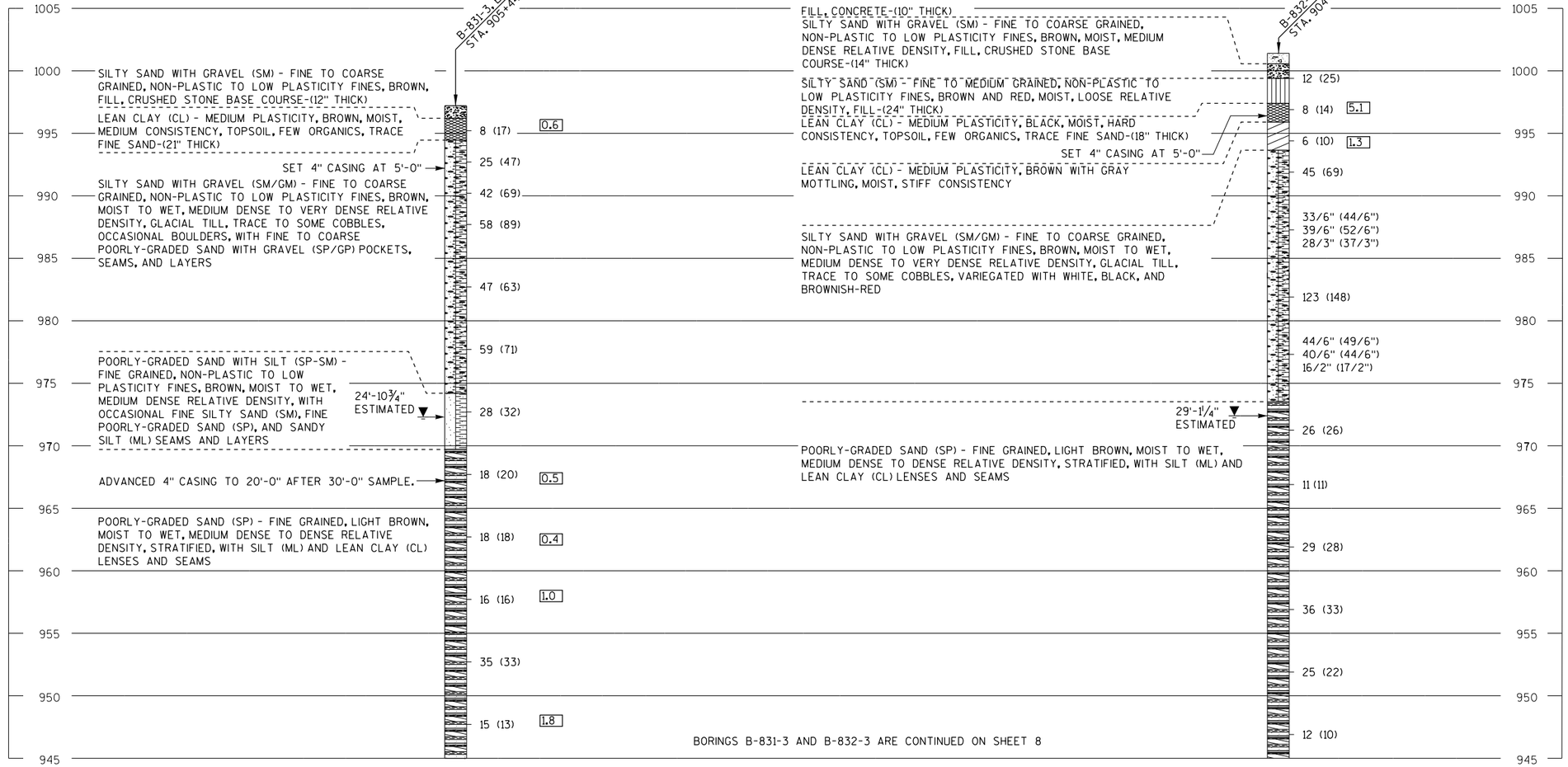
BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
B-831-3	07/02/2014	461441.00	797448.00
B-832-3	06/12/2014	461356.00	797524.00
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			





BORINGS B-831-3 AND B-832-3 ARE CONTINUED ON SHEET 8

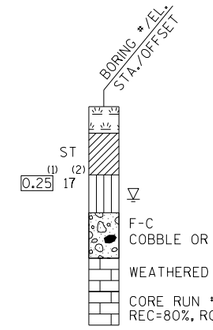
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



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SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

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SUBSURFACE EXPLORATION - 3

SHEET 19 OF 20
1019

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PLOT DATE: 12/1/2017 PLOT TIME: 11:41:49 AM
BATCH PRINT SHEET 20 OF 20

B-831-3 CONTINUED

945
940
935
930
925
920
915
910
905
900
895
890
885
880
875
870
865
860
855
850
845

7 (6) 0.4 / 0.4

POORLY-GRADED SAND (SP) - FINE GRAINED, LIGHT BROWN, MOIST TO WET, MEDIUM DENSE TO DENSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS (CONTINUED)

17 (14) 0.3, 1.3 / 0.8

7 (5) 1.0, 1.2 / 0.2, 1.0

8 (6) 1.0 / 0.8, 0.3

13 (10) 1.5

POORLY-GRADED SAND WITH SILT (SP-SM) - FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, BROWN, MOIST TO WET, DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS

43 (33)

37 (28)

54 (39)

63 (45)

CLAYEY SAND (SC) - FINE GRAINED, MEDIUM PLASTICITY FINES, REDDISH-BROWN TO DARK BROWN, MOIST TO WET, MEDIUM DENSE RELATIVE DENSITY, LITTLE GRAVEL

16 (11)

SANDSTONE - SLIGHTLY TO MODERATELY WEATHERED, REDDISH-BROWN AND GRAYISH-WHITE, MOIST TO WET, VERY DENSE RELATIVE DENSITY

54/6" (36/6")
50/6" (33/6")

100/6" (65/6")

55/6" (34/6")
100/10" (63/10")

SANDSTONE - SLIGHTLY TO MODERATELY WEATHERED, LIGHT BROWN, MOIST TO WET, MEDIUM DENSE RELATIVE DENSITY

24 (15)

END OF BORING - EL. 877.2

B-832-3 CONTINUED

POORLY-GRADED SAND (SP) - FINE GRAINED, LIGHT BROWN, MOIST TO WET, MEDIUM DENSE TO DENSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS (CONTINUED)

34 (28)

17 (14) 0.2

LEAN CLAY (CL) - MEDIUM PLASTICITY, GRAYISH-BROWN TO BROWNISH-GRAY, MOIST TO WET, MEDIUM TO STIFF CONSISTENCY, WITH SILT (ML) AND FINE POORLY-GRADED SAND (SP) PARTINGS AND LENSES

7 (5) 1.2 / 1.0, 0.4

11 (9) 1.7 / 0.9

POORLY-GRADED SAND (SP) - FINE GRAINED, LIGHT BROWN, MOIST TO WET, DENSE TO LOOSE RELATIVE DENSITY, STRATIFIED, WITH SILT (ML) AND LEAN CLAY (CL) LENSES AND SEAMS

26 (20) 0.8, 1.2

52 (38)

15 (10)

5 (4)

POORLY-GRADED SAND WITH SILT (SP-SM) - FINE GRAINED, NON-PLASTIC TO LOW PLASTICITY FINES, BROWN, MOIST TO WET, DENSE TO VERY DENSE RELATIVE DENSITY, WITH OCCASIONAL FINE SILTY SAND (SM), FINE POORLY-GRADED SAND (SP), AND SANDY SILT (ML) SEAMS AND LAYERS

49 (32)

54 (34)

39 (24)

37 (22)

56 (33)

69 (39)

32 (18) 0.8

SANDSTONE - SLIGHTLY TO MODERATELY WEATHERED, BROWNISH-RED, MOIST TO WET, LOOSE RELATIVE DENSITY, VARIEGATED WITH BROWN, WHITE, AND GREEN

6 (3)

SANDSTONE - SLIGHTLY TO MODERATELY WEATHERED, BROWNISH-RED, MOIST TO WET, VERY DENSE RELATIVE DENSITY, VARIEGATED WITH BROWN, WHITE, AND GREEN

83 (44)

87 (45)

60/1" (30/1")

END OF BORING - EL. 851.4
N VALUE (TYP.)
N1_60 VALUE (TYP.)

STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT
CONCRETE, FILL, GRAVEL
SAND, CLAY, SILT
BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN)
SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING

BORING #/EL/
STA./OFFSET
ST
(1) 0.25
(2) 17
F-C
COBBLE OR BOULDER
WEATHERED LIMESTONE
CORE RUN #1 - 24'-29'
REC=80%, RQD=72%

(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING
END OF DRILLING
AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-267

DRAWN BY KAM | PLANS CK'D. MSK

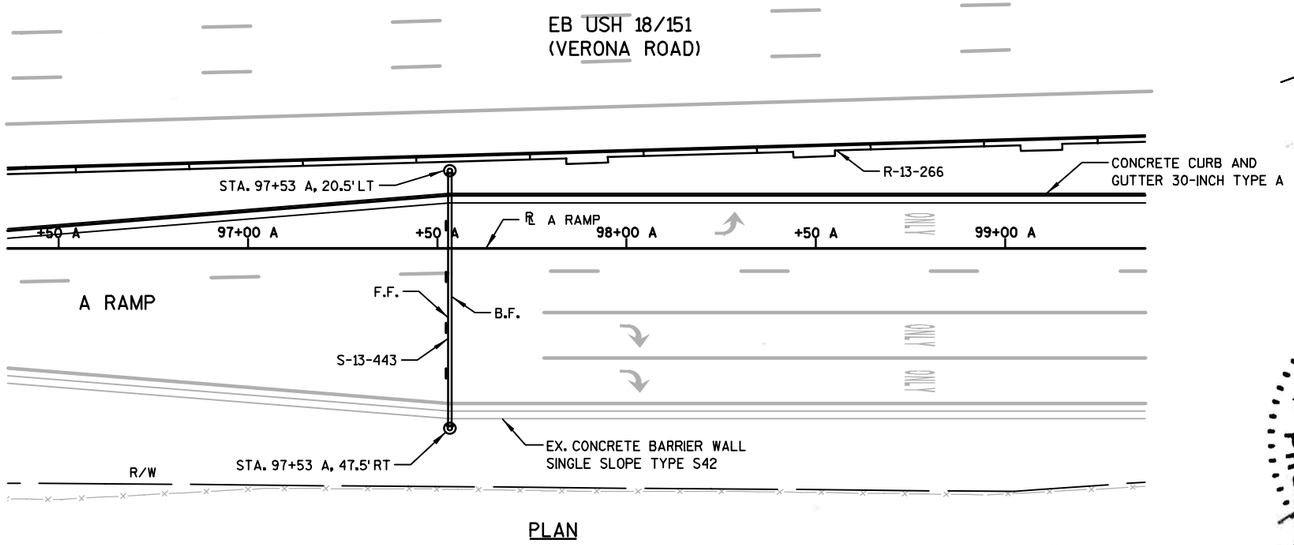
SUBSURFACE EXPLORATION - 4

SHEET 20 OF 20
1020

8

8

STATE PROJECT NUMBER
1206-08-77



PLAN

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON, WI
PROFESSIONAL ENGINEER
12/1/2017

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

PROVIDE IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS.

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 6TH EDITION" AND INTERIM REVISIONS. FATIGUE LOADS ARE NOT APPLICABLE TO THE DESIGN OF FULL SPAN OVERHEAD SIGN SUPPORTS MOUNTED ON TOP OF STANDARD CONCRETE BASES.

DESIGN SIGN STRUCTURE TO SUPPORT THE SIGNS SHOWN.

SEE S.D.D. 36-INCH DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE FOR FOUNDATION DETAILS.

SIZE 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.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR RODS.

SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT TIME OF ERECTION. BLANKS, IF USED, SHALL BE THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

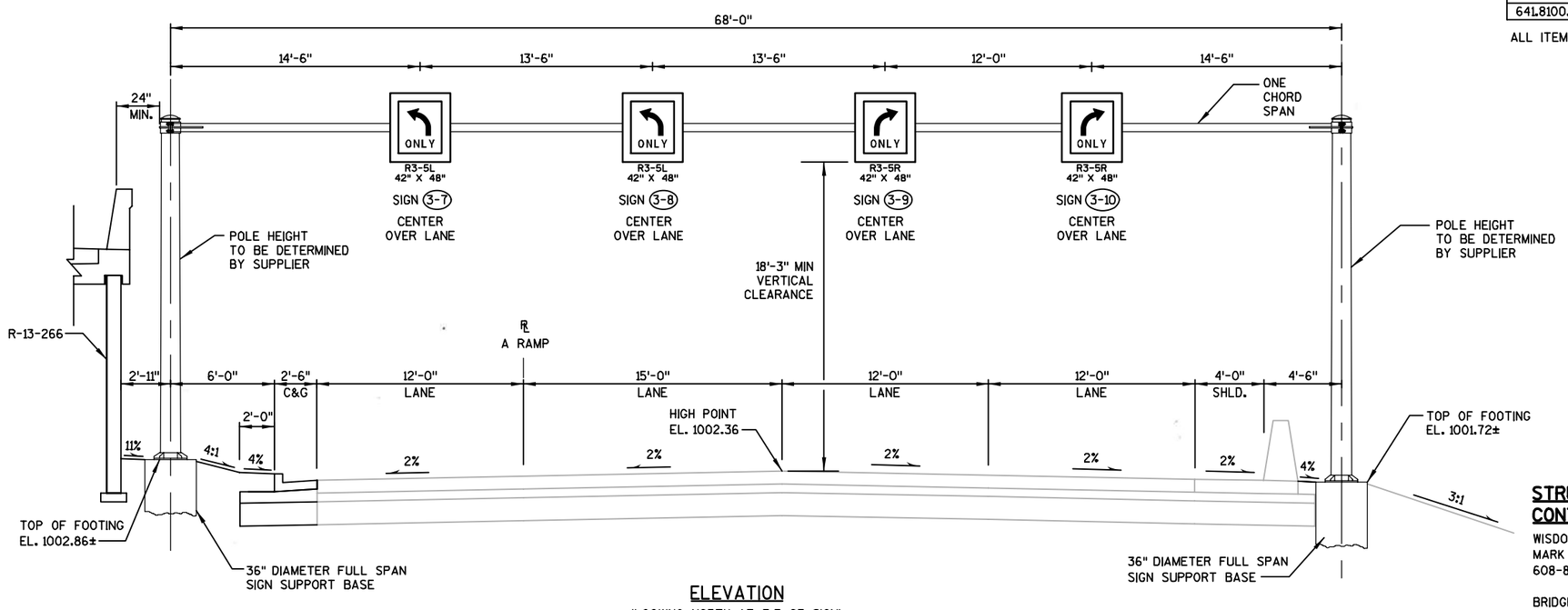
REFER TO SIGN PLATE NO. A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORTS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
641.8100.001	OVERHEAD SIGN SUPPORT S-13-443	LS	1

ALL ITEMS ARE CATEGORY 0080.



ELEVATION
(LOOKING NORTH AT F.F. OF SIGN)
S-13-443
A RAMP
STA. 97+53 A

STRUCTURE DESIGN CONTACTS:

WISDOT PROJECT MANAGER:
MARK VESPERMAN
608-884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER
608-266-8489

DESIGN CONSULTANT CONTACT:
STRAND ASSOCIATES
BRETT OFTEDAHL
608-251-4843

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SOW 02/26/18
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-13-443

EB USH 18/151 CTH PD OFF RAMP (A RAMP)

COUNTY	TOWN/CITY/~~VILLAGE~~
DANE	FITCHBURG

DESIGN SPEC. AASHTO STANDARD SPECIFICATION

DESIGNED BY	ECB	DESIGN CK'D.	BMO	DRAWN BY	ECB	PLANS CK'D.	BMO

OVERHEAD SIGN SUPPORT PLAN

SHEET 1 OF 1
1021

8

8

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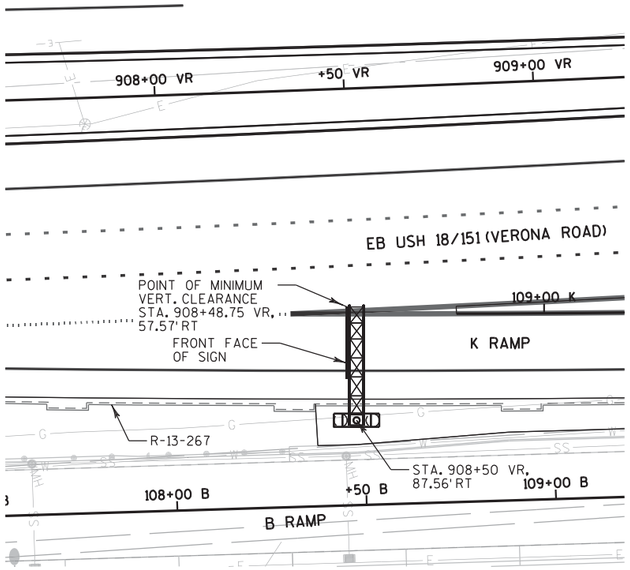


PLAN
S-13-444

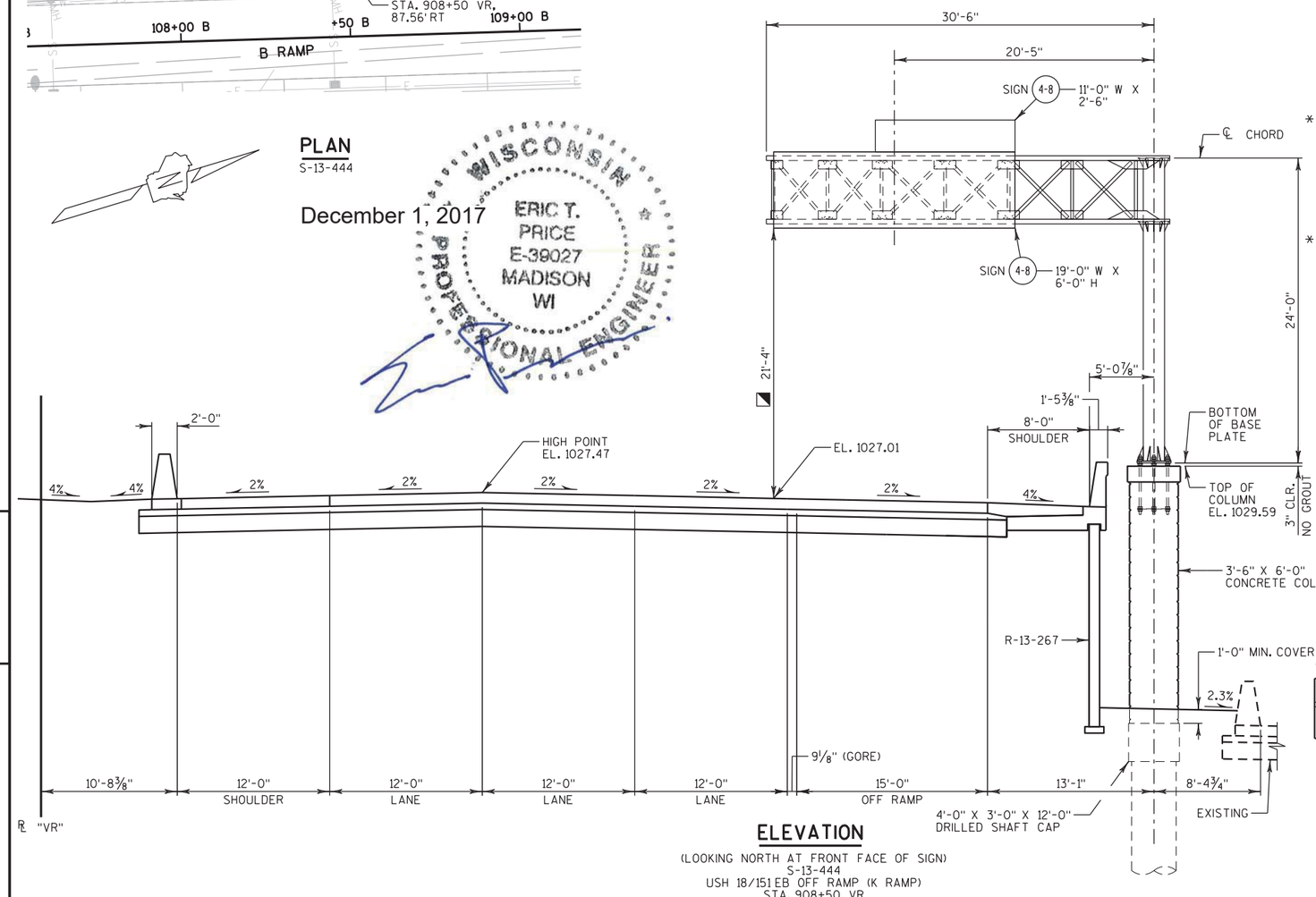
December 1, 2017

WISCONSIN PROFESSIONAL ENGINEER ERIC T. PRICE E-39027 MADISON WI

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
502.3210	PIGMENTED SURFACE SEALER	SY	3
517.1010.S.005	CONCRETE STAINING S-13-444	SF	400
517.1050.S.005	ARCHITECTURAL SURFACE TREATMENT S-13-444	SF	400
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	37
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	1,790
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	5,430
◓ 641.1200.006	SIGN BRIDGE CANTILEVERED S-13-444	LS	1

ALL ITEMS ARE CATEGORY 0090



ELEVATION
(LOOKING NORTH AT FRONT FACE OF SIGN)
S-13-444
USH 18/151 EB OFF RAMP (K RAMP)
STA. 908+50 VR

DESIGN DATA

DESIGN SIGN AREA
S-13-444 ——— 264 SF

MAX. SIGN DEPTH
S-13-444 ——— 12.0 FT

DESIGNED ACCORDING TO THE 7th EDITION OF AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS".

DEAD LOAD - 3 PSF OF SIGN AND WT. OF SUPPORTING STRUCTURE.

ICE LOAD - 3 P.S.F. TO 1 FACE OF SIGN AND AROUND SURFACE OF MEMBERS.

WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

FATIGUE CATEGORY 1 WITHOUT GALLOPING WIND EFFECTS

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESSES
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND)	133

NOTE: WIND LOAD FOR GROUP 3 LOADING SHALL NOT BE LESS THAN 25 P.S.F.

MATERIAL PROPERTIES

CONCRETE MASONRY ——— f'c = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ——— fy = 60,000 PSI
** STEEL COLUMN AND CHORD PIPE API SPEC 5L GRADE X42 PSL-2 ——— fy = 42,000 PSI
PLATE, BARS & STRUCTURAL ANGLES - ASTM A709 GRADE 36 ——— fy = 36,000 PSI
HIGH STRENGTH BOLTS - A325 WITH DTI WASHERS ——— fy = 92,000 PSI
ANCHOR RODS - ASTM F1554 GRADE 55 ——— fy = 55,000 PSI
HARDWARE GALVANIZED ——— ASTM A153 CLASS C

** SEE WISDOT BRIDGE MANUAL SECTION 39.3 FOR ACCEPTABLE ALTERNATE MATERIAL.

LIST OF DRAWINGS

1. LAYOUT & QUANTITIES S-13-444
2. SUBSURFACE EXPLORATION S-13-444
3. SIGN BASE DETAILS
4. GALVANIZED STEEL CANTILEVER SIGN TRUSS
5. GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS

LEGEND

◓ THIS LUMP SUM PAY ITEM INCLUDES HORIZONTAL TRUSS, VERTICAL STEEL COLUMN, AND ANCHOR ASSEMBLIES.

◥ ACCOUNTS FOR MAXIMUM SIGN DEPTH OF 12'-0" WITH A MIN. CLEARANCE OF 18'-3" TO A SIGN PLACED 1'-0" BEYOND THE END OF THE TRUSS.

SIGN (X-X) SIGN NUMBER. SEE SIGNING PLAN.

◔ BENCH MARK TABLE

NO.	STATION	DESCRIPTION	ELEVATION
7	104+35.21WB, 50.42' LT	TOP NUT HYDRANT	1003.36

STRUCTURES DESIGN CONTACTS

SW REGION CONTACT:
MARK VESPERMAN (608) 884-1227

BUREAU OF STRUCTURES CONTACT:
BILL DREHER (608) 266-8489

CONSULTANT CONTACT:
ERIC PRICE (608) 826-6146

STATE PROJECT NUMBER
1206-08-77

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALL REINFORCING BARS ARE ENGLISH. THE FIRST DIGIT OF A THREE DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFY THE BAR SIZE.

SIGN BRIDGE IDENTIFICATION PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE CANTILEVERED S-13-444". FABRICATE IN ACCORDANCE WITH S.D.D. 12A4-3.

ELEVATIONS ARE IN FEET UNLESS OTHERWISE SHOWN OR NOTED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

CASINGS FOR THE FOOTING SHAFTS ARE INCIDENTAL TO THE BID ITEM "SIGN SUPPORTS CONCRETE MASONRY" IN ACCORDANCE WITH SECTION 636.3.3 OF THE STANDARD SPECIFICATIONS.

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT TIME OF ERECTION. BLANKS, IF USED, SHALL BE THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

SIGN BRIDGE DESIGNS DO NOT INCLUDE ALLOWANCE FOR FUTURE CATWALK OR LOADS DUE TO LIGHTING.

STEEL ANCHOR RODS SHALL MEET THE REQUIREMENTS OF ASTM F1554 GRADE 55, ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.

ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾"Φ A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

ALL STRUCTURAL STEEL MEMBERS, PLATES, ANCHOR RODS, H.S. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED PER SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

EXACT LOCATION OF SIGN BRIDGE SHALL BE DETERMINED BY THE REGION TRAFFIC ENGINEER.

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM" ON SHEET 4. DO NOT RAKE VERTICAL UPRIGHT BY ADJUSTMENT OF LEVELING NUTS.

SEE SIGN PLATE NO. A4-6 OF THE SIGN PLATE MANUAL FOR INSTRUCTION ON CENTERING SIGN VERTICALLY ON TRUSS.

FOUNDATION DATA

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THESE STRUCTURES AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

NO.	DATE	REVISION	BY

CORRE — Structural Environmental Municipal Transportation
6510 GRAND TETON PLAZA, SUITE 304 MADISON, WI 53719 (608)826-7510 www.correinc.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED William C. Dreher SDR 02/26/18
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-13-444

USH 18/151

COUNTY	TOWN/CITY/~~VILLAGE~~
DANE	FITCHBURG

DESIGN SPEC. AASHTO STD. SPEC.

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
PJM	ETP	TKB	ETP

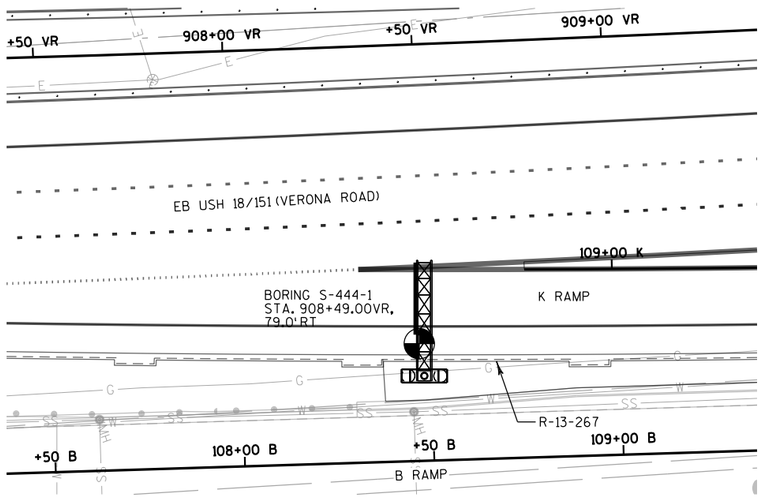
LAYOUT & QUANTITIES S-13-444

SHEET 1 OF 5

1022

8

8



S-13-444

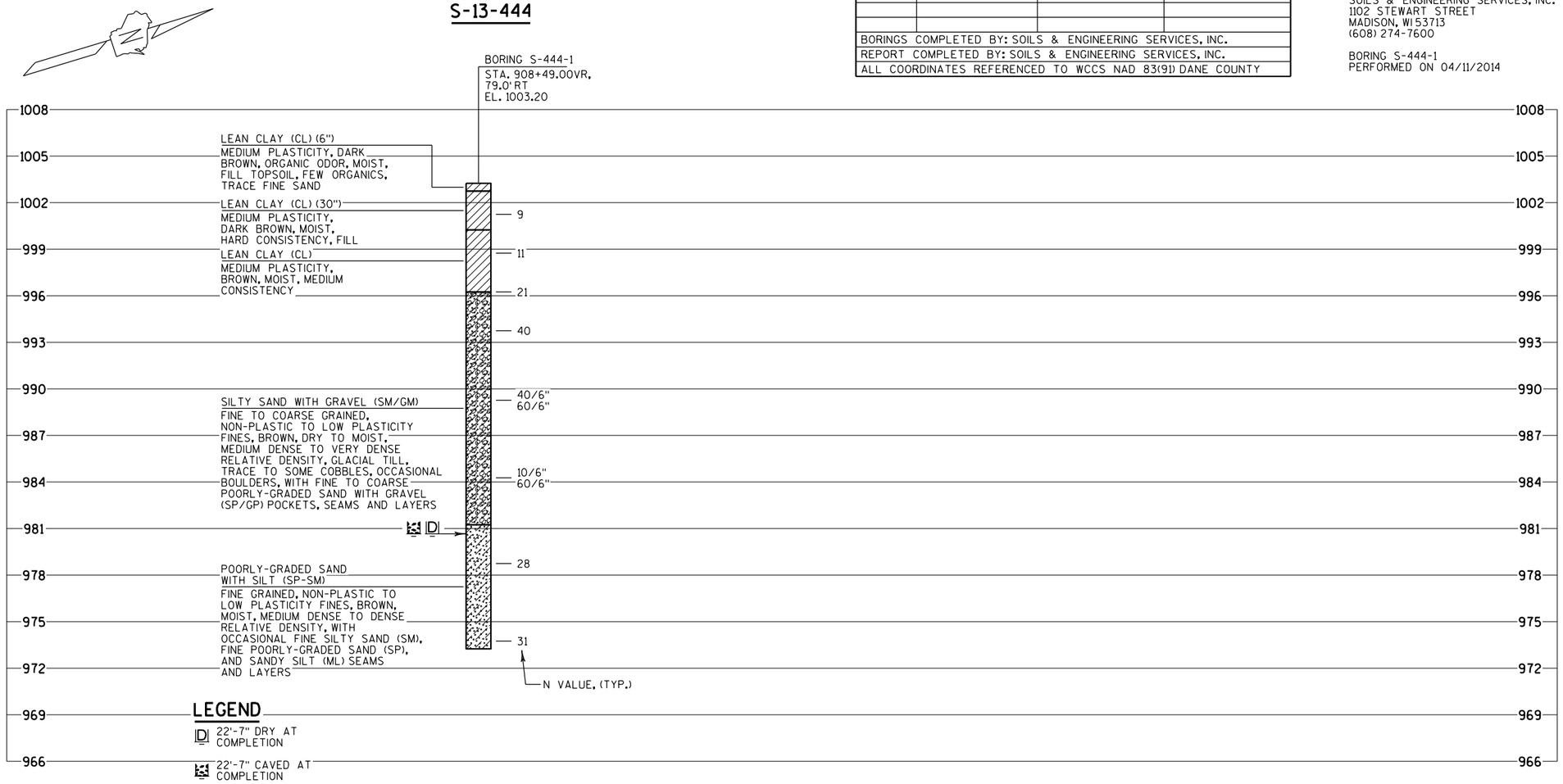
SOIL DESIGN PARAMETERS: BORING S-444-1

LAYER ELEVATION	UNIT WT PCF	FRICTION ANGLE DEGREES	UNDRAINED COHESION, PSF	ULTIMATE SKIN FRICTION, PSF/FT	ULTIMATE END BEARING, TSF
1003.2 - 1002.7	120	10	500	280	N/A
1002.7 - 1000.2	125	10	4,000	2,040	N/A
1000.2 - 998.2	123	10	1,000	320	2
998.2 - 996.2	123	10	1,000	550	2
996.2 - 993.2	136	35	0	1,760	4
993.2 - 990.2	135	35	0	2,060	5
990.2 - 988.2	135	35	0	2,310	10
988.2 - 985.2	138	36	0	2,460	10
985.2 - 981.2	140	36	0	2,690	12
981.2 - 978.2	130	36	0	2,950	15
978.2 - 973.2	133	36	0	3,090	15

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
S-444-1	04/11/2014	461682.846	797697.221
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) DANE COUNTY			

SOIL BORINGS PERFORMED BY:
SOILS & ENGINEERING SERVICES, INC.
1102 STEWART STREET
MADISON, WI 53713
(608) 274-7600

BORING S-444-1
PERFORMED ON 04/11/2014



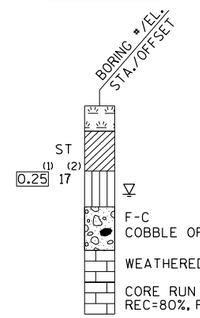
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-444

DRAWN BY TKB | PLANS CK'D. ETP

SUBSURFACE EXPLORATION

SHEET 2 OF 5

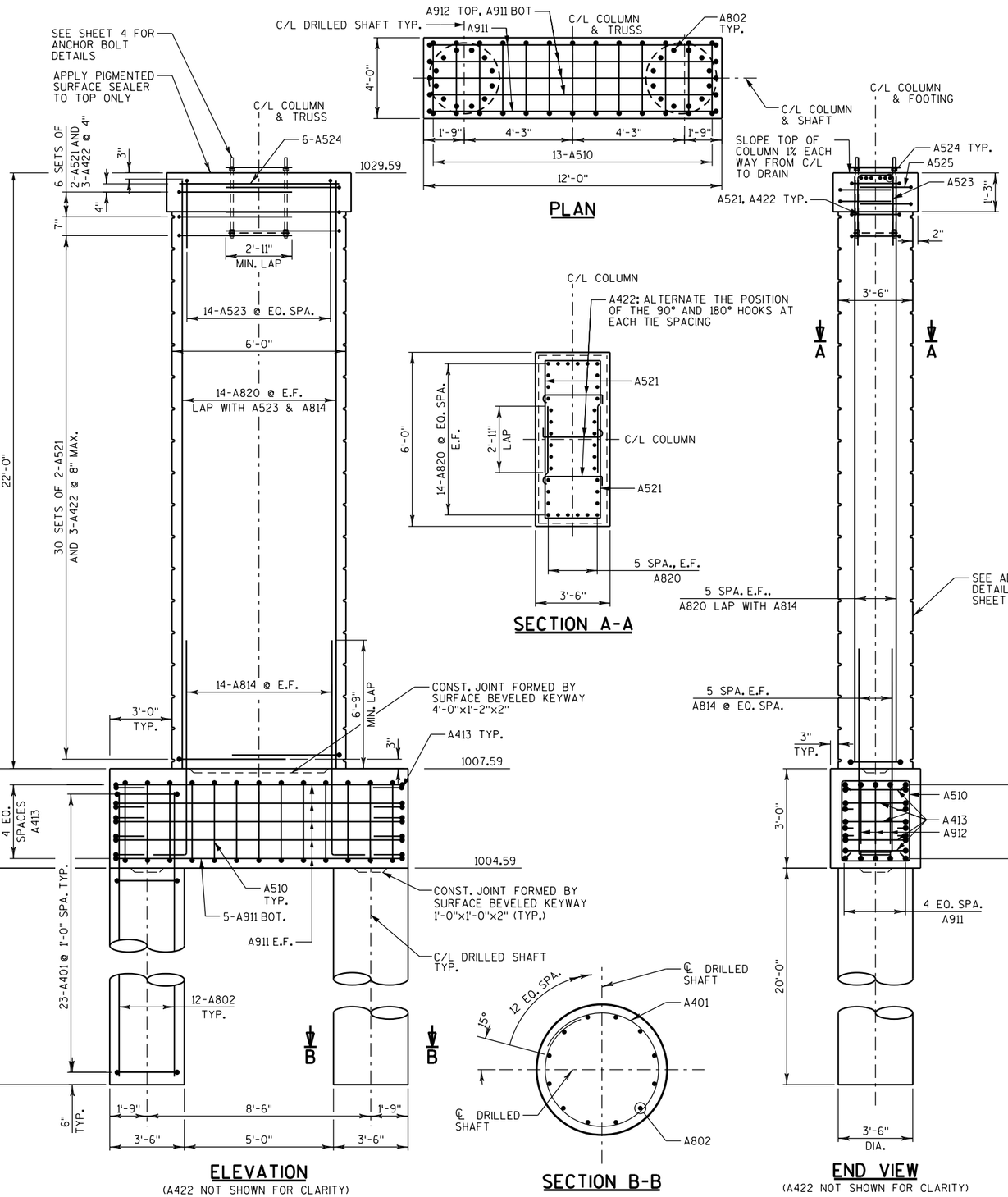
1023

8

8

STATE PROJECT NUMBER

1206-08-77



ELEVATION
(A422 NOT SHOWN FOR CLARITY)

PLAN

SECTION A-A

END VIEW
(A422 NOT SHOWN FOR CLARITY)

SECTION B-B

BILL OF BARS

BAR MARK	COAT	NO. REQ'D	LENGTH	BENT	LOCATION
A401		46	11'-6"	X	DRILLED SHAFT - HOOPS
A802		24	22'-5"	X	DRILLED SHAFT - VERTICAL
A510	X	13	12'-8"	X	FOOTING- VERT. STIRRUPS
A911	X	13	14'-1"	X	FOOTING-HORIZ.
A912	X	3	14'-3"	X	FOOTING-HORIZ. @ TOP
A413	X	10	5'-5"	X	FOOTING-HORIZ. @ ENDS
A814	X	36	10'-8"	X	FOOTING-VERT., COLUMN DOWELS
A820	X	36	21'-9"		COLUMN-VERTICAL
A521	X	72	11'-2"	X	COLUMN-HORIZ. STIRRUPS
A422	X	108	3'-10"	X	COLUMN-TIES
A523	X	14	9'-0"	X	COLUMN-VERT. @ TOP
A524	X	6	5'-11"		COLUMN-HORIZ. @ TOP
A525	X	4	12'-2"	X	COLUMN- CAP, HORIZ.

BAR DIMENSIONS ARE OUT TO OUT OF BAR
WEIGHT OF UNCOATED STEEL = 1,790#
WEIGHT OF COATED STEEL = 5,430#

NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR FOR DRILLED SHAFT AND 2½" CLEAR FOR CONCRETE COLUMN AND CAP. WHERE APPLICABLE, CLEAR DISTANCE IS MEASURED FROM INSIDE OF RUSTICATION OR REVEAL.

SEE SHEET 4 FOR ANCHOR BOLT DETAILS.

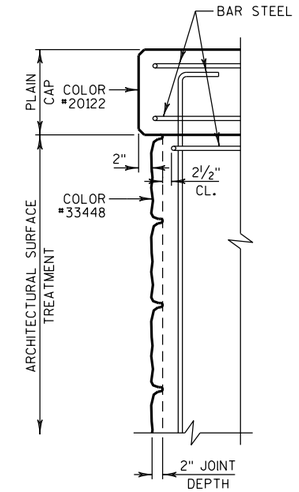
FORMLINER DETAILS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

ALL EXPOSED SURFACES OF FORMLINED STONE ARE TO BE SPLIT FACE INCLUDING FACES AND EDGES UNLESS OTHERWISE NOTED.

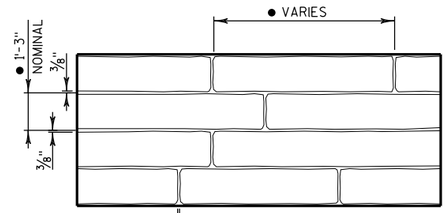
AVERAGE RELIEF IS ¾" FOR THE STONE WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

LEGEND

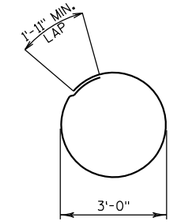
● ℄ TO ℄ OF JOINTS



SECTION THRU FORMLINER



FORMLINER DETAILS



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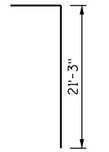

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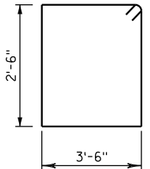

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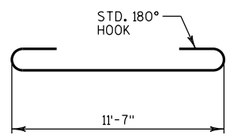

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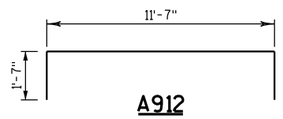

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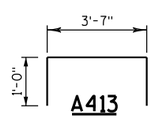

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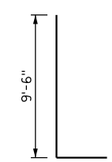

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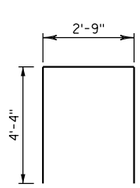

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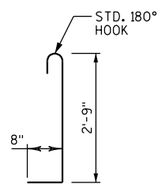

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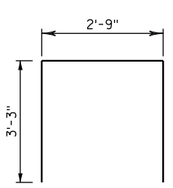

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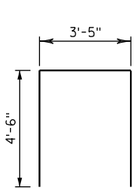


A525

BENDING DIAGRAM

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-444

DRAWN BY TKB | PLANS CK'D. ETP

SIGN BASE DETAILS

SHEET 3 OF 5

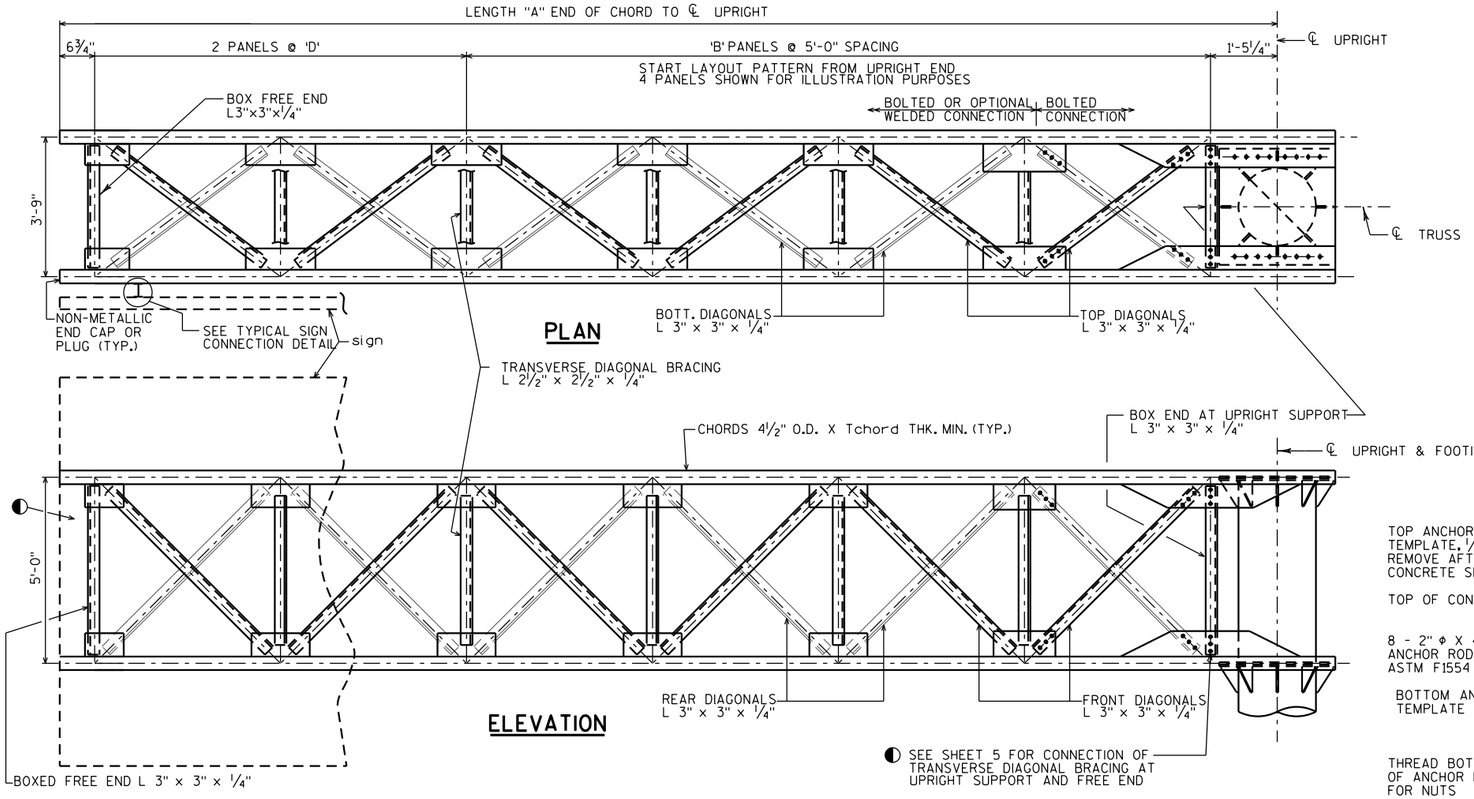
1024

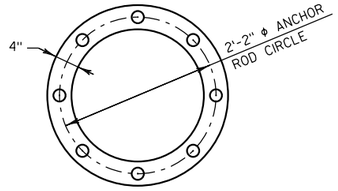
8

8

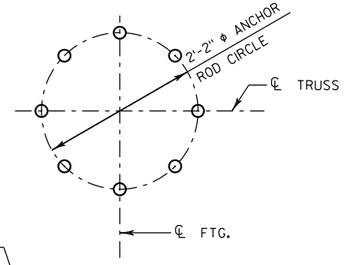
STATE PROJECT NUMBER

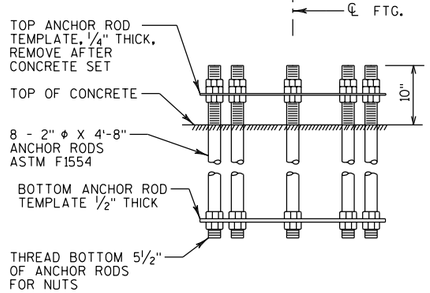
1206-08-77



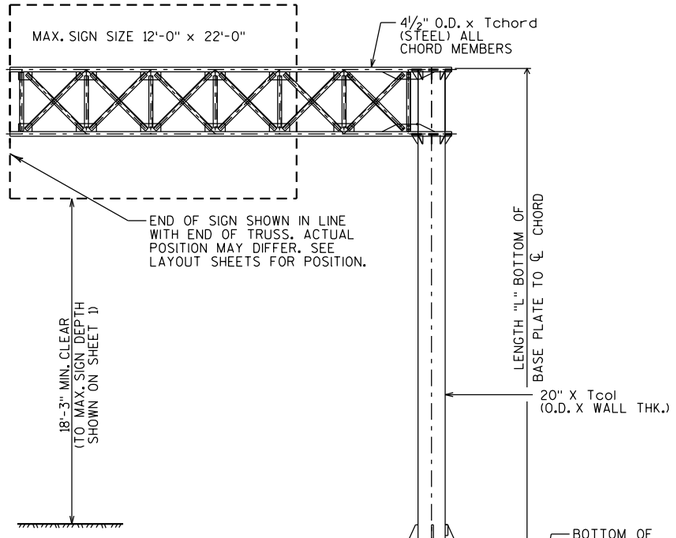


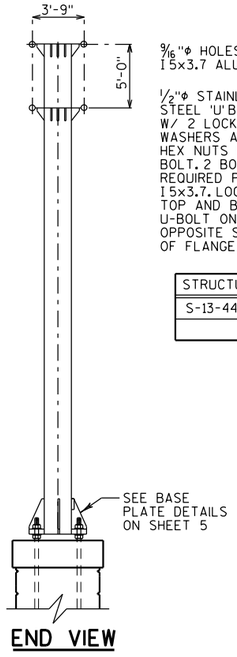
TOP VIEW OF TOP & BOTTOM TEMPLATES



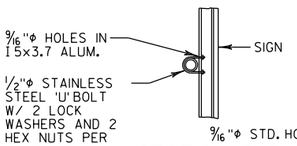


ANCHOR ROD DETAILS

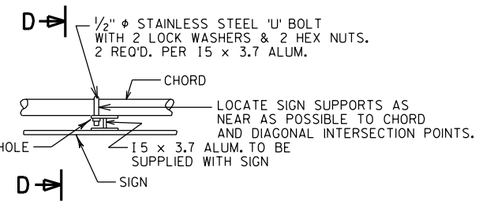




END VIEW

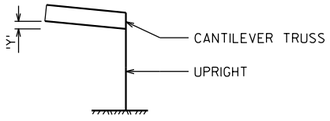


SECTION D-D



TYPICAL SIGN CONNECTION

STRUCTURE	"A"	"L"	"B"	"D"	"Y"	"Tchord"	"Tcol"
S-13-444	30.50'	24.00	4	4.25'	2¼"	0.237"	0.500"



CAMBER DIAGRAM

GENERAL NOTES

PREFABRICATE CAMBER INTO THE HORIZONTAL SUPPORT PROVIDING AN AMOUNT "Y" AT END OF TRUSS SHOWN IN "CAMBER DIAGRAM". DO NOT RAKE VERTICAL UPRIGHT BY ADJUSTMENT OF LEVELING NUTS.

CENTER ANCHOR ROD ASSEMBLY TO MISS BAR STEEL REINFORCEMENT AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURE IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR ROD.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-444

DRAWN BY TKB | PLANS CK'D. ETP

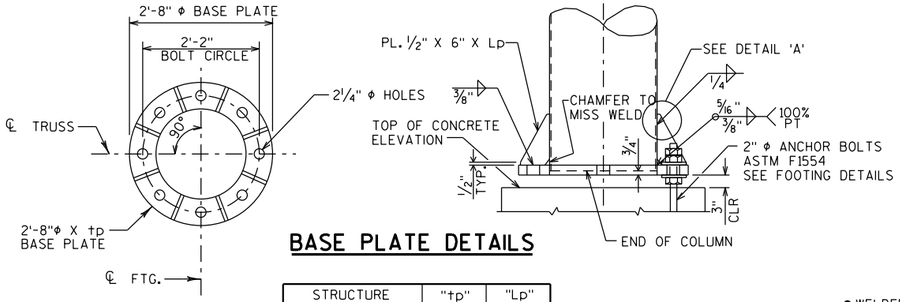
GALVANIZED STEEL CANTILEVER SIGN TRUSS

SHEET 4 OF 5

1025

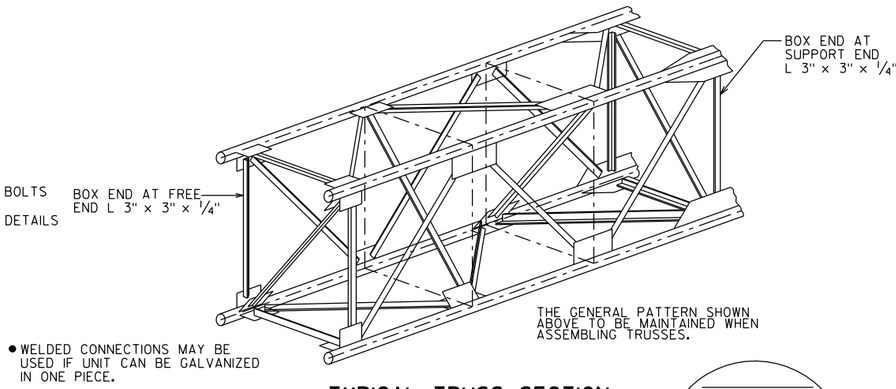
STATE PROJECT NUMBER

1206-08-77



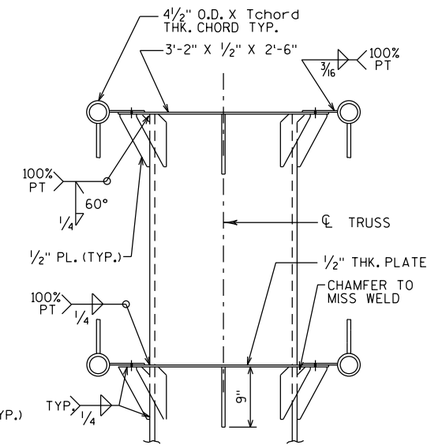
BASE PLATE DETAILS

STRUCTURE	"tp"	"Lp"
S-13-444	1¾"	14"

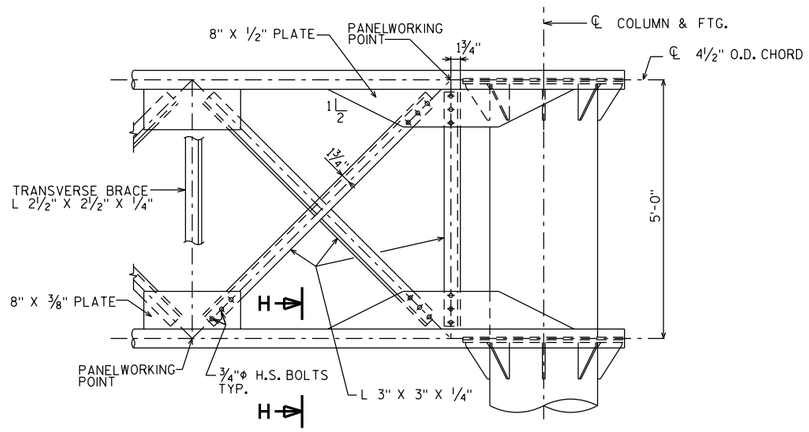


● WELDED CONNECTIONS MAY BE USED IF UNIT CAN BE GALVANIZED IN ONE PIECE.

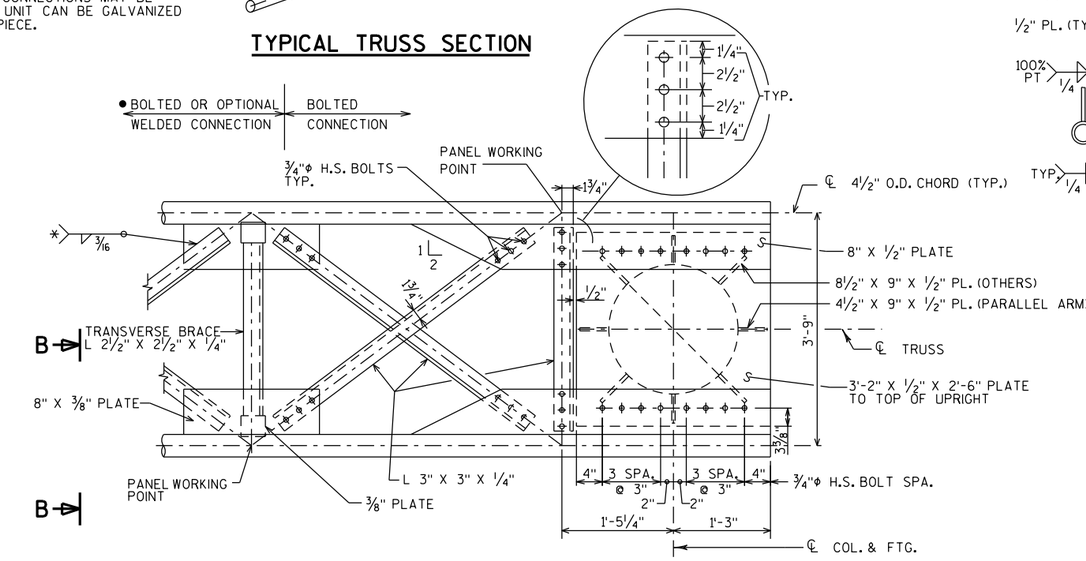
TYPICAL TRUSS SECTION



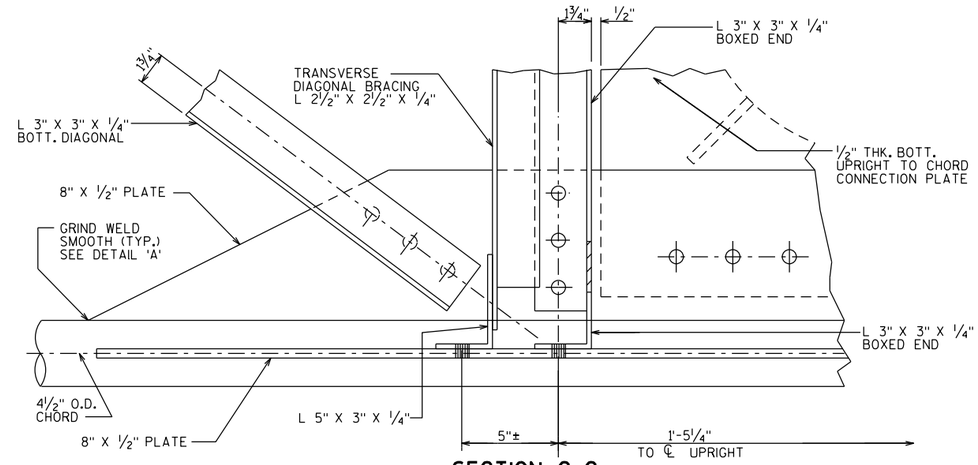
END VIEW TRUSS TO UPRIGHT



ELEVATION TRUSS TO UPRIGHT

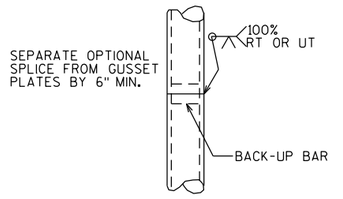


PLAN TRUSS TO UPRIGHT

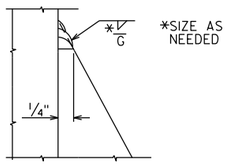


SECTION G-G

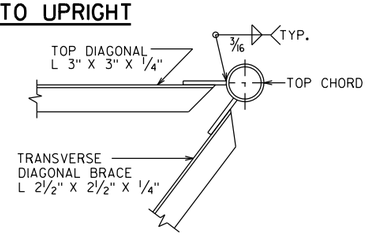
(LOOKING DOWN @ BOTT. HORIZ. PLANE @ FRONT CHORD)



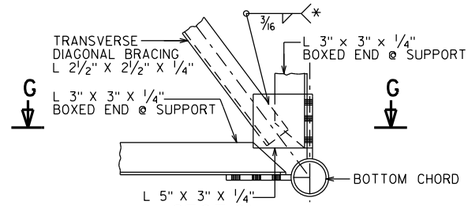
OPTIONAL COLUMN OR CHORD SPLICE DETAIL



DETAIL 'A'



SECTION B-B



SECTION H-H

* ANGLE	WELD LENGTH (MIN.)
L 2½" X 2½" X ¼"	7"
L 3" X 3" X ¼"	8"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-444

DRAWN BY TKB | PLANS CK'D. ETP

GALVANIZED STEEL CANTILEVER SIGN TRUSS DETAILS

SHEET 5 OF 5

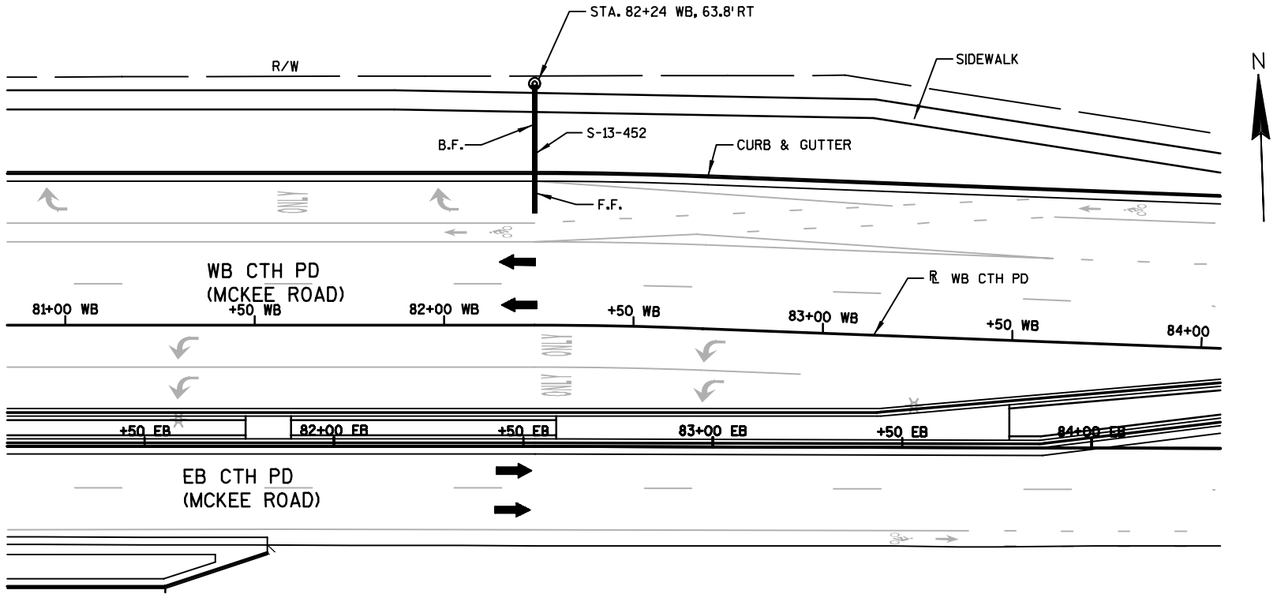
1026

8

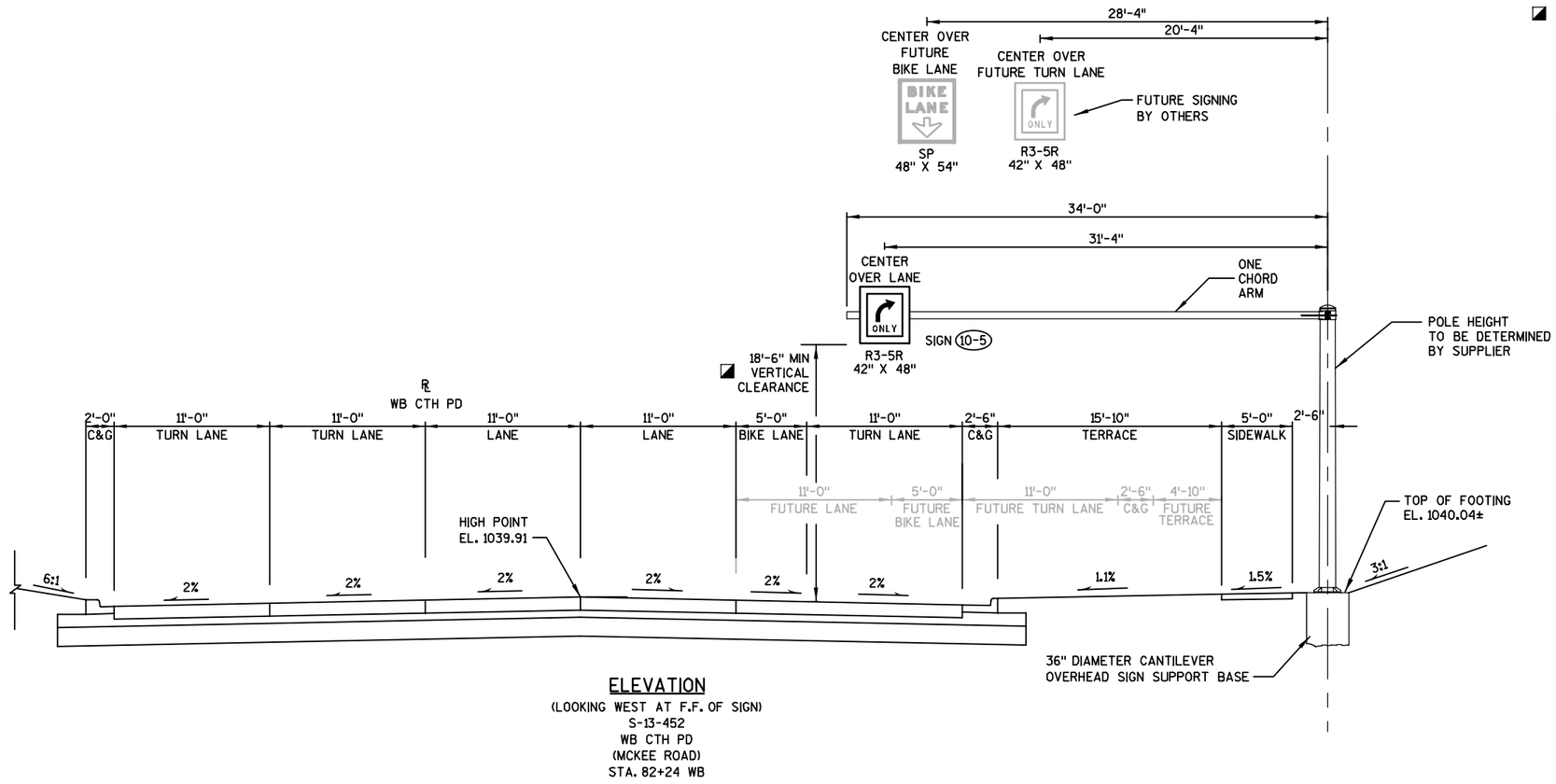
8

STATE PROJECT NUMBER

1206-08-77



PLAN



ELEVATION

(LOOKING WEST AT F.F. OF SIGN)
S-13-452
WB CTH PD
(MCKEE ROAD)
STA. 82+24 WB

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

PROVIDE IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS.

DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS, 6TH EDITION" AND INTERIM REVISIONS. FATIGUE LOADS ARE NOT APPLICABLE TO THE DESIGN OF FULL SPAN OVERHEAD SIGN SUPPORTS MOUNTED ON TOP OF STANDARD CONCRETE BASES.

DESIGN SIGN STRUCTURE TO SUPPORT THE SIGNS SHOWN.

SEE S.D.D. 36-INCH DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE FOR FOUNDATION DETAILS.

SIZE 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.

DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR RODS.

SIGNS OR BLANKS SHALL BE INSTALLED ON THE OVERHEAD SIGN SUPPORT AT TIME OF ERECTION. BLANKS, IF USED, SHALL BE THE SAME SIZE AND LOCATION AS PERMANENT SIGNS.

FATIGUE CATEGORY II

REFER TO SIGN PLATE NO. A4-7.4 FOR ATTACHMENT OF SIGNS TO OVERHEAD SIGN SUPPORTS.

A GEOTECHNICAL REPORT HAS BEEN PREPARED FOR THIS STRUCTURE AND IS AVAILABLE UPON REQUEST FROM WISDOT'S SW REGION OFFICE.

◪ ACCOUNTS FOR A DESIGN SIGN DEPTH OF 4'-6" WITH A MINIMUM VERTICAL CLEARANCE OF 18'-3" .

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
641.8100.002	OVERHEAD SIGN SUPPORT S-13-452	LS	1

ALL ITEMS ARE CATEGORY 0110.

STRUCTURE DESIGN CONTACTS:

WISDOT PROJECT MANAGER:
MARK VESPERMAN
608-884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER
608-266-8489

DESIGN CONSULTANT CONTACT:
STRAND ASSOCIATES
BRETT OFTEDAHL
608-251-4843

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 02/09/18
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE S-13-452

WB CTH PD (MCKEE ROAD)

COUNTY: DANE | ~~TOWN~~/CITY/~~VILLAGE~~: FITCHBURG

DESIGN SPEC.: AASHTO STANDARD SPECIFICATION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
ECB	BMO	ECB	BMO

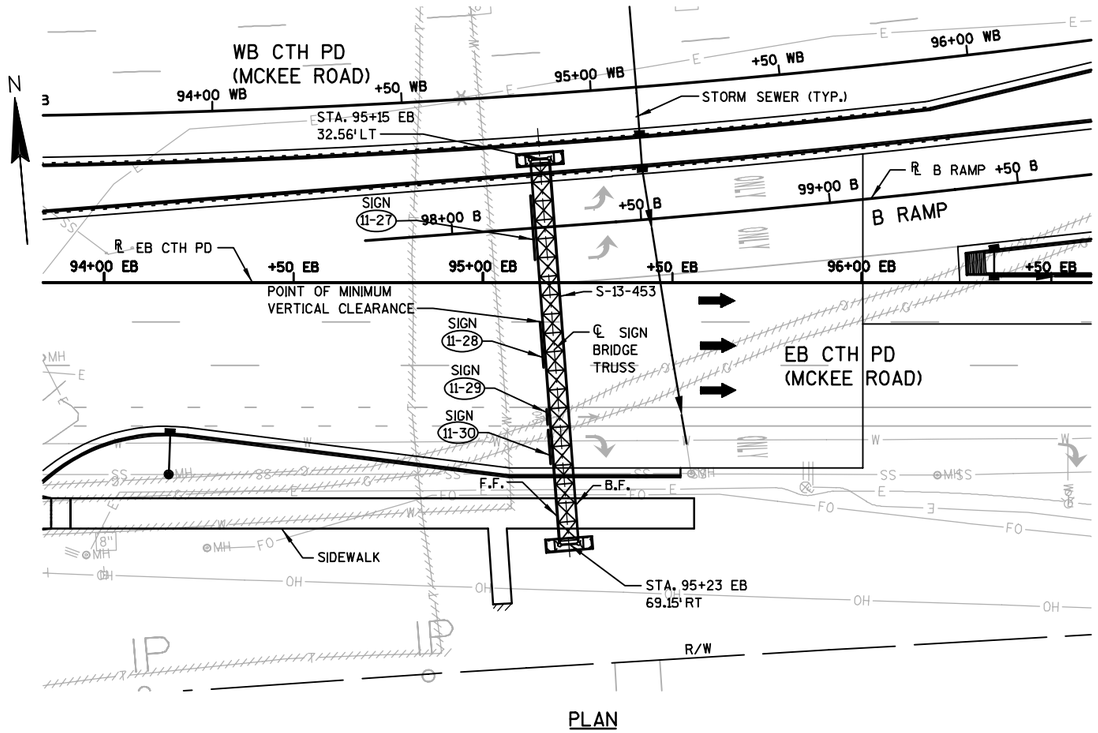
OVERHEAD SIGN SUPPORT PLAN

SHEET 1 OF 1
1027

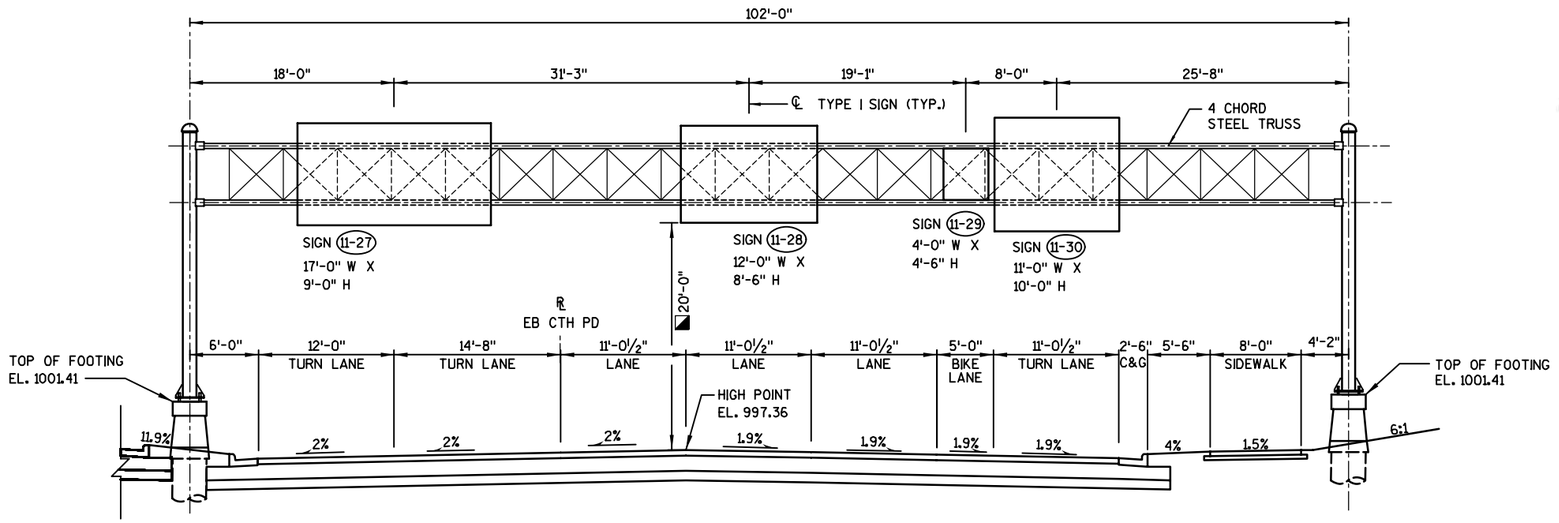
8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\080601_gp.dgn



PLAN



ELEVATION

(LOOKING EAST AT F.F. OF SIGN)
S-13-453
EB CTH PD
(MCKEE ROAD)
STA. 95+17.5 EB

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEVATION
2	87+06.53 WB, 72.77' RT	TOP NUT HYDRANT	1010.56

NOTE: BENCHMARKS ARE OUTSIDE THE PLAN EXTENTS. SEE PLAN AND PROFILE SHEETS FOR BENCHMARK LOCATIONS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET.

THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

SIGN BRIDGE IDENTIFICATION PLAQUE SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "SIGN BRIDGE S-13-453". FABRICATE IN ACCORDANCE WITH S.D.D. 12A4-3.

CENTER SIGNS VERTICALLY ON TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON THE TRUSS AT TIME OF ERECTION. BLANKS SHALL BE ¼ THE LENGTH OF THE BRIDGE, 2'-0" DEEPER THAN THE CENTER TO CENTER DISTANCE BETWEEN THE CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. PERMANENT SIGNS SHALL BE LOCATED AS SHOWN.

SEE SIGNING PLAN FOR SIGN DETAILS.

ALL STRUCTURAL STEEL MEMBERS, PLATES, ANCHOR RODS, H.S. BOLTS, NUTS AND WASHERS SHALL BE GALVANIZED PER SECTION 641 OF THE WISDOT STANDARD SPECIFICATIONS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

EXACT LOCATION OF SIGN BRIDGE SHALL BE DETERMINED BY THE REGION TRAFFIC ENGINEER.

SEE SIGN PLATE NO. A4-6 OF THE SIGN PLATE MANUAL FOR INSTRUCTION ON CENTERING SIGN VERTICALLY ON TRUSS.

FOUNDATION DATA

FOUNDATION SOIL DESIGN PARAMETERS ARE PROVIDED ON THE SUBSURFACE EXPLORATION SHEET.

LIST OF DRAWINGS

1. LAYOUT & QUANTITIES
2. SUBSURFACE EXPLORATION
3. FOOTING DETAILS
4. GALVANIZED STEEL SIGN BRIDGE
5. SIGN BRIDGE DETAILS

LEGEND

◪ ACCOUNTS FOR DESIGN SIGN DEPTH OF 12'-0" WITH A MINIMUM VERTICAL CLEARANCE OF 18'-3".

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM	UNIT	QUANTITY
502.3210	PIGMENTED SURFACE SEALER	SY	8
517.1010.S.006	CONCRETE STAINING S-13-453	SF	310
517.1050.S.006	ARCHITECTURAL SURFACE TREATMENT S-13-453	SF	235
636.0100	SIGN SUPPORTS CONCRETE MASONRY	CY	25
636.1000	SIGN SUPPORTS STEEL REINFORCEMENT HS	LB	2640
636.1500	SIGN SUPPORTS STEEL COATED REINFORCEMENT HS	LB	2050
641.6600.001	SIGN BRIDGE S-13-453	LS	1

ALL ITEMS ARE CATEGORY 0100.

STATE PROJECT NUMBER

1206-08-77

DESIGN DATA:

FOOTINGS
CONCRETE MASONRY: ..... f'c = 3,500 psi
HIGH STRENGTH BAR
STEEL REINFORCEMENT: ..... Fy = 60,000 psi

SIGN BRIDGE
**STEEL COLUMN AND CHORD PIPE: . . Fy = 42,000 psi
A.P.I. SPEC. 5L GRADE X42
PLATES, BARS, STRUCTURAL ANGLES: . . Fy = 36,000 psi
A.S.T.M. A709 GRADE 36
STEEL ANCHOR RODS: . . . . . Fy = 55,000 psi
A.S.T.M. F1554, GRADE 55
A.S.T.M. A563A HEAVY HEX NUTS
A.S.T.M. F436 WASHERS
HIGH STRENGTH BOLTS: ¾" ϕ A325 GALVANIZED
A.S.T.M. A153, CLASS C . . . . . Fy = 92,000 psi
PROVIDE D.T.I. WASHERS FOR FIELD CONNECTIONS
STRUCTURAL PLATES AND SHAPES: GALVANIZED
ASTM A123.
WELD METAL: E70XX

** SEE WISDOT BRIDGE MANUAL SECTION 39.3 FOR ACCEPTABLE ALTERNATE MATERIAL.

DEAD LOAD - WT. OF SIGN (AT 3 PSF) AND SUPPORTING STRUCTURE.

ICE LOAD - 3 P.S.F. TO ONE FACE OF SIGN & AROUND SURFACE OF MEMBERS.

WIND PRESSURE - 90 M.P.H. (3-SECOND GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS.

WIND COMPONENTS	NORMAL	TRANSVERSE
COMBINATION 1	1.0	0.2
COMBINATION 2	0.6	0.3

GROUP LOADS	% OF ALLOWABLE STRESS
1. DEAD	100
2. DEAD + WIND	133
3. DEAD + ICE + ½ (WIND*)	133

*MIN. VALUE OF 25 PSF FOR GROUP 3

NOTE: NO PROVISIONS WERE MADE FOR LIGHT OR CATWALK LOADS.

DESIGNED ACCORDING TO THE 6TH EDITION OF AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS".

SIGN DATA:

SIGN TYPE I
DESIGN SIGN AREA . . . . . 864 SF
MAX. SIGN DEPTH . . . . . 12 FT

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
Brett Oftedahl
1/26/2018

STRUCTURE DESIGN CONTACTS:

WISDOT PROJECT MANAGER:
MARK VESPERMAN
608-884-1227

BRIDGE OFFICE CONTACT:
WILLIAM DREHER
608-266-8489

DESIGN CONSULTANT CONTACT:
STRAND ASSOCIATES
BRETT OFTEDAHL
608-251-4843

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 02/09/18
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-13-453

EB CTH PD, 500 FT. WEST OF VERONA ROAD

COUNTY: DANE
~~TOWN~~/CITY/~~VILLAGE~~: FITCHBURG
DESIGN SPEC.: AASHTO STANDARD SPECIFICATION

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
BRL	BMO	DTH	BMO

LAYOUT & QUANTITIES

SHEET 1 OF 5
1028

8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\080701_gp.dgn

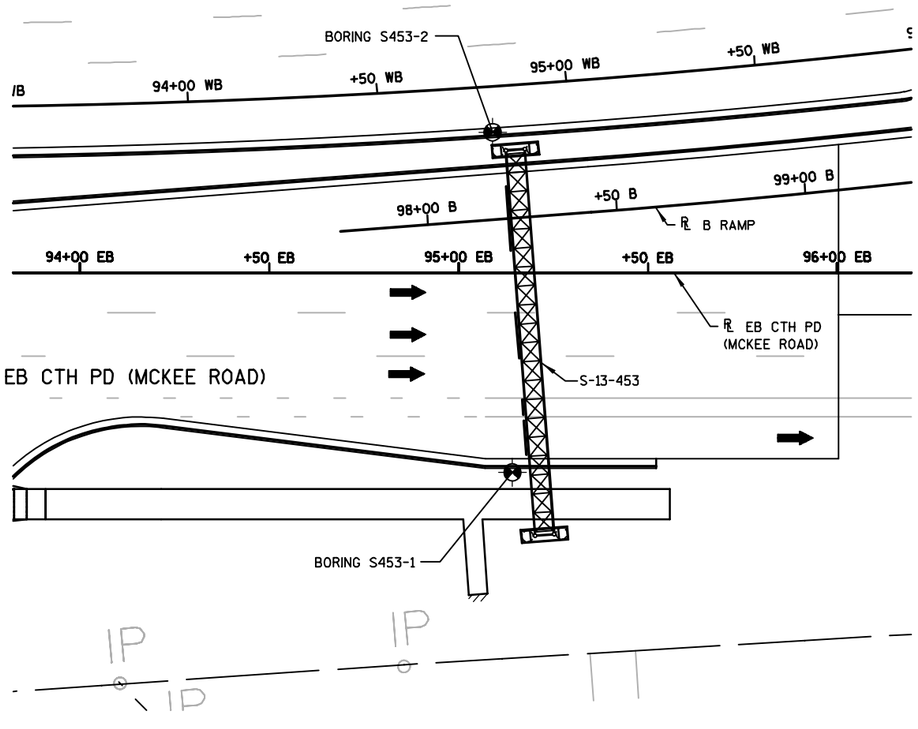
BORING S-453-1 SOIL DESIGN PARAMETERS

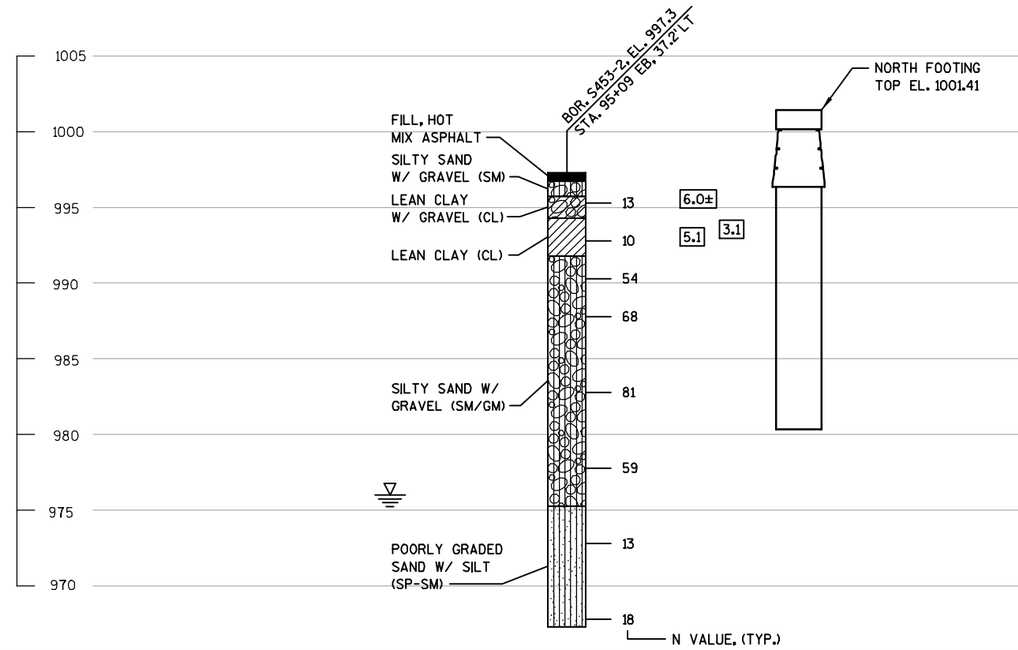
ELEVATION (FEET)	ESTIMATED SOIL PROPERTIES			LATERAL EARTH PRESSURE COEFFICIENTS			RECOMMENDED ALLOWABLE VALUES	
	UNIT WEIGHT (PCF)	ANGLE OF INTERNAL FRICTION (DEG.)	COHESION (PSF)	ACTIVE Ka	PASSIVE Kp	AT REST Ko	SKIN FRICTION (PSF/FT.)	END BEARING (TSF)
997.3 TO 996.3	125	0	4000	1.00	1.0	1.00	IGNORE	--
996.3 TO 993.8	131	35	0	0.27	3.7	0.43	IGNORE	--
993.8 TO 991.8	130	0	4000	1.00	1.0	1.00	1500	3
991.8 TO 986.8	127	0	2800	1.00	1.0	1.00	1540	3
986.8 TO 983.3	130	0	3500	1.00	1.0	1.00	1380	4
983.3 TO 980.3	125	0	1000	1.00	1.0	1.00	550	4
980.3 TO 977.6	136	38	0	0.24	4.2	0.38	2250	8
977.6 TO 974.3	133	37	0	0.25	4.0	0.40	2440	9
974.3 TO 969.3	125	31	0	0.32	3.1	0.49	2510	9

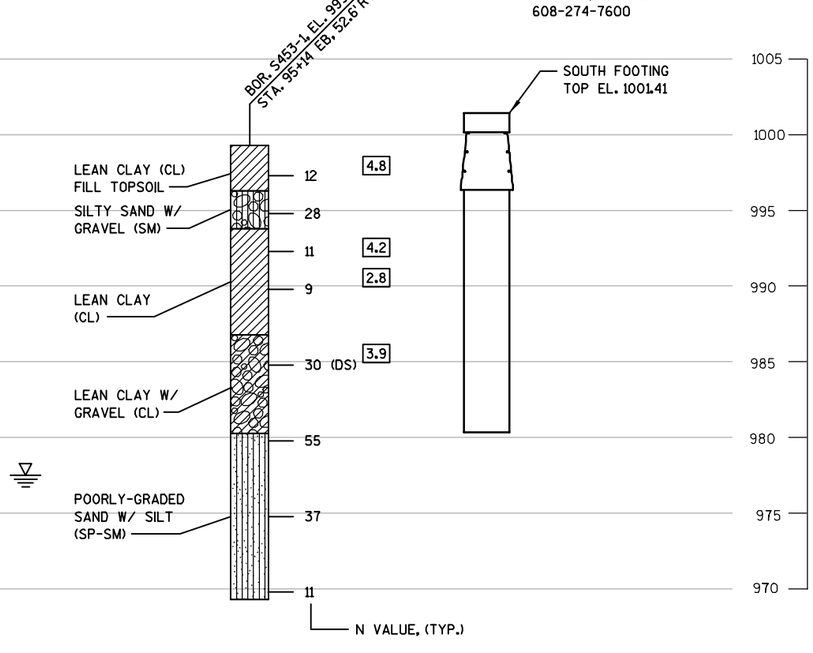
BORING S-453-2 SOIL DESIGN PARAMETERS

ELEVATION (FEET)	ESTIMATED SOIL PROPERTIES			LATERAL EARTH PRESSURE COEFFICIENTS			RECOMMENDED ALLOWABLE VALUES	
	UNIT WEIGHT (PCF)	ANGLE OF INTERNAL FRICTION (DEG.)	COHESION (PSF)	ACTIVE Ka	PASSIVE Kp	AT REST Ko	SKIN FRICTION (PSF/FT.)	END BEARING (TSF)
997.3 TO 996.7	140	45	0	0.17	5.8	0.29	IGNORE	--
996.7 TO 995.7	135	35	0	0.27	3.7	0.43	IGNORE	--
995.7 TO 994.3	132	0	4000	1.00	1.0	1.00	IGNORE	--
994.3 TO 991.8	130	0	3100	1.00	1.0	1.00	IGNORE	--
991.8 TO 989.8	140	40	0	0.22	4.6	0.36	960	4
989.8 TO 987.3	138	39	0	0.23	4.4	0.37	1190	8
987.3 TO 982.3	142	40	0	0.22	4.6	0.36	1580	10
982.3 TO 979.3	140	38	0	0.24	4.2	0.38	2070	10
979.3 TO 976.1	140	38	0	0.24	4.2	0.38	2350	10
976.1 TO 975.3	140	38	0	0.24	4.2	0.38	2580	10
975.3 TO 972.3	133	31	0	0.32	3.1	0.49	2610	10
972.3 TO 967.3	135	33	0	0.29	3.4	0.46	2660	12

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
S453-1	4/7/2014	461166	796965
S453-2	4/25/2014	461256	796810
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO WCCS NAD 83 (2007) DANE COUNTY			







SOIL BORING PERFORMED ON
4/7/2014 AND 4/25/2014 BY:
SOILS & ENGINEERING SERVICES, INC.
1102 STEWART STREET
MADISON, WI 53713
608-274-7600

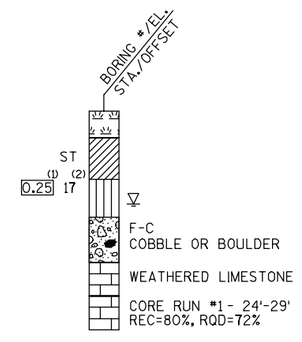
STATE PROJECT NUMBER

1206-08-77

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

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

ABBREVIATIONS

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

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

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

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-453

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION

SHEET 2
1029

SCALE =

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\080702_sx.dgn

STATE PROJECT NUMBER
1206-08-77

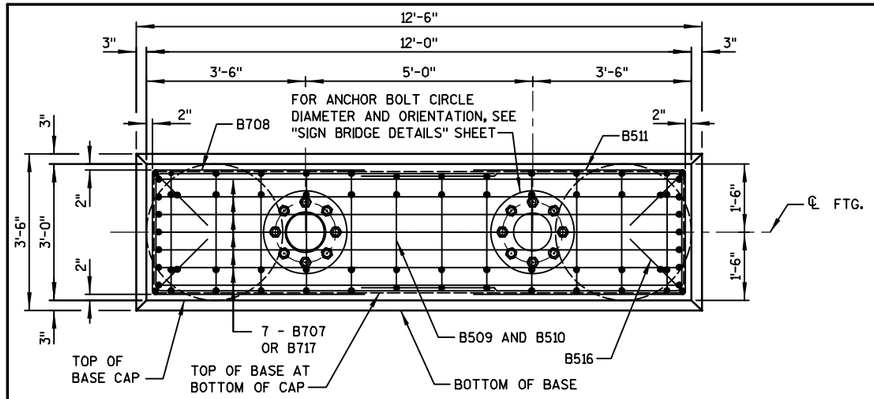
COATED: 2,050 LBS
UNCOATED: 2,640 LBS

BILL OF BARS

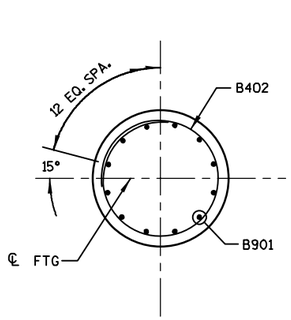
BAR MARK	NO. REQUIRED	LENGTH	BENT	COAT	LOCATION
B901	48	14'-6"	X		CAISSON - VERT.
B402	40	10'-3"	X		CAISSON - HOOPS
B403	4	9'-8"	X	X	BASE - HOOPS
B404	4	8'-8"	X	X	BASE - HOOPS
B405	4	7'-7"	X	X	BASE - HOOPS
B406	4	6'-7"	X	X	BASE - HOOPS
B707	14	13'-2"	X	X	BASE - BOT. LAYER - HORIZ.
B708	4	11'-8"	X	X	BASE - BOT. LAYER - HORIZ.
B509	24	9'-6"	X	X	BASE - STIRRUPS - VERT.
B510	24	8'-5"	X	X	BASE - STIRRUPS - VERT.
B511	4	16'-11"	X	X	BASE - STIRRUPS - HORIZ.
B512	4	16'-7"	X	X	BASE - STIRRUPS - HORIZ.
B513	4	16'-1"	X	X	BASE - STIRRUPS - HORIZ.
B514	4	15'-9"	X	X	BASE - STIRRUPS - HORIZ.
B515	8	17'-0"	X	X	BASE - STIRRUPS - HORIZ.
B516	8	6'-0"	X	X	BASE - CORNERS - VERT.
B717	14	13'-2"	X	X	BASE - TOP LAYER - HORIZ.
B718	4	11'-7"	X	X	BASE - TOP LAYER - HORIZ.
B419	4	40'-0"	X	X	SPIRAL AROUND ANCHOR BOLTS

NOTE: THE FIRST ONE OR TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

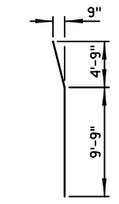
QUANTITIES PROVIDED ARE TOTAL FOR BOTH FOOTINGS.



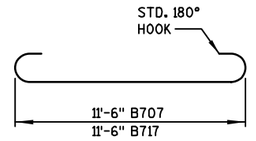
PLAN



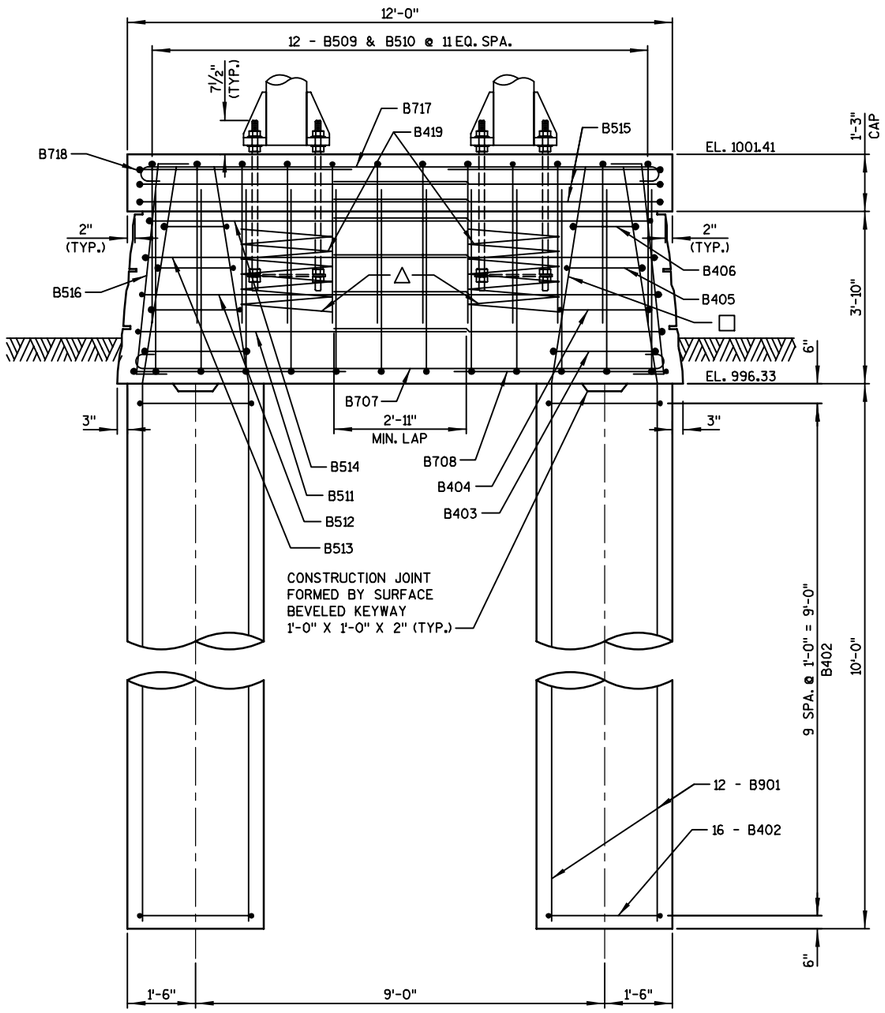
SECTION A-A



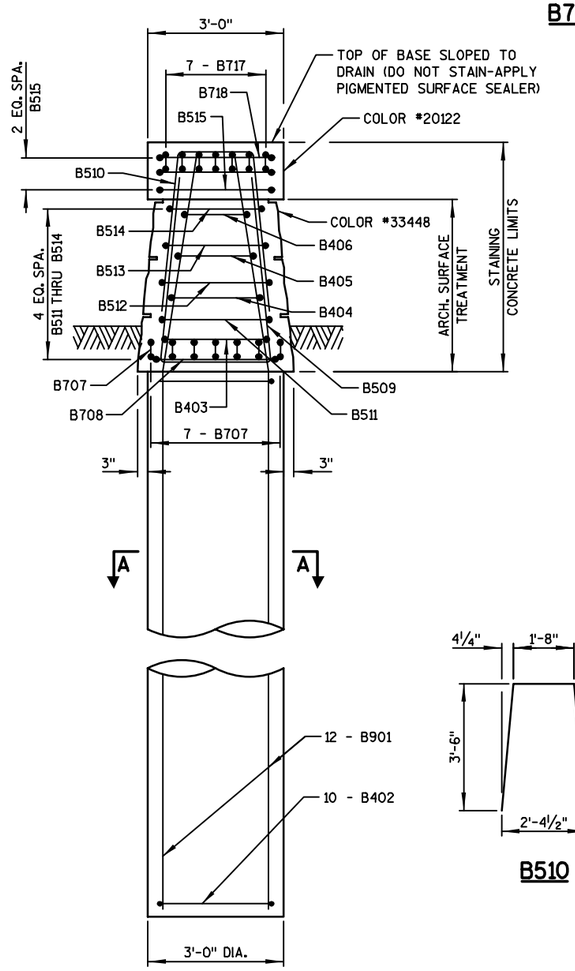
B901



B707, B717

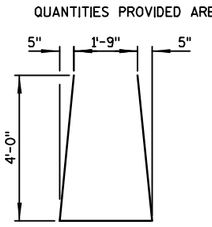


ELEVAITON

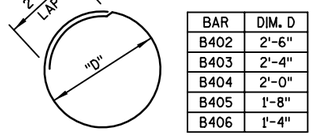


END VIEW

B708, B718

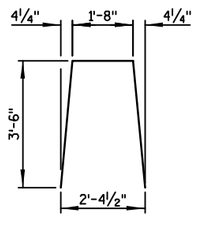


B509

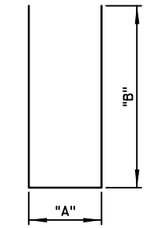


BAR	DIM. D
B402	2'-6"
B403	2'-4"
B404	2'-0"
B405	1'-8"
B406	1'-4"

B402 THRU B406

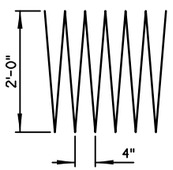


B510

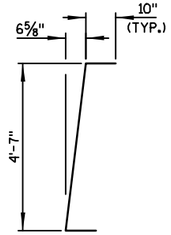


BAR	DIM. A	DIM. B
B511	2'-6"	7'-4"
B512	2'-4"	7'-3"
B513	2'-2"	7'-1"
B514	2'-0"	7'-0"
B515	2'-7"	7'-4"

B511 THRU B515



B419



B516

LEGEND

△ CENTER B422 VERTICALLY ON BOTTOM ANCHOR ROD PLATE.

□ PLACE B901 TO MISS B419 (TYP.)

NOTES

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR FOR CAISSON AND 2½" CLEAR FOR ALL OTHER LOCATIONS UNLESS DETAILED OTHERWISE. WHERE APPLICABLE, CLEAR DISTANCE IS MEASURED FROM INSIDE OF RUSTICATION OR REVEAL.

SEE "GALV. STEEL SIGN BRIDGE" SHEET FOR FOOTING FORMLINER DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-453

DRAWN BY DTH | PLANS CK'D. DDR

FOOTING DETAILS

SHEET 3
1030

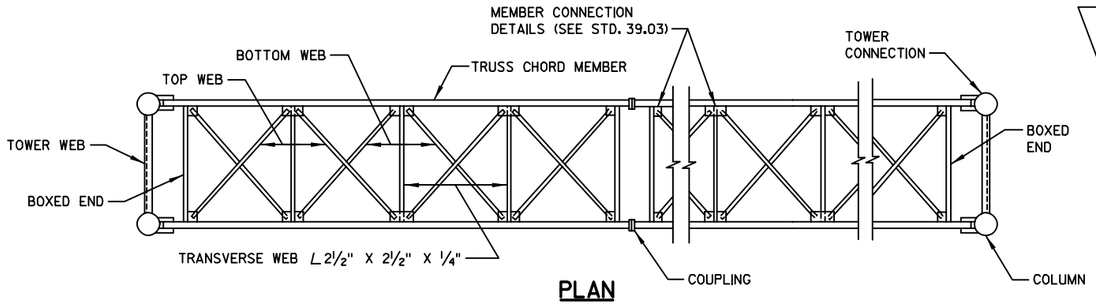
8

8

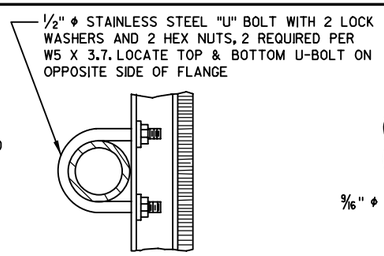
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\080703_fd.dgn

STATE PROJECT NUMBER

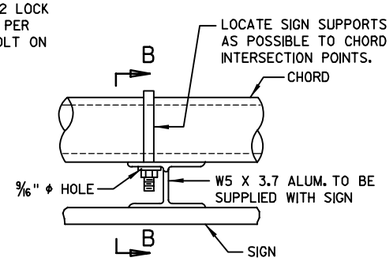
1206-08-77



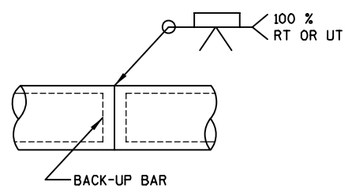
PLAN



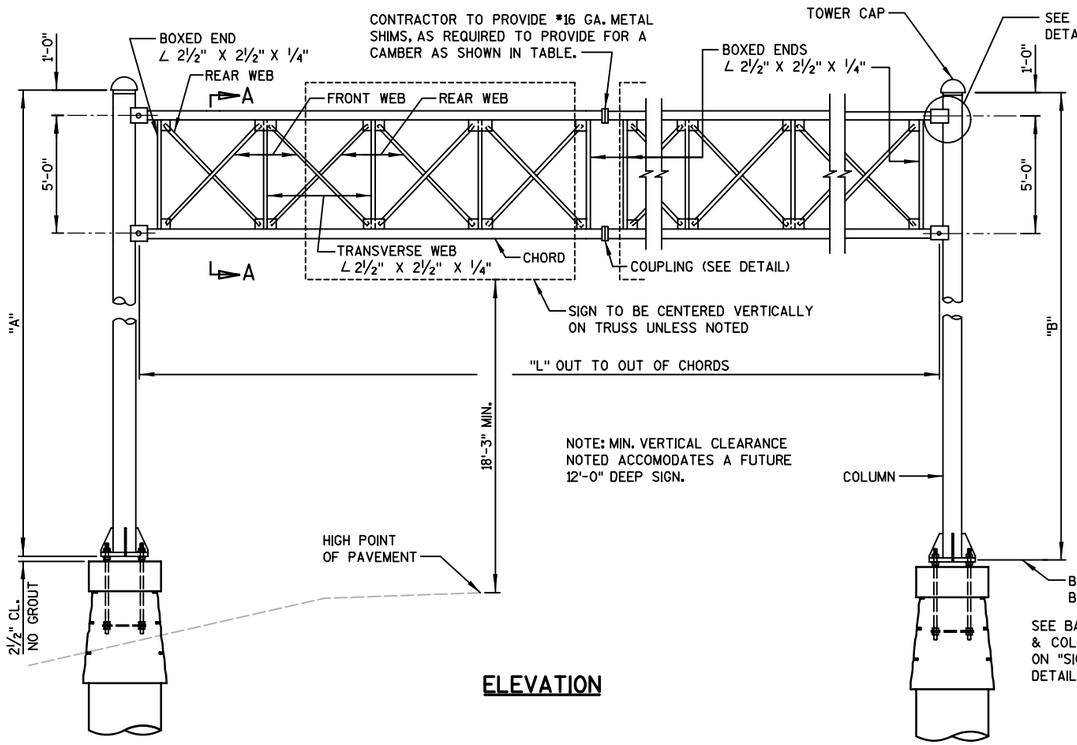
SECTION B



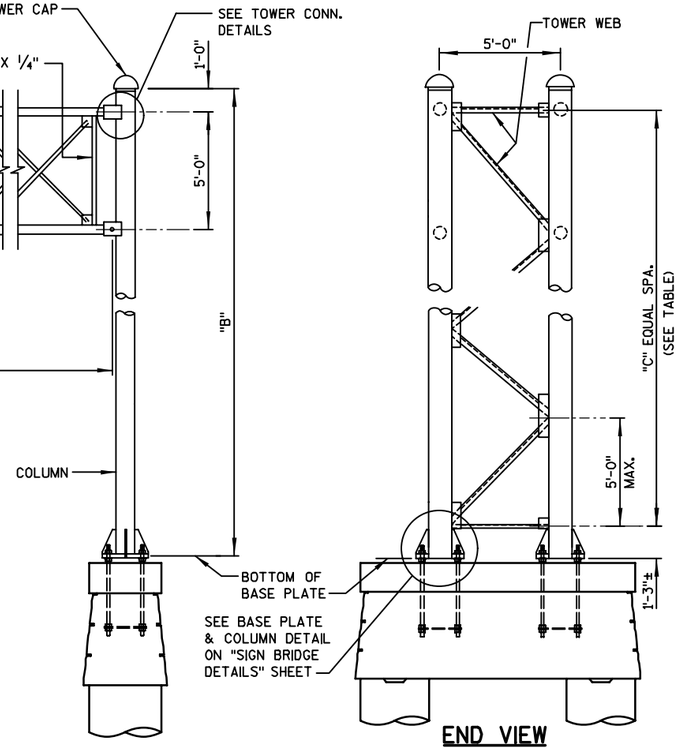
TYPICAL SIGN CONNECTION



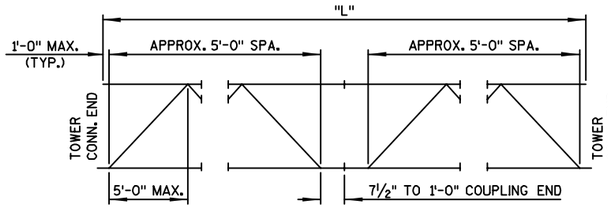
CHORD SPLICE



ELEVATION

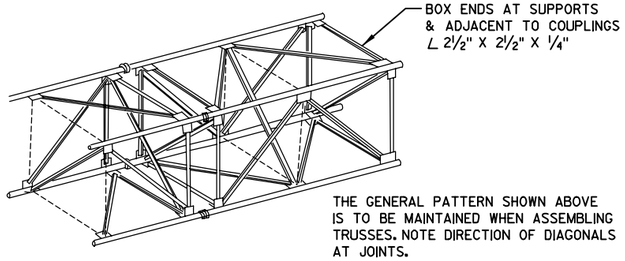


END VIEW

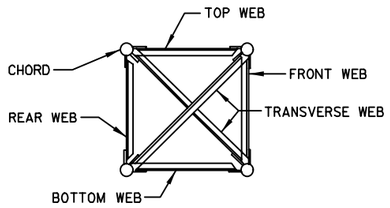


TRUSS ARRANGEMENT

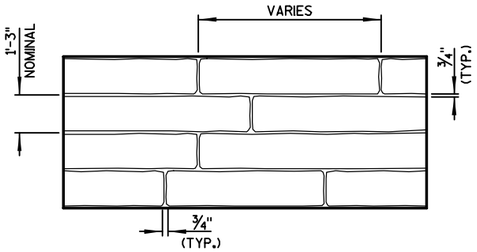
FABRICATOR MAY MAKE TRUSSES ANY LENGTH KEEPING A SECTION A MINIMUM OF 20'-0" & A MULTIPLE OF 5'-0". CHORD FIELD SPLICES SHALL BE MADE WITH COUPLINGS. CHORD SHOP SPLICE SHALL BE THE WELDED SPLICE SHOWN ABOVE.



TYPICAL TRUSS SECTION



SECTION A

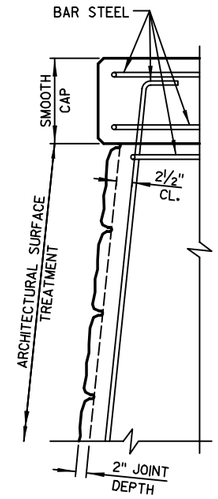


FORMLINER DETAILS

FORMLINER DETAILS SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

ALL EXPOSED SURFACES OF FORMLINED STONE ARE TO BE SPLIT FACE INCLUDING FACES AND EDGES UNLESS OTHERWISE NOTED.

AVERAGE RELIEF IS ¾" FOR THE FACE OF THE STONE WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.



SECTION THRU FORMLINER

TABLE

STRUCTURE	A	B	C	CHORDS O.D. X THK.	TOP & BOTTOM WEB	FRONT & REAR WEB	COUPLING PLATE "D1" & "T"	BOLT CIRCLE DIA. "D2"	NO. OF BOLTS IN COUPLING	CAMBER	COLUMN O.D. X THK.	TOWER WEBS	"L"
S-13-453	23'-6"	23'-6"	5	6.625" O.D. X 0.280"	L 3½" X 3½" X 5/16"	L 3½" X 3½" X 5/16"	12.625" X 1¼"	9.625"	6	1⅞"	10.75" O.D. X 0.365"	L 3½" X 3½" X 5/16"	100'-10¼"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-453

DRAWN BY DTH | PLANS CK'D. DDR

GALV. STEEL SIGN BRIDGE

SHEET 4
1031

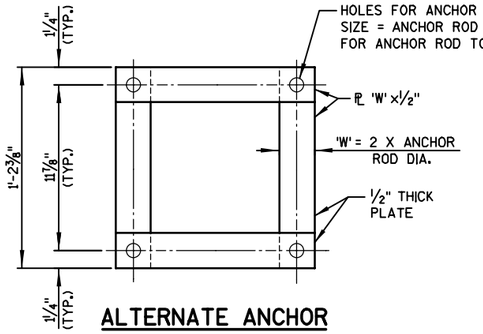
8

8

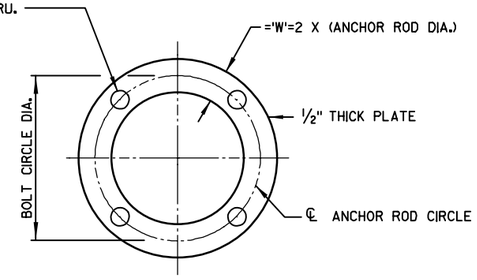
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\080704_gs.dgn

STATE PROJECT NUMBER

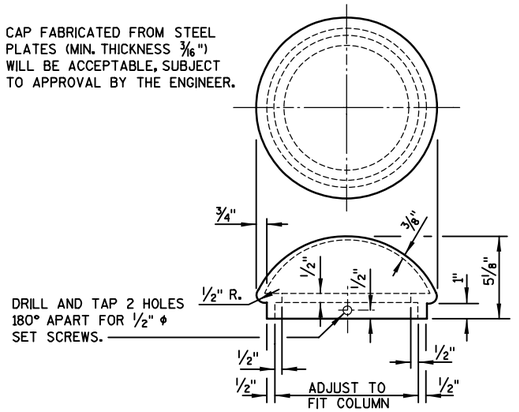
1206-08-77



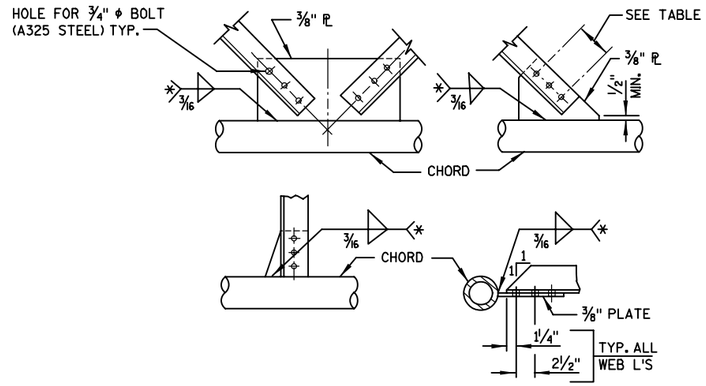
ALTERNATE ANCHOR PLATE/TEMPLATE PLAN



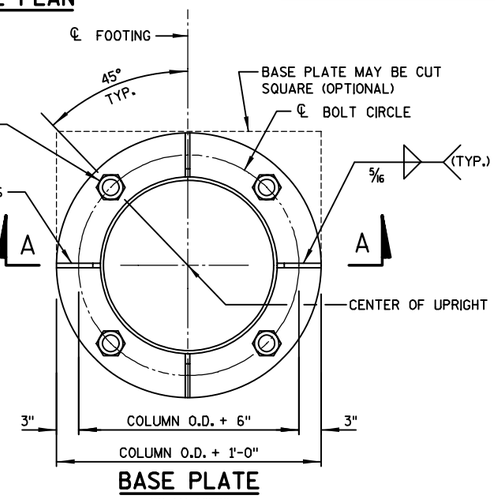
ANCHOR PLATE/TEMPLATE PLAN



TOWER CAP DETAIL



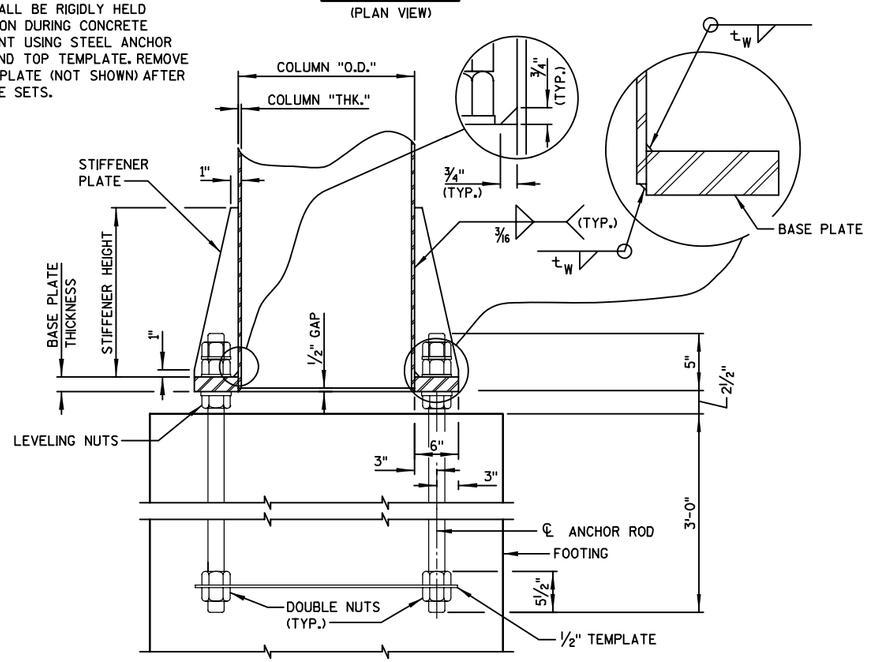
TYPICAL TRUSS CONNECTION DETAILS



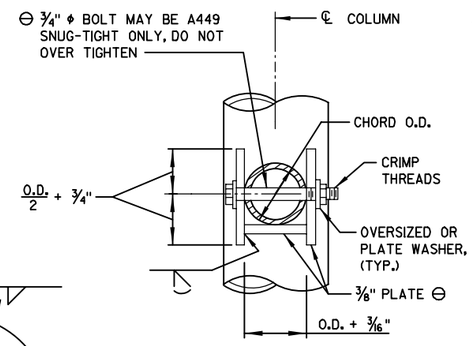
BASE PLATE

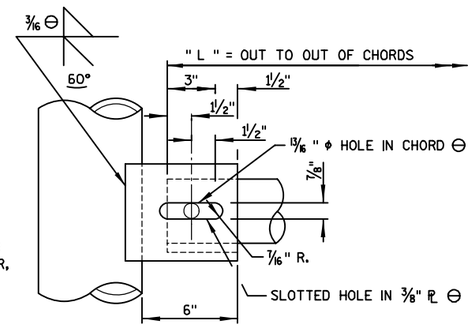
(PLAN VIEW)

NOTE:
PRIOR TO INSTALLATION, ANCHOR RODS SHALL BE RIGIDLY HELD IN POSITION DURING CONCRETE PLACEMENT USING STEEL ANCHOR PLATE AND TOP TEMPLATE. REMOVE TOP TEMPLATE (NOT SHOWN) AFTER CONCRETE SETS.



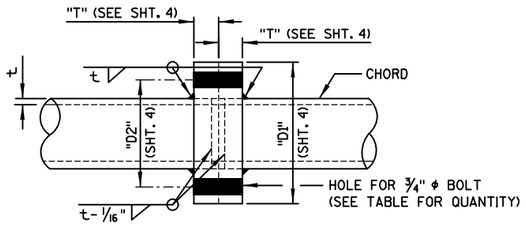
SECTION A-A





TOWER CONNECTION DETAIL

⊖ BOLT, PLATE & HOLE DETAILS SHOWN ARE MIN.



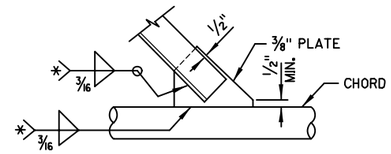
COUPLING DETAIL

CONTRACTOR SHALL PROVIDE #16 GA. GALVANIZED SHIMS, AS REQUIRED TO PROVIDE FOR A CAMBER SHOWN IN THE TABLE.

t IS EQUAL TO CHORD THICKNESS.

BASE PLATE & UPRIGHT COLUMN DETAILS

STRUCTURE	COLUMN O.D. X THK.	ANCHOR RODS	BASE PLATE THICKNESS (IN.)	STIFFENER PLATE THICKNESS (IN.)	STIFFENER PLATE HEIGHT (IN.)	t_W (IN.)
S-13-453	10.75" X 0.365"	4 - 1 1/2" ϕ	1 3/4"	1/2"	12"	5/16"



TYPICAL WELDED ALTERNATE

DESIGN DATA

WEB MEMBERS AND BOXED ENDS

ANGLE SIZE	*WELD LENGTH	NO. OF BOLTS
● 2 1/2"x2 1/2"x1/4"	11"	3
3"x3"x3/16"	10"	3
3"x3"x1/4"	13"	4
3"x3"x5/16"	16 1/2"	5
3"x3"x3/8"	19 1/2"	6
3 1/2"x3 1/2"x5/16"	22"	6
4"x4"x1/4"	18"	5
4"x4"x5/16"	22"	6
4"x4"x3/8"	26"	8
4"x4"x7/16"	30"	9
4"x4"x1/2"	34"	10

● ONLY USED FOR BOXED ENDS AND TRANSVERSE WEBS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-453

DRAWN BY DTH | PLANS CK'D. DDR

SIGN BRIDGE DETAILS

SHEET 5
1032

8

8

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\080705_sb.dgn

VR LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
888+00		137.1	1.9	6.9	0.0					0.0	0.0	0.0	0.0	0
888+50	50	106.5	2.0	5.3	0.0	225.6	3.6	11.3	0.0	225.6	3.6	11.3	0.0	222
889+00	50	86.6	3.1	4.3	0.0	178.8	4.7	8.9	0.0	404.4	8.3	20.2	0.0	396
889+50	50	68.2	8.2	3.4	0.0	143.3	10.5	7.1	0.0	547.7	18.8	27.3	0.0	529
890+00	50	25.6	37.6	1.3	0.0	86.9	42.4	4.4	0.0	634.6	61.2	31.7	0.0	573
890+50	50	12.3	63.9	0.6	0.0	35.1	94.0	1.8	0.0	669.7	155.2	33.5	0.0	515
891+00	50	10.4	108.8	0.5	0.0	21.0	159.9	1.0	0.0	690.7	315.1	34.5	0.0	376
891+50	50	45.8	159.8	2.3	0.0	52.0	248.7	2.6	0.0	742.7	563.8	37.1	0.0	179
892+00	50	2.5	246.0	0.1	0.0	44.7	375.7	2.2	0.0	787.4	939.5	39.3	0.0	-152
892+50	50	0.0	320.8	0.0	0.0	2.3	524.8	0.1	0.0	789.7	1,464.3	39.4	0.0	-675
893+00	50	0.0	393.3	0.0	0.0	0.0	661.2	0.0	0.0	789.7	2,125.5	39.4	0.0	-1,336
893+50	50	1.9	492.5	0.1	0.0	1.8	820.2	0.1	0.0	791.5	2,945.7	39.5	0.0	-2,154
894+00	50	0.1	554.2	0.0	0.0	1.9	969.2	0.1	0.0	793.4	3,914.9	39.6	0.0	-3,122
894+50	50	0.0	1118.2	0.0	0.0	0.1	1548.5	0.0	0.0	793.5	5,463.4	39.6	0.0	-4,670
895+00	50	0.0	1635.7	0.0	0.0	0.0	2549.9	0.0	0.0	793.5	8,013.3	39.6	0.0	-7,220
895+50	50	0.0	1817.9	0.0	0.0	0.0	3197.8	0.0	0.0	793.5	11,211.1	39.6	0.0	-10,418
896+00	50	0.0	1942.6	0.0	0.0	0.0	3481.9	0.0	0.0	793.5	14,693.0	39.6	0.0	-13,900
896+50	50	2.6	2056.0	0.1	0.0	2.4	3702.4	0.1	0.0	795.9	18,395.4	39.7	0.0	-17,600
897+00	50	2.5	2172.4	0.1	0.0	4.7	3915.2	0.2	0.0	800.6	22,310.6	39.9	0.0	-21,510
897+50	50	2.6	2232.0	0.1	0.0	4.7	4078.1	0.2	0.0	805.3	26,388.7	40.1	0.0	-25,583
898+00	50	2.6	2386.6	0.1	0.0	4.8	4276.5	0.2	0.0	810.1	30,665.2	40.3	0.0	-29,855
898+50	50	2.6	2515.7	0.1	0.0	4.8	4539.2	0.2	0.0	814.9	35,204.4	40.5	0.0	-34,390
899+00	50	2.6	2630.8	0.1	0.0	4.8	4765.3	0.2	0.0	819.7	39,969.7	40.7	0.0	-39,150
899+50	50	2.6	2744.5	0.1	0.0	4.8	4977.1	0.2	0.0	824.5	44,946.8	40.9	0.0	-44,122
900+00	50	2.6	2842.6	0.1	0.3	4.8	5173.2	0.2	0.3	829.3	50,120.0	41.1	0.3	-49,290
900+50	50	2.6	2882.5	0.1	0.0	4.8	5301.0	0.2	0.3	834.1	55,421.0	41.3	0.6	-54,586
901+00	50	2.6	2911.8	0.1	0.0	4.8	5365.1	0.2	0.0	838.9	60,786.1	41.5	0.6	-59,947
901+50	50	0.0	2781.2	0.0	0.0	2.4	5271.3	0.1	0.0	841.3	66,057.4	41.6	0.6	-65,216
902+00	50	0.0	1482.9	0.0	0.0	0.0	3948.2	0.0	0.0	841.3	70,005.6	41.6	0.6	-69,164
						841.3	70,005.6	41.6	0.6					

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.

3) AVAILABLE STRUCTURE EXCAVATION IS FOR INFORMATION ONLY. SEE CONSTRUCTION DETAILS FOR ANTICIPATED LIMITS. LIMITS WILL VARY DEPENDING ON SHOP DRAWING DESIGN. AVAILABLE STRUCTURE EXCAVATION IS INCIDENTAL TO BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP".

4) MASS ORDINATE: MASS ORDINATE = CUT + AVAILABLE STRUCTURE EXCAVATION - FILL. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 1 AND 2. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE.

CON'T NEXT SHEET

VR LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
905+00		0.2	1240.3	0.0	0.0					0.0	0.0	0.0	0.0	0
905+50	50	0.0	2862.1	0.0	0.7	0.2	3798.5	0.0	0.6	0.2	3,798.5	0.0	0.6	-3,798
906+00	50	0.0	1906.7	0.0	0.0	0.0	4415.6	0.0	0.6	0.2	8,214.1	0.0	1.2	-8,213
906+50	50	0.0	1828.8	0.0	2.4	0.0	3458.8	0.0	2.2	0.2	11,672.9	0.0	3.4	-11,669
907+00	50	0.0	1854.8	0.0	0.1	0.0	3410.7	0.0	2.3	0.2	15,083.6	0.0	5.7	-15,078
907+50	50	0.0	1373.0	0.0	0.0	0.0	2988.7	0.0	0.1	0.2	18,072.3	0.0	5.8	-18,066
908+00	50	0.0	1358.0	0.0	0.0	0.0	2528.7	0.0	0.0	0.2	20,601.0	0.0	5.8	-20,595
908+50	50	0.0	1423.1	0.0	0.0	0.0	2575.1	0.0	0.0	0.2	23,176.1	0.0	5.8	-23,170
909+00	50	0.0	806.7	0.0	0.0	0.0	2064.6	0.0	0.0	0.2	25,240.7	0.0	5.8	-25,235
909+50	50	0.0	740.3	0.0	0.0	0.0	1432.4	0.0	0.0	0.2	26,673.1	0.0	5.8	-26,667
910+00	50	0.0	708.0	0.0	0.0	0.0	1341.0	0.0	0.0	0.2	28,014.1	0.0	5.8	-28,008
910+50	50	0.0	677.5	0.0	0.0	0.0	1282.9	0.0	0.0	0.2	29,297.0	0.0	5.8	-29,291
911+00	50	0.0	646.0	0.0	0.0	0.0	1225.5	0.0	0.0	0.2	30,522.5	0.0	5.8	-30,517
911+50	50	0.0	608.0	0.0	0.0	0.0	1161.1	0.0	0.0	0.2	31,683.6	0.0	5.8	-31,678
912+00	50	0.0	589.9	0.0	0.0	0.0	1109.2	0.0	0.0	0.2	32,792.8	0.0	5.8	-32,787
912+50	50	13.2	485.8	0.7	0.0	12.2	996.0	0.6	0.0	12.4	33,788.8	0.6	5.8	-33,771
913+00	50	12.9	454.6	0.6	0.0	24.2	870.7	1.2	0.0	36.6	34,659.5	1.8	5.8	-34,617
913+50	50	10.0	477.9	0.5	0.0	21.2	863.4	1.0	0.0	57.8	35,522.9	2.8	5.8	-35,459
914+00	50	16.7	692.6	0.8	0.0	24.7	1083.8	1.2	0.0	82.5	36,606.7	4.0	5.8	-36,518
914+50	50	21.1	620.0	1.1	0.0	35.0	1215.4	1.8	0.0	117.5	37,822.1	5.8	5.8	-37,699
915+00	50	20.3	541.9	1.0	0.0	38.3	1075.8	1.9	0.0	155.8	38,897.9	7.7	5.8	-38,736
915+50	50	16.5	457.7	0.8	0.0	34.1	925.6	1.7	0.0	189.9	39,823.5	9.4	5.8	-39,628
916+00	50	11.4	390.0	0.6	0.0	25.8	784.9	1.3	0.0	215.7	40,608.4	10.7	5.8	-40,387
916+50	50	11.9	321.4	0.6	0.0	21.6	658.7	1.1	0.0	237.3	41,267.1	11.8	5.8	-41,024
917+00	50	11.1	261.9	0.6	0.0	21.3	540.1	1.1	0.0	258.6	41,807.2	12.9	5.8	-41,543
917+50	50	14.7	210.1	0.7	0.0	23.9	437.0	1.2	0.0	282.5	42,244.2	14.1	5.8	-41,956
918+00	50	18.3	165.7	0.9	0.0	30.6	348.0	1.5	0.0	313.1	42,592.2	15.6	5.8	-42,273
918+50	50	21.5	131.7	1.1	0.0	36.9	275.4	1.9	0.0	350.0	42,867.6	17.5	5.8	-42,512
919+00	50	24.9	101.3	1.2	0.0	43.0	215.7	2.1	0.0	393.0	43,083.3	19.6	5.8	-42,685
919+50	50	27.8	69.2	1.4	0.0	48.8	157.9	2.4	0.0	441.8	43,241.2	22.0	5.8	-42,794
920+00	50	27.6	276.1	1.4	0.0	51.3	319.7	2.6	0.0	493.1	43,560.9	24.6	5.8	-43,062
920+50	50	41.9	64.9	2.1	0.0	64.4	315.7	3.2	0.0	557.5	43,876.6	27.8	5.8	-43,313
921+00	50	133.2	15.4	6.7	0.0	162.1	74.4	8.1	0.0	719.6	43,951.0	35.9	5.8	-43,226
921+50	50	268.6	6.3	13.4	0.0	372.0	20.1	18.6	0.0	1,091.6	43,971.1	54.5	5.8	-42,874
922+00	50	480.5	1.8	24.0	0.0	693.6	7.5	34.6	0.0	1,785.2	43,978.6	89.1	5.8	-42,188
922+50	50	697.1	1.6	34.9	0.0	1090.4	3.1	54.5	0.0	2,875.6	43,981.7	143.6	5.8	-41,100
923+00	50	899.5	1.5	45.0	0.0	1478.3	2.9	74.0	0.0	4,353.9	43,984.6	217.6	5.8	-39,625
923+50	50	1060.1	1.5	53.0	0.0	1814.4	2.8	90.7	0.0	6,168.3	43,987.4	308.3	5.8	-37,813
924+00	50	1208.9	1.5	60.4	0.0	2100.9	2.8	105.0	0.0	8,269.2	43,990.2	413.3	5.8	-35,715
924+50	50	1325.0	1.5	66.3	0.0	2346.2	2.8	117.3	0.0	10,615.4	43,993.0	530.6	5.8	-33,372
925+00	50	1456.7	1.5	72.8	0.0	2575.6	2.8	128.8	0.0	13,191.0	43,995.8	659.4	5.8	-30,799
925+50	50	1582.8	1.5	79.1	0.0	2814.4	2.8	140.6	0.0	16,005.4	43,998.6	800.0	5.8	-27,987
926+00	50	1705.3	1.5	85.3	0.0	3044.5	2.8	152.2	0.0	19,049.9	44,001.4	952.2	5.8	-24,946
926+50	50	1806.2	1.7	90.3	0.0	3251.4	3.0	162.6	0.0	22,301.3	44,004.4	1,114.8	5.8	-21,697
927+00	50	1931.9	2.7	96.6	0.0	3461.2	4.1	173.1	0.0	25,762.5	44,008.5	1,287.9	5.8	-18,240

NOTES:

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CON'T NEXT SHEET

VR LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
927+50	50	2005.1	4.5	100.3	0.0	7290.7	534.7	32.8	0.0	33,053.2	44,543.2	1,320.7	5.8	-11,484
928+00	50	2049.4	7.1	102.5	0.0	3754.2	10.7	187.8	0.0	36,807.4	44,553.9	1,508.5	5.8	-7,741
928+50	50	2096.2	10.1	104.8	0.0	3838.5	15.9	191.9	0.0	40,645.9	44,569.8	1,700.4	5.8	-3,918
929+00	50	2285.4	6.2	114.3	0.0	4057.0	15.1	202.9	0.0	44,702.9	44,584.9	1,903.3	5.8	124
929+50	50	2475.1	3.9	123.8	0.0	4407.9	9.4	220.5	0.0	49,110.8	44,594.3	2,123.8	5.8	4,522
930+00	50	2575.5	2.1	128.8	0.0	4676.5	5.6	233.9	0.0	53,787.3	44,599.9	2,357.7	5.8	9,193
930+50	50	2709.1	1.5	135.5	0.0	4893.1	3.3	244.7	0.0	58,680.4	44,603.2	2,602.4	5.8	14,083
931+00	50	3365.0	1.5	168.3	0.0	5624.2	2.8	281.3	0.0	64,304.6	44,606.0	2,883.7	5.8	19,704
931+50	50	3157.6	1.5	157.9	0.0	6039.4	2.8	302.0	0.0	70,344.0	44,608.8	3,185.7	5.8	25,741
932+00	50	3082.4	1.5	154.1	0.0	5777.8	2.8	288.9	0.0	76,121.8	44,611.6	3,474.6	5.8	31,516
932+50	50	3011.9	1.5	150.6	0.0	5642.9	2.8	282.1	0.0	81,764.7	44,614.4	3,756.7	5.8	37,156
933+00	50	2947.2	1.5	147.4	0.0	5517.7	2.8	275.9	0.0	87,282.4	44,617.2	4,032.6	5.8	42,671
933+50	50	2767.8	1.5	138.4	0.0	5291.7	2.8	264.6	0.0	92,574.1	44,620.0	4,297.2	5.8	47,960
934+00	50	2681.9	1.5	134.1	0.0	5046.0	2.8	252.3	0.0	97,620.1	44,622.8	4,549.5	5.8	53,003
934+50	50	1477.1	1.5	73.9	0.0	3850.9	2.8	192.6	0.0	101,471.0	44,625.6	4,742.1	5.8	56,851
935+00	50	0.0	11.0	0.0	0.0	1367.7	11.6	68.4	0.0	102,838.7	44,637.2	4,810.5	5.8	58,207
						102838.7	44,637.2	4810.5	5.8					

VR LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
935+00		0.0	11.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
935+50	50	0.0	11.1	0.0	0.0	0.0	20.5	0.0	0.0	0.0	20.5	0.0	0.0	-21
936+00	50	0.0	11.3	0.0	0.0	0.0	20.7	0.0	0.0	0.0	41.2	0.0	0.0	-41
936+50	50	28.0	11.4	1.4	0.0	25.9	21.0	1.3	0.0	25.9	62.2	1.3	0.0	-36
937+00	50	28.6	11.8	1.4	0.0	52.4	21.5	2.6	0.0	78.3	83.7	3.9	0.0	-5
						78.3	83.7	3.9	0.0					

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VR LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
937+00		28.6	11.8	1.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
937+50	50	1620.8	1.5	81.0	0.0	1527.2	12.3	76.3	0.0	1,527.2	12.3	76.3	0.0	1,515
938+00	50	2679.1	1.5	134.0	0.0	3981.4	2.8	199.1	0.0	5,508.6	15.1	275.4	0.0	5,494
938+50	50	2519.9	2.0	126.0	0.0	4813.9	3.2	240.7	0.0	10,322.5	18.3	516.1	0.0	10,304
939+00	50	2344.8	2.6	117.2	0.0	4504.4	4.3	225.2	0.0	14,826.9	22.6	741.3	0.0	14,804
939+50	50	2263.9	2.5	113.2	0.0	4267.3	4.7	213.3	0.0	19,094.2	27.3	954.6	0.0	19,067
940+00	50	2115.0	2.5	105.8	0.0	4054.5	4.6	202.8	0.0	23,148.7	31.9	1,157.4	0.0	23,117
940+50	50	2014.8	4.7	100.7	0.0	3823.9	6.7	191.2	0.0	26,972.6	38.6	1,348.6	0.0	26,934
941+00	50	1836.7	4.6	91.8	0.0	3566.2	8.6	178.2	0.0	30,538.8	47.2	1,526.8	0.0	30,492
941+50	50	1656.1	4.6	82.8	0.0	3234.1	8.5	161.7	0.0	33,772.9	55.7	1,688.5	0.0	33,717
942+00	50	1481.9	4.5	74.1	0.0	2905.6	8.4	145.3	0.0	36,678.5	64.1	1,833.8	0.0	36,614
942+50	50	1321.8	4.5	66.1	0.0	2596.0	8.3	129.8	0.0	39,274.5	72.4	1,963.6	0.0	39,202
943+00	50	1110.1	4.4	55.5	0.0	2251.8	8.2	112.6	0.0	41,526.3	80.6	2,076.2	0.0	41,446
943+50	50	979.9	4.3	49.0	0.0	1935.2	8.1	96.8	0.0	43,461.5	88.7	2,173.0	0.0	43,373
944+00	50	871.7	4.2	43.6	0.0	1714.4	7.9	85.7	0.0	45,175.9	96.6	2,258.7	0.0	45,079
944+50	50	612.4	4.2	30.6	0.0	1374.2	7.8	68.7	0.0	46,550.1	104.4	2,327.4	0.0	46,446
945+00	50	323.7	2.4	16.2	0.0	866.8	6.1	43.3	0.0	47,416.9	110.5	2,370.7	0.0	47,306
945+50	50	280.8	2.2	14.0	0.0	559.7	4.3	28.0	0.0	47,976.6	114.8	2,398.7	0.0	47,862
946+00	50	245.8	1.8	12.3	0.0	487.6	3.7	24.4	0.0	48,464.2	118.5	2,423.1	0.0	48,346
946+50	50	202.7	1.8	10.1	0.0	415.3	3.3	20.7	0.0	48,879.5	121.8	2,443.8	0.0	48,758
947+00	50	163.4	1.8	8.2	0.0	339.0	3.3	16.9	0.0	49,218.5	125.1	2,460.7	0.0	49,093
947+50	50	127.6	2.0	6.4	0.0	269.4	3.5	13.5	0.0	49,487.9	128.6	2,474.2	0.0	49,359
947+98	48	127.6	2.0	6.4	0.0	226.8	3.6	11.4	0.0	49,714.7	132.2	2,485.6	0.0	49,583
						49714.7	132.2	2485.6	0.0					

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9

9

A LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
101+29		44.0	2.1	2.2	0.0					0.0	0.0	0.0	0.0	0
101+50	21	44.0	2.1	2.2	0.0	34.2	1.6	1.7	0.0	34.2	1.6	1.7	0.0	33
102+00	50	95.0	2.3	4.8	0.0	128.7	4.1	6.5	0.0	162.9	5.7	8.2	0.0	157
102+50	50	124.8	0.0	6.2	0.0	203.5	2.1	10.2	0.0	366.4	7.8	18.4	0.0	359
103+00	50	99.4	4.2	5.0	0.0	207.6	3.9	10.4	0.0	574.0	11.7	28.8	0.0	562
103+12	12	99.4	4.2	5.0	0.0	44.2	1.9	2.2	0.0	618.2	13.6	31.0	0.0	604
						618.2	13.6	31.0	0.0					

B LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
104+59		109.3	2.0	5.5	0.0					0.0	0.0	0.0	0.0	0
105+00	41	109.3	2.0	5.5	0.0	166.0	3.0	8.4	0.0	166.0	3.0	8.4	0.0	163
105+16	16	109.3	2.0	5.5	0.0	64.8	1.2	3.3	0.0	230.8	4.2	11.7	0.0	227
						230.8	4.2	11.7	0.0					

J LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
7+11		0.0	329.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
7+50	39	0.0	339.7	0.0	0.0	0.0	483.0	0.0	0.0	0.0	483.0	0.0	0.0	-483
8+00	50	0.0	358.6	0.0	0.0	0.0	646.6	0.0	0.0	0.0	1,129.6	0.0	0.0	-1,130
8+50	50	0.0	356.7	0.0	0.0	0.0	662.3	0.0	0.0	0.0	1,791.9	0.0	0.0	-1,792
9+00	50	0.0	385.1	0.0	0.0	0.0	686.9	0.0	0.0	0.0	2,478.8	0.0	0.0	-2,479
9+50	50	0.0	380.5	0.0	0.0	0.0	708.9	0.0	0.0	0.0	3,187.7	0.0	0.0	-3,188
10+00	50	0.0	317.2	0.0	0.0	0.0	646.0	0.0	0.0	0.0	3,833.7	0.0	0.0	-3,834
10+50	50	0.0	224.8	0.0	0.0	0.0	501.9	0.0	0.0	0.0	4,335.6	0.0	0.0	-4,336
11+00	50	0.0	152.5	0.0	0.0	0.0	349.4	0.0	0.0	0.0	4,685.0	0.0	0.0	-4,685
11+50	50	0.0	67.2	0.0	0.0	0.0	203.4	0.0	0.0	0.0	4,888.4	0.0	0.0	-4,888
12+00	50	0.8	19.5	0.0	0.0	0.7	80.3	0.0	0.0	0.7	4,968.7	0.0	0.0	-4,968
12+21	21	0.8	19.5	0.0	0.0	0.6	15.2	0.0	0.0	1.3	4,983.9	0.0	0.0	-4,983
						1.3	4,983.9	0.0	0.0					

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C LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT) NOTE 5	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
3+78		207.4	1.4	10.4	0.0					0.0	0.0	0.0	0.0	0
4+00	22	207.4	1.4	10.4	0.0	169.0	1.1	8.5	0.0	169.0	1.1	8.5	0.0	168
4+27	27	207.4	1.4	10.4	0.0	207.4	1.4	10.4	0.0	376.4	2.5	18.9	0.0	374
29+22		91.7	0.0	4.6	0.0					376.4	2.5	18.9	0.0	373.9
29+50	28	91.7	0.0	4.6	0.0	95.1	0.0	4.8	0.0	471.5	2.5	23.7	0.0	469
30+00	50	93.3	0.0	4.7	0.0	171.3	0.0	8.6	0.0	642.8	2.5	32.3	0.0	640
30+50	50	99.5	0.3	5.0	0.0	178.5	0.3	9.0	0.0	821.3	2.8	41.3	0.0	819
31+00	50	259.5	0.3	13.0	0.0	332.4	0.6	16.7	0.0	1,153.7	3.4	58.0	0.0	1,150
31+50	50	314.4	0.5	15.7	0.0	531.4	0.7	26.6	0.0	1,685.1	4.1	84.6	0.0	1,681
32+00	50	353.7	0.5	17.7	0.0	618.6	0.9	30.9	0.0	2,303.7	5.0	115.5	0.0	2,299
32+50	50	385.7	0.5	19.3	0.0	684.6	0.9	34.3	0.0	2,988.3	5.9	149.8	0.0	2,982
33+00	50	409.9	0.5	20.5	0.0	736.7	0.9	36.9	0.0	3,725.0	6.8	186.7	0.0	3,718
33+50	50	425.7	0.5	21.3	0.0	773.7	0.9	38.7	0.0	4,498.7	7.7	225.4	0.0	4,491
34+00	50	430.7	0.5	21.5	0.0	793.0	0.9	39.6	0.0	5,291.7	8.6	265.0	0.0	5,283
34+50	50	245.4	0.1	12.3	0.0	626.0	0.6	31.3	0.0	5,917.7	9.2	296.3	0.0	5,909
35+00	50	12.5	0.0	0.6	0.0	238.8	0.1	11.9	0.0	6,156.5	9.3	308.2	0.0	6,147
35+50	50	15.4	0.0	0.8	0.0	25.8	0.0	1.3	0.0	6,182.3	9.3	309.5	0.0	6,173
36+00	50	15.1	0.0	0.8	0.0	28.2	0.0	1.5	0.0	6,210.5	9.3	311.0	0.0	6,201
36+50	50	11.1	0.0	0.6	0.0	24.3	0.0	1.3	0.0	6,234.8	9.3	312.3	0.0	6,226
37+00	50	146.2	0.5	7.3	0.0	145.6	0.5	7.3	0.0	6,380.4	9.8	319.6	0.0	6,371
37+50	50	392.2	0.5	19.6	0.0	498.5	0.9	24.9	0.0	6,878.9	10.7	344.5	0.0	6,868
38+00	50	433.6	0.5	21.7	0.0	764.6	0.9	38.2	0.0	7,643.5	11.6	382.7	0.0	7,632
38+50	50	430.4	0.5	21.5	0.0	800.0	0.9	40.0	0.0	8,443.5	12.5	422.7	0.0	8,431
39+00	50	426.0	0.5	21.3	0.0	793.0	0.9	39.6	0.0	9,236.5	13.4	462.3	0.0	9,223
39+50	50	424.7	0.5	21.2	0.0	787.7	0.9	39.4	0.0	10,024.2	14.3	501.7	0.0	10,010
40+00	50	414.6	0.5	20.7	0.0	777.1	0.9	38.8	0.0	10,801.3	15.2	540.5	0.0	10,786
40+50	50	403.3	0.5	20.2	0.0	757.3	0.9	37.9	0.0	11,558.6	16.1	578.4	0.0	11,543
41+00	50	384.0	0.5	19.2	0.0	729.0	0.9	36.5	0.0	12,287.6	17.0	614.9	0.0	12,271
41+50	50	355.8	0.5	17.8	0.0	685.0	0.9	34.3	0.0	12,972.6	17.9	649.2	0.0	12,955
42+00	50	322.7	0.5	16.1	0.0	628.2	0.9	31.4	0.0	13,600.8	18.8	680.6	0.0	13,582
42+50	50	99.5	0.1	5.0	0.0	390.9	0.6	19.5	0.0	13,991.7	19.4	700.1	0.0	13,972
43+00	50	101.0	0.1	5.1	0.0	185.6	0.2	9.4	0.0	14,177.3	19.6	709.5	0.0	14,158
43+50	50	102.8	0.0	5.1	0.0	188.7	0.1	9.4	0.0	14,366.0	19.7	718.9	0.0	14,346
43+57	7	102.8	0.0	5.1	0.0	26.7	0.0	1.3	0.0	14,392.7	19.7	720.2	0.0	14,373
						14392.7	19.7	720.2	0.0					

M LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
1+38		107.3	0.3	5.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
1+50	12	107.3	0.3	5.4	0.0	47.7	0.1	2.4	0.0	47.7	0.1	2.4	0.0	48
2+00	50	6.1	22.0	0.3	0.0	105.0	20.6	5.3	0.0	152.7	20.7	7.7	0.0	132
2+50	50	60.6	2.6	3.0	0.0	61.8	22.8	3.1	0.0	214.5	43.5	10.8	0.0	171
2+78	28	54.0	2.6	2.7	0.0	59.4	2.7	3.0	0.0	273.9	46.2	13.8	0.0	228
						273.9	46.2	13.8	0.0					

NOTES:

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K LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
108+77		0.0	357.8	0.0	0.0					0.0	0.0	0.0	0.0	0
109+00	23	0.0	382.4	0.0	0.0	0.0	315.3	0.0	0.0	0.0	315.3	0.0	0.0	-315
109+50	50	0.0	427.2	0.0	0.0	0.0	749.6	0.0	0.0	0.0	1,064.9	0.0	0.0	-1,065
110+00	50	0.0	439.1	0.0	0.0	0.0	802.1	0.0	0.0	0.0	1,867.0	0.0	0.0	-1,867
110+50	50	0.0	435.4	0.0	0.0	0.0	809.7	0.0	0.0	0.0	2,676.7	0.0	0.0	-2,677
111+00	50	0.0	429.4	0.0	0.0	0.0	800.7	0.0	0.0	0.0	3,477.4	0.0	0.0	-3477.4
111+50	50	0.0	434.8	0.0	0.0	0.0	800.2	0.0	0.0	0.0	4,277.6	0.0	0.0	-4,278
112+00	50	0.0	428.2	0.0	0.0	0.0	799.1	0.0	0.0	0.0	5,076.7	0.0	0.0	-5,077
112+50	50	0.7	404.9	0.0	0.0	0.6	771.4	0.0	0.0	0.6	5,848.1	0.0	0.0	-5,848
113+00	50	3.8	386.1	0.2	0.0	4.2	732.4	0.2	0.0	4.8	6,580.5	0.2	0.0	-6,576
113+50	50	9.3	319.8	0.5	0.0	12.1	653.6	0.6	0.0	16.9	7,234.1	0.8	0.0	-7217.2
114+00	50	36.0	45.3	1.8	0.0	41.9	338.1	2.1	0.0	58.8	7,572.2	2.9	0.0	-7,513
114+50	50	55.9	31.7	2.8	0.0	85.1	71.3	4.3	0.0	143.9	7,643.5	7.2	0.0	-7,500
115+00	50	56.9	16.5	2.8	0.0	104.4	44.6	5.2	0.0	248.3	7,688.1	12.4	0.0	-7,440
115+50	50	57.9	8.6	2.9	0.0	106.3	23.2	5.3	0.0	354.6	7,711.3	17.7	0.0	-7,357
116+00	50	9.3	12.7	0.5	0.0	62.2	19.7	3.1	0.0	416.8	7,731.0	20.8	0.0	-7314.2
116+09	9	9.3	12.7	0.5	0.0	3.1	4.2	0.2	0.0	419.9	7,735.2	21.0	0.0	-7,315
127+02		118.3	0.0	5.9	0.0					419.9	7,735.2	21.0	0.0	-7315.3
127+50	48	118.3	0.0	5.9	0.0	210.3	0.0	10.5	0.0	630.2	7,735.2	31.5	0.0	-7,105
128+00	50	134.4	0.0	6.7	0.0	234.0	0.0	11.7	0.0	864.2	7,735.2	43.2	0.0	-6871
128+50	50	194.7	0.0	9.7	0.0	304.7	0.0	15.2	0.0	1,168.9	7,735.2	58.4	0.0	-6,566
129+00	50	259.9	5.3	13.0	0.0	420.9	4.9	21.0	0.0	1,589.8	7,740.1	79.4	0.0	-6,150
129+50	50	281.7	4.8	14.1	0.0	501.5	9.4	25.1	0.0	2,091.3	7,749.5	104.5	0.0	-5,658
130+00	50	315.7	7.1	15.8	0.0	553.1	11.0	27.7	0.0	2,644.4	7,760.5	132.2	0.0	-5,116
130+50	50	359.8	18.2	18.0	0.0	625.5	23.4	31.3	0.0	3,269.9	7,783.9	163.5	0.0	-4514
131+00	50	720.5	2.2	36.0	0.0	1000.3	18.9	50.0	0.0	4,270.2	7,802.8	213.5	0.0	-3,533
131+50	50	615.5	0.0	30.8	0.0	1237.0	2.0	61.9	0.0	5,507.2	7,804.8	275.4	0.0	-2,298
132+00	50	292.7	0.0	14.6	0.0	840.9	0.0	42.0	0.0	6,348.1	7,804.8	317.4	0.0	-1,457
132+50	50	229.7	0.0	11.5	0.0	483.7	0.0	24.2	0.0	6,831.8	7,804.8	341.6	0.0	-973
133+00	50	171.0	0.0	8.6	0.0	371.0	0.0	18.6	0.0	7,202.8	7,804.8	360.2	0.0	-602
133+50	50	103.4	0.1	5.2	0.0	254.1	0.1	12.8	0.0	7,456.9	7,804.9	373.0	0.0	-348
134+00	50	118.0	0.0	5.9	0.0	205.0	0.1	10.3	0.0	7,661.9	7,805.0	383.3	0.0	-143
134+50	50	107.7	0.0	5.4	0.0	209.0	0.0	10.5	0.0	7,870.9	7,805.0	393.8	0.0	66
135+00	50	28.6	0.0	1.4	0.0	126.2	0.0	6.3	0.0	7,997.1	7,805.0	400.1	0.0	192
135+50	50	28.3	0.0	1.4	0.0	52.7	0.0	2.6	0.0	8,049.8	7,805.0	402.7	0.0	244.8
136+00	50	28.0	0.2	1.4	0.0	52.1	0.2	2.6	0.0	8,101.9	7,805.2	405.3	0.0	297
136+30	30	28.3	0.0	1.4	0.0	31.3	0.1	1.6	0.0	8,133.2	7,805.3	406.9	0.0	328
						8133.2	7,805.3	406.9	0.0					

N LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
3+73		106.7	1.2	5.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4+00	27	37.4	14.7	1.9	0.0	72.1	8.0	3.6	0.0	72.1	8.0	3.6	0.0	64
4+50	50	7.2	14.8	0.4	0.0	41.3	27.3	2.1	0.0	113.4	35.3	5.7	0.0	78
5+00	50	8.5	0.0	0.4	0.0	14.5	13.7	0.7	0.0	127.9	49.0	6.4	0.0	79
5+13	13	8.5	0.0	0.4	0.0	4.1	0.0	0.2	0.0	132.0	49.0	6.6	0.0	83
						132.0	49.0	6.6	0.0					

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EB LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
80+12		10.4	0.0	0.5	0.0					0.0	0.0	0.0	0.0	0
80+50	38	10.4	0.0	0.5	0.0	14.6	0.0	0.7	0.0	14.6	0.0	0.7	0.0	15
81+00	50	50.0	0.0	2.5	0.0	55.9	0.0	2.8	0.0	70.5	0.0	3.5	0.0	71
81+50	50	60.8	0.2	3.0	0.0	102.6	0.2	5.1	0.0	173.1	0.2	8.6	0.0	173
82+00	50	10.6	0.0	0.5	0.0	66.1	0.2	3.2	0.0	239.2	0.4	11.8	0.0	239
82+50	50	10.6	0.0	0.5	0.0	19.6	0.0	0.9	0.0	258.8	0.4	12.7	0.0	258
83+00	50	10.1	0.0	0.5	0.0	19.2	0.0	0.9	0.0	278.0	0.4	13.6	0.0	278
83+50	50	10.4	0.0	0.5	0.0	19.0	0.0	0.9	0.0	297.0	0.4	14.5	0.0	297
84+00	50	10.5	0.0	0.5	0.0	19.4	0.0	0.9	0.0	316.4	0.4	15.4	0.0	316
84+50	50	10.5	0.0	0.5	0.0	19.4	0.0	0.9	0.0	335.8	0.4	16.3	0.0	335
85+00	50	10.1	0.0	0.5	0.0	19.1	0.0	0.9	0.0	354.9	0.4	17.2	0.0	355
85+50	50	10.4	0.0	0.5	0.0	19.0	0.0	0.9	0.0	373.9	0.4	18.1	0.0	374
86+00	50	10.6	0.0	0.5	0.0	19.4	0.0	0.9	0.0	393.3	0.4	19.0	0.0	393
86+50	50	90.0	0.0	4.5	0.0	93.1	0.0	4.6	0.0	486.4	0.4	23.6	0.0	486
87+00	50	167.1	0.0	8.4	0.0	238.1	0.0	11.9	0.0	724.5	0.4	35.5	0.0	724
87+50	50	96.2	11.0	4.8	0.0	243.8	10.2	12.2	0.0	968.3	10.6	47.7	0.0	958
88+00	50	83.4	11.9	4.2	0.0	166.3	21.2	8.3	0.0	1,134.6	31.8	56.0	0.0	1,103
88+50	50	104.7	5.5	5.2	0.0	174.2	16.1	8.7	0.0	1,308.8	47.9	64.7	0.0	1,261
89+00	50	63.3	2.2	3.2	0.0	155.6	7.1	7.8	0.0	1,464.4	55.0	72.5	0.0	1,409
89+50	50	62.1	3.6	3.1	0.0	116.1	5.4	5.8	0.0	1,580.5	60.4	78.3	0.0	1,520
90+00	50	62.4	3.8	3.1	0.0	115.3	6.9	5.7	0.0	1,695.8	67.3	84.0	0.0	1,629
90+50	50	75.5	1.8	3.8	0.0	127.7	5.2	6.4	0.0	1,823.5	72.5	90.4	0.0	1,751
91+00	50	93.7	0.0	4.7	0.0	156.7	1.7	7.9	0.0	1,980.2	74.2	98.3	0.0	1,906
91+50	50	99.8	2.6	5.0	0.0	179.2	2.4	9.0	0.0	2,159.4	76.6	107.3	0.0	2,083
92+00	50	114.8	0.0	5.7	0.0	198.7	2.4	9.9	0.0	2,358.1	79.0	117.2	0.0	2,279
92+50	50	110.1	0.0	5.5	0.0	208.2	0.0	10.4	0.0	2,566.3	79.0	127.6	0.0	2,487
93+00	50	163.8	0.0	8.2	0.0	253.6	0.0	12.7	0.0	2,819.9	79.0	140.3	0.0	2,741
93+50	50	123.6	0.0	6.2	0.0	266.1	0.0	13.3	0.0	3,086.0	79.0	153.6	0.0	3,007
94+00	50	213.5	0.0	10.7	0.0	312.1	0.0	15.6	0.0	3,398.1	79.0	169.2	0.0	3,319
94+50	50	388.1	2.7	19.4	0.0	557.0	2.5	27.9	0.0	3,955.1	81.5	197.1	0.0	3,874
95+00	50	419.6	2.7	21.0	0.0	747.9	5.0	37.4	0.0	4,703.0	86.5	234.5	0.0	4,617
95+50	50	304.2	2.7	15.2	0.0	670.2	5.0	33.5	0.0	5,373.2	91.5	268.0	0.0	5,282
96+00	50	165.6	0.0	8.3	0.0	435.0	2.5	21.8	0.0	5,808.2	94.0	289.8	0.0	5,714
96+50	50	33.9	0.0	1.7	0.0	184.7	0.0	9.3	0.0	5,992.9	94.0	299.1	0.0	5,899
97+00	50	36.4	0.0	1.8	0.0	65.1	0.0	3.2	0.0	6,058.0	94.0	302.3	0.0	5,964
97+50	50	39.4	0.0	2.0	0.0	70.2	0.0	3.5	0.0	6,128.2	94.0	305.8	0.0	6,034
98+00	50	3.3	0.0	0.2	0.0	39.5	0.0	2.0	0.0	6,167.7	94.0	307.8	0.0	6,074
98+50	50	3.3	0.0	0.2	0.0	6.1	0.0	0.4	0.0	6,173.8	94.0	308.2	0.0	6,080
99+00	50	1.4	0.0	0.1	0.0	4.4	0.0	0.3	0.0	6,178.2	94.0	308.5	0.0	6,084
99+50	50	109.7	1.1	5.5	0.0	102.9	1.0	5.2	0.0	6,281.1	95.0	313.7	0.0	6,186
100+00	50	118.4	3.8	5.9	0.0	211.2	4.5	10.6	0.0	6,492.3	99.5	324.3	0.0	6,393
100+50	50	118.9	0.0	5.9	0.0	219.7	3.5	10.9	0.0	6,712.0	103.0	335.2	0.0	6,609
101+00	50	97.6	0.0	4.9	0.0	200.5	0.0	10.0	0.0	6,912.5	103.0	345.2	0.0	6,810
101+50	50	25.5	0.0	1.3	0.0	114.0	0.0	5.7	0.0	7,026.5	103.0	350.9	0.0	6,924
102+00	50	26.5	0.0	1.3	0.0	48.1	0.0	2.4	0.0	7,074.6	103.0	353.3	0.0	6,972

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CON'T NEXT SHEET

EB LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
102+50	50	29.7	0.0	1.5	0.0	104.1	0.0	0.0	0.0	7,178.7	103.0	353.3	0.0	7,076
103+00	50	128.2	0.0	6.4	0.0	146.2	0.0	7.3	0.0	7,324.9	103.0	360.6	0.0	7,222
103+50	50	188.1	0.0	9.4	0.0	292.9	0.0	14.6	0.0	7,617.8	103.0	375.2	0.0	7,515
104+00	50	203.7	0.0	10.2	0.0	362.8	0.0	18.1	0.0	7,980.6	103.0	393.3	0.0	7,878
104+50	50	196.9	0.0	9.8	0.0	370.9	0.0	18.5	0.0	8,351.5	103.0	411.8	0.0	8,249
105+00	50	190.2	0.0	9.5	0.0	358.4	0.0	17.9	0.0	8,709.9	103.0	429.7	0.0	8,607
105+50	50	187.3	0.0	9.4	0.0	349.5	0.0	17.5	0.0	9,059.4	103.0	447.2	0.0	8,956
106+00	50	154.6	0.0	7.7	0.0	316.6	0.0	15.8	0.0	9,376.0	103.0	463.0	0.0	9,273
106+50	50	140.2	0.0	7.0	0.0	273.0	0.0	13.6	0.0	9,649.0	103.0	476.6	0.0	9,546
107+00	50	133.8	0.0	6.7	0.0	253.7	0.0	12.7	0.0	9,902.7	103.0	489.3	0.0	9,800
107+50	50	132.5	0.0	6.6	0.0	246.6	0.0	12.3	0.0	10,149.3	103.0	501.6	0.0	10,046
108+00	50	140.8	3.6	7.0	0.0	253.1	3.3	12.6	0.0	10,402.4	106.3	514.2	0.0	10,296
108+50	50	157.1	2.7	7.9	0.0	275.8	5.8	13.8	0.0	10,678.2	112.1	528.0	0.0	10,566
109+00	50	156.2	3.1	7.8	0.0	290.1	5.4	14.5	0.0	10,968.3	117.5	542.5	0.0	10,851
109+50	50	154.8	0.0	7.7	0.0	288.0	2.9	14.4	0.0	11,256.3	120.4	556.9	0.0	11,136
110+00	50	151.7	0.0	7.6	0.0	283.8	0.0	14.2	0.0	11,540.1	120.4	571.1	0.0	11,420
110+50	50	119.4	2.5	6.0	0.0	251.0	2.3	12.6	0.0	11,791.1	122.7	583.7	0.0	11,668
111+00	50	115.8	2.3	5.8	0.0	217.8	4.4	10.9	0.0	12,008.9	127.1	594.6	0.0	11,882
111+50	50	118.8	1.8	5.9	0.0	217.2	3.8	10.8	0.0	12,226.1	130.9	605.4	0.0	12,095
112+00	50	127.0	0.0	6.4	0.0	227.6	1.7	11.4	0.0	12,453.7	132.6	616.8	0.0	12,321
112+50	50	143.6	0.8	7.2	0.0	250.6	0.7	12.6	0.0	12,704.3	133.3	629.4	0.0	12,571
113+00	50	161.0	0.0	8.1	0.0	282.0	0.7	14.2	0.0	12,986.3	134.0	643.6	0.0	12,852
113+50	50	154.6	1.0	7.7	0.0	292.2	0.9	14.6	0.0	13,278.5	134.9	658.2	0.0	13,144
114+00	50	183.2	10.9	9.2	0.0	312.8	11.0	15.6	0.0	13,591.3	145.9	673.8	0.0	13,445
114+46	46	183.2	10.9	9.2	0.0	312.1	18.6	15.7	0.0	13,903.4	164.5	689.5	0.0	13,739
						13903.4	164.5	689.5	0.0					

B LINE (SPUI)		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
99+32		141.7	6.8	7.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
99+50	18	141.7	6.8	7.1	0.0	94.5	4.5	4.7	0.0	94.5	4.5	4.7	0.0	90
100+00	50	137.4	11.8	6.9	0.0	258.4	17.2	13.0	0.0	352.9	21.7	17.7	0.0	331
100+50	50	147.9	14.3	7.4	0.0	264.2	24.2	13.2	0.0	617.1	45.9	30.9	0.0	571
101+00	50	152.1	17.6	7.6	0.0	277.8	29.5	13.9	0.0	894.9	75.4	44.8	0.0	820
101+50	50	203.7	22.8	10.2	0.0	329.4	37.4	16.5	0.0	1,224.3	112.8	61.3	0.0	1,112
102+00	50	189.5	33.5	9.5	0.0	364.1	52.1	18.2	0.0	1,588.4	164.9	79.5	0.0	1,424
102+50	50	104.6	0.0	5.2	0.0	272.3	31.0	13.6	0.0	1,860.7	195.9	93.1	0.0	1,665
103+00	50	104.0	0.0	5.2	0.0	193.1	0.0	9.6	0.0	2,053.8	195.9	102.7	0.0	1,858
103+50	50	140.3	0.0	7.0	0.0	226.2	0.0	11.3	0.0	2,280.0	195.9	114.0	0.0	2,084
104+00	50	111.8	0.0	5.6	0.0	233.4	0.0	11.7	0.0	2,513.4	195.9	125.7	0.0	2,318
104+04	4	111.8	0.0	5.6	0.0	16.6	0.0	0.8	0.0	2,530.0	195.9	126.5	0.0	2,334
						2,530.0	195.9	126.5	0.0					

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WB LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
79+64		33.7	2.1	1.7	0.0					0.0	0.0	0.0	0.0	0
80+00	36	33.7	2.1	1.7	0.0	44.9	2.8	2.3	0.0	44.9	2.8	2.3	0.0	42
80+50	50	30.3	2.1	1.5	0.0	59.3	3.9	3.0	0.0	104.2	6.7	5.3	0.0	98
81+00	50	344.6	4.3	17.2	0.0	347.1	5.9	17.3	0.0	451.3	12.6	22.6	0.0	439
81+50	50	351.8	2.7	17.6	0.0	644.8	6.5	32.2	0.0	1,096.1	19.1	54.8	0.0	1,077
82+00	50	353.4	4.4	17.7	0.0	653.0	6.6	32.7	0.0	1,749.1	25.7	87.5	0.0	1,723
82+50	50	328.1	2.7	16.4	0.0	631.0	6.6	31.6	0.0	2,380.1	32.3	119.1	0.0	2,348
83+00	50	295.7	2.7	14.8	0.0	577.6	5.0	28.9	0.0	2,957.7	37.3	148.0	0.0	2,920
83+50	50	218.5	2.7	10.9	0.0	476.1	5.0	23.8	0.0	3,433.8	42.3	171.8	0.0	3,392
84+00	50	169.7	7.1	8.5	0.0	359.4	9.1	18.0	0.0	3,793.2	51.4	189.8	0.0	3,742
84+50	50	154.0	6.0	7.7	0.0	299.7	12.1	15.0	0.0	4,092.9	63.5	204.8	0.0	4,029
85+00	50	133.6	6.9	6.7	0.0	266.3	11.9	13.3	0.0	4,359.2	75.4	218.1	0.0	4,284
85+50	50	112.3	2.6	5.6	0.0	227.7	8.8	11.4	0.0	4,586.9	84.2	229.5	0.0	4,503
86+00	50	94.2	10.6	4.7	0.0	191.2	12.2	9.5	0.0	4,778.1	96.4	239.0	0.0	4,682
86+50	50	115.9	0.0	5.8	0.0	194.5	9.8	9.7	0.0	4,972.6	106.2	248.7	0.0	4,866
87+00	50	134.0	13.5	6.7	0.0	231.4	12.5	11.6	0.0	5,204.0	118.7	260.3	0.0	5,085
87+50	50	136.9	18.5	6.8	0.0	250.8	29.6	12.5	0.0	5,454.8	148.3	272.8	0.0	5,307
88+00	50	144.8	15.7	7.2	0.0	260.8	31.7	13.0	0.0	5,715.6	180.0	285.8	0.0	5,536
88+50	50	153.7	9.7	7.7	0.0	276.4	23.5	13.8	0.0	5,992.0	203.5	299.6	0.0	5,789
89+00	50	163.6	5.4	8.2	0.0	293.8	14.0	14.7	0.0	6,285.8	217.5	314.3	0.0	6,068
89+50	50	171.3	4.9	8.6	0.0	310.1	9.5	15.6	0.0	6,595.9	227.0	329.9	0.0	6,369
90+00	50	173.2	4.5	8.7	0.0	319.0	8.7	16.0	0.0	6,914.9	235.7	345.9	0.0	6,679
90+50	50	170.1	4.6	8.5	0.0	317.9	8.4	15.9	0.0	7,232.8	244.1	361.8	0.0	6,989
91+00	50	159.2	4.6	8.0	0.0	304.9	8.5	15.3	0.0	7,537.7	252.6	377.1	0.0	7,285
91+50	50	164.9	4.2	8.2	0.0	300.1	8.1	15.0	0.0	7,837.8	260.7	392.1	0.0	7,577
92+00	50	80.4	0.0	4.0	0.0	227.1	3.9	11.3	0.0	8,064.9	264.6	403.4	0.0	7,800
92+50	50	71.5	0.0	3.6	0.0	140.6	0.0	7.0	0.0	8,205.5	264.6	410.4	0.0	7,941
93+00	50	79.4	0.0	4.0	0.0	139.7	0.0	7.0	0.0	8,345.2	264.6	417.4	0.0	8,081
93+50	50	158.7	3.0	7.9	0.0	220.5	2.8	11.0	0.0	8,565.7	267.4	428.4	0.0	8,298
94+00	50	171.2	3.0	8.6	0.0	305.5	5.6	15.3	0.0	8,871.2	273.0	443.7	0.0	8,598
94+26	26	186.3	0.0	9.3	0.0	172.1	1.4	8.6	0.0	9,043.3	274.4	452.3	0.0	8,769
94+50	24	186.3	4.1	9.3	0.0	165.6	1.8	8.3	0.0	9,208.9	276.2	460.6	0.0	8,933
95+00	50	180.1	5.1	9.0	0.0	339.3	8.5	16.9	0.0	9,548.2	284.7	477.5	0.0	9,264
95+50	50	178.4	4.4	8.9	0.0	331.9	8.8	16.6	0.0	9,880.1	293.5	494.1	0.0	9,587
96+00	50	168.6	3.7	8.4	0.0	321.3	7.5	16.0	0.0	10,201.4	301.0	510.1	0.0	9,900
96+50	50	144.9	3.9	7.2	0.0	290.3	7.0	14.4	0.0	10,491.7	308.0	524.5	0.0	10,184
97+00	50	145.6	2.7	7.3	0.0	269.0	6.1	13.4	0.0	10,760.7	314.1	537.9	0.0	10,447
97+50	50	143.2	1.0	7.2	0.0	267.4	3.4	13.4	0.0	11,028.1	317.5	551.3	0.0	10,711
98+00	50	147.3	2.7	7.4	0.0	269.0	3.4	13.5	0.0	11,297.1	320.9	564.8	0.0	10,976
98+50	50	135.6	0.0	6.8	0.0	261.9	2.5	13.1	0.0	11,559.0	323.4	577.9	0.0	11,236
99+00	50	140.9	0.0	7.0	0.0	256.0	0.0	12.8	0.0	11,815.0	323.4	590.7	0.0	11,492
99+50	50	148.5	0.0	7.4	0.0	268.0	0.0	13.3	0.0	12,083.0	323.4	604.0	0.0	11,760
100+00	50	187.6	0.8	9.4	0.0	311.2	0.7	15.6	0.0	12,394.2	324.1	619.6	0.0	12,070
100+50	50	161.5	0.8	8.1	0.0	323.2	1.5	16.2	0.0	12,717.4	325.6	635.8	0.0	12,392
101+00	50	106.2	0.0	5.3	0.0	247.9	0.7	12.4	0.0	12,965.3	326.3	648.2	0.0	12,639
101+50	50	96.2	0.0	4.8	0.0	187.4	0.0	9.4	0.0	13,152.7	326.3	657.6	0.0	12,826

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CON'T NEXT SHEET

WB LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
102+00	50	107.4	0.0	5.4	0.0	377.0	0.0	0.0	0.0	13,529.7	326.3	657.6	0.0	13,203
102+50	50	125.9	0.0	6.3	0.0	216.0	0.0	10.8	0.0	13,745.7	326.3	668.4	0.0	13,419
103+00	50	248.0	2.7	12.4	0.0	346.2	2.5	17.3	0.0	14,091.9	328.8	685.7	0.0	13,763
103+50	50	240.3	5.6	12.0	0.0	452.1	7.7	22.6	0.0	14,544.0	336.5	708.3	0.0	14,208
104+00	50	276.9	2.7	13.8	0.0	478.9	7.7	23.9	0.0	15,022.9	344.2	732.2	0.0	14,679
104+50	50	399.8	2.7	20.0	0.0	626.6	5.0	31.3	0.0	15,649.5	349.2	763.5	0.0	15,300
105+00	50	324.7	2.7	16.2	0.0	670.8	5.0	33.5	0.0	16,320.3	354.2	797.0	0.0	15,966
105+50	50	316.0	0.0	15.8	0.0	593.2	2.5	29.6	0.0	16,913.5	356.7	826.6	0.0	16,557
106+00	50	287.9	2.7	14.4	0.0	559.2	2.5	28.0	0.0	17,472.7	359.2	854.6	0.0	17,114
106+50	50	239.8	2.7	12.0	0.0	488.6	5.0	24.4	0.0	17,961.3	364.2	879.0	0.0	17,597
106+88	38	180.9	0.0	9.0	0.0	296.0	1.9	14.8	0.0	18,257.3	366.1	893.8	0.0	17,891
107+00	12	149.3	2.7	7.5	0.0	73.4	0.6	3.7	0.0	18,330.7	366.7	897.5	0.0	17,964
107+50	50	116.5	2.7	5.8	0.0	246.1	5.0	12.3	0.0	18,576.8	371.7	909.8	0.0	18,205
108+00	50	109.3	1.6	5.5	0.0	209.1	4.0	10.5	0.0	18,785.9	375.7	920.3	0.0	18,410
108+50	50	109.6	1.9	5.5	0.0	202.7	3.2	10.2	0.0	18,988.6	378.9	930.5	0.0	18,610
109+00	50	115.1	6.2	5.8	0.0	208.1	7.5	10.5	0.0	19,196.7	386.4	941.0	0.0	18,810
109+50	50	116.4	6.4	5.8	0.0	214.4	11.7	10.7	0.0	19,411.1	398.1	951.7	0.0	19,013
110+00	50	170.3	2.0	8.5	0.0	265.5	7.8	13.2	0.0	19,676.6	405.9	964.9	0.0	19,271
110+50	50	161.6	0.0	8.1	0.0	307.3	1.9	15.4	0.0	19,983.9	407.8	980.3	0.0	19,576
111+00	50	150.7	6.9	7.5	0.0	289.2	6.4	14.4	0.0	20,273.1	414.2	994.7	0.0	19,859
111+50	50	155.0	3.9	7.8	0.0	283.1	10.0	14.2	0.0	20,556.2	424.2	1,008.9	0.0	20,132
112+00	50	149.7	2.6	7.5	0.0	282.1	6.0	14.2	0.0	20,838.3	430.2	1,023.1	0.0	20,408
112+50	50	135.8	2.6	6.8	0.0	264.4	4.8	13.2	0.0	21,102.7	435.0	1,036.3	0.0	20,668
113+00	50	131.1	2.6	6.6	0.0	247.1	4.8	12.4	0.0	21,349.8	439.8	1,048.7	0.0	20,910
113+50	50	134.6	2.5	6.7	0.0	246.0	4.7	12.3	0.0	21,595.8	444.5	1,061.0	0.0	21,151
114+00	50	159.0	2.1	8.0	0.0	271.9	4.3	13.6	0.0	21,867.7	448.8	1,074.6	0.0	21,419
114+12	12	159.0	2.1	8.0	0.0	70.7	0.9	3.6	0.0	21,938.4	449.7	1,078.2	0.0	21,489
						21938.4	449.7	1078.2	0.0					

D LINE (SPUD)		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
STATION	DISTANCE	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	MASS ORDINATE NOTE 4
102+80		121.2	0.0	6.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
103+00	20	121.2	0.0	6.1	0.0	89.8	0.0	4.5	0.0	89.8	0.0	4.5	0.0	90
103+50	50	136.0	0.0	6.8	0.0	238.1	0.0	11.9	0.0	327.9	0.0	16.4	0.0	328
104+00	50	84.1	0.0	4.2	0.0	203.8	0.0	10.2	0.0	531.7	0.0	26.6	0.0	532
104+50	50	72.6	0.7	3.6	0.0	145.1	0.6	7.2	0.0	676.8	0.6	33.8	0.0	676
105+00	50	109.8	33.3	5.5	0.0	168.9	31.5	8.4	0.0	845.7	32.1	42.2	0.0	814
105+50	50	146.0	26.8	7.3	0.0	236.9	55.6	11.9	0.0	1,082.6	87.7	54.1	0.0	995
106+00	50	165.4	11.2	8.3	0.0	288.3	35.2	14.4	0.0	1,370.9	122.9	68.5	0.0	1,248
106+50	50	181.4	4.3	9.1	0.0	321.1	14.4	16.1	0.0	1,692.0	137.3	84.6	0.0	1,555
107+00	50	169.7	0.0	8.5	0.0	325.1	4.0	16.3	0.0	2,017.1	141.3	100.9	0.0	1,876
107+50	50	161.1	0.0	8.1	0.0	306.3	0.0	15.4	0.0	2,323.4	141.3	116.3	0.0	2,182
108+00	50	143.5	0.0	7.2	0.0	282.0	0.0	14.2	0.0	2,605.4	141.3	130.5	0.0	2,464
108+18	18	143.5	0.0	7.2	0.0	95.7	0.0	4.8	0.0	2,701.1	141.3	135.3	0.0	2,560
						2,701.1	141.3	135.3	0.0					

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.

3) AVAILABLE STRUCTURE EXCAVATION IS FOR INFORMATION ONLY. SEE CONSTRUCTION DETAILS FOR ANTICIPATED LIMITS. LIMITS WILL VARY DEPENDING ON SHOP DRAWING DESIGN. AVAILABLE STRUCTURE EXCAVATION IS INCIDENTAL TO BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD/QMP".

4) MASS ORDINATE: MASS ORDINATE = CUT + AVAILABLE STRUCTURE EXCAVATION - FILL. DOES NOT INCLUDE AN EXPANSION FACTOR, SEE NOTES 1 AND 2. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY AS EXCAVATION COMMON AND ROADWAY EMBANKMENT ARE NOT BALANCED FOR QUANTITY PURPOSES AND DOES NOT GUARANTEE THE QUALITY OF EXCAVATION COMMON, AND IF IT CAN BE REUSED ONSITE.

WW LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	MASS ORDINATE
STATION	DISTANCE	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 4
97+81		5.1	0.0	0.3	0.0					0.0	0.0	0.0	0.0	0
98+00	19	5.1	0.0	0.3	0.0	3.6	0.0	0.2	0.0	3.6	0.0	0.2	0.0	4
98+31	31	24.1	0.0	1.2	0.0	16.8	0.0	0.9	0.0	20.4	0.0	1.1	0.0	21
98+50	19	24.1	0.0	1.2	0.0	17.0	0.0	0.8	0.0	37.4	0.0	1.9	0.0	38
98+63	13	24.1	0.0	1.2	0.0	11.6	0.0	0.6	0.0	49.0	0.0	2.5	0.0	50
101+50						10.2	0.0	0.0	0.0	59.2	0.0	2.5	0.0	60
						59.2	0.0	2.5	0.0					

KR LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	MASS ORDINATE
STATION	DISTANCE	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 4
62+38		138.4	0.0	6.9	0.0					0.0	0.0	0.0	0.0	0
62+50	12	167.7	0.0	8.4	0.0	68.0	0.0	3.4	0.0	68.0	0.0	3.4	0.0	68
63+00	50	76.1	5.6	3.8	0.0	225.7	5.2	11.3	0.0	293.7	5.2	14.7	0.0	288.5
63+50	50	73.2	4.6	3.7	0.0	138.2	9.4	6.9	0.0	431.9	14.6	21.6	0.0	417
64+00	50	81.0	0.1	4.1	0.0	142.8	4.4	7.2	0.0	574.7	19.0	28.8	0.0	555
64+35	35	78.0	0.0	3.9	0.0	103.1	0.1	5.2	0.0	677.8	19.1	34.0	0.0	658
						677.8	19.1	34.0	0.0					

NR LINE		AREA (SF)				INCREMENTAL VOL (CY)				CUMULATIVE VOL (CY)				
		CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	CUT	FILL	EBS	AVAILABLE STRUCTURE EXCAVATION	MASS ORDINATE
STATION	DISTANCE	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 1	NOTE 2	(5% OF CUT)	NOTE 3	NOTE 4
23+75		80.4	0.4	4.0	0.0					0.0	0.0	0.0	0.0	0
24+00	25	205.3	0.0	10.3	0.0	132.3	0.2	6.6	0.0	132.3	0.2	6.6	0.0	132
24+50	50	83.1	0.4	4.2	0.0	267.0	0.4	13.4	0.0	399.3	0.6	20.0	0.0	399
24+54	4	84.7	0.0	4.2	0.0	12.4	0.0	0.6	0.0	411.7	0.6	20.6	0.0	411
						411.7	0.6	20.6	0.0					

NOTES:

1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

2) FILL: THE FILL QUANTITY IS DETERMINED IN ITS FINAL LOCATION, USING THE METHOD OF AVERAGE END AREAS FROM EXISTING GROUND TO PROPOSED SUBGRADE OR FINISHED GROUND, WITH NO CORRECTION FOR CURVATURE, SETTLEMENT OR EXPANSION.

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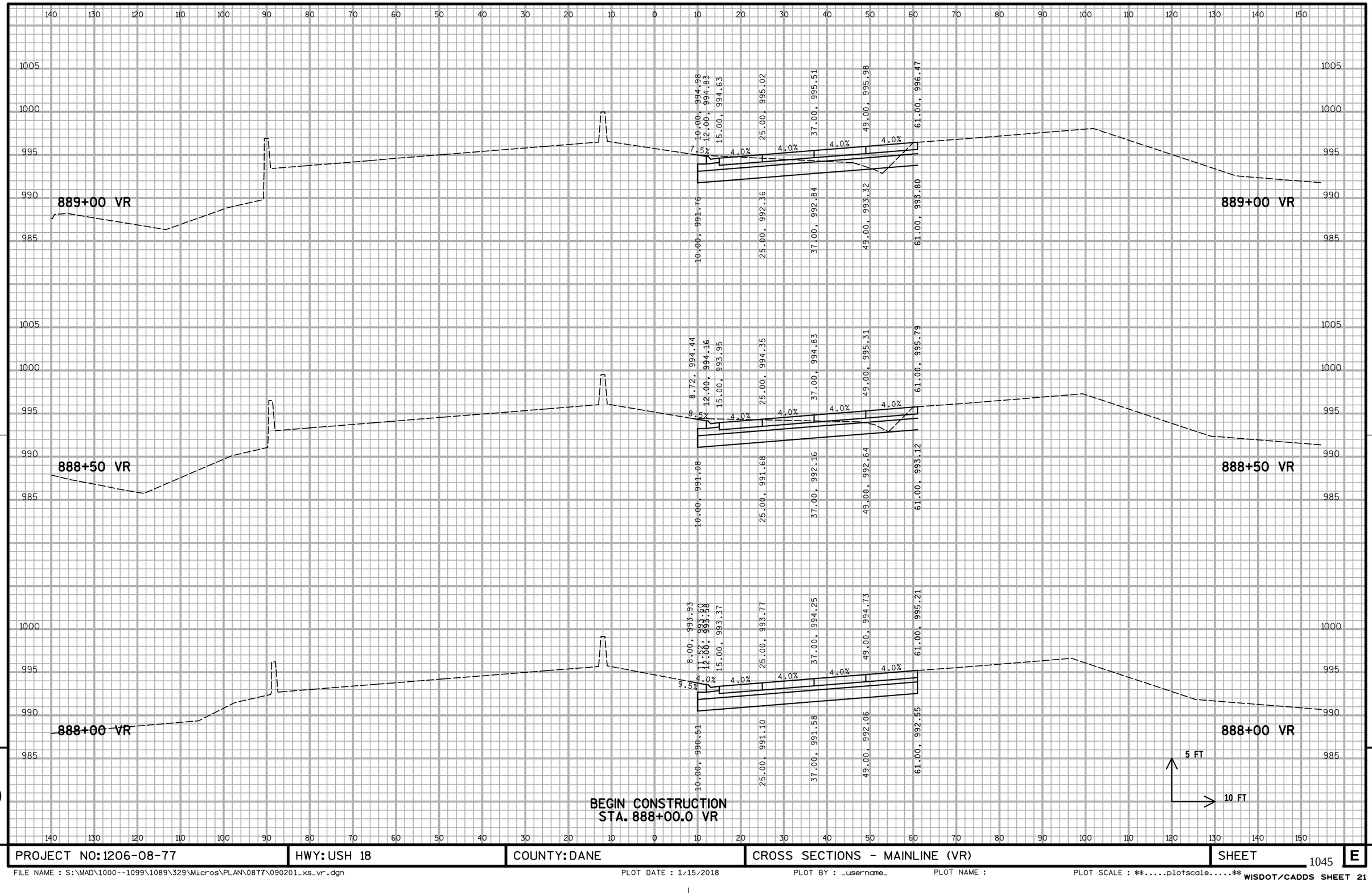
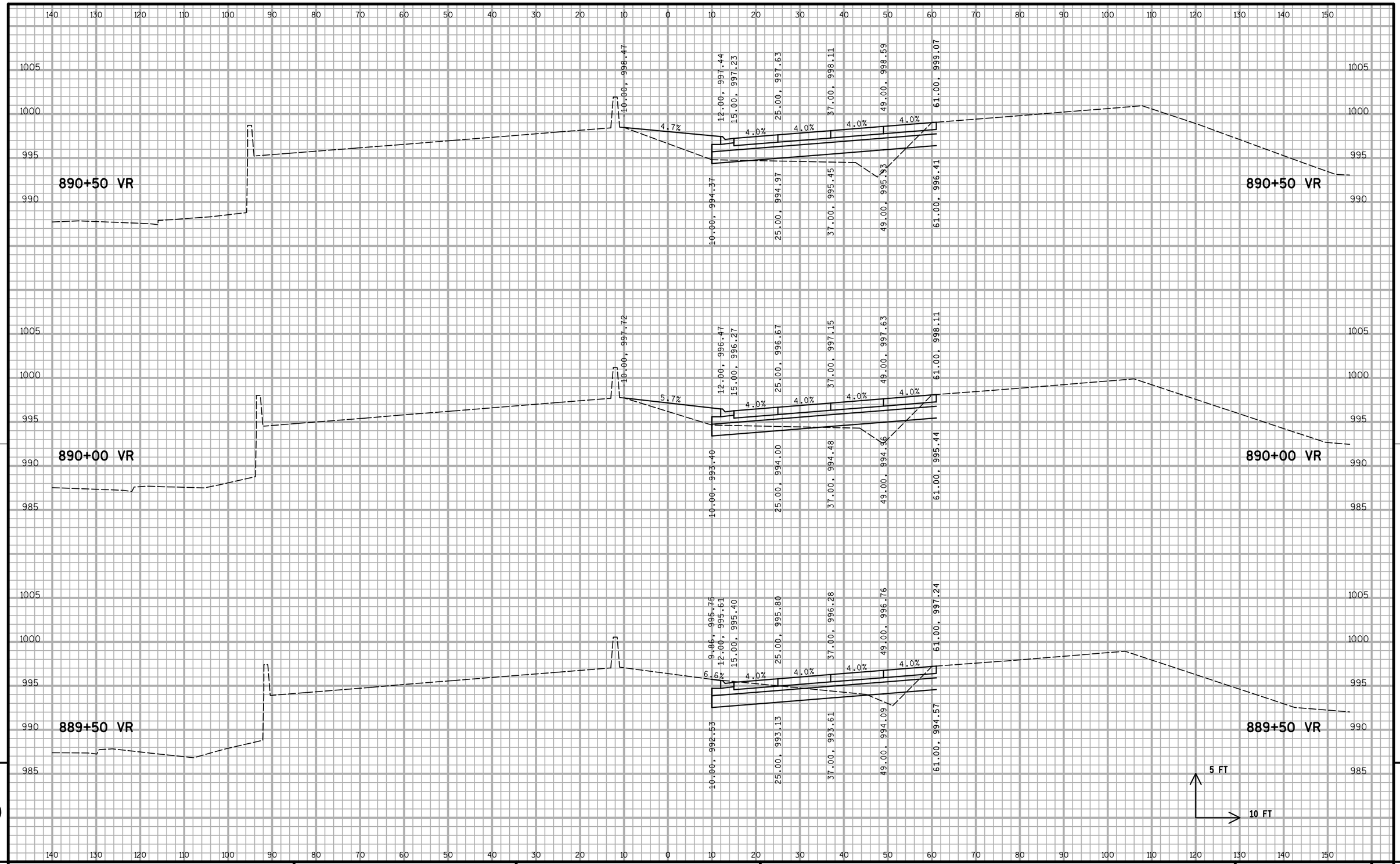
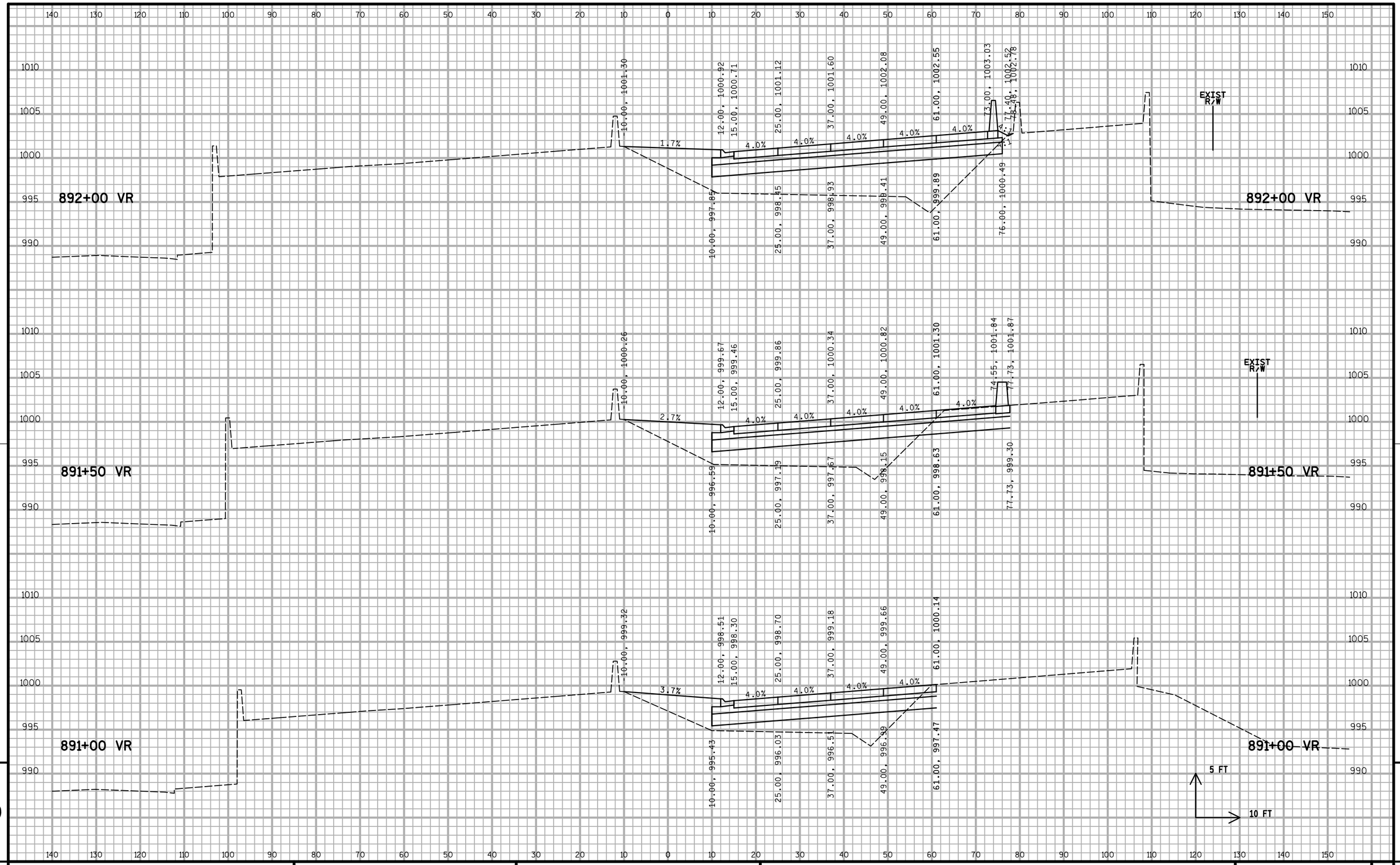


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1045	E



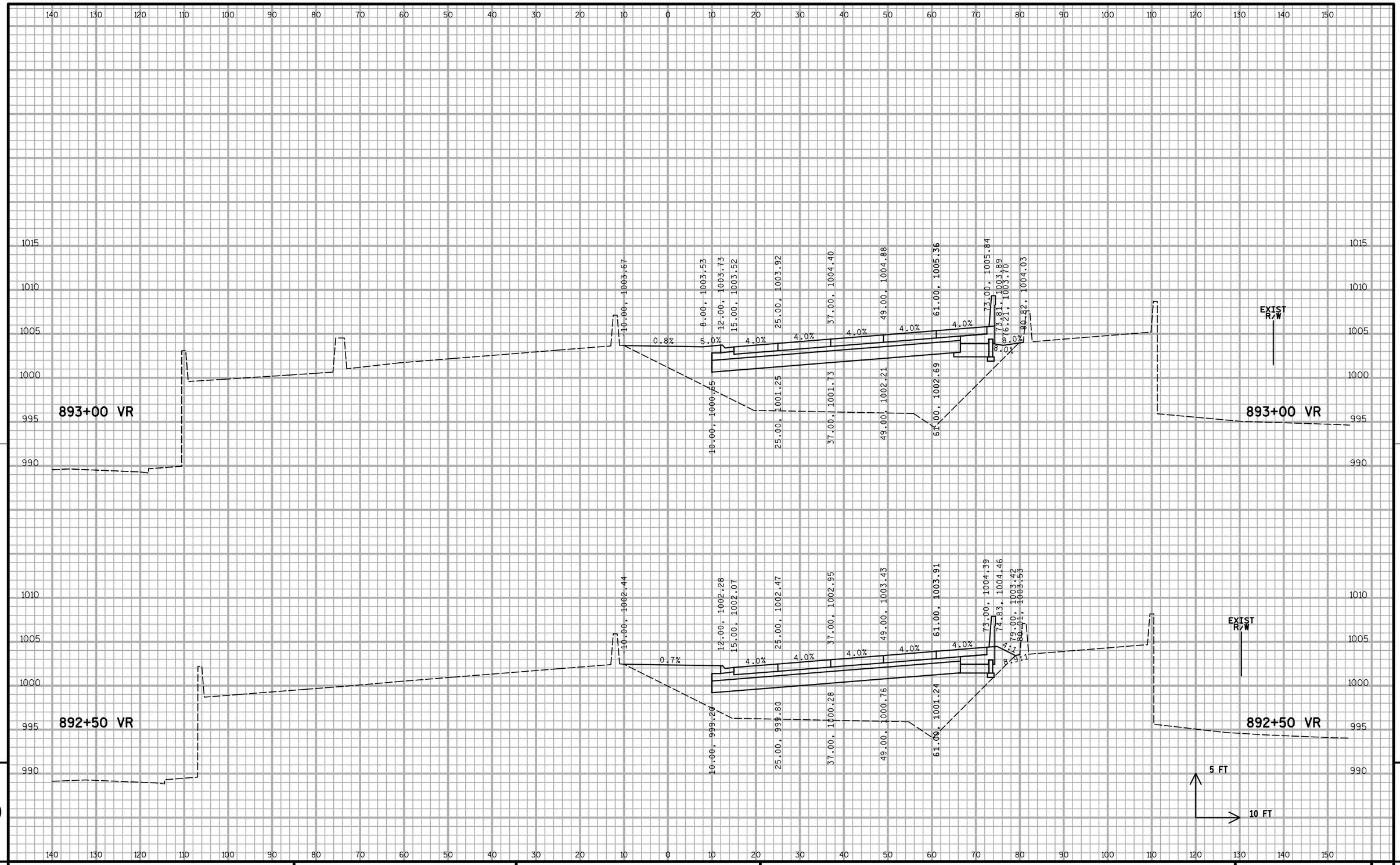
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1046	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1047	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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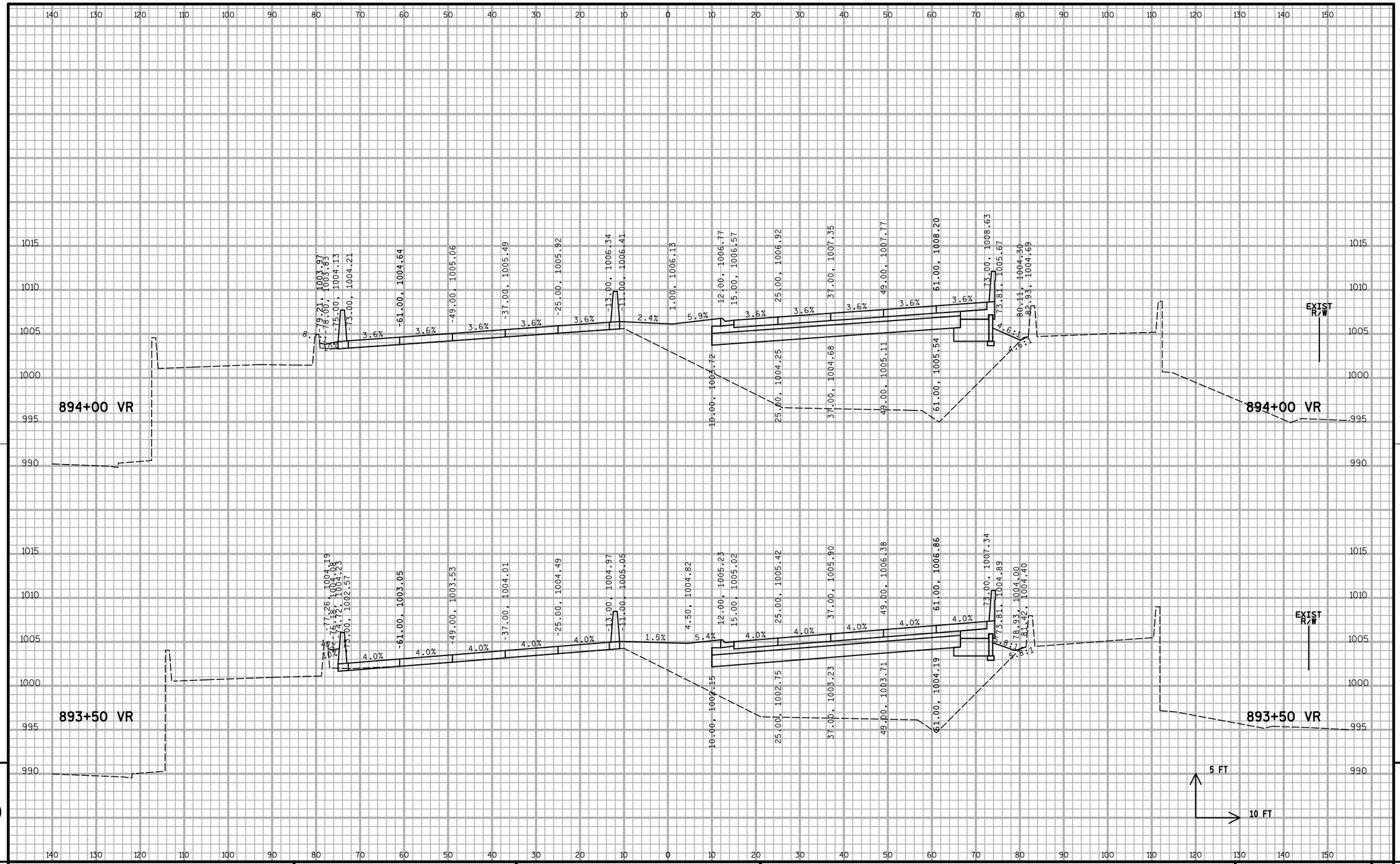
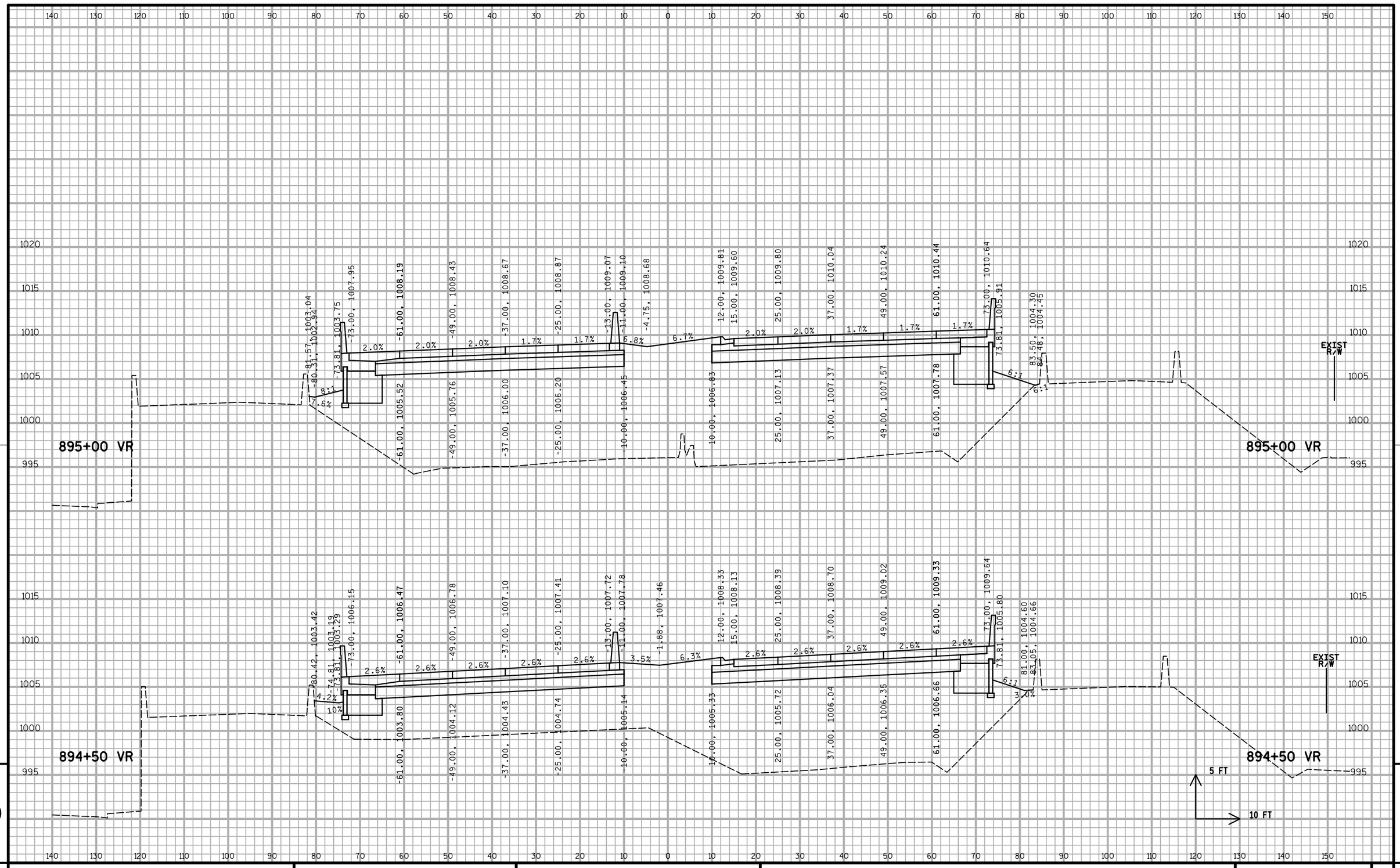
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1048	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



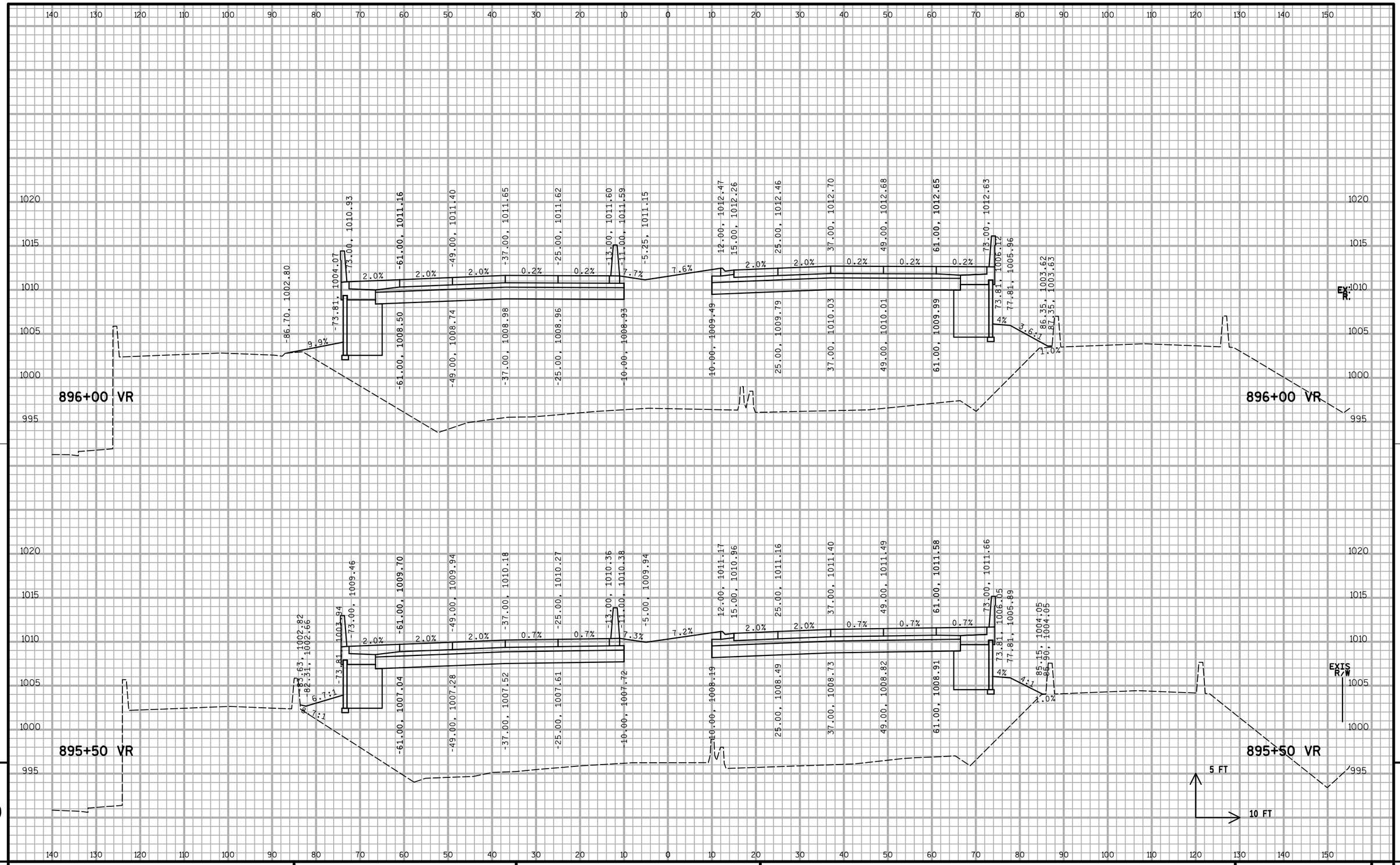
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1049 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



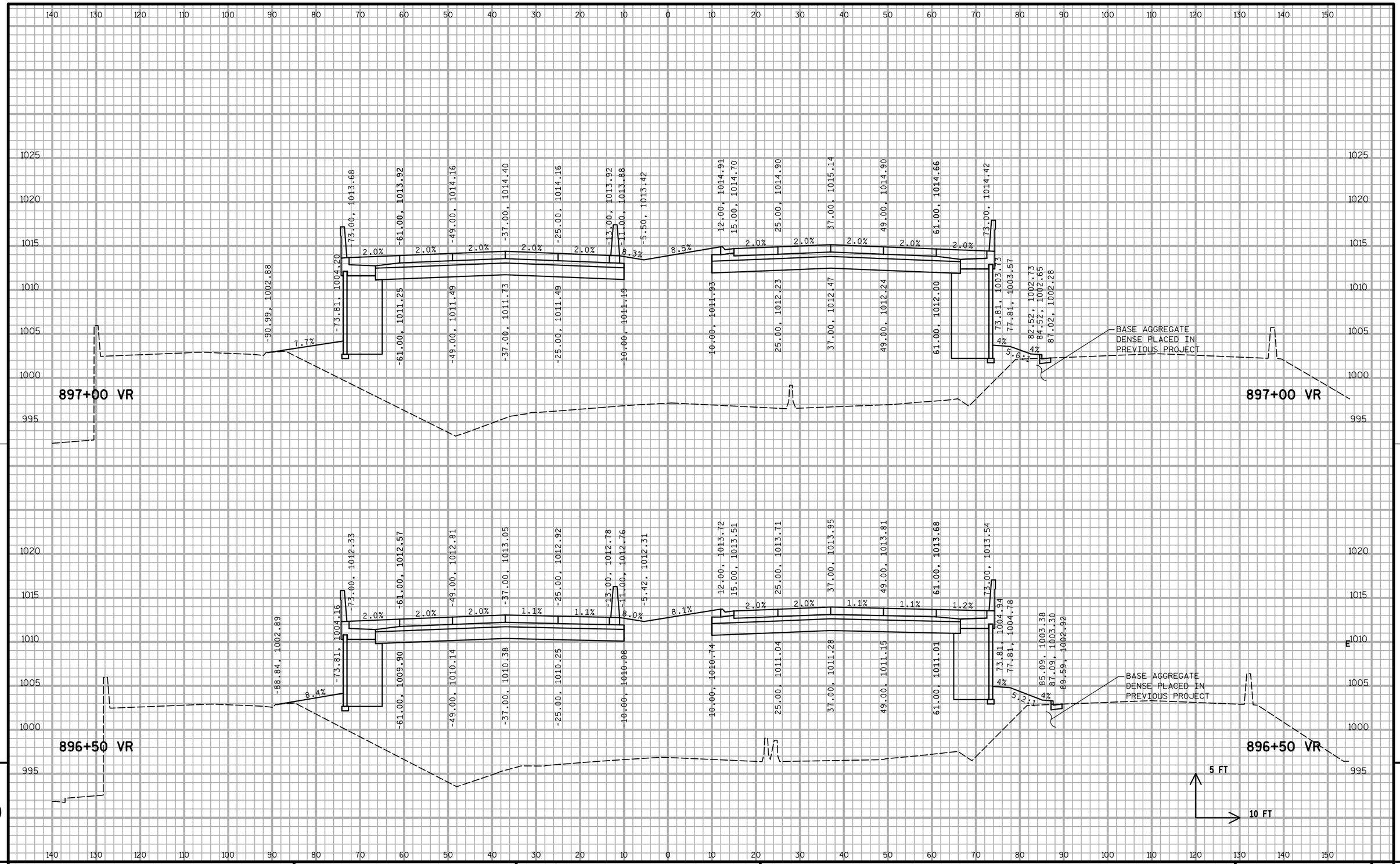
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1050	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



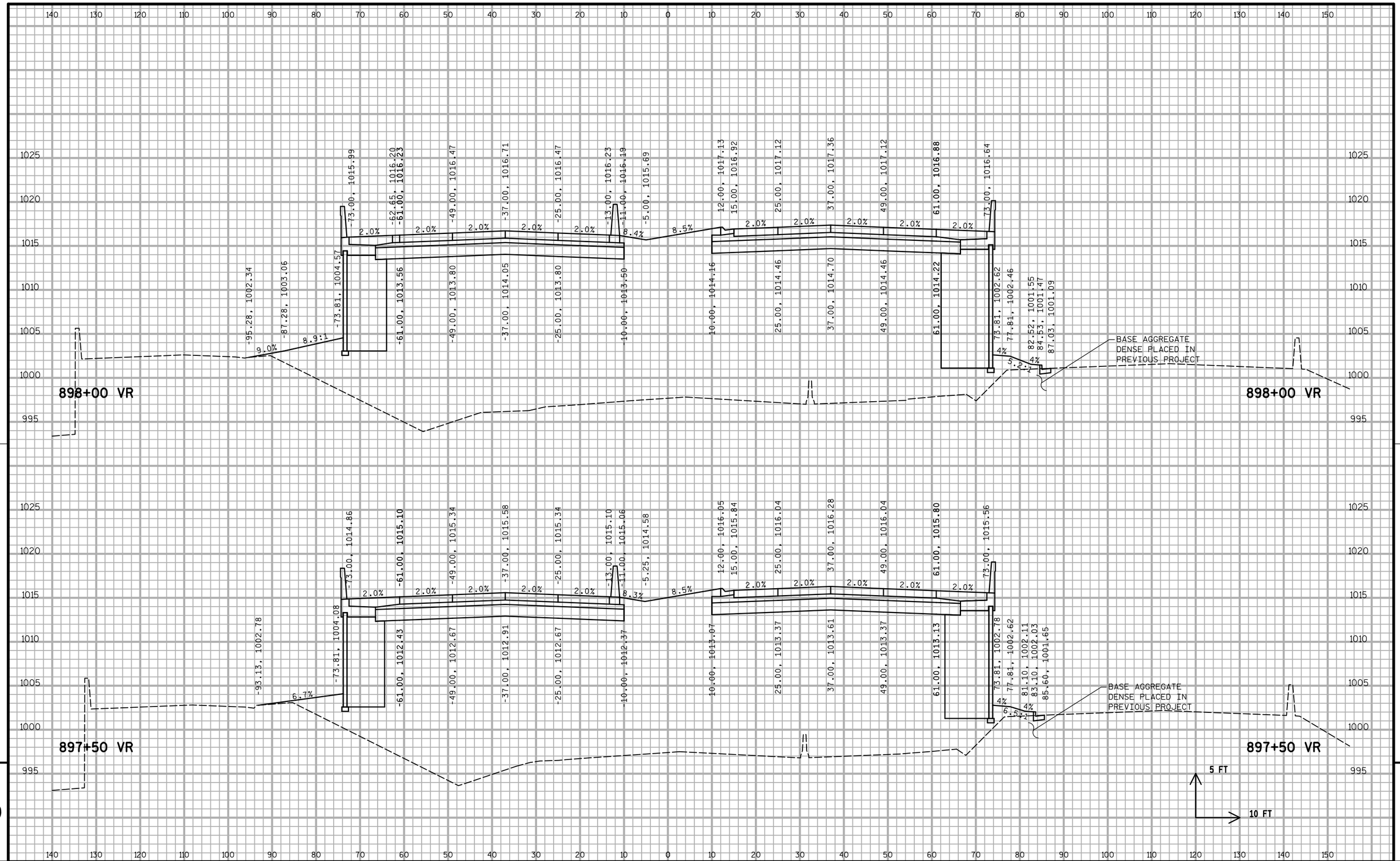
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1051	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



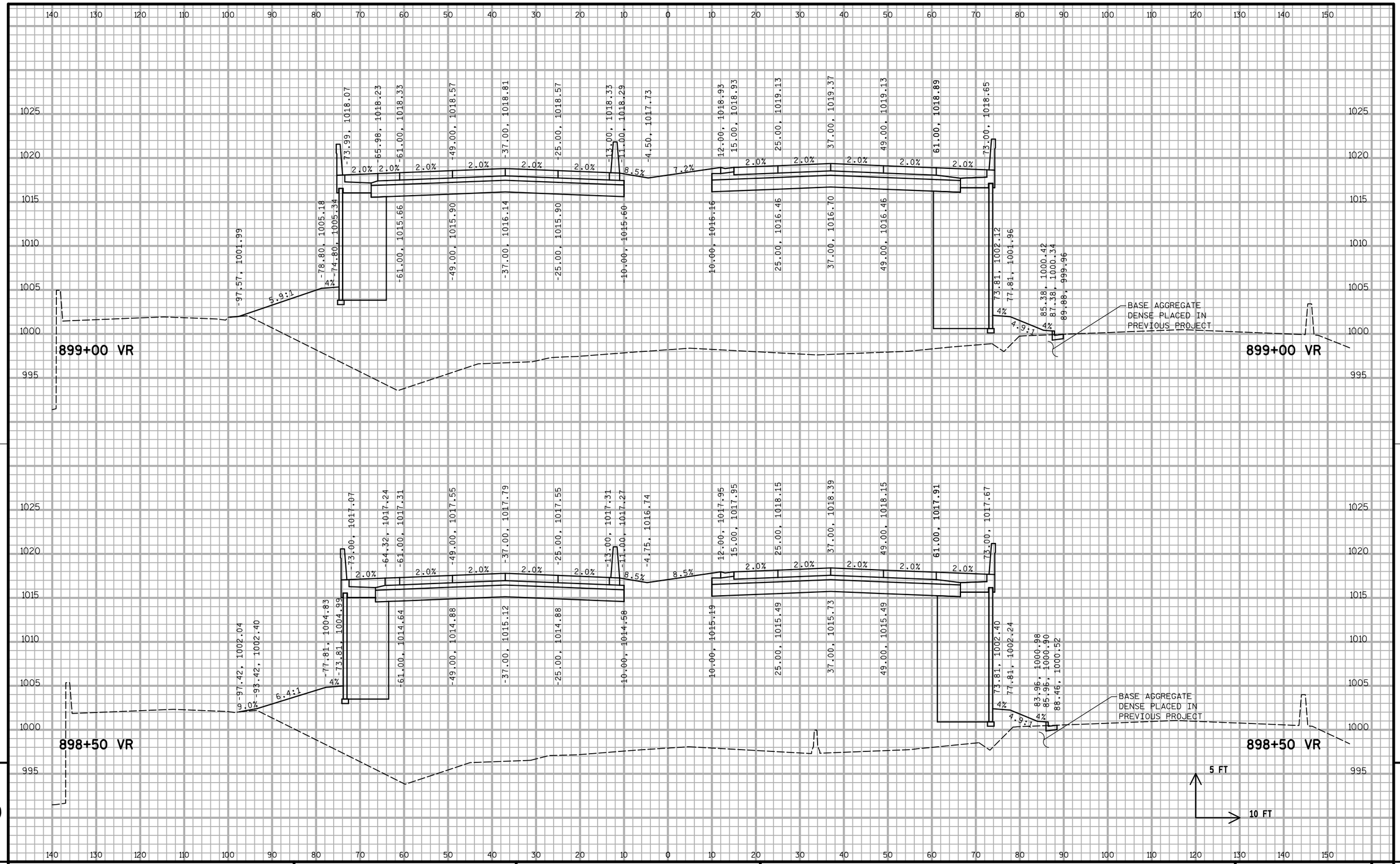
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1052 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



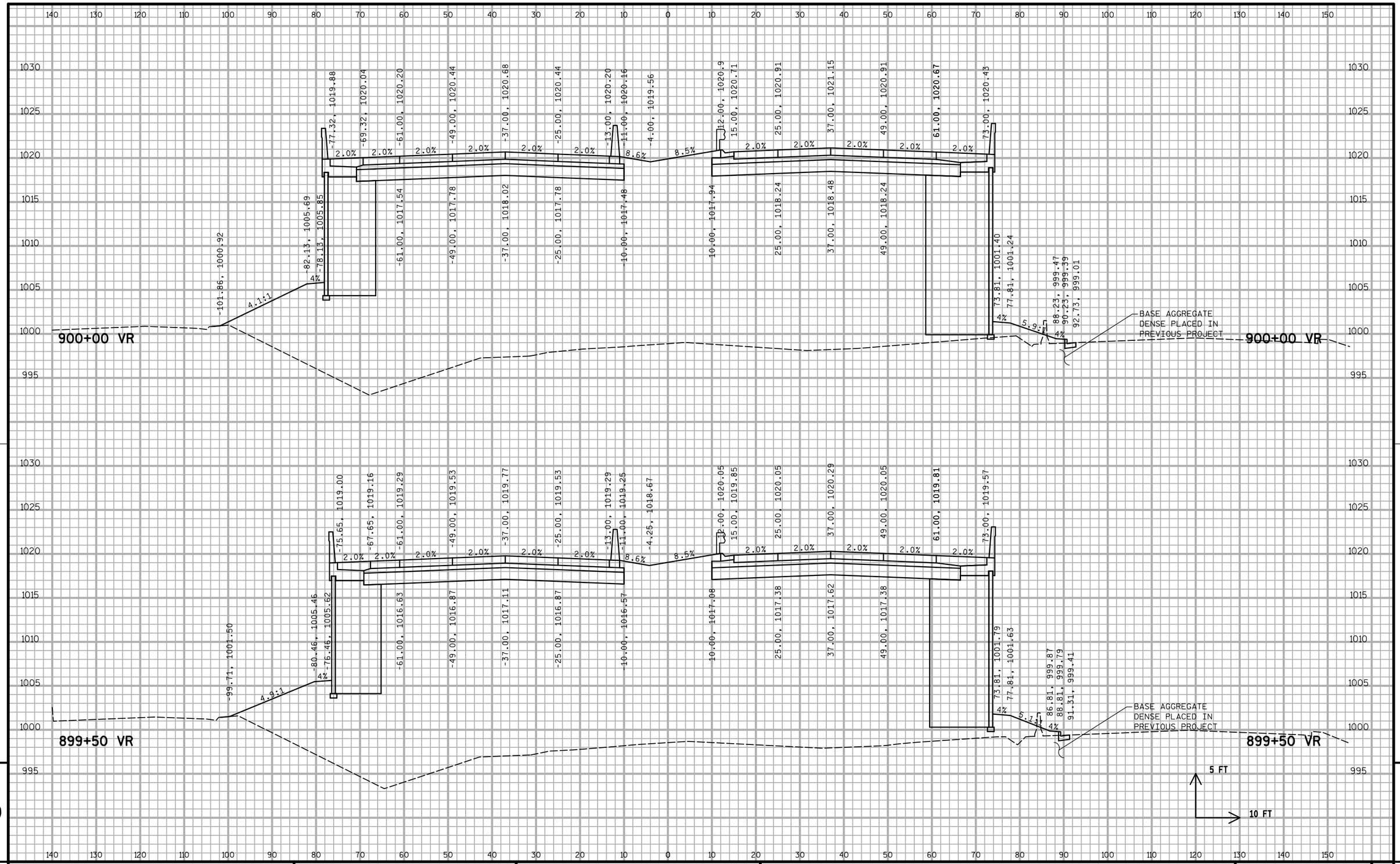
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1053 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1054	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1055 E

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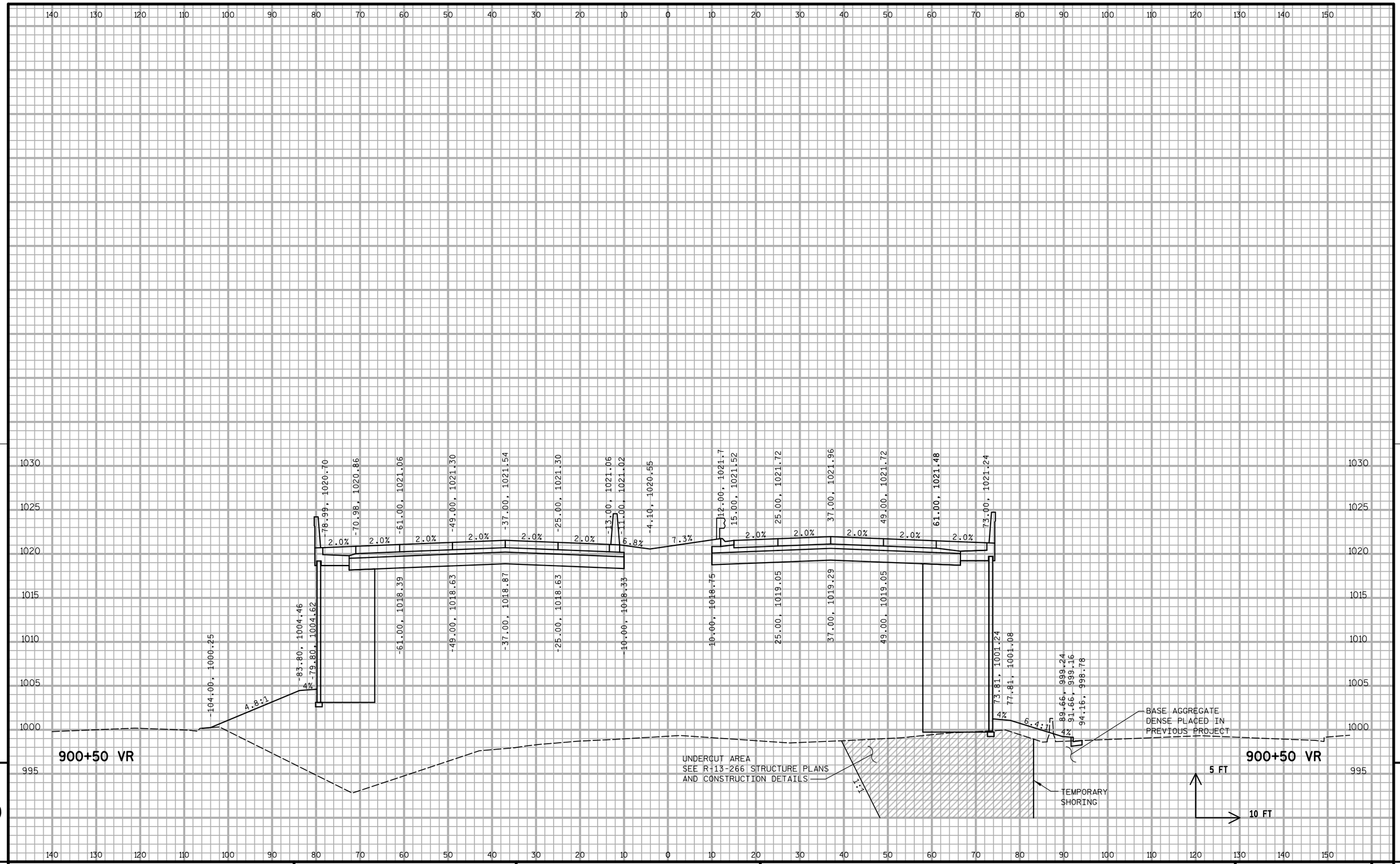

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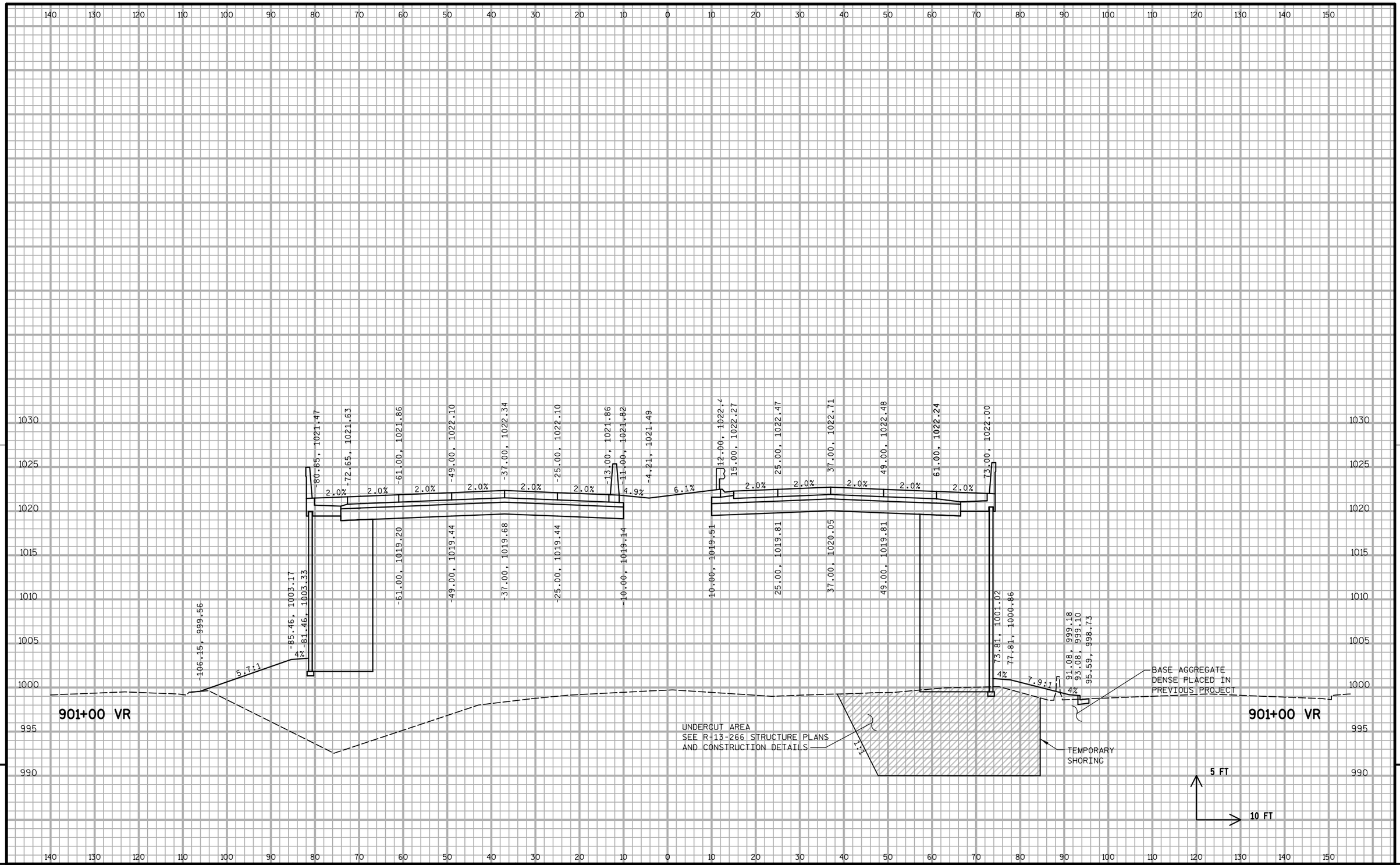
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1056	E



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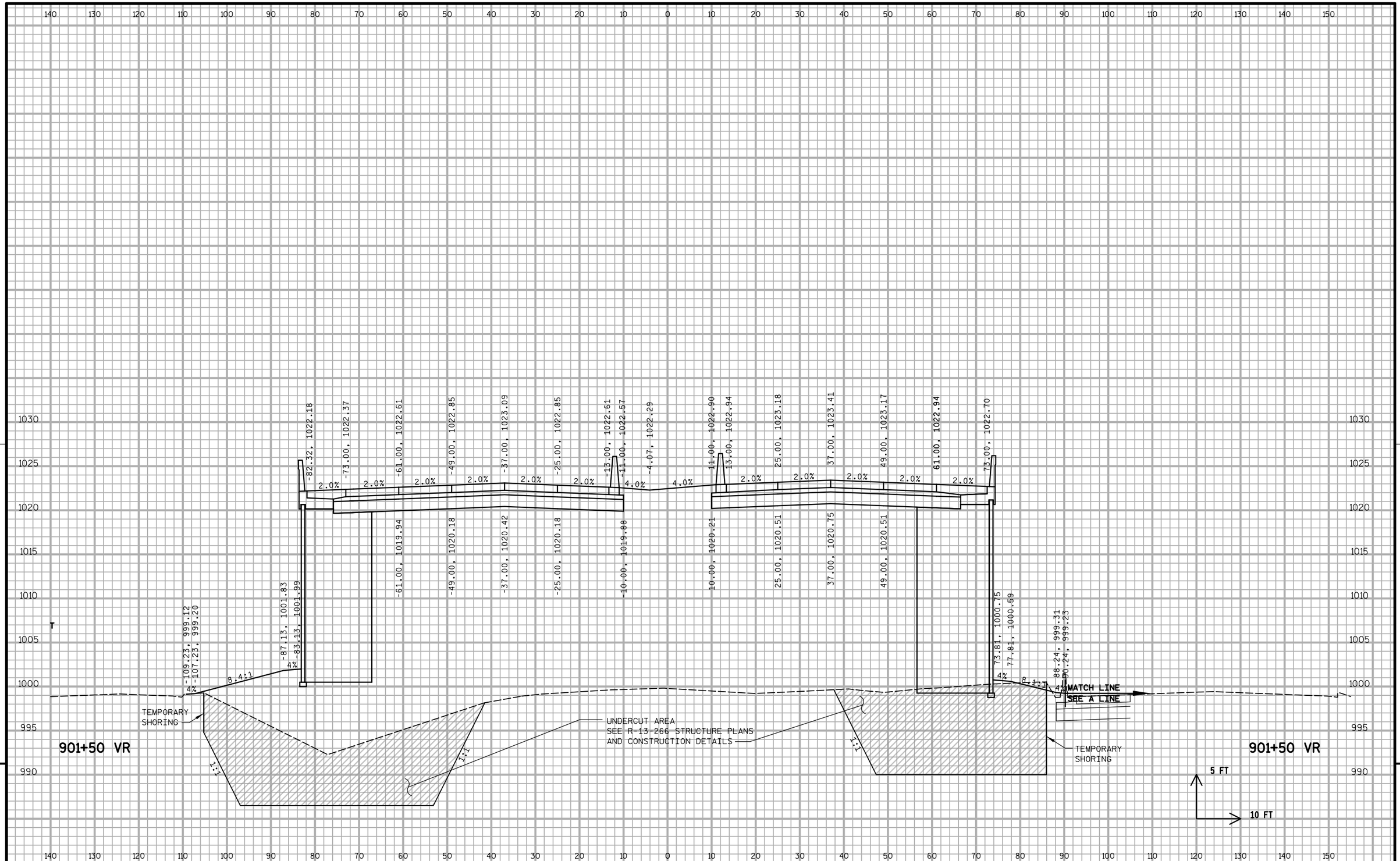
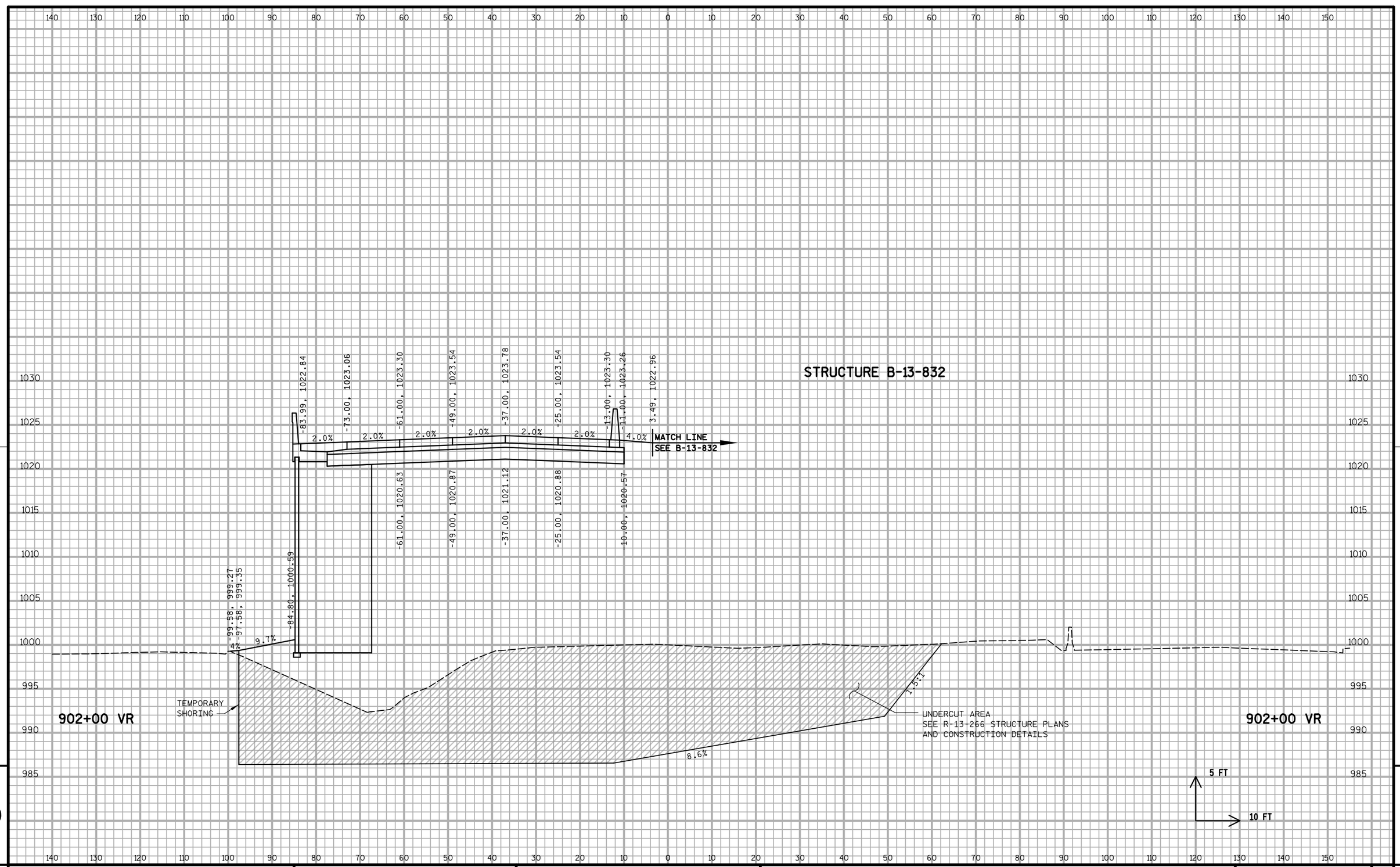
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1057	E



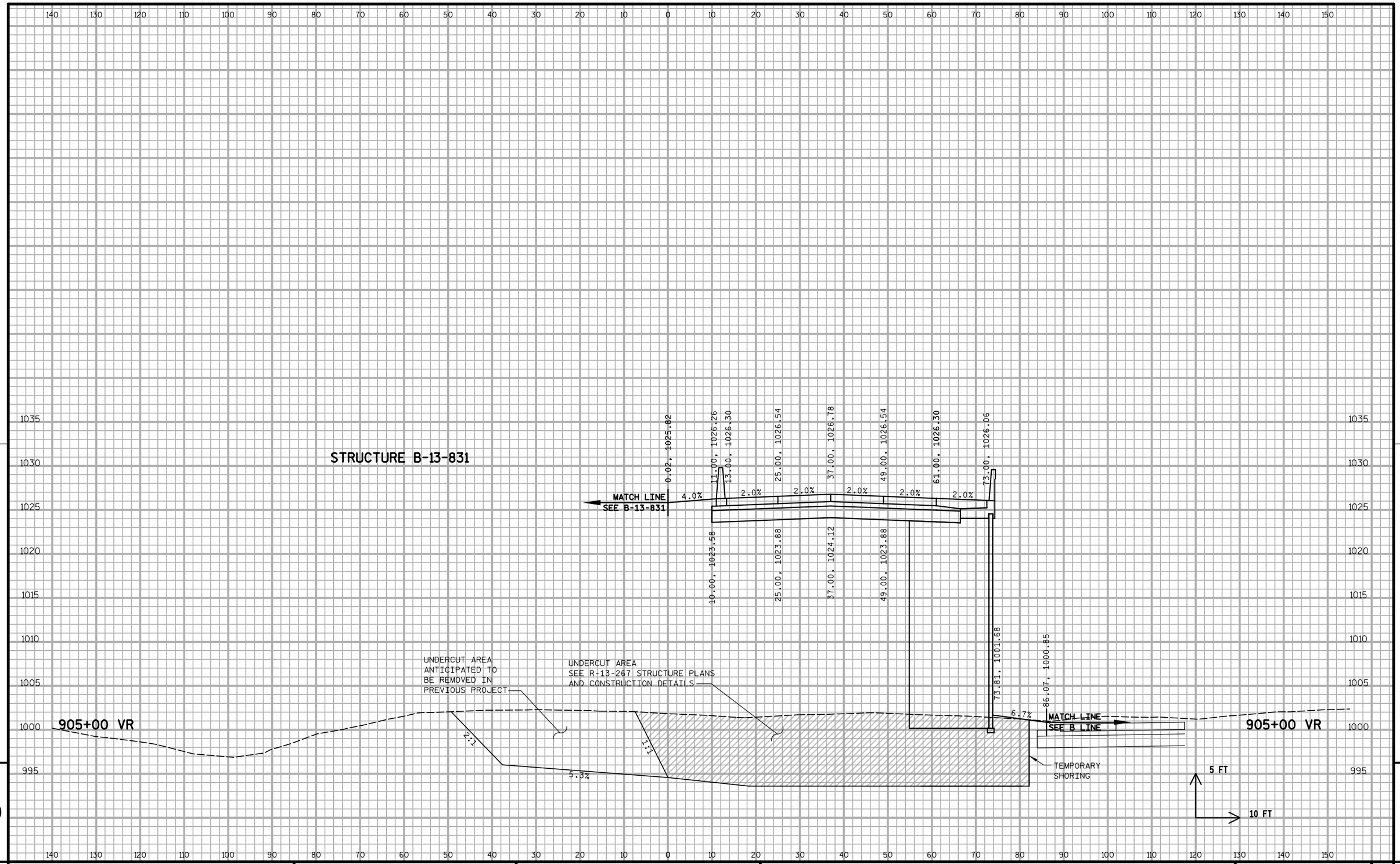
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1058	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

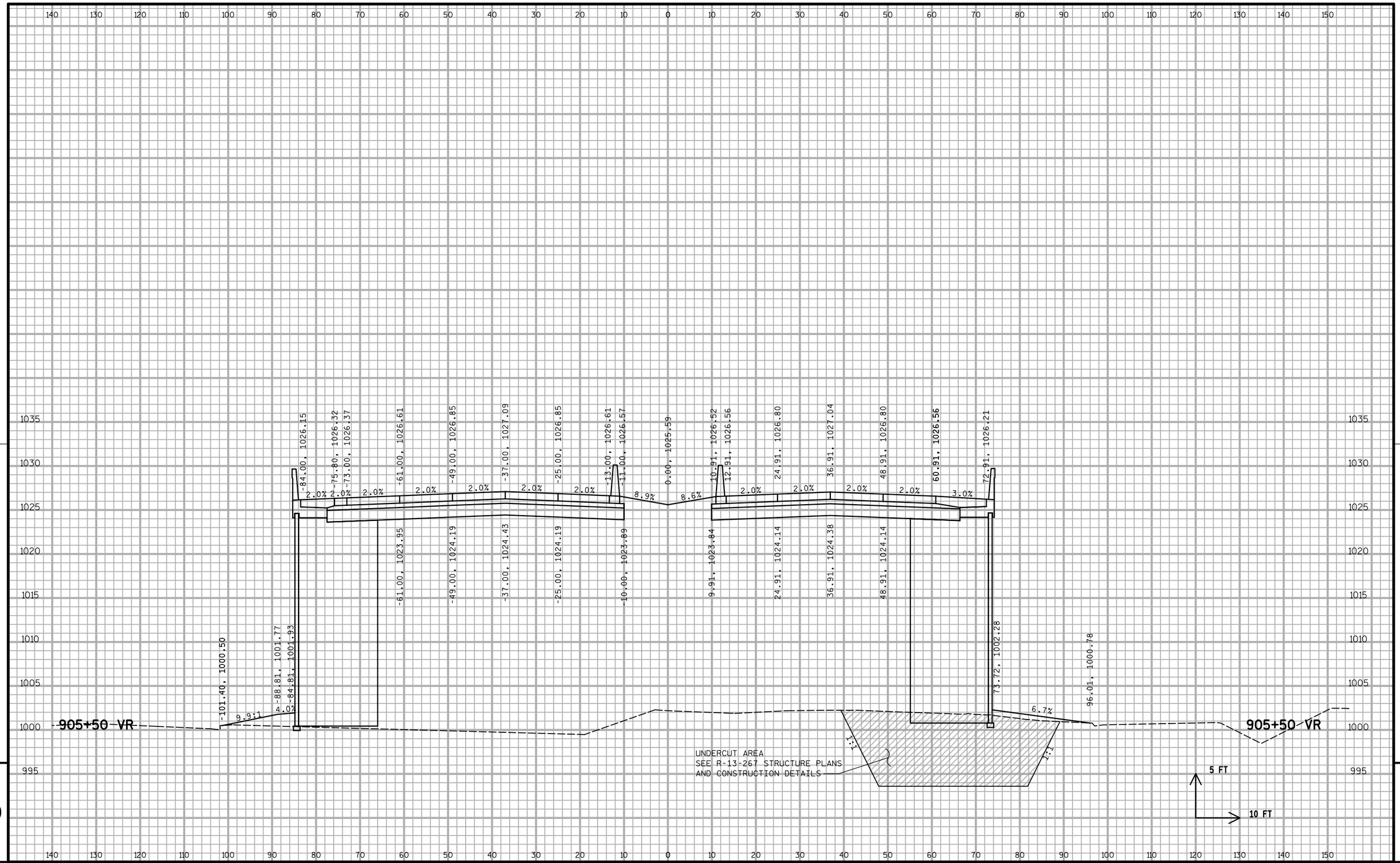


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1059	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1060	E



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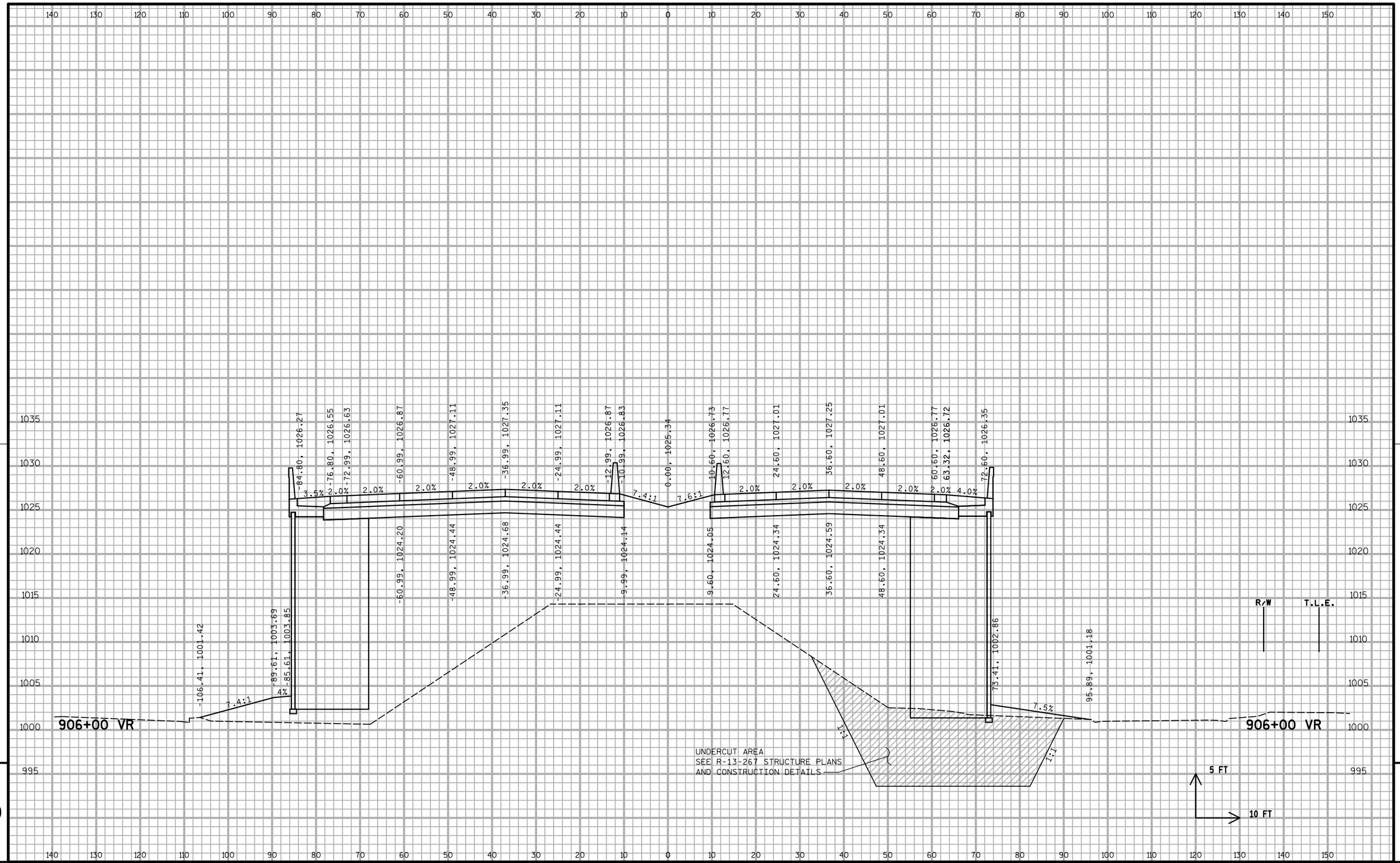
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1061	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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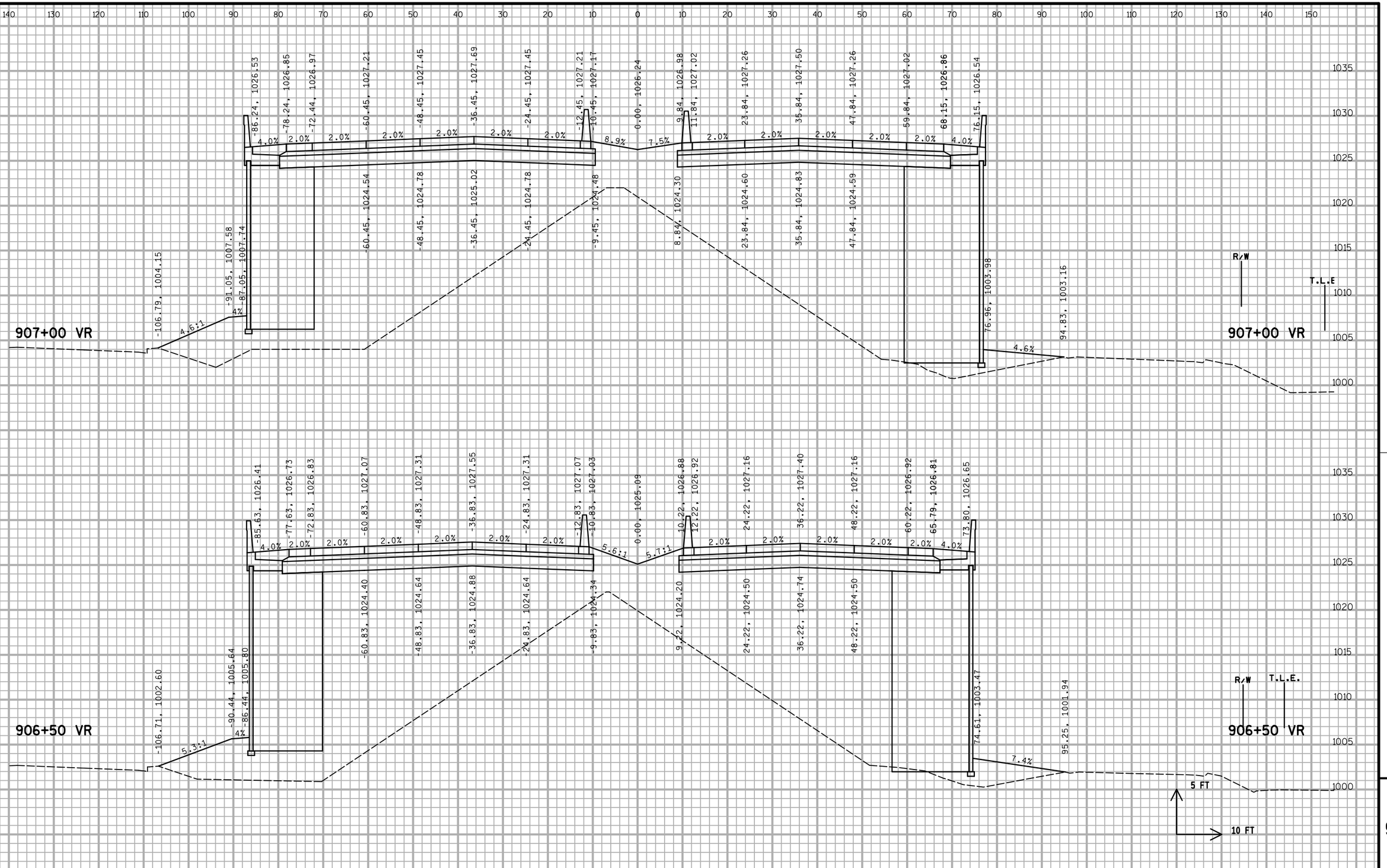
9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1062	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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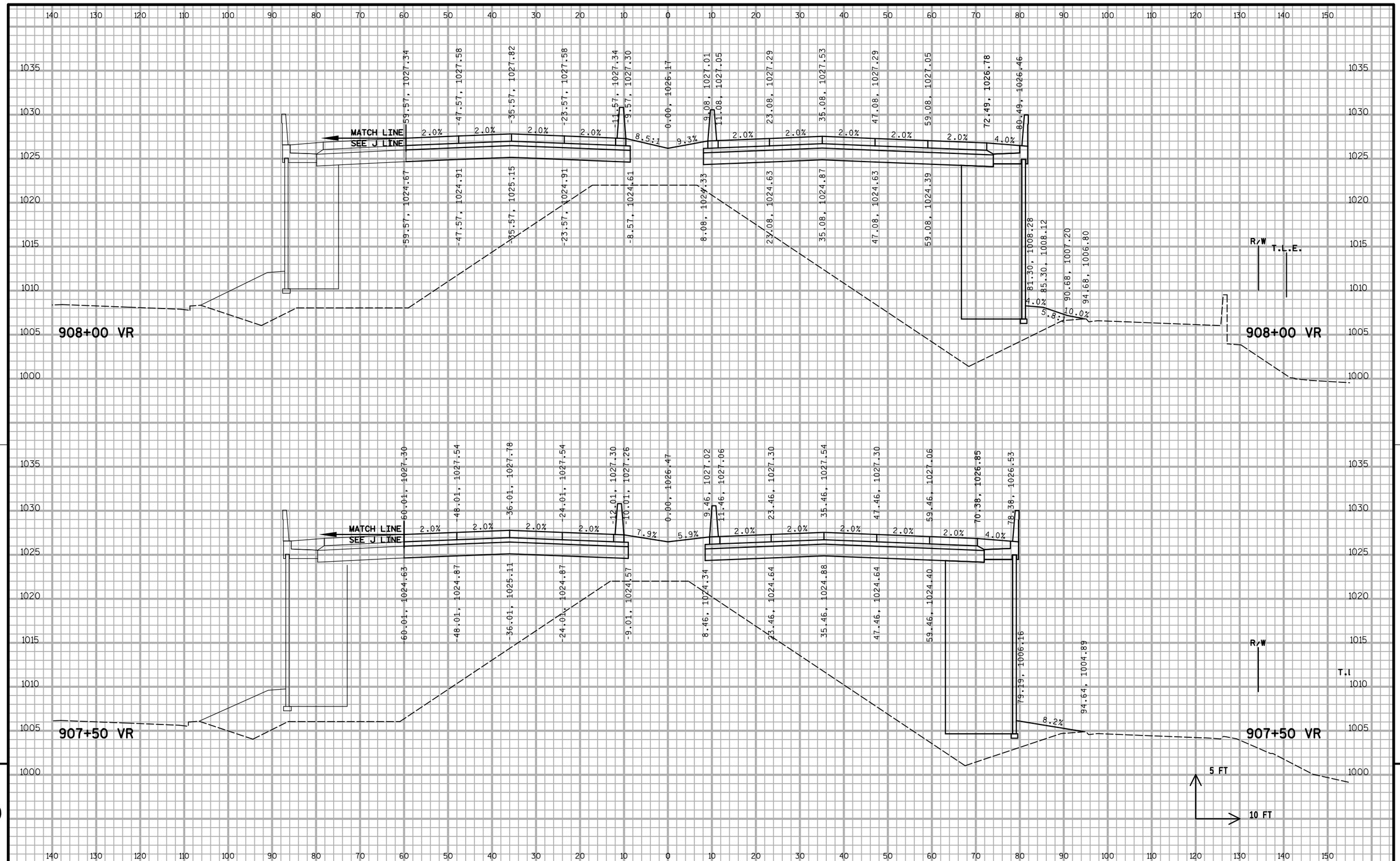
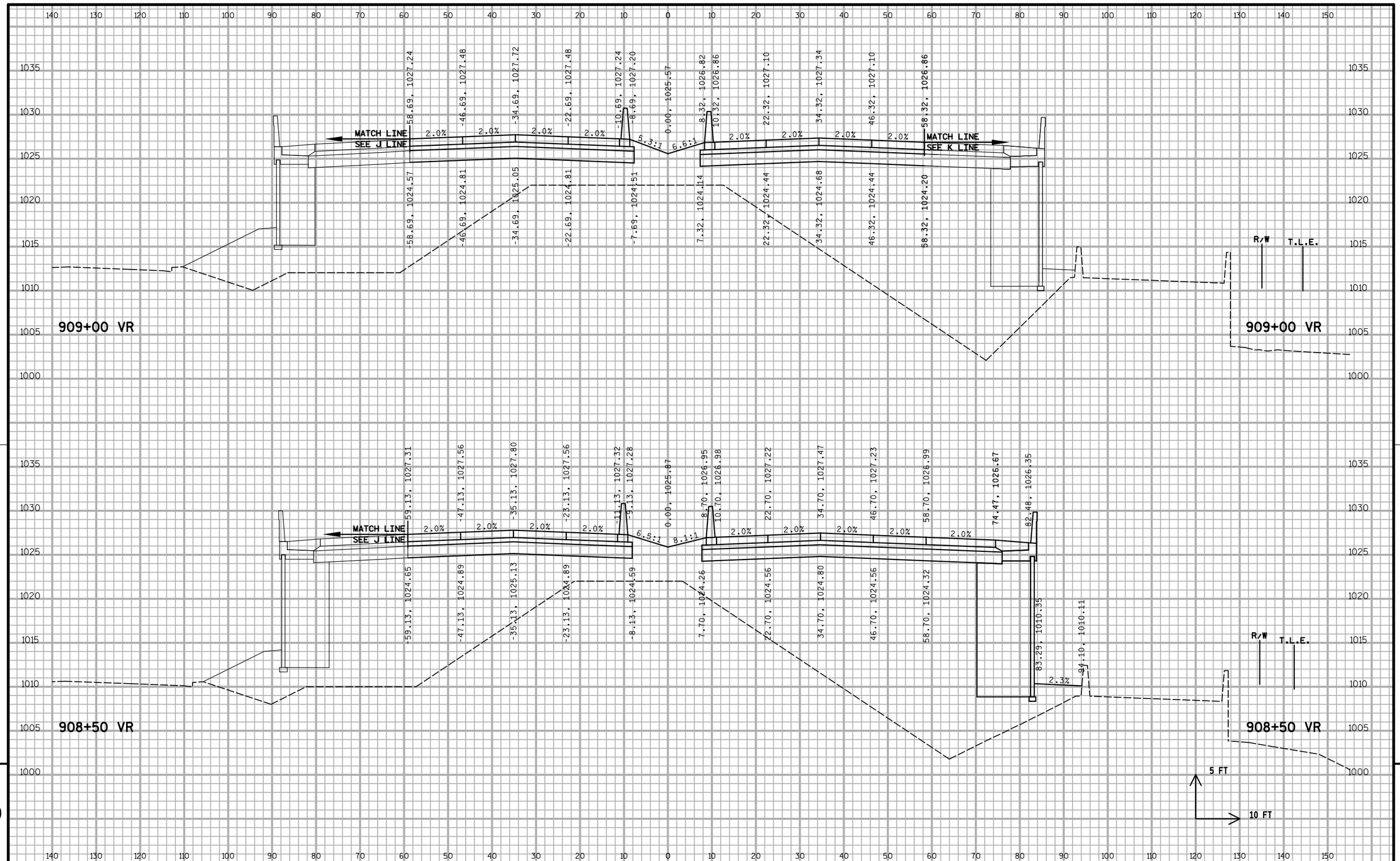
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1063	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



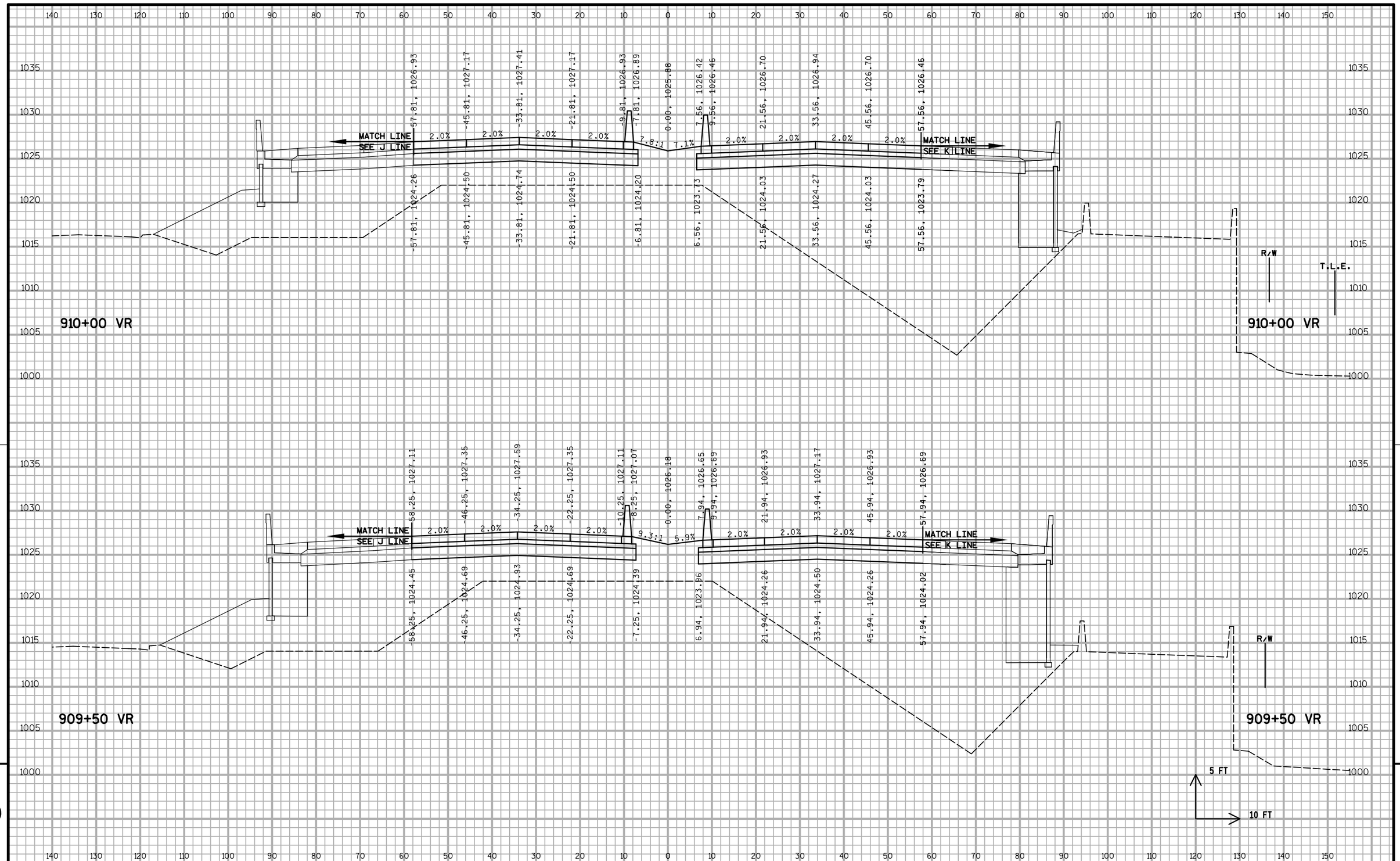
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1064	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

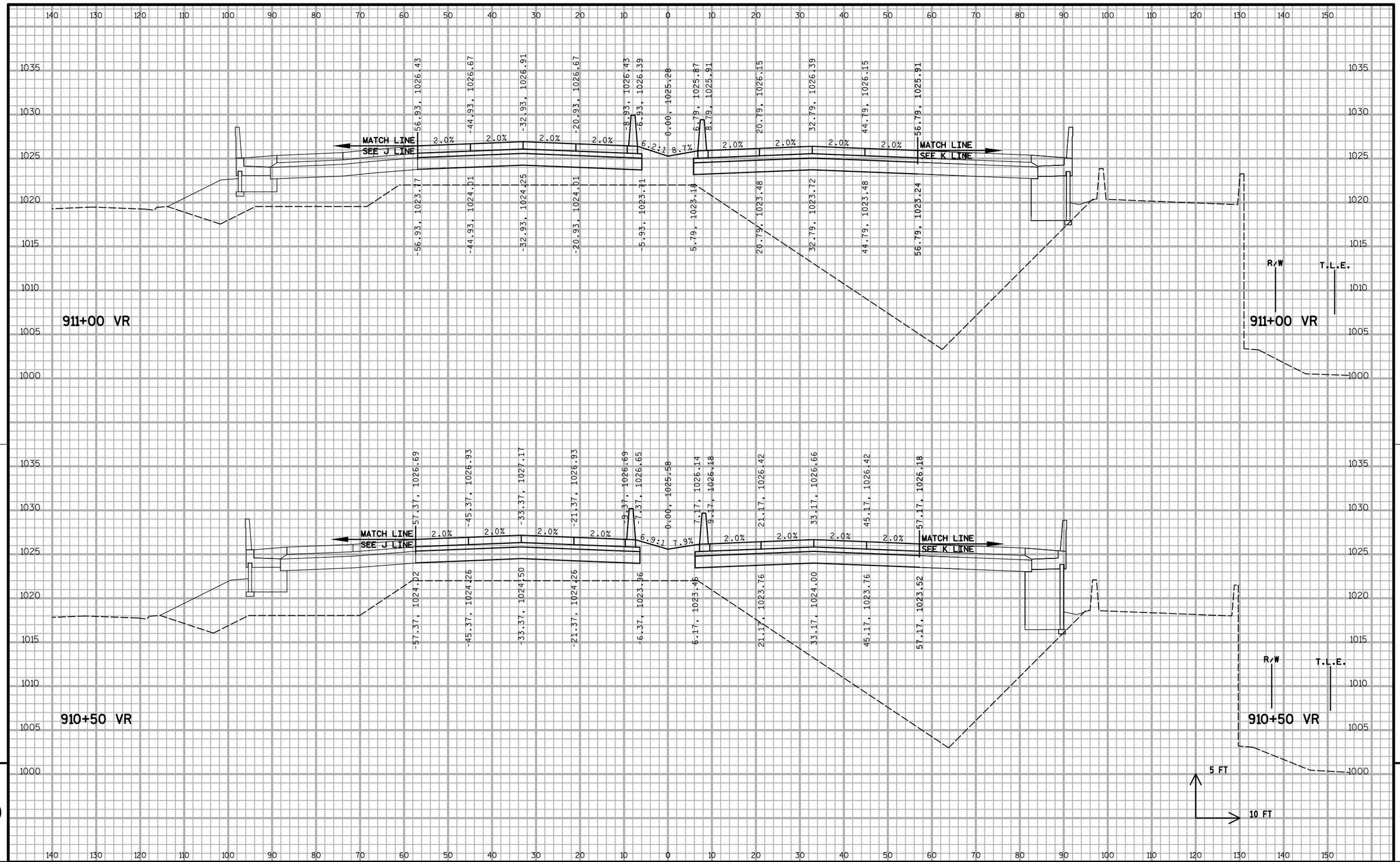


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1065	E

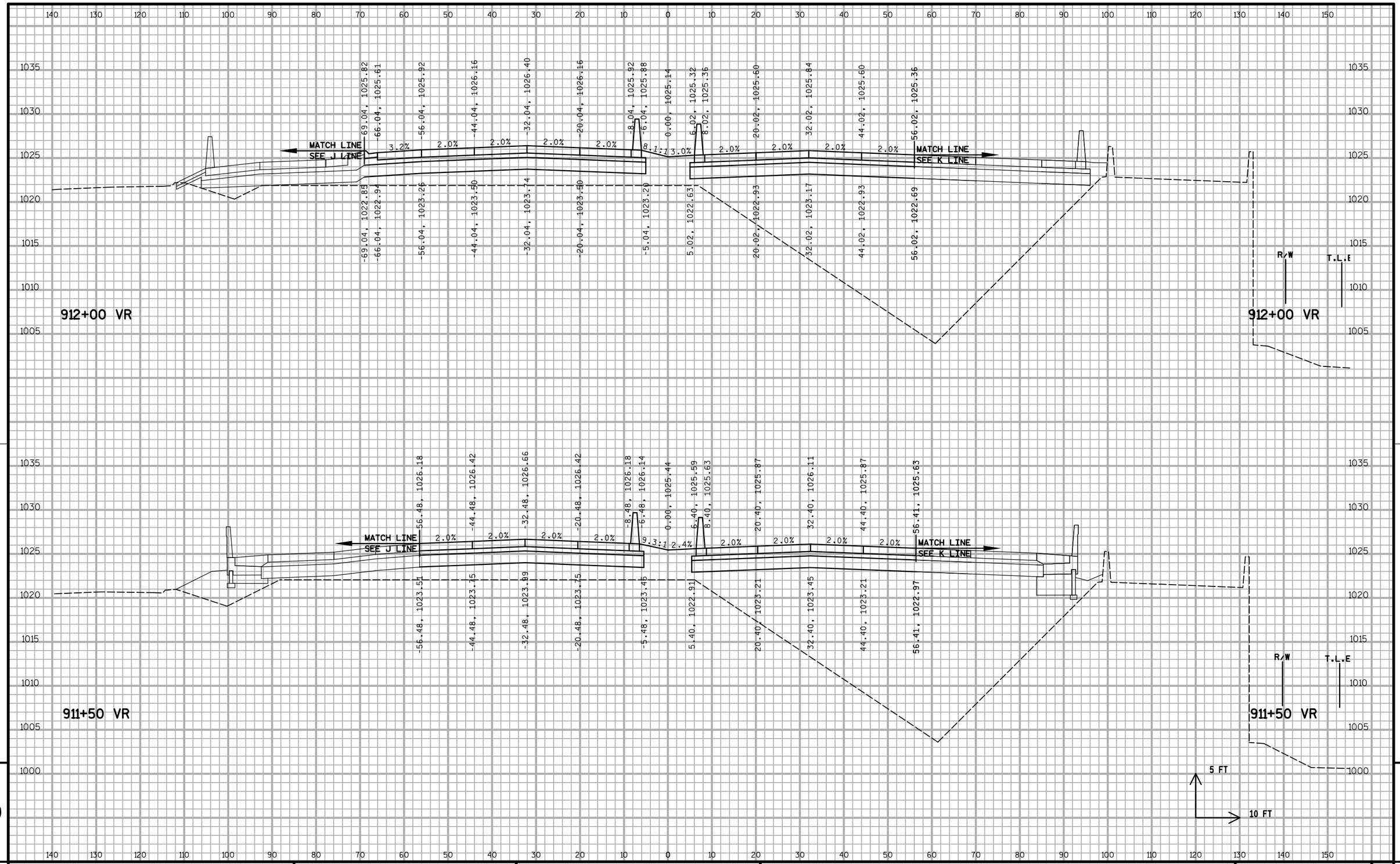
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



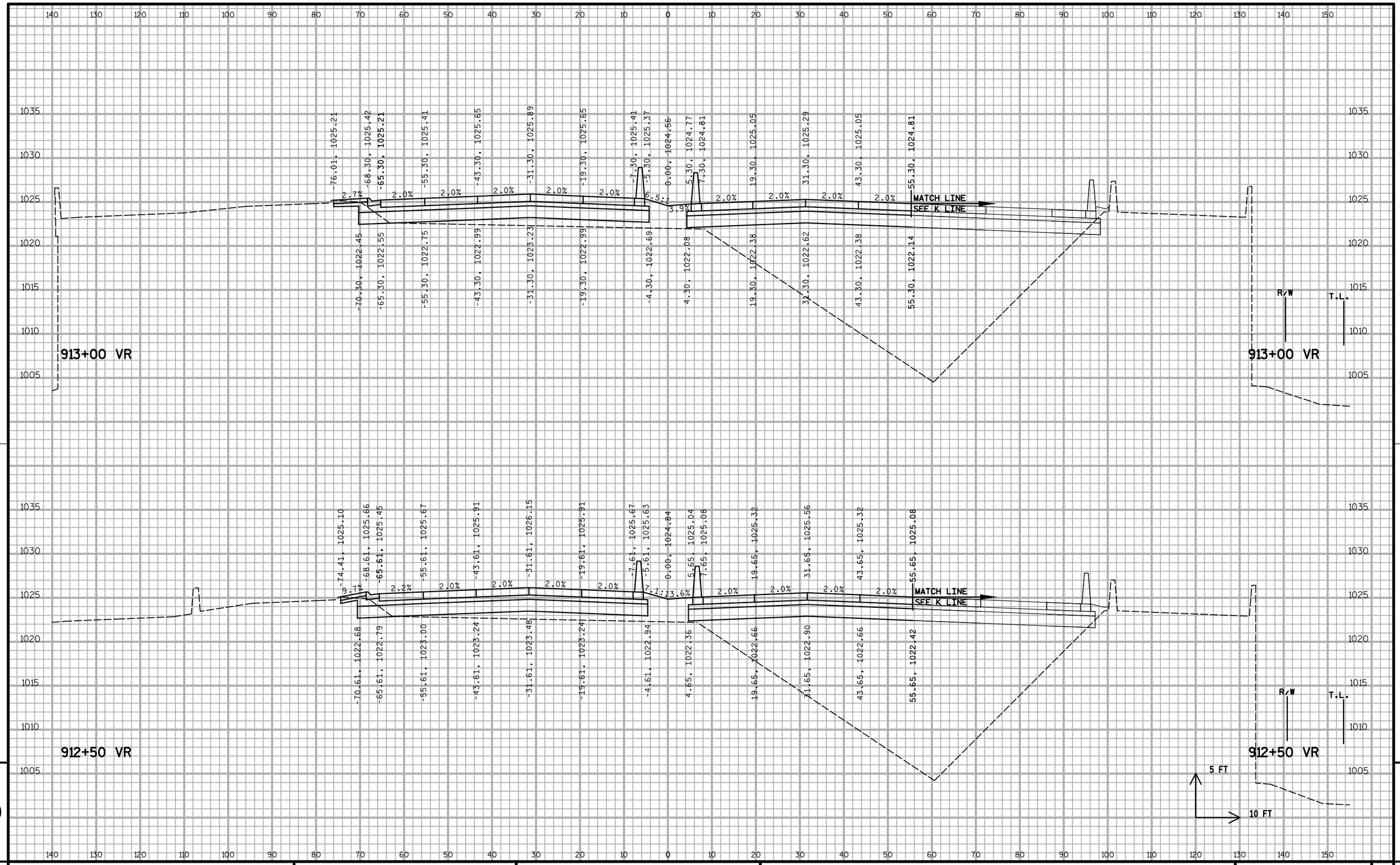
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1066	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1067	E

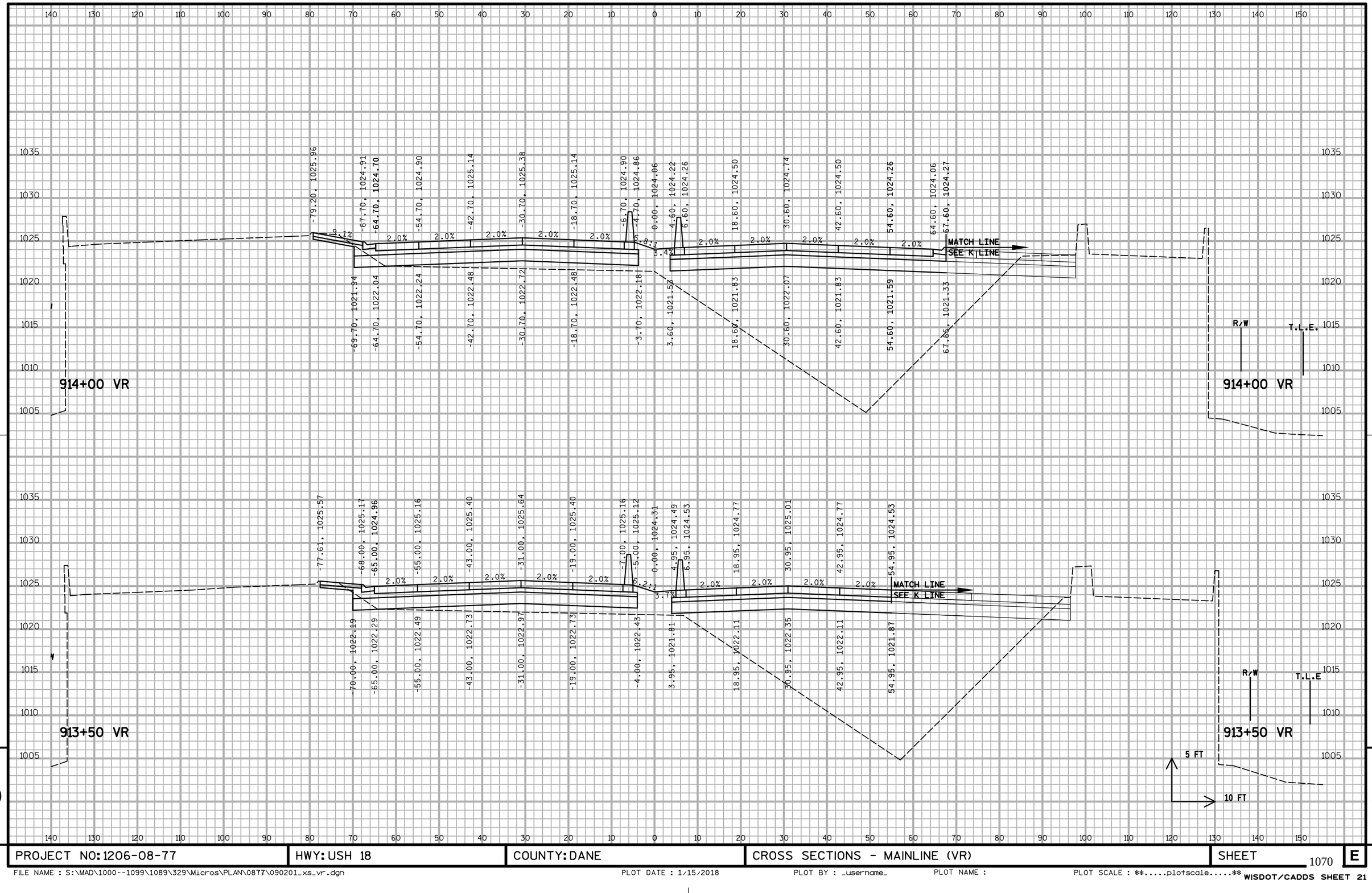


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1068	E



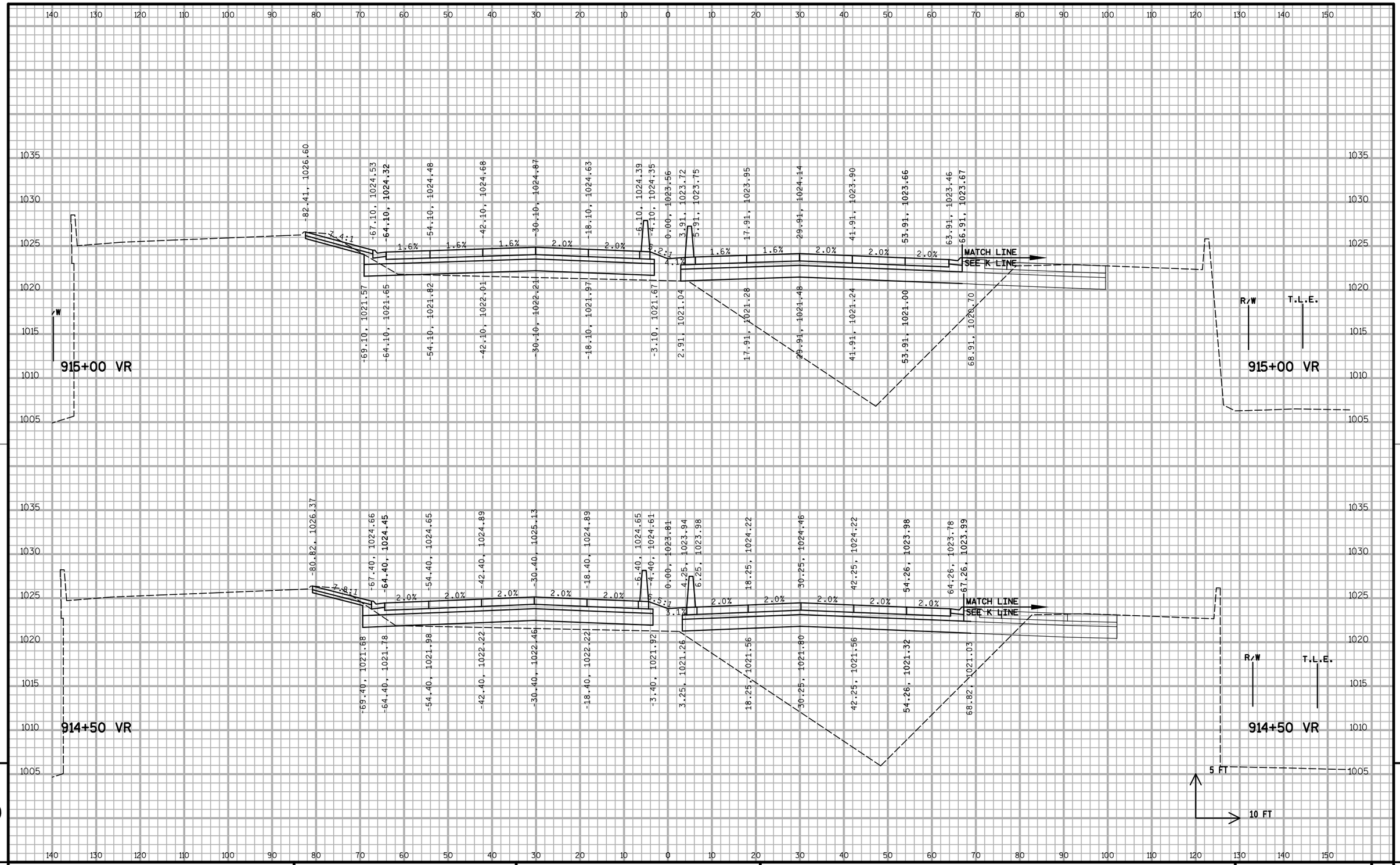
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1069	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1070	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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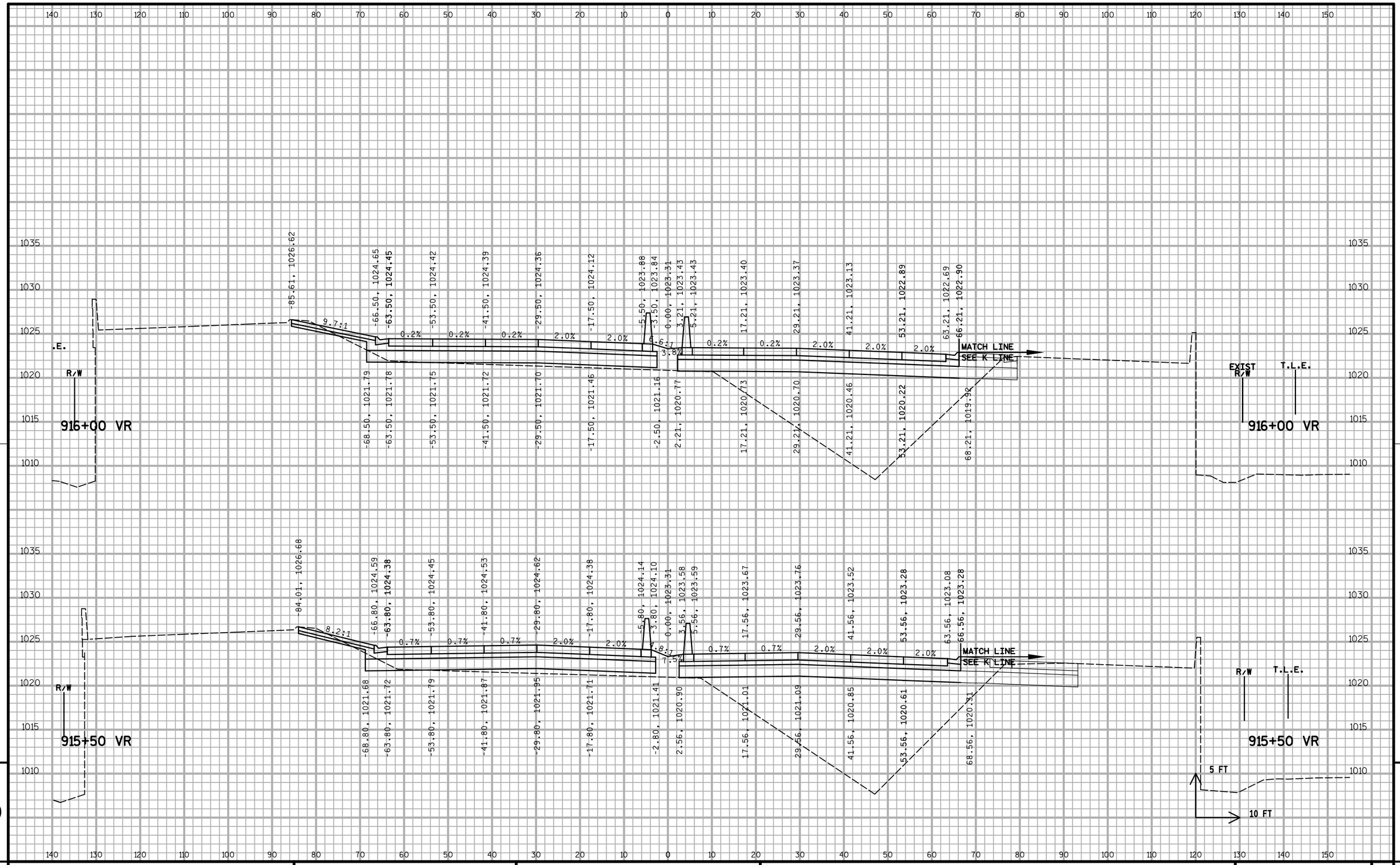
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1071	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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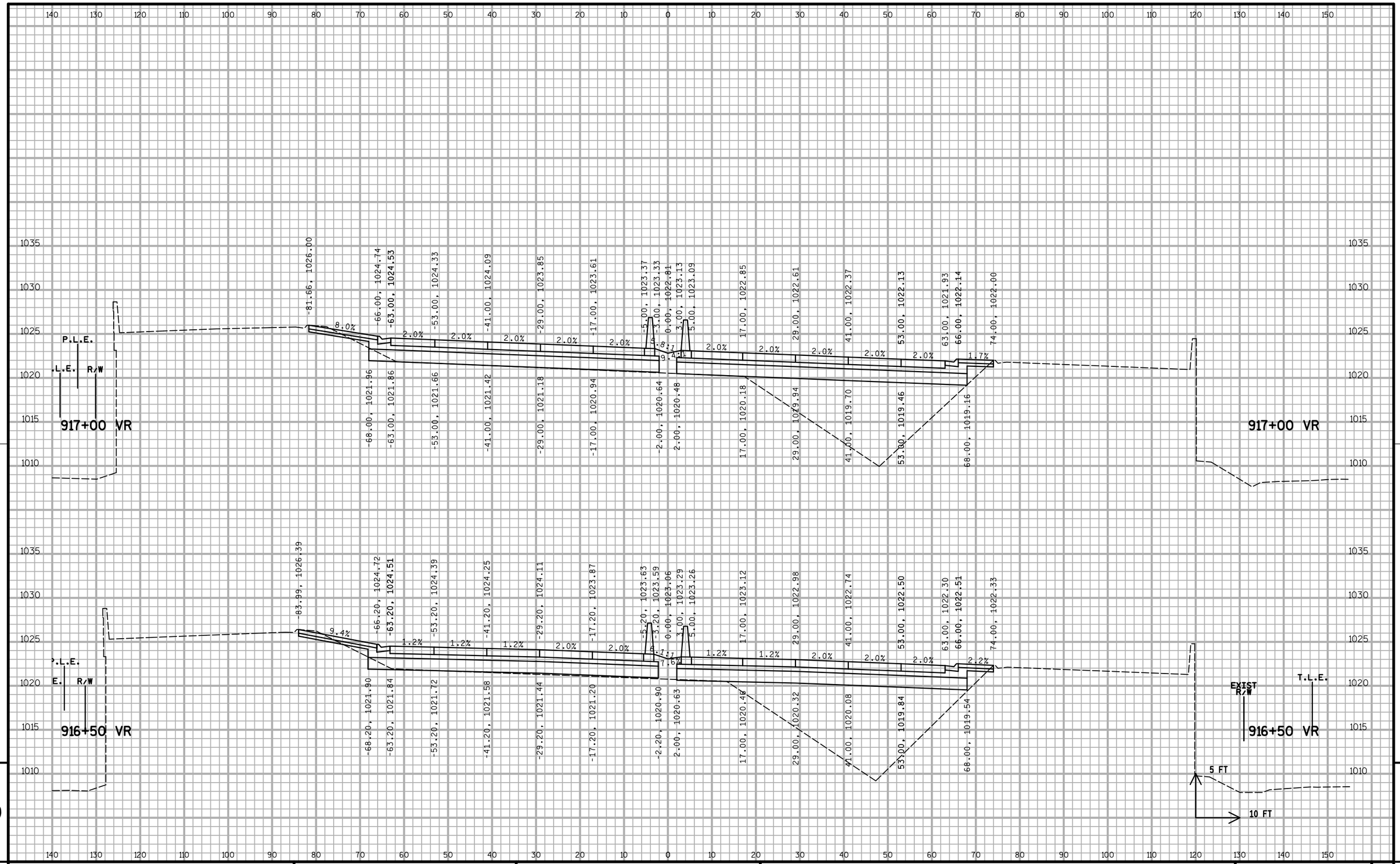
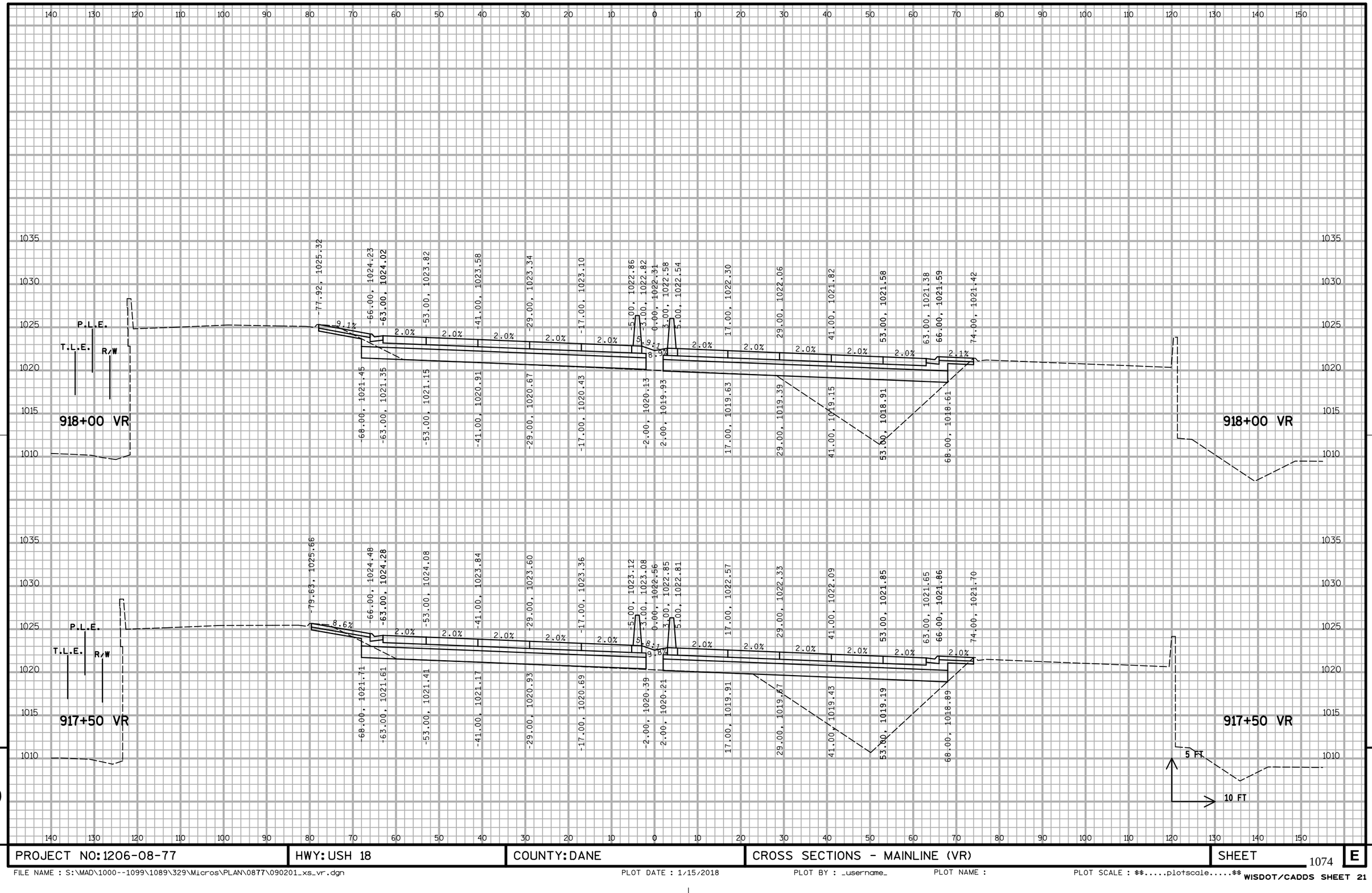
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



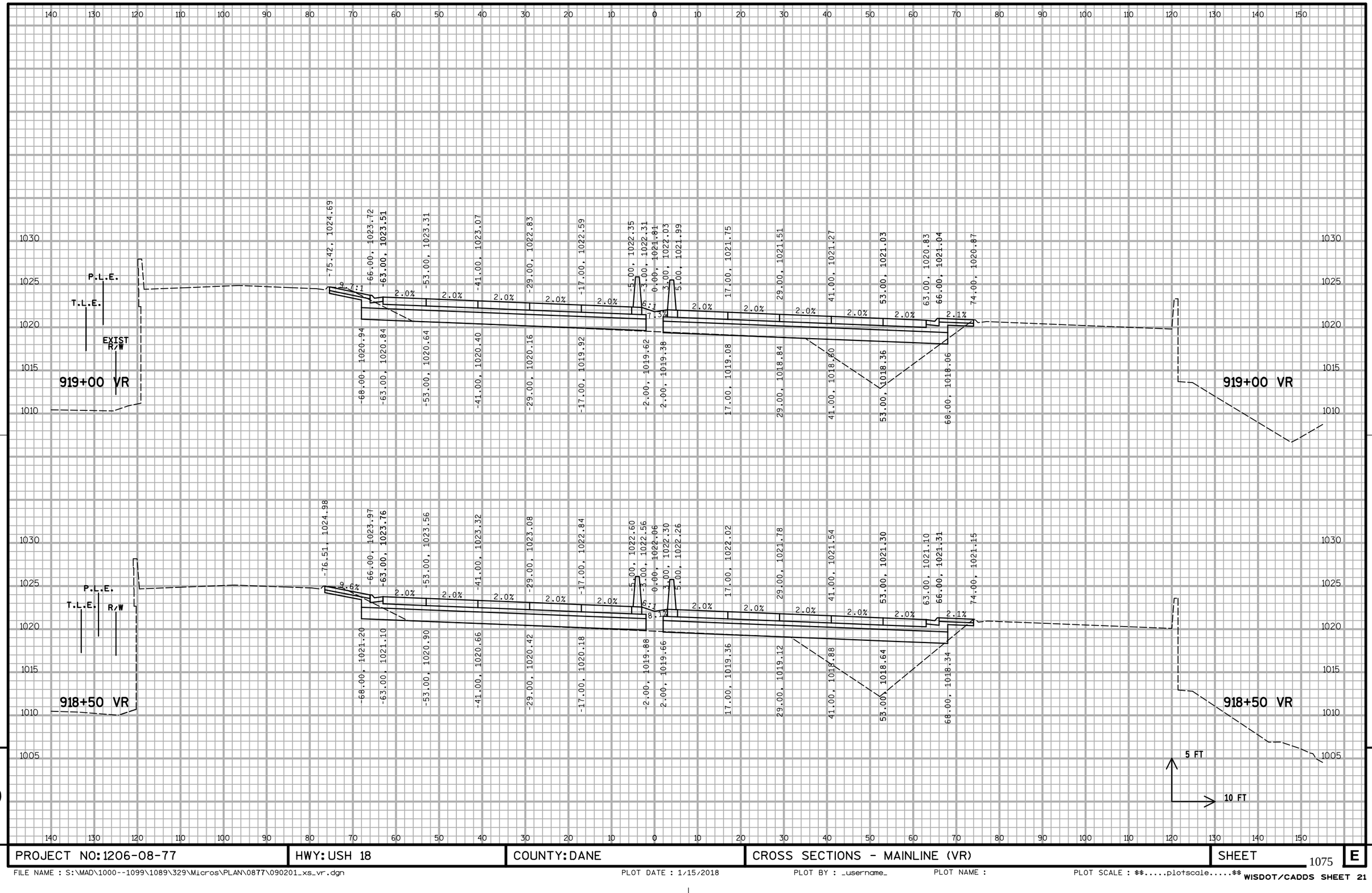
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1073	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



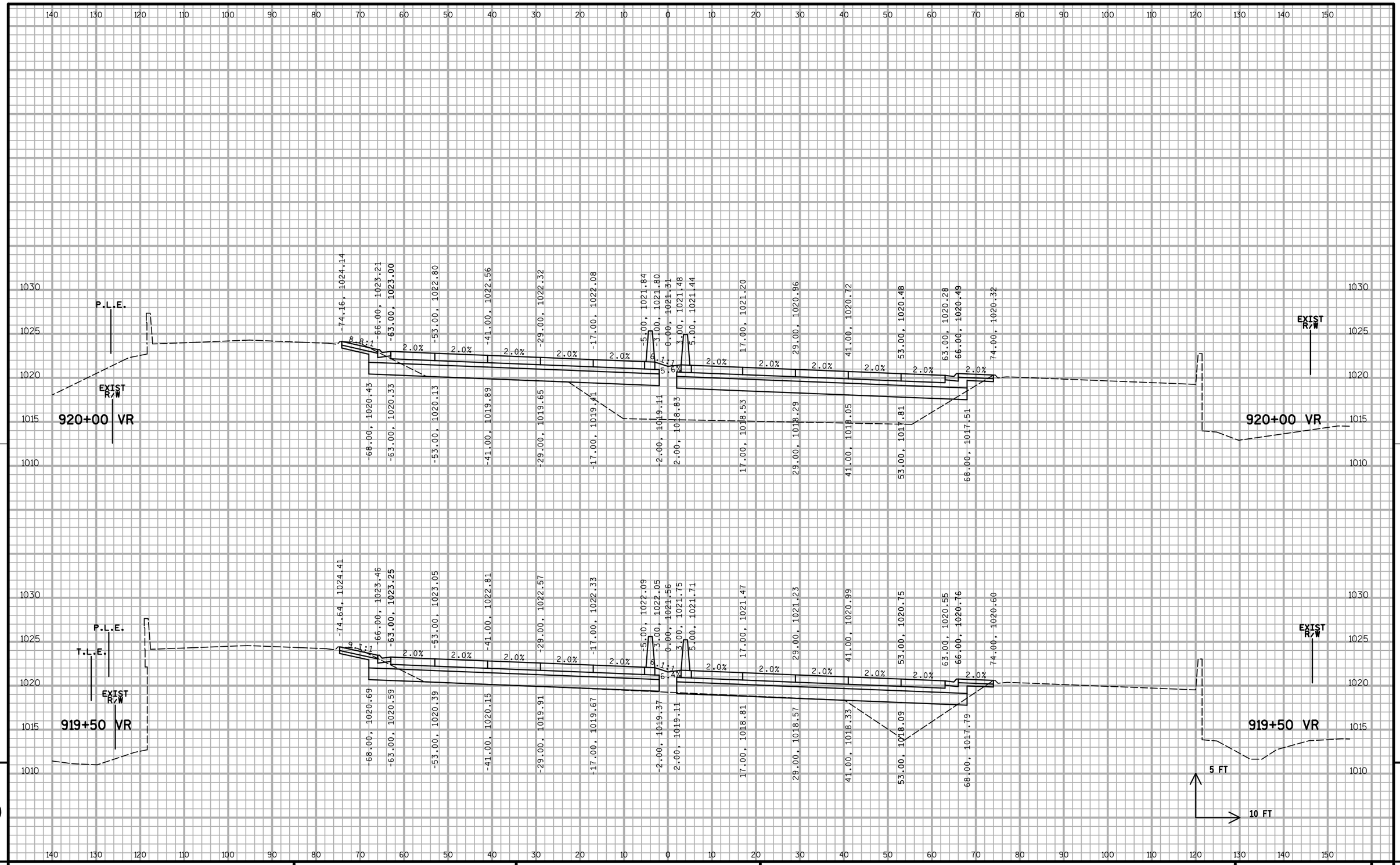
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1075	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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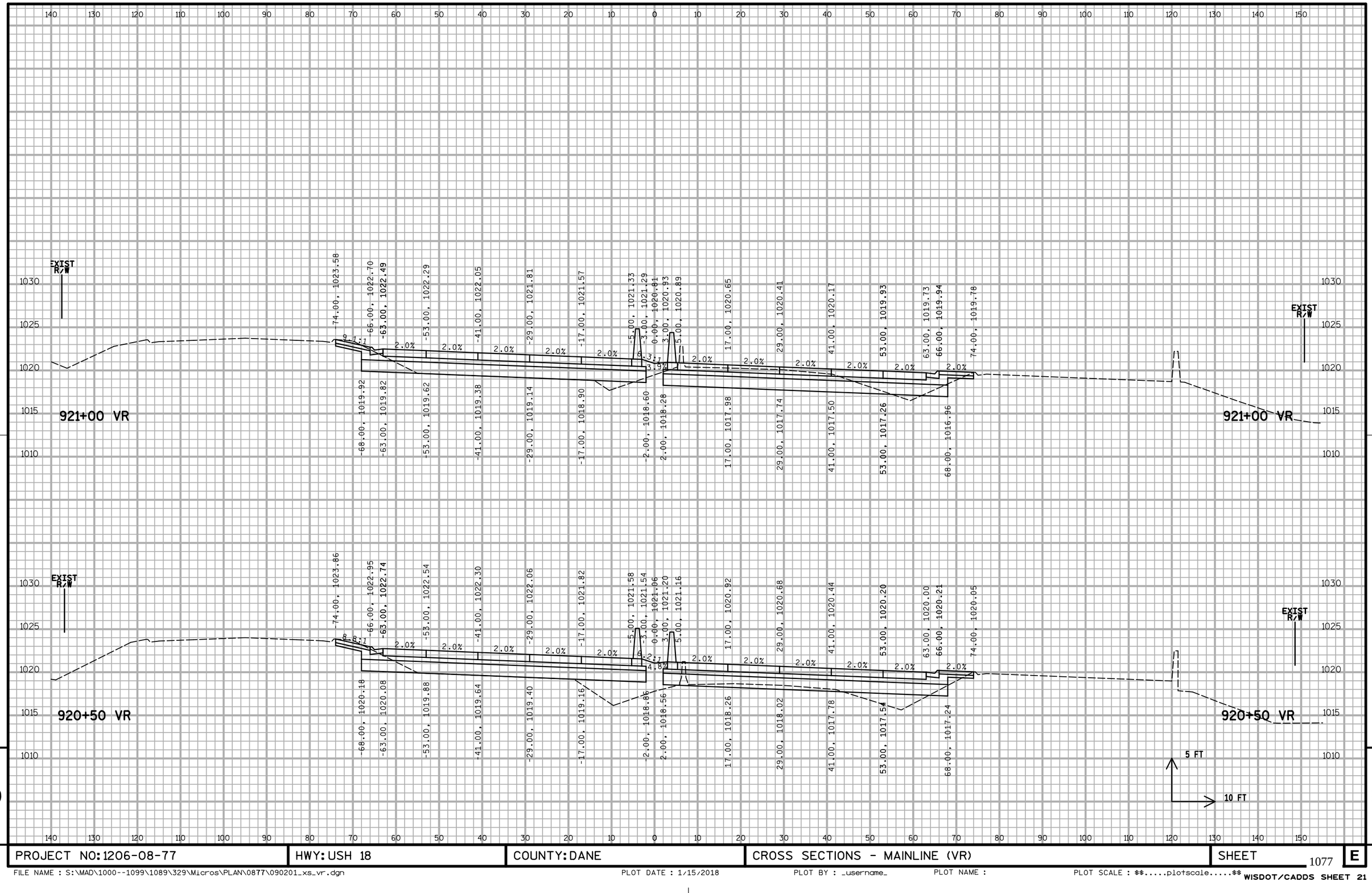
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET	E

1076

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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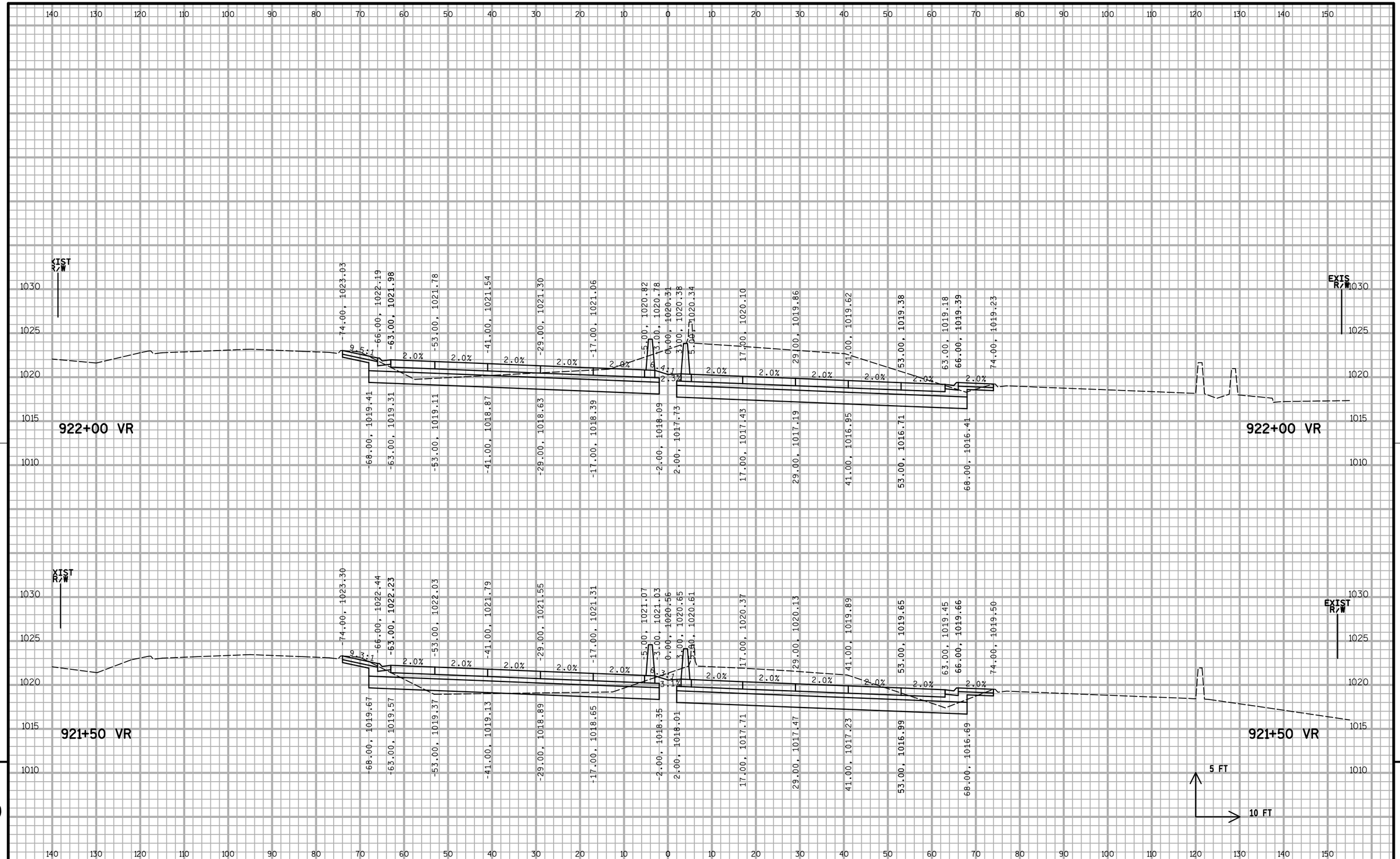
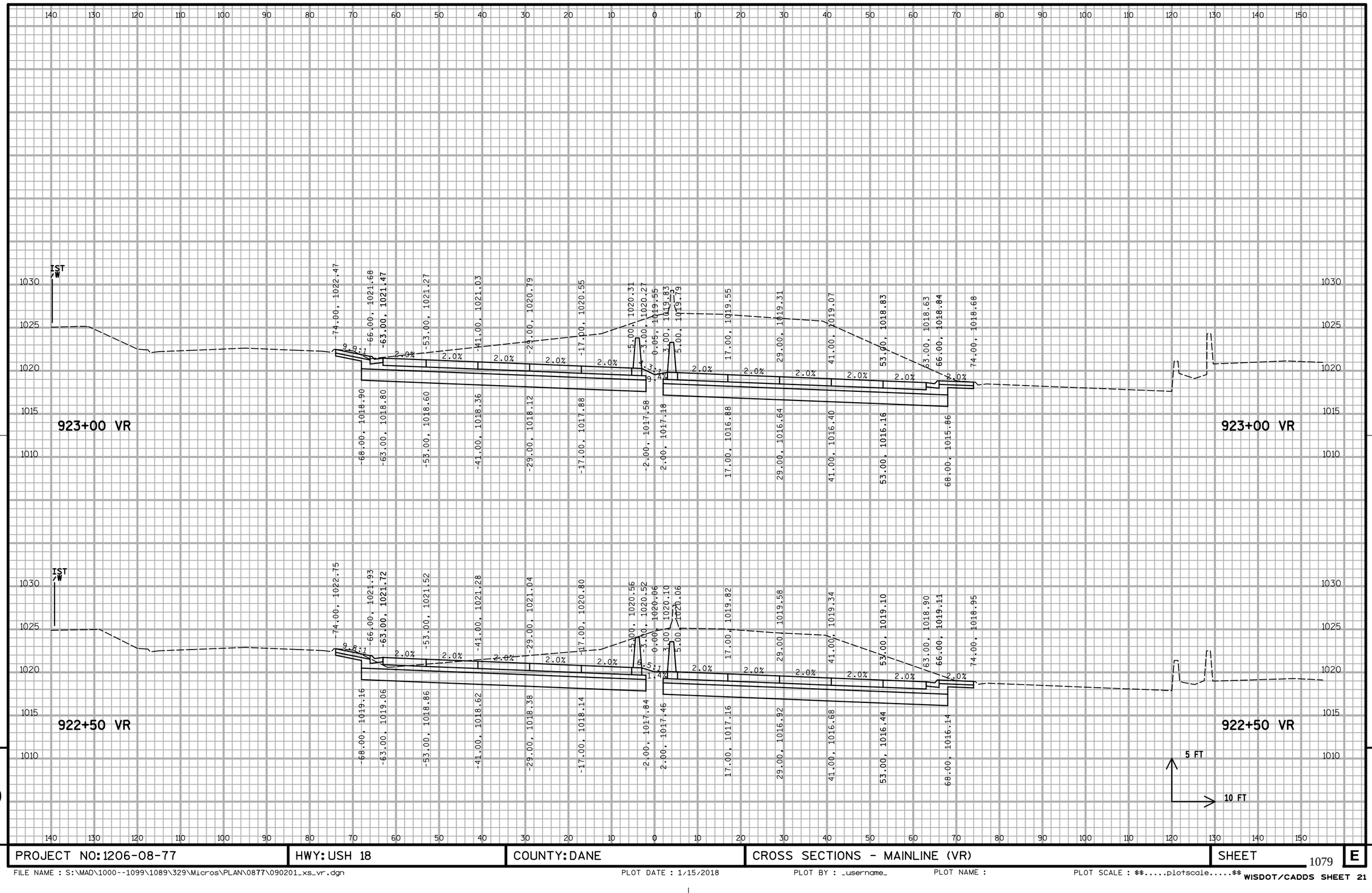
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1077	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1078	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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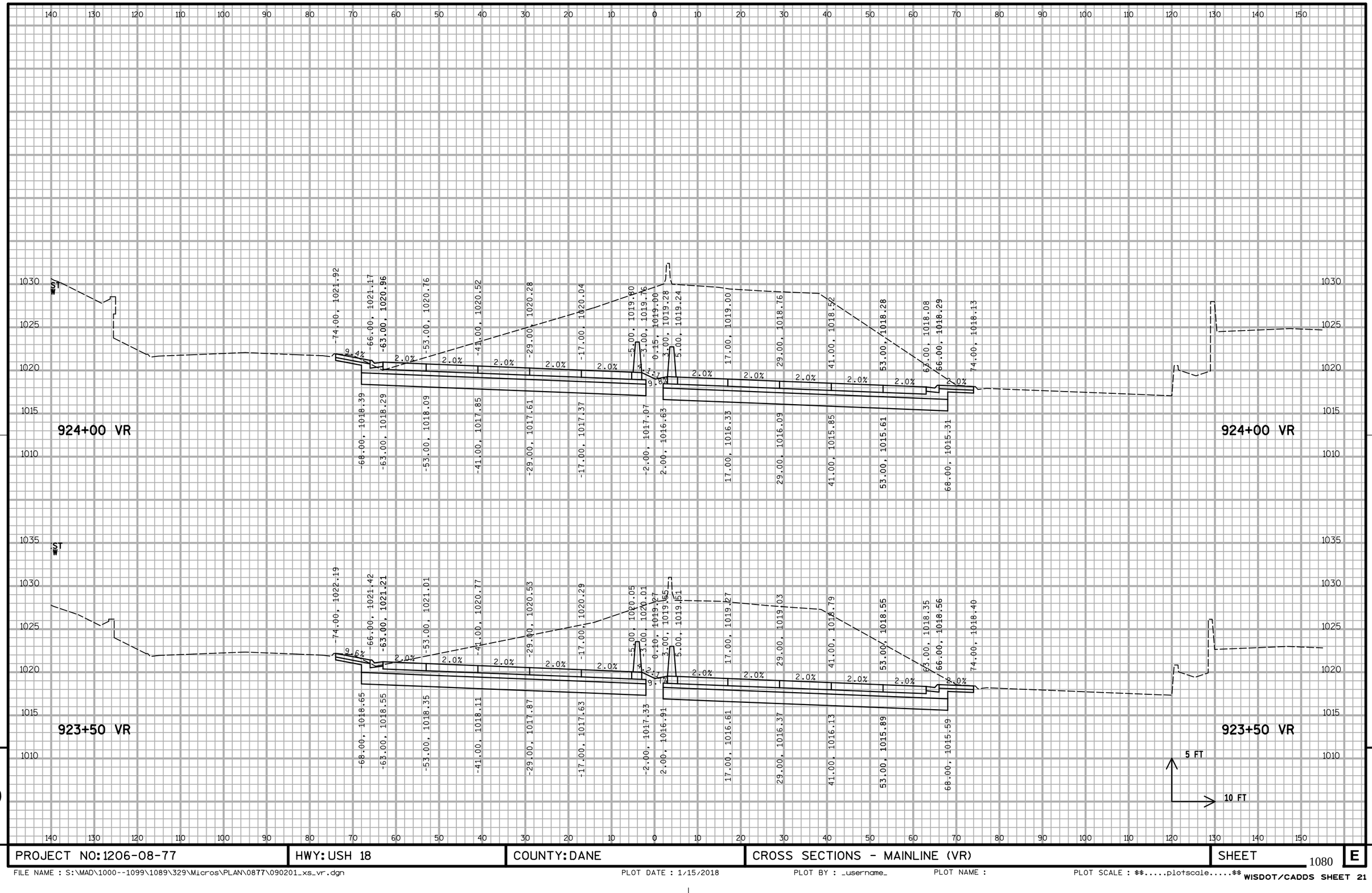
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1079	E



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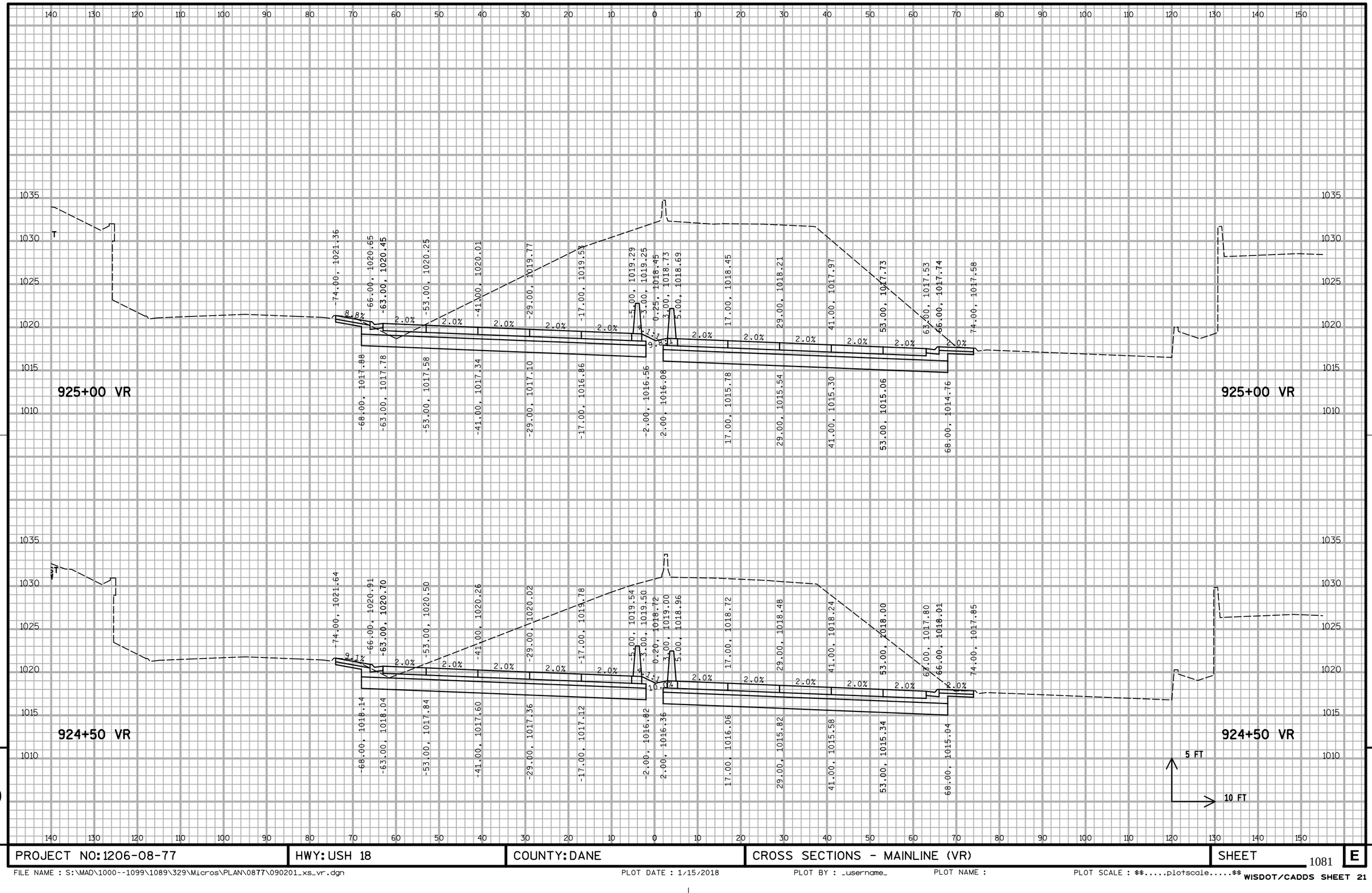
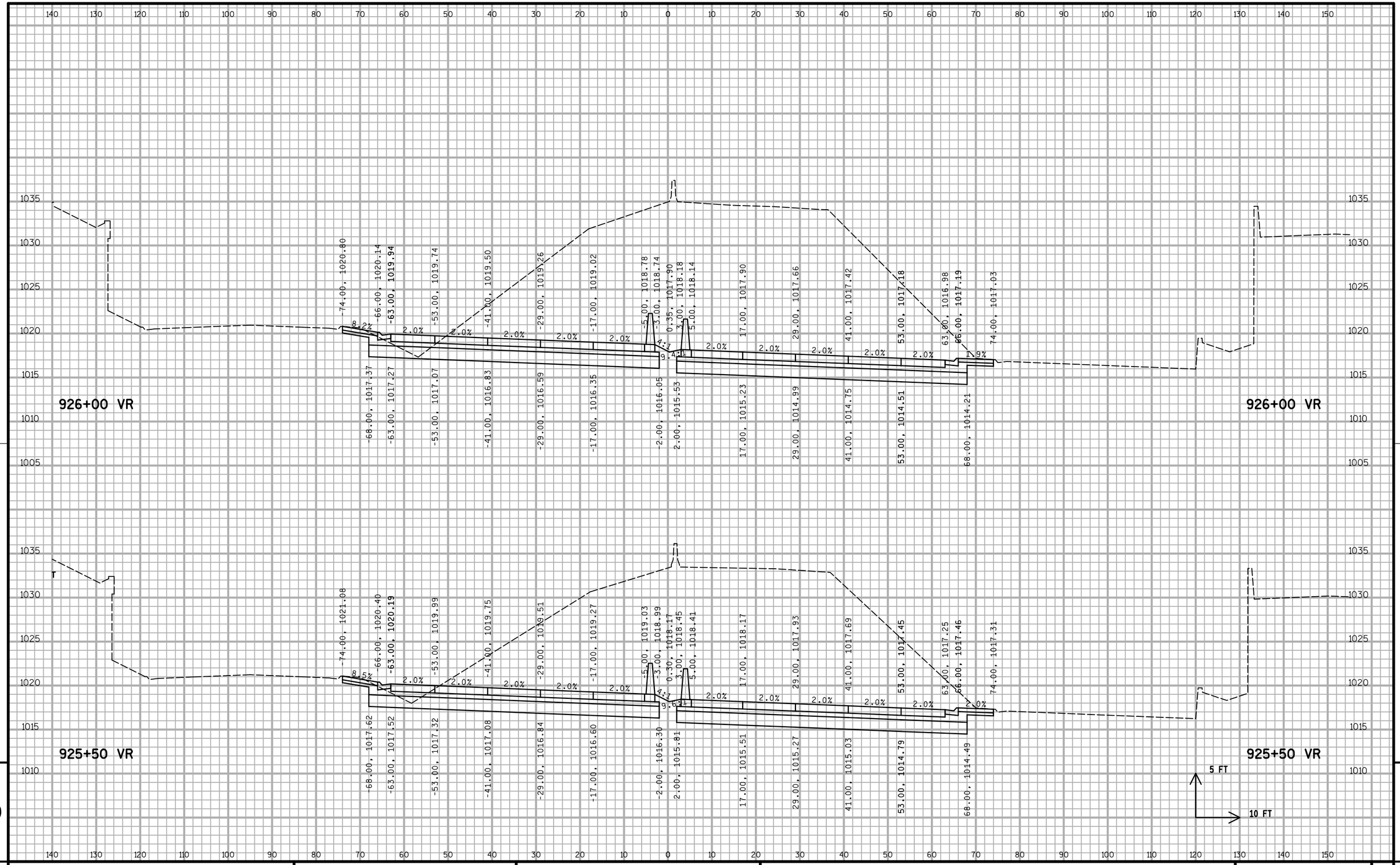
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1080	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1081	E

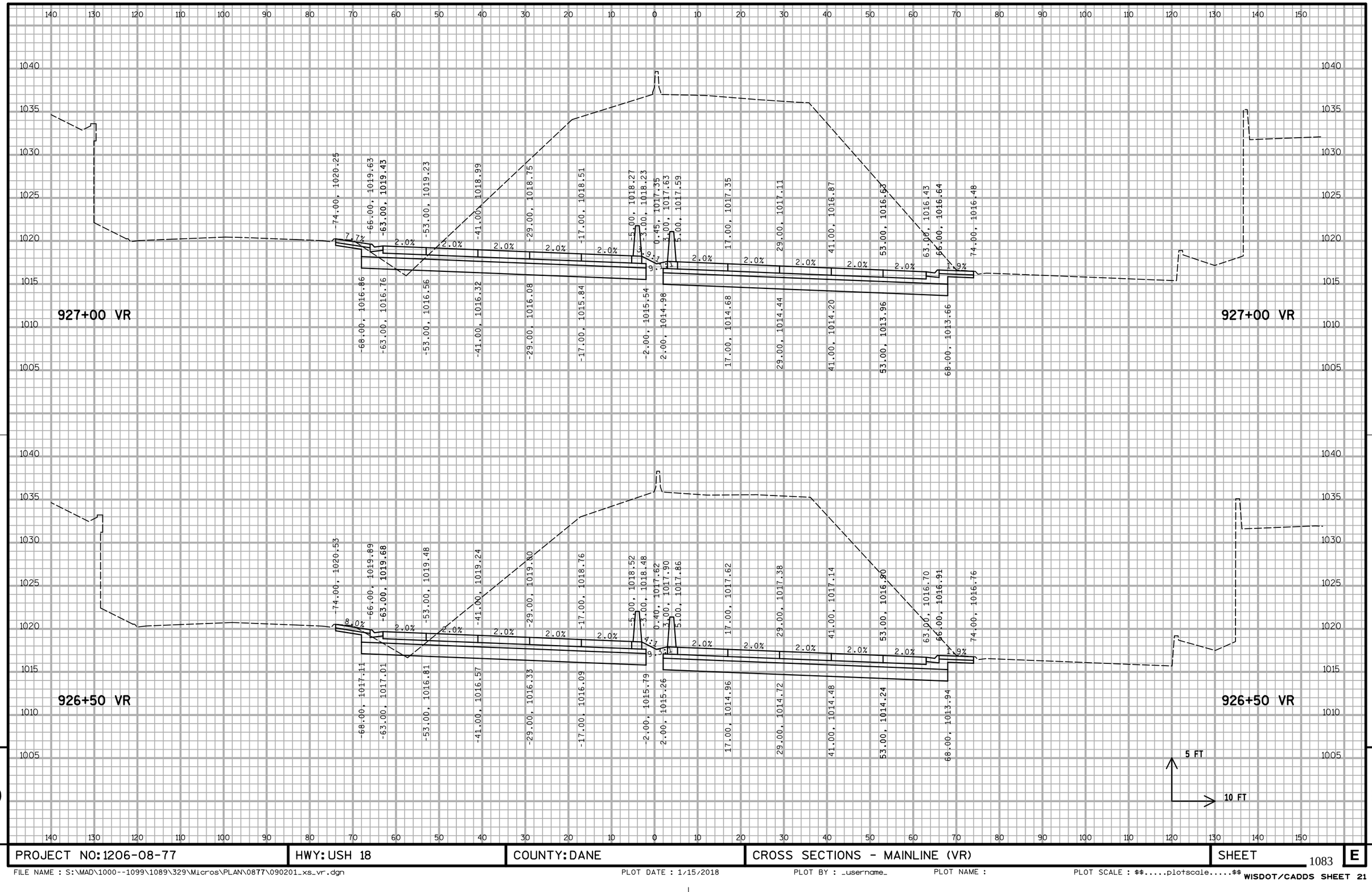
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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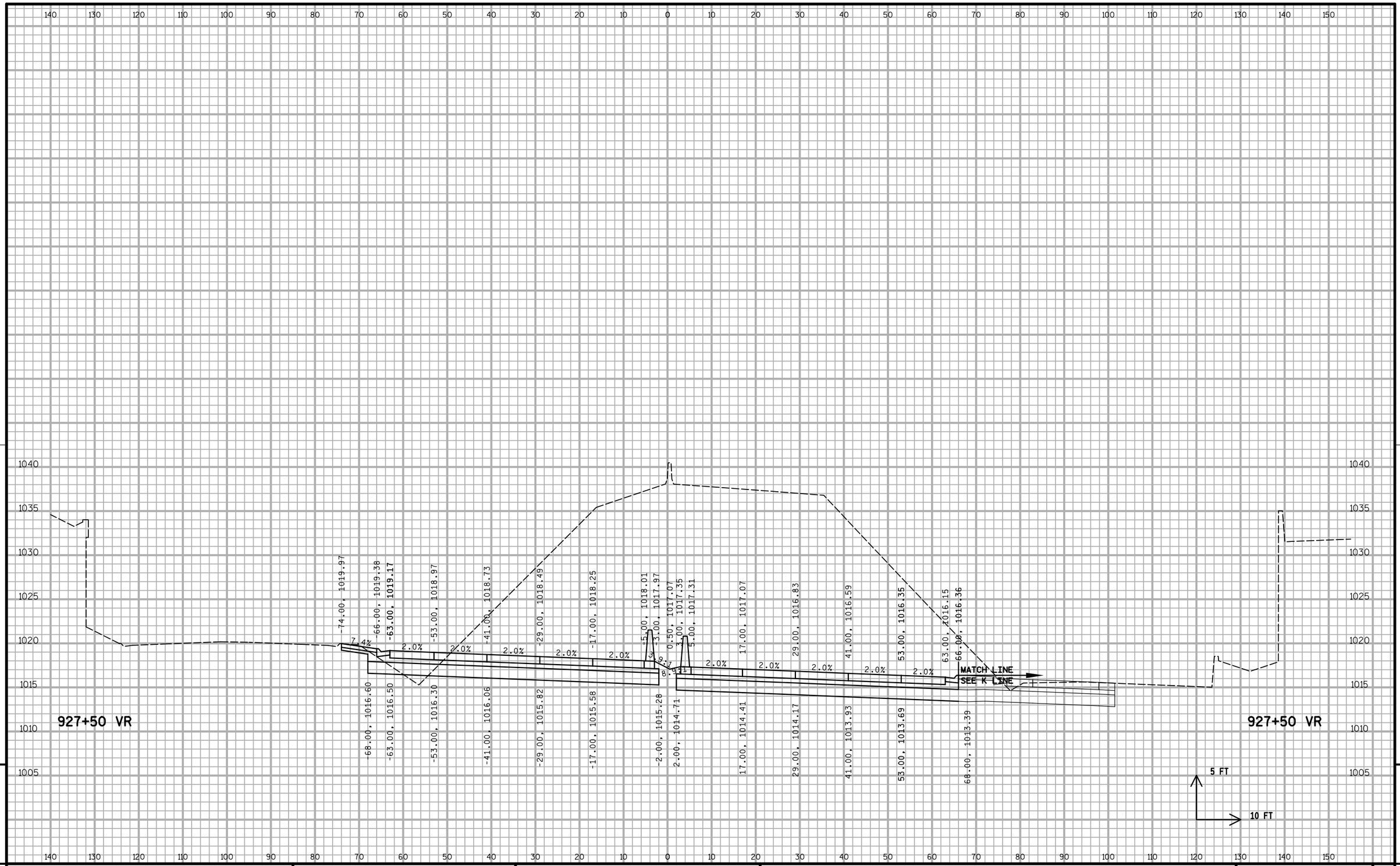
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1083	E



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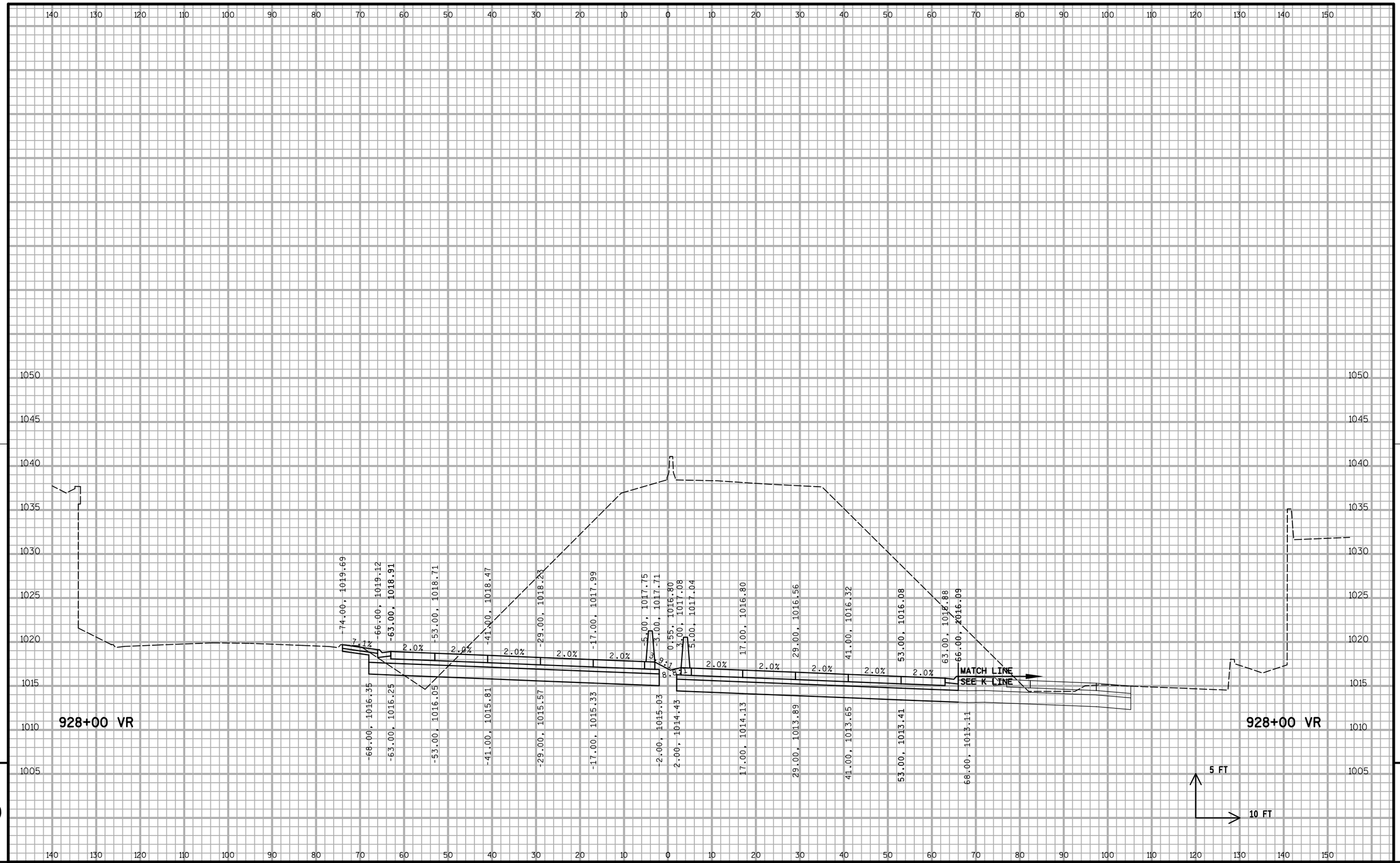
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1084	E



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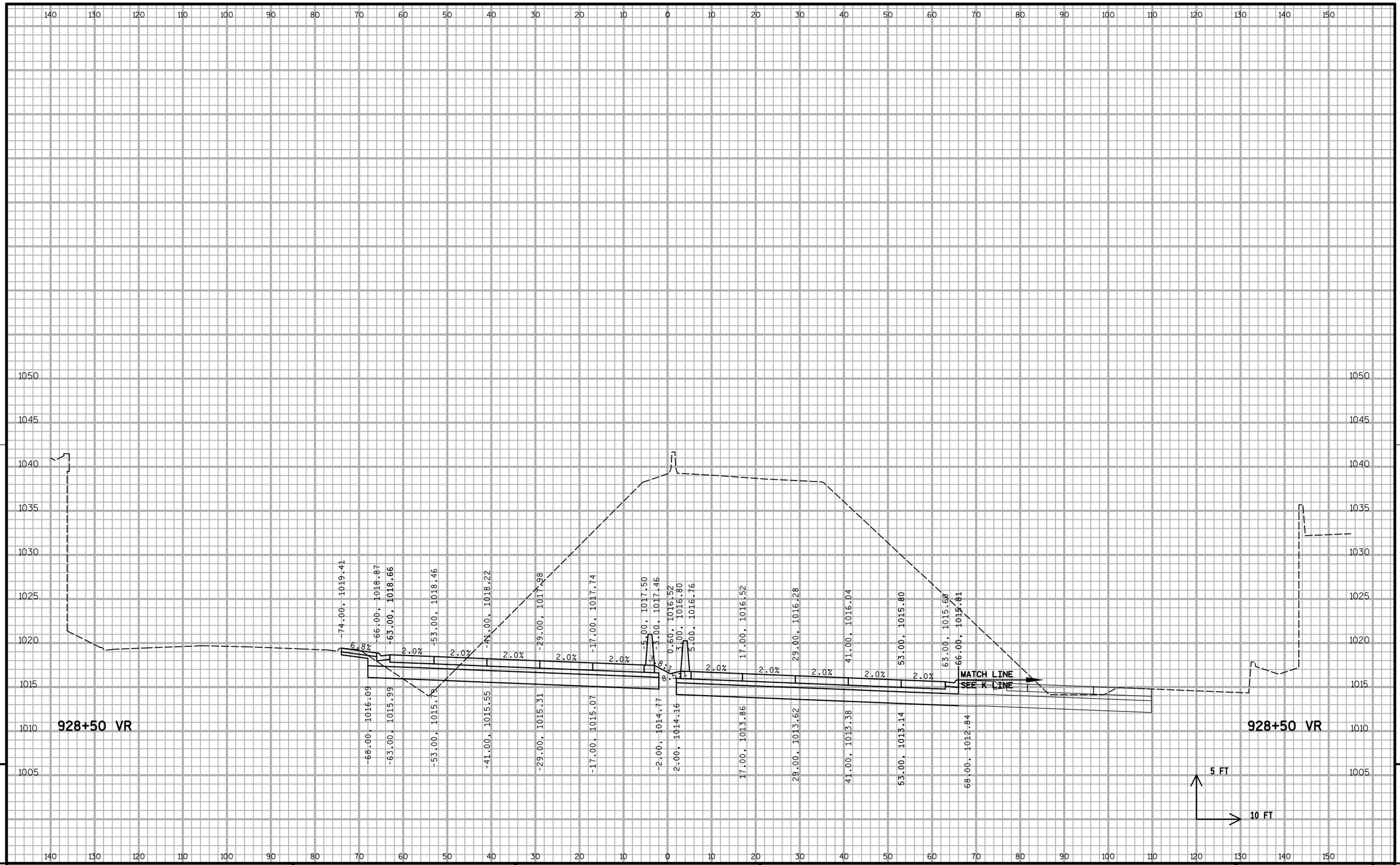
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1085	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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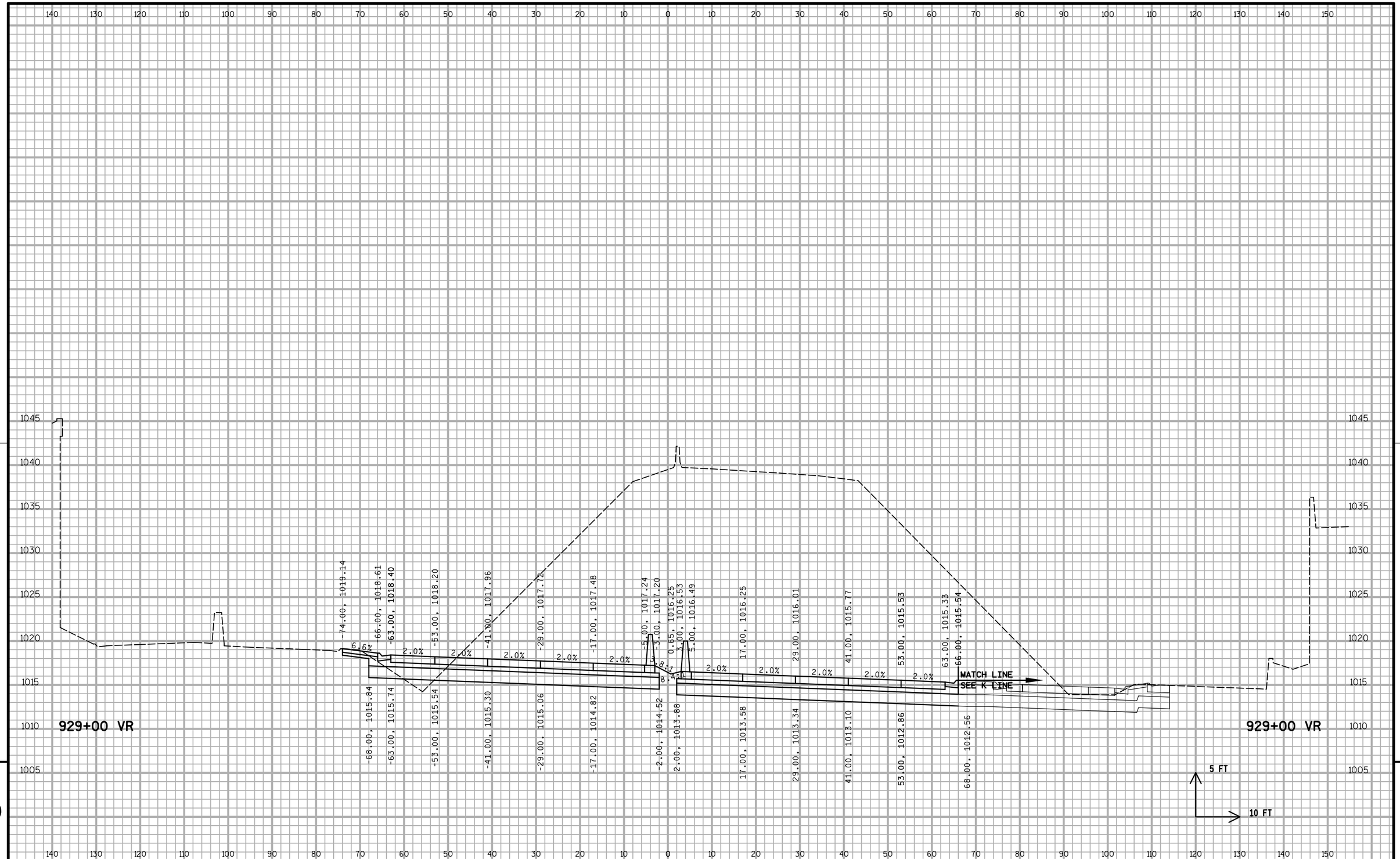
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1086	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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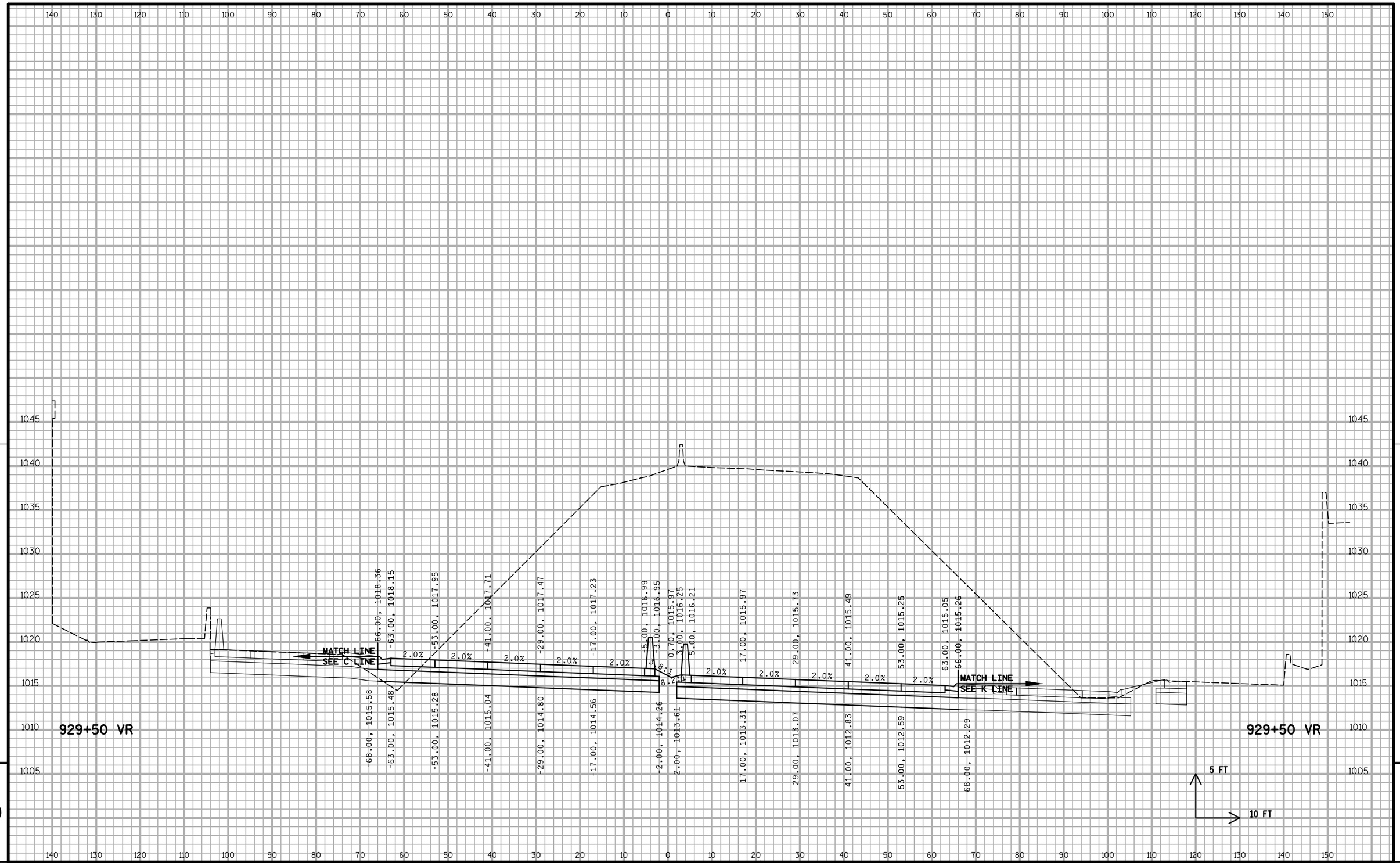
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1087	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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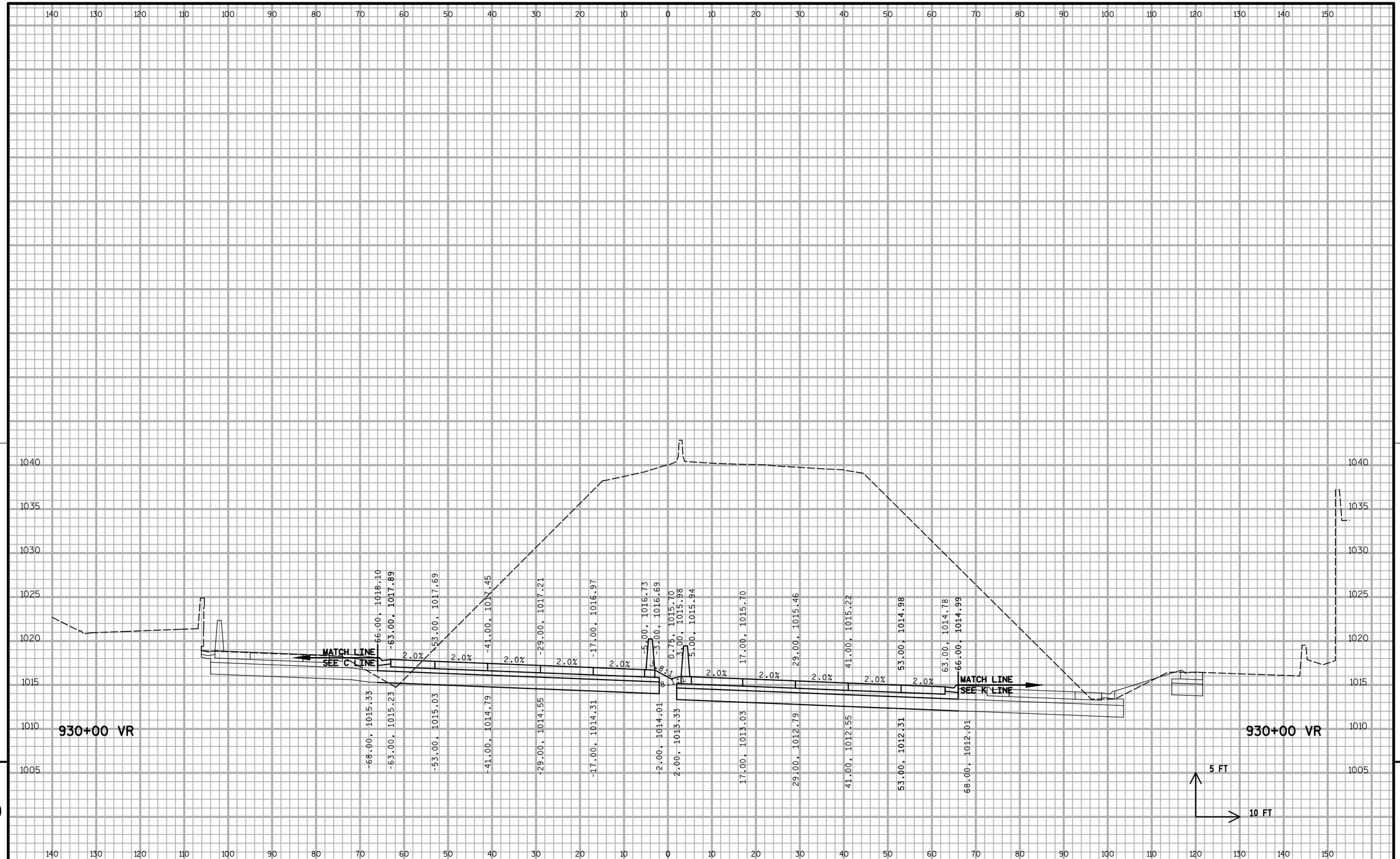
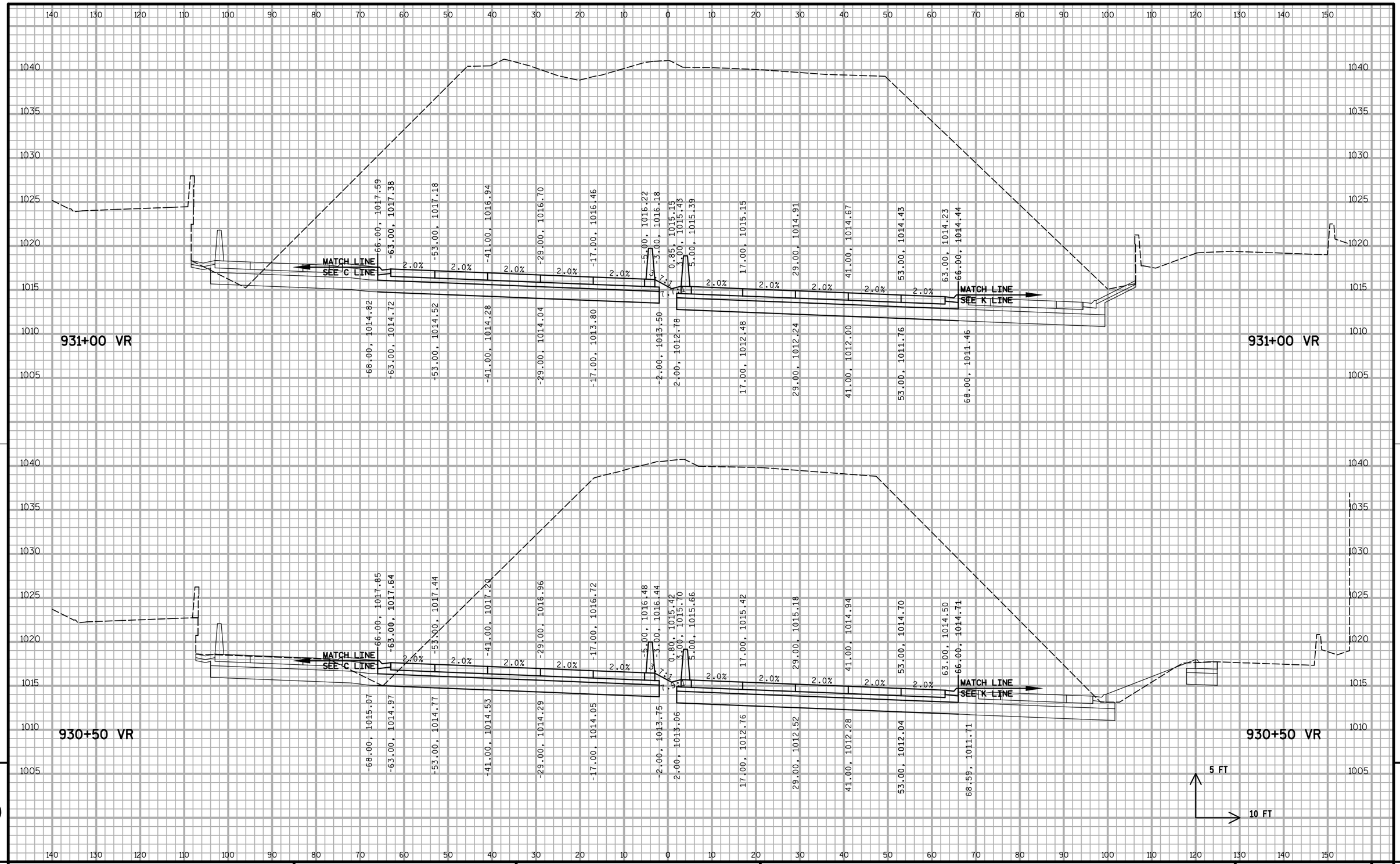
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1088	E



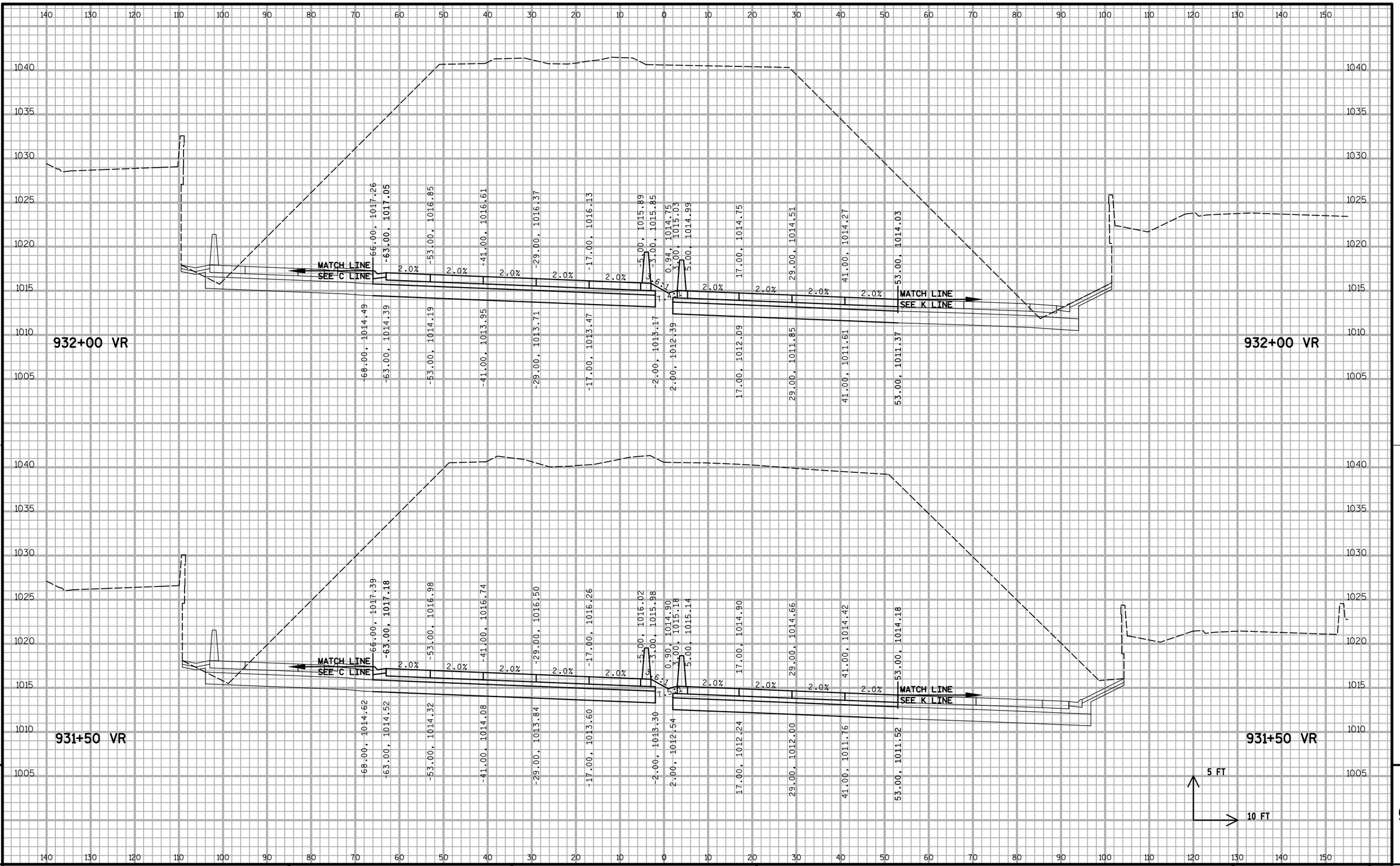
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1089	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1090	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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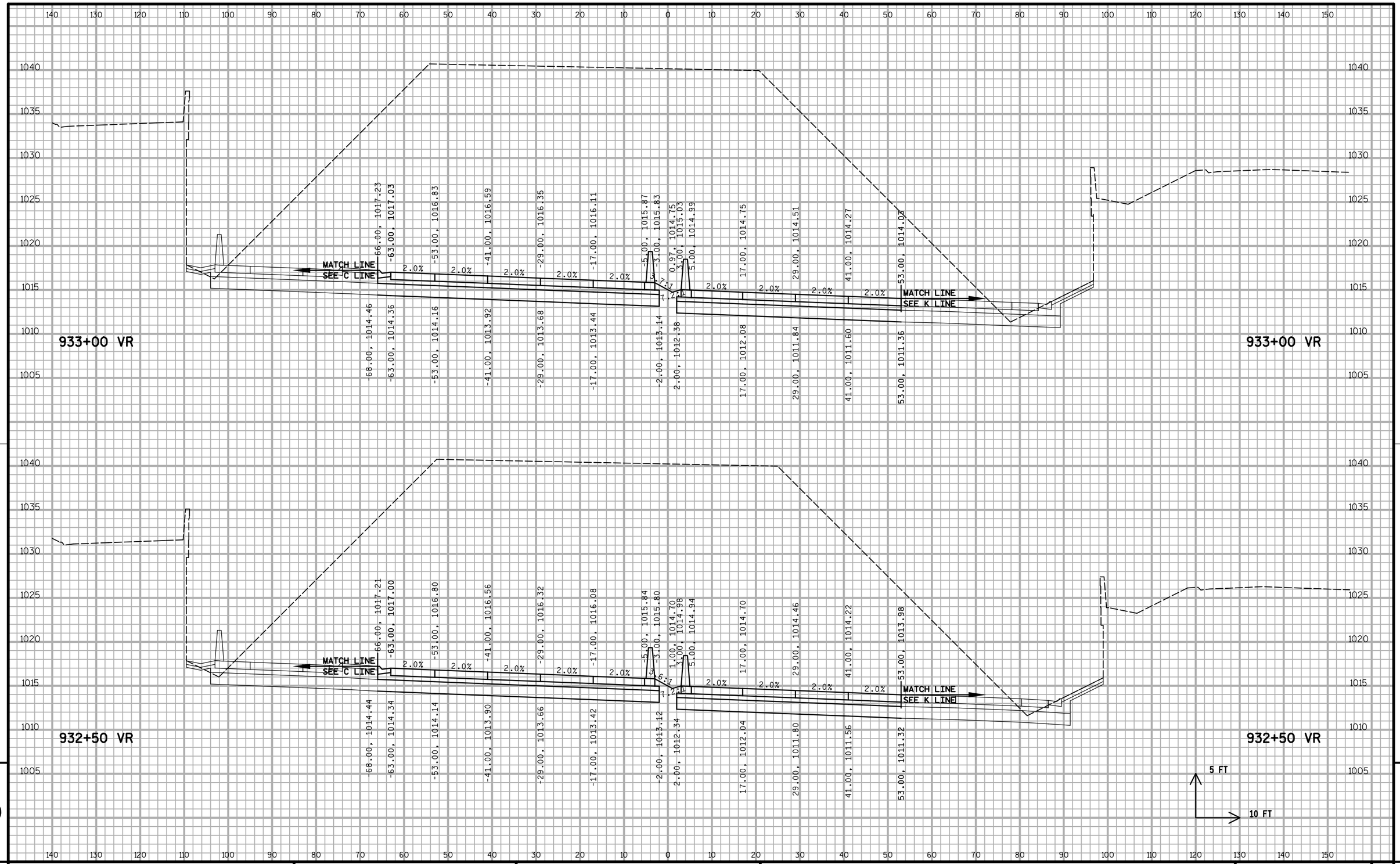
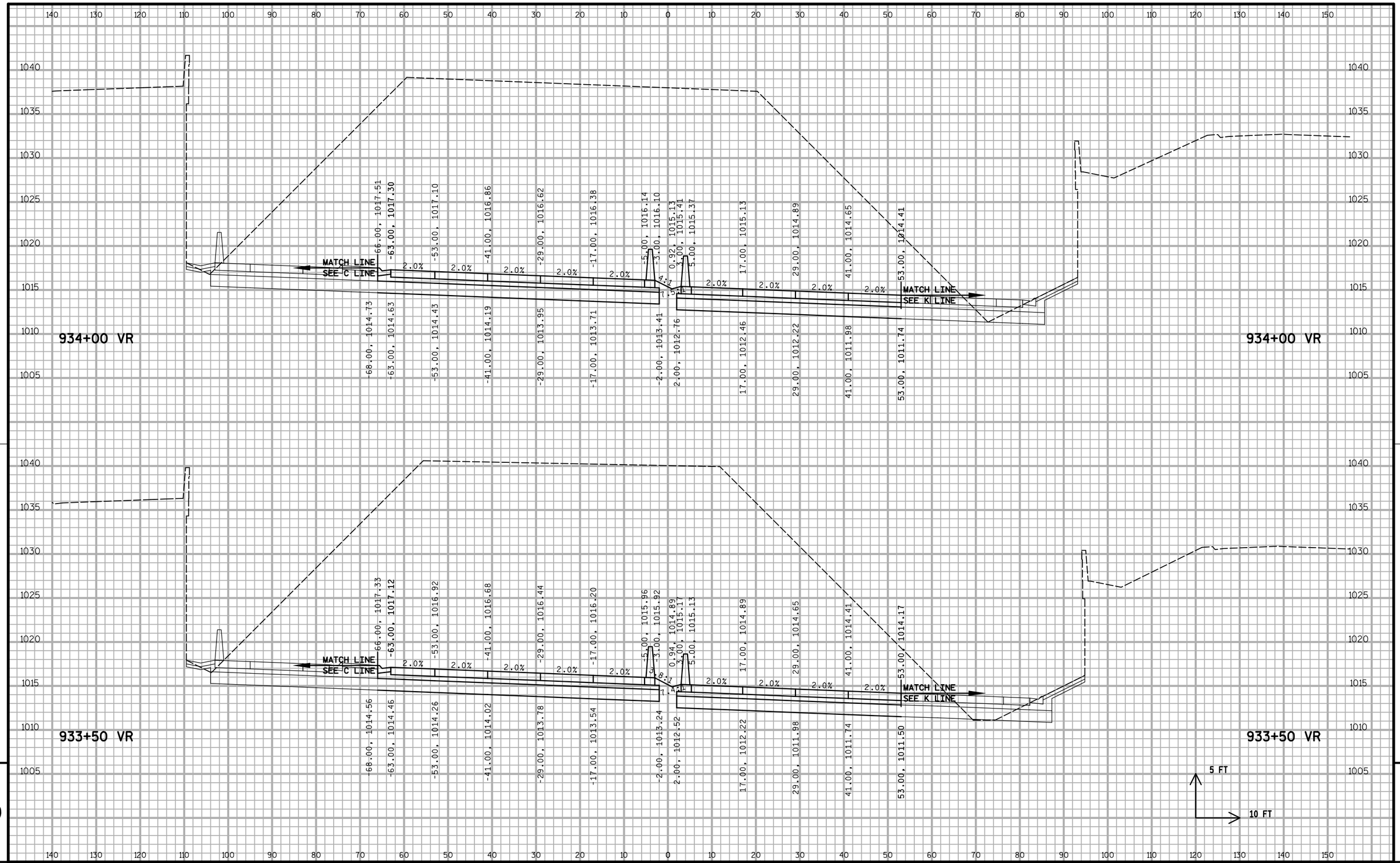
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1091	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1092	E



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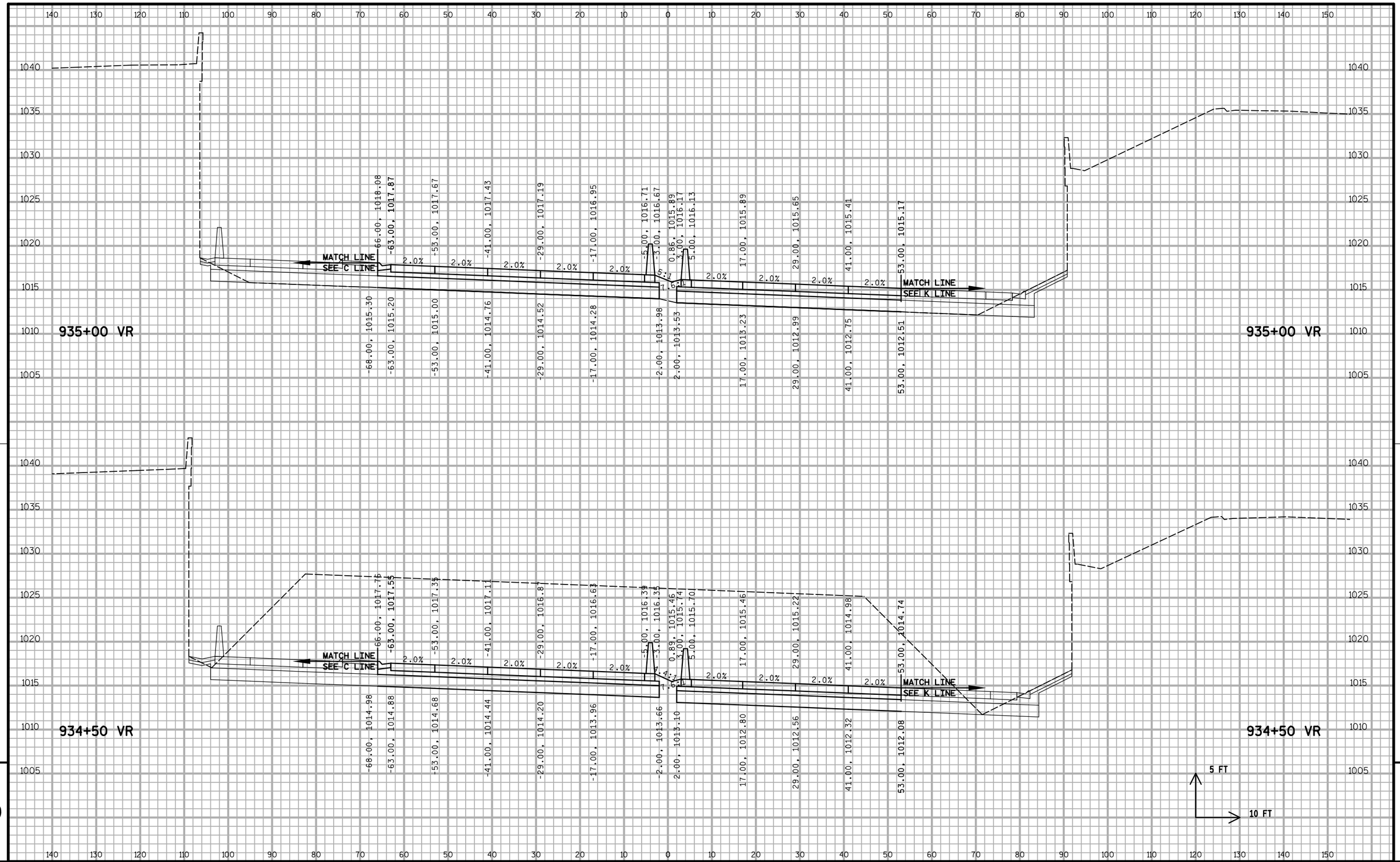
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1093	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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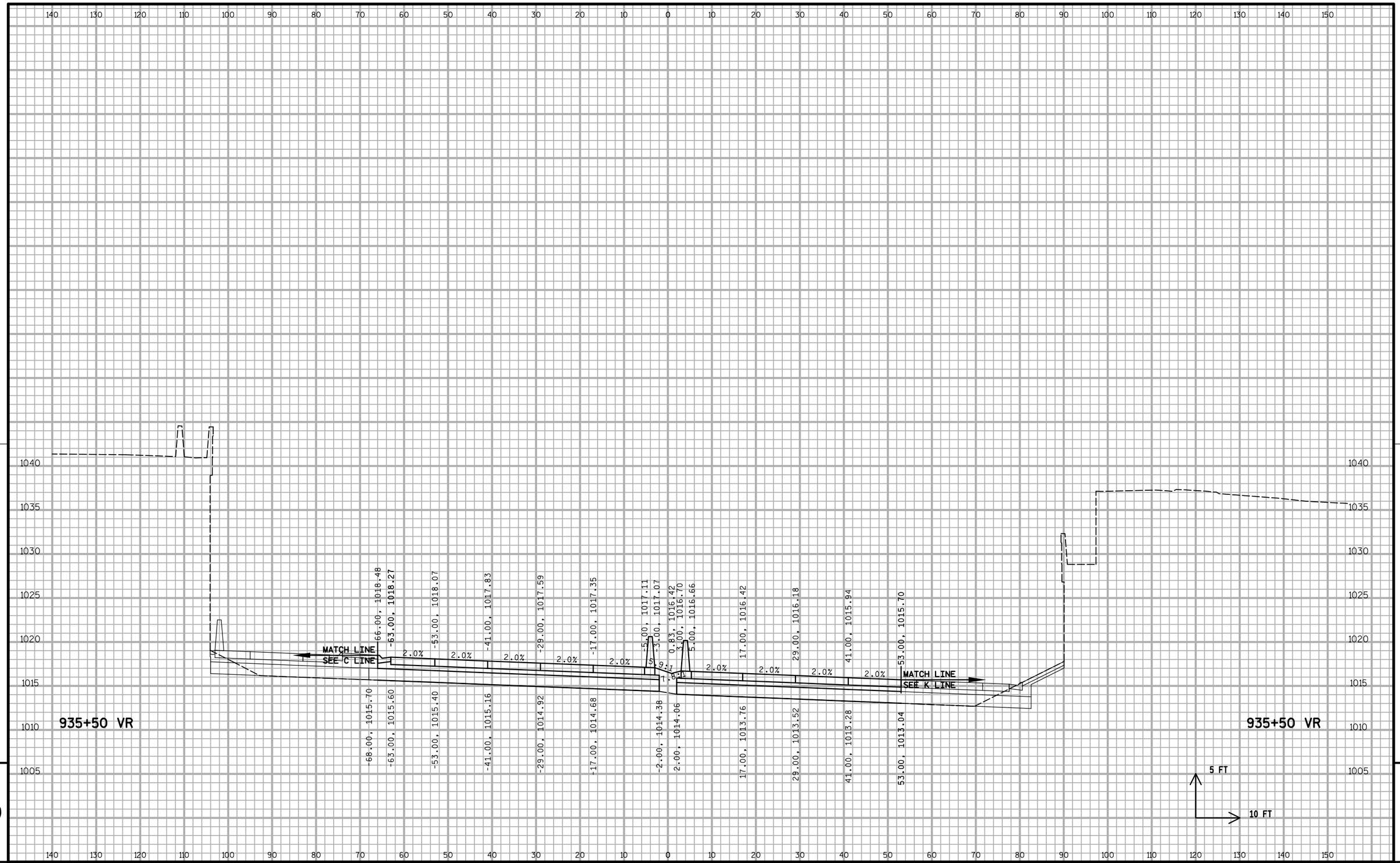
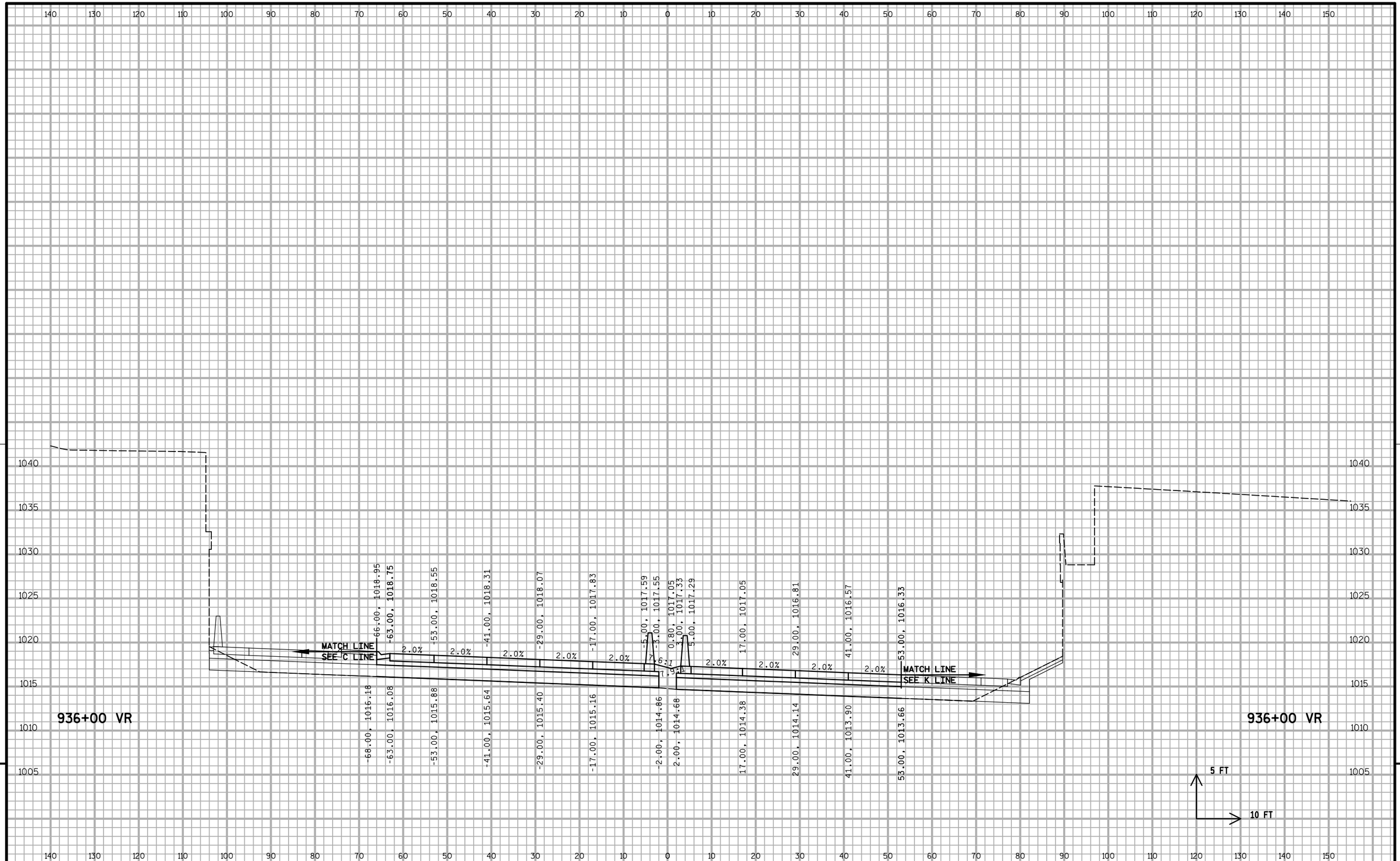
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1094	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

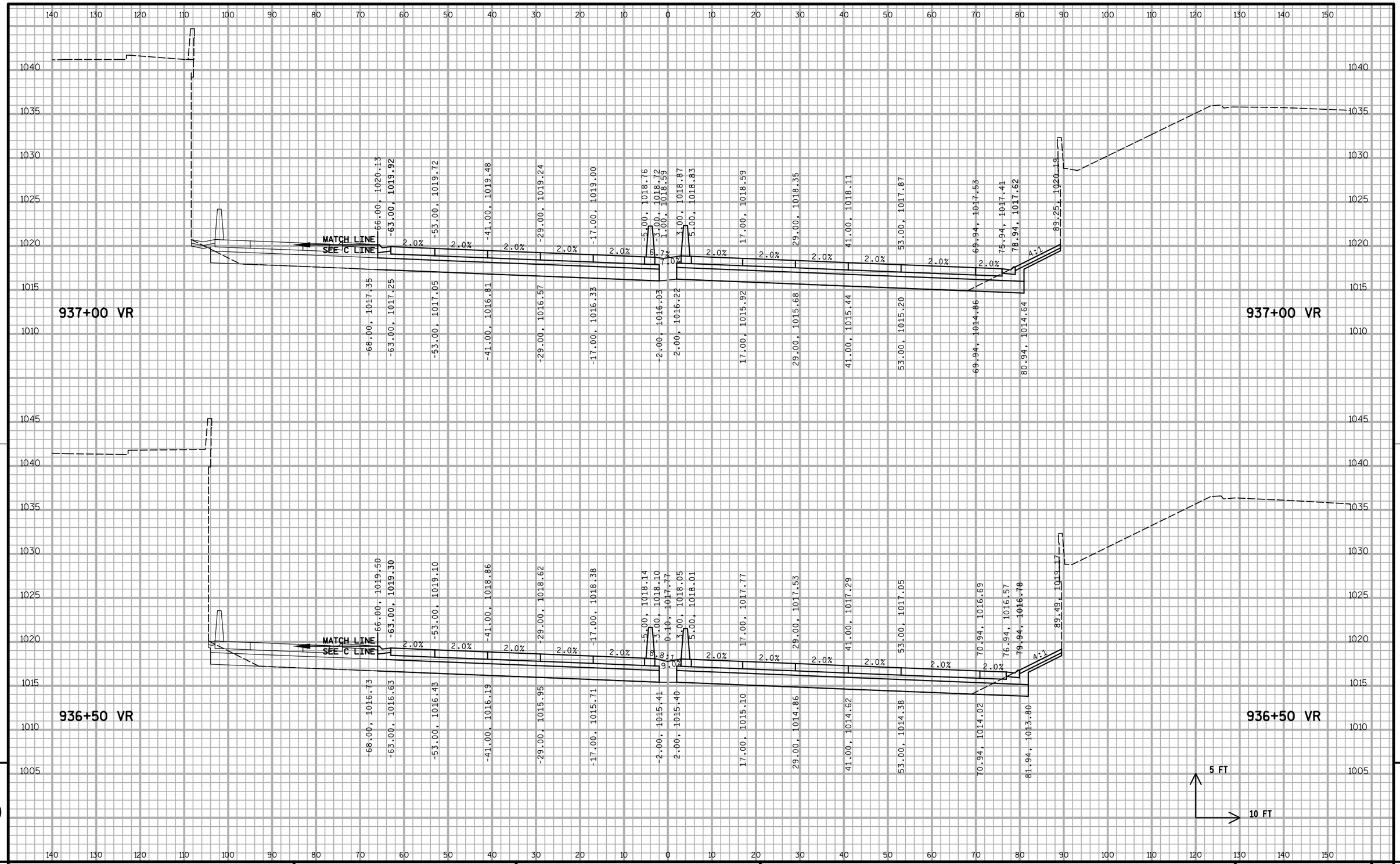


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1095	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

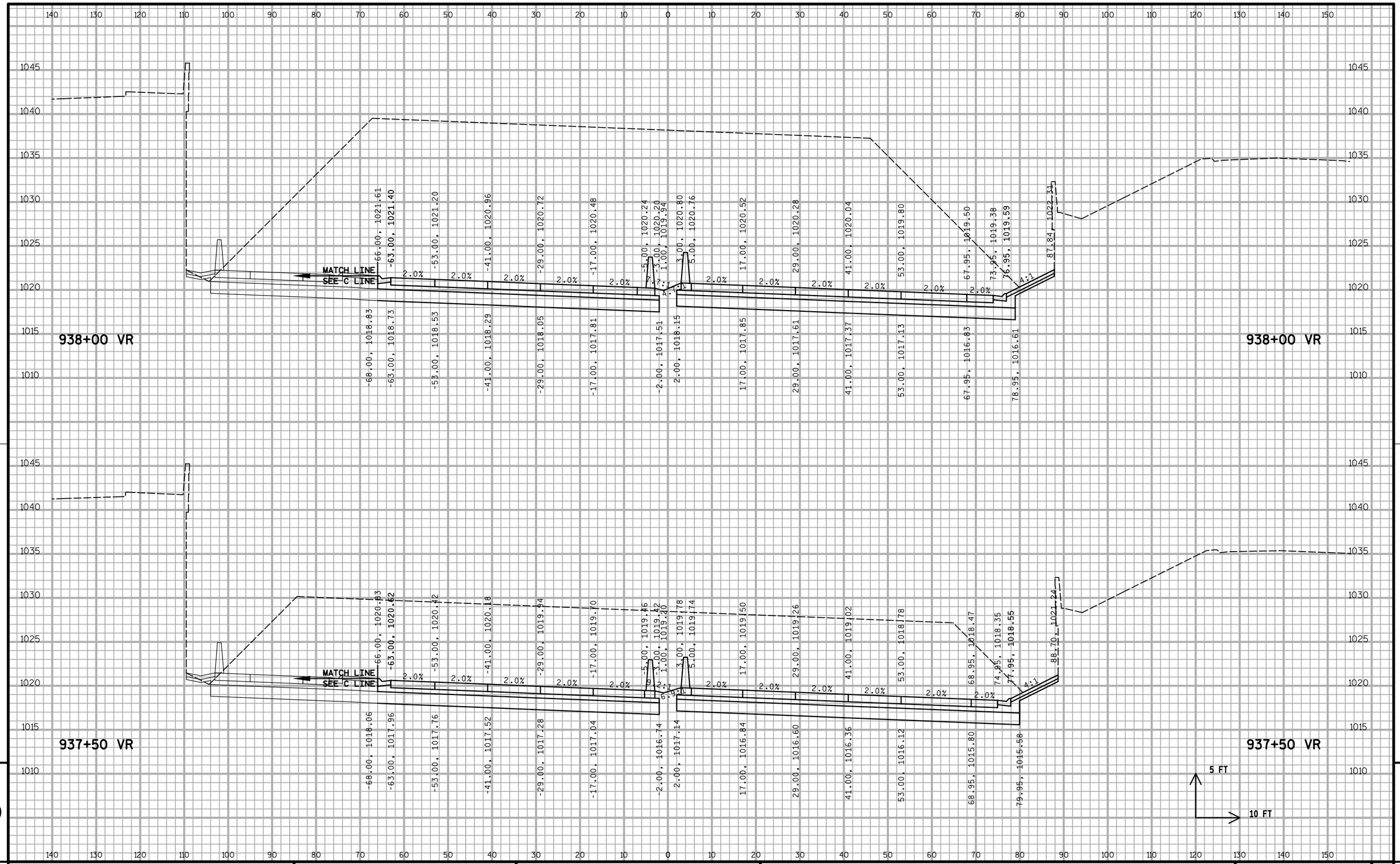


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1096	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1097 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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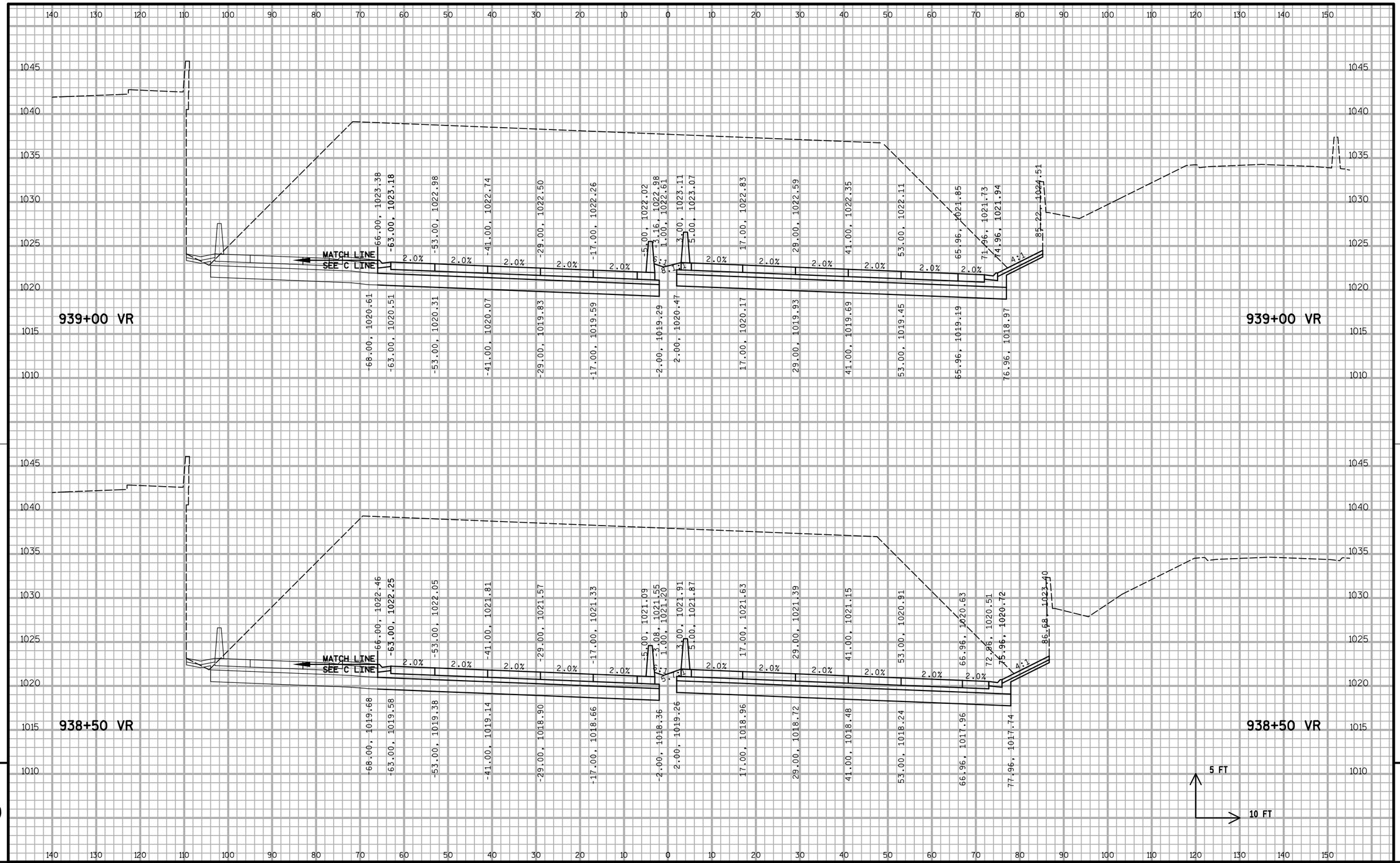
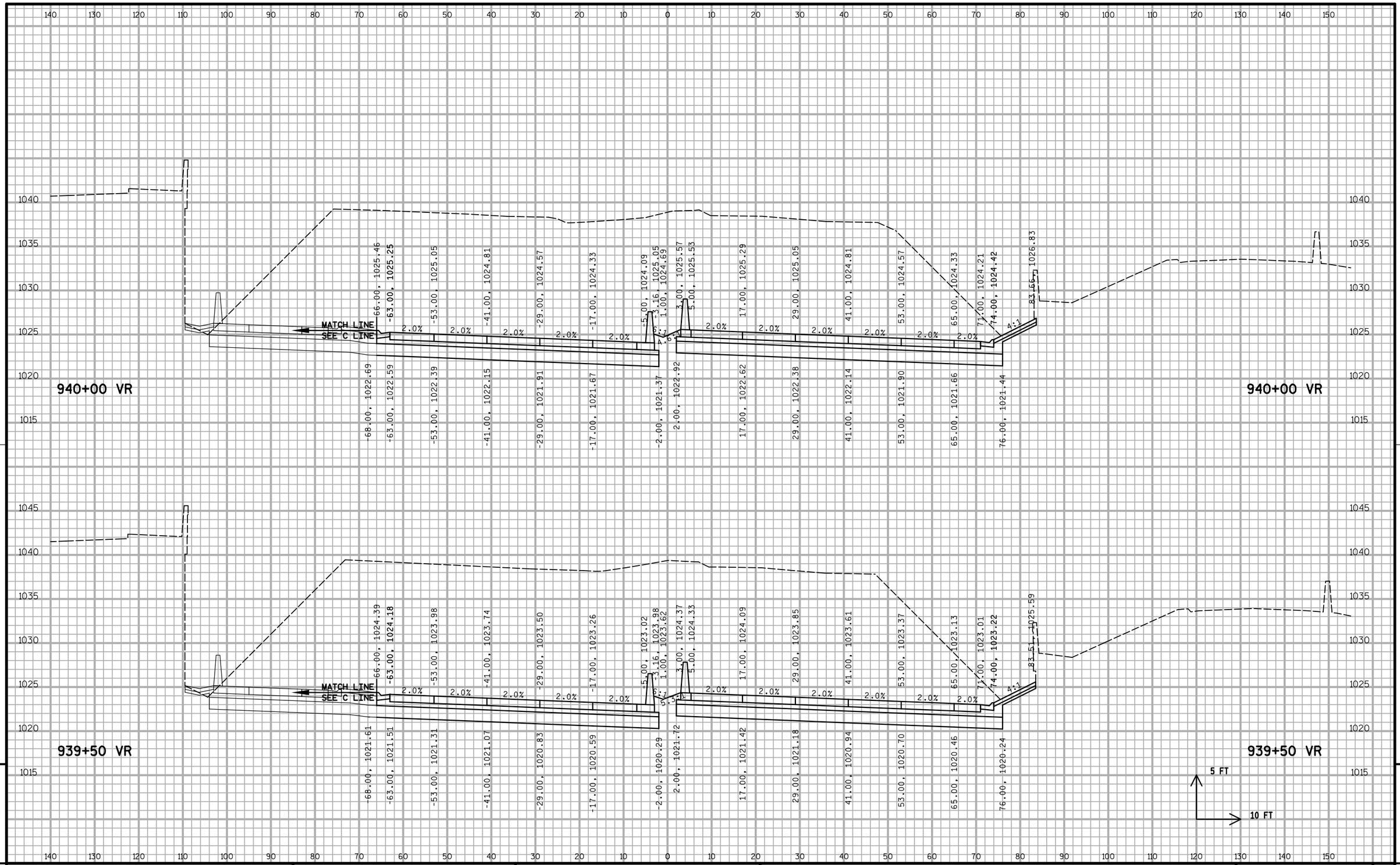
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1098	E



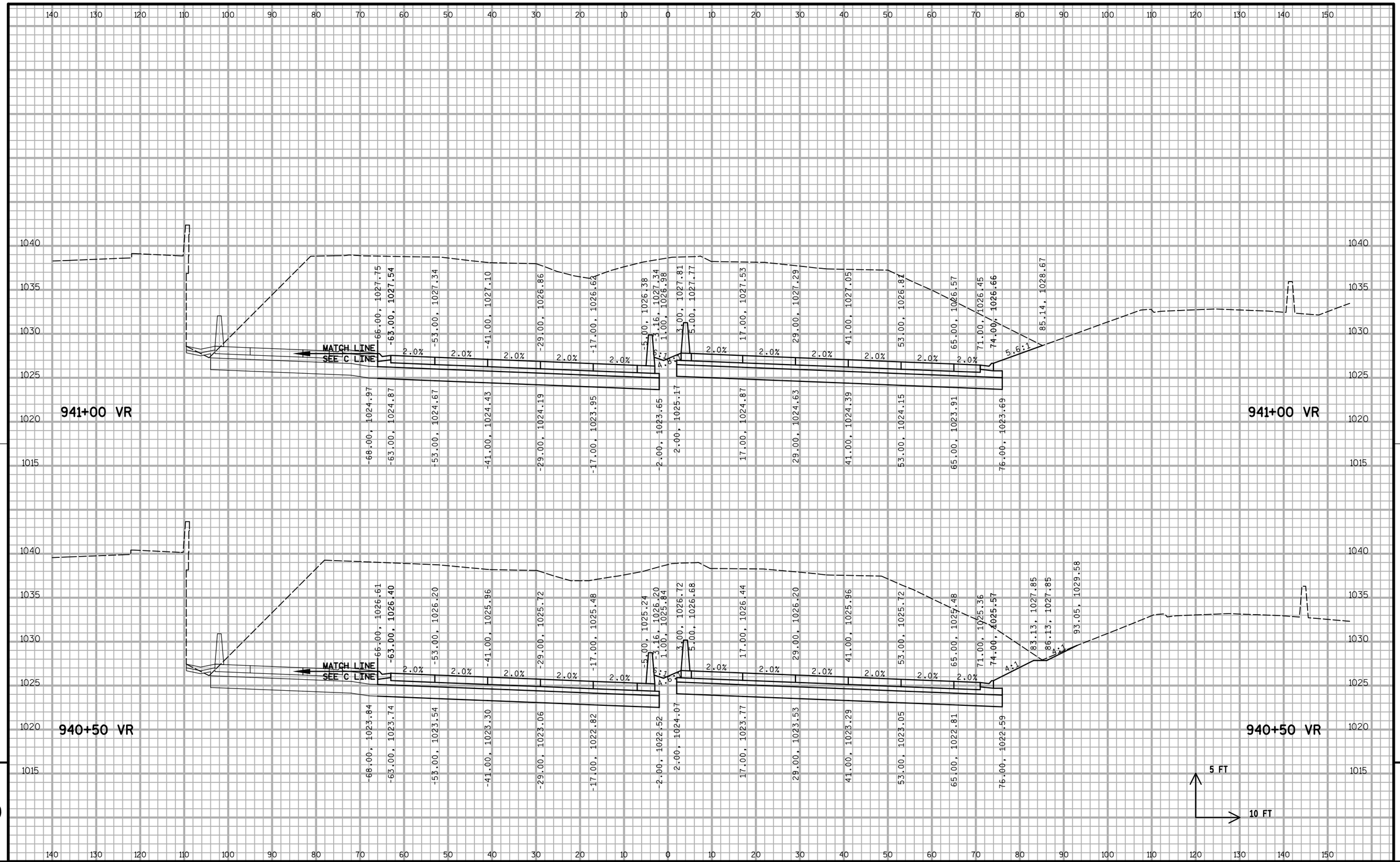
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1099	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



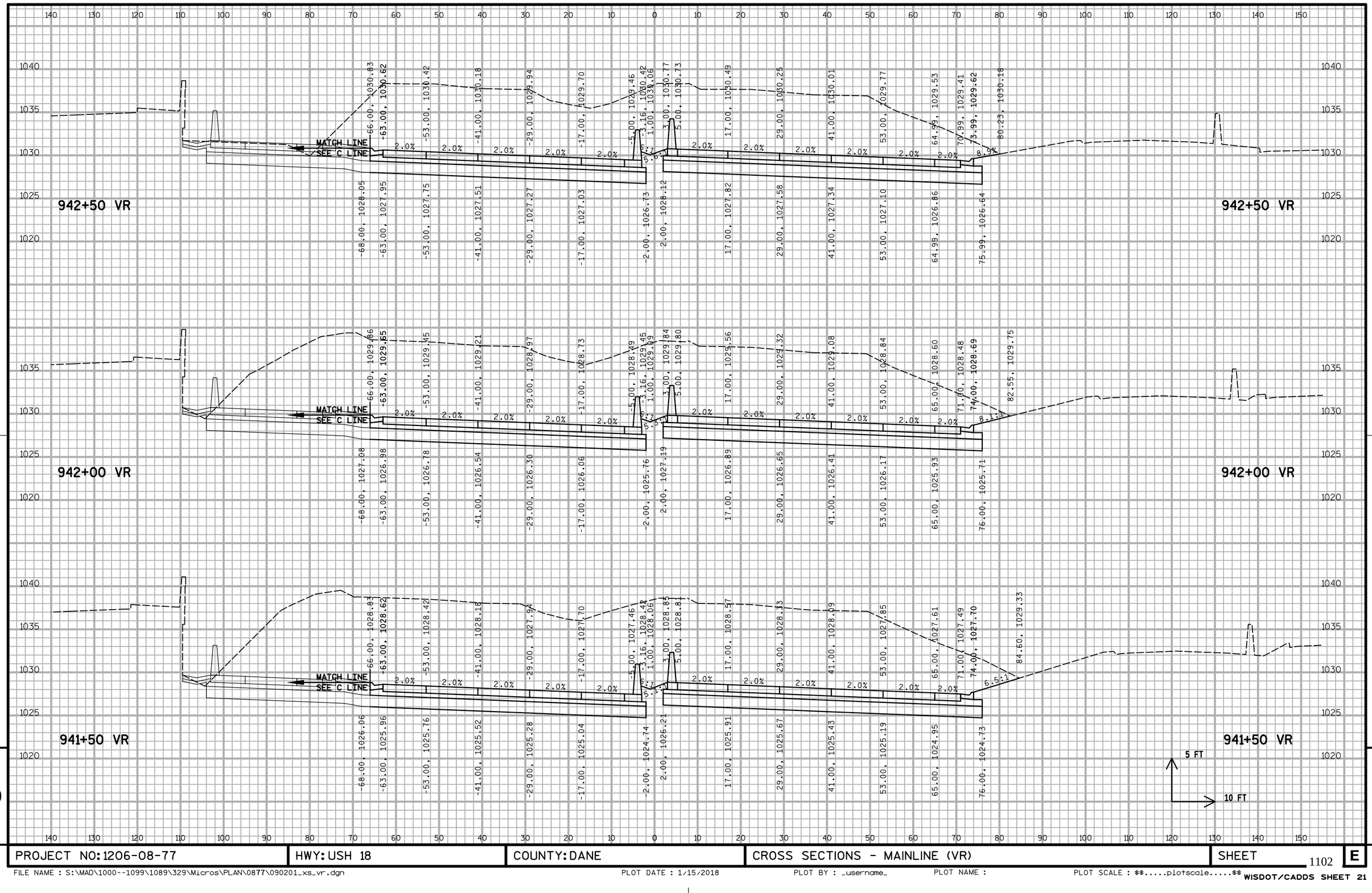
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1100	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

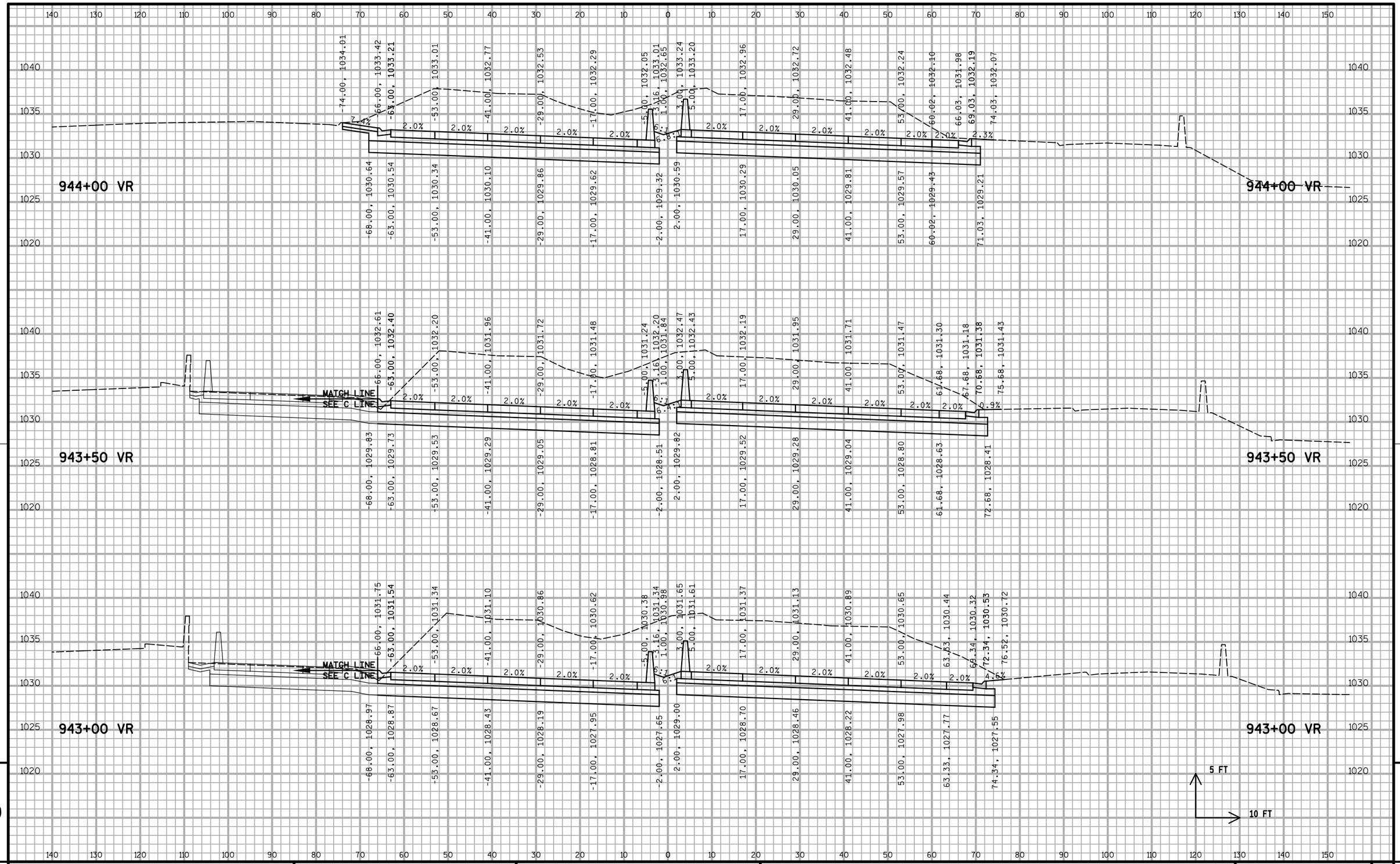


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1101	E

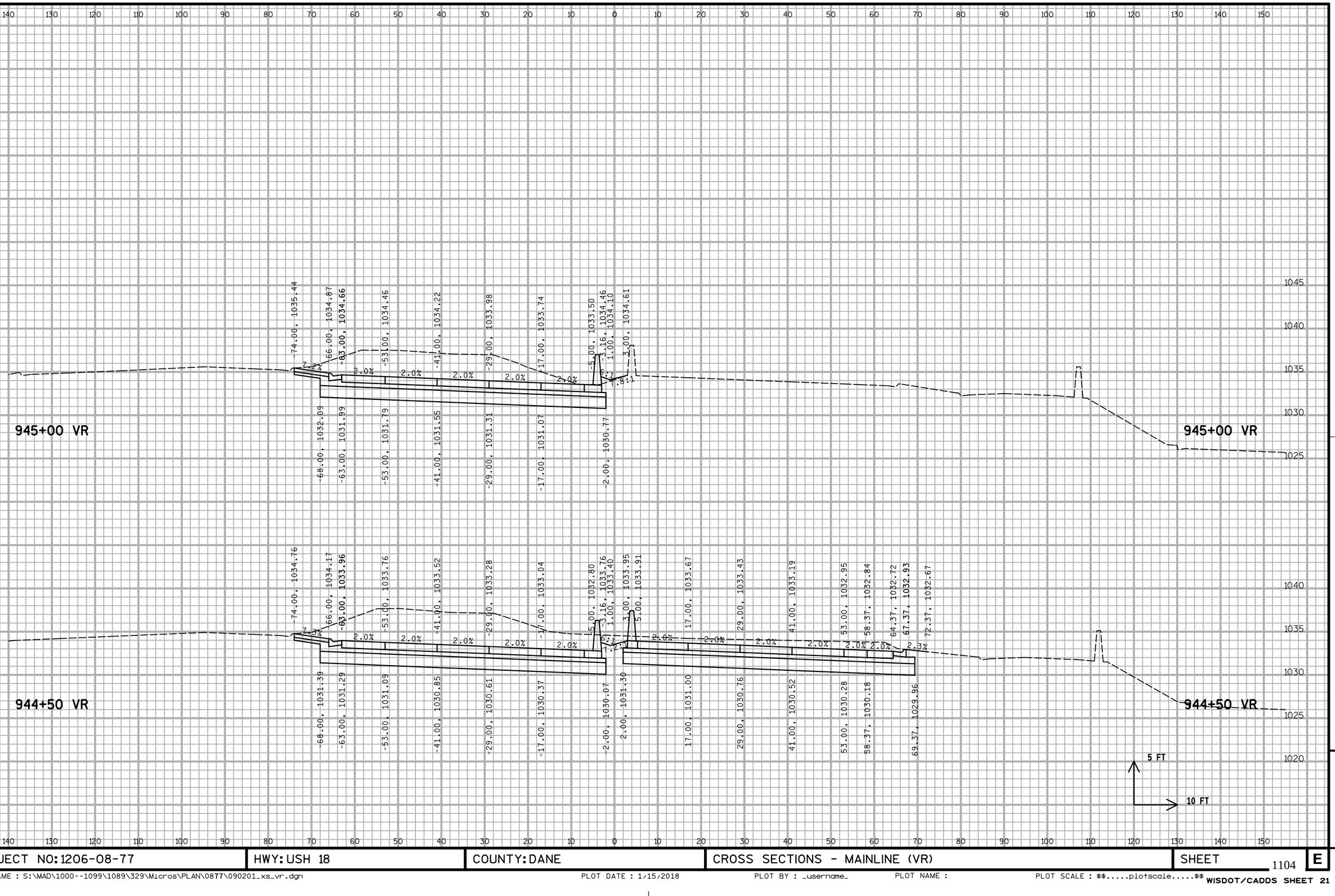
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1102	E

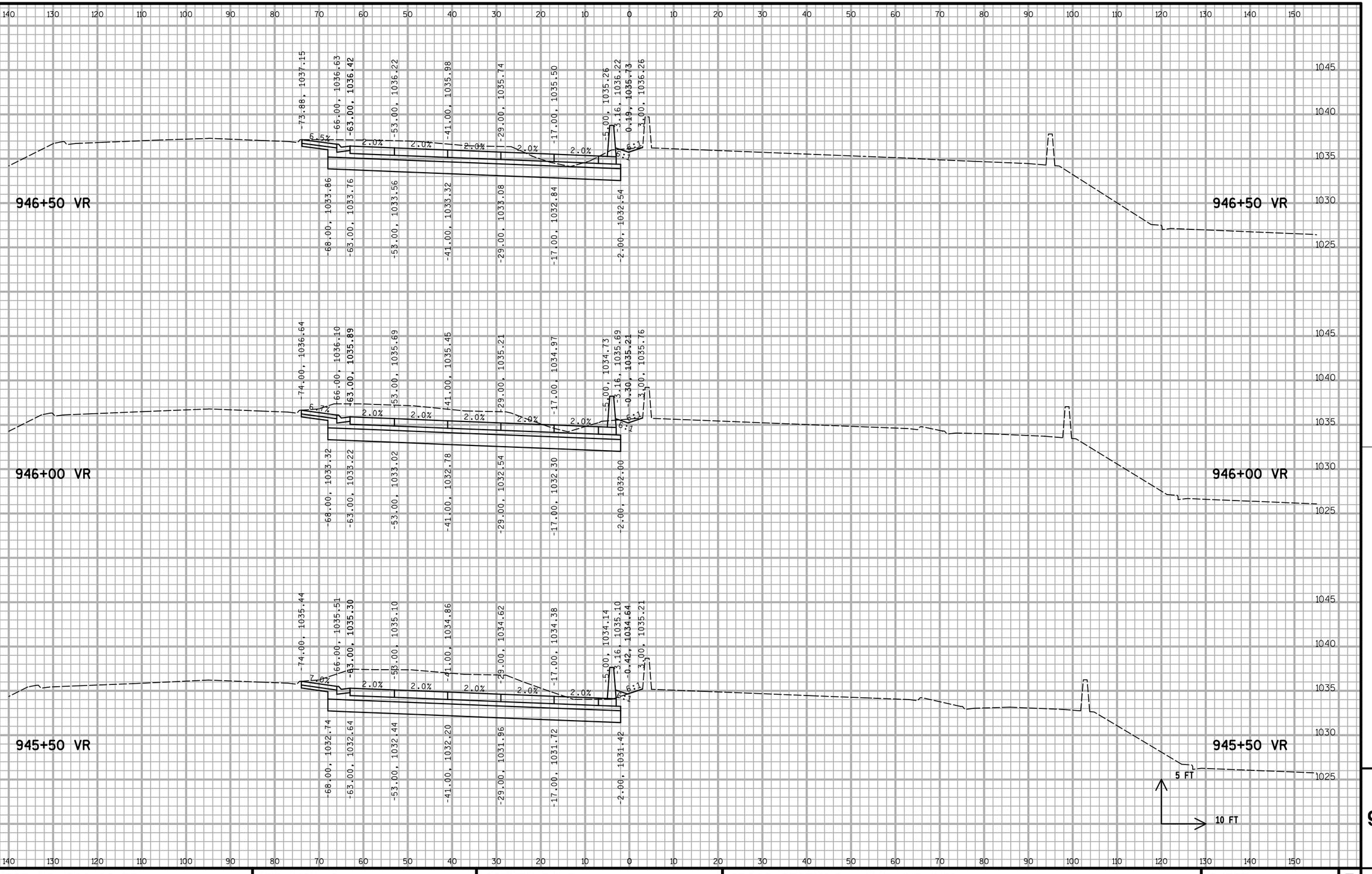


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1103	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1104 E

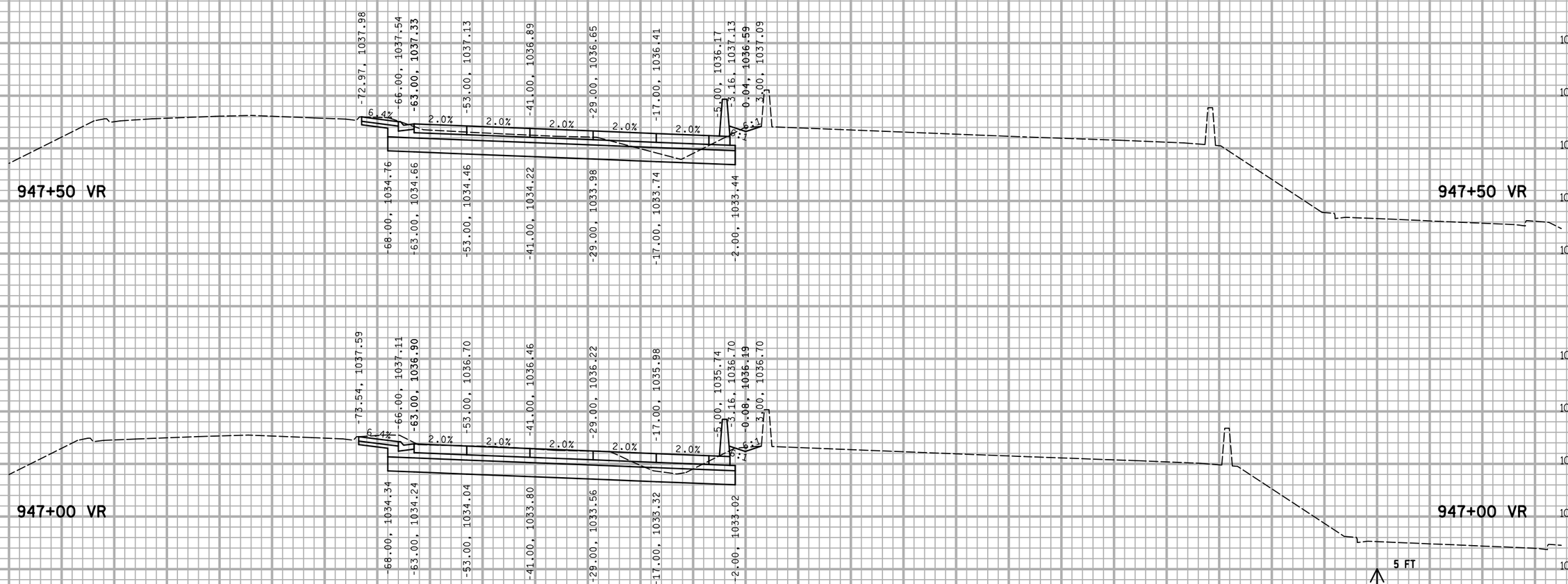
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1105	E

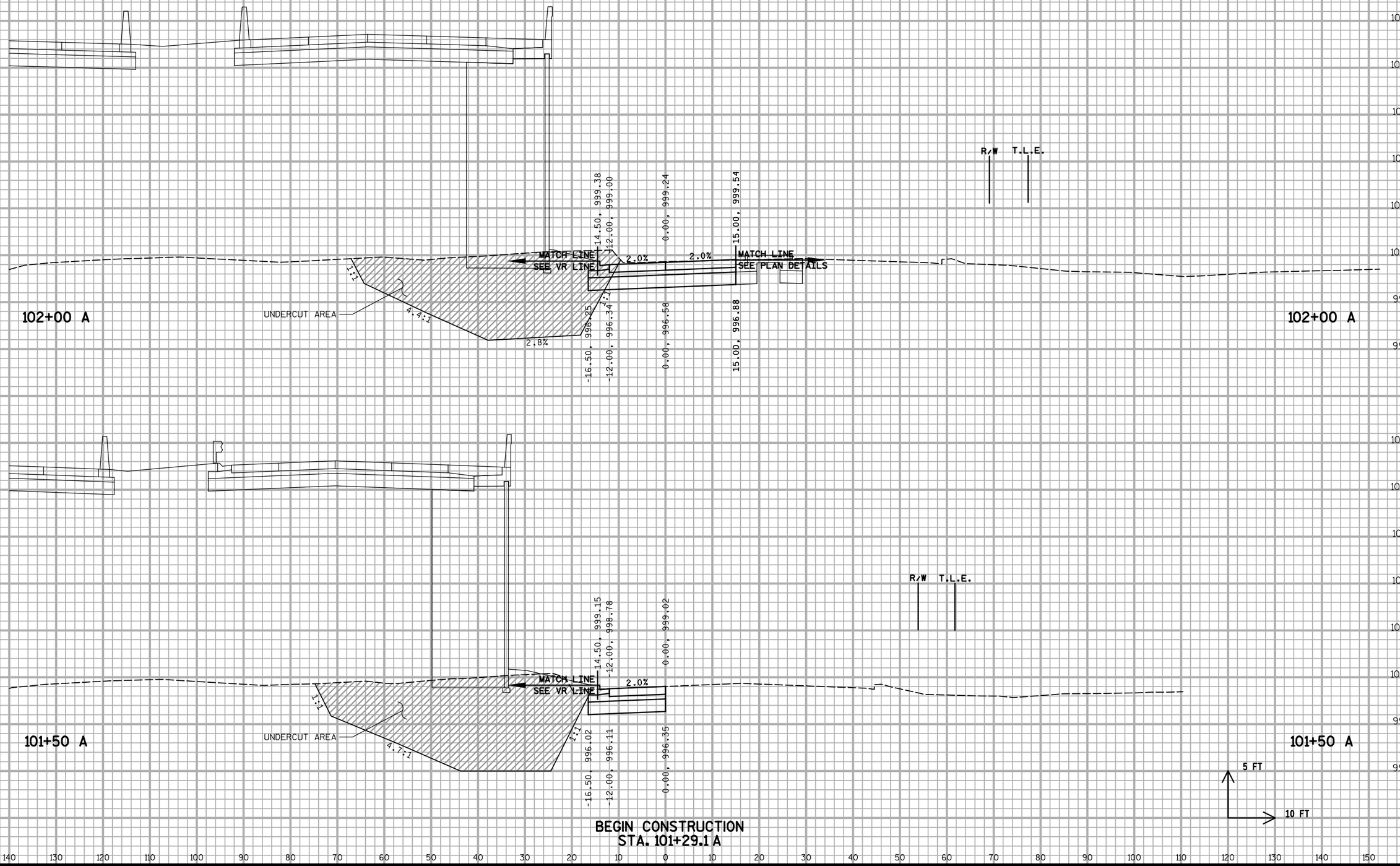
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 947+98.2 VR



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - MAINLINE (VR)	SHEET 1106 E

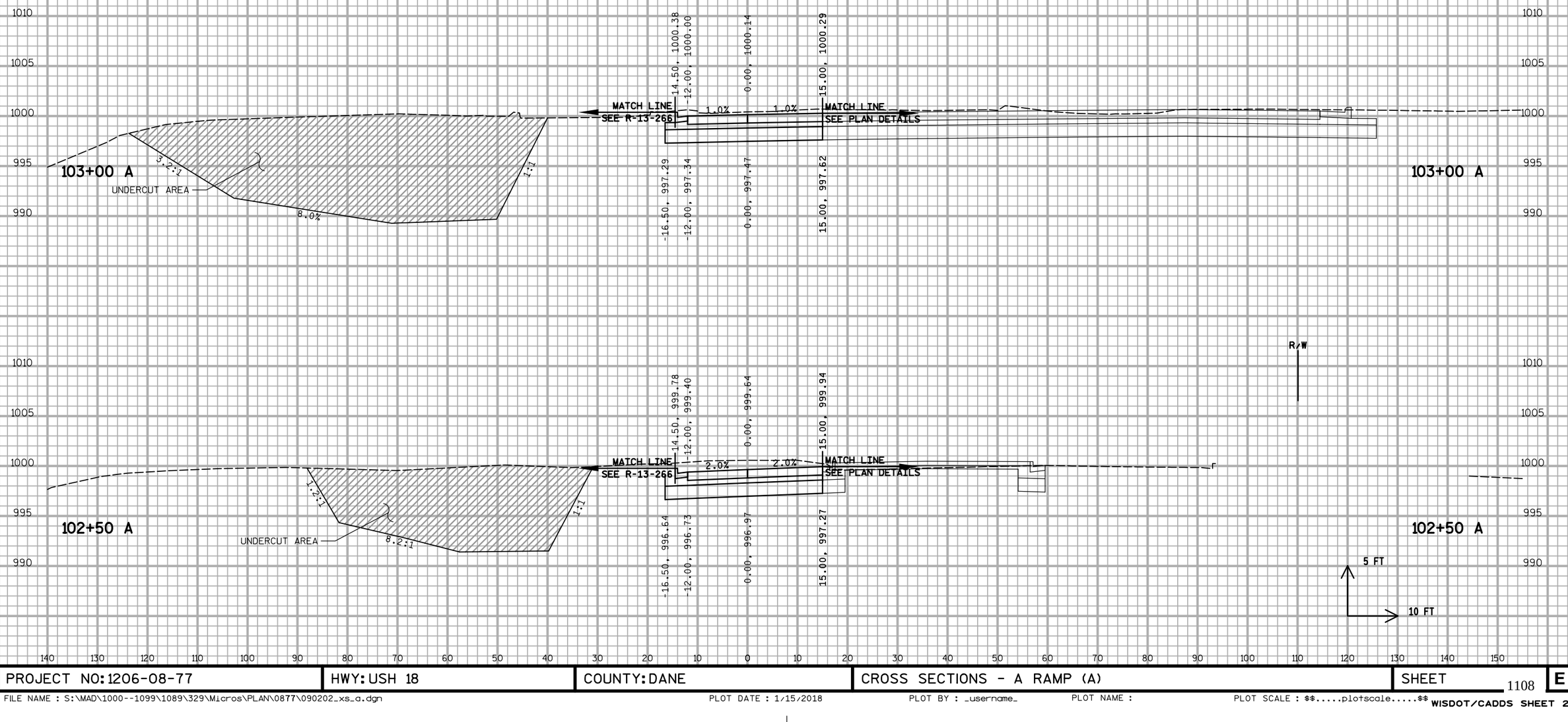
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090201_xs_vr.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - A RAMP (A)	SHEET 1107	E

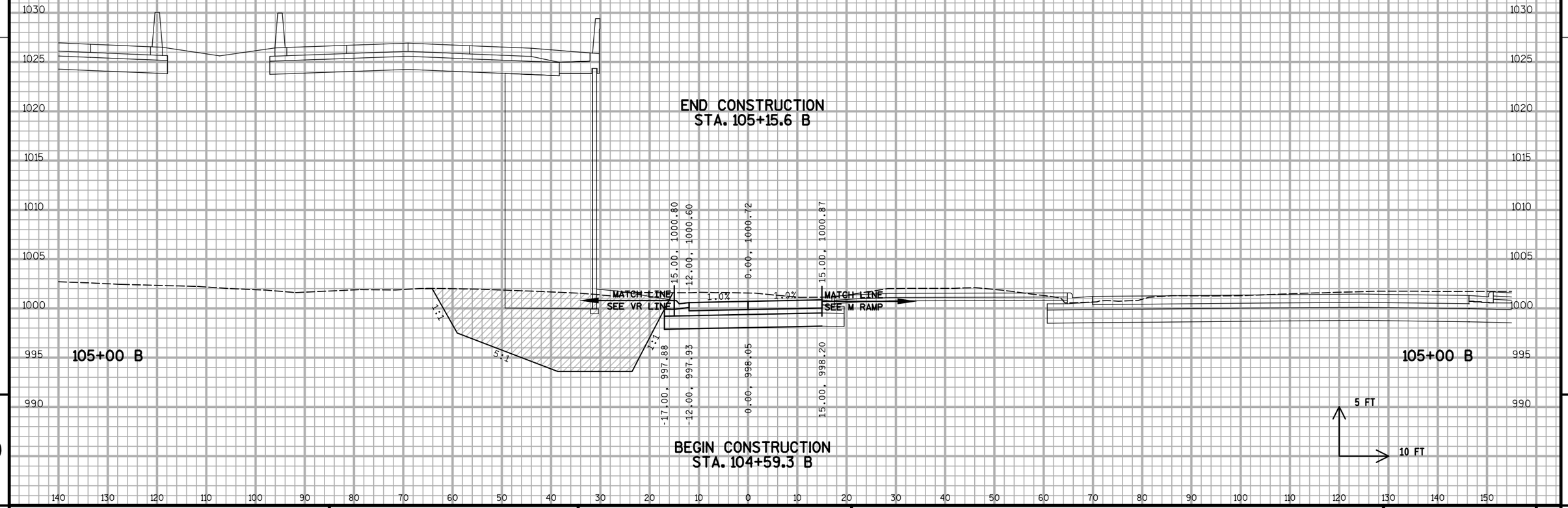
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090202_xs_a.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 103+12.0 A



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - A RAMP (A)	SHEET 1108	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090202_xs_a.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - B RAMP (B)	SHEET 1109	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090203_xs_b.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

P.L.E.

R/W

29+50 C

29+50 C

4+00 C

4+00 C

MATCH LINE
SEE VR LINE

MATCH LINE
SEE WB LINE

MATCH LINE
SEE R-13-267

-21.00, 1018.92
-21.00, 1019.04
-12.00, 1018.88
0.00, 1018.64
6.00, 1018.52
9.00, 1018.72
17.00, 1018.23
-21.88, 1019.03
6.2%
10:1
2.0%
2.0%
2.0%
6.1%

-21.00, 1016.39
-12.00, 1016.21
0.00, 1015.97
11.00, 1015.75

BEGIN CONSTRUCTION
STA. 29+21.5 C

END CONSTRUCTION
STA. 4+27.4 C

-17.50, 1000.68
-15.00, 1000.17
0.00, 1000.08
12.00, 1000.00
14.50, 1000.38
59.60, 1001.56
0.6%
0.6%
2.6%

-19.50, 997.53
0.00, 997.41
16.50, 997.31

BEGIN CONSTRUCTION
STA. 3+77.9 C

5 FT
10 FT

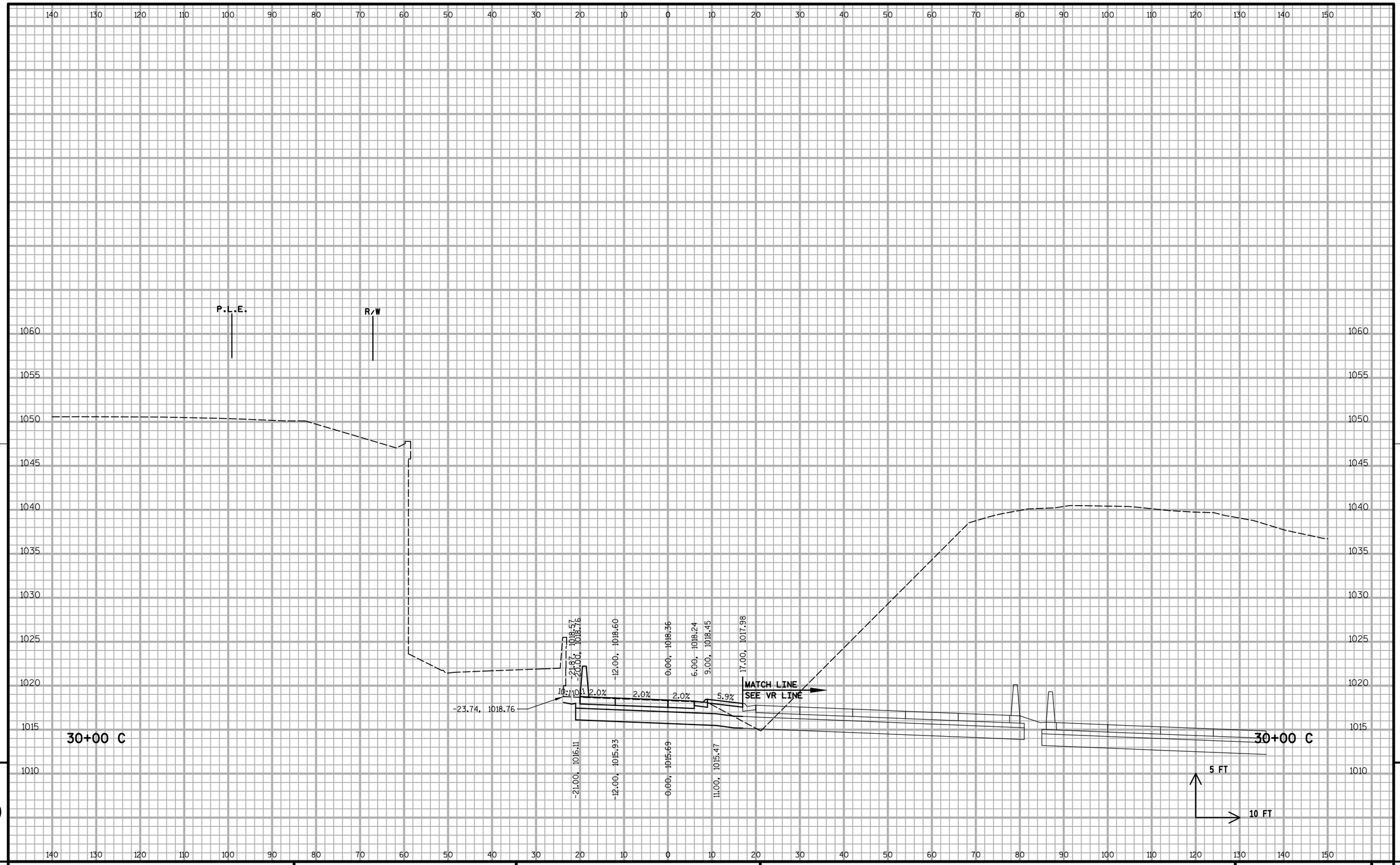
9

9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1110	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



9

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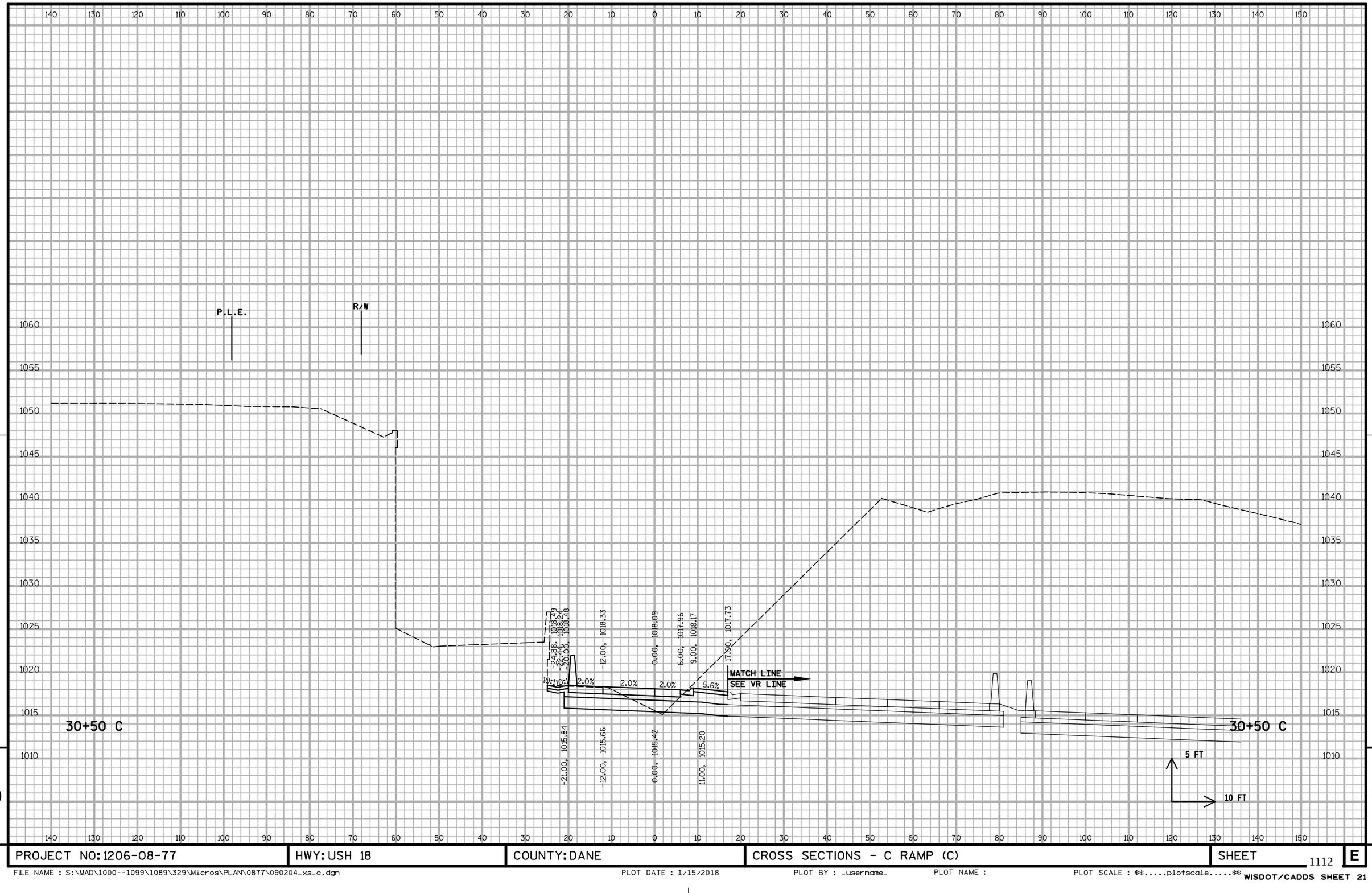
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1111	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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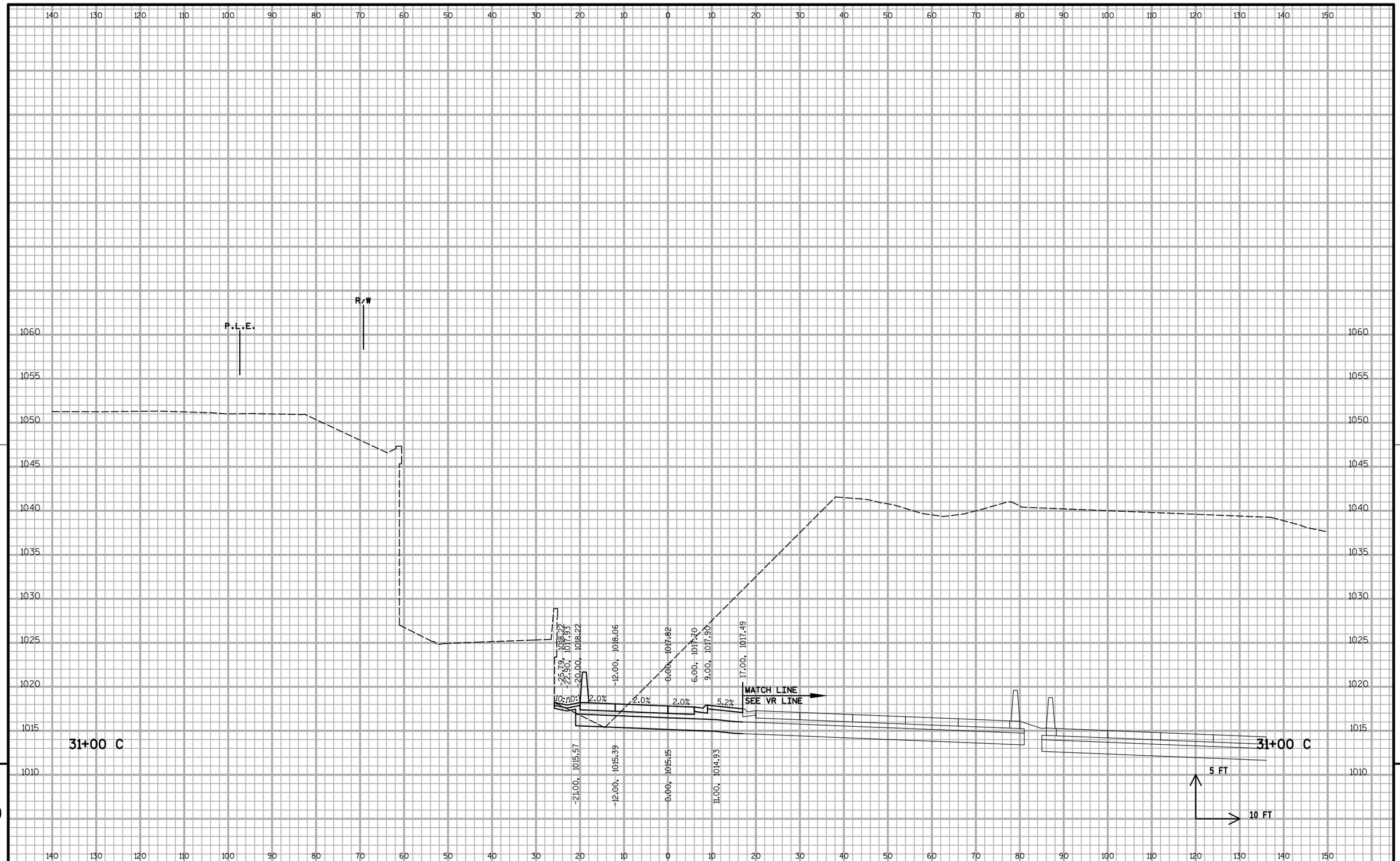
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1112	E



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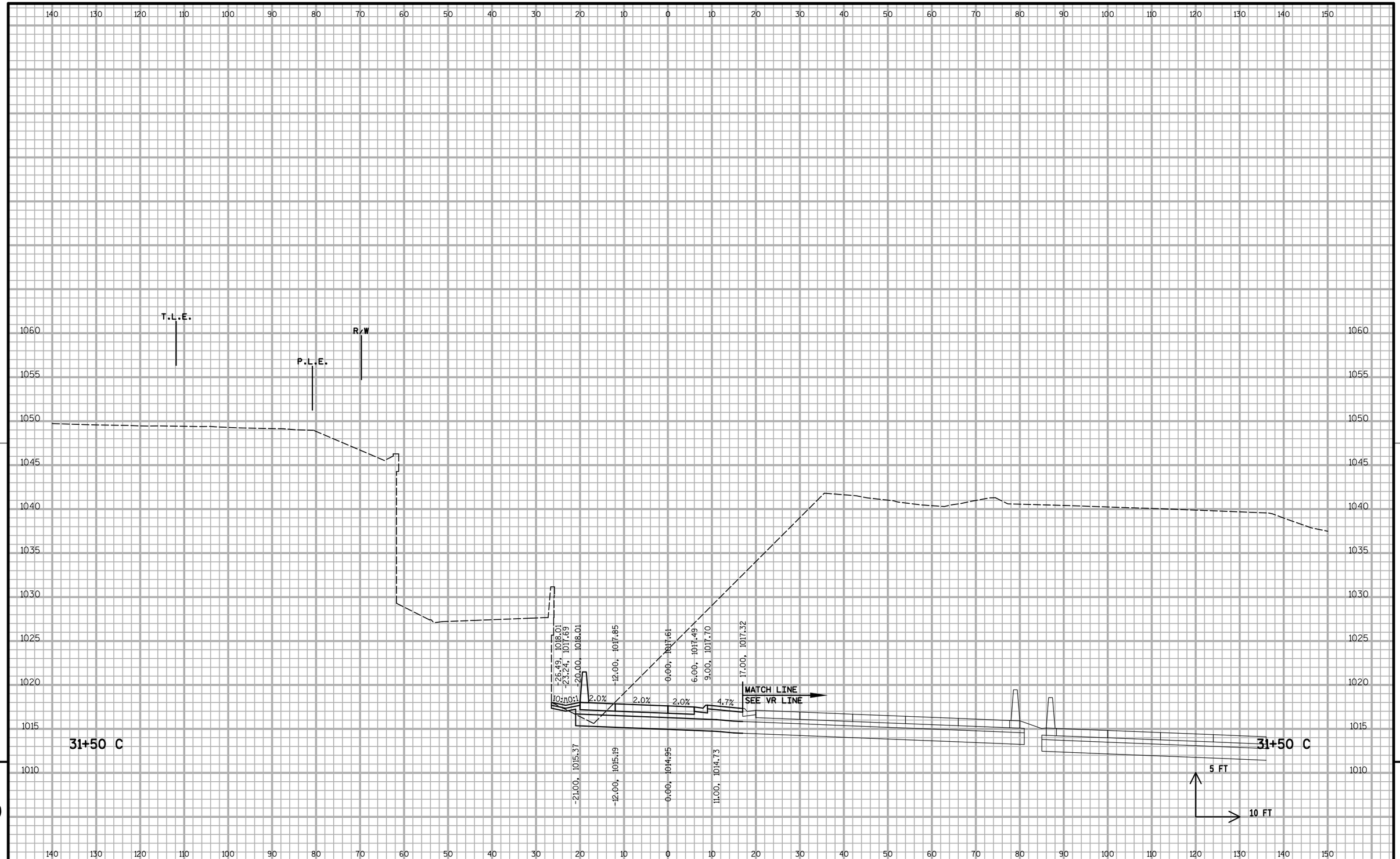
9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1113	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1114	E

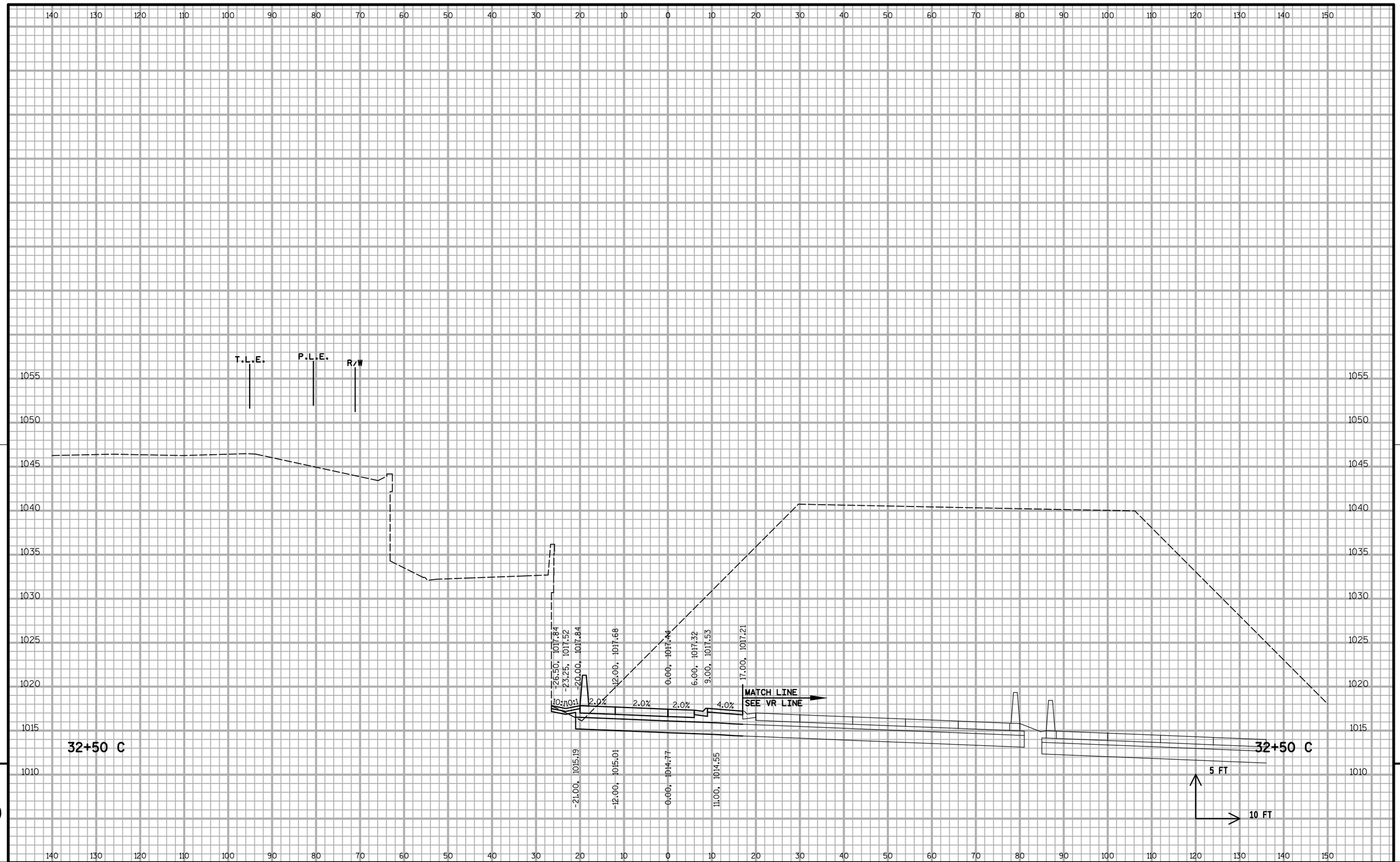
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

9

9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1115	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1116	E

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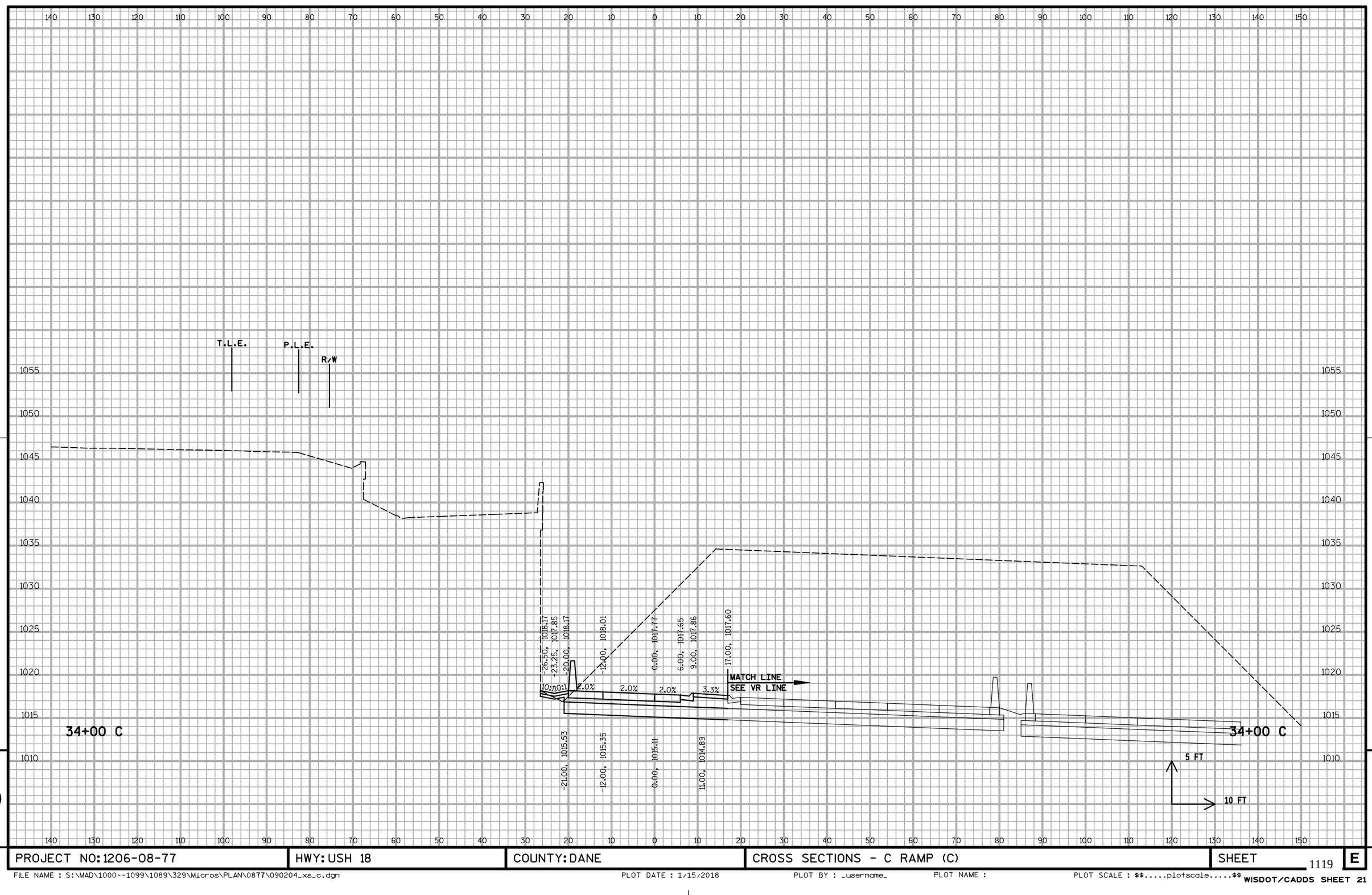
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1117	E

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1118	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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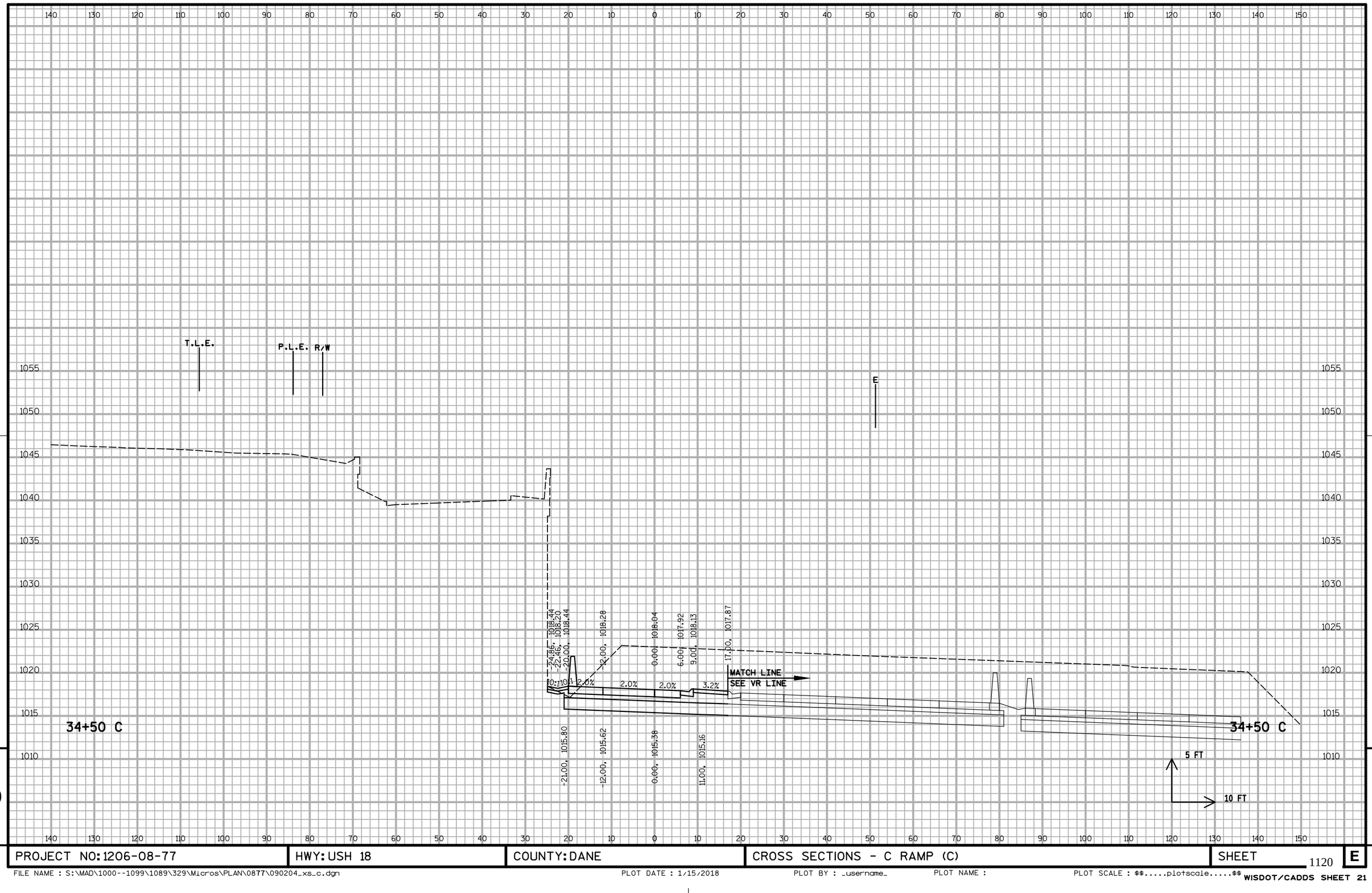
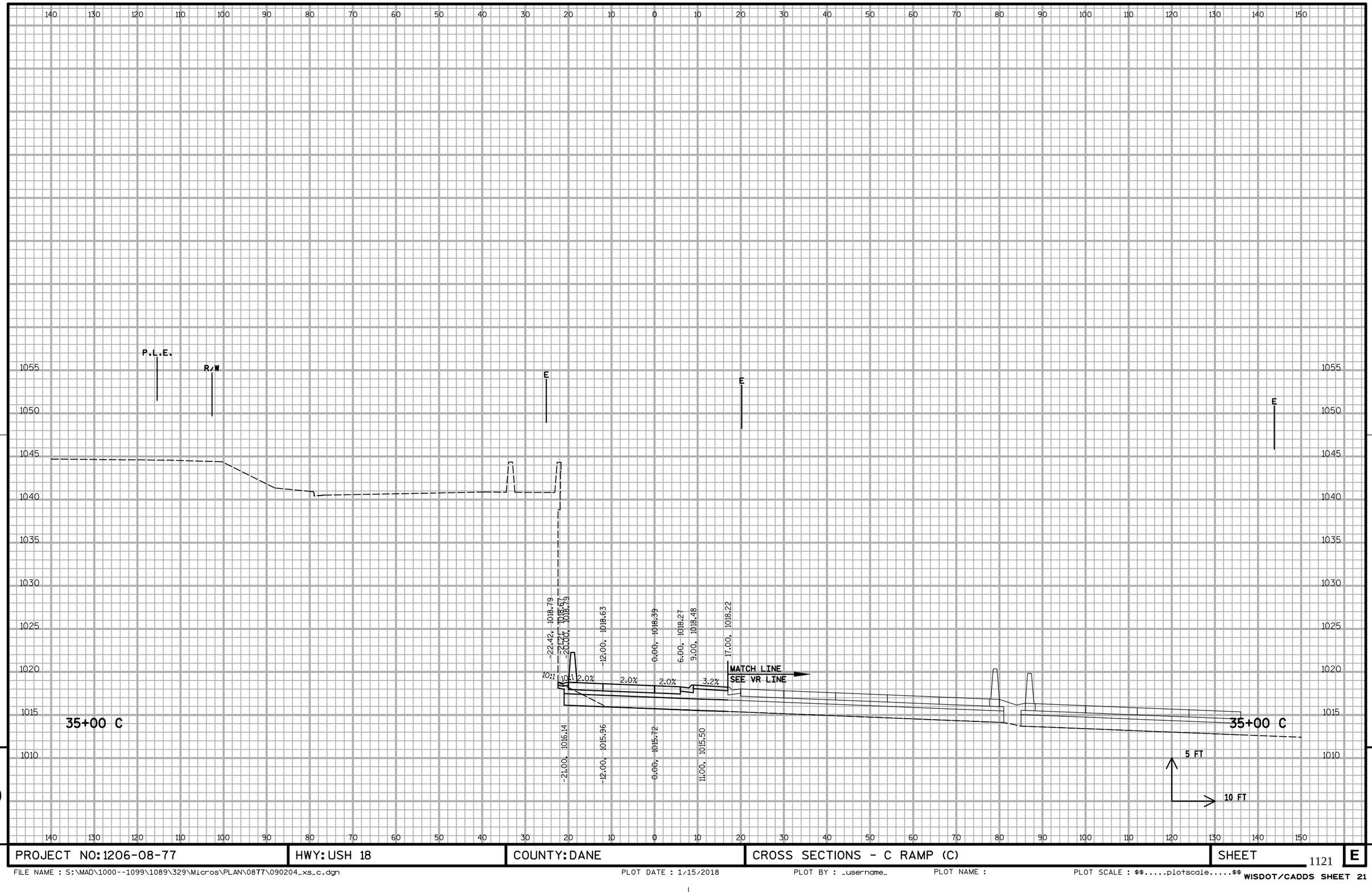
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1119	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



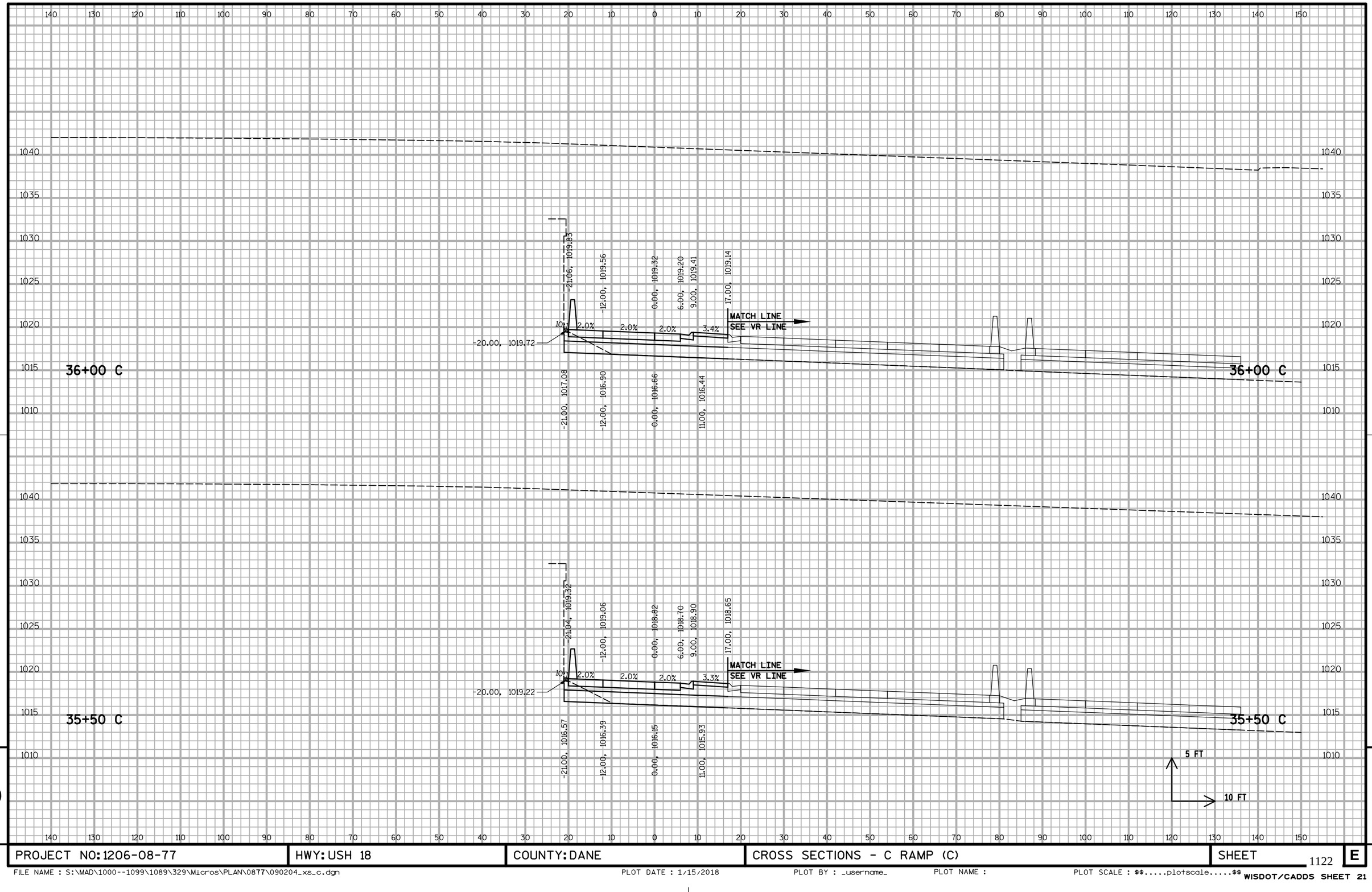
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1120	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

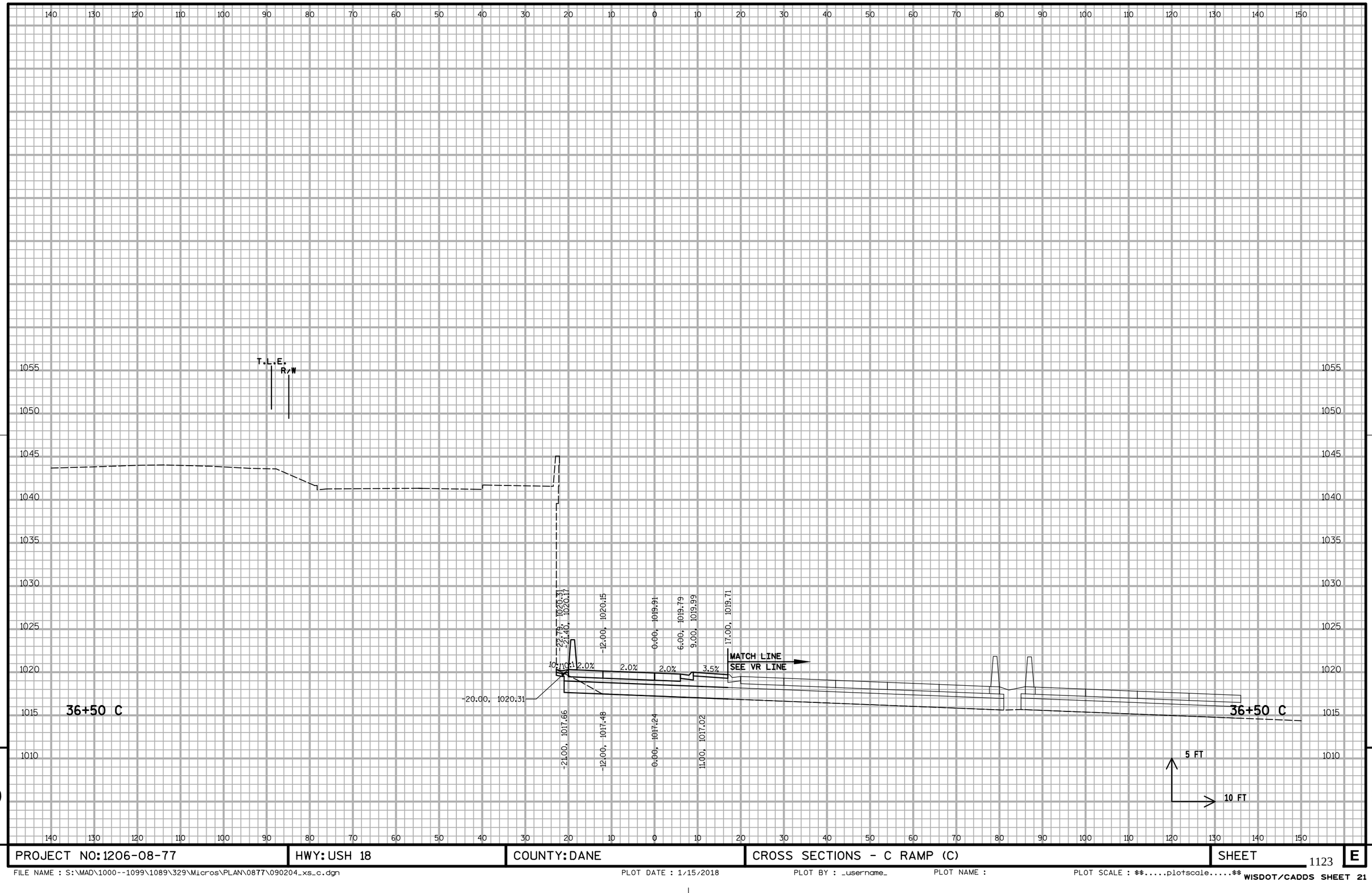


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1121	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1122	E



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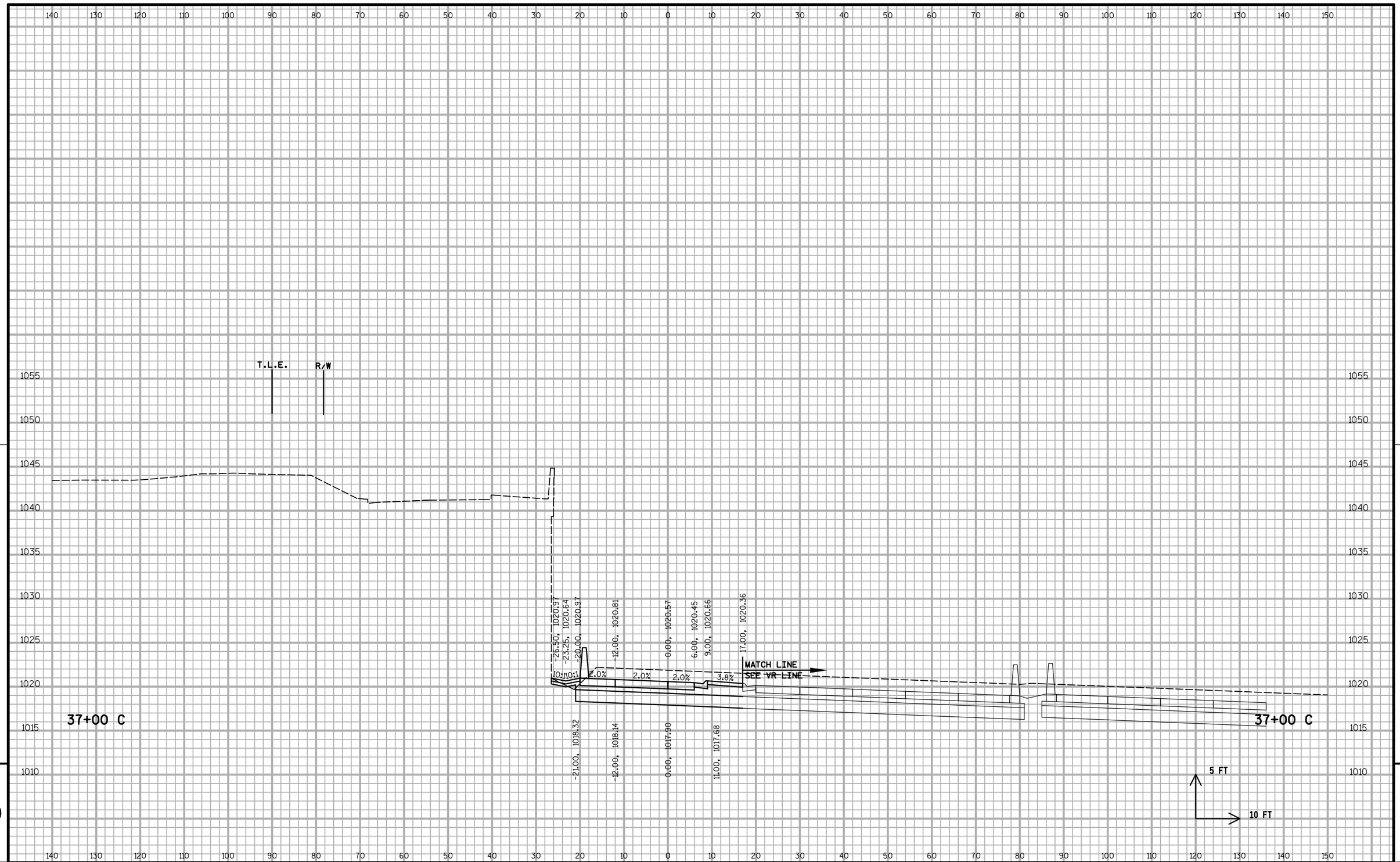
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1123	E



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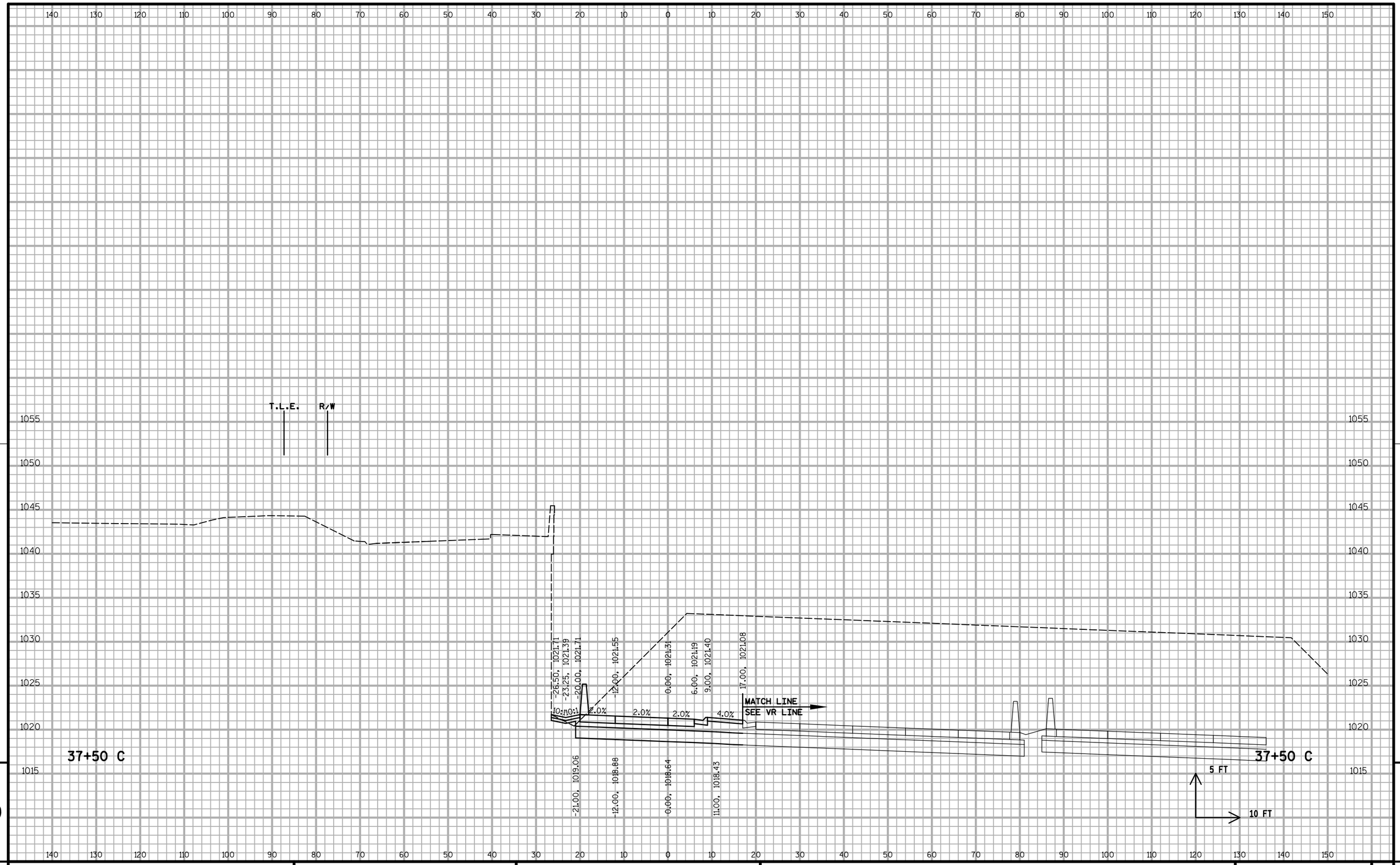
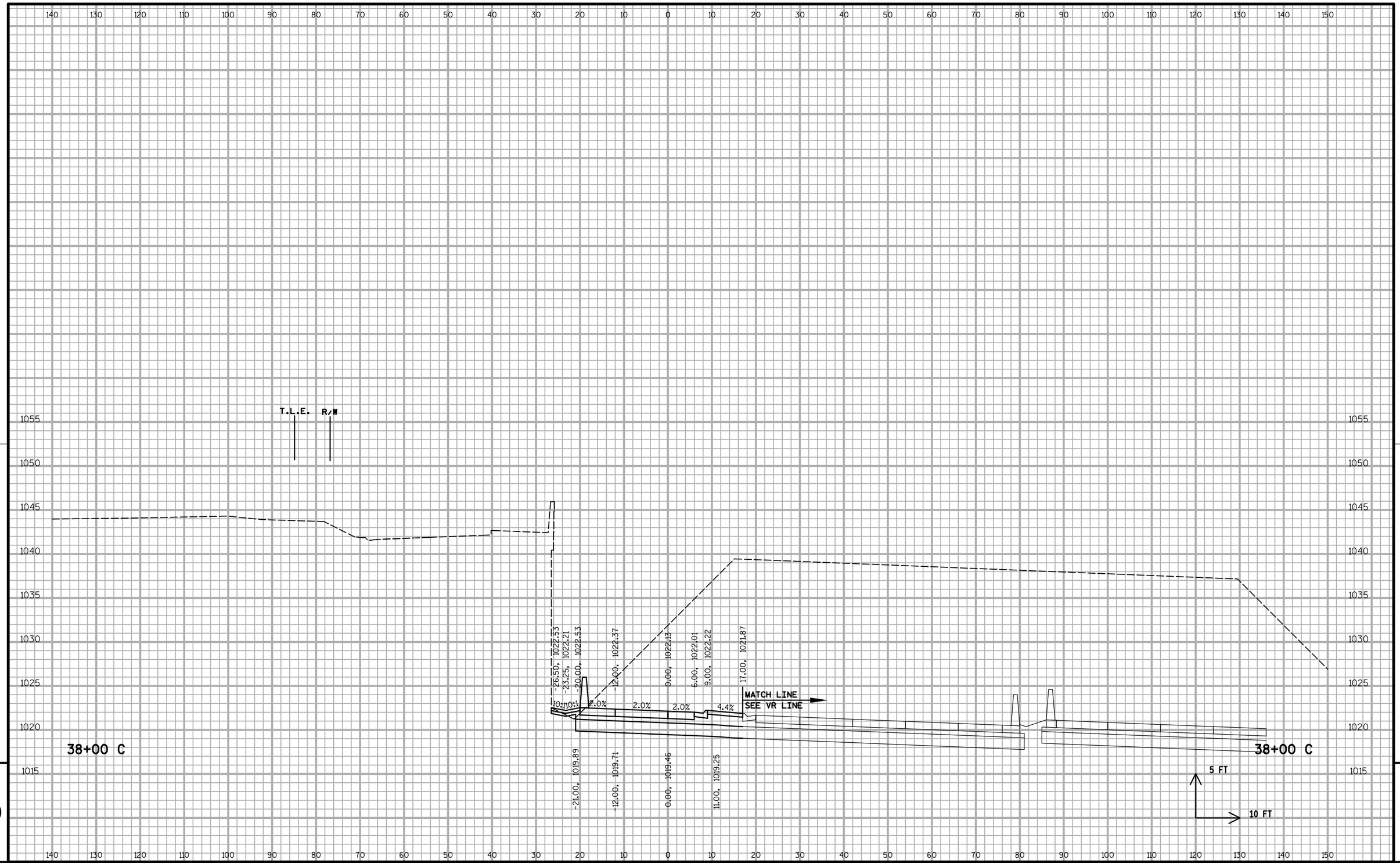
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1124	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1125	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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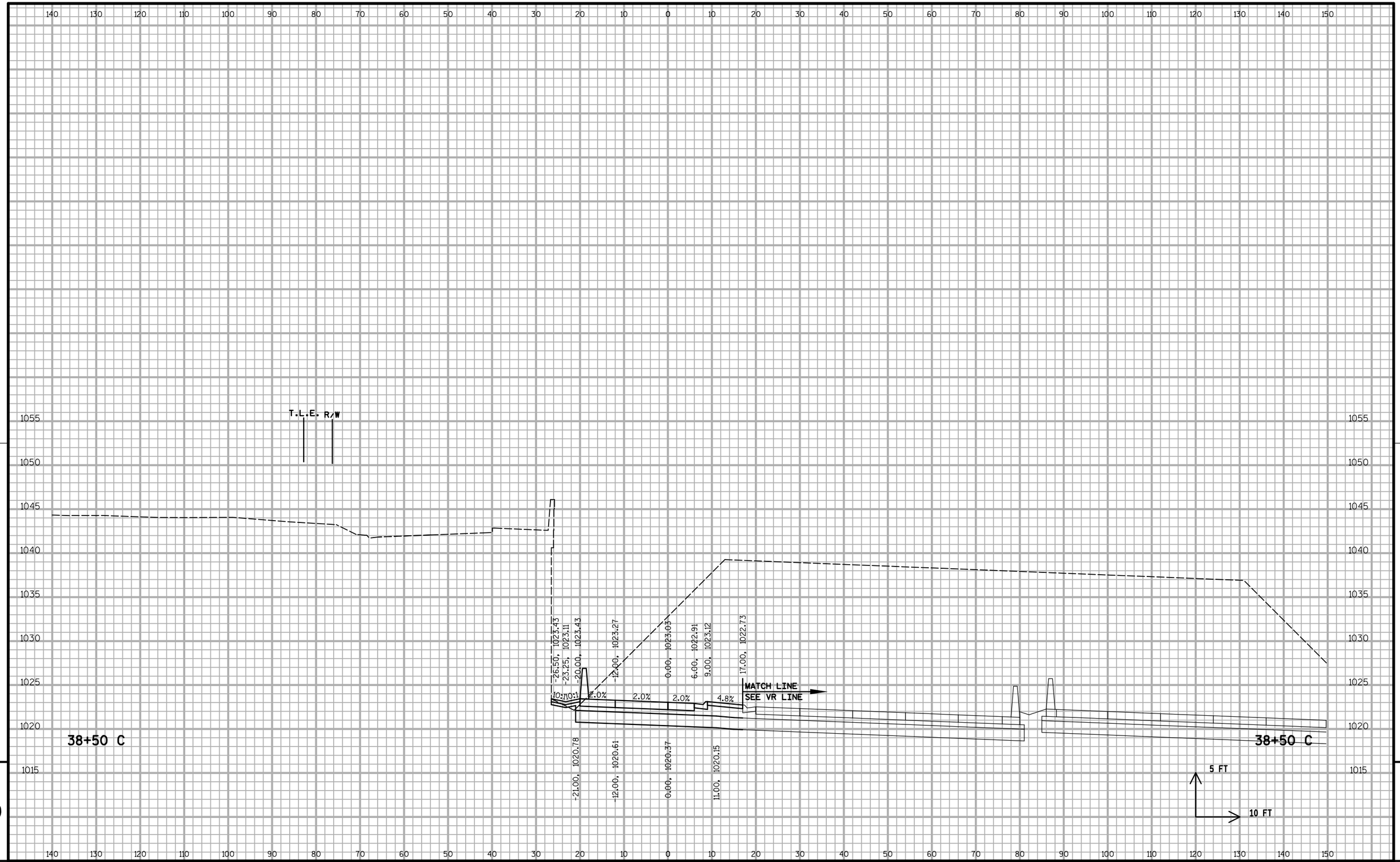
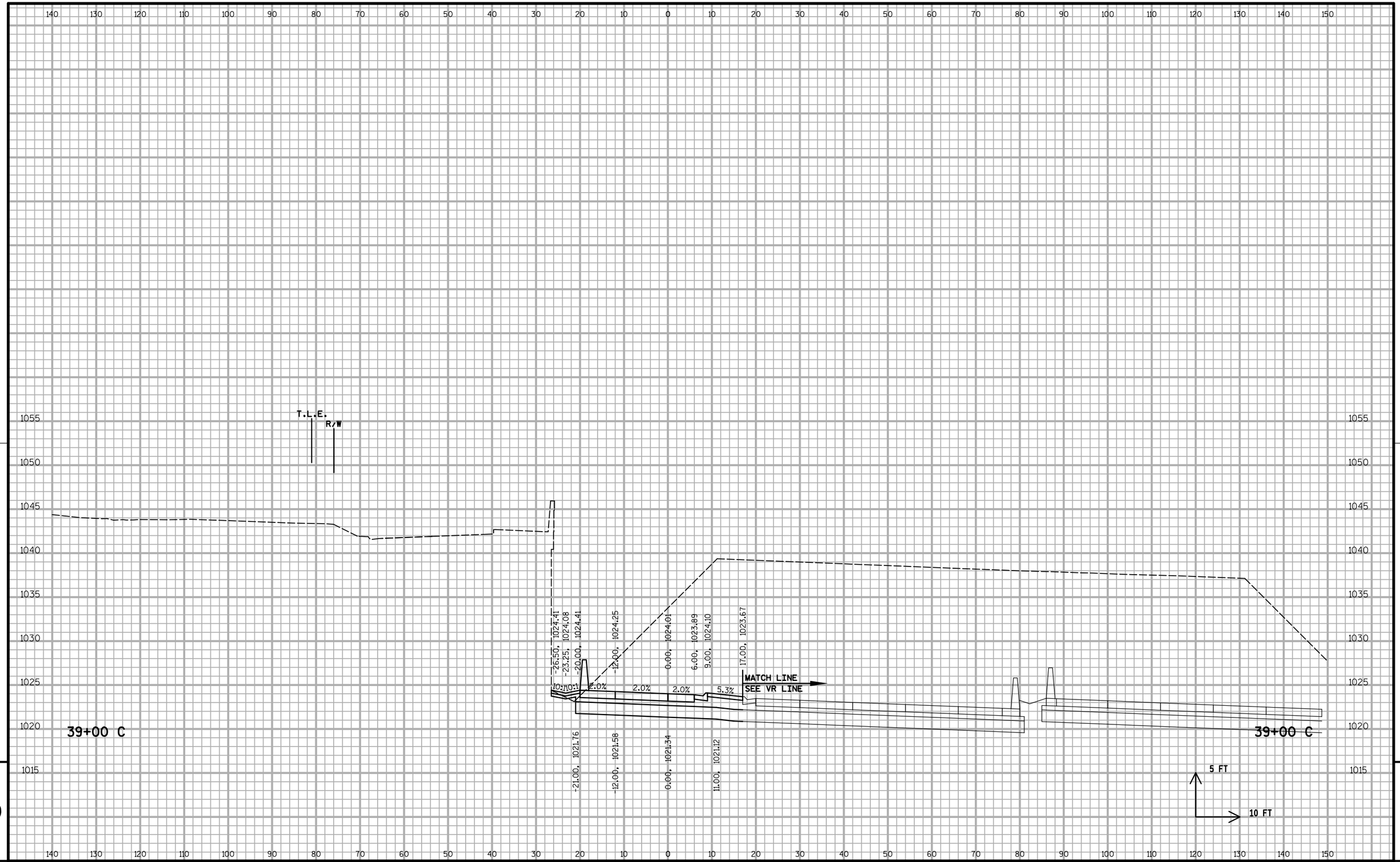
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1126	E



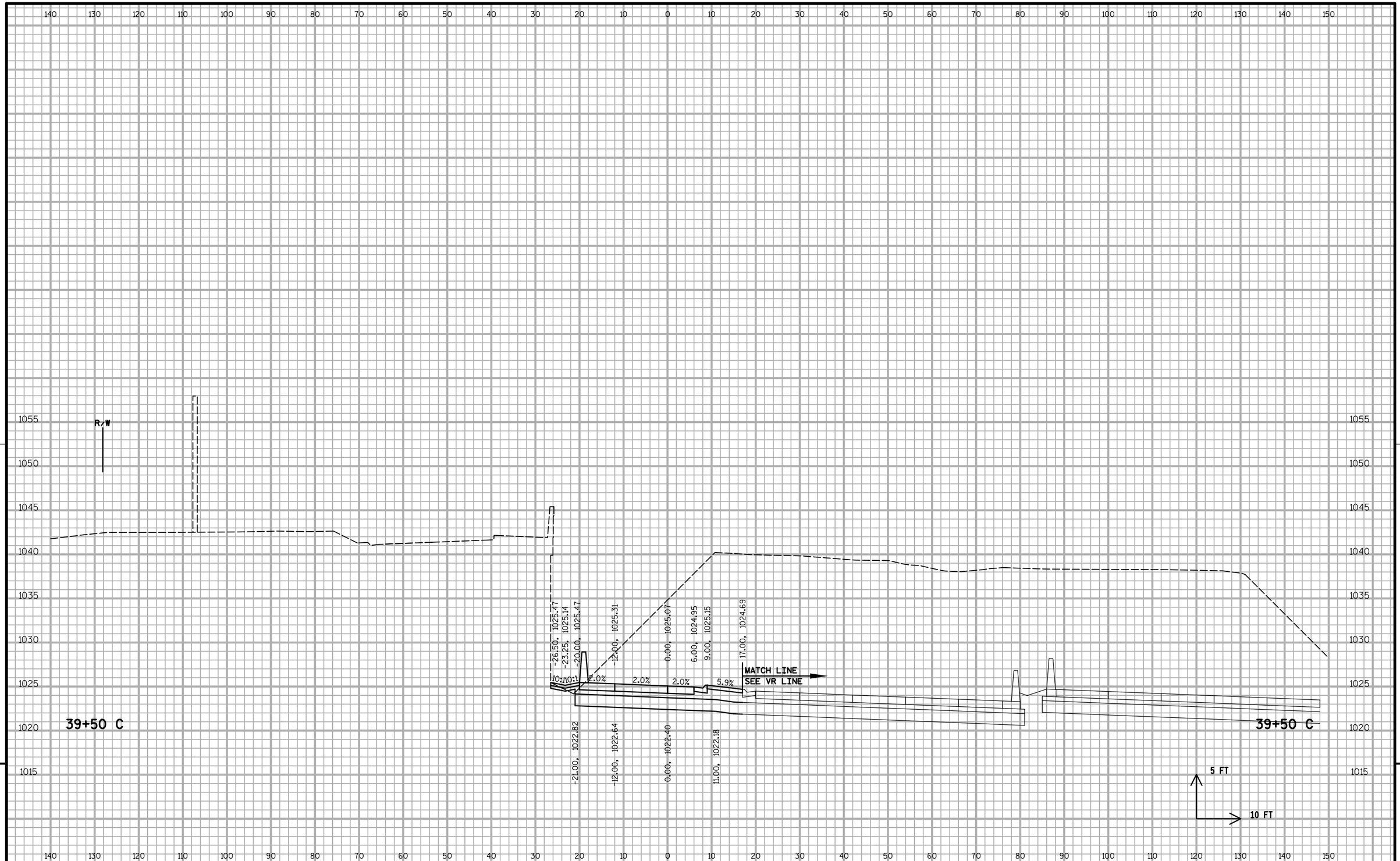
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1127	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



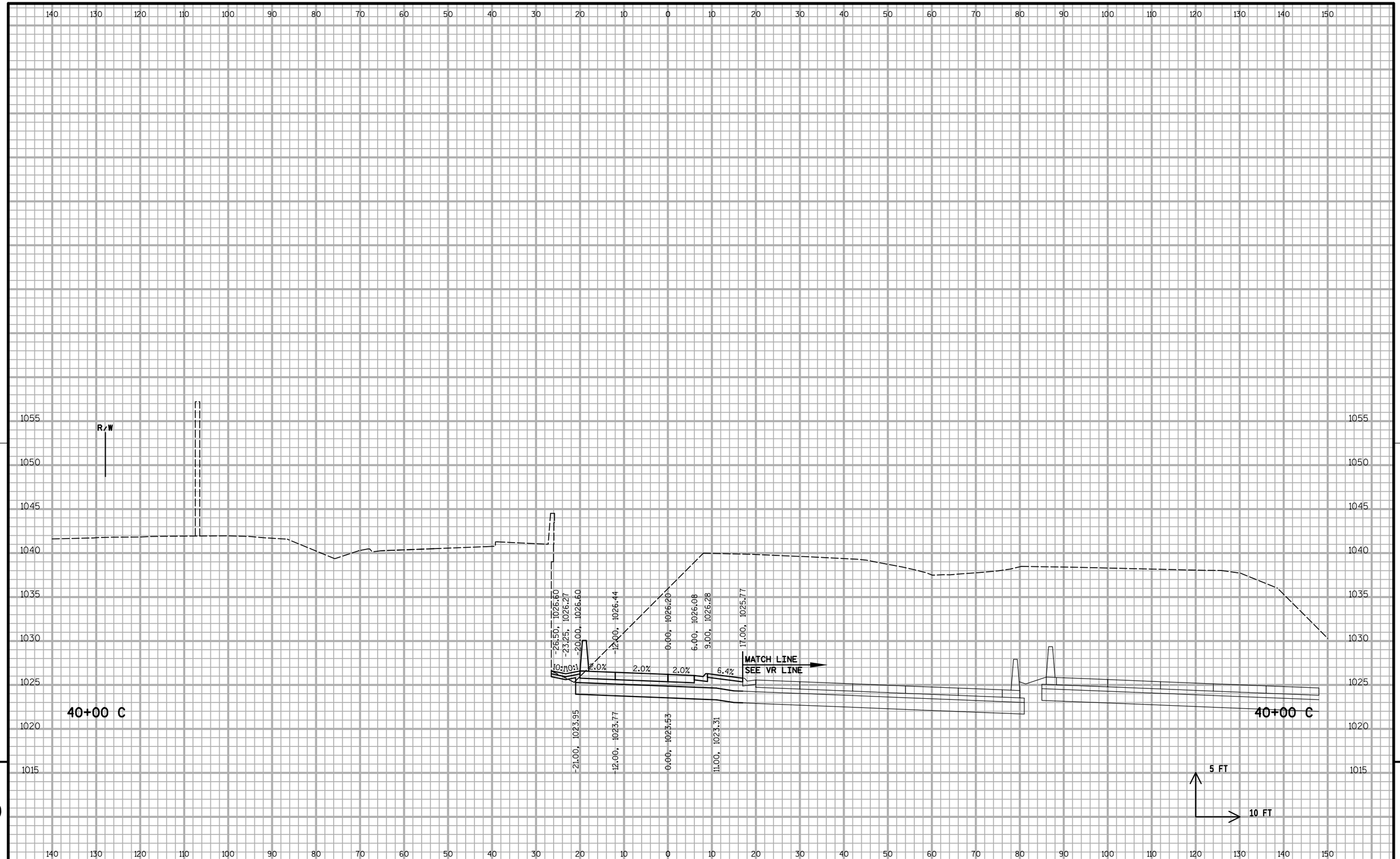
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1128	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1129	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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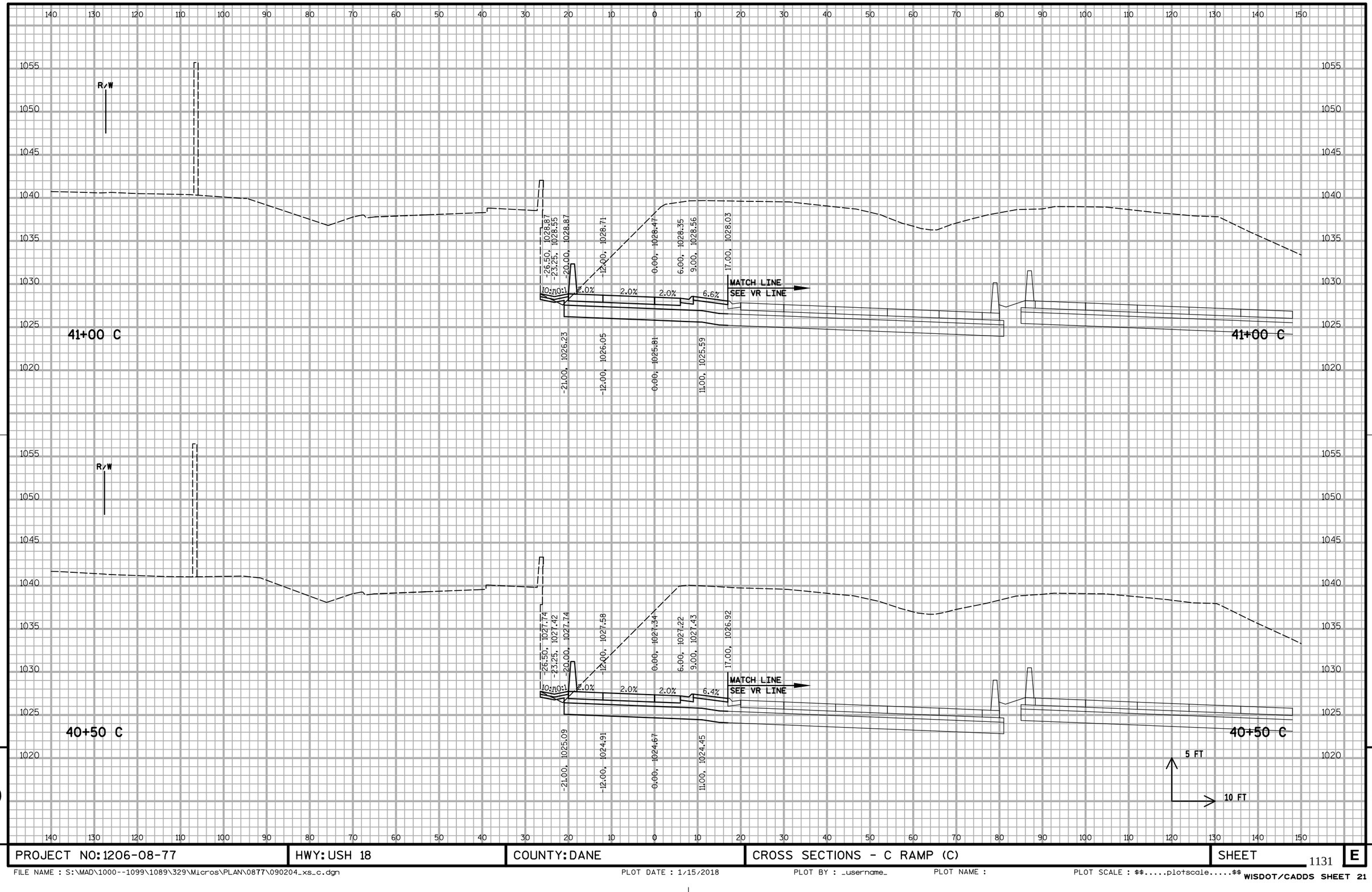
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1130	E



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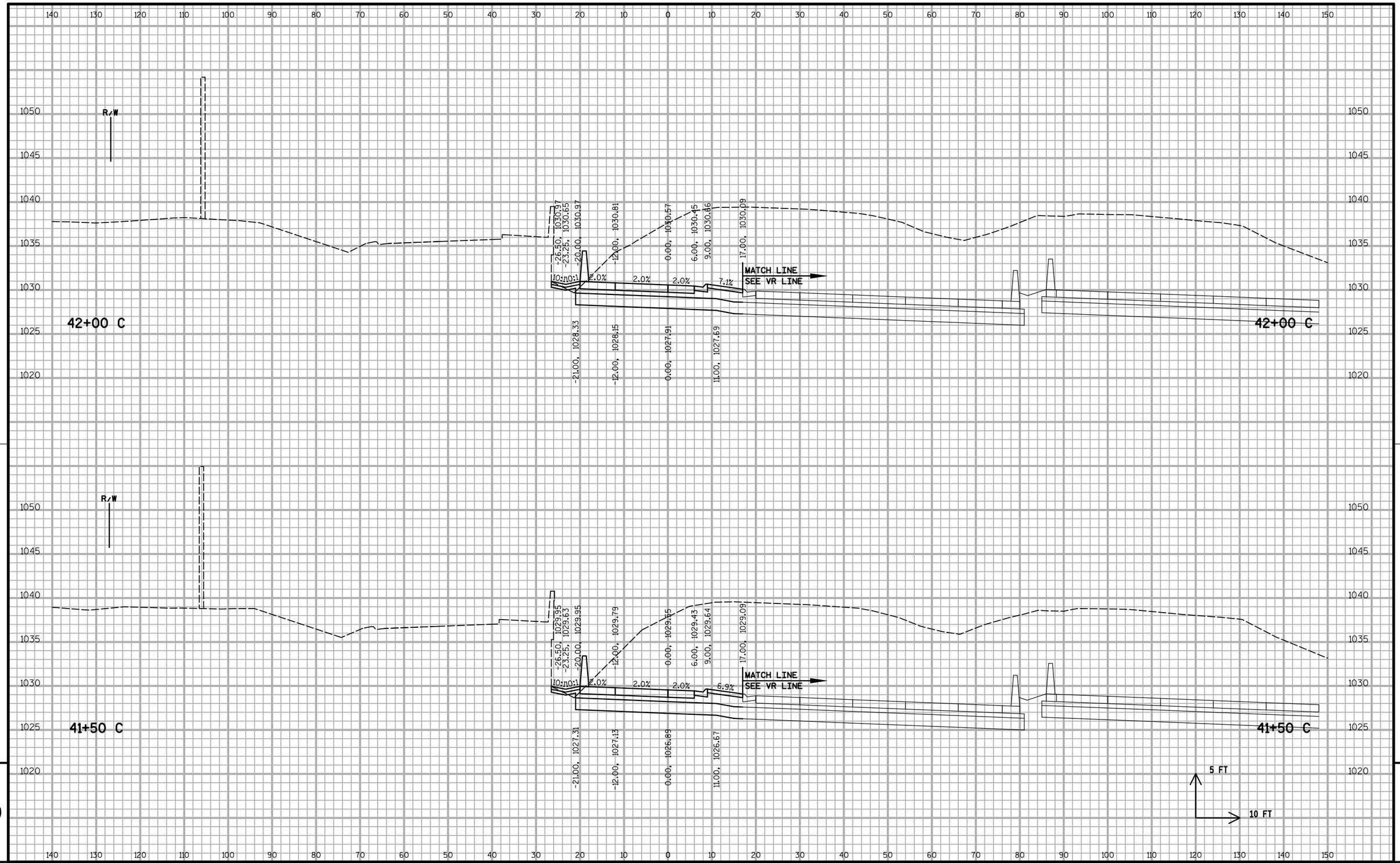
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1131	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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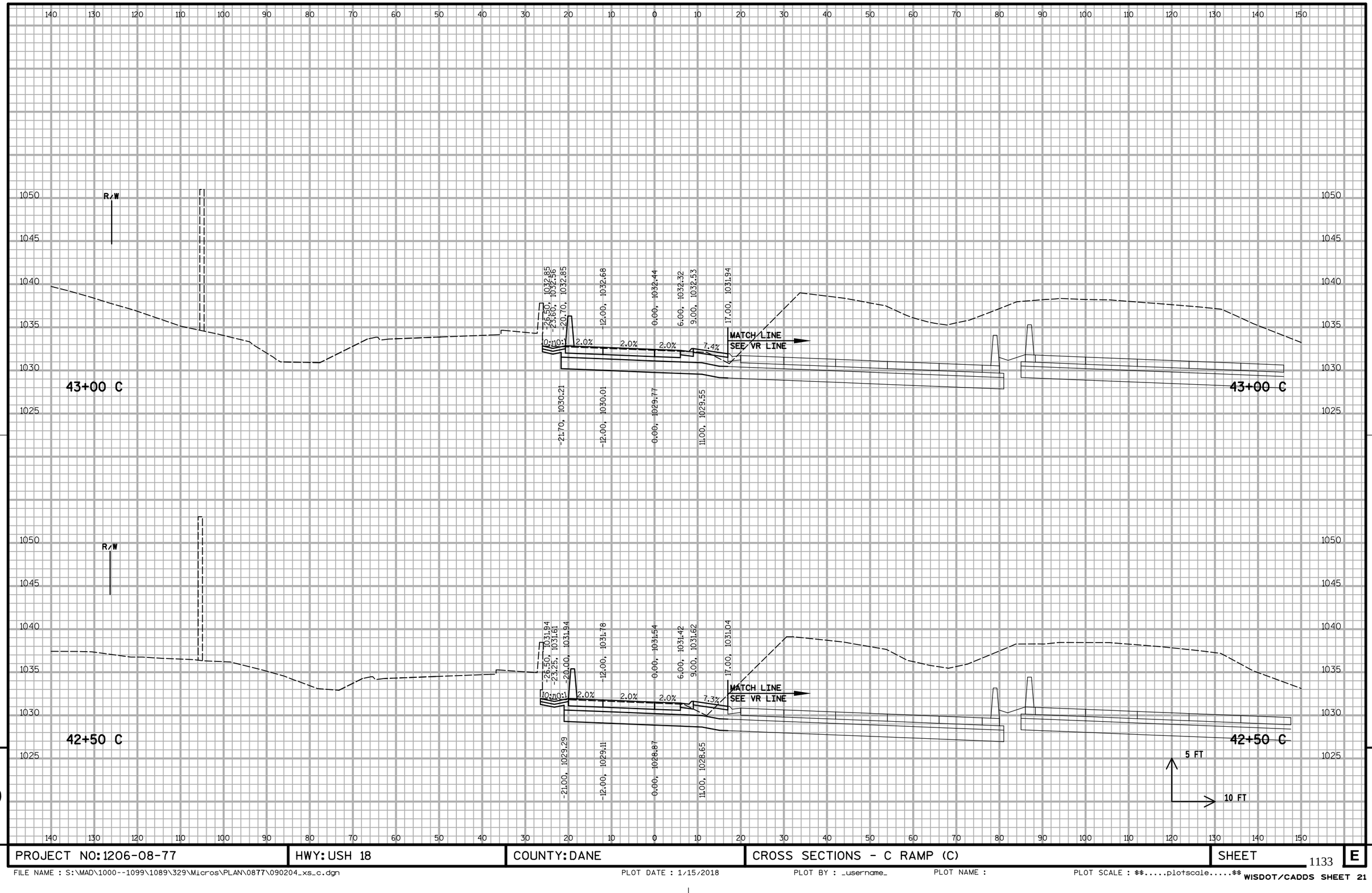
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1132	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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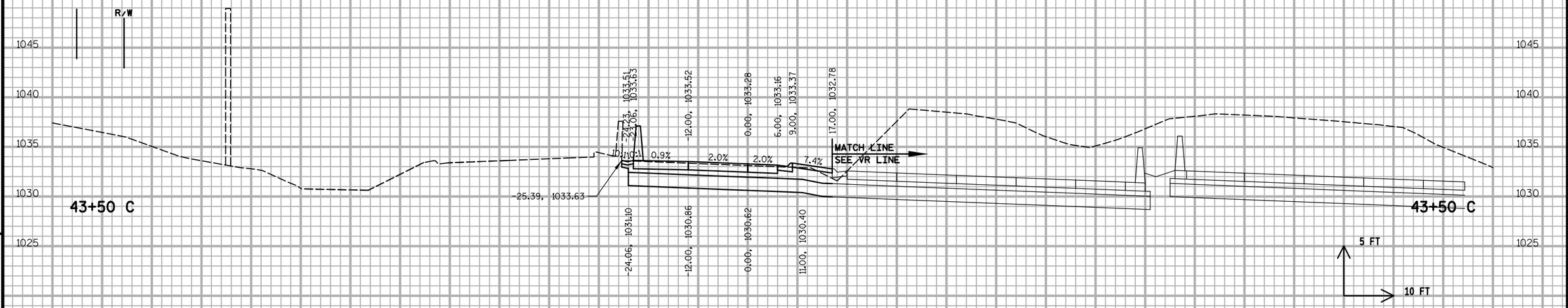
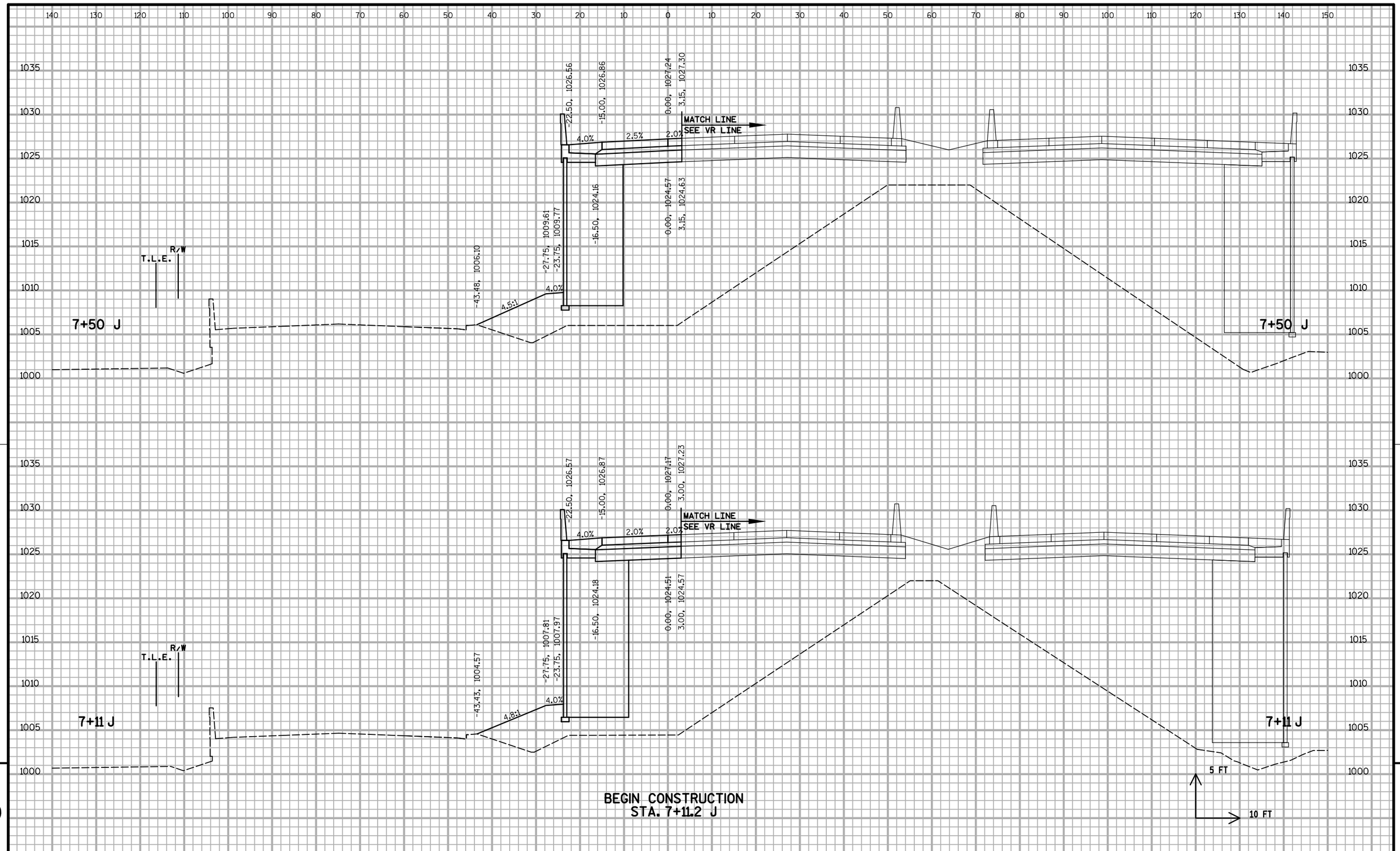
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1133	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090204_xs_c.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 43+56.5 C

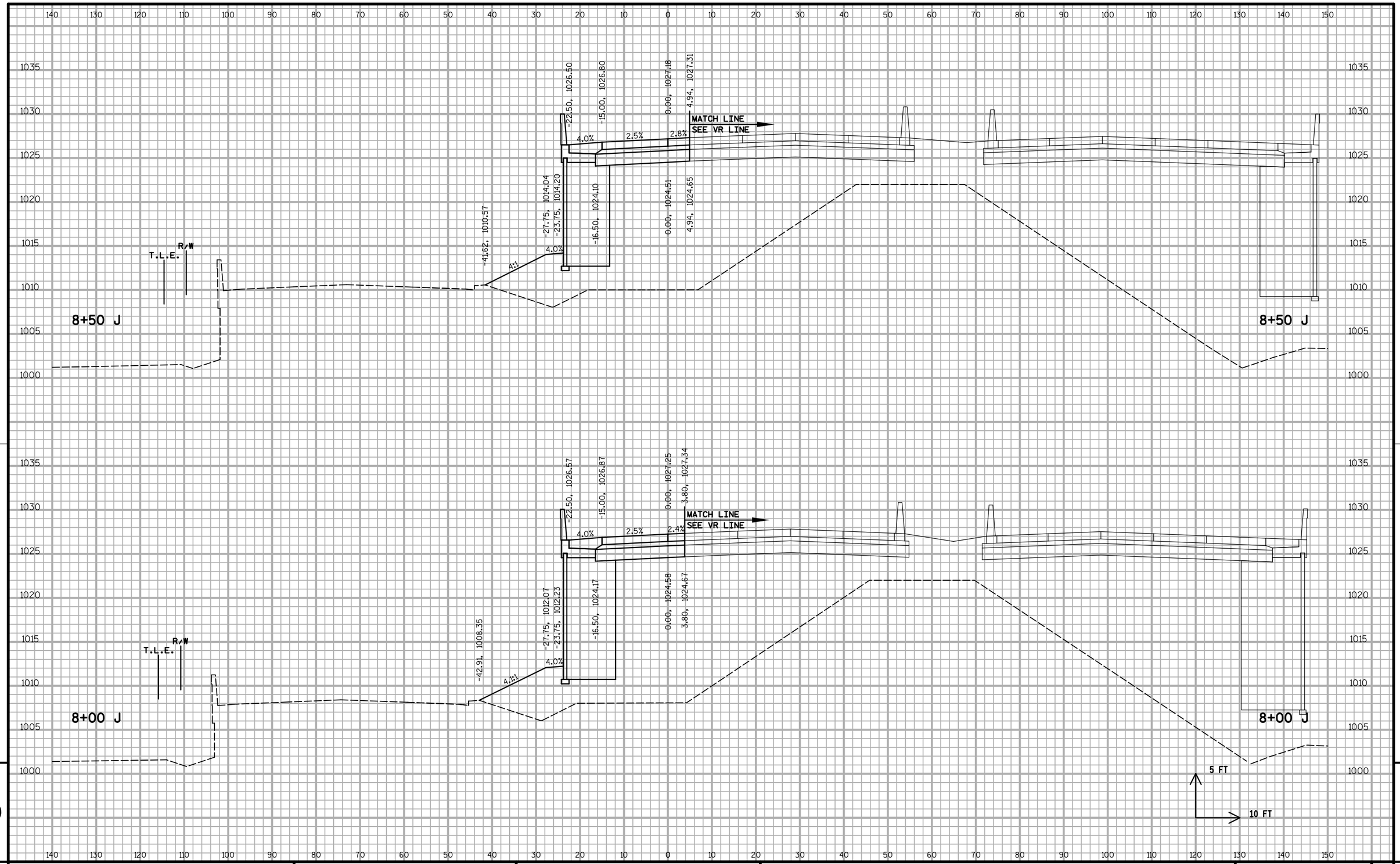


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - C RAMP (C)	SHEET 1134	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - J RAMP (J)	SHEET 1135	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090210_xs_j.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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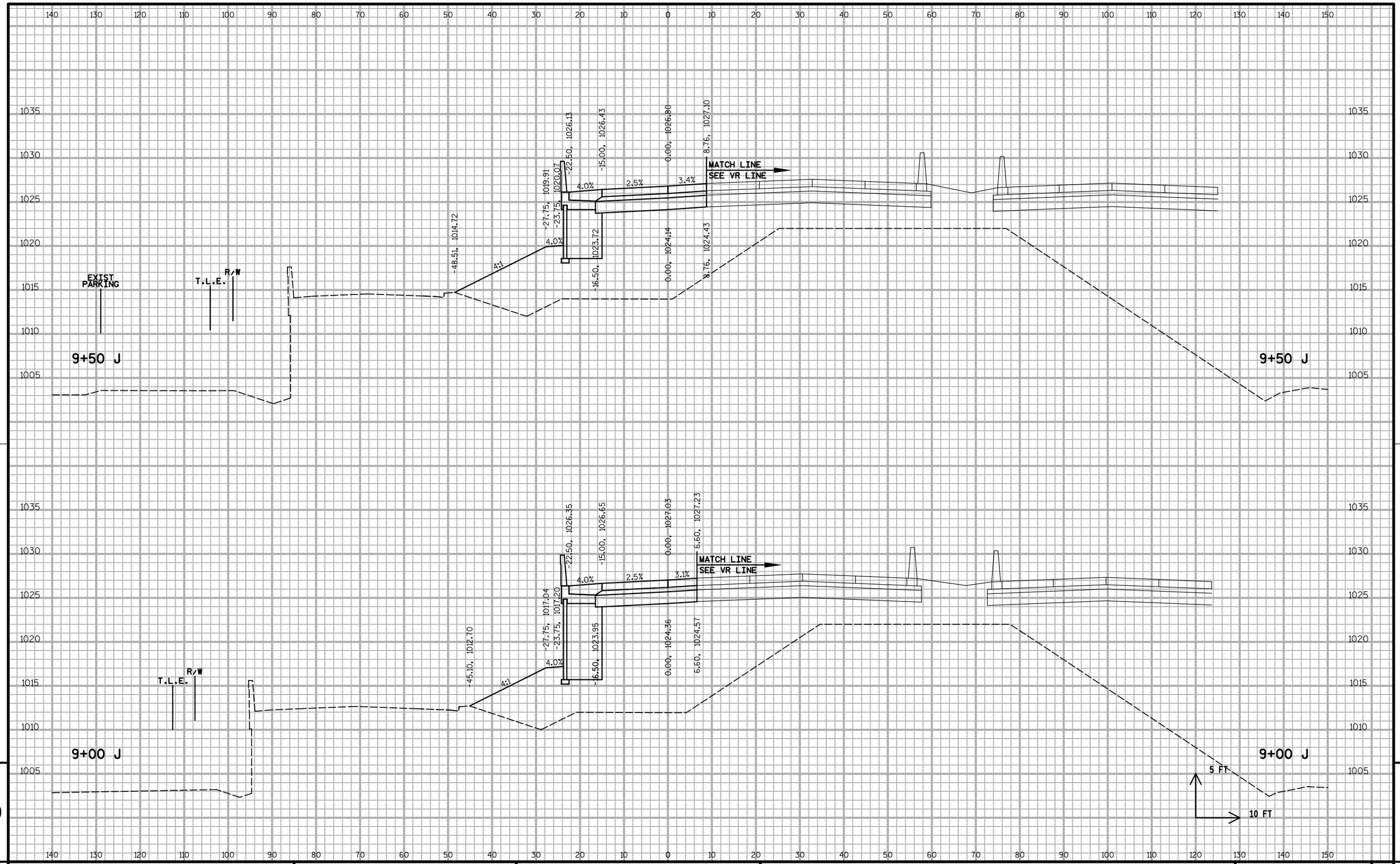
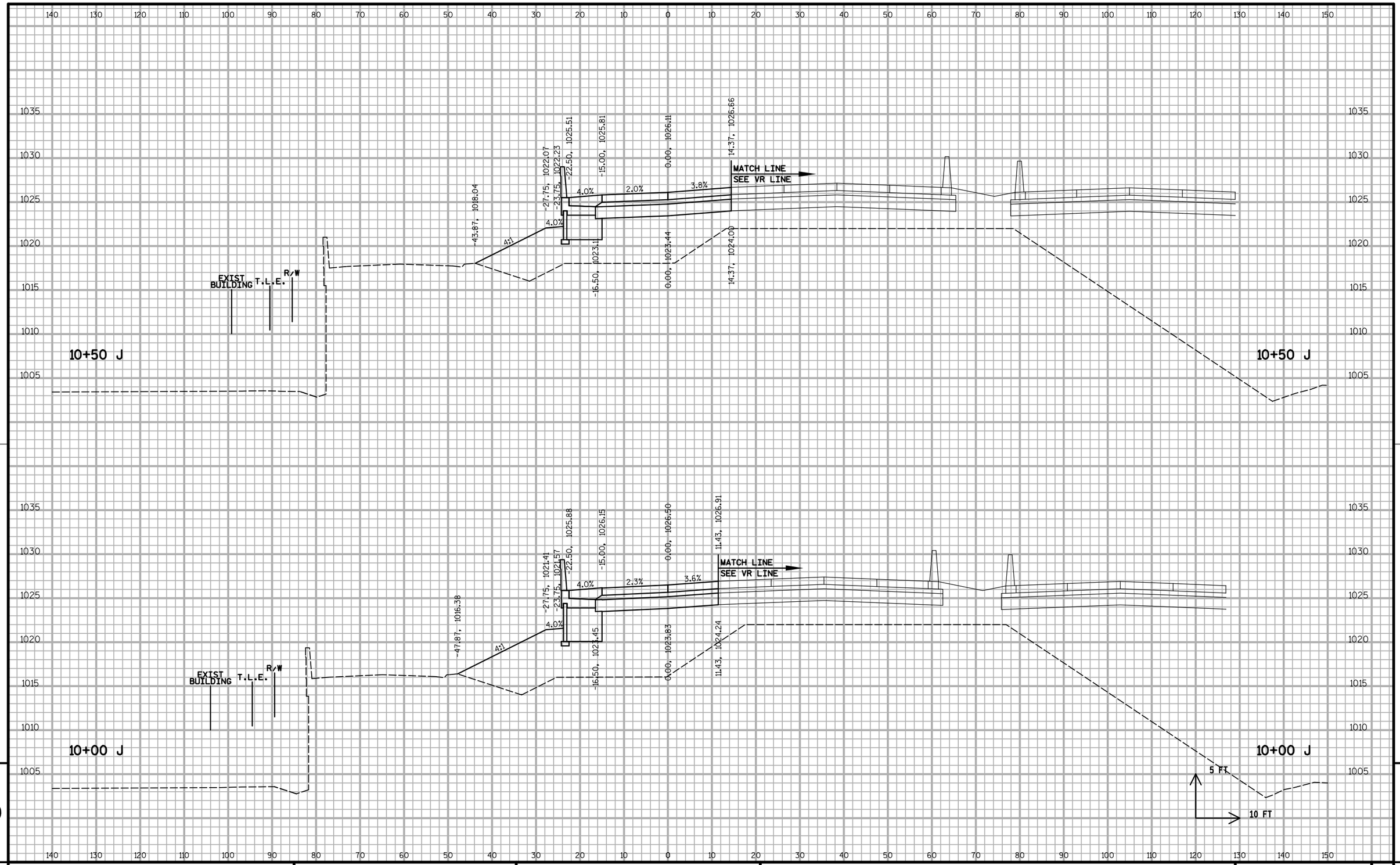
PROJECT NO: 1206-08-77 | HWY: USH 18 | COUNTY: DANE | CROSS SECTIONS - J RAMP (J) | SHEET 1136 | E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - J RAMP (J)	SHEET 1137	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090210_xs_j.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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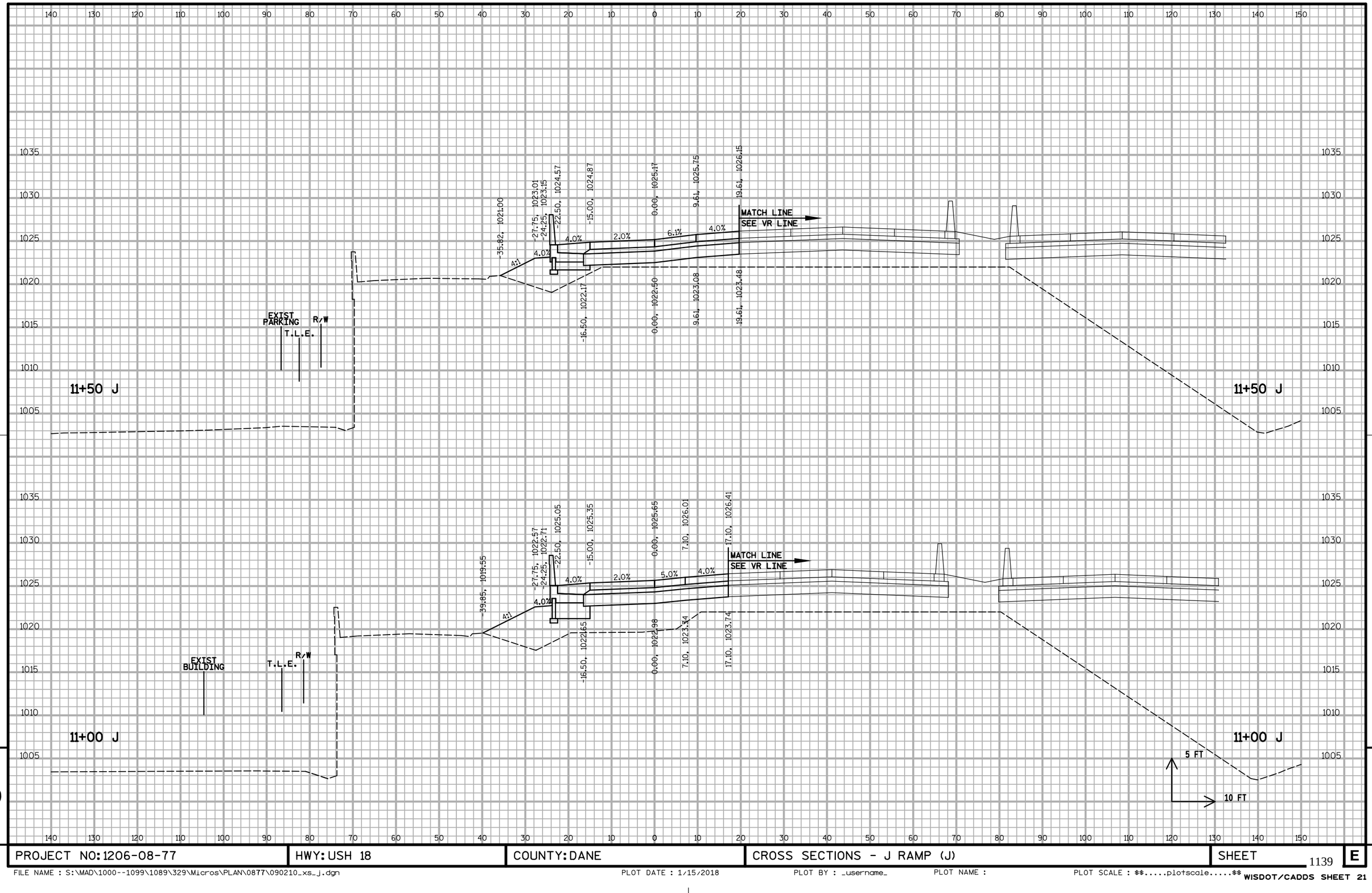
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - J RAMP (J)	SHEET 1138	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090210_xs_j.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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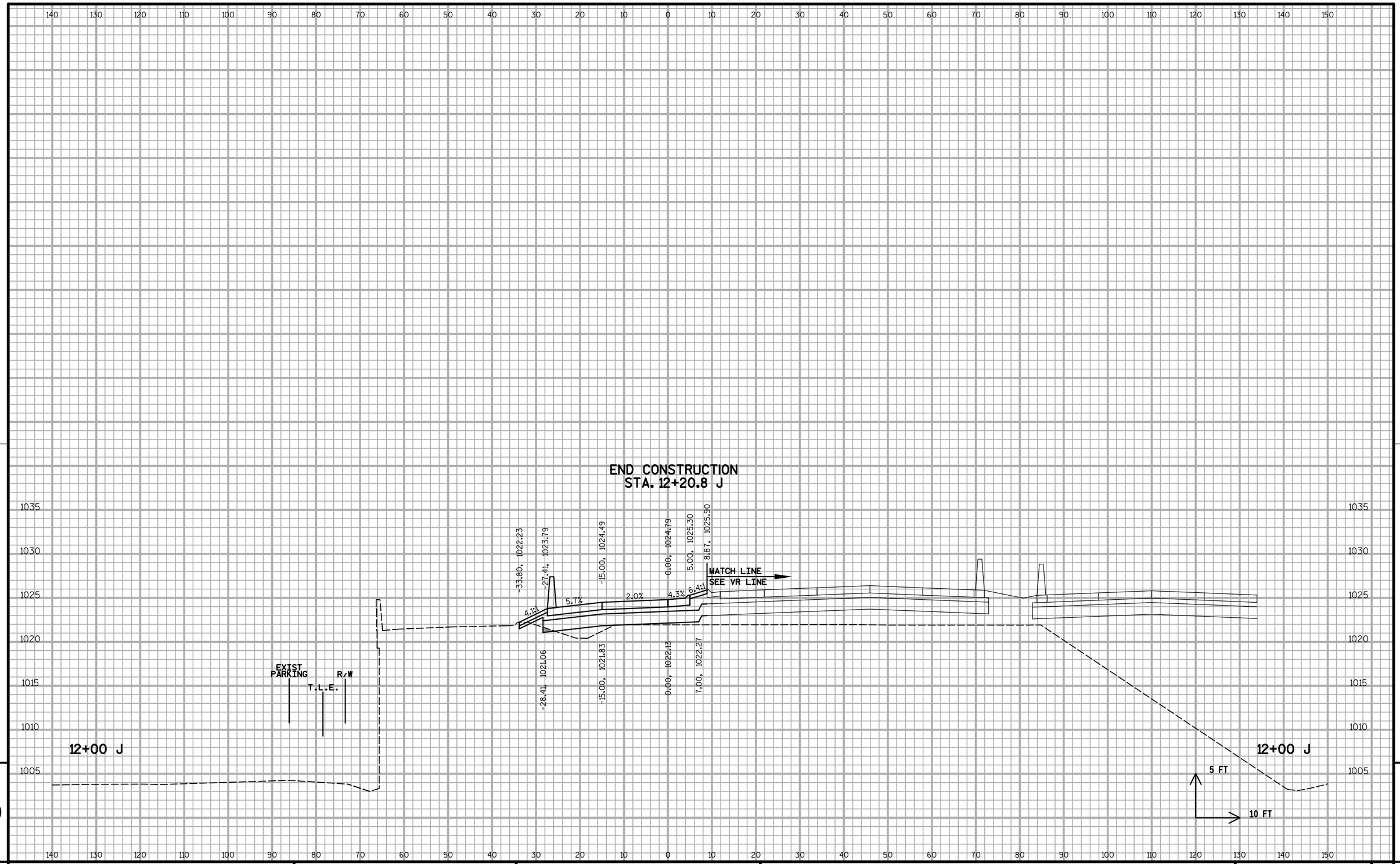
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - J RAMP (J)	SHEET 1139	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090210_xs_j.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - J RAMP (J)	SHEET 1140	E

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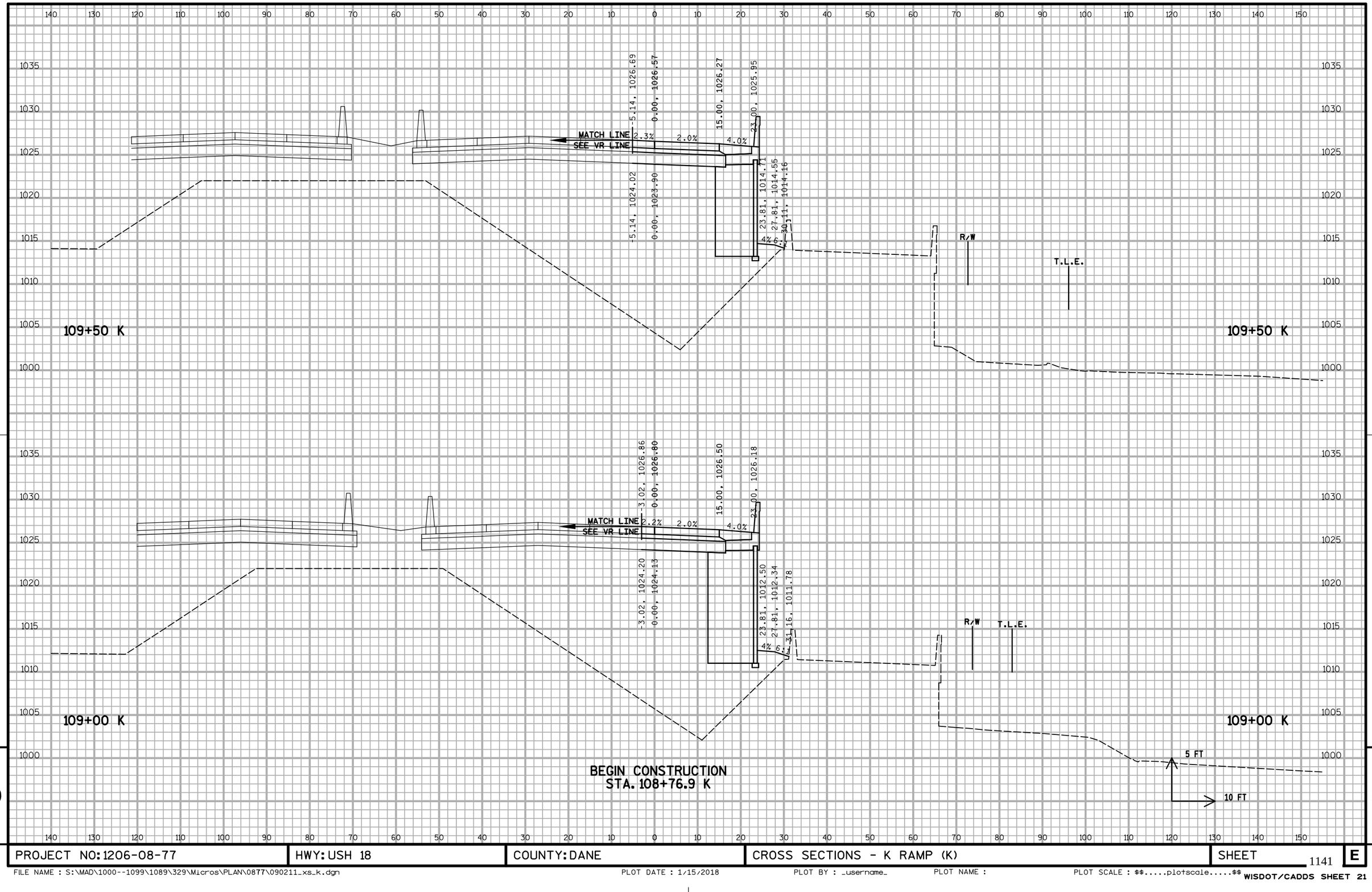
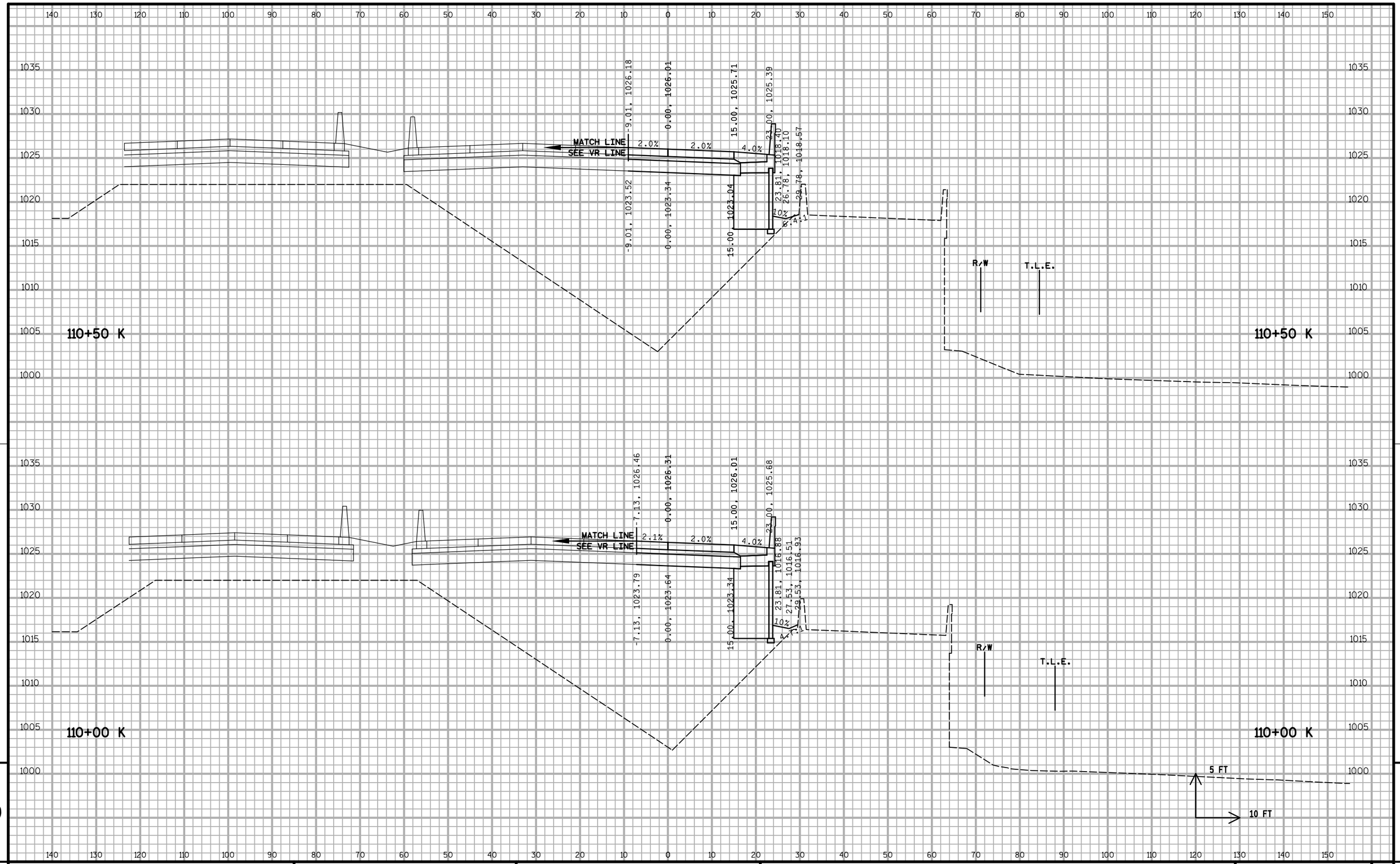


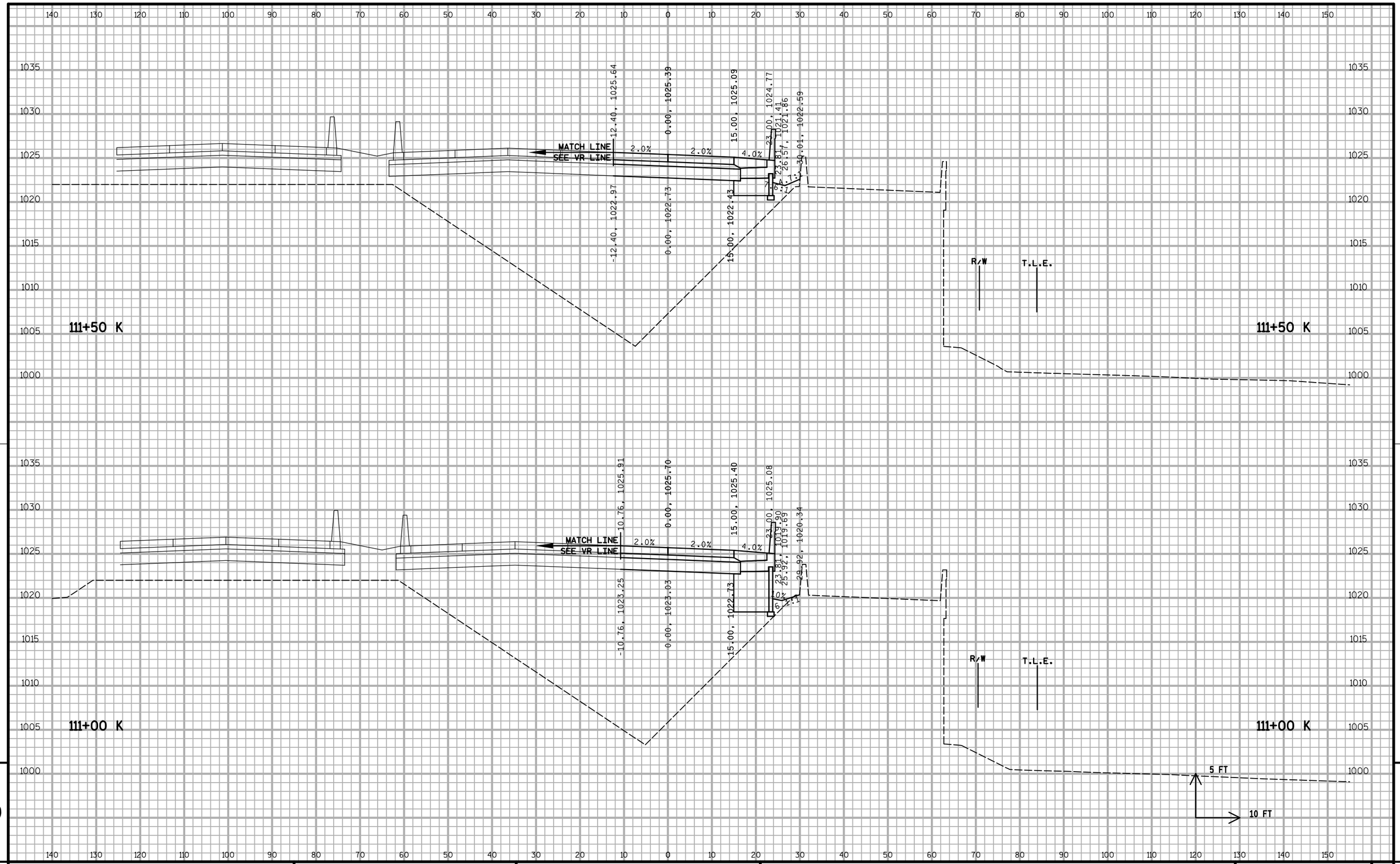
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1141	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1142	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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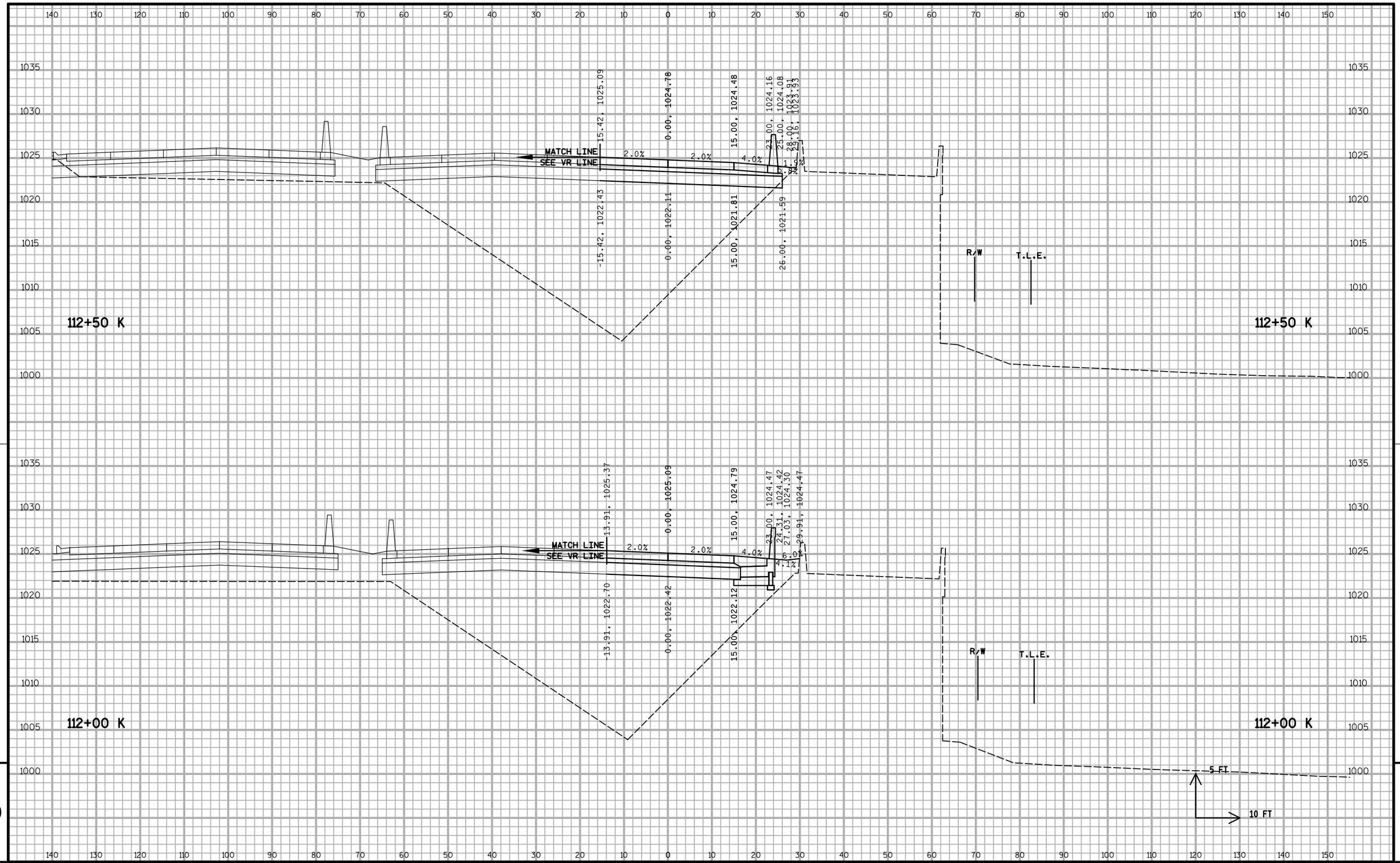
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1143	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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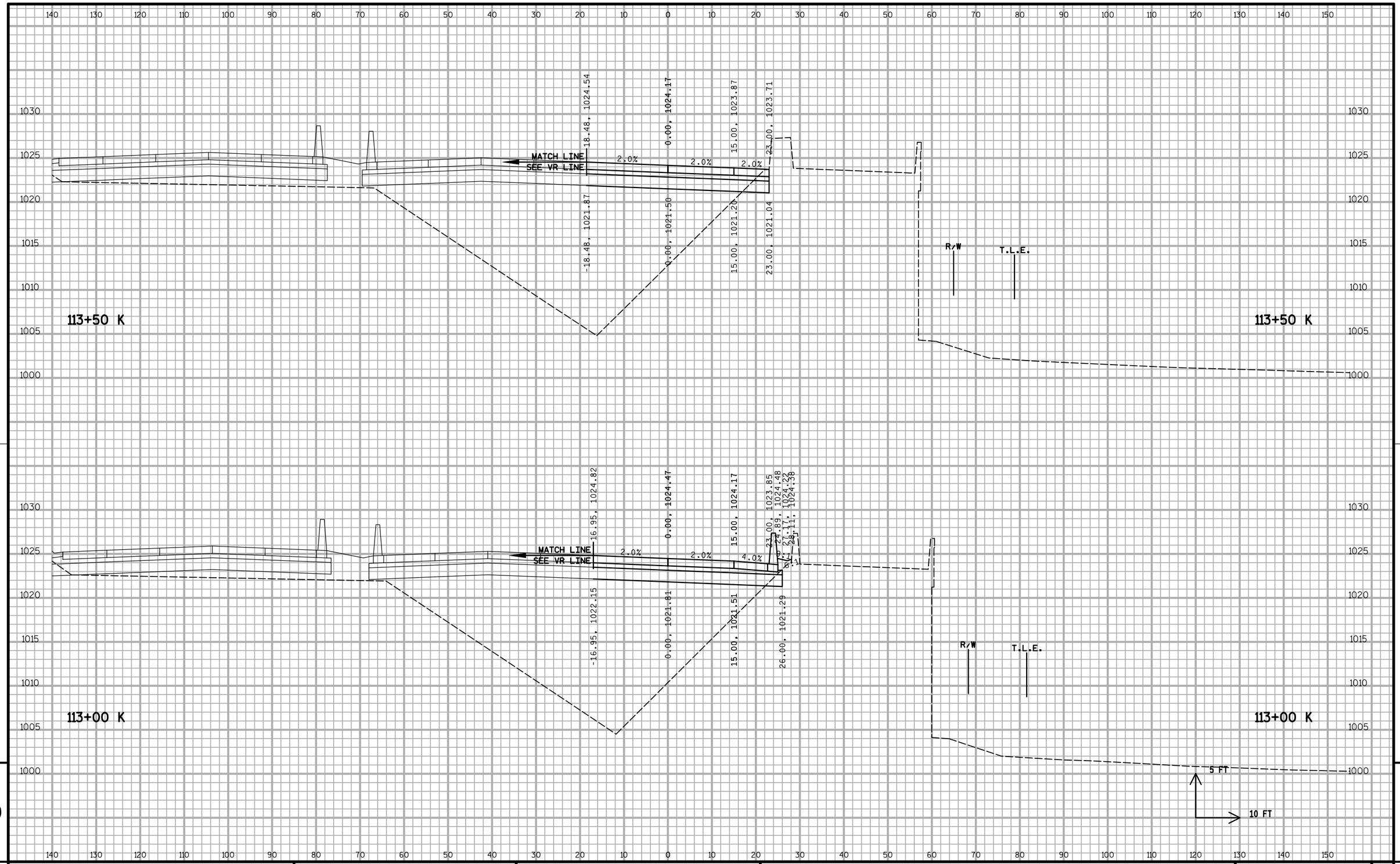
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1144	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/24/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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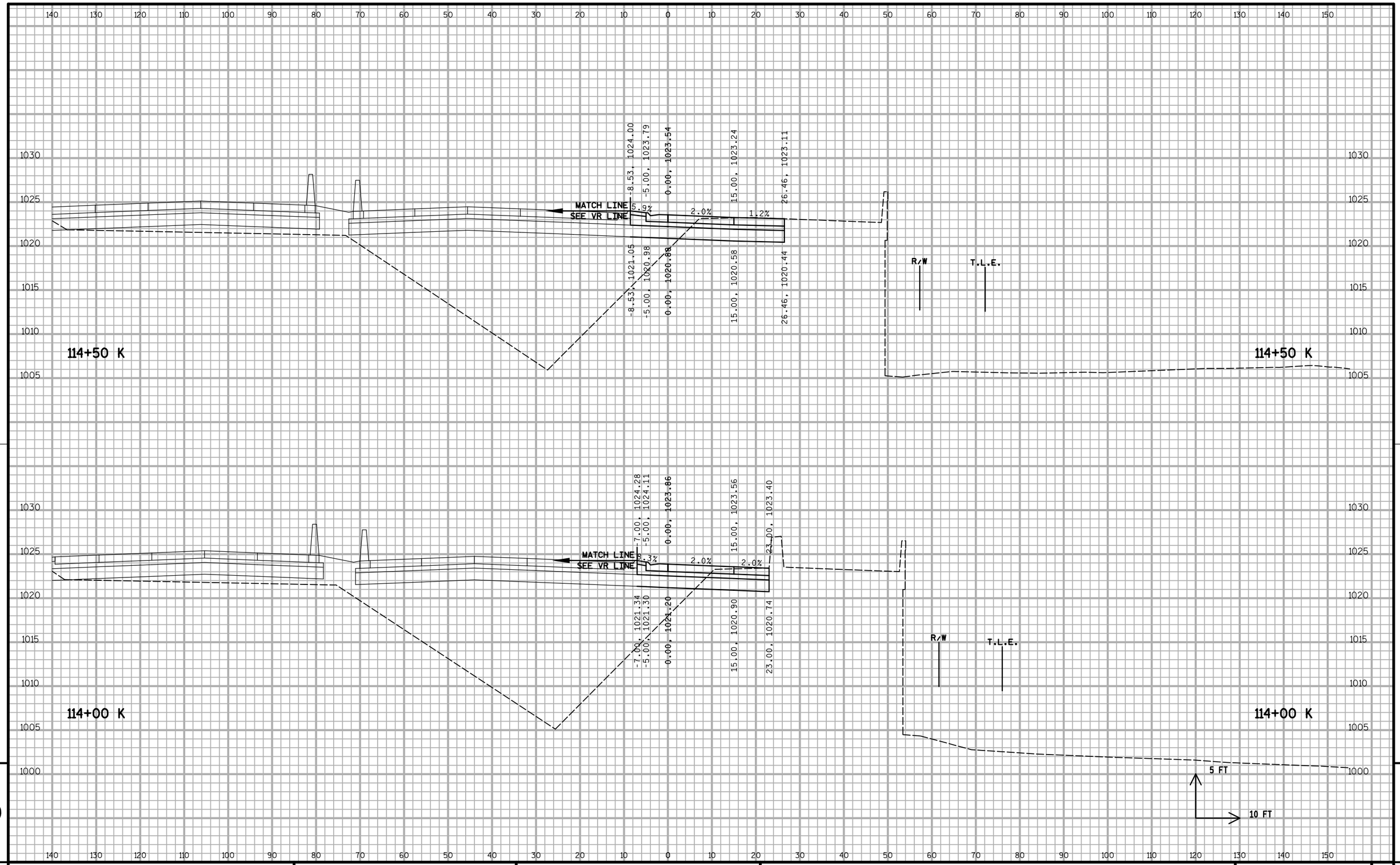
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1145	E



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1146	E

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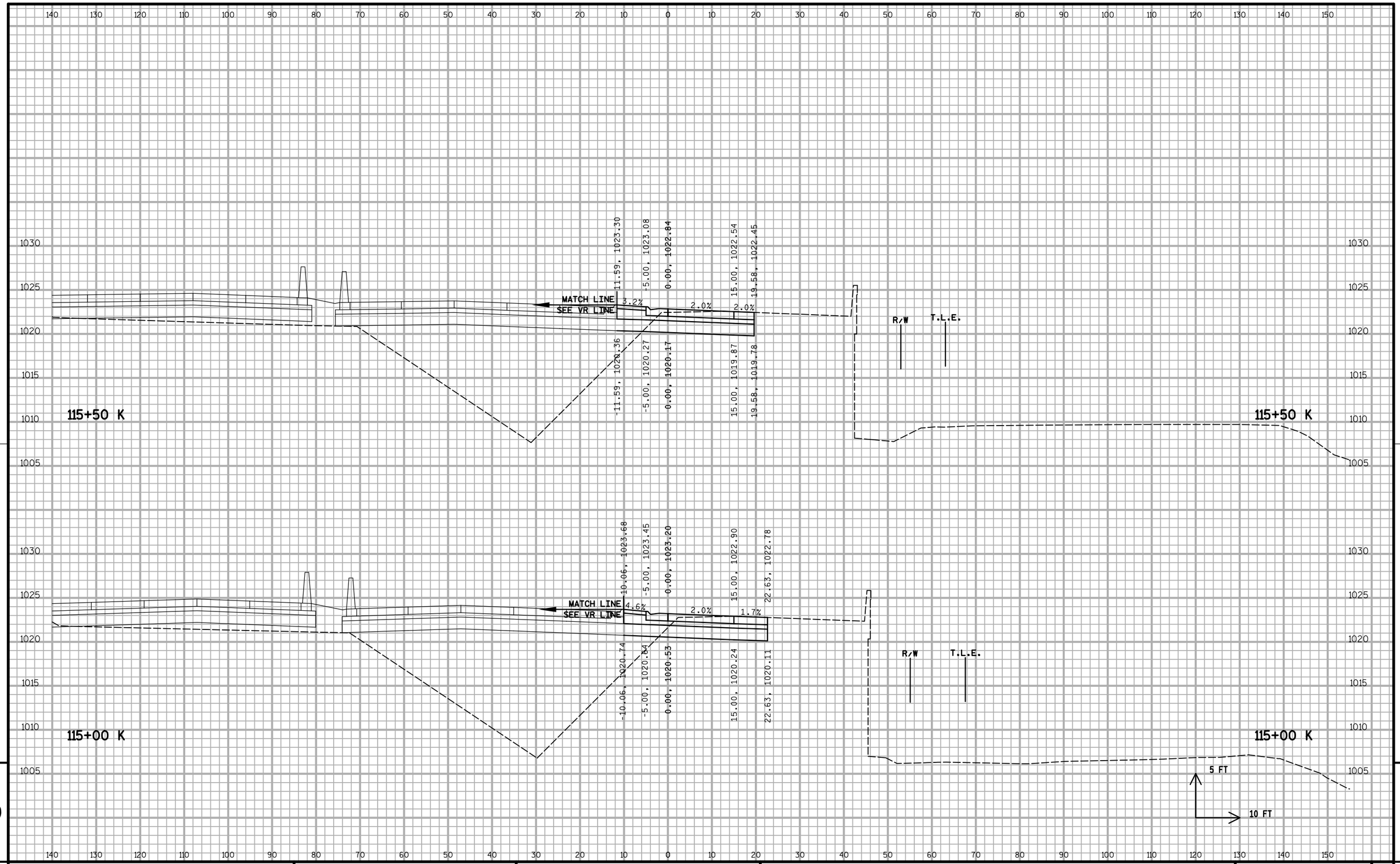

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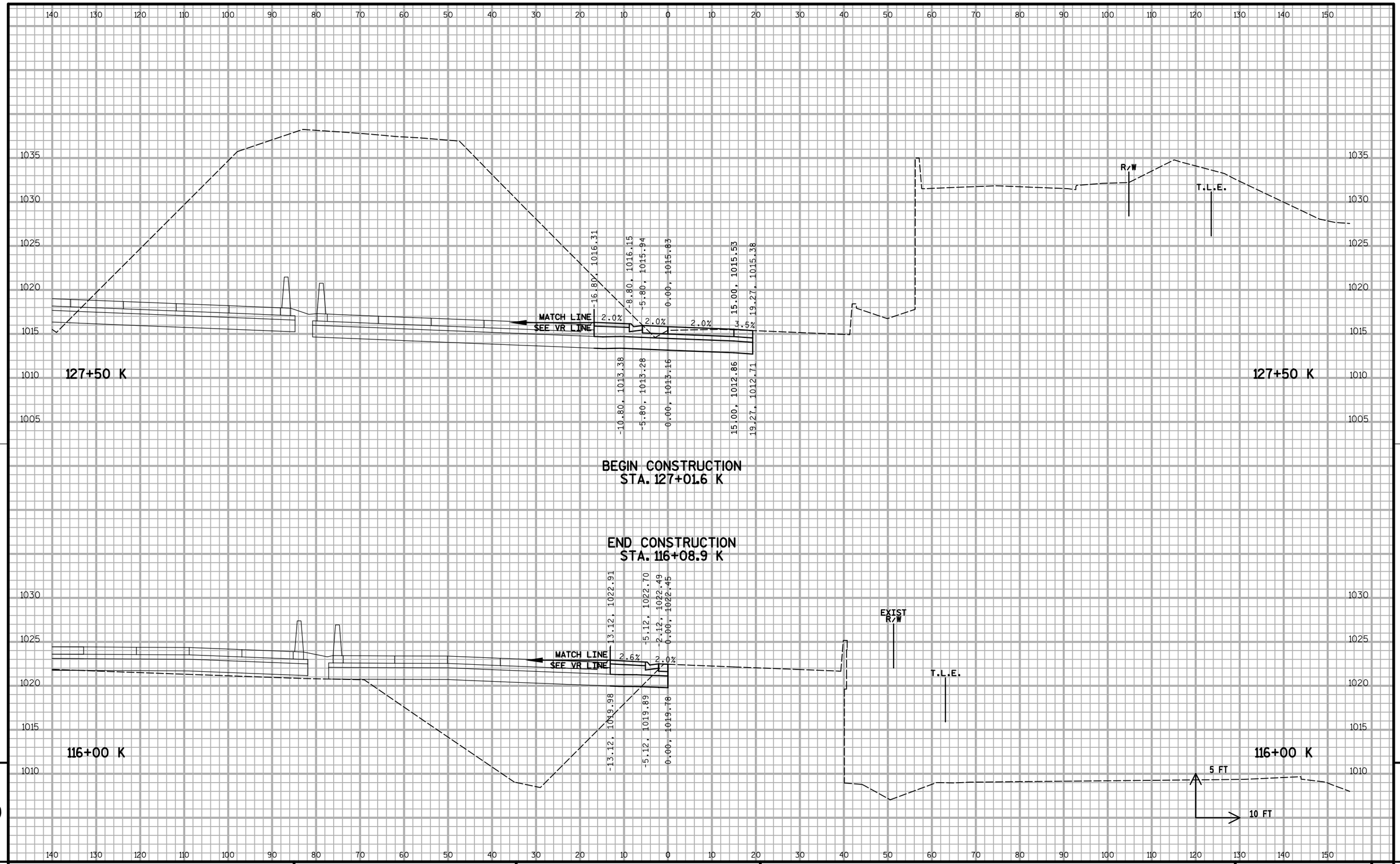
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1147	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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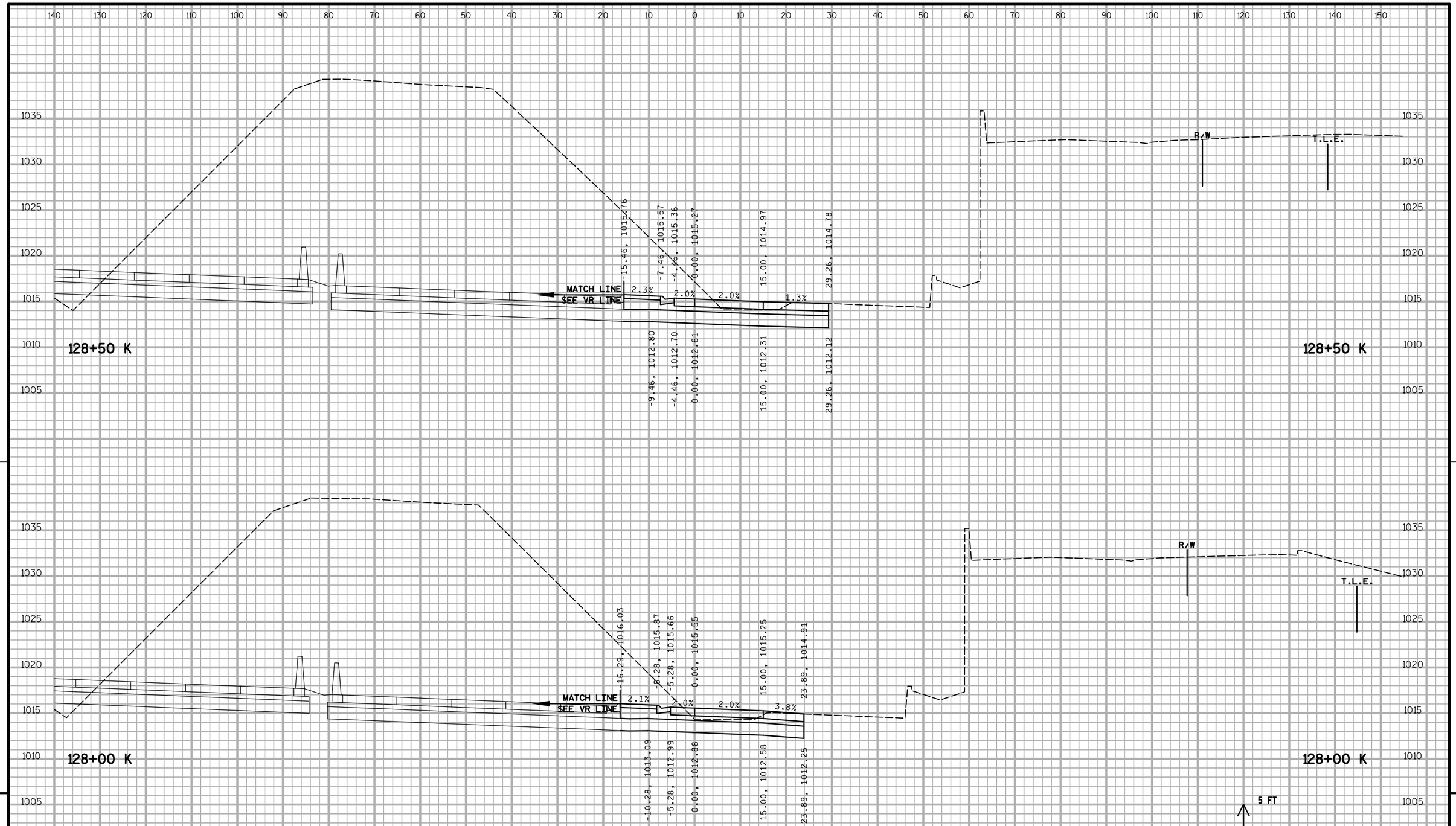
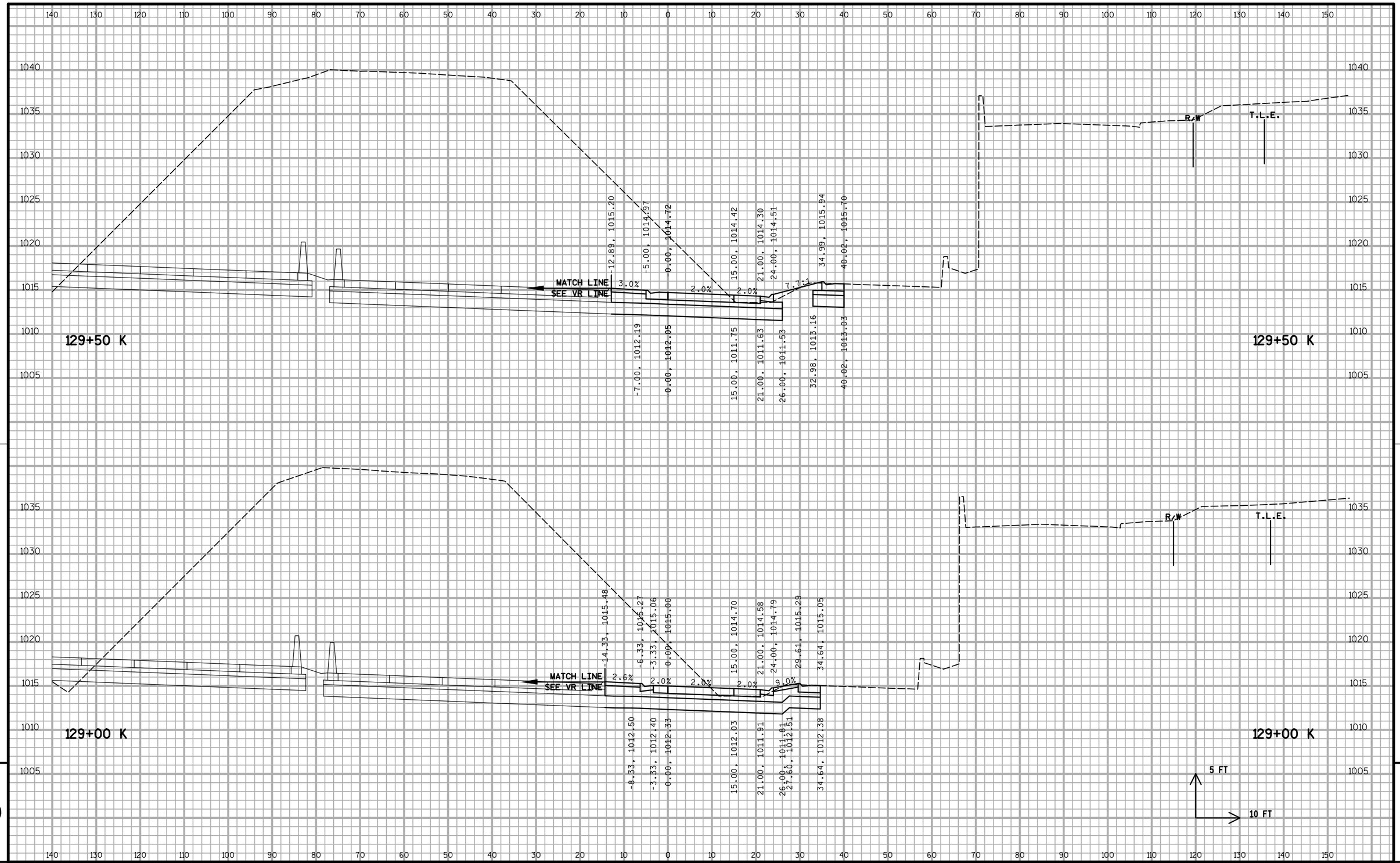
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1148	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1149	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1150	E

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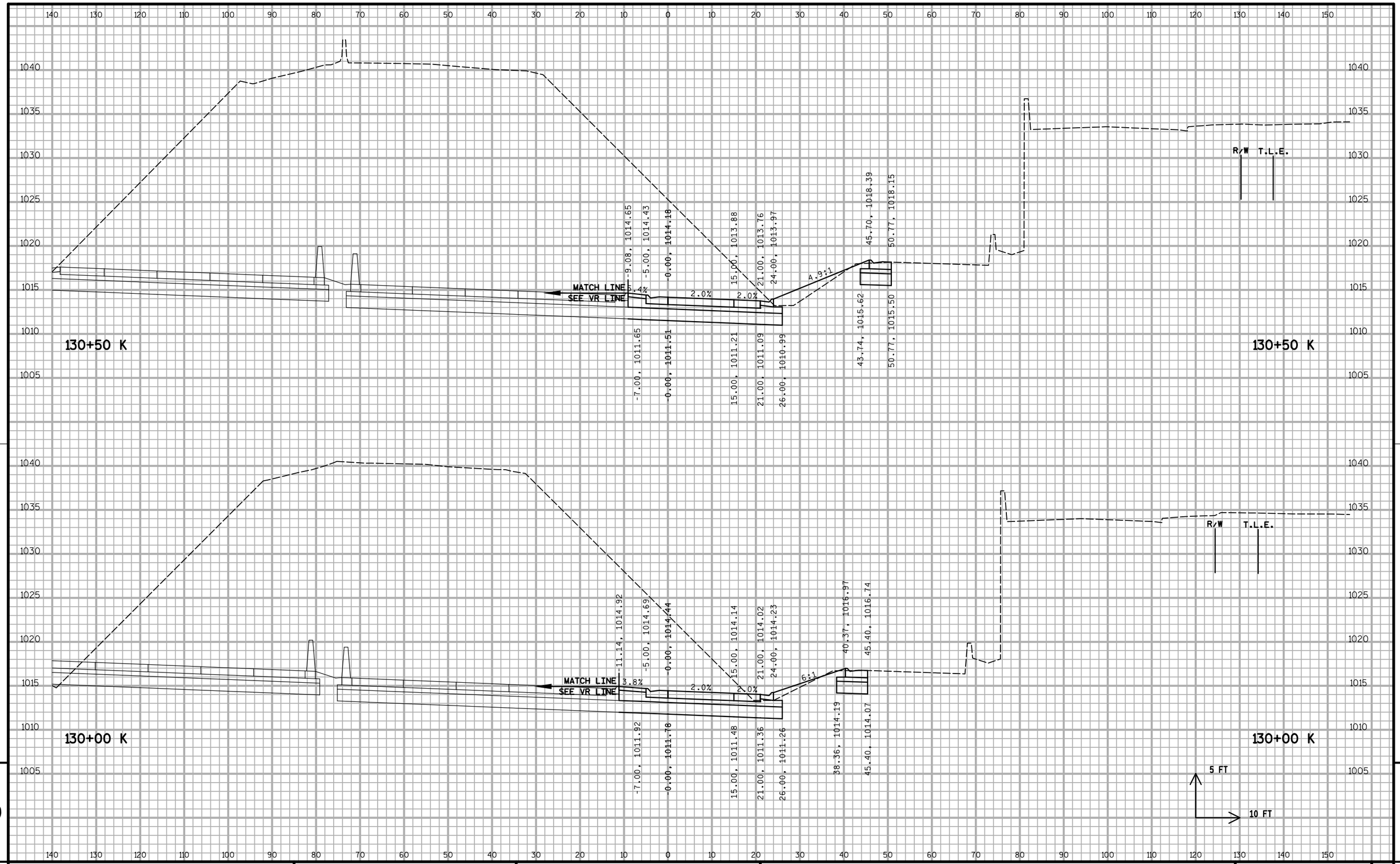

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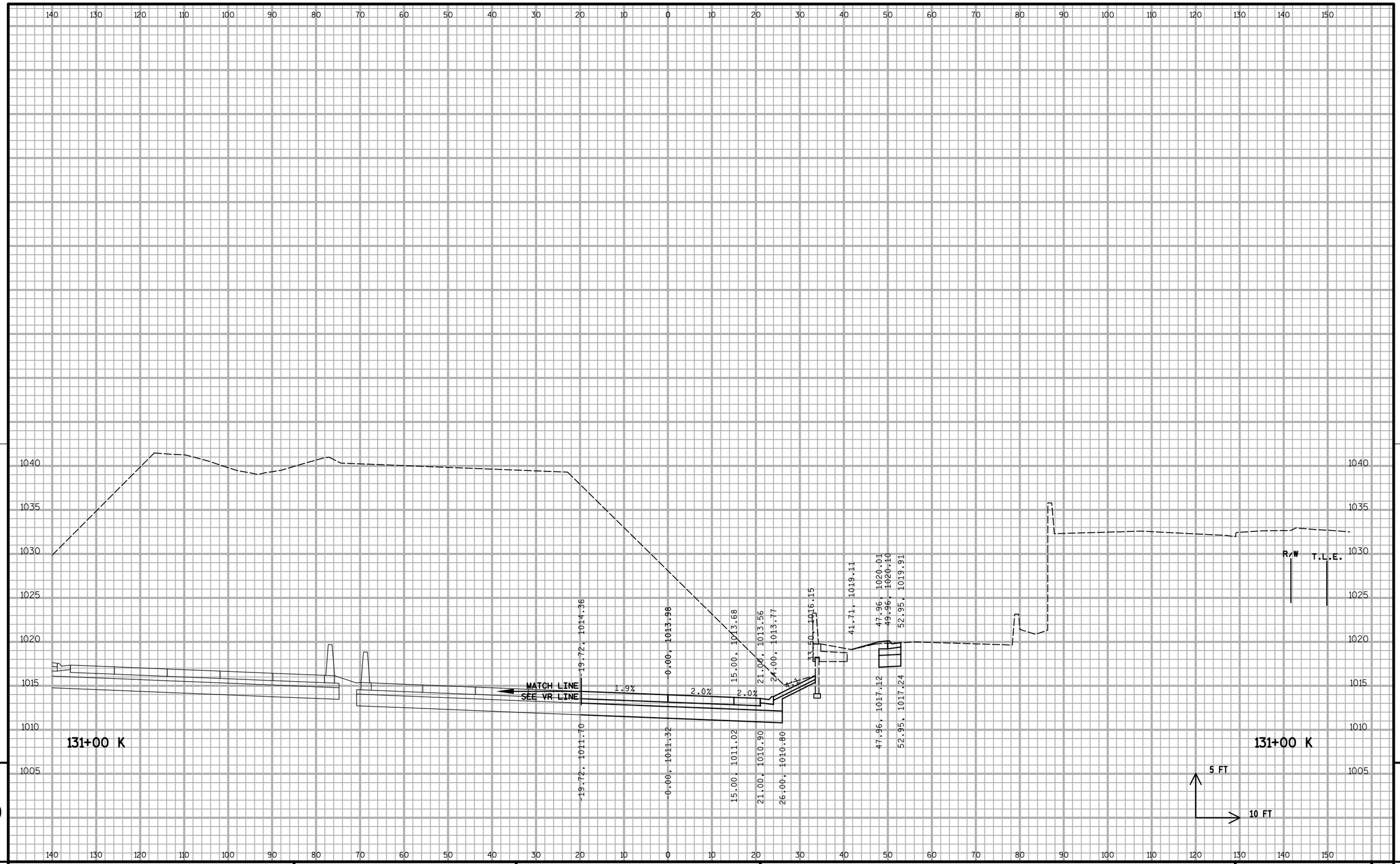
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1151	E



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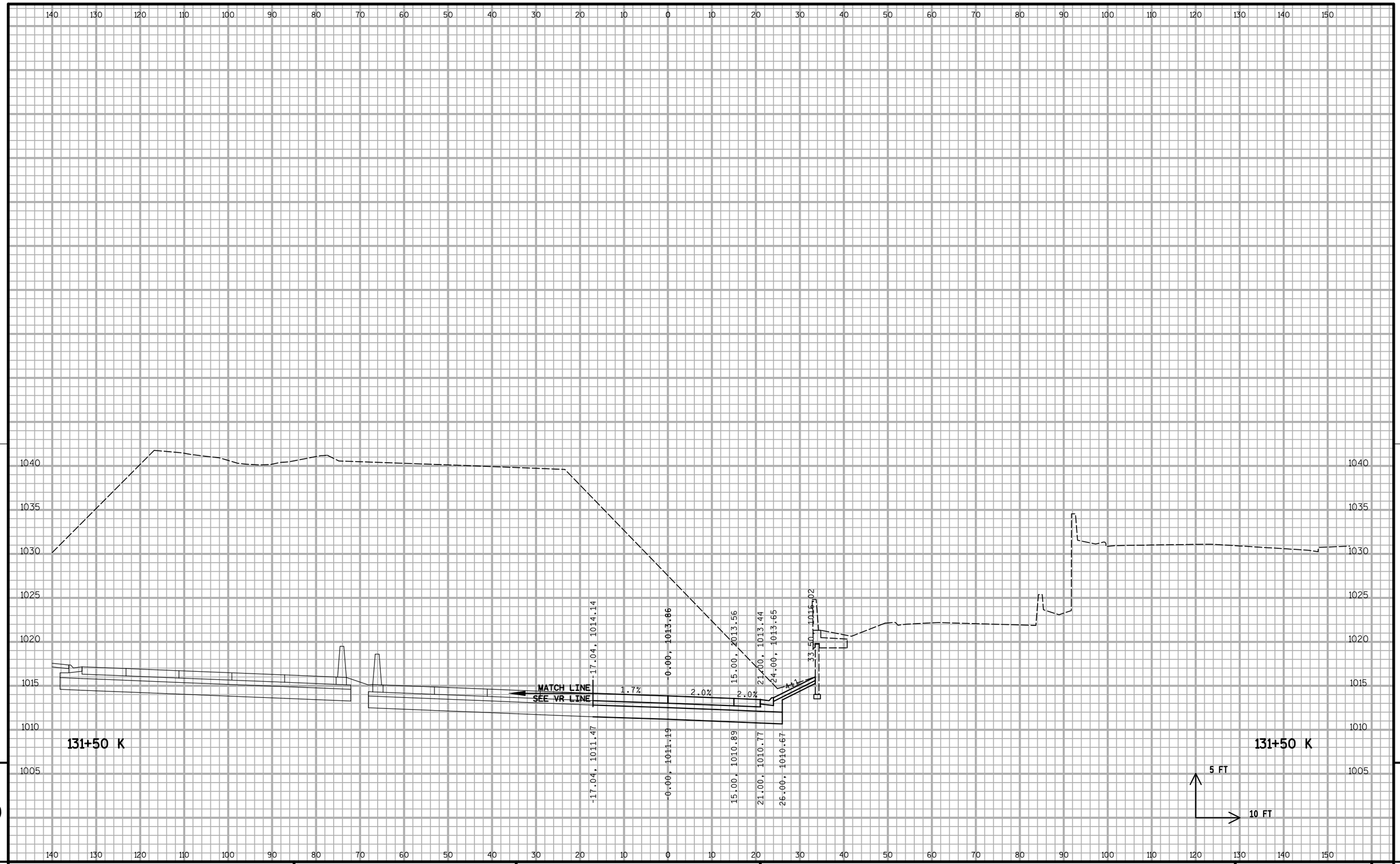
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1152	E



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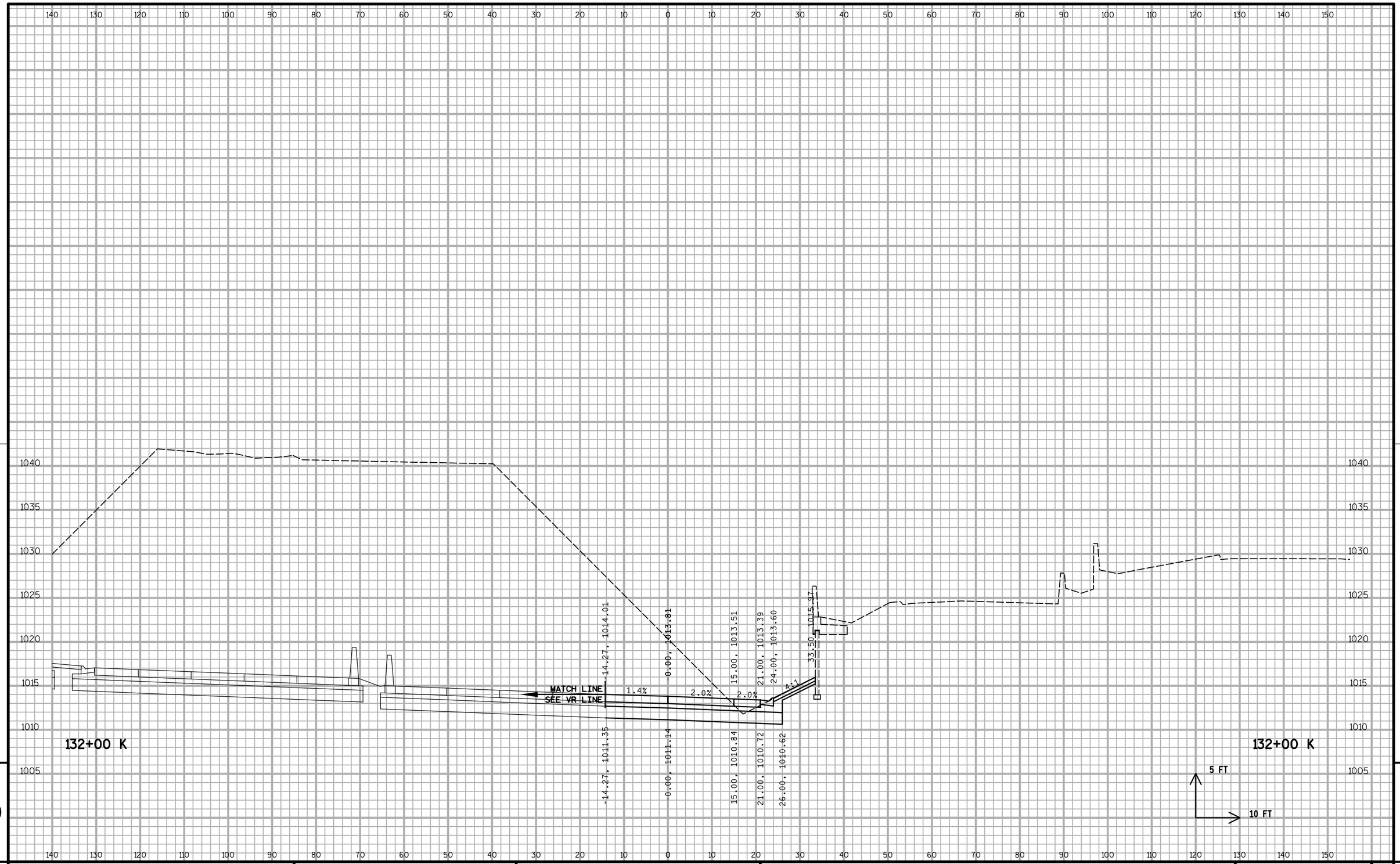
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1153	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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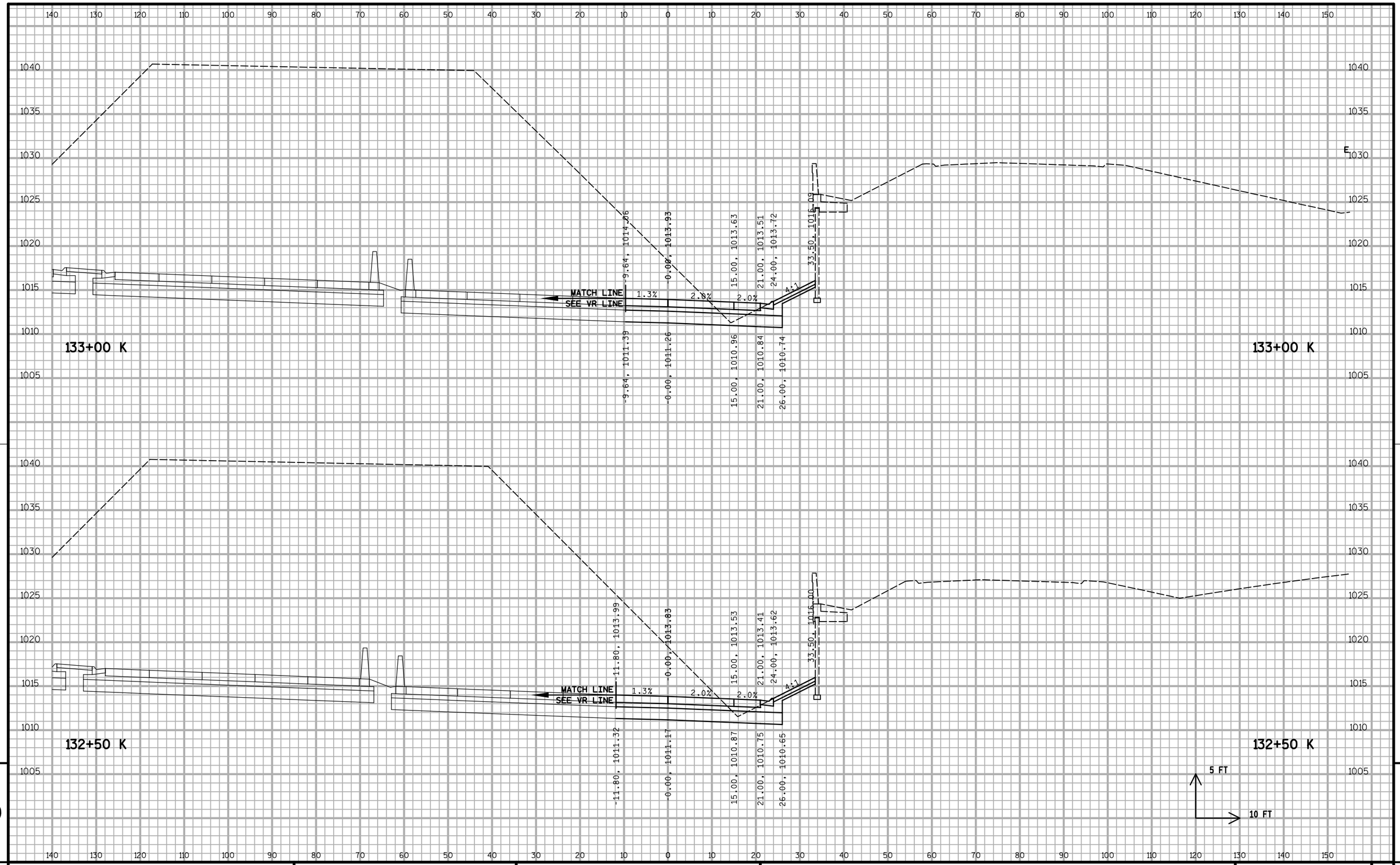
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1154	E



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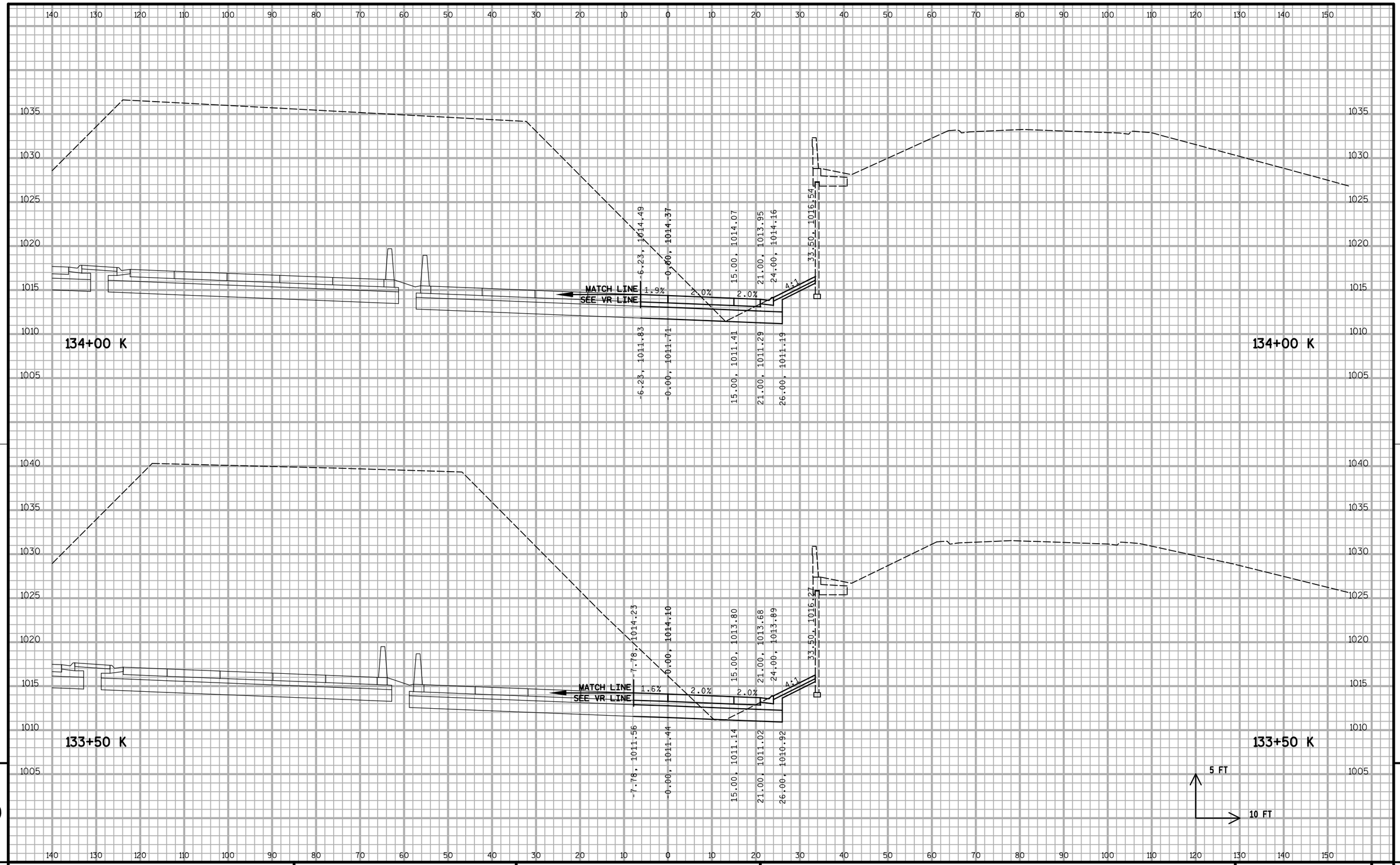
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1155	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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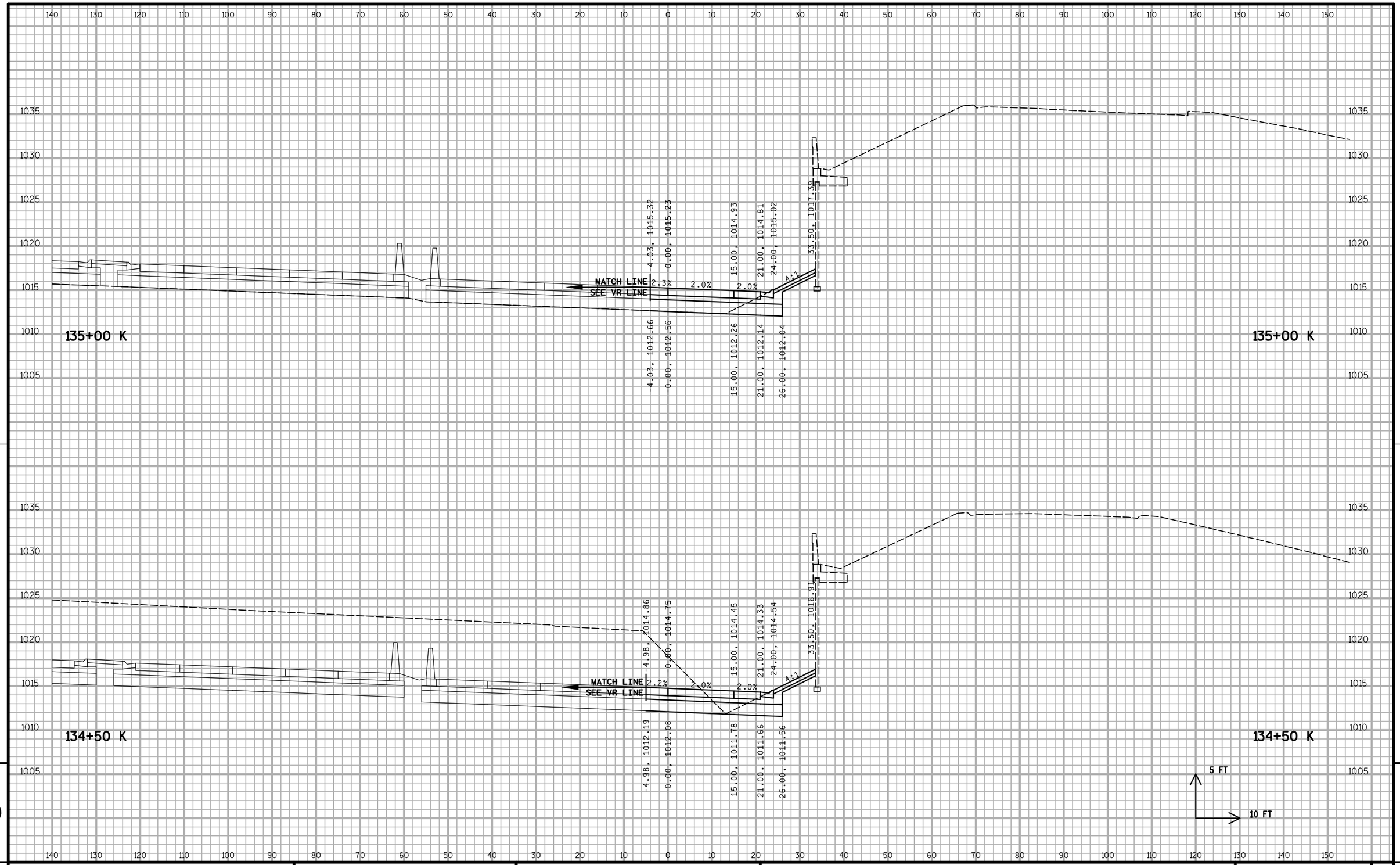
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1156	E



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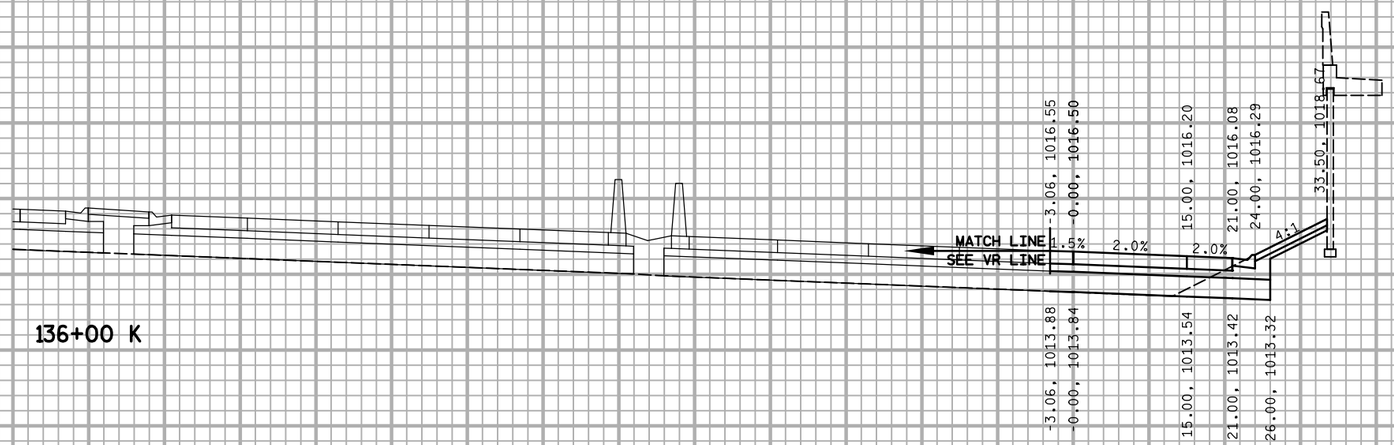
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1157	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



135+50 K

136+00 K

135+50 K

136+00 K

5 FT

10 FT

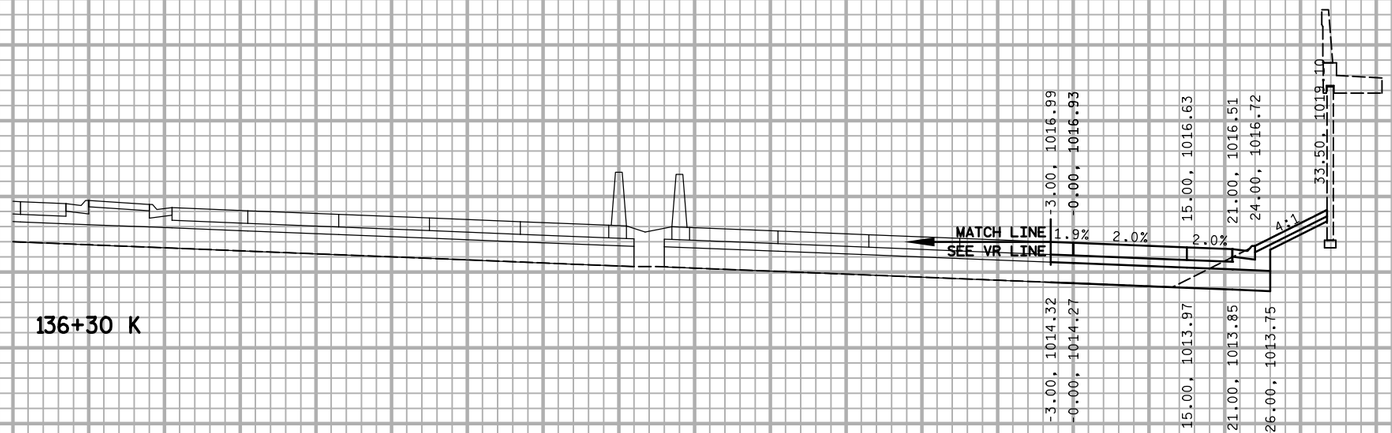
9

9

PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1158	E

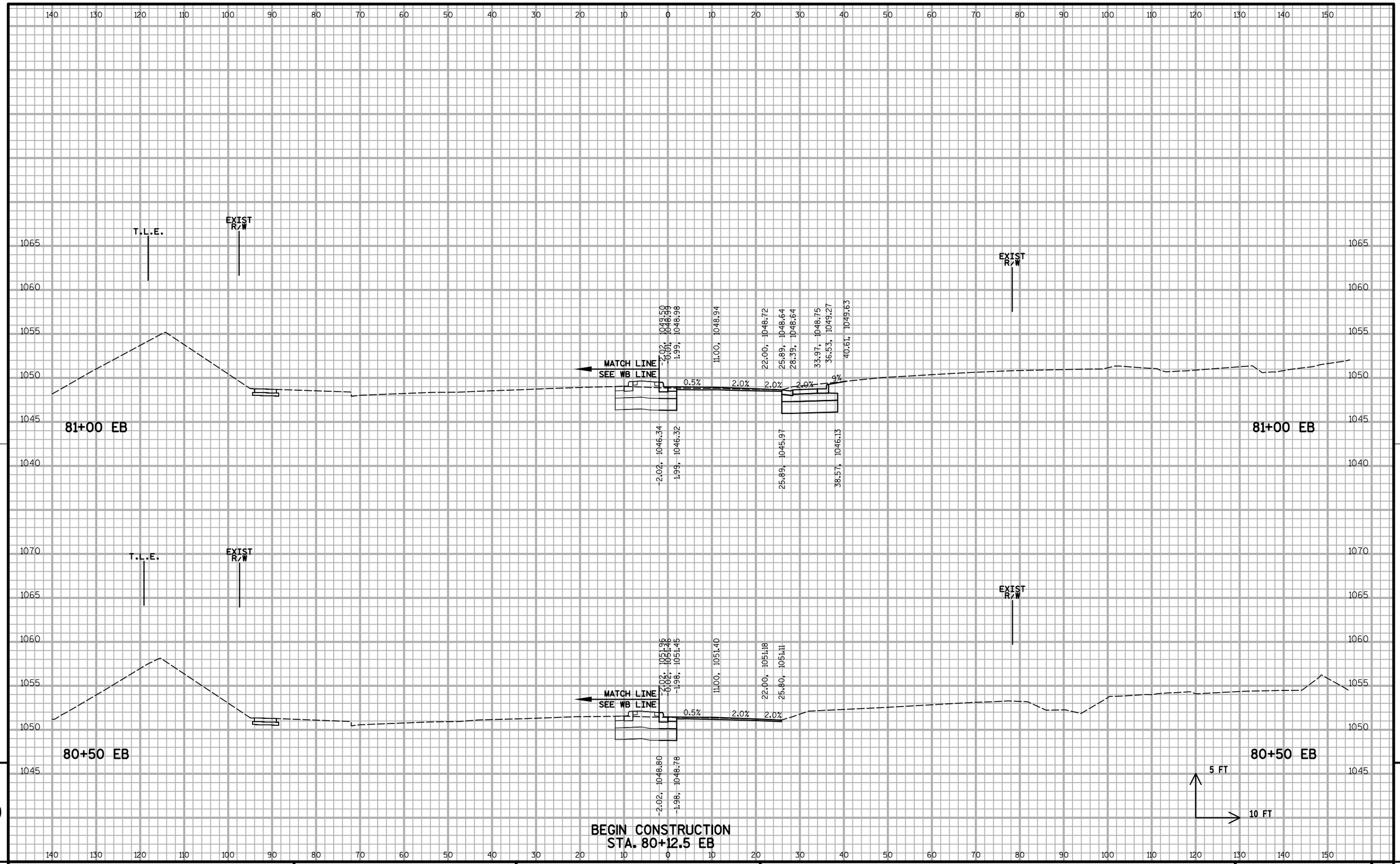
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 136+30.4 K

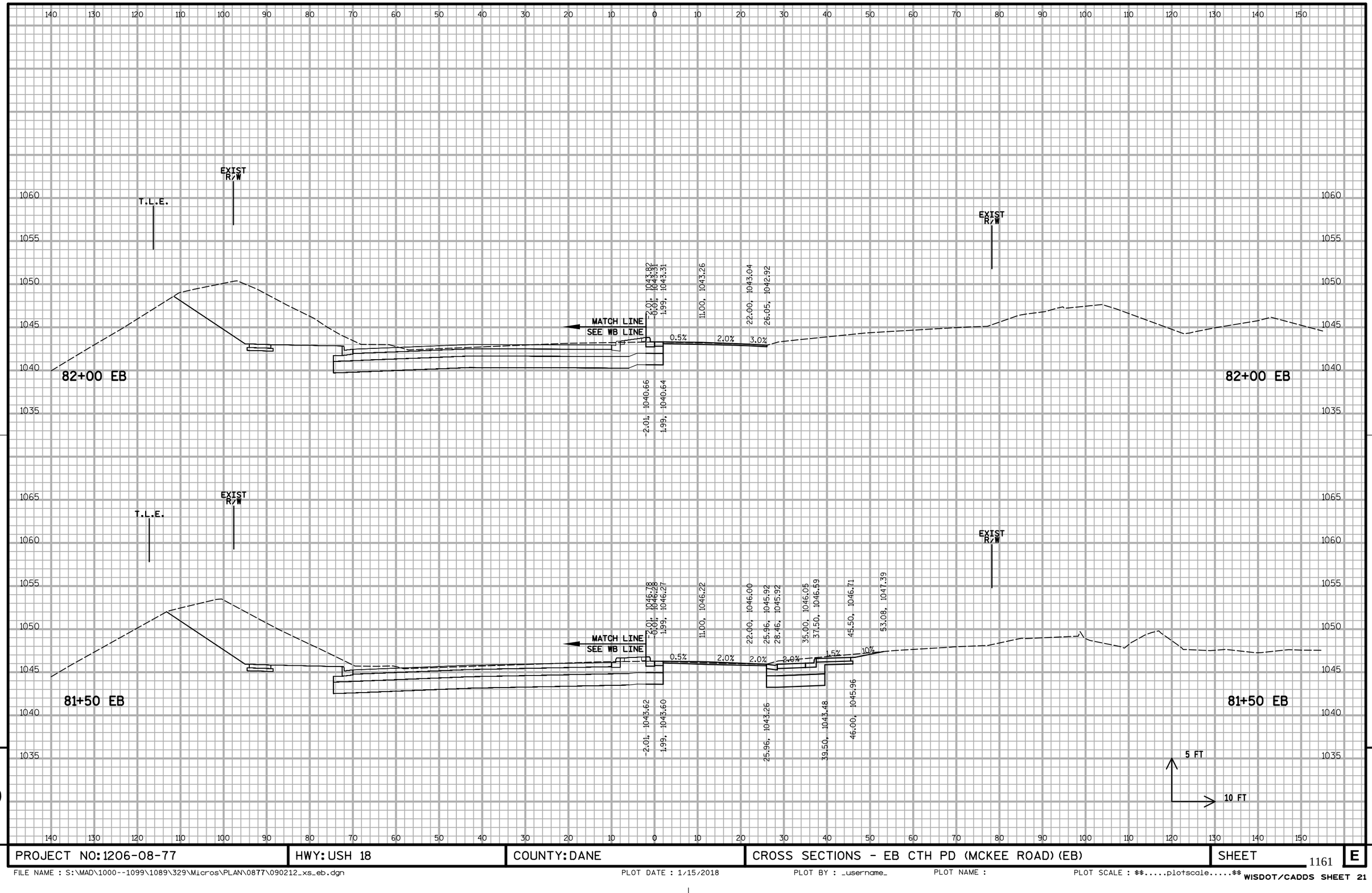


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - K RAMP (K)	SHEET 1159	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090211_xs_k.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1160	E



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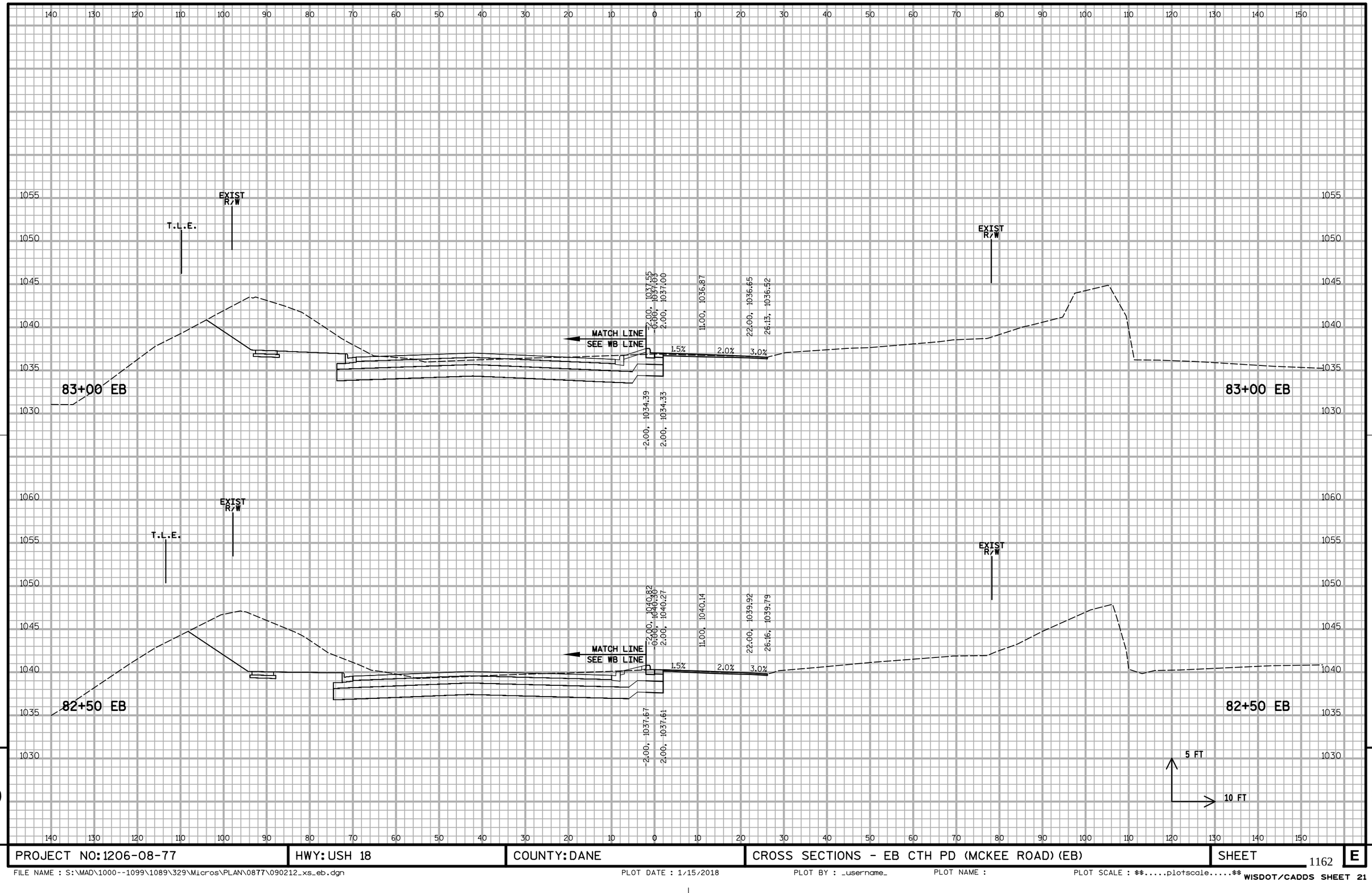
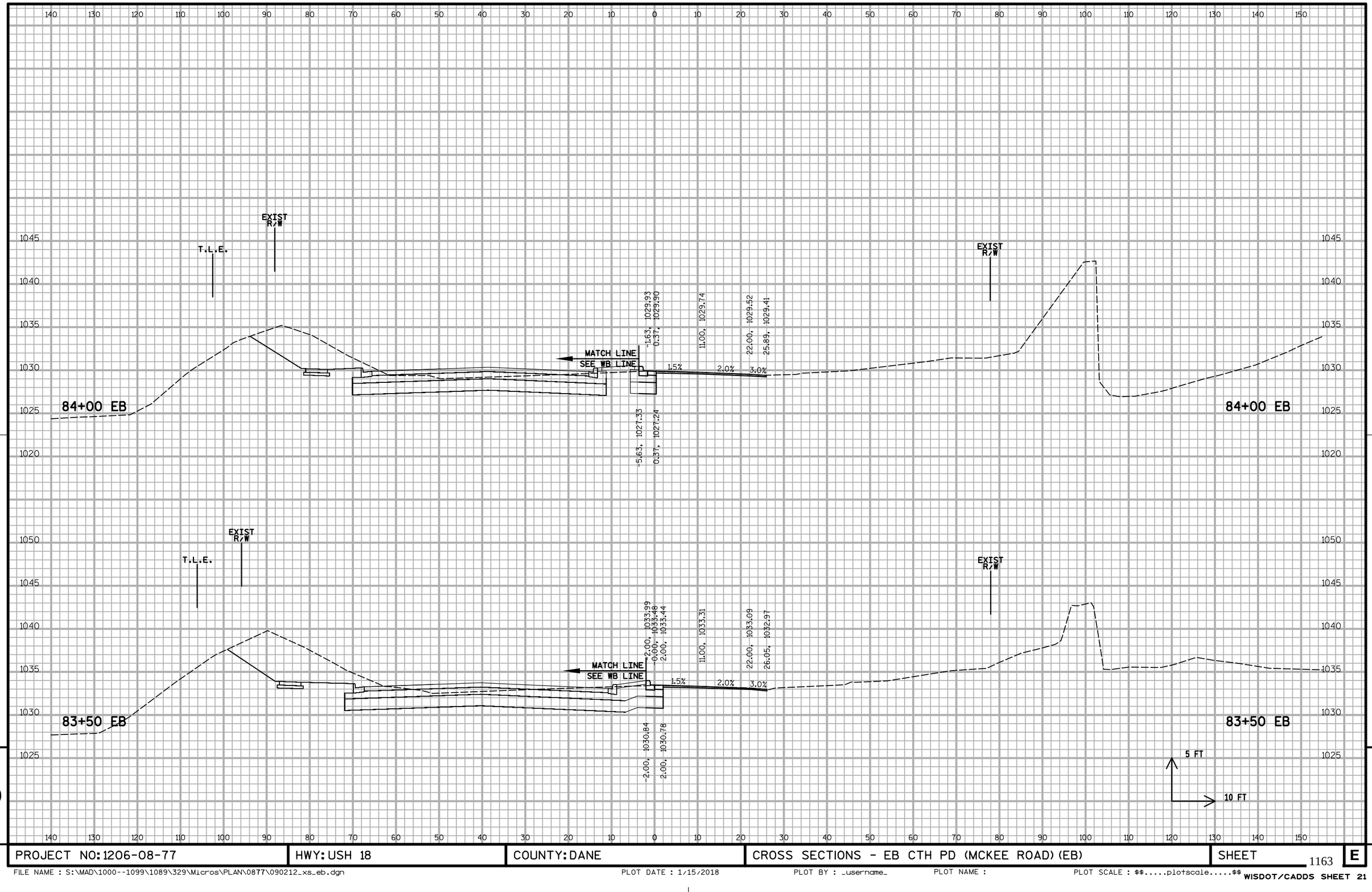
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1161	E



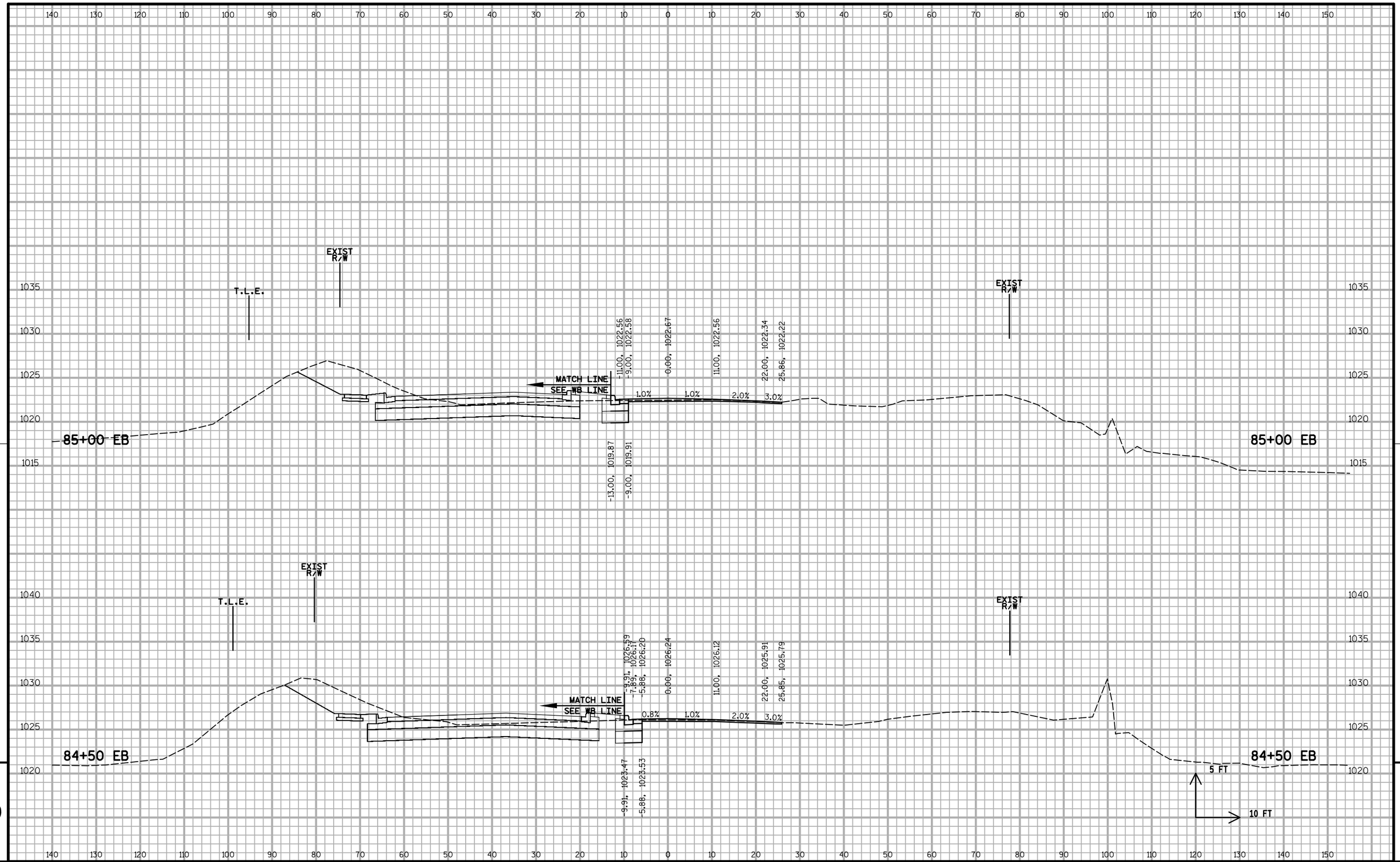
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1162	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1163	E

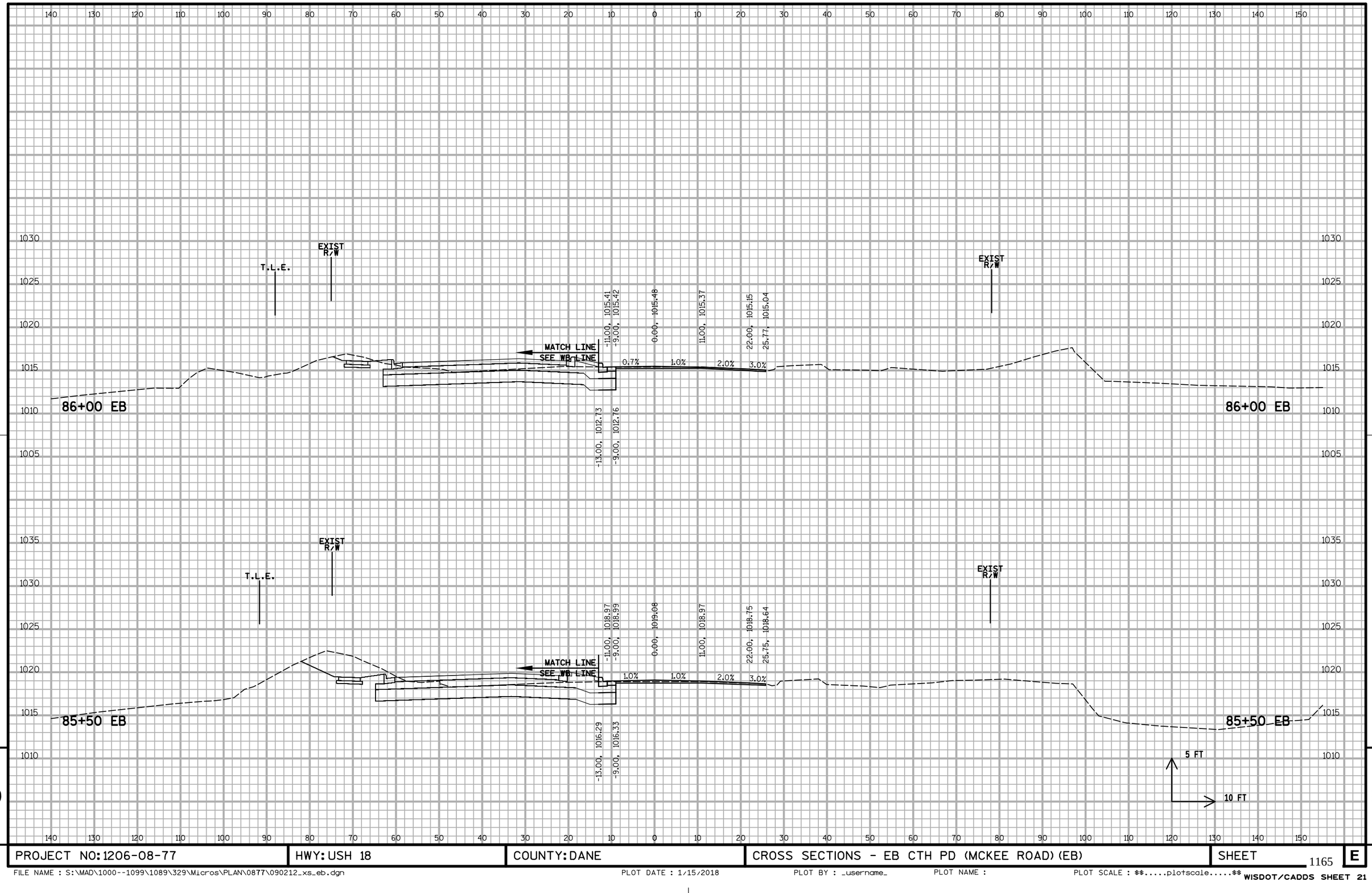
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1164	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1165	E

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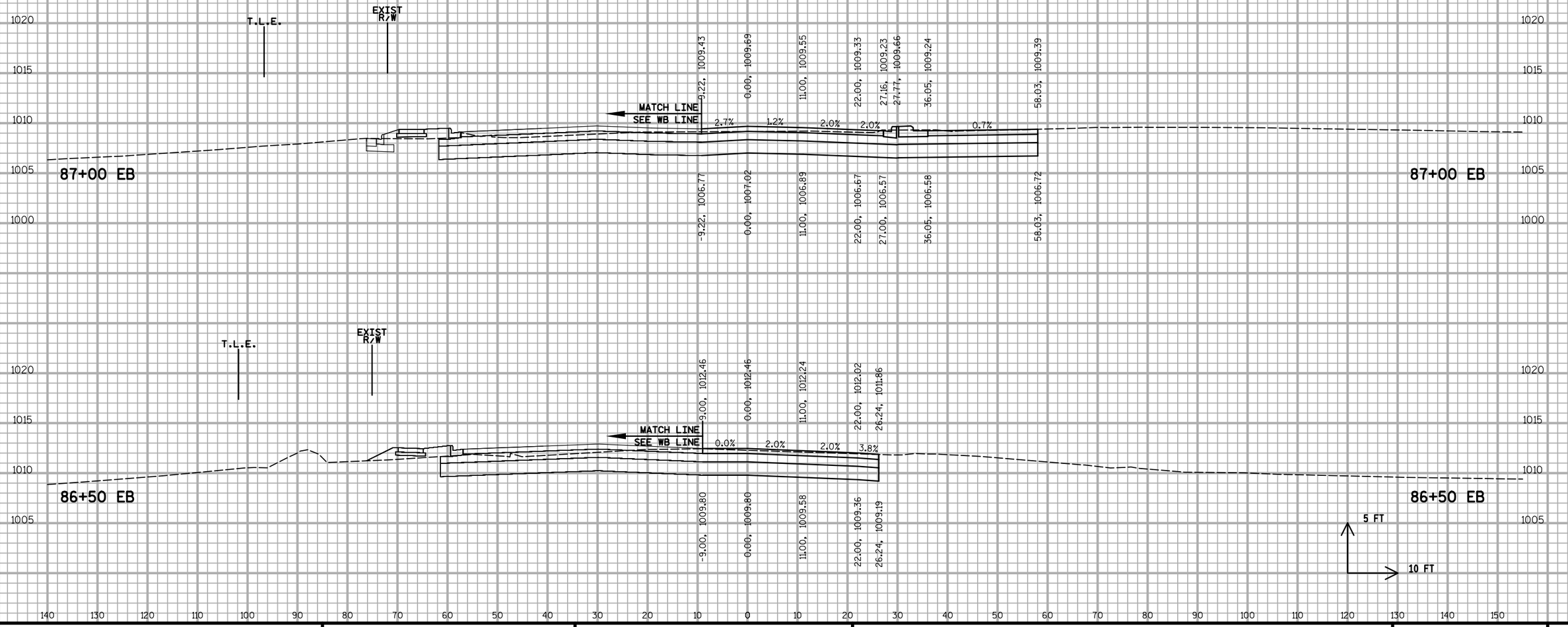

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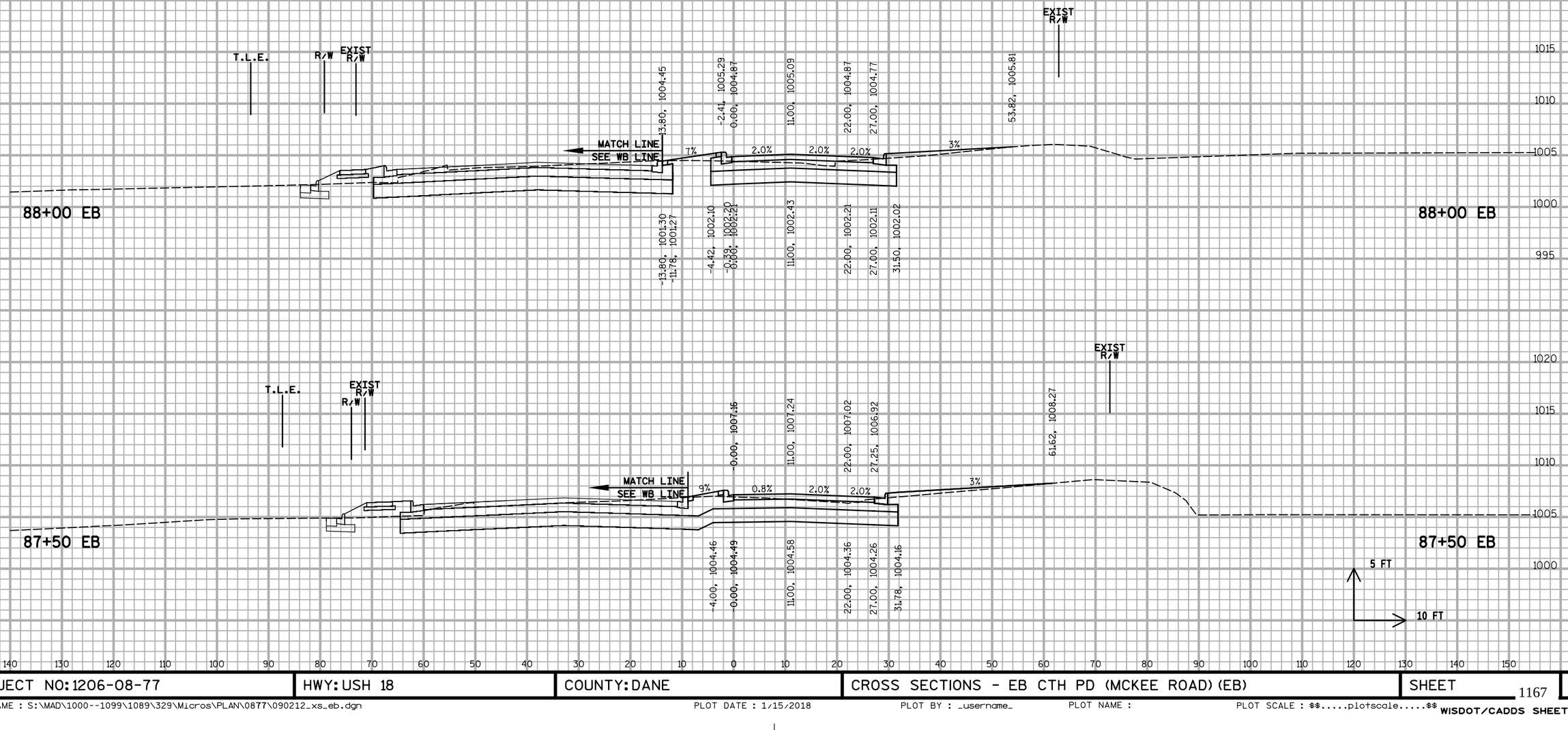
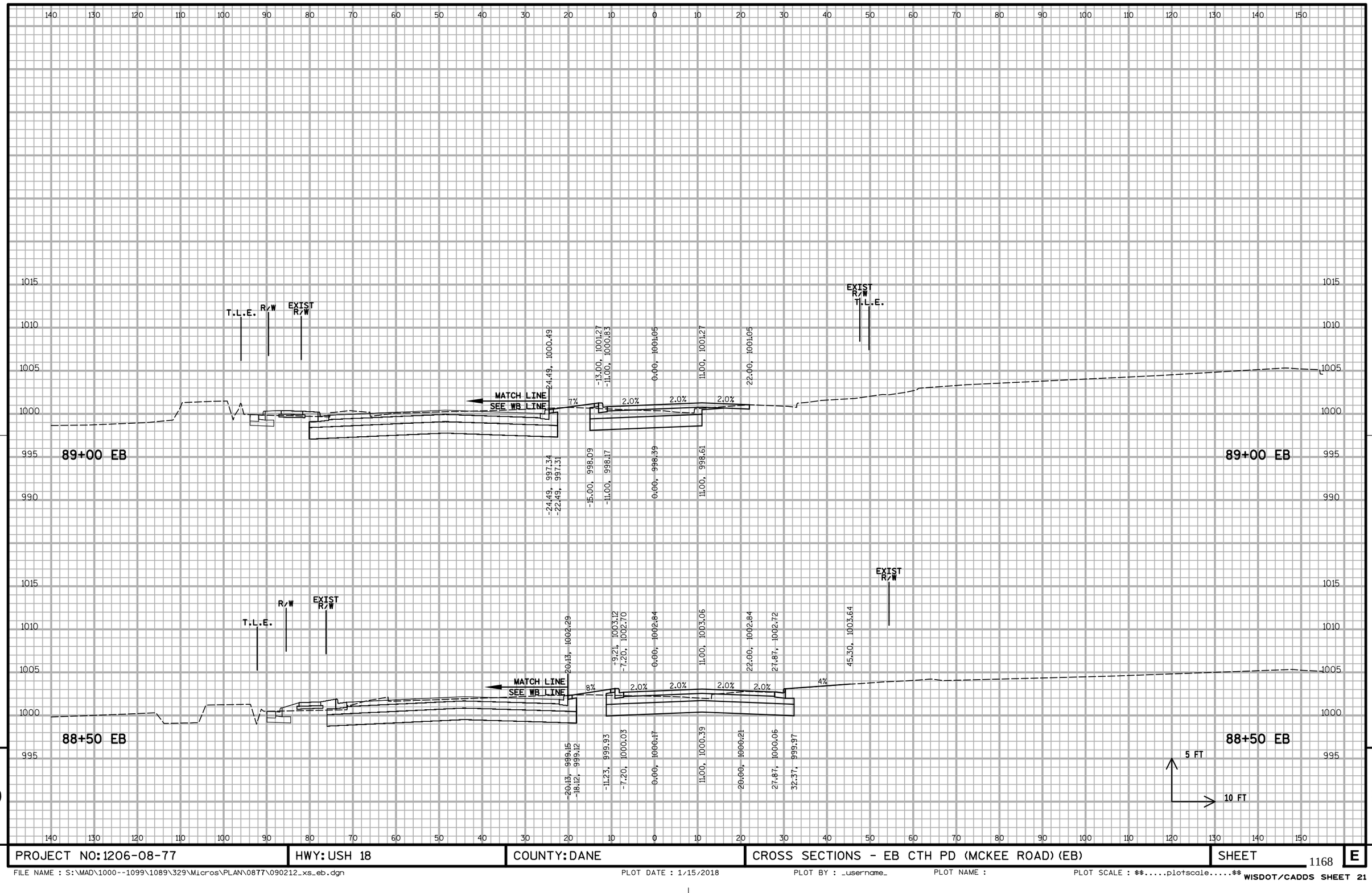
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1167	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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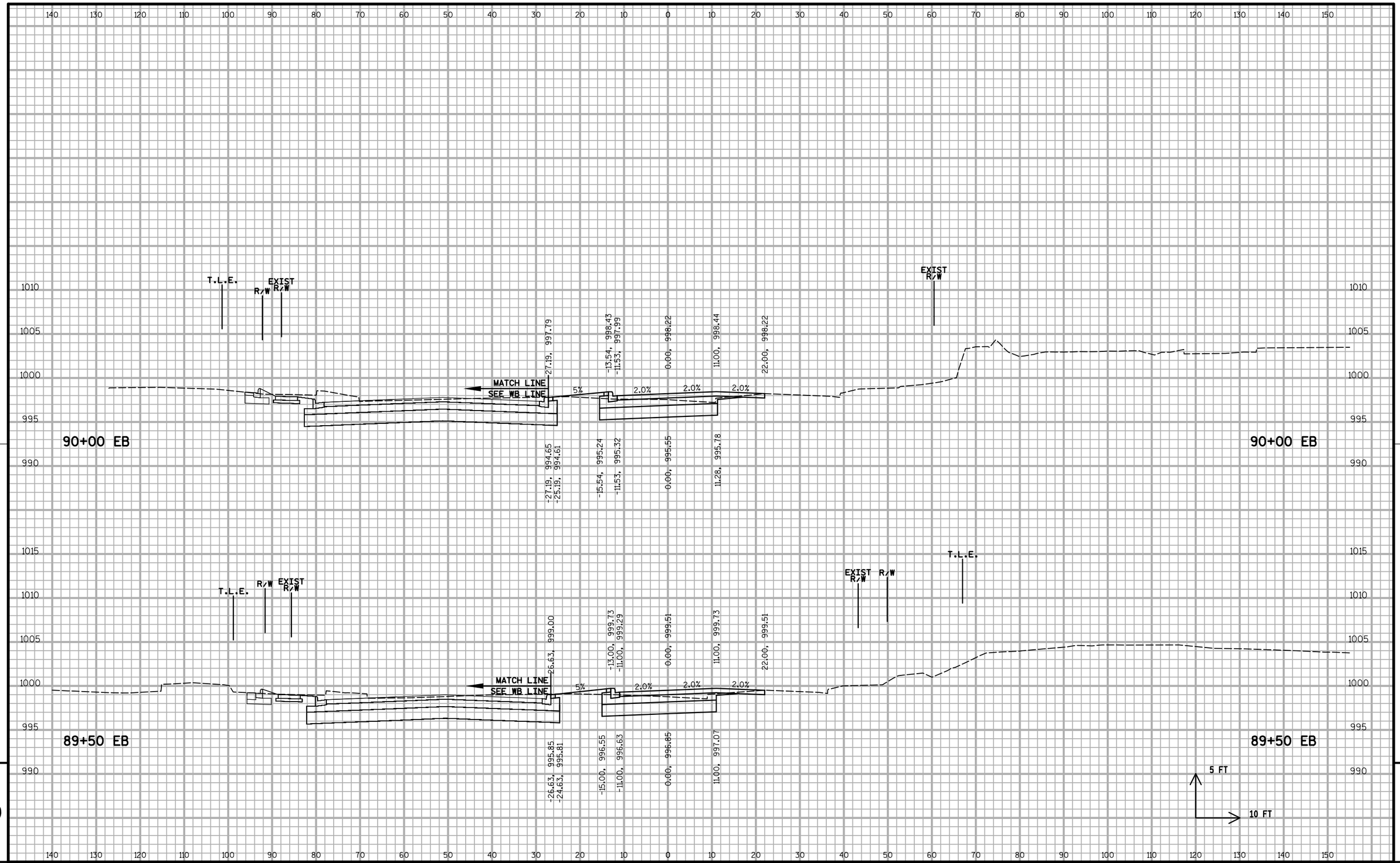
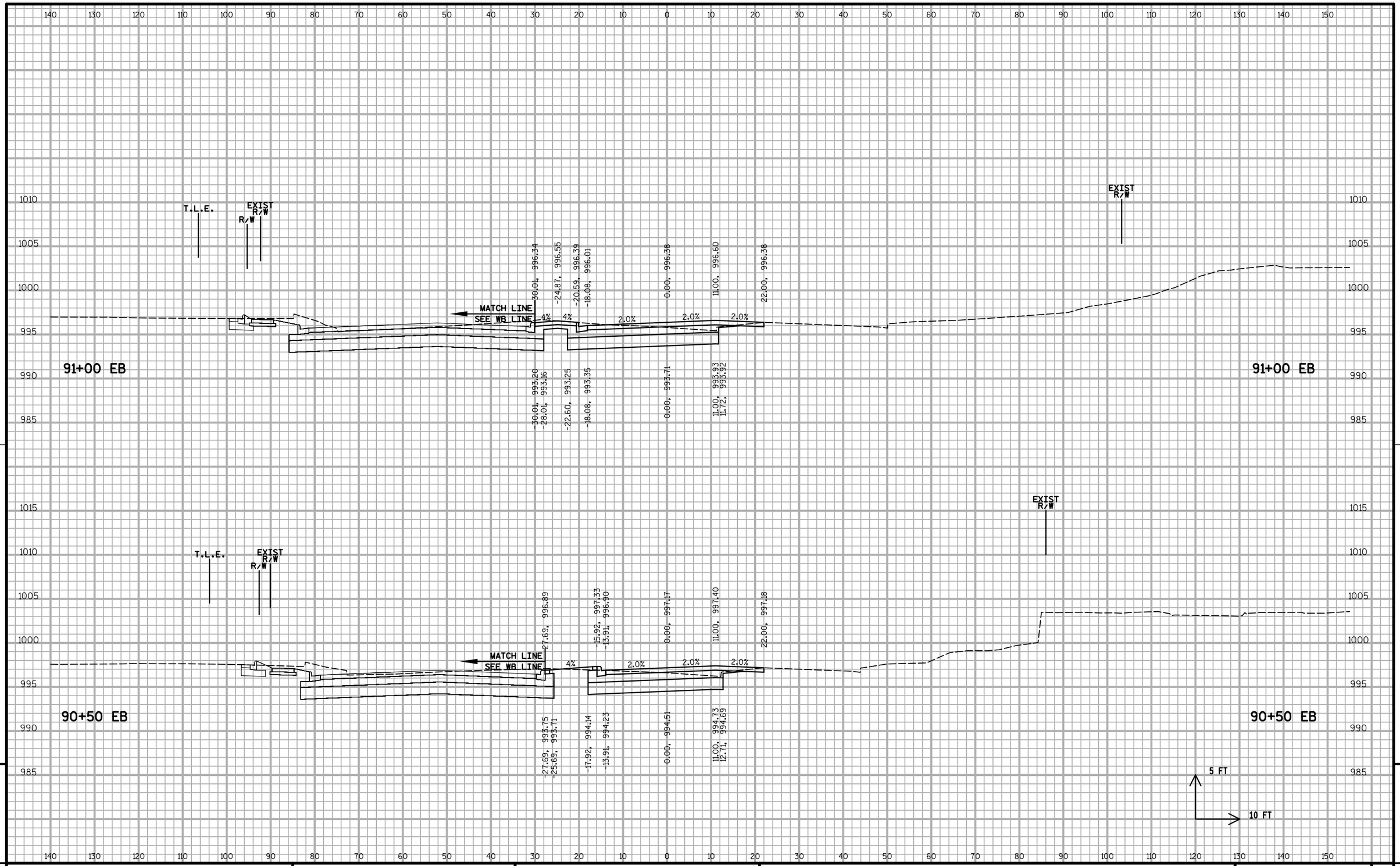
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1168	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1169 E



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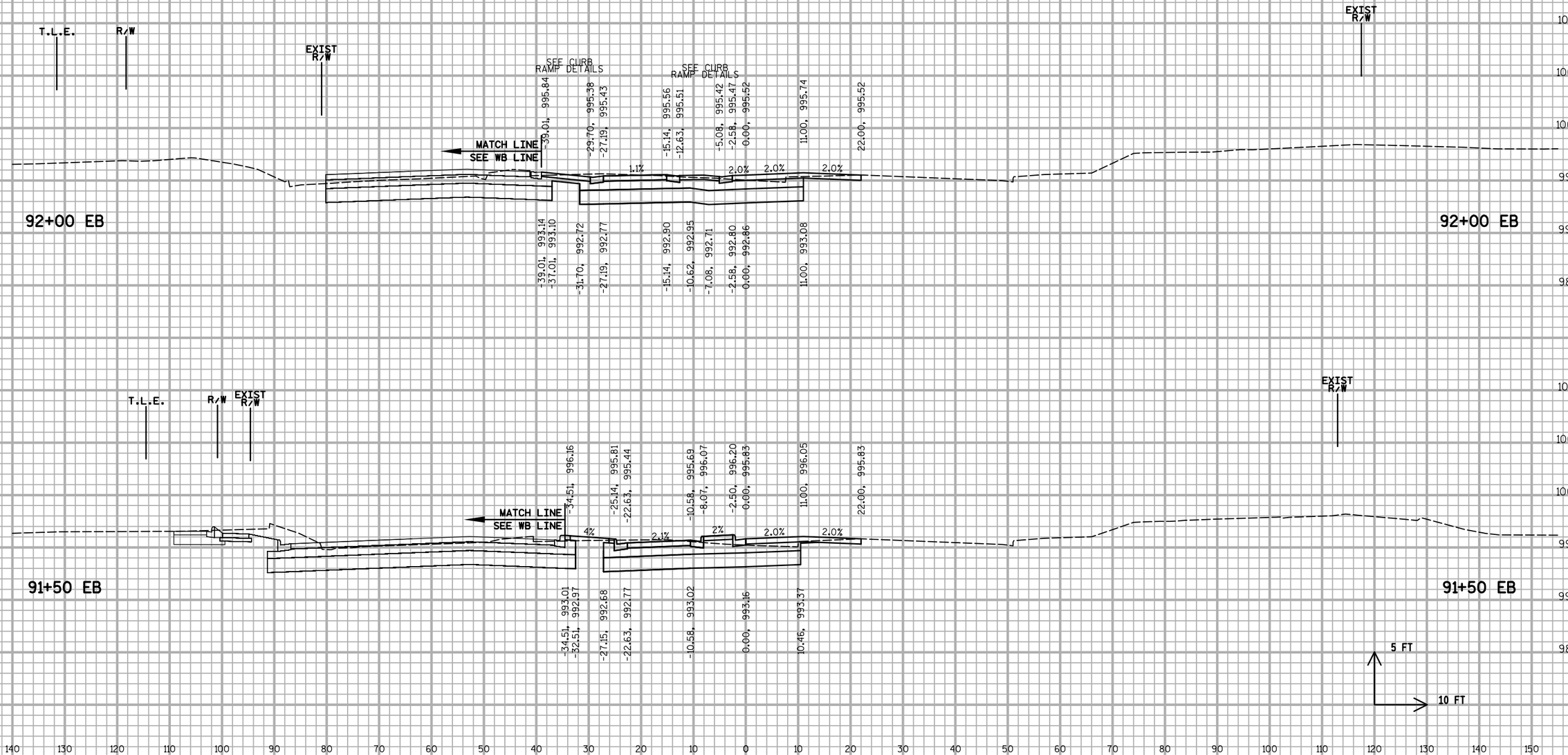
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1170	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1171	E

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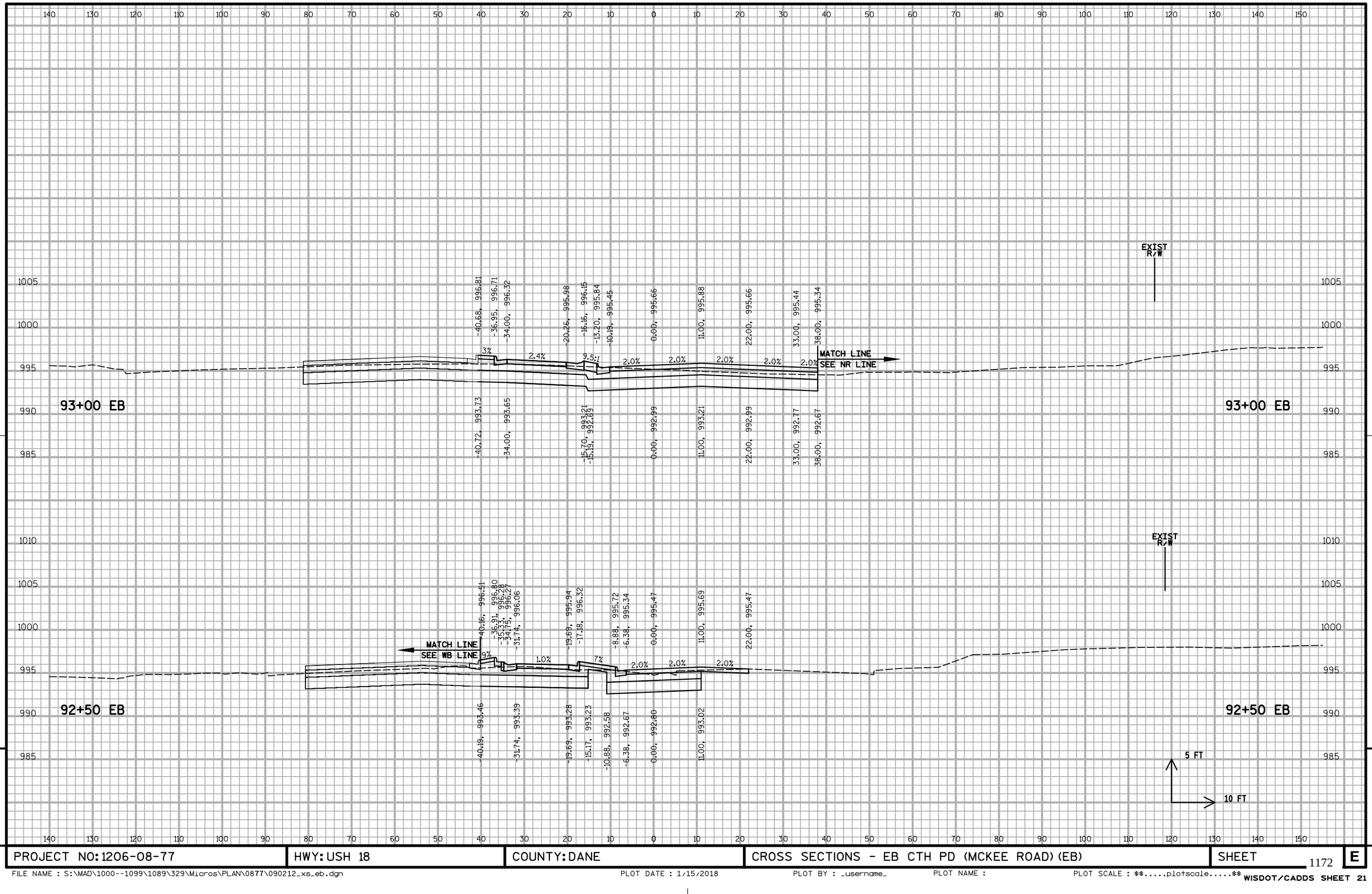
WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1172	E

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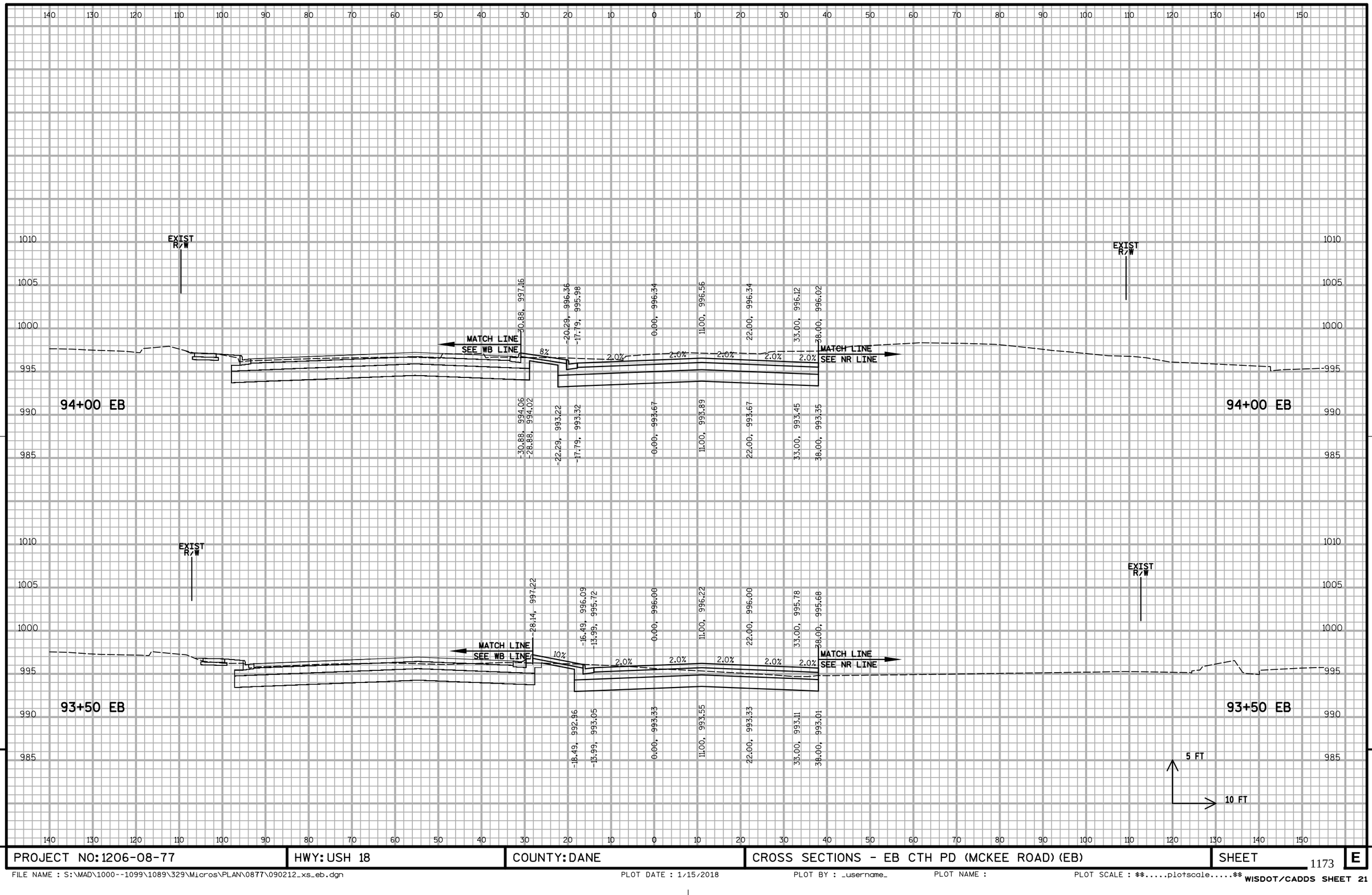

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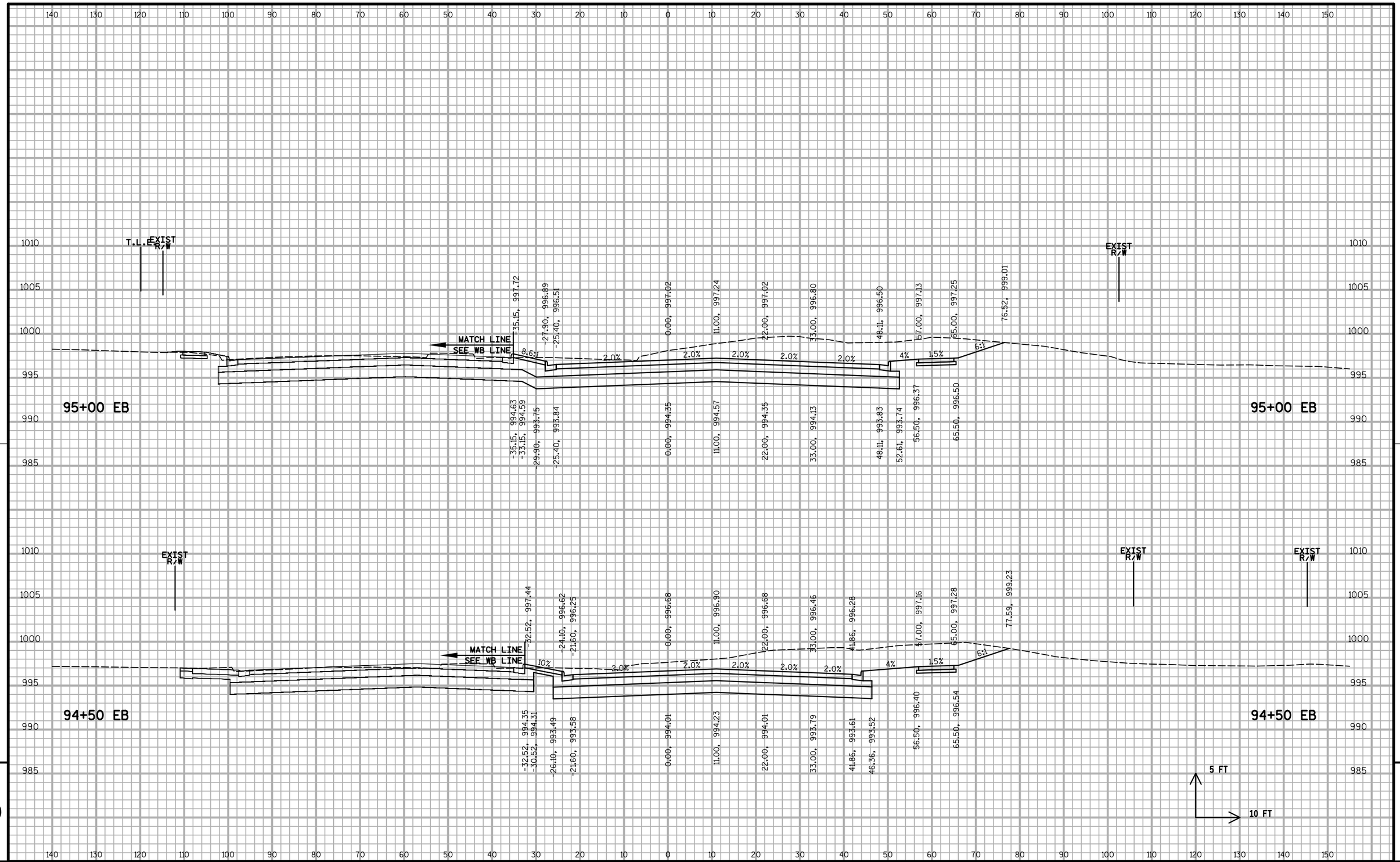
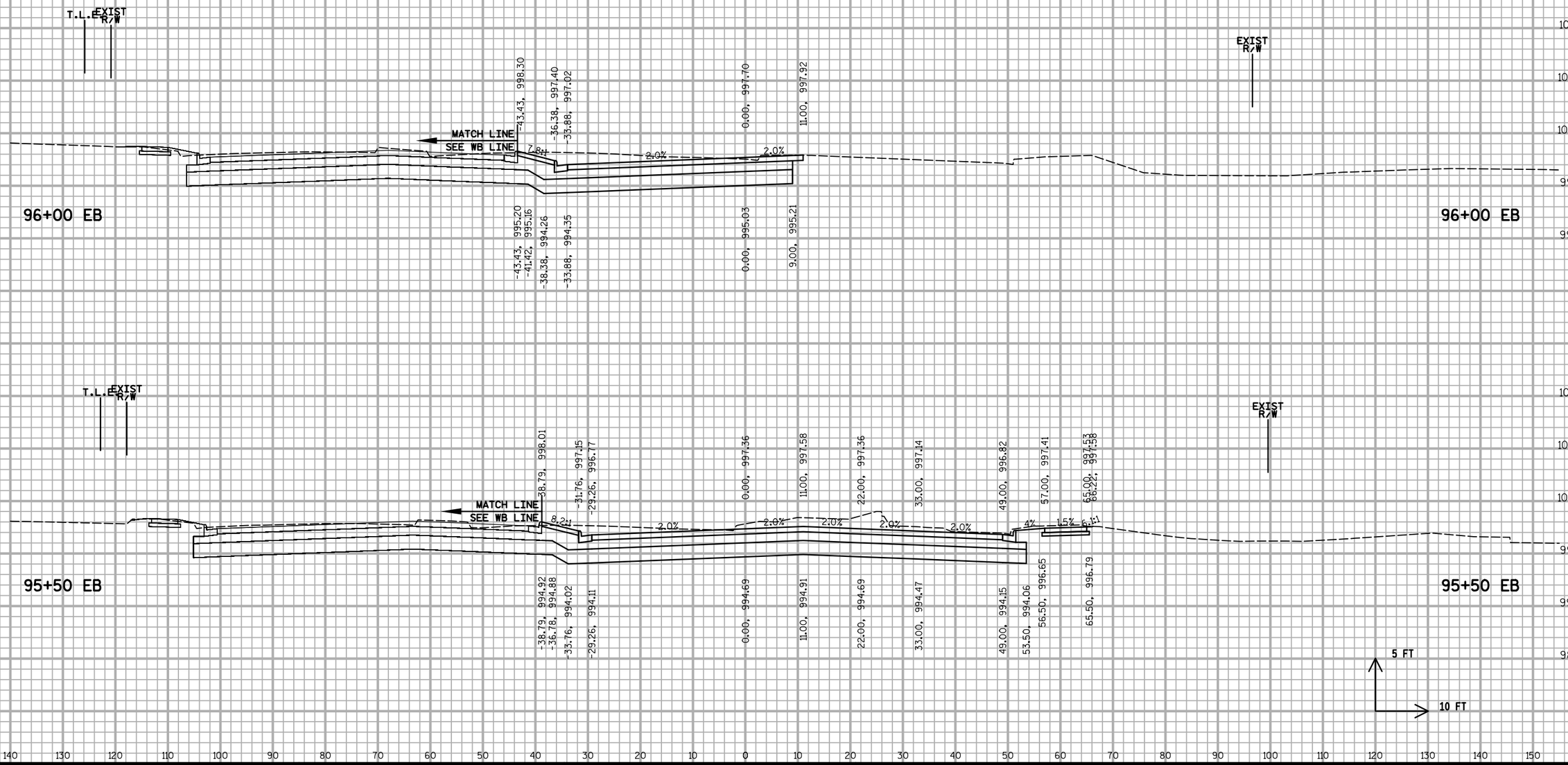
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1173	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

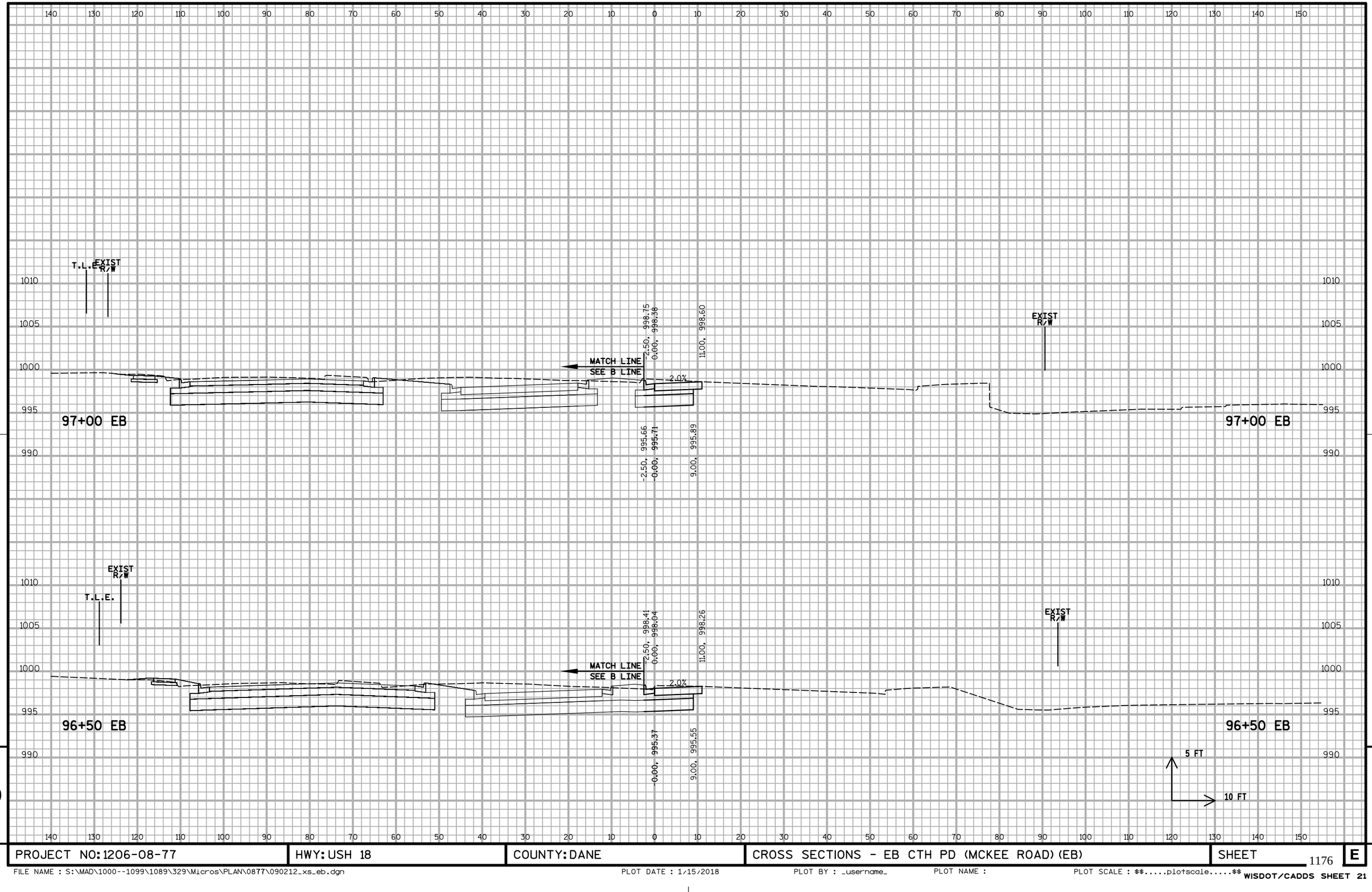


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1174	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

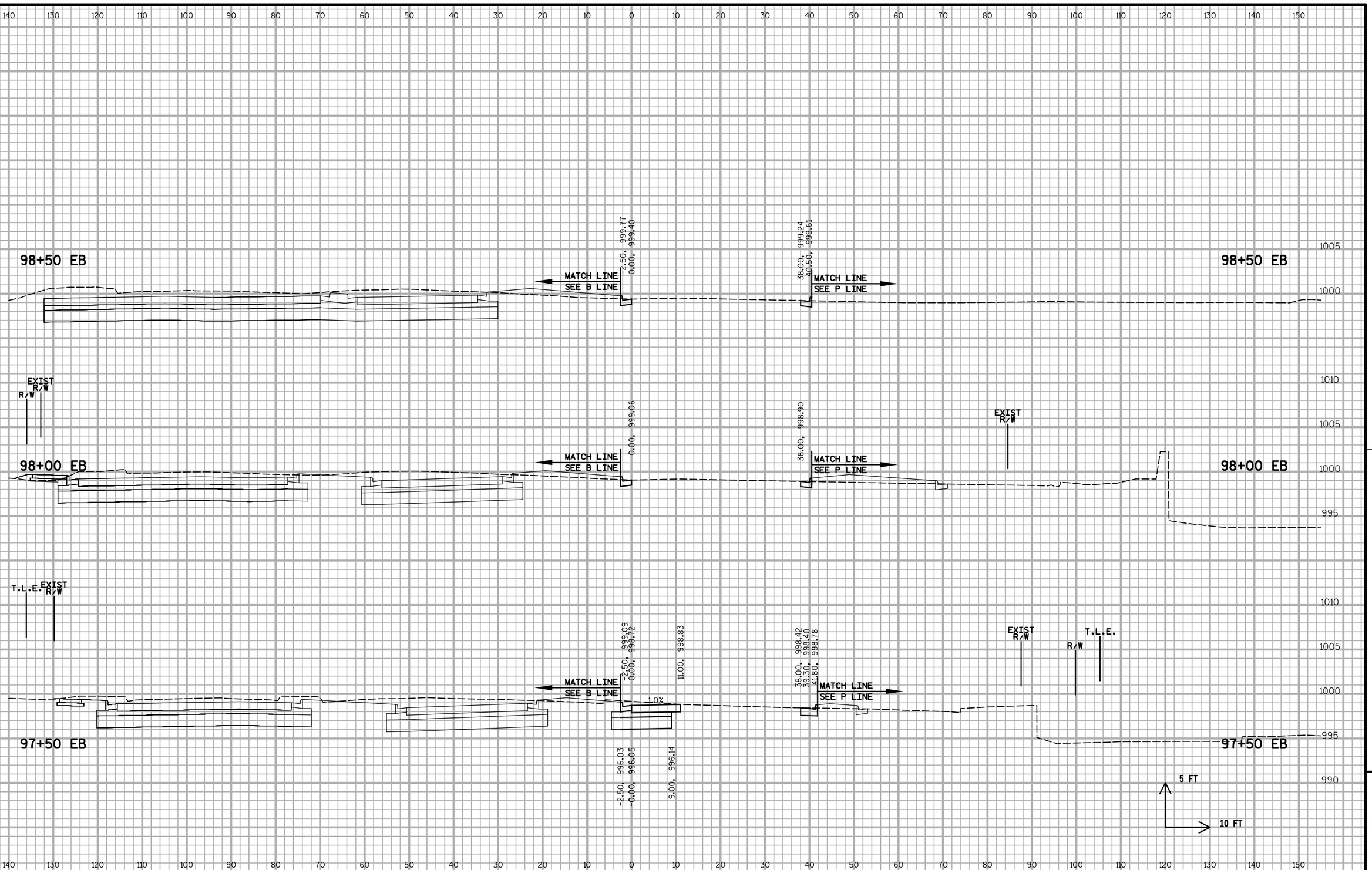


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1175	E



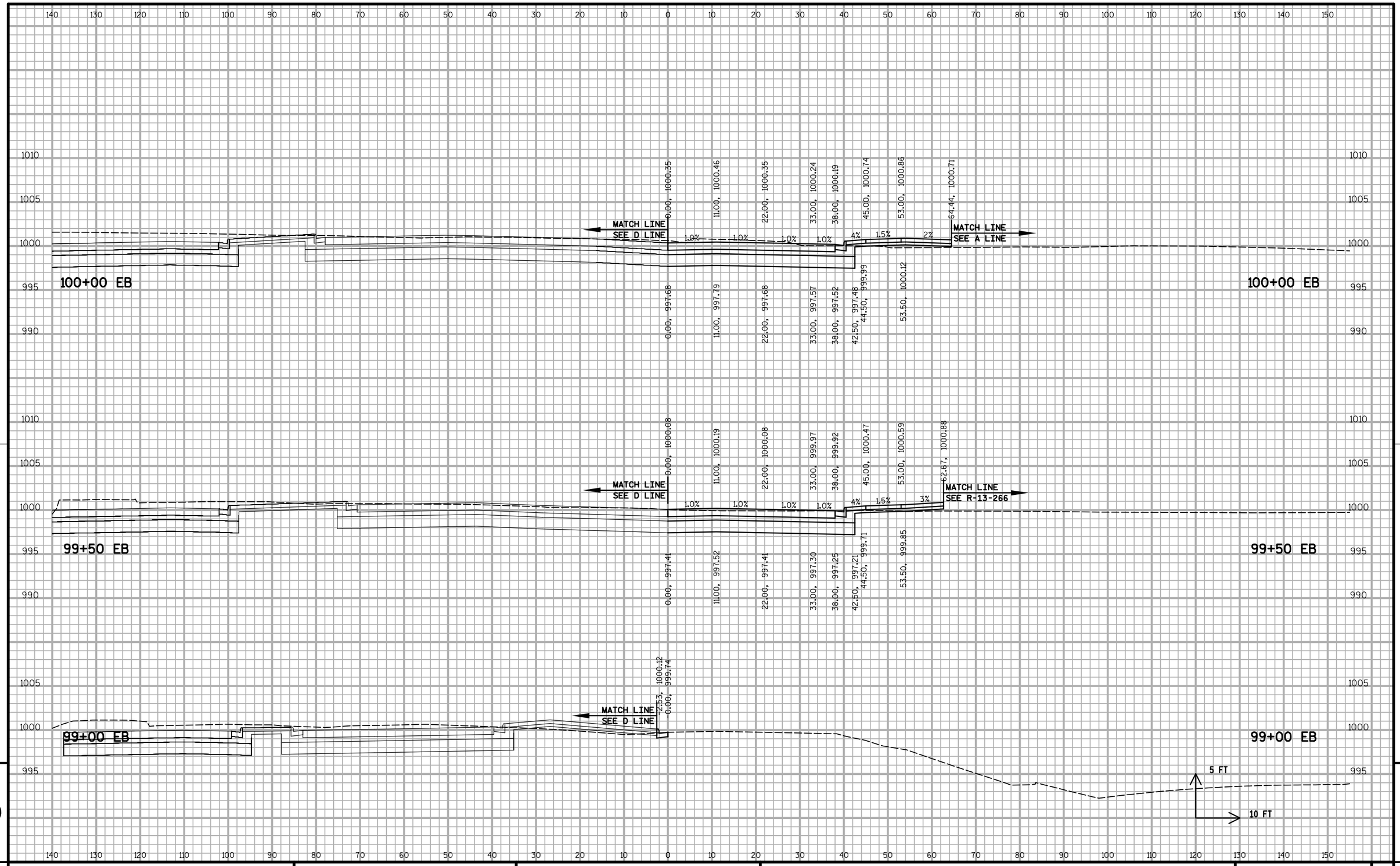
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1176	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

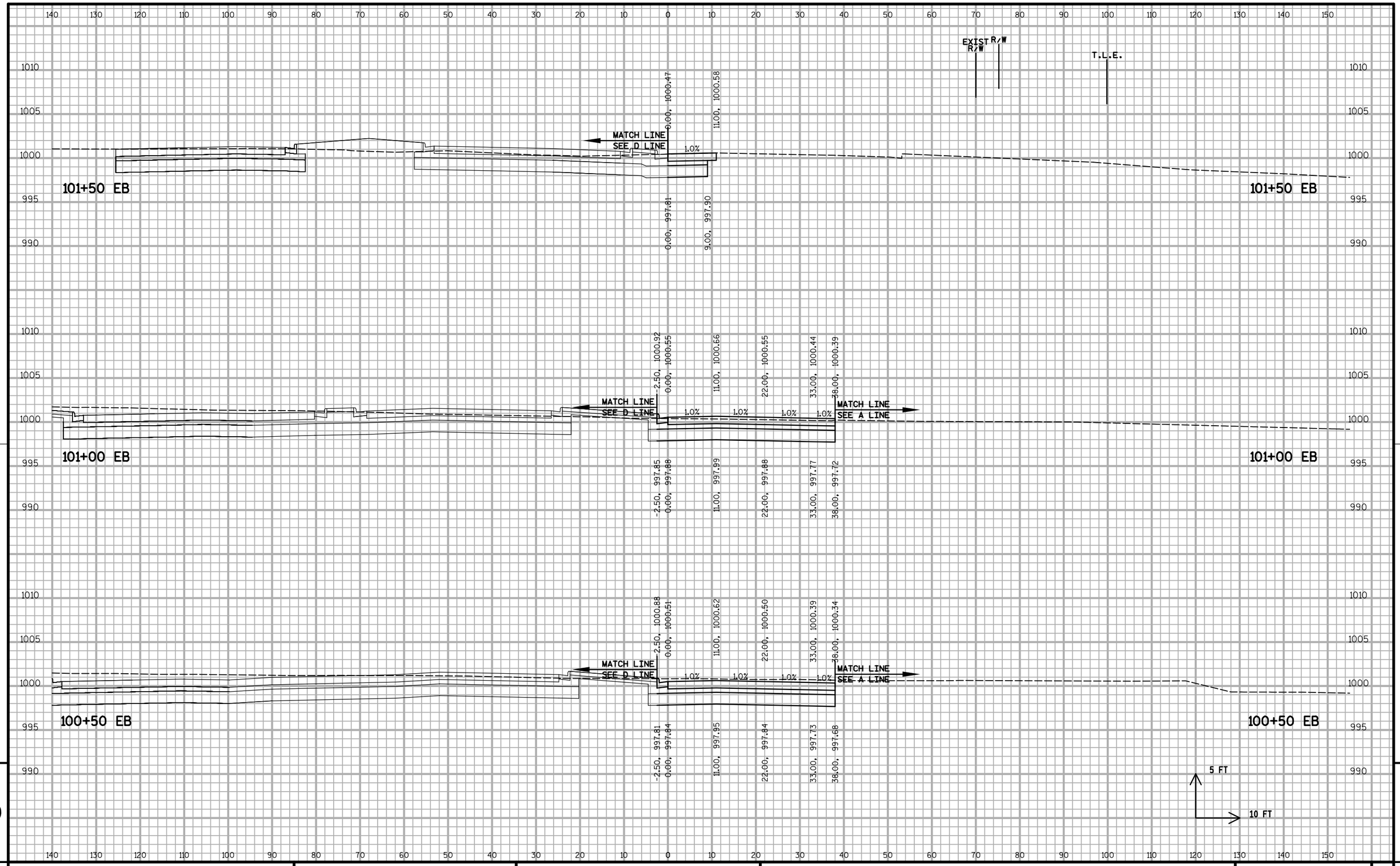


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1177	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1178	E



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1179	E

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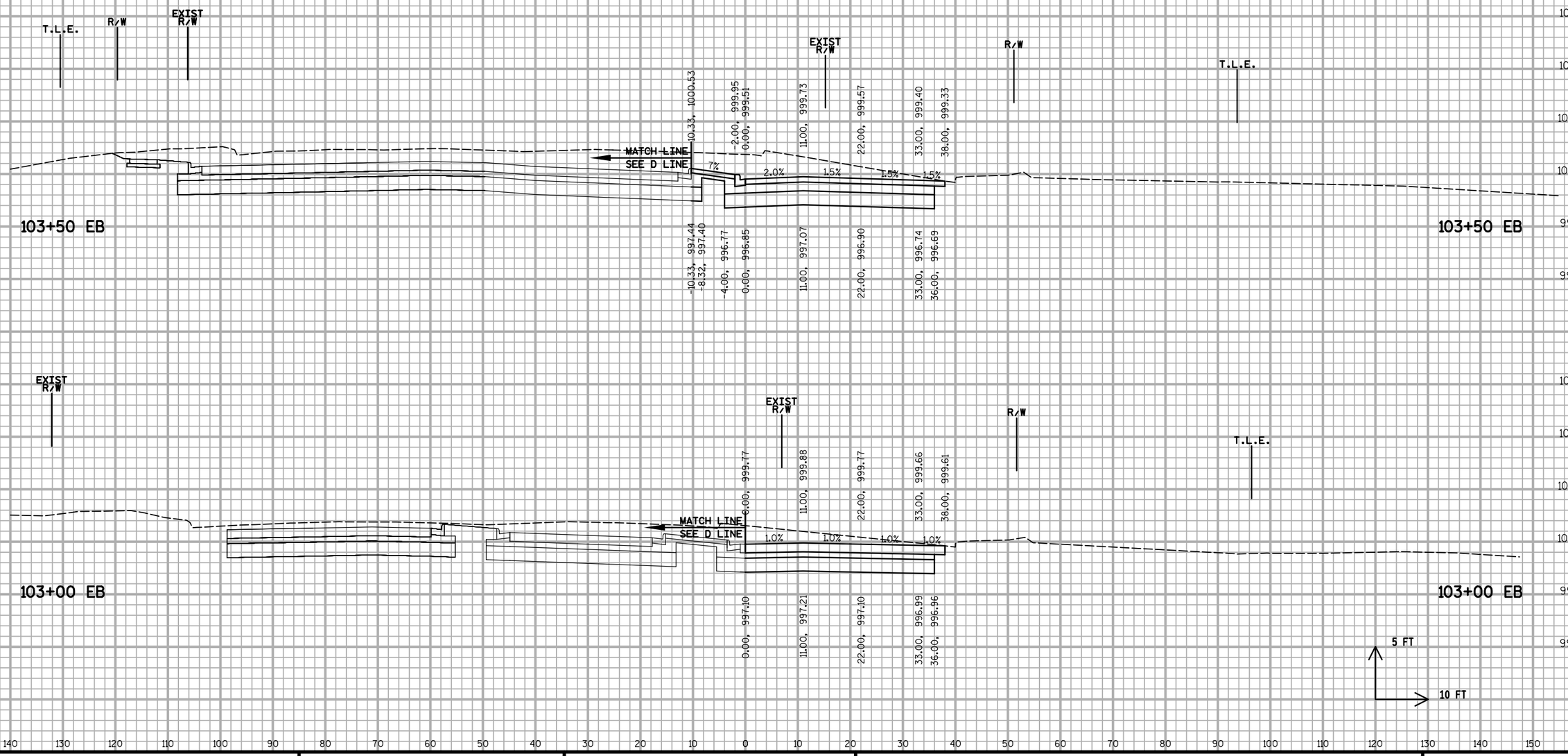
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1180	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1181	E

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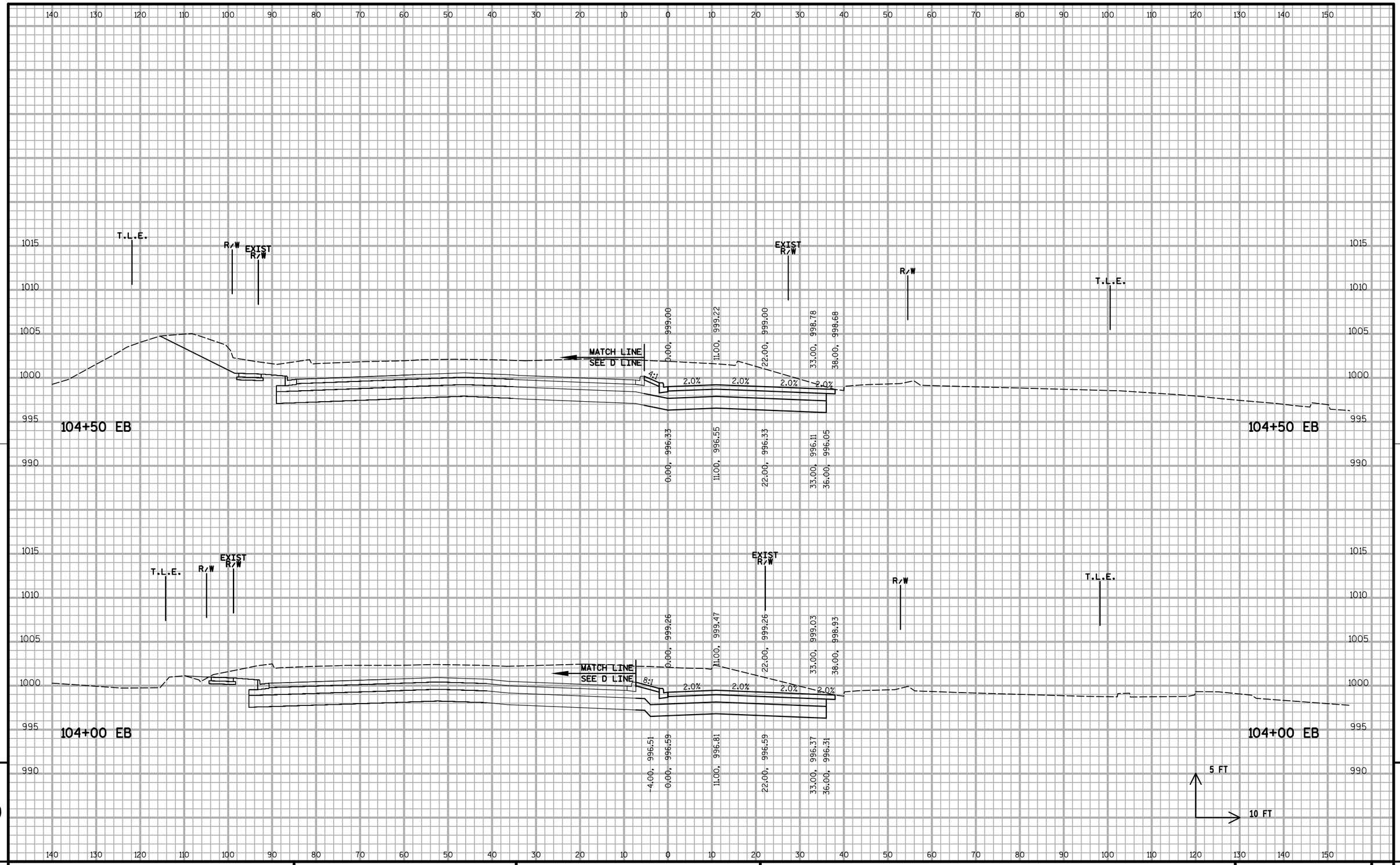
WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET	E

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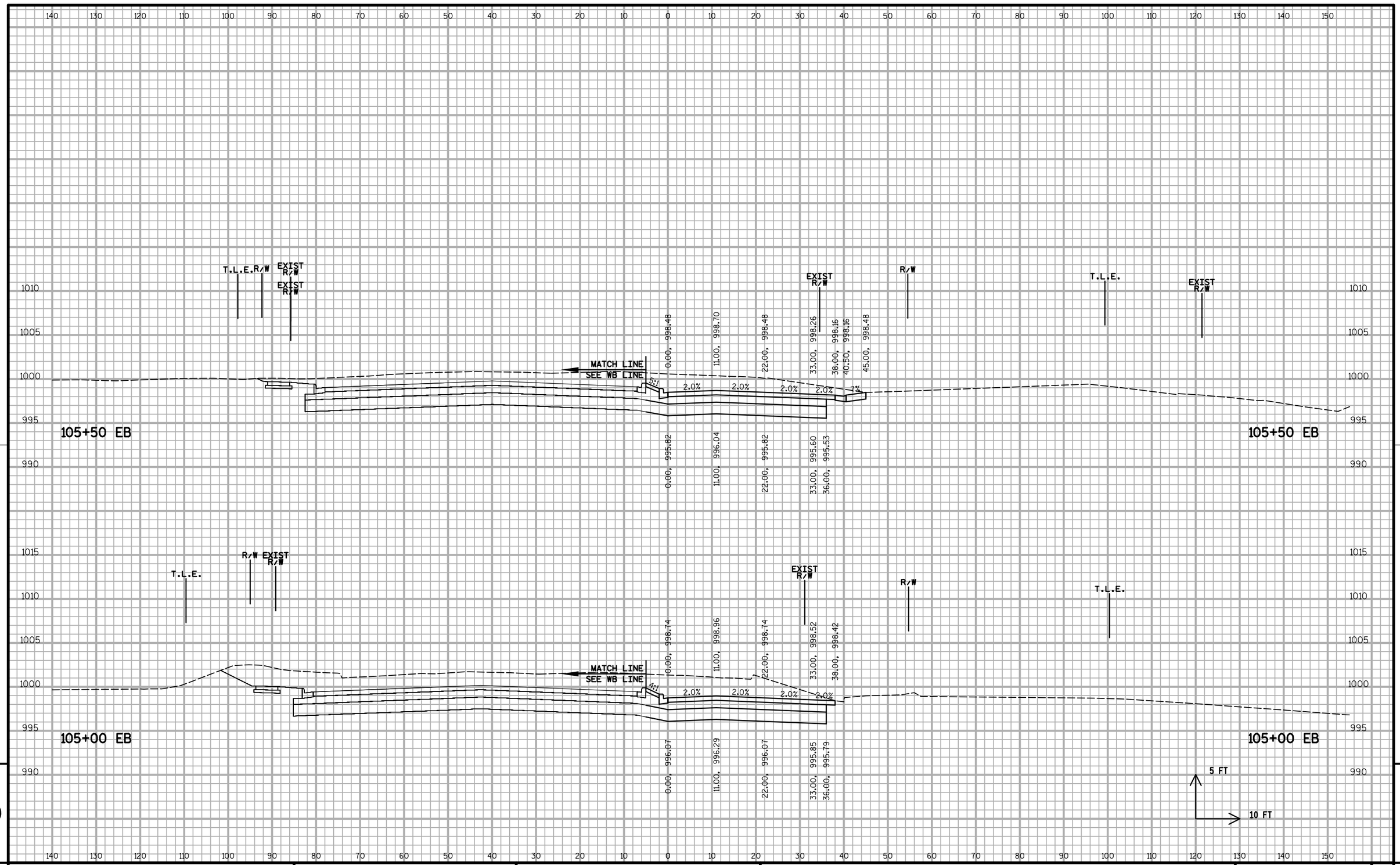

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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1183	E

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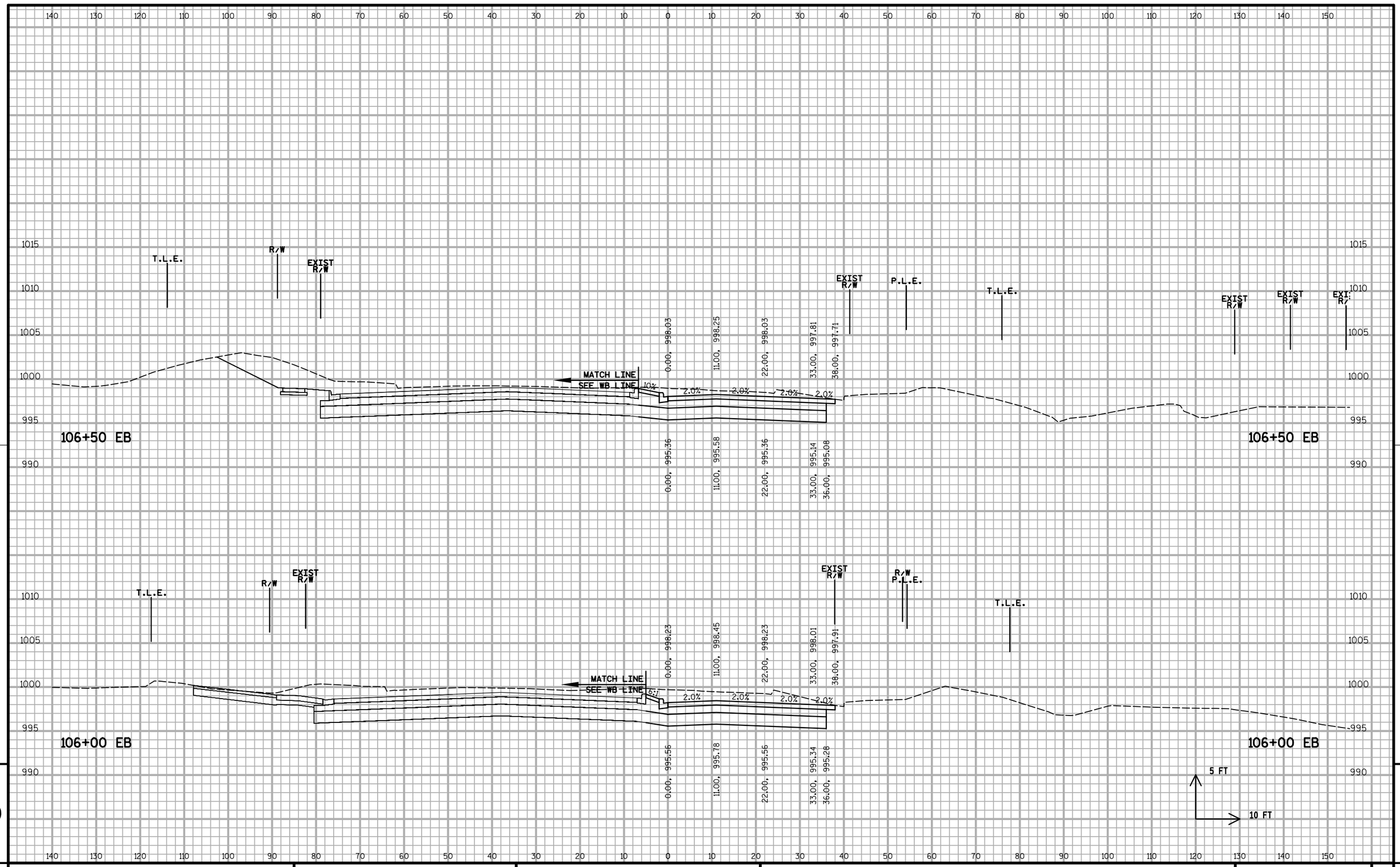
WISDOT/CADDS SHEET 21



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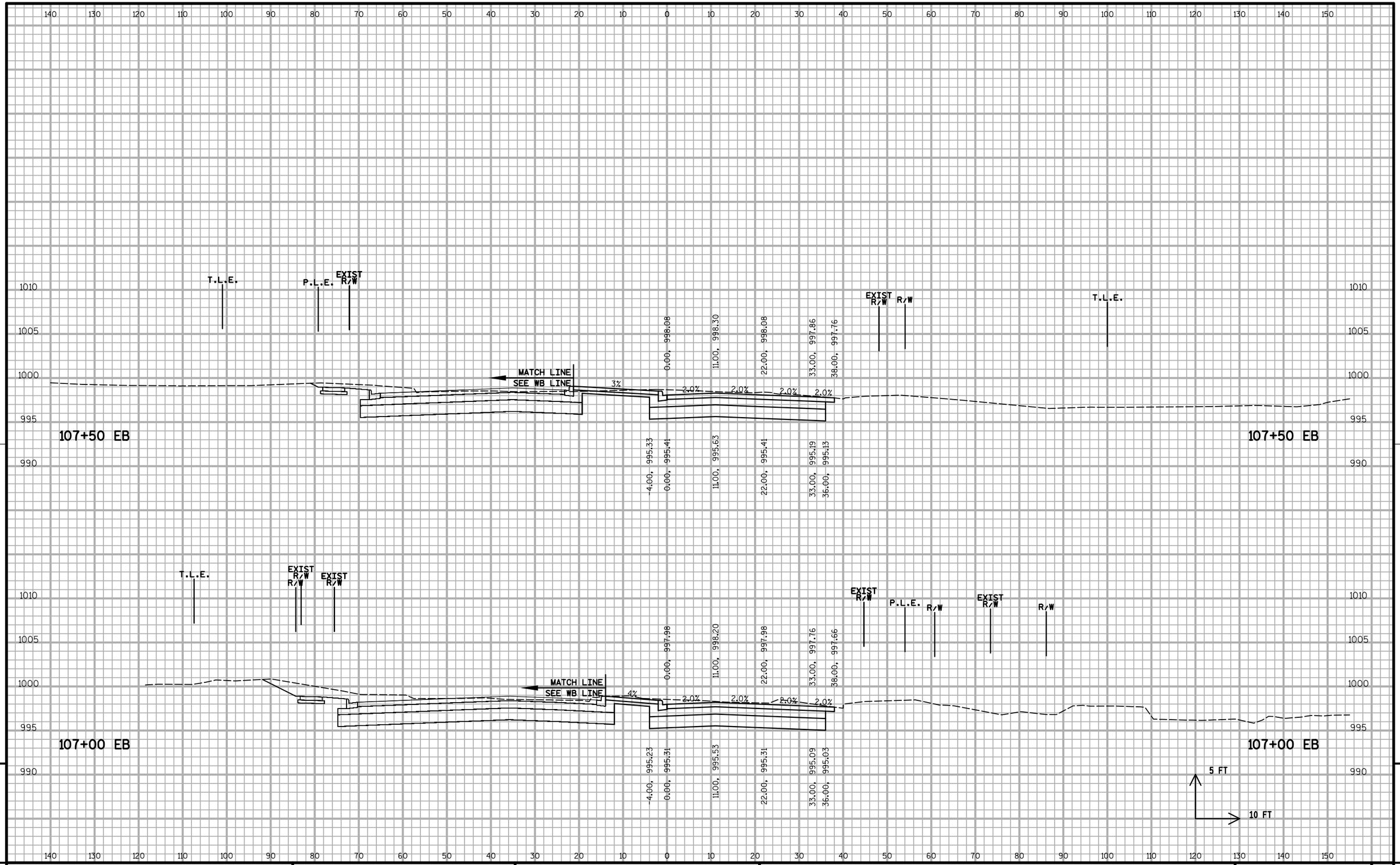
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1184	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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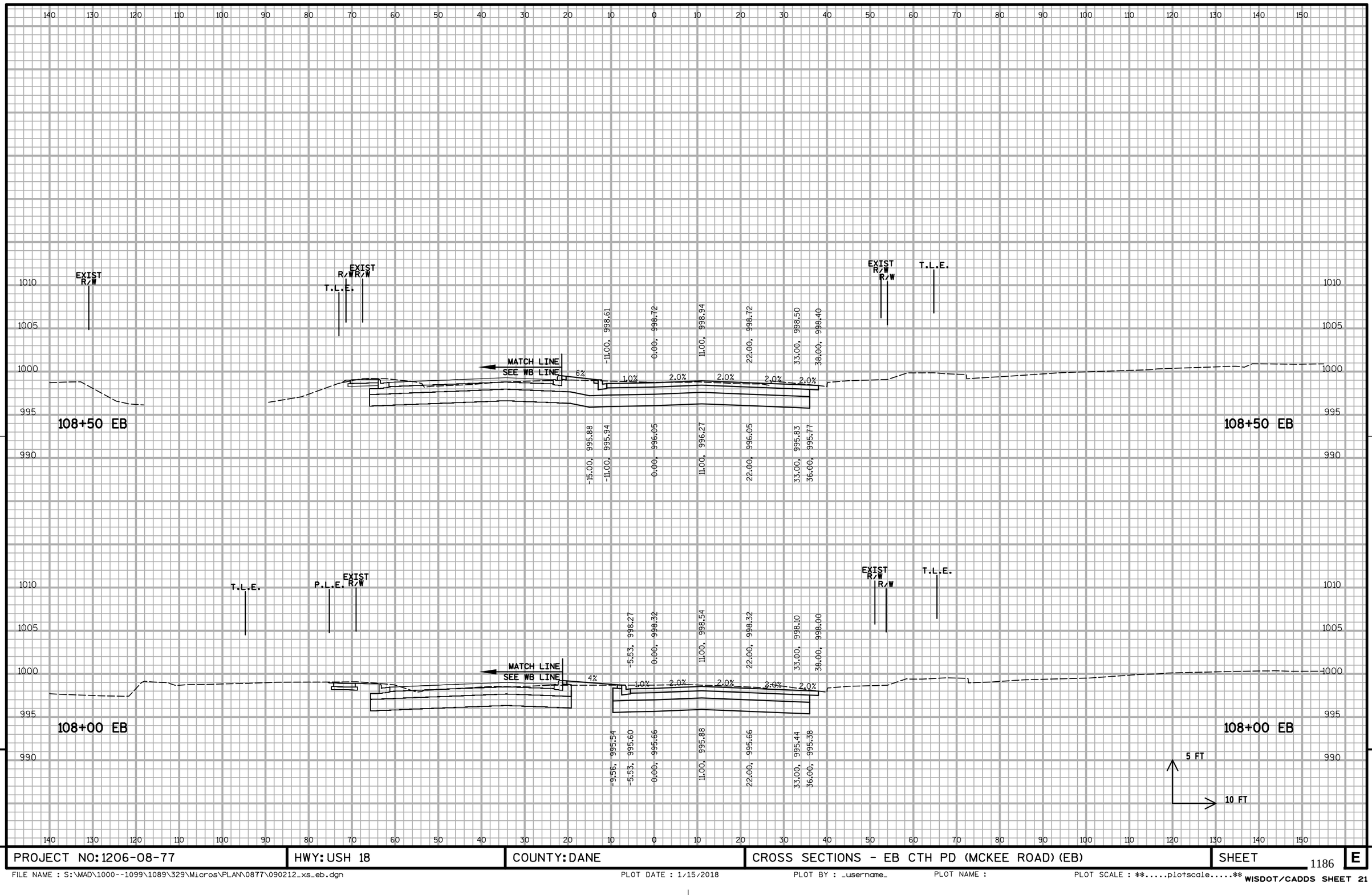
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1185	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

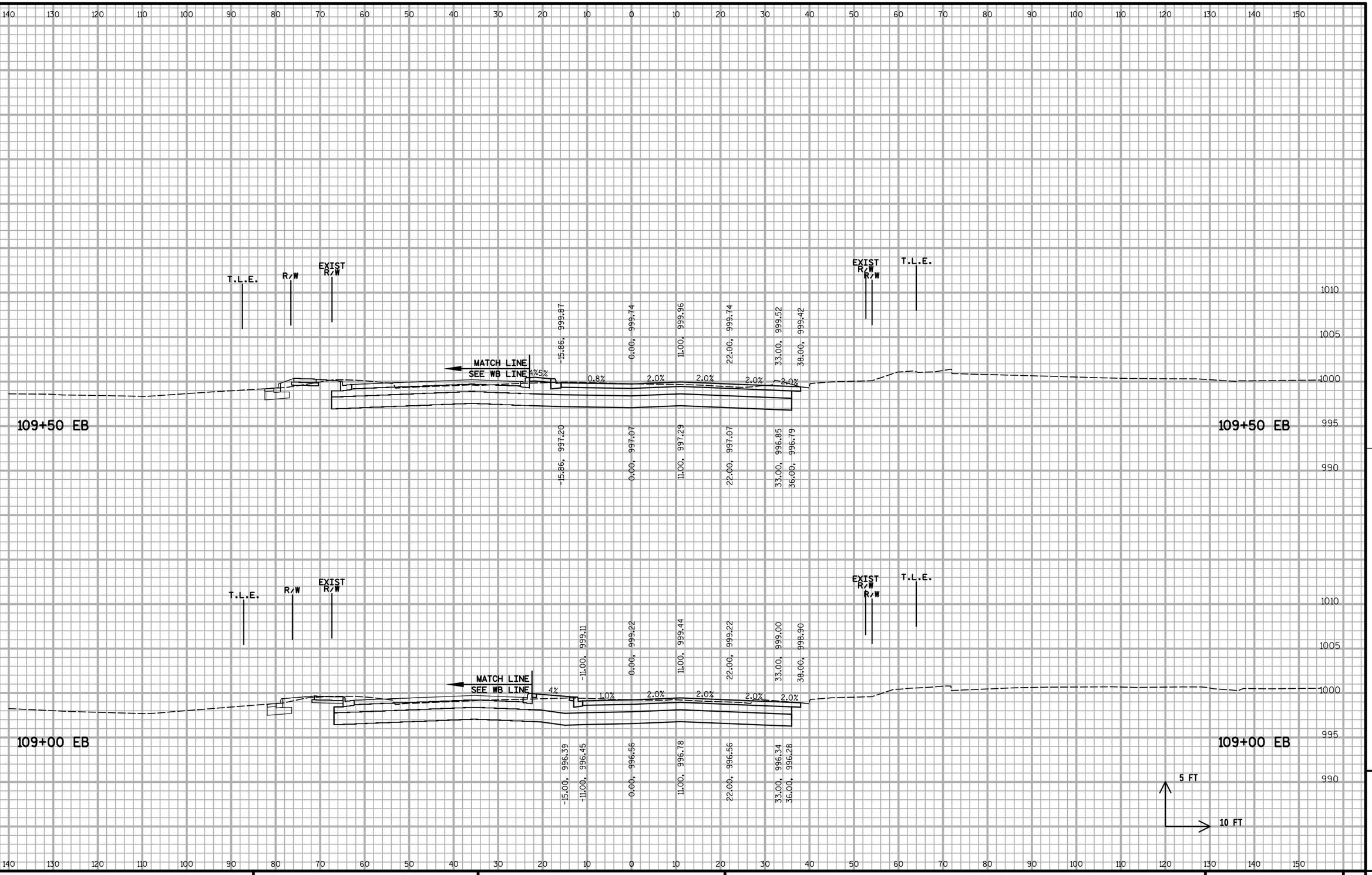
WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1186	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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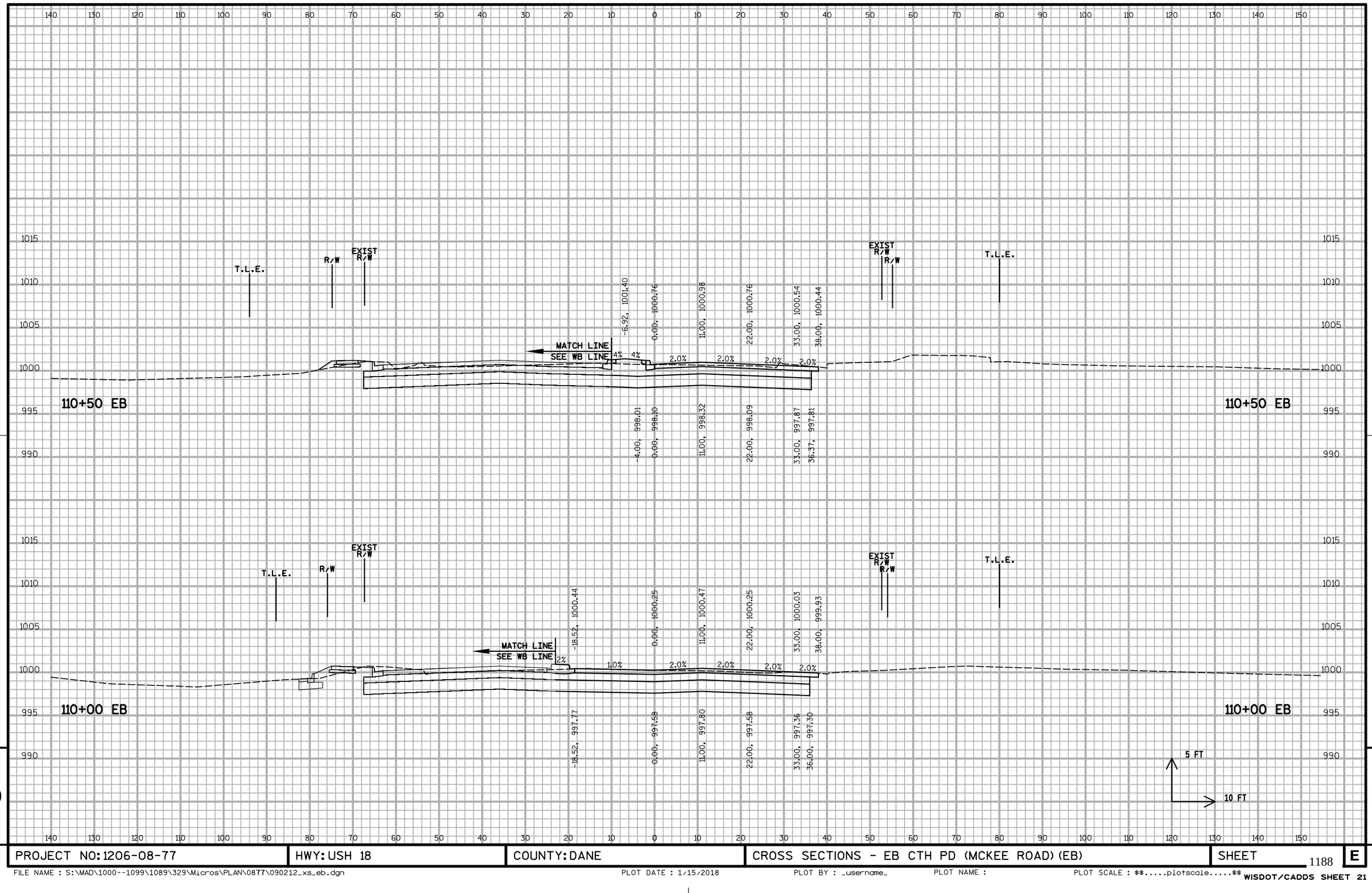
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1187	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1188	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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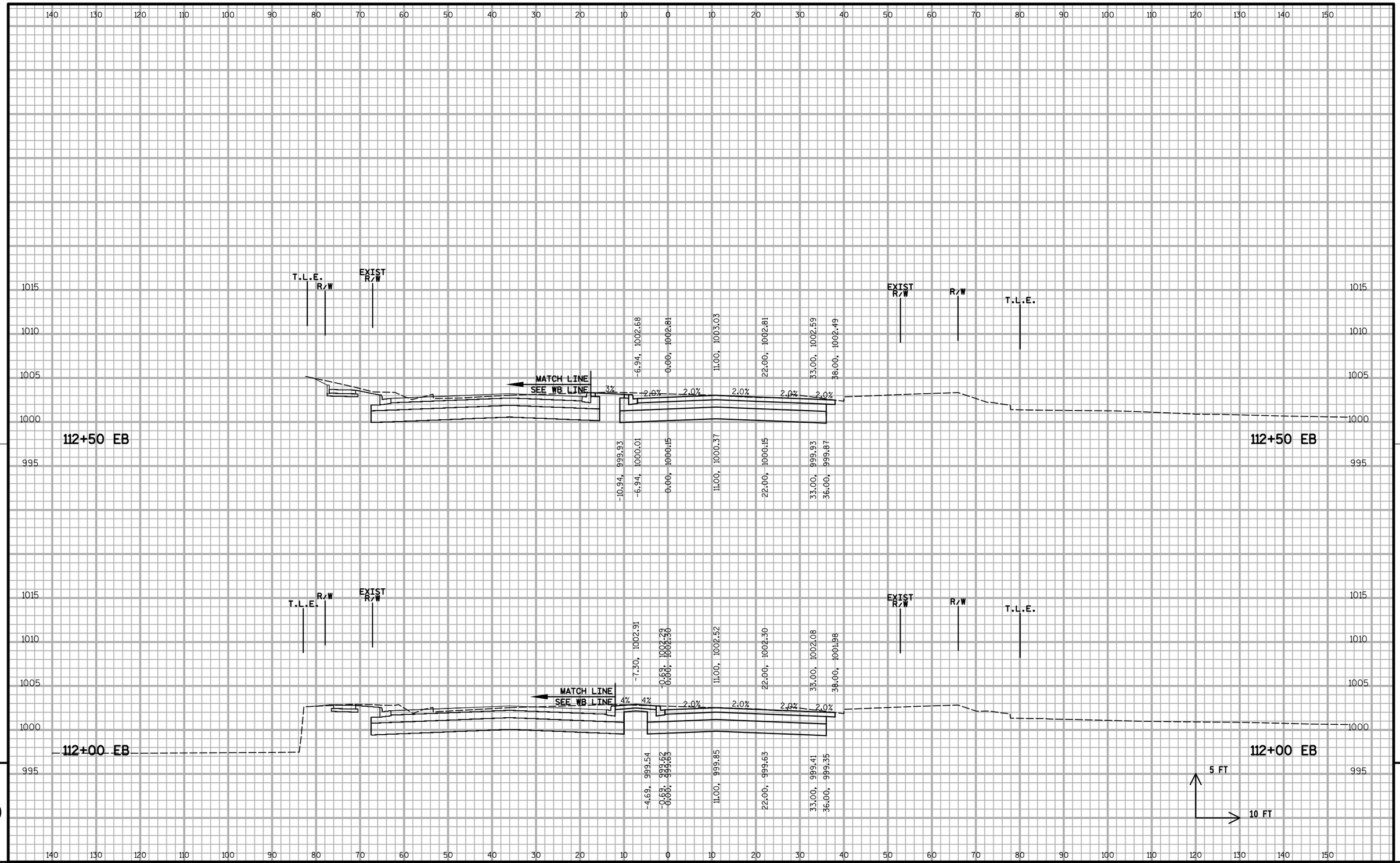
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1189	E

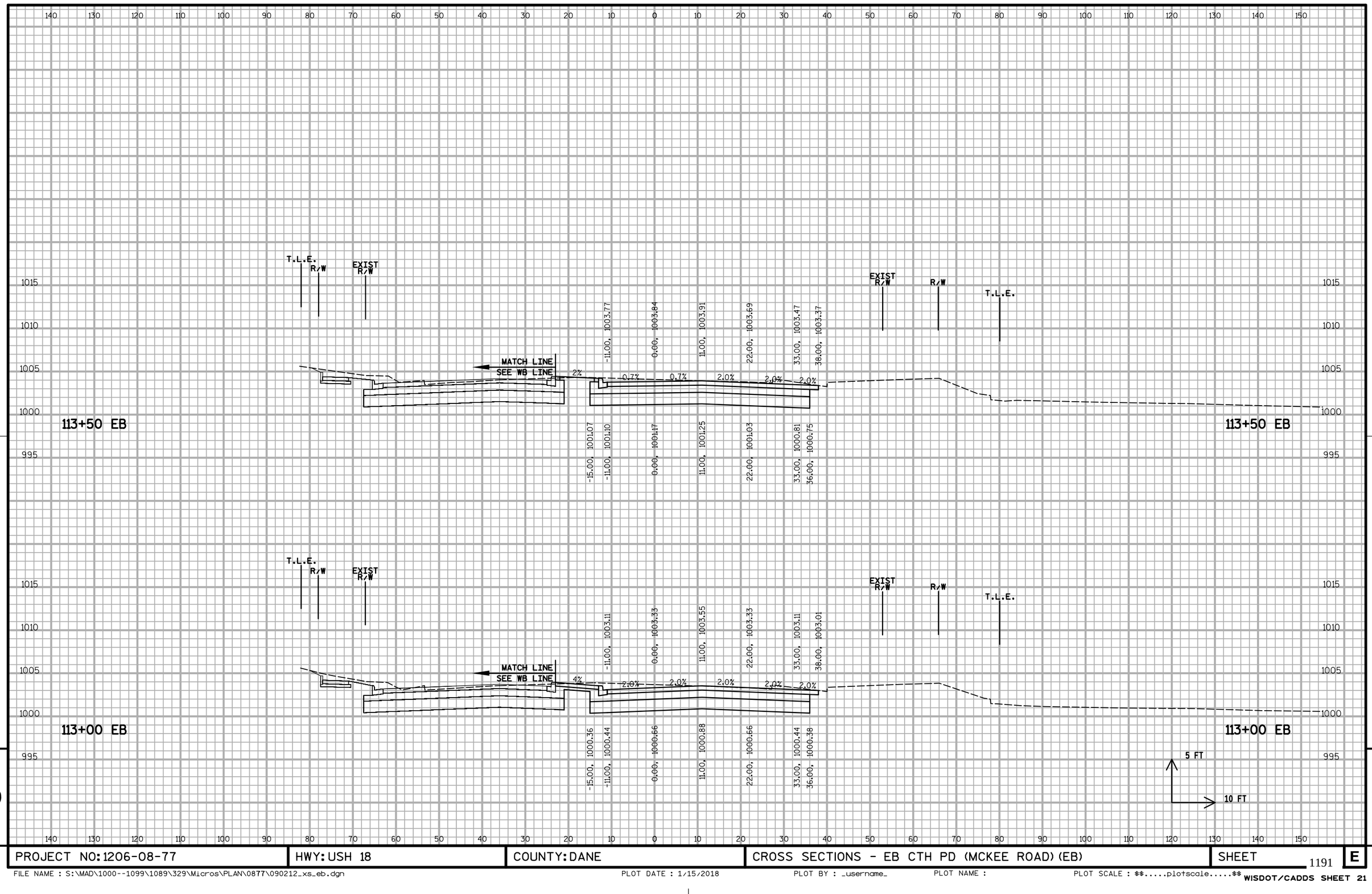
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



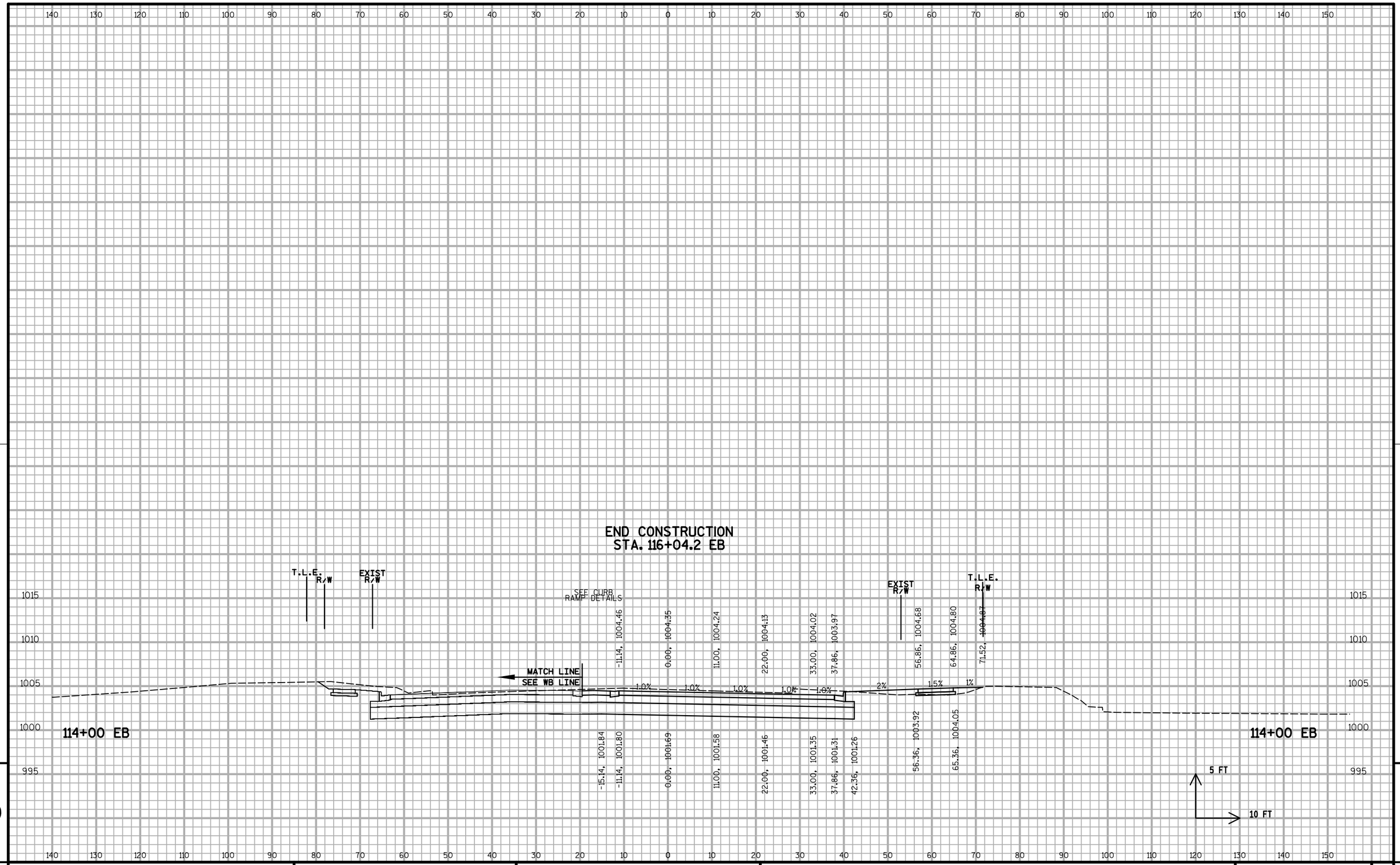
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1190	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1191	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



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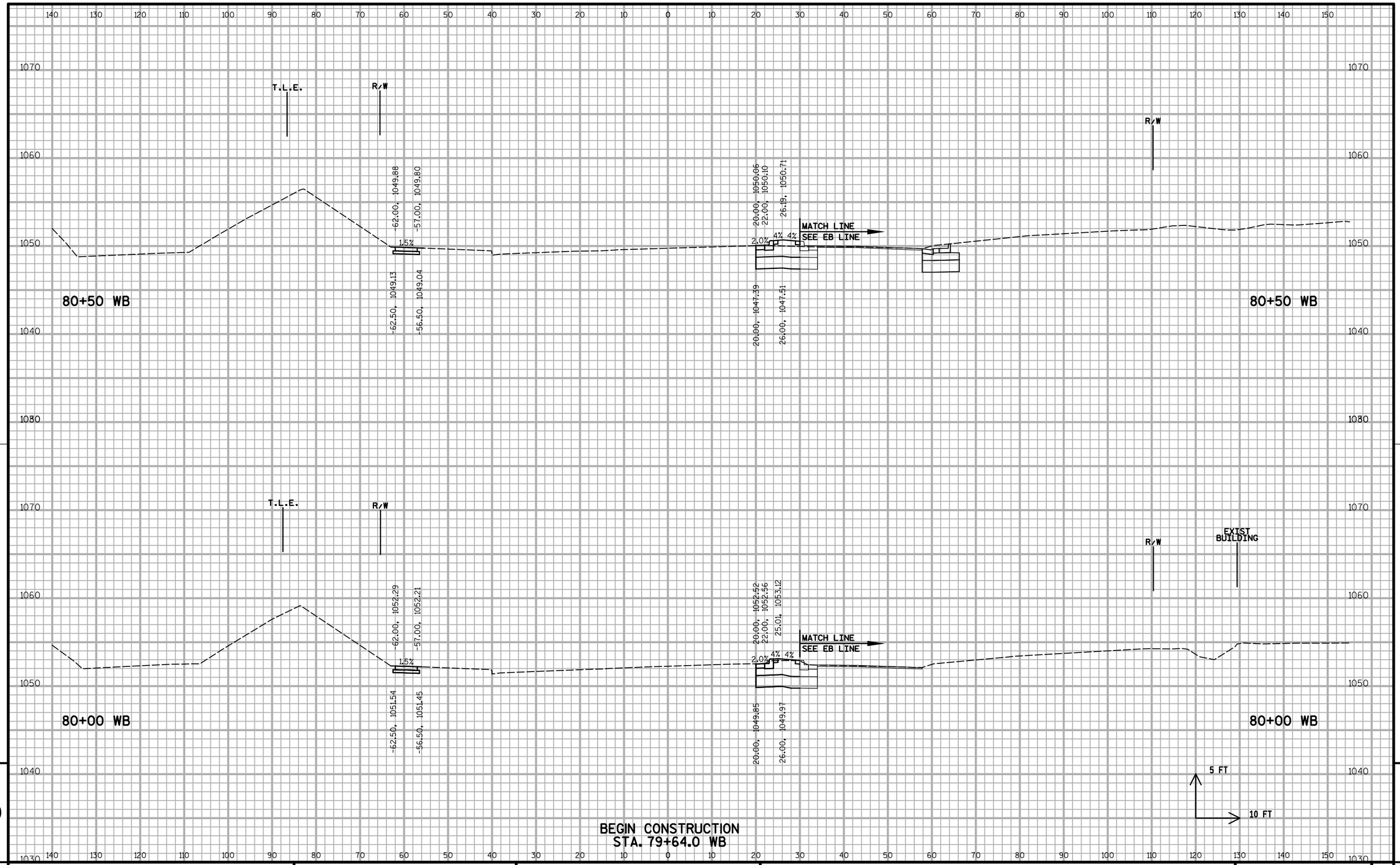
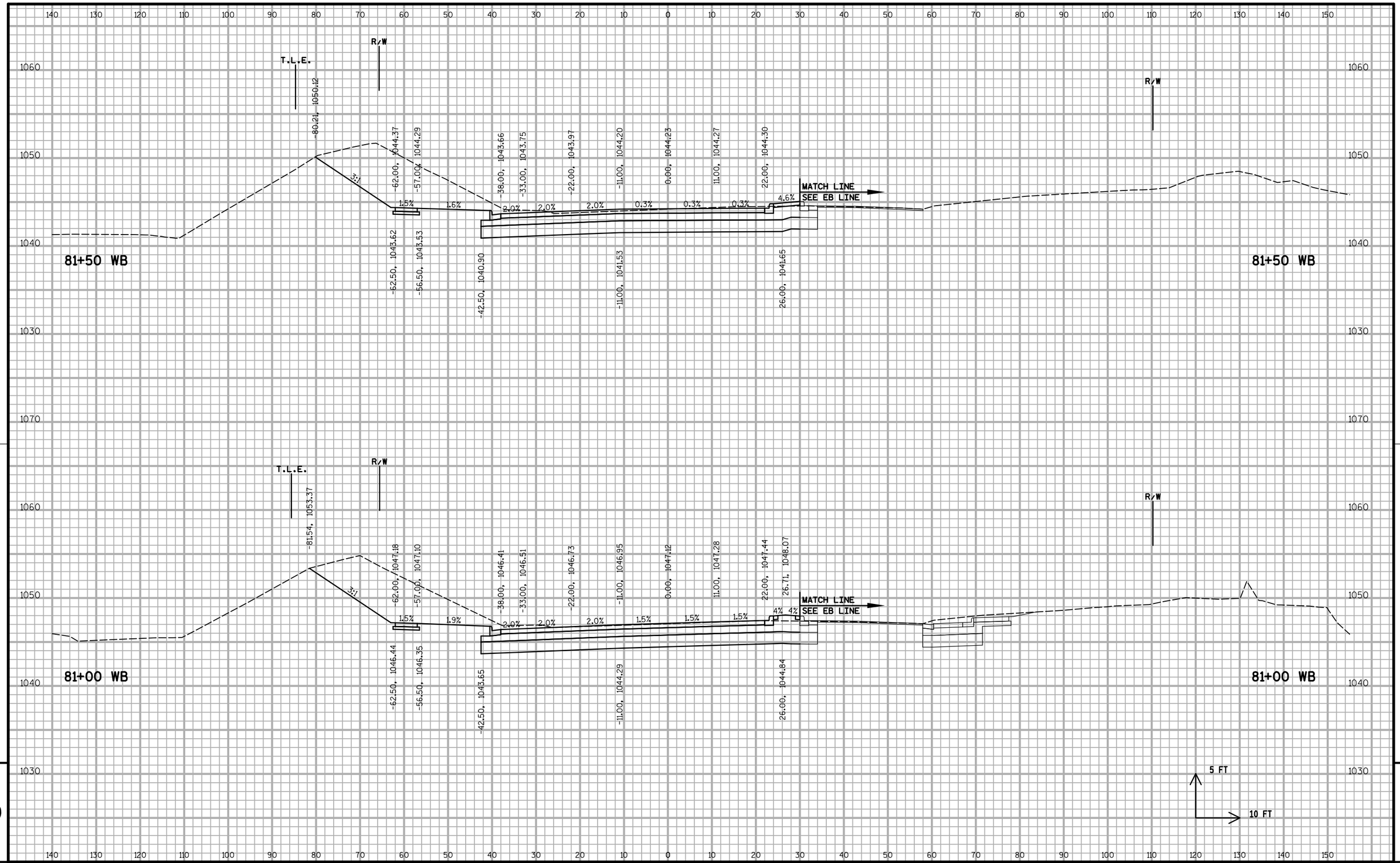
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - EB CTH PD (MCKEE ROAD) (EB)	SHEET 1192	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_eb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



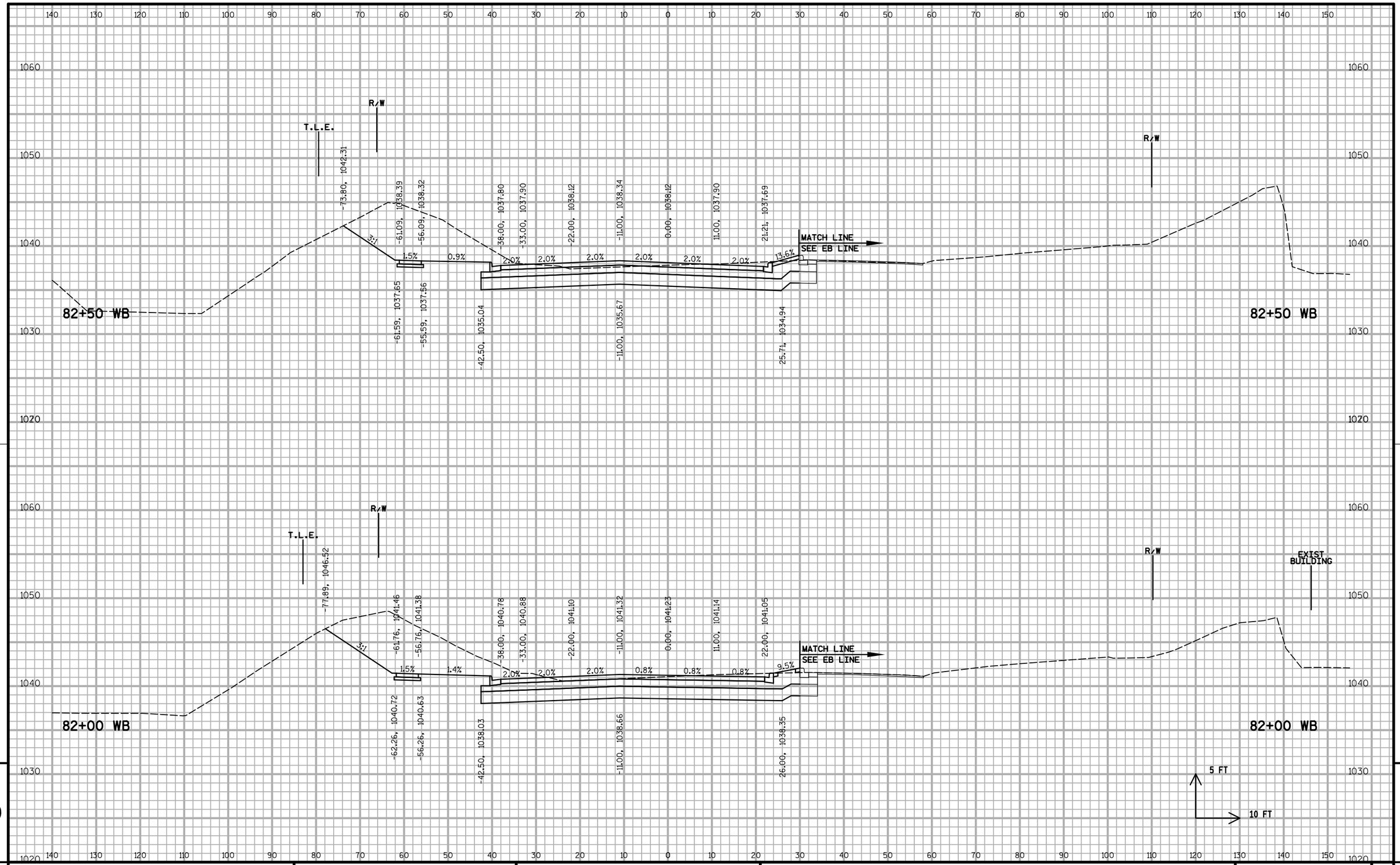
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1193 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



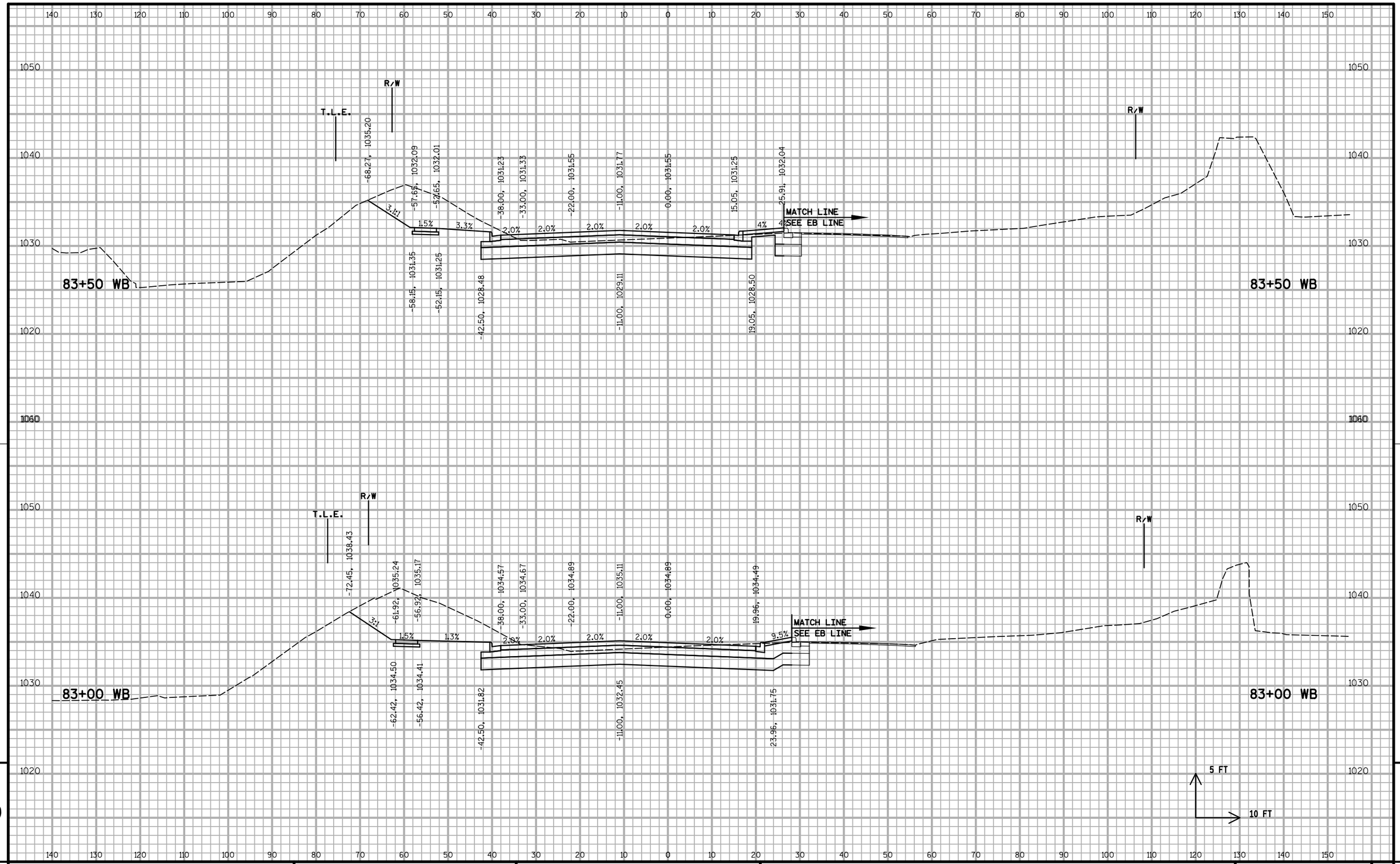
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1194	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1195 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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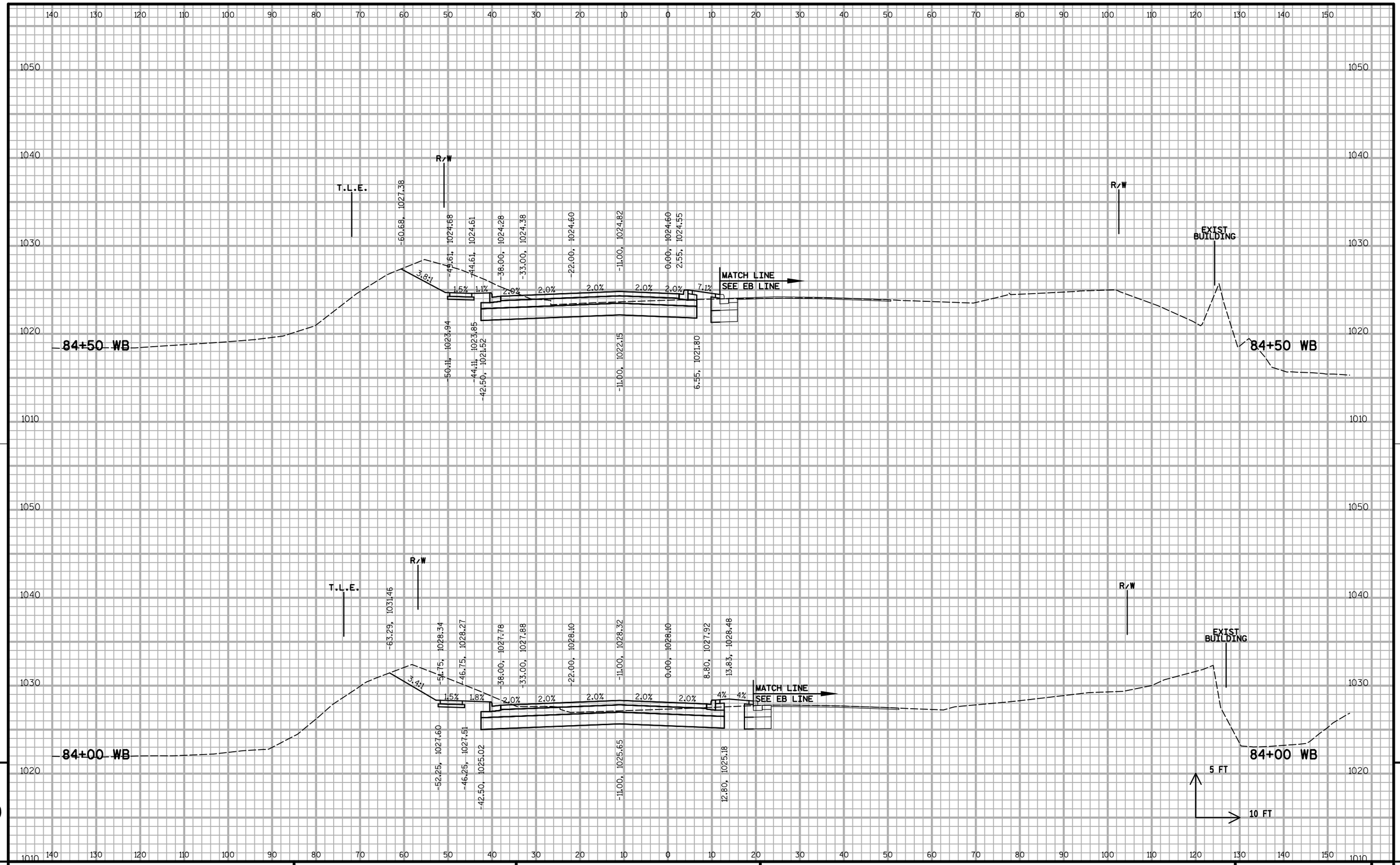
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1196	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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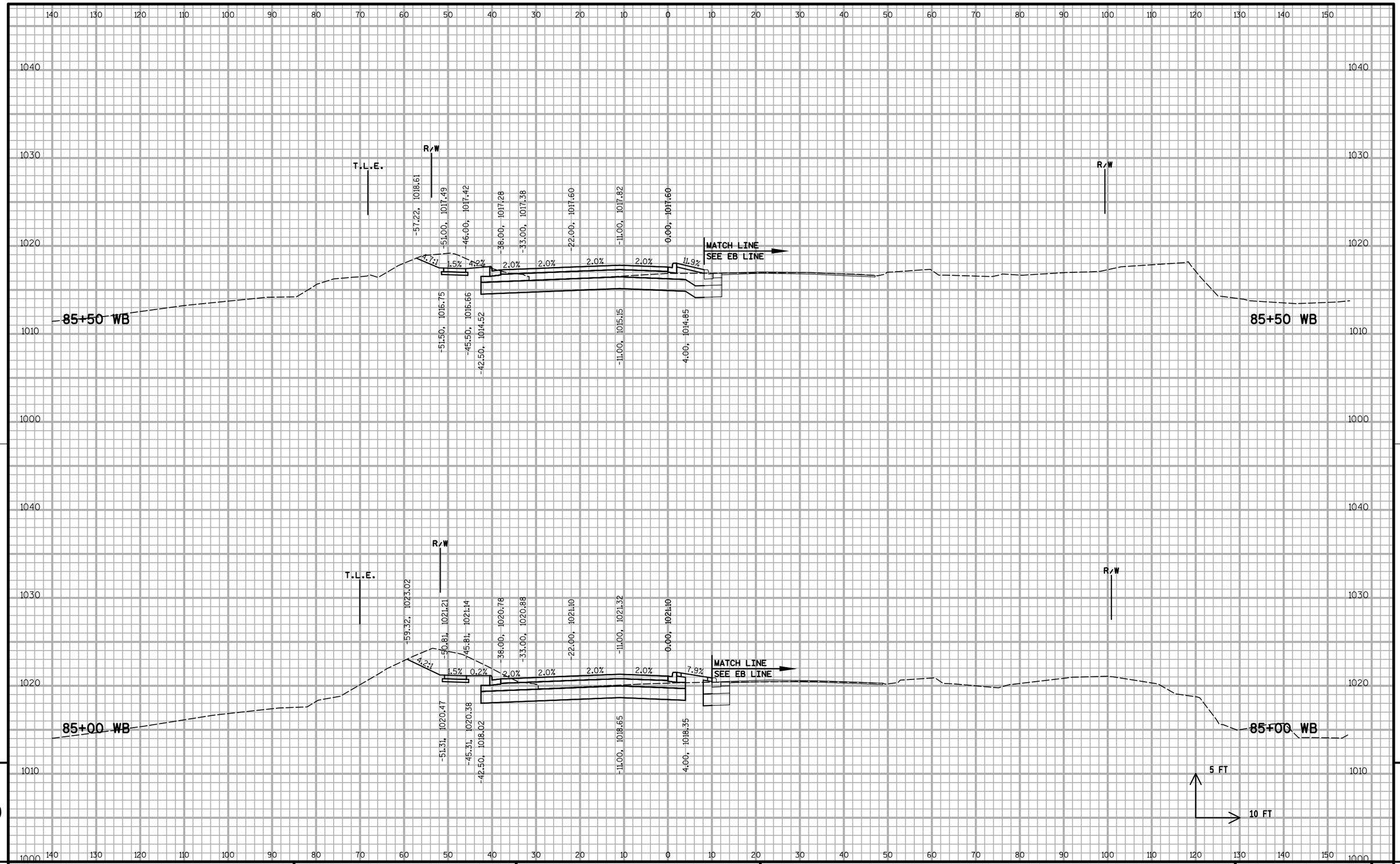
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1197	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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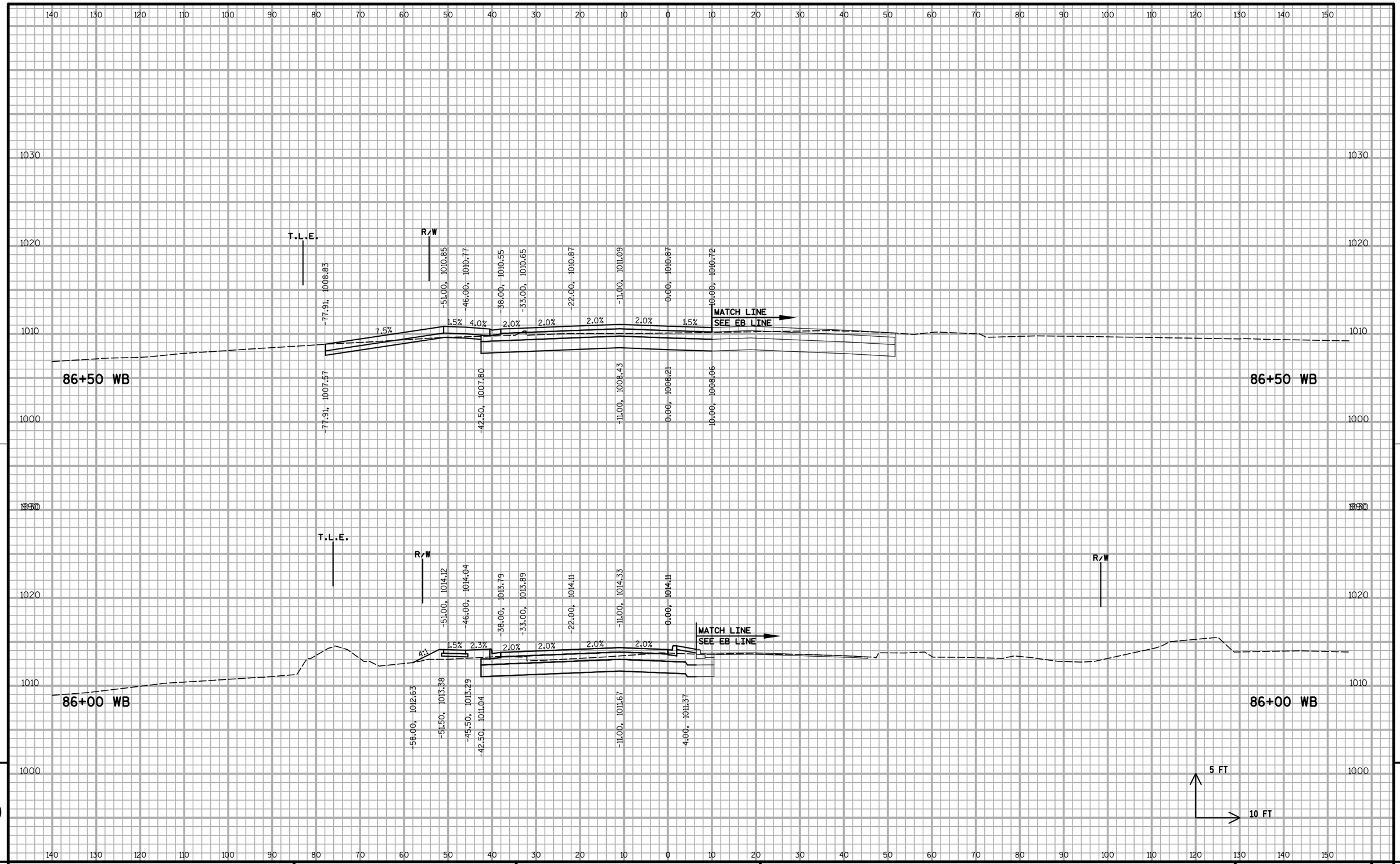
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1198	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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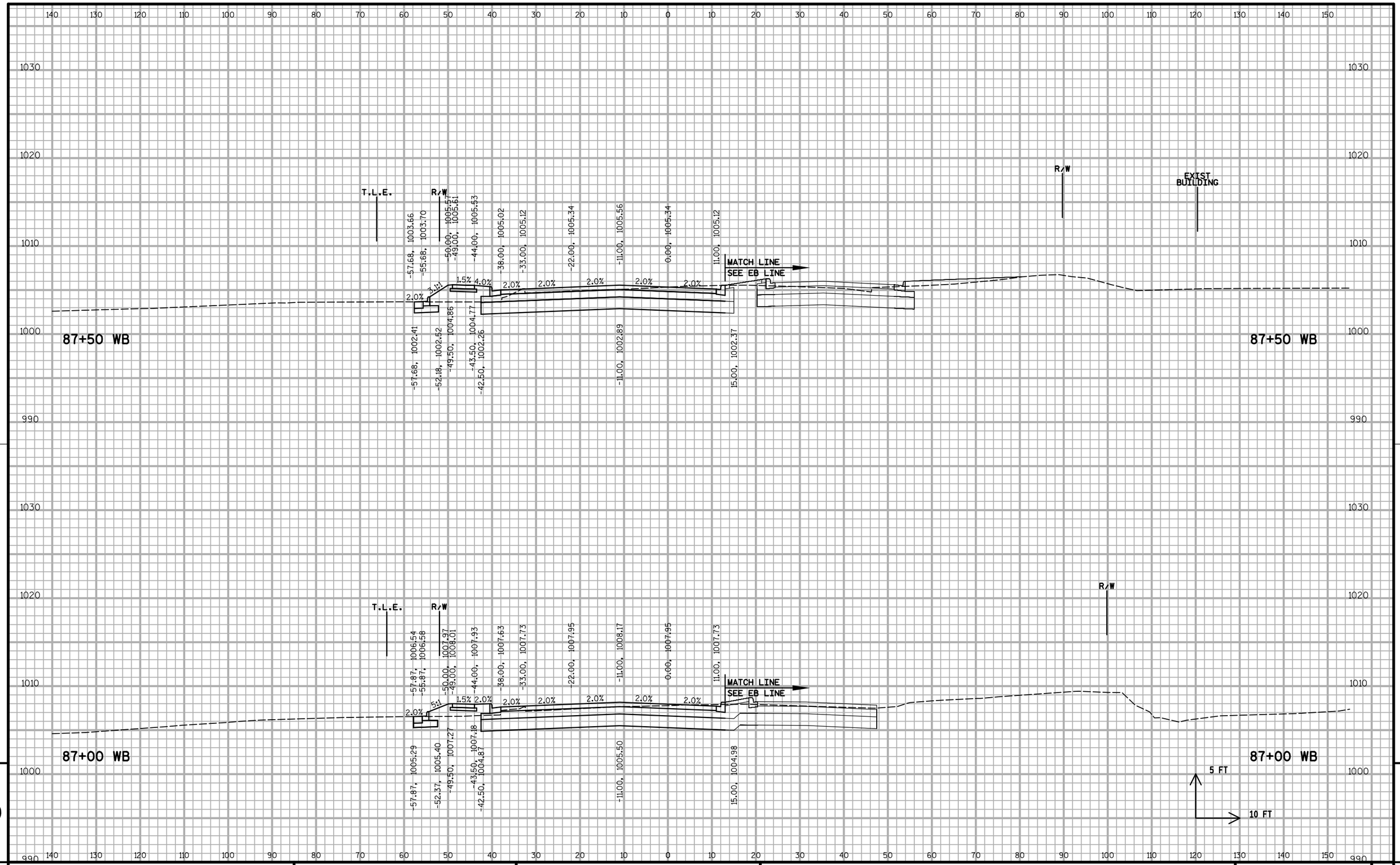
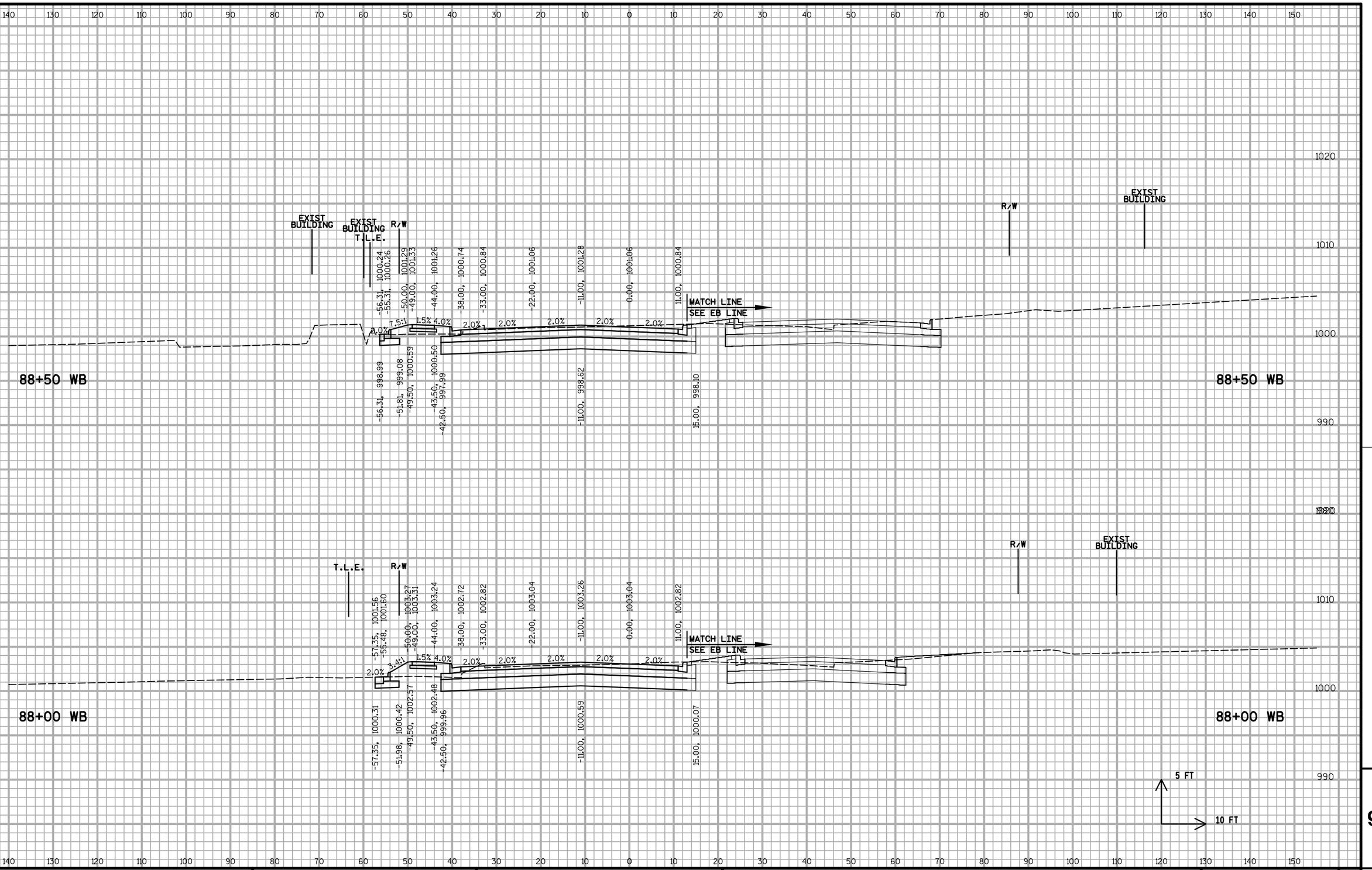
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1199	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

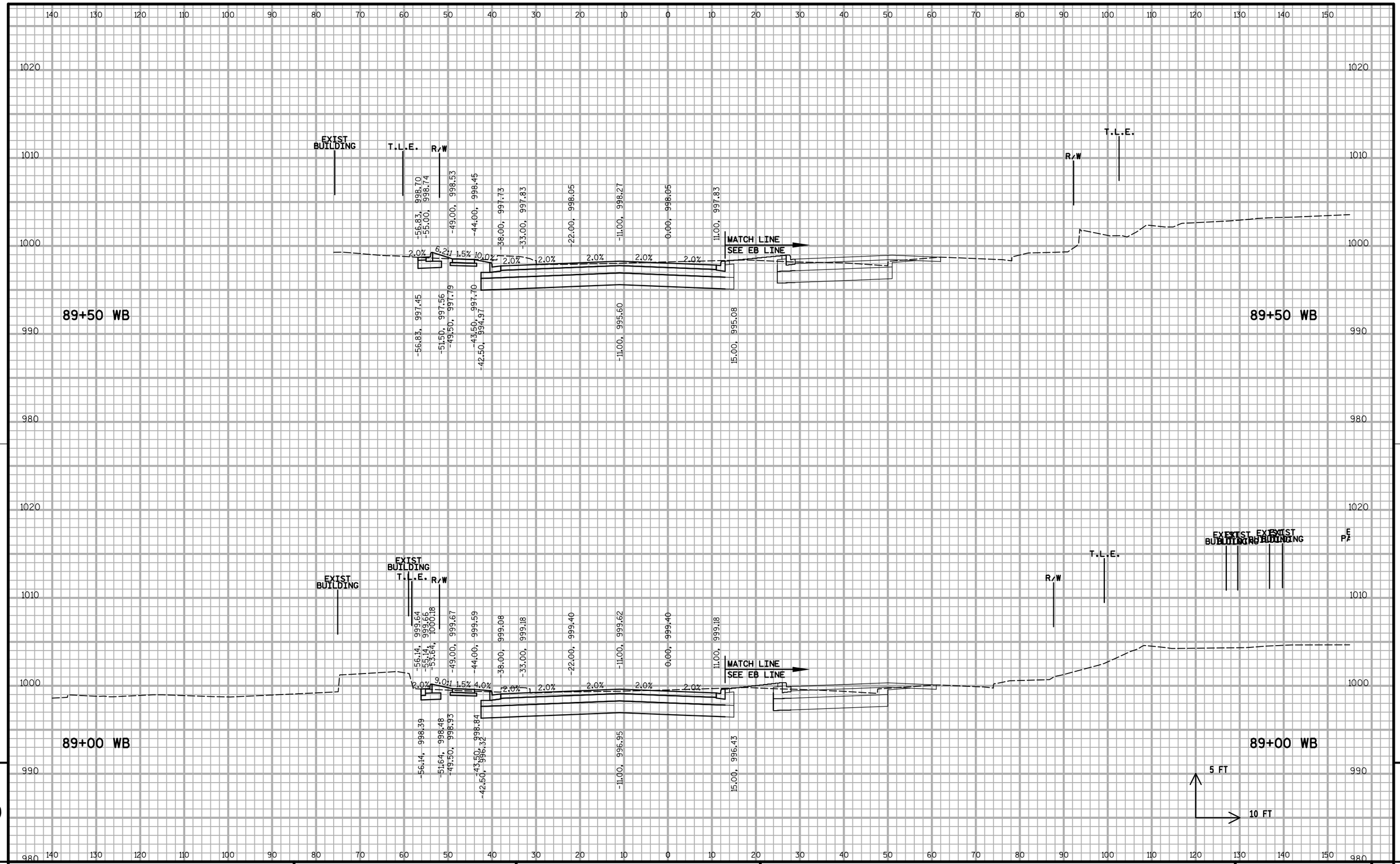


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1200	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/25/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

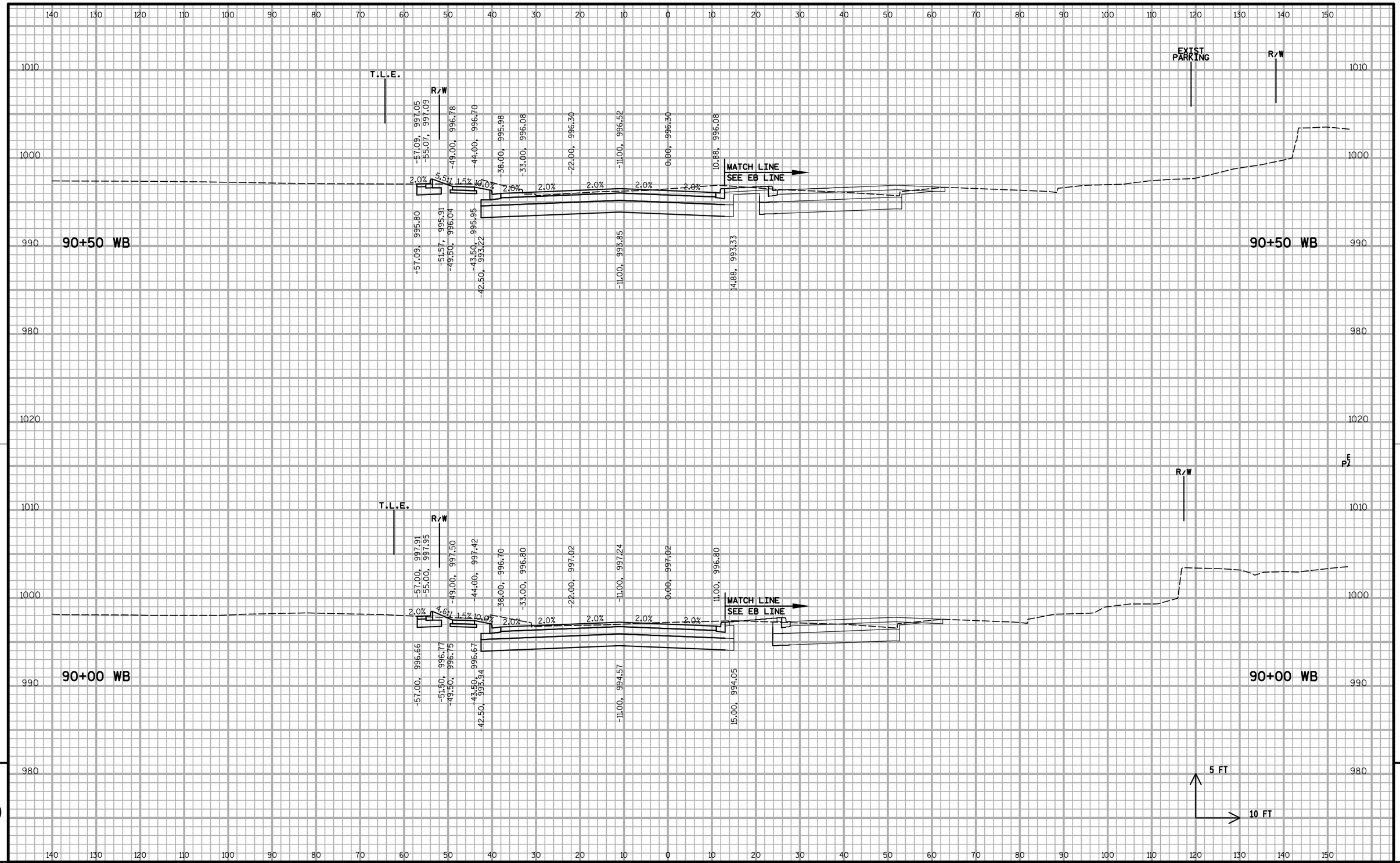


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1201	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1202 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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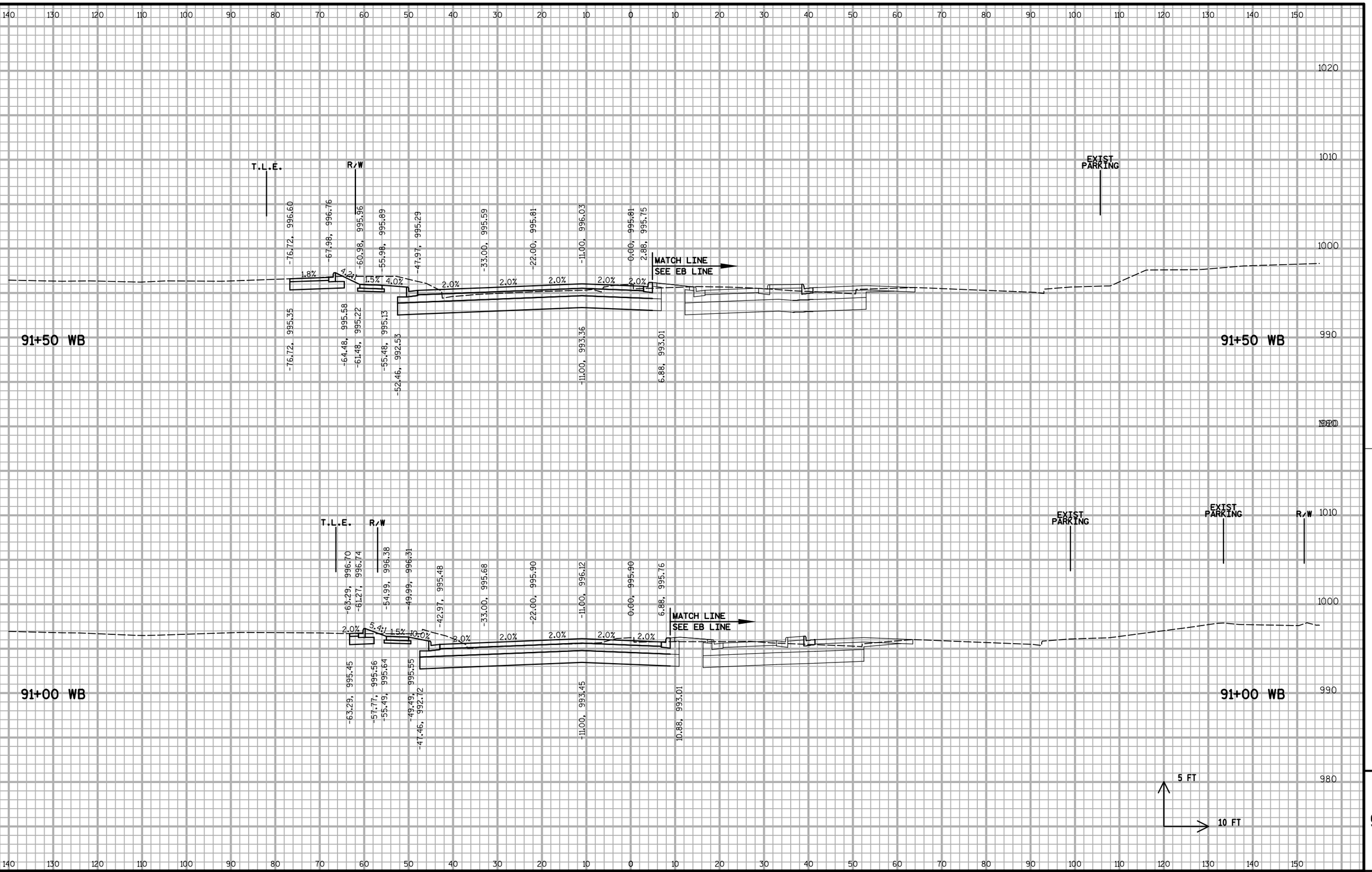
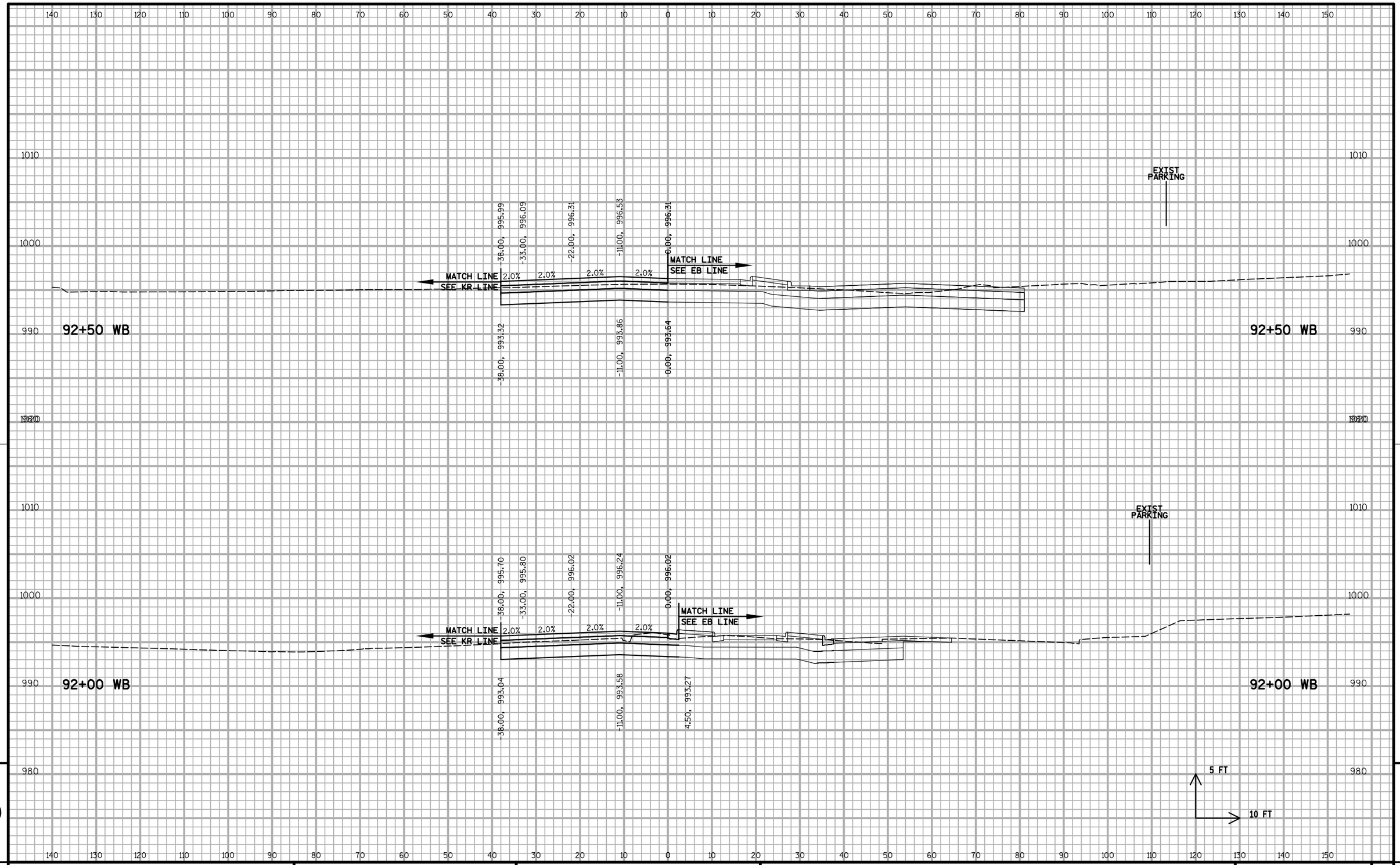
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1203	E



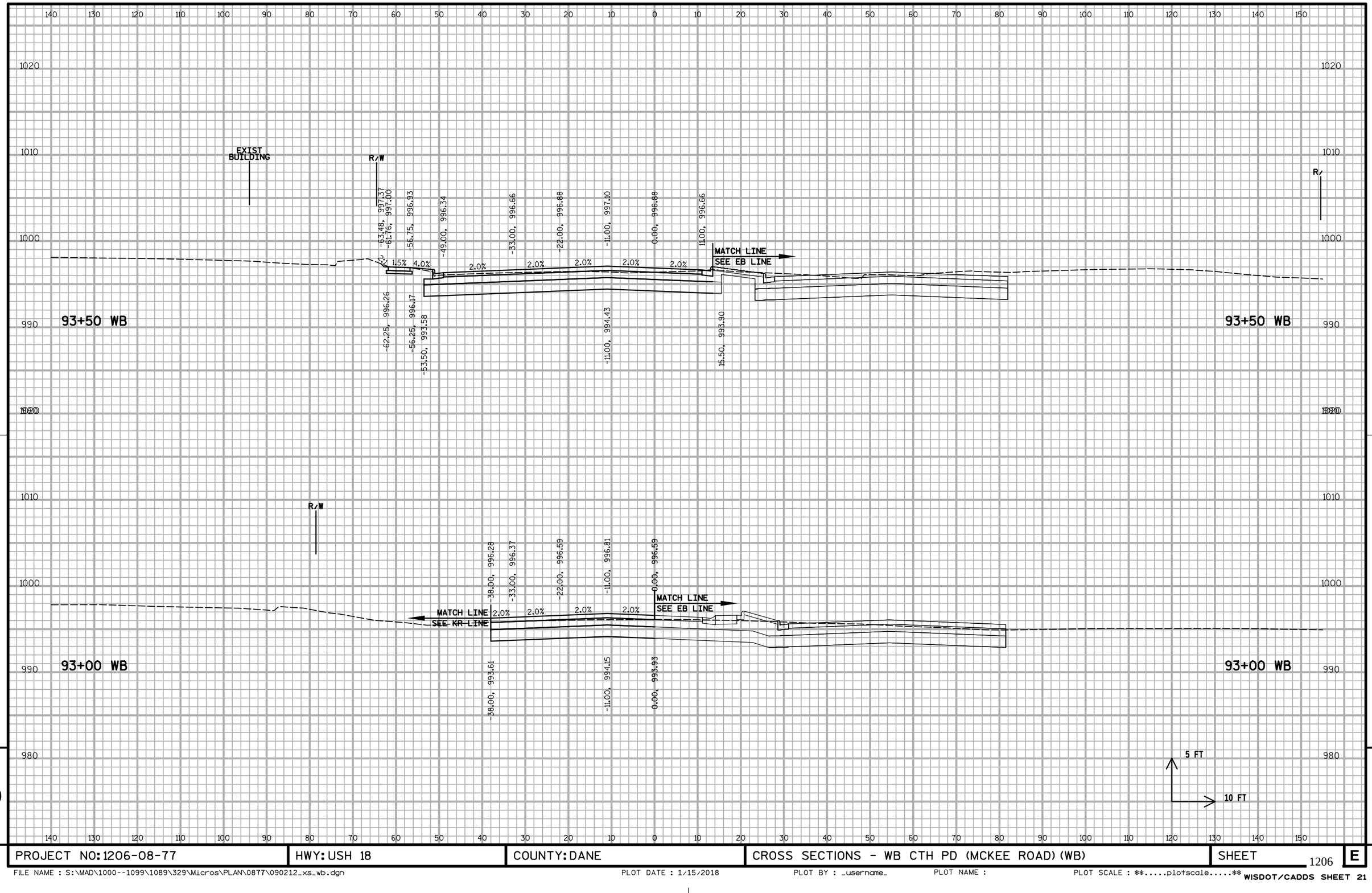
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1204	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1205	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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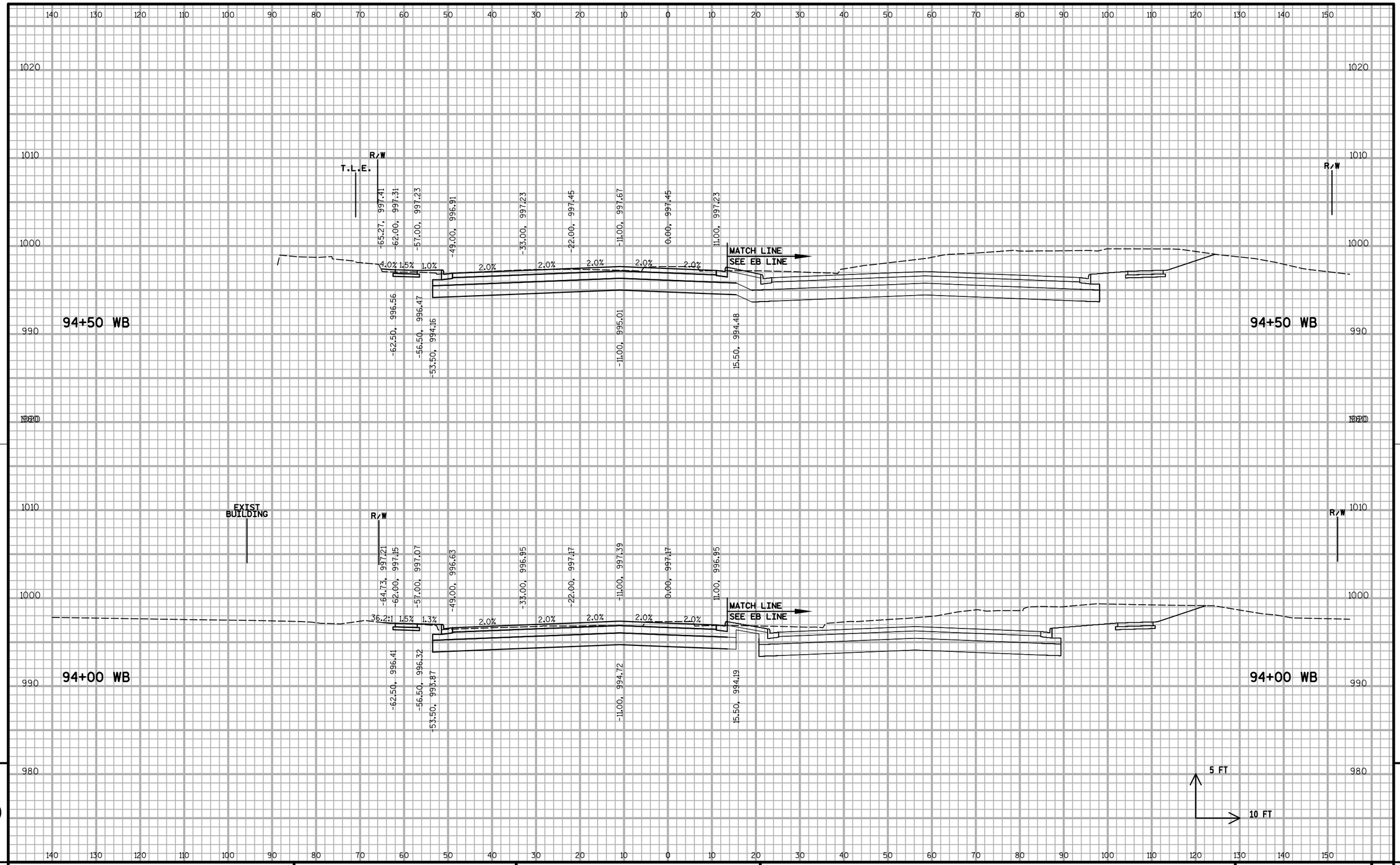
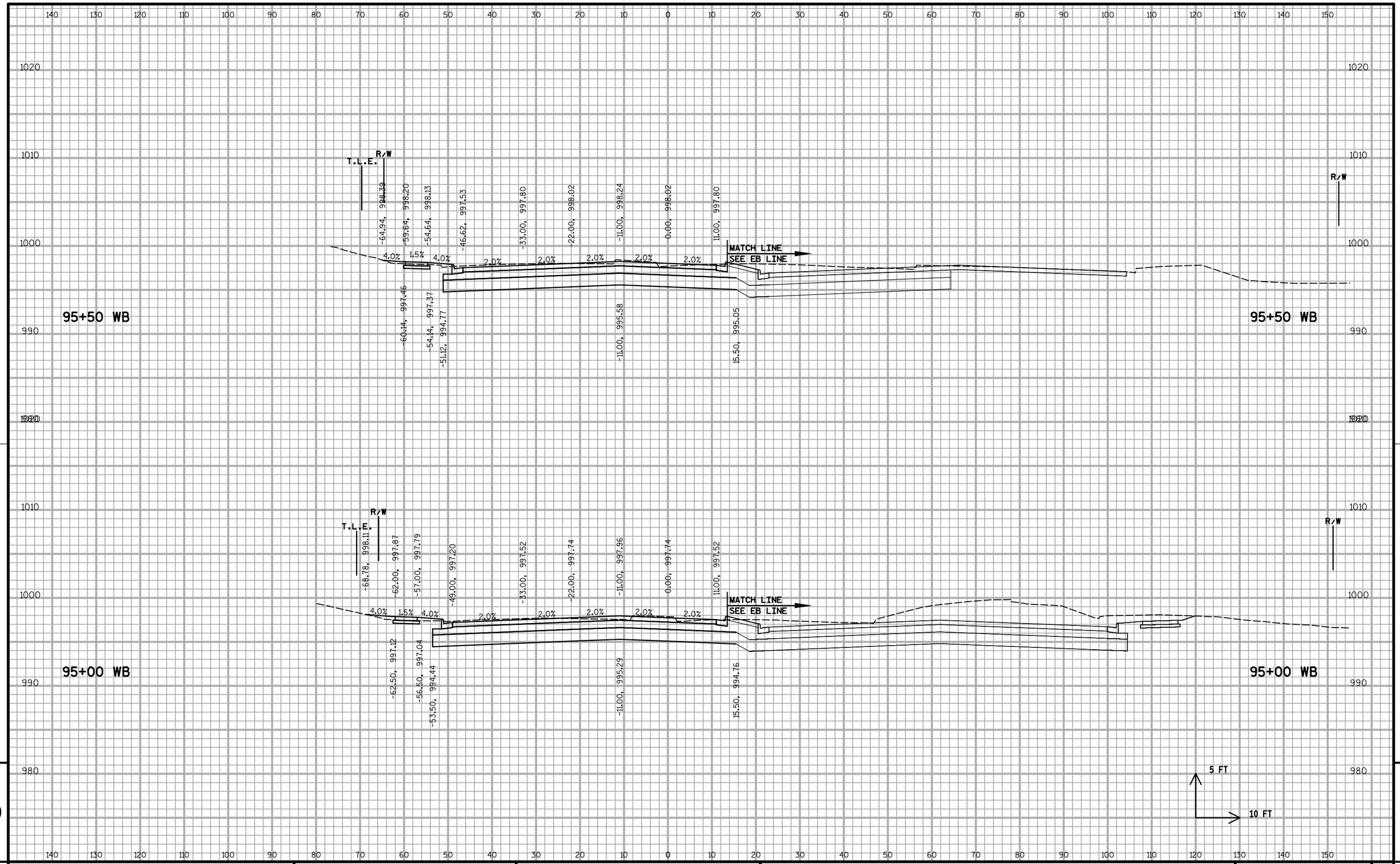
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1206	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1207	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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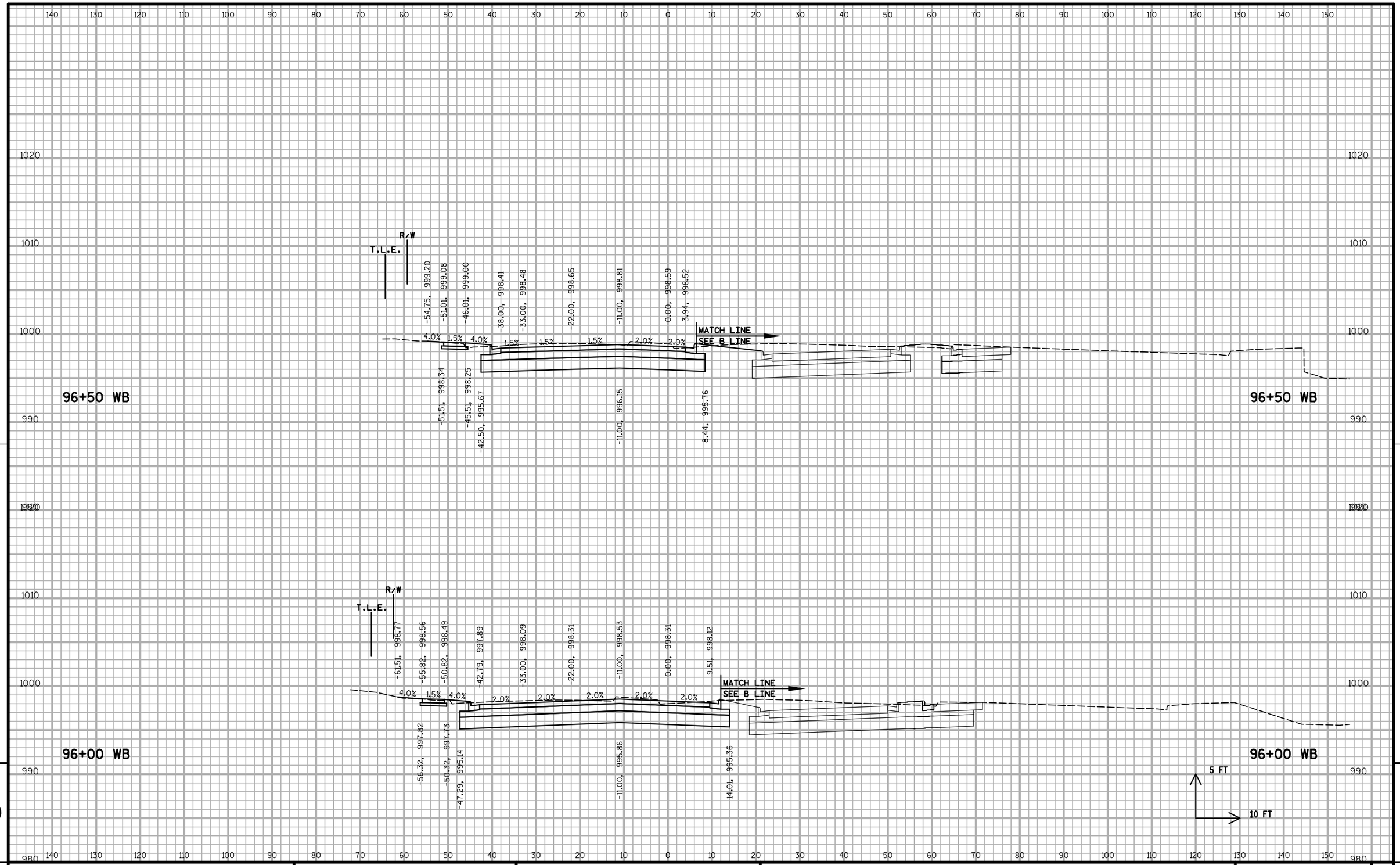
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1208	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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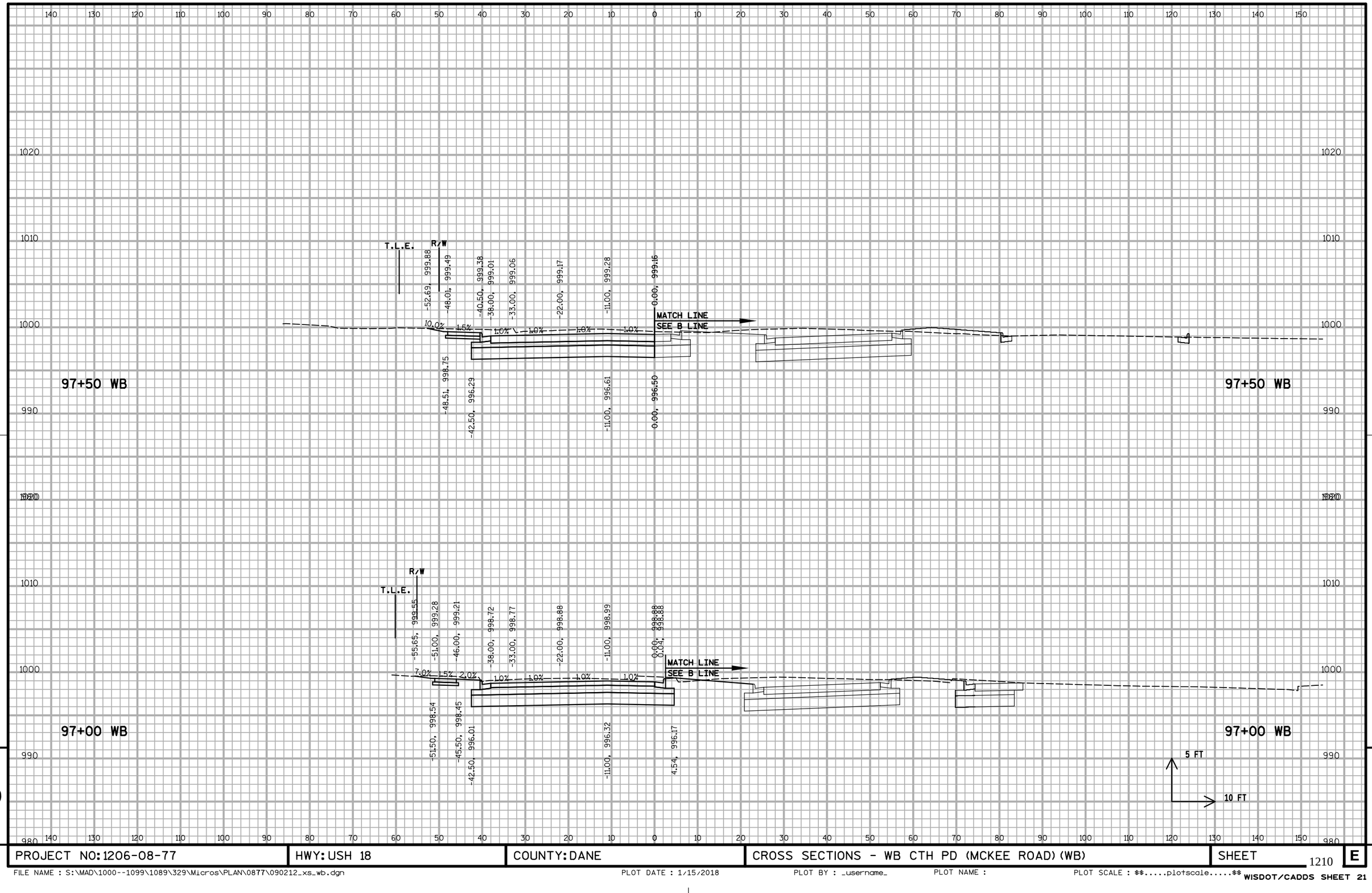
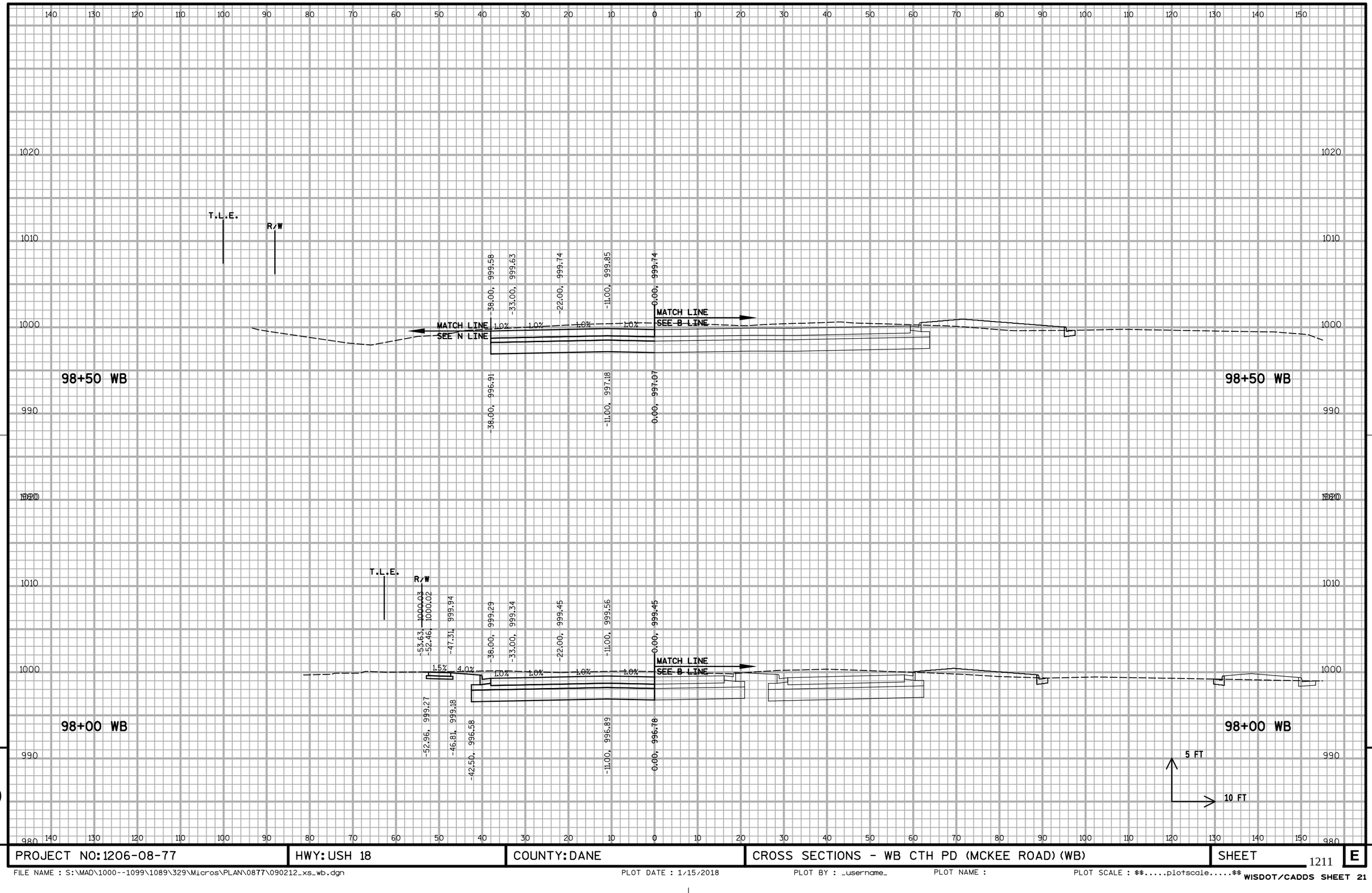
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1209	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1210	E

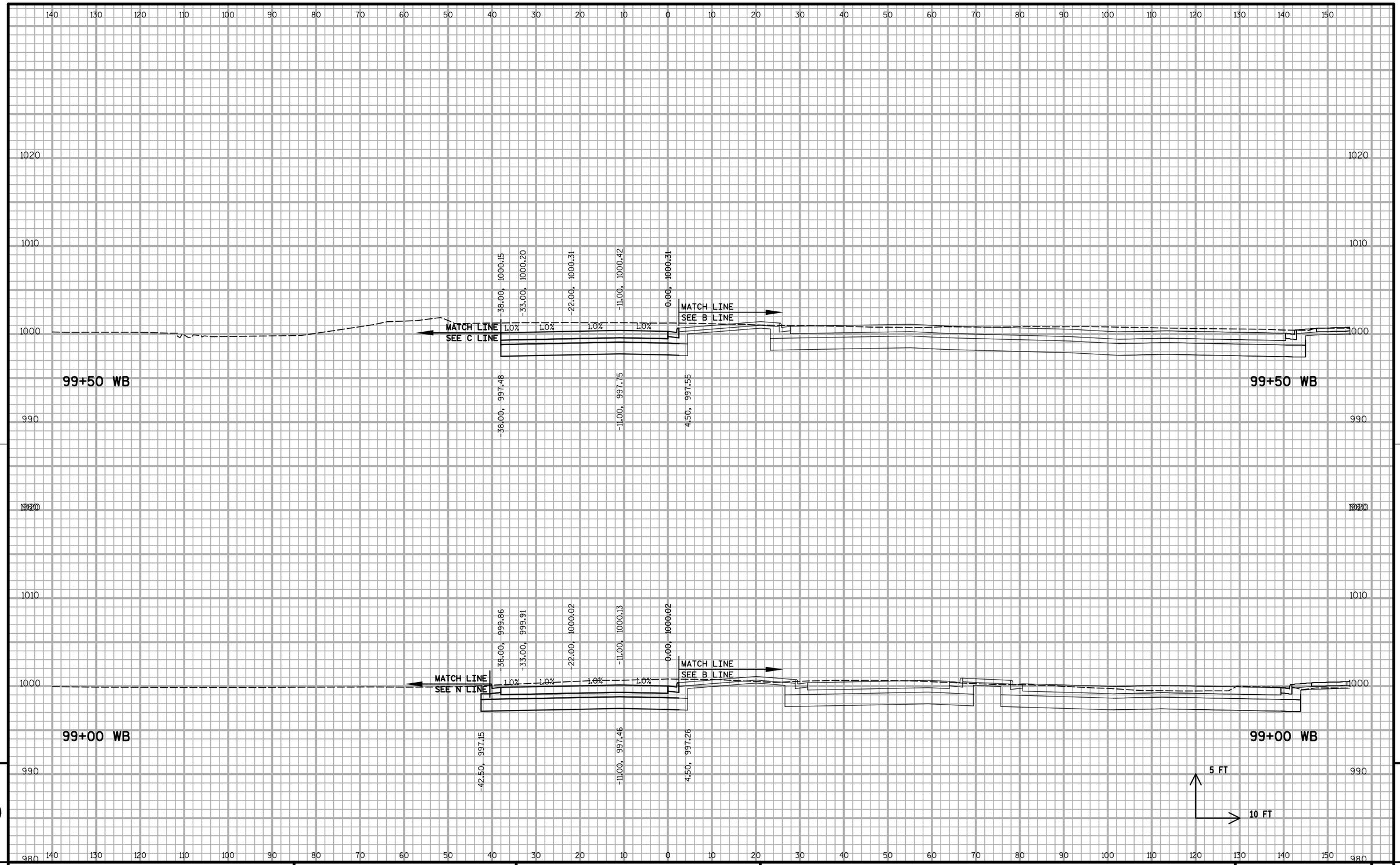
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



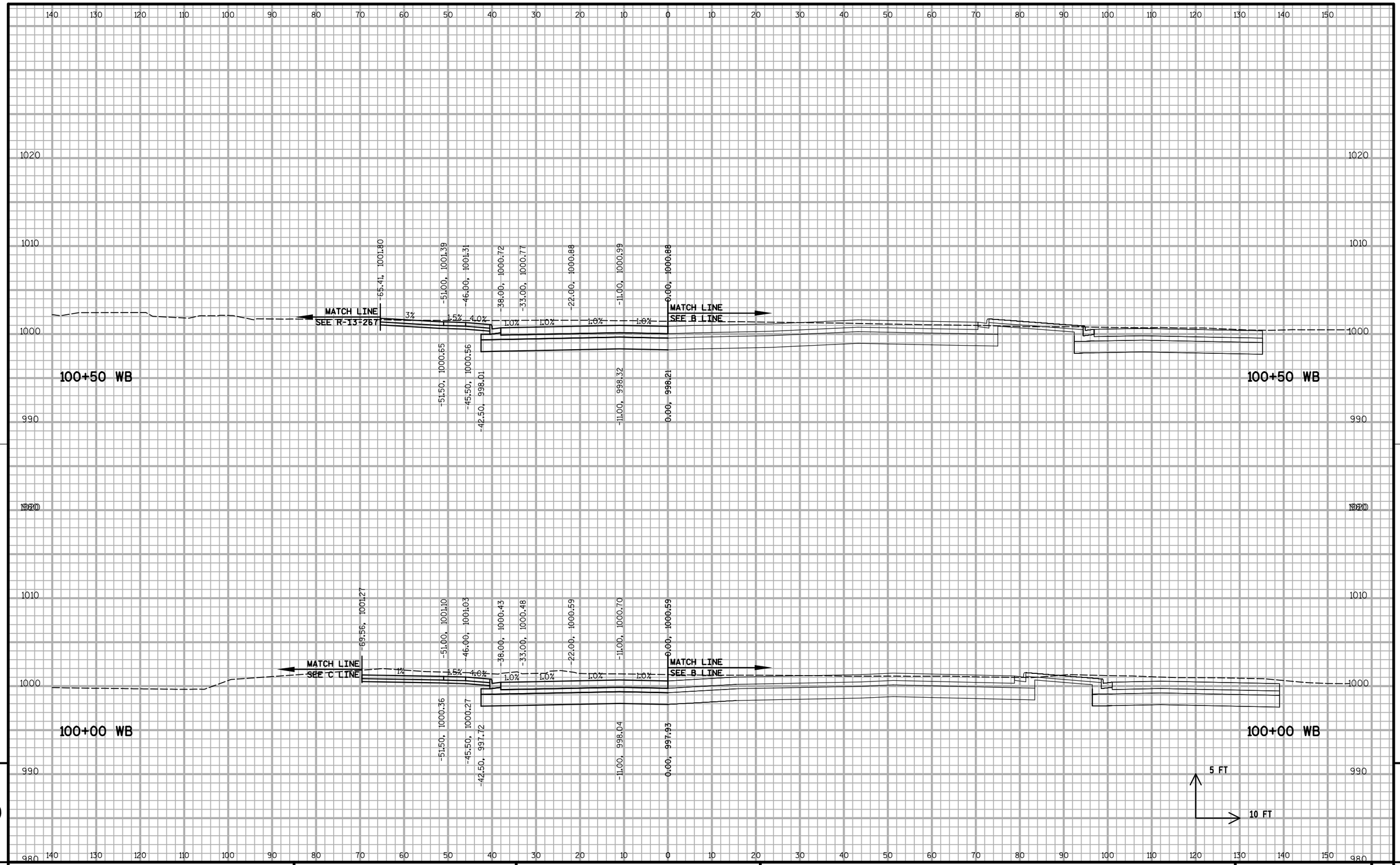
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1211	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

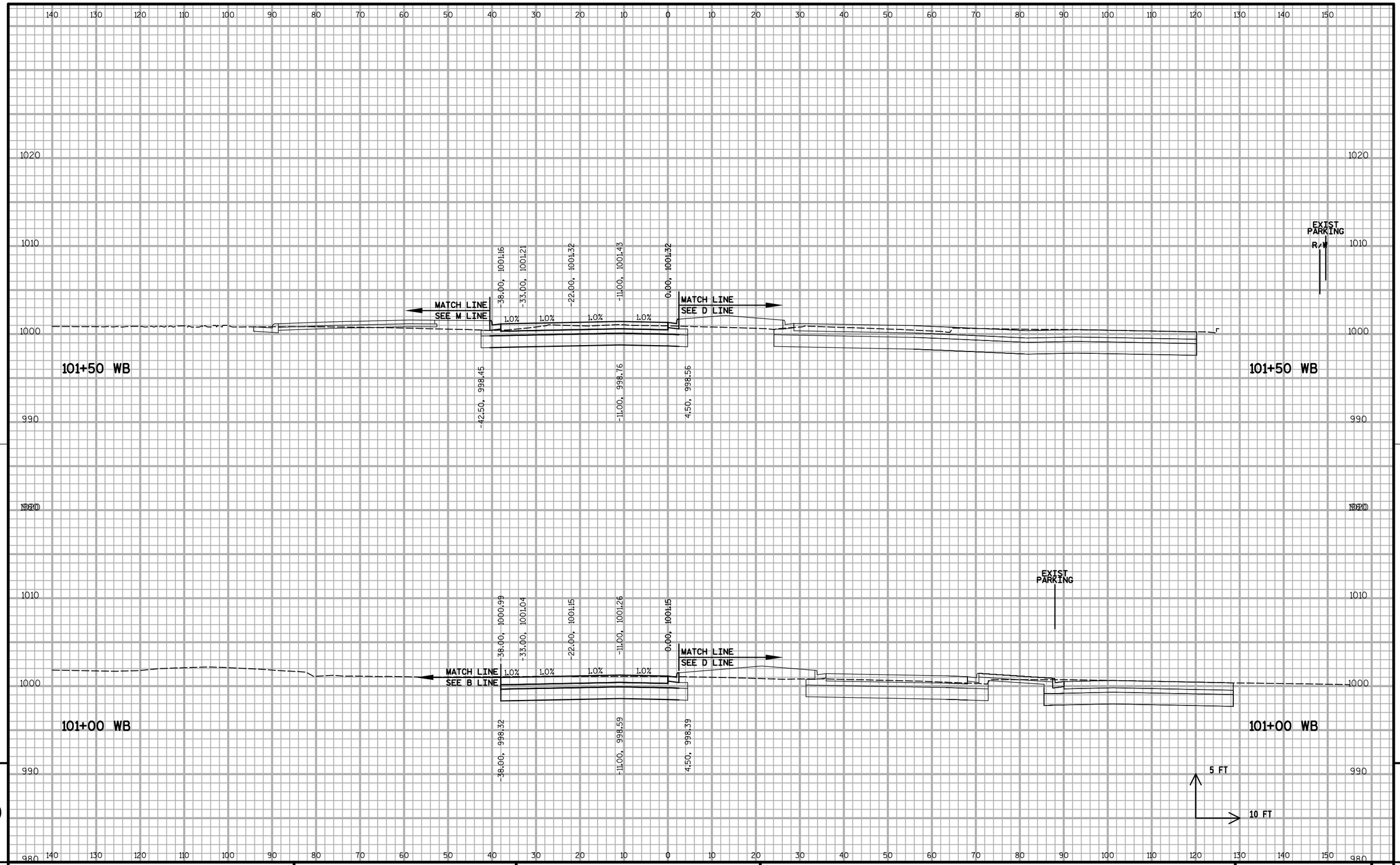


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1212	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1213	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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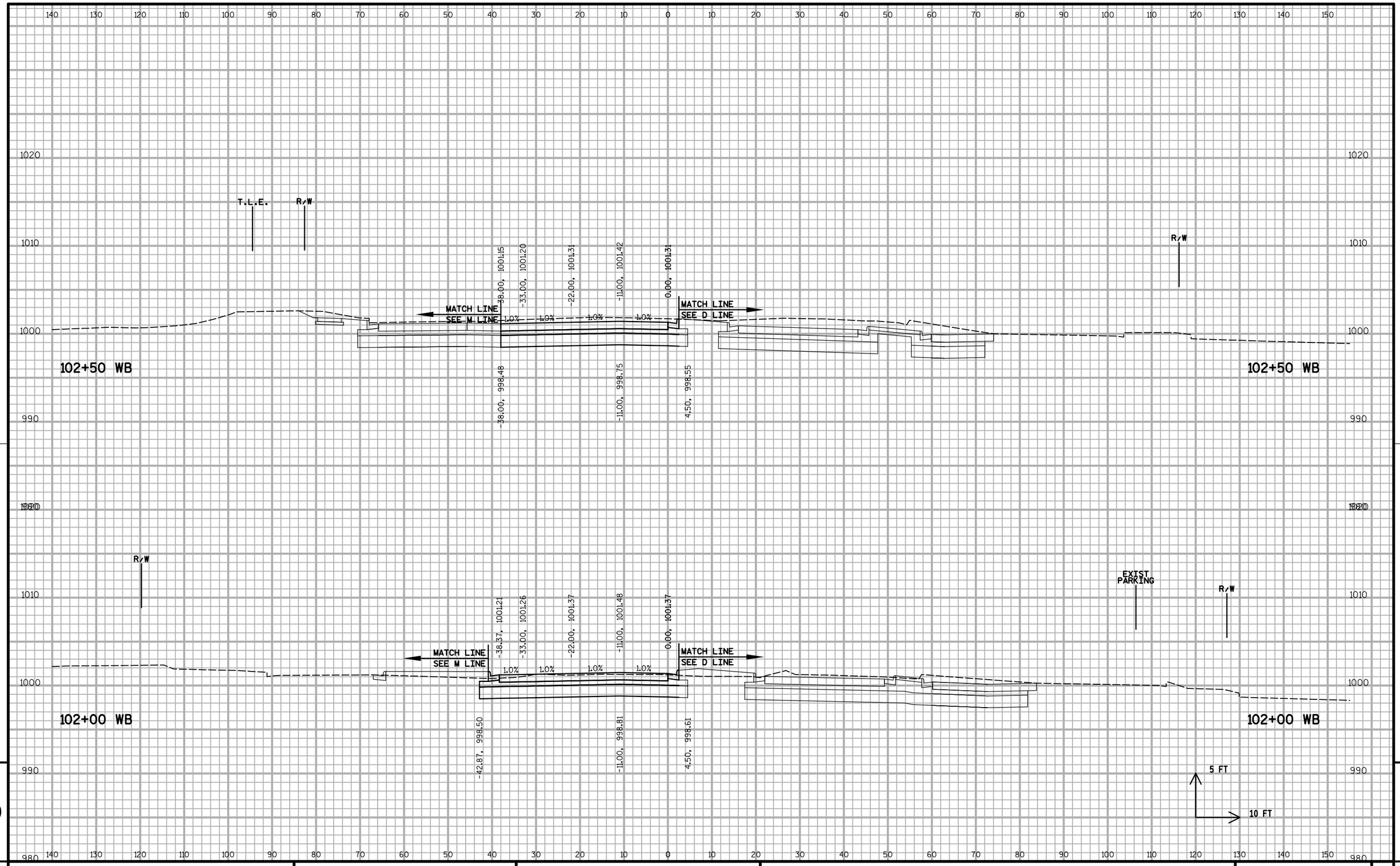
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1214	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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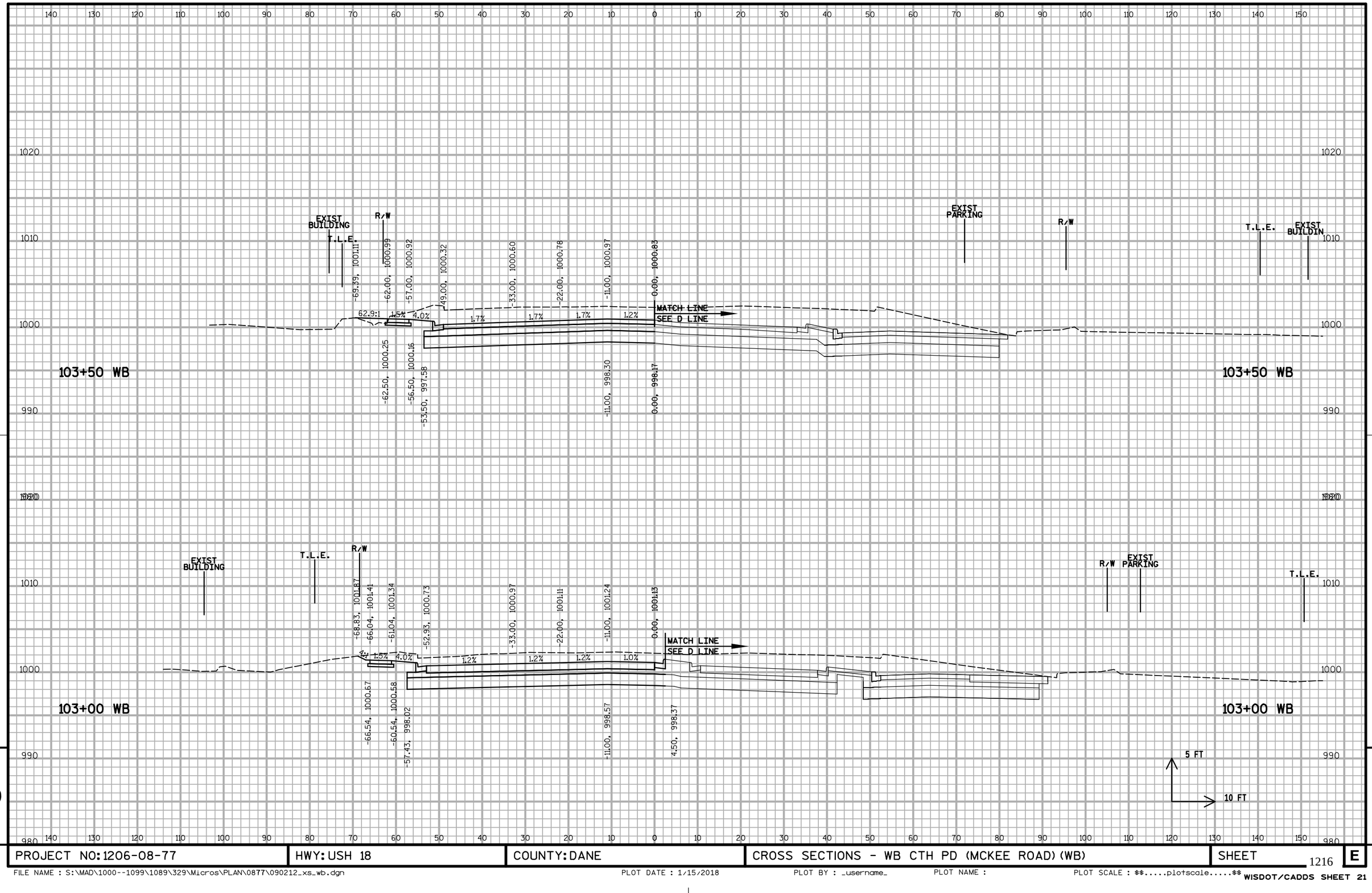
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1215	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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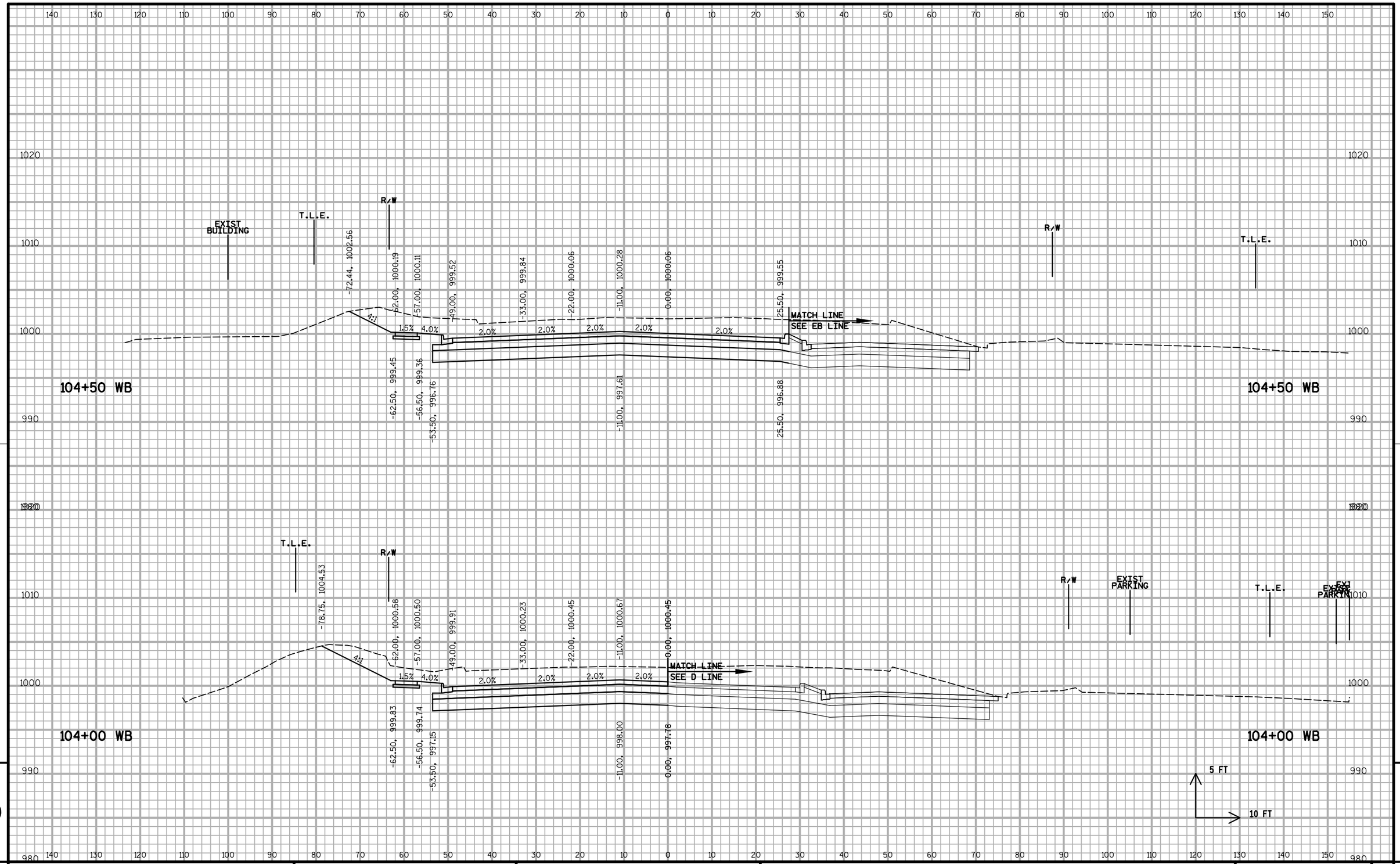
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1216	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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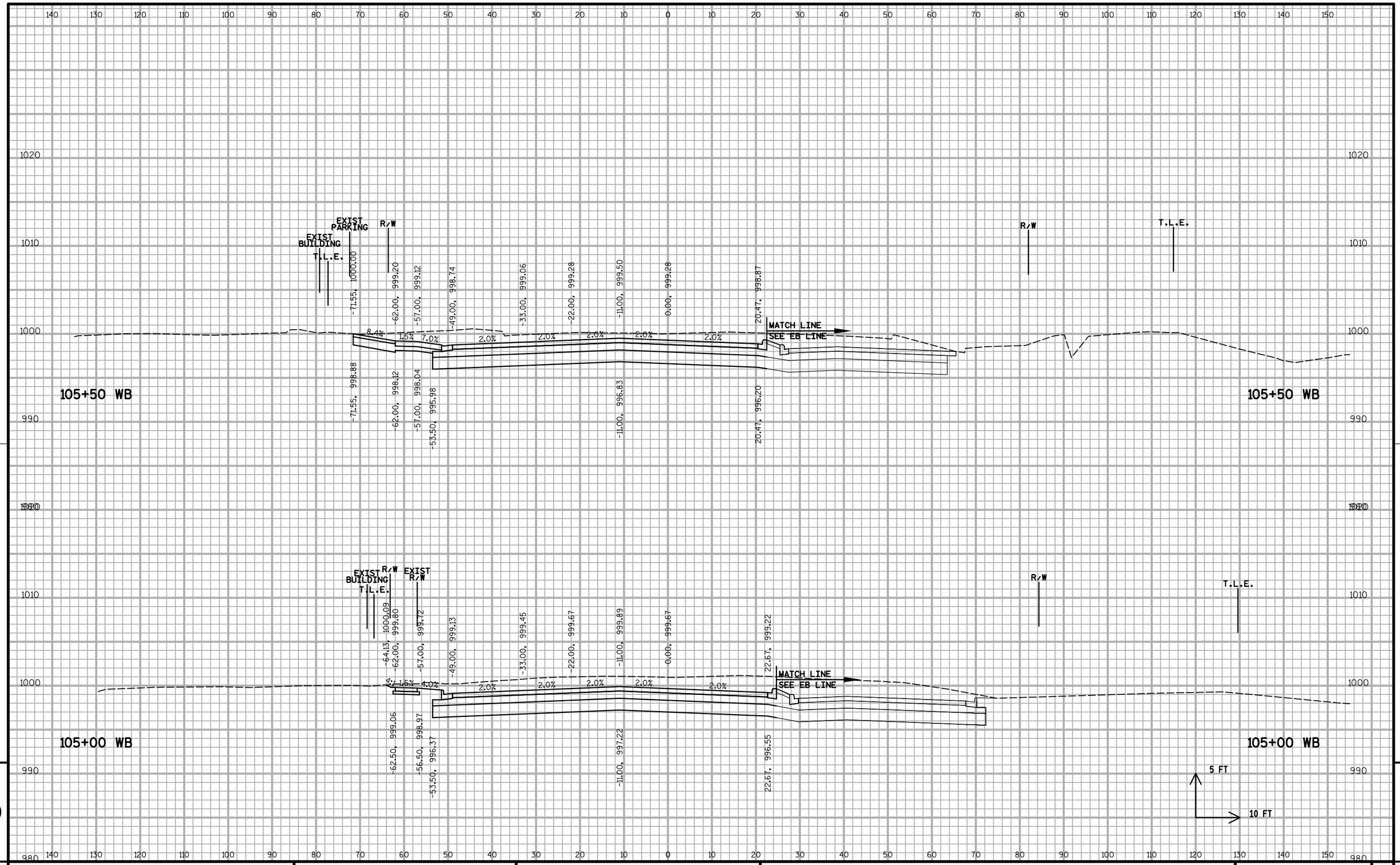
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1217	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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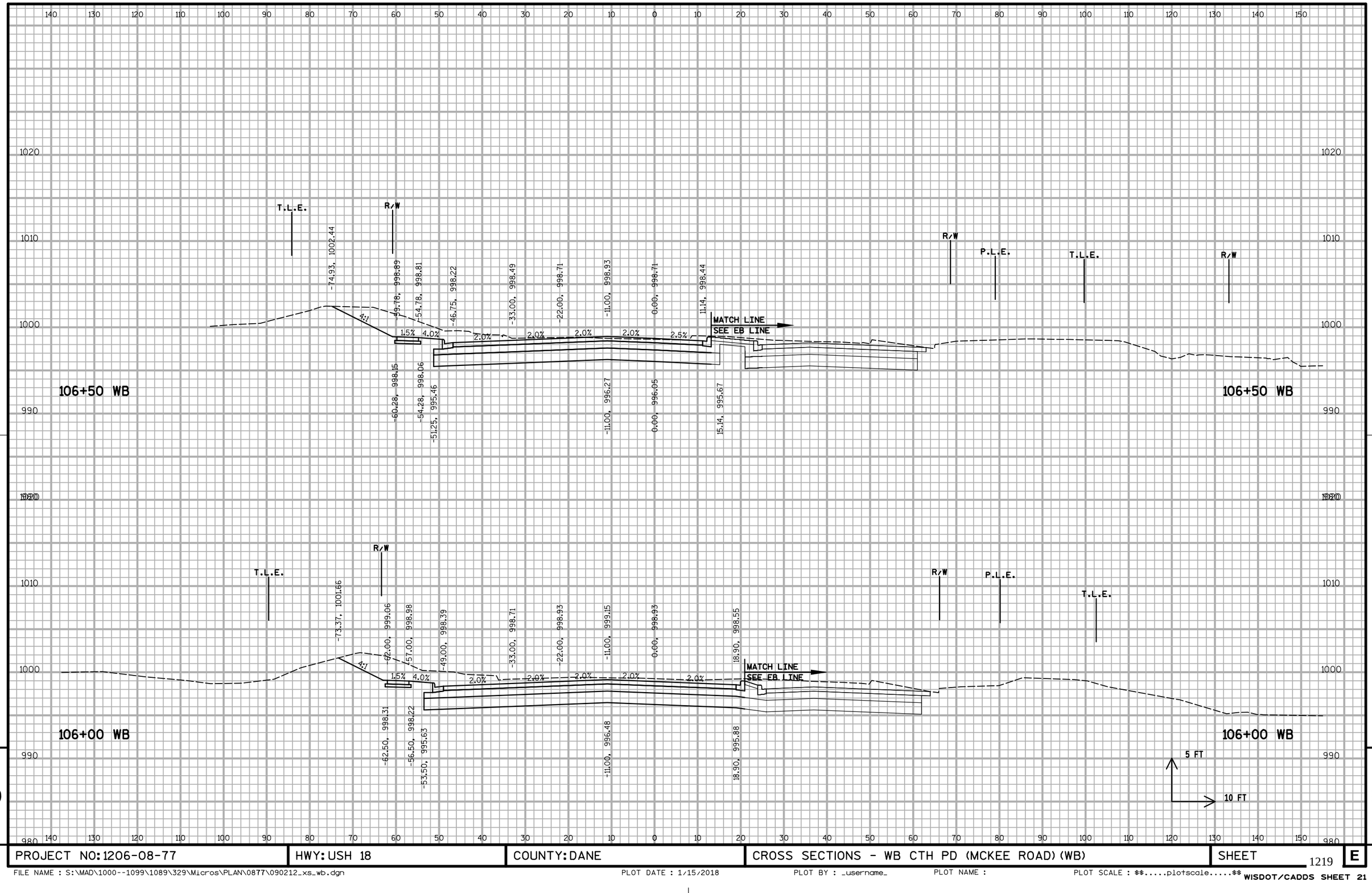
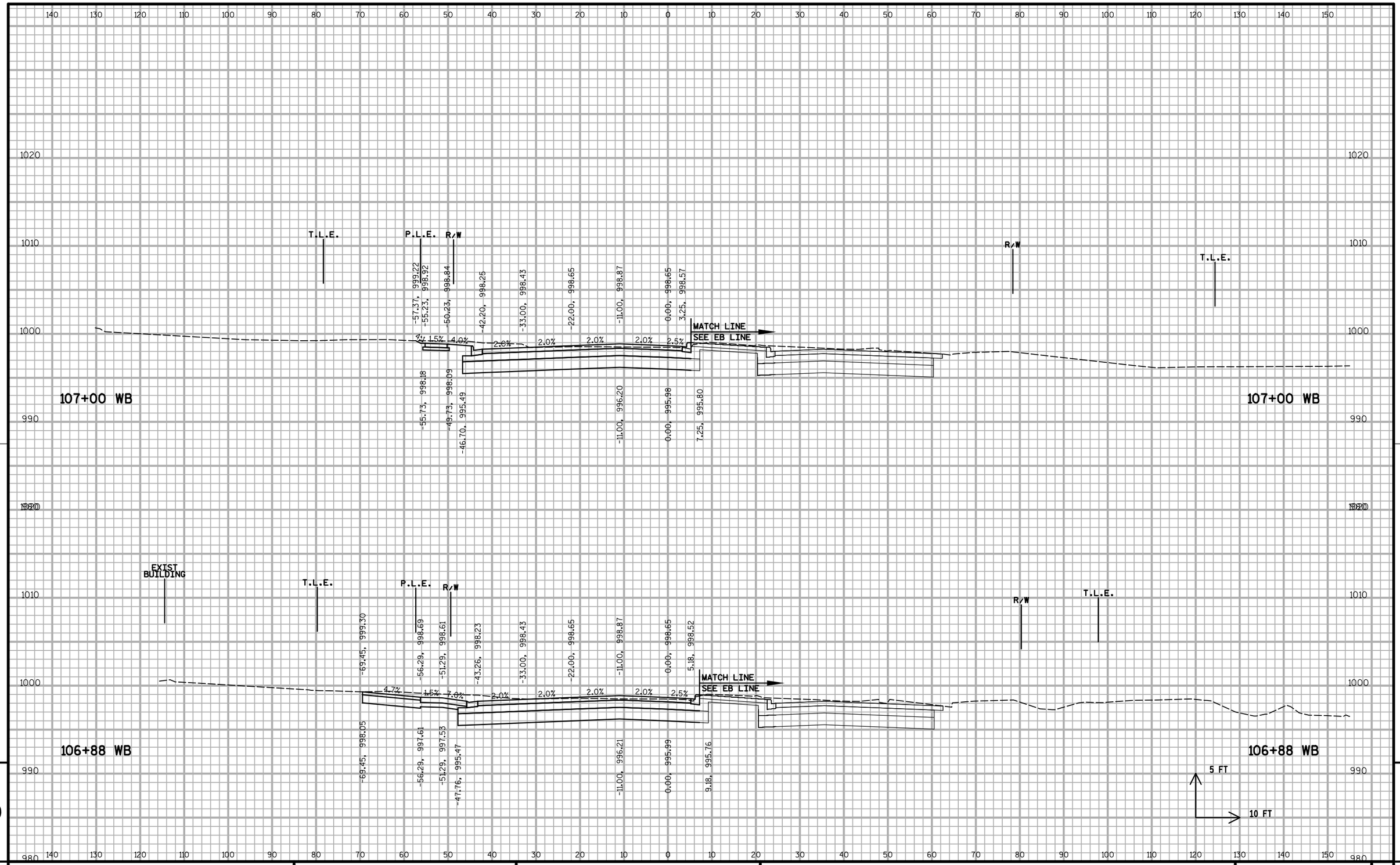
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1218	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1219	E



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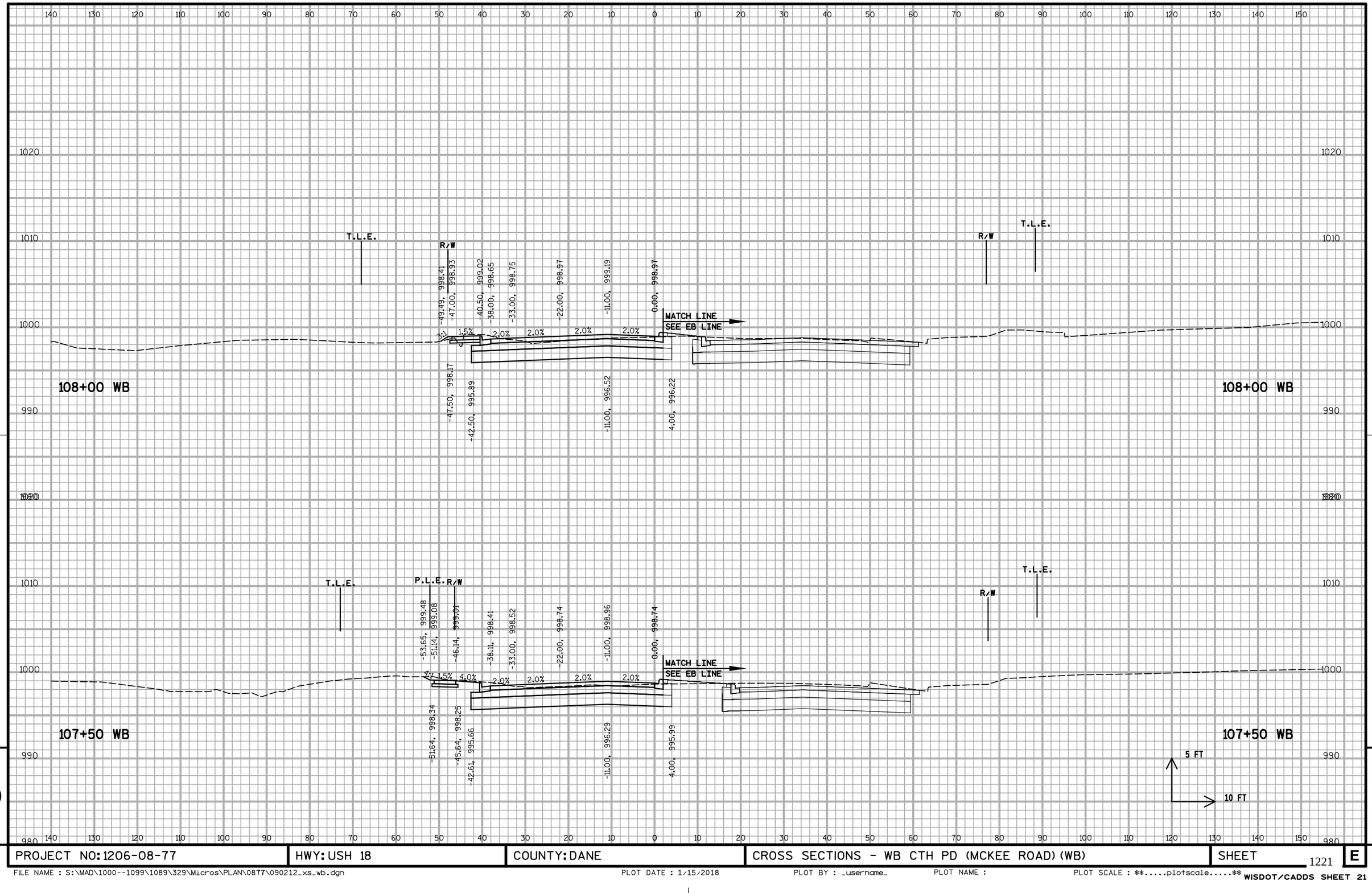
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1220	E

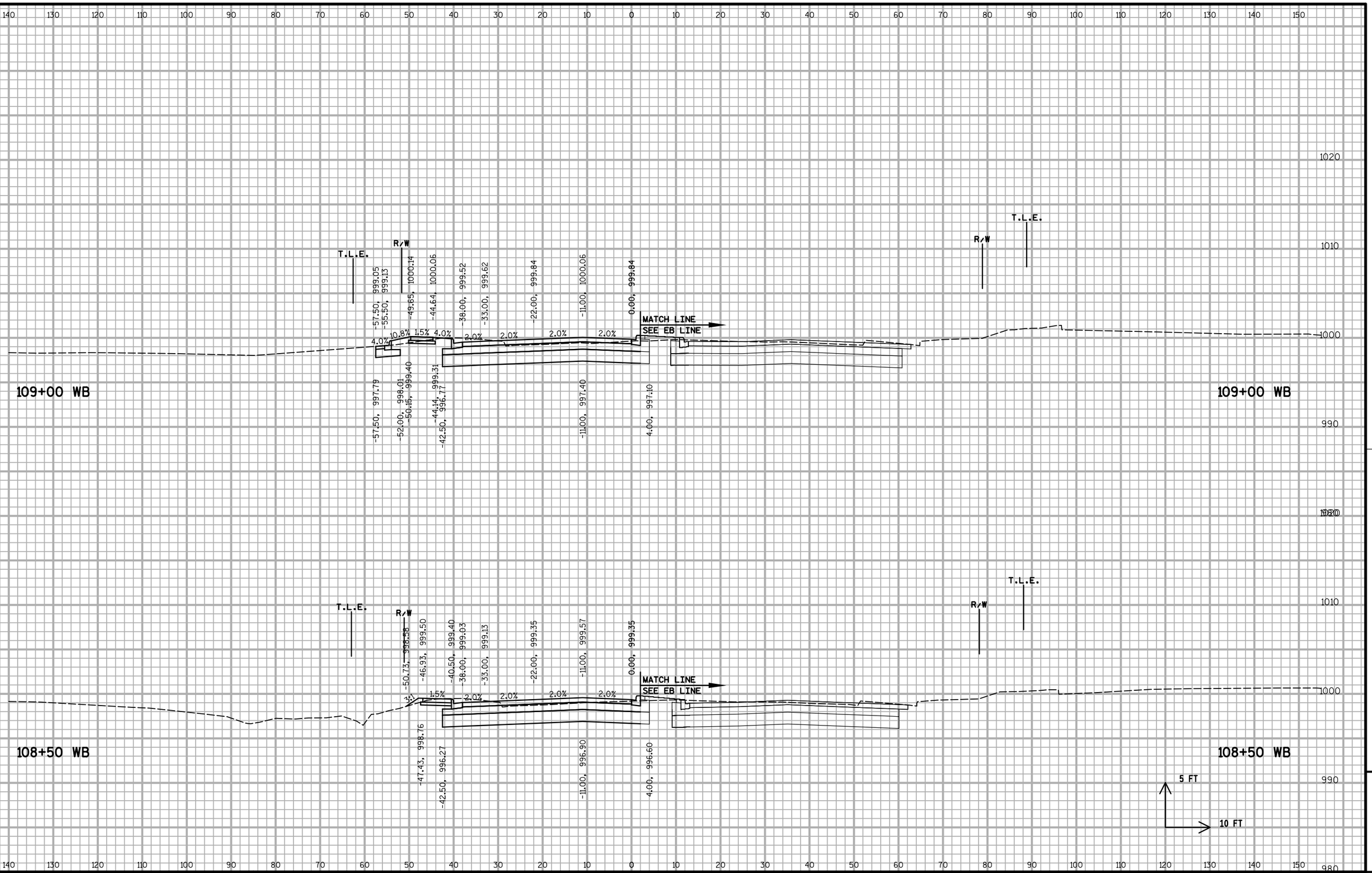
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1221	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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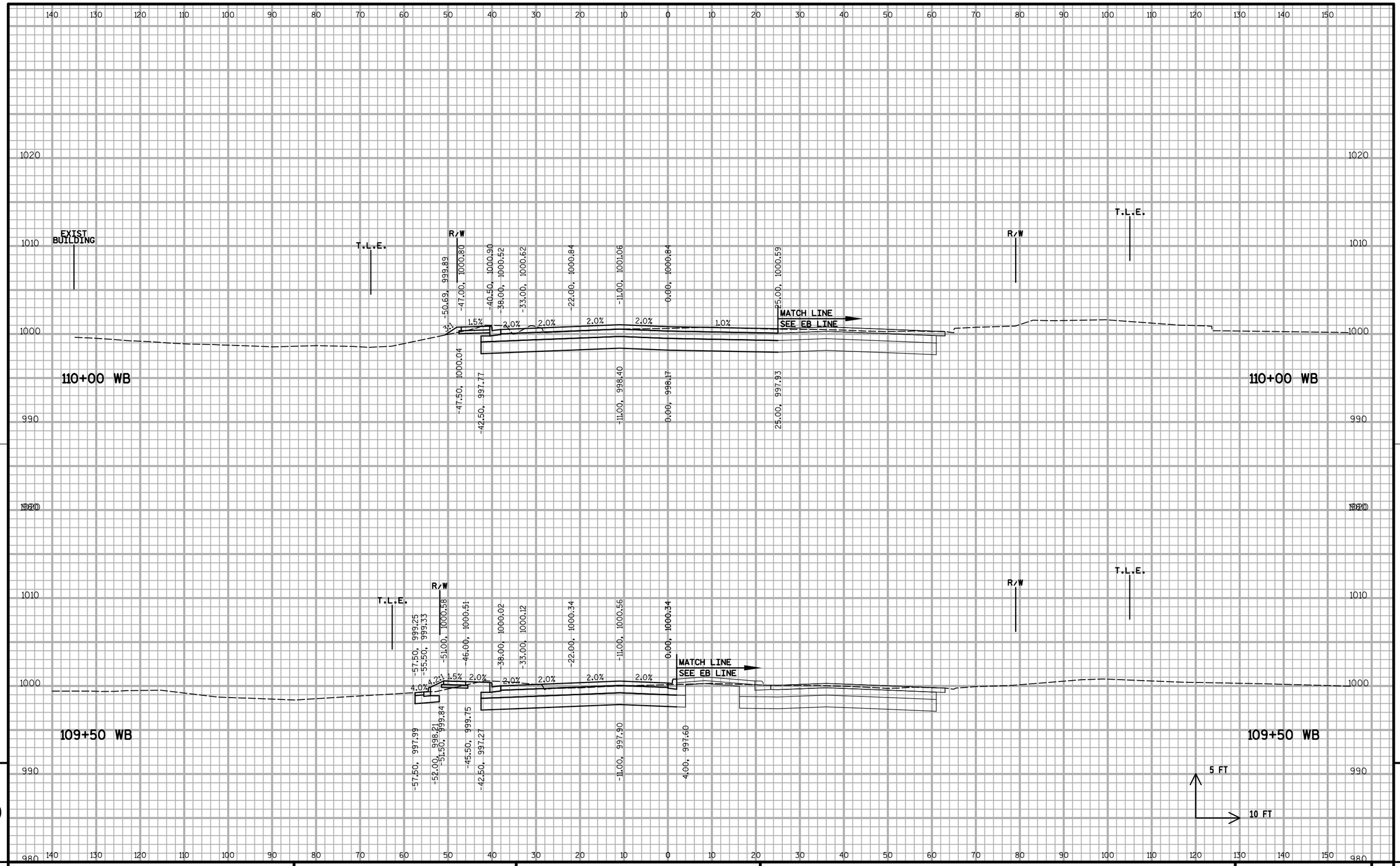
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1222	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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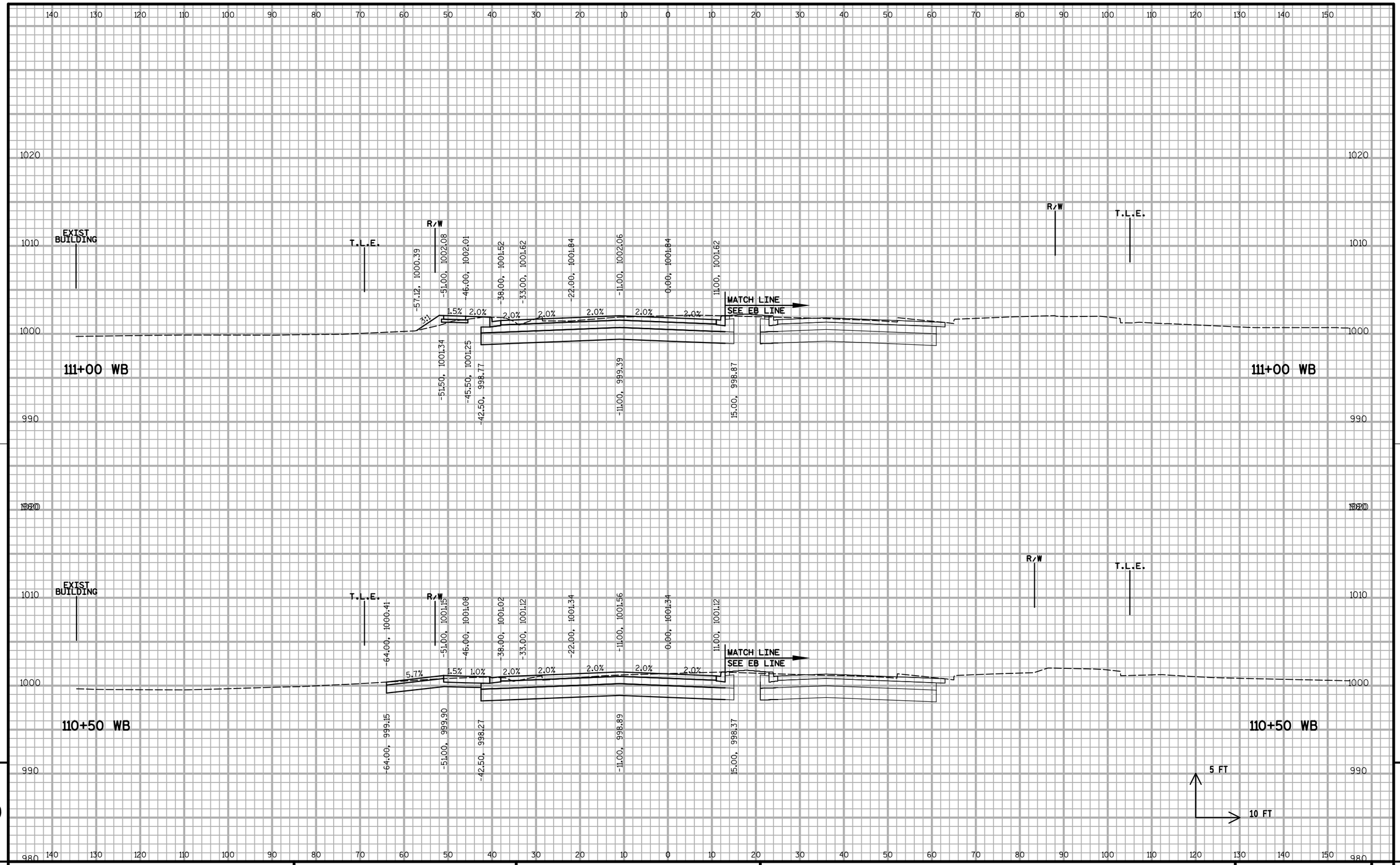
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1223	E

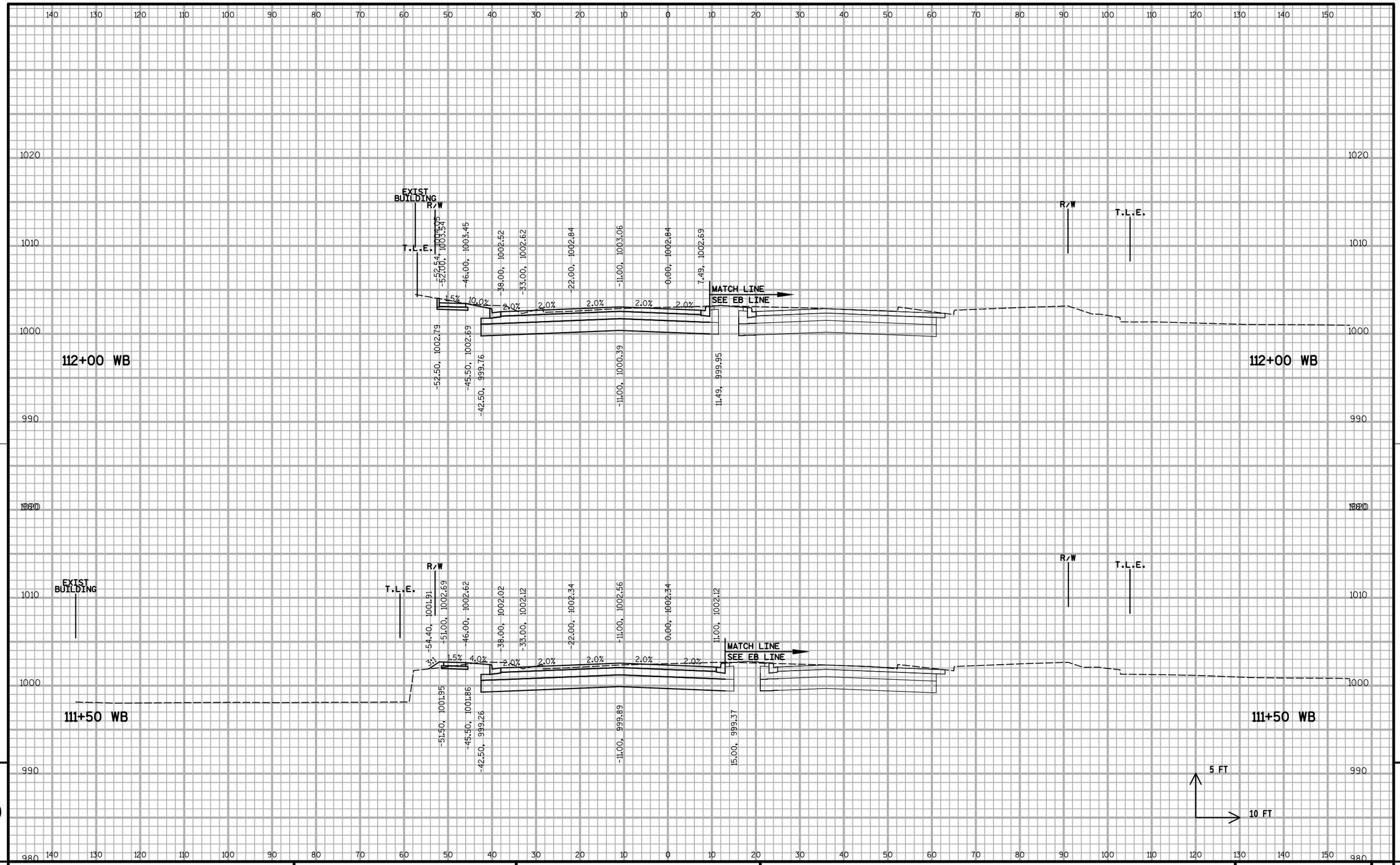
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1224 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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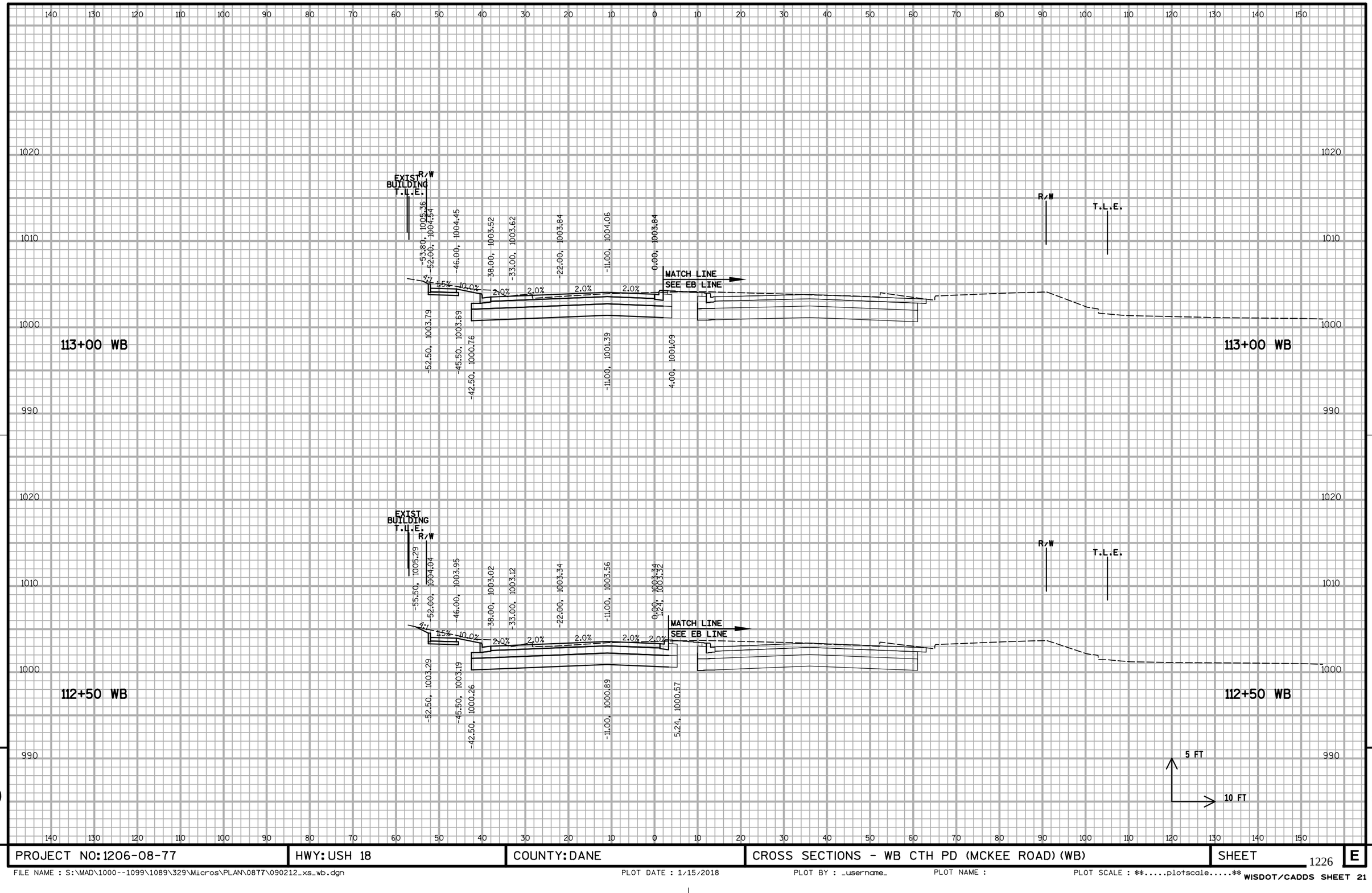
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1225	E

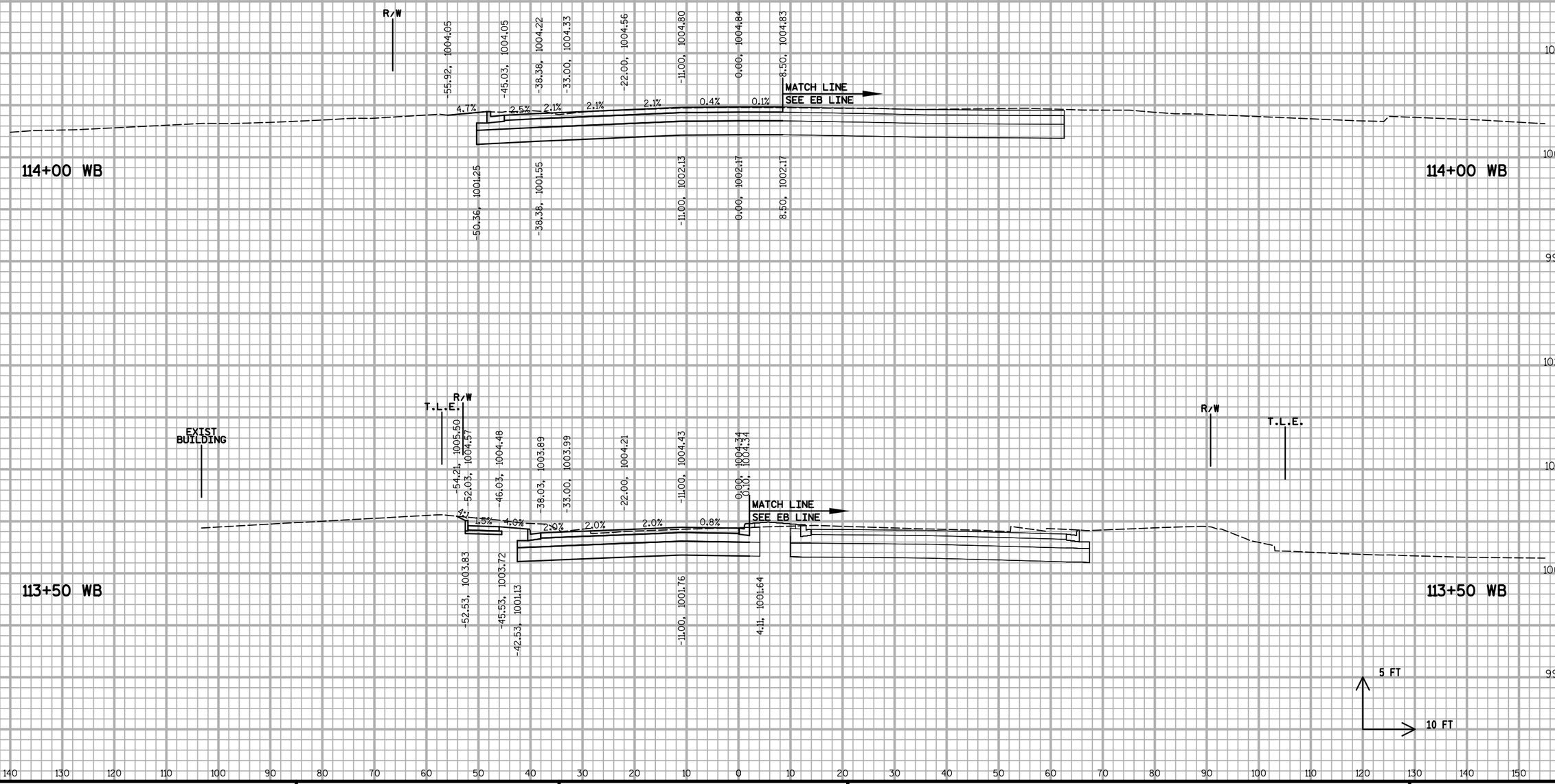
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1226	E

END CONSTRUCTION
STA. 115+70.6 WB



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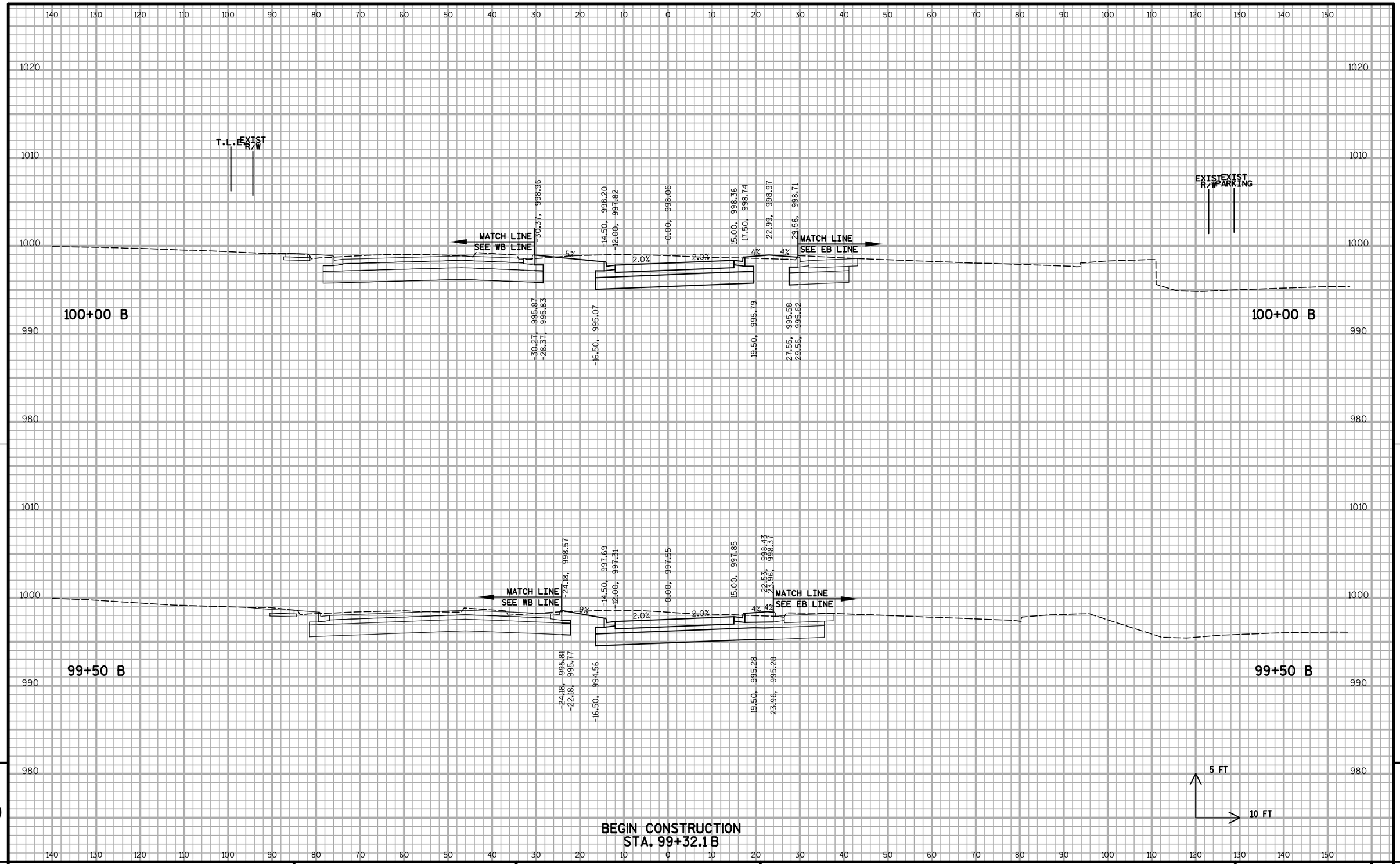
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - WB CTH PD (MCKEE ROAD) (WB)	SHEET 1227	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212_xs_wb.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



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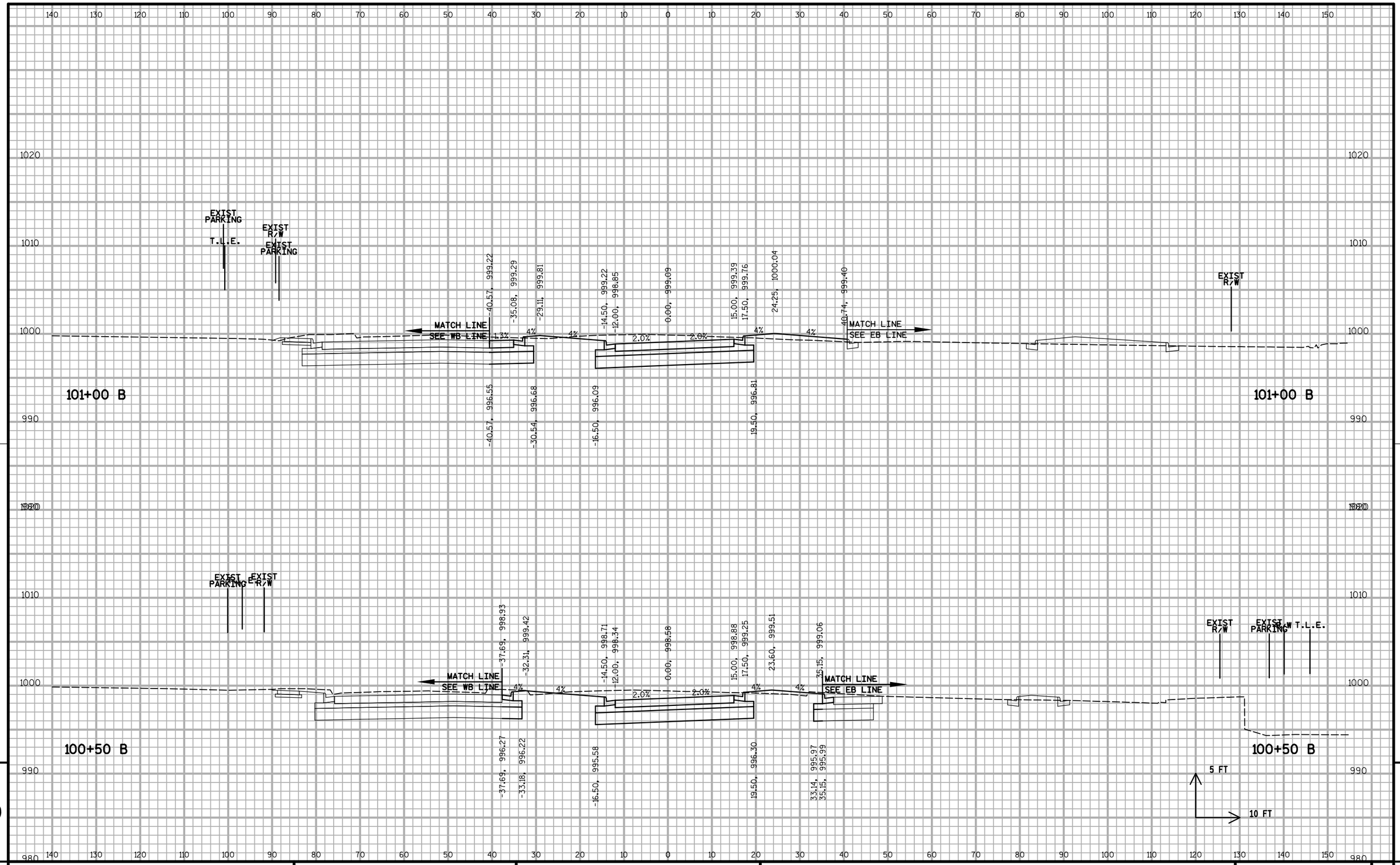
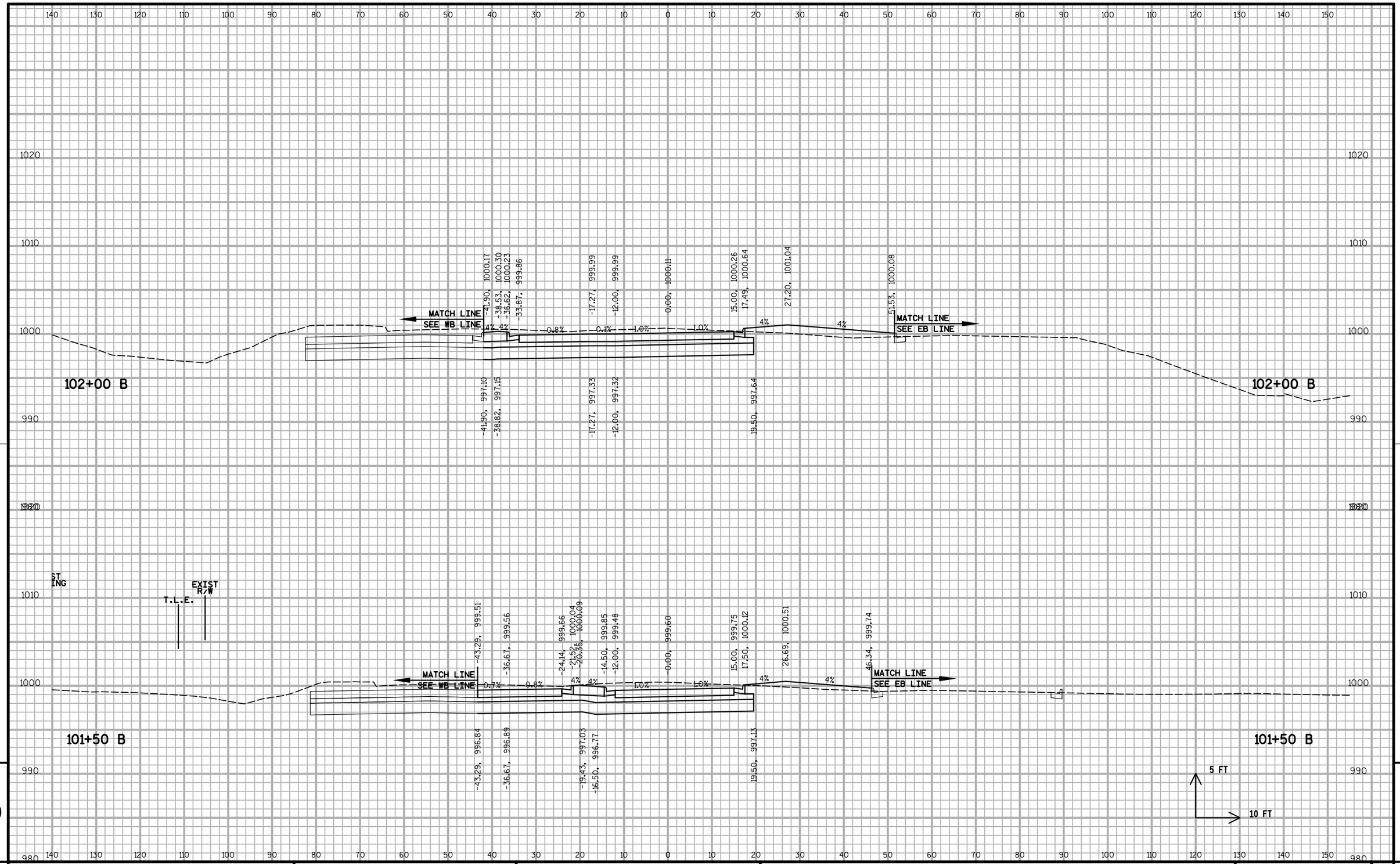
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN B RAMP (B)	SHEET 1228	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212a_xs_b spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

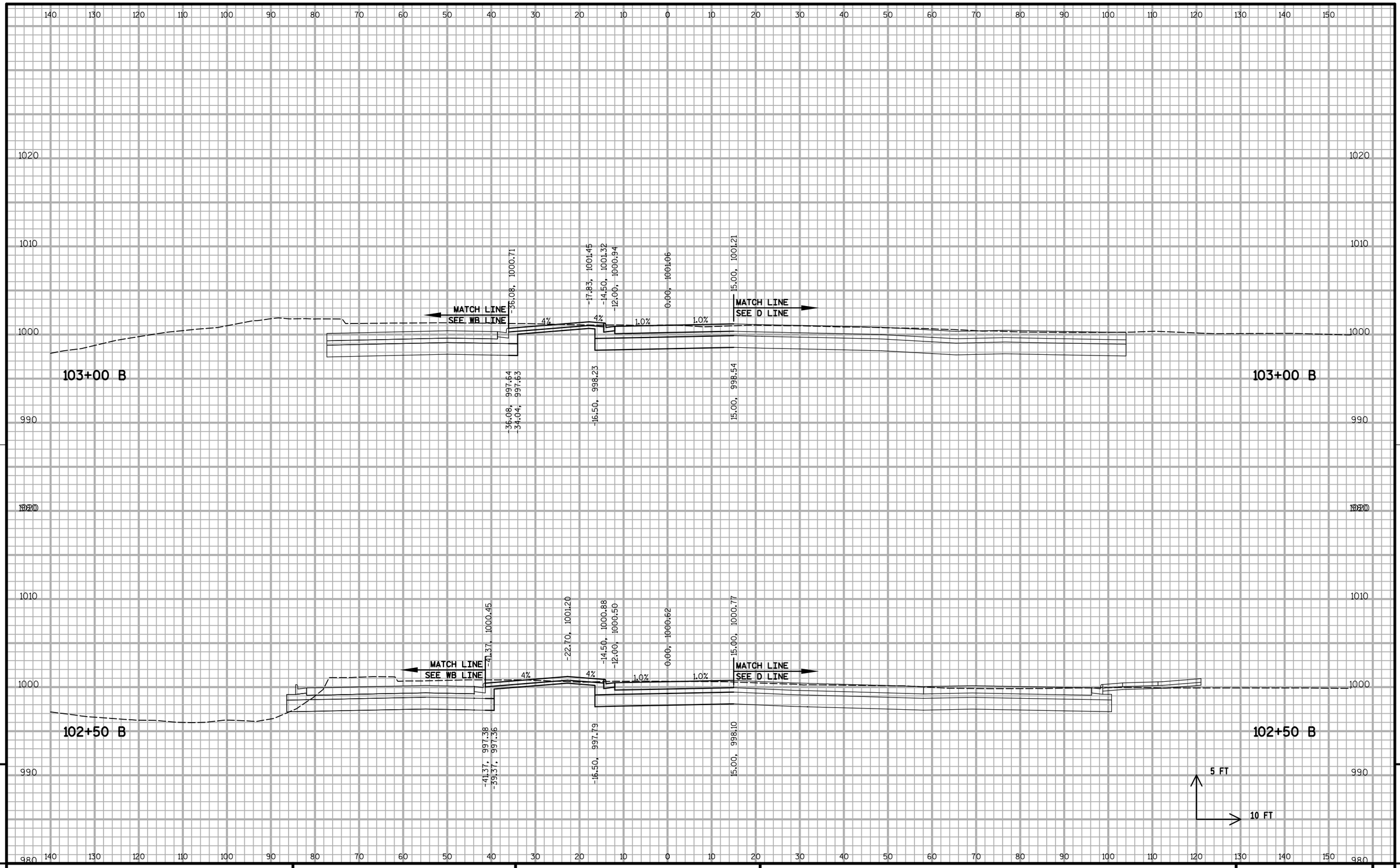


PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN B RAMP (B)	SHEET 1229 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212a_xs_b spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN B RAMP (B)	SHEET 1230	E



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN B RAMP (B)	SHEET 1231 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212a_xs_b spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

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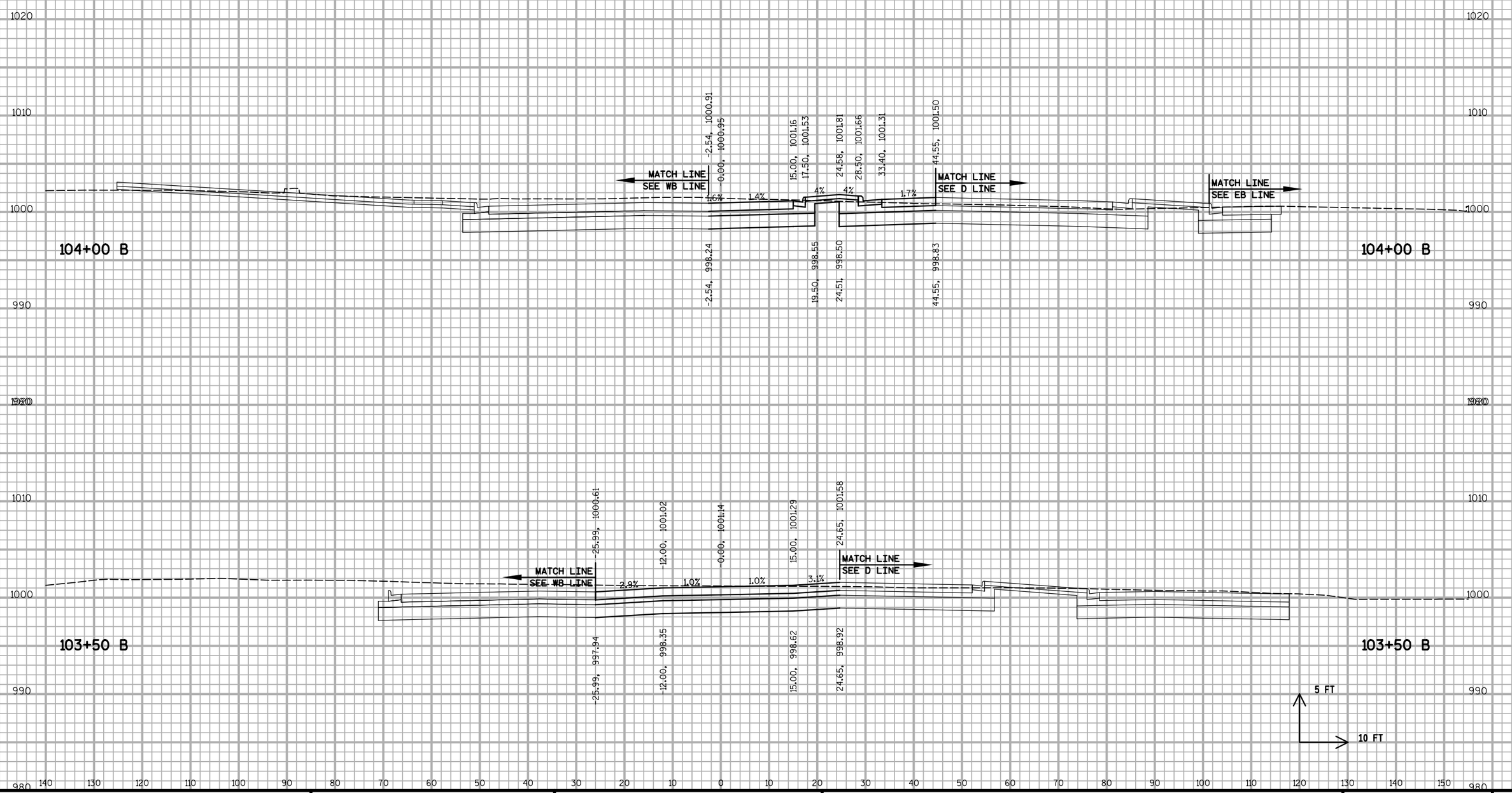
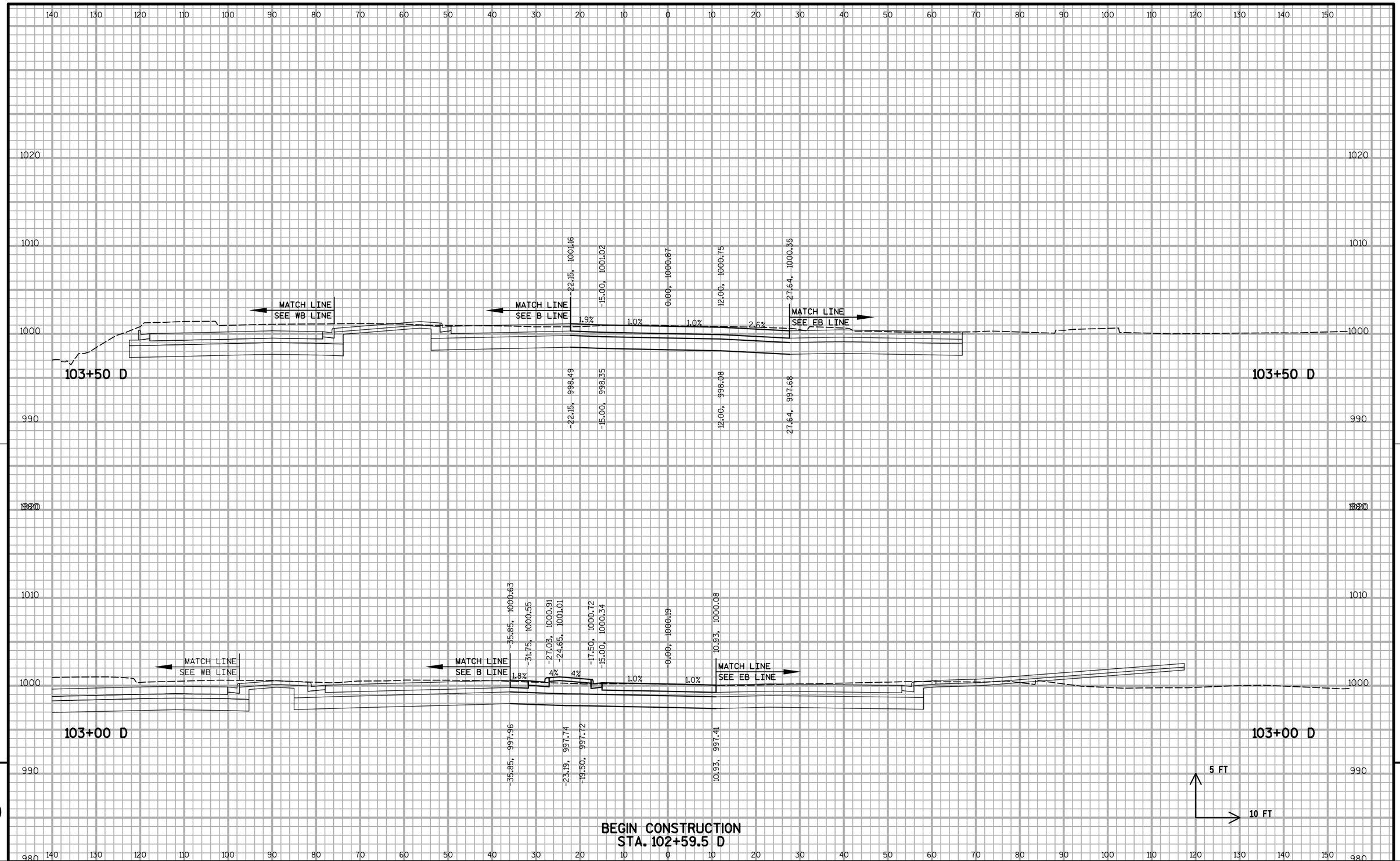
END CONSTRUCTION
STA. 104+22.1 B



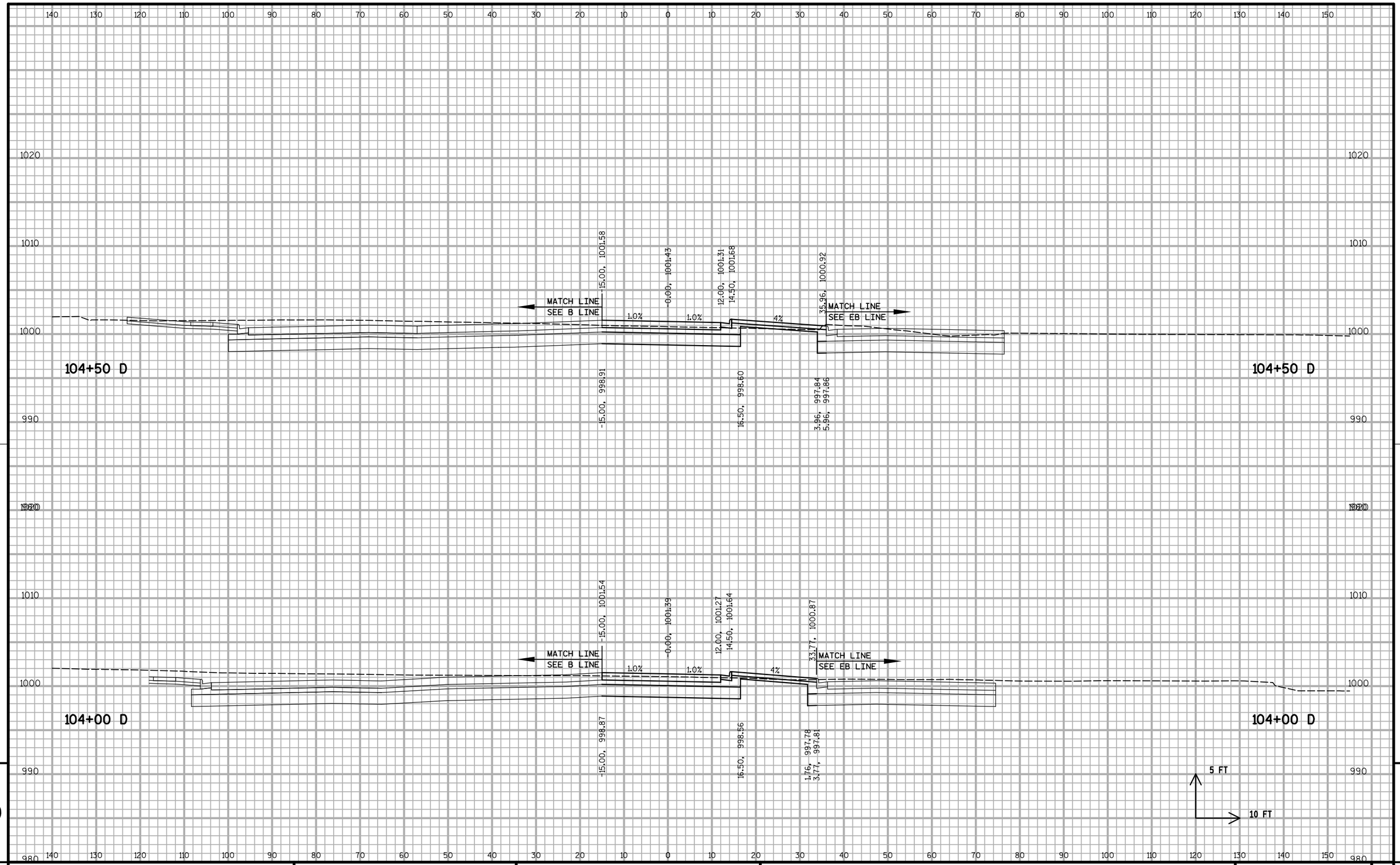
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN B RAMP (B)	SHEET 1232 E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212a_xs_b spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN D RAMP (D)	SHEET 1233	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212b_xs_d spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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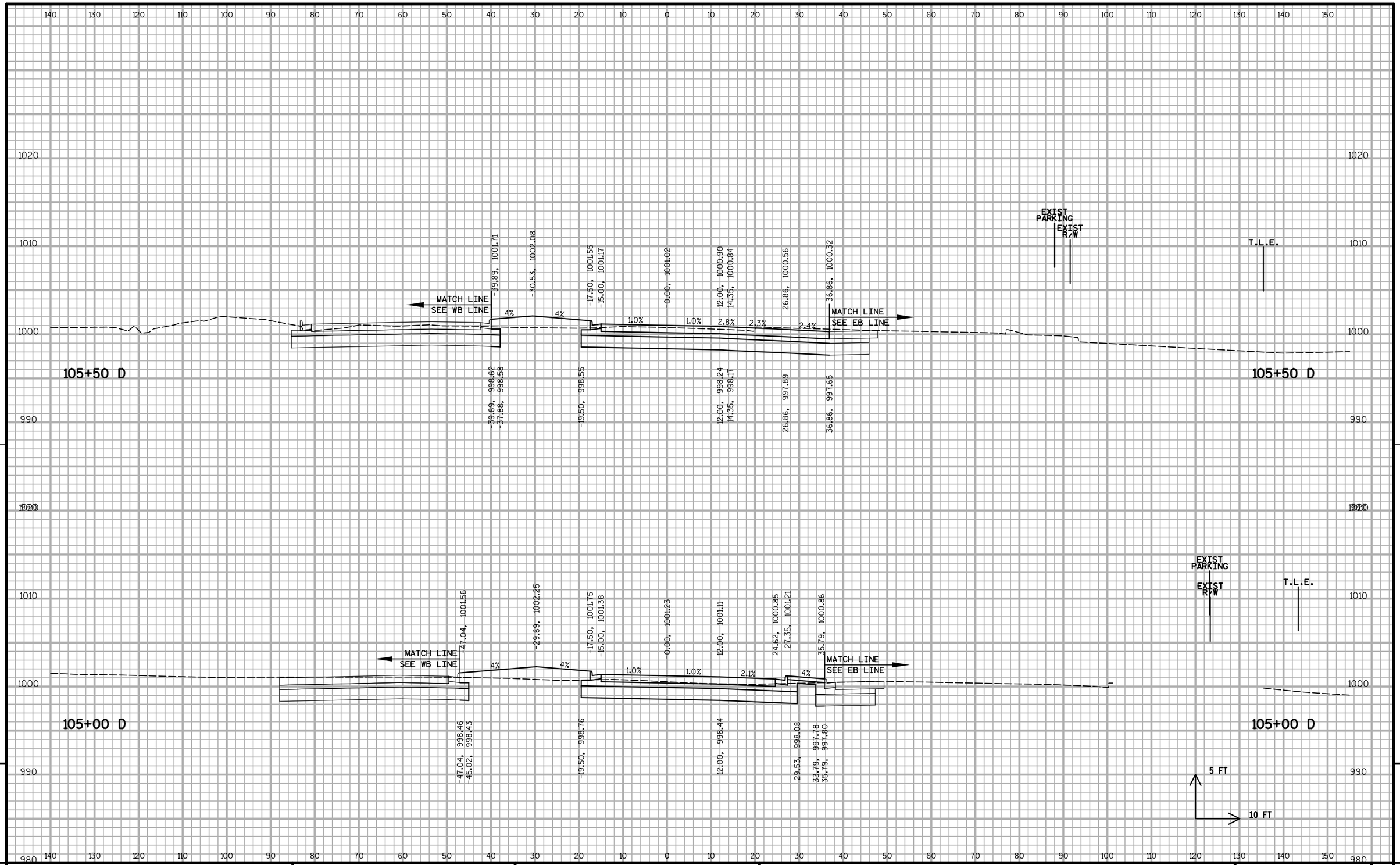
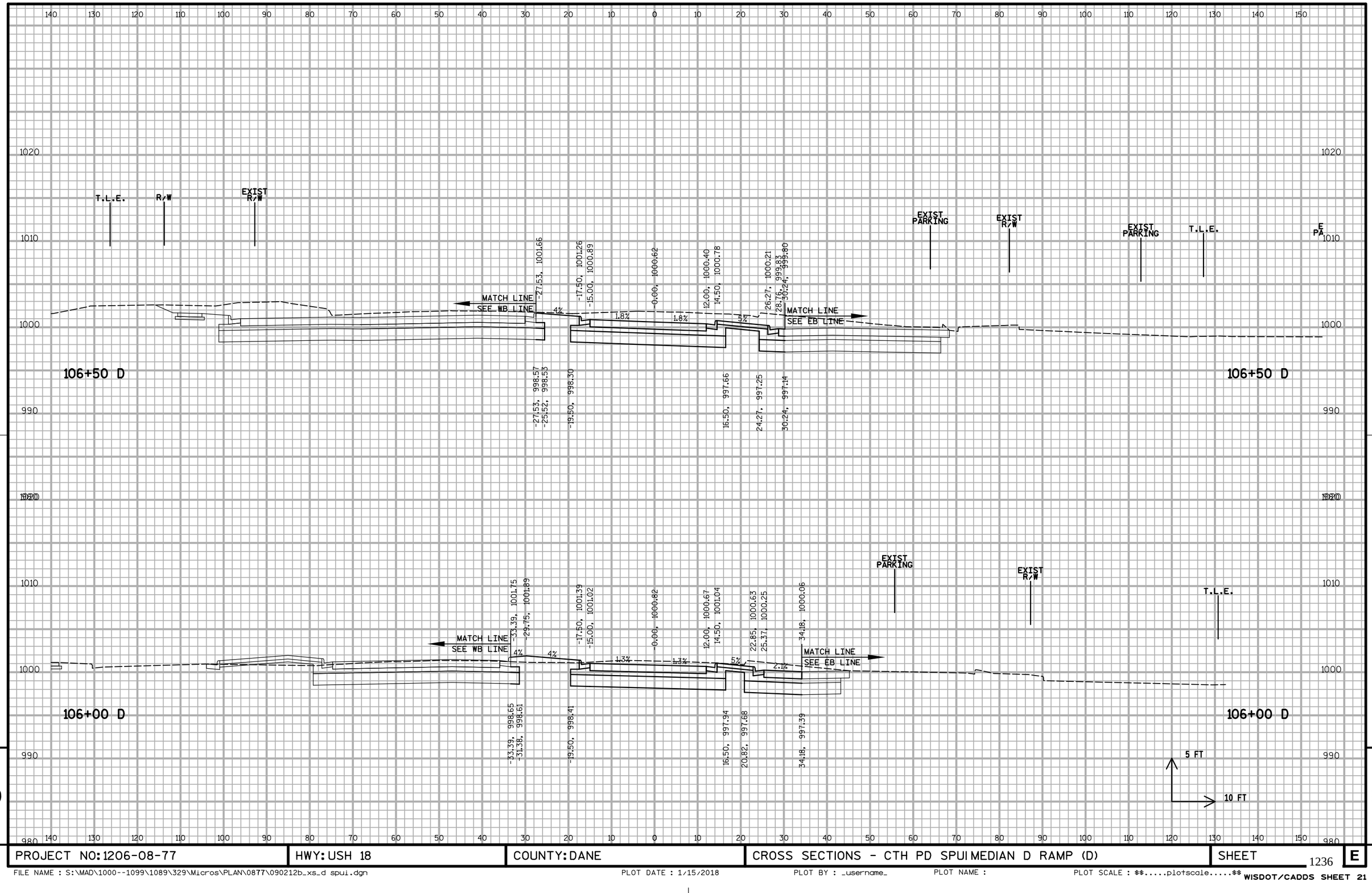
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN D RAMP (D)	SHEET 1234	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212b_xs_d spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



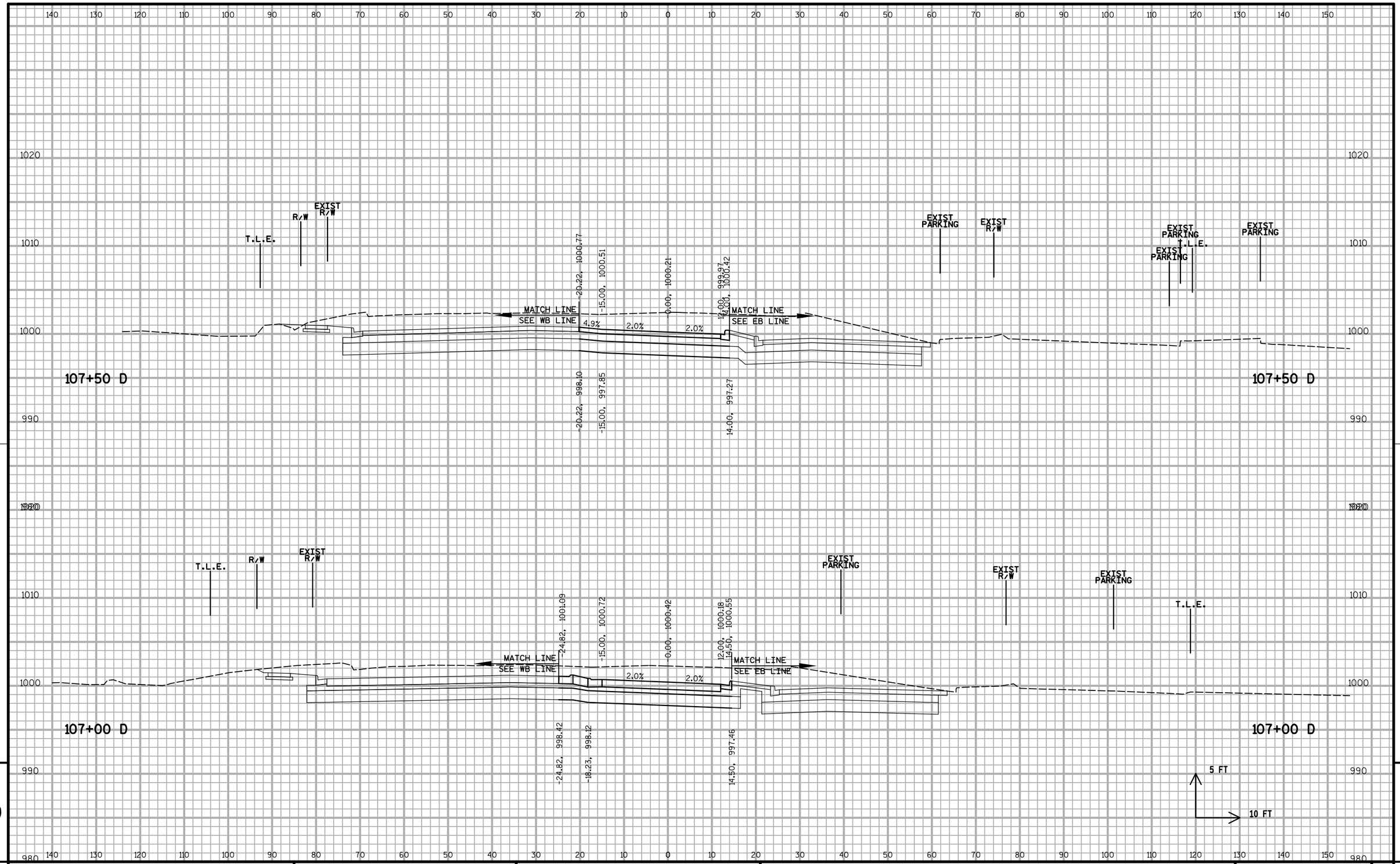
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN D RAMP (D)	SHEET 1235	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212b_xs_d spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN D RAMP (D)	SHEET 1236	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212b_xs_d spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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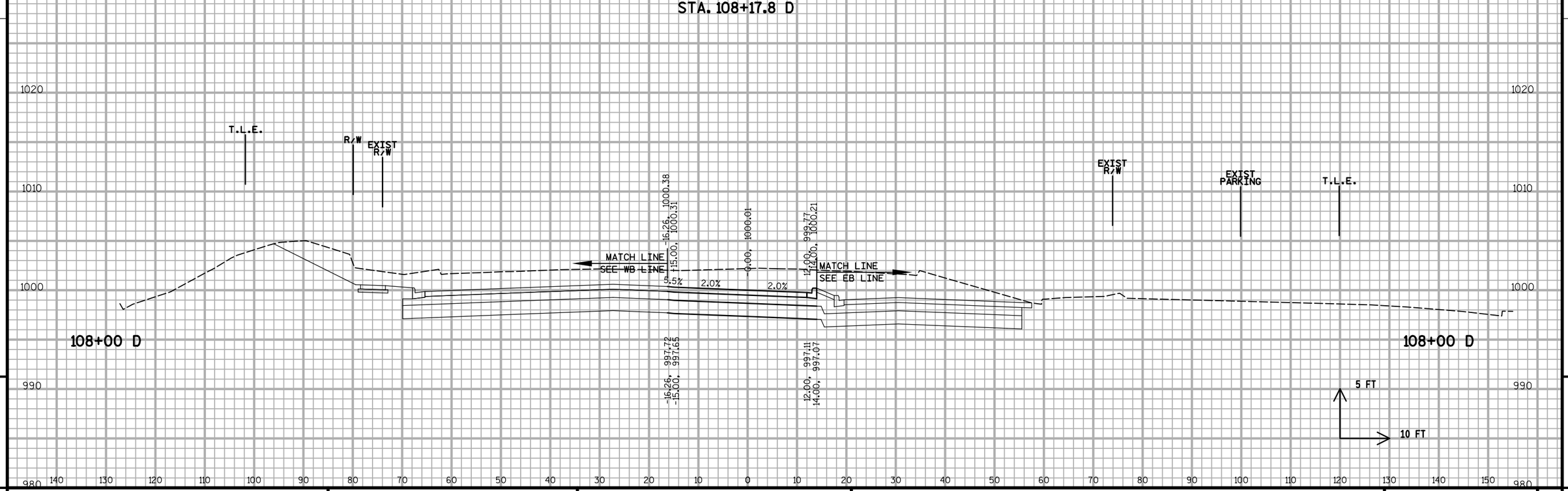
PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN D RAMP (D)	SHEET 1237	E

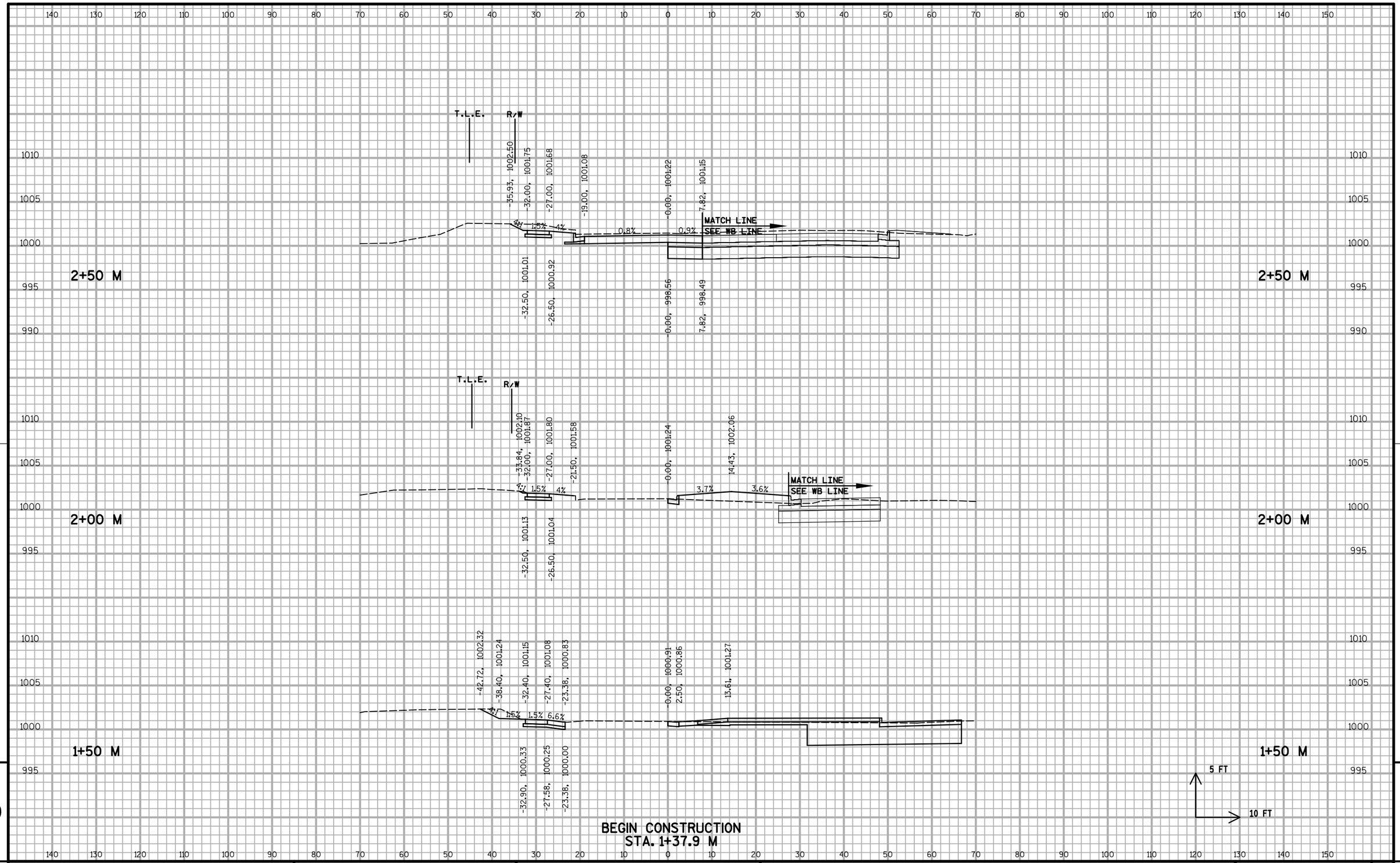
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212b_xs_d spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

BEGIN CONSTRUCTION
STA. 108+17.8 D



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - CTH PD SPUI MEDIAN D RAMP (D)	SHEET 1238	E

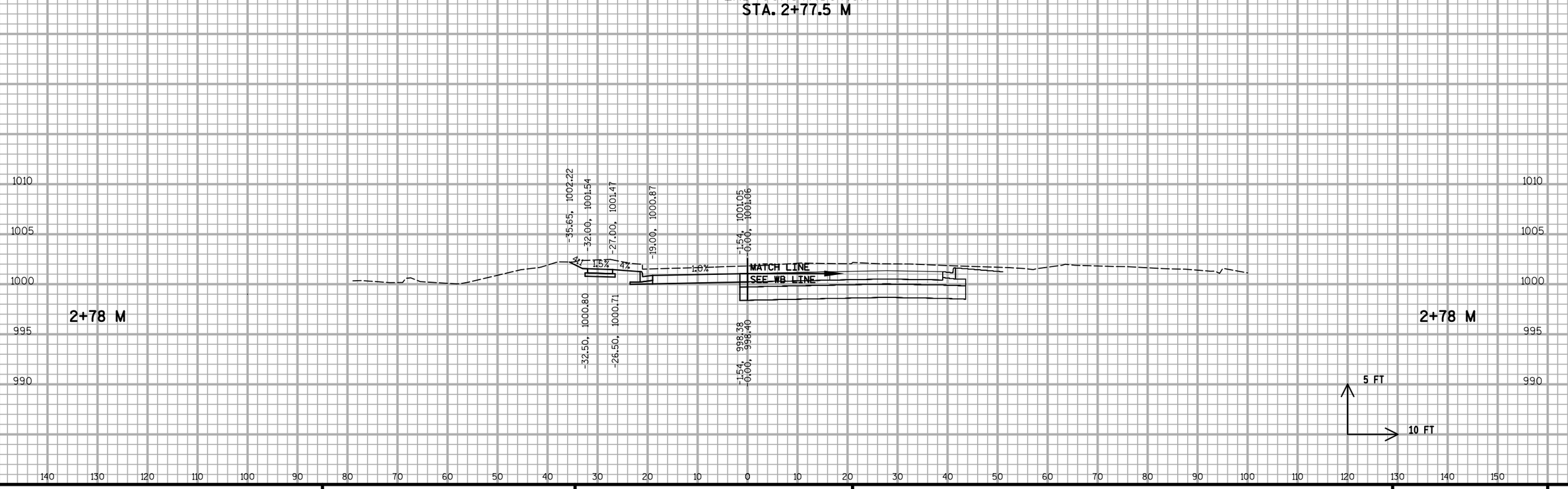
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090212b_xs_d spui.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - M RAMP (M)	SHEET 1239	E

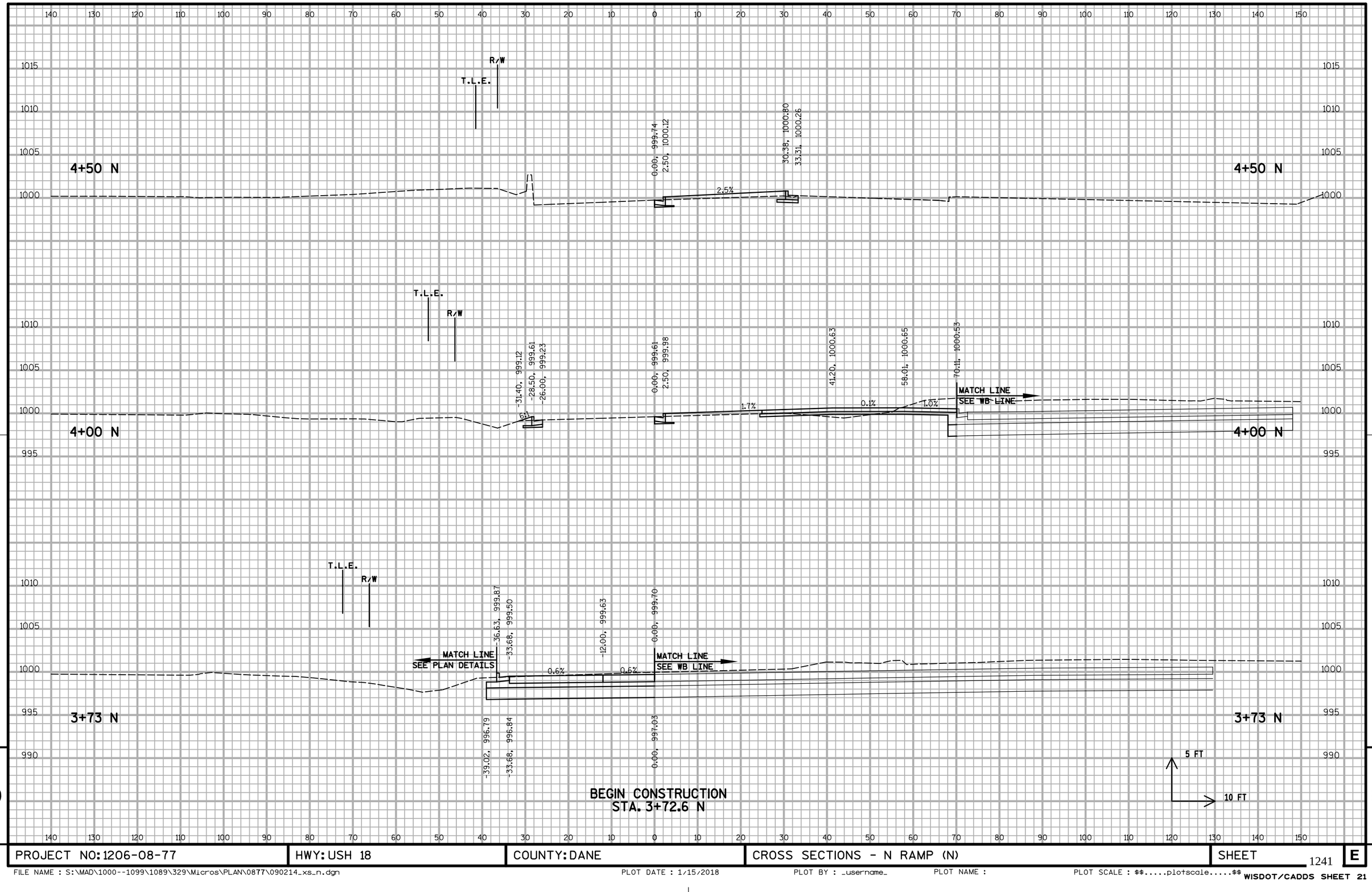
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090213_xs_m.dgn PLOT DATE : 1/23/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 2+77.5 M



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - M RAMP (M)	SHEET 1240	E

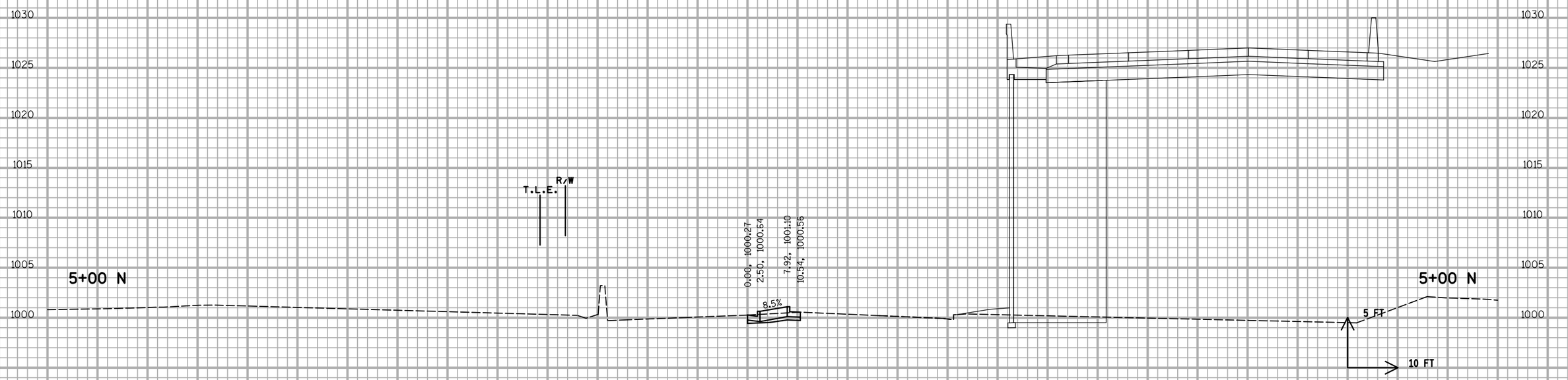
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090213_xs_m.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - N RAMP (N)	SHEET 1241	E

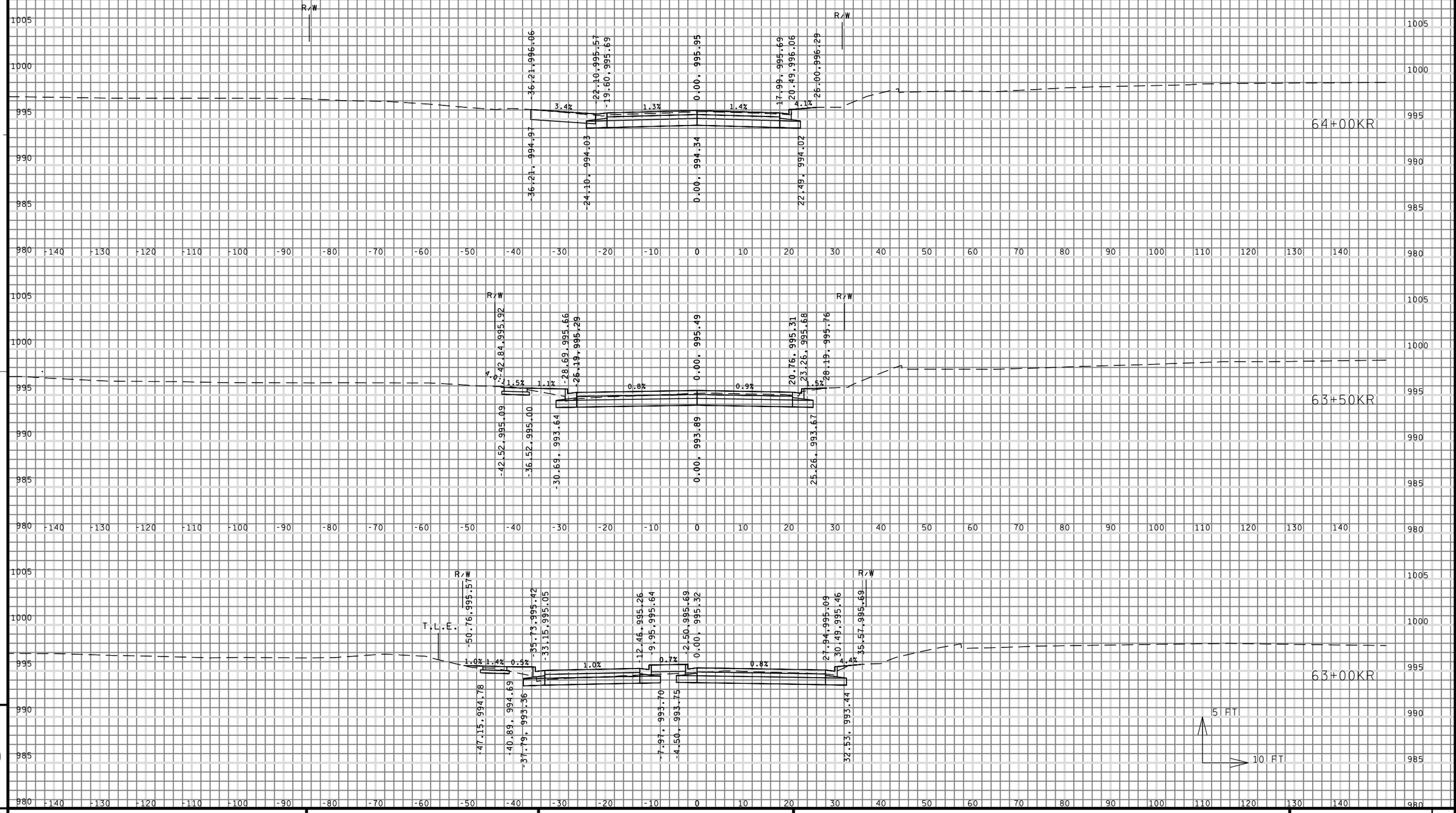
FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090214_xs_n.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 5+13.3 N



PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - N RAMP (N)	SHEET 1242	E

FILE NAME : S:\MAD\1000--1099\1089\329\Micros\PLAN\0877\090214_xs_n.dgn PLOT DATE : 1/15/2018 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



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PROJECT NO: 1206-08-77	HWY: USH 18	COUNTY: DANE	CROSS SECTIONS - KAPEC ROAD (KR)	SHEET 1243 E

FILE NAME : G:\STRAND\12018-000\CIVIL 3D\SHEETSPLAN\CROSS SECTIONS\090201_XS_KR-77.DWG PLOT DATE : 12/22/2017 PLOT BY : KL ENGINEERING PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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