MAD

FEBRUARY 2020

PROJECT ID: 5849-02-02/03

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 = 532

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5849-02-02	WISC 2020038	1
5849-02-03	—	—

C FITCHBURG, MCKEE ROAD

(COMMERCE PARK DR TO SEMINOLE HWY)

CTH PD

DANE COUNTY

STATE PROJECT NUMBER
5849-02-02

C FITCHBURG, MCKEE ROAD

(COMMERCE PARK DR TO SEMINOLE HWY)

CTH PD

DANE COUNTY

STATE PROJECT NUMBER
5849-02-03

N

DESIGN DESIGNATION

A.A.D.T.	=	29,900 (2020)
A.A.D.T.	=	32,200 (2040)
D.H.V.	=	3,190
D.D.	=	59/41
T.	=	5.3%
DESIGN SPEED	=	45 MPH
ESALS	=	3,900,000

CONVENTIONAL SYMBOLS

PLAN

- 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
- HIGH VOLTAGE (CAUTION)

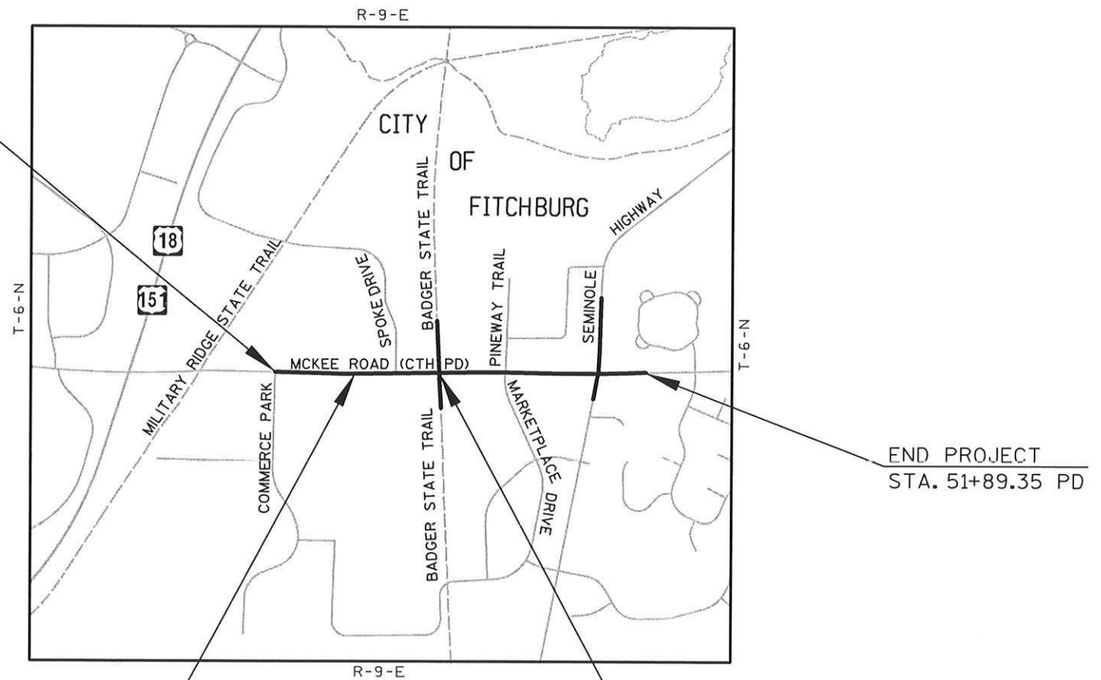
PROFILE

- 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 PROJECT
STA. 14+45.60 PD
Y = 461,237.68
X = 798,896.90



END PROJECT
STA. 51+89.35 PD

STRUCTURES
R-13-330, R-13-331

STRUCTURES
B-13-866, R-13-332, R-13-333

LAYOUT
SCALE 0 500 FEET

TOTAL NET LENGTH OF CENTERLINE = 0.709 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: 7-31-2019 _____ PRINCIPAL ENGINEER

ORIGINAL PLANS PREPARED BY:

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

WISCONSIN
JARED D. ENGELKE
E-42498
MADISON
WI
PROFESSIONAL ENGINEER
7.31.19

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	Strand Associates, Inc.
Designer	Strand Associates, Inc.
WisDOT Project Manager	Mark Westerveld, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 7/29/2019 Mark Westerveld (Signature)

E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\010101_ti.dgn

PLOT DATE : 7/25/2019

PLOT BY : _username_

PLOT NAME :

PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 10

2

CITY OF FITCHBURG CONTACT

BILL BALKE, P.E.
5520 LACY ROAD
FITCHBURG, WI 53711
(608) 270-4264
E-MAIL: bill.balke@fitchburgwi.gov

DESIGNER CONTACT

JARED ENGELKE, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
(608) 251-4843
E-MAIL: jared.engelke@strand.com

WISDOT REGION DESIGN CONTACT

MARK WESTERVELD, P.E.
2101 WRIGHT STREET
MADISON, WI 53704
(608) 246-5355
E-MAIL: mark.westerveld@dot.wi.gov

DNR LIAISON

ERIC HEGGELUND
SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3485
E-MAIL: eric.heggelund@wisconsin.gov

UTILITIES

* AT&T WISCONSIN
ATTENTION: CAROL ANASON
316 W. WASHINGTON AVENUE
MADISON, WI 53701
OFFICE: (608) 252-2385
MOBILE: (608) 622-2079
E-MAIL: ca2624@att.com

* ATC MANAGEMENT, INC.
ATTENTION: MATT DOPP
5305 FEN OAK CT
MADISON, WI 53532
OFFICE: (608) 877-3525
MOBILE: (608) 225-5983
E-MAIL: mdopp@atcllc.com

* CHARTER COMMUNICATIONS
ATTENTION: LUKAS LACROSSE
2701 DANIELS STREET
MADISON, WI 53718
OFFICE: (608) 709-1562
E-MAIL: lukas.lacrosse@chartercom.com

* MCI METRO
ATTENTION: JOE GLISCZINSKI
15725 W. RYERSON ROAD
NEW BERLIN, WI 53151
OFFICE: (262) 782-7845
E-MAIL: joseph.glisczinski@verizon.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: ZACH TRZEBIATOWSKI
5520 LACY ROAD
FITCHBURG, WI 53711
OFFICE: (608) 270-4263
E-MAIL: zach.trzebiatowski@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: MARK BOHM
P.O. BOX 1231
MADISON, WI 53703
OFFICE: (608) 252-4730
E-MAIL: mbohm@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

* WINDSTREAM
ATTENTION: ERIC BECKER
314 N DANZ AVENUE
GREEN BAY, WI 54302-3526
OFFICE: (920) 461-9825
E-MAIL: eric.becker@windstream.com

* TDS TELECOM
ATTENTION: JERRY MYERS
525 JUNCTION ROAD
MADISON, WI 53717
OFFICE: (608) 664-4404
E-MAIL: jerry.myers@tdstlecom.com

* WISCONSIN INDEPENDENT NETWORK, LLC
ATTENTION: TODD ELLICKSON
4955 BULLIS FARM ROAD
EAU CLAIRE, WI 54701
OFFICE: (715) 832-7350
E-MAIL: todd.ellickson@wintechnology.com

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

* DENOTES DIGGERS HOTLINE MEMBER

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.

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.

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
TYPICAL EXISTING SECTIONS
TYPICAL FINISHED SECTIONS
CONSTRUCTION DETAILS (INCLUDING CURB RAMP DETAILS)
PLAN DETAILS
EROSION CONTROL
STORM SEWER REMOVALS
STORM SEWER
UTILITY PLAN
PLANTING/LANDSCAPING
EXISTING SIGNING
PERMANENT SIGNING & MARKING
LIGHTING
TEMPORARY TRAFFIC SIGNALS
TRAFFIC SIGNALS
TRAFFIC CONTROL
ALIGNMENT PLAN
CONTROL POINT DATA

REFERENCE LINE CALL OUTS

PD	CTH PD
EB	EASTBOUND CTH PD
WB	WESTBOUND CTH PD
SH	SEMINOLE HIGHWAY
BT	BADGER STATE TRAIL
NP	NORTH RETURN PATH
SP	SOUTH RETURN PATH
CP	COMMERCE PARK DRIVE
MP	MARKETPLACE DRIVE
SD	SPOKE DRIVE
SL	WESTBOUND CTH PD SLOTTED LEFT LANE

SCALE, FEET 0 150 300

N

CITY OF FITCHBURG

R-13-333

R-13-331

R-13-330

SPOKE DRIVE

BADGER STATE TRAIL

PINEWAY TRAIL

WINDSWEPT WAY

SEMINOLE HIGHWAY

SEMINOLE VILLAGE DETENTION POND

15+00 PD

20+00 PD

25+00 PD

30+00 PD

35+00 PD

40+00 PD

45+00 PD

50+00 PD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

COMMERCE PARK DRIVE

COMMERCE PARK DRIVE DETENTION POND

B-13-866

R-13-332

MARKETPLACE DRIVE

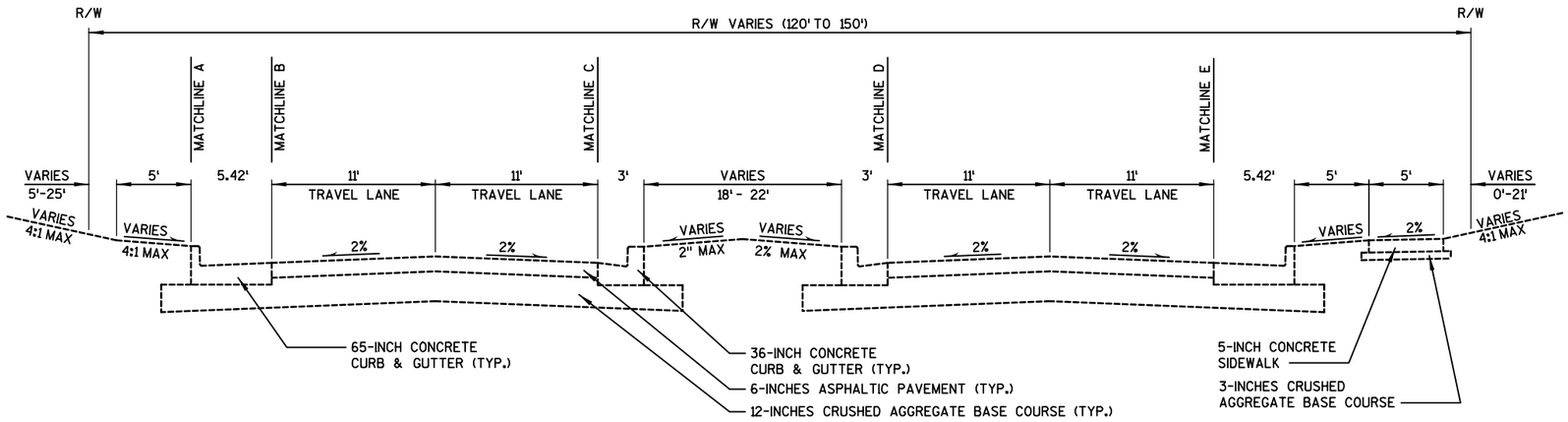
BEGIN PROJECT
STA. 14+45.60 PD
Y = 461,237.68
X = 798,896.90

END PROJECT
STA. 51+89.35 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROJECT OVERVIEW	SHEET 4	E

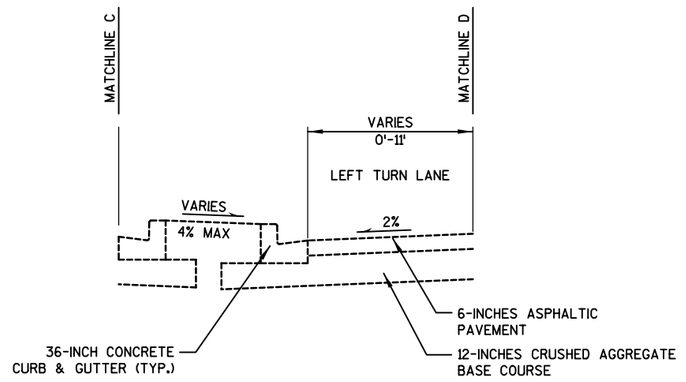
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\020201_po.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42



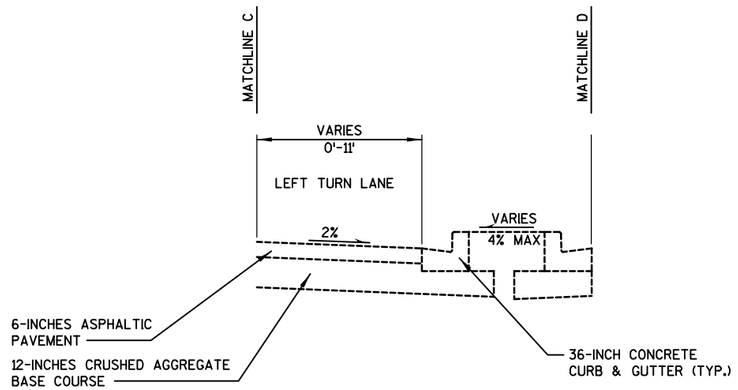
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO 51+89 PD



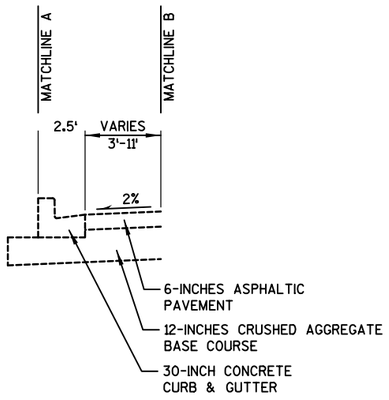
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 17+59 PD TO 19+95 PD
STA. 23+71 PD TO 26+06 PD
STA. 34+85 PD TO 37+08 PD
STA. 40+30 PD TO 46+31 PD



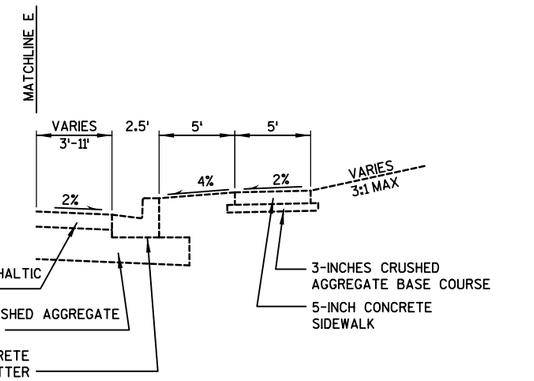
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO 18+76 PD
STA. 20+86 PD TO 24+69 PD
STA. 26+85 PD TO 29+11 PD
STA. 37+86 PD TO 40+23 PD
STA. 47+31 PD TO 50+09 PD



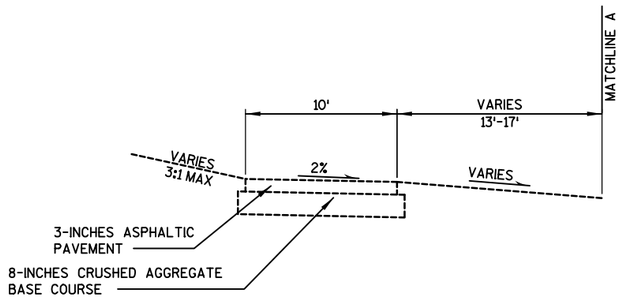
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO 16+55 PD
STA. 25+35 PD TO 25+90 PD
STA. 27+45 PD TO 28+60 PD
STA. 36+34 PD TO 37+02 PD
STA. 38+33 PD TO 39+96 PD
STA. 45+61 PD TO 46+40 PD
STA. 47+75 PD TO 49+32 PD



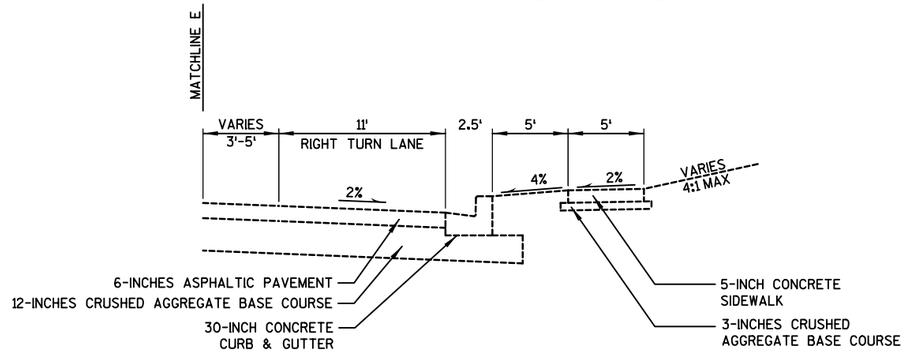
TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

STA. 35+09 PD TO 36+75 PD
STA. 38+06 PD TO 38+76 PD



TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

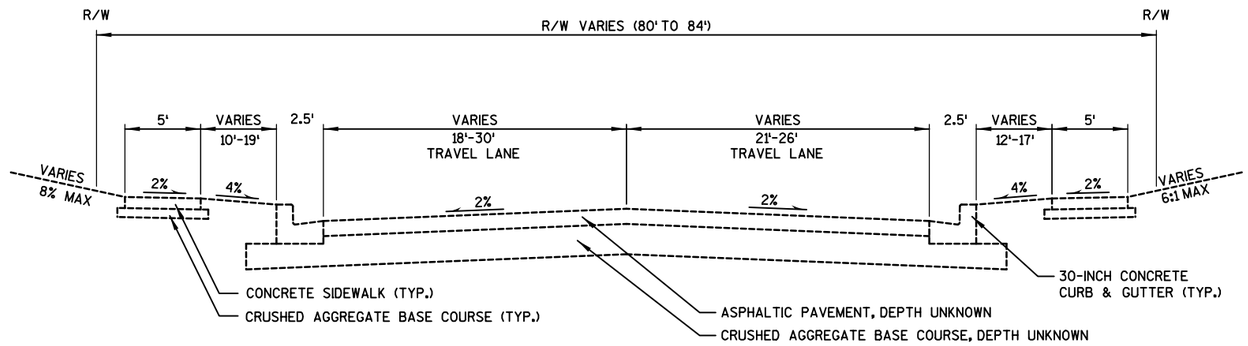
STA. 27+08 PD TO 30+89 PD



TYPICAL EXISTING SECTION - CTH PD (MCKEE ROAD)

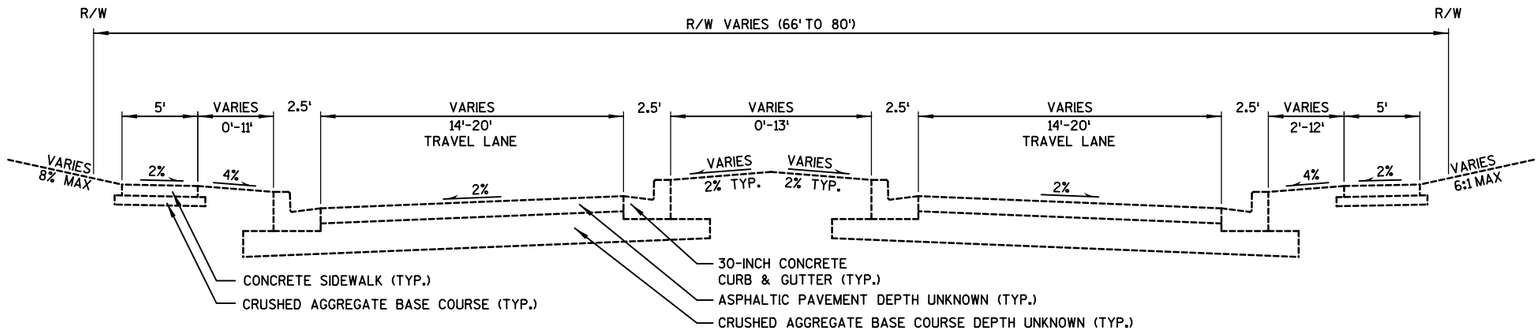
STA. 40+08 PD TO 45+68 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TYPICAL EXISTING SECTIONS - CTH PD (MCKEE ROAD)	SHEET 5	E



TYPICAL EXISTING SECTION - COMMERCE PARK DRIVE

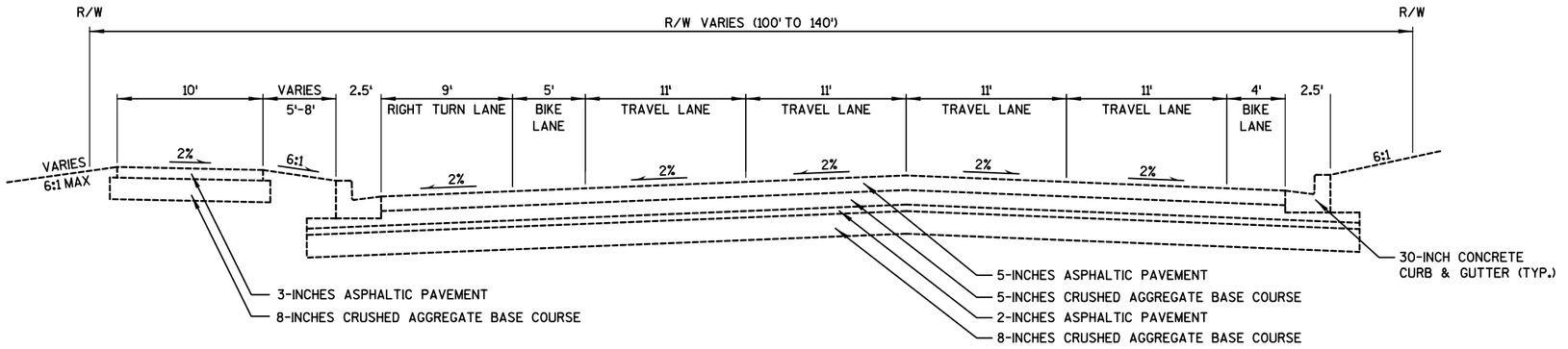
STA. 1+57 CP TO 3+42 CP



TYPICAL EXISTING SECTION - MARKETPLACE DRIVE/PINEWAY TRAIL

STA. 2+69 MP TO 3+08 MP
MCKEE ROAD INTERSECTION STA. 3+08 MP TO 4+65 MP
STA. 4+65 MP TO 4+92 MP

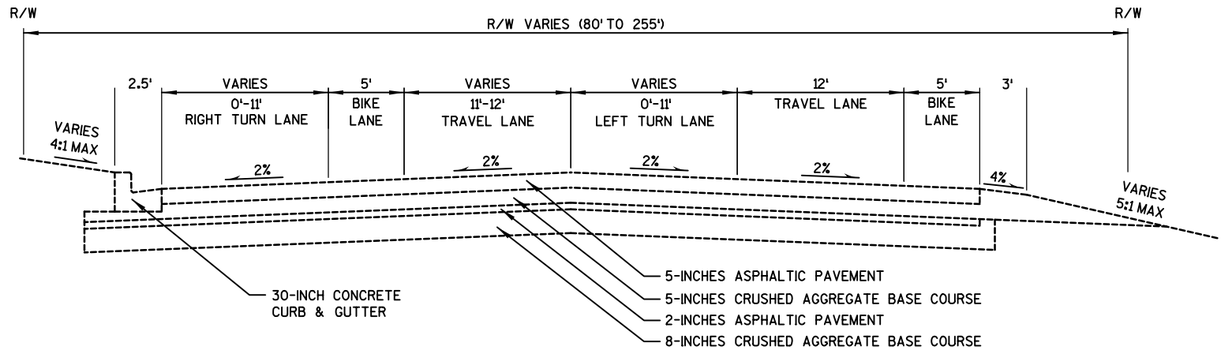
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TYPICAL EXISTING SECTIONS - SIDE ROADS	SHEET 6	E



TYPICAL EXISTING SECTION - SEMINOLE HIGHWAY

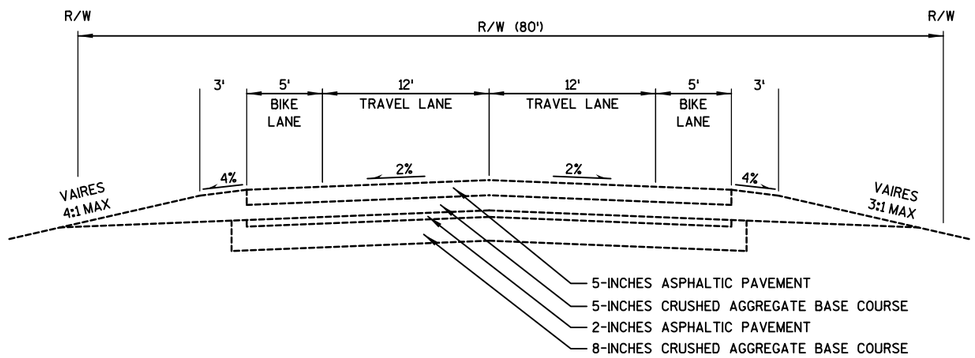
STA. 4+14 SH TO 6+07 SH

MCKEE ROAD INTERSECTION STA. 6+07 SH TO STA. 7+67 SH



TYPICAL EXISTING SECTION - SEMINOLE HIGHWAY

STA. 7+67 SH TO 9+24 SH



TYPICAL EXISTING SECTION - SEMINOLE HIGHWAY

STA. 9+24 SH TO 14+30 SH

Ⓐ TOPSOIL; SOD LAWN; FERTILIZER TYPE B

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

Ⓒ COLORED AND STAMPED CONCRETE 5-INCH

Ⓓ TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; MULCHING (SEE EROSION CONTROL PLANS FOR LOCATIONS)

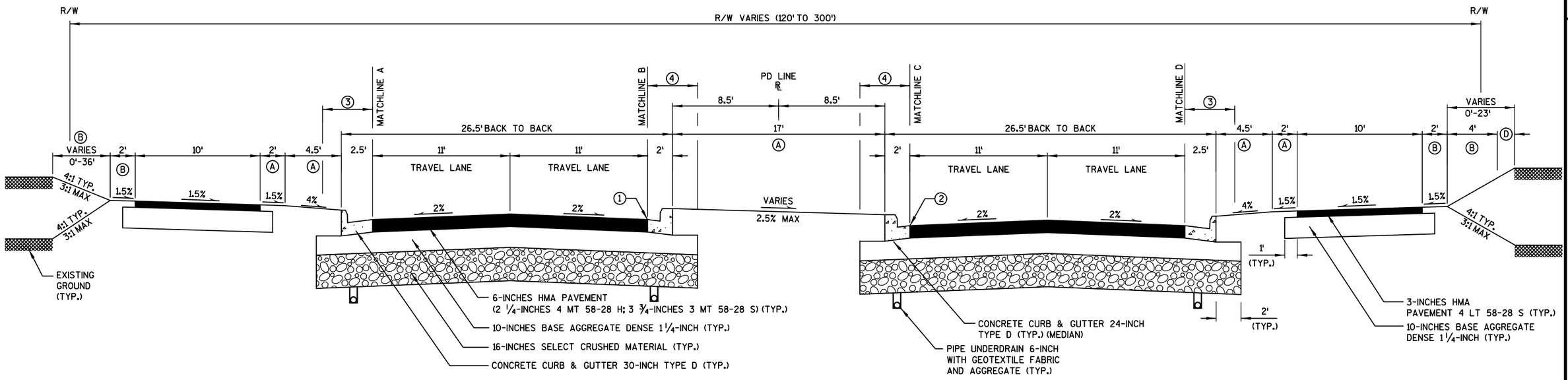
① POINT REFERRED TO ON WB PROFILE

② POINT REFERRED TO ON EB PROFILE

③ 4' LATERAL CLEARANCE (2' BEYOND FACE OF CURB)

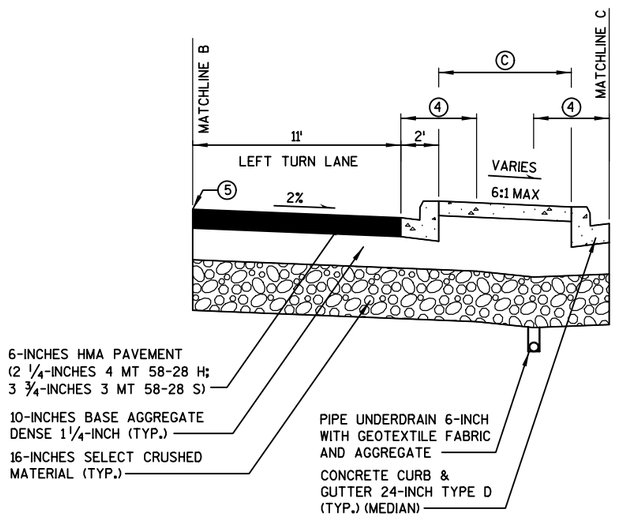
④ 4' LATERAL CLEARANCE (3' BEYOND FACE OF CURB)

④ POINT REFERRED TO ON SL PROFILE



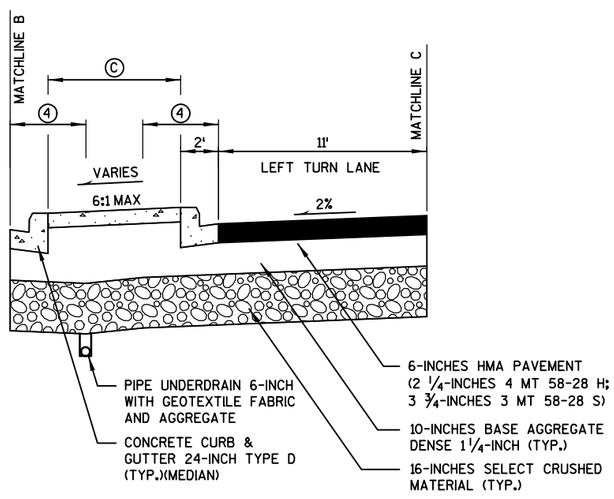
TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD - STA. 51+89 PD



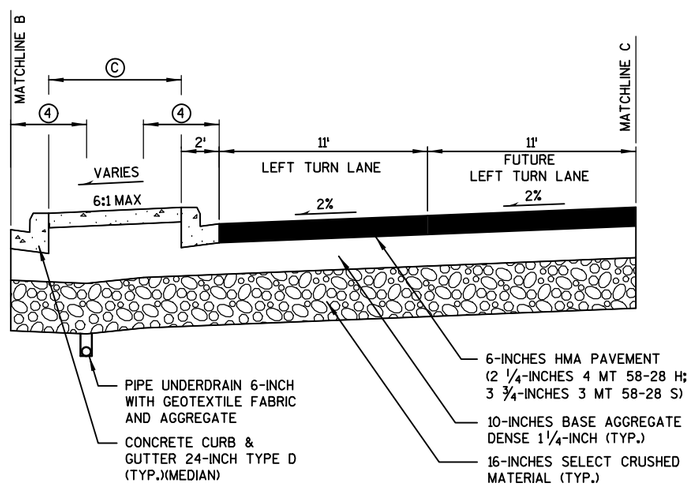
TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

STA. 15+00 PD - STA. 18+70 PD
STA. 20+94 PD - STA. 24+49 PD
STA. 27+00 PD - STA. 29+47 PD
STA. 37+85 PD - STA. 41+60 PD



TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

STA. 17+82 PD - STA. 19+95 PD
STA. 23+61 PD - STA. 26+11 PD
STA. 34+89 PD - STA. 37+01 PD



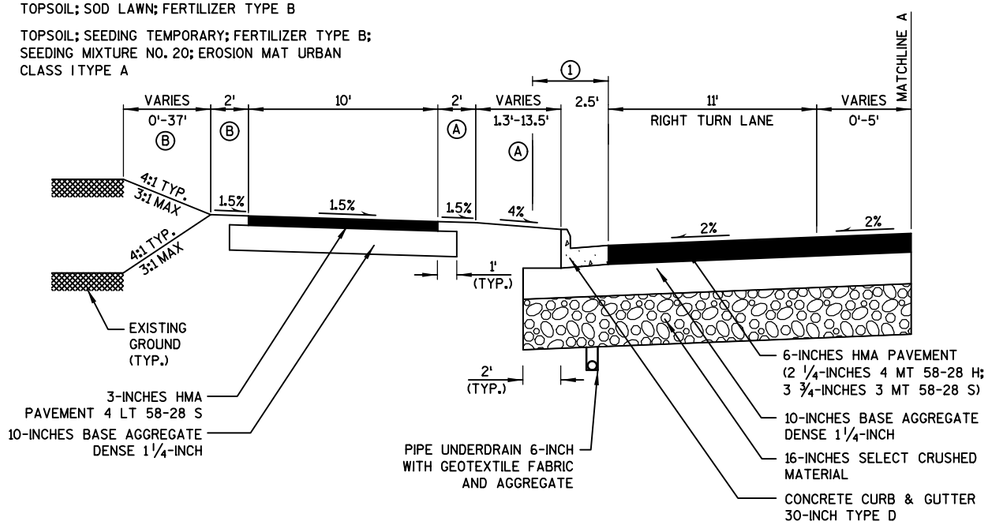
TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

STA. 39+84 PD - STA. 45+82 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TYPICAL FINISHED SECTIONS - CTH PD (MCKEE ROAD)	SHEET 8	E

Ⓐ TOPSOIL; SOD LAWN; FERTILIZER TYPE B

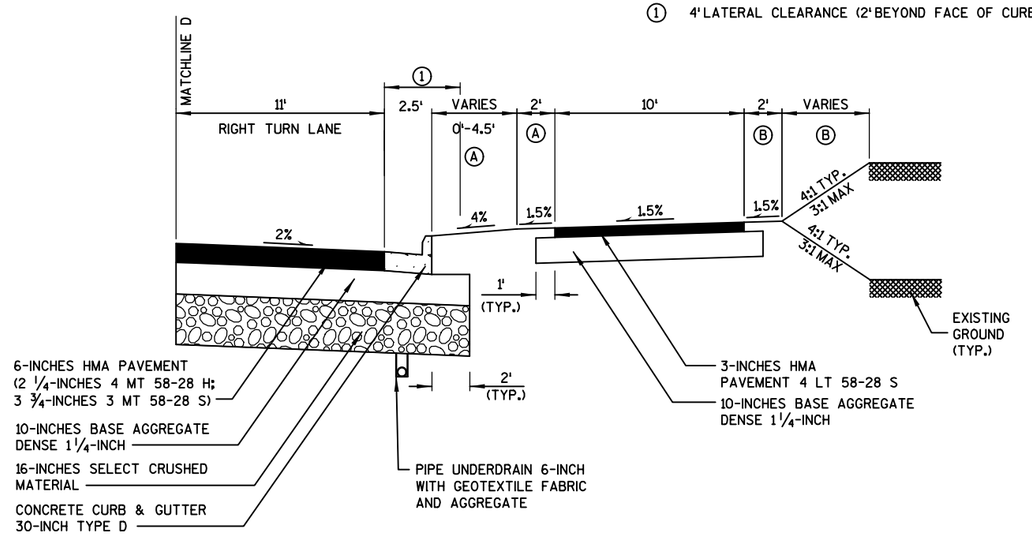
Ⓑ TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT URBAN CLASS I TYPE A



TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

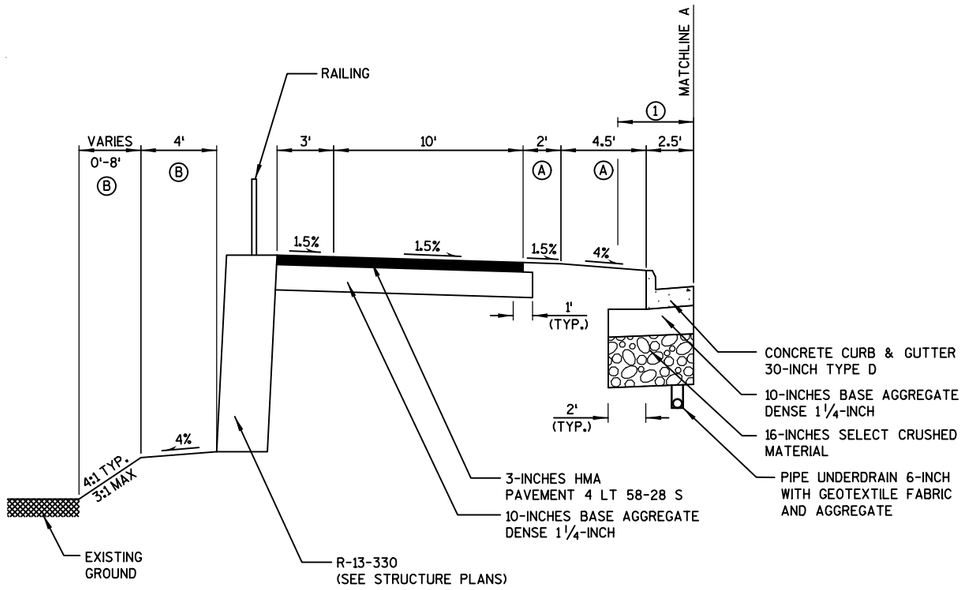
STA. 15+07 PD - STA. 16+75 PD
STA. 27+59 PD - STA. 29+22 PD
STA. 38+17 PD - STA. 39+80 PD
STA. 47+76 PD - STA. 51+89 PD

① 4' LATERAL CLEARANCE (2' BEYOND FACE OF CURB)



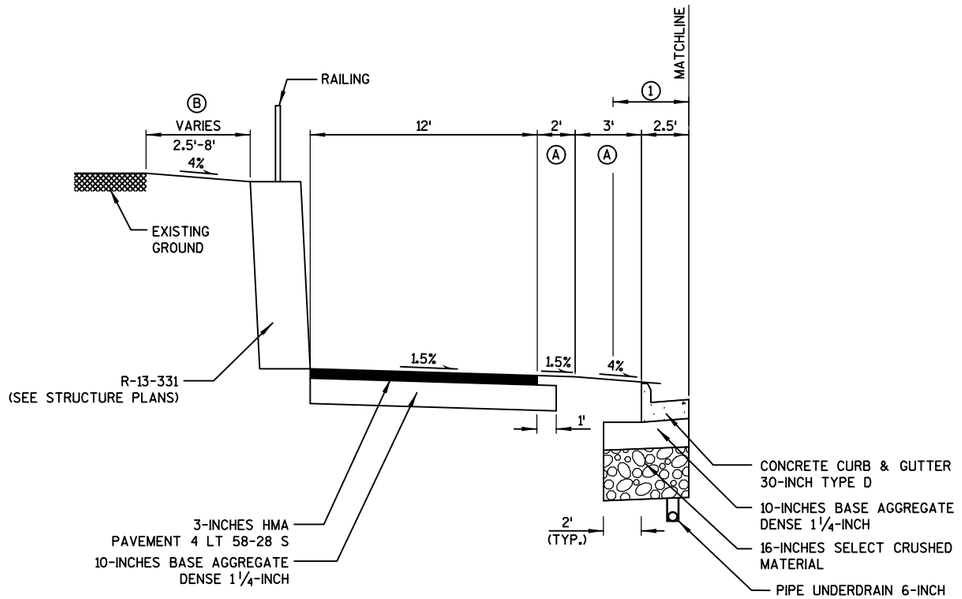
TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

STA. 35+36 PD - STA. 36+99 PD
STA. 42+65 PD - STA. 45+75 PD



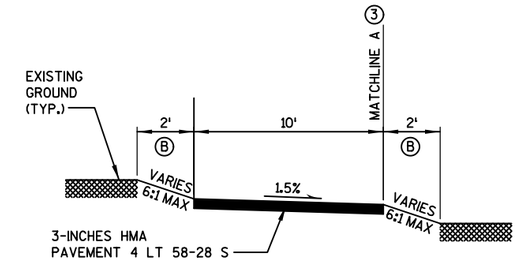
TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

STA. 21+34 PD - STA. 23+10 PD



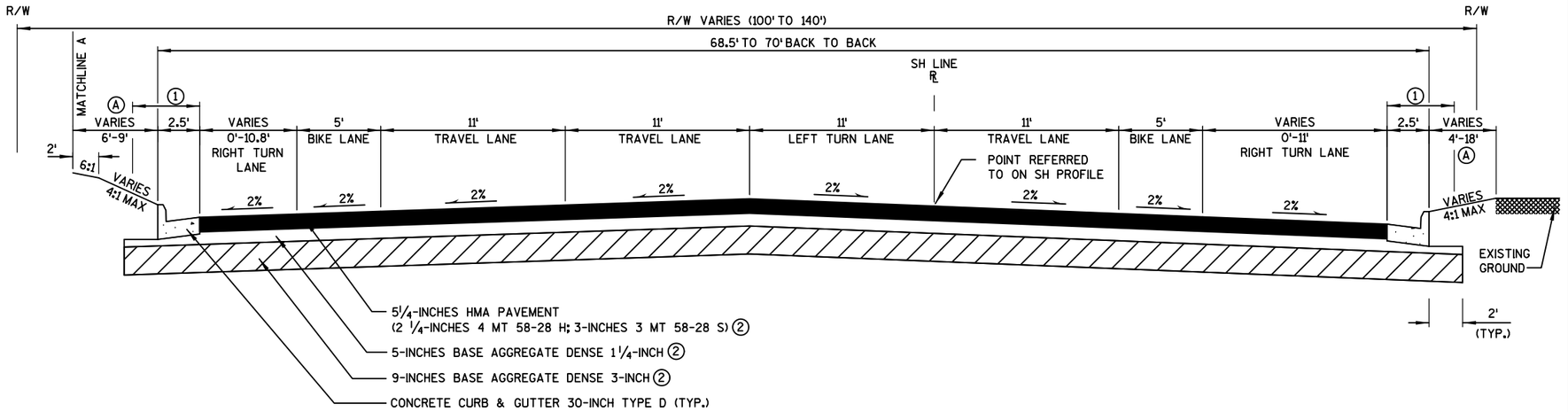
TYPICAL FINISHED SECTION - CTH PD (MCKEE ROAD)

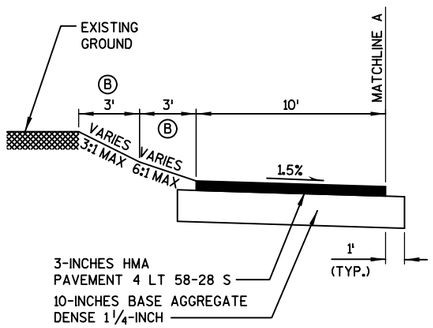
STA. 23+80 PD - STA. 25+40 PD



TYPICAL FINISHED SECTION - SEMINOLE HIGHWAY

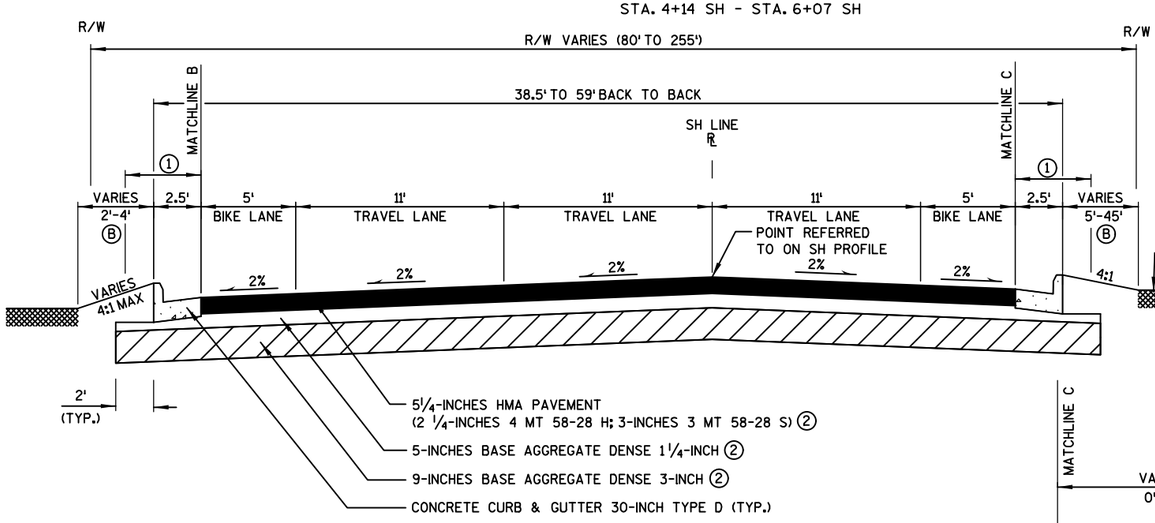
STA. 2+67 SH - STA. 5+25 SH





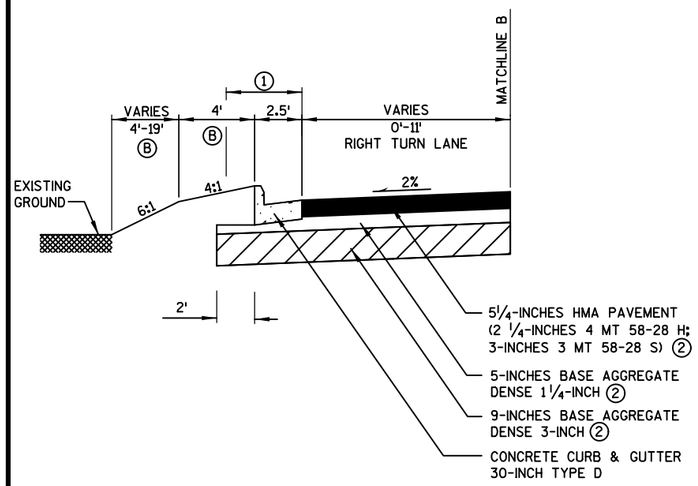
TYPICAL FINISHED SECTION - SEMINOLE HIGHWAY

STA. 5+25 SH - STA. 6+07 SH



TYPICAL FINISHED SECTION - SEMINOLE HIGHWAY

STA. 7+57 SH - STA. 14+30 SH



TYPICAL FINISHED SECTION - SEMINOLE HIGHWAY

STA. 7+57 SH - STA. 12+23 SH

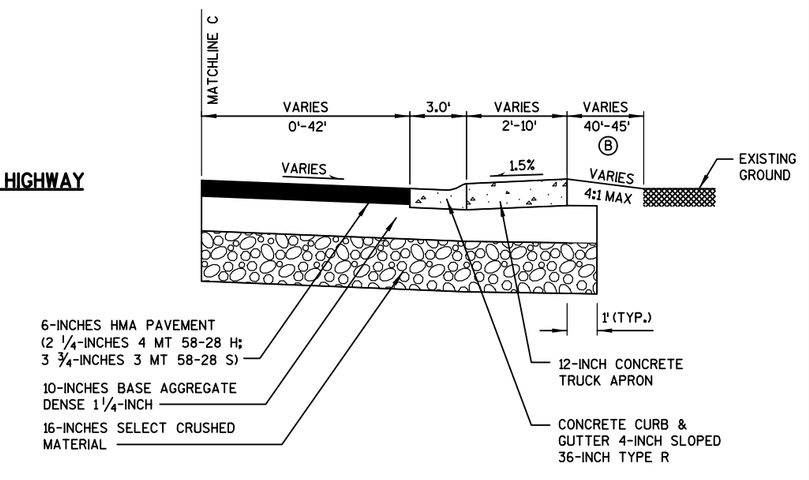
(A) TOPSOIL; SOD LAWN; FERTILIZER TYPE B

(B) TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT URBAN CLASS I TYPE A

(1) 4' LATERAL CLEARANCE (2' BEYOND FACE OF CURB)

(2) PAVEMENT STRUCTURE TO MATCH CTH PD (MCKEE ROAD) STA. 5+72 SH - STA. 8+34 SH
- 6-INCHES HMA PAVEMENT (2 ¼-INCHES 4 MT 58-28 H; 3 ¾-INCHES 3 MT 58-28 S)
- 10-INCHES BASE AGGREGATE DENSE 1¼-INCH
- 16-INCHES SELECT CRUSHED MATERIAL

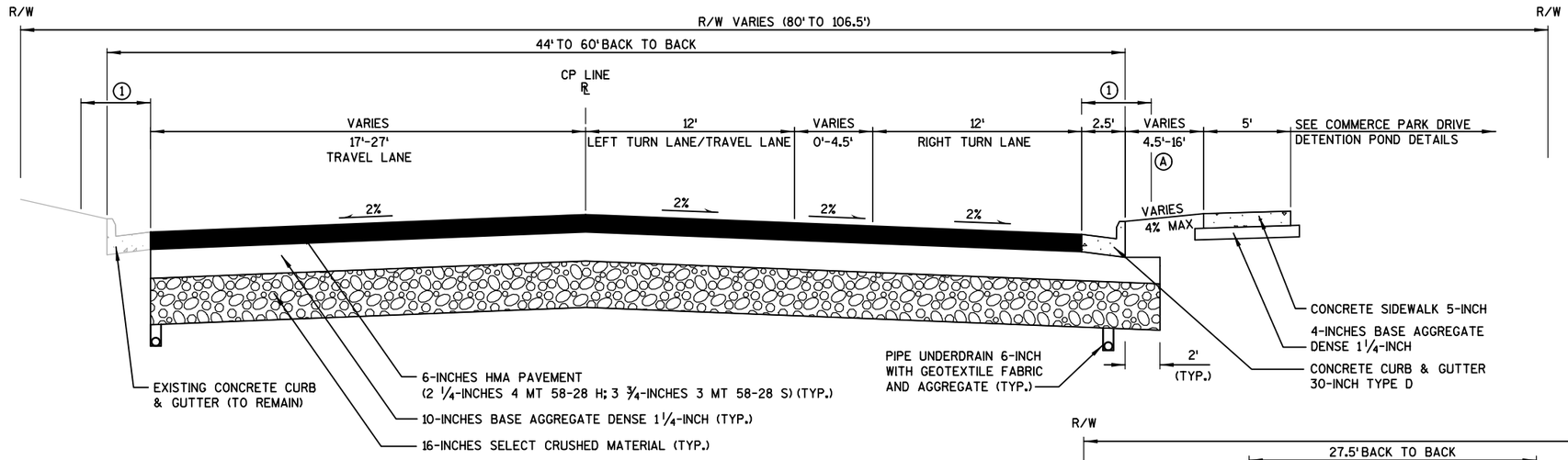
(3) MATCHLINE A STA. 4+14 SH TO STA. 5+25 SH



TYPICAL FINISHED SECTION - SEMINOLE HIGHWAY

STA. 7+57 SH - STA. 8+34 SH

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TYPICAL FINISHED SECTIONS - SEMINOLE HIGHWAY	SHEET 10	E



TYPICAL FINISHED SECTION - COMMERCE PARK DRIVE

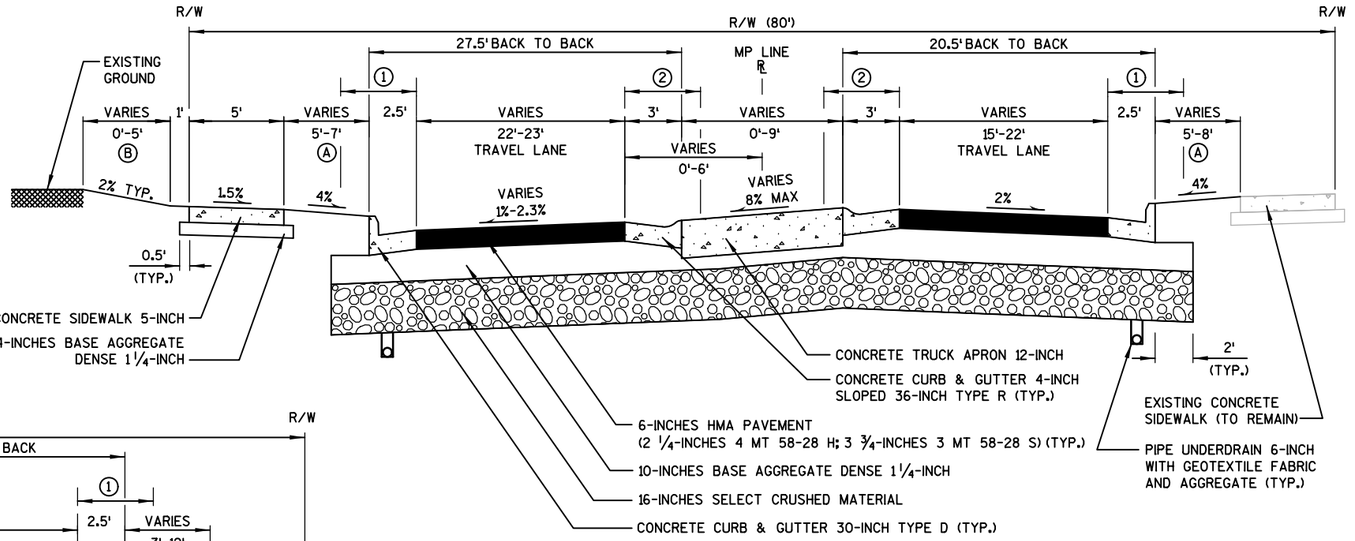
STA. 1+57 CP TO STA. 3+40 CP

① 4' LATERAL CLEARANCE (2' BEYOND FACE OF CURB)

② 4' LATERAL CLEARANCE (3' BEYOND FACE OF CURB)

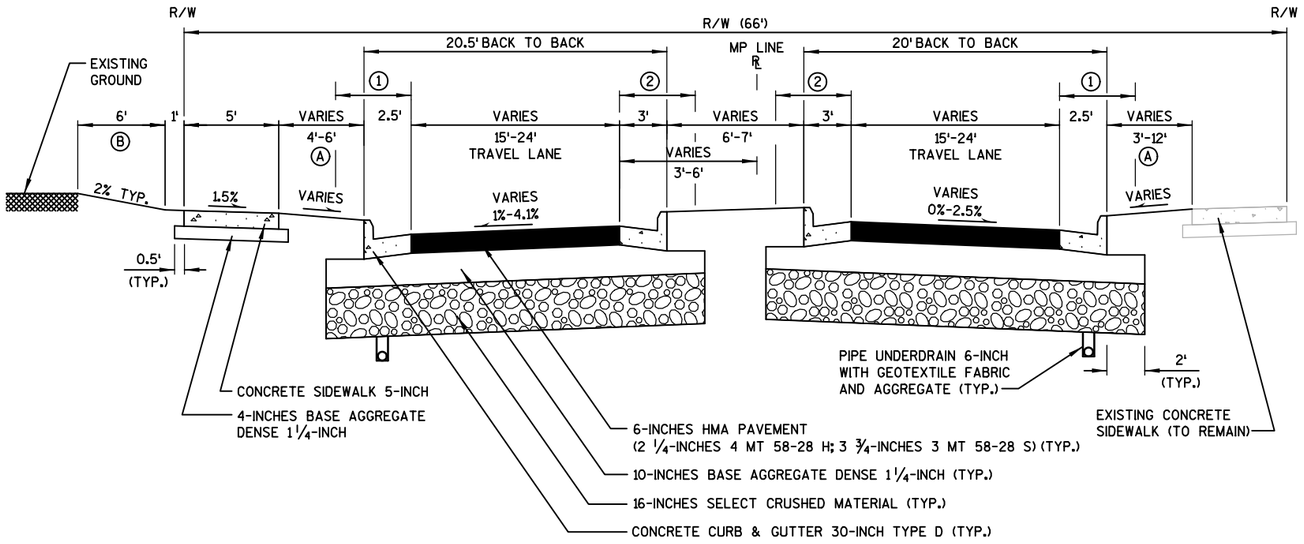
Ⓐ TOPSOIL; SOD LAWN; FERTILIZER TYPE B

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



TYPICAL FINISHED SECTION - MARKETPLACE DRIVE

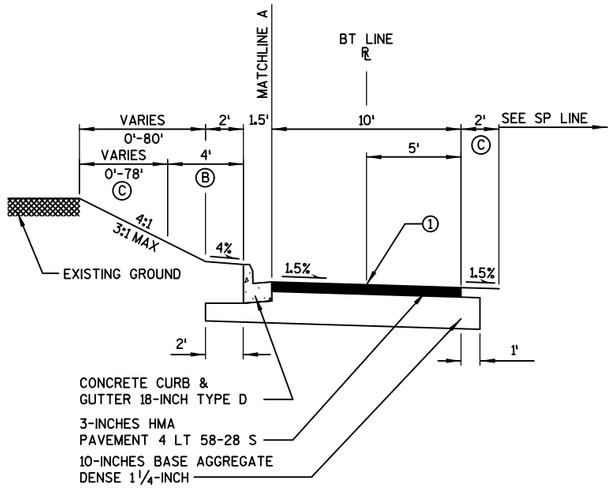
STA. 2+69 MP - STA. 3+08 MP
MCKEE ROAD INTERSECTION STA. 3+08 MP TO STA. 4+65 MP



TYPICAL FINISHED SECTION - PINEWAY TRAIL

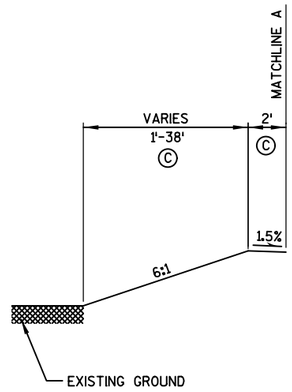
STA. 4+65 MP - STA. 4+92 MP

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TYPICAL FINISHED SECTIONS - COMMERCE, MARKETPLACE, & PINEWAY	SHEET 11	E



TYPICAL FINISHED SECTION - BADGER STATE TRAIL

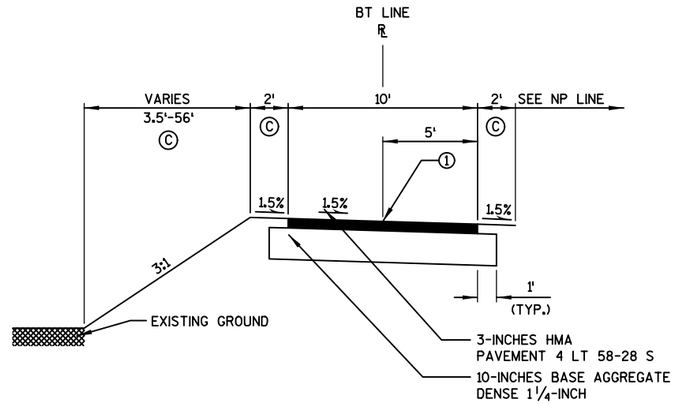
STA. 3+00 BT - STA. 7+39 BT



TYPICAL FINISHED SECTION - BADGER STATE TRAIL

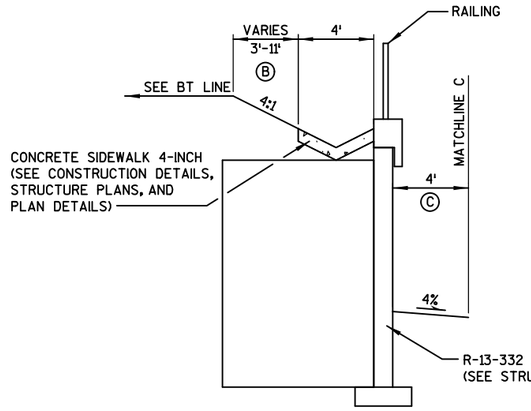
STA. 6+35 BT - STA. 7+39 BT

① POINT REFERRED TO ON BT PROFILE
② POINT REFERRED TO ON NP PROFILE
③ POINT REFERRED TO ON SP PROFILE



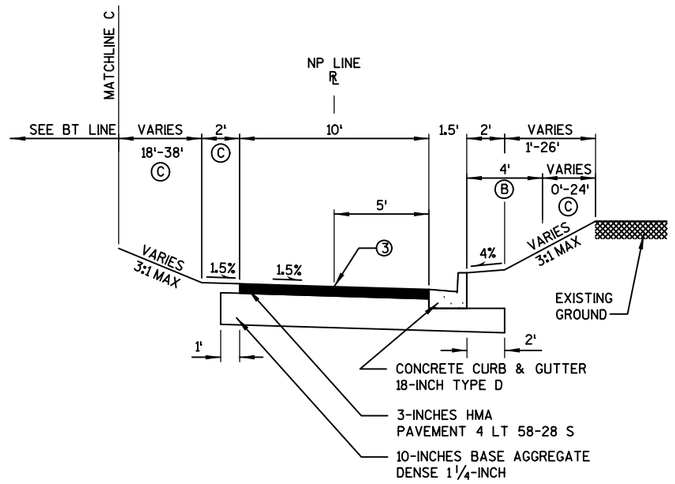
TYPICAL FINISHED SECTION - BADGER STATE TRAIL

STA. 8+50 BT - STA. 14+59 BT



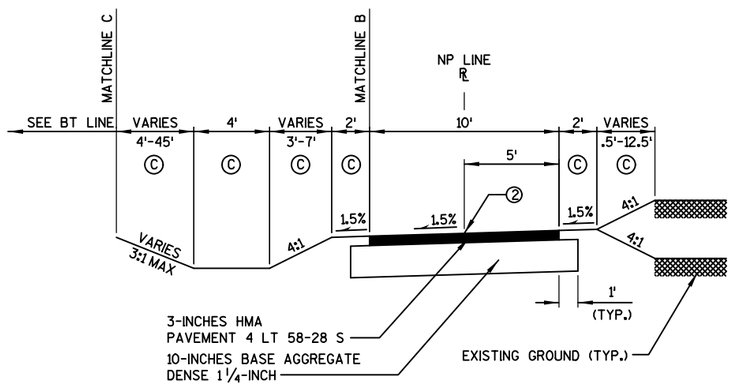
TYPICAL FINISHED SECTION - NORTH/SOUTH RETURN PATH

STA. 108+51 NP - STA. 109+01 NP
STA. 16+04 SP - STA. 17+39 SP



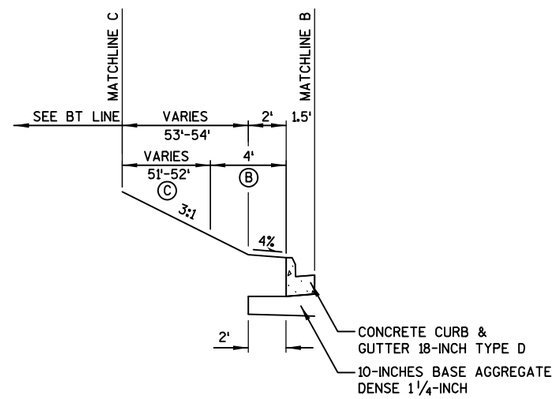
TYPICAL FINISHED SECTION - SOUTH RETURN PATH

STA. 13+57 SP - STA. 17+46 SP



TYPICAL FINISHED SECTION - NORTH RETURN PATH

STA. 108+41 NP - STA. 114+29 NP



TYPICAL FINISHED SECTION - NORTH RETURN PATH

STA. 108+41 NP - STA. 110+50 NP

Ⓐ TOPSOIL; SOD LAWN; FERTILIZER TYPE B

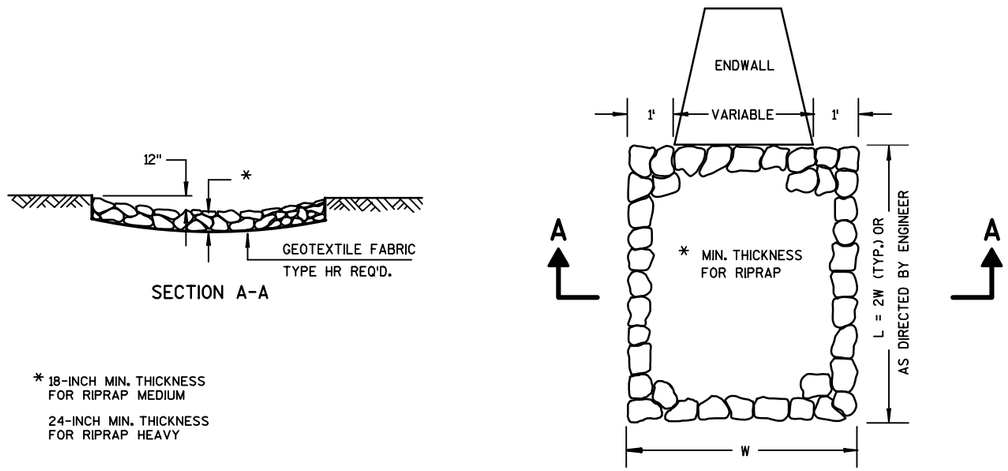
Ⓑ TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; EROSION MAT URBAN CLASS I TYPE A

Ⓒ TOPSOIL; SEEDING TEMPORARY; FERTILIZER TYPE B; SEEDING MIXTURE NO. 20; MULCHING

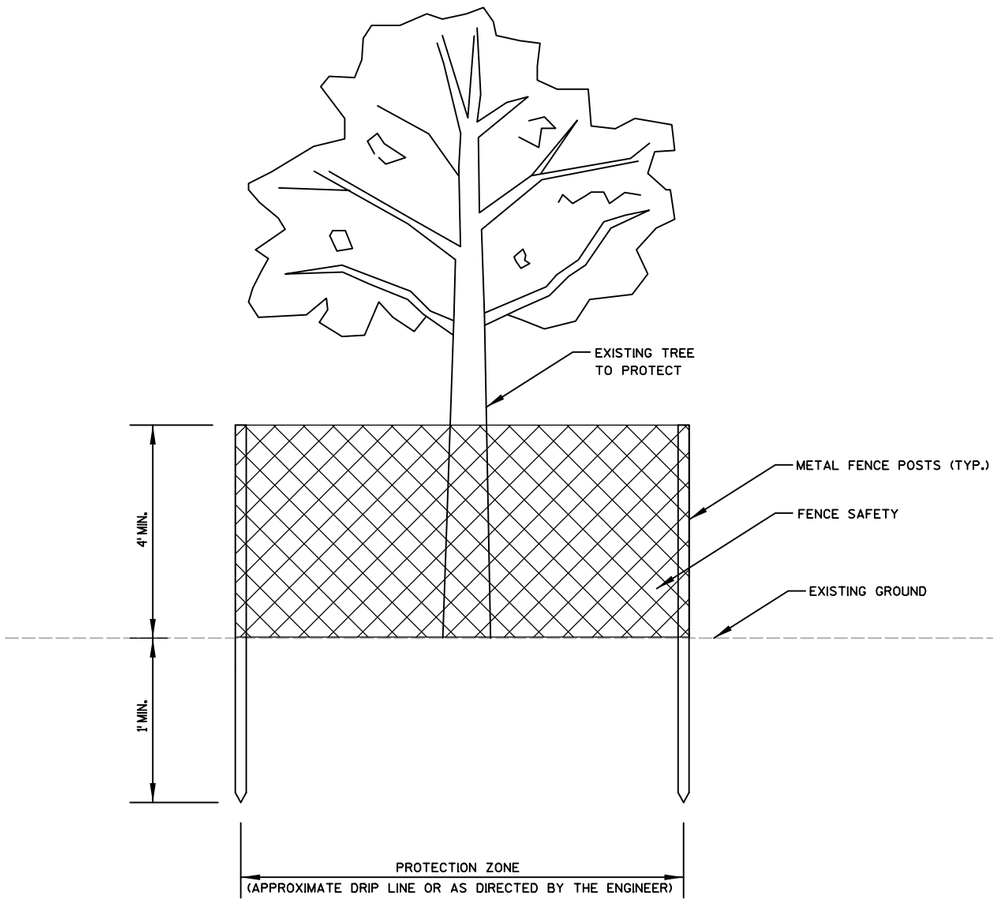
RUNOFF COEFFICIENT TABLE

	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											

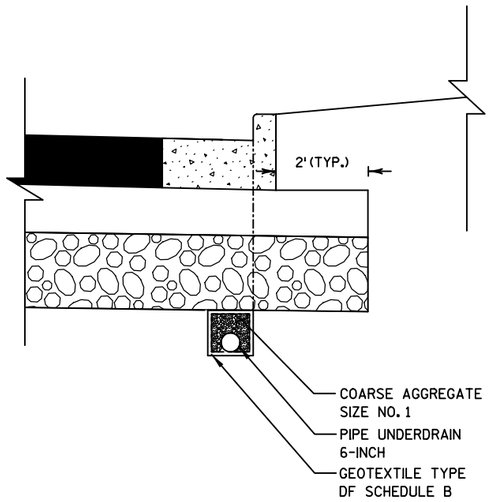
TOTAL PROJECT AREA = 21.466 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 17.914 ACRES



RIPRAP MEDIUM AND RIPRAP HEAVY TREATMENT AT CULVERTS

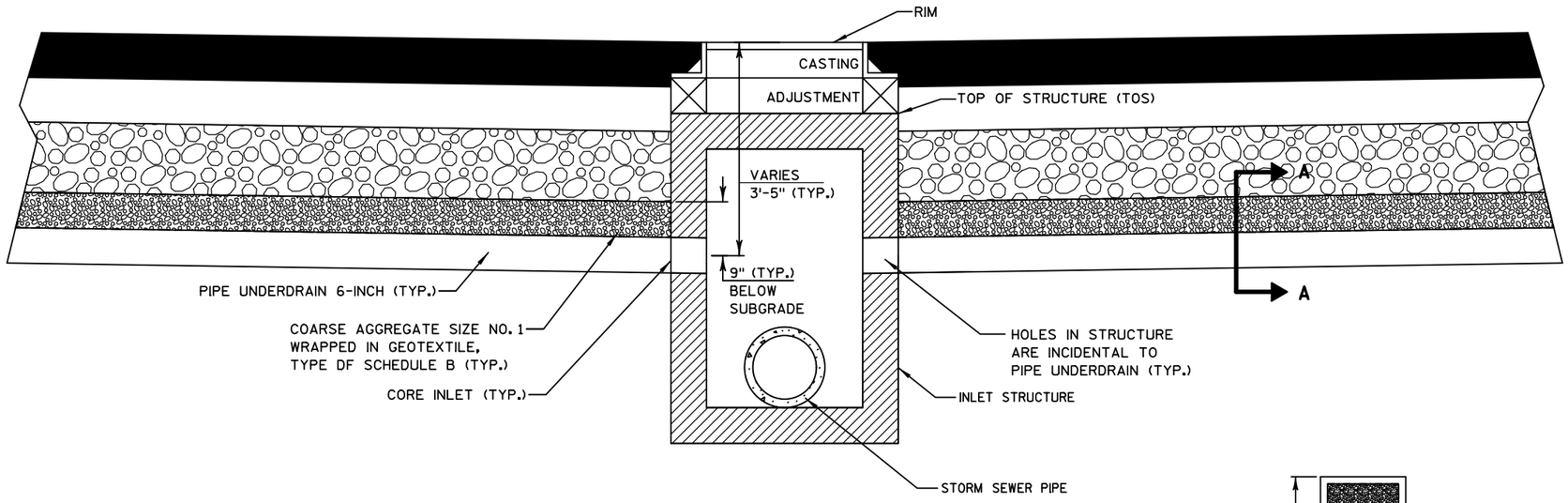


TREE PROTECTION DETAIL

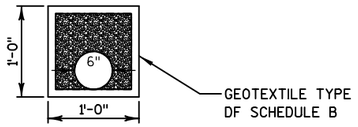


PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE CROSS SECTION

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.



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

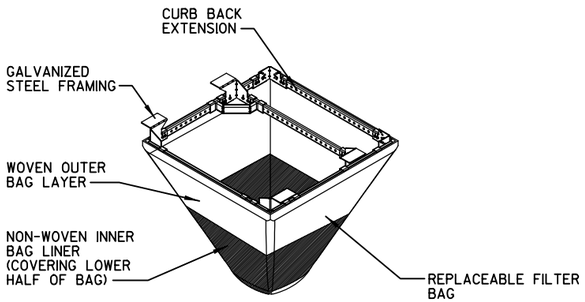


SECTION A-A

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

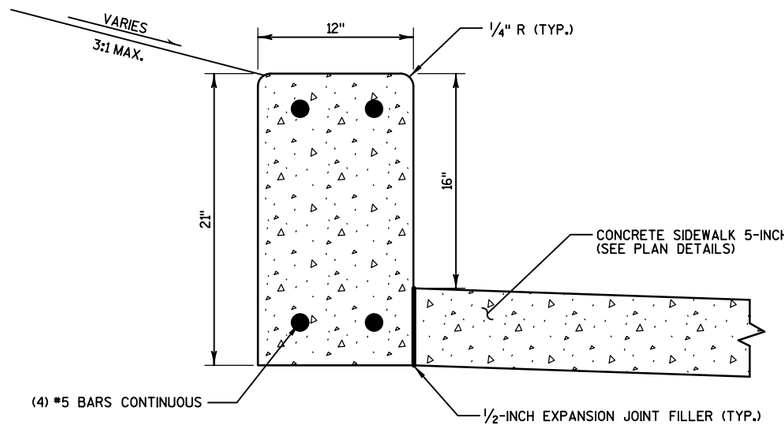
PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE DETAIL

NOTES:
PIPE UNDERDRAIN IS TO BE DISCHARGED INTO A STORM SEWER STRUCTURE.



INLET PROTECTION TYPE D SPECIAL

NOTE: SEE S.D.D. "INLET PROTECTION TYPE A, B, C, AND D" FOR ADDITIONAL INFORMATION.

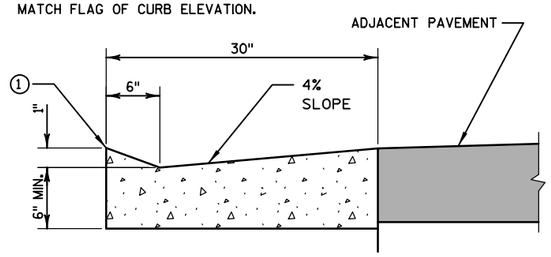


CONCRETE CURB PEDESTRIAN 16-INCH

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

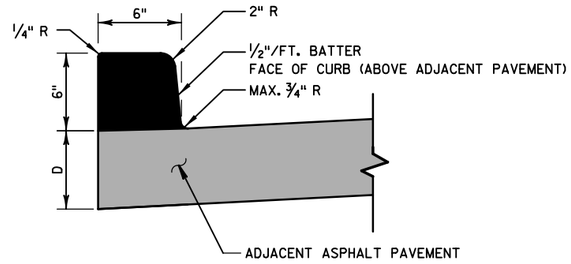
2

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.



D = DEPTH OF ADJACENT ASPHALT PAVEMENT

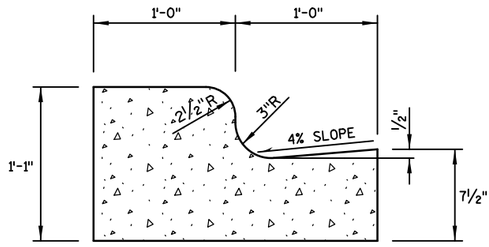
ASPHALTIC CURB DETAIL

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.

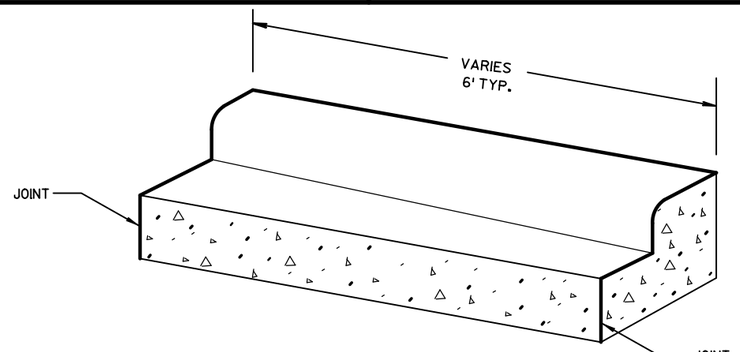
EXPANSION JOINTS SHALL BE PLACED TRANSVERSALLY AT RADIUS POINTS ON CURVES OF RADIUS 200' OR LESS, AND AT ANGLE POINTS, OR AS DIRECTED BY THE ENGINEER. THE EXPANSION JOINT SHALL BE A ONE PIECE ASPHALTIC MATERIAL HAVING THE SAME DIMENSIONS AS CURB & GUTTER AT THAT STATION AND BE 1/2" THICK.

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



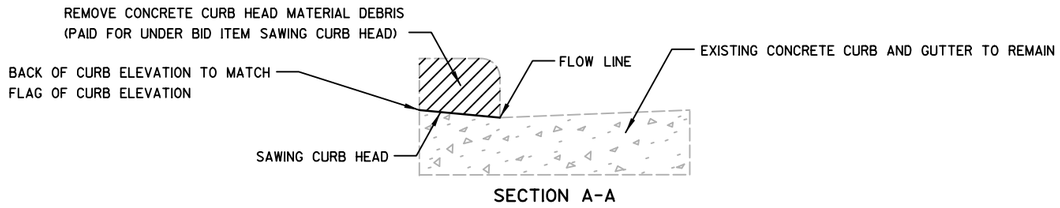
CONCRETE CURB & GUTTER 24-INCH TYPE D DETAIL

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

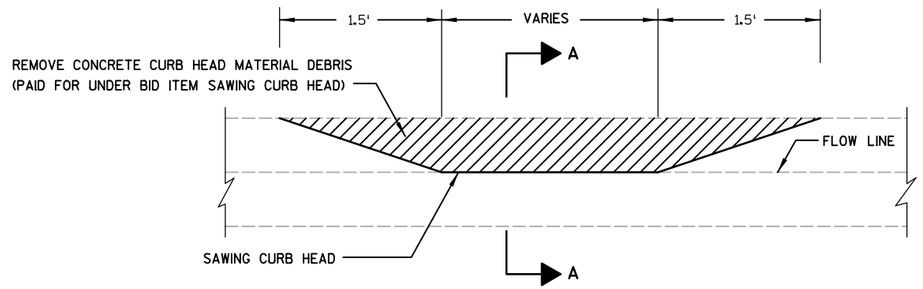


CONCRETE CURB AND GUTTER TRANSITION DETAIL

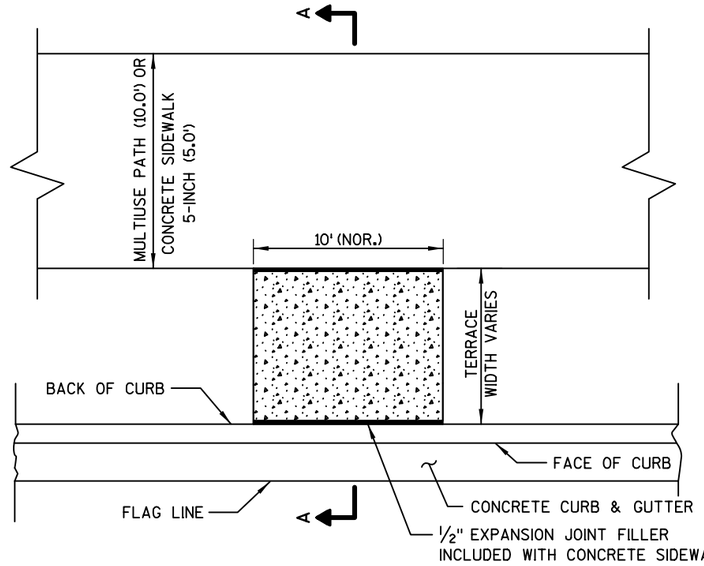
NOTES: TRANSITION FROM CONCRETE CURB & GUTTER 24-INCH TYPE D TO CONCRETE CURB & GUTTER 30-INCH TYPE D - TO BE MEASURED AND PAID AS CONCRETE CURB & GUTTER 30-INCH TYPE D

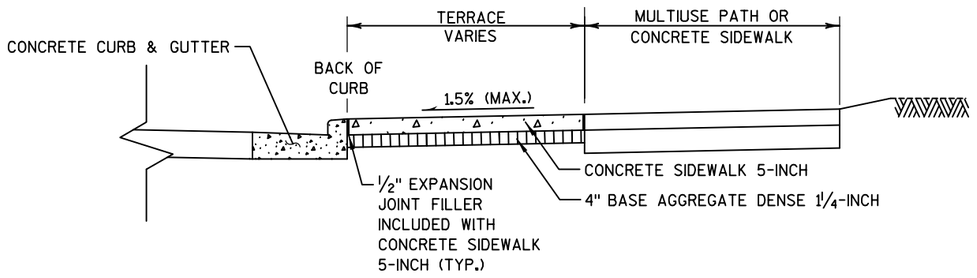


SECTION A-A



SAWING CURB HEAD DETAIL

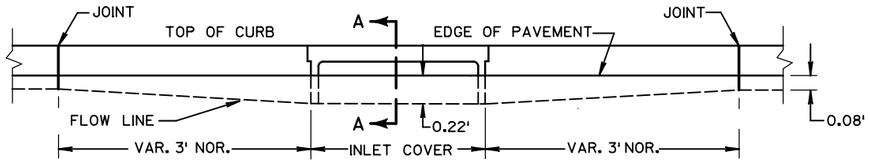




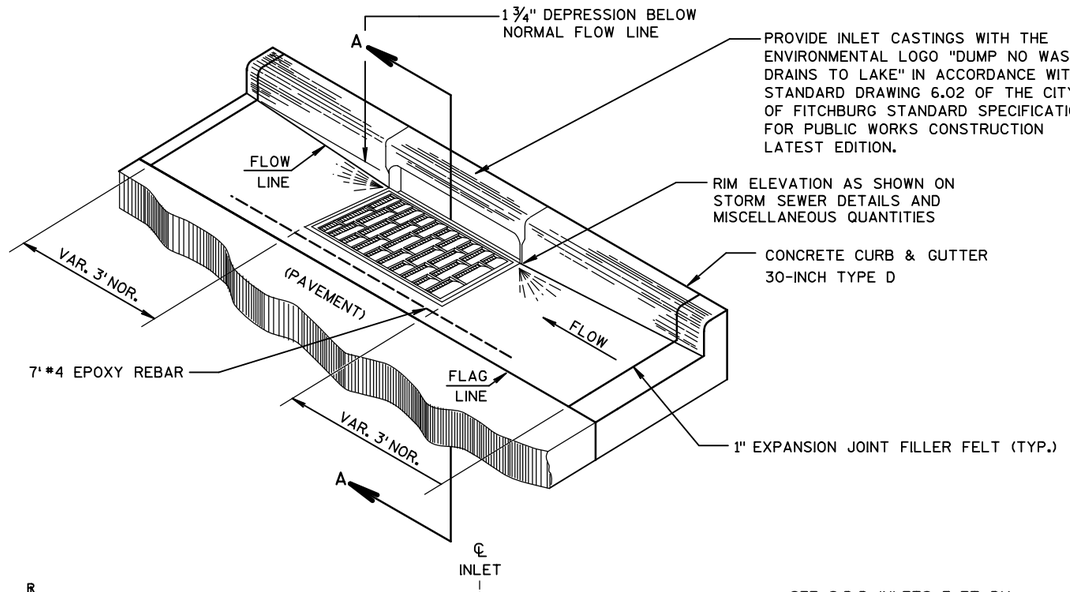
SECTION A-A

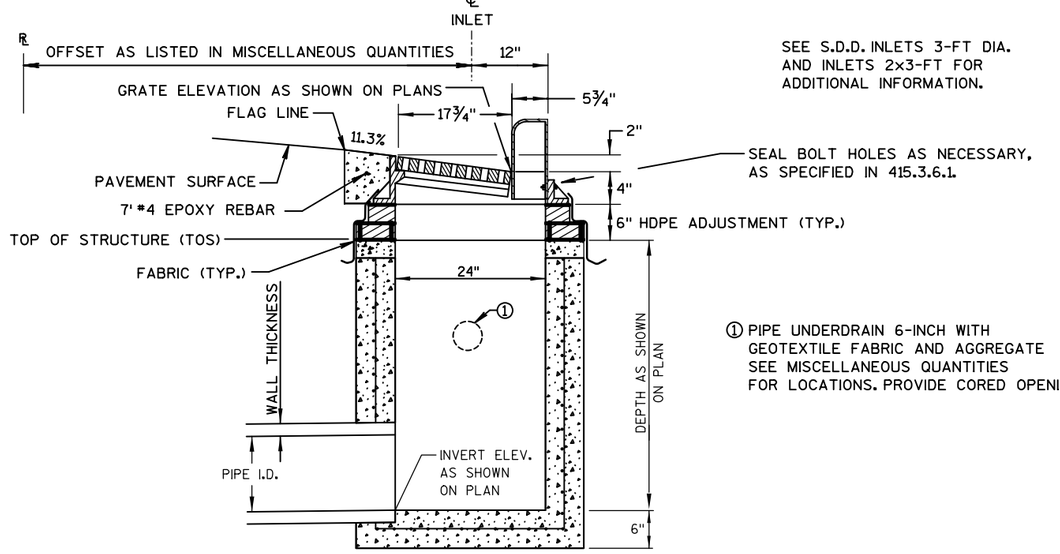
BUS STOP PAD DETAIL

(SEE PLAN DETAILS FOR LOCATIONS)



ELEVATION



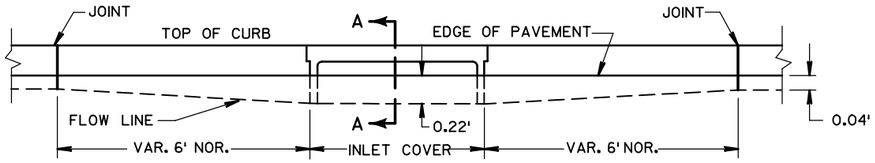


SEE S.D.D. INLETS 3-FT DIA. AND INLETS 2x3-FT FOR ADDITIONAL INFORMATION.

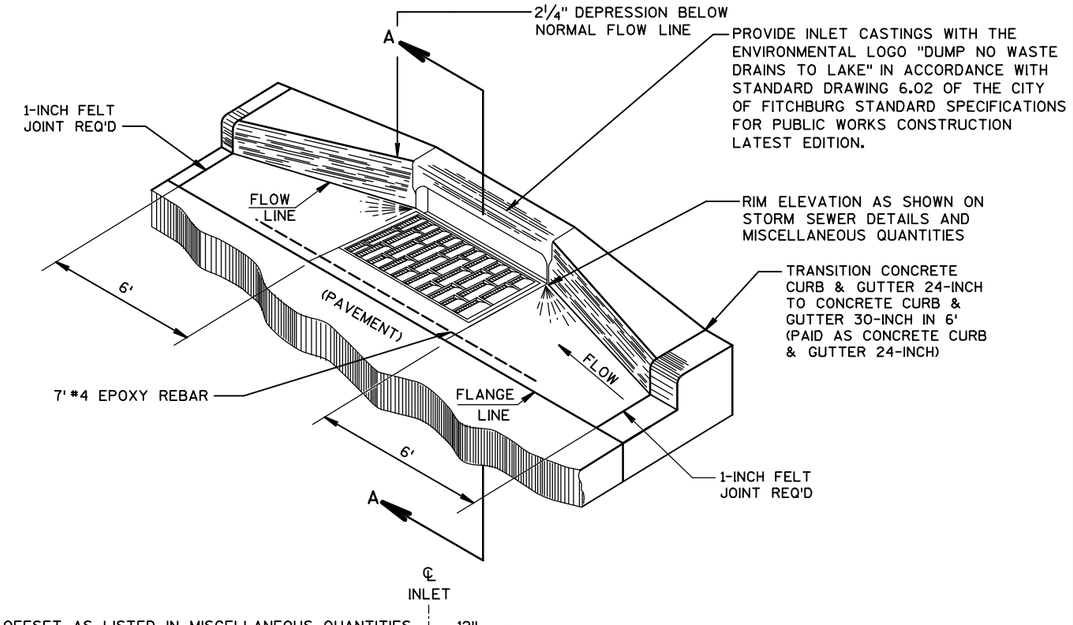
① PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS. PROVIDE CORED OPENING.

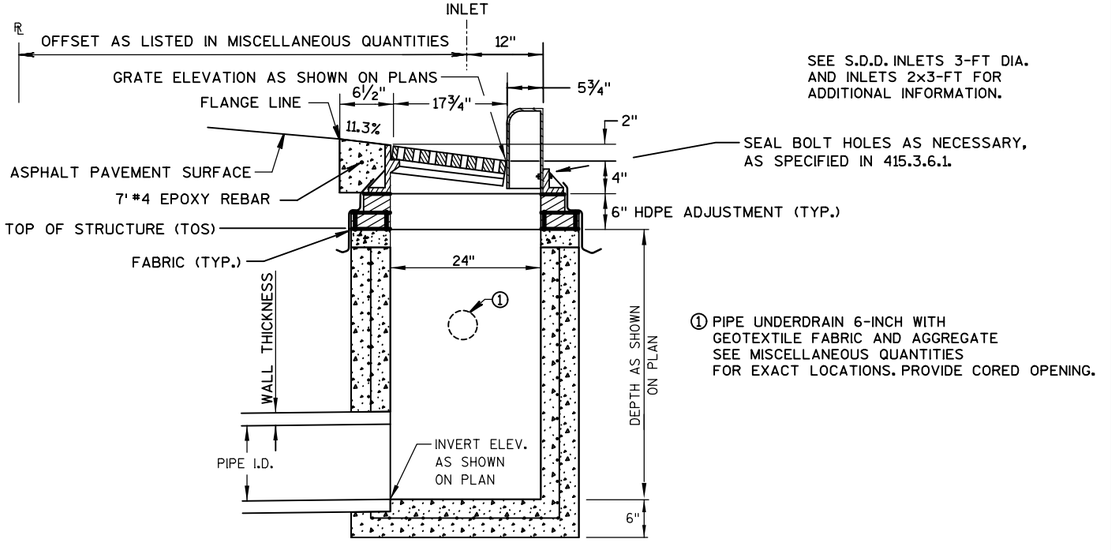
SECTION A-A
NOT A BID ITEM
(INLETS 2x3-FT WITH COVERS TYPE H SHOWN)

CONCRETE CURB AND GUTTER 30-INCH TYPE D AT INLETS



ELEVATION



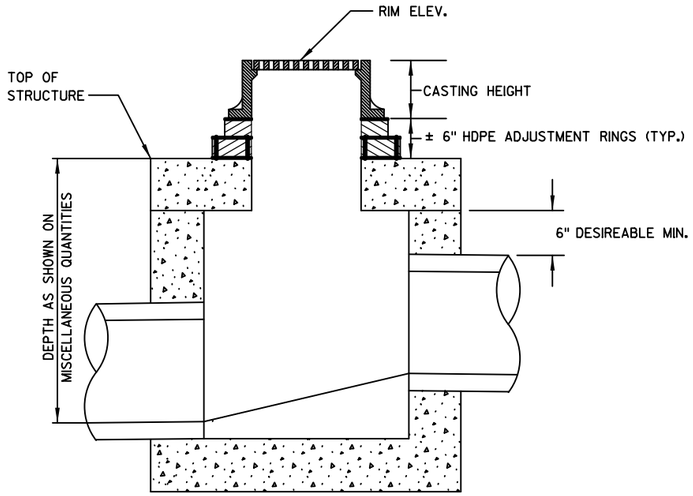


SEE S.D.D. INLETS 3-FT DIA. AND INLETS 2x3-FT FOR ADDITIONAL INFORMATION.

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

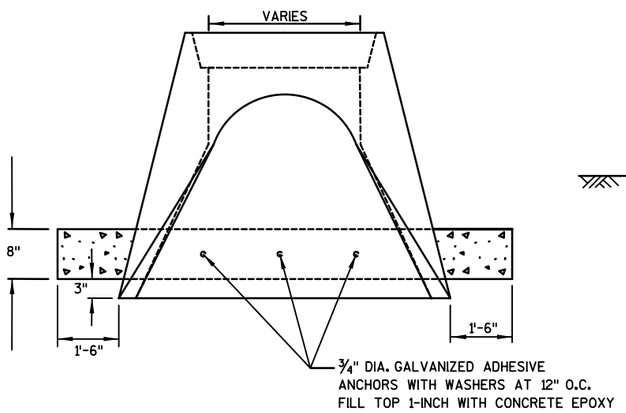
SECTION A-A
NOT A BID ITEM
(INLETS 2x3-FT WITH COVERS TYPE H SHOWN)

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

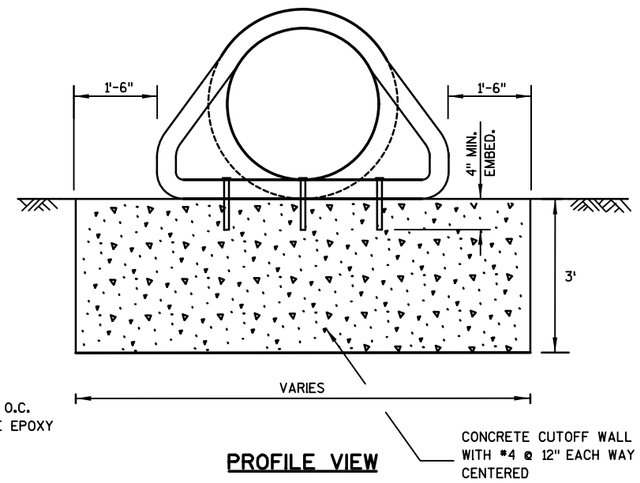


NOTE:
RIM ELEVATION IS AT FLOW LINE IF STRUCTURE HAS INLET CASTING.

DETAIL FOR COMPUTING STRUCTURE ELEVATIONS

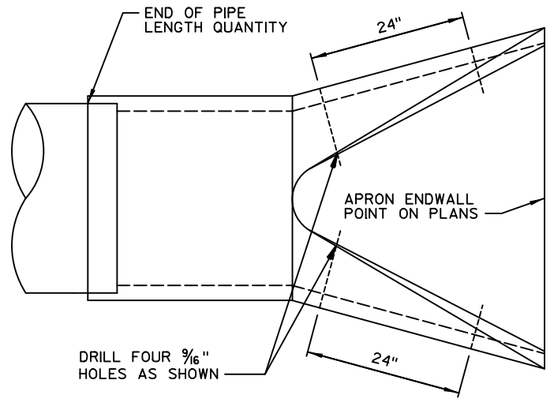


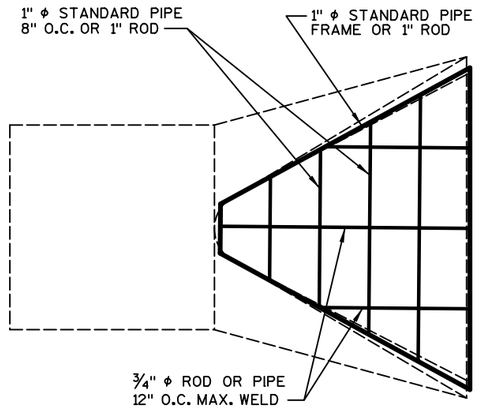
PLAN VIEW



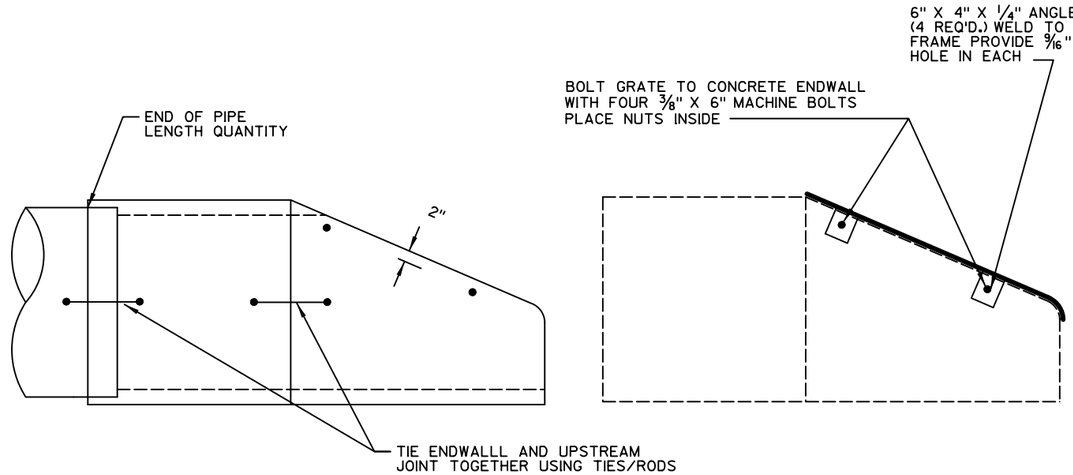
PROFILE VIEW

CONCRETE CUTOFF WALL

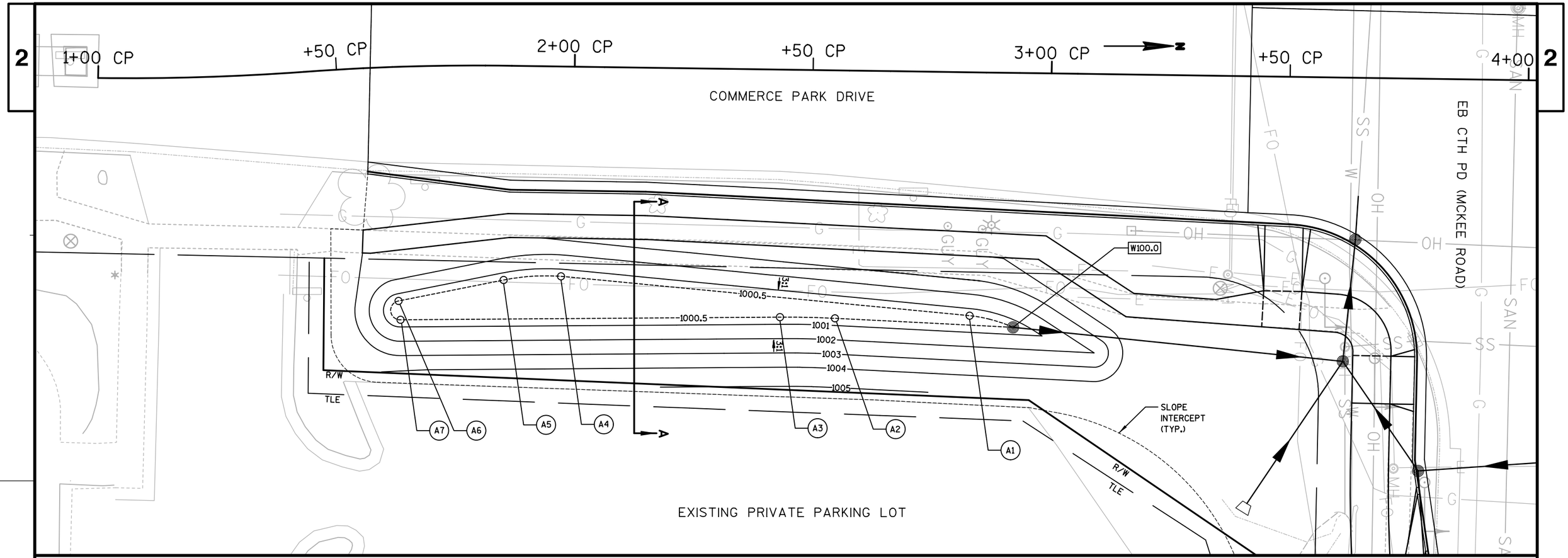


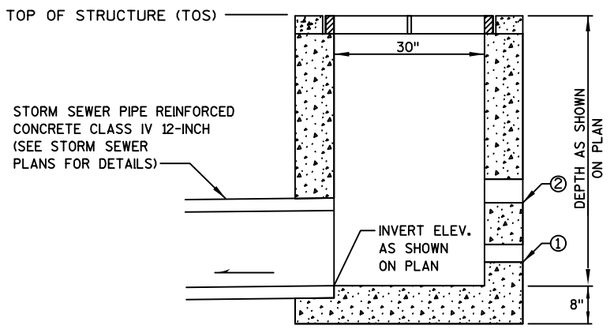


AT EACH PIPE



PIPE GRATE DETAIL

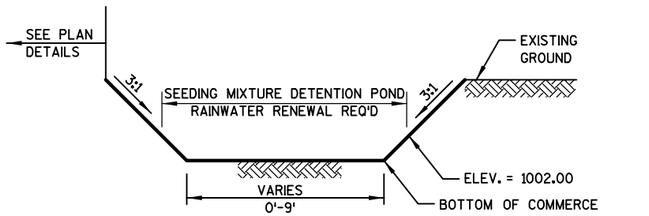




STRUCUTRE W100.0
NO SCALE
SEE STOPM SEWER PLANS
FOR MORE INFORMATION

① PROVIDE 3-INCH FIELD CORED OPENING
IE=1000.50
INCLUDED WITH STRUCTURE W100.0

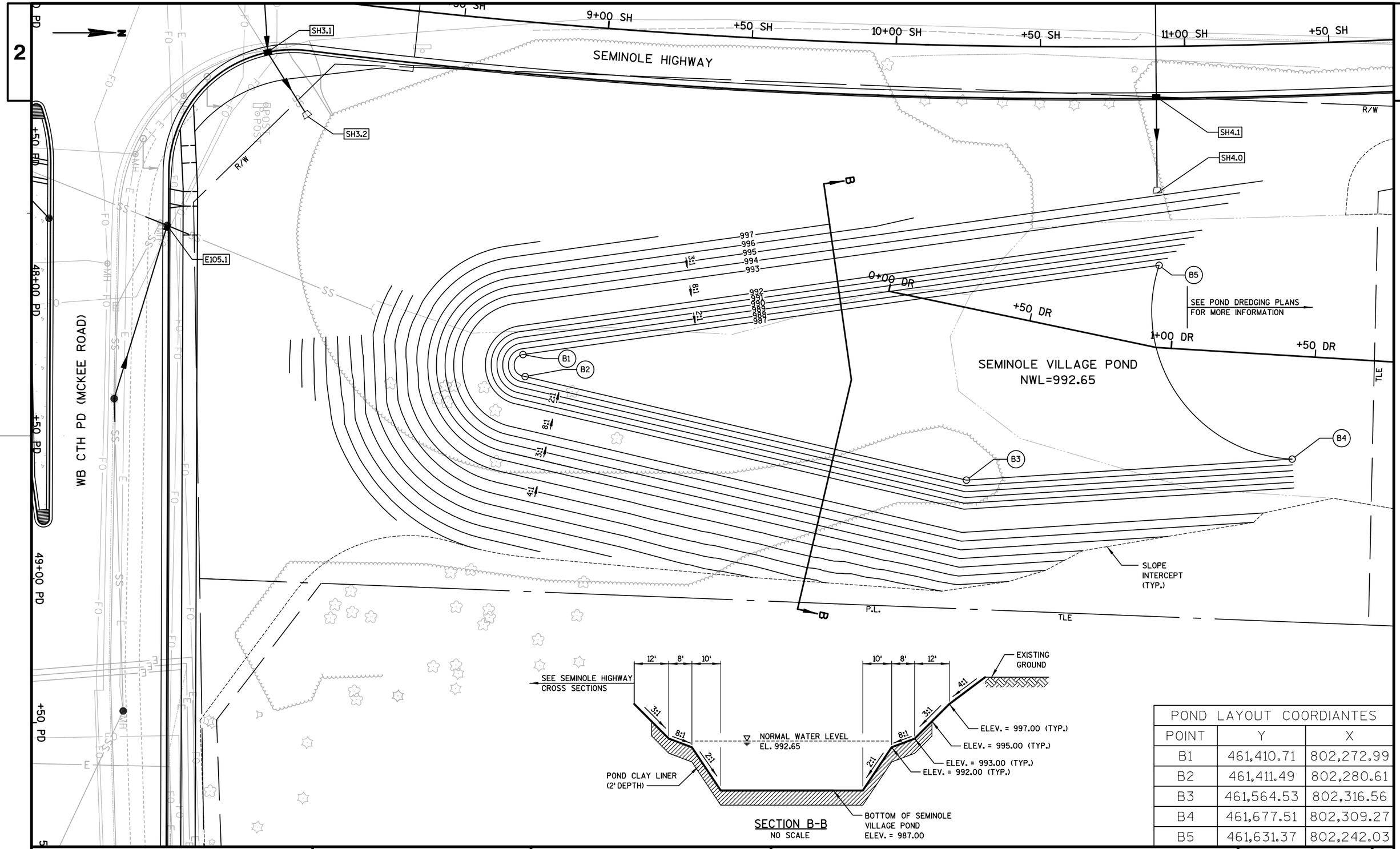
② PROVIDE 4-INCH FIELD CORED OPENING
IE=1001.38
INCLUDED WITH STRUCTURE W100.0



SECTION A-A
NO SCALE

POND LAYOUT COORDIANTES		
POINT	Y	X
A1	461,097.77	798,959.23
A2	461,069.54	798,959.77
A3	461,058.00	798,959.52
A4	461,012.10	798,950.97
A5	461,000.08	798,951.74
A6	460,997.96	798,956.12
A7	460,978.45	798,960.08

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - COMMERCE PARK DRIVE DETENTION POND	SHEET 18	E



SECTION B-B
NO SCALE

POND LAYOUT COORDIANTES		
POINT	Y	X
B1	461,410.71	802,272.99
B2	461,411.49	802,280.61
B3	461,564.53	802,316.56
B4	461,677.51	802,309.27
B5	461,631.37	802,242.03

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - SEMINOLE VILLAGE POND EXPANSION	SHEET 19	E

SEMINOLE HIGHWAY

N

0 20 40

R/W

PROTECT EXISTING OUTLET STRUCTURE

P.L.

SLOPE INTERCEPT (TYP.)

SH 11+00 SH +50 SH 12+00 SH +50 SH 13+00 SH +50 SH

SAN SAN SAN SAN SAN SAN SAN SAN SS SS

990 990 990 990 066 066 066 066

-50 DR 1+00 DR +50 DR 2+00 DR +50 DR 3+00 DR +50 DR 4+00 DR +50 DR 5+00 DR +50 DR 6+00 DR +50 DR

SEMINOLE VILLAGE POND EXPANSION
PROPOSED CONTOURS (SEE CONSTRUCTION DETAILS)

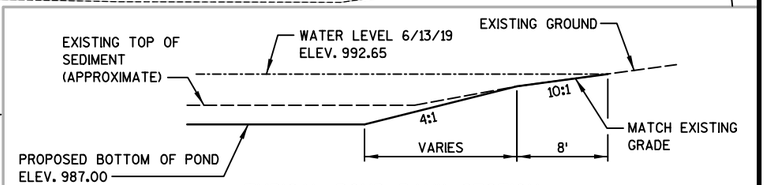
EDGE OF WATER (6/13/19)
EL. 992.65

P.L.

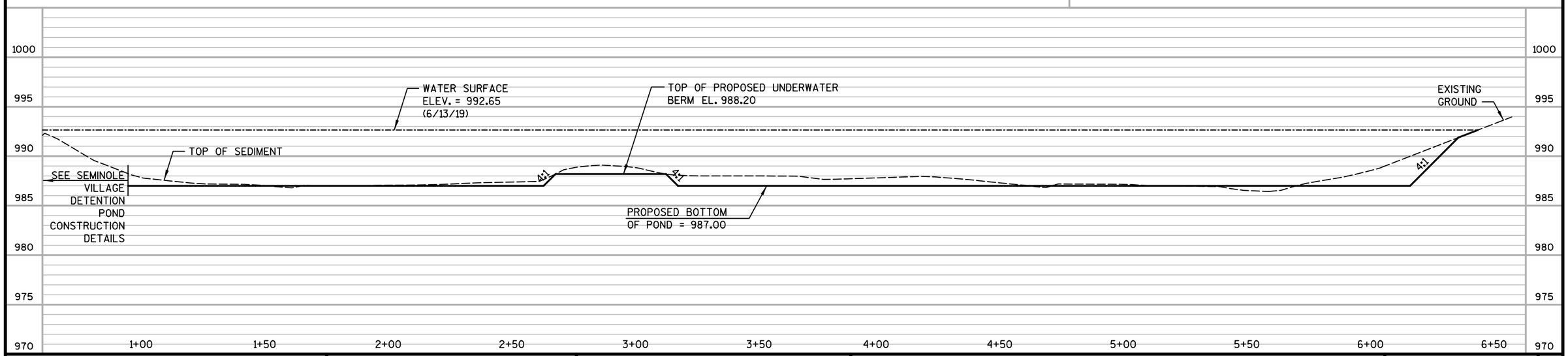
GENERAL NOTES

1. MAINTAIN STORM SEWER CAPACITY EQUIVALENT TO THE EXISTING STORM SEWER SYSTEM WITHIN THE PROJECT LIMITS DURING RAIN EVENTS AND AT THE END OF EVERY DAY.

2. SCREENED (GRAYSCALE) CONTOURS SHOWN ARE TOP OF SEDIMENT.



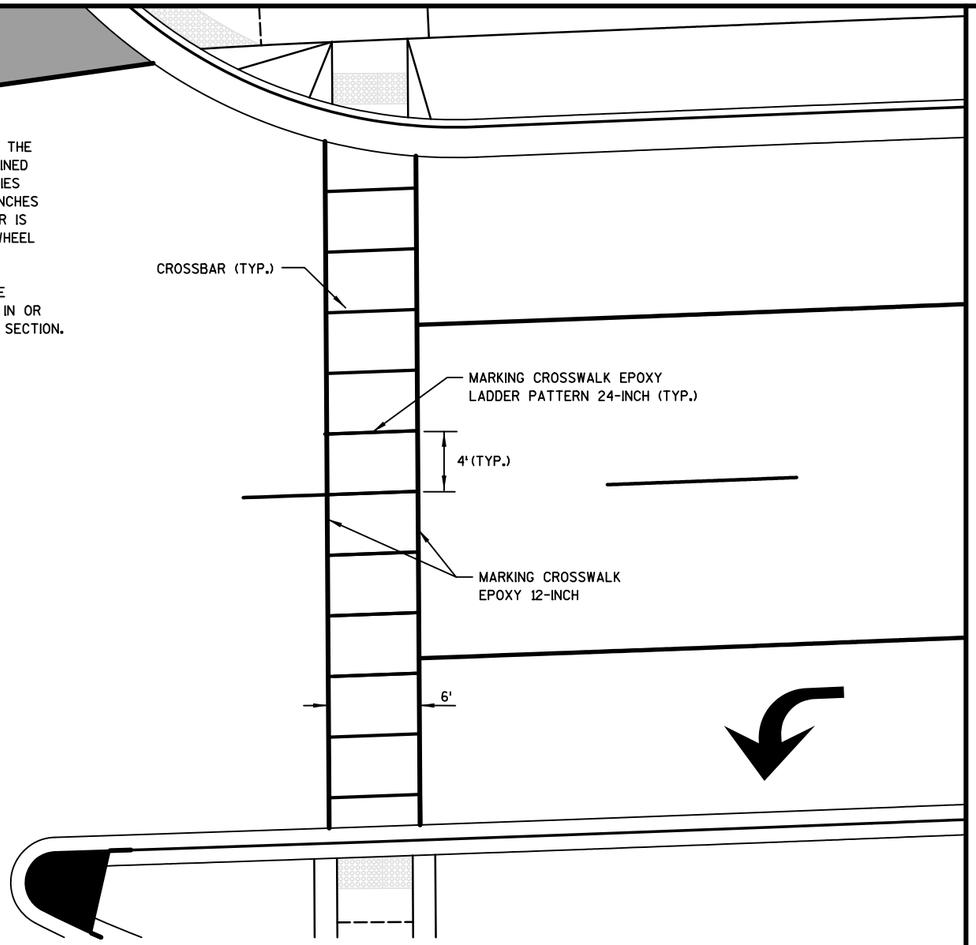
TYPICAL POND BANK SECTION



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - SEMINOLE VILLAGE POND DREDGING	SHEET 20	E

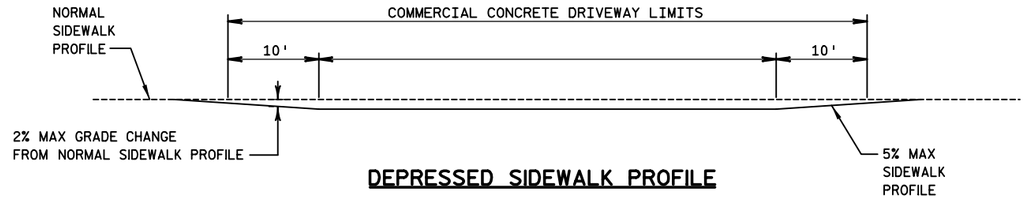
THE SPACING BETWEEN THE CROSSBARS IS DETERMINED IN THE FIELD AND VARIES BETWEEN 24 AND 48 INCHES SO THAT NO CROSSBAR IS PLACED IN THE MAIN WHEEL TRACK AREA.

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)

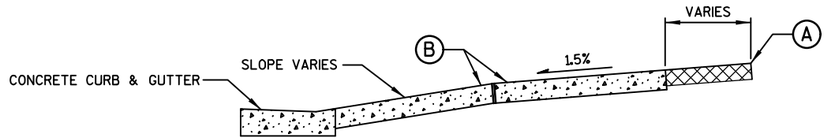


DEPRESSED SIDEWALK PROFILE

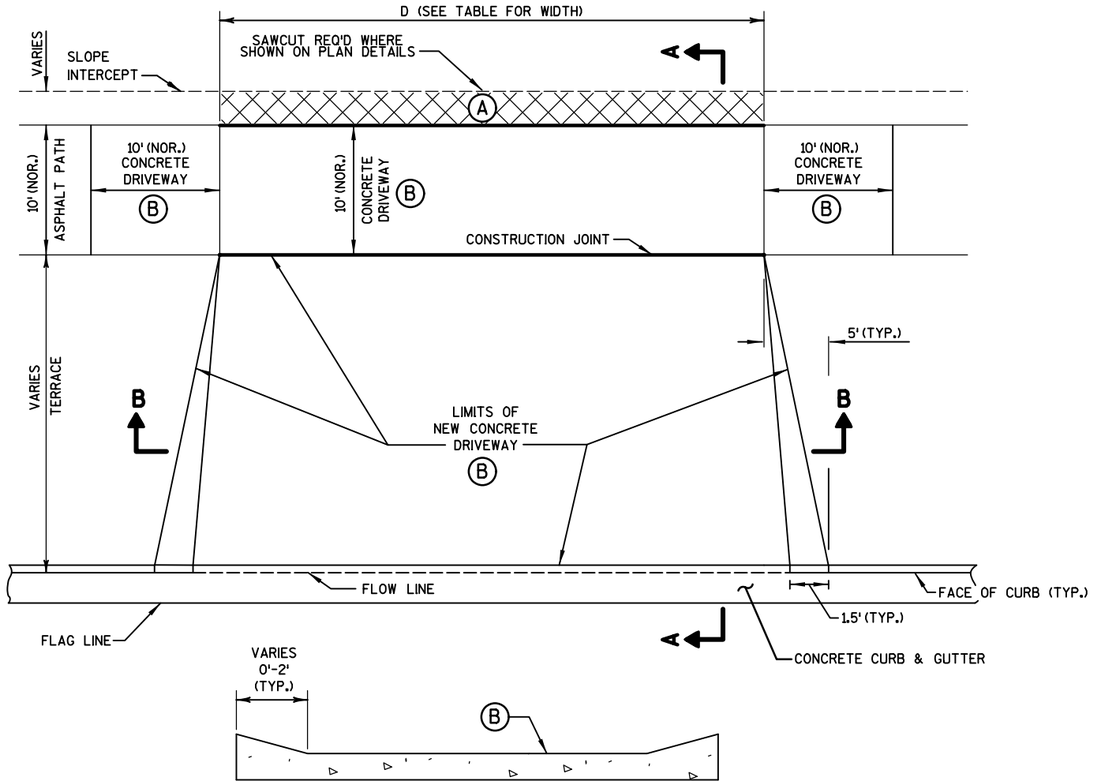
DRIVEWAY CONSTRUCTION NOTES:

——— ½" EXPANSION JOINT FILLER

PROVIDE CONTRACTION JOINT FOR CONCRETE DRIVEWAYS WIDER THAN 14 FEET.



SECTION A-A



SECTION B-B

URBAN DRIVEWAY DETAIL

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

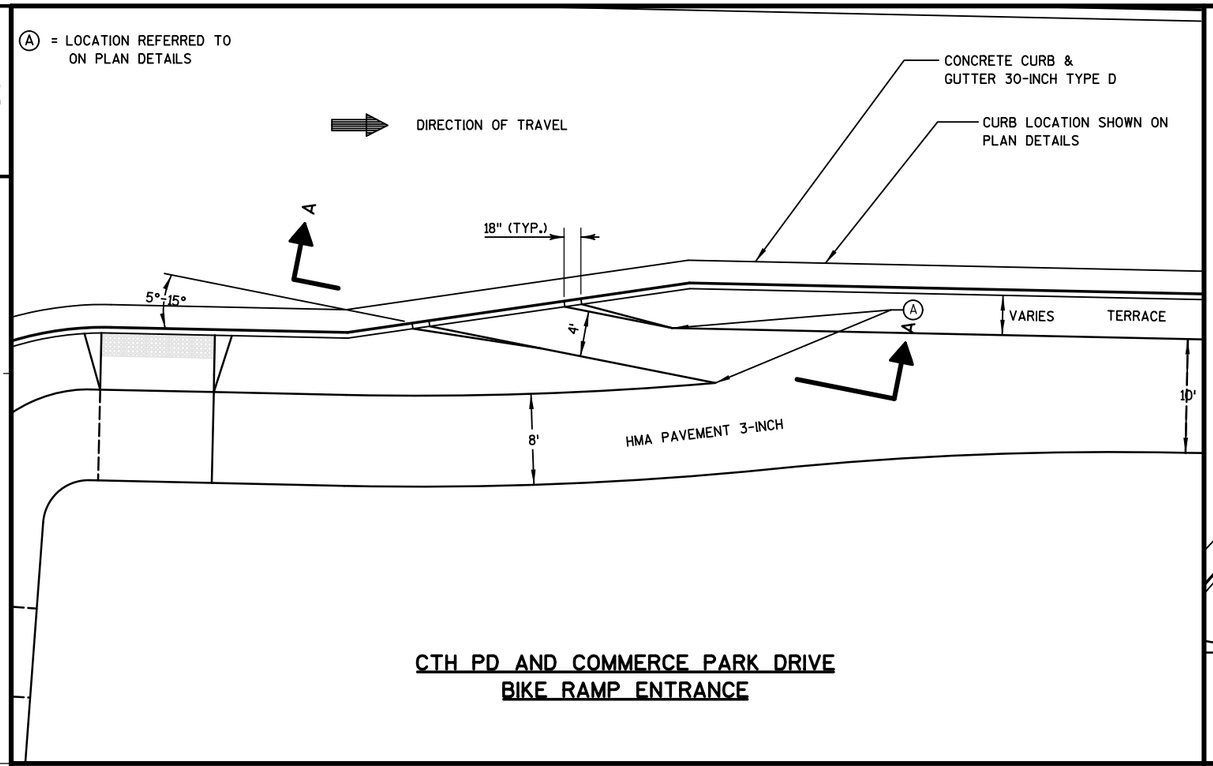
(A) THIS AREA TO BE REPLACED IN KIND AS NOTED IN TABLE BELOW AND ON PLAN DETAILS. PLACE CONCRETE DRIVEWAY OVER 6" BASE AGGREGATE DENSE 1¼-INCH. PLACE ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES OVER 11" BASE AGGREGATE DENSE 1¼-INCH.

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

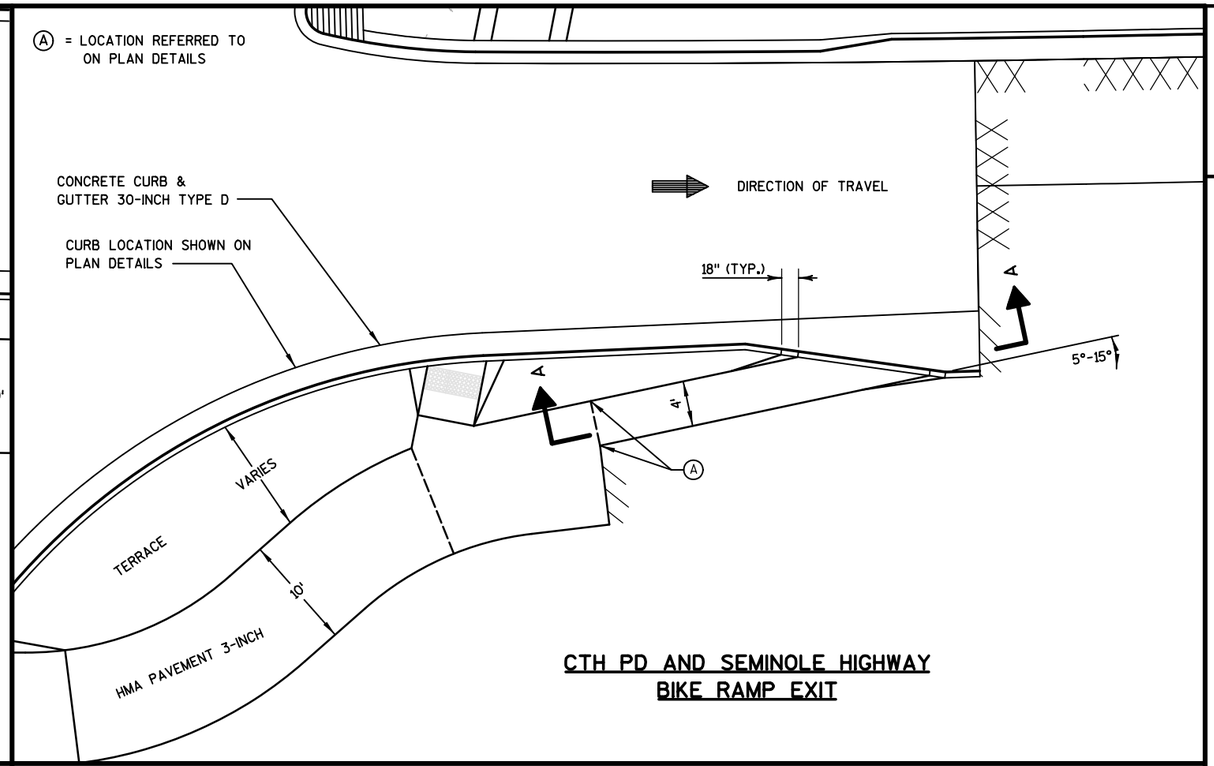
URBAN DRIVEWAY TABLE

ROAD	STATION	LOCATION	D (DRIVEWAY WIDTH AT SIDEWALK OPENING) (FT)	(A) PAVEMENT MATERIAL	(A) PAVEMENT THICKNESS (IN)	(B) PAVEMENT THICKNESS (IN)
CTH PD	31+70 PD	LT	20	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	4	7
	35+11 PD	RT	21	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	4	7

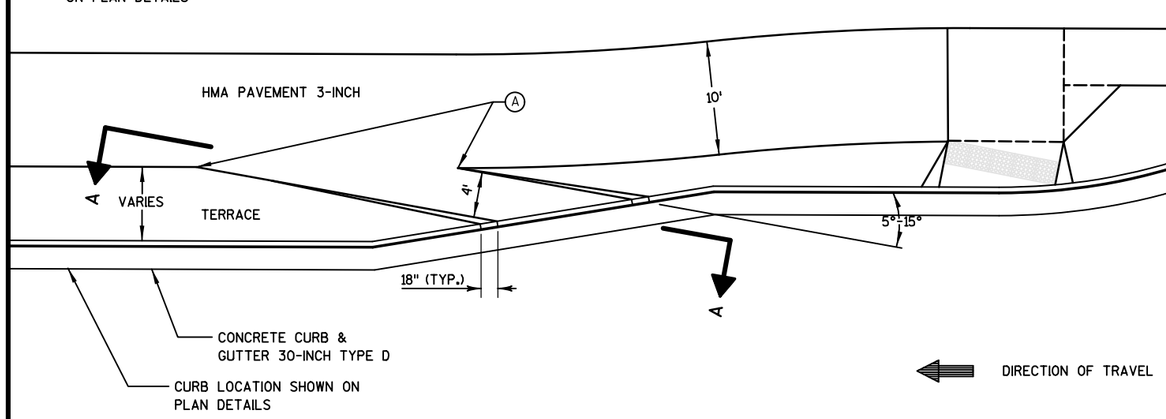
2



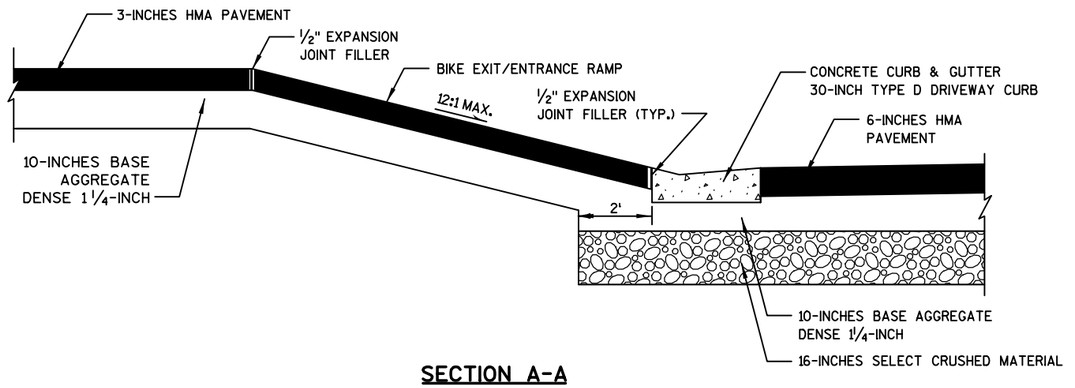
CTH PD AND COMMERCE PARK DRIVE
BIKE RAMP ENTRANCE



CTH PD AND SEMINOLE HIGHWAY
BIKE RAMP EXIT



CTH PD AND SEMINOLE HIGHWAY
BIKE RAMP ENTRANCE



SECTION A-A

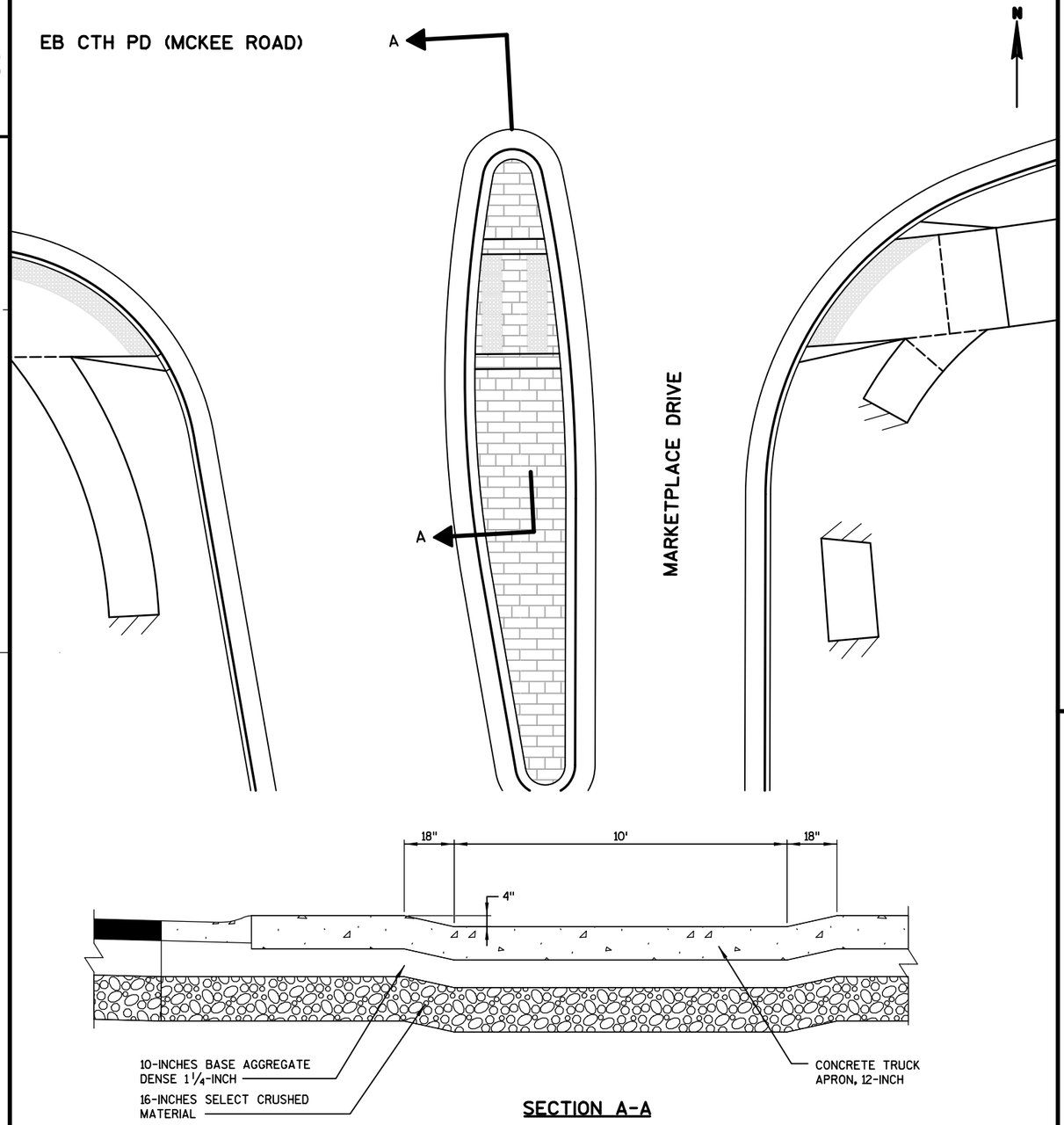
TYPICAL BIKE RAMP ENTRANCE & EXIT DETAILS

(SEE PLAN DETAILS FOR LOCATIONS)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - BIKE RAMP ENTRANCE AND EXIT	SHEET 22	E

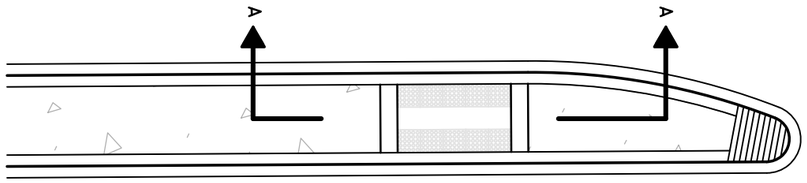
2

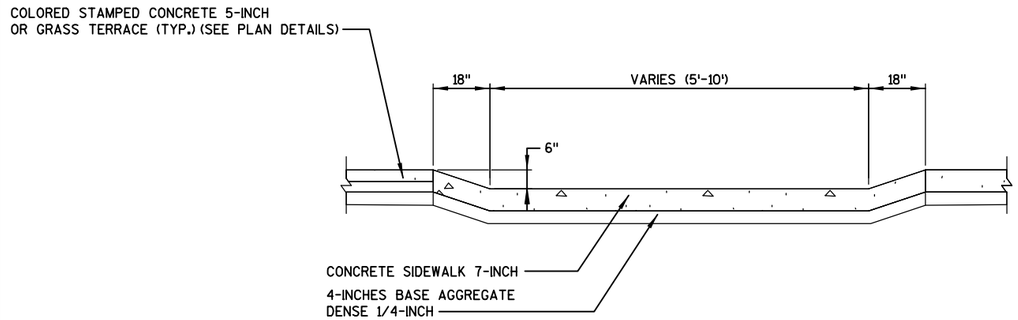
EB CTH PD (MCKEE ROAD)



SECTION A-A

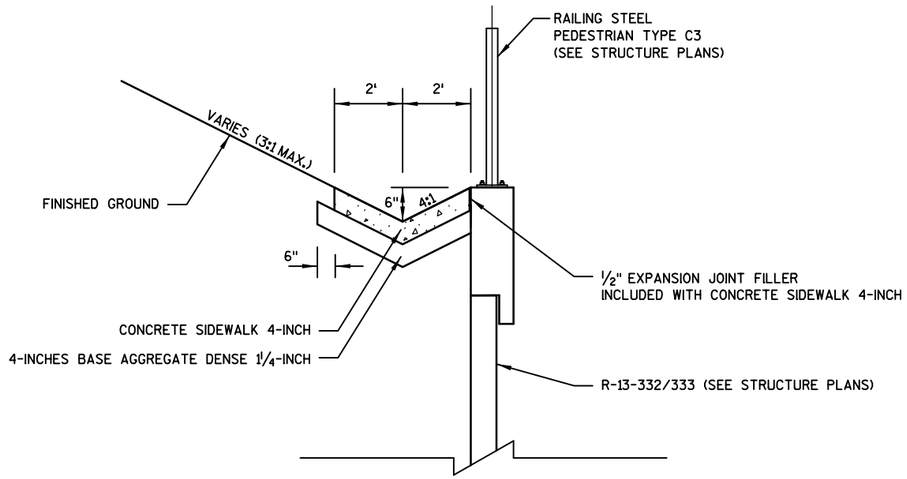
CONCRETE TRUCK APRON AT MARKETPLACE DRIVE DETAIL





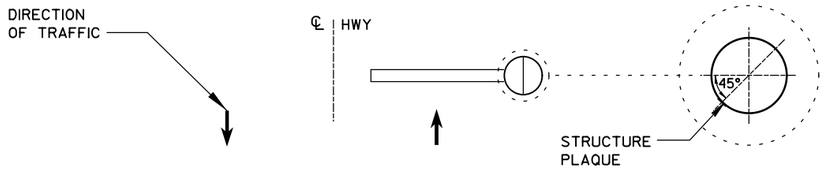
MEDIAN CURB RAMP DETAIL

(SEE PLAN DETAILS FOR MEDIAN CURB LOCATIONS)

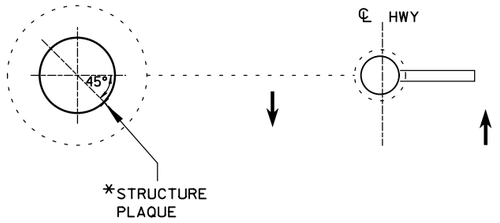


R-13-332 & R-13-333 CONCRETE SWALE DETAIL

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - TRUCK APRON, MEDIAN CURB RAMP, SWALE	SHEET 23	E

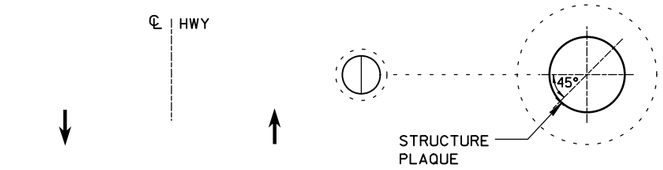


MONOTUBE SUPPORT (ON SHOULDER)

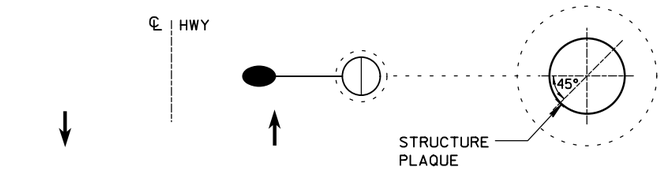


MONOTUBE SUPPORT (IN MEDIAN)

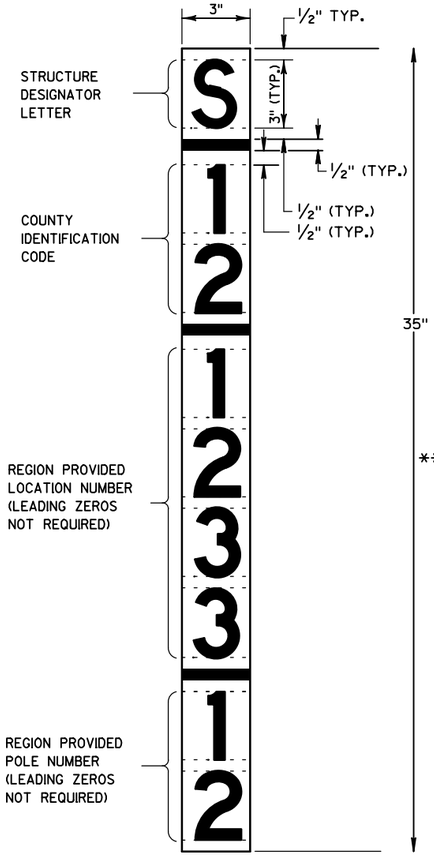
*WHEN MONOTUBES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN MONOTUBES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



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

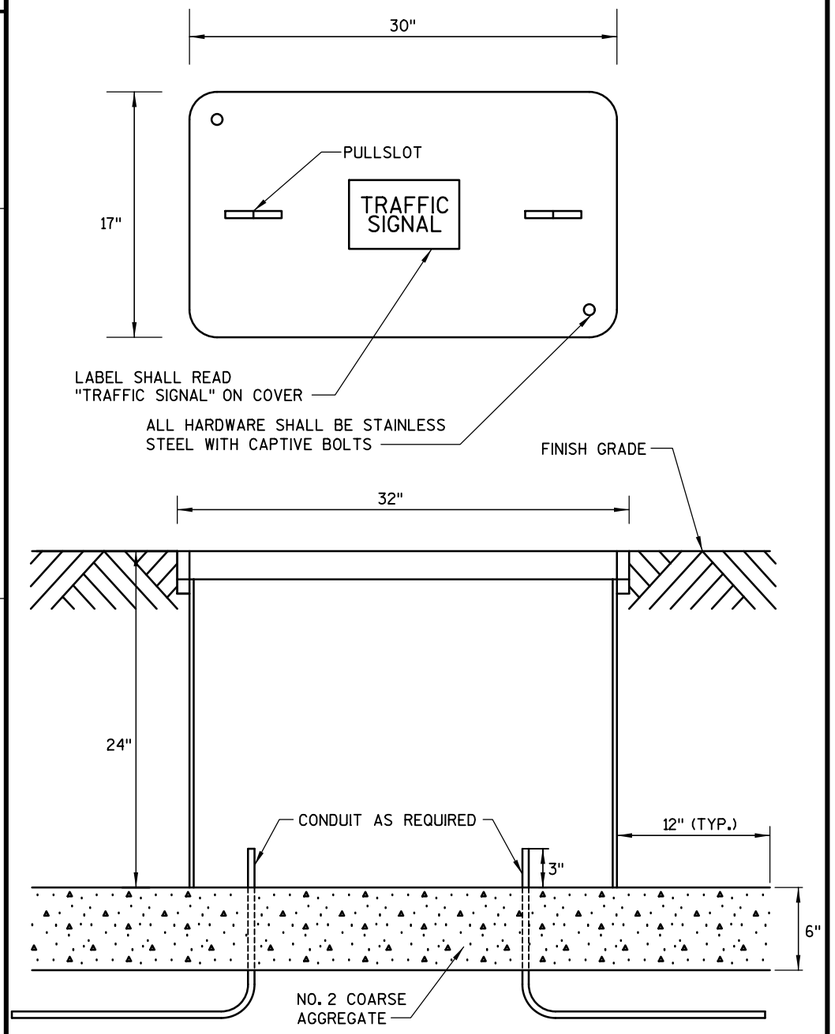
LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

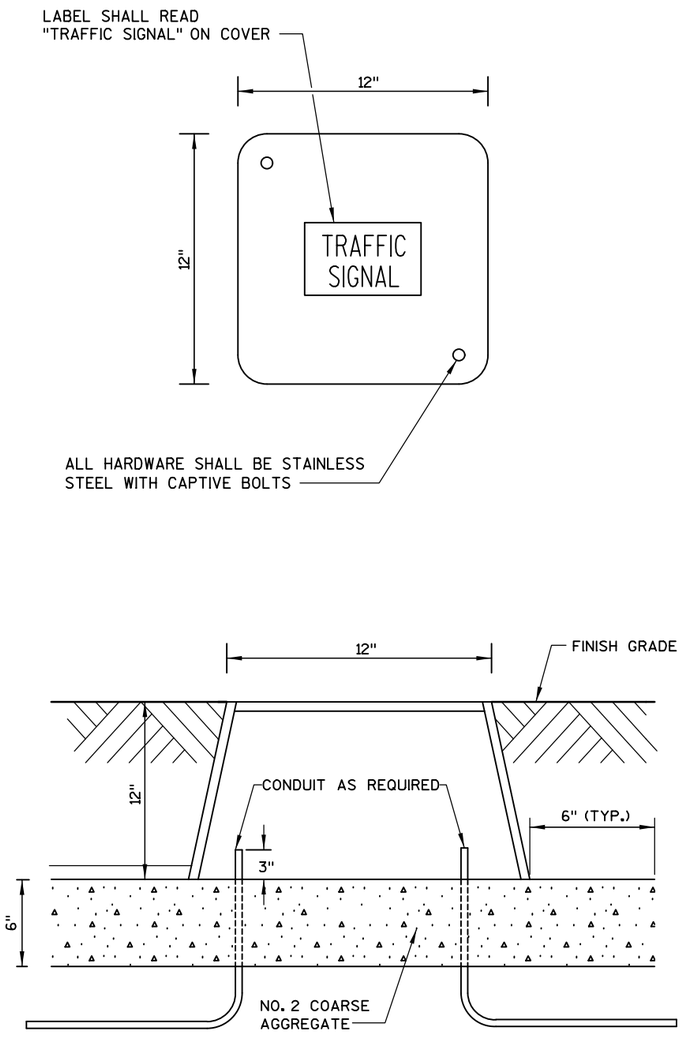
STRUCTURE IDENTIFICATION PLAQUES
LIGHT, MONOTUBE & RAMP GATE POLES

SW REGION - MADISON

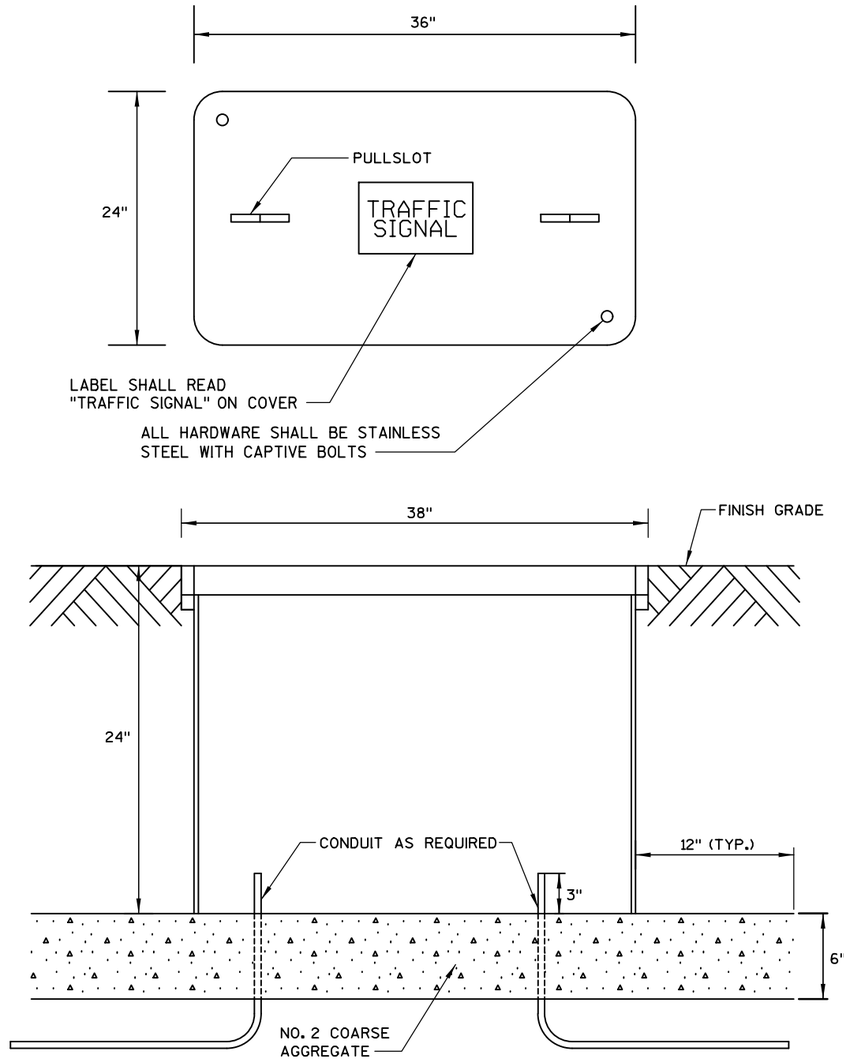
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - MONOTUBE IDENTIFICATION PLAQUES	SHEET 24	E



PULL BOX TYPE I

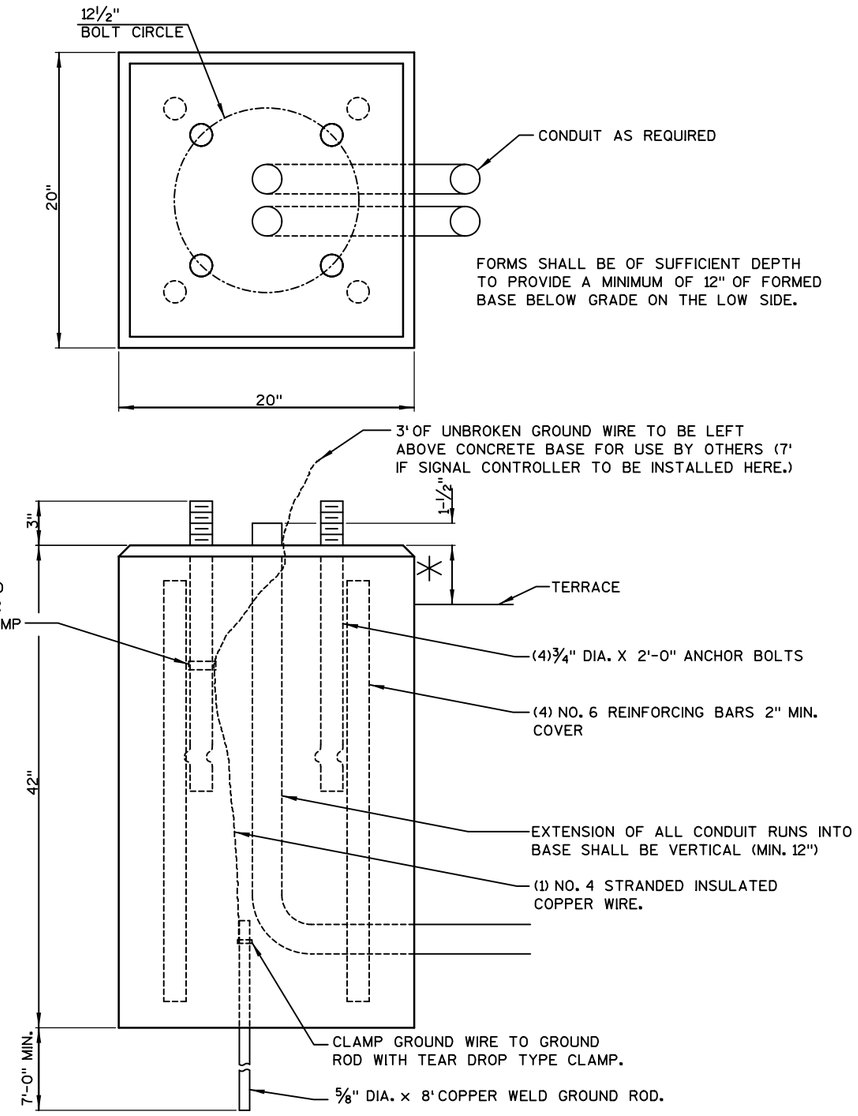


PULL BOX TYPE III



PULL BOX TYPE V

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - PULL BOXES	SHEET 25	E



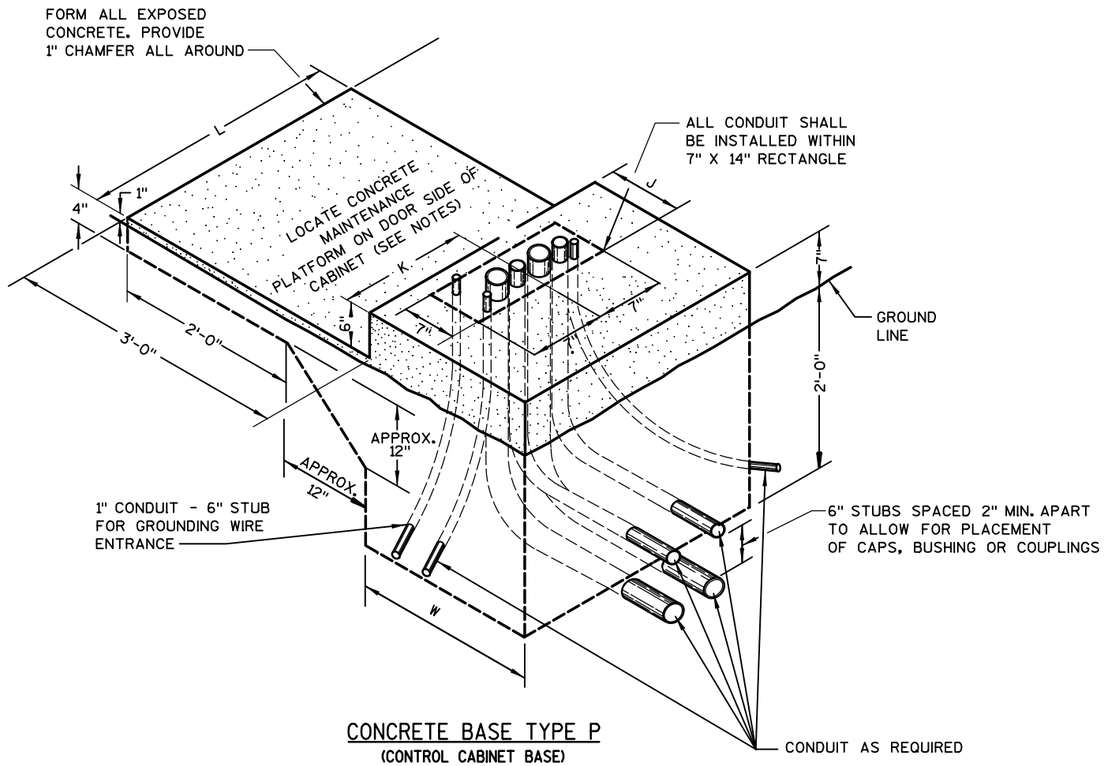
CONCRETE BASE TYPE G

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

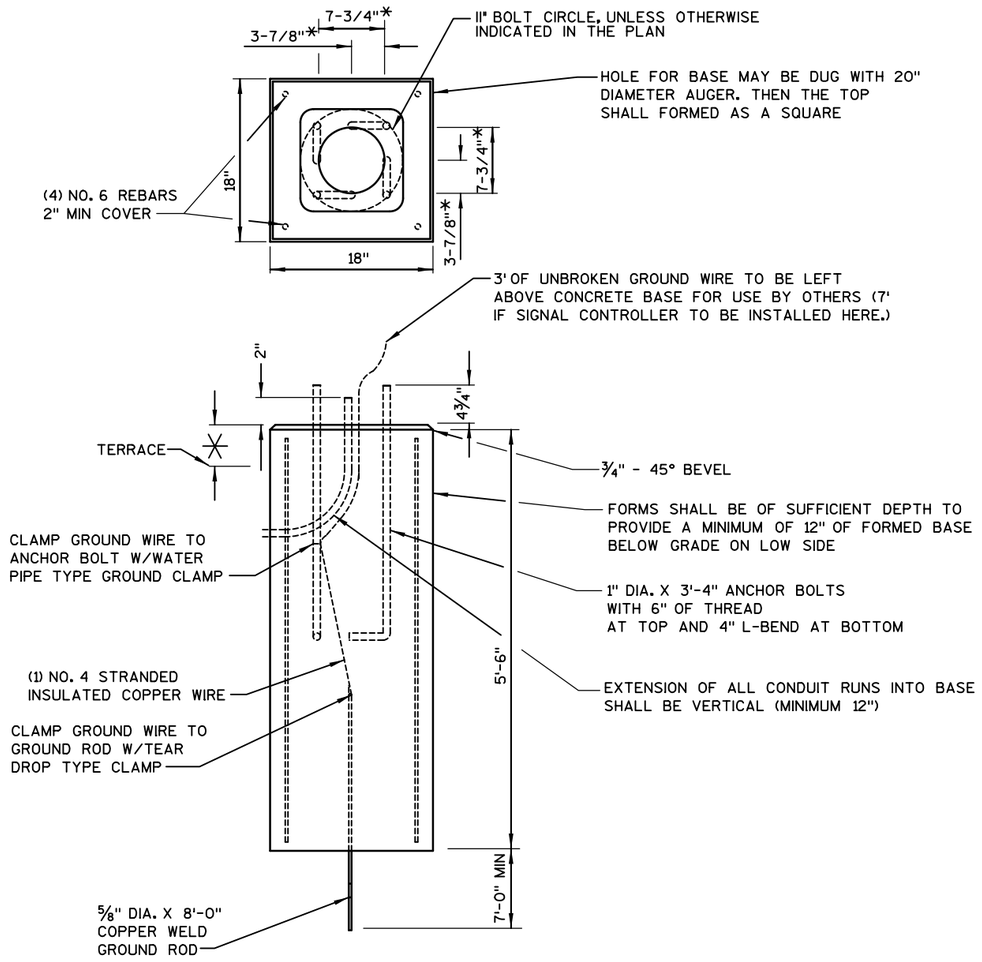
CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	L	W	J	K	
TYPE P	48"	30"	16"	24"	1.2

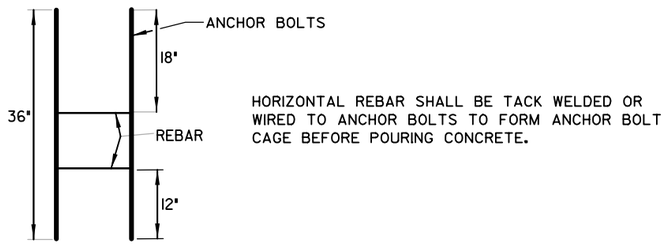
GENERAL NOTES

1. DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
2. ALL CONDUIT SHALL BE PVC, SCHEDULE 40
3. DEPTH OF CONDUIT EXITING THE BASE SHALL MATCH THE DEPTH SPECIFIED FOR CONDUIT INSTALLATION.
4. ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.
5. CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.
6. MAINTENANCE PLATFORM SHALL NOT BE INSTALLED WHEN THE SURROUNDING AREA IS PAVED.
7. MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.
8. ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.
9. CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MINIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.
10. CONDUITS SHALL EXIT THE BASE IN THE DIRECTION OF THE STRUCTURE IT IS TERMINATING INTO.
11. MAINTENANCE PLATFORM SIZE MAY VARY ON ACCOUNT OF CONDITIONS. VERIFY THE MAINTENANCE PLATFORM SIZE WITH ENGINEER PRIOR TO POURING BASE.



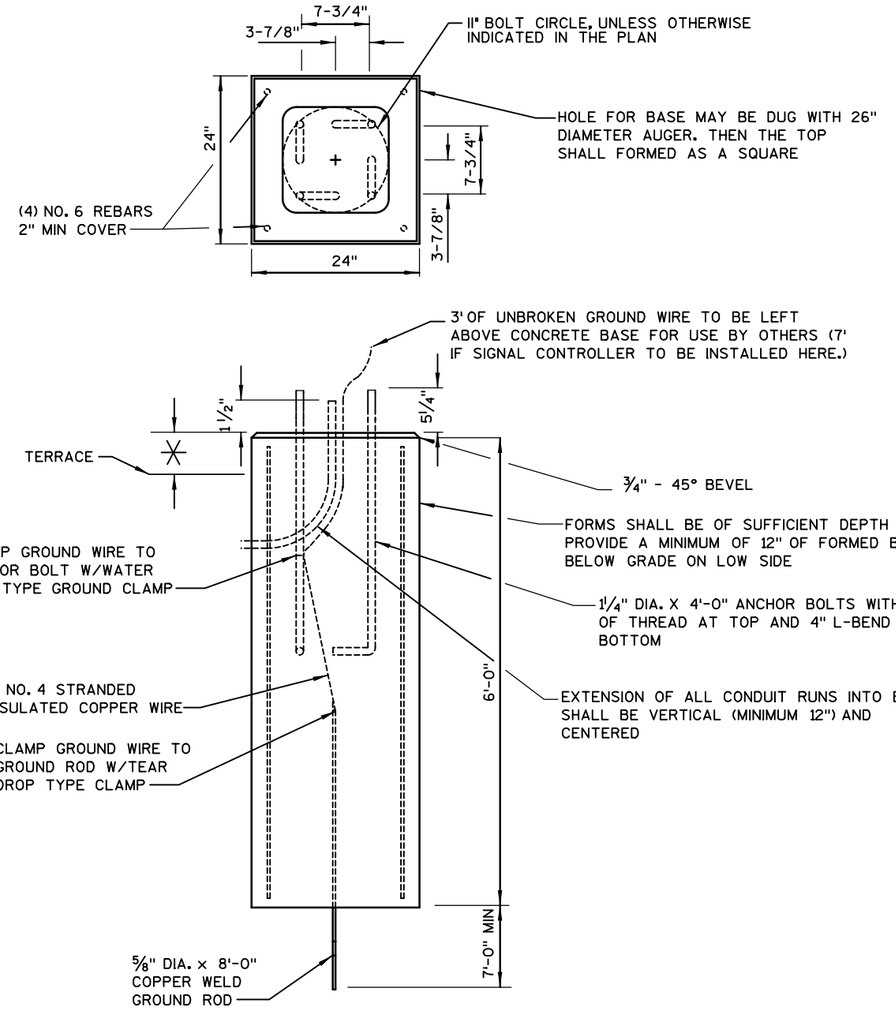
CONCRETE BASE TYPE P
(CONTROL CABINET BASE)

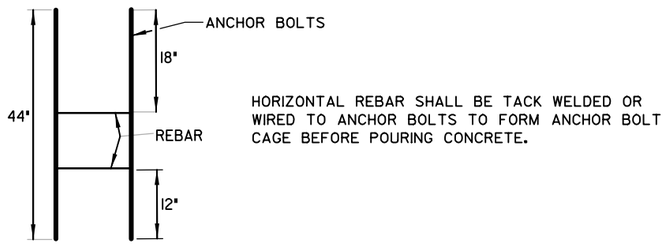




✳ = 4" ±½" FOR GRASS TERRACE
2" ±½" FOR CONCRETE TERRACE

CONCRETE BASE TYPE LB-3





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

CONCRETE BASE TYPE LB-8

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CONCRETE BASES	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021012b_cd_Concrete Bases.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

	STATION	OFFSET
EXPB-1	15+05	80' RT
EXPB-2	14+29	86' RT
EXPB-3	14+13	62' RT
EXPB-8	14+33	69' LT
EXPB-9	14+77	71' LT
EXPB-10	15+01	47' LT
EXPB-11	15+37	48' LT
EXPB-13	15+42	44' RT
EXPB-14	16+78	55' LT
EXPB-15	18+35	44' LT
EXSB-1	15+04	60' RT
EXSB-2	14+25	66' RT
EXSB-6	14+28	67' LT
EXSB-7	14+78	65' LT
EXSB-8	15+06	47' LT
EXSB-9	15+08	1' RT
EXSB-10	15+44	37' RT

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) TO BE REMOVED BY OTHERS

GRAYSHADE ITEMS ARE TO REMAIN.

BOLD REPRESENTS ITEMS TO BE REMOVED.

(EXPB-X) REMOVING PULL BOX REQ'D

(EXSB-X) 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 AT LOCATIONS OF BASE REMOVAL WILL BE PAID AS "REMOVE TRAFFIC SIGNALS, CTH PD & COMMERCE PARK DRIVE".

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

COMMERCE PARK DRIVE

20'

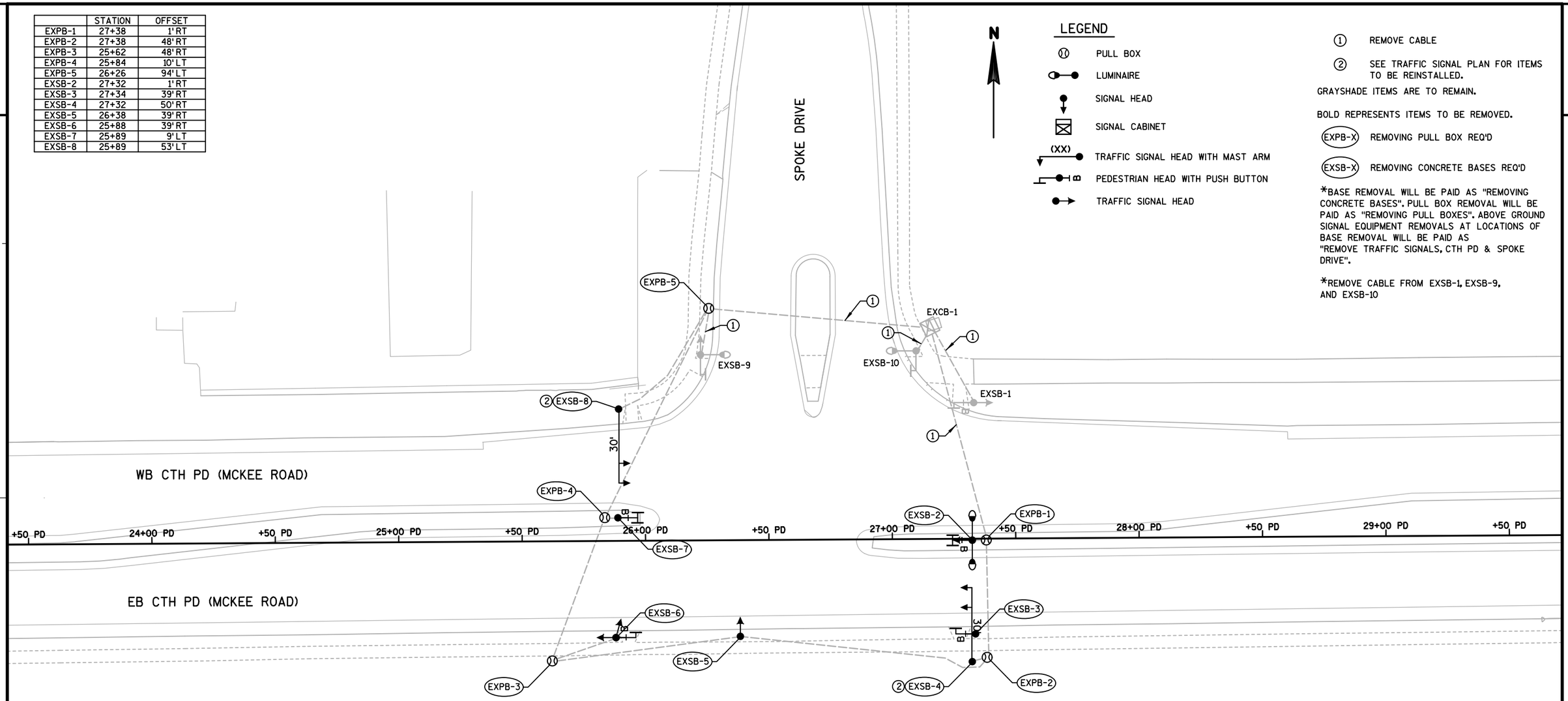
EXPB-8, EXSB-6, EXPB-7 (1), EXPB-6 (1), EXSB-5 (1), EXPB-9, EXSB-7, EXPB-10, EXPB-11, EXSB-8, EXPB-14, EXPB-15

EXSB-4 (1), +50 PD, EXPB-5 (1), 14+00 PD, +50 PD, 15+00 PD, +50 PD, EXPB-12 (1), 16+00 PD, +50 PD, 17+00 PD, +50 PD, 18+00 PD, +50 PD, EXSB-9

EXSB-10, EXSB-3 (1), EXPB-3, EXSB-2, EXPB-4 (1), EXSB-1, EXSB-11 (1), EXPB-13, EXPB-2, EXPB-1, EXCB-1

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - BASE & PULL BOX REMOVAL	SHEET 28	E

	STATION	OFFSET
EXPB-1	27+38	1' RT
EXPB-2	27+38	48' RT
EXPB-3	25+62	48' RT
EXPB-4	25+84	10' LT
EXPB-5	26+26	94' LT
EXSB-2	27+32	1' RT
EXSB-3	27+34	39' RT
EXSB-4	27+32	50' RT
EXSB-5	26+38	39' RT
EXSB-6	25+88	39' RT
EXSB-7	25+89	9' LT
EXSB-8	25+89	53' LT



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - BASE & PULL BOX REMOVAL	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021120_cd_Spoke Signal Removals.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

	STATION	OFFSET
EXSB-1	31+06	36' RT
EXSB-2	31+15	3' LT
EXSB-3	30+89	2' LT
EXSB-4	31+05	11' LT
EXSB-5	30+79	10' LT
EXSB-6	30+88	49' LT

N

LEGEND

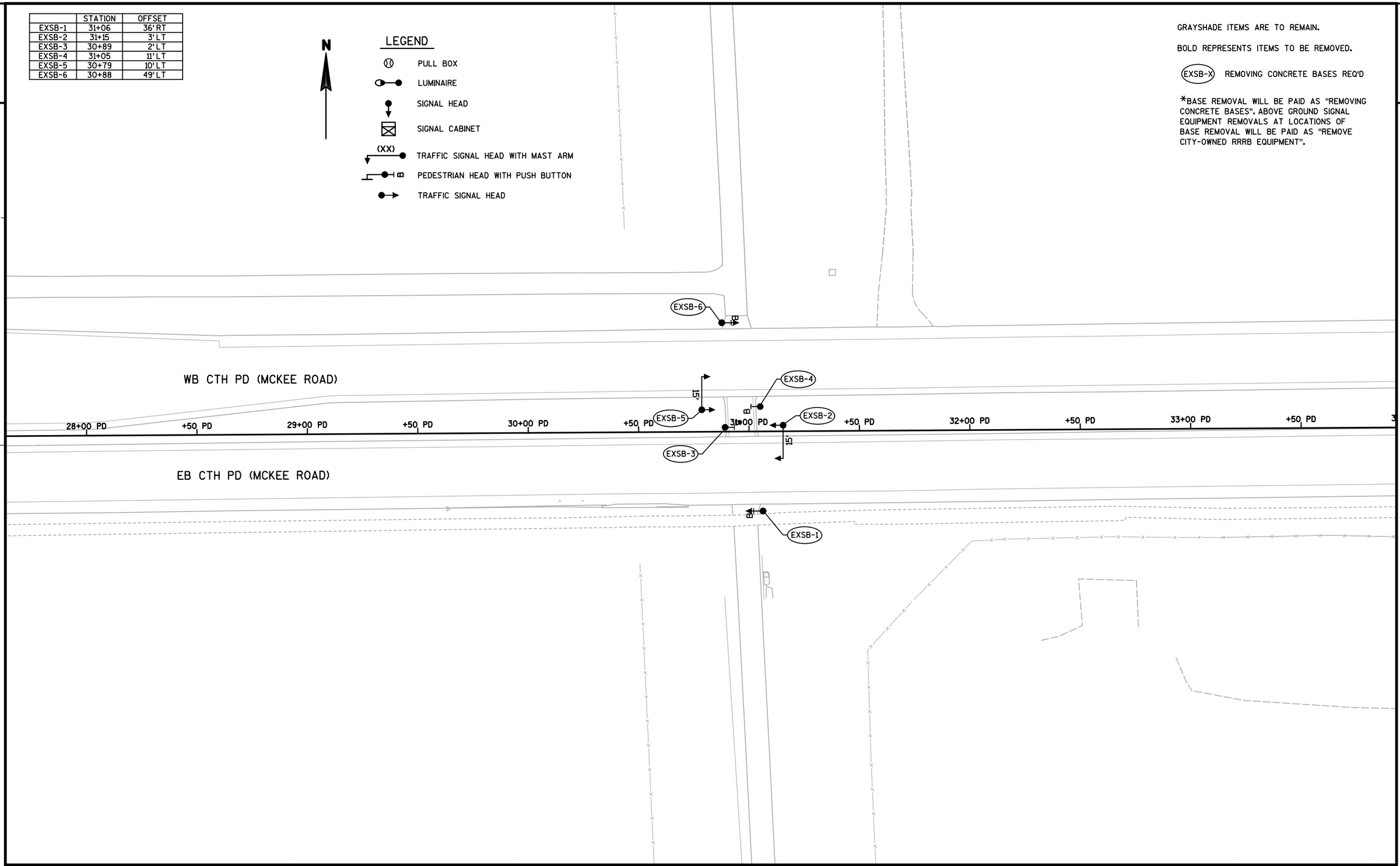
- PULL BOX
- LUMINAIRE
- SIGNAL HEAD
- SIGNAL CABINET
- (XX) TRAFFIC SIGNAL HEAD WITH MAST ARM
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- TRAFFIC SIGNAL HEAD

GRAYSHADE ITEMS ARE TO REMAIN.

BOLD REPRESENTS ITEMS TO BE REMOVED.

(EXSB-X) REMOVING CONCRETE BASES REQ'D

*BASE REMOVAL WILL BE PAID AS "REMOVING CONCRETE BASES". ABOVE GROUND SIGNAL EQUIPMENT REMOVALS AT LOCATIONS OF BASE REMOVAL WILL BE PAID AS "REMOVE CITY-OWNED RRRB EQUIPMENT".



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - BASE & PULL BOX REMOVAL	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021121_cd_RRFB Removals.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

	STATION	OFFSET
EXPB-1	46+01	78' RT
EXPB-2	46+05	9' RT
EXPB-3	45+69	9' RT
EXPB-4	46+33	36' LT
EXPB-5	46+49	53' LT
EXPB-6	46+49	82' LT
EXPB-7	47+32	56' LT
EXPB-8	47+53	40' LT
EXPB-9	47+49	16' RT
EXPB-10	47+81	16' RT
EXPB-11	47+58	54' RT
EXPB-12	46+91	93' RT
EXPB-13	46+80	143' RT
EXPB-14	46+13	93' RT
EXPB-15	43+44	67' RT
EXPB-16	49+46	32' LT
EXSB-1	45+95	73' RT
EXSB-2	46+11	8' RT
EXSB-3	46+26	34' LT
EXSB-4	46+45	52' LT
EXSB-5	47+26	64' LT
EXSB-6	47+48	43' LT
EXSB-7	47+43	16' RT
EXSB-8	47+38	58' RT
EXSB-9	46+93	88' RT
EXSB-10	46+09	88' RT

N

LEGEND

- PULL BOX
- LUMINAIRE
- SIGNAL HEAD
- SIGNAL CABINET
- (XX) TRAFFIC SIGNAL HEAD WITH MAST ARM
- B 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.

(EXPB-X) REMOVING PULL BOX REQ'D

(EXSB-X) 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 AT LOCATIONS OF BASE REMOVAL WILL BE PAID AS "REMOVE TRAFFIC SIGNALS, CTH PD & SEMINOLE HIGHWAY".

WB CTH PD (MCKEE ROAD)

+50 PD 44+00 PD +50 PD 45+00 PD +50 PD 46+00 PD +50 PD 47+00 PD +50 PD 48+00 PD +50 PD 49+00 PD +50 PD

EB CTH PD (MCKEE ROAD)

SEMINOLE HIGHWAY

EXPB-1 EXPB-2 EXPB-3 EXPB-4 EXPB-5 EXPB-6 EXPB-7 EXPB-8 EXPB-9 EXPB-10 EXPB-11 EXPB-12 EXPB-13 EXPB-14 EXPB-15 EXPB-16

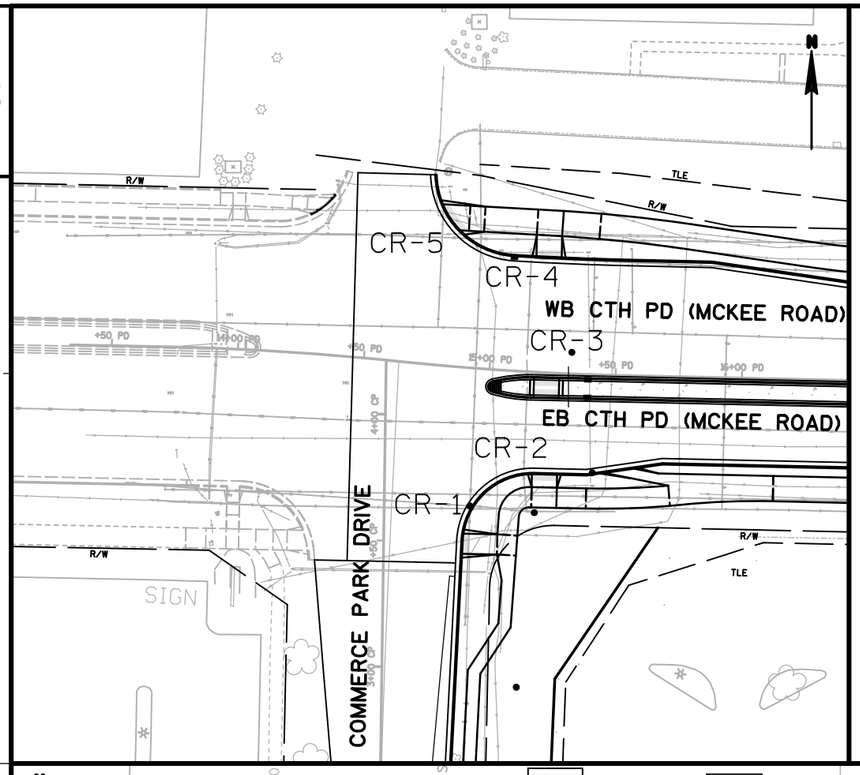
EXSB-1 EXSB-2 EXSB-3 EXSB-4 EXSB-5 EXSB-6 EXSB-7 EXSB-8 EXSB-9 EXSB-10

EXCB-1

25'

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - BASE & PULL BOX REMOVAL	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021122_cd_Seminiole Signal Removals.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



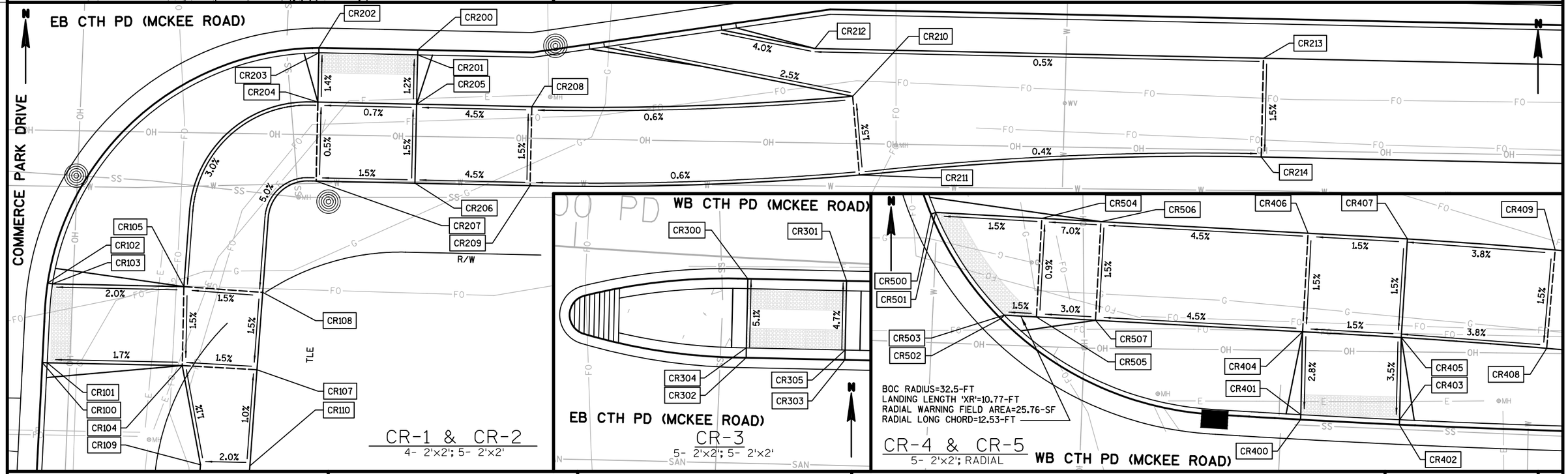
CR-1 POINTS	COMMERCE PARK DRIVE			
POINT NO.	STATION	OFFSET		ELEV.
CR100	3+45.20 CP	30.73	'RT	1004.13
CR101	3+45.18 CP	31.23	'RT	1004.14
CR102	3+53.25 CP	31.16	'RT	1004.20
CR103	3+53.18 CP	31.65	'RT	1004.21
CR104	3+45.09 CP	44.91	'RT	1004.37
CR105	3+53.09 CP	44.96	'RT	1004.48
CR107	3+44.78 CP	52.48	'RT	1004.48
CR108	3+52.61 CP	52.94	'RT	1004.60
CR109	3+35.08 CP	46.89	'RT	1004.49
CR110	3+35.04 CP	51.90	'RT	1004.59

CR-2 POINTS	EB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR200	115+27.65 EB	29.00	'RT	1005.26
CR201	115+27.65 EB	29.50	'RT	1005.29
CR202	115+17.63 EB	29.01	'RT	1005.18
CR203	115+17.65 EB	29.51	'RT	1005.21
CR204	115+17.65 EB	34.50	'RT	1005.28
CR205	115+27.65 EB	34.50	'RT	1005.35
CR206	115+27.65 EB	42.50	'RT	1005.47
CR207	115+17.65 EB	42.50	'RT	1005.32
CR208	115+39.31 EB	34.50	'RT	1005.87
CR209	115+39.31 EB	42.50	'RT	1005.99
CR210	115+71.76 EB	32.75	'RT	1006.08
CR211	115+72.62 EB	40.71	'RT	1006.20
CR212	115+67.85 EB	28.00	'RT	1005.95
CR213	116+13.27 EB	28.00	'RT	1006.18
CR214	116+13.27 EB	38.00	'RT	1006.03

CR-3 POINTS	EB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR300	115+17.65 EB	9.00	'LT	1004.98
CR301	115+27.65 EB	9.00	'LT	1005.08
CR302	115+17.65 EB	1.00	'LT	1005.33
CR303	115+27.65 EB	1.00	'LT	1005.40
CR304	115+17.65 EB	2.00	'LT	1005.34
CR305	115+27.65 EB	2.00	'LT	1005.41

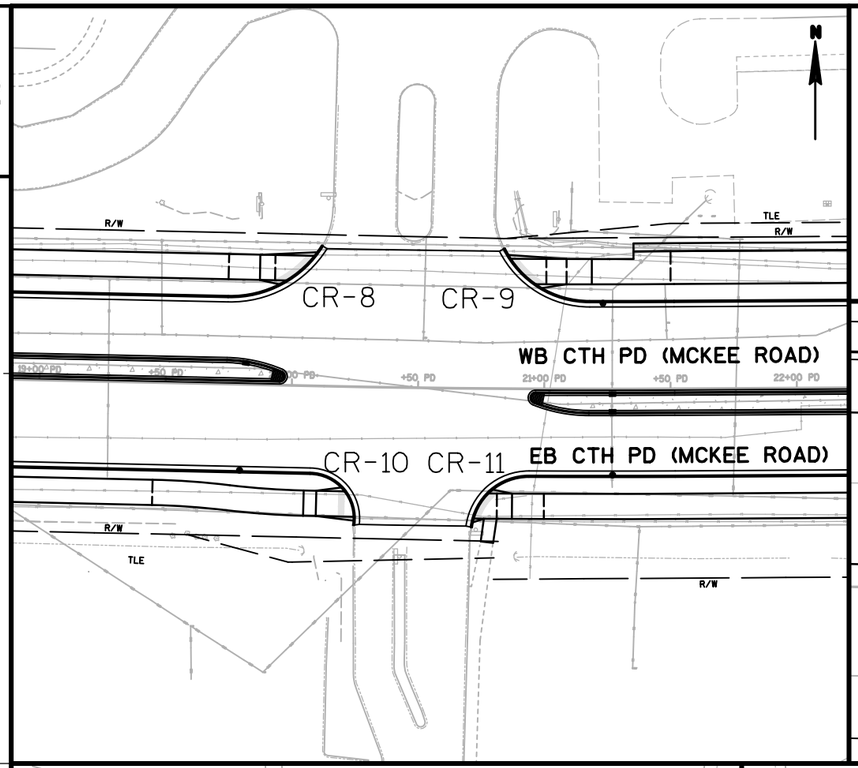
CR-4 POINTS	WB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR400	215+16.43 WB	35.00	'LT	1004.90
CR401	215+16.43 WB	35.50	'LT	1004.91
CR402	215+26.77 WB	35.00	'LT	1004.99
CR403	215+26.77 WB	35.50	'LT	1005.01
CR404	215+16.13 WB	43.88	'LT	1005.15
CR405	215+26.55 WB	43.83	'LT	1005.30
CR406	215+16.13 WB	53.88	'LT	1005.30
CR407	215+26.72 WB	53.83	'LT	1005.45
CR408	215+41.91 WB	43.31	'LT	1005.87
CR409	215+42.48 WB	53.29	'LT	1006.02

CR-5 POINTS	WB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR500	214+75.96 WB	52.95	'LT	1003.77
CR501	214+76.42 WB	53.19	'LT	1003.78
CR502	214+84.28 WB	43.06	'LT	1003.97
CR503	214+84.62 WB	43.44	'LT	1003.98
CR504	214+87.74 WB	53.52	'LT	1003.93
CR505	214+88.01 WB	43.53	'LT	1004.02
CR506	214+94.04 WB	53.66	'LT	1004.35
CR507	214+94.26 WB	43.67	'LT	1004.20



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021100_cd_Curb Ramps.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



CR-8 POINTS
WB CTH PD (MCKEE ROAD)

POINT NO.	STATION	OFFSET		ELEV.
CR800	220+08.08 WB	40.69	'LT	1021.27
CR801	220+07.69 WB	41.00	'LT	1012.28
CR802	219+96.92 WB	30.58	'LT	1012.05
CR803	219+96.66 WB	31.00	'LT	1012.06
CR804	219+92.44 WB	31.00	'LT	1012.12
CR805	219+92.44 WB	41.00	'LT	1012.27
CR806	219+86.44 WB	31.00	'LT	1012.26
CR807	219+86.44 WB	41.00	'LT	1012.41
CR808	219+74.07 WB	31.00	'LT	1012.54
CR809	219+74.07 WB	41.00	'LT	1012.69

CR-9 POINTS
WB CTH PD (MCKEE ROAD)

POINT NO.	STATION	OFFSET		ELEV.
CR900	220+96.17 WB	30.59	'LT	1015.22
CR901	220+96.46 WB	31.00	'LT	1015.23
CR902	220+85.95 WB	40.72	'LT	1015.00
CR903	220+86.36 WB	41.00	'LT	1015.01
CR904	221+00.47 WB	31.00	'LT	1015.29
CR905	221+00.47 WB	41.00	'LT	1015.22
CR906	221+08.53 WB	31.00	'LT	1015.71
CR907	221+08.53 WB	41.00	'LT	1015.86
CR908	221+18.62 WB	31.00	'LT	1015.86
CR909	221+18.62 WB	41.00	'LT	1016.01
CR910	221+49.97 WB	31.00	'LT	1018.23
CR911	221+49.97 WB	41.00	'LT	1018.38

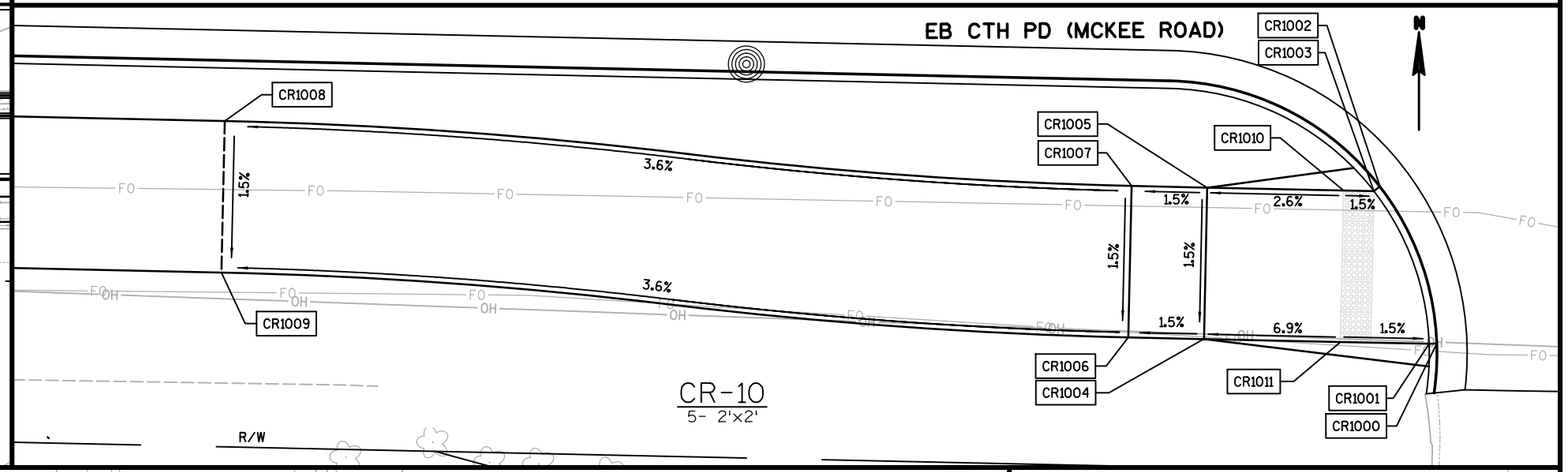
CR-10 POINTS
EB CTH PD (MCKEE ROAD)

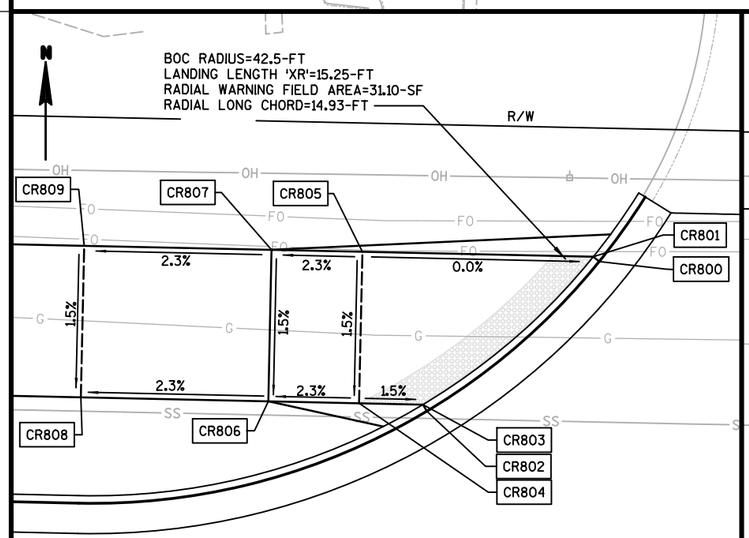
POINT NO.	STATION	OFFSET		ELEV.
CR1000	120+25.85 EB	40.97	'RT	1014.05
CR1001	120+25.35 EB	41.00	'RT	1014.06
CR1002	120+21.92 EB	30.69	'RT	1013.87
CR1003	120+21.53 EB	31.00	'RT	1013.88
CR1004	120+10.59 EB	41.00	'RT	1013.53
CR1005	120+10.59 EB	31.00	'RT	1013.68
CR1006	120+05.59 EB	40.99	'RT	1013.45
CR1007	120+05.59 EB	30.99	'RT	1013.60
CR1008	119+45.64 EB	28.00	'RT	1011.43
CR1009	119+45.64 EB	38.00	'RT	1011.28
CR1010	120+19.55 EB	31.00	'RT	1013.91
CR1011	120+19.54 EB	41.00	'RT	1014.15

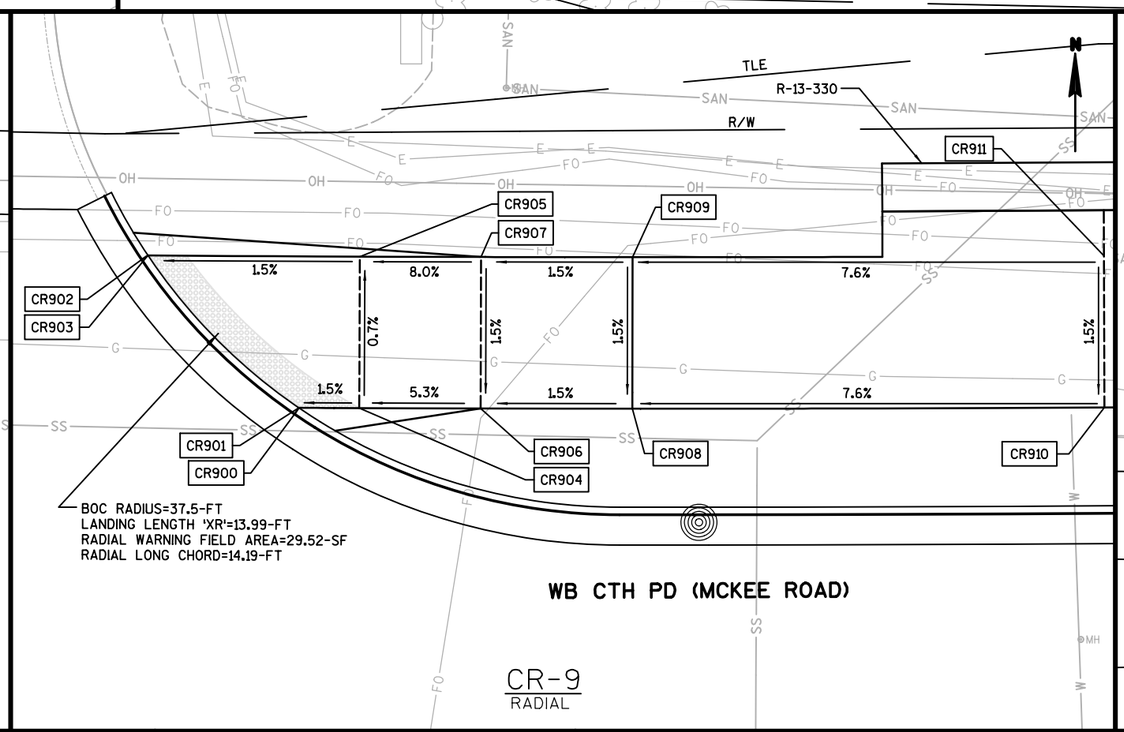
CR-11 POINTS
EB CTH PD (MCKEE ROAD)

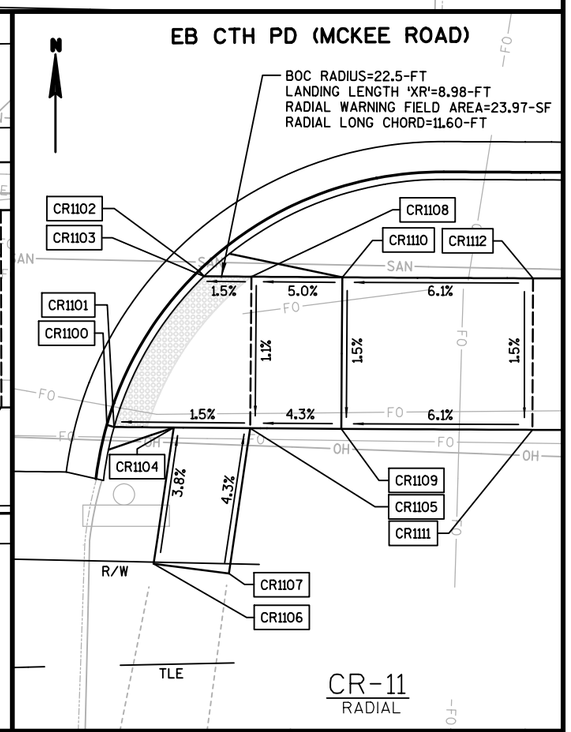
POINT NO.	STATION	OFFSET		ELEV.
CR1100	120+72.31 EB	40.87	'RT	1015.32
CR1101	120+72.79 EB	41.00	'RT	1015.33
CR1102	120+78.24 EB	30.65	'RT	1015.52
CR1103	120+78.59 EB	31.00	'RT	1015.53
CR1104	120+76.69 EB	41.00	'RT	1015.38
CR1105	120+81.70 EB	41.00	'RT	1015.46
CR1106	120+75.46 EB	50.01	'RT	*
CR1107	120+80.38 EB	50.60	'RT	*
CR1108	120+81.70 EB	31.00	'RT	1015.57
CR1109	120+87.67 EB	41.00	'RT	1015.72
CR1110	120+87.67 EB	31.00	'RT	1015.87
CR1111	121+00.18 EB	41.00	'RT	1016.49
CR1112	121+00.18 EB	31.00	'RT	1016.64

* MATCH EXISTING



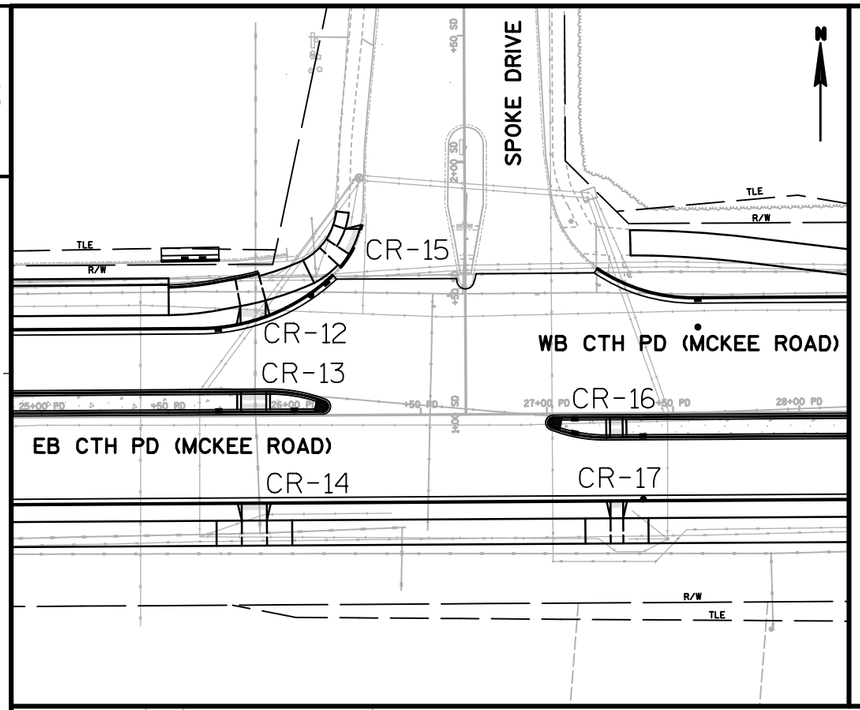






PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021101_cd_Curb Ramps.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CR-12 POINTS	WB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR1200	225+78.68 WB	25.74	'LT	1025.10
CR1201	225+78.57 WB	26.23	'LT	1025.11
CR1202	225+88.74 WB	28.62	'LT	1014.96
CR1203	225+88.57 WB	29.09	'LT	1024.97
CR1204	225+78.57 WB	29.09	'LT	1025.15
CR1205	225+78.57 WB	32.93	'LT	1025.24
CR1206	225+88.57 WB	35.13	'LT	1025.10
CR1207	225+86.03 WB	44.80	'LT	1025.25
CR1208	225+76.83 WB	42.77	'LT	1025.39
CR1209	225+50.21 WB	29.52	'LT	1026.01
CR1210	225+50.21 WB	39.52	'LT	1026.16

CR-13 POINTS	WB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR1300	225+88.57 WB	9.00	'RT	1025.05
CR1301	225+88.57 WB	9.00	'RT	1025.00
CR1302	225+88.57 WB	1.00	'RT	1025.24
CR1303	225+78.57 WB	1.00	'RT	1025.28
CR1304	225+78.57 WB	2.00	'RT	1025.30
CR1305	225+88.57 WB	2.00	'RT	1025.27

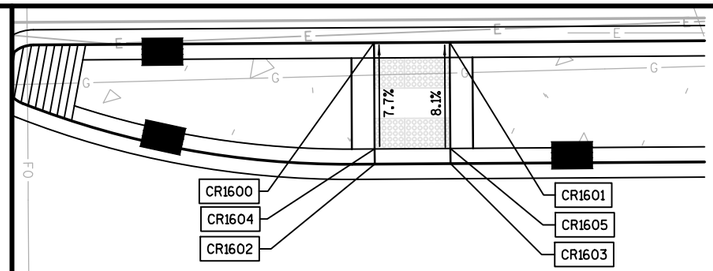
CR-14 POINTS	EB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR1400	125+79.15 EB	24.00	'RT	1025.12
CR1401	125+79.15 EB	24.50	'RT	1025.14
CR1402	125+89.15 EB	24.00	'RT	1025.07
CR1403	125+89.15 EB	24.50	'RT	1025.09
CR1404	125+79.15 EB	31.00	'RT	1025.47
CR1405	125+89.15 EB	31.00	'RT	1025.42
CR1406	125+79.15 EB	41.00	'RT	1025.62
CR1407	125+89.15 EB	41.00	'RT	1025.57
CR1408	125+69.15 EB	31.00	'RT	1025.86
CR1409	125+69.15 EB	41.00	'RT	1026.01
CR1410	125+99.15 EB	31.00	'RT	1025.72
CR1411	125+99.15 EB	41.00	'RT	1025.87

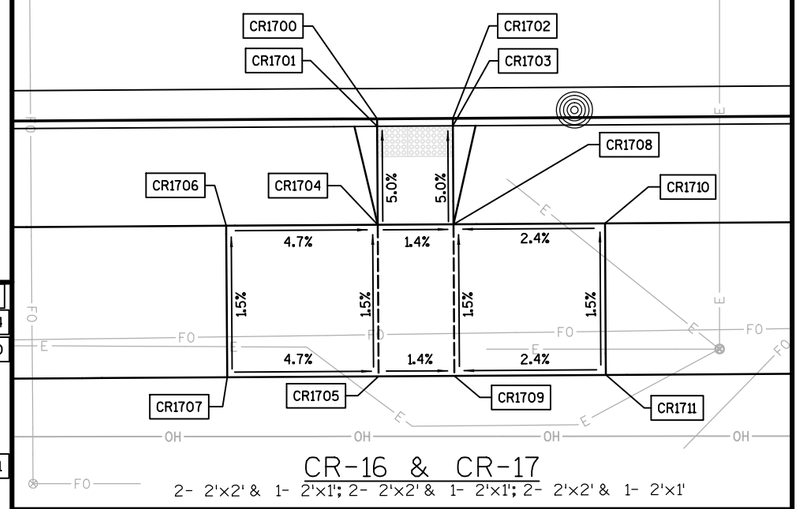
CR-15 POINTS	SPOKE DRIVE			
POINT NO.	STATION	OFFSET		ELEV.
CR1500	1+73.53 SD	41.15	'LT	*
CR1501	1+73.66 SD	41.63	'LT	1024.85
CR1502	1+63.43 SD	45.52	'LT	*
CR1503	1+63.70 SD	45.95	'LT	1024.90
CR1504	1+73.71 SD	47.00	'LT	1025.24
CR1505	1+66.92 SD	50.79	'LT	1025.24
CR1506	1+69.69 SD	54.95	'LT	1025.32
CR1507	1+75.35 SD	52.15	'LT	1025.32
CR1508	1+66.34 SD	57.61	'LT	1025.32
CR1509	1+58.77 SD	49.58	'LT	*
CR1510	1+52.37 SD	59.84	'LT	1025.18
CR1511	1+61.38 SD	64.18	'LT	1025.31
CR1512	1+80.04 SD	45.98	'LT	*
CR1513	1+80.62 SD	50.94	'LT	*

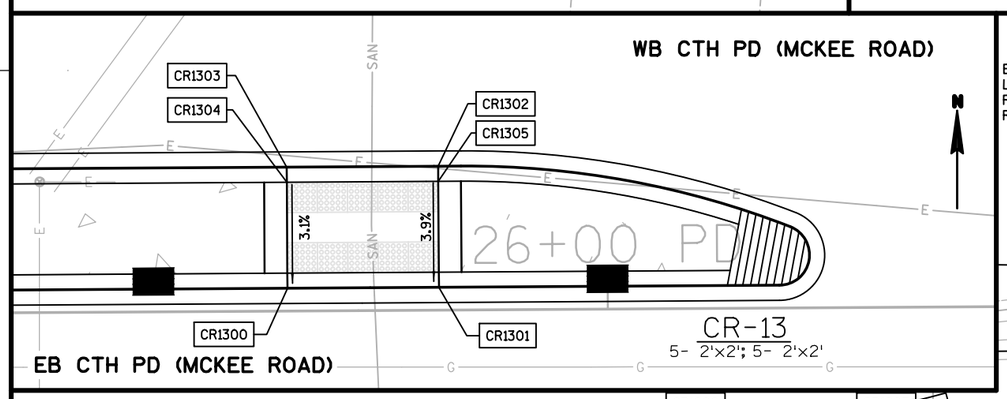
* MATCH EXISTING

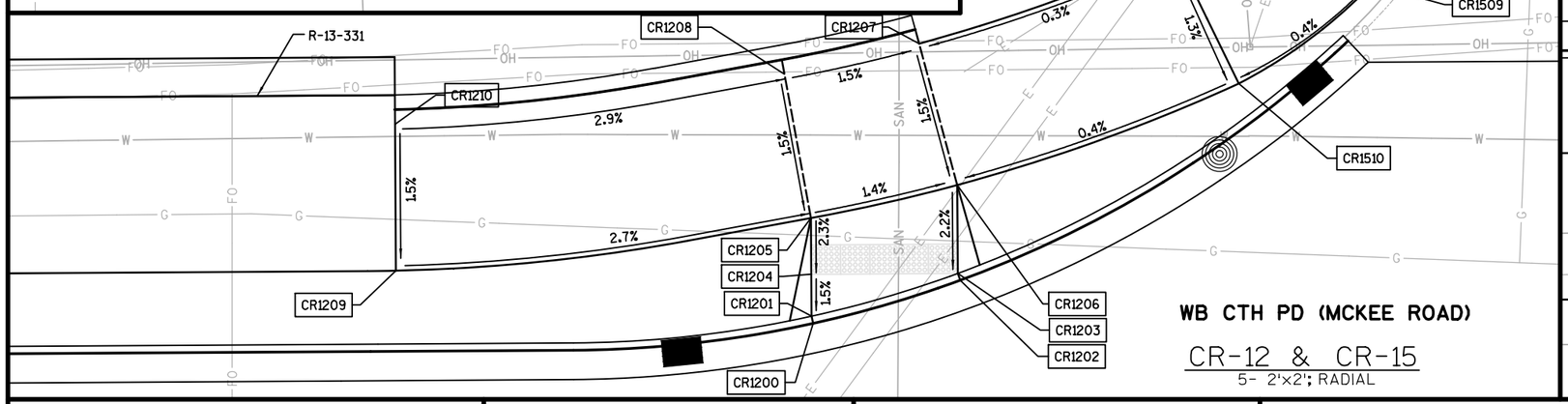
CR-16 POINTS	EB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR1600	127+25.26 EB	9.00	'LT	1023.57
CR1601	127+30.26 EB	9.00	'LT	1023.48
CR1602	127+25.26 EB	1.00	'LT	1024.13
CR1603	127+30.26 EB	1.00	'LT	1024.07
CR1604	127+25.26 EB	2.00	'LT	1024.11
CR1605	127+30.26 EB	2.00	'LT	1024.05

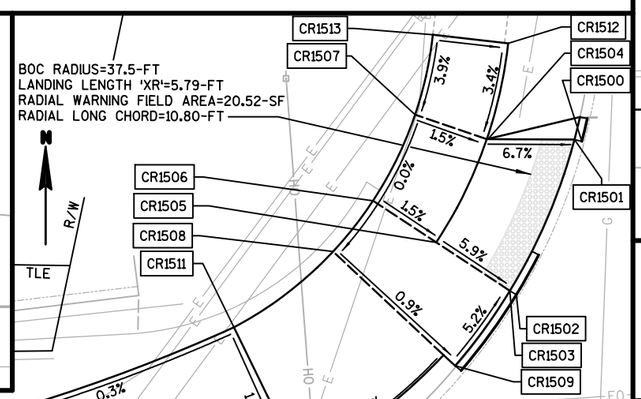
CR-17 POINTS	EB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR1700	127+25.26 EB	24.00	'RT	1024.09
CR1701	127+25.26 EB	24.50	'RT	1024.11
CR1702	127+30.26 EB	24.00	'RT	1024.02
CR1703	127+30.26 EB	24.50	'RT	1024.04
CR1704	127+25.26 EB	31.00	'RT	1024.44
CR1705	127+25.26 EB	41.00	'RT	1024.59
CR1706	127+15.26 EB	31.00	'RT	1024.91
CR1707	127+15.26 EB	41.00	'RT	1025.06
CR1708	127+30.26 EB	31.00	'RT	1024.37
CR1709	127+30.26 EB	41.00	'RT	1024.52
CR1710	127+40.26 EB	31.00	'RT	1024.61
CR1711	127+40.26 EB	41.00	'RT	1024.76

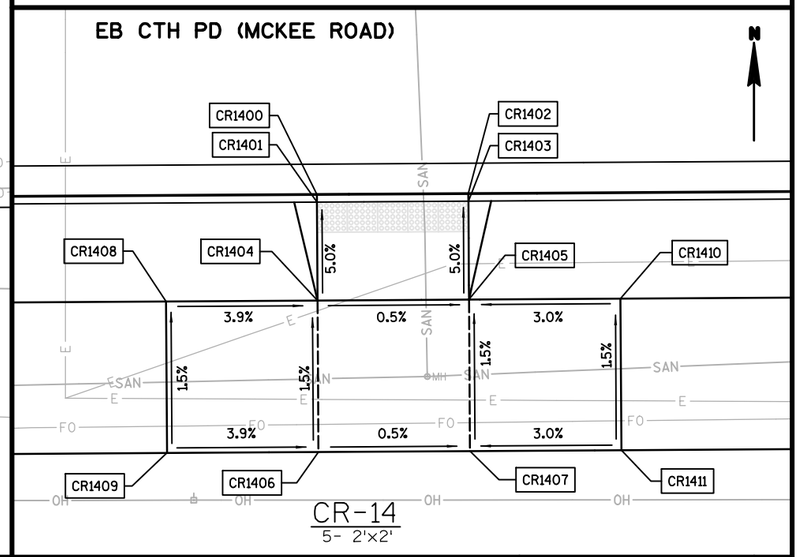






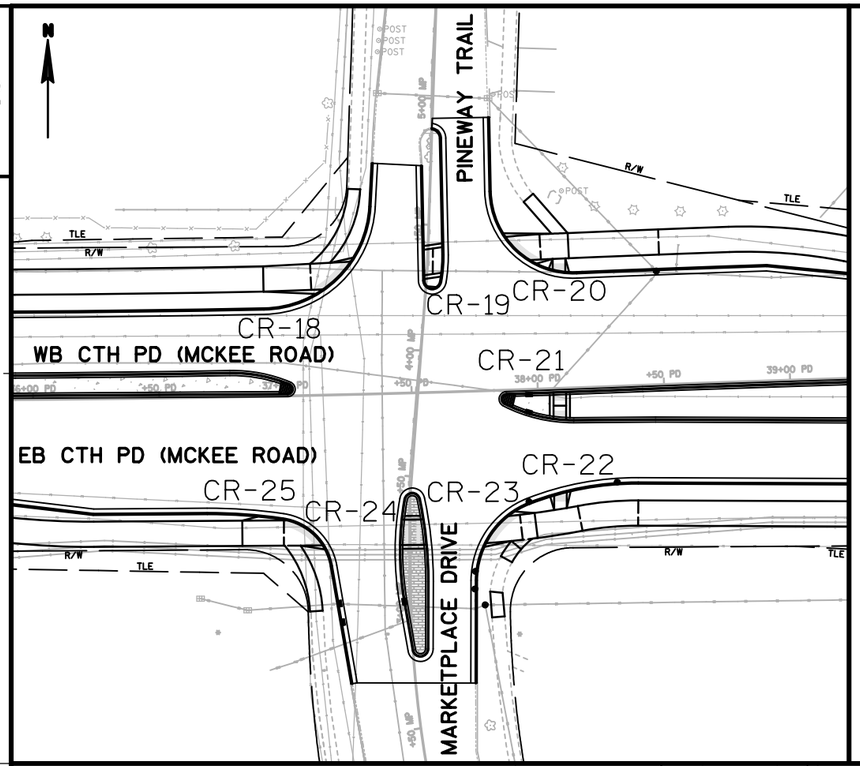






PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 34	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021102_cd_Curb Ramps.dgn PLOT DATE : 8/1/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CR-18 POINTS	MARKETPLACE DRIVE			
POINT NO.	STATION	OFFSET		ELEV.
CR1800	4+20.75 MP	40.64	'LT	1023.15
CR1801	4+21.14 MP	40.95	'LT	1023.16
CR1802	4+33.95 MP	30.24	'LT	1023.14
CR1803	4+34.22 MP	30.66	'LT	1023.15
CR1804	4+33.52 MP	38.73	'LT	1023.20
CR1805	4+20.68 MP	45.14	'LT	1023.20
CR1806	4+30.92 MP	46.46	'LT	1023.25
CR1807	4+18.59 MP	63.97	'LT	1023.97
CR1808	4+28.55 MP	64.92	'LT	1024.12
CR1809	4+38.54 MP	43.19	'LT	*
CR1810	4+34.73 MP	39.96	'LT	*
CR1811	4+47.25 MP	30.50	'LT	1023.35
CR1812	4+49.02 MP	35.18	'LT	1023.42

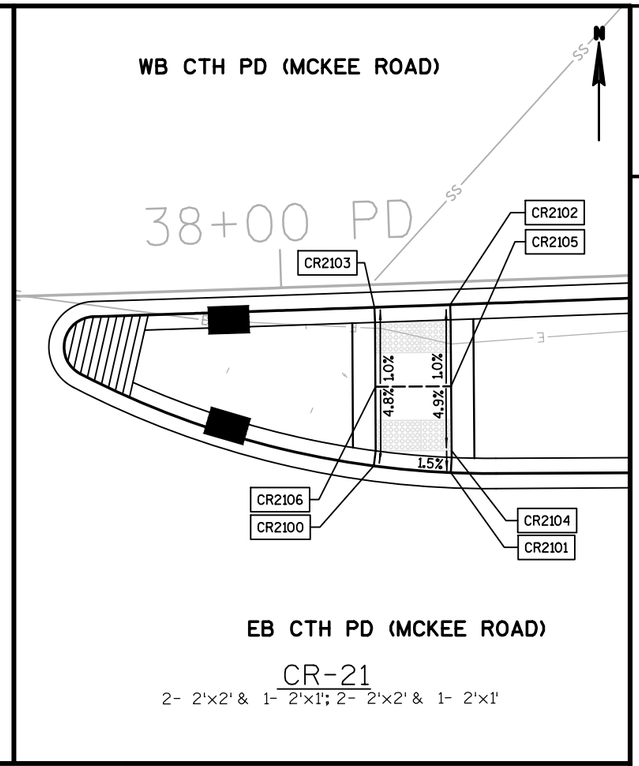
* MATCH EXISTING

CR-19 POINTS	MARKETPLACE DRIVE			
POINT NO.	STATION	OFFSET		ELEV.
CR1900	4+41.25 MP	5.93	'RT	1023.51
CR1901	4+31.29 MP	6.06	'RT	1023.64
CR1902	4+29.86 MP	1.36	'LT	1023.56
CR1903	4+39.98 MP	2.01	'LT	1023.45
CR1904	4+40.61 MP	1.96	'RT	1023.57
CR1905	4+30.61 MP	2.35	'RT	1023.70

CR-20 POINTS	WB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR2000	238+06.79 WB	36.27	'LT	1023.80
CR2001	238+06.94 WB	36.75	'LT	1023.81
CR2002	238+11.87 WB	35.20	'LT	1023.90
CR2003	238+11.93 WB	35.70	'LT	1023.91
CR2004	238+12.09 WB	40.89	'LT	1023.93
CR2005	238+07.05 WB	40.85	'LT	1023.85
CR2006	238+13.5 WB	40.90	'LT	1023.95
CR2007	238+13.43 WB	50.90	'LT	1023.90
CR2008	238+02.36 WB	40.79	'LT	1023.72
CR2009	238+02.17 WB	50.79	'LT	1023.67
CR2010	237+88.30 WB	49.97	'LT	1023.41
CR2011	237+88.73 WB	50.25	'LT	1023.42
CR2012	237+98.07 WB	40.27	'LT	1023.65
CR2013	237+98.34 WB	40.69	'LT	1023.66
CR2014	238+06.96 WB	50.85	'LT	1023.80
CR2015	237+96.28 WB	63.78	'LT	*
CR2016	238+00.18 WB	66.95	'LT	*
CR2017	238+11.96 WB	36.61	'LT	1023.92
CR2018	238+49.38 WB	41.00	'LT	1024.90
CR2019	238+49.38 WB	51.00	'LT	1025.05

* MATCH EXISTING

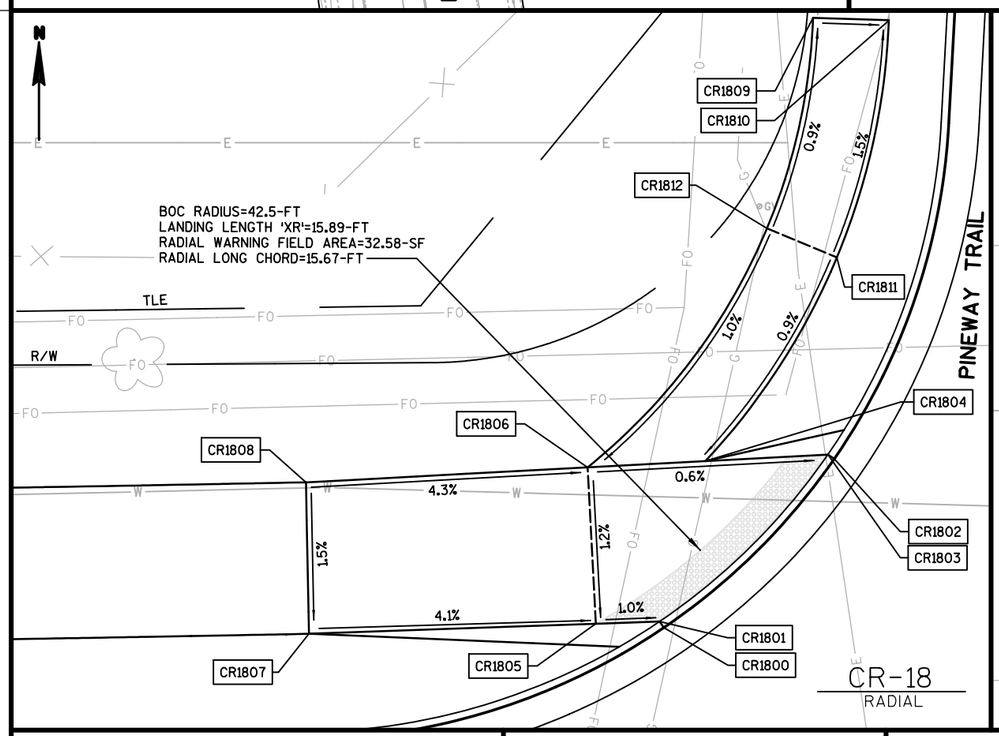
CR-21 POINTS	EB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR2100	138+06.30 EB	1.55	'LT	1023.74
CR2101	138+11.38 EB	1.08	'LT	1023.80
CR2102	138+11.41 EB	12.16	'LT	1023.98
CR2103	138+06.41 EB	12.02	'LT	1023.94
CR2104	138+11.43 EB	2.54	'LT	1023.82
CR2105	138+11.43 EB	6.78	'LT	1024.03
CR2106	138+06.43 EB	6.78	'LT	1023.99



EB CTH PD (MCKEE ROAD)

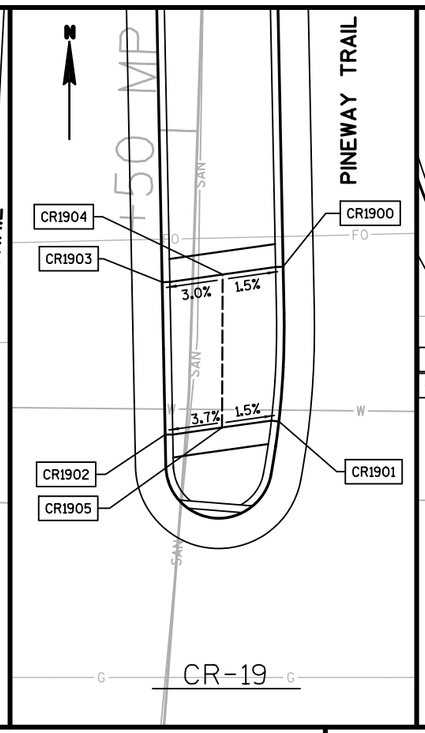
CR-21

2- 2'×2' & 1- 2'×1'; 2- 2'×2' & 1- 2'×1'

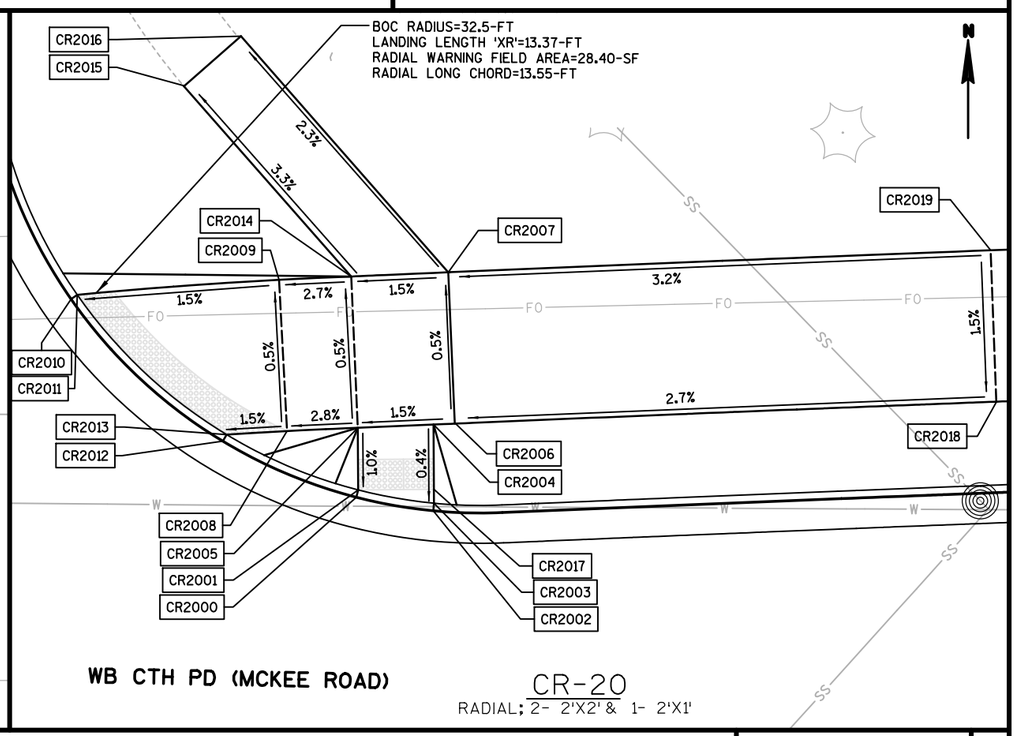


CR-18

RADIAL



CR-19

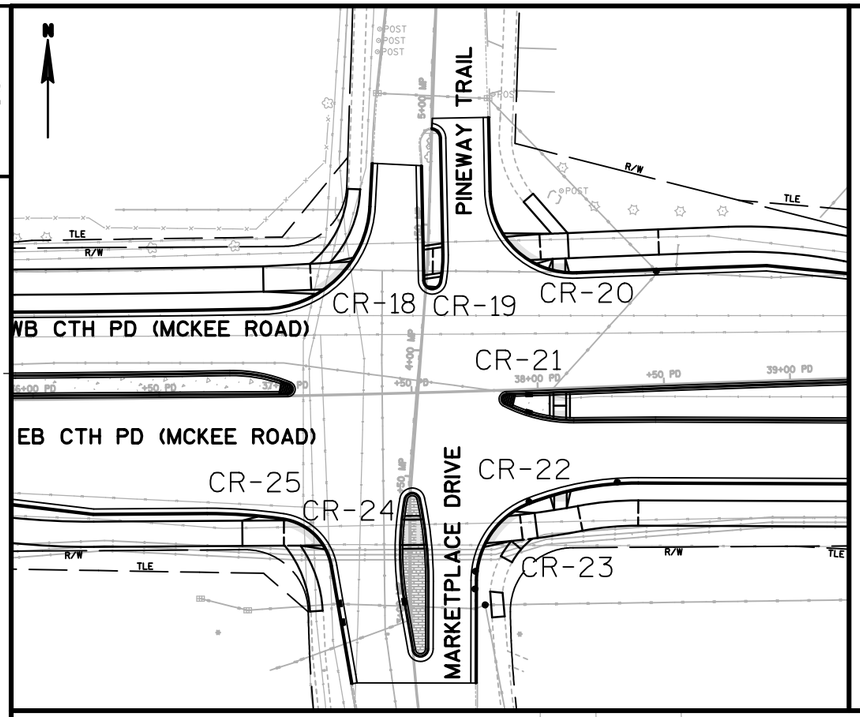


WB CTH PD (MCKEE ROAD)

CR-20

RADIAL; 2- 2'X2' & 1- 2'X1'

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 35	E



CR-22 POINTS				
POINT NO.	EB CTH PD (MCKEE ROAD) STATION	OFFSET		ELEV.
CR2200	138+06.30 EB	28.45	'RT	1023.49
CR2201	138+06.43 EB	28.93	'RT	1023.51
CR2202	138+11.32 EB	27.14	'RT	1023.55
CR2203	138+11.43 EB	27.62	'RT	1023.56
CR2204	138+06.43 EB	34.58	'RT	1023.73
CR2205	138+11.43 EB	33.78	'RT	1023.80
CR2206	138+15.80 EB	33.01	'RT	1023.87
CR2207	138+17.62 EB	42.84	'RT	1024.03
CR2208	138+39.76 EB	30.93	'RT	1024.62
CR2209	138+39.66 EB	40.93	'RT	1024.77
CR2210	138+11.43 EB	28.93	'RT	1023.57

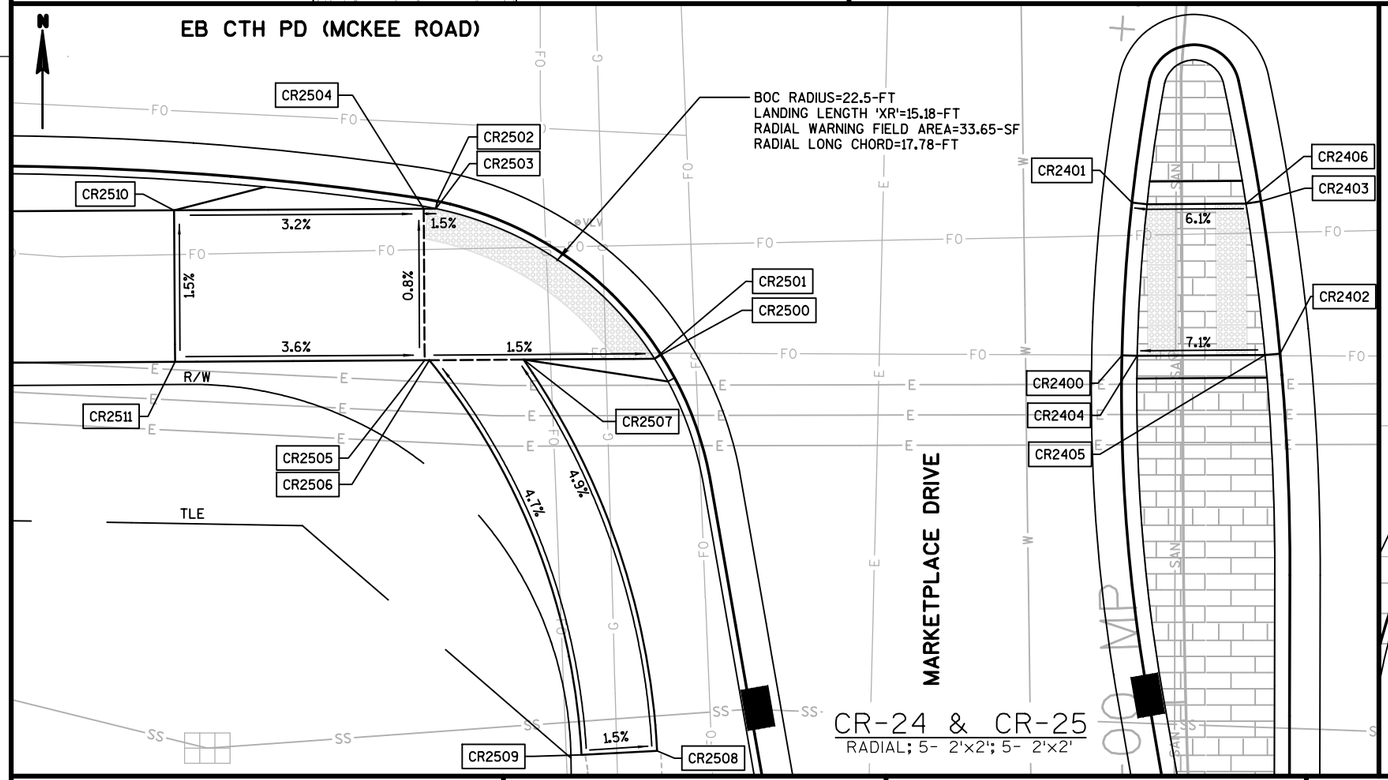
CR-23 POINTS				
POINT NO.	MARKETPLACE DRIVE STATION	OFFSET		ELEV.
CR2300	3+23.68 MP	29.76	'RT	1023.52
CR2301	3+23.44 MP	30.20	'RT	1023.53
CR2302	3+34.55 MP	38.86	'RT	1023.45
CR2303	3+34.16 MP	39.16	'RT	1023.46
CR2304	3+24.20 MP	40.11	'RT	1023.62
CR2305	3+24.67 MP	44.55	'RT	1023.67
CR2306	3+34.59 MP	43.50	'RT	1023.52
CR2307	3+25.07 MP	48.34	'RT	1023.73
CR2308	3+25.34 MP	50.51	'RT	1023.76
CR2309	3+35.26 MP	49.26	'RT	1023.61
CR2310	3+20.91 MP	43.87	'RT	1023.70
CR2311	3+18.22 MP	35.89	'RT	*
CR2312	3+15.78 MP	40.26	'RT	*

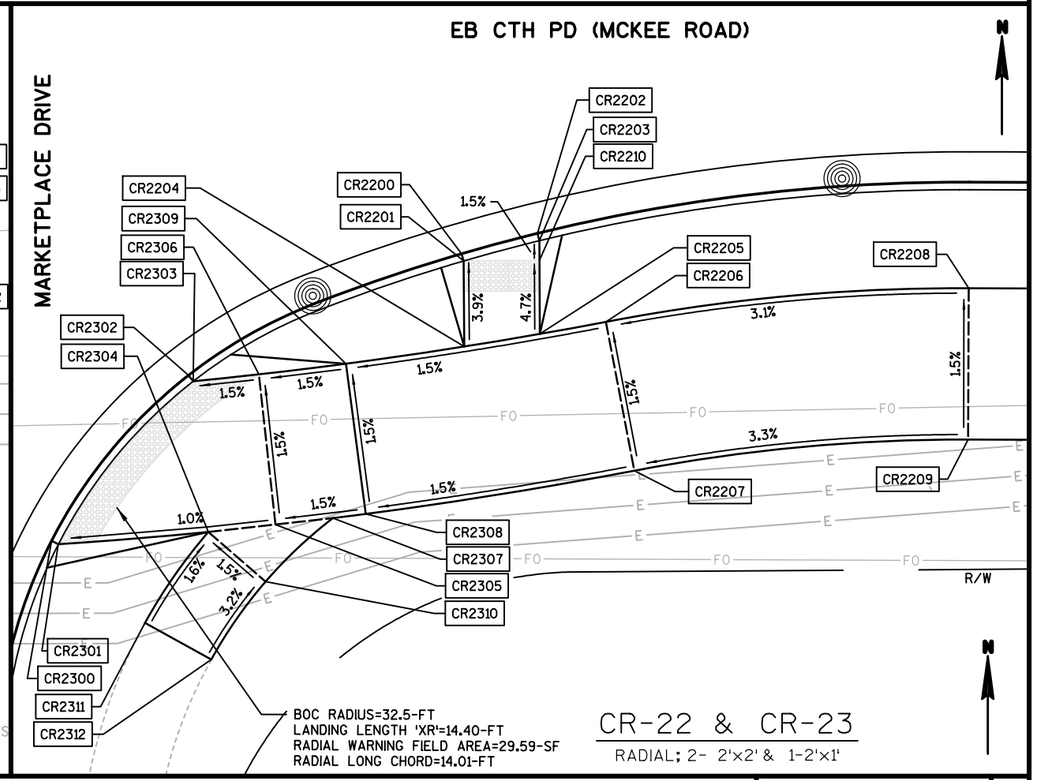
* MATCH EXISTING

CR-24 POINTS				
POINT NO.	MARKETPLACE DRIVE STATION	OFFSET		ELEV.
CR2400	3+22.90 MP	3.99	'LT	1022.84
CR2401	3+32.98 MP	3.28	'LT	1022.88
CR2402	3+22.97 MP	6.45	'RT	1023.45
CR2403	3+33.03 MP	5.24	'RT	1023.33
CR2404	3+22.87 MP	2.99	'LT	1022.86
CR2405	3+22.88 MP	5.54	'RT	1023.46
CR2406	3+32.88 MP	4.25	'RT	1023.34

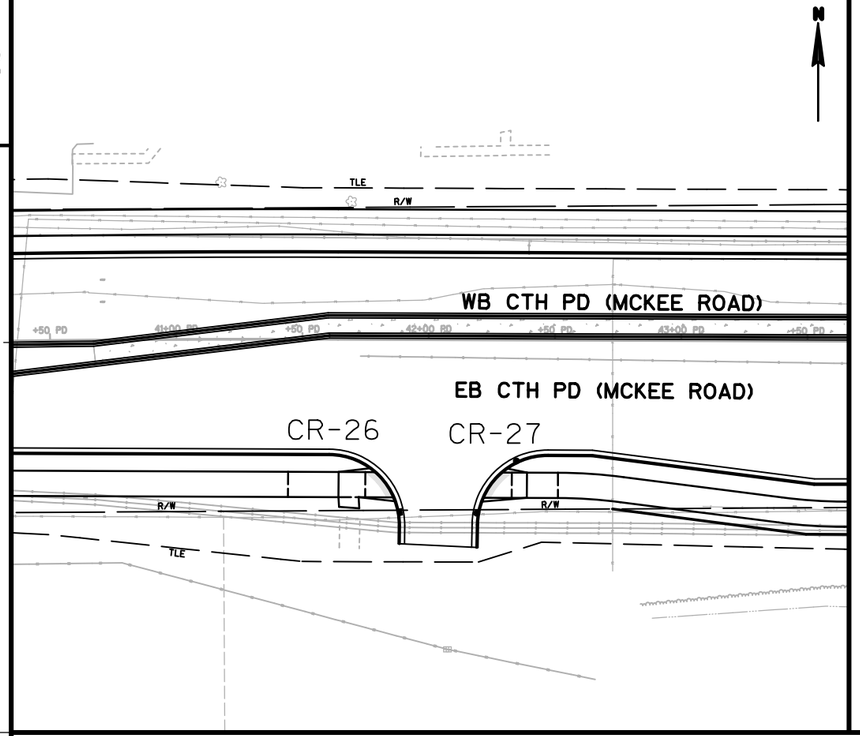
CR-25 POINTS				
POINT NO.	MARKETPLACE DRIVE STATION	OFFSET		ELEV.
CR2500	3+23.10 MP	34.42	'LT	1022.47
CR2501	3+22.83 MP	34.84	'LT	1022.48
CR2502	3+33.31 MP	49.13	'LT	1022.60
CR2503	3+32.82 MP	49.24	'LT	1022.61
CR2504	3+32.82 MP	50.03	'LT	1022.62
CR2505	3+22.82 MP	50.02	'LT	1022.70
CR2506	3+22.82 MP	49.72	'LT	1022.69
CR2507	3+22.82 MP	43.50	'LT	1022.61
CR2508	2+97.86 MP	34.98	'LT	*
CR2509	2+97.76 MP	39.98	'LT	*
CR2510	3+32.80 MP	66.51	'LT	1023.15
CR2511	3+22.80 MP	66.50	'LT	1023.30

* MATCH EXISTING





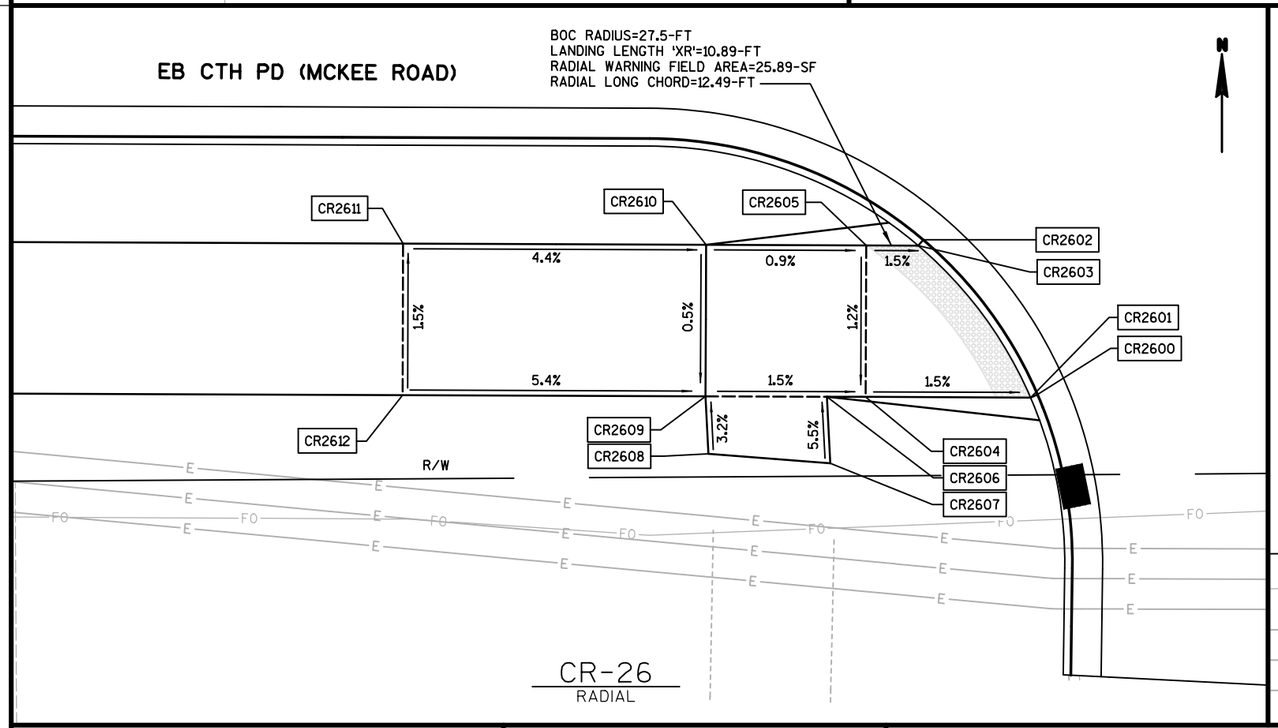
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 36	E

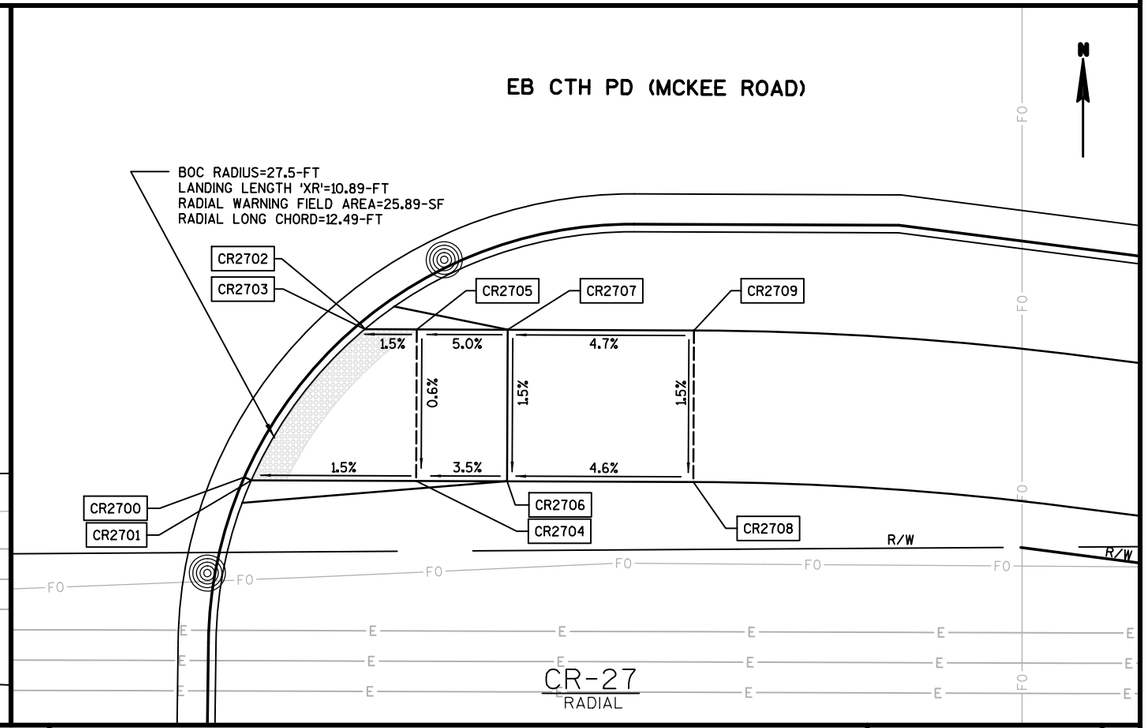


CR-26 POINTS				
POINT NO.	EB CTH PD (MCKEE ROAD) STATION	OFFSET		ELEV.
CR2600	141+86.39 EB	40.80	'RT	1025.19
CR2601	141+85.94 EB	41.00	'RT	1025.20
CR2602	141+78.81 EB	30.62	'RT	1025.42
CR2603	141+78.49 EB	31.00	'RT	1025.43
CR2604	141+75.05 EB	41.00	'RT	1025.36
CR2605	141+75.05 EB	31.00	'RT	1025.48
CR2606	141+72.49 EB	41.00	'RT	1025.40
CR2607	141+72.73 EB	45.39	'RT	*
CR2608	141+64.68 EB	44.80	'RT	*
CR2609	141+64.48 EB	41.00	'RT	1025.52
CR2610	141+64.48 EB	31.00	'RT	1025.57
CR2611	141+44.48 EB	31.00	'RT	1026.45
CR2612	141+44.48 EB	41.00	'RT	1026.60

* MATCH EXISTING

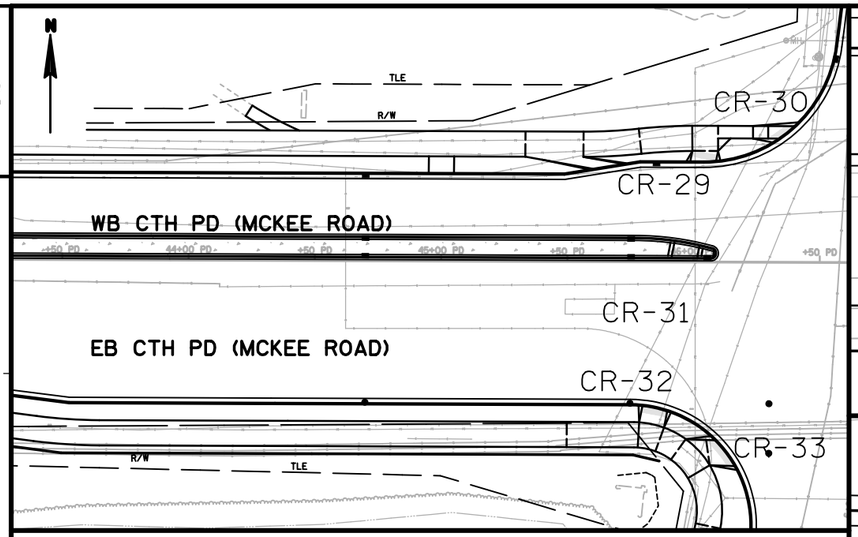
CR-27 POINTS				
POINT NO.	EB CTH PD (MCKEE ROAD) STATION	OFFSET		ELEV.
CR2700	142+21.73 EB	40.80	'RT	1025.13
CR2701	142+22.19 EB	41.00	'RT	1025.14
CR2702	142+29.32 EB	30.62	'RT	1025.30
CR2703	142+29.64 EB	31.00	'RT	1025.31
CR2704	142+33.08 EB	41.00	'RT	1025.30
CR2705	142+33.08 EB	31.00	'RT	1025.36
CR2706	142+39.08 EB	41.00	'RT	1025.51
CR2707	142+39.08 EB	31.00	'RT	1025.66
CR2708	142+51.37 EB	41.00	'RT	1026.08
CR2709	142+51.37 EB	31.00	'RT	1026.24





PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021105_cd_Curb Ramps.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



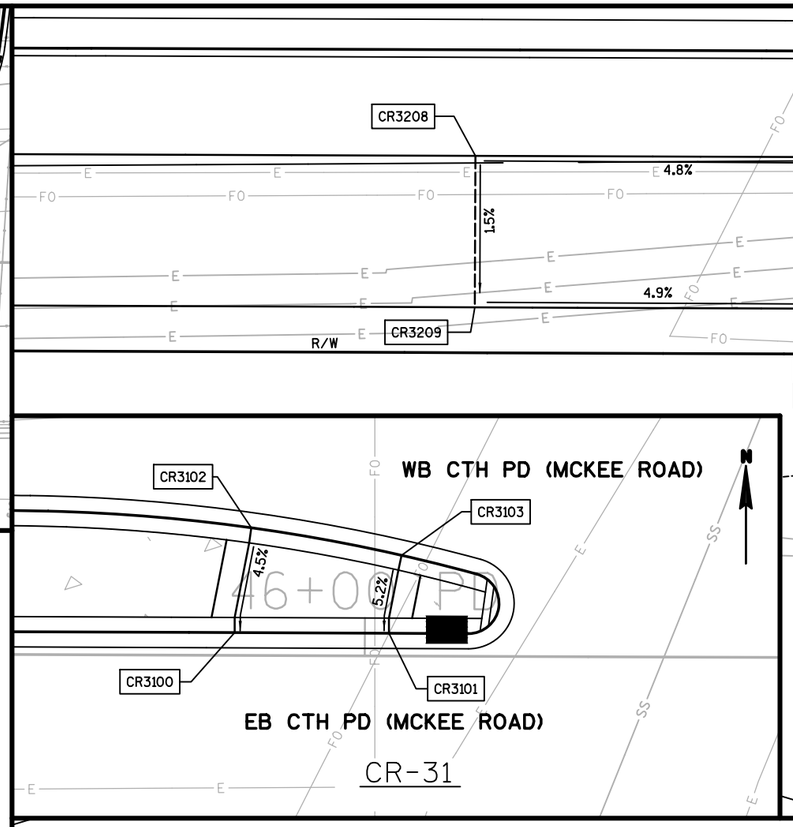
CR-29 POINTS	WB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR2900	245+98.41 WB	29.00	'LT	1017.65
CR2901	245+98.41 WB	29.50	'LT	1017.66
CR2902	246+08.68 WB	29.23	'LT	1017.40
CR2903	246+08.63 WB	29.73	'LT	1017.42
CR2904	245+99.19 WB	33.58	'LT	1017.69
CR2905	246+09.36 WB	33.50	'LT	1017.54
CR2906	246+09.36 WB	38.50	'LT	1017.62
CR2907	245+99.10 WB	43.50	'LT	1017.84
CR2908	246+09.36 WB	43.50	'LT	1017.69
CR2909	245+79.04 WB	32.28	'LT	1018.70
CR2910	245+77.94 WB	42.22	'LT	1018.85
CR2911	245+56.07 WB	31.00	'LT	1019.17
CR2912	245+56.07 WB	41.00	'LT	1019.32
CR2913	245+33.03 WB	31.00	'LT	1020.15
CR2914	245+33.03 WB	41.00	'LT	1020.30

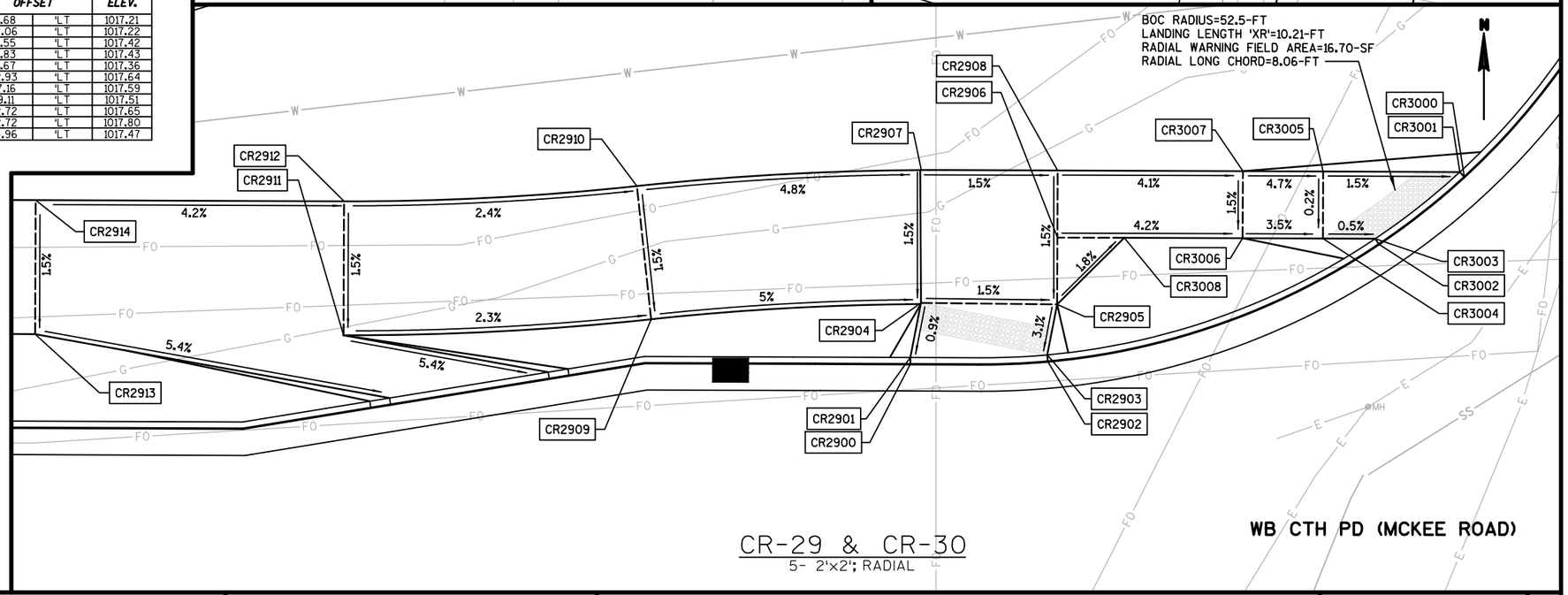
CR-32 POINTS	EB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR3200	145+80.00 EB	35.23	'RT	1018.40
CR3201	145+79.96 EB	36.73	'RT	1018.41
CR3202	145+89.90 EB	37.29	'RT	1018.15
CR3203	145+89.75 EB	37.76	'RT	1018.16
CR3204	145+78.74 EB	42.06	'RT	1018.44
CR3205	145+88.54 EB	44.07	'RT	1018.30
CR3206	145+85.16 EB	53.48	'RT	1018.15
CR3207	145+78.16 EB	52.04	'RT	1018.29
CR3208	145+50.00 EB	42.00	'RT	1019.82
CR3209	145+50.00 EB	52.00	'RT	1019.67

CR-33 POINTS	SEMINOLE HIGHWAY			
POINT NO.	STATION	OFFSET		ELEV.
CR3300	6+03.96 SH	51.68	'LT	1017.21
CR3301	6+03.63 SH	52.06	'LT	1017.22
CR3302	6+12.63 SH	61.55	'LT	1017.42
CR3303	6+12.21 SH	61.83	'LT	1017.43
CR3304	6+02.11 SH	61.67	'LT	1017.36
CR3305	6+10.46 SH	72.93	'LT	1017.64
CR3306	6+01.39 SH	77.16	'LT	1017.59
CR3307	5+95.43 SH	69.11	'LT	1017.51
CR3308	5+78.28 SH	52.72	'LT	1017.65
CR3309	5+78.41 SH	62.72	'LT	1017.80
CR3310	6+11.72 SH	64.96	'LT	1017.47

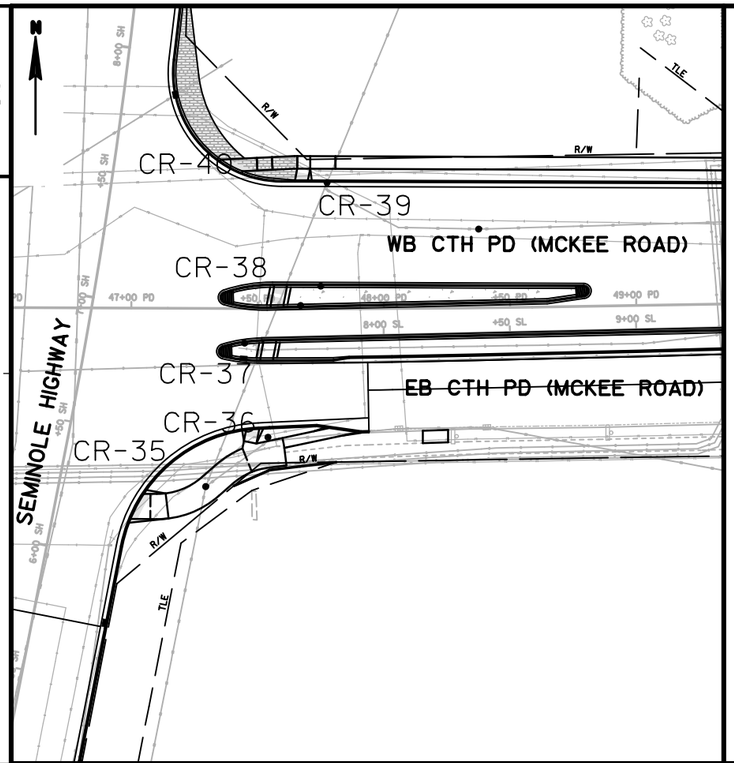
CR-30 POINTS	SEMINOLE HIGHWAY			
POINT NO.	STATION	OFFSET		ELEV.
CR3000	7+42.41 SH	52.03	'LT	1016.68
CR3001	7+42.73 SH	52.42	'LT	1016.69
CR3002	7+36.35 SH	57.59	'LT	1016.81
CR3003	7+36.72 SH	57.93	'LT	1016.82
CR3004	7+36.14 SH	61.79	'LT	1016.83
CR3005	7+41.23 SH	62.52	'LT	1016.84
CR3006	7+35.23 SH	67.73	'LT	1017.04
CR3007	7+40.34 SH	68.45	'LT	1017.12
CR3008	7+33.89 SH	76.46	'LT	1017.41

CR-31 POINTS	WB CTH PD (MCKEE ROAD)			
POINT NO.	STATION	OFFSET		ELEV.
CR3100	245+91.22 WB	9.00	'RT	1018.16
CR3101	246+01.40 WB	9.00	'RT	1018.01
CR3102	245+92.30 WB	2.08	'RT	1018.43
CR3103	246+02.23 WB	3.85	'RT	1018.23





PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET 38	E



CR-35 POINTS
SEMINOLE HIGHWAY

POINT NO.	STATION	OFFSET		ELEV.
CR3500	6+16.74 SH	30.13	'RT	1016.48
CR3501	6+16.64 SH	30.62	'RT	1016.49
CR3502	6+27.63 SH	33.45	'RT	1016.55
CR3503	6+27.44 SH	33.91	'RT	1016.56
CR3504	6+18.08 SH	38.22	'RT	1016.60
CR3505	6+27.90 SH	36.36	'RT	1016.56
CR3506	6+19.74 SH	45.33	'RT	1016.69
CR3507	6+29.24 SH	42.21	'RT	1016.59

CR-36 POINTS
EB CTH PD (MCKEE ROAD)

POINT NO.	STATION	OFFSET		ELEV.
CR3600	147+45.55 EB	26.19	'RT	1016.87
CR3601	147+45.62 EB	26.68	'RT	1016.88
CR3602	147+50.77 EB	25.72	'RT	1016.86
CR3603	147+50.80 EB	26.22	'RT	1016.87
CR3604	147+50.53 EB	27.63	'RT	1016.89
CR3605	147+44.79 EB	30.99	'RT	1016.94
CR3606	147+49.70 EB	31.93	'RT	1016.97
CR3607	147+44.23 EB	33.91	'RT	1016.91
CR3608	147+48.00 EB	43.18	'RT	1017.06

CR-37 POINTS
EB CTH PD (MCKEE ROAD)

POINT NO.	STATION	OFFSET		ELEV.
CR3700	147+51.11 EB	1.00	'LT	1016.97
CR3701	147+56.21 EB	1.00	'LT	1016.98
CR3702	147+57.36 EB	9.05	'LT	1016.81
CR3703	147+52.22 EB	8.92	'LT	1016.78
CR3704	147+51.12 EB	2.00	'LT	1016.99
CR3705	147+56.21 EB	2.00	'LT	1017.00

CR-38 POINTS
WB CTH PD (MCKEE ROAD)

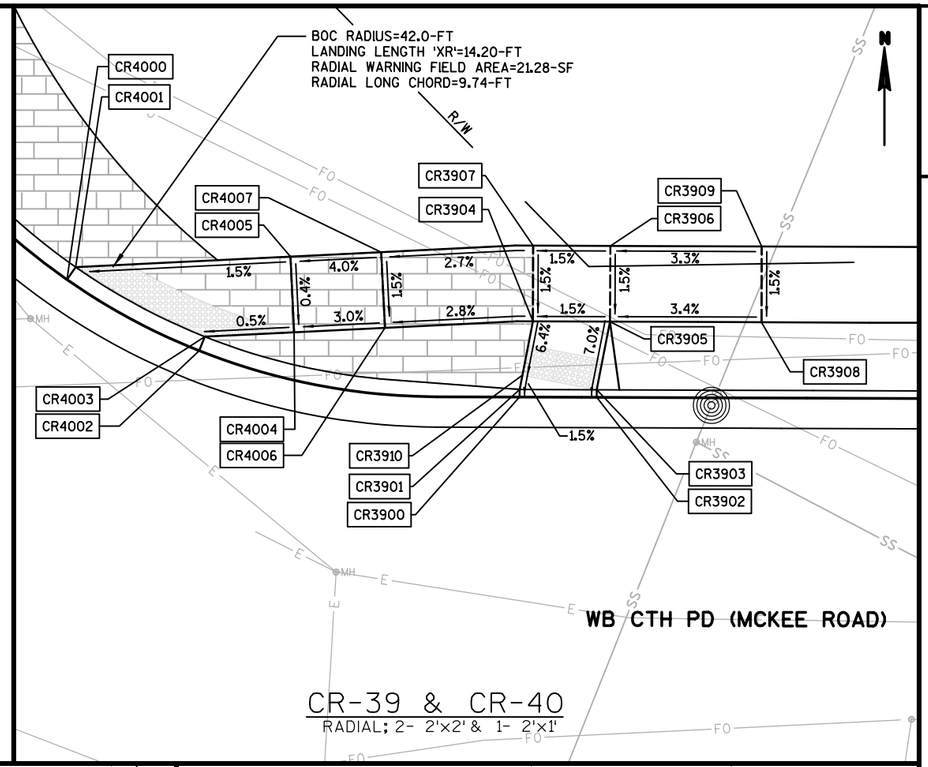
POINT NO.	STATION	OFFSET		ELEV.
CR3800	247+54.99 WB	10.00	'RT	1016.65
CR3801	247+60.10 WB	9.86	'RT	1016.67
CR3802	247+61.39 WB	1.00	'RT	1016.34
CR3803	247+56.30 WB	1.00	'RT	1016.35
CR3804	247+61.21 WB	2.94	'RT	1016.37
CR3805	247+55.17 WB	7.92	'RT	1016.64
CR3806	247+60.08 WB	8.86	'RT	1016.72
CR3807	247+54.96 WB	9.00	'RT	1016.66

CR-39 POINTS
WB CTH PD (MCKEE ROAD)

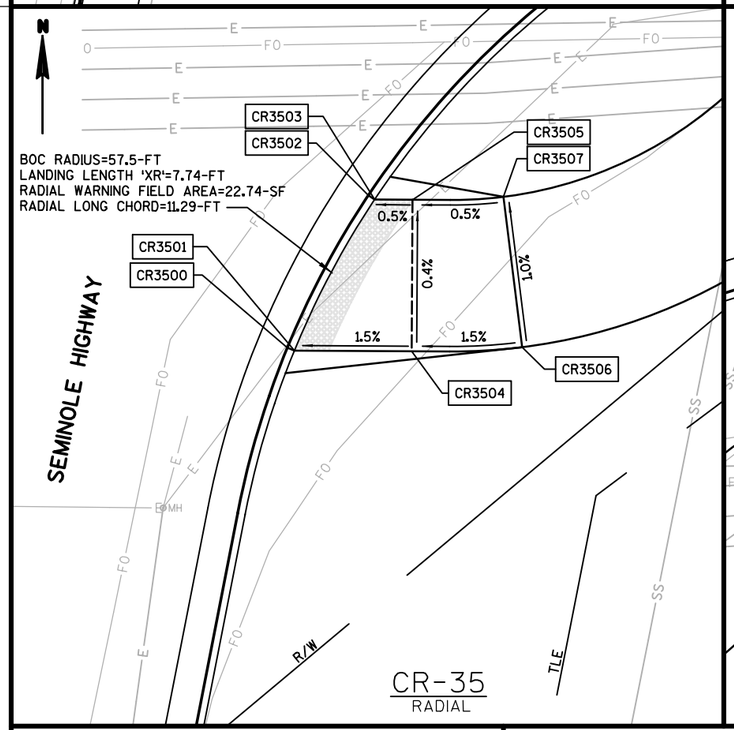
POINT NO.	STATION	OFFSET		ELEV.
CR3900	247+64.45 WB	40.00	'LT	1015.53
CR3901	247+64.45 WB	40.50	'LT	1015.54
CR3902	247+69.54 WB	40.00	'LT	1015.53
CR3903	247+69.54 WB	40.50	'LT	1015.54
CR3904	247+65.31 WB	45.00	'LT	1015.78
CR3905	247+70.40 WB	45.00	'LT	1015.86
CR3906	247+70.40 WB	50.00	'LT	1015.94
CR3907	247+65.31 WB	50.00	'LT	1015.86
CR3908	247+80.40 WB	45.00	'LT	1016.20
CR3909	247+80.40 WB	50.00	'LT	1016.28
CR3910	247+64.63 WB	41.44	'LT	1015.55

CR-40 POINTS
SEMINOLE HIGHWAY

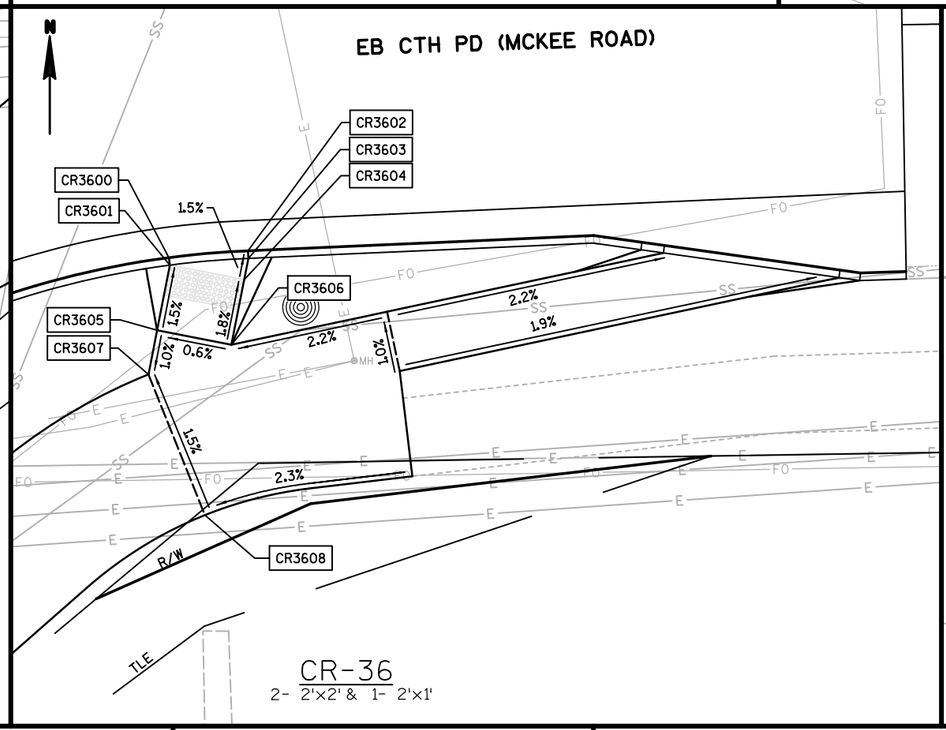
POINT NO.	STATION	OFFSET		ELEV.
CR4000	7+60.14 SH	41.22	'RT	1015.13
CR4001	7+61.02 SH	41.67	'RT	1015.14
CR4002	7+56.78 SH	50.52	'RT	1015.29
CR4003	7+57.73 SH	50.76	'RT	1015.30
CR4004	7+58.82 SH	56.56	'RT	1015.33
CR4005	7+63.61 SH	55.62	'RT	1015.35
CR4006	7+59.92 SH	62.45	'RT	1015.51
CR4007	7+64.70 SH	61.52	'RT	1015.59



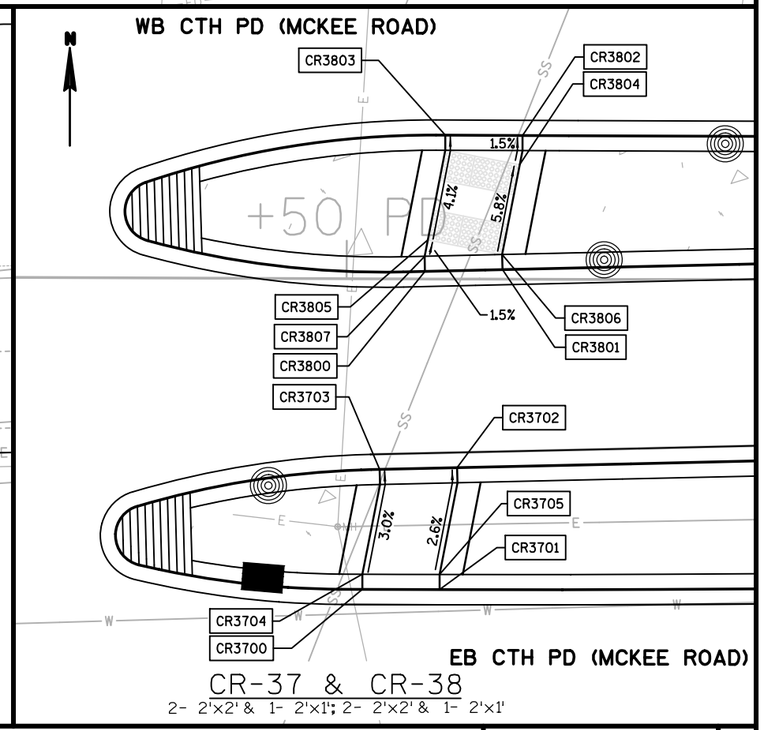
CR-39 & CR-40
RADIAL; 2- 2'x2' & 1- 2'x1'



CR-35
RADIAL



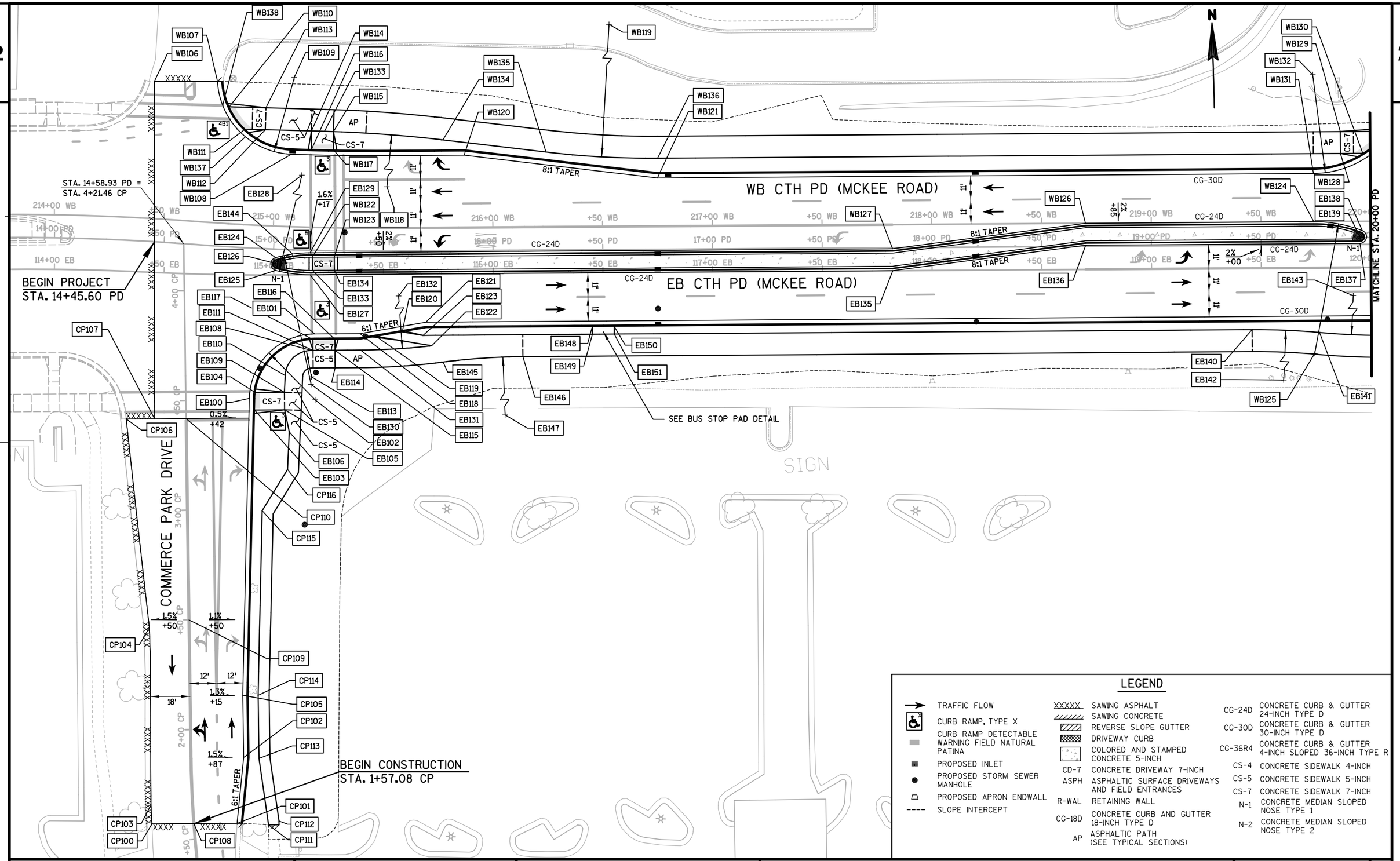
CR-36
2- 2'x2' & 1- 2'x1'



CR-37 & CR-38
2- 2'x2' & 1- 2'x1'; 2- 2'x2' & 1- 2'x1'

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMPS	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021107_cd_Curb Ramps.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- CD-7 CONCRETE DRIVEWAY 7-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- R-WAL RETAINING WALL
- CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D
- AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CS-4 CONCRETE SIDEWALK 4-INCH
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-7 CONCRETE SIDEWALK 7-INCH
- N-1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE TYPE 2

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE ROAD) & COMMERCE PARK DRIVE	SHEET 40	E

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET		ELEV.	Y	X	REMARKS
EB106	115+06.56 EB	71.47	'RT	1004.49	461,149.38	798,955.82	FOW
EB108	115+16.87 EB	34.50	'RT	1005.26	461,186.12	798,966.94	FOW; END RADIUS
EB109	115+04.49 EB	53.47	'RT	1004.48	461,167.42	798,954.15	BACK OF CURB RAMP; END CS-7; BEGIN CS-5
EB110	115+04.89 EB	45.87	'RT	1004.71	461,175.01	798,954.71	FOW; BEGIN RADIUS
EB111	115+17.65 EB	34.50	'RT	1005.28	461,186.10	798,967.71	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
EB113	115+16.87 EB	46.50	'RT	---	461,174.12	798,966.68	R=12.0'
EB114	115+27.65 EB	42.50	'RT	1005.47	461,177.89	798,977.54	BOW; END CONCRETE SIDEWALK; BEGIN ASPHALT PATH
EB115	115+27.65 EB	34.50	'RT	1005.35	461,185.89	798,977.71	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5; BEGIN ASPHALT PATH
EB116	115+27.65 EB	29.50	'RT	1005.29	461,190.88	798,977.82	BOC; CURB RAMP OPENING
EB117	115+17.65 EB	29.51	'RT	1005.21	461,191.09	798,967.82	BOC; CURB RAMP OPENING
EB118	115+39.15 EB	27.00	'RT	1005.43	461,193.14	798,989.37	EOP; BEGIN TAPER
EB119	115+46.54 EB	28.30	'RT	1005.43	461,191.67	798,996.73	BOC; BIKE RAMP OPENING
EB120	115+58.38 EB	26.33	'RT	1005.56	461,193.39	799,008.61	BOC; BIKE RAMP OPENING
EB121	115+69.15 EB	22.00	'RT	1005.77	461,197.49	799,019.47	EOP; END TAPER
EB122	115+71.76 EB	32.75	'RT	1006.08	461,186.68	799,021.85	FOW; BACK OF BIKE RAMP; END RADIUS
EB123	115+67.85 EB	28.00	'RT	1005.95	461,191.52	799,018.05	FOW; BACK OF BIKE RAMP
EB124	115+00.87 EB	7.89	'LT	1004.95	461,228.85	798,951.87	EOP; BEGIN RADIUS
EB125	115+00.89 EB	2.10	'LT	1005.21	461,223.06	798,951.75	EOP; END RADIUS; BEGIN RADIUS; BEGIN REJECT CURB AND GUTTER
EB126	115+01.67 EB	5.00	'LT	---	461,225.94	798,952.60	R=3.0'
EB127	115+16.65 EB	0.00	'RT	1005.36	461,220.61	798,967.46	EOP; END RADIUS
EB128	115+16.65 EB	60.00	'LT	---	461,280.60	798,968.75	R=60.0'
EB129	115+16.65 EB	10.00	'LT	1004.97	461,230.61	798,967.67	EOP; END RADIUS
EB130	115+16.65 EB	50.00	'RT	---	461,170.63	798,966.38	R=60.0'
EB131	115+39.31 EB	34.50	'RT	1005.87	461,185.63	798,989.37	FOW; BEGIN RADIUS
EB132	115+39.31 EB	267.50	'LT	---	461,487.56	798,995.88	R=302.0'
EB133	115+17.65 EB	2.00	'LT	1005.34	461,222.59	798,968.50	BOC; CURB RAMP OPENING
EB134	115+27.65 EB	2.00	'LT	1005.41	461,222.38	798,978.50	BOC; CURB RAMP OPENING
EB135	117+82.07 EB	0.00	'RT	1007.54	461,214.89	799,232.82	EOP; BEGIN TAPER
EB136	118+70.07 EB	11.00	'LT	1008.96	461,223.99	799,321.04	EOP; END TAPER
EB137	119+95.07 EB	11.00	'LT	1012.84	461,221.30	799,446.01	EOP; BEGIN RADIUS
EB138	119+96.18 EB	16.78	'LT	1012.82	461,227.06	799,447.24	EOP; END RADIUS
EB139	119+95.07 EB	14.00	'LT	---	461,224.30	799,446.07	R=3.0'
EB140	119+45.64 EB	28.00	'RT	1011.43	461,183.37	799,395.75	FOW; BEGIN RADIUS
EB141	119+76.33 EB	29.52	'RT	1012.54	461,181.19	799,426.39	FOW; END RADIUS; BEGIN RADIUS
EB142	119+45.64 EB	338.00	'RT	---	460,873.44	799,389.06	R=310.0'
EB143	120+06.02 EB	269.00	'LT	---	461,479.01	799,462.51	R=300.0'
EB144	115+08.70 EB	269.00	'LT	1004.96	461,230.26	798,959.71	EOP; END REJECT CURB AND GUTTER
EB145	115+76.90 EB	40.21	'RT	1006.18	461,179.11	799,026.82	BOW; BEGIN RADIUS
EB146	116+13.27 EB	38.00	'RT	1006.03	461,180.54	799,063.24	BOW; END RADIUS
EB147	116+13.27 EB	338.00	'RT	---	460,880.61	799,056.77	R=300.0'
EB148	116+45.00 EB	24.50	'RT	1006.78	461,193.35	799,095.25	BOC; BUS PAD
EB149	116+45.00 EB	28.00	'RT	1006.73	461,189.85	799,095.17	FOW; BUS PAD
EB150	116+55.00 EB	24.50	'RT	1006.86	461,193.14	799,105.24	BOC; BUS PAD
EB151	116+55.00 EB	28.00	'RT	1006.81	461,189.64	799,105.17	FOW; BUS PAD

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET		ELEV.	Y	X	REMARKS
WB100	214+00.62 WB	46.36	'LT	---	461,297.53	798,854.43	FOW; BEGIN CS-5; MATCH EXIST.
WB101	214+00.49 WB	51.36	'LT	---	461,302.53	798,854.53	BOW; BEGIN CS-5; MATCH EXIST.
WB102	214+18.31 WB	46.34	'LT	1004.11	461,296.51	798,872.84	FOW; BACK OF CURB RAMP; END CS-5; BEGIN CS-7
WB103	214+18.28 WB	51.34	'LT	1004.19	461,301.50	798,873.12	BOW; BACK OF CURB RAMP; END CS-5; BEGIN CS-7
WB104	214+27.87 WB	46.46	'LT	1003.98	461,295.95	798,882.79	BOC; CURB RAMP OPENING
WB105	214+32.93 WB	51.56	'LT	1003.87	461,300.65	798,888.43	BOC; CURB RAMP OPENING
WB106	214+42.12 WB	62.37	'LT	---	461,310.65	798,898.94	EOP; SAWCUT; MATCH EXIST.
WB107	214+70.00 WB	64.32	'LT	---	461,309.84	798,927.72	EOP; BEGIN RADIUS; SAWCUT; MATCH EXIST.
WB108	215+07.04 WB	33.00	'LT	1004.93	461,275.76	798,960.45	EOP; END RADIUS
WB109	215+07.04 WB	68.00	'LT	---	461,310.68	798,962.71	R=35.0'
WB110	214+76.42 WB	53.19	'LT	1003.78	461,298.18	798,932.71	BOC; CURB RAMP OPENING
WB111	214+84.62 WB	43.44	'LT	1003.98	461,287.78	798,939.65	BOC; CURB RAMP OPENING
WB112	214+94.26 WB	43.67	'LT	1004.20	461,287.26	798,948.90	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
WB113	214+94.04 WB	53.66	'LT	1004.35	461,297.25	798,949.45	BOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
WB114	215+16.13 WB	43.88	'LT	1005.15	461,286.09	798,969.87	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
WB115	215+26.55 WB	43.83	'LT	1005.30	461,285.52	798,979.86	FOW; BACK OF CURB RAMP; END CS-7; END CS-5; BEGIN ASPHALT PATH
WB116	215+16.43 WB	35.50	'LT	1004.91	461,277.71	798,969.69	BOC; CURB RAMP OPENING
WB117	215+26.77 WB	35.50	'LT	1005.01	461,277.19	798,979.68	BOC; CURB RAMP OPENING
WB118	215+20.24 WB	556.12	'RT	---	460,686.69	798,942.40	R=600.0'
WB119	216+75.29 WB	441.00	'LT	---	461,679.09	799,136.01	R=410.0'
WB120	215+87.13 WB	33.00	'LT	1005.64	461,273.08	799,039.08	EOP; BEGIN TAPER
WB121	216+75.13 WB	22.00	'LT	1006.69	461,260.19	799,126.82	EOP; END TAPER
WB122	215+18.09 WB	13.60	'RT	1004.98	461,228.59	798,968.63	BOC; CURB RAMP OPENING
WB123	215+27.97 WB	13.31	'RT	1005.08	461,228.38	798,978.63	BOC; CURB RAMP OPENING
WB124	219+74.10 WB	0.00	'RT	1012.16	461,231.75	799,425.25	EOP; BEGIN RADIUS
WB125	219+74.10 WB	60.00	'RT	---	461,171.76	799,423.96	R=60.0'
WB126	218+70.08 WB	0.00	'RT	1009.68	461,233.99	799,321.25	EOP; END TAPER
WB127	217+82.08 WB	11.00	'RT	1007.84	461,224.89	799,233.04	EOP; BEGIN TAPER
WB128	219+86.44 WB	31.00	'LT	1012.68	461,262.47	799,438.25	FOW; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-7
WB129	219+86.44 WB	41.00	'LT	1012.41	461,272.47	799,438.47	BOW; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-7
WB130	219+96.66 WB	31.00	'LT	1012.06	461,262.25	799,448.47	BOC; CURB RAMP OPENING
WB131	219+74.07 WB	22.00	'LT	1012.16	461,253.74	799,425.69	EOP; BEGIN RADIUS
WB132	219+74.07 WB	67.00	'LT	---	461,298.73	799,426.66	R=45.0'
WB133	215+22.30 WB	43.87	'LT	1005.24	461,285.76	798,975.78	FOW; BEGIN RADIUS
WB134	215+77.54 WB	40.03	'LT	1006.14	461,280.32	799,029.64	FOW; END RADIUS
WB135	216+24.43 WB	34.17	'LT	1006.66	461,273.44	799,076.40	FOW; BEGIN RADIUS
WB136	216+75.29 WB	31.00	'LT	1007.32	461,269.18	799,127.17	FOW; END RADIUS
WB137	214+84.99 WB	39.97	'LT	1004.05	461,284.29	798,939.72	EOP; GRADE BREAK
WB138	214+73.27 WB	53.60	'LT	1003.85	461,298.87	798,929.76	EOP; GRADE BREAK

POINT NO.	COMMERCE PARK DRIVE (CP) STATION	OFFSET		ELEV.	Y	X	REMARKS
CP100	1+58.32 CP	19.06	'LT	---	460,972.50	798,888.19	EOP; SAWCUT; MATCH EXIST.
CP101	1+55.70 CP	19.67	'RT	---	460,971.64	798,927.00	EOP; BEGIN TAPER; SAWCUT; MATCH EXIST.
CP102	1+86.94 CP	24.00	'RT	1002.27	461,001.59	798,930.82	EOP; END TAPER
CP103	1+66.66 CP	18.93	'LT	---	460,981.16	798,888.01	EOP; SAWCUT; MATCH EXIST.
CP104	2+46.75 CP	18.09	'LT	---	461,061.99	798,889.59	EOP; SAWCUT; MATCH EXIST.
CP105	2+15.31 CP	24.00	'RT	1002.49	461,029.96	798,931.23	EOP;
CP106	3+41.93 CP	27.32	'LT	---	461,157.29	798,881.73	EOP; SAWCUT; MATCH EXIST.
CP107	3+41.84 CP	14.39	'LT	---	461,157.02	798,894.65	EOP; SAWCUT; MATCH EXIST.
CP108	1+57.08 CP	0.00	'RT	---	460,972.08	798,907.28	EOP; SAWCUT; MATCH EXIST.
CP109	2+50.00 CP	0.00	'RT	1003.03	461,064.98	798,907.73	GRADE BREAK
CP110	3+41.75 CP	0.00	'RT	1004.14	461,156.72	798,909.04	GRADE BREAK
CP111	1+53.87 CP	33.88	'RT	---	460,970.62	798,941.28	FOW; BEGIN CS-5; SAWCUT; MATCH EXIST.
CP112	1+55.27 CP	38.81	'RT	1003.03	460,972.16	798,946.13	BOW
CP113	1+86.42 CP	31.00	'RT	1002.87	461,000.99	798,937.82	FOW
CP114	2+15.17 CP	31.00	'RT	1003.09	461,029.71	798,938.22	FOW
CP115	2+99.30 CP	34.06	'RT	1004.03	461,113.79	798,942.49	FOW
CP116	3+17.88 CP	45.86	'RT	1004.26	461,132.20	798,954.55	FOW

2

* CONCRETE CURB PEDESTRIAN 16-INCH REQ'D

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 20+00 PD

MATCHLINE STA. 26+00 PD

WB200 WB201 WB202 WB205 WB204 WB206 WB208 EB221 WB224 WB243 WB242 WB207 WB234 WB223 WB203 WB229 WB245 WB244 WB226 WB225 WB236 WB235 WB228 WB209 WB210 WB246 WB222 WB216 WB240 WB241 WB220 WB231 WB239 WB238 WB237 WB233 WB232 WB217 WB219 WB230 WB215 WB221 WB213 WB211 WB218

R-WAL R-13-330 R-13-331 R-WAL

CG-30D CG-24D CG-30D CS-7 CS-5 AP XXXXX ASPH 4B1

1.24% +00 2% +50 2% +75 2% +15 1% +50 2% +00

11' +50 WB +50 PD +50 EB 221+00 WB 222+00 WB 223+00 WB 224+00 WB 225+00 WB 221+00 PD 22+00 PD 23+00 PD 25+00 PD 122+00 EB 123+00 EB 124+00 EB 125+00 EB

8:1 TAPER 8:1 TAPER

EB217 EB219 EB218 EB220 EB222 EB223 EB228 WB212 EB229

EB231 EB200 EB203 EB232 EB204 EB214 EB234 EB215 EB208 EB233 EB207 EB216 EB230 EB209 EB213 EB212 EB211 EB210 EB202 EB205 EB206 EB201 WB227 EB235 EB224 EB226 EB225 EB227 WB214 EB236

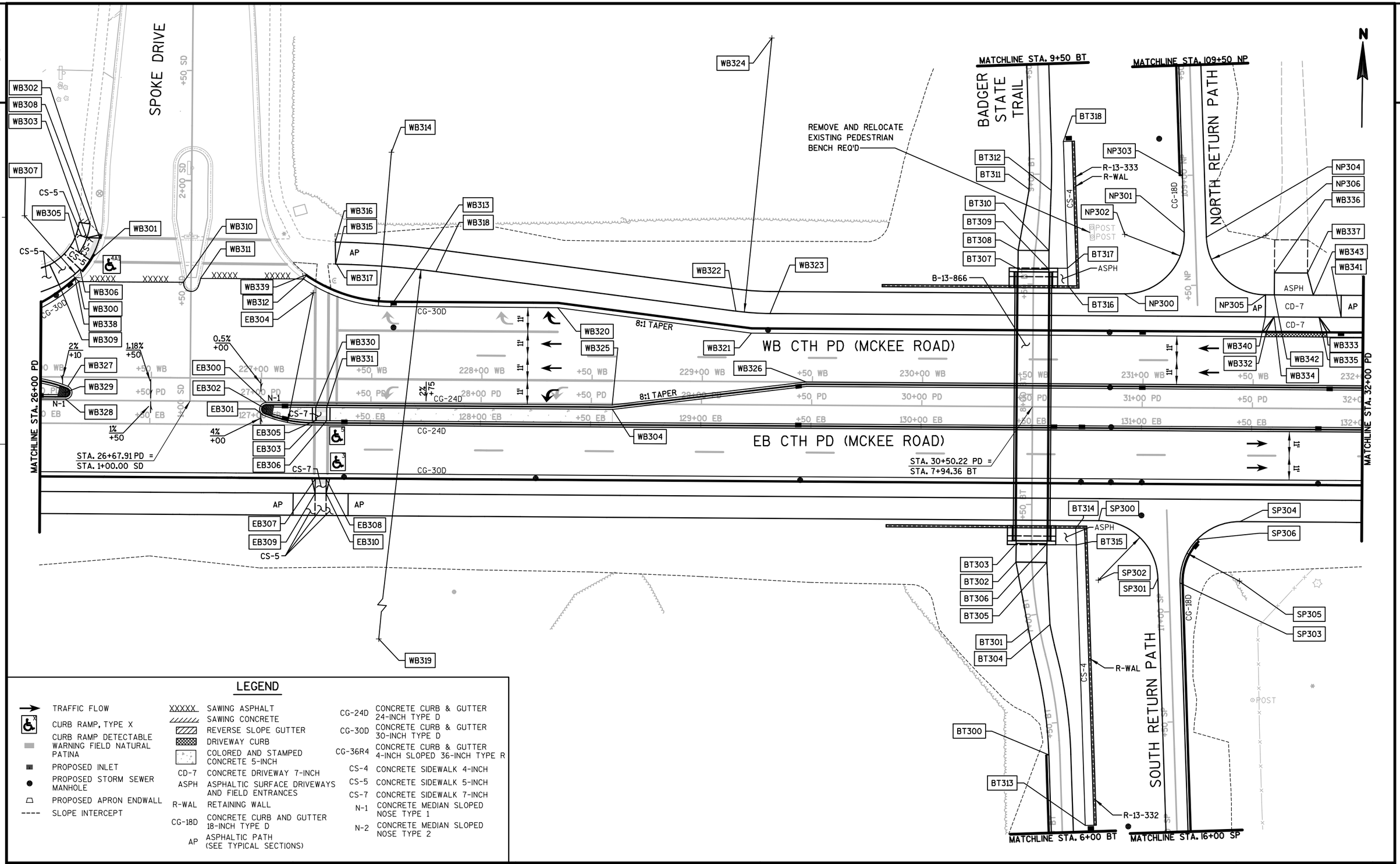
LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- CD-7 CONCRETE DRIVEWAY 7-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- R-WAL RETAINING WALL
- CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D
- AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CS-4 CONCRETE SIDEWALK 4-INCH
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-7 CONCRETE SIDEWALK 7-INCH
- N-1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE TYPE 2

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE ROAD)	SHEET 42	E

POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET		ELEV.	Y	X	REMARKS
EB200	120+07.98 EB	22.00	'RT	1013.41	461,188.03	799,458.20	EOP; BEGIN RADIUS
EB201	120+27.76 EB	44.00	'RT	---	461,165.62	799,477.63	EOP; END RADIUS; SAWCUT; MATCH EXIST.
EB202	120+07.98 EB	42.00	'RT	---	461,168.03	799,457.77	R=20.0'
EB203	120+10.59 EB	31.00	'RT	1013.68	461,178.97	799,460.61	FOW; BACK OF CURB RAMP; END CS-5; BEGIN CS-7
EB204	120+21.53 EB	31.00	'RT	1013.88	461,178.74	799,471.61	BOC; CURB RAMP OPENING
EB205	120+10.59 EB	41.00	'RT	1013.60	461,168.97	799,460.40	BOW; BACK OF CURB RAMP; END CS-5; BEGIN CS-7
EB206	120+25.35 EB	41.00	'RT	1014.06	461,168.67	799,475.26	BOC; CURB RAMP OPENING
EB207	120+69.69 EB	44.00	'RT	---	461,165.01	799,519.93	EOP; BEGIN RADIUS; SAWCUT; MATCH EXIST.
EB208	120+94.29 EB	22.00	'RT	1016.24	461,186.82	799,544.85	EOP; END RADIUS
EB209	120+94.29 EB	47.00	'RT	---	461,161.82	799,544.72	R=25.0'
EB210	120+75.46 EB	50.01	'RT	---	461,158.95	799,525.70	FOW; SAWCUT; MATCH EXIST.
EB211	102+80.38 EB	50.60	'RT	---	461,158.32	799,530.66	BOW; SAWCUT; MATCH EXIST.
EB212	120+81.70 EB	41.00	'RT	1015.46	461,167.91	799,532.06	BOW; END CS-5; BEGIN CS-7
EB213	120+87.67 EB	41.00	'RT	1015.72	461,167.86	799,538.08	BOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB214	120+87.67 EB	31.00	'RT	1015.87	461,177.86	799,538.14	FOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB215	120+78.59 EB	31.00	'RT	1015.53	461,177.93	799,529.01	BOC; CURB RAMP OPENING
EB216	120+72.79 EB	41.00	'RT	1015.38	461,167.98	799,523.08	BOC; CURB RAMP OPENING
EB217	120+96.79 EB	10.00	'LT	1016.00	461,218.81	799,547.52	EOP; BEGIN RADIUS; BEGIN REJECT CURB AND GUTTER
EB218	120+95.69 EB	4.21	'LT	1016.17	461,213.02	799,546.39	EOP; END RADIUS; END REJECT CURB AND GUTTER; BEGIN RADIUS
EB219	120+96.79 EB	7.00	'LT	---	461,215.81	799,547.50	R=3.0'
EB220	121+17.90 EB	0.00	'RT	1016.99	461,208.75	799,568.59	EOP; END RADIUS
EB221	121+17.90 EB	60.00	'LT	---	461,268.75	799,568.62	R=60.0'
EB222	123+61.65 EB	0.00	'RT	1023.80	461,210.15	799,812.33	EOP; BEGIN TAPER
EB223	124+49.65 EB	11.00	'LT	1024.72	461,221.69	799,900.26	EOP; END TAPER
EB224	125+79.15 EB	24.50	'RT	1025.14	461,187.00	800,029.98	BOC; CURB RAMP OPENING
EB225	125+89.15 EB	24.50	'RT	1025.09	461,187.06	800,039.98	BOC; CURB RAMP OPENING
EB226	125+79.15 EB	31.00	'RT	1025.47	461,180.50	800,030.02	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
EB227	125+89.15 EB	31.00	'RT	1025.42	461,180.56	800,040.02	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
EB228	125+79.15 EB	13.00	'LT	1025.05	461,224.50	800,029.75	BOC; CURB RAMP OPENING
EB229	125+89.15 EB	13.00	'LT	1025.00	461,224.56	800,039.75	BOC; CURB RAMP OPENING
EB230	120+76.69 EB	41.00	'RT	1015.38	461,167.95	799,527.02	BOW; END CS-5; BEGIN CS-7
EB231	120+05.59 EB	31.00	'RT	1013.60	461,179.08	799,455.62	FOW; END ASPHALT PATH; BEGIN CS-5
EB232	120+21.05 EB	26.91	'RT	1013.90	461,182.84	799,471.21	EOP; GRADE BREAK
EB233	120+50.07 EB	26.81	'RT	1014.68	461,182.44	799,500.38	GRADE BREAK
EB234	120+79.54 EB	26.89	'RT	1015.65	461,182.03	799,530.00	EOP; GRADE BREAK
EB235	125+69.15 EB	31.00	'RT	1025.86	461,180.44	800,020.02	FOW; GRADE BREAK
EB236	125+99.15 EB	31.00	'RT	1025.72	461,180.62	800,050.02	FOW; GRADE BREAK

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET		ELEV.	Y	X	REMARKS
WB200	220+12.75 WB	44.00	'LT	---	461,274.90	799,464.84	EOP; END RADIUS; SAWCUT; MATCH EXIST.
WB201	220+07.69 WB	41.00	'LT	1012.28	461,272.01	799,459.71	BOC; CURB RAMP OPENING
WB202	220+81.65 WB	44.00	'LT	---	461,273.90	799,533.12	EOP; BEGIN RADIUS; SAWCUT; MATCH EXIST.
WB203	221+17.76 WB	22.00	'LT	1016.36	461,251.75	799,568.90	EOP; END RADIUS;
WB204	221+17.76 WB	62.00	'LT	---	461,291.75	799,568.92	R=40.0'
WB205	220+86.36 WB	41.00	'LT	1015.01	461,270.87	799,537.77	BOC; CURB RAMP OPENING
WB206	221+08.53 WB	41.00	'LT	1015.86	461,270.77	799,559.76	BOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
WB207	220+96.46 WB	31.00	'LT	1015.23	461,260.81	799,547.74	BOC; CURB RAMP OPENING
WB208	221+08.53 WB	31.00	'LT	1015.71	461,260.78	799,553.74	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
WB209	223+60.45 WB	11.00	'RT	1023.57	461,220.14	799,811.65	EOP; BEGIN TAPER
WB210	224+48.45 WB	0.00	'RT	1025.00	461,231.69	799,899.58	EOP; END TAPER
WB211	225+78.57 WB	2.00	'RT	1025.30	461,230.50	800,029.71	BOC; CURB RAMP OPENING
WB212	225+88.57 WB	2.00	'RT	1025.27	461,230.56	800,039.71	BOC; CURB RAMP OPENING
WB213	225+90.07 WB	0.00	'RT	1025.27	461,232.57	800,041.20	EOP; BEGIN RADIUS
WB214	225+90.07 WB	60.00	'RT	---	461,172.57	800,041.57	R=60.0'
WB215	225+62.30 WB	22.00	'LT	1025.38	461,254.40	800,013.28	EOP; BEGIN RADIUS
WB216	225+62.30 WB	102.00	'LT	---	461,334.39	800,012.79	R=80.0'
WB217	225+48.27 WB	29.50	'LT	1026.00	461,261.81	799,999.21	FOW; BEGIN RADIUS
WB218	225+56.72 WB	156.00	'LT	---	461,388.36	800,006.88	R=125.0'
WB219	225+78.57 WB	26.23	'LT	1025.11	461,258.72	800,029.53	BOC; CURB RAMP OPENING
WB220	225+78.57 WB	32.93	'LT	1025.24	461,265.42	800,029.49	FOW; BACK OF CURB RAMP
WB221	225+88.57 WB	29.09	'LT	1024.97	461,261.65	800,039.52	BOC; CURB RAMP OPENING
WB222	225+88.57 WB	35.13	'LT	1025.10	461,267.68	800,039.48	FOW; BACK OF CURB RAMP
WB223	221+18.62 WB	31.00	'LT	1015.78	461,260.75	799,569.76	FOW; END CS-5; BEGIN ASPHALT PATH
WB224	221+18.62 WB	41.00	'LT	1015.93	461,270.75	799,569.76	BOW; END CS-5; BEGIN ASPHALT PATH
WB225	223+34.96 WB	31.00	'LT	1023.93	461,261.99	799,785.89	FOW; BEGIN RADIUS
WB226	223+55.98 WB	30.26	'LT	1024.32	461,261.38	799,806.92	FOW; END RADIUS; BEGIN RADIUS
WB227	223+34.96 WB	269.00	'RT	---	460,961.99	799,787.75	R=300.0'
WB228	223+77.71 WB	29.50	'LT	1024.68	461,260.75	799,828.65	FOW; END RADIUS
WB229	223+77.71 WB	339.50	'LT	---	461,570.74	799,826.73	R=310.0'
WB230	225+70.13 WB	31.43	'LT	1025.47	461,263.87	800,021.05	FOW; END RADIUS
WB231	225+48.27 WB	154.50	'LT	---	461,386.81	799,998.44	R=125.0'
WB232	225+50.21 WB	29.52	'LT	1026.01	461,261.84	800,001.15	FOW; END ASPHALT PATH; BEGIN CS-5
WB233	225+50.21 WB	39.52	'LT	1026.16	461,271.84	800,001.09	BOW; END ASPHALT PATH; BEGIN CS-5
WB234	220+96.60 WB	27.93	'LT	1015.33	461,257.74	799,547.86	EOP; MID RADIUS; GRADE BREAK
WB235	223+77.71 WB	41.00	'LT	1024.85	461,272.25	799,828.58	BOW
WB236	223+77.71 WB	41.50	'LT	1024.89	461,272.75	799,828.48	BOW
WB237	225+50.21 WB	41.50	'LT	1026.19	461,273.82	800,001.08	BOW; BEGIN CONCRETE CURB PEDESTRIAN 16-INCH
WB238	225+47.42 WB	53.04	'LT	---	461,285.34	799,998.22	EOP; BEGIN CURB AND GUTTER; SAWCUT; MATCH EXIST.
WB239	225+47.39 WB	56.04	'LT	---	461,288.34	799,998.17	EOP; SAWCUT; MATCH EXIST.
WB240	225+70.14 WB	56.28	'LT	---	461,288.72	800,020.91	EOP; SAWCUT; MATCH EXIST.
WB241	225+70.17 WB	53.28	'LT	---	461,285.72	800,020.96	EOP; END CURB AND GUTTER; SAWCUT; MATCH EXIST.
WB242	221+35.25 WB	41.00	'LT	1017.27	461,270.77	799,586.26	BOW
WB243	221+35.25 WB	44.00	'LT	1017.31	461,273.78	799,586.25	BOW
WB244	223+09.71 WB	41.00	'LT	1023.51	461,271.83	799,760.58	BOW
WB245	223+09.71 WB	44.00	'LT	1023.56	461,274.83	799,760.57	BOW
WB246	225+85.52 WB	46.73	'LT	---	461,279.27	8,000,036.35	END CONCRETE CURB PEDESTRIAN 16-INCH



LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- CD-7 CONCRETE DRIVEWAY 7-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- R-WAL RETAINING WALL
- CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D
- AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CS-4 CONCRETE SIDEWALK 4-INCH
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-7 CONCRETE SIDEWALK 7-INCH
- N-1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE TYPE 2

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS-CTH PD (MCKEE ROAD), SPOKE DRIVE, & BADGER TRAIL	SHEET 44	E

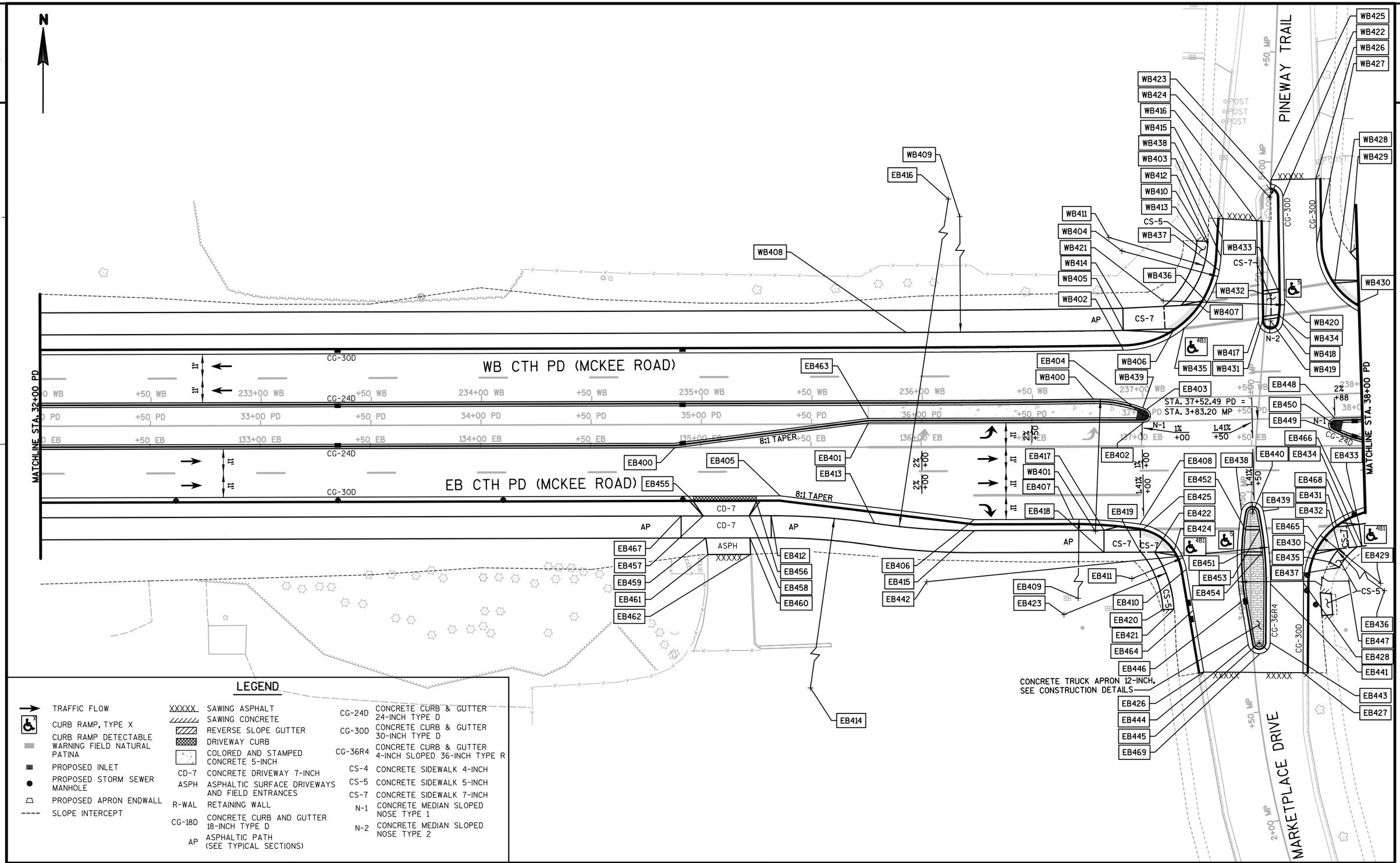
POINT	CTH PD (MCKEE ROAD) (EB)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
EB300	127+02.78 EB	10.00	'LT	1024.01	461,222.26	800,153.39	EOP; BEGIN RADIUS
EB301	127+01.68 EB	4.21	'LT	1024.24	461,216.47	800,152.32	EOP; END RADIUS; BEGIN RADIUS
EB302	127+02.78 EB	7.00	'LT	---	461,219.26	800,153.41	R=3.0'
EB303	127+23.76 EB	0.00	'RT	1024.18	461,212.39	800,174.43	EOP; END RADIUS
EB304	127+23.76 EB	60.00	'LT	---	461,272.39	800,174.06	R=60.0'
EB305	127+25.26 EB	2.00	'LT	1024.13	461,214.40	800,175.92	BOC; CURB RAMP OPENING
EB306	127+30.26 EB	2.00	'LT	1024.05	461,214.43	800,180.92	BOC; CURB RAMP OPENING
EB307	127+25.26 EB	24.50	'RT	1024.11	461,187.90	800,176.08	BOC; CURB RAMP OPENING
EB308	127+30.26 EB	24.50	'RT	1024.04	461,187.93	800,181.08	BOC; CURB RAMP OPENING
EB309	127+25.26 EB	31.00	'RT	1024.44	461,181.40	800,176.12	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
EB310	127+30.26 EB	31.00	'RT	1024.37	461,181.43	800,181.12	FOW; BACK OF CURB RAMP; END CS-7; BEGIN CS-5
EB311	127+15.26 EB	31.00	'RT	1024.91	461,181.34	800,166.12	FOW; GRADE BREAK
EB312	127+40.26 EB	31.00	'RT	1024.61	461,181.50	800,191.12	FOW; GRADE BREAK

POINT	CTH PD (MCKEE ROAD) (WB)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
WB300	226+16.69 WB	43.33	'LT	---	461,276.06	800,067.54	EOP; END RADIUS; SAWCUT; MATCH EXIST.
WB301	226+21.74 WB	53.25	'LT	---	461,286.01	800,072.53	BOC; CURB RAMP OPENING; SAWING CURB HEAD REQ'D; MATCH EXIST.
WB302	226+26.06 WB	63.20	'LT	---	461,295.99	800,076.79	BOC; CURB RAMP OPENING; SAWING CURB HEAD REQ'D; MATCH EXIST.
WB303	226+20.27 WB	63.26	'LT	1025.24	461,296.02	800,071.00	BACK OF CURB RAMP; END CS-7; BEGIN CS-5
WB304	228+59.30 WB	13.00	'RT	---	461,221.24	800,310.50	END COLORED AND STAMPED CONCRETE 5-INCH
WB305	226+16.90 WB	56.47	'LT	1025.24	461,289.20	800,067.67	BACK OF CURB RAMP; BEGIN RADIUS; END CS-5; BEGIN CS-7
WB306	226+17.33 WB	49.03	'LT	1025.23	461,281.76	800,068.15	FOW; END RADIUS
WB307	225+91.93 WB	73.11	'LT	---	461,305.69	800,042.60	R=35.0'
WB308	226+21.73 WB	69.59	'LT	---	461,302.35	800,072.42	FOW; END RADIUS; MATCH EXIST.
WB309	226+07.84 WB	41.93	'LT	1025.18	461,274.61	800,058.70	FOW; END RADIUS; BEGIN RADIUS
WB310	226+64.19 WB	43.33	'LT	---	461,276.36	800,115.04	EOP; SAWCUT; MATCH EXIST.
WB311	226+72.02 WB	45.19	'LT	---	461,278.27	800,122.86	EOP; SAWCUT; MATCH EXIST.
WB312	227+18.77 WB	45.19	'LT	---	461,278.56	800,169.60	EOP; BEGIN RADIUS; SAWCUT; MATCH EXIST.
WB313	227+58.24 WB	33.00	'LT	1022.99	461,266.61	800,209.15	EOP; END RADIUS
WB314	227+58.24 WB	103.00	'LT	---	461,336.61	800,208.72	R=70.0'
WB315	227+33.26 WB	52.06	'LT	---	461,285.51	800,184.06	FOW; BEGIN ASPHALT PATH; MATCH EXIST.
WB316	227+33.03 WB	62.06	'LT	---	461,295.51	800,183.77	BOW; BEGIN ASPHALT PATH; MATCH EXIST.
WB317	227+33.71 WB	52.05	'LT	1024.62	461,285.51	800,184.51	FOW; BEGIN RADIUS
WB318	227+78.83 WB	48.99	'LT	1023.40	461,282.73	800,229.64	FOW; END RADIUS
WB319	227+29.21 WB	347.92	'RT	---	460,885.52	800,182.49	R=400.0'
WB320	228+34.18 WB	33.00	'LT	1021.83	461,267.08	800,285.09	EOP; BEGIN TAPER
WB321	229+22.18 WB	22.00	'LT	1020.71	461,256.63	800,373.16	EOP; END TAPER
WB322	229+15.02 WB	31.97	'LT	1021.43	461,266.55	800,365.94	FOW; BEGIN RADIUS
WB323	229+30.52 WB	31.00	'LT	1021.21	461,265.68	800,381.45	FOW; END RADIUS
WB324	229+30.52 WB	156.00	'LT	---	461,390.68	800,380.67	R=125.0'
WB325	228+59.18 WB	11.00	'RT	1021.45	461,223.24	800,310.36	EOP; BEGIN TAPER
WB326	229+47.18 WB	0.00	'RT	1020.32	461,234.78	800,398.30	EOP; END TAPER
WB327	226+12.15 WB	4.21	'RT	1025.05	461,228.49	800,063.30	EOP; END RADIUS; BEGIN RADIUS
WB328	226+11.05 WB	10.00	'RT	1024.90	461,222.70	800,062.23	EOP; END RADIUS
WB329	226+11.05 WB	7.00	'RT	---	461,225.70	800,062.22	R=3.0'
WB330	227+24.68 WB	13.00	'RT	1023.57	461,220.40	800,175.88	BOC; CURB RAMP OPENING
WB331	227+29.68 WB	13.00	'RT	1023.48	461,220.43	800,180.88	BOC; CURB RAMP OPENING
WB332	231+55.81 WB	24.50	'LT	1019.10	461,260.58	800,606.77	BOC; DRIVEWAY OPENING; BEGIN DRIVEWAY CURB
WB333	231+83.17 WB	24.50	'LT	1019.34	461,260.75	800,634.13	BOC; DRIVEWAY OPENING; BEGIN DRIVEWAY CURB
WB334	231+59.31 WB	31.00	'LT	1019.75	461,267.10	800,610.23	FOW; BACK OF DRIVEWAY APRON
WB335	231+79.67 WB	31.00	'LT	1019.93	461,267.22	800,630.59	FOW; BACK OF DRIVEWAY APRON
WB336	231+59.31 WB	51.00	'LT	---	461,287.10	800,610.11	END OF DRIVEWAY; MATCH EXIST.
WB337	231+74.31 WB	51.00	'LT	---	461,287.19	800,625.11	END OF DRIVEWAY; MATCH EXIST.
WB338	226+14.99 WB	45.17	'LT	---	461,277.89	800,065.83	BOC; MATCH EXIST.
WB339	227+20.17 WB	47.26	'LT	---	461,280.63	800,171.00	BOC; MATCH EXIST.
WB340	231+55.31 WB	31.00	'LT	1019.72	461,267.07	800,606.23	FOW; END ASPHALT PATH; BEGIN CD-7
WB341	231+89.67 WB	31.00	'LT	1020.02	461,267.29	800,640.59	FOW; END CD-7; BEGIN ASPHALT PATH
WB342	231+59.31 WB	41.02	'LT	1019.89	461,277.12	800,610.17	BOW; END CD-7; BEGIN ASPHALT DRIVEWAY
WB343	231+76.99 WB	41.00	'LT	1020.05	461,277.21	800,627.85	BOW; END CD-7; BEGIN ASPHALT DRIVEWAY

POINT	BADGER STATE TRAIL (BT)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
BT300	6+35.41 BT	5.00	'LT	1034.55	461,067.00	800,510.58	BOW; BEGIN RADIUS; END CURB AND GUTTER
BT301	6+94.39 BT	5.00	'LT	1037.50	461,124.23	800,500.54	BOW
BT302	7+24.10 BT	7.23	'LT	1038.54	461,154.29	800,494.54	BOW; BEGIN CONCRETE PAVEMENT APPROACH SLAB
BT303	7+32.32 BT	7.00	'LT	1038.81	461,162.79	800,494.49	BOW; END CONCRETE PAVEMENT APPROACH SLAB
BT304	6+94.39 BT	5.00	'RT	1037.35	461,126.19	800,510.35	FOW
BT305	7+23.44 BT	6.76	'RT	1038.52	461,154.38	800,508.54	FOW; BEGIN CONCRETE PAVEMENT APPROACH SLAB
BT306	7+32.23 BT	7.00	'RT	1038.81	461,162.88	800,508.49	FOW; END CONCRETE PAVEMENT APPROACH SLAB
BT307	8+56.50 BT	7.10	'LT	1039.13	461,287.29	800,493.71	BOW; BEGIN CONCRETE PAVEMENT APPROACH SLAB
BT308	8+64.49 BT	7.71	'LT	1038.90	461,295.66	800,493.66	BOW; END CONCRETE PAVEMENT APPROACH SLAB
BT309	8+57.08 BT	6.89	'RT	1039.12	461,287.94	800,507.72	FOW; BEGIN CONCRETE PAVEMENT APPROACH SLAB
BT310	8+66.04 BT	6.20	'RT	1038.88	461,295.88	800,507.66	FOW; END CONCRETE PAVEMENT APPROACH SLAB
BT311	8+92.88 BT	5.00	'LT	1038.07	461,323.46	800,498.31	BOW
BT312	8+92.88 BT	5.00	'RT	1037.92	461,323.22	800,508.31	FOW
BT313	6+02.91 BT	10.50	'RT	1031.49	461,035.24	800,527.52	BEGIN CONCRETE SIDEWALK 4-INCH; SEE CONSTRUCTION DETAILS
BT314	7+39.36 BT	20.00	'RT	1038.27	461,170.05	800,521.45	END CONCRETE SIDEWALK 4-INCH; SEE CONSTRUCTION DETAILS
BT315	7+31.59 BT	20.29	'RT	---	461,162.46	800,521.79	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BT316	8+49.36 BT	15.73	'RT	1038.45	461,280.02	800,516.49	BEGIN CONCRETE SIDEWALK 4-INCH; SEE CONSTRUCTION DETAILS
BT317	8+58.08 BT	15.28	'RT	---	461,287.94	800,516.14	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
BT318	9+14.53 BT	10.50	'RT	1035.62	461,345.46	800,513.55	END CONCRETE SIDEWALK 4-INCH; SEE CONSTRUCTION DETAILS

POINT	NORTH RETURN PATH (NP)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
NP300	108+47.15 NP	33.05	'LT	1019.69	461,276.68	800,542.12	BOW; BEGIN RADIUS
NP301	108+74.13 NP	5.00	'LT	1021.18	461,304.89	800,568.93	BOW; END RADIUS
NP302	108+74.13 NP	32.00	'LT	---	461,303.68	800,541.96	R=27.0'
NP303	109+00.00 NP	5.00	'LT	1021.27	461,330.74	800,567.76	BOW; BEGIN CURB AND GUTTER
NP304	108+71.64 NP	5.00	'RT	1021.30	461,302.86	800,579.03	FOW; BEGIN RADIUS
NP305	108+44.66 NP	30.95	'RT	1019.88	461,277.07	800,606.17	FOW; END RADIUS
NP306	108+71.64 NP	32.00	'RT	---	461,304.07	800,606.00	R=27.0'

POINT	SOUTH RETURN PATH (SP)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
SP300	17+42.37 SP	30.95	'LT	1019.75	461,173.61	800,531.85	BOW; BEGIN RADIUS
SP301	17+15.39 SP	5.00	'LT	1020.80	461,147.83	800,558.99	BOW; END RADIUS
SP302	17+15.39 SP	32.00	'LT	---	461,146.61	800,532.02	R=27.0'
SP303	17+12.90 SP	5.00	'RT	1020.70	461,145.79	800,569.09	FOW; BEGIN RADIUS
SP304	17+39.88 SP	33.05	'RT	1020.07	461,174.01	800,595.89	FOW; END RADIUS
SP305	17+12.90 SP	32.00	'RT	---	461,147.01	800,596.06	R=27.0'
SP306	17+32.36 SP	13.28	'RT	1020.39	461,165.60	800,576.49	FOW; END CURB AND GUTTER



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE ROAD) & MARKETPLACE/PINEWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021204_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

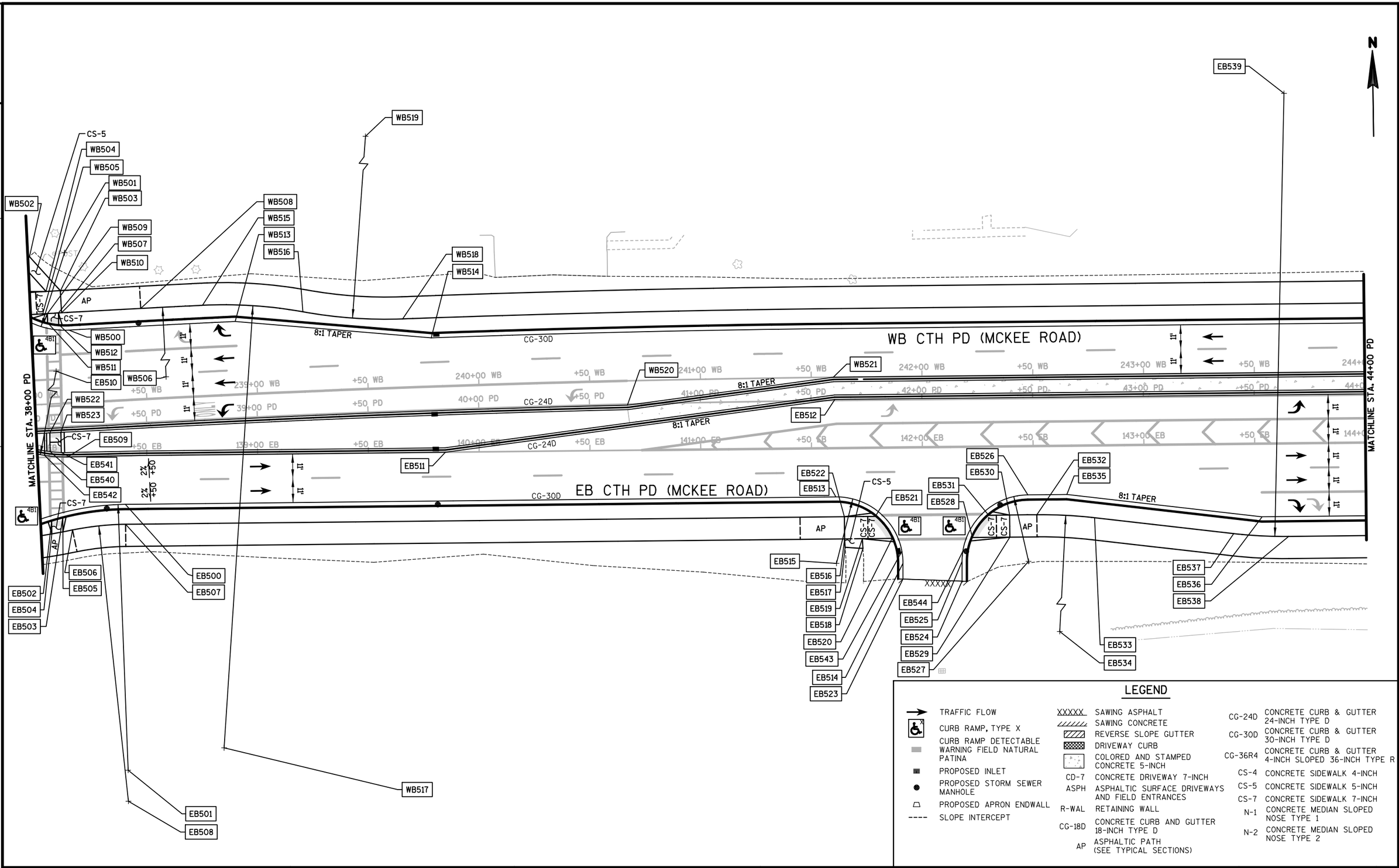
POINT	CTH PD (MCKEE ROAD) (EB)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
EB400	134+88.16 EB	0.00	'RT	1021.86	461,217.13	800,938.82	EOP; BEGIN TAPER
EB401	135+76.16 EB	11.00	'LT	1022.17	461,228.68	801,026.75	EOP; END TAPER
EB402	137+01.16 EB	11.00	'LT	1023.26	461,229.46	801,151.75	EOP; BEGIN RADIUS
EB403	137+02.33 EB	16.76	'LT	1023.34	461,235.23	801,152.88	EOP; END RADIUS
EB404	137+01.16 EB	14.00	'LT	---	461,232.46	801,151.73	R=3.0'
EB405	135+36.00 EB	22.00	'RT	1022.15	461,195.43	800,986.80	EOP; BEGIN TAPER
EB406	136+24.00 EB	33.00	'RT	1022.42	461,184.98	801,074.86	EOP; END TAPER
EB407	136+69.00 EB	33.00	'RT	1022.60	461,185.26	801,119.86	EOP; BEGIN RADIUS
EB408	136+99.27 EB	35.30	'RT	1022.69	461,183.14	801,150.14	EOP; END RADIUS; BEGIN RADIUS
EB409	136+69.00 EB	233.00	'RT	---	460,985.26	801,121.10	R=200.0'
EB410	137+20.14 EB	55.87	'RT	1022.48	461,162.70	801,171.14	EOP; END RADIUS
EB411	136+95.49 EB	60.02	'RT	---	461,158.41	801,146.51	R=25.0'
EB412	135+31.85 EB	31.00	'RT	1022.75	461,186.41	800,982.70	FOW; BEGIN RADIUS; END CD-7; BEGIN ASPHALT PATH
EB413	135+78.68 EB	34.56	'RT	1022.91	461,183.14	801,029.55	FOW; END RADIUS; BEGIN RADIUS
EB414	135+31.85 EB	341.00	'RT	---	460,876.41	800,984.63	R=310.0'
EB415	136+24.00 EB	38.00	'RT	1022.94	461,179.98	801,074.89	FOW; END RADIUS
EB416	136+24.00 EB	262.00	'LT	---	461,479.97	801,073.03	R=300.0'
EB417	136+82.85 EB	38.00	'RT	1023.15	461,180.34	801,133.74	FOW; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-7
EB418	136+82.85 EB	48.00	'RT	1023.30	461,170.34	801,133.80	BOW; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-7
EB419	136+99.33 EB	48.00	'RT	1022.70	461,170.45	801,150.28	BOW; BACK OF CURB RAMP
EB420	137+09.52 EB	74.11	'RT	---	461,144.40	801,160.63	BOW; END RADIUS; SAWCUT; MATCH EXIST.
EB421	137+14.52 EB	73.88	'RT	---	461,144.66	801,165.63	FOW; END RADIUS; SAWCUT; MATCH EXIST.
EB422	137+05.86 EB	48.00	'RT	1022.61	461,170.49	801,156.81	BOW; BEGIN RADIUS; END CS-7; BEGIN CS-5
EB423	136+64.57 EB	76.20	'RT	---	461,142.03	801,115.70	R=50.0'
EB424	137+14.51 EB	48.00	'RT	1022.48	461,170.54	801,165.46	BOC; CURB RAMP OPENING
EB425	137+00.13 EB	38.00	'RT	1022.61	461,180.45	801,151.02	BOC; CURB RAMP OPENING
EB426	137+27.98 EB	102.48	'RT	---	461,116.14	801,179.27	EOP; SAWCUT; MATCH EXIST.
EB427	137+73.00 EB	102.89	'RT	---	461,116.01	801,224.29	EOP; SAWCUT; MATCH EXIST.
EB428	137+73.37 EB	62.19	'RT	1023.40	461,156.72	801,224.41	EOP; BEGIN RADIUS; LOW POINT
EB429	138+08.37 EB	62.50	'RT	---	461,156.62	801,259.41	R=35.0'
EB430	137+79.56 EB	47.46	'RT	1023.53	461,171.48	801,230.50	BOC; CURB RAMP OPENING
EB431	137+88.53 EB	36.76	'RT	1023.46	461,182.24	801,239.41	BOC; CURB RAMP OPENING
EB432	137+89.46 EB	46.72	'RT	1023.62	461,172.29	801,240.41	BOW; END RADIUS; END CS-7; BEGIN CS-5
EB433	137+98.62 EB	35.67	'RT	1023.61	461,183.39	801,249.50	FOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB434	137+99.87 EB	45.59	'RT	1023.76	461,173.48	801,250.80	BOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB435	138+85.24 EB	52.69	'RT	---	461,166.29	801,236.22	FOW; BEGIN RADIUS; SAWCUT; MATCH EXIST.
EB436	138+15.78 EB	69.80	'RT	---	461,149.37	801,266.86	R=35.0'
EB437	137+89.60 EB	55.13	'RT	---	461,163.87	801,240.60	BOW; SAWCUT; MATCH EXIST.
EB438	137+45.31 EB	29.58	'RT	1023.00	461,189.15	801,196.15	EOP; END RADIUS; BEGIN RADIUS
EB439	137+55.13 EB	29.48	'RT	1023.30	461,189.31	801,205.96	EOP; END RADIUS; BEGIN RADIUS
EB440	137+50.23 EB	30.49	'RT	---	461,188.27	801,201.07	R=5.0'
EB441	137+58.36 EB	62.55	'RT	1023.72	461,156.26	801,209.41	EOP; END RADIUS
EB442	136+02.37 EB	61.13	'RT	---	461,156.71	801,053.41	R=156.0'
EB443	137+58.12 EB	89.22	'RT	1023.95	461,129.59	801,209.33	EOP; BEGIN RADIUS
EB444	137+48.19 EB	90.01	'RT	1023.94	461,128.74	801,199.40	EOP; END RADIUS
EB445	137+53.12 EB	89.18	'RT	---	461,129.60	801,204.33	R=5.0'
EB446	137+44.95 EB	70.76	'RT	1022.82	461,147.97	801,196.05	EOP; BEGIN RADIUS; LOW POINT
EB447	138+61.83 EB	51.04	'RT	---	461,168.26	801,312.29	R=118.0'
EB448	137+87.82 EB	12.52	'LT	1023.84	461,231.51	801,238.39	EOP; BEGIN RADIUS
EB449	137+86.50 EB	6.86	'LT	1023.34	461,225.85	801,237.11	EOP; END RADIUS
EB450	137+87.90 EB	9.52	'LT	---	461,228.51	801,238.49	R=3.0'
EB451	137+46.36 EB	48.00	'RT	1023.46	461,170.74	801,197.31	BOC; CURB RAMP OPENING
EB452	137+47.08 EB	38.00	'RT	1022.91	461,180.74	801,197.97	BOC; CURB RAMP OPENING
EB453	137+53.61 EB	38.00	'RT	1023.34	461,180.78	801,204.50	BOC; CURB RAMP OPENING
EB454	137+54.81 EB	48.00	'RT	1023.46	461,170.79	801,205.76	BOC; CURB RAMP OPENING
EB455	134+96.65 EB	24.50	'RT	1021.83	461,192.69	800,947.46	BOC; DRIVWAY OPENING; BEGIN DIRVEWAY CURB AND GUTTER
EB456	135+25.22 EB	24.50	'RT	1022.00	461,192.86	800,976.03	BOC; DRIVWAY OPENING; END DRIVEWAY CURB AND GUTTER
EB457	135+00.98 EB	31.00	'RT	1022.57	461,186.21	800,951.83	FOW; BACK OF DRIVEWAY APRON
EB458	135+21.92 EB	31.00	'RT	1022.70	461,186.34	800,972.77	FOW; BACK OF DRIVEWAY APRON
EB459	135+02.21 EB	41.00	'RT	1022.72	461,176.22	800,953.13	BOW; EDGE OF DRIVEWAY
EB460	135+22.22 EB	41.00	'RT	1022.85	461,176.35	800,973.14	BOW; EDGE OF DRIVEWAY

CON'T. ON RIGHT

CON'T. FROM LEFT

POINT	CTH PD (MCKEE ROAD) (EB)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
EB461	135+03.14 EB	48.50	'RT	---	461,168.73	800,954.10	DRIVEWAY; SAWCUT; MATCH EXIST.
EB462	135+22.45 EB	48.50	'RT	---	461,168.85	800,973.41	DRIVEWAY; SAWCUT; MATCH EXIST.
EB463	135+76.03 EB	13.00	'LT	---	461,230.68	801,026.61	BOC; BEGIN COLORED AND STAMPED CONCRETE 5-INCH
EB464	137+23.26 EB	74.40	'RT	1022.38	461,144.19	801,174.37	EOP; LOW POINT
EB465	137+79.63 EB	42.52	'RT	1023.64	461,176.43	801,230.55	EOP; HIGH POINT
EB466	137+95.89 EB	29.80	'RT	1023.43	461,189.24	801,246.73	EOP; END RADIUS; BEGIN RADIUS
EB467	134+90.98 EB	31.00	'RT	1022.51	461,186.15	800,941.83	FOW; END ASPHALT PATH; BEGIN CD-7
EB468	137+97.70 EB	45.85	'RT	1023.73	461,173.20	801,248.64	BOW; END CS-5; BEGIN CS-7
EB469	137+53.51 EB	94.16	'RT	1024.09	461,124.62	801,204.75	EOP; MID RADIUS; HIGH POINT

POINT	CTH PD (MCKEE ROAD) (WB)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
WB400	236+77.74 WB	0.00	'RT	1023.24	461,239.79	801,128.84	EOP; BEGIN RADIUS
WB401	236+77.74 WB	60.00	'RT	---	461,179.80	801,129.89	R=60.0'
WB402	236+91.70 WB	22.00	'LT	1023.34	461,262.05	801,142.37	EOP; BEGIN RADIUS
WB403	237+36.97 WB	63.60	'LT	1022.82	461,304.65	801,186.44	EOP; END RADIUS
WB404	236+91.70 WB	67.00	'LT	---	461,307.04	801,141.50	R=3.0'
WB405	236+91.71 WB	31.00	'LT	1023.97	461,271.05	801,142.20	FOW; END RADIUS; END ASPHALT PATH; BEGIN CS-7
WB406	237+14.97 WB	31.33	'LT	1023.16	461,271.86	801,165.35	BOC; CURB RAMP OPENING
WB407	237+26.39 WB	42.08	'LT	1023.15	461,282.88	801,176.46	BOC; CURB RAMP OPENING
WB408	235+92.81 WB	31.00	'LT	1023.23	461,269.79	801,043.72	FOW; BEGIN RADIUS
WB409	238+40.83 WB	7500.00	'LT	---	468,738.64	800,997.40	R=7469.0'
WB410	237+31.04 WB	70.63	'LT	1023.11	461,311.53	801,180.48	FOW; END RADIUS
WB411	236+85.78 WB	73.26	'LT	---	461,313.19	801,135.51	R=45.0'
WB412	237+31.13 WB	70.65	'LT	---	461,311.54	801,180.48	FOW; SAWCUT; MATCH EXIST.
WB413	237+26.09 WB	70.93	'LT	---	461,311.71	801,175.48	BOW; SAWCUT; MATCH EXIST.
WB414	236+91.70 WB	41.00	'LT	1024.12	461,281.04	801,142.00	BOW; END ASPHALT PATH; BEGIN CS-7
WB415	237+38.33 WB	80.75	'LT	---	461,321.82	801,187.35	EOP; SAWCUT; MATCH EXIST.
WB416	237+53.74 WB	79.53	'LT	---	461,321.01	801,202.61	EOP; SAWCUT; MATCH EXIST.
WB417	237+53.38 WB	33.98	'LT	1023.66	461,275.47	801,203.52	EOP; BEGIN RADIUS
WB418	237+64.31 WB	32.79	'LT	1023.76	461,274.59	801,214.43	EOP; END RADIUS; BEGIN RADIUS
WB419	237+58.91 WB	33.94	'LT	---	461,275.58	801,209.02	R=5.5'
WB420	237+65.53 WB	43.78	'LT	1023.63	461,285.61	801,215.32	EOP; END RADIUS
WB421	237+10.21 WB	44.09	'LT	---	461,284.51	801,160.33	R=55.0'
WB422	237+65.96 WB	89.98	'LT	1023.07	461,331.80	801,214.40	EOP; BEGIN RADIUS
WB423	237+60.59 WB	95.99	'LT	---	461,337.66	801,208.92	EOP; END RADIUS; SAWCUT; MATCH EXIST.
WB424	237+59.89 WB	90.03	'LT	---	461,331.68	801,208.40	R=6.0'
WB425	237+60.76 WB	97.97	'LT	---	461,339.64	801,209.03	EOP; SAWCUT; MATCH EXIST.
WB426	237+81.24 WB	97.77	'LT	---	461,340.04	801,229.24	EOP; SAWCUT; MATCH EXIST.
WB427	237+80.90 WB	68.40	'LT	1023.15	461,310.68	801,229.82	EOP; BEGIN RADIUS
WB428	237+88.73 WB	50.25	'LT	1023.39	461,292.78	801,238.16	BOC; CURB RAMP OPENING
WB429	237+96.30 WB	63.80	'LT	---	461,306.57	801,245.23	FOW; SAWCUT; MATCH EXIST.
WB430	237+98.34 WB	40.69	'LT	1023.66	461,283.55	801,248.03	BOC; CURB RAMP OPENING
WB431	237+55.91 WB	36.04	'LT	1023.58	461,277.61	801,205.98	BOC; CURB RAMP OPENING
WB432	237+55.99 WB	46.12	'LT	1023.46	461,287.68	801,205.78	BOC; CURB RAMP OPENING
WB433	237+63.04 WB	46.91	'LT	1023.52	461,288.66	801,212.76	BOC; CURB RAMP OPENING
WB434	237+62.48 WB	36.78	'LT	1023.65	461,278.53	801,212.49	BOC; CURB RAMP OPENING
WB435	237+19.34 WB	31.34	'LT	1023.20	461,271.97	801,169.70	EOP; GRADE BREAK
WB436	237+30.12 WB	43.10	'LT	1023.13	461,283.99	801,180.14	EOP; GRADE BREAK
WB437	237+36.02 WB	57.33	'LT	1022.93	461,298.35	801,185.65	EOP; GRADE BREAK
WB438	237+37.66 WB	72.34	'LT	1022.66	461,313.40	801,186.90	EOP; GRADE BREAK
WB439	237+00.00 WB	4.32	'RT	1023.36	461,235.90	801,151.18	EOP; HIGH POINT



LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- CD-7 CONCRETE DRIVEWAY 7-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- R-WAL RETAINING WALL
- CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D
- AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CS-4 CONCRETE SIDEWALK 4-INCH
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-7 CONCRETE SIDEWALK 7-INCH
- N-1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE TYPE 2

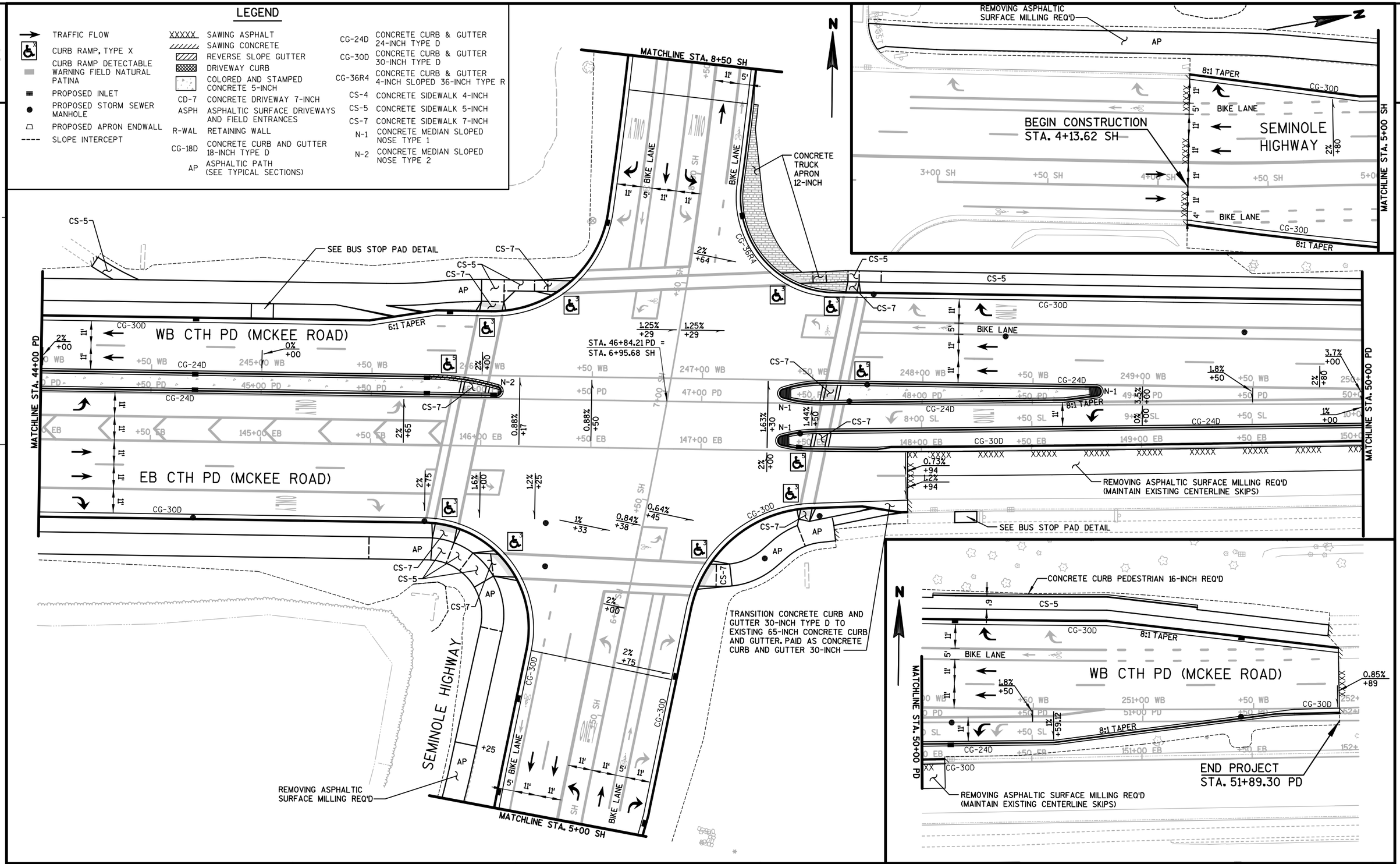
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE ROAD)	SHEET 48	E

POINT	CTH PD (MCKEE ROAD) (EB)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
EB500	138+39.85 EB	21.93	'RT	1023.96	461,197.38	801,290.64	EOP; END RADIUS
EB501	138+38.65 EB	141.93	'RT	---	461,077.39	801,290.19	R=120.0'
EB502	138+06.43 EB	28.93	'RT	1023.51	461,190.18	801,257.27	BOC; CURB RAMP OPENING
EB503	138+11.43 EB	27.62	'RT	1023.56	461,191.52	801,262.26	BOC; CURB RAMP OPENING
EB504	138+06.43 EB	34.58	'RT	1023.73	461,184.53	801,257.30	FOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB505	138+11.43 EB	33.78	'RT	1023.80	461,185.36	801,262.30	FOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB506	138+15.80 EB	33.01	'RT	1023.87	461,186.16	801,266.66	FOW; BEGIN RADIUS
EB507	138+39.76 EB	30.93	'RT	1024.62	461,188.38	801,290.61	FOW; END RADIUS
EB508	138+38.51 EB	155.92	'RT	---	461,063.39	801,290.13	R=125.0'
EB509	138+14.36 EB	0.00	'RT	1023.84	461,219.16	801,265.02	EOP; END RADIUS
EB510	138+14.36 EB	60.00	'LT	---	461,279.16	801,264.65	R=60.0'
EB511	139+84.75 EB	0.00	'RT	1024.88	461,218.83	801,435.40	EOP; BEGIN TAPER
EB512	141+69.75 EB	22.00	'LT	1025.42	461,240.17	801,611.48	EOP; END TAPER
EB513	141+60.73 EB	22.00	'RT	1025.86	461,196.17	801,611.30	EOP; BEGIN RADIUS
EB514	141+90.73 EB	52.27	'RT	1025.06	461,165.78	801,641.18	EOP; END RADIUS
EB515	141+60.73 EB	52.00	'RT	---	461,166.17	801,611.18	R=30.0'
EB516	141+64.48 EB	41.00	'RT	1025.58	461,177.15	801,614.97	BOW; END ASPHALT PATH; END CS-5; BEGIN CS-7
EB517	141+64.68 EB	44.80	'RT	---	461,173.35	801,615.16	BOW; SAWCUT; MATCH EXIST.
EB518	141+72.73 EB	45.39	'RT	---	461,172.73	801,623.20	FOW; SAWCUT; MATCH EXIST.
EB519	141+72.49 EB	41.00	'RT	1025.46	461,177.12	801,622.98	BOW; BACK OF CURB RAMP; END CS-5; BEGIN CS-7
EB520	141+85.94 EB	41.00	'RT	1025.20	461,177.07	801,636.43	BOC; CURB RAMP OPENING
EB521	141+78.49 EB	31.00	'RT	1025.43	461,187.10	801,629.02	BOC; CURB RAMP OPENING
EB522	141+64.48 EB	31.00	'RT	1025.62	461,187.15	801,615.01	FOW; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-7
EB523	141+90.67 EB	59.42	'RT	---	461,158.64	801,641.09	EOP; SAWCUT; MATCH EXIST.
EB524	142+17.31 EB	60.64	'RT	---	461,157.31	801,667.73	EOP; SAWCUT; MATCH EXIST.
EB525	142+17.39 EB	51.73	'RT	1025.10	461,166.22	801,667.85	EOP; BEGIN RADIUS
EB526	142+47.39 EB	22.00	'RT	1025.63	461,195.84	801,697.96	EOP; END RADIUS
EB527	142+47.39 EB	52.00	'RT	---	461,165.84	801,697.84	R=30.0'
EB528	142+22.19 EB	41.00	'RT	1025.14	461,176.93	801,672.68	BOC; CURB RAMP OPENING
EB529	142+39.08 EB	41.00	'RT	1025.52	461,176.87	801,689.57	BOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB530	142+39.08 EB	31.00	'RT	1025.67	461,186.87	801,689.61	FOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB531	142+29.64 EB	31.00	'RT	1025.31	461,186.91	801,680.17	BOC; CURB RAMP OPENING
EB532	142+51.37 EB	31.00	'RT	1026.24	461,186.82	801,701.90	FOW; BEGIN RADIUS
EB533	142+77.42 EB	32.62	'RT	1025.98	461,185.10	801,727.94	FOW; END RADIUS
EB534	142+51.37 EB	241.00	'RT	---	460,976.82	801,701.10	R=210.0'
EB535	142+65.00 EB	22.00	'RT	1025.50	461,195.77	801,715.57	EOP; BEGIN TAPER
EB536	143+53.00 EB	33.00	'RT	1024.14	461,184.44	801,803.53	EOP; END TAPER
EB537	143+40.09 EB	40.46	'RT	1025.02	461,177.03	801,790.58	FOW; BEGIN RADIUS
EB538	143+64.90 EB	42.00	'RT	1024.56	461,175.39	801,815.38	FOW; END RADIUS
EB539	143+64.90 EB	158.00	'LT	---	461,375.39	801,816.14	R=200.0'
EB540	138+06.43 EB	2.54	'LT	1023.78	461,221.65	801,257.07	BOC; CURB RAMP OPENING
EB541	138+11.43 EB	2.07	'LT	1023.79	461,221.21	801,262.07	BOC; CURB RAMP OPENING
EB542	138+03.93 EB	0.91	'LT	1023.70	461,220.01	801,254.58	EOP; GRADE BREAK
EB543	141+88.64 EB	41.0	'RT	1025.15	461,177.06	801,639.14	EOP; LOW POINT
EB544	142+19.48 EB	41.0	'RT	1025.12	461,176.94	801,669.98	EOP; LOW POINT

POINT	CTH PD (MCKEE ROAD) (WB)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
WB500	238+16.44 WB	32.92	'LT	1024.06	461,276.41	801,266.30	EOP; END OF RADIUS
WB501	238+16.22 WB	67.92	'LT	---	461,311.38	801,264.82	R=35.0'
WB502	238+00.22 WB	66.95	'LT	---	461,309.85	801,249.00	BOW; SAWCUT; MATCH EXIST.
WB503	238+13.55 WB	50.90	'LT	1023.90	461,294.27	801,262.78	BOW; BACK OF CURB RAMP; END CS-7; END CS-5; BEGIN ASPHALT PATH
WB504	238+06.96 WB	50.85	'LT	1023.80	461,293.99	801,256.25	BOW; END CS-5; BEGIN CS-7
WB505	238+04.93 WB	40.83	'LT	1023.79	461,283.91	801,254.57	FOW; END RADIUS; BEGIN RADIUS
WB506	240+02.42 WB	7500.00	'RT	---	453,750.21	801,586.32	R=7541.0'
WB507	238+12.09 WB	40.89	'LT	1023.93	461,284.22	801,261.68	FOW; BACK OF CURB RAMP
WB508	238+49.38 WB	41.00	'LT	1025.16	461,285.73	801,298.83	FOW
WB509	238+07.05 WB	40.85	'LT	1023.67	461,284.00	801,256.69	FOW; BACK OF CURB RAMP
WB510	238+13.50 WB	40.90	'LT	1023.95	461,284.28	801,263.09	FOW; END CS-7; BEGIN ASPHALT PATH
WB511	238+06.94 WB	36.75	'LT	1023.81	461,279.90	801,256.71	BOC; CURB RAMP OPENING
WB512	238+11.93 WB	35.70	'LT	1023.91	461,279.02	801,261.72	BOC; CURB RAMP OPENING
WB513	238+91.49 WB	33.00	'LT	1024.62	461,279.23	801,341.41	EOP; BEGIN TAPER
WB514	239+79.23 WB	22.00	'LT	1025.50	461,270.58	801,429.73	EOP; END TAPER
WB515	238+77.18 WB	41.00	'LT	1025.12	461,286.74	801,326.77	FOW; END RADIUS; BEGIN RADIUS
WB516	239+22.04 WB	35.99	'LT	1025.52	461,283.15	801,372.00	FOW; END RADIUS; BEGIN RADIUS
WB517	238+77.18 WB	159.00	'RT	---	461,086.86	801,333.65	R=200.0'
WB518	239+66.72 WB	31.00	'LT	1025.98	461,279.30	801,416.99	FOW; END RADIUS
WB519	239+66.72 WB	241.00	'LT	---	461,489.25	801,412.27	R=210.0'
WB520	240+66.79 WB	11.00	'RT	1025.94	461,238.89	801,517.84	EOP; BEGIN TAPER
WB521	241+59.95 WB	0.00	'LT	1026.45	461,250.17	801,610.90	EOP; END TAPER
WB522	238+05.52 WB	13.00	'RT	1023.94	461,230.13	801,257.02	BOC; CURB RAMP OPENING
WB523	238+10.51 WB	13.00	'RT	1023.98	461,230.30	801,262.02	BOC; CURB RAMP OPENING

LEGEND

- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- CD-7 CONCRETE DRIVEWAY 7-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- R-WAL RETAINING WALL
- CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D
- AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CS-4 CONCRETE SIDEWALK 4-INCH
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-7 CONCRETE SIDEWALK 7-INCH
- N-1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE TYPE 2



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE ROAD) & SEMINOLE HIGHWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021206_pd.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

TRAFFIC FLOW	XXXXX SAWING ASPHALT	CG-24D	CONCRETE CURB & GUTTER 24-INCH TYPE D
CURB RAMP, TYPE X	SAWING CONCRETE	CG-30D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA	REVERSE SLOPE GUTTER	CG-36R4	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
PROPOSED INLET	DRIVEWAY CURB	CS-4	CONCRETE SIDEWALK 4-INCH
PROPOSED STORM SEWER MANHOLE	COLORED AND STAMPED CONCRETE 5-INCH	CS-5	CONCRETE SIDEWALK 5-INCH
PROPOSED APRON ENDWALL	CD-7 CONCRETE DRIVEWAY 7-INCH	CS-7	CONCRETE SIDEWALK 7-INCH
SLOPE INTERCEPT	ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	N-1	CONCRETE MEDIAN SLOPED NOSE TYPE 1
	R-WAL RETAINING WALL	N-2	CONCRETE MEDIAN SLOPED NOSE TYPE 2
	CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D		
	AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)		

POINT NO.	SEMINOLE HIGHWAY (SH) STATION	OFFSET		ELEV.	Y	X	REMARKS
SH600	4+13.43 SH	48.84	'LT	---	460,969.51	802,036.20	EOP; BEGIN TAPER; SAWCUT; MATCH EXIST.
SH601	4+91.76 SH	38.01	'LT	1017.10	461,043.65	802,059.36	EOP; END TAPER
SH602	5+25.00 SH	63.42	'LT	---	461,082.19	802,040.61	BOW; MATCH EXIST.; BEGIN REMOVING ASPHALTIC SURFACE MILLING
SH603	5+25.00 SH	53.42	'LT	--	461,080.27	802,050.43	FOW; MATCH EXIST.; BEGIN REMOVING ASPHALTIC SURFACE MILLING
SH604	4+13.64 SH	15.01	'RT	---	460,957.41	802,098.89	EOP; BEGIN RADIUS; BEGIN TAPER; SAWCUT; MATCH EXIST.
SH605	5+09.88 SH	26.99	'RT	1016.66	461,050.26	802,126.54	EOP; END RADIUS; END TAPER
SH606	6+38.88 SH	1803.44	'LT	---	461,527.29	800,354.63	R=1835.0'
SH607	8+40.06 SH	16.00	'RT	1012.59	461,379.04	802,170.45	EOP; END CG-36R4; BEGIN CG-30D

MATCHLINE STA. 8+50 SH

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 44+00 PD

MATCHLINE STA. 50+00 PD

SEMINOLE HIGHWAY

MATCHLINE STA. 5+00 SH

BEGIN CONSTRUCTION
STA. 4+13.62 SH

END PROJECT
STA. 51+89.30 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS - CTH PD (MCKEE ROAD) & SEMINOLE HIGHWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021206a_pd.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET		ELEV.	Y	X	REMARKS
WB600	244+22.17 WB	46.64	'LT	---	461,295.81	801,873.30	FOW; SAWCUT; MATCH EXIST.
WB601	244+24.85 WB	50.86	'LT	---	461,300.02	801,876.00	BOW; SAWCUT; MATCH EXIST.
WB602	244+31.91 WB	41.00	'LT	1023.29	461,290.14	801,883.02	BOW; END CS-5; BEGIN ASPHALT PATH
WB603	244+43.56 WB	41.00	'LT	1022.95	461,290.09	801,894.66	BOW; END CS-5; BEGIN ASPHALT PATH
WB604	244+94.62 WB	160.55	'LT	---	461,409.45	801,946.18	R=135.0'
WB605	245+33.03 WB	31.00	'LT	1020.14	461,279.75	801,984.10	FOW; BACK OF BIKE RAMP
WB606	245+56.07 WB	31.00	'LT	1019.17	461,279.66	802,007.13	FOW; BACK OF BIKE RAMP; BEGIN RADIUS
WB607	245+79.04 WB	32.28	'LT	1018.70	461,280.86	802,030.11	FOW; END RADIUS; BEGIN RADIUS
WB608	245+55.88 WB	241.00	'LT	---	461,489.66	802,007.75	R=210.0'
WB609	245+99.17 WB	33.49	'LT	1017.69	461,281.99	802,050.25	FOW; END RADIUS; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-5; BEGIN CS-7
WB610	246+01.09 WB	166.50	'RT	---	461,081.99	802,051.41	R=200.0'
WB611	245+59.52 WB	26.33	'LT	1018.70	461,274.98	802,010.57	BOC; BIKE RAMP OPENING
WB612	245+71.36 WB	28.30	'LT	1018.33	461,276.91	802,022.42	BOC; BIKE RAMP OPENING
WB613	245+48.75 WB	22.00	'LT	1019.12	461,270.69	801,999.78	EOP; BEGIN TAPER
WB614	245+78.75 WB	27.00	'LT	1018.20	461,275.58	802,029.80	EOP; END TAPER
WB615	246+03.70 WB	27.00	'LT	1017.60	461,275.48	802,054.75	EOP; BEGIN RADIUS
WB616	246+58.25 WB	74.97	'LT	1015.42	461,323.25	802,109.48	EOP; END RADIUS
WB617	246+03.70 WB	82.00	'LT	---	461,330.48	802,054.96	R=55.0'
WB618	245+98.41 WB	29.50	'LT	1017.66	461,278.00	802,049.47	BOC; CURB RAMP OPENING
WB619	246+08.63 WB	29.73	'LT	1017.34	461,278.20	802,059.70	BOC; CURB RAMP OPENING
WB620	246+14.35 WB	38.50	'LT	1017.41	461,286.94	802,065.44	FOW
WB621	245+99.10 WB	43.49	'LT	1017.84	461,291.99	802,050.21	BOW; END ASPHALT PATH; BEGIN CS-5
WB622	246+33.10 WB	38.50	'LT	1016.82	461,286.87	802,084.19	BOC; CURB RAMP OPENING
WB623	246+39.40 WB	43.50	'LT	1016.69	461,291.85	802,090.51	BOC; CURB RAMP OPENING
WB624	246+23.19 WB	43.50	'LT	1017.12	461,291.91	802,074.30	BOW; BACK OF CURB RAMP
WB625	246+23.19 WB	38.50	'LT	1017.04	461,286.91	802,074.28	BOW; BACK OF CURB RAMP
WB626	246+09.36 WB	33.50	'LT	1017.54	461,281.96	802,060.43	BACK OF CURB RAMP
WB627	245+76.33 WB	0.00	'RT	1018.74	461,248.59	802,027.28	EOP; BEGIN RADIUS
WB628	246+07.44 WB	4.10	'RT	1018.10	461,244.37	802,058.38	EOP; END RADIUS; BEGIN RADIUS
WB629	245+76.33 WB	120.00	'RT	---	461,128.59	802,026.83	R=120.0'
WB630	247+36.38 WB	8.99	'RT	1016.58	461,238.99	802,187.29	EOP; END RADIUS; BEGIN RADIUS
WB631	247+36.19 WB	3.26	'RT	1016.50	461,244.72	802,187.12	EOP; BEGIN RADIUS; END RADIUS
WB632	247+37.16 WB	6.09	'RT	---	461,241.88	802,188.09	R=3.0'
WB633	247+55.68 WB	0.00	'RT	1016.39	461,247.91	802,206.63	EOP; END RADIUS
WB634	247+55.68 WB	60.00	'RT	---	461,187.91	802,206.40	R=60.0'
WB635	248+78.90 WB	0.00	'RT	1017.02	461,247.44	802,329.85	EOP; BEGIN RADIUS
WB636	248+79.33 WB	5.97	'RT	1017.39	461,241.47	802,330.26	EOP; END RADIUS; BEGIN TAPER
WB637	248+78.90 WB	3.00	'RT	---	461,244.44	802,329.84	R=3.0'
WB638	248+64.49 WB	8.12	'RT	1017.35	461,239.38	802,315.40	EOP; END TAPER
WB639	247+53.57 WB	11.04	'RT	1016.67	461,236.88	802,204.48	EOP; END RADIUS
WB640	247+52.00 WB	48.94	'LT	---	461,296.86	802,203.13	R=60.0'
WB641	247+35.76 WB	24.62	'RT	1016.89	461,223.37	802,186.61	EOP; END RADIUS; BEGIN RADIUS
WB642	247+51.46 WB	22.10	'RT	1016.82	461,225.83	802,202.32	EOP; END RADIUS
WB643	247+53.03 WB	82.07	'RT	---	461,165.84	802,203.67	R=60.0'
WB644	247+14.33 WB	88.34	'LT	1014.24	461,336.40	802,165.61	EOP; BEGIN RADIUS
WB645	247+59.01 WB	38.00	'LT	1015.63	461,285.89	802,210.10	EOP; END RADIUS
WB646	247+59.01 WB	83.00	'LT	---	461,330.89	802,210.27	R=45.0'
WB647	247+35.11 WB	48.46	'LT	1015.14	461,296.45	802,186.24	BOC; CURB RAMP OPENING
WB648	247+43.65 WB	43.91	'LT	1015.30	461,291.86	802,194.76	BOC; CURB RAMP OPENING
WB649	264+55.54 WB	44.54	'LT	1015.51	461,292.44	802,206.66	FOW; BACK OF CURB RAMP
WB650	247+70.40 WB	50.00	'LT	1015.94	461,297.85	802,221.54	BOW; BACK OF CURB RAMP
WB651	247+65.31 WB	45.00	'LT	1015.78	461,292.87	802,216.43	FOW; BACK OF CURB RAMP
WB652	247+64.45 WB	40.50	'LT	1015.54	461,288.37	802,215.55	BOC; CURB RAMP OPENING
WB653	247+69.54 WB	40.50	'LT	1015.54	461,288.35	802,220.64	BOC; CURB RAMP OPENING
WB654	247+70.40 WB	45.00	'LT	1015.86	461,292.85	802,221.52	FOW; BACK OF CURB RAMP
WB655	250+82.90 WB	38.00	'LT	1020.41	461,285.09	802,533.52	EOP; BEGIN TAPER
WB656	251+88.87 WB	25.03	'LT	---	461,274.06	802,639.09	EOP; END TAPER; SAWCUT; MATCH EXIST.
WB657	250+83.30 WB	45.00	'LT	1022.63	461,292.10	802,533.85	FOW; BEGIN TAPER
WB658	251+84.24 WB	32.70	'LT	---	461,281.60	802,634.28	FOW; END TAPER; SAWCUT; MATCH EXIST.
WB659	251+84.73 WB	37.68	'LT	---	461,286.59	802,634.63	BOW; SAWCUT; MATCH EXIST.
WB660	251+88.92 WB	0.19	'RT	---	461,248.85	802,639.85	EOP; SAWCUT; MATCH EXIST.
WB661	251+68.36 WB	0.40	'RT	1022.81	461,248.10	802,619.31	EOP; END TAPER
WB662	250+59.35 WB	14.17	'RT	1020.37	461,232.77	802,510.36	EOP; BEGIN TAPER
WB663	246+06.67 WB	7.00	'RT	---	461,241.47	802,057.59	R=3.0'
WB664	246+02.01 WB	4.83	'RT	1018.21	461,243.66	802,052.94	BOC; CURB RAMP OPENING
WB665	245+92.17 WB	3.07	'RT	1018.43	461,245.46	802,043.10	BOC; CURB RAMP OPENING
WB666	247+56.30 WB	2.00	'RT	1016.39	461,245.90	802,207.24	BOC; CURB RAMP OPENING
WB667	247+61.39 WB	2.00	'RT	1016.35	461,245.88	802,212.33	BOC; CURB RAMP OPENING
WB668	247+54.96 WB	9.00	'RT	1016.66	461,238.91	802,205.87	BOC; CURB RAMP OPENING
WB669	247+60.08 WB	8.86	'RT	1016.72	461,239.03	802,210.99	BOC; CURB RAMP OPENING
WB670	247+57.19 WB	23.95	'RT	1016.84	461,223.96	802,208.04	BOC; CURB RAMP OPENING
WB671	247+52.07 WB	24.08	'RT	1016.81	461,223.84	802,202.93	BOC; CURB RAMP OPENING
WB672	246+32.03 WB	34.86	'LT	1016.93	461,283.23	802,083.11	EOP; GRADE BREAK
WB673	246+42.72 WB	43.24	'LT	1016.73	461,291.57	802,093.83	EOP; GRADE BREAK
WB674	247+25.35 WB	53.13	'LT	1015.05	461,301.15	802,176.50	EOP; GRADE BREAK

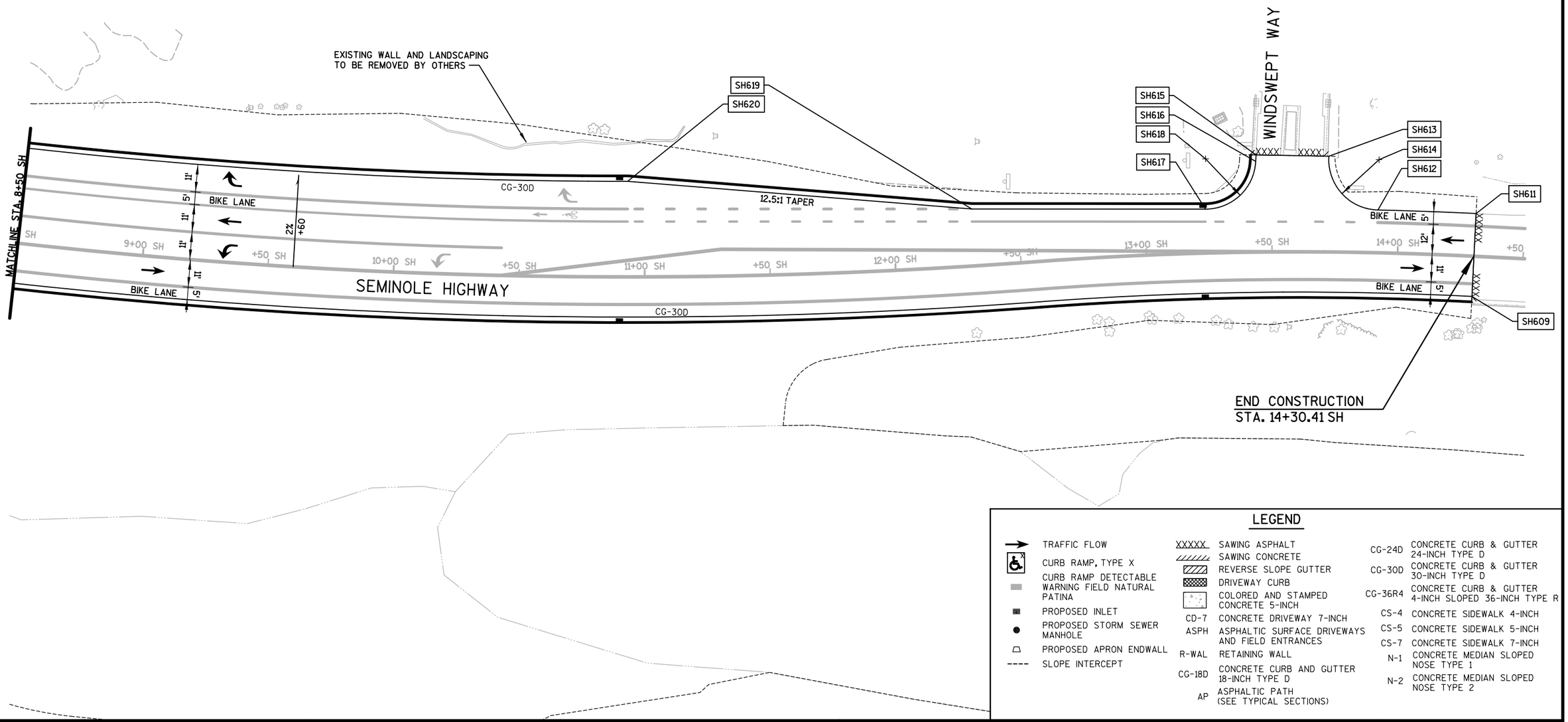
CON'T. ON RIGHT

CON'T. FROM LEFT

POINT NO.	CTH PD (MCKEE ROAD) (WB) STATION	OFFSET		ELEV.	Y	X	REMARKS
WB675	247+64.99 WB	69.97	'LT	1015.61	461,285.87	802,215.54	EOP; BEGIN CG-36R4; END CG-30D
WB676	244+94.82 WB	24.50	'LT	1021.06	461,273.40	801,945.86	BOC; BUS PAD
WB677	244+94.82 WB	31.00	'LT	1021.16	461,279.90	801,945.88	FOW; BUS PAD
WB678	245+04.82 WB	24.50	'LT	1020.77	461,273.36	801,955.86	BOC; BUS PAD
WB679	245+04.82 WB	31.00	'LT	1020.87	461,279.86	801,955.88	FOW; BUS PAD
WB680	250+03.68 WB	52.00	'LT	1020.66	461,298.96	802,454.83	BOC; BEGIN CONCRETE CURB PEDESTRIAN 16-INCH
WB681	250+03.69 WB	50.00	'LT	1019.33	461,296.96	802,454.83	BOW; GRADE BREAK
WB682	250+03.71 WB	45.00	'LT	1019.24	461,291.96	802,454.83	FOW; GRADE BREAK
WB683	250+83.70 WB	52.00	'LT	1024.05	461,299.10	802,534.19	BOC
WB684	251+24.76 WB	47.23	'LT	1023.39	461,294.84	802,574.93	BOC; END CONCRETE CURB PEDESTRIAN 16-INCH
WB685	251+24.52 WB	45.24	'LT	1022.04	461,292.85	802,574.72	BOW; GRADE BREAK
WB686	251+23.91 WB	40.28	'LT	1021.97	461,287.88	802,574.20	FOW; GRADE BREAK
WB687	250+48.99 WB	52.00	'LT	1021.29	461,298.90	802,499.80	BOC; GRADE BREAK
WB688	250+49.08 WB	45.00	'LT	1021.20	461,291.90	802,499.91	FOW; GRADE BREAK

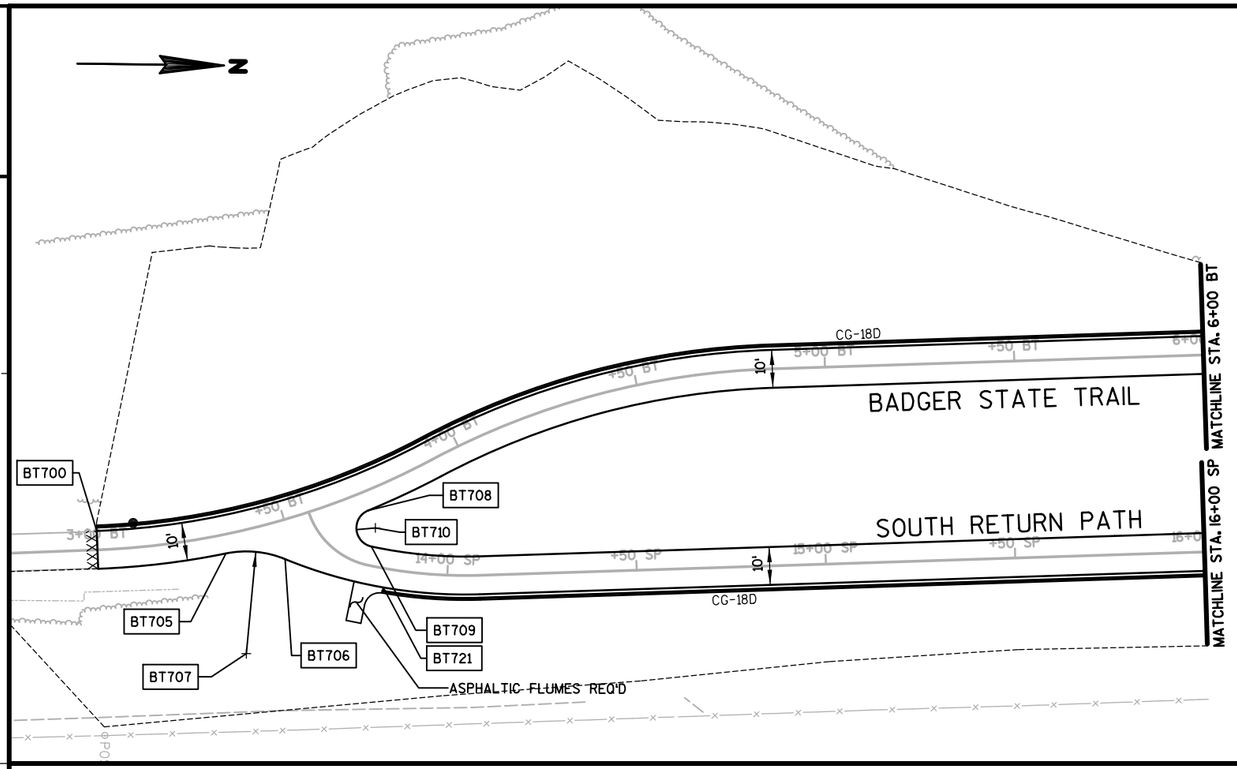
POINT NO.	CTH PD (MCKEE ROAD) (EB) STATION	OFFSET		ELEV.	Y	X	REMARKS
EB600	146+10.09 EB	47.13	'RT	1017.49	461,169.33	802,060.56	EOP; GRADE BREAK
EB601	146+06.85 EB	22.00	'LT	1017.98	461,238.47	802,057.58	EOP; END RADIUS; BEGIN RADIUS
EB602	146+21.48 EB	63.92	'RT	1017.19	461,152.50	802,071.88	EOP; GRADE BREAK
EB603	145+75.26 EB	33.00	'RT	1018.61	461,183.59	802,025.79	EOP; BEGIN RADIUS
EB604	146+24.37 EB	92.39	'RT	1016.99	461,124.02	802,074.67	EOP; END RADIUS
EB605	145+75.26 EB	83.00	'RT	---	461,133.59	802,025.60	R=50.0'
EB606	145+76.70 EB	42.00	'RT	1018.56	461,174.59	802,027.18	FOW; BEGIN RADIUS
EB607	145+78.74 EB	42.06	'RT	1018.47	461,174.52	802,029.23	FOW; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-5
EB608	145+79.96 EB	35.73	'RT	1018.41	461,180.84	802,030.47	BOC; CURB RAMP OPENING
EB609	145+89.75 EB	37.76	'RT	1018.16	461,178.78	802,040.25	BOC; CURB RAMP OPENING
EB610	145+88.54 EB	44.07	'RT	1018.22	461,172.48	802,039.02	FOW; BACK OF CURB RAMP
EB611	146+10.98 EB	84.02	'RT	1017.65	461,132.44	802,061.31	FOW; END RADIUS
EB612	145+76.70 EB	77.00	'RT	---	461,139.59	802,027.05	R=35.0'
EB613	145+97.18 EB	48.62	'RT	1017.60	461,167.89	802,047.65	FOW; BACK OF CURB RAMP
EB614	146+08.42 EB	48.98	'RT	1017.43	461,167.48	802,058.88	BOC; CURB RAMP OPENING
EB615	146+16.40 EB	59.25	'RT	1017.22	461,157.19	802,066.82	BOC; CURB RAMP OPENING
EB616	146+06.67 EB	58.93	'RT	1017.36	461,157.54	802,057.10	FOW; BACK OF CURB RAMP
EB617	146+94.38 EB	72.40	'RT	1016.49	461,143.74	802,144.75	EOP; BEGIN RADIUS
EB618	147+50.42 EB	23.74	'RT	1016.98	461,192.19	802,200.97	EOP; END RADIUS
EB619	147+53.31 EB	83.67	'RT	---	461,132.25	802,203.64	R=60.0'
EB620	147+00.05 EB	62.00	'RT	1016.49	461,154.12	802,150.46	BOC; CURB RAMP OPENING
EB621	147+15.08 EB	61.72	'RT	1016.69	461,154.34	802,165.49	BOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB622	147+13.80 EB	51.80	'RT	1016.59	461,164.27	802,164.25	FOW; BACK OF CURB RAMP; END CS-7; BEGIN ASPHALT PATH
EB623	147+05.31 EB	52.01	'RT	1016.56	461,164.09	802,155.76	BOC; CURB RAMP OPENING
EB624	147+28.28 EB	45.22	'RT	1016.73	461,170.79	802,178.75	FOW; END RADIUS
EB625	147+10.37 EB	25.02	'RT	---	461,191.06	802,160.92	R=27.0'
EB626	147+33.59 EB	40.51	'RT	1016.80	461,175.48	802,184.09	FOW; BEGIN RADIUS
EB627	147+44.23 EB	33.91	'RT	1016.91	461,182.04	802,194.75	FOW; END RADIUS
EB628	147+57.99 EB	68.20	'RT	---	461,147.70	802,208.53	R=37.0'
EB629	147+59.89 EB	29.71	'RT	1017.20	461,186.19	802,210.51	FOW; BACK OF BEGIN BIKE RAMP
EB630	147+93.28 EB	22.71	'RT	1016.85	461,193.22	802,224.05	EOP; BEGIN CURB AND GUTTER TRANSITION
EB631	147+44.79 EB	30.99	'RT	1016.94	461,184.96	802,195.32	FOW; BACK OF CURB RAMP; END ASPHALT PATH; BEGIN CS-7
EB632	147+45.62 EB	26.68	'RT	1016.88	461,189.26	802,196.16	BOC; CURB RAMP OPENING
EB633	147+50.80 EB	26.22	'RT	1016.87	461,189.70	802,201.34	BOC; CURB RAMP OPENING
EB634	147+49.70 EB	31.93	'RT	1016.97	461,184.00	802,200.23	FOW; BACK OF CURB RAMP; END CS-5; ASPHALT PATH
EB635	147+72.11 EB	27.11	'RT	1016.92	461,188.82	802,222.88	FOW; BACK OF BIKE RAMP
EB636	147+77.92 EB	25.89	'RT	1016.79	461,190.07	802,228.75	BOC; BIKE RAMP OPENING
EB637	147+89.34 EB	27.64	'RT	1016.69	461,188.44	802,240.33	BOC; BIKE RAMP OPENING
EB638	147+83.53 EB	28.82	'RT	1016.80	461,187.19	802,234.46	BOW; BACK OF BIKE RAMP
EB639	147+60.71 EB	33.63	'RT	1017.24	461,182.28	802,211.34	BOW; BEGIN BIKE RAMP
EB640	147+61.53 EB	40.58	'RT	---	461,175.32	802,212.17	BOW; MATCH EXIST.
EB641	147+93.67 EB	22.00	'RT	---	461,194.13	802,244.63	EOP; SAWCUT; END CURB AND GUTTER TRANSITION; MATCH EXIST.
EB642	147+93.67 EB	0.00	'RT	---	461,216.13	802,244.32	EOP; SAWCUT; MATCH EXIST.
EB643	147+49.73 EB	0.00	'LT	1017.01	461,215.93	802,200.38	EOP; END RADIUS
EB644	147+36.12 EB	1.59	'LT	1016.98	461,217.57	802,186.77	EOP; BEGIN RADIUS
EB645	147+49.83 EB	60.00	'LT	---	461,275.93	802,200.70	R=60.0'
EB646	147+36.80 EB	4.51	'LT	---	461,220.49	802,187.47	R=3.0'
EB647	146+01.58 EB	24.00	'LT	1018.04	461,240.49	802,052.32	BOC; CURB RAMP OPENING
EB648	145+91.40 EB	24.00	'LT	1018.23	461,240.53	802,042.14	BOC; CURB RAMP OPENING
EB649	147+51.12 EB	2.00	'LT	1016.99	461,217.93	802,201.77	BOC; CURB RAMP OPENING
EB650	147+56.21 EB	2.00	'LT	1017.00	461,217.91	802,206.86	BOC; CURB RAMP OPENING
EB651	147+10.31 EB	52.02	'RT	1016.58	461,164.06	802,160.76	FOW; BEGIN RADIUS
EB652	147+21.17 EB	33.00	'RT	1016.79	461,183.04	802,171.69	EOP; GRADE BREAK
EB653	148+14.84 EB	27.45	'RT	---	461,189.10	802,266.13	BOC; BUS PAD; MATCH EXIST.
EB654	148+14.77 EB	32.36	'RT	---	461,184.18	802,266.18	FOW; BUS PAD; MATCH EXIST.
EB655	148+24.74 EB	27.36	'RT	---	461,189.44	802,276.13	BOC; BUS PAD; MATCH EXIST.
EB656	148+24.65 EB	32.31	'RT	---	461,184.49	802,276.17	FOW; BUS PAD; MATCH EXIST.

POINT	SEMINOLE HIGHWAY (SH)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
SH609	14+30.41 SH	16.00	'RT	---	461,969.64	802,169.99	EOP; SAWCUT; MATCH EXIST.
SH611	14+30.41 SH	17.00	'LT	---	461,970.90	802,137.01	EOP; SAWCUT; MATCH EXIST.
SH612	13+91.79 SH	17.00	'LT	997.29	461,931.82	802,136.06	EOP; END RADIUS;
SH613	13+72.34 SH	38.09	'LT	---	461,912.06	802,114.89	EOP; BEGIN RADIUS; SAWCUT; MATCH EXIST.
SH614	13+91.79 SH	37.00	'LT	---	461,932.03	802,116.06	R=20.0'
SH615	13+44.10 SH	38.65	'LT	---	461,883.05	802,114.72	EOP; SAWCUT; MATCH EXIST.
SH616	13+43.95 SH	36.12	'LT	997.62	461,882.95	802,117.25	EOP; END RADIUS
SH617	13+23.99 SH	17.50	'LT	997.88	461,863.19	802,136.49	EOP; BEGIN RADIUS
SH618	13+24.51 SH	37.50	'LT	---	461,862.96	802,116.49	R=20.0'
SH619	12+31.75 SH	22.67	'LT	998.02	461,770.13	802,137.54	EOP; END TAPER
SH620	10+93.23 SH	38.00	'LT	1000.41	461,633.01	802,128.13	EOP; BEGIN TAPER



LEGEND

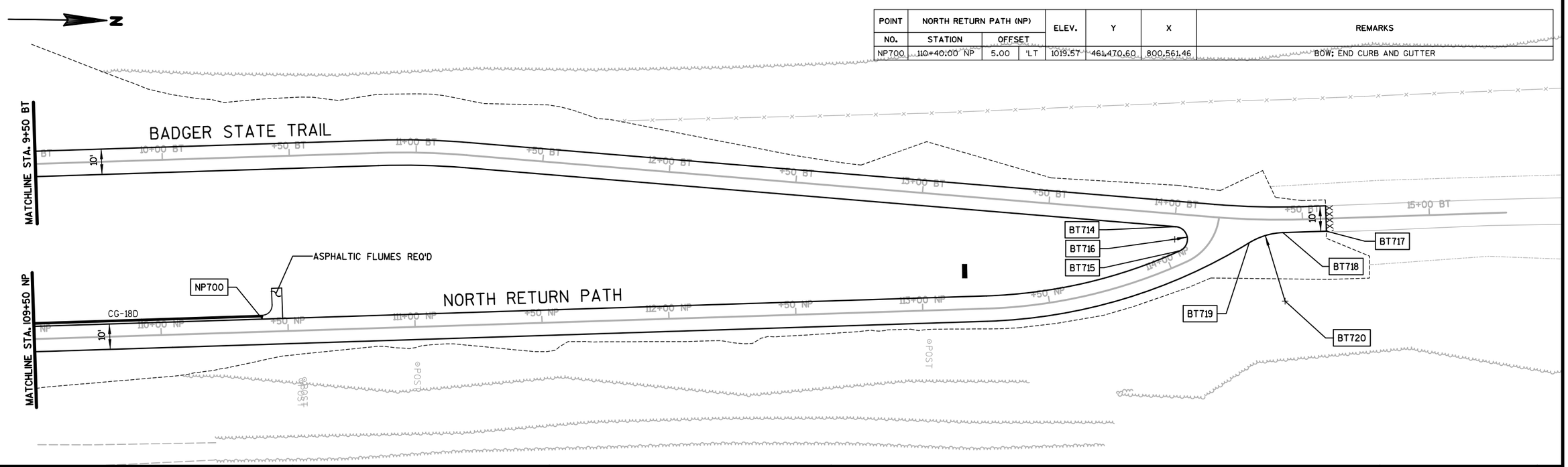
- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- CD-7 CONCRETE DRIVEWAY 7-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- R-WAL RETAINING WALL
- CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D
- AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CS-4 CONCRETE SIDEWALK 4-INCH
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-7 CONCRETE SIDEWALK 7-INCH
- N-1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE TYPE 2



POINT	BADGER STATE TRAIL (BT)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
BT700	3+00.00 BT	5.00	'LT	---	460,740.25	800,567.41	BOW; BEGIN CURB AND GUTTER; MATCH EXIST.
BT705	3+33.20 BT	5.00	'RT	1021.45	460,774.44	800,572.92	FOW; BEGIN RADIUS
BT706	3+47.51 BT	10.08	'RT	1021.36	460,790.07	800,574.19	FOW; END RADIUS; BEGIN RADIUS
BT707	3+33.20 BT	32.00	'RT	---	460,780.15	800,599.30	R=27.0'
BT708	3+71.56 BT	5.00	'RT	1022.00	460,811.85	800,561.06	FOW; BEGIN RADIUS
BT709	3+68.91 BT	14.14	'RT	1021.50	460,812.79	800,570.56	BOW; END RADIUS
BT710	3+71.56 BT	10.00	'RT	---	460,813.80	800,565.67	R=5.0'
BT714	14+00.48 BT	5.00	'RT	1013.21	461,829.70	800,520.37	FOW; BEGIN RADIUS
BT715	14+02.91 BT	14.37	'RT	1012.93	461,831.48	800,529.88	BOW; END RADIUS
BT716	14+00.48 BT	10.00	'RT	---	461,829.36	800,525.36	R=5.0'
BT717	14+59.29 BT	5.00	'RT	---	461,889.03	800,521.40	FOW; MATCH EXIST.
BT718	14+42.27 BT	5.11	'RT	1012.34	461,871.90	800,522.19	FOW; END RADIUS
BT719	14+29.41 BT	9.28	'RT	1012.55	461,858.72	800,526.34	FOW; END RADIUS; BEGIN RADIUS
BT720	14+42.93 BT	32.10	'RT	---	461,873.15	800,549.16	R=27.0'
BT721	13+83.79 BT	5.00	'RT	1021.36	461,816.06	800,581.33	EOP; BEGIN CURB AND GUTTER

LEGEND

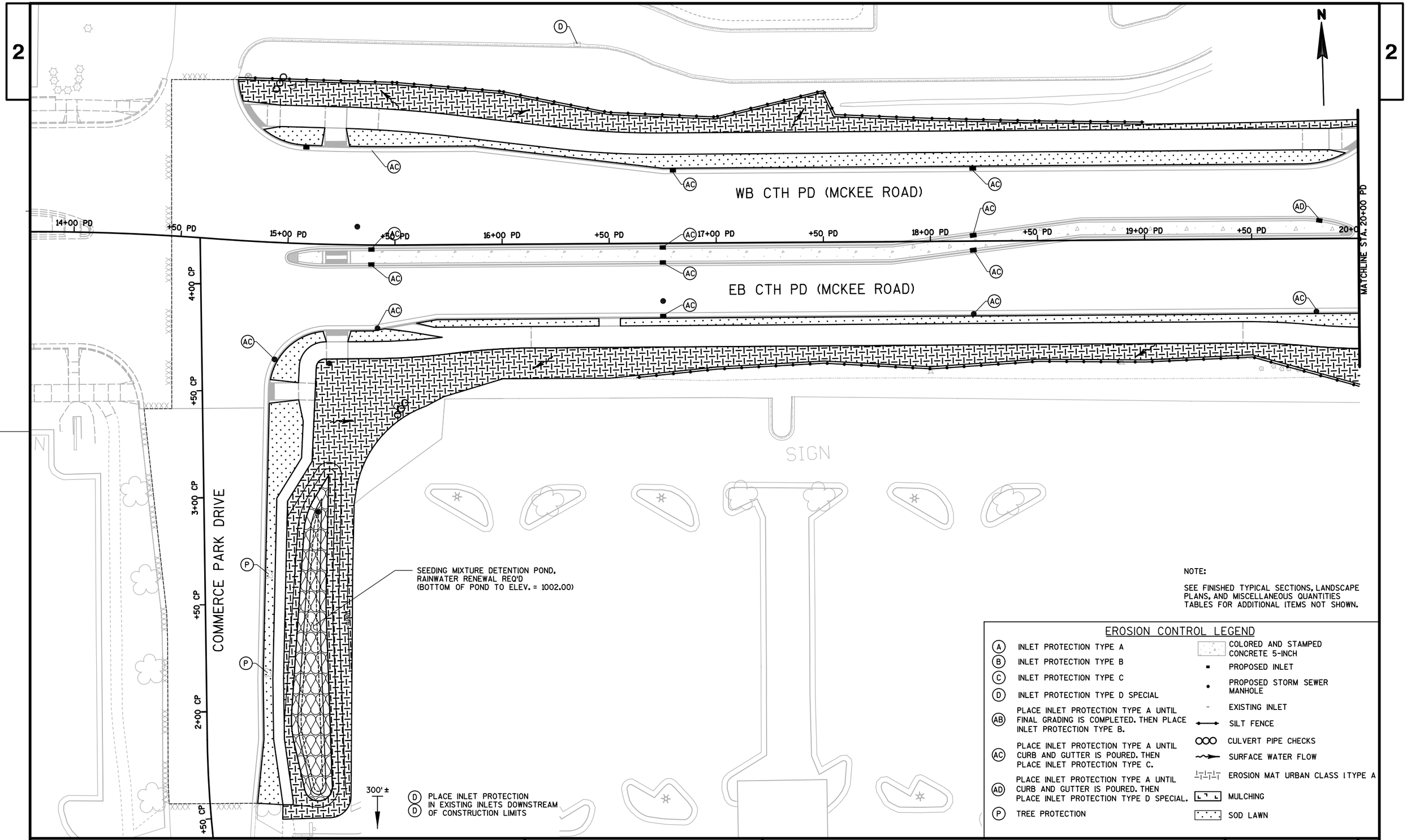
- TRAFFIC FLOW
- CURB RAMP, TYPE X
- CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- PROPOSED APRON ENDWALL
- SLOPE INTERCEPT
- XXXXX SAWING ASPHALT
- SAWING CONCRETE
- REVERSE SLOPE GUTTER
- DRIVEWAY CURB
- COLORED AND STAMPED CONCRETE 5-INCH
- CD-7 CONCRETE DRIVEWAY 7-INCH
- ASPH ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES
- R-WAL RETAINING WALL
- CG-18D CONCRETE CURB AND GUTTER 18-INCH TYPE D
- AP ASPHALTIC PATH (SEE TYPICAL SECTIONS)
- CG-24D CONCRETE CURB & GUTTER 24-INCH TYPE D
- CG-30D CONCRETE CURB & GUTTER 30-INCH TYPE D
- CG-36R4 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
- CS-4 CONCRETE SIDEWALK 4-INCH
- CS-5 CONCRETE SIDEWALK 5-INCH
- CS-7 CONCRETE SIDEWALK 7-INCH
- N-1 CONCRETE MEDIAN SLOPED NOSE TYPE 1
- N-2 CONCRETE MEDIAN SLOPED NOSE TYPE 2



POINT	NORTH RETURN PATH (NP)			ELEV.	Y	X	REMARKS
NO.	STATION	OFFSET					
NP700	110+40.00 NP	5.00	'LT	1019.57	461,470.60	800,561.46	BOW; END CURB AND GUTTER

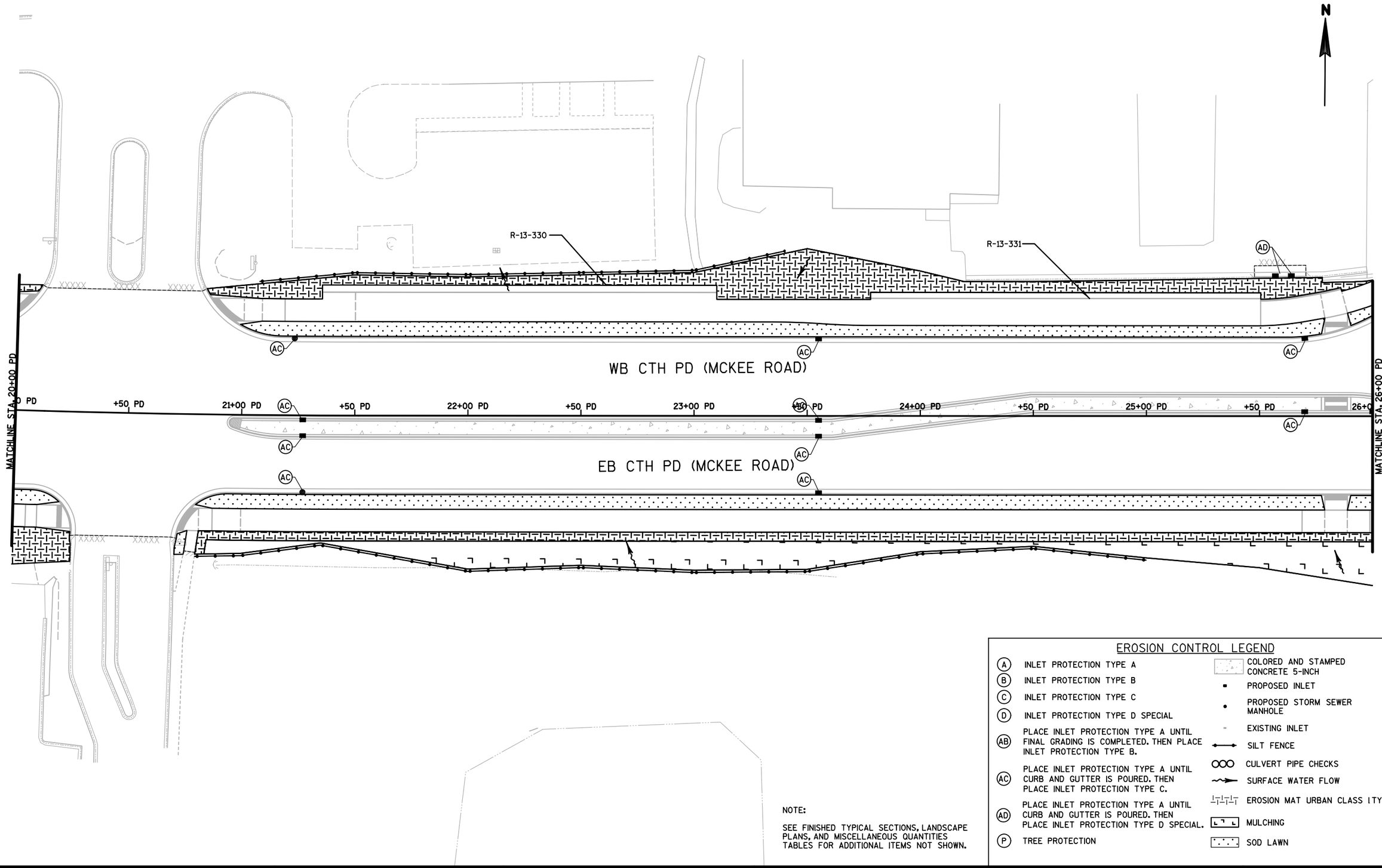
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN DETAILS - BADGER STATE TRAIL	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\021208_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL - CTH PD (MCKEE ROAD)&COMMERCE PARK DRIVE	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022001_ec.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



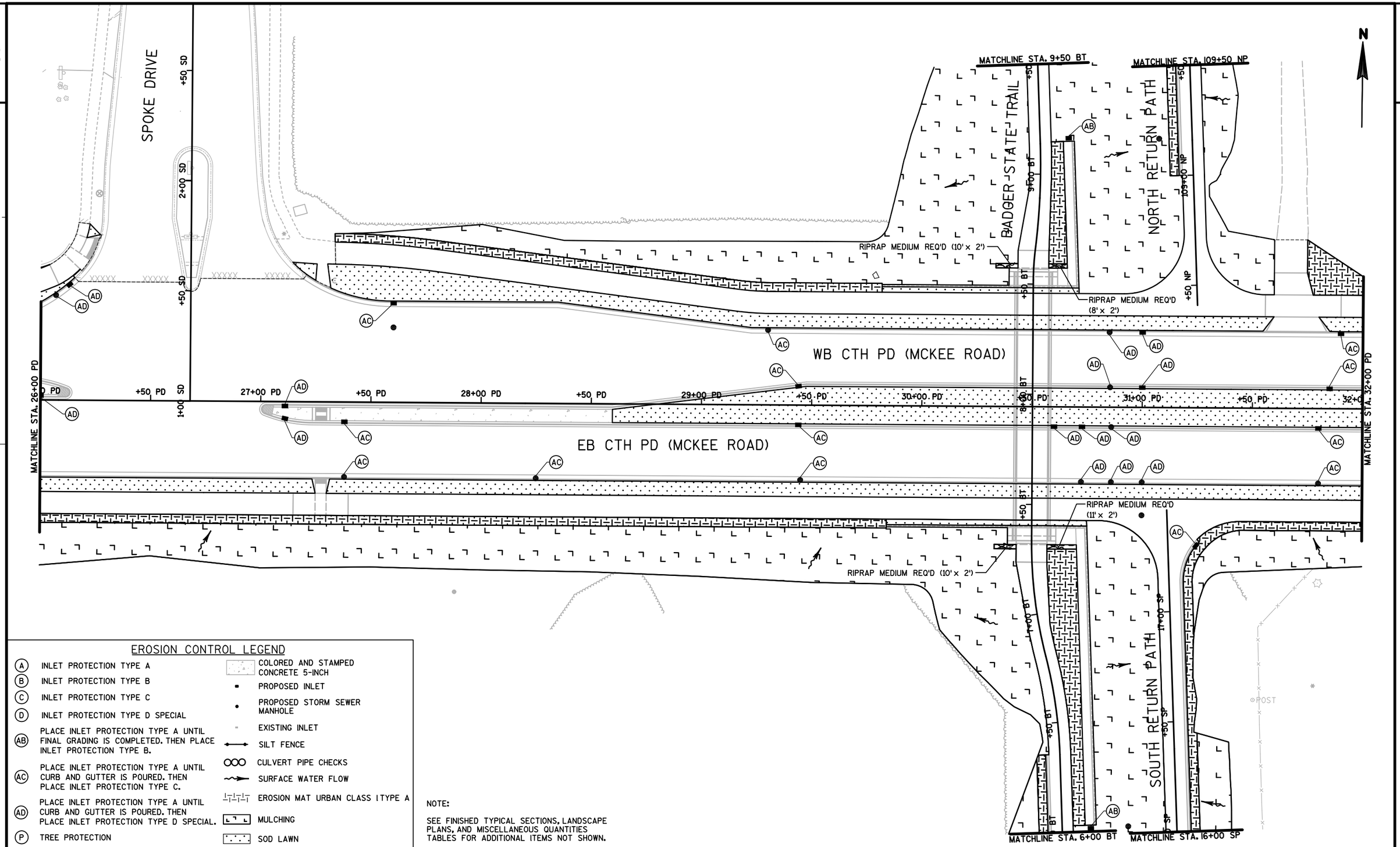
NOTE:

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 SPECIAL
(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 SPECIAL.
(P)	TREE PROTECTION
	COLORED AND STAMPED CONCRETE 5-INCH
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	EXISTING INLET
	SILT FENCE
	CULVERT PIPE CHECKS
	SURFACE WATER FLOW
	EROSION MAT URBAN CLASS ITYPE A
	MULCHING
	SOD LAWN

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL - CTH PD (MCKEE ROAD)	SHEET 56	E



EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D SPECIAL
- (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 SPECIAL.
- (P) TREE PROTECTION

- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS I TYPE A
- MULCHING
- SOD LAWN

NOTE:

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

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL-CTH PD(MCKEE ROAD),SPOKE DRIVE,&BADGER TRAIL	SHEET 57	E

2

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 32+00 PD

MATCHLINE STA. 38+00 PD

0 PD +50 PD 33+00 PD +50 PD 34+00 PD +50 PD 35+00 PD +50 PD 36+00 PD +50 PD 37+00 PD +50 PD 38+0

PINEWAY TRAIL

MARKETPLACE DRIVE

+50 MP 5+00 MP +50 MP 4+00 MP +50 MP 3+00 MP +50 MP 2+00 MP

POST POST POST POST

EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D SPECIAL
- (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 SPECIAL.
- (P) TREE PROTECTION

- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS I TYPE A
- MULCHING
- SOD LAWN

NOTE:

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

PLACE INLET PROTECTION IN EXISTING INLETS DOWNSTREAM OF CONSTRUCTION LIMITS

450'± (D) (D)

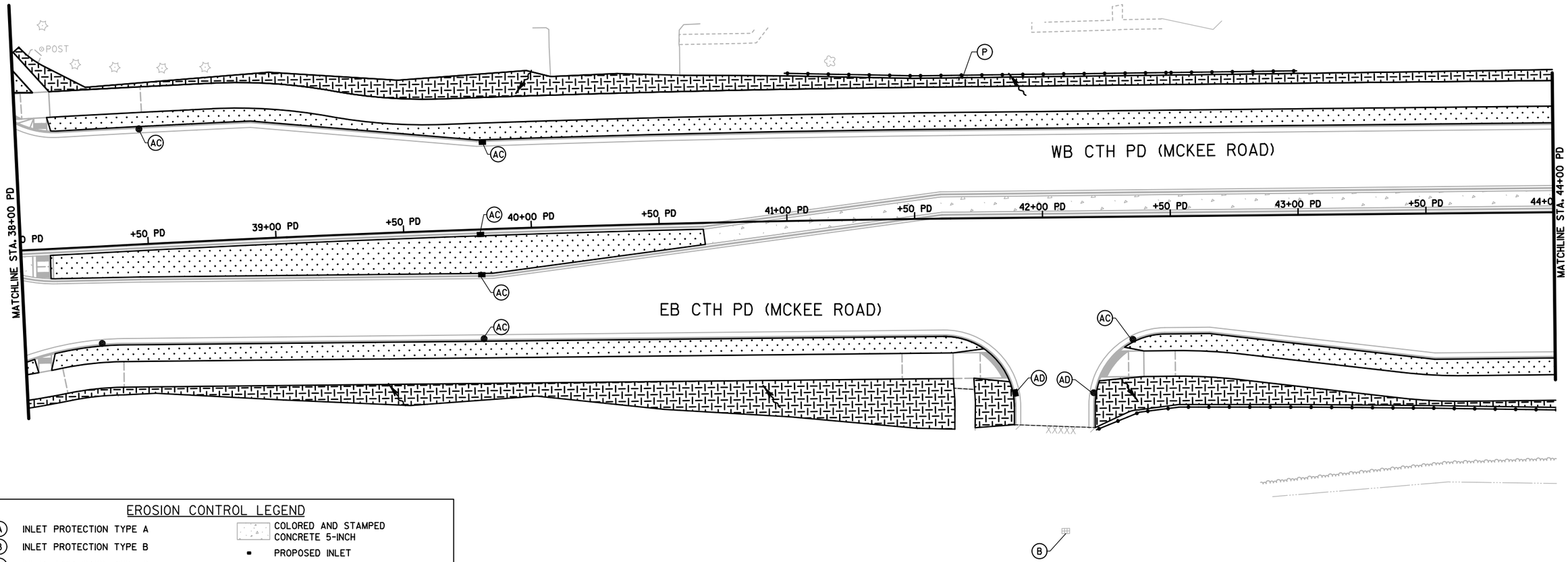
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL-CTH PD (MCKEE ROAD) & MARKETPLACE/PINEWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022004_ec.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

N



EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D SPECIAL
- (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 SPECIAL.
- (P) TREE PROTECTION
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- MULCHING
- SOD LAWN

NOTE:

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

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL - CTH PD (MCKEE ROAD)	SHEET 59	E

EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D SPECIAL
- (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 SPECIAL.
- (P) TREE PROTECTION
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS I TYPE A
- MULCHING
- SOD LAWN

SEEDING MIXTURE DETENTION POND, NO MOW REQ'D

RIPRAP HEAVY REQ'D

NOTE:

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

N

MATCHLINE STA. 8+50 SH

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 44+00 PD

+50 PD | 45+00 PD | +50 PD | 46+00 PD | +50 PD | 47+00 PD | +50 PD | 48+00 PD | +50 PD | 49+00 PD | +50 PD | 50+0

MATCHLINE STA. 50+00 PD

EB CTH PD (MCKEE ROAD)

8+00 SH | +50 SH | 7+00 SH | +50 SH | 6+00 SH | +50 SH

8+00 SL | +50 SL | 9+00 SL | +50 SL | 10+0

SEMINOLE HIGHWAY

SH

MATCHLINE STA. 5+00 SH

SEMINOLE HIGHWAY

+50 SH | 4+00 SH | +50 SH | 5+0

MATCHLINE STA. 5+00 SH

N

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 50+00 PD

0 PD | +50 PD | 51+00 PD | +50 PD | 52+

0 SL | +50 SL

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL - CTH PD (MCKEE ROAD) & SEMINOLE HIGHWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022006_ec.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

EROSION CONTROL LEGEND

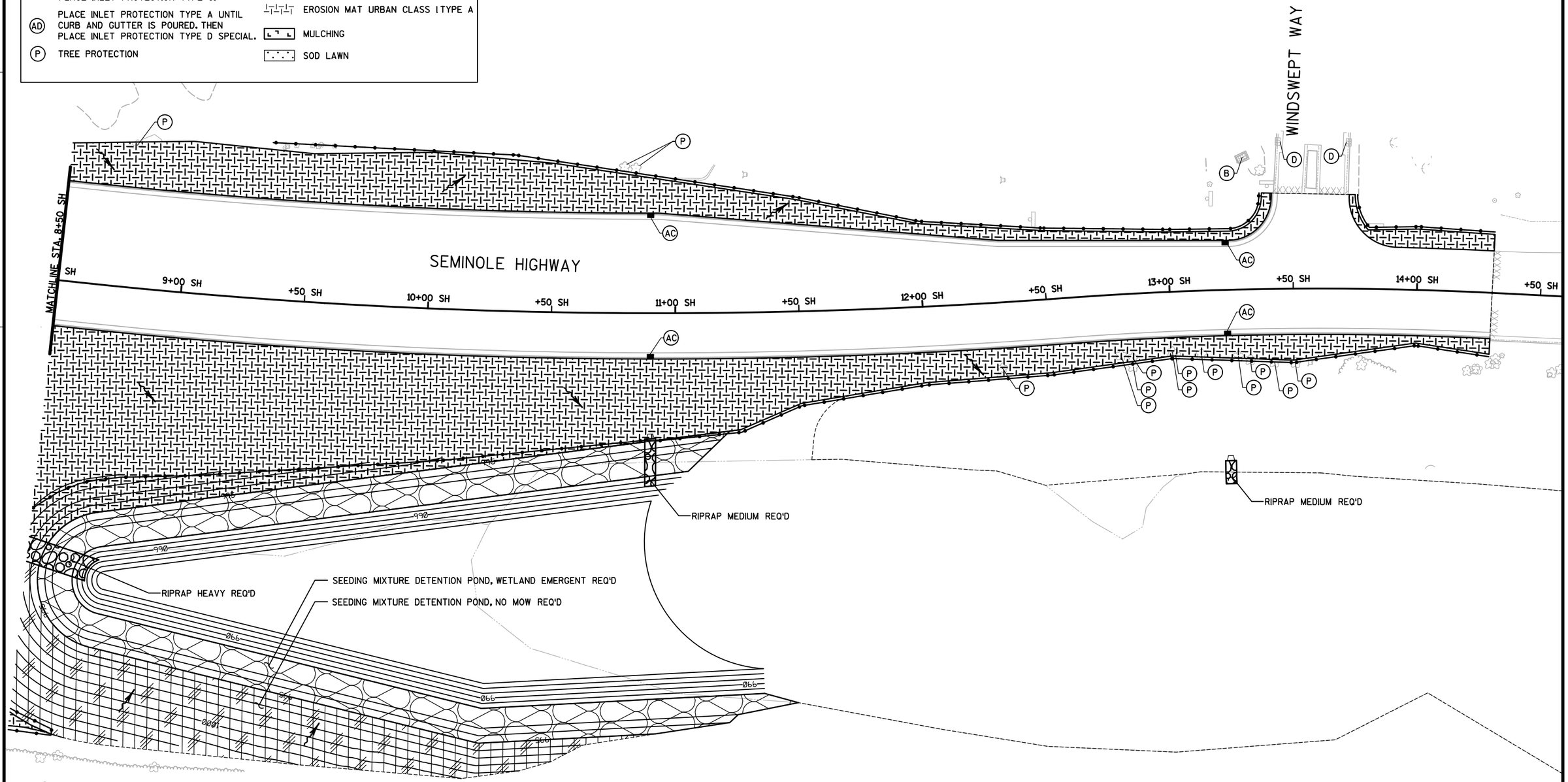
- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D SPECIAL
- (AB) PLACE INLET PROTECTION TYPE A UNTIL FINAL GRADING IS COMPLETED. THEN PLACE INLET PROTECTION TYPE B.
- (AC) PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED.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

- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS ITYPE A
- MULCHING
- SOD LAWN

NOTE:

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

N

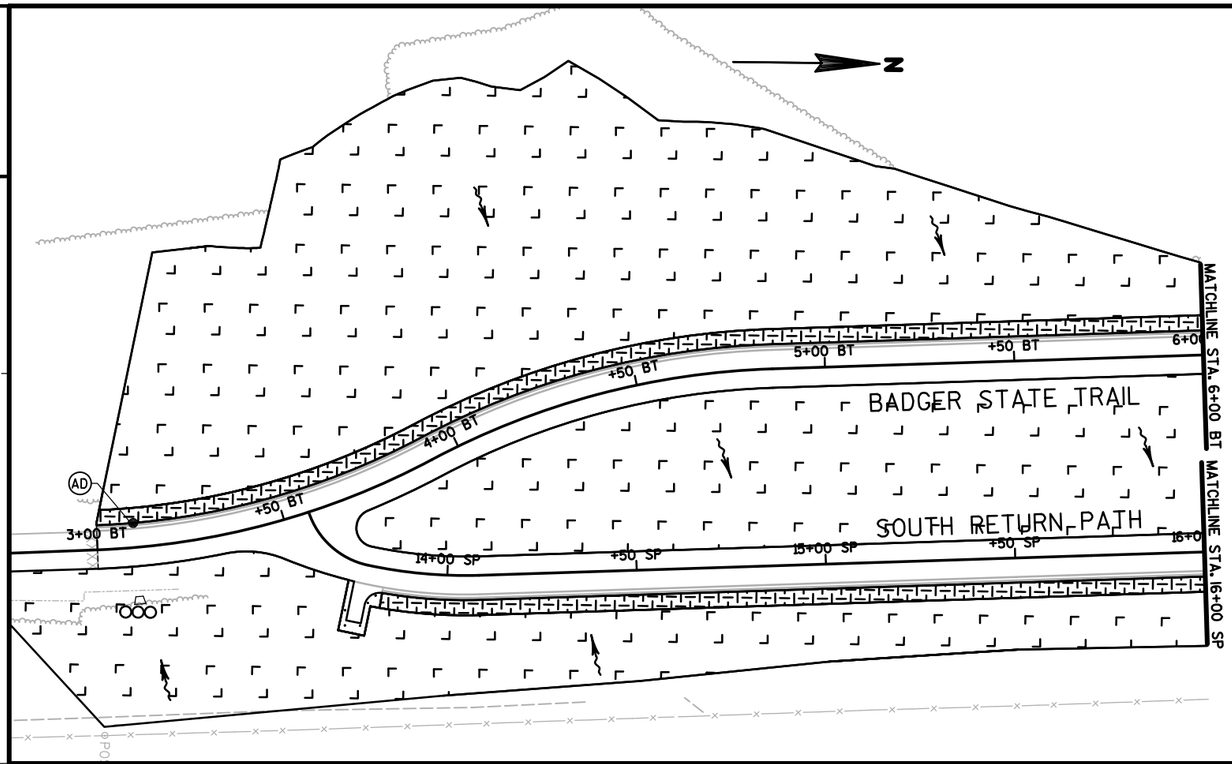


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL - SEMINOLE HIGHWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022007_ec.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

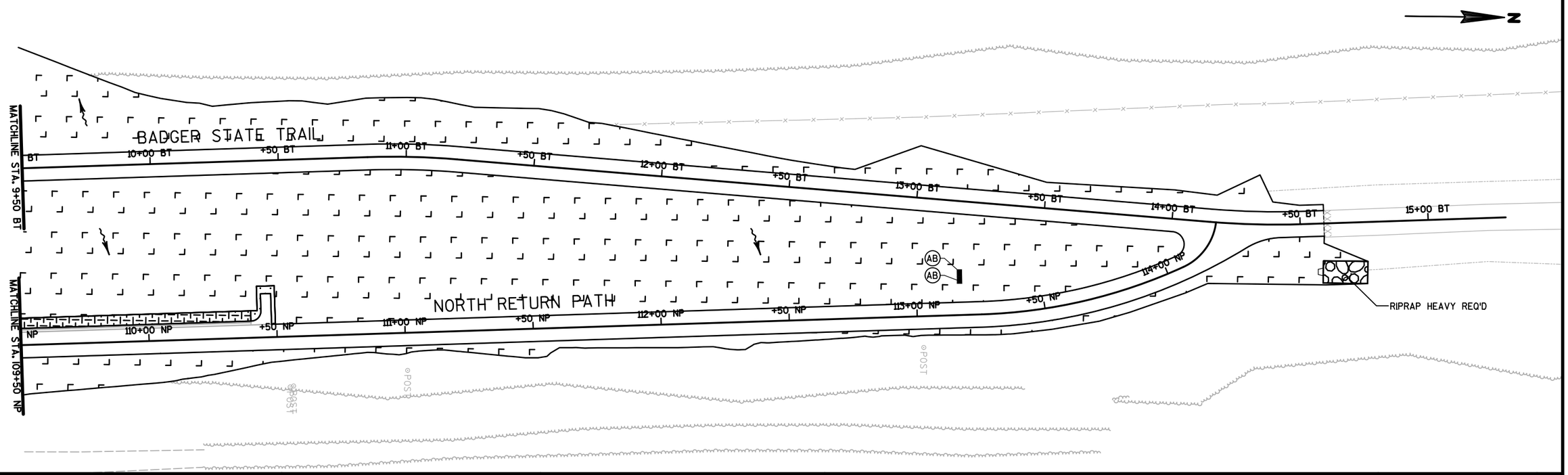


NOTE:

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

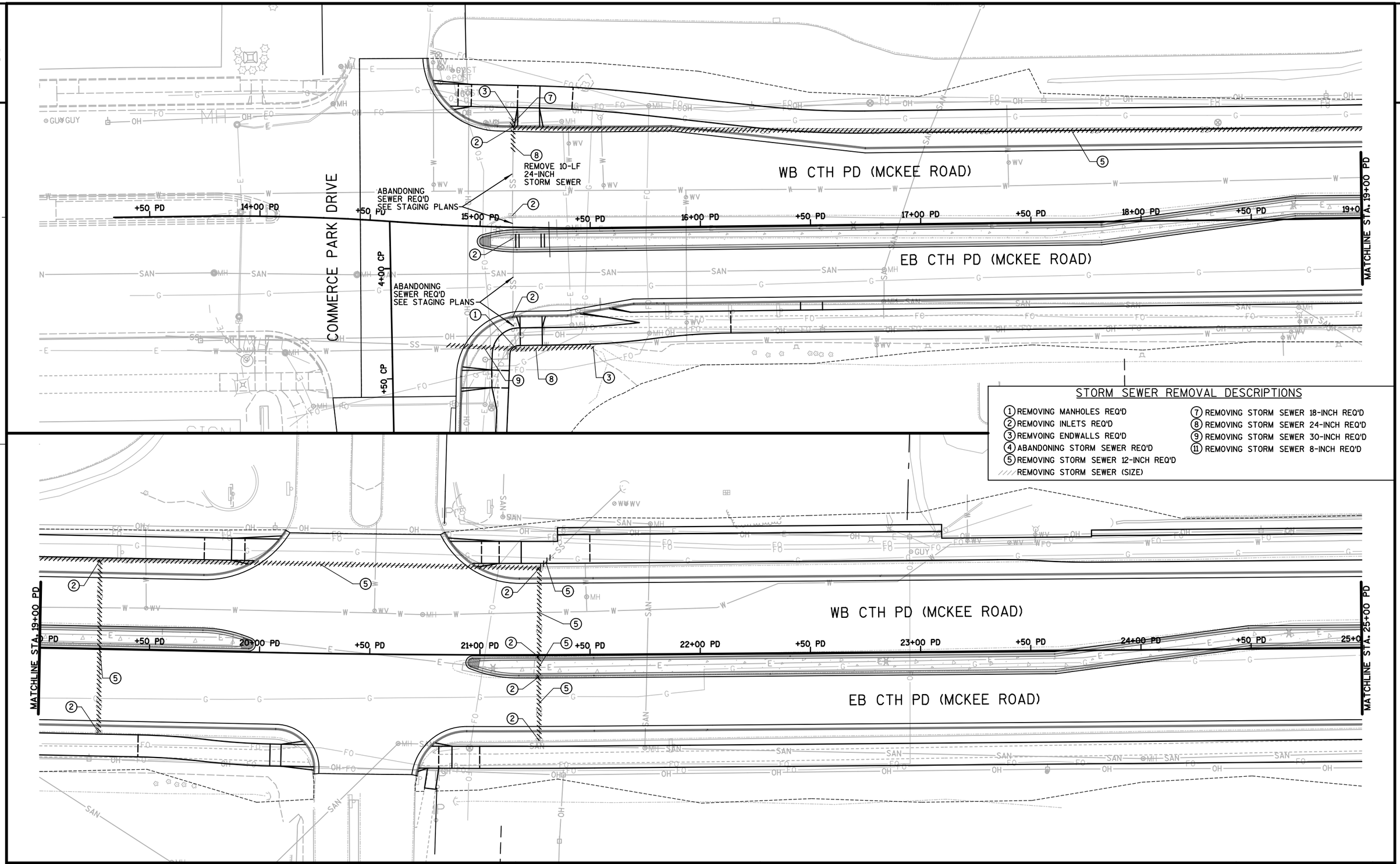
EROSION CONTROL LEGEND

- (A) INLET PROTECTION TYPE A
- (B) INLET PROTECTION TYPE B
- (C) INLET PROTECTION TYPE C
- (D) INLET PROTECTION TYPE D SPECIAL
- (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 SPECIAL.
- (P) TREE PROTECTION
- COLORED AND STAMPED CONCRETE 5-INCH
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- EXISTING INLET
- SILT FENCE
- CULVERT PIPE CHECKS
- SURFACE WATER FLOW
- EROSION MAT URBAN CLASS I TYPE A
- MULCHING
- SOD LAWN



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EROSION CONTROL - BADGER STATE TRAIL	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022008_ec.dgn PLOT DATE : 12/2/2019 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. REMVOING ENDWALLS REQ'D
4. ABANDONING STORM SEWER REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 8-INCH REQ'D

REMOVING STORM SEWER (SIZE)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022401_ss_removals.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 25+00 PD

MATCHLINE STA. 31+00 PD

STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. REMVOING ENDWALLS REQ'D
4. ABANDONING STORM SEWER REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER (SIZE)
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 8-INCH REQ'D

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 31+00 PD

MATCHLINE STA. 37+00 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022402_ss_removals.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

PINEWAY TRAIL

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 37+00 PD

MATCHLINE STA. 43+00 PD

MATCHLINE STA. 43+00 PD

MATCHLINE STA. 49+00 PD

SEMINOLE HIGHWAY

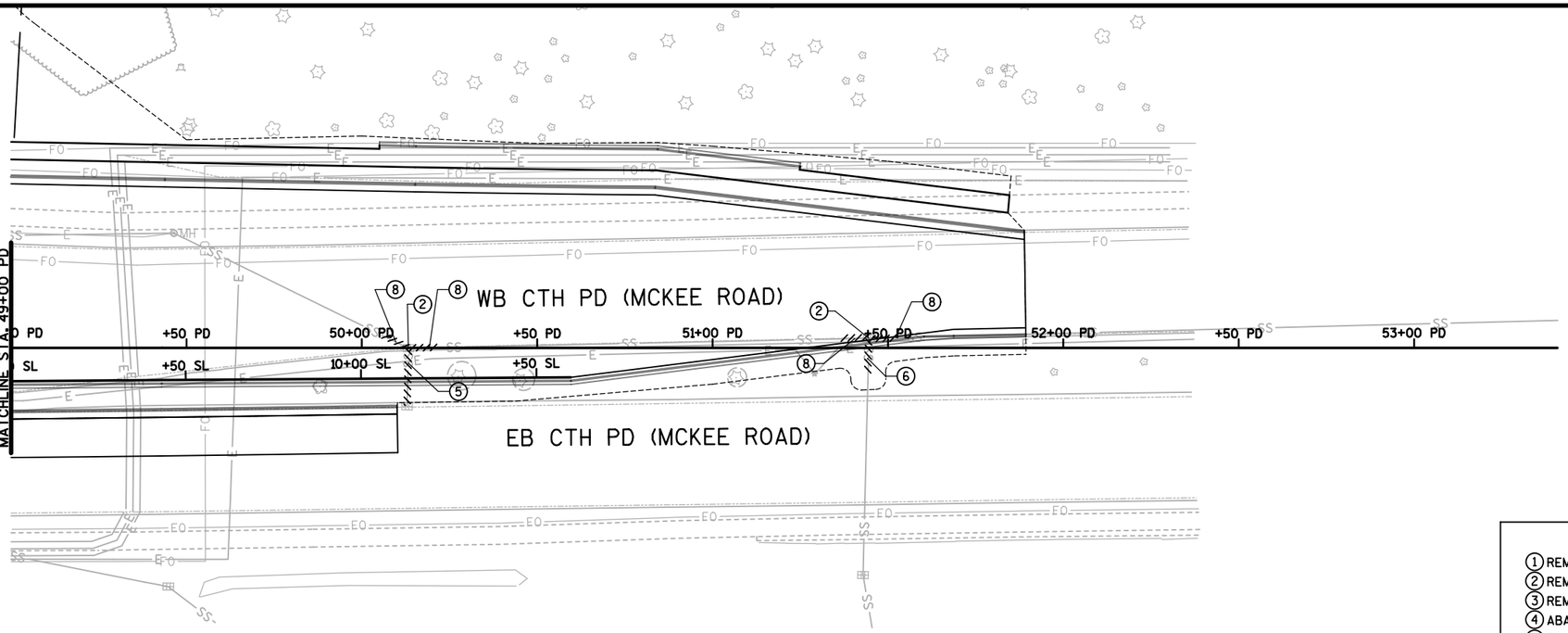
REMOVE STORM SEWER 48-INCH REQ'D

STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. REMVOING ENDWALLS REQ'D
4. ABANDONING STORM SEWER REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER (SIZE)
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 8-INCH REQ'D

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

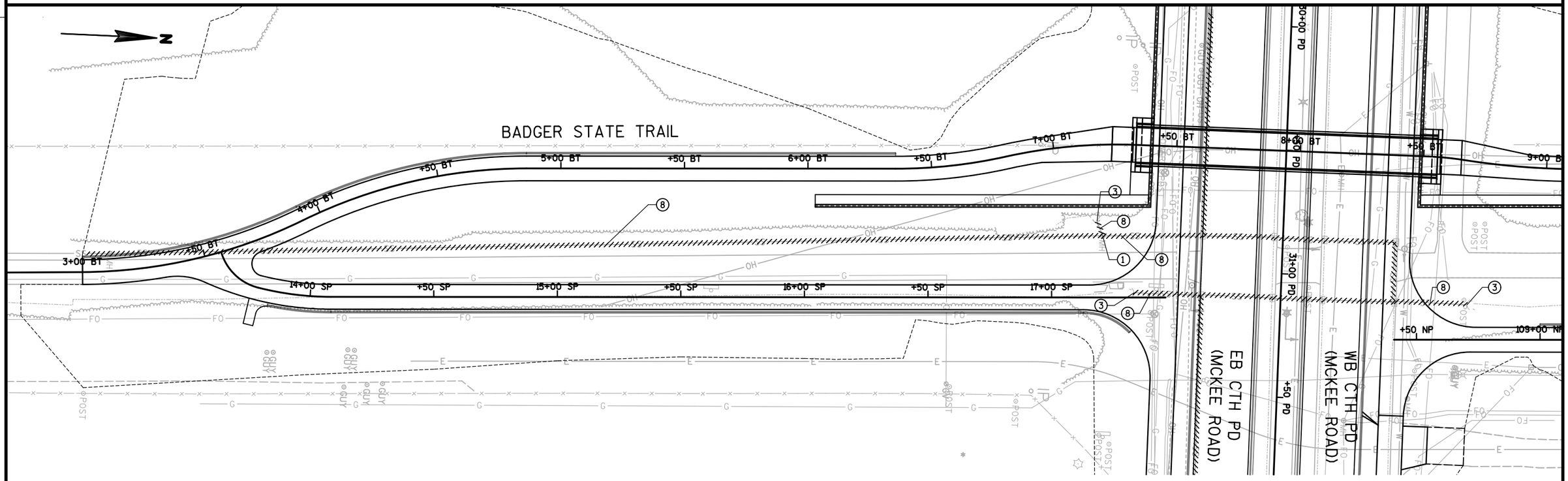
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022403_ss_removals.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



2

STORM SEWER REMOVAL DESCRIPTIONS

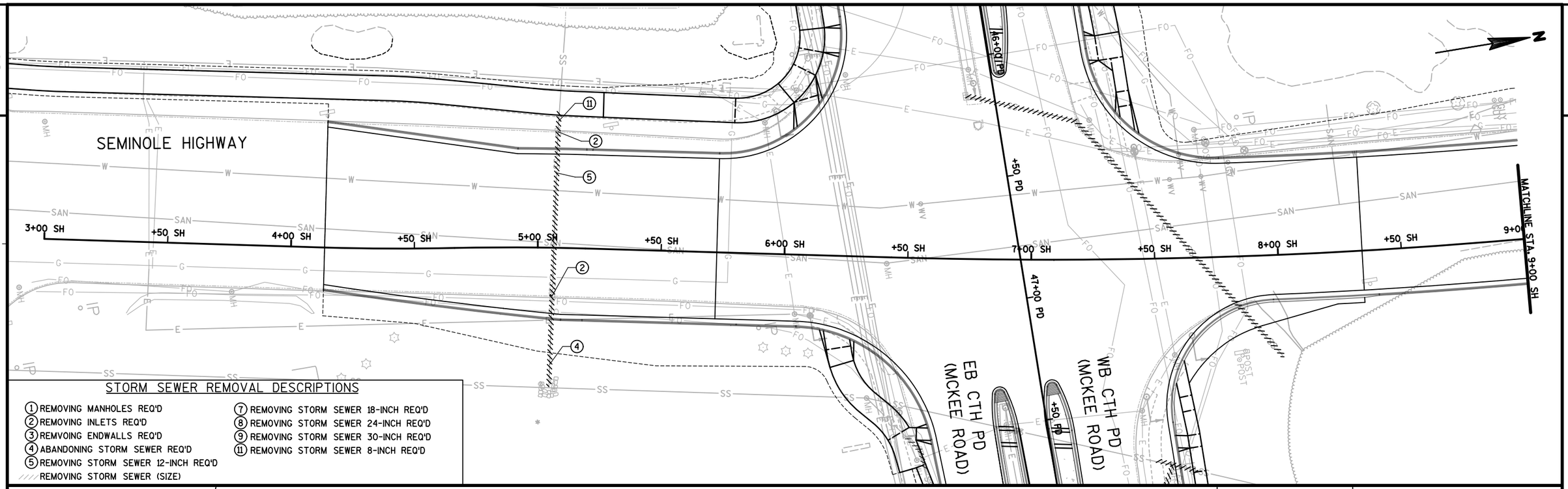
1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. REMVOING ENDWALLS REQ'D
4. ABANDONING STORM SEWER REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
6. REMOVING STORM SEWER (SIZE)
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 8-INCH REQ'D



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

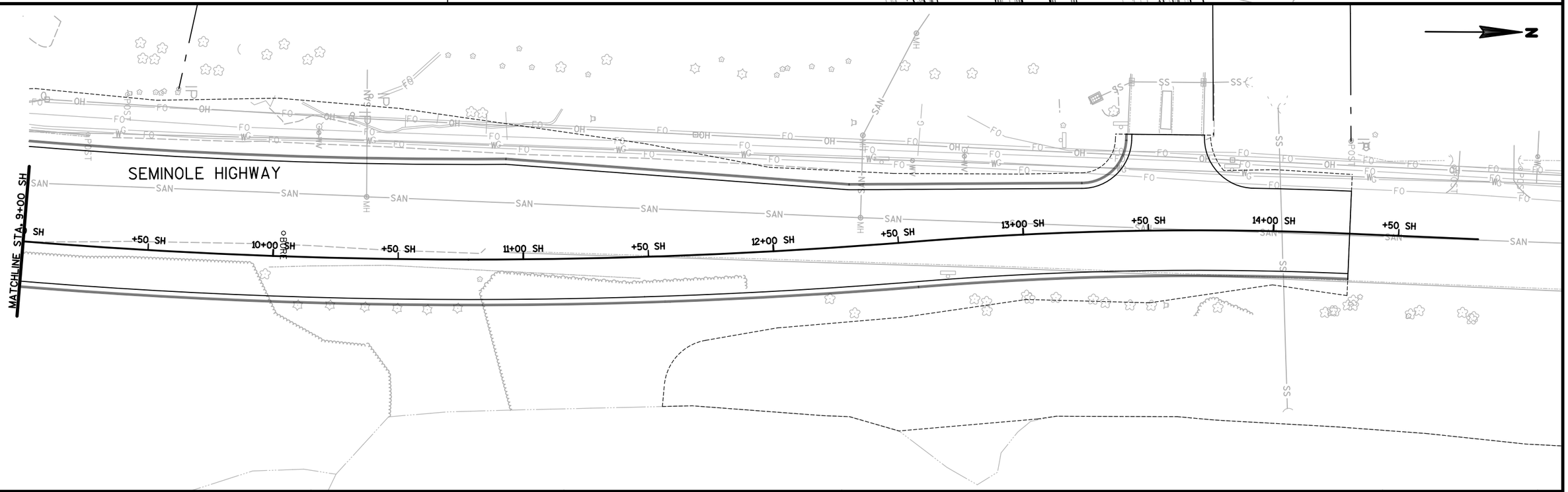
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022404_ss_removals.dgn
PLOT DATE : 12/2/2019
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2



STORM SEWER REMOVAL DESCRIPTIONS

1. REMOVING MANHOLES REQ'D
2. REMOVING INLETS REQ'D
3. REMVOING ENDWALLS REQ'D
4. ABANDONING STORM SEWER REQ'D
5. REMOVING STORM SEWER 12-INCH REQ'D
- REMOVING STORM SEWER (SIZE)
7. REMOVING STORM SEWER 18-INCH REQ'D
8. REMOVING STORM SEWER 24-INCH REQ'D
9. REMOVING STORM SEWER 30-INCH REQ'D
11. REMOVING STORM SEWER 8-INCH REQ'D



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER REMOVAL - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 67	E

SEE PIPE GRATE DETAIL FOR
ENDWALL PLACEMENT AND CULVERT
LENGTH INFORMATION

W101.5

PROVIDE INLET SUMP.
SEE STORM SEWER TABLE

W101.6

W101.4

W101.7

W102.4

WB CTH PD (MCKEE ROAD)

W103.4

W103.3

W102.3

+50 PD

14+00 PD

15+00 PD

16+00 PD

17+00 PD

18+00 PD

19+0

MATCHLINE STA. 19+00 PD

W101.2

W101.3

W102.2

EB CTH PD (MCKEE ROAD)

W103.2

W103.1

4+00 CP

+50 CP

COMMERCE
PARK DRIVE

W100

C27

W101.1

W102

W102.1

PROVIDE OPENING FOR
CULVERT PIPE TEMPORARY
24-INCH (SEE STAGING PLANS)

W101

W101.0

W100.0

N

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL

PROPOSED EASTBOUND PROFILE (EB)

W100 RIM 1004.34

C27

W101 RIM 1004.60

W101.1 RIM 1005.24

W102 RIM 1006.70

W103.1 RIM 1007.97

9'- 30" SSPRC
@ 0.44%

999.58±

999.62

26'- 30" SSPRC
@ 0.42%

999.73

999.83

28'- 30" SSPRC
@ 0.33%

134'- 24" SSPRC
@ 0.40%

1000.37

145'- 24" SSPRC
@ 1.00%

1001.82

1002.57

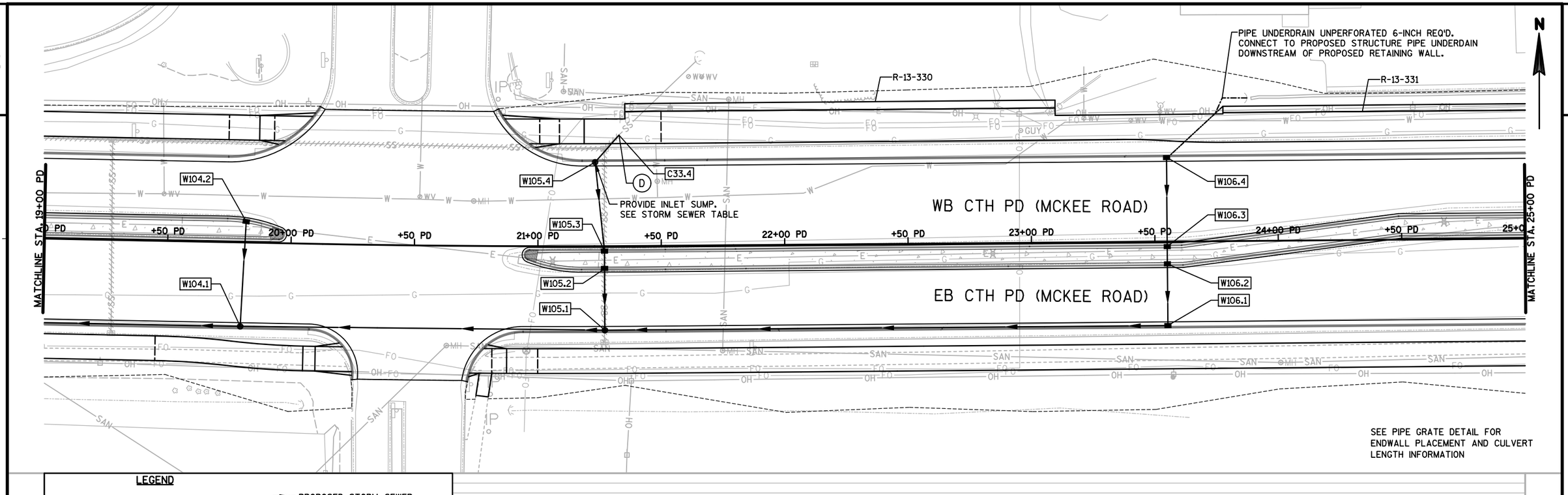
160'- 15" SSPRC
@ 2.50%

1020 1015 1010 1005 1000 995 990 985 980 975

14+00 15+00 16+00 17+00 18+00

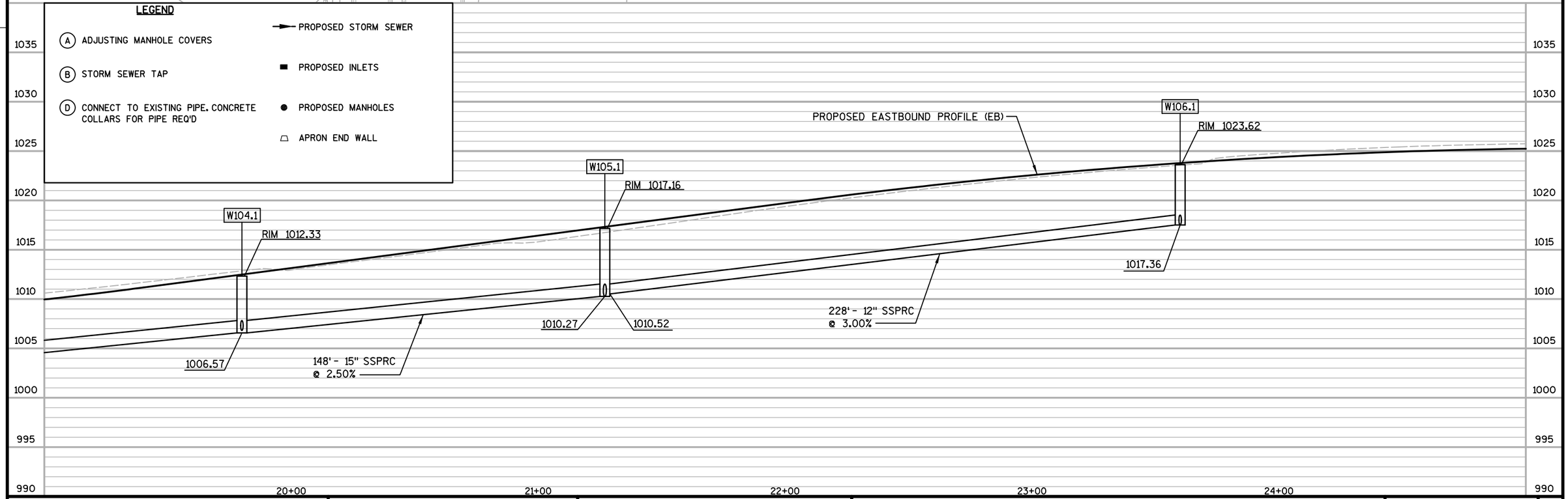
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022501_ss.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



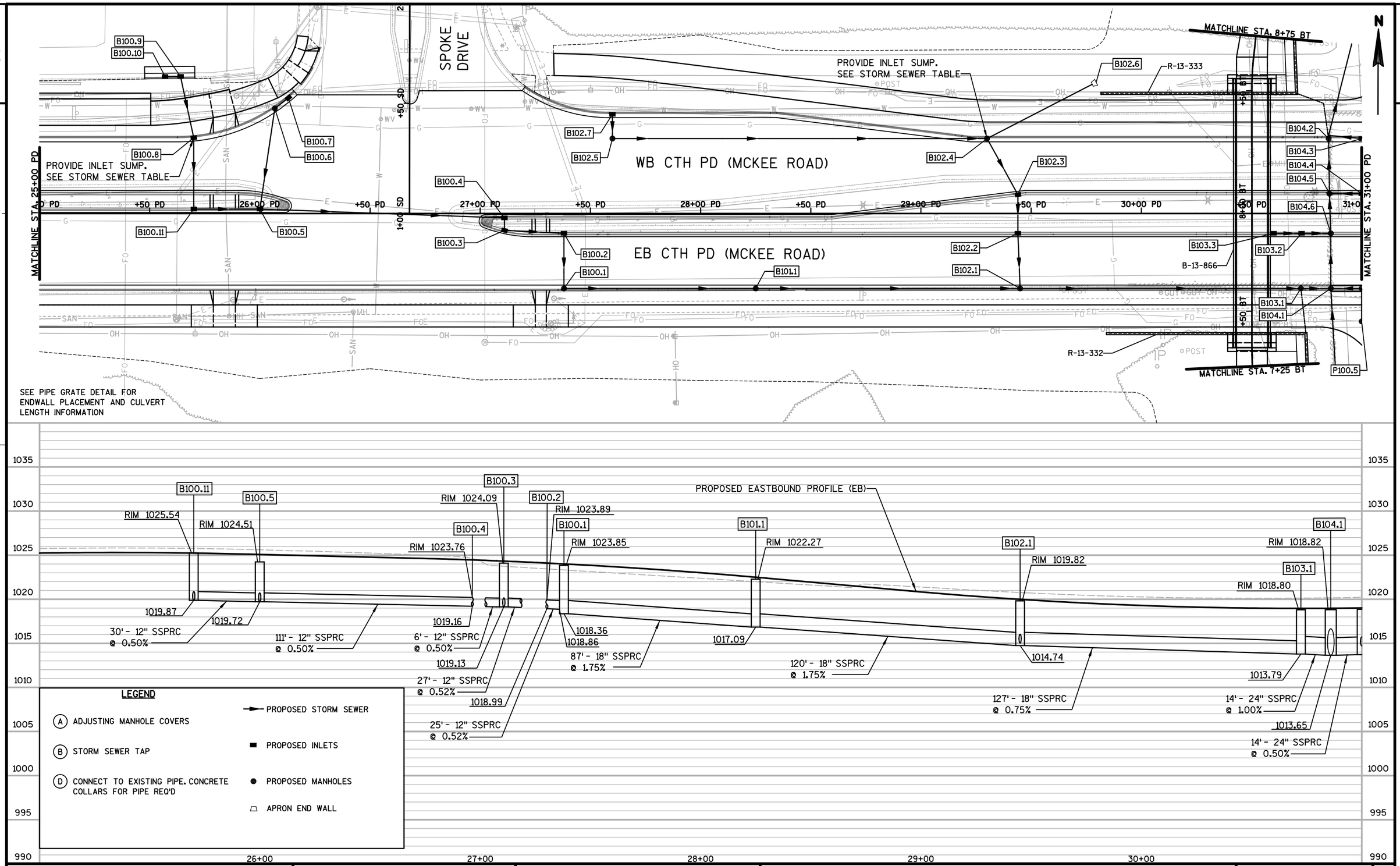
LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022502_ss.dgn PLOT DATE : 12/3/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 70	E

SEE PIPE GRATE DETAIL FOR ENDWALL PLACEMENT AND CULVERT LENGTH INFORMATION

N

MATCHLINE STA. 31+00 PD

MATCHLINE STA. 37+00 PD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

PROVIDE INLET SUMP. SEE STORM SEWER TABLE

B105.1 B106.1 B106.2 B106.3 B106.4 B107.1 B108.1 B108.2 B108.3 B108.4 B109.1 B110.1 B110.2 B110.3 B110.4

C107.1 C110.1 P100.4

+50 NP

+50 PD 32+00 PD +50 PD 33+00 PD +50 PD 34+00 PD +50 PD 35+00 PD +50 PD 36+00 PD +50 PD 37+00

PROPOSED EASTBOUND PROFILE (EB)

B105.1 RIM 1018.85 1013.72

B106.1 RIM 1019.51 1014.12

B107.1 RIM 1020.28 1014.53

B108.1 RIM 1020.77 1014.90

B109.1 RIM 1021.22 1015.58 1015.27

B110.1 RIM 1021.72 1015.99

80' - 24" SSPRC @ 0.50%

82' - 24" SSPRC @ 0.50%

73' - 24" SSPRC @ 0.51%

75' - 24" SSPRC @ 0.49%

82' - 18" SSPRC @ 0.50%

1035 1030 1025 1020 1015 1010 1005 1000 995 990

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

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 71	E

SEE PIPE GRATE DETAIL FOR ENDWALL PLACEMENT AND CULVERT LENGTH INFORMATION

N

PINEWAY TRAIL

MARKETPLACE DRIVE

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 37+00 PD

MATCHLINE STA. 43+00 PD

38+00 PD

39+00 PD

40+00 PD

41+00 PD

42+00 PD

+50 PD

+50 MP

4+00 MP

3+00 MP

C100.0 N100.0 E100.4 N100.1 E100.3 N100.2 E100.2 D100.7 D100.6 E100.1 D100.2 E101.1 C100.4 D100.4 D100.3 D100.1 C102 D100.0 D100.5 C103 E101.3 E101.2

PROPOSED EASTBOUND PROFILE (EB)

D100.4 RIM 1022.22

D100.2 RIM 1023.36

D100.6 RIM 1023.27

D100.7 RIM 1023.74

E100.1 RIM 1024.70

E101.1 RIM 1025.31

1019.34

1019.68

8' - 18" SSPRC @ 0.50%

1019.72±

1019.23

55' - 18" SSPRC @ 0.15%

1019.44

1019.26

1019.01

36' - 12" SSPRC @ 0.50%

149' - 15" SSPRC @ 0.50%

1018.27

254' - 12" SSPRC @ 0.50%

1017.00

1035 1030 1025 1020 1015 1010 1005 1000 995 990

38+00 39+00 40+00 41+00 42+00

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 72 E

SEE PIPE GRADE DETAIL FOR
ENDWALL PLACEMENT AND CULVERT
LENGTH INFORMATION

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 43+00 PD

MATCHLINE STA. 49+00 PD

SEMINOLE HIGHWAY

+50 SH

+50 PD

44+00 PD

45+00 PD

46+00 PD

47+00 PD

48+00 PD

8+00 SL

+50 SL

E102.1 E102.2 E102.3 E102.4 E103.1 E103.2 E103.3 E103.4 E103.5 E103.6 E103.7 E104.1 E105.0 E105.1 E105.2 E105.3 E105.4 E105.5 C105.1 C105.2 C105.3 C46 C47 EX MH 45

PROPOSED EASTBOUND PROFILE (EB)

PROPOSED WESTBOUND PROFILE (WB)

RIM 1021.30
RIM 1018.45
RIM 1017.68
RIM 1017.55
RIM 1016.83
RIM 1016.50
RIM 1016.17

1014.45
1014.20
1012.10
1011.10
1010.42
1009.00
1001.92±
1000.63
1011.51
1011.65±
1010.82

235' -15" SSPRC @ 1.09%
105 - 18" SSPRC @ 1.76%
55' - 18" SSPRC @ 1.82%
20' - 18" SSPRC @ 3.40%
100' - 24" SSPRC @ 1.42%
63' - 24" SSPRC @ 1.10%
8' - 24" SSPRC @ 1.75%

1035 1030 1025 1020 1015 1010 1005 1000 995 990

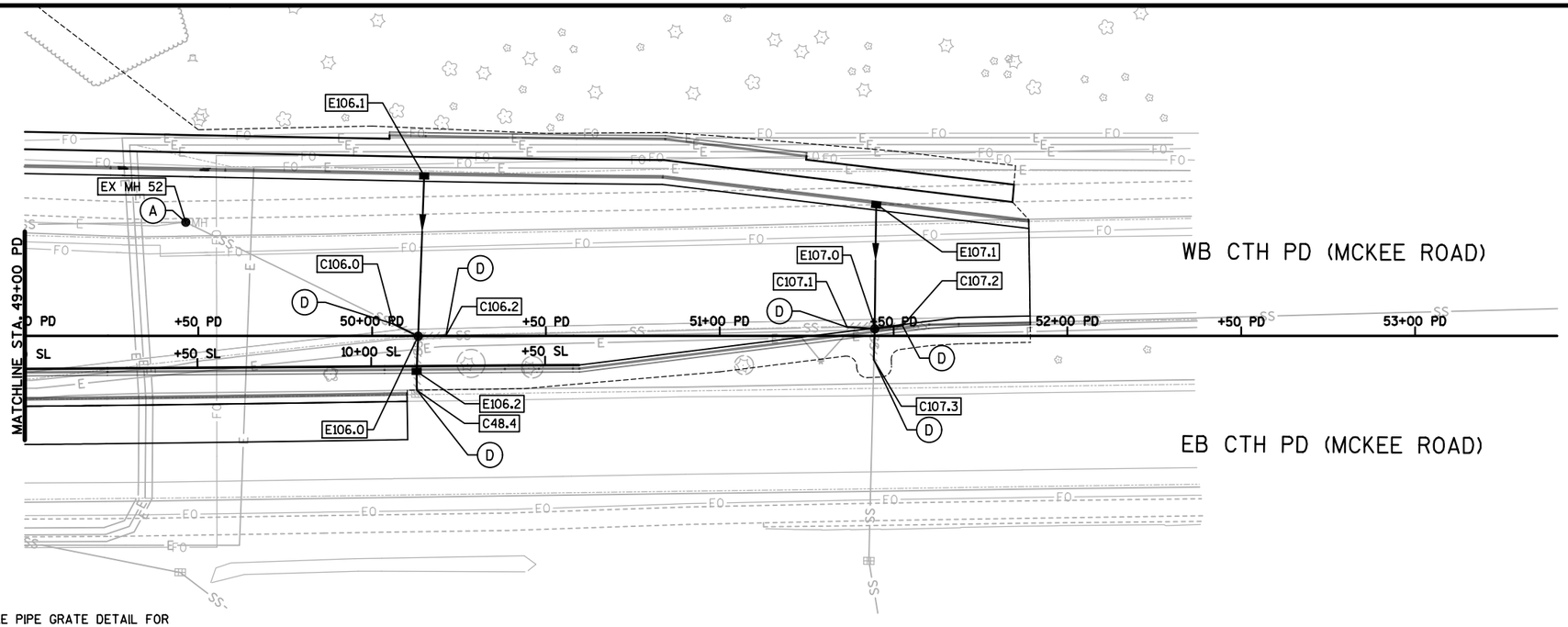
44+00 45+00 46+00 47+00 48+00

LEGEND

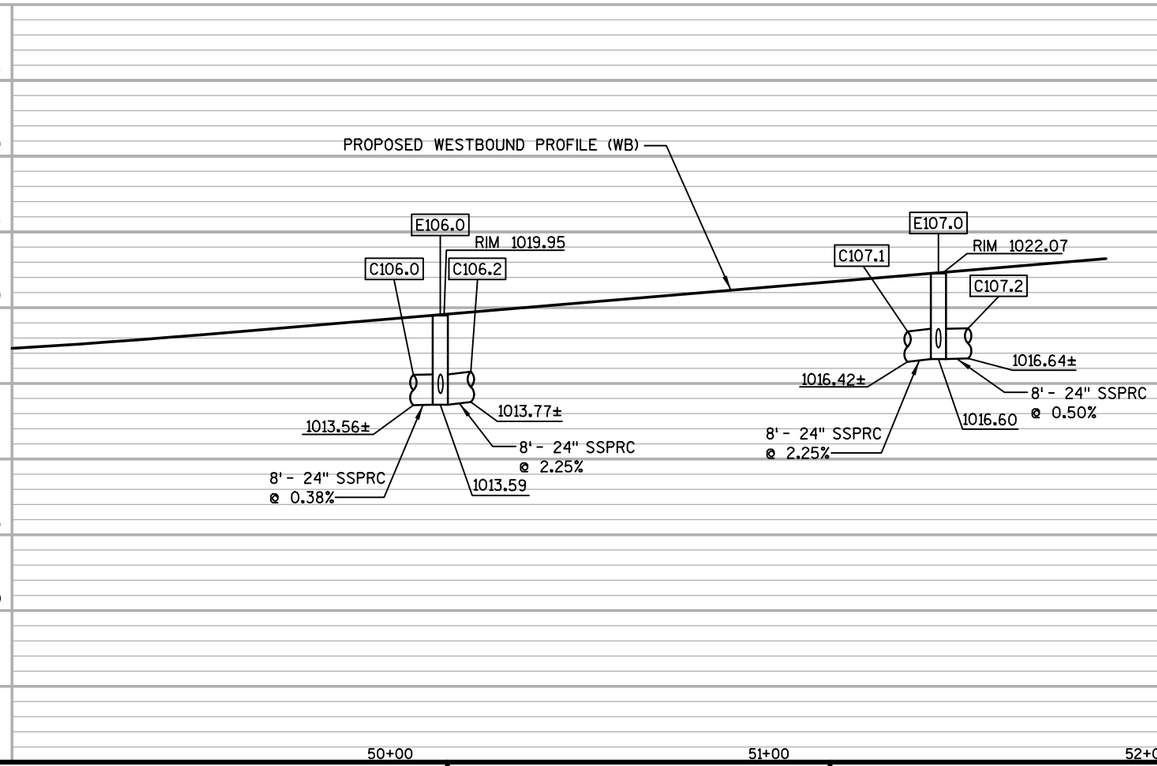
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 73 E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022506_ss.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



SEE PIPE GRATE DETAIL FOR ENDWALL PLACEMENT AND CULVERT LENGTH INFORMATION

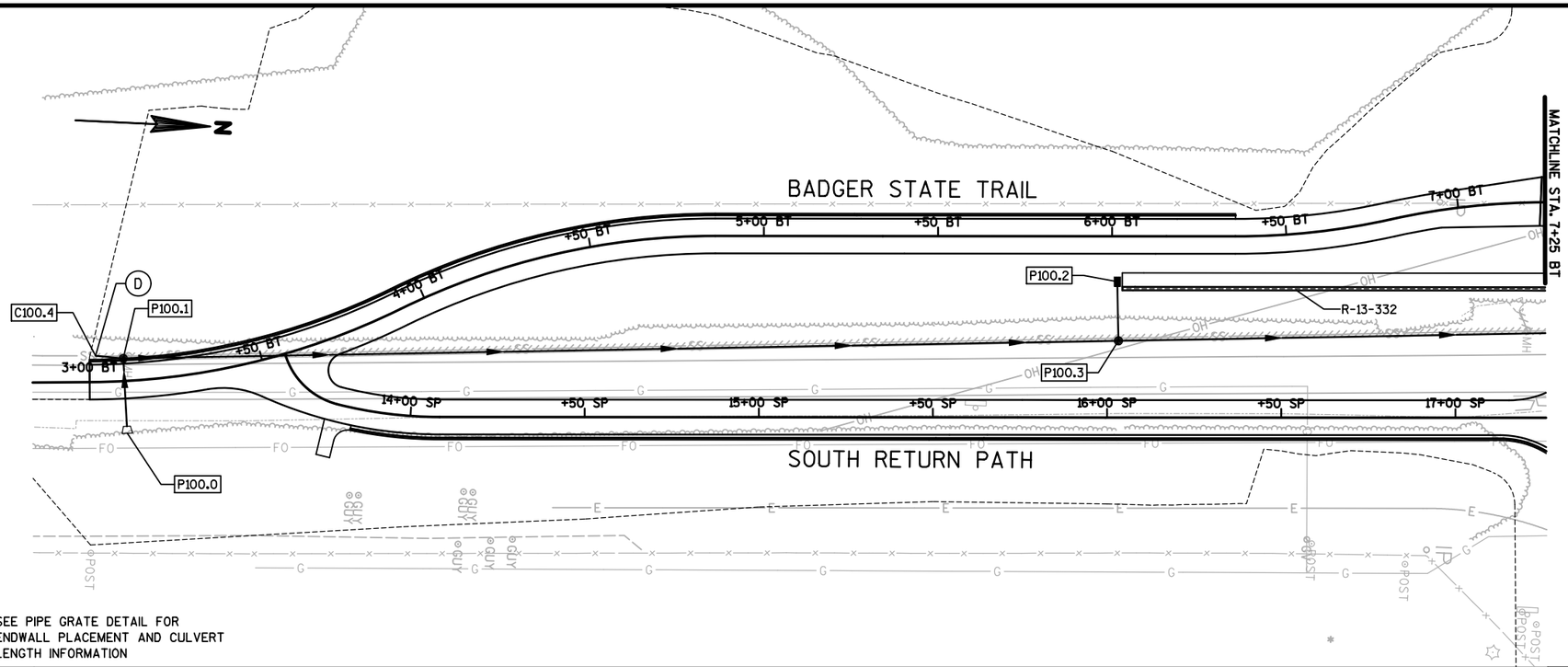


LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - CTH PD (MCKEE ROAD) (EB AND WB)	SHEET 74	E

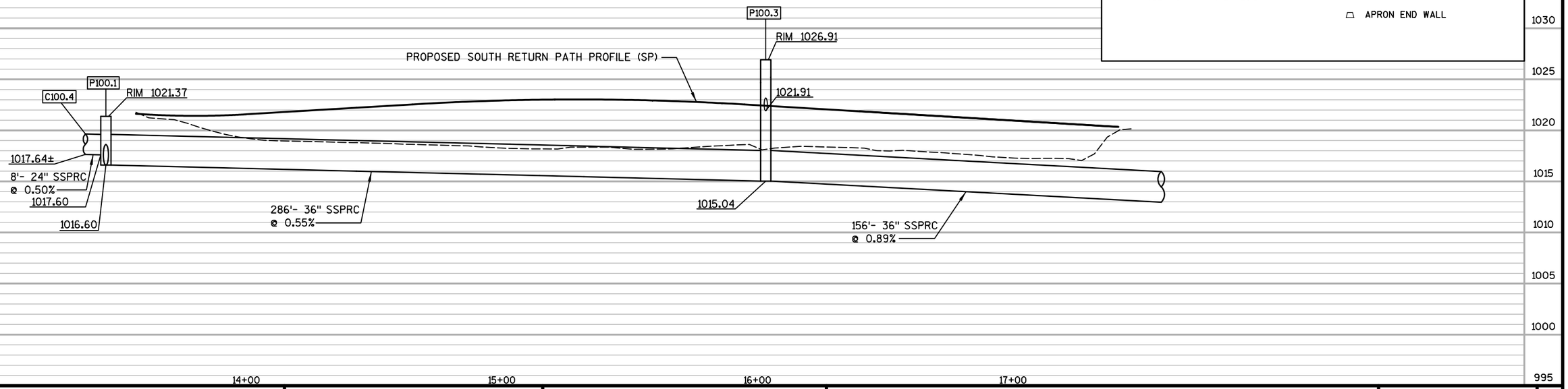
2



SEE PIPE GRATE DETAIL FOR
ENDWALL PLACEMENT AND CULVERT
LENGTH INFORMATION

LEGEND

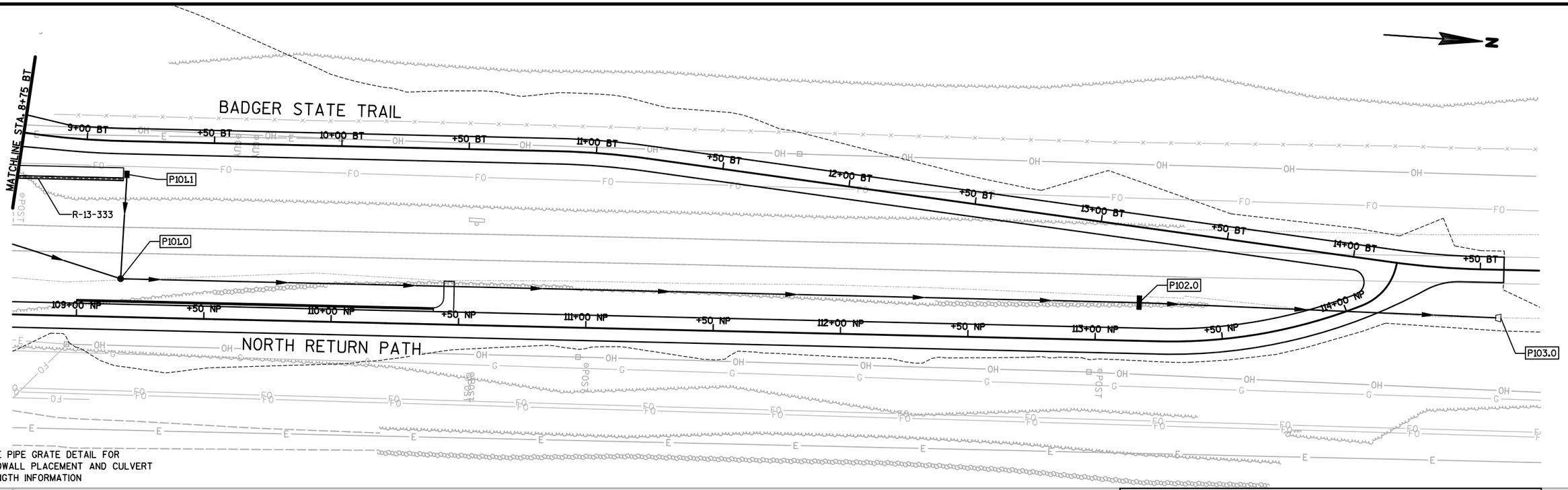
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - BADGER STATE TRAIL (BT)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022508_ss.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

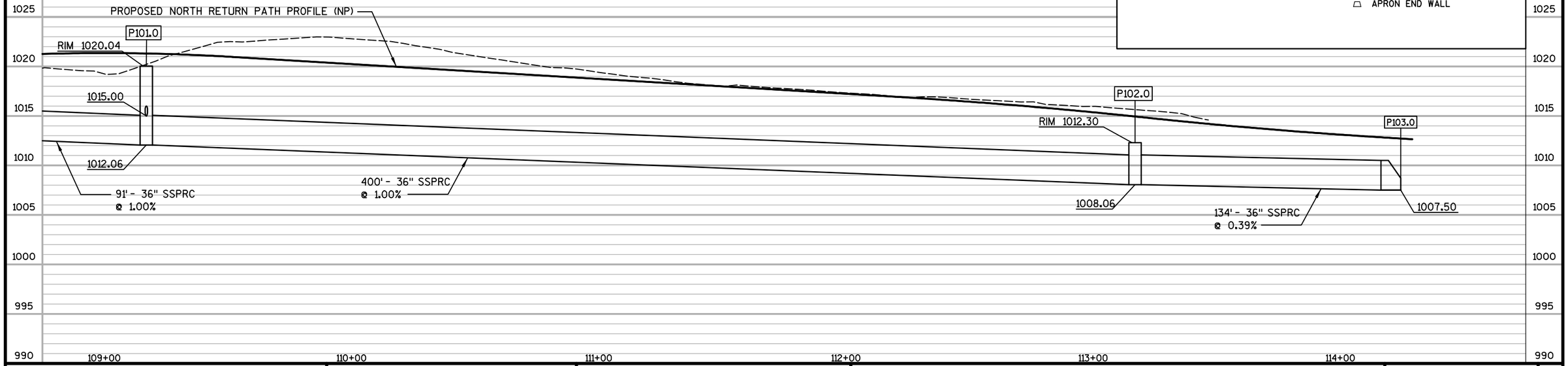
2



SEE PIPE GRATE DETAIL FOR
ENDWALL PLACEMENT AND CULVERT
LENGTH INFORMATION

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - BADGER STATE TRAIL (BT)	SHEET 76	E

2

CONNECT TO EXISTING
8-IN PVC PIPE

C-SH1.2

SH1.2

SH2.2

SH1.1

SH2.1

SH3.3

SH3.1

SH3.2

EB CTH PD
(MCKEE ROAD)

WB CTH PD
(MCKEE ROAD)

+50 PD

47+00 PD

SEMINOLE HIGHWAY

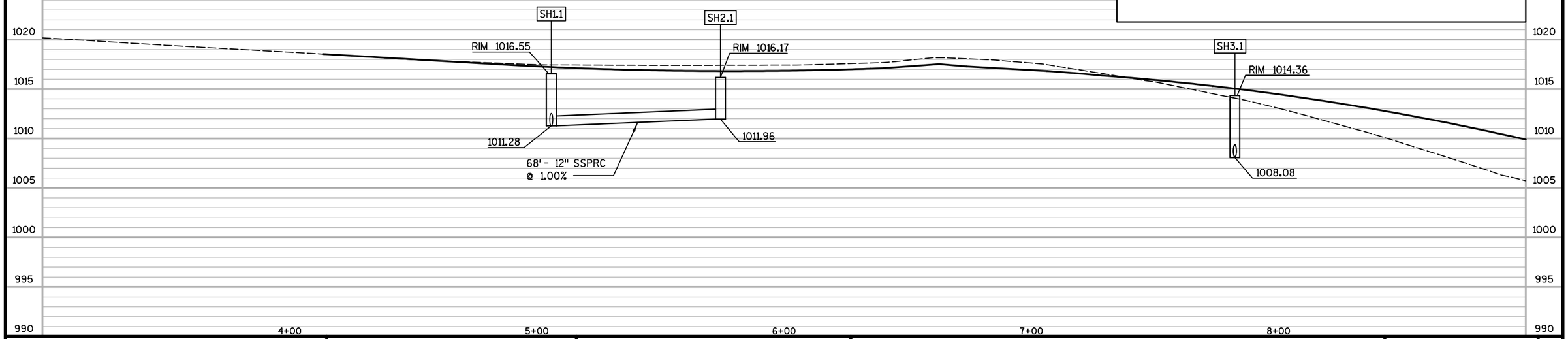
MATCHLINE STA. 9+00 SH

SH +50 SH 4+00 SH +50 SH 5+00 SH +50 SH 6+00 SH +50 SH 7+00 SH +50 SH 8+00 SH +50 SH 9+00

SEE PIPE GRATE DETAIL FOR
ENDWALL PLACEMENT AND CULVERT
LENGTH INFORMATION

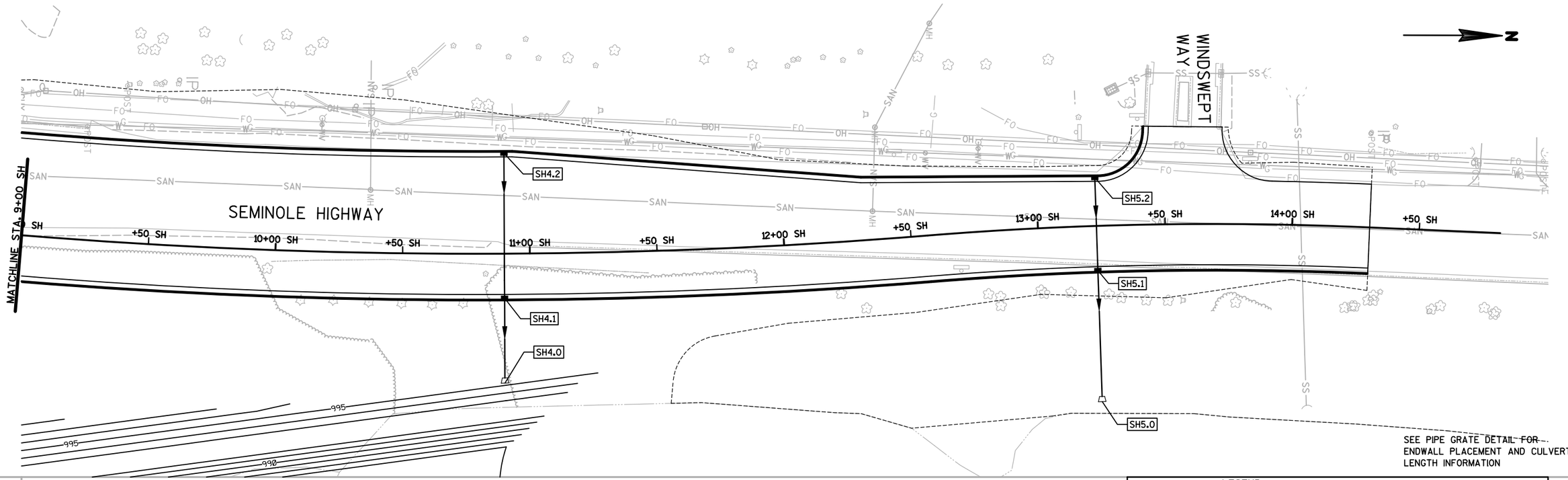
LEGEND

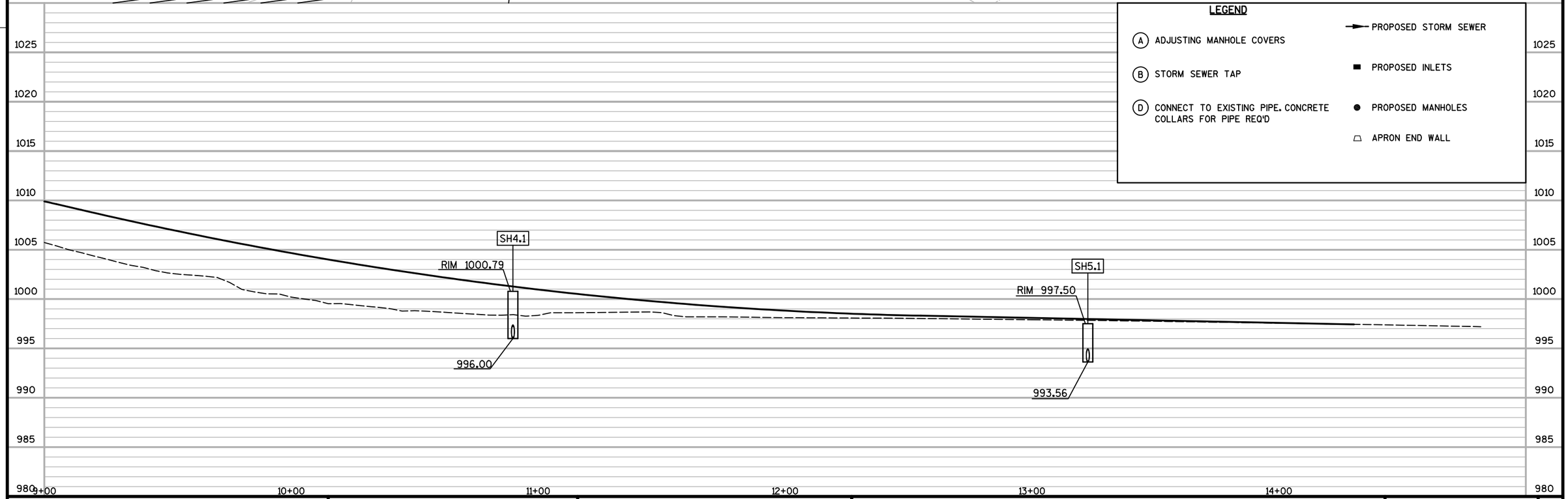
- (A) ADJUSTING MANHOLE COVERS
- (B) STORM SEWER TAP
- (D) CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D
- PROPOSED STORM SEWER
- PROPOSED INLETS
- PROPOSED MANHOLES
- APRON END WALL



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - SEMINOLE HIGHWAY (SH)	SHEET 77	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022510_ss.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41





PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	STORM SEWER - SEMINOLE HIGHWAY (SH)	SHEET 78 E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\022511_ss.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 41

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
C27	14+87.53 PD	54.7 RT	-	EX. CONST	-	-	-	-	-	-	-	30	999.58	-	-	-	CONNECT TO EXISTIG PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
W100	14+96.18 PD	54.6 RT	9	C27	-	H	5-FT	-	1004.19	1003.36	3.74	30	999.62	999.58	9	0.44%		+2
W100.0	2+92.65 CP	53.3 RT	70	W101	MEDIAN-1 GRATE	MS	-	-	-	-	-	12	1000.25	999.73	70	0.74%	PROVIDE FIELD CORED OPENINGS; SEE CONSTRUCTION DETAILS	---
W101	15+28.62 PD	54.7 RT	26	W100	-	-	7-FT	J-S	1004.60	1003.35	3.62	30	999.73	999.62	26	0.42%		---
W101.0	15+51.10 PD	75.6 RT	32	W101	-	-	-	-	-	-	-	24	1000.50	999.73	32	2.03%	APRON ENDWALLS FOR CPRC 24-INCH REQ'D	---
W101.1	15+42.00 PD	38.9 RT	28	W101	-	H	4-FT	-	1005.24	1004.41	4.58	30	999.83	999.73	28	0.36%	FLAT TOP SLAB REQ'D	+2
W101.2	15+39.00 PD	9.1 RT	30	W101.1	2X3	H	-	-	1005.31	1004.48	4.30	15	1000.18	1000.06	30	0.40%		+2
W101.3	15+39.00 PD	2.1 RT	7	W101.2	2X3	H	-	-	1004.98	1004.15	3.94	15	1000.21	1000.18	7	0.43%		+2
W101.4	15+31.78 PD	45.0 LT	37	W101.7	2X3	H	-	-	1004.96	1004.13	5.21	15	1000.42	1000.27	37	0.41%		+2
W101.6	15+07.00 PD	45.0 LT	31	W101.4	2X3	H	-	-	1004.70	1003.87	3.31	12	1000.56	1000.42	31	0.45%		+2
W101.5	14+98.61 PD	73.9 LT	24	W101.6	-	-	-	-	-	-	-	12	1002.50	1000.56	24	8.08%	APRON ENDWALLS FOR CPRC 12-INCH REQ'D	---
W101.7	15+32.29 PD	8.5 LT	13	W101.3	-	-	4-FT	J-S	1005.32	1004.07	3.80	12	1000.27	1000.21	13	0.46%		---
W102	16+75.00 PD	27.0 RT	134	W101.1	-	-	4-FT	J-S	1006.70	1005.45	5.08	24	1000.37	999.83	134	0.40%		---
W102.1	16+75.00 PD	34.0 RT	7	W102	2X3	H	-	-	1006.37	1005.54	4.04	12	1001.50	1001.37	7	1.86%		+2
W102.2	16+75.00 PD	9.0 RT	18	W102	2X3	H	-	-	1006.37	1005.54	3.81	12	1001.73	1001.37	18	2.00%		+2
W102.3	16+75.00 PD	2.0 RT	7	W102.2	2X3	H	-	-	1006.26	1005.43	3.66	12	1001.77	1001.73	7	0.57%		+2
W102.4	16+80.00 PD	34.0 LT	36	W102.3	2X3	H	-	-	1006.51	1005.68	3.73	12	1001.95	1001.77	36	0.50%		+2
W103.1	18+20.00 PD	34.0 RT	145	W102	-	H	4-FT	-	1007.91	1007.08	5.26	24	1001.82	1000.37	145	1.00%	FLAT TOP SLAB REQ'D	+2
W103.2	18+20.00 PD	4.3 RT	29	W103.1	2X3	H	-	-	1007.69	1006.86	3.15	12	1003.71	1002.82	29	3.07%		+2
W103.3	18+20.00 PD	2.7 LT	8	W103.2	2X3	H	-	-	1008.37	1007.54	3.79	12	1003.75	1003.71	8	0.50%		+2
W103.4	18+20.00 PD	34.0 LT	31	W103.3	2X3	H	-	-	1008.47	1007.64	3.74	12	1003.90	1003.75	31	0.48%		+2
W104.1	19+80.00 PD	34.0 RT	160	W103.1	-	H	4-FT	-	1012.27	1011.44	4.87	15	1006.57	1002.57	160	2.50%	FLAT TOP SLAB REQ'D	+2
W104.2	19+81.65 PD	8.5 LT	43	W104.1	2X3	H-S	-	-	1012.17	1011.34	3.74	12	1007.60	1006.82	43	1.81%		+2
W105.1	21+27.00 PD	34.0 RT	148	W104.1	-	H	4-FT	-	1017.10	1016.27	6.00	15	1010.27	1006.57	148	2.50%	FLAT TOP SLAB REQ'D	+2
W105.2	21+27.00 PD	9.0 RT	25	W105.1	2X3	H	-	-	1017.10	1016.27	5.23	15	1011.04	1010.52	25	2.08%		+2
W105.3	21+27.00 PD	2.0 RT	7	W105.2	2X3	H	-	-	1016.51	1015.68	4.60	12	1011.08	1011.04	7	0.57%		+2
W105.4	21+23.26 PD	34.0 LT	36	W105.3	-	H	4-FT	-	1016.33	1015.50	5.75	12	1011.25	1011.08	36	0.47%	FLAT TOP SLAB REQ'D	+2
C33.4	21+33.05 PD	45.0 LT	15	W105.4	-	-	-	-	-	-	-	12	1012.42	1011.32	15	7.33%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
W106.1	23+55.00 PD	34.0 RT	228	W105.1	2X3	H	-	-	1023.47	1022.64	5.28	12	1017.36	1010.52	228	3.00%		+2
W106.2	23+55.00 PD	9.0 RT	25	W106.1	2X3	H	-	-	1023.47	1022.64	3.86	12	1018.78	1017.36	25	5.68%		+2
W106.3	23+55.00 PD	2.0 RT	7	W106.2	2X3	H	-	-	1023.25	1022.42	3.60	12	1018.82	1018.78	7	0.57%		+2
W106.4	23+55.00 PD	34.0 LT	36	W106.3	2X3	H	-	-	1023.45	1022.62	3.62	12	1019.00	1018.82	36	0.50%		+2
B100.11	25+70.02 PD	2.0 LT	30	B100.5	2X3	H	-	-	1024.90	1024.07	4.20	12	1019.87	1019.72	30	0.50%		+2
B100.10	25+56.97 PD	62.1 LT	7	B100.9	2X3	H-S	-	-	1028.92	1028.09	7.22	12	1020.87	1020.84	7	0.43%		---
B100.9	25+63.97 PD	62.2 LT	29	B100.8	2X3	H-S	-	-	1028.86	1028.03	6.19	12	1021.84	1020.03	29	6.24%		---
B100.8	25+70.00 PD	34.4 LT	32	B100.11	2X3		-	-	1025.10	1024.27	5.74	12	1020.03	1019.87	32	0.50%	SALVAGED INLET COVERS REQ'D; FLAT TOP SLAB REQ'D	+2
B100.7	26+12.97 PD	52.5 LT	8	B100.6	2X3	H-S	-	-	1024.70	1023.87	3.60	12	1020.27	1020.23	8	0.50%		+1
B100.6	26+06.79 PD	47.6 LT	46	B100.5	-	H-S	4-FT	-	1024.77	1023.94	3.71	12	1020.23	1019.72	46	1.11%	FLAT TOP SLAB REQ'D	+1
B100.5	26+00.00 PD	2.0 LT	111	B100.4	2X3	H-S	-	-	1024.75	1023.92	4.20	12	1019.72	1019.16	111	0.50%		+2
B100.4	27+11.00 PD	2.0 RT	6	B100.3	2X3	H-S	-	-	1023.76	1022.93	3.77	12	1019.16	1019.13	6	0.50%		+2
B100.3	27+11.00 PD	7.7 RT	27	B100.2	2X3	H-S	-	-	1023.99	1023.16	4.03	12	1019.13	1018.99	27	0.52%		+2
B100.2	27+38.00 PD	9.0 RT	25	B100.1	2X3	H	-	-	1023.79	1022.96	3.97	12	1018.99	1018.86	25	0.52%		+2
B100.1	27+38.00 PD	34.0 RT	87	B101.1	-	H	4-FT	-	1023.79	1022.96	4.60	18	1018.36	1016.84	87	1.75%	FLAT TOP SLAB REQ'D	+2
B101.1	28+25.00 PD	34.0 RT	120	B102.1	-	H	4-FT	-	1022.27	1021.44	4.60	18	1016.84	1014.74	120	1.75%	FLAT TOP SLAB REQ'D	+2
B102.7	27+60.00 PD	45.0 LT	11	B102.5	2X3	H			1022.77	1021.94	4.08	12	1017.86	1017.80	11	0.55%		+2
B102.5	27+60.00 PD	34.0 LT	170	B102.4	-	-	4-FT	J-S	1023.15	1021.90	4.10	12	1017.80	1015.63	170	1.28%	FLAT TOP SLAB REQ'D	---
B102.6	29+79.50 PD	59.5 LT	50	B102.4	-	-	-	-	-	-	-	12	1018.50	1015.63	50	5.13%	APRON ENDWALLS FOR CPRC 12-INCH REQ'D	---
B102.4	29+30.00 PD	34.0 LT	29	B102.3	-	H	4-FT	-	1020.36	1019.53	5.40	12	1015.63	1015.34	29	1.00%	FLAT TOP SLAB REQ'D	+2
B102.3	29+44.00 PD	8.6 LT	18	B102.2	2X3	H	-	-	1020.16	1019.33	3.99	12	1015.34	1015.15	18	1.06%		+2

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
B102.2	29+44.00 PD	9.0 RT	25	B102.1	2X3	H	-	-	1019.78	1018.95	3.80	12	1015.15	1015.03	25	0.48%		+2
B102.1	29+45.00 PD	34.0 RT	127	B103.1	-	H	4-FT	-	1019.76	1018.93	4.19	18	1014.74	1013.79	127	0.75%	FLAT TOP SLAB REQ'D	+2
B103.3	30+60.00 PD	9.0 RT	13	B103.2	2X3	H-S	-	-	1018.75	1017.92	3.72	12	1014.20	1014.14	13	0.46%		+1
B103.2	30+72.72 PD	9.0 RT	13	B104.6	2X3	H-S	-	-	1018.74	1017.91	3.77	12	1014.14	1014.01	13	1.00%		+2
B103.1	30+72.43 PD	34.0 RT	14	B104.1	-	H-S	4-FT	-	1018.74	1017.91	4.12	24	1013.79	1013.65	14	1.00%	FLAT TOP SLAB REQ'D	+2
B104.1	30+86.00 PD	34.0 RT	25	B104.6	-	H-S	6-FT	-	1018.76	1017.93	4.28	36	1013.65	1013.40	25	1.00%	FLAT TOP SLAB REQ'D	+2
B104.6	30+86.00 PD	9.0 RT	18	B104.5	-	H-S	5-FT	-	1018.76	1017.93	4.53	36	1013.40	1013.21	18	1.06%	FLAT TOP SLAB REQ'D	+1
B104.5	30+85.37 PD	9.0 LT	26	B104.2	-	H-S	5-FT	-	1018.71	1017.88	4.67	36	1013.21	1012.97	26	0.91%	FLAT TOP SLAB REQ'D	+1
B104.2	30+85.00 PD	35.5 LT	89	P101.0	-	H-S	6-FT	-	1018.69	1017.86	4.89	36	1012.97	1012.06	89	1.02%	FLAT TOP SLAB REQ'D; OFFSET MANHOLE CASTING STA 35+85.00 PD, 34.0' LT	+2
B104.3	31+00.00 PD	34.0 LT	15	B104.2	2X3	H-S	-	-	1018.68	1017.85	4.11	12	1013.74	1013.63	15	0.73%		+1
B104.4	31+00.00 PD	9.0 LT	15	B104.5	2X3	H-S	-	-	1018.70	1017.87	3.94	12	1013.93	1013.21	15	4.80%		+1
B105.1	31+00.00 PD	34.0 RT	14	B104.1	-	H-S	4-FT	-	1018.79	1017.96	4.24	24	1013.72	1013.65	14	0.50%	FLAT TOP SLAB REQ'D	+2
B106.1	31+80.00 PD	34.0 RT	80	B105.1	-	H	4-FT	-	1019.45	1018.62	4.50	24	1014.12	1013.72	80	0.50%	FLAT TOP SLAB REQ'D	+2
B106.2	31+80.00 PD	9.0 RT	25	B106.1	2X3	H	-	-	1019.45	1018.62	4.24	12	1014.38	1014.25	25	0.52%		+2
B106.3	31+85.00 PD	9.0 LT	19	B106.2	2X3	H	-	-	1019.14	1018.31	3.83	12	1014.48	1014.38	19	0.53%		+2
B106.4	31+90.00 PD	34.0 LT	25	B106.3	2X3	H	-	-	1019.17	1018.34	3.74	12	1014.60	1014.48	25	0.48%		+2
B107.1	32+61.50 PD	34.0 RT	82	B106.1	-	H	5-FT	-	1020.22	1019.39	4.86	24	1014.53	1014.12	82	0.50%	FLAT TOP SLAB REQ'D	+2
C107.1	32+61.47 PD	39.1 RT	5	B107.1	-	-	-	-	-	-	-	18	1014.57	1014.53	5	0.80%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
B108.1	33+35.00 PD	34.0 RT	73	B107.1	-	H	4-FT	-	1020.71	1019.88	4.98	24	1014.90	1014.53	73	0.51%	FLAT TOP SLAB REQ'D	+2
B108.2	33+35.00 PD	9.0 RT	25	B108.1	2X3	H	-	-	1020.71	1019.88	4.20	12	1015.68	1015.56	25	0.48%		+2
B108.3	33+35.00 PD	9.0 LT	18	B108.2	2X3	H	-	-	1020.45	1019.62	3.84	12	1015.78	1015.68	18	0.56%		+2
B108.4	33+35.00 PD	34.0 LT	25	B108.3	2X3	H	-	-	1020.43	1019.60	3.70	12	1015.90	1015.78	25	0.48%		+2
B109.1	34+10.00 PD	34.0 RT	75	B108.1	-	H	4-FT	-	1021.16	1020.33	5.06	24	1015.27	1014.90	75	0.49%	FLAT TOP SLAB REQ'D	+2
B110.1	34+91.50 PD	34.0 RT	82	B109.1	-	H	4-FT	-	1021.66	1020.83	6.34	18	1015.99	1015.58	82	0.50%	FLAT TOP SLAB REQ'D	+2
B110.2	34+91.50 PD	8.5 RT	25	B110.1	2X3	H	-	-	1021.64	1020.81	4.02	12	1016.79	1016.18	25	2.44%		+2
B110.3	34+91.50 PD	9.0 LT	18	B110.2	2X3	H	-	-	1021.62	1020.79	3.91	12	1016.88	1016.79	18	0.50%		+2
B110.4	34+91.50 PD	34.0 LT	25	B110.3	2X3	H	-	-	1021.60	1020.77	3.77	12	1017.00	1016.88	25	0.48%		+2
C110.1	34+91.38 PD	42.0 RT	8	B110.1	-	-	-	-	-	-	-	18	1018.19	1018.15	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
C100.4	37+11.25 PD	83.1 RT	8	D100.4	-	-	-	-	-	-	-	18	1019.72	1019.68	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
D100.4	37+19.51 PD	82.7 RT	55	D100.2	2X3	H-S	-	-	1022.16	1021.33	1.99	18	1019.34	1019.23	55	0.20%		+1
D100.4	37+19.51 PD	82.7 RT	7	D100.5	2X3	H-S	-	-	1022.16	1021.33	1.99	12	1019.34	1019.30	7	0.57%		---
D100.5	37+20.61 PD	90.1 RT	26	D100.3	2X3	H-S	-	-	1022.16	1021.33	2.03	18	1019.30	1019.25	26	0.19%		+1
D100.3	37+44.98 PD	82.5 RT	28	D100.1	2X3	H-S	-	-	1022.60	1021.77	2.52	18	1019.25	1019.19	28	0.21%		+2
D100.6	37+95.00 PD	44.4 RT	36	D100.7	-	H-S	4-FT	-	1023.21	1022.38	2.94	12	1019.44	1019.26	36	0.50%	FLAT TOP SLAB REQ'D	+2
D100.7	38+30.00 PD	37.9 RT	149	E100.1	-	H	4-FT	-	1023.72	1022.89	3.88	15	1019.01	1018.27	149	0.50%	FLAT TOP SLAB REQ'D	+2
D100.2	37+73.11 PD	71.3 RT	7	D100.1	-	H-S	4-FT	-	1023.18	1022.35	3.12	18	1019.23	1019.21	7	0.29%	FLAT TOP SLAB REQ'D	+1
D100.1	37+72.70 PD	78.3 RT	8	D100.0	-	H-S	4-FT	-	1023.18	1022.35	3.14	24	1019.21	1019.19	8	0.25%	FLAT TOP SLAB REQ'D	+1
D100.0	37+76.54 PD	84.7 RT	4	C102	-	-	5-FT	J-S	1023.74	1022.49	3.30	24	1019.19	1019.17	4	0.50%		---
C103	37+77.76 PD	92.6 RT	8	D100.0	-	-	-	-	-	-	-	18	1019.23	1019.19	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
C102	37+80.96 PD	84.9 RT	-	EX. CONST	-	-	-	-	-	-	-	24	1019.17	-	-	-	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
N100.2	37+96.13 PD	9.0 RT	35	D100.6	2X3	H	-	-	1023.30	1022.47	2.86	12	1019.61	1019.44	35	0.49%		+2
N100.1	37+96.46 PD	2.0 RT	7	N100.2	2X3	H	-	-	1023.69	1022.86	3.21	12	1019.65	1019.61	7	0.57%		+2
N100.0	38+48.70 PD	45.0 LT	8	C100.0	-	H	4-FT	-	1024.07	1023.24	2.30	12	1020.94	1020.90	8	0.50%	FLAT TOP SLAB REQ'D	+2
C100.0	38+43.64 PD	50.7 LT	-	EX. CONST	-	-	-	-	-	-	-	12	1020.90	-	-	-	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
E100.4	39+82.00 PD	34.0 LT	36	E100.3	2X3	H	-	-	1025.29	1024.46	3.76	12	1020.70	1020.34	36	1.00%		+2
E100.3	39+80.00 PD	2.0 RT	16	E100.2	2X3	H	-	-	1025.08	1024.25	3.91	12	1020.34	1020.09	16	1.56%		+2
E100.2	39+80.00 PD	17.7 RT	25	E100.1	2X3	H	-	-	1024.64	1023.81	3.72	12	1020.09	1018.52	25	6.28%		+2
E100.1	39+80.00 PD	42.8 RT	254	E101.1	-	H	4-FT	-	1024.64	1023.81	5.54	15	1018.27	1017.00	254	0.50%	FLAT TOP SLAB REQ'D	+2
E101.3	41+88.77 PD	68.4 RT	31	E101.2	2X3	H-S	-	-	1024.93	1024.10	3.54	12	1020.56	1020.41	31	0.48%		---
E101.2	42+19.31 PD	68.6 RT	26	E101.1	-	H-S	4-FT	-	1024.90	1024.07	3.66	12	1020.41	1020.15	26	1.00%	FLAT TOP SLAB REQ'D	---
E101.1	42+34.87 PD	47.9 RT	235	E102.1	-	H	5-FT	-	1025.26	1024.43	7.43	15	1017.00	1014.45	235	1.09%	FLAT TOP SLAB REQ'D	+2
E102.4	44+70.00 PD	34.0 LT	25	E102.3	2X3	H	-	-	1021.17	1020.34	3.74	12	1016.60	1016.45	25	0.60%		+2

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)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	REMARKS	PIPE CUTOUTS FOR UNDERDRAIN
E102.3	44+70.00 PD	9.0 LT	7	E102.2	2X3	H	-	-	1021.36	1020.53	4.08	12	1016.45	1016.41	7	0.57%		+2
E102.2	44+70.00 PD	2.0 LT	58	E102.1	2X3	H	-	-	1021.77	1020.94	4.53	12	1016.41	1014.45	58	3.38%		+2
E102.1	44+70.00 PD	56.0 RT	105	E103.1	-	H	4-FT	-	1021.24	1020.41	6.21	18	1014.20	1012.35	105	1.76%	FLAT TOP SLAB REQ'D	+2
E103.5	45+85.17 PD	39.0 LT	32	E103.4	2X3	H	-	-	1017.77	1016.94	3.74	12	1013.20	1013.05	32	0.47%		+2
E103.4	45+75.19 PD	9.0 LT	7	E103.2	2X3	H	-	-	1018.54	1017.71	4.66	12	1013.05	1013.01	7	0.57%		+2
E103.3	46+05.41 PD	1.8 LT	30	E103.2	-	Z	3-FT	Z	1017.76	1016.76	3.60	12	1013.16	1013.01	30	0.50%	FLAT TOP SLAB REQ'D	+2
E103.2	46+75.22 PD	2.0 LT	58	E103.1	2X3	H	-	-	1018.94	1018.11	5.10	12	1013.01	1012.35	58	1.14%		+2
E103.1	45+75.00 PD	56.0 RT	55	E103.6	-	H	4-FT	-	1018.39	1017.56	5.46	18	1012.10	1011.10	55	1.82%		+2
E103.6	46+30.07 PD	56.0 RT	20	E103.7	-	-	4-FT	J-S	1017.68	1016.43	5.33	18	1011.10	1010.42	20	3.40%		---
E103.7	46+30.07 PD	75.6 RT	100	EX MH 45	-	-	4-FT	J-S	1017.55	1016.30	5.88	24	1010.42	1009.00	100	1.42%		---
EX MH 45	47+29.69 PD	70.6 RT	-	EX MH 55	-	-	-	-	1016.79	-	-	-	-	-	-	-	STORM SEWER TAP; ADJUSTING MANHOLE COVERS REQ'D	---
C47	47+47.87 PD	57.2 RT	-	EX. CONST	-	-	-	-	-	-	-	15	1020.90	-	-	-	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
E104.1	47+54.26 PD	52.5 RT	8	C47	-	-	5-FT	J-S	1017.05	1015.80	3.03	15	1012.77	1012.73	8	0.50%	FLAT SLAB TOP REQ'D; OFFSET MANHOLE CASTING STA 47+54.29 PD, 50.9' RT	---
C46	47+62.18 PD	51.7 RT	8	E104.1	-	-	-	-	-	-	-	12	1012.81	1012.77	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
E105.5	47+44.54 PD	19.8 RT	34	E104.1	2X3	H		-	1016.78	1015.95	3.01	12	1012.94	1012.77	34	0.50%		+2
E105.4	47+44.89 PD	13.7 RT	6	E105.5	-	H-S	4-FT	-	1016.64	1015.81	2.83	12	1012.98	1012.94	6	0.67%	FLAT TOP SLAB REQ'D	+2
E105.3	47+67.00 PD	1.3 LT	27	E105.4	-	H	4-FT	-	1016.53	1015.70	2.59	12	1013.11	1012.98	27	0.48%	FLAT TOP SLAB REQ'D	+2
E105.2	47+75.00 PD	9.0 LT	11	E105.3		H	4-FT	-	1016.14	1015.31	2.14	12	1013.17	1013.11	11	0.55%	FLAT TOP SLAB REQ'D	+2
E105.0	48+37.91 PD	31.2 LT	63	E105.1	-	-	4-FT	J-S	1016.17	1014.92	3.41	24	1011.51	1010.82	63	1.10%		---
E105.1	47+77.52 PD	49.9 LT	8	C105.1	-	-	7-FT	-	1015.39	1014.56	13.93	48	1000.63	1000.59	8	0.50%	SALVAGED INLET COVERS REQ'D; FLAT TOP SLAB REQ'D	+2
C105.1	47+80.60 PD	57.3 LT	-	EX. CONST	-	-	-	-	-	-	-	48	1000.59	-	-	-	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
C105.2	48+45.95 PD	31.3 LT	8	E105.0	-	-	-	-	-	-	-	24	1011.65	1011.51	8	1.75%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
C105.3	47+74.51 PD	42.5 LT	8	E105.1	-	-	-	-	-	-	-	48	1000.67	1000.63	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
E106.1	50+15.00 PD	46.0 LT	46	E106.0	2X3	H	-	-	1018.72	1017.89	3.07	12	1014.82	1014.59	46	0.50%		+2
C106.0	50+06.09 PD	3.4 LT	-	EX. CONST	-	-	-	-	-	-	-	24	1013.56	-	-	-	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
E106.0	50+13.27 PD	0.1 RT	8	C106.0	-	-	5-FT	J-S	1019.99	1018.74	5.15	24	1013.59	1013.56	8	0.38%		---
C106.2	50+21.27 PD	0.1 LT	8	E106.0	-	-	-	-	-	-	-	24	1013.77	1013.59	8	2.25%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
E106.2	50+12.81 PD	10.2 RT	10	E106.0	2X3	H	-	-	1019.76	1018.93	4.29	12	1014.64	1014.59	10	0.50%		+2
C48.4	50+12.87 PD	15.6 RT	5	E106.2	-	-	-	-	-	-	-	12	1014.68	1014.64	5	0.80%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
E107.1	51+45.00 PD	37.7 LT	36	E107.0	2X3	H	-	-	1021.80	1020.97	3.24	12	1017.73	1016.60	36	3.14%		+2
E107.0	51+44.59 PD	2.0 LT	8	C107.1	-	H	5-FT	-	1022.07	1021.24	4.64	24	1016.60	1016.42	8	2.25%	OFFSET MANHOLE CASTING STA 51+44.56/1.2'LT; FLAT TOP SLAB REQ'D	+2
C107.1	51+36.58 PD	2.5 LT	-	EX. CONST	-	-	-	-	-	-	-	24	1016.42	-	-	-	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
C107.2	51+52.58 PD	2.9 LT	8	E107.0	-	-	-	-	-	-	-	24	1016.64	1016.60	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
C107.3	51+44.32 PD	6.9 RT	8	E107.0	-	-	-	-	-	-	-	12	1016.64	1016.60	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
C100.4	3+01.79 BT	7.5 LT	8	P100.1	-	-	-	-	-	-	-	24	1017.64	1017.60	8	0.50%	CONNECT TO EXISTING PIPE. CONCRETE COLLARS FOR PIPE REQ'D	---
P100.0	3+10.00 BT	15.0 RT	15	P100.1	-	-	-	-	-	-	-	24	1019.13	1016.60	15	12.05%	APRON ENDWALLS FOR CPRC 24-INCH REQ'D	---
P100.1	3+10.01 BT	6.5 LT	286	P100.3	-	H-S	6-FT	-	1021.26	1020.43	3.83	36	1016.60	1015.04	286	0.55%	OFFSET MANHOLE CASTING STA 3+10.00/5.5'LT; FLAT TOP SLAB REQ'D	---
P100.2	6+01.51 BT	13.0 RT	17	P100.3	MEDIAN-1 GRATE	MS	-	-	1031.49	1031.49	7.88	12	1023.61	1021.91	17	10.00%	1 MS GRATE; SLOPE GRATE AT 10 PERCENT	---
P100.3	6+01.82 BT	30.0 RT	156	B104.1	-	-	5-FT	J-S	1026.91	1025.66	10.62	36	1015.04	1013.65	156	0.89%	FLAT TOP SLAB REQ'D	---
P100.4	17+29.53 SP	12.7 RT	28	P100.5	2X3	H	-	-	1020.17	1019.34	4.19	12	1015.15	1014.87	28	1.00%		---
P100.5	17+44.14 SP	11.5 LT	15	B105.1	-	-	4-FT	J-S	1019.75	1018.50	3.63	12	1014.87	1014.72	15	1.00%	FLAT TOP SLAB REQ'D	---
P101.1	109+18.55 NP	56.0 LT	41	P101.0	MEDIAN-1 GRATE	MS	-	-	1035.62	1035.62	16.52	12	1019.10	1015.00	41	10.00%	1 MS GRATE; SLOPE GRATE AT 10 PERCENT	---
P101.0	109+17.00 NP	15.0 LT	400	P102.0	-	-	6-FT	J-S	1020.04	1018.79	6.73	36	1012.06	1008.06	400	1.00%	FLAT TOP SLAB REQ'D	---
P102.0	113+17.00 NP	15.0 LT	134	P103.0	MEDIAN-2 GRATE	MS	-	-	1012.30	1012.30	4.24	36	1008.06	1007.50	134	0.39%	2 MS GRATES	---
P103.0	14+58.46 BT	18.9 RT	-	-	-	-	-	-	-	-	-	36	1007.50	-	-	-	APRON ENDWALLS FOR CPRC 36-INCH REQ'D	---
SH2.2	5+50.00 SH	39.5 LT	61	E103.7	2X3	H-S	-	-	1016.53	1015.70	4.98	15	1010.72	1010.42	61	0.49%		+1
C-SH1.2	5+07.73 SH	55.0 LT	16	SH1.2	-	-	-	-	-	-	-	8	1014.40	1014.32	16	0.50%	STORM SEWER PIPE PVC 8-INCH REQ'D	---
SH1.2	5+07.18 SH	39.5 LT	43	SH2.2	2X3	H	-	-	1016.83	1016.00	5.06	15	1010.94	1010.72	43	0.51%		---
SH2.1	5+74.26 SH	28.5 RT	68	SH1.1	2X3	H-S	-	-	1016.17	1015.34	3.38	12	1011.96	1011.28	68	1.00%		+1
SH1.1	5+05.85 SH	28.2 RT	68	SH1.2	2X3	H	-	-	1016.44	1015.61	4.33	15	1011.28	1010.94	68	0.50%		---
SH3.1	7+83.78 SH	20.2 RT	20	SH3.2	2X3	H	-	-	1014.33	1013.50	5.42	12	1008.08	1007.63	20	1.73%		+2
SH3.2	8+00.27 SH	40.7 RT	-	-	-	-	-	-	-	-	-	-	1007.63	-	-	-	APRON ENDWALLS FOR CPRC 12-INCH REQ'D	---
SH3.3	7+72.00 SH	39.7 LT	61	SH3.1	2X3	H	-	-	1015.20	1014.37	5.68	12	1008.69	1008.08	61	1.00%		+2
SH4.2	10+90.00 SH	39.5 LT	57	SH4.1	2X3	H	-	-	1000.29	999.46	3.18	12	996.28	996.00	57	0.49%		+1
SH4.1	10+90.00 SH	17.5 RT	27	SH4.0	2X3	H	-	-	1000.73	999.90	3.90	12	996.00	995.00	27	3.70%		+1
SH4.0	10+90.00 SH	50.8 RT	-	-	-	-	-	-	-	-	-	12	995.00	-	-	-	APRON ENDWALLS FOR CPRC 12-INCH REQ'D	---
SH5.2	13+23.00 SH	19.0 LT	37	SH5.1	2X3	H	-	-	997.66	996.83	3.08	12	993.75	993.56	37	0.51%		---
SH5.1	13+23.00 SH	17.5 RT	46	SH5.0	2X3	H	-	-	997.44	996.61	3.05	12	993.56	993.00	46	1.22%		---
SH5.0	13+23.00 SH	69.0 RT	-	-	-	-	-	-	-	-	-	12	993.00	-	-	-	APRON ENDWALLS FOR CPRC 12-INCH REQ'D	---

STA. 14+77 PD/76.8'LT
ADJUST EXISTING VALVE BOX

STA. 15+40 PD/38.3'LT
ADJUST EXISTING VALVE BOX

STA. 15+55 PD/50.0'LT
ADJUST EXISTING HYDRANT

STA. 15+56 PD/19.3'LT
ADJUST EXISTING VALVE BOX

STA. 15+94 PD/13.4'LT
ADJUST EXISTING VALVE BOX

PROVIDE INSULATION WHERE STORM
SEWER CROSSES WATER MAIN (TYP.)

STA. 17+40 PD/27.3'LT
ADJUST EXISTING VALVE BOX

STA. 19+48 PD/19.1'LT
ADJUST EXISTING VALVE BOX

STA. 14+78 PD/17.9'LT
ADJUST EXISTING VALVE BOX

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

14+00 PD +50 PD 15+00 PD +50 PD 16+00 PD +50 PD 17+00 PD +50 PD 18+00 PD +50 PD 19+00 PD +50 PD 20+00 PD

MATCHLINE STA. 20+00 PD

STA. 18+71 PD/40.0'RT
RECONSTRUCT EXISTING SANITARY
SEWER STRUCTURE

STA. 18+71 PD/43.5'RT
REMOVE EXISTING HYDRANT

STA. 18+71 PD/46.5'RT
REMOVE EXISTING VALVE BOX

STA. 18+79 PD/51.5'RT
FIRE HYDRANT
GROUND EL. 1009.50±

STA. 18+67 PD/51.2'RT
CONNECT TO EXISTING
10" WATER MAIN
10"x6" REDUCER, EAST

STA. 18+67 PD/51.2'RT
ADJUST EXISTING VALVE BOX

STA. 18+64 PD/53.6'RT
ADJUST EXISTING VALVE BOX

STA. 15+93 PD/43.5'RT
ADJUST EXISTING VALVE BOX

STA. 16+79 PD/54.9'RT
ADJUST EXISTING VALVE BOX

STA. 16+83 PD/20.6'RT
RECONSTRUCT EXISTING SANITARY
SEWER STRUCTURE

STA. 16+83 PD/35.0'RT
RECONSTRUCT EXISTING SANITARY
SEWER STRUCTURE. SPIN CONE TO
AVOID CASTING IN CURB SECTION

COMMERCE PARK DRIVE

R/W

P.L.

N

PROJECT NO: 5849-02-03	HWY: CTH PD	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023001_up.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

STA. 20+52 PD/19.7'LT
ADJUST EXISTING VALVE BOX

STA. 20+74 PD/18.2'LT
ADJUSTING WATER VALVE
MANHOLE COVERS

PROVIDE INSULATION WHERE STORM
SEWER CROSSES WATER MAIN (TYP.)

STA. 21+49 PD/26.2'LT
ADJUSTING WATER VALVE
MANHOLE COVERS

STA. 21+78 PD/59.1'LT
ADJUTING SANITARY MANHOLE
COVERS

STA. 23+22 PD/50.3'LT
ADJUST EXISTING VALVE BOX

STA. 23+41 PD/49.2'LT
ADJUST EXISTING VALVE BOX

STA. 23+52 PD/52.7'LT
ADJUST EXISTING VALVE BOX

N

P.L.

R/W

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 20+00 PD

MATCHLINE STA. 26+00 PD

PD +50 PD 21+00 PD +50 PD 22+00 PD +50 PD 23+00 PD +50 PD 24+00 PD +50 PD 25+00 PD +50 PD 26+0

STA. 21+74 PD/42.6'RT
ADJUSTING SANITARY MANHOLE COVERS

STA. 20+63 PD/40.4'RT
ADJUSTING SANITARY MANHOLE COVERS

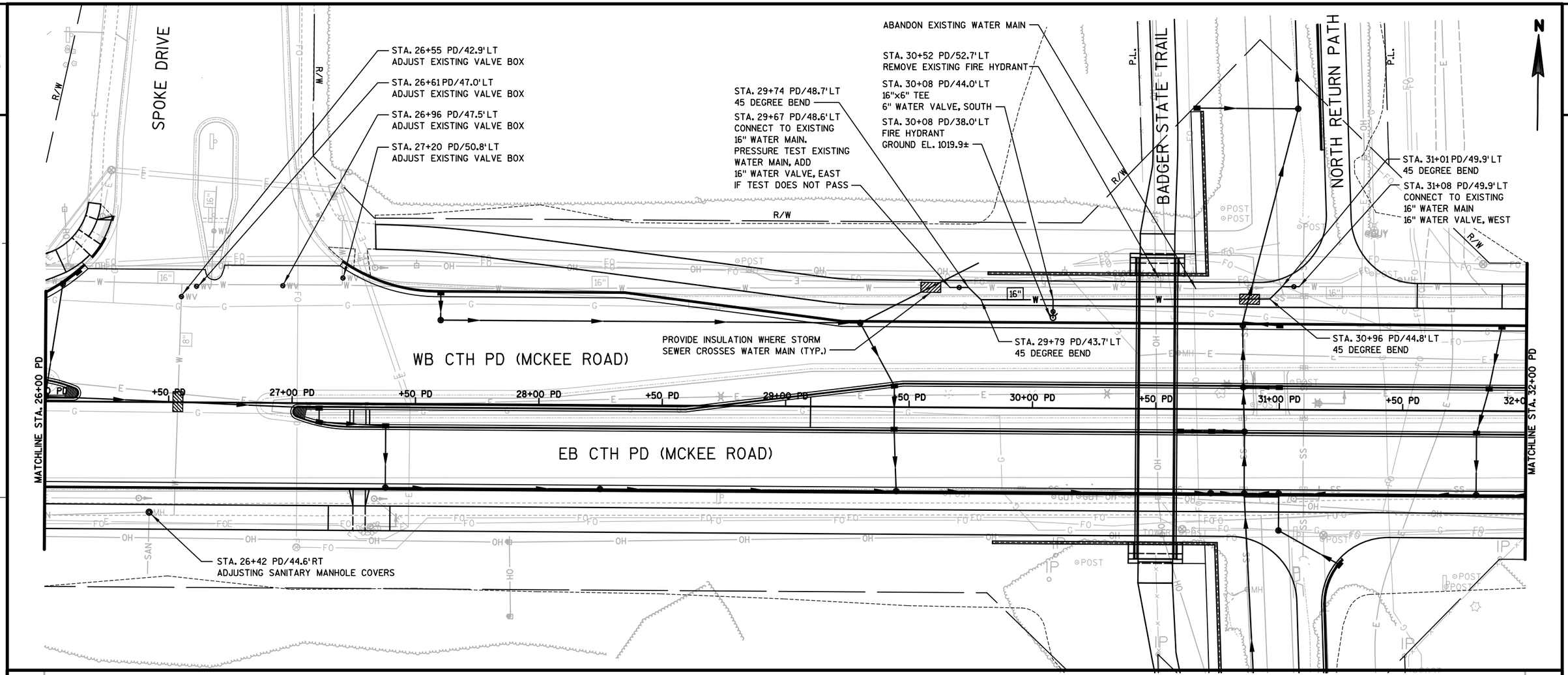
STA. 24+00 PD/49.3'RT
ADJUSTING SANITARY MANHOLE COVERS

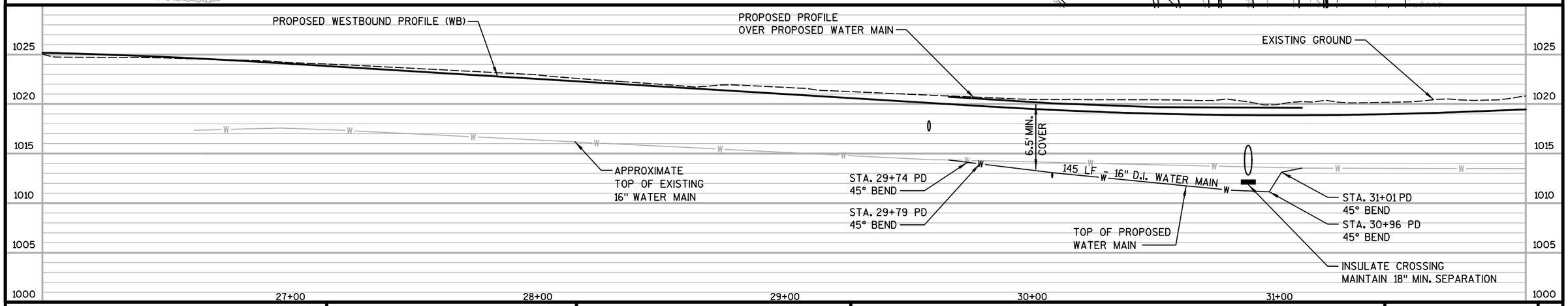
STA. 25+86 PD/46.6'RT
ADJUSTING SANITARY MANHOLE COVERS

PROJECT NO: 5849-02-03	HWY: CTH PD	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023002_up.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42





PROJECT NO: 5849-02-03	HWY: CTH PD	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD)	SHEET 84 E

2

N

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

PINEWAY TRAIL

MARKETPLACE DRIVE

MATCHLINE STA. 32+00 PD

MATCHLINE STA. 38+00 PD

32+00 PD

+50 PD

33+00 PD

+50 PD

34+00 PD

+50 PD

35+00 PD

+50 PD

36+00 PD

+50 PD

37+00 PD

+50 PD

38+00 PD

P.L.

R/W

STA. 34+53 PD/52.4'LT
ADJUST EXISTING VALVE BOX

STA. 34+65 PD/53.4'LT
ADJUST EXISTING VALVE BOX

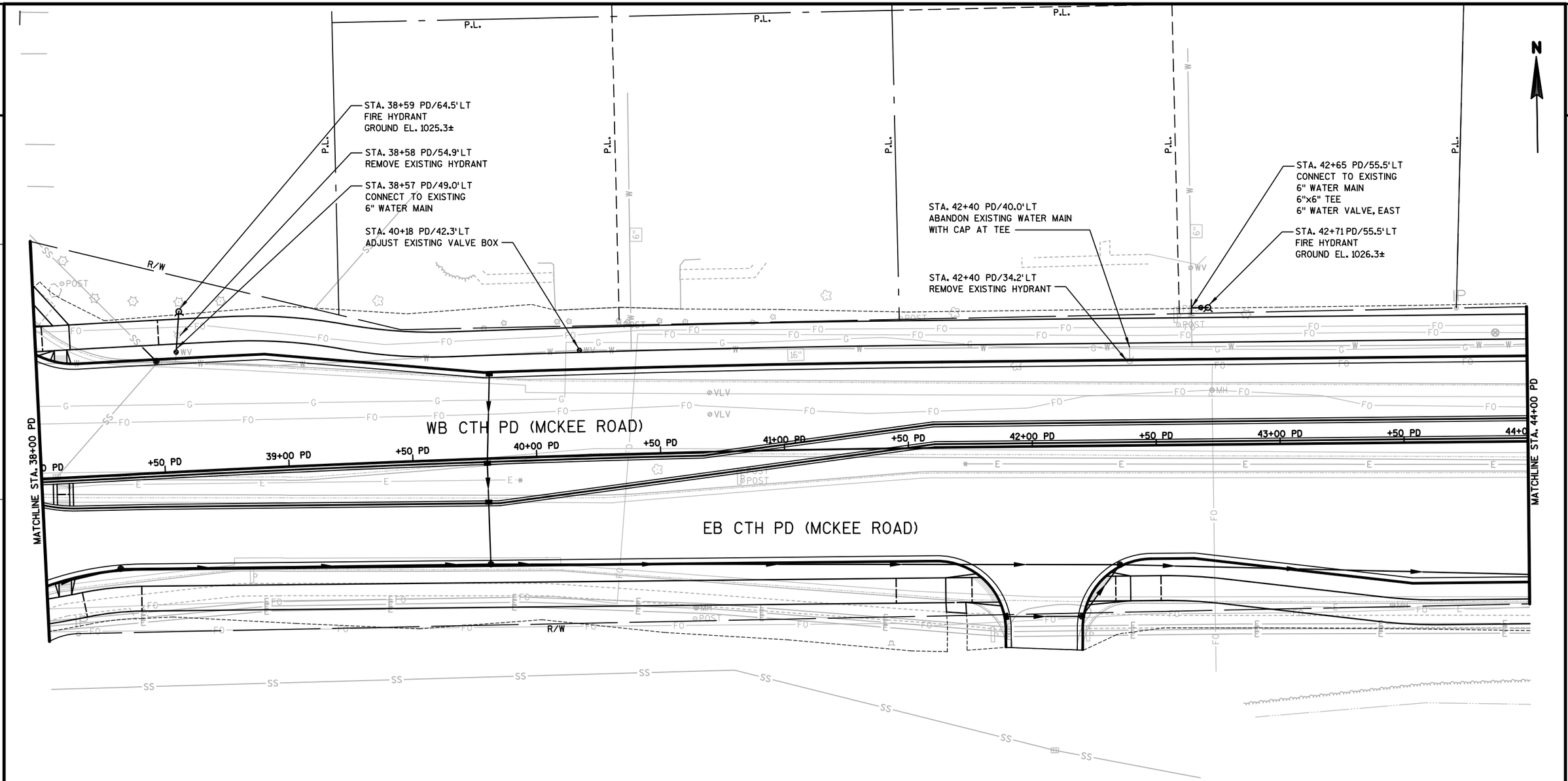
STA. 36+41 PD/50.6'LT
ADJUST EXISTING VALVE BOX

STA. 37+38 PD/4.3'LT
ADJUST EXISTING VALVE BOX

STA. 2+88 MP/10.4'LT
ADJUST EXISTING VALVE BOX

STA. 2+93 MP/1.3'LT
RECONSTRUCT EXISTING SANITARY
SEWER STRUCTURE. SPIN CONE
TO AVOID CASTING IN CURB SECTION

PROJECT NO: 5849-02-03	HWY: CTH PD	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD)	SHEET 85	E



2

PROJECT NO: 5849-02-03	HWY: CTH PD	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023005_up.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA. 8+50 SH

STA. 7+70 SH/32.9'LT
ADJUST EXISTING VALVE BOX

STA. 7+61 SH/41.9'LT
ADJUST EXISTING VALVE BOX

STA. 7+57 SH/32.0'LT
ADJUST EXISTING VALVE BOX

R/W

8+00 SH

+50 SH

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 44+00 PD

+50 PD

45+00 PD

46+00 PD

47+00 PD

48+00 PD

49+00 PD

50+0

EB CTH PD (MCKEE ROAD)

6+00 SH

STA. 6+55 SH/22.0'LT
ADJUST EXISTING VALVE BOX

STA. 6+42 SH/2.6'RT
ADJUSTING SANITARY MANHOLE COVERS

SEMINOLE HIGHWAY

P.L.

N

PROJECT NO: 5849-02-03	HWY: CTH PD	COUNTY: DANE	UTILITY PLAN - CTH PD (MCKEE ROAD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023006_up.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

STA. 10+17 SH/52.4'LT
ADJUST EXISTING HYDRANT

STA. 10+17 SH/49.8'LT
ADJUST VALVE BOX

STA. 10+37 SH/24.7'LT
RECONSTRUCT EXISTING SANITARY
SEWER STRUCTURE

STA. 12+36 SH/11.2'LT
ADJUSTING SANITARY MANHOLE COVERS

P.L.

P.L.

P.L.

P.L.

R/W

WINDSWEPT WAY

MATCHLINE STA. 8+50 SH

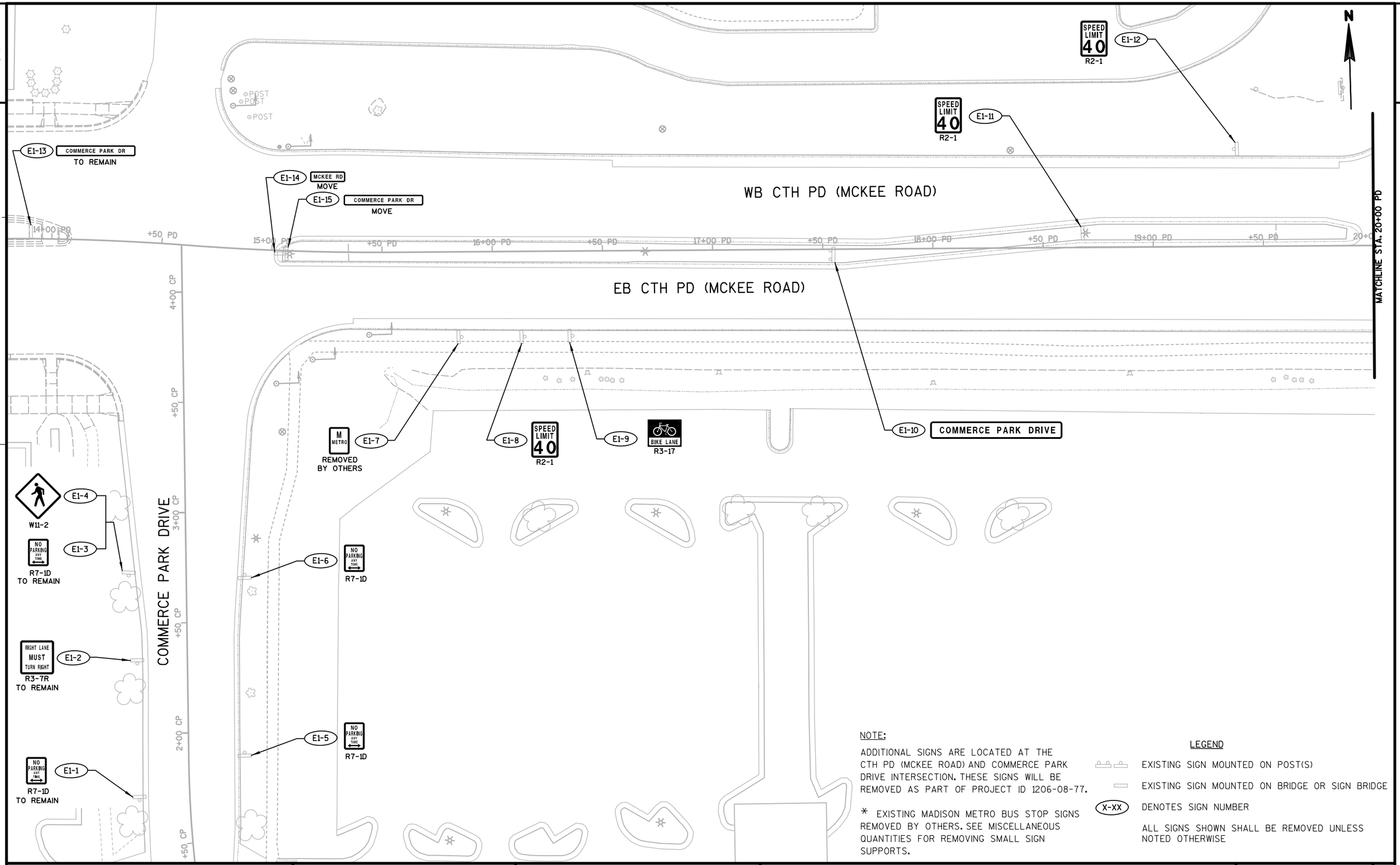
SEMINOLE HIGHWAY

R/W

SHEET

PROJECT NO: 5849-02-03	HWY: CTH PD	COUNTY: DANE	UTILITY PLAN - SEMINOLE HIGHWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023007_up.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



NOTE:

ADDITIONAL SIGNS ARE LOCATED AT THE CTH PD (MCKEE ROAD) AND COMMERCE PARK DRIVE INTERSECTION. THESE SIGNS WILL BE REMOVED AS PART OF PROJECT ID 1206-08-77.

* EXISTING MADISON METRO BUS STOP SIGNS REMOVED BY OTHERS. SEE MISCELLANEOUS QUANTITIES FOR REMOVING SMALL SIGN SUPPORTS.

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (X-XX) DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EXISTING SIGNING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023150_es.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

E2-1 STOP R1-1

E2-2 DIVIDED HIGHWAY R6-3 TO REMAIN

SPEED LIMIT 40 R2-1 E2-4

BIKE LANE R3-17 E2-3

SPOKE DRIVE MOVE E2-5

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 20+00 PD

PD +50 PD 21+00 PD +50 PD 22+00 PD +50 PD 23+00 PD +50 PD 24+00 PD +50 PD 25+00 PD +50 PD 26+0

MATCHLINE STA. 26+00 PD

EB CTH PD (MCKEE ROAD)

E2-7 STOP R1-1 TO REMAIN

E2-6 R4-7 TO REMAIN

E2-9 R4-7

E2-8 SPEED LIMIT 40 R2-1

E2-10 SPEED LIMIT 40 R2-1

E2-11 SPOKE DRIVE NEXT SIGNAL

R4-7 E2-12

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

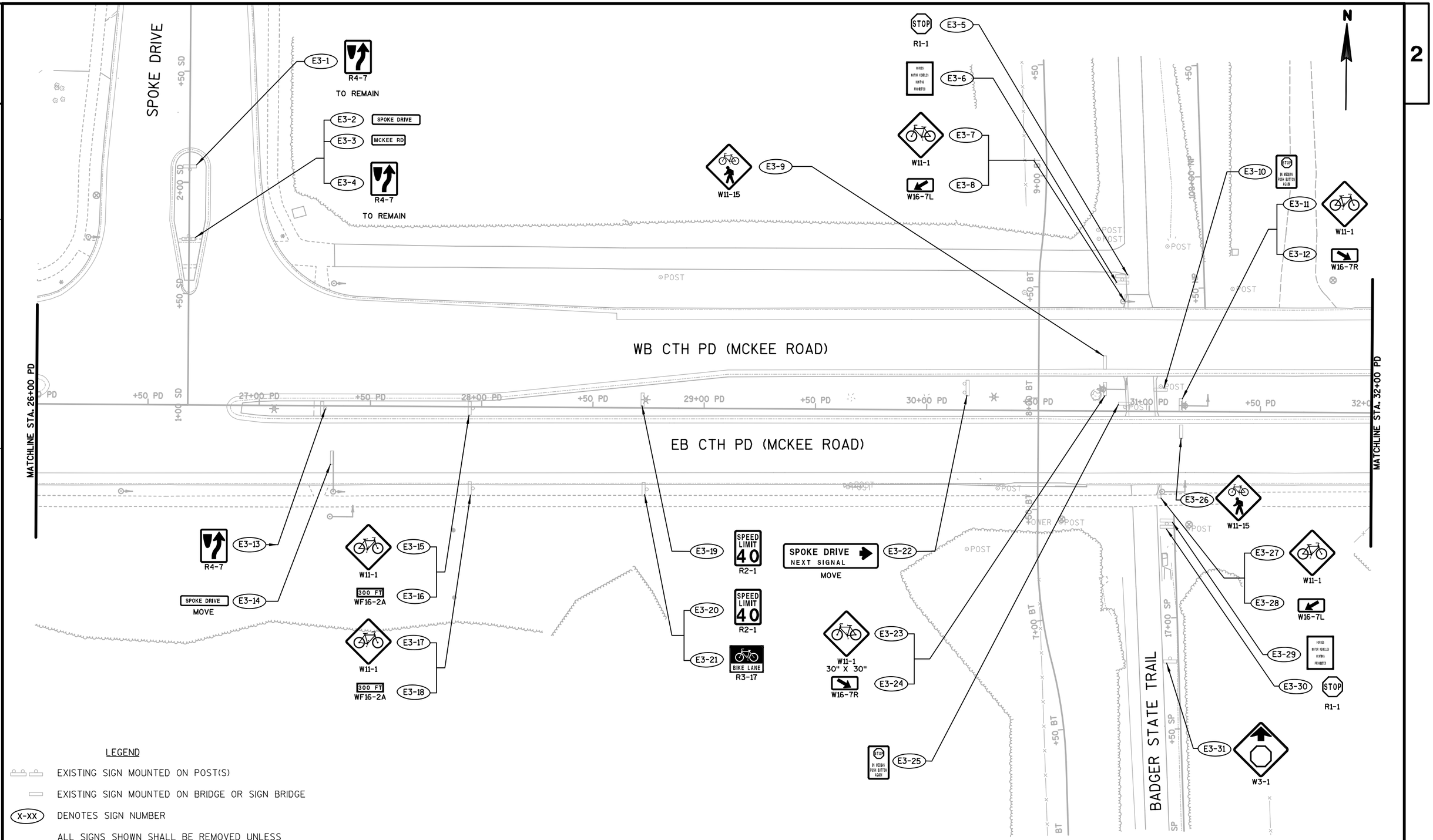
EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

X-XX DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

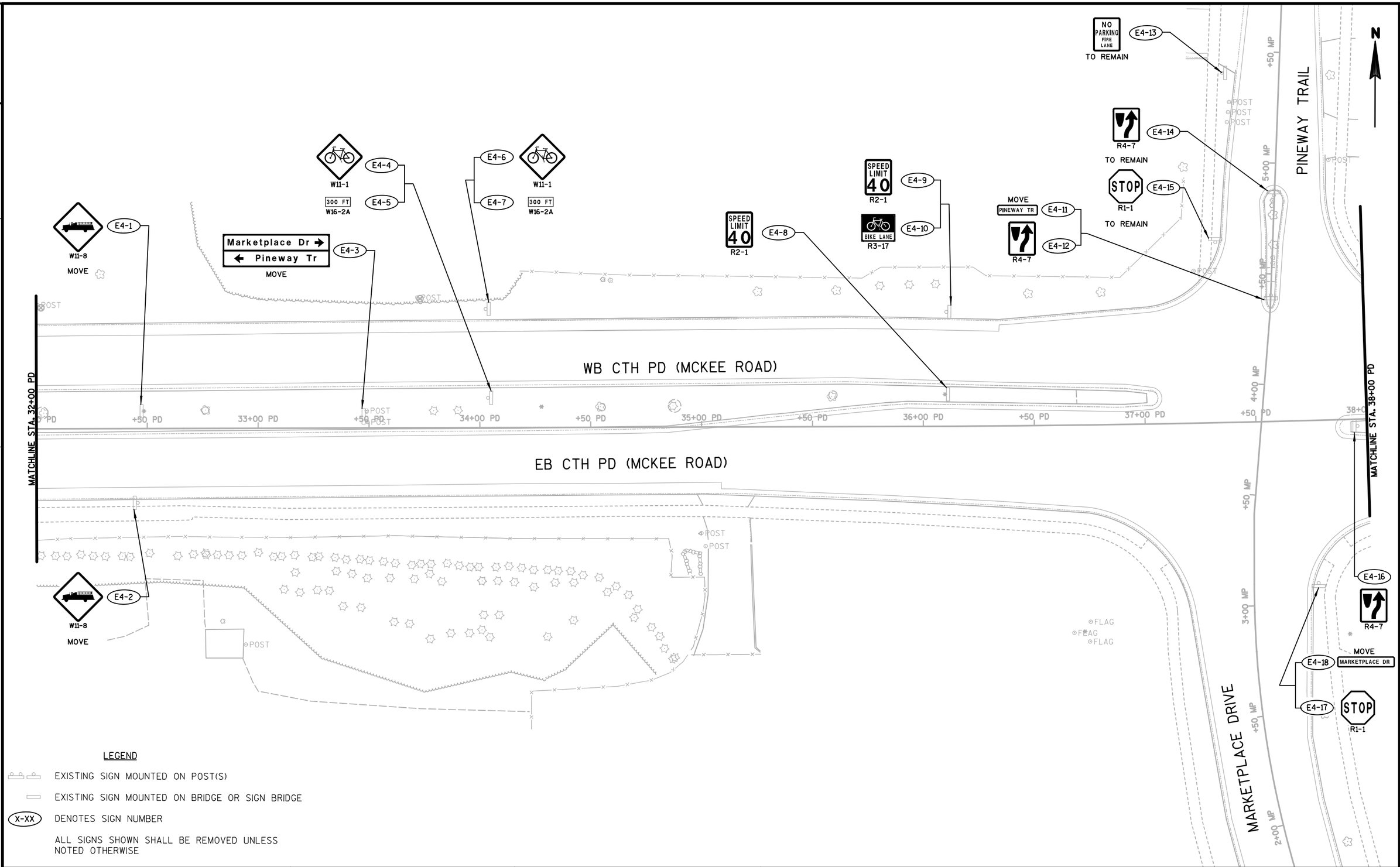
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EXISTING SIGNING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023151_es.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EXISTING SIGNING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023152_es.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- (X-XX) DENOTES SIGN NUMBER
- ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EXISTING SIGNING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023153_es.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 38+00 PD

MATCHLINE STA. 44+00 PD

TRUCKS OVER 8,000 LBS PROHIBITED
R10-64
E5-4

SPEED LIMIT 40
R2-1
E5-3

Seminole Hwy
D1-1
MOVE
E5-5

E5-6
Marketplace Dr
Pineway Tr
MOVE

E5-7
W11-8

POST

WB CTH PD (MCKEE ROAD)

39+00 PD +50 PD 40+00 PD +50 PD 41+00 PD +50 PD 42+00 PD +50 PD 43+00 PD +50 PD 44+00 PD

EB CTH PD (MCKEE ROAD)

E5-2
SPEED LIMIT 40
R2-1

E5-1
BIKE LANE
R3-17

E5-8
W11-8

OAK CENTER WAY
TO REMAIN
E5-9

E5-10
STOP
R1-1
TO REMAIN

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

X-XX DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EXISTING SIGNING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023154_es.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

X-XX DENOTES SIGN NUMBER

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.

N

MATCHLINE STA. 8+50 SH

E6-11 TRUCKS OVER 5,000 LBS PROHIBITED R10-64

E6-12 MCKEE RD-CTH PD

E6-13 SEMINOLE VILLAGE POND MOVING POND SIGN REQ'D

E6-18 COUNTY PD M1-5A

E6-19 SPEED LIMIT 40 R2-1 TO REMAIN

E6-23 M METRO REMOVED BY OTHERS

E6-6 STOP R1-1F

E6-5 S SEMINOLE HWY MOVE

E6-1 BIKE LANE R3-17

E6-3 COUNTY PD M1-5A

E6-2 SPEED LIMIT 40 R2-1

E6-4 R3-4

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 44+00 PD

+50 PD | 45+00 PD | +50 PD | 46+00 PD | +50 PD | 47+00 PD | +50 PD | 48+00 PD | +50 PD | 49+00 PD | +50 PD | 50+00 PD

8+00 SH | +50 SH | 7+00 SH

8+00 SL | +50 SL | 9+00 SL | +50 SL | 10+00 SL

MATCHLINE STA. 50+00 PD

E6-14 R3-4

E6-7 R4-7

EB CTH PD (MCKEE ROAD)

E6-8 MCKEE RD-CTH PD

E6-15 R4-7

E6-20 BIKE LANE R3-17 TO REMAIN

E6-16 S SEMINOLE HWY MOVE

E6-17 M METRO REMOVED BY OTHERS

E6-10 STOP R1-1F

SEMINOLE HIGHWAY

+50 SH | 6+00 SH | +50 SH | SH

E6-9 BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4

MATCHLINE STA. 5+00 SH

N

RIGHT LANE MUST TURN RIGHT R3-7R TO REMAIN

E6-21

SEMINOLE HIGHWAY

+50 SH | 5+00

MATCHLINE STA. 5+00 SH

Seminole Hwy D1-1 84" X 15" MOVE

E6-22

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 50+00 PD

PD | +50 PD | 51+00 PD | +50 PD | 52+

SL | +50 SL

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EXISTING SIGNING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023155_es.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

WINDSWEPT WAY
E7-4
TO REMAIN

STOP
E7-5
R1-1
TO REMAIN

E7-6
R4-7
TO REMAIN

E7-7
W3-3

WINDSWEPT WAY

ONLY ONLY ONLY
R3-8W
E7-3

POST

POST

POST

SEMINOLE HIGHWAY

MATCHLINE STA. 8+50 SH

8+50 SH
9+00 SH
+50 SH
10+00 SH
+50 SH
11+00 SH
+50 SH
12+00 SH
+50 SH
13+00 SH
+50 SH
14+00 SH
+50

E7-1
SPEED LIMIT 40
R2-1

E7-2
W1-2R

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE

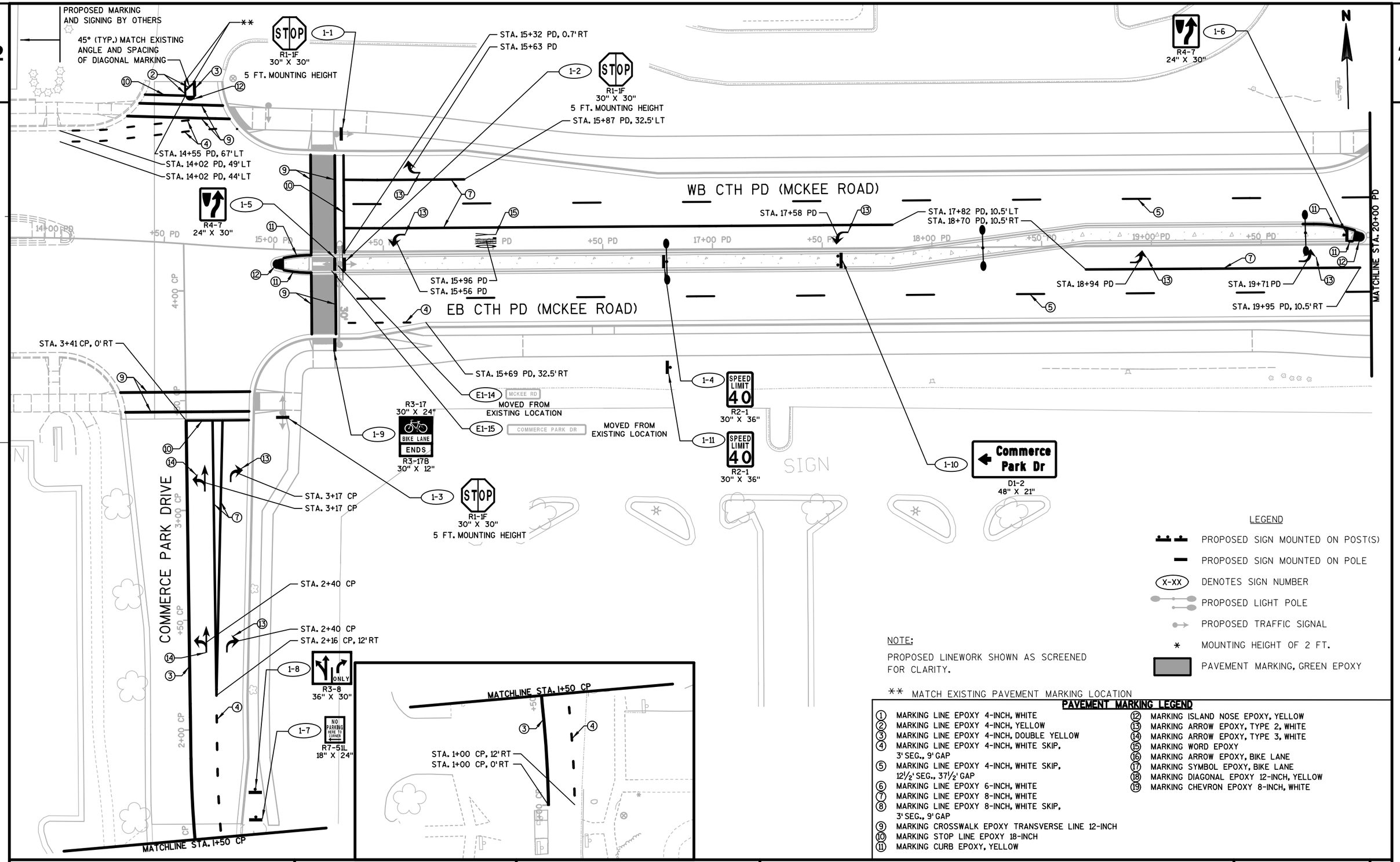
X-XX DENOTES SIGN NUMBER

ALL SIGNS SHOWN SHALL BE REMOVED UNLESS NOTED OTHERWISE

2

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	EXISTING SIGNING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023156_es.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

NOTE:

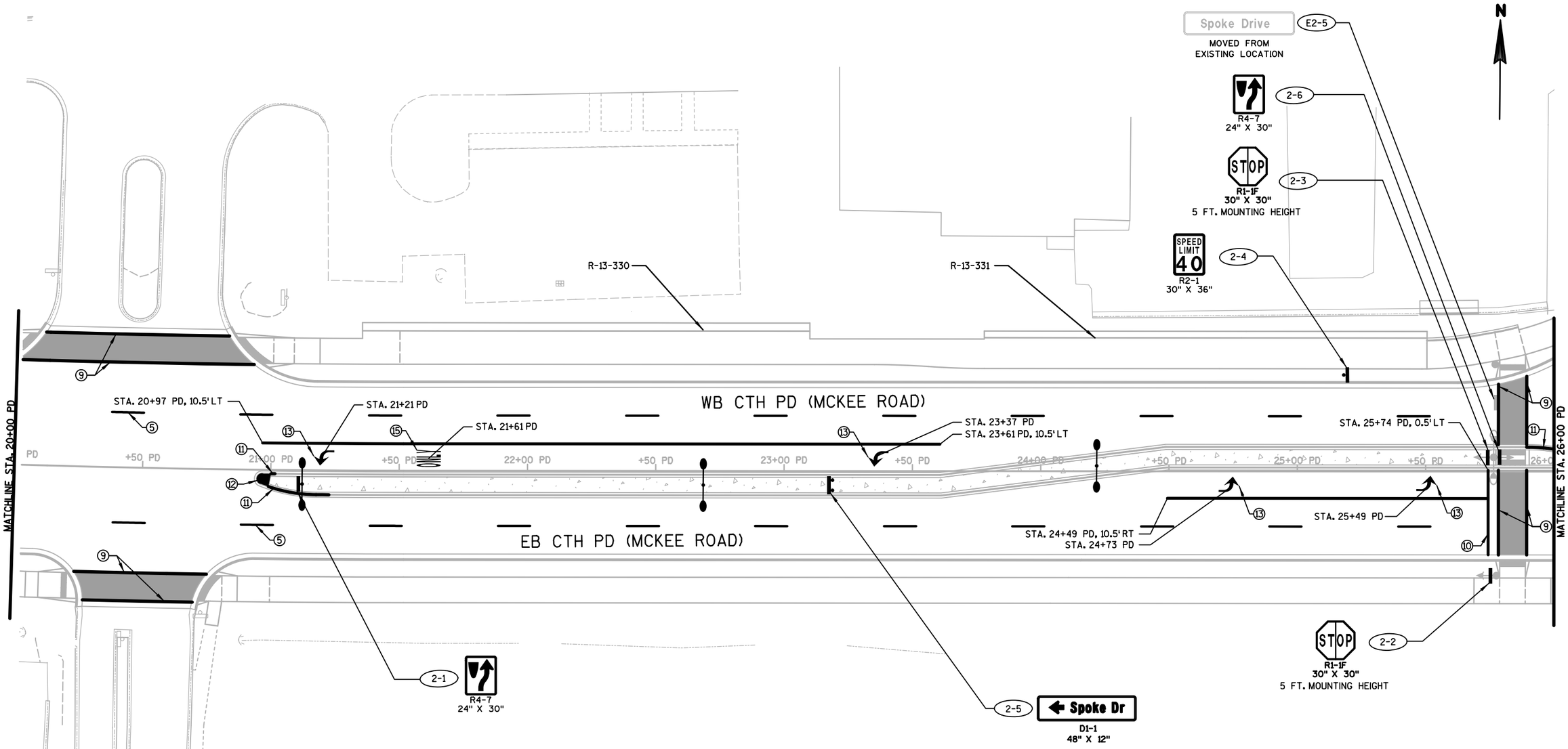
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

** MATCH EXISTING PAVEMENT MARKING LOCATION

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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING - CTH PD & COMMERCE PARK DRIVE	SHEET 96	E



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

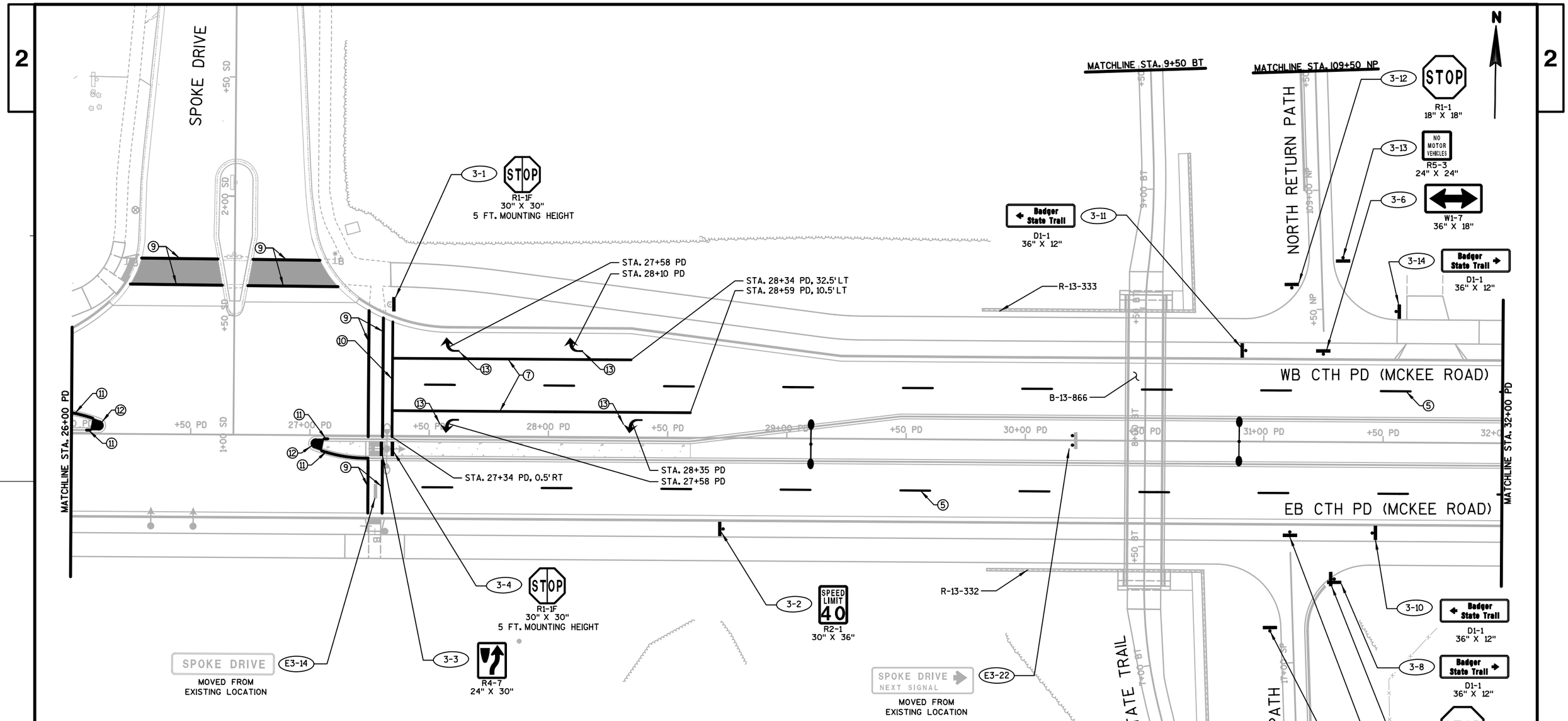
NOTE:

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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING - CTH PD (MCKEE ROAD)	SHEET 97	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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE

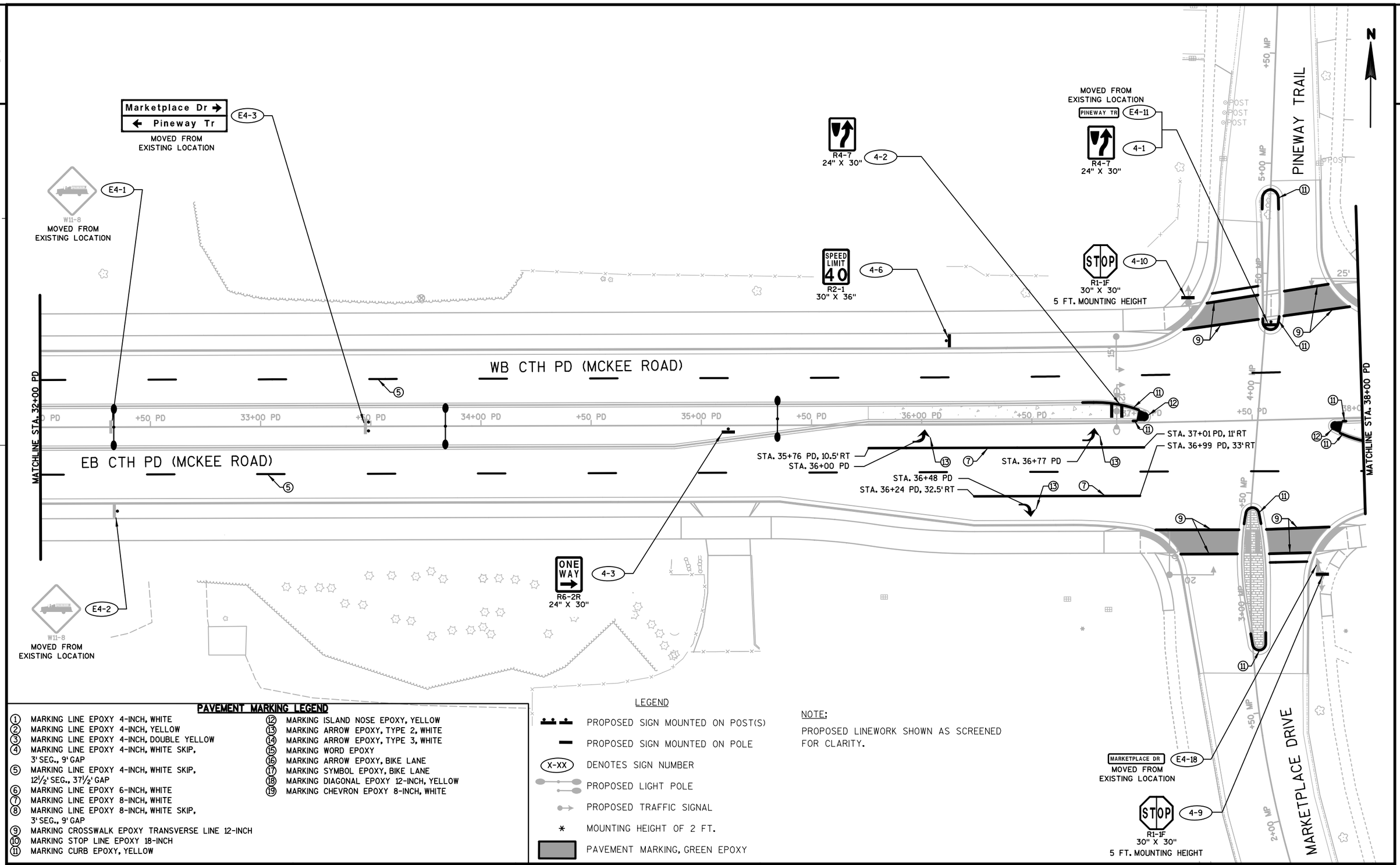
LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- (X-XX) DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING-CTH PD, SPOKE DR.,& BADGER TRAIL	SHEET 98	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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING - CTH PD & MARKETPLACE/PINEWAY	SHEET 99	E

2

N

E5-5 Seminole Hwy
D1-1
84" X 15"
MOVED FROM
EXISTING LOCATION

E5-6 ← Marketplace Dr
Pineway Tr →
MOVED FROM
EXISTING LOCATION

E5-7
W11-8
MOVED FROM
EXISTING LOCATION

SEE CONSTRUCTION DETAIL "LADDER CROSSWALK PAVEMENT MARKING"

STA. 38+13 PD, 32.5' LT
STA. 38+12 PD, 21.5' LT
STA. 38+12 PD, 10.5' LT

STA. 38+68 PD
STA. 38+92 PD, 32.5' LT

STA. 38+36 PD
STA. 38+76 PD

STA. 40+43 PD
STA. 40+67 PD, 10.5' LT
STA. 41+61 PD, 10.5' RT

STA. 40+73 PD, 21' RT

STA. 41+85 PD

STA. 41+77 PD

STA. 43+53 PD, 43.5' RT

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 38+00 PD

MATCHLINE STA. 44+00 PD

38+00 PD +50 PD 39+00 PD +50 PD 40+00 PD +50 PD 41+00 PD +50 PD 42+00 PD +50 PD 43+00 PD +50 PD 44+0

POST

5-3 SPEED LIMIT 40
R2-1
30" X 36"

5-2 BEGIN LEFT TURN LANE
R3-20L
24" X 36"

5-5
R4-7
24" X 30"

MOVED FROM
EXISTING LOCATION
E5-4 TRUCKS OVER 5,000 LBS PROHIBITED

SEE CONSTRUCTION DETAIL "LADDER CROSSWALK PAVEMENT MARKING"

E5-8
W11-8
MOVED FROM
EXISTING LOCATION

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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING - CTH PD (MCKEE ROAD)	SHEET 100	E

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- (X-XX) DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

** MATCH EXISTING PAVEMENT MARKING LOCATION

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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE

N

MOVED FROM EXISTING LOCATION — TRUCKS OVER 8,000 LBS PROHIBITED — E6-11, 6-12 A

MATCHLINE STA. 8+50 SH

STA. 8+15 SH

STA. 7+88 SH
STA. 7+76 SH
STA. 7+75 SH

STA. 8+32 SH
STA. 8+20 SH
STA. 8+21 SH
STA. 7+97 SH, 11' RT
STA. 7+81 SH

REMOVE AND RELOCATE POND SIGN REQ'D — E6-13 — SEMINOLE VILLAGE POND

5 FT. MOUNTING HEIGHT

A BIKE LANE R3-17 30" X 24" — B R4-7 24" X 30" — C W12-1D 24" X 24" — D STOP R1-1F 30" X 30" — E R3-4 24" X 24"

STA. 45+49 PD, 32.5' LT

R3-17 30" X 24" BIKE LANE ENDS R3-17B 30" X 12" — 6-11

SPEED LIMIT 40 R2-1 30" X 36" — 6-10

B 6-8, D 6-1, E 6-13

MCKEE RD 6-26

D 6-2

STA. 7+58 SH, 0' LT
STA. 7+56 SH, 11' LT

D 6-3

STA. 47+98 PD
STA. 48+38 PD

STA. 47+47 PD, 40' LT
STA. 47+45 PD, 30' LT
STA. 7+30 SH, 22' LT
STA. 7+32 SH, 11' LT

STA. 47+67 PD, 10.5' LT
STA. 47+64 PD, 0.2' RT
STA. 48+10 PD
STA. 47+98 PD
STA. 48+79 PD, 9.1' LT

MATCHLINE STA. 44+00 PD

WB CTH PD (MCKEE ROAD)

STA. 45+86 PD, 0.5' LT

(TYP.)

STA. 45+20 PD
STA. 45+60 PD

EB CTH PD (MCKEE ROAD)

STA. 45+13 PD
STA. 45+53 PD

E6-5 — S SEMINOLE HWY — MOVED FROM EXISTING LOCATION

STA. 46+11 PD, 32.5' RT
STA. 46+09 PD, 43.5' RT

B 6-21

STA. 6+38 SH, 0' RT

STA. 6+06 SH, 33.0' LT

S SEMINOLE HWY E6-16 — MOVED FROM EXISTING LOCATION — A 6-14

STA. 47+87 PD

6-9 C *

STA. 48+65 PD, 1.2' LT
STA. 48+27 PD

** — 6-7 D, 6-20 E, 6-4 D

D 6-6

MCKEE RD 6-25

STA. 5+73 SH, 33' LT

STA. 47+54 PD, 32.6' RT — 6-5 D

STA. 6+39 SH, 11' RT

A 6-22

STA. 5+50 SH
STA. 5+38 SH

SEMINOLE HIGHWAY

STA. 5+87 SH
STA. 6+06 SH, 11' LT
STA. 5+82 SH
STA. 5+42 SH
STA. 5+45 SH

6-23 — RIGHT LANE MUST TURN RIGHT R3-7R 30" X 30"

STA. 5+34 SH
STA. 5+33 SH
STA. 5+10 SH, 16' RT
STA. 5+10 SH, 11' RT

MATCHLINE STA. 5+00 SH

SPEED LIMIT 40 R2-1 30" X 36" — 6-15

EXTEND TO STA. 2+87 SH
MATCH EXISTING AT STA. 2+11 SH
BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4 36" X 30" — 6-17

STA. 4+92 SH, 38' LT
STA. 4+92 SH, 33' LT

MATCH EXISTING AT STA. 1+00 SH

SEMINOLE HIGHWAY

MATCHLINE STA. 5+00 SH

LEFT LANE MUST TURN LEFT R3-7L 30" X 30" — 6-24
BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4 36" X 30" — 6-16

* EXTEND TO STA. 3+07 SH
PROVIDE MARKING LINE EPOXY 4-INCH, WHITE SKIP, 12.5' SEG., 37.5' GAP STA. 1+00 SH TO STA. 3+07 SH

N

STA. 50+60 PD
STA. 50+48 PD
STA. 50+59 PD
STA. 50+83 PD, 32.6' LT
STA. 50+83 PD, 27.6' LT

BEGIN RIGHT TURN LANE YIELD TO BIKES R4-4 36" X 30" — 6-19

STA. 51+73 PD, 33' LT

MATCHLINE STA. 50+00 PD

WB CTH PD (MCKEE ROAD)

MATCH EXISTING AT STA. 53+27 PD

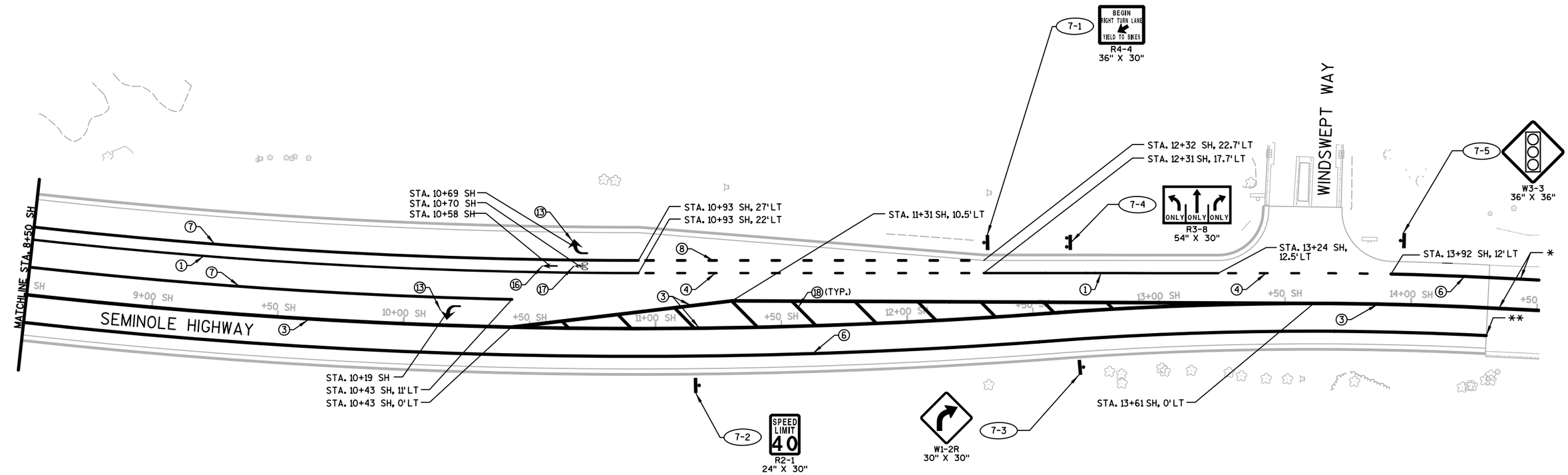
STA. 50+83 PD, 5.6' LT
STA. 50+59 PD, 2.6' LT
STA. 50+35 PD

6-18 — BEGIN LEFT TURN LANE R3-20L 24" X 36"

Seminole Hwy E6-22 — MOVED FROM EXISTING LOCATION

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING - CTH PD & SEMINOLE HIGHWAY	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023205_ps_pm.dgn PLOT DATE : 12/2/2019 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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3' SEG., 9' GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE

LEGEND

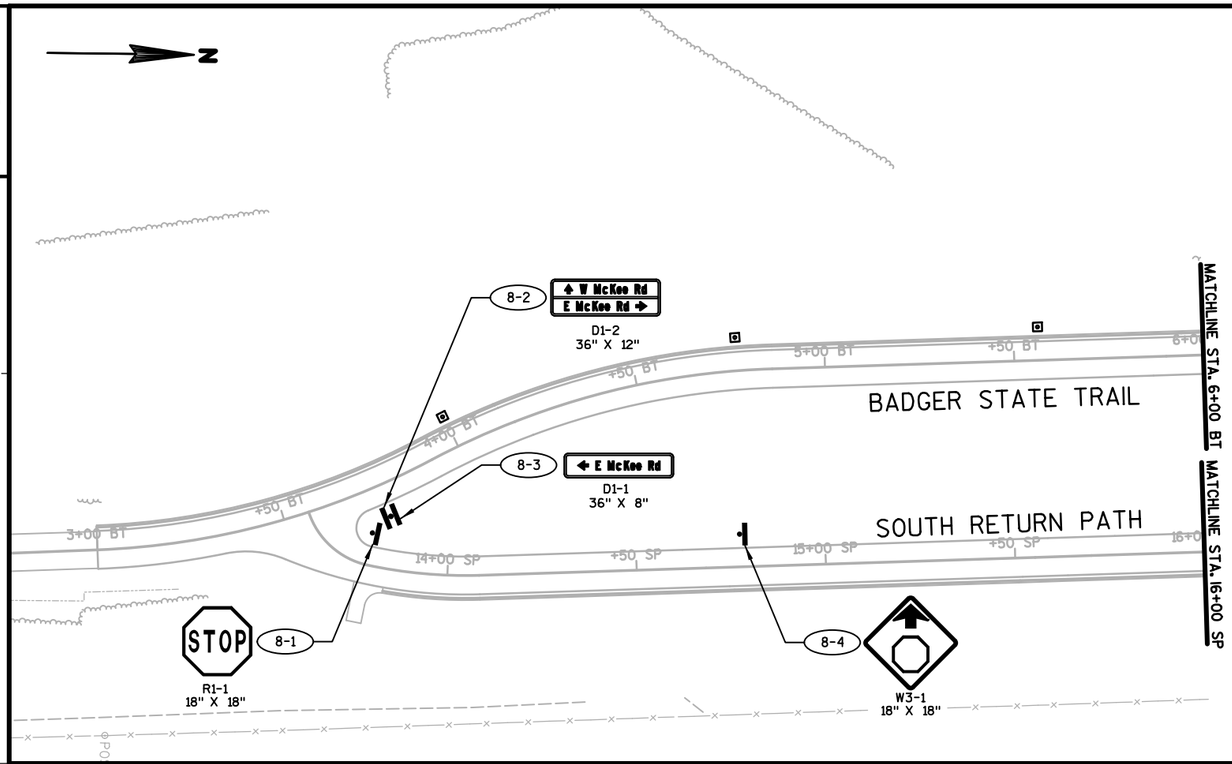
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

NOTE:

PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

* MATCH EXISTING PAVEMENT MARKING LOCATION AT STA. 15+15 SH
** MATCH EXISTING PAVEMENT MARKING LOCATION

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING - SEMINOLE HIGHWAY	SHEET 102	E



NOTE:

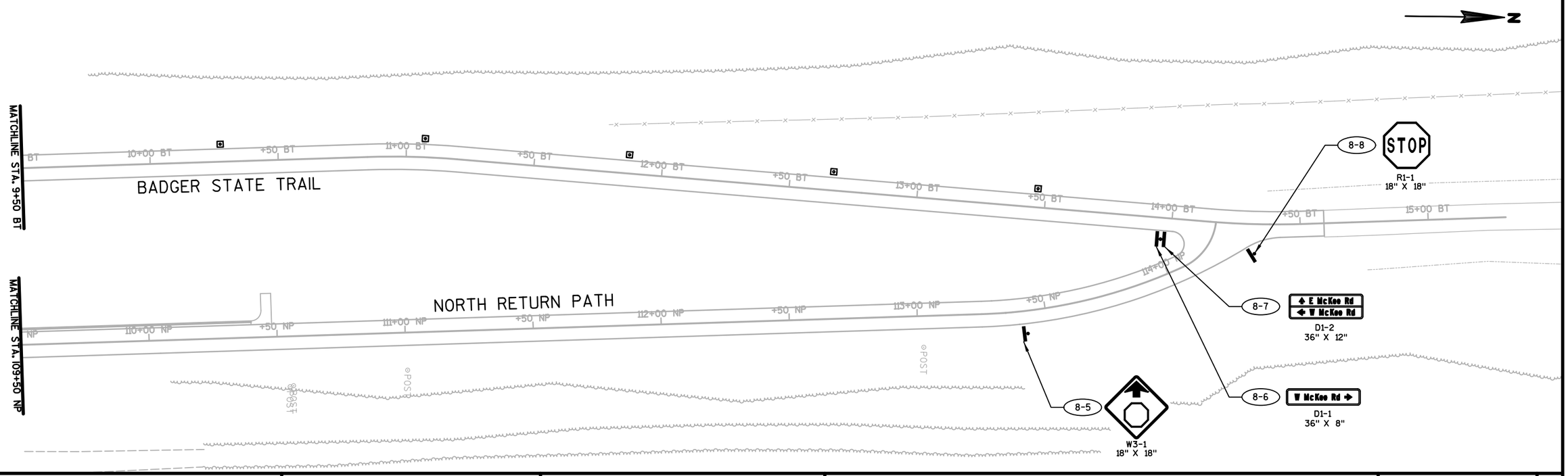
PROPOSED LINEWORK SHOWN AS SCREENED FOR CLARITY.

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POLE
- X-XX DENOTES SIGN NUMBER
- PROPOSED LIGHT POLE
- PROPOSED TRAFFIC SIGNAL
- * MOUNTING HEIGHT OF 2 FT.
- PAVEMENT MARKING, GREEN EPOXY

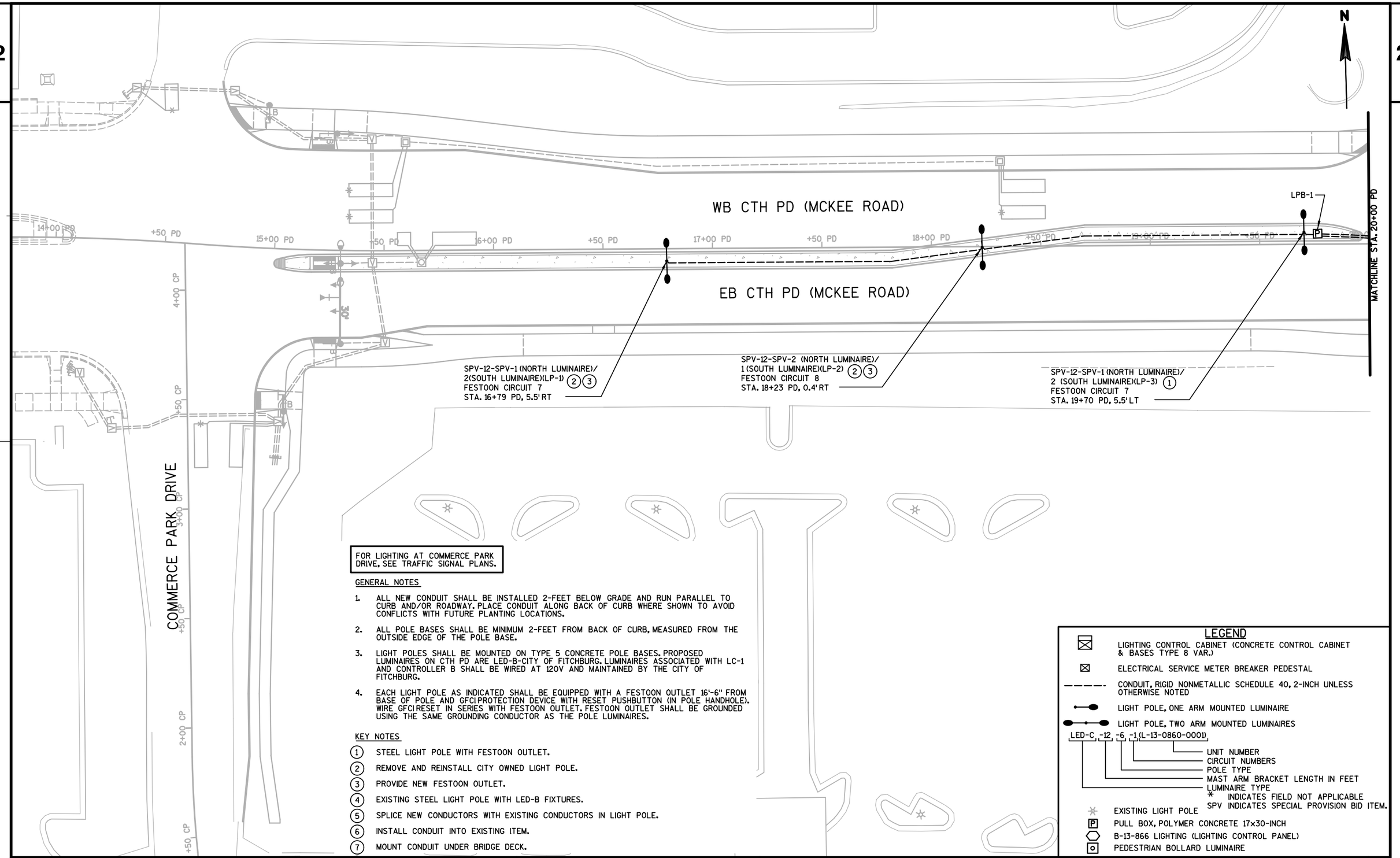
PAVEMENT MARKING LEGEND

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 6-INCH, WHITE
7. MARKING LINE EPOXY 8-INCH, WHITE
8. MARKING LINE EPOXY 8-INCH, WHITE SKIP, 3'SEG., 9'GAP
9. MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH
10. MARKING STOP LINE EPOXY 18-INCH
11. MARKING CURB EPOXY, YELLOW
12. MARKING ISLAND NOSE EPOXY, YELLOW
13. MARKING ARROW EPOXY, TYPE 2, WHITE
14. MARKING ARROW EPOXY, TYPE 3, WHITE
15. MARKING WORD EPOXY
16. MARKING ARROW EPOXY, BIKE LANE
17. MARKING SYMBOL EPOXY, BIKE LANE
18. MARKING DIAGONAL EPOXY 12-INCH, YELLOW
19. MARKING CHEVRON EPOXY 8-INCH, WHITE



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING & MARKING - BADGER STATE TRAIL	SHEET 103	E

2



FOR LIGHTING AT COMMERCE PARK DRIVE, SEE TRAFFIC SIGNAL PLANS.

GENERAL NOTES

1. ALL NEW CONDUIT SHALL BE INSTALLED 2-FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB WHERE SHOWN TO AVOID CONFLICTS WITH FUTURE PLANTING LOCATIONS.
2. ALL POLE BASES SHALL BE MINIMUM 2-FEET FROM BACK OF CURB, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.
3. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-1 AND CONTROLLER B SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON (IN POLE HANDHOLE). WIRE GFCI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR AS THE POLE LUMINAIRES.

KEY NOTES

(1) STEEL LIGHT POLE WITH FESTOON OUTLET.
(2) REMOVE AND REINSTALL CITY OWNED LIGHT POLE.
(3) PROVIDE NEW FESTOON OUTLET.
(4) EXISTING STEEL LIGHT POLE WITH LED-B FIXTURES.
(5) SPLICE NEW CONDUCTORS WITH EXISTING CONDUCTORS IN LIGHT POLE.
(6) INSTALL CONDUIT INTO EXISTING ITEM.
(7) MOUNT CONDUIT UNDER BRIDGE DECK.

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET & BASES TYPE 8 VAR.)
- 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

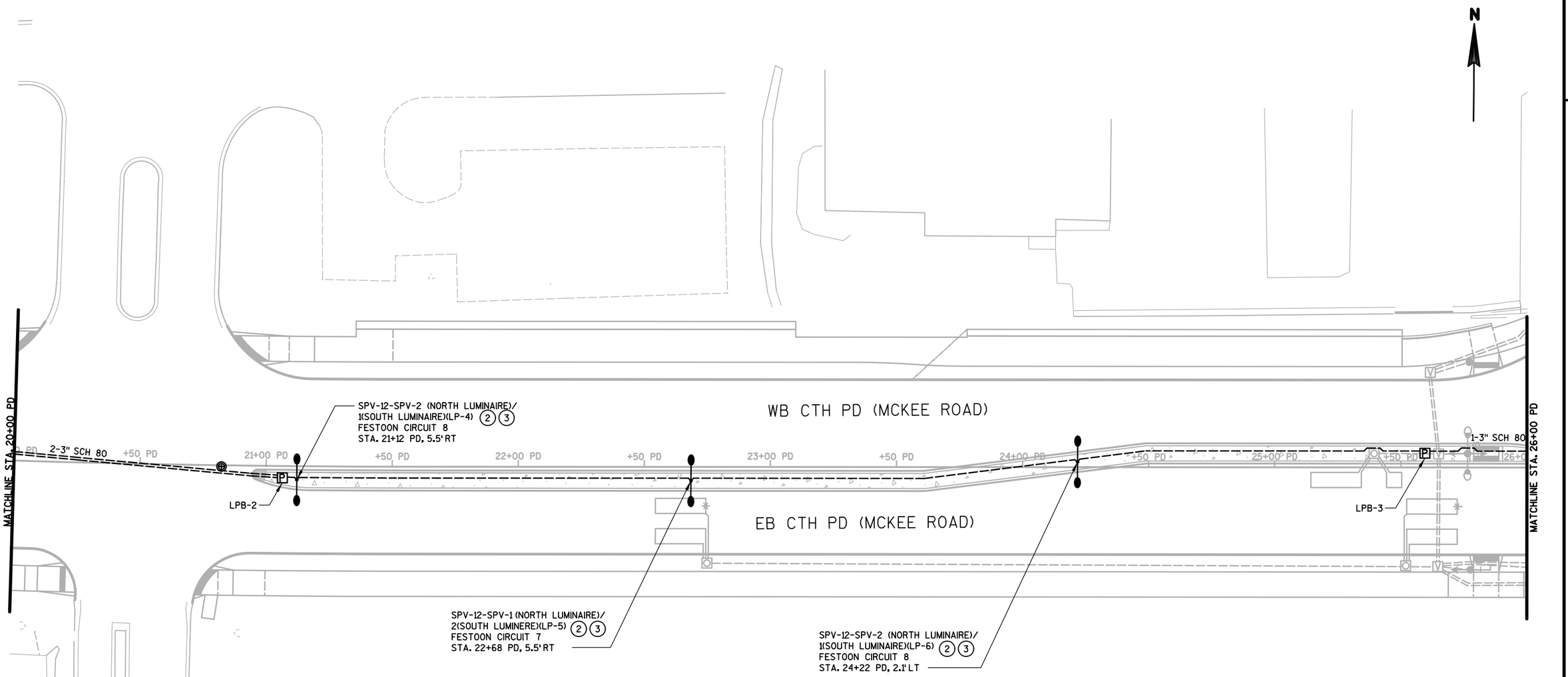
LED-C, -12, -6, -1 (L-13-0860-0001)

- 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
- B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- PEDESTRIAN BOLLARD LUMINAIRE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023500_lp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



GENERAL NOTES

1. ALL NEW CONDUIT SHALL BE INSTALLED 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.
2. ALL POLE BASES SHALL BE MINIMUM 2-FEET FROM BACK OF CURB, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE. COORDINATE POLE BASE ELEVATIONS WITH CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
3. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-1 AND CONTROLLER B SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON (IN POLE HANDHOLE). WIRE GFCI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR AS THE POLE LUMINAIRES.

KEY NOTES

(1) STEEL LIGHT POLE WITH FESTOON OUTLET.
(2) REMOVE AND REINSTALL CITY OWNED LIGHT POLE.
(3) PROVIDE NEW FESTOON OUTLET.
(4) EXISTING STEEL LIGHT POLE WITH LED-B FIXTURES.
(5) SPLICE NEW CONDUCTORS WITH EXISTING CONDUCTORS IN LIGHT POLE.
(6) INSTALL CONDUIT INTO EXISTING ITEM.
(7) MOUNT CONDUIT UNDER BRIDGE DECK.

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET & BASES TYPE 8 VAR.)
- 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

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
- B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- PEDESTRIAN BOLLARD LUMINAIRE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023501_lp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

SPOKE DRIVE

MATCHLINE STA. 9+50 BT

BOL-7
STA. 9+48 BT, 9'LT

BADGER STATE TRAIL

NORTH RETURN PATH

FOR LIGHTING AND CONDUIT AT THE BRIDGE, SEE B-13-866 LIGHTING PLAN

BOL-6
STA. 8+70 BT, 11.0'LT

1½" SCH 40

1½" SCH 40

LCP-NORTH

LPB-6

LC-1

WB CTH PD (MCKEE ROAD)

2-3" SCH 80

1-3" SCH 80

MATCHLINE STA. 26+00 PD

MATCHLINE STA. 32+00 PD

LPB-4

LPB-5

SPV-12-SPV-1 (NORTH LUMINAIRE)/
2(SOUTH LUMINAIRE)(LP-7) (2) (3)
FESTOON CIRCUIT 7
STA. 29+10 PD, 2.5'RT

EB CTH PD (MCKEE ROAD)

SPV-12-SPV-4 (NORTH LUMINAIRE)/
3(SOUTH LUMINAIRE)(LP-8) (2) (3)
FESTOON CIRCUIT 10
STA. 30+90 PD, 0.0'

FOR LIGHTING AT SPOKE DRIVE, SEE TRAFFIC SIGNAL PLANS.

LPB-7

LCP-SOUTH

1½" SCH 40

BOL-1
STA. 7+17 BT, 10.0'LT

SOUTH RETURN PATH

POST

BOL-2
STA. 6+36 BT, 9'LT

MATCHLINE STA. 6+00 BT

LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET & BASES TYPE 8 VAR.)
- 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
- 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
- B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- PEDESTRIAN BOLLARD LUMINAIRE

GENERAL NOTES

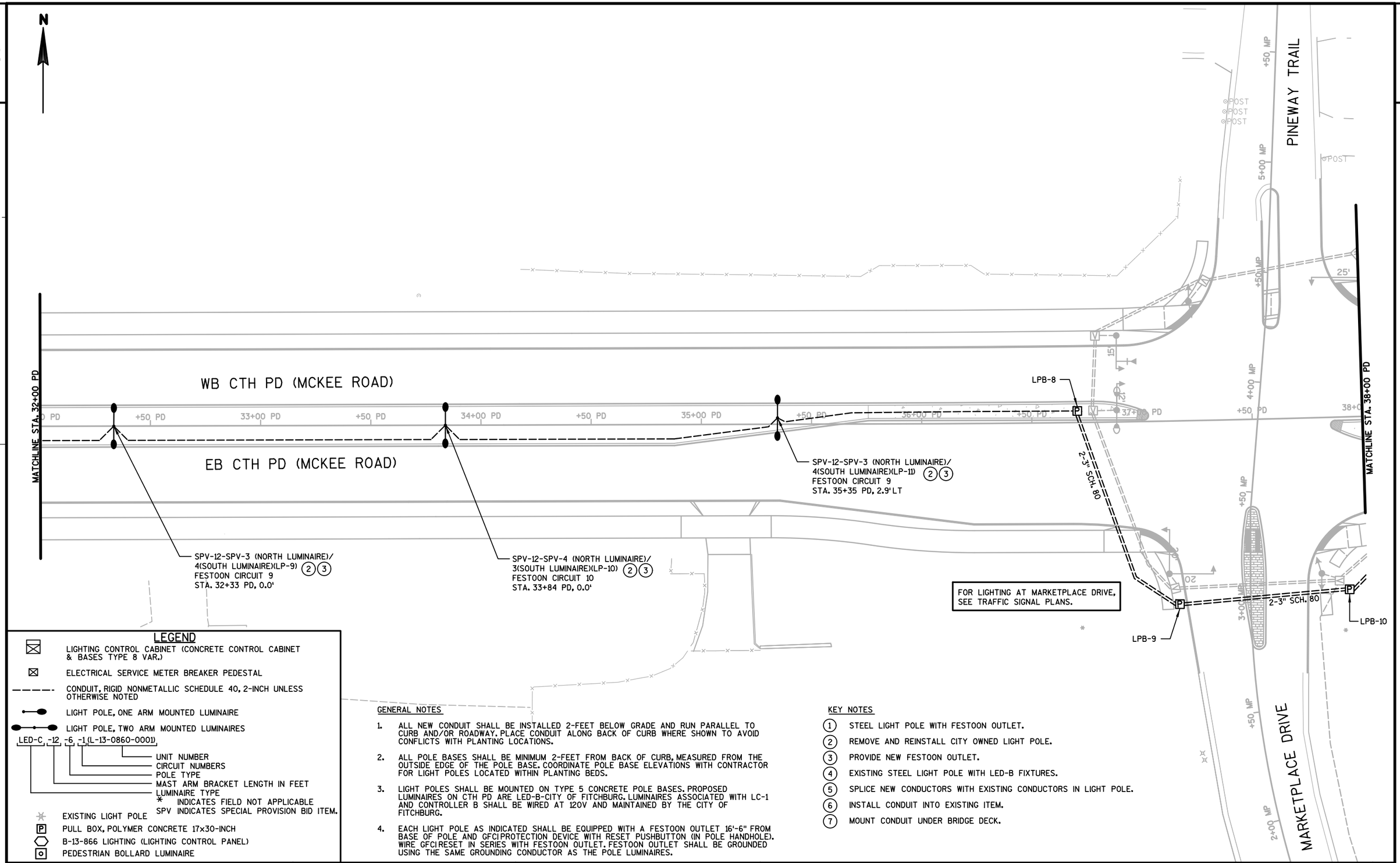
1. ALL NEW CONDUIT SHALL BE INSTALLED 2-FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY. PLACE CONDUIT ALONG BACK OF CURB WHERE SHOWN TO AVOID CONFLICTS WITH PLANTING LOCATIONS.
2. ALL POLE BASES SHALL BE MINIMUM 2-FEET FROM BACK OF CURB, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE. COORDINATE POLE BASE ELEVATIONS WITH CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
3. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-1 AND CONTROLLER B SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON (IN POLE HANDHOLE). WIRE GFCI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR AS THE POLE LUMINAIRES.

KEY NOTES

1. STEEL LIGHT POLE WITH FESTOON OUTLET.
2. REMOVE AND REINSTALL CITY OWNED LIGHT POLE.
3. PROVIDE NEW FESTOON OUTLET.
4. EXISTING STEEL LIGHT POLE WITH LED-B FIXTURES.
5. SPLICE NEW CONDUCTORS WITH EXISTING CONDUCTORS IN LIGHT POLE.
6. INSTALL CONDUIT INTO EXISTING ITEM.
7. MOUNT CONDUIT UNDER BRIDGE DECK.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD), SPOKE DRIVE, & BADGER TRAIL	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023502_lp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET & BASES TYPE 8 VAR.)
- 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
- 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
- B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- PEDESTRIAN BOLLARD LUMINAIRE

GENERAL NOTES

1. ALL NEW CONDUIT SHALL BE INSTALLED 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.
2. ALL POLE BASES SHALL BE MINIMUM 2-FEET FROM BACK OF CURB, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE. COORDINATE POLE BASE ELEVATIONS WITH CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
3. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-1 AND CONTROLLER B SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON (IN POLE HANDHOLE). WIRE GFCI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR AS THE POLE LUMINAIRES.

KEY NOTES

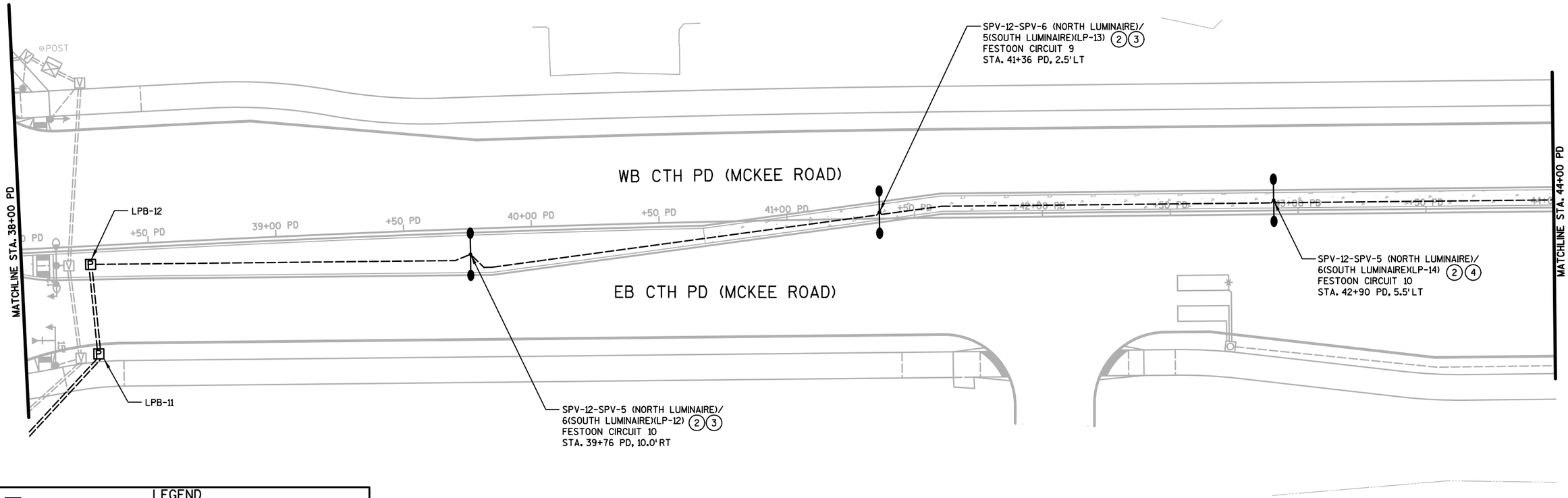
1. STEEL LIGHT POLE WITH FESTOON OUTLET.
2. REMOVE AND REINSTALL CITY OWNED LIGHT POLE.
3. PROVIDE NEW FESTOON OUTLET.
4. EXISTING STEEL LIGHT POLE WITH LED-B FIXTURES.
5. SPLICE NEW CONDUCTORS WITH EXISTING CONDUCTORS IN LIGHT POLE.
6. INSTALL CONDUIT INTO EXISTING ITEM.
7. MOUNT CONDUIT UNDER BRIDGE DECK.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD) & MARKETPLACE/PINEWAY	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023503_lp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N



LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET & BASES TYPE 8 VAR.)
- 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

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
- B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- PEDESTRIAN BOLLARD LUMINAIRE

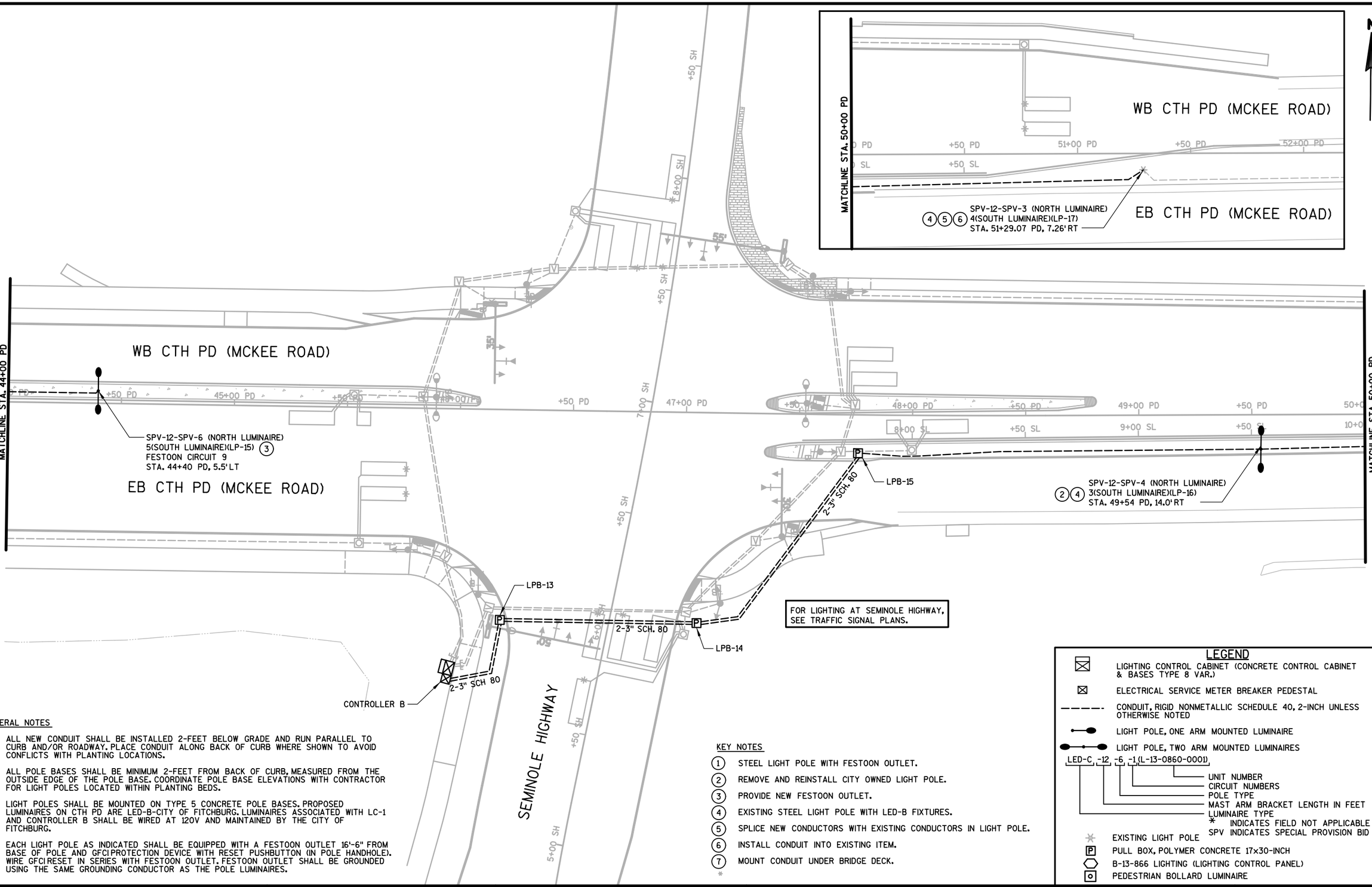
GENERAL NOTES

1. ALL NEW CONDUIT SHALL BE INSTALLED 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.
2. ALL POLE BASES SHALL BE MINIMUM 2-FEET FROM BACK OF CURB, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE. COORDINATE POLE BASE ELEVATIONS WITH CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
3. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-1 AND CONTROLLER B SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON (IN POLE HANDHOLE). WIRE GFCI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR AS THE POLE LUMINAIRES.

KEY NOTES

(1) STEEL LIGHT POLE WITH FESTOON OUTLET.
(2) REMOVE AND REINSTALL CITY OWNED LIGHT POLE.
(3) PROVIDE NEW FESTOON OUTLET.
(4) EXISTING STEEL LIGHT POLE WITH LED-B FIXTURES.
(5) SPLICE NEW CONDUCTORS WITH EXISTING CONDUCTORS IN LIGHT POLE.
(6) INSTALL CONDUIT INTO EXISTING ITEM.
(7) MOUNT CONDUIT UNDER BRIDGE DECK.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD)	SHEET 108	E



GENERAL NOTES

1. ALL NEW CONDUIT SHALL BE INSTALLED 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.
2. ALL POLE BASES SHALL BE MINIMUM 2-FEET FROM BACK OF CURB, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE. COORDINATE POLE BASE ELEVATIONS WITH CONTRACTOR FOR LIGHT POLES LOCATED WITHIN PLANTING BEDS.
3. LIGHT POLES SHALL BE MOUNTED ON TYPE 5 CONCRETE POLE BASES. PROPOSED LUMINAIRES ON CTH PD ARE LED-B-CITY OF FITCHBURG. LUMINAIRES ASSOCIATED WITH LC-1 AND CONTROLLER B SHALL BE WIRED AT 120V AND MAINTAINED BY THE CITY OF FITCHBURG.
4. EACH LIGHT POLE AS INDICATED SHALL BE EQUIPPED WITH A FESTOON OUTLET 16'-6" FROM BASE OF POLE AND GFCI PROTECTION DEVICE WITH RESET PUSHBUTTON (IN POLE HANDHOLE). WIRE GFCI RESET IN SERIES WITH FESTOON OUTLET. FESTOON OUTLET SHALL BE GROUNDED USING THE SAME GROUNDING CONDUCTOR AS THE POLE LUMINAIRES.

KEY NOTES

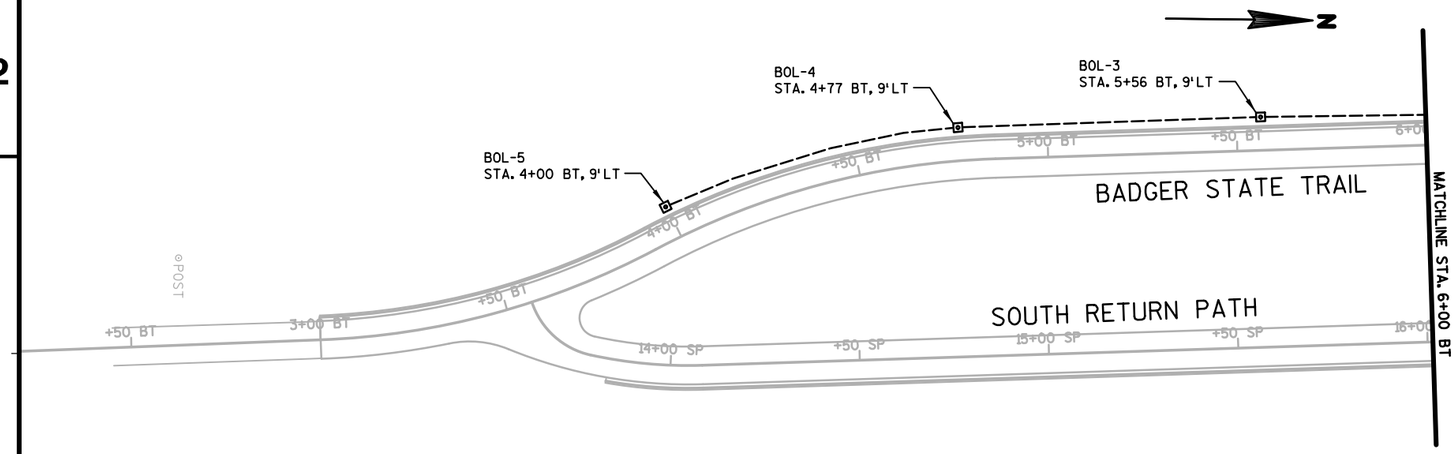
1. STEEL LIGHT POLE WITH FESTOON OUTLET.
2. REMOVE AND REINSTALL CITY OWNED LIGHT POLE.
3. PROVIDE NEW FESTOON OUTLET.
4. EXISTING STEEL LIGHT POLE WITH LED-B FIXTURES.
5. SPLICE NEW CONDUCTORS WITH EXISTING CONDUCTORS IN LIGHT POLE.
6. INSTALL CONDUIT INTO EXISTING ITEM.
7. MOUNT CONDUIT UNDER BRIDGE DECK.

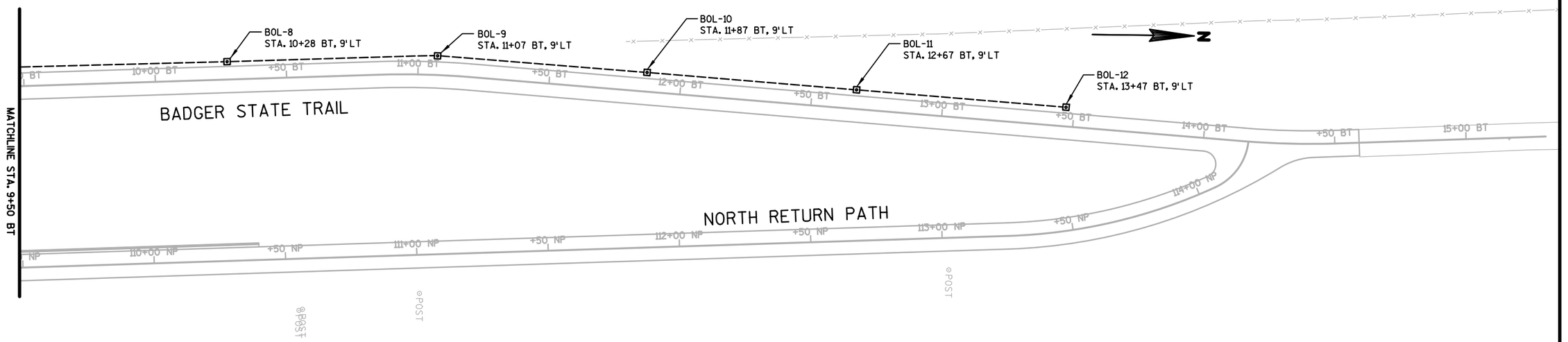
LEGEND

- LIGHTING CONTROL CABINET (CONCRETE CONTROL CABINET & BASES TYPE 8 VAR.)
- 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
- 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
- B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- PEDESTRIAN BOLLARD LUMINAIRE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - CTH PD (MCKEE ROAD) & SEMINOLE HIGHWAY	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\023505_lp.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42





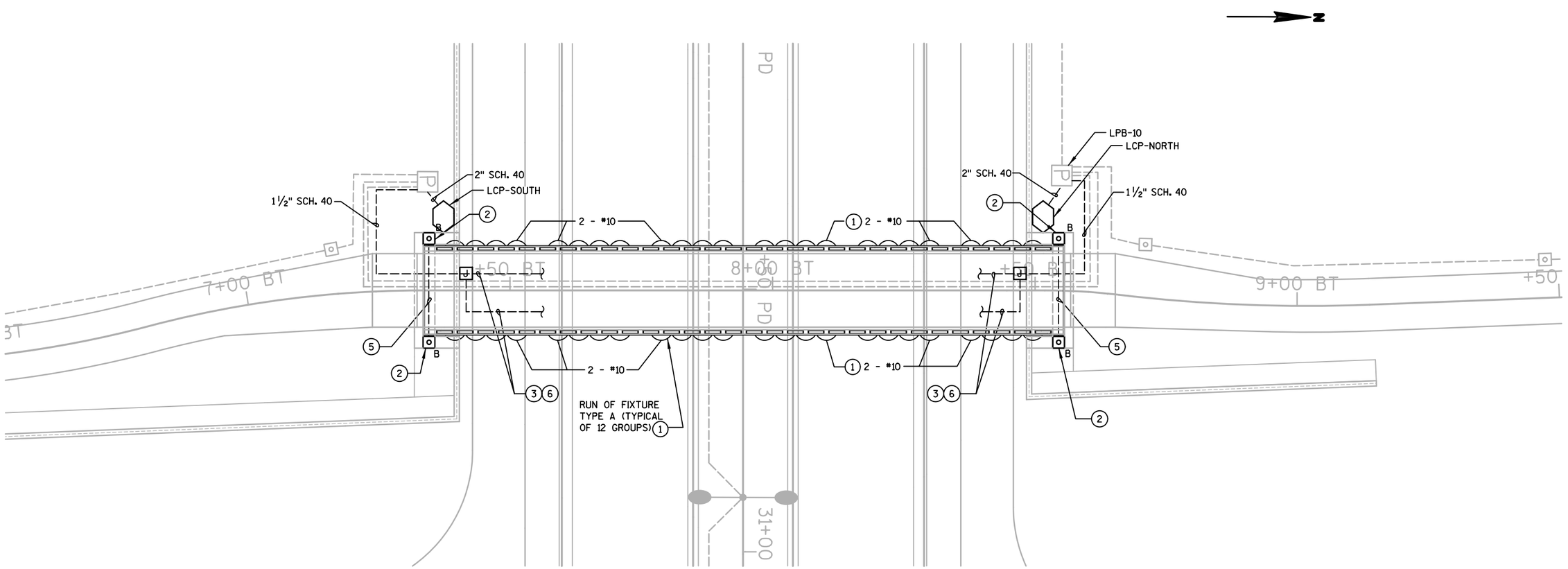
LEGEND

- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 1½-INCH UNLESS OTHERWISE NOTED
- [J] B-13-866 LIGHTING (JUNCTION BOX)
- ▭ B-13-866 LIGHTING (FIXTURE TYPE A, LED HANDRAIL LUMINAIRE)
- [B] B-13-866 LIGHTING (FIXTURE TYPE B, PILLAR LUMINAIRE)
- [ ] PEDESTRIAN BOLLARD LUMINAIRE
- ⬡ B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- [P] PULL BOX, POLYMER CONCRETE, 17" X 30"

GENERAL NOTES

1. ALL NEW CONDUIT SHALL BE INSTALLED 2-FEET BELOW GRADE AND RUN PARALLEL TO BACK OF CURB OR EDGE OF PAVEMENT.
2. ALL BOLLARD BASES SHALL BE MINIMUM 2-FEET FROM EDGE OF PAVEMENT.
3. BOLLARD LIGHTS SHALL BE MOUNTED ON CONCRETE BASES AS SHOWN ON THE BOLLARD MOUNTING DETAIL. TYPICAL FOR ALL BOLLARD LIGHTS.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - BADGER STATE TRAIL	SHEET 110	E



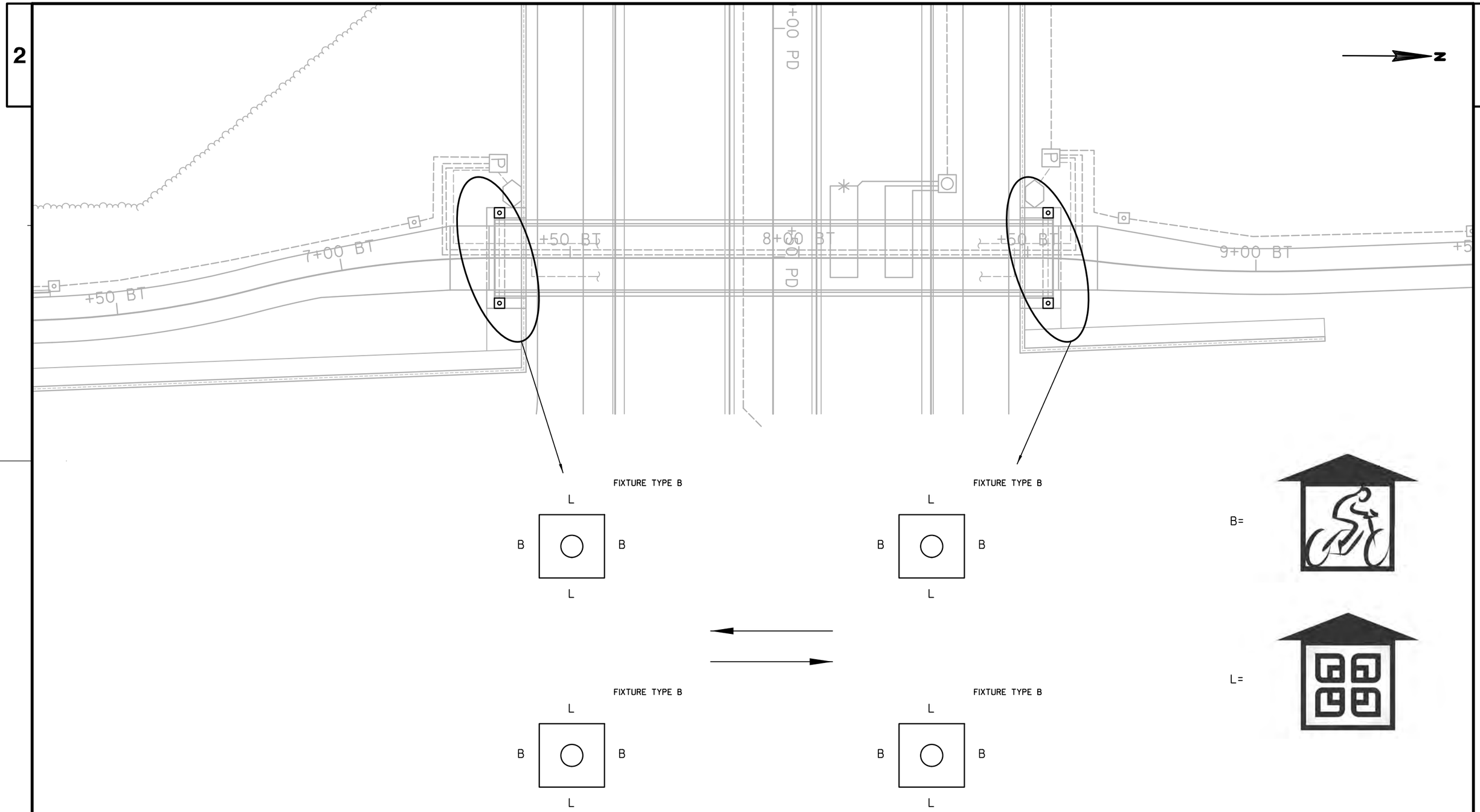
LEGEND

- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, ¾-INCH UNLESS OTHERWISE NOTED
- J — B-13-866 LIGHTING (JUNCTION BOX)
- B-13-866 LIGHTING (FIXTURE TYPE A, LED HANDRAIL LUMINAIRE)
- B — B-13-866 LIGHTING (FIXTURE TYPE B, PILLAR LUMINAIRE)
- PEDESTRIAN BOLLARD LUMINAIRE
- B-13-866 LIGHTING (LIGHTING CONTROL PANEL)
- P — PULL BOX, POLYMER CONCRETE, 17" X 30"

KEYNOTES

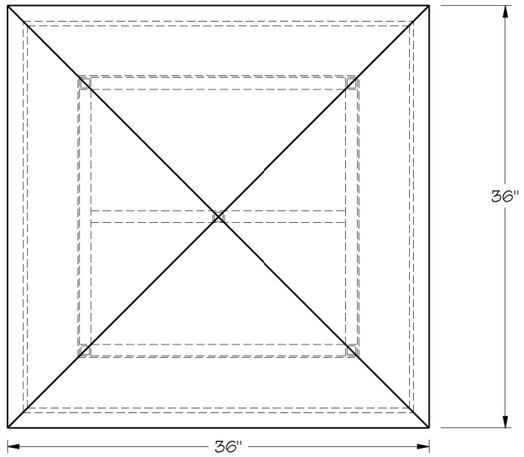
1. INSTALL FIXTURE TYPE A IN RUNS OF 5 AS SHOWN. PROVIDE WIRES TO EACH RUN, SIZE AS SHOWN. WIRE SHALL BE ROUTED THROUGH VERTICAL TRUSS MEMBERS TO HANDRAIL.
2. SEE PILLAR LUMINAIRE SHOP DRAWING AND ORIENT AS SHOWN IN THE LAYOUT DETAIL.
3. MOUNT CONDUIT UNDER BRIDGE DECK. SEE B-13-866 PLANS.
4. INSTALL ALL WIRING THROUGH HANDRAIL. SEE LED HANDRAIL MOUNTING DETAIL.
5. ROUTE CONDUIT THROUGH PILASTER TO PILLAR LUMINAIRE. SEE B-13-866 PLANS FOR DETAILS.
6. COORDINATE CONDUIT ENTRANCE INTO BRIDGE TRUSS SUPPORT MEMBER WITH BRIDGE CONTRACTOR. SEE B-13-866 PLANS. PROVIDE LIQUID TIGHT CONDUIT WITHIN VERTICAL TRUSS MEMBERS FROM BOTTOM BRIDGE PENETRATION TO HANDRAIL.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	LIGHTING - B-13-866 (BADGER STATE TRAIL)	SHEET 111	E

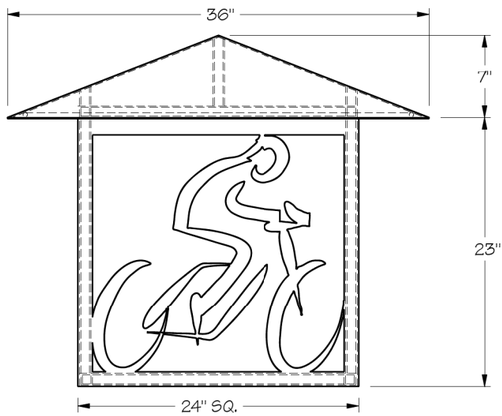


DECORATIVE PILLAR LUMINAIRE LAYOUT DETAIL

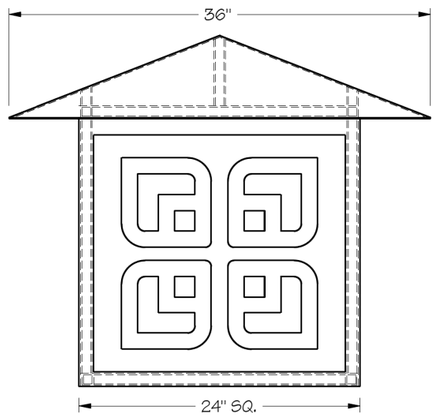
2



PLAN VIEW



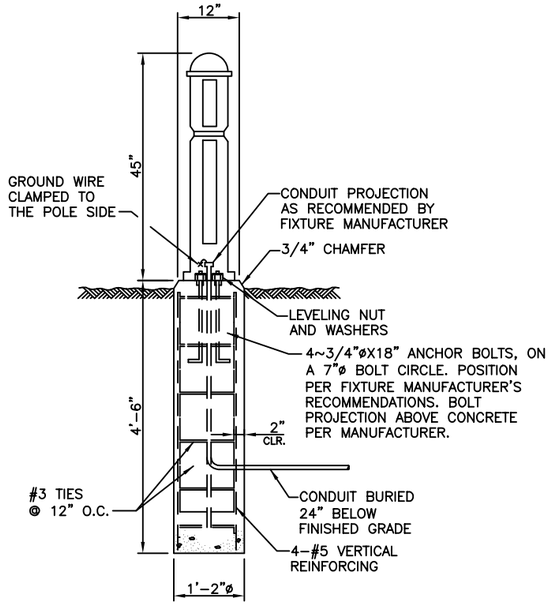
ELEVATION A VIEW



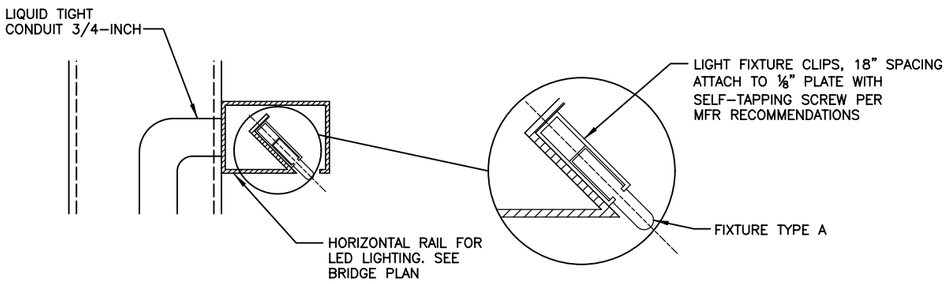
ELEVATION B VIEW

NOTES:

1) .125” & .080” ALUMINUM WITH WELDED CONSTRUCTION
2) 3/16” FROSTED OPAL POLYCARBONATE LUMINOUS PANELS ON FOUR SIDES;
   PANELS BACKED BY IMPACT-RESISTANT RAILS
3) LASER CUT CITY LOGO GRAPHICS ON TWO SIDES: BICYCLE GRAPHICS ON ALTERNATE TWO SIDES.
4) BOTTOM PAN WITH MOUNTING HOLES AS REQUIRED.
5) EIGHT, 3” LED MODULES EVENLY SPACED ON EACH OF FOUR SIDES
   EACH 3” MODULES PROVIDES 126 SOURCE LUMENS AT 1.5 WATTS AND 3000K.
6) INTEGRAL 12V 60W UNIVERSAL VOLTAGE DRIVER.
7) RAL 8019 DARK BRONZE POLYESTER POWDER COATED FINISH
8) FIXTURE IS SUITABLE FOR INSTALLATION IN WET LOCATION.

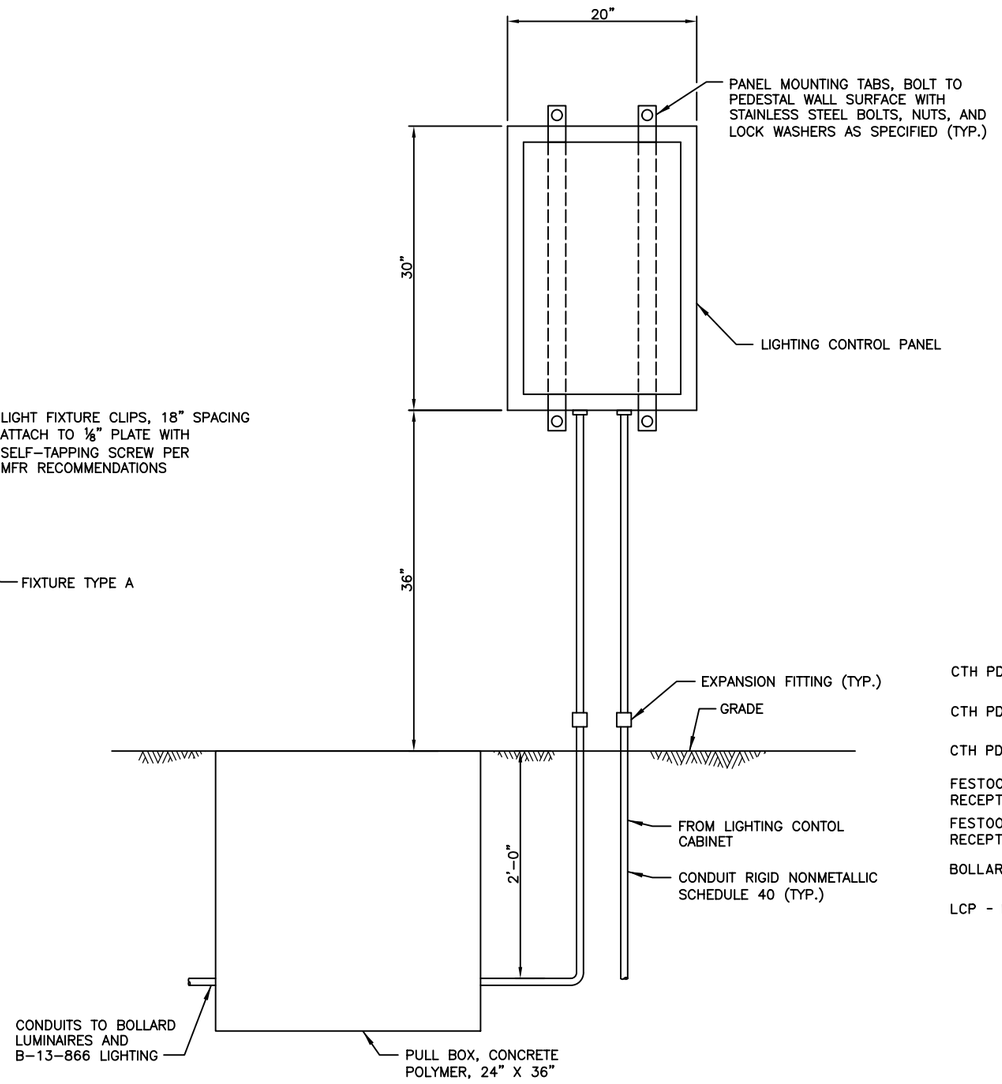


CONCRETE BASE FOR LIGHTED BOLLARD

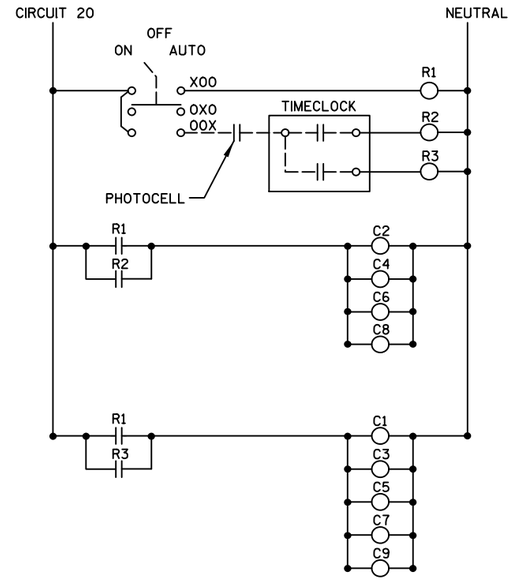


TYPICAL HANDRAIL MOUNTING DETAIL

LCP CIRCUIT BREAKER SCHEDULE			
LCP NO.	MAIN C/B	BRANCH CIRCUIT	BRANCH CIRCUIT C/B
NORTH	30A	FIXTURE TYPE A POWER SUPPLY	20A
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE B (2)	3A
		EXHAUST FAN	3A
SOUTH	30A	FIXTURE TYPE A POWER SUPPLY	20A
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE A POWER SUPPLY	
		FIXTURE TYPE B (2)	3A
		EXHAUST FAN	3A

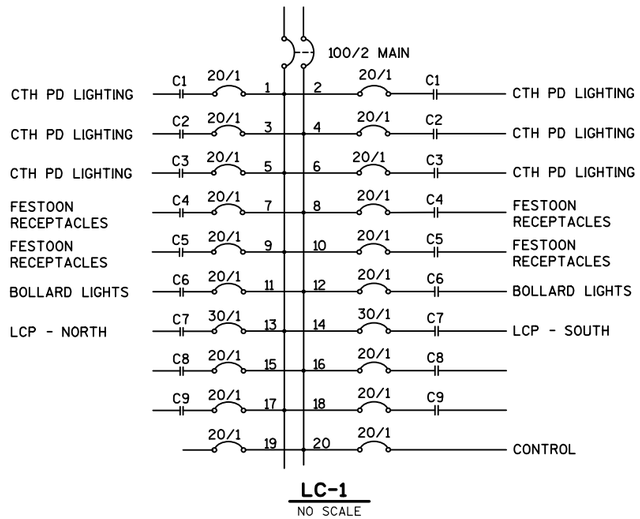


LIGHTING CONTROL PANEL MOUNTING DETAIL



LC-1 CONTROL SCHEMATIC

NO SCALE



LC-1

NO SCALE

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- OH — OVERHEAD SIGNAL CABLE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TEMPORARY SIGNAL BASE
- PUSH BUTTON
- LANE DESIGNATION FOR INFORMATION ONLY
- 11 — DETECTION ZONE
- WORK ZONE

NOTE: ALL LENSES ARE 12-INCH

N

EQUIPMENT SUMMARY (FOR INFORMATION ONLY)	
WOOD POLES, CLASS IV	4 EA
GUY WIRES	8 EA
OVERHEAD SPAN WIRE	530 LF
CONTROLLER/CABINET	1 EA
LUMINARIES	4 EA
TEMPORARY BASES	6 EA

	STATION	OFFSET
WP1	27+54	53' RT
WP2	25+99	53' RT
WP3	25+81	48' LT
WP4	27+47	52' LT

SPOKE DRIVE

CTH PD (MCKEE ROAD)

SPEED LIMIT 25

SPEED LIMIT 40

290' TO STOP BAR

CAUTION

CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 1 OF 6

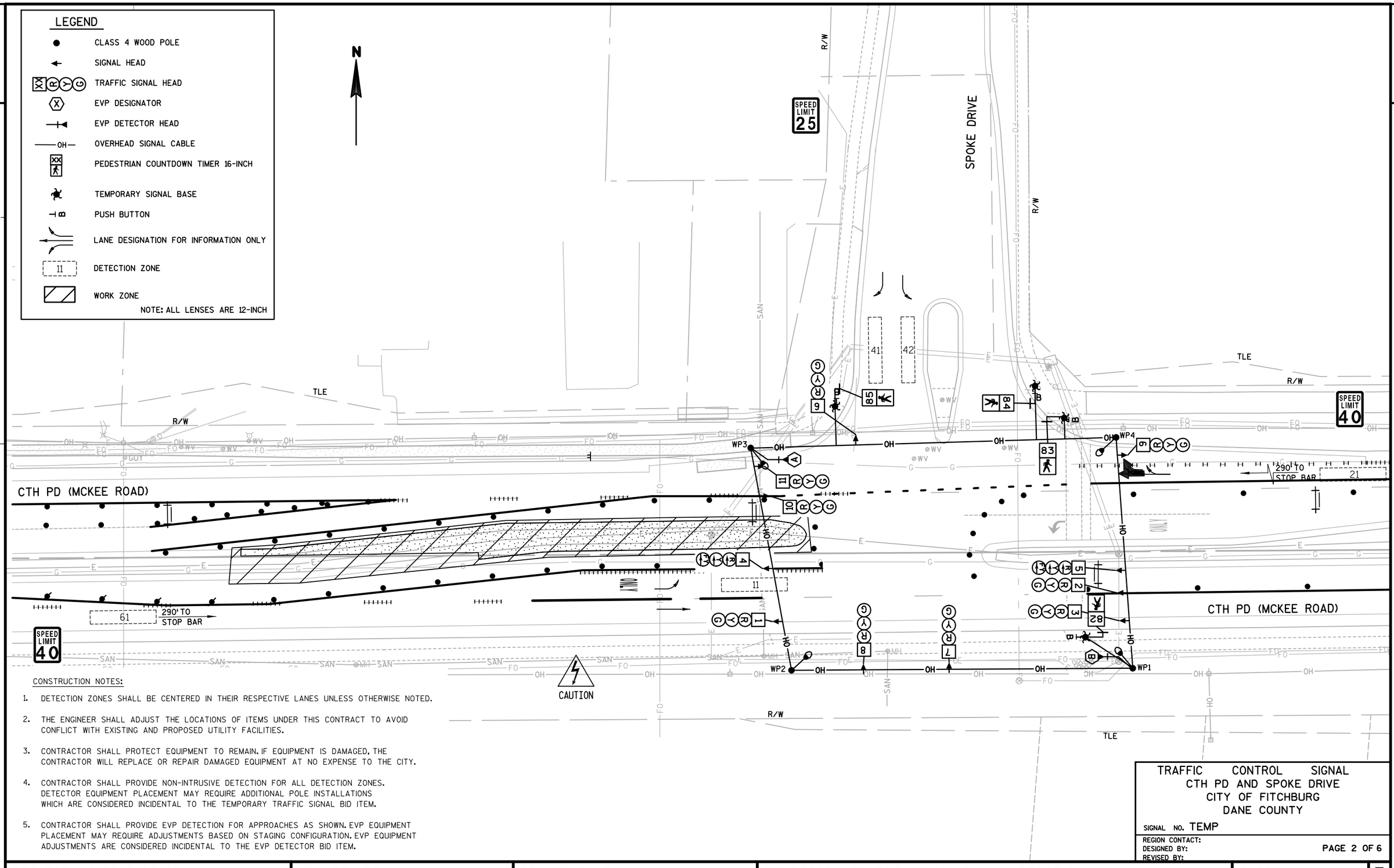
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024005_st_s1.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- OVERHEAD SIGNAL CABLE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TEMPORARY SIGNAL BASE
- PUSH BUTTON
- LANE DESIGNATION FOR INFORMATION ONLY
- 11 DETECTION ZONE
- WORK ZONE

NOTE: ALL LENSES ARE 12-INCH



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

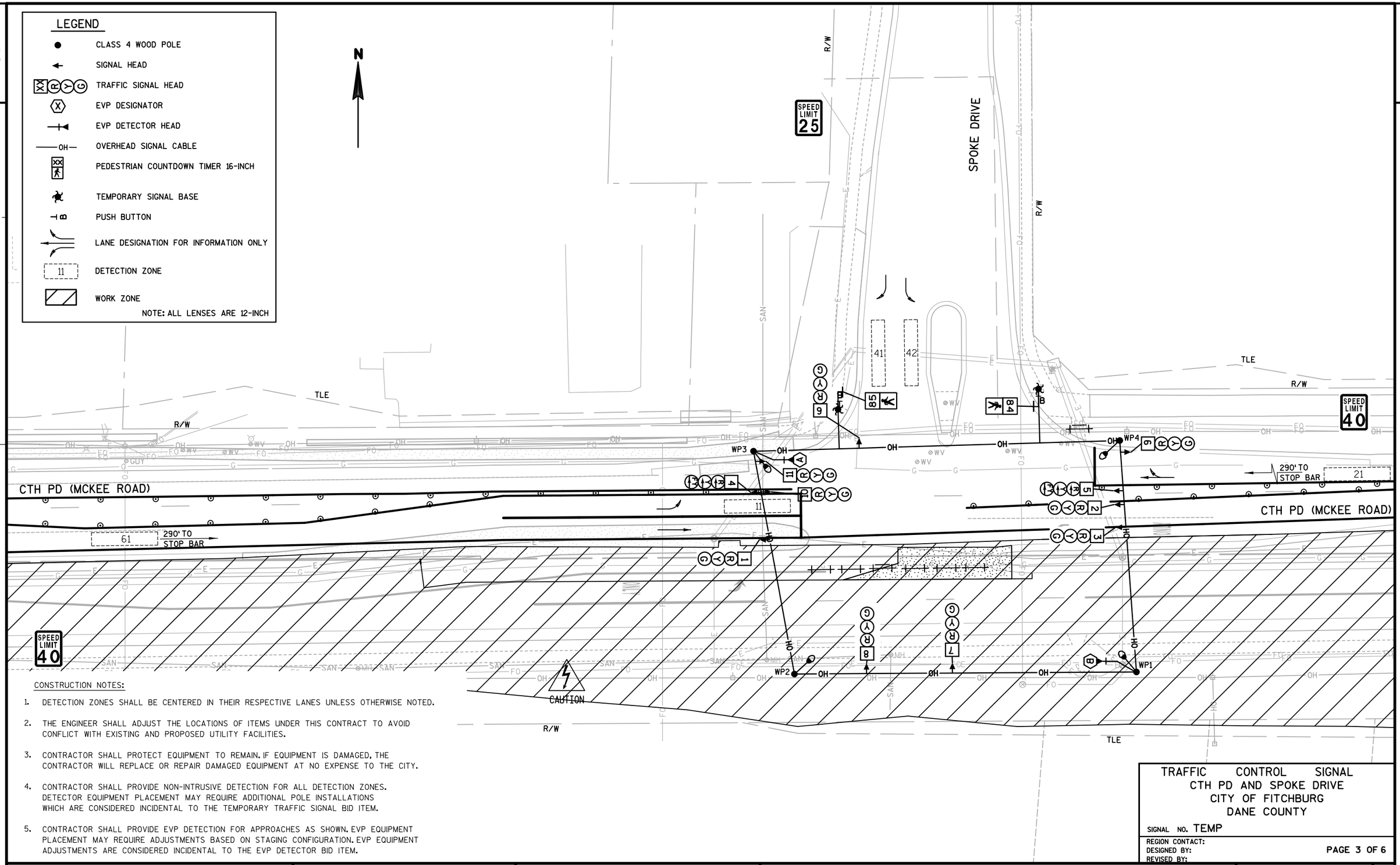
SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 2 OF 6

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024005_st_s2.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

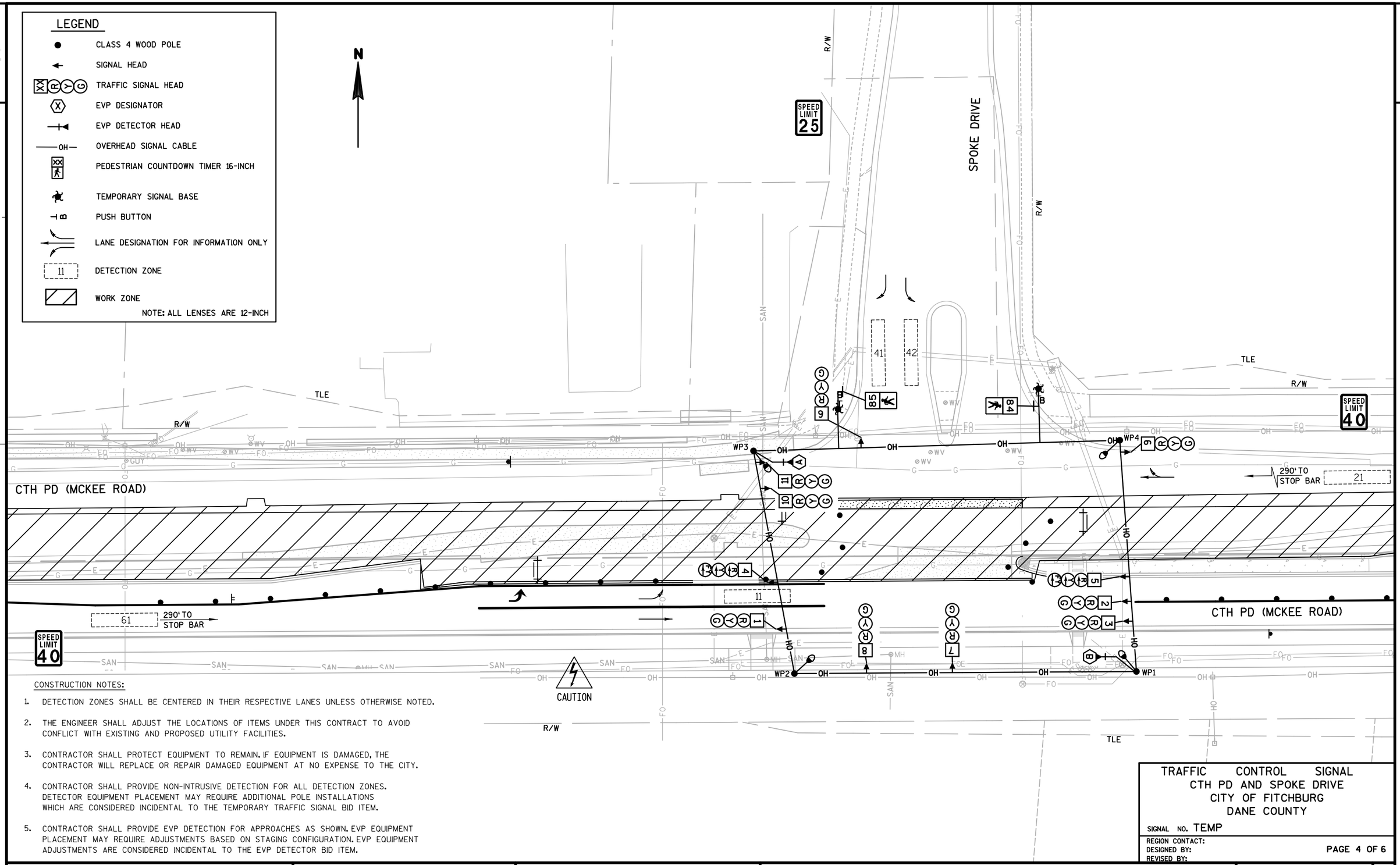
TRAFFIC CONTROL SIGNAL
CTH PD AND SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 3 OF 6

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3 THRU STAGE 3C	SHEET 117	E



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

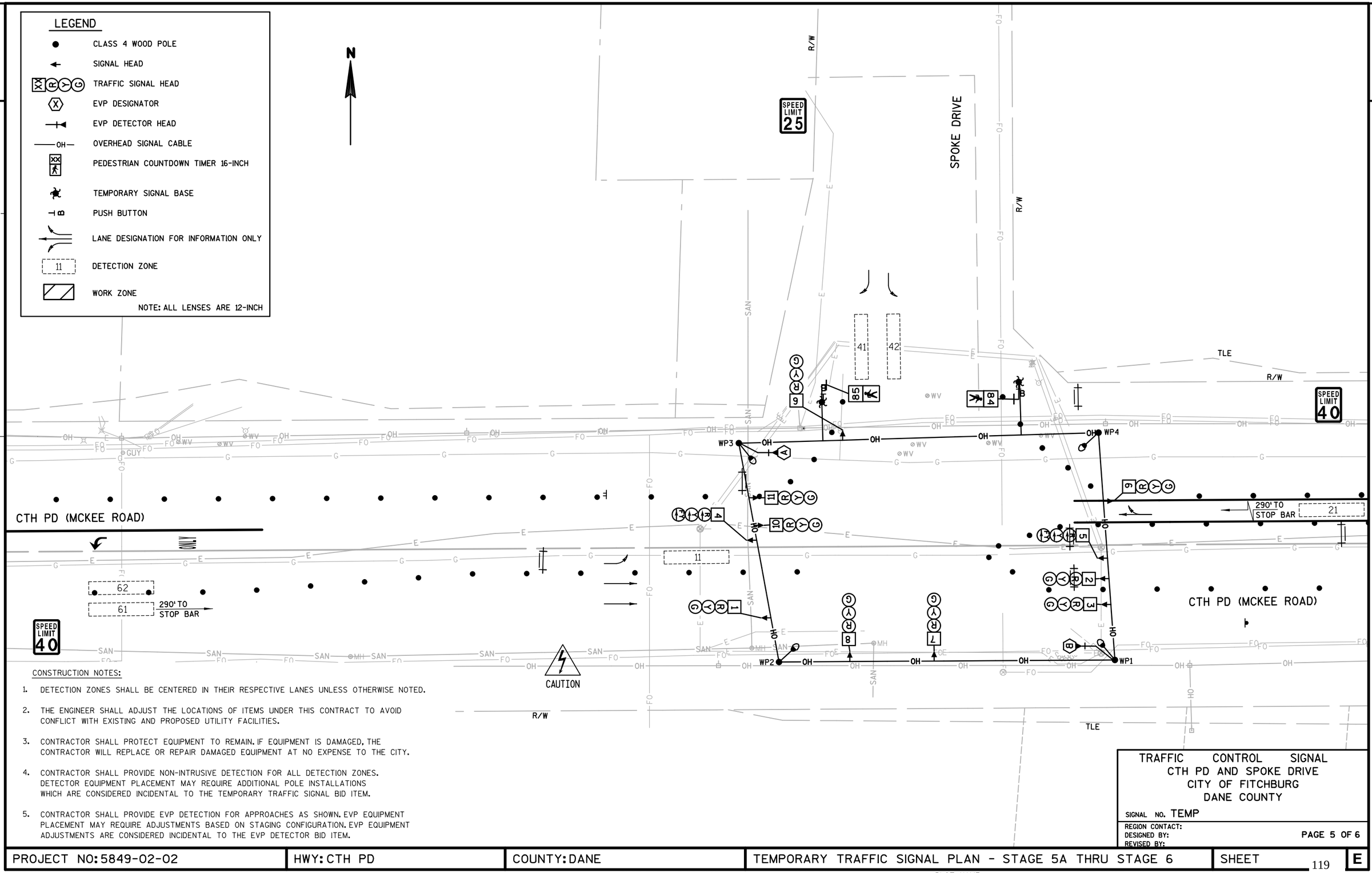
SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 4 OF 6

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024005_st_s4.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

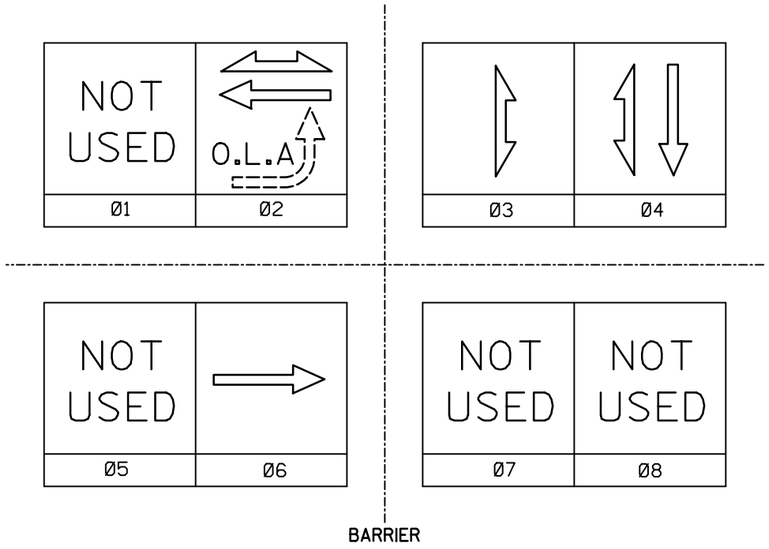
SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 5 OF 6

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5A THRU STAGE 6	SHEET 119	E

	HEAD NUMBERS	FLASH
Ø1		
Ø2	9-11	R
Ø3		
Ø4	6-8	R
Ø5		
Ø6	1-3	R
Ø7		
RING 1 Ø8		
O.L. A	4-5	R ←
O.L. B		
O.L. C		
O.L. D		
Ø2P	84,85	
Ø3P	82,83	
Ø4P	86,87	
Ø6P		



CONTROLLER LOGIC

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
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	X
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A"		Ø2
O.L. "B"		
O.L. "C"		
O.L. "D"		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR *(S)	---	21	---	---	61	62		
PHASE CALLED								
PHASE EXTENDED		2			6	6		
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	19	17	23	21	27	25	31	29
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	---	41	42	---	---		
PHASE CALLED	1		4	4				
PHASE EXTENDED	1		4	4				
DISCONNECT TIME								
CALLING DELAY			15					
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR *(S)								
PHASE CALLED								
PHASE EXTENDED								
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B
MOVEMENT	←	↗
PHASE	2	6

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

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY
2. PHASE 3 ACTIVE FOR STAGE 1 AND 2 ONLY

CTH PD &
SPOKE DRIVE
CITY OF FITCHBURG
DANE

SIGNAL NO. TEMP

CONTROLLER TYPE: Econolite

DATE ----

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024006_ph.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- CLASS 4 WOOD POLE
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- OVERHEAD SIGNAL CABLE
- PEDESTRIAN COUNTDOWN TIMER 16-INCH
- TEMPORARY SIGNAL BASE
- PUSH BUTTON
- LANE DESIGNATION FOR INFORMATION ONLY
- DETECTION ZONE
- WORK ZONE

NOTE: ALL LENSES ARE 12-INCH

N

SEMINOLE HIGHWAY

CTH PD (MCKEE ROAD)

TLE

R/W

PROPOSED R/W

SPEED LIMIT 40

290' TO STOP BAR

WP1 WP2 WP3 WP4

HO OH

EQUIPMENT SUMMARY (FOR INFORMATION ONLY)

WOOD POLES, CLASS IV	4 EA
GUY WIRES	8 EA
OVERHEAD SPAN WIRE	530 LF
CONTROLLER/CABINET	1 EA
LUMINARIES	4 EA
TEMPORARY BASES	6 EA

	STATION	OFFSET
WP1	47+23	83' RT
WP2	45+94	82' RT
WP3	46+38	57' LT
WP4	47+46	61' LT

CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

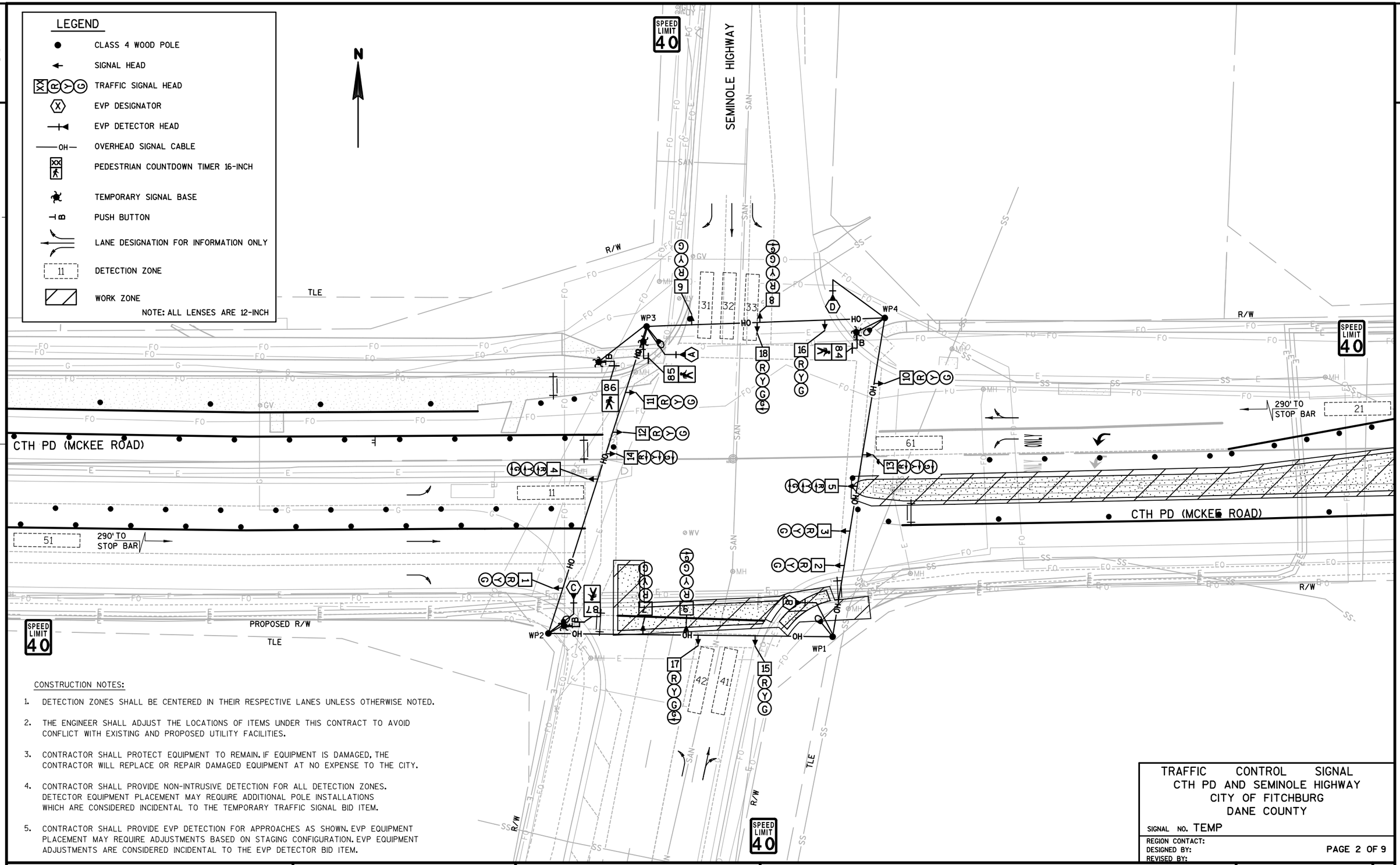
TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 1 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 121	E



2

2

CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

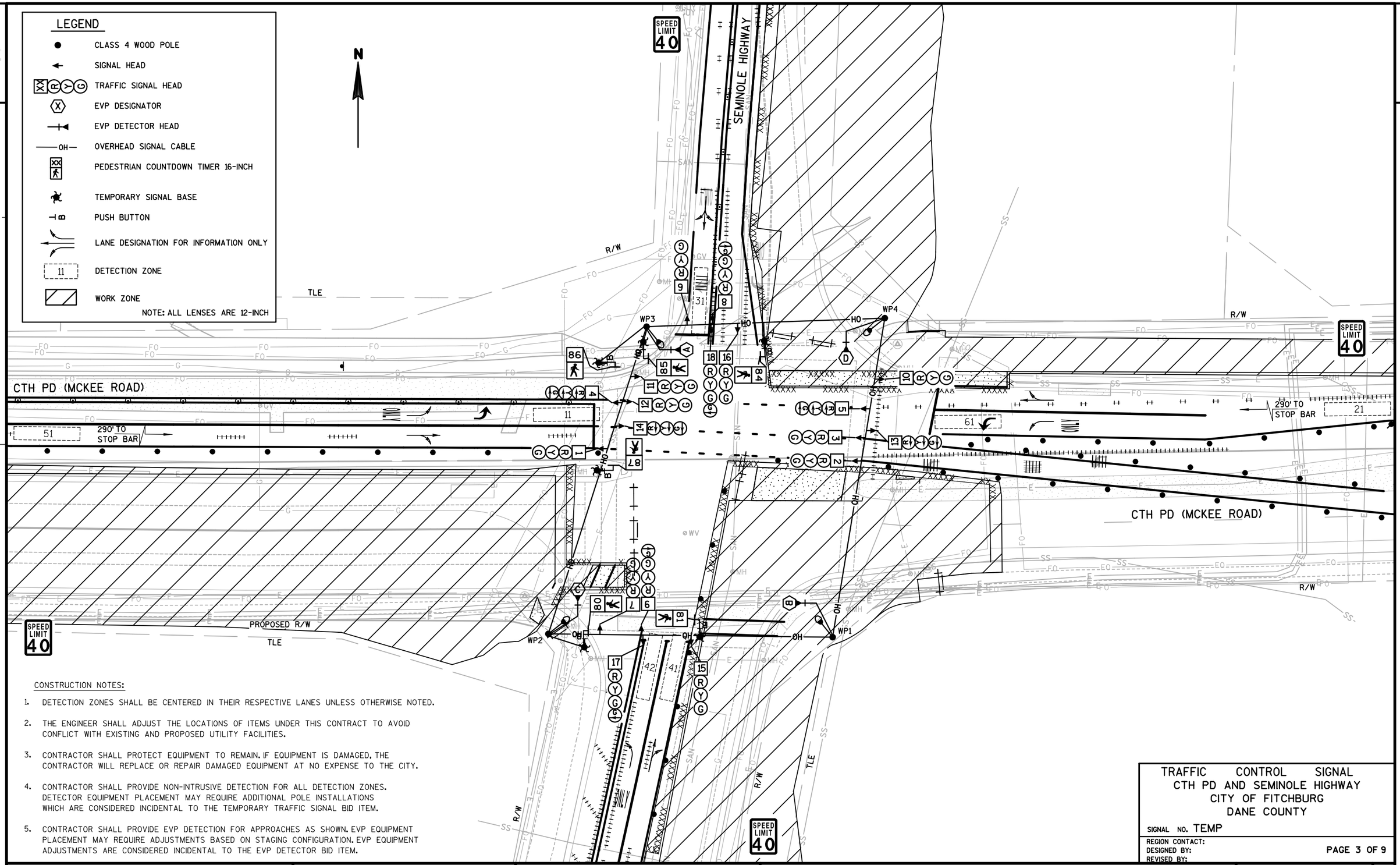
TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 2 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2	SHEET 122	E



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

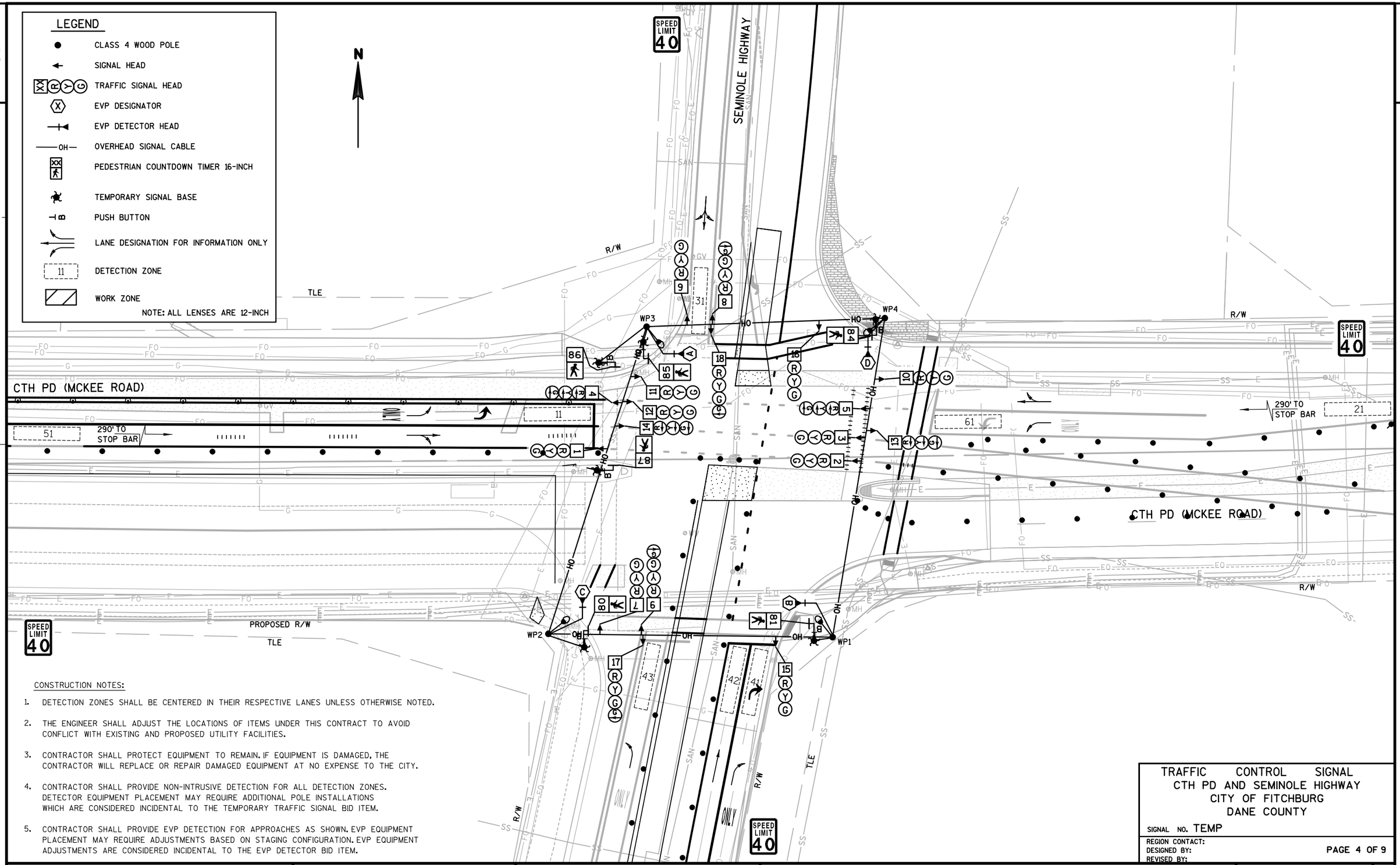
TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 3 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 123	E



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

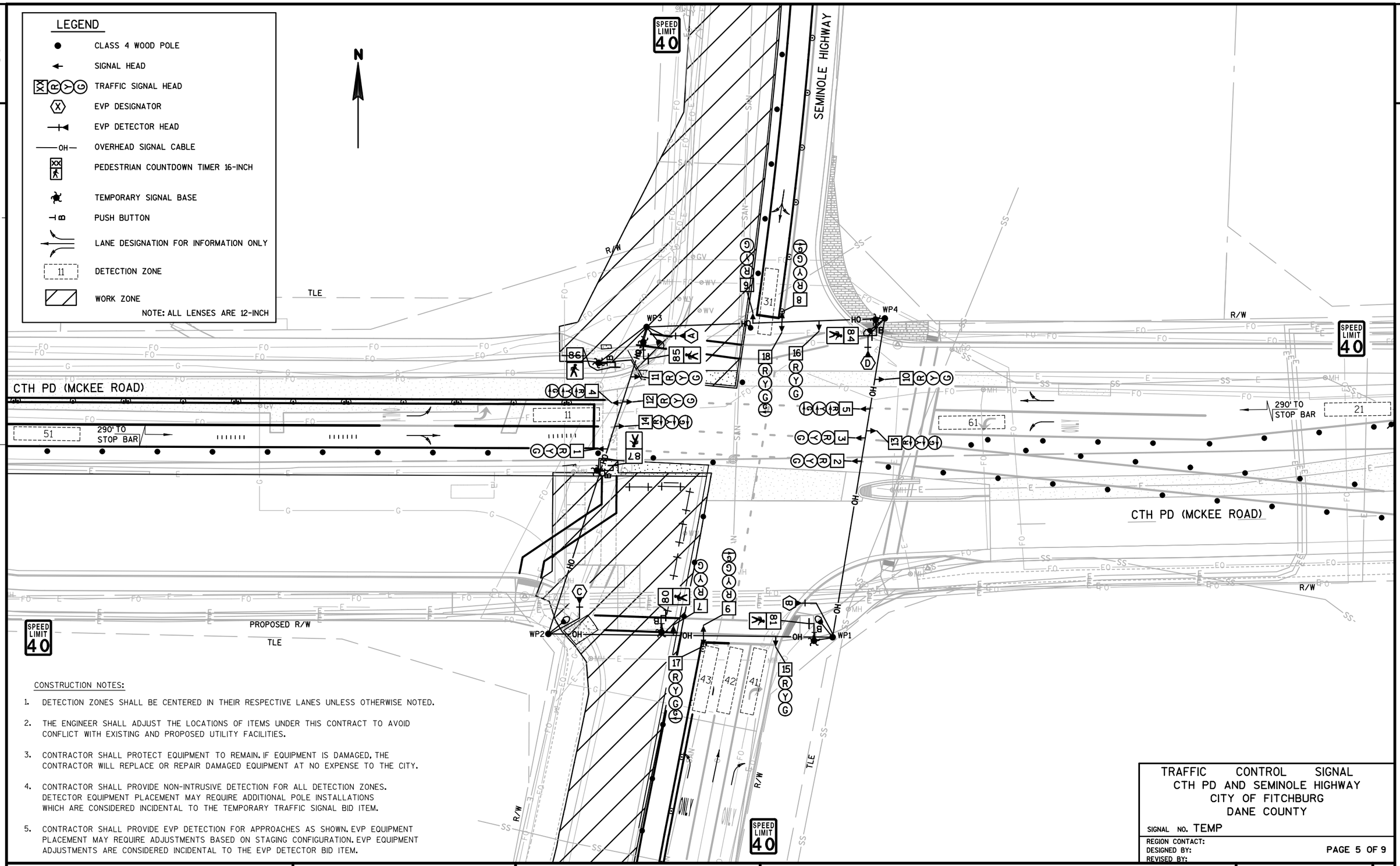
TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 4 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3B	SHEET 124	E



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

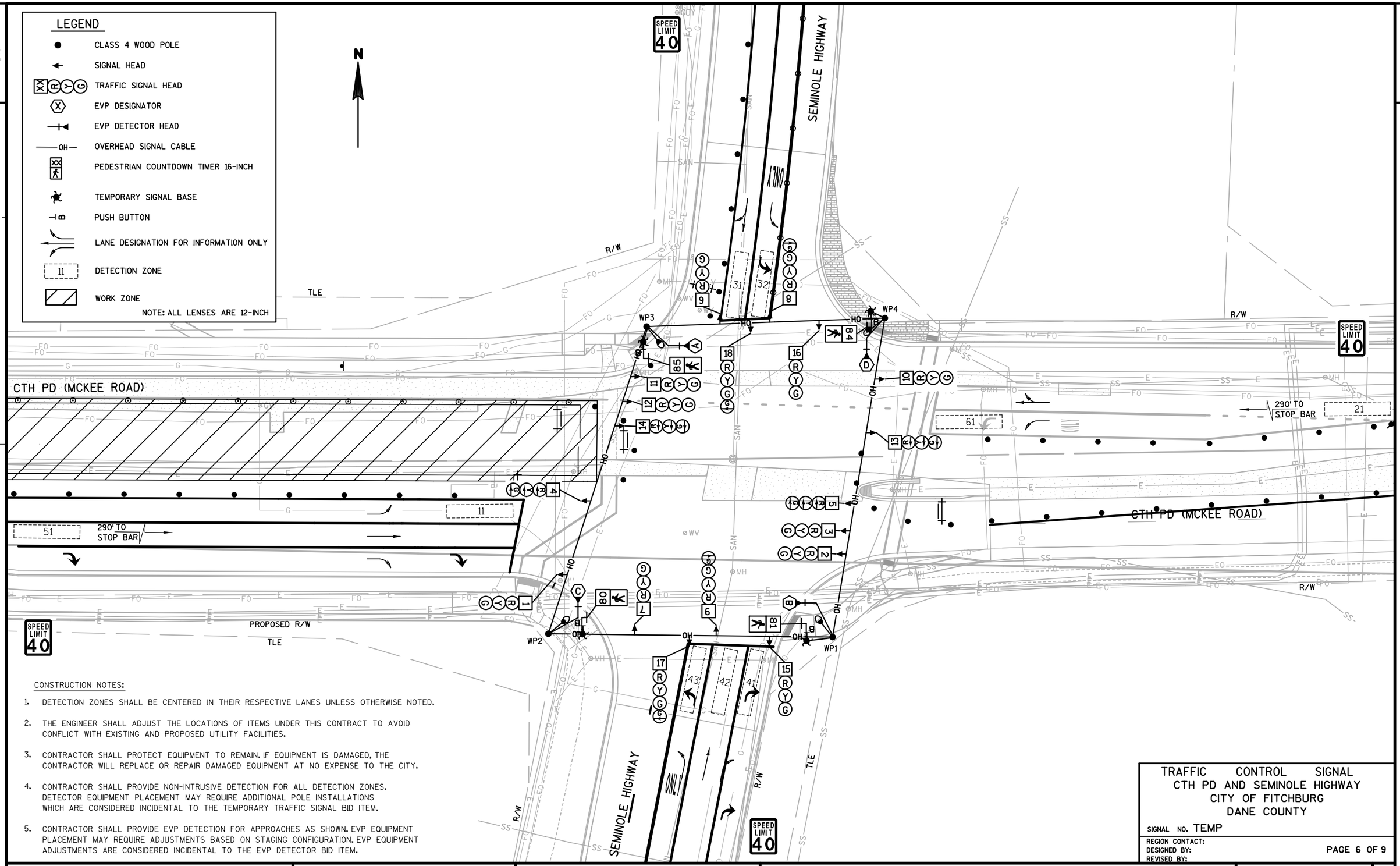
SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 5 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3C	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024015_st_s3c.dgn PLOT DATE : 8/1/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

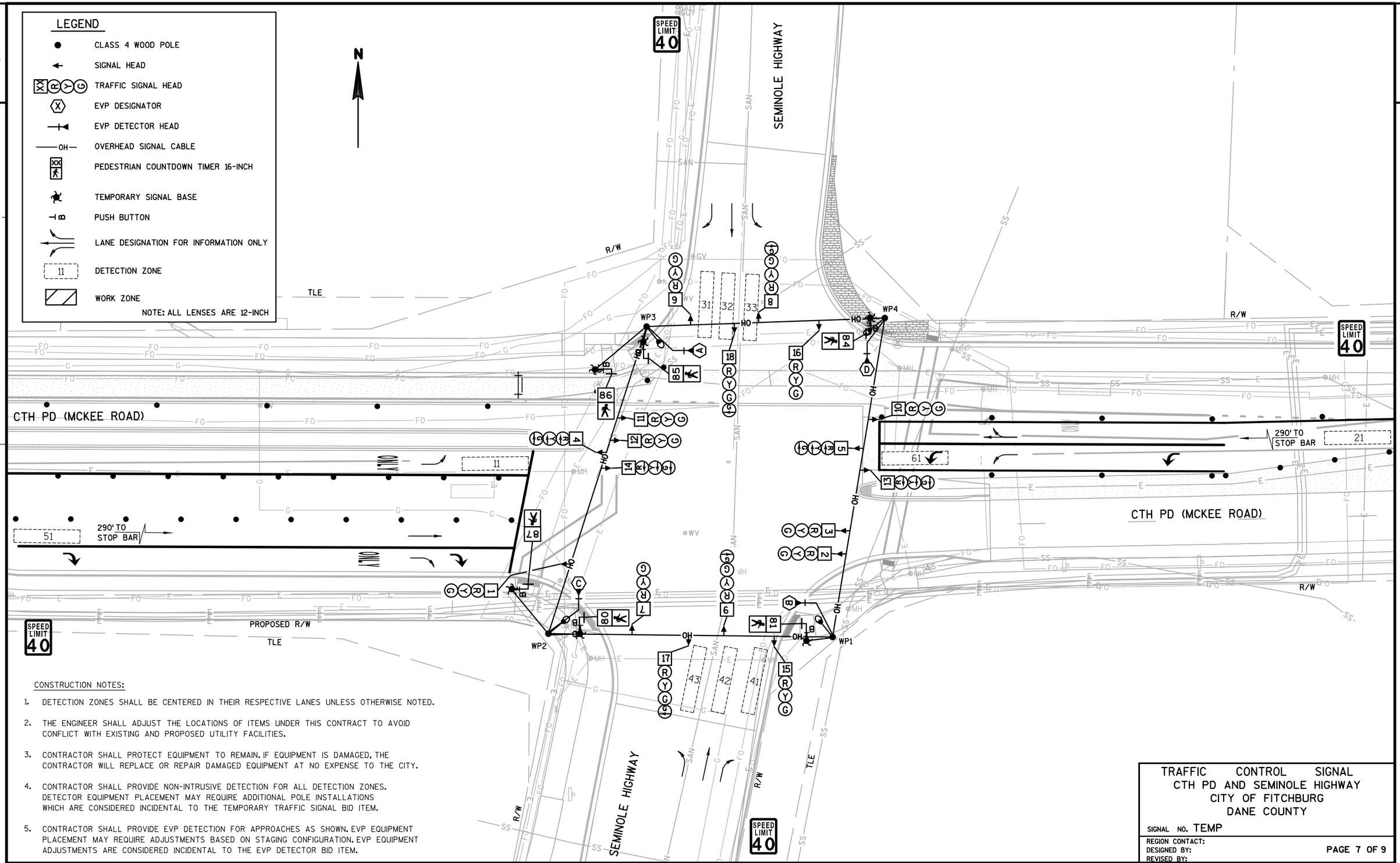
SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 6 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024015_st_s4.dgn PLOT DATE : 8/1/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

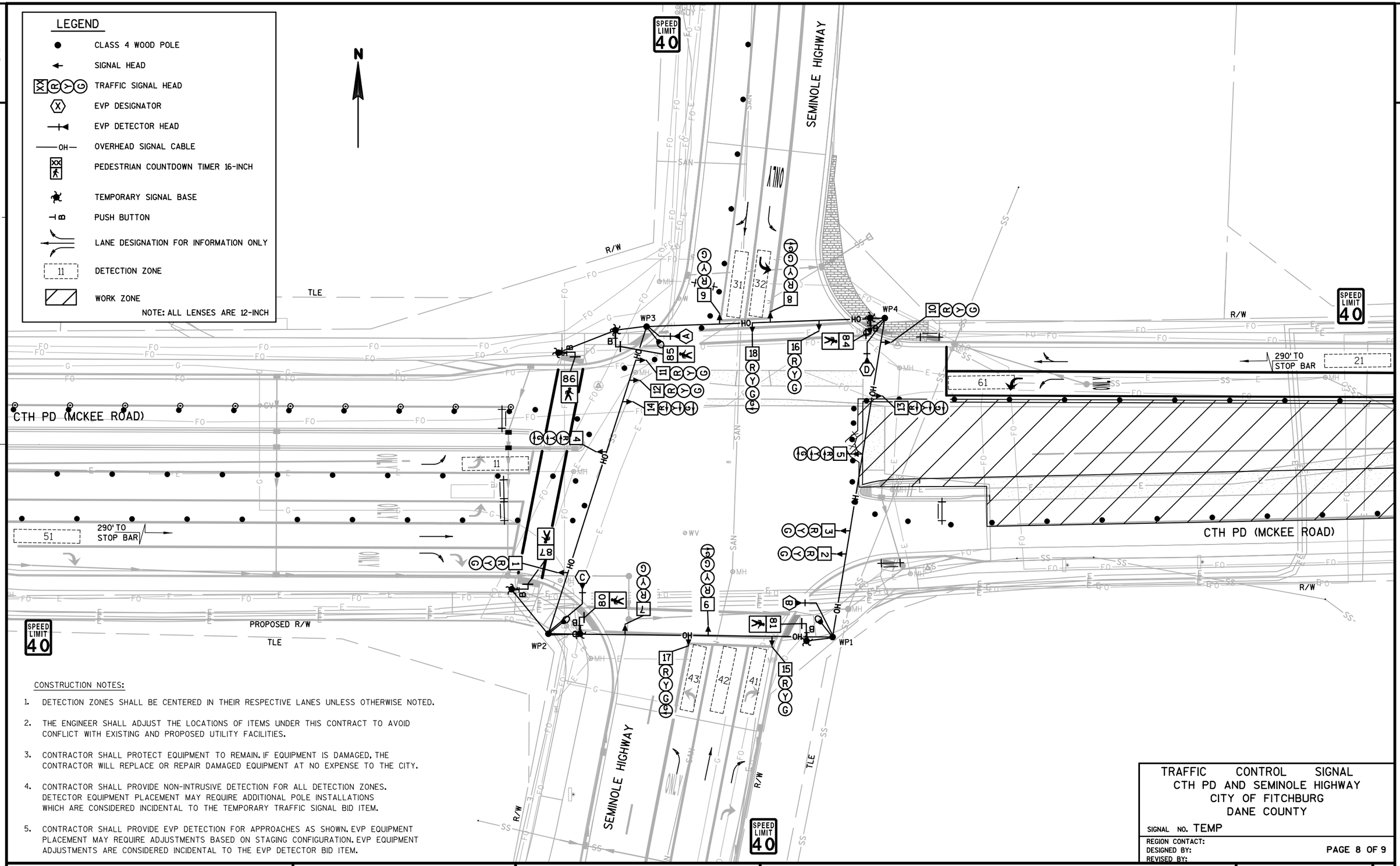
SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 7 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 5 THRU STAGE 5A	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024015_st_s5.dgn PLOT DATE : 8/1/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



CONSTRUCTION NOTES:

1. DETECTION ZONES SHALL BE CENTERED IN THEIR RESPECTIVE LANES UNLESS OTHERWISE NOTED.
2. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
3. CONTRACTOR SHALL PROTECT EQUIPMENT TO REMAIN. IF EQUIPMENT IS DAMAGED, THE CONTRACTOR WILL REPLACE OR REPAIR DAMAGED EQUIPMENT AT NO EXPENSE TO THE CITY.
4. CONTRACTOR SHALL PROVIDE NON-INTRUSIVE DETECTION FOR ALL DETECTION ZONES. DETECTOR EQUIPMENT PLACEMENT MAY REQUIRE ADDITIONAL POLE INSTALLATIONS WHICH ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.
5. CONTRACTOR SHALL PROVIDE EVP DETECTION FOR APPROACHES AS SHOWN. EVP EQUIPMENT PLACEMENT MAY REQUIRE ADJUSTMENTS BASED ON STAGING CONFIGURATION. EVP EQUIPMENT ADJUSTMENTS ARE CONSIDERED INCIDENTAL TO THE EVP DETECTOR BID ITEM.

TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. TEMP

REGION CONTACT:
DESIGNED BY:
REVISED BY:

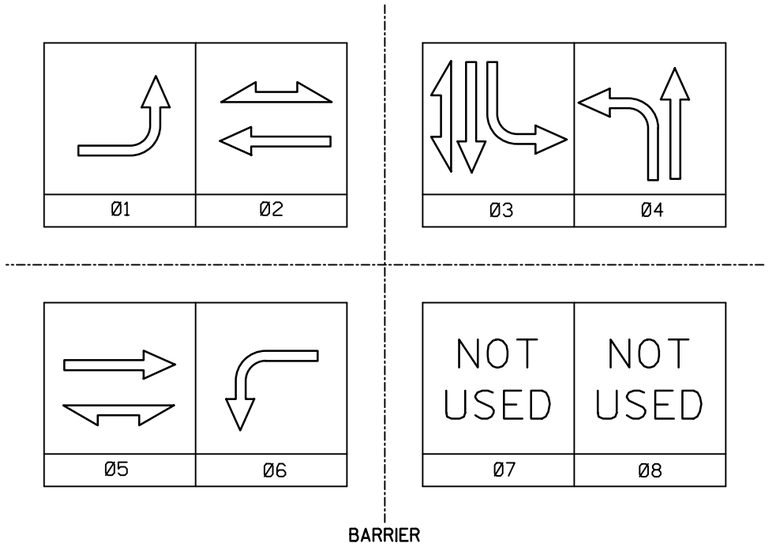
PAGE 8 OF 9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 6	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024015_st_s6.dgn PLOT DATE : 8/1/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	4-5	
Ø2	10-12	R
Ø3	6-9	R
Ø4	15-18	R
Ø5	1-3	
Ø6	13-14	R
Ø7		
Ø8		
O.L. A		
O.L. B		
O.L. C		
O.L. D		
Ø2P	84-85	
Ø3P	86-87	
Ø4P		
Ø5P	80-81	

RING 1



CONTROLLER LOGIC

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

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
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	X
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

DETECTOR LOGIC

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

DETECTOR INPUT	19	17	23	21	27	25	31	29
DETECTOR *(S)	51	52	---					
PHASE CALLED								
PHASE EXTENDED	5	5						
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	4	2	8	6	12	10	16	14
DETECTOR *(S)	11	---	31	32	33	41	42	43
PHASE CALLED	1		3	3	3	4	4	4
PHASE EXTENDED	1		3	3	3	4	4	4
DISCONNECT TIME								
CALLING DELAY			15			15		
EXTENSION STRETCH								
LOOP FUNCTION								

DETECTOR INPUT	20	18	24	22	28	26	32	30
DETECTOR *(S)	---	---	61					
PHASE CALLED			6					
PHASE EXTENDED			6					
DISCONNECT TIME								
CALLING DELAY								
EXTENSION STRETCH								
LOOP FUNCTION								

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	A	B	C	D
MOVEMENT				
PHASE	6+2	1+5	3	4

AFTER PREEMPTION SEQUENCE 6+2 OR 1+5,
CONTROLLER SHALL RETURN TO PHASES 2+5.
AFTER PREEMPTION SEQUENCE 3,
CONTROLLER SHALL RETURN TO PHASES 3.
AFTER PREEMPTION SEQUENCE 4,
CONTROLLER SHALL RETURN TO PHASES 4.

GENERAL NOTES:

1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY
2. PHASE 2 PEDESTRIAN NOT ACTIVE DURING STAGE 1
3. PHASE 3 PEDESTRIAN NOT ACTIVE DURING STAGE 4

CTH PD &
SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE

SIGNAL NO. TEMP

CONTROLLER TYPE: Econolite

DATE ----

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024016_ph.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

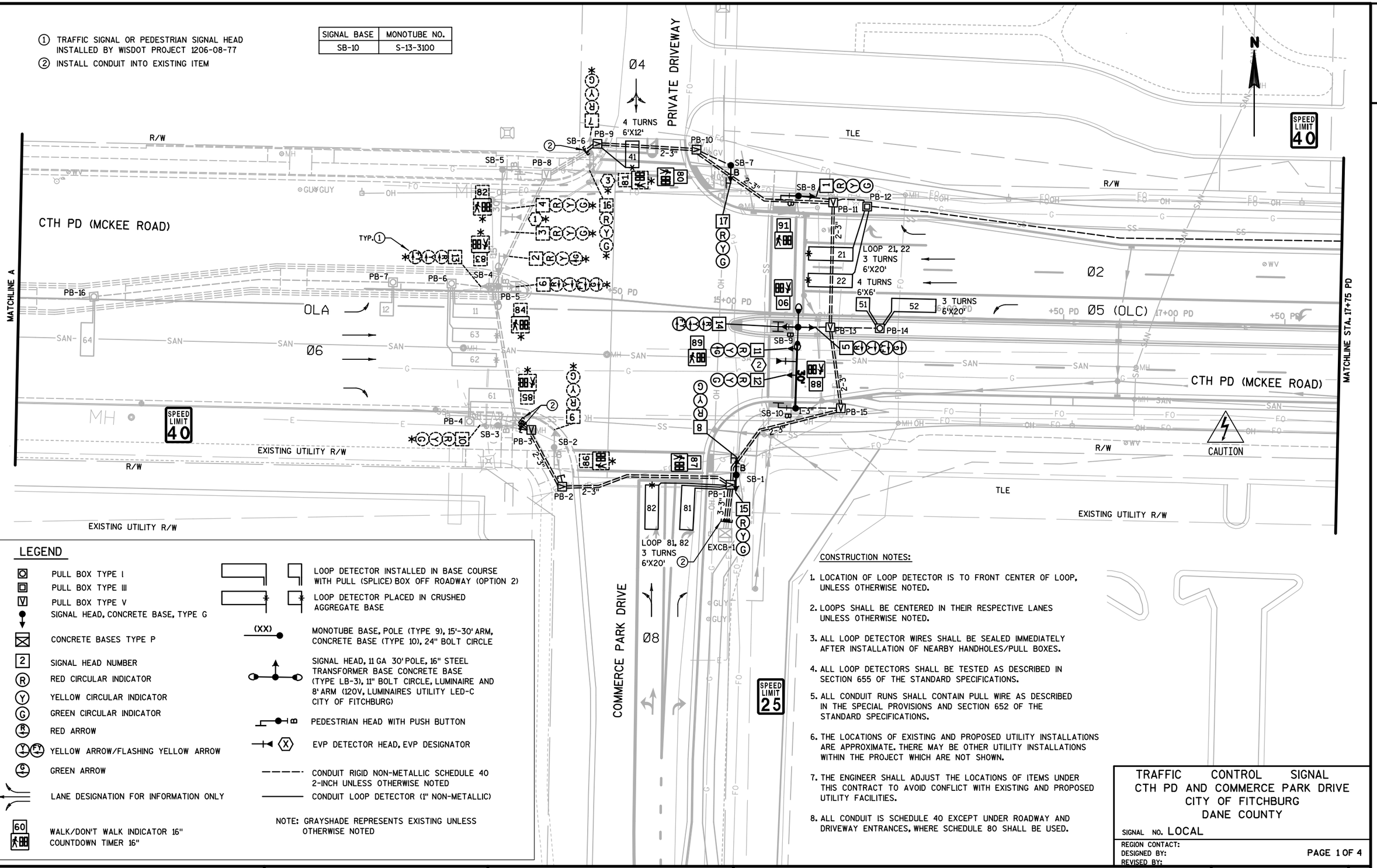
2

2

① TRAFFIC SIGNAL OR PEDESTRIAN SIGNAL HEAD INSTALLED BY WISDOT PROJECT 1206-08-77

② INSTALL CONDUIT INTO EXISTING ITEM

SIGNAL BASE	MONOTUBE NO.
SB-10	S-13-3100



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 ARROW
- (G) GREEN ARROW
- LANE DESIGNATION FOR INFORMATION ONLY
- 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 9), 15'-30' ARM, CONCRETE BASE (TYPE 10), 24" BOLT CIRCLE
- SIGNAL HEAD, 11 GA 30' POLE, 16" STEEL TRANSFORMER BASE CONCRETE BASE (TYPE LB-3), 11" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LUMINAIRES UTILITY LED-C CITY OF FITCHBURG)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- (X) — EVP DETECTOR HEAD, EVP DESIGNATOR
- 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.
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. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.

TRAFFIC CONTROL SIGNAL
CTH PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC SIGNAL PLAN - COMMERCE PARK DRIVE	SHEET 130	E

2

LEGEND

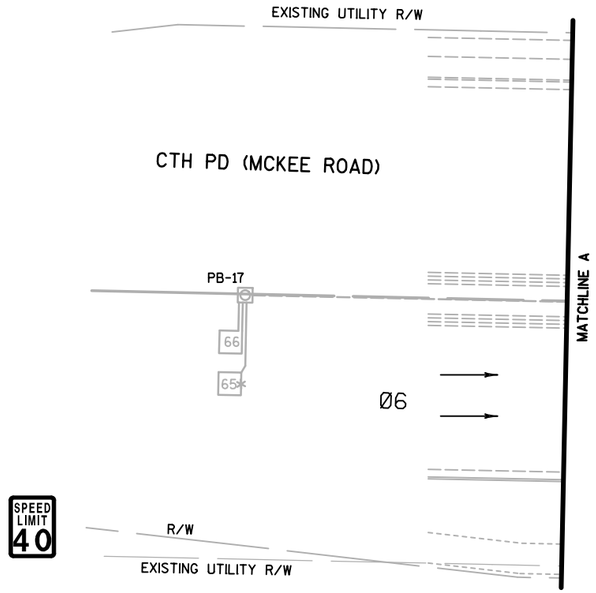
- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)

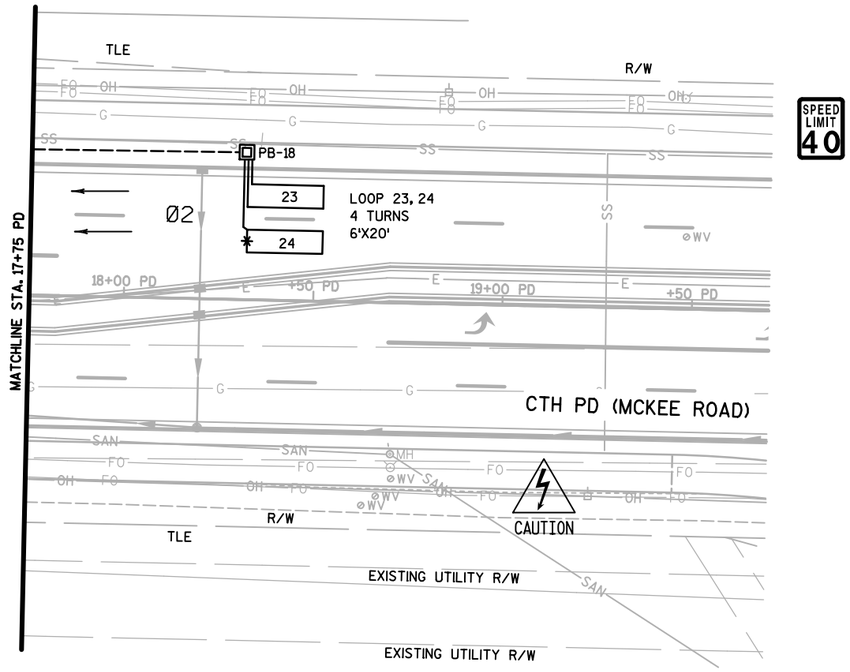
NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

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. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.





TRAFFIC CONTROL SIGNAL
COUNTY PD AND COMMERCE PARK DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

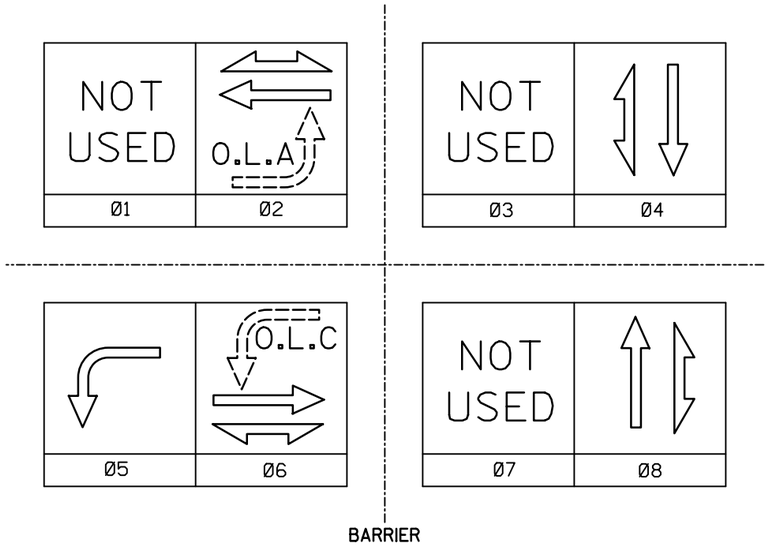
REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC SIGNAL PLAN - COMMERCE PARK DRIVE	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024101_sg.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1-4	R
Ø3		
Ø4	7-9	R
Ø5	5-6	R
Ø6	10-12	R
Ø7		
RING 1 Ø8	15-17	R
O.L. A	13-14	R
O.L. B		
O.L. C	5-6	R
O.L. D		
Ø2P	80,81	
Ø4P	82-85	
Ø6P	86,87	
Ø8P	88-91	



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	X
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A"		Ø2
O.L. "B"		
O.L. "C"	Ø5	Ø6
O.L. "D"		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
DETECTOR *(S)	12	23	24	---	52	64	65	66
PHASE CALLED	2				5			
PHASE EXTENDED	2	2	2		5	6	6	6
DISCONNECT TIME								
CALLING DELAY								
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)	11	21	22	41	51	61	62	63
PHASE CALLED		2	2	4	5	6	6	6
PHASE EXTENDED	2	2	2	4	5	6	6	6
DISCONNECT TIME								
CALLING DELAY				15		15		
EXTENSION STRETCH								
LOOP FUNCTION								

20	18	24	22	28	26	32	30	DETECTOR INPUT
81	82							DETECTOR *(S)
8	8							PHASE CALLED
8	8							PHASE EXTENDED
								DISCONNECT TIME
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 &
COMMERCE PARK
CITY OF FITCHBURG
DANE

SIGNAL NO. LOCAL

CONTROLLER TYPE: Econolite

DATE ----

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	SEQUENCE OF OPERATIONS	SHEET 132	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	8	SB	R	R	J 4
				Y	O	
				G	G	
		15	NB	R	R/BLK	J 8
				Y	O/BLK	
				G	G/BLK	
		87	J 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-2	7/C	9	SB	R	R	J 4
				Y	O	
				G	G	
		86	J 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-3	7/C	10	EB	R	R	J 6
				Y	O	
				G	G	
		85	J 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-4	15/C	2	WB	R	R	J 2
				Y	O	
				↑ G	G	
		6	WBL	← R	R/BLK	J5 & O.L.C
				← Y	O/BLK	
				←FY	BLU/BLK	
				← G	G/BLK	
		13	EBL	← R	R/W	O.L.A
				← Y	BLU/W	
				←FY	G/W	
		83	J 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		84	J 4 PED	D/WALK	BLK	
				WALK	BLU	
CONTROL CABINET TO SB-5	12/C	3	WB	R	R	J 2
				Y	O	
				G	G	
		4	WB	R	R/BLK	J 2
				Y	O/BLK	
				G	G/BLK	
		82	J 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-6	12/C	7	SB	R	R	J 4
				Y	O	
				G	G	
		16	NB	R	R/BLK	J 8
				Y	O/BLK	
				G	G/BLK	
		81	J 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-7	7/C	17	NB	R	R	J 8
				Y	O	
				G	G	
		80	J 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-8	7/C	1	WB	R	R	J 2
				Y	O	
				G	G	
		91	J 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

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-9	12/C	5	WBL	← R	R/BLK	J5 & O.L.C
				← Y	BLU/BLK	
				←FY	O/BLK	
				← G	G/BLK	
		14	EBL	← R	R	O.L.A
				← Y	O	
				←FY	G	
		89	J 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
		90	J 8 PED	D/WALK	BLK	
				WALK	BLU	
CONTROL CABINET TO SB-10	12/C	11	EB	R	R	J 6
				Y	O	
				↑ G	G	
		12	EB	R	R/BLK	J 6
				Y	O/BLK	
				G	G/BLK	
		88	J 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG (GREEN)	
FROM	TO
EXCB-1	SB-1
SB-1	SB-2
SB-2	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	SB-7
SB-7	SB-8
SB-8	SB-9
SB-9	SB-10
SB-10	EXCB-1

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
EXCB-1	SB-4
EXCB-1	SB-9

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
EXCB-1	SB-5 (HEAD 1)
EXCB-1	SB-10 (HEAD 2)
EXCB-1	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: 5849-02-02 | HWY: CTH PD | COUNTY: DANE | CABLE ROUTING | SHEET 133 | E

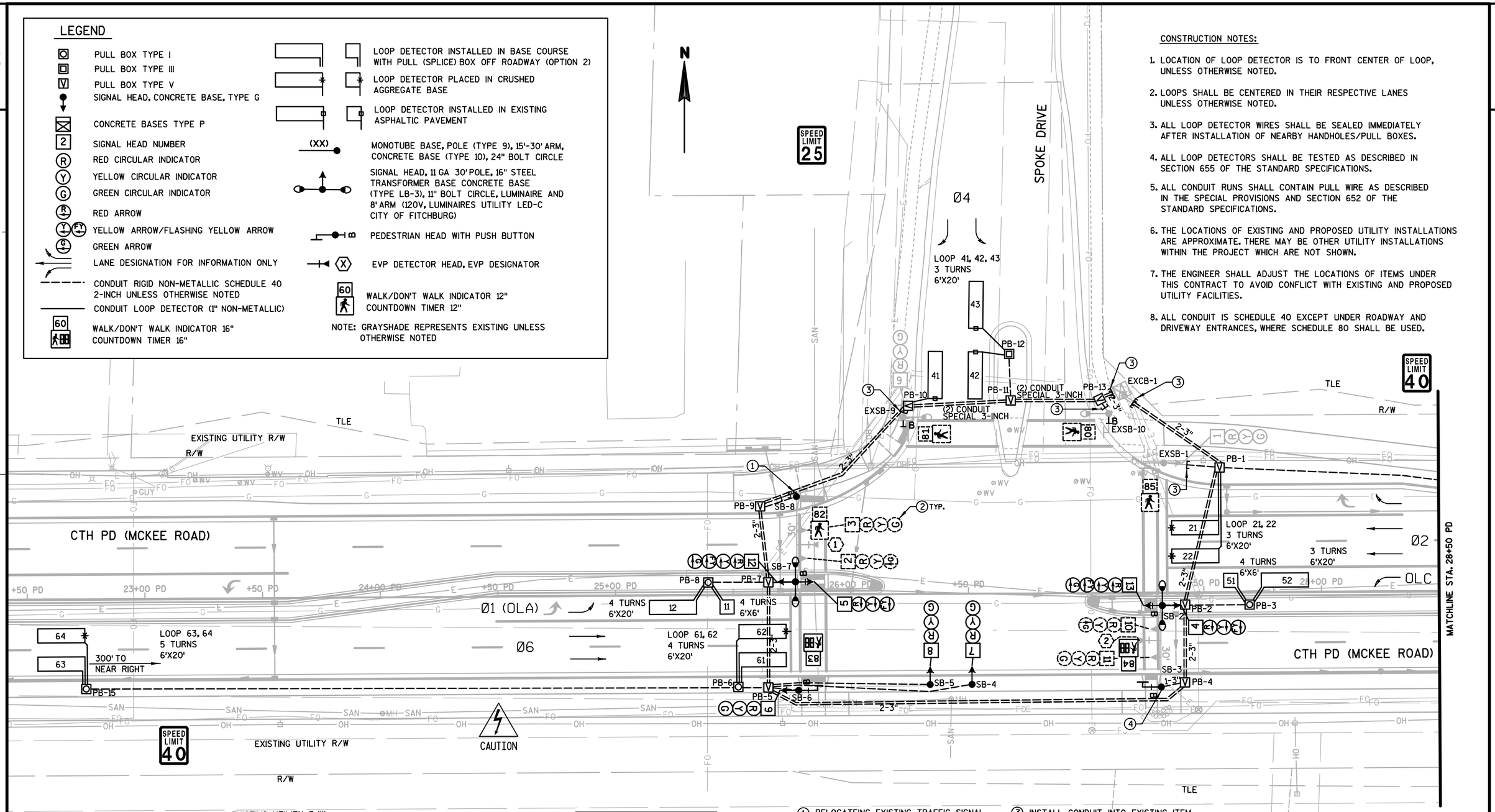
LEGEND

- 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
- SIGNAL HEAD, 11 GA 30' POLE, 16" STEEL TRANSFORMER BASE CONCRETE BASE (TYPE LB-3), 11" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LUMINAIRES UTILITY LED-C CITY OF FITCHBURG)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- EVP DETECTOR HEAD, EVP DESIGNATOR
- WALK/DON'T WALK INDICATOR 12" COUNTDOWN TIMER 12"

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.
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. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.



SIGNAL BASE	MONOTUBE NO.
SB-3	S-13-3101
SB-8	S-13-3102

1. RELOCATEING EXISTING TRAFFIC SIGNAL POLE, MONOTUBE ARM, TRAFFIC SIGNAL HEADS, AND PEDESTRIAN SIGNAL EQUIPMENT WILL BE PAID AS "RELOCATING TRAFFIC SIGNAL EQUIPMENT"
2. DASHED SIGNAL AND PEDESTRIAN HEADS REPRESENT EXISTING EQUIPMENT TO BE SALVAGED AND REINSTALLED
3. INSTALL CONDUIT INTO EXISTING ITEM
4. RELOCATEING EXISTING TRAFFIC SIGNAL POLE, MONOTUBE ARM, AND TRAFFIC SIGNAL HEADS WILL BE PAID AS "RELOCATING TRAFFIC SIGNAL EQUIPMENT"

TRAFFIC CONTROL SIGNAL
CTH PD AND SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC SIGNAL PLAN - SPOKE DRIVE	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024105_sg.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

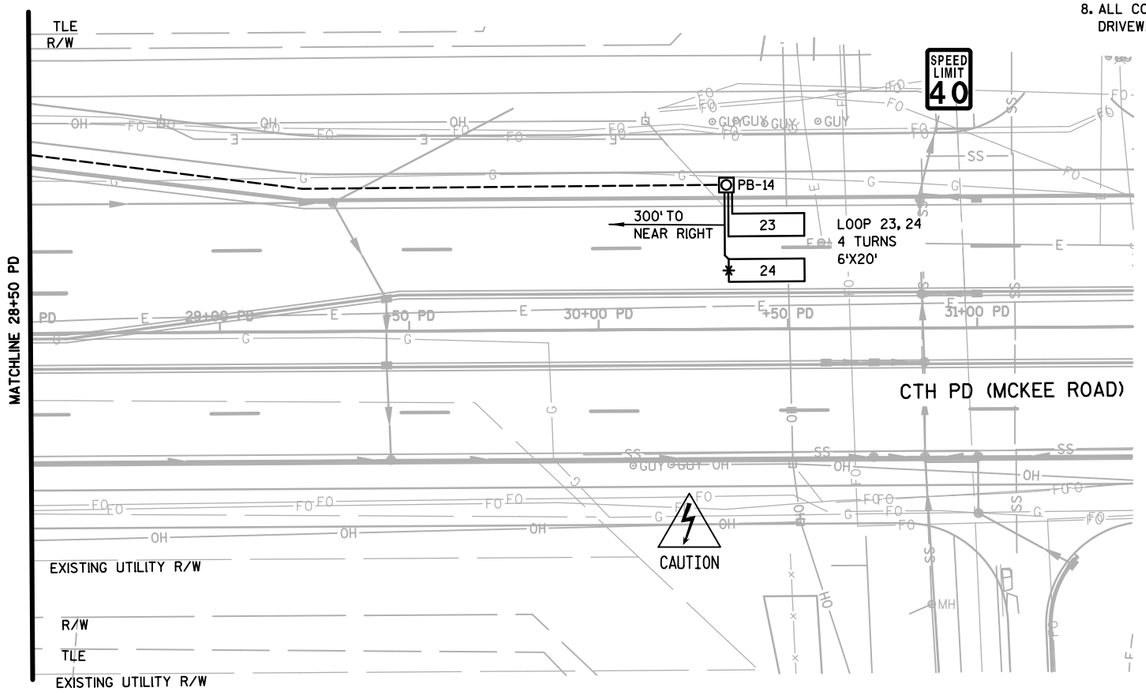
- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LOOP DETECTOR INSTALLED IN EXISTING ASPHALTIC PAVEMENT
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)

NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

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. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.



TRAFFIC CONTROL SIGNAL
CTH PD AND SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY:
REVISED BY:

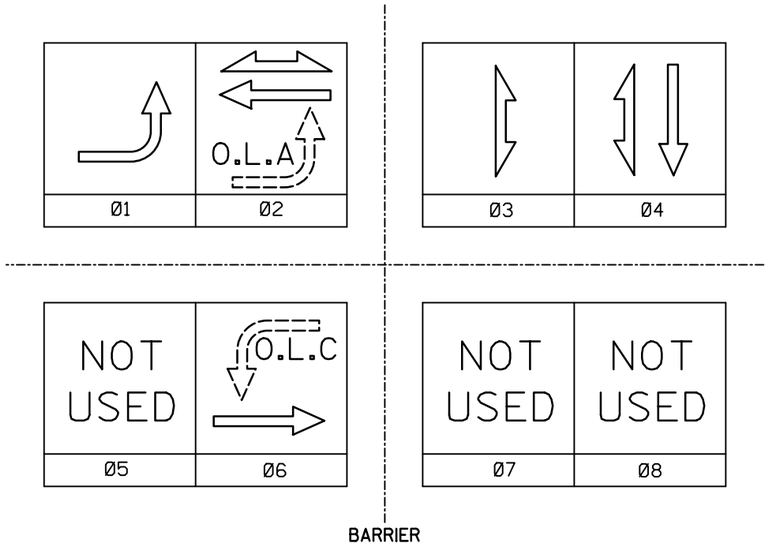
PAGE 2 OF 4

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC SIGNAL PLAN - SPOKE DRIVE	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024106_sg.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1	12-13	R
Ø2	1-3	R
Ø3		
Ø4	6-8	R
Ø5		
Ø6	9-11	R
Ø7		
RING 1 Ø8		
O.L. A	12-13	R
O.L. B		
O.L. C	4-5	R
O.L. D		
Ø2P	80,81	
Ø3P	84,85	
Ø4P	82,83	
Ø6P		



CONTROLLER LOGIC

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

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	X
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A"	Ø1	Ø2
O.L. "B"		
O.L. "C"		Ø6
O.L. "D"		

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR *(S)	12	23	24	---	43	52	63	64									DETECTOR *(S)
PHASE CALLED																	PHASE CALLED
PHASE EXTENDED	1	2	2		4	6	6	6									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	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR *(S)	11	21	22	41	42	51	61	62									DETECTOR *(S)
PHASE CALLED	1	2	2	4	4	6	6	6									PHASE CALLED
PHASE EXTENDED	1	2	2	4	4	6	6	6									PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY				15													CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	1	2
MOVEMENT	←	⇐
PHASE	2	1+6

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

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

CTH PD &
SPOKE DRIVE
CITY OF FITCHBURG
DANE

SIGNAL NO. LOCAL

CONTROLLER TYPE: Econolite

DATE ----

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024107_ph.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CTH PD & SPOKE DRIVE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO EXSB-1	7/C	1	WB	R	R	J 2
				Y	O	
				G	G	
		85	J 3 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-2	12/C	4	WBL	← R	R	O.L.C
				← Y	O	
				←FY	G	
		13	EBL	← R	R/BLK	J 1 & O.L.A
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
			J 3 PED	PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-3	12/C	10	EB	R	R	J 6
				Y	O	
				↑ G	G	
		11	EB	R	R/BLK	J 6
				Y	O/BLK	
				G	G/BLK	
		84	J 3 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-4	5/C	7	SB	R	R	J 4
				Y	O	
				G	G	
CONTROL CABINET TO SB-5	5/C	8	SB	R	R	J 4
				Y	O	
				G	G	
CONTROL CABINET TO SB-6	7/C	9	EB	R	R	J 6
				Y	O	
				G	G	
		83	J 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-7	12/C	5	WBL	← R	R	O.L.C
				← Y	O	
				←FY	G	
		12	EBL	← R	R/BLK	J 1 & O.L.A
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
			J 4 PED	PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-8	12/C	2	WB	R	R	J 2
				Y	O	
				↑ G	G	
		3	WB	R	R/BLK	J 2
				Y	O/BLK	
				G	G/BLK	
		82	J 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

CTH PD & SPOKE DRIVE TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO EXSB-9	7/C	6	SB	R	R	J 4
				Y	O	
				G	G	
		81	J 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO EXSB-10	7/C	80	J 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG (GREEN)	
FROM	TO
EXCB-1	EXSB-1
EXSB-1	SB-2
SB-2	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	SB-7
SB-7	SB-8
SB-8	EXSB-9
EXSB-9	EXSB-10
EXSB-10	EXCB-1

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

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
EXCB-1	SB-8 (HEAD 1)
EXCB-1	SB-3 (HEAD 2)

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

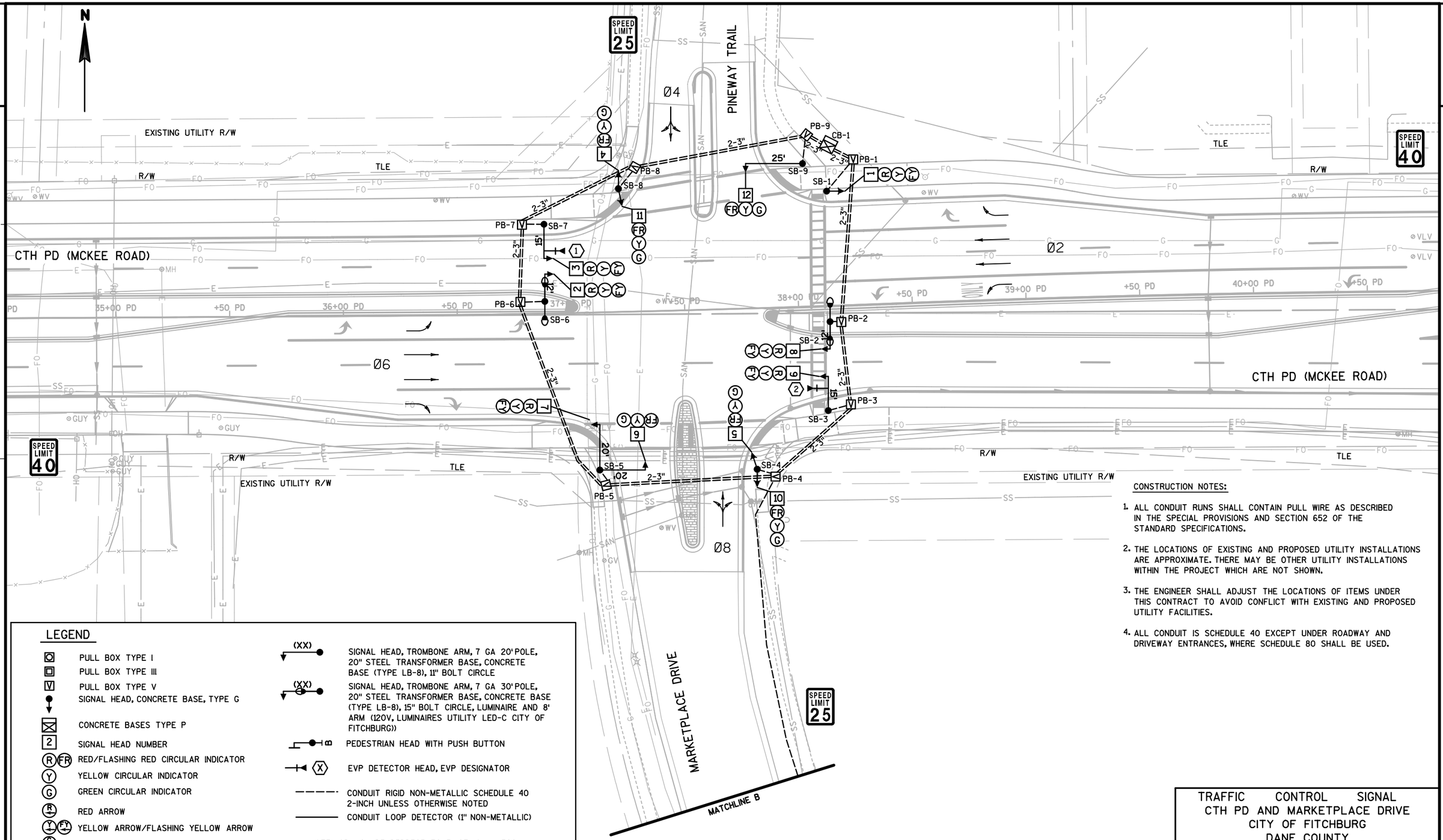
CTH PD & SPOKE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

PAGE 4 OF 4

PROJECT NO: 5849-02-02 | HWY: CTH PD | COUNTY: DANE | CABLE ROUTING | SHEET 137 | E



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 FR — RED/FLASHING RED CIRCULAR INDICATOR
- Y — YELLOW CIRCULAR INDICATOR
- G — GREEN CIRCULAR INDICATOR
- RA — RED ARROW
- YA FYA — YELLOW ARROW/FLASHING YELLOW ARROW
- GA — GREEN ARROW
- LANE DESIGNATION FOR INFORMATION ONLY
- (XX) — SIGNAL HEAD, TROMBONE ARM, 7 GA 20' POLE, 20" STEEL TRANSFORMER BASE, 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))
- B — PEDESTRIAN HEAD WITH PUSH BUTTON
- X — EVP DETECTOR HEAD, EVP DESIGNATOR
- 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. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE 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. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
4. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.

TRAFFIC CONTROL SIGNAL
CTH PD AND MARKETPLACE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 1 OF 4

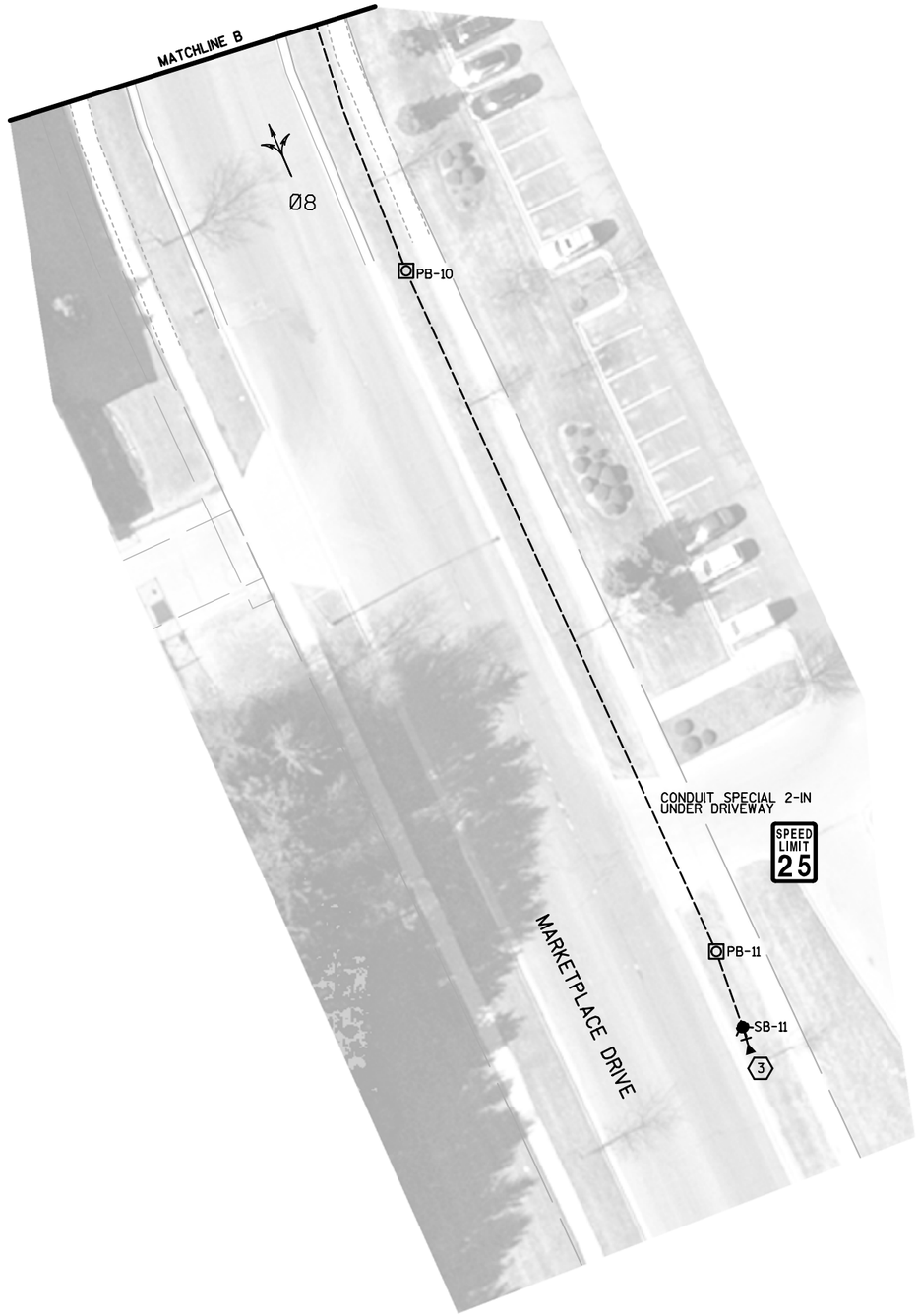
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC SIGNAL PLAN - MARKETPLACE DRIVE	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024110_sg.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

LEGEND

- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- COMFIRMATION BEACON
- 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. ALL CONDUIT RUNS SHALL CONTAIN PULL WIRE 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. THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING AND PROPOSED UTILITY FACILITIES.
4. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.

TRAFFIC CONTROL SIGNAL
CTH PD AND MARKETPLACE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

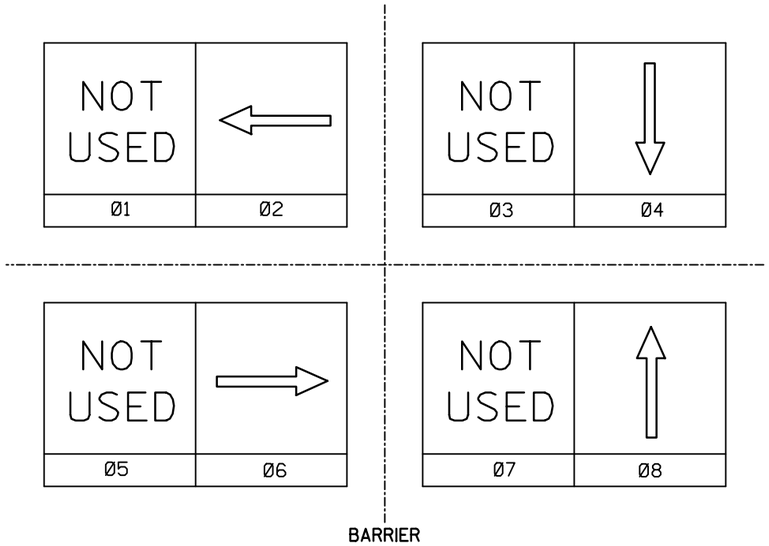
REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 2 OF 4

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024111_sg.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

	HEAD NUMBERS	FLASH
Ø1		
Ø2	1-3	Y
Ø3		
Ø4	4-6	R
Ø5		
Ø6	7-9	Y
Ø7		
Ø8	10-12	R
O.L. A		
O.L. B		
O.L. C		
O.L. D		
Ø2P		
Ø3P		
Ø4P		
Ø6P		

RING 1



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				
2		6		X
3				
4		8		X
5				
6		2		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	X
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

SPECIAL OVERLAPS

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

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	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	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 TIME
CALLING DELAY																	CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	1	2	3
MOVEMENT	←	→	↑
PHASE	2	6	8

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

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

CTH PD &
MARKETPLACE DRIVE
CITY OF FITCHBURG
DANE

SIGNAL NO. LOCAL

CONTROLLER TYPE: Econolite

DATE ----

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	SEQUENCE OF OPERATIONS	SHEET 140	E

CTH PD AND MARKETPLACE DRIVE INTERSECTION TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	5/C	1	WBT	R	R	J 2
				Y	O	
				FY	G	
CONTROL CABINET TO SB-2	5/C	8	EBT	R	R	J 6
				Y	O	
				FY	G	
CONTROL CABINET TO SB-3	5/C	9	EBT	R	R	J 6
				Y	O	
				FY	G	
CONTROL CABINET TO SB-4	12/C	5	SBT	FR	R	J 4
				Y	O	
				G	G	
		10	NBT	FR	R/BLK	J 8
				Y	O/BLK	
				G	G/BLK	
CONTROL CABINET TO SB-5	12/C	6	SBT	FR	R	J 4
				Y	O	
				G	G	
		7	EBT	R	R/BLK	J 6
				Y	O/BLK	
				FY	G/BLK	
CONTROL CABINET TO SB-6	5/C	2	WBT	R	R	J 2
				Y	O	
				FY	G	
CONTROL CABINET TO SB-7	5/C	3	WBT	R	R	J 2
				Y	O	
				FY	G	
CONTROL CABINET TO SB-8	12/C	4	SBT	FR	R	J 4
				Y	O	
				G	G	
		11	NBT	FR	R/BLK	J 8
				Y	O/BLK	
				G	G/BLK	
CONTROL CABINET TO SB-9	5/C	12	NBT	FR	R	J 8
				Y	O	
				G	G	

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

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

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
CB-1	SB-8 (HEAD 1)
CB-1	SB-3 (HEAD 2)
CB-1	SB-11 (HEAD 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

CTH PD & MARKETPLACE DRIVE
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

PAGE 4 OF 4

PROJECT NO: 5849-02-02 | HWY: CTH PD | COUNTY: DANE | CABLE ROUTING | SHEET 141 | E

LEGEND

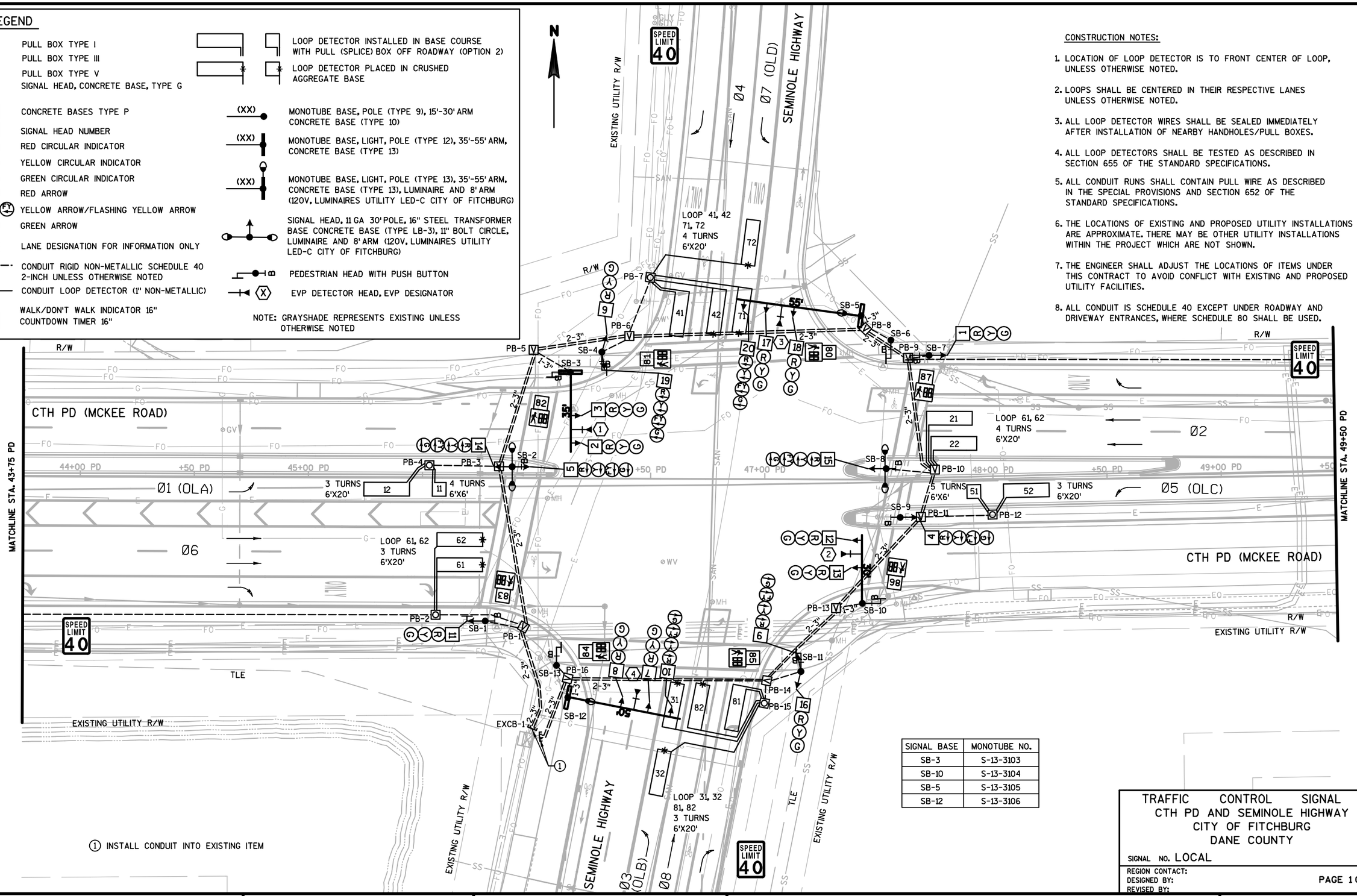
- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- SIGNAL HEAD, CONCRETE BASE, TYPE G
- CONCRETE BASES TYPE P
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW/FLASHING YELLOW ARROW
- GREEN ARROW
- LANE DESIGNATION FOR 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
- (XX) MONOTUBE BASE, POLE (TYPE 9), 15'-30' ARM CONCRETE BASE (TYPE 10)
- (XX) MONOTUBE BASE, LIGHT, POLE (TYPE 12), 35'-55' ARM, CONCRETE BASE (TYPE 13)
- (XX) MONOTUBE BASE, LIGHT, POLE (TYPE 13), 35'-55' ARM, CONCRETE BASE (TYPE 13), LUMINAIRE AND 8' ARM (120V, LUMINAIRES UTILITY LED-C CITY OF FITCHBURG)
- SIGNAL HEAD, 11 GA 30' POLE, 16" STEEL TRANSFORMER BASE CONCRETE BASE (TYPE LB-3), 11" BOLT CIRCLE, LUMINAIRE AND 8' ARM (120V, LUMINAIRES UTILITY LED-C CITY OF FITCHBURG)
- PEDESTRIAN HEAD WITH PUSH BUTTON
- EVP DETECTOR HEAD, EVP DESIGNATOR

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.
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. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.



SIGNAL BASE	MONOTUBE NO.
SB-3	S-13-3103
SB-10	S-13-3104
SB-5	S-13-3105
SB-12	S-13-3106

① INSTALL CONDUIT INTO EXISTING ITEM

TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC SIGNAL PLAN - SEMINOLE HIGHWAY	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024115_sg.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

LEGEND

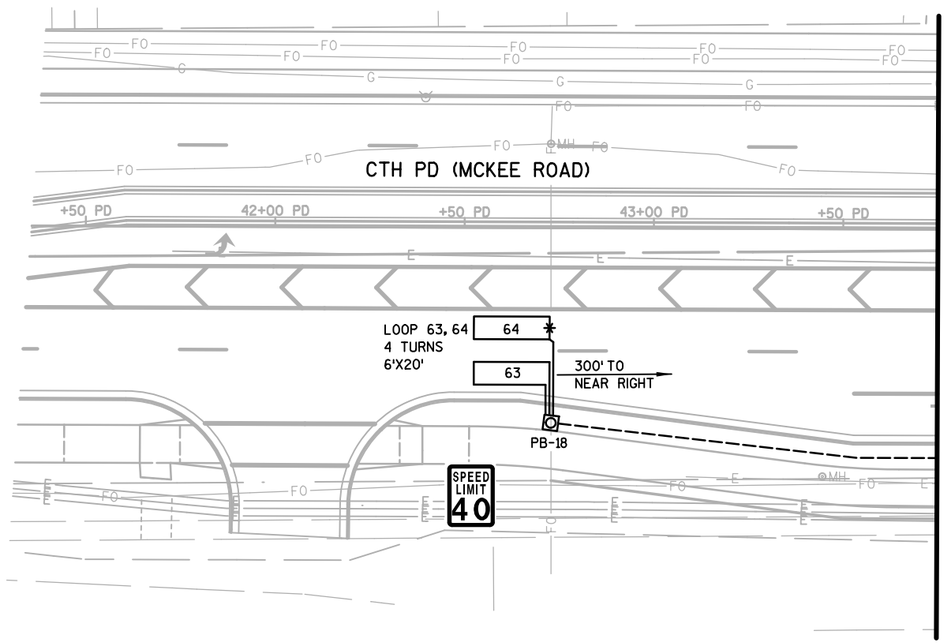
- PULL BOX TYPE I
- PULL BOX TYPE III
- PULL BOX TYPE V
- LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
- LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
- LANE DESIGNATION FOR INFORMATION ONLY
- CONDUIT RIGID NON-METALLIC SCHEDULE 40 2-INCH UNLESS OTHERWISE NOTED
- CONDUIT LOOP DETECTOR (1" NON-METALLIC)

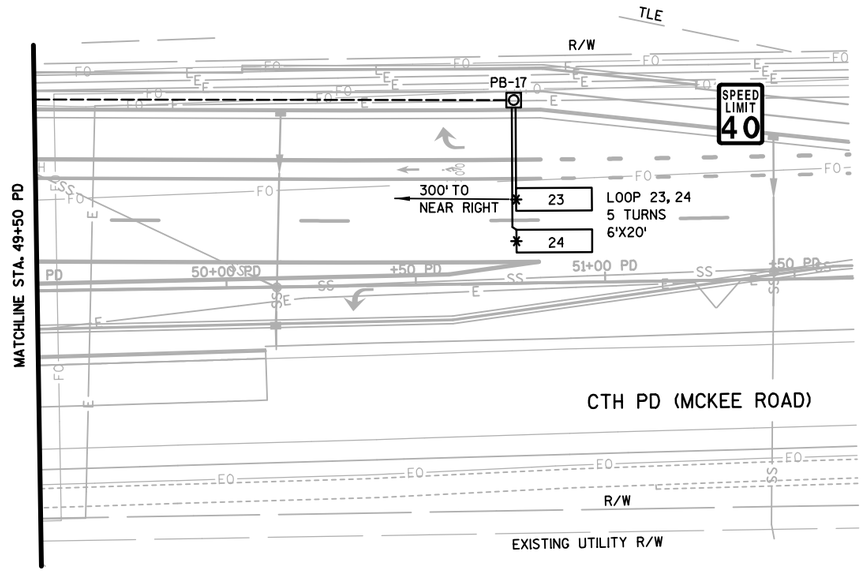
NOTE: GRAYSHADE REPRESENTS EXISTING UNLESS OTHERWISE NOTED

N

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. ALL CONDUIT IS SCHEDULE 40 EXCEPT UNDER ROADWAY AND DRIVEWAY ENTRANCES, WHERE SCHEDULE 80 SHALL BE USED.





TRAFFIC CONTROL SIGNAL
CTH PD AND SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

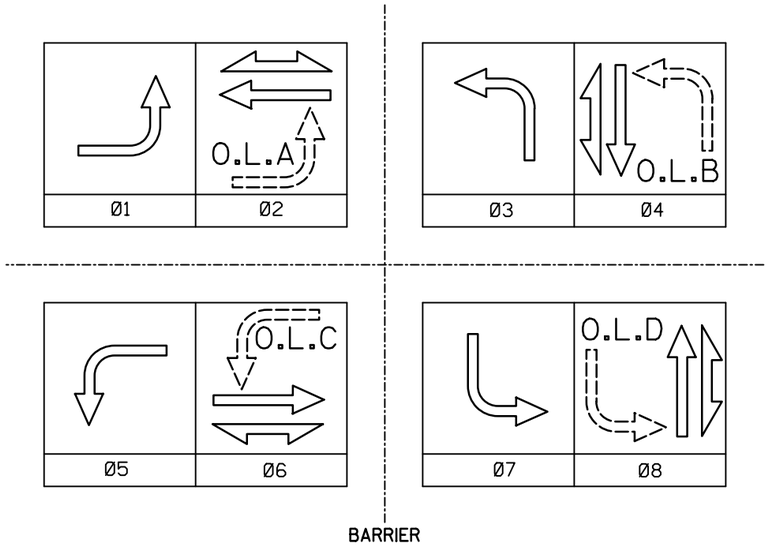
REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC SIGNAL PLAN - SEMINOLE HIGHWAY	SHEET 143	E

RING 1

	HEAD NUMBERS	FLASH
Ø1	14-15	R
Ø2	1-3	R
Ø3	19-20	R
Ø4	6-8	R
Ø5	4-5	R
Ø6	11-13	R
Ø7	9-10	R
Ø8	16-18	R
O.L. A	14-15	R
O.L. B	19-20	R
O.L. C	4-5	R
O.L. D	9-10	R
Ø2P	80,81	
Ø4P	82,83	
Ø6P	84,85	
Ø8P	86,87	



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1				X
2		6	MIN	X
3				X
4		8		X
5				X
6		2	MIN	X
7				X
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	X
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

SPECIAL OVERLAPS

	PROTECTED	PERMISSIVE
O.L. "A"	Ø1	Ø2
O.L. "B"	Ø3	Ø4
O.L. "C"	Ø5	Ø6
O.L. "D"	Ø7	Ø8

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13	19	17	23	21	27	25	31	29	DETECTOR INPUT
DETECTOR *(S)	12	23	24	32	---	---	52	63	64	72	---	---					DETECTOR *(S)
PHASE CALLED																	PHASE CALLED
PHASE EXTENDED	1	2	2	3			5	6	6	7							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	20	18	24	22	28	26	32	30	DETECTOR INPUT
DETECTOR *(S)	11	21	22	31	41	42	51	61	62	71	81	82					DETECTOR *(S)
PHASE CALLED	1	2	2	3	4	4	5	6	6	7	8	8					PHASE CALLED
PHASE EXTENDED	1	2	2	3	4	4	5	6	6	7	8	8					PHASE EXTENDED
DISCONNECT TIME																	DISCONNECT TIME
CALLING DELAY					15						15						CALLING DELAY
EXTENSION STRETCH																	EXTENSION STRETCH
LOOP FUNCTION																	LOOP FUNCTION

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE DETECTOR	1	2	3	4
MOVEMENT				
PHASE	5+2	1+6	3+8	7+4

AFTER PREEMPTION SEQUENCE 5+2 OR 1+6, CONTROLLER SHALL RETURN TO PHASES 2+6.
AFTER PREEMPTION SEQUENCE 3+8 OR 7+4, CONTROLLER SHALL RETURN TO PHASES 4+8.

GENERAL NOTES:
1. SEQUENCE OF OPERATIONS PROVIDED FOR INFORMATION ONLY

CTH PD &
SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE

SIGNAL NO. LOCAL
CONTROLLER TYPE: Econolite
DATE ----
PAGE NO. 3 OF 4

PROJECT NO: 5849-02-02 | HWY: CTH PD | COUNTY: DANE | SEQUENCE OF OPERATIONS | SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024117_ph.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

CTH PD & SEMINOLE HIGHWAY TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-1	7/C	11	EB	R	R	J 6
				Y	O	
				G	G	
		83	J 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-2	12/C	5	WBL	← R	R	J5 & O.L.C
				← Y	O	
				←FY	BLK	
				← G	G	
		14	EBL	← R	R/BLK	J 1& O.L.A
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
			J 4 PED	PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-3	12/C	2	WB	R	R	J 2
				Y	O	
				G	G	
		3	WB	R	R/BLK	J 2
				Y	O/BLK	
				G	G/BLK	
		82	J 4 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-4	12/C	6	SB	R	R	J 4
				Y	O	
				G	G	
		19	NBL	← R	R/BLK	J3 & O.L.B
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
		81	J 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-5	15/C	17	NB	R	R	J 8
				Y	O	
				G	G	
		18	NB	R	R/W	J 8
				Y	BLU/W	
				G	G/W	
		20	NBL	← R	R/BLK	J3 & O.L.B
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
CONTROL CABINET TO SB-6	7/C	80	J 2 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-7	7/C	1	WB	R	R	J 2
				Y	O	
				G	G	
		87	J 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-8	7/C	15	EBL	← R	R	J 1& O.L.A
				← Y	O	
				←FY	BLK	
				← G	G	
			J 8 PED	PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-9	7/C	4	WBL	← R	R	J5 & O.L.C
				← Y	O	
				←FY	BLK	
				← G	G	
			J 8 PED	PED BUTTON	W/BLK	BUTTON

CTH PD & SEMINOLE HIGHWAY TRAFFIC SIGNAL CABLING CHART NO. 14 CABLE						
CABLE RUN	CABLE	HEAD NO.	MOVEMENT	LENS	CONDUCTOR COLOR	REMARKS
CONTROL CABINET TO SB-10	12/C	12	EB	R	R	J 6
				Y	O	
				G	G	
		13	EB	R	R/BLK	J 6
				Y	O/BLK	
				G	G/BLK	
		86	J 8 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-11	12/C	9	SBL	← R	R/BLK	J7 & O.L.D
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
		16	NB	R	R	J 8
				Y	O	
				G	G	
		85	J 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON
CONTROL CABINET TO SB-12	15/C	7	SB	R	R	J 4
				Y	O	
				G	G	
		8	SB	R	R/W	J 4
				Y	BLU/W	
				G	G/W	
		10	SBL	← R	R/BLK	J7 & O.L.D
				← Y	O/BLK	
				←FY	BLK/W	
				← G	G/BLK	
CONTROL CABINET TO SB-13	7/C	84	J 6 PED	D/WALK	BLK	
				WALK	BLU	
				PED BUTTON	W/BLK	BUTTON

EQUIPMENT GROUNDING CONDUCTOR 10 AWG (GREEN)	
FROM	TO
EXCB-1	SB-1
SB-1	SB-2
SB-2	SB-3
SB-3	SB-4
SB-4	SB-5
SB-5	SB-6
SB-6	SB-7
SB-7	SB-8
SB-8	SB-9
SB-9	SB-10
SB-10	SB-11
SB-11	SB-12
SB-12	SB-13
SB-13	EXCB-1

LIGHTING UF 12 AWG W/ GROUND	
FROM	TO
EXCB-1	SB-2
SB-2	SB-5
EXCB-1	SB-12
SB-12	SB-8

EMERGENCY VEHICLE PREEMPTION	
FROM	TO
EXCB-1	SB-3 (HEAD 1)
EXCB-1	SB-10 (HEAD 2)
EXCB-1	SB-5 (HEAD 3)
EXCB-1	SB-12 (HEAD 4)

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 & SEMINOLE HIGHWAY
CITY OF FITCHBURG
DANE COUNTY

SIGNAL NO. LOCAL

DESIGNED BY: STRAND
REVISED BY:

PAGE 4 OF 4

PROJECT NO: 5849-02-02 | HWY: CTH PD | COUNTY: DANE | CABLE ROUTING | SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\024118_cr.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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 7 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 SEMINOLE HWY 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.
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. PROTECTION OF THE EXCAVATIONS IS THE CONTRACTORS RESPONSIBILITY AND IS INCLUDED WITH THE OPERATION FOR WHICH IT IS REQUIRED.

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-A	TEMPORARY MARKING ARROW REMOVABLE TAPE
RT-W	TEMPORARY MARKING WORD REMOVABLE TAPE
4W-E	MARKING LINE EPOXY 4-INCH (WHITE)
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)
6CW	MARKING CROSSWALK PAIN TRANSVERSE LINE 6-INCH
SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
AP	TEMPORARY MARKING ARROW PAINT
WP	TEMPORARY MARKING WORD PAINT

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

- TEMPORARY PEDESTRIAN SAFETY FENCE
- 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)
- ASPHALTIC SURFACE TEMPORARY WEDGE AND ASPHALTIC SURFACE MILLING (SEE CONSTRUCTION DETAILS - STAGING AND TRAFFIC CONTROL PLANS)
- REMOVING PAVEMENT MARKINGS

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - GENERAL NOTES & LEGEND	SHEET 146	E

2

STAGE 1
TRAFFIC
- MAINTAIN EASTBOUND CTH PD (MCKEE ROAD) TRAFFIC ON EXISTING LANES. REDUCE WESTBOUND CTH PD (MCKEE ROAD) TO ONE LANE.
- CLOSE THE OUTER WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- MAINTAIN FULL ACCESS AT SPOKE DRIVE, MARKETPLACE DRIVE/PINEWAY TRAIL AND SEMINOLE HIGHWAY.
- MAINTAIN FULL ACCESS AT COMMERCE PARK DRIVE EXCEPT AS ALLOWED BY THESE SPECIAL PROVISIONS.

CONSTRUCTION
- UTILIZE ALLOWABLE COMMERCE PARK DRIVE CLOSURE TO PLACE AGGREGATES AND CONSTRUCT CONCRETE CURB AND GUTTER.
- CONSTRUCT COMMERCE PARK DRIVE AND COMMERCE PARK DRIVE DETENTION POND.
- CONSTRUCT TEMPORARY PEDESTRIAN SURFACE FROM THE COMMERCE PARK DRIVE TO SPOKE DRIVE AND FROM THE BADGER STATE TRAIL TO PINEWAY TRAIL.
- CONSTRUCT PERMANENT NORTH MULTIUSE PATH FROM PINEWAY TRAIL TO SEMINOLE HIGHWAY.
- CONSTRUCT TEMPORARY WESTBOUND LANE FROM PINEWAY TRAIL TO SEMINOLE HIGHWAY.
- CONSTRUCT PERMANENT SIDEWALK FROM SEMINOLE HIGHWAY TO THE EAST PROJECT LIMITS.
- INSTALL TEMPORARY SIGNALS AT THE SPOKE DRIVE AND SEMINOLE HIGHWAY INTERSECTIONS.
- CONSTRUCT STORM SEWER ALONG THE BADGER STATE TRAIL FROM THE MEDIAN OF MCKEE ROAD.
- CONSTRUCT R-13-330 AND R-13-331.

PEDESTRIANS
- MAINTAIN ACCESS ON EXISTING SIDEWALK ALONG THE SOUTH SIDE OF MCKEE ROAD.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE, SPOKE DRIVE, AND SEMINOLE HIGHWAY.

STAGE 2
TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE INSIDE WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 16+00 PD TO 21+00 PD DURING OFF-PEAK HOURS.
- MAINTAIN FULL ACCESS AT COMMERCE PARK DRIVE, SPOKE DRIVE, MARKETPLACE DRIVE/PINEWAY TRAIL.
- MAINTAIN FULL ACCESS AT SEMINOLE HIGHWAY DURING PEAK HOURS AND REDUCE NORTHBOUND AND SOUTHBOUND SEMINOLE HIGHWAY TO ONE LANE DURING OFF-PEAK HOURS.

CONSTRUCTION
- CONSTRUCT TEMPORARY ASPHALT MEDIANS AT LOCATIONS SHOWN IN THE PLANS.
- CONSTRUCT TEMPORARY WIDENING ALONG SOUTHBOUND SEMINOLE HIGHWAY.
- CONSTRUCT STORM SEWER CROSSING OF SEMINOLE HIGHWAY USING SINGLE LANE CLOSURES DURING OFFPEAK HOURS.
- CONSTRUCT STORM SEWER CROSSINGS OF MCKEE ROAD USING SINGLE LANE CLOSURES DURING OFF-PEAK HOURS.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING EXISTING, TEMPORARY, AND PERMANENT PAVEMENT ALONG THE NORTH AND SOUTH SIDES OF MCKEE ROAD.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE, SPOKE DRIVE, THE BADGER STATE TRAIL, AND SEMINOLE HIGHWAY.

STAGE 3, STAGE 3B, STAGE 3C
TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- PLACE EASTBOUND AND WESTBOUND MCKEE ROAD TRAFFIC ON EXISTING WESTBOUND LANES.
- MAINTAIN FULL ACCESS AT SPOKE DRIVE AND PINEWAY TRAIL.
- MAINTAIN ACCESS THROUGH STAGED CONSTRUCTION AT COMMERCE PARK DRIVE, MARKETPLACE DRIVE, AND SEMINOLE HIGHWAY.
- PROVIDE TURN LANES AND TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS.
- DETOUR THE BADGER STATE TRAIL AS SHOWN IN THE PLANS.

CONSTRUCTION
- CONSTRUCT THE PERMANENT EASTBOUND MCKEE ROAD LANES AND LEFT TURN LANES.
- CONSTRUCT THE MEDIAN ISLANDS AS SHOWN IN THE PLANS.
- CONSTRUCT MARKETPLACE DRIVE.
- SEMINOLE HIGHWAY NORTH AND SOUTH OF MCKEE ROAD.
- CONSTRUCT WESTBOUND MCKEE ROAD RIGHT TURN LANE, EAST OF SEMINOLE HIGHWAY.
- CONSTRUCT THE PERMANENT SOUTH MULTIUSE PATH.
- CONSTRUCT R-13-332.
- CONSTRUCT THE SOUTH ABUTMENT OF B-13-866.
- CONSTRUCT THE BADGER STATE TRAIL SOUTH OF MCKEE ROAD AND THE SOUTH RETURN PATH.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING EXISTING, TEMPORARY, AND PERMANENT PAVEMENT ALONG THE NORTH SIDE OF MCKEE ROAD.
- MAINTAIN NORTHBOUND PEDESTRIAN AND BIKE ACCESS ON THE BADGER STATE TRAIL NORTH OF MCKEE ROAD.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE AND SEMINOLE HIGHWAY.

STAGE 4
TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE INSIDE WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON CTH PD (MCKEE ROAD) FROM STATION 16+00 PD TO 21+00 PD DURING OFF-PEAK HOURS.
- MAINTAIN FULL ACCESS AT COMMERCE PARK DRIVE AND SEMINOLE HIGHWAY.
- MAINTAIN ACCESS THROUGH STAGED CONSTRUCTION AT SPOKE DRIVE, MARKETPLACE DRIVE, AND PINEWAY TRAIL.
- PROVIDE TURN LANES AND TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS.
- DETOUR THE BADGER STATE TRAIL AS SHOWN IN THE PLANS.

CONSTRUCTION
- CONSTRUCT THE INSIDE PERMANENT WESTBOUND MCKEE ROAD LANE AND LEFT TURN LANES.
- CONSTRUCT THE MEDIAN ISLANDS AS SHOWN IN THE PLANS.
- CONSTRUCT THE BADGER STATE TRAIL AND NORTH RETURN PATH NORTH OF MCKEE ROAD.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING EXISTING, TEMPORARY, AND PERMANENT PAVEMENT ALONG THE NORTH SIDE OF MCKEE ROAD AND UTILIZING PERMANENT PAVEMENT ALONG THE SOUTH SIDE OF MCKEE ROAD.
- MAINTAIN SOUTHBOUND PEDESTRIAN AND BIKE ACCESS ON THE BADGER STATE TRAIL SOUTH OF MCKEE ROAD.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE AND SEMINOLE HIGHWAY.

2

STAGE 4B
TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE INSIDE WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON CTH PD (MCKEE ROAD) FROM STATION 16+00 PD TO 21+00 PD DURING OFF-PEAK HOURS.
- MAINTAIN FULL ACCESS AT COMMERCE PARK DRIVE, SPOKE DRIVE, MARKETPLACE DRIVE, AND PINEWAY TRAIL.
- MAINTAIN RIGHT-IN, RIGHT -OUT ACCESS ALONG SEMINOLE HIGHWAY AT THE MCKEE ROAD INTERSECTION.
- PROVIDE TURN LANES AND TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS.
- DETOUR THE BADGER STATE TRAIL AS SHOWN IN THE PLANS.

CONSTRUCTION
- CONSTRUCT THE CENTER OF THE MCKEE ROAD AND SEMINOLE HIGHWAY INTERSECTION.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING EXISTING, TEMPORARY AND PERMANENT PAVEMENT ALONG THE NORTH SIDE OF MCKEE ROAD AND UTILIZING PERMANENT PAVEMENT ALONG THE SOUTH SIDE OF MCKEE ROAD.
- MAINTAIN SOUTHBOUND PEDESTRIAN AND BIKE ACCESS ON THE BADGER STATE TRAIL SOUTH OF MCKEE ROAD.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE AND SEMINOLE HIGHWAY.

STAGE 5 (PRE-STAGE)
TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE OUTSIDE WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON CTH PD (MCKEE ROAD) FROM STATION 16+00 PD TO 21+00 PD DURING OFF-PEAK HOURS.
- MAINTAIN FULL ACCESS AT COMMERCE PARK DRIVE, MARKETPLACE DRIVE, AND SEMINOLE HIGHWAY.
- MAINTAIN ACCESS THROUGH STAGED CONSTRUCTION AT SPOKE DRIVE AND PINEWAY TRAIL.
- PROVIDE TURN LANES AND TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS.
- DETOUR THE BADGER STATE TRAIL AS SHOWN IN THE PLANS.

CONSTRUCTION
- CONSTRUCT THE REMAINING B-13-866 STRUCTURE.
- CONSTRUCT R-13-333.
- CONSTRUCT THE REMAINING BADGER STATE TRAIL.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING EXISTING, TEMPORARY, AND PERMANENT PAVEMENT ALONG THE NORTH SIDE OF MCKEE ROAD AND UTILIZING PERMANENT PAVEMENT ALONG THE SOUTH SIDE OF MCKEE ROAD.
- MAINTAIN SOUTHBOUND PEDESTRIAN AND BIKE ACCESS ON THE BADGER STATE TRAIL SOUTH OF MCKEE ROAD.
- CLOSE PEDESTRIAN ACCESS BETWEEN SPOKE DRIVE AND MARKETPLACE DRIVE AND THE BADGER STATE TRAIL SOUTH OF MCKEE ROAD DURING PLACEMENT OF THE B-13-866 STRUCTURE.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE AND SEMINOLE HIGHWAY.

STAGE 5
TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE OUTSIDE WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- MAINTAIN FULL ACCESS AT COMMERCE PARK DRIVE, MARKETPLACE DRIVE, AND SEMINOLE HIGHWAY.
- MAINTAIN ACCESS THROUGH STAGED CONSTRUCTION AT SPOKE DRIVE AND PINEWAY TRAIL.
- PROVIDE TURN LANES AND TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS.

CONSTRUCTION
- CONSTRUCT THE OUTSIDE WESTBOUND MCKEE ROAD LANE AND RIGHT TURN LANES.
- CONSTRUCT SPOKE DRIVE.
- CONSTRUCT PINEWAY TRAIL.
- CONSTRUCT THE REMAINING NORTH RETURN PATH.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ALONG THE SOUTH SIDE OF MCKEE ROAD.
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ON THE BADGER STATE TRAIL.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE, BADGER STATE TRAIL, AND SEMINOLE HIGHWAY.

STAGE 6
TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE INSIDE WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- MAINTAIN FULL ACCESS AT SPOKE DRIVE, MARKETPLACE DRIVE, PINEWAY TRAIL, AND SEMINOLE HIGHWAY.
- MAINTAIN ACCESS THROUGH STAGED CONSTRUCTION AT COMMERCE PARK DRIVE.
- PROVIDE TURN LANES AND TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS.

CONSTRUCTION
- CONSTRUCT THE PERMANENT PAVEMENT AT THE MCKEE ROAD - COMMERCE PARK DRIVE INTERSECTION AS SHOWN IN THE PLANS.
- CONSTRUCT THE PERMANENT PAVEMENT AND MEDIAN ISLANDS AT THE MCKEE ROAD - SEMINOLE HIGHWAY INTERSECTION AS SHOWN IN THE PLANS.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ALONG THE NORTH AND SOUTH SIDES OF MCKEE ROAD.
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ON THE BADGER STATE TRAIL.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE, SPOKE DRIVE, BADGER STATE TRAIL, AND SEMINOLE HIGHWAY.

STAGE 6B

TRAFFIC
- REDUCE MCKEE ROAD TO ONE LANE IN EACH DIRECTION.
- CLOSE THE OUTSIDE WESTBOUND TRAVEL LANE ON MCKEE ROAD.
- CLOSE THE INSIDE EASTBOUND TRAVEL LANE ON MCKEE ROAD FROM STATION 21+00 PD TO EAST PROJECT LIMITS.
- MAINTAIN FULL ACCESS AT SPOKE DRIVE, MARKETPLACE DRIVE, PINEWAY TRAIL, AND SEMINOLE HIGHWAY.
- MAINTAIN ACCESS THROUGH STAGED CONSTRUCTION AT COMMERCE PARK DRIVE.
- PROVIDE TURN LANES AND TEMPORARY TRAFFIC SIGNALS AS SHOWN IN THE PLANS.

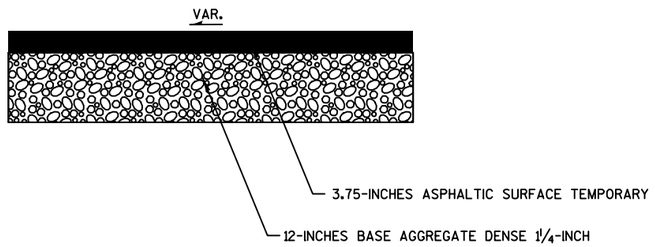
CONSTRUCTION
- CONSTRUCT THE PERMANENT PAVEMENT AT THE MCKEE ROAD - COMMERCE PARK DRIVE INTERSECTION AS SHOWN IN THE PLANS.
- CONSTRUCT THE PERMANENT PAVEMENT AT THE MCKEE ROAD - SEMINOLE HIGHWAY INTERSECTION AS SHOWN IN THE PLANS.

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ALONG THE NORTH AND SOUTH SIDES OF MCKEE ROAD.
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ON THE BADGER STATE TRAIL.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE, SPOKE DRIVE, BADGER STATE TRAIL, AND SEMINOLE HIGHWAY.

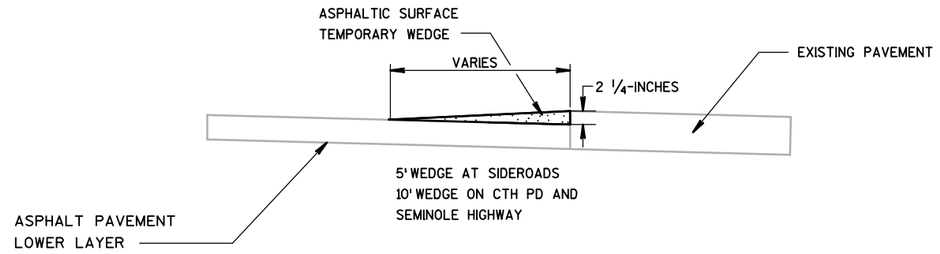
PAVEMENT SURFACE
TRAFFIC
- REDUCE TRAFFIC TO A SINGLE LANE IN EACH DIRECTION DURING OFF-PEAK HOURS.

CONSTRUCTION
- CONSTRUCT THE PERMANENT PAVEMENT (SURFACE).

PEDESTRIANS
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ALONG THE NORTH AND SOUTH SIDES OF MCKEE ROAD.
- MAINTAIN ACCESS UTILIZING PERMANENT PAVEMENT ON THE BADGER STATE TRAIL.
- PEDESTRIAN CROSSINGS OF MCKEE ROAD LOCATED AT COMMERCE PARK DRIVE, SPOKE DRIVE, BADGER STATE TRAIL, AND SEMINOLE HIGHWAY.



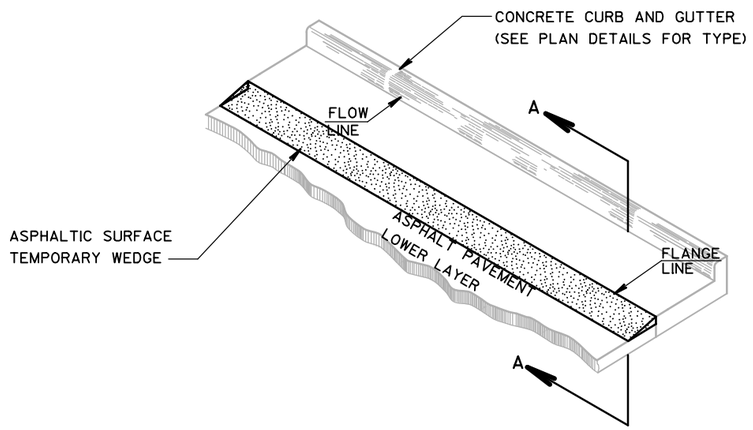
ASPHALTIC SURFACE TEMPORARY PAVEMENT STRUCTURE



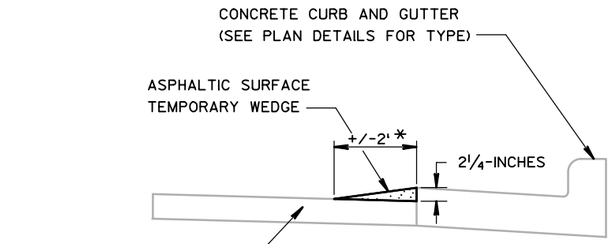
TRANSVERSE WEDGE AT MATCH POINTS

NOTE: ASPHALTIC SURFACE TEMPORARY WEDGE TO BE PAID AS ASPHALTIC SURFACE TEMPORARY.

ASPHALTIC SUFACE TEMPORARY WEDGE TO BE REMOVED PRIOR TO PLACING SURFACE LAYER. PAID AS REMOVING ASPHALTIC SURFACE MILLING.



ASPHALTIC SURFACE TEMPORARY WEDGE DETAIL



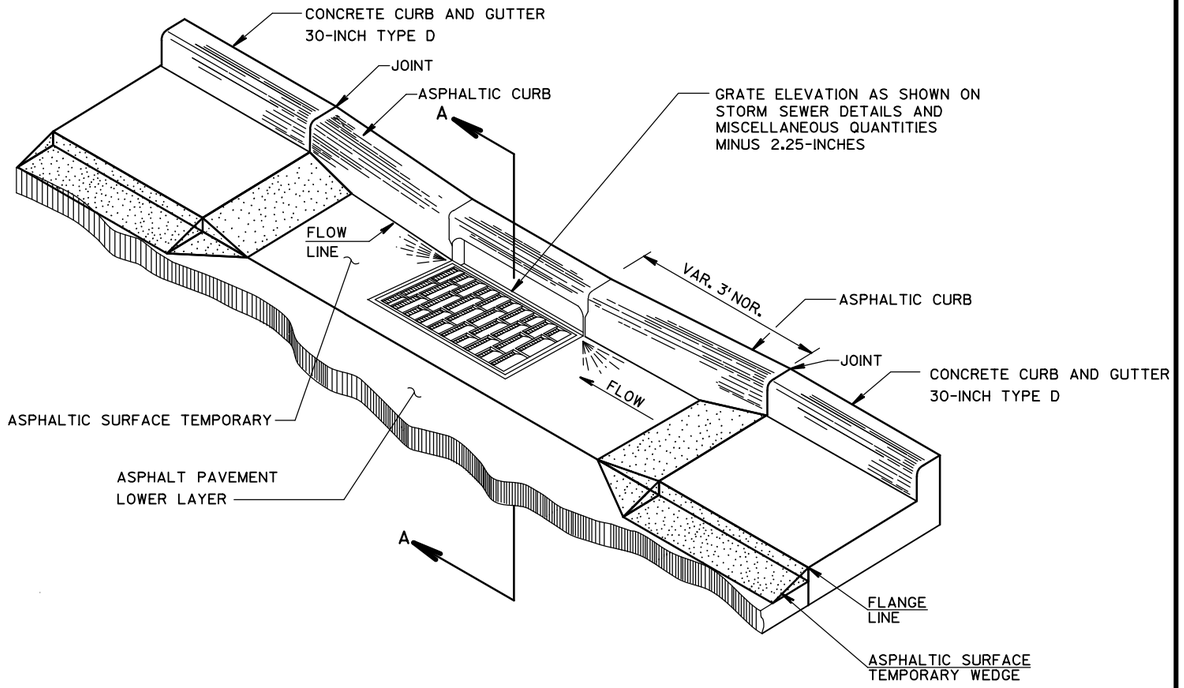
SECTION A-A

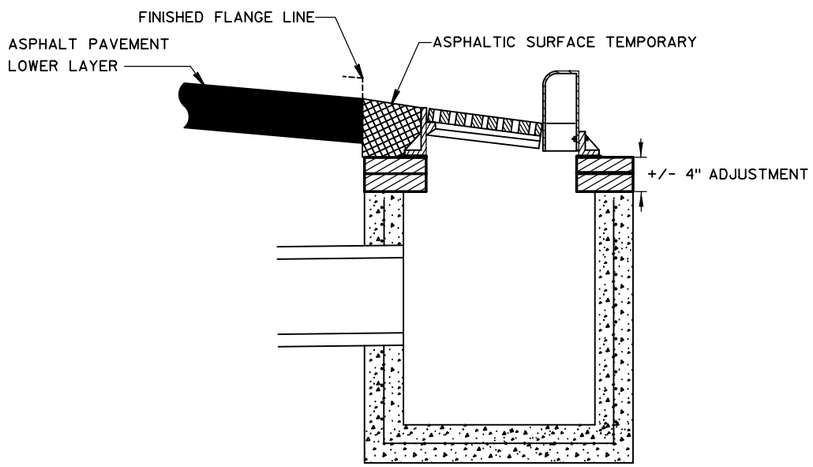
* 3' AT CURB RAMP LOCATIONS

NOTE: ASPHALTIC SURFACE TEMPORARY WEDGE TO BE PAID AS ASPHALTIC SURFACE TEMPORARY.

ASPHALTIC SUFACE TEMPORARY WEDGE TO BE REMOVED PRIOR TO PLACING SURFACE LAYER. PAID AS REMOVING ASPHALTIC WEDGE MILLING.

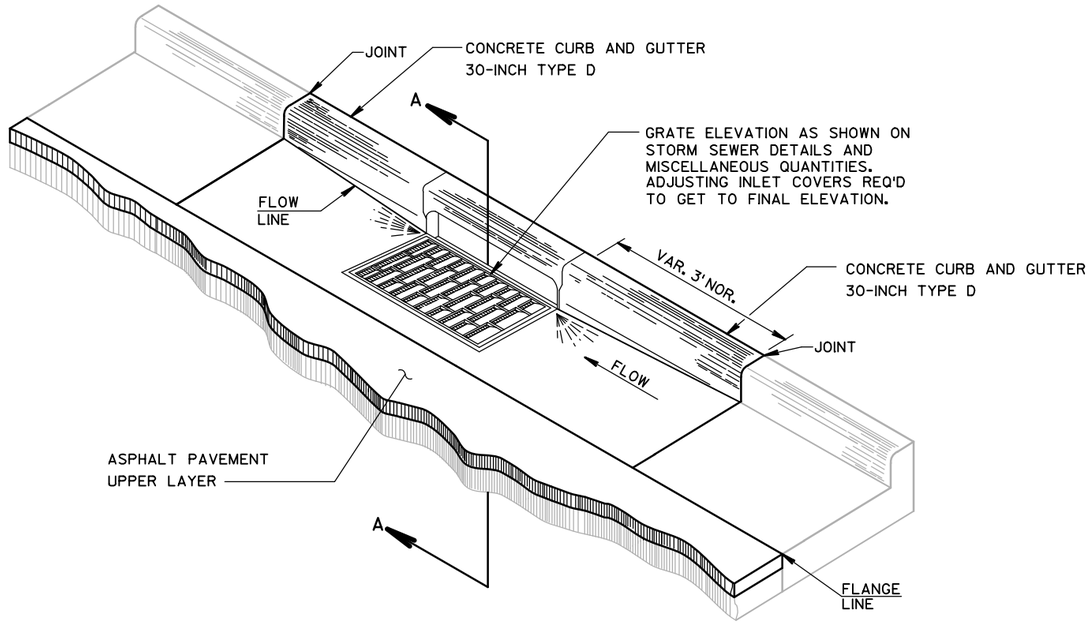
SEE TRAFFIC CONTROL PLANS FOR LOCATIONS.

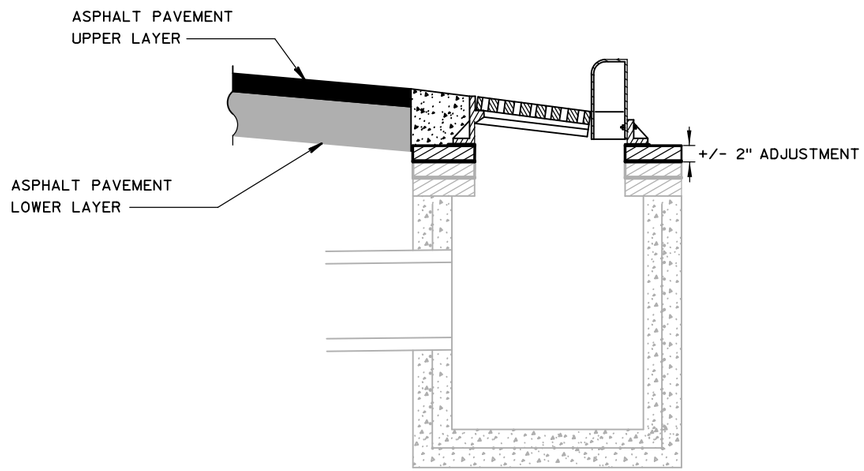




SECTION A-A
(CATCH BASIN 2X3-FT, H SHOWN)

LOW POINT INLET STAGED





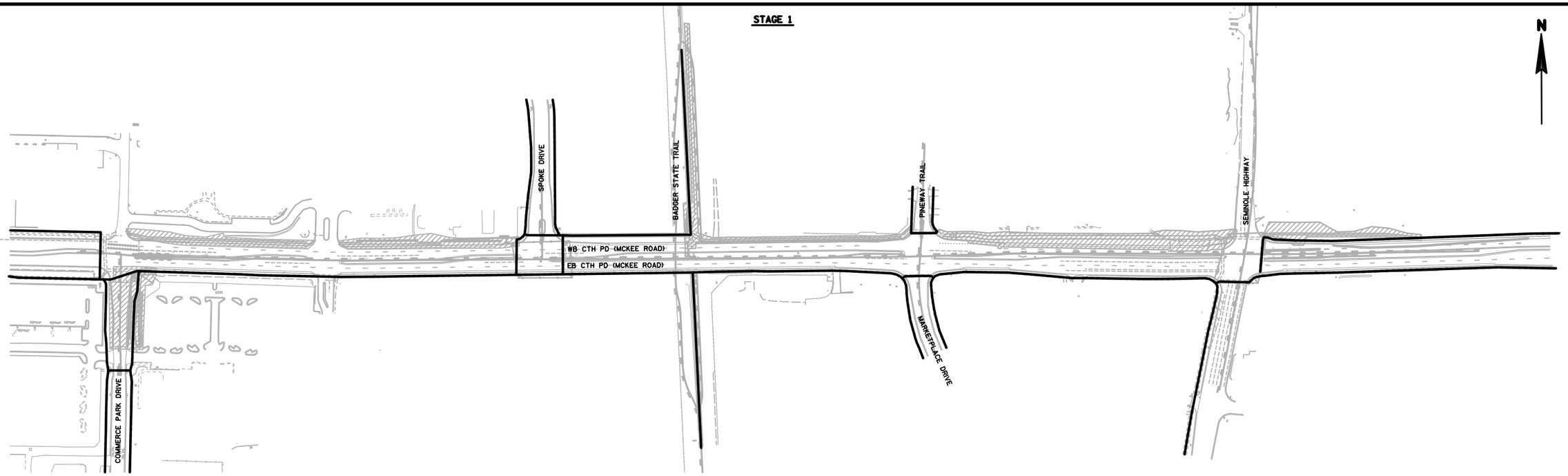
SECTION A-A
(CATCH BASIN 2X3-FT, H SHOWN)

LOW POINT INLET FINAL

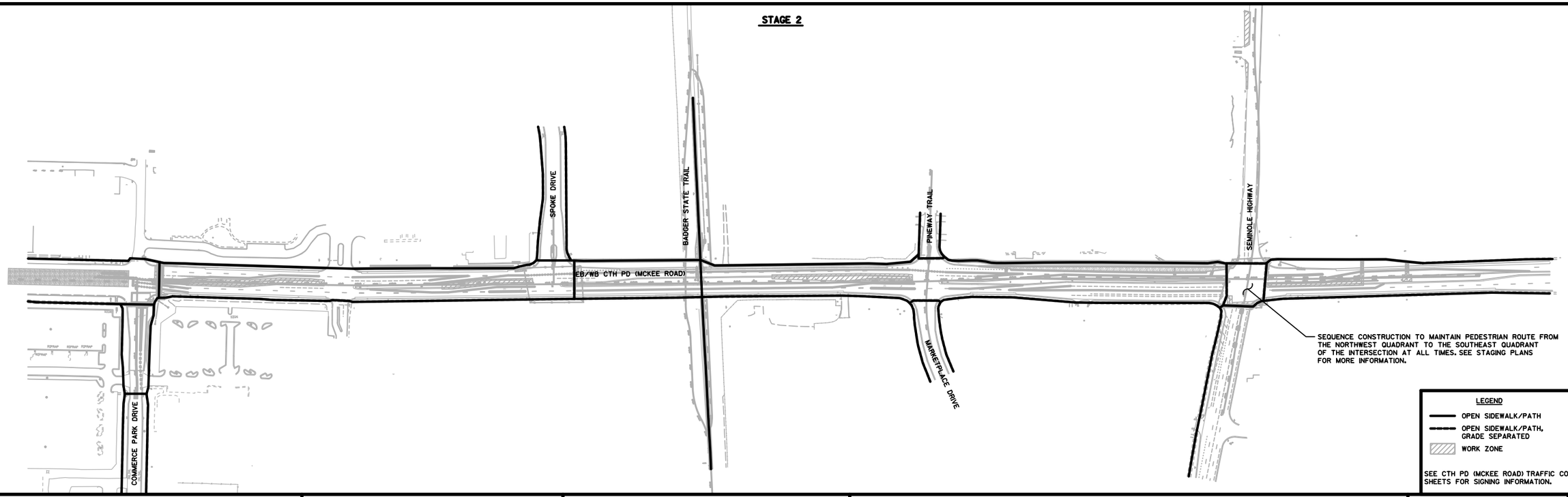
2

2

STAGE 1



STAGE 2

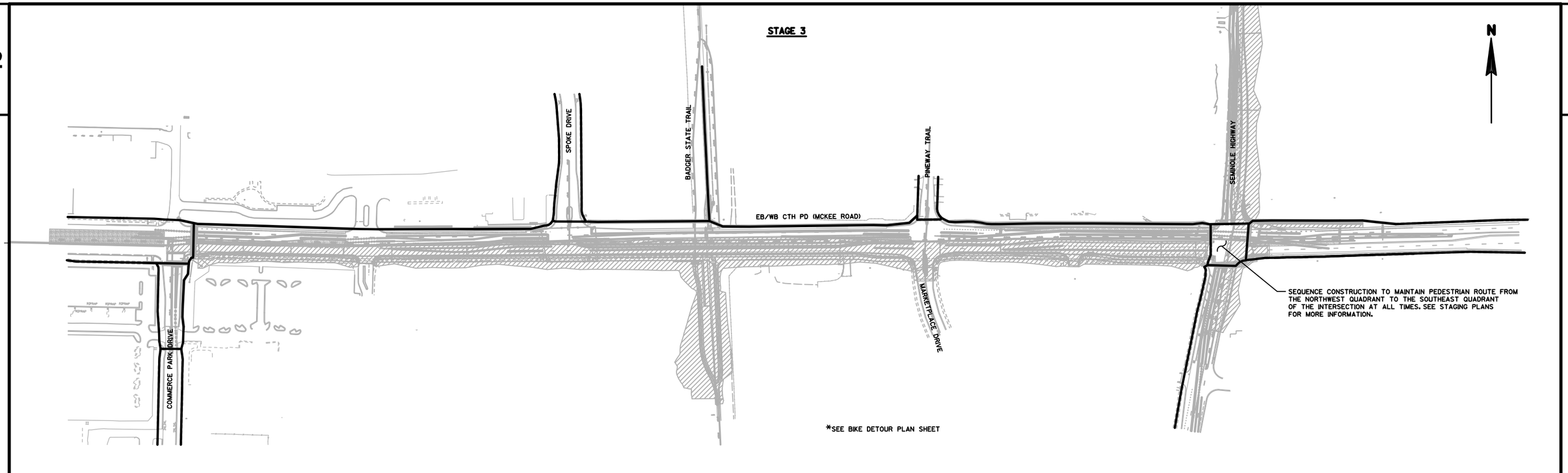


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - PED./BICYCLE ROUTING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026105_ped_route.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

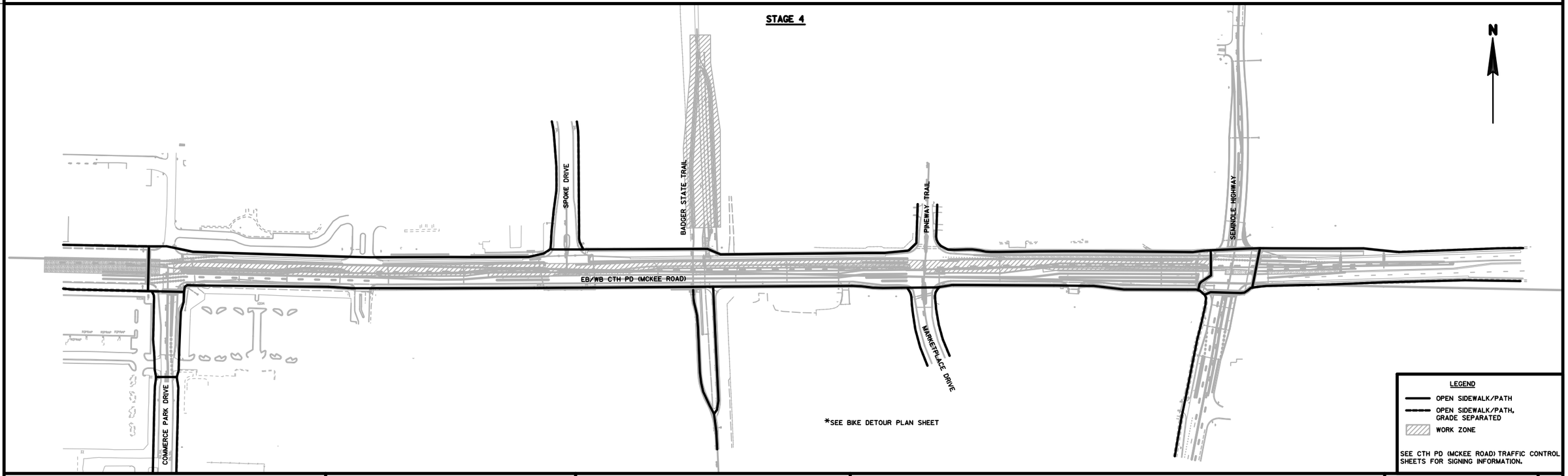
2

STAGE 3



2

STAGE 4

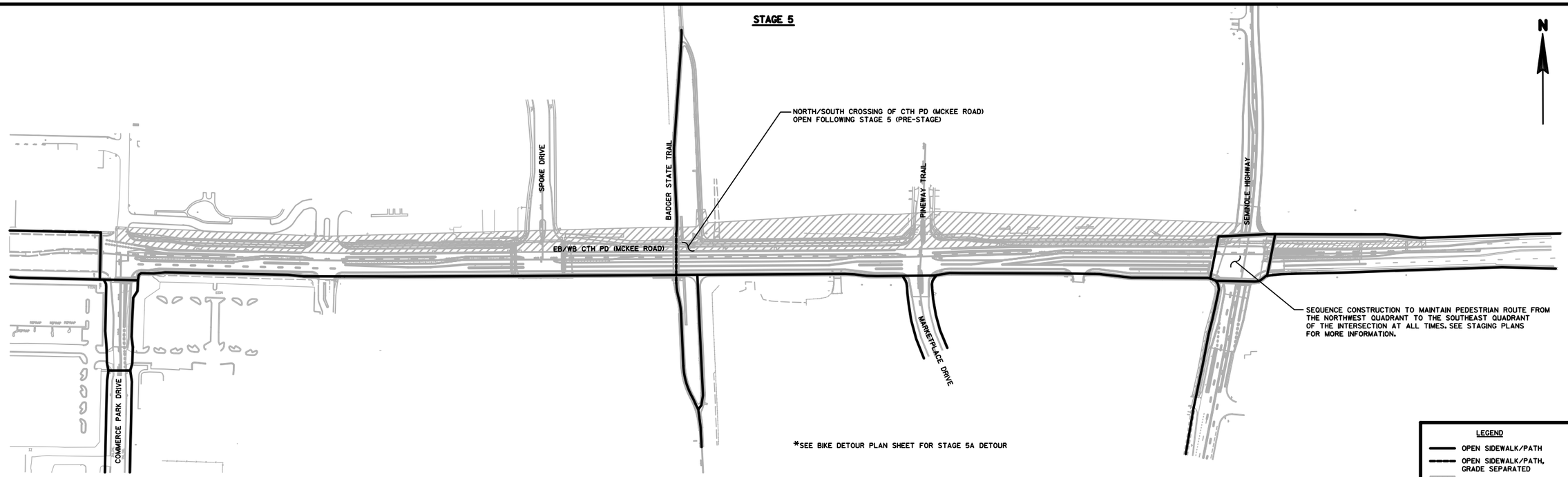


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - PED./BICYCLE ROUTING	SHEET 152	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026106_ped_route.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

STAGE 5



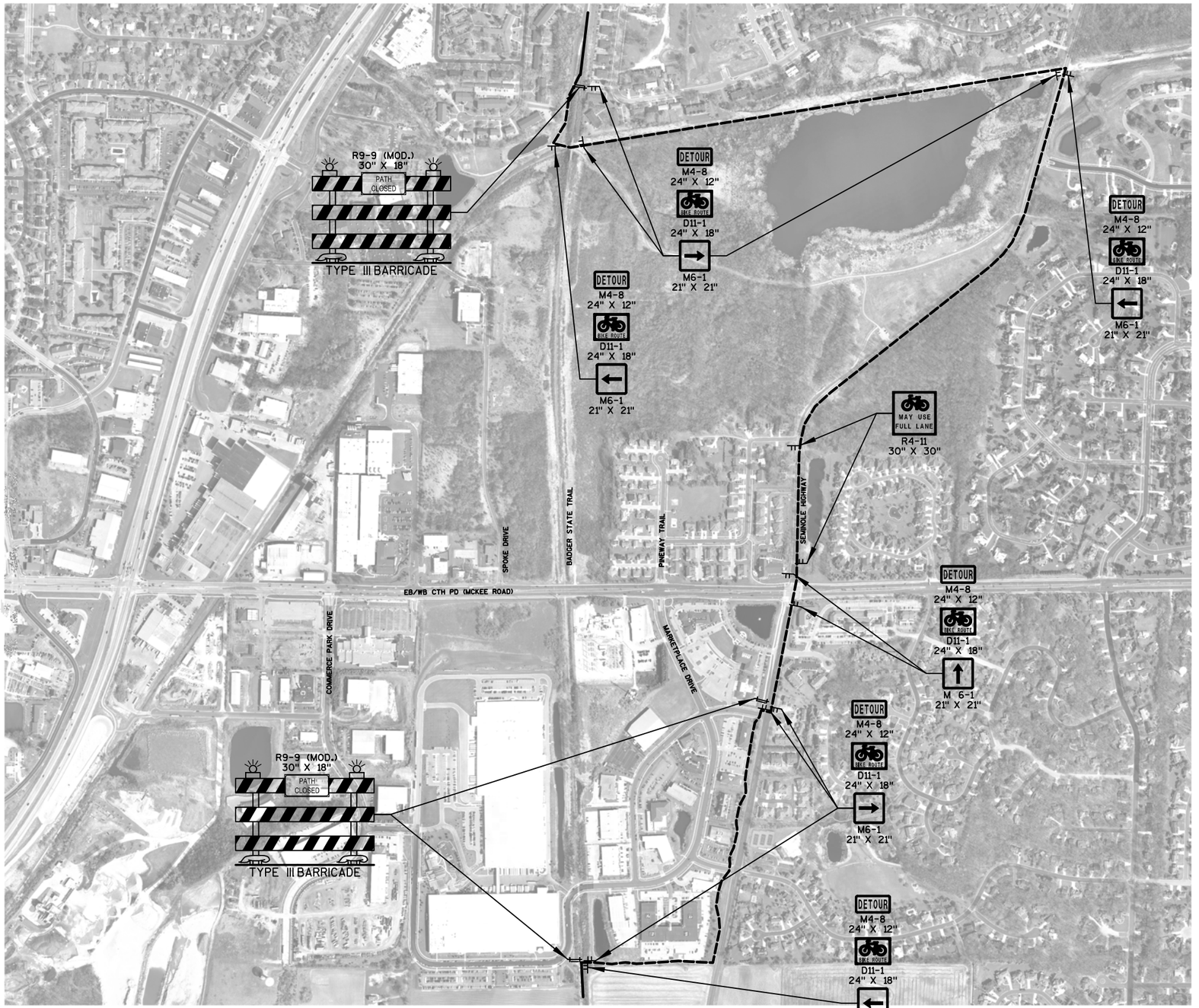
2

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - PED./BICYCLE ROUTING	SHEET	E

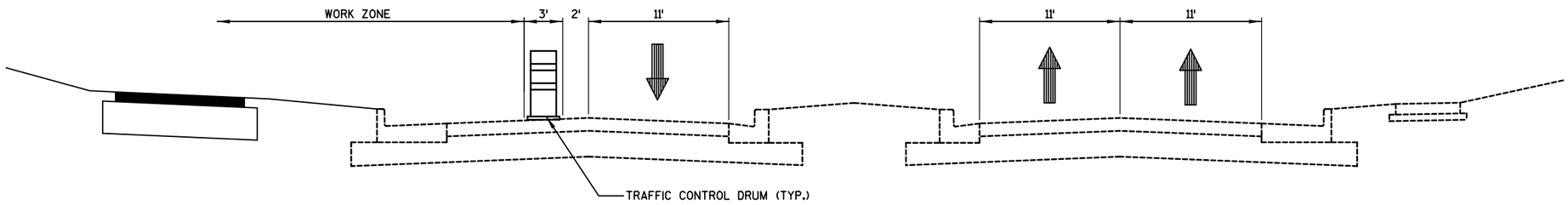
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026107_ped_route.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

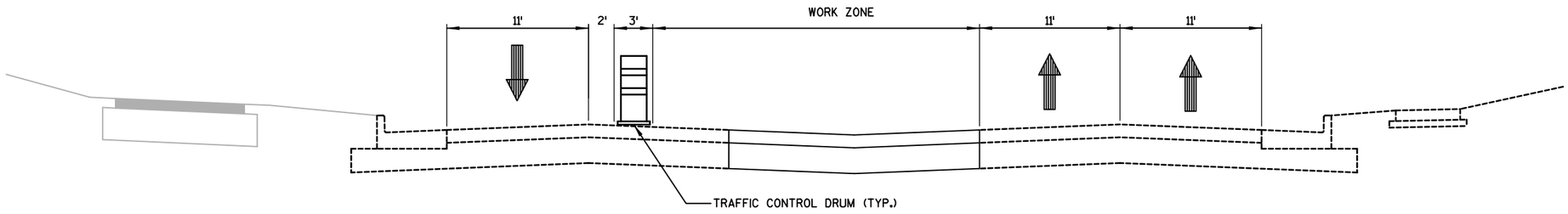


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3, 4, 5A BIKE DETOUR	SHEET 154	E



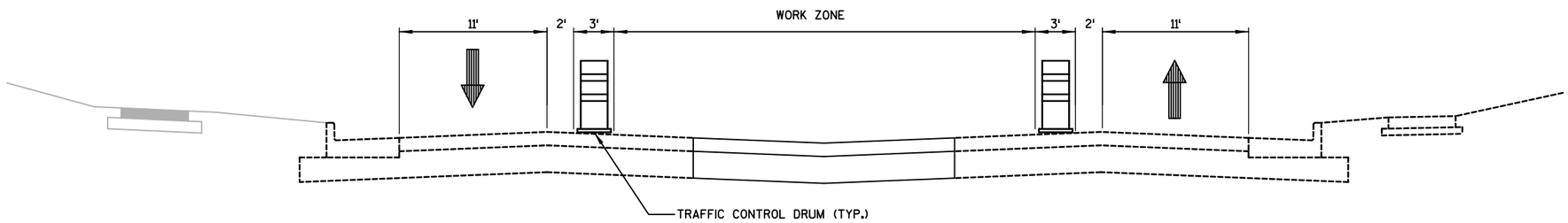
TYPICAL STAGE 1 SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO STA. 51+89 PD



TYPICAL STAGE 2 SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO STA. 21+00 PD

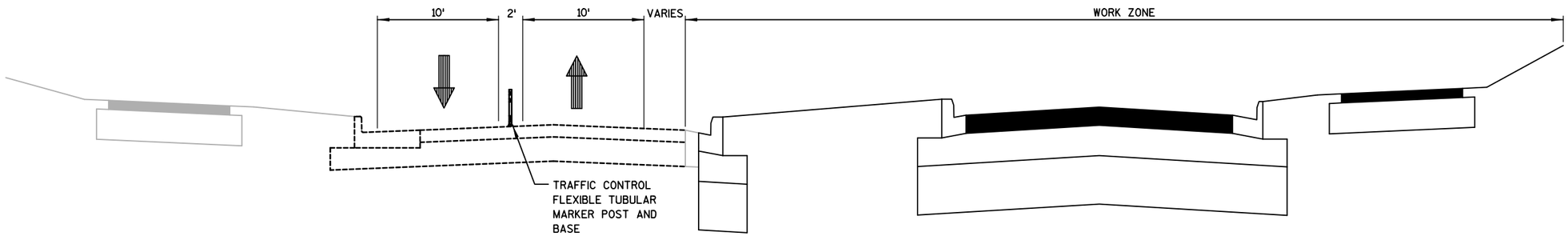


TYPICAL STAGE 2 SECTION - CTH PD (MCKEE ROAD)

STA. 21+00 PD TO STA. 51+89 PD

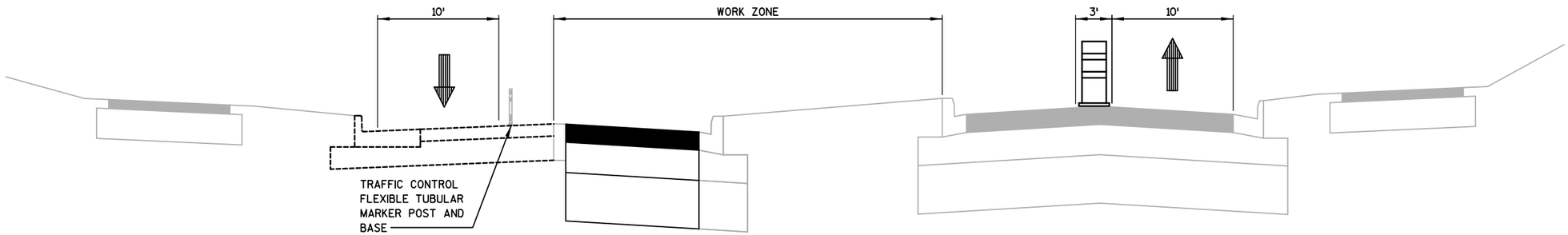
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026200_pd_ts.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



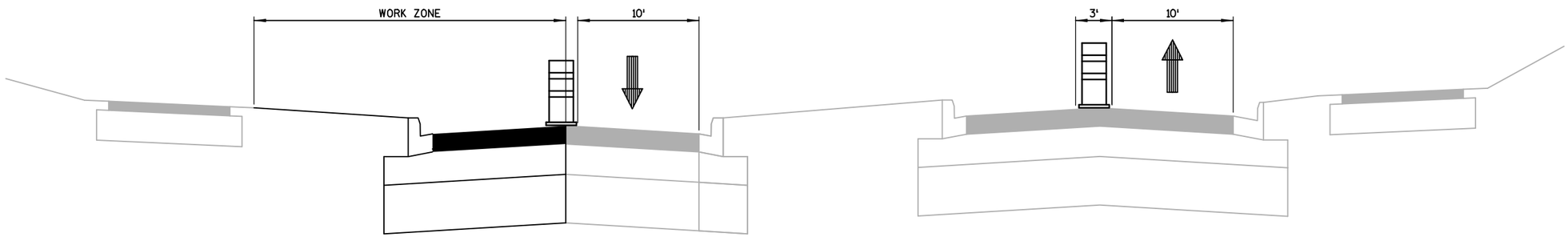
TYPICAL STAGE 3 SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO STA. 51+89 PD



TYPICAL STAGE 4 SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO STA. 51+89 PD



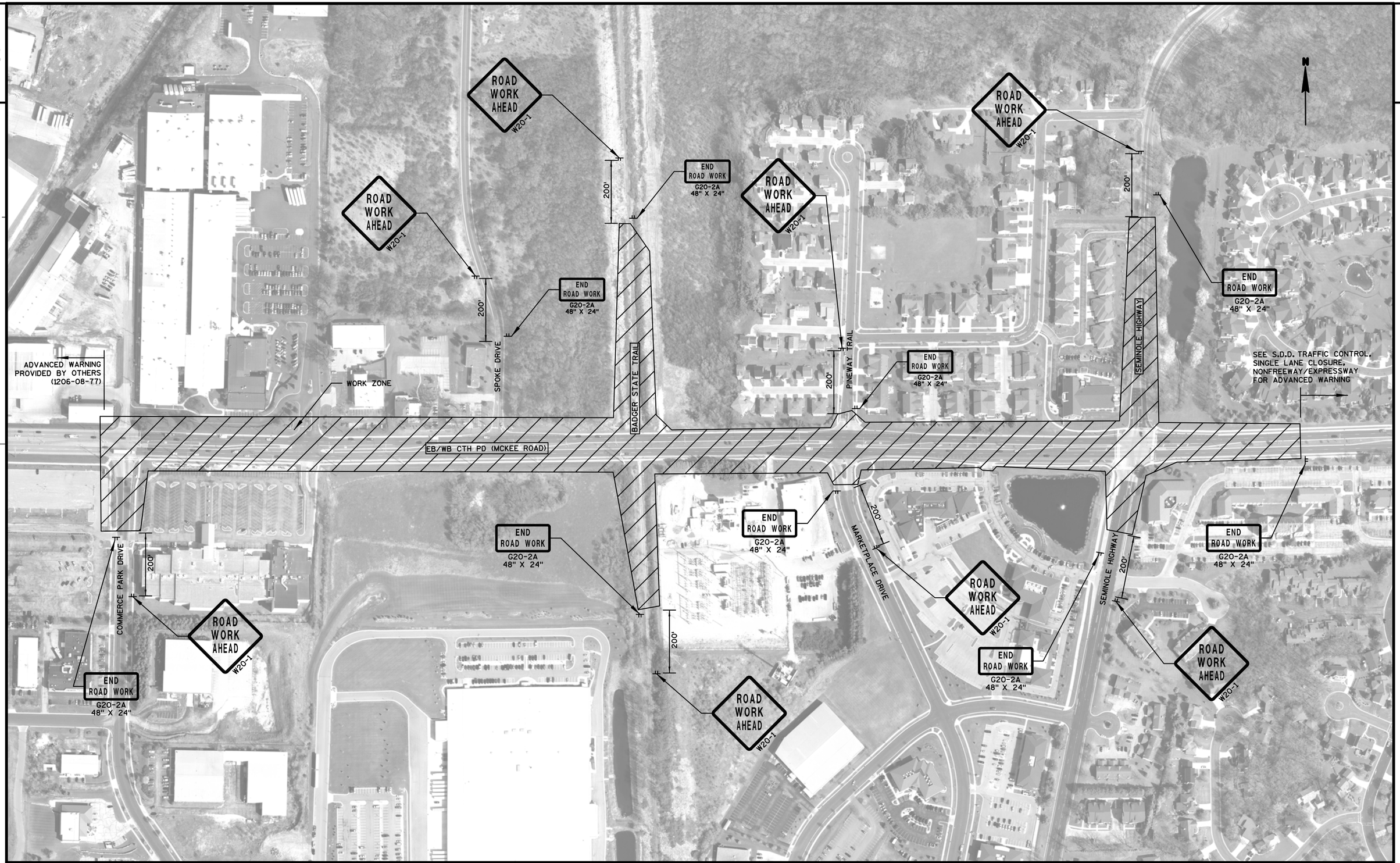
TYPICAL STAGE 5 SECTION - CTH PD (MCKEE ROAD)

STA. 14+46 PD TO STA. 51+89 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - TYPICAL SECTIONS	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026201_pd_ts.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - ADVANCED WARNING (ALL STAGES)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\025000_aw.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

STA. 14+74 PD, 63.6' LT

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQ'D.
TEMPORARY CURB RAMP REQ'D.

STA. 15+15 PD, 53.5'LT
STA. 15+27 PD, 51.7'LT
STA. 15+33 PD, 55.7'LT

SAWING CURB HEAD REQ'D

RT-4W
2' SEG.
6' GAP

RT-4Y
2' SEG.
6' GAP

SAWING CURB HEAD REQ'D

STA. 16+04 PD, 6.8' LT

STA. 16+04 PD, 7.2' RT

TEMPORARY PAVEMENT TO BE CONSTRUCTED BY OTHERS (1206-08-77) COORDINATE MATCH POINT

EXISTING PAVEMENT MARKINGS TO REMAIN (TYP.)

SPEED LIMIT 30
R2-1
24" X 30"
COVERING SIGN TYPE II

TEMPORARY PEDESTRIAN SURFACE ASPHALT

SPEED LIMIT 30
R2-1
24" X 30"
COVERING SIGN TYPE II

5"

6"

5"

50' (TYP.)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

14+00 PD
+50 PD
15+00 PD
+50 PD
16+00 PD
+50 PD
17+00 PD
+50 PD
18+00 PD
+50 PD
19+00 PD
+50 PD
20+00 PD

MATCHLINE STA. 20+00 PD

EXISTING PAVEMENT MARKINGS TO REMAIN (TYP.)

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

4+00 CP
+50 CP
3+00 CP
+50 CP
2+00 CP
+50 CP

COMMERCE PARK DRIVE

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQD.
PLACE PERMANENT PATH PAVEMENT AFTER USE OF TEMPORARY SIGNAL IS COMPLETE

MAINTAIN ACCESS PER SPECIAL PROVISIONS

** 18-LF CULVERT PIPE TEMPORARY 24-INCH REQ'D
CONNECT TO PROPOSED MANHOLE W101
CONCRETE COLLAR REQ'D TO CONNECT EXISTING STORM SEWER PIPE TO TEMPORARY PIPE

SEE S.D.D., TRAFFIC CONTROL, BARRICADE AND SIGNS FOR SIDEROAD CLOSURES

N

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 1	SHEET 158	E

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

10' (TYP.)

WB CTH PD (MCKEE ROAD)

50' (TYP.)

14+00 PD | +50 PD | 15+00 PD | +50 PD | 16+00 PD | +50 PD | 17+00 PD | +50 PD | 18+00 PD | +50 PD | 19+00 PD | +50 PD | 20+00 PD

MB

MATCHLINE STA. 20+00 PD

EB CTH PD (MCKEE ROAD)

ASPHALTIC SURFACE TEMPORARY

R9-11
24" X 12"

4+00 CP

STA. 14+99 PD, 37.0' RT

STA. 15+40 PD, 37.6' RT

TEMPORARY PEDESTRIAN SURFACE ASPHALT

STA. 14+48 PD, 41.7' RT

3'

STA. 15+61 PD, 45.4' RT

STA. 15+40 PD, 53.1' RT

STA. 14+51 PD, 80.5' RT

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQD. PLACE PERMANENT PATH PAVEMENT AFTER USE OF TEMPORARY SIGNAL IS COMPLETE

SIGN

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

3+00 CP

2+50 CP

2+00 CP

COMMERCE PARK DRIVE

COORDINATE PCMS LOCATION FOR ROADWAY CLOSURE WITH 1206-08-77 PROJECT.

R3-1
24" X 24"

PLACE SIGN 250' PRIOR TO COMMERCE PARK INTERSECTION. APPROXIMATELY STA 12+00 PD.

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

SEE S.D.D., TRAFFIC CONTROL, BARRICADE AND SIGNS FOR SIDEROAD CLOSURES

SIDEWALK CLOSED
R9-9
24" X 12"

NOTE:
DO NOT CLOSURE COMMERCE PARK DRIVE UNTIL TEMPORARY PEDESTRIAN FACILITIES ON THE NORTH SIDE OF CTH PD (MCKEE ROAD) ARE CONSTRUCTED AND OPEN TO PEDESTRIANS.

R9-11
24" X 12"

TYPE III BARRICADE

PLACE AT THE PEDESTRIAN CROSSING SOUTH OF THE MOVIE THEATER DRIVEWAY.

R3-2
24" X 24"

R9-11
24" X 12"

TYPE III BARRICADE

PLACE AT THE PEDESTRIAN CROSSING AT SPOKE DRIVE.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL- STAGE 1- COMMERCE PARK DRIVE CLOSURE	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026210_pd_s1ComClosure.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

TEMPORARY CURB RAMP REQ'D.

STA. 20+08 PD, 51.5'LT

SAWING CURB HEAD REQ'D

STA. 20+86 PD, 51.5'LT

TEMPORARY PEDESTRIAN SURFACE ASPHALT
TEMPORARY CURB RAMP REQ'D.

R-13-330
(SEE STRUCTURE PLANS)

STA. 23+35 PD, 51.5'LT

R-13-331
(SEE STRUCTURE PLANS)

SPEED LIMIT 30
R2-1
24" X 30"

STA. 25+92 PD, 56.9'LT

STA. 25+72 PD, 51.9'LT

STA. 25+68 PD, 44.3'LT
INLETS TEMPORARY REQ'D
INLET COVERS TYPE H REQ'D
PLACE INLET COVER ON B100.8
AFTER TEMPORARY USE
(SEE STORM SEWER PLANS)
RIM=1024.58
IE=1020.93

ASPHALTIC CURB AND
ASPHALTIC SURFACE
TEMPORARY REQ'D

STA. 25+50 PD, 50.0'LT

4" (MIN.)

10' (TYP.)

51'

50' (TYP.)

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 20+00 PD

+50 PD

21+00 PD

+50 PD

22+00 PD

+50 PD

23+00 PD

+50 PD

24+00 PD

+50 PD

25+00 PD

+50 PD

26+00 PD

MATCHLINE STA. 26+00 PD

STA. 25+56 PD, 37.1'LT

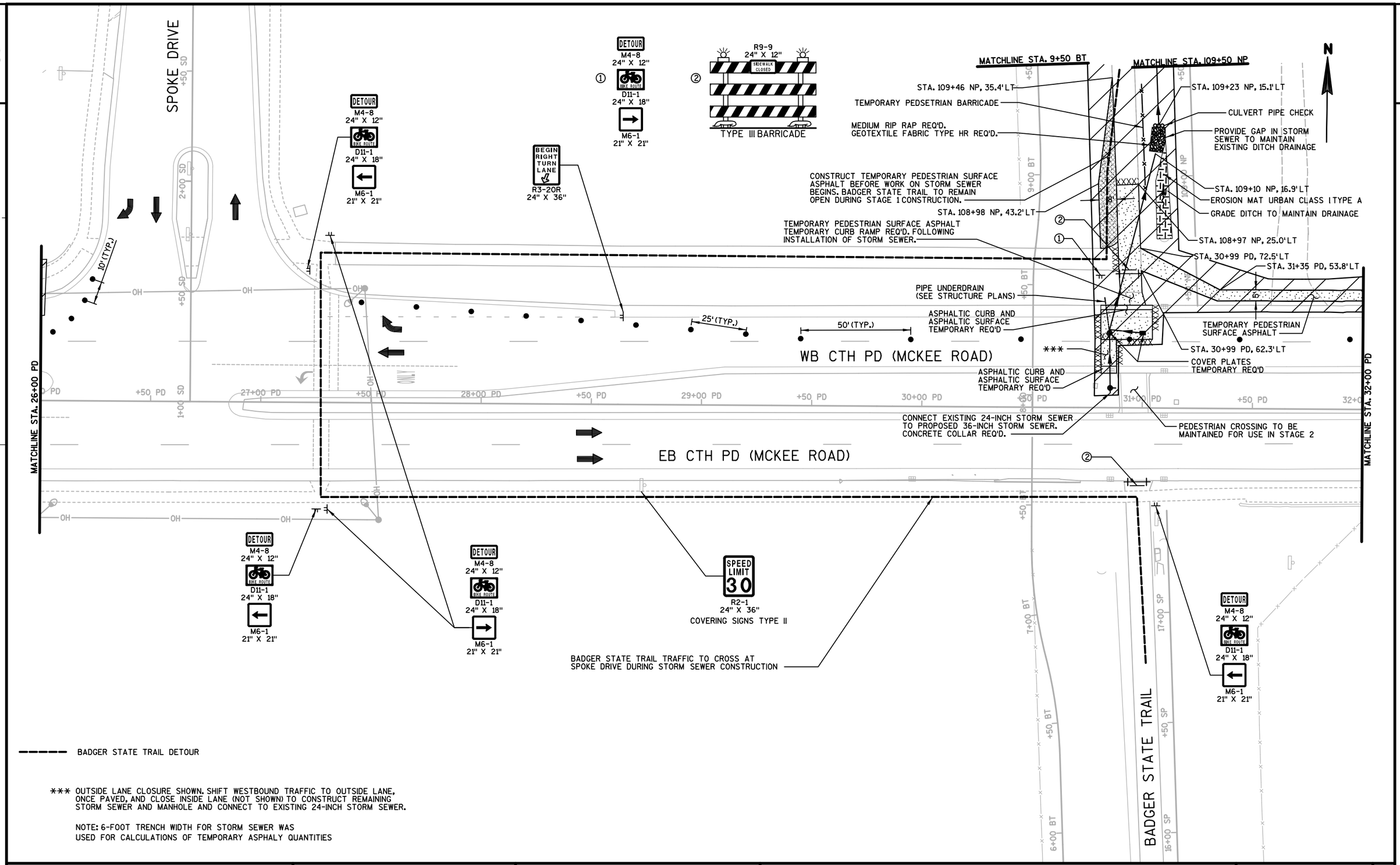
STA. 25+78 PD, 39.0'LT

EB CTH PD (MCKEE ROAD)

SPEED LIMIT 30
R2-1
24" X 30"
COVERING SIGNS TYPE II

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

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 1	SHEET 160	E



BADGER STATE TRAIL DETOUR

*** OUTSIDE LANE CLOSURE SHOWN. SHIFT WESTBOUND TRAFFIC TO OUTSIDE LANE, ONCE PAVED, AND CLOSE INSIDE LANE (NOT SHOWN) TO CONSTRUCT REMAINING STORM SEWER AND MANHOLE AND CONNECT TO EXISTING 24-INCH STORM SEWER.

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATIONS OF TEMPORARY ASPHALY QUANTITIES

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 1	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026212_pd_s1.dgn PLOT DATE : 8/1/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

PINEWAY TRAIL

+50 MP

5+00 MP

4+00 MP

3+00 MP

2+00 MP

SPEED LIMIT 30

R2-1
24" X 30"

TEMPORARY PEDESTRIAN SURFACE ASPHALT

STA. 37+27 PD, 81.1' LT

STA. 36+34 PD, 55.0' LT

STA. 37+06 PD, 62.3' LT

STA. 36+99 PD, 59.7' LT

R10

10' (TYP.)

50' (TYP.)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 32+00 PD

MATCHLINE STA. 38+00 PD

+50 PD

33+00 PD

34+00 PD

35+00 PD

36+00 PD

37+00 PD

38+00 PD

R11-2L
48" X 30"

LANE CLOSED

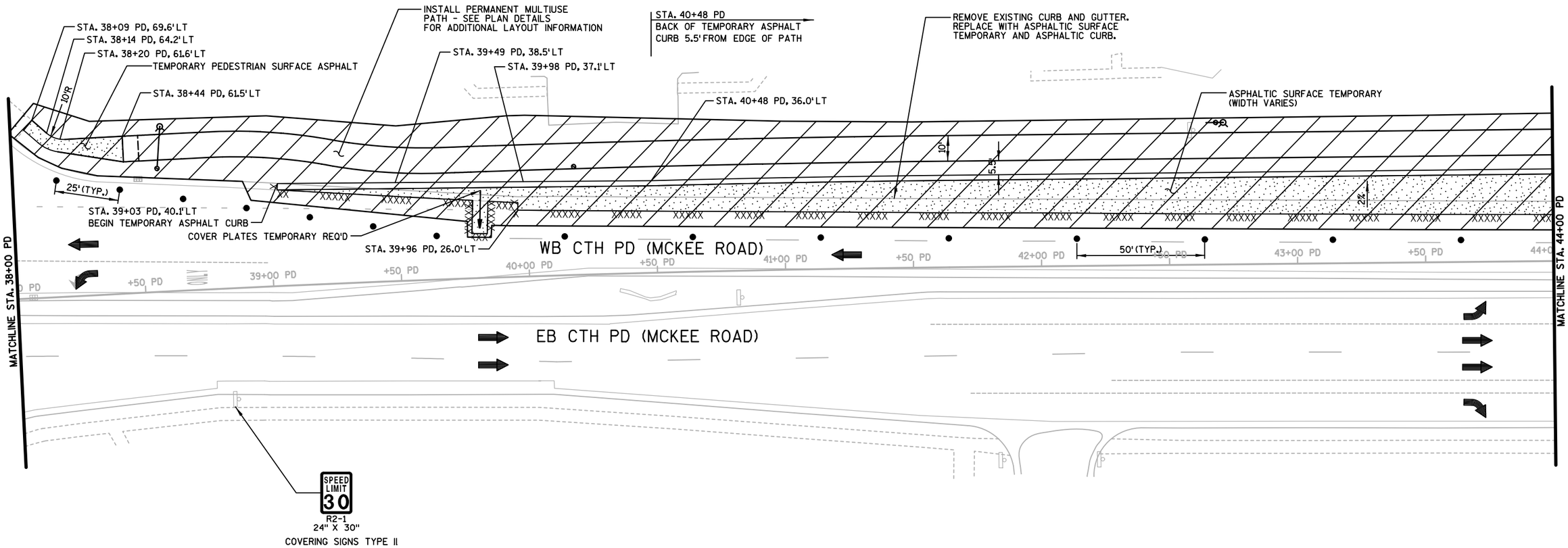
TYPE III BARRICADE

MARKETPLACE DRIVE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 1	SHEET 162	E

2

N



NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATIONS OF TEMPORARY ASPHALY QUANTITIES

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026214_pd_s1.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

BACK OF ASPHALTIC
CURB 5.5'FROM EDGE OF PATH

R9-9
24" X 12"
SIDEWALK CLOSED

TYPE III BARRICADE

SEE S.D.D. TRAFFIC CONTROL,
LANE CLOSURE, SPEED REDUCTION

PLACE SIGN AT
STA. 15+15 SH

SPEED LIMIT 30
R2-1
24" X 30"

SEMINOLE HIGHWAY

** STA. 46+31 PD, 38.1'LT
INLETS TEMPORARY REQ'D
INLET COVERS TYPE H-S REQ'D
PLACE INLET COVER ON E105.1
AFTER TEMPORARY USE
(SEE STORM SEWER PLANS)
RIM=1017.05
IE=1013.50
7-LF CULVERT PIPE TEMPORARY 12-INCH REQ'D
UPSTREAM IE=1013.50
DOWNSTREAM IE=1013.35

N

INSTALL PERMANENT PATH - SEE PLAN
DETAILS FOR ADDITIONAL LAYOUT INFORMATION

REMOVE EXISTING CURB AND GUTTER.
REPLACE WITH ASPHALTIC SURFACE
TEMPORARY AND ASPHALTIC CURB.

ASPHALTIC SURFACE TEMPORARY

COVER PLATES
TEMPORARY REQ'D

STA. 46+55 PD, 69.1'LT
END ASPHALTIC CURB

TEMPORARY PEDESTRIAN SURFACE ASPHALT
TEMPORARY CURB RAMP REQ'D.
STA. 46+17 PD, 47.1'LT
STA. 45+99 PD, 54.0'LT

42'R

10' MIN.

10' (TYP.)

5.5'

10'

2%

MATCHLINE STA. 44+00 PD

+50 PD
45+00 PD
+50 PD
46+00 PD
+50 PD
47+00 PD

CONNECT INLETS TEMPORARY
TO EXISTING INLET.
COVER PLATES TEMPORARY REQ'D
STORM SEWER TAP REQ'D

STA. 46+15 PD, 36.0'LT
BEGIN RADIUS

EXISTING PAVEMENT MARKINGS
TO REMAIN (TYP.)

SPEED LIMIT 30
R2-1
24" X 30"

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

SEMINOLE HIGHWAY

SEE S.D.D. TRAFFIC CONTROL,
LANE CLOSURE, SPEED REDUCTION

SPEED LIMIT 30
R2-1
24" X 30"

PLACE SIGN AT STA. 1+00 SH

+50 SH
8+00 SH
7+00 SH
6+00 SH
5+00 SH
HO
OH

TEMPORARY PEDESTRIAN SURFACE ASPHALT

STA. 47+55 PD, 60.0'LT

SEQUENCE STORM SEWER CONSTRUCTION
TO MAINTAIN PEDESTRIAN ACCESS ON
EXISTING OR NEW PAVEMENT AT ALL TIMES

INSTALL PERMANENT SIDEWALK
SEE PLAN DETAILS FOR ADDITIONAL LAYOUT INFORMATION

5'

18'R

RT-A

STA. 48+25 PD,
26.6'LT

STA. 48+79 PD, 25.8'LT

25' (TYP.)

RT-4W

RT-8W

WB CTH PD (MCKEE ROAD)

RT-W

RT-A

STA. 48+99 PD, 12.6'LT

STA. 47+42 PD, 9.9'LT

+50 PD
48+00 PD
+50 PD
49+00 PD
+50 PD
50+0

8+00 SL
+50 SL
9+00 SL
+50 SL
10+0

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 50+00 PD

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS
USED FOR CALCULATIONS OF TEMPORARY ASPHALY QUANTITIES

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 1	SHEET 164	E

2

N

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

INSTALL PERMANENT SIDEWALK
SEE PLAN DETAILS FOR ADDITIONAL INFORMATION

SEE S.D.D. TRAFFIC CONTROL, SINGLE LANE CLOSURE NON FREEWAY/EXPRESSWAY FOR ADDITIONAL INFORMATION AND S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

5'

STA. 50+38 PD, 15.0'LT

RT-4W

STA. 51+78 PD, 17.0'LT

STA. 54+98 PD, 29.0'LT

25'(TYP.)

25'(TYP.)

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 50+00 PD

0 PD +50 PD 51+00 PD +50 PD 52+00 PD +50 PD 53+00 PD +50 PD

0 SL +50 SL

EB CTH PD (MCKEE ROAD)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 1	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026216_pd_s1.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2

N

MAINTAIN BIKE AND PEDESTRAIN TRAFFIC ON
BADGER STATE TRAIL DURING CONSTRUCTION

INSTALL PERMANENT STORM SEWER
SEE STORM SEWER PLANS FOR ADDITIONAL INFORMATION

MATCHLINE STA. 9+50 BT

BT 10+00 BT +50 BT 11+00 BT +50 BT 12+00 BT +50 BT 13+00 BT +50 BT 14+00 BT +50 BT 15+00 BT

BADGER STATE TRAIL

MATCHLINE STA. 109+50 NP

NP 110+00 NP +50 NP 111+00 NP +50 NP 112+00 NP +50 NP 113+00 NP +50 NP 114+00 NP

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - BADGER STATE TRAIL - STAGE 1	SHEET 166	E

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

SL-18

1206-08-77 STAGE 10B SHOWN COORDINATE TRAFFIC CONTROL

RT-4Y
2' SEG.
6' GAP

STA. 15+07 PD, 1.2' LT

RT-4W
2' SEG.
6' GAP

STA. 15+32 PD, 6.1' LT

STA. 15+82 PD, 5.8' LT

RT-4Y

STA. 16+70 PD, 15.9' LT

RT-4Y

STA. 17+84 PD, 14.9' LT

STA. 18+70 PD, 25.4' LT

25' (TYP.)

STA. 19+86 PD, 24.7' LT

MATCHLINE STA. 20+00 PD

WB CTH PD (MCKEE ROAD)

14+00 PD

+50 PD

15+00 PD

16+00 PD

11'

11'

STA. 16+06 PD, 7.2' RT

4W

6CW

STA. 15+08 PD, 20.8' RT

EB CTH PD (MCKEE ROAD)

REMOVE MEDIAN ISLAND AND REPLACE WITH ASPHALTIC SURFACE TEMPORARY

EXISTING PAVEMENT MARKINGS TO REMAIN (TYP.)

PLACE MARKINGS ON COMMERCE PARK DRIVE IN PERMANENT LOCATION. SEE MARKING AND SIGNING PLANS.

LEFT LANE CLOSED 500 FT
W20-5

MAINTAIN TWO EB LANES ALONG CTH PD AND WB LEFT TURN LANE EXCEPT DURING OFF PEAK HOURS TO COMPLETE WORK. UTILIZE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY FOR OFF PEAK CLOSURES

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

6CW

SL-18

AP

4DY

8W

4+00 CP

3+00 CP

2+00 CP

+50 CP

COMMERCE PARK DRIVE

8W
3' SEG.
9' GAP

PLACE PERMANENT PAVEMENT MARKINGS SEE MARKING AND SIGNING PLANS

LEFT LANE CLOSED AHEAD
W20-5

PLACE 2 SIGNS 250' PRIOR TO COMMERCE PARK INTERSECTION. APPROXIMATELY STA 12+00 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 2	SHEET 167 E

2

N

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

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

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

SPEED LIMIT 30
R2-1
24" X 30"

STA. 25+36 PD, 26.5'LT

STA. 25+93 PD, 26.1'LT

MATCHLINE STA. 20+00 PD

MATCHLINE STA. 26+00 PD

RT-4W

25'(TYP.)

WB CTH PD (MCKEE ROAD)

STA. 20+83 PD, 23.3'LT

STA. 23+63 PD, 3.6'LT

RT-4W

STA. 24+19 PD, 25.5'LT

RT-4Y

15'(TYP.)

STA. 23+07 PD, 13.9'LT

STA. 23+48 PD, 0.4'LT

25'(TYP.)

STA. 21+35 PD, 11.9'RT

25'(TYP.)

4Y

STA. 21+15 PD, 21.8'RT

25'(TYP.)

STA. 24+57 PD, 1.7'LT

EB CTH PD (MCKEE ROAD)

STA. 23+61 PD, 21.5'RT

STA. 24+81 PD, 20.7'RT

STA. 25+04 PD, 7.0'RT

8W

WP

AP

STA. 25+85 PD, 20.1'RT

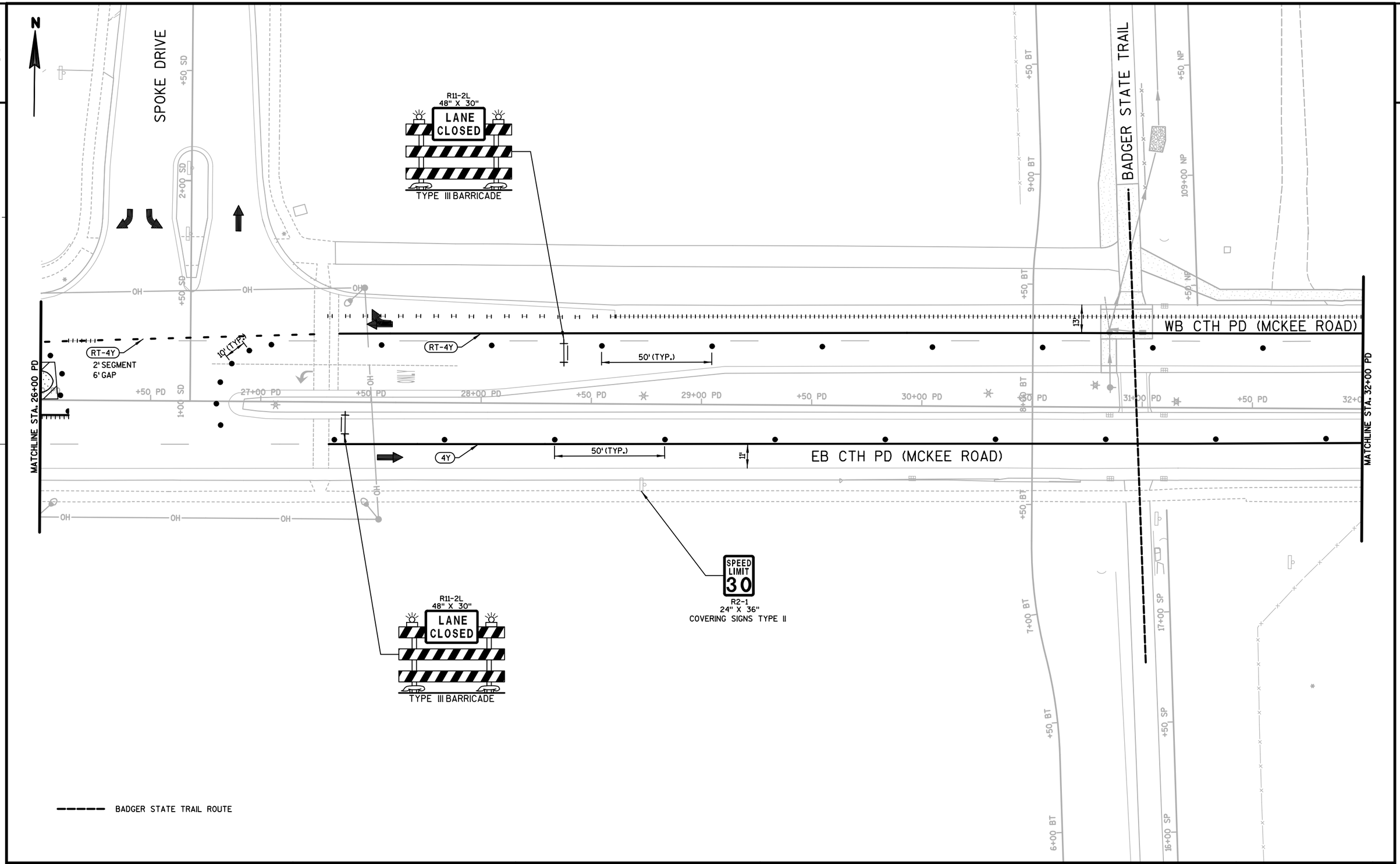
W04-2L

EXISTING PAVEMENT MARKINGS TO REMAIN (TYP.)

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

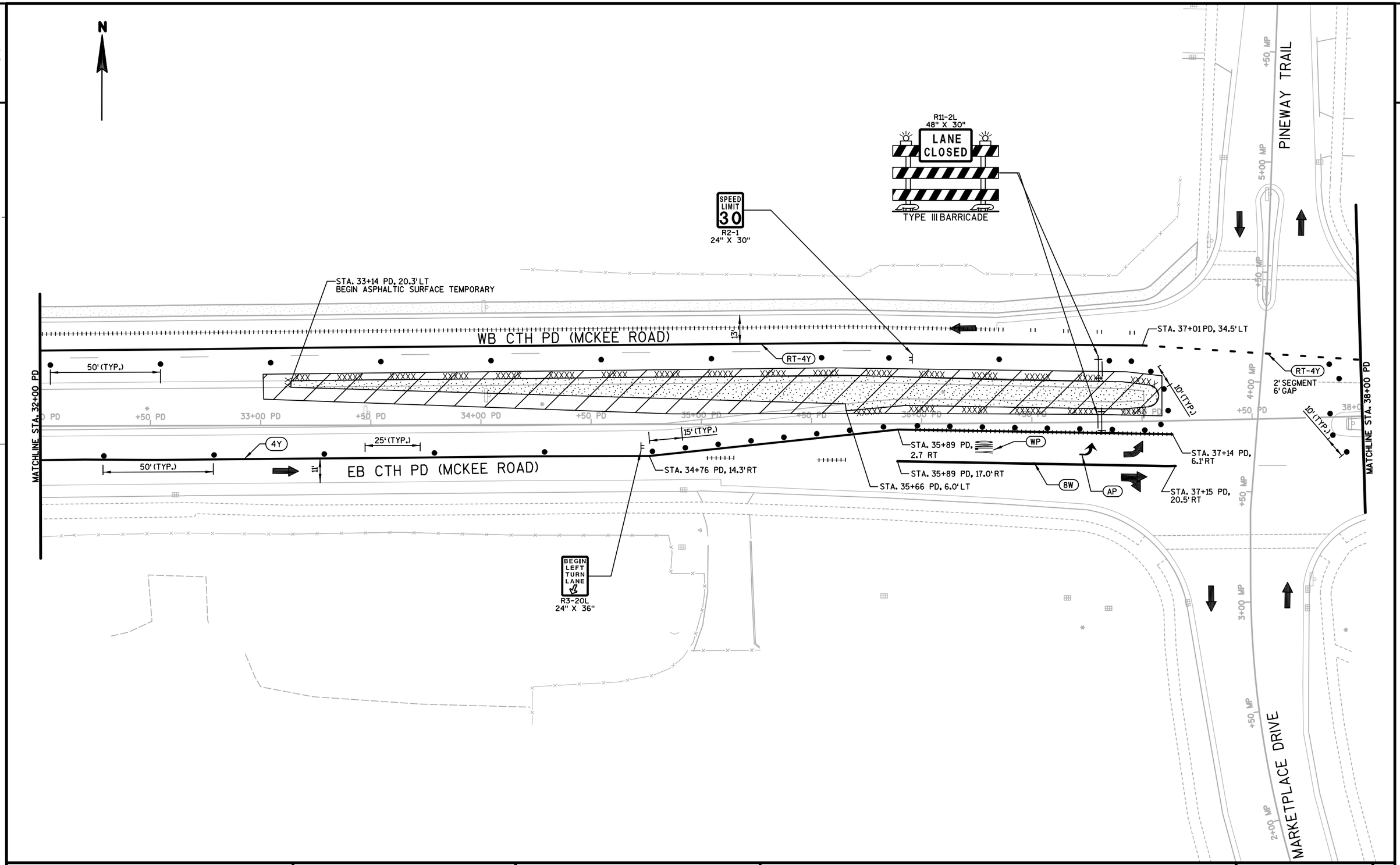
SPEED LIMIT 30
R2-1
24" X 30"
COVERING SIGNS TYPE II

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 2	SHEET 168	E



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026222_pd_s2.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 2	SHEET E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026223_pd_s2.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 38+00 PD

MATCHLINE STA. 44+00 PD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

STA. 41+50 PD, 10.5'LT

50'(TYP.)

RT-4W

STA. 39+96 PD, 26.0'LT

STA. 40+29 PD, 13.8'LT

RT-4W

RT-4Y

11'

25'(TYP.)

15'(TYP.)

STA. 40+23 PD, 2.5'LT

STA. 39+14 PD, 8.4'LT

STA. 38+98 PD, 9.3'LT

STA. 40+29 PD, 19.6'RT

STA. 41+68 PD, 22.3'RT

STA. 38+15 PD, 23.0'RT

STA. 38+71 PD, 25.8'RT

STA. 39+89 PD, 32.4'RT

4Y

4W

39+00 PD

40+00 PD

41+00 PD

42+00 PD

43+00 PD

+50 PD

EXISTING PAVEMENT MARKINGS TO REMAIN (TYP.)

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

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

SPEED LIMIT 30
R2-1
24" X 30"

COVERING SIGNS TYPE II

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

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026224_pd_s2.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

PLACE SIGN AT STA. 15+15 SH

W01-6
48" X 24"

SPEED LIMIT 30
R2-1
24" X 30"

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

SEMINOLE HIGHWAY

MATCHLINE STA. 44+00 PD

MATCHLINE STA. 50+00 PD

RT-4W

50' (TYP.)

RT-4Y

EB CTH PD (MCKEE ROAD)

4W

25' (TYP.)

WB CTH PD (MCKEE ROAD)

RT-A

RT-W

RT-A

STA. 49+02 PD, 0.7' LT

15' (TYP.)

RT-4Y

MAINTAIN NORTH-SOUTH OR EAST-WEST CROSSWALK AT ALL TIMES

STA. 47+54 PD, 32.6' RT

RT-4Y

COVER PLATES TEMPORARY REQ'D

ASPHALTIC CURB REQ'D

6CW

TEMPORARY PEDESTRIAN SURFACE ASPHALT

MAINTAIN EXISTING CURB RAMP

ASPHALTIC SURFACE TEMPORARY

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

R9-11
24" X 12"
TYPE III BARRICADE

EXISTING PAVEMENT MARKINGS TO REMAIN (TYP.)

CLOSE EASTBOUND RIGHT-TURN LANE DURING OFF-PEAK TIMES TO PLACE STORM SEWER MANHOLES

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

R9-11
24" X 12"
TYPE III BARRICADE

REMOVE EXISTING MEDIAN
REPLACE WITH ASPHALTIC SURFACE TEMPORARY

UTILIZE LANE CLOSURES TO MAINTAIN A MINIMUM OF ONE TRAVEL LANE IN EACH DIRECTION ALONG SEMINOLE HIGHWAY DURING OFF-PEAK TIMES TO COMPLETE STORM SEWER CROSSING

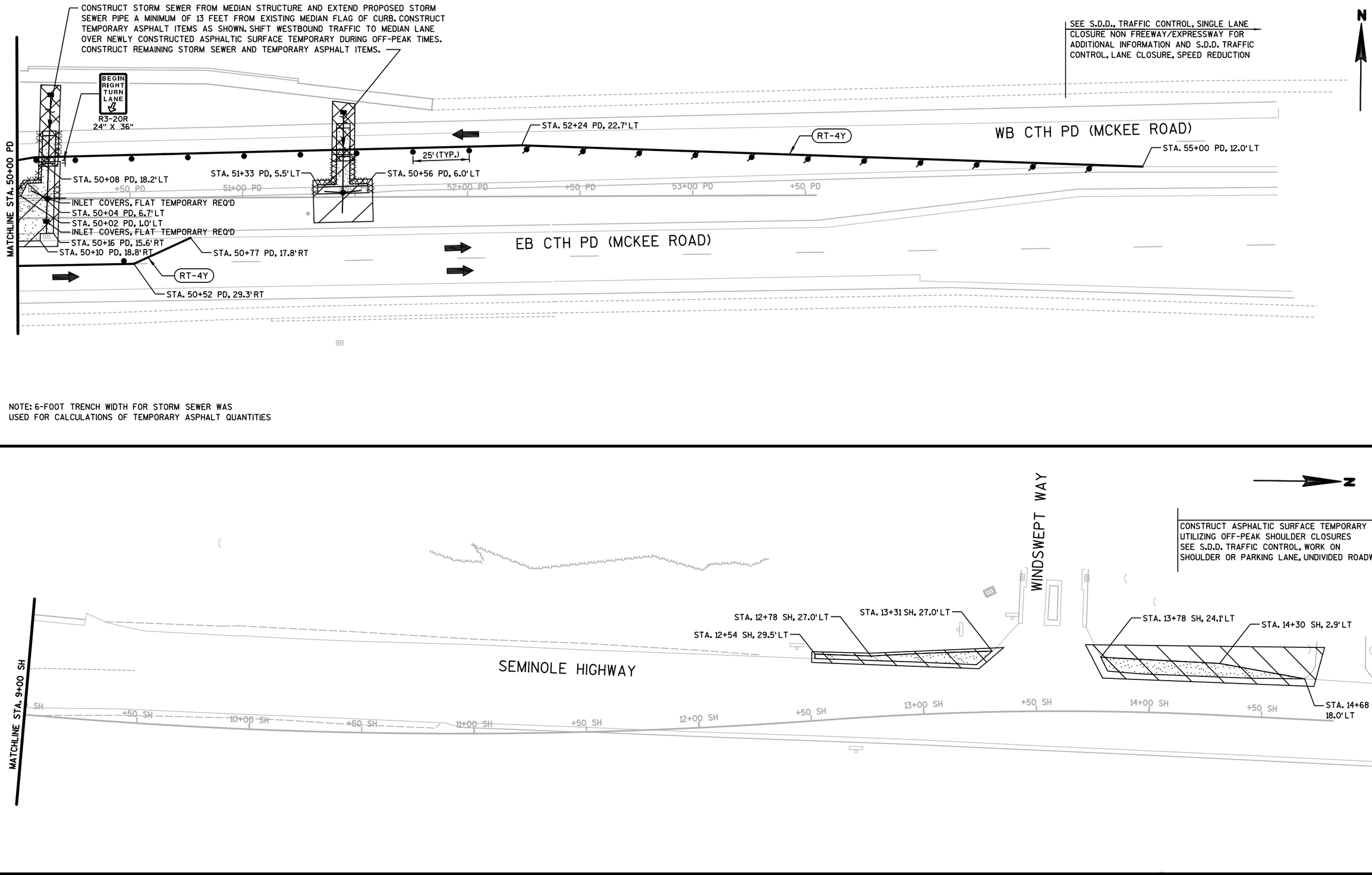
NOTE: 10-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATIONS OF TEMPORARY ASPHALY QUANTITIES

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

SPEED LIMIT 30
R2-1
24" X 30"

PLACE SIGN AT STA. 1+00 SH

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 2	SHEET 172	E



2

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 2	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026226_pd_s2.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

TRAFFIC CONTROL FOR 1206-08-77 STAGE 10B SHOWN.

RT-4Y 2' SEG. 6' GAP

RT-4W 2' SEG. 6' GAP

RT-8W

WB CTH PD (MCKEE ROAD)

RT-A

STA. 16+42 PD, 16.8'LT

RT-W

STA. 16+98 PD, 27.5'LT

STA. 17+38 PD, 16.5'LT

EB CTH PD (MCKEE ROAD)

4W

12.5' SEG. 37.5' GAP

RT-4Y

STA. 18+49 PD, 17.0'LT

STA.18+50 PD, 29.0'LT

STA.19+86 PD, 27.9'LT

25' (TYP.)

WP

8W

AP

MATCHLINE STA. 20+00 PD

STA. 15+42 PD, 3.2'RT

STA. 15+17 PD, 12.1'RT

STA. 14+47 PD, 21.5'RT

ASPHALTIC SURFACE TEMPORARY REQ'D

21'

SPEED LIMIT 30 R2-1 24" X 30"

LEFT LANE CLOSED 500 FT W20-5

SEQUENCE CONSTRUCTION TO MAINTAIN PEDESTRIAN CROSSING AT ALL TIMES

MAINTAIN SIDEROAD ACCESS. UTILIZE OFF PEAK CLOSURES TO COMPLETE. COMPLETE WORK IN INTERSECTION PRIOR TO 1206-08-77 TRAFFIC SWITCH TO STAGE 10C. SEE 'TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3 (STAGE 10C)' FOR MORE INFORMATION.

SEE S.D.D., TRAFFIC CONTROL, BARRICADE AND SIGNS FOR SIDEROAD CLOSURES

R11-2L 48" X 30" LANE CLOSED

TYPE III BARRICADE

R9-11 24" X 12"

TYPE III BARRICADE

LEFT LANE CLOSED AHEAD W20-5

PLACE 2 SIGNS 250' PRIOR TO COMMERCE PARK INTERSECTION. APPROXIMATELY STA 12+00 PD

COMMERCE PARK DRIVE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3 (STAGE 10B)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026230_pd_s3 VR10B.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

TRAFFIC CONTROL FOR 1206-08-77 STAGE 10C SHOWN.

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

RT-8W

RT-A

RT-W

RT-4Y 2' SEG. 6' GAP

RT-4W 2' SEG. 6' GAP

RT-4Y

4W

WP

8W

AP

STA. 15+42 PD, 16.8'LT

STA. 16+38 PD, 16.0'LT

STA. 16+98 PD, 27.5'LT

STA. 17+38 PD, 16.5'LT

STA. 18+49 PD, 17.0'LT

STA.18+50 PD, 29.0'LT

STA.19+86 PD, 27.9'LT

STA.19+92 PD, 8.7'RT

STA. 19+92 PD, 11.5'RT

12.5' SEG. 37.5' GAP

25' (TYP.)

25' (TYP.)

10'

11'

21'

R300'

STA. 16+72 PD, 4.7'RT

STA. 16+28 PD, 7.4'RT

STA. 16+50 PD, 11.5'RT

STA. 16+50 PD, 21.5'RT

14+00 PD

15+00 PD

16+00 PD

17+00 PD

18+00 PD

19+00 PD

+50 PD

4+00 CP

+50 CP

3+00 CP

+50 CP

2+00 CP

+50 CP

COMMERCE PARK DRIVE

MATCHLINE STA. 20+00 PD

N

SPEED LIMIT 30
R2-1
24" X 30"

LEFT LANE CLOSED 500 FT
W20-5

R9-11
24" X 12"

TYPE III BARRICADE

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

LEFT LANE CLOSED AHEAD
W20-5

PLACE 2 SIGNS 250' PRIOR TO COMMERCE PARK INTERSECTION. APPROXIMATELY STA 12+00 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3 (STAGE 10C)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026230_pd_s3 VR10C.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

W04-2L

R3-2
24" X 24"
(DURING OFF PEAK CLOSURES)

SPEED LIMIT 30
R2-1
24" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

ASPHALTIC SURFACE
TEMPORARY REQ'D
2' SEG.
6' GAP
4W

STA. 20+84 PD,
21.6'LT

STA. 21+12 PD, 27.7'LT

WB CTH PD (MCKEE ROAD)

STA. 21+35 PD, 22.4'LT

STA. 22+77 PD,
15.0'LT

25'(TYP.)

4Y

STA. 23+77 PD, 16.9'LT

STA. 24+67 PD,
28.5'LT

4DY

STA. 24+67 PD,
18.5'LT

WP

8W

AP

OH

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 20+00 PD

MATCHLINE STA. 26+00 PD

STA. 20+86 PD, 7.4'RT

STA. 20+86 PD, 11.5'RT

STA. 20+40 PD, 8.5'RT

SEALING PIPES REQ'D

STA. 21+18 PD, 10.5'RT

STA. 21+18 PD,
11.5'RT

STA. 24+29 PD, 2.0'RT

STA. 24+50 PD, 10.5'RT

STA. 24+31 PD, 12.9'RT

22'

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

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

MAINTAIN DRIVEWAY ACCESS
UTILIZE OFF PEAK CLOSURES TO COMPLETE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026231_pd_s3.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

SPOKE DRIVE

BADGER STATE TRAIL

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED
TYPE III BARRICADE

SPEED LIMIT 30
R2-1
24" X 36"

SL-18

STA. 26+02 PD, 28.7'LT

STA. 26+90 PD, 3.1'LT

STA. 26+46 PD, 4.1'LT

STA. 26+46 PD, 3.2'RT

STA. 26+97 PD, 10.5'RT

STA. 26+21 PD, 10.5'RT

STA. 27+07 PD, 8.1'RT

STA. 27+07 PD, 10.5'RT

STA. 27+35 PD, 31.6'LT

STA. 26+77 PD, 21.8'LT

4Y

4W

4DY

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

STA.29+32 PD, 31.1'LT

STA.29+11 PD, 17.3'LT

12'

13'

25' (TYP.)

25' (TYP.)

STA. 31+85 PD, 9.0'LT

MATCHLINE STA. 26+00 PD

MATCHLINE STA. 32+00 PD

ASPHALTIC SURFACE TEMPORARY REQ'D

W01-7
48" X 24"

R-13-332
(SEE STRUCTURE PLANS)

B-13-866 (SOUTH ABUTMENT)
(SEE STRUCTURE PLANS)

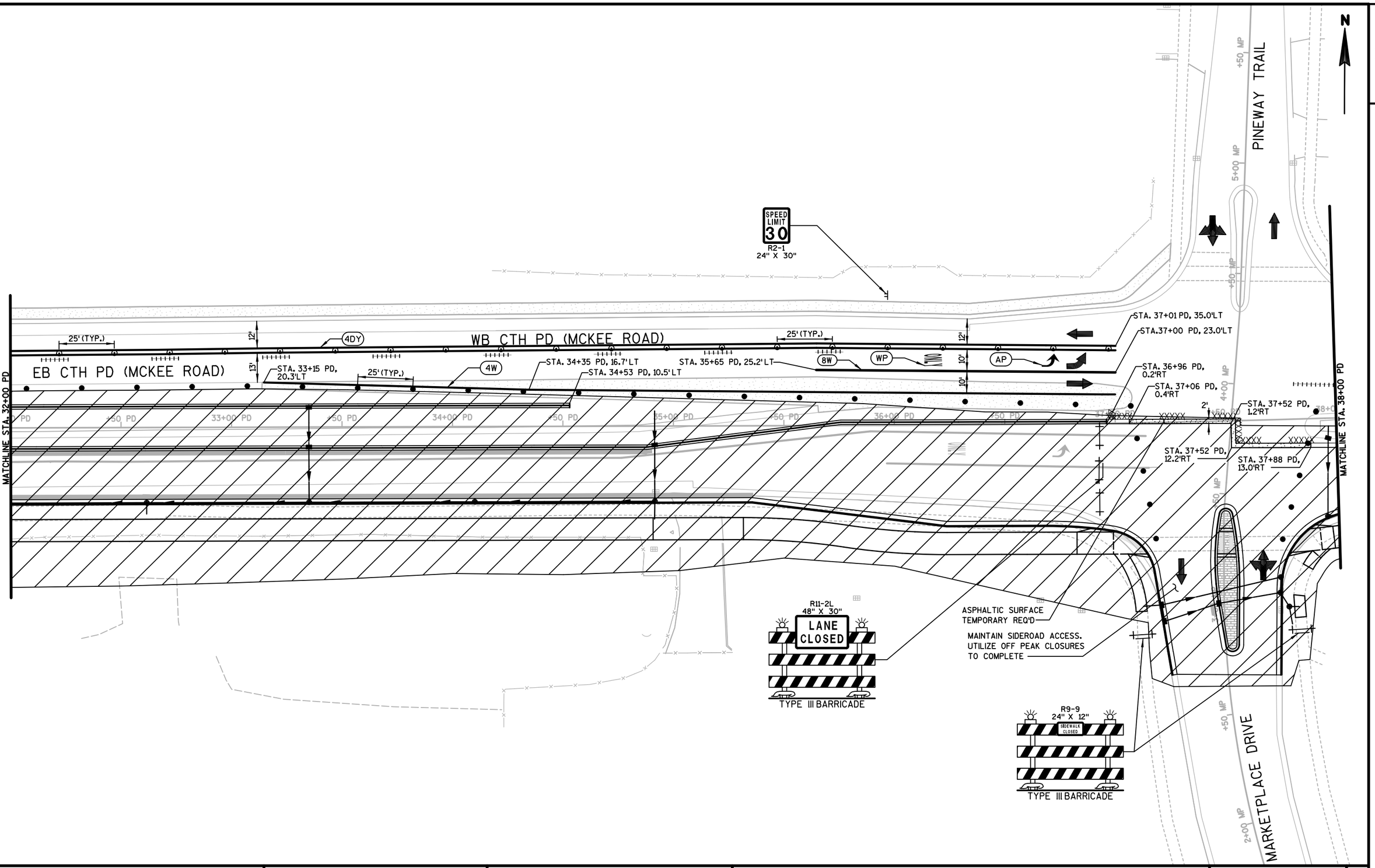
CONSTRUCT REMAINING BADGER STATE TRAIL AND SOUTH RETURN PATH TO THE SOUTH. SEE PLAN DETAILS FOR MORE INFORMATION.

NOTE: SEE BIKE DETOUR PLAN SHEET FOR DETOUR DETAILS.

BADGER STATE TRAIL

SOUTH RETURN PATH

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3	SHEET 177	E



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3	SHEET 178	E

2

N

STA. 39+96 PD, 26.0'LT

STA. 41+63 PD, 34.0'LT

STA. 41+64 PD, 24.0'LT

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

25' (TYP.)

25' (TYP.)

8W

AP

10'

WP

STA. 39+08 PD, 19.3'LT

4DY

STA. 41+64 PD, 2.0'LT

STA. 41+11 PD, 5.6'RT

4W

STA. 41+61 PD, 10.5'RT

STA. 41+12 PD, 16.5'RT

STA. 38+14 PD, 11.8'RT

33'

MATCHLINE STA. 38+00 PD

MATCHLINE STA. 44+00 PD

39+00 PD

40+00 PD

41+00 PD

42+00 PD

43+00 PD

+50 PD

SPEED LIMIT 30

R2-1
24" X 30"

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

R9-9
24" X 12"
SIDEWALK CLOSED

TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED

TYPE III BARRICADE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3	SHEET 179	E

2

N

MATCHLINE STA. 8+50 SH (STAGE 3A)

SPEED LIMIT 30
R2-1
24" X 30"

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

STA. 7+95 SH, 17.6'LT
4W
4DY
SL-18

CONSTRUCT ASPHALTIC SURFACE TEMPORARY DURING OFF PEAK HOURS. COMBINE THE WESTBOUND RIGHT, THROUGH, AND LEFT MOVEMENTS IN THE LEFT TURN LANE SHOWN.

PROVIDE 4-FOOT OFFSET TO CROSSWALK MARKING SHOWN IN STAGE 3B TO STOP BAR

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 44+00 PD (STAGE 3)

WP
AP
4DY
25' (TYP.)
10'
4W
45+00 PD
46+00 PD
+50 PD
SL-18
STA. 7+45 SH, 3.8'LT
4W
2' SEG. 6' GAP
STA. 46+88 PD, 6.4'RT
STA. 47+28 PD, 8.2'RT
STA. 45+97 PD, 10.5'RT
STA. 46+93 PD, 37.5'LT
STA. 48+02 PD, 37.3'LT
STA. 48+92 PD, 16.3'LT
11'
7'
11'
4W
WP
8W
AP
SL-18
STA. 49+75 PD, 12.6'LT
RT-4Y
STA. 48+91 PD, 5.3'LT
48+00 PD
47+00 PD
8+00 SL
9+00 SL
+50 SL
4Y
EB CTH PD (MCKEE ROAD)
STA. 49+72 PD, 19.4'RT
STA. 49+79 PD, 30.3'RT
4W
MATCHLINE STA. 50+00 PD (STAGE 3)

STA. 47+36 PD, 19.9'RT
STA. 47+26 PD, 21.5'RT
STA. 47+36 PD, 21.5'RT
STA. 47+86 PD, 21.5'RT
STA. 47+75 PD, 21.5'RT
STA. 47+62 PD, 11.3'RT
STA. 47+94 PD, 21.3'RT

ASPHALTIC SURFACE TEMPORARY REQ'D

STA. 45+97 PD, 59.3'RT
6CW
***
TEMPORARY PEDESTRIAN SURFACE ASPHALT (8-FOOT MIN. WIDTH)

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

STA. 45+85 PD, 75.0'RT
STA. 45+89 PD, 77.9'RT
TEMPORARY PEDESTRIAN SURFACE ASPHALT REQ'D

SEMINOLE HIGHWAY
10'
10'
10'
AP
25' (TYP.)
25' (TYP.)
32'
6CW
WP
4W
8W
4DY

SEALING PIPES REQ'D
SEAL PROPOSED PIPE TO DIRECT FLOW TO EAST
REMOVE SEAL AFTER CONNECTION TO DOWNSTREAM STORM SEWER HAS BEEN MADE IN STAGE 3C
4-LF CULVERT PIPE TEMPORARY 12-INCH REQ'D
CONCRETE COLLAR REQ'D TO CONNECT EXISTING STORM SEWER PIPE TO TEMPORARY PIPE

MATCHLINE STA. 5+00 SH (STAGE 3A)

R9-9
24" X 12"
SIDEWALK CLOSED
***
TYPE III BARRICADE

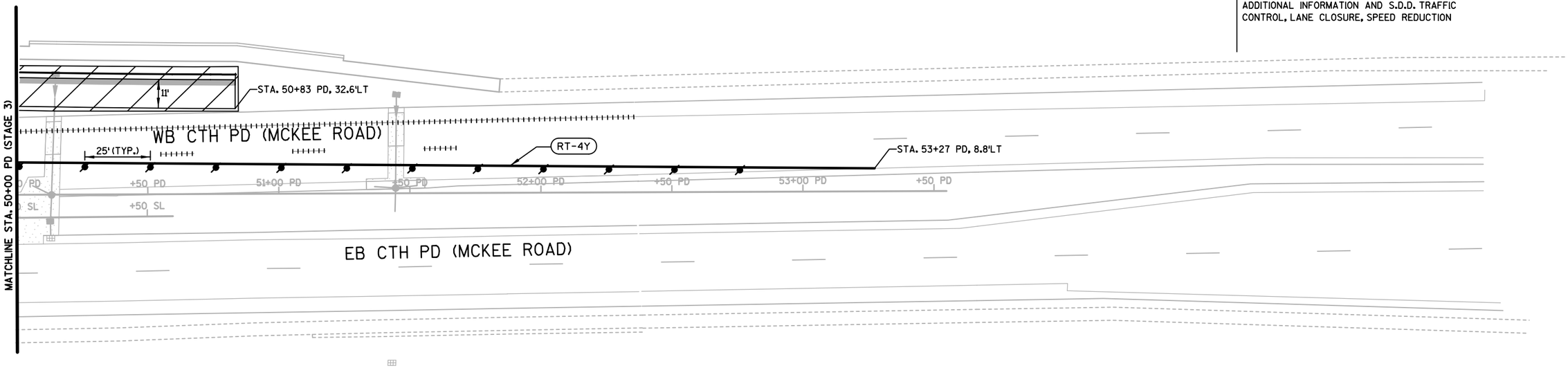
NOTE: 10-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATIONS OF TEMPORARY ASPHALY QUANTITIES

SEQUENCE CONSTRUCTION TO MAINTAIN PEDESTRIAN ROUTE FROM THE NORTHWEST QUADRANT TO THE SOUTHEAST QUADRANT OF THE INTERSECTION AT ALL TIMES

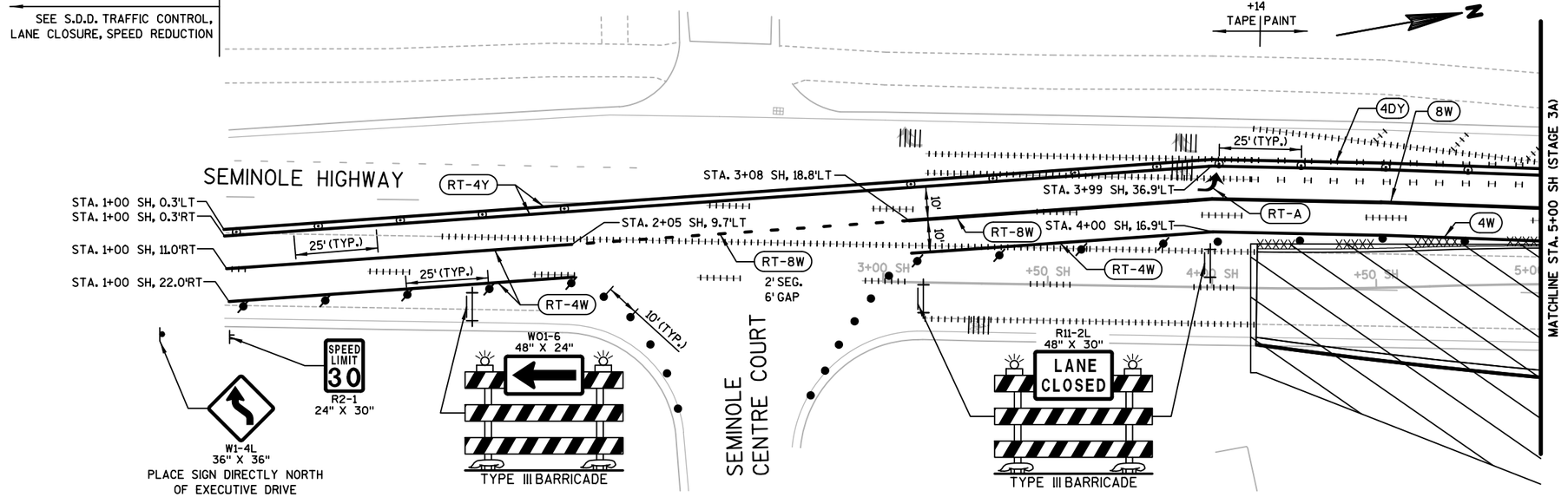
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3A	SHEET 180	E

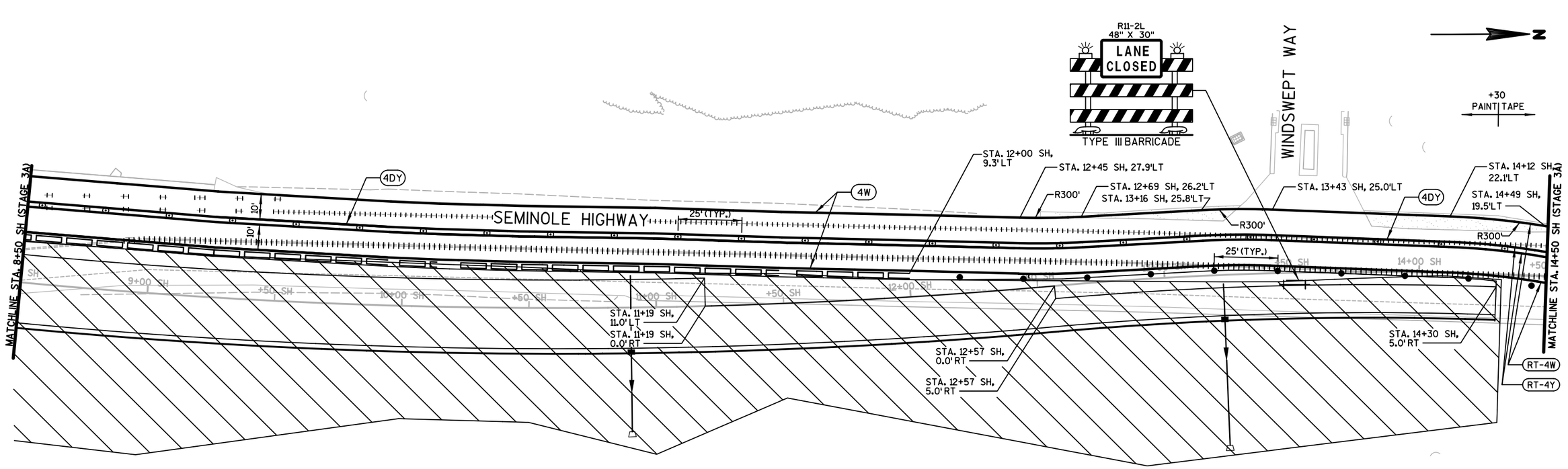
2

N



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3	SHEET 181	E





PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3A	SHEET 182	E

2

N

MATCHLINE STA. 8+50 SH (STAGE 3B)

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

4Y

6CW

STA. 7+47 SH,
6.0'RT

6CW

MATCHLINE STA. 44+00 PD (STAGE 3)

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

+50 PD | 45+00 PD | +50 PD | 46+00 PD | +50 PD | 47+00 PD | +50 PD | 48+00 PD | +50 PD | 49+00 PD | +50 PD | 50+00 PD

8+00 SL | +50 SL | 9+00 SL | +50 SL | 10+00 SL

STA. 6+87 SH,
17.0'LT

STA. 6+71 SH,
17.0'LT

4Y
2' SEG.
6' GAP

6CW

MATCHLINE STA. 50+00 PD (STAGE 3)

CONSTRUCT ASPHALTIC SURFACE TEMPORARY DURING OFF PEAK HOURS. COMBINE THE WESTBOUND RIGHT, THROUGH, AND LEFT MOVEMENTS IN THE THROUGH/RIGHT TURN LANE SHOWN.

SL-18

AP

10' | 10' | 12' | 10' | 10'

25' (TYP.) | 25' (TYP.) | 25' (TYP.)

SEMINOLE HIGHWAY

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

8W

WP

ONLY

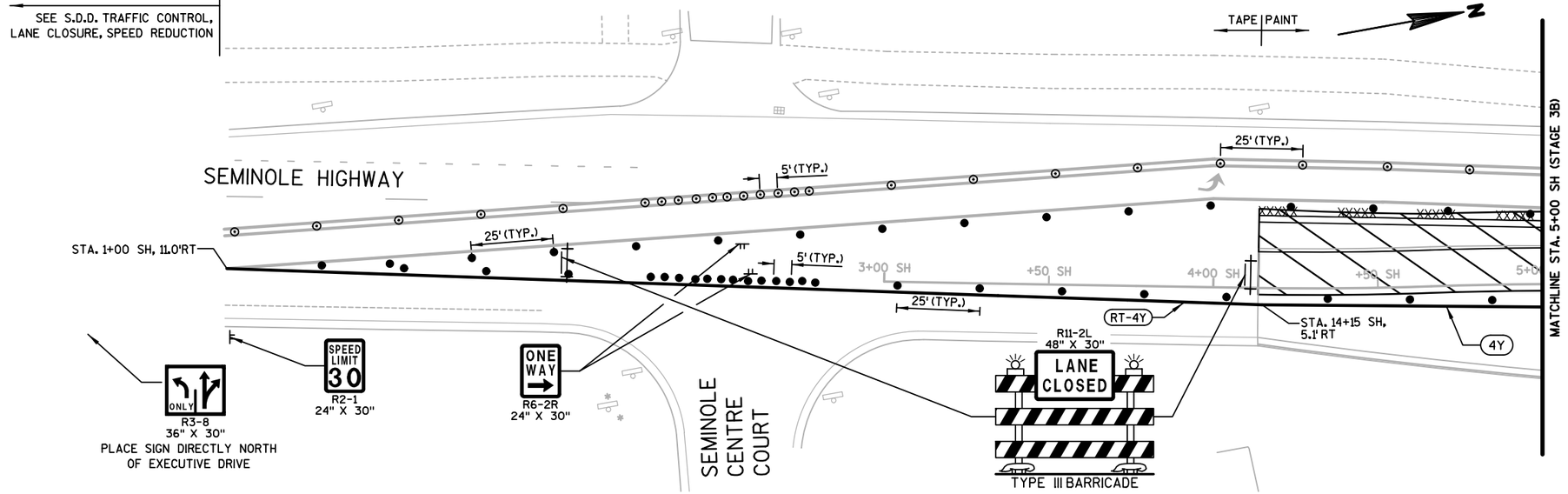
4Y

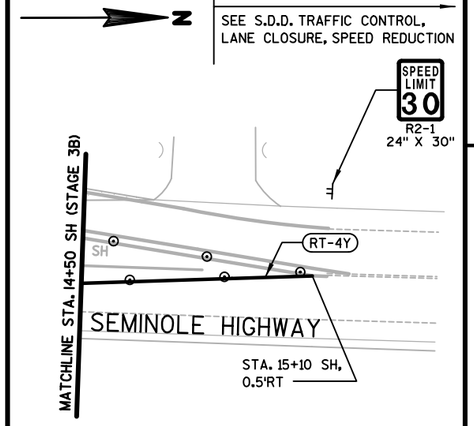
MATCHLINE STA. 5+00 SH (STAGE 3B)

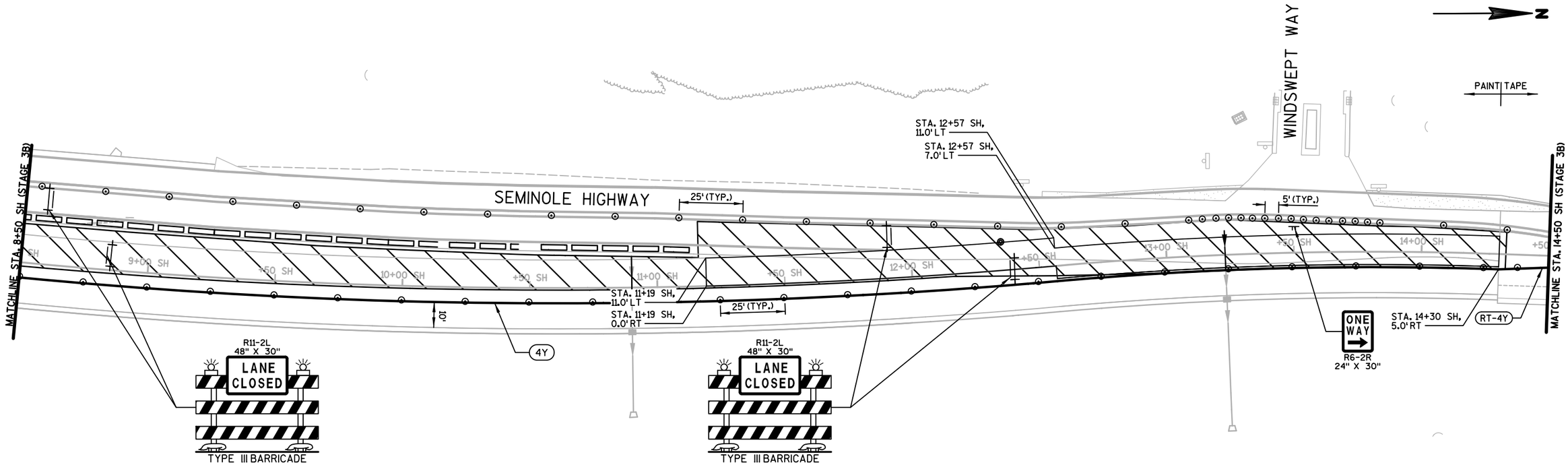
SEQUENCE CONSTRUCTION TO MAINTAIN PEDESTRIAN ROUTE FROM THE NORTHWEST QUADRANT TO THE SOUTHEAST QUADRANT OF THE INTERSECTION AT ALL TIMES

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3B	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026239_pd_s3b.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42







PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3B	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026240_pd_s3b.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 8+50 SH (STAGE 3C)

4W

4Y

STA. 46+30 PD, 44.3'LT

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQ'D

6CW

SL-18

CONSTRUCT ASPHALTIC SURFACE TEMPORARY DURING OFF PEAK HOURS. COMBINE THE WESTBOUND RIGHT, THROUGH, AND LEFT MOVEMENTS IN THE LEFT TURN LANE SHOWN.

STA. 46+79 PD, 37.5'LT

STA. 46+34 PD, 37.5'LT

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

STA. 46+36 PD, 34.5'LT

STA. 46+78, 30.5'LT

STA. 6+87 SH, 17.0'LT

STA. 46+17 PD, 3.4'RT

MATCHLINE STA. 44+00 PD (STAGE 3)

MATCHLINE STA. 50+00 PD (STAGE 3)

CONSTRUCT ASPHALTIC SURFACE TEMPORARY DURING OFF PEAK HOURS. COMBINE THE EASTBOUND RIGHT, THROUGH, AND LEFT MOVEMENTS IN THE LEFT TURN LANE SHOWN.

6CW

SL-18

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

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQ'D

AP

4W

4DY

WP

SEMINOLE HIGHWAY

25'(TYP.)

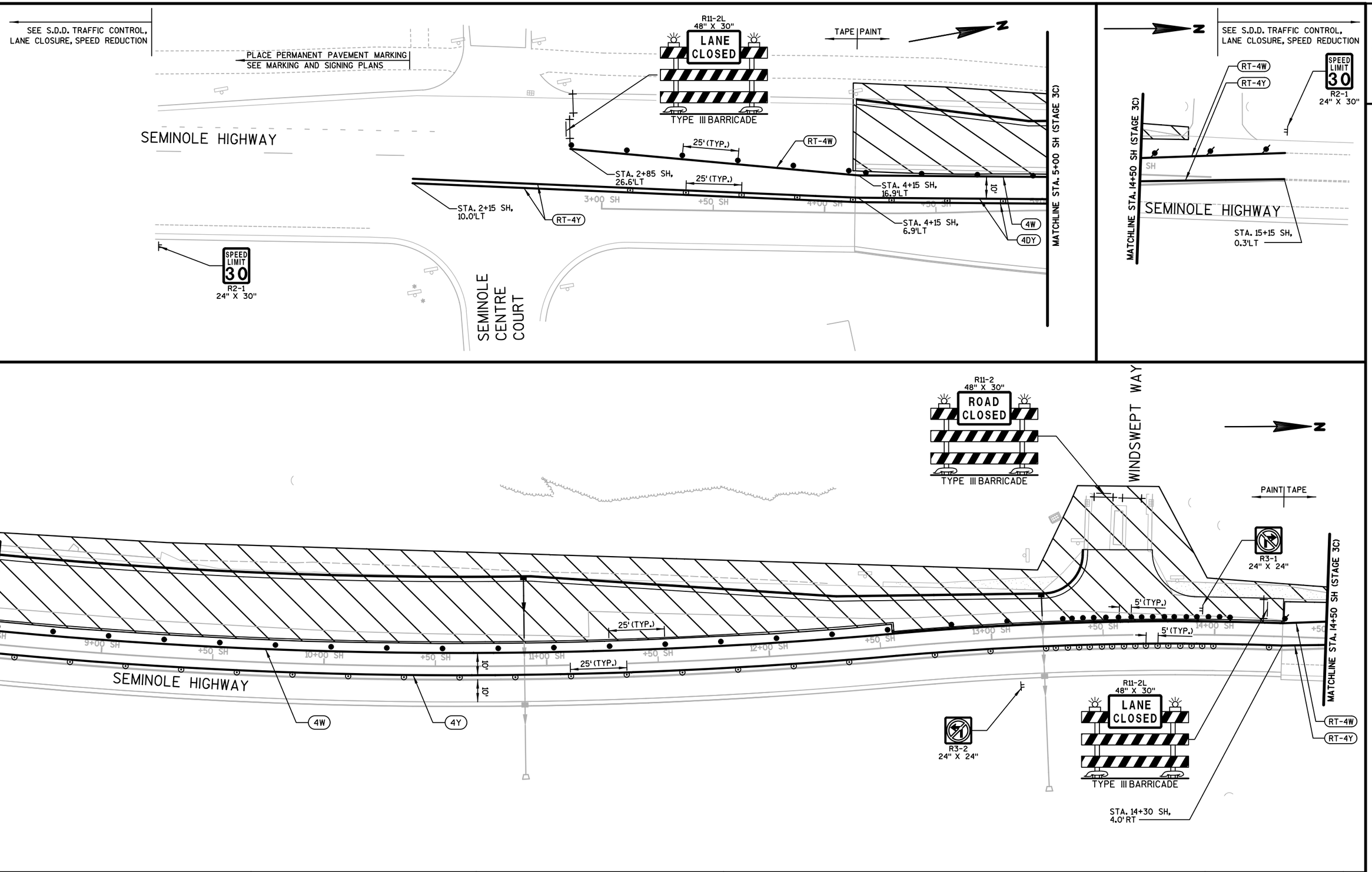
25'(TYP.)

MATCHLINE STA. 5+00 SH (STAGE 3C)

REMOVE SEAL PLACE IN STAGE 3A

SEQUENCE CONSTRUCTION TO MAINTAIN PEDESTRIAN ROUTE FROM THE NORTHWEST QUADRANT TO THE SOUTHEAST QUADRANT OF THE INTERSECTION AT ALL TIMES

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3C	SHEET 185	E



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 3C	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026243_pd_s3c.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

CONSTRUCT STORM SEWER DURING OFF PEAK HOURS. COMBINE THE WESTBOUND RIGHT, THROUGH, AND LEFT MOVEMENTS IN THE RIGHT TURN LANE SHOWN.

SL-18

AP

TRAFFIC CONTROL FOR 1206-08-77 STAGE 10C SHOWN.

RT-4W
2' SEG.
6' GAP

STA. 15+02 PD, 20.4' LT

STA. 16+08 PD, 31.8' LT

25' (TYP.)

4Y

WB CTH PD (MCKEE ROAD)

STA. 18+50 PD, 29.0' LT

10'

11'

STA. 15+50 PD, 21.5' LT

STA. 15+50 PD, 13.6' LT

STA. 15+50 PD, 10.5' LT

STA. 15+13 PD, 17.7' LT

STA. 14+80 PD, 8.1' LT

STA. 14+82 PD, 16.4' RT

***

STA. 15+17 PD, 13.1' RT

STA. 15+05 PD, 23.6' RT

EB CTH PD (MCKEE ROAD)

4Y

4W
12.5' SEG.
37.5' GAP

5' (TYP.)

MATCHLINE STA. 20+00 PD

14+00 PD
+50 PD
15+00 PD
+50 PD
16+00 PD
+50 PD
17+00 PD
+50 PD
18+00 PD
+50 PD
19+00 PD
+50 PD

4+00
+50 CP
3+00 CP
+50 CP
2+00 CP
+50 CP

COMMERCE PARK DRIVE

N

SPEED LIMIT 30
R2-1
24" X 30"

CONSTRUCT MEDIAN DURING OFF PEAK HOURS. USE SINGLE LANE CLOSURE ALONG EASTBOUND MEDIAN LANE.
SEE SDD TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY.

LEFT LANE CLOSED 500 FT
W20-5

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

SIGN

LEFT LANE CLOSED AHEAD
W20-5

PLACE 2 SIGNS 250' PRIOR TO COMMERCE PARK INTERSECTION. APPROXIMATELY STA 12+00 PD

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED FOR CALCULATIONS OF TEMPORARY ASPHALY QUANTITIES

*** INLET COVERS FLAT, TEMPORARY PLACED BY PROJECT 1206-08-77. COORDINATE INLET COVER REMOVAL WITH 1206-08-77 CONTRACTOR PRIOR TO INLET REMOVAL AND CULVERT PIPE TEMPORARY PLACEMENT.

8-LF CULVERT PIPE TEMPORARY 24-INCH REQ'D (4-LF FOR EACH INLET REMOVAL LOCATION) CONCRETE COLLAR REQ'D (X4)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4 (STAGE 10C)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026246_pd_s4.dgn PLOT DATE : 12/3/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

R3-2
24" X 24"

W04-2L

ONE WAY
R6-2R
24" X 30"

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

SPEED LIMIT 30
R2-1
24" X 30"

W01-6
48" X 24"
TYPE III BARRICADE

MATCHLINE STA. 20+00 PD

MATCHLINE STA. 26+00 PD

PD

+50 PD

21+00 PD

22+00 PD

23+00 PD

25+00 PD

5' (TYP.)

25' (TYP.)

22'

11'

OH

4W
12.5' SEG.
37.5' GAP

STA. 21+02 PD, 12.5' RT

4Y

STA. 22+82 PD, 20.2' RT

25' (TYP.)

STA. 23+47 PD, 20.1' RT

AP

8W

10'

STA.24+56 PD, 22.5'RT

ONE WAY
R6-2R
24" X 30"

SPEED LIMIT 30
R2-1
24" X 30"

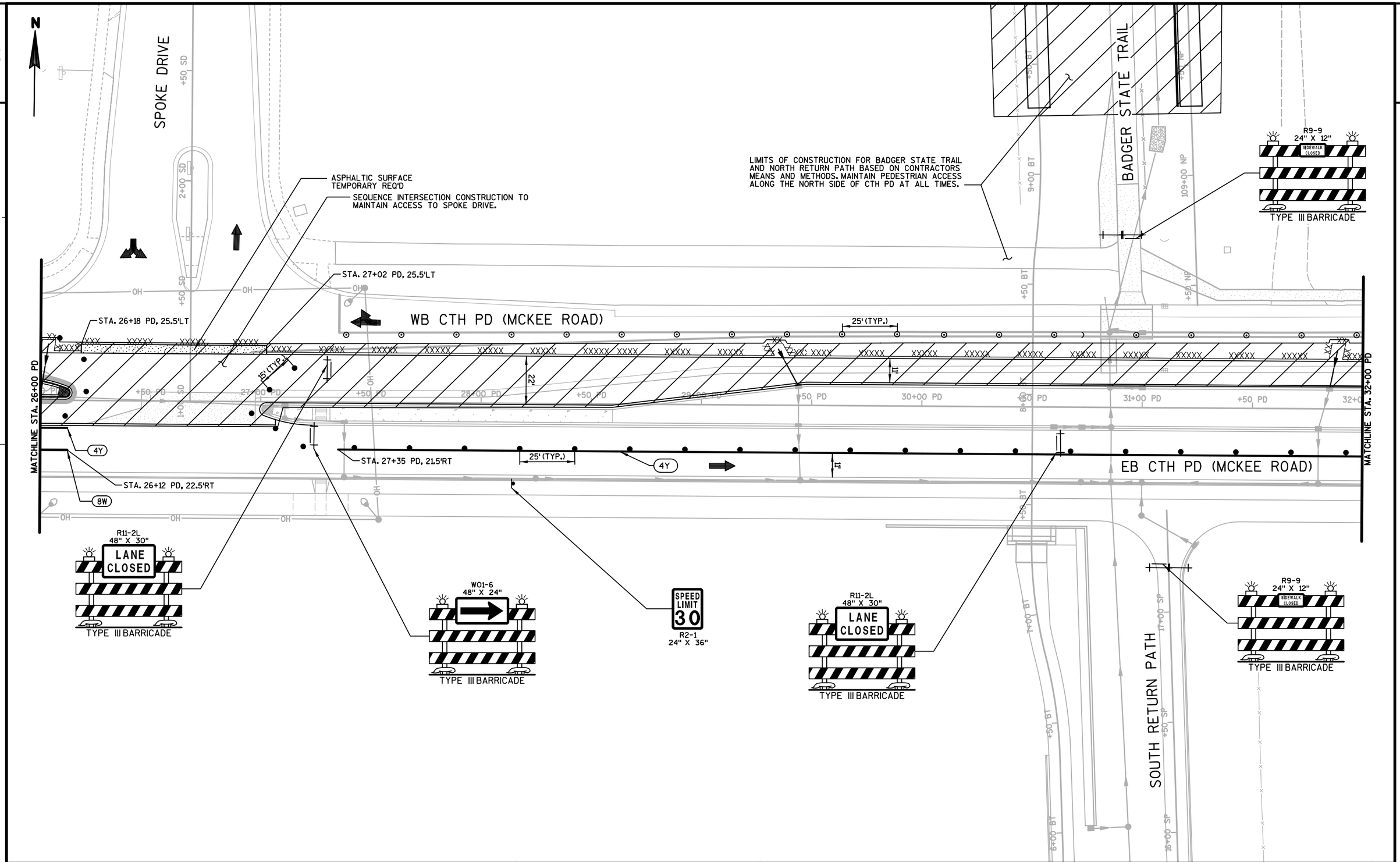
BEGIN LEFT TURN LANE
R3-20L
24" X 36"

R3-2
24" X 24"

NOTE: 6-FOOT TRENCH WIDTH FOR STORM SEWER WAS USED

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026247_pd_s4.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026248_pd_s4.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

2

N

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

SPEED LIMIT 30
R2-1
24" X 30"

W01-6
48" X 24"
TYPE III BARRICADE

ASPHALTIC SURFACE TEMPORARY REQ'D

SEQUENCE INTERSECTION CONSTRUCTION TO MAINTAIN ACCESS THROUGH INTERSECTION.

STA. 37+05 PD, 26.7'LT

PINEWAY TRAIL

+50 MP

5+00 MP

4+00 MP

WB CTH PD (MCKEE ROAD)

25' (TYP.)

11'

MATCHLINE STA. 32+00 PD

+50 PD

33+00 PD

34+00 PD

35+00 PD

36+00 PD

37+00 PD

38+00 PD

MATCHLINE STA. 38+00 PD

15' (TYP.)

EB CTH PD (MCKEE ROAD)

AP

STA. 35+69 PD, 11.5'RT

STA. 35+76 PD, 21.5'RT

STA. 36+24 PD, 32.5'RT

STA.36+97 PD, 12.2'RT

10'

4Y

8W

STA. 34+89 PD, 21.5'RT

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

3+00 MP

2+00 MP

MARKETPLACE DRIVE

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026249_pd_s4.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

ASPHALTIC SURFACE TEMPORARY REQ'D

STA. 41+64 PD, 24.0'LT

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

4Y

STA. 41+64 PD, 24.0'LT

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 38+00 PD

MATCHLINE STA. 44+00 PD

+50' PD

39+00 PD

40+00 PD

42+00 PD

43+00 PD

11'

25' (TYP.)

STA. 40+74 PD, 32.0'RT

RT-4Y

STA.41+62 PD, 21.5'RT

AP

4Y

STA. 41+62 PD, 32.5'RT

EB CTH PD (MCKEE ROAD)

8W

STA. 43+53 PD, 43.5'RT

SPEED LIMIT 30
R2-1
24" X 30"

SIDEWALK CLOSED
R9-9
24" X 12"

W01-6
48" X 24"
TYPE III BARRICADE

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

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

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

STA. 38+11 PD, 24.7' RT

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026250_pd_s4.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 8+50 SH

8W
4W
4DY
WP
AP
SL-18
6CW

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

SPEED LIMIT 30
R2-1
24" X 30"

MAY USE FULL LANE
R4-11
30" X 30"

INSTALL PAVEMENT MARKINGS SHOWN ON
SEMINOLE HIGHWAY IN PERMANENT LOCATION
SEE MARKING PLANS FOR ADDITIONAL DETAILS

WB CTH PD (MCKEE ROAD)

25' (TYP.)

STA. 47+94 PD,
32.3' RT

EB CTH PD (MCKEE ROAD)

RT-4Y

MATCHLINE STA. 50+00 PD

MATCHLINE STA. 44+00 PD

STA. 45+82 PD,
21.5' RT

STA. 45+76 PD,
54.5' RT

INSTALL PAVEMENT MARKINGS SHOWN ON
SEMINOLE HIGHWAY IN PERMANENT LOCATION
SEE MARKING PLANS FOR ADDITIONAL DETAILS

W01-6
48" X 24"
TYPE III BARRICADE

4W
12.5' SEG.
37.5' GAP

SEMINOLE HIGHWAY

ONLY

11'
16'
11'

MATCHLINE STA. 5+00 SH

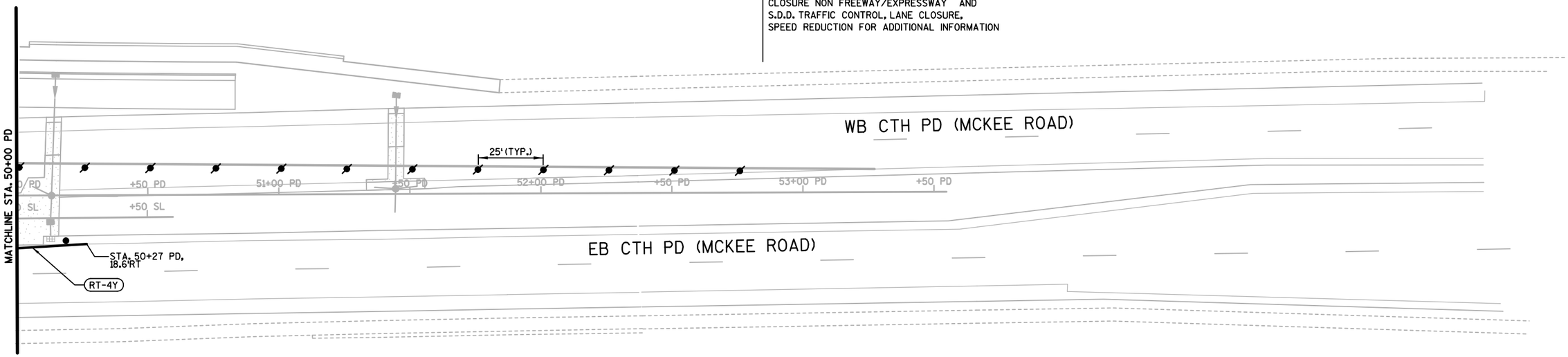
8W
4DY
8W
3' SEG.
9' GAP

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4	SHEET 192	E

2

N

SEE S.D.D., TRAFFIC CONTROL, SINGLE LANE CLOSURE NON FREEWAY/EXPRESSWAY AND S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL INFORMATION



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026252_pd_s4.dgn PLOT DATE : 12/2/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

N

PLACE PERMANENT PAVEMENT MARKING SEE MARKING AND SIGNING PLANS

INSTALL PAVEMENT MARKINGS SHOWN ON SEMINOLE HIGHWAY IN PERMANENT LOCATION SEE MARKING PLANS FOR ADDITIONAL DETAILS

SEMINOLE HIGHWAY

4W 3' SEG. 9' GAP

4DY

8W

8W 3' SEG. 9' GAP

MATCHLINE STA. 5+00 SH

3+00 SH +50 SH 4+00 SH +50 SH 5+00

SPEED LIMIT 30 R2-1 24" X 30"

MAY USE FULL LANE R4-11 30" X 30"

SEMINOLE CENTRE COURT

N

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

SPEED LIMIT 30 R2-1 24" X 30"

MATCHLINE STA. 14+50 SH

SH

SEMINOLE HIGHWAY

2

N

INSTALL PAVEMENT MARKINGS SHOWN ON SEMINOLE HIGHWAY IN PERMANENT LOCATION UNLESS OTHERWISE NOTED SEE MARKING PLANS FOR ADDITIONAL DETAILS

PLACE PERMANENT PAVEMENT MARKING SEE MARKING AND SIGNING PLANS

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

WINDSWEPT WAY

STA. 10+93 SH, 22.0'LT

STA. 12+31 SH, 17.7'LT

STA. 13+24 SH, 17.5'LT

MATCHLINE STA. 8+50 SH

SH 9+00 SH 10+00 SH +50 SH 11+00 SH +50 SH 12+00 SH +50 SH 13+00 SH +50 SH 14+00 SH +50

25'(TYP.) 25'(TYP.) 25'(TYP.) 25'(TYP.)

16' 11' 11' 16'

8W 4W AP 4Y 4DY

SEMINOLE HIGHWAY

MATCHLINE STA. 14+50 SH

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026253_pd_s4.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

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

WB CTH PD (MCKEE ROAD)

25' (TYP.)

MATCHLINE STA. 38+00 PD (STAGE 4)

+50 PD
39+00 PD
+50 PD
40+00 PD
+50 PD
41+00 PD
+50 PD
42+00 PD
+50 PD
43+00 PD
+50 PD
44+00 PD

MATCHLINE STA. 44+00 PD

STA. 40+74 PD, 32.0' RT

4Y

STA. 41+62 PD, 32.5'RT

EB CTH PD (MCKEE ROAD)

SIDEWALK CLOSED
R9-9
24" X 12"

W01-6
48" X 24"
TYPE III BARRICADE

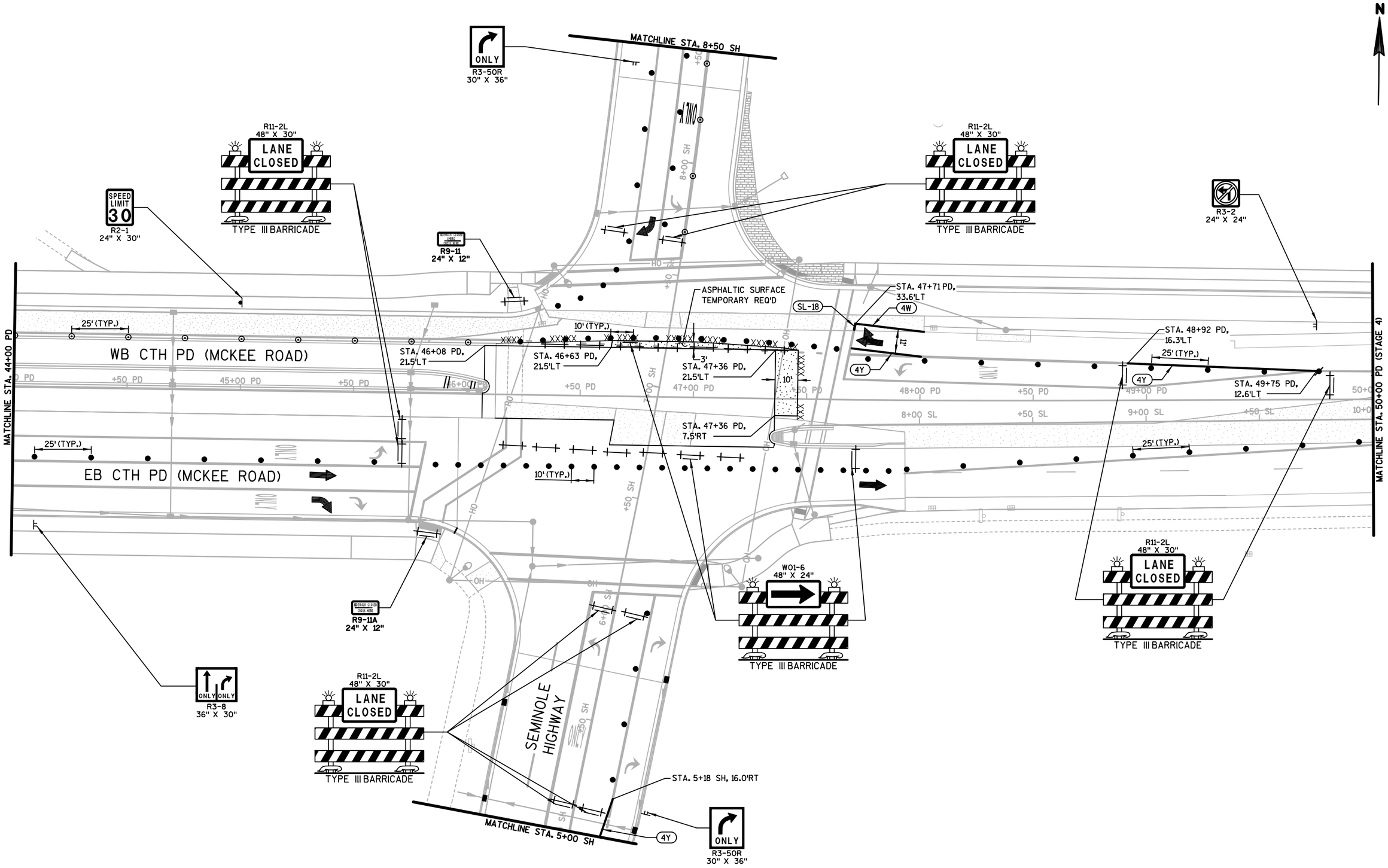
SPEED LIMIT 30
R2-1
24" X 30"

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

BEGIN RIGHT TURN LANE
R3-20R
24" X 36"

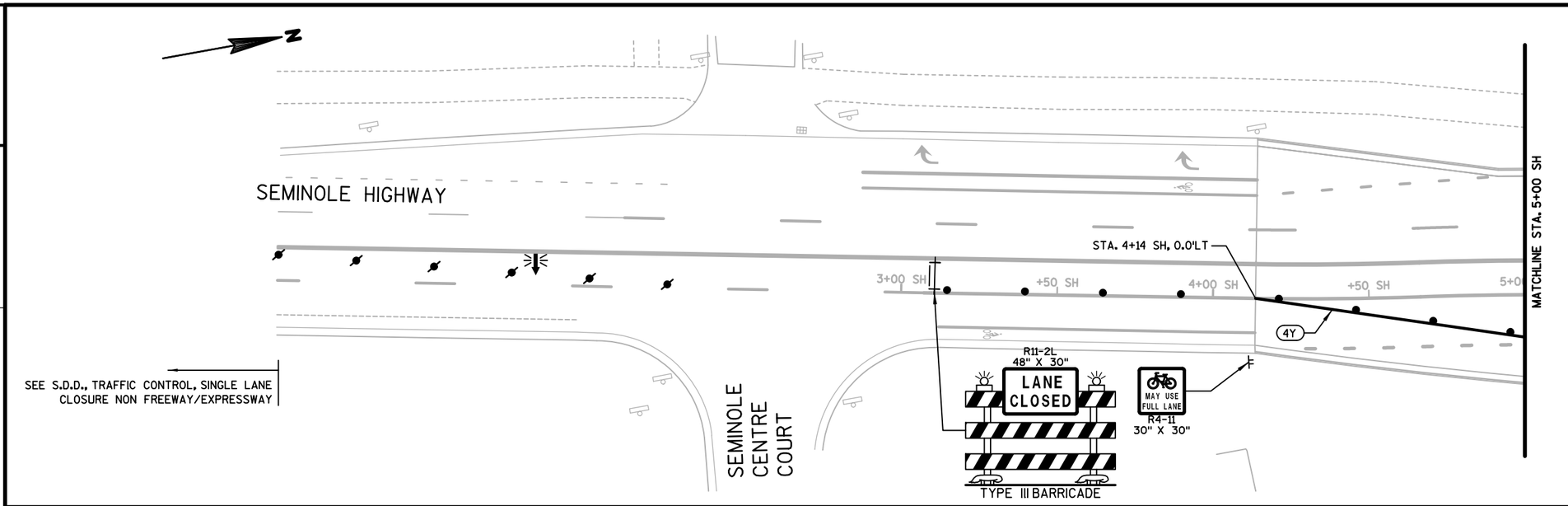
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4B	SHEET	E

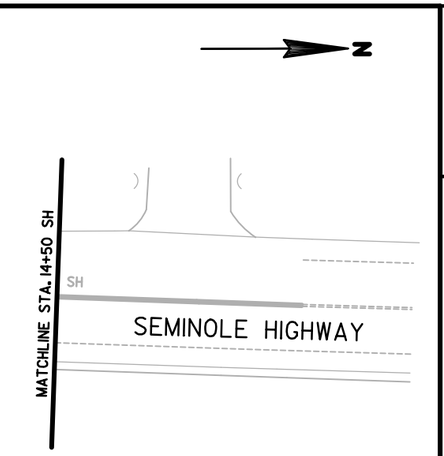
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026253a_pd_s4b.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

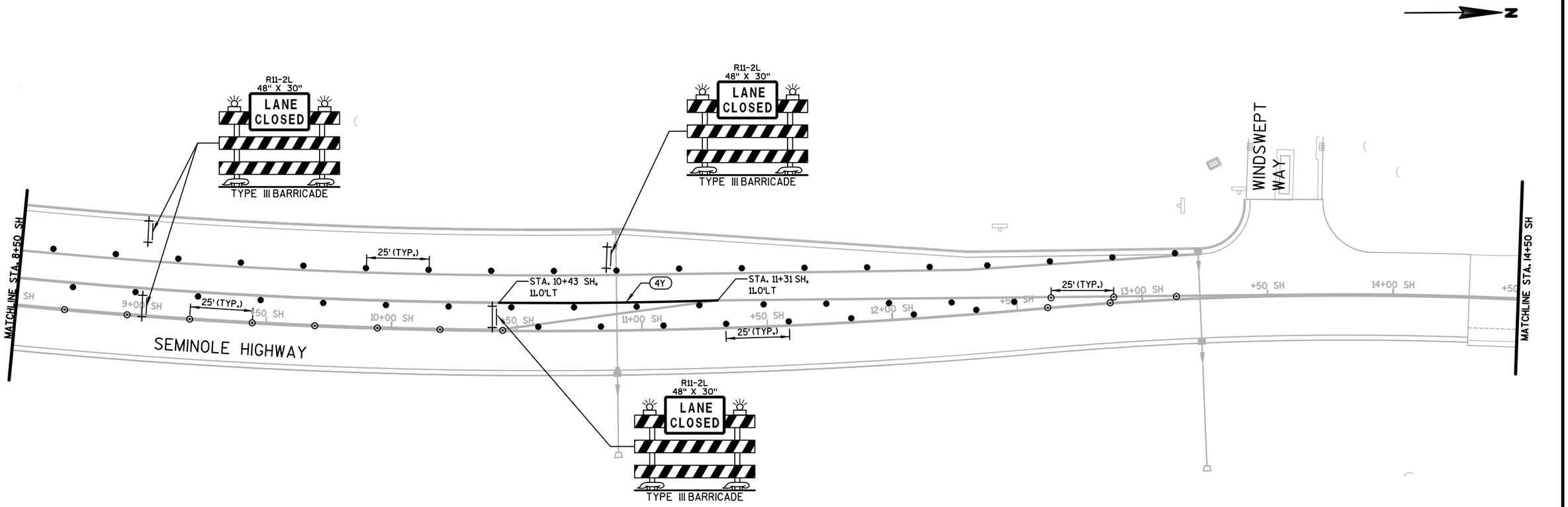


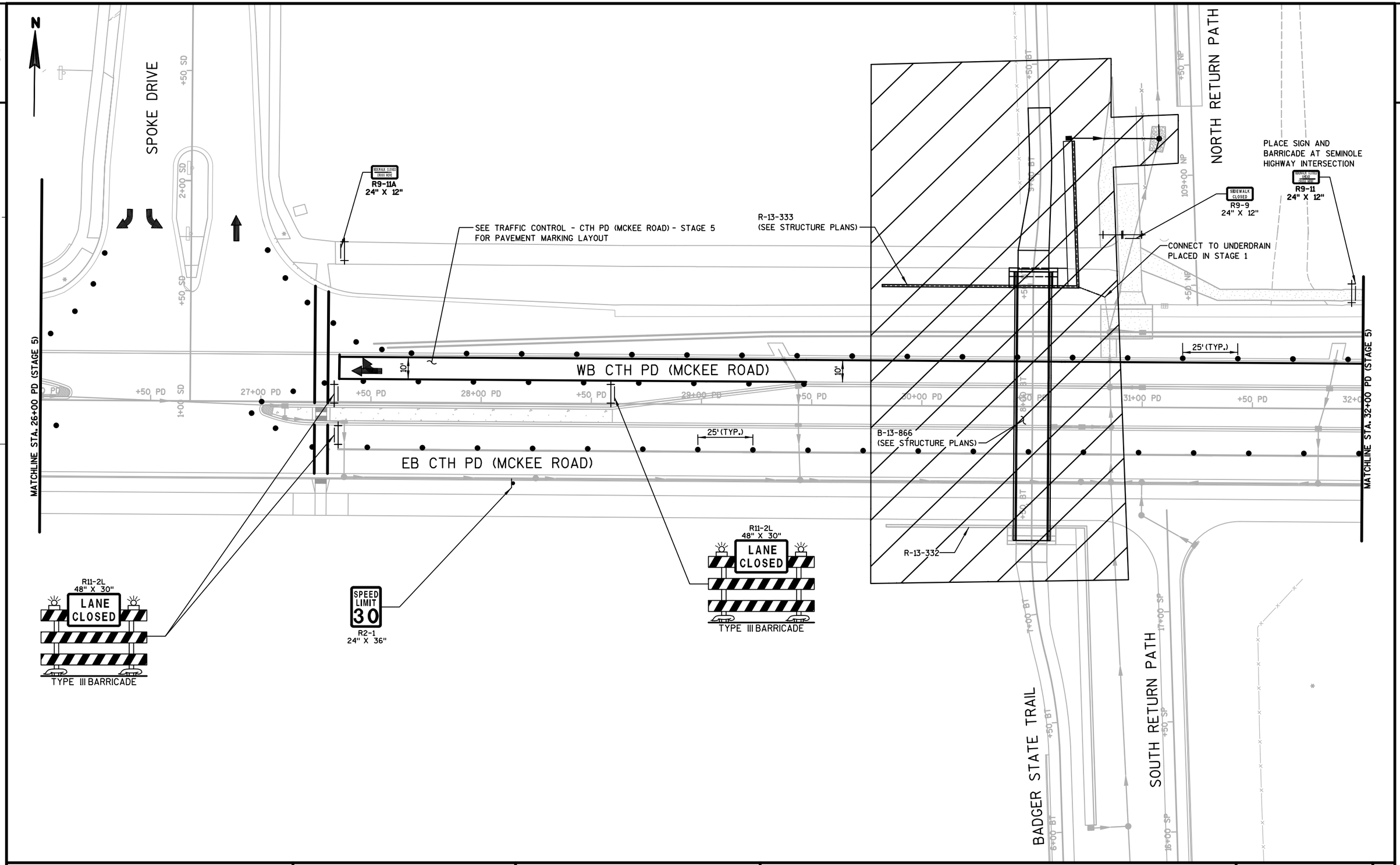
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 4B	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026253b_pd_s4b.dgn PLOT DATE : 7/26/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42


N
SEMINOLE HIGHWAY
SEMINOLE CENTRE COURT
STA. 4+14 SH, 0.0'LT
3+00 SH
+50 SH
4+00 SH
+50 SH
5+00
MATCHLINE STA. 5+00 SH
4Y
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
MAY USE FULL LANE
R4-11
30" X 30"
SEE S.D.D., TRAFFIC CONTROL, SINGLE LANE CLOSURE NON FREEWAY/EXPRESSWAY


N
MATCHLINE STA. 14+50 SH
SH
SEMINOLE HIGHWAY


N
R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
MATCHLINE STA. 8+50 SH
SH
9+00 SH
25' (TYP.)
+50 SH
10+00 SH
STA. 10+43 SH, 11.0'LT
4Y
STA. 11+31 SH, 11.0'LT
11+00 SH
+50 SH
12+00 SH
25' (TYP.)
WINDSWEPT WAY
13+00 SH
+50 SH
14+00 SH
MATCHLINE STA. 14+50 SH
SEMINOLE HIGHWAY



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5 (PRE-STAGE)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026254a_pd_S5pre.dgn PLOT DATE : 7/26/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

ROAD CLOSED 500 FT W20-3

ROAD CLOSED 1000 FT W20-3

PORTABLE MESSAGE TO READ:
EB
CTH PD
CLOSED

USE ALT ROUTE

MB

SPOKE DRIVE

BADGER STATE TRAIL

R9-9
30" X 18"
ROAD CLOSED

TYPE III BARRICADE

ROAD WORK AHEAD W20-1

PINEWAY TRAIL

PORTABLE CHANGEABLE MESSAGE TO READ:
WB
CTH PD
CLOSED

USE ALT ROUTE

MB

SEMINOLE HIGHWAY

ROAD CLOSED 500 FT W20-3

ROAD CLOSED 1000 FT W20-3

ROAD CLOSED AHEAD W20-3

EB/WB CTH PD (MCKEE ROAD)

ROAD CLOSED AHEAD W20-3

COMMERCE PARK DRIVE

R9-9
30" X 18"
ROAD CLOSED

TYPE III BARRICADE

MARKETPLACE DRIVE

ROAD WORK AHEAD W20-1

MB PORTABLE CHANGEABLE MESSAGE TO READ:
WB
CTH PD
CLOSED

USE ALT ROUTE

NOTE: INSTALL STRUCURE B-13-866 DURING ONE NIGHT CLOSURE
SEE STRUCTURE PLANS FOR ADDITIONAL INFORMATION.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5 (PRE-STAGE)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026254b_pd_S5pre.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

SEQUENCE CONSTRUCTION TO MAINTAIN ACCESS TO DRIVEWAY.

R9-11
24" X 12"

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

N

STA. 15+14 PD, 32.5'LT

STA. 14+43 PD, 38.2'LT

STA. 15+86 PD, 32.5'LT

STA. 15+86 PD, 32.5'LT

RT-4W
2' SEG.
6' GAP

RT-4Y
2' SEG.
6' GAP

STA. 14+95 PD, 21.3'LT

STA.15+95 PD, 9.5'LT

STA. 15+96 PD, 19.5'LT

4Y

4W

8W WB CTH PD (MCKEE ROAD)

4W

25'(TYP.)

STA. 19+74 PD, 20.5'LT

MATCHLINE STA. 20+00 PD

14+00 PD

+50 PD

15+00 PD

+50 PD

AP

WP

+50 PD

17+00 PD

+50 PD

AP

18+00 PD

+50 PD

19+00 PD

+50 PD

ASPHALTIC SURFACE TEMPORARY REQ'D

TRAFFIC CONTROL FOR 1206-08-77 STAGE 10D, PHASE 1 SHOWN.

STA. 15+29 PD, 9.2'LT

SL-18

STA. 17+82 PD, 9.5'LT

STA. 18+70 PD, 10.5'RT

8W

AP

STA. 19+95 PD, 10.5'RT

EB CTH PD (MCKEE ROAD)

ABANDONING SEWER REQ'D. SEE STORM SEWER REMOVAL PLANS. REMOVE CULVERT PIPE TEMPORARY 24-INCH TO CONCRETE COLLAR AFTER EXISTING PIPE IS ABANDONED. SEALING PIPES REQ'D.

+00 CP

+50 CP

3+00 CP

+50 CP

2+00 CP

+50 CP

COMMERCE PARK DRIVE

SPEED LIMIT 30
R2-1
24" X 30"

LEFT LANE CLOSED 500 FT
W20-5

SIGN

R9-11
24" X 12"

LEFT LANE CLOSED AHEAD
W20-5

PLACE 2 SIGNS 250' PRIOR TO COMMERCE PARK INTERSECTION. APPROXIMATELY STA 12+00 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5	SHEET 200	E

2

N

TEMPORARY PEDESTRIAN SURFACE ASPHALT REQD. PLACE PERMANENT SIDEWALK WHEN TEMPORARY SIGNAL IS REMOVED.

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

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

W04-2L

SEQUENCE INTERSECTION CONSTRUCTION TO MAINTAIN ACCESS TO DRIVEWAYS.

SALVAGED INLET COVERS REQ'D SEE STORM SEWER PLANS

15' (TYP.)

STA. 21+18 PD, 19.5'LT

WB CTH PD (MCKEE ROAD)

25' (TYP.)

STA. 23+60 PD, 9.5'LT

STA. 21+05 PD, 9.3'LT

WP 4W 8W WP

6CW

AP AP

25' (TYP.) 25' (TYP.)

EB CTH PD (MCKEE ROAD)

MATCHLINE STA. 20+00 PD

MATCHLINE STA. 26+00 PD

SPEED LIMIT 30
R2-1
24" X 30"

BEGIN LEFT TURN LANE
R3-20L
24" X 36"

MAINTAIN ONE NORTH-SOUTH PEDESTRIAN CROSSING AT SPOKE DRIVE AT ALL TIMES.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5	SHEET 201	E

2

N

SEQUENCE INTERSECTION CONSTRUCTION TO MAINTAIN ACCESS TO SPOKE DRIVE.

MAINTAIN ONE NORTH-SOUTH PEDESTRIAN CROSSING AT SPOKE DRIVE AT ALL TIMES.

R9-9
24" X 12"
SIDEWALK CLOSED

TYPE III BARRICADE

SPOKE DRIVE

BADGER STATE TRAIL

NORTH RETURN PATH

SOUTH RETURN PATH

MATCHLINE STA. 26+00 PD

MATCHLINE STA. 32+00 PD

6CW

SL-18

4Y

4W

WB CTH PD (MCKEE ROAD)

STA. 27+36 PD, 10.5'LT

STA. 29+47 PD, 10.5'LT

10'

25'(TYP.)

EB CTH PD (MCKEE ROAD)

R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

SPEED LIMIT 30

R2-1
24" X 36"

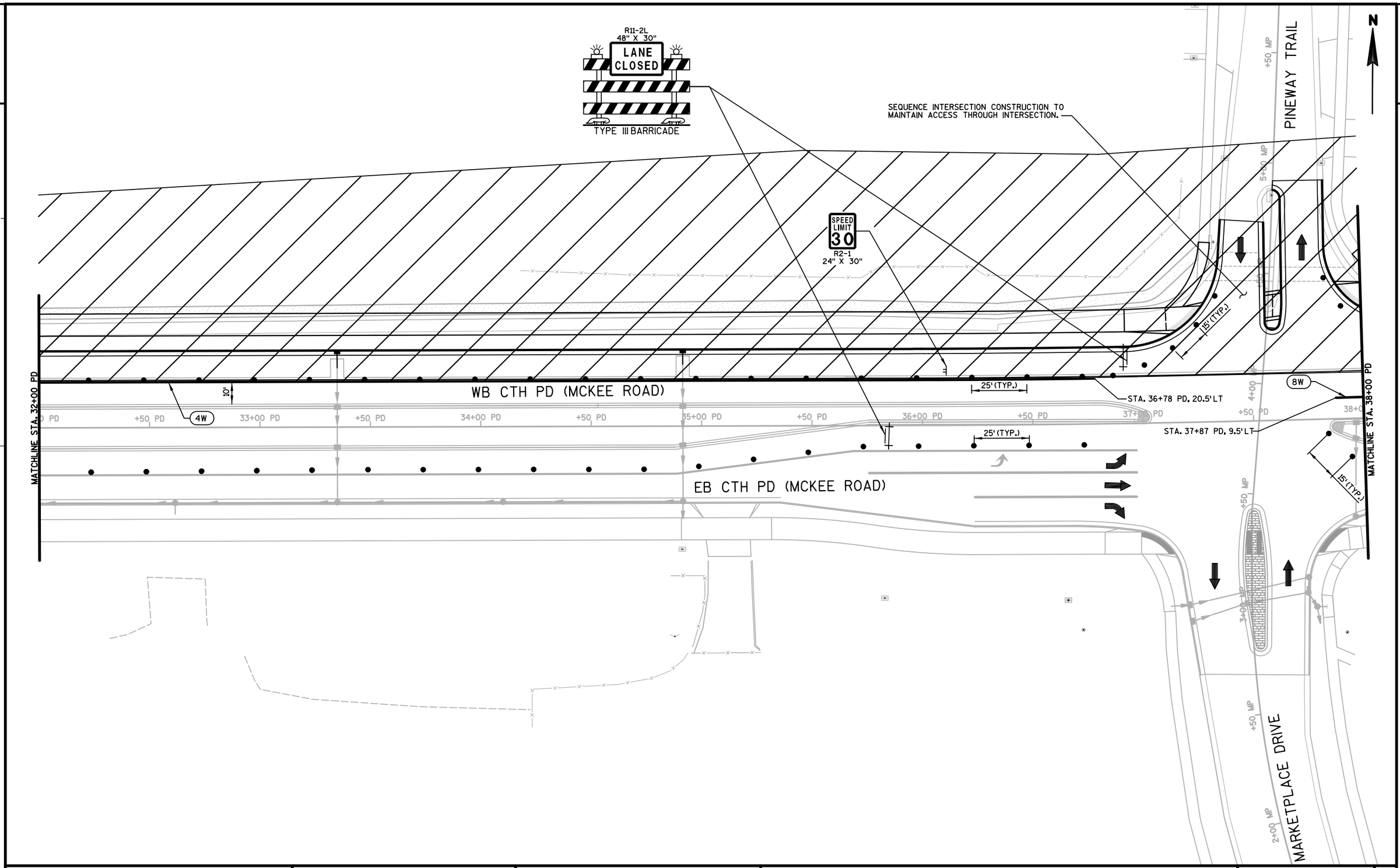
R11-2L
48" X 30"
LANE CLOSED

TYPE III BARRICADE

2

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026257_pd_s5.dgn PLOT DATE : 7/26/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42


R11-2L
48" X 30"
LANE CLOSED
TYPE III BARRICADE
SEQUENCE INTERSECTION CONSTRUCTION TO MAINTAIN ACCESS THROUGH INTERSECTION.
SPEED LIMIT 30
R2-1
24" X 30"
PINEWAY TRAIL
N
WB CTH PD (MCKEE ROAD)
EB CTH PD (MCKEE ROAD)
MARKETPLACE DRIVE
MATCHLINE STA. 32+00 PD
MATCHLINE STA. 38+00 PD
STA. 36+78 PD, 20.5'LT
STA. 37+87 PD, 9.5'LT
25'(TYP.)
15'(TYP.)
10'
4W
8W
+50 PD
+50 MP
5+00 MP
4+00 MP
3+00 MP
2+00 MP
33+00 PD
34+00 PD
35+00 PD
36+00 PD

2

N

MATCHLINE STA. 38+00 PD

MATCHLINE STA. 44+00 PD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

15' (TYP.)

22'

10'

10'

25' (TYP.)

11'

AP

AW

8W

4W

4Y

STA. 40+67 PD, 9.5' LT

STA. 41+61 PD, 10.5' RT

STA. 38+96 PD, 27.7' LT

STA. 39+85 PD, 30.3' LT

STA. 40+74 PD, 32.0' LT

STA. 41+62 PD, 32.5' LT

38+00 PD

+50 PD

39+00 PD

40+00 PD

41+00 PD

42+00 PD

43+00 PD

BEGIN LEFT TURN LANE

R3-20L
24" X 36"

SPEED LIMIT 30

R2-1
24" X 30"

W01-6
48" X 24"

TYPE III BARRICADE

R11-2L
48" X 30"

LANE CLOSED

TYPE III BARRICADE

SIDEWALK CLOSED

R9-9
24" X 12"

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5	SHEET 204	E

2

N

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

SPEED LIMIT 30
R2-1
24" X 30"

MATCHLINE STA. 8+50 SH

MAY USE FULL LANE
R4-11
30" X 30"

R9-11
24" X 12"

MATCHLINE STA. 44+00 PD

MATCHLINE STA. 50+00 PD

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

25' (TYP.)

10' (TYP.)

14'

11'

4W

WP

8W

AP

SL-18

4Y

STA. 45+84 PD, 10.5'RT

STA. 46+63 PD, 21.5'LT

STA. 47+36 PD, 23.5'LT

STA.49+00 PD, 2.7'LT

STA.49+23 PD, 7.8'RT

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

R9-11
24" X 12"

W01-6
48" X 24"
TYPE III BARRICADE

SEMINOLE HIGHWAY

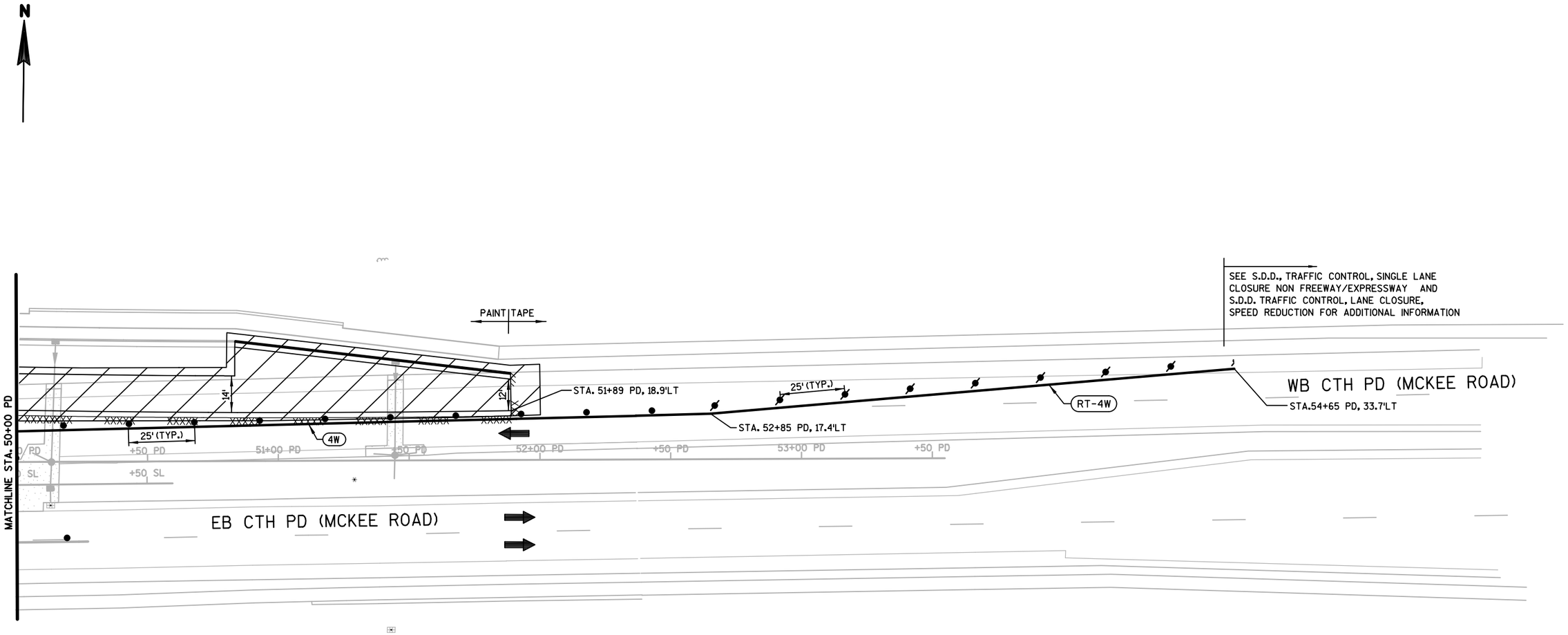
MATCHLINE STA. 5+00 SH

SEQUENCE CONSTRUCTION TO MAINTAIN PEDESTRIAN ROUTE FROM THE NORTHWEST QUADRANT TO THE SOUTHEAST QUADRANT OF THE INTERSECTION AT ALL TIMES
(ROUTE ALONG SOUTH AND EAST CROSSINGS SHOWN. ROUTE ALONG WEST AND NORTH CROSSINGS NOT SHOWN.)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026260_pd_s5.dgn PLOT DATE : 7/26/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5	SHEET 206	E

2

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

SIDEWALK CLOSED
R9-9
24" X 12"

SEMINOLE HIGHWAY

3+00 SH
+50 SH
4+00 SH
+50 SH
5+00

MATCHLINE STA. 5+00 SH

SPEED LIMIT 30
R2-1
24" X 30"

SEMINOLE CENTRE COURT

MAY USE FULL LANE
R4-11
30" X 30"

N

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

SPEED LIMIT 30
R2-1
24" X 30"

MATCHLINE STA. 14+50 SH

SH

SEMINOLE HIGHWAY

2

N

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

STA. 10+93 SH, 22.0'LT

MATCHLINE STA. 8+50 SH

SH
9+00 SH
25' (TYP.)
+50 SH
10+00 SH
25' (TYP.)
+50 SH
11+00 SH
11'
RT-4Y
25' (TYP.)
+50 SH
12+00 SH
+50 SH
25' (TYP.)
13+00 SH
+50 SH
14+00 SH
+50

SEMINOLE HIGHWAY

WINDSWEPT WAY

MATCHLINE STA. 14+50 SH

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 5	SHEET 207	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026261a_pd_s5.dgn PLOT DATE : 7/26/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

ADVANCED WARNING AND TEMPROARY SIGNALS AT INTERSTION PROVIDED BY OTHERS (1206-08-77) COORDINATE AS NEEDED

SEQUENCE CONSTRUCTION TO MAINTAIN ACCESS TO DRIVEWAY.

R9-11
24" X 12"

STA. 14+44 PD, 39.2'LT

STA. 15+87 PD, 33.5'LT

STA. 15+14 PD, 33.5'LT

4Y

10'

WB CTH PD (MCKEE ROAD)

STA. 16+91 PD, 20.5'LT

25' (TYP.)

12'

STA. 18+70 PD, 20.5'LT

STA. 19+50 PD, 20.5'LT

4W

STA. 17+82 PD, 9.5'LT

14+00 PD

50 PD

15+00 PD

+50 PD

16+00 PD

+50 PD

17+00 PD

+50 PD

18+00 PD

+50 PD

19+00 PD

+50 PD

MATCHLINE STA. 20+00 PD (STAGE 5)

TRAFFIC CONTROL FOR 1206-08-77 STAGE 10D, PHASE 1 SHOWN.

SEQUENCE CONSTRUCTION TO MAINTAIN NORTH-SOUTH THROUGH MOVEMENTS AND EAST-WEST LEFT TURN MOVEMENTS.

EB CTH PD (MCKEE ROAD)

4+00 CP

+50 CP

3+00 CP

+50 CP

2+00 CP

+50 CP

COMMERCE PARK DRIVE

SPEED LIMIT 30
R2-1
24" X 30"

R9-11
24" X 12"

SIGN

LEFT LANE CLOSED 500 FT
W20-5

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

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

LEFT LANE CLOSED AHEAD
W20-5

PLACE 2 SIGNS 250' PRIOR TO COMMERCE PARK INTERSECTION. APPROXIMATELY STA 12+00 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 6	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\026261b_pd_s6.dgn PLOT DATE : 7/26/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 8+50 SH (STAGE 4)

SEMINOLE HIGHWAY

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

W01-6
48" X 24"
TYPE III BARRICADE

WP

AP

MAY USE FULL LANE
R4-11
30" X 30"

R9-11
24" X 12"

STA. 47+74 PD, 48.5'LT

SL-18

8W

4Y

11'

11'

STA. 47+36 PD, 23.5'LT

WB CTH PD (MCKEE ROAD)

EB CTH PD (MCKEE ROAD)

25'(TYP.)

15'(TYP.)

6CW

MATCHLINE STA. 44+00 PD (STAGE 5)

MATCHLINE STA. 50+00 PD

SAWCUT PAVEMENT PLACE IN STAGE 4B TO CONSTRUCT MEDIAN ISLAND. REPLACE WITH PERMANENT PAVEMENT.

10'(TYP.)

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

R9-11
24" X 12"

W01-6
48" X 24"
TYPE III BARRICADE

SEMINOLE HIGHWAY

MATCHLINE STA. 5+00 SH (STAGE 5)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 6	SHEET 209	E

2

N

SEE S.D.D., TRAFFIC CONTROL, SINGLE LANE CLOSURE NON FREEWAY/EXPRESSWAY AND S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL INFORMATION

PAINT TAPE

R3-8
36" X 30"

STA. 50+15 PD, 33.5'LT

4W
2'SEG.
6'GAP

4Y

11'
11'

8W

RT-4Y

WB CTH PD (MCKEE ROAD)

STA. 54+54 PD, 13.6'LT

25'(TYP.)

MATCHLINE STA. 50+00 PD

+50 PD
51+00 PD
+50 PD
52+00 PD
+50 PD
53+00 PD
+50 PD

SL
SL

EB CTH PD (MCKEE ROAD)

PROJECT NO:5849-02-02	HWY:CTH PD	COUNTY:DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 6	SHEET 210	E

2

N

MATCHLINE STA. 8+50 SH

SEMINOLE HIGHWAY

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

MAY USE FULL LANE
R4-11
30" X 30"

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

RESTRICT MCKEE ROAD EASTBOUND LEFT TURN TO NORTHBOUND SEMINOLE HIGHWAY AS SHOWN IN STAGE 4B. MAINTAIN WESTBOUND MCKEE ROAD TRAFFIC ON THE INSIDE LANE AS SHOWN IN STAGE 5.

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

SL-18

R9-11
24" X 12"

10' (TYP.)

25' (TYP.)

STA. 47+56 PD, 20.5' LT

STA. 48+79 PD, 19.1' LT

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 44+00 PD (STAGE 4B, EB; STAGE 5 WB)

MATCHLINE STA. 50+00 PD

4W

INSTALL PAVEMENT MARKINGS IN PERMANENT LOCATION. SEE MARKING PLANS FOR ADDITIONAL DETAILS.

EB CTH PD (MCKEE ROAD)

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

R9-11
24" X 12"

W01-6
48" X 24"
TYPE III BARRICADE

SEMINOLE HIGHWAY

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

MATCHLINE STA. 5+00 SH

STA. 5+10 SH, 16.0' RT

RT-4Y

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 6B	SHEET 211	E

2

N

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION FOR ADDITIONAL INFORMATION

R3-8
36" X 30"

RT-4Y

STA. 50+15 PD, 33.5'LT

25' (TYP.)

25' (TYP.)

STA. 51+75 PD, 21.7'LT

STA. 52+79 PD, 18.7'LT

4W

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 50+00 PD

+50 PD

51+00 PD

+50 PD

52+00 PD

+50 PD

53+00 PD

+50 PD

SL

+50 SL

INSTALL PAVEMENT MARKINGS IN PERMANENT LOCATION. SEE MARKING PLANS FOR ADDITIONAL DETAILS.

EB CTH PD (MCKEE ROAD)

BEGIN LEFT TURN LANE

R3-20L
24" X 36"

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 6B	SHEET 212	E

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

N

SEMINOLE HIGHWAY

SEMINOLE CENTRE COURT

3+00 SH | +50 SH | 4+00 SH | +50 SH | 5+00

MATCHLINE STA. 5+00 SH

SPEED LIMIT 30
R2-1
24" X 30"

ONLY ONLY
R3-8
36" X 30"

MAY USE FULL LANE
R4-11
30" X 30"

STA. 4+14 SH, 0.0'RT

RT-4Y

SEE S.D.D. TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

N

SPEED LIMIT 30
R2-1
24" X 30"

MATCHLINE STA. 14+50 SH

SH

SEMINOLE HIGHWAY

N

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

STA. 10+93 SH, 22.0'LT

STA. 12+31 SH, 6.5'LT

RT-4Y

16'

25' (TYP.)

MATCHLINE STA. 8+50 SH

SH | 9+00 SH | 25' (TYP.) | 50 SH | 10+00 SH | +50 SH | 11+00 SH | +50 SH | 12+00 SH | +50 SH | 25' (TYP.) | 13+00 SH | +50 SH | 14+00 SH | +50

SEMINOLE HIGHWAY

WINDSWEPT WAY

MATCHLINE STA. 14+50 SH

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	TRAFFIC CONTROL - CTH PD (MCKEE ROAD) - STAGE 6B	SHEET 213	E

CURVE = PD 1
P.I. = 14+21.15 PD
Y = 461,240.35
X = 798,872.57
DELTA = 4° 21' 31" (RT)
D = 5° 15' 32"
T = 41.46'
L = 82.88'
R = 1,089.50'
P.C. = 13+79.69 PD
Y = 461,241.51
X = 798,831.12
P.R.C. = 14+62.57 PD
Y = 461,236.05
X = 798,913.80

CURVE = PD 2
P.I. = 15+08.38 PD
Y = 461,231.29
X = 798,959.36
DELTA = 4° 43' 26" (LT)
D = 5° 09' 34"
T = 45.80'
L = 91.56'
R = 1,110.50'
P.R.C. = 14+62.57 PD
Y = 461,236.05
X = 798,913.80
P.T. = 15+54.13 PD
Y = 461,230.30
X = 799,005.15

CURVE = PD 3
P.I. = 20+82.23 PD
Y = 461,218.92
X = 799,533.13
DELTA = 1° 35' 27" (LT)
D = 1° 08' 45"
T = 69.43'
L = 138.84'
R = 5,000.50'
P.C. = 20+12.80 PD
Y = 461,220.41
X = 799,463.72
P.T. = 21+51.65 PD
Y = 461,219.35
X = 799,602.56

CURVE = PD 4
P.I. = 37+17.29 PD
Y = 461,229.06
X = 801,168.17
DELTA = 1° 53' 41" (LT)
D = 0° 45' 46"
T = 124.20'
L = 248.37'
R = 7,510.50'
P.C. = 35+93.09 PD
Y = 461,228.29
X = 801,043.97
P.R.C. = 38+41.47 PD
Y = 461,233.93
X = 801,292.27

CURVE = PD 5
P.I. = 40+02.77 PD
Y = 461,240.27
X = 801,453.45
DELTA = 2° 28' 04" (RT)
D = 0° 45' 54"
T = 161.31'
L = 322.57'
R = 7,489.50'
P.R.C. = 38+41.47 PD
Y = 461,233.93
X = 801,292.27
P.T. = 41+64.03 PD
Y = 461,239.65
X = 801,614.76

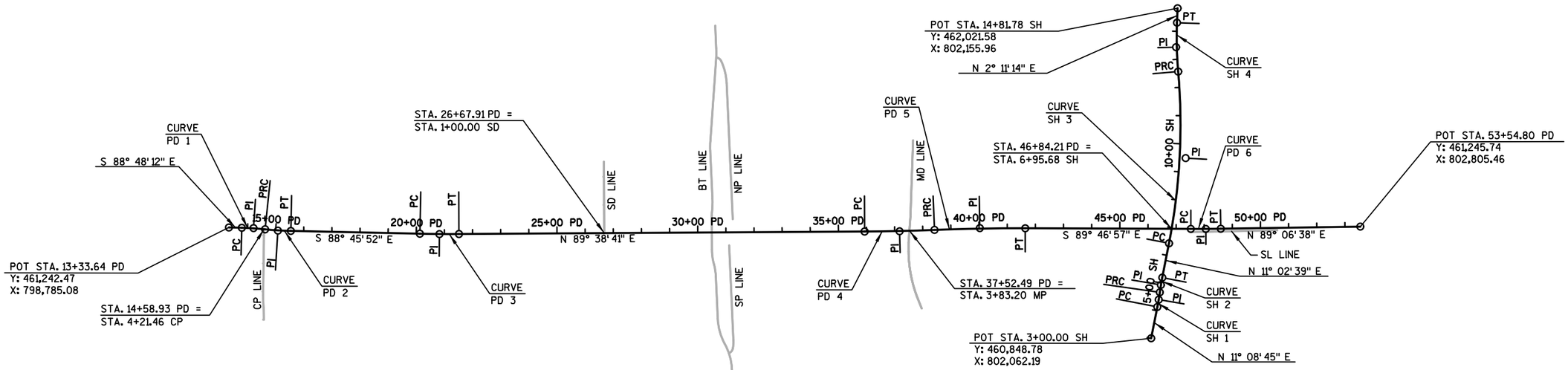
CURVE = PD 6
P.I. = 48+05.55 PD
Y = 461,237.22
X = 802,256.27
DELTA = 1° 06' 25" (LT)
D = 1° 02' 23"
T = 53.23'
L = 106.46'
R = 5,510.50'
P.C. = 47+52.32 PD
Y = 461,237.42
X = 802,203.04
P.T. = 48+58.78 PD
Y = 461,238.04
X = 802,309.50

CURVE = SH 1
P.I. = 4+39.94 SH
Y = 460,986.09
X = 802,089.19
DELTA = 2° 52' 20" (LT)
D = 5° 27' 24"
T = 26.32'
L = 52.64'
R = 1,050.00'
P.C. = 4+13.62 SH
Y = 460,960.25
X = 802,084.15
P.R.C. = 4+66.25 SH
Y = 461,012.15
X = 802,092.92

CURVE = SH 2
P.I. = 4+92.79 SH
Y = 461,038.41
X = 802,096.68
DELTA = 2° 53' 42" (RT)
D = 5° 27' 24"
T = 26.53'
L = 53.05'
R = 1,050.00'
P.R.C. = 4+66.25 SH
Y = 461,012.15
X = 802,092.92
P.T. = 5+19.31 SH
Y = 461,064.45
X = 802,101.76

CURVE = SH 3
P.I. = 9+52.00 SH
Y = 461,489.13
X = 802,184.65
DELTA = 15° 58' 13" (LT)
D = 2° 36' 16"
T = 308.61'
L = 613.21'
R = 2,200.00'
P.C. = 6+43.39 SH
Y = 461,186.24
X = 802,125.53
P.R.C. = 12+56.60 SH
Y = 461,796.60
X = 802,158.15

CURVE = SH 4
P.I. = 13+43.62 SH
Y = 461,883.29
X = 802,150.68
DELTA = 7° 06' 48" (RT)
D = 4° 05' 33"
T = 87.02'
L = 173.81'
R = 1,400.00'
P.R.C. = 12+56.60 SH
Y = 461,796.60
X = 802,158.15
P.T. = 14+30.41 SH
Y = 461,970.25
X = 802,154.00



CURVE = BT 1
P.I. = 3+46.99 BT
Y = 460,787.43
X = 800,569.99
DELTA = 25° 49' 15" (LT)
D = 27° 56' 57"
T = 46.99'
L = 92.39'
R = 205.00'
P.C. = 3+00.00 BT
Y = 460,740.50
X = 800,572.41
P.R.C. = 3+92.39 BT
Y = 460,828.63
X = 800,547.38

CURVE = BT 2
P.I. = 4+40.06 BT
Y = 460,870.42
X = 800,524.44
DELTA = 26° 11' 02" (RT)
D = 27° 56' 57"
T = 47.67'
L = 93.68'
R = 205.00'
P.R.C. = 3+92.39 BT
Y = 460,828.63
X = 800,547.38
P.T. = 4+86.07 BT
Y = 460,918.04
X = 800,522.29

CURVE = BT 3
P.I. = 6+58.03 BT
Y = 461,089.83
X = 800,514.55
DELTA = 12° 35' 50" (LT)
D = 27° 56' 57"
T = 22.63'
L = 45.07'
R = 205.00'
P.C. = 6+35.41 BT
Y = 461,067.23
X = 800,515.57
P.R.C. = 6+80.48 BT
Y = 461,111.67
X = 800,508.63

CURVE = BT 4
P.I. = 7+07.14 BT
Y = 461,137.41
X = 800,501.65
DELTA = 14° 49' 19" (RT)
D = 27° 56' 57"
T = 26.66'
L = 53.03'
R = 205.00'
P.R.C. = 6+80.48 BT
Y = 461,111.67
X = 800,508.63
P.T. = 7+33.51 BT
Y = 461,164.07
X = 800,501.48

CURVE = BT 5
P.I. = 8+58.95 BT
Y = 461,289.50
X = 800,500.71
DELTA = 6° 45' 28" (RT)
D = 47° 44' 47"
T = 7.09'
L = 14.15'
R = 120.00'
P.C. = 8+51.86 BT
Y = 461,282.42
X = 800,500.75
P.R.C. = 8+66.01 BT
Y = 461,296.54
X = 800,501.50

CURVE = BT 6
P.I. = 8+89.97 BT
Y = 461,320.35
X = 800,504.17
DELTA = 18° 47' 08" (LT)
D = 18° 47' 08"
T = 23.96'
L = 47.82'
R = 305.00'
P.R.C. = 8+66.01 BT
Y = 461,296.54
X = 800,501.50
P.T. = 9+13.83 BT
Y = 461,344.28
X = 800,503.09

CURVE = MP 1
P.I. = 2+24.03 MP
Y = 461,069.86
X = 801,200.82
DELTA = 21° 24' 43" (RT)
D = 12° 19' 18"
T = 87.91'
L = 173.78'
R = 465.00'
P.C. = 1+36.12 MP
Y = 460,988.18
X = 801,233.33
P.T. = 3+09.89 MP
Y = 461,157.78
X = 801,200.37

CURVE = SP 1
P.I. = 13+68.84 SP
Y = 460,800.04
X = 800,573.04
DELTA = 272° 50' 13" (LT)
D = 272° 50' 13"
T = 11.99'
L = 21.79'
R = 21.00'
P.C. = 13+56.85 SP
Y = 460,796.15
X = 800,561.70
P.R.C. = 13+78.64 SP
Y = 460,811.78
X = 800,575.46

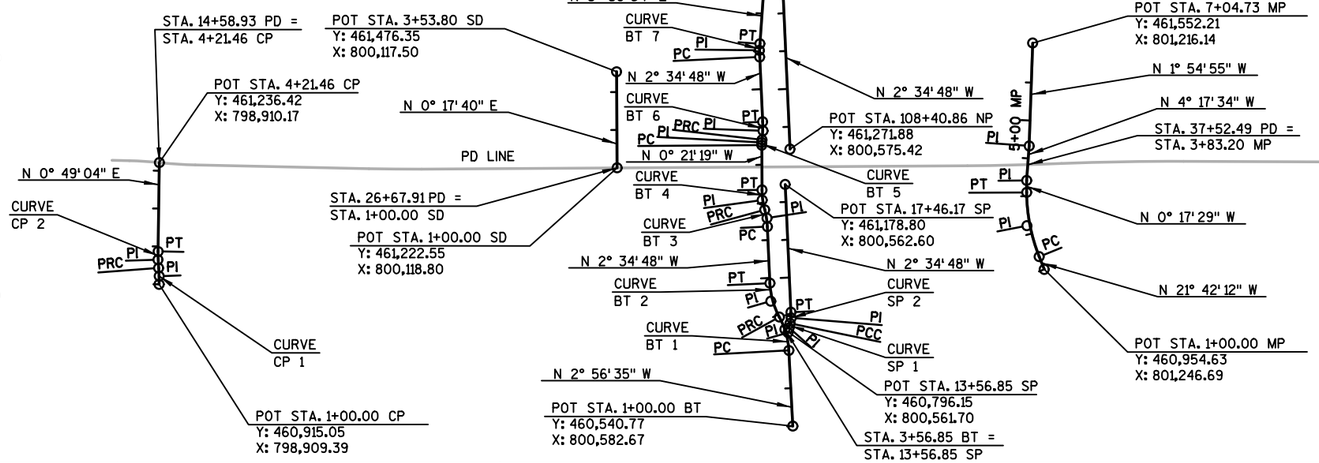
CURVE = SP 2
P.I. = 13+93.59 SP
Y = 460,826.43
X = 800,578.47
DELTA = 14° 12' 29" (LT)
D = 47° 44' 47"
T = 14.96'
L = 29.76'
R = 120.00'
P.R.C. = 13+78.64 SP
Y = 460,811.78
X = 800,575.46
P.T. = 14+08.39 SP
Y = 460,841.37
X = 800,577.80

CURVE = NP 1
P.I. = 113+66.45 NP
Y = 461,796.94
X = 800,551.76
DELTA = 22° 44' 44" (LT)
D = 27° 56' 57"
T = 41.23'
L = 81.38'
R = 205.00'
P.C. = 113+25.22 NP
Y = 461,755.75
X = 800,553.62
P.R.C. = 114+06.60 NP
Y = 461,834.21
X = 800,534.12

CURVE = NP 2
P.I. = 114+18.96 NP
Y = 461,845.39
X = 800,528.84
DELTA = 58° 40' 42" (LT)
D = 260° 26' 07"
T = 12.37'
L = 22.53'
R = 22.00'
P.R.C. = 114+06.60 NP
Y = 461,834.21
X = 800,534.12
P.T. = 114+29.13 NP
Y = 461,846.68
X = 800,516.54

CURVE = CP 1
P.I. = 1+21.58 CP
Y = 460,936.63
X = 798,909.68
DELTA = 4° 57' 46" (LT)
D = 11° 30' 19"
T = 21.58'
L = 43.13'
R = 498.00'
P.C. = 1+00.00 CP
Y = 460,915.05
X = 798,909.39
P.R.C. = 1+43.13 CP
Y = 460,958.16
X = 798,908.11
P.T. = 1+86.80 CP
Y = 461,001.79
X = 798,906.82

CURVE = CP 2
P.I. = 1+64.98 CP
Y = 460,979.94
X = 798,906.51
DELTA = 5° 00' 13" (RT)
D = 11° 27' 33"
T = 21.85'
L = 43.66'
R = 500.00'
P.R.C. = 1+43.13 CP
Y = 460,958.16
X = 798,908.11
P.T. = 1+86.80 CP
Y = 461,001.79
X = 798,906.82



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	ALIGNMENT PLAN - MAINLINE/SIDEROADS (PD,CP,SD,BT,NP,SP,MP,SH)	SHEET 214	E

2

CURVE = WB 1
P.I. = 214+21.60 WB
Y = 461,250.84
X = 798,873.24
DELTA = 4° 21' 38" (RT)
D = 5° 12' 31"
T = 41.88'
L = 83.72'
R = 1,100.00'
P.C. = 213+79.72 WB
Y = 461,252.01
X = 798,831.38
P.T. = 214+63.44 WB
Y = 461,246.49
X = 798,914.89

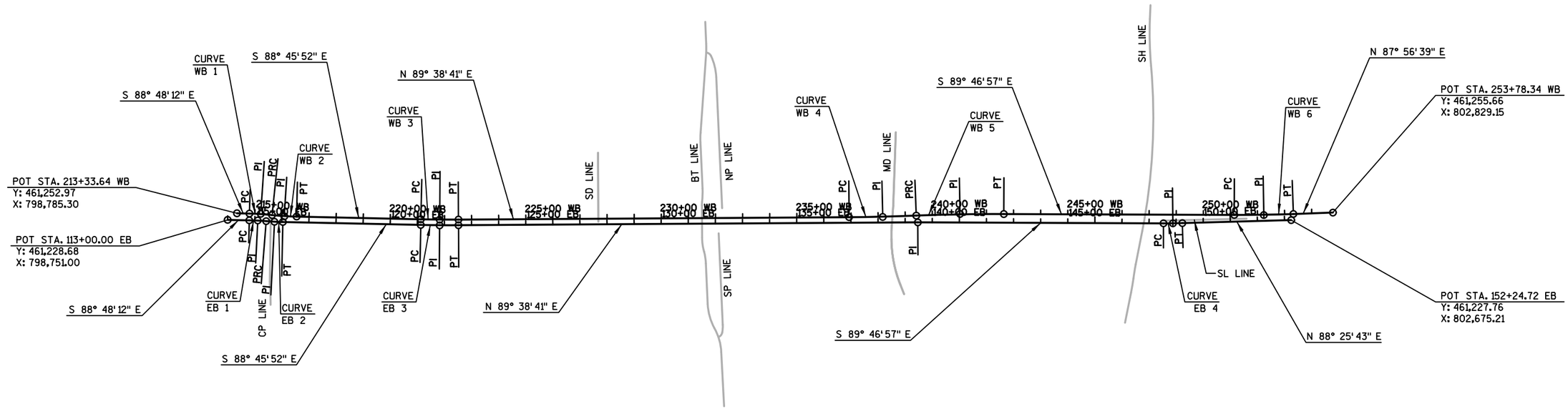
CURVE = WB 2
P.I. = 215+08.81 WB
Y = 461,241.78
X = 798,960.02
DELTA = 4° 43' 26" (LT)
D = 5° 12' 31"
T = 45.37'
L = 90.69'
R = 1,100.00'
P.C. = 214+63.44 WB
Y = 461,246.49
X = 798,914.89
P.T. = 215+54.13 WB
Y = 461,240.80
X = 799,005.38

CURVE = WB 3
P.I. = 220+82.09 WB
Y = 461,229.42
X = 799,533.21
DELTA = 1° 35' 27" (LT)
D = 1° 08' 54"
T = 69.28'
L = 138.55'
R = 4,990.00'
P.C. = 220+12.81 WB
Y = 461,230.91
X = 799,463.95
P.T. = 221+51.36 WB
Y = 461,229.85
X = 799,602.49

CURVE = WB 4
P.I. = 237+16.83 WB
Y = 461,239.56
X = 801,167.93
DELTA = 1° 53' 41" (LT)
D = 0° 45' 50"
T = 124.02'
L = 248.02'
R = 7,500.00'
P.C. = 235+92.81 WB
Y = 461,238.79
X = 801,043.91
P.T. = 238+40.83 WB
Y = 461,244.43
X = 801,291.86

CURVE = WB 5
P.I. = 240+02.36 WB
Y = 461,250.77
X = 801,453.27
DELTA = 2° 28' 04" (RT)
D = 0° 45' 50"
T = 161.53'
L = 323.02'
R = 7,500.00'
P.C. = 238+40.83 WB
Y = 461,244.43
X = 801,291.86
P.T. = 241+63.85 WB
Y = 461,250.15
X = 801,614.80

CURVE = WB 6
P.I. = 251+23.19 WB
Y = 461,246.51
X = 802,574.14
DELTA = 2° 16' 24" (LT)
D = 1° 02' 30"
T = 109.12'
L = 218.22'
R = 5,500.00'
P.C. = 250+14.07 WB
Y = 461,246.93
X = 802,465.01
P.T. = 252+32.29 WB
Y = 461,250.43
X = 802,683.19



CURVE = EB 1
P.I. = 114+10.98 EB
Y = 461,226.36
X = 798,861.95
DELTA = 3° 14' 55" (RT)
D = 5° 12' 31"
T = 31.19'
L = 62.37'
R = 1,100.00'
P.C. = 113+79.79 EB
Y = 461,227.01
X = 798,830.77
P.T. = 114+42.16 EB
Y = 461,223.95
X = 798,893.05

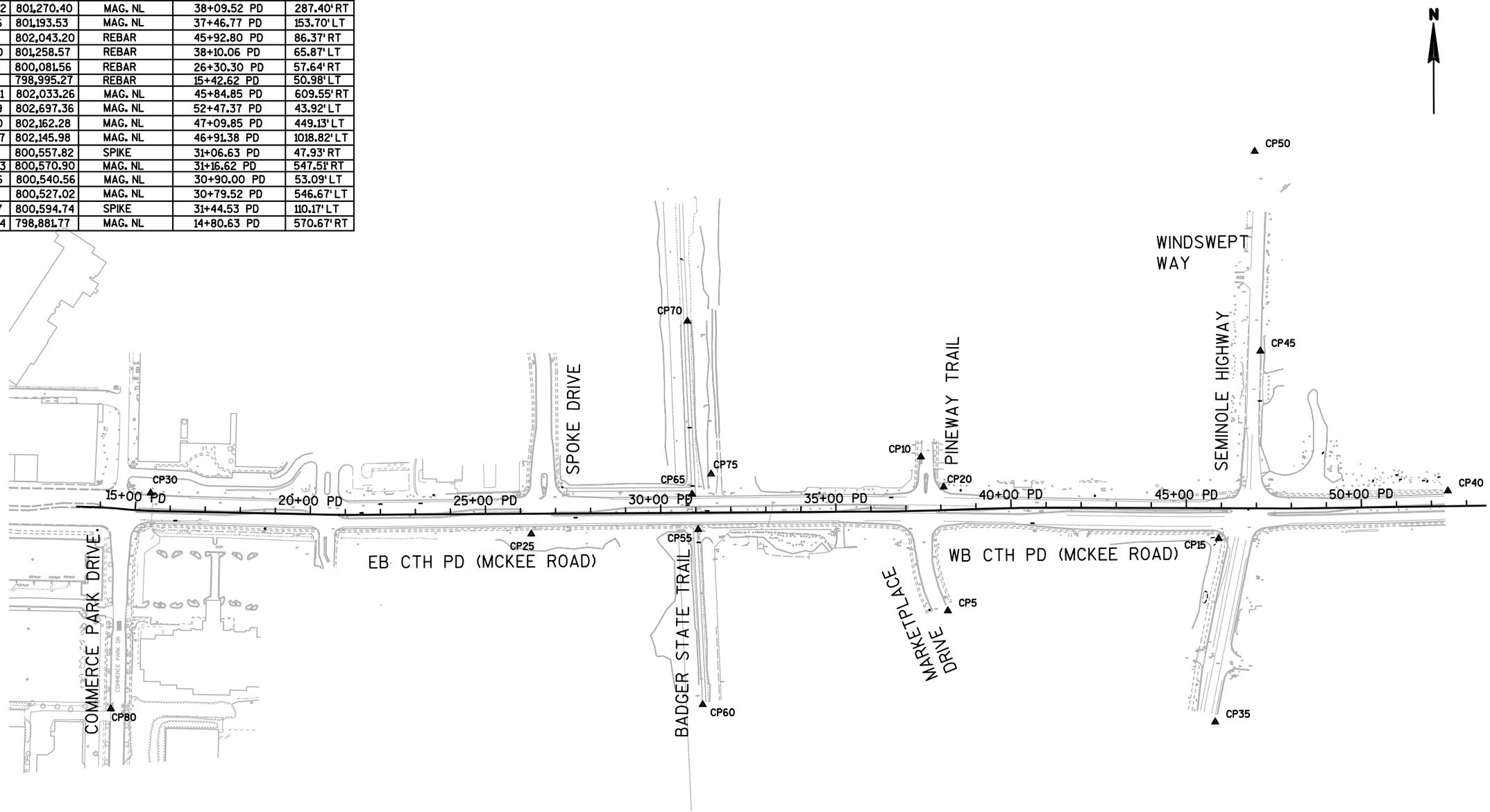
CURVE = EB 2
P.I. = 114+72.97 EB
Y = 461,221.56
X = 798,923.78
DELTA = 3° 12' 34" (LT)
D = 5° 12' 31"
T = 30.82'
L = 61.62'
R = 1,100.00'
P.C. = 114+42.16 EB
Y = 461,223.95
X = 798,893.05
P.T. = 115+03.77 EB
Y = 461,220.89
X = 798,954.59

CURVE = EB 3
P.I. = 120+82.37 EB
Y = 461,208.42
X = 799,533.05
DELTA = 1° 35' 27" (LT)
D = 1° 08' 36"
T = 69.57'
L = 139.14'
R = 5,011.00'
P.C. = 120+12.80 EB
Y = 461,209.92
X = 799,463.49
P.T. = 121+51.94 EB
Y = 461,208.85
X = 799,602.62

CURVE = EB 4
P.I. = 147+88.07 EB
Y = 461,215.78
X = 802,238.71
DELTA = 1° 47' 20" (LT)
D = 2° 34' 10"
T = 34.82'
L = 69.63'
R = 2,230.00'
P.C. = 147+53.25 EB
Y = 461,215.92
X = 802,203.90
P.T. = 148+22.88 EB
Y = 461,216.74
X = 802,273.52

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	ALIGNMENT PLAN - PROFILE GRADE LINES (WB,EB)	SHEET 215	E

PT*	Y	X	DESCRIPTION	STATION	OFFSET
5	460,945.52	801,270.40	MAG. NL	38+09.52 PD	287.40' RT
10	461,384.46	801,193.53	MAG. NL	37+46.77 PD	153.70' LT
15	461,151.66	802,043.20	REBAR	45+92.80 PD	86.37' RT
20	461,298.60	801,258.57	REBAR	38+10.06 PD	65.87' LT
25	461,164.68	800,081.56	REBAR	26+30.30 PD	57.64' RT
30	461,281.56	798,995.27	REBAR	15+42.62 PD	50.98' LT
35	460,628.51	802,033.26	MAG. NL	45+84.85 PD	609.55' RT
40	461,287.99	802,697.36	MAG. NL	52+47.37 PD	43.92' LT
45	461,686.70	802,162.28	MAG. NL	47+09.85 PD	449.13' LT
50	462,256.47	802,145.98	MAG. NL	46+91.38 PD	1018.82' LT
55	461,177.34	800,557.82	SPIKE	31+06.63 PD	47.93' RT
60	460,677.83	800,570.90	MAG. NL	31+16.62 PD	547.51' RT
65	461,278.26	800,540.56	MAG. NL	30+90.00 PD	53.09' LT
70	461,771.76	800,527.02	MAG. NL	30+79.52 PD	546.67' LT
75	461,335.67	800,594.74	SPIKE	31+44.53 PD	110.17' LT
80	460,665.84	798,881.77	MAG. NL	14+80.63 PD	570.67' RT



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CONTROL POINT DATA SHEET	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\027300_cp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	108.4300	RBC Progress Schedule	EACH	1.000	1.000	
0004	201.0105	Clearing	STA	32.000	32.000	
0006	201.0120	Clearing	ID	299.000	299.000	
0008	201.0205	Grubbing	STA	32.000	32.000	
0010	201.0220	Grubbing	ID	319.000	319.000	
0012	204.0100	Removing Pavement	SY	115.000	115.000	
0014	204.0120	Removing Asphaltic Surface Milling	SY	1,032.000	1,032.000	
0016	204.0130	Removing Curb	LF	36.000	36.000	
0018	204.0140	Removing Gutter	LF	39.000	39.000	
0020	204.0150	Removing Curb & Gutter	LF	14,225.000	14,225.000	
0022	204.0155	Removing Concrete Sidewalk	SY	2,422.000	2,422.000	
0024	204.0157	Removing Concrete Barrier	LF	40.000	40.000	
0026	204.0165	Removing Guardrail	LF	75.000	75.000	
0028	204.0170	Removing Fence	LF	710.000	710.000	
0030	204.0195	Removing Concrete Bases	EACH	45.000	45.000	
0032	204.0210	Removing Manholes	EACH	4.000	4.000	
0034	204.0220	Removing Inlets	EACH	35.000	35.000	
0036	204.0245	Removing Storm Sewer (size) 001. 8-Inch	LF	8.000	8.000	
0038	204.0245	Removing Storm Sewer (size) 002. 12-Inch	LF	1,156.000	1,156.000	
0040	204.0245	Removing Storm Sewer (size) 003. 18-Inch	LF	555.000	555.000	
0042	204.0245	Removing Storm Sewer (size) 004. 24-Inch	LF	789.000	789.000	
0044	204.0245	Removing Storm Sewer (size) 005. 30-Inch	LF	30.000	30.000	
0046	204.0245	Removing Storm Sewer (size) 006. 48-Inch	LF	15.000	15.000	
0048	204.0280	Sealing Pipes	EACH	2.000	2.000	
0050	204.0291.S	Abandoning Sewer	CY	10.000	10.000	
0052	204.9060.S	Removing (item description) 001. Endwalls	EACH	6.000	6.000	
0054	204.9090.S	Removing (item description) 001. Modular Block Retaining Wall STA. 15+49 PD to STA. 15+63 PD	LF	14.000	14.000	
0056	204.9090.S	Removing (item description) 002. Modular Block Retaining Wall STA. 23+89 PD to STA. 25+19 PD	LF	130.000	130.000	
0058	204.9090.S	Removing (item description) 003. Modular Block Retaining Wall STA. 40+35 PD to STA. 40+57 PD	LF	23.000	23.000	
0060	204.9090.S	Removing (item description) 004. Boulder Wall STA. 22+99 PD to STA. 23+07 PD	LF	16.000	16.000	
0062	204.9090.S	Removing (item description) 005. Boulder Wall STA. 31+44 PD to STA. 32+69 PD	LF	125.000	125.000	
0064	204.9090.S	Removing (item description) 006. Boulder Wall STA. 27+27 PD to STA. 27+35 PD	LF	10.000	10.000	
0066	205.0100	Excavation Common	CY	50,024.000	50,024.000	
0068	206.1000	Excavation for Structures Bridges (structure) 001. B-13-866	LS	1.000	1.000	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0070	209.2500	Backfill Granular Grade 2	TON	400.000	400.000	
0072	213.0100	Finishing Roadway (project) 001. 5849-02-02	EACH	1.000	1.000	
0074	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	30,455.000	30,455.000	
0076	305.0130	Base Aggregate Dense 3-Inch	TON	2,760.000	2,760.000	
0078	312.0110	Select Crushed Material	TON	34,619.000	34,619.000	
0080	405.0100	Coloring Concrete WisDOT Red	CY	40.000	40.000	
0082	416.0170	Concrete Driveway 7-Inch	SY	120.000	120.000	
0084	416.0512	Concrete Truck Apron 12-Inch	SY	120.000	120.000	
0086	455.0605	Tack Coat	GAL	1,630.000	1,630.000	
0088	460.2000	Incentive Density HMA Pavement	DOL	8,020.000	8,020.000	
0090	460.5224	HMA Pavement 4 LT 58-28 S	TON	1,460.000	1,460.000	
0092	460.6223	HMA Pavement 3 MT 58-28 S	TON	6,806.000	6,806.000	
0094	460.6424	HMA Pavement 4 MT 58-28 H	TON	4,189.000	4,189.000	
0096	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	11.000	11.000	
0098	465.0125	Asphaltic Surface Temporary	TON	865.000	865.000	
0100	465.0310	Asphaltic Curb	LF	965.000	965.000	
0102	465.0315	Asphaltic Flumes	SY	12.000	12.000	
0104	495.1000.S	Cold patch	TON	10.000	10.000	
0106	502.0100	Concrete Masonry Bridges	CY	64.000	64.000	
0108	502.3101	Expansion Device (structure) 001. B-13-866	LF	28.000	28.000	
0110	502.3200	Protective Surface Treatment	SY	221.000	221.000	
0112	505.0400	Bar Steel Reinforcement HS Structures	LB	2,780.000	2,780.000	
0114	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	2,300.000	2,300.000	
0116	506.8005.S	Prefabricated Steel Truss Pedestrian Bridge LRFD (structure) 001. B-13-866	LS	1.000	1.000	
0118	513.8016	Railing Steel Pedestrian Type C3	LF	694.000	694.000	
0120	516.0500	Rubberized Membrane Waterproofing	SY	14.000	14.000	
0122	517.1000	Painting Epoxy System Steel Truss (structure) 001. B-13-866	LS	1.000	1.000	
0124	517.1010.S	Concrete Staining (structure) 001. B-13-866	SF	712.000	712.000	
0126	517.1010.S	Concrete Staining (structure) 002. R-13-330	SF	855.000	855.000	
0128	517.1010.S	Concrete Staining (structure) 003. R-13-331	SF	802.000	802.000	
0130	517.1010.S	Concrete Staining (structure) 004. R-13-332	SF	1,650.000	1,650.000	
0132	517.1010.S	Concrete Staining (structure) 005. R-13-333	SF	1,875.000	1,875.000	
0134	517.1050.S	Architectural Surface Treatment (structure) 001. B-13-866	SF	336.000	336.000	
0136	517.1050.S	Architectural Surface Treatment (structure) 002. R-13-332	SF	1,100.000	1,100.000	
0138	517.1050.S	Architectural Surface Treatment (structure) 003. R-13-333	SF	1,505.000	1,505.000	
0140	520.2012	Culvert Pipe Temporary 12-Inch	LF	11.000	11.000	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0142	520.2024	Culvert Pipe Temporary 24-Inch	LF	26.000	26.000	
0144	520.8000	Concrete Collars for Pipe	EACH	30.000	30.000	
0146	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	5.000	5.000	
0148	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000	
0150	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000	
0152	550.1100	Piling Steel HP 10-Inch X 42 Lb	LF	315.000	315.000	
0154	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	825.000	825.000	
0156	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	9,119.000	9,119.000	
0158	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	255.000	255.000	
0160	602.0405	Concrete Sidewalk 4-Inch	SF	800.000	800.000	
0162	602.0410	Concrete Sidewalk 5-Inch	SF	6,620.000	6,620.000	
0164	602.0420	Concrete Sidewalk 7-Inch	SF	3,835.000	3,835.000	
0166	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	375.000	375.000	
0168	602.0615	Curb Ramp Detectable Warning Field Radial Natural Patina	SF	395.000	395.000	
0170	603.8000	Concrete Barrier Temporary Precast Delivered	LF	450.000	450.000	
0172	603.8125	Concrete Barrier Temporary Precast Installed	LF	450.000	450.000	
0174	604.0400	Slope Paving Concrete	SY	16.000	16.000	
0176	606.0200	Riprap Medium	CY	15.000	15.000	
0178	606.0300	Riprap Heavy	CY	46.000	46.000	
0180	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	2,608.000	2,608.000	
0182	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	1,225.000	1,225.000	
0184	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	741.000	741.000	
0186	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	887.000	887.000	
0188	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	63.000	63.000	
0190	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	1,134.000	1,134.000	
0192	608.0448	Storm Sewer Pipe Reinforced Concrete Class IV 48-Inch	LF	16.000	16.000	
0194	611.0535	Manhole Covers Type J-Special	EACH	13.000	13.000	
0196	611.0624	Inlet Covers Type H	EACH	80.000	80.000	
0198	611.0639	Inlet Covers Type H-S	EACH	31.000	31.000	
0200	611.0642	Inlet Covers Type MS	EACH	5.000	5.000	
0202	611.0666	Inlet Covers Type Z	EACH	1.000	1.000	

					5849-02-02 Qty	5849-02-03 Qty
Line	Item	Item Description	Unit	Total		
0204	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000	
0206	611.2004	Manholes 4-FT Diameter	EACH	35.000	35.000	
0208	611.2005	Manholes 5-FT Diameter	EACH	10.000	10.000	
0210	611.2006	Manholes 6-FT Diameter	EACH	4.000	4.000	
0212	611.2007	Manholes 7-FT Diameter	EACH	2.000	2.000	
0214	611.3230	Inlets 2x3-FT	EACH	73.000	73.000	
0216	611.3901	Inlets Median 1 Grate	EACH	3.000	3.000	
0218	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000	
0220	611.8110	Adjusting Manhole Covers	EACH	2.000	2.000	
0222	611.8115	Adjusting Inlet Covers	EACH	16.000	16.000	
0224	611.8120.S	Cover Plates Temporary	EACH	7.000	7.000	
0226	611.9710	Salvaged Inlet Covers	EACH	2.000	2.000	
0228	611.9800.S	Pipe Grates	EACH	8.000	8.000	
0230	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	107.000	107.000	
0232	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	700.000	700.000	
0234	616.0700.S	Fence Safety	LF	2,119.000	2,119.000	
0236	618.0100	Maintenance And Repair of Haul Roads (project) 001. 5849-02-02	EACH	1.000	1.000	
0238	619.1000	Mobilization	EACH	1.000	1.000	
0240	620.0300	Concrete Median Sloped Nose	SF	372.000	372.000	
0242	621.1200	Landmark Reference Monuments and Aluminum Covers	EACH	2.000	2.000	
0244	624.0100	Water	MGAL	556.000	556.000	
0246	625.0100	Topsoil	SY	28,730.000	28,730.000	
0248	627.0200	Mulching	SY	18,500.000	18,500.000	
0250	628.1504	Silt Fence	LF	4,550.000	4,550.000	
0252	628.1520	Silt Fence Maintenance	LF	7,658.000	7,658.000	
0254	628.1905	Mobilizations Erosion Control	EACH	16.000	16.000	
0256	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000	
0258	628.2006	Erosion Mat Urban Class I Type A	SY	12,165.000	12,165.000	
0260	628.7005	Inlet Protection Type A	EACH	143.000	143.000	
0262	628.7010	Inlet Protection Type B	EACH	8.000	8.000	
0264	628.7015	Inlet Protection Type C	EACH	133.000	133.000	
0266	628.7555	Culvert Pipe Checks	EACH	21.000	21.000	
0268	628.7560	Tracking Pads	EACH	15.000	15.000	
0270	628.7570	Rock Bags	EACH	10.000	10.000	
0272	629.0210	Fertilizer Type B	CWT	18.000	18.000	
0274	630.0120	Seeding Mixture No. 20	LB	712.000	712.000	
0276	630.0200	Seeding Temporary	LB	857.000	857.000	
0278	630.0400	Seeding Nurse Crop	LB	17.500	17.500	
0280	630.0500	Seed Water	MGAL	159.400	159.400	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0282	631.0300	Sod Water	MGAL	205.000	205.000	
0284	631.1000	Sod Lawn	SY	8,343.000	8,343.000	
0286	633.5200	Markers Culvert End	EACH	8.000	8.000	
0288	634.0412	Posts Wood 4x4-Inch X 12-FT	EACH	10.000	10.000	
0290	634.0414	Posts Wood 4x4-Inch X 14-FT	EACH	19.000	19.000	
0292	634.0416	Posts Wood 4x4-Inch X 16-FT	EACH	24.000	24.000	
0294	637.2210	Signs Type II Reflective H	SF	282.690	282.690	
0296	637.2215	Signs Type II Reflective H Folding	SF	82.880	82.880	
0298	637.2230	Signs Type II Reflective F	SF	32.750	32.750	
0300	638.2102	Moving Signs Type II	EACH	21.000	21.000	
0302	638.2602	Removing Signs Type II	EACH	49.000	49.000	
0304	638.3000	Removing Small Sign Supports	EACH	46.000	46.000	
0306	642.5201	Field Office Type C	EACH	1.000	1.000	
0308	643.0300	Traffic Control Drums	DAY	58,616.000	58,616.000	
0310	643.0420	Traffic Control Barricades Type III	DAY	6,061.000	6,061.000	
0312	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	304.000	304.000	
0314	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	304.000	304.000	
0316	643.0705	Traffic Control Warning Lights Type A	DAY	12,122.000	12,122.000	
0318	643.0715	Traffic Control Warning Lights Type C	DAY	4,301.000	4,301.000	
0320	643.0800	Traffic Control Arrow Boards	DAY	402.000	402.000	
0322	643.0900	Traffic Control Signs	DAY	18,235.000	18,235.000	
0324	643.0920	Traffic Control Covering Signs Type II	EACH	10.000	10.000	
0326	643.1050	Traffic Control Signs PCMS	DAY	351.000	351.000	
0328	643.5000	Traffic Control	EACH	1.000	1.000	
0330	644.1410	Temporary Pedestrian Surface Asphalt	SF	11,940.000	11,940.000	
0332	644.1601	Temporary Pedestrian Curb Ramp	DAY	878.000	878.000	
0334	644.1810	Temporary Pedestrian Barricade	LF	65.000	65.000	
0336	645.0120	Geotextile Type HR	SY	196.000	196.000	
0338	645.0220	Geogrid Type SR	SY	2,100.000	2,100.000	
0340	646.1020	Marking Line Epoxy 4-Inch	LF	12,691.000	12,691.000	
0342	646.3020	Marking Line Epoxy 8-Inch	LF	5,465.000	5,465.000	
0344	646.5020	Marking Arrow Epoxy	EACH	53.000	53.000	
0346	646.5120	Marking Word Epoxy	EACH	10.000	10.000	
0348	646.5220	Marking Symbol Epoxy	EACH	13.000	13.000	
0350	646.6120	Marking Stop Line Epoxy 18-Inch	LF	398.000	398.000	
0352	646.7120	Marking Diagonal Epoxy 12-Inch	LF	92.000	92.000	
0354	646.7405	Marking Crosswalk Paint Transverse Line 6-Inch	LF	1,548.000	1,548.000	
0356	646.7520	Marking Crosswalk Epoxy Ladder Pattern 24-Inch	LF	131.000	131.000	
0358	646.8120	Marking Curb Epoxy	LF	325.000	325.000	
0360	646.8220	Marking Island Nose Epoxy	EACH	12.000	12.000	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0362	646.9000	Marking Removal Line 4-Inch	LF	6,145.000	6,145.000	
0364	646.9100	Marking Removal Line 8-Inch	LF	1,314.000	1,314.000	
0366	646.9200	Marking Removal Line Wide	LF	88.000	88.000	
0368	646.9300	Marking Removal Special Marking	EACH	19.000	19.000	
0370	649.0105	Temporary Marking Line Paint 4-Inch	LF	29,167.000	29,167.000	
0372	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	10,462.000	10,462.000	
0374	649.0205	Temporary Marking Line Paint 8-Inch	LF	4,757.000	4,757.000	
0376	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	586.000	586.000	
0378	649.0505	Temporary Marking Arrow Paint	EACH	41.000	41.000	
0380	649.0550	Temporary Marking Arrow Removable Tape	EACH	4.000	4.000	
0382	649.0605	Temporary Marking Word Paint	EACH	25.000	25.000	
0384	649.0650	Temporary Marking Word Removable Tape	EACH	2.000	2.000	
0386	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	450.000	450.000	
0388	650.4000	Construction Staking Storm Sewer	EACH	141.000	141.000	
0390	650.4500	Construction Staking Subgrade	LF	7,086.000	7,086.000	
0392	650.5000	Construction Staking Base	LF	7,086.000	7,086.000	
0394	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	16,715.000	16,715.000	
0396	650.8000	Construction Staking Resurfacing Reference	LF	260.000	260.000	
0398	650.8500	Construction Staking Electrical Installations (project) 001. 5849-02-02	LS	1.000	1.000	
0400	650.9000	Construction Staking Curb Ramps	EACH	36.000	36.000	
0402	650.9910	Construction Staking Supplemental Control (project) 001. 5849-02-02	LS	1.000	1.000	
0404	650.9920	Construction Staking Slope Stakes	LF	7,086.000	7,086.000	
0406	652.0220	Conduit Rigid Nonmetallic Schedule 40 1 1/2-Inch	LF	1,200.000	1,200.000	
0408	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	5,436.000	5,436.000	
0410	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,727.000	1,727.000	
0412	652.0335	Conduit Rigid Nonmetallic Schedule 80 3-Inch	LF	3,924.000	3,924.000	
0414	652.0605	Conduit Special 2-Inch	LF	50.000	50.000	
0416	652.0615	Conduit Special 3-Inch	LF	160.000	160.000	
0418	652.0700.S	Install Conduit into Existing Item	EACH	14.000	14.000	
0420	652.0800	Conduit Loop Detector	LF	3,165.000	3,165.000	
0422	652.0900	Loop Detector Slots	LF	174.000	174.000	
0424	653.0905	Removing Pull Boxes	EACH	31.000	31.000	
0426	654.0105	Concrete Bases Type 5	EACH	16.000	16.000	
0428	654.0110	Concrete Bases Type 10	EACH	4.000	4.000	
0430	654.0113	Concrete Bases Type 13	EACH	3.000	3.000	
0432	654.0210	Concrete Control Cabinet Bases Type 8	EACH	1.000	1.000	
0434	655.0230	Cable Traffic Signal 5-14 AWG	LF	4,098.000	4,098.000	
0436	655.0240	Cable Traffic Signal 7-14 AWG	LF	3,435.000	3,435.000	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0438	655.0260	Cable Traffic Signal 12-14 AWG	LF	4,122.000	4,122.000	
0440	655.0270	Cable Traffic Signal 15-14 AWG	LF	788.000	788.000	
0442	655.0305	Cable Type UF 2-12 AWG Grounded	LF	2,396.000	2,396.000	
0444	655.0515	Electrical Wire Traffic Signals 10 AWG	LF	10,802.000	10,802.000	
0446	655.0610	Electrical Wire Lighting 12 AWG	LF	10,773.000	10,773.000	
0448	655.0625	Electrical Wire Lighting 6 AWG	LF	10,022.000	10,022.000	
0450	655.0630	Electrical Wire Lighting 4 AWG	LF	17,197.000	17,197.000	
0452	655.0635	Electrical Wire Lighting 2 AWG	LF	1,926.000	1,926.000	
0454	655.0700	Loop Detector Lead In Cable	LF	13,981.000	13,981.000	
0456	655.0800	Loop Detector Wire	LF	11,220.000	11,220.000	
0458	656.0200	Electrical Service Meter Breaker Pedestal (location) 001. LC-1	LS	1.000	1.000	
0460	657.0100	Pedestal Bases	EACH	17.000	17.000	
0462	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	1.000	1.000	
0464	657.0345	Poles Type 9	EACH	2.000	2.000	
0466	657.0355	Poles Type 12	EACH	1.000	1.000	
0468	657.0360	Poles Type 13	EACH	2.000	2.000	
0470	657.0410	Traffic Signal Standards Aluminum 9-FT	EACH	3.000	3.000	
0472	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	11.000	11.000	
0474	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	3.000	3.000	
0476	657.0530	Monotube Arms 30-FT	EACH	2.000	2.000	
0478	657.0535	Monotube Arms 35-FT	EACH	1.000	1.000	
0480	657.0550	Monotube Arms 50-FT	EACH	1.000	1.000	
0482	657.0555	Monotube Arms 55-FT	EACH	1.000	1.000	
0484	657.0585	Trombone Arms 15-FT	EACH	2.000	2.000	
0486	657.0590	Trombone Arms 20-FT	EACH	2.000	2.000	
0488	657.0595	Trombone Arms 25-FT	EACH	1.000	1.000	
0490	657.0614	Luminaire Arms Single Member 4-Inch Clamp 8-FT	EACH	10.000	10.000	
0492	657.0808	Luminaire Arms Steel 8-FT	EACH	6.000	6.000	
0494	658.0173	Traffic Signal Face 3S 12-Inch	EACH	36.000	36.000	
0496	658.0174	Traffic Signal Face 4S 12-Inch	EACH	11.000	11.000	
0498	658.0416	Pedestrian Signal Face 16-Inch	EACH	16.000	16.000	
0500	658.0500	Pedestrian Push Buttons	EACH	22.000	22.000	
0502	658.5069	Signal Mounting Hardware (location) 100. (CTH PD & Commerce Park Drive)	LS	1.000	1.000	
0504	658.5069	Signal Mounting Hardware (location) 101. (CTH PD & Spoke Drive)	LS	1.000	1.000	
0506	658.5069	Signal Mounting Hardware (location) 102. (CTH PD & Marketplace Drive)	LS	1.000	1.000	
0508	658.5069	Signal Mounting Hardware (location) 103. (CTH PD & Seminole Highway)	LS	1.000	1.000	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0510	661.0200	Temporary Traffic Signals for Intersections (location) 001. CTH PD & Spoke Drive	LS	1.000	1.000	
0512	661.0200	Temporary Traffic Signals for Intersections (location) 002. CTH PD & Seminole Highway	LS	1.000	1.000	
0514	674.0300	Remove Cable	LF	368.000	368.000	
0516	690.0150	Sawing Asphalt	LF	12,726.000	12,726.000	
0518	690.0250	Sawing Concrete	LF	396.000	396.000	
0520	715.0502	Incentive Strength Concrete Structures	DOL	500.000	500.000	
0522	740.0440	Incentive IRI Ride	DOL	5,672.000	5,672.000	
0524	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,500.000	1,500.000	
0526	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	1,000.000	1,000.000	
0528	SPV.0035	Special 001. Excavation Special	CY	250.000	250.000	
0530	SPV.0035	Special 002. Pond Clay Liner	CY	1,750.000	1,750.000	
0532	SPV.0035	Special 003. Pond Dredging	CY	1,503.000	1,503.000	
0534	SPV.0035	Special 004. Fluidized Thermal Backfill	CY	5.000	5.000	
0536	SPV.0060	Special 001. Utility Line Opening (ULO)	EACH	10.000	10.000	
0538	SPV.0060	Special 002. Posts Round Tubular Steel 2 3/8-Inch x 8-FT	EACH	1.000	1.000	
0540	SPV.0060	Special 003. Posts Round Tubular Steel 2 3/8-Inch x 10-FT	EACH	1.000	1.000	
0542	SPV.0060	Special 004. Posts Round Tubular Steel 2 3/8-Inch x 12-FT	EACH	1.000	1.000	
0544	SPV.0060	Special 005. V-Loc Base	EACH	3.000	3.000	
0546	SPV.0060	Special 006. Remove and Relocate Existing Pedestrian Bench	EACH	1.000	1.000	
0548	SPV.0060	Special 007. Remove and Relocate Pond Sign	EACH	1.000	1.000	
0550	SPV.0060	Special 050. Storm Sewer Tap	EACH	2.000	2.000	
0552	SPV.0060	Special 051. Concrete Cutoff Wall	EACH	8.000	8.000	
0554	SPV.0060	Special 052. Inlets Temporary	EACH	2.000	2.000	
0556	SPV.0060	Special 053. Inlet Covers, Flat Temporary	EACH	2.000	2.000	
0558	SPV.0060	Special 054. Inlet Protection Type D Special	EACH	68.000	68.000	
0560	SPV.0060	Special 100. Pull Box Type I	EACH	15.000	15.000	
0562	SPV.0060	Special 101. Pull Box Type III	EACH	3.000	3.000	
0564	SPV.0060	Special 102. Pull Box Type V	EACH	37.000	37.000	
0566	SPV.0060	Special 103. Concrete Bases Type G	EACH	17.000	17.000	
0568	SPV.0060	Special 104. Concrete Bases Type P	EACH	1.000	1.000	
0570	SPV.0060	Special 105. Concrete Bases Type LB-3	EACH	5.000	5.000	
0572	SPV.0060	Special 106. Concrete Bases Type LB-8	EACH	6.000	6.000	
0574	SPV.0060	Special 107. Transformer Base Steel 16-Inch	EACH	5.000	5.000	
0576	SPV.0060	Special 108. Transformer Base Steel 20-Inch	EACH	6.000	6.000	
0578	SPV.0060	Special 109. Luminaires Utility LED-B-City of Fitchburg	EACH	28.000	28.000	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0580	SPV.0060	Special 110. Luminaires Utility LED-C-City of Fitchburg	EACH	16.000	16.000	
0582	SPV.0060	Special 111. Remove and Reinstall City-Owned Light Pole	EACH	15.000	15.000	
0584	SPV.0060	Special 112. Pole 20-FT 7 Gauge	EACH	4.000	4.000	
0586	SPV.0060	Special 113. Pole 30-FT 7 Gauge	EACH	2.000	2.000	
0588	SPV.0060	Special 114. Pole 30-FT 11 Gauge	EACH	5.000	5.000	
0590	SPV.0060	Special 115. Trombone Arms 12-FT	EACH	2.000	2.000	
0592	SPV.0060	Special 116. Steel Light Pole with Festoon	EACH	1.000	1.000	
0594	SPV.0060	Special 117. Pull Boxes, Polymer Concrete 17x30-Inch	EACH	15.000	15.000	
0596	SPV.0060	Special 118. Concrete Base for Pedestrian Bollard Luminaire	EACH	12.000	12.000	
0598	SPV.0060	Special 119. Pedestrian Bollard Luminaire	EACH	12.000	12.000	
0600	SPV.0060	Special 120. Lighting Control Cabinet-City of Fitchburg	EACH	1.000	1.000	
0602	SPV.0060	Special 200. Fire Hydrants	EACH	4.000		4.000
0604	SPV.0060	Special 201. Remove Existing Hydrant	EACH	4.000		4.000
0606	SPV.0060	Special 202. Adjust Existing Hydrant	EACH	2.000		2.000
0608	SPV.0060	Special 203. Water Valve, 6-Inch	EACH	2.000		2.000
0610	SPV.0060	Special 204. Water Valve, 16-Inch	EACH	2.000		2.000
0612	SPV.0060	Special 205. Adjust Existing Valve Box	EACH	32.000		32.000
0614	SPV.0060	Special 206. Remove Existing Valve Box	EACH	1.000		1.000
0616	SPV.0060	Special 207. Adjusting Water Valve Manhole Covers	EACH	2.000		2.000
0618	SPV.0060	Special 208. Connect to Existing Water Main	EACH	6.000		6.000
0620	SPV.0060	Special 209. Abandon Existing Water Main	EACH	3.000		3.000
0622	SPV.0060	Special 220. Reconstruct Existing Sanitary Sewer Structure	EACH	5.000		5.000
0624	SPV.0060	Special 221. Adjusting Sanitary Manhole Covers	EACH	8.000		8.000
0626	SPV.0075	Special 001. Street Sweeping	HRS	100.000	100.000	
0628	SPV.0085	Special 001. Seeding Mixture Detention Pond, Wetland Emergent	LB	3.000	3.000	
0630	SPV.0085	Special 002. Seeding Mixture Detention Pond, No Mow	LB	47.900	47.900	
0632	SPV.0085	Special 003. Seeding Mixture Detention Pond, Rainwater Renewal	LB	0.500	0.500	
0634	SPV.0090	Special 001. Concrete Curb & Gutter 24-Inch Type D	LF	6,360.000	6,360.000	
0636	SPV.0090	Special 002. Concrete Curb Pedestrian 16-Inch	LF	156.000	156.000	
0638	SPV.0090	Special 003. Sawing Curb Head	LF	61.000	61.000	
0640	SPV.0090	Special 004. Removing Asphaltic Wedge Milling	LF	6,400.000	6,400.000	
0642	SPV.0090	Special 010. Marking Line Epoxy 6-Inch	LF	755.000	755.000	
0644	SPV.0090	Special 011. Marking Crosswalk Epoxy 12-Inch	LF	2,065.000	2,065.000	
0646	SPV.0090	Special 012. Marking Chevron Epoxy 8-Inch	LF	295.000	295.000	
0648	SPV.0090	Special 050. Storm Sewer Pipe PVC 8-Inch	LF	16.000	16.000	
0650	SPV.0090	Special 051. Pipe Underdrain 6-Inch with Geotextile	LF	12,484.000	12,484.000	

					5849-02-02	5849-02-03
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
		Fabric and Aggregate				
0652	SPV.0090	Special 200. Water Main, 6-Inch	LF	52.000		52.000
0654	SPV.0090	Special 201. Water Main, 16-Inch	LF	145.000		145.000
0656	SPV.0090	Special 202. Granular Backfill for Water Main	LF	197.000		197.000
0658	SPV.0090	Special 203. Insulation	LF	150.000		150.000
0660	SPV.0105	Special 100. Remove Traffic Signals, CTH PD & Spoke Drive	LS	1.000	1.000	
0662	SPV.0105	Special 101. Remove Traffic Signals, CTH PD & Seminole Highway	LS	1.000	1.000	
0664	SPV.0105	Special 102. EVP Detection, CTH PD & Spoke Drive	LS	1.000	1.000	
0666	SPV.0105	Special 103. EVP Detection, CTH PD & Marketplace Drive	LS	1.000	1.000	
0668	SPV.0105	Special 104. EVP Detection, CTH PD & Seminole Highway	LS	1.000	1.000	
0670	SPV.0105	Special 105. Remove City-Owned RRFB Equipment	LS	1.000	1.000	
0672	SPV.0105	Special 106. Remove Traffic Signals, CTH PD & Commerce Park Drive	LS	1.000	1.000	
0674	SPV.0105	Special 107. Relocate Traffic Signal Equipment	LS	1.000	1.000	
0676	SPV.0105	Special 120. Research and Locate Existing Property Monuments	LS	1.000	1.000	
0678	SPV.0105	Special 121. Verify and Replace Existing Property Monuments	LS	1.000	1.000	
0680	SPV.0105	Special 151. B-13-866 Lighting	LS	1.000	1.000	
0682	SPV.0105	Special 200. Construction Staking Water Main	LS	1.000		1.000
0684	SPV.0105	Special 201. Construction Staking Sanitary Sewer	LS	1.000		1.000
0686	SPV.0165	Special 001. Colored and Stamped Concrete 5-Inch	SF	11,300.000	11,300.000	
0688	SPV.0165	Special 011. Marking Green Epoxy	SF	7,620.000	7,620.000	
0690	SPV.0165	Special 150. Wall Modular Block Gravity R-13-330	SF	1,030.000	1,030.000	
0692	SPV.0165	Special 151. Wall Modular Block Gravity R-13-331	SF	888.000	888.000	
0694	SPV.0165	Special 152. Wall Concrete Panel Mechanically Stabilized Earth LRFD R-13-332	SF	1,650.000	1,650.000	
0696	SPV.0165	Special 153. Wall Concrete Panel Mechanically Stabilized Earth LRFD R-13-333	SF	1,875.000	1,875.000	
0698	SPV.0165	Special 154. Abutment Backwall Soil Reinforcement	SF	360.000	360.000	
0700	SPV.0180	Special 001. Concrete Approach Slab, 6-Inch	SY	26.000	26.000	
0702	SPV.0195	Special 001. Ex., Hauling, and Disposal of Contam. Soil and Mngmnt of Contam. Groundwate	TON	100.000	100.000	

CLEARING AND GRUBBING SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0120 CLEARING ID	201.0205 GRUBBING STA	201.0220 GRUBBING ID
0010	MCKEE ROAD	14+13 PD	LT	---	3	---	3
		15+48 PD	LT	---	22	---	22
		16+43 PD	RT	---	---	---	10
		17+03 PD	RT	---	---	---	10
		29+66 PD	MEDIAN	---	6	---	6
		30+00 PD	MEDIAN	---	6	---	6
		30+76 PD	MEDIAN	---	6	---	6
		32+03 PD	MEDIAN	---	7	---	7
		32+00 PD - 35+00 PD	RT	3	---	3	---
		33+79 PD	MEDIAN	---	8	---	8
		33+90 PD	MEDIAN	---	8	---	8
		34+87 PD	MEDIAN	---	10	---	10
		35+88 PD	MEDIAN	---	3	---	3
		39+00 PD - 41+00 PD	LT	2	---	2	---
		40+48 PD	MEDIAN	---	10	---	10
		41+69 PD	LT	---	9	---	9
		41+94 PD	LT	---	24	---	24
		42+87 PD	LT	---	18	---	18
		44+19 PD	LT	---	6	---	6
		44+88 PD	LT	---	5	---	5
		45+85 PD	LT	---	10	---	10
		50+27 PD	MEDIAN	---	10	---	10
		50+45 PD	MEDIAN	---	12	---	12
		SUBTOTALS		5	183	5	203
	MARKETPLACE	4+63 MP	MEDIAN	---	6	---	6
	DRIVE/PINEWAY TRAIL	4+77 MP	MEDIAN	---	5	---	5
		SUBTOTALS		0	11	0	11
	SEMINOLE HIGHWAY	5+93 SH	RT	---	15	---	15
		6+02 SH	RT	---	15	---	15
		6+11 SH	RT	---	18	---	18
		8+00 SH - 12+00 SH	RT	4	---	4	---
		12+21 SH	RT	---	28	---	28
		12+31 SH	RT	---	29	---	29
		SUBTOTALS		4	105	4	105
	BADGER STATE TRAIL	3+00 BT - 8+00 BT	LT	5	---	5	---
		8+00 BT - 14+00 BT	LT	6	---	6	---
		SUBTOTALS		11	0	11	0
	SOUTH RETURN PATH	13+00 SP - 18+00 SP	RT	5	---	5	---
		SUBTOTALS		5	0	5	0
	NORTH RETURN PATH	108+00 NP - 115+00 NP	LT/RT	7	---	7	---
		SUBTOTALS		7	0	7	0
		TOTALS		32	299	32	319

RBC PROGRESS SCHEDULE

CATEGORY	LOCATION	108.4300 EACH
0010	PROJECT	1

REMOVING MANHOLES

CATEGORY	STATION	OFFSET	204.0210 EACH
0010	15+18 PD	55.3 RT	1
	17+21 SP	24.9 LT	1
	49+46 PD	32.7 LT	1
	47+76 PD	47.5 LT	1
		TOTAL	4

REMOVING STORM SEWER

CATEGORY	STATION - STATION	LOCATION	204.0245 .001 8-INCH LF	.002 12-INCH LF	.003 18-INCH LF	.004 24-INCH LF	.005 30-INCH LF	.006 48-INCH LF
0010	14+88 PD - 15+18 PD	RT	---	---	---	---	30	---
	15+18 PD - 15+51 PD	RT	---	---	---	35	---	---
	15+14 PD	LT	---	---	---	10	---	---
	15+14 PD	LT	---	---	3	---	---	---
	15+14 PD - 19+27 PD	LT	---	410	---	---	---	---
	19+27 PD - 19+28 PD	LT/RT	---	80	---	---	---	---
	19+27 PD - 21+27 PD	LT	---	200	---	---	---	---
	21+27 PD - 21+33 PD	LT	---	8	---	---	---	---
	21+27 PD	LT/RT	---	40	---	---	---	---
	21+27 PD	RT	---	9	---	---	---	---
	21+27 PD	RT	---	30	---	---	---	---
	29+96 PD - 30+86 PD	RT	---	90	---	---	---	---
	30+86 PD - 30+85 PD	LT	---	---	---	30	---	---
	30+85 PD - 30+86 PD	LT/RT	---	---	---	20	---	---
	30+86 PD - 30+85 PD	RT	---	---	---	30	---	---
	30+85 PD - 31+10 PD	LT	---	---	---	25	---	---
	31+10 PD	LT	---	---	---	30	---	---
	31+10 PD	LT/RT	---	---	---	20	---	---
	31+10 PD	RT	---	---	---	30	---	---
	31+10 PD - 32+61 PD	RT	---	---	150	---	---	---
	32+61 PD	RT	---	---	8	---	---	---
	32+61 PD - 34+92 PD	RT	---	---	230	---	---	---
	34+92 PD - 34+91 PD	RT	---	---	10	---	---	---
	37+11 PD - 37+19 PD	RT	---	---	8	---	---	---
	37+19 PD - 37+73 PD	RT	---	---	---	55	---	---
	37+73 PD - 37+77 PD	RT	---	---	---	4	---	---
	37+73 PD	RT	---	8	---	---	---	---
	37+77 PD - 37+81 PD	RT	---	---	---	4	---	---
	37+77 PD - 37+78 PD	RT	---	---	8	---	---	---
	38+06 PD - 38+49 PD	LT	---	60	---	---	---	---
	38+49 PD - 38+44 PD	LT	---	8	---	---	---	---
	45+54 PD 45+12 PD	RT	---	70	---	---	---	---
	46+15 PD - 46+32 PD	RT/LT	---	45	---	---	---	---
	46+32 PD - 47+39 PD	LT	---	---	130	---	---	---
	47+48 PD - 47+54 PD	RT	---	---	8	---	---	---
	47+54 PD - 47+62 PD	RT	---	8	---	---	---	---
	47+77 PD - 48+06 PD	LT	---	---	---	35	---	---
	48+06 PD - 48+38 PD	LT	---	---	---	30	---	---
	48+38 PD - 48+46 PD	LT	---	---	---	8	---	---
	50+06 PD - 50+13 PD	LT	---	---	---	8	---	---
	50+13 PD - 50+21 PD	LT	---	---	---	8	---	---
	50+13 PD	LT/RT	---	15	---	---	---	---
	51+37 PD - 51+45 PD	LT	---	---	---	8	---	---
	51+45 PD - 51+53 PD	LT	---	---	---	8	---	---
	51+45 PD - 51+44 PD	LT	---	10	---	---	---	---
	14+32 SP - 17+21 SP	LT	---	---	---	290	---	---
	17+21 SP - 17+18 SP	LT	---	---	---	6	---	---
	17+21 SP - 17+46 SP	LT	---	---	---	40	---	---
	17+33 SP - 17+46 SP	LT	---	---	---	25	---	---
	108+41 NP - 108+70 NP	LT	---	---	---	30	---	---
	5+08 SH - 5+07 SH	LT	8	---	---	---	---	---
	5+07 SH - 5+06 SH	LT/RT	---	65	---	---	---	---
	47+74 PD - 47+77 PD	LT	---	---	---	---	---	5
	47+76 PD - 47+80 PD	LT	---	---	---	---	---	10
		TOTALS	8	1,156	555	789	30	15

REMOVING INLETS

CATEGORY	STATION	OFFSET	204.0220 EACH
0010	15+14 PD	45.6 'LT	1
	15+15 PD	5.2 'LT	1
	15+15 PD	4.9 'RT	1
	15+16 PD	40.7 'RT	1
	19+27 PD	40.6 'LT	1
	19+28 PD	37.8 'RT	1
	21+27 PD	39.4 'LT	1
	21+27 PD	1.1 'RT	1
	21+27 PD	10.0 'RT	1
	21+27 PD	38.9 'RT	1
	29+96 PD	32.9 'RT	1
	30+85 PD	45.9 'LT	1
	30+86 PD	16.9 'LT	1
	30+85 PD	3.4 'RT	1
	30+86 PD	32.4 'RT	1
	31+10 PD	46.1 'LT	1
	31+10 PD	16.9 'LT	1
	31+10 PD	3.3 'RT	1
	31+10 PD	32.2 'RT	1
	32+61 PD	31.3 'RT	1
	34+92 PD	29.7 'RT	1
	37+19 PD	82.7 'RT	1
	37+73 PD	86.1 'RT	1
	37+73 PD	77.8 'RT	1
	38+06 PD	0.3 'LT	1
	38+49 PD	44.5 'LT	1
	45+54 PD	63.8 'RT	1
	46+15 PD	11.4 'RT	1
	46+33 PD	31.4 'LT	1
	48+06 PD	32.1 'LT	1
	48+38 PD	31.1 'LT	1
	50+13 PD	0.1 'RT	1
	51+45 PD	2.7 'LT	1
	5+07 SH	47.0 'LT	1
	5+06 SH	19.6 'RT	1
	TOTAL		35

REMOVING ENDWALLS

CATEGORY	STATION	OFFSET	204.9060.S.001 EACH	REMARKS
0010	15+51 PD	53.9 'RT	1	24-INCH RCCP
	15+14 PD	48.9 'LT	1	18-INCH RCCP
	47+39 PD	98.7 'LT	1	18-INCH RCCP
	17+18 SP	30.5 'LT	1	24-INCH RCCP
	17+33 SP	1.7 'LT	1	24-INCH RCCP
	108+70 NP	14.2 'LT	1	24-INCH RCCP
		TOTAL	6	

ABANDONING SEWER

CATEGORY	STATION - STATION	LOCATION	204.0291.S CY	REMARKS
0010	15+05 PD - 15+15 PD	LT/RT	10.0	24-INCH RCCP

REMOVING CURB, GUTTER, CURB & GUTTER SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0130 CURB LF	204.0140 REMOVING GUTTER LF	204.0150 CURB & GUTTER LF
0010	MCKEE ROAD	14+72 PD - 20+11 PD	LT	---	---	560
		14+96 PD - 20+26 PD	RT	---	---	560
		15+03 PD - 19+93 PD	MEDIAN	---	---	990
		20+71 PD - 36+68 PD	RT	---	---	1,550
		20+83 PD - 25+63 PD	LT	---	---	480
		20+88 PD - 26+04 PD	MEDIAN	---	---	1,050
		26+87 PD - 37+06 PD	MEDIAN	---	---	2,050
		27+59 PD - 36+92 PD	LT	---	---	930
		30+33 PD - 30+72 PD	RT	---	39	---
		30+91 PD - 31+02 PD	MEDIAN	36	---	---
		37+88 PD - 46+30 PD	MEDIAN	---	---	1,700
		38+17 PD - 46+57 PD	LT	---	---	900
		38+38 PD - 46+17 PD	RT	---	---	740
		46+82 PD - 47+94 PD	RT	---	---	160
		47+15 PD - 51+89 PD	LT	---	---	510
		47+34 PD - 51+89 PD	MEDIAN	---	---	520
		SUBTOTALS		36	39	12,700
	COMMERCE PARK DRIVE	1+56 CP - 3+50 CP	RT	---	---	190
		SUBTOTALS		0	0	190
	SPOKE DRIVE	1+45 SD - 1+55 SD	LT	---	---	55
		1+48 SD - 1+57 SD	RT	---	---	40
		SUBTOTALS		0	0	95
	MARKETPLACE DRIVE/PINEWAY TRAIL	2+65 MP - 3+50 MP	LT/RT/MEDIAN	---	---	230
		4+29 MP - 4+93 MP	LT/RT/MEDIAN	---	---	230
		SUBTOTALS		0	0	460
	SEMINOLE HIGHWAY	4+14 SH - 5+73 SH	LT/RT	---	---	320
		7+97 SH - 14+30 SH	LT/RT	---	---	460
		SUBTOTALS		0	0	780
			TOTALS	36	39	14,225

REMOVING CONCRETE SIDEWALK

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0155 SY
0010	MCKEE ROAD	15+05 PD - 15+35 PD	MEDIAN	30
		15+09 PD - 20+23 PD	RT	290
		19+56 PD - 19+88 PD	MEDIAN	25
		20+74 PD - 36+68 PD	RT	920
		20+92 PD - 21+25 PD	MEDIAN	20
		25+64 PD - 25+98 PD	MEDIAN	25
		26+92 PD - 27+25 PD	MEDIAN	25
		30+88 PD - 31+01 PD	LT	8
		30+90 PD - 31+02 PD	MEDIAN	25
		36+69 PD - 37+01 PD	MEDIAN	20
		37+93 PD - 38+25 PD	MEDIAN	20
		38+38 PD - 41+87 PD	RT	190
		42+22 PD - 46+11 PD	RT	220
		44+22 PD - 46+49 PD	LT	130
		46+91 PD - 47+61 PD	RT	55
		47+32 PD - 51+84 PD	LT	260
		47+41 PD - 47+75 PD	MEDIAN	15
		SUBTOTAL		2,278
	COMMERCE PARK DRIVE	3+35 CP - 3+50 CP	RT	8
		SUBTOTAL		8
	SPOKE DRIVE	1+47 SD - 1+80 SD	LT	30
		SUBTOTAL		30
	MARKETPLACE DRIVE/PINEWAY TRAIL	2+98 MP - 3+38 MP	LT	40
		2+92 MP - 3+04 MP	RT	5
		3+18 MP - 3+37 MP	RT	40
		4+46 MP - 4+63 MP	LT	8
		4+47 MP - 4+53 MP	MEDIAN	3
		4+48 MP - 4+63 MP	RT	10
		SUBTOTAL		106
			TOTAL	2,422

REMOVING CONCRETE BARRIER

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0157 LF
0010	MCKEE ROAD	30+33 PD - 30+72 PD	RT	40

REMOVING GUARDRAIL

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0165 LF
0010	MCKEE ROAD	29+63 PD - 30+35 PD	RT	75

REMOVING PAVEMENT

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0100 SY
0010	MCKEE ROAD	34+98 PD - 35+24 PD	RT	15
		41+70 PD - 42+39 PD	RT	100
			TOTAL	115

REMOVE AND RELOCATE EXISTING PEDESTRIAN BENCH

CATEGORY	STATION	LOCATION	SPV.0060.006 EACH
0010	30+77 PD	79.4' LT	1

REMOVE AND RELOCATE POND SIGN

CATEGORY	STATION	LOCATION	SPV.0060.007 EACH
0010	7+84 SH	RT	1

REMOVING RETAINING WALLS

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.9090.S .001 REMOVING MODULAR BLOCK RETAINING WALL STA. 15+49 PD TO STA. 15+63 PD LF	204.9090.S .002 REMOVING MODULAR BLOCK RETAINING WALL STA. 23+89 PD TO STA. 25+19 PD LF	204.9090.S .003 REMOVING MODULAR BLOCK RETAINING WALL STA. 40+35 PD TO STA. 40+57 PD LF	204.9090.S .004 REMOVING BOULDER WALL STA. 22+99 PD TO STA. 23+07 PD LF	204.9090.S .005 REMOVING BOULDER WALL STA. 31+44 PD TO STA. 32+69 PD LF	204.9090.S .006 REMOVING BOULDER WALL STA. 27+27 PD TO STA. 27+35 PD LF
0010	MCKEE ROAD	15+49 PD - 15+63 PD	RT	14	---	---	---	---	---
		22+99 PD - 23+07 PD	LT	---	---	---	16	---	---
		23+89 PD - 25+19 PD	LT	---	130	---	---	---	---
		27+27 PD - 27+35 PD	RT	---	---	---	---	---	10
		31+44 PD - 32+69 PD	RT	---	---	---	---	125	---
		40+35 PD - 40+57 PD	MEDIAN	---	---	23	---	---	---
			TOTALS	14	130	23	16	125	10

REMOVING FENCE

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0170 LF	REMARKS
0010	BADGER STATE TRAIL	3+20 BT - 7+35 BT	LT	415	BARBED WIRE
		8+85 BT - 11+80 BT	LT	295	BARBED WIRE
			TOTAL	710	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	204.0120 SY	REMARKS
0010	MCKEE ROAD	47+94 PD - 50+10 PD	RT	265	1 3/4-INCH DEPTH MAINTAIN EXISTING CENTERLINE SKIPS
	SEMINOLE HIGHWAY	2+67 SH - 5+25 SH	LT	286	FULL DEPTH
	STAGING	PROJECT	---	482	SEE WEDGE DETAIL
			TOTAL	1,032	

EARTHWORK

CATEGORY	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (1) CUT (2) 5% OF CUT CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	AVAILABLE STRUCTURE EXCAVATION CY	EXPANDED EBS BACKFILL (4) FACTOR 1.25 CY	UNEXPANDED FILL CY	EXPANDED FILL (5) FACTOR 1.25 CY	MASS ORDINATE +/- (6) CY	WASTE (7) CY	* 312.0110 SELECT CRUSHED MATERIAL (8) TON
0010	CTH PD	14+46 PD - 51+89 PD	32,368	1,620	22	2,025	791	990	31,400	33,425	3,078
	COMMERCE PARK DRIVE	1+57 CP - 3+86 CP	1,236	62	---	78	62	78	1,158	1,236	118
	SPOKE DRIVE	1+16 SD - 1+39 SD	395	20	---	25	20	25	370	395	38
	MARKETPLACE DRIVE/PINEWAY TRAIL	2+68 MP - 4+92 MP	1,211	61	---	76	61	76	1,135	1,211	116
	SEMINOLE HIGHWAY	4+14 SH - 14+30 SH	2,406	120	---	150	2,659	3,324	-918	120	228
	BADGER STATE TRAIL	2+75 BT - 13+00 BT	2,464	123	---	154	4,383	5,479	-3,015	123	234
	NORTH RETURN PATH	108+85 NP - 112+50 NP	437	22	---	28	5,175	6,469	-6,032	22	42
	SOUTH RETURN PATH	13+65 SP - 17+40 SP	250	13	---	16	2,750	3,438	-3,188	13	25
	COMMERCE PARK DRIVE DETENTION POND	---	274	0	---	0	0	0	274	274	---
		SUBTOTALS	41,041	2,041	22	2,552	15,901	19,879	21,184	36,819	3,879
		ITEM SUBTOTALS		43,082							3,879
0070	SEMINOLE VILLAGE DETENTION POND	---	6,942	---	---	---	---	---	6,942	6,942	---
		SUBTOTALS	6,942	0	0	0	0	0	6,942	6,942	0
		ITEM SUBTOTALS		6,942							0
		GRAND TOTALS		50,024							3,879

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL.
4) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL EXPANSION FACTOR = 1.25.
5) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
6) MASS ORDINATE: MASS ORDINATE = CUT + AVAILABLE STRUCTURE EXCAVATION - FILL. THE MASS ORDINATE IS FOR INFORMATION PURPOSES ONLY.
PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
7) WASTE = MASS ORDINATE (IF POSITIVE) + EXPANDED EBS BACKFILL
8) SELECT CRUSHED MATERIAL IS USED FOR BACKFILL OF EBS.

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.001 EACH
0010	5849-02-02	1

SEMINOLE VILLAGE POND SUMMARY

CATEGORY	LOCATION	SPV.0035.002 POND CLAY LINER CY	SPV.0035.003 POND DREDGING CY
0070	SEMINOLE VILLAGE DETENTION POND	1,750	1,503

BASE AGGREGATE DENSE

CATEGORY	PROJECT LOCATION	STATION	LOCATION	* 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	MCKEE ROAD	14+46 PD - 47+94 PD	RT	11,500	---	14,000
		14+46 PD - 51+89 PD	LT	11,900	---	14,500
		SUBTOTALS		23,400	0	28,500
	COMMERCE PARK DRIVE	1+57 CP - 3+42 CP	LT/RT	620	---	870
		SUBTOTALS		620	0	870
	SPOKE DRIVE	1+32 SD - 1+56 SD	LT/RT	220	---	340
		SUBTOTALS		220	0	340
	MARKETPLACE	2+68 MP - 3+49 MP	LT/RT	390	---	600
	DRIVE/PINEWAY TRAIL	4+16 MP - 4+92 MP	LT/RT	280	---	430
		SUBTOTALS		670	0	1,030
	SEMINOLE	4+14 SH - 5+73 SH	LT/RT	420	710	---
	HIGHWAY	8+34 SH - 14+30 SH	LT/RT	1,050	2,050	---
		SUBTOTALS		1,470	2,760	0
	BADGER	3+00 BT - 7+39 BT	LT/RT	380	---	---
	STATE TRAIL	8+50 BT - 14+59 BT	LT/RT	450	---	---
		SUBTOTALS		830	0	0
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	LT/RT	360	---	---
		SUBTOTALS		360	0	0
	NORTH RETURN PATH	108+47 NP - 114+23 NP	LT/RT	480	---	---
		SUBTOTALS		480	0	0
			TOTALS	28,050	2,760	30,740

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ASPHALTIC ITEMS SUMMARY

CATEGORY	PROJECT LOCATION	STATION- STATION	LOCATION	455.0605 TACK COAT GAL	460.5224 HMA PAVEMENT 4 LT 58-28 S TON	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	MCKEE ROAD	14+46 PD - 51+89 PD	LT/RT	1,300	1,010	5,640	3,380	9
		SUBTOTALS		1,300	1,010	5,640	3,380	9
	COMMERCE PARK DRIVE	1+57 CP - 3+42 CP	LT/RT	50	---	195	120	---
		SUBTOTALS		50	0	195	120	0
	SPOKE DRIVE	1+32 SD - 1+56 SD	LT/RT	20	---	75	45	---
		SUBTOTALS		20	0	75	45	0
	MARKETPLACE	2+68 MP - 3+49 MP	LT/RT	30	---	105	63	---
	DRIVE/PINEWAY TRAIL	4+16 MP - 4+92 MP	LT/RT	20	---	76	46	---
		SUBTOTALS		50	0	181	109	0
	SEMINOLE	2+67 SH - 5+73 SH	LT/RT	60	62	190	145	---
	HIGHWAY	8+34 SH - 14+30 SH	LT/RT	150	---	525	390	---
		SUBTOTALS		210	62	715	535	0
	BADGER	3+00 BT - 7+39 BT	LT/RT	---	81	---	---	1
	STATE TRAIL	8+50 BT - 14+59 BT	LT/RT	---	115	---	---	1
		SUBTOTALS		0	196	0	0	2
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	LT/RT	---	77	---	---	---
		SUBTOTALS		0	77	0	0	0
	NORTH RETURN PATH	108+47 N - 114+23 N	LT/RT	---	115	---	---	---
		SUBTOTALS		0	115	0	0	0
			TOTALS	1,630	1,460	6,806	4,189	11

NOTE: A UNIT WEIGHT OF 112 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES

CONCRETE TRUCK APRON SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	416.0512 CONCRETE TRUCK APRON 12-INCH SY
0010	MARKETPLACE	2+79 MP - 3+42 MP	LT/RT	15	45
	SEMINOLE	7+57 SH - 8+34 SH	RT	25	75
			TOTALS	40	120

CONCRETE DRIVEWAY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	416.0170 7-INCH SY
0010	MCKEE ROAD	31+56 PD - 31+90 PD	LT	55
		34+91 PD - 35+32 PD	RT	65
			TOTAL	120

ASPHALTIC FLUMES

CATEGORY	STATION - STATION	LOCATION	465.0315 SY
0010	13+76 SP - 13+84 SP	LT	6
	110+40 NP - 110+48 NP	LT	6
		TOTAL	12

COLD PATCH

CATEGORY	LOCATION	495.1000.S TON
0010	UNDISTRIBUTED	10

MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT)

CATEGORY	PROJECT ID	618.0100.001 EACH
0010	5849-02-02	1

MOBILIZATION

CATEGORY	PROJECT ID	619.1000 EACH
0010	5849-02-02	1

CURB AND GUTTER SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	601.0407 CONCRETE CURB & GUTTER 4-INCH SLOPED 18-INCH TYPE D LF	601.0411 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-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 24-INCH TYPE D LF	SPV.0090.002 CONCRETE CURB PEDESTRIAN 16-INCH LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF
0010	MCKEE ROAD	14+46 PD - 51+89 PD	LT/RT	---	6,740	---	6,360	156	13,256
		SUBTOTALS		0	6,740	0	6,360	156	13,256
	COMMERCE PARK DRIVE	1+57 CP - 3+51 CP	RT	---	315	---	---	---	315
		SUBTOTALS		0	315	0	0	0	315
	SPOKE DRIVE	1+32 B - 1+56 B	LT/RT	---	99	---	---	---	99
		SUBTOTALS		0	99	0	0	0	99
	MARKETPLACE	2+68 MP - 3+49 MP	LT/RT	---	230	135	---	---	365
	DRIVE/PINEWAY TRAIL	4+16 MP - 4+92 MP	LT/RT	---	275	---	---	---	275
		SUBTOTALS		0	505	135	0	0	640
	SEMINOLE HIGHWAY	4+14 SH - 5+73 SH	LT/RT	---	320	---	---	---	320
		7+97 SH - 14+30 SH	LT/RT	---	1,140	120	---	---	1,260
		SUBTOTALS		0	1,460	120	0	0	1,580
	BADGER STATE TRAIL	3+00 BT - 7+39 BT	LT/RT	335	---	---	---	---	335
		SUBTOTALS		335	0	0	0	0	335
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	LT/RT	350	---	---	---	---	350
		SUBTOTALS		350	0	0	0	0	350
	NORTH RETURN PATH	108+47 N - 114+23 N	LT/RT	140	---	---	---	---	140
		SUBTOTALS		140	0	0	0	0	140
			TOTALS	825	9,119	255	6,360	156	16,715

CONCRETE SIDEWALK SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0420 CONCRETE SIDEWALK 7-INCH SF	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA SF	602.0615 CURB RAMP DETECTABLE WARNING FIELD RADIAL NATURAL PATINA SF	SPV.0165.001 COLORED AND STAMPED CONCRETE 5-INCH SF
0010	MCKEE ROAD	14+46 PD - 51+89 PD	LT/RT	---	4,600	2,550	321	250	11,300
		SUBTOTALS		0	4,600	2,550	321	250	11,300
	COMMERCE PARK DRIVE	1+57 CP - 3+51 CP	RT	---	1,300	130	14	---	---
		SUBTOTALS		0	1,300	130	14	0	0
	SPOKE DRIVE	1+32 B - 1+56 B	LT/RT	---	220	55	---	21	---
		SUBTOTALS		0	220	55	0	21	0
	MARKETPLACE	2+68 MP - 3+49 MP	LT/RT	---	240	460	40	63	---
	DRIVE/PINEWAY TRAIL	4+16 MP - 4+92 MP	LT/RT	---	260	640	---	61	---
		SUBTOTALS		0	500	1,100	40	124	0
	SEMINOLE HIGHWAY	4+14 SH - 5+73 SH	LT/RT	---	---	---	---	---	---
		7+97 SH - 14+30 SH	LT/RT	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	0
	BADGER STATE TRAIL	3+00 BT - 7+39 BT	LT/RT	540	---	---	---	---	---
		8+50 BT - 14+59 BT	LT/RT	260	---	---	---	---	---
		SUBTOTALS		800	0	0	0	0	0
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	LT/RT	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	0
	NORTH RETURN PATH	108+47 N - 114+23 N	LT/RT	---	---	---	---	---	---
		SUBTOTALS		0	0	0	0	0	0
			TOTALS	800	6,620	3,835	375	395	11,300

CONCRETE MEDIAN

CATEGORY	PROJECT LOCATION	STATION	LOCATION	620.0300 SLOPED NOSE SF	DESCRIPTION
0010	MCKEE ROAD	15+05 PD	RT	35	TYPE 1
		19+92 PD	LT	34	TYPE 1
		21+00 PD	RT	34	TYPE 1
		26+08 PD	LT	34	TYPE 1
		27+05 PD	RT	34	TYPE 1
		36+98 PD	LT	34	TYPE 1
		37+60 PD	LT	21	TYPE 2
		37+90 PD	RT	35	TYPE 1
		46+08 PD	LT	8	TYPE 2
		47+40 PD	RT	35	TYPE 1
		47+40 PD	LT	35	TYPE 1
		48+76 PD	LT	33	TYPE 1
			TOTAL	372	

LANDMARK REFERENCE MONUMENTS AND ALUMINUM COVERS

CATEGORY	STATION	LOCATION	621.1200 EACH
0010	20+82 PD	0.5' RT	1
	46+77 PD	2.7' RT	1
		TOTAL	2

STORM SEWER PIPE REINFORCED CONCRETE CLASS IV

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 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	608.0448 48-INCH LF
0010	W100	C27	---	---	---	---	9	---	---
	W100.0	W101	70	---	---	---	---	---	---
	W101	W100	---	---	---	---	26	---	---
	W101.0	W101	---	---	---	32	---	---	---
	W101.1	W101	---	---	---	---	28	---	---
	W101.2	W101.1	---	30	---	---	---	---	---
	W101.3	W101.2	---	7	---	---	---	---	---
	W101.4	W101.7	---	37	---	---	---	---	---
	W101.6	W101.4	31	---	---	---	---	---	---
	W101.5	W101.6	24	---	---	---	---	---	---
	W101.7	W101.3	13	---	---	---	---	---	---
	W102	W101.1	---	---	---	134	---	---	---
	W102.1	W102	7	---	---	---	---	---	---
	W102.2	W102	18	---	---	---	---	---	---
	W102.3	W102.2	7	---	---	---	---	---	---
	W102.4	W102.3	36	---	---	---	---	---	---
	W103.1	W102	---	---	---	145	---	---	---
	W103.2	W103.1	29	---	---	---	---	---	---
	W103.3	W103.2	8	---	---	---	---	---	---
	W103.4	W103.3	31	---	---	---	---	---	---
	W104.1	W103.1	---	160	---	---	---	---	---
	W104.2	W104.1	43	---	---	---	---	---	---
	W105.1	W104.1	---	148	---	---	---	---	---
	W105.2	W105.1	---	25	---	---	---	---	---
	W105.3	W105.2	7	---	---	---	---	---	---
	W105.4	W105.3	36	---	---	---	---	---	---
	C33.4	W105.4	15	---	---	---	---	---	---
	W106.1	W105.1	228	---	---	---	---	---	---
	W106.2	W106.1	25	---	---	---	---	---	---
	W106.3	W106.2	7	---	---	---	---	---	---
	W106.4	W106.3	36	---	---	---	---	---	---
	B100.11	B100.5	30	---	---	---	---	---	---
	B100.10	B100.9	7	---	---	---	---	---	---
	B100.9	B100.8	29	---	---	---	---	---	---
	B100.8	B100.11	32	---	---	---	---	---	---
	B100.7	B100.6	8	---	---	---	---	---	---
	B100.6	B100.5	46	---	---	---	---	---	---
	B100.5	B100.4	111	---	---	---	---	---	---
	B100.4	B100.3	6	---	---	---	---	---	---
	B100.3	B100.2	27	---	---	---	---	---	---
	B100.2	B100.1	25	---	---	---	---	---	---
	B100.1	B101.1	---	---	87	---	---	---	---
	B101.1	B102.1	---	---	120	---	---	---	---
	B102.1	B103.1	---	---	127	---	---	---	---
	B102.2	B102.1	25	---	---	---	---	---	---
	B102.3	B102.2	18	---	---	---	---	---	---
	B102.4	B102.3	29	---	---	---	---	---	---
	B102.7	B102.5	11	---	---	---	---	---	---
	B102.6	B102.4	50	---	---	---	---	---	---
	B102.5	B102.4	170	---	---	---	---	---	---
	B103.1	B104.1	---	---	---	14	---	---	---
	B103.2	B104.6	13	---	---	---	---	---	---
	B103.3	B103.2	13	---	---	---	---	---	---
	B104.1	B104.6	---	---	---	---	---	25	---
	B104.2	P101.0	---	---	---	---	---	89	---
	B104.3	B104.2	15	---	---	---	---	---	---
	B104.4	B104.5	15	---	---	---	---	---	---
	B104.5	B104.2	---	---	---	---	---	26	---
	B104.6	B104.5	---	---	---	---	---	18	---
	B105.1	B104.1	---	---	---	14	---	---	---
COLUMN SUBTOTALS			1,351	407	334	339	63	158	0

CON'T ON RIGHT

STORM SEWER PIPE REINFORCED CONCRETE CLASS IV (CON'T)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 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	608.0448 48-INCH LF
0010	B106.1	B105.1	---	---	---	80	---	---	---
(CON'T)	B106.2	B106.1	25	---	---	---	---	---	---
	B106.3	B106.2	19	---	---	---	---	---	---
	B106.4	B106.3	25	---	---	---	---	---	---
	B107.1	B106.1	---	---	---	82	---	---	---
	C107.1	B107.1	---	---	5	---	---	---	---
	B108.1	B107.1	---	---	---	73	---	---	---
	B108.2	B108.1	25	---	---	---	---	---	---
	B108.3	B108.2	18	---	---	---	---	---	---
	B108.4	B108.3	25	---	---	---	---	---	---
	B109.1	B108.1	---	---	---	75	---	---	---
	B110.1	B109.1	---	---	82	---	---	---	---
	C110.1	B110.1	---	---	8	---	---	---	---
	B110.2	B110.1	25	---	---	---	---	---	---
	B110.3	B110.2	18	---	---	---	---	---	---
	B110.4	B110.3	25	---	---	---	---	---	---
	C100.4	D100.4	---	---	8	---	---	---	---
	D100.4	D100.2	---	---	55	---	---	---	---
	D100.4	D100.5	7	---	---	---	---	---	---
	D100.5	D100.3	---	---	26	---	---	---	---
	D100.3	D100.1	---	---	28	---	---	---	---
	D100.0	C102	---	---	---	4	---	---	---
	C103	D100.0	---	---	8	---	---	---	---
	D100.1	D100.0	---	---	---	8	---	---	---
	D100.2	D100.1	---	---	7	---	---	---	---
	D100.6	D100.7	36	---	---	---	---	---	---
	D100.7	E100.1	---	149	---	---	---	---	---
	N100.2	D100.6	35	---	---	---	---	---	---
	N100.1	N100.2	7	---	---	---	---	---	---
	N100.0	C100.0	8	---	---	---	---	---	---
	E100.4	E100.3	36	---	---	---	---	---	---
	E100.3	E100.2	16	---	---	---	---	---	---
	E100.2	E100.1	25	---	---	---	---	---	---
	E100.1	E101.1	---	254	---	---	---	---	---
	E101.3	E101.2	31	---	---	---	---	---	---
	E101.2	E101.1	26	---	---	---	---	---	---
	E101.1	E102.1	---	235	---	---	---	---	---
	E102.4	E102.3	25	---	---	---	---	---	---
	E102.3	E102.2	7	---	---	---	---	---	---
	E102.2	E102.1	58	---	---	---	---	---	---
	E102.1	E103.1	---	---	105	---	---	---	---
	E103.5	E103.4	32	---	---	---	---	---	---
	E103.4	E103.2	7	---	---	---	---	---	---
	E103.2	E103.1	58	---	---	---	---	---	---
	E103.3	E103.2	30	---	---	---	---	---	---
	E103.1	E103.6	---	---	55	---	---	---	---
	E103.6	E103.7	---	---	20	---	---	---	---
	E103.7	EX MH 45	---	---	---	100	---	---	---
	C46	E104.1	8	---	---	---	---	---	---
	E104.1	C47	---	8	---	---	---	---	---
	E105.5	E104.1	34	---	---	---	---	---	---
	E105.4	E105.5	6	---	---	---	---	---	---
	E105.3	E105.4	27	---	---	---	---	---	---
	E105.2	E105.3	11	---	---	---	---	---	---
	E105.1	C105.1	---	---	---	---	---	---	8
COLUMN SUBTOTALS			735	646	407	422	0	0	8

CON'T ON RIGHT

STORM SEWER PIPE REINFORCED CONCRETE CLASS IV (CON'T)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 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	608.0448 48-INCH LF
0010	C105.3	E105.1	---	---	---	---	---	---	8
(CON'T)	E105.0	E105.1	---	---	---	63	---	---	---
	C105.2	E105.0	---	---	---	8	---	---	---
	C106.2	E106.0	---	---	---	8	---	---	---
	E106.2	E106.0	10	---	---	---	---	---	---
	E106.0	C106.0	---	---	---	8	---	---	---
	C48.4	E106.2	5	---	---	---	---	---	---
	E106.1	E106.0	46	---	---	---	---	---	---
	C107.3	E107.0	8	---	---	---	---	---	---
	E107.0	C107.1	---	---	---	8	---	---	---
	E107.1	E107.0	36	---	---	---	---	---	---
	C107.2	E107.0	---	---	---	8	---	---	---
	C100.4	P100.1	---	---	---	8	---	---	---
	P100.1	P100.3	---	---	---	---	---	286	---
	P100.0	P100.1	---	---	---	15	---	---	---
	P100.2	P100.3	17	---	---	---	---	---	---
	P100.3	B104.1	---	---	---	---	---	156	---
	P100.4	P100.5	28	---	---	---	---	---	---
	P100.5	B105.1	15	---	---	---	---	---	---
	P101.1	P101.0	41	---	---	---	---	---	---
	P101.0	P102.0	---	---	---	---	---	400	---
	P102.0	P103.0	---	---	---	---	---	134	---
	SH2.2	E103.7	---	61	---	---	---	---	---
	SH1.2	SH2.2	---	43	---	---	---	---	---
	SH1.1	SH1.2	---	68	---	---	---	---	---
	SH2.1	SH1.1	68	---	---	---	---	---	---
	SH3.1	SH3.2	20	---	---	---	---	---	---
	SH3.3	SH3.1	61	---	---	---	---	---	---
	SH4.2	SH4.1	57	---	---	---	---	---	---
	SH4.1	SH4.0	27	---	---	---	---	---	---
	SH5.2	SH5.1	37	---	---	---	---	---	---
	SH5.1	SH5.0	46	---	---	---	---	---	---
COLUMN SUBTOTALS			522	172	0	126	0	976	8
TOTALS			2,608	1,225	741	887	63	1,134	16

STORM SEWER PIPE PVC

CATEGORY	FROM STRUCTURE	TO STRUCTURE	SPV.0090.050 8-INCH LF
0010	C-SH1.2	SH1.2	16

STORM SEWER TAP AND ADJUSTING MANHOLES

CATEGORY	STRUCT. NO.	STATION	OFFSET	SPV.0060.050 * STORM SEWER TAP EACH	611.8110 ADJUSTING MANHOLE COVERS EACH
0010	EX MH 45	47+29.69 PD	70.6 RT	1	1
	EX MH 52	49+46.41 PD	32.7 LT	---	1
			TOTALS	1	2

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIA EACH	611.2004 MANHOLES 4-FT DIA EACH	611.2005 MANHOLES 5-FT DIA EACH	611.2006 MANHOLES 6-FT DIA EACH	611.2007 MANHOLES 7-FT DIA EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	* 611.0624 INLET COVERS TYPE H EACH	* 611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.9710 SALVAGED INLET COVERS EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	C27	14+87.53 PD	54.7'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	W100	14+96.18 PD	54.6'RT	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	W100.0	2+92.65 CP	53.3'RT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1
	W101	15+20.62 PD	55.6'RT	---	---	---	---	1	---	---	---	1	---	---	---	---	---	---	1
	W101.1	15+42.00 PD	38.9'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	W101.2	15+39.00 PD	9.1'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W101.3	15+39.00 PD	2.1'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W101.4	15+31.78 PD	45.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W101.6	15+07.00 PD	45.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W101.7	15+72.29 PD	8.5'LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	W102	16+75.00 PD	27.0'RT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	W102.1	16+75.00 PD	34.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W102.2	16+75.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W102.3	16+75.00 PD	2.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W102.4	16+80.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W103.1	18+20.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	W103.2	18+20.00 PD	4.2'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W103.3	18+20.00 PD	2.7'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W103.4	18+20.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W104.1	19+80.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	W104.2	19+81.65 PD	8.5'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	W105.1	21+27.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	W105.2	21+27.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W105.3	21+27.00 PD	2.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W105.4	21+23.26 PD	34.0'LT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	C33.4	21+33.05 PD	45.0'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	W106.1	23+55.00 PD	34.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W106.2	23+55.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W106.3	23+55.00 PD	2.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	W106.4	23+55.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B100.11	25+70.02 PD	2.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B100.10	25+56.97 PD	62.1'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B100.9	25+63.97 PD	62.2'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B100.8	25+70.00 PD	34.4'LT	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---	1
	B100.7	26+12.97 PD	52.5'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B100.6	26+06.79 PD	47.6'LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	B100.5	26+00.00 PD	2.0'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B100.4	27+11.00 PD	2.0'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B100.3	27+11.00 PD	7.7'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B100.2	27+38.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B100.1	27+38.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	B101.1	28+25.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	B102.1	29+45.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	B102.2	29+44.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B102.3	29+44.00 PD	8.6'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B102.4	29+30.00 PD	34.0'LT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	B102.5	27+60.00 PD	34.0'LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	B102.7	27+60.00 PD	45.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B103.1	20+72.43 PD	34.0'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	B103.2	30+72.72 PD	9.0'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B103.3	30+60.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B104.1	30+86.00 PD	34.0'RT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	B104.2	30+85.00 PD	35.5'LT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	B104.3	31+00.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B104.4	31+00.00 PD	9.0'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	B104.5	30+85.37 PD	9.0'LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	B104.6	30+86.00 PD	9.0'RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	B105.1	31+00.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	B106.1	31+80.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	B106.2	31+80.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B106.3	31+85.00 PD	9.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	COLUMN SUBTOTALS			0	16	3	2	1	36	1	0	4	35	18	1	0	1	2	59

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIA EACH	611.2004 MANHOLES 4-FT DIA EACH	611.2005 MANHOLES 5-FT DIA EACH	611.2006 MANHOLES 6-FT DIA EACH	611.2007 MANHOLES 7-FT DIA EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	* 611.0624 INLET COVERS TYPE H EACH	* 611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.9710 SALVAGED INLET COVERS EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010 (CON'T)	B106.4	31+90.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B107.1	32+61.50 PD	34.0'RT	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	C107.1	32+61.47 PD	39.1'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	B108.1	33+35.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	B108.2	33+35.00 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B108.3	33+35.00 PD	9.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B108.4	33+35.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B109.1	34+10.00 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	B110.1	34+91.50 PD	34.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	C110.1	34+91.38 PD	39.1'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	B110.2	34+91.50 PD	8.5'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B110.3	34+91.50 PD	9.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	B110.4	34+91.50 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	C100.4	37+11.25 PD	83.1'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	D100.4	37+19.51 PD	82.7'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	D100.5	37+20.61 PD	90.1'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	D100.3	37+44.98 PD	82.5'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	D100.0	37+76.54 PD	84.7'RT	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	1
	C103	37+77.76 PD	92.6'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	C102	37+80.96 PD	84.9'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	D100.1	37+72.70 PD	78.3'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	D100.2	37+73.11 PD	71.3'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	D100.6	37+95.00 PD	44.4'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	D100.7	38+30.00 PD	37.9'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	N100.2	37+96.13 PD	9.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	N100.1	37+96.46 PD	2.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	N100.0	38+48.70 PD	45.0'LT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	C100.0	38+43.64 PD	50.7'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	E100.4	39+82.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E100.3	39+80.00 PD	2.0'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E100.2	39+80.00 PD	17.7'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E100.1	39+80.00 PD	42.8'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	E101.3	41+88.77 PD	68.4'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	E101.2	42+19.31 PD	68.6'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	E101.1	42+34.87 PD	47.9'RT	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	E102.4	44+70.00 PD	34.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E102.3	44+70.00 PD	9.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E102.2	44+70.00 PD	2.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E102.1	44+70.00 PD	56.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	E103.5	45+85.17 PD	39.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E103.4	45+75.19 PD	9.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E103.2	45+75.22 PD	2.0'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	E103.3	46+05.41 PD	1.8'LT	1	---	---	---	---	---	---	---	---	---	---	---	1	---	---	1
	E103.1	45+75.00 PD	56.0'RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	E103.6	46+30.07 PD	56.0'RT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	E103.7	46+30.07 PD	75.6'RT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	1
EX MH 45		47+29.72 PD	70.5'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
C47		47+47.87 PD	57.2'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
C46		47+62.18 PD	51.7'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
E104.1		47+54.26 PD	52.5'RT	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	1
E105.5		47+44.54 PD	19.8'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
E105.4		47+44.89 PD	13.7'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
E105.3		47+67.00 PD	1.3 LT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
E105.2		47+75.00 PD	9.0 LT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
E105.0		48+37.91 PD	31.2'LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	1
C105.2		48+45.95 PD	31.3'LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
C105.1		47+80.60 PD	57.3'RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
COLUMN SUBTOTALS				1	18	4	0	0	23	0	0	5	31	9	0	1	0	11	47

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

CON'T NEXT SHEET

MANHOLES AND INLETS SUMMARY (CON'T)

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2003 MANHOLES 3-FT DIA EACH	611.2004 MANHOLES 4-FT DIA EACH	611.2005 MANHOLES 5-FT DIA EACH	611.2006 MANHOLES 6-FT DIA EACH	611.2007 MANHOLES 7-FT DIA EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	* 611.0624 INLET COVERS TYPE H EACH	* 611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	611.0666 INLET COVERS TYPE Z EACH	611.9710 SALVAGED INLET COVERS EACH	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	E105.1	47+77.52 PD	49.9 LT	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	1
(CON'T)	C105.3	47+74.51 PD	42.5 LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	EX MH 52	49+46.41 PD	32.7 LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1
	C106.2	50+21.27 PD	0.1 LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	E106.2	50+12.81 PD	9.7 RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1	1
	E106.0	50+13.27 PD	0.1 RT	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	1
	C48.4	50+12.87 PD	15.6 RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	C106.0	50+06.09 PD	3.4 LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	E106.1	50+15.00 PD	45.1 LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	C107.3	51+44.32 PD	6.9 RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	E107.0	51+44.59 PD	2.0 LT	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	E107.1	51+45.00 PD	37.7 LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	C107.2	51+52.58 PD	2.9 LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	C107.1	51+36.58 PD	2.5 LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	C100.4	3+01.79 BT	7.5 LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	P100.1	3+10.00 BT	6.5 LT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	P100.2	6+01.51 BT	13.0 RT	---	---	---	---	---	---	1	---	---	---	---	1	---	---	---	1
	P100.3	6+01.82 BT	30.0 RT	---	---	1	---	---	---	---	---	1	---	---	---	---	---	---	1
	P100.4	17+29.53 SP	12.7 RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	P100.5	17+44.14 SP	11.5 LT	---	1	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	P101.1	109+18.55 NP	56.0 LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
	P101.0	109+17.00 NP	15.0 LT	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	1
	P102.0	113.17.00 NP	15.0 LT	---	---	---	---	---	---	---	1	---	---	---	2	---	---	---	1
	SH2.2	5+50.00 SH	39.5 LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	SH1.2	5+07.18 SH	39.5 LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	SH1.1	5+05.85 SH	28.2 'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	SH2.1	5+74.26 SH	28.5 'RT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	1
	EX MH 25	5+02.37 SH	56.5 RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	SH3.1	7+83.78 SH	20.2 'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	SH3.3	7+72.00 SH	39.7 'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	SH4.2	10+90.00 SH	39.5 'LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	SH4.1	10+90.00 SH	17.5 'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	SH5.2	13+23.00 SH	19.0 LT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	SH5.1	13+23.00 SH	17.5 'RT	---	---	---	---	---	1	---	---	---	1	---	---	---	---	---	1
	COLUMN SUBTOTALS			0	1	3	2	1	14	2	1	4	13	3	4	0	1	10	25
	TOTALS			1	35	10	4	2	73	3	1	13	79	30	5	1	2	23	131

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

PIPE UNDERDRAIN SUMMARY

CATEGORY	STATION - STATION	LOCATION	* 612.0206 PIPE UNDERDRAIN UNPERFORATED 6-INCH LF	SPV.0090.051 PIPE UNDERDRAIN 6-INCH WITH GEOTEXTILE FABRIC AND AGGREGATE LF
0010	14+72 PD - 20+10 PD	LT	---	555
	20+85 PD - 26+15 PD	LT	---	545
	23+75 PD - 23+88 PD	LT	17	---
	27+21 PD - 37+36 PD	LT	---	1,010
	37+85 PD - 46+45 PD	LT	---	850
	47+33 PD - 51+89 PD	LT	---	465
	14+95 PD - 20+25 PD	RT	---	540
	20+73 PD - 37+23 PD	RT	---	1,650
	37+73 PD - 41+88 PD	RT	---	435
	42+20 PD - 46+17 PD	RT	---	420
	46+92 PD - 47+94 PD	RT	---	82
	15+05 PD - 19+92 PD	MEDIAN	---	500
	21+00 PD - 26+08 PD	MEDIAN	---	520
	27+05 PD - 28+59 PD	MEDIAN	---	155
	28+59 PD - 35+78 PD	MEDIAN LT	---	725
	28+59 PD - 35+78 PD	MEDIAN RT	---	720
	35+78 PD - 36+98 PD	MEDIAN	---	120
	37+90 PD - 40+70 PD	MEDIAN RT	---	280
	37+91 PD - 40+70 PD	MEDIAN LT	---	280
	40+70 PD - 46+08 PD	MEDIAN	---	545
	47+40 PD - 51+89 PD	MEDIAN	---	460
	47+40 PD - 48+76 PD	MEDIAN	---	140
	1+58 PD - 3+42 PD	LT	---	185
	1+55 PD - 3+69 PD	RT	---	215
	2+82 PD - 3+40 PD	MEDIAN	---	59
	2+70 PD - 3+26 PD	LT	---	61
	4+26 PD - 4+74 PD	LT	---	49
	2+66 PD - 3+27 PD	RT	---	60
	4+42 PD - 4+93 PD	RT	---	55
	5+50 PD - 6+09 PD	LT	---	64
	7+42 SH - 10+90 SH	LT	---	345
	5+74 SH - 6+41 SH	RT	---	69
	7+68 SH - 10+90 SH	RT	---	325
	TOTALS		17	12,484

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

APRON ENDWALLS SUMMARY

CATEGORY	STRUCT. NO.	STATION	OFFSET	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1024 24-INCH EACH	522.1036 36-INCH EACH	SPV.0060.051 CONCRETE CUTOFF WALL EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	W101.0	15+49.49 PD	74.6 RT	---	1	---	1	1	1	1
	W101.5	14+98.61 PD	73.9 LT	1	---	---	1	1	1	1
	B102.6	29+79.50 PD	59.5 LT	1	---	---	1	1	1	1
	P100.0	3+10.00 BT	15.0 RT	---	1	---	1	1	1	1
	P103.0	14+58.46 BT	18.9 RT	---	---	1	1	1	1	1
	SH3.2	47+39.45 PD	98.7 LT	1	---	---	1	1	1	1
	SH4.0	10+90.00 SH	50.8 RT	1	---	---	1	1	1	1
	SH5.0	13+23.00 SH	69.0 RT	1	---	---	1	1	1	1
			TOTALS	5	2	1	8	8	8	8

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

RIPRAP ITEMS

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY
0010	7+31 BT	LT	1	---	9
	7+31 BT	RT	1	---	10
	8+59 BT	LT	1	---	9
	8+59 BT	RT	1	---	8
	8+29 SH	RT	---	35	80
	47+39 PD	RT	5	---	20
	10+90 SH	RT	2	---	10
	14+58 BT	RT	---	11	30
	31+10 PD (TEMP)	LT	4	---	20
		TOTALS	15	46	196

FENCE SAFETY

CATEGORY	STATION	LOCATION	616.0700.S LF	REMARKS
0010	35+25 PD	LT	50	TREE PROTECTION
	35+61 PD	LT	50	TREE PROTECTION
	35+80 PD	LT	50	TREE PROTECTION
	35+94 PD	LT	40	TREE PROTECTION
	36+05 PD	LT	45	TREE PROTECTION
	36+48 PD	LT	50	TREE PROTECTION
	36+81 PD	LT	50	TREE PROTECTION
	41+68 PD	LT	40	TREE PROTECTION
	49+50 PD	LT	50	TREE PROTECTION
	49+51 PD	LT	45	TREE PROTECTION
	49+75 PD	LT	55	TREE PROTECTION
	50+07 PD	LT	35	TREE PROTECTION
	50+20 PD	LT	30	TREE PROTECTION
	50+38 PD	LT	60	TREE PROTECTION
	50+64 PD	LT	65	TREE PROTECTION
	50+92 PD	LT	60	TREE PROTECTION
	51+06 PD	LT	45	TREE PROTECTION
	2+18 CP	RT	50	TREE PROTECTION
	2+64 CP	RT	50	TREE PROTECTION
	50+20 SH	LT	60	TREE PROTECTION
	50+38 SH	LT	60	TREE PROTECTION
	12+31 SH	LT	65	TREE PROTECTION
	12+79 SH	LT	60	TREE PROTECTION
	12+84 SH	LT	60	TREE PROTECTION
	12+84 SH	LT	60	TREE PROTECTION
	13+00 SH	LT	55	TREE PROTECTION
	13+01 SH	LT	45	TREE PROTECTION
	13+12 SH	LT	65	TREE PROTECTION
	13+27 SH	LT	65	TREE PROTECTION
	13+32 SH	LT	60	TREE PROTECTION
	13+42 SH	LT	60	TREE PROTECTION
	13+51 SH	LT	60	TREE PROTECTION
	UNDISTRIBUTED		424	
		TOTAL	2,119	

WATER

CATEGORY	PROJECT LOCATION	STATION - STATION	624.0100 MGAL	REMARKS
0010	MCKEE ROAD	14+46 PD - 51+89 PD	110	DUST CONTROL
			350	COMPACTION
	COMMERCE PARK DRIVE	1+57 CP - 3+42 CP	4	DUST CONTROL
			9	COMPACTION
	SPOKE DRIVE	1+32 SD - 1+56 SD	1	DUST CONTROL
			3	COMPACTION
	MARKETPLACE DRIVE/PINEWAY TRAIL	2+68 MP - 4+92 MP	4	DUST CONTROL
			10	COMPACTION
	SEMINOLE HIGHWAY	4+14 SH - 14+30 SH	8	DUST CONTROL
			22	COMPACTION
	BADGER STATE TRAIL	3+00 BT - 14+59 BT	7	DUST CONTROL
			13	COMPACTION
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	1	DUST CONTROL
			5	COMPACTION
	NORTH RETURN PATH	108+47 NP - 114+23 NP	2	DUST CONTROL
			7	COMPACTION
		TOTAL	556	

MOBILIZATIONS EROSION CONTROL

CATEGORY	PROJECT LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	16	8

SILT FENCE SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	MCKEE ROAD	14+46 PD - 51+89 PD		2,550	4,293
		SUBTOTALS		2,550	4,293
	SEMINOLE HIGHWAY	8+34 SH - 14+30 SH		1,090	1,835
		SUBTOTALS		1,090	1,835
		UNDISTRIBUTED		910	1,530
			TOTALS	4,550	7,658

EROSION MAT

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	628.2006 URBAN CLASS I TYPE A SY
0010	MCKEE ROAD	14+46 PD - 51+89 PD	LT/RT	5,200
		SUBTOTAL		5,200
	COMMERCE PARK DRIVE	1+57 CP - 3+42 CP	LT/RT	400
		SUBTOTAL		400
	SEMINOLE HIGHWAY	2+67 SH - 5+73 SH	LT/RT	240
		8+34 SH - 14+30 SH	LT/RT	3,350
		SUBTOTAL		3,590
	BADGER STATE TRAIL	3+00 BT - 7+39 BT	LT/RT	270
		8+50 BT - 14+59 BT	RT	40
		SUBTOTAL		310
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	RT	150
		SUBTOTAL		150
	NORTH RETURN PATH	108+47 N - 114+23 N	LT	60
		SUBTOTAL		60
	STAGE 1	31+10 PD	LT	25
		SUBTOTAL		25
		UNDISTRIBUTED		2,430
			TOTAL	12,165

FINISHING ITEMS

CATEGORY	PROJECT LOCATION	STATION - STATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB	630.0200 SEEDING TEMPORARY LB	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	630.0500 SEED WATER MGAL
0010	MCKEE ROAD	14+46 PD - 51+89 PD	8,950	2,400	8.7	210	220	150.0	6,100	50.0
		SUBTOTALS	8,950	2,400	8.7	210	220	150.0	6,100	50.0
	COMMERCE PARK DRIVE	1+57 CP - 3+42 CP	620	---	0.4	10	15	3.6	150	3.5
		SUBTOTALS	620	0	0.4	10	15	3.6	150	3.5
	SEMINOLE HIGHWAY	2+67 SH- 5+73 SH	240	---	0.5	7	7	11.0	440	1.4
		8+34 SH- 14+30 SH	3,750	---	2.2	90	100	---	---	21.0
		SUBTOTALS	3,990	0	2.7	97	107	11.0	440	22.4
	BADGER STATE TRAIL	3+00 BT- 7+39 BT	2,350	2,100	1.5	65	65	---	---	13.0
		8+50 BT- 14+59 BT	1,350	1,300	0.9	35	35	---	---	7.5
		SUBTOTALS	3,700	3,400	2.4	100	100	0.0	0	20.5
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	2,450	2,300	1.6	65	65	0.2	6	14.0
		SUBTOTALS	2,450	2,300	1.6	65	65	0.2	6	14.0
	NORTH RETURN PATH	108+47 N - 114+23 N	3,400	3,350	2.2	90	90	0.2	7	19.0
		SUBTOTALS	3,400	3,350	2.2	90	90	0.2	7	19.0
	STAGE 1	PROJECT	---	3,350	0.0	---	90	---	---	---
		SUBTOTALS	0	3,350	0.0	0	90	0.0	0	0
		UNDISTRIBUTED	5,620	3,700	---	140	170	40.0	1,640	30.0
		SUBTOTALS	5,620	3,700	0.0	140	170	40.0	1,640	30.0
		TOTALS	28,730	18,500	18.0	712	857	205.0	8,343	159.4

INLET PROTECTION

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	628.7005 TYPE A EACH	628.7010 TYPE B EACH	628.7015 TYPE C EACH	SPV.0060.054 TYPE D SPECIAL EACH
0010	MCKEE ROAD	14+46 VR - 51+89 VR	RT/LT	91	1	69	26
		SUBTOTALS		91	1	69	26
	COMMERCE PARK DRIVE	1+57 CP - 3+42 CP	RT/LT	---	---	---	2
		SUBTOTALS		0	0	0	2
	SPOKE DRIVE	1+32 SD - 1+56 SD	RT/LT	2	---	---	2
		SUBTOTALS		2	0	0	2
	MARKETPLACE DRIVE/ PINEWAY TRAIL	2+68 MP - 4+92 MP	RT/LT	5	---	---	9
		SUBTOTALS		5	0	0	9
	SEMINOLE HIGHWAY	4+14 SH- 14+30 SH	RT/LT	9	1	7	4
		SUBTOTALS		9	1	7	4
	BADGER STATE TRAIL	3+00 BT- 14+59 BT	RT/LT	4	---	---	---
		SUBTOTALS		4	0	0	0
	SOUTH RETURN PATH	13+63 SP - 17+40 SP	RT/LT	1	---	---	1
		SUBTOTALS		1	0	0	1
	NORTH RETURN PATH	108+47 NP - 114+23 NP	RT/LT	2	2	---	---
		SUBTOTALS		2	2	0	0
	STAGING	PROJECT	RT/LT	---	2	30	10
		SUBTOTALS		0	2	30	10
		UNDISTRIBUTED		29	2	27	14
		TOTALS		143	8	133	68

CULVERT PIPE CHECKS

CATEGORY	PROJECT LOCATION	STATION	LOCATION	628.7555 EACH	REMARKS
0010	MCKEE ROAD	14+94 PD	LT	1	12-INCH
		14+98.61 PD	RT	3	24-INCH
		SUBTOTAL		4	
	STAGE 1	31+07 PD	LT	7	36-INCH (TEMP)
		SUBTOTAL		7	
	SOUTH RETURN PATH	14+58.46 BT	RT	6	24-INCH
		SUBTOTAL		6	
		UNDISTRIBUTED		4	
		TOTAL		21	

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	UNDISTRIBUTED	15

GEOGRID TYPE SR

CATEGORY	LOCATION	645.0220 SY
0010	UNDISTRIBUTED	2,100

ROCK BAGS

CATEGORY	LOCATION	628.7570 EACH
0010	UNDISTRIBUTED	10

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	5849-02-02	1

DETENTION POND SEEDING SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	SPV.0085.001 SEEDING MIXTURE DETENTION POND, WETLAND EMERGENT LB	SPV.0085.002 SEEDING MIXTURE DETENTION POND, NO MOW LB	SPV.0085.003 SEEDING MIXTURE DETENTION POND, RAINWATER RENEWAL LB	630.0400 SEEDING NURSE CROP LB
0010	COMMERCE PARK DRIVE	1+57 CP - 3+42 CP	0.0	0.0	0.4	1.6
		UNDISTRIBUTED	0.0	0.0	0.1	0.4
		TOTALS (0010)	0.0	0.0	0.5	2.0
0070	MCKEE ROAD	14+46 PD - 51+89 PD	1.3	38.3	---	9.5
	SEMINOLE HIGHWAY	8+34 SH- 14+30 SH	1.1	0.0	---	2.9
		UNDISTRIBUTED	0.6	9.6	---	3.1
		TOTALS (0070)	3.0	47.9	0.0	15.5
		GRAND TOTALS	3.0	47.9	0.5	17.5

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	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	634.0412 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.0060.002 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH	SPV.0060.003 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 10-FT EACH	SPV.0060.004 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 12-FT EACH	SPV.0060.005 V-LOC BASE EACH	REMARKS
0010	1 - 1	15+30 PD	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	1 - 2	15+32 PD	MEDIAN	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	1 - 3	15+07 PD	RT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	1 - 4	16+78 PD	MEDIAN	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	---	---	---	---	---	---	40 MPH - MOUNT ON LIGHT POLE
	1 - 5	15+28 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	1 - 6	19+88 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	1	---	1	
	1 - 7	1+58 CP	RT	R7-51L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	3.00	---	---	---	1	---	---	---	---	---	
	1 - 8	1+72 CP	RT	R3-8	LEFT AHEAD/RIGHT ONLY	36 x 30	7.50	---	---	---	1	---	---	---	---	---	
	1 - 9	15+29 PD	RT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	5.00	---	---	---	1	---	---	---	---	---	MOUNT ON SIGNAL POLE
	1 - 9	15+29 PD	RT	R3-17B	BIKE LANE ENDS PLAQUE	30 x 12	2.50	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	1 - 10	17+58 PD	MEDIAN	D1-2	TWO DESTINATIONS (ARROWS)	48 x 21	7.00	---	---	---	1	---	---	---	---	---	COMMERCE PARK DR W/ ARROW
	1 - 11	16+78 PD	RT	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	---	1	---	---	---	---	40 MPH; PLACE RT OF MULTIUSE PATH
	E1 - 14	15+27 PD	MEDIAN	---	MCKEE ROAD	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN - MOUNT ON SIGNAL POLE
	E1 - 15	15+27 PD	MEDIAN	---	COMMERCE PARK DRIVE	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN - MOUNT ON SIGNAL POLE
	2 - 1	21+11 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON LIGHT POLE
	2 - 2	25+75 PD	RT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	--	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	2 - 3	25+75 PD	MEDIAN	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	2 - 4	25+18 PD	LT	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	---	1	---	---	---	---	40 MPH
	2 - 5	23+17 PD	LT	D1-1	ONE DESTINATION (ARROW)	48 x 12	4.00	---	---	---	1	---	---	---	---	---	SPOKE DR W/ ARROW
	2 - 6	25+79 PD	LT	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	E2 - 5	25+77 PD	LT	M1-94	SPOKE DRIVE	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN - MOUNT ON SIGNAL ARM
	3 - 1	27+35 PD	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON EXISTING SIGNAL POLE
	3 - 2	28+74 PD	RT	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	1	---	---	---	---	---	40 MPH
	3 - 3	27+30 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	3 - 4	27+35 PD	MEDIAN	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	3 - 5	31+11 PD	RT	W1-7	NIGHT ARROW (DOUBLE)	36 x 18	---	---	4.50	---	1	---	---	---	---	---	
	3 - 6	31+25 PD	LT	W1-7	NIGHT ARROW (DOUBLE)	36 x 18	---	---	4.50	---	1	---	---	---	---	---	
	3 - 7	17-15 SP	LT	R5-3	NO MOTOR VEHICLES	24 x 24	4.00	---	---	1	---	---	---	---	---	---	
	3 - 8	17+35 SP	RT	D1-1	ONE DESTINATION (ARROW)	36 x 12	3.00	---	---	1	---	---	---	---	---	---	BADGER STATE TRAIL W/ ARROW
	3 - 9	17+35 SP	RT	R1-1	STOP	18 x 18	1.86	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS 3-8
	3 - 10	31+45 PD	RT	D1-1	ONE DESTINATION (ARROW)	36 x 12	3.00	---	---	---	1	---	---	---	---	---	BADGER STATE TRAIL W/ ARROW
	3 - 11	30+92 PD	LT	D1-1	ONE DESTINATION (ARROW)	36 x 12	3.00	---	---	---	1	---	---	---	---	---	BADGER STATE TRAIL W/ ARROW
	3 - 12	108+60 NP	LT	R1-1	STOP	18 x 18	1.86	---	---	1	---	---	---	---	---	---	
	3 - 13	108+72 PD	RT	R5-3	NO MOTOR VEHICLES	24 x 24	4.00	---	---	1	---	---	---	---	---	---	
	3 - 14	31+55 PD	LT	D1-1	ONE DESTINATION (ARROW)	36 x 12	3.00	---	---	1	---	---	---	---	---	---	BADGER STATE TRAIL W/ ARROW
	E3 - 14	27+27 PD	RT	M1-94H	SPOKE DRIVE	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN - MOUNT ON SIGNAL ARM
	E3 - 22	30+21 PD	MEDIAN	D1-65	SPOKE DRIVE NEXT SIGNAL	--- x ---	---	---	---	1	---	---	---	---	---	---	EXISTING SIGN
	4 - 1	37+60 PD	LT	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SAME POST AS E4-11
	4 - 2	36+91 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	4 - 3	35+12 PD	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.00	---	---	---	1	---	---	---	---	---	
	4 - 6	36+11 PD	LT	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	---	1	---	---	---	---	40 MPH
	4 - 9	3+13 MP	RT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	4 - 10	4+38 MP	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	E4 - 1	32+33 PD	LT	W11-8	FIRE STATION TRUCK CROSSING SYMBOL	30 x 30	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN
	E4 - 2	32+33 PD	RT	W11-8	FIRE STATION TRUCK CROSSING SYMBOL	30 x 30	---	---	---	---	---	1	---	---	---	---	EXISTING SIGN
	E4 - 3	33+49 PD	MEDIAN	---	MARKETPLACE DRIVE/PINEWAY TRAIL	50 x 36	---	---	---	---	---	2	---	---	---	---	EXISTING SIGN
	E4 - 11	37+60 PD	LT	---	PINEWAY TR	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN - MOUNT ON SAME POST AS 4-1
	E4 - 18	37+78 PD	RT	---	MARKETPLACE DR	--- x ---	---	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	5 - 2	39+84 PD	MEDIAN	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	6.00	---	---	---	---	1	---	---	---	---	
	5 - 3	38+84 PD	RT	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	---	1	---	---	---	---	40 MPH
	5 - 5	38+11 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
					SHEET TOTALS		148.72	46.62	9.00	6	11	8	0	1	0	1	

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	637.2210 SIGNS TYPE II REFLECTIVE H H SF	637.2215 FOLDING SF	637.2230 F SF	634.0412 POSTS WOOD 4x4-INCH x 12-FT EACH	634.0414 x 14-FT EACH	634.0416 x 16-FT EACH	SPV.0060.002 POSTS ROUND TUBULAR STEEL 2 3/8-INCH x 8-FT EACH	SPV.0060.003 x 10-FT EACH	SPV.0060.004 x 12-FT EACH	SPV.0060.005 V-LOC BASE EACH	REMARKS
0010	E5 - 4	39+75 PD	MEDIAN	R10-64	TRUCKS OVER 8,000 LBS PROHIBITED	30 x 36	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; MOUNT ON LIGHT POLE
(CON'T)	E5 - 5	40+01 PD	MEDIAN	D1-1	SEMINOLE HIGHWAY	84 x 15	---	---	---	---	---	2	---	---	---	---	EXISTING SIGN; MOUNT ON SAME POLE AS E5-6
	E5 - 6	40+01 PD	MEDIAN	D1-2	MARKETPLACE DRIVE/PINEWAY TRAIL	50 x 36	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; MOUNT ON SAME POLE AS E5-5
	E5 - 7	42+31 PD	LT	W11-8	FIRE STATION TRUCK CROSSING SYMBOL	30 x 30	---	---	---	---	---	1	---	---	---	---	EXISTING SIGN
	E5 - 8	42+31 PD	MEDIAN	W11-8	FIRE STATION TRUCK CROSSING SYMBOL	30 x 30	---	---	---	---	---	---	---	---	1	1	EXISTING SIGN
	6 - 1	45+87 PD	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 2	46+29 PD	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 3	47+74 PD	LT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 4	47+62 PD	MEDIAN	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 5	6+17 SH	RT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 6	45+75 PD	RT	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 7	47+55 PD	MEDIAN	R1-1F	STOP (FOLDING)	30 x 30	---	5.18	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 8	45+92 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 9	50+57 PD	MEDIAN	W12-1D	DOUBLE DOWN ARROWS	24 x 24	---	---	4.00	---	---	---	1	---	---	1	
	6 - 10	44+83 PD	LT	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	---	1	---	---	---	---	40 MPH
	6 - 11	45+31 PD	LT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	5.00	---	---	---	1	---	---	---	---	---	
	6 - 11	45+31 PD	LT	R3-17B	BIKE LANE ENDS PLAQUE	30 x 12	2.50	---	---	---	---	---	---	---	---	---	
	6 - 12	8+47 SH	RT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	5.00	---	---	---	---	1	---	---	---	---	MOUNT ON SAME POST AS E6-11
	6 - 13	45+87 PD	MEDIAN	R3-4	NO UTURN SYMBOL	24 x 24	4.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 14	47+41 PD	RT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 15	5+18 SH	LT	R2-1	SPEED LIMIT_ MPH	30 x 36	7.50	---	---	---	---	1	---	---	---	---	40 MPH
	6 - 16	4+13 SH	RT	R4-4	BEGIN RIGHT TURN LANE YIELD TO BIKES	36 x 30	7.50	---	---	---	---	1	---	---	---	---	
	6 - 17	4+93 SH	LT	R4-4	BEGIN RIGHT TURN LANE YIELD TO BIKES	36 x 30	7.50	---	---	---	---	1	---	---	---	---	
	6 - 18	51+69 PD	MEDIAN	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	6.00	---	---	---	---	1	---	---	---	---	
	6 - 19	51+89 PD	LT	R4-4	BEGIN RIGHT TURN LANE YIELD TO BIKES	36 x 30	7.50	---	---	---	1	---	---	---	---	---	
	6 - 20	47+62 PD	MEDIAN	R3-4	NO UTURN SYMBOL	24 x 24	4.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 21	47+57 PD	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	---	---	---	---	---	---	---	MOUNT ON SIGNAL POLE
	6 - 22	5+70 SH	LT	R3-17	BIKE LANE (BIKE SYMBOL)	30 x 24	5.00	---	---	---	1	---	---	---	---	---	
	6 - 23	5+53 SH	RT	R3-7R	RIGHT LANE MUST TURN RIGHT	30 x 30	6.25	---	---	---	---	1	---	---	---	---	
	6 - 24	3+10 SH	RT	R3-7L	LEFT LANE MUST TURN LEFT	30 x 30	6.25	---	---	---	---	1	---	---	---	---	
	E6 - 5	46+14 PD	LT	M1-94H	S SEMINOLE HWY	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; MOUNT ON SIGNAL ARM
	E6 - 8	5+89 SH	LT	M1-94H	MCKEE RD - CTH PD	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; MOUNT ON SIGNAL ARM
	E6 - 11	8+47 SH	RT	---	TRUCKS OVER 8,000 LBS PROHIBITED	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; MOUNT ON SAME POST AS 6-12
	E6 - 12	7+73 SH	RT	M1-94H	MCKEE RD - CTH PD	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; MOUNT ON SIGNAL ARM
	E6 - 13	7+84 SH	RT	---	SEMINOLE VILLAGE POND	48 x 24	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; REMOVE AND RELOCATE POND SIGN REQ'D
	E6 - 16	47+43 PD	RT	M1-94H	S SEMINOLE HWY	--- x ---	---	---	---	---	---	---	---	---	---	---	EXISTING SIGN; MOUNT ON SIGNAL ARM
	E6 - 22	51+37 PD	MEDIAN	D1-1	SEMINOLE HWY	50 x 36	---	---	---	---	---	2	---	---	---	---	EXISTING SIGN
	7 - 1	12+32 SH	LT	R4-4	BEGIN RIGHT TURN LANE YIELD TO BIKES	36 x 30	7.50	---	---	---	1	---	---	---	---	---	
	7 - 2	11+17 SH	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	---	---	1	---	---	---	---	25 MPH
	7 - 3	12+69 SH	RT	W1-2R	RIGHT CURVE	30 x 30	---	---	6.25	---	---	1	---	---	---	---	
	7 - 4	12+65 SH	LT	R3-8	LEFT ONLY/AHEAD ONLY/RIGHT ONLY	54 x 30	11.25	---	---	---	2	---	---	---	---	---	
	7 - 5	13+95 SH	LT	w3-3	SIGNAL AHEAD	36 x 36	---	---	9.00	---	---	1	---	---	---	---	
	8 - 1	13+79 SP	LT	R1-1	STOP	18 x 18	1.86	---	---	1	---	---	---	---	---	---	
	8 - 2	3+75 BT	RT	D1-2	TWO DESTINATIONS (ARROWS)	36 x 12	3.00	---	---	1	---	---	---	---	---	---	WEST MCKEE RD & EAST MCKEE RD W/ ARROWS
	8 - 3	3+75 BT	RT	D1-1	ONE DESTINATION (ARROW)	36 x 8	2.00	---	---	---	---	---	---	---	---	---	EAST MCKEE RD W/ ARROW; MOUNT ON SAME POST AS SIGN 8-2
	8 - 4	14+77 SP	LT	W3-1	STOP AHEAD	18 x 18	---	---	2.25	1	---	---	---	---	---	---	
	8 - 5	113+40 NP	RT	W3-1	STOP AHEAD	18 x 18	---	---	2.25	---	1	---	---	---	---	---	
	8 - 6	13+90 BT	RT	D1-1	ONE DESTINATION (ARROW)	36 x 8	2.00	---	---	---	---	---	---	---	---	---	WEST MCKEE RD W/ ARROW; MOUNT ON SAME POST AS 8-7
	8 - 7	13+90 BT	RT	D1-2	TWO DESTINATIONS (ARROWS)	36 x 12	3.00	---	---	1	---	---	---	---	---	---	EAST MCKEE RD & WEST MCKEE RO W/ ARROWS
	8 - 8	14+33 BT	RT	R1-1	STOP	18 x 18	1.86	---	---	---	1	---	---	---	---	---	
					SHEET TOTALS		133.97	36.26	23.75	4	8	16	1	0	1	2	
					TOTALS		282.69	82.88	32.75	10	19	24	1	1	1	3	

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	E1-5	R7-1D	---	1	1	NO PARKING	
	E1-6	R7-1D	---	1	1	NO PARKING	
	E1-7	---	---	---	1	BUS STOP	SIGNS REMOVED BY OTHERS
	E1-8	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	E1-9	R3-17	---	1	1	BIKE LAKE	
	E1-10	---	---	1	2	COMMERCE PARK DRIVE	
	E1-11	R2-1	---	1	---	SPEED LIMIT 40 MPH	ON EXISTING LIGHT POLE
	E1-12	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	E1-14	---	1	---	---	MCKEE RD	MOVE TO SIGNAL POLE
	E1-15	---	1	---	---	COMMERCE PARK DR	MOVE TO SIGNAL POLE
	E2-3; E2-4	R3-17; R2-1	---	1	1	SPEED LIMIT 40 MPH; BIKE LANE	
	E2-5	---	1	---	---	SPOKE DRIVE	MOVE TO SIGNAL ARM
	E2-8; E2-9	R2-1; R4-7	---	1	---	SPEED LIMIT 40 MPH; KEEP RIGHT	ON EXISTING LIGHT POLE
	E2-10	R2-1	---	1	---	SPEED LIMIT 40 MPH	
	E2-11	---	---	1	2	SPOKE DRIVE	
	E2-12	R4-7	---	1	---	KEEP RIGHT	ON EXISTING SIGNAL POLE
	E3-5; E3-6	R1-1; ---	---	1	1	STOP; HORSES MOTOR VEHICLES HUNTING PROHIBITED	
	E3-7; E3-8	W11-1; W16-7L	---	1	---	BICYLE CROSSING; DOWN ARROW	ON EXISTING RRFB POLE
	E3-9	W11-15	---	1	---	BICYCLE AND PEDESTRIAN CROSSING	ON EXISTING RRFB POLE
	E3-10	---	---	1	---	STOP - IN MEDIAN PUSH BUTTON	ON EXISTING RRFB POLE
	E3-11; E3-12	W11-1; W16-7R	---	1	---	BICYCLE CROSSING; DOWN ARROW	ON EXISTING RRFB POLE
	E3-13	R4-7	---	1	---	KEEP RIGHT	ON EXISTING SIGNAL POLE
	E3-14	---	---	1	---	SPOKE DRIVE	MOVE TO SIGNAL POLE
	E3-15; E3-16	W11-1; WF16-2A	---	1	1	BICYCLE CROSSING; 300 FT	
	E3-17; E3-18	W11-1; WF16-2A	---	1	1	BICYCLE CROSSING; 300 FT	
	E3-19	R2-1	---	1	---	SPEED LIMIT 40 MPH	ON EXISTING LIGHT POLE
	E3-20; E3-21	R2-1; R3-17	---	1	1	SPEED LIMIT 40 MPH; BIKE LANE	
	E3-22	---	1	---	2	SPOKE DRIVE NEXT SIGNAL	MOVE TO 30+21 PD, MEDIAN
	E3-23; E3-24	W11-1; W16-7R	---	1	---	BICYCLE CROSSING; DOWN ARROW	ON EXISTING RRFB POLE
	E3-25	---	---	1	---	STOP - IN MEDIAN PUSH BUTTON	ON EXISTING RRFB POLE
	E3-26	W11-15	---	1	---	BICYCLE AND PEDESTRIAN CROSSING	ON EXISTING PEDESTRIAN POLE
	E3-27; E3-28	W11-1; W16-7L	---	1	---	BICYCLE CROSSING; DOWN ARROW	ON EXISTING RRFB POLE
	E3-29; E3-30	R1-1; ---	---	1	1	STOP; HORSES MOTOR VEHICLES HUNTING PROHBITED	
	E3-31	W3-1	---	1	1	STOP AHEAD	
	E4-1	W11-8	1	---	---		ON EXISTING LIGHT POLE; MOVE TO 36+14 PD RT
	E4-2	W11-8	1	---	1		MOVE TO 36+14 PD RT
		SHEET TOTALS	6	29	20		

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	E4-3	---	1	---	2	MARKETPLACE DR/PINEWAY TR	MOVE TO 33+49 PD, MEDIAN
	E4-4; E4-5	W11-1; W16-2A	---	1	1	BICYCLE CROSSING; 300 FT	
	E4-6; E4-7	W11-1; W16-2A	---	1	1	BICYCLE CROSSING; 300 FT	
	E4-8	R2-1	---	1	---	SPEED LIMIT 40 MPH	ON EXISTING LIGHT POLE
	E4-9; E4-10	R2-1; R3-17	---	1	1	SPEED LIMIT 40 MPH; BIKE LANE	
	E4-11; E4-12	---; R4-7	1	1	1	PINEWAY TR; KEEP RIGHT	MOVE TO 37+60 PD. LT
	E4-16	R4-7	---	1	1	KEEP RIGHT	
	E4-17; E4-18	R1-1; ---	1	1	1	STOP; MARKETPLACE DR	MOVE TO 37+78 PD, RT
	E5-1; E5-2	R3-17; R2-1	---	1	1	BIKE LANE; STOP	
	E5-3; E5-4	R2-1; R10-64	1	1	---	SPEED LIMIT 40 MPH; WEIGHT RESTRICTION	ON EXISTING LIGHT POLE; MOVE TO LIGHT POLE
	E5-5; E5-6	---; ---	2	---	2	SEMINOLE HWY; MARKETPLACE DR/PINEWAY TR	MOVE TO 40+01 PD, MEDIAN
	E5-7	W11-8	1	---	1	FIRE STATION	MOVE TO 41+32 PD LT
	E5-8	W11-8	1	---	---	FIRE STATION	ON EXISTING LIGHT POLE; MOVE TO 41+32 PD LT
	E6-1	R3-17	---	1	1	BIKE LANE	
	E6-2; E6-3	R2-1; M1-5A	---	1	1	SPEED LIMIT 40 MPH; CTH PD	
	E6-4; E6-7	R3-4; R4-7	---	1	---	NO U-TURN; KEEP RIGHT	ON EXISTING SIGNAL POLE
	E6-5	---	1	---	---	S SEMINOLE HWY	ON EXISTING SIGNAL ARM; MOVE TO 46+14 PD LT
	E6-6	R1-1F	---	1	---	STOP - FOLDING	ON EXISTING SIGNAL POLE
	E6-8	---	---	1	---	MCKEE RD-CTH PD	ON EXISTING SIGNAL ARM; MOVE TO 5+89 SH LT
	E6-9	R4-4	---	1	1	BEGIN RIGHT, YEILD TO BIKES	
	E6-10	R1-1F	---	1	---	STOP - FOLDING	ON EXISTING SIGNAL POLE
	E6-11	R10-64	1	---	1	WEIGHT LIMIT	
	E6-12	---	---	1	---	MCKEE RD-CTH PD	ON EXISTING SIGNAL ARM; MOVE TO 7+73 SH RT
	E6-13	---	1	---	2	SEMINOLE VILLAGE POND	MOVING POND SIGN REQ'D
	E6-14; E6-15	R3-4; R4-7	---	1	---	NO U-TURN; KEEP RIGHT	ON EXISTING SIGNAL POLE
	E6-16	---	1	---	---	S SEMINOLE HWY	ON EXISTING SIGNAL ARM; MOVE TO 47+43 PD RT
	E6-17	---	---	---	1	BUS STOP	SIGNS REMOVED BY OTHERS
	E6-22	D1-1	1	---	2	SEMINOLE HWY	MOVE TO 51+37 PD MEDIAN
	E6-23	---	---	---	1	BUS STOP	SIGNS REMOVED BY OTHERS
	E7-1	R2-1	---	1	1	SPEED LIMIT 40 MPH	
	E7-2	W1-2R	1	---	1	CURVE RIGHT	
	E7-3	R3-8W	1	---	1	LANE ASSIGNMENT	
	E7-7	W3-3	---	1	1	STOP LIGHT AHEAD	
		SHEET TOTALS	15	20	26		
		TOTALS	21	49	46		

MARKING SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	4-INCH (WHITE SKIP) (12.5' SEG. 37.5' GAP) LF	4-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF	4-INCH (YELLOW) LF	4-INCH (DOUBLE YELLOW) LF	SPV.0090.010 6-INCH (WHITE) LF	646.3020 8-INCH (WHITE) LF	8-INCH (WHITE SKIP) (3' SEG. 9' GAP) LF	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.8120 CURB EPOXY (YELLOW) LF	646.8220 ISLAND NOSE EPOXY (YELLOW) EACH	646.7120 DIAGONAL EPOXY 12-INCH (YELLOW) LF	SPV.0090.011 CROSSWALK EPOXY 12-INCH (WHITE) LF	SPV.0090.012 CHEVRON EPOXY 8-INCH (WHITE) LF	646.7520 MARKING CROSSWALK EPOXY LADDER PATTERN 24-INCH (WHITE) LF	SPV.0165.011 MARKING GREEN EPOXY SF
0010	EB CTH PD	14+46 PD - 47+94 PD	RT	42	2,930	41	---	---	---	1,700	---	105	160	4	---	870	295	36	2,950
	WB CTH PD	14+46 PD - 51+89 PD	LT	355	3,460	300	6	12	---	1,860	90	180	165	8	5	725	---	95	3,440
	COMMERCE PARK DRIVE	1+57 CP - 4+22 CP	RT	---	---	---	---	480	---	250	115	28	---	---	---	115	---	---	---
	SEMINOLE HIGHWAY	4+14 SH - 14+30 SH	RT	915	605	455	---	3,090	755	1,150	300	85	---	---	87	355	---	---	1,230
			TOTALS			12,691			755		5,465	398	325	12	92	2,065	295	131	7,620

MARKING ARROWS AND WORDS SUMMARY

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	646.5020 MARKING ARROW EPOXY TYPE 2 (WHITE) EACH	TYPE 3 (WHITE) EACH	BIKE LANE (WHITE) EACH	646.5120 MARKING WORD EPOXY (WHITE) EACH	646.5220 MARING SYMBOL EPOXY (BIKE LANE) (WHITE) EACH	REMARKS
0010	EB CTH PD	14+46 PD - 47+94 PD	RT	11	---	1	2	1	ONLY
	WB CTH PD	14+46 PD - 51+89 PD	LT/RT	16	---	3	5	3	ONLY
	COMMERCE PARK DRIVE	1+57 CP - 4+22 CP	LT/RT	2	2	---	---	---	
	SEMINOLE HIGHWAY	4+14 SH - 14+30 SH	LT/RT	9	---	9	3	9	ONLY
			TOTALS		53		10	13	

SAWING

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	* 690.0150 ASPHALT LF	* 690.0250 CONCRETE LF	* SPV.0090.003 SAWING CURB HEAD LF
0010	MCKEE ROAD	14+46 PD 51+89 PD	LT/RT	425	60	---
	COMMERCE PARK DRIVE	1+57 CP 3+42 CP	LT/RT	224	8	---
	SPOKE DRIVE	1+32 SD 1+56 SD	LT/RT	94	10	11
	MARKETPLACE DRIVE/PINEWAY TRAIL	2+68 MP 4+92 MP	LT/RT	83	46	---
	SEMINOLE HIGHWAY	4+14 SH 14+30 SH	LT/RT	125	12	---
	BADGER STATE TRAIL	3+00 BT 14+59 BT	LT/RT	20	---	---
		UNDISTRIBUTED		50	5	---
			TOTALS	1,021	141	11

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONSTRUCTION STAKING

CATEGORY	PROJECT LOCATION	STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH	650.9920 SLOPE STAKES LF
0010	MCKEE ROAD	14+46 PD - 51+89 PD	LT/RT	3,740	3,740	---	24	3,740
		SUBTOTALS		3,740	3,740	0	24	3,740
	COMMERCE PARK DRIVE	1+57 CP - 3+85 CP	LT/RT	230	230	---	1	230
		SUBTOTALS		230	230	0	1	230
	SPOKE DRIVE	1+32 SD - 1+56 SD	LT/RT	24	24	---	1	24
		SUBTOTALS		24	24	0	1	24
	MARKETPLACE DRIVE/ PINEWAY TRAIL	2+68 MP - 3+49 MP	LT/RT	81	81	---	3	81
		4+16 MP - 4+92 MP	LT/RT	76	76	---	3	76
		SUBTOTALS		157	157	0	6	157
	SEMINOLE HIGHWAY	2+67 SH - 5+25 SH	LT	---	---	260	---	---
		4+14 SH - 6+52 SH	LT/RT	240	240	---	2	240
		7+34 SH - 14+30 SH	LT/RT	695	695	---	2	695
		SUBTOTALS		935	935	260	4	935
	BADGER STATE TRAIL	3+00 BT - 7+32 BT	LT/RT	430	430	---	---	430
		8+57 BT - 14+59 BT	LT/RT	600	600	---	---	600
		SUBTOTALS		1,030	1,030	0	0	1,030
	SOUTH RETURN PATH	13+62 SP - 17+46 SP	LT/RT	385	385	---	---	385
		SUBTOTALS		385	385	0	0	385
	NORTH RETURN PATH	108+41 NP - 114+24 NP	LT/RT	585	585	---	---	585
		SUBTOTALS		585	585	0	0	585
			TOTALS	7,086	7,086	260	36	7,086

EXCAVATION SPECIAL

CATEGORY	LOCATION	SPV.0035.001 CY
0010	UNDISTRIBUTED	250

FLUIDIZED THERMAL BACKFILL

CATEGORY	LOCATION	SPV.0035.004 CY
0010	UNDISTRIBUTED	5

UTILITY LINE OPENING (ULO)

CATEGORY	LOCATION	SPV.0060.001 EACH
0010	UNDISTRIBUTED	10

STREET SWEEPING

CATEGORY	LOCATION	SPV.0075.001 HRS
0010	UNDISTRIBUTED	100

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL AND MANAGEMENT OF CONTAMINATED GROUNDWATER

CATEGORY	LOCATION	SPV.0195.001 TON
0010	UNDISTRIBUTED	100

REMOVING SIGNAL EQUIPMENT

CATEGORY	PROJECT LOCATION	ITEM	* 204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH
0010	CTH PD & COMMERCE PARK DRIVE	EXPB-1	---	1
		EXPB-2	---	1
		EXPB-3	---	1
		EXPB-8	---	1
		EXPB-9	---	1
		EXPB-10	---	1
		EXPB-11	---	1
		EXPB-13	---	1
		EXPB-14	---	1
		EXPB-15	---	1
		EXSB-1	1	---
		EXSB-2	1	---
		EXSB-6	1	---
		EXSB-7	1	---
		EXSB-8	1	---
		EXSB-9	1	---
		EXSB-10	1	---
		SUBTOTALS	7	10
	CTH PD & SPOKE DRIVE	EXPB-1	---	1
		EXPB-2	---	1
		EXPB-3	---	1
		EXPB-4	---	1
		EXPB-5	---	1
		EXSB-2	1	---
		EXSB-3	1	---
		EXSB-4	1	---
		EXSB-5	1	---
		EXSB-6	1	---
		EXSB-7	1	---
		EXPB-8	1	---
		SUBTOTALS	7	5

CON'T ON RIGHT

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVING SIGNAL EQUIPMENT (CON'T)

CATEGORY	PROJECT LOCATION	ITEM	* 204.0195 REMOVING CONCRETE BASES EACH	653.0905 REMOVING PULL BOXES EACH
0010 (CON'T)	CTH PD & BADGER STATE TRAIL	EXSB-1	1	---
		EXSB-2	1	---
		EXSB-3	1	---
		EXSB-4	1	---
		EXSB-5	1	---
		EXSB-6	1	---
		SUBTOTALS	6	0
	CTH PD & SEMINOLE HIGHWAY	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
		EXPB-13	---	1
		EXPB-14	---	1
		EXPB-15	---	1
		EXPB-16	---	1
		EXSB-1	1	---
		EXSB-2	1	---
		EXSB-3	1	---
		EXSB-4	1	---
		EXSB-5	1	---
		EXSB-6	1	---
		EXSB-7	1	---
		EXSB-8	1	---
		EXSB-9	1	---
		EXPB-10	1	---
		SUBTOTALS	10	16
		TOTALS	30	31

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	PROJECT LOCATION	LOCATION	STATION	OFFSET	* 652.0700.S EACH
0010	CTH PD & COMMERCE PARK DRIVE	STUB (EXCB-1)	15+04 PD	96'RT	1
		STUB (SB-2)	14+28 PD	81'RT	1
		STUB (SB-3)	14+07 PD	61'RT	1
		STUB (PB-4)	14+07 PD	60'RT	1
		STUB (PB-5)	14+07 PD	57'RT	1
		STUB (PB-8)	14+28 PD	66'LT	1
				SUBTOTAL	6
	CTH PD & SPOKE DRIVE	STUB (EXCB-1)	27+12 PD	85'LT	1
		STUB (EXCB-1)	27+21 PD	81'LT	1
		STUB (EXSB-10)	27+09 PD	79'LT	1
		STUB (EXSB-1)	27+43 PD	54'LT	1
		STUB (EXSB-1)	26+23 PD	77'LT	1
				SUBTOTAL	5
	CTH PD & SEMINOLE HIGHWAY	STUB (EXCB-1)	45+98 PD	110'RT	1
		STUB (EXCB-1)	46+02 PD	113'RT	1
				SUBTOTAL	2
				TOTAL	13

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

REMOVE CABLE

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	674.0300 LF
0010	CTH PD & SPOKE DRIVE	EXCB-1	EXSB-1	34
		EXCB-1	EXPB-1	85
		EXCB-1	EXSB-10	10
		EXSB-1	HEADS	20
		EXSB-9	HEADS	35
		EXSB-10	HEADS	45
		EXPB-5	EXSB-9	20
		EXPB-5	EXCB-1	91
			SUBTOTAL	340
	CTH PD & SEMINOLE HIGHWAY	EXCB-1	EXPB-14	28
			SUBTOTAL	28
			TOTAL	368

TRAFFIC SIGNAL CONDUIT SUMMARY

CATEGORY	PROJECT LOCATION	LOCATION FROM	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	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
0010	CTH PD & COMMERCE PARK DRIVE	PB-3	STUB	4	---	---	---	---
		PB-3	STUB	4	---	---	---	---
		PB-3	STUB	---	---	12	---	---
		PB-3	STUB	---	56	---	---	---
		PB-2	STUB	4	---	---	---	---
		PB-2	PB-1	---	---	155	---	---
		PB-1	EXCB-1	---	51	---	---	---
		PB-1	SB-1	7	---	---	---	---
		PB-1	PB-15	---	135	---	---	---
		PB-15	SB-10	---	21	---	---	---
		PB-15	PB-13	---	---	72	---	---
		PB-13	SB-9	15	---	---	---	---
		PB-13	PB-14	28	---	---	---	---
		PB-13	PB-11	---	---	110	---	---
		PB-11	SB-8	15	---	---	---	---
		PB-11	PB-12	17	---	---	---	---
		PB-12	PB-18	270	---	---	---	---
		PB-11	PB-10	---	140	---	---	---
		PB-10	SB-7	17	---	---	---	---
		PB-10	PB-9	---	---	88	---	---
		PB-9	STUB	---	10	---	---	---
				381	413	437	0	0
	CTH PD & SPOKE DRIVE	PB-15	PB-6	275	---	---	---	---
		PB-6	PB-5	12	---	---	---	---
		PB-5	PB-4	---	360	---	---	---
		PB-5	SB-6	12	---	---	---	---
		PB-5	SB-5	67	---	---	---	---
		PB-5	SB-4	85	---	---	---	---
		PB-5	PB-7	---	---	88	---	---
		PB-7	SB-7	12	---	---	---	---
		PB-7	PB-8	26	---	---	---	---
		PB-7	PB-9	---	---	64	---	---
		PB-9	SB-8	---	15	---	---	---
		PB-9	PB-10	---	150	---	---	---
		PB-10	STUB	2	---	---	---	---
		PB-10	PB-11	---	---	---	---	86
		PB-11	PB-12	18	---	---	---	---
		PB-11	PB-13	---	---	---	---	74
		PB-13	EXSB-10	4	---	---	---	---
		PB-13	EXCB-1	---	10	---	---	---
		STUB	PB-1	---	92	---	---	---
		PB-1	STUB	13	---	---	---	---
		PB-1	PB-14	275	---	---	---	---
		PB-1	PB-2	---	---	120	---	---
		PB-2	SB-2	10	---	---	---	---
		PB-2	PB-3	27	---	---	---	---
		PB-2	PB-4	---	---	64	---	---
		PB-4	SB-3	---	10	---	---	---
				838	637	336	0	160
	CTH PD & MARKETPLACE DRIVE	PB-5	PB-4	---	---	150	---	---
		PB-5	SB-5	7	---	---	---	---
		PB-5	PB-6	---	---	185	---	---
		PB-6	SB-6	10	---	---	---	---
		PB-6	PB-7	---	---	66	---	---
		PB-7	SB-7	9	---	---	---	---
		PB-7	PB-8	---	110	---	---	---
		PB-8	SB-8	13	---	---	---	---
		PB-8	PB-9	---	---	155	---	---

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON RIGHT

TRAFFIC SIGNAL CONDUIT SUMMARY (CON'T)

CATEGORY	PROJECT LOCATION	LOCATION FROM	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	652.0605 CONDUIT SPECIAL 2-INCH LF	652.0615 CONDUIT SPECIAL 3-INCH LF
		PB-9	SB-9	12	---	---	---	---
0010 (CON'T)	CTH PD & MARKETPLACE DRIVE (CON'T)	PB-9	CB-1	---	26	---	---	---
		CB-1	PB-1	---	20	---	---	---
		PB-1	SB-1	17	---	---	---	---
		PB-1	PB-2	---	---	140	---	---
		PB-2	SB-2	5	---	---	---	---
		PB-2	PB-3	---	---	70	---	---
		PB-3	SB-3	10	---	---	---	---
		PB-3	PB-4	---	92	---	---	---
		PB-4	SB-4	10	---	---	---	---
		PB-4	PB-10	215	---	---	---	---
		PB-10	PB-11	150	---	---	50	---
		PB-11	SB-10	21	---	---	---	---
				479	248	766	50	0
	CTH PD & SEMINOLE HIGHWAY	PB-18	PB-2	285	---	---	---	---
		PB-2	PB-1	39	---	---	---	---
		PB-1	SB-1	16	---	---	---	---
		PB-1	STUB	---	94	---	---	---
		PB-1	PB-3	---	---	145	---	---
		PB-3	PB-4	31	---	---	---	---
		PB-3	SB-2	7	---	---	---	---
		PB-3	PB-5	---	---	110	---	---
		PB-5	SB-3	---	16	---	---	---
		PB-5	PB-6	---	82	---	---	---
		PB-6	SB-4	13	---	---	---	---
		PB-6	PB-7	26	---	---	---	---
		PB-6	PB-8	---	---	205	---	---
		PB-8	SB-5	---	5	---	---	---
		PB-8	SB-6	11	---	---	---	---
		PB-8	PB-9	---	44	---	---	---
		PB-9	SB-7	8	---	---	---	---
		PB-9	PB-10	---	---	96	---	---
		PB-9	PB-17	310	---	---	---	---
		PB-10	PB-11	---	---	44	---	---
		PB-10	SB-8	20	---	---	---	---
		PB-11	PB-12	31	---	---	---	---
		PB-11	SB-9	10	---	---	---	---
		PB-11	PB-13	---	---	68	---	---
		PB-13	SB-10	---	12	---	---	---
		PB-13	PB-14	---	110	---	---	---
		PB-14	SB-11	17	---	---	---	---
		PB-14	PB-15	21	---	---	---	---
		PB-14	PB-16	---	---	170	---	---
		PB-16	SB-12	---	8	---	---	---
		PB-16	SB-13	7	---	---	---	---
		PB-16	STUB	---	58	---	---	---
				852	429	838	0	0
				2,550	1,727	2,377	50	160

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LOOP DETECTOR INSTALLATION

CATEGORY	PROJECT LOCATION	LOOP NO.	STATION	LOCATION	SIZE FT X FT	NO. OF TURNS	652.0900 LOOP DETECTOR SLOTS LF	652.0800 CONDUIT LOOP DETECTOR LF	655.0700 LOOP DETECTOR LEAD IN CABLE LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
0010	CTH PD & COMMERCE PARK DRIVE	21	15+33.6 PD	27.5'LT	6 X 20	3	---	70	290	205	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		22	15+33.9 PD	15.5'LT	6 X 20	3	---	81	290	230	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		23	18+32.2 PD	27.5'LT	6 X 20	4	---	66	580	280	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		24	18+32.2 PD	15.5'LT	6 X 20	4	---	72	580	265	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		41	14+49.2 PD	60.1'LT	6 X 12	4	---	51	390	190	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		51	15+56.2 PD	5.3'LT	6 X 6	4	---	40	220	175	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		52	15+72.2 PD	5.3'LT	6 X 20	3	---	66	220	215	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		81	14+87.0 PD	80.6'RT	6 X 20	3	---	80	54	255	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	14+71.6 PD	81.8'RT	6 X 20	3	---	83	54	235	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
	SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)						0	609	2,678	2,050	
	CTH PD & SPOKE DRIVE	11	25+50.4 PD	5.0'RT	6 X 6	4	---	38	340	165	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		12	25+34.4 PD	5.0'RT	6 X 20	4	---	66	340	280	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		21	27+36.5 PD	27.5'LT	6 X 20	3	---	73	84	215	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		22	27+36.5 PD	15.5'LT	6 X 20	3	---	85	84	235	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		23	30+34.5 PD	27.5'LT	6 X 20	4	---	64	380	270	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		24	30+34.5 PD	15.5'LT	6 X 20	4	---	71	380	260	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		41	26+36.3 PD	83.0'LT	6 X 20	3	58	59	155	185	LOOP DETECTOR INSTALLED IN EXISTING ASPHALT PAVEMENT
		42	26+53.3 PD	82.8'LT	6 X 20	3	57	62	130	190	LOOP DETECTOR INSTALLED IN EXISTING ASPHALT PAVEMENT
		43	26+53.8 PD	112.8'LT	6 X 20	3	59	65	130	195	LOOP DETECTOR INSTALLED IN EXISTING ASPHALT PAVEMENT
		51	27+58.5 PD	5.0'LT	6 X 6	4	---	38	205	165	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		52	27+74.5 PD	5.0'LT	6 X 20	3	---	68	205	220	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		61	25+72.4 PD	27.5'RT	6 X 20	4	---	66	385	280	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		62	25+72.4 PD	15.5'RT	6 X 20	4	---	71	385	260	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		63	22+74.4 PD	27.5'RT	6 X 20	5	---	64	680	335	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		64	22+74.4 PD	15.5'RT	6 X 20	5	---	71	680	315	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
	SUBTOTALS (CTH PD & SPOKE DRIVE)						174	961	4,563	3,570	
	CTH PD & SEMINOLE HIGHWAY	11	45+60.3 PD	5.0'RT	6 X 6	4	---	36	215	160	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		12	45+44.3 PD	5.0'RT	6 X 20	3	---	74	215	235	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		21	47+70.9 PD	27.0'LT	6 X 20	4	---	96	365	400	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		22	47+72.9 PD	16.0'LT	6 X 20	4	---	120	365	485	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		23	50+76.8 PD	22.1'LT	6 X 20	5	---	74	740	320	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		24	50+76.8 PD	11.1'LT	6 X 20	5	---	85	740	340	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		31	46+62.1 PD	89.5'RT	6 X 20	3	---	100	210	270	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		32	46+56.5 PD	119.0'RT	6 X 20	3	---	105	210	280	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		41	46+60.9 PD	62.6'LT	6 X 20	4	---	76	345	320	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		42	46+77.2 PD	63.4'LT	6 X 20	4	---	78	345	275	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		51	47+88.6 PD	5.2'RT	6 X 6	5	---	38	360	205	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		52	48+04.6 PD	5.0'RT	6 X 20	3	---	68	360	220	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		61	45+76.5 PD	38.0'RT	6 X 20	3	---	70	140	205	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		62	45+76.5 PD	27.0'RT	6 X 20	3	---	81	140	230	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		63	42+72.6 PD	38.5'RT	6 X 20	4	---	70	440	295	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		64	42+72.6 PD	26.5'RT	6 X 20	4	---	73	440	265	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		71	46+88.4 PD	64.0'LT	6 X 20	4	---	89	345	295	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		72	46+92.2 PD	93.7'LT	6 X 20	4	---	96	345	310	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
		81	46+89.4 PD	90.5'RT	6 X 20	3	---	76	210	245	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	46+73.3 PD	89.9'RT	6 X 20	3	---	90	210	245	LOOP DETECTOR PLACED IN CRUSED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
	SUBTOTALS (CTH PD & SEMINOLE HIGHWAY)						0	1,595	6,740	5,600	
						TOTALS	174	3,165	13,981	11,220	

PULL BOX SUMMARY

CATEGORY	PROJECT LOCATION	PULL BOX NUMBER	STATION	LOCATION	SPV.0060.100 PULL BOX TYPE I EACH	SPV.0060.101 PULL BOX TYPE III EACH	SPV.0060.102 PULL BOX TYPE V EACH
0010	CTH PD & COMMERCE PARK DRIVE	PB-1	15+05 PD	78.8'RT	---	---	1
		PB-2	14+29 PD	86.2'RT	---	---	1
		PB-3	14+13 PD	61.5'RT	---	---	1
		PB-9	14+34 PD	69.5'LT	---	---	1
		PB-10	14+77 PD	71.0'LT	---	---	1
		PB-11	15+44 PD	50.9'LT	---	---	1
		PB-12	15+60 PD	49.5'LT	---	1	---
		PB-13	15+45 PD	5.5'RT	---	---	1
		PB-14	15+67 PD	5.4'RT	1	---	---
		PB-15	15+50 PD	42.0'RT	---	---	1
		PB-18	18+32 PD	38.9'LT	---	1	---
		SUBTOTALS (CTH PD & COMMERCE PARK DR)			1	2	8
	CTH PD & SPOKE DRIVE	PB-1	27+57 PD	53.0'LT	---	---	1
		PB-2	27+42 PD	5.2'RT	---	---	1
		PB-3	27+69 PD	5.3'RT	1	---	---
		PB-4	27+42 PD	38.2'RT	---	---	1
		PB-5	25+65 PD	39.3'RT	---	---	1
		PB-6	25+52 PD	39.0'RT	1	---	---
		PB-7	25+65 PD	5.4'LT	---	---	1
		PB-8	25+39 PD	5.5'LT	1	---	---
		PB-9	25+62 PD	37.7'LT	---	---	1
		PB-10	26+25 PD	80.0'LT	---	---	1
		PB-11	26+68 PD	82.0'LT	---	---	1
		PB-12	26+68 PD	101.8'LT	---	1	---
		PB-13	27+06 PD	82.2'LT	---	---	1
		PB-14	30+34 PD	38.1'LT	1	---	---
		PB-15	22+75 PD	38.1'RT	1	---	---
		SUBTOTALS (CTH PD & SPOKE DR)			5	1	9
	CTH PD & MARKETPLACE DRIVE	PB-1	38+26 PD	63.9'LT	---	---	1
		PB-2	38+19 PD	7.3'RT	---	---	1
		PB-3	38+21 PD	43.6'RT	---	---	1
		PB-4	37+88 PD	74.2'RT	---	---	1
		PB-5	37+14 PD	76.0'RT	---	---	1
		PB-6	36+78 PD	5.3'LT	---	---	1
		PB-7	36+79 PD	39.2'LT	---	---	1
		PB-8	37+29 PD	63.4'LT	---	---	1
		PB-9	38+06 PD	75.4'LT	---	---	1
		PB-10	38+14 PD	273.0'RT	1	---	---
		PB-11	38+92 PD	458.7'RT	1	---	---
		SUBTOTALS (CTH PD & MARKETPLACE DR)			2	0	9
	CTH PD & SEMINOLE HIGHWAY	PB-1	45+94 PD	65.2'RT	---	---	1
		PB-2	45+56 PD	60.0'RT	1	---	---
		PB-3	45+84 PD	5.2'LT	---	---	1
		PB-4	45+53 PD	5.6'LT	1	---	---
		PB-5	45+98 PD	56.3'LT	---	---	1
		PB-6	46+40 PD	62.5'LT	---	---	1
		PB-7	46+49 PD	88.2'LT	1	---	---
		PB-8	47+44 PD	66.0'LT	---	---	1
		PB-9	47+63 PD	53.4'LT	---	---	1
		PB-10	47+75 PD	4.5'LT	---	---	1

CON'T ON RIGHT

PULL BOX SUMMARY (CON'T)

CATEGORY	PROJECT LOCATION	PULL BOX NUMBER	STATION	LOCATION	SPV.0060.100 PULL BOX TYPE I EACH	SPV.0060.101 PULL BOX TYPE III EACH	SPV.0060.102 PULL BOX TYPE V EACH
0010 (CON'T)	CTH PD & SEMINOLE HIGHWAY (CON'T)	PB-11	47+68 PD	16.3'RT	---	---	1
		PB-12	48+00 PD	15.3'RT	1	---	---
		PB-13	47+31 PD	56.4'RT	---	---	1
		PB-14	47+01 PD	88.3'RT	---	---	1
		PB-15	47+00 PD	98.1'RT	1	---	---
		PB-16	46+14 PD	87.6'RT	---	---	1
		PB-17	50+77 PD	48.4'LT	1	---	---
		PB-18	42+73 PD	51.5'RT	1	---	---
		SUBTOTALS (CTH PD & SEMINOLE HWY)			7	0	11
				TOTALS	15	3	37

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
0010	CTH PD & COMMERCE PARK DRIVE	EXCB-1	SB-4	285	---
			POLE	---	246
		EXCB-1	SB-9	210	---
			POLE	---	246
			SUBTOTALS	495	492
	CTH PB & SPOKE DRIVE	EXCB-1	EXSB-9	165	---
			POLE	---	123
		EXSB-9	SB-7	180	---
			POLE	---	246
		EXCB-1	EXSB-10	55	---
			POLE	---	123
		EXSB-10	SB-2	210	---
			POLE	---	246
			SUBTOTALS	610	738
	CTH PB & MARKETPLACE DRIVE	CB-1	SB-2	140	---
			POLE	---	246
		CB-1	SB-6	275	---
			POLE	---	246
			SUBTOTALS	415	492
	VERONA ROAD & CTH PD	EXCB-1	SB-2	180	---
			POLE	---	246
		SB-2	SB-5	285	---
			POLE	---	123
		EXCB-1	SB-12	81	---
			POLE	---	123
		SB-12	SB-8	330	---
			POLE	---	246
			SUBTOTALS	876	738
			TOTALS	2,396	2,460

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC SIGNAL BASES

CATEGORY	LOCATION	EQUIPMENT NO.	STATION	OFFSET	654.0110 CONCRETE BASES TYPE 10 EACH	654.0113 CONCRETE BASES TYPE 13 EACH	SPV.0060.103 CONCRETE BASES TYPE G EACH	SPV.0060.104 CONCRETE BASES TYPE P EACH	SPV.0060.105 CONCRETE BASES TYPE LB-3 EACH	SPV.0060.106 CONCRETE BASES TYPE LB-8 EACH	657.0100 PEDESTAL BASES EACH	SPV.0060.107 TRANSFORMER BASE STEEL 16-INCH EACH	SPV.0060.108 TRANSFORMER BASE STEEL 20-INCH EACH
0010	CTH PD &	SB-1	15+07 PD	74.2' RT	---	---	1	---	---	---	1	---	---
	COMMERCE PARK DRIVE	SB-7	14+95 PD	65.2' LT	---	---	1	---	---	---	1	---	---
		SB-8	15+28 PD	53.3' LT	---	---	1	---	---	---	1	---	---
		SB-9	15+30 PD	6.0' RT	---	---	---	---	1	---	---	1	---
		SB-10	15+31 PD	42.7' RT	1	---	---	---	---	---	---	---	---
		SUBTOTALS (CTH PD & COMMERCE PARK DR)			1	0	3	0	1	0	3	1	0
	CTH PD &	SB-2	27+32 PD	5.5' RT	---	---	---	---	1	---	---	1	---
	SPOKE DRIVE	SB-3	27+32 PD	40.1' RT	1	---	---	---	---	---	---	---	---
		SB-4	26+51 PD	38.5' RT	---	---	1	---	---	---	1	---	---
		SB-5	26+33 PD	38.5' RT	---	---	1	---	---	---	1	---	---
		SB-6	25+78 PD	40.6' RT	---	---	1	---	---	---	1	---	---
		SB-7	25+77 PD	5.5' LT	---	---	---	---	1	---	---	1	---
		SB-8	25+77 PD	41.8' LT	1	---	---	---	---	---	---	---	---
		SUBTOTALS (CTH PD & SPOKE DR)			2	0	3	0	2	0	3	2	0
	CTH PD &	SB-1	38+14 PD	50.4' LT	---	---	1	---	---	---	1	---	---
	MARKETPLACE DRIVE	SB-2	38+14 PD	7.0' RT	---	---	---	---	---	1	---	---	1
		SB-3	38+11 PD	46.0' RT	---	---	---	---	---	1	---	---	1
		SB-4	37+80 PD	70.7' RT	---	---	1	---	---	---	1	---	---
		SB-5	37+11 PD	69.3' RT	---	---	---	---	---	1	---	---	1
		SB-6	36+89 PD	5.4' LT	---	---	---	---	---	1	---	---	1
		SB-7	36+89 PD	39.2' LT	---	---	---	---	---	1	---	---	1
		SB-8	37+22 PD	54.2' LT	---	---	1	---	---	---	1	---	---
		SB-9	38+04 PD	62.9' LT	---	---	---	---	---	1	---	---	1
		SB-10	38+99 PD	478.9' RT	---	---	1	---	---	---	1	---	---
		CB-1	38+17 PD	68.5' LT	---	---	---	1	---	---	---	---	---
		SUBTOTALS (CTH PD & MARKETPLACE DR)			0	0	4	1	0	6	4	0	6
	CTH PD &	SB-1	45+78 PD	62.6' RT	---	---	1	---	---	---	1	---	---
	SEMINOLE HIGHWAY	SB-2	45+89 PD	5.0' LT	---	---	---	---	1	---	---	1	---
		SB-3	46+15 PD	46.6' LT	---	1	---	---	---	---	---	---	---
		SB-4	46+28 PD	55.5' LT	---	---	1	---	---	---	1	---	---
		SB-5	47+42 PD	71.8' LT	---	1	---	---	---	---	---	---	---
		SB-6	47+55 PD	61.1' LT	---	---	1	---	---	---	1	---	---
		SB-7	47+72 PD	54.5' LT	---	---	1	---	---	---	1	---	---
		SB-8	47+53 PD	4.8' LT	---	---	---	---	1	---	--	1	---
		SB-9	47+59 PD	16.5' RT	---	---	1	---	---	---	1	---	---
		SB-10	47+43 PD	54.2' RT	1	---	---	---	---	---	---	---	---
		SB-11	47+16 PD	84.2' RT	---	---	1	---	---	---	1	---	---
		SB-12	46+14 PD	96.0' RT	---	1	---	---	---	---	---	---	---
		SB-13	46+09 PD	82.0' RT	---	---	1	---	---	---	1	---	---
		SUBTOTALS (CTH PD & SEMINOLE HWY)			1	3	7	0	2	0	7	2	0
				TOTALS	4	3	17	1	5	6	17	5	6

TRAFFIC SIGNAL POLES

CATEGORY	LOCATION	EQUIPMENT NO.	STATION	OFFSET	657.0345 POLES TYPE 9 EACH	657.0355 POLES TYPE 12 EACH	657.0360 POLES TYPE 13 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	SPV.0060.112 POLE 20-FOOT 7 GAUGE EACH	SPV.0060.113 POLE 30-FOOT 7 GAUGE EACH	SPV.0060.114 POLE 30-FOOT 11 GAUGE EACH	657.0530 MONOTUBE ARMS 30-FT EACH	657.0535 MONOTUBE ARMS 35-FT EACH	657.0550 MONOTUBE ARMS 50-FT EACH	657.0555 MONOTUBE ARMS 55-FT EACH	SPV.0060.115 TROMBONE ARMS 12-FT EACH	657.0585 TROMBONE ARMS 15-FT EACH	657.0590 TROMBONE ARMS 20-FT EACH	657.0595 TROMBONE ARMS 25-FT EACH	657.0614 LUMINAIRE ARMS SINGLE MEMBER 4-INCH CLAMP 8-FT EACH	657.0808 LUMINAIRE ARMS STEEL 8-FT EACH	658.0500 PEDESTRIAN PUSH BUTTONS EACH	SPV.0060.110 LUMINAIRES UTILITY LED-C-CITY OF FITCHBURG EACH
0010	CTH PD & COMMERCE PARK DRIVE	SB-1	15+07 PD	74.2' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-7	14+95 PD	65.2' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-8	15+28 PD	53.3' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-9	15+30 PD	6.0' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	2	---	1	2
		SB-10	15+31 PD	42.7' RT	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
	SUBTOTALS (CTH PD & COMMERCE PARK DR)				1	0	0	0	3	0	0	0	1	1	0	0	0	0	0	0	0	0	2	0	5	2
	CTH PD & SPOKE DRIVE	SB-2	27+32 PD	5.5' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	2	---	1	2
		SB-3	27+32 PD	40.1' RT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-4	26+51 PD	38.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-5	26+33 PD	38.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-6	25+78 PD	40.6' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-7	25+77 PD	5.5' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	2	---	1	2
		SB-8	25+77 PD	41.8' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		EXSB-9	26+22 PD	75.3' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		EXSB-10	27+11 PD	74.9' LT	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	SUBTOTALS (CTH PD & SPOKE DR)				0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	6	4
	CTH PD & MARKETPLACE DRIVE	SB-1	38+14 PD	50.4' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-2	38+14 PD	7.0' RT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	2	---	---	2
		SB-3	38+11 PD	46.0' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
		SB-4	37+84 PD	61.5' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-5	37+11 PD	67.1' RT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	2	---	---	---	---	---
		SB-6	36+89 PD	5.4' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	2	---	---	2
		SB-7	36+89 PD	39.2' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
		SB-8	37+22 PD	54.2' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
		SB-9	38+04 PD	62.9' LT	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	---
		SB-10	38+99 PD	478.9' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
	SUBTOTALS (CTH PD & MARKETPLACE DR)				0	0	0	1	3	0	4	2	0	0	0	0	0	2	2	2	1	4	0	0	4	
	CTH PD & SEMINOLE HIGHWAY	SB-1	45+78 PD	62.6' RT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-2	45+89 PD	5.0' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	1	2
		SB-3	46+15 PD	46.6' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---
		SB-4	46+28 PD	55.5' LT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-5	47+42 PD	71.8' LT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	1
		SB-6	47+55 PD	61.1' LT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-7	47+72 PD	54.5' LT	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-8	47+53 PD	4.8' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	2	1	2
		SB-9	47+59 PD	16.5' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-10	47+43 PD	54.2' RT	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
		SB-11	47+16 PD	84.2' RT	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
		SB-12	46+14 PD	96.0' RT	---	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	1
		SB-13	46+09 PD	82.0' RT	---	---	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---
	SUBTOTALS (CTH PD & SEMINOLE HWY)				1	1	2	2	2	3	0	0	2	1	1	1	1	0	0	0	0	0	6	11	6	
	TOTALS				2	1	2	3	11	3	4	2	5	2	1	1	1	2	2	2	1	10	6	22	16	

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	8	1	---	---
			15	1	---	---
			87	---	---	1
		SB-7	17	1	---	---
			80	---	---	1
		SB-8	1	1	---	---
			91	---	---	1
		SB-9	5	---	1	---
			14	1	---	---
			89	---	---	1
			90	---	---	1
		SB-10	11	1	---	---
			12	1	---	---
			88	---	---	1
	SUBTOTALS (CTH PD & COMMERCE PARK DR)			7	1	6
	CTH PD & SPOKE DRIVE	SB-2	4	1	---	---
			13	---	1	---
		SB-3	84	---	---	1
		SB-4	7	1	---	---
		SB-5	8	1	---	---
		SB-6	9	1	---	---
			83	---	---	1
		SB-7	5	1	---	---
			12	---	1	---
	SUBTOTALS (CTH PD & SPOKE DR)			5	2	2
	CTH PD & MARKETPLACE DRIVE	SB-1	1	1	---	---
		SB-2	8	1	---	---
		SB-3	9	1	---	---
		SB-4	5	1	---	---
			10	1	---	---
		SB-5	6	1	---	---
			7	1	---	---
		SB-6	2	1	---	---
		SB-7	3	1	---	---
		SB-8	4	1	---	---
			11	1	---	---
		SB-9	12	1	---	---
	SUBTOTALS (CTH PD & MARKETPLACE DR)			12	0	0

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	CTH PD & SEMINOLE HIGHWAY	SB-1	11	1	---	---
			83	---	---	1
		SB-2	5	---	1	---
			14	---	1	---
		SB-3	2	1	---	---
			3	1	---	---
			82	---	---	1
		SB-4	6	1	---	---
			19	---	1	---
			81	---	---	1
		SB-5	17	1	---	---
			18	1	---	---
			20	---	1	---
		SB-6	80	---	---	1
		SB-7	1	1	---	---
			87	---	---	1
		SB-8	15	---	1	---
		SB-9	4	---	1	---
		SB-10	12	1	---	---
			13	1	---	---
			86	---	---	1
		SB-11	9	---	1	---
			16	1	---	---
			85	---	---	1
		SB-12	7	1	---	---
			8	1	---	---
			10	---	1	---
		SB-13	84	---	---	1
	SUBTOTALS (CTH PD & SEMINOLE HWY)			12	8	8
			TOTALS	36	11	16

TRAFFIC SIGNAL CABLE SUMMARY

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB L.F.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF
0010	CTH PD & COMMERCE PARK DRIVE	EXCB-1	SB-1	16	---	---	62	---
		SB-1	HEAD 8	16	19	---	---	---
		SB-1	HEAD 15	16	19	---	---	---
		SB-1	HEAD 87	16	12	---	---	---
		SB-1	BUTTON	16	6	---	---	---
		EXCB-1	SB-2	16	---	165	---	---
		SB-2	HEAD 9	16	19	---	---	---
		SB-2	HEAD 86	16	12	---	---	---
		SB-2	BUTTON	16	6	---	---	---
		EXCB-1	SB-3	16	---	210	---	---
		SB-3	HEAD 10	16	19	---	---	---
		SB-3	HEAD 85	16	12	---	---	---
		SB-3	BUTTON	16	6	---	---	---
		EXCB-1	SB-4	16	---	---	---	280
		SB-4	HEAD 2	16	35	---	---	---
		SB-4	HEAD 6	16	19	---	---	---
		SB-4	HEAD 13	16	19	---	---	---
		SB-4	HEAD 83	16	12	---	---	---
		SB-4	HEAD 84	16	12	---	---	---
		SB-4	BUTTON	16	6	---	---	---
		EXCB-1	SB-5	16	---	---	370	---
		SB-5	HEAD 3	16	49	---	---	---
		SB-5	HEAD 4	16	38	---	---	---
		SB-5	HEAD 82	16	12	---	---	---
		SB-5	BUTTON	16	6	---	---	---
		EXCB-1	SB-6	16	---	---	375	---
		SB-5	HEAD 7	16	19	---	---	---
		SB-5	HEAD 16	16	19	---	---	---
		SB-5	HEAD 81	16	12	---	---	---
		SB-5	BUTTON	16	6	---	---	---
		EXCB-1	SB-7	16	---	365	---	---
		SB-5	HEAD 17	16	19	---	---	---
		SB-5	HEAD 80	16	12	---	---	---
		SB-5	BUTTON	16	6	---	---	---
		EXCB-1	SB-8	16	---	280	---	---
		SB-8	HEAD 1	16	19	---	---	---
		SB-8	HEAD 91	16	12	---	---	---
		SB-8	BUTTON	16	6	---	---	---
		EXCB-1	SB-9	16	---	---	205	---
		SB-9	HEAD 5	16	19	---	---	---
		SB-9	HEAD 14	16	19	---	---	---
		SB-9	HEAD 89	16	12	---	---	---
		SB-9	HEAD 90	16	12	---	---	---
		SB-9	BUTTON	16	6	---	---	---
		EXCB-1	SB-10	16	---	---	160	---
		SB-10	HEAD 11	16	47	---	---	---
		SB-10	HEAD 12	16	35	---	---	---
		SB-10	HEAD 88	16	12	---	---	---
		SB-10	BUTTON	16	6	---	---	---
	SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)				636	1,020	1,172	280
	CTH PD & SPOKE DRIVE	EXCB-1	EXSB-1	16	---	110	---	---
		EXSB-1	HEAD 1	16	19	---	---	---
		EXSB-1	HEAD 85	16	12	---	---	---
		EXSB-1	BUTTON	16	6	---	---	---
		EXCB-1	SB-2	16	---	---	175	---
		SB-2	HEAD 4	16	19	---	---	---
		SB-2	HEAD 13	16	19	---	---	---
		SB-2	BUTTON	16	6	---	---	---
		EXCB-1	SB-3	16	---	---	220	---
		SB-3	HEAD 10	16	45	---	---	---

CON'T ON RIGHT

TRAFFIC SIGNAL CABLE SUMMARY (CON'T)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB L.F.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF
		SB-3	HEAD 11	16	33	---	---	---
0010	CTH PD & SPOKE DRIVE (CON'T)	SB-3	HEAD 84	16	12	---	---	---
		SB-3	BUTTON	16	6	---	---	---
		EXCB-1	SB-4	16	445	---	---	---
		SB-4	HEAD 7	16	19	---	---	---
		EXCB-1	SB-5	16	425	---	---	---
		SB-5	HEAD 8	16	19	---	---	---
		EXCB-1	SB-6	16	---	370	---	---
		SB-6	HEAD 9	16	19	---	---	---
		SB-6	HEAD 83	16	12	---	---	---
		SB-6	BUTTON	16	6	---	---	---
		EXCB-1	SB-7	16	---	---	310	---
		SB-7	HEAD 5	16	19	---	---	---
		SB-7	HEAD 12	16	19	---	---	---
		SB-7	BUTTON	16	6	---	---	---
		EXCB-1	SB-8	16	---	---	265	---
		SB-8	HEAD 2	16	47	---	---	---
		SB-8	HEAD 3	16	35	---	---	---
		SB-8	HEAD 82	16	12	---	---	---
		SB-8	BUTTON	16	6	---	---	---
		EXCB-1	EXSB-9	16	---	160	---	---
		EXSB-9	HEAD 6	16	19	---	---	---
		EXSB-9	HEAD 81	16	12	---	---	---
		EXSB-9	BUTTON	16	6	---	---	---
		EXCB-1	EXSB-10	16	---	50	---	---
		EXSB-10	HEAD 80	16	12	---	---	---
		EXSB-10	BUTTON	16	6	---	---	---
	SUBTOTALS (CTH PD & SPOKE DRIVE)				1,321	690	970	0
	CTH PD & MARKETPLACE DRIVE	CB-1	SB-1	16	61	---	---	---
		SB-1	HEAD 1	16	19	---	---	---
		CB-1	SB-2	16	135	---	---	---
		SB-2	HEAD 8	16	32	---	---	---
		CB-1	SB-3	16	195	---	---	---
		SB-3	HEAD 9	16	35	---	---	---
		CB-1	SB-4	16	---	---	255	---
		SB-4	HEAD 5	16	19	---	---	---
		SB-4	HEAD 10	16	19	---	---	---
		CB-1	SB-5	16	---	---	345	---
		SB-5	HEAD 6	16	40	---	---	---
		SB-5	HEAD 7	16	19	---	---	---
		CB-1	SB-6	16	270	---	---	---
		SB-6	HEAD 2	16	32	---	---	---
		CB-1	SB-7	16	220	---	---	---
		SB-7	HEAD 3	16	35	---	---	---
		CB-1	SB-8	16	---	---	155	---
		SB-8	HEAD 4	16	19	---	---	---
		SB-8	HEAD 11	16	19	---	---	---
		CB-1	SB-9	16	59	---	---	---
		SB-9	HEAD 12	16	45	---	---	---
	SUBTOTALS (CTH PD & MARKETPLACE DRIVE)				1,273	0	755	0
	CTH PD & SEMINOLE HIGHWAY	EXCB-1	SB-1	16	---	100	---	---
		SB-1	HEAD 11	16	19	---	---	---
		SB-1	HEAD 83	16	12	---	---	---
		SB-1	BUTTON	16	6	---	---	---
		EXCB-1	SB-2	16	---	---	185	---

CON'T ON NEXT PAGE

TRAFFIC SIGNAL CABLE SUMMARY (CON'T)

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	SLACK PER PB & CB L.F.	655.0230 CABLE TRAFFIC SIGNAL 5-14 AWG LF	655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG LF	655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG LF	655.0270 CABLE TRAFFIC SIGNAL 15-14 AWG LF
		SB-2	HEAD 5	16	19	---	---	---
0010	CTH PD &	SB-2	HEAD 14	16	19	---	---	---
	SEMINOLE HIGHWAY	SB-2	BUTTON	16	6	---	---	---
	(CON'T)	EXCB-1	SB-3	16	---	---	260	---
		SB-3	HEAD 2	16	52	---	---	---
		SB-3	HEAD 3	16	40	---	---	---
		SB-3	HEAD 82	16	12	---	---	---
		SB-3	BUTTON	16	6	---	---	---
		EXCB-1	SB-4	16	---	---	315	---
		SB-4	HEAD 6	16	19	---	---	---
		SB-4	HEAD 19	16	19	---	---	---
		SB-4	HEAD 81	16	12	---	---	---
		SB-4	BUTTON	16	6	---	---	---
		EXCB-1	SB-5	16	---	---	---	430
		SB-5	HEAD 17	16	62	---	---	---
		SB-5	HEAD 18	16	50	---	---	---
		SB-5	HEAD 20	16	72	---	---	---
		EXCB-1	SB-6	16	---	435	---	---
		SB-6	HEAD 80	16	12	---	---	---
		SB-6	BUTTON	16	6	---	---	---
		EXCB-1	SB-7	16	---	425	---	---
		SB-7	HEAD 1	16	19	---	---	---
		SB-7	HEAD 87	16	12	---	---	---
		SB-7	BUTTON	16	6	---	---	---
		EXCB-1	SB-8	16	---	370	---	---
		SB-8	HEAD 15	16	19	---	---	---
		SB-8	BUTTON	16	6	---	---	---
		EXCB-1	SB-9	16	---	320	---	---
		SB-9	HEAD 4	16	19	---	---	---
		SB-9	BUTTON	16	6	---	---	---
		EXCB-1	SB-10	16	---	---	275	---
		SB-10	HEAD 12	16	48	---	---	---
		SB-10	HEAD 13	16	36	---	---	---
		SB-10	HEAD 86	16	12	---	---	---
		SB-10	BUTTON	16	6	---	---	---
		EXCB-1	SB-11	16	---	---	190	---
		SB-11	HEAD 9	16	19	---	---	---
		SB-11	HEAD 16	16	19	---	---	---
		SB-11	HEAD 85	16	12	---	---	---
		SB-11	BUTTON	16	6	---	---	---
		EXCB-1	SB-12	16	---	---	---	78
		SB-12	HEAD 7	16	53	---	---	---
		SB-12	HEAD 8	16	41	---	---	---
		SB-12	HEAD 10	16	62	---	---	---
		EXCB-1	SB-13	16	---	75	---	---
		SB-13	HEAD 84	16	12	---	---	---
		SB-13	BUTTON	16	6	---	---	---
SUBTOTALS (CTH PD & SEMINOLE HIGHWAY)					868	1,725	1,225	508
		TOTALS			4,098	3,435	4,122	788

TRAFFIC SIGNAL EQUIPMENT GROUNDING SUMMARY

CATEGORY	LOCATION	LOCATION FROM	LOCATION TO	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (GREEN) LF	655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG (WHITE) LF
0010	CTH PD &	EXCB-1	SB-1	65	65
	COMMERCE PARK DRIVE	SB-1	SB-2	140	140
		SB-2	SB-3	110	110
		SB-3	SB-4	125	125
		SB-4	SB-5	120	120
		SB-5	SB-6	65	65
		SB-6	SB-7	165	165
		SB-7	SB-8	130	130
		SB-8	SB-9	125	125
		SB-9	SB-10	110	110
		SB-10	EXCB-1	160	160
		SUBTOTALS (CTH PD & COMMERCE PARK DRIVE)		1,315	1,315
	CTH PD &	EXCB-1	EXSB-1	115	115
	SPOKE DRIVE	EXSB-1	SB-2	135	135
		SB-2	SB-3	92	92
		SB-3	SB-4	320	320
		SB-4	SB-5	180	180
		SB-5	SB-6	105	105
		SB-6	SB-7	110	110
		SB-7	SB-8	99	99
		SB-8	EXSB-9	135	135
		EXSB-9	EXSB-10	150	150
		EXSB-10	EXCB-1	53	53
		SUBTOTALS (CTH PD & SPOKE DRIVE)		1,494	1,494
	CTH PD &	CB-1	SB-1	64	64
	MARKETPLACE DRIVE	SB-1	SB-2	135	135
		SB-2	SB-3	92	92
		SB-3	SB-4	105	105
		SB-4	SB-5	130	130
		SB-5	SB-6	150	150
		SB-6	SB-7	93	93
		SB-7	SB-8	120	120
		SB-8	SB-9	145	145
		SB-9	CB-1	62	62
		SUBTOTALS (CTH PD & MARKETPLACE DRIVE)		1,096	1,096
	CTH PD &	EXCB-1	SB-1	105	105
	SEMINOLE HIGHWAY	SB-1	SB-2	140	140
		SB-2	SB-3	125	125
		SB-3	SB-4	110	110
		SB-4	SB-5	165	165
		SB-5	SB-6	41	41
		SB-6	SB-7	83	83
		SB-7	SB-8	120	120
		SB-8	SB-9	91	91
		SB-9	SB-10	98	98
		SB-10	SB-11	145	145
		SB-11	SB-12	155	155
		SB-12	SB-13	40	40
		SB-13	EXCB-1	78	78
		SUBTOTALS (CTH PD & SEMINOLE HIGHWAY)		1,496	1,496
		TOTALS		10,802	

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	EQUIP. LOCATION TO	652.0220 CONDUIT RIGID NONMETALLIC SCHEDULE 40 1 1/2-INCH LF	* 652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	* 652.0335 CONDUIT RIGID NONMETALLIC SCHEDULE 80 3-INCH LF
0010	LP-1	LP-2	---	146	---
	LP-2	LP-3	---	147	---
	LP-3	LPB-1	---	4	---
	LPB-1	LPB-2	---	---	270
	LPB-2	LP-4	---	4	---
	LP-4	LP-5	---	158	---
	LP-5	LP-6	---	155	---
	LP-6	LPB-3	---	142	---
	LPB-3	LPB-4	---	---	195
	LPB-4	LP-7	---	164	---
	LP-7	LPB-5	---	27	---
	LPB-5	LC-1	---	---	115
	LC-1	LPB-6	---	90	---
	LPB-6	LCP-NORTH	---	3	---
	LPB-7	BOL-1	20	---	---
	BOL-1	BOL-2	80	---	---
	BOL-2	BOL-3	80	---	---
	BOL-3	BOL-4	80	---	---
	BOL-4	BOL-5	80	---	---
	LPB-6	LPB-7	360	---	---
	LPB-6	BOL-6	20	---	---
	BOL-6	BOL-7	80	---	---
	BOL-7	BOL-8	80	---	---
	BOL-8	BOL-9	80	---	---
	BOL-9	BOL-10	80	---	---
	BOL-10	BOL-11	80	---	---
	BOL-11	BOL-12	80	---	---
	LPB-7	LCP-SOUTH	---	3	---
	LPB-5	LP-8	---	156	---
	LP-8	LP-9	---	148	---
	LP-9	LP-10	---	155	---
	LP-10	LP-11	---	155	---
	LP-11	LPB-8	---	135	---
	LPB-8	LPB-9	---	---	202
	LPB-9	LPB-10	---	---	148
	LPB-10	LPB-11	---	---	90
	LPB-11	LPB-12	---	---	62
	LPB-12	LP-12	---	148	---
	LP-12	LP-13	---	164	---
	LP-13	LP-14	---	155	---
	LP-14	LP-15	---	155	---
CONTROLLER B	LPB-13		---	---	80
	LPB-13	LPB-14	---	---	170
	LPB-14	LPB-15	---	---	215
	LPB-15	LP-16	---	180	---
	LP-16	LP-17	---	180	---
	TOTALS		1,200	2,774	1,547

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	LOCATION	STATION	EQUIP. LOCATION	* 652.0700.S EACH
0010	7.26' RT	STA. 51+29.07 PD	LP-17	1

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

LIGHTING PULL BOXES

CATEGORY	NO.	SPV.0060.117 PULL BOXES, POLYMER CONCRETE 17X30-INCH EACH
0010	LPB-1	1
	LPB-2	1
	LPB-3	1
	LPB-4	1
	LPB-5	1
	LPB-6	1
	LPB-7	1
	LPB-8	1
	LPB-9	1
	LPB-10	1
	LPB-11	1
	LPB-12	1
	LPB-13	1
	LPB-14	1
	LPB-15	1
	TOTAL	15

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

CATEGORY	BASE NO.	STATION	LOCATION	* 204.0195 REMOVING CONCRETE BASES EACH	654.0105 CONCRETE BASES TYPE 5 EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	12 AWG (GROUND) LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	SPV.0060.109 LUMINAIRES UTILITY LED-B-CITY OF FITCHBURG EACH	SPV.0060.116 STEEL LIGHT POLE WITH FESTOON EACH	SPV.0060.111 REMOVE AND REINSTALL CITY-OWNED LIGHT POLE EACH
0010	LP-1	16+79 PD	RT	1	1	180	90	---	2	---	1
	LP-2	18+23 PD	RT	1	1	180	90	---	2	---	1
	LP-3	19+70 PD	LT	---	1	180	90	1	2	1	---
	LP-4	21+12 PD	RT	1	1	180	90	---	2	---	1
	LP-5	22+68 PD	RT	1	1	180	90	---	2	---	1
	LP-6	24+22 PD	LT	1	1	180	90	---	2	---	1
	LP-7	29+10 PD	RT	1	1	180	90	---	2	---	1
	LP-8	30+90 PD	LT/RT	1	1	180	90	---	2	---	1
	LP-9	32+33 PD	LT/RT	1	1	180	90	---	2	---	1
	LP-10	33+84 PD	LT/RT	1	1	180	90	---	2	---	1
	LP-11	35+35 PD	LT	1	1	180	90	---	2	---	1
	LP-12	39+76 PD	RT	1	1	180	90	---	2	---	1
	LP-13	41+36 PD	LT	1	1	180	90	---	2	---	1
	LP-14	42+90 PD	LT	1	1	180	90	---	2	---	1
	LP-15	44+40 PD	LT	1	1	180	90	---	---	---	1
	LP-16	49+54 PD	RT	1	1	180	90	---	---	---	1
			TOTALS	15	16	4,320		1	28	1	15

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	* 655.0610 12 AWG LF	* 655.0625 6 AWG LF	* 655.0630 4 AWG LF	* 655.0635 2 AWG LF
0010	LC-1	LP-7	---	---	230	---
	LP-7	LP-6	---	---	706	---
	LP-6	LP-5	---	---	326	---
	LP-5	LP-4	---	---	306	---
	LP-4	LP-3	---	---	316	---
	LP-3	LP-2	---	---	306	---
	LP-2	LP-1	---	---	306	---
	LC-1	LP-8	---	488	---	---
	LP-8	LP-9	---	302	---	---
	LP-9	LP-10	---	318	---	---
	LP-10	LP-11	---	312	---	---
	LC-1	LP-12	---	---	2,572	---
	LP-12	LP-13	---	---	330	---
	LP-13	LP-14	---	---	312	---
	LP-14	LP-15	---	---	302	---
	CONTROLLER B	LP-16	---	930	---	930
	LP-16	LP-17	---	354	---	354
	LC-1	LP-NORTH	---	284	---	---
	LC-1	LP-SOUTH	---	---	658	---
	LC-1	BOL-6	300	---	---	---
	BOL-6	BOL-7	166	---	---	---
	BOL-7	BOL-8	166	---	---	---
	BOL-8	BOL-9	166	---	---	---
	BOL-9	BOL-10	166	---	---	---
	BOL-10	BOL-11	166	---	---	---
	BOL-11	BOL-12	166	---	---	---
	LC-1	BOL-1	702	---	---	---
	BOL-1	BOL-2	166	---	---	---
	BOL-2	BOL-3	166	---	---	---
	BOL-3	BOL-4	166	---	---	---
	BOL-4	BOL-5	166	---	---	---
		TOTALS	2,662	2,988	6,670	1,284

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	* 655.0610 12 AWG (SYSTEM GROUND CONDUCTOR) LF	* 655.0625 6 AWG LF	* 655.0630 4 AWG LF	* 655.0635 2 AWG LF
0010	LC-1	LP-7	---	---	423	---
	LP-7	LP-6	---	---	510	---
	LP-6	LP-5	---	---	163	---
	LP-5	LP-4	---	---	153	---
	LP-4	LP-3	---	---	158	---
	LP-2	LP-1	---	---	153	---
	LC-1	LP-8	---	309	---	---
	LP-8	LP-9	---	188	---	---
	LP-9	LP-10	---	151	---	---
	LP-10	LP-11	---	159	---	---
	LP-11	LP-12	---	159	---	---
	LC-1	LP-12	---	---	1,286	---
	LP-12	LP-13	---	---	165	---
	LP-13	LP-14	---	---	156	---
	LP-14	LP-15	---	---	151	---
	CONTROLLER B	LP-16	---	465	---	465
	LP-16	LP-17	---	177	---	177
	LC-1	LCP-NORTH	---	142	---	---
	LC-1	LCP-SOUTH	---	---	329	---
	LC-1	BOL-6	150	---	---	---
	BOL-6	BOL-7	83	---	---	---
	BOL-7	BOL-8	83	---	---	---
	BOL-8	BOL-9	83	---	---	---
	BOL-9	BOL-10	83	---	---	---
	BOL-10	BOL-11	83	---	---	---
	BOL-11	BOL-12	83	---	---	---
	LC-1	BOL-1	351	---	---	---
	BOL-1	BOL-2	83	---	---	---
	BOL-2	BOL-3	83	---	---	---
	BOL-3	BOL-4	83	---	---	---
	BOL-4	BOL-5	83	---	---	---
		TOTALS	1,331	1,750	3,647	642

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING - FESTOON

CATEGORY	EQUIP. LOCATION FROM	TO	* 655.0625 6 AWG LF	* 655.0630 4 AWG LF
0010	LC-1	LP-6	1,242	---
	LP-6	LP-4	658	---
	LP-4	LP-2	616	---
	LC-1	LP-7	232	---
	LP-7	LP-5	1,304	---
	LP-5	LP-3	616	---
	LP-3	LP-1	616	---
	LC-1	LP-9	---	770
	LP-9	LP-11	---	702
	LP-11	LP-13	---	658
	LP-13	LP-15	---	1,570
	LC-1	LP-8	---	482
	LP-8	LP-10	---	620
	LP-10	LP-12	---	1,418
	LP-12	LP-14	---	660
		TOTALS	5,284	6,880

LIGHTING CONTROL SUMMARY

CATEGORY	CABINET NO.	STATION	EQUIPMENT LOCATION	SPV.0060.120 LIGHTING CONTROL CABINET-CITY OF FITCHBURG EACH	654.0210 CONCRETE CONTROL CABINET BASES TYPE 8 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS	REMARKS
0010	LC-1	29+38 PD	57.5'LT	1	1	1	4-FOOT MIN. SEPARATION TO MULTIUSE PATH REQ'D

PEDESTRIAN BOLLARD LUMINAIRE SUMMARY

CATEGORY	BOLLARD NO.	STATION	LOCATION	SPV.0060.118 CONCRETE BASE FOR PEDESTRIAN BOLLARD LUMINAIRE EACH	SPV.0060.119 PEDESTRIAN BOLLARD LUMINAIRE EACH
0010	BOL-1	7+17 BT	LT	1	1
	BOL-2	6+36 BT	LT	1	1
	BOL-3	5+56 BT	LT	1	1
	BOL-4	4+77 BT	LT	1	1
	BOL-5	4+00 BT	LT	1	1
	BOL-6	8+70 BT	LT	1	1
	BOL-7	9+48 BT	LT	1	1
	BOL-8	10+28 BT	LT	1	1
	BOL-9	11+07 BT	LT	1	1
	BOL-10	11+87 BT	LT	1	1
	BOL-11	12+67 BT	LT	1	1
	BOL-12	13+47 BT	LT	1	1
			TOTALS	12	12

BASE AGGREGATE SUMMARY

CATEGORY	STAGE	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON
0010	STAGE 1	LT/RT	740
	STAGE 2	LT/RT	1,250
	STAGE 3	LT/RT	290
	STAGE 4	LT/RT	120
	STAGE 5	LT/RT	5
		TOTAL	2,405

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TRAFFIC CONTROL COVERING SIGNS TYPE II

CATEGORY	STAGE	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 EACH
0010	STAGE 1	1	5	5
	UNDISTRIBUTED	---	---	5
			TOTAL	10

ASPHALTIC

CATEGORY	STAGE	STATION - STATION	LOCATION	DEPTH IN.	465.0125 SURFACE TEMPORARY TON	465.0310 CURB LF
0010	STAGE 1	14+00 PD - 52+00 PD	LT/RT	3.75	235	850
	STAGE 2	14+00 PD - 52+00 PD	LT/RT	3.75	400	35
	STAGE 3	14+00 PD - 52+00 PD	LT/RT	3.75	145	65
	STAGE 4	14+00 PD - 52+00 PD	LT/RT	3.75	80	---
	STAGE 5	14+00 PD - 52+00 PD	LT/RT	3.75	5	15
				TOTALS	865	965

NOTE: A UNIT WEIGHT OF 112 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES

STORM SEWER

CATEGORY	STAGE	204.0280 SEALING PIPES EACH	520.2012 CULVERT PIPE TEMPORARY 12-INCH LF	520.2024 CULVERT PIPE TEMPORARY 24-INCH LF	* 520.8000 CONCRETE COLLARS FOR PIPE EACH	* 611.0624 INLET COVERS TYPE H EACH	* 611.0639 INLET COVERS TYPE H-S EACH	611.8115 ADJUSTING INLET COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	* SPV.0060.050 STORM SEWER TAP EACH	SPV.0060.052 INLETS TEMPORARY EACH	SPV.0060.053 INLET COVERS, FLAT TEMPORARY EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	STAGE 1	---	7	18	2	1	1	---	5	1	2	---	2
	STAGE 2	---	---	---	---	---	---	---	2	---	---	2	---
	STAGE 3	1	4	---	1	---	---	---	---	---	---	---	---
	STAGE 4	---	---	8	4	---	---	---	---	---	---	---	---
	STAGE 5	1	---	---	---	---	---	---	---	---	---	---	---
	LOW POINTS	---	---	---	---	---	---	16	---	---	---	---	---
	TOTALS	2	11	26	7	1	1	16	7	1	2	2	2

TEMPORARY CONCRETE BARRIER

CATEGORY	STAGE	STATION - STATION	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	TAPERED END SECTIONS
0010	STAGE 3	7+50 SH - 12+00 SH	LT	450	450	1

TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	DURATION (DAYS)	643.0300 DRUMS QTY	643.0300 DRUMS DAY	643.0420 BARRICADES TYPE III QTY	643.0420 BARRICADES TYPE III DAY	643.0500 FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 WARNING LIGHTS TYPE A QTY	643.0705 WARNING LIGHTS TYPE A DAY	643.0715 WARNING LIGHTS TYPE C QTY	643.0715 WARNING LIGHTS TYPE C DAY	643.0800 ARROW BOARDS QTY	643.0800 ARROW BOARDS DAY	643.0900 SIGNS QTY	643.0900 SIGNS DAY	643.1050 SIGNS PCMS QTY	643.1050 SIGNS PCMS DAY
0010	ADVANCE WARNING	CTH PD	194	0	0	---	---	---	---	---	---	---	---	---	---	17	3,298	4	56
		SUBTOTALS (ADVANCE SIGNING)			0		0	0	0		0		0		0		3,298		56
	STAGE 1	CTH PD	21	130	2,730	4	84	---	---	8	168	13	273	1	21	27	567	4	28
	STAGE 1	COMMERCE PARK DRIVE CLOSURE	4	8	32	16	64	---	---	32	128	---	---	---	---	11	44	2	22
	STAGE 1	PED./BICYCLE ROUTING	25	---	---	4	100	---	---	8	200	---	---	---	---	4	100	---	---
	STAGE 2	CTH PD	12	361	4,332	16	192	---	---	32	384	19	228	2	24	39	468	4	28
	STAGE 3	CTH PD	69	179	12,351	28	1,932	133	133	56	3,864	13	897	2	138	34	2,346	4	28
	STAGE 3A	CTH PD/SEMINOLE HWY	27	47	1,269	10	270	49	49	20	540	9	243	---	---	10	270	2	14
	STAGE 3B	CTH PD/SEMINOLE HWY	15	71	1,065	9	135	51	51	18	270	---	---	---	---	13	195	2	14
	STAGE 3C	CTH PD/SEMINOLE HWY	27	61	1,647	8	216	12	12	16	432	4	108	---	---	6	162	2	14
	STAGE 3, 4 & 5	BIKE DETOUR	131	---	---	3	393	---	---	6	786	---	---	---	---	38	4,978	---	---
	STAGE 4	CTH PD	29	269	7,801	22	638	31	31	44	1,276	22	638	2	58	48	1,392	4	28
	STAGE 4B	CTH PD	4	324	1,296	47	188	---	---	94	376	28	112	3	12	62	248	4	28
	STAGE 5	CTH PD	29	365	10,585	23	667	---	---	46	1,334	17	493	2	58	44	1,276	4	28
	STAGE 5	CTH PD CLOSURE	1	---	---	10	10	---	---	20	20	---	---	---	---	18	18	5	31
	STAGE 6	CTH PD	27	377	10,179	23	621	---	---	46	1,242	34	918	2	54	45	1,215	---	---
		SUBTOTALS			53,287		5,510	276	276		11,020		3,910		365		13,279		263
		UNDISTRIBUTED			5,329		551	28	28		1,102		391		37		1,658		32
			TOTALS		58,616		6,061	304	304		12,122		4,301		402		18,235		351

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	5849-02-02	1

TEMPORARY PEDESTRIAN FACILITIES

CATEGORY	STAGE	LOCATION	644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	644.1601 TEMPORARY PEDESTRIAN CURB RAMP DAY	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF
0010	STAGE 1	LT/RT	10,495	798	55
	STAGE 2	RT	125	---	---
	STAGE 3	LT	180	---	---
	STAGE 5	LT	50	---	---
			10,850	798	55
	UNDISTRIBUTED		1,090	80	10
		TOTALS	11,940	878	65

MARKING REMOVAL

CATEGORY	STAGE	646.9000 LINE 4-INCH (SOLID) LF	646.9000 LINE 4-INCH (SKIPS) LF	646.9100 LINE 8-INCH (SOLID) LF	646.9100 LINE 8-INCH (SKIPS) LF	646.9200 LINE WIDE LF	646.9300 SPECIAL MARKING EACH
0010	STAGE 1	---	115	---	---	---	---
	STAGE 2	780	380	350	---	37	---
	STAGE 3	3,990	880	910	54	51	19
	TOTALS	6,145		1,314		88	19

SAWING

CATEGORY	STAGE	STATION - STATION	LOCATION	* 690.0150 ASPHALT LF	* 690.0250 CONCRETE LF	* SPV.0090.003 SAWING CURB HEAD LF
0010	STAGE 1	100+14 EB - 100+84 EB	LT/RT	1,170	45	45
	STAGE 2	100+14 EB - 100+84 EB	LT/RT	2,430	55	---
	STAGE 3	100+14 EB - 100+84 EB	LT/RT	2,810	130	---
	STAGE 4	100+14 EB - 100+84 EB	LT/RT	3,510	---	---
	STAGE 5	100+14 EB - 100+84 EB	LT/RT	650	---	---
	STAGE 6	100+14 EB - 100+84 EB	LT/RT	70	---	---
		SUBTOTALS		10,640	230	45
		UNDISTRIBUTED		1,065	25	5
		TOTALS		11,705	255	50

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

TEMPORARY PAVEMENT MARKING SUMMARY

CATEGORY	STAGE	LOCATION	646.7405 MARKING CROSSWALK PAINT TRANSVERSE LINE 6-INCH LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0150 4-INCH (YELLOW) (2' SEG. 6' GAP) LF	649.0150 4-INCH (WHITE) LF	649.0150 4-INCH (WHITE) (2' SEG. 6' GAP) LF	649.0250 8-INCH (WHITE) LF	649.0250 8-INCH (WHITE) (2' SEG. 6' GAP) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) LF	649.0105 4-INCH (DOUBLE YELLOW) LF	649.0105 4-INCH (WHITE) LF	649.0105 4-INCH (WHITE) (2' SEG. 6' GAP) LF	649.0105 4-INCH (WHITE) (3' SEG. 9' GAP) LF	649.0105 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
0010	STAGE 1	CTH PD	---	---	22	---	22	155	---	---	---	---	---	---	---	---	---	---
	STAGE 2	CTH PD	255	3,310	75	1,370	30	---	---	1,680	370	980	---	---	---	480	15	67
	STAGE 3	CTH PD	22	1,360	78	---	345	300	---	1,630	3,440	3,040	---	---	110	1,090	---	79
	STAGE 3A	SEMINOLE HWY	71	805	---	490	---	105	26	---	1,750	1,350	---	---	48	190	---	35
	STAGE 3B	SEMINOLE HWY	335	395	---	---	---	---	---	---	---	---	---	---	---	100	---	21
	STAGE 3C	SEMINOLE HWY	160	480	---	215	---	---	---	670	390	870	---	---	---	---	---	20
	STAGE 4	CTH PD	355	235	---	---	55	---	---	4,860	955	595	---	19	200	1,570	22	120
	STAGE 5	CTH PD	175	87	21	275	42	---	---	645	---	3,650	---	---	---	1,050	---	52
	STAGE 6	CTH PD	175	660	---	90	---	---	---	920	---	955	40	---	---	240	---	56
	SUBTOTALS		1,548	7,332	196	2,440	494	560	26	10,405	6,905	11,440	40	19	358	4,720	37	450
		TOTALS	1,548	10,462				586		29,167						4,757		450

TEMPORARY MARKING

CATEGORY	STAGE	649.0505 ARROW PAINT EACH	649.0550 ARROW REMOVABLE TAPE EACH	649.0605 WORD PAINT EACH	649.0650 WORD REMOVABLE TAPE EACH
0010	STAGE 1	---	2	---	1
	STAGE 2	6	---	2	---
	STAGE 3	9	2	10	1
	STAGE 4	13	---	4	---
	STAGE 5	10	---	7	---
	STAGE 6	3	---	2	---
	TOTALS	41	4	25	2

REMOVING ASPHALTIC WEDGE MILLING

CATEGORY	LOCATION	SPV.0090.004 LF
0010	PROJECT	6,400

MISCELLANEOUS WATER MAIN ITEMS

CATEGORY	STATION	OFFSET	SPV.0060.200 FIRE HYDRANTS EACH	SPV.0060.201 REMOVE EXISTING HYDRANT EACH	SPV.0060.202 ADJUST EXISTING HYDRANT EACH	SPV.0060.203 WATER VALVE, 6-INCH EACH	SPV.0060.204 WATER VALVE, 16-INCH EACH	SPV.0060.205 ADJUST EXISTING VALVE BOX EACH	SPV.0060.206 REMOVE EXISTING VALVE BOX EACH	SPV.0060.207 ADJUSTING WATER VALVE MANHOLE COVERS EACH	SPV.0060.208 CONNECT TO EXISTING WATER MAIN EACH	SPV.0060.209 ABANDON EXISTING WATER MAIN EACH
0010	14+77 PD	76.8' LT	---	---	---	---	---	1	---	---	---	---
	14+78 PD	17.9' LT	---	---	---	---	---	1	---	---	---	---
	15+40 PD	38.3' LT	---	---	---	---	---	1	---	---	---	---
	15+55 PD	50.0' LT	---	---	1	---	---	---	---	---	---	---
	15+56 PD	19.3' LT	---	---	---	---	---	1	---	---	---	---
	15+93 PD	43.5' RT	---	---	---	---	---	1	---	---	---	---
	15+94 PD	13.4' LT	---	---	---	---	---	1	---	---	---	---
	16+79 PD	54.9' RT	---	---	---	---	---	1	---	---	---	---
	17+40 PD	27.3' LT	---	---	---	---	---	1	---	---	---	---
	18+64 PD	53.6' RT	---	---	---	---	---	1	---	---	---	---
	18+67 PD	51.2' RT	---	---	---	---	---	1	---	---	1	---
	18+71 PD	43.5' RT	---	1	---	---	---	---	---	---	---	---
	18+71 PD	46.5' RT	---	---	---	---	---	---	1	---	---	---
	18+79 PD	51.5' RT	1	---	---	---	---	1	---	---	---	---
	19+48 PD	19.1' LT	---	---	---	---	---	1	---	---	---	---
	20+52 PD	19.7' LT	---	---	---	---	---	1	---	---	---	---
	20+74 PD	18.2' LT	---	---	---	---	---	---	---	1	---	---
	21+49 PD	26.2' LT	---	---	---	---	---	---	---	1	---	---
	23+22 PD	50.3' LT	---	---	---	---	---	1	---	---	---	---
	23+41 PD	49.2' LT	---	---	---	---	---	1	---	---	---	---
	23+52 PD	52.7' LT	---	---	---	---	---	1	---	---	---	---
	26+55 PD	42.9' LT	---	---	---	---	---	1	---	---	---	---
	26+61 PD	47.0' LT	---	---	---	---	---	1	---	---	---	---
	26+96 PD	47.5' LT	---	---	---	---	---	1	---	---	---	---
	27+20 PD	50.8' LT	---	---	---	---	---	1	---	---	---	---
	29+67 PD	48.6' LT	---	---	---	---	---	---	---	---	1	1
	29+70 PD	48.6' LT	---	---	---	---	1	---	---	---	---	---
	30+08 PD	38.0' LT	1	---	---	---	---	---	---	---	---	---
	30+08 PD	40.0' LT	---	---	---	1	---	---	---	---	---	---
	30+52 PD	52.7' LT	---	1	---	---	---	---	---	---	---	---
	31+06 PD	49.9' LT	---	---	---	---	1	---	---	---	---	---
	31+08 PD	49.9' LT	---	---	---	---	---	---	---	---	1	1
	34+53 PD	52.4' LT	---	---	---	---	---	1	---	---	---	---
	34+65 PD	53.4' LT	---	---	---	---	---	1	---	---	---	---
	36+41 PD	50.6' LT	---	---	---	---	---	1	---	---	---	---
	37+38 PD	4.3' LT	---	---	---	---	---	1	---	---	---	---
	38+58 PD	54.9' LT	---	1	---	---	---	---	---	---	1	---
	38+59 PD	64.5' LT	1	---	---	---	---	---	---	---	1	---
	40+18 PD	42.3' LT	---	---	---	---	---	1	---	---	---	---
	42+40 PD	34.2' LT	---	1	---	---	---	---	---	---	---	---
	42+40 PD	40.0' LT	---	---	---	---	---	---	---	---	---	1
	42+65 PD	55.5' LT	---	---	---	---	---	---	---	---	1	---
	42+68 PD	55.5' LT	---	---	---	1	---	---	---	---	---	---
	42+71 PD	55.5' LT	1	---	---	---	---	---	---	---	---	---
	6+55 SH	22.0' LT	---	---	---	---	---	1	---	---	---	---
	7+57 SH	32.0' LT	---	---	---	---	---	1	---	---	---	---
	7+61 SH	41.9' LT	---	---	---	---	---	1	---	---	---	---
	7+70 SH	32.9' LT	---	---	---	---	---	1	---	---	---	---
	10+17 SH	49.8' LT	---	---	---	---	---	1	---	---	---	---
	10+17 SH	52.4' LT	---	---	1	---	---	1	---	---	---	---
	2+88 MP	10.4' LT	---	---	---	---	---	1	---	---	---	---
	TOTALS		4	4	2	2	2	32	1	2	6	3

SANITARY SEWER STRUCTURES SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	LOCATION (OFFSET)	PROPOSED TOP OF CASTING	EXISTING TOP OF CASTING	NET ADJUST HEIGHT	IE	DEPTH	SPV.0060.220 RECONSTRUCT EXISTING SANITARY SEWER STRUCTURE EACH	SPV.0060.221 ADJUSTING SANITARY MANHOLE COVERS EACH
0020	EX MH-8	16+83 PD	20.6' RT	1006.86	1007.01	-0.15	---	---	1	---
	EX MH-9	16+83 PD	35.0' RT	1007.06	1006.80	0.26	996.51	10.29	1	---
	EX MH-14	18+71 PD	40.0' RT	1009.44	1010.09	-0.65	999.09	11.00	1	---
	EX MH-16	20+63 PD	40.4' RT	1014.80	1015.39	-0.59	---	---	---	1
	EX MH-19	21+74 PD	42.6' RT	1019.52	1019.39	0.13	---	---	---	1
	EX MH-79	21+78 PD	59.1' LT	1015.35	1015.40	-0.05	---	---	---	1
	EX MH-20	24+00 PD	49.3' RT	1025.15	1024.17	0.98	1016.70	7.47	---	1
	EX MH-21	25+86 PD	46.6' RT	1025.50	1025.44	0.06	1018.53	6.91	---	1
	EX MH-22	26+42 PD	44.6' RT	1025.50	1025.51	-0.01	1019.10	6.41	---	1
	EX MH-35	2+93 MP	1.3' LT	1024.60	1024.61	-0.01	1014.29	10.32	1	---
	EX MH-44	6+42 SH	2.6' RT	1017.30	1017.62	-0.32	999.12	18.50	---	1
	EX MH-122	10+37 SH	24.7' LT	1002.62	1000.16	2.46	989.40	10.76	1	---
	EX MH-123	12+36 SH	11.2' LT	998.22	998.37	-0.15	986.27	12.10	---	1
								TOTALS	5	8

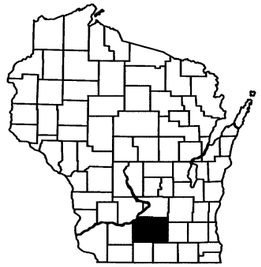
WATER MAIN PIPES

CATEGORY	STATION - STATION	SPV.0090.200 WATER MAIN, 6-INCH LF	SPV.0090.201 WATER MAIN, 16-INCH LF	SPV.0090.202 GRANULAR BACKFILL FOR WATER MAIN LF
0010	18+68 PD - 18+79 PD	12	---	12
	30+08 PD	8	---	8
	29+67 PD - 31+08 PD	10	145	155
	38+58 PD	16	---	16
	42+65 PD - 42+71 PD	6	---	6
	TOTALS	52	145	197

INSULATION

CATEGORY	LOCATION	* SPV.0090.203 LF
0010	UNDISTRIBUTED	150

* ACTUAL QUANTITY AND LOCATION TO BE FIELD DETERMINED BY ENGINEER



TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT 5849-02-02

C FITCHBURG, MCKEE ROAD

(COMMERCE PARK DR TO SEMINOLE HWY)

CTH PD

DANE COUNTY

4

4

NOTES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5849-02-02.

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.

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

EXISTING R/W ON CTH PD (MCKEE RD.) BASED ON: PREVIOUS PROJECT 5849-00-71, 5849-00-21 & TPP 1206-07-25-4.07, TPP 14-SR-101-0-4.01, PINE RIDGE PLAT, SECOND ADDITION TO PINE RIDGE PLAT, SEMINOLE HILLS, SEVENTH ADDITION TO SEMINOLE FOREST, FITCHBURG BUSINESS PARK, CSM 5950, CSM 7863, CSM 9099, CSM 9217, CSM 10785, CSM 14235, DEED DOC. 1034586, DEED DOC. 1036400.

EXISTING R/W ON SPOKE DRIVE BASED ON: TPP 14-SR-101-0-4.01.

EXISTING R/W ON PINEWAY TRAIL BASED ON: PINE RIDGE PLAT & SECOND ADDITION TO PINE RIDGE.

EXISTING R/W ON MARKETPLACE DRIVE BASED ON: FITCHBURG BUSINESS PARK & CSM 7863.

EXISTING R/W ON S. SEMINOLE HIGHWAY BASED ON: SEMINOLE HILLS, SEVENTH ADDITION TO SEMINOLE FOREST, FITCHBURG BUSINESS PARK & CSM 10785.

EXISTING R/W ON COMMERCE PARK DRIVE BASED ON: CITY OF FITCHBURG COMMERCE PARK PLAT

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES, THE CITY OF FITCHBURG COMMERCE PARK PLAT, FITCHBURG BUSINESS PARK, SECOND ADDITION TO PINE RIDGE, SEMINOLE HILLS PLAT & CSM 10785.

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".

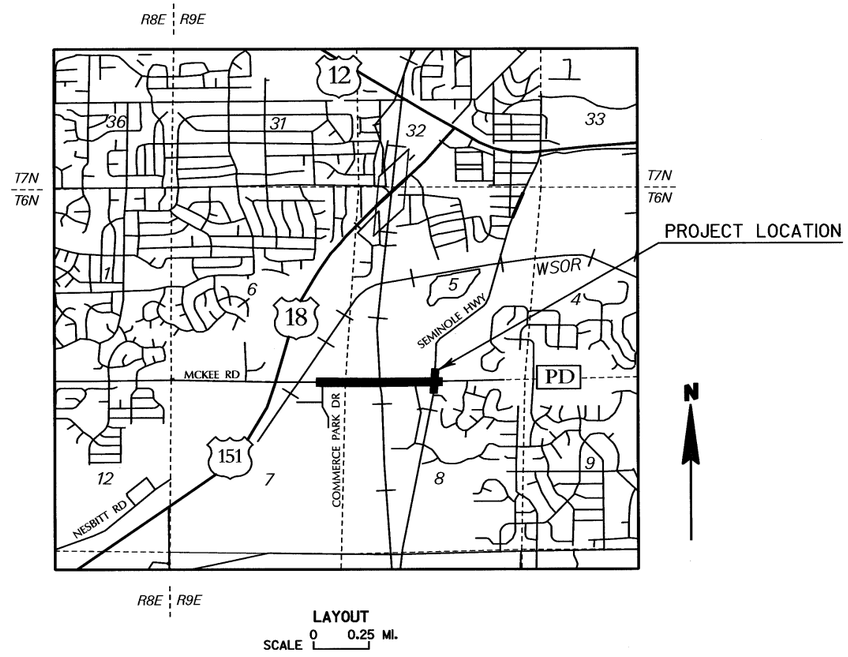
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES AND AREAS OF FEE ACQUISITION, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE LAND SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT AT THE CITY OF FITCHBURG.

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 AND PUBLIC UTILITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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



LAYOUT
SCALE 0 0.25 MI.

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	Δ
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)
- 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)
- VALVE (GAS, WATER, ETC.)
- SIGN
- OFF-PREMISE SIGN
- R/W BOUNDARY POINT 200
- TLE POINT TLE205

	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)
- NO ACCESS (NEW HIGHWAY)
- BRIDGE
- PARCEL NUMBER 25
- UTILITY NUMBER 40

CONVENTIONAL UTILITY SYMBOLS

WATER	W	SANITARY SEWER	SAN
GAS	G	STORM SEWER	SS
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		NON COMPENSABLE / COMPENSABLE
ELECTRIC	E	POWER POLE	
CABLE TELEVISION	TV	TELEPHONE POLE	
FIBER OPTIC	FO	TELEPHONE PEDESTAL	
		ELECTRIC TOWER	

TPP NUMBER 5849-02-02 - 4.01
SHEET 2 OF 2

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\TPP\040101_rt.dgn
PLOT DATE :
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

TRANSPORTATION PROJECT PLAT NO: 5849-02-02 - 4.01

THAT PART OF LOTS 1, 2 & 3 OF CSM 5950 IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 5 AND THAT PART OF LOTS 10 & 11 OF THE CITY OF FITCHBURG COMMERCE PARK PLAT IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 7, AND THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 6, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH PD DANE COUNTY C FITCHBURG, MCKEE ROAD (COMMERCE PARK DR TO SEMINOLE HWY)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF FITCHBURG 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 62.22, WISCONSIN STATUTES, THE CITY OF FITCHBURG 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF FITCHBURG, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

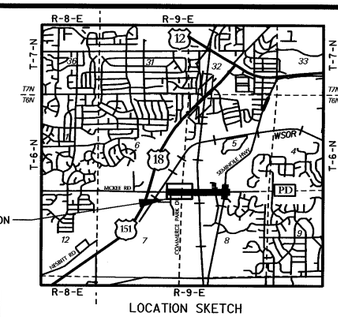
P.I. = 14+21.15 PD
Y = 461,240.35
X = 798,872.57
DELTA = 4° 21'31" (RT)
D = 5° 15'32"
T = 41.46'
L = 82.88'
R = 1,089.50'
P.C. = 13+79.69 PD
P.T. = 14+62.57 PD
DA = S 84°02'26" E

P.I. = 15+08.38 PD
Y = 461,231.29
X = 798,959.36
DELTA = 4° 43'26" (LT)
D = 5° 09'34"
T = 45.80'
L = 91.56'
R = 1,110.50'
P.C. = 14+62.57 PD
P.T. = 15+54.13 PD
DB = S 84°02'26" E

P.I. = 20+82.23 PD
Y = 461,218.92
X = 799,533.13
DELTA = 1° 35'27" (LT)
D = 1° 08'45"
T = 69.43'
L = 138.84'
R = 5,000.50'
P.C. = 20+12.80 PD
P.T. = 21+51.65 PD

P.I. = 1+21.58 CP
Y = 460,936.63
X = 798,909.68
DELTA = 4° 57'46" (LT)
D = 11° 30'19"
T = 21.58'
L = 43.13'
R = 498.00'
P.C. = 1+00.00 CP
P.R.C. = 1+43.13 CP

P.I. = 1+64.98 CP
Y = 460,979.94
X = 798,906.51
DELTA = 5° 00'13" (RT)
D = 11° 27'33"
T = 21.85'
L = 43.66'
R = 500.00'
P.R.C. = 1+43.13 CP
P.T. = 1+86.80 CP



LOCATION SKETCH
NOT TO SCALE

SCALE, FEET
0 50 100

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

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5849-02-02-4.01 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 4/1/19
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF FITCHBURG.
(SIGNATURE) William C. Balke DATE 4/24/2019
(PRINTED NAME) WILLIAM C. BALKE

Office of Register of Deeds
Dane County, Wisconsin
Received for Record APRIL 30 19
20 19 at 9:43 o'clock A M
and recorded in vol. 61-009A
of Plats on page 49-50
Kristi Chlebowski by: Kristi Chlebowski Deputy
Register
Document # 5484119

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5849-02-02-4.01
AMENDMENT NO:
SHEET 1 OF 2

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2.

SE-SE SEC. 6 | CITY OF FITCHBURG | SW-SW SEC. 5 | NE-NE SEC. 7 | NW-NW SEC. 8

FOUND BRASS CAP
Y = 461274.897
X = 796937.578

FOUND BRASS CAP
Y = 463809.273
X = 799610.985

FOUND BRASS CAP
Y = 461218.917
X = 799533.128
STA. 20+82.23/0.48' RT

FOUND BRASS CAP
Y = 458605.693
X = 799449.165

FOUND ALUMINUM CAP
Y = 461235.009
X = 802127.846

50' ACCESS EASE. DOC.1224087 V.56, P.597

HIGHWAY ACCESS EASEMENT DOC.2651295 V.28405, P.43

HIGHWAY ACCESS EASEMENT DOC.2885061

INGRESS/EGRESS EASEMENT FOR LOT 2 PER CSM 5950

SEE SHEET 5849-02-02-4.02

CTH PD (MCKEE RD)

COMMERCE PARK DRIVE

SPOKE DRIVE

LOT 1 CSM 9099 V.51, P.93-94 DOC.3044592

LOT 2 CSM 9099 V.51, P.93-94 DOC.3044592

FORMERLY CITY OF FITCHBURG COMMERCE PARK

LOT 10 CITY OF FITCHBURG COMMERCE PARK

LOT 11

LOT 3 CSM 5950 V.28, P.169-171 DOC.2163104

LOT 2 CSM 5950 V.28, P.169-171 DOC.2163104

LOT 1 CSM 5950 V.28, P.169-171 DOC.2163104

LOT 1 CSM 14235 DOC. 5232251 V.96, P.276-286 (FORMERLY LOT 1 CSM 9217 V.52, P.96-99 DOC.3085565)

TLE-SLOPES 2817 S.F.
TLE-SLOPES 1943 S.F.
TLE-SLOPES 874 S.F.
TLE-SLOPES 1082 S.F.
TLE-SLOPES 2409 S.F.
TLE-SLOPES 249 S.F.

POINT *	STATION	OFFSET	Y	X
100	20+83.58 PD	-59.50'	461278.89	799534.93
101	25+91.78 PD	-59.96'	461282.04	800042.31
103	25+75.00 PD	75.00'	461146.97	800026.36
104	20+80.42 PD	75.51'	461143.90	799530.72
105	20+80.78 PD	60.47'	461158.94	799531.20
106	15+68.00 PD	60.00'	461170.02	799017.72
107	2+96.15 CP	68.53'	461110.15	798976.91
108	1+42.74 CP	62.66'	460962.29	798970.63
109	14+26.65 PD	99.81'	461139.63	798870.93
110	13+91.75 PD	80.06'	461161.11	798840.05
113	14+26.16 PD	-64.90'	461303.96	798882.10
114	14+25.53 PD	-78.54'	461317.61	798882.40
115	14+90.22 PD	-76.28'	461309.56	798947.36
116	15+94.67 PD	-60.00'	461289.42	799046.98
117	1+44.72 CP	39.25'	460962.48	798947.15
119	1+51.47 CP	-40.47'	460964.20	798867.17

POINT *	STATION	OFFSET
TLE100	14+89.82 PD	-80.63'
TLE101	15+50.00 PD	-80.00'
TLE102	17+00.00 PD	-65.00'
TLE103	17+50.00 PD	-74.00'
TLE104	17+59.00 PD	-63.00'
TLE105	18+35.00 PD	-60.00'
TLE106	21+50.00 PD	-65.50'
TLE107	22+50.00 PD	-65.50'
TLE108	23+50.00 PD	-79.00'
TLE109	24+20.00 PD	-65.00'
TLE110	25+51.58 PD	-66.52'
TLE111	25+51.34 PD	-59.96'
TLE112	20+80.62 PD	67.00'
TLE113	20+00.00 PD	70.00'
TLE114	19+60.00 PD	60.00'
TLE115	17+00.00 PD	60.00'
TLE116	16+50.00 PD	65.00'
TLE117	16+10.00 PD	65.00'
TLE118	15+57.00 PD	83.00'
TLE119	2+95.04 CP	72.94'
TLE120	25+93.00 PD	-65.58'
TLE121	1+39.62 CP	67.28'
TLE122	1+41.57 CP	38.96'

100 AT&T WISCONSIN
CITY OF FITCHBURG
COMMERCE PARK PLAT EASE.
PARCELS 2 & 4

100 AT&T WISCONSIN
(AMERITECH EASEMENT)
DOC.3518834
PARCEL 4

101 MG&E-ELECTRIC
30' EASEMENT
DOC.3226792
PARCEL 2

101 MG&E-ELECTRIC
EASEMENT
DOC.2152665
PARCEL 4

101 MG&E-ELECTRIC
10' EASEMENT
DOC.2612277
PARCELS 4 & 6

102 CITY OF FITCHBURG - SANITARY
10' SAN. SEWER EASE.
DOC.1922186, V.7806, P.19-20
PARCEL 2

102 CITY OF FITCHBURG - SANITARY
NO RECORDED EASEMENT
PARCELS 1, 4, & 7

HWY	BASIS OF EXIST. R/W
CTH PD MCKEE RD	PREVIOUS PROJECT 5849-00-71, 5849-00-21, TPP 1206-07-25-4.07, TPP 14-SR-101-0-4.01, CITY OF FITCHBURG COMMERCE PARK, CSM 5950, & CSM 9099
COMMERCE PARK DR.	CITY OF FITCHBURG COMMERCE PARK PLAT
SPOKE DRIVE	TPP 14-SR-101-0-4.01

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.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF FITCHBURG PLANNING AND ZONING DEPARTMENT.

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

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.

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 TO THE CITY OF FITCHBURG.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.	PLE S.F.
1	VALD, LLC	TLE	---	---	---	2817	---
2	REALTY INCOME CORPORATION	FEE, TLE	6388	---	6388	2817	---
4	MCKEE PLACE, LLC	TLE	---	---	---	1082	---
6	FITCHBURG SERENITY CLUB, INC.	TLE	---	---	---	2409	---
7	CITY OF FITCHBURG	TLE	---	---	---	249	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	AT&T-WISCONSIN	RELEASE OF RIGHTS
101	MG&E - ELECTRIC	RELEASE OF RIGHTS
102	CITY OF FITCHBURG - SANITARY SEWER	RELEASE OF RIGHTS

* EXCLUDE BUILDINGS THAT LIE PARTIALLY OR WHOLLY WITHIN A TEMPORARY LIMITED EASEMENT.

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\TPP\040101_rp.dgn
APPRAISAL PLAT DATE: 4/1/19

PLOT DATE : PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

5849-02-02-4.01

TRANSPORTATION PROJECT PLAT NO: 5849-02-02 - 4.02

THAT PART OF LOTS 1, 2, & 4, OF PINE RIDGE IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 5, AND THAT PART OF LOT 1 OF CSM 7863 IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 8, AND THAT PART OF LOT 1 OF CSM 14235 IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 8, AND THAT PART OF OUTLOTS 3 & 4 OF CSM 15033 IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 5 ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH PD DANE COUNTY C FITCHBURG, MCKEE ROAD (COMMERCE PARK DR TO SEMINOLE HWY)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF FITCHBURG 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 62.22, WISCONSIN STATUTES, THE CITY OF FITCHBURG 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF FITCHBURG, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

100 AT&T WISCONSIN (WISCONSIN BELL, EASE.) DOC. 2498132, V.23841, P.33 PARCEL 8

100 AT&T WISCONSIN (WISCONSIN TEL. EASE.) DOC. 1448019, V.626, P.258 PARCEL 8

101 MG&E - ELECTRIC DOC. 1515718, V.801, P.290-292 PARCEL 9

101 MG&E - ELEC 30' EASEMENT DOC.2932887 & DOC.2932888 PARCEL 3

101 MG&E - ELECTRIC PER PINE RIDGE PLAT PARCEL 13

101 MG&E - ELEC 20' EASEMENT DOC.2932888 PARCEL 3

103 MG&E - GAS DOC. 1515718, V.801, P.290-292 PARCEL 9

103 MG&E - GAS 30' EASEMENT DOC.2932887 & DOC.2932888 PARCEL 3

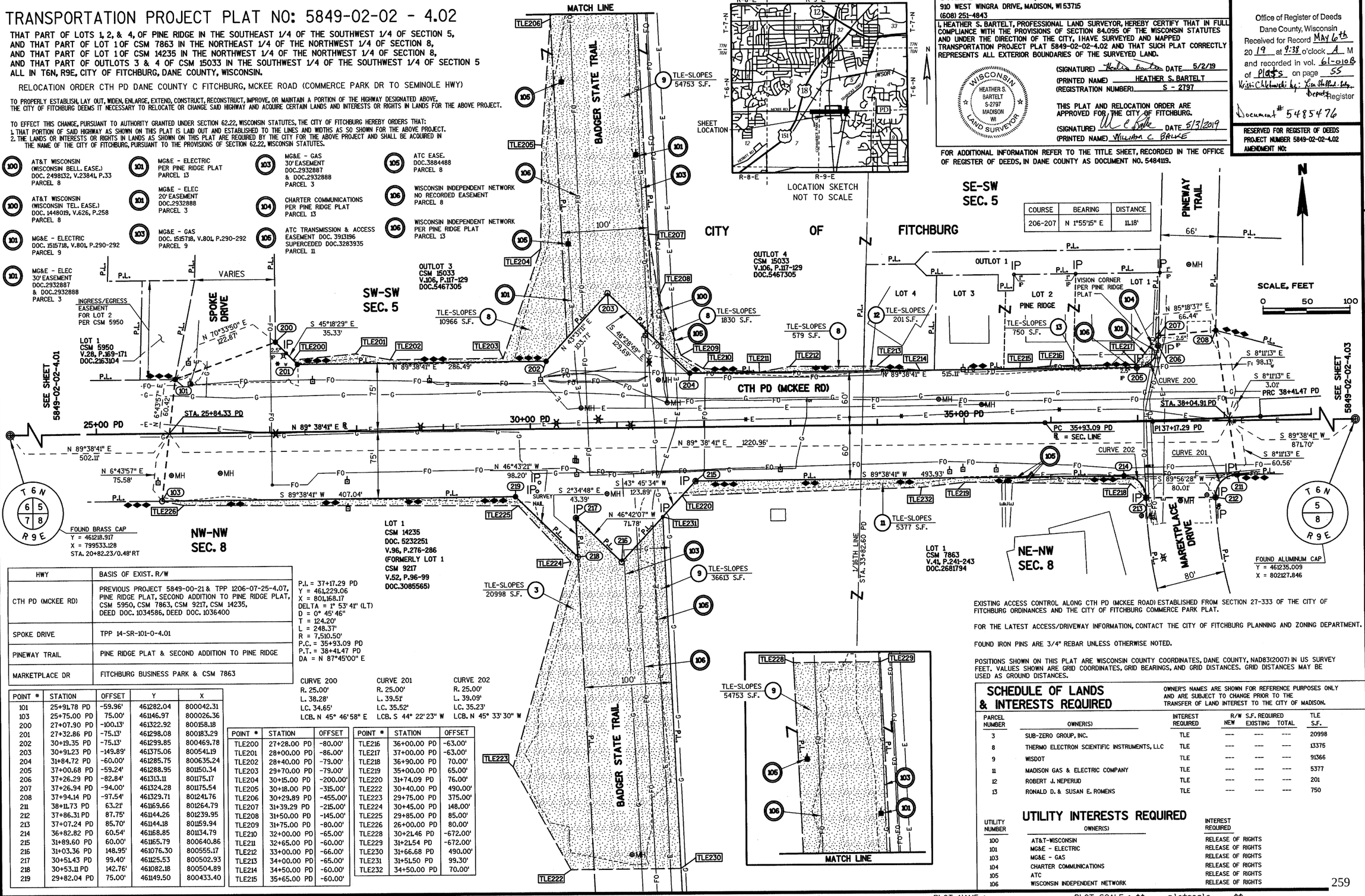
104 CHARTER COMMUNICATIONS PER PINE RIDGE PLAT PARCEL 13

105 ATC EASE. DOC.3884488 PARCEL 8

106 WISCONSIN INDEPENDENT NETWORK NO RECORDED EASEMENT PARCEL 8

106 ATC TRANSMISSION & ACCESS EASEMENT DOC. 3913196 SUPERCEDED DOC.3283935 PARCEL 11

106 WISCONSIN INDEPENDENT NETWORK PER PINE RIDGE PLAT PARCEL 13



COURSE	BEARING	DISTANCE
206-207	N 1°55'15" E	11.18'

HWY	BASIS OF EXIST. R/W
CTH PD (MCKEE RD)	PREVIOUS PROJECT 5849-00-21 & TPP 1206-07-25-4.07, PINE RIDGE PLAT, SECOND ADDITION TO PINE RIDGE PLAT, CSM 5950, CSM 7863, CSM 9217, CSM 14235, DEED DOC. 1034586, DEED DOC. 1036400
SPOKE DRIVE	TPP 14-SR-101-0-4.01
PINEWAY TRAIL	PINE RIDGE PLAT & SECOND ADDITION TO PINE RIDGE
MARKETPLACE DR	FITCHBURG BUSINESS PARK & CSM 7863

POINT #	STATION	OFFSET	Y	X
101	25+91.78 PD	-59.96'	461282.04	800042.31
103	25+75.00 PD	75.00'	461146.97	800026.36
200	27+07.90 PD	-100.13'	461322.92	800158.18
201	27+32.86 PD	-75.13'	461298.08	800183.29
202	30+19.35 PD	-75.13'	461299.85	800469.78
203	30+91.23 PD	-149.89'	461375.06	800541.19
204	31+84.72 PD	-60.00'	461285.75	800635.24
205	37+00.68 PD	-59.24'	461288.95	801150.34
206	37+26.29 PD	-82.84'	461313.11	801175.17
207	37+26.94 PD	-94.00'	461324.28	801175.54
208	37+94.14 PD	-97.54'	461329.71	801241.76
211	38+11.73 PD	63.21'	461169.66	801264.79
212	37+86.31 PD	87.75'	461144.26	801239.95
213	37+07.24 PD	85.70'	461144.18	801159.94
214	36+82.82 PD	60.54'	461168.85	801134.79
215	31+89.60 PD	60.00'	461165.79	800640.86
216	31+03.36 PD	148.95'	461076.30	800555.17
217	30+51.43 PD	99.40'	461125.53	800502.93
218	30+53.11 PD	142.76'	461082.18	800504.89
219	29+82.04 PD	75.00'	461149.50	800433.40

P.I. = 37+17.29 PD
Y = 461,229.06
X = 801,168.17
DELTA = 1° 53' 41" (LT)
D = 0° 45' 46"
T = 124.20'
L = 248.37'
R = 7,510.50'
P.C. = 35+93.09 PD
P.T. = 38+41.47 PD
DA = N 87°45'00" E

CURVE 200: R. 25.00' L. 38.28' LC. 34.65' LCB. N 45° 46' 58" E

CURVE 201: R. 25.00' L. 39.51' LC. 35.52' LCB. S 44° 22' 23" W

CURVE 202: R. 25.00' L. 39.09' LC. 35.23' LCB. N 45° 33' 30" W

POINT #	STATION	OFFSET
TLE200	27+28.00 PD	-80.00'
TLE201	28+00.00 PD	-86.00'
TLE202	28+40.00 PD	-79.00'
TLE203	29+70.00 PD	-79.00'
TLE204	30+15.00 PD	-200.00'
TLE205	30+18.00 PD	-315.00'
TLE206	30+29.89 PD	-455.00'
TLE207	31+39.29 PD	-215.00'
TLE208	31+50.00 PD	-145.00'
TLE209	31+75.00 PD	-80.00'
TLE210	32+00.00 PD	-65.00'
TLE211	32+65.00 PD	-60.00'
TLE212	33+00.00 PD	-66.00'
TLE213	34+00.00 PD	-65.00'
TLE214	34+50.00 PD	-60.00'
TLE215	35+65.00 PD	-60.00'

POINT #	STATION	OFFSET
TLE216	36+00.00 PD	-63.00'
TLE217	37+00.00 PD	-63.00'
TLE218	36+90.00 PD	70.00'
TLE219	35+00.00 PD	65.00'
TLE220	31+74.09 PD	76.00'
TLE222	30+40.00 PD	490.00'
TLE223	29+75.00 PD	375.00'
TLE224	30+45.00 PD	148.00'
TLE225	29+85.00 PD	85.00'
TLE226	26+00.00 PD	80.00'
TLE228	30+21.46 PD	-672.00'
TLE229	31+21.54 PD	-672.00'
TLE230	31+66.68 PD	490.00'
TLE231	31+51.50 PD	99.30'
TLE232	34+50.00 PD	70.00'

STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE, MADISON, WI 53715
(608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5849-02-02-4.02 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 5/2/19
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF FITCHBURG.
(SIGNATURE) _____ DATE 5/3/2019
(PRINTED NAME) WILLIAM C. BALKE

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS DOCUMENT NO. 5484119.

Office of Register of Deeds
Dane County, Wisconsin
Received for Record MAY 6th
20 19 at 9:38 o'clock A M
and recorded in vol. 61-010B
of Plats on page 55
Kristi Chlebowski by: Kim Hoffland Deputy
Register
Document # 5485476

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5849-02-02-4.02
AMENDMENT NO:

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.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF FITCHBURG PLANNING AND ZONING DEPARTMENT.

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

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.

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 TO THE CITY OF MADISON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
3	SUB-ZERO GROUP, INC.	TLE	---	---	---	20998
8	THERMO ELECTRON SCIENTIFIC INSTRUMENTS, LLC	TLE	---	---	---	13375
9	WISDOT	TLE	---	---	---	91366
11	MADISON GAS & ELECTRIC COMPANY	TLE	---	---	---	5377
12	ROBERT J. NEPERUD	TLE	---	---	---	201
13	RONALD D. & SUSAN E. ROMENS	TLE	---	---	---	750

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	AT&T-WISCONSIN	RELEASE OF RIGHTS
101	MG&E - ELECTRIC	RELEASE OF RIGHTS
103	MG&E - GAS	RELEASE OF RIGHTS
104	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS
105	ATC	RELEASE OF RIGHTS
106	WISCONSIN INDEPENDENT NETWORK	RELEASE OF RIGHTS

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\TPP\040102_rp.dgn
APPRAISAL PLAT DATE: 5/2/19
PLOT DATE :
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$

5849-02-02-4.02

TRANSPORTATION PROJECT PLAT NO: 5849-02-02 - 4.03

THAT PART OF LOTS 57, 58, 61, 62, 65 OF SECOND ADDITION TO PINE RIDGE AND THAT PART OF LOT 2 OF CSM 10785, IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, SECTION 5, AND THAT PART OF LOT 1 OF SEMINOLE HILLS IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 5, AND THAT PART OF LOT 6 OF FITCHBURG BUSINESS PARK IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 8, AND THAT PART OF LOT 268 OF SEVENTH ADDITION TO SEMINOLE FOREST IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 8, ALL IN T6N, R9E, CITY OF FITCHBURG, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH PD DANE COUNTY C FITCHBURG, MCKEE ROAD (COMMERCE PARK DR TO SEMINOLE HWY)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF FITCHBURG 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 62.22, WISCONSIN STATUTES, THE CITY OF FITCHBURG 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 CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF FITCHBURG, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

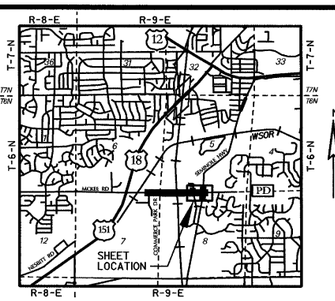
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY OF MADISON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED NEW	EXISTING	TOTAL	TLE S.F.
7	CITY OF FITCHBURG	TLE	---	---	---	74458
17	MARKET PLACE BUSINESS PARK CONDOMINIUM OWNER'S ASSOCIATION, INC.	FEE, TLE	3097	---	3097	8304
18	PINE V CONDOMINIUM ASSOCIATION	TLE	---	---	---	144
19	JEAN N. MANCHESTER REVOCABLE TRUST	TLE	---	---	---	2399
21	BHM INVESTMENTS LLC.	TLE	---	---	---	1544
22	THE STARK REAL ESTATE COMPANY, INC.	TLE	---	---	---	1917
23	SEMINOLE CENTRE UNIT OWNER'S ASSOCIATION, INC.	FEE, TLE	70	---	70	3688
24	SEMINOLE VILLAGE HOWMEOWNERS ASSOCIATION, INC.	TLE	---	---	---	3041

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
101	MG&E - ELECTRIC	RELEASE OF RIGHTS
105	ATC	RELEASE OF RIGHTS
107	CITY OF FITCHBURG - WATER	RELEASE OF RIGHTS
108	CITY OF FITCHBURG - STORM	RELEASE OF RIGHTS



LOCATION SKETCH NOT TO SCALE

COMPUTED FROM TIES
Y = 463872.044
X = 802232.794

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

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5849-02-02-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

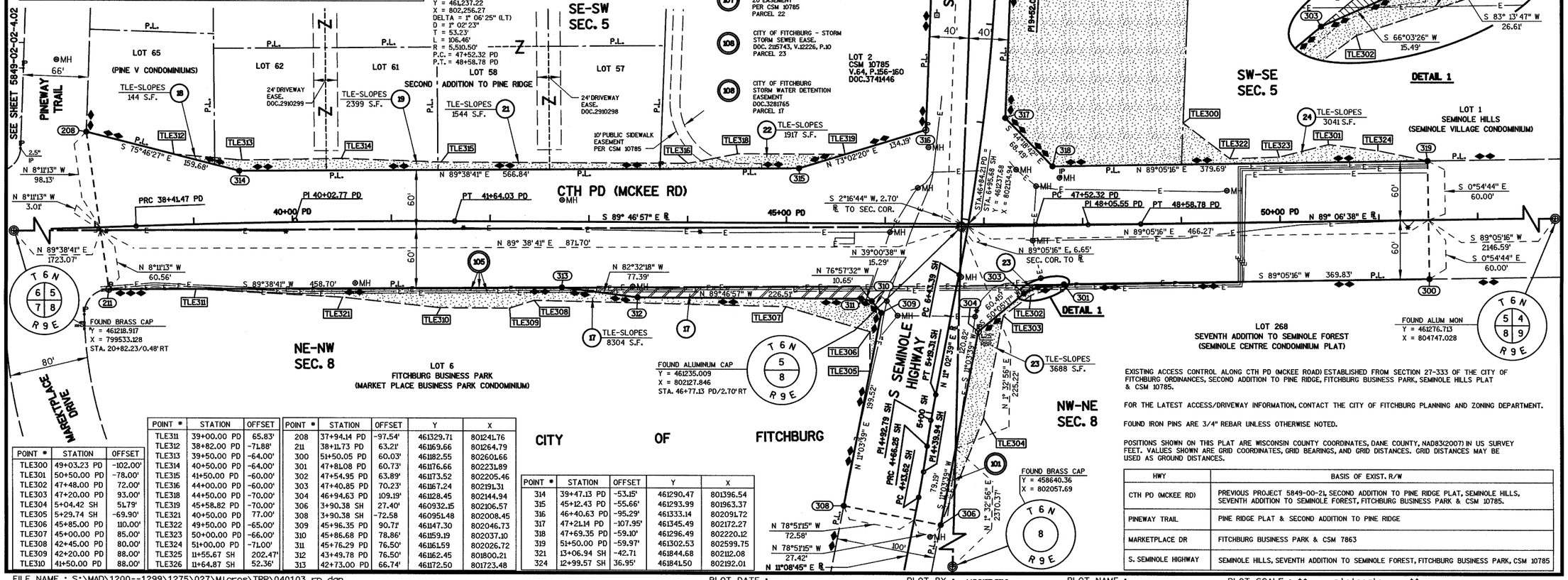
(SIGNATURE) Heather Bartelt DATE 5/2/19
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE CITY OF FITCHBURG.
(SIGNATURE) William C. Rolfe DATE 5/3/2019
(PRINTED NAME) William C. Rolfe

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS DOCUMENT NO. 5484119.

Office of Register of Deeds
Dane County, Wisconsin
Received for Record MAY 6 19
20 19 at 9:38 o'clock A M
and recorded in vol. 61-010B
of Plats on page 56
Kristi Chlebowski by: Jonathan Mu, Deputy Register
Document # 5485477

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5849-02-02-4.03
AMENDMENT NO:



POINT #	STATION	OFFSET
TLE300	49+03.23 PD	-102.00'
TLE301	50+50.00 PD	-78.00'
TLE302	47+48.00 PD	72.00'
TLE303	47+20.00 PD	93.00'
TLE304	5+04.42 SH	51.79'
TLE305	5+29.74 SH	-69.90'
TLE306	45+85.00 PD	110.00'
TLE307	45+00.00 PD	85.00'
TLE308	42+45.00 PD	80.00'
TLE309	42+20.00 PD	88.00'
TLE310	41+50.00 PD	88.00'

POINT #	STATION	OFFSET
TLE311	39+00.00 PD	65.83'
TLE312	38+82.00 PD	-71.88'
TLE313	39+50.00 PD	-64.00'
TLE314	40+50.00 PD	-64.00'
TLE315	41+50.00 PD	-60.00'
TLE316	44+00.00 PD	-60.00'
TLE318	44+50.00 PD	-70.00'
TLE319	45+58.82 PD	-70.00'
TLE321	40+50.00 PD	77.00'
TLE322	49+50.00 PD	-65.00'
TLE323	50+00.00 PD	-66.00'
TLE324	51+00.00 PD	-71.00'
TLE325	11+55.67 SH	202.47'
TLE326	11+64.87 SH	52.36'

POINT #	STATION	OFFSET	Y	X
208	37+94.14 PD	-97.54'	461329.71	801241.76
211	38+11.73 PD	63.21'	461169.66	801264.79
300	51+50.05 PD	60.03'	461182.55	802601.66
301	47+81.08 PD	60.73'	461176.66	802231.89
302	47+54.95 PD	63.89'	461173.52	802205.46
303	47+40.85 PD	70.23'	461167.24	802191.31
304	46+94.63 PD	109.19'	461128.45	802144.94
306	3+90.38 SH	27.40'	460932.15	802106.57
308	3+90.38 SH	-72.58	460951.48	802008.45
309	45+96.35 PD	90.71'	461147.30	802046.73
310	45+86.68 PD	78.86'	461159.19	802037.10
311	45+76.29 PD	76.50'	461161.59	802026.72
312	43+49.78 PD	76.50'	461162.45	801800.21
313	42+73.00 PD	66.74'	461172.50	801723.48

POINT #	STATION	OFFSET	Y	X
314	39+47.13 PD	-53.15'	461290.47	801396.54
315	45+12.43 PD	-55.66'	461293.99	801963.37
316	46+40.63 PD	-95.29'	461333.14	802091.72
317	47+21.14 PD	-107.95'	461345.49	802172.27
318	47+69.35 PD	-59.10'	461296.49	802220.12
319	51+50.00 PD	-59.97'	461302.53	802599.75
321	13+06.94 SH	-42.71	461844.68	802112.08
324	12+99.57 SH	36.95'	461841.50	802192.01

EXISTING ACCESS CONTROL ALONG CTH PD (MCKEE ROAD) ESTABLISHED FROM SECTION 27-333 OF THE CITY OF FITCHBURG ORDINANCES, SECOND ADDITION TO PINE RIDGE, FITCHBURG BUSINESS PARK, SEMINOLE HILLS PLAT & CSM 10785.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE CITY OF FITCHBURG PLANNING AND ZONING DEPARTMENT.

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

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.

HWY	BASIS OF EXIST. R/W
CTH PD (MCKEE RD)	PREVIOUS PROJECT 5849-00-21, SECOND ADDITION TO PINE RIDGE PLAT, SEMINOLE HILLS, SEVENTH ADDITION TO SEMINOLE FOREST, FITCHBURG BUSINESS PARK & CSM 10785.
PINEWAY TRAIL	PINE RIDGE PLAT & SECOND ADDITION TO PINE RIDGE
MARKETPLACE DR	FITCHBURG BUSINESS PARK & CSM 7863
S. SEMINOLE HIGHWAY	SEMINOLE HILLS, SEVENTH ADDITION TO SEMINOLE FOREST, FITCHBURG BUSINESS PARK, CSM 10785

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\TPP\040103_rp.dgn
PLOT DATE :
PLOT BY : _username_
PLOT NAME :
PLOT SCALE : $$.....plotscale.....$$
APPRAISAL PLAT DATE: 5/2/19
5849-02-02-4.03

TJM MCKEE ROAD LLC

PLAYCON CORPORATION

VALD LLC

P.L.

P.L.

N

TLE

SLOPE INTERCEPT (TYP.)

R/W

R/W

BM8

BM7

CAUTION

WB CTH PD (MCKEE ROAD)

5

5

14+00 PD

+50 PD

15+00 PD

+50 PD

16+00 PD

+50 PD

17+00 PD

+50 PD

18+00 PD

+50 PD

19+00 PD

+50 PD

MATCHLINE STA. 20+00 PD

BEGIN PROJECT
STA. 14+45.60 PD

4+00 CP

+50 CP

3+00 CP

+50 CP

EB CTH PD (MCKEE ROAD)

CAUTION

BM10

BM9

R/W

TLE

R/W

TLE

CAUTION

R/W

TLE

SIGN

COMMERCE PARK DRIVE

REALTY INCOME
CORPORATION

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
9	13+95 PD, 65.7' RT	TOP NUT HYD	1006.33
8	15+56 PD, 50.2' LT	TOP NUT HYD	1007.65
10	18+71 PD, 43.5' RT	TOP NUT HYD	1012.53
7	19+47 PD, 55.5' LT	TOP NUT HYD	1014.94

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCI METRO (COMMUNICATION)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050100_pp_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

WESTBOUND PROFILE
GRADE LINE (WB)

K = 174
L = 470'

VPC 16+70.00 PD
EL 1,006.64

VPI 14+44.97 PD
EL 1,004.86

VPI 15+13.31 PD
EL 1,005.17

VPI 19+05.00 PD
EL 1,008.86

+0.45% +0.45% +0.94% +0.94% +3.64%

EXISTING GROUND

PROPOSED WESTBOUND PROFILE (WB)

BEGIN PROFILE
STA. 14+44.97 PD

1025 1020 1015 1010 1005 1000 995 990

1,004.31 1,004.88 1,005.11 1,005.51 1,005.99 1,006.46 1,006.95 1,007.58 1,008.35 1,009.27 1,010.33 1,011.53 1,012.88

14+00 PD 15+00 PD 16+00 PD 17+00 PD 18+00 PD 19+00 PD 20+00 PD

EASTBOUND PROFILE
GRADE LINE (EB)

K = 80
L = 200'

VPC 17+40.00 PD
EL 1,007.10

VPT 19+40.00 PD
EL 1,011.17

VPI 14+46.45 PD
EL 1,004.81

VPI 18+40.00 PD
EL 1,007.89

+0.78% +0.78% +3.29%

PROPOSED EASTBOUND PROFILE (EB)

EXISTING GROUND

BEGIN PROFILE
STA. 14+46.45 PD

1025 1020 1015 1010 1005 1000 995 990

1,004.16 1,004.84 1,005.23 1,005.62 1,006.01 1,006.40 1,006.79 1,007.19 1,007.80 1,008.72 1,009.96 1,011.50 1,013.15

14+00 PD 15+00 PD 16+00 PD 17+00 PD 18+00 PD 19+00 PD 20+00 PD

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050100a_pp_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

VALD LLC

MCKEE PLACE LLC

FITCHBURG SERENITY CLUB INC.

CITY OF FITCHBURG

P.L.

N

R-13-330

SLOPE INTERCEPT (TYP.)

R-13-331

TLE

R/W

BM6

CAUTION

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 20+00 PD

MATCHLINE STA. 26+00 PD

PD +50 PD 21+00 PD +50 PD 22+00 PD +50 PD 23+00 PD +50 PD 24+00 PD +50 PD 25+00 PD +50 PD 26+0

EB CTH PD (MCKEE ROAD)

CAUTION

R/W

TLE

GUY

REALTY INCOME CORPORATION

SUB-ZERO GROUP, INC.

BENCH MARKS

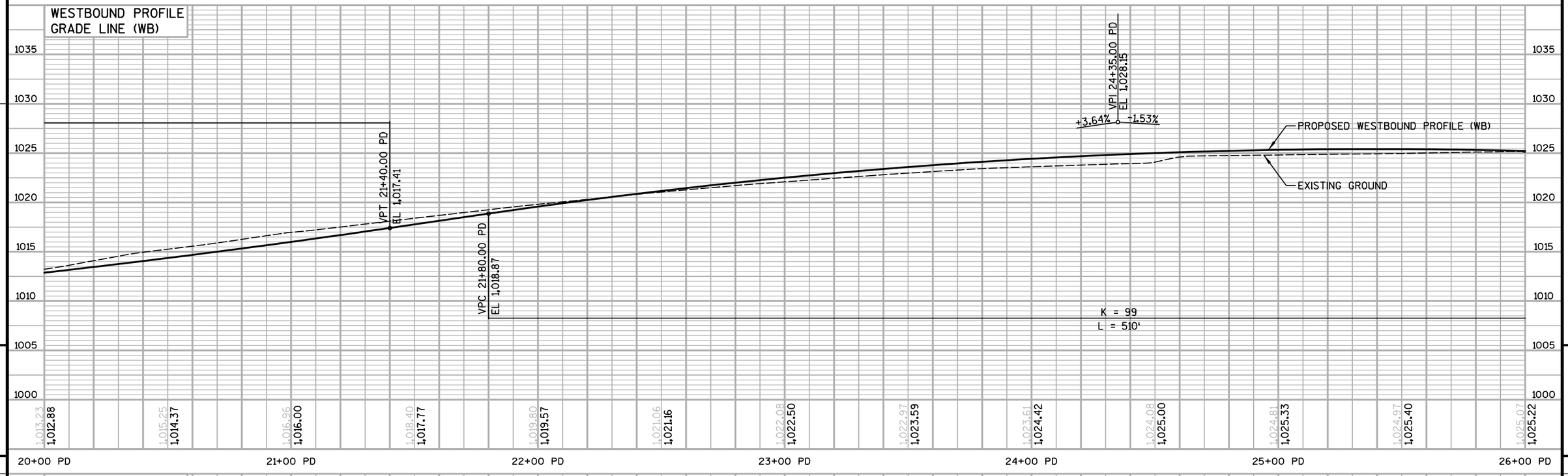
NO.	STATION	DESCRIPTION	ELEV.
6	23+53 PD, 55.1' LT	TOP NUT HYD	1029.35

LEGEND

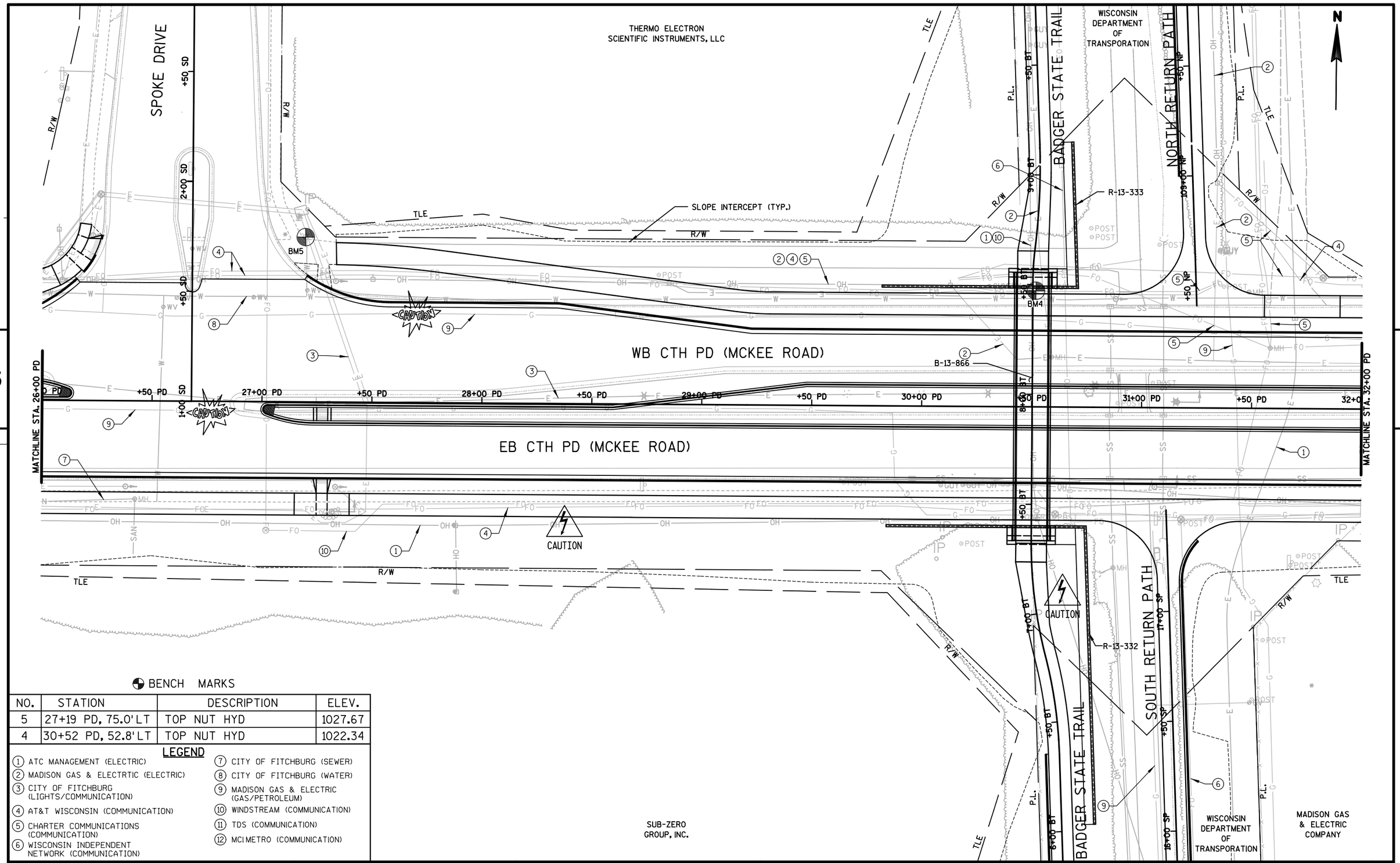
1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCI METRO (COMMUNICATION)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050101_pp_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (PD)	SHEET 264	E



BENCH MARKS

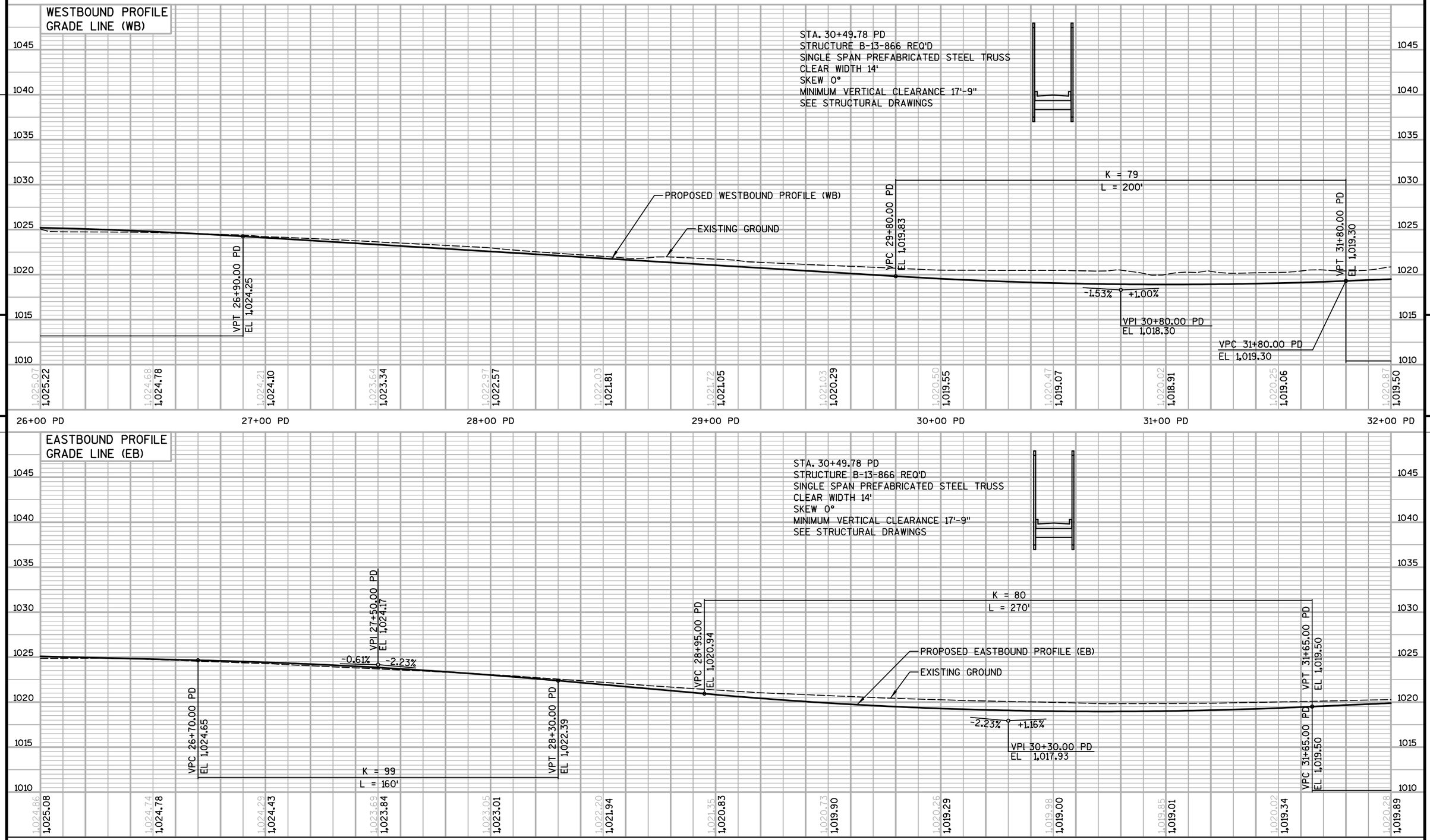
NO.	STATION	DESCRIPTION	ELEV.
5	27+19 PD, 75.0'LT	TOP NUT HYD	1027.67
4	30+52 PD, 52.8'LT	TOP NUT HYD	1022.34

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCIMETRO (COMMUNICATION)

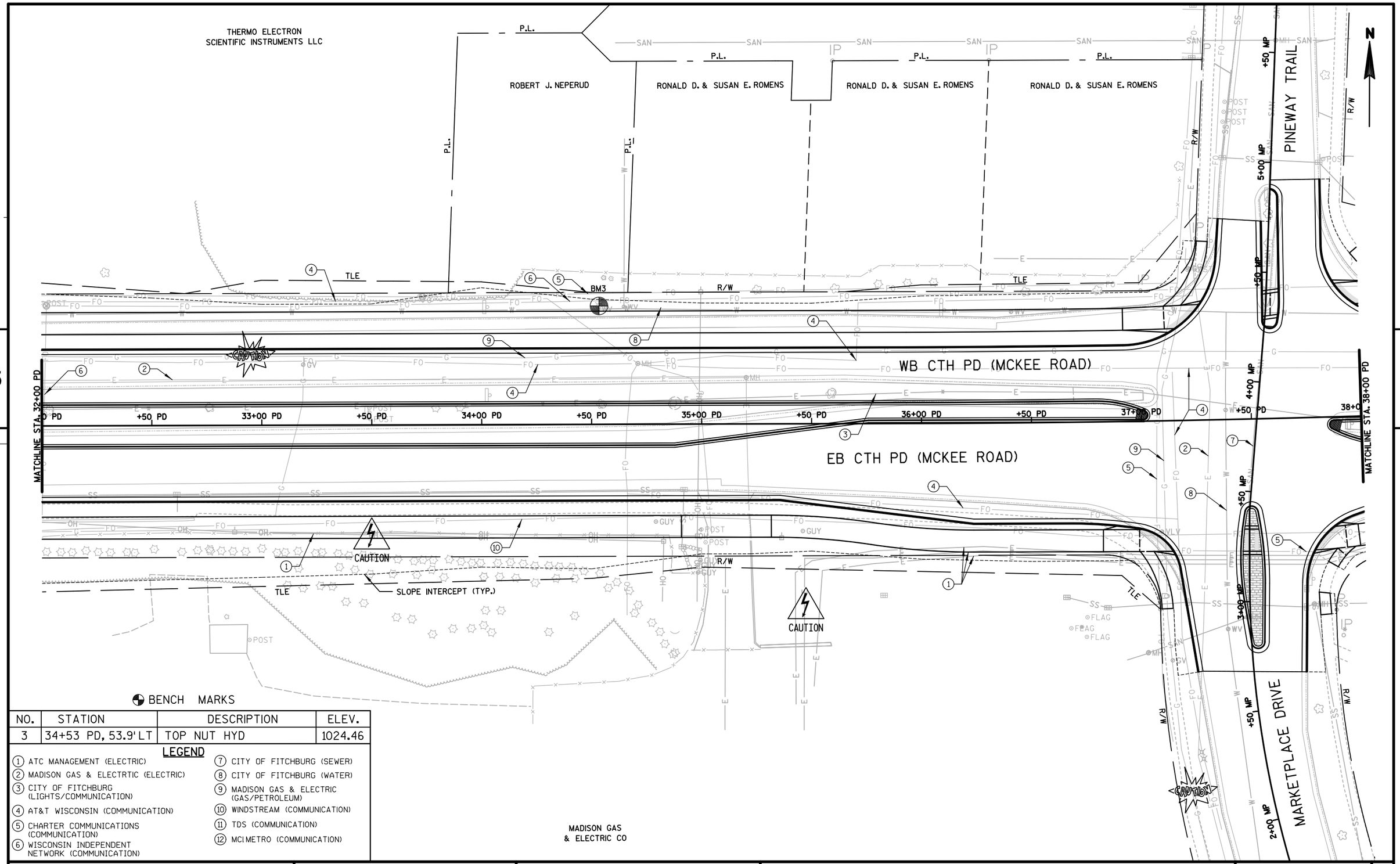
SUB-ZERO GROUP, INC.

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (PD)	SHEET 265	E



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050102a_pp_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
3	34+53 PD, 53.9' LT	TOP NUT HYD	1024.46

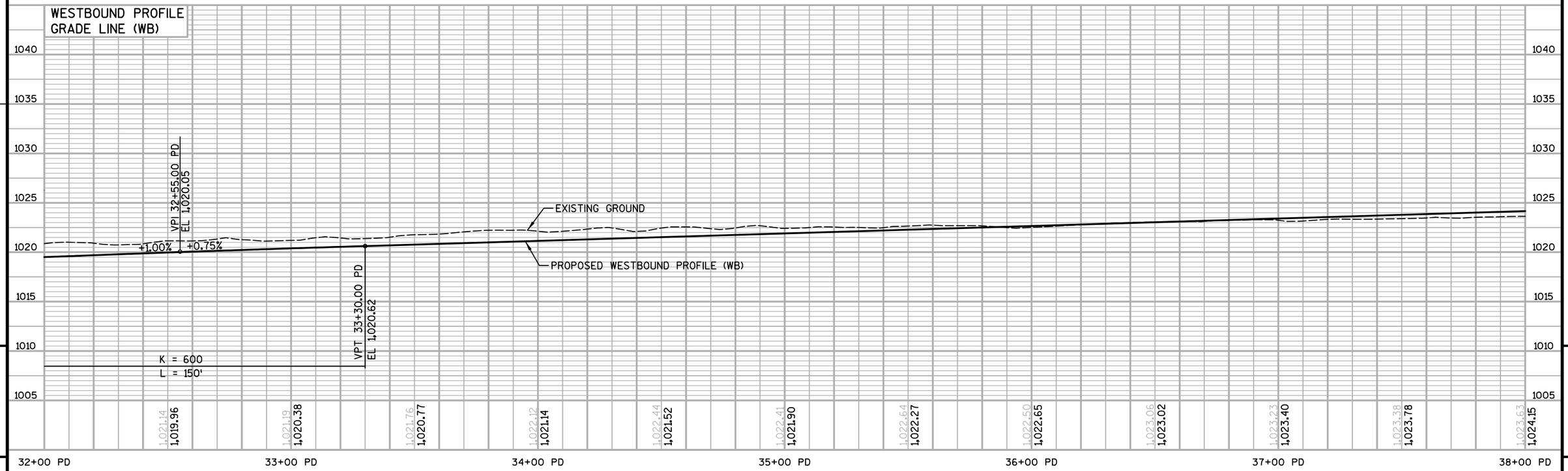
LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCIMETRO (COMMUNICATION)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050103_pp_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 44

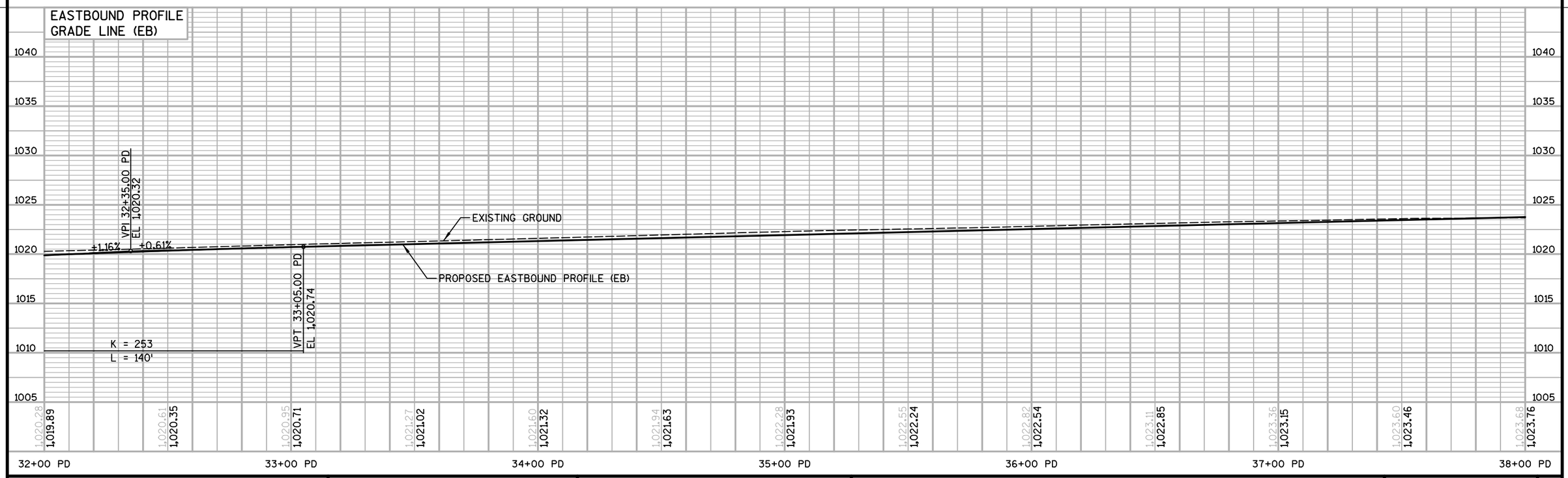
WESTBOUND PROFILE
GRADE LINE (WB)



5

5

EASTBOUND PROFILE
GRADE LINE (EB)



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050103a_pp_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 46

DAVID W. HARGRAVES & SUSAN WOODRUFF

JEAN N. MANCHESTER REVOCABLE TRUST

JEAN N. MANCHESTER REVOCABLE TRUST

BHM INVESTMENTS LLC.

BHM INVESTMENTS LLC.

STARK REAL ESTATE CO INC

N

P.L.

P.L.

P.L.

P.L.

P.L.

R/W

TLE

SLOPE INTERCEPT (TYP.)

R/W

TLE

BM2

BM1

CAUTION

WB CTH PD (MCKEE ROAD)

MATCHLINE STA. 38+00 PD

+50 PD

39+00 PD

+50 PD

40+00 PD

+50 PD

41+00 PD

+50 PD

42+00 PD

+50 PD

43+00 PD

+50 PD

MATCHLINE STA. 44+00 PD

EB CTH PD (MCKEE ROAD)

CAUTION

R/W

TLE

TLE

5

5

OAK BUILDING PARTNERS, LLC

BENCH MARKS

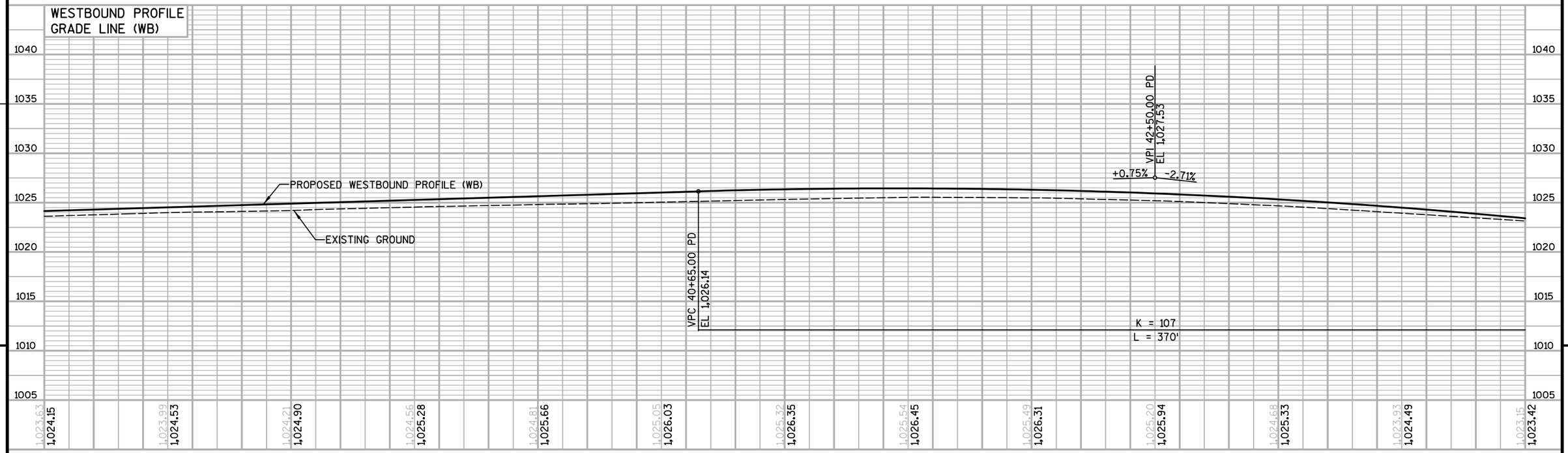
NO.	STATION	DESCRIPTION	ELEV.
2	38+58 PD, 54.9'LT	TOP NUT HYD	1027.43
1	42+40 PD, 34.2'LT	TOP NUT HYD	1028.64

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCI METRO (COMMUNICATION)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (PD)	SHEET 269	E

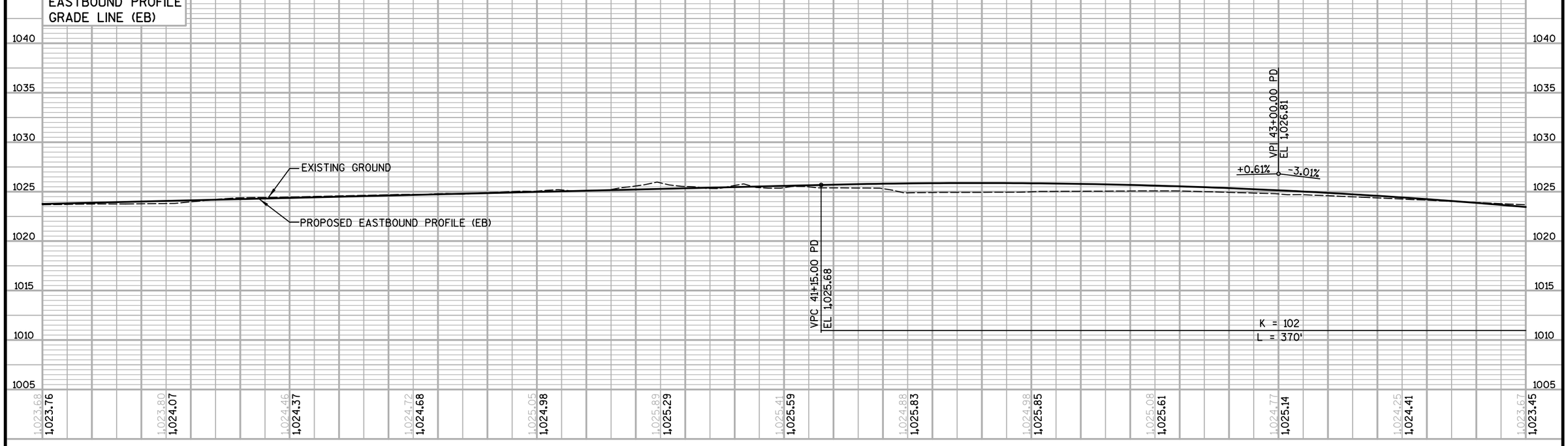
WESTBOUND PROFILE
GRADE LINE (WB)



5

5

EASTBOUND PROFILE
GRADE LINE (EB)



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (PD)	SHEET 270	E

STARK REAL ESTATE CO INC

CITY OF FITCHBURG

SEMINOLE VILLAGE HOWMEOWNERS ASSOCIATION

N

TLE

SLOPE INTERCEPT (TYP.)

R/W

CAUTION

MATCHLINE STA. 44+00 PD

MATCHLINE STA. 50+00 PD

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

+50 SH

7+00 SH

8+00 SH

6+00 SH

5+00 SH

SEMINOLE HIGHWAY

P.L.

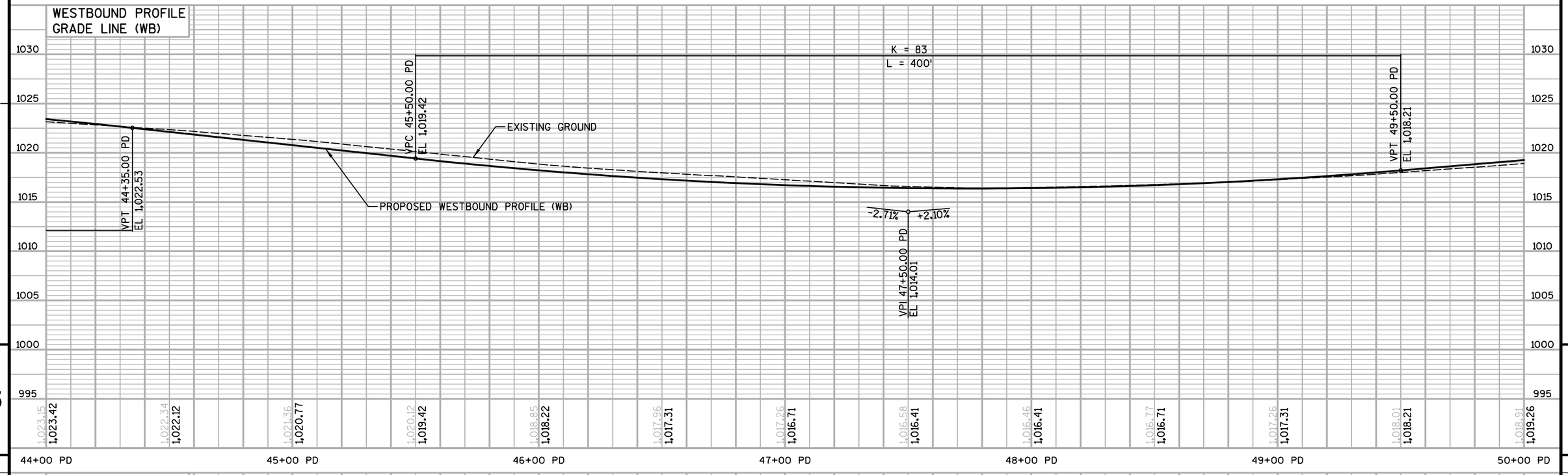
UNIT 2 SEMINOLE CENTRE CONDOMINIUM

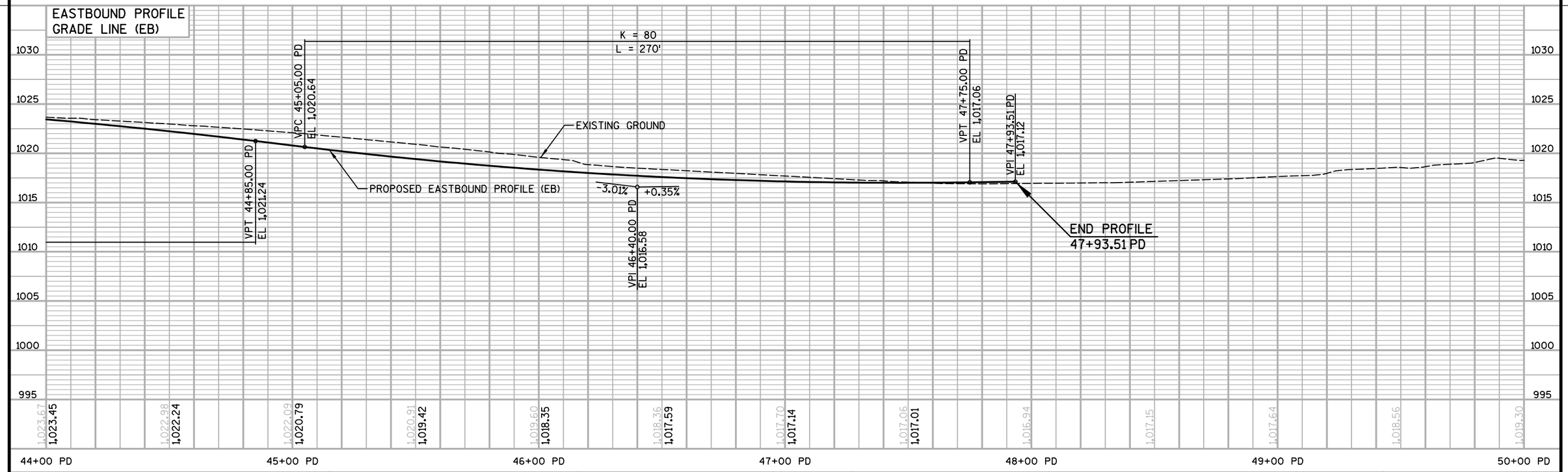
PD RETAIL PARTNERS LLC

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCIMETRO (COMMUNICATION)

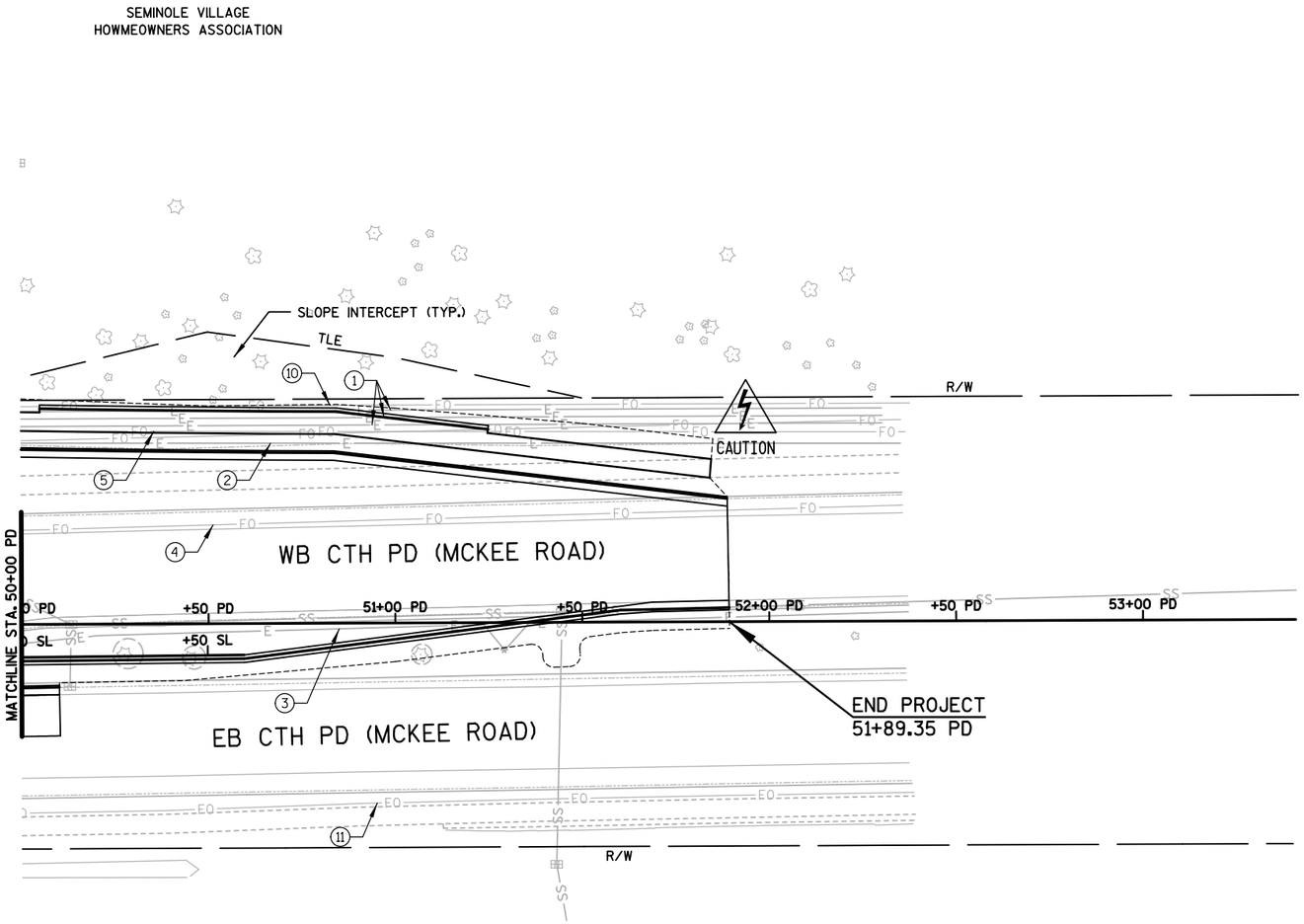
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (PD)	SHEET 271	E





PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (PD)	SHEET 272	E

SEMINOLE VILLAGE
HOWMEOWNERS ASSOCIATION



UNIT 2 SEMINOLE CENTRE CONDOMINIUM

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCI METRO (COMMUNICATION)

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN - CTH PD (MCKEE ROAD) (PD)	SHEET 273	E

WESTBOUND PROFILE
GRADE LINE (WB)

VPI 51+89.08 PD
EL 1,023.23

EXISTING GROUND

END PROJECT
51+89.35 PD

PROPOSED WESTBOUND PROFILE (WB)

1030
1025
1020
1015
1010
1005
1000
995

1,018.91
1,019.26
1,019.95
1,020.31
1,021.11
1,021.36
1,022.31
1,022.41
1,023.47

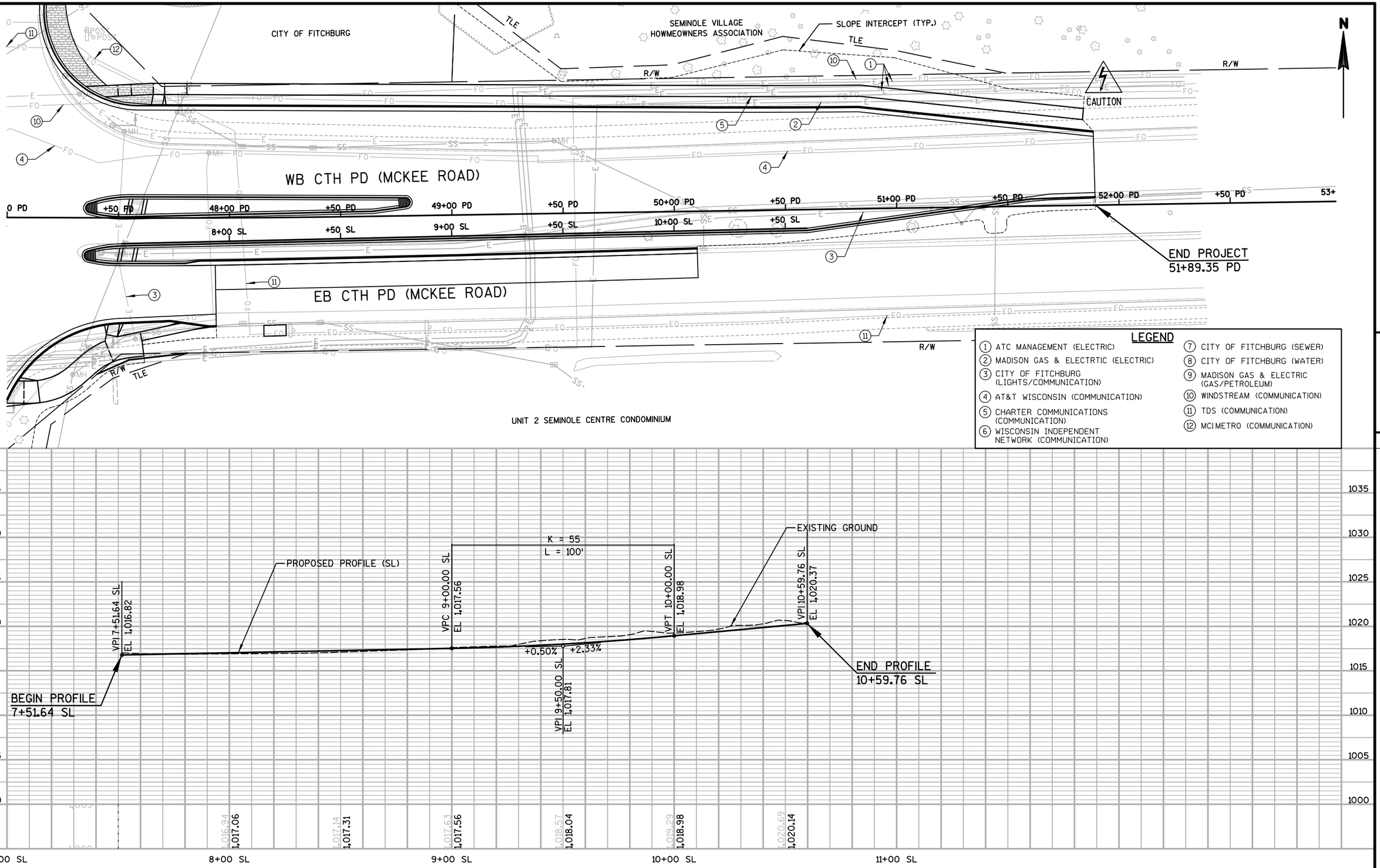
50+00 PD
51+00 PD
52+00 PD
53+00 PD
54+00 PD
55+00 PD
56+00 PD

5

EXISTING GROUND

1,019.30
1,020.61
1,021.64
1,022.52
1,023.85

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PROFILE - CTH PD (MCKEE ROAD) (PD)	SHEET 274	E



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN & PROFILE - CTH PD (MCKEE ROAD) TURN LANE (SL)	SHEET 275	E

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCIMETRO (COMMUNICATION)

PD RETAIL PARTNERS LLC

STARK REAL ESTATE CO INC

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

SEMINOLE HIGHWAY

CAUTION

R/W

TLE

+50 PD

46+00 PD

47+00 PD

+50 PD

+50 SH

4+00 SH

5+00 SH

6+00 SH

7+00 SH

8+00 SH

9+00 SH

MATCHLINE STA. 9+00 SH

BEGIN CONSTRUCTION
STA. 4+13.62 SH

SLOPE INTERCEPT (TYP.)

UNIT 2 SEMINOLE CENTRE CONDOMINIUM

CITY OF FITCHBURG

VPI 4+13.62 SH
EL 1,018.53

VPC 4+85.00 SH
EL 1,017.50

K = 65
L = 150'

VPT 6+35.00 SH
EL 1,017.07

VPI 5+60.00 SH
EL 1,016.41

VPI 6+40.32 SH
EL 1,017.11

VPI 6+51.51 SH
EL 1,017.31

VPI 6+62.69 SH
EL 1,017.52

VPI 6+73.87 SH
EL 1,017.52

VPI 7+06.33 SH
EL 1,016.83

VPI 7+17.46 SH
EL 1,016.61

VPI 7+28.59 SH
EL 1,016.37

VPC 7+35.00 SH
EL 1,016.25

VPI 8+20.00 SH
EL 1,014.55

-1.45%
+0.88%
+1.80%
+1.81%
-2.11%
-1.37%
-1.96%
-2.13%
-2.00%
-5.80%

PROPOSED PROFILE (SH)

EXISTING GROUND

K = 45
L = 170'

1019.43
1018.73
1017.96 1018.00
1017.46 1017.30
1017.39 1016.88
1017.42 1016.85
1017.90 1017.29
1017.63 1016.92
1015.73 1015.92
1013.06 1014.47
1009.54 1012.47
1005.72 1009.90

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN & PROFILE - SEMINOLE HIGHWAY (SH)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050110_pp_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCIMETRO (COMMUNICATION)

N

WINDSWEPT WAY

P.I.

P.I.

SEMINOLE HIGHWAY

MATCHLINE STA. 9+00 SH

9+00 SH

+50 SH

10+00 SH

+50 SH

11+00 SH

+50 SH

12+00 SH

+50 SH

13+00 SH

+50 SH

14+00 SH

+50 SH

R/W

R/W

CAUTION

TLE

SLOPE INTERCEPT (TYP.)

CITY OF FITCHBURG

END CONSTRUCTION
STA. 14+30.41 SH

5

5

K = 64
L = 340'

VPC 9+15.00 SH
EL 1,009.03

VPT 9+05.00 SH
EL 1,009.61

PROPOSED PROFILE (SH)

EXISTING GROUND

-5.80%

-0.50%

VPT 12+55.00 SH
EL 998.32

VPI 10+85.00 SH
EL 999.17

VPI 14+30.41 SH
EL 997.44

1020
1015
1010
1005
1000
995
990
985

1,005.72 1,009.90
1,002.65 1,007.10
1,000.21 1,004.66
998.83 1,002.62
998.36 1,000.97
998.63 999.70
998.12 998.83
998.05 998.34
997.91 998.09
997.75 997.84
997.56
997.36

9+00 SH | 10+00 SH | 11+00 SH | 12+00 SH | 13+00 SH | 14+00 SH | 15+00 SH

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN & PROFILE - SEMINOLE HIGHWAY (SH)	SHEET 277	E

SUB-ZERO
WOLF INC

N

THERMO
ELECTRON
SCIENTIFIC
INSTRUMENTS
LLC

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

30+00 PD

TLE

R/W

P.L.

B-13-866

BADGER STATE TRAIL

R-13-332

R-13-333

MATCHLINE STA. 9+00 BT

3+00 BT
4+00 BT
5+00 BT
6+00 BT
7+00 BT
8+00 BT
9+00 BT
+50 BT

SOUTH RETURN PATH

14+00 SP
15+00 SP
16+00 SP
17+00 SP
+50 SP

CAUTION

BEGIN CONSTRUCTION
STA. 3+00.00 BT

SLOPE INTERCEPT (TYP.)

5

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCI METRO (COMMUNICATION)

VPI 8+00.00 BT
El 1,042.71
+5.00%
-5.00%

K = 22
L = 100'

VPC 3+30.00 BT
EL 1,021.50

VPT 4+30.00 BT
EL 1,024.21

EXISTING GROUND

PROPOSED PROFILE (BT)

VPC 6+90.00 BT
EL 1,037.21

K = 22
L = 220'

-0.35%
+0.41%
+0.41%
+5.00%

VPI 3+10.00 BT
EL 1,021.42

VPI 3+80.00 BT
EL 1,021.71

VPI 3+00.00 BT
EL 1,021.45

1045
1040
1035
1030
1025
1020
1015
1010

1,021.45 1,021.45
1,021.23 1,021.67
1,025.58 1,022.91
1,030.11 1,025.21
1,031.05 1,027.71
1,035.91 1,030.21
1,033.60 1,032.71
1,034.07 1,035.21
1,026.45 1,037.68
1,020.56 1,039.39
1,020.45 1,039.96
1,019.49 1,039.39
1,021.43 1,037.68

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN & PROFILE - BADGER STATE TRAIL (BT)	SHEET 278	E

THERMO ELECTRON
SCIENTIFIC INSTRUMENTS LLC

N

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCI METRO (COMMUNICATION)

SLOPE INTERCEPT (TYP.)

TLE

P.L.

MATCHLINE STA. 9+00 BT

R/W

R-13-333

CAUTION

BADGER STATE TRAIL

NORTH RETURN PATH

THERMO ELECTRON
SCIENTIFIC INSTRUMENTS LLC

END CONSTRUCTION
STA. 14+55.00 BT

9+00 BT, 10+00 BT, 11+00 BT, 12+00 BT, 13+00 BT, 14+00 BT, 15+00 BT

110+00 NP, 111+00 NP, 112+00 NP, 113+00 NP, 114+00 NP

PROPOSED PROFILE (BT)

EXISTING GROUND

VPT 9+10.00 BT
EL 1,037.21

VPC 13+45.00 BT
EL 1,015.46

K = 26
L = 100'

VPT 14+45.00 BT
EL 1,012.39

VPI 14+55.00 BT
EL 1,012.28

-5.00%

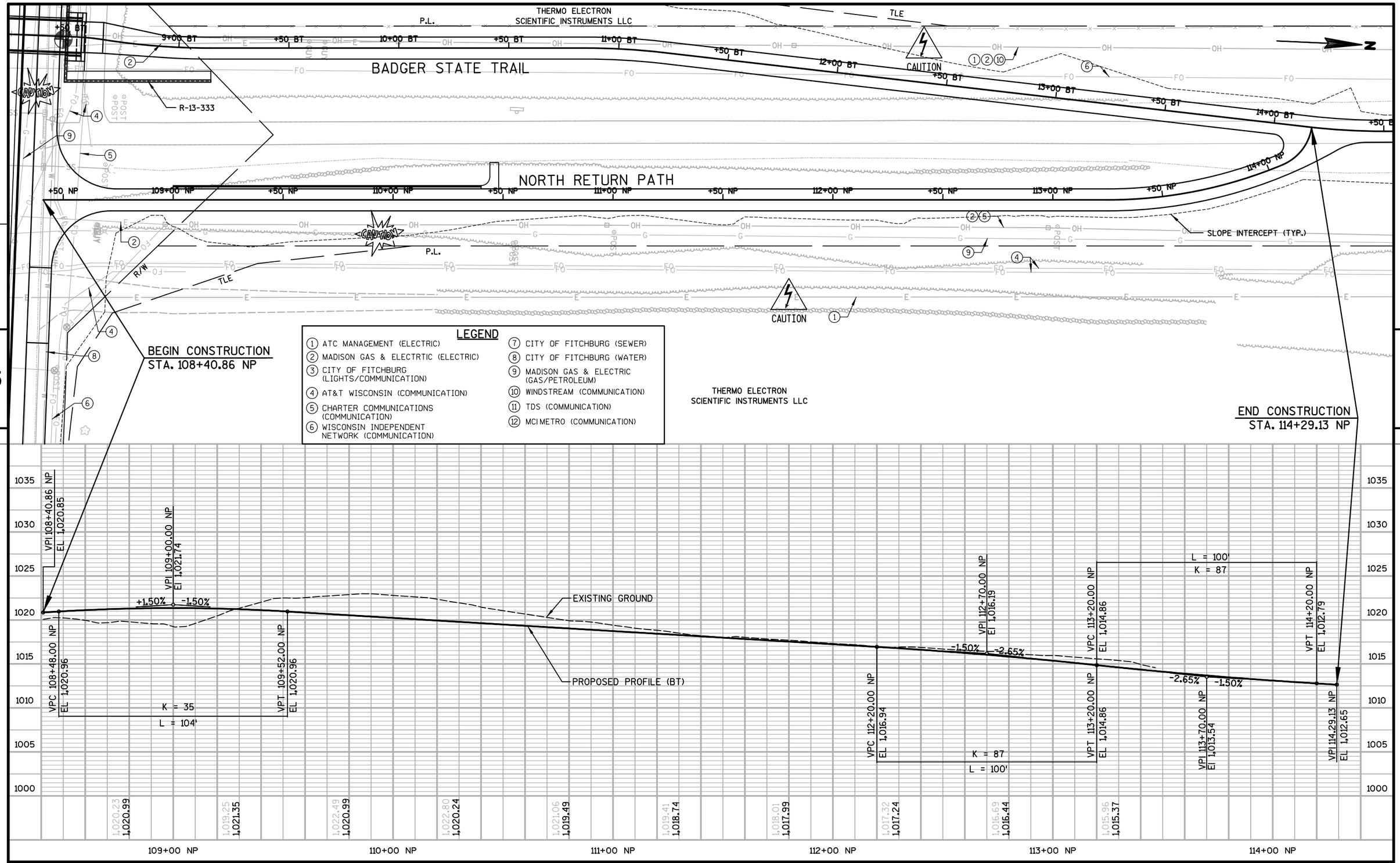
-1.14%

VPI 13+95.00 BT
EL 1,012.96

1040, 1035, 1030, 1025, 1020, 1015, 1010, 1005

1,021.43 1,037.68
1,024.47 1,035.21
1,025.09 1,032.71
1,025.12 1,030.21
1,023.50 1,027.71
1,021.29 1,025.21
1,019.32 1,022.71
1,015.84 1,020.21
1,013.18 1,017.71
1,012.42 1,015.21
1,012.74 1,013.29
1,012.34 1,012.33
1,011.79

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN & PROFILE - BADGER STATE TRAIL (BT)	SHEET 279	E



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN & PROFILE - NORTH RETURN PATH (NP)	SHEET 280	E

LEGEND

1. ATC MANAGEMENT (ELECTRIC)
2. MADISON GAS & ELECTRTIC (ELECTRIC)
3. CITY OF FITCHBURG (LIGHTS/COMMUNICATION)
4. AT&T WISCONSIN (COMMUNICATION)
5. CHARTER COMMUNICATIONS (COMMUNICATION)
6. WISCONSIN INDEPENDENT NETWORK (COMMUNICATION)
7. CITY OF FITCHBURG (SEWER)
8. CITY OF FITCHBURG (WATER)
9. MADISON GAS & ELECTRIC (GAS/PETROLEUM)
10. WINDSTREAM (COMMUNICATION)
11. TDS (COMMUNICATION)
12. MCIMETRO (COMMUNICATION)

SUB-ZERO WOLF INC

THERMO ELECTRON SCIENTIFIC INSTRUMENTS LLC

BADGER STATE TRAIL

SOUTH RETURN PATH

EB CTH PD (MCKEE ROAD)

WB CTH PD (MCKEE ROAD)

B-13-866

R-13-332

R-13-333

CAUTION

BEGIN CONSTRUCTION
STA. 13+56.85 SP

END CONSTRUCTION
STA. 17+46.17 SP

MADISON GAS & ELECTRIC CO

K = 13
L = 40'

K = 43
L = 130'

VPC 13+60.00 SP
EL 1,021.57

VPT 14+00.00 SP
EL 1,021.57

VPI 15+30.00 SP
EL 1,023.51

VPI 17+41.16 SP
EL 1,020.34

VPI 13+56.85 SP
EL 1,021.62

VPI 13+80.00 SP
EL 1,021.27

VPC 14+65.00 SP
EL 1,022.54

VPT 15+95.00 SP
EL 1,022.54

+1.49%

-1.50%

EXISTING GROUND

PROPOSED PROFILE (BT)

1019.24 1,021.57	1018.75 1,022.32	1018.27 1,022.92	1018.18 1,022.98	1018.29 1,022.46	1017.99 1,021.71	1017.29 1,020.96

14+00 SP | 15+00 SP | 16+00 SP | 17+00 SP

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PLAN & PROFILE - SOUTH RETURN PATH (SP)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\050204_pp_sp.dgn PLOT DATE : 7/29/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 40

Standard Detail Drawing List

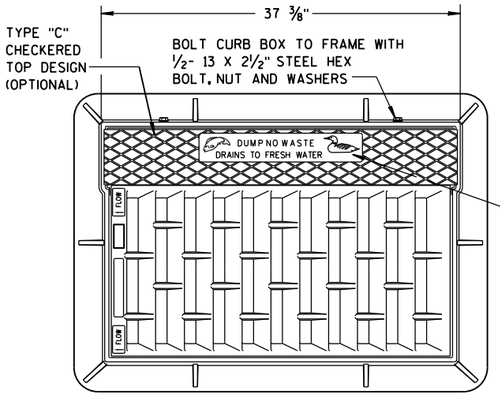
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08A09-02	CATCH BASINS 2X3-FT AND 2.5X3-FT
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09B02-10	CONDUIT
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C05-10	CONCRETE CONTROL CABINET BASES
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E01-15A	POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2
09E01-15B	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)
09E01-15C	POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4
09E01-15D	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-08A	TYPE 9 POLE 15'-30' MONOTUBE ARM
09E08-08C	TYPE 12 POLE 35'-55' MONOTUBE ARM
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
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
10A01-03	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
10A05-03	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
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
14A01-03	TREE PRESERVATION DETAILS
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"

6

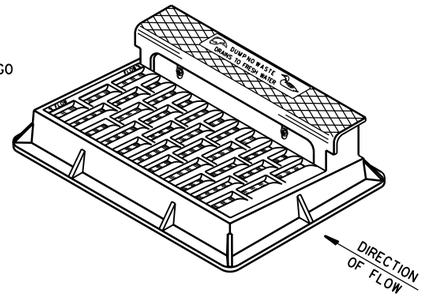
Standard Detail Drawing List

15C02-07A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-07B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14A	PAVEMENT MARKING SYMBOLS
15C07-14C	PAVEMENT MARKING ARROWS
15C07-14E	PAVEMENT MARKING FOR BIKE LANES
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C08-19C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C27-03A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C29-06A	BICYCLE LANE MARKING
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-03A	PAVEMENT MARKING (INTERSECTIONS)
15D12-07B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D30-05A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-05B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-05C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

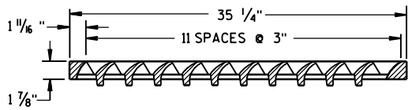
6

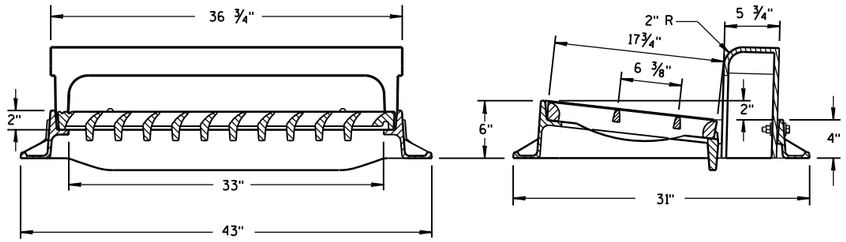


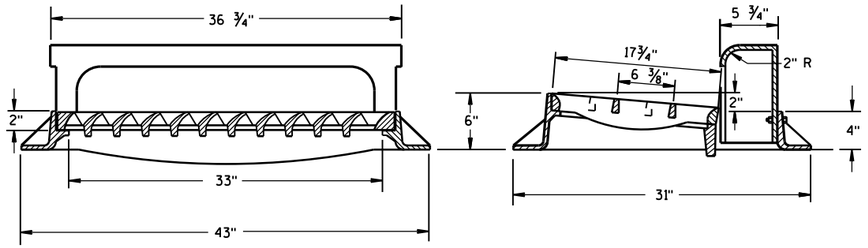
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

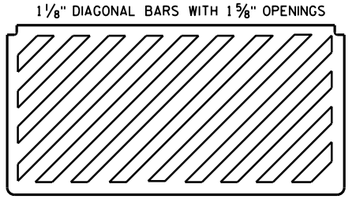






TYPE "H"

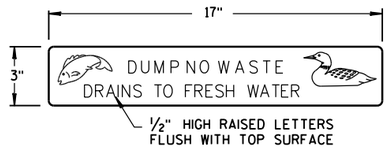
NOTE: EITHER CASTING IS ACCEPTABLE



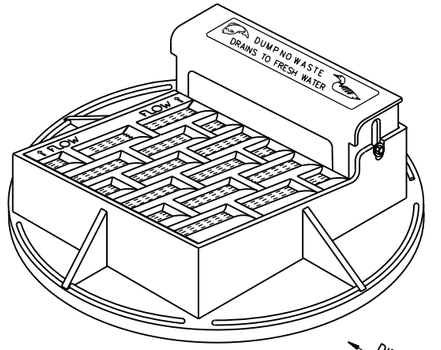
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

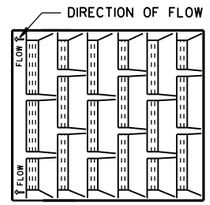
NOTE:
GRATE IS REVERSIBLE.

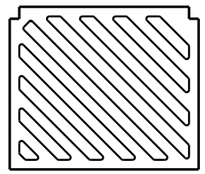
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

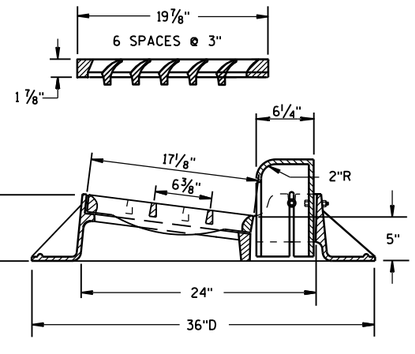




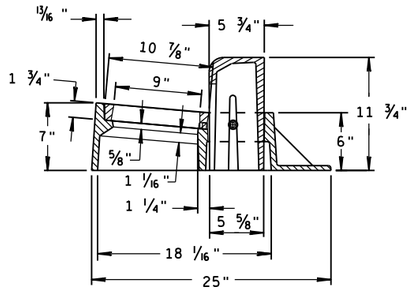
SPECIAL GRATE FOR TYPE "A" COVER

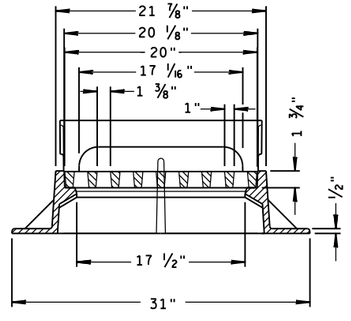
(MEASURES 19 3/4" X 17" X 1 7/8")

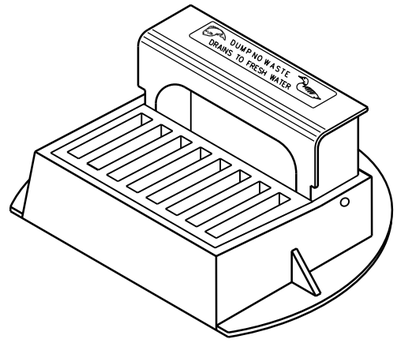
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

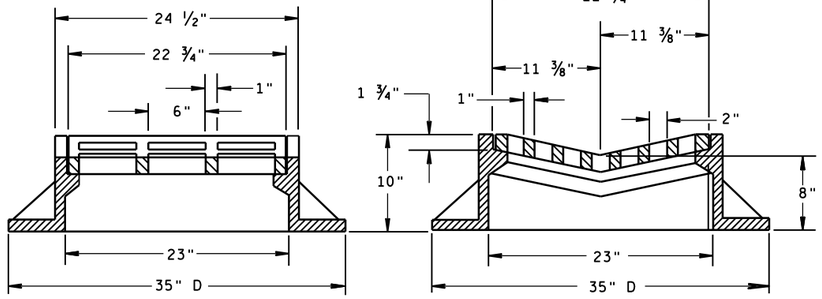
INLET COVERS
TYPE A, H, A-S, H-S & Z

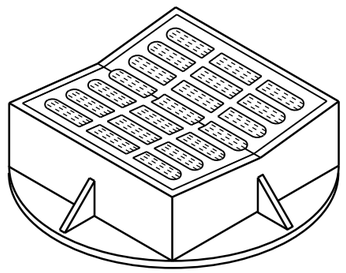
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

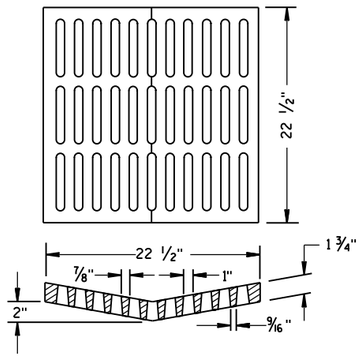
6

S.D.D. 8 A 5-19a



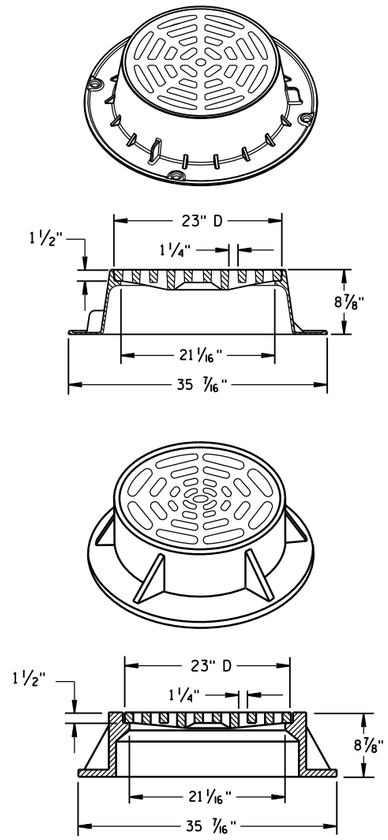


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

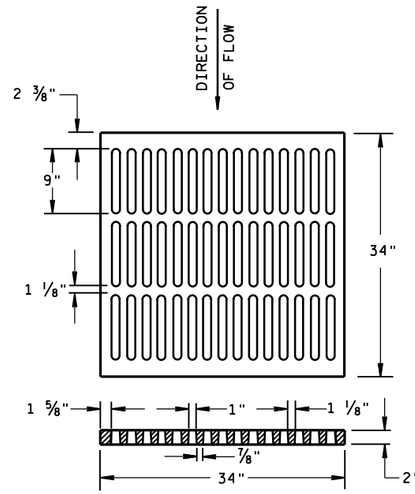
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

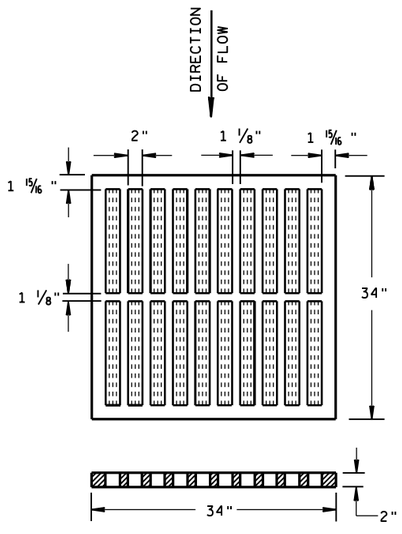
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



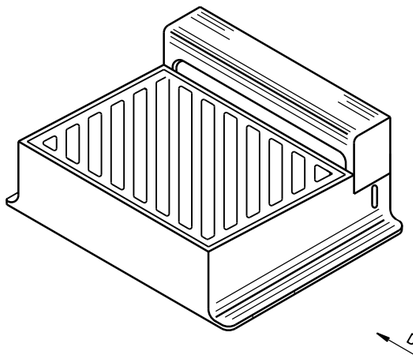
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

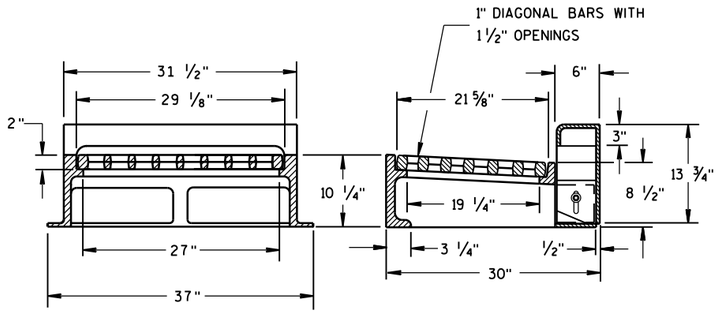


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

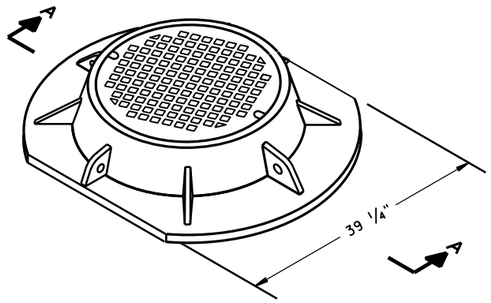
INLET COVERS
TYPE B, B-A, C, MS, MS-A, & WM

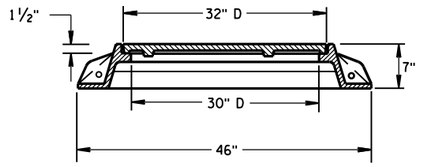
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

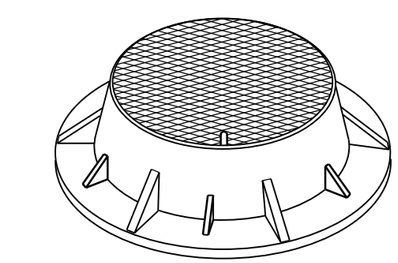
6

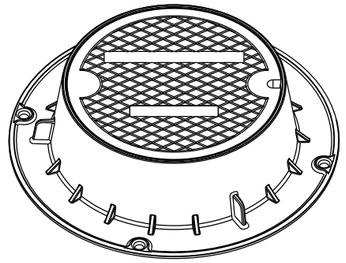
S.D.D. 8 A 5-19b

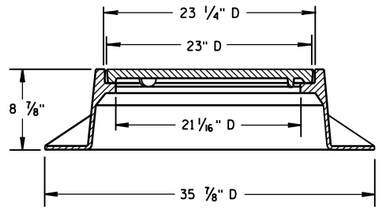


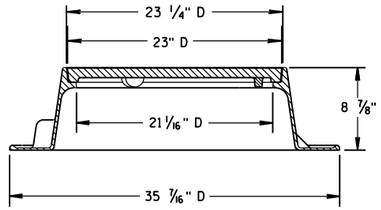


SECTION A-A
TYPE "K"









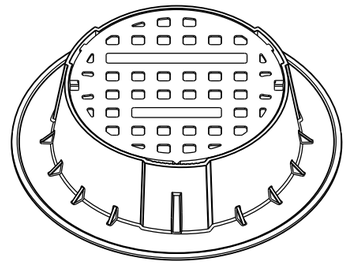
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

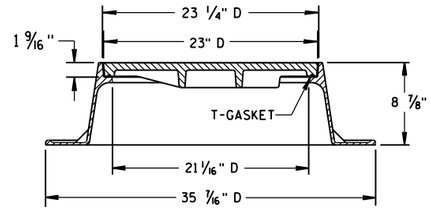
GENERAL NOTES

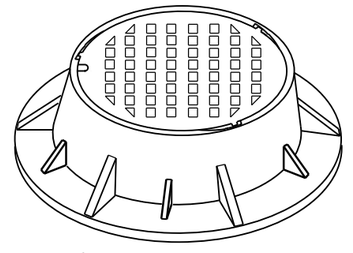
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

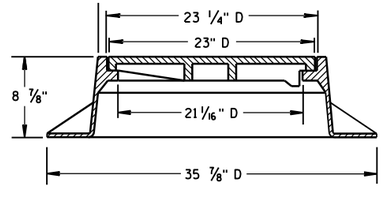
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

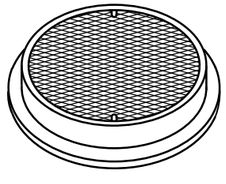


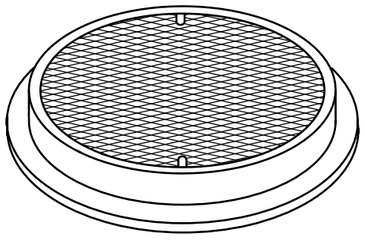


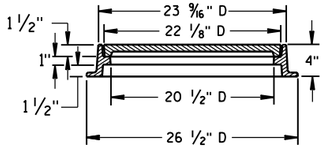




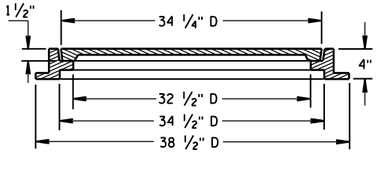
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



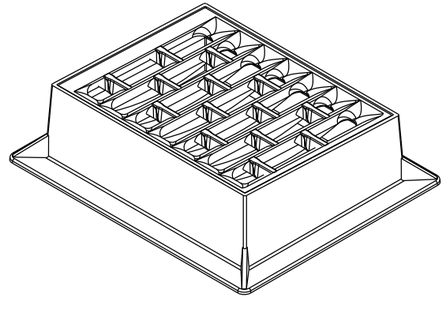


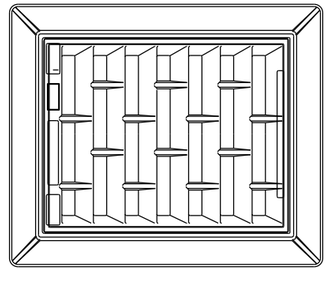


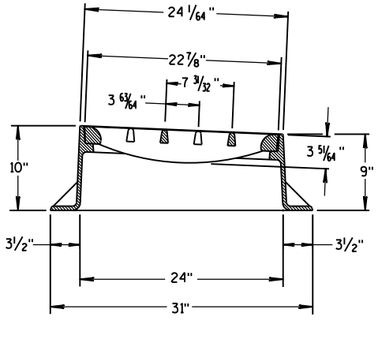
TYPE "L"

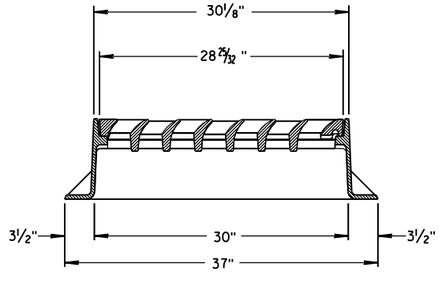


TYPE "M"









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

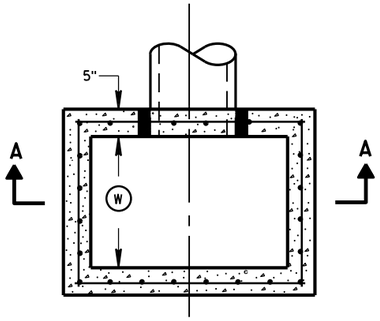
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

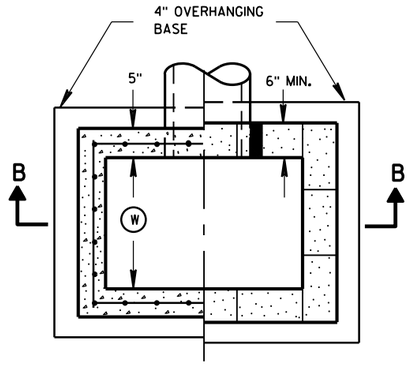
S.D.D. 8 A 5-19d

6

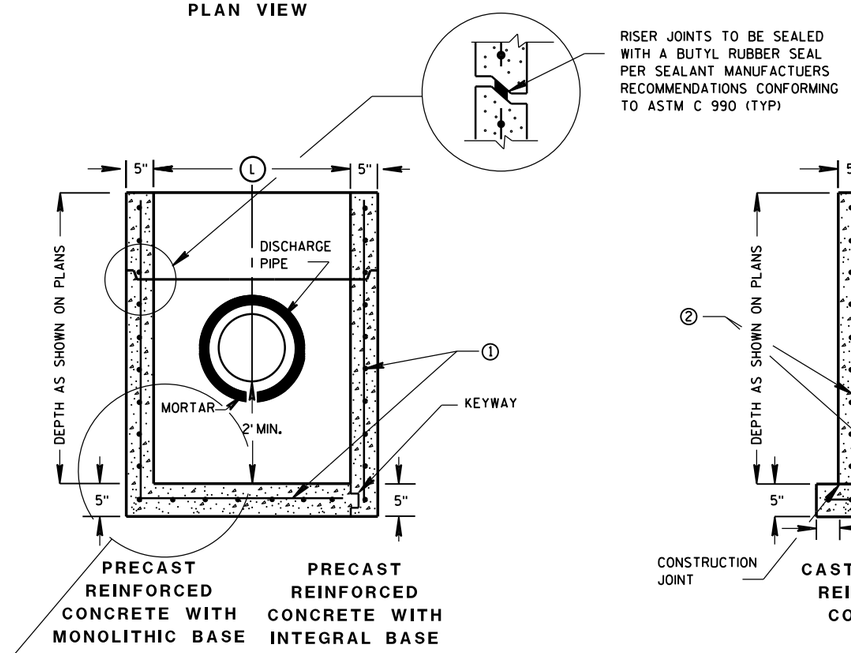
S.D.D. 8 A 5-19d



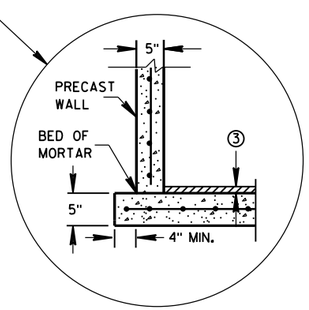
PLAN VIEW



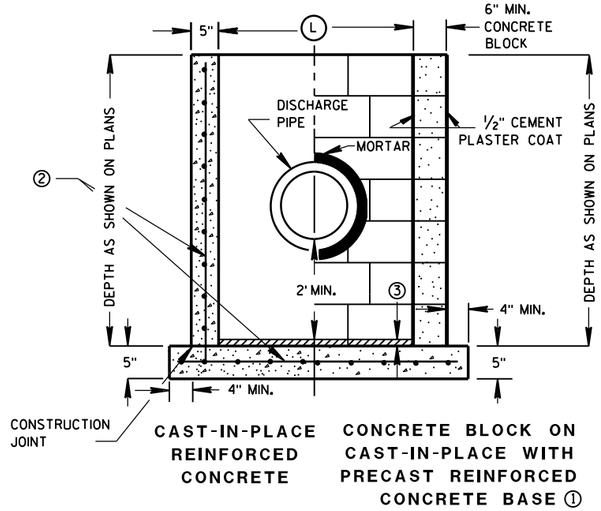
PLAN VIEW



SECTION A-A



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION



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 CATCH BASIN 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 CATCH BASIN 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" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST CATCH BASINS 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.

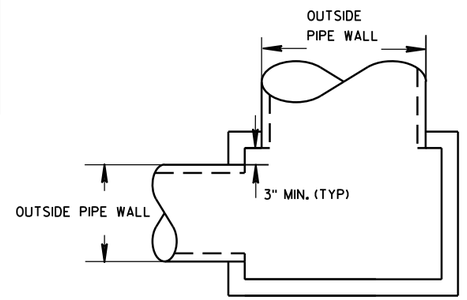
③ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER MATRIX

CATCH BASIN SIZE		INLET COVER TYPE	F	ALL H'S
	WIDTH (W) (FT)	LENGTH (L) (FT)		
2X3-FT	2	3		X
2.5X3-FT	2.5	3	X	

PIPE MATRIX

CATCH BASIN SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	WIDTH (IN)	LENGTH (IN)
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

CATCH BASINS 2X3-FT AND 2.5X3-FT

CATCH BASINS 2X3-FT AND 2.5X3-FT

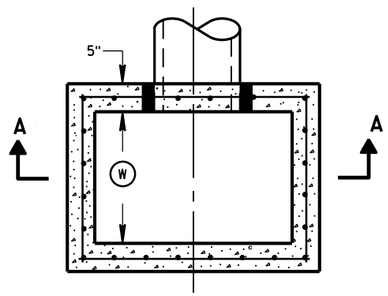
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
FHWA

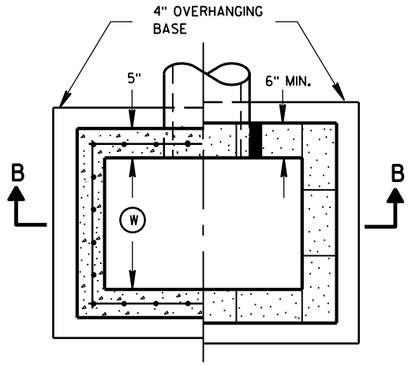
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR

6

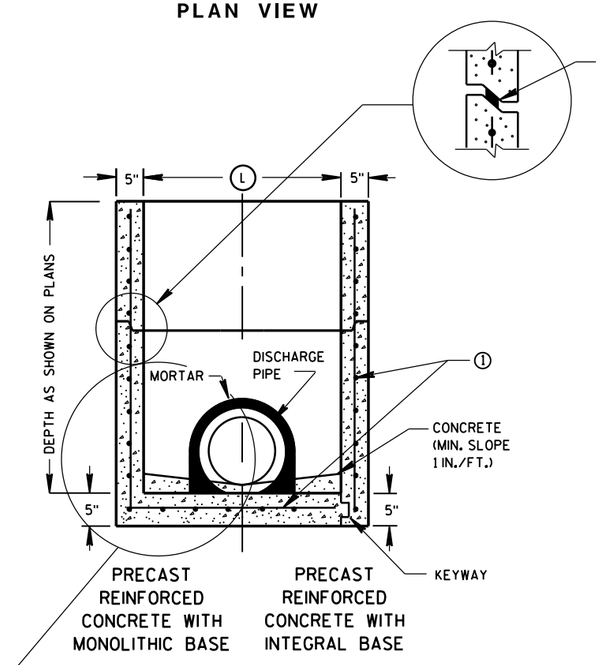
S.D.D. 8 A 9-2



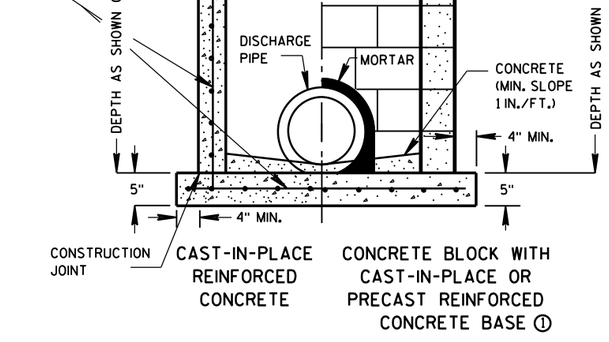
PLAN VIEW



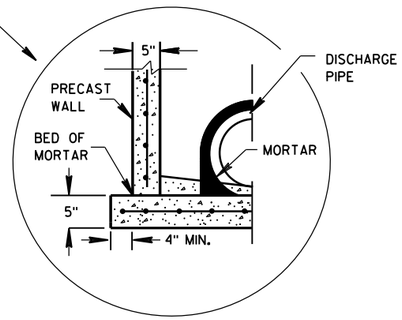
PLAN VIEW



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.

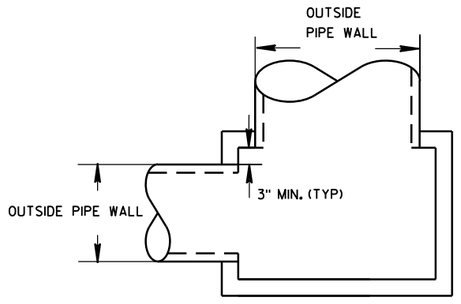
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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"

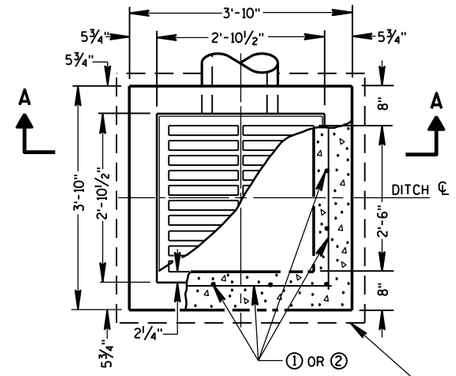
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

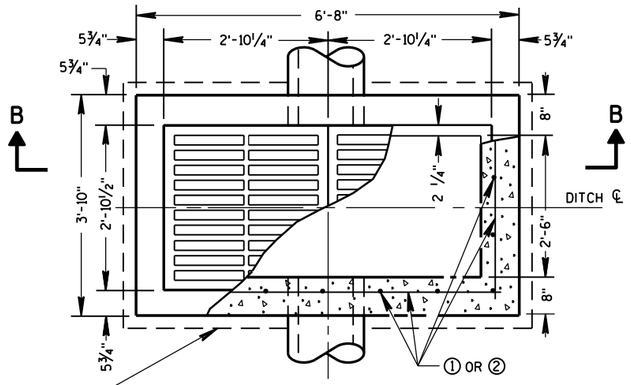
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6
S.D.D. 8 C 7-2

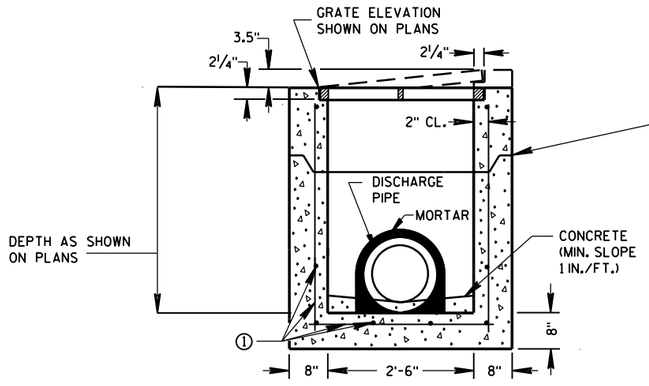


PLAN VIEW

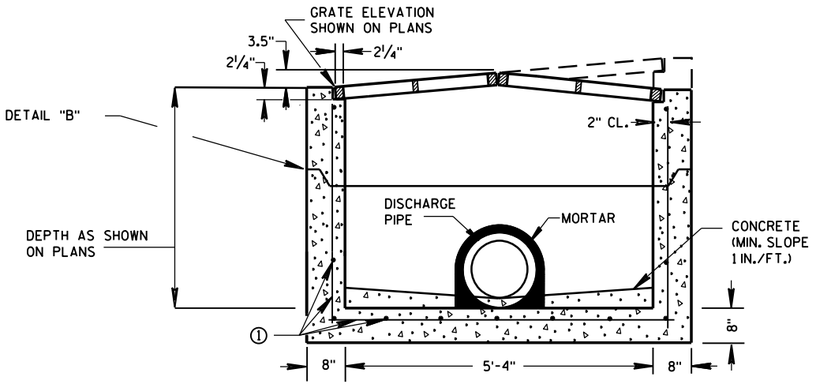


PLAN VIEW

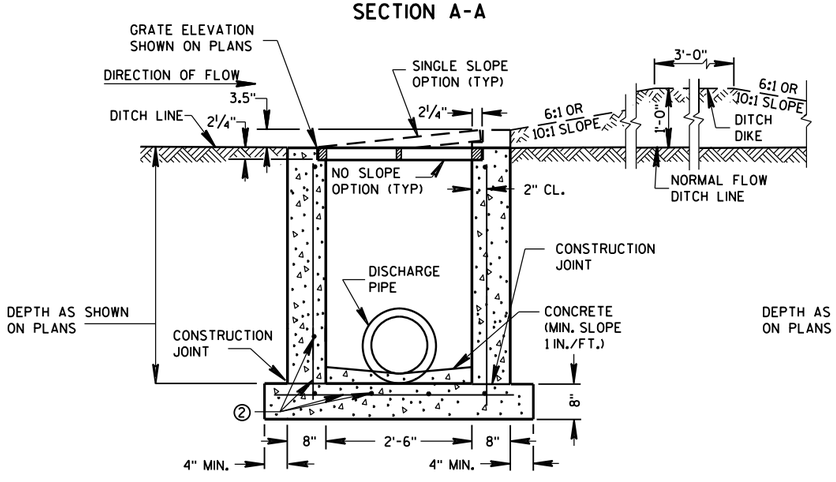
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



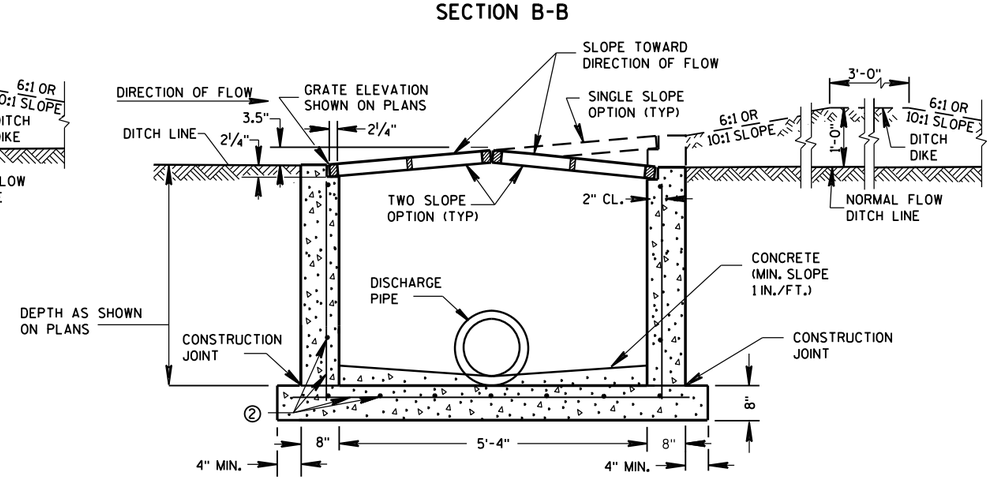
PRECAST REINFORCED CONCRETE SECTION A-A



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.

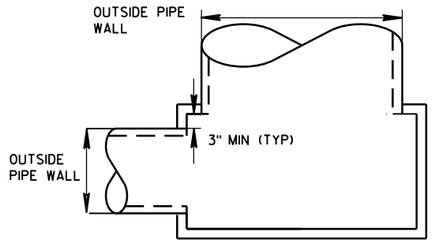
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

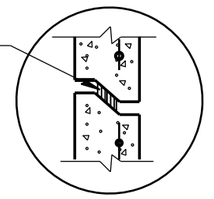
PIPE MATRIX

	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

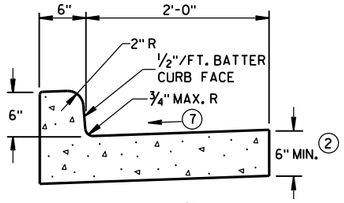
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

6

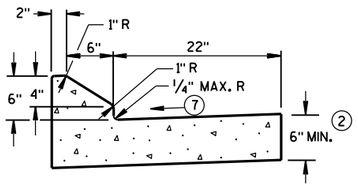
S.D.D. 8 C 8-2

6

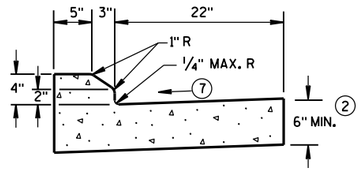
S.D.D. 8 C 8-2



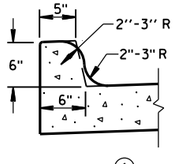
TYPES A (1) & D



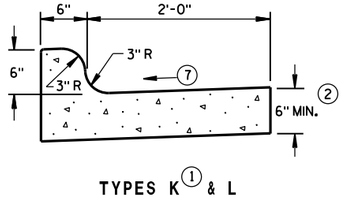
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

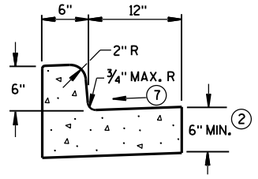


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



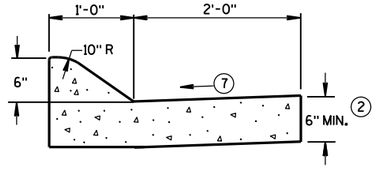
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

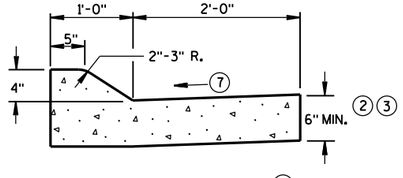


TYPES A (1) & D

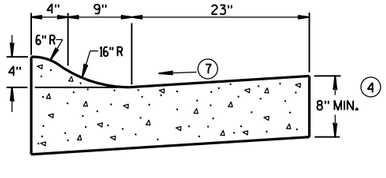
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

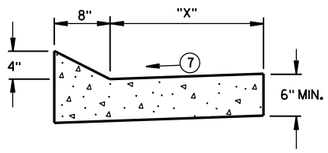


4" SLOPED CURB TYPES A (1) & D



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"

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.

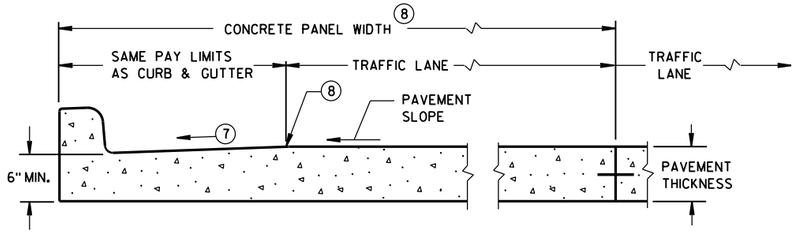
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(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.

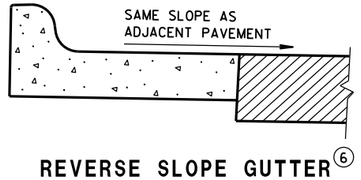
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



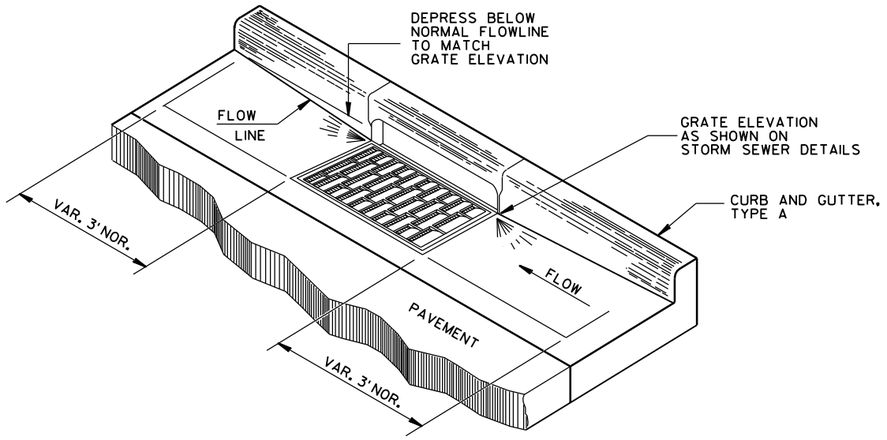
REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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.

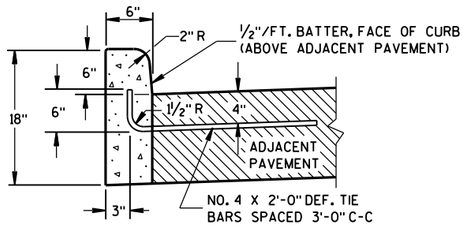
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

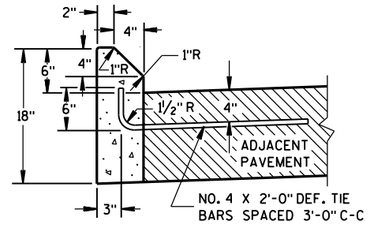
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

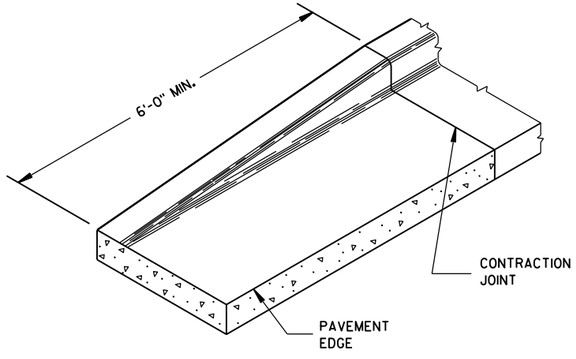


TYPES A(1) & D

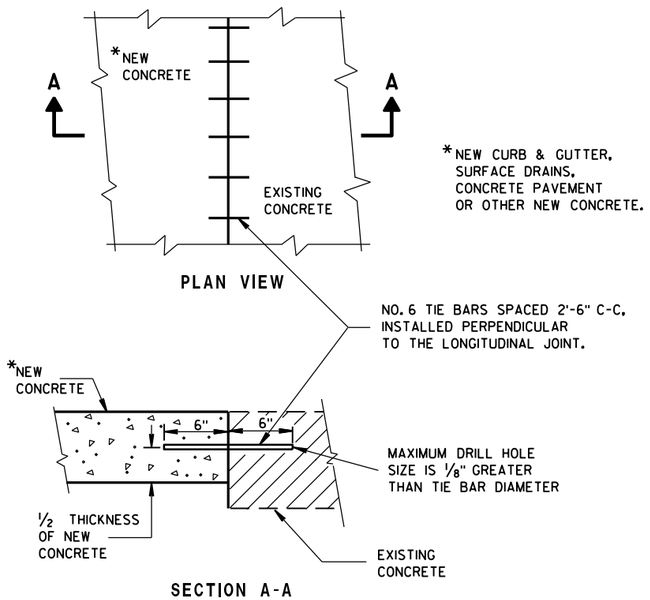


TYPES G(1) & J

CONCRETE CURB



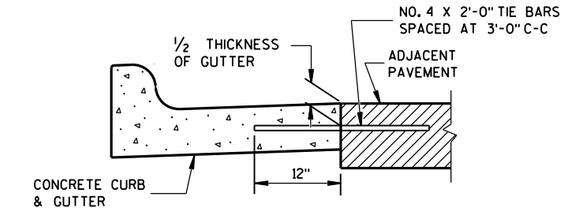
END SECTION CURB & GUTTER



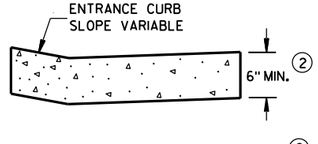
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

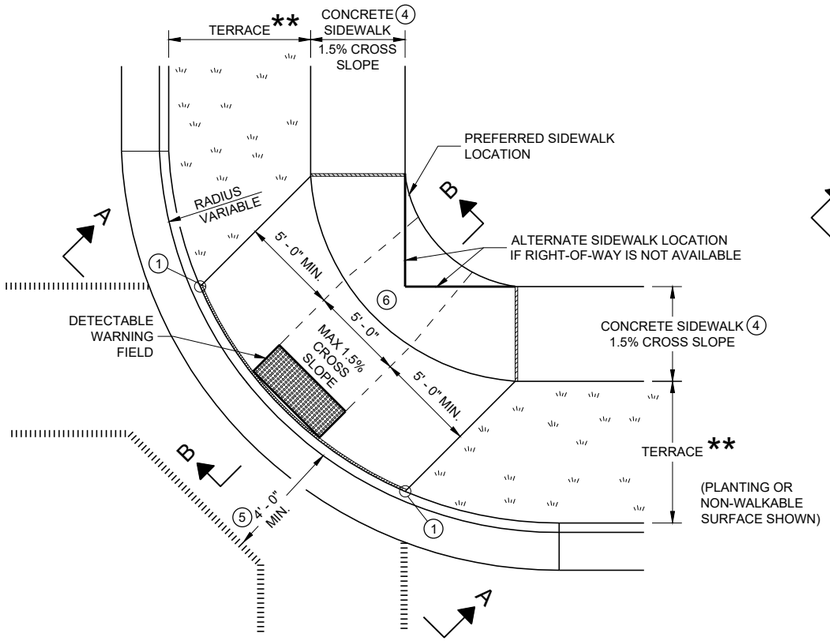
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
291 — ENT
FHWA

6

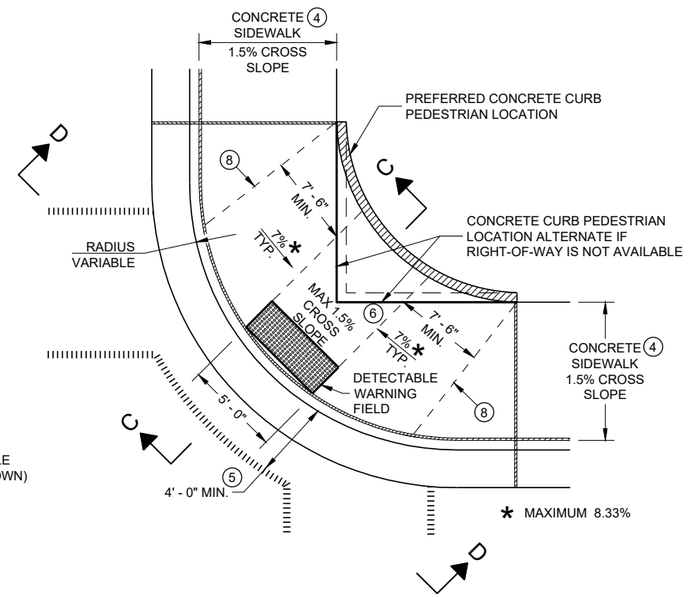
S.D.D. 8 D 1-20b



PLAN VIEW

CURB RAMP TYPE 1

(CENTER OF CORNER RADIUS)



PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

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 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED 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 LINEAR 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 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.

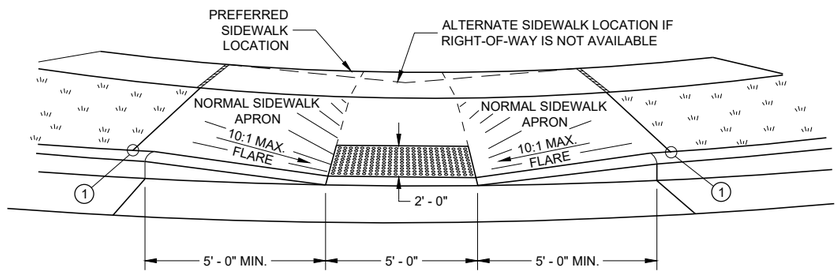
(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

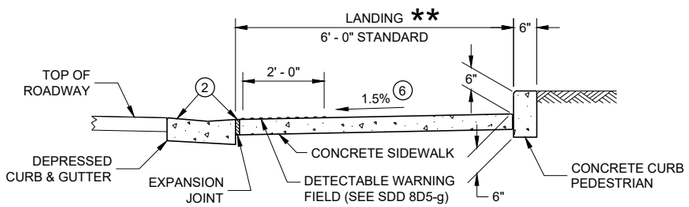
(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A - A FOR TYPE 1

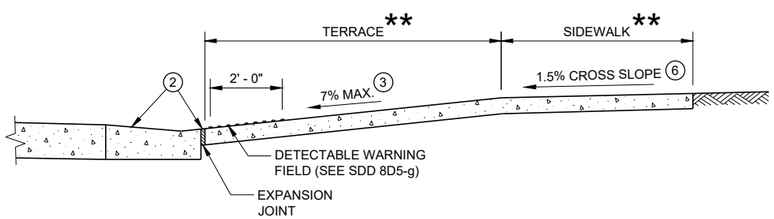


SECTION C - C FOR TYPE 1 - A

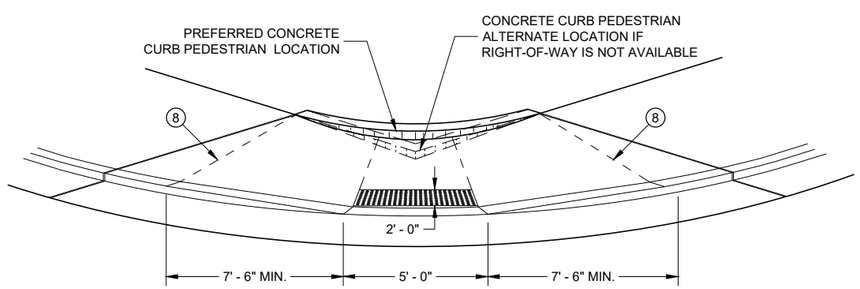
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



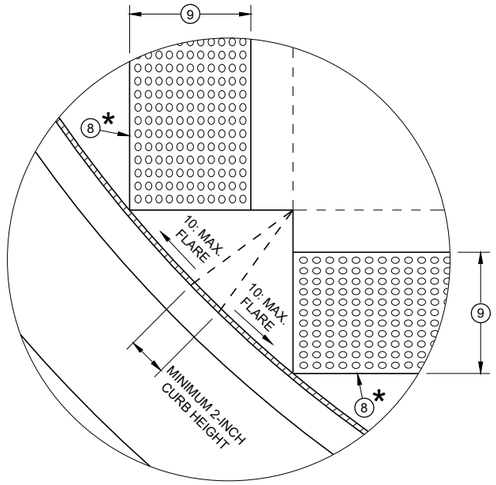
VIEW D - D FOR TYPE 1 - A

CURB RAMPS
TYPE 1 AND 1-A

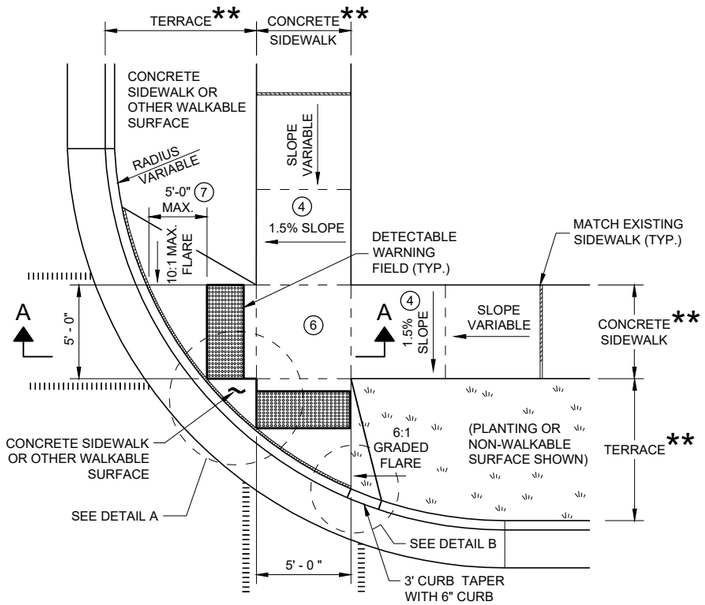
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20a

SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

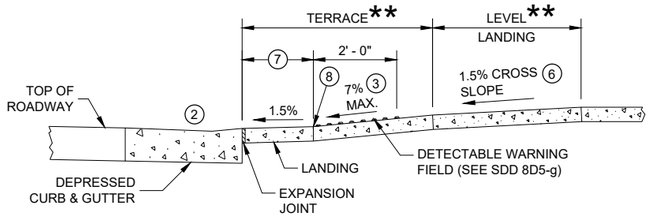
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN 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.

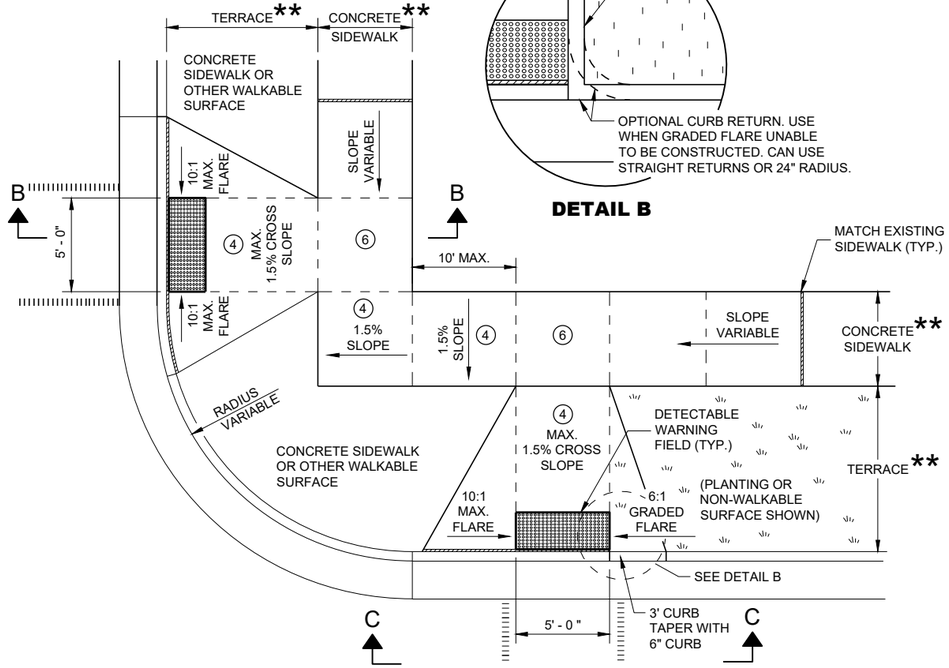
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

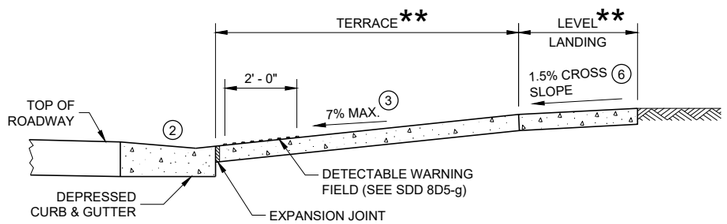
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

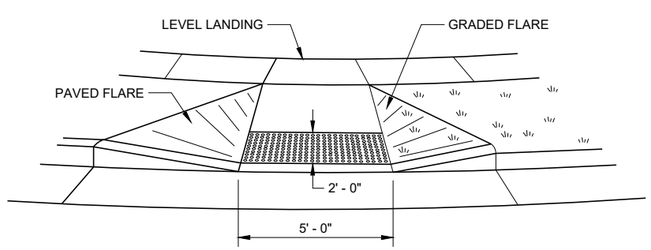


DETAIL B

PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

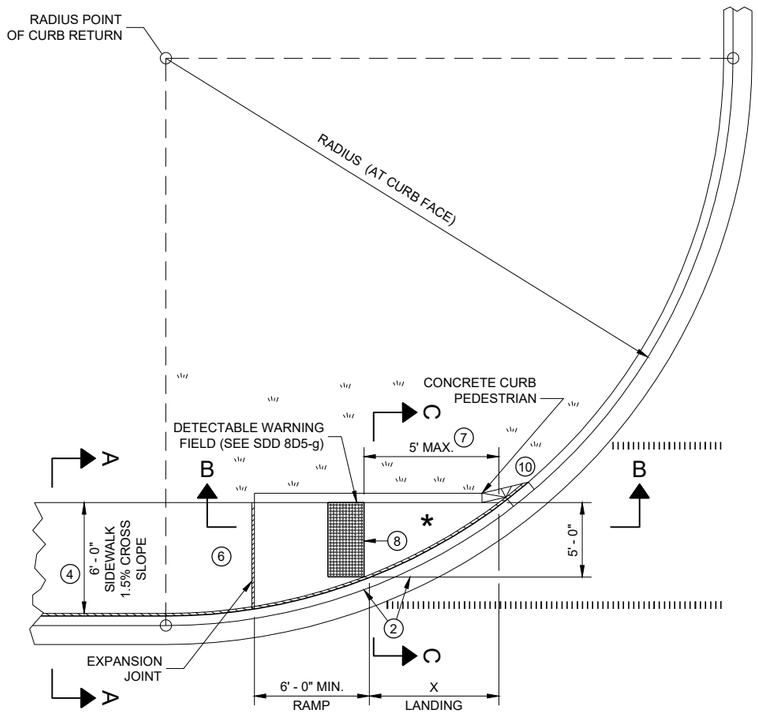
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

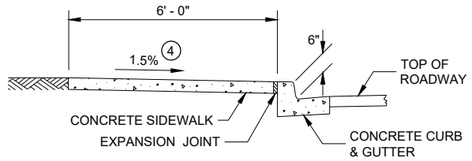


PLAN VIEW

CURB RAMP TYPE 4A

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.

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.

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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 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.

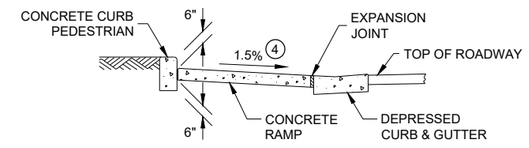
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

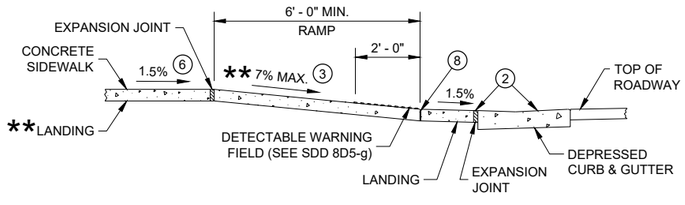
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



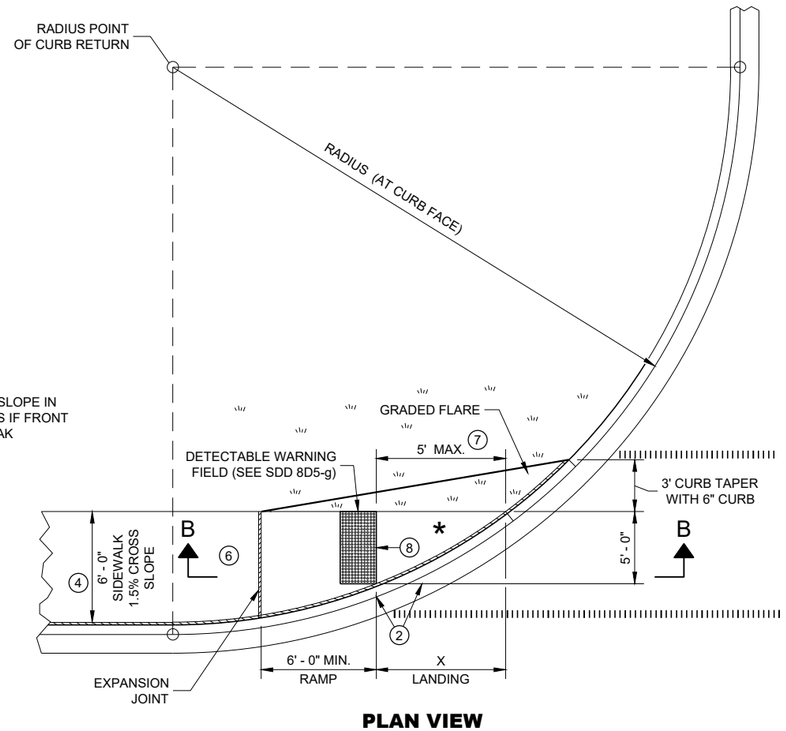
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

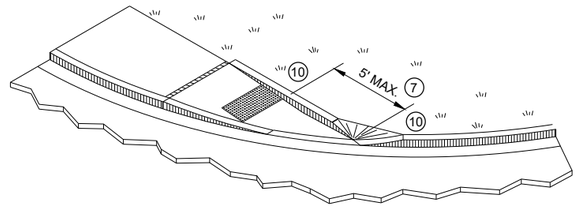
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

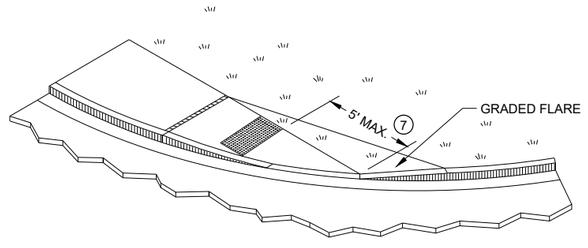


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



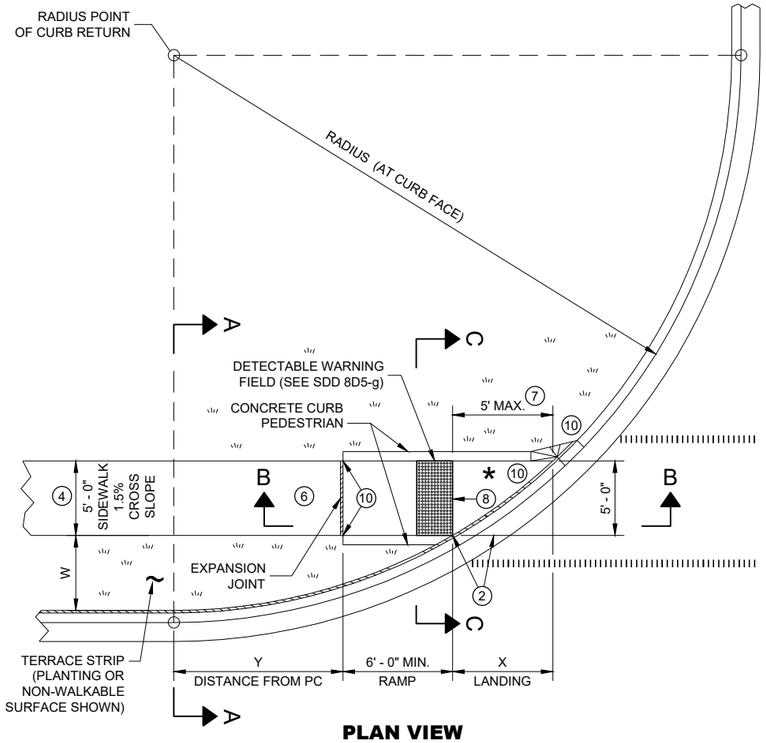
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

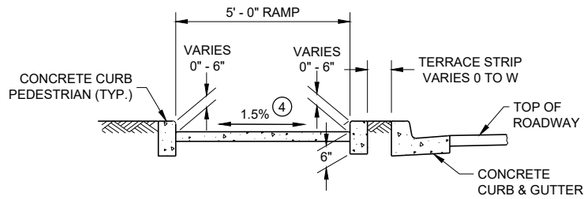


PLAN VIEW

CURB RAMP 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' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	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

LEGEND

½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)

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.

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) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

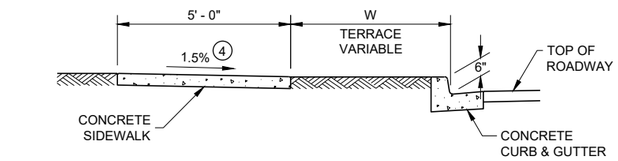
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

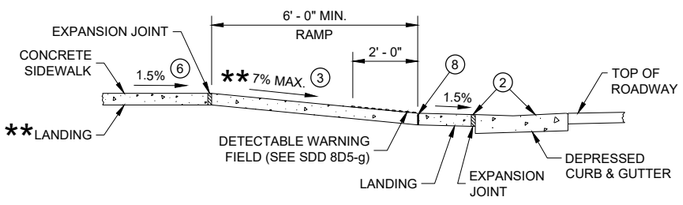
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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



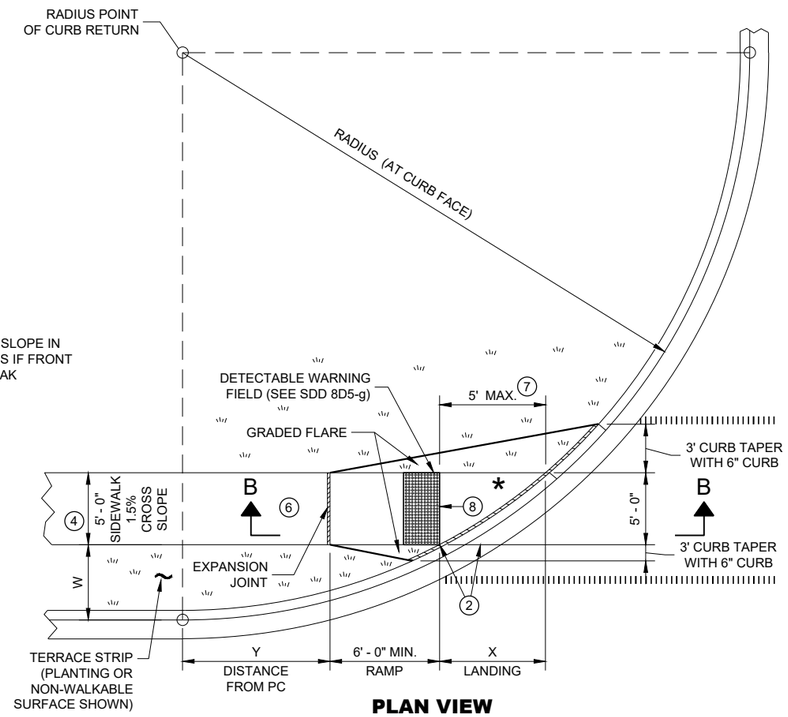
SECTION A - A FOR TYPE 4B



** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

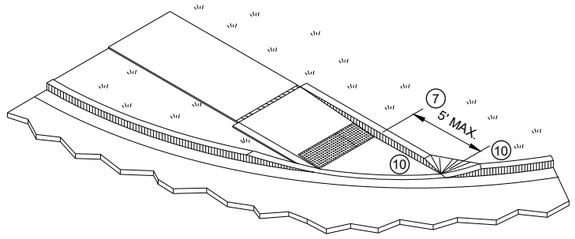
SECTION B - B FOR TYPE 4B AND TYPE 4B1

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

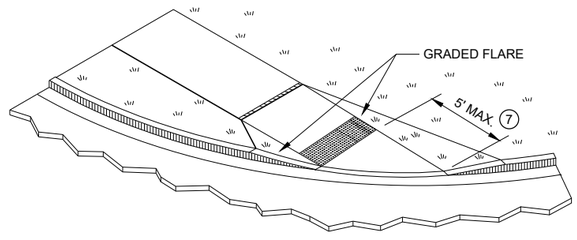


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



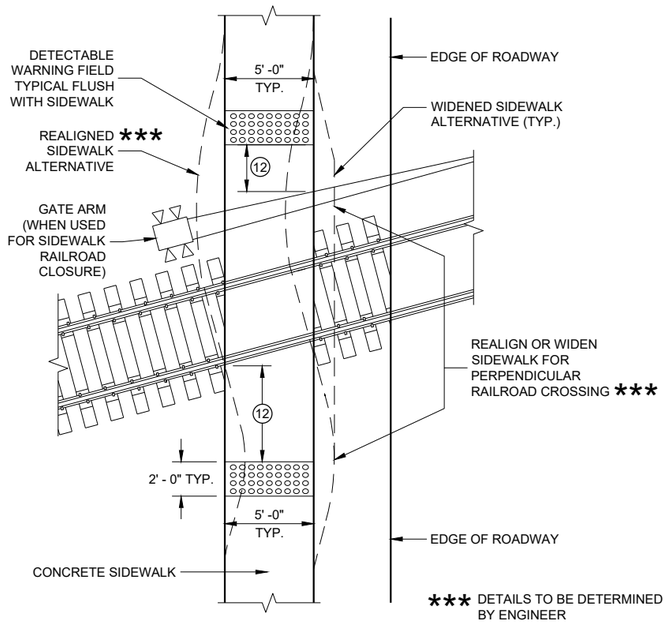
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

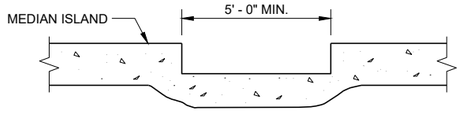
6

SDD 08D05 - 20d

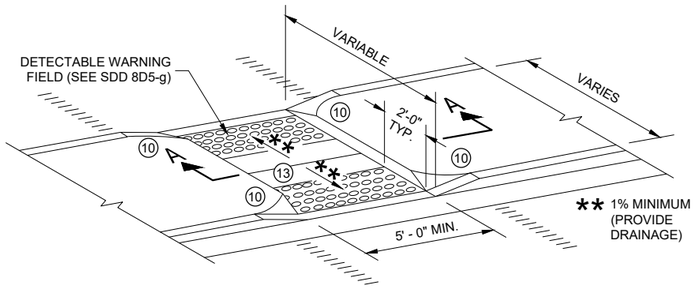


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

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.

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 ½ - 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) AN 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 LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

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

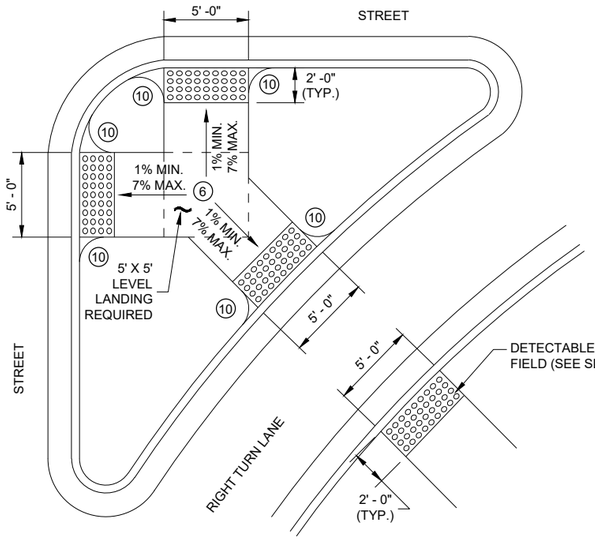
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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 STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

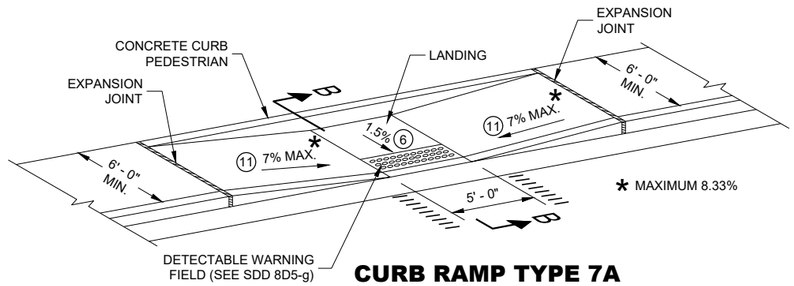
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

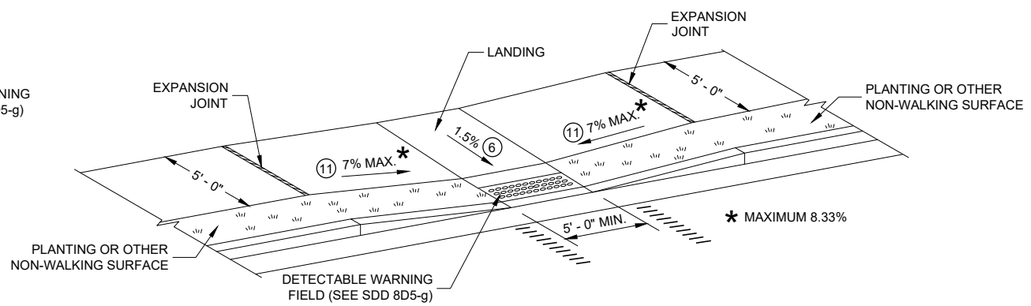
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

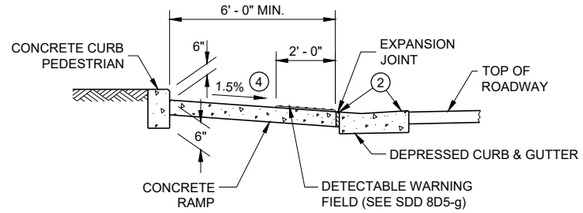
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

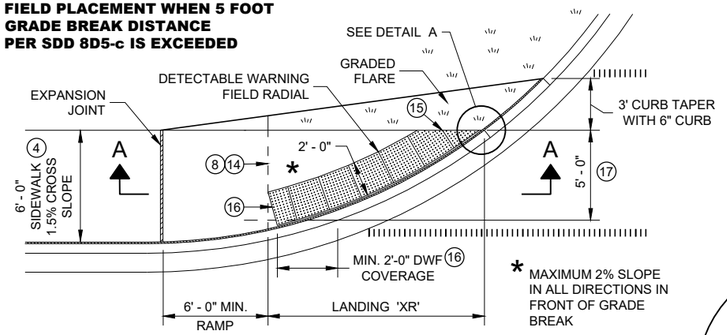
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

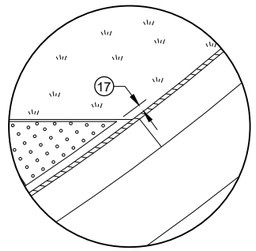
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



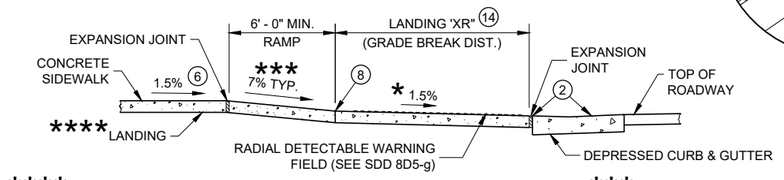
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

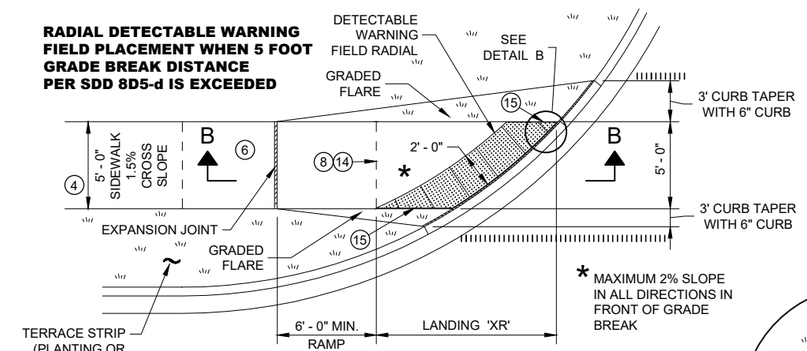


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

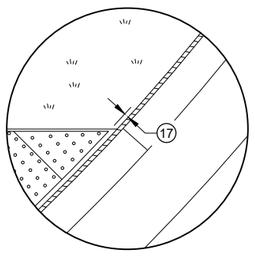
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



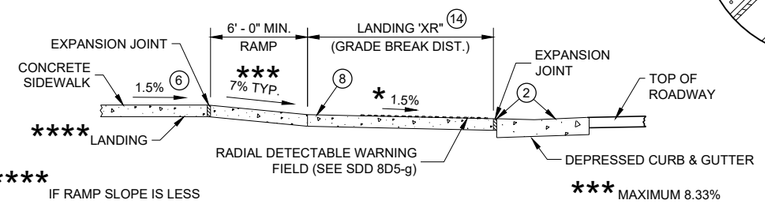
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

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.

DETECTABLE WARNING FIELDS 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 FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD 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) AN 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 BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

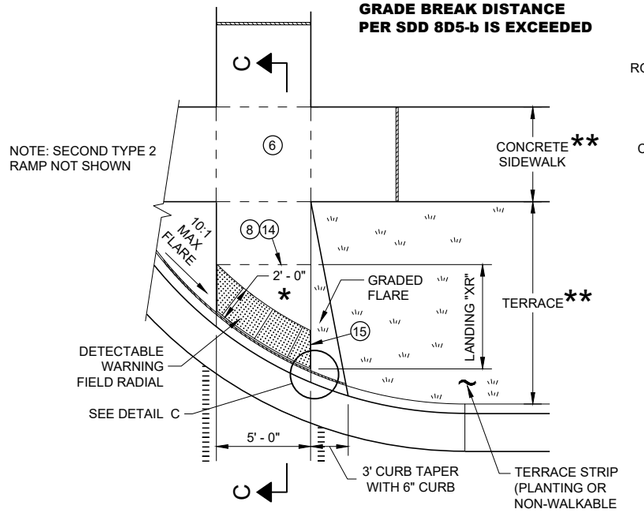
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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 ⅛" 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 WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

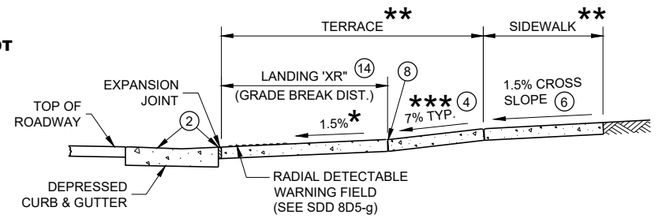


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

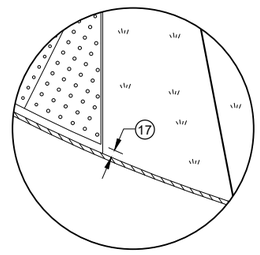


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

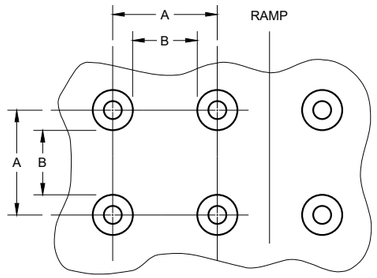
CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

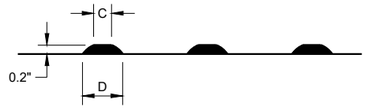
SDD 08D05 - 20f

	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.

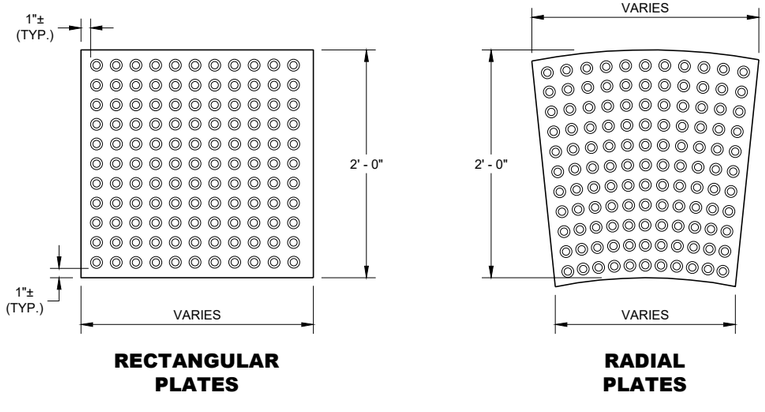


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP 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 FILED ARE PROHIBITED.

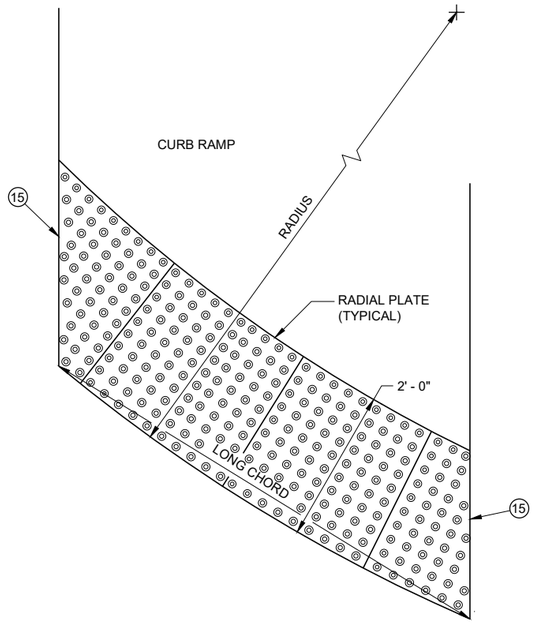
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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 WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

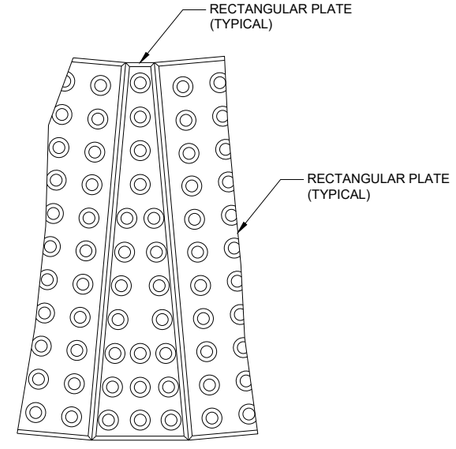
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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 ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

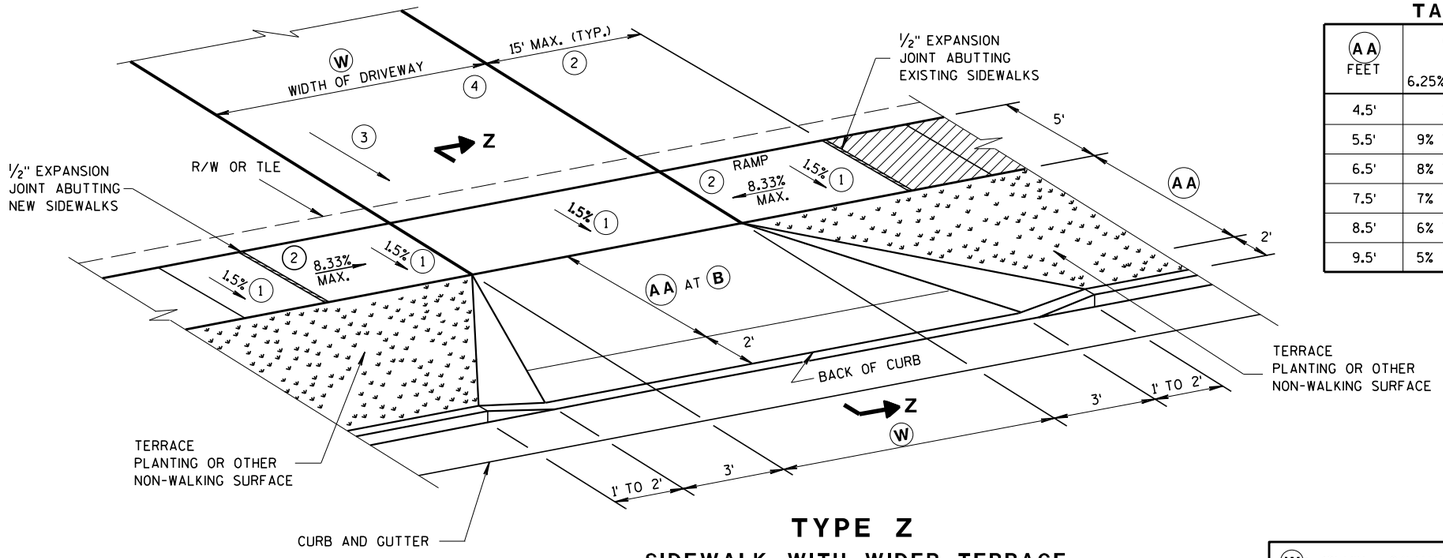
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 08D05 - 20g



TYPE Z

SIDEWALK WITH WIDER TERRACE

TERRACE VARIES 7 TO 12 FEET

TABLE Z

(AA) FEET	(B) % 6.25% GUTTER	(B) % 4% GUTTER
4.5'	11.5%	9% TO 11.5%
5.5'	9% TO 11.5%	8% TO 11.5%
6.5'	8% TO 11.5%	6% TO 11.5%
7.5'	7% TO 11.5%	6% TO 11.5%
8.5'	6% TO 11.5%	5% TO 11.5%
9.5'	5% TO 11.5%	4% TO 11.5%

(W): 12' MIN. - 24' MAX. RESIDENTIAL AND NON-COMMERCIAL (PE & FE)

16' MIN. - 35' MAX. COMMERCIAL (CE)

GENERAL NOTES

PROVIDE CONSTRUCTION JOINTS ALONG THE CENTER OF THE CONCRETE FOR DRIVEWAYS UNDER 20 FEET IN WIDTH AND AT THE THIRD POINTS OVER 20 FEET IN WIDTH.

(W) IS SHOWN ON PLAN AND PROFILE SHEETS.

OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL GRADE OF THE ROADWAY.

(3) DRIVEWAY SLOPES: DESIRABLE MAXIMUM

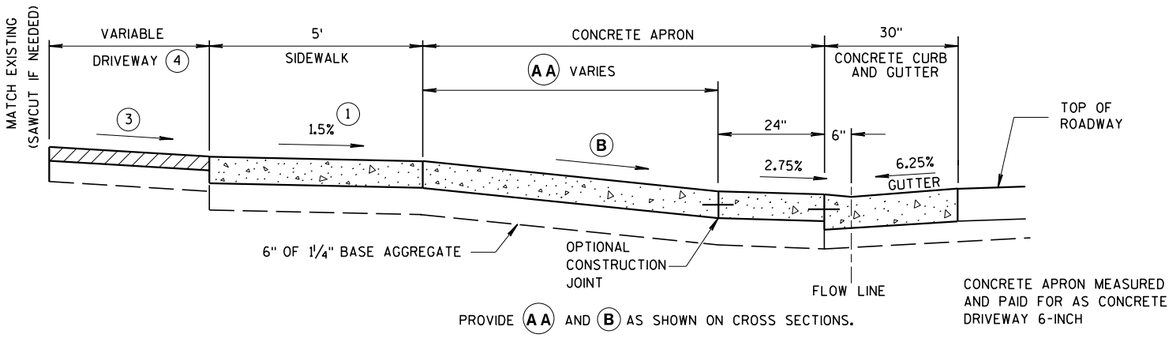
10.5% UP AWAY FROM SIDEWALK (SAG)

8.5% DOWN AWAY FROM SIDEWALK (CREST)

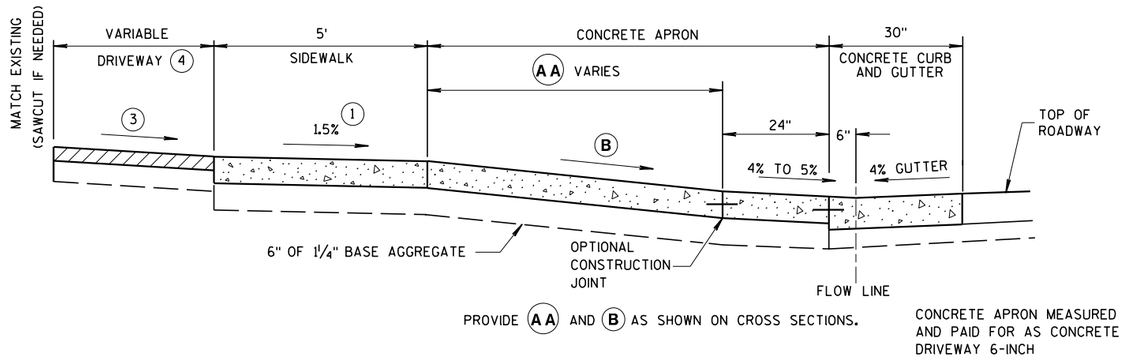
ABSOLUTE MAXIMUM 15% FOR BOTH CREST AND SAG

(4) DRIVEWAY TYPES

- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



6.25% GUTTER SLOPE



4% GUTTER SLOPE

NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS FOR **B** VALUES NOT SHOWN IN TABLE Z.

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

SEPARATE PAYMENT FOR BASE AGGREGATE WILL BE MADE.

SECTION Z-Z

DRIVEWAY DETAIL WITH CONCRETE CURB & GUTTER

(URBAN AND SUBURBAN)

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS TYPE Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

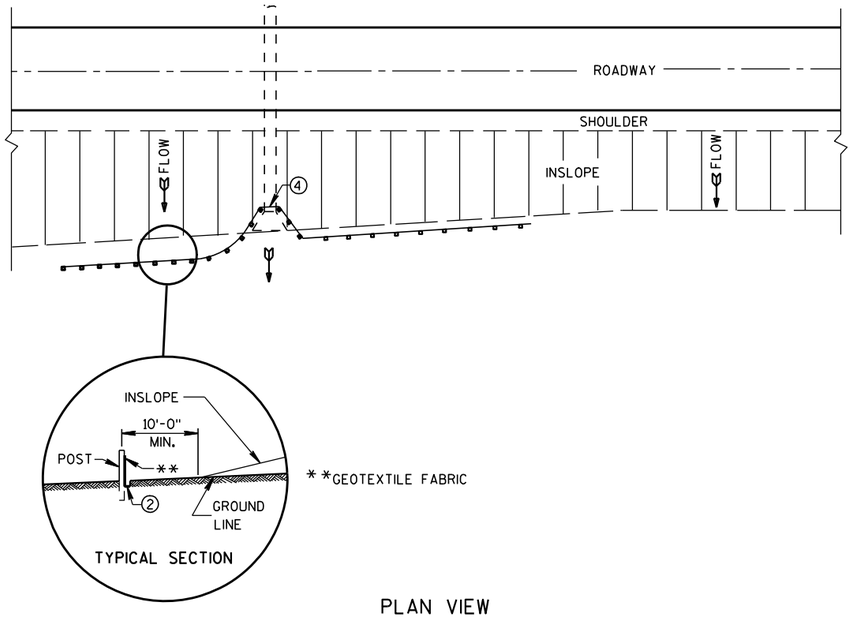
299

6

S.D.D. 8 D 19-2

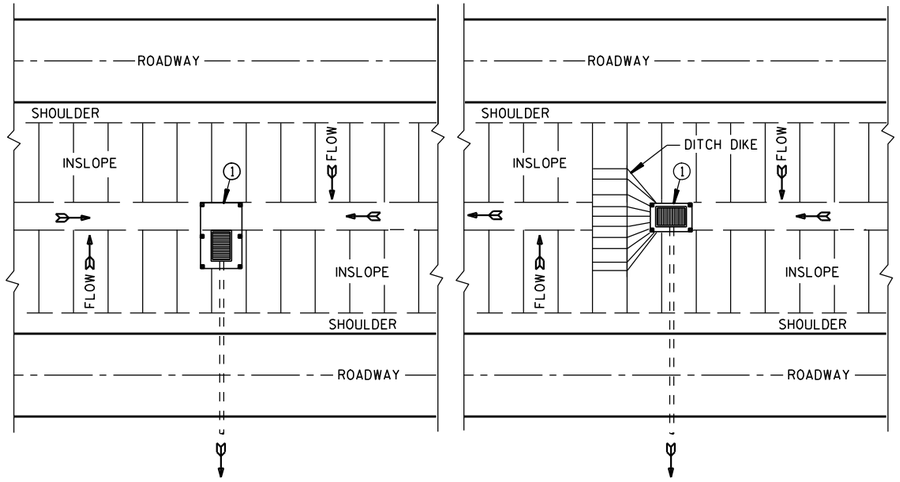
6

S.D.D. 8 D 19-2



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



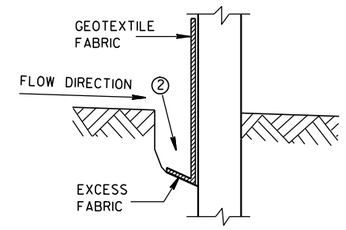
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

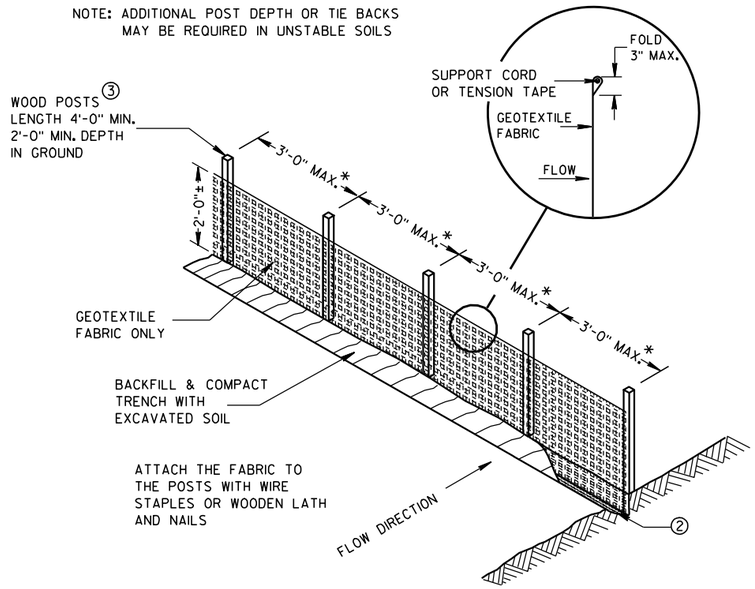
GENERAL NOTES

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

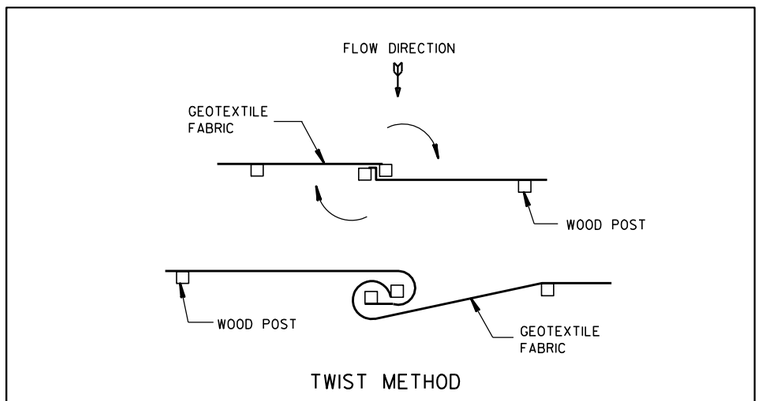
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



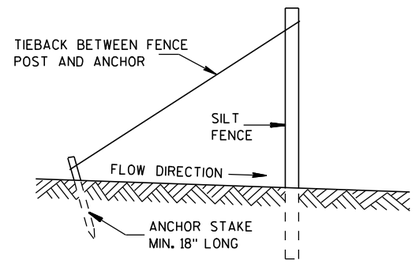
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

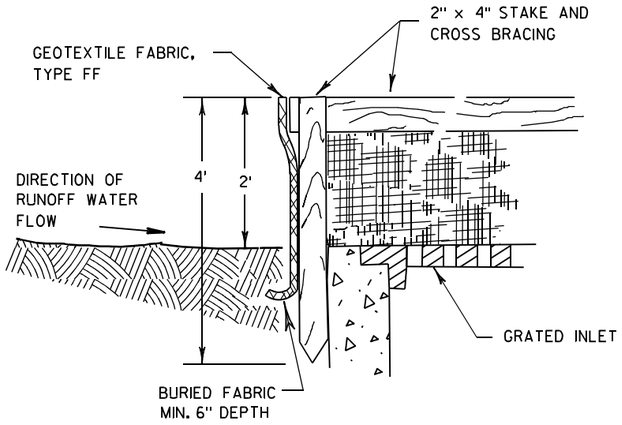
(WHEN REQUIRED BY THE ENGINEER)

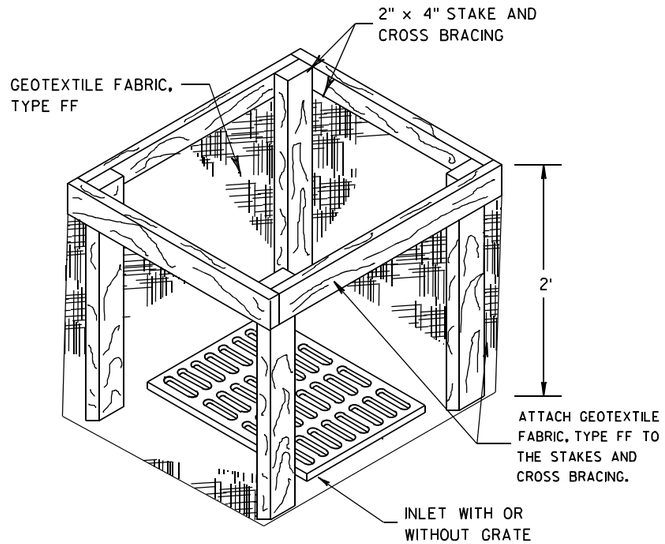
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

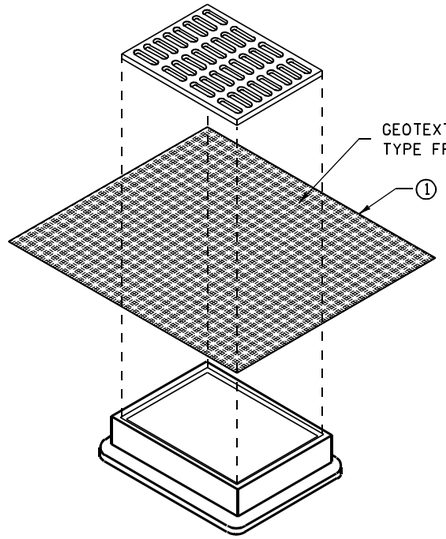
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 9-6



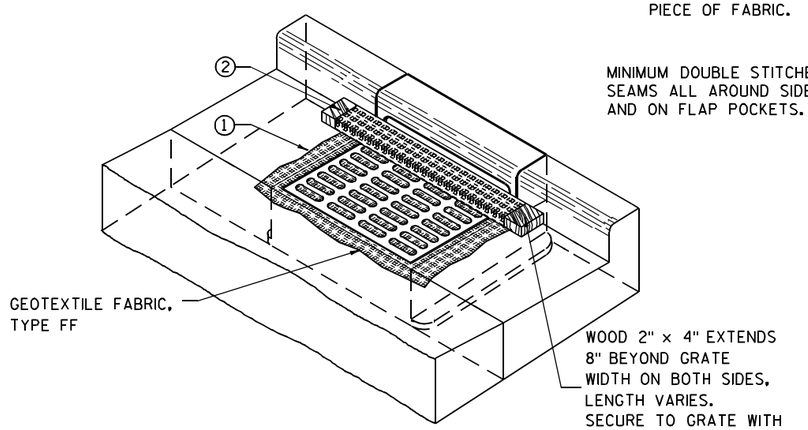


INLET PROTECTION, TYPE A

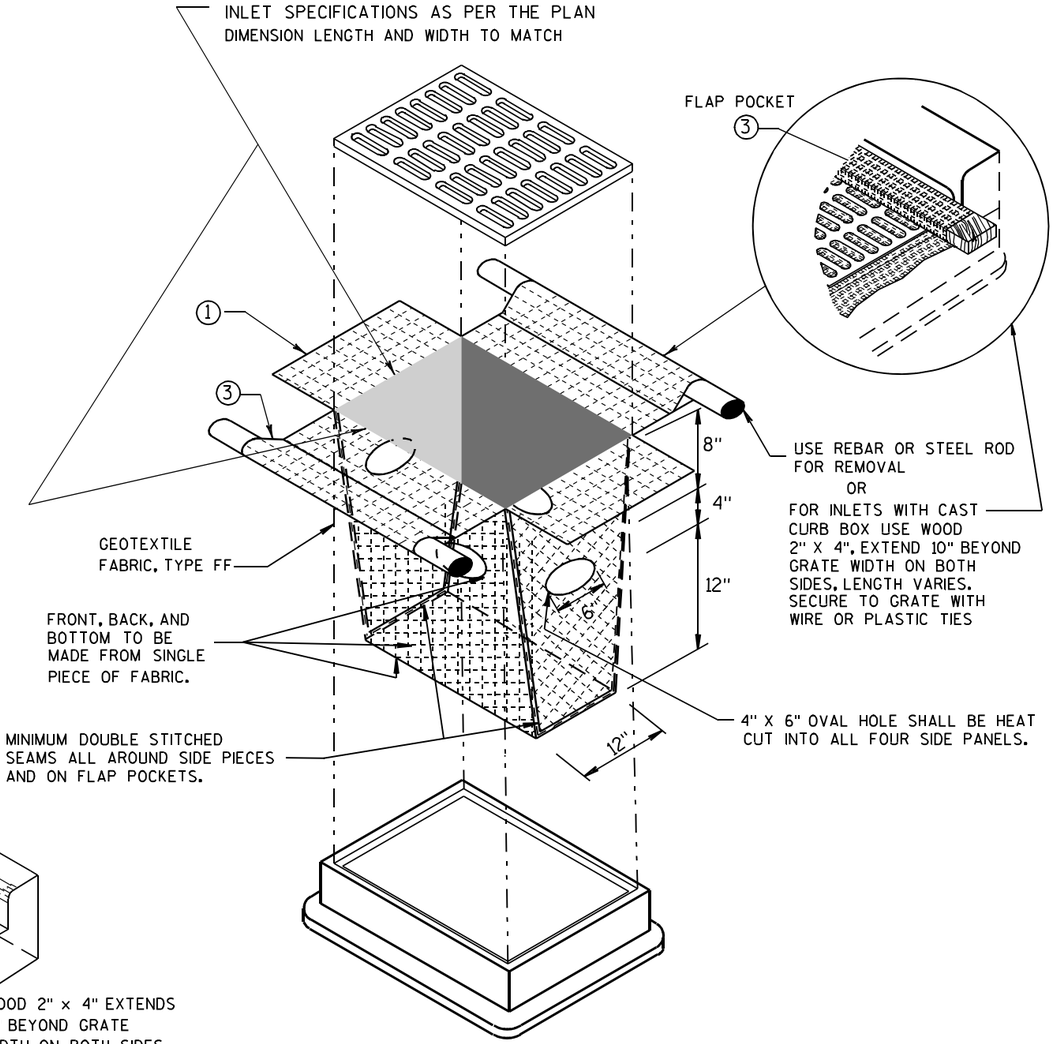


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

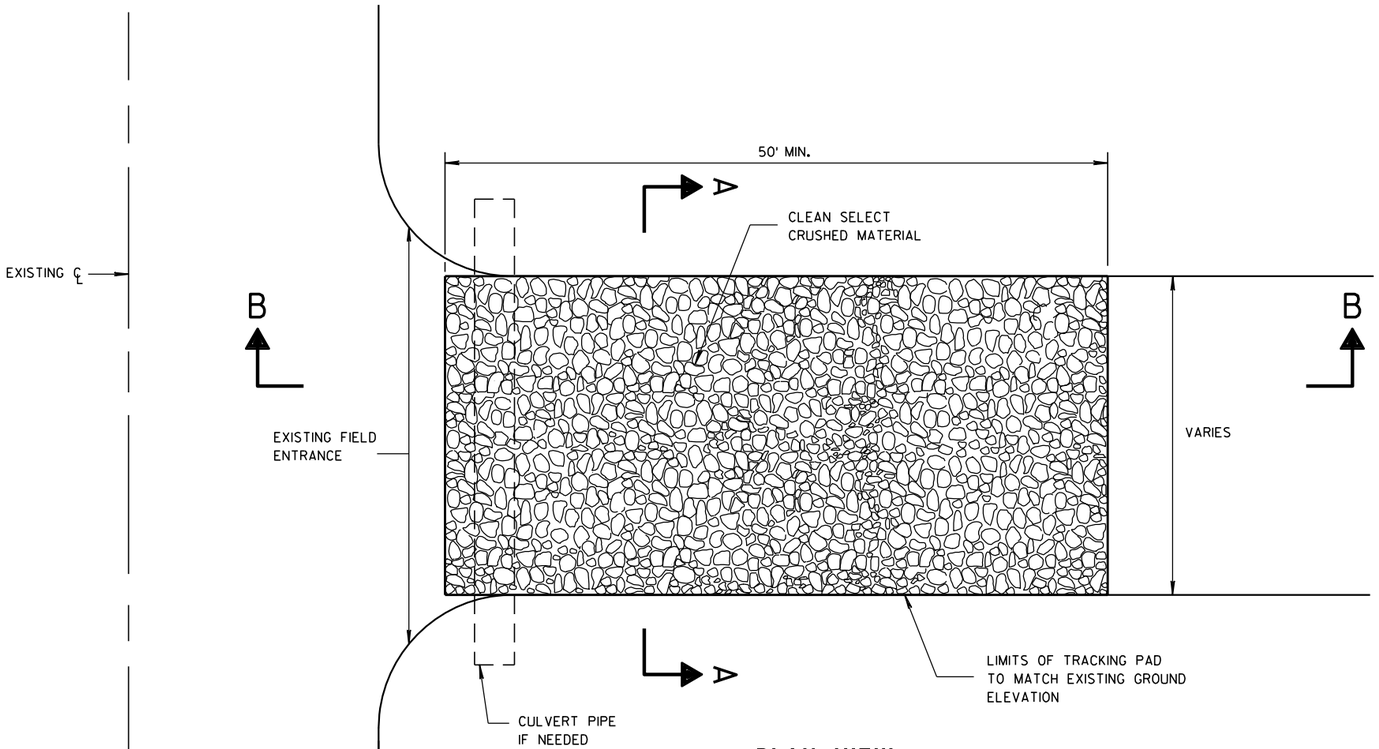
FHWA

6

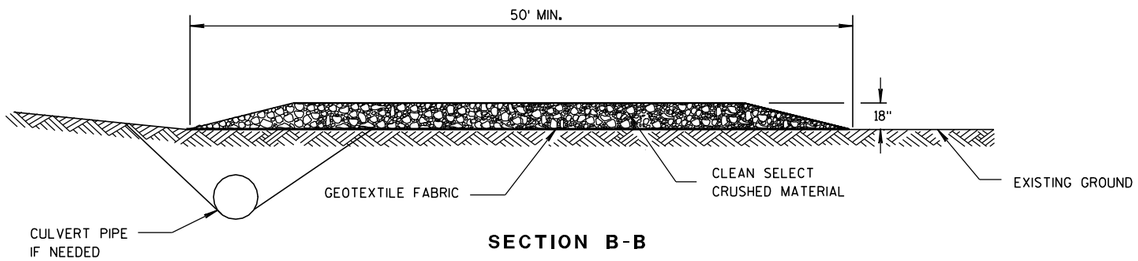
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

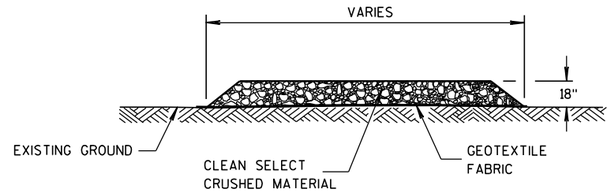
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

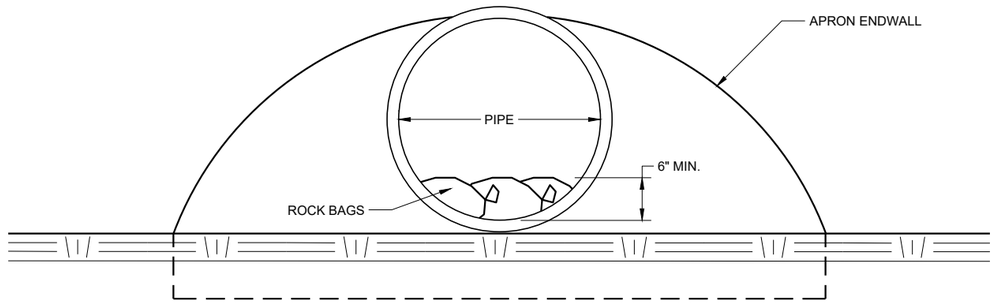
TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

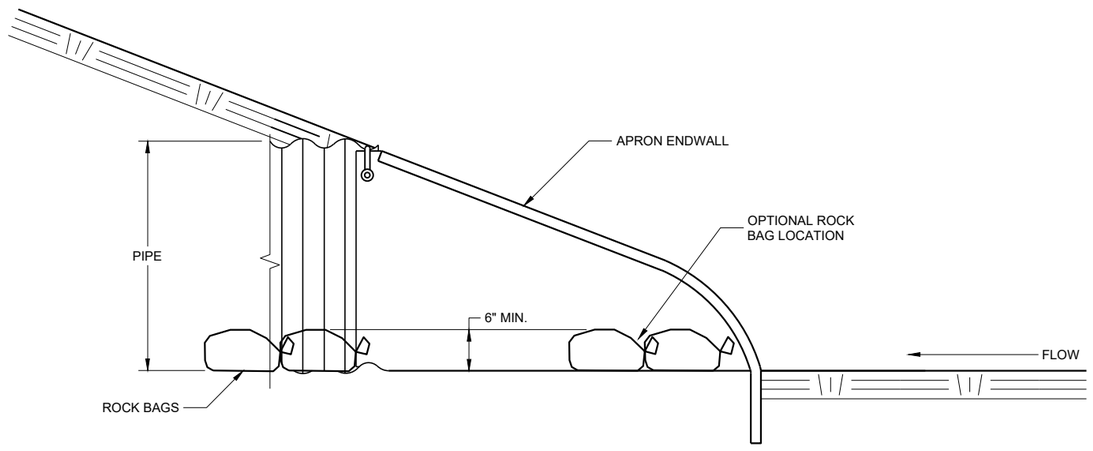
APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 E 14-1



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

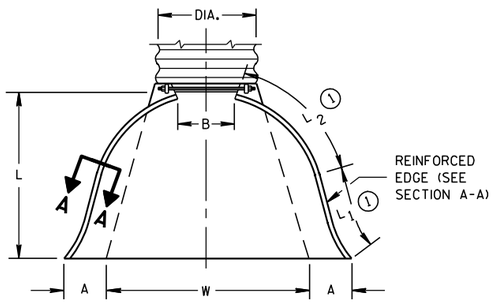
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

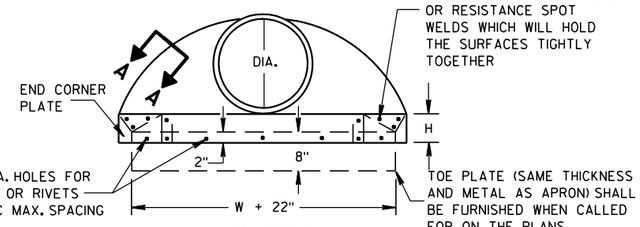
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

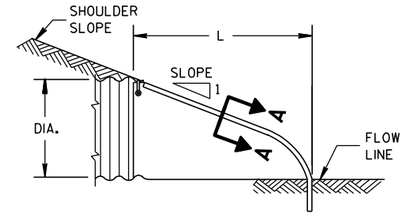
*MINIMUM
**MAXIMUM



PLAN VIEW

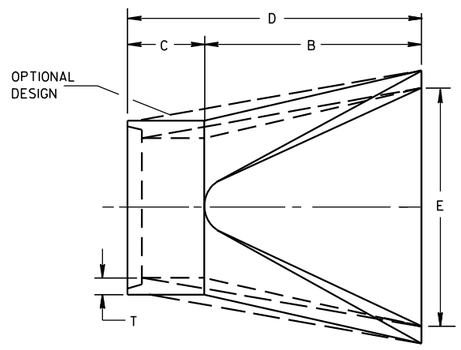


END VIEW

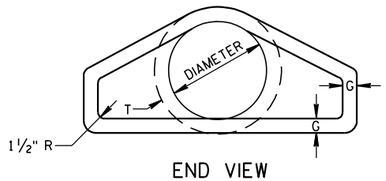


SIDE ELEVATION

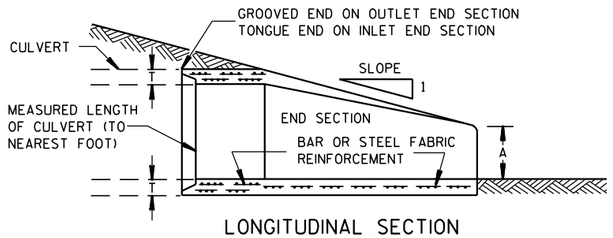
METAL ENDWALLS



PLAN

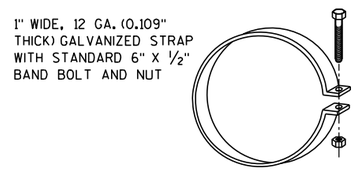


END VIEW



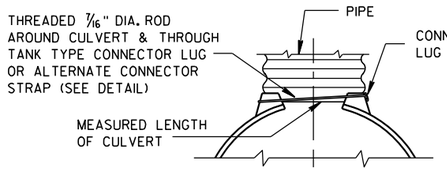
LONGITUDINAL SECTION

CONCRETE ENDWALLS

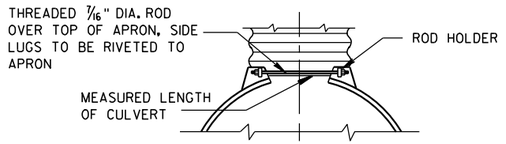


ALTERNATE FOR TYPE 1 CONNECTION

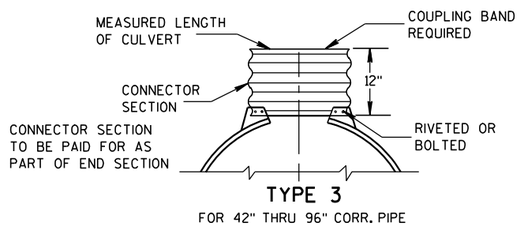
END SECTION CONNECTOR STRAP



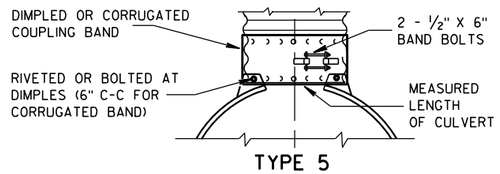
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

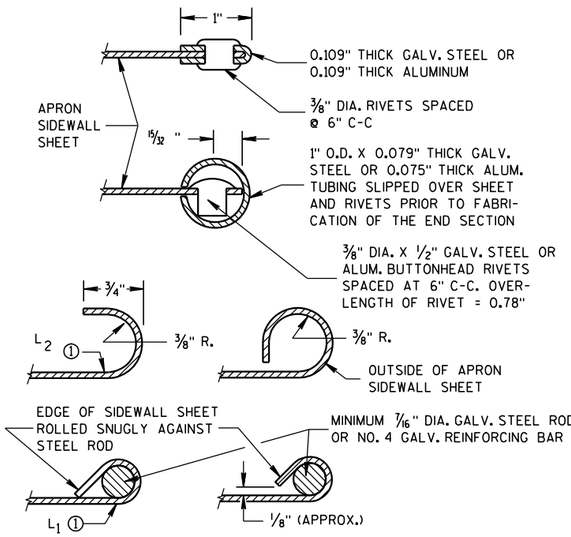
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

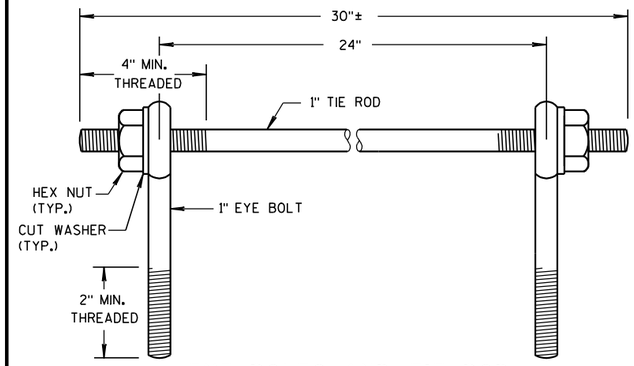
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

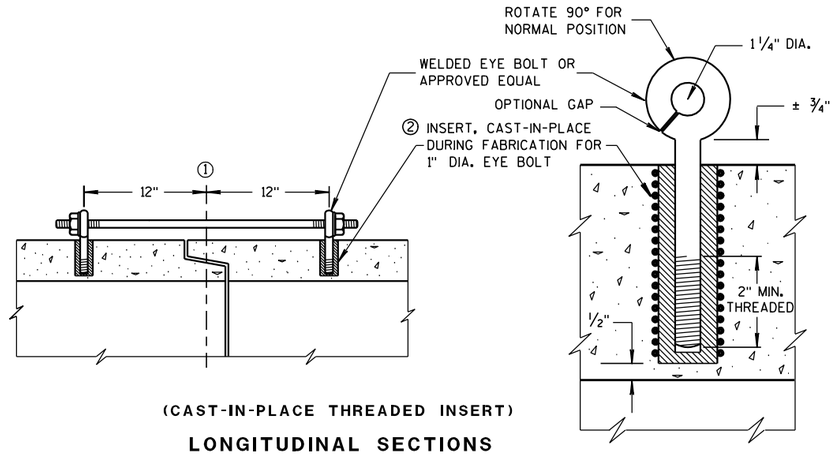
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

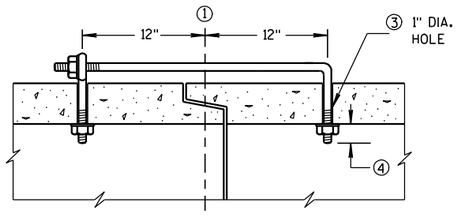
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

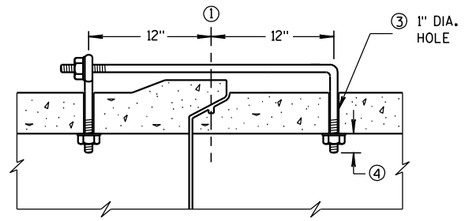
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

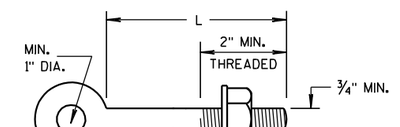


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

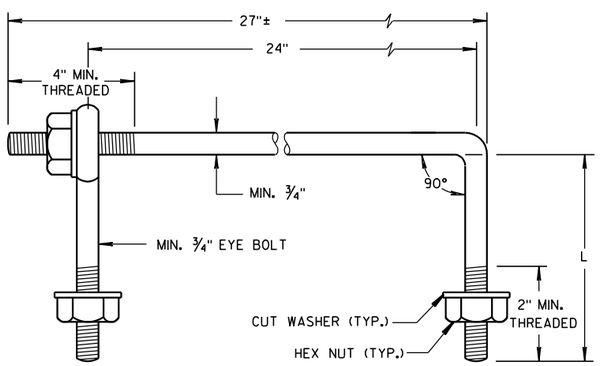
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

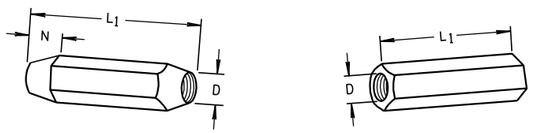
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

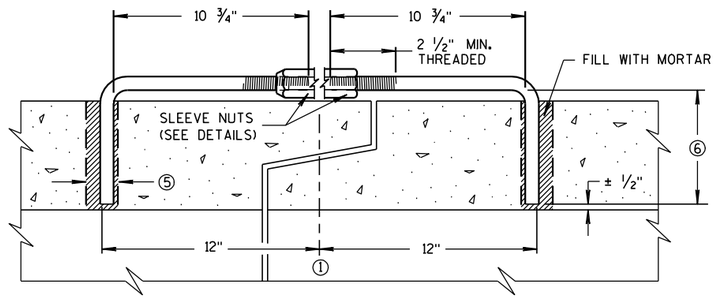
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

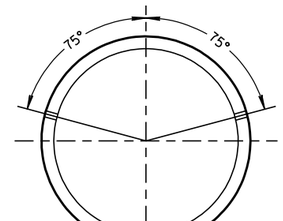
SLEEVE NUTS



LONGITUDINAL SECTION

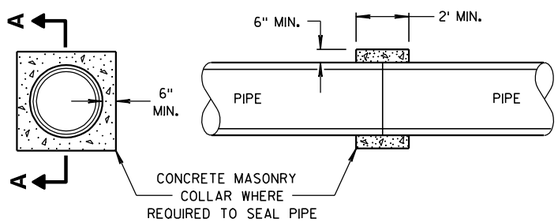
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

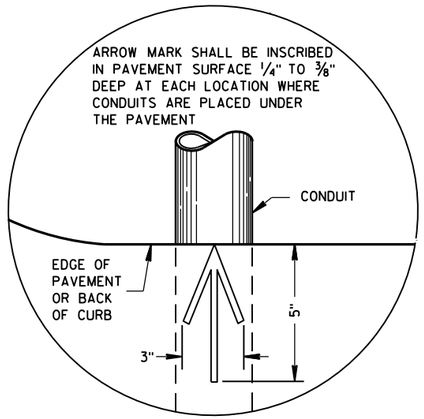
APPROVED
6/5/2012 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
305
FHWA

6

S.D.D. 8 F 4-7

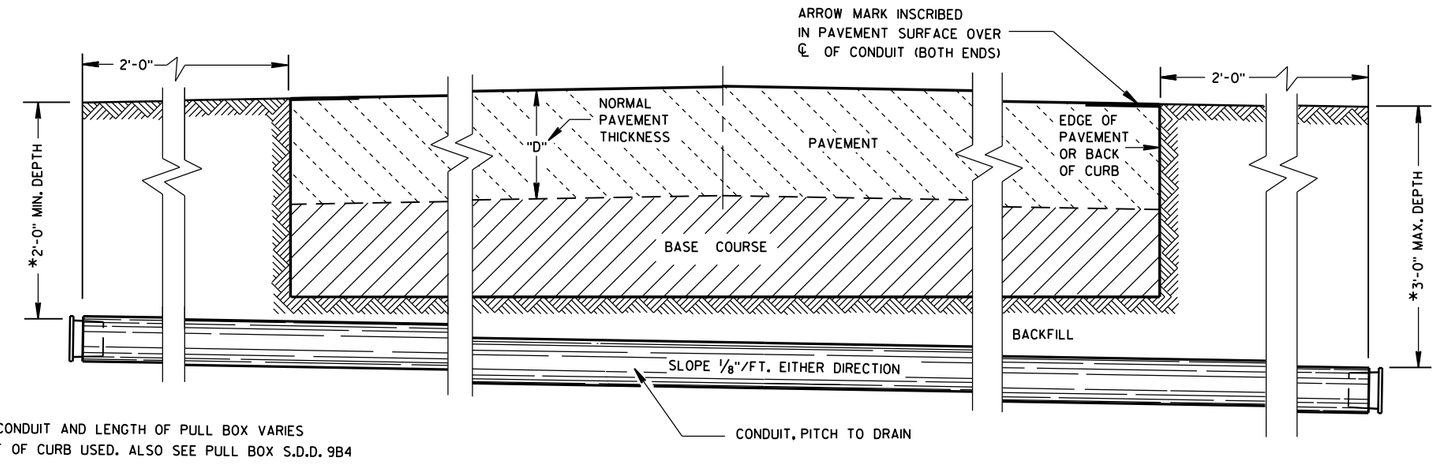
6

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

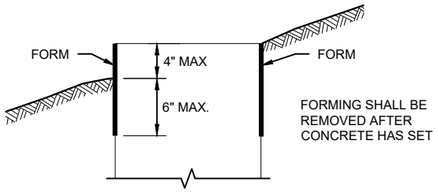
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-10

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



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 DRAWINGSHALL 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 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 A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X 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 NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL BENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC 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 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES 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.

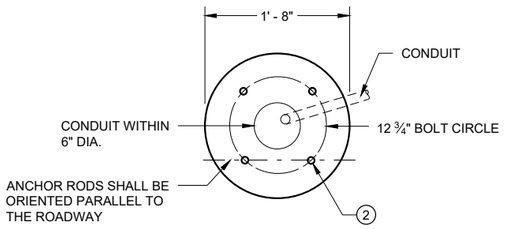
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

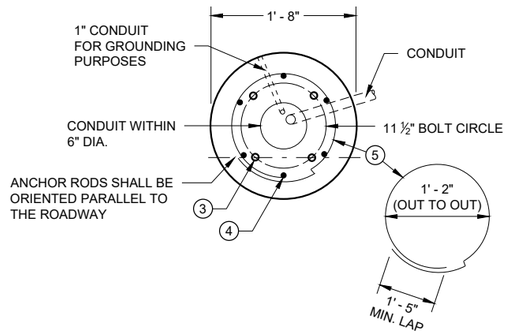
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

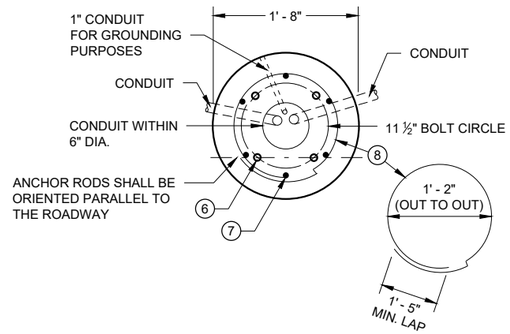
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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 OF 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 STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

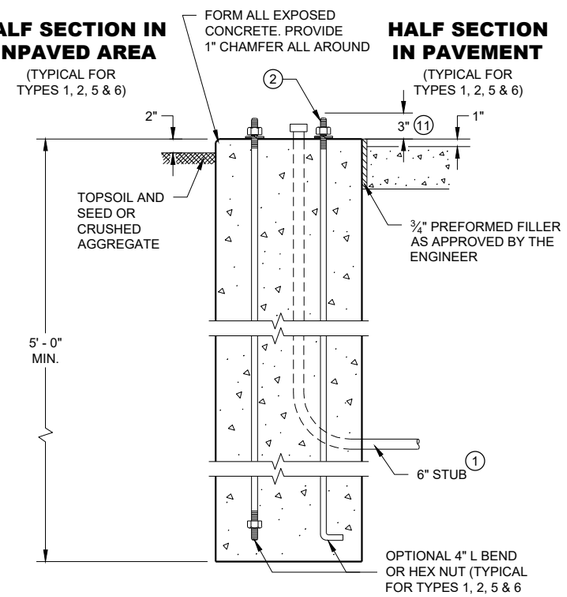
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

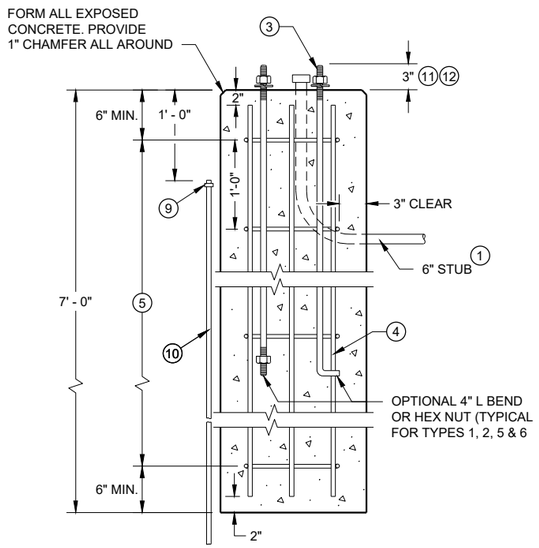
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

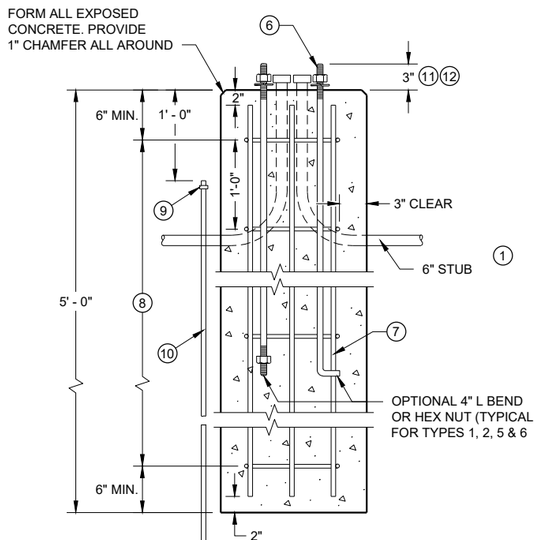
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 307
FHWA

SDD 09C02 - 09
6
6

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.

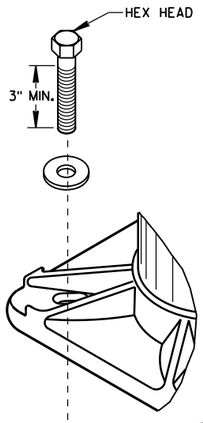
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

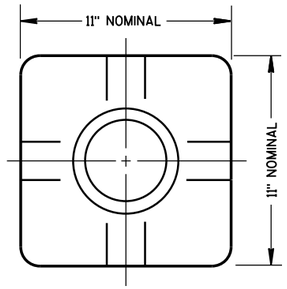
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

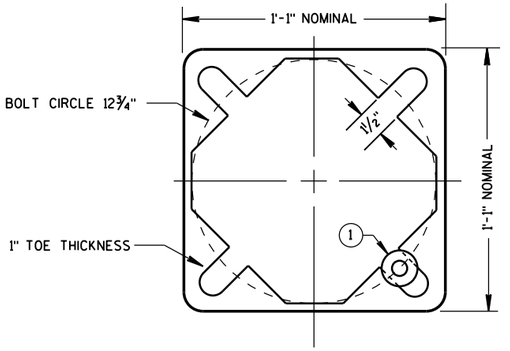
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

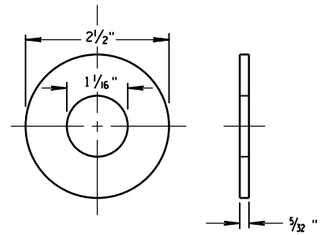




TOP VIEW
(PEDESTAL BASE)

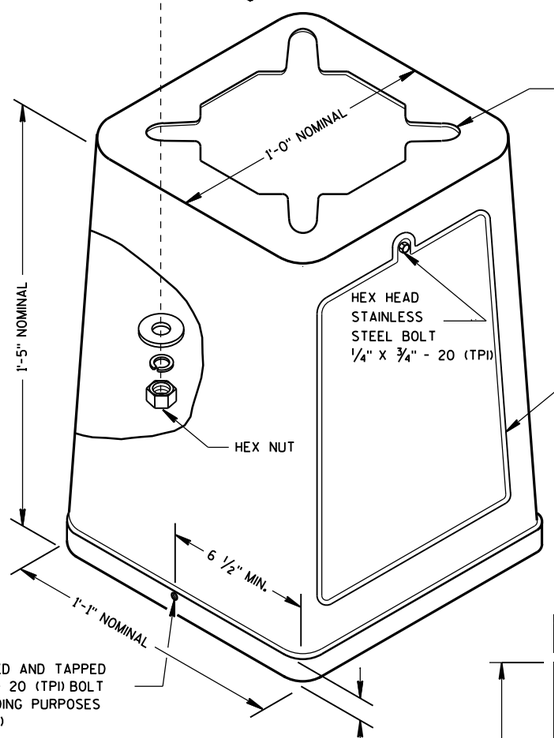


BOTTOM VIEW
(PEDESTAL BASE)

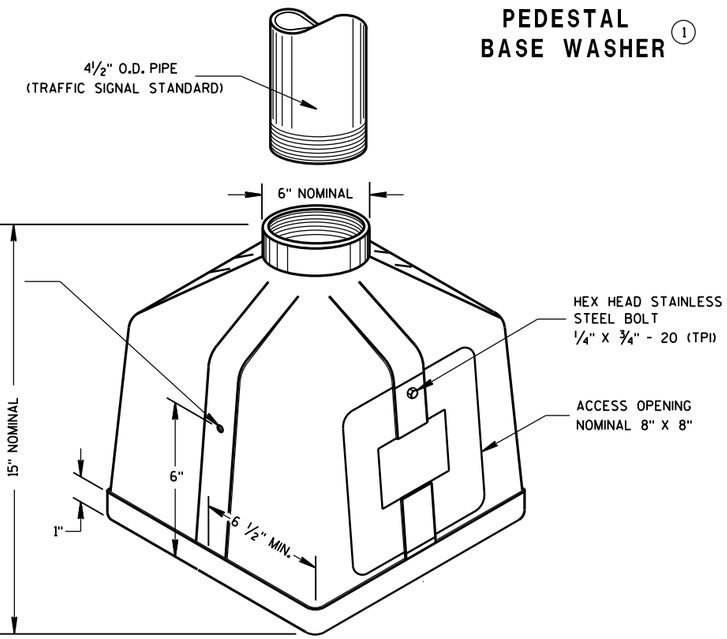


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

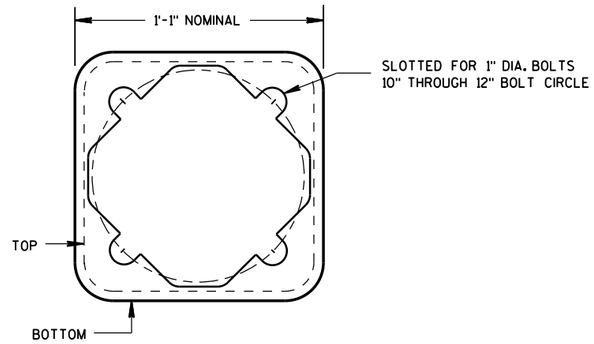


ISOMETRIC VIEW

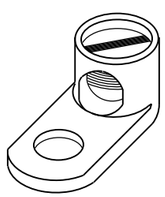


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

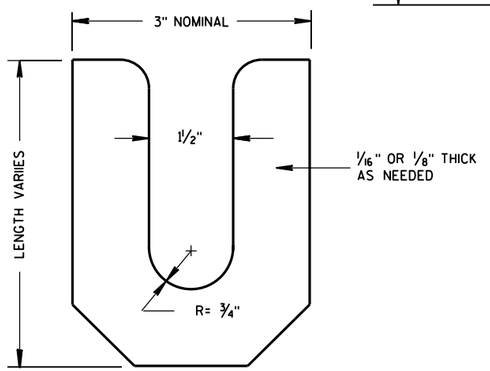


TYPICAL MECHANICAL CONNECTOR LUG

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

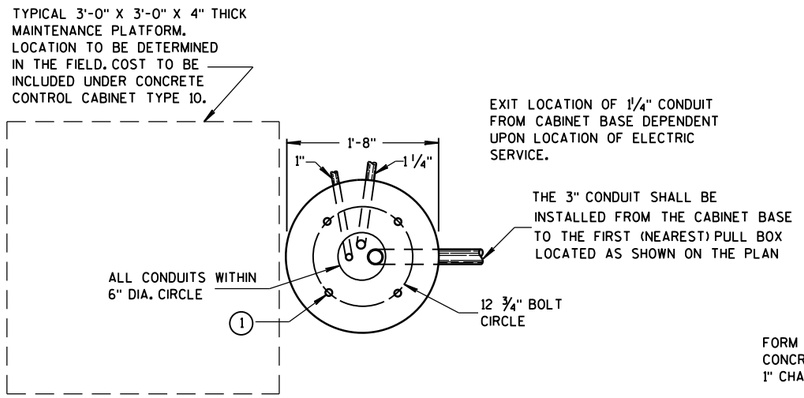
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

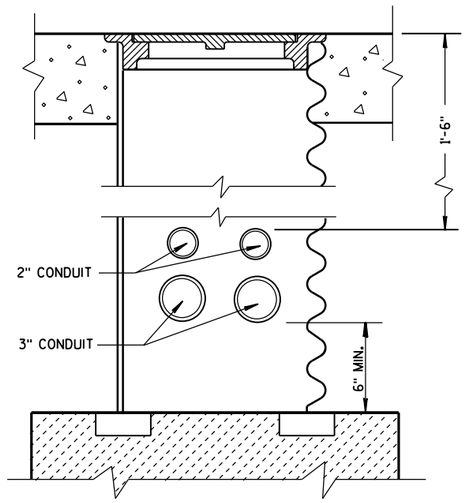
6

S.D.D. 9 C 3-4

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	H	I	J	K	
TYPE 6 - 30" CABINET	34"	60"	10"	17"	.64
TYPE 7 - 38" CABINET	42"	60"	10"	21"	.93
TYPE 8 - 38" CABINET	42"	72"	12"	21"	1.29
TYPE 9 - VARIABLE	54"	72"	14"	27"	1.56
TYPE 10 - POST MOUNT	AS SHOWN				.65 *

* INCLUDES MAINTENANCE PLATFORM.





CONDUIT LOCATIONS IN 24" X 36" PULL BOX

(LEADING TO CONTROLLER CABINET BASE TYPE 6, 7, 8 AND 9)

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 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 SURFACES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND 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.

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.

ALL FOUR (TWO INCH AND THREE INCH) CONDUIT SHALL BE INSTALLED FROM THE CABINET BASE TO THE FIRST (NEAREST PULL BOX LOCATED AS SHOWN ON THE PLANS.

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

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

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

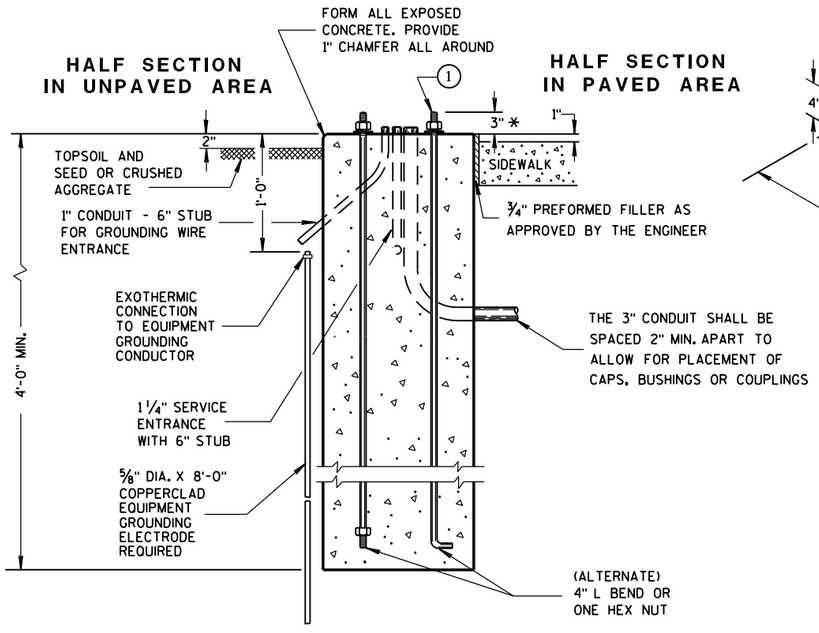
STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

(1) FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6". ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

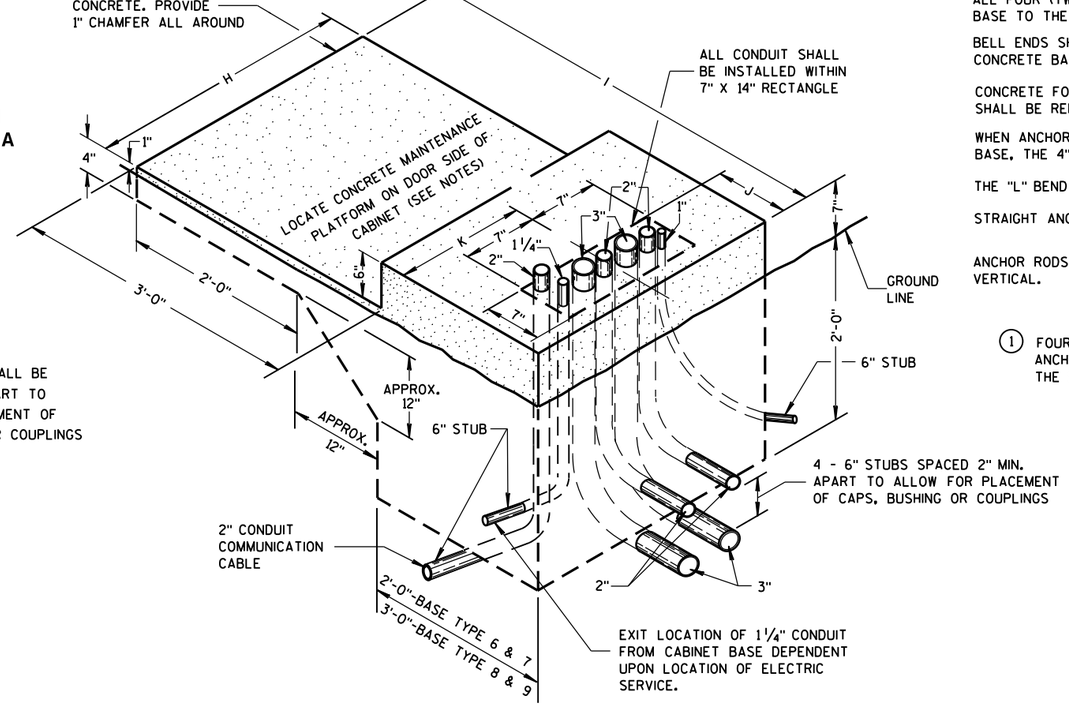
HALF SECTION IN UNPAVED AREA

HALF SECTION IN PAVED AREA



TYPE 10

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.



TYPE 6,7,8 AND 9 (ISOMETRIC VIEW)

CONCRETE CONTROL CABINET BASES

CONCRETE CONTROL CABINET BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
Sept. 2016 (DATE)	/S/ Ahmet Demirbilek (STATE ELECTRICAL)
FHWA	

6 S.D.D. 9 C 5-10

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).

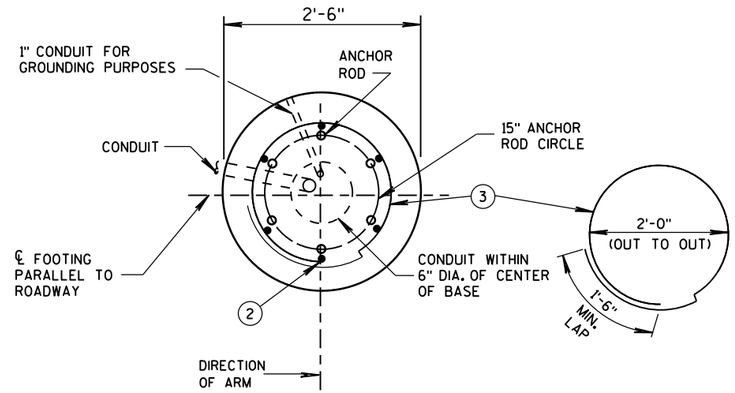
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

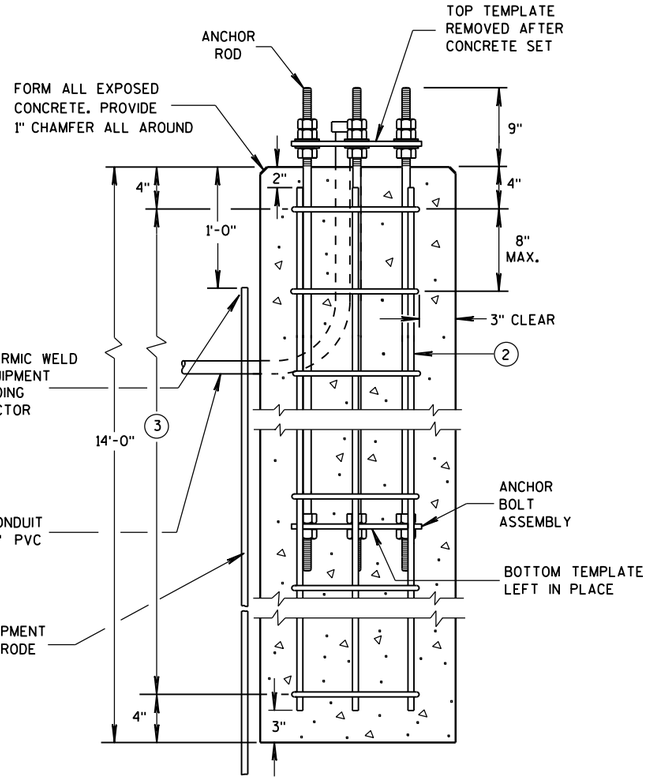
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES. (GREATER THAN 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.

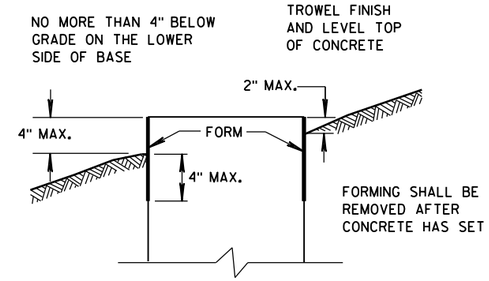




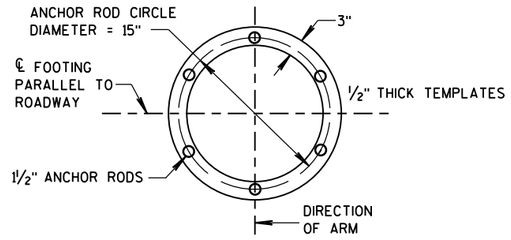
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

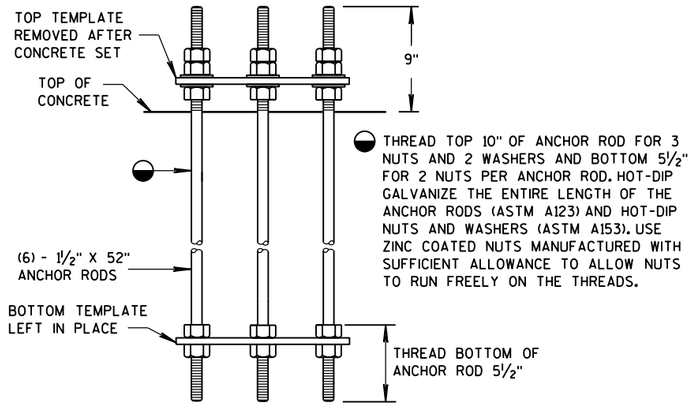
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



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

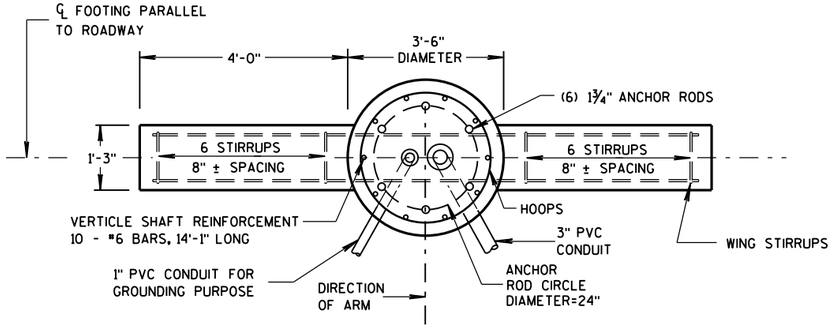
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

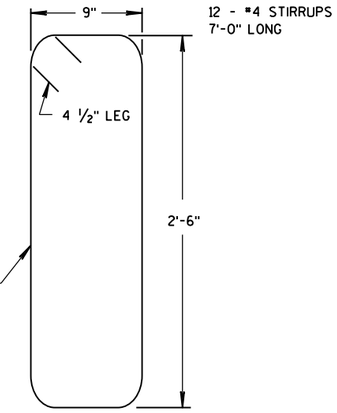
APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

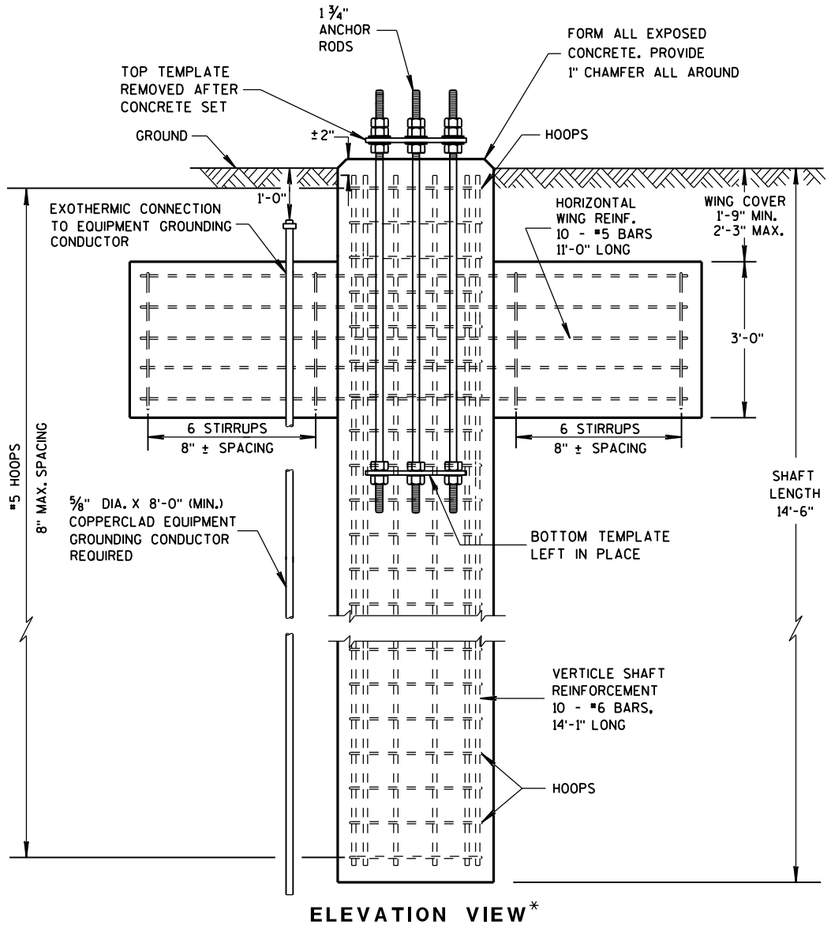
S.D.D. 9 C 11-10



PLAN VIEW

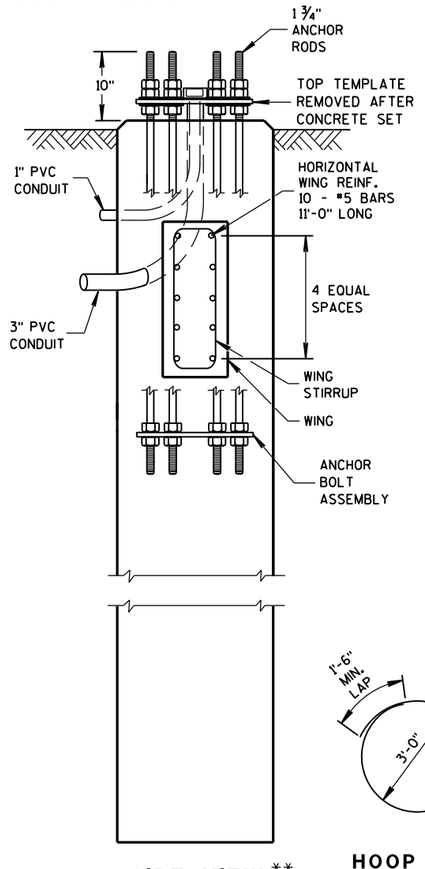


WING STIRRUP



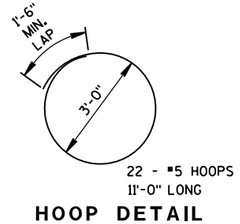
ELEVATION VIEW*

* CONDUITS ARE NOT SHOWN ON THIS VIEW FOR CLARITY



SIDE VIEW**

** HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY



HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

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

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

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

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 & OVER HEIGHT (OH) POLES)

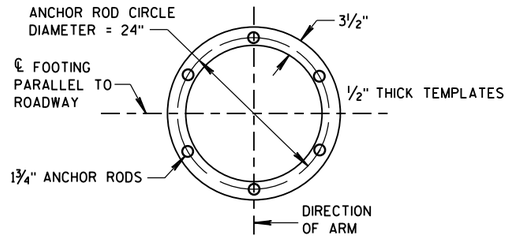
CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 635 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

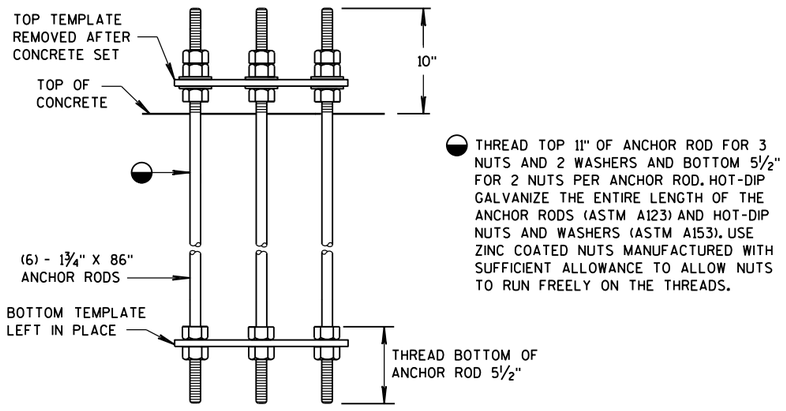
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 9 C 12-9a

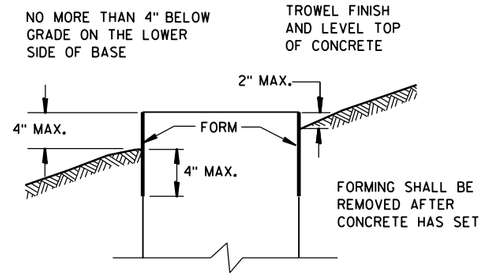


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

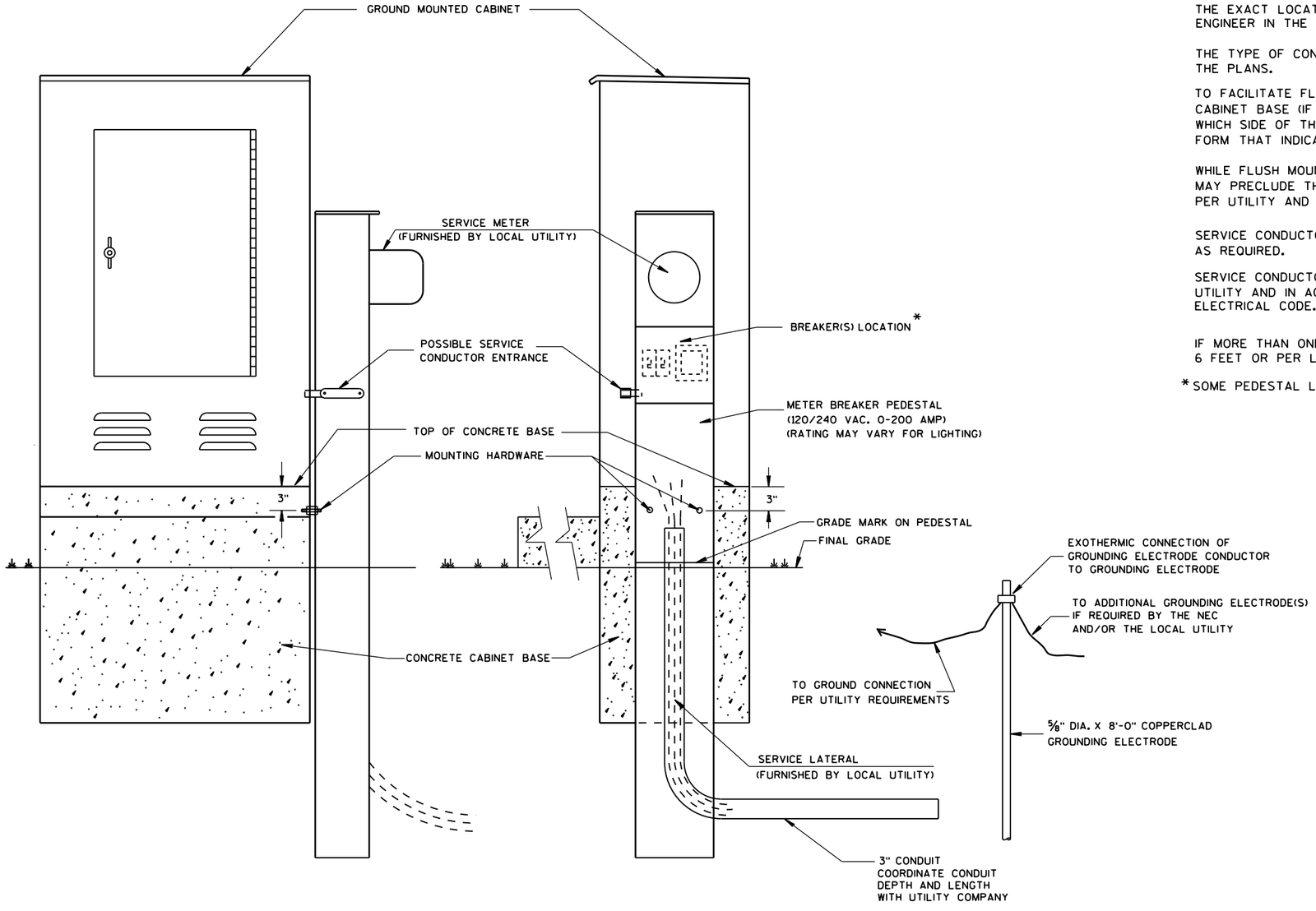
CONCRETE BASE TYPE 13	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2017 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

6

S.D.D. 9 C 12-9b

6

S.D.D. 9 C 12-9b



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.

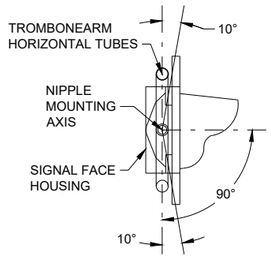
* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6
S.D.D. 9 D 1-5

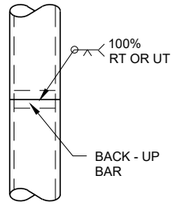


SECTION A-A

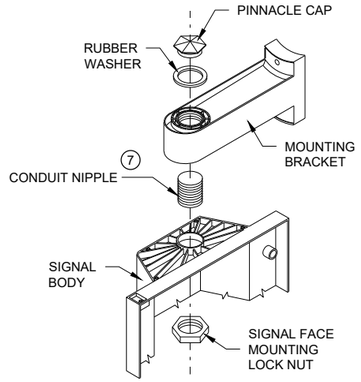
(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)

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



SIGNAL FACE MOUNTING DETAIL

(BANDED)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THEPERTINENT 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 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 AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" 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 ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) ASREQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

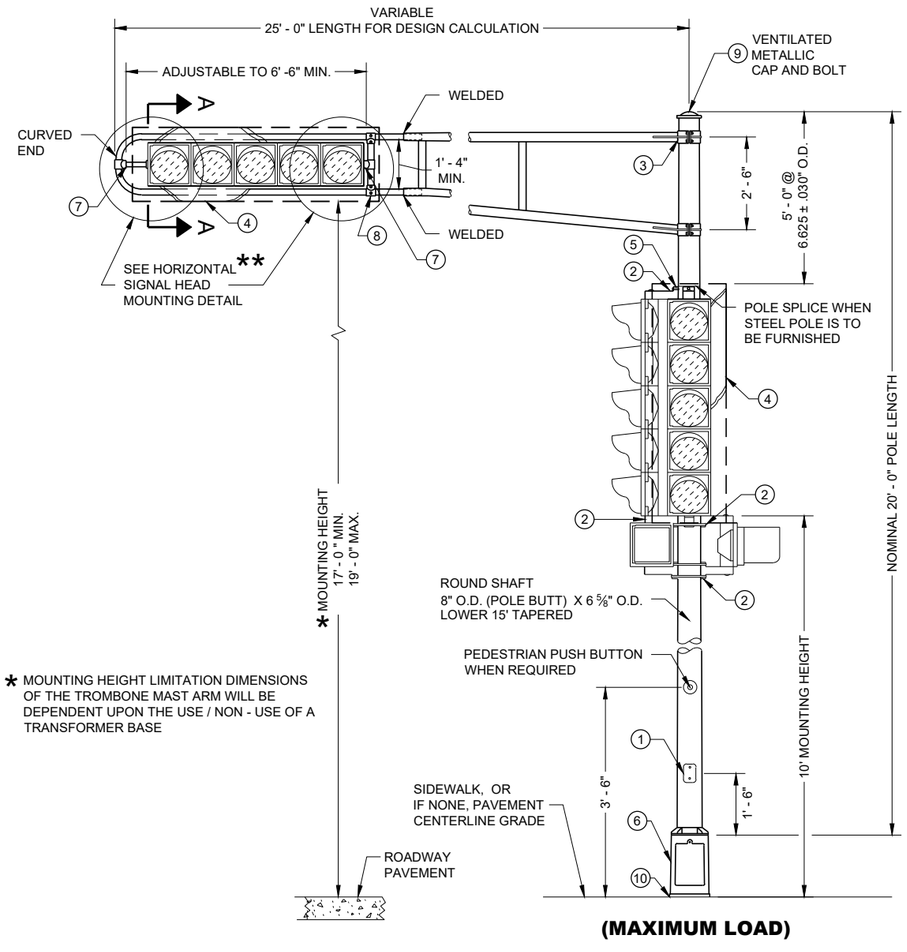
(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOTINTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUTIS 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.

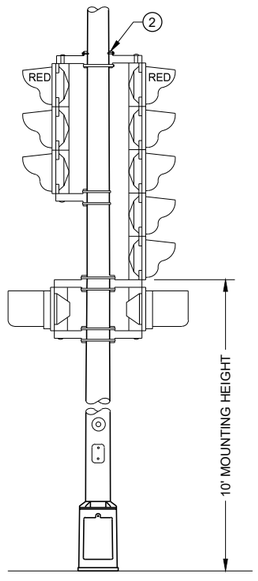
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

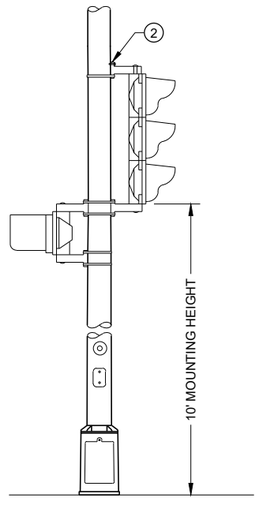


* MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE / NON - USE OF A TRANSFORMER BASE

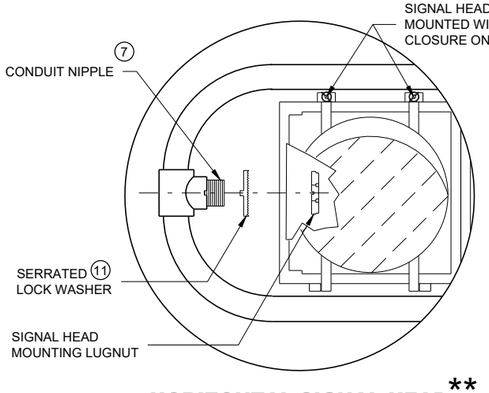
(MAXIMUM LOAD)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD MOUNTING DETAIL **

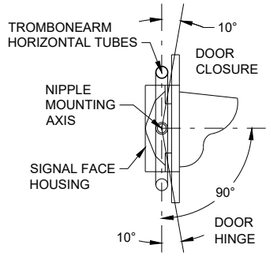
** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

TYPE 2 POLE MOUNTING CONFIGURATION

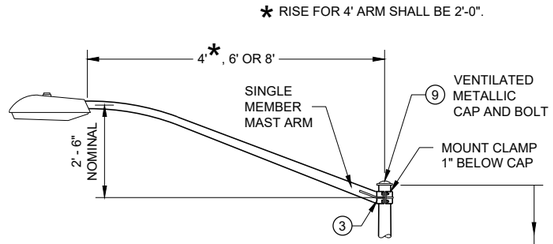
POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

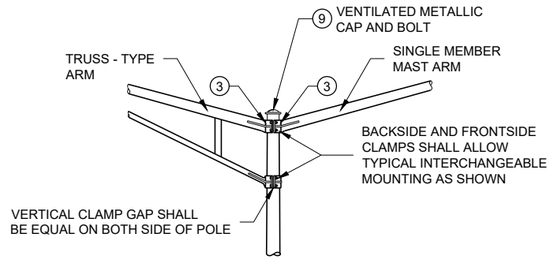
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 09E01 - 15a

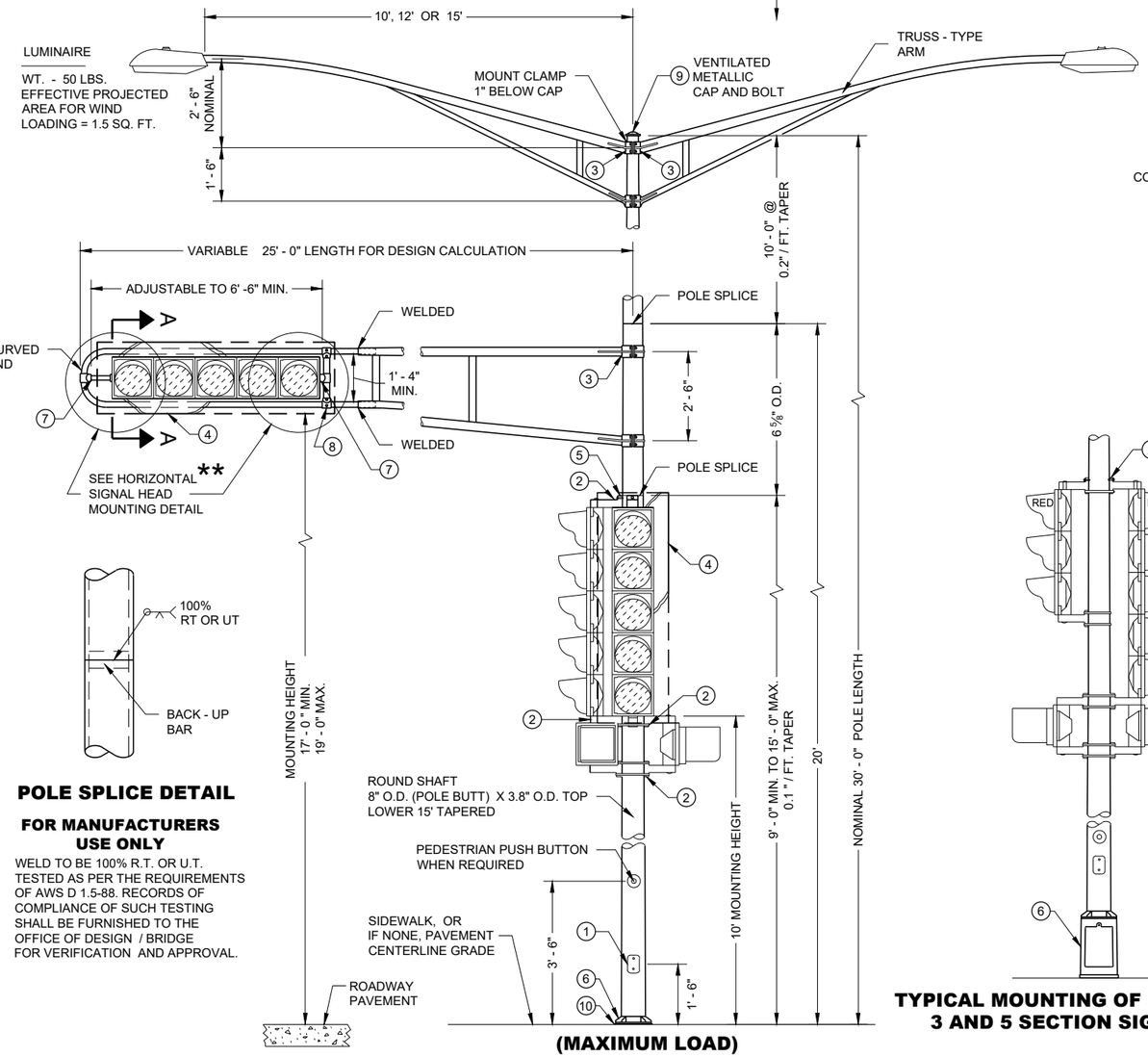


SECTION A-A

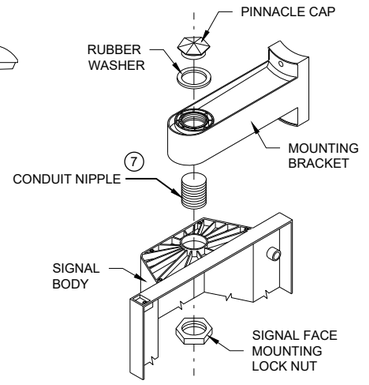




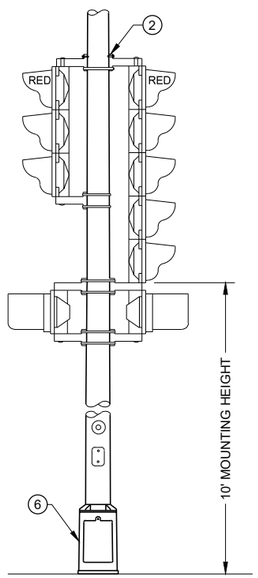
INTERCHANGEABLE MOUNTING DETAIL



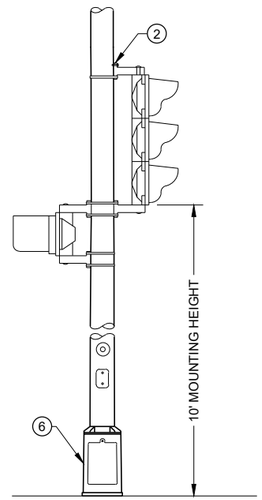
(MAXIMUM LOAD)



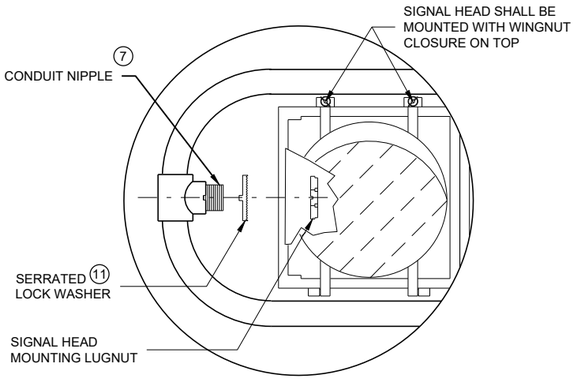
SIGNAL FACE MOUNTING DETAIL
(BANDED)



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



HORIZONTAL SIGNAL HEAD ** MOUNTING DETAIL

** SIGNAL HEAD ATTACHMENT ALSO APPLIES TO MOUNTING AT CROSS BAR

POLE SPLICE DETAIL

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.

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 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ 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 AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" 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 ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED. UNDER MAX LOADING, TYPE 3 POLE SHALL BE MOUNTED DIRECTLY TO ITS CONCRETE BASE.

(7) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" 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.

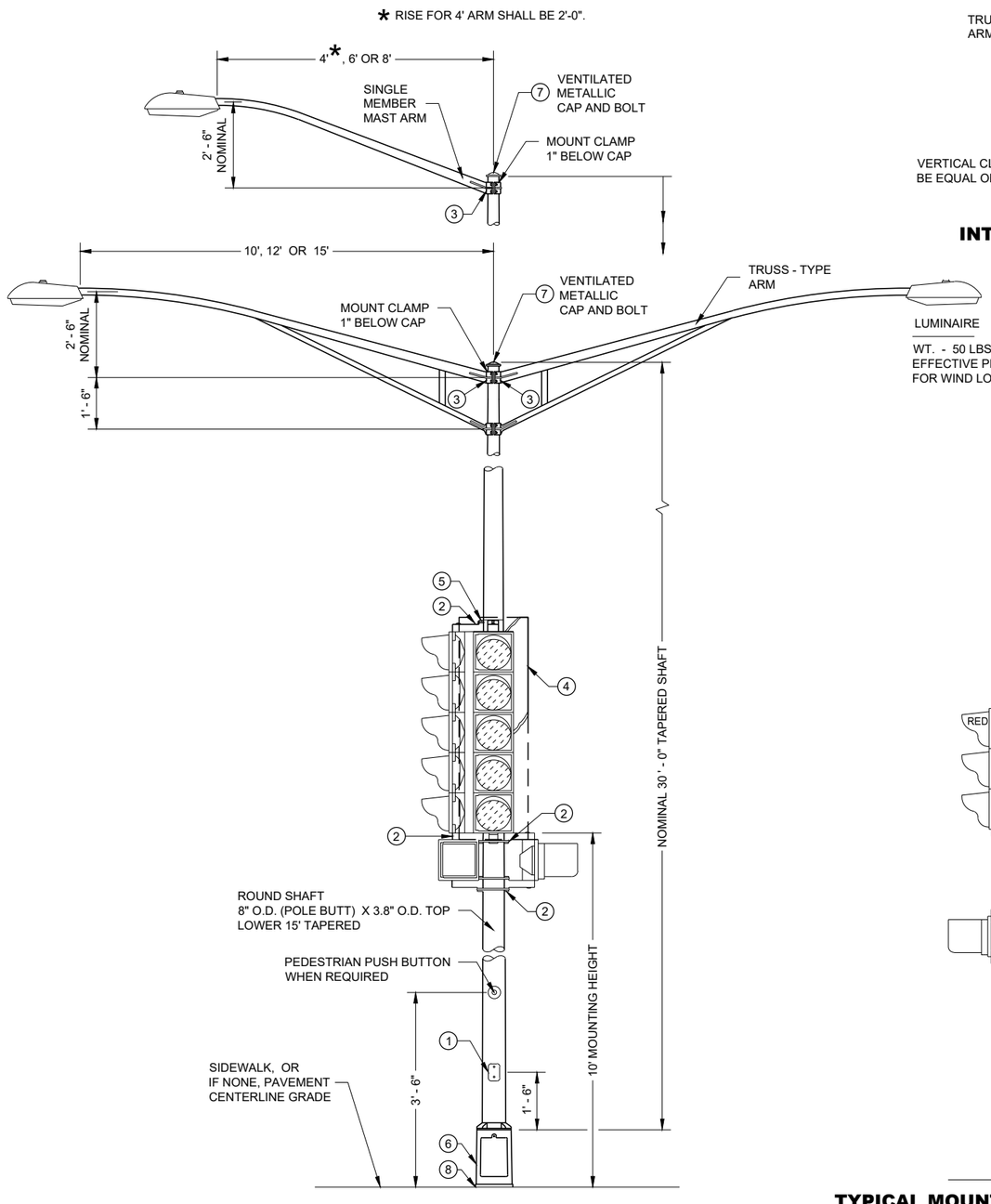
TYPE 3 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS TYPE 3 (HEAVY DUTY)

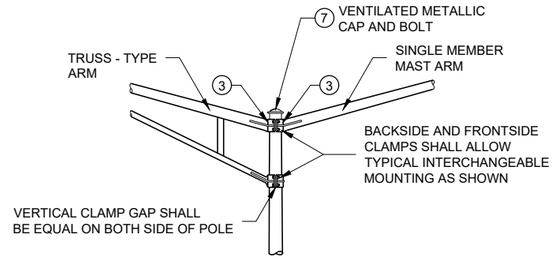
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 09E01 - 15b



(MAXIMUM LOAD)



INTERCHANGEABLE MOUNTING DETAIL

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.

A PULL WIRE / ROPE SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ 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 AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING.

(3) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" 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.

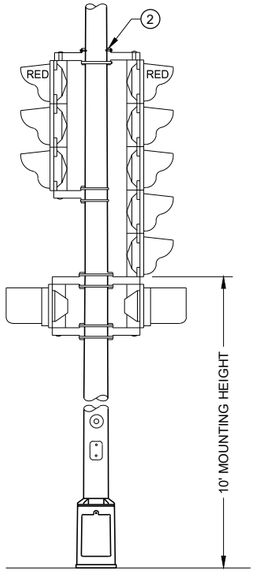
(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE ONE OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

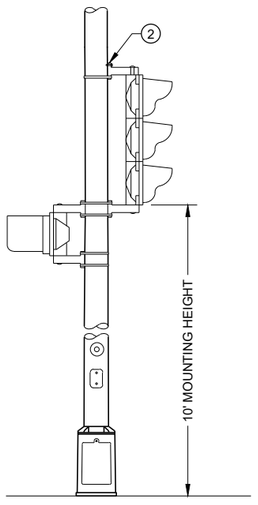
(7) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(8) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

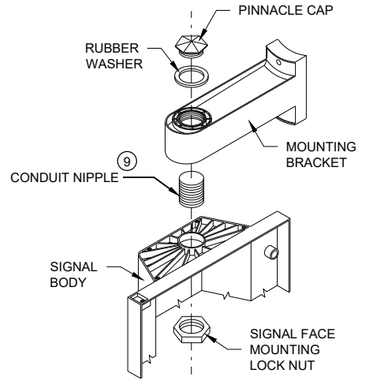
(9) USE 1 ½" ID NIPPLES ZINC-COATED RIGID METAL CONDUIT, LONG ENOUGH TO ACCOMMODATE FULL DEPTH THREADING INTO THE HEAD MOUNTING LOCK NUT IN ORDER TO TIGHTEN THE FACE, BUT THAT DO NOT INTERFERE WITH REFLECTOR CLOSURE. THREAD THE NIPPLE INTO THE MOUNTING BRACKET/ELBOW UNTIL TIGHT. USE APPROVED PINNACLE TYPE HARDWARE FROM A DEPARTMENT APPROVED MANUFACTURER TO CLOSE THE UNUSED 1 ½" OPENING IN SIGNAL FACES AND BRACKET ENDS.



TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES



TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE



SIGNAL FACE MOUNTING DETAIL
(BANDED)

TYPE 4 POLE MOUNTING CONFIGURATION

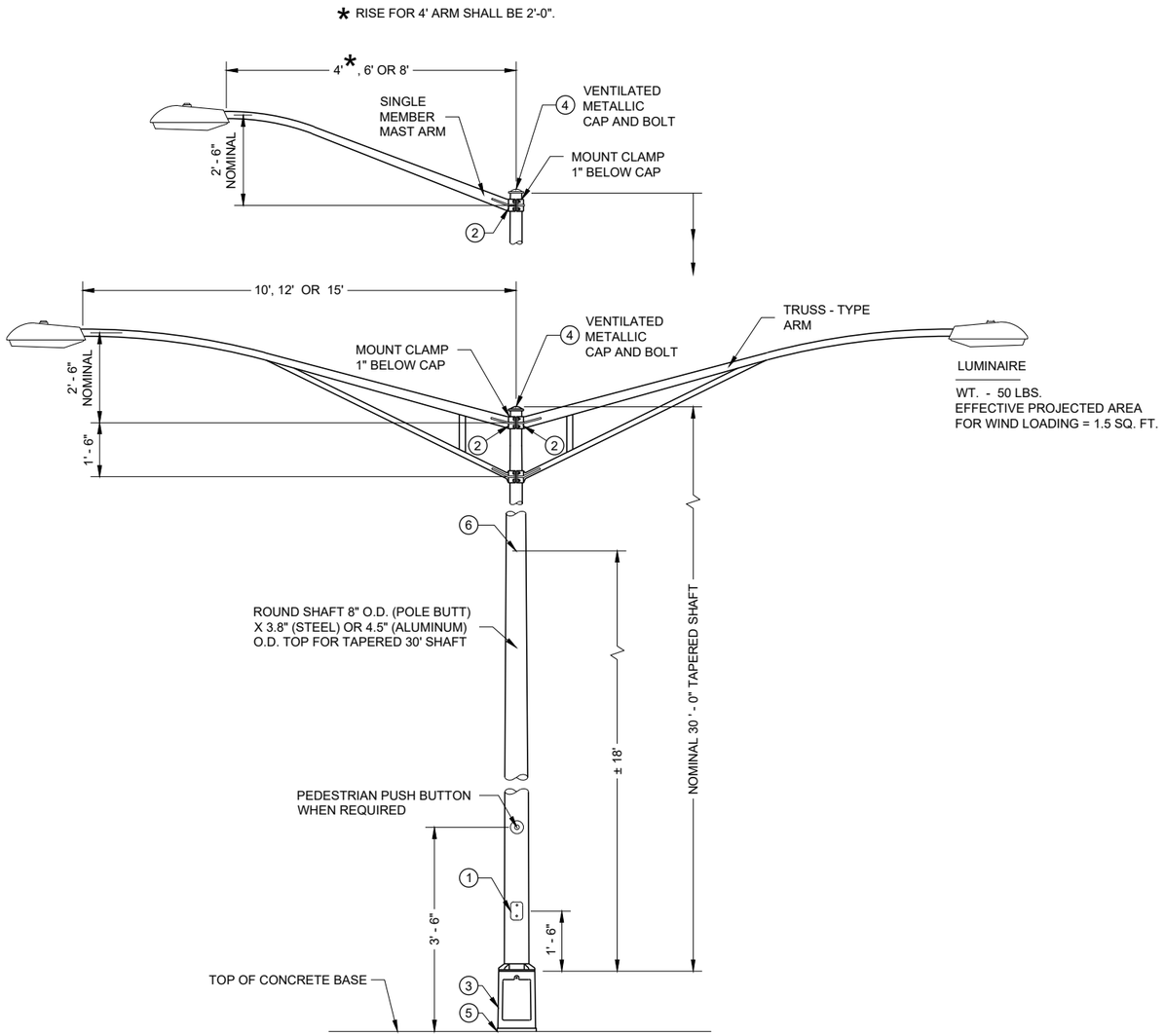
POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 4

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 09E01 - 15c

SDD 09E01 - 15c



TYPE 5 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.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

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.

TYPE 5 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.1888".

TYPE 5 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ 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 AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

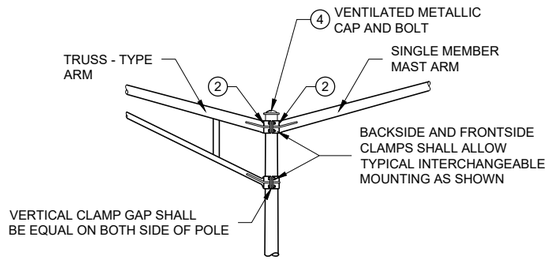
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(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 POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

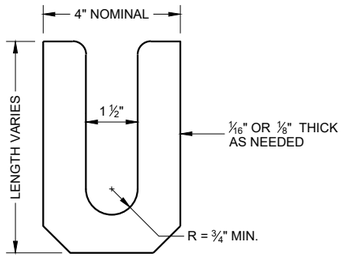


INTERCHANGEABLE MOUNTING DETAIL

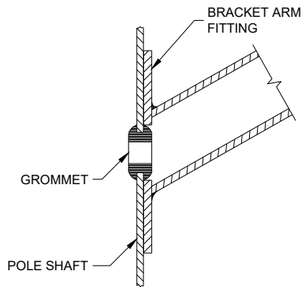
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 5 (30 FEET)

6

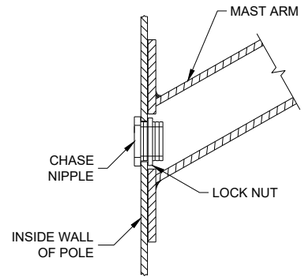
SDD 09E01 - 15d



LEVELING SHIM (1)
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.

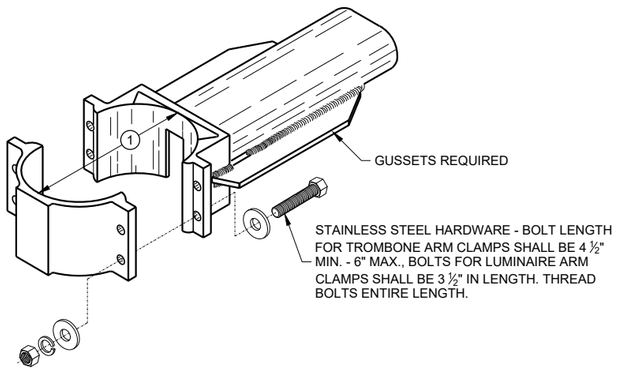
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

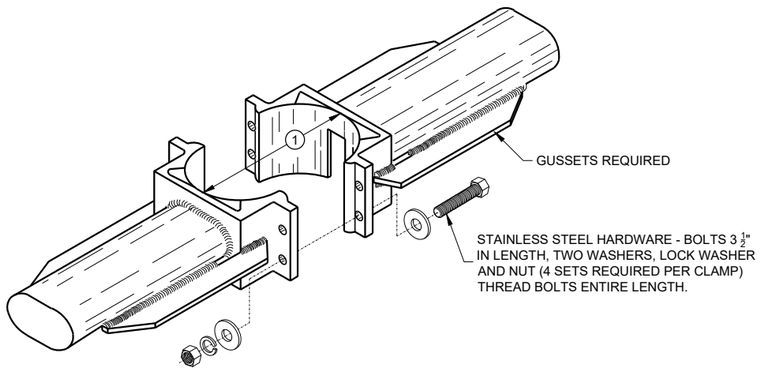
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) 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.

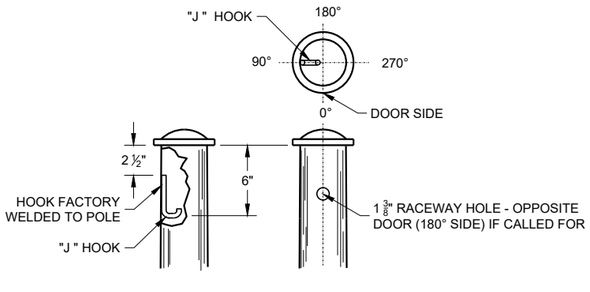
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



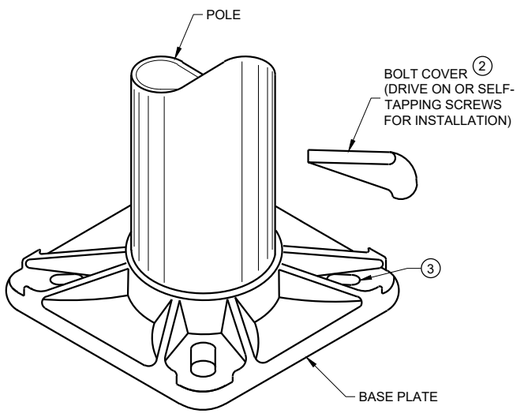
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



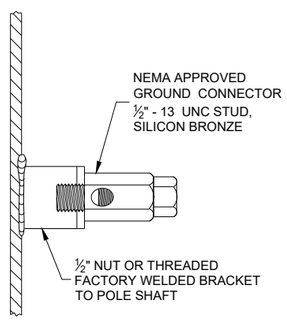
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

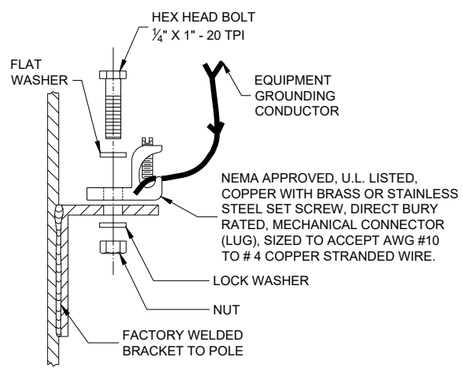


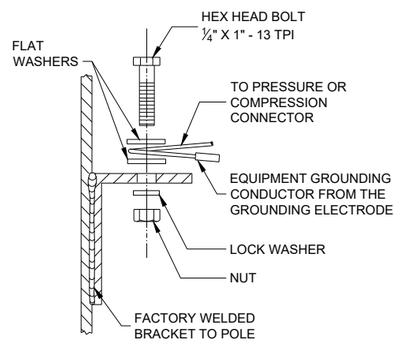
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

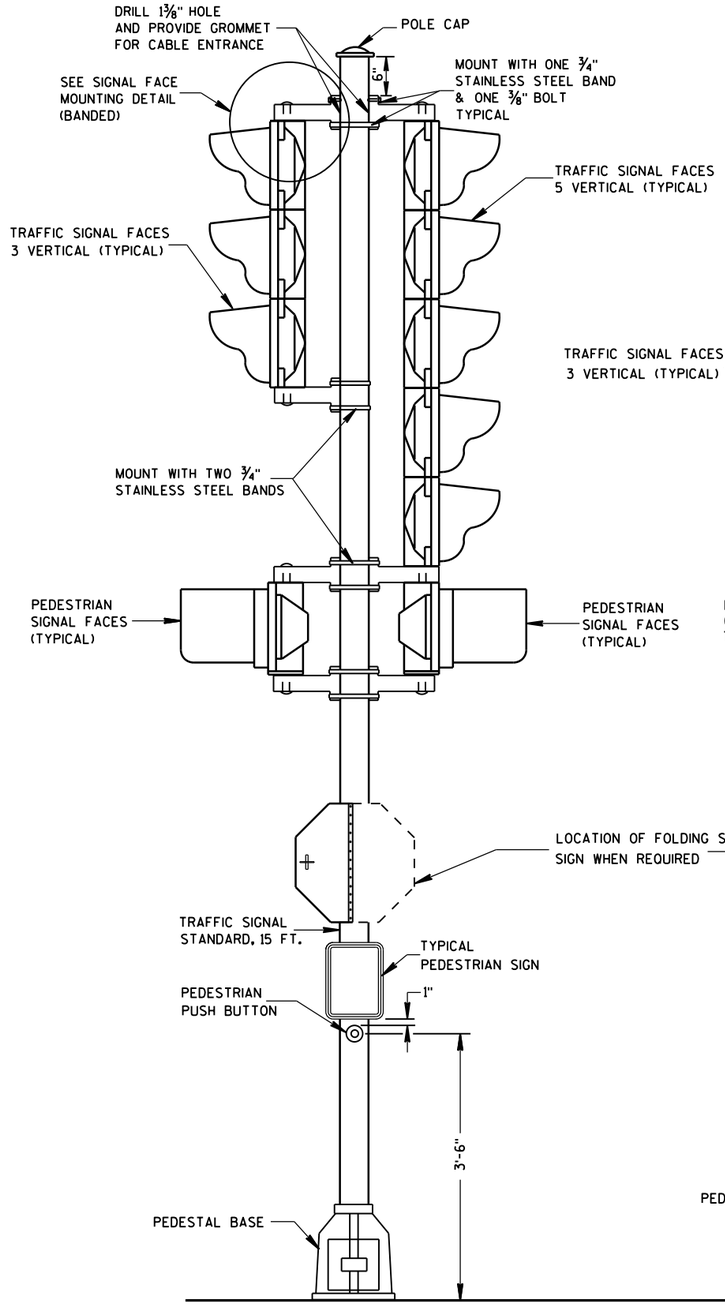
APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 318

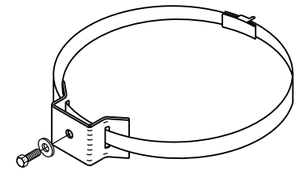
FHWA

6

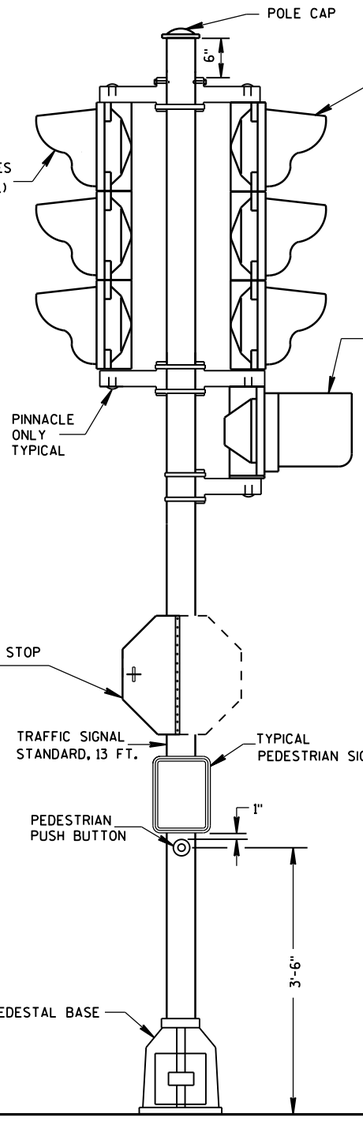
SDD 09A01 - 15g



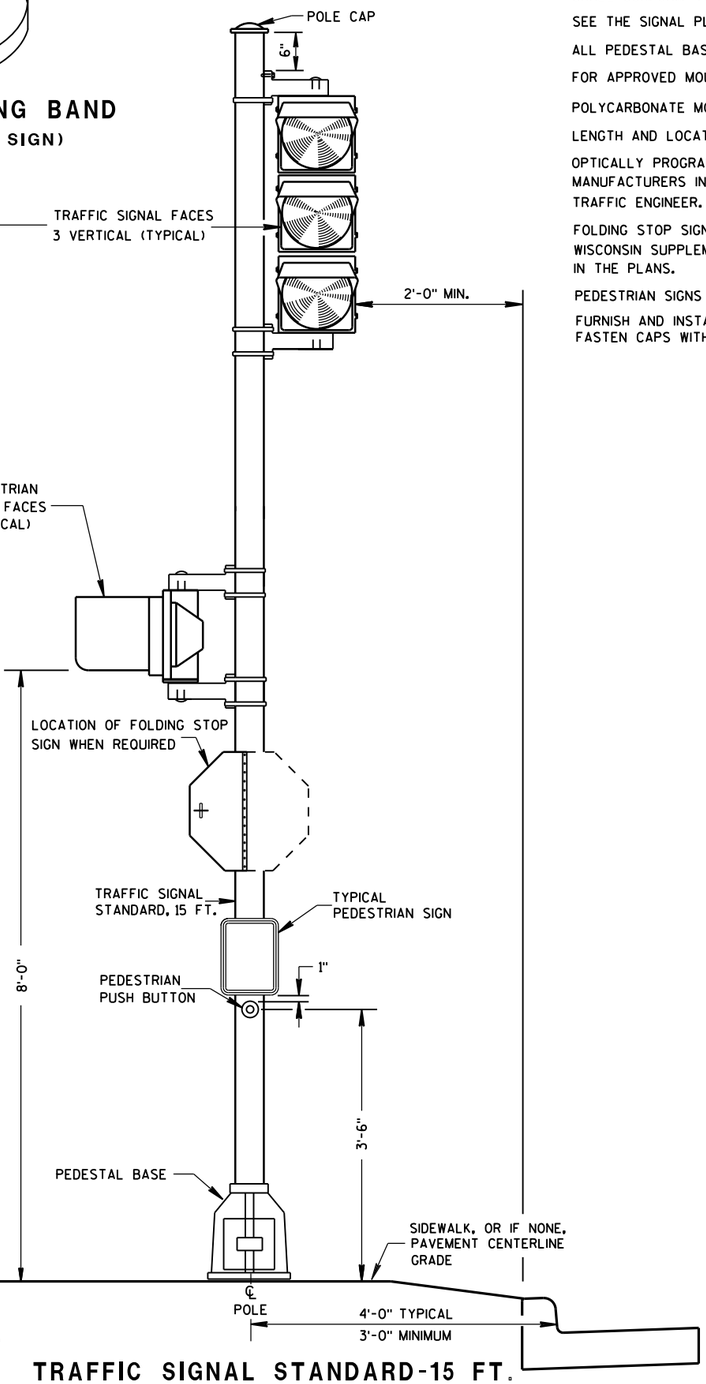
TRAFFIC SIGNAL STANDARD-15 FT.



TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-13 FT.



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.

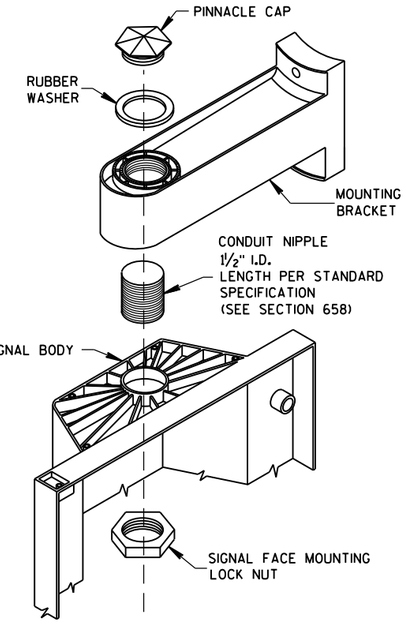
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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)

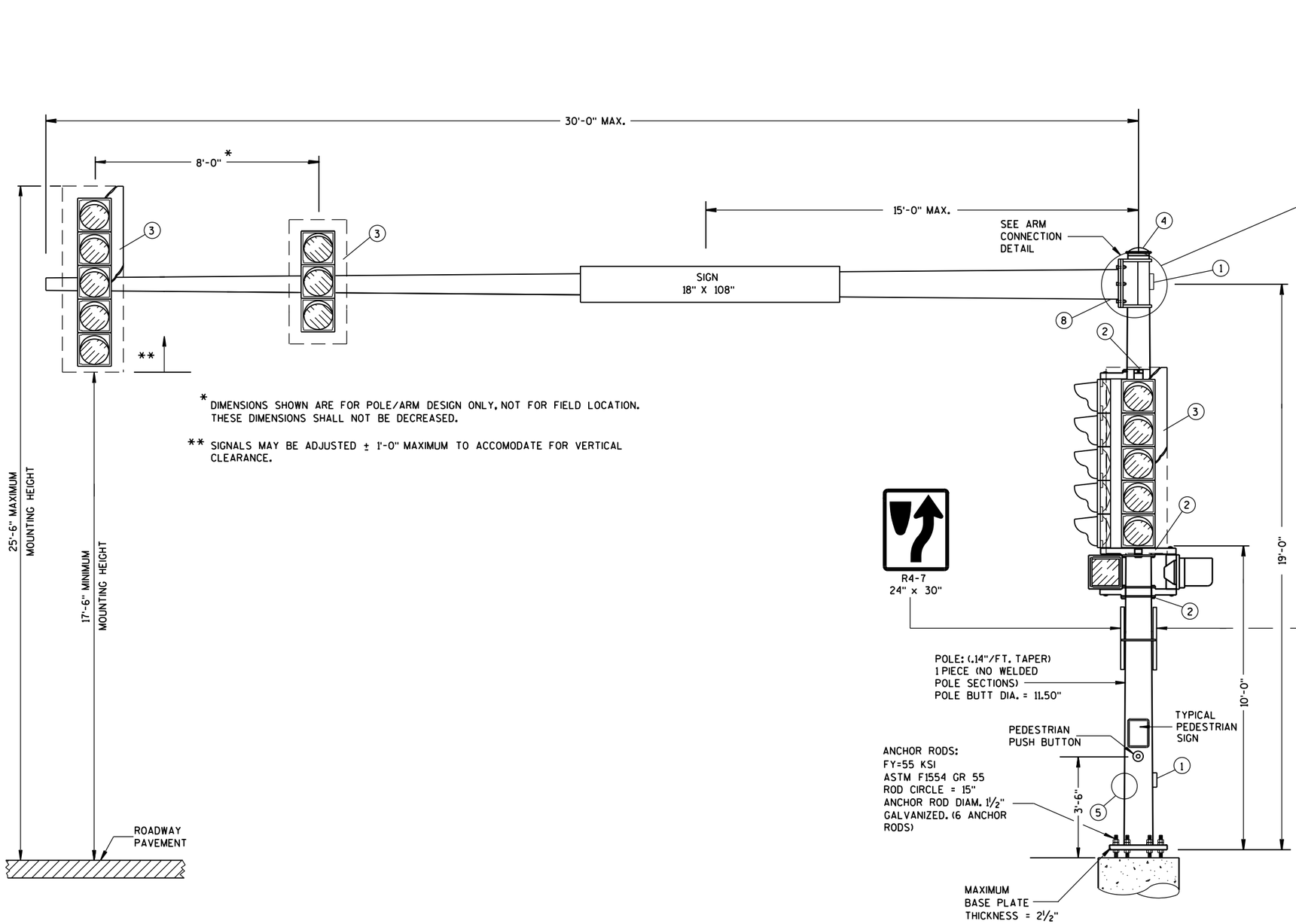
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

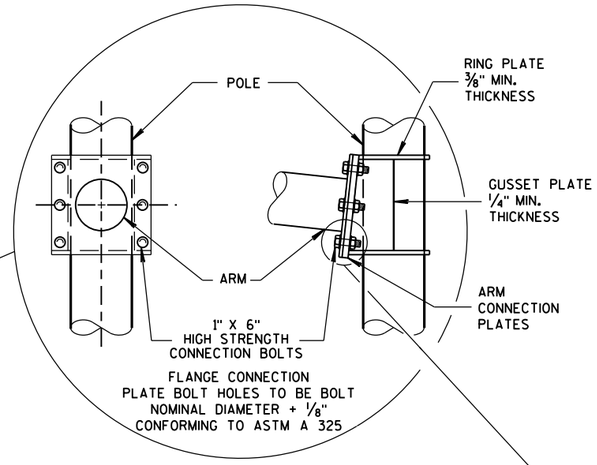
6

S.D.D. 9 E 6-5

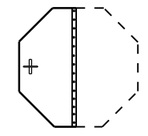


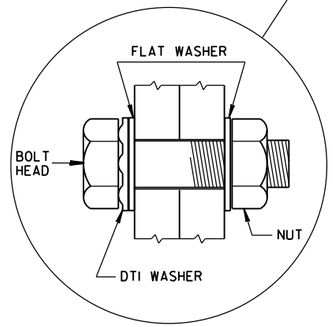
* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

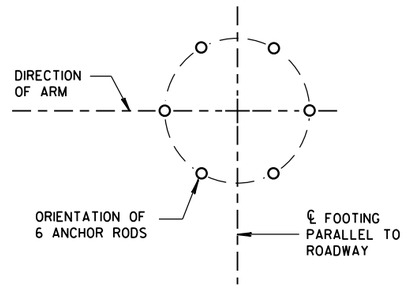


6 BOLT ARM CONNECTION DETAIL





RECOMMENDED BOLT ASSEMBLY DETAIL



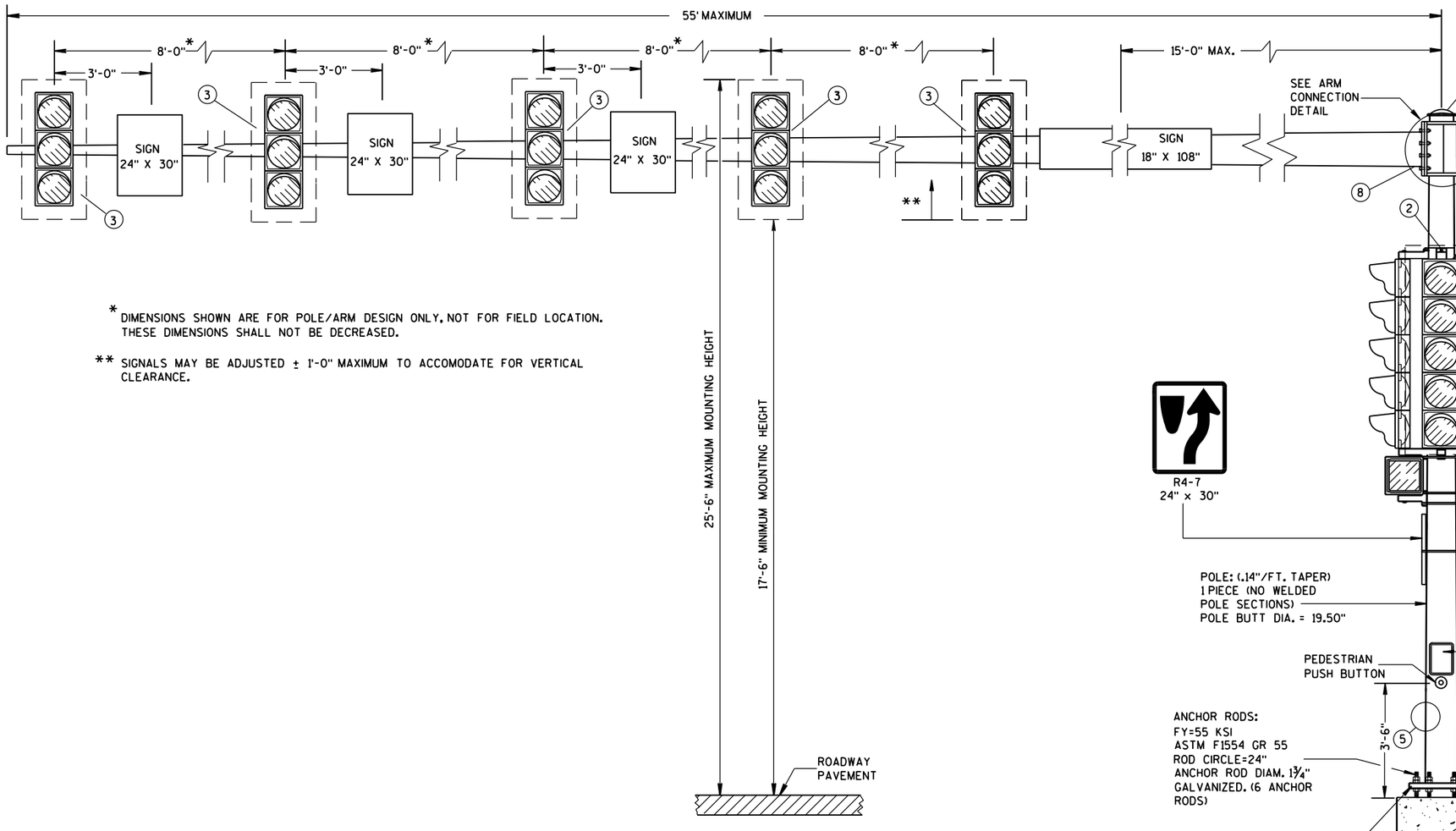
ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 POLE 15'- 30' MONOTUBE ARM

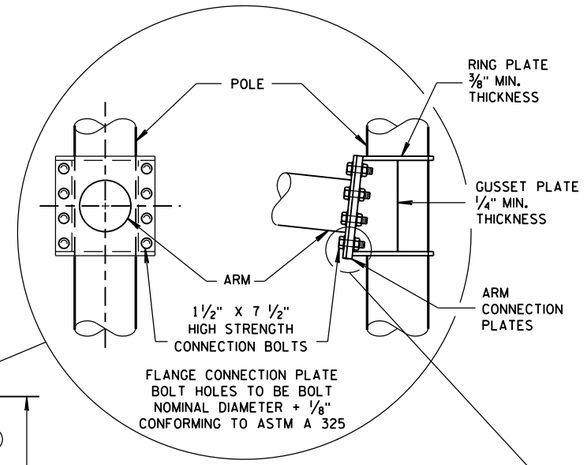
TYPE 9 POLE 15' - 30' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May, 2016 DATE FHWA	/S/ Ahmet Demirbilek STATE ELECTRICAL

S.D.D. 9 E 8-8a

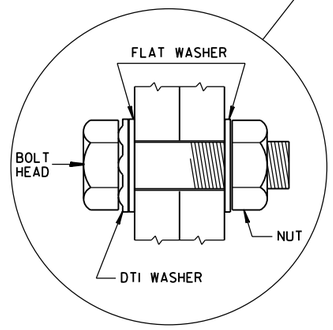


* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

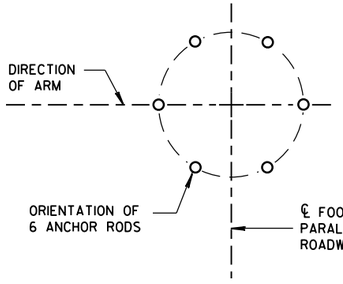
** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.



8 BOLT ARM CONNECTION DETAIL



RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

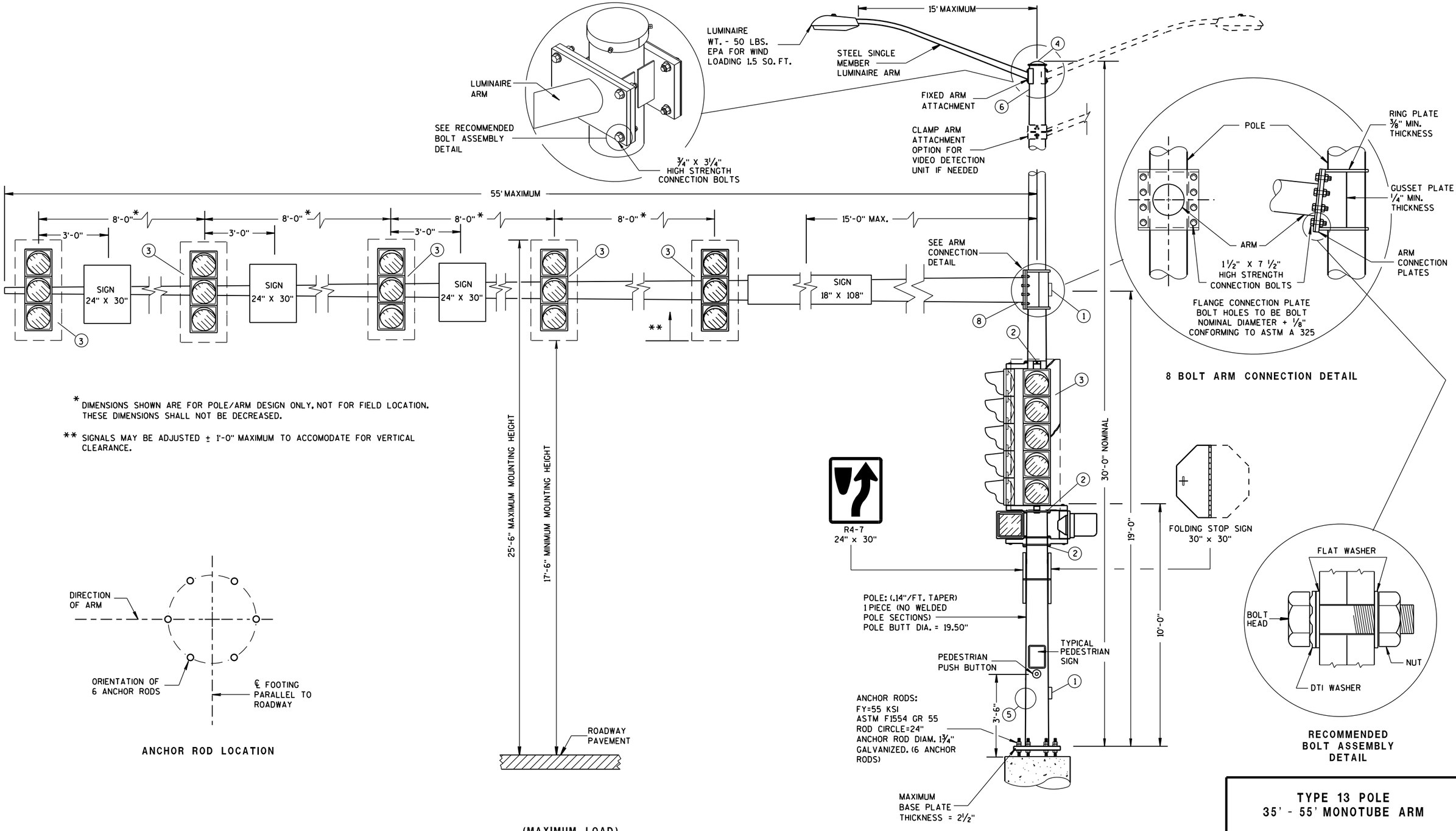
(MAXIMUM LOAD)

TYPE 12 POLE 35'- 55' MONOTUBE ARM

TYPE 12 POLE 35' - 55' MONOTUBE ARM
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED May, 2015 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL 321 FHWA

6

S.D.D. 9 E 8-8c



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE
35' - 55' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

S.D.D. 9 E 8-8d

6

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.

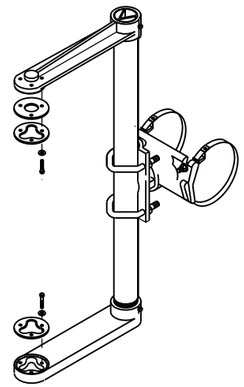
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

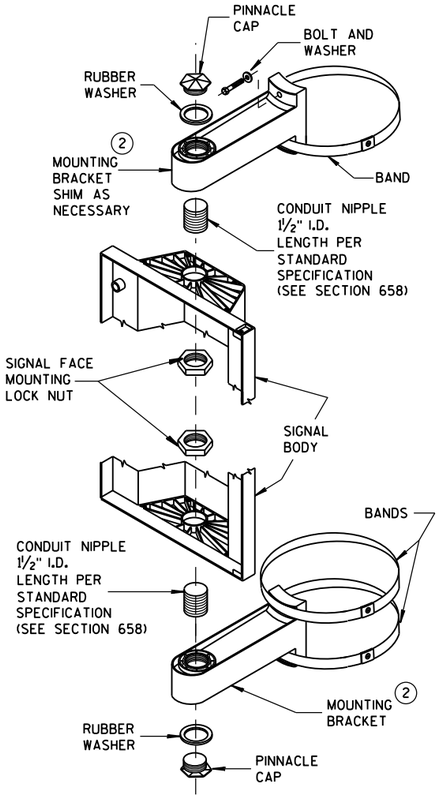
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

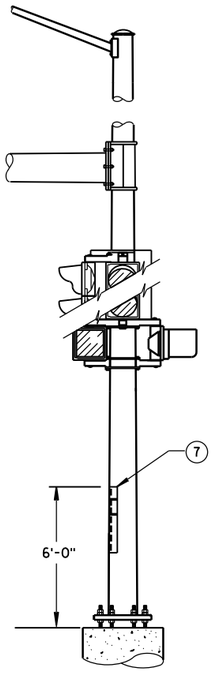


SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

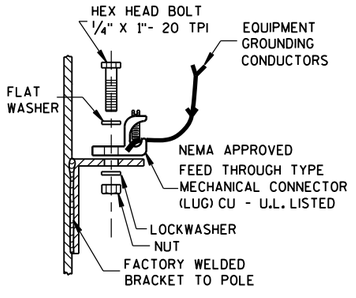
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE
VERTICAL MOUNTING DETAIL

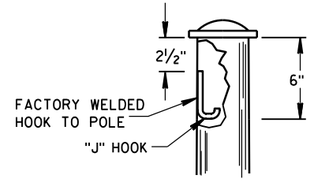


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



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 323

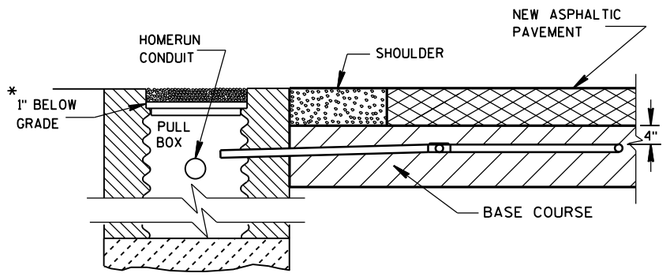
FHWA

6

S.D.D. 9 E 8-8e

6

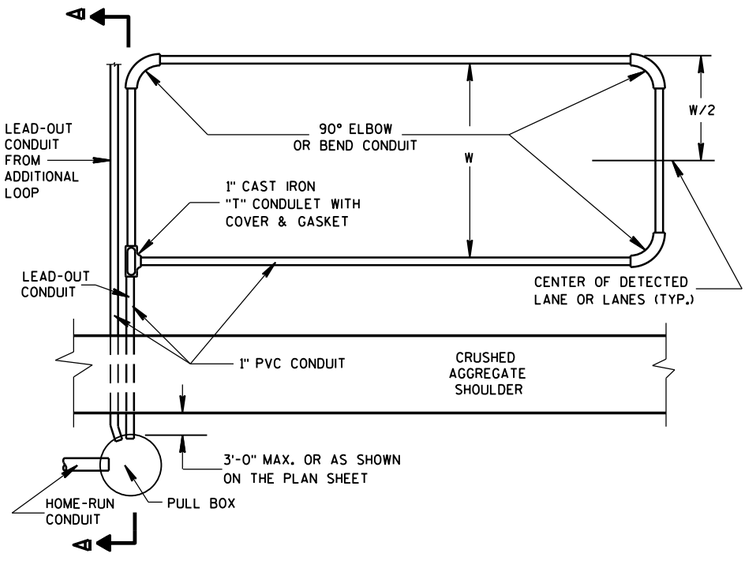
S.D.D. 9 E 8-8e



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

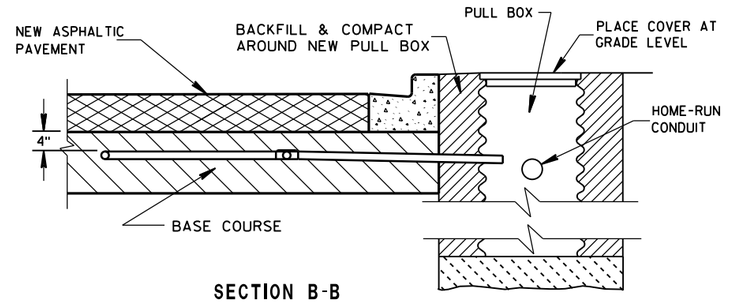
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

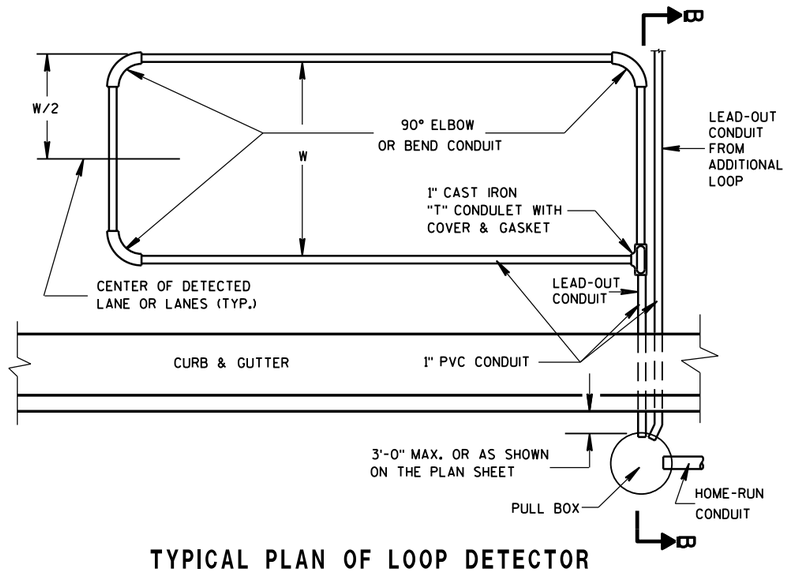
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

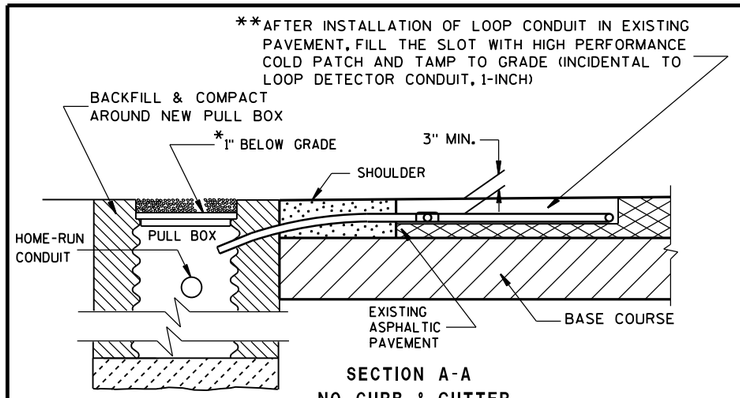
LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

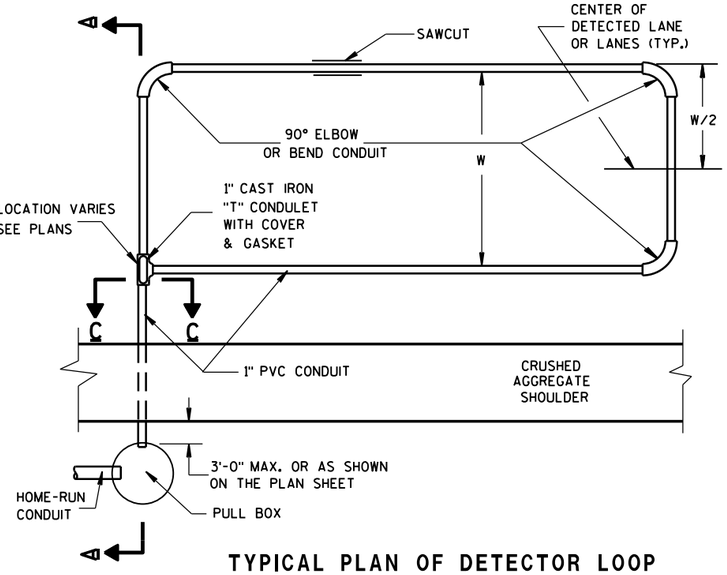
S.D.D. 9 F 8-4



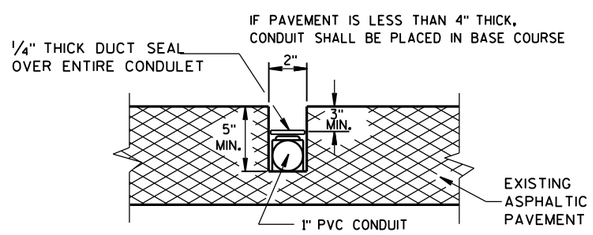
SECTION A-A
NO CURB & GUTTER

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.

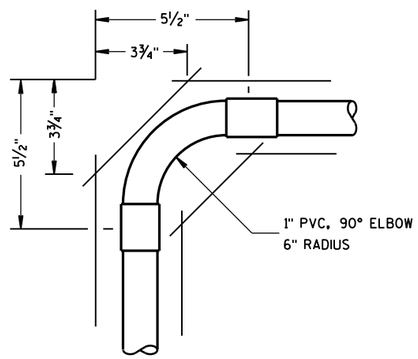
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

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.

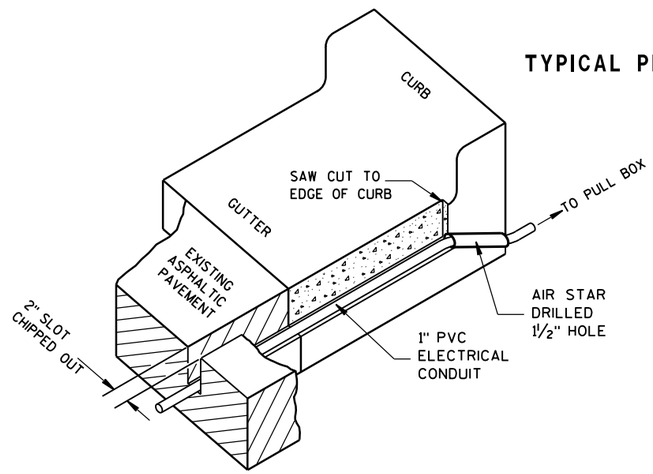
** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

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.



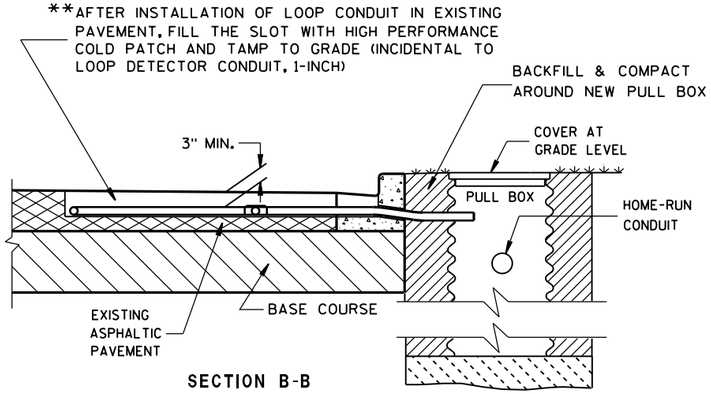
TOP VIEW

CORNER SAW SLOT DETAIL



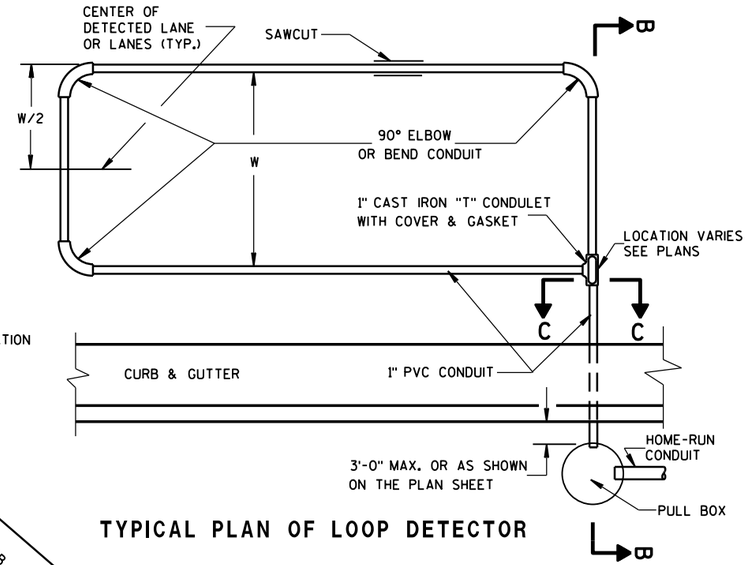
ISOMETRIC VIEW

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

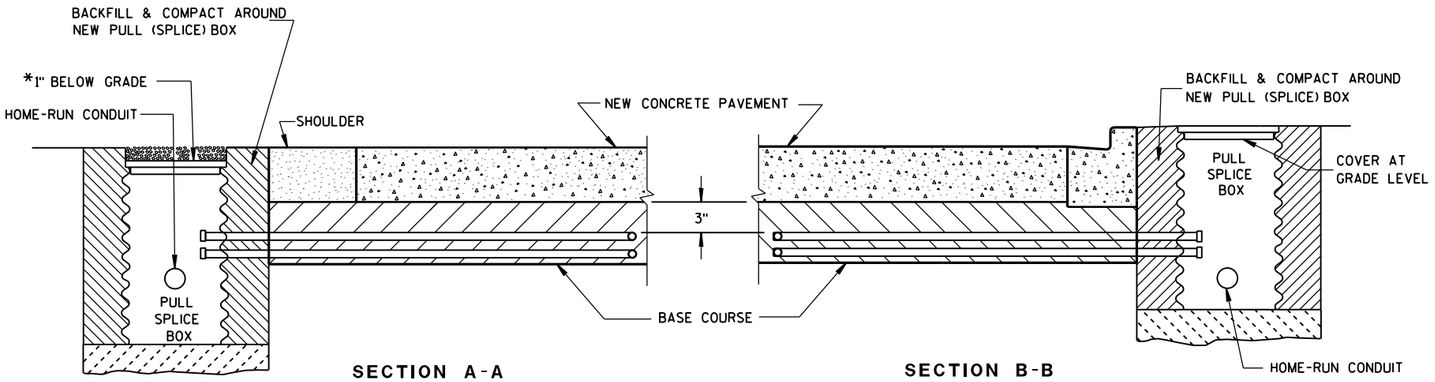
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 325
FHWA

6

S.D.D. 9 F 13-4

6

S.D.D. 9 F 13-4



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPLICE) BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

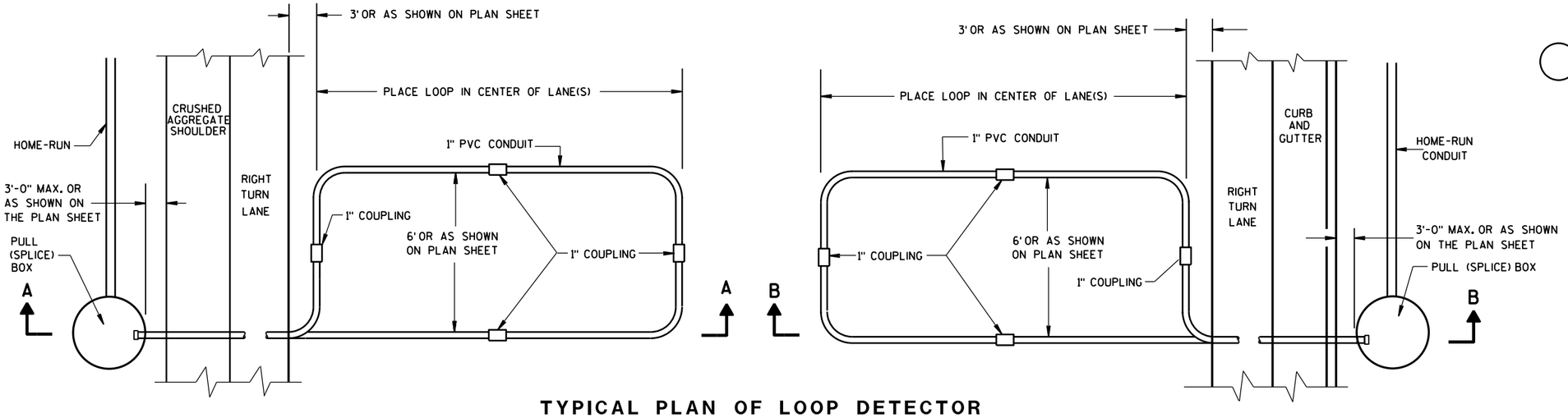
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

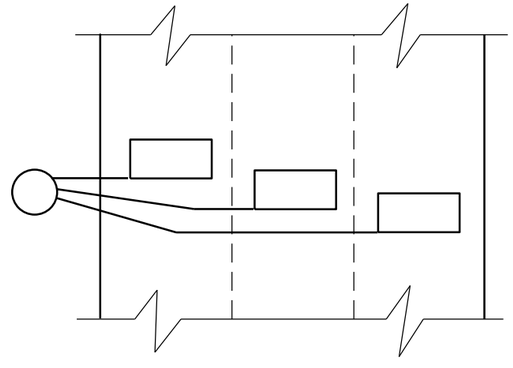
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

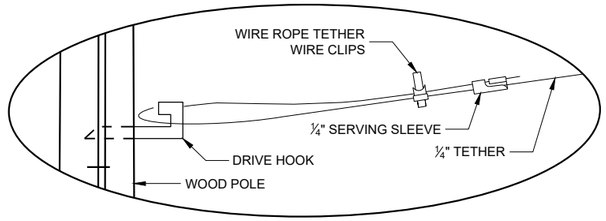
6

S.D.D. 9 F 15-4b

6

S.D.D. 9 F 15-4b

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

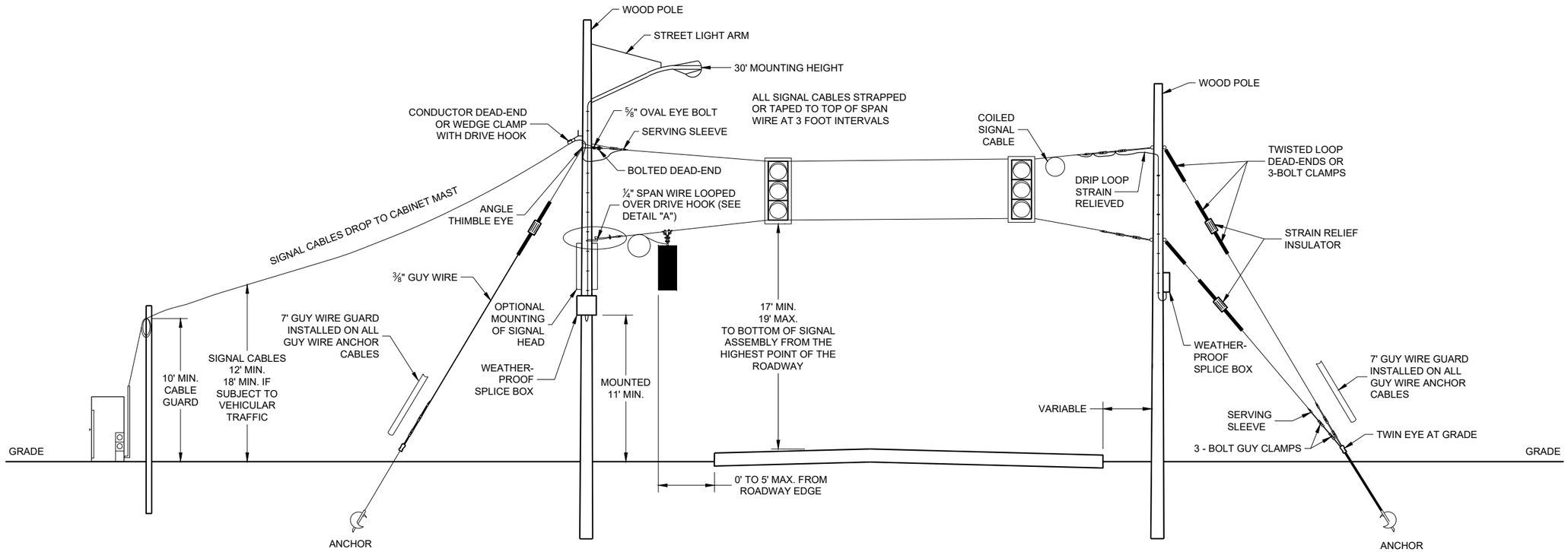


DETAIL "A"

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 ASSEMBLY 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

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 327

FHWA

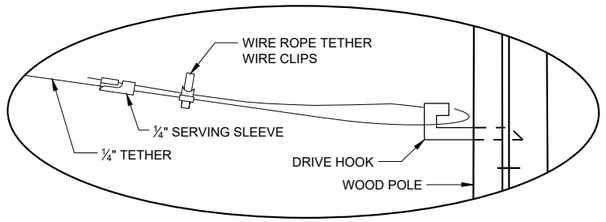
6

SDD09G01 - 04a

6

SDD09G01 - 04a

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

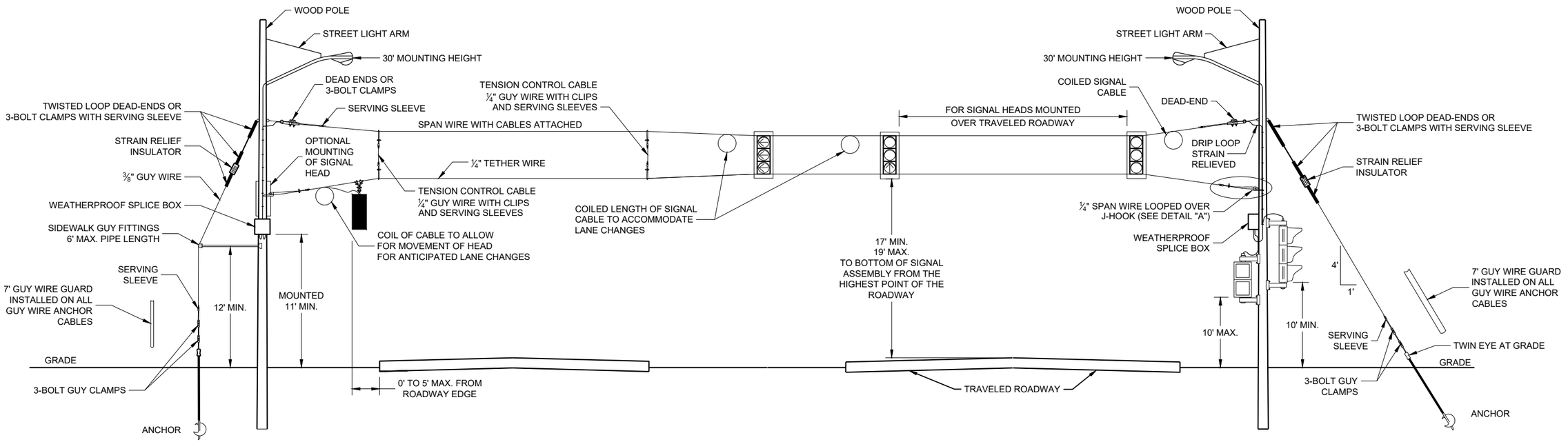


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY 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

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

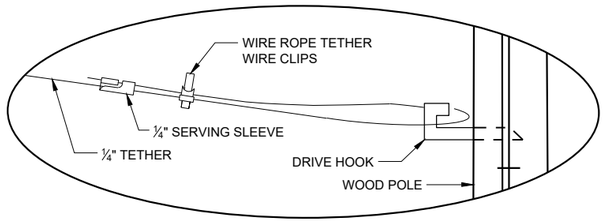
6

SDD09G01 - 04b

6

SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

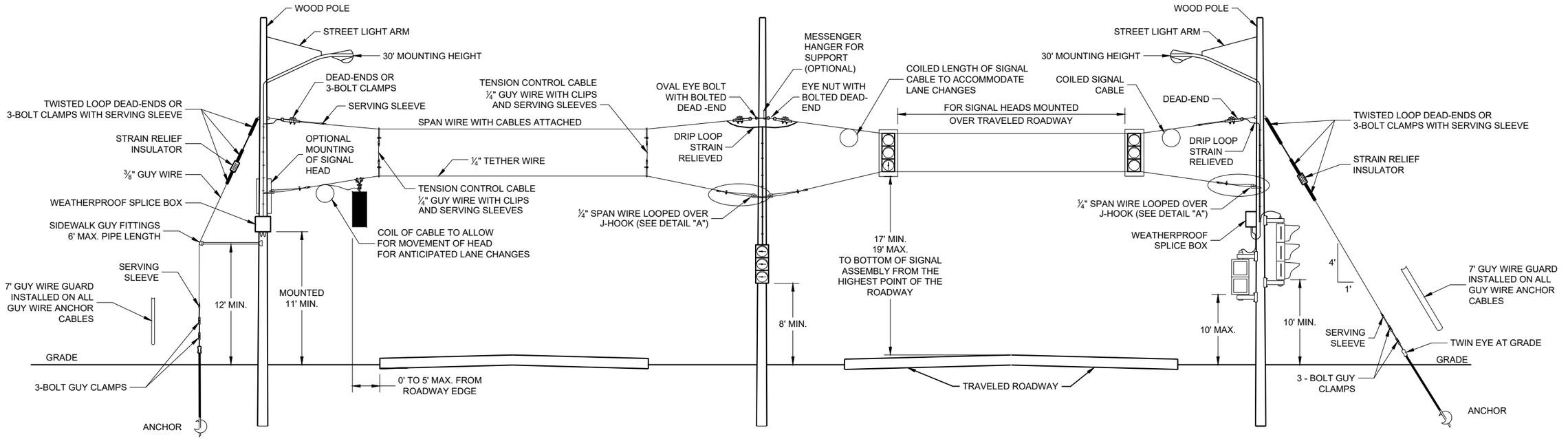


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   - C. THE SIGNAL ASSEMBLY 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

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

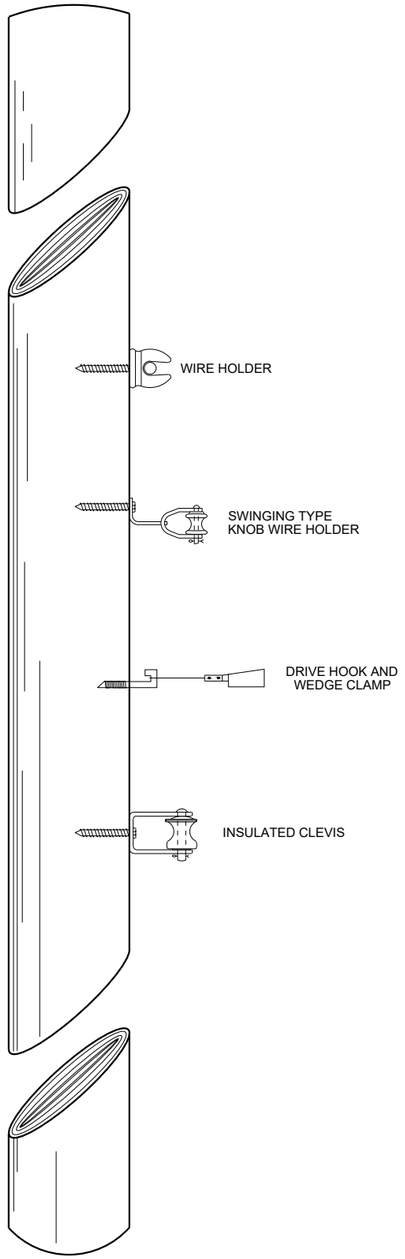
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

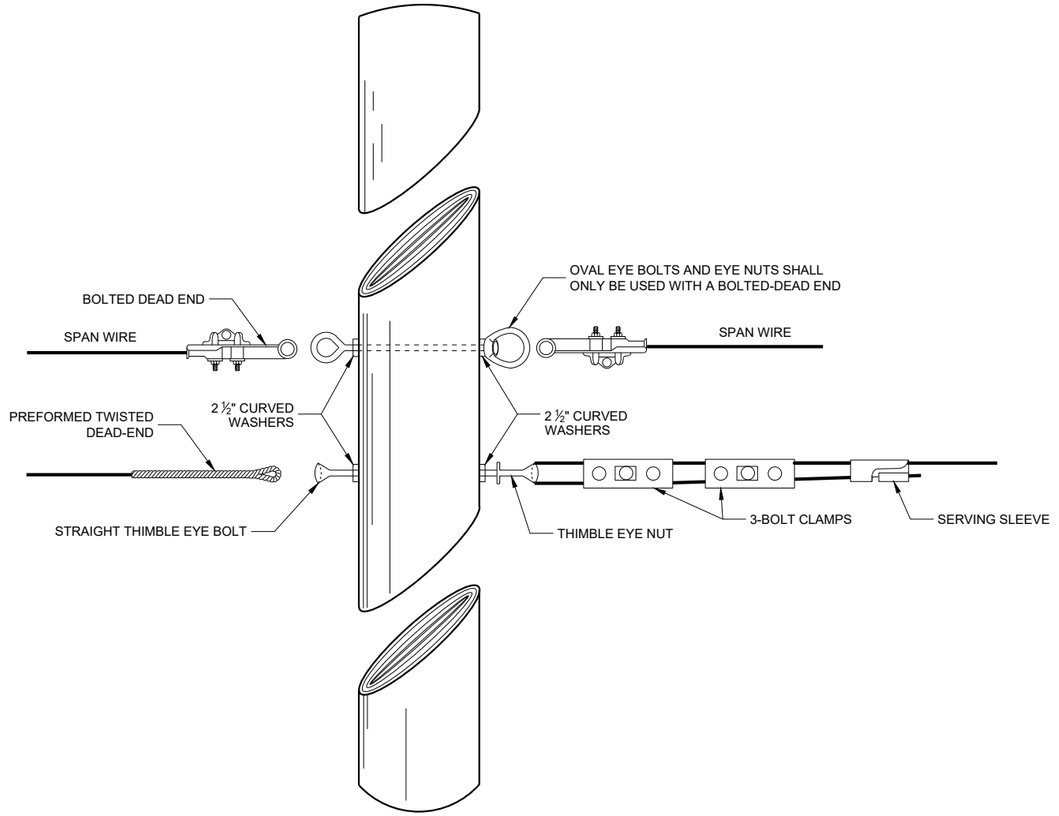
APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI

FHWA

6

SDD09G01 - 04c





6

6

SDD 09G01 - 4d

SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

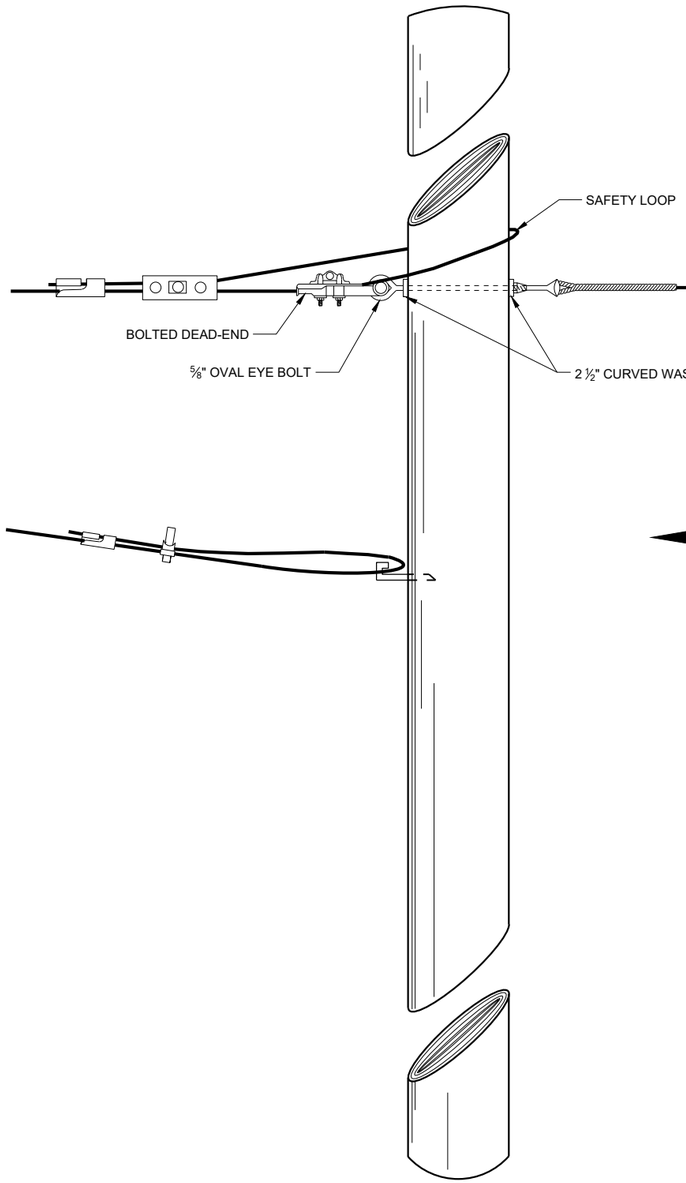
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

330

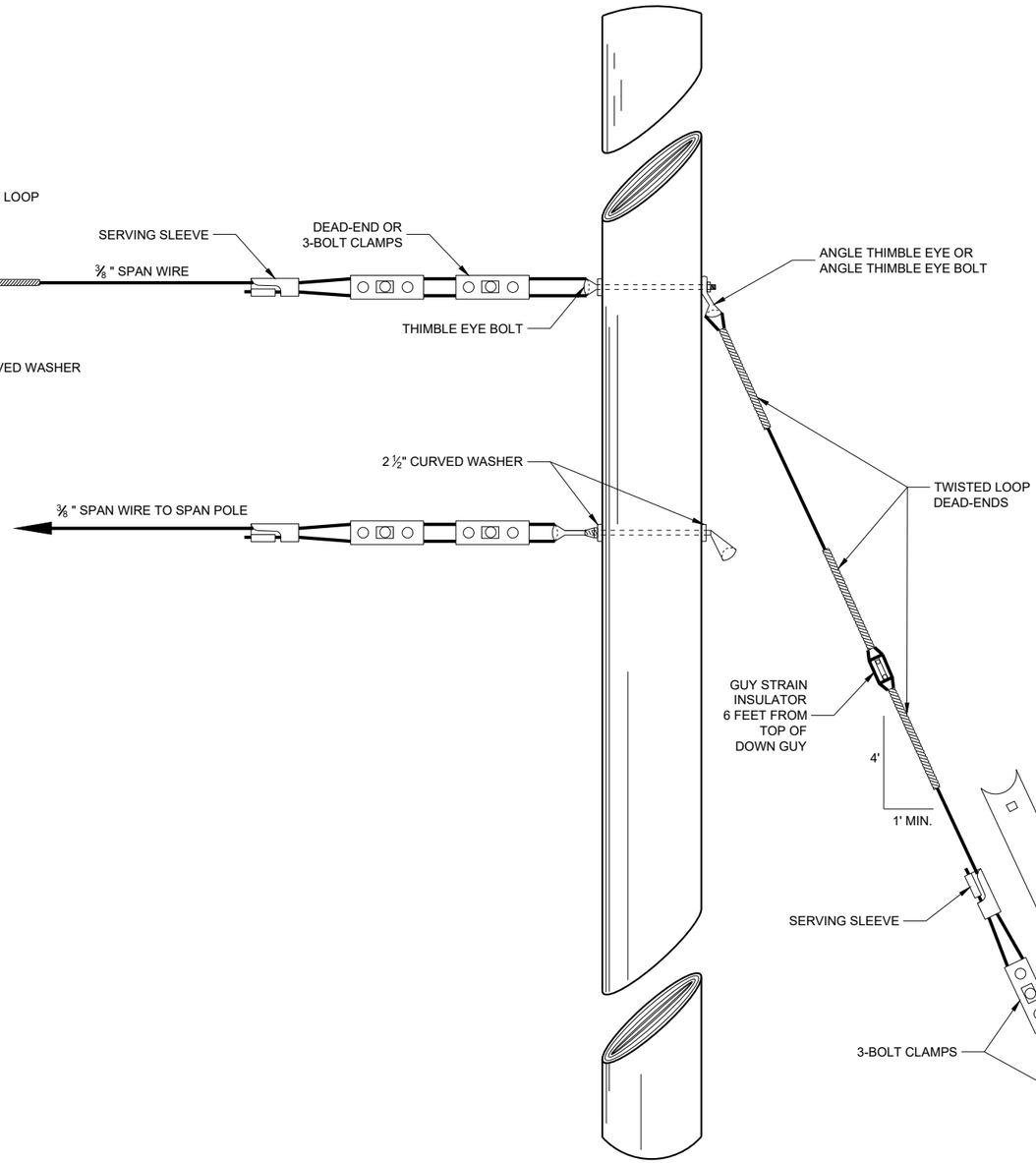
FHWA

GENERAL NOTES

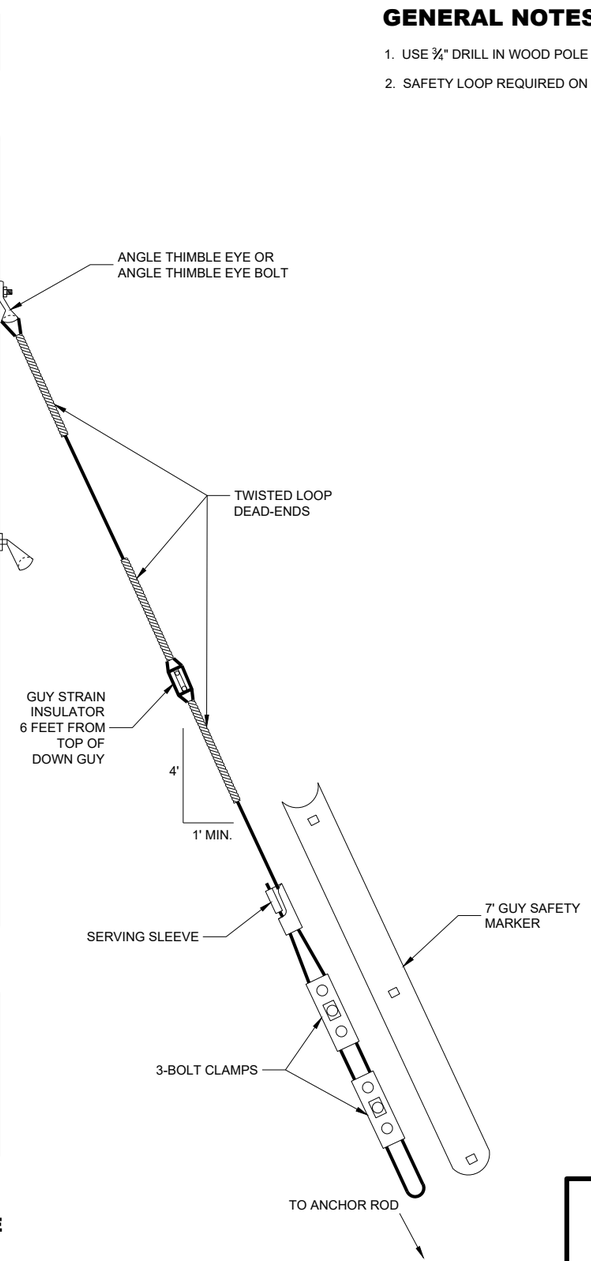
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

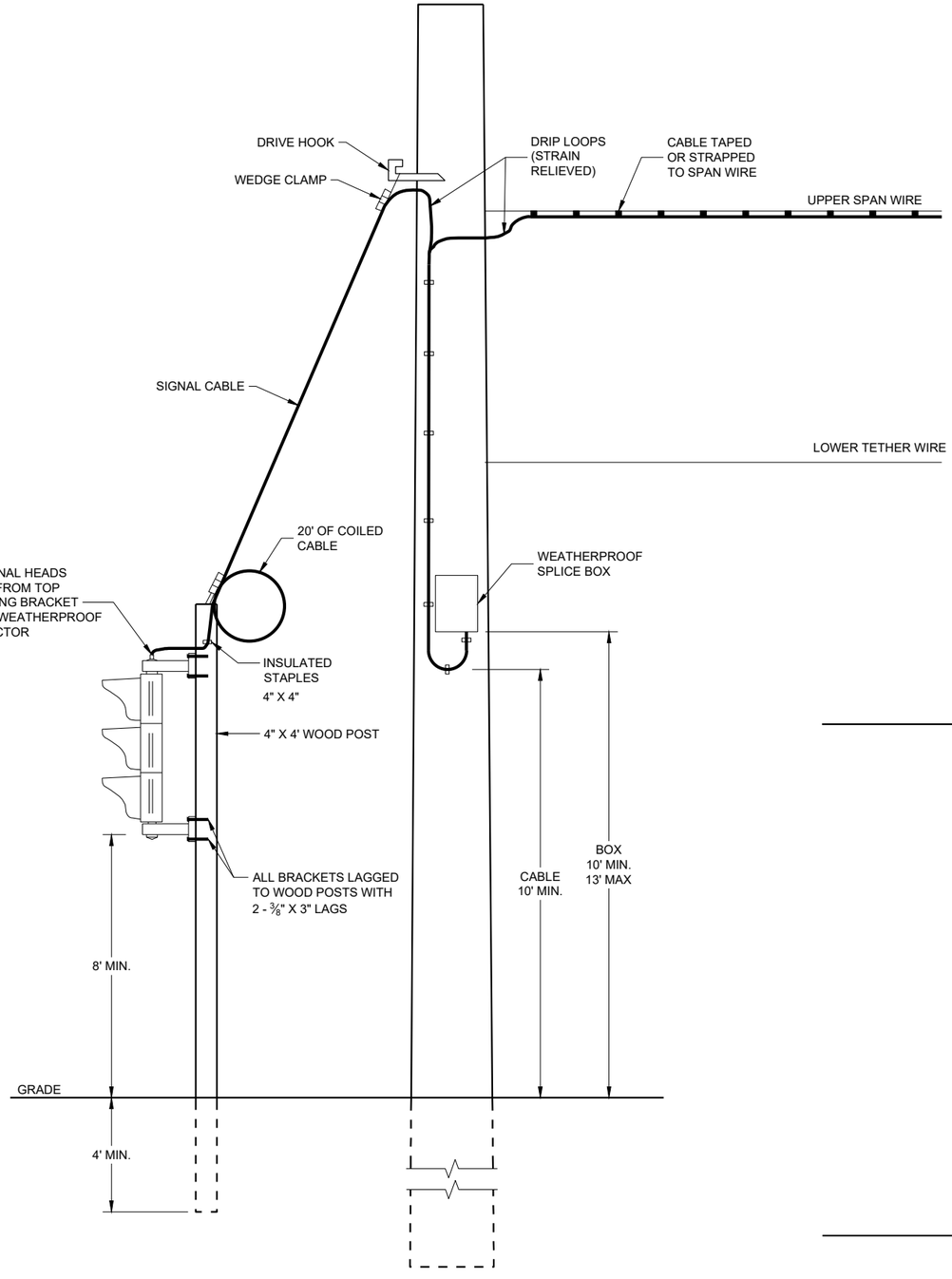
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

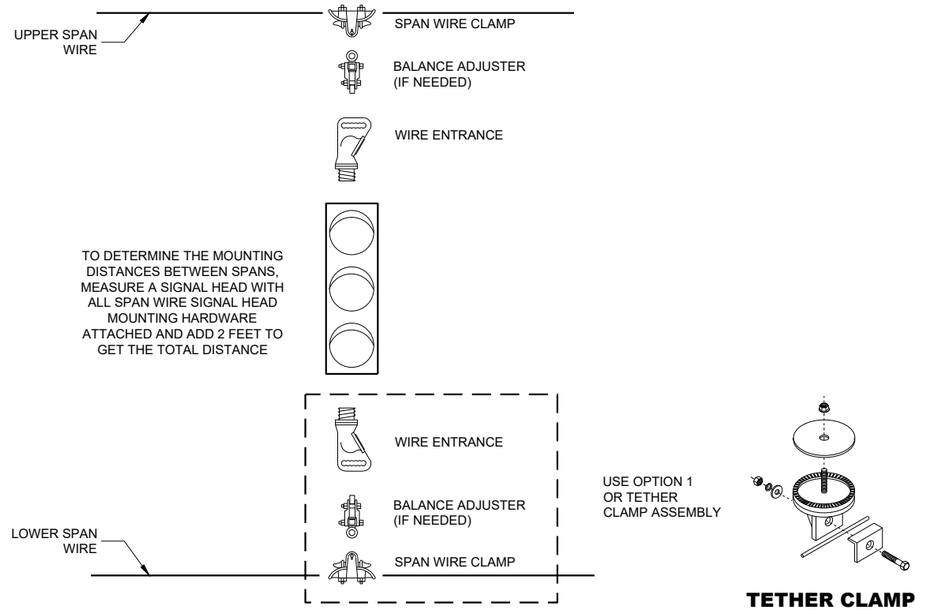
FHWA

6

SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL

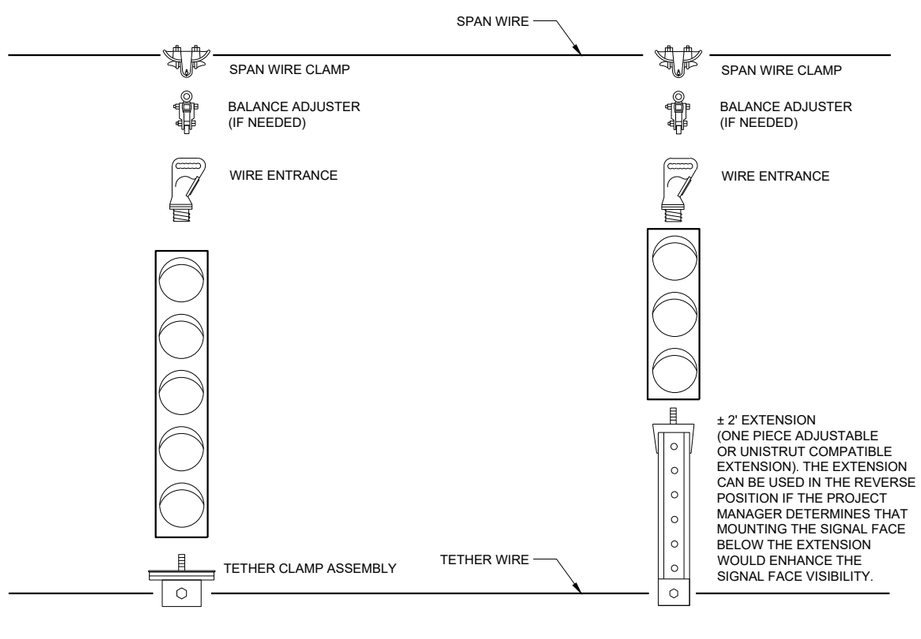


OPTION 1

USE OPTION 1 OR TETHER CLAMP ASSEMBLY

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

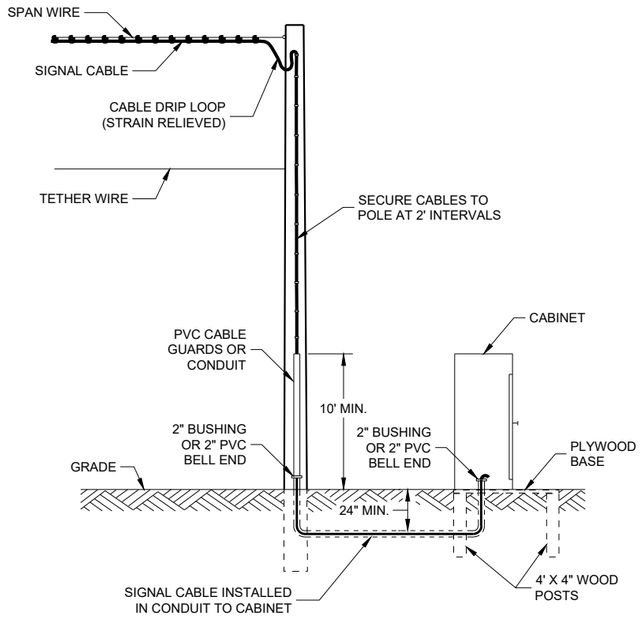
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

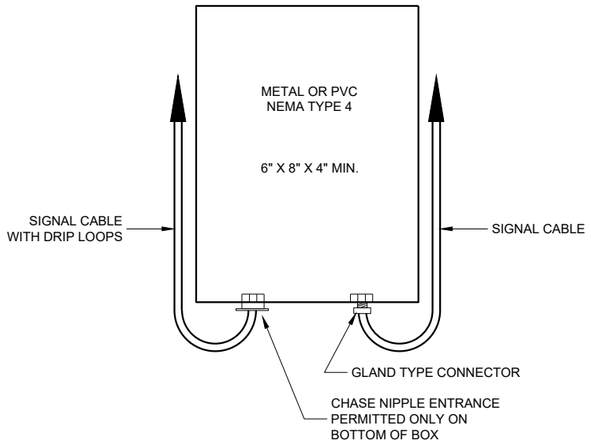
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

FHWA

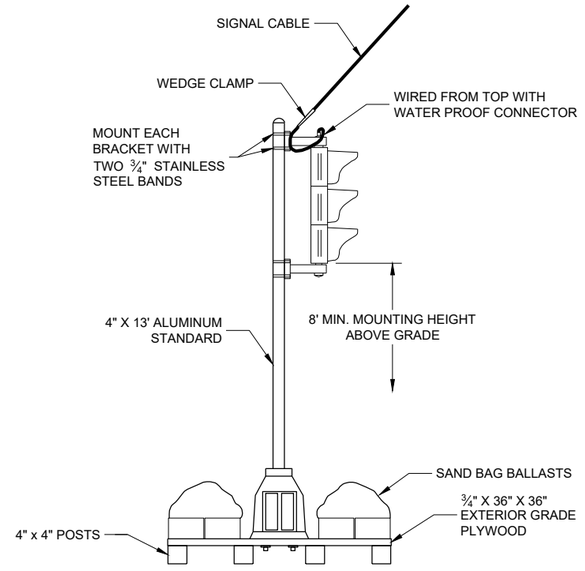
6

SDD 09G01 - 4f

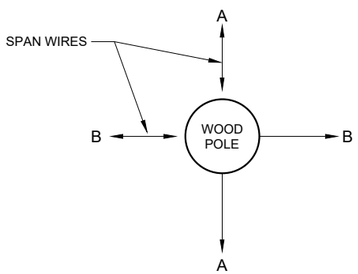




SPLICE BOX

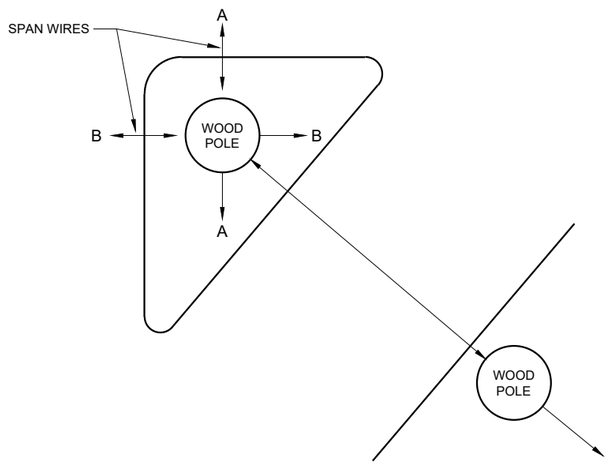


TYPICAL SKID TYPE TEMPORARY

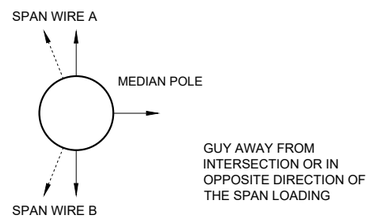


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

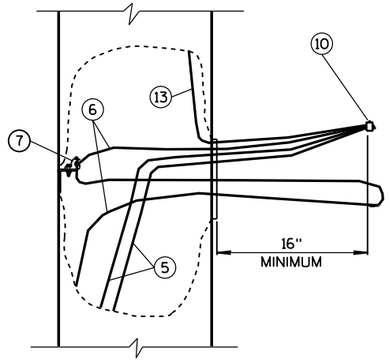
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

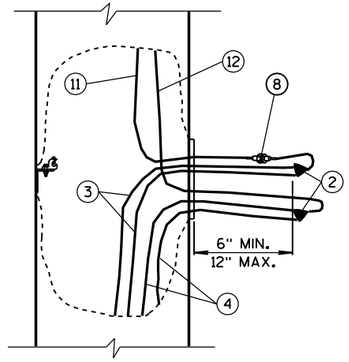
FHWA

6

SDD 09G01 - 4g

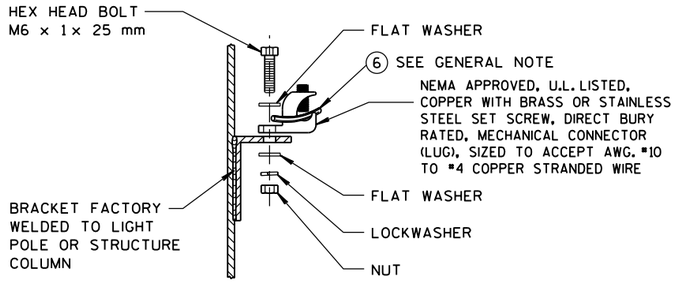


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



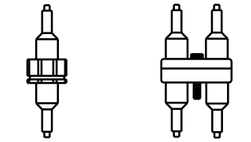
HANDHOLE GROUNDING LUG

(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.

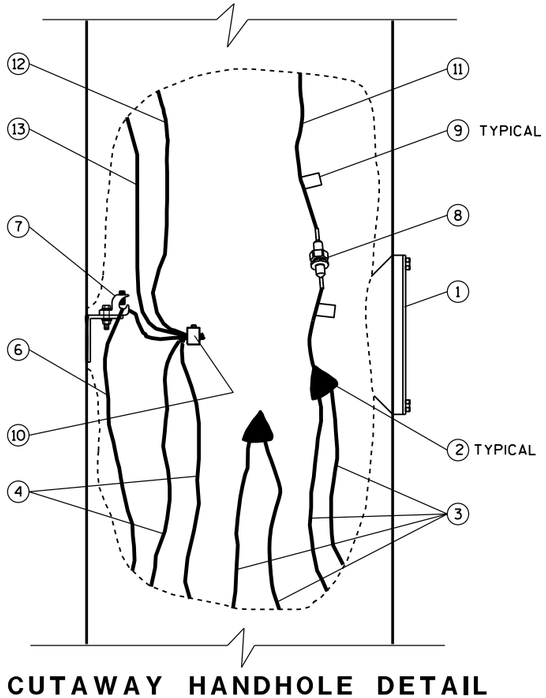
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

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.

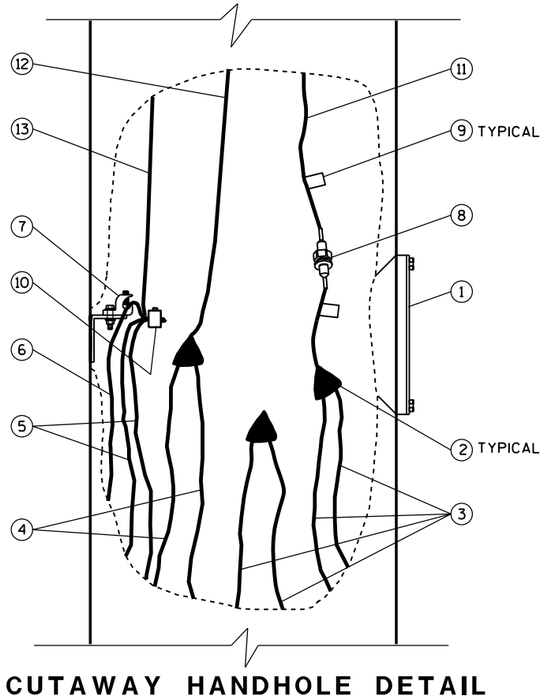
IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



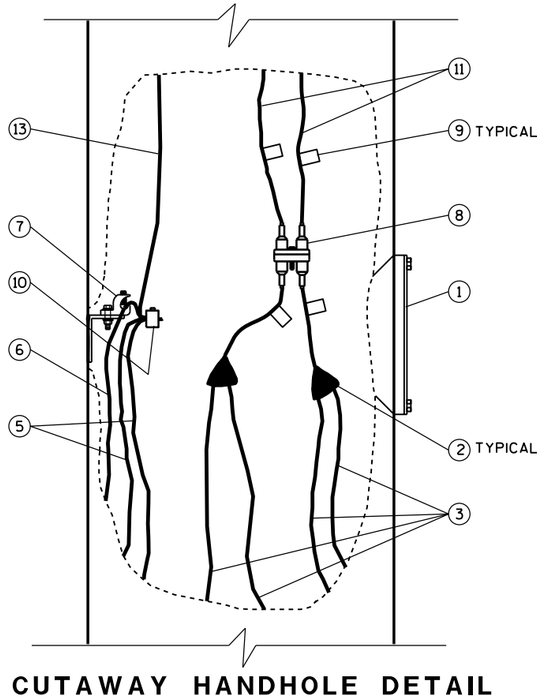
CUTAWAY HANDHOLE DETAIL

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

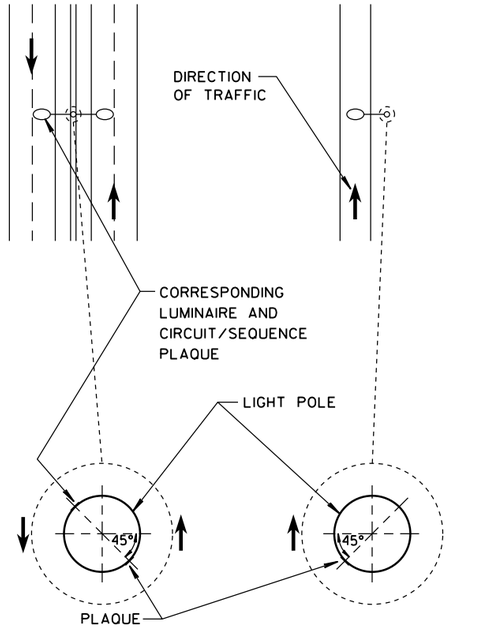
ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

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

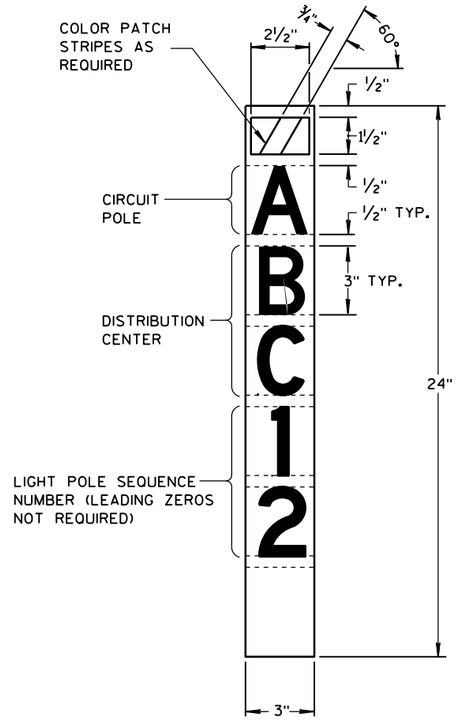
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

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

6

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
FHWA

6

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, SDD10A01.

USE TIME DELAY FUSE PER LUMINAIRE MANUFACTURER RECOMMENDATION.

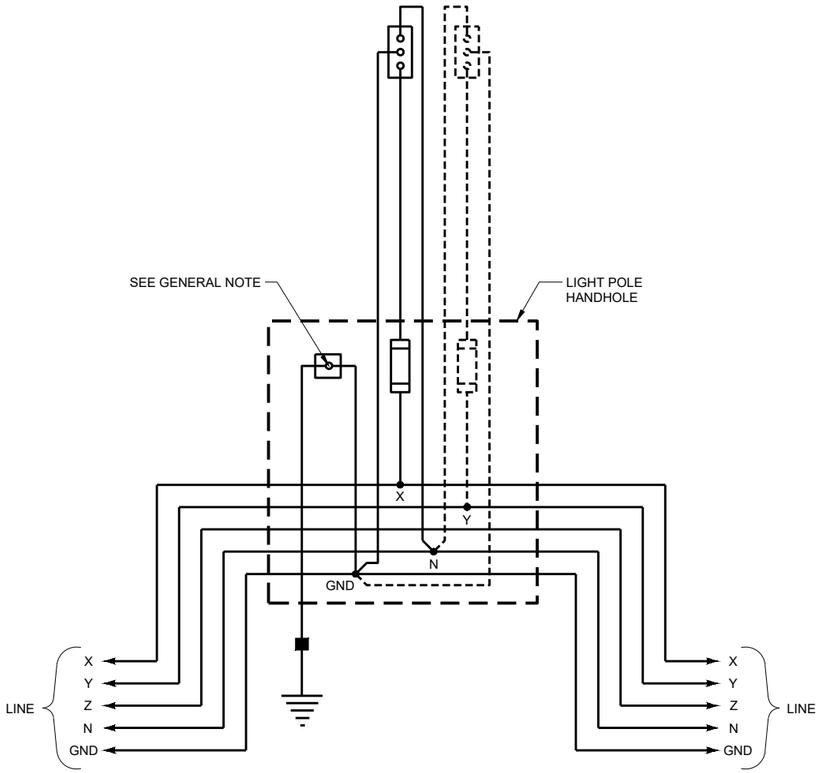
THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLD GROUNDING LUG TO THE CONNECTOR.

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.

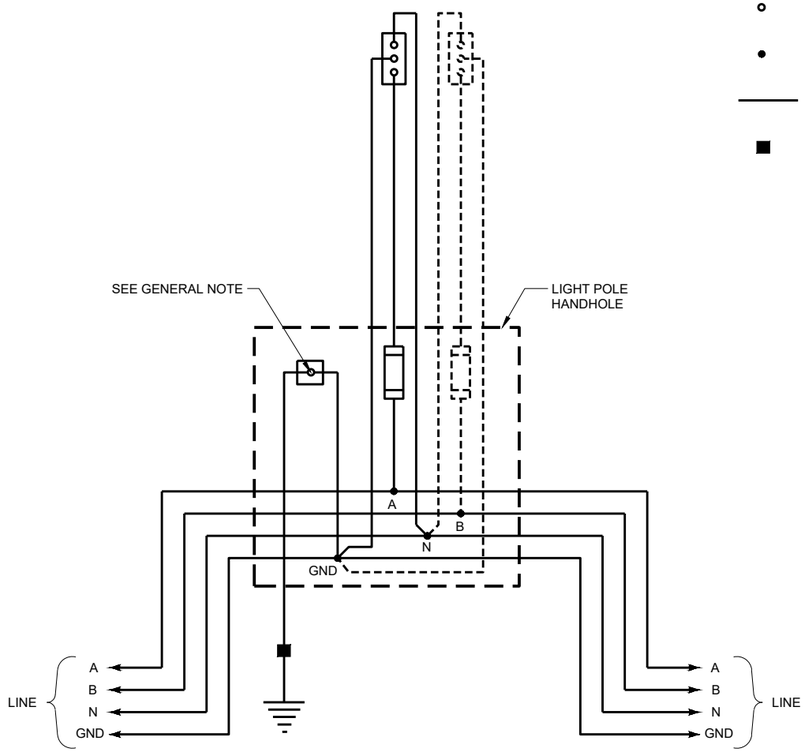
LEGEND

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
	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
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

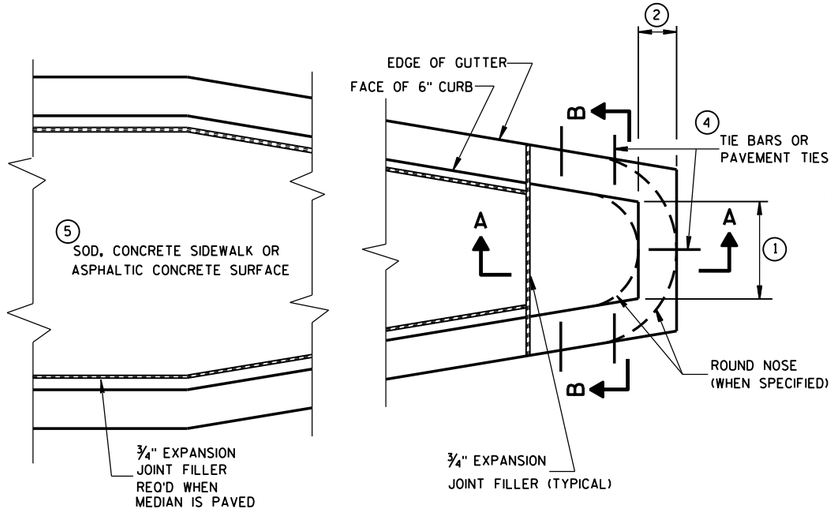
FHWA

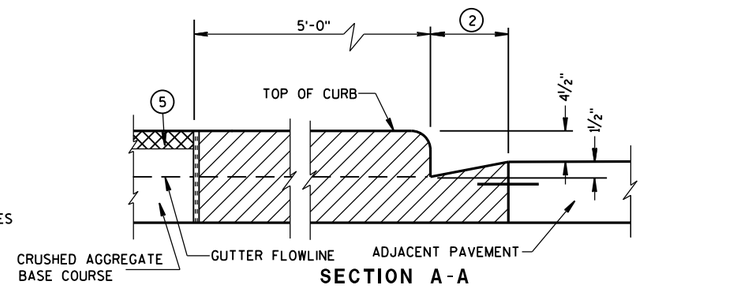
6

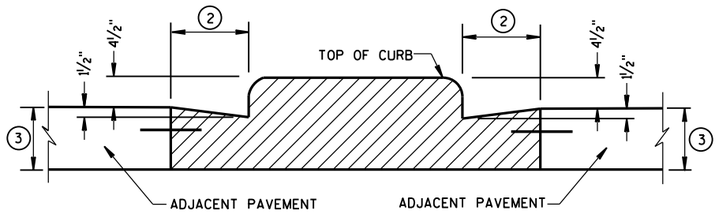
SDD 10A05 - 03

6

SDD 10A05 - 03







CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

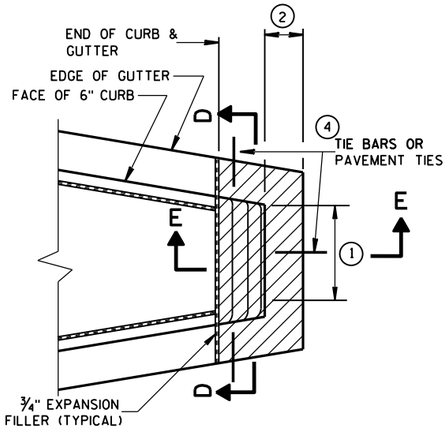
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

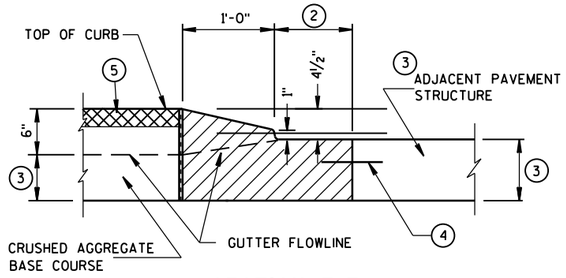
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

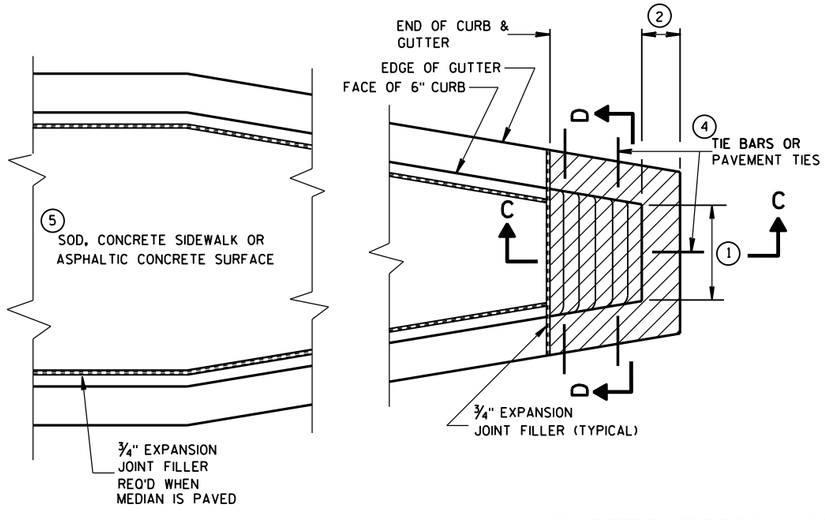
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

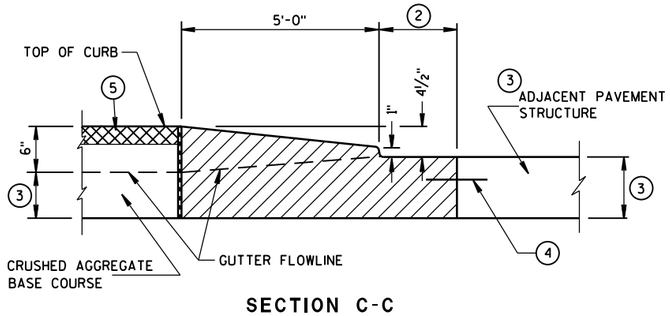




SECTION E-E

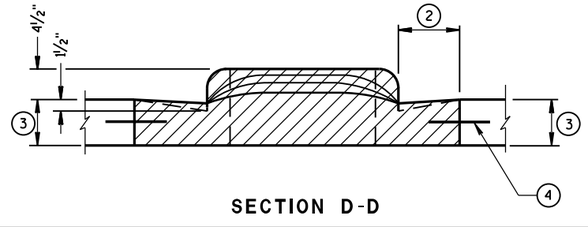
CONCRETE MEDIAN SLOPED NOSE TYPE 2





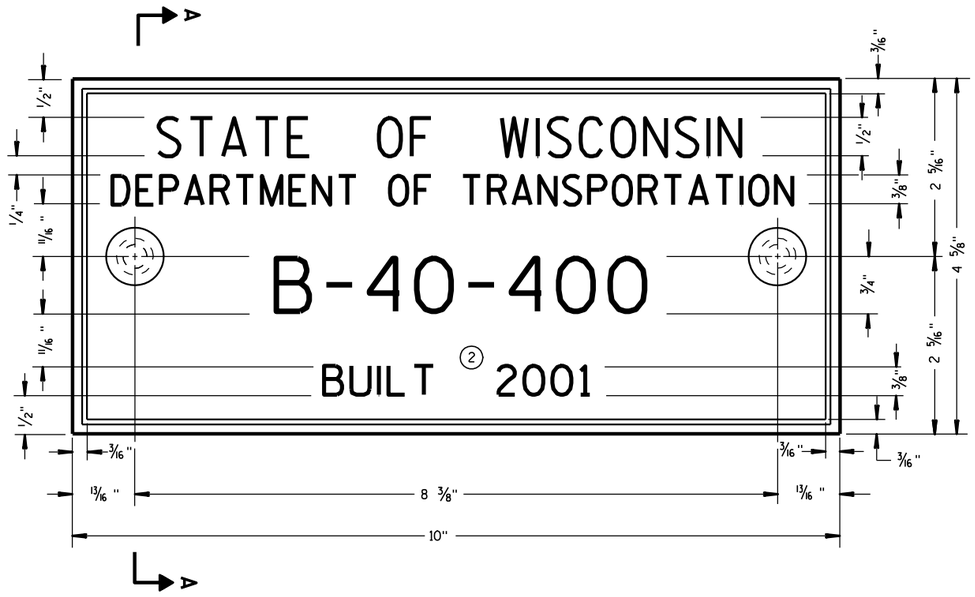
SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6/8/2006 DATE FHWA	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER



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

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

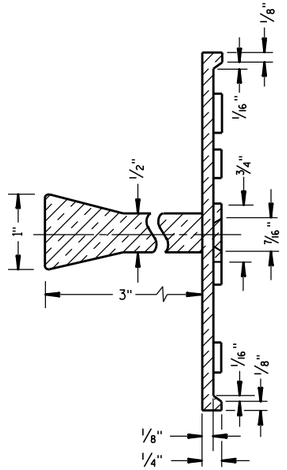
GENERAL NOTES

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.

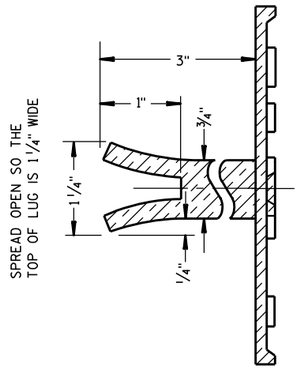
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

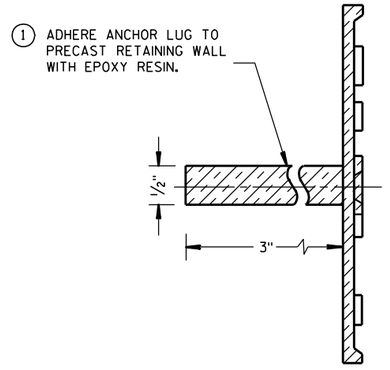
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



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 338 ENGINEER

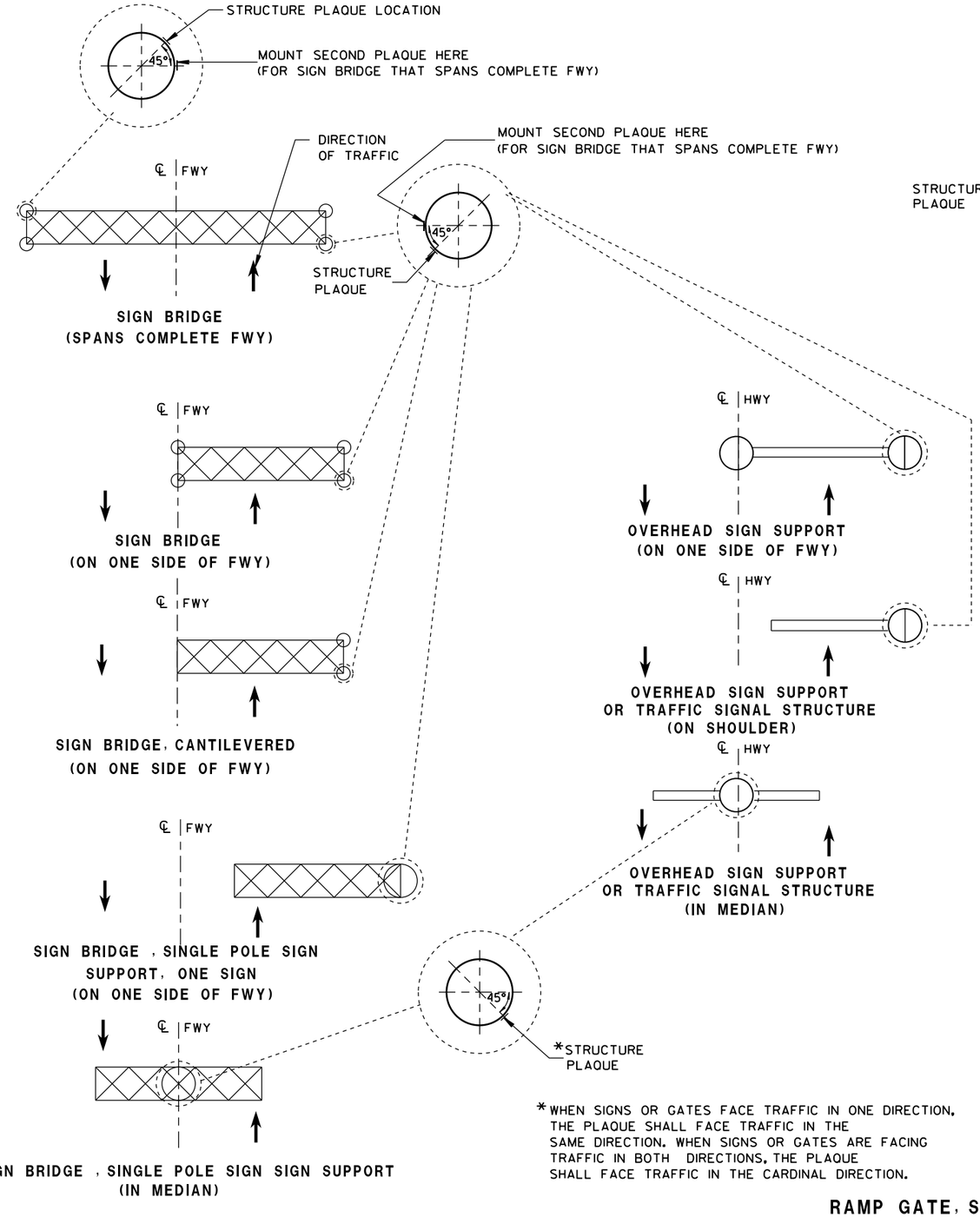
FHWA

6

S.D.D. 12 A 3-10

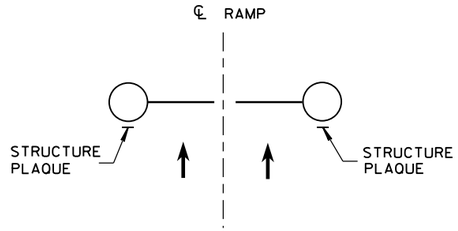
6

S.D.D. 12 A 3-10

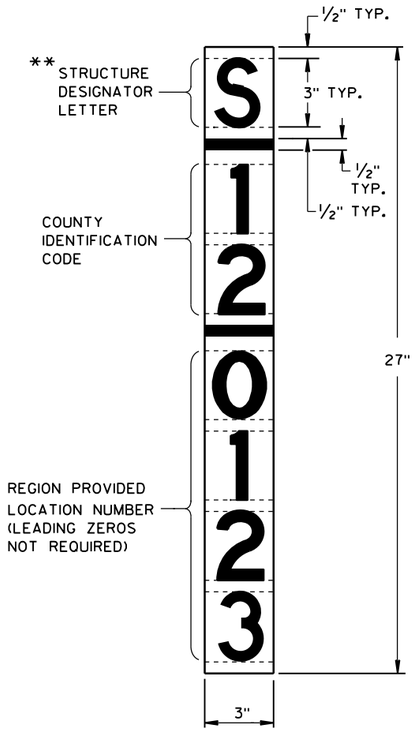


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

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

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

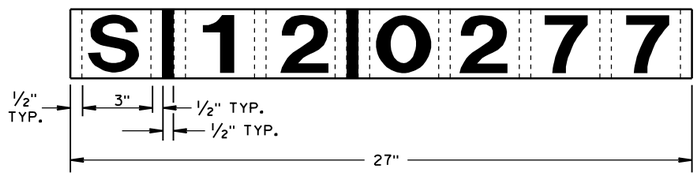
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

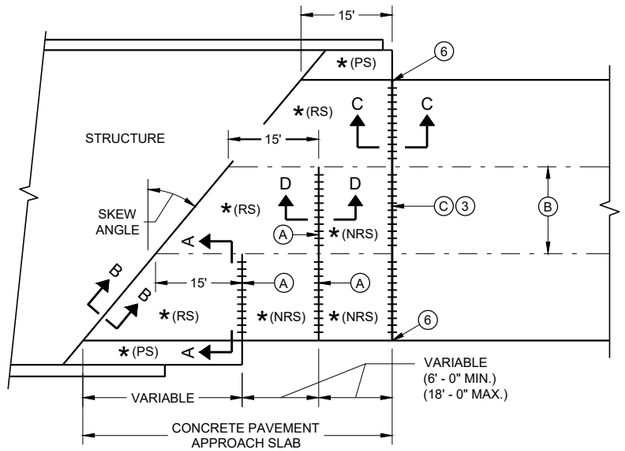
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3

6

S.D.D. 12 A 4-3



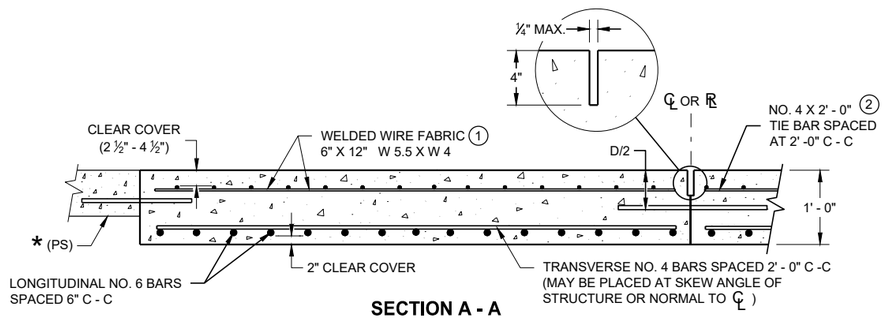
SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)

* (RS) = REINFORCED CONCRETE SLAB

* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL

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 THE 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.

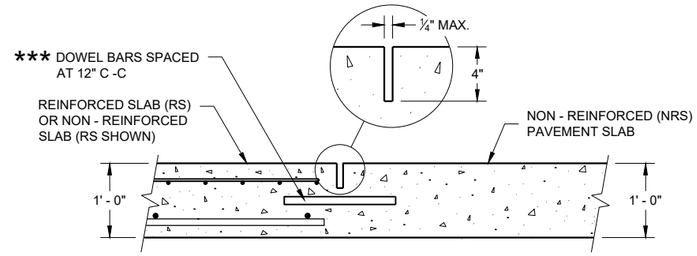
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

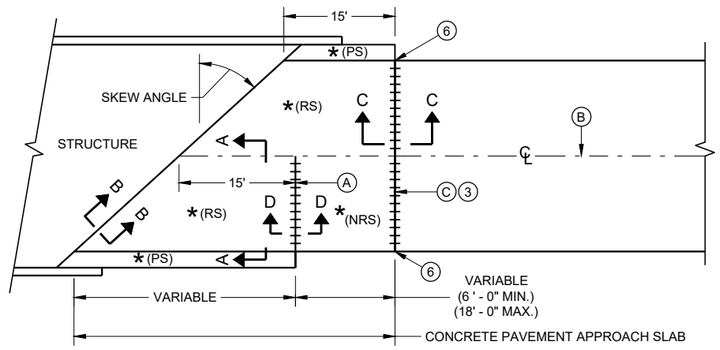
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞

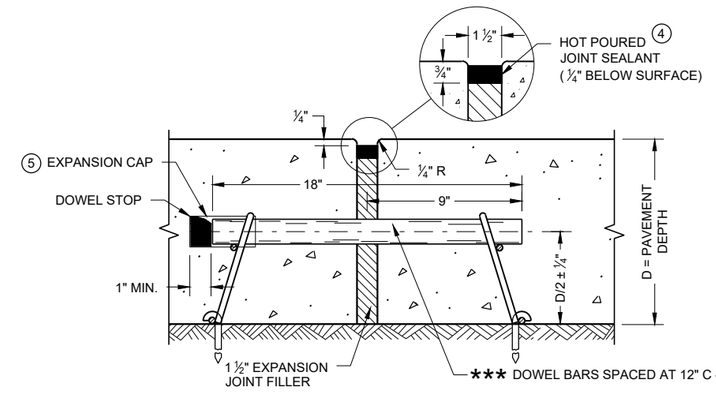


SECTION D - D
CONTRACTION JOINT

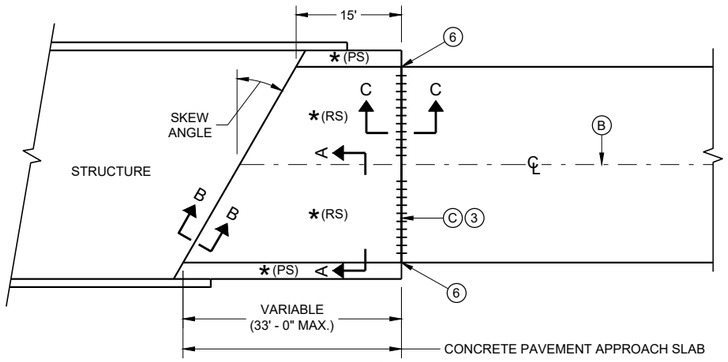


SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')

SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT

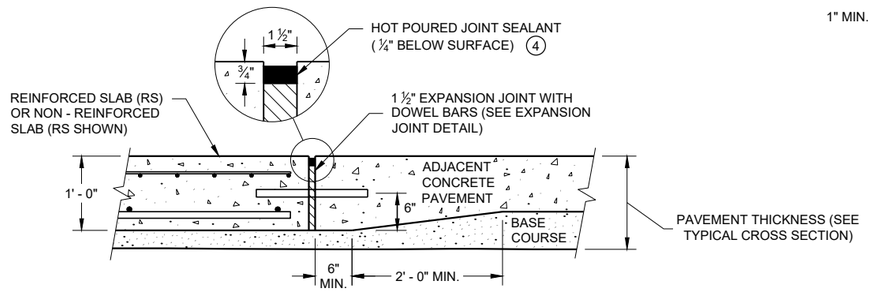


EXPANSION JOINT DETAIL



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

APPROACH SLAB AND ADJACENT PAVEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

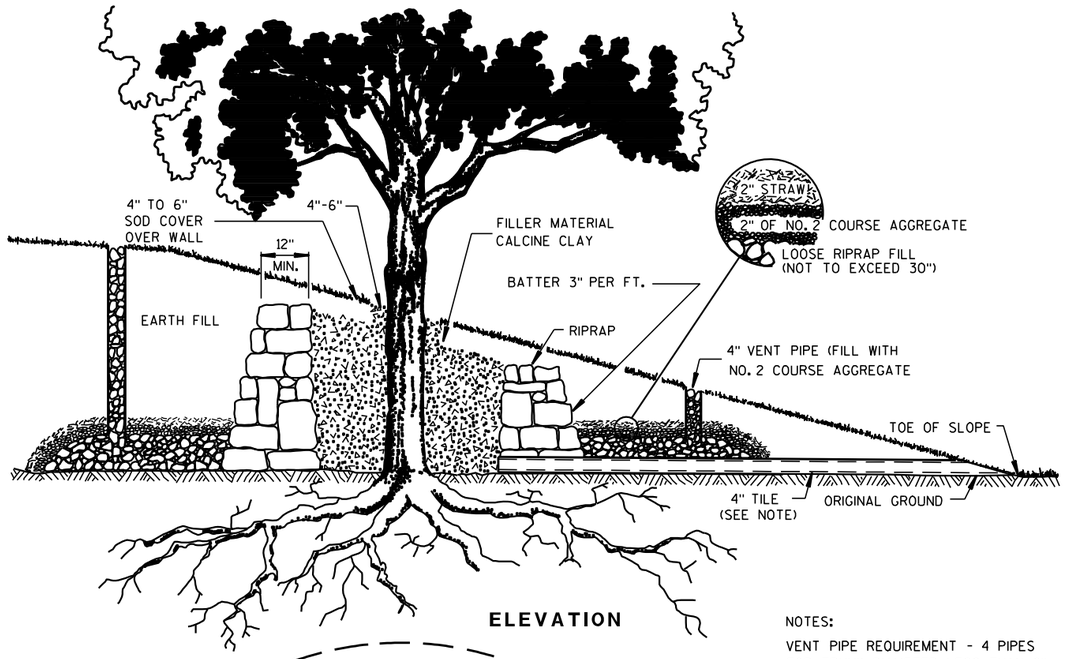
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

6

SDD 13B02 - 09a

SDD 13B02 - 09a



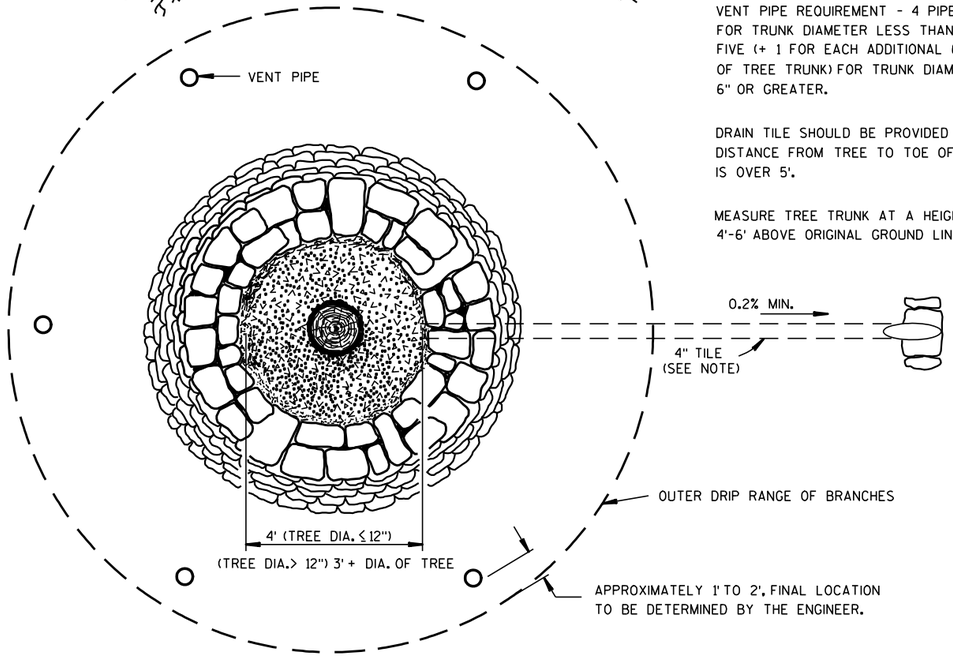
ELEVATION

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.

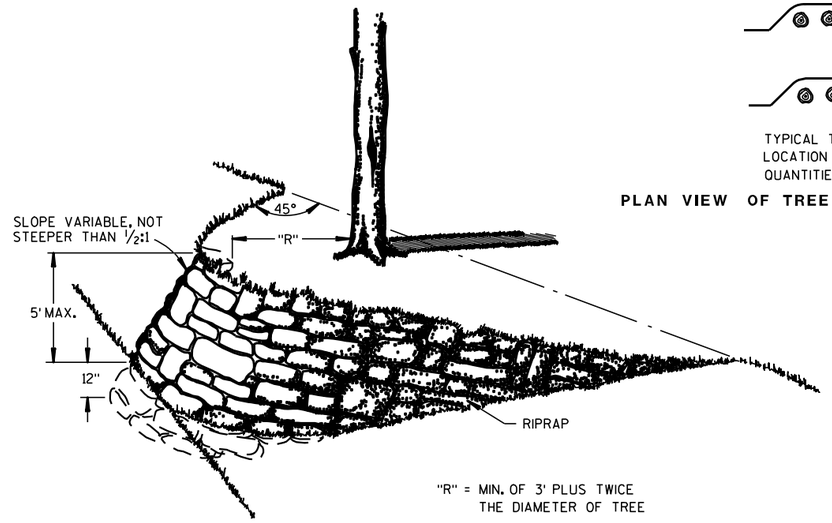
DRAIN TILE SHOULD BE PROVIDED IF DISTANCE FROM TREE TO TOE OF SLOPE IS OVER 5'.

MEASURE TREE TRUNK AT A HEIGHT 4'-6' ABOVE ORIGINAL GROUND LINE.



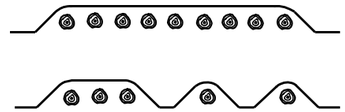
PLAN

FULL TREE WELL WITH RIPRAP WALL



"R" = MIN. OF 3' PLUS TWICE THE DIAMETER OF TREE

DETAILS OF TREE ISLAND AND ROOT PROTECTION



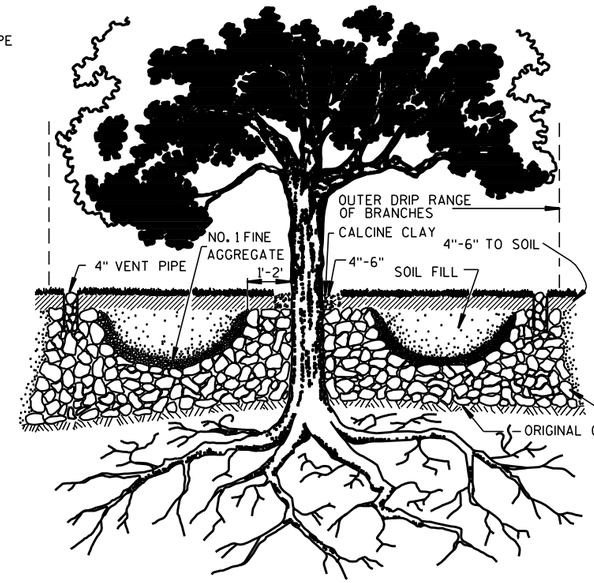
TYPICAL TREATMENTS OF ROOT PROTECTION. LOCATION SHOWN ON MISCELLANEOUS QUANTITIES SHEET.

PLAN VIEW OF TREE ISLANDS FOR ONE OR MORE TREES

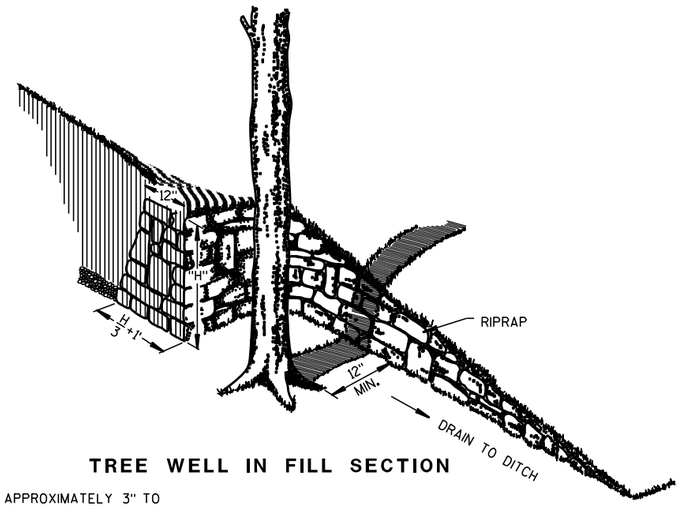
GENERAL NOTES

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
FHWA

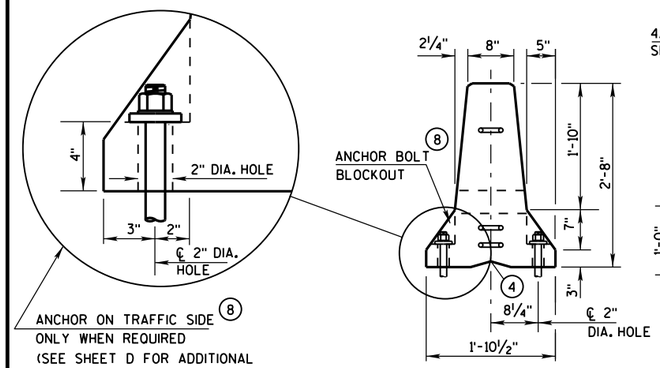
341 WYS

6

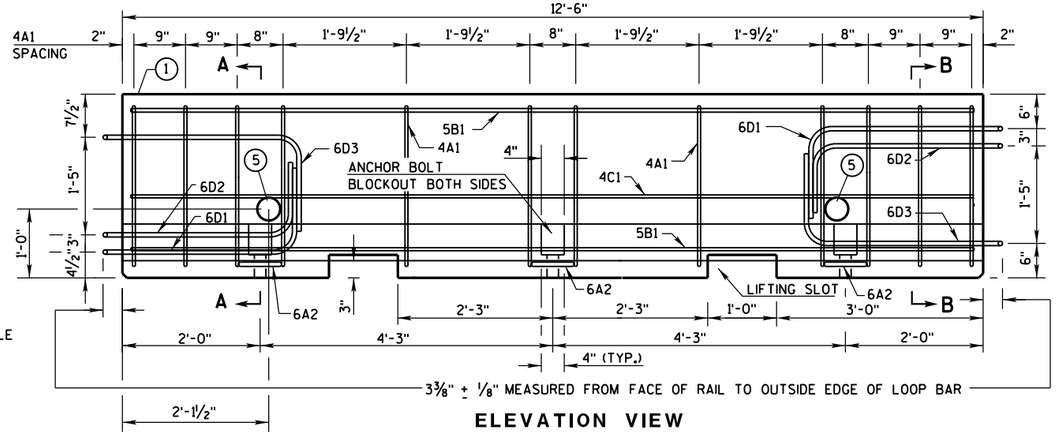
S.D.D. 14 A 1-3

6

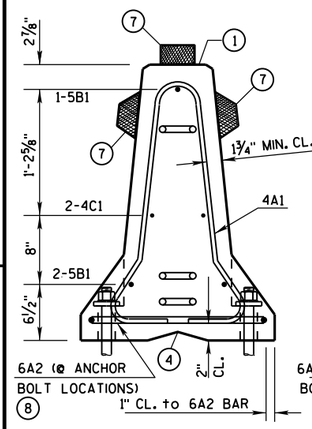
S.D.D. 14 A 1-3



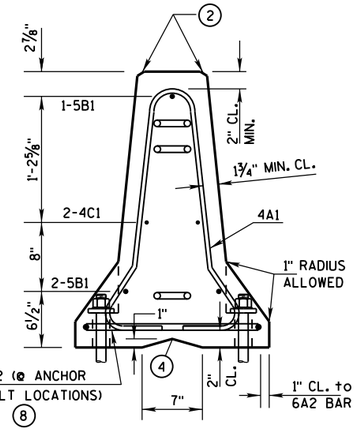
END VIEW



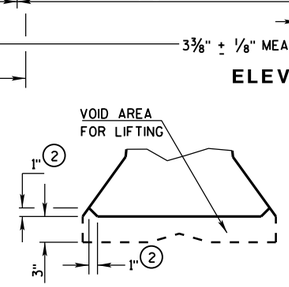
ELEVATION VIEW



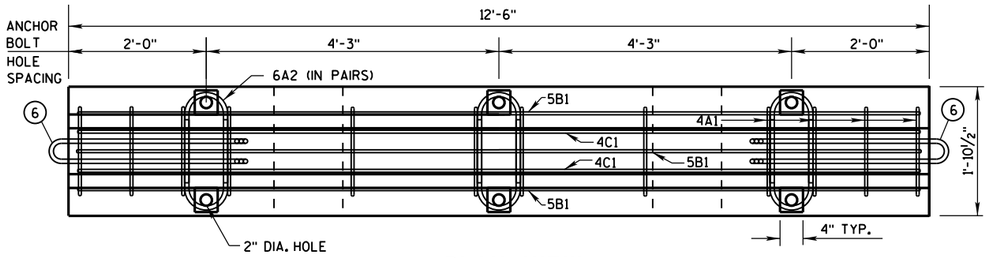
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

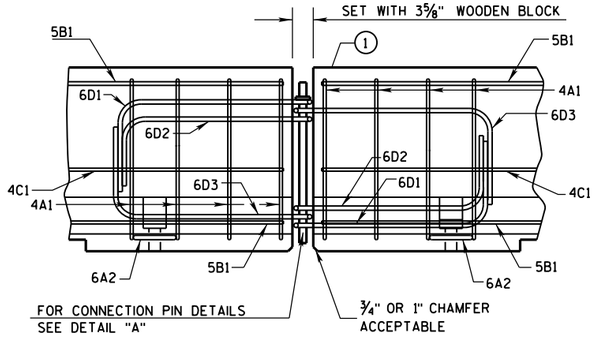


DETAIL "B"
LIFTING SLOT DETAIL

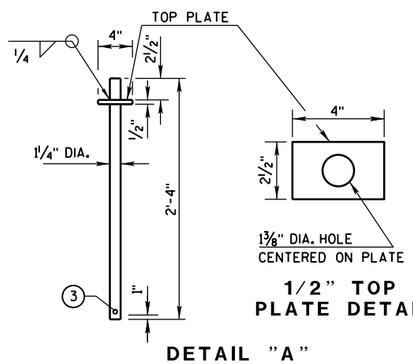


PLAN VIEW

DETAILS OF BARRIER SECTION

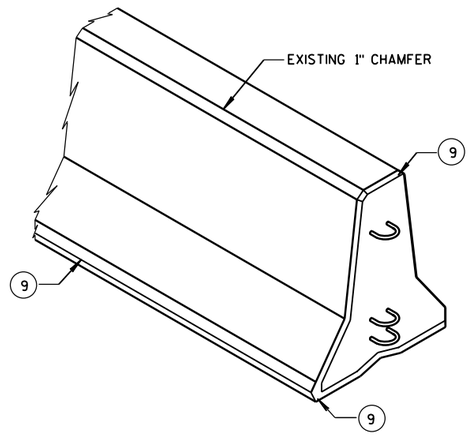


DETAILS OF BARRIER CONNECTION



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.

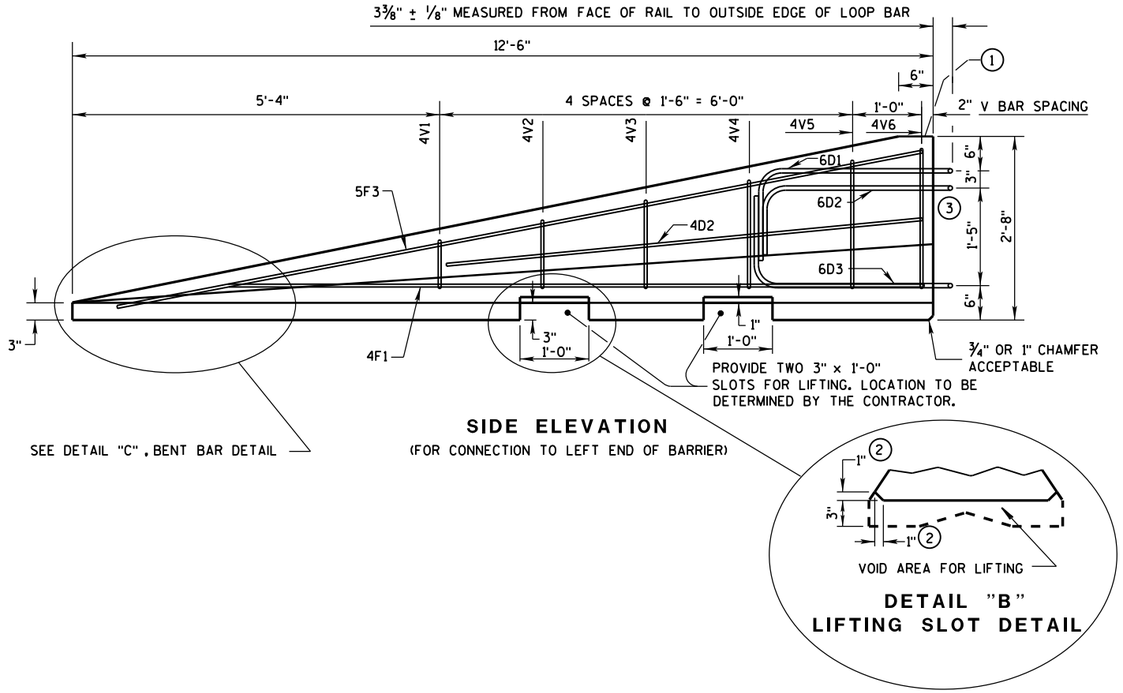
f'c = 4,000 psi

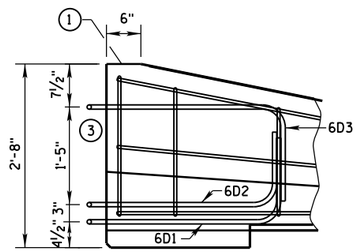
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

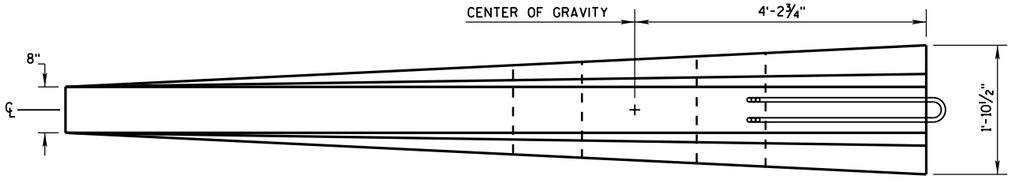
S.D.D. 14 B 7-15a

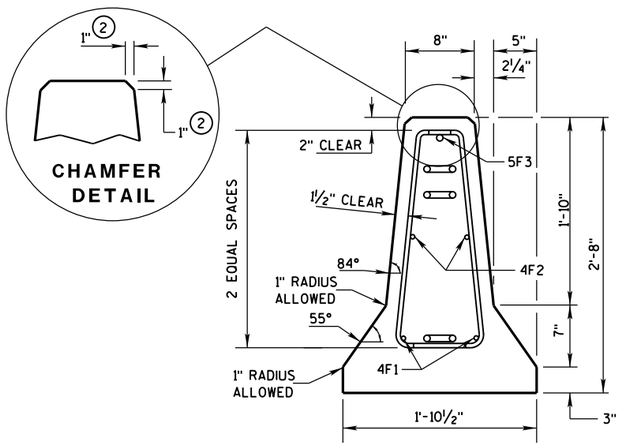


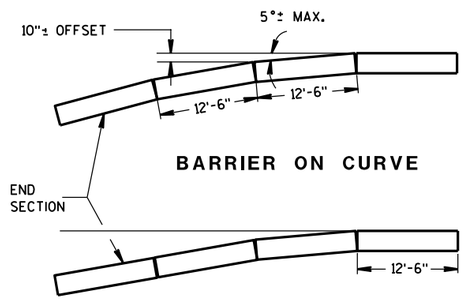


GENERAL NOTES

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

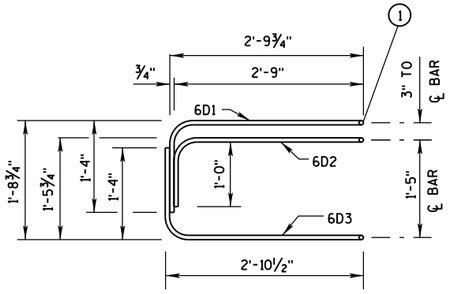
6

S.D.D. 14 B 7-15b

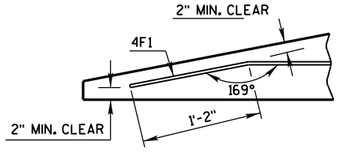
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

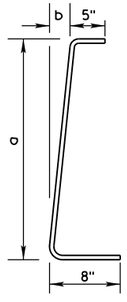
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



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

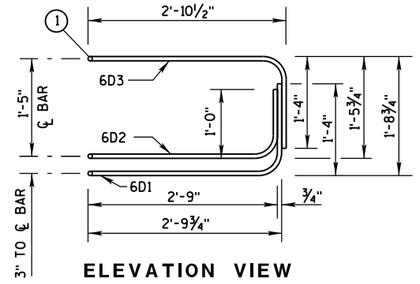
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

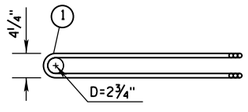
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

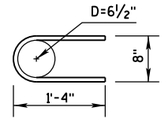
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



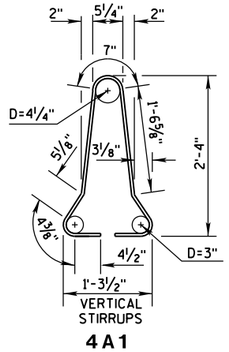
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

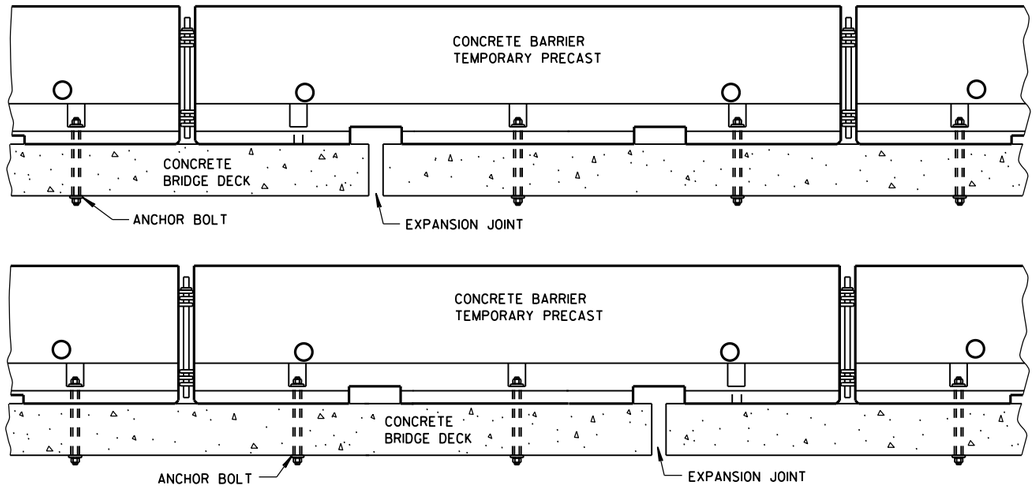
BARRIER SECTION

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

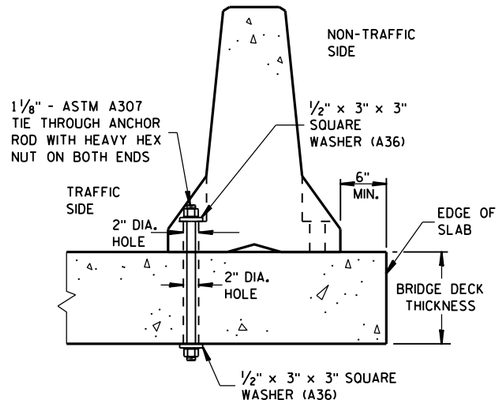
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

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.

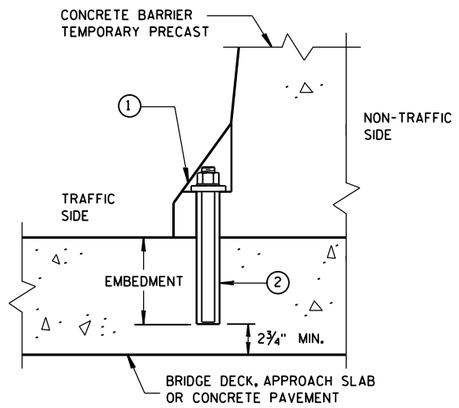
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



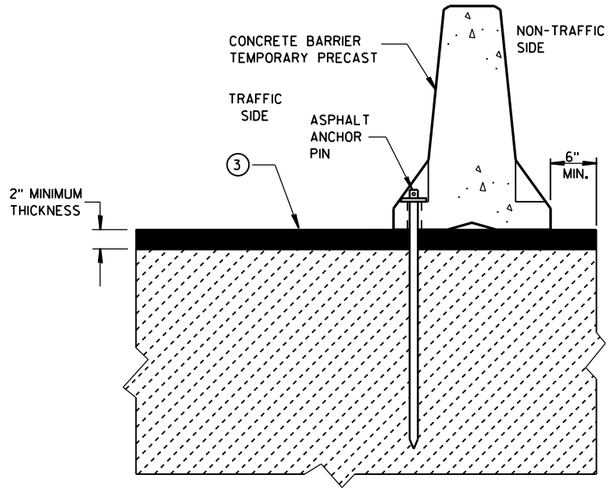
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

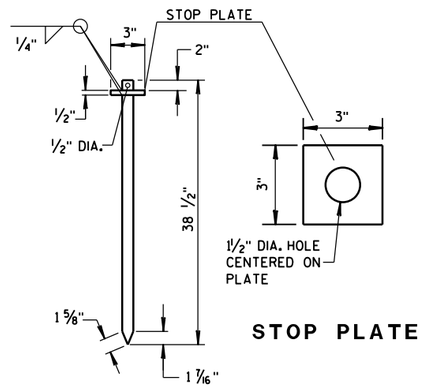


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



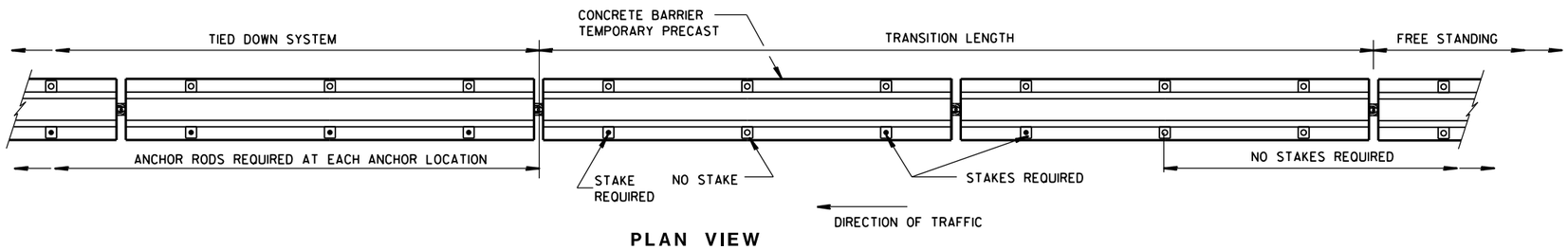
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

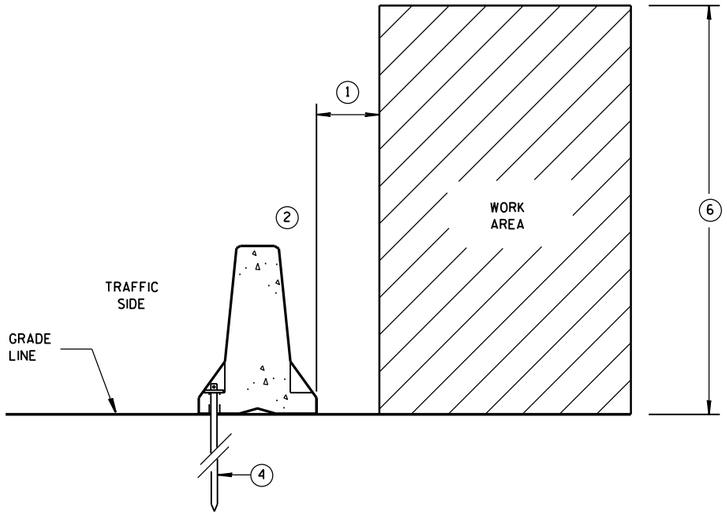
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

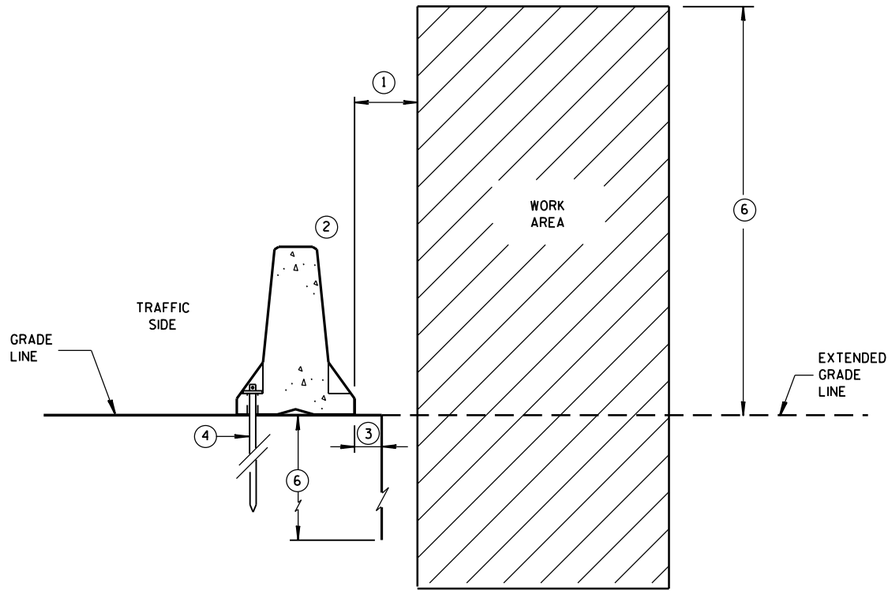
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

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

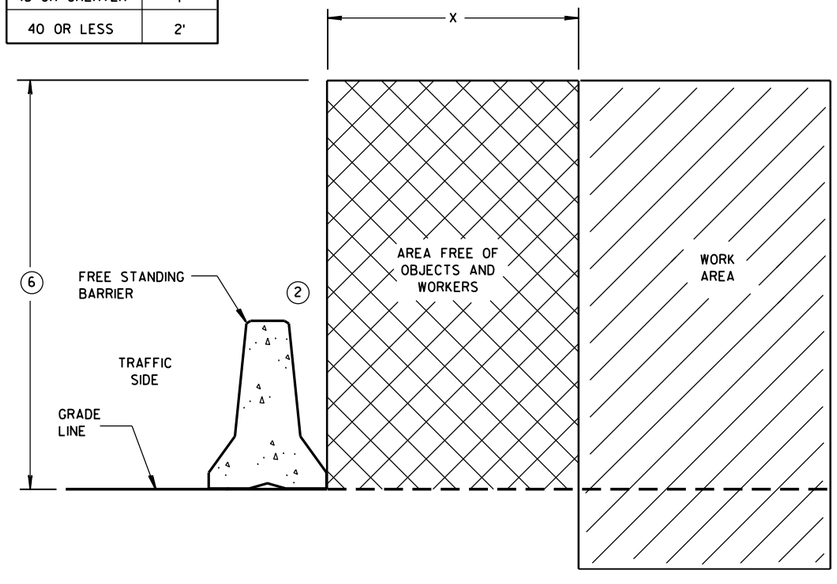


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

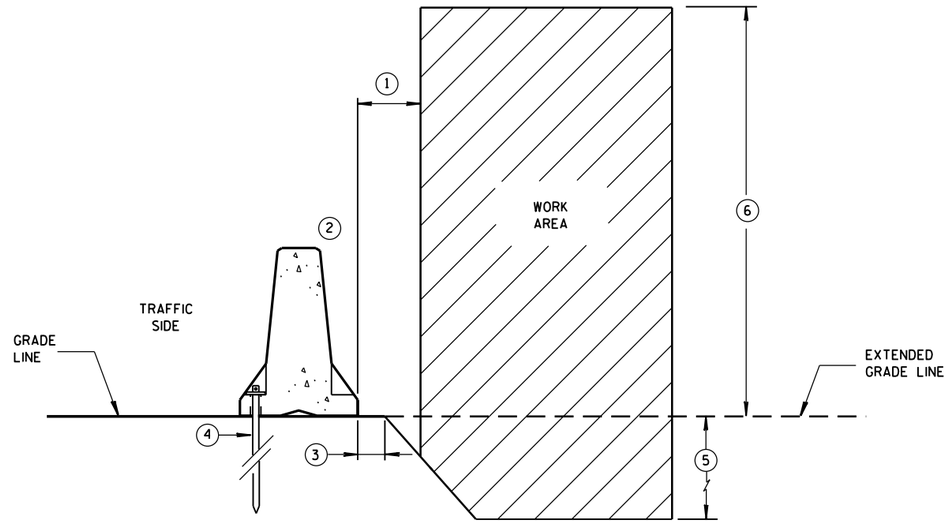
GENERAL NOTES

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



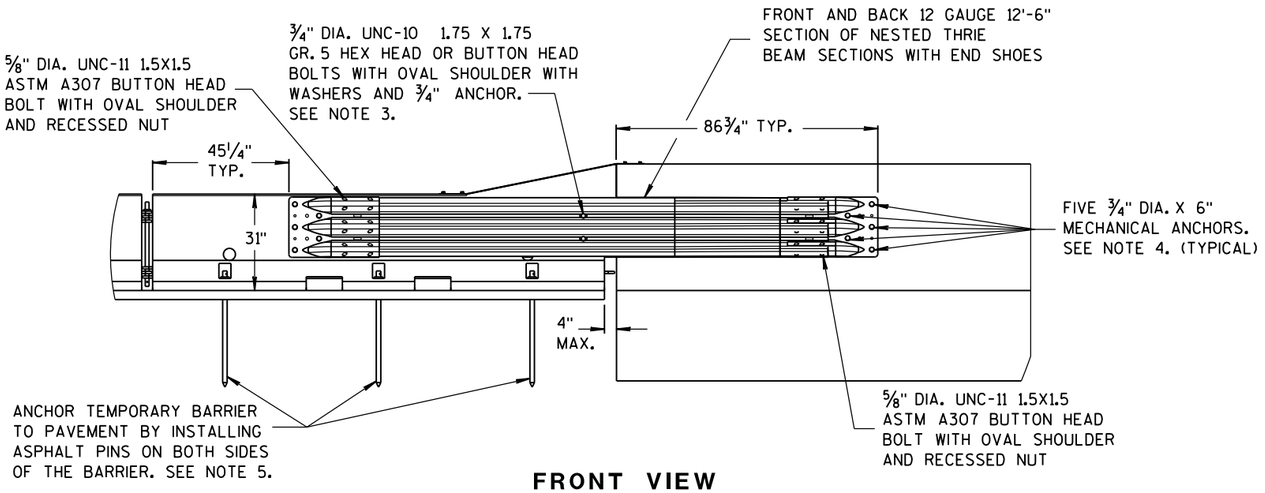
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

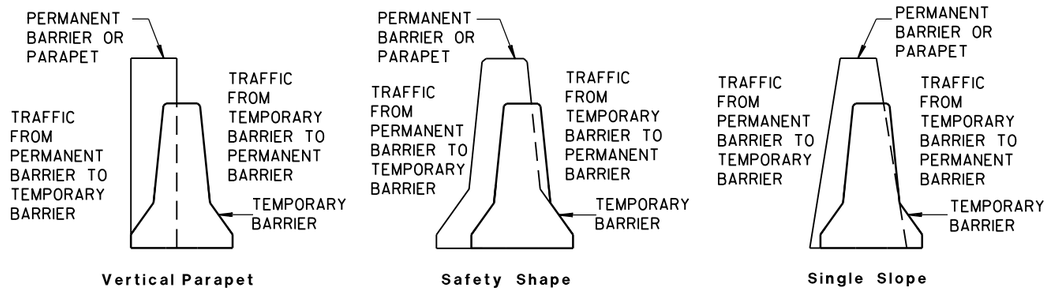
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-15e



FRONT VIEW

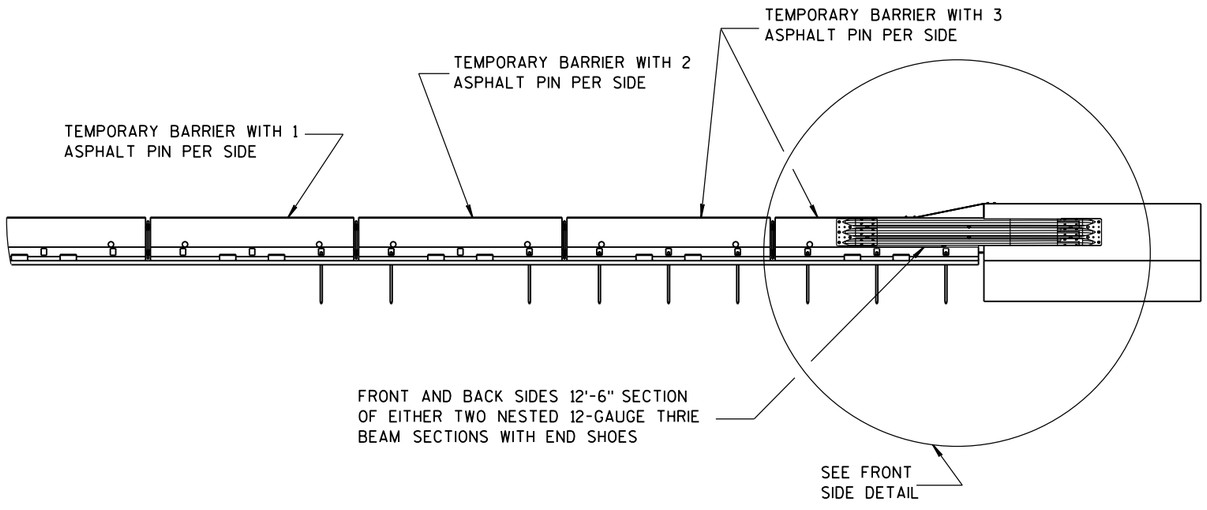


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

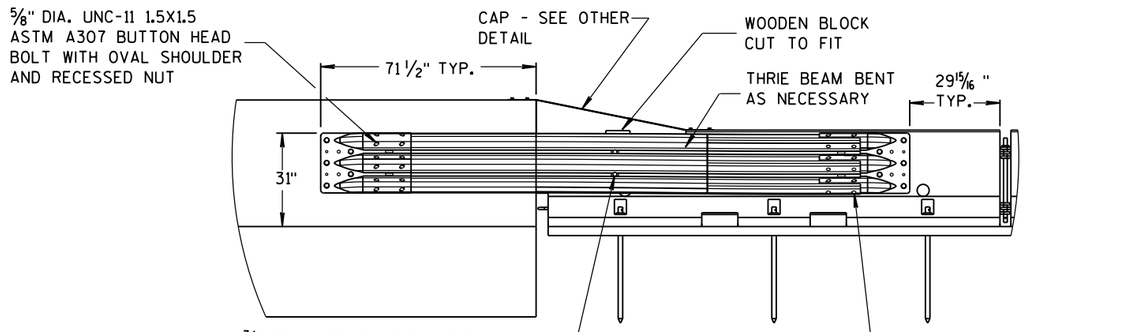
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

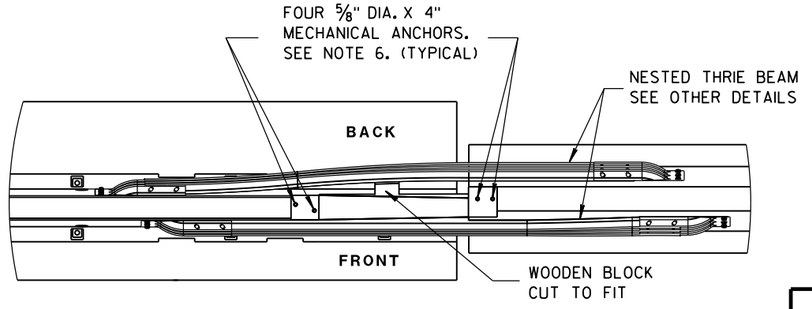
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 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.



FRONT VIEW



BACK VIEW



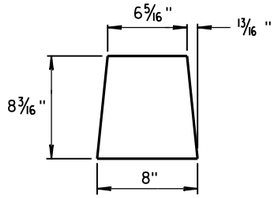
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

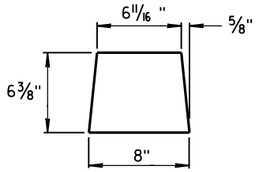
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

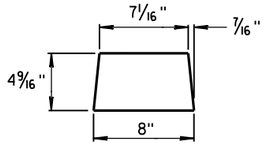
6
S.D.D. 14 B 7-15f



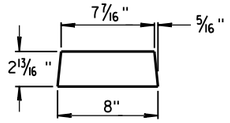
GUSSET 1



GUSSET 2

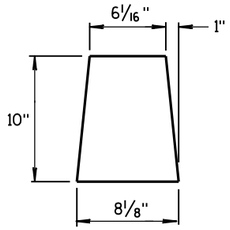


GUSSET 3

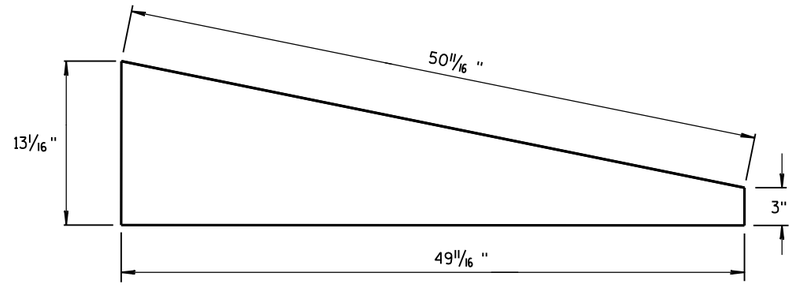


GUSSET 4

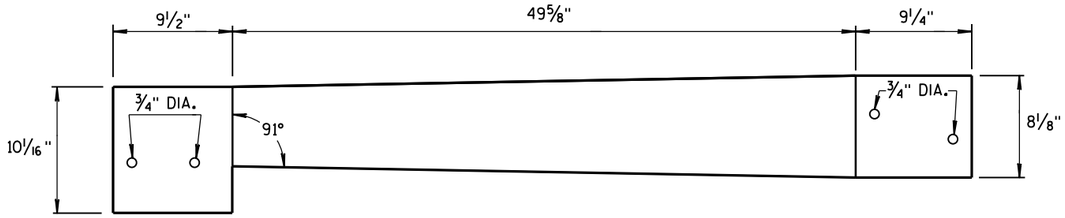
GUSSETS

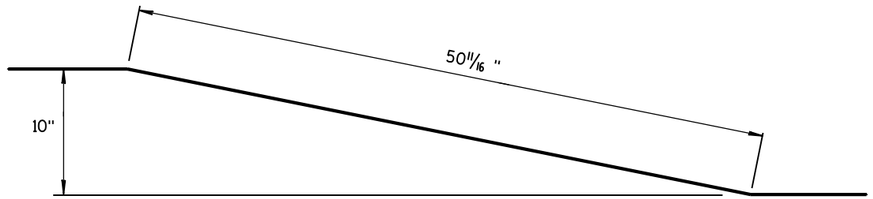


END PLATE



SIDE PLATE

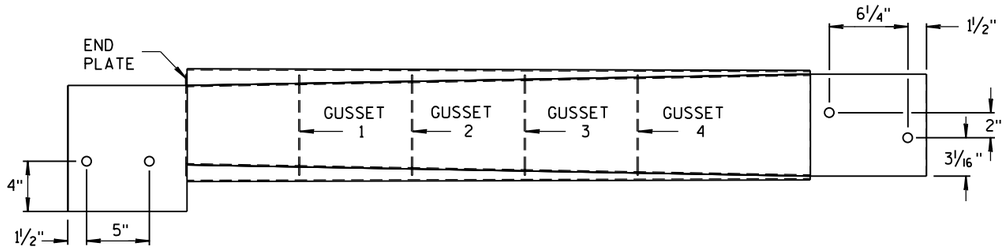


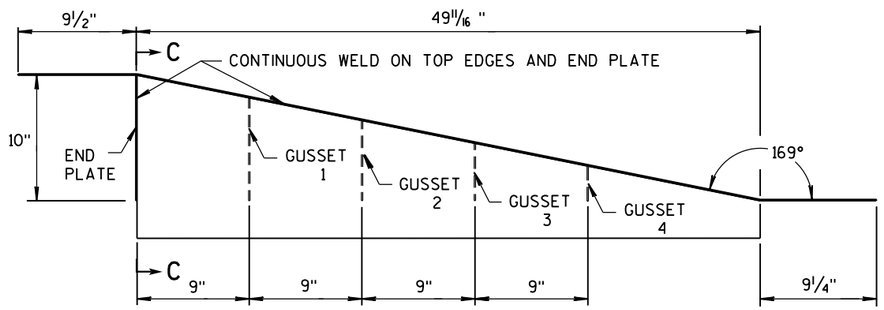


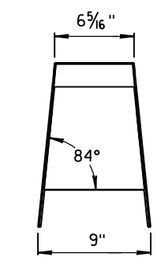
TOP PLATE

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

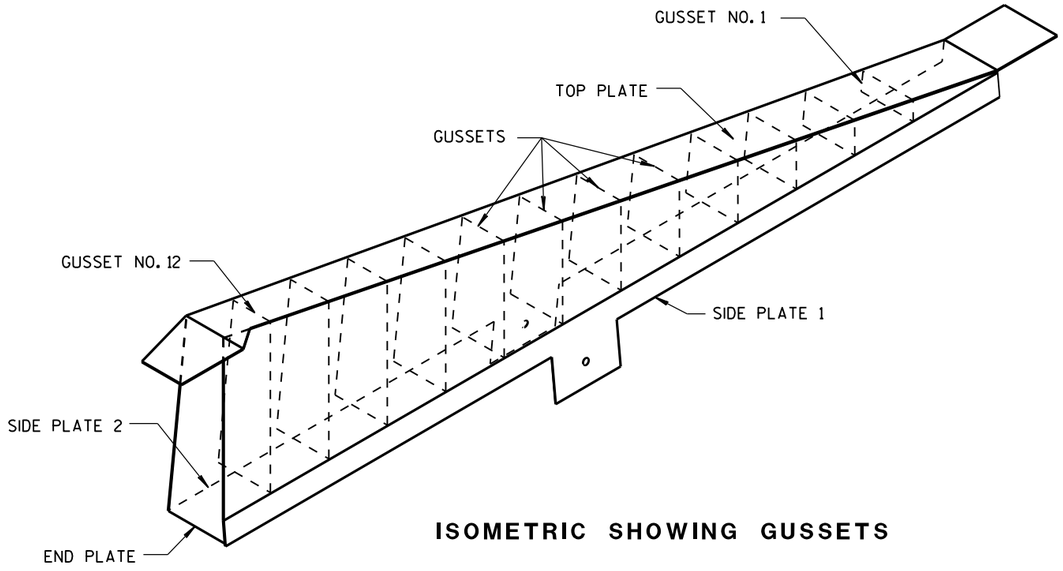
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

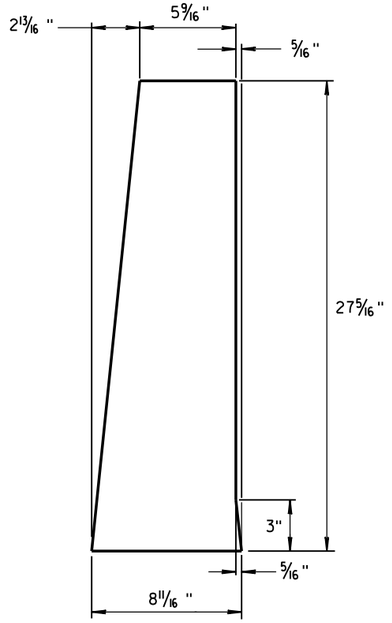
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15g

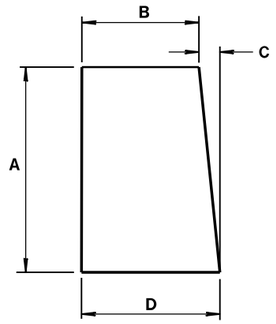


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



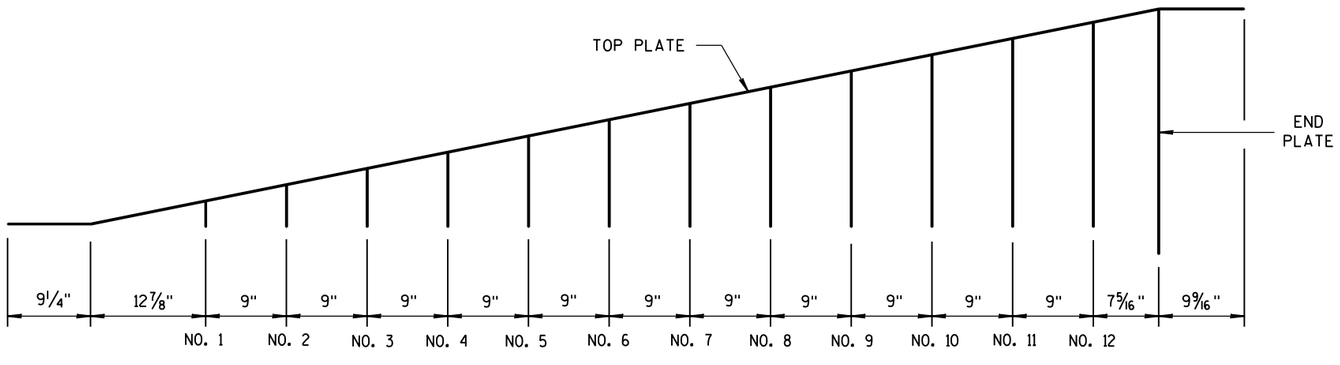
GUSSETS 1 - 12

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.



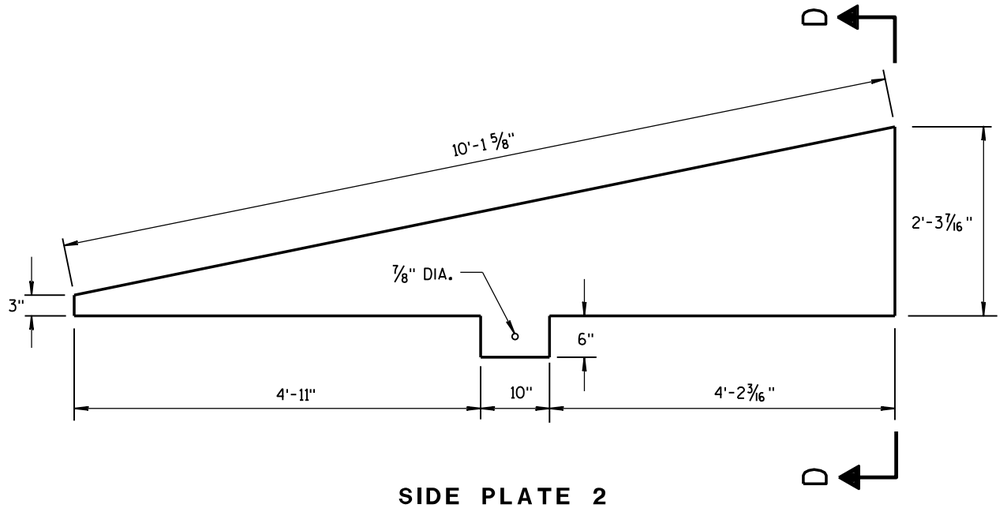
GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

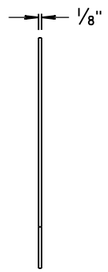
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

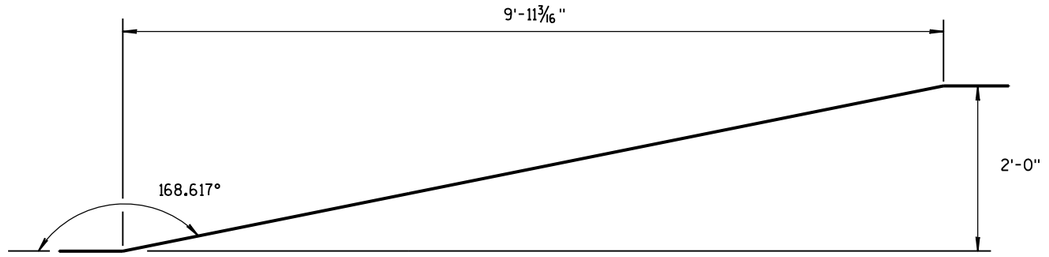
6
S.D.D. 14 B 7-15h



SIDE PLATE 2

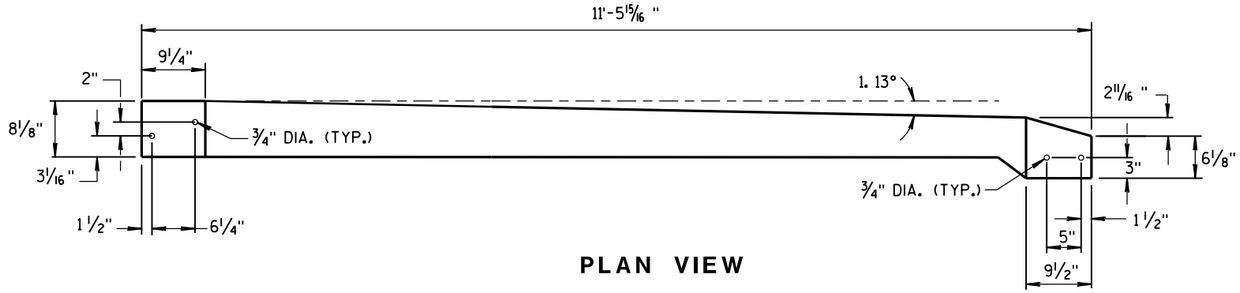


END VIEW



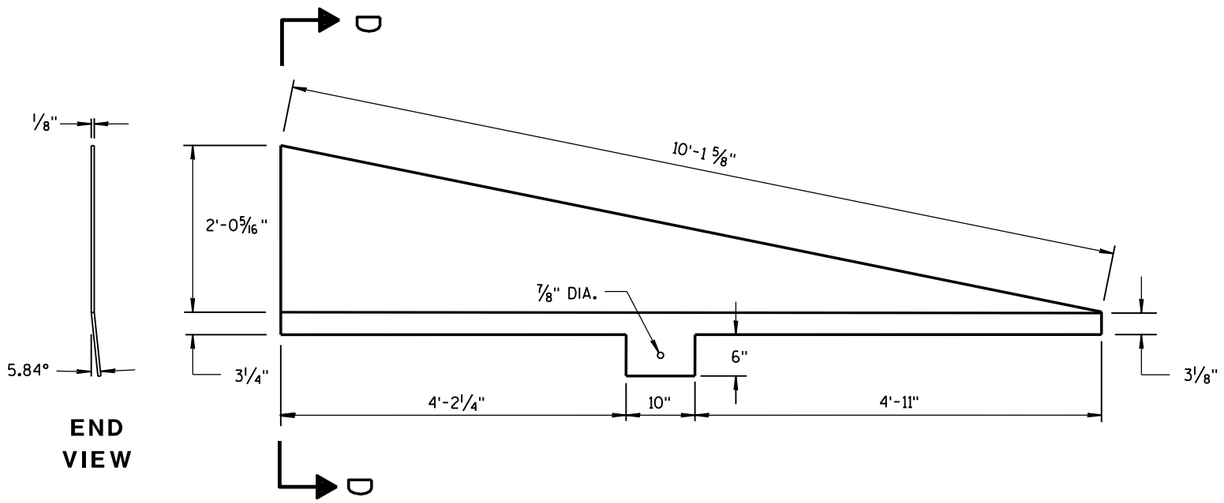
SIDE VIEW

TOP PLATE



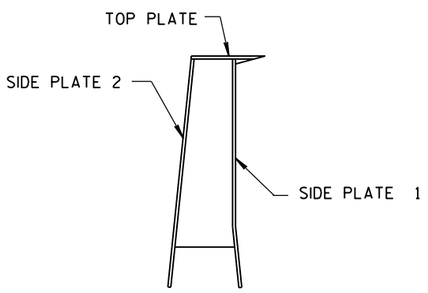
PLAN VIEW

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

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

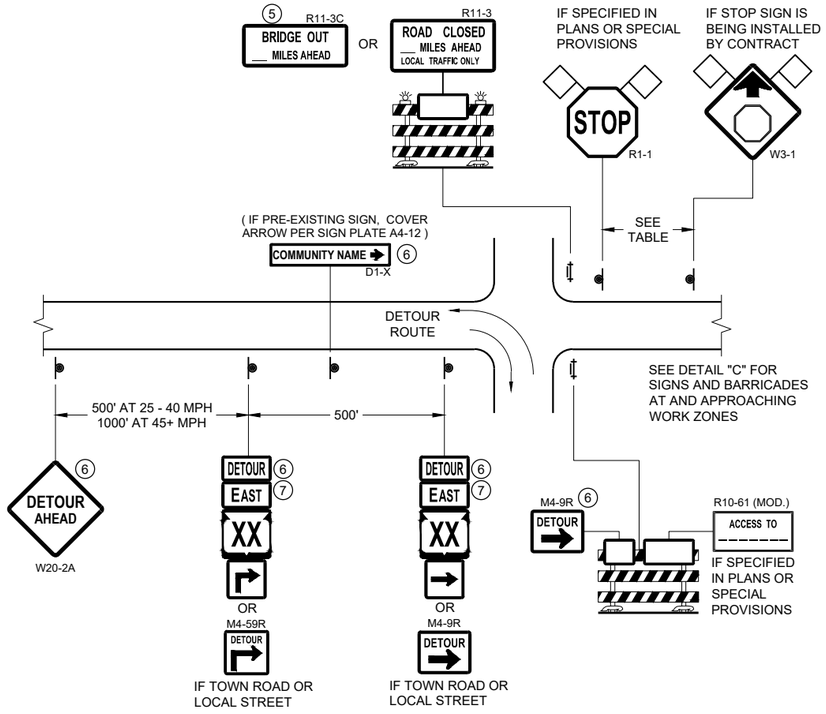
UNIT SUPERV 350 ENT

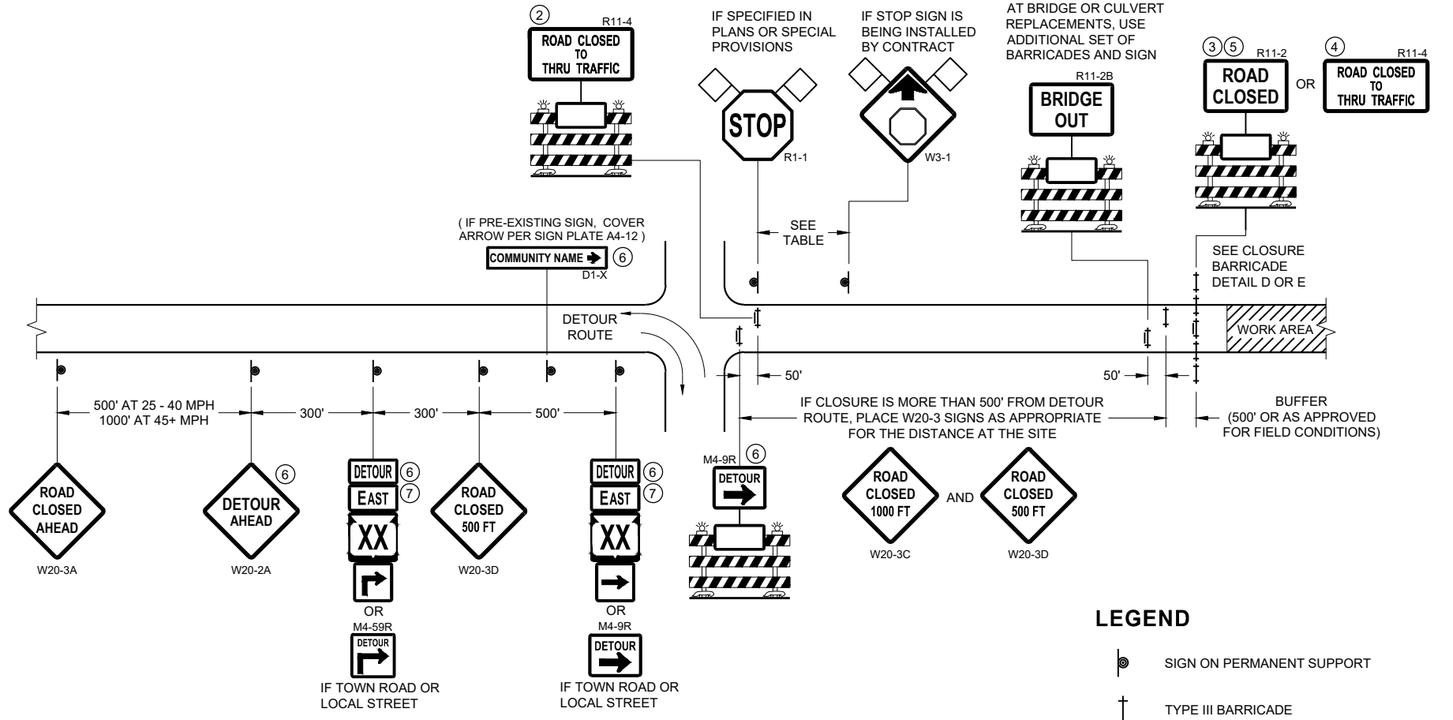
6

S.D.D. 14 B 7-15i

6

S.D.D. 14 B 7-15i



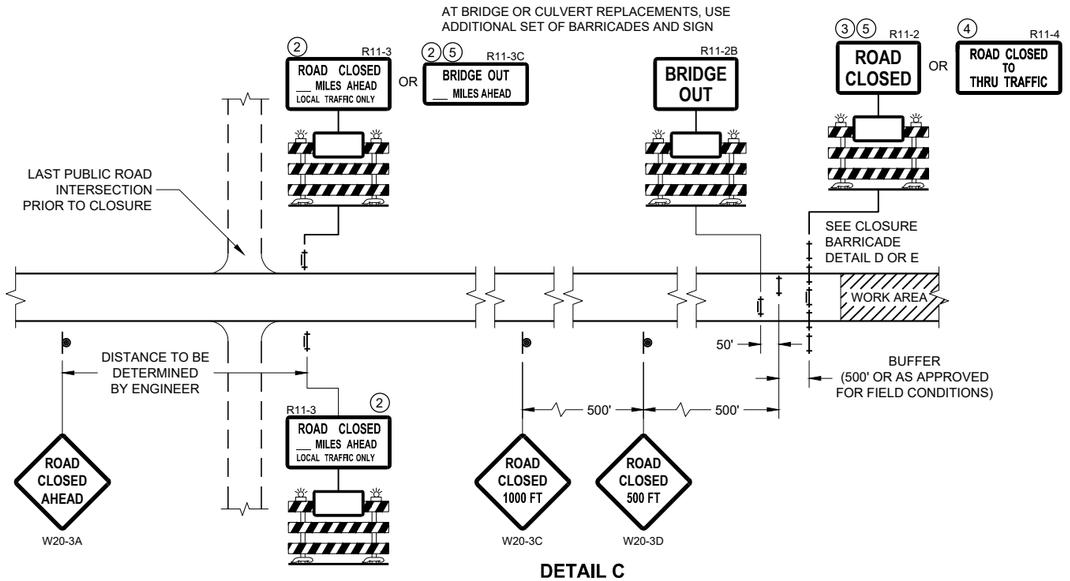


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

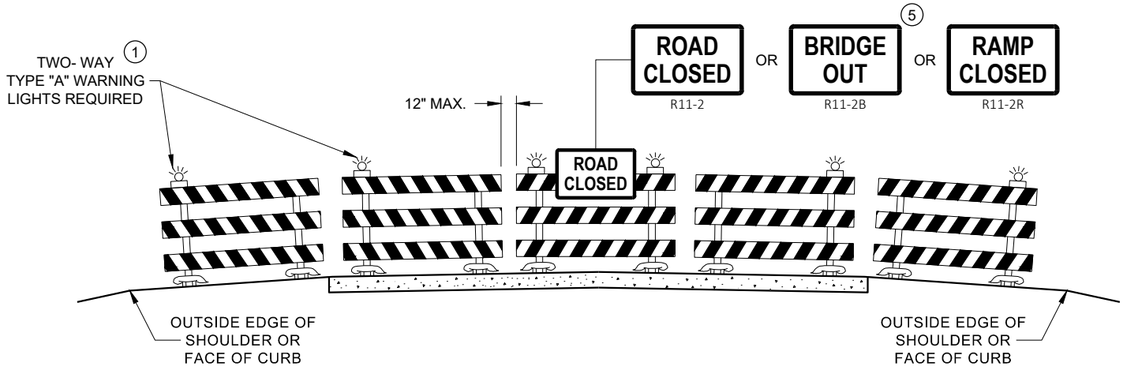
APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

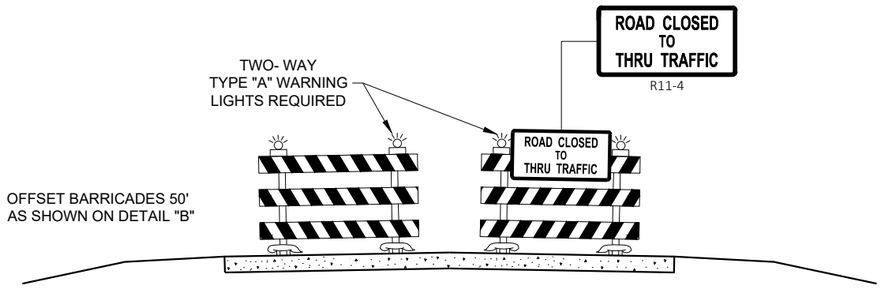
6

SDD 15C02 - 07a

SDD 15C02 - 07a



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 THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL 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 SHALL, 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" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- 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 AN 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 ROAD 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 VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

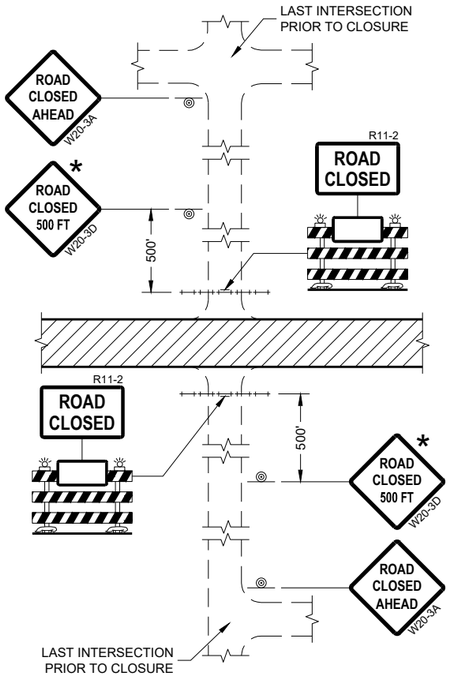
APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6

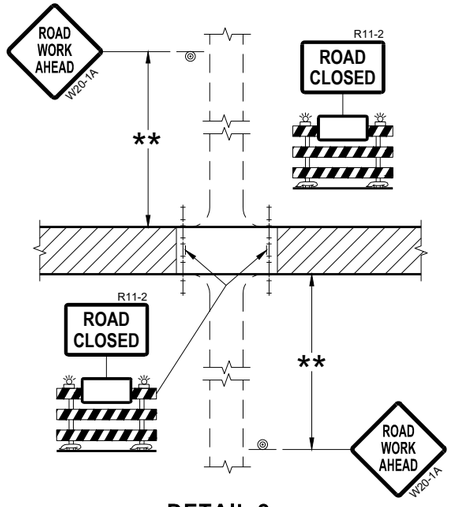
SDD 15C02 - 07b

6

SDD 15C02 - 07b



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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 (500 FEET DESIRABLE) 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 REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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.

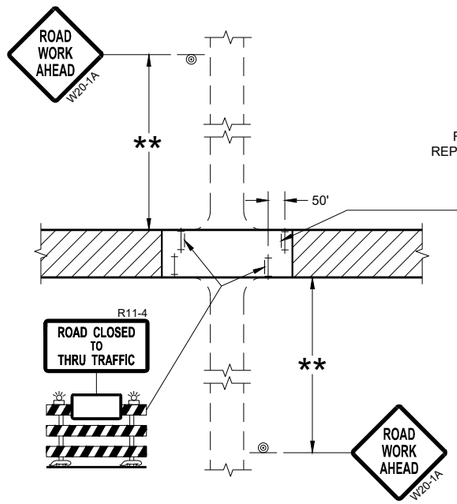
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

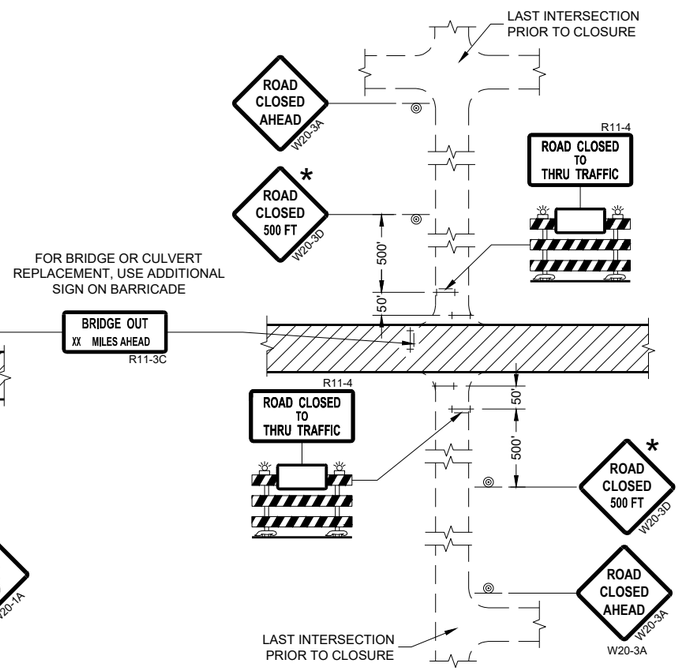
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.





DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C03 - 05

SDD 15C03 - 05

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

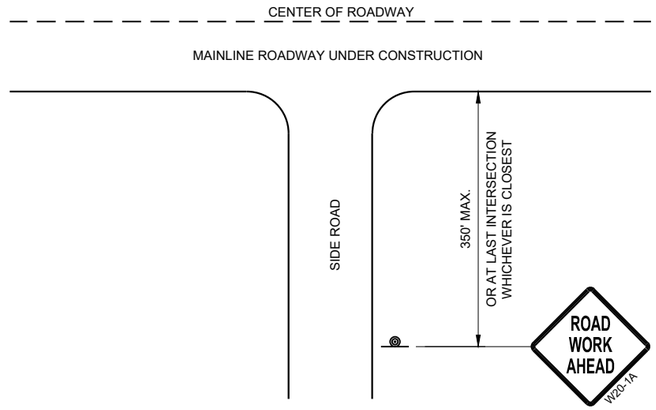
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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 REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



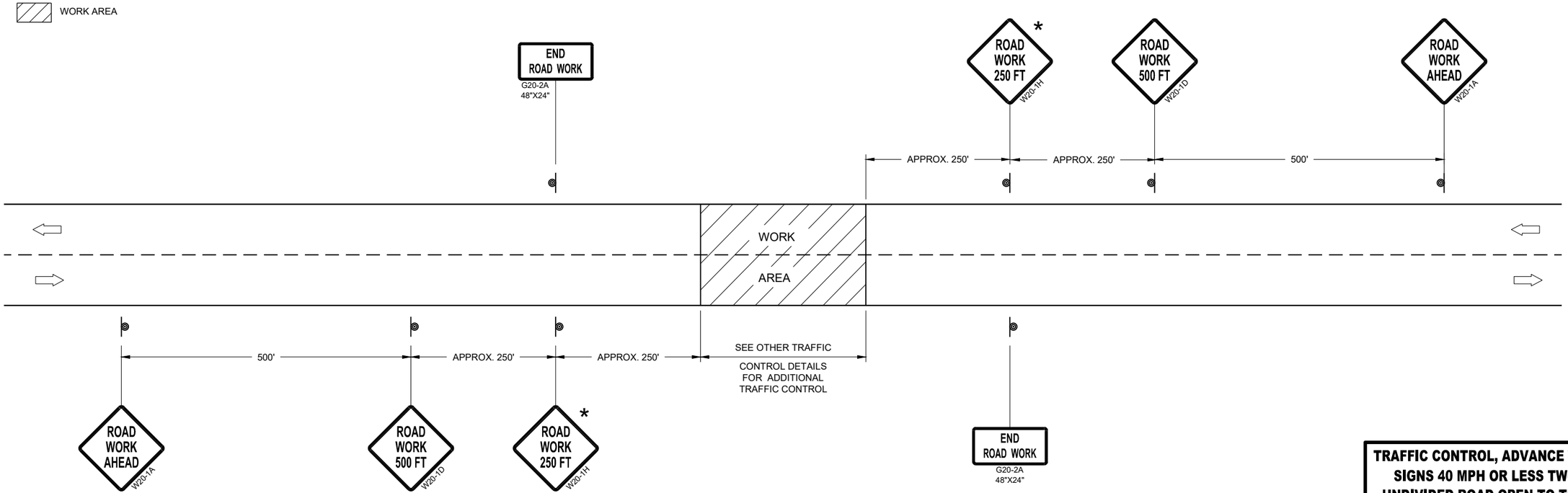
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

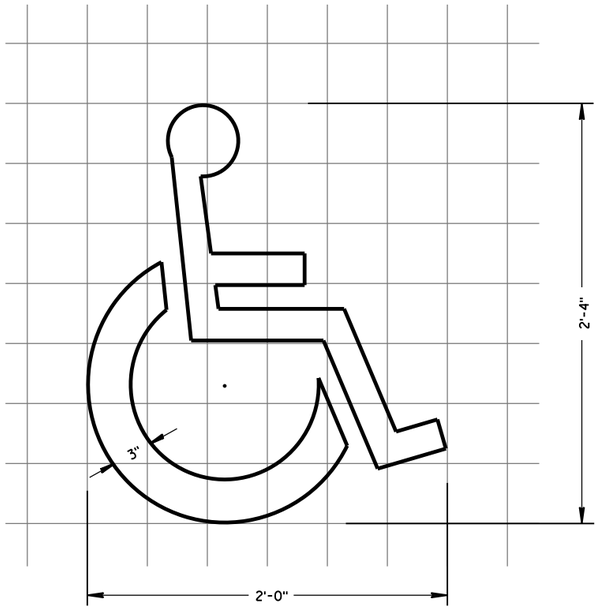
FHWA

6

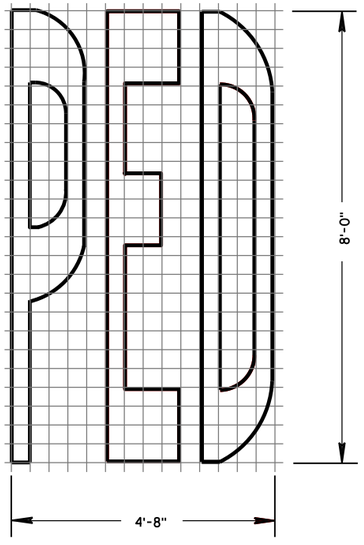
SDD 15C05 - 05

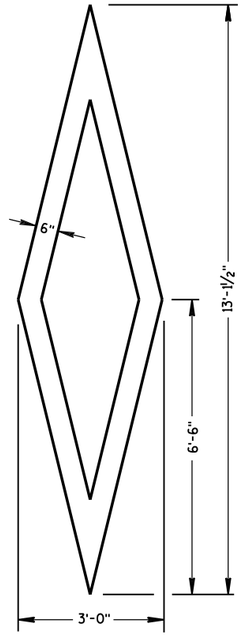
GENERAL NOTES

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



HANDICAP SYMBOL





PREFERENTIAL LANE SYMBOL

6

6

S.D.D. 15 C 7-14a

S.D.D. 15 C 7-14a

PAVEMENT MARKING SYMBOLS

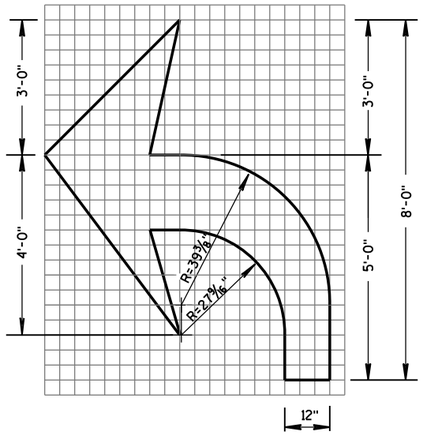
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

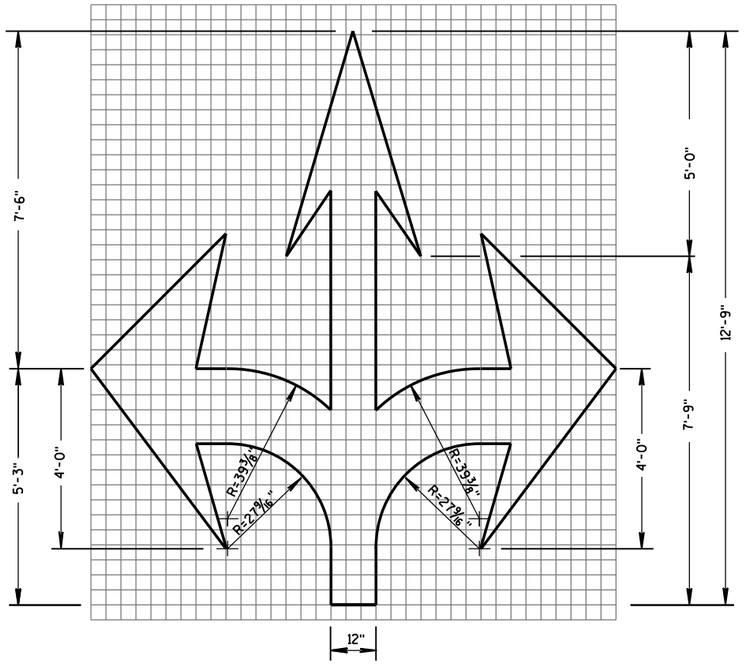
June 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MARK EER

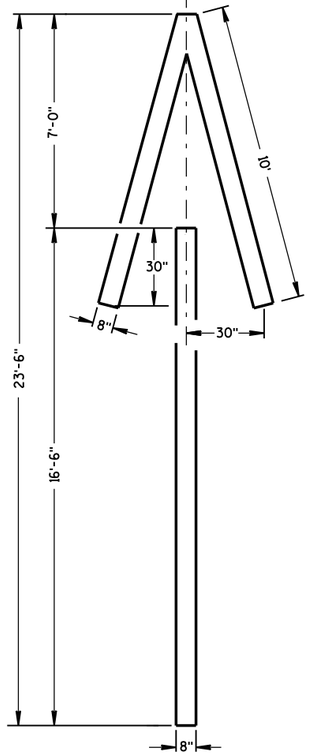
FHWA



TYPE 2



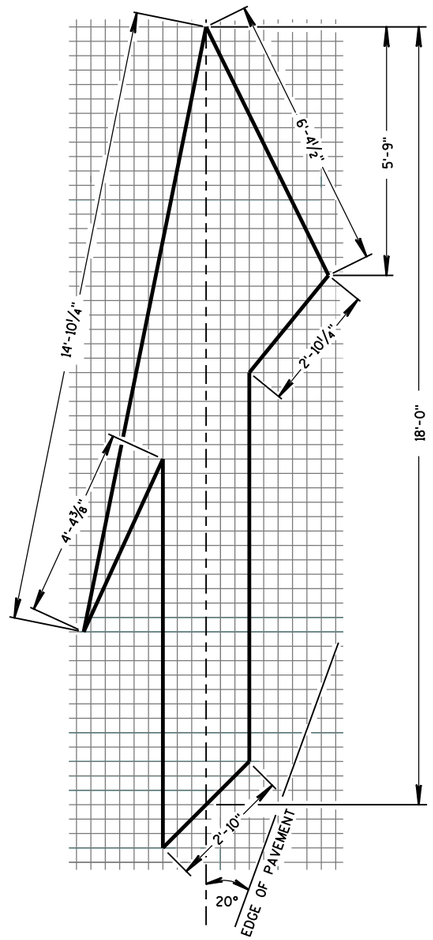
TYPE 6



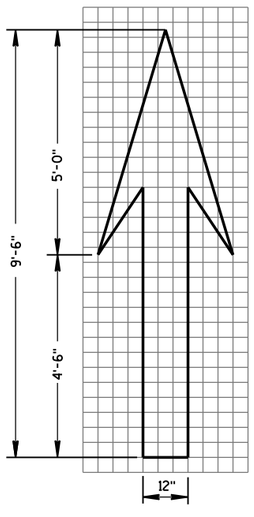
TYPE 4

GENERAL NOTES

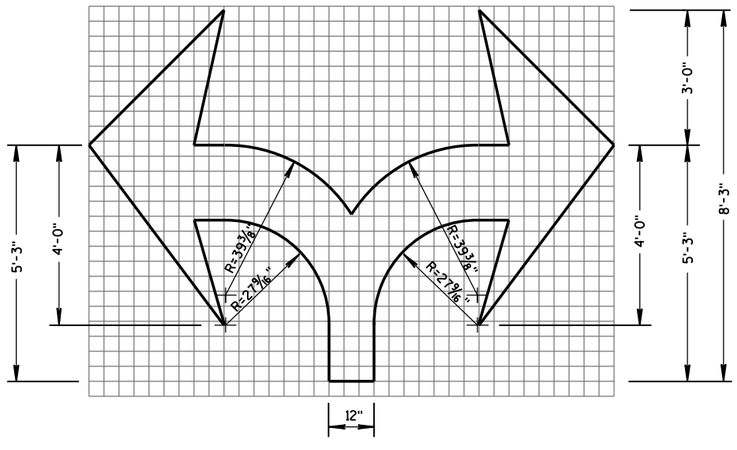
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



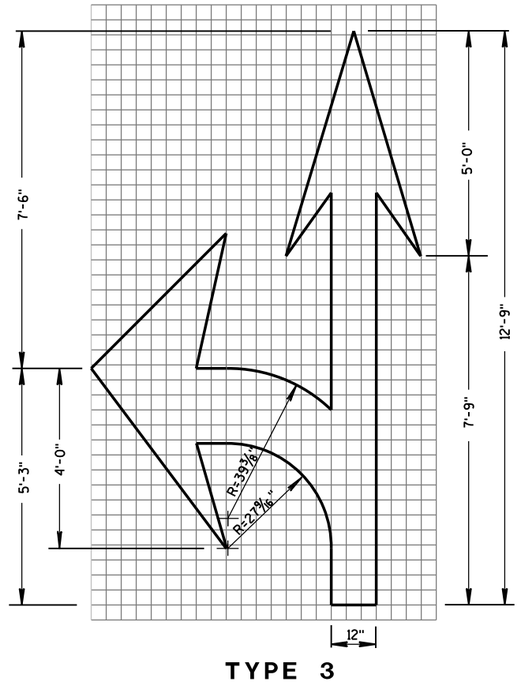
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

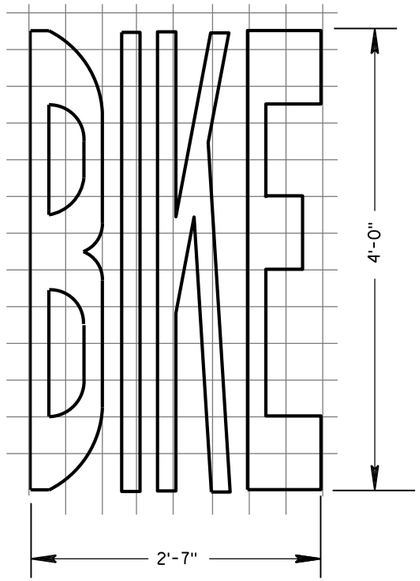
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

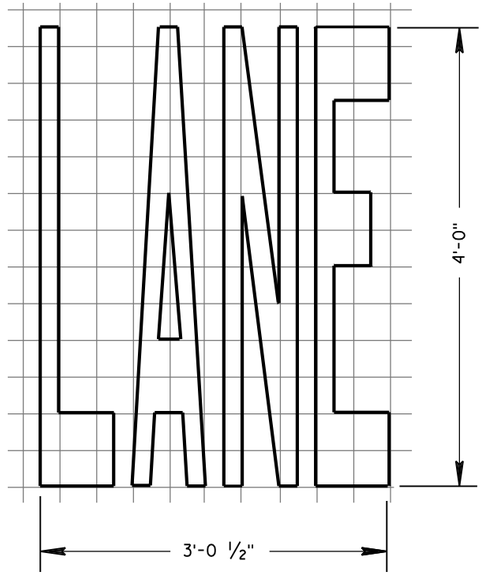
6

S.D.D. 15 C 7-14c

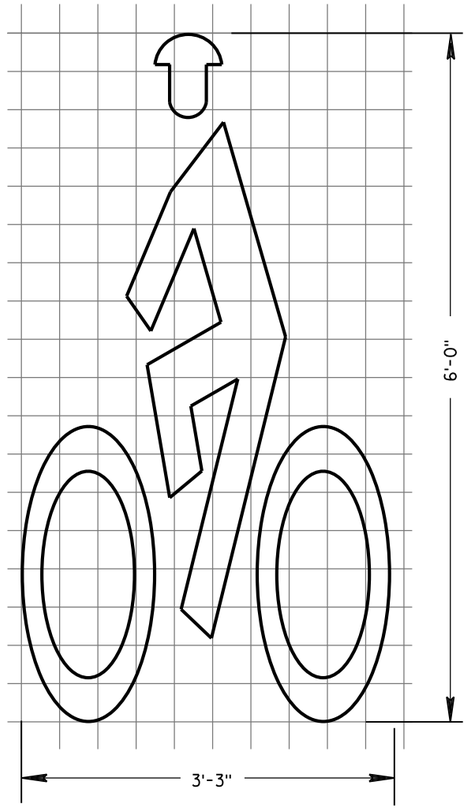
6

S.D.D. 15 C 7-14c

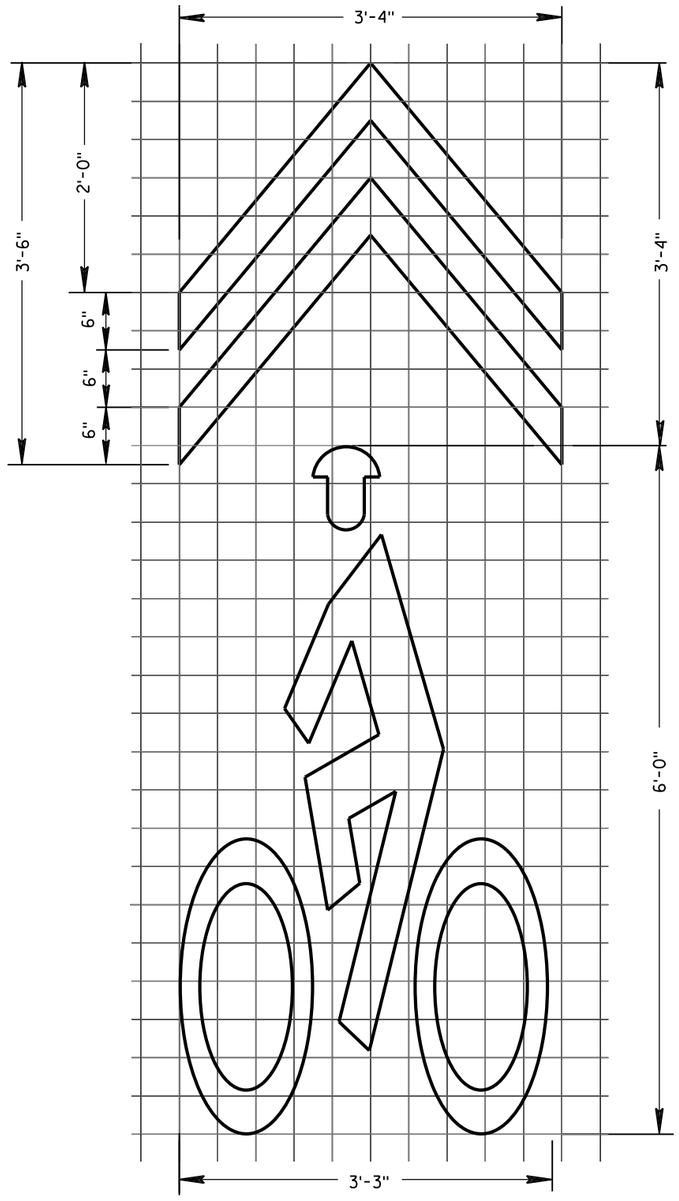




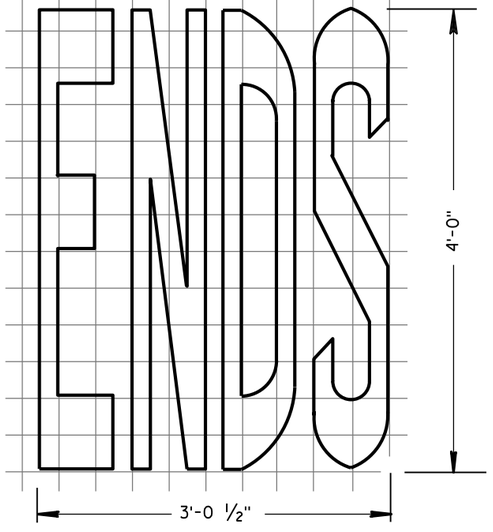
BIKE LANE WORDS



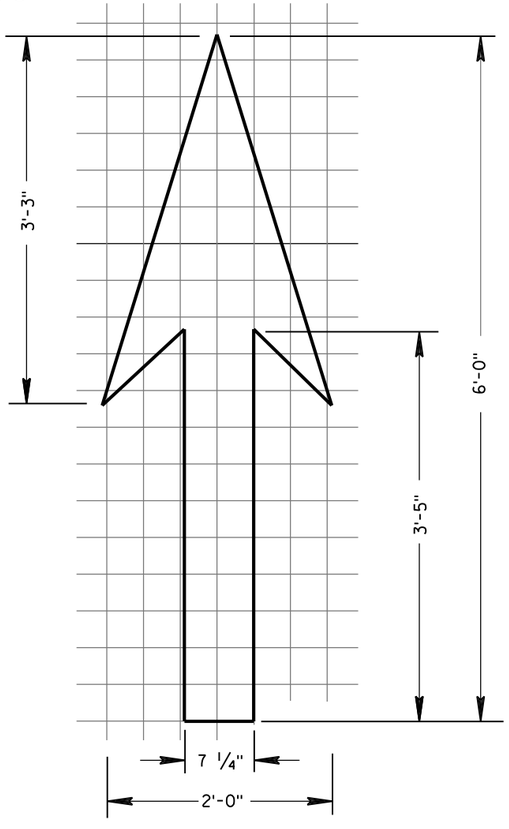
BIKE LANE SYMBOL



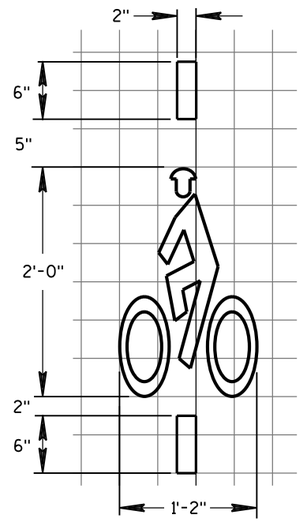
BIKE SYMBOL FOR SHARED LANE



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.

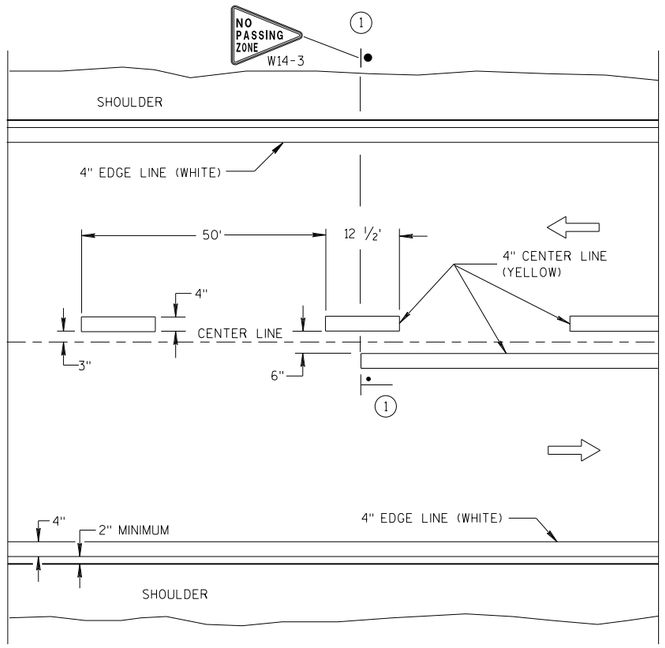
PAVEMENT MARKING FOR BIKE LANES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

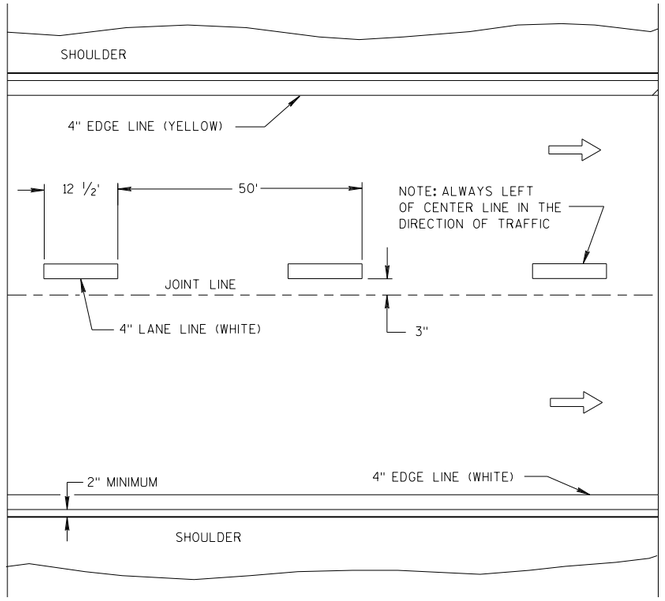
APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

S.D.D. 15 C 7-14e



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

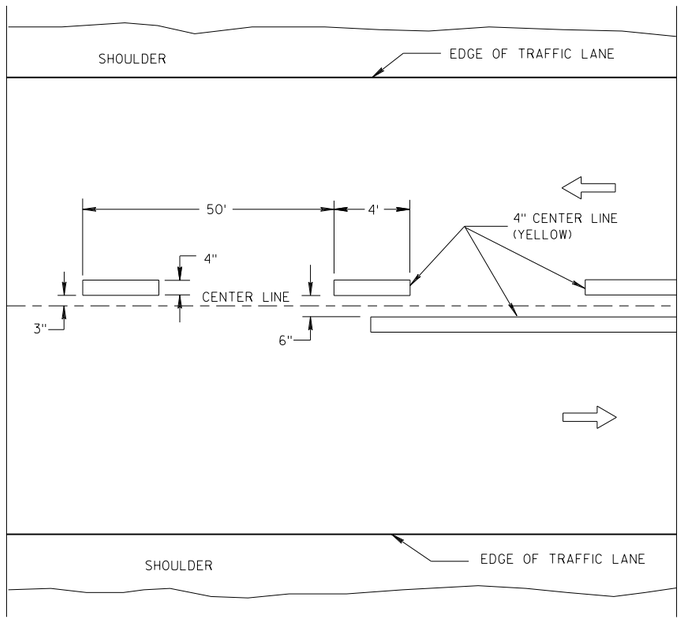
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

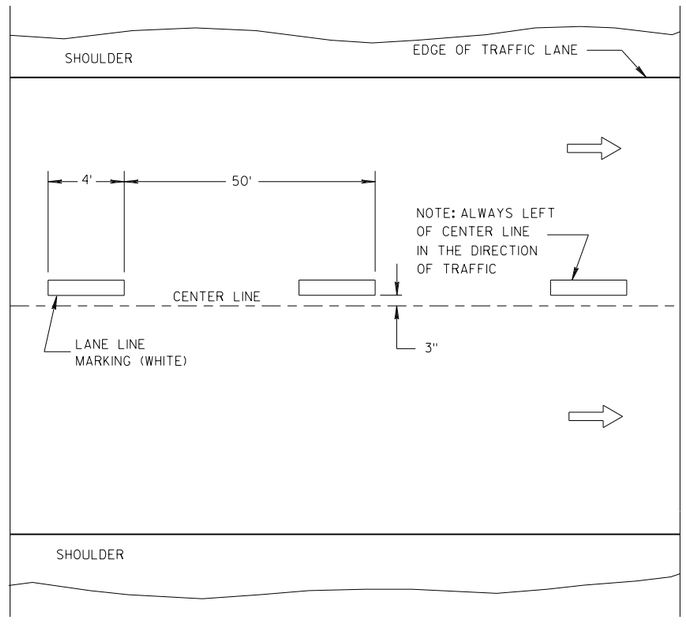
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

358

6

S.D.D. 15 C 8-19a

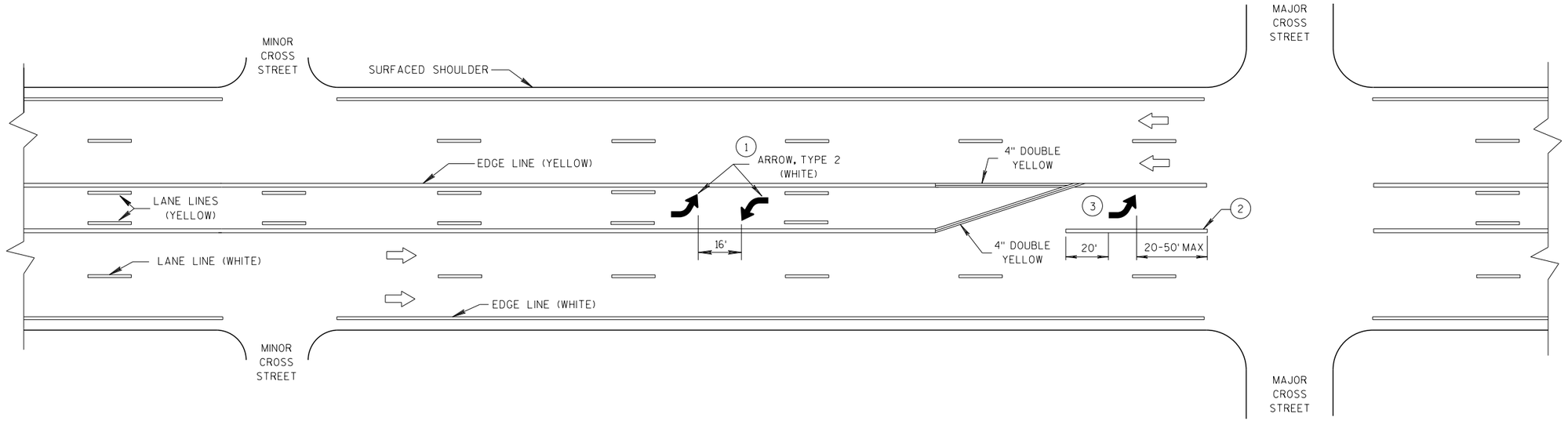
6

S.D.D. 15 C 8-19a

GENERAL NOTES

1. A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
2. 8" WHITE
3. TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC



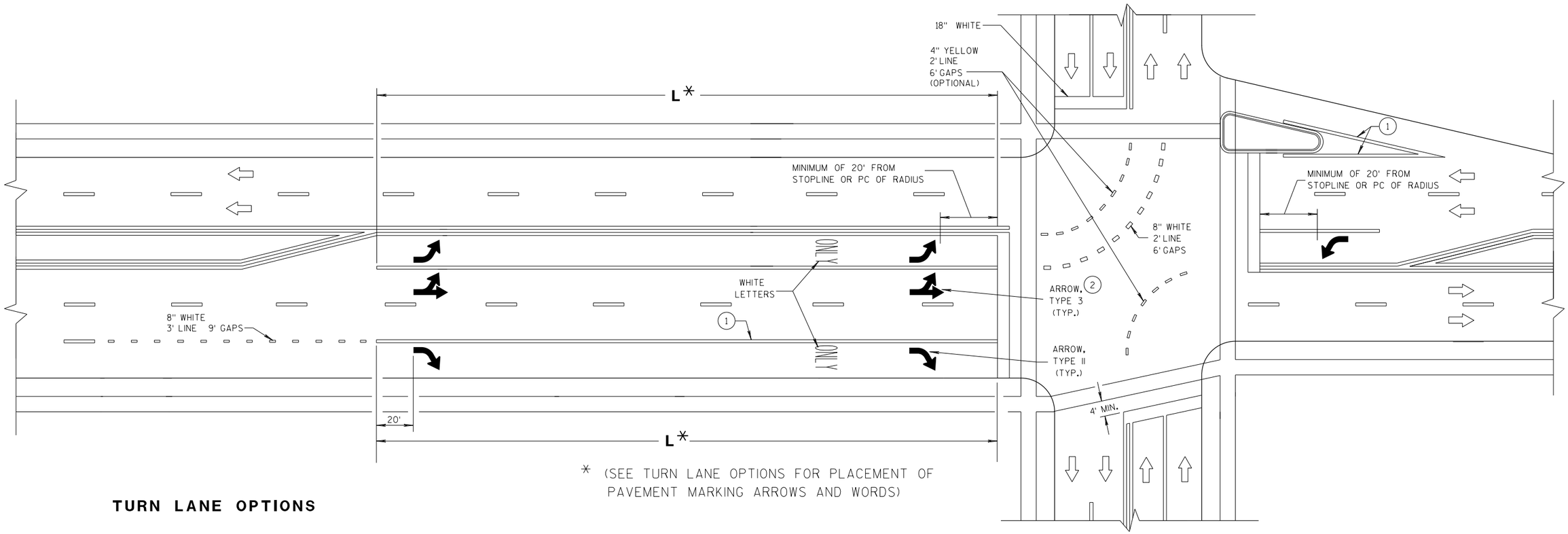
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

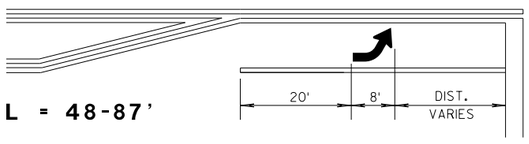
S.D.D. 15 C 8-19b



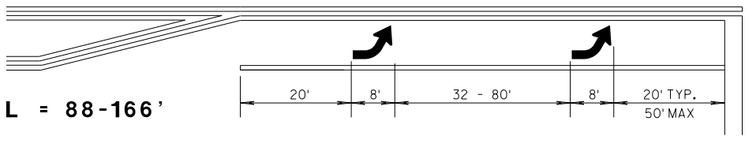
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

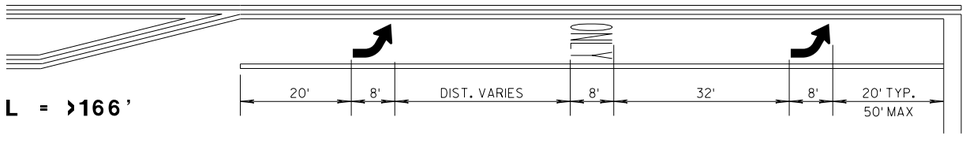
LENGTH OF TURN BAY (**L**) OF 0-47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48-87'



L = 88-166'



L = >166'

GENERAL NOTES

(1) 8" WHITE

(2) QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

⇨ DIRECTION OF TRAFFIC

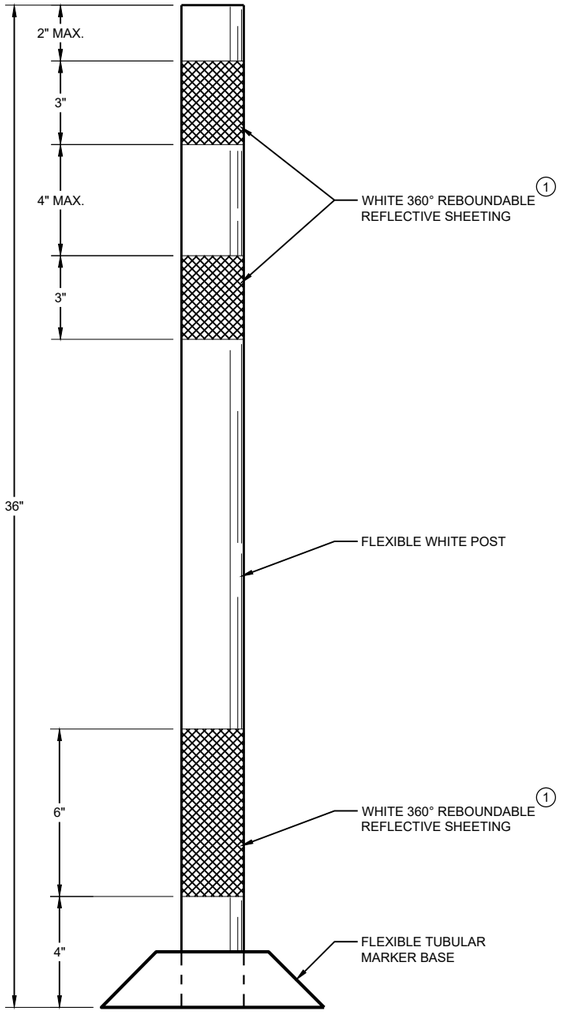
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

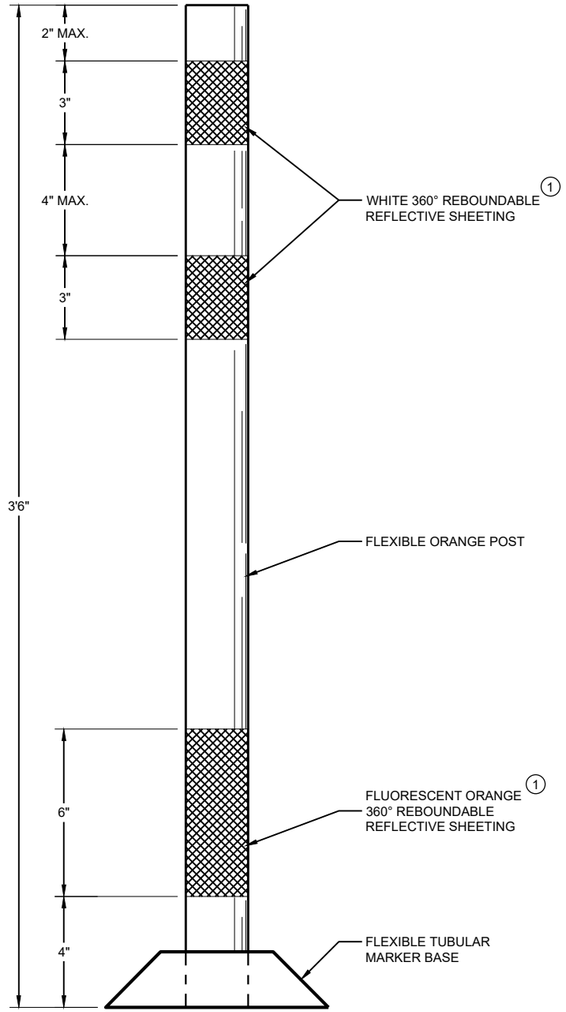
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT

6

S.D.D. 15 C 8-19c



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 THE 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.

6

SDD 15C11 - 07a

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

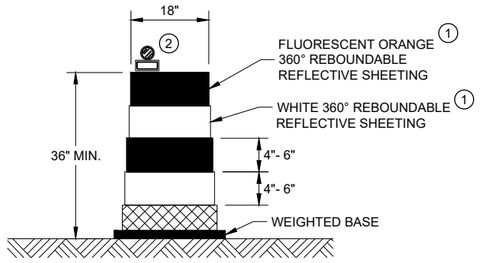
FHWA

6

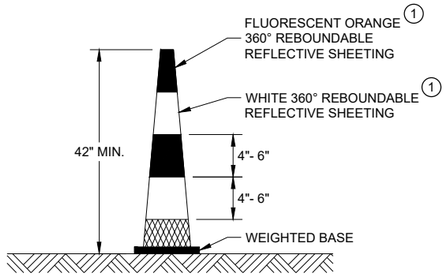
SDD 15C11 - 07a

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.

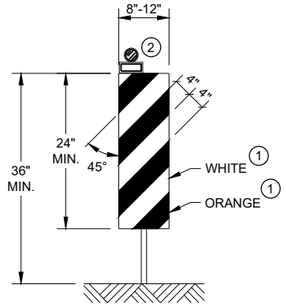


DRUM



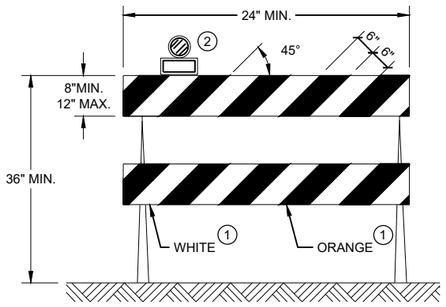
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



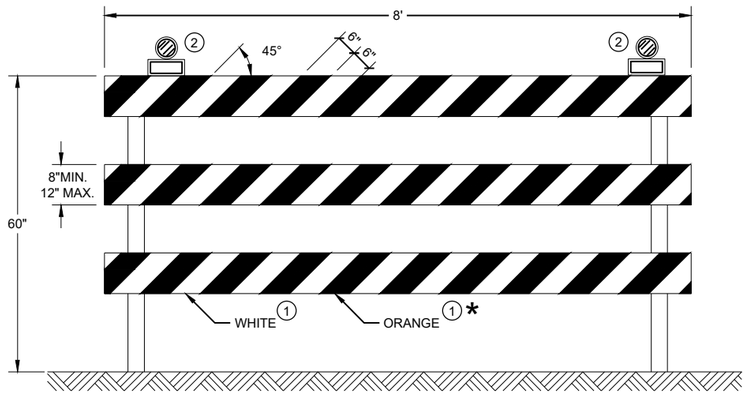
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III 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

APPROVED
June 2017
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 07b

6

SDD 15C11 - 07b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

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 PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' 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.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

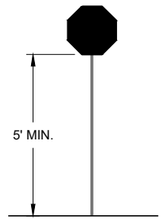
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



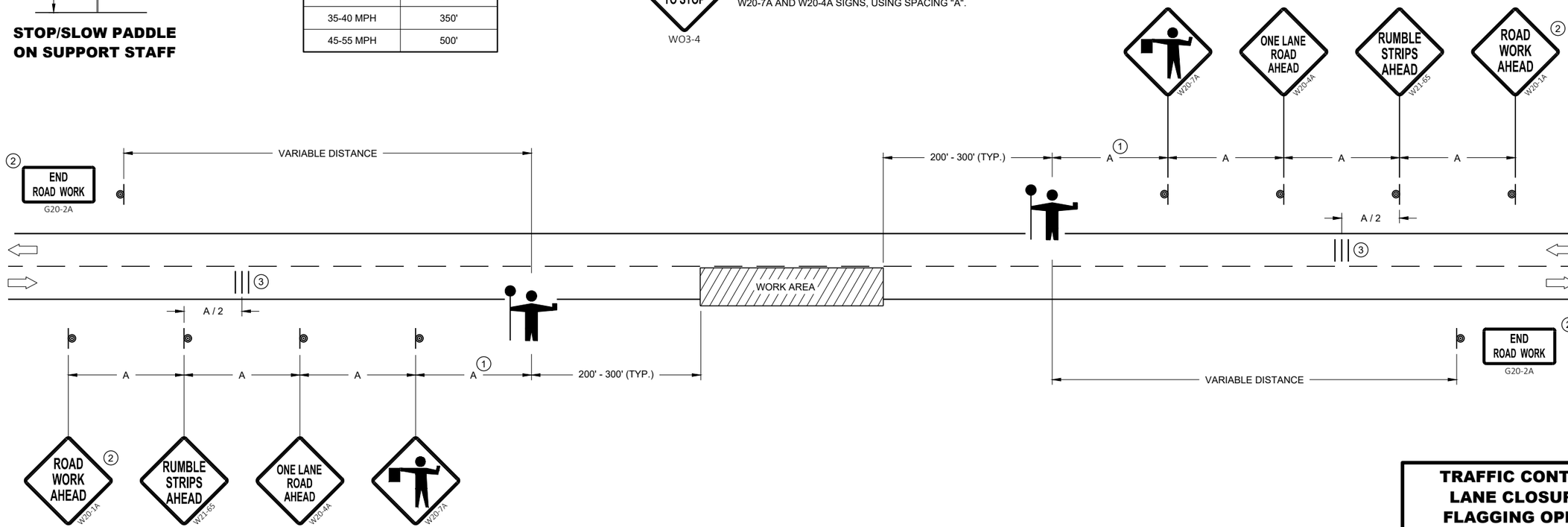
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

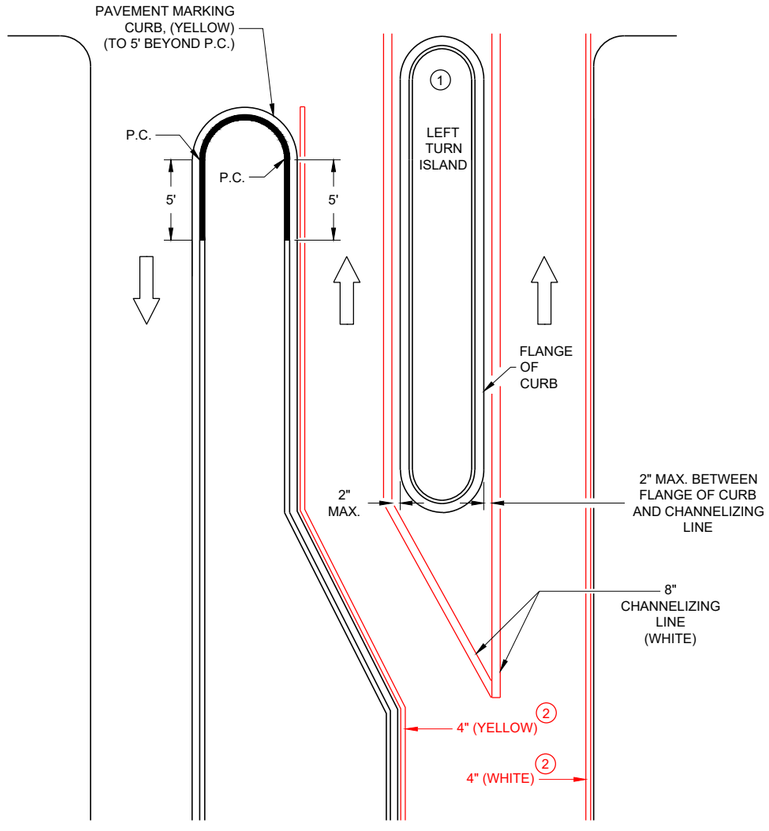
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C12 - 07

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

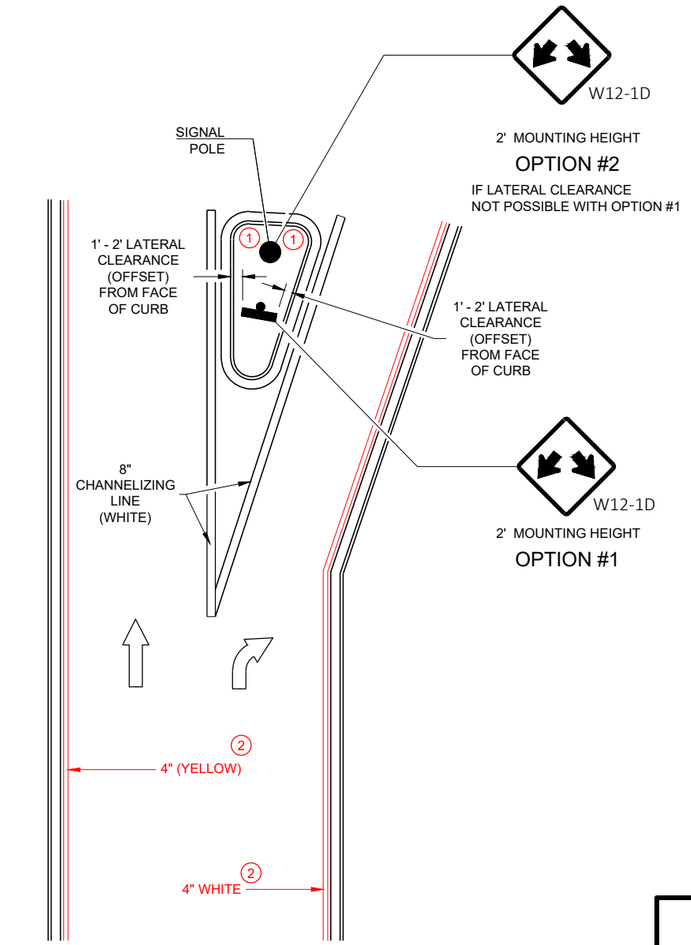
GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

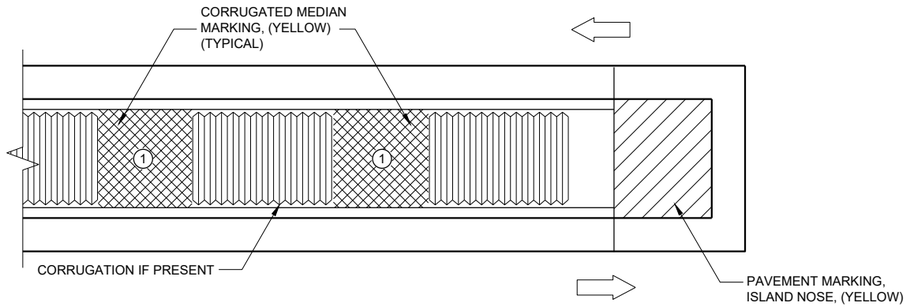
FHWA

6

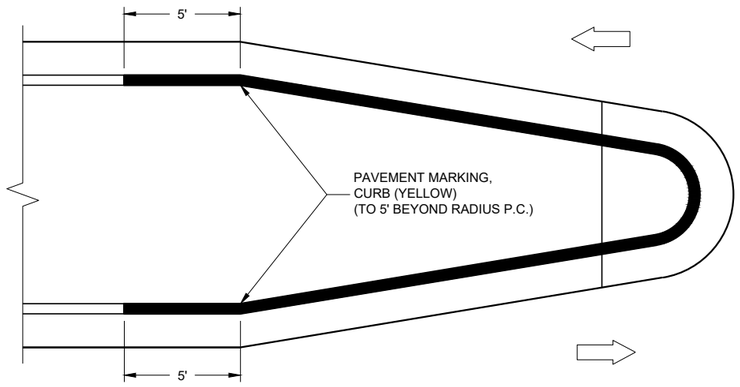
SDD 15C27 - 03a

6

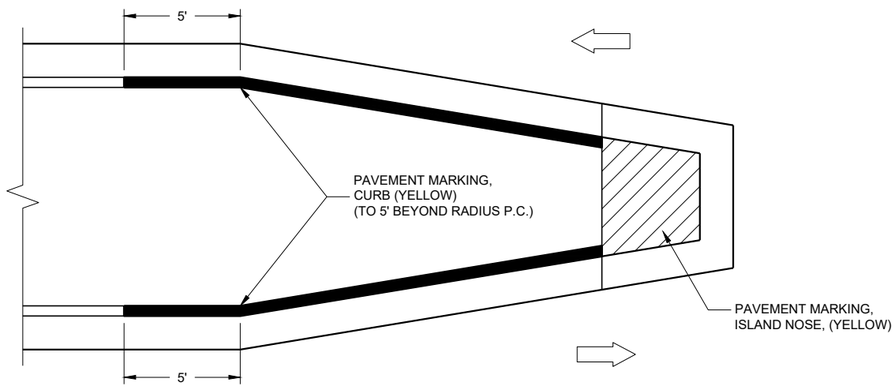
SDD 15C27 - 03a



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

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 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 MARKINGS
(ISLANDS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF
ENGINEER

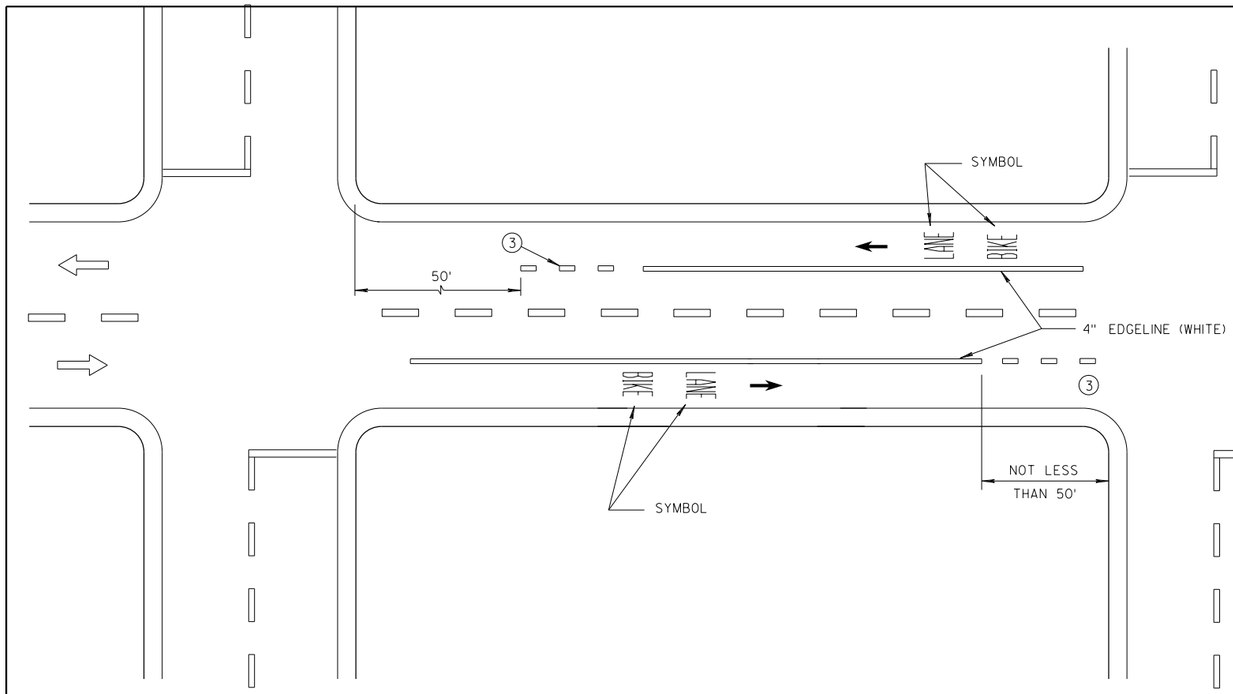
FHWA

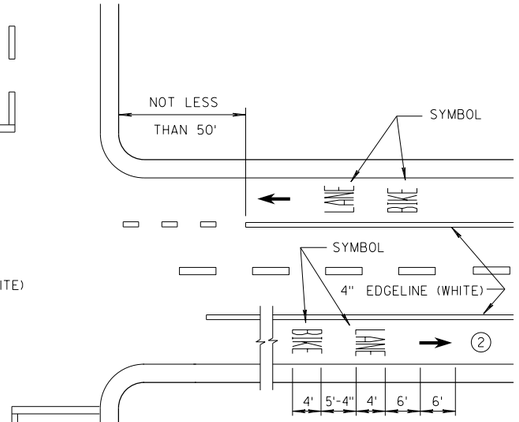
6

6

SDD 15C27 - 03b

SDD15C27 - 03b



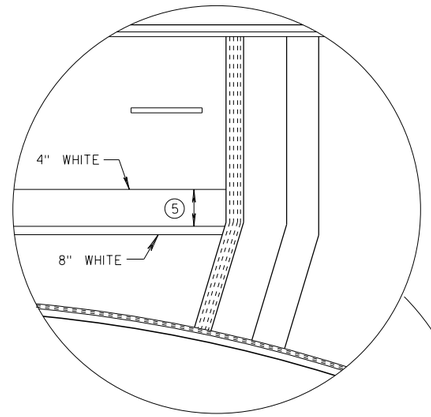


DESIGNATED BICYCLE LANE
NO PARKING

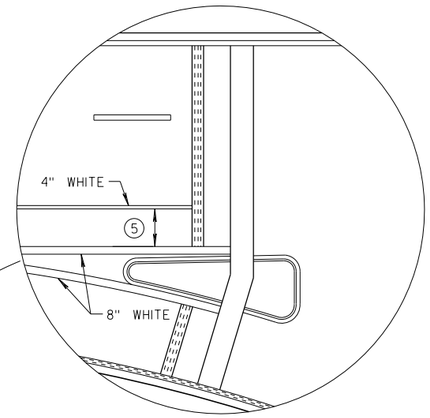
GENERAL NOTES

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 IS TYPICALLY 5 FEET WIDE AND A MINIMUM OF 4 FEET FROM A LONGITUDINAL JOINT. USE 5 FEET AT 45 MPH.
6. OMIT THESE MARKINGS FOR WIDER TURN LANE APPLICATIONS (MINIMUM OF 15 FEET WIDE TURN LANE).
7. REFER TO CONTRACT PLANS FOR LANE WIDTH.

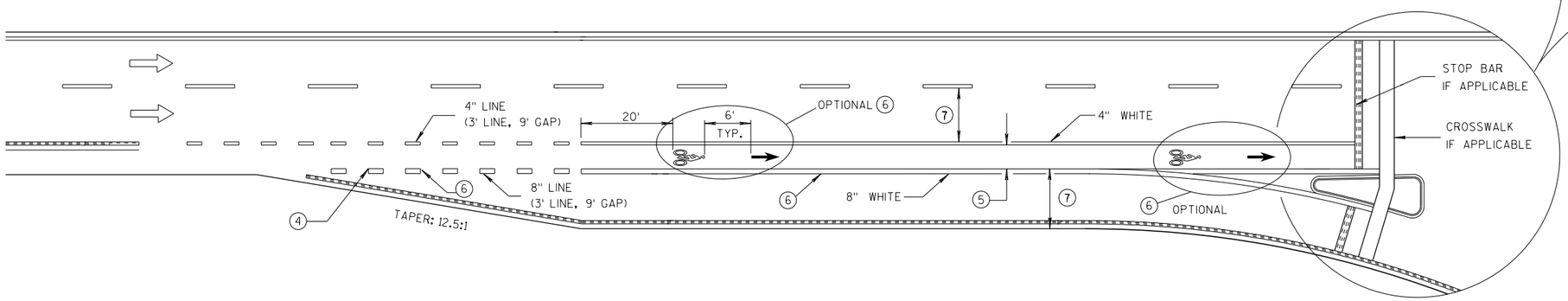
DIRECTION OF TRAVEL



4 LANE DIVIDED WITHOUT ISLAND



4 LANE DIVIDED WITH ISLAND



BIKE LANE - FOR 2-LANE ROADWAYS AND 4-LANE DIVIDED ROADWAYS
(4-LANE DIVIDED WITH RIGHT TURN LANE SHOWN)

BICYCLE LANE MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 366 NEER

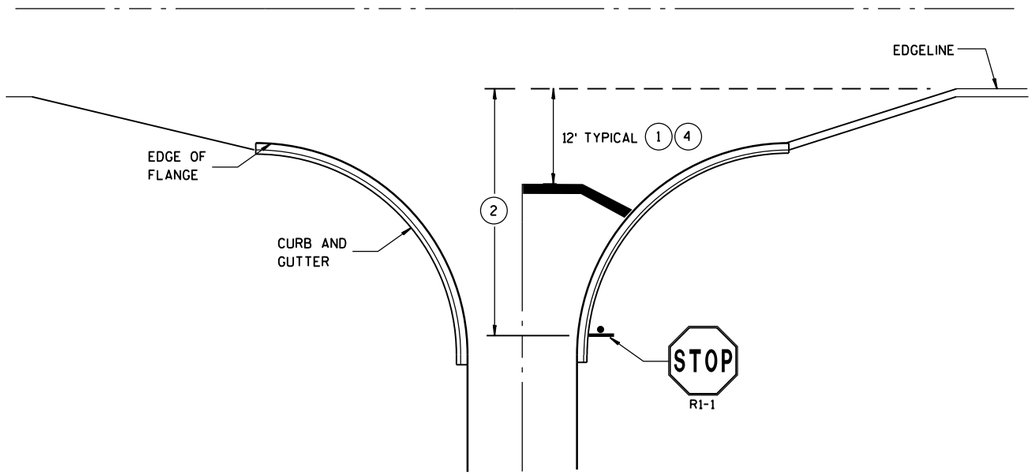
FHWA

6

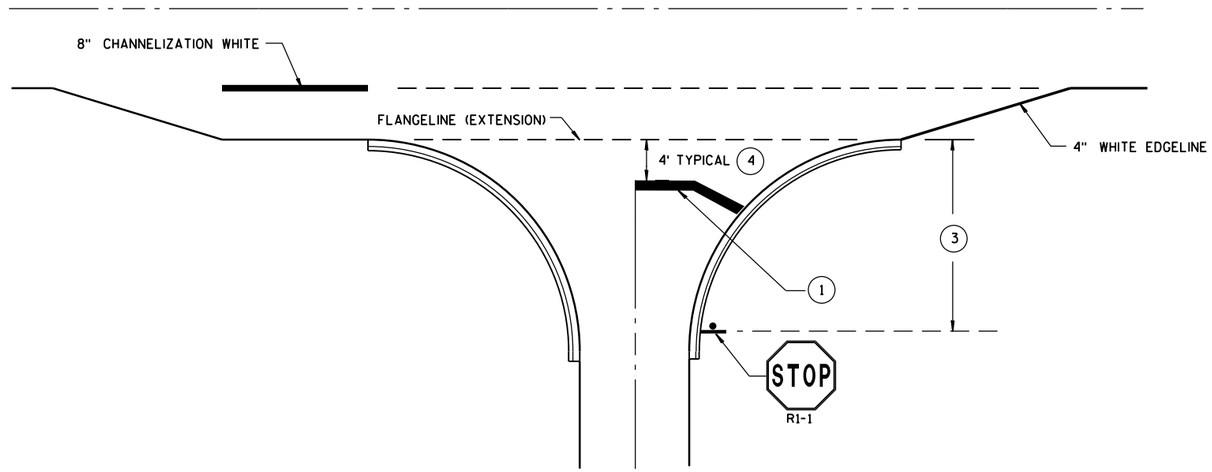
S.D.D. 15 C 29-6a

6

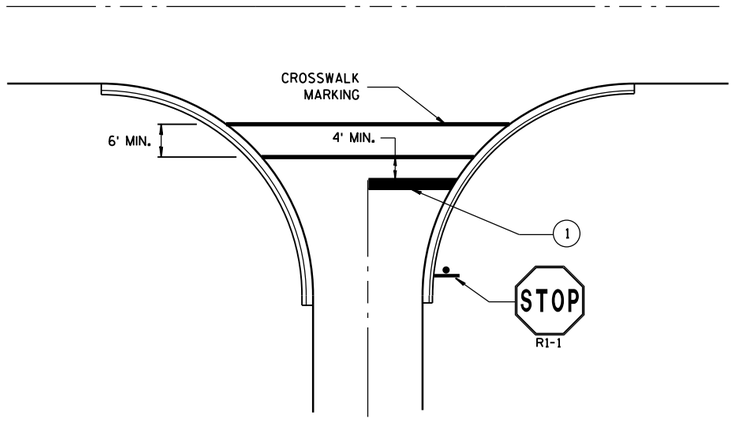
S.D.D. 15 C 29-6a



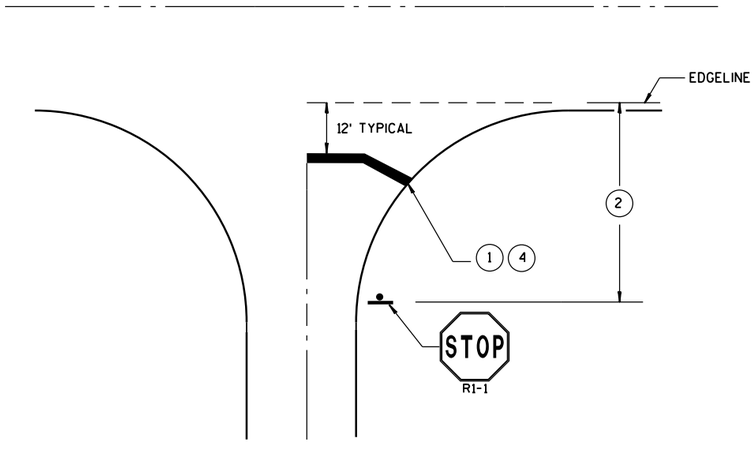
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

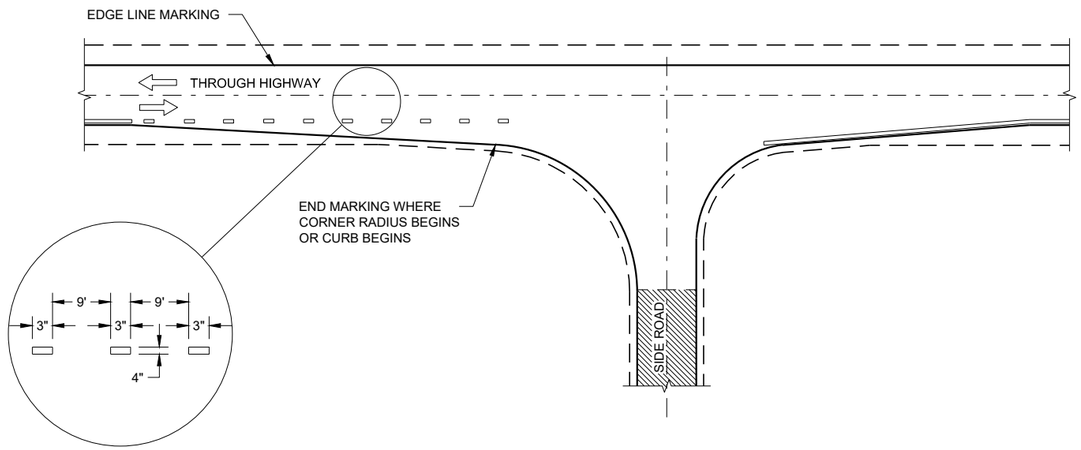
Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR 367 ...NEER

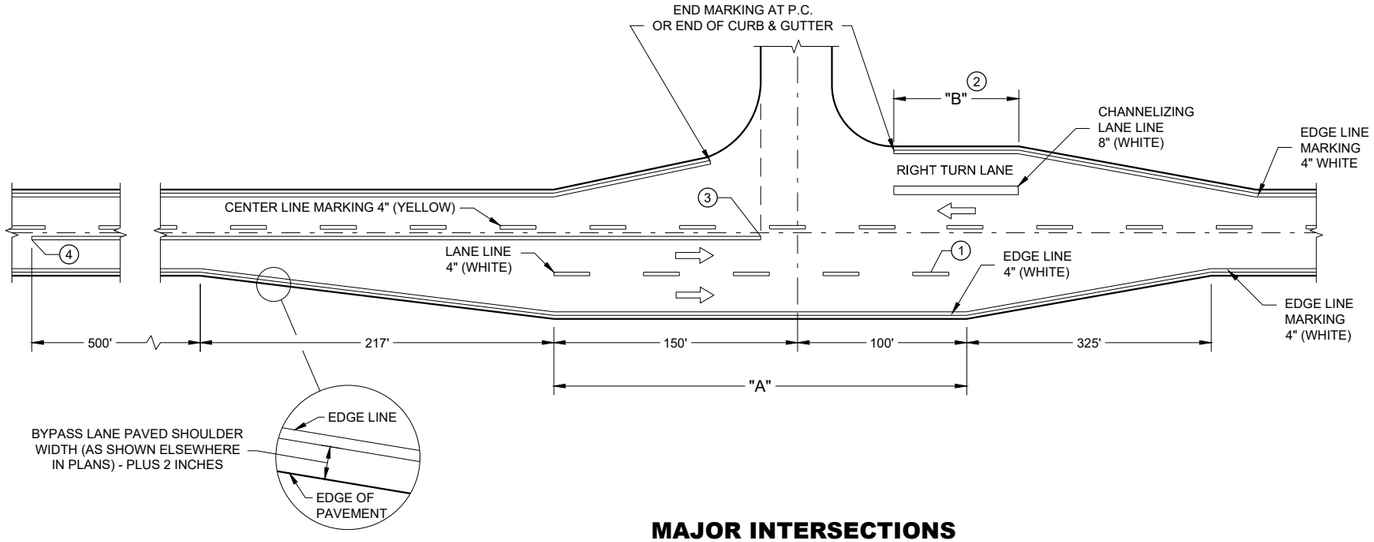
FHWA

6

S.D.D. 15 C 33-3



MINOR INTERSECTION



MAJOR INTERSECTIONS

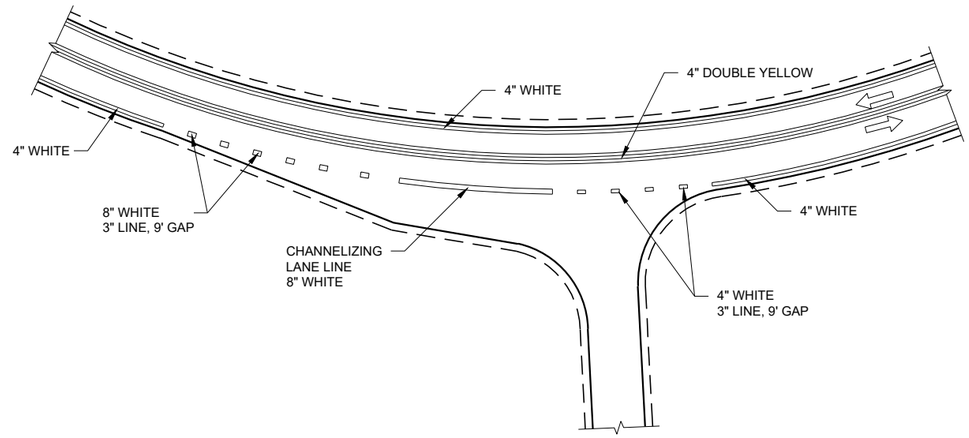
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

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



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 03a

6

SDD 15C35 - 03a

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 DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48" x 48" 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 OR AS APPROVED BY THE ENGINEER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE 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 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

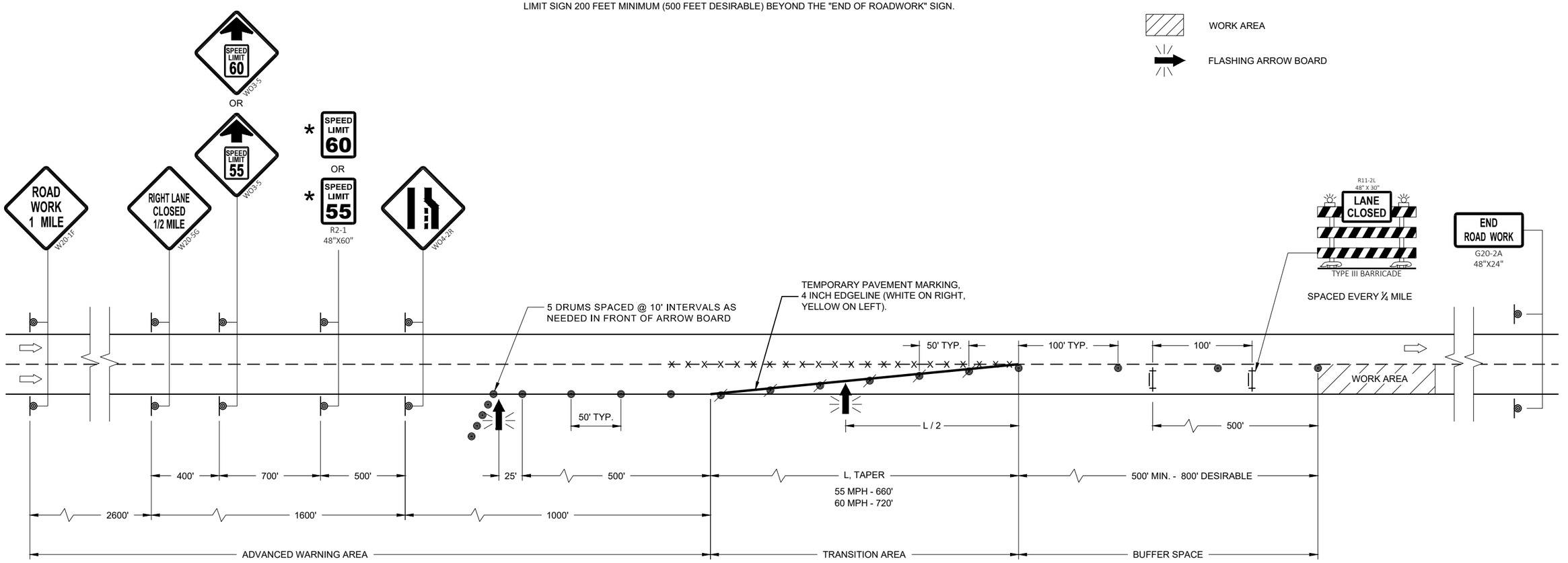
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE 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 ONE HALF 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.

* A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

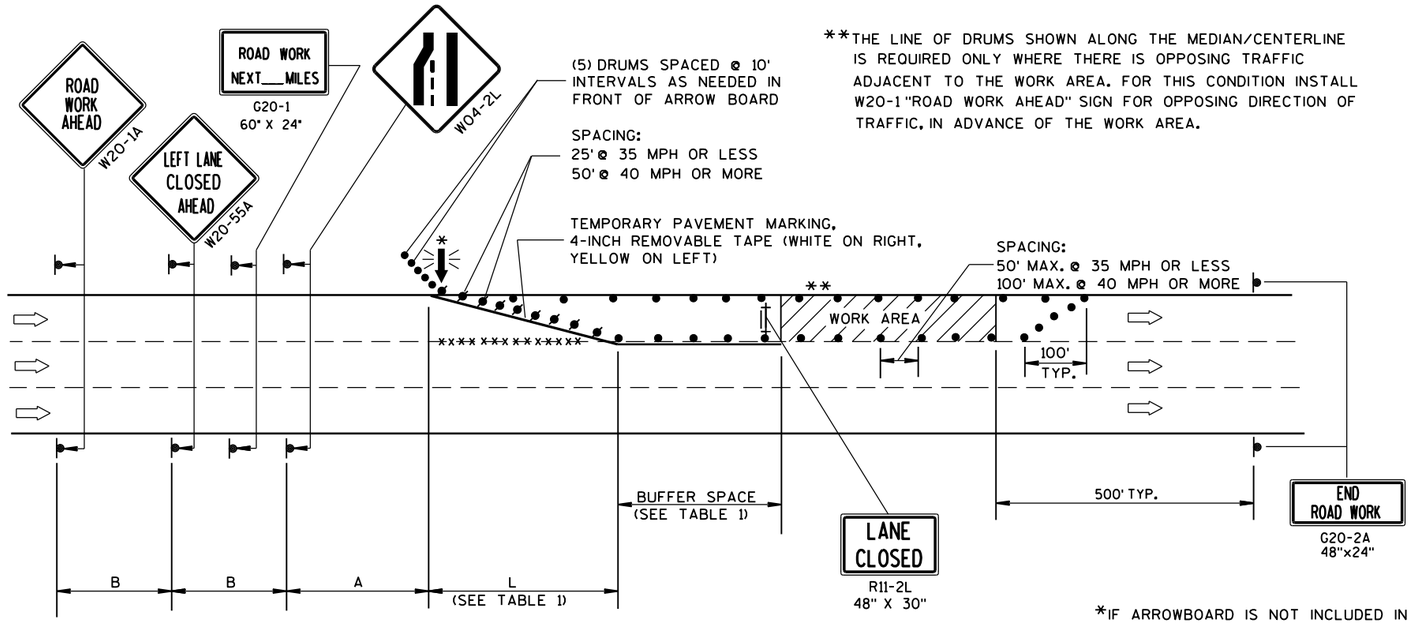
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

SDD 15D12 - 07b

6
SDD 15D12 - 07b



**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"

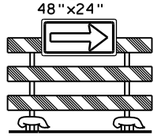


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

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

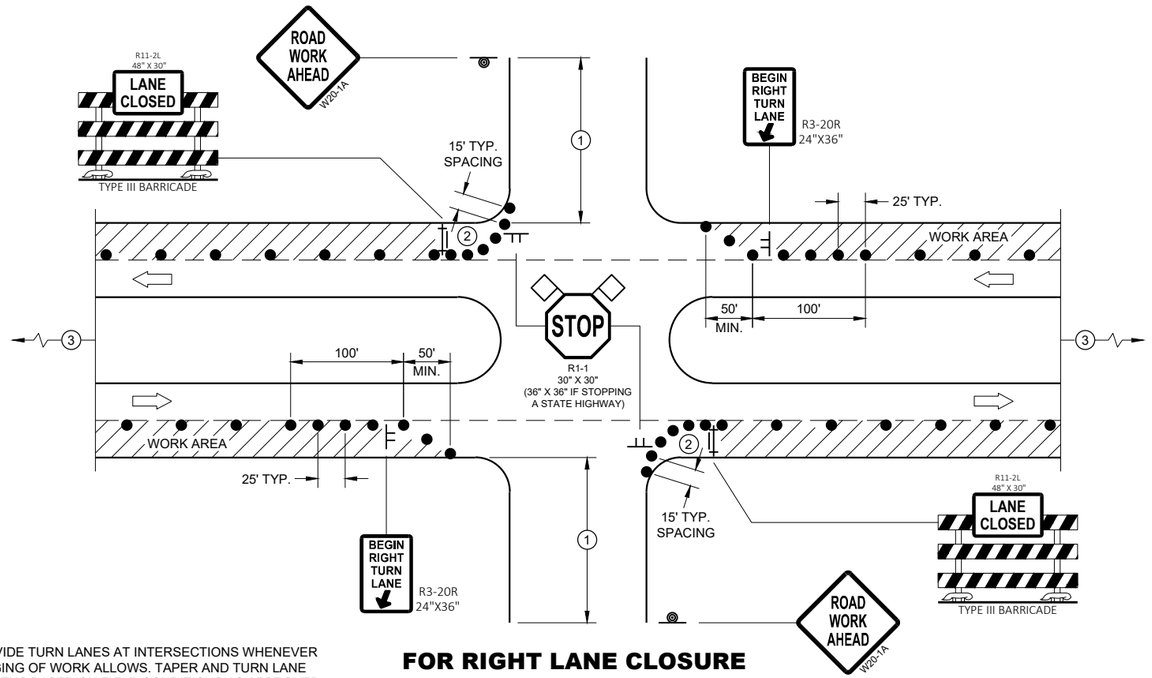
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER — IC

6

S.D.D. 15 D 20-4

6

S.D.D. 15 D 20-4



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.

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

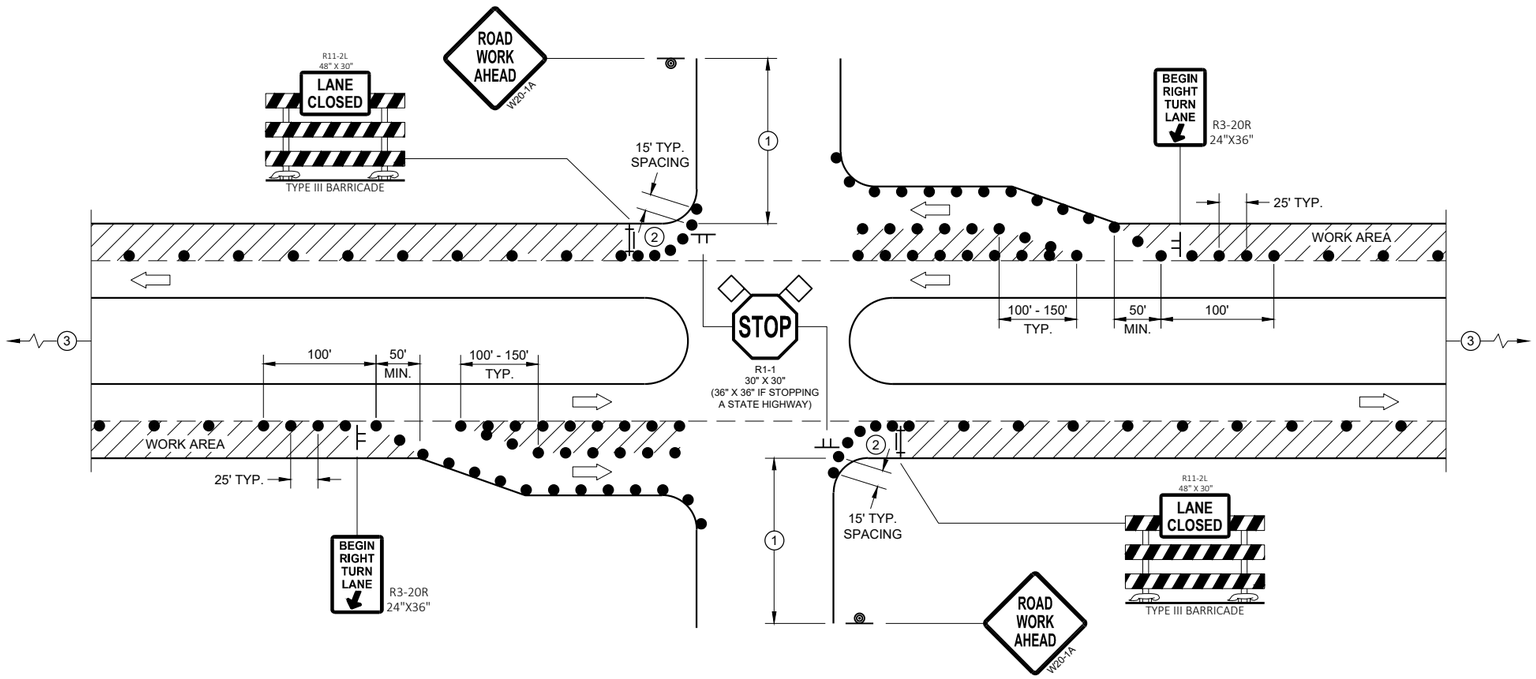
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA



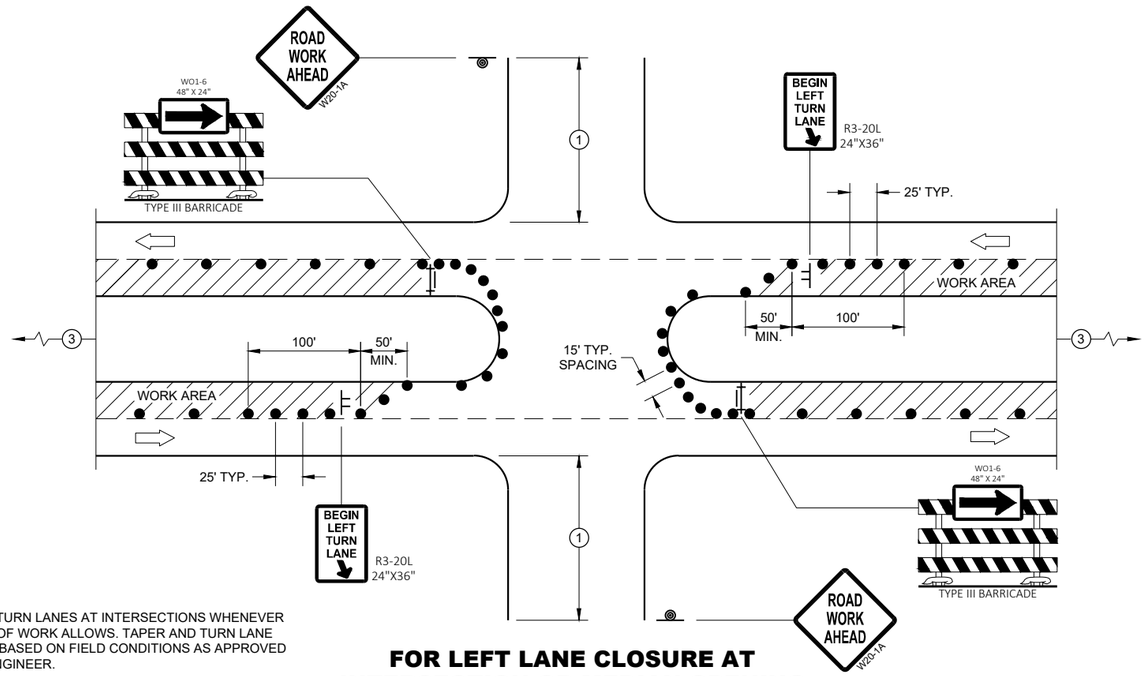
FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D21 - 06a

SDD 15D21 - 06a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

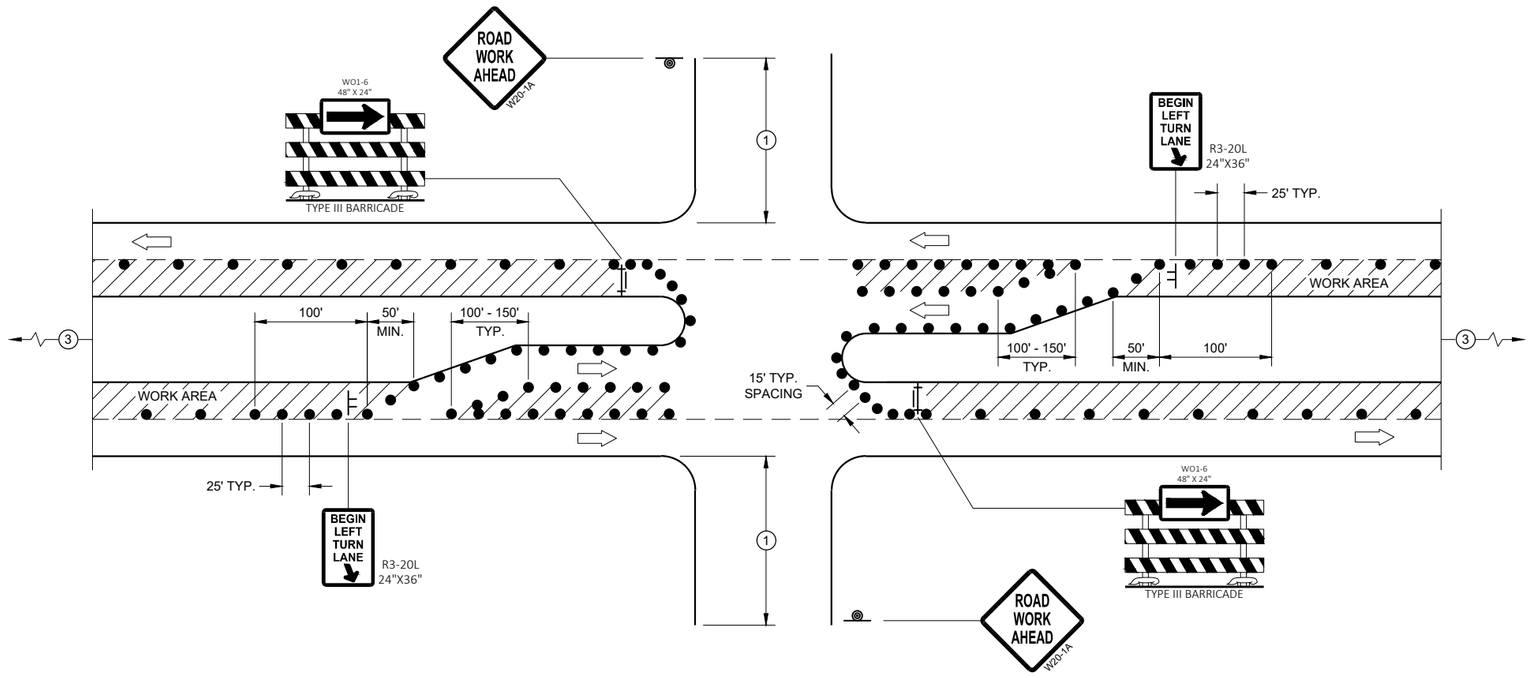
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

SDD 15D21 - 06b

SDD 15D21 - 06b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
W / S	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

W = SHOULDER WIDTH (FEET
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L= WS AT 45 MPH OR GREATER
L = WS² / 60 AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = 1/3L

GENERAL NOTES

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 THE REGIONAL TRAFFIC UNIT.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

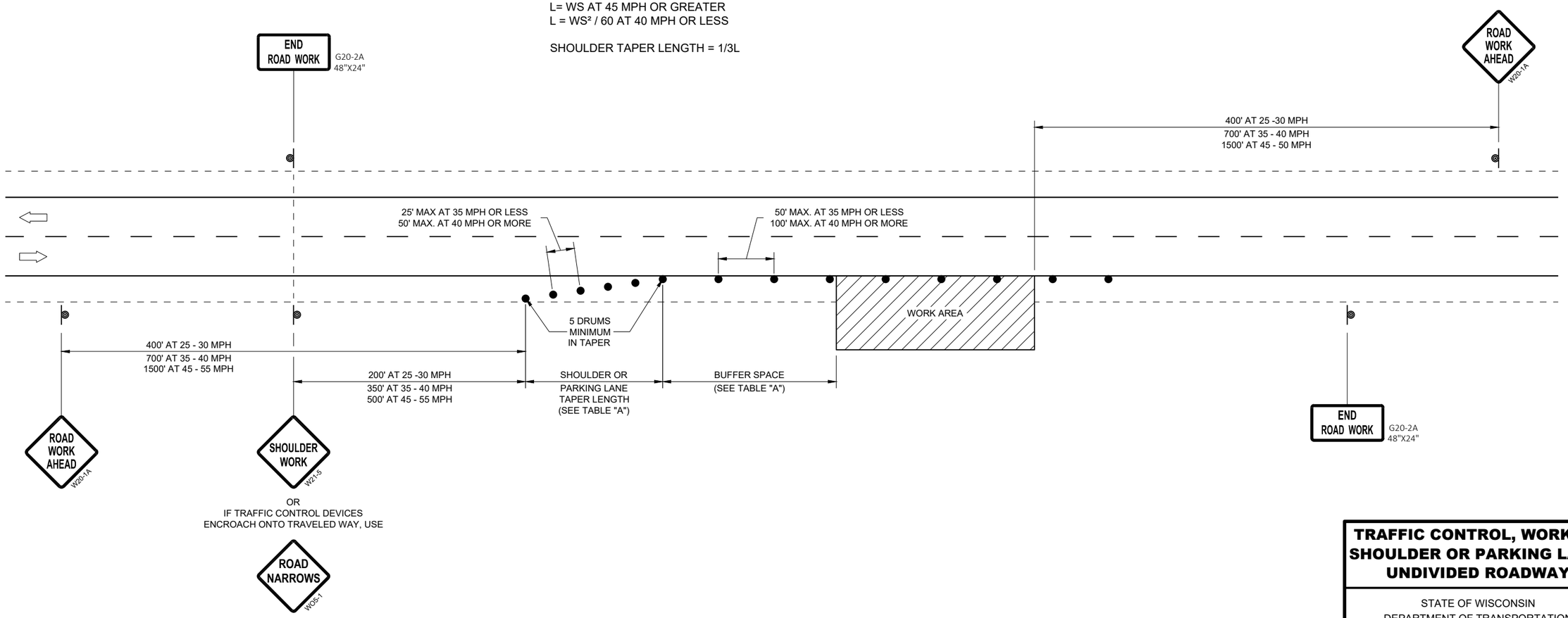
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS 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.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY RESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

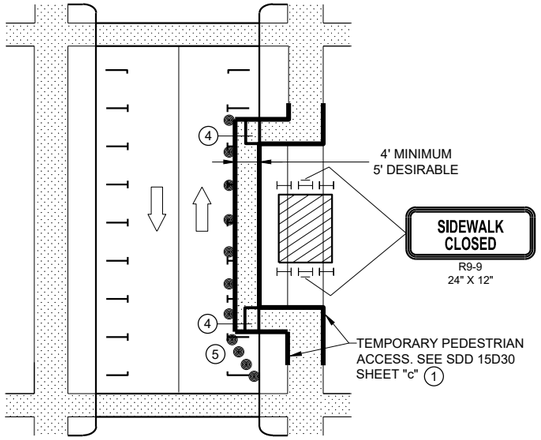
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

6

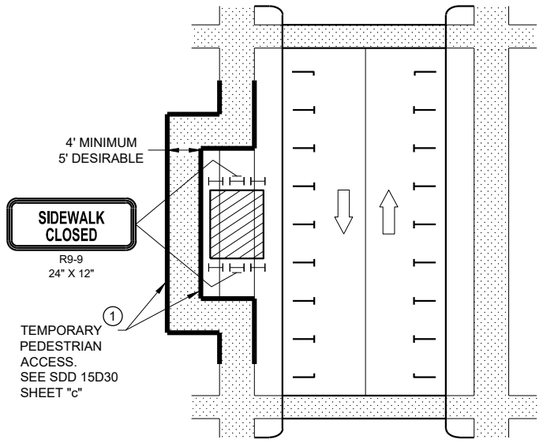
SDD 15D28 - 03

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

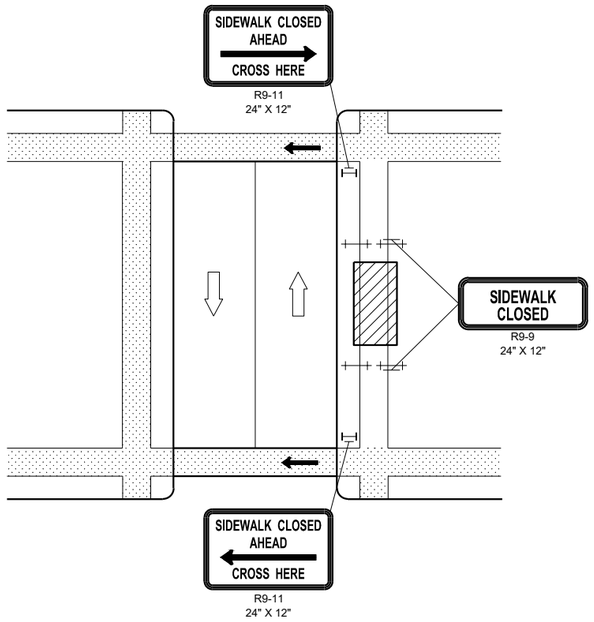


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

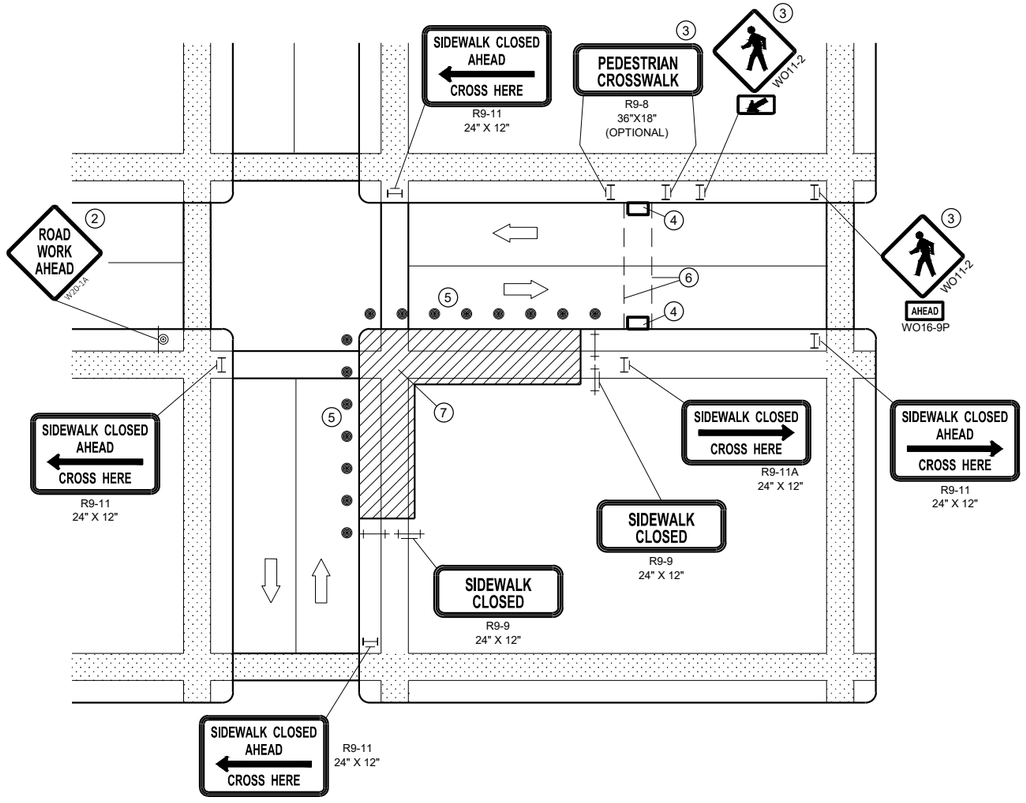
NOTE: LAYOUT SAME AS ABOVE.



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 NIGHTIME 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 BETWEEK 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 WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
4. TEMPORARY CURB RAMPS. SEE SDD 15D30 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
- TRAFFIC CONTROL DRUM
- 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)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

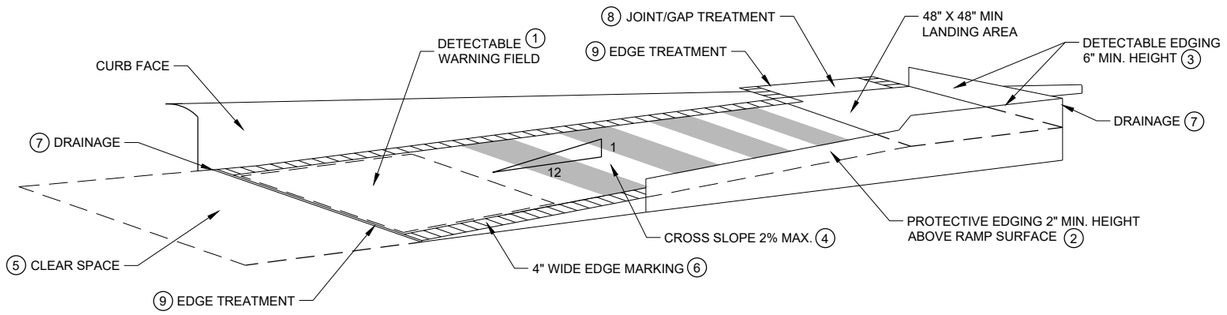
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

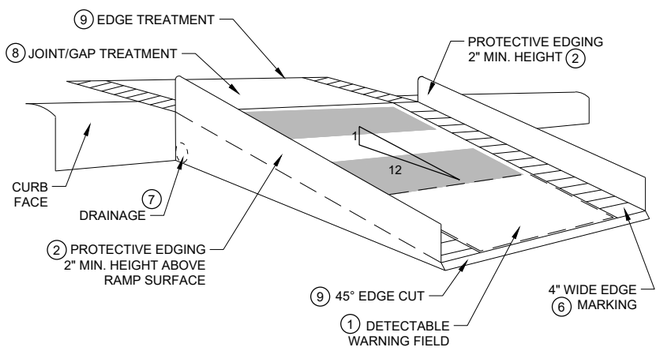
SDD 15D30 - 05a

6

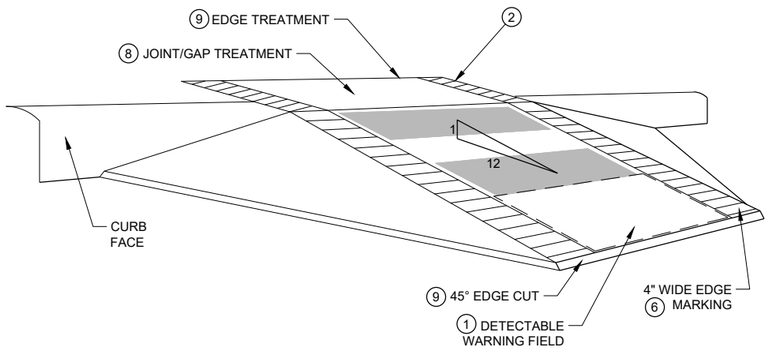
SDD 15D30 - 05a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

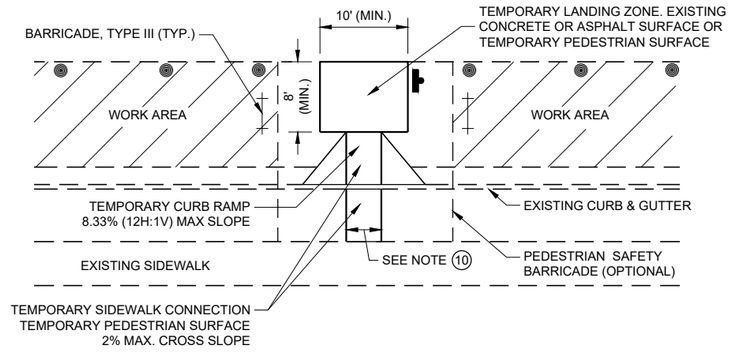
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

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 A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, 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" X 48" 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 ½" WIDTH.
9. CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES SHALL BE VERTICAL UP TO ¼" HIGH AND BEVELED AT 1:2 BETWEEN ¼" AND ½".
10. 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



TEMPORARY BUS STOP PAD

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

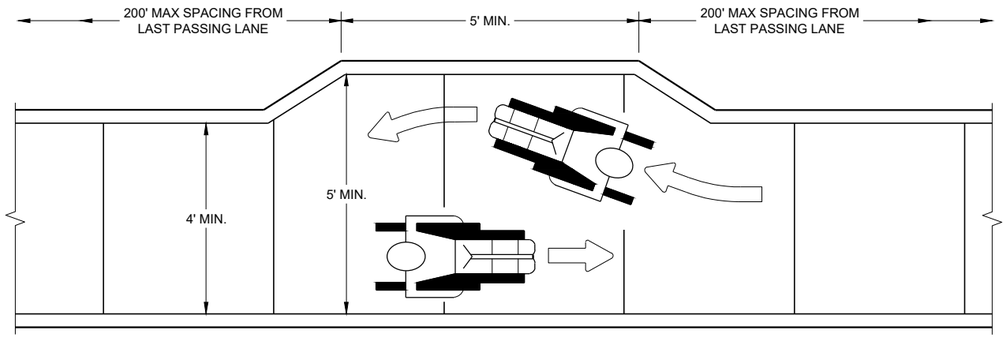
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

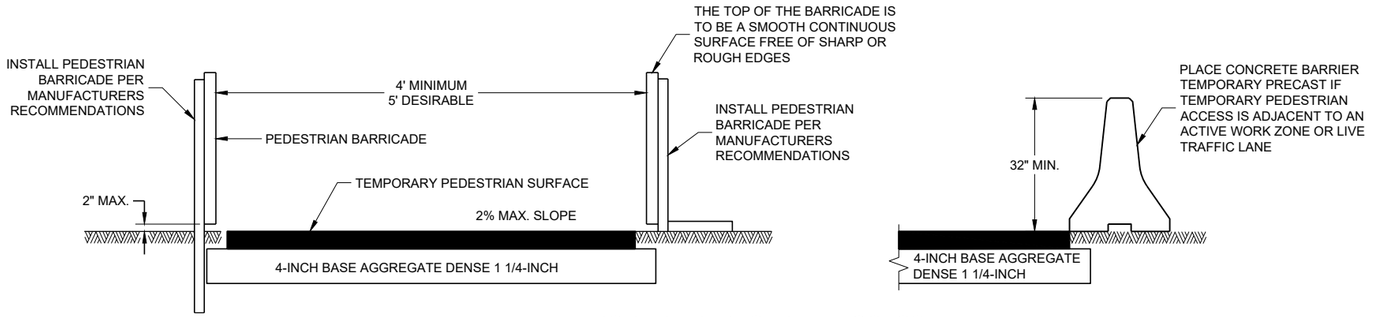
SDD 15D30 - 05b

6

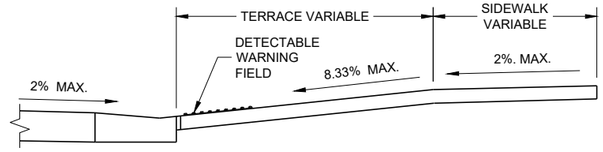
SDD 15D30 - 05b



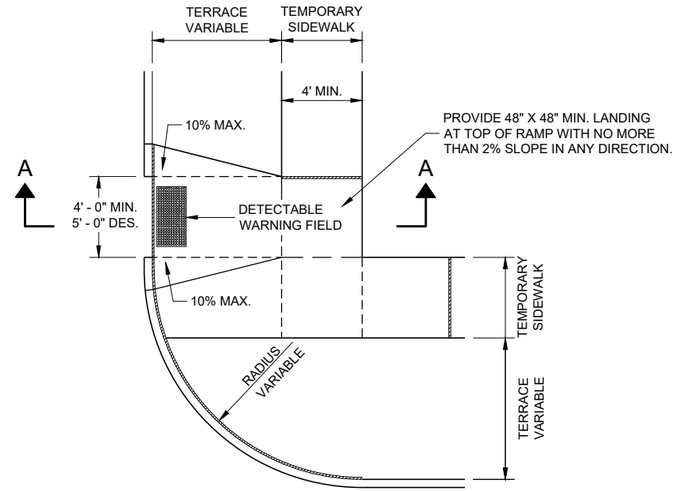
NARROW SIDEWALK PASSING DETAIL



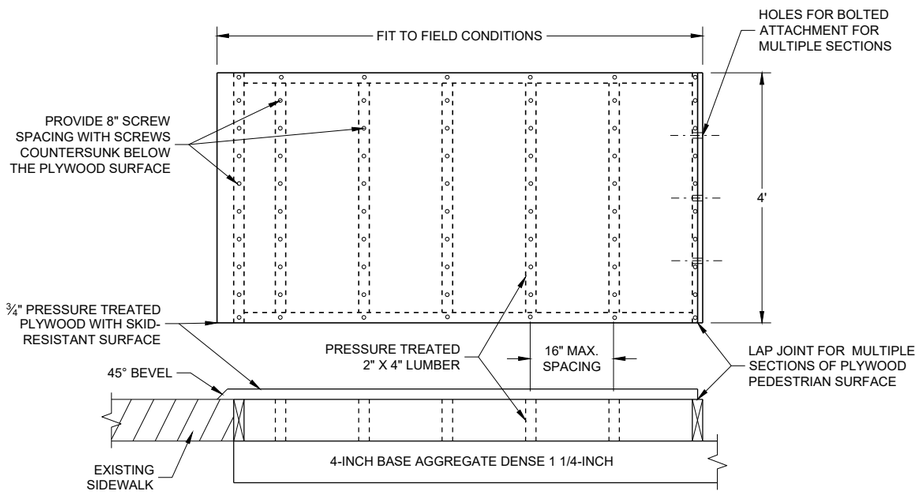
TEMPORARY PEDESTRIAN ACCESS



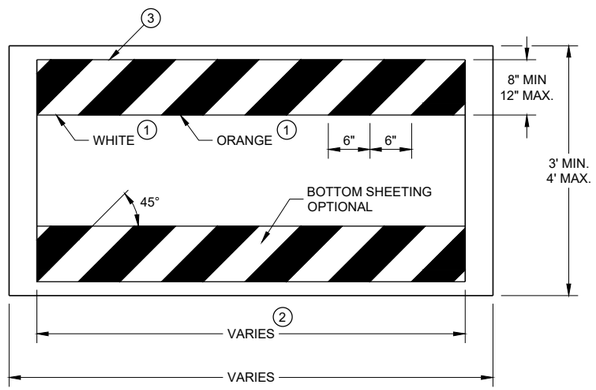
SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

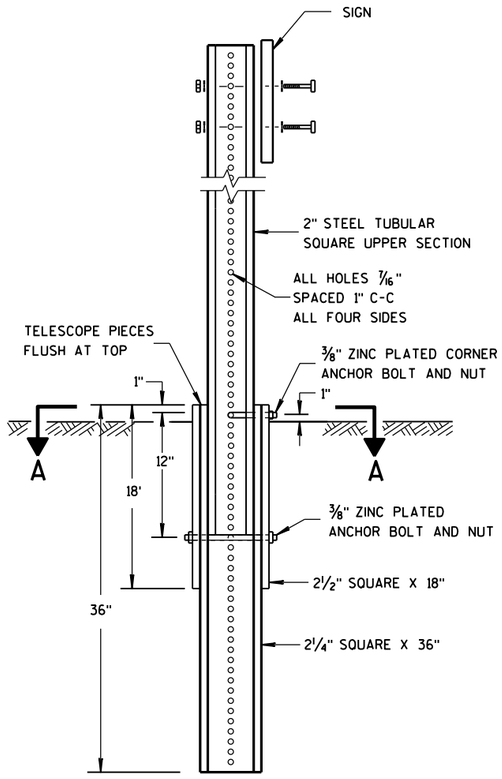
APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE 376

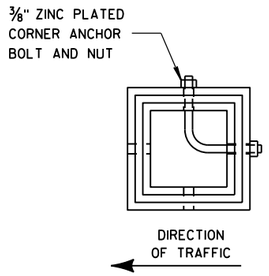
FHWA

6

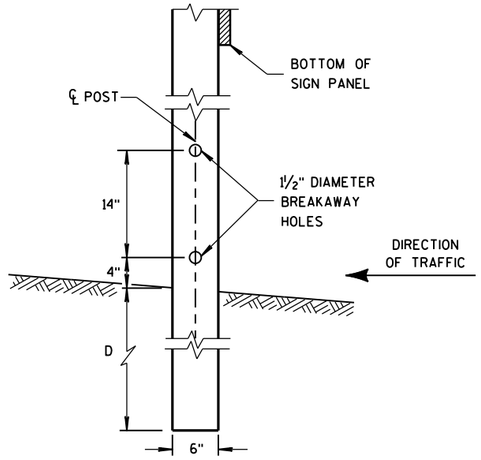
SDD 15D30 - 05c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



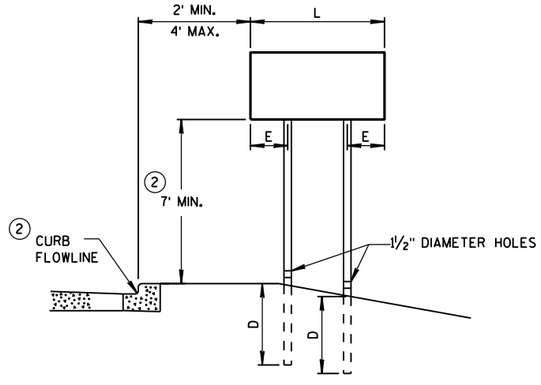
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

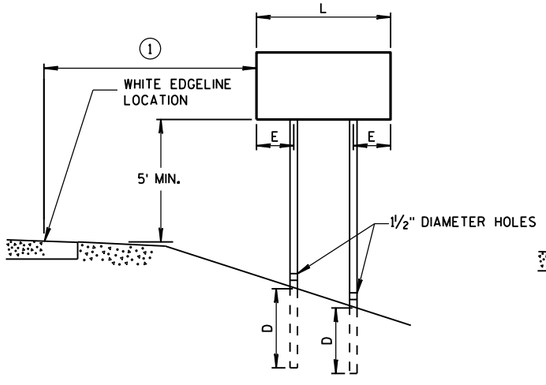
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

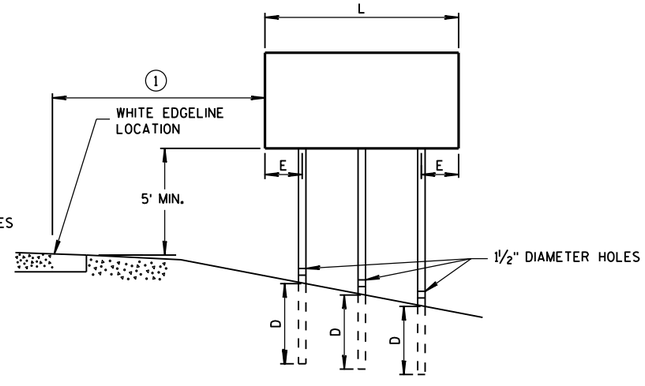
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

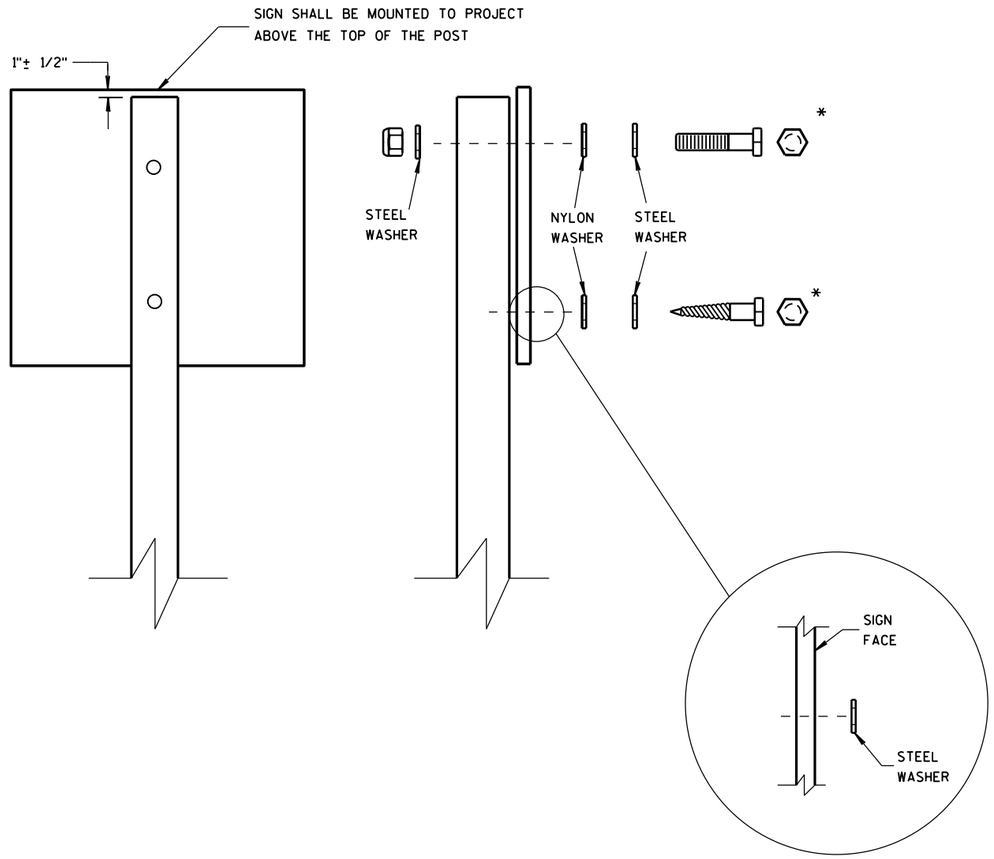
SEE NOTE (3)

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.

6

6

S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

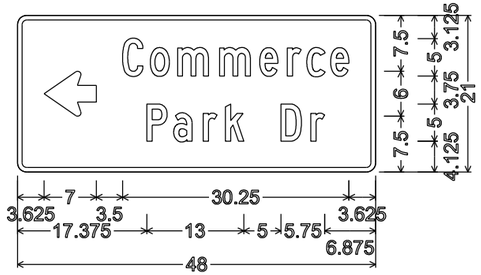
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

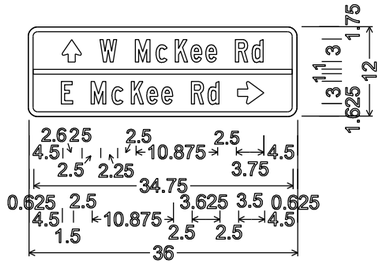
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

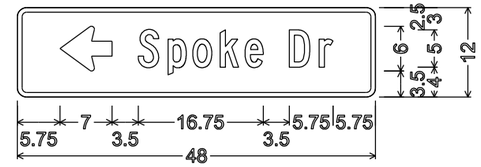
FHWA



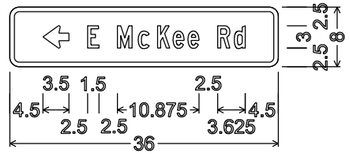
D1-2 ; 1.250" Radius, 0.625" Border



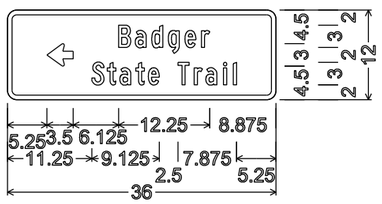
D1-2 ; 1.250" Radius, 0.625" Border



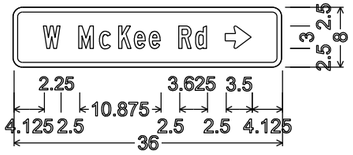
D1-1 ; 1.250" Radius, 0.625" Border



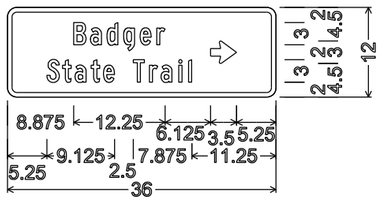
D1-1 ; 1.250" Radius, 0.625" Border



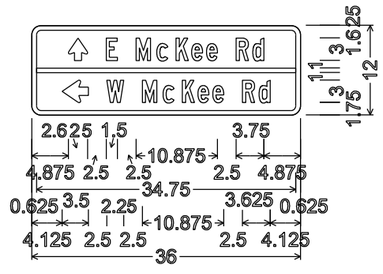
D1-1 ; 1.250" Radius, 0.625" Border, White on Brown



D1-1 ; 1.250" Radius, 0.625" Border



D1-1 ; 1.250" Radius, 0.625" Border, White on Brown



D1-2 ; 1.250" Radius, 0.625" Border

NOTES

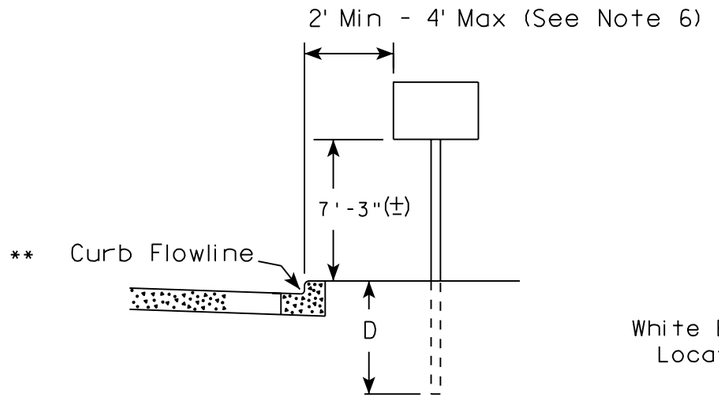
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green except as noted.
   Message - White
3. Message Series - C

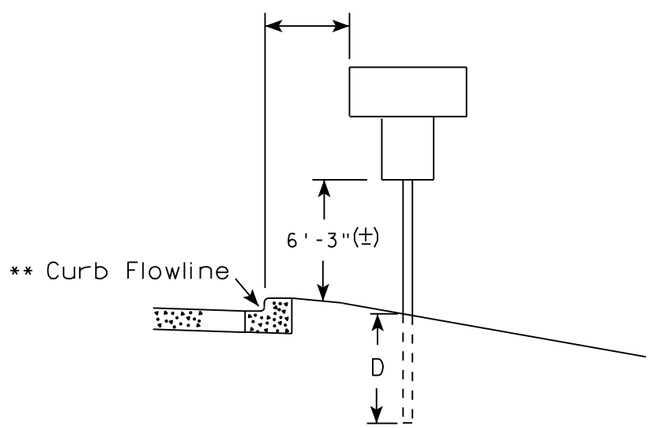
7

7

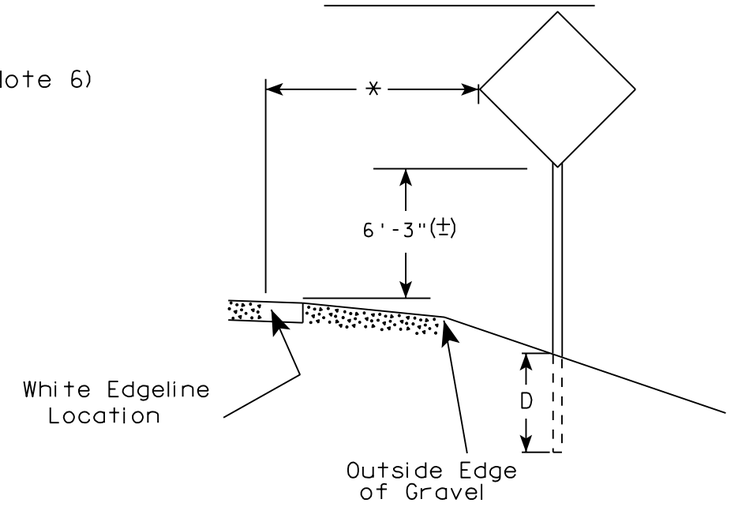
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	PERMANENT SIGNING	SHEET NO: 379	E

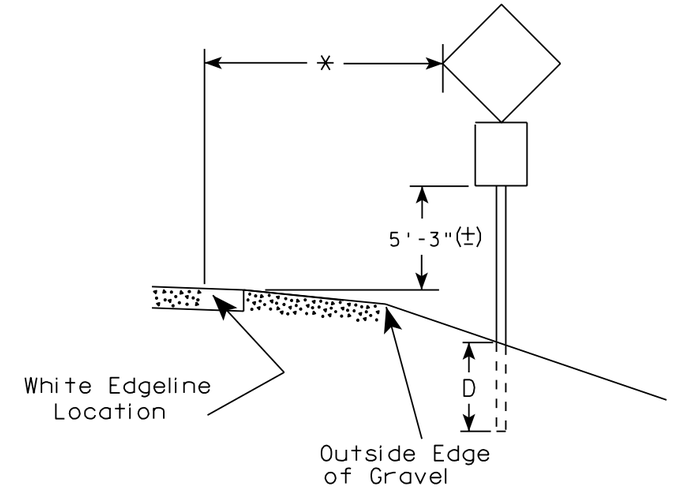
URBAN AREA





RURAL AREA (See Note 2)





GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

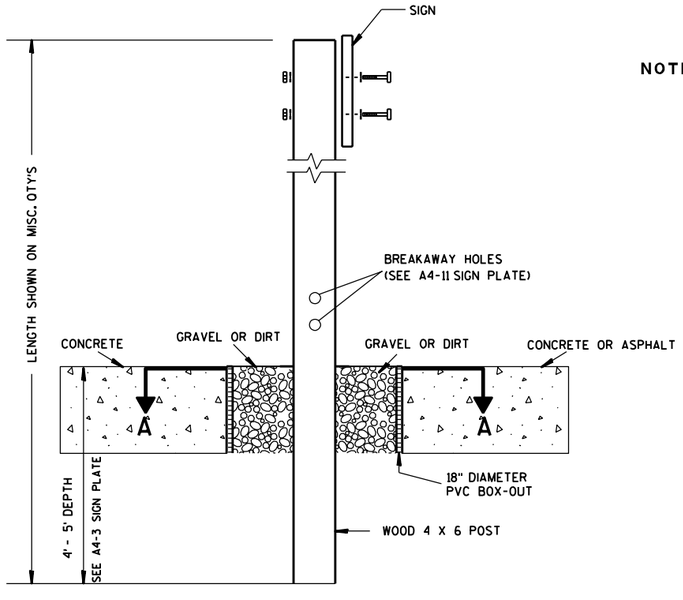
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

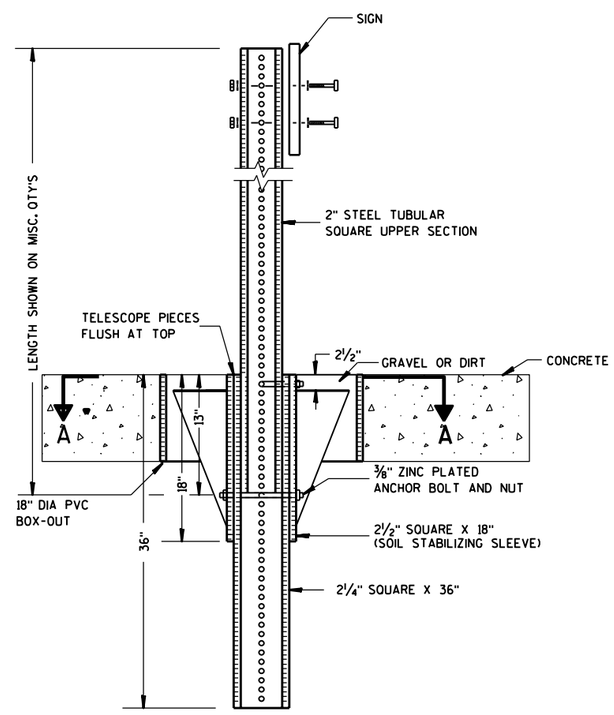
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 380	E



ELEVATION VIEW

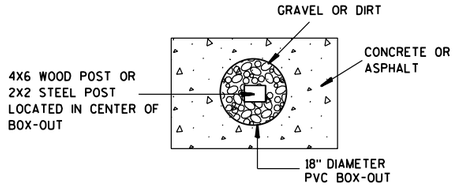
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

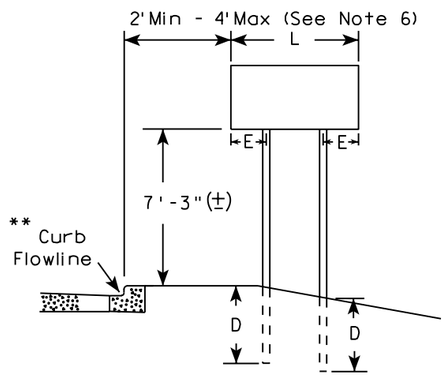
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE A4-3B.1

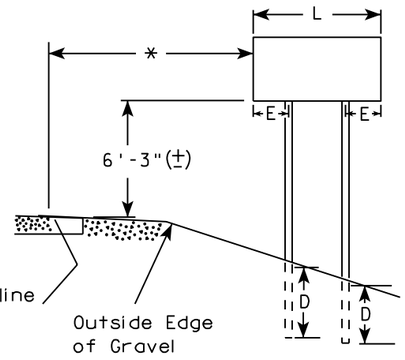
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

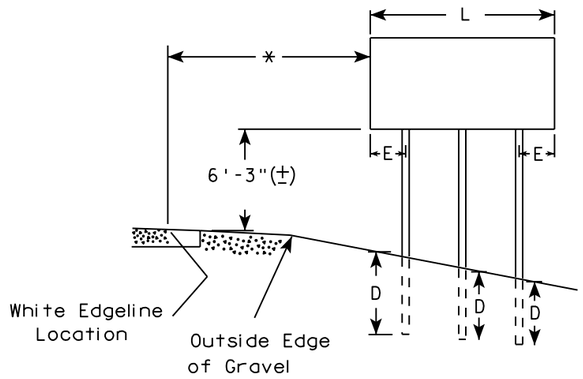
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

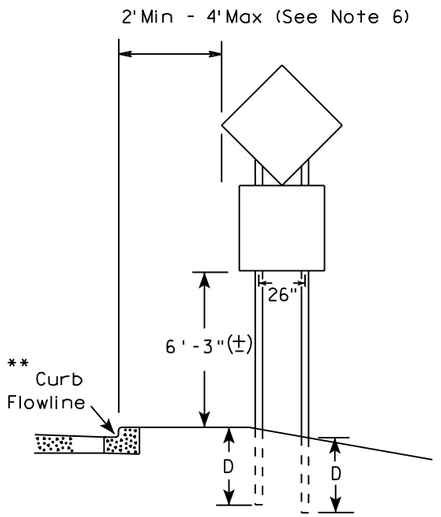
URBAN AREA



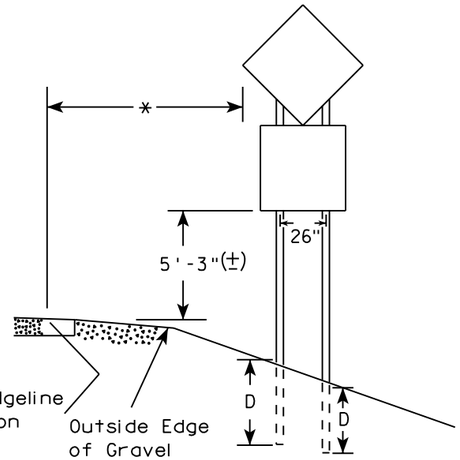
RURAL AREA (See Note 3)







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'

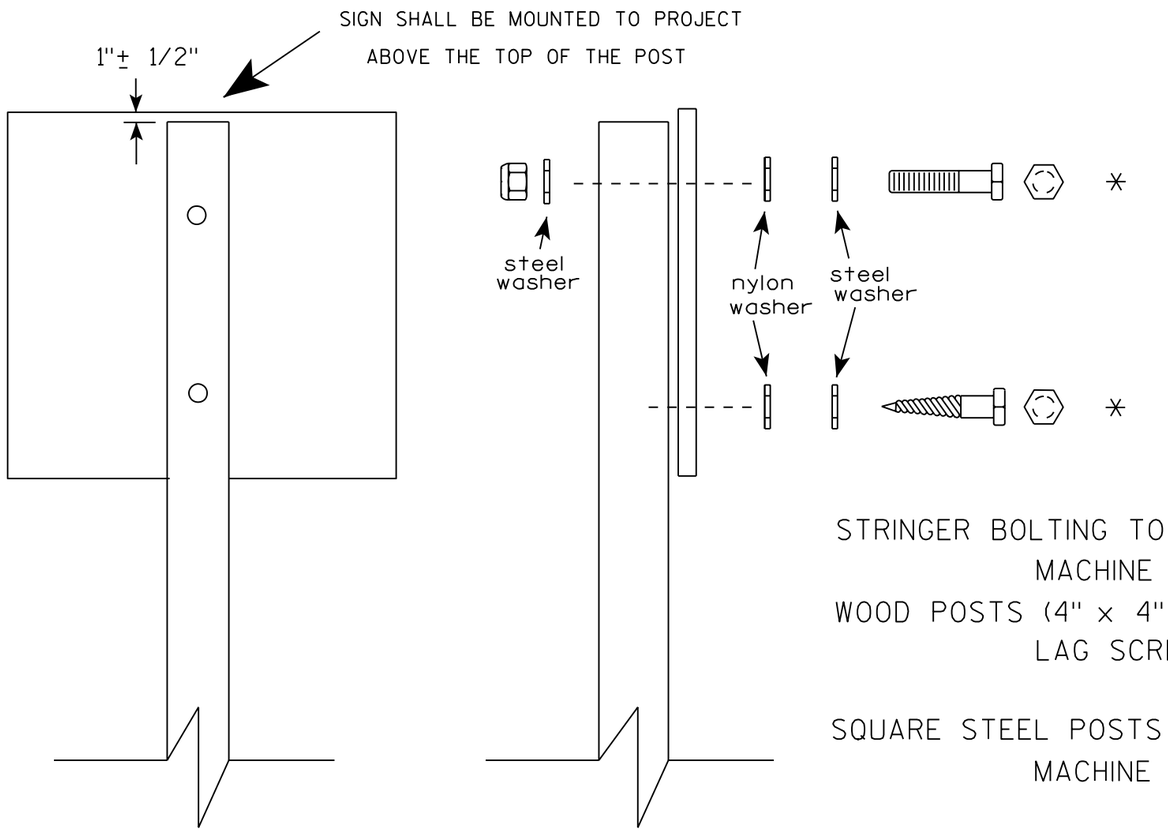
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 382	E



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

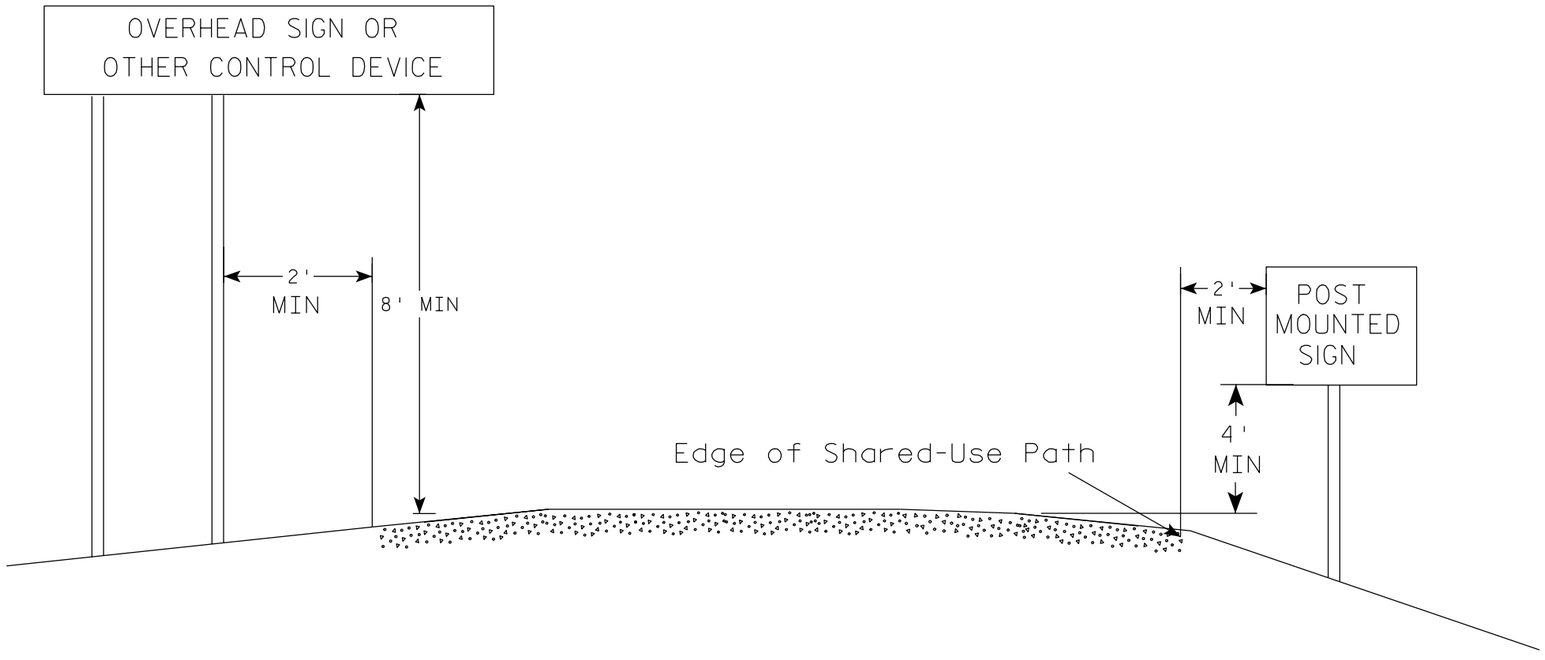
7

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

GENERAL NOTES

1. Signs wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. Refer to plate A4-4.
2. Offset distance shall be consistent with existing signs or consistent throughout length of project.



POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

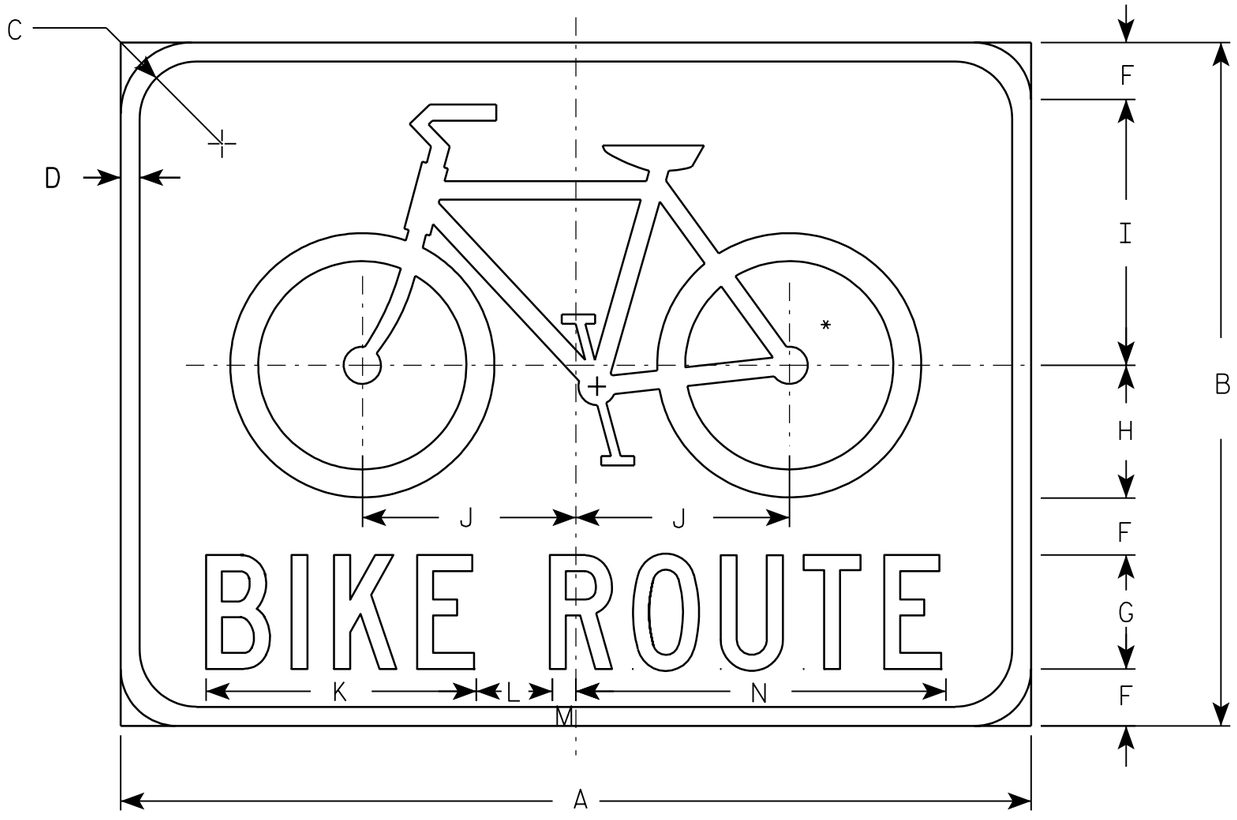
TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON MULTI USE PATHS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2012 PLATE NO. A4-3S.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 384	E



D11-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
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.

* See W11-1 for symbol design

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 450 mm
3	750 mm X 600 mm
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	24	18	1 1/2	1/2		1 1/2	3	3 1/2	7	5 5/8	7 1/8	2	5/8	9 3/4													3.0	0.27
3	30	24	1 1/4	5/8		2	4	4 3/4	9 1/4	7 1/2	9 1/2	2 5/8	7/8	13													5.0	0.45
4																												
5																												

STANDARD SIGN
D11-1

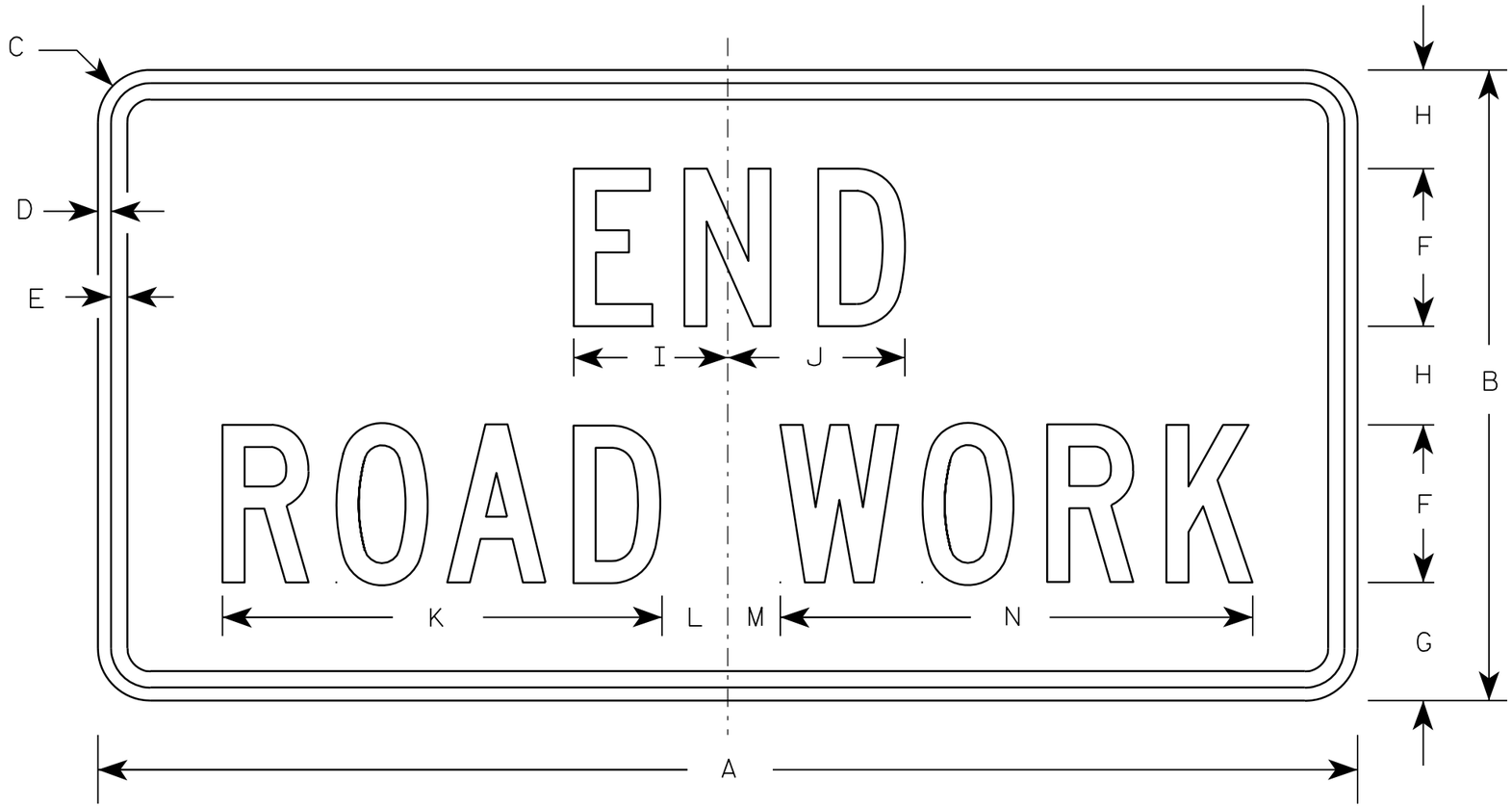
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/04 PLATE NO. D11-1.1

PROJECT NO:

SHEET NO: 385 E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

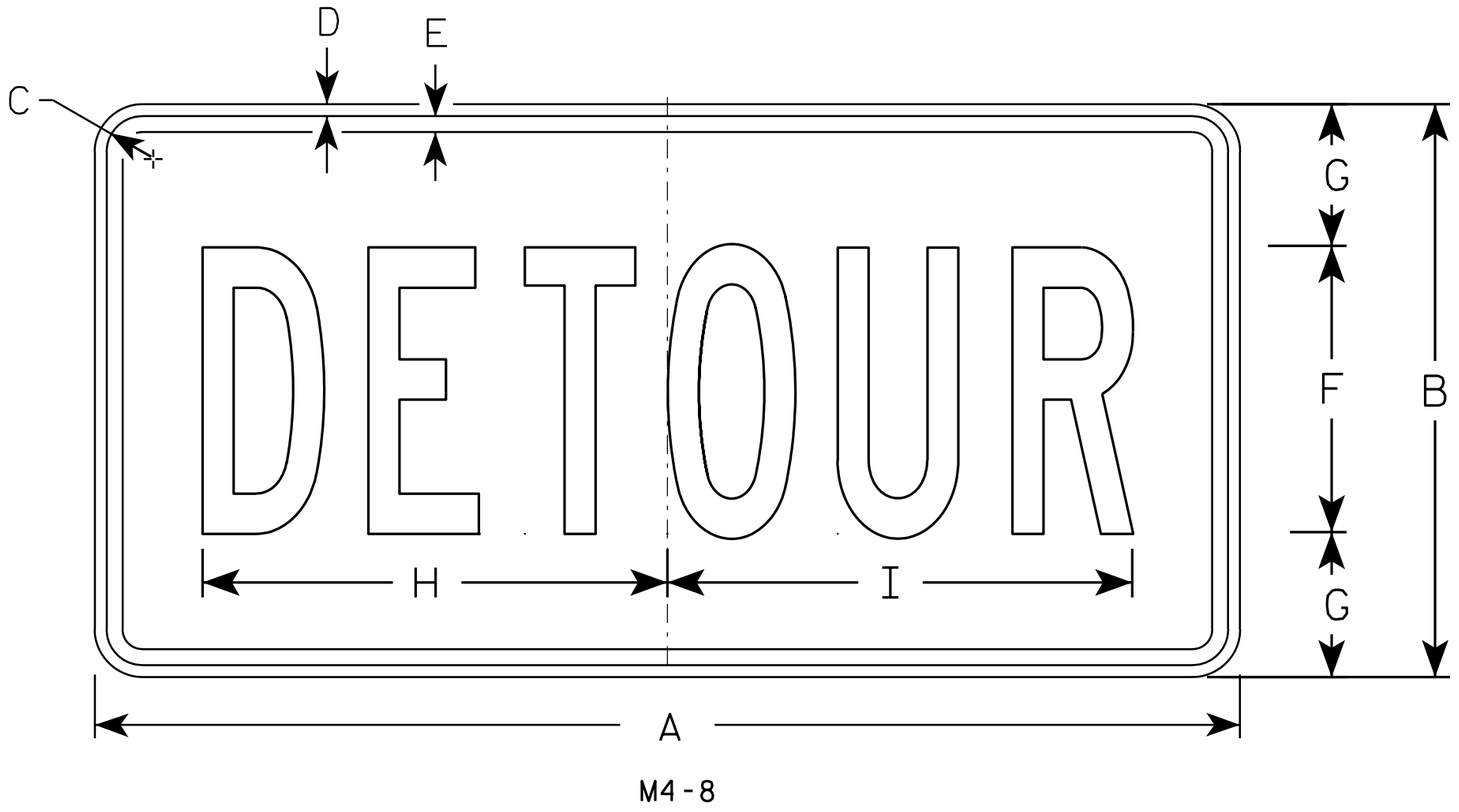
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 386	E



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

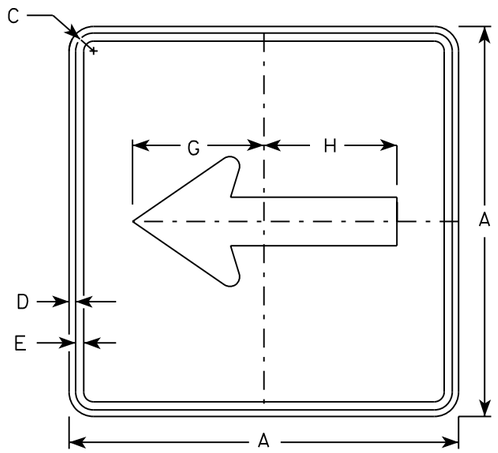
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

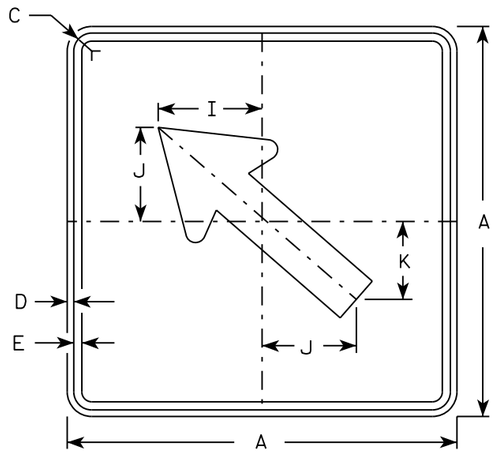
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 387	E



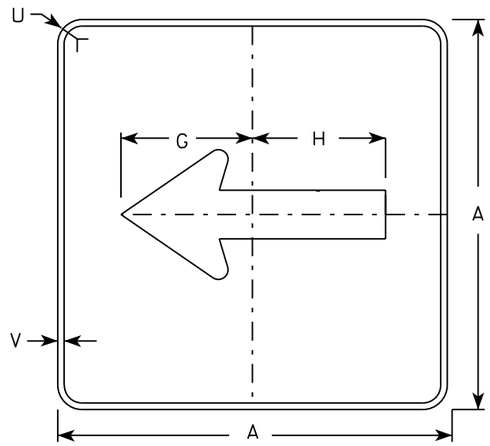
M6-1
MM6-1
MO6-1
MP6-1



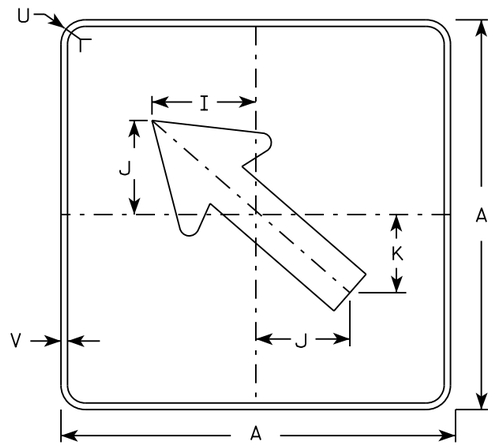
M6-2
MM6-2
MO6-2
MP6-2

NOTES

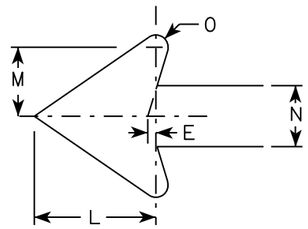
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

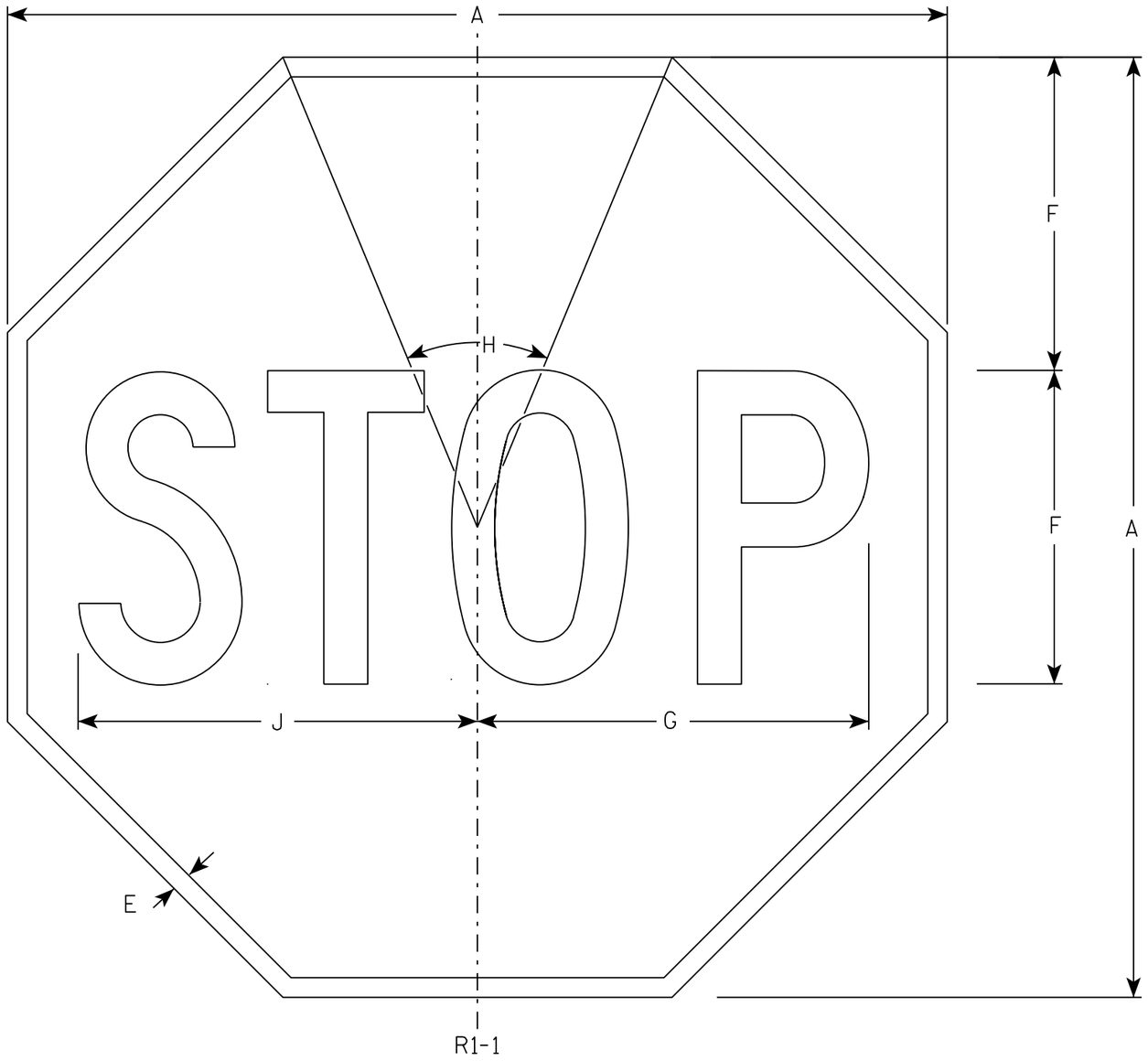
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 388 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

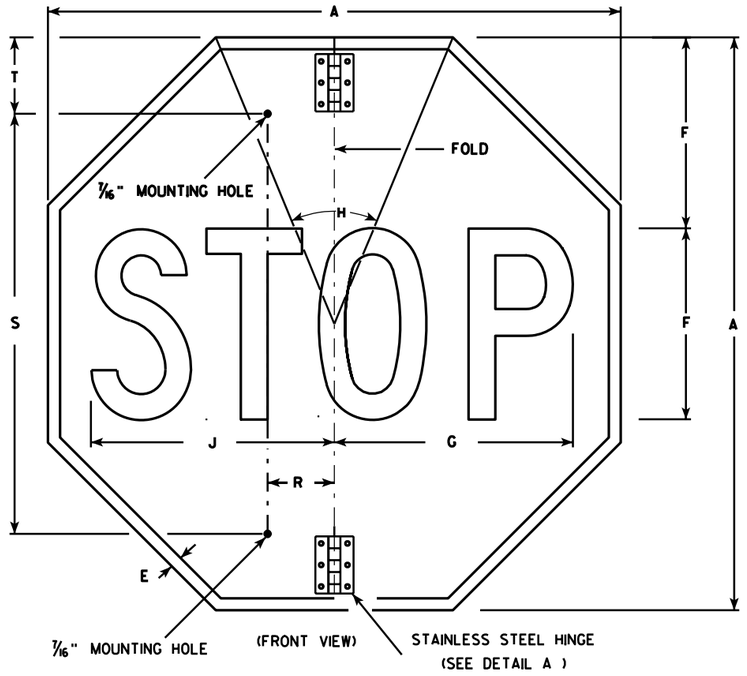
WISCONSIN DEPT OF TRANSPORTATION

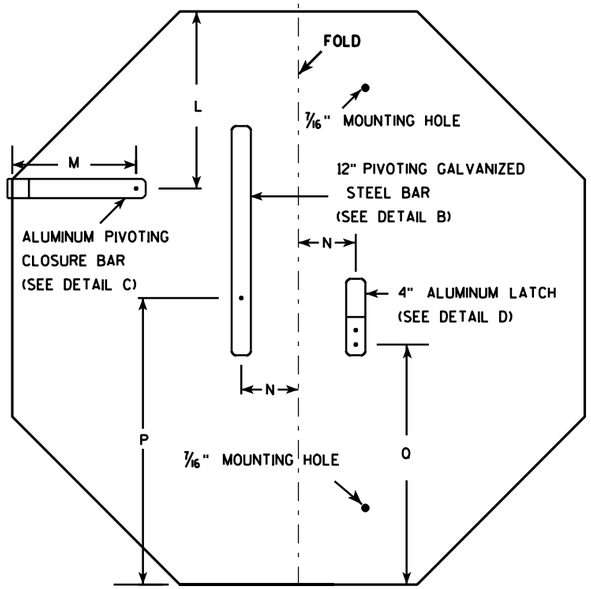
APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 389	E

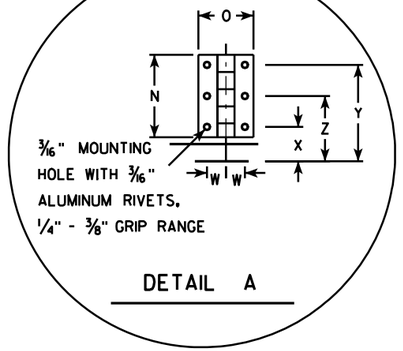




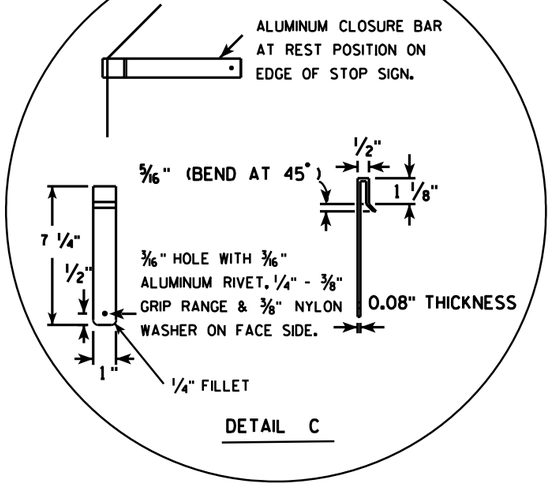
(BACK VIEW)

NOTES

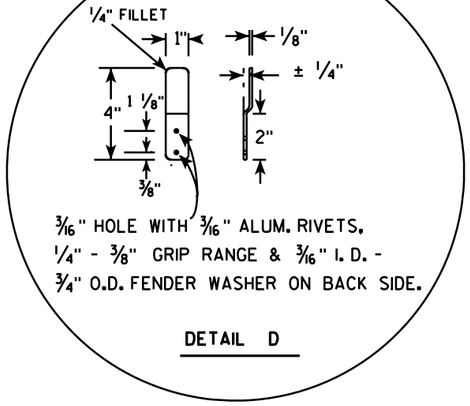
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



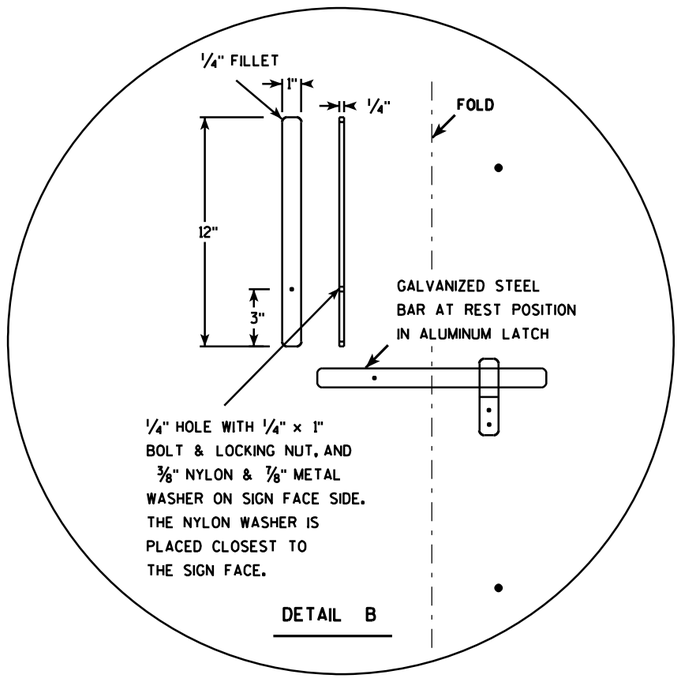
DETAIL A



DETAIL C



DETAIL D



DETAIL B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	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

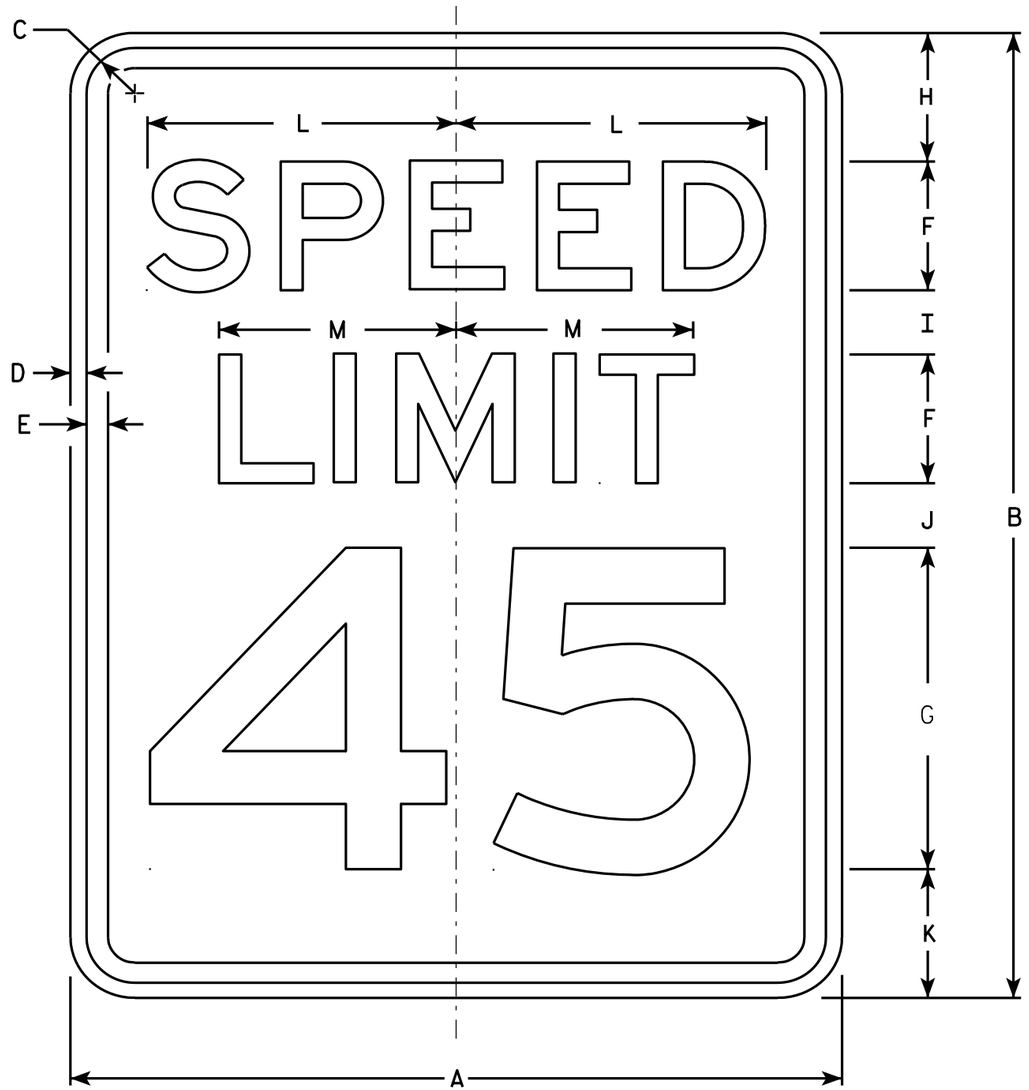
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 390	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

7



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

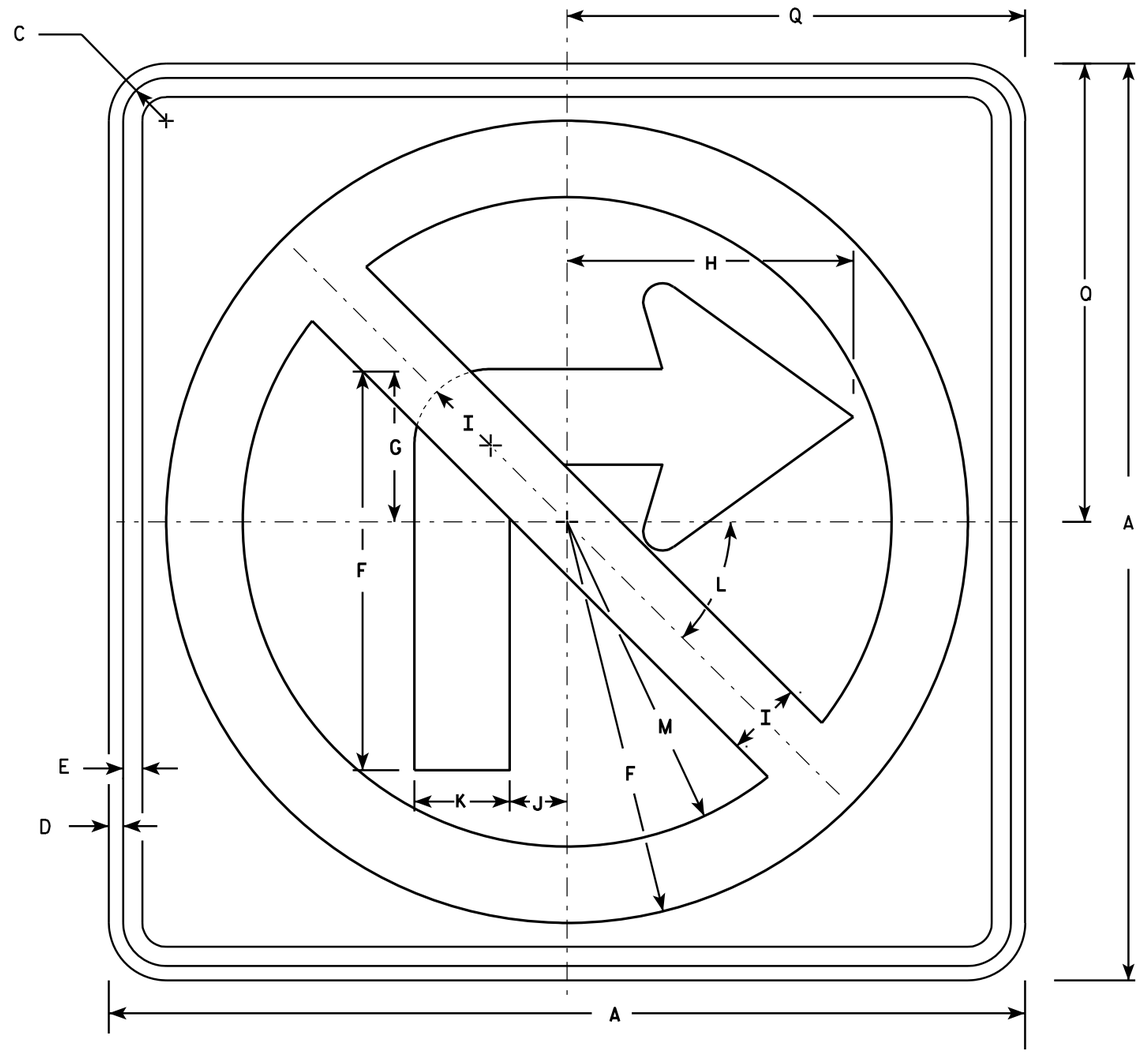
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

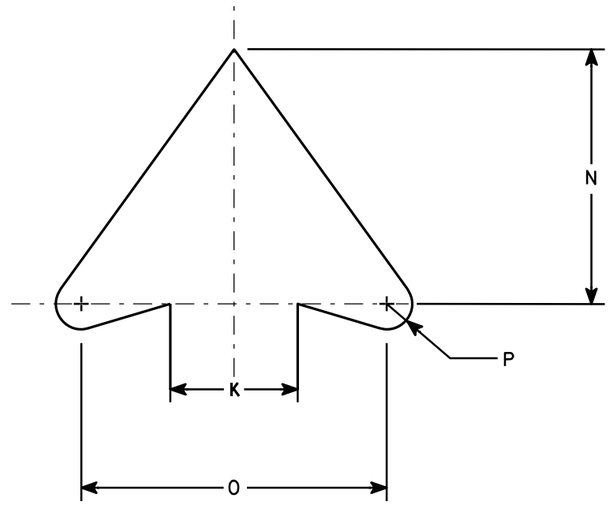
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 391 | E



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

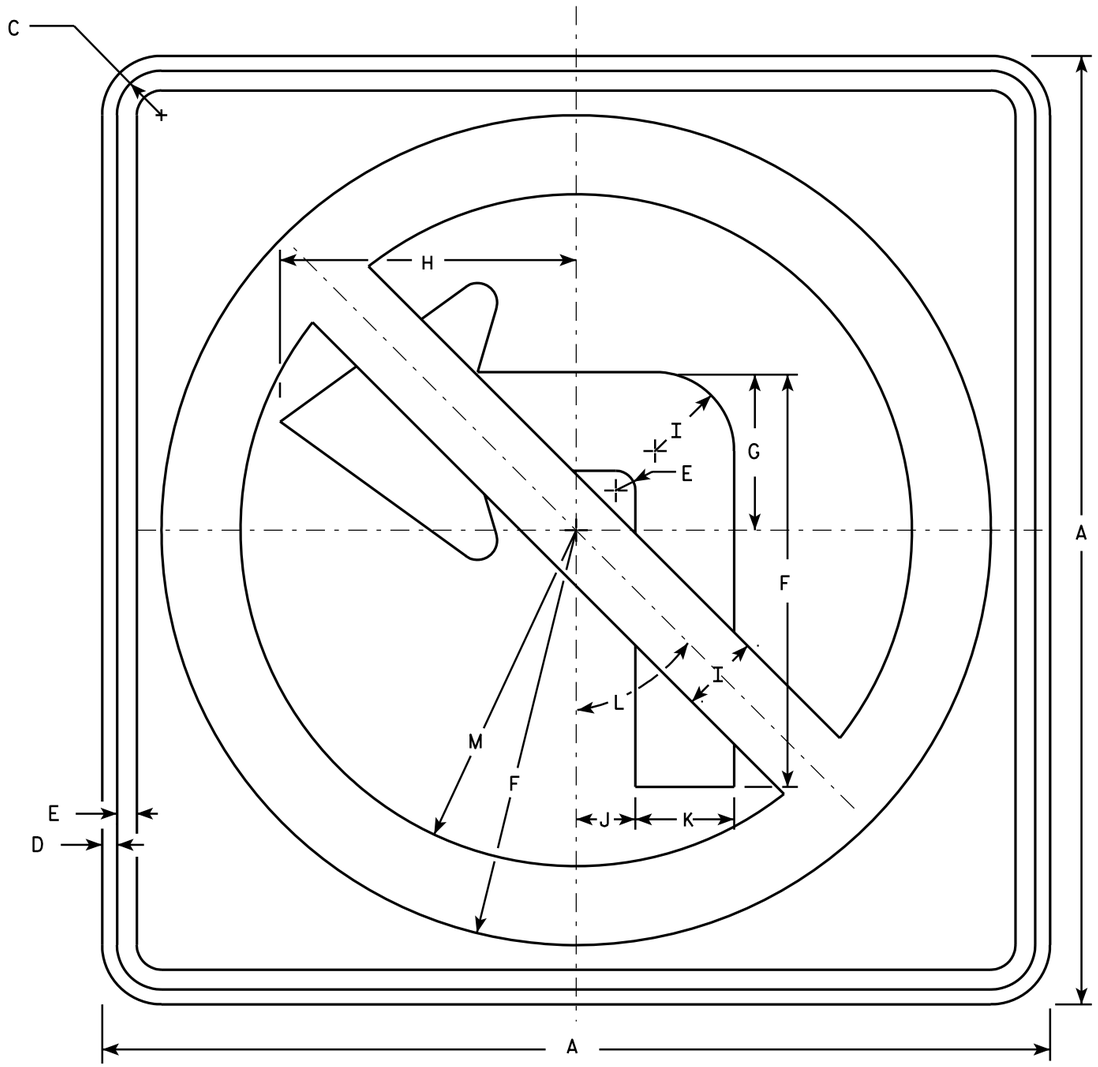
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

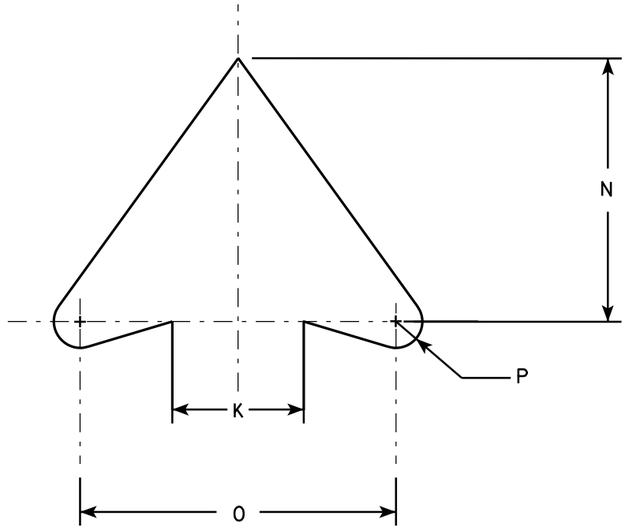
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 392	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

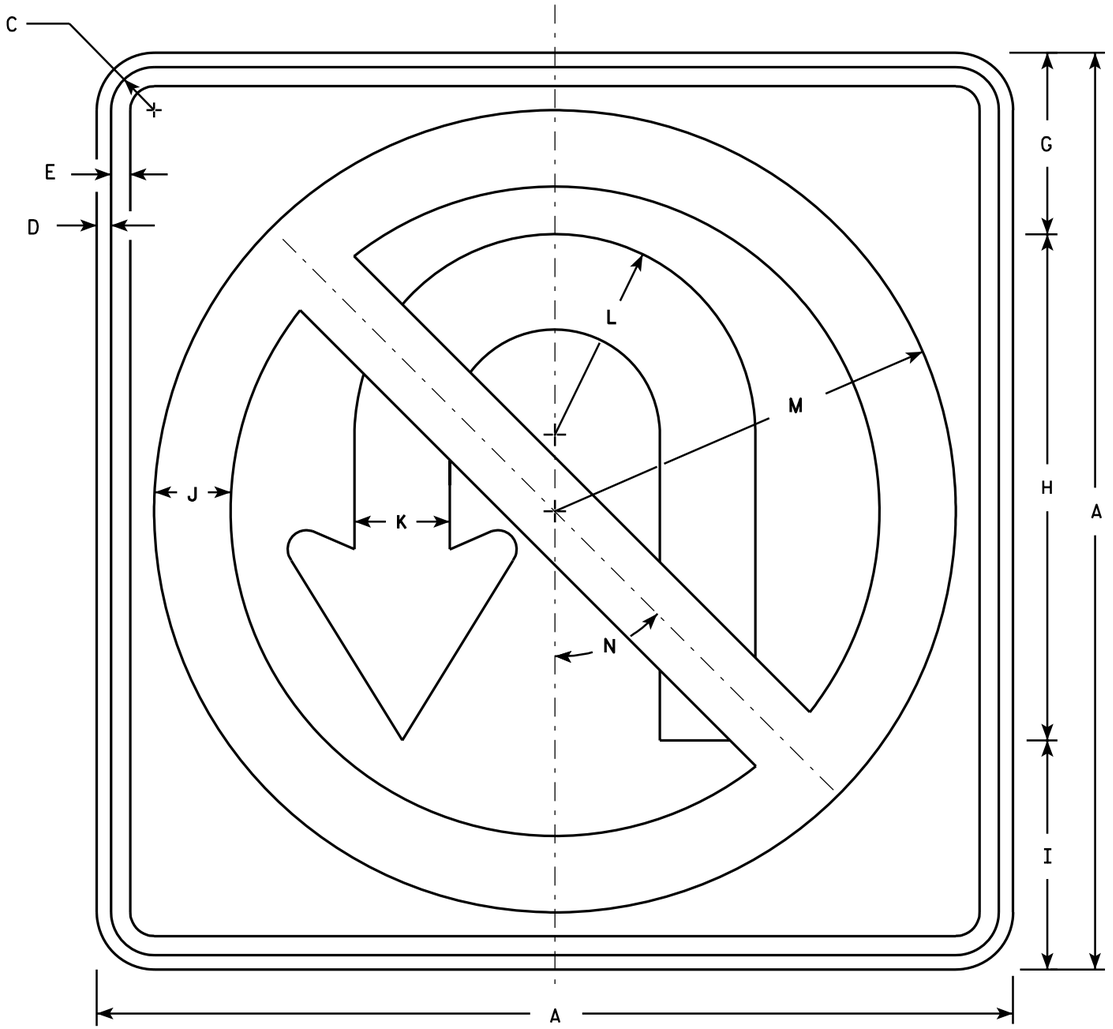
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

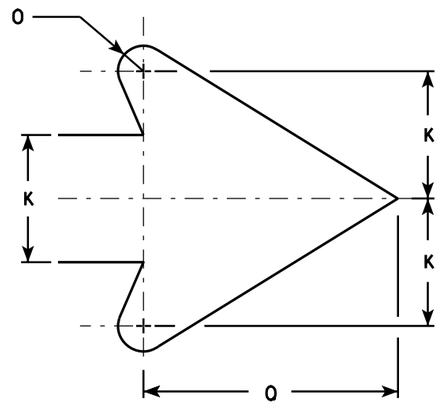
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 393 | E



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	Q	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

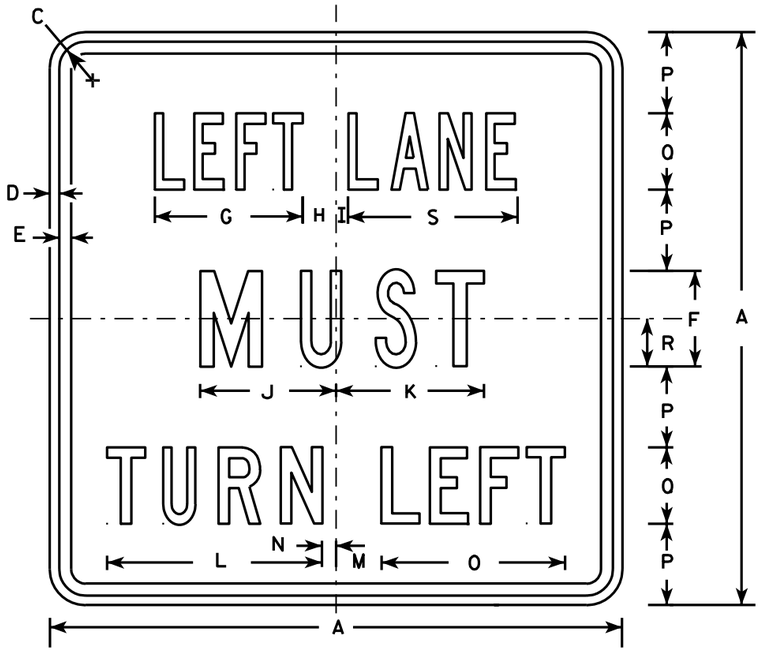
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

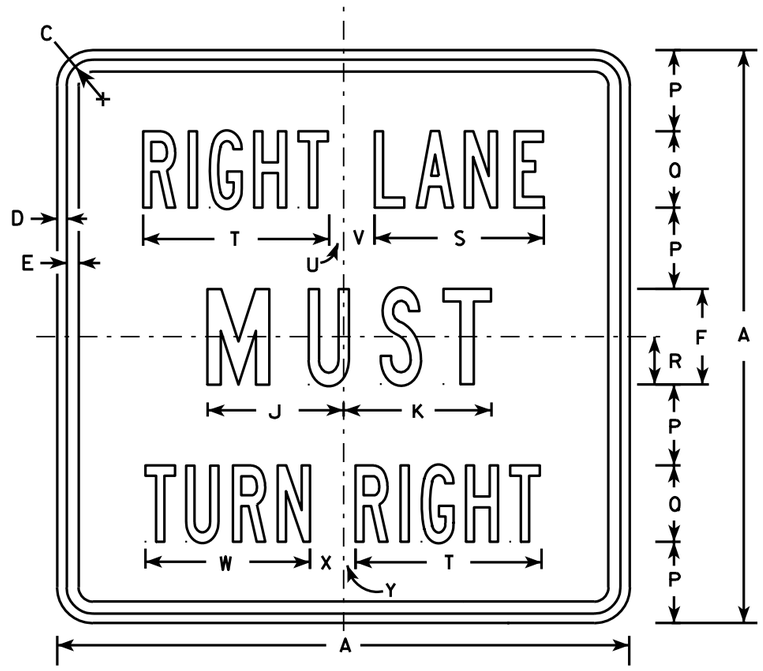
APPROVED Matthew R Rausch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 394 | 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

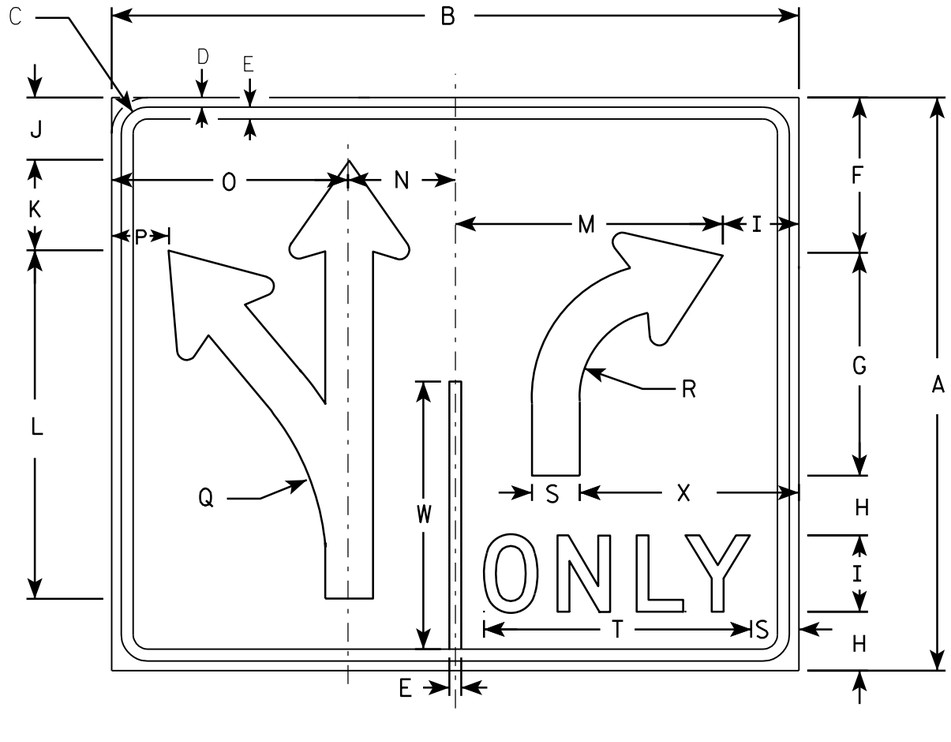
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 395 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R37.DGN PLOT DATE : 18-MAR-2011 09:43 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

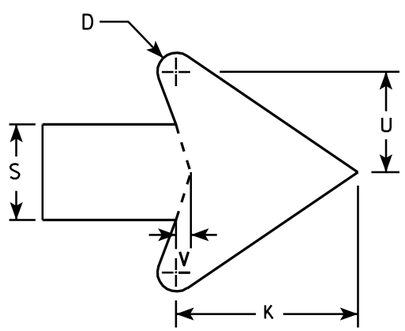
WISDOT/CADDS SHEET 42



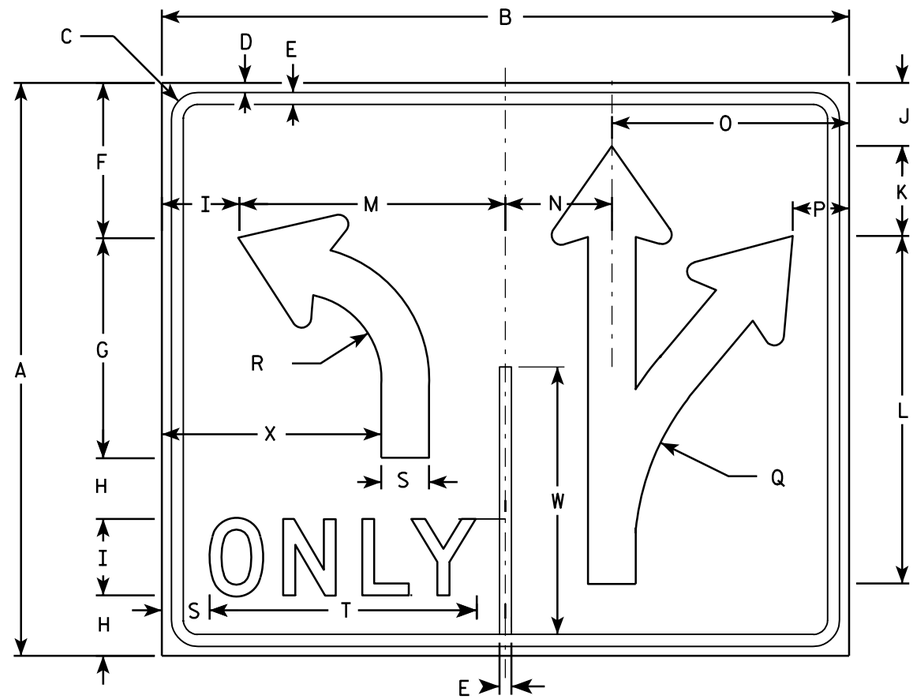
R3-8

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL



R3-8A

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	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

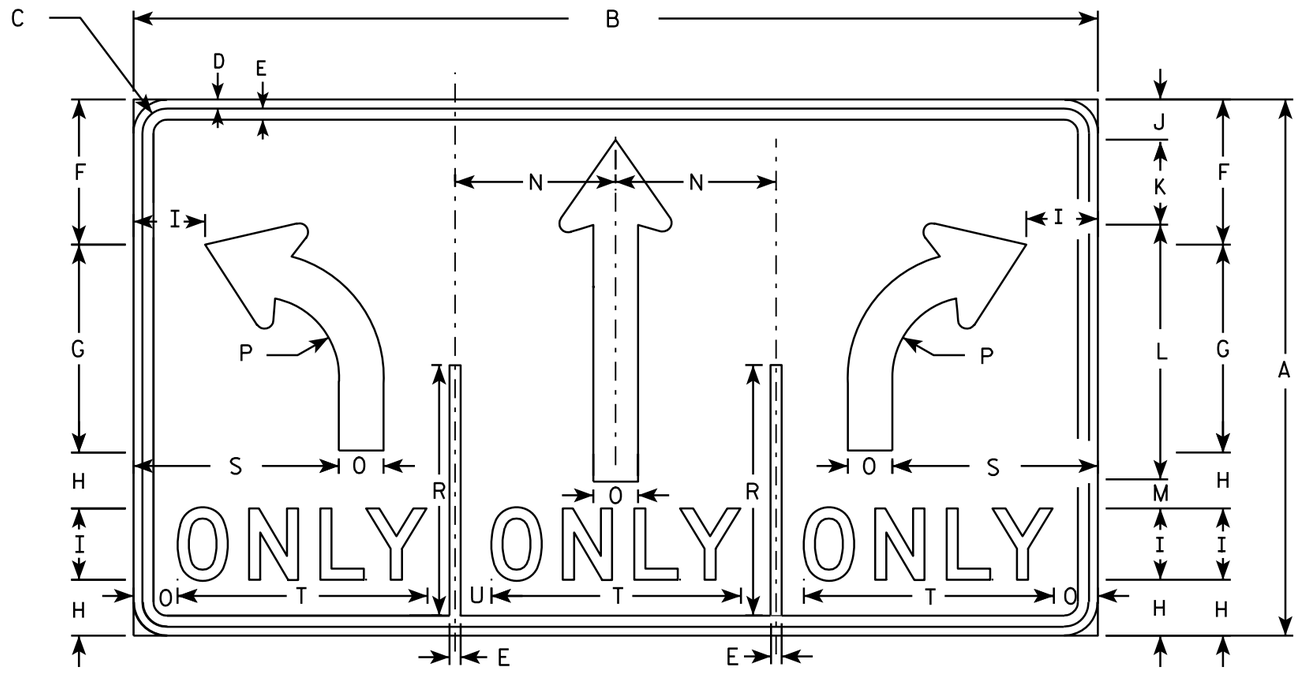
STANDARD SIGN
R3-8 & R3-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-8.5

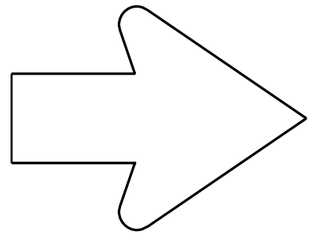
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 396	E



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

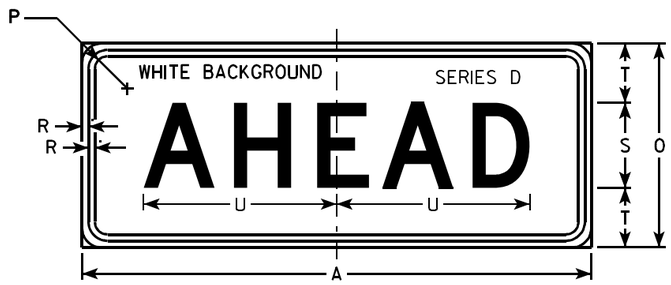
PROJECT NO:

SHEET NO: 397 E

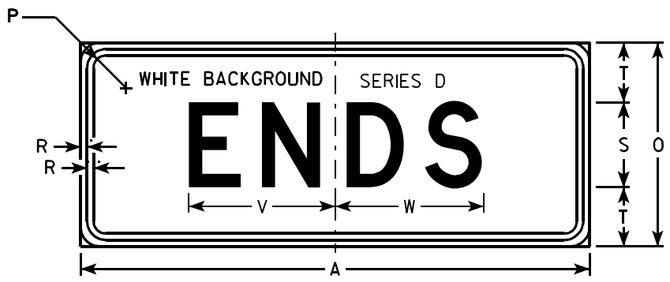
R3-17

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:

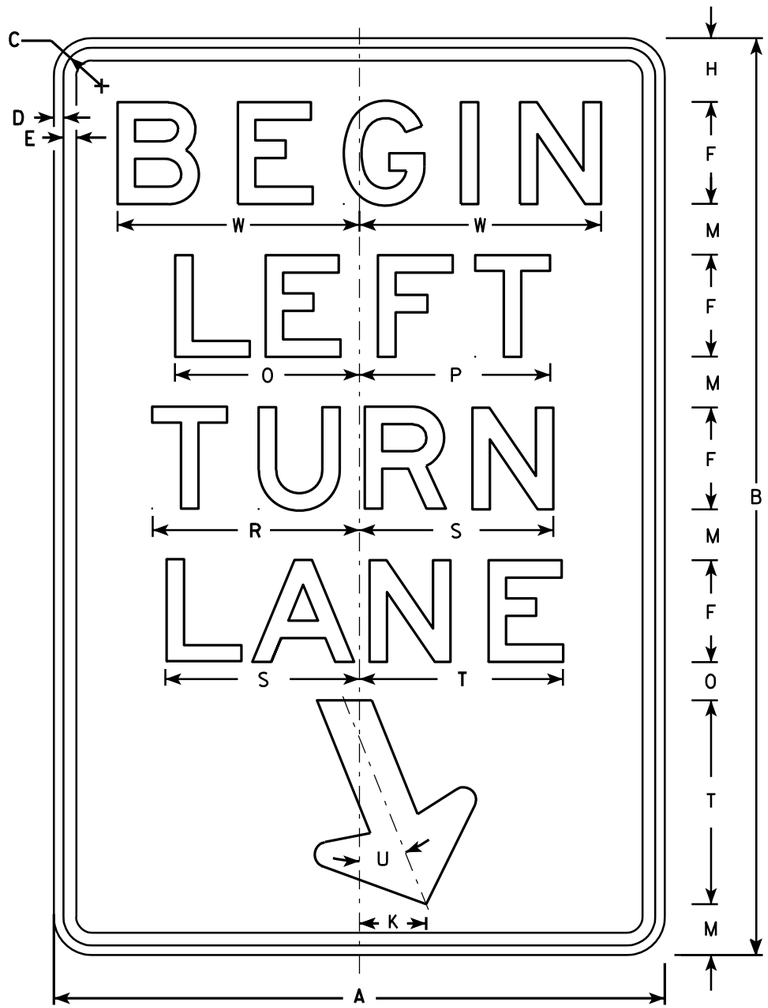
SHEET NO: 398 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R317.DGN PLOT DATE : 02-APR-2013 14:09 PLOT BY : mscj9h

WISDOT/CADDS SHEET 42

7

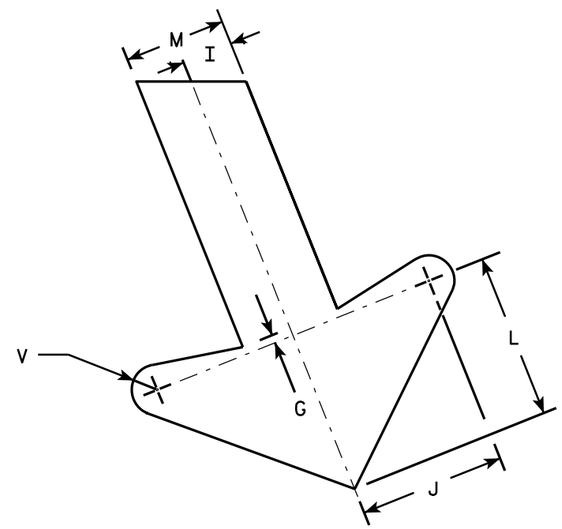
7



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																											

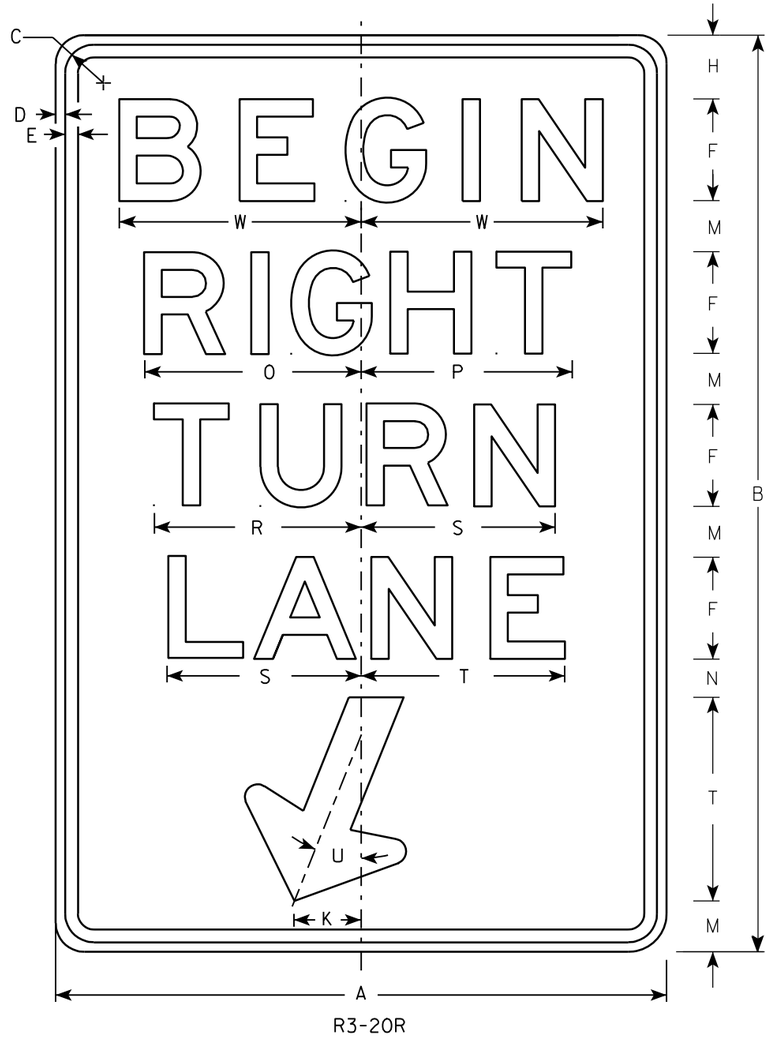
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

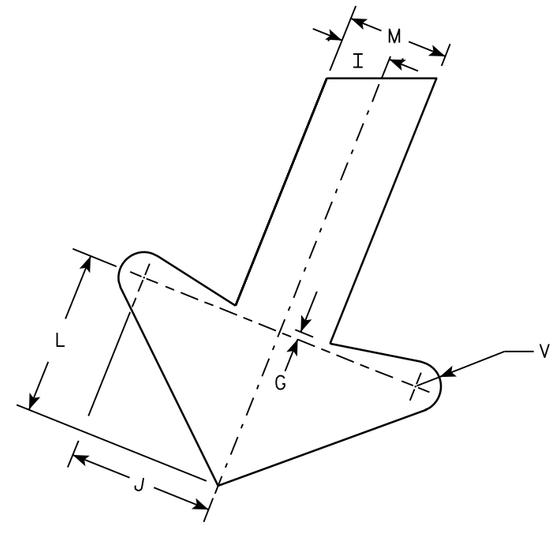
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 399 | E



R3-20R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	8 1/2	8 1/4		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	12 3/4	12 1/2		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

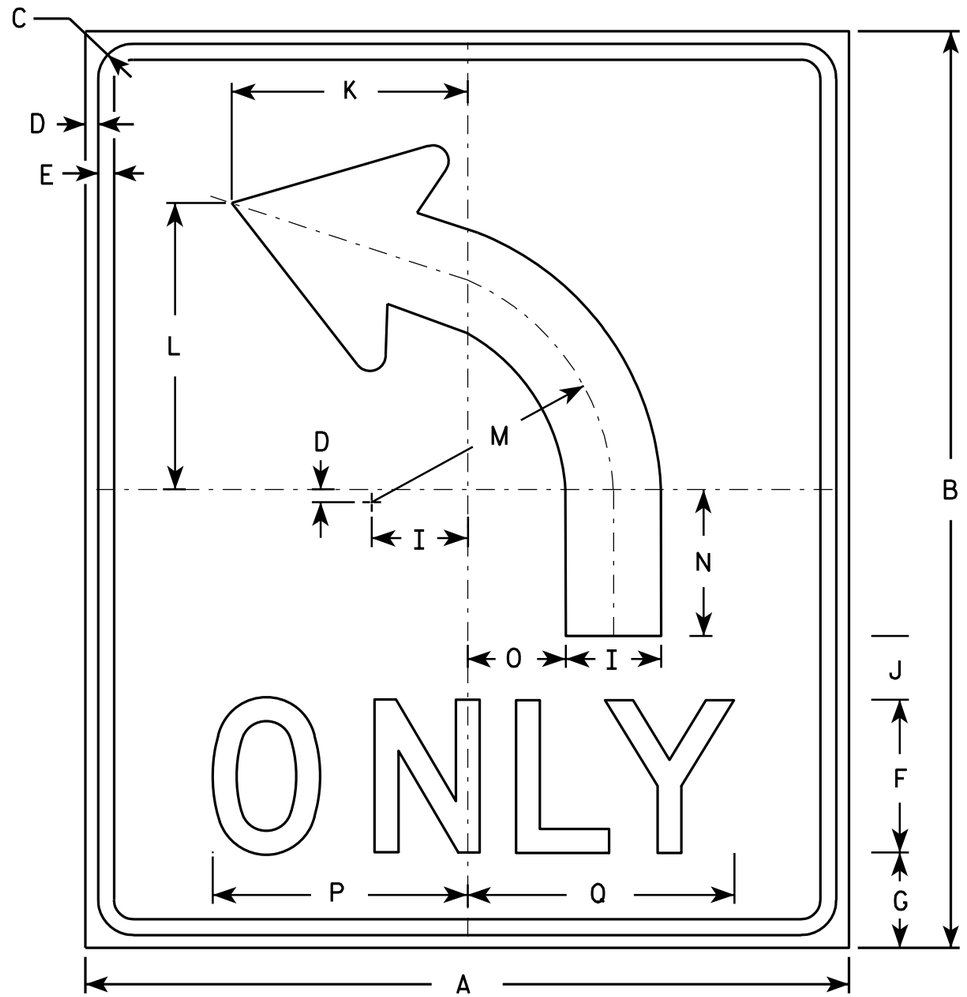
STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6

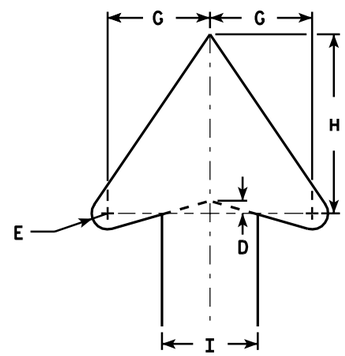
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 400	E



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	O	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																											

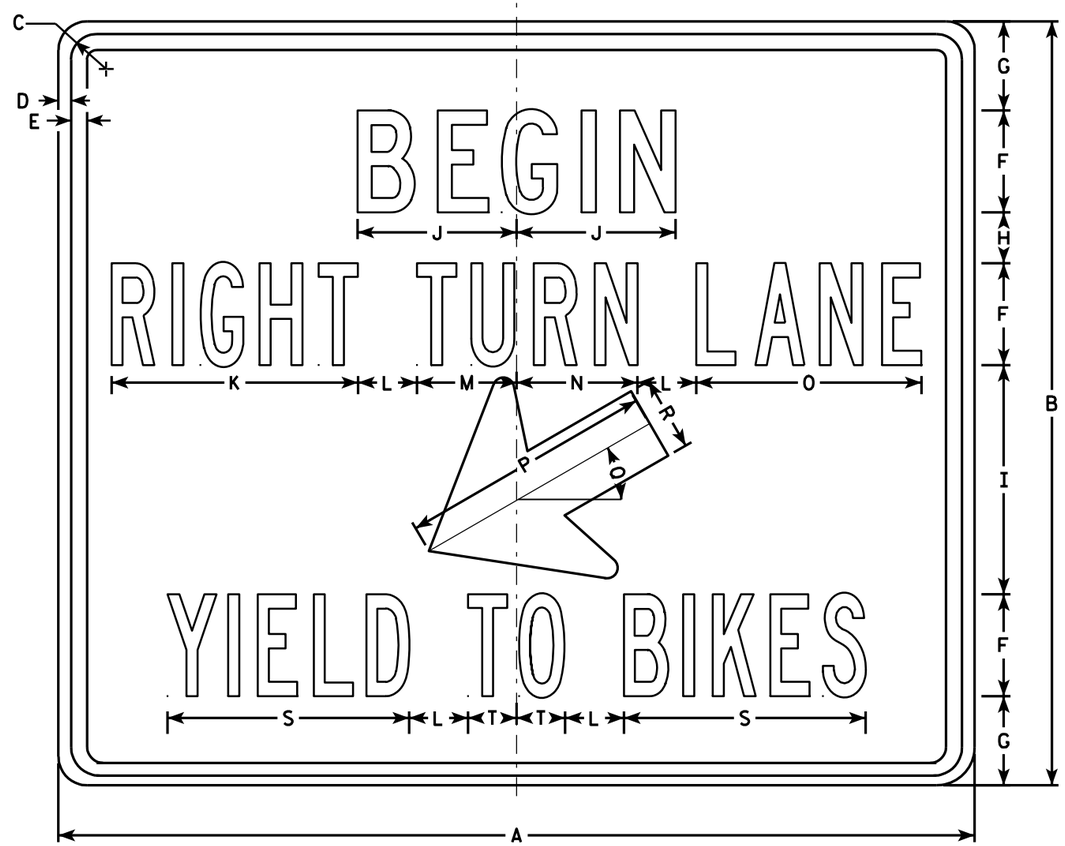
STANDARD SIGN
R3-50

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: 401 | 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																											

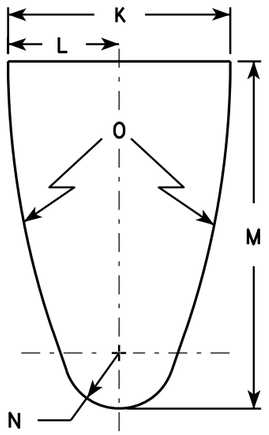
STANDARD SIGN
R4-4

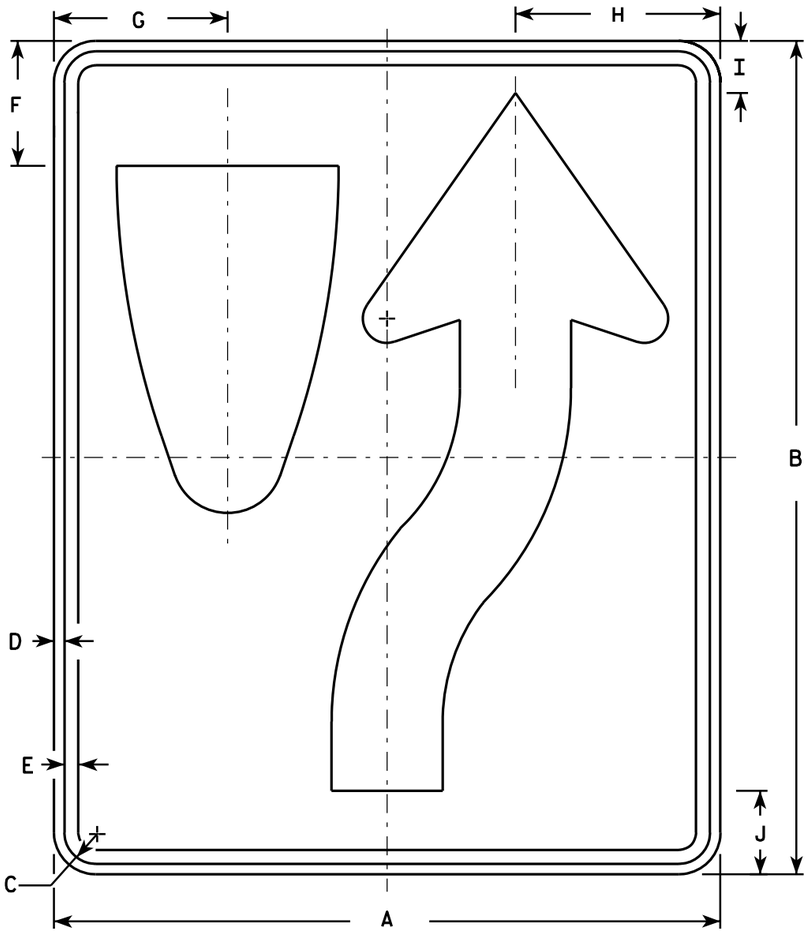
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 402 | E

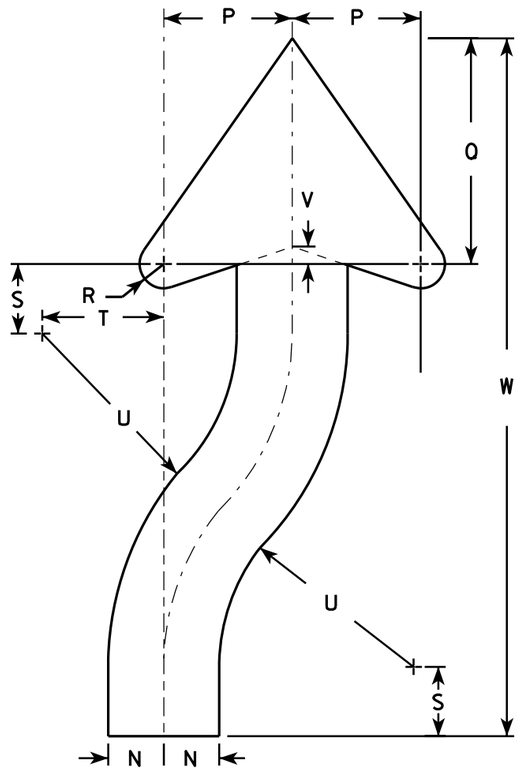




R4-7

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: 403	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																											

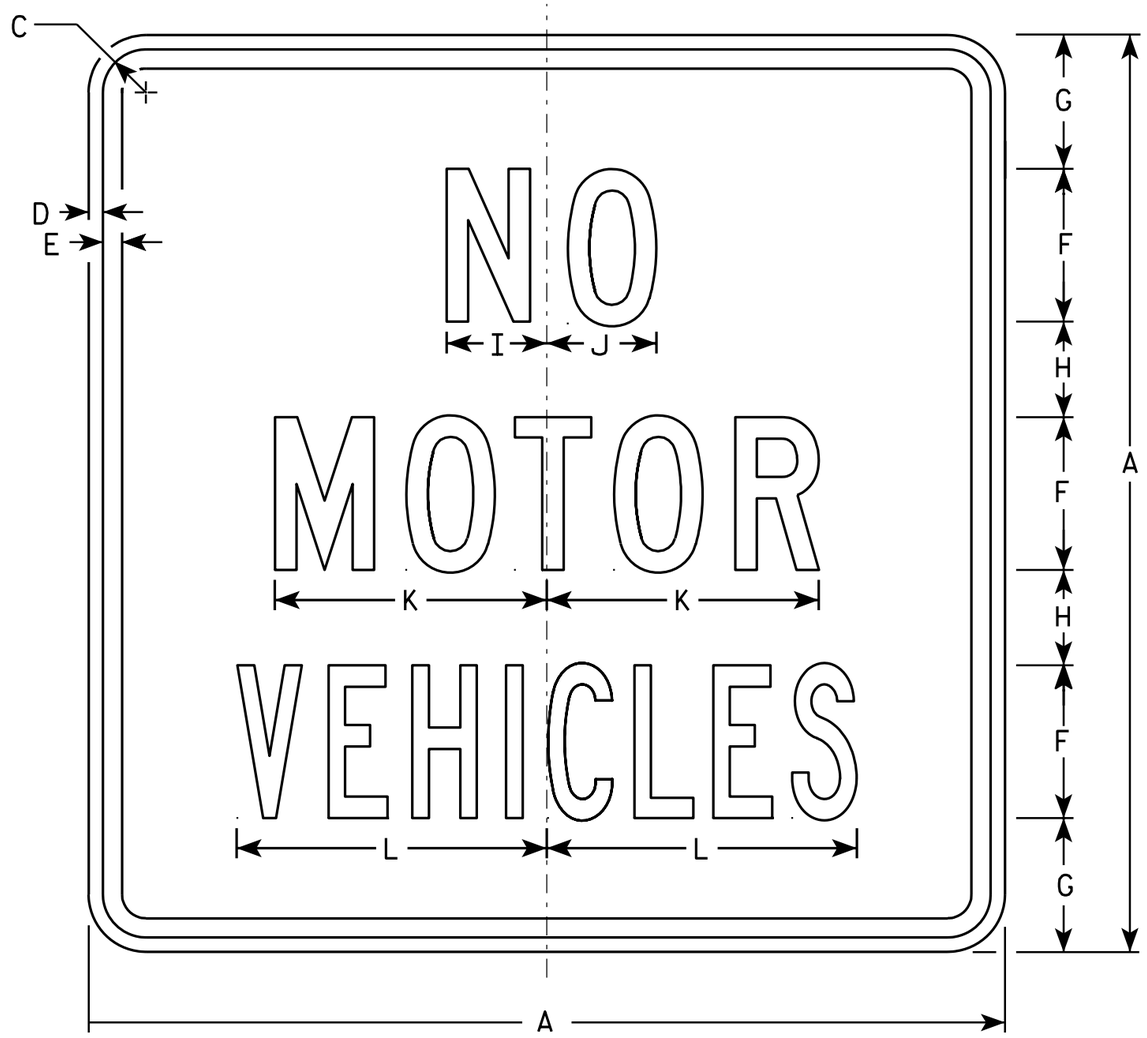
STANDARD SIGN
R4-11

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



R5-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - 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 & 2 are Series C.
   Line 3 is Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	2 5/8	2 7/8	7 1/8	8 1/8															4.0
3																											
4																											
5																											

STANDARD SIGN
R5-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-3.2

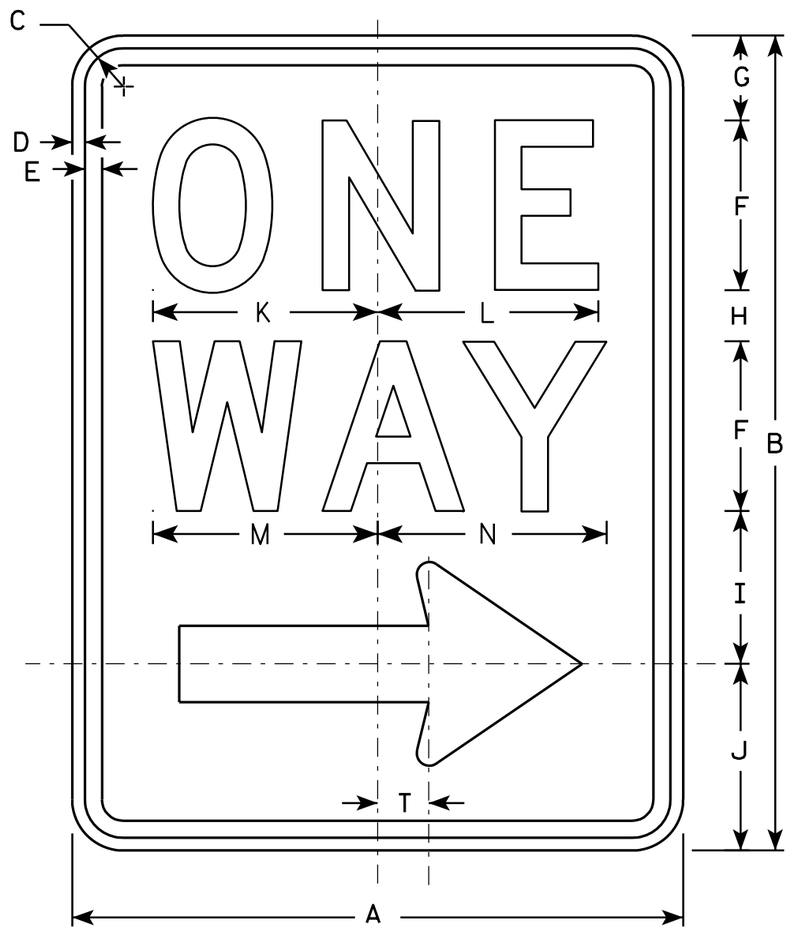
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 405 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R53.DGN PLOT DATE : 29-MAR-2011 13:25 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 3.972696:1.000000

WISDOT/CADDS SHEET 42

7

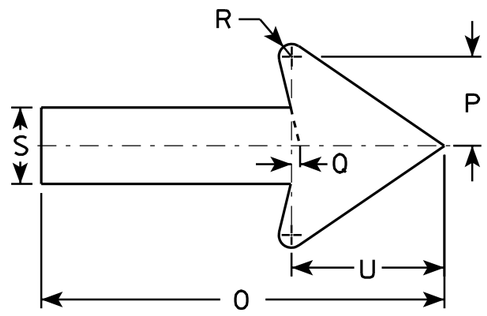
7



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

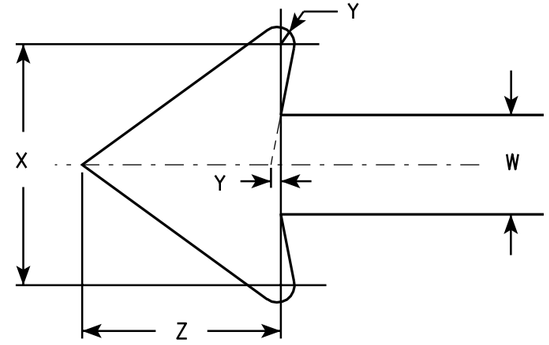
DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 406	E

R7-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R7-51D (double arrow)
   R7-51R (right arrow)
   R7-51L (left arrow)
6. Lines 1, 3 and 4 are Series C.
   Line 2 is Series B.



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	12	18	1 1/8	3/8	3/8	3	1 7/8	2	7/8	5/8	1 1/2	2 1/2	2	2	4 7/8	4 7/8	4 7/8	5/8	1 3/4	2 1/2	4 3/8	3 7/8	3/4	1 3/4	1/8	1 1/2	1.5
2S	18	24	1 1/8	3/8	1/2	4	2 1/2	2 1/2	1 1/4	1	2	3 1/4	2 3/4	2 5/8	7 1/8	7	5 3/4	1 1/8	1 1/2	3 1/8	5 1/2	5 7/8	1 1/8	2 5/8	1/4	2 1/4	3.0
2M	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
3	24	30	1 1/8	3/8	1/2	5	3	3	2	1 1/4	2 1/2	4	3 1/4	3 3/8	9 1/4	9 1/4	7 1/8	1 1/4	2	3 3/4	6 1/2	7 3/4	1 1/2	3 1/2	1/4	3	5.0
4																											
5																											

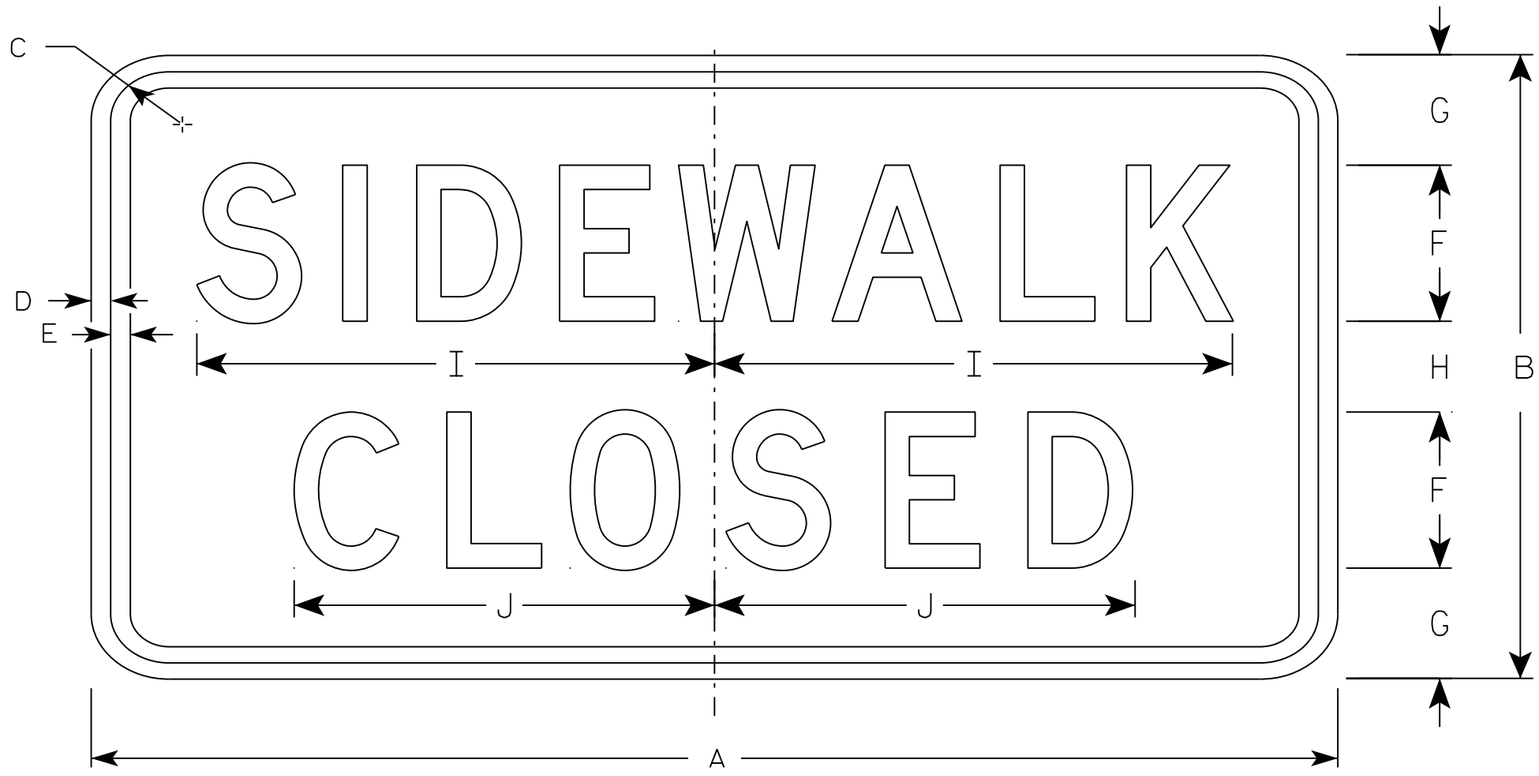
STANDARD SIGN
R7-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R7-51.6

PROJECT NO: | HWY: | COUNTY: | | | SHEET NO: 407 | 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

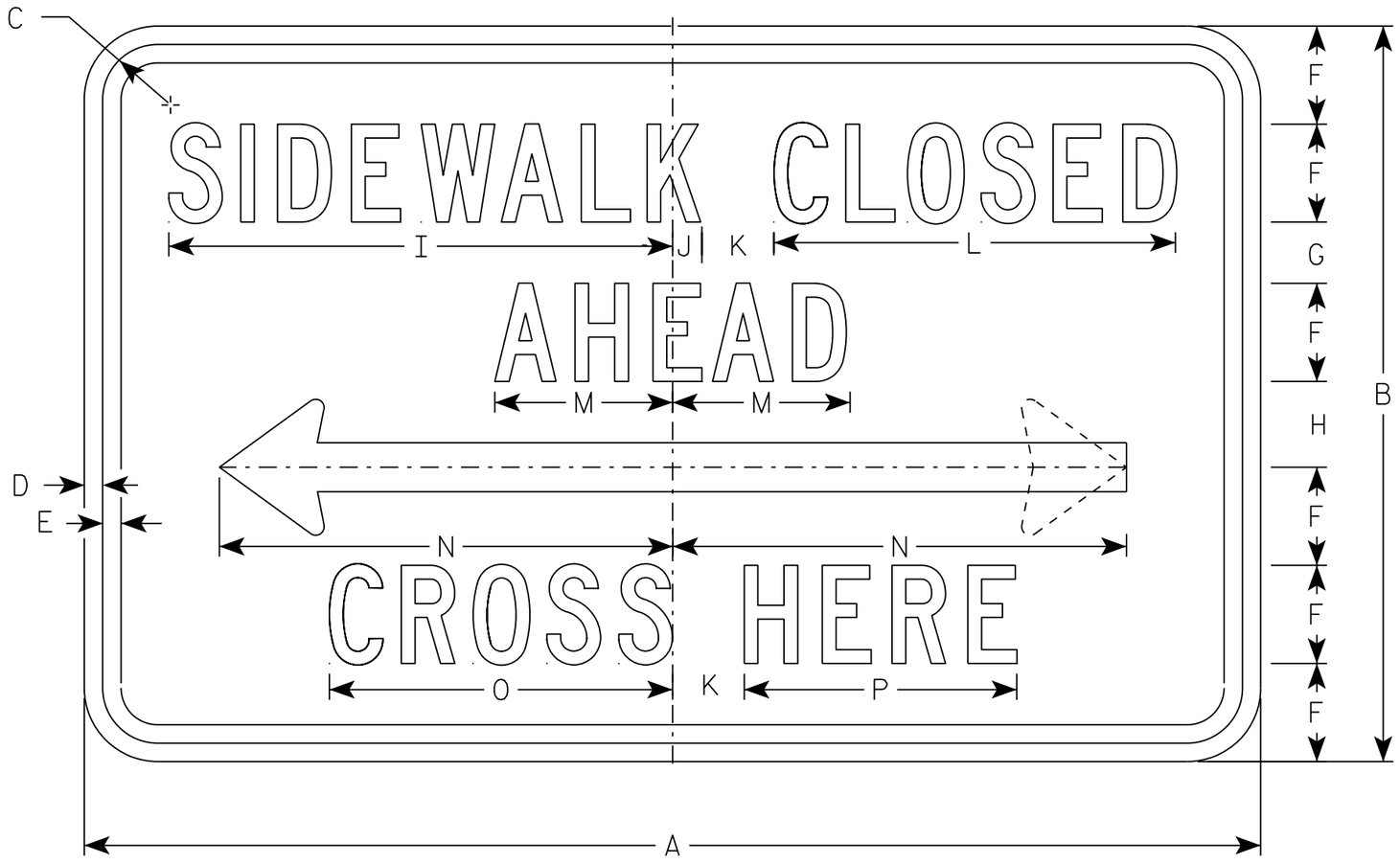
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

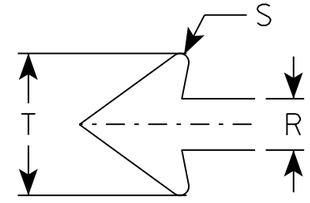
DATE 8/11/16 PLATE 408 R9-9.6

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																											

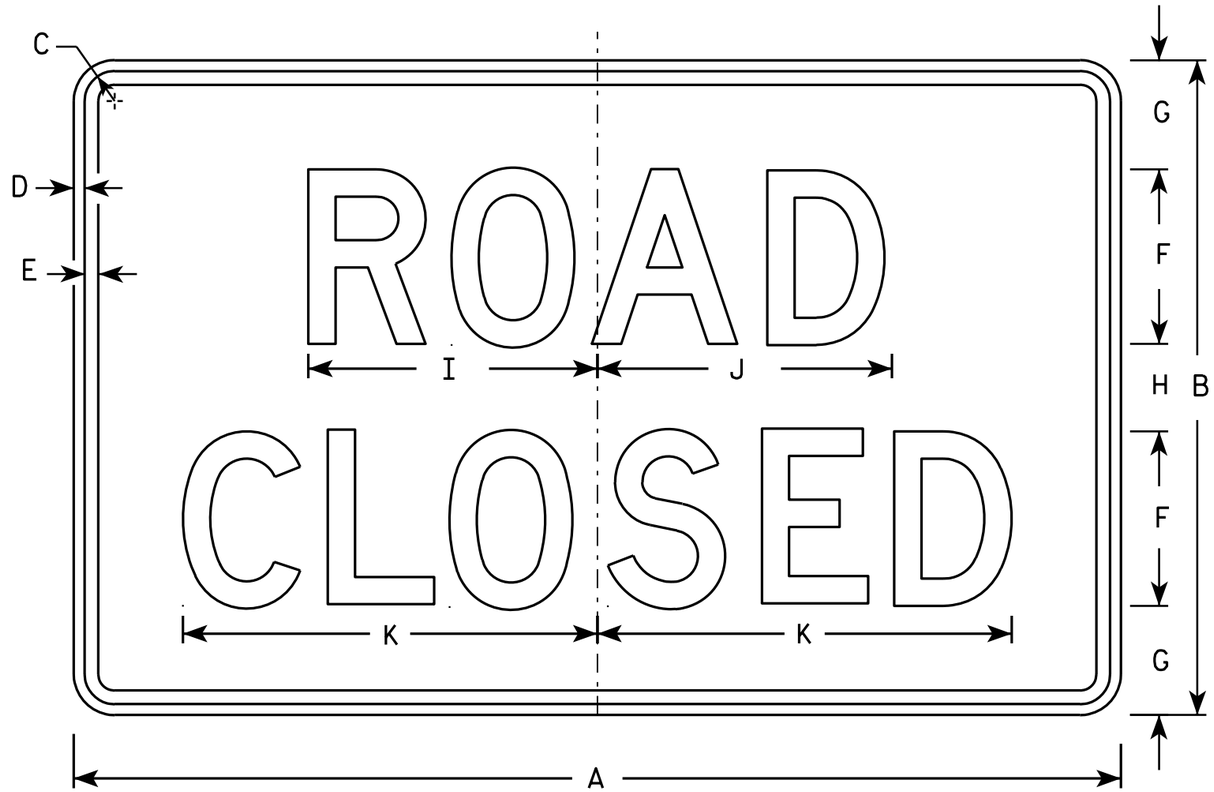
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/29/16 PLATE NO. R9-11.3

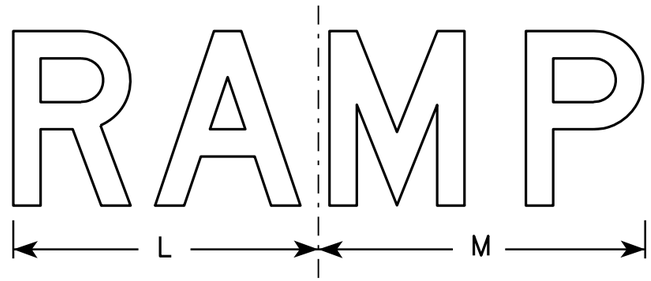
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 409 E



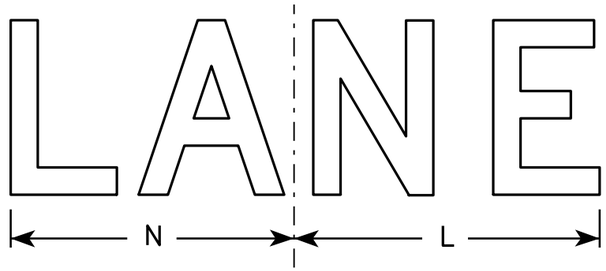
R11-2

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

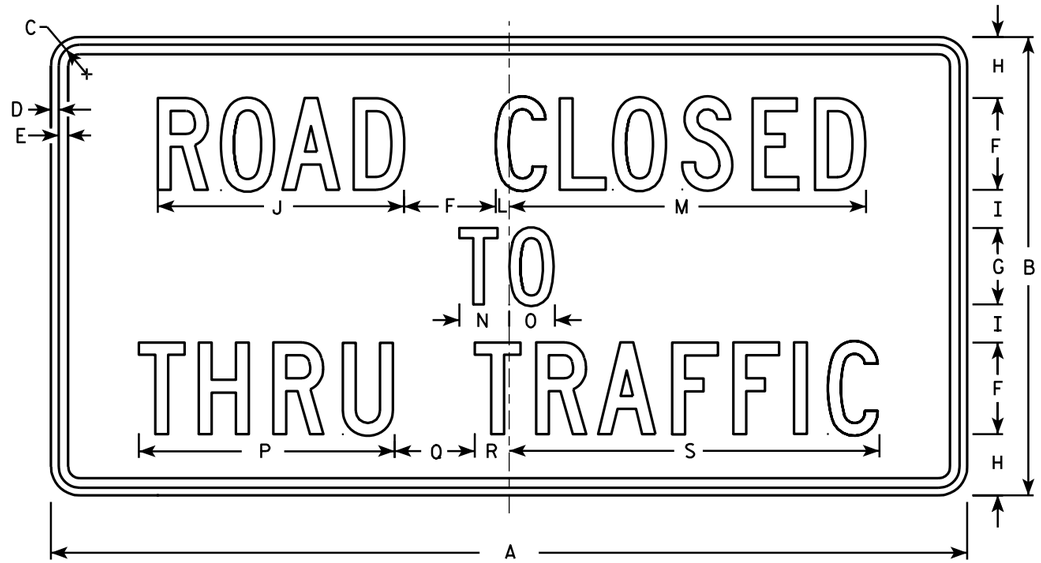
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 410 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.DGN PLOT DATE : 01-APR-2011 14:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.952219:1.000000 WISDOT/CADDS SHEET 42



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

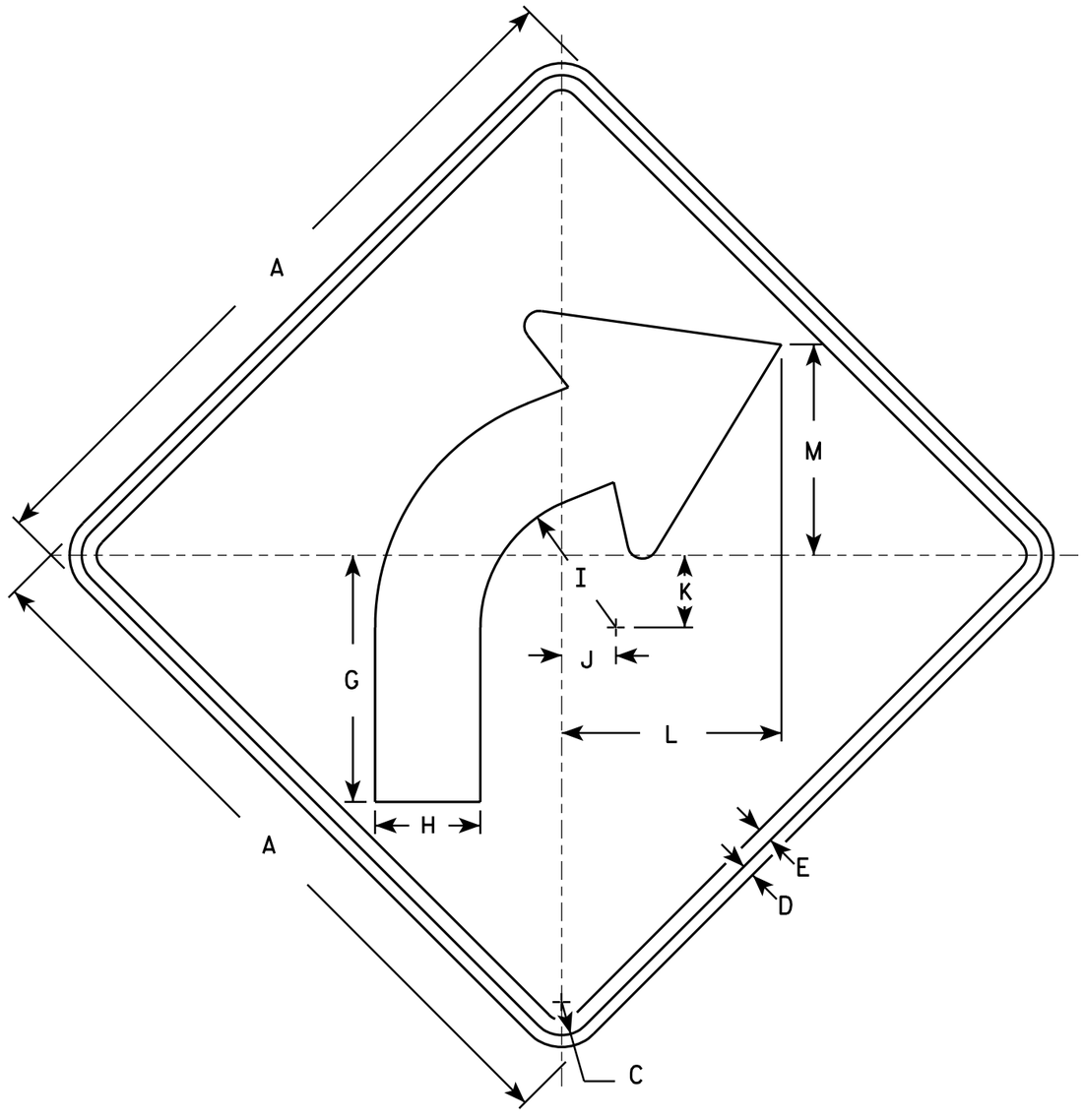
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

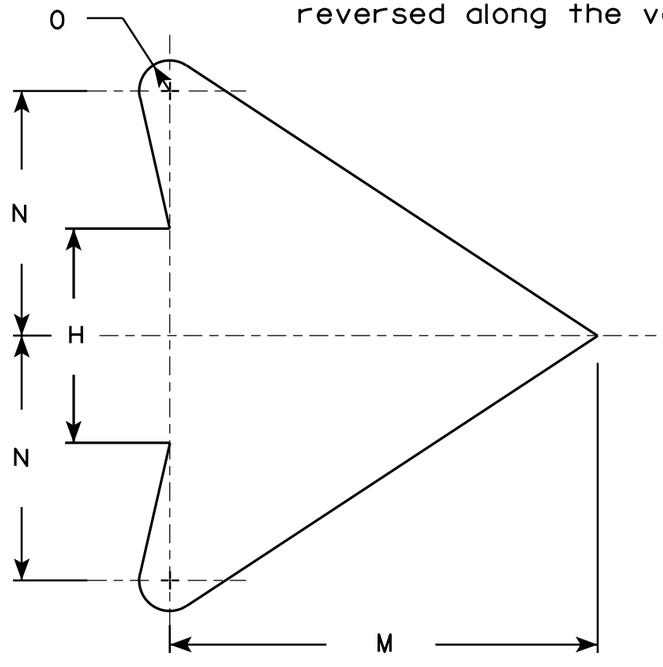
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 411 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



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		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

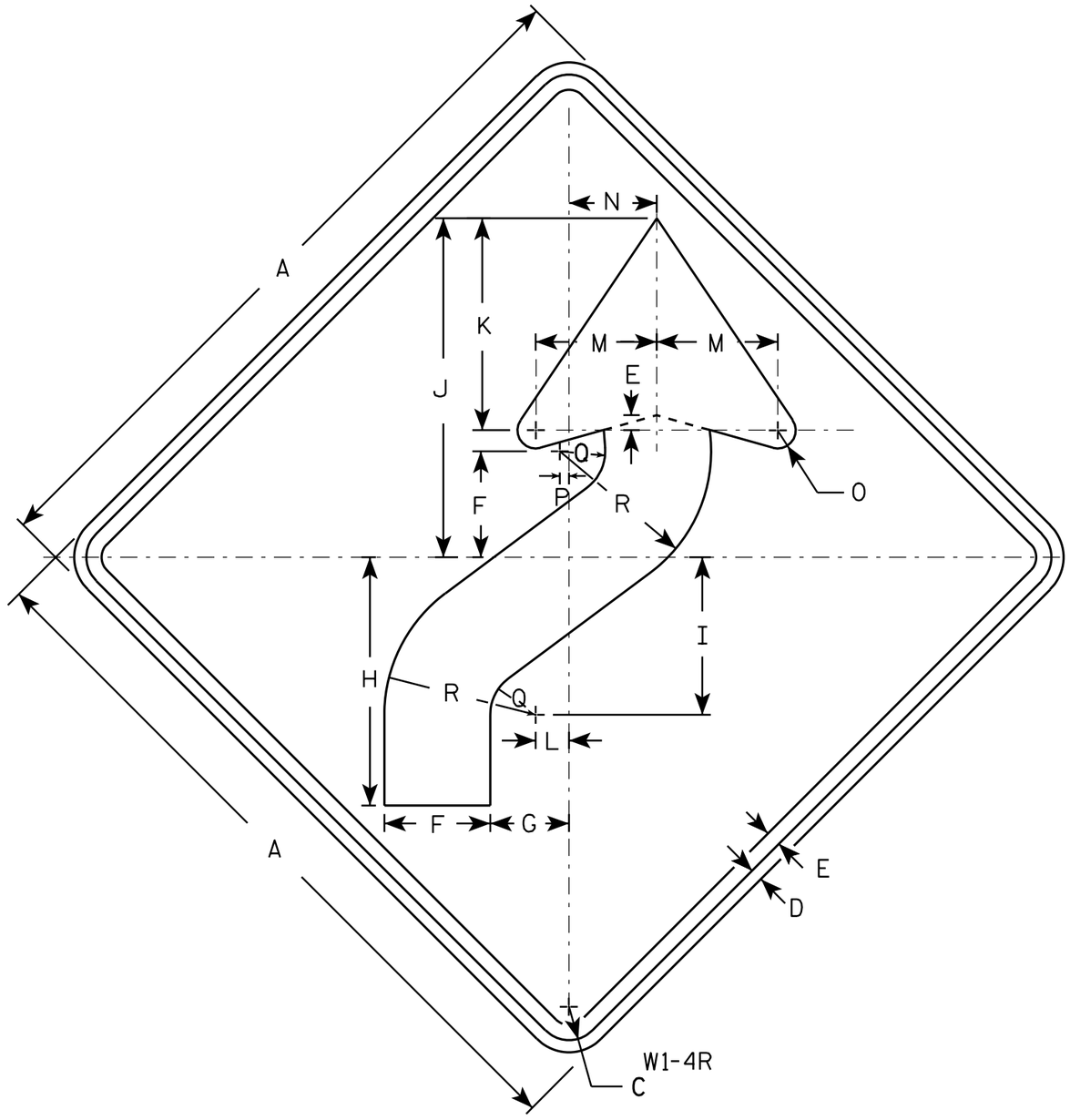
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 412	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-4L is the same as W1-4R 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	24		1 1/8	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 3/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	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
3	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
4	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
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

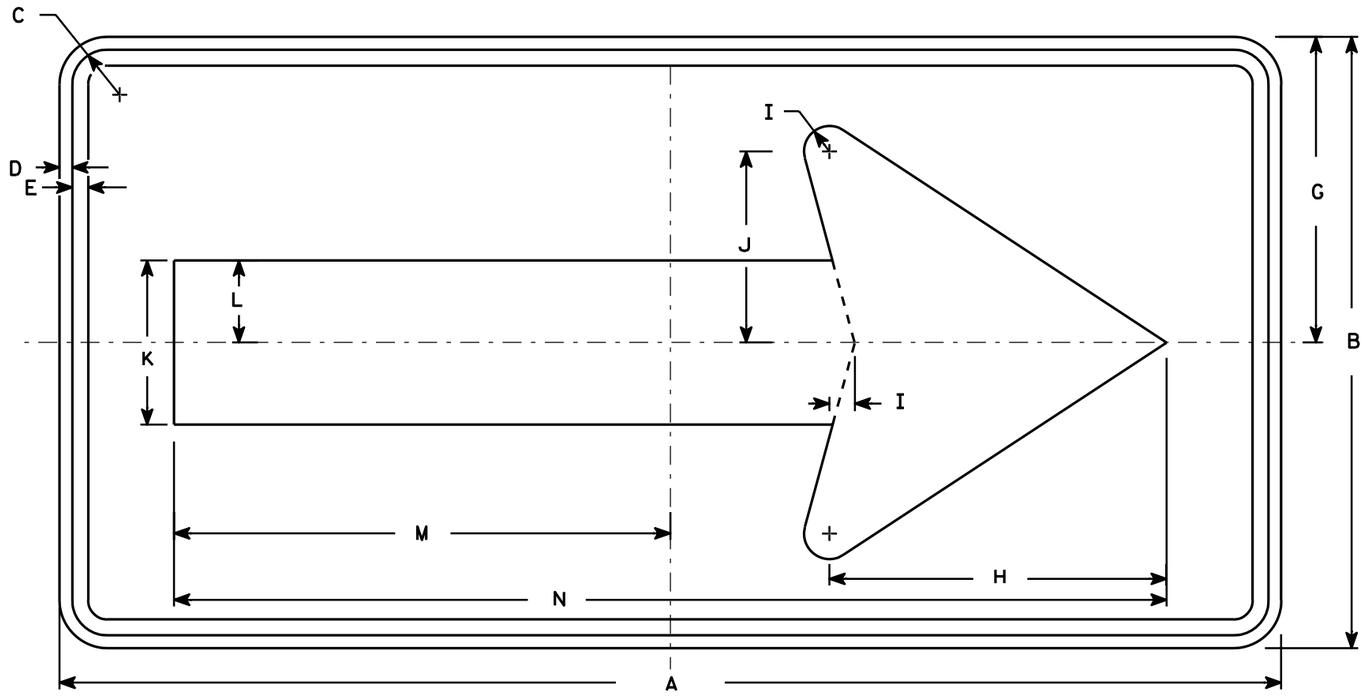
STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-4.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 413 | E



W1-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

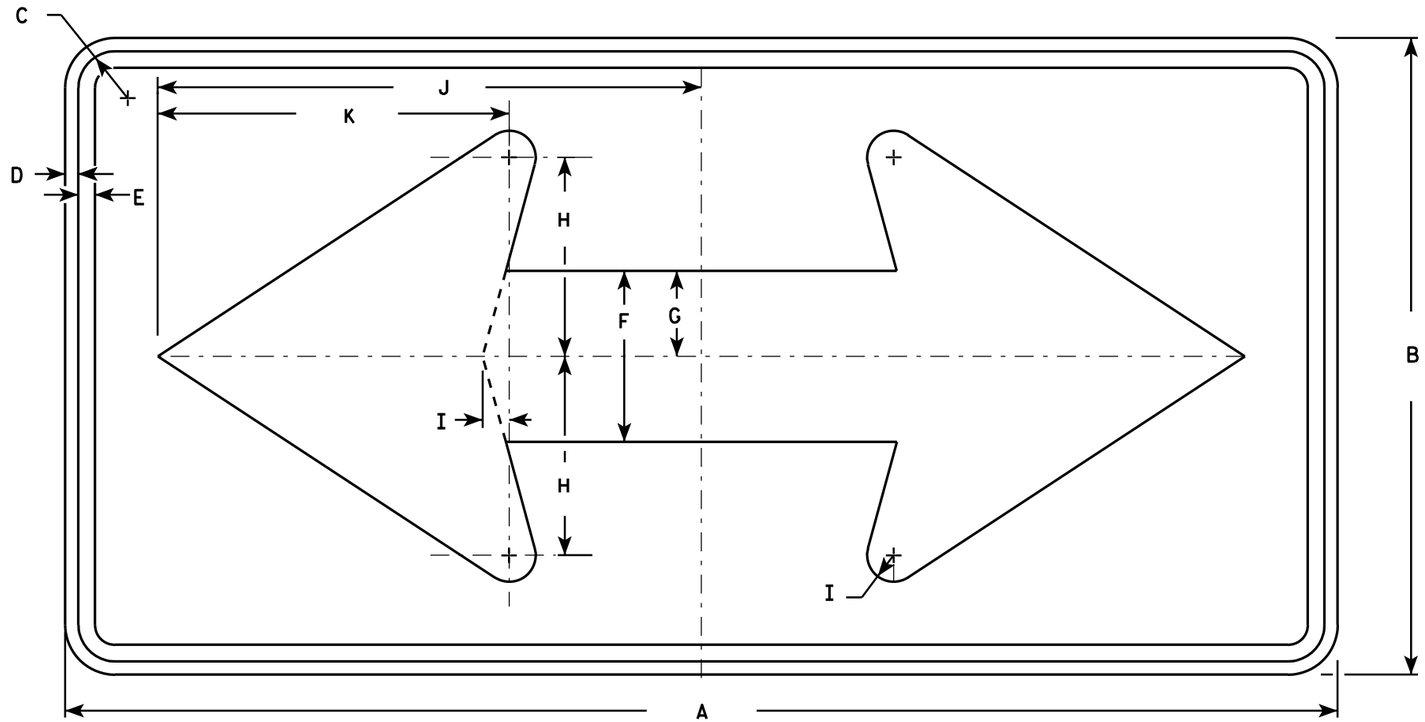
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 414



W1-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
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	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

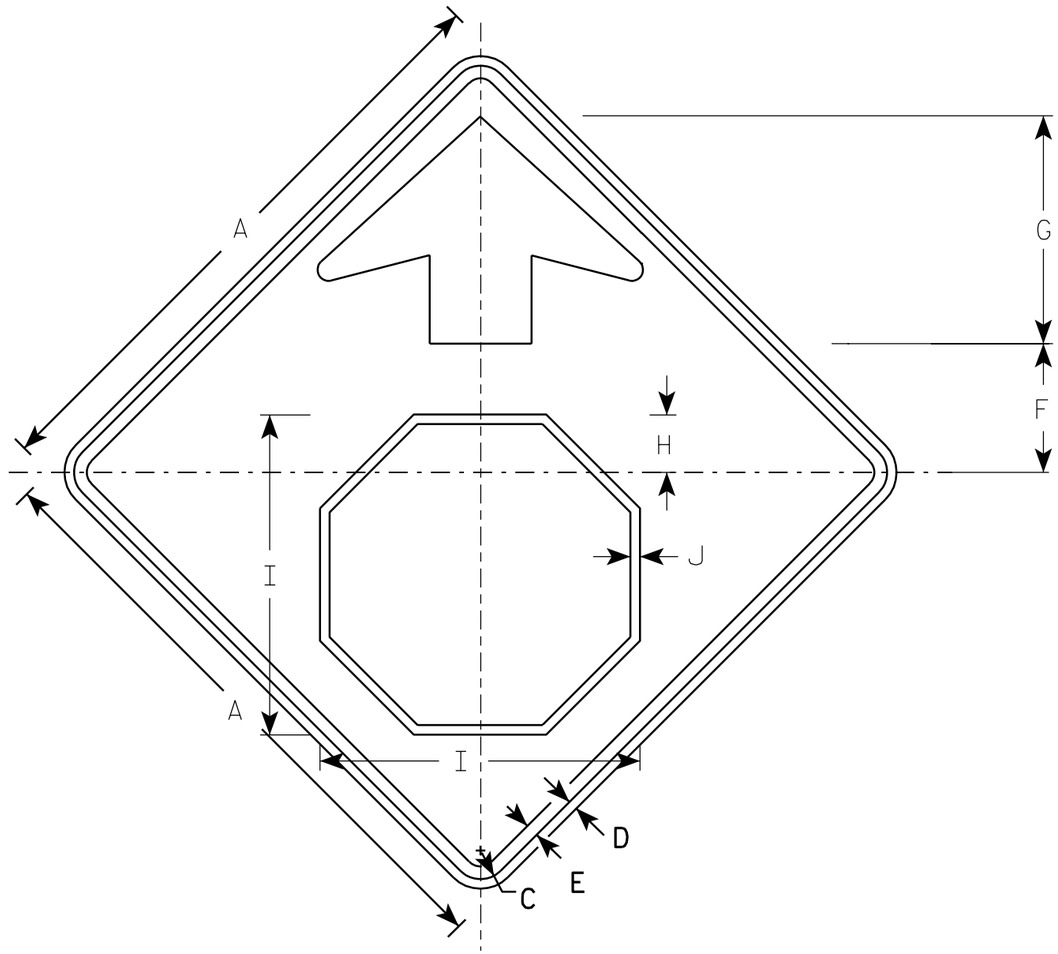
STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7

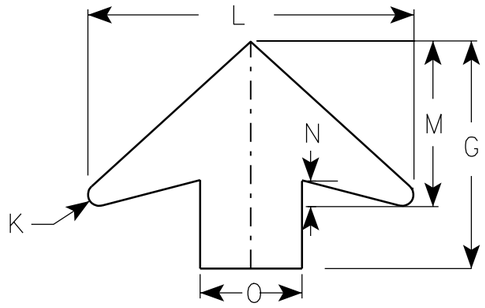
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 415 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

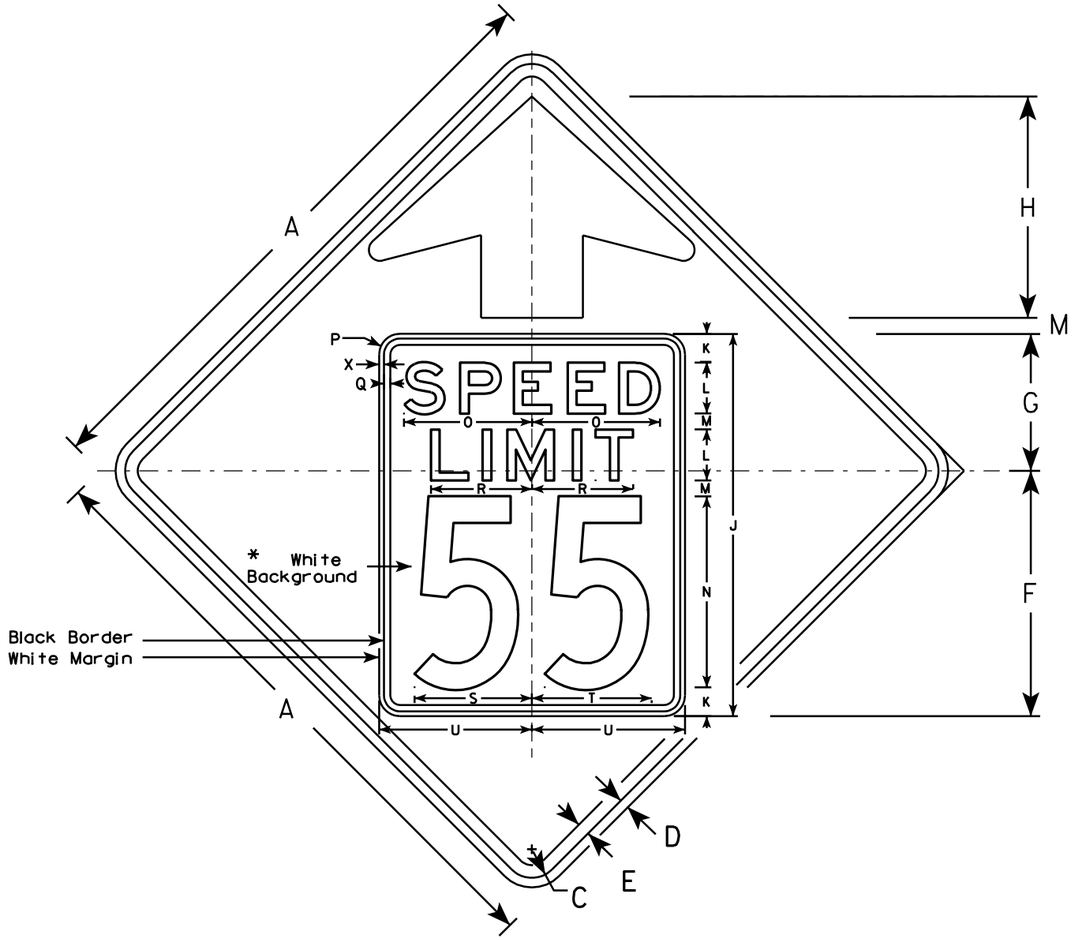
SHEET NO: 416 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W31.DGN PLOT DATE : 07-JUN-2010 12:59 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

7

7

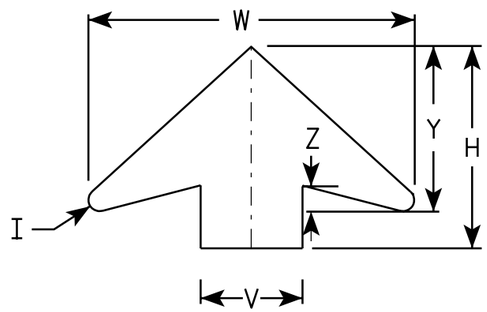


W3-5

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

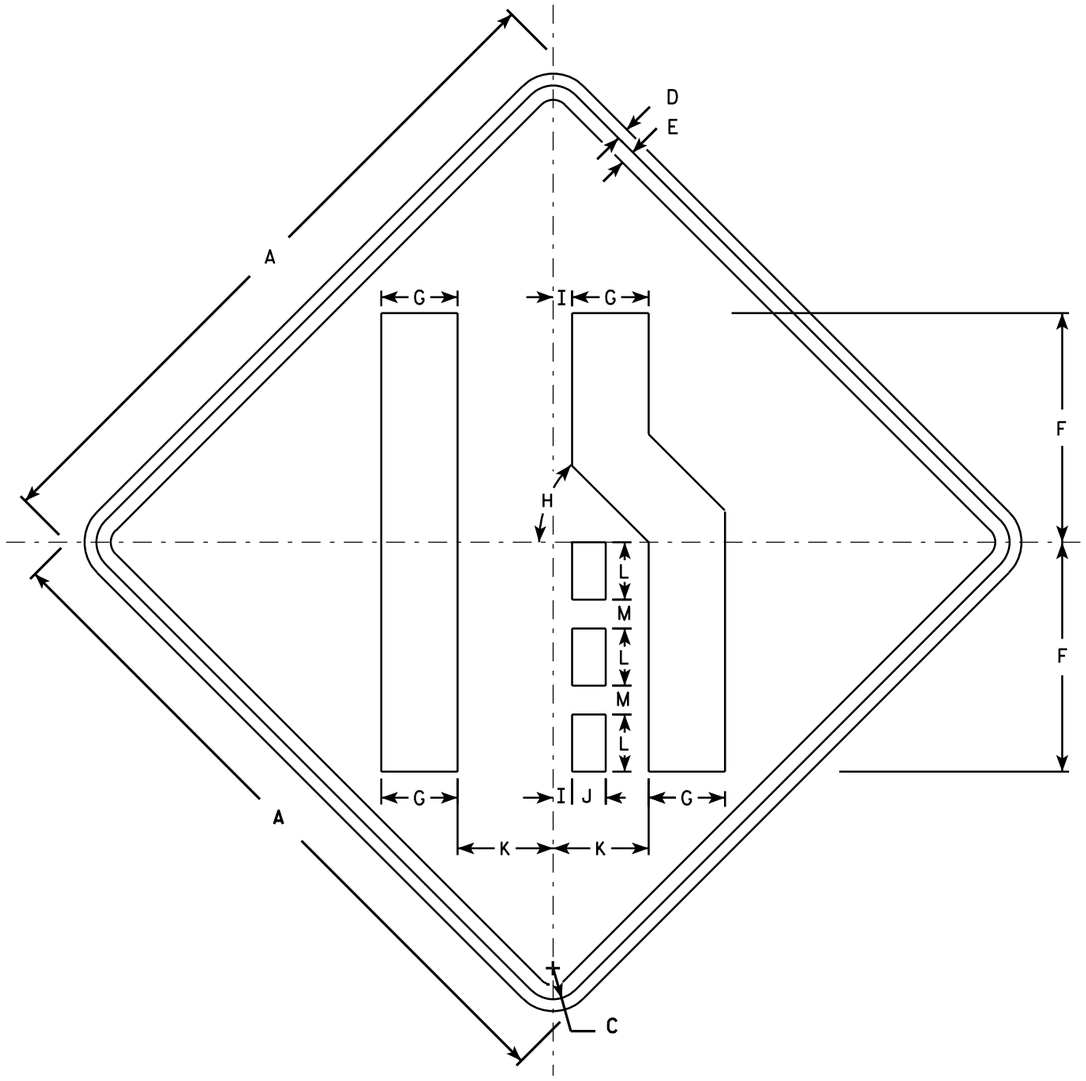
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 417 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

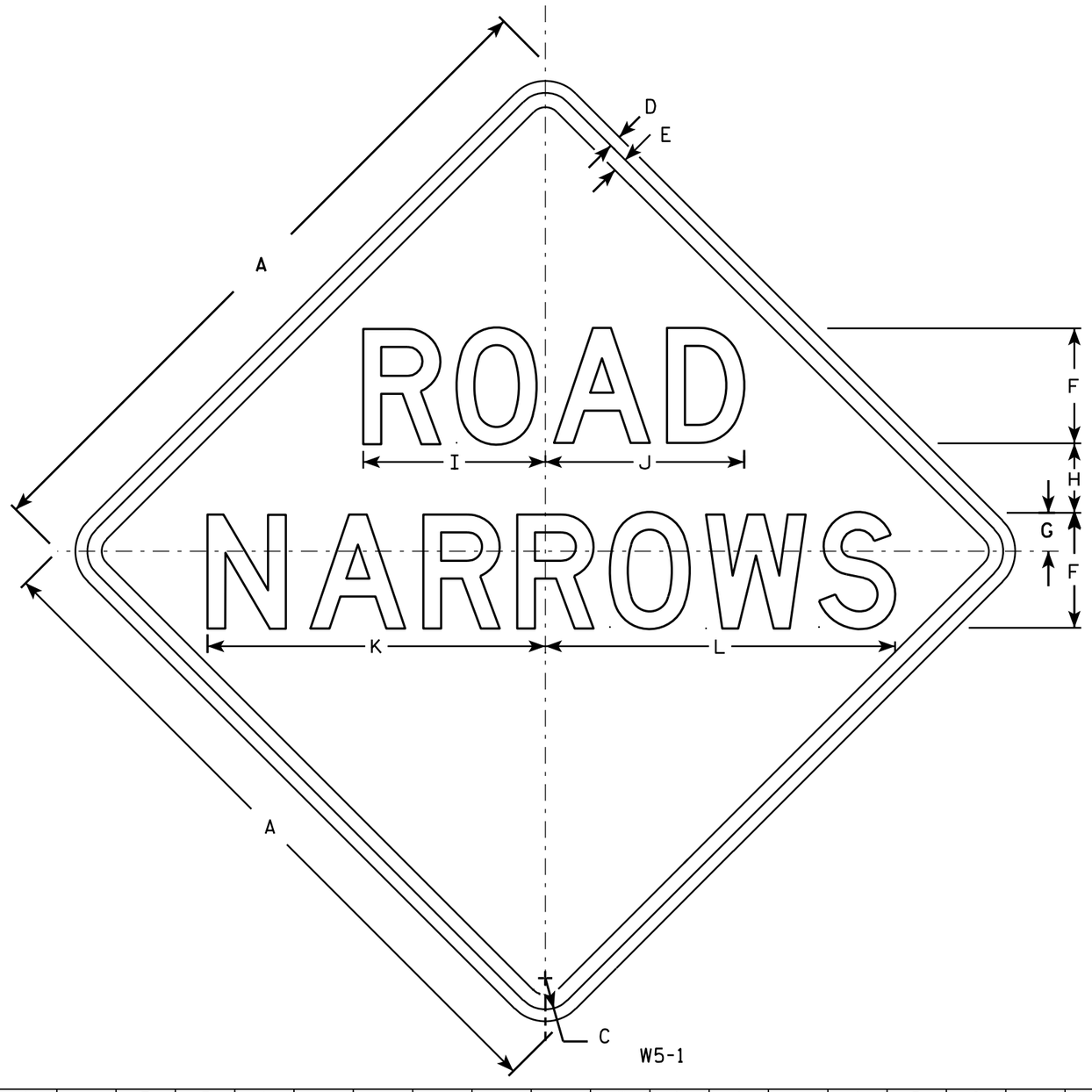
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 418 E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - 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		1 3/8	1/2	5/8	5	1 3/4	3	7 7/8	8 5/8	14 3/4	15 1/8															6.25
2S	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2M	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
3																											
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5																											

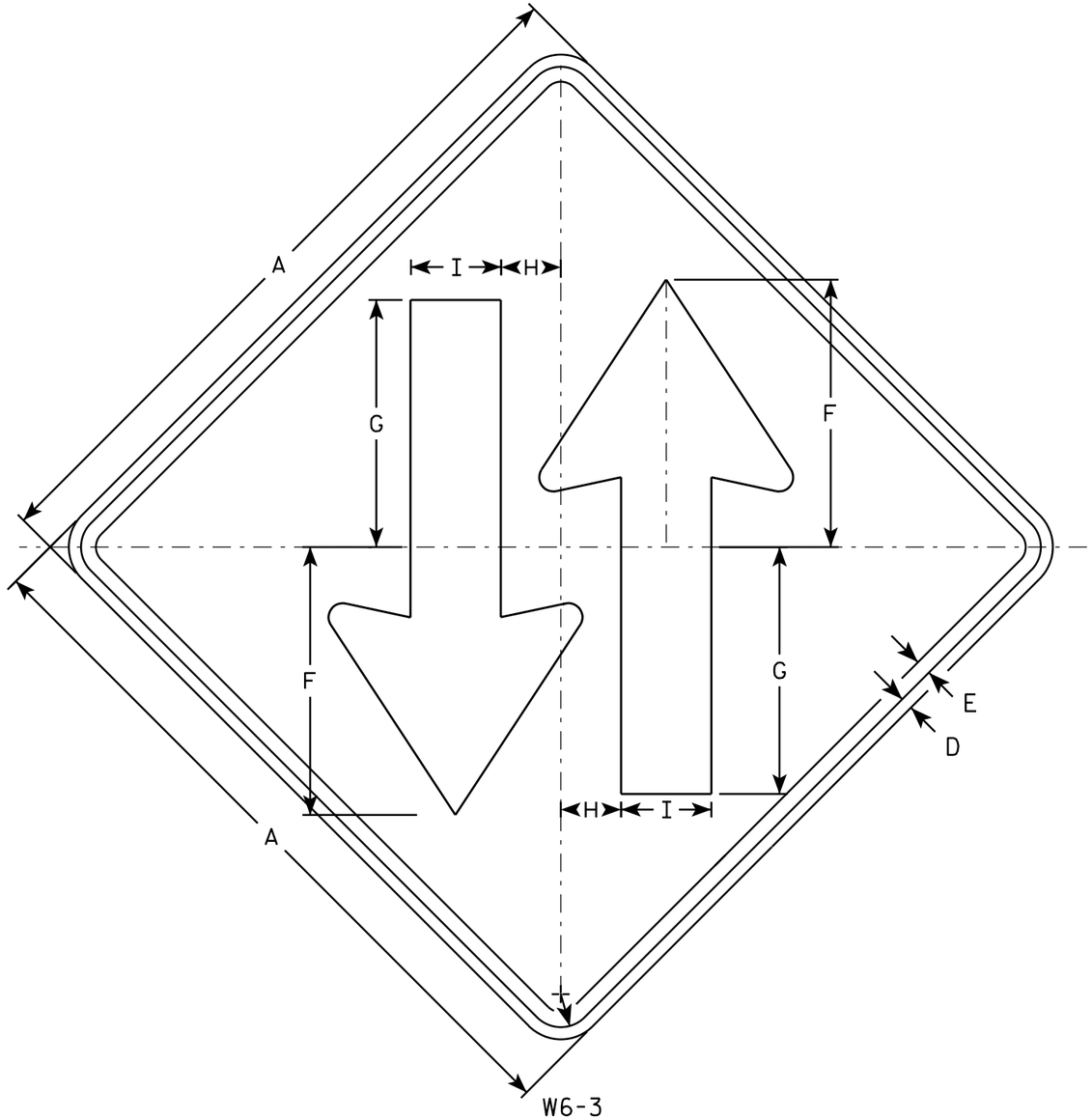
STANDARD SIGN
W5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W5-1.8

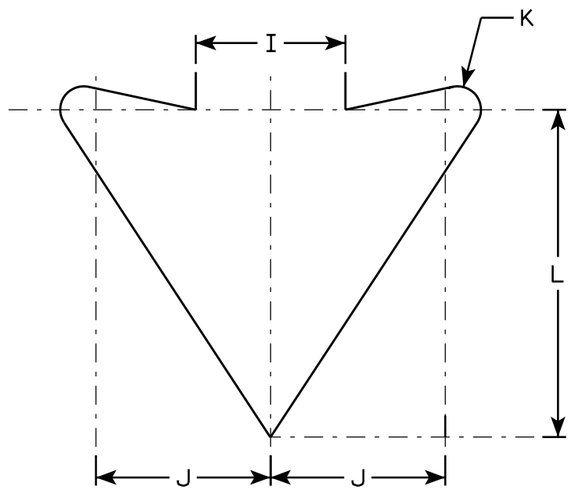
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 419	E



W6-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

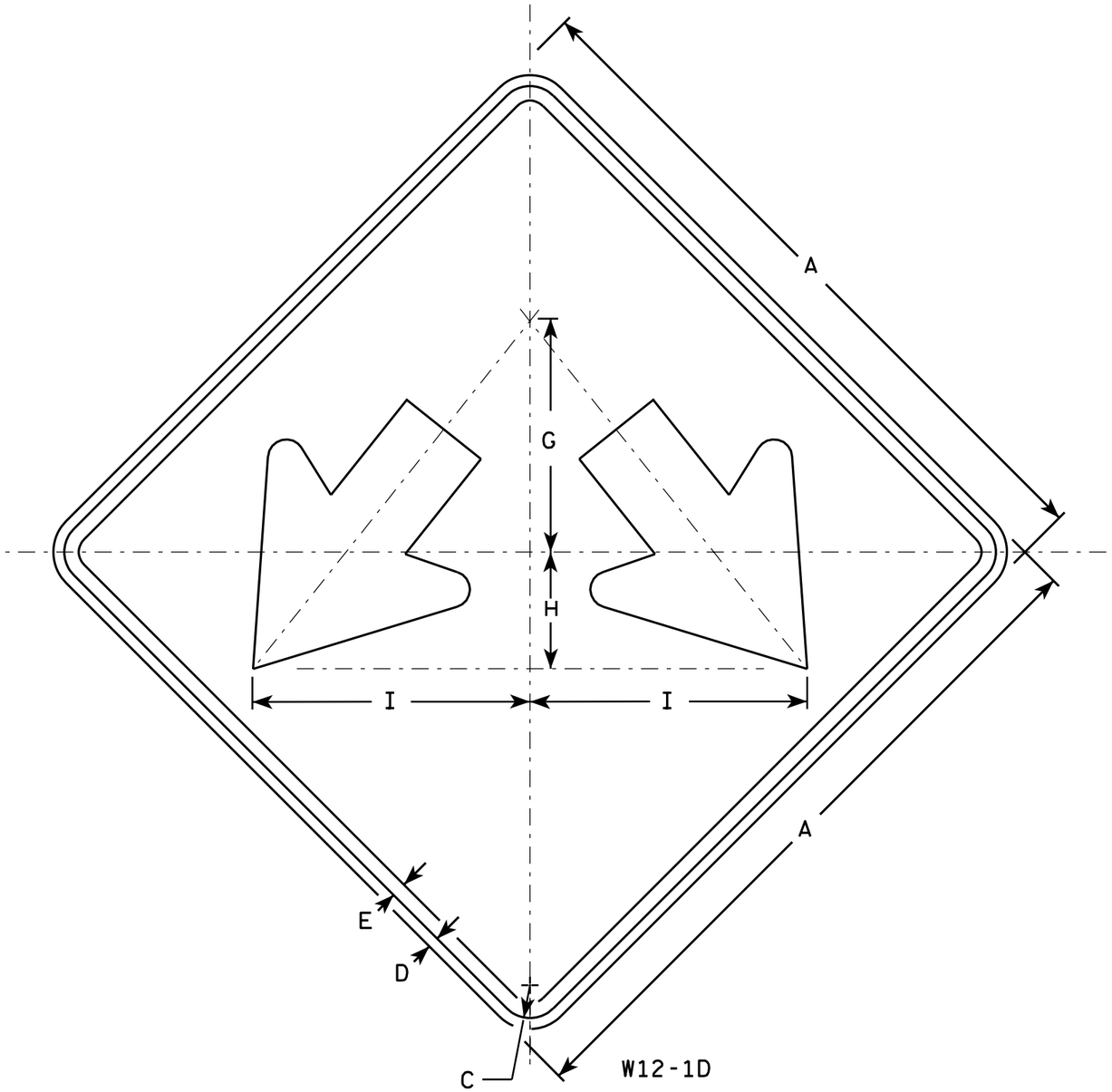
STANDARD SIGN
W6-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE 420 "16-3.11

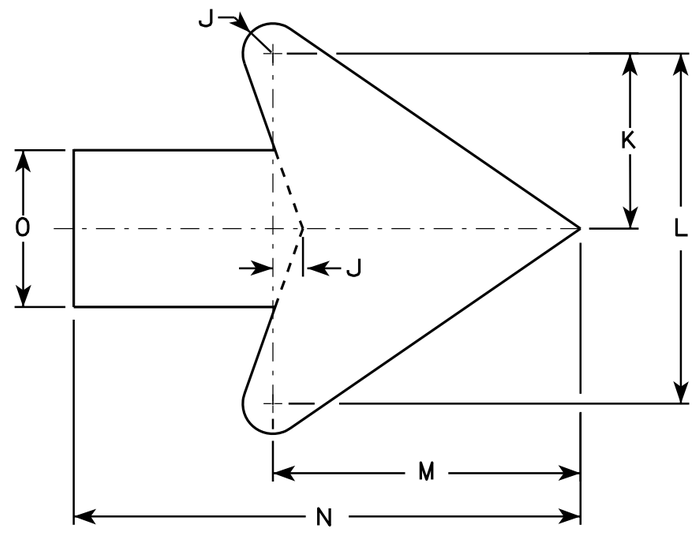
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W12-1D

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

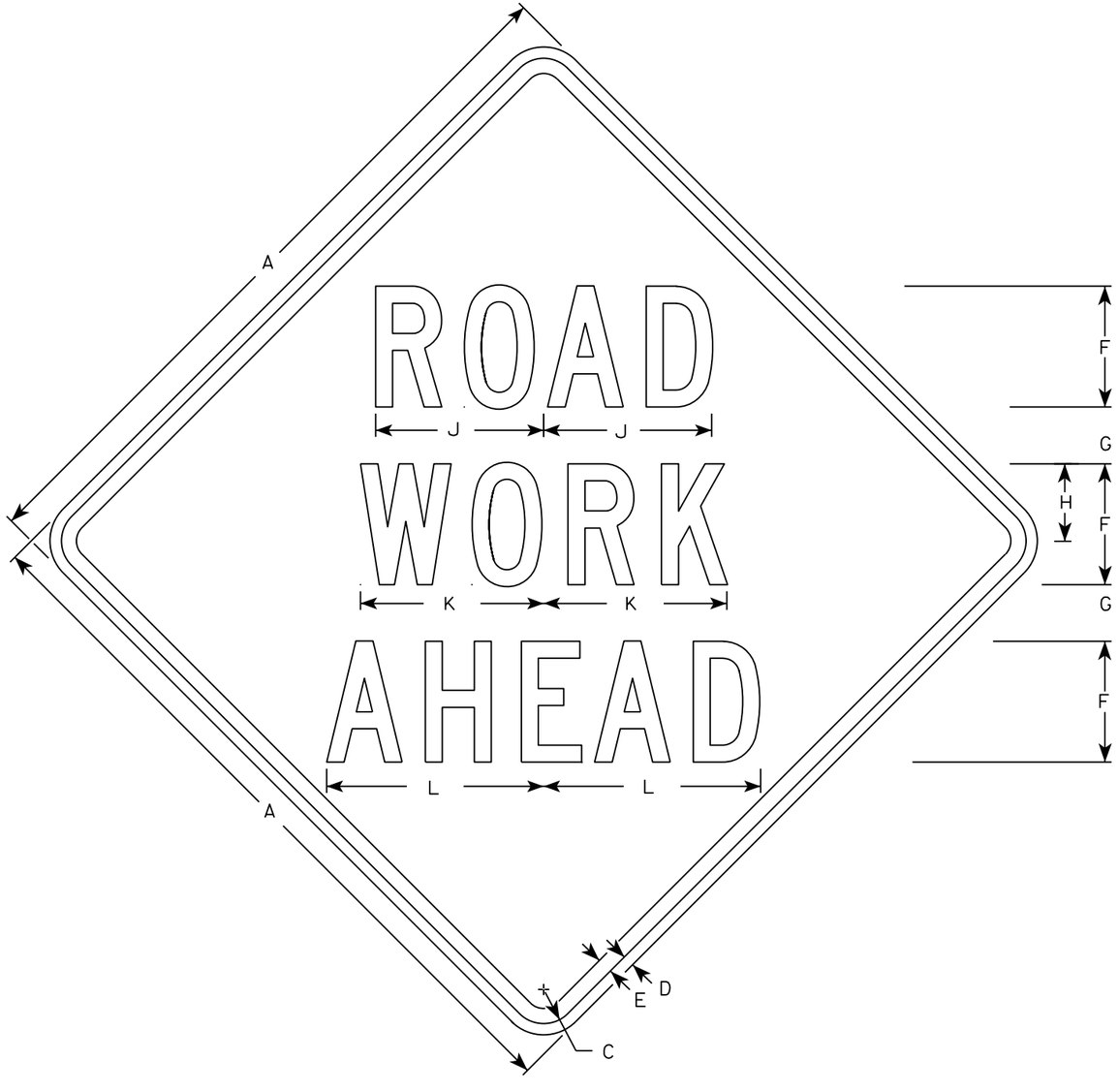
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

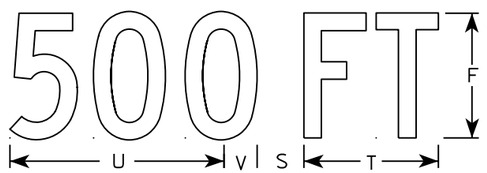
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 421 E

7

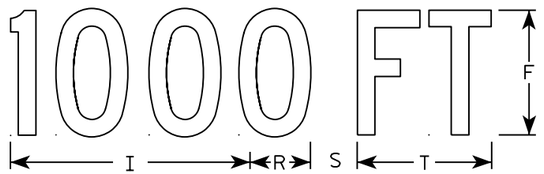
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W121D.DGN PLOT DATE : 13-MAR-2013 13:26 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 4.713802:1.000000
WISDOT/CADDS SHEET 42



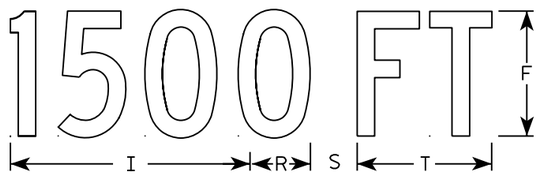
W20-1A



W20-1D



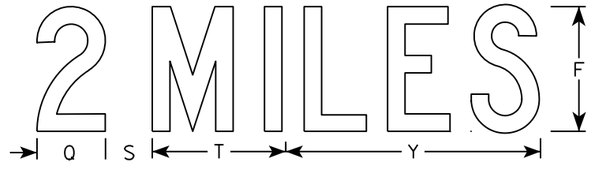
W20-1C



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

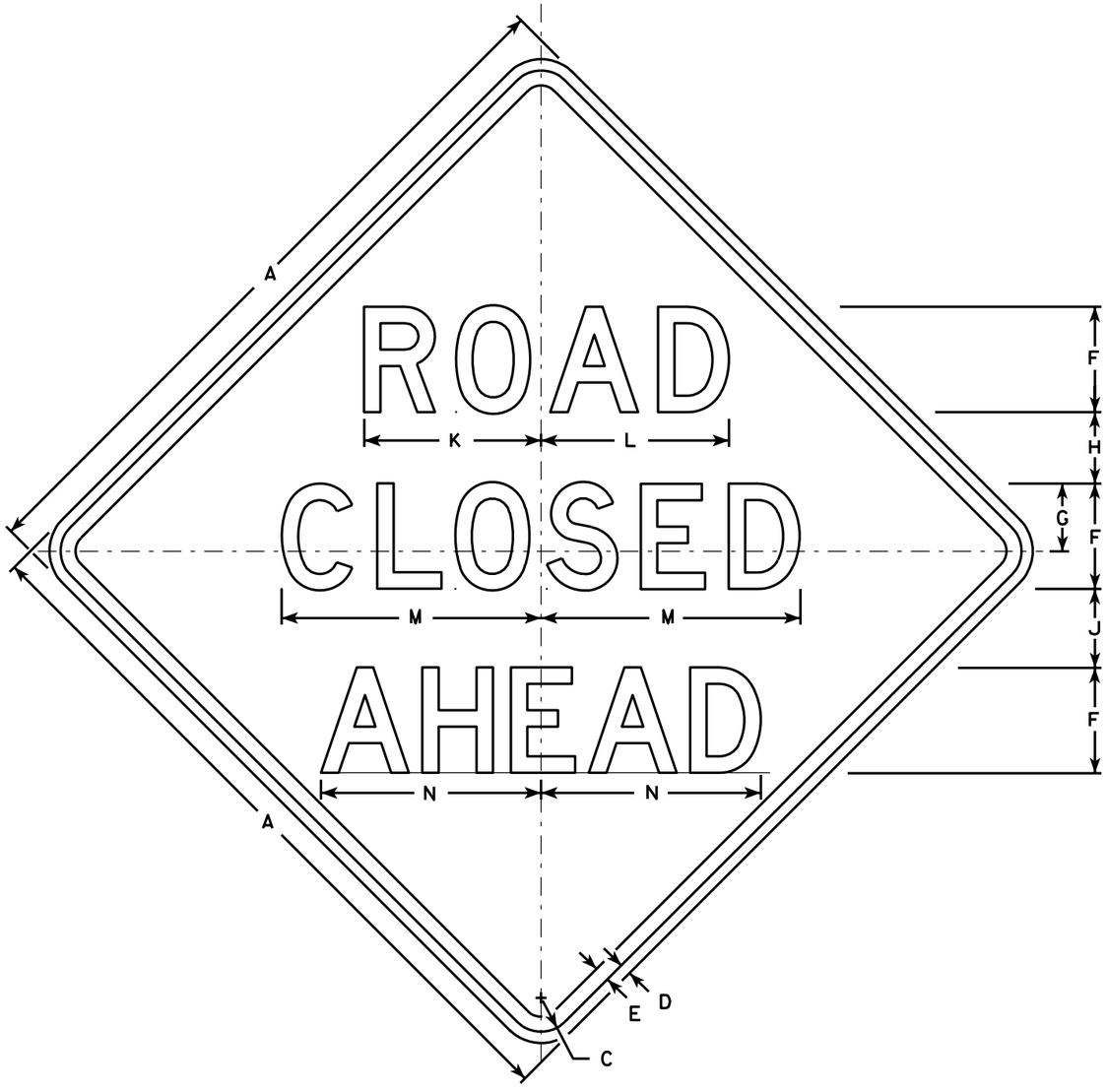
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10

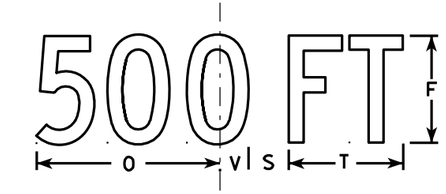
PROJECT NO:

SHEET NO: E

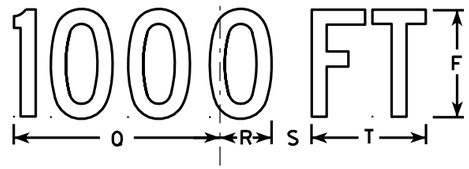
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$



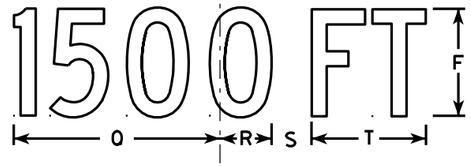
W20-3A



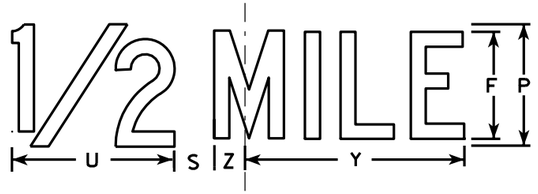
W20-3D



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

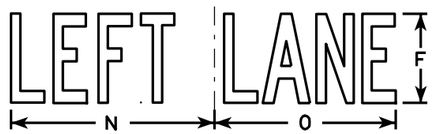
DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 423 | E

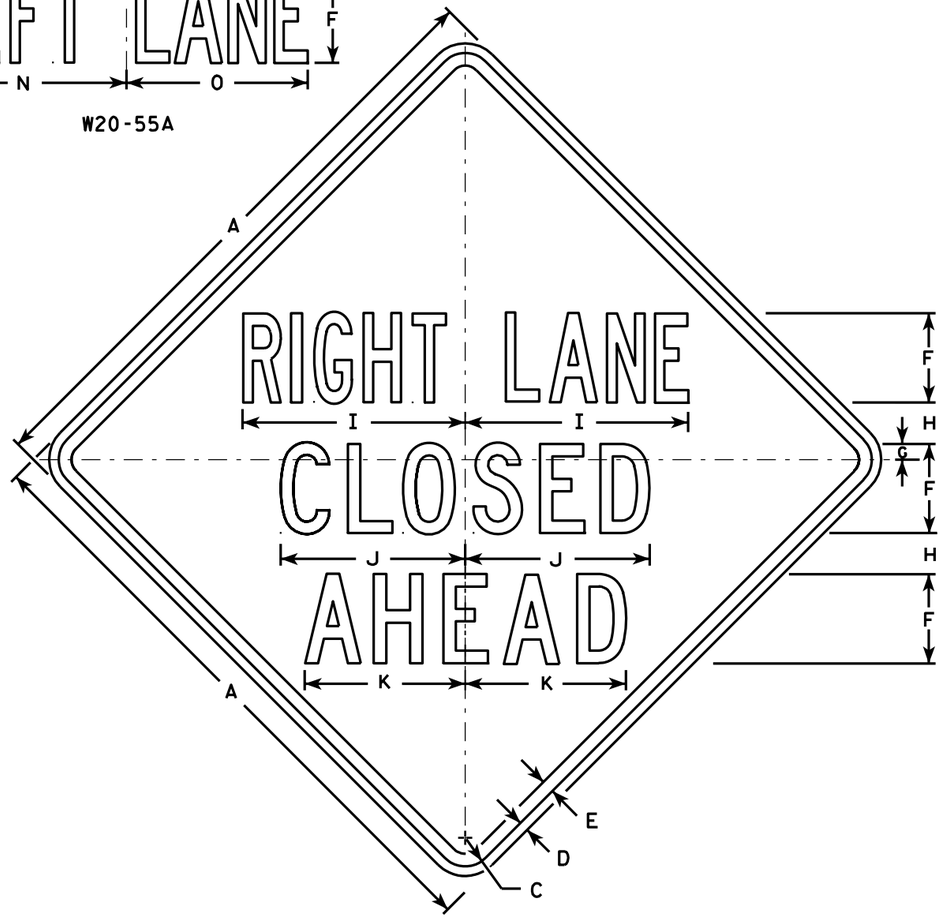
7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

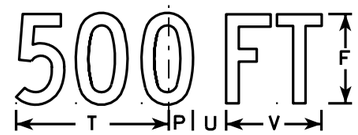
W20-56A



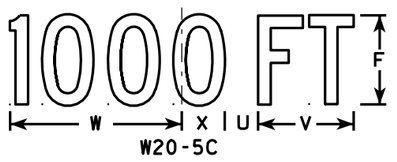
W20-55A



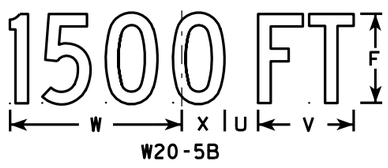
W20-5A



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	7/8	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 7/8	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

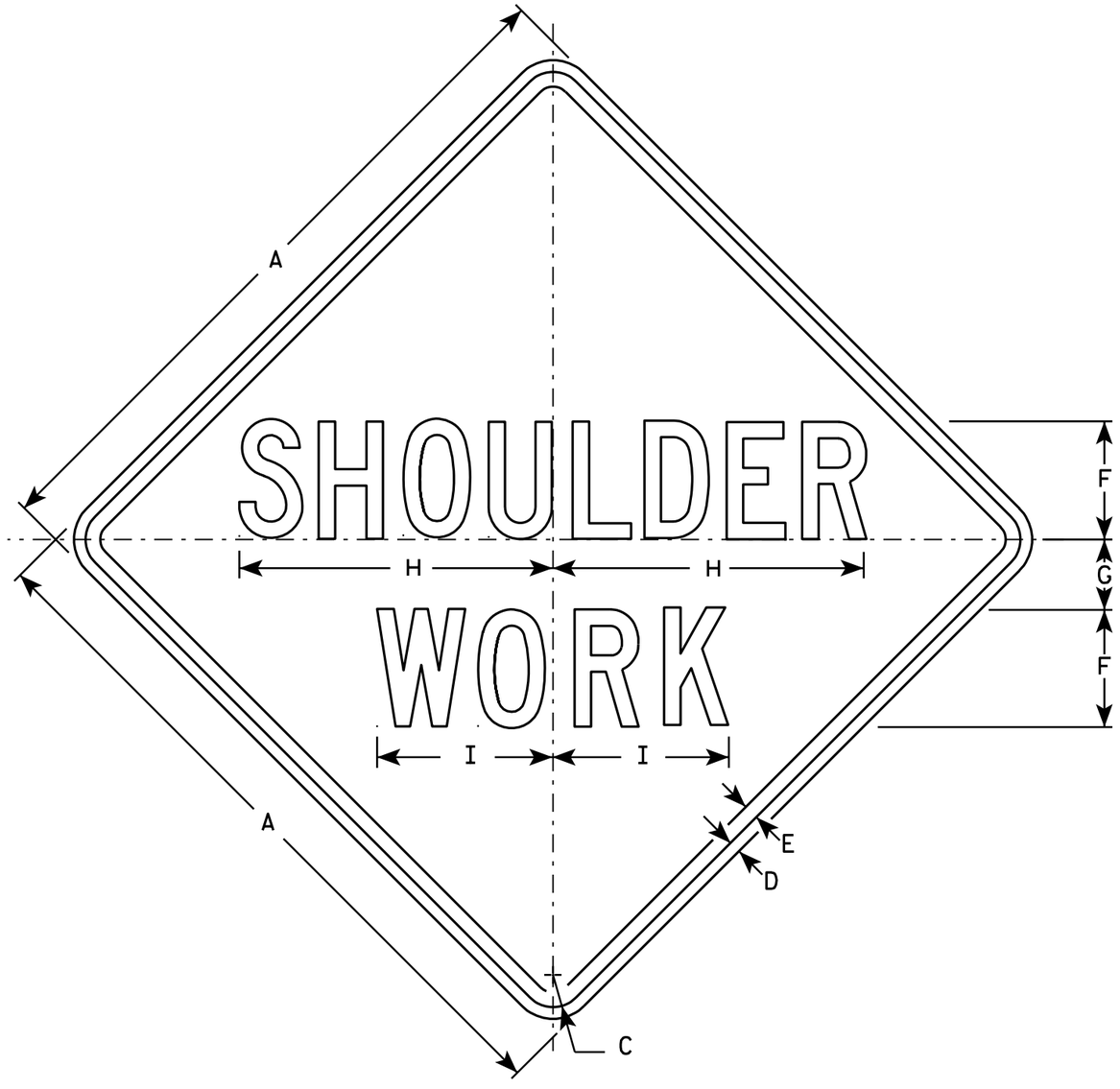
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 424	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



W21-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

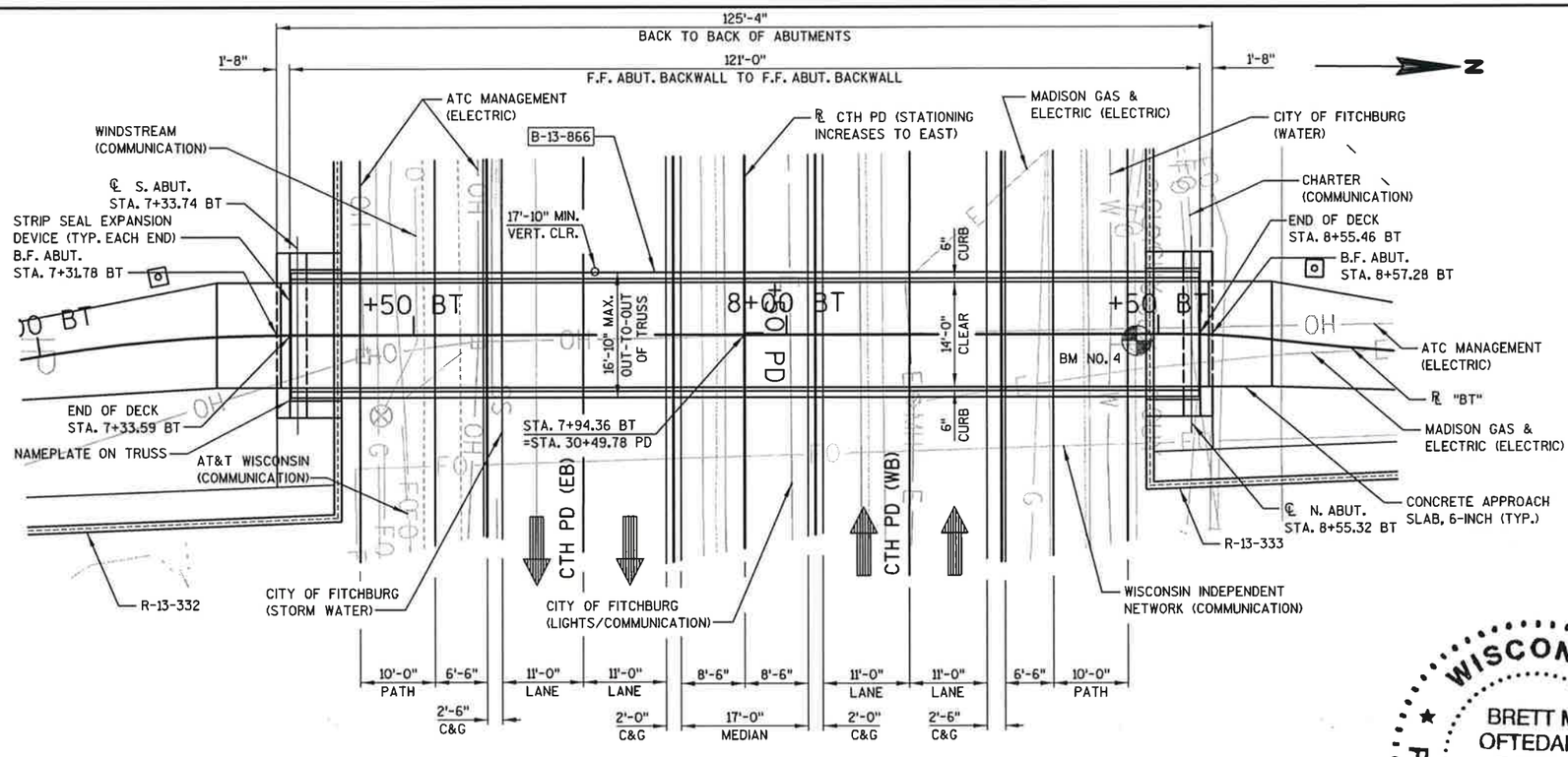
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

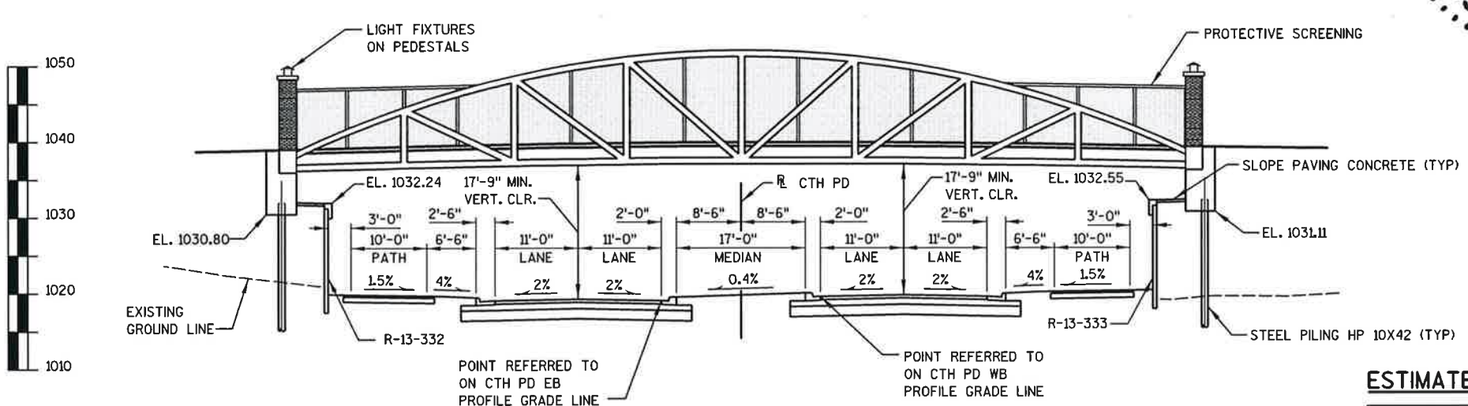
DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 425 | E



PLAN

(SINGLE SPAN PREFABRICATED STEEL TRUSS)



ELEVATION

(LOOKING WEST)

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
5	27+19.42 PD, 75.02' LT	TOP NUT OF FIRE HYDRANT	1027.67
4	30+51.62 PD, 52.85' LT	TOP NUT OF FIRE HYDRANT	1022.34
3	34+53.47 PD, 53.87' LT	TOP NUT OF FIRE HYDRANT	1024.46

ESTIMATED STEEL TRUSS BRIDGE REACTIONS

LOAD TYPE	P (LBS)	H (LBS)	L (LBS)
DEAD LOAD	58,500	---	---
UNIFORM LIVE LOAD, 90 PSF	37,800	---	---
WIND UPLIFT, 20 PSF WINDWARD/LEEWARD	-14,300/ -7,150	---	---
WIND HORIZ., WINDWARD/LEEWARD	-9,100/ 9,100	24,700	---
SEISMIC	---	---	---
THERMAL	---	---	8,500

P = VERTICAL LOAD AT EACH BASE PLATE (4 PER BRIDGE).
H = HORIZONTAL LOAD AT EACH SPAN END (2 PER BRIDGE).
L = LONGITUDINAL LOAD AT FIXED BEARING (4 PER BRIDGE).

NOTES:
1. VALUES IN THIS TABLE ARE ESTIMATES. ACTUAL VALUES SHALL BE PROVIDED BY PREFABRICATED BRIDGE MANUFACTURER.
2. "+" INDICATES DOWNWARD LOAD. "-" INDICATES UPWARD LOAD.

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
9/20/2019

STATE PROJECT NUMBER
5849-02-02

DESIGN DATA

MATERIAL PROPERTIES:
CONCRETE MASONRY, SUPERSTRUCTURE _____ f'c = 4,000 PSI
CONCRETE MASONRY, ALL OTHERS _____ f'c = 3,500 PSI
HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 _____ fy = 60,000 PSI
HIGH STRENGTH STRUCTURAL STEEL
ASTM A847, ASTM A588, ASTM A606,
ASTM A709, OR ASTM A242 _____ fy = 50 KSI
STRUCTURAL CARBON STEEL ASTM A36 _____ fy = 36 KSI

LIVE LOAD:

90 PSF PEDESTRIAN LOAD
20,000 LB VEHICLE LOAD (H-10)

WIND LOAD:

WIND LOADS PER AASHTO LRFD GUIDE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON HP 10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS** PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED 35'-0" LONG AT SOUTH ABUTMENT. ESTIMATED 70'-0" LONG AT NORTH ABUTMENT.

** THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

TRAFFIC DATA:

CTH PD (MCKEE ROAD)
AADT: 29,900 (2020)
AADT: 32,200 (2040)
DESIGN SPEED: 45 MPH

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION, GENERAL NOTES & DETAILS
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. ABUTMENT DETAILS
9. SUPERSTRUCTURE ELEVATIONS & AESTHETIC DETAILS
10. EXPANSION DEVICES
11. PROTECTIVE SCREENING DETAILS

DESIGN CONSULTANT CONTACT:
KYLE BETH (608) 251-4843

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SCR 09/25/19
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-13-866

BADGER STATE TRAIL OVER MCKEE ROAD

COUNTY	TOWN/CITY/VILLAGE
DANE	FITCHBURG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KPB	BMO	DTH	BMO

GENERAL PLAN

SHEET 1 OF 11
426

8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080501_ab.dgn

STATE PROJECT NUMBER
5849-02-02

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS NOTED OTHERWISE.

THE TRUSS SHALL BE ANCHORED TO THE ABUTMENTS IN A MANNER TO:
- ALLOW THERMAL MOVEMENTS ALONG ℄ OF THE BIKE PATH.
- PREVENT HORIZONTAL TRANSLATION OF THE SUPERSTRUCTURE PERPENDICULAR TO THE ℄ OF THE BIKE PATH.

THE TRUSS SHALL BE CAMBERED AN AMOUNT EQUAL TO THE PROFILE GRADE LINE PLUS AN AMOUNT TO OFFSET THE CALCULATED DEAD LOAD DEFLECTION.

PROTECTIVE SCREENING, HANDRAIL, TUBE STEEL RAILS, CONCRETE DECK AND REINFORCEMENT, CURBS, BEARINGS, AND ANCHOR BOLTS ARE INCLUDED IN THE BID ITEM "PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE LRFD B-13-866".

THE PAINT COLOR FOR THE STEEL TRUSS SHALL BE PANTONE MATCHING SYSTEM COLOR PMS 364 (GREEN).

TRUSS AND CONCRETE DECK SHALL BE DESIGNED TO ACCOMODATE A 1¾ -INCH STRIP SEAL JOINT. THE TRUSS FABRICATOR SHALL COORDINATE WITH THE JOINT FABRICATOR TO OBTAIN NECESSARY JOINT AND ANCHORAGE DETAILS. SEE SHEET 10 FOR EXPANSION JOINT INFORMATION.

ALL ITEMS ASSOCIATED WITH THE BRIDGE LIGHTING ARE INCLUDED IN THE ROADWAY BID ITEMS.

TRUSS SHALL BE DESIGNED AS SIMPLE SPAN BETWEEN ABUTMENTS. TOP CHORD SHALL BE FABRICATED TO A PARABOLIC CURVE. THE TRUSS APPEARANCE SHALL RESEMBLE WHAT IS SHOWN IN THE ELEVATION VIEW ON SHT. 1.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO THE ENTIRE TOP OF DECK SURFACE AND THE TOP AND FRONT FACE OF THE CURB.

WALLS R-13-332 AND R-13-333 WILL BE CONSTRUCTED CONCURRENTLY WITH BRIDGE B-13-866. CONSTRUCTION SEQUENCE FOR THE MSE WALL AND SOIL REINFORCEMENT MUST BE COORDINATED WITH ABUTMENT CONSTRUCTION.

FILLER SHALL CONFORM TO THE REQUIREMENTS OF AASHTO DESIGNATION M153 TYPES I, II OR III OR AASHTO DESIGNATION M213.

ANCHOR BOLTS, BEARINGS, AND THEIR LOCATION ON THE SUBSTRUCTURE UNITS SHALL BE PROVIDED BY THE BRIDGE MANUFACTURER AND INCLUDED IN THE BID ITEM "PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE LRFD B-13-866."

IF CROSS SECTION OF PEDESTRIAN BRIDGE DIFFERS FROM THAT SHOWN, THE ABUTMENT SHALL BE MODIFIED TO ACCOMODATE THE CHANGE. MODIFICATIONS TO THE ABUTMENTS SHALL BE APPROVED BY THE DESIGN ENGINEER.

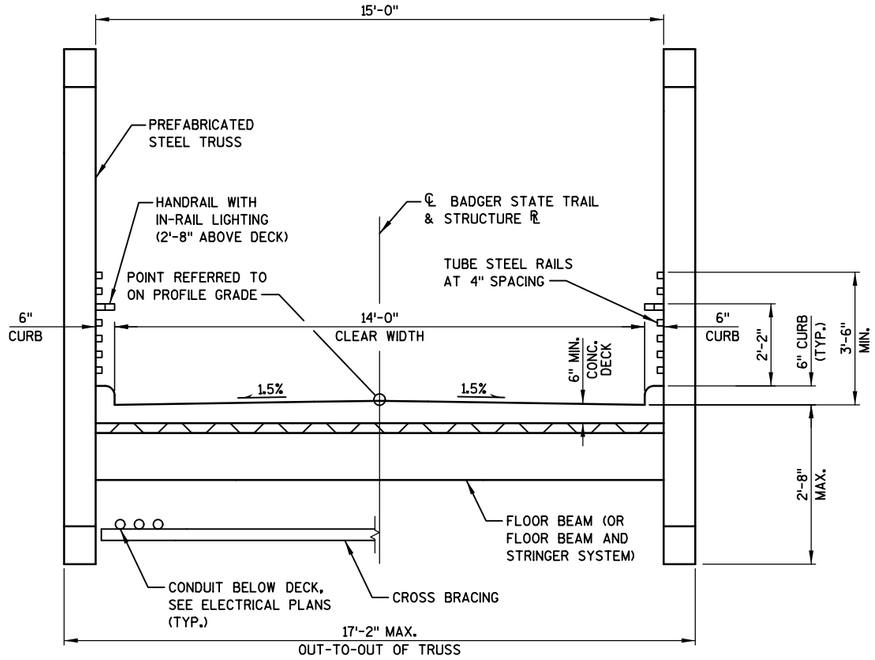
THE CONCRETE DECK SHALL BE DESIGNED AND REINFORCED TO SUPPORT DEAD AND LIVE LOADS WITHOUT CONTRIBUTION FROM THE DECK FORMING SYSTEM. REINFORCEMENT SHALL BE EPOXY COATED.

HANDRAIL ON PREFABRICATED STEEL TRUSS REQUIRES IN-RAIL LED LIGHTING. BRIDGE FABRICATOR SHALL COORDINATE WITH ELECTRICAL CONTRACTOR TO ACCOMODATE LIGHTING AND POWER SUPPLY. REFER TO ELECTRICAL PLAN AND DETAIL SHEETS IN ROADWAY PLANS.

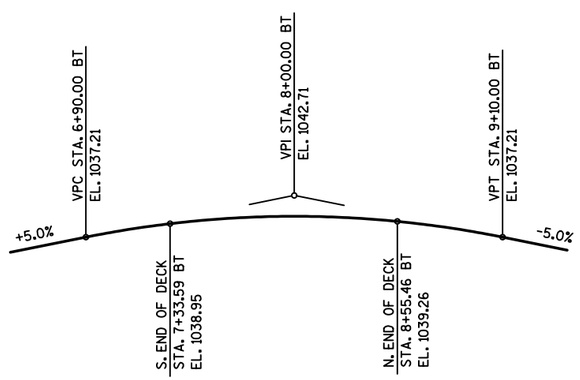
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	S. ABUT.	N. ABUT.	SUPERSTRUCTURE	TOTALS
206.1000	EXCAVATION FOR STRUCTURES BRIDGES B-13-866	L.S.	--	--	--	1
502.0100	CONCRETE MASONRY BRIDGES	C.Y.	32	32	--	64
502.3101	EXPANSION DEVICE B-13-866	L.F.	14	14	--	28
502.3200	PROTECTIVE SURFACE TREATMENT	S.Y.	--	--	221	221
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB.	1,390	1,390	--	2,780
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB.	1,150	1,150	--	2,300
506.8005.S	PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE LRFD B-13-866	L.S.	--	--	1	1
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	S.Y.	7	7	--	14
517.1000.001	PAINTING EPOXY SYSTEM STEEL TRUSS B-13-866	L.S.	--	--	1	1
517.1010.S.001	CONCRETE STAINING B-13-866	S.F.	356	356	--	712
517.1050.S.001	ARCHITECTURAL SURFACE TREATMENT B-13-866	S.F.	168	168	--	336
550.1100	PILING STEEL HP 10-INCH X 42 LB	L.F.	105	210	--	315
604.0400	SLOPE PAVING CONCRETE	S.Y.	8	8	--	16
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	L.F.	56	56		112
SPV.0165.154	ABUTMENT BACKWALL SOIL REINFORCEMENT	S.F.	180	180	--	360
SPV.0180.001	CONCRETE APPROACH SLAB, 6-INCH	S.Y.	13	13	--	26
	NON-BID ITEMS					
	FILLER	SIZE				3/4"
	EXPANDED POLYSTYRENE	SIZE				1"

ALL ITEMS ARE CATEGORY 0020



CROSS SECTION THRU TRUSS STRUCTURE
(LOOKING NORTH)



PROFILE GRADE LINE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

CROSS SECTION GENERAL NOTES & DETAILS

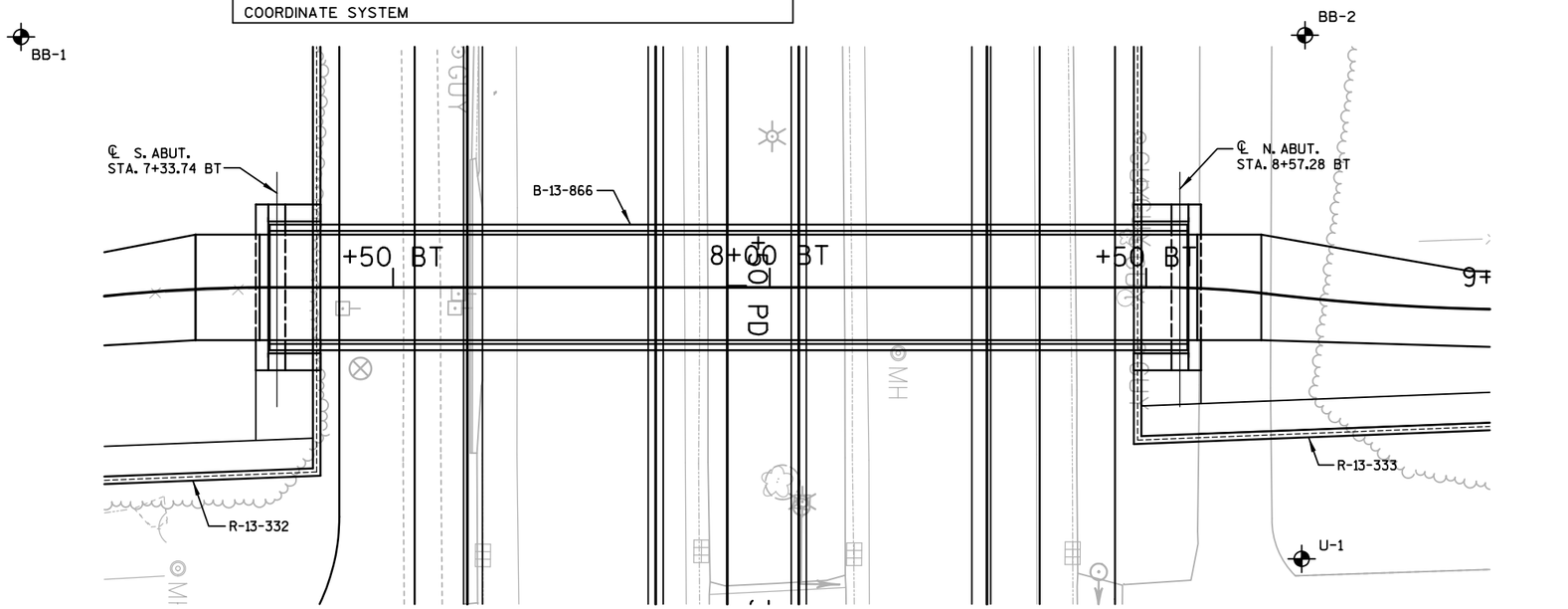
SHEET 2
427

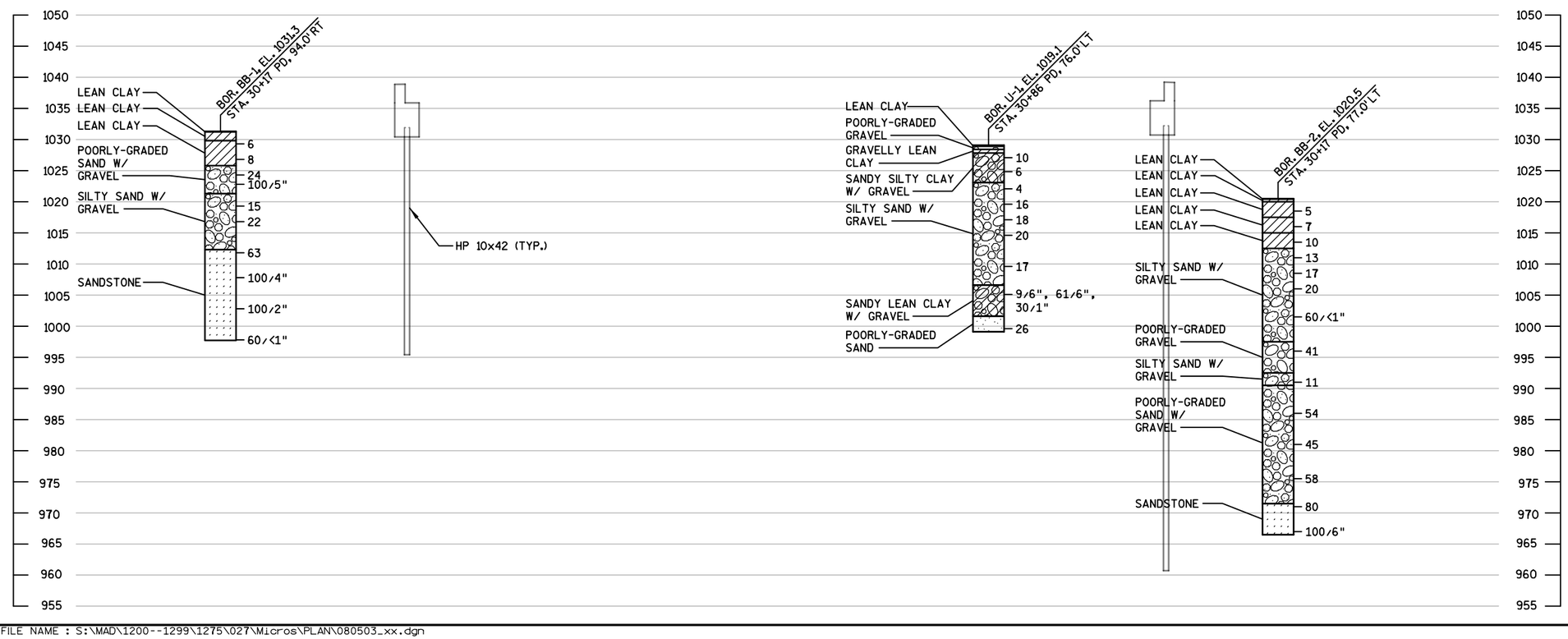
8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080502_xs.dgn

BORING	DATE COMPLETED	NORTHING (Y)	EASTING (X)
BB-1	1/9/2019	461,131	800,468
BB-2	1/9/2019	461,301	800,467
U-1	11/27/2017	461,301	800,537
BORINGS COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
REPORT COMPLETED BY: SOILS & ENGINEERING SERVICES, INC.			
ALL COORDINATES REFERENCED TO DANE COUNTY COORDINATE SYSTEM			





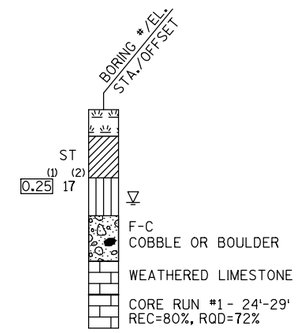
STATE PROJECT NUMBER

5849-02-02

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 B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION

SHEET 3
428

SCALE =

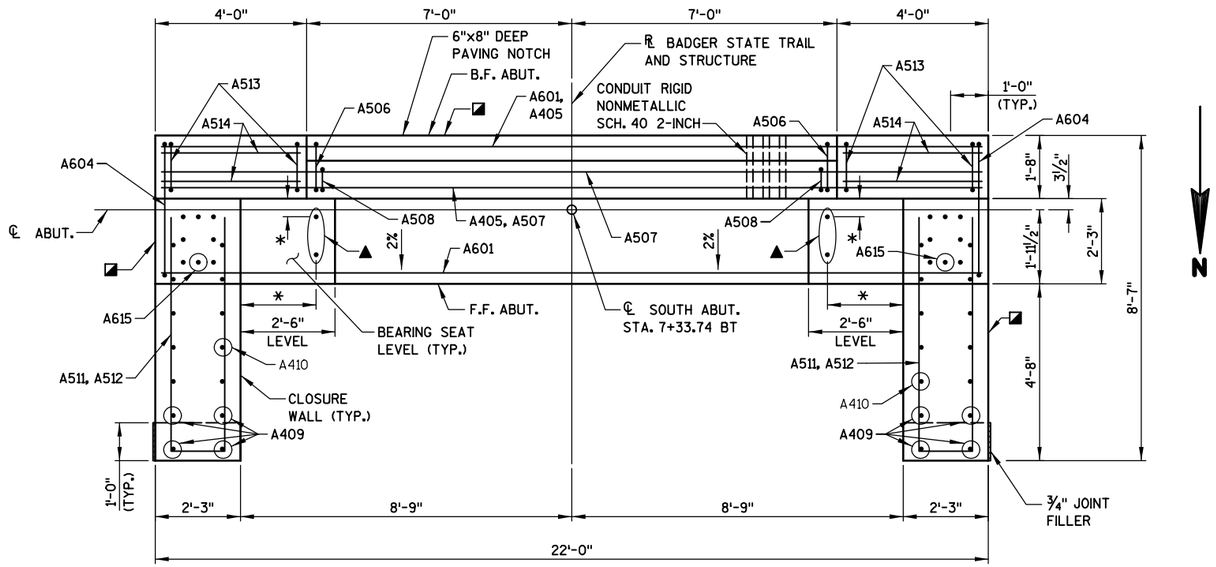
8

8

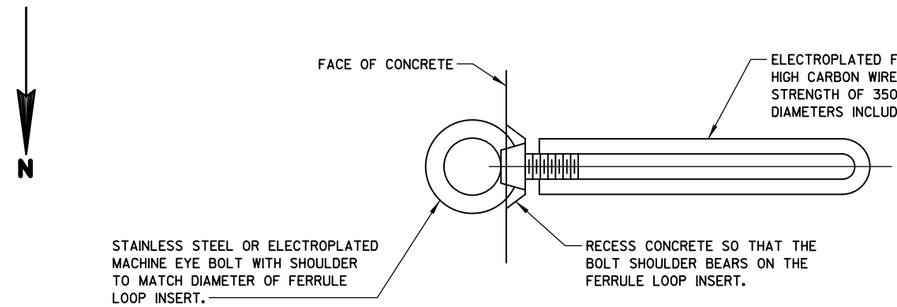
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080503_xx.dgn

STATE PROJECT NUMBER

5849-02-02

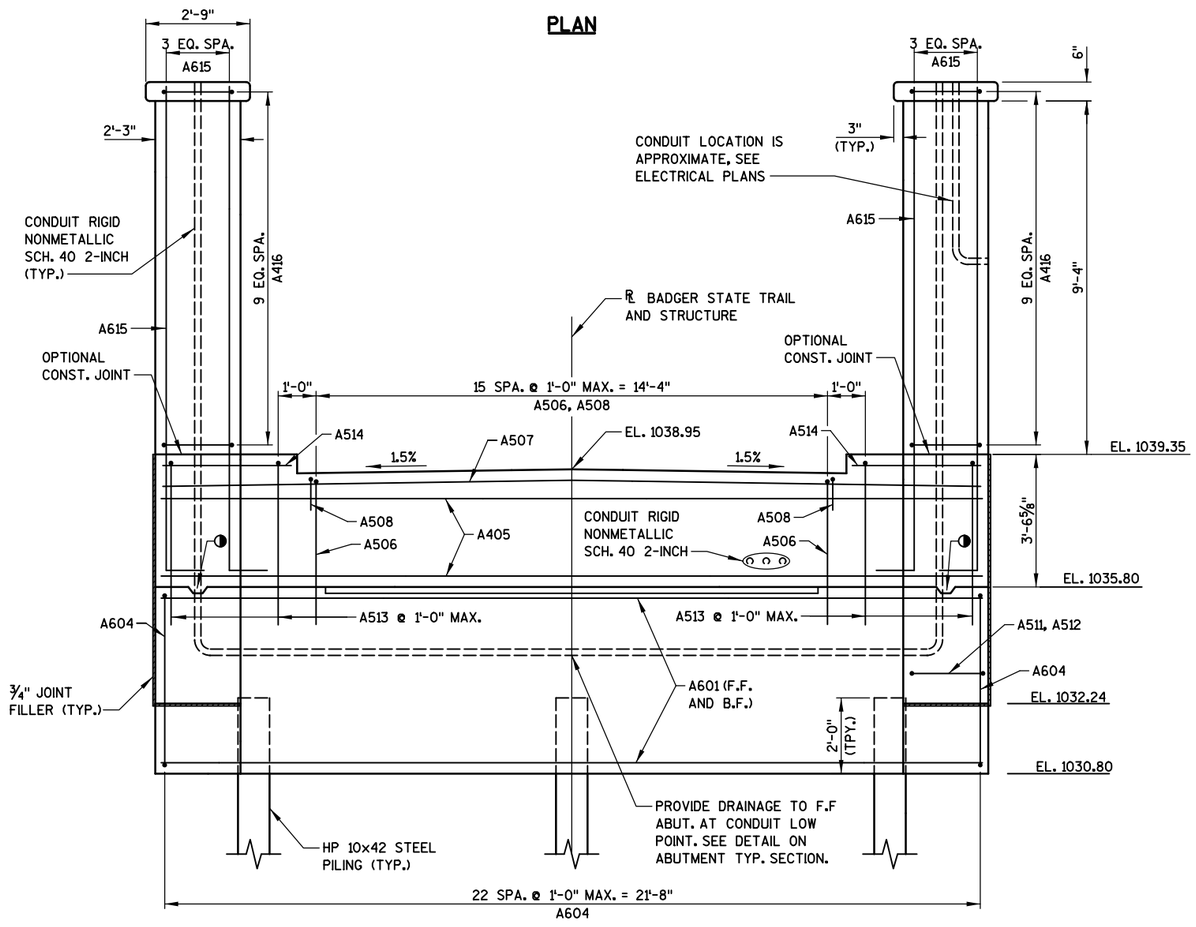


PLAN

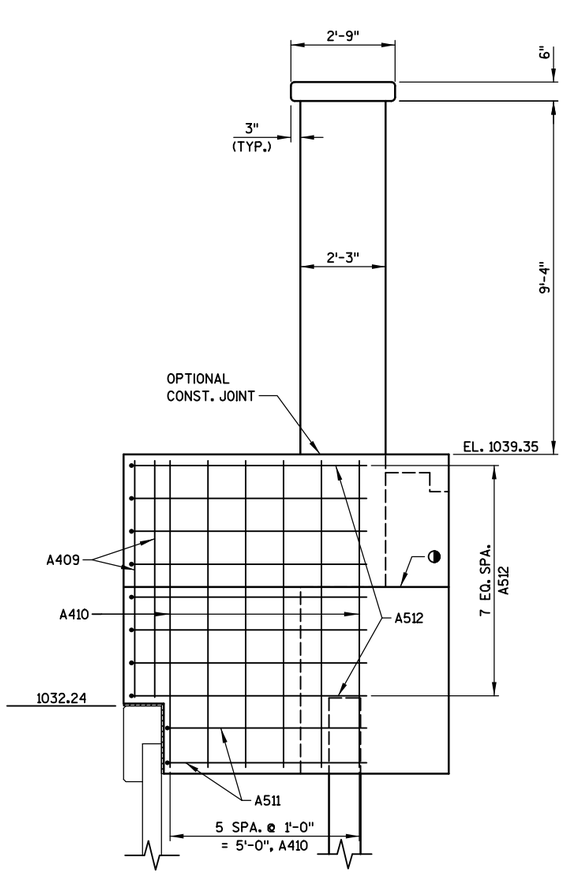


EYE BOLT DETAIL

COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".



ELEVATION



CLOSURE WALL ELEVATION

NOTES

SEE SHEET 8 FOR PILE SPLICE DETAILS.

SEE SHEET 5 FOR REINFORCING DETAILS.

ADJUST A604 BARS TO AVOID PILE INTERFERENCE.

PROVIDE EYE BOLT FALL PROTECTION AT EACH ABUTMENT. LOCATE EYE BOLTS 1'-0" BELOW THE TOP OF ABUTMENT BODY AND SPACE AT 6'-0" MAX ACROSS THE FACE OF THE ABUTMENT. PROVIDE 3 TOTAL AT EACH ABUTMENT.

LEGEND

◪ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

◑ HORIZONTAL CONSTRUCTION JOINT FORMED BY A BEVELED 2"x6".

▲ ASTM F1554 GRADE 36 GALVANIZED ANCHOR BOLT WITH (2) NUTS AND (1) WASHER EACH END. EMBED INTO CONCRETE 2'-0". BOLT DIAMETER AND PROJECTION HEIGHT BY BRIDGE MANUFACTURER. COST IS INCIDENTAL TO "PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE".

∗ DIMENSION TO BE PROVIDED BY BRIDGE MANUFACTURER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

SOUTH ABUTMENT

SHEET 4
429

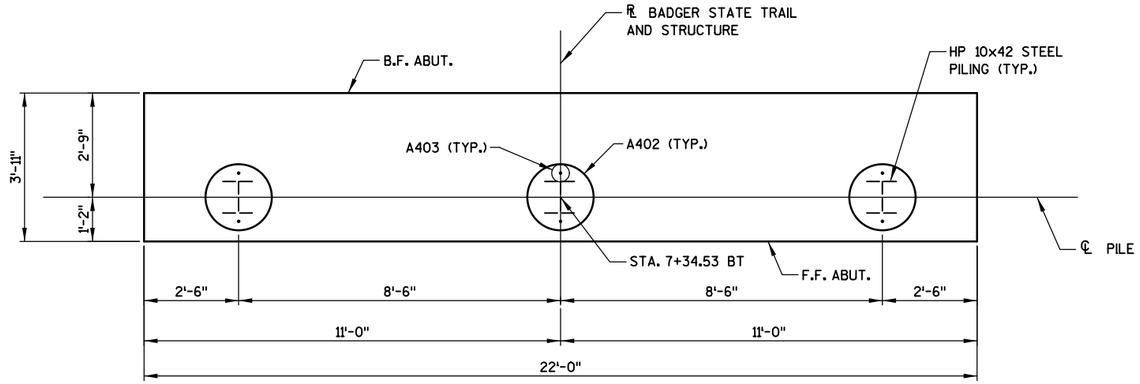
8

8

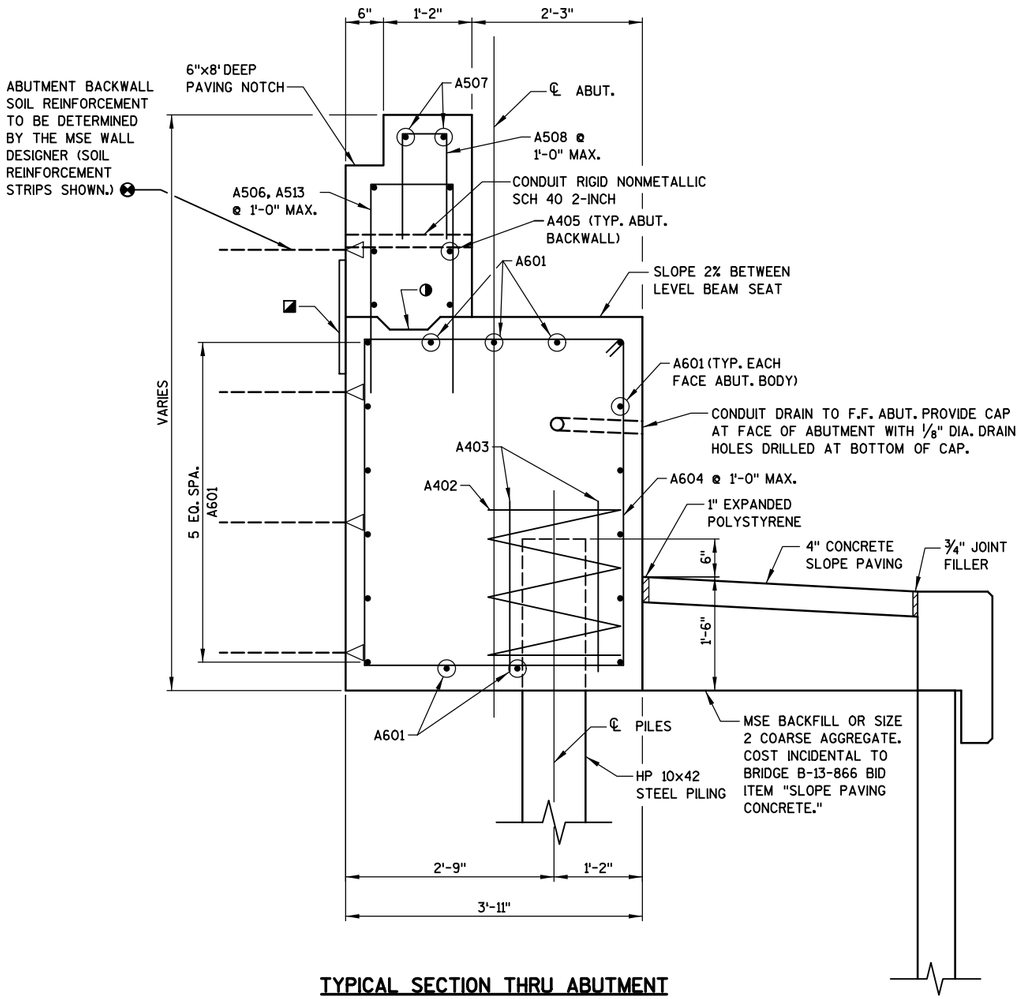
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080504_cd.dgn

STATE PROJECT NUMBER

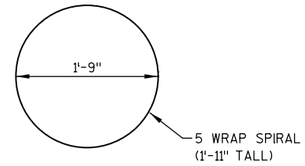
5849-02-02



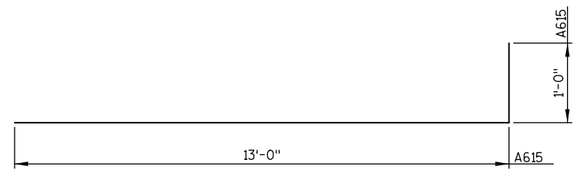
PILE PLAN



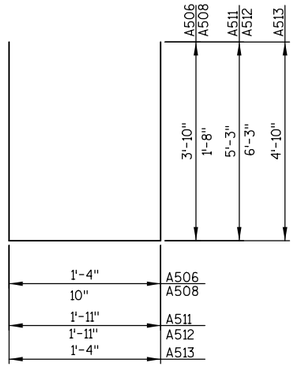
TYPICAL SECTION THRU ABUTMENT



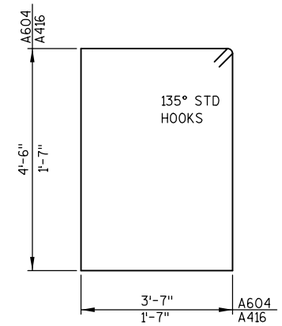
A402



A615



A506, A508, A511 A512, A513



A604, A416

SOUTH ABUTMENT BILL OF BARS

UNCOATED: 1,390 LBS
COATED: 1,150 LBS

BAR MARK	NO. REQ'D	LENGTH	BENT	COAT	LOCATION
A601	17	21'-8"			BODY - HORIZONTAL - BTM., F.F., B.F., TOP
A402	3	28'-0"	X		BODY - PILES - SPIRAL
A403	6	2'-0"			BODY - PILES - VERTICAL
A604	23	17'-0"	X		BODY - STIRRUP - VERTICAL
A405	6	21'-8"		X	BACKWALL - HORIZONTAL - F.F., B.F.
A506	14	8'-9"	X	X	BACKWALL - TOP - VERTICAL
A507	2	21'-8"		X	BACKWALL - TOP - HORIZONTAL
A508	14	3'-11"	X	X	BACKWALL - TOP - VERTICAL
A409	8	6'-8"		X	CLOSURE WALL - VERTICAL
A410	24	8'-2"			CLOSURE WALL - VERTICAL
A511	4	12'-2"	X		CLOSURE WALLS - HORIZONTAL
A512	16	14'-2"	X	X	CLOSURE WALLS - HORIZONTAL
A513	10	10'-9"	X	X	BACKWALL - TOP - VERTICAL
A514	6	3'-8"		X	BACKWALL - TOP - HORIZONTAL
A615	16	13'-10"	X	X	PEDESTAL - VERTICAL
A416	20	6'-8"	X	X	PEDESTAL - HORIZONTAL

NOTE: THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

NOTES

ABUTMENT TO BE SUPPORTED ON HP 10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED PILE LENGTH IS 35 FEET.

LEGEND

◪ 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

◑ HORIZONTAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2"x6".

⊗ 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 BACKWALL SOIL REINFORCEMENT BY THE MSE WALL MANUFACTURER. THE FOLLOWING AASHTO LINE LOADS SHALL BE INCLUDED IN THE WALL DESIGN:

BR = 0.23 KLF WS = 0.33 KLF
TU = 0.77 KLF WL = 0.00 KLF

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

SOUTH ABUTMENT DETAILS

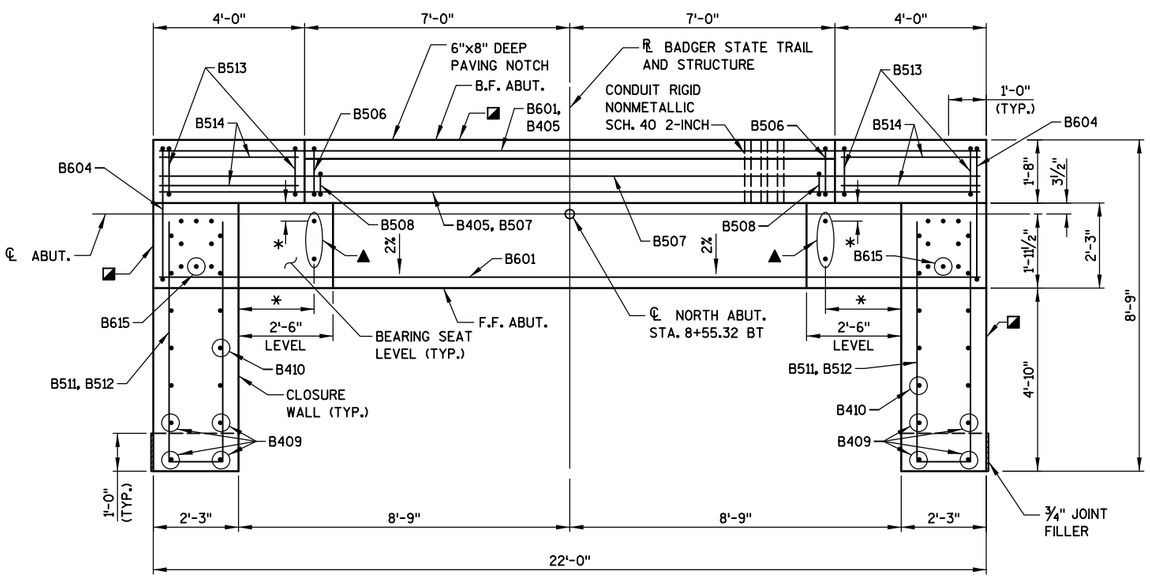
SHEET 5
430

8

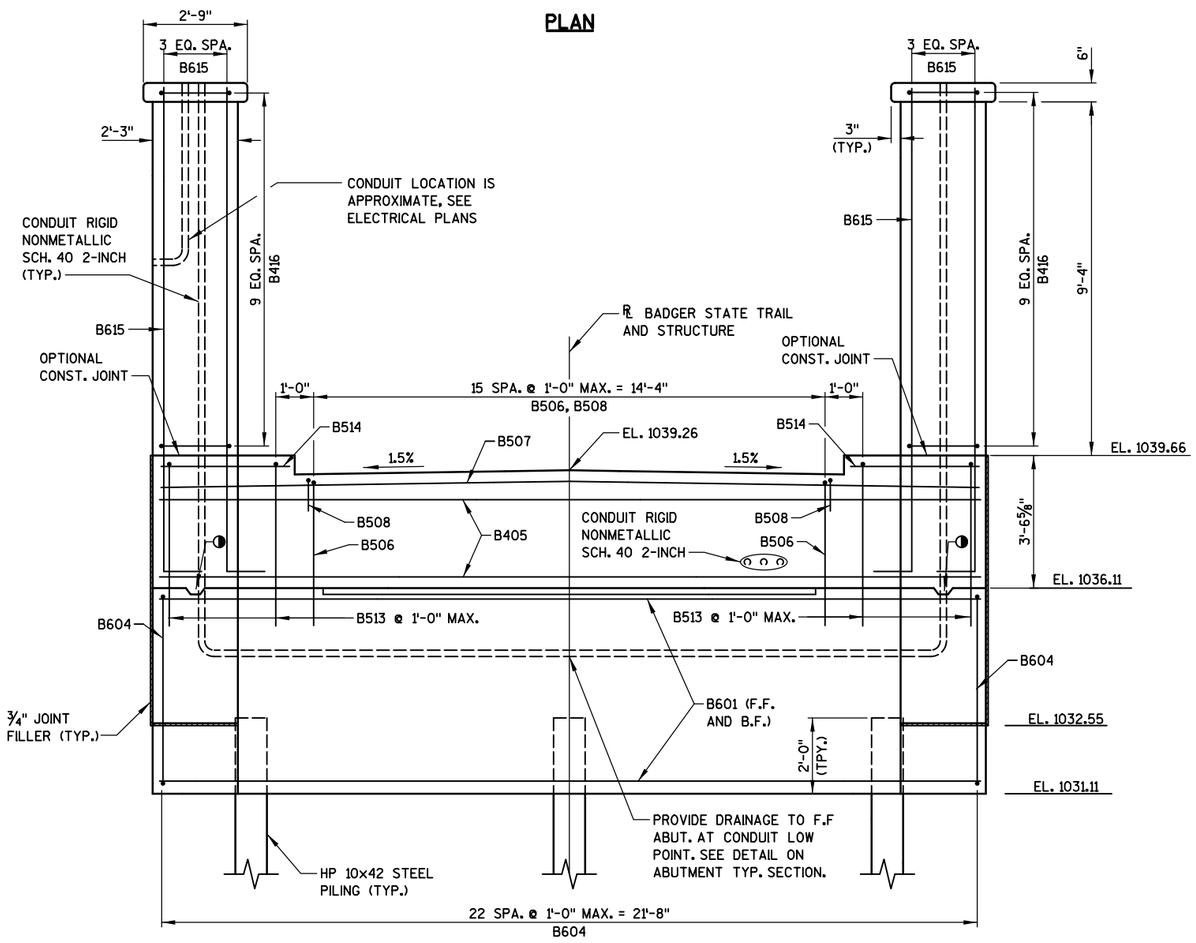
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080505_cd.dgn

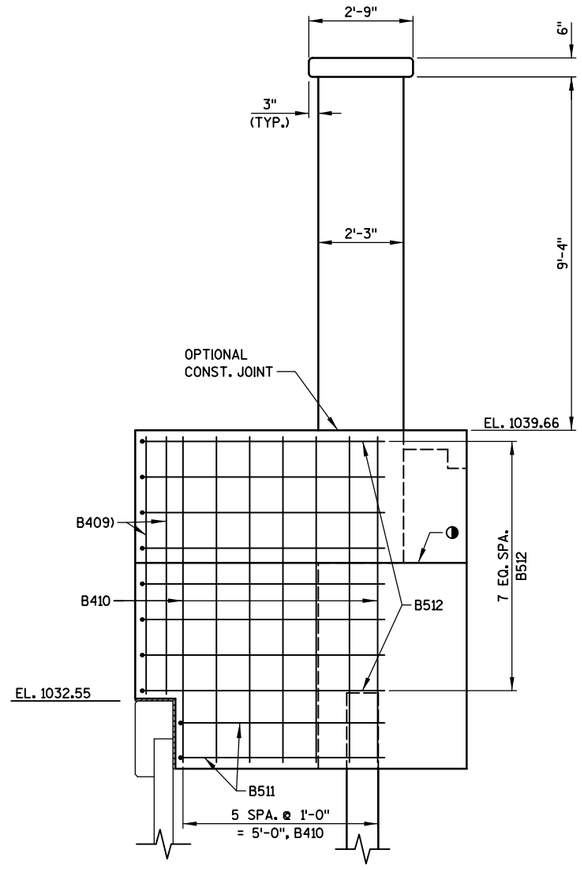
STATE PROJECT NUMBER
5849-02-02



PLAN



ELEVATION



CLOSURE WALL ELEVATION

NOTES

SEE SHEET 8 FOR PILE SPLICE DETAILS.

SEE SHEET 7 FOR REINFORCING DETAILS.

ADJUST B604 BARS TO AVOID PILE INTERFERENCE.

PROVIDE EYE BOLT FALL PROTECTION AT EACH ABUTMENT. LOCATE EYE BOLTS 1'-0" BELOW THE TOP OF ABUTMENT BODY AND SPACE AT 6'-0" MAX ACROSS THE FACE OF THE ABUTMENT. PROVIDE 3 TOTAL AT EACH ABUTMENT.

LEGEND

◪ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

◑ HORIZONTAL CONSTRUCTION JOINT FORMED BY A BEVELED 2"x6".

▲ ASTM F1554 GRADE 36 GALVANIZED ANCHOR BOLT WITH (2) NUTS AND (1) WASHER EACH END. EMBED INTO CONCRETE 2'-0". BOLT DIAMETER AND PROJECTION HEIGHT BY BRIDGE MANUFACTURER. COST IS INCIDENTAL TO "PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE".

* DIMENSION TO BE PROVIDED BY BRIDGE MANUFACTURER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

NORTH ABUTMENT

SHEET 6
431

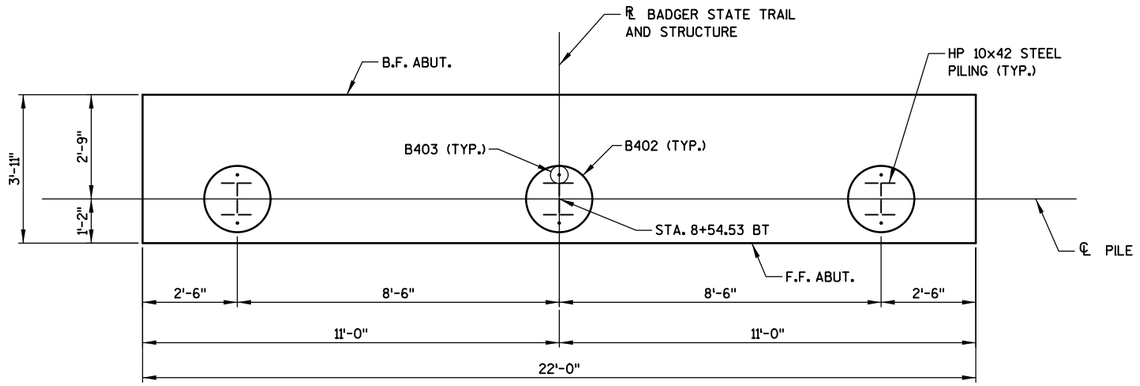
8

8

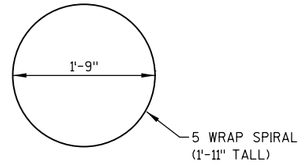
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080506_cd.dgn

STATE PROJECT NUMBER

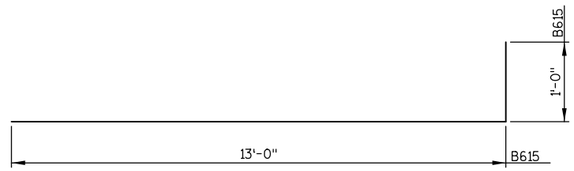
5849-02-02



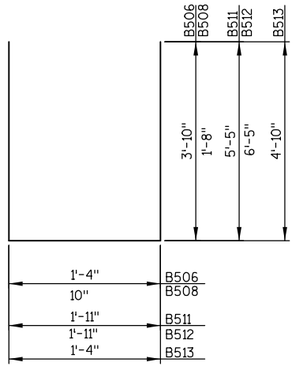
PILE PLAN



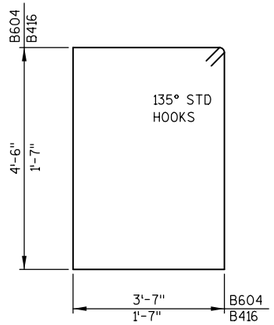
B402



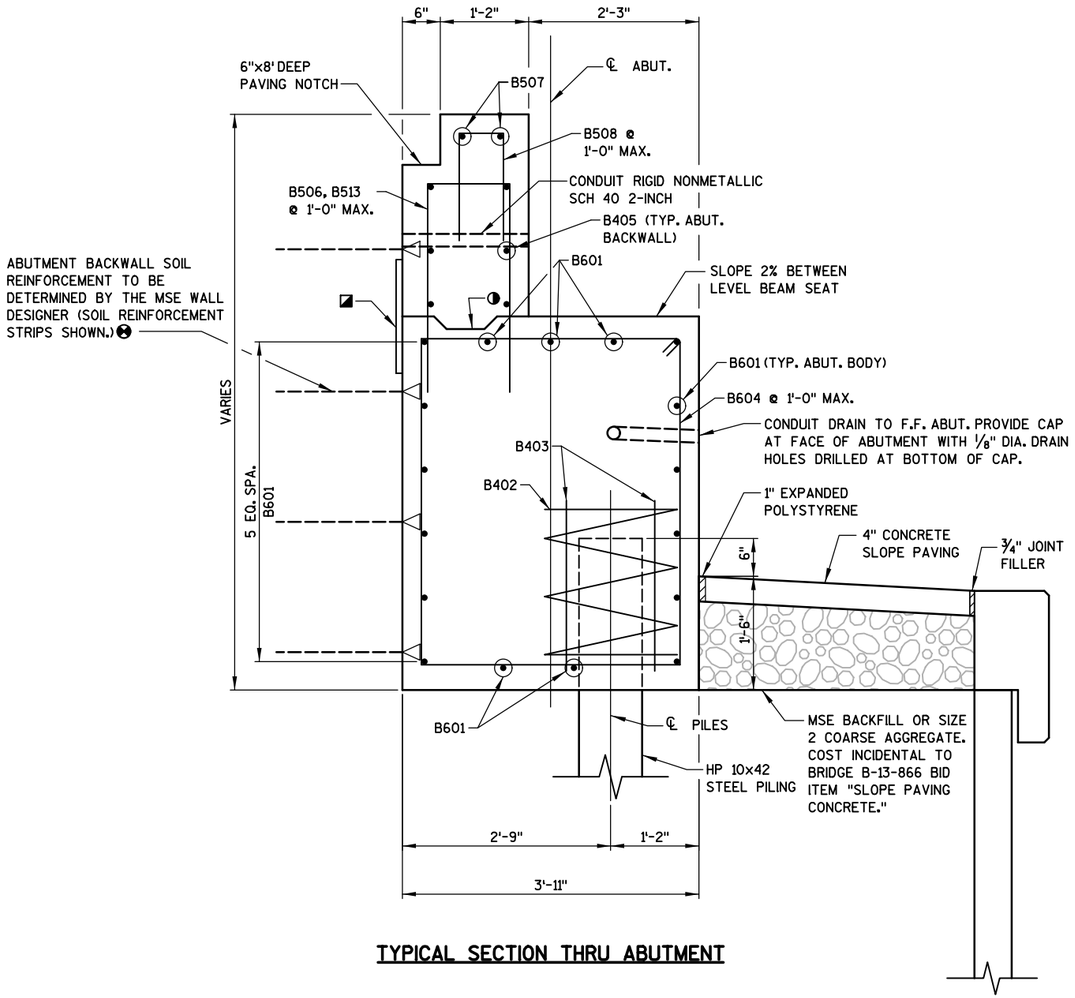
B615



B506, B508, B511 B512, B513



B604, B416



TYPICAL SECTION THRU ABUTMENT

NORTH ABUTMENT
BILL OF BARS

UNCOATED: 1,390 LBS
COATED: 1,150 LBS

BAR MARK	NO. REQ'D	LENGTH	BENT	COAT	LOCATION
B601	17	21'-8"			BODY - HORIZONTAL - BTM., F.F., B.F., TOP
B402	3	28'-0"	X		BODY - PILES - SPIRAL
B403	6	2'-0"			BODY - PILES - VERTICAL
B604	23	17'-0"	X		BODY - STIRRUP - VERTICAL
B405	6	21'-8"		X	BACKWALL - HORIZONTAL - F.F., B.F.
B506	14	8'-9"	X	X	BACKWALL - TOP - VERTICAL
B507	2	21'-8"		X	BACKWALL - TOP - HORIZONTAL
B508	14	3'-11"	X	X	BACKWALL - TOP - VERTICAL
B409	8	6'-8"		X	CLOSURE WALL - VERTICAL
B410	24	8'-2"			CLOSURE WALL - VERTICAL
B511	4	12'-6"	X		CLOSURE WALLS - HORIZONTAL
B512	16	14'-6"	X	X	CLOSURE WALLS - HORIZONTAL
B513	10	10'-9"	X	X	BACKWALL - TOP - VERTICAL
B514	6	3'-8"		X	BACKWALL - TOP - HORIZONTAL
B615	16	13'-10"	X	X	PEDESTAL - VERTICAL
B416	20	6'-8"	X	X	PEDESTAL - HORIZONTAL

NOTE: THE FIRST OR FIRST TWO DIGITS OF A BAR MARK SIGNIFIES THE BAR SIZE. DIMENSIONS FOR BENDING ARE OUT TO OUT OF BAR.

NOTES

ABUTMENT TO BE SUPPORTED ON HP 10x42 STEEL PILING DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 180 TONS PER PILE. ESTIMATED PILE LENGTH IS 70 FEET.

LEGEND

◪ 18" RUBBERIZED MEMBRANE WATERPROOFING SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.

◑ HORIZONTAL CONSTRUCTION JOINT KEYWAY FORMED BY A BEVELED 2"x6".

⊗ 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 BACKWALL SOIL REINFORCEMENT BY THE MSE WALL MANUFACTURER. THE FOLLOWING AASHTO LINE LOADS SHALL BE INCLUDED IN THE WALL DESIGN:

BR = 0.23 KLF WS = 0.33 KLF
TU = 0.77 KLF WL = 0.00 KLF

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY DTH PLANS CK'D. BMO

NORTH ABUTMENT DETAILS

SHEET 7
432

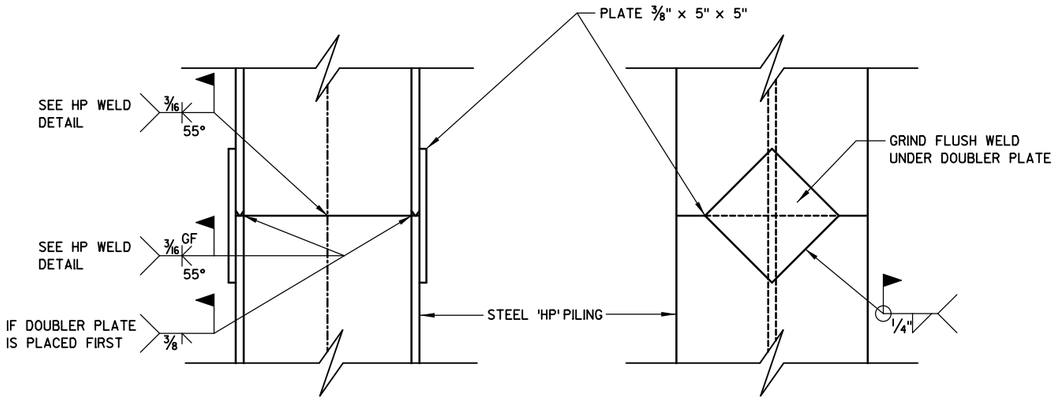
8

8

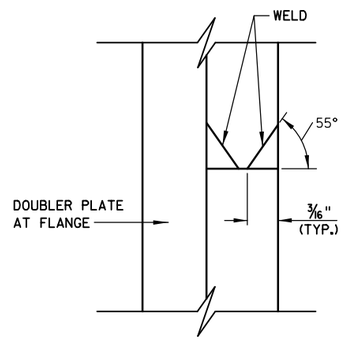
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080507_cd.dgn

STATE PROJECT NUMBER

5849-02-02

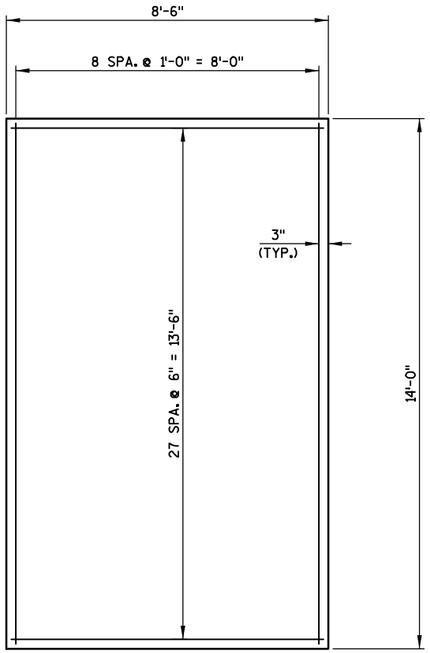


PILE SPLICE DETAILS

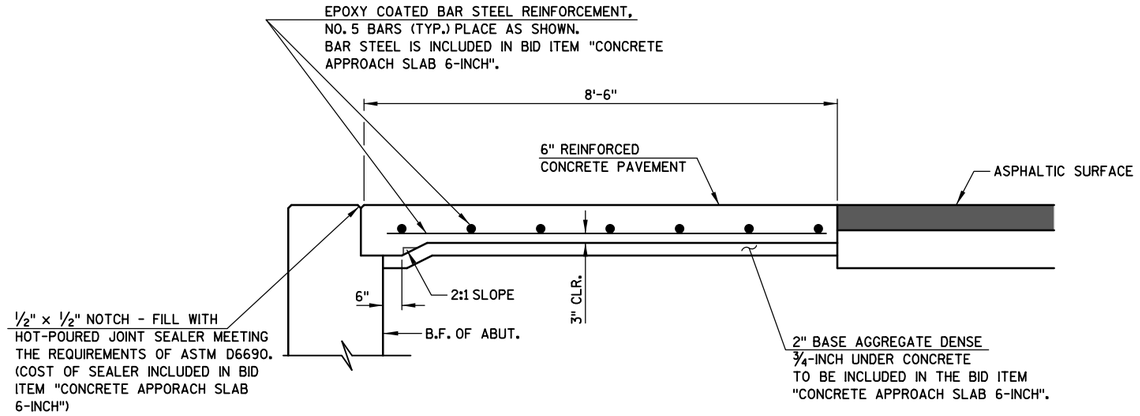


HP WELD DETAIL

FLANGE SHOWN, WEB SIMILAR



PLAN



ELEVATION

CONCRETE PAVEMENT APPROACH SLAB, 6-INCH

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

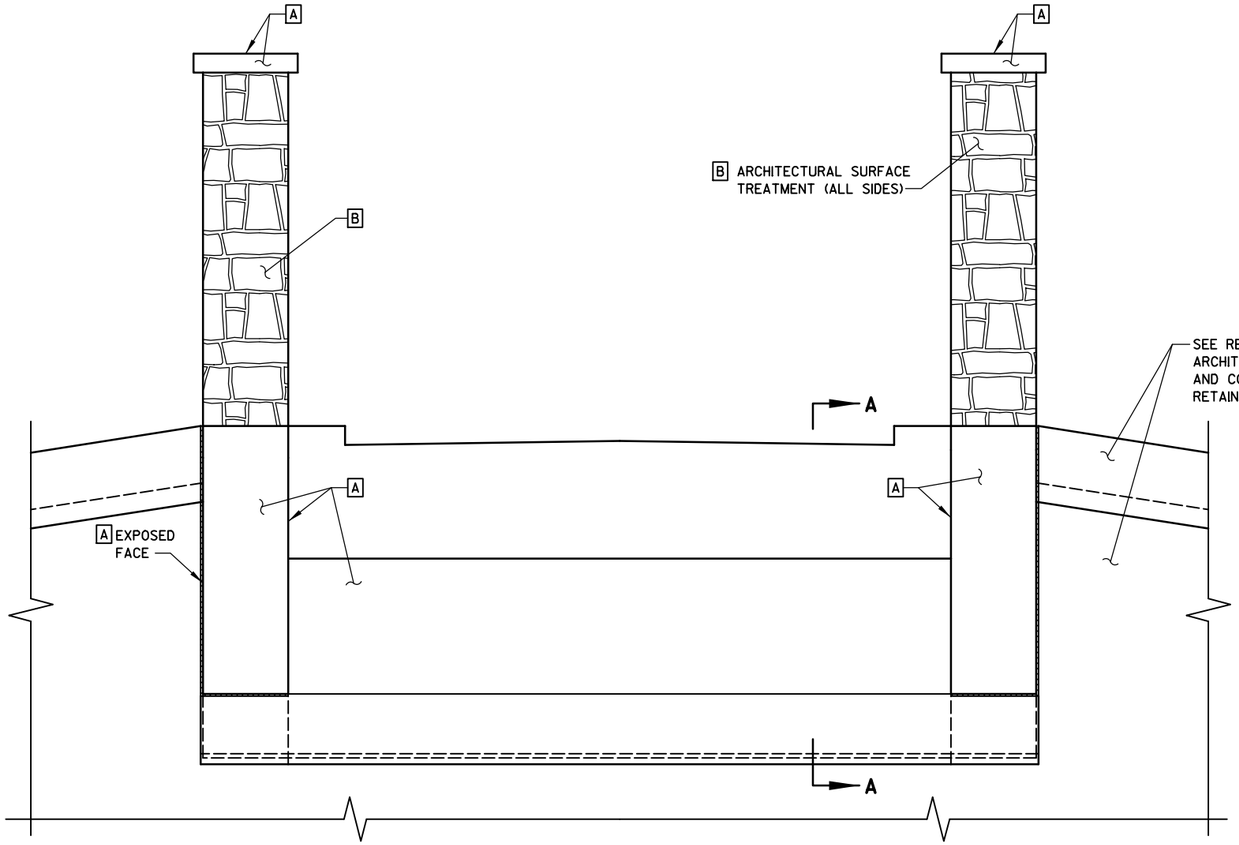
ABUTMENT DETAILS

SHEET 8
433

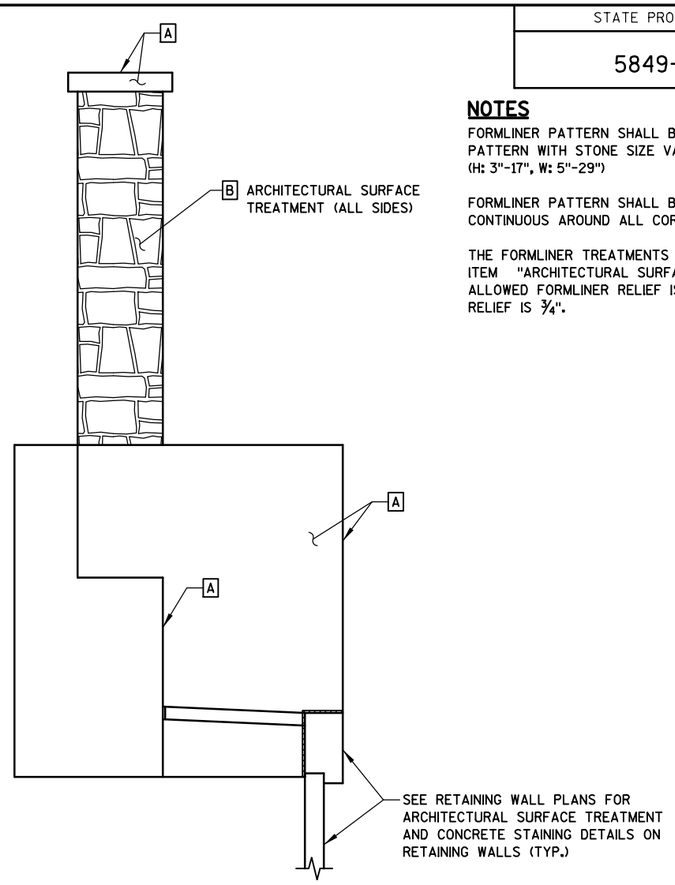
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080508_cd.dgn

STATE PROJECT NUMBER

5849-02-02



ABUTMENT ELEVATION



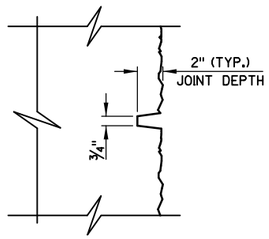
SECTION A

NOTES

FORMLINER PATTERN SHALL BE RANDOM ASHLAR PATTERN WITH STONE SIZE VARIED.
(H: 3"-17", W: 5"-29")

FORMLINER PATTERN SHALL BE LEVEL AND CONTINUOUS AROUND ALL CORNERS.

THE FORMLINER TREATMENTS ARE INCLUDING IN BID ITEM "ARCHITECTURAL SURFACE TREATMENT". MAX ALLOWED FORMLINER RELIEF IS 2". AVERAGE STONE RELIEF IS ¾".



"MORTAR JOINT" DETAIL

APPLIES TO HORIZONTAL AND VERTICAL JOINTS

CONCRETE STAINING SCHEDULE

MARK	COLOR	LOCATION
A	FS 20122	ABUTMENT, CLOSURE WALLS, PEDESTAL CAPS
B	FS 33448	PEDESTALS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

SUPERSTRUCTURE ELEVATIONS & AESTHETIC DETAILS

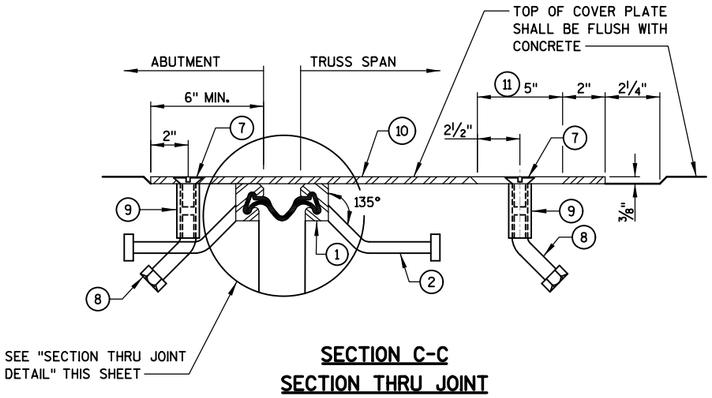
SHEET 9
434

8

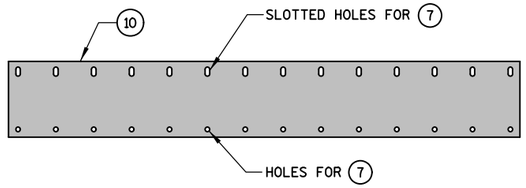
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080509_cd.dgn

STATE PROJECT NUMBER
5849-02-02



SECTION C-C
SECTION THRU JOINT



PLAN OF COVER PLATE WITH SLIP RESISTANT SURFACE

PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA

APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES		
PRODUCT	MANUFACTURER	CONTACT AT
SLIPNOT GRADE 2, STEEL	W.S. MOLNAR COMPANY	1-800-SLIPNOT
ALGRIP, STEEL	ROSS TECHNOLOGY CORP.	1-800-345-8170

LEGEND

(1) NEOPRENE STRIP SEAL (4-INCH) & STEEL EXTRUSIONS.

(2) STUDS 5/8"Φ x 6 3/8" LONG AT 6" CENTERS. WELD TO EXTRUSIONS & BEND AS SHOWN AFTER WELDING.

(7) 3/4"Φ x 1 1/2" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. RECESS 1/16" BELOW PLATE SURFACE.

(8) 3/4"Φ x 4" GALVANIZED HEX HEAD BOLT. BEND 45°.

(9) 3/4"Φ x 2 1/4" GALVANIZED THREADED COUPLING.

(10) GALVANIZED PLATE 3/8" x 2'-0" x LIMITS SHOWN, WITH HOLES FOR #7.

(11) 1" x 5" SLOTTED COUNTERSUNK HOLE FOR #7. SLOT PARALLEL TO DIRECTION OF MOVEMENT.

⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

GENERAL NOTES

NO FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.

AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST & SWEEP.

FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN & SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.

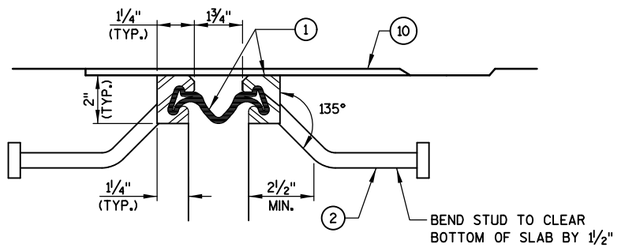
SANDBLAST PLATES, SUPPORTS, AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES, SUPPORTS, AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.

ANCHOR SYSTEM #8 & #9 SHALL CONFORM TO ASTM A307 & SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A153 CLASS C & D.

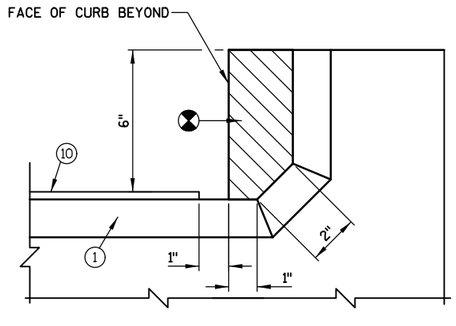
THE EXPANSION DEVICE MANUFACTURER SHALL PROVIDE A MECHANISM TO SUPPORT THE JOINT IN PLACE DURING THE CONCRETE POUR.

STRIP SEAL EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS & HARDWARE WILL BE PAID FOR AT THE PRICE BID FOR "EXPANSION DEVICE B-13-866".

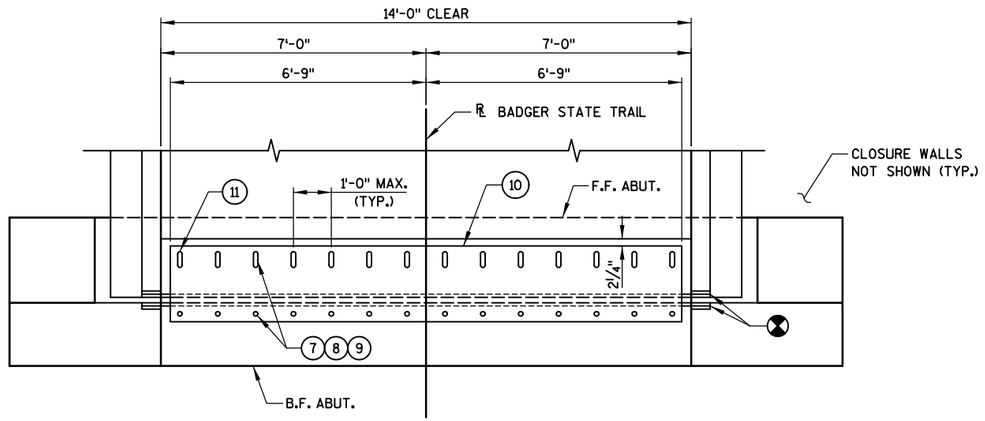
PLACE SLIP RESISTANT SURFACE ON TOP WALKING SURFACE. SEE DETAIL THIS SHEET.



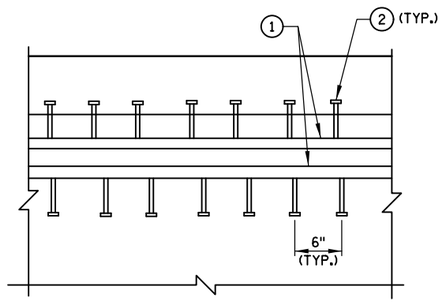
SECTION THRU JOINT DETAIL



SECTION D-D
SECTION THRU JOINT AT CURB



PLAN



PART PLAN

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY DTH | PLANS CK'D. BMO

EXPANSION DEVICES

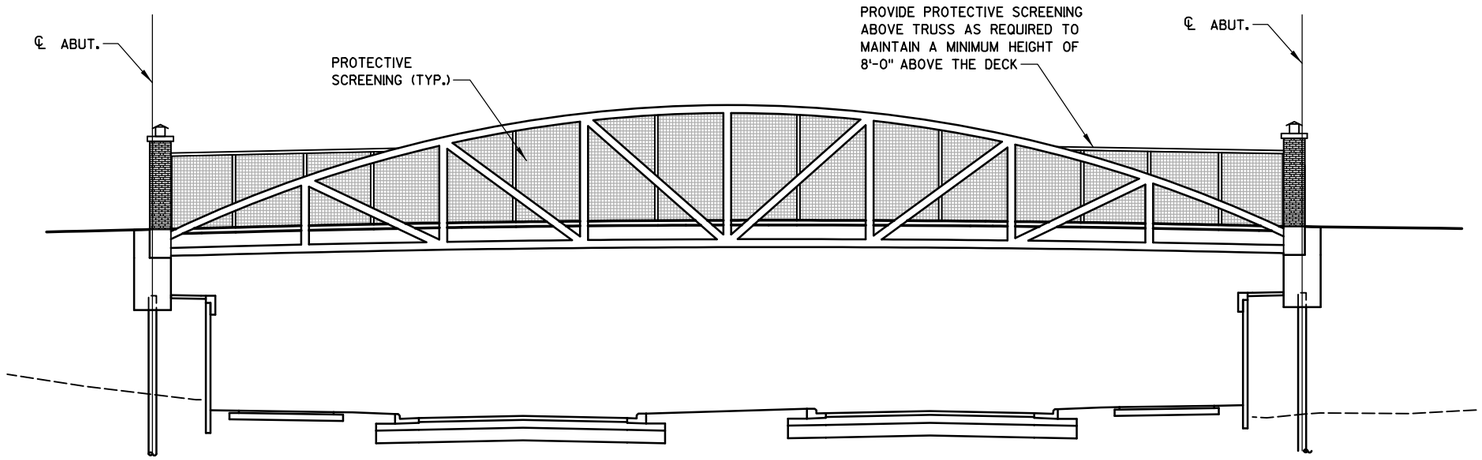
SHEET 10
435

8

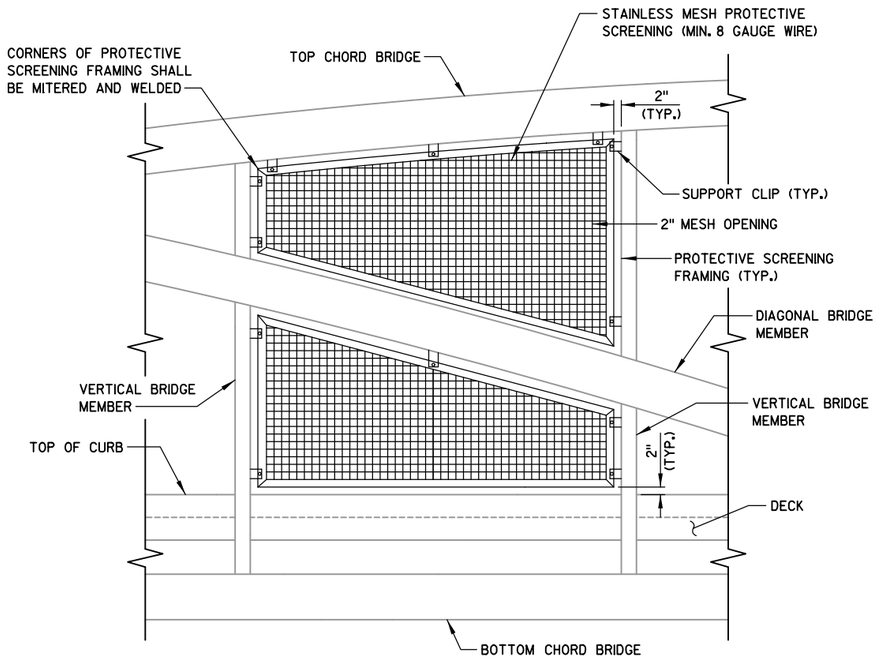
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080510_cd.dgn

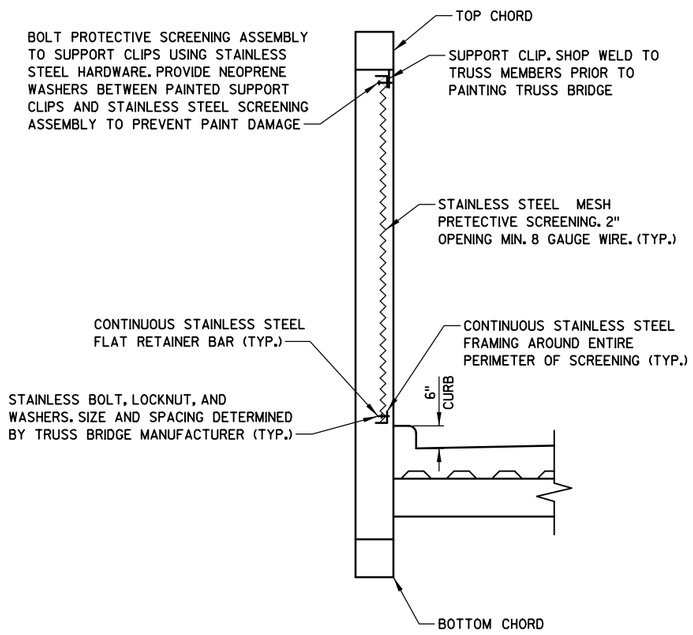
STATE PROJECT NUMBER
5849-02-02



ELEVATION
(TYPICAL EACH SIDE)



PROTECTIVE SCREENING



PROTECTIVE SCREENING DETAIL

NOTES

PROTECTIVE SCREENING SHALL BE PROVIDED BY THE PREFABRICATED BRIDGE MANUFACTURER. ALL WORK ASSOCIATED WITH PROTECTIVE SCREENING SHALL BE INCIDENTAL TO BID ITEM "PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE LRFD B-13-866".

STAINLESS STEEL MESH SHALL BE ORIENTED VERTICALLY/HORIZONTALLY ACROSS THE FULL LENGTH OF THE BRIDGE.

ALL MATERIALS FOR THE PROTECTIVE SCREENING, INCLUDING HARDWARE, SHALL BE STAINLESS STEEL.

ALTERNATE DETAILS FOR THE PROTECTIVE SCREENING MAY BE PROPOSED BY THE PREFABRICATED BRIDGE MANUFACTURER, BUT MUST BE APPROVED BY THE ENGINEER.

PROTECTIVE SCREENING SHALL BE PROVIDED ON BOTH SIDES OF THE STEEL TRUSS PEDESTRIAN BRIDGE FROM THE TOP OF THE CURB TO THE TOP OF THE TRUSS OR 8' ABOVE DECK, WHICHEVER IS GREATER. EXTEND SCREENING THE FULL LENGTH OF THE TRUSS BRIDGE.

PROVIDE PROTECTIVE SCREENING ABOVE THE TOP CHORD AS REQUIRED IN ORDER TO MAINTAIN A MINIMUM VERTICAL DIMENSION OF 8'-0" FROM THE TOP OF DECK TO TOP OF TRUSS OR TOP OF SCREENING. PROVIDE ADDITIONAL FRAMING ABOVE THE TRUSS AS REQUIRED TO SUPPORT THE PROTECTIVE SCREENING.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE B-13-866

DRAWN BY	DTH	PLANS CK'D.	BMO

PROTECTIVE SCREENING DETAILS

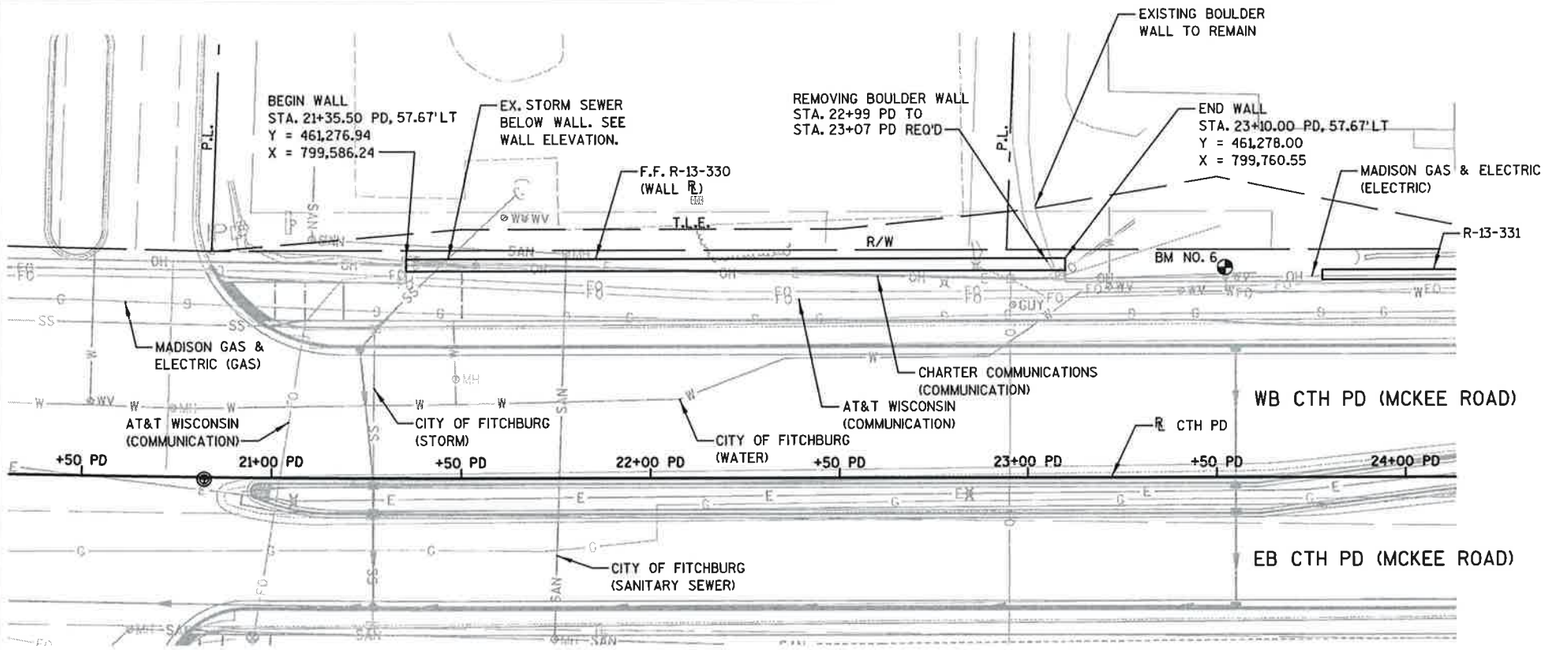
SHEET 11
436

8

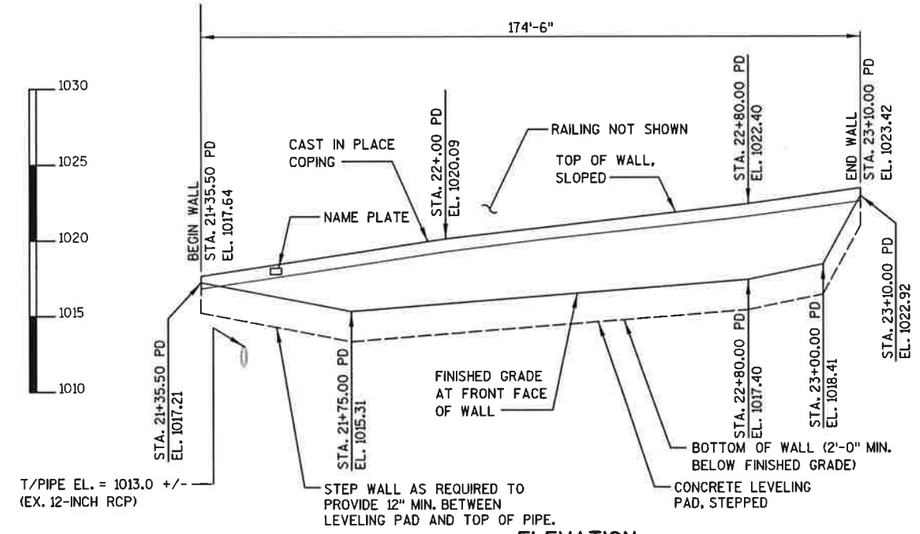
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080511_cd.dgn

STATE PROJECT NUMBER
5849-02-02



PLAN
(MODULAR BLOCK GRAVITY WALL)



ELEVATION
(LOOKING AT B.F. OF WALL)

GEOMETRY TABLE

STATION	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
21+35.50	57.67'LT	1017.64	1017.21
21+75.00	57.67'LT	1019.13	1015.31
22+00.00	57.67'LT	1020.09	1015.81
22+25.00	57.67'LT	1020.86	1016.31
22+50.00	57.67'LT	1021.55	1016.81
22+75.00	57.67'LT	1022.26	1017.31
22+80.00	57.67'LT	1022.40	1017.40
23+00.00	57.67'LT	1022.91	1018.41
23+10.00	57.67'LT	1023.42	1022.92

TOTAL ESTIMATED QUANTITIES

BID ITEM	BID ITEMS	UNIT	TOTALS
513.8016	RAILING STEEL PEDESTRIAN TYPE C3	LF	175
517.1010.S.002	CONCRETE STAINING R-13-330	SF	855
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	180
SPV.0165.150	WALL MODULAR BLOCK GRAVITY R-13-330	SF	1,030

ALL ITEMS ARE CATEGORY 0030

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
6	23+52.72 PD, 55.09'LT	TOP NUT OF FIRE HYDRANT	1029.35

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
9/20/2019

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-330" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 2'-0" BELOW FINISHED GRADE.

ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

REMOVE AND RECONSTRUCT PORTIONS OF EXISTING BOULDER WALL AS REQUIRED TO COMPLETE WORK. SEE ROADWAY PLANS.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

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

BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH UNLESS NOTED OTHERWISE.

WET CAST BLOCKS ARE REQUIRED FOR THIS 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 MODULAR BLOCK GRAVITY R-13-330."

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 ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

ALLOWABLE WALL SYSTEMS

1. WALL MODULAR BLOCK GRAVITY

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION

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 09/23/19
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-13-330

RETAINING WALL ALONG MCKEE ROAD

COUNTY DANE ~~TOWN/CITY/VILLAGE~~ FITCHBURG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	KPB	DESIGN CK'D.	BMO	DRAWN BY	DTH	PLANS CK'D.	BMO

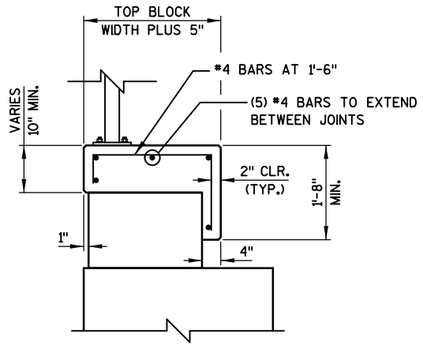
GENERAL PLAN

SHEET 1 OF 4
437

DESIGN CONSULTANT CONTACT:
KYLE BETH (608) 251-4843

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080101_gp.dgn



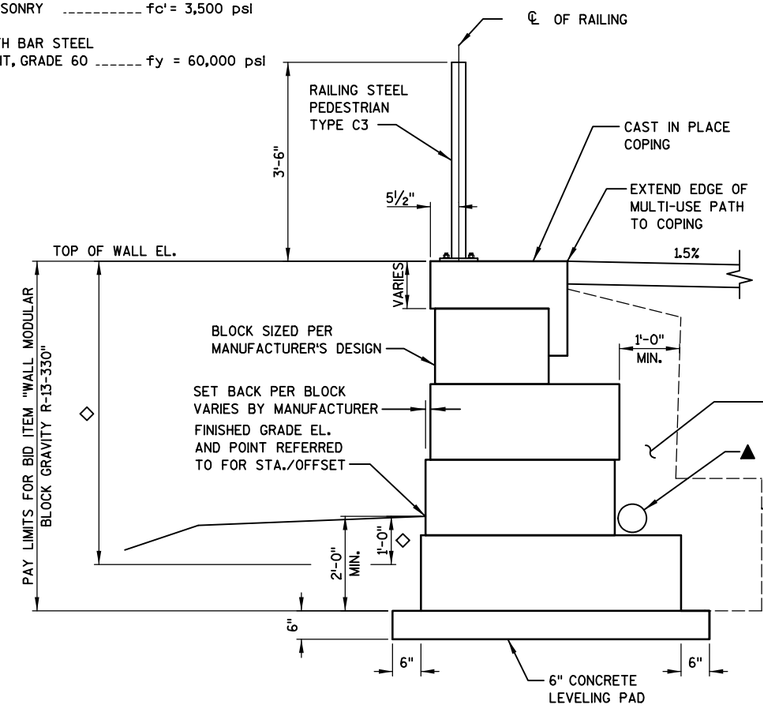
CAST IN PLACE CONCRETE COPING DETAIL

NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-330"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

MATERIAL PROPERTIES:
CONCRETE MASONRY _____ fc' = 3,500 psi

HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 _____ fy = 60,000 psi



WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY ENGINEER FROM MANUFACTURER'S STANDARD OPTIONS.

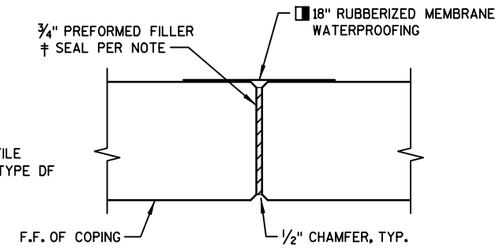
▲ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AT WEST END OF WALL. ATTACH END CAP AT EAST END OF PIPE UNDERDRAIN. ATTACH RODENT SHIELD AT WEST END OF PIPE UNDERDRAIN. SEE DETAIL THIS SHEET.

● GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.

◇ APPLY CONCRETE STAINING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT	FRICTION ANGLE (DEGREES)	COHESION (PSF)
GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL)	120	30	0
GRANULAR RETAINED SOIL *	135	30	0
BOR RW-1			
FILL, HOT MIX ASPHALT ELEV 1019.8-1019.3	145	--	--
SILTY GRAVEL WITH SAND ELEV 1019.3-1018.3	135	42	0
LEAN CLAY ELEV 1018.3-1017.8	135	0	1,500
LEAN CLAY ELEV 1017.8-1015.8	130	0	1,500
LEAN CLAY ELEV 1015.8-1011.8	123	0	1,500
POORLYGRADED SAND WITH GRAVEL AND COBBLES ELEV 1011.8-1002.8	130	45	0
POORLY-GRADED SAND WITH GRAVEL AND COBBLES ELEV 1002.8-1000.3	130	37	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1000.3-997.8	135	34	0
SANDSTONE ELEV 997.8-996.2	120	45	0
BOR RW-2			
FILL, HOT MIX ASPHALT ELEV 1022.4-1021.9	145	--	--
SILTY GRAVEL WITH SAND ELEV 1021.9-1020.4	135	43	0
SILTY SAND WITH GRAVEL ELEV 1020.4-1019.4	135	44	0
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1019.4-1016.9	135	38	0
POORLY-GRADED SAND WITH GRAVEL ELEV 1016.9-1014.4	120	35	0
POORLY-GRADED SAND WITH GRAVEL ELEV 1014.4-1012.4	120	41	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1012.4-1008.3	135	45	0



COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

◨ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-330".

ǂ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

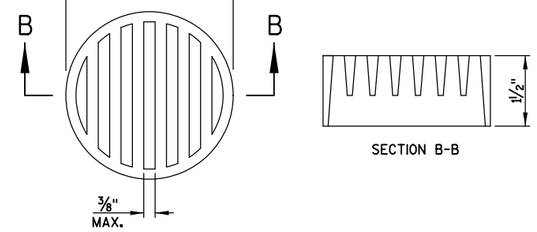
WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS	
WALL HEIGHT (FEET)[1]	5.82	7.00
EXPOSED WALL HEIGHT (FEET)	3.82	5.00
WALL STATION	--	--
BORING USED	RW-1	RW-2
CAPACITY TO DEMAND RATIO (CDR)[2,3]		
SLIDING (CDR>1.0)	1.2	1.5
ECCENTRICITY (CDR>1.0)	1.1	1.7
OVERALL STABILITY (CDR>1.0)	--	9.3
BEARING RESISTANCE (CDR>1.0)	2.9	3.0
FACTORED BEARING RESISTANCE (PSF)	4,200	4,600

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 2.0 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
* FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

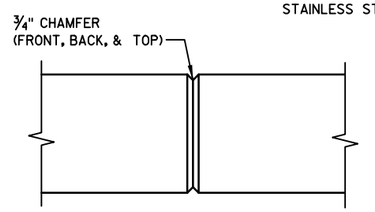


NOTES:
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-330

DRAWN BY DTH | PLANS CK'D. BMO

WALL DETAILS

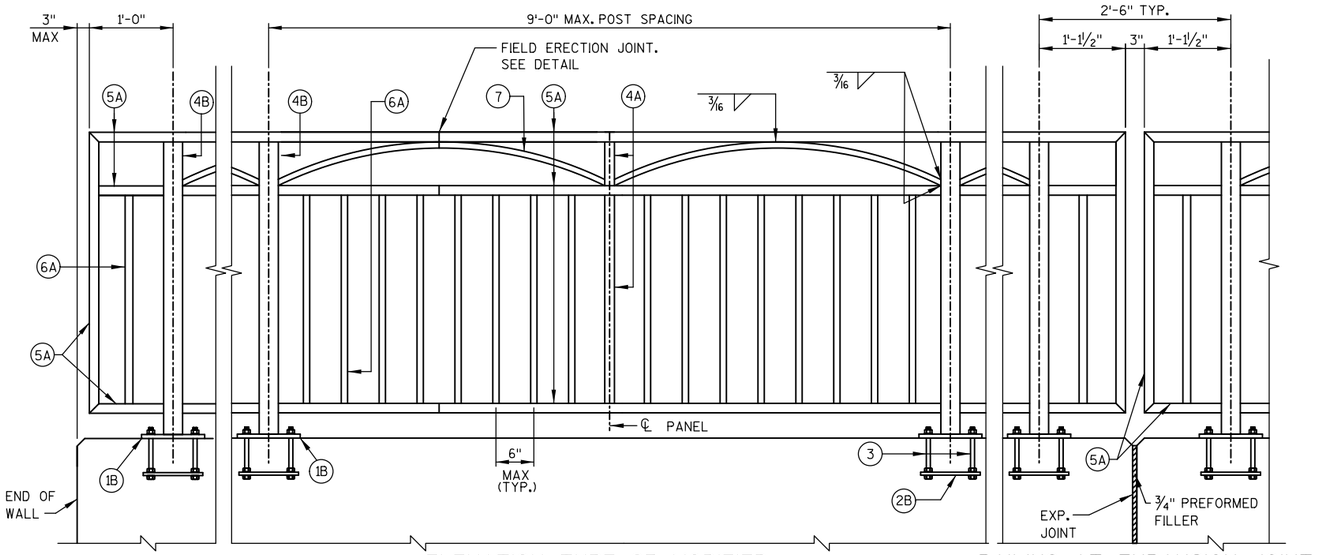
SHEET 2
438

8

8

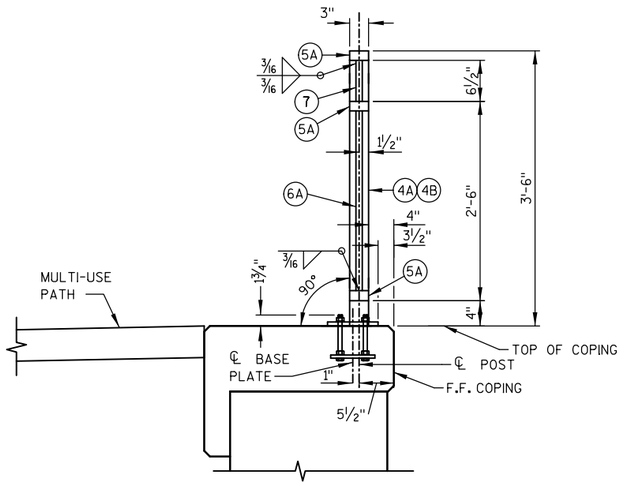
STATE PROJECT NUMBER

5849-02-02

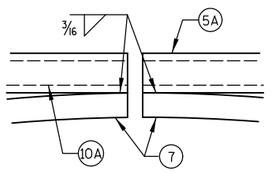


ELEVATION TYPE C3 MODIFIED

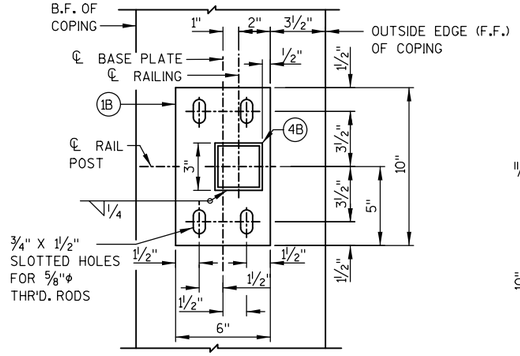
RAILING AT EXPANSION JOINT



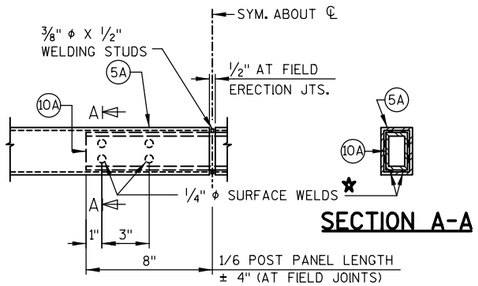
SECTION THRU RAILING



FIELD ERECTION JOINT

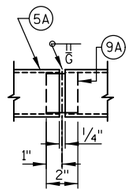


TYPICAL RAIL POST BASE PLATE



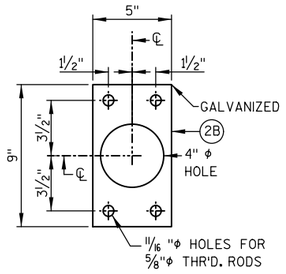
SECTION A-A

★ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

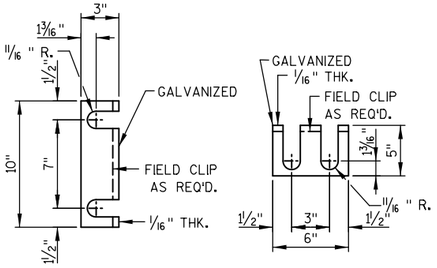


SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

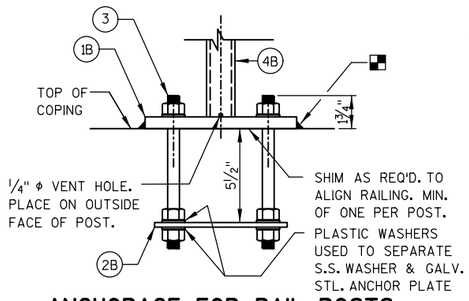


ANCHOR PLATE



RAIL POST SHIM DETAIL

(2 SETS PER POST)



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

LEGEND

(1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES

(2B) ¼" X 5" X 9" 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. ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. 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. 1 & 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(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 JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ℄ TO ℄ SPACING). PLACE VERTICAL.

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C3", 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 MATERIAL (EXCEPT NO. 3) 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.

COORDINATE POST LAYOUT WITH WALL COPING EXPANSION JOINT LAYOUT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-330

DRAWN BY DTH | PLANS CK'D. BMO

RAILING DETAILS

SHEET 3
439

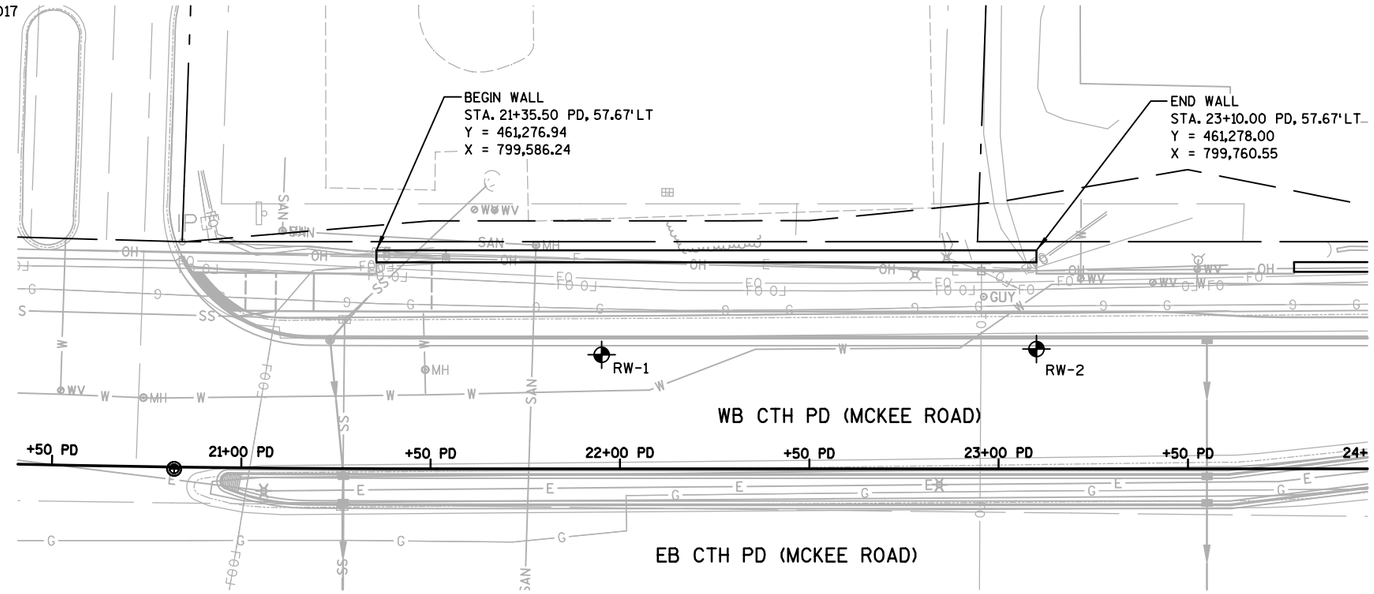
8

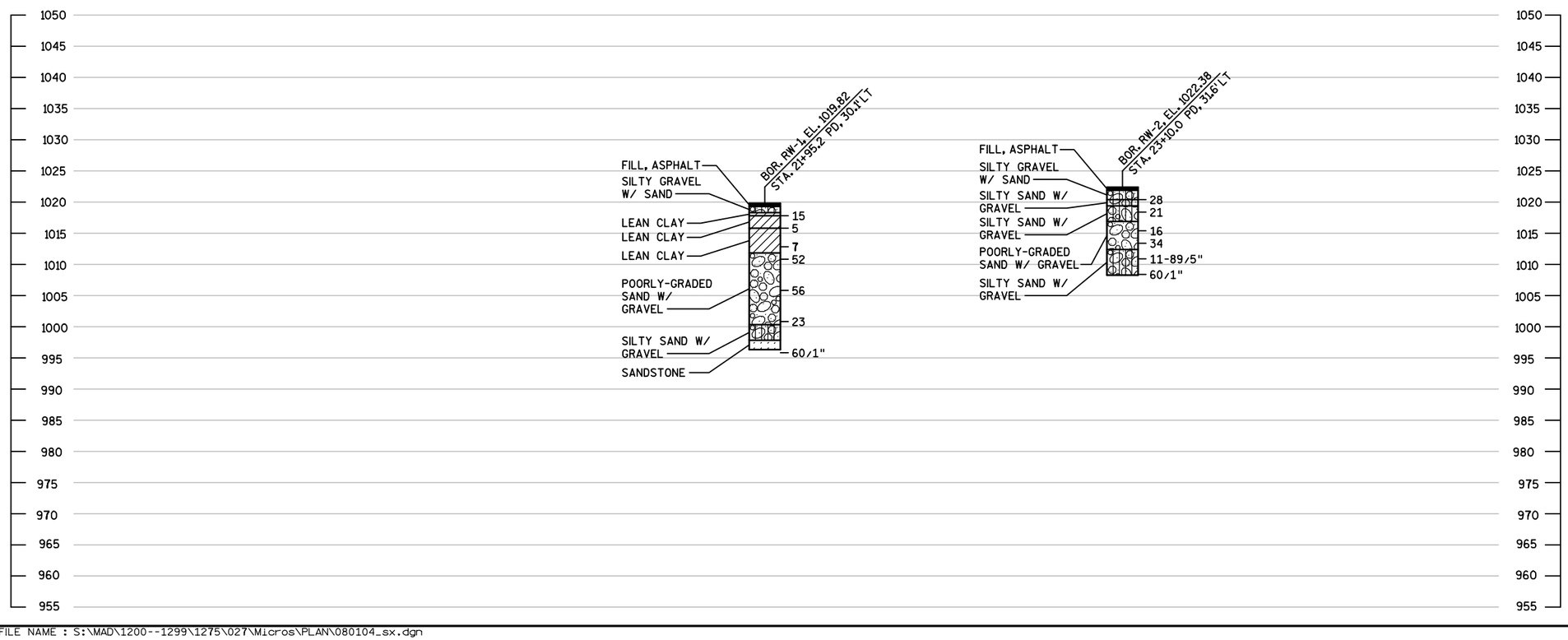
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080103_wd.dgn

BORINGS PERFORMED AND REPORT COMPLETED BY:
SOILS & ENGINEERING SERVICES, INC. (SES)
1102 STEWART STREET
MADISON, WI 53713

BORINGS WERE PERFORMED ON 11/27/2017
AND 01/09/2019.





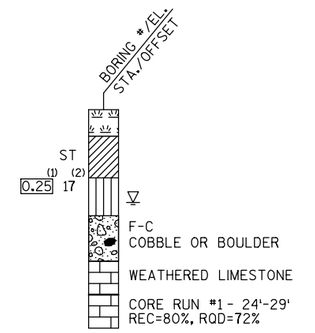
STATE PROJECT NUMBER

5849-02-02

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 R-13-330

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION

SHEET 4
440

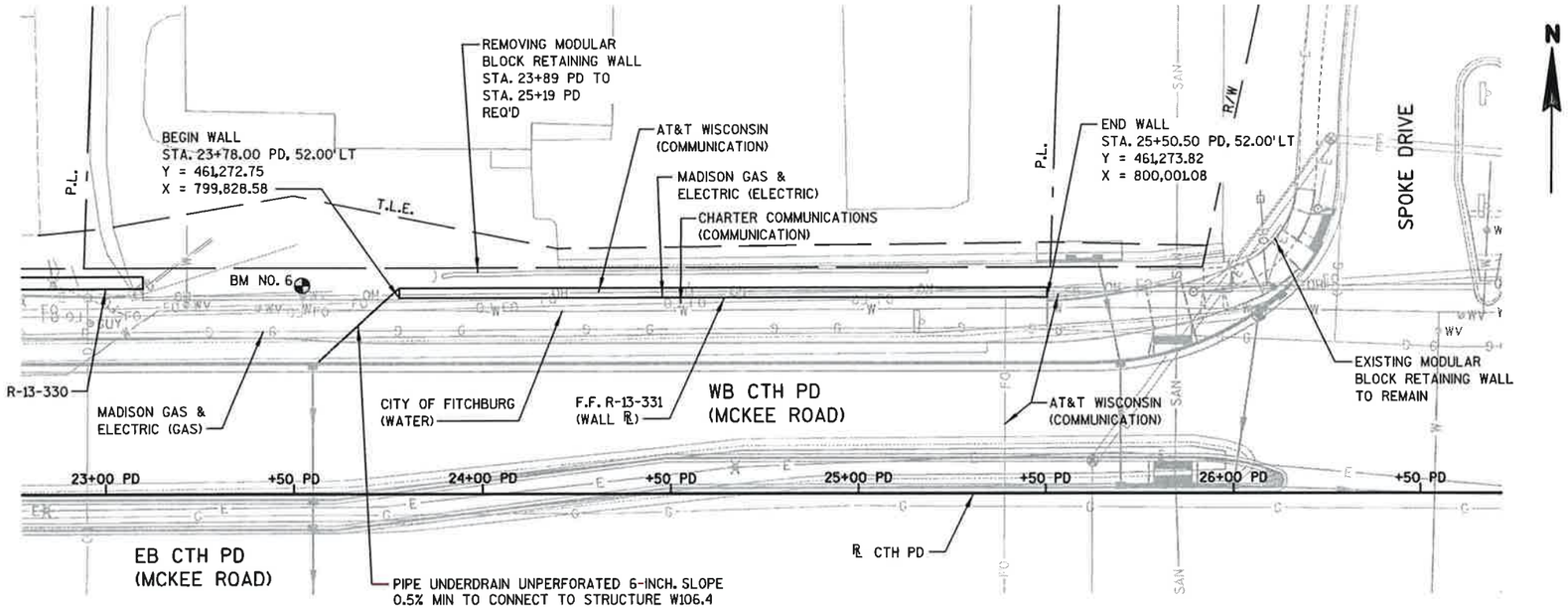
8

8

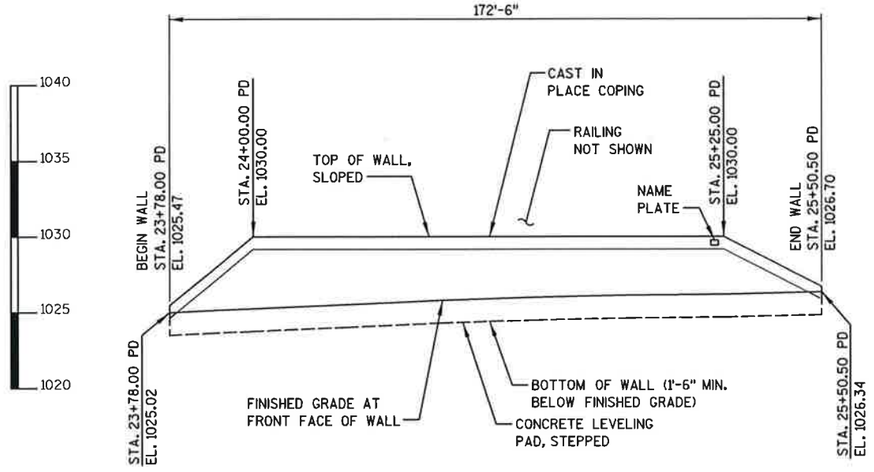
SCALE =

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080104_sx.dgn

STATE PROJECT NUMBER
5849-02-02



PLAN
(MODULAR BLOCK GRAVITY WALL)



ELEVATION
(LOOKING AT F.F. OF WALL)

GEOMETRY TABLE

STATION	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
23+78.00	52.00' LT	1025.47	1025.02
24+00.00	52.00' LT	1030.00	1025.26
24+25.00	52.00' LT	1030.00	1025.54
24+50.00	52.00' LT	1030.00	1025.81
24+75.00	52.00' LT	1030.00	1026.00
25+00.00	52.00' LT	1030.00	1026.14
25+25.00	52.00' LT	1030.00	1026.20
25+50.50	52.00' LT	1026.70	1026.34

TOTAL ESTIMATED QUANTITIES

BID ITEM	BID ITEMS	UNIT	TOTALS
513.8016	RAILING STEEL PEDESTRIAN TYPE C3	LF	172
517.1010.S.003	CONCRETE STAINING R-13-331	SF	802
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	30
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	175
SPV.0165.151	WALL MODULAR BLOCK GRAVITY R-13-331	SF	888

ALL ITEMS ARE CATEGORY 0040

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
6	23+52.72 PD, 55.09' LT	TOP NUT OF FIRE HYDRANT	1029.35

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON WI
PROFESSIONAL ENGINEER
9/20/2019

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-331" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

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

BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH UNLESS NOTED OTHERWISE.

WET CAST BLOCKS ARE REQUIRED FOR THIS 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 MODULAR BLOCK GRAVITY R-13-331."

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 ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

ALLOWABLE WALL SYSTEMS

1. WALL MODULAR BLOCK GRAVITY

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION

DESIGN CONSULTANT CONTACT:
KYLE BETH (608) 251-4843

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 09/23/19
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-13-331

RETAINING WALL ALONG MCKEE ROAD

COUNTY DANE ~~TOWN/CITY/VILLAGE~~ FITCHBURG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	KPB	DESIGN CK'D.	BMO	DRAWN BY	DTH	PLANS CK'D.	BMO

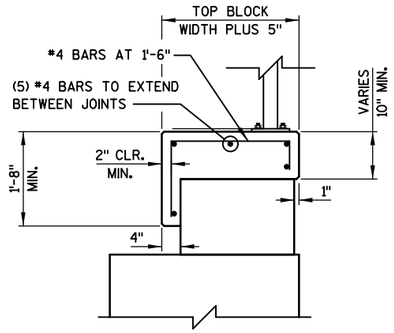
GENERAL PLAN

SHEET 1 OF 4
441

8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080201_ap.dgn



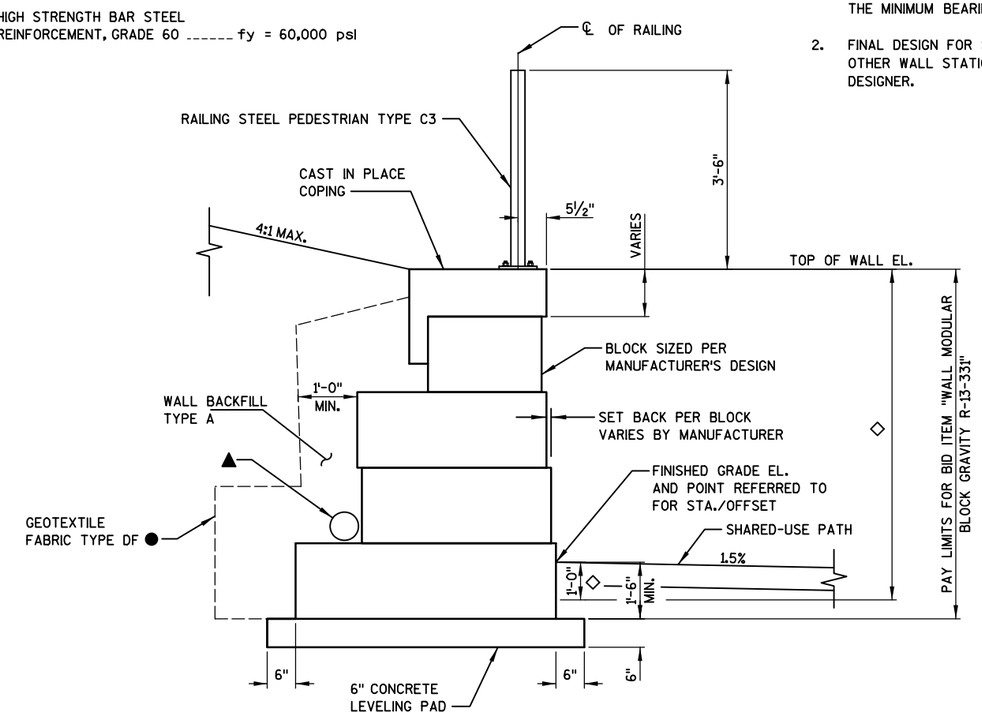
CAST IN PLACE CONCRETE COPING DETAIL

NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-331"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

MATERIAL PROPERTIES:
CONCRETE MASONRY _____ fc'= 3,500 psi

HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 _____ fy = 60,000 psi



WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY ENGINEER FROM MANUFACTURER'S STANDARD OPTIONS.

▲ PIPE UNDERDRAIN WRAPPED 6-INCH. SLOPE 0.5% MIN. TO CONNECT TO STRUCTURE W106.4

● GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.

◇ APPLY CONCRETE STAINING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.

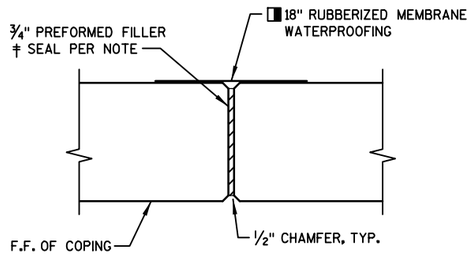
WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS	
WALL HEIGHT (FEET)[1]	6.14	5.11
EXPOSED WALL HEIGHT (FEET)	4.64	3.61
WALL STATION	--	--
BORING USED	RW-3	RW-4
CAPACITY TO DEMAND RATIO (CDR)[2,3]		
SLIDING (CDR>1.0)	1.3	1.0
ECCENTRICITY (CDR>1.0)	1.1	1.2
OVERALL STABILITY (CDR>1.0)	5.9	--
BEARING RESISTANCE (CDR>1.0)	2.6	1.2
FACTORED BEARING RESISTANCE (PSF)	4,700	1,700

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
* FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

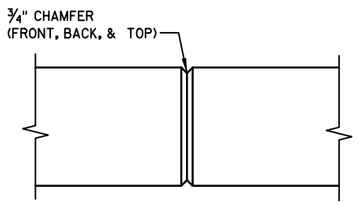


COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

◨ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-331".

‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

STATE PROJECT NUMBER
5849-02-02

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT	FRICTION ANGLE (DEGREES)	COHESION (PSF)
GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL)	120	30	0
GRANULAR RETAINED SOIL *	135	30	0
BOR RW-3			
LEAN CLAY ELEV 1032.0-1030.8	130	--	1,500
LEAN CLAY ELEV 1030.8-1029.0	123	0	1,500
LEAN CLAY ELEV 1029.0-1028.0	123	0	900
SITLY SAND WITH GRAVEL AND COBBLES ELEV 10285.0-1026.5	135	33	0
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1026.5-1019.5	135	36	0
CLAYEY SAND WITH GRAVEL AND COBBLES ELEV 1019.5-1015.0	135	34	0
CLAYEY SAND WITH GRAVEL AND COBBLES ELEV 1015.0-1010.0	135	37	0
CLAYEY SAND WITH GRAVEL AND COBBLES ELEV 1010.0-1007.5	135	31	0
SANDSTONE ELEV 1007.5-1007.0	120	33	0
BOR RW-4			
SITLY SAND WITH GRAVEL ELEV 1030.1-1029.8	135	35	0
LEAN CLAY ELEV 1029.8-1028.9	130	0	1,200
LEAN CLAY ELEV 1028.9-1026.1	123	0	1,500
CLAYEY SAND ELEV 1026.1-1025.6	125	26	0
SILTY SAND ELEV 1025.6-1024.6	135	37	0
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1024.6-1021.6	135	37	0
POORLY-GRADED SAND ELEV 1021.6-1018.1	115	40	0
SILT ELEV 1018.1-1015.6	135	35	0
CLAYEY SAND WITH GRAVEL AND COBBLES ELEV 1015.6-1007.1	135	35	0
SANDSTONE ELEV 1007.1-1006.5	120	45	0

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-331

DRAWN BY DTH | PLANS CK'D. BMO

WALL DETAILS

SHEET 2
442

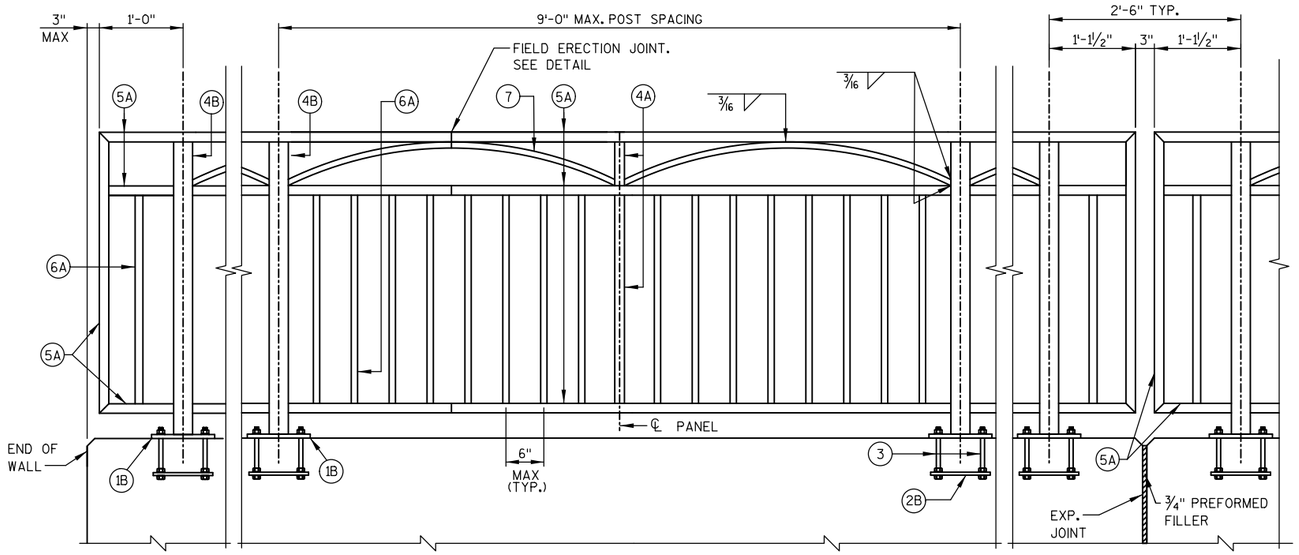
8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080202_wd.dgn

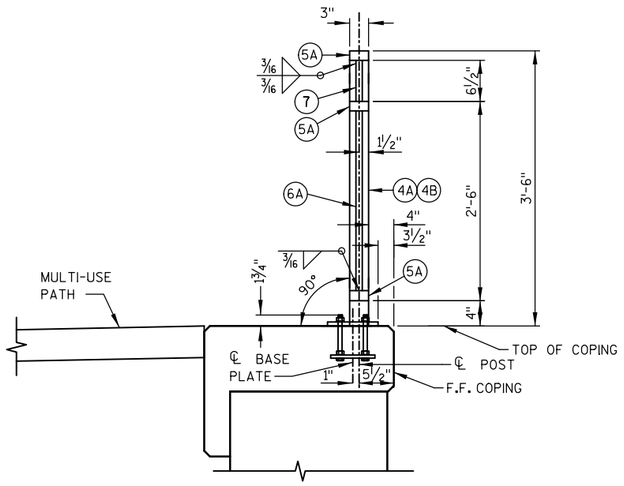
STATE PROJECT NUMBER

5849-02-02

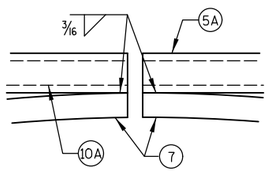


ELEVATION TYPE C3 MODIFIED

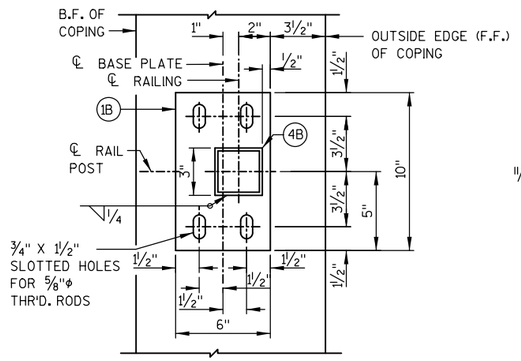
RAILING AT EXPANSION JOINT



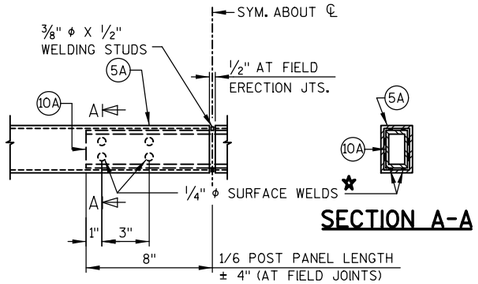
SECTION THRU RAILING



FIELD ERECTION JOINT

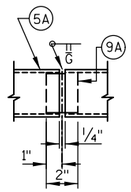


TYPICAL RAIL POST BASE PLATE



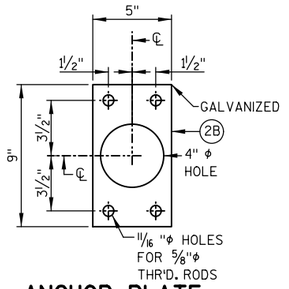
SECTION A-A

★ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

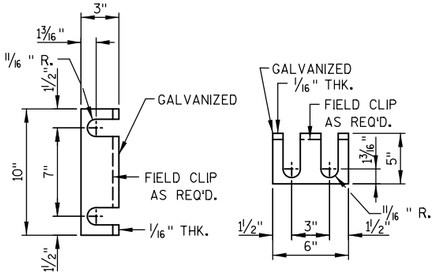


SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)

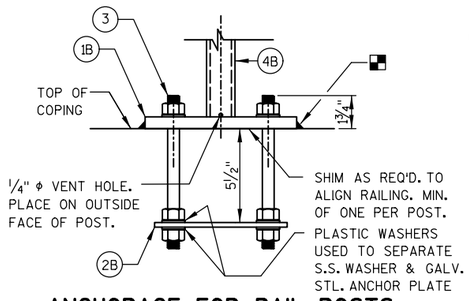


ANCHOR PLATE



RAIL POST SHIM DETAIL

(2 SETS PER POST)



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

LEGEND

(1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES

(2B) ¼" X 5" X 9" 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. ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. 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. 1 & 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(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 JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ℄ TO ℄ SPACING). PLACE VERTICAL.

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" ℄ FIELD ERECTION JTS.)

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C3", 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 MATERIAL (EXCEPT NO. 3) 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.

COORDINATE POST LAYOUT WITH WALL COPING EXPANSION JOINT LAYOUT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-331

DRAWN BY DTH | PLANS CK'D. BMO

RAILING DETAILS

SHEET 3
443

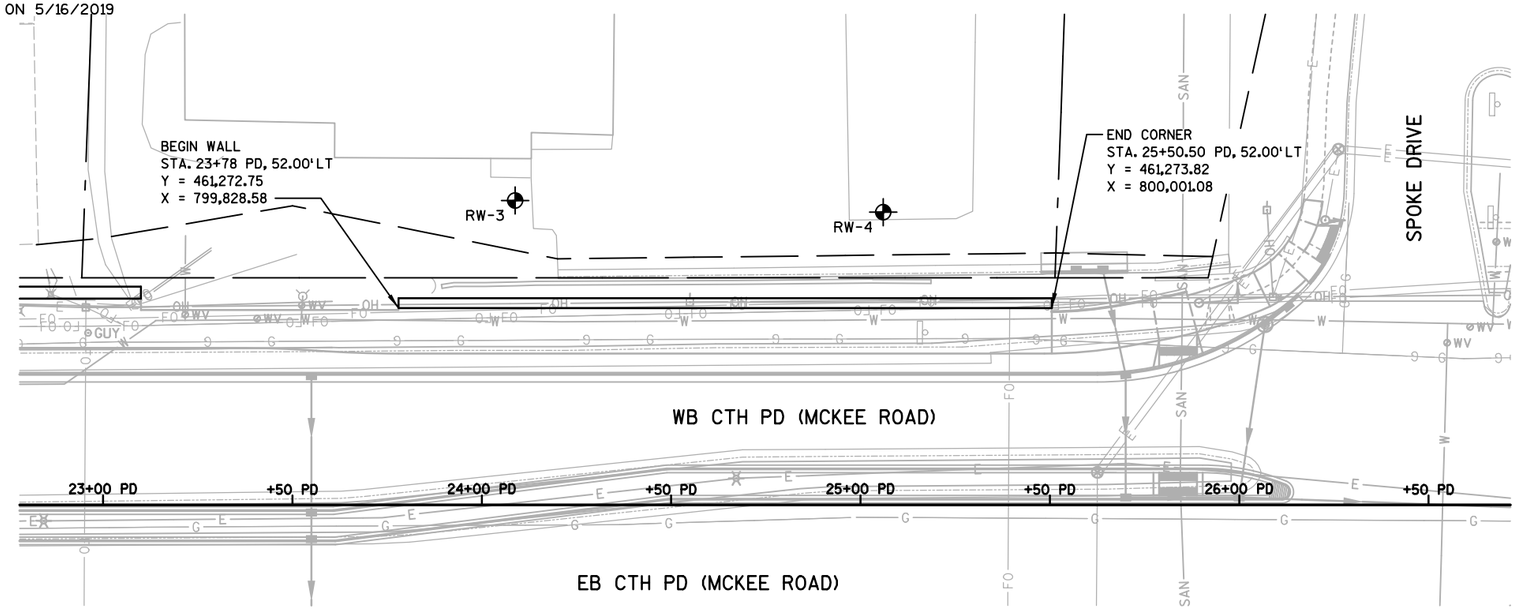
8

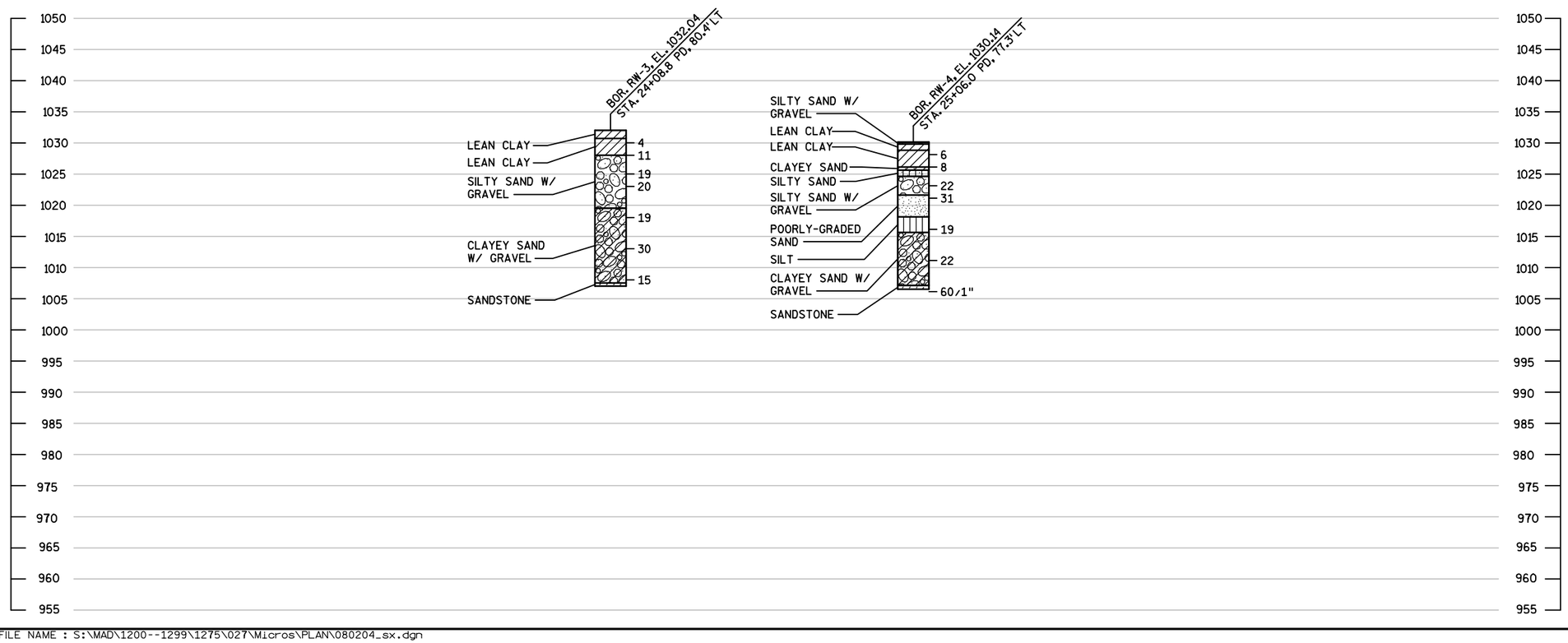
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080203_wd.dgn

BORINGS PERFORMED AND REPORT COMPLETED BY:
SOILS & ENGINEERING SERVICES, INC. (SES)
1102 STEWART STREET
MADISON, WI 53713

BORINGS WERE PERFORMED ON 5/16/2019





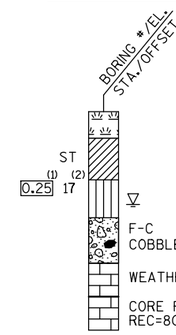
STATE PROJECT NUMBER

5849-02-02

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 R-13-331

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION

SHEET 4
444

8

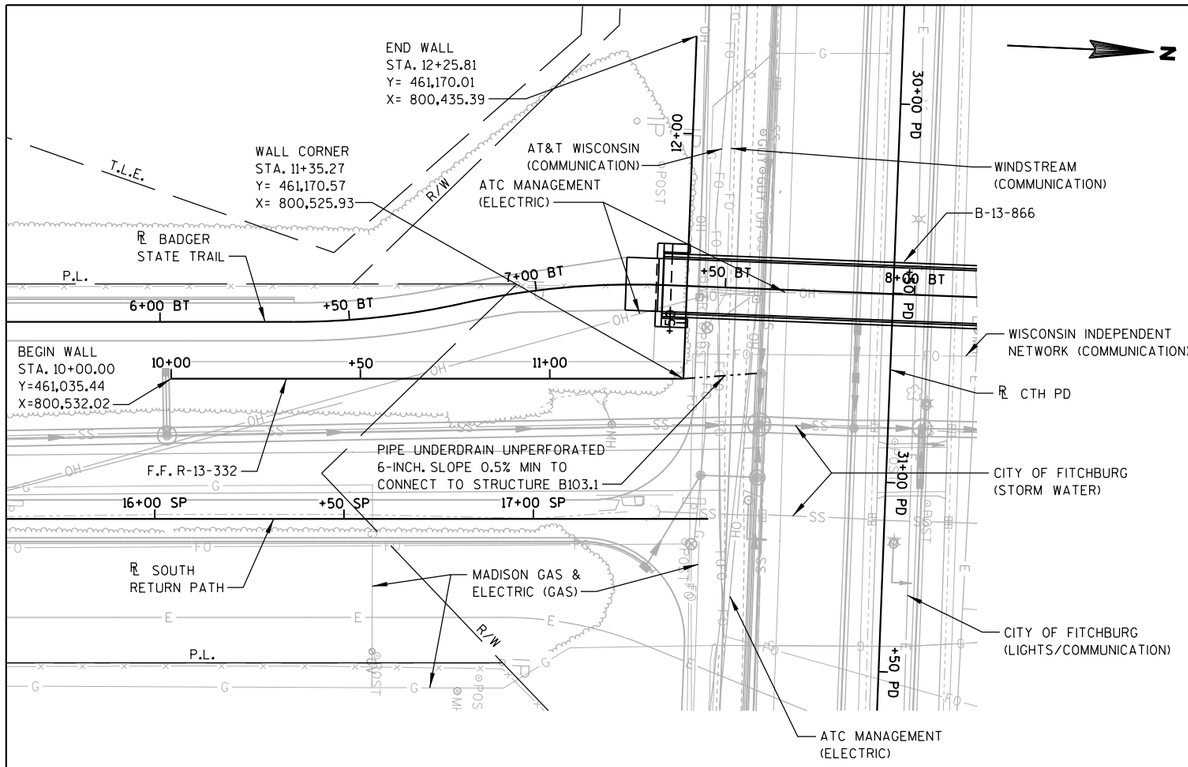
8

SCALE =

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080204_sx.dgn

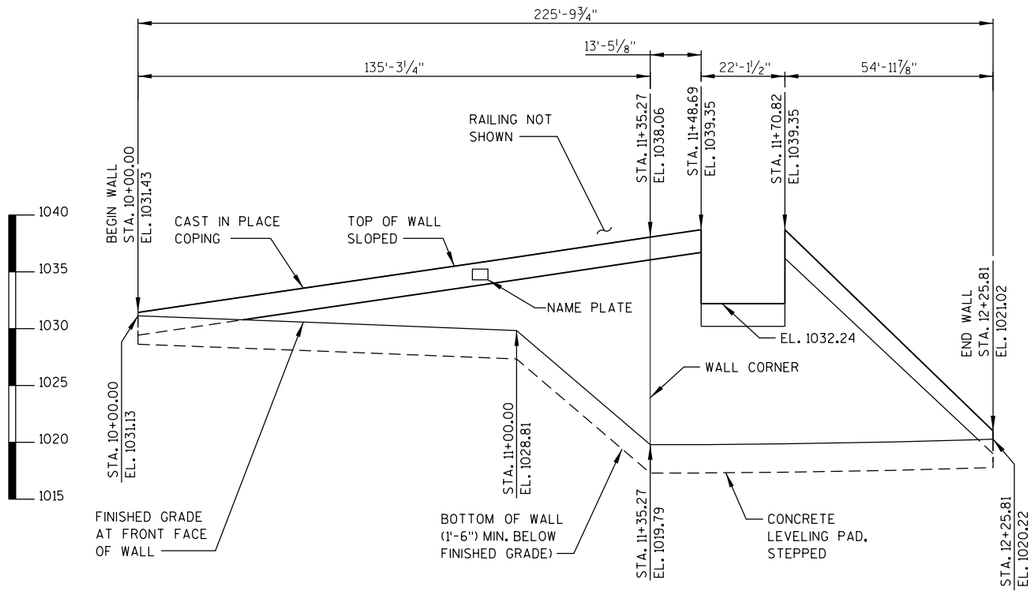
STATE PROJECT NUMBER

5849-02-02



PLAN

(CONCRETE PANEL MECHANICALLY STABILIZED EARTH WALL)



UNWRAPPED ELEVATION VIEW

(LOOKING AT F.F. OF WALL)

ALLOWABLE WALL SYSTEMS

1. CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD.

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTIONS AND DETAILS
3. DESIGN TABLES
4. RAILING DETAILS
5. AESTHETIC & COPING DETAILS
6. SUBSURFACE EXPLORATION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-13-332" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

ALL DIMENSIONS, STATIONING, AND OFFSETS ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. CENTER NAME PLATE ON COPING.

ALL BAR STEEL REINFORCEMENT FOR CAST-IN-PLACE CONCRETE IS TO BE EPOXY COATED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED. BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

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 MECHINICALLY STABILIZED EARTH LFRD R-13-332."

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 ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN IN THESE PLANS.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

MATERIAL PROPERTIES

CONCRETE MASONRY, COPING ——— f'c = 3,500 PSI
HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 ——— fy = 60,000 PSI

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
WI
PROFESSIONAL ENGINEER
6/11/2019

DESIGN CONSULTANT CONTACT:
KYLE BETH (608) 251-4843

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
1	27+19.42 PD, 75.02'LT	TOP NUT OF FIRE HYDRANT	1027.67
2	30+51.62 PD, 52.85'LT	TOP NUT OF FIRE HYDRANT	1022.34
3	34+53.47 PD, 53.87'LT	TOP NUT OF FIRE HYDRANT	1024.46

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
513.8016.004	RAILING STEEL PEDESTRIAN TYPE C3 R-13-332	LF	209
517.1010.S.004	CONCRETE STAINING R-13-332	SF	1,650
517.1050.S.002	ARCHITECTURAL SURFACE TREATMENT R-13-332	SF	1,100
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	25
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	220
SPV.0165.152	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-13-332	SF	1,650

ALL BID ITEMS ARE CATEGORY 0050

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 08/29/19
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-13-332

RET. WALL AT MCKEE RD. AND BADGER ST. TRAIL

COUNTY DANE
~~TOWN~~/CITY ~~/VILLAGE~~ FITCHBURG

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	KPB	DESIGN CK'D.	BMO	DRAWN BY	DTH	PLANS CK'D.	BMO

GENERAL PLAN

SHEET 1 OF 6
445

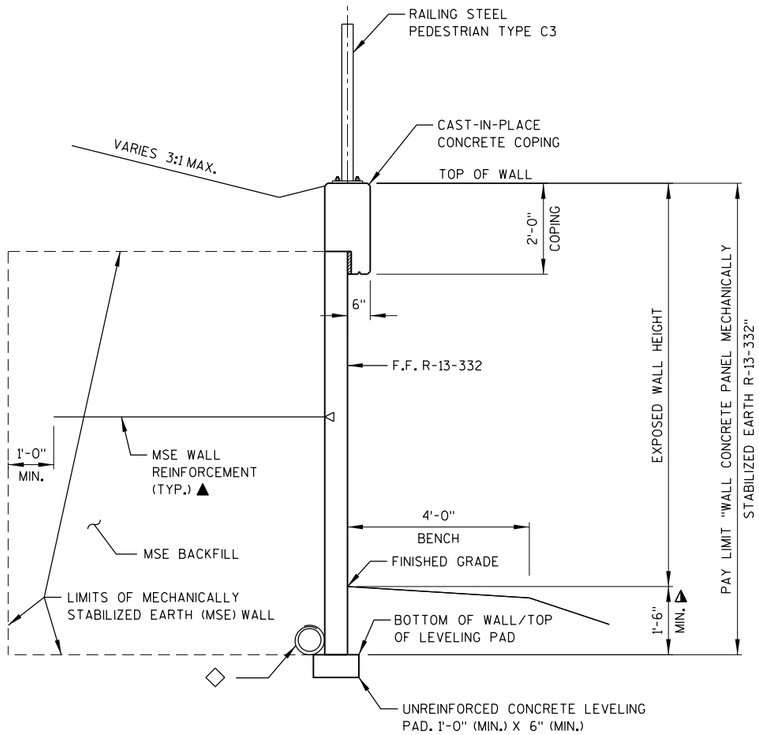
8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080301_gp.dgn

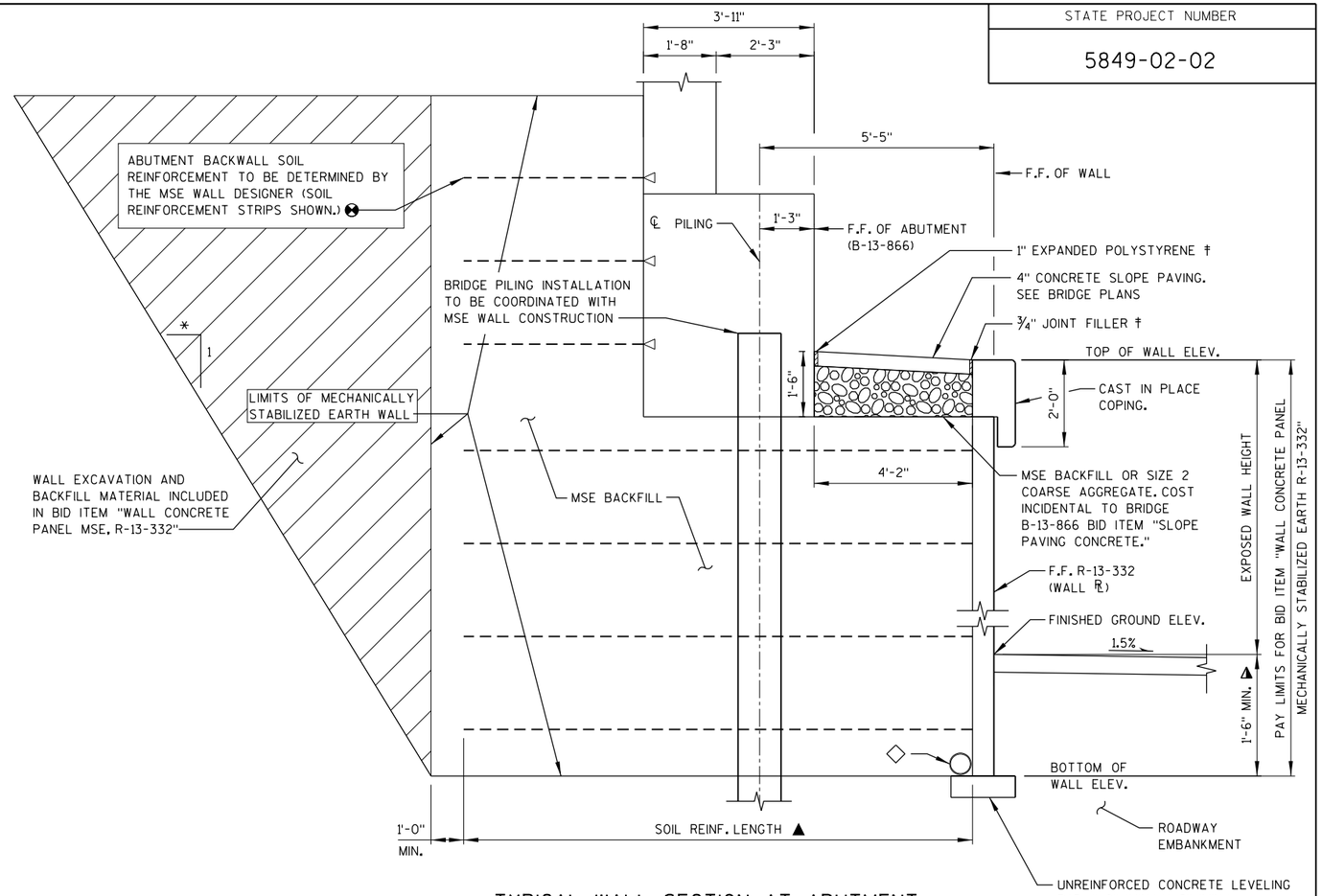
STATE PROJECT NUMBER

5849-02-02



TYPICAL SECTION THRU MSE RETAINING WALL

(WALL STA. 10+00.00 TO 11+48.69)
(WALL STA. 11+70.82 TO 12+25.81)



TYPICAL WALL SECTION AT ABUTMENT

(WALL STA. 11+48.69 TO 11+70.82)

LEGEND

▲ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS SHALL BE 70% OF THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCING MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

◇ PIPE UNDERDRAIN WRAPPED (6-INCH) SLOPE 0.5% MIN. TO CONNECT TO STRUCTURE B103.1.

⊗ 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 BACKWALL SOIL REINFORCEMENT BY THE MSE WALL MANUFACTURER. THE FOLLOWING AASHTO LINE LOADS SHALL BE INCLUDED IN THE WALL DESIGN:

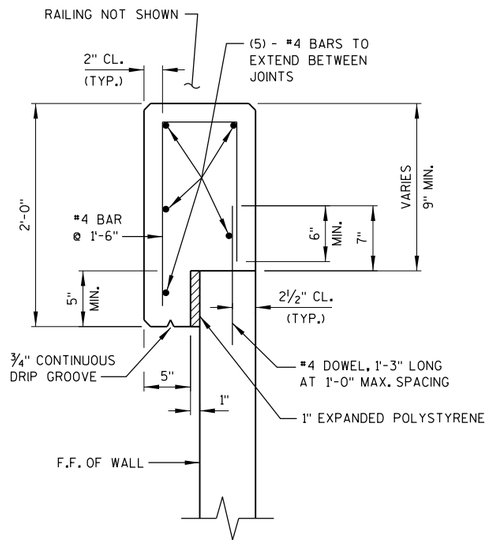
BR = 0.23 KLF WS = 0.33 KLF
TU = 0.77 KLF WL = 0.00 KLF

THE ABUTMENT BACKWALL SOIL REINFORCEMENT AND CONNECTION TO THE ABUTMENT ARE INCLUDED WITH THE BID ITEM "ABUTMENT BACKWALL SOIL REINFORCEMENT" AS SHOWN ON THE B-13-866 BRDGE PLANS.

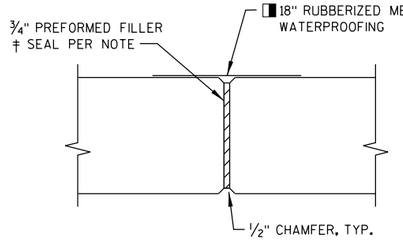
◭ MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS (1'-6" MINIMUM FOR ALL WALLS ON LEVEL GROUND). FIELD EMBEDMENT SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENT BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.

† SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SUFRACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE).

* EXCAVATION SLOPE DETERMINED BY CONTRACTOR.



CAST-IN-PLACE CONCRETE COPING DETAIL

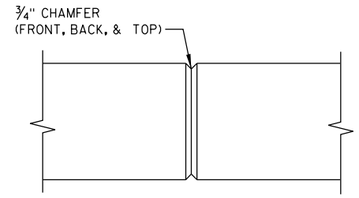


COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

◨ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LFRD R-13-332".

† SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH PANEL JOINT BELOW.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-332

DRAWN BY DTH PLANS CK'D. BMO

TYPICAL SECTION AND DETALS

SHEET 2
446

8

8

STATE PROJECT NUMBER
5849-02-02

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS			
WALL HEIGHT (FEET)[1]	5.27	7.69	18.30	13.97
EXPOSED WALL HEIGHT (FEET)	3.77	6.19	16.80	12.47
MINIMUM LENGTH OF REINFORCEMENT (FEET) ◪	8	8	13	16
WALL STATION	10+45.67	11+00.00	11+48.69	11+70.76
BORING USED	RW-5, BB-1, U-3			
CAPACITY TO DEMAND RATIO (CDR)[2,3]				
SLIDING (CDR>1.0)	2.0	1.4	1.3	1.0
ECCENTRICITY (CDR>1.0)	5.7	2.9	1.6	1.6
OVERALL STABILITY (CDR>1.0) ☆	--	--	--	1.3
BEARING RESISTANCE (CDR>1.0)	3.0	1.9	3.0	3.0
FACTORED BEARING RESISTANCE (PSF)	3600	3600	13400	15100

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.

* FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

◪ THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTH BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISION OR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS.

☆ THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REIINFORCEMENT LENGTHS BASED ON OVERALL STABILITY RERFORMED BY THE WALL DESIGNER COMPOUND STABILITY IS THE CONTRACTOR'S RESPONSIBILITY.

NOTES:
1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.
2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT	FRICTION ANGLE (DEGREES)	COHESION (PSF)
GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL	120	30	0
GRANULAR RETAINED SOIL *	135	30	0
BOR BB-1			
LEAN CLAY ELEV 1031.3-1029.8	130	0	1,000
LEAN CLAY ELEV 1029.8-1025.8	135	0	1,500
POORLY-GRADED SAND WITH GRAVEL AND COBBLES ELEV 1025.8-1021.3	130	38	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1021.3-1012.3	135	34	0
SANDSTONE ELEV 1012.3-1009.3	120	0	72,000 (TOP) 144,000 (BOTTOM)
SANDSTONE ELEV 1009.3-997.7			144,000 (TOP) 288,000 (BOTTOM)
BOR BB-2			
LEAN CLAY ELEV 1019.5-1019.0	130	0	1,000
LEAN CLAY ELEV 1019.0-1016.5	130	0	1,500
LEAN CLAY ELEV 1016.5-1014.0	130	0	1,400
LEAN CLAY ELEV 1014.0-1011.5	135	0	1,200
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1011.5-1009.0	135	33	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1009.0-996.5	135	34	0
POORLY-GRADED GRAVEL WITH SAND AND COBBLES ELEV 996.5-991.5	135	41	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 991.5-989.5	135	31	0
POORLY-GRADED SAND WITH GRAVEL ELEV 989.5-982.5	135	43	0
POORLY-GRADED SAND WITH GRAVEL ELEV 982.5-980	135	38	0
POORLY-GRADED SAND WITH GRAVEL ELEV 980.0-970.5	135	43	0
SANDSTONE ELEV 970.5-965.5	120	0	72000 (TOP) 144,000 (BOTTOM)
BOR RW-5			
LEAN CLAY ELEV 1035.9-1034.9	130	0	1,000
LEAN CLAY ELEV 1034.9-1029.4	135	0	1,700
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1029.4-1027.9	135	33	0
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1027.9-1023.9	135	40	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1023.9-1016.9	135	34	0
SANDSTONE ELEV 1016.9-1013.9	120	38	0
SANDSTONE ELEV 1013.9-1007.2	120	45	0

BOR U-1			
LEAN CLAY ELEV 1019.1-1018.9	115	0	500
POORLY-GRADED GRAVEL ELEV 1018.9-1018.4	110	29	0
GRAVELLY LEAN CLAY ELEV 1018.4-1017.9	120	0	1,000
SANDY SILTY CLAY WITH GRAVEL ELEV 1017.9-1013.1	130	0	2,000
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1013.1-1011.1	128	29	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1011.1-1002.1	135	35	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1002.1-996.6	135	34	0
LEAN CLAY ELEV 996.6-991.6	135	0	3,700
POORLY-GRADED SAND ELEV 991.6-989.1	120	35	0
BOR U-2			
LEAN CLAY ELEV 1020.6-1020.4	115	0	500
SILTY SAND WITH GRAVEL ELEV 1020.4-1017.1	130	36	0
LEAN CLAY ELEV 1017.1-1014.6	135	0	3,300
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1014.6-1007.6	135	35	0
SANDY LEAN CLAY WITH GRAVEL AND COBBLES ELEV 1007.6-996.5	135	0	4,100
SANDY LEAN CLAY WITH GRAVEL AND COBBLES ELEV 996.5-990.7	135	0	4,100
BOR U-3			
ASPHALT ELEV 1019.8-1019.7	145	--	--
SILTY GRAVEL WITH SAND ELEV 1019.7-1017.3	135	37	0
POORLY-GRADED SAND WITH SILT AND GRAVEL ELEV 1017.3-1015.8	120	33	0
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1015.8-1008.8	135	40	0
CLAYEY SAND WITH GRAVEL AND COBBLES ELEV 1008.8-1001.2	135	33	0
SANDSTONE ELEV 1001.2-996.5	120	45	0
SANDSTONE ELEV 996.5-991.1	120	45	0

GEOMETRY TABLE

WALL STATION	TOP OF WALL COPING ELEV.	FINISHED GRADE ELEV.
10+00.00	1031.43	1031.13
10+25.00	1032.73	1030.82
10+50.00	1034.03	1030.50
10+75.00	1034.63	1030.17
11+00.00	1035.23	1029.83
11+25.00	1035.83	1022.71
11+35.27	1036.08	1019.79
11+48.69	1039.35	1019.80
11+48.69	1032.24	1019.80
11+50.00	1032.24	1019.80
11+70.82	1032.24	1019.86
11+70.82	1039.35	1019.86
11+75.00	1037.96	1036.80
12+00.00	1029.62	1028.66
12+25.81	1021.02	1020.22

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-332

DRAWN BY DTH | PLANS CK'D. BMO

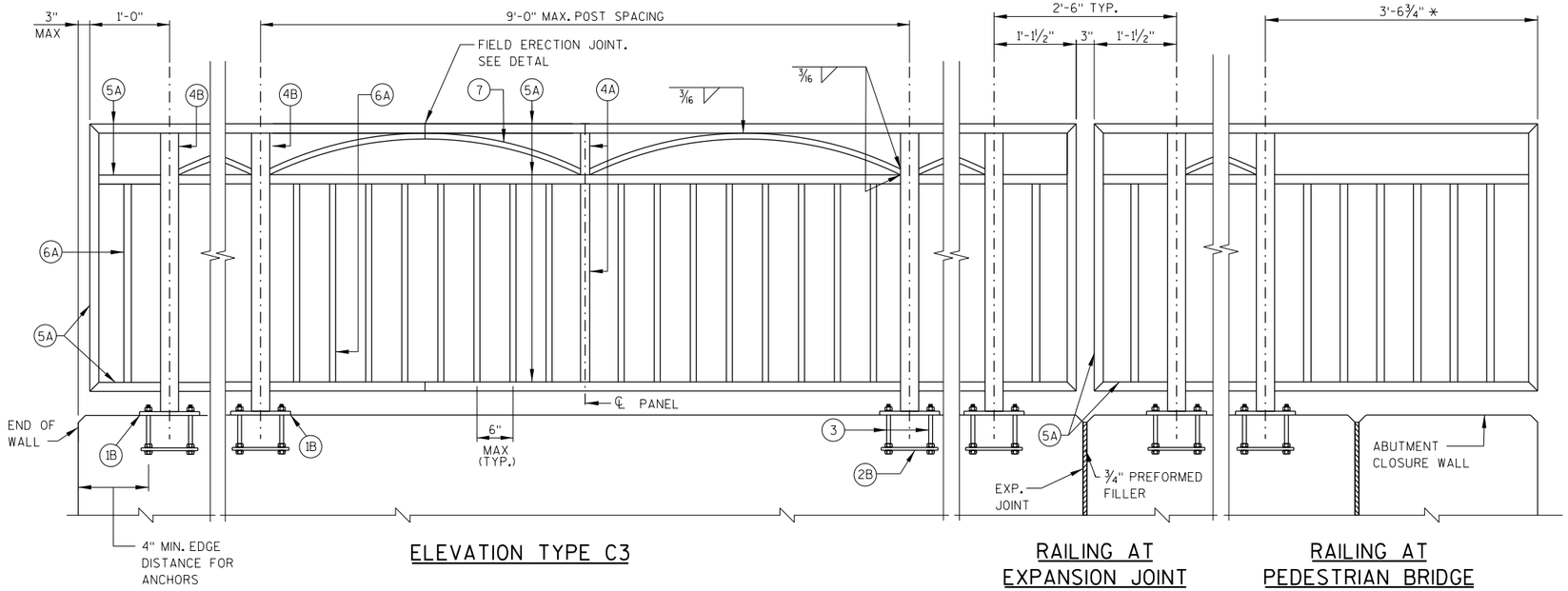
DESIGN TABLES

SHEET 3
447

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080303_cd.dgn

STATE PROJECT NUMBER

5849-02-02



ELEVATION TYPE C3

RAILING AT EXPANSION JOINT

RAILING AT PEDESTRIAN BRIDGE

LEGEND

(1B) PLATE ⅝" X 6" X 10" WITH ¾" X 1½" SLOTTED HOLES

(2B) ¼" X 5" X 9" 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. ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS ⅝-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. 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. 1 & 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(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 JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ℄ TO ℄ SPACING). PLACE VERTICAL.

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

* DIMENSION CALCULATED ASSUMING 16'-8" OUT-TO-OUT WIDTH OF STEEL TRUSS PEDESTRIAN BRIDGE. DIMENSION SHALL BE ADJUSTED AS REQUIRED DURING CONSTRUCTION TO PROVIDE GAP OF 6" OR LESS BETWEEN END OF RAILING AND STEEL TRUSS.

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL PEDESTRIAN TYPE C3", 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.

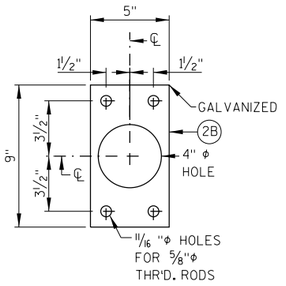
ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE CONTRACT DOCUMENTS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 14090 (GREEN).

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

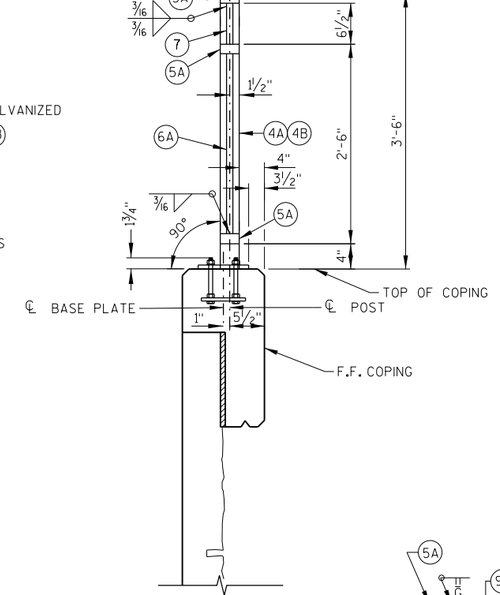
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

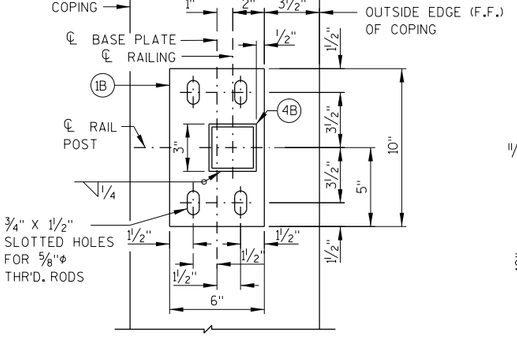
COORDINATE POST LAYOUT WITH MSE WALL COPING EXPANSION JOINT LAYOUT.



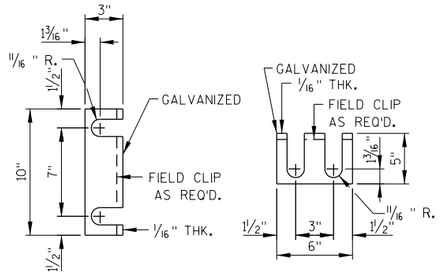
ANCHOR PLATE



SECTION THRU RAILING

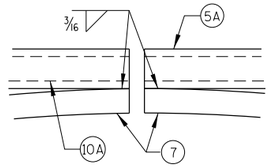


TYPICAL RAIL POST BASE PLATE

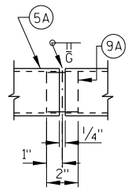


RAIL POST SHIM DETAIL

(2 SETS PER POST)

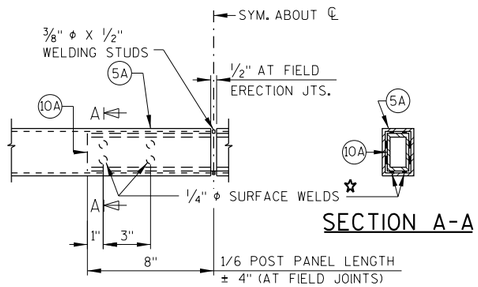


FIELD ERECTION JOINT



SHOP RAIL SPLICE DETAIL

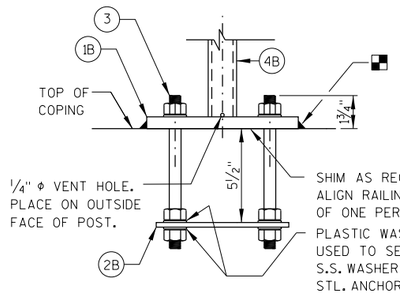
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



SECTION A-A

FIELD ERECTION JOINT DETAIL

☆ MIN. ⅝" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-332

DRAWN BY DTH | PLANS CK'D. BMO

RAILING DETAILS

SHEET 4
448

8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080304_cd.dgn

STATE PROJECT NUMBER

5849-02-02

NOTES:

PROVIDE AESTHETIC DETAILS SHOWN IN THIS PLAN AND AS NOTED IN THE SPECIAL PROVISIONS.

ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT.

AVERAGE RELIEF IS ¾" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

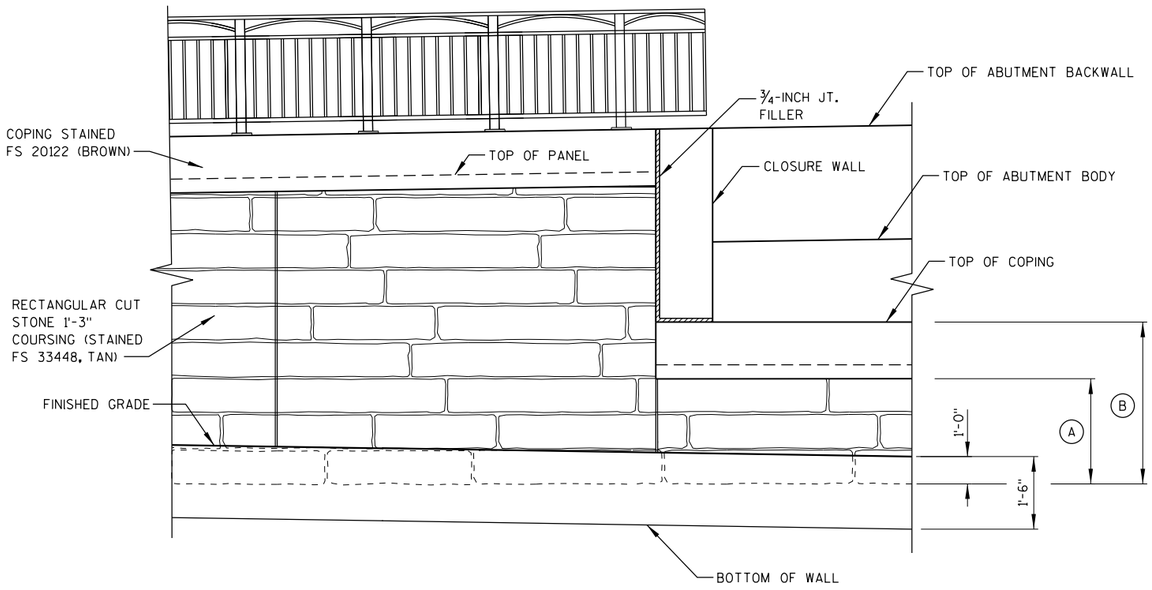
ALL PANELS ARE TO BE STAINED PER DETAILS ON THIS SHEET.

ALL EXPOSED SURFACES OF FORMLINED BLOCKS TO BE SPLIT FACE INCLUDING FACES, CORNERS AND EDGES.

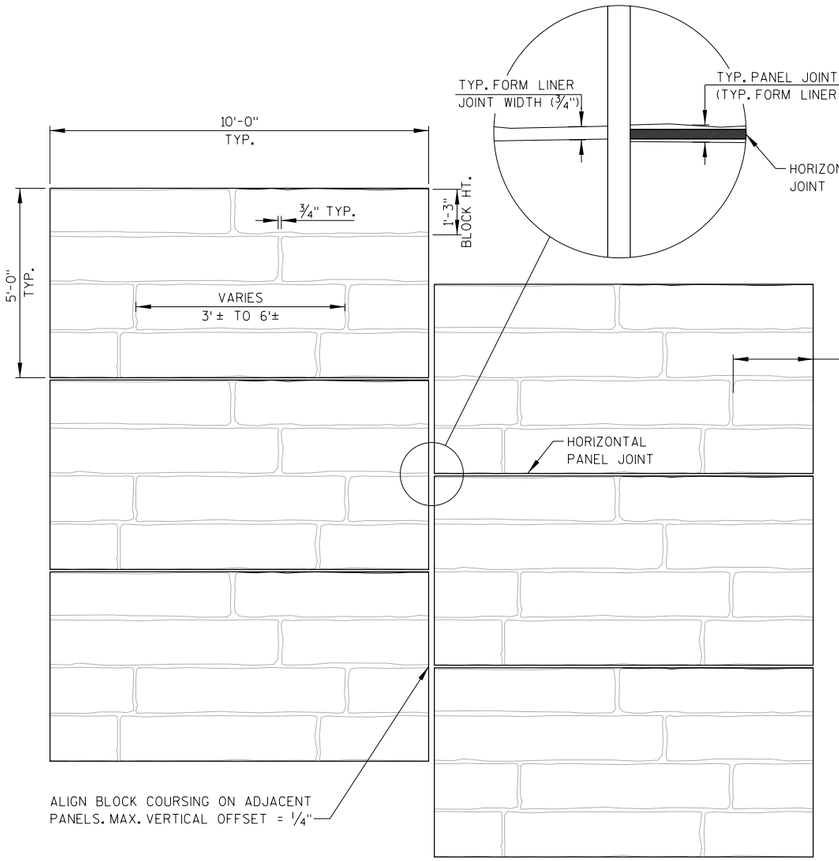
FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.

(A) PAY LIMITS FOR "ARCHITECTURAL SURFACE TREATMENT" (BOTTOM OF COPING TO 1' BELOW FINISHED GRADE)

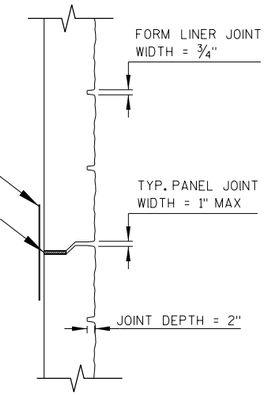
(B) PAY LIMITS FOR "CONCRETE STAINING" (TOP OF COPING TO 1' BELOW FINISHED GRADE)



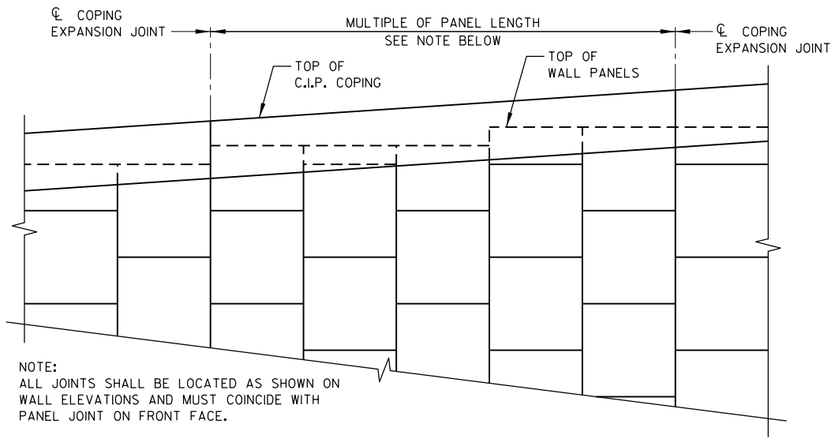
PARTIAL WALL ELEVATION



TYPICAL PANEL AESTHETIC DETAILS



TYPICAL PANEL JOINT CROSS SECTION



C.I.P. COPING PARTIAL ELEVATION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-332

DRAWN BY DTH | PLANS CK'D.

AESTHETIC & COPING DETAILS

SHEET 5
449

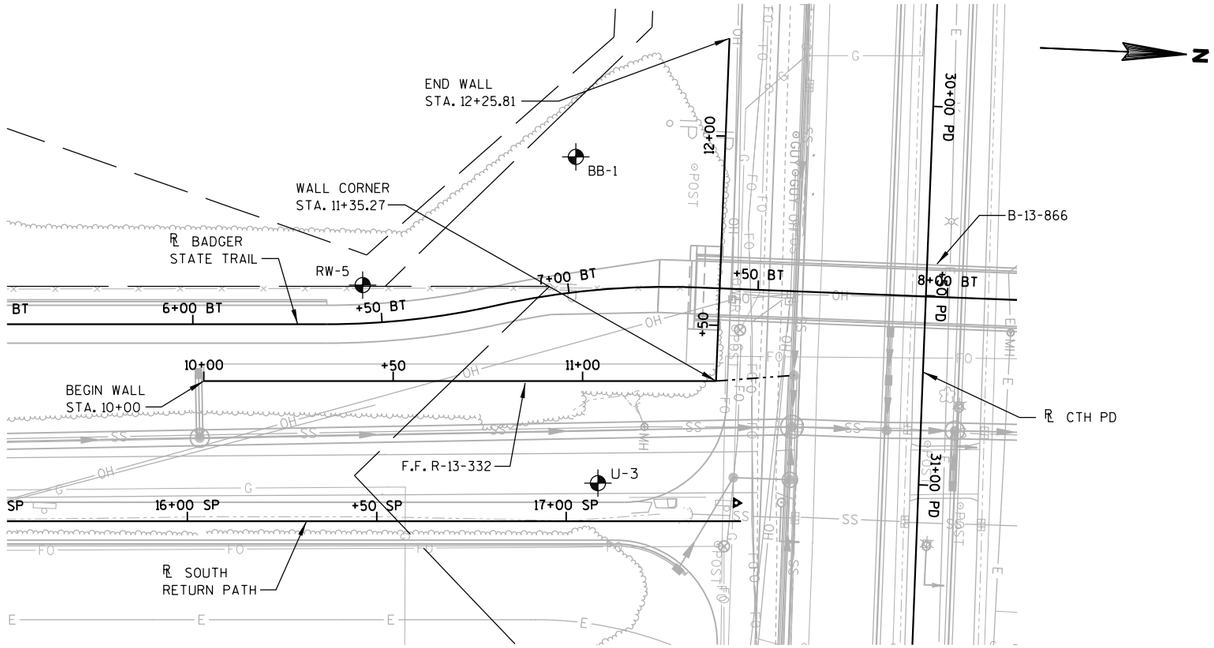
8

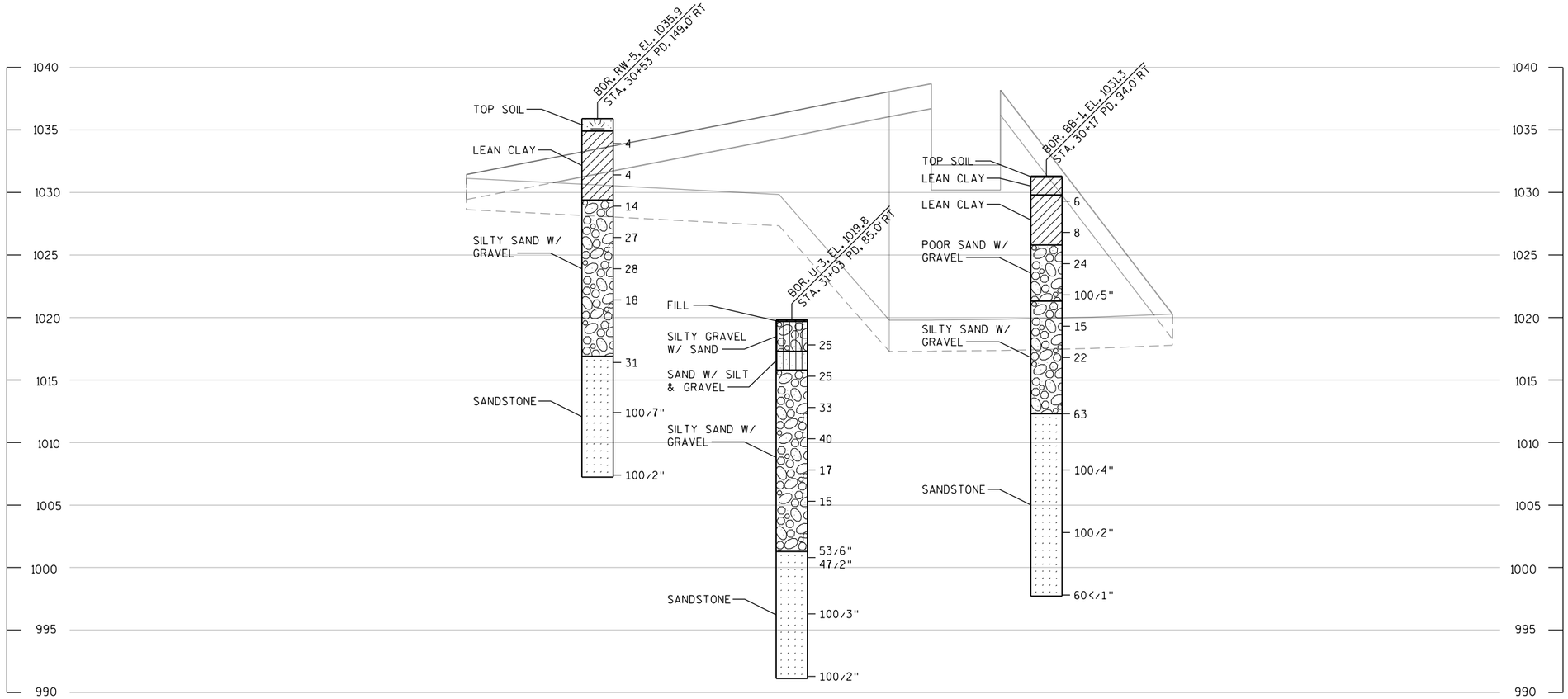
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080305_cd.dgn

BORINGS PERFORMED AND REPORT COMPLETED BY:
SOILS & ENGINEERING SERVICES, INC. (SES)
1102 STEWART STREET
MADISON, WI 53713

BORINGS WERE PERFORMED ON 11/27/2017
AND 01/09/2019.





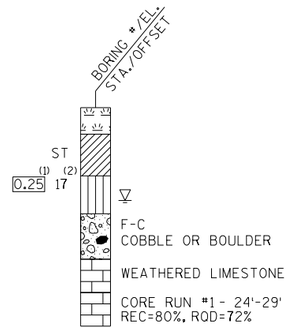
STATE PROJECT NUMBER

5849-02-02

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 R-13-332

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION

SHEET 6
450

8

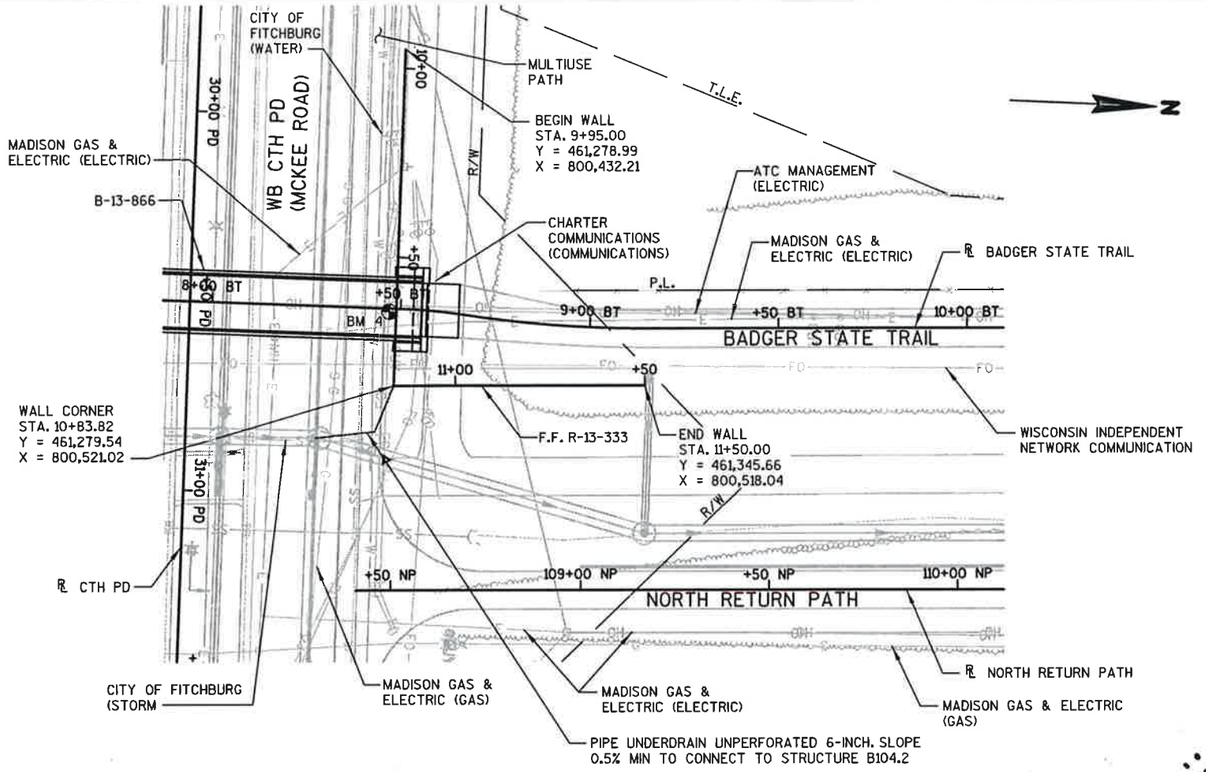
8

SCALE =

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080306_sx.dgn

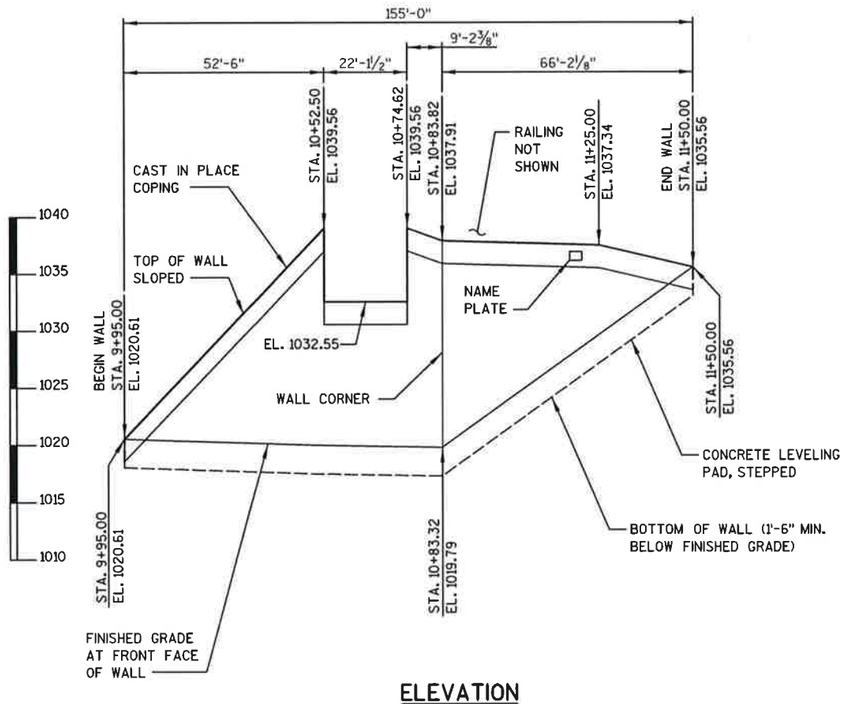
STATE PROJECT NUMBER

5849-02-02



PLAN

(CONCRETE PANEL MECHANICALLY STABILIZED EARTH WALL)



ELEVATION

(LOOKING AT F.F. OF WALL)

ALLOWABLE WALL SYSTEMS

1. CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD.

LIST OF DRAWINGS

1. GENERAL PLAN
2. TYPICAL SECTIONS AND DETAILS
3. DESIGN TABLES
4. RAILING DETAILS
5. AESTHETIC & COPING DETAILS
6. SUBSURFACE EXPLORATION

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-13-333 IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

ALL DIMENSIONS, STATIONING, AND OFFSETS ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

A NAME PLATE SHALL BE PLACED AS DIRECTED BY THE ENGINEER. CENTER NAME PLATE ON COPING.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PLACE CONCRETE IS TO BE EPOXY COATED.

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

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH, UNLESS NOTED OTHERWISE.

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 LRFD R-13-333."

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 ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN IN THESE PLANS.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

MATERIAL PROPERTIES

CONCRETE MASONRY, COPING _____ f'c = 3,500 PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 _____ fy = 60,000 PSI

WISCONSIN
BRETT M. OFTEDAHL
E-41123
MADISON
PROFESSIONAL ENGINEER
9/20/2019

BENCHMARKS

NO.	STATION	DESCRIPTION	ELEV.
5	27+19.42 PD, 75.02' LT	TOP NUT OF FIRE HYDRANT	1027.67
4	30+51.62 PD, 52.85' LT	TOP NUT OF FIRE HYDRANT	1022.34
3	34+53.47 PD, 53.87' LT	TOP NUT OF FIRE HYDRANT	1024.46

TOTAL ESTIMATED QUANTITIES

BID ITEM	BID ITEMS	UNIT	TOTALS
209.2500	BACKFILL GRANULAR GRADE 2	TON	400
513.8016	RAILING STEEL PEDESTRIAN TYPE C3	LF	138
517.1010.S.005	CONCRETE STAINING R-13-333	SF	1,875
517.1050.S.003	ARCHITECTURAL SURFACE TREATMENT R-13-333	SF	1,505
612.0206	PIPE UNDERDRAIN UNPERFORATED 6-INCH	LF	35
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	125
SPV.0165.153	WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LRFD R-13-333	SF	1,875
	NON-BID ITEMS		
	PREFORMED FILLER	SIZE	3/4"
	EXPANDED POLYSTYRENE	SIZE	1"

ALL ITEMS ARE CATEGORY 0060

DESIGN CONSULTANT CONTACT:
KYLE BETH (608) 251-4843

BRIDGE OFFICE CONTACT:
WILLIAM DREHER (608) 266-8489

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
ACCEPTED William C. Dreher SDR 09/23/19
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE R-13-333

RET. WALL AT MCKEE RD. AND BADGER ST. TRAIL

COUNTY DANE
~~TOWN~~/CITY/~~VILLAGE~~ FITCHBURG

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
KPB	BMO	DTH	BMO

GENERAL PLAN

SHEET 1 OF 6
451

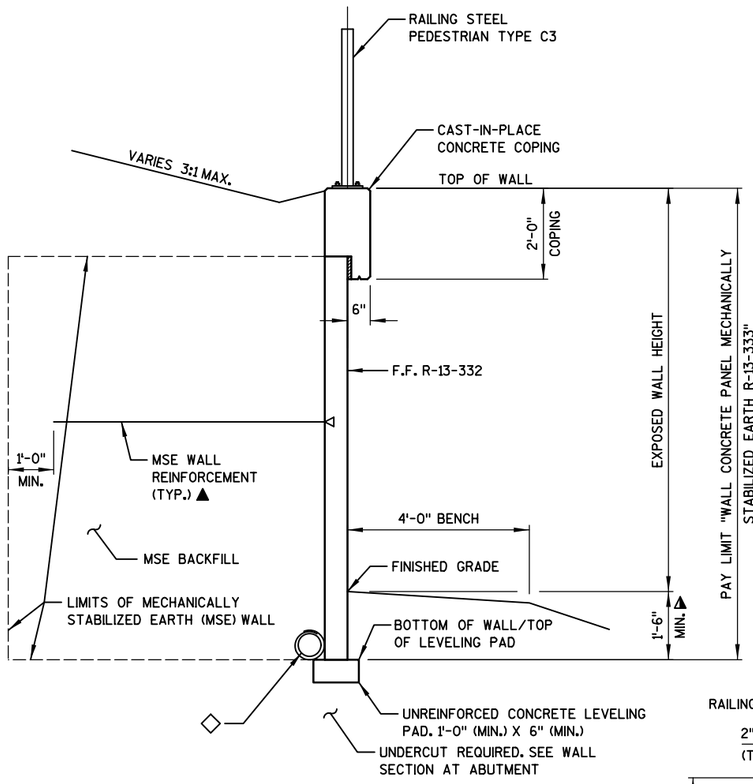
8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080401_gp.dgn

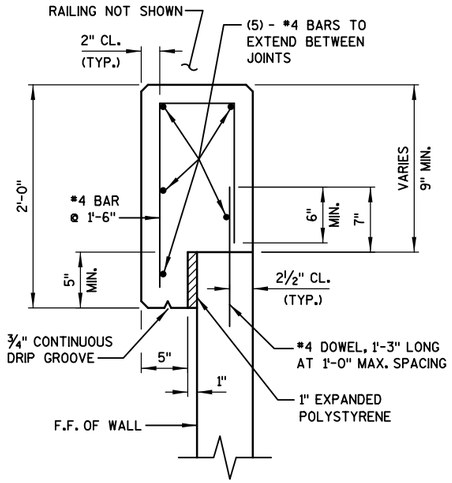
STATE PROJECT NUMBER

5849-02-02

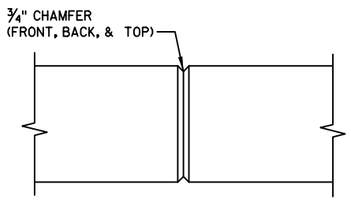


TYPICAL SECTION THRU MSE RETAINING WALL

(WALL STA. 10+00.00 TO 10+52.50)
(WALL STA. 10+74.62 TO 11+50.00)

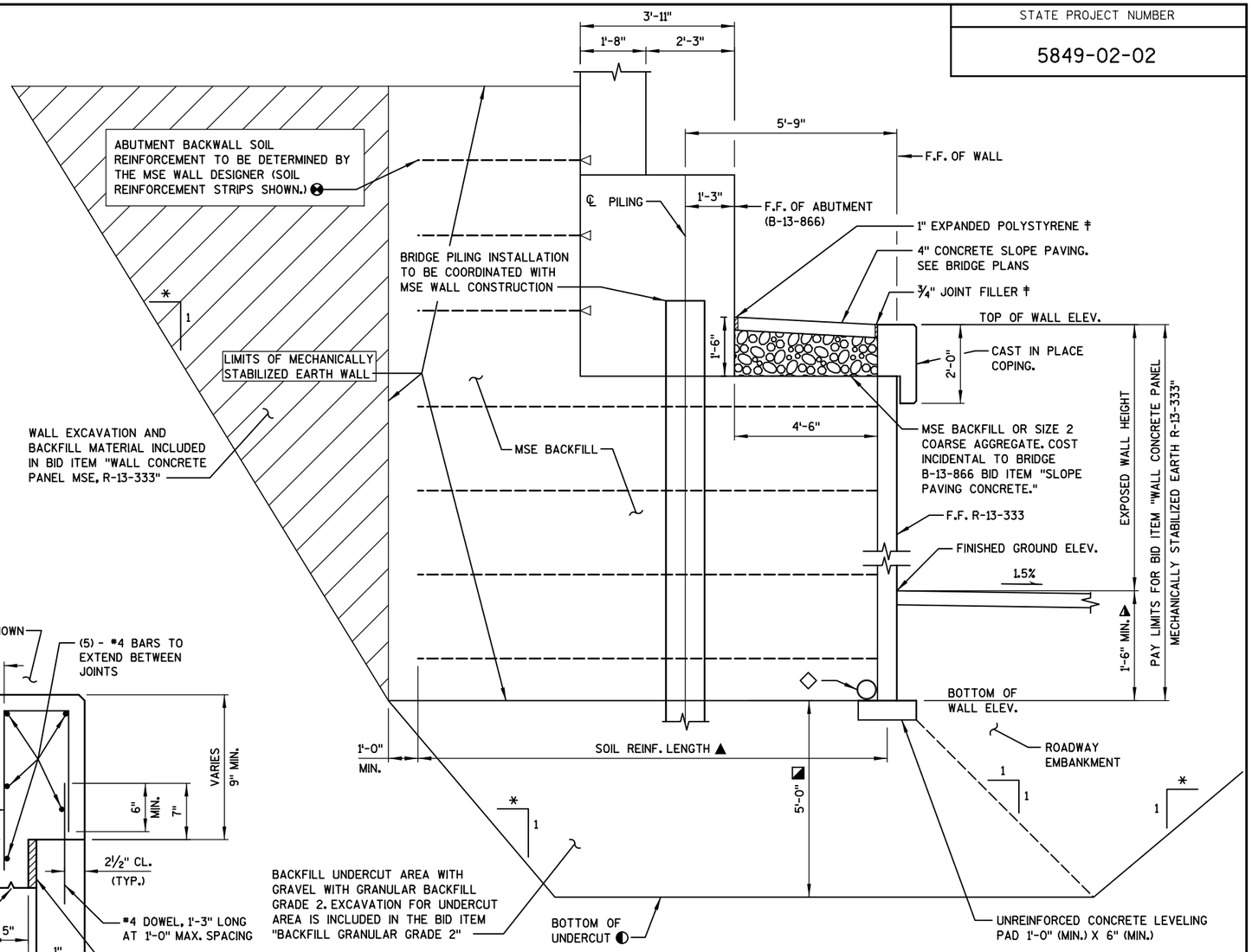


CAST-IN-PLACE CONCRETE COPING DETAIL



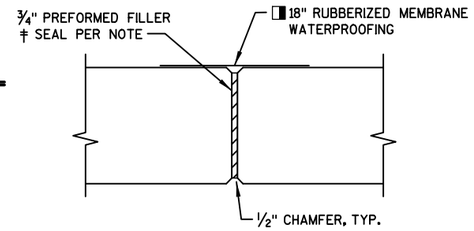
COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH PANEL JOINT BELOW.



TYPICAL WALL SECTION AT ABUTMENT

(WALL STA. 10+52.50 TO 10+74.62)



COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

▲ MINIMUM LENGTH OF MSE WALL REINFORCING STRIPS SHALL BE 70% OF THE TOTAL WALL HEIGHT (EXPOSED HEIGHT PLUS EMBEDMENT DEPTH) OR 8.0 FEET, WHICHEVER IS GREATER. SOIL REINFORCING MUST EXTEND A MINIMUM OF 3.0 FEET BEYOND THE FAILURE PLANE FOR INTERNAL STABILITY AS DEFINED BY AASHTO SPECIFICATIONS.

◮ MINIMUM EMBEDMENT BASED ON SITE SPECIFIC PARAMETERS. FIELD EMBEDMENTS SHALL MEET OR EXCEED THE MINIMUM EMBEDMENT. FIELD EMBEDMENT BELOW MINIMUM EMBEDMENT SHALL NOT BE INCLUDED IN THE PAY LIMITS.

* EXCAVATION SLOPE DETERMINED BY CONTRACTOR.

† SEAL ALL HORIZONTAL AND VERTICAL SURFACES OF FILLER AND EXPANDED POLYSTYRENE WITH NON-STAINING, GRAY, NON-BITUMINOUS JOINT SEALER (1-INCH DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE).

✕ 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 BACKWALL SOIL REINFORCEMENT BY THE MSE WALL MANUFACTURER. THE FOLLOWING AASHTO LINE LOADS SHALL BE INCLUDED IN THE WALL DESIGN:

BR = 0.23 KLF WS = 0.33 KLF
TU = 0.77 KLF WL = 0.00 KLF

THE ABUTMENT BACKWALL SOIL REINFORCEMENT AND CONNECTION TO THE ABUTMENT ARE INCLUDED WITH THE BID ITEM "ABUTMENT BACKWALL SOIL REINFORCEMENT" AS SHOWN ON THE B-13-866 BRDGE PLANS.

◐ WALL SUBGRADE SHALL BE APPROVED BY THE SOUTHWEST REGION SOILS ENGINEER PRIOR TO CONSTRUCTION OF THE WALL.

◪ APPROXIMATELY 5'-0" OF UNDERCUT IS ANTICIPATED TO REMOVE THE EXISTING LAYERS OF SOFT SOIL UNDER THE WALL. THE ACTUAL DEPTH OF UNDERCUT MAY VARY AND SHALL BE DETERMINED BY THE SOUTHWEST REGION SOILS ENGINEER.

◇ PIPE UNDERDRAIN WRAPPED (6-INCH) SLOPE 0.5% MIN. TO CONNECT TO STRUCTURE B104.2.

◨ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO 6" BELOW TOP OF PANELS. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL CONCRETE PANEL MECHANICALLY STABILIZED EARTH LFRD R-13-333".

† SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-333

DRAWN BY DTH | PLANS CK'D. BMO

TYPICAL SECTIONS AND DETAILS

SHEET 2
452

8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080402_wd.dgn

STATE PROJECT NUMBER

5849-02-02

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS			
WALL HEIGHT (FEET)[1]	14.38	18.96	11.78	
EXPOSED WALL HEIGHT (FEET)	12.88	17.46	10.28	
MINIMUM LENGTH OF REINFORCEMENT (FEET) ◪	16	14	9	
WALL STATION	10+67.06	10+67.12	11+00	
BORING USED	BB-2, U-1			
CAPACITY TO DEMAND RATIO (CDR)[2,3]				
SLIDING (CDR>1.0)	1.0	1.4	1.4	
ECCENTRICITY (CDR>1.0)	1.5	1.7	1.7	
OVERALL STABILITY (CDR>1.0) ☆	1.1	--	--	
BEARING RESISTANCE (CDR>1.0)	1.1	1.4	2.3	
FACTORED BEARING RESISTANCE (PSF)	5900	6200	6500	

NOTES:

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
4. WALL EXTERNAL STABILITY ANALYSIS ASSUMED A MINIMUM UNDERCUT OF 5 FEET TO REMOVE THE SOFT LEAN CLAY BELOW THE WALL.

* FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

◪ THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REINFORCEMENT LENGTH BASED UPON THE MINIMUM DESCRIBED IN THE WALL SYSTEM SPECIAL PROVISION OR EXTERNAL AND OVERALL STABILITY AT THE DESIGNATED LOCATIONS. THESE DESIGNATED LOCATIONS REPRESENT TYPICAL AND CRITICAL WALL LOCATIONS, BUT SHALL NOT BE CONSIDERED ALL INCLUSIVE. THE CONTRACTOR DESIGN LENGTHS SHALL MEET OR EXCEED THE MINIMUM VALUES REPRESENTED IN THE TABLE AT THESE DESIGNATED LOCATIONS.

☆ THE LENGTHS PROVIDED IN THE TABLE ARE THE MINIMUM REQUIRED REIINFORCEMENT LENGTHS BASED ON OVERALL STABILITY RERFORMED BY THE WALL DESIGNER COMPOUND STABILITY IS THE CONTRACTOR'S RESPONSIBILITY.

NOTES:

1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT	FRICTION ANGLE (DEGREES)	COHESION (PSF)
GRANULAR BACKFILL (REINFORCING ZONE OR BACKFILL	120	30	0
GRANULAR RETAINED SOIL *	135	30	0
BOR BB-1			
LEAN CLAY ELEV 1031.3-1029.8	130	0	1,000
LEAN CLAY ELEV 1029.8-1025.8	135	0	1,500
POORLY-GRADED SAND WITH GRAVEL AND COBBLES ELEV 1025.8-1021.3	130	38	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1021.3-1012.3	135	34	0
SANDSTONE ELEV 1012.3-1009.3	120	0	72,000 (TOP) 144,000 (BOTTOM)
SANDSTONE ELEV 1009.3-997.7			144,000 (TOP) 288,000 (BOTTOM)
BOR BB-2			
LEAN CLAY ELEV 1019.5-1019.0	130	0	1,000
LEAN CLAY ELEV 1019.0-1016.5	130	0	1,500
LEAN CLAY ELEV 1016.5-1014.0	130	0	1,400
LEAN CLAY ELEV 1014.0-1011.5	135	0	1,200
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1011.5-1009.0	135	33	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1009.0-996.5	135	34	0
POORLY-GRADED GRAVEL WITH SAND AND COBBLES ELEV 996.5-991.5	135	41	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 991.5-989.5	135	31	0
POORLY-GRADED SAND WITH GRAVEL ELEV 989.5-982.5	135	43	0
POORLY-GRADED SAND WITH GRAVEL ELEV 982.5-980	135	38	0
POORLY-GRADED SAND WITH GRAVEL ELEV 980.0-970.5	135	43	0
SANDSTONE ELEV 970.5-965.5	120	0	72000 (TOP) 144,000 (BOTTOM)
BOR RW-5			
LEAN CLAY ELEV 1035.9-1034.9	130	0	1,000
LEAN CLAY ELEV 1034.9-1029.4	135	0	1,700
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1029.4-1027.9	135	33	0
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1027.9-1023.9	135	40	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1023.9-1016.9	135	34	0
SANDSTONE ELEV 1016.9-1013.9	120	38	0
SANDSTONE ELEV 1013.9-1007.2	120	45	0

BOR U-1			
LEAN CLAY ELEV 1019.1-1018.9	115	0	500
POORLY-GRADED GRAVEL ELEV 1018.9-1018.4	110	29	0
GRAVELLY LEAN CLAY ELEV 1018.4-1017.9	120	0	1,000
SANDY SILTY CLAY WITH GRAVEL ELEV 1017.9-1013.1	130	0	2,000
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1013.1-1011.1	128	29	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1011.1-1002.1	135	35	0
SILTY SAND WITH GRAVEL, COBBLES, AND BOULDERS ELEV 1002.1-996.6	135	34	0
LEAN CLAY ELEV 996.6-991.6	135	0	3,700
POORLY-GRADED SAND ELEV 991.6-989.1	120	35	0
BOR U-2			
LEAN CLAY ELEV 1020.6-1020.4	115	0	500
SILTY SAND WITH GRAVEL ELEV 1020.4-1017.1	130	36	0
LEAN CLAY ELEV 1017.1-1014.6	135	0	3,300
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1014.6-1007.6	135	35	0
SANDY LEAN CLAY WITH GRAVEL AND COBBLES ELEV 1007.6-996.5	135	0	4,100
SANDY LEAN CLAY WITH GRAVEL AND COBBLES ELEV 996.5-990.7	135	0	4,100
BOR U-3			
ASPHALT ELEV 1019.8-1019.7	145	--	--
SILTY GRAVEL WITH SAND ELEV 1019.7-1017.3	135	37	0
POORLY-GRADED SAND WITH SILT AND GRAVEL ELEV 1017.3-1015.8	120	33	0
SILTY SAND WITH GRAVEL AND COBBLES ELEV 1015.8-1008.8	135	40	0
CLAYEY SAND WITH GRAVEL AND COBBLES ELEV 1008.8-1001.2	135	33	0
SANDSTONE ELEV 1001.2-996.5	120	45	0
SANDSTONE ELEV 996.5-991.1	120	45	0

GEOMETRY TABLE

WALL STATION	TOP OF WALL COPING ELEV.	FINISHED GRADE ELEV.
9+95.00	1020.61	1020.61
10+00.00	1022.26	1020.56
10+25.00	1030.50	1020.33
10+50.00	1038.74	1020.10
10+52.50	1039.56	1020.08
10+52.50	1032.55	1020.08
10+74.62	1032.55	1019.87
10+74.62	1039.56	1019.87
10+75.00	1039.49	1019.87
10+83.82	1037.91	1019.79
11+00.00	1037.69	1023.62
11+25.00	1037.34	1029.53
11+50.00	1035.56	1035.56

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE R-13-333

DRAWN BY DTH | PLANS CK'D. BMO

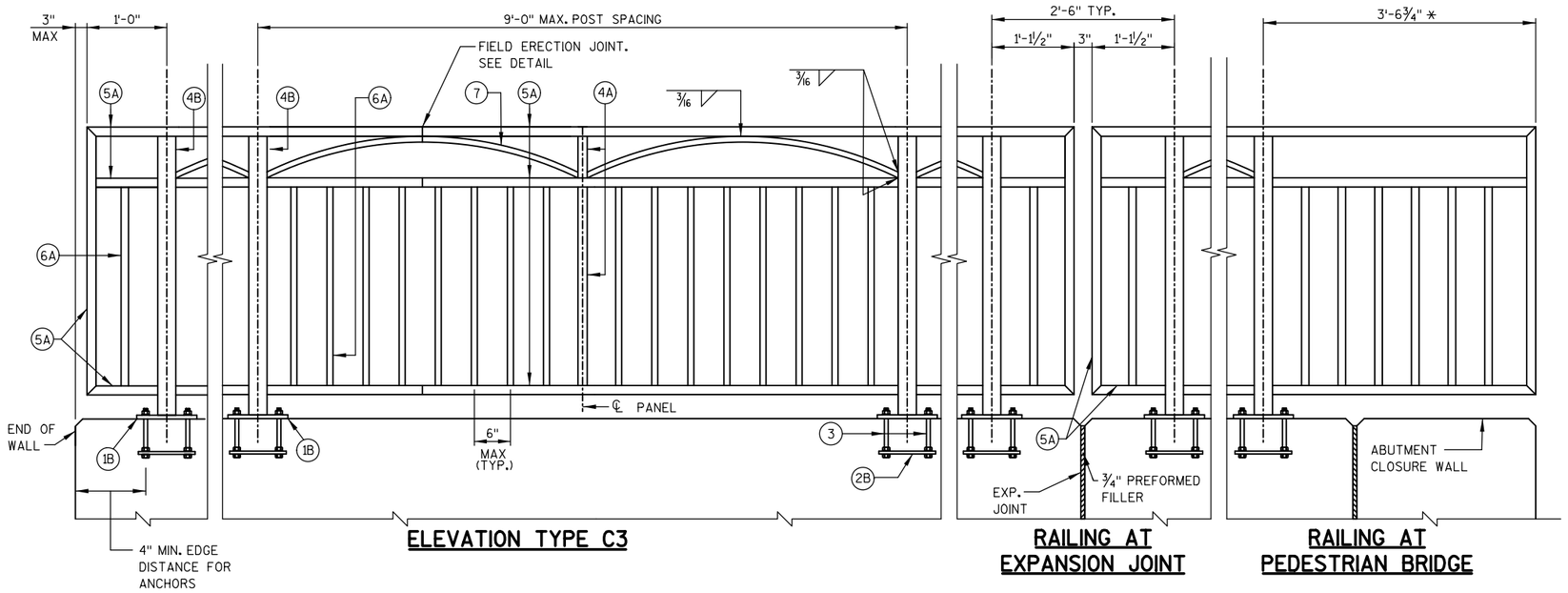
DESIGN TABLES

SHEET 3
453

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080403_cd.dgn

STATE PROJECT NUMBER

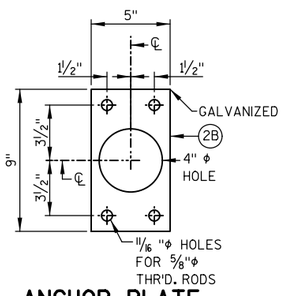
5849-02-02



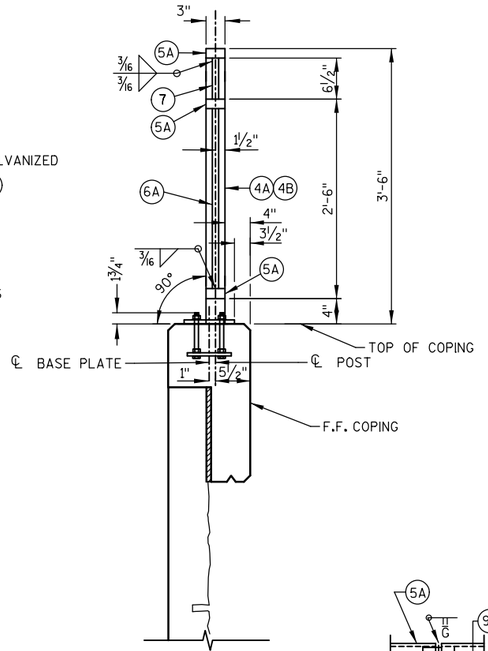
ELEVATION TYPE C3

RAILING AT EXPANSION JOINT

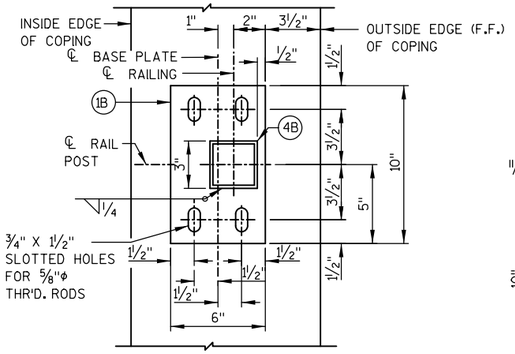
RAILING AT PEDESTRIAN BRIDGE



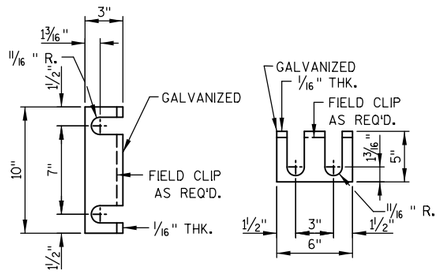
ANCHOR PLATE



SECTION THRU RAILING

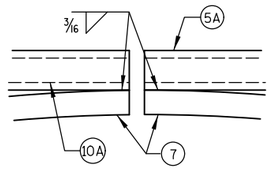


TYPICAL RAIL POST BASE PLATE

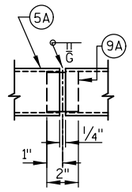


RAIL POST SHIM DETAIL

(2 SETS PER POST)

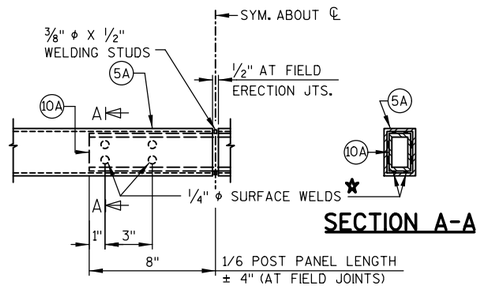


FIELD ERECTION JOINT



SHOP RAIL SPLICE DETAIL

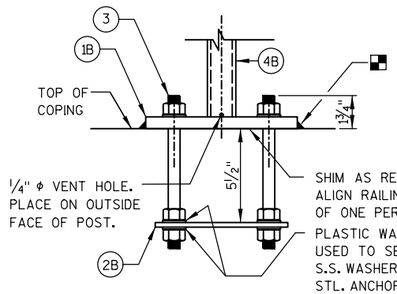
(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



FIELD ERECTION JOINT DETAIL

★ MIN. 5/8" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.

SECTION A-A



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED.

LEGEND

(1B) PLATE 5/8" X 6" X 10" WITH 3/4" X 1 1/2" SLOTTED HOLES

(2B) 1/4" X 5" X 9" ANCHOR PLATE WITH 11/16 " ϕ HOLES FOR THR'D. RODS NO. 3.

(3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS 5/8-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.

(4A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.

(5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION JOINTS.

(6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ℄ TO ℄ SPACING). PLACE VERTICAL.

(7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.

(9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".

(10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

* DIMENSION CALCULATED ASSUMING 16'-8" OUT-TO-OUT WIDTH OF STEEL TRUSS PEDESTRIAN BRIDGE. DIMENSION SHALL BE ADJUSTED AS REQUIRED DURING CONSTRUCTION TO PROVIDE GAP OF 6" OF LESS BETWEEN END OF RAILING AND STEEL TRUSS.

RAILING NOTES

BID ITEM SHALL BE "RAILING STEEL TYPE PEDESTRIAN TYPE C3", 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 MATERIAL (EXCEPT NO. 3) 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 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.

COORDINATE POST LAYOUT WITH MSE WALL COPING EXPANSION JOINT LAYOUT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-333

DRAWN BY DTH | PLANS CK'D. BMO

RAILING DETAILS

SHEET 4
454

8

8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080404_cd.dgn

STATE PROJECT NUMBER

5849-02-02

NOTES:

PROVIDE AESTHETIC DETAILS SHOWN IN THIS PLAN AND AS NOTED IN THE SPECIAL PROVISIONS.

ALL STONE EDGES ADJACENT TO VERTICAL PANEL JOINTS SHALL BE FLUSH CUT.

AVERAGE RELIEF IS ¾" FOR THE STONES WITH A MAXIMUM RELIEF OF 2" FOR THE JOINTS.

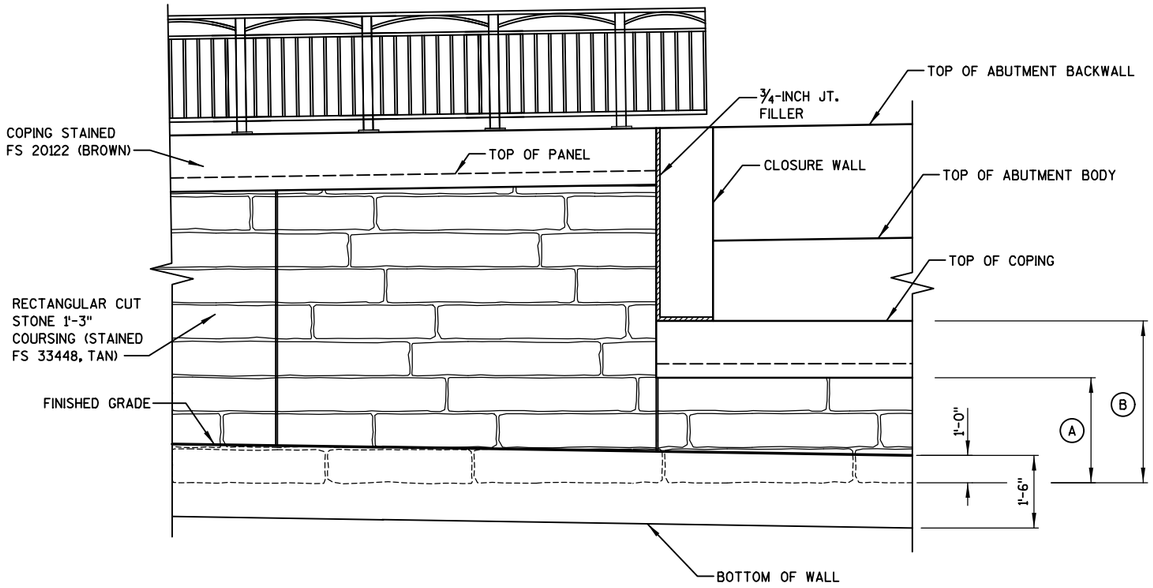
ALL PANELS ARE TO BE STAINED PER DETAILS ON THIS SHEET.

ALL EXPOSED SURFACES OF FORMLINED BLOCKS TO BE SPLIT FACE INCLUDING FACES, CORNERS AND EDGES.

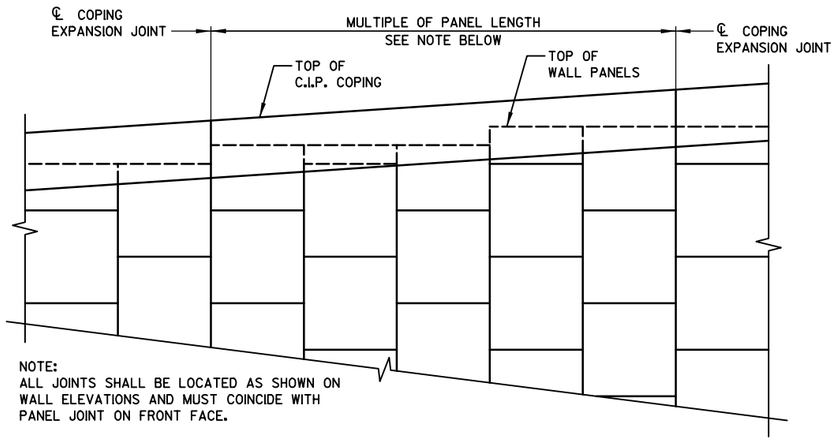
FORMLINER COURSING SHALL BE LEVEL AND CONTINUOUS ACROSS VERTICAL PANEL JOINTS.

(A) PAY LIMITS FOR "ARCHITECTURAL SURFACE TREATMENT" (BOTTOM OF COPING TO 1' BELOW FINISHED GRADE)

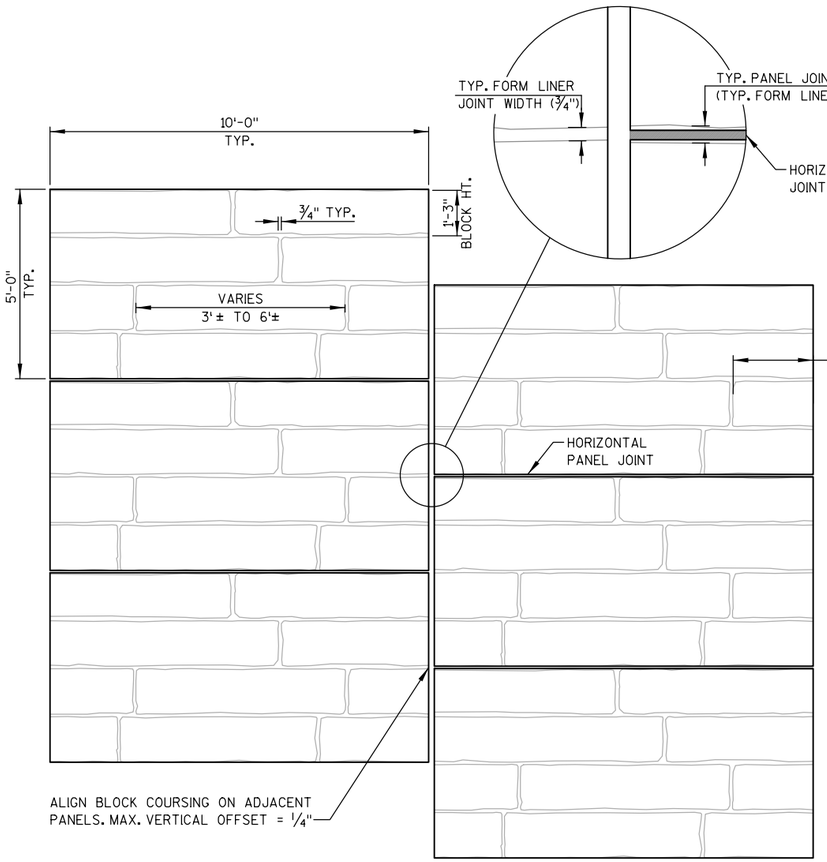
(B) PAY LIMITS FOR "CONCRETE STAINING" (TOP OF COPING TO 1' BELOW FINISHED GRADE)



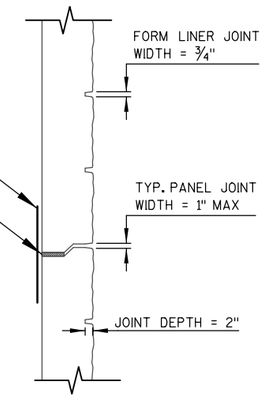
PARTIAL WALL ELEVATION



C.I.P. COPING PARTIAL ELEVATION



TYPICAL PANEL AESTHETIC DETAILS



TYPICAL PANEL JOINT CROSS SECTION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-13-333

DRAWN BY DTH | PLANS CK'D. BMO

AESTHETIC & COPING DETAILS

SHEET 5
455

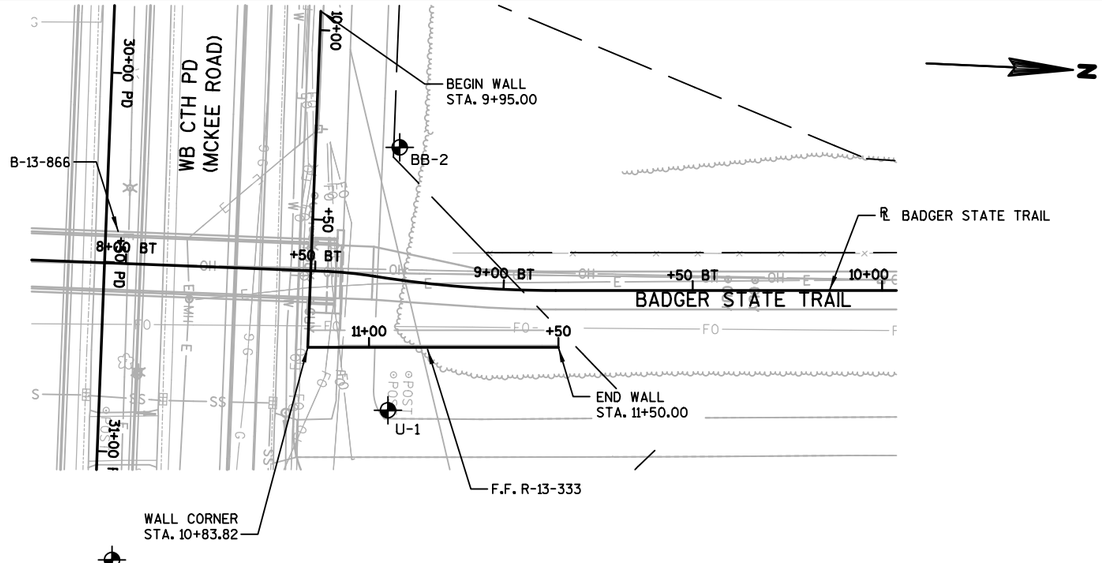
8

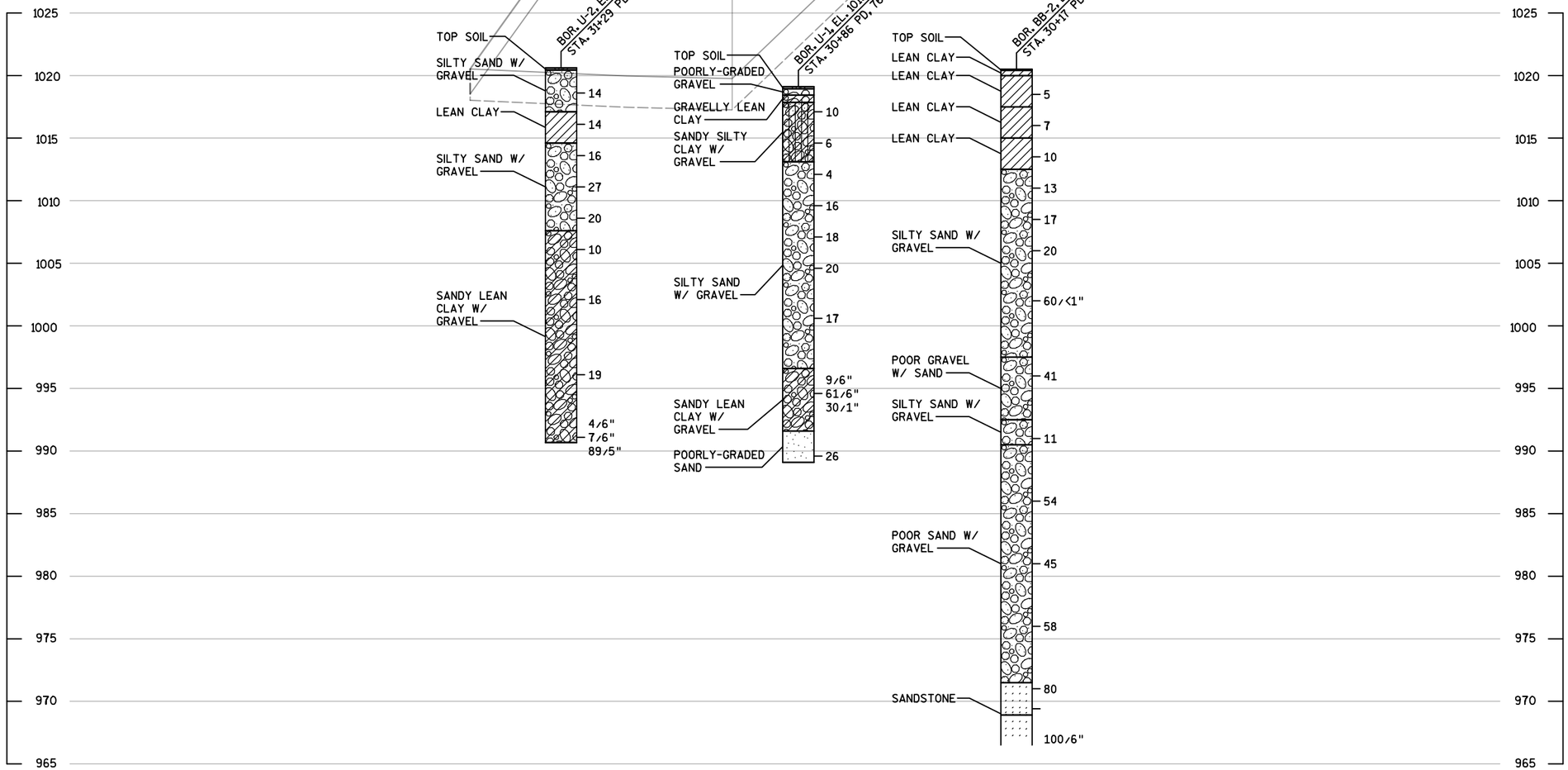
8

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080405_cd.dgn

BORINGS PERFORMED AND REPORT COMPLETED BY:
SOILS & ENGINEERING SERVICES, INC. (SES)
1102 STEWART STREET
MADISON, WI 53713

BORINGS WERE PERFORMED ON 11/27/2017
AND 01/09/2019.





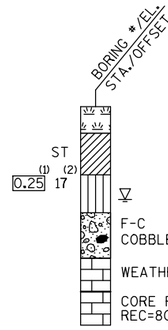
STATE PROJECT NUMBER

5849-02-02

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-13-333

DRAWN BY DTH | PLANS CK'D. BMO

SUBSURFACE EXPLORATION

SHEET 6
456

8

8

SCALE =

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\080406_sx.dgn

PD 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	EXPANDED FILL FACTOR = 1.25 NOTE 4	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	EXPANDED FILL FACTOR = 1.25 NOTE 4	MASS ORDINATE NOTE 5
14+46		365.4	0.0	18.3	0.0						0.0	0.0	0.0	0.0		0
14+50	4	365.4	0.0	18.3	0.0	54.1	0.0	2.7	0.0	0.0	54.1	0.0	2.7	0.0	0.0	54
15+00	50	209.4	0.0	10.5	0.0	532.2	0.0	26.7	0.0	0.0	586.3	0.0	29.4	0.0	0.0	586
15+50	50	253.6	25.7	12.7	0.0	428.7	23.8	21.5	0.0	29.8	1,015.0	23.8	50.9	0.0	29.8	985
16+00	50	244.9	9.1	12.2	0.0	461.6	32.2	23.1	0.0	40.3	1,476.6	56.0	74.0	0.0	70.1	1,407
16+50	50	236.5	5.2	11.8	0.0	445.7	13.2	22.2	0.0	16.5	1,922.3	69.2	96.2	0.0	86.6	1,836
17+00	50	233.6	3.6	11.7	0.0	435.3	8.1	21.8	0.0	10.1	2,357.6	77.3	118.0	0.0	96.7	2,261
17+50	50	245.4	4.6	12.3	0.0	443.5	7.6	22.2	0.0	9.5	2,801.1	84.9	140.2	0.0	106.2	2,695
18+00	50	251.1	2.6	12.6	0.0	459.7	6.7	23.1	0.0	8.4	3,260.8	91.6	163.3	0.0	114.6	3,146
18+50	50	257.9	1.8	12.9	0.0	471.3	4.1	23.6	0.0	5.1	3,732.1	95.7	186.9	0.0	119.7	3,612
19+00	50	257.3	1.5	12.9	0.0	477.0	3.1	23.9	0.0	3.9	4,209.1	98.8	210.8	0.0	123.6	4,086
19+50	50	248.9	0.9	12.4	0.0	468.7	2.2	23.4	0.0	2.8	4,677.8	101.0	234.2	0.0	126.4	4,551
20+00	50	215.8	3.1	10.8	0.0	430.3	3.7	21.5	0.0	4.6	5,108.1	104.7	255.7	0.0	131.0	4,977
20+50	50	213.7	0.0	10.7	0.0	397.7	2.9	19.9	0.0	3.6	5,505.8	107.6	275.6	0.0	134.6	5,371
21+00	50	246.3	0.3	12.3	0.0	425.9	0.3	21.3	0.0	0.4	5,931.7	107.9	296.9	0.0	135.0	5,797
21+50	50	250.4	2.5	12.5	0.6	459.9	2.6	23.0	0.6	3.3	6,391.6	110.5	319.9	0.6	138.3	6,254
22+00	50	219.9	8.0	11.0	1.6	435.5	9.7	21.8	2.0	12.1	6,827.1	120.2	341.7	2.6	150.4	6,679
22+50	50	192.3	12.9	9.6	1.7	381.7	19.4	19.1	3.1	24.3	7,208.8	139.6	360.8	5.7	174.7	7,040
23+00	50	172.3	14.4	8.6	2.0	337.6	25.3	16.9	3.4	31.6	7,546.4	164.9	377.7	9.1	206.3	7,349
23+50	50	184.3	13.2	9.2	0.0	330.2	25.6	16.5	1.9	32.0	7,876.6	190.5	394.2	11.0	238.3	7,649
24+00	50	150.1	13.0	7.5	2.2	309.6	24.3	15.5	2.0	30.4	8,186.2	214.8	409.7	13.0	268.7	7,931
24+50	50	144.5	11.8	7.2	2.0	272.8	23.0	13.6	3.9	28.8	8,459.0	237.8	423.3	16.9	297.5	8,178
25+00	50	149.1	11.0	7.5	1.9	271.9	21.1	13.6	3.6	26.4	8,730.9	258.9	436.9	20.5	323.9	8,428
25+50	50	180.4	6.7	9.0	0.0	305.1	16.4	15.3	1.8	20.5	9,036.0	275.3	452.2	22.3	344.4	8,714
26+00	50	194.3	1.7	9.7	0.0	346.9	7.8	17.3	0.0	9.8	9,382.9	283.1	469.5	22.3	354.2	9,051
26+50	50	269.4	0.9	13.5	0.0	429.4	2.4	21.5	0.0	3.0	9,812.3	285.5	491.0	22.3	357.2	9,477
27+00	50	297.2	1.2	14.9	0.0	524.6	1.9	26.3	0.0	2.4	10,336.9	287.4	517.3	22.3	359.6	10,000
27+50	50	299.5	1.3	15.0	0.0	552.5	2.3	27.7	0.0	2.9	10,889.4	289.7	545.0	22.3	362.5	10,549
28+00	50	364.9	0.4	18.2	0.0	615.2	1.6	30.7	0.0	2.0	11,504.6	291.3	575.7	22.3	364.5	11,162
28+50	50	355.9	0.1	17.8	0.0	667.4	0.5	33.3	0.0	0.6	12,172.0	291.8	609.0	22.3	365.1	11,829
29+00	50	332.7	1.1	16.6	0.0	637.6	1.1	31.9	0.0	1.4	12,809.6	292.9	640.9	22.3	366.5	12,465
29+50	50	322.6	0.4	16.1	0.0	606.8	1.4	30.3	0.0	1.8	13,416.4	294.3	671.2	22.3	368.3	13,070
30+00	50	332.1	0.0	16.6	0.0	606.2	0.4	30.3	0.0	0.5	14,022.6	294.7	701.5	22.3	368.8	13,676
30+50	50	257.7	0.4	12.9	0.0	546.1	0.4	27.3	0.0	0.5	14,568.7	295.1	728.8	22.3	369.3	14,222
31+00	50	232.3	0.0	11.6	0.0	453.7	0.4	22.7	0.0	0.5	15,022.4	295.5	751.5	22.3	369.8	14,675
31+50	50	279.5	0.0	14.0	0.0	473.9	0.0	23.7	0.0	0.0	15,496.3	295.5	775.2	22.3	369.8	15,149
32+00	50	317.4	0.3	15.9	0.0	552.7	0.3	27.7	0.0	0.4	16,049.0	295.8	802.9	22.3	370.2	15,701
32+50	50	284.6	1.0	14.2	0.0	557.4	1.2	27.9	0.0	1.5	16,606.4	297.0	830.8	22.3	371.7	16,257
33+00	50	267.5	1.4	13.4	0.0	511.2	2.2	25.6	0.0	2.8	17,117.6	299.2	856.4	22.3	374.5	16,765
33+50	50	253.9	1.9	12.7	0.0	482.8	3.1	24.2	0.0	3.9	17,600.4	302.3	880.6	22.3	378.4	17,244
34+00	50	227.0	5.4	11.4	0.0	445.3	6.8	22.3	0.0	8.5	18,045.7	309.1	902.9	22.3	386.9	17,681
34+50	50	220.1	3.1	11.0	0.0	414.0	7.9	20.7	0.0	9.9	18,459.7	317.0	923.6	22.3	396.8	18,085
35+00	50	198.6	2.6	9.9	0.0	387.7	5.3	19.4	0.0	6.6	18,847.4	322.3	943.0	22.3	403.4	18,466
35+50	50	206.0	3.3	10.3	0.0	374.6	5.5	18.7	0.0	6.9	19,222.0	327.8	961.7	22.3	410.3	18,834
36+00	50	239.8	3.0	12.0	0.0	412.8	5.8	20.6	0.0	7.3	19,634.8	333.6	982.3	22.3	417.6	19,240

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) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
5) 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.

CON'T PREVIOUS SHEET

PD LINE (CON'T)		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	EXPANDED FILL FACTOR = 1.25 NOTE 4	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	EXPANDED FILL FACTOR = 1.25 NOTE 4	MASS ORDINATE NOTE 5
36+50	50	250.6	2.7	12.5	0.0	464.1	5.0	23.1	0.0	6.3	20,098.9	338.6	1,005.4	22.3	423.9	19,697
37+00	50	204.6	0.0	10.2	0.0	421.5	2.5	21.0	0.0	3.1	20,520.4	341.1	1,026.4	22.3	427.0	20,116
37+50	50	165.6	0.0	8.3	0.0	342.8	0.0	17.1	0.0	0.0	20,863.2	341.1	1,043.5	22.3	427.0	20,459
38+00	50	183.3	0.0	9.2	0.0	323.1	0.0	16.2	0.0	0.0	21,186.3	341.1	1,059.7	22.3	427.0	20,782
38+50	50	194.1	6.6	9.7	0.0	349.4	6.1	17.5	0.0	7.6	21,535.7	347.2	1,077.2	22.3	434.6	21,123
39+00	50	183.7	6.3	9.2	0.0	349.8	11.9	17.5	0.0	14.9	21,885.5	359.1	1,094.7	22.3	449.5	21,458
39+50	50	179.8	7.4	9.0	0.0	336.6	12.7	16.9	0.0	15.9	22,222.1	371.8	1,111.6	22.3	465.4	21,779
40+00	50	173.4	7.6	8.7	0.0	327.0	13.9	16.4	0.0	17.4	22,549.1	385.7	1,128.0	22.3	482.8	22,089
40+50	50	188.0	5.5	9.4	0.0	334.6	12.1	16.8	0.0	15.1	22,883.7	397.8	1,144.8	22.3	497.9	22,408
41+00	50	177.6	8.5	8.9	0.0	338.5	13.0	16.9	0.0	16.3	23,222.2	410.8	1,161.7	22.3	514.2	22,730
41+50	50	174.5	11.5	8.7	0.0	326.0	18.5	16.3	0.0	23.1	23,548.2	429.3	1,178.0	22.3	537.3	23,033
42+00	50	202.8	2.2	10.1	0.0	349.4	12.7	17.4	0.0	15.9	23,897.6	442.0	1,195.4	22.3	553.2	23,367
42+50	50	181.2	7.6	9.1	0.0	355.6	9.1	17.8	0.0	11.4	24,253.2	451.1	1,213.2	22.3	564.6	23,711
43+00	50	207.2	5.1	10.4	0.0	359.6	11.8	18.1	0.0	14.8	24,612.8	462.9	1,231.3	22.3	579.4	24,056
43+50	50	248.5	1.9	12.4	0.0	421.9	6.5	21.1	0.0	8.1	25,034.7	469.4	1,252.4	22.3	587.5	24,470
44+00	50	278.2	1.2	13.9	0.0	487.7	2.9	24.4	0.0	3.6	25,522.4	472.3	1,276.8	22.3	591.1	24,954
44+50	50	321.1	3.5	16.1	0.0	554.9	4.4	27.8	0.0	5.5	26,077.3	476.7	1,304.6	22.3	596.6	25,503
45+00	50	371.6	7.1	18.6	0.0	641.4	9.8	32.1	0.0	12.3	26,718.7	486.5	1,336.7	22.3	608.9	26,132
45+50	50	421.1	2.0	21.1	0.0	734.0	8.4	36.8	0.0	10.5	27,452.7	494.9	1,373.5	22.3	619.4	26,856
46+00	50	331.0	0.0	16.6	0.0	696.4	1.9	34.9	0.0	2.4	28,149.1	496.8	1,408.4	22.3	621.8	27,550
46+50	50	285.5	0.0	14.3	0.0	570.8	0.0	28.6	0.0	0.0	28,719.9	496.8	1,437.0	22.3	621.8	28,120
47+00	50	267.6	0.0	13.4	0.0	512.1	0.0	25.6	0.0	0.0	29,232.0	496.8	1,462.6	22.3	621.8	28,633
47+50	50	249.3	0.0	12.5	0.0	478.6	0.0	24.0	0.0	0.0	29,710.6	496.8	1,486.6	22.3	621.8	29,111
48+00	50	180.4	41.7	9.0	0.0	397.9	38.6	19.9	0.0	48.3	30,108.5	535.4	1,506.5	22.3	670.1	29,461
48+50	50	178.2	52.5	8.9	0.0	332.0	87.2	16.6	0.0	109.0	30,440.5	622.6	1,523.1	22.3	779.1	29,684
49+00	50	173.0	57.0	8.7	0.0	325.2	101.4	16.3	0.0	126.8	30,765.7	724.0	1,539.4	22.3	905.9	29,882
49+50	50	165.2	4.8	8.3	0.0	313.1	57.2	15.7	0.0	71.5	31,078.8	781.2	1,555.1	22.3	977.4	30,124
50+00	50	164.9	1.2	8.2	0.0	305.6	5.6	15.3	0.0	7.0	31,384.4	786.8	1,570.4	22.3	984.4	30,422
50+50	50	163.3	0.8	8.2	0.0	303.9	1.9	15.2	0.0	2.4	31,688.3	788.7	1,585.6	22.3	986.8	30,724
51+00	50	146.8	0.2	7.3	0.0	287.1	0.9	14.4	0.0	1.1	31,975.4	789.6	1,600.0	22.3	987.9	31,010
51+50	50	108.1	0.4	5.4	0.0	236.0	0.6	11.8	0.0	0.8	32,211.4	790.2	1,611.8	22.3	988.7	31,245
51+89	39	108.1	0.4	5.4	0.0	156.1	0.6	7.8	0.0	0.8	32,367.5	790.8	1,619.6	22.3	989.5	31,400
						32,367.5	790.8	1619.6	22.3	989.5						

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) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
5) 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.

SH 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	EXPANDED FILL FACTOR = 1.25 NOTE 4	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	EXPANDED FILL FACTOR = 1.25 NOTE 4	MASS ORDINATE NOTE 5
4+14		115.9	1.3	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
4+50	36	117.1	5.5	5.9	0.0	155.3	4.5	7.8	0.0	5.6	155.3	4.5	7.8	0.0	5.6	150
5+00	50	144.7	9.1	7.2	0.0	242.4	13.5	12.1	0.0	16.9	397.7	18.0	19.9	0.0	22.5	375
5+50	50	196.6	0.9	9.8	0.0	316.0	9.3	15.7	0.0	11.6	713.7	27.3	35.6	0.0	34.1	680
6+00	50	257.4	0.0	12.9	0.0	420.4	0.8	21.0	0.0	1.0	1,134.1	28.1	56.6	0.0	35.1	1,099
6+40	40	257.4	0.0	12.9	0.0	381.3	0.0	19.1	0.0	0.0	1,515.4	28.1	75.7	0.0	35.1	1,480
																0
7+60		73.8	46.4	3.7	0.0	0.0	0.0	0.0	0.0	0.0	1,515.4	28.1	75.7	0.0	35.1	1,480
8+00	40	73.8	46.4	3.7	0.0	109.3	68.7	5.5	0.0	85.9	1,624.7	96.8	81.2	0.0	121.0	1,504
8+50	50	0.0	238.3	0.0	0.0	68.3	263.6	3.4	0.0	329.5	1,693.0	360.4	84.6	0.0	450.5	1,243
9+00	50	0.0	353.8	0.0	0.0	0.0	548.2	0.0	0.0	685.3	1,693.0	908.6	84.6	0.0	1,135.8	557
9+50	50	0.0	299.5	0.0	0.0	0.0	604.9	0.0	0.0	756.1	1,693.0	1,513.5	84.6	0.0	1,891.9	-199
10+00	50	0.0	203.7	0.0	0.0	0.0	465.9	0.0	0.0	582.4	1,693.0	1,979.4	84.6	0.0	2,474.3	-781
10+50	50	6.6	101.7	0.3	0.0	6.1	282.8	0.3	0.0	353.5	1,699.1	2,262.2	84.9	0.0	2,827.8	-1,129
11+00	50	1.5	116.3	0.1	0.0	7.5	201.9	0.4	0.0	252.4	1,706.6	2,464.1	85.3	0.0	3,080.2	-1,374
11+50	50	36.5	24.3	1.8	0.0	35.2	130.2	1.8	0.0	162.8	1,741.8	2,594.3	87.1	0.0	3,243.0	-1,501
12+00	50	55.8	6.1	2.8	0.0	85.5	28.1	4.3	0.0	35.1	1,827.3	2,622.4	91.4	0.0	3,278.1	-1,451
12+50	50	64.3	9.1	3.2	0.0	111.2	14.1	5.6	0.0	17.6	1,938.5	2,636.5	97.0	0.0	3,295.7	-1,357
13+00	50	63.6	5.0	3.2	0.0	118.4	13.1	5.9	0.0	16.4	2,056.9	2,649.6	102.9	0.0	3,312.1	-1,255
13+50	50	93.5	1.6	4.7	0.0	145.5	6.1	7.3	0.0	7.6	2,202.4	2,655.7	110.2	0.0	3,319.7	-1,117
14+00	50	55.7	1.4	2.8	0.0	138.1	2.8	6.9	0.0	3.5	2,340.5	2,658.5	117.1	0.0	3,323.2	-983
14+30	30	62.1	0.3	3.1	0.0	65.4	0.9	3.3	0.0	1.1	2,405.9	2,659.4	120.4	0.0	3,324.3	-918
						2,405.9	2,659.4	120.4	0.0	3,324.3						

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) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.

5) 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.

9

9

BT 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	EXPANDED FILL FACTOR = 1.25 NOTE 4	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	EXPANDED FILL FACTOR = 1.25 NOTE 4	MASS ORDINATE NOTE 5
2+50		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
3+00	50	166.7	1.4	8.3	0.0	154.4	1.3	7.7	0.0	1.6	154.4	1.3	7.7	0.0	1.6	153
3+50	50	9.9	1.2	0.5	0.0	163.5	2.4	8.1	0.0	3.0	317.9	3.7	15.8	0.0	4.6	313
4+00	50	465.0	0.7	23.3	0.0	439.7	1.8	22.0	0.0	2.3	757.6	5.5	37.8	0.0	6.9	751
4+50	50	315.8	0.0	15.8	0.0	723.0	0.6	36.2	0.0	0.8	1,480.6	6.1	74.0	0.0	7.7	1,473
5+00	50	173.7	0.0	8.7	0.0	453.2	0.0	22.7	0.0	0.0	1,933.8	6.1	96.7	0.0	7.7	1,926
5+50	50	200.3	0.0	10.0	0.0	346.3	0.0	17.3	0.0	0.0	2,280.1	6.1	114.0	0.0	7.7	2,272
6+00	50	67.1	2.2	3.4	0.0	247.6	2.0	12.4	0.0	2.5	2,527.7	8.1	126.4	0.0	10.2	2,518
6+50	50	4.3	19.3	0.2	0.0	66.1	19.9	3.3	0.0	24.9	2,593.8	28.0	129.7	0.0	35.1	2,559
7+00	50	0.0	343.9	0.0	0.0	4.0	336.3	0.2	0.0	420.4	2,597.8	364.3	129.9	0.0	455.5	2,142
7+32	32	0.0	343.9	0.0	0.0	0.0	407.6	0.0	0.0	509.5	2,597.8	771.9	129.9	0.0	965.0	1,633
8+57		0.0	804.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2,597.8	771.9	129.9	0.0	965.0	1,633
9+00	43	0.0	694.5	0.0	0.0	0.0	1193.8	0.0	0.0	1492.3	2,597.8	1,965.7	129.9	0.0	2457.3	141
9+50	50	0.0	380.0	0.0	0.0	0.0	994.9	0.0	0.0	1243.6	2,597.8	2,960.6	129.9	0.0	3700.9	-1,103
10+00	50	0.0	160.9	0.0	0.0	0.0	500.8	0.0	0.0	626.0	2,597.8	3,461.4	129.9	0.0	4326.9	-1,729
10+50	50	0.0	103.3	0.0	0.0	0.0	244.6	0.0	0.0	305.8	2,597.8	3,706.0	129.9	0.0	4632.7	-2,035
11+00	50	0.0	87.3	0.0	0.0	0.0	176.5	0.0	0.0	220.6	2,597.8	3,882.5	129.9	0.0	4853.3	-2,256
11+50	50	0.0	76.0	0.0	0.0	0.0	151.2	0.0	0.0	189.0	2,597.8	4,033.7	129.9	0.0	5042.3	-2,445
12+00	50	0.0	51.9	0.0	0.0	0.0	118.4	0.0	0.0	148.0	2,597.8	4,152.1	129.9	0.0	5190.3	-2,593
12+50	50	0.0	51.0	0.0	0.0	0.0	95.3	0.0	0.0	119.1	2,597.8	4,247.4	129.9	0.0	5309.4	-2,712
13+00	50	0.0	26.3	0.0	0.0	0.0	71.6	0.0	0.0	89.5	2,597.8	4,319.0	129.9	0.0	5398.9	-2,801
13+50	50	0.0	8.1	0.0	0.0	0.0	31.9	0.0	0.0	39.9	2,597.8	4,350.9	129.9	0.0	5438.8	-2,841
14+00	50	4.8	8.1	0.2	0.0	4.4	15.0	0.2	0.0	18.8	2,602.2	4,365.9	130.1	0.0	5457.6	-2,855
14+50	50	12.8	8.1	0.6	0.0	16.3	15.0	0.7	0.0	18.8	2,618.5	4,380.9	130.8	0.0	5476.4	-2,858
14+59	9	12.8	8.1	0.6	0.0	4.3	2.7	0.2	0.0	3.4	2,622.8	4,383.6	131.0	0.0	5479.8	-2,857
						2,622.8	4,383.6	131.0	0.0	5,479.8						

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) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.

5) 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.

9

9

NP 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	EXPANDED FILL FACTOR = 1.25 NOTE 4	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	EXPANDED FILL FACTOR = 1.25 NOTE 4	MASS ORDINATE NOTE 5
108+85		3.6	554.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
109+00	15	3.6	554.1	0.2	0.0	2.0	307.8	0.1	0.0	384.8	2.0	307.8	0.1	0.0	384.8	-383
109+50	50	52.1	549.3	2.6	0.0	51.6	1021.7	2.6	0.0	1277.1	53.6	1,329.5	2.7	0.0	1,661.9	-1,608
110+00	50	50.1	499.9	2.5	0.0	94.6	971.5	4.7	0.0	1214.4	148.2	2,301.0	7.4	0.0	2,876.3	-2,728
110+50	50	30.2	353.3	1.5	0.0	74.4	790.0	3.7	0.0	987.5	222.6	3,091.0	11.1	0.0	3,863.8	-3,641
111+00	50	20.9	272.5	1.0	0.0	47.3	579.4	2.3	0.0	724.3	269.9	3,670.4	13.4	0.0	4,588.1	-4,318
111+50	50	12.3	229.4	0.6	0.0	30.7	464.7	1.5	0.0	580.9	300.6	4,135.1	14.9	0.0	5,169.0	-4,868
112+00	50	13.5	169.8	0.7	0.0	23.9	369.6	1.2	0.0	462.0	324.5	4,504.7	16.1	0.0	5,631.0	-5,307
112+50	50	15.7	117.8	0.8	0.0	27.0	266.3	1.4	0.0	332.9	351.5	4,771.0	17.5	0.0	5,963.9	-5,612
113+00	50	19.6	75.2	1.0	0.0	32.7	178.7	1.7	0.0	223.4	384.2	4,949.7	19.2	0.0	6,187.3	-5,803
113+50	50	18.7	42.8	0.9	0.0	35.5	109.3	1.8	0.0	136.6	419.7	5,059.0	21.0	0.0	6,323.9	-5,904
114+00	50	0.0	44.9	0.0	0.0	17.3	81.2	0.8	0.0	101.5	437.0	5,140.2	21.8	0.0	6,425.4	-5,988
114+24	24	0.0	44.9	0.0	0.0	0.0	39.9	0.0	0.0	49.9	437.0	5,180.1	21.8	0.0	6,475.3	-6,038
						437.0	5,180.1	21.8	0.0	6,475.3						

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) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.

5) 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.

SP 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	EXPANDED FILL FACTOR = 1.25 NOTE 4	CUT NOTE 1	FILL NOTE 2	EBS (5% OF CUT)	AVAILABLE STRUCTURE EXCAVATION NOTE 3	EXPANDED FILL FACTOR = 1.25 NOTE 4	MASS ORDINATE NOTE 5
13+65		34.6	27.5	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0
14+00	35	34.6	27.5	1.7	0.0	44.9	35.6	2.2	0.0	44.5	44.9	35.6	2.2	0.0	44.5	9
14+50	50	49.7	75.3	2.5	0.0	78.1	95.2	3.9	0.0	119.0	123.0	130.8	6.1	0.0	163.5	-8
15+00	50	15.6	159.0	0.8	0.0	60.5	216.9	3.1	0.0	271.1	183.5	347.7	9.2	0.0	434.6	-164
15+50	50	11.9	208.6	0.6	0.0	25.5	340.4	1.3	0.0	425.5	209.0	688.1	10.5	0.0	860.1	-479
16+00	50	14.5	254.3	0.7	0.0	24.4	428.6	1.2	0.0	535.8	233.4	1,116.7	11.7	0.0	1395.9	-883
16+50	50	1.4	265.1	0.1	0.0	14.7	480.9	0.7	0.0	601.1	248.1	1,597.6	12.4	0.0	1997.0	-1,350
17+00	50	0.3	348.1	0.0	0.0	1.6	567.8	0.1	0.0	709.8	249.7	2,165.4	12.5	0.0	2706.8	-1,916
17+40	40	0.3	348.1	0.0	0.0	0.4	515.7	0.0	0.0	644.6	250.1	2,681.1	12.5	0.0	3351.4	-2,431
						250.1	2,681.1	12.5	0.0	3351.4						

NOTES:

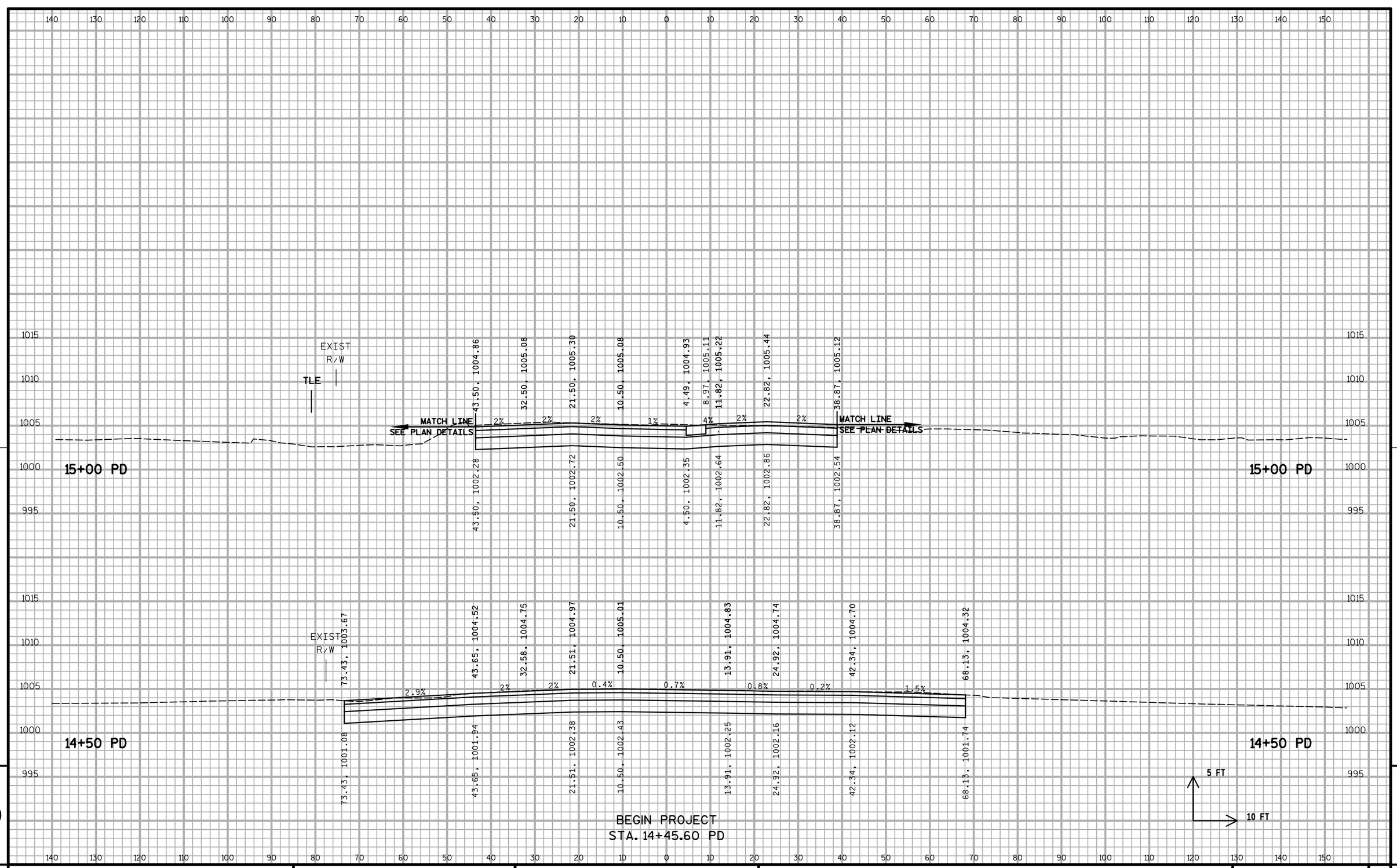
1) CUT: THE CUT QUANTITY IS DETERMINED BY THE METHOD OF AVERAGE END AREAS FROM PROPOSED SUBGRADE OR FINISHED GROUND TO EXISTING GROUND, WITH NO CORRECTION FOR CURVATURE OR EXPANSION FACTORS. PAVEMENT MATERIAL IS INCLUDED IN CUT.

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".

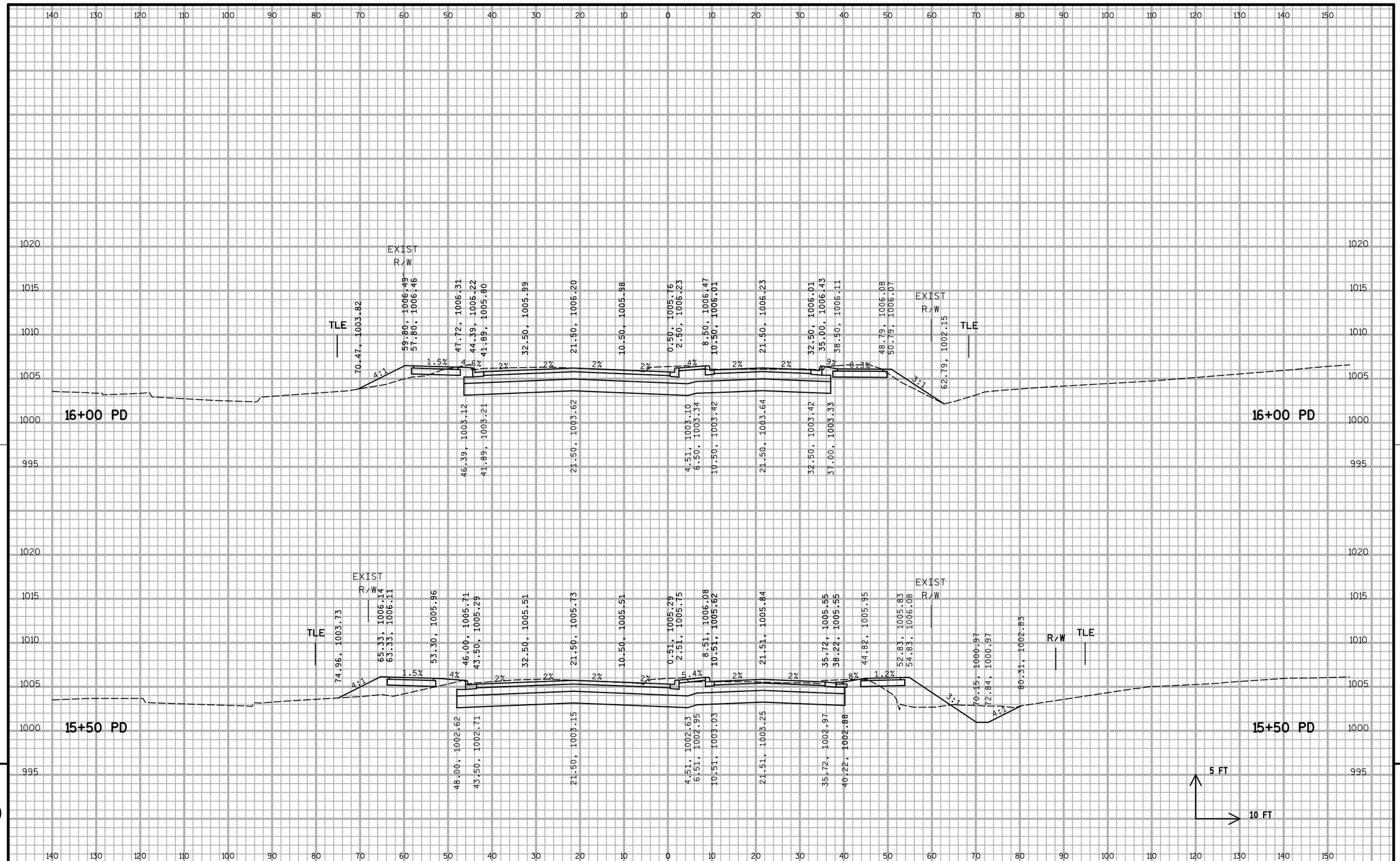
4) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.

5) 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.



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



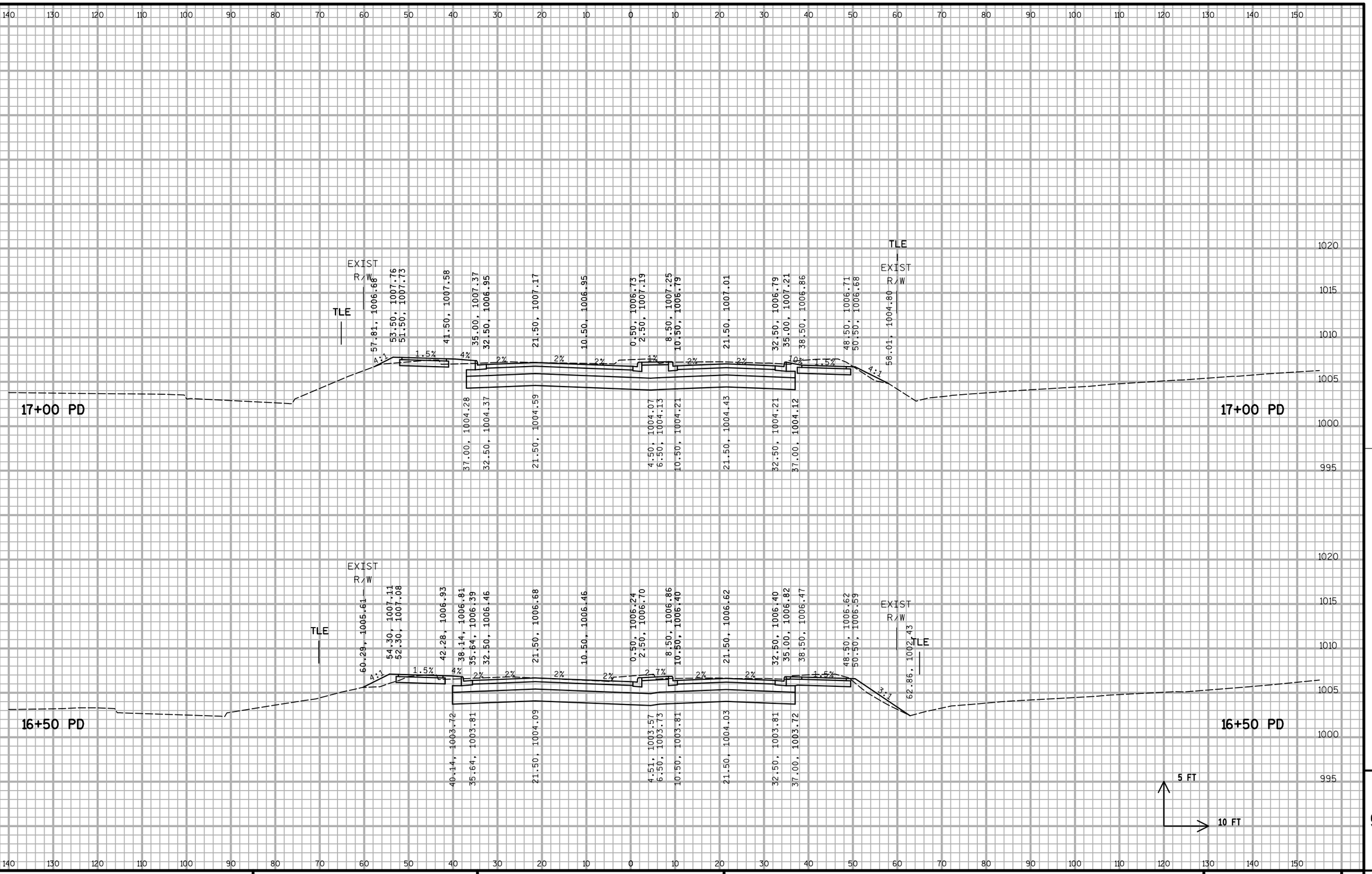
9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 463	E

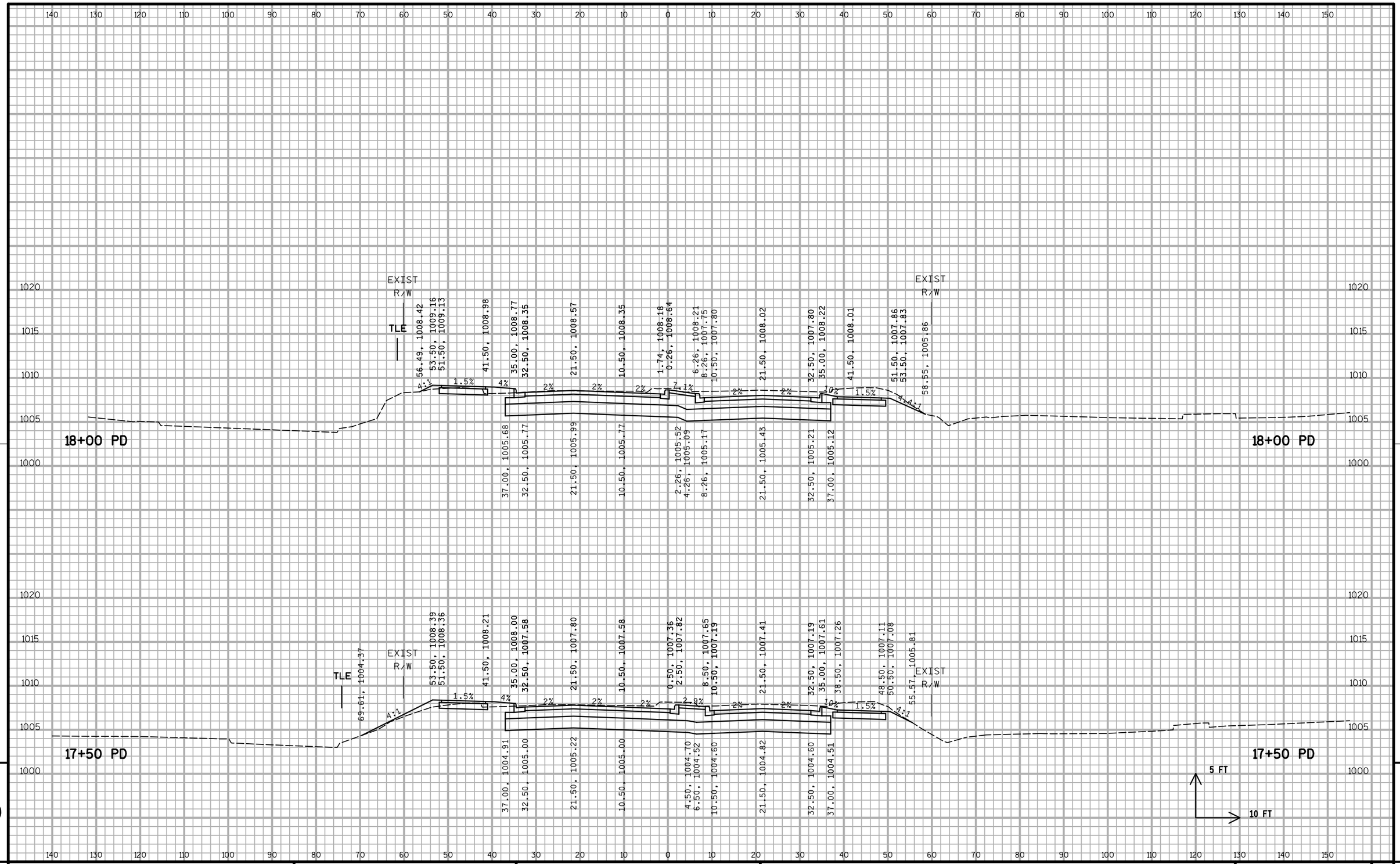
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



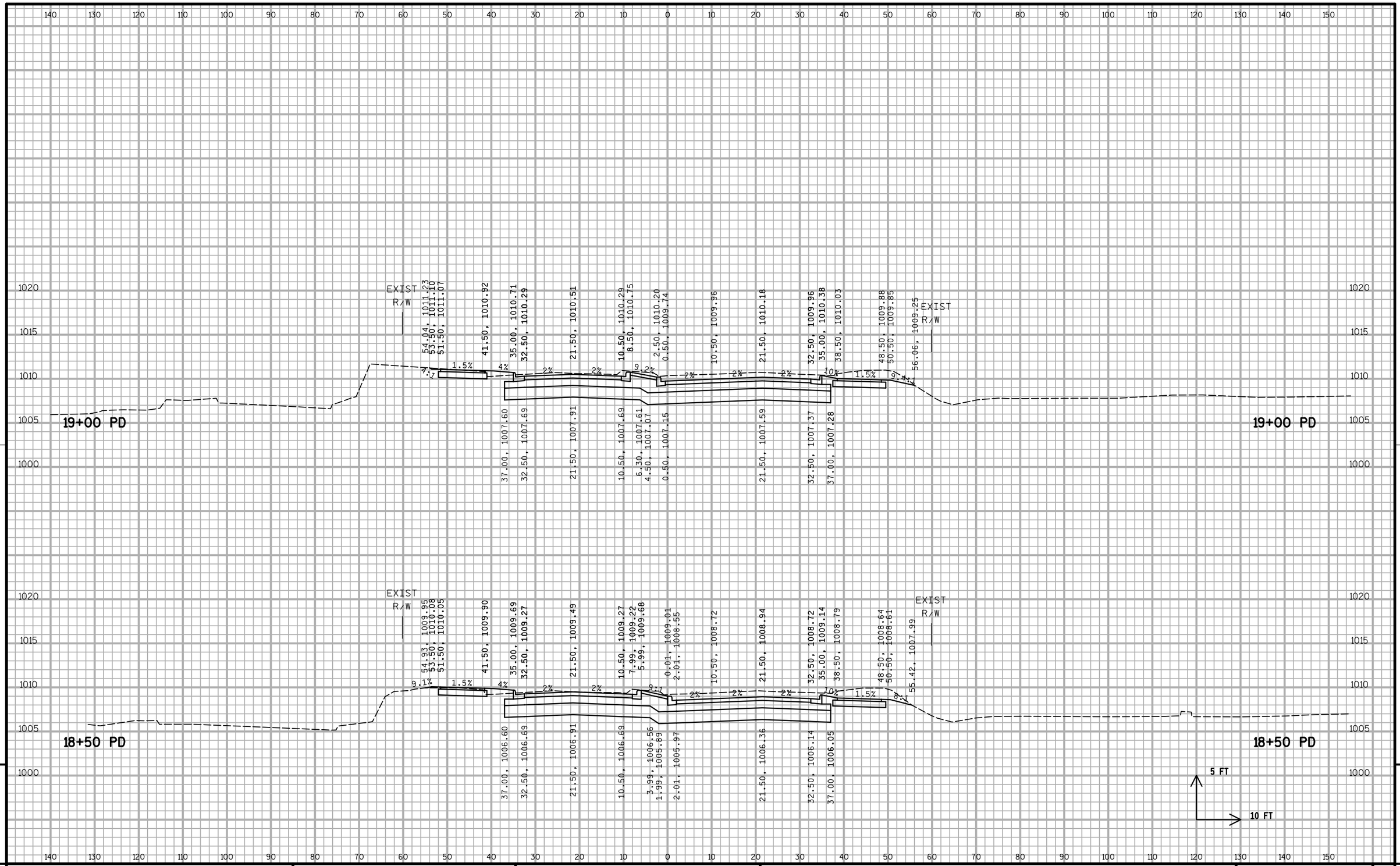
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 464	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



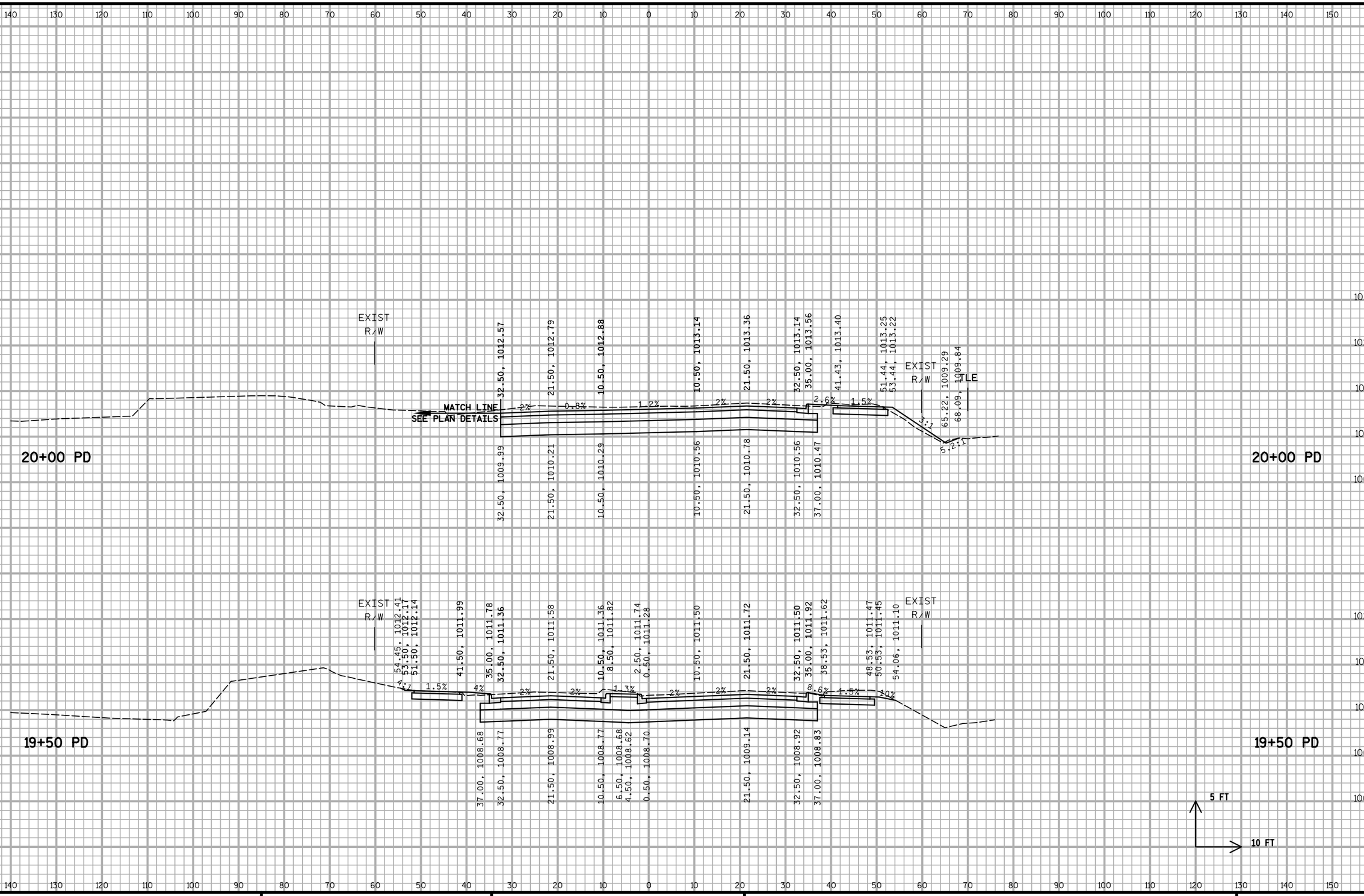
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 465	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



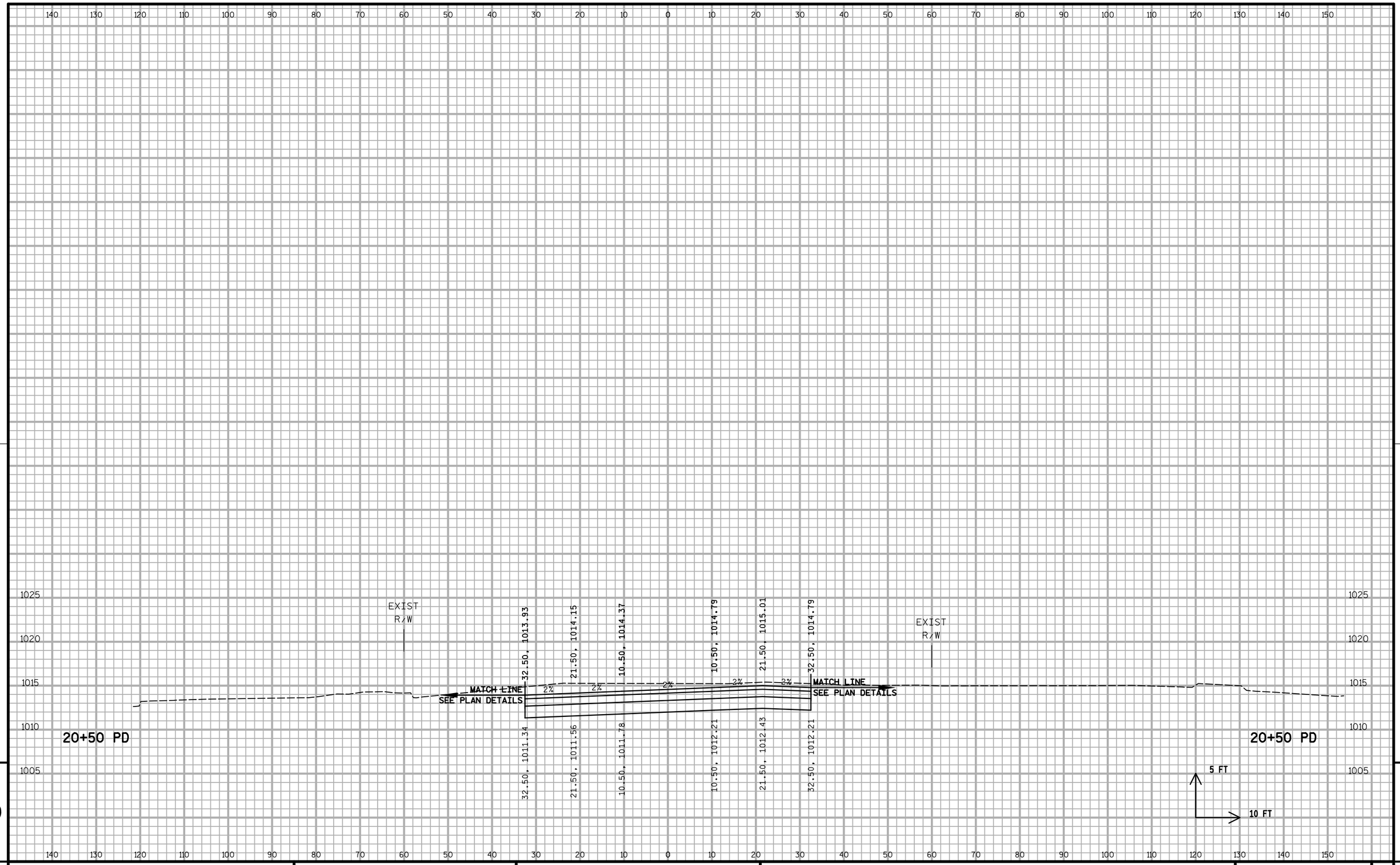
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 466	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 467	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

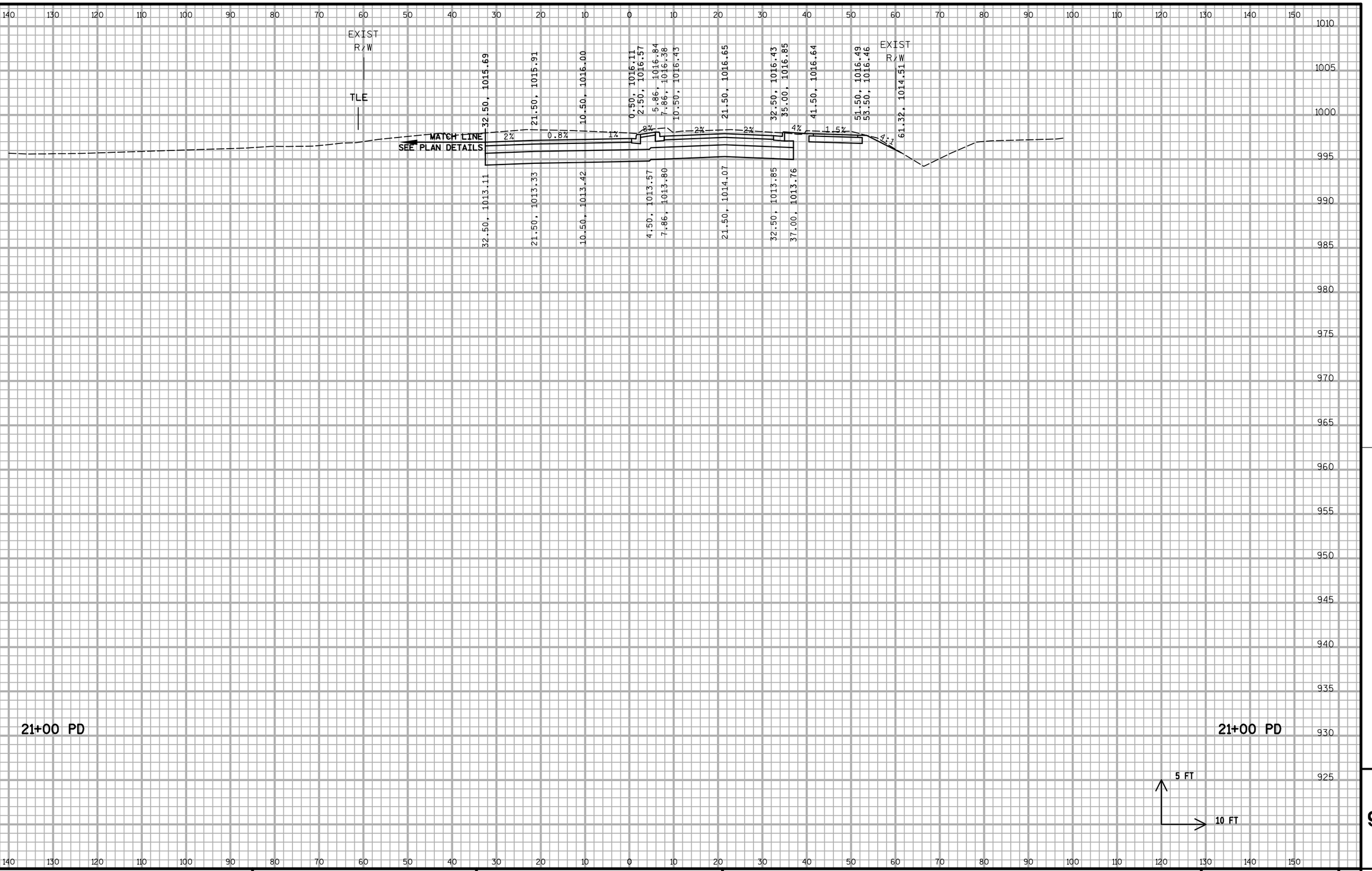


9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 468	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

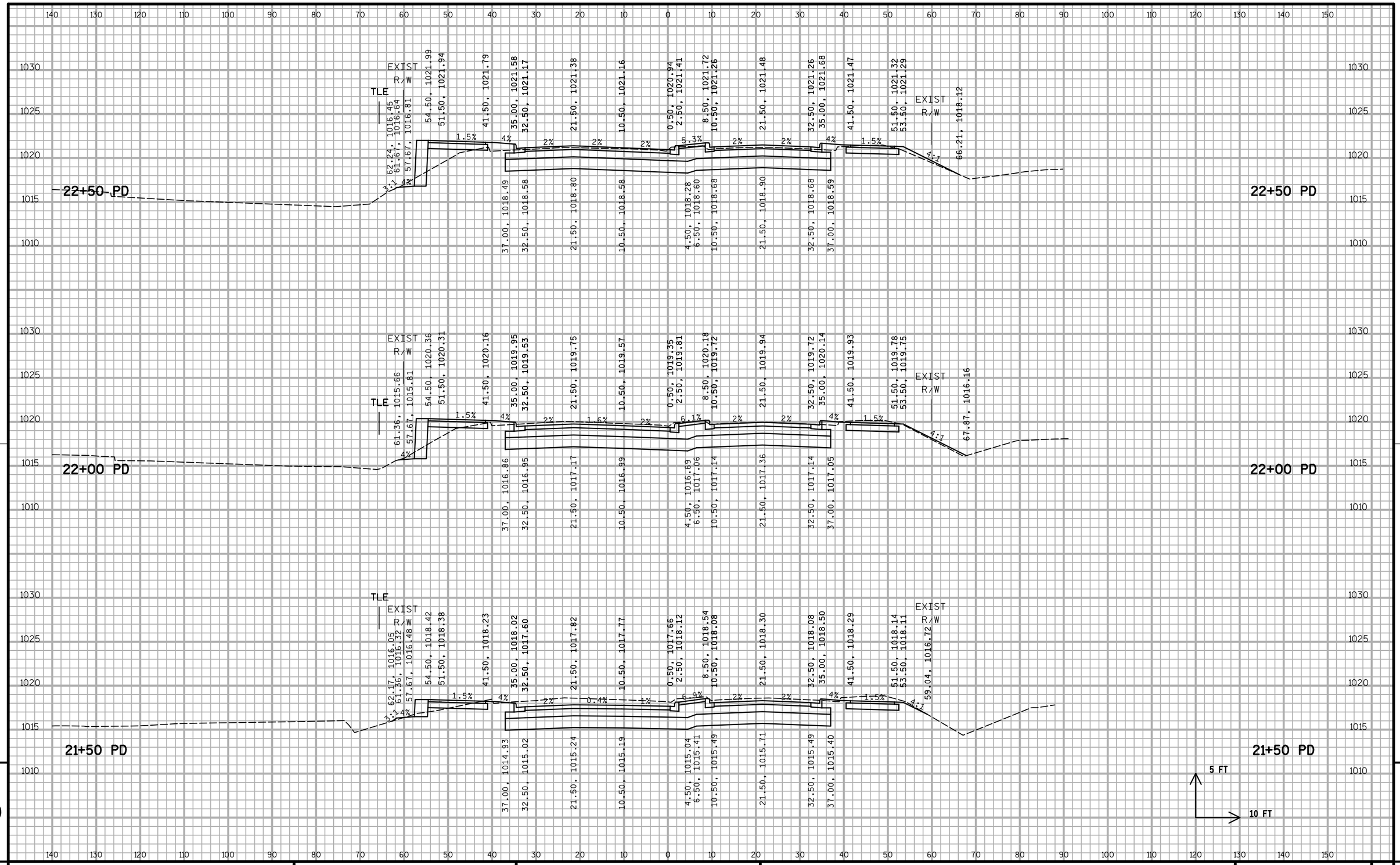


9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

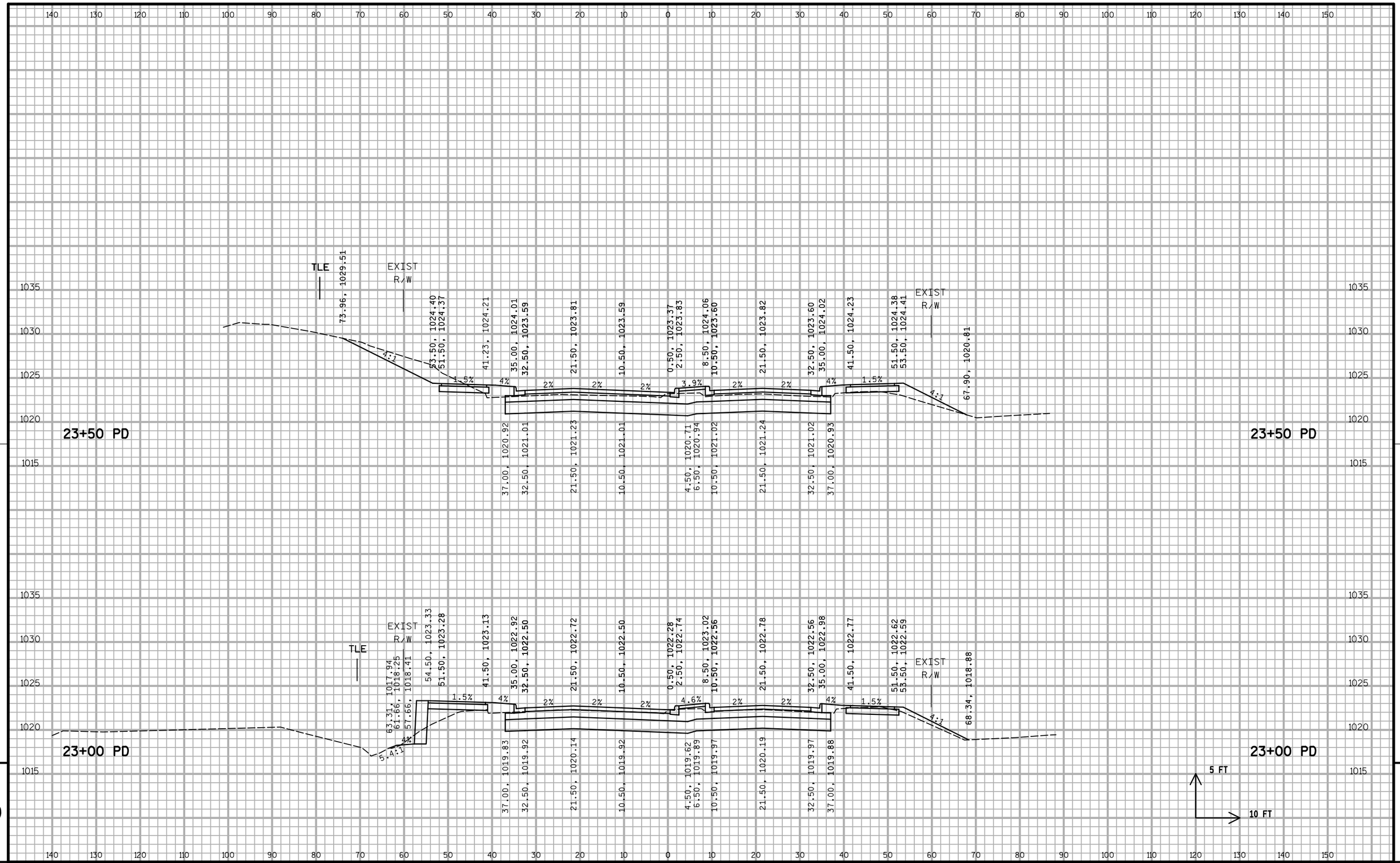


9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 470	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

9

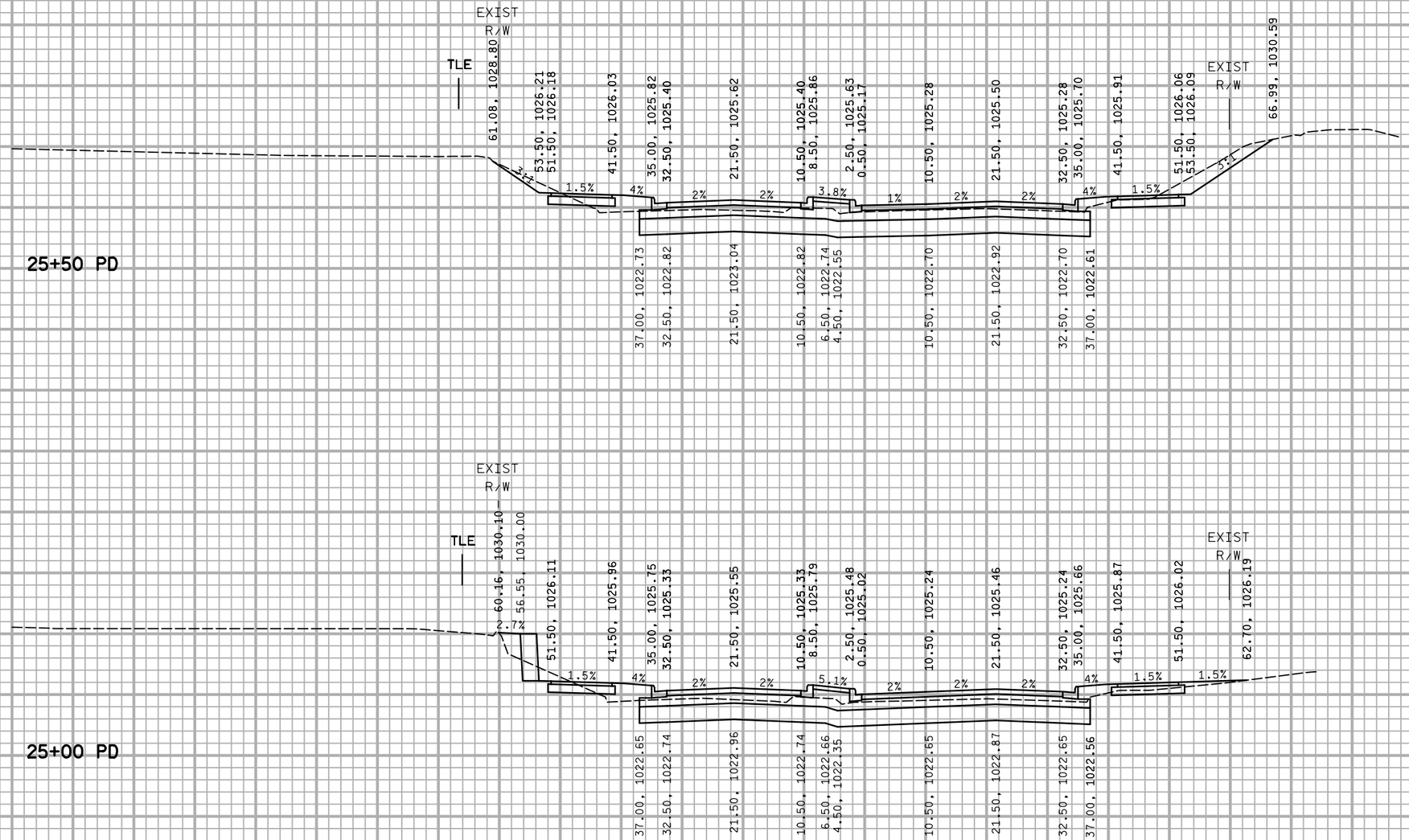
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 471	E

9

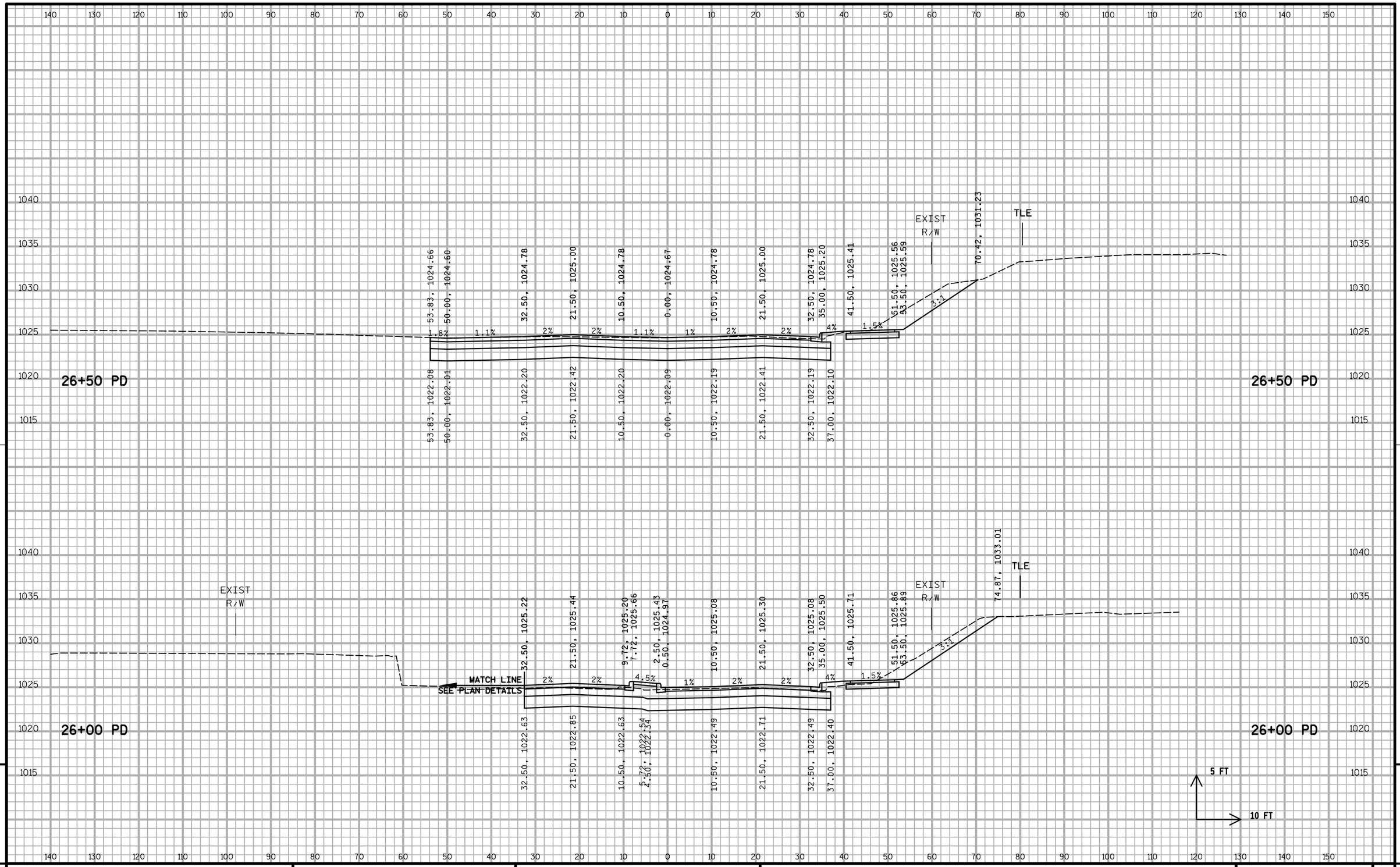
9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 472	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



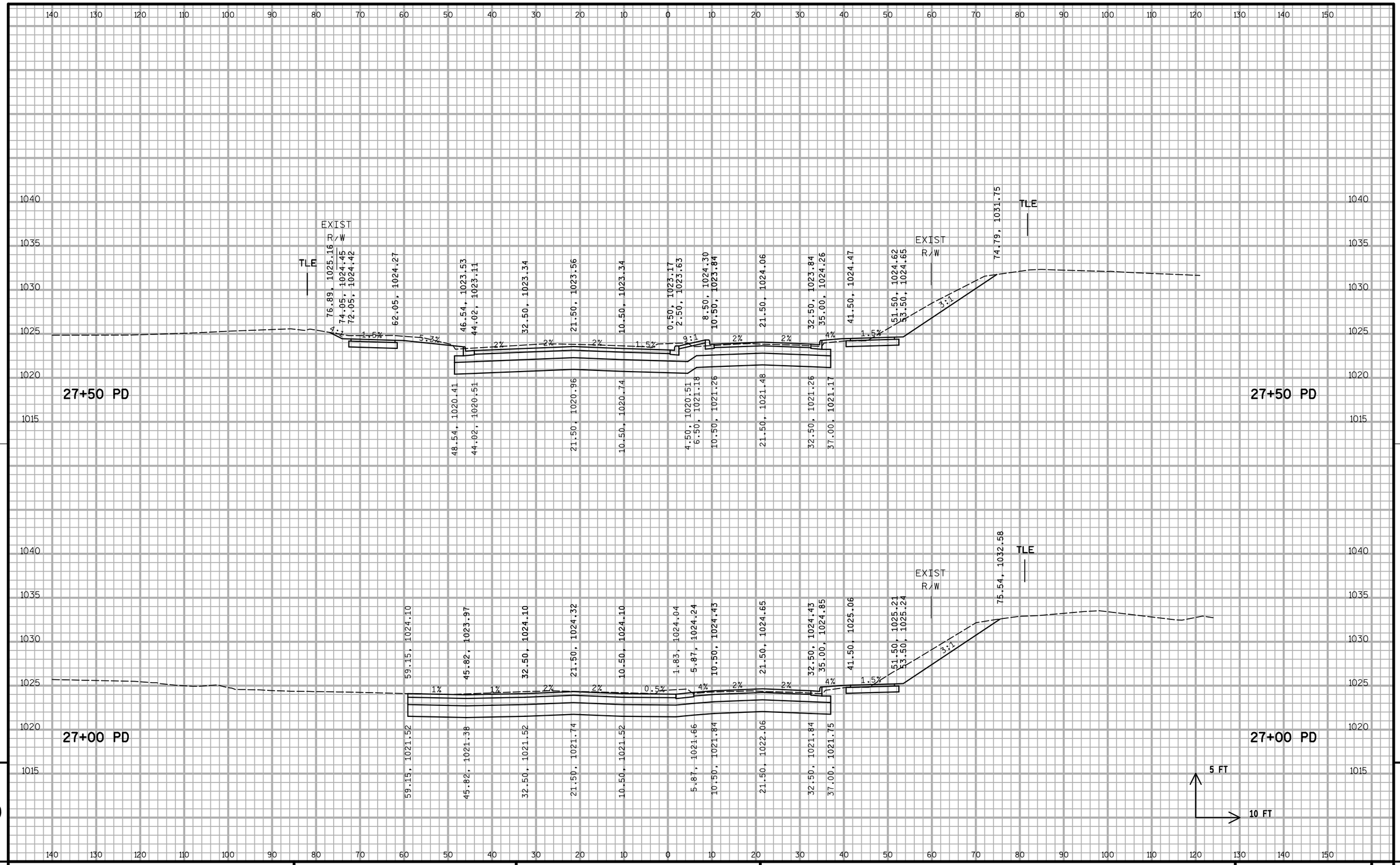
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 473	E



9

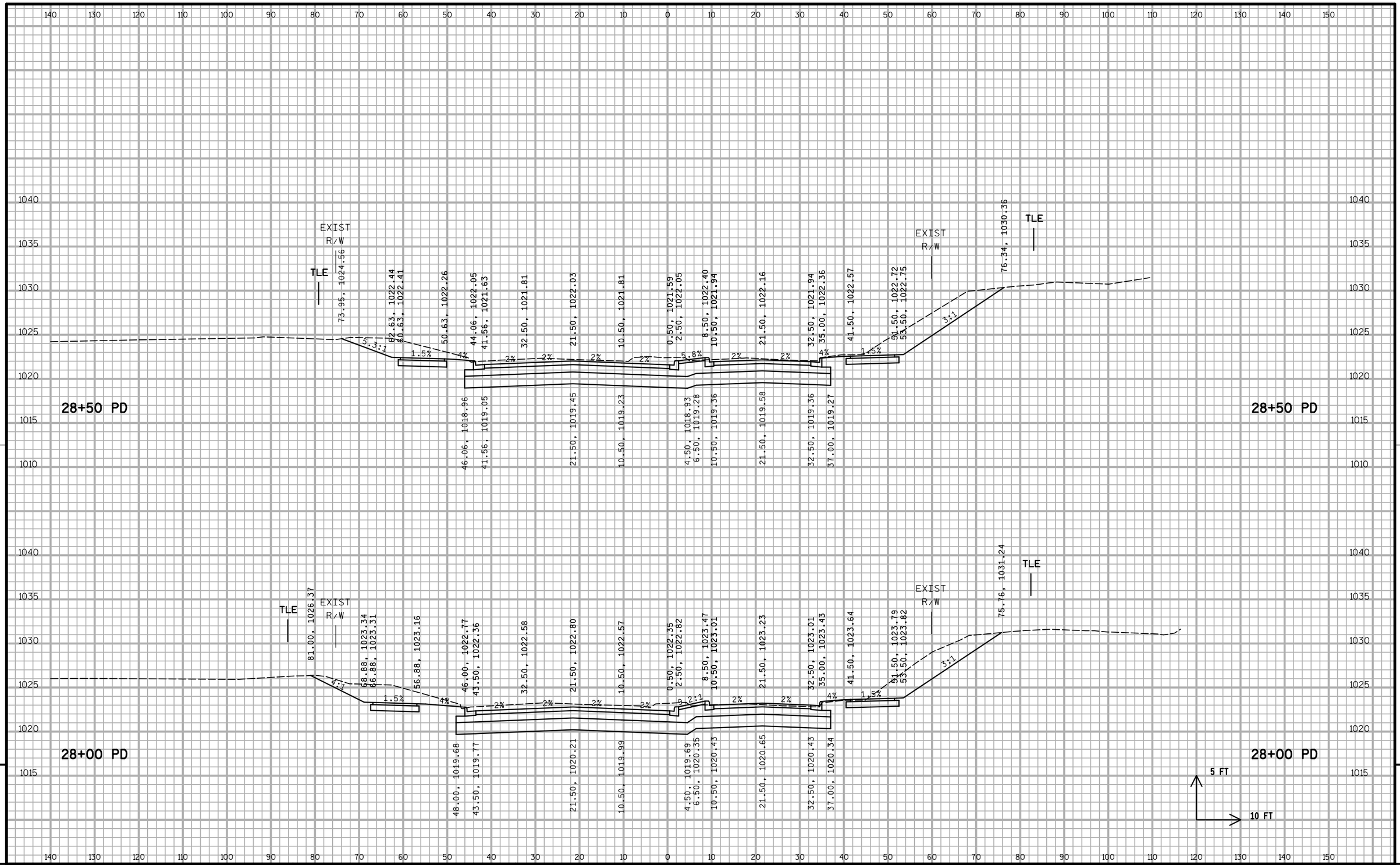
9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 474	E



PROJECT NO:5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 475 E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



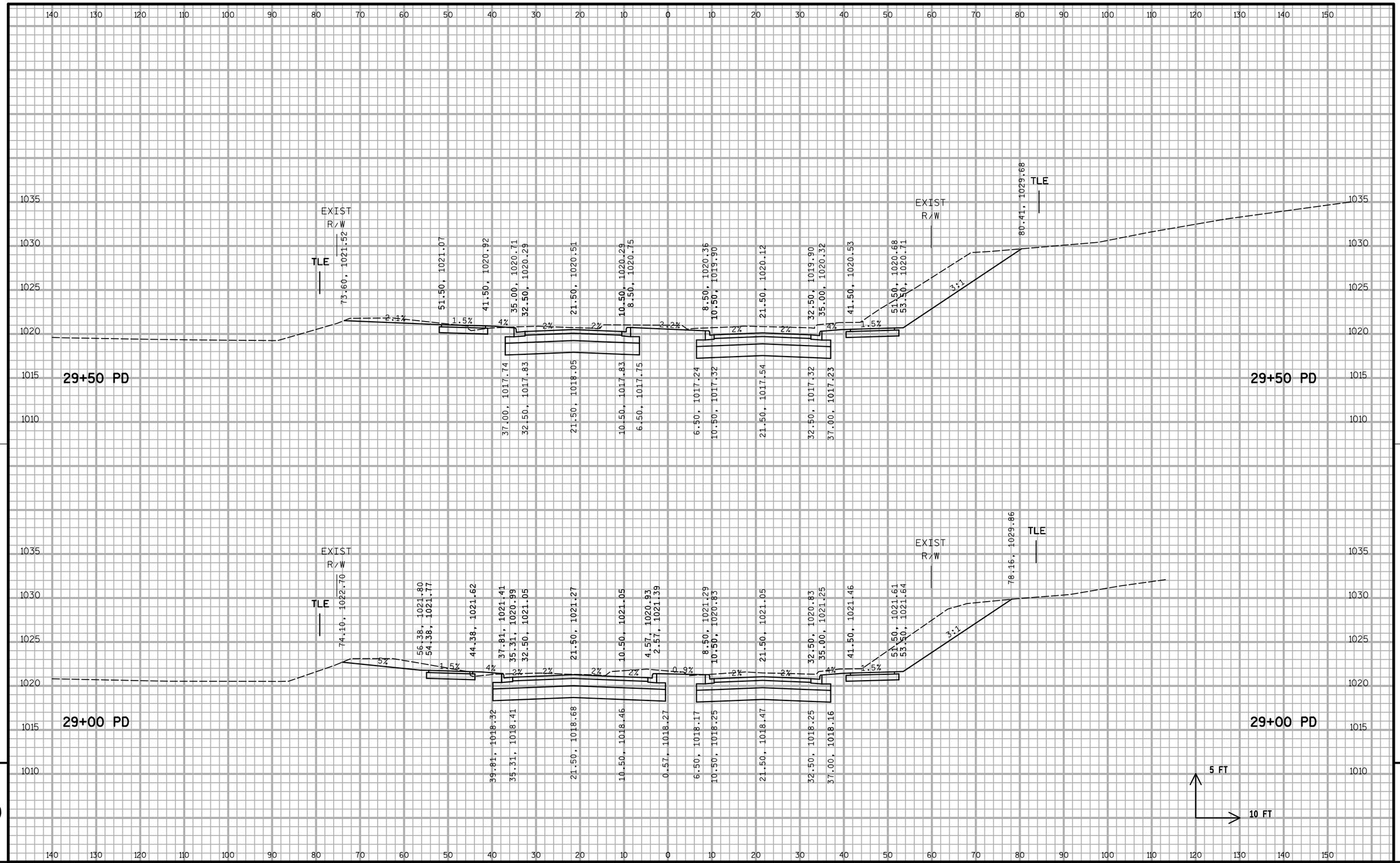
9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 476	E

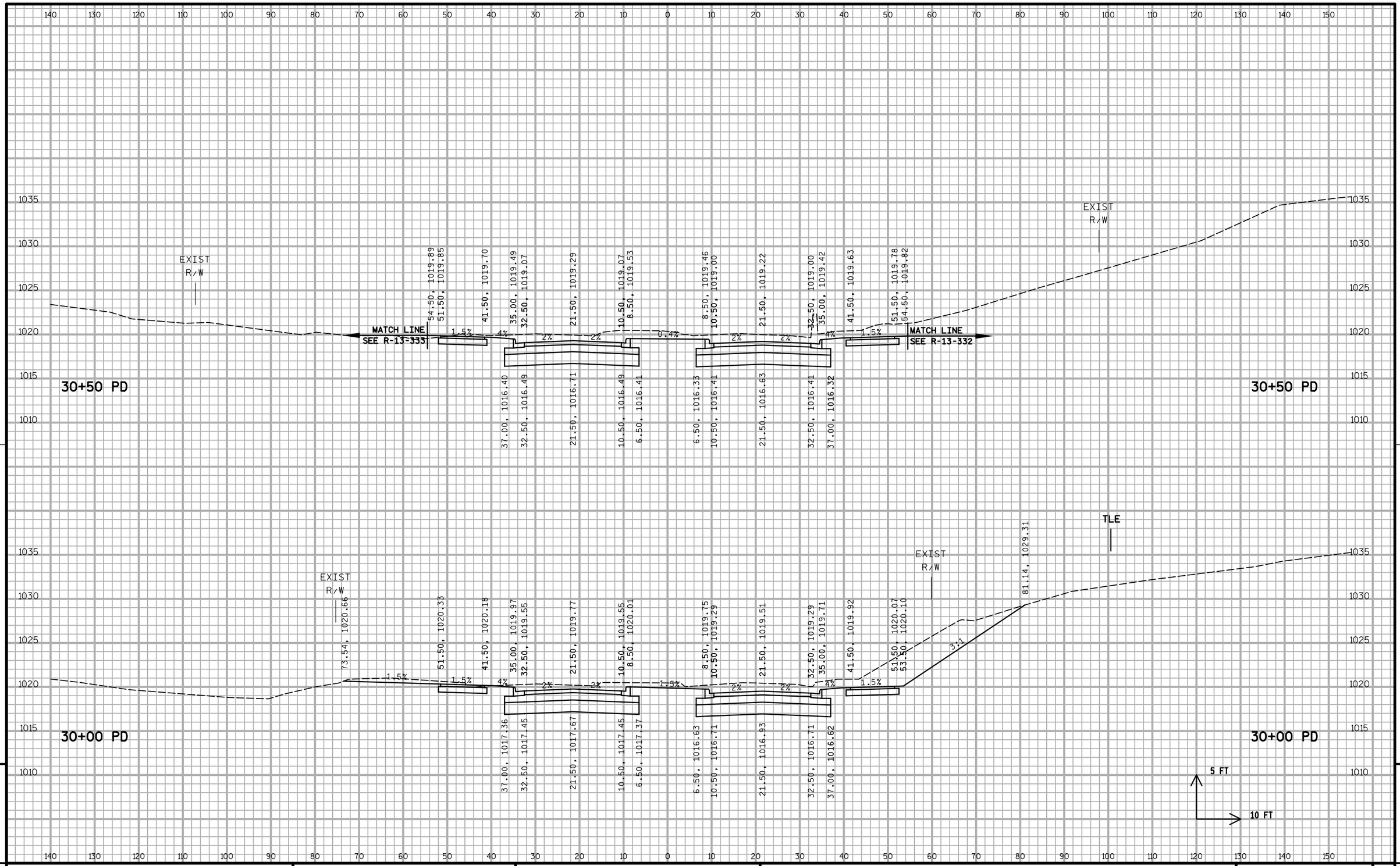
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 477	E

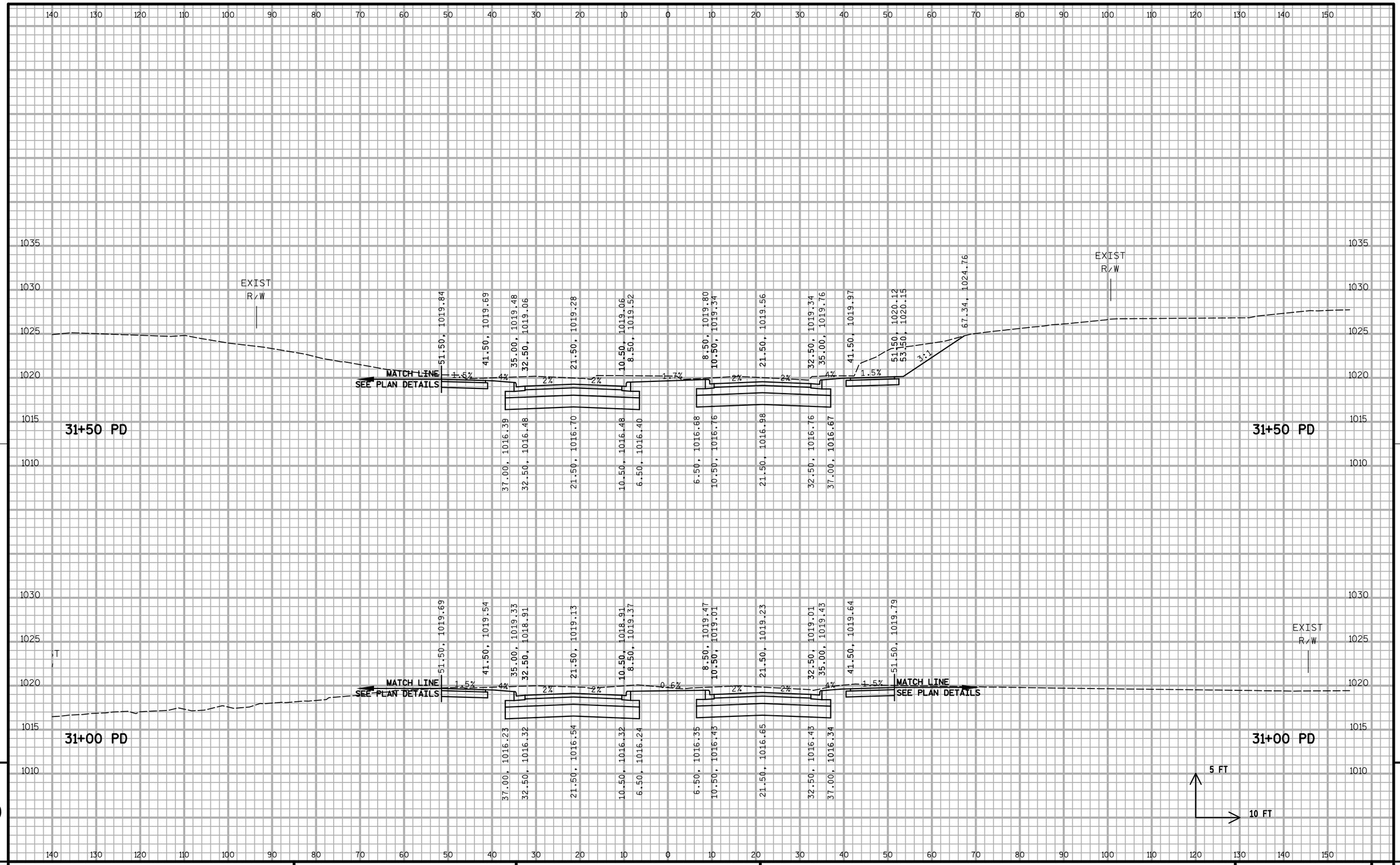
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

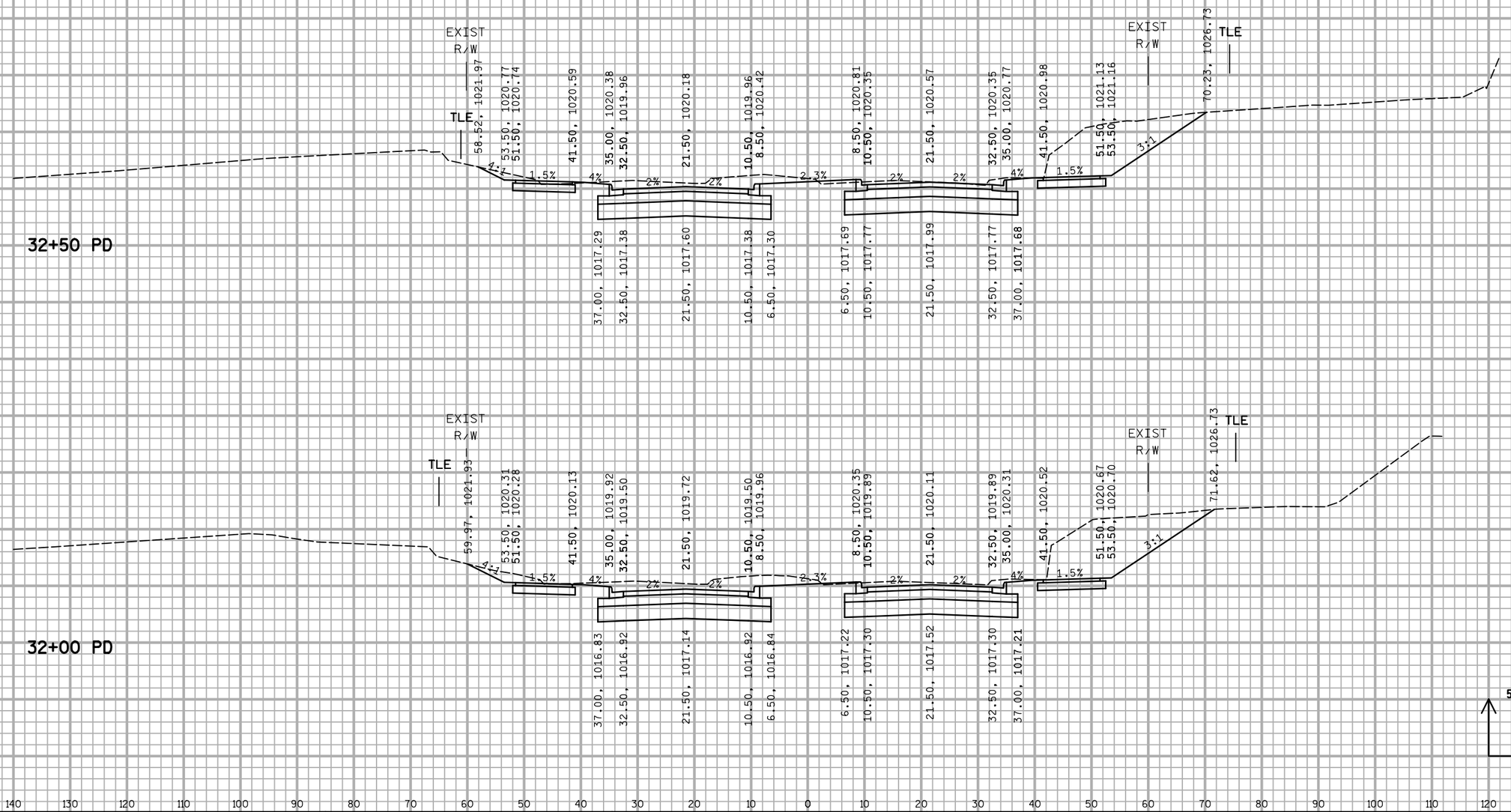
9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 478	E

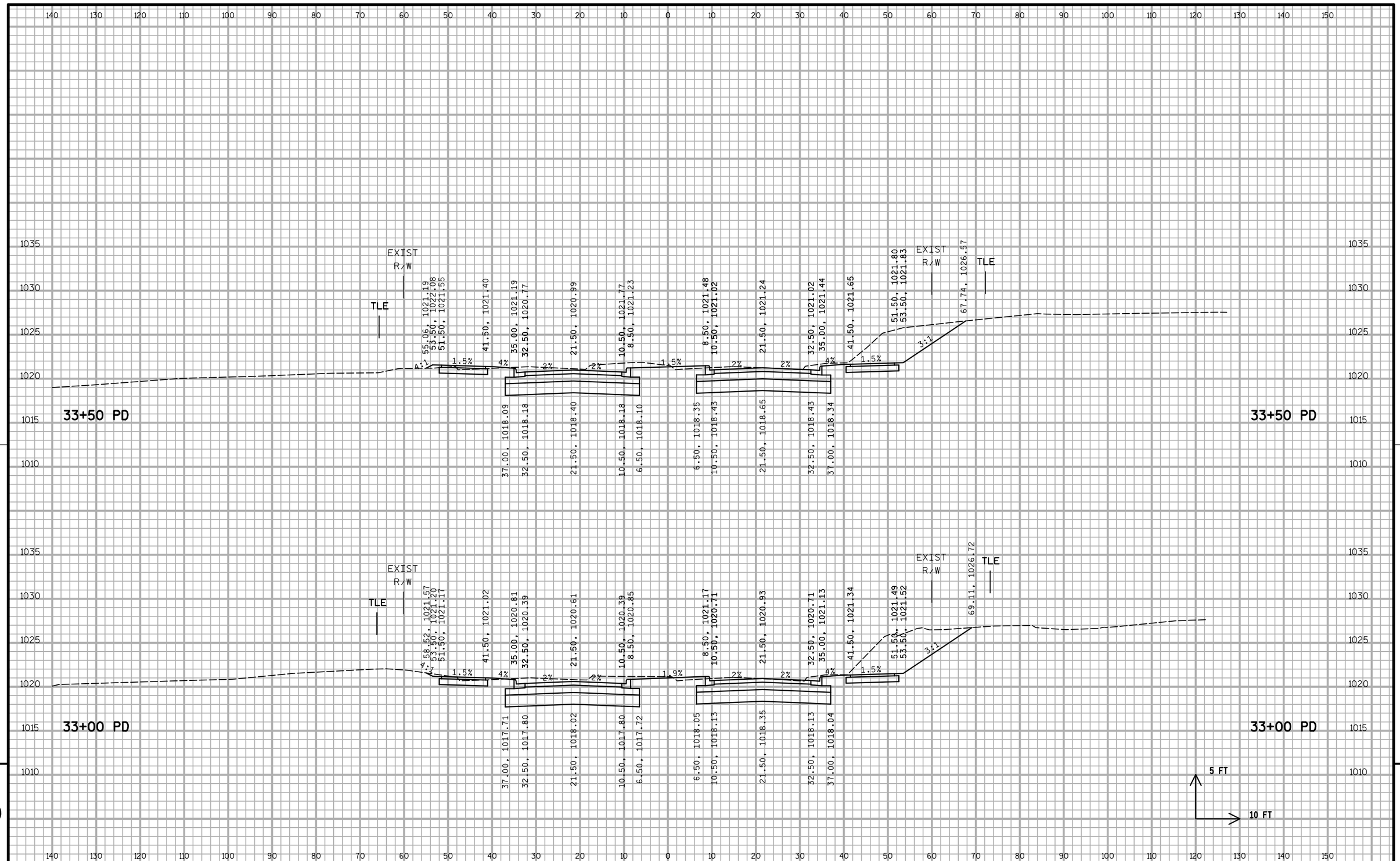


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 479	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

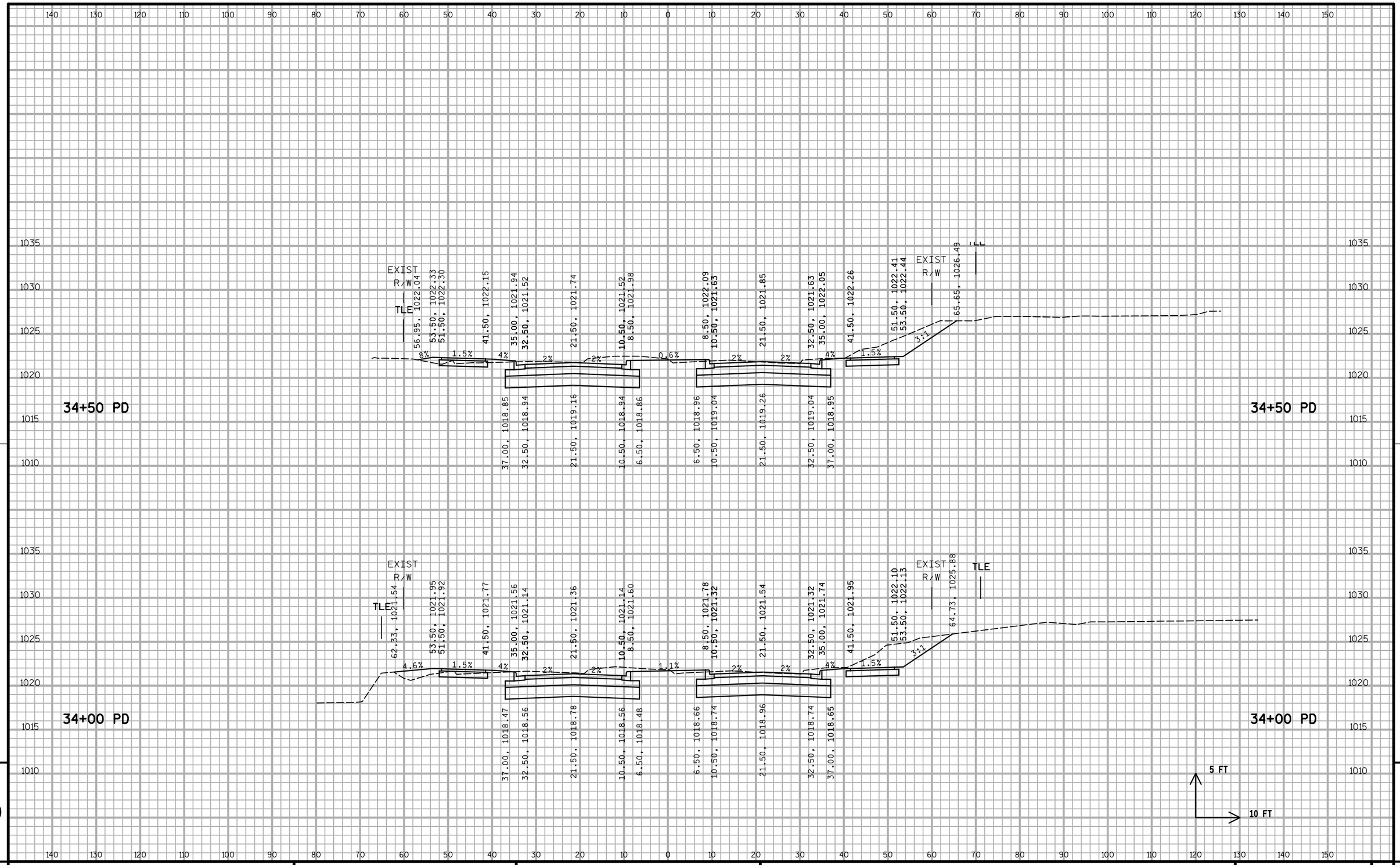


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 480	E



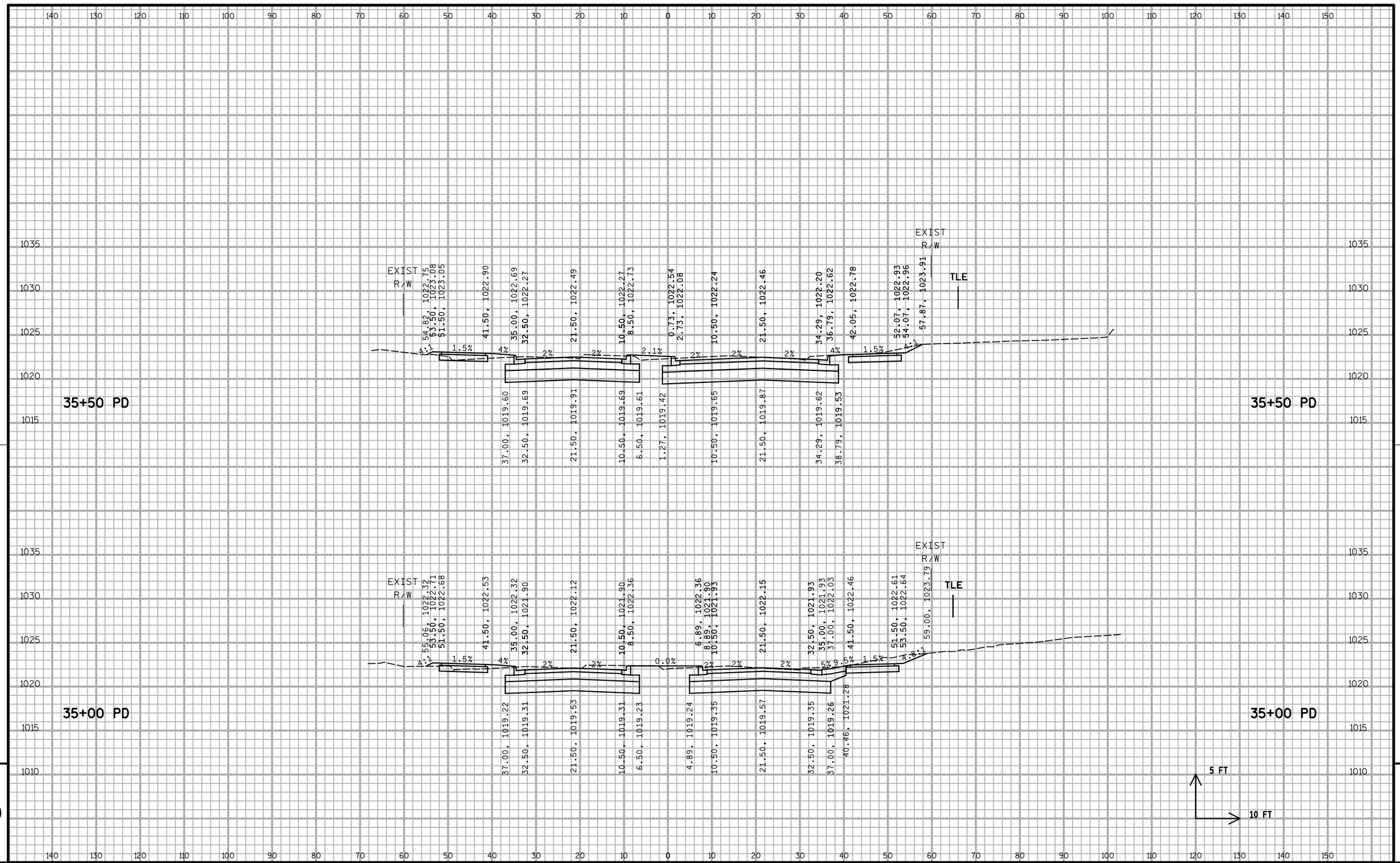
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 481	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



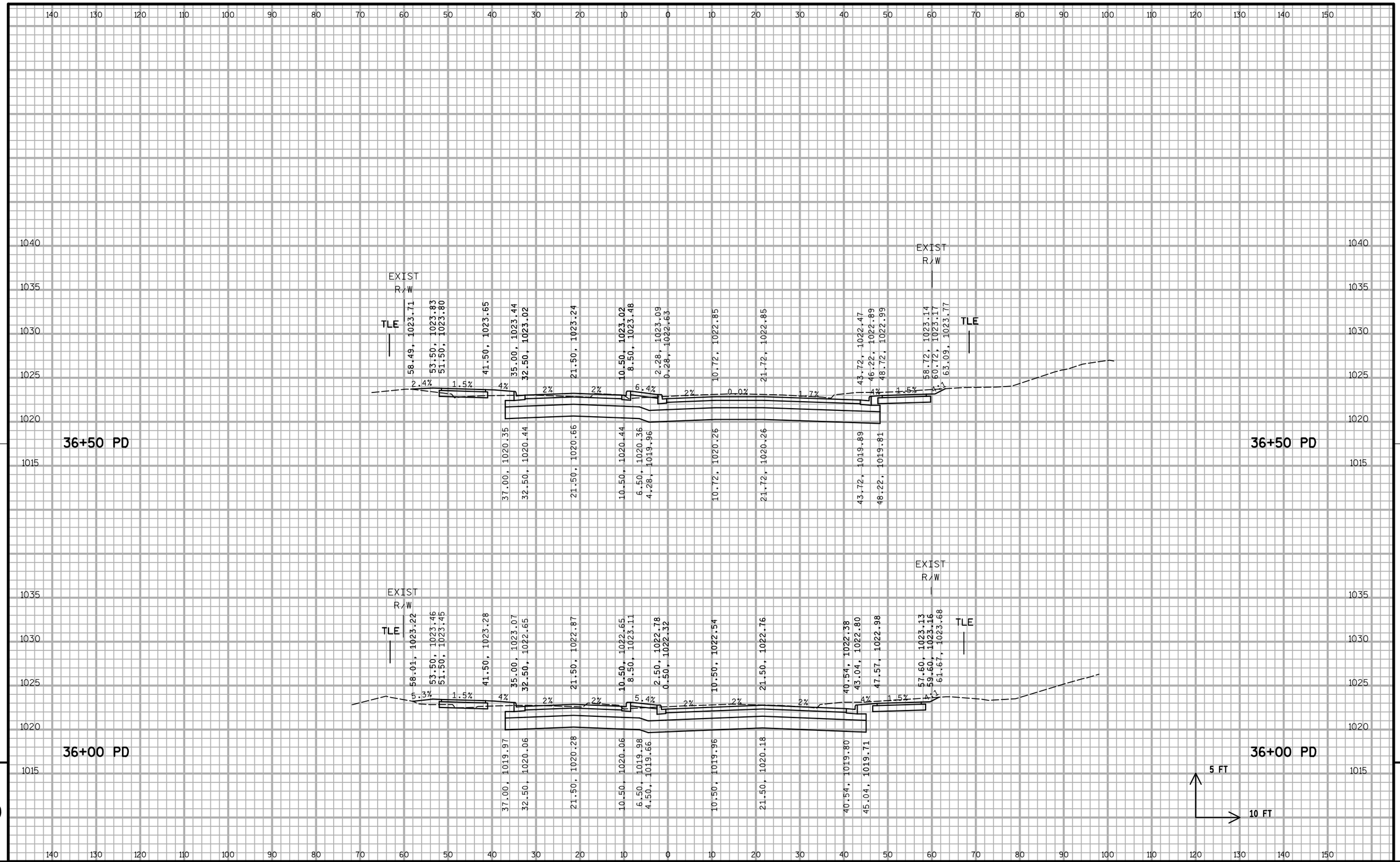
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 482 E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



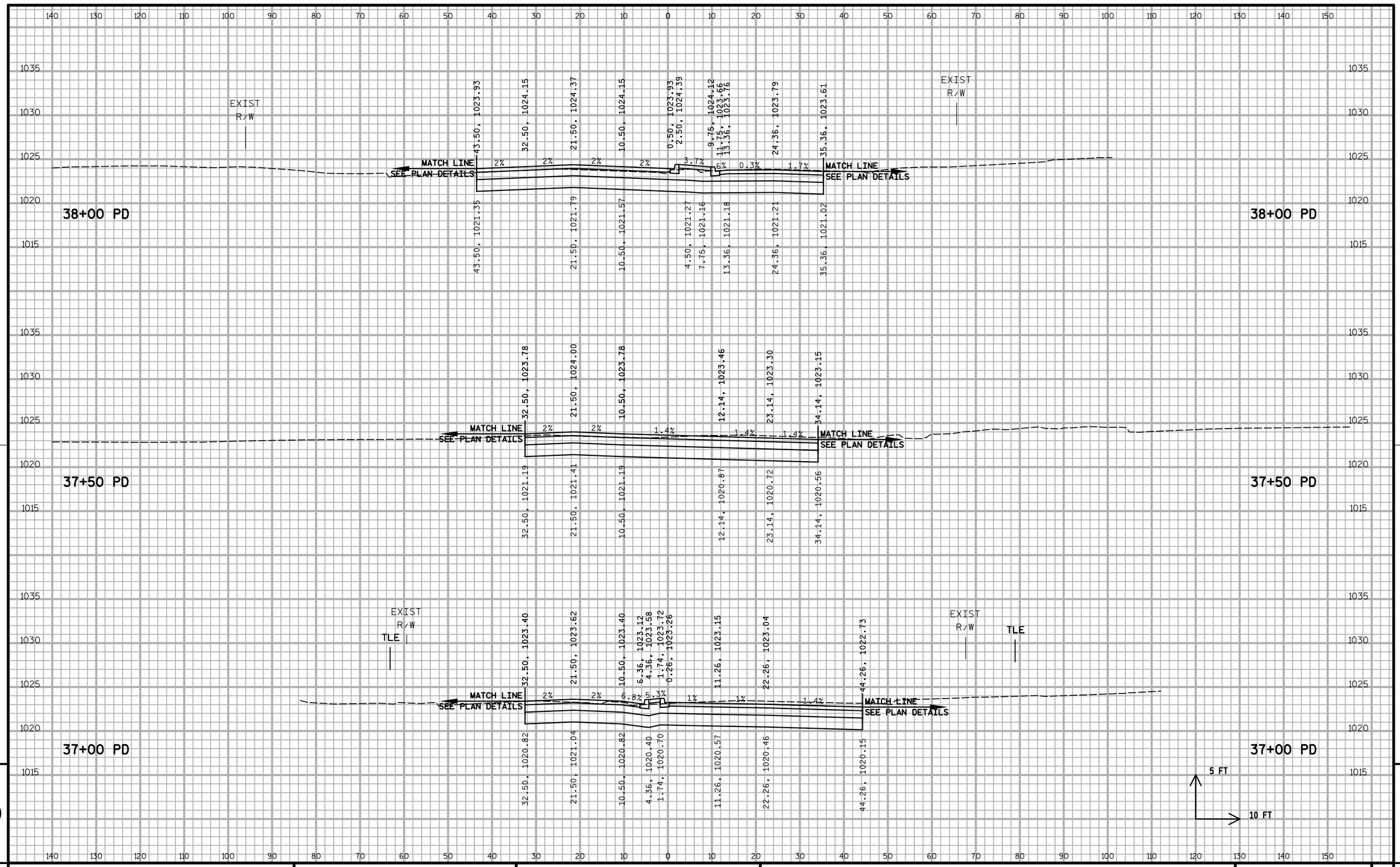
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 483	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 484	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

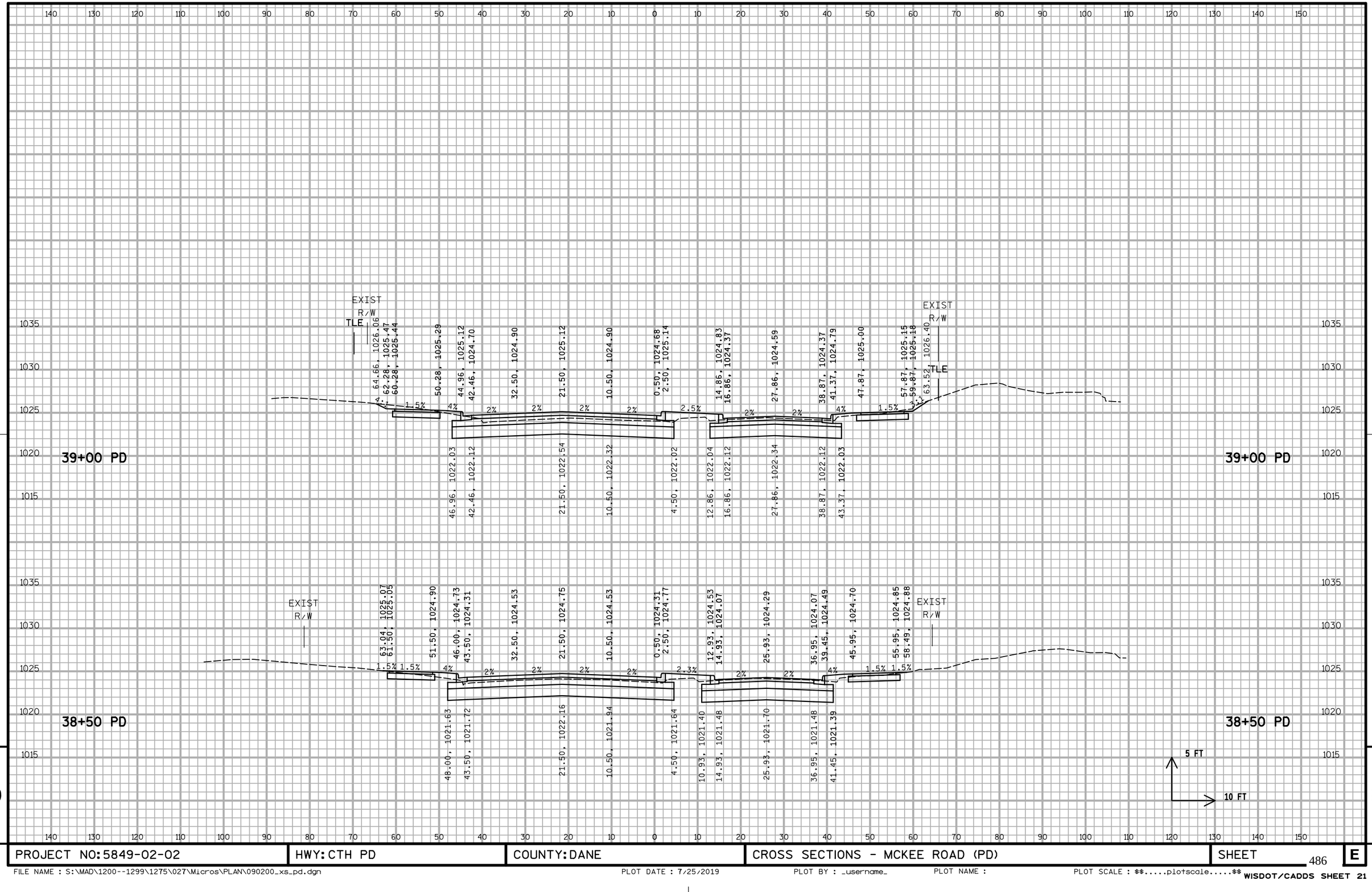


9

9

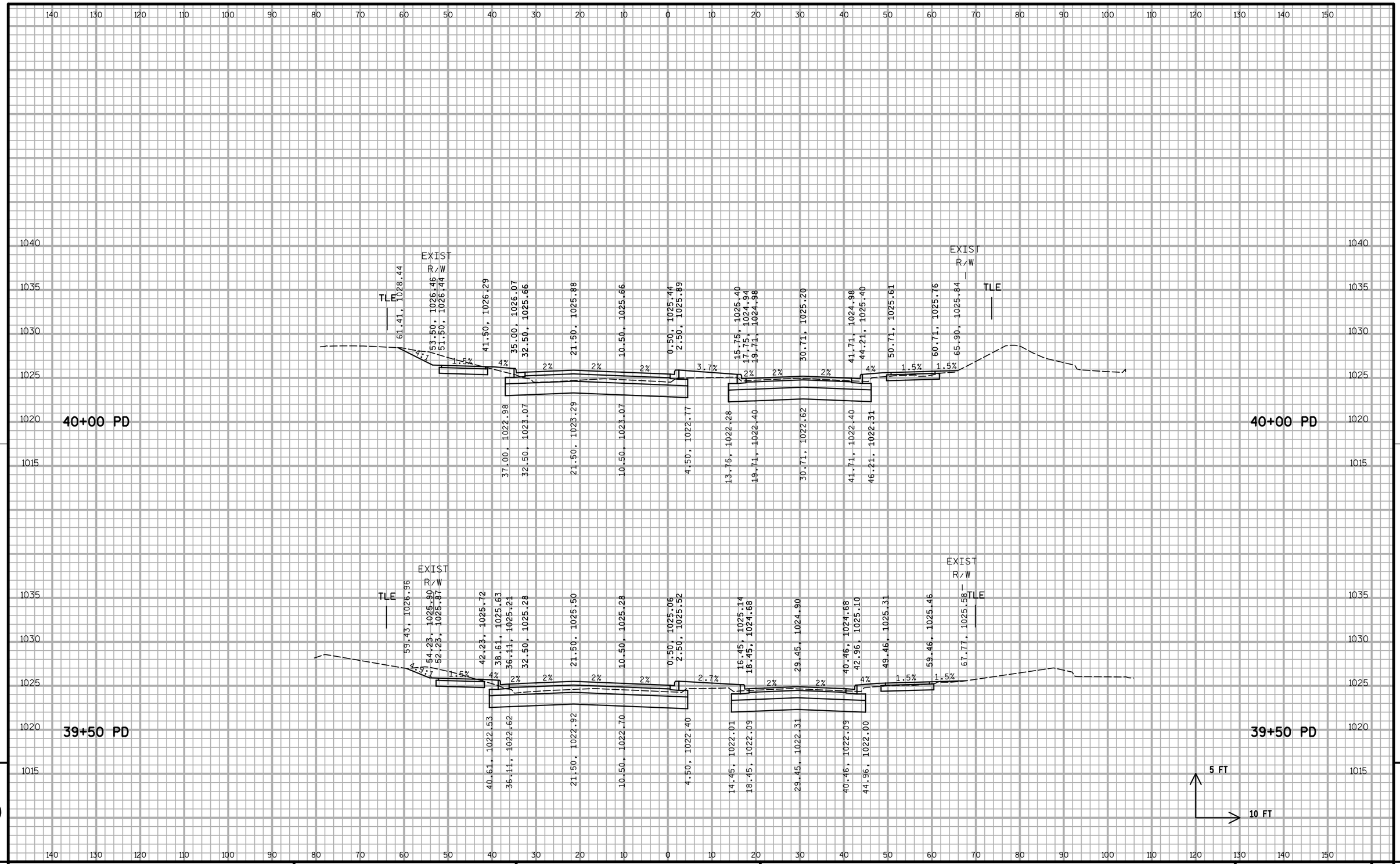
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 485	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



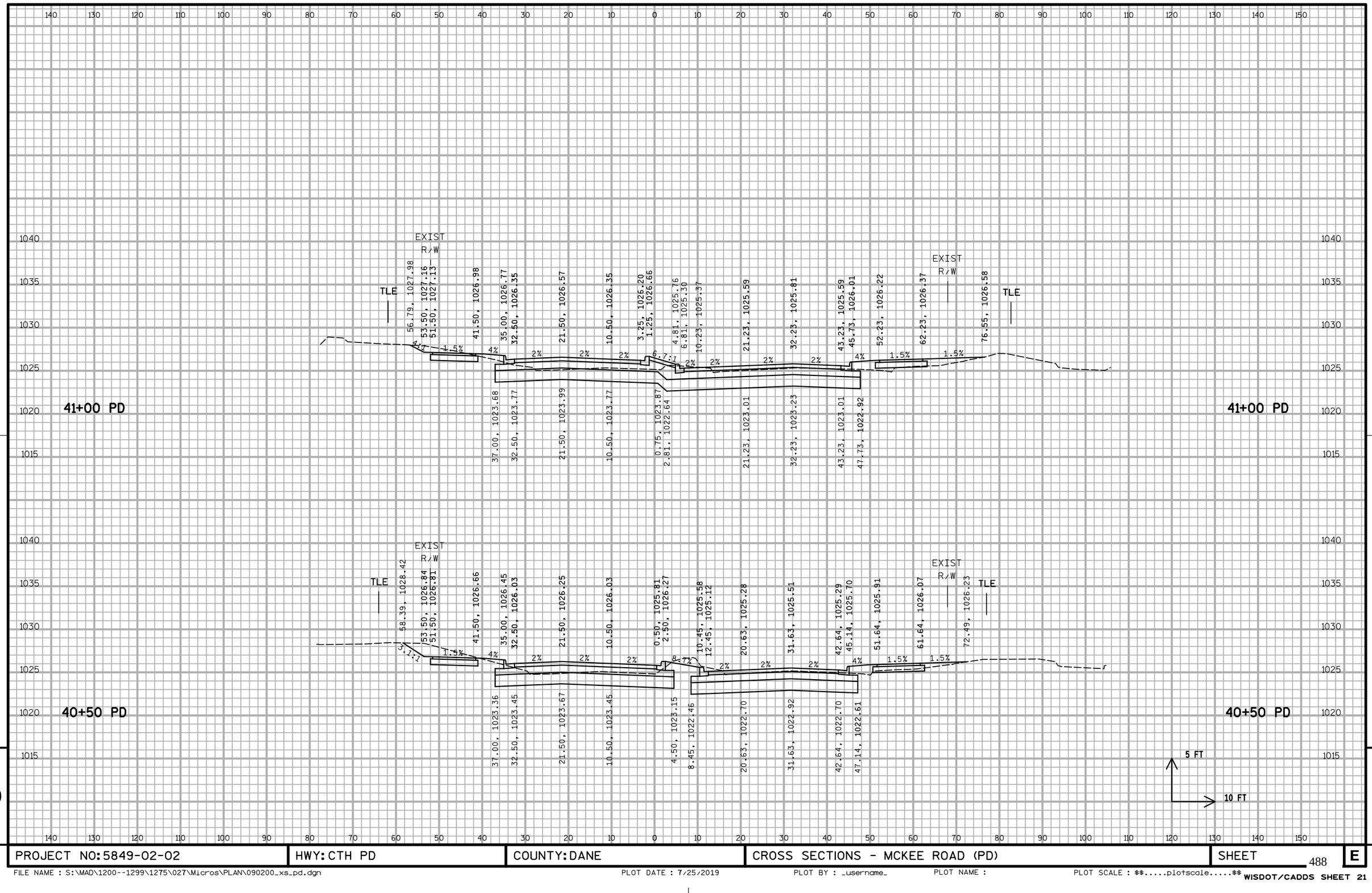
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 486	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

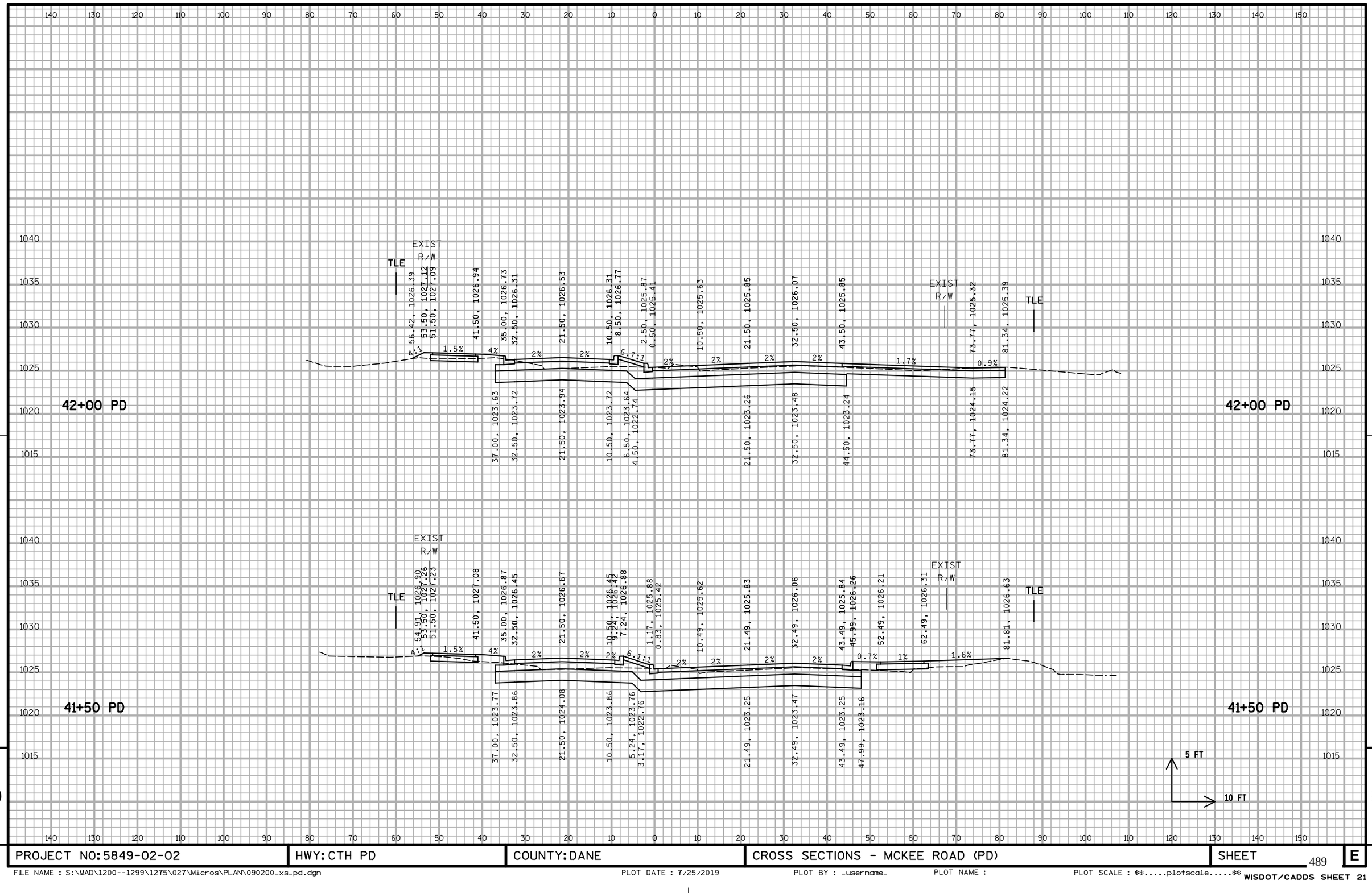


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 487 E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 488 E

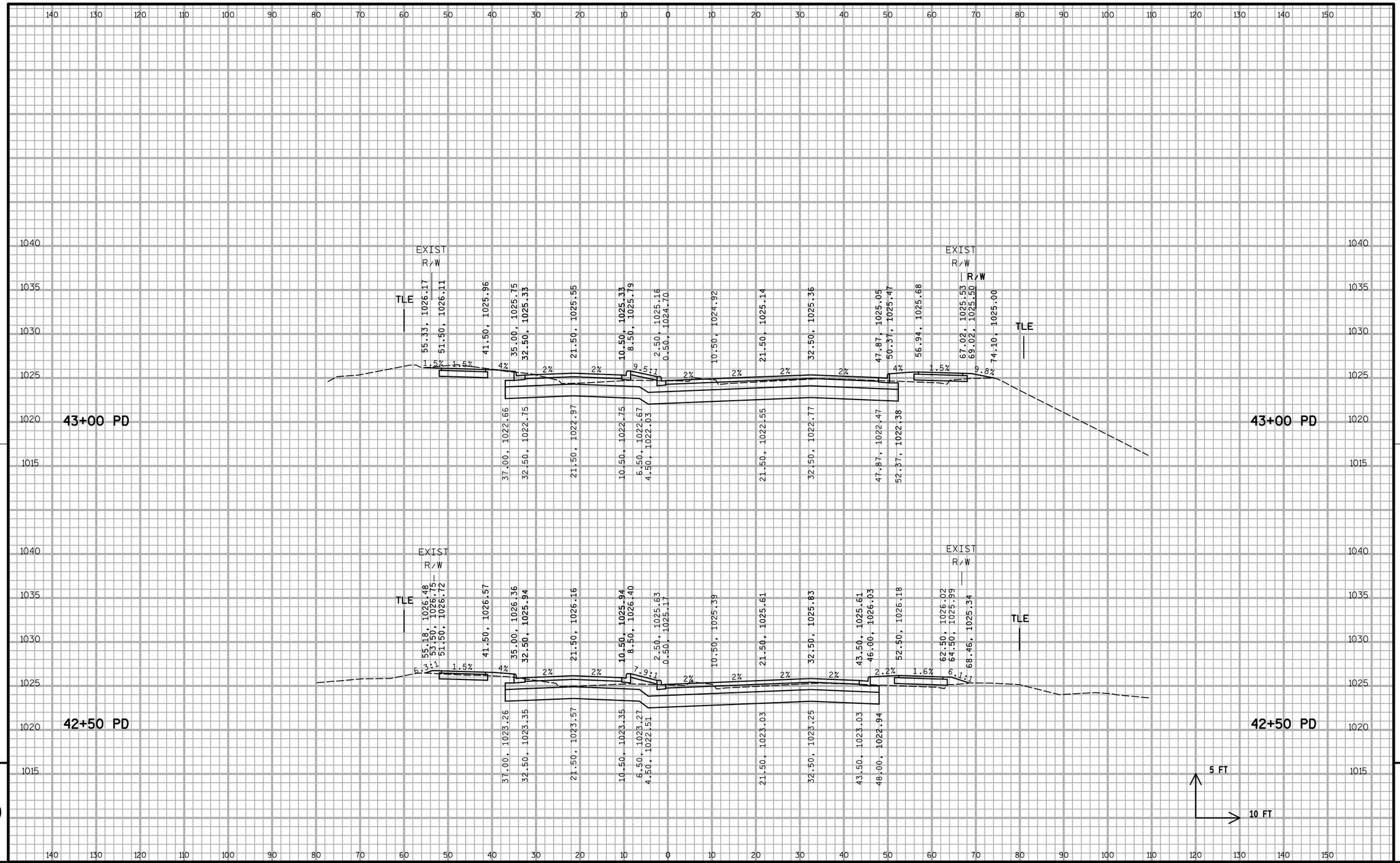


9

9

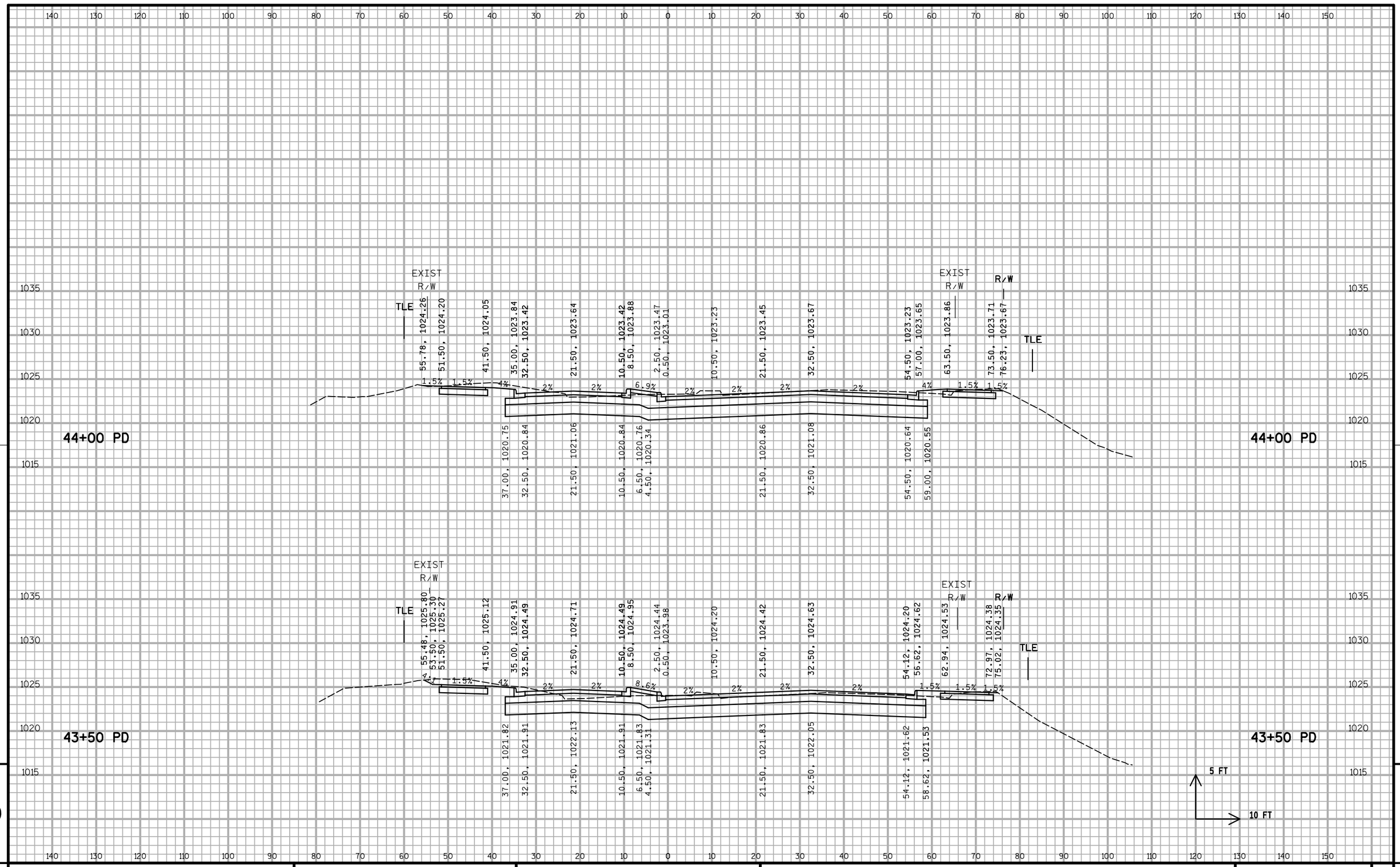
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 489	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 490	E

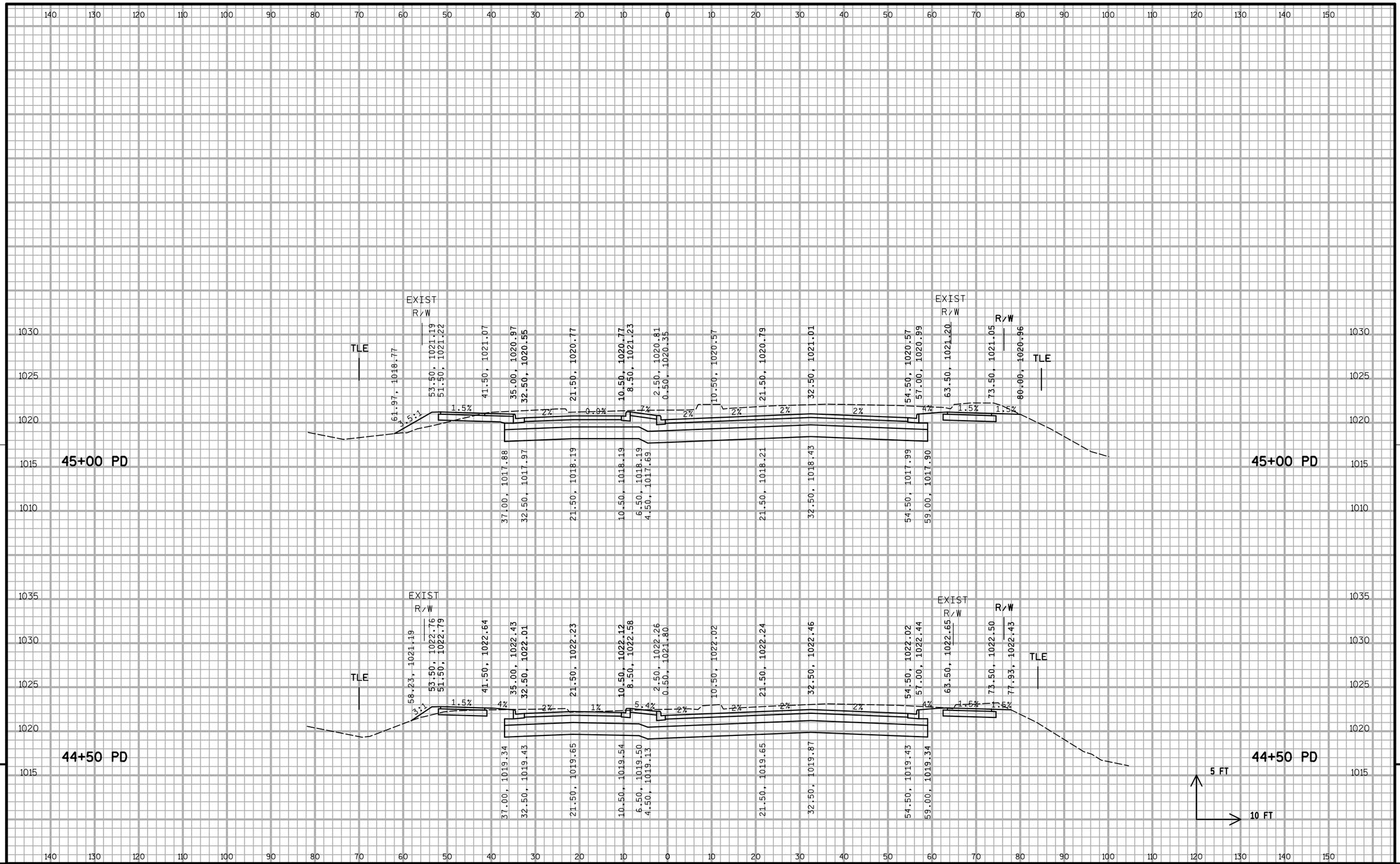
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



9

9

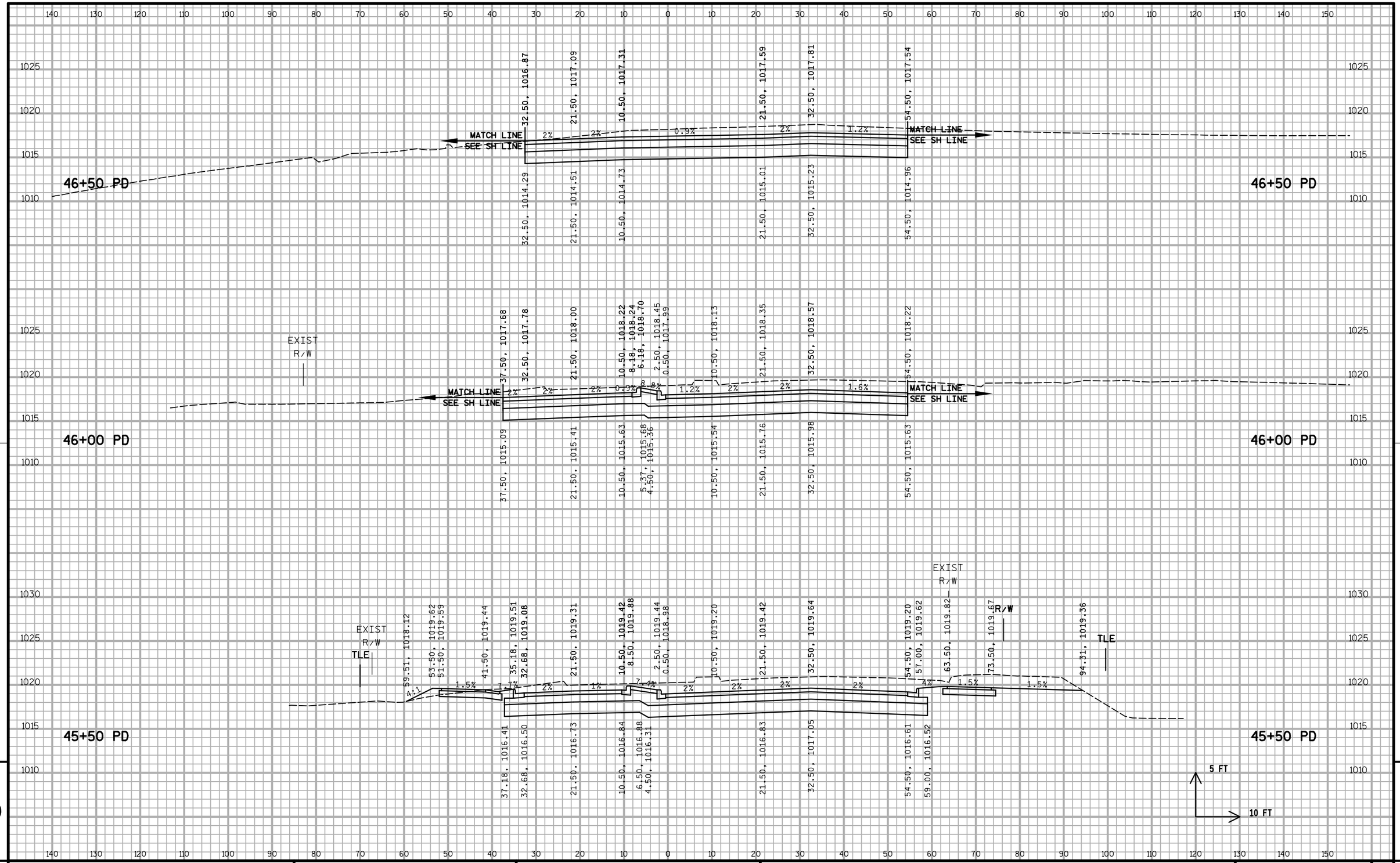
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 491	E



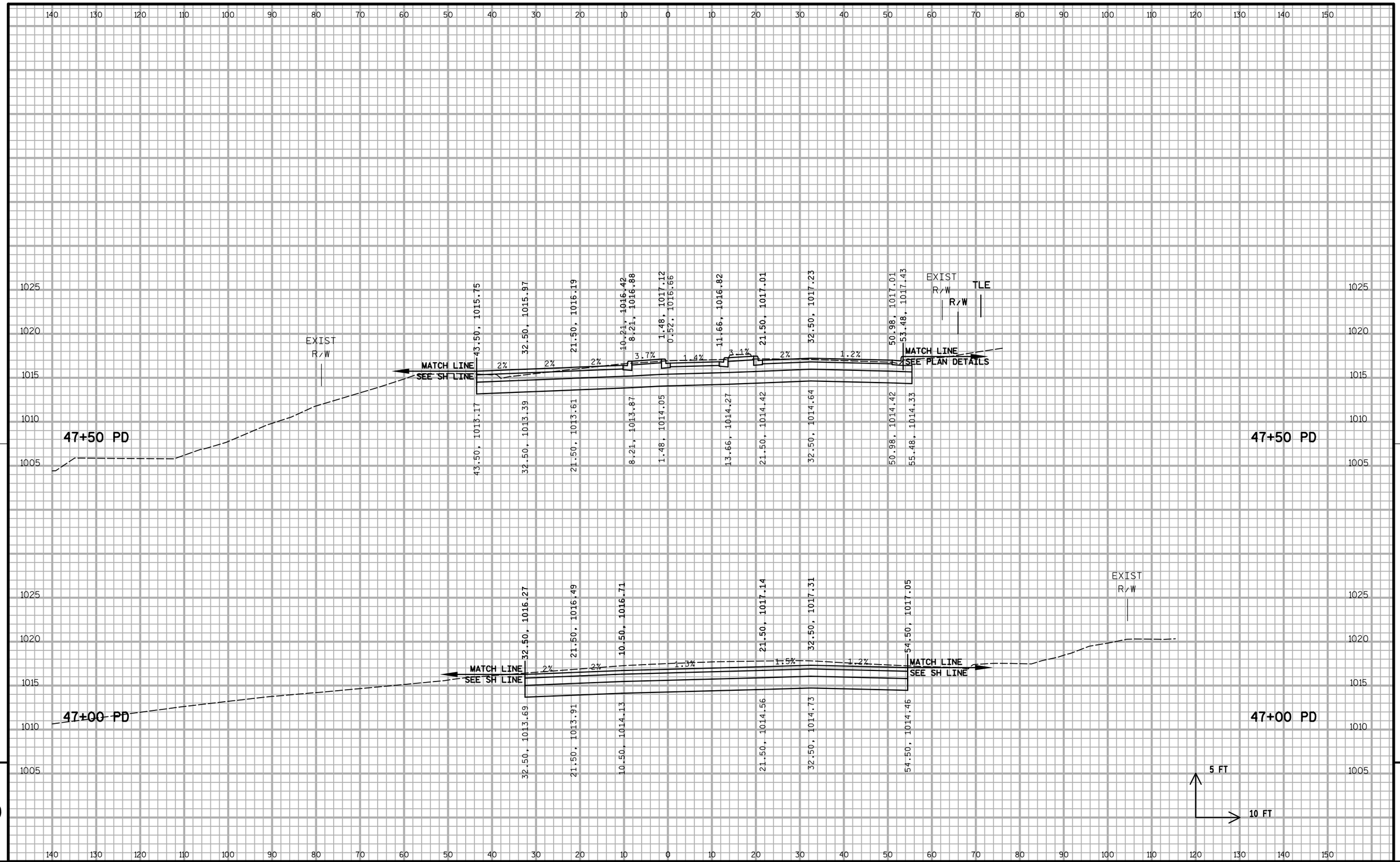
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 492	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



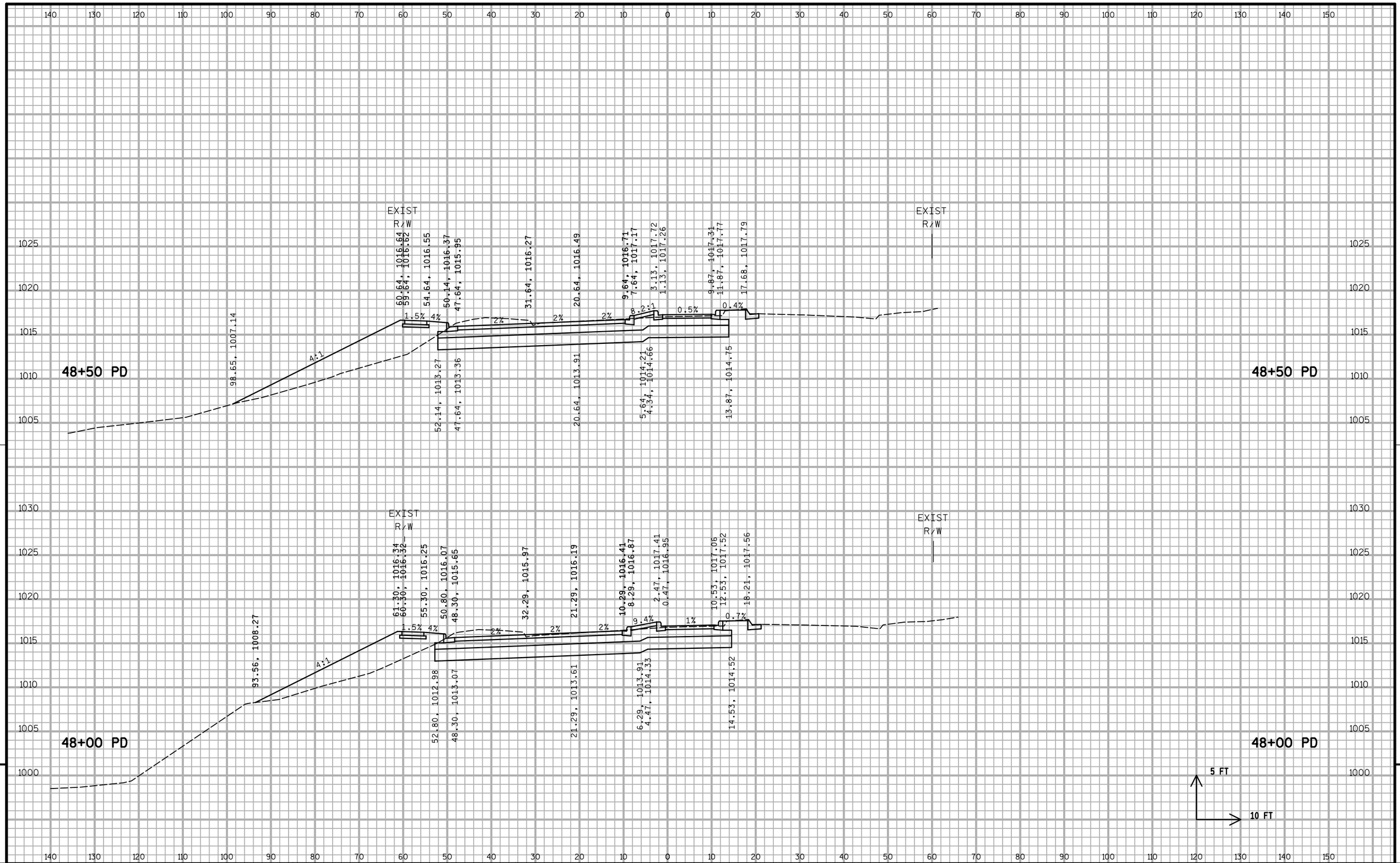
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 493 E



9 9

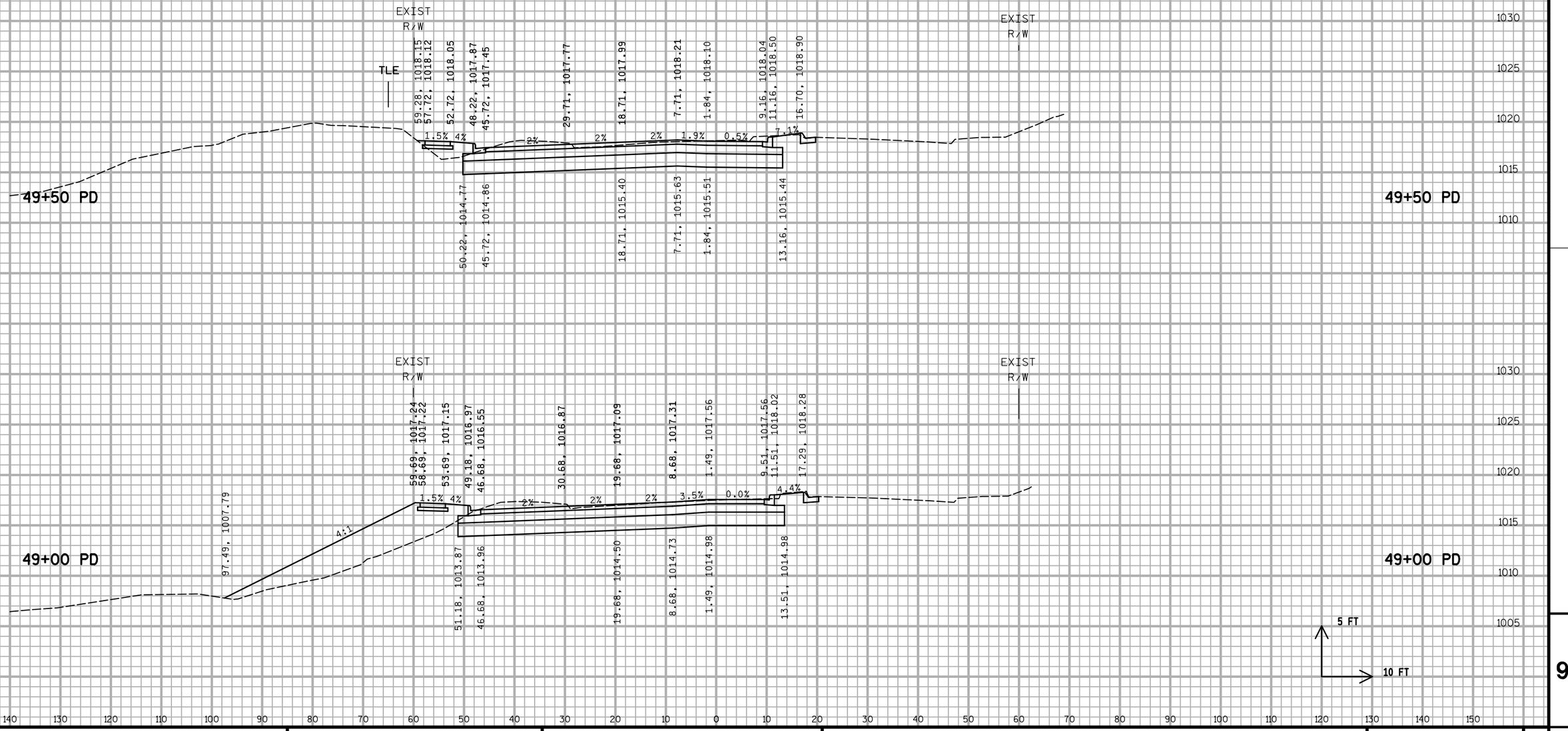
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 494	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



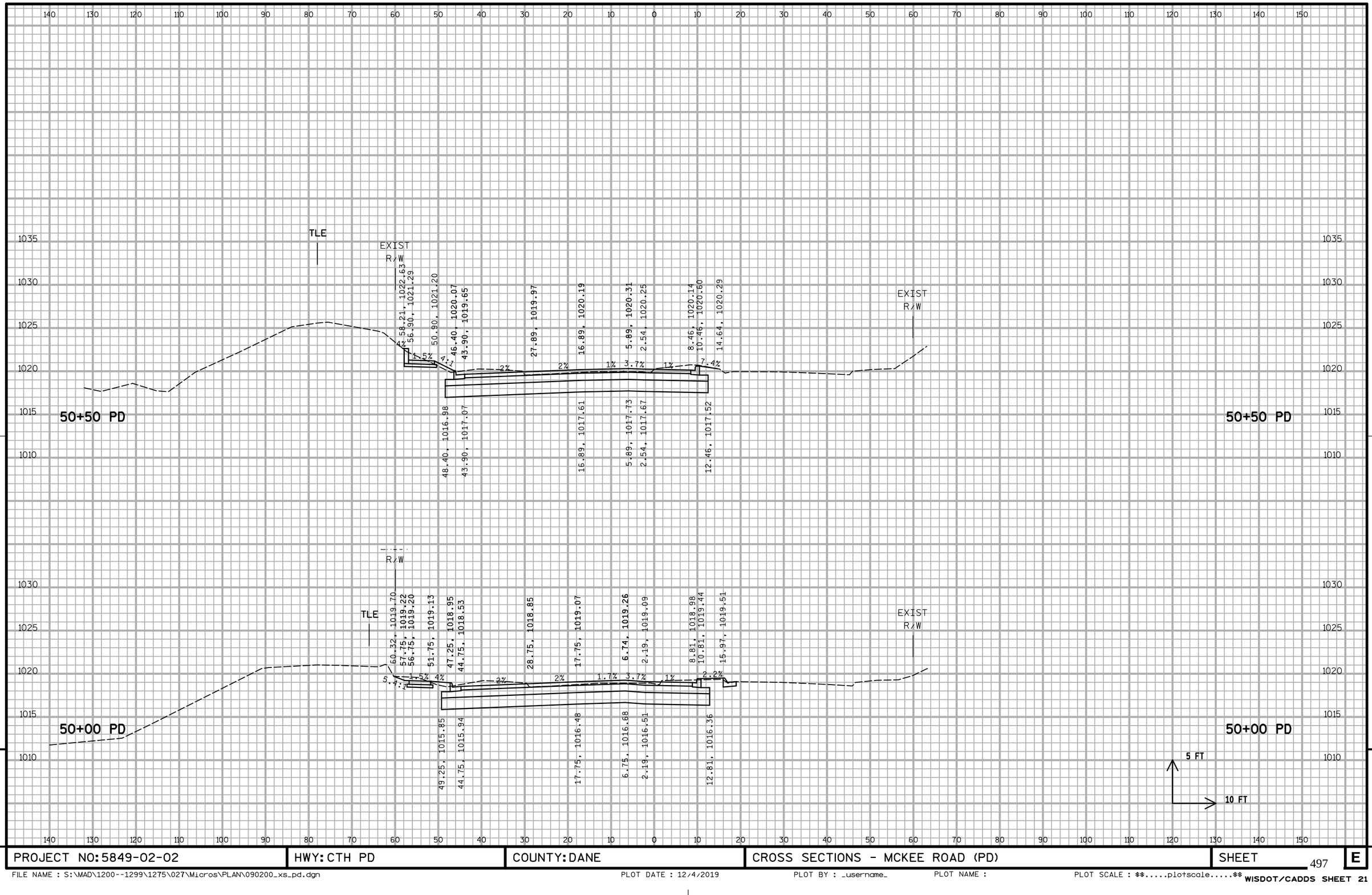
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 495	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



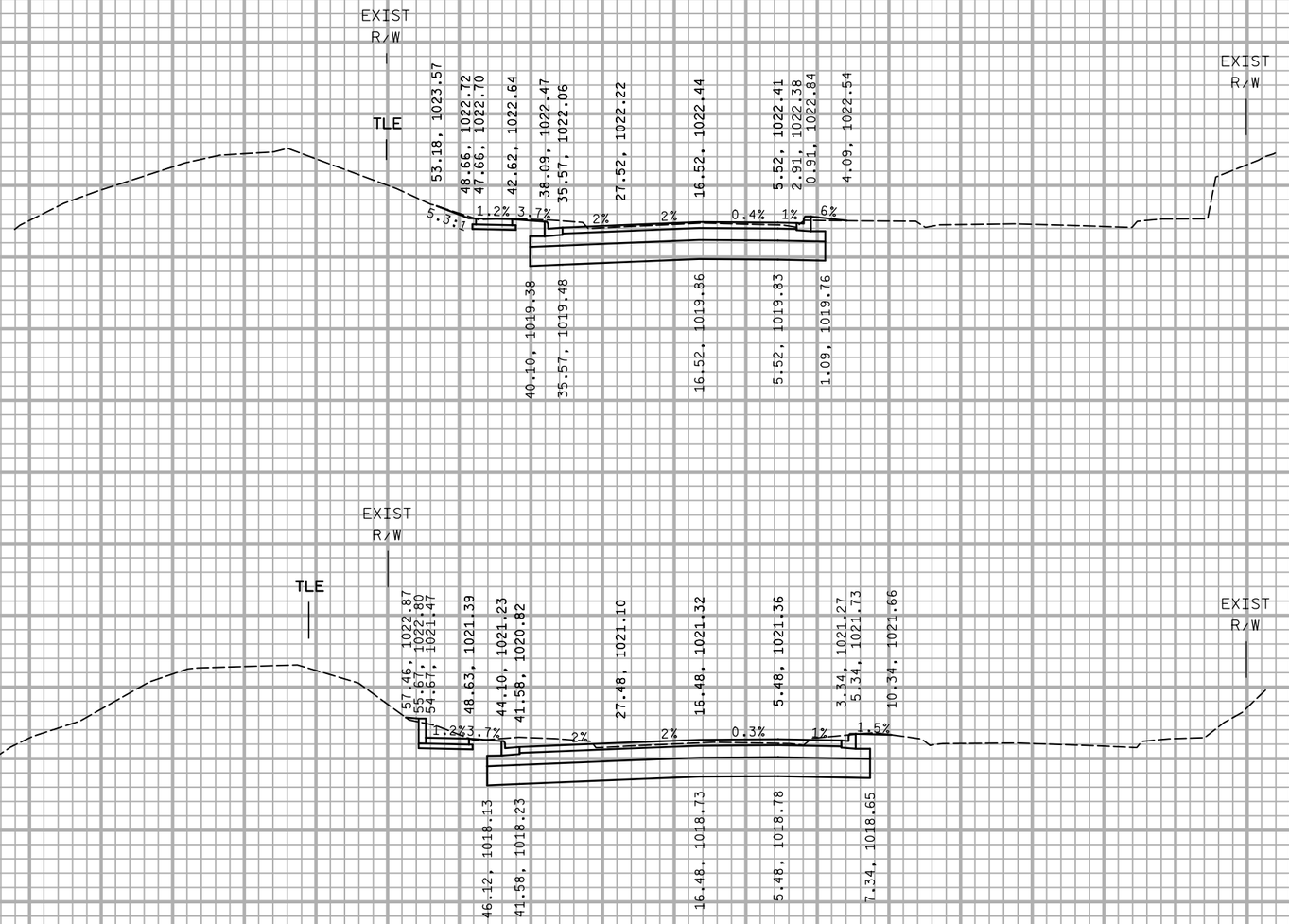
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 496 E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 497	E

END PROJECT
STA. 51+89.35 PD

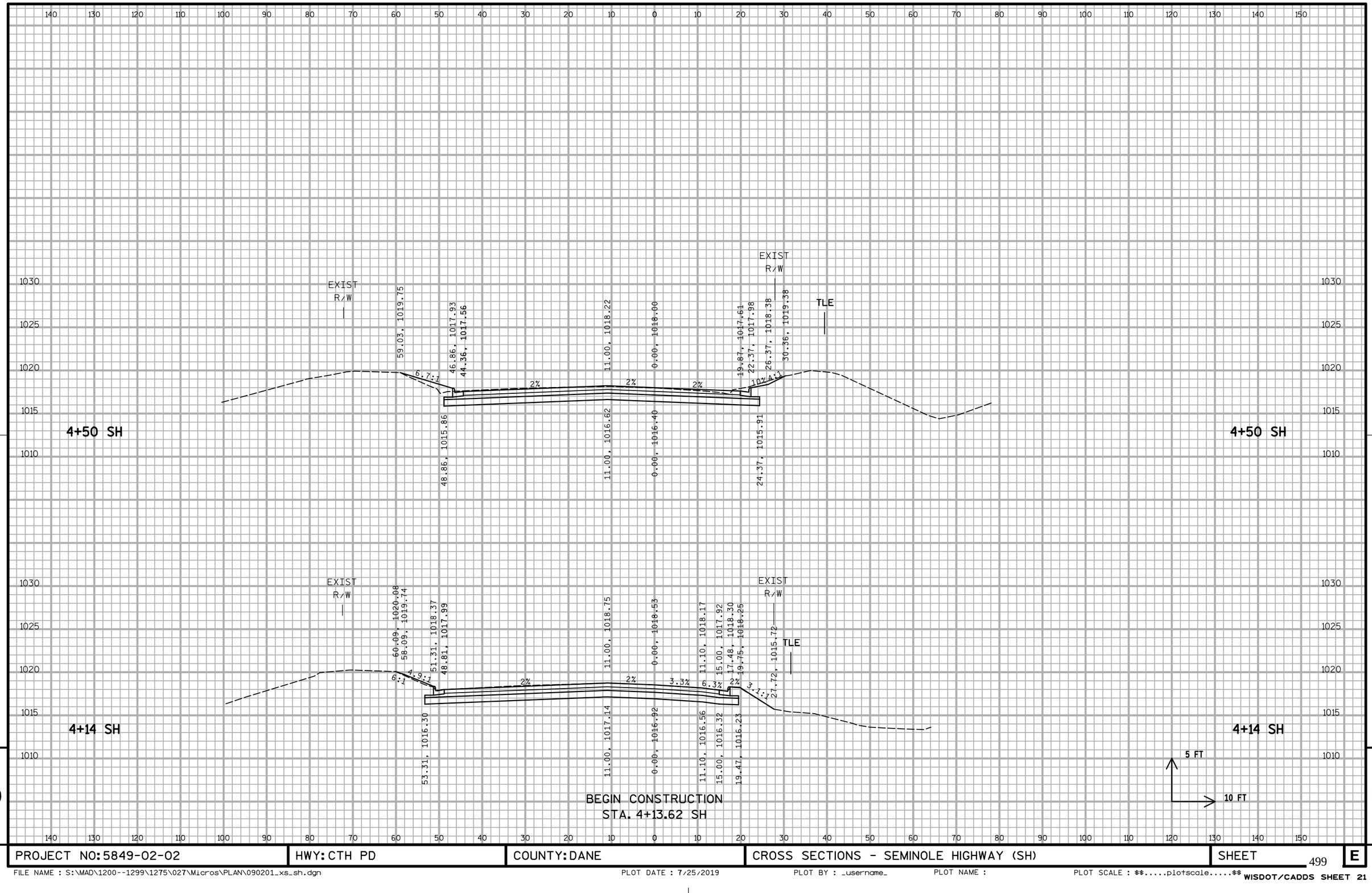


9

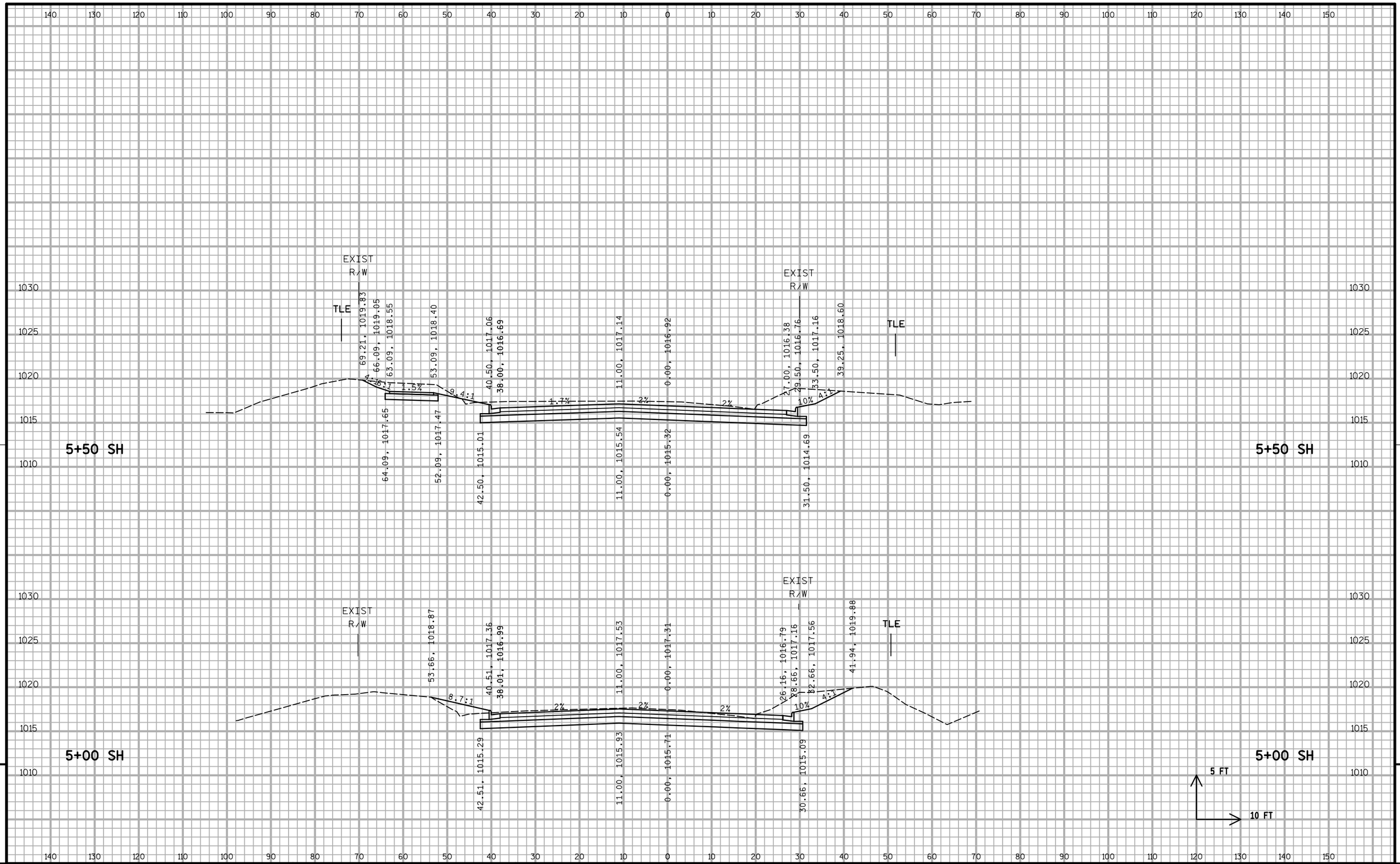
9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - MCKEE ROAD (PD)	SHEET 498	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090200_xs_pd.dgn PLOT DATE : 12/4/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

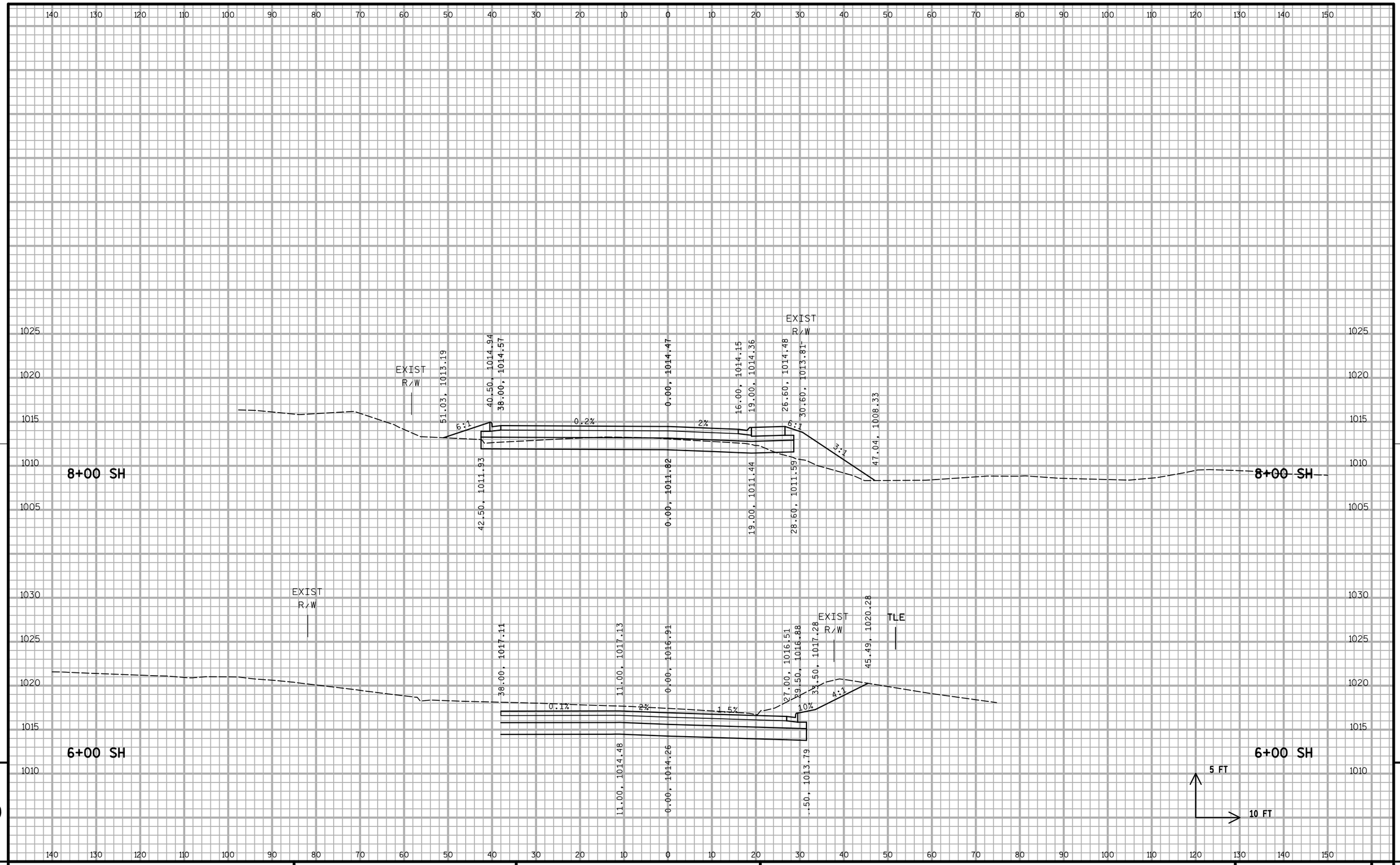


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET 499	E



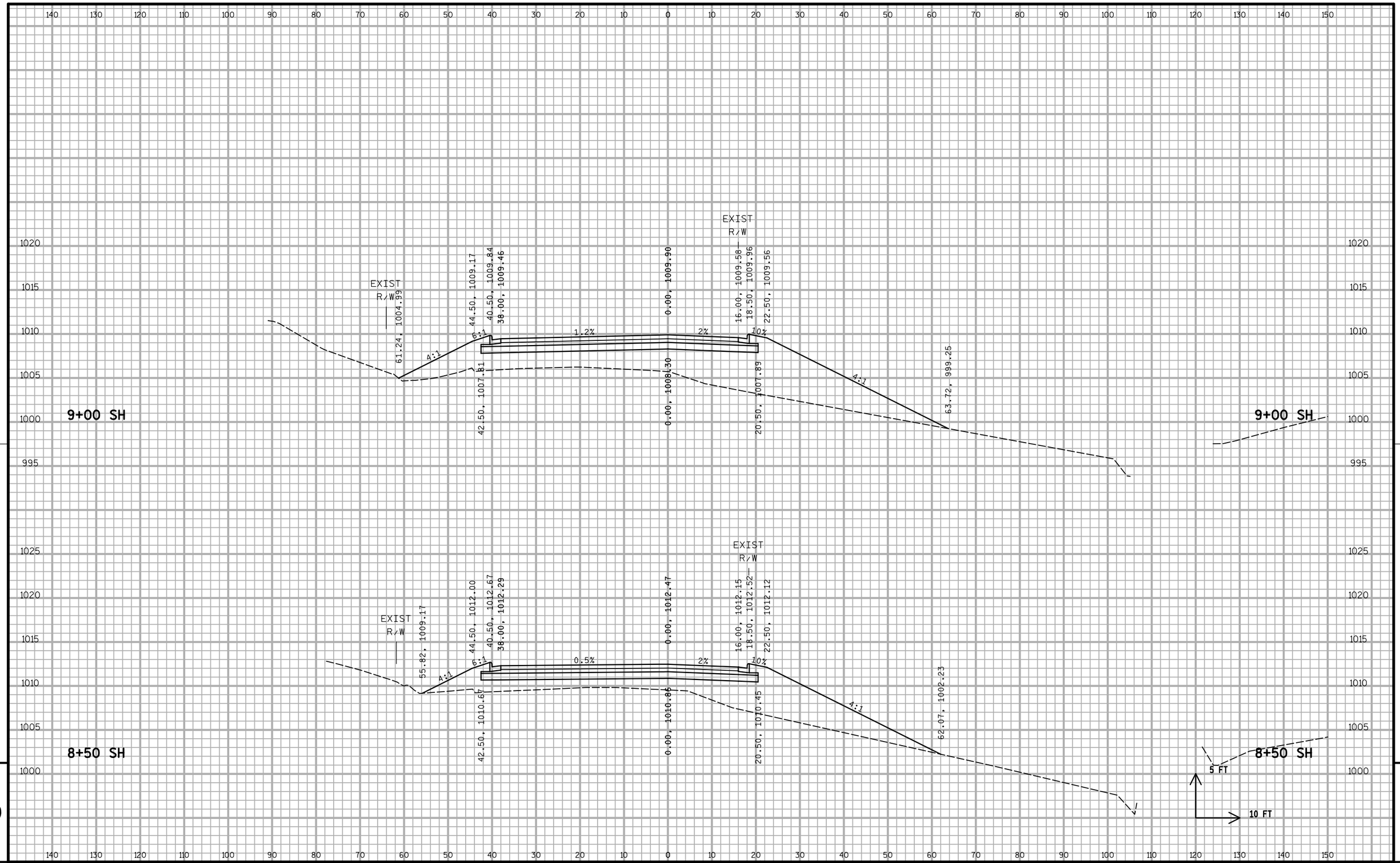
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET 500	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090201_xs_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET 501 E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090201_xs_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

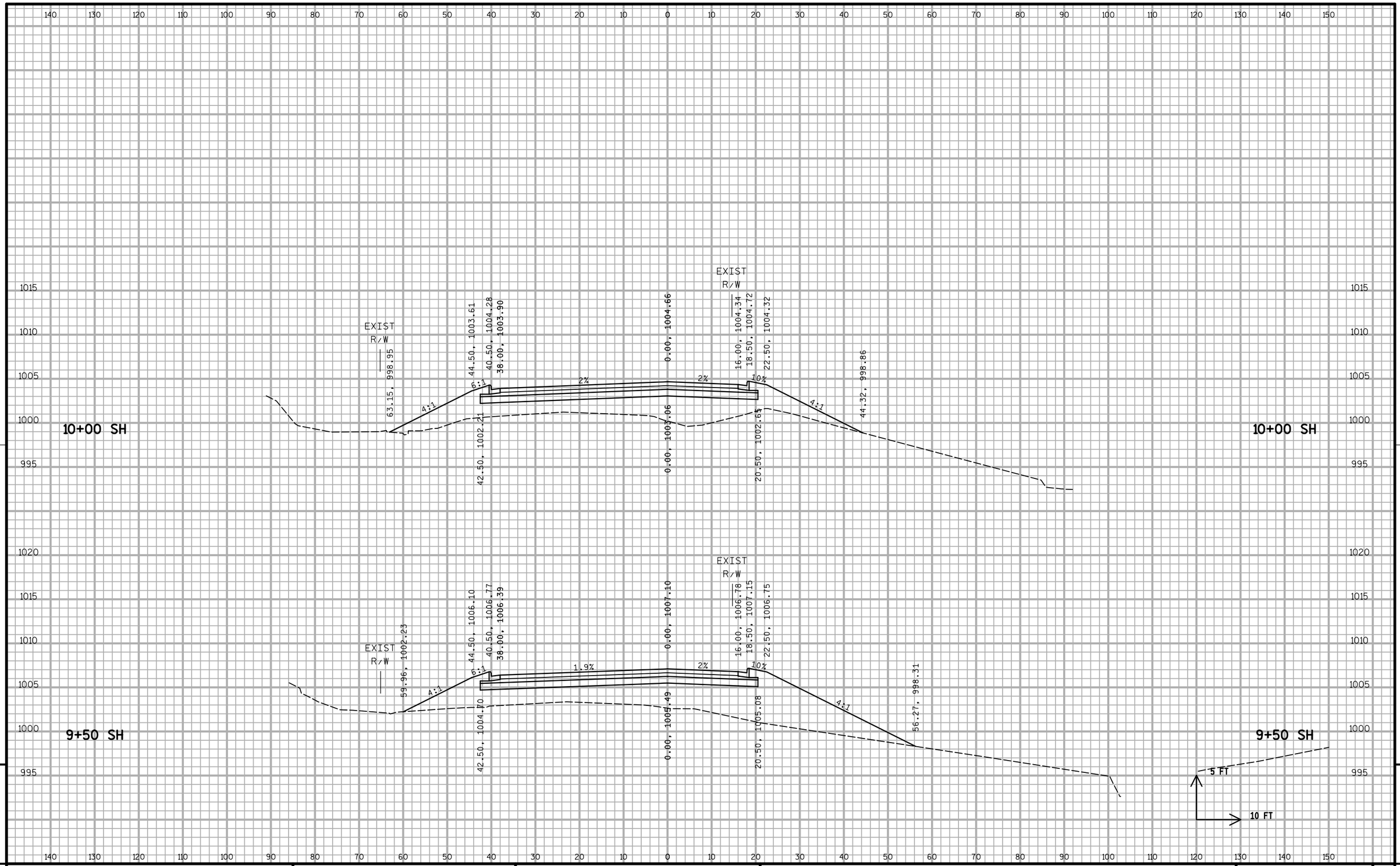


9

9

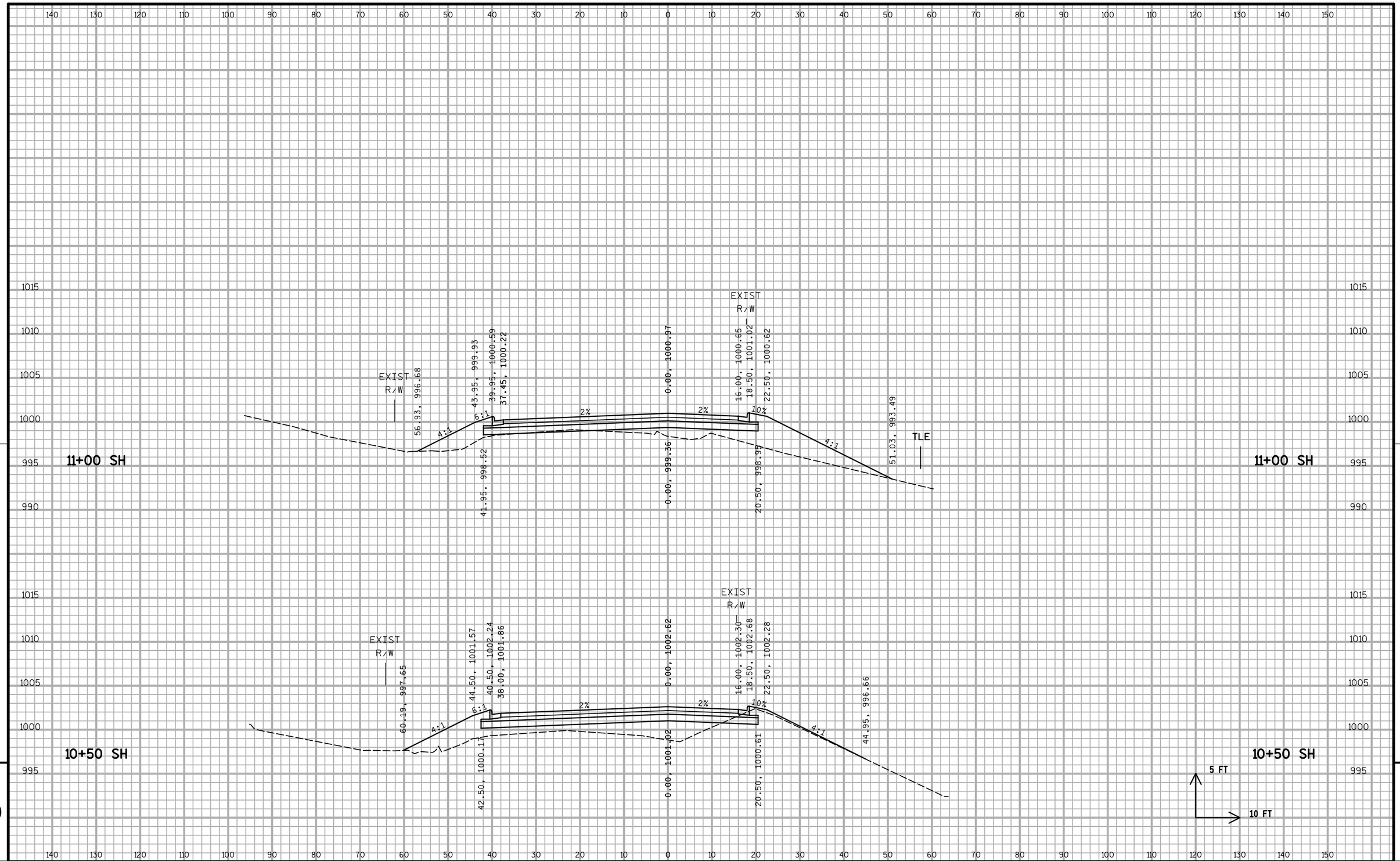
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET 502	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090201_xs_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090201_xs_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

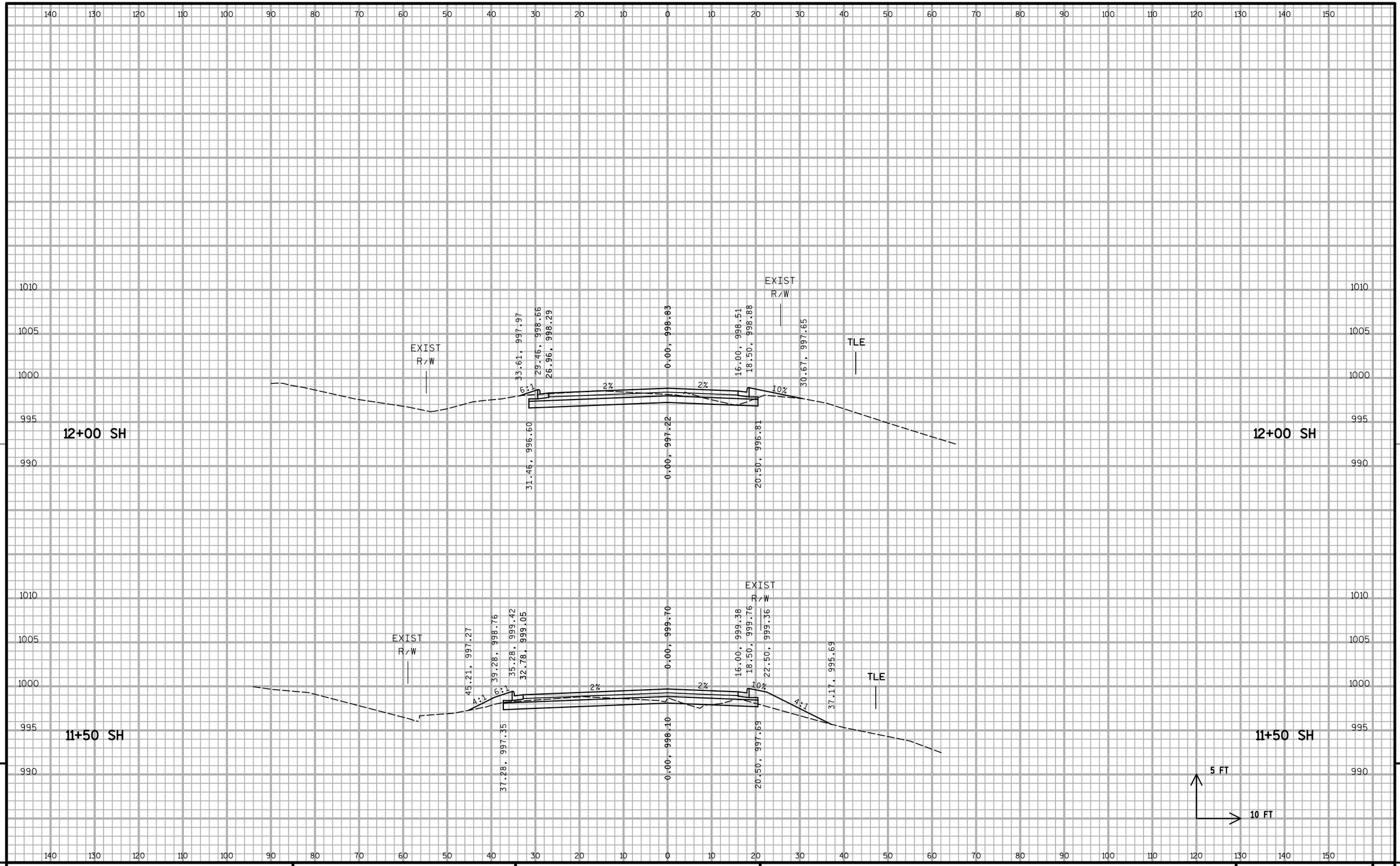


9

9

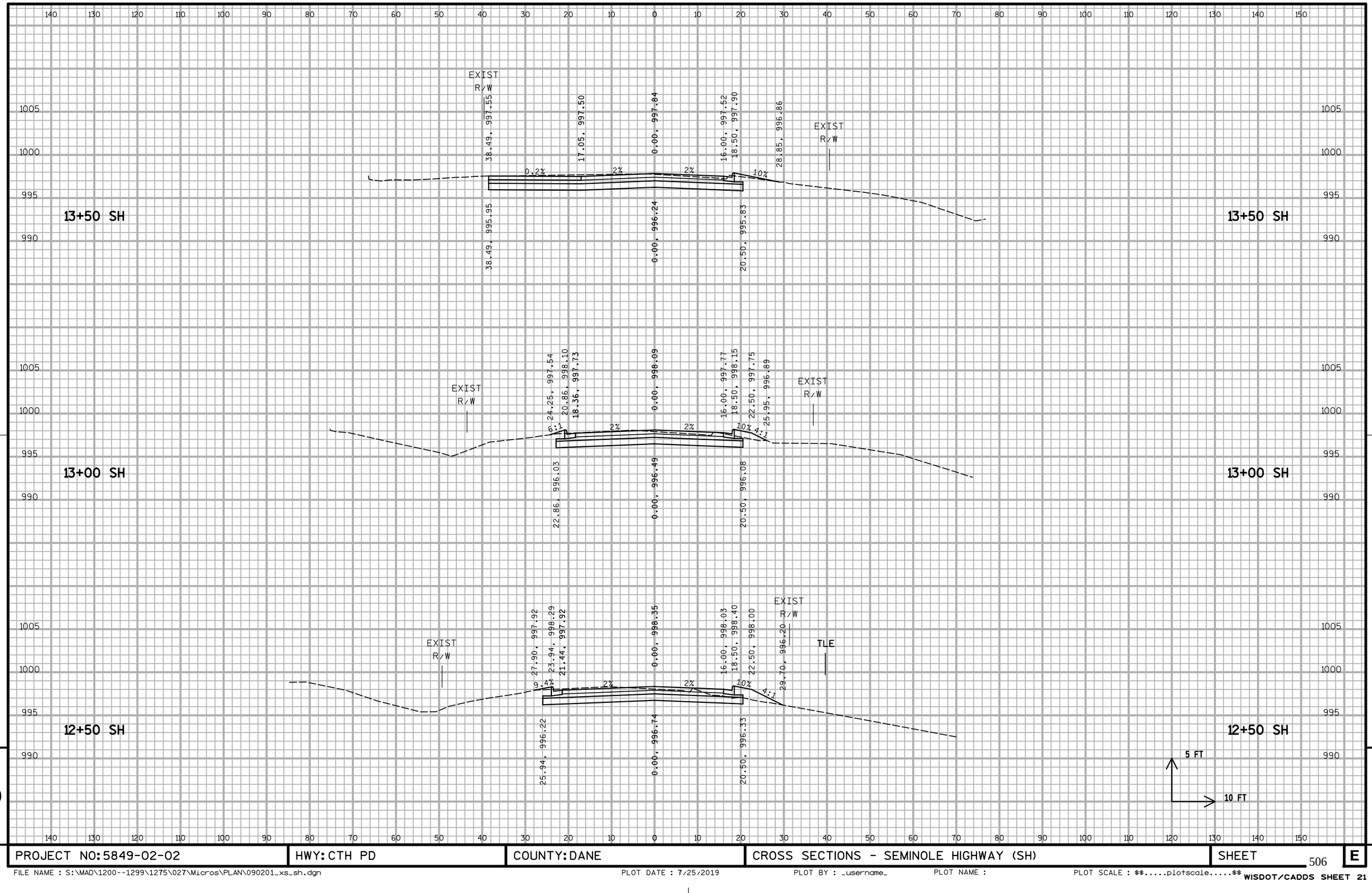
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET 504	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090201_xs_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET 505	E

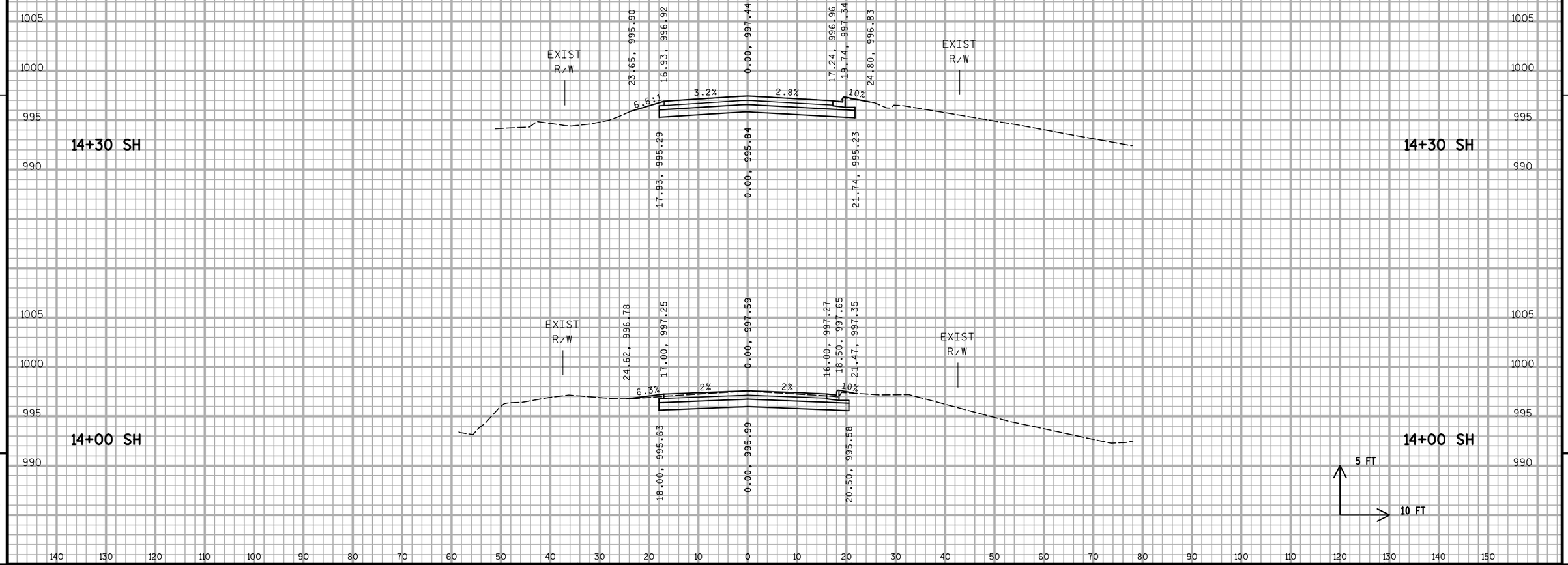
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090201_xs_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

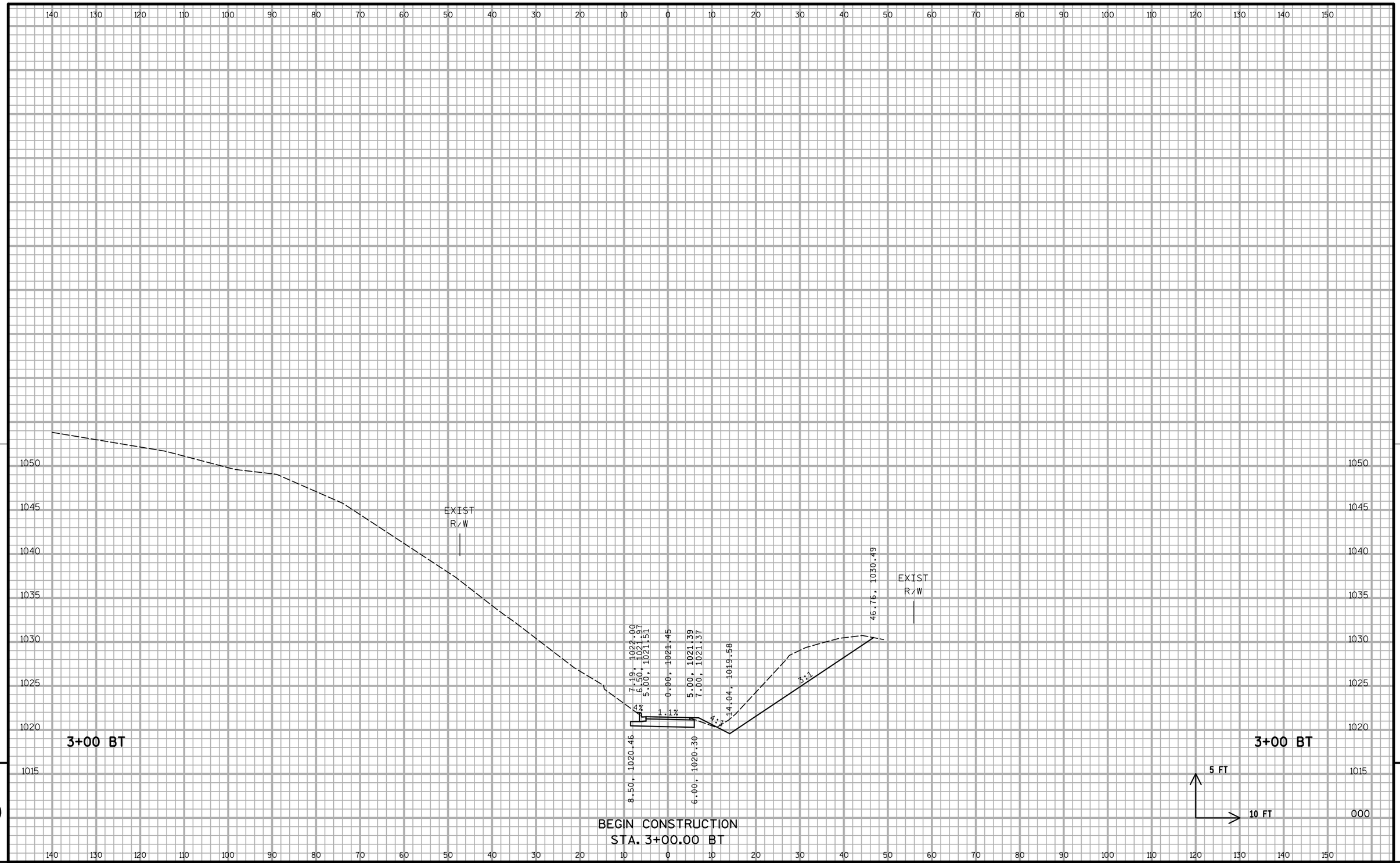


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SEMINOLE HIGHWAY (SH)	SHEET 506	E

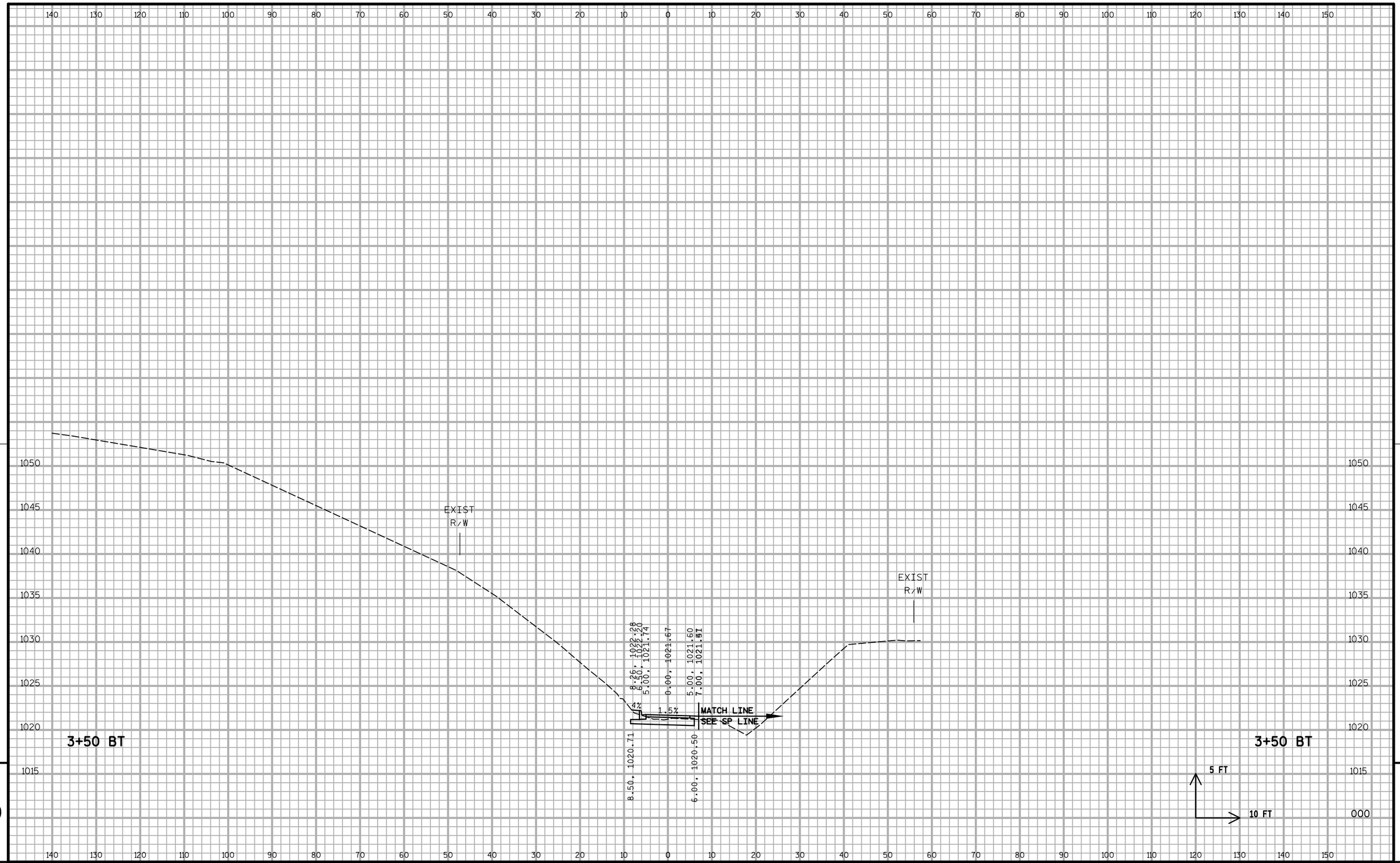
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090201_xs_sh.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 14+30.41 SH





PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET 508	E



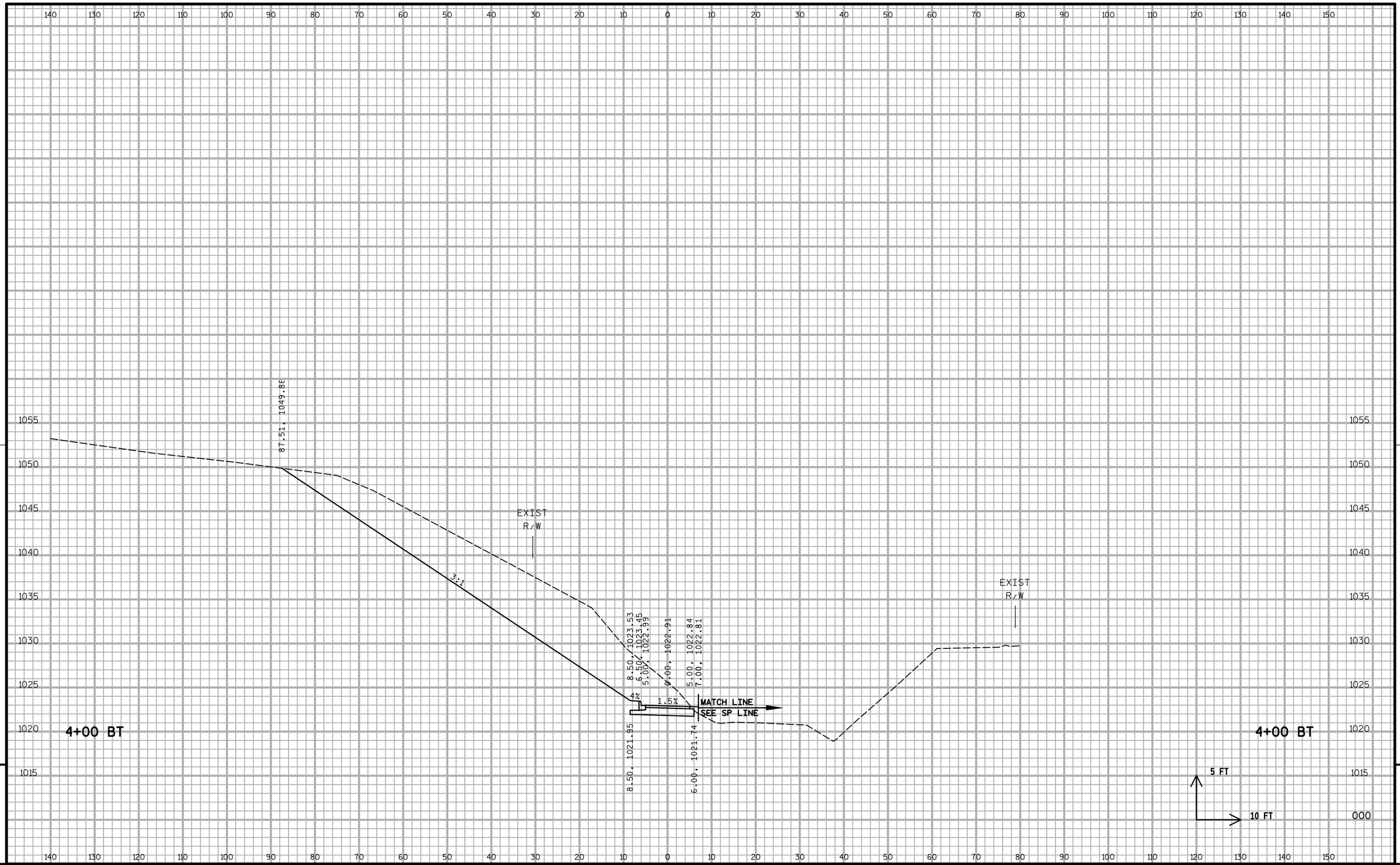
9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

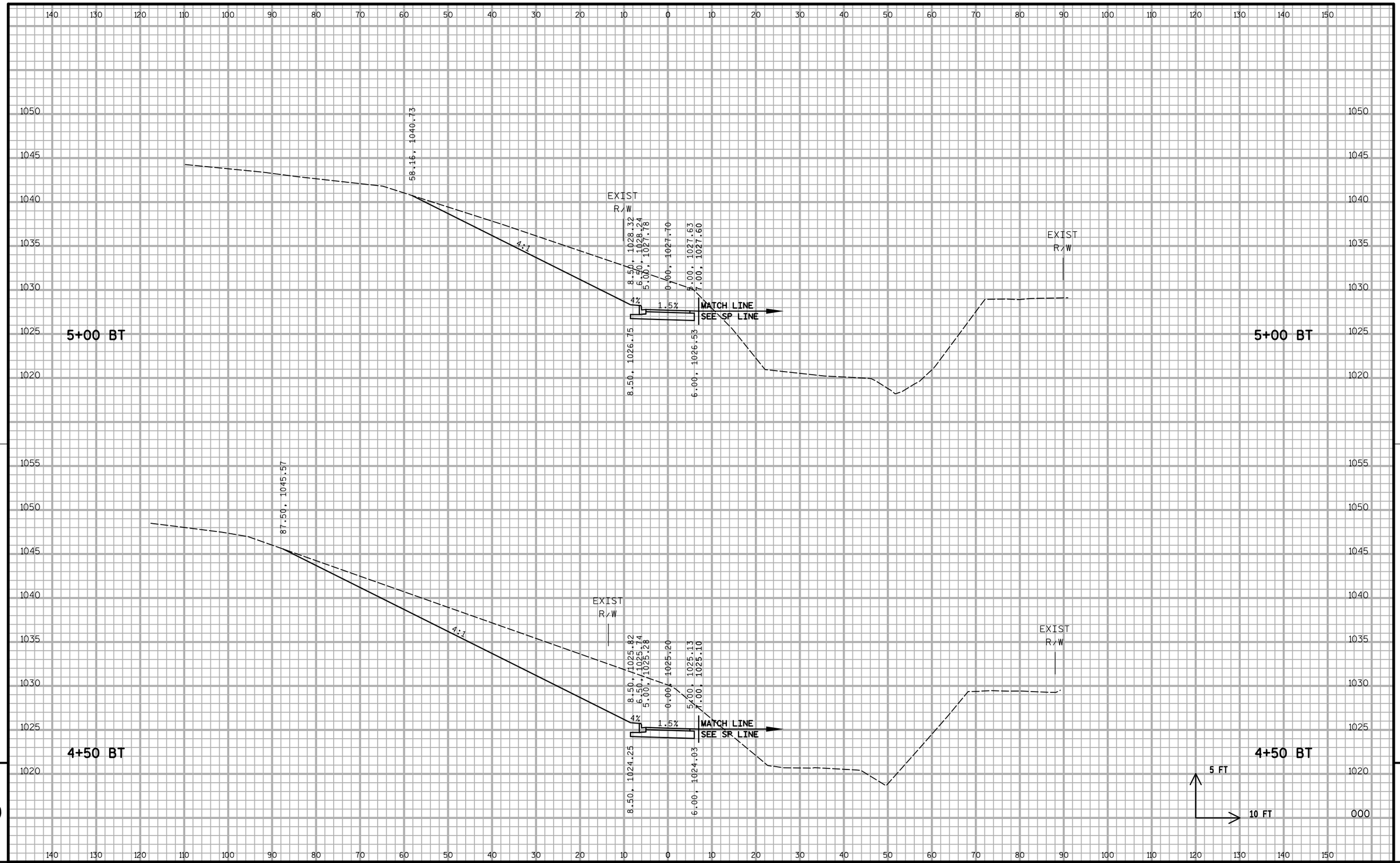
WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

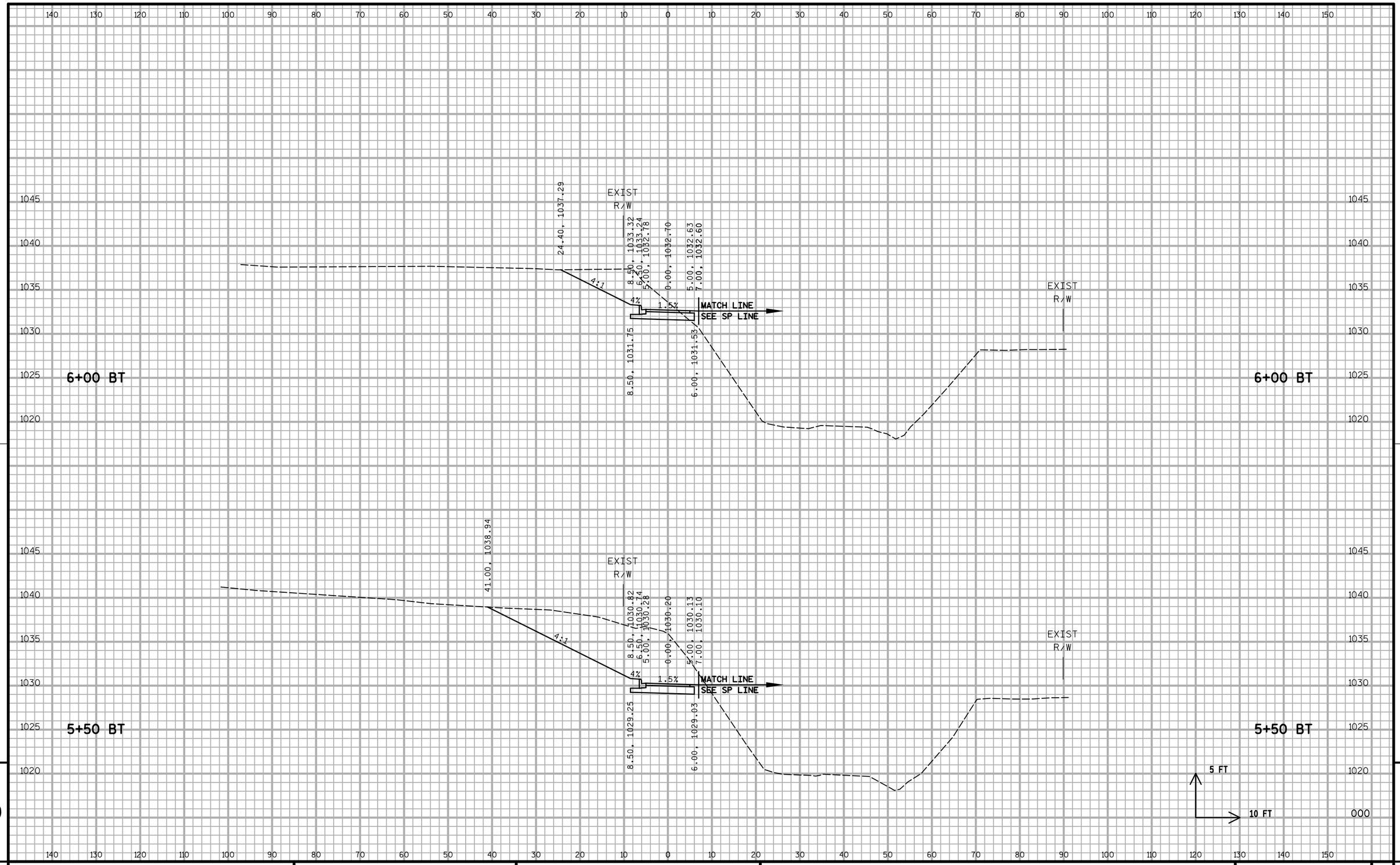


9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET 511	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



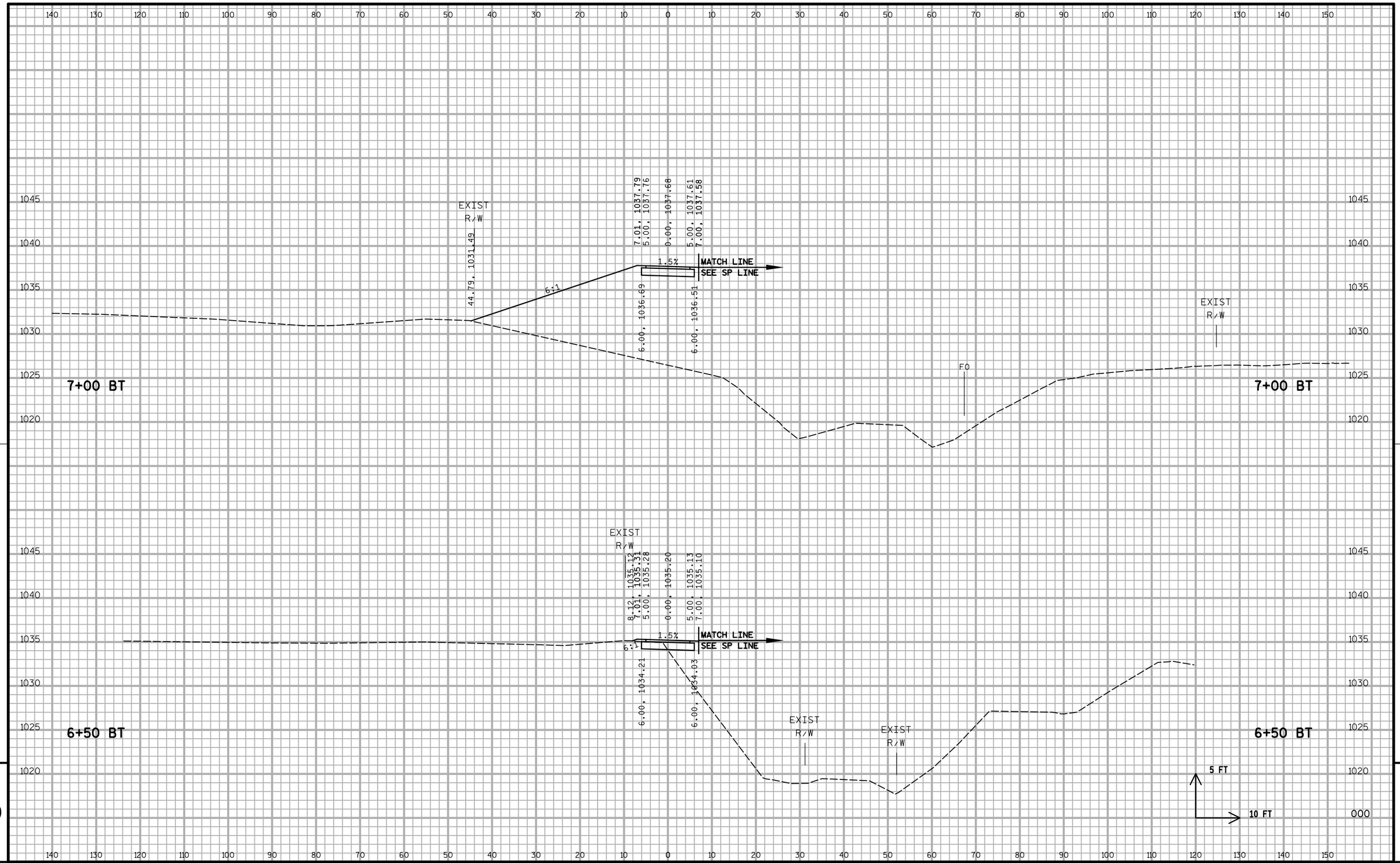
9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET 512	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

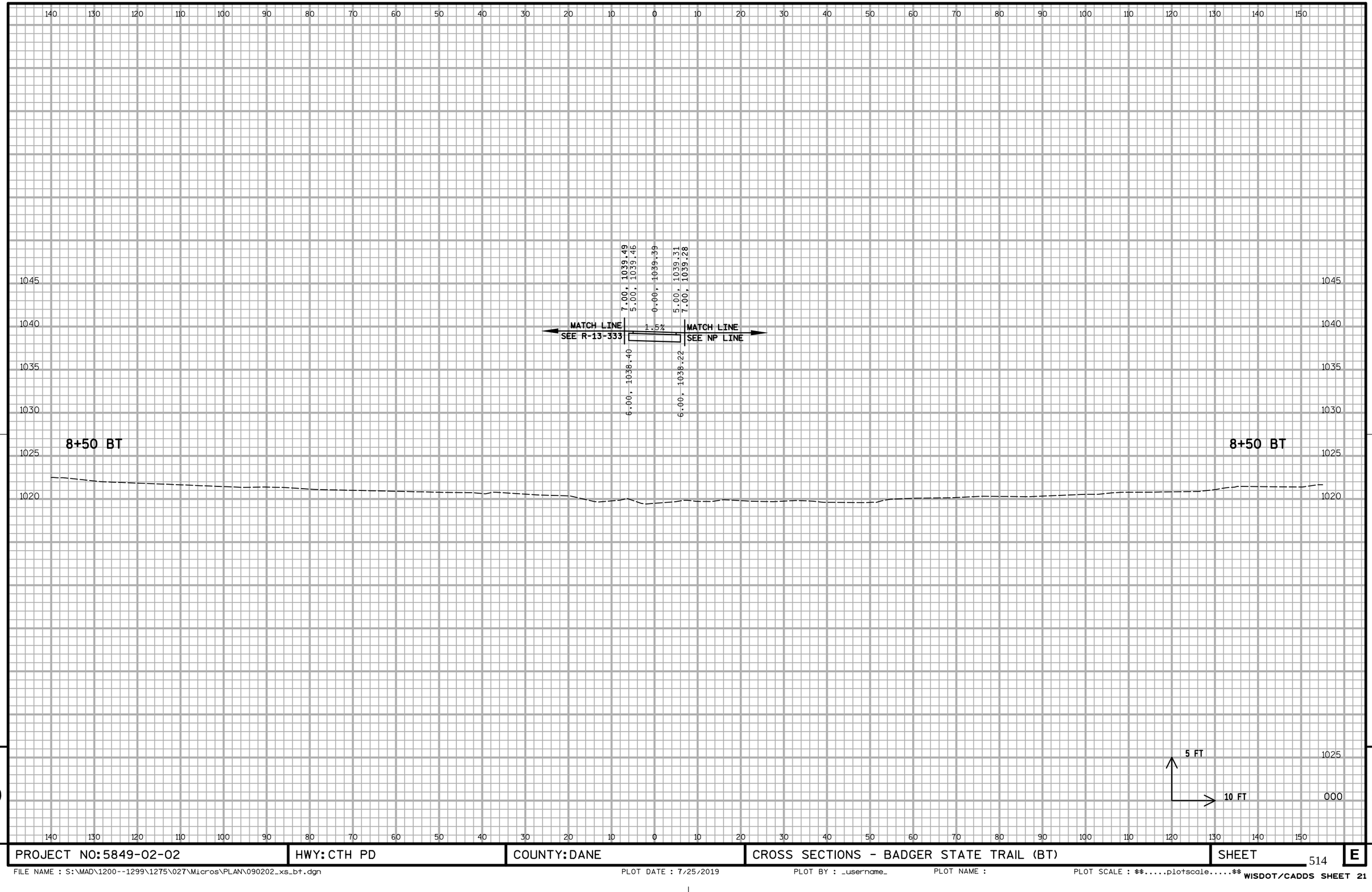


9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

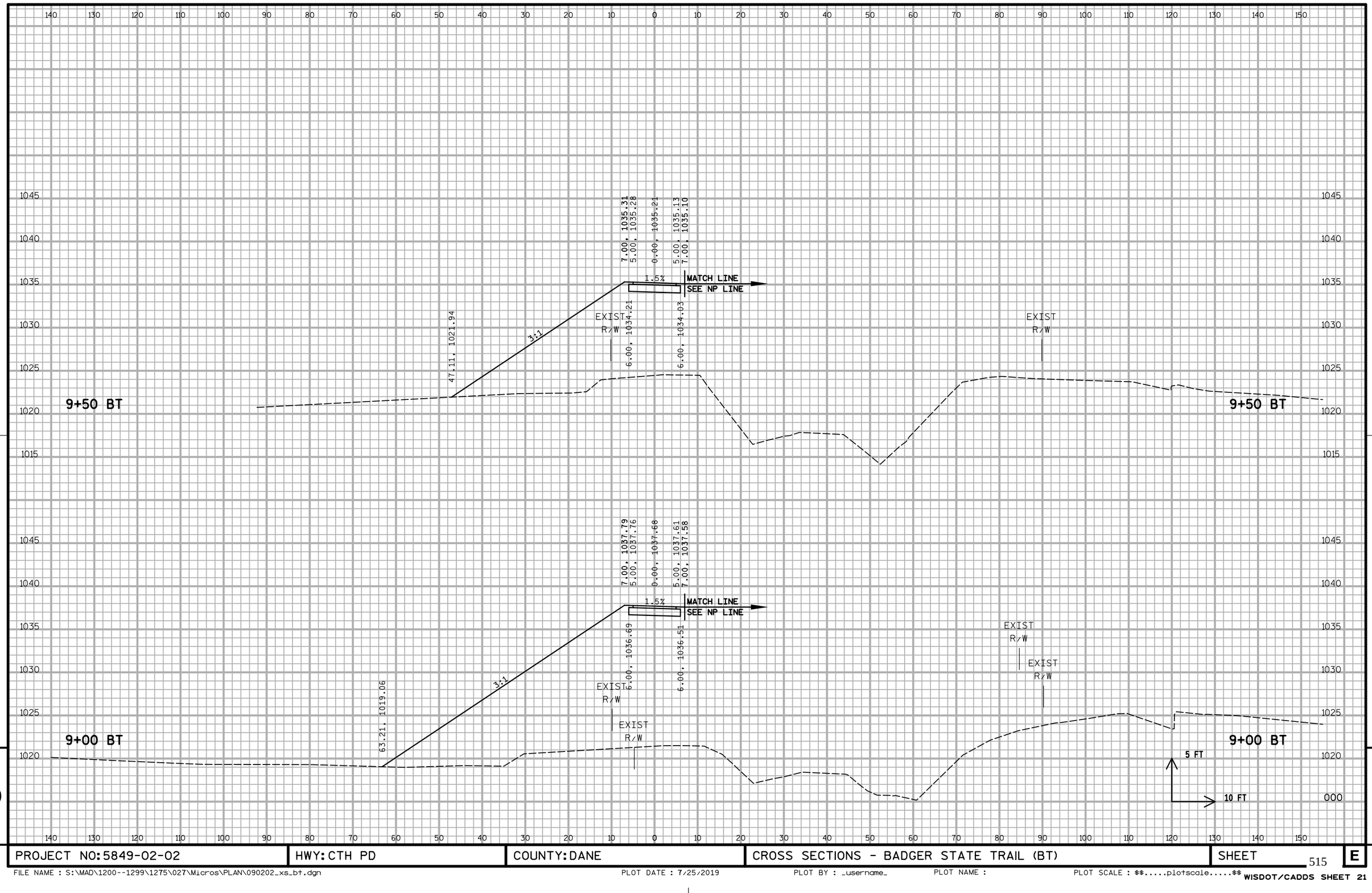


9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET 514	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

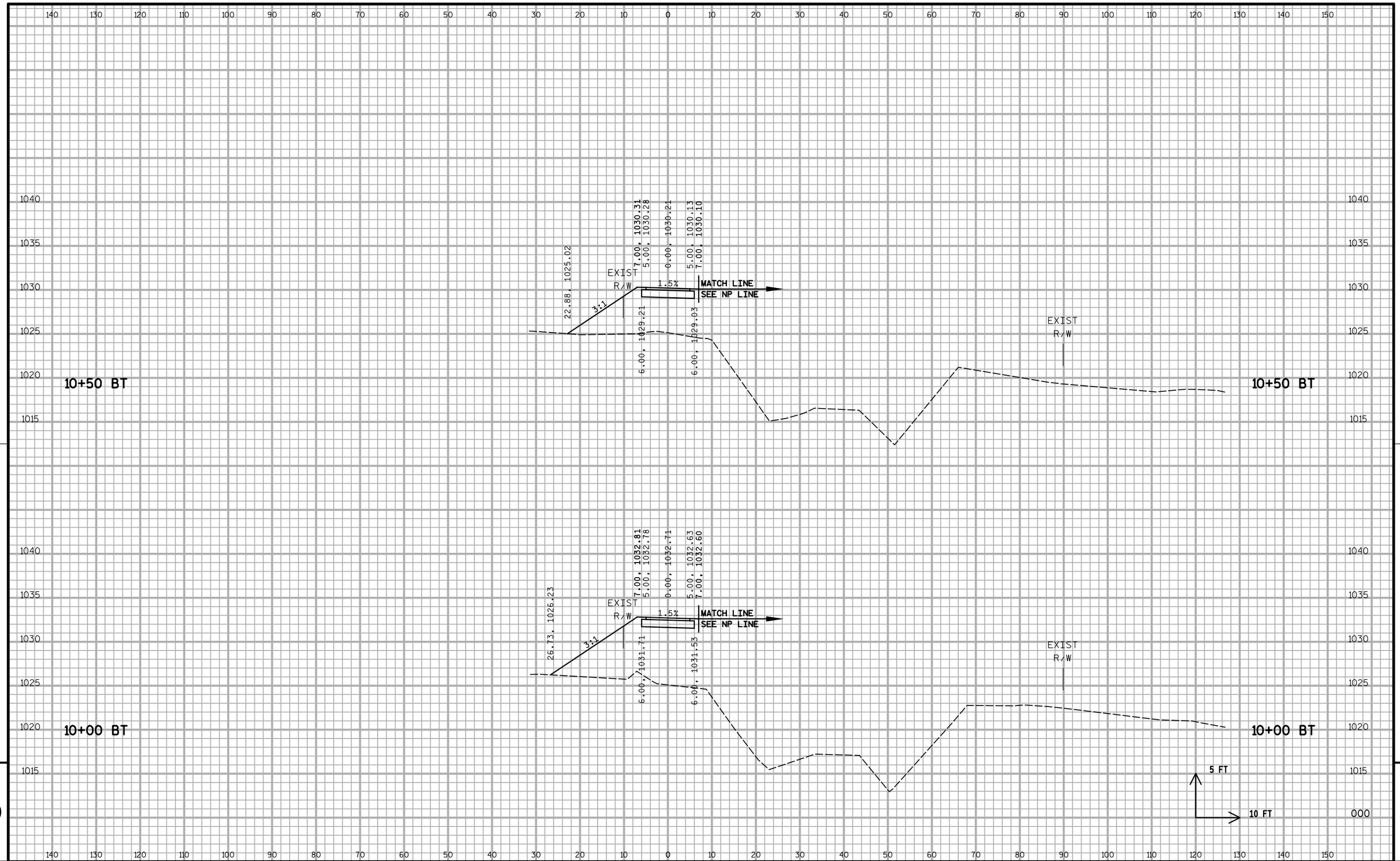


9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET 515	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

9

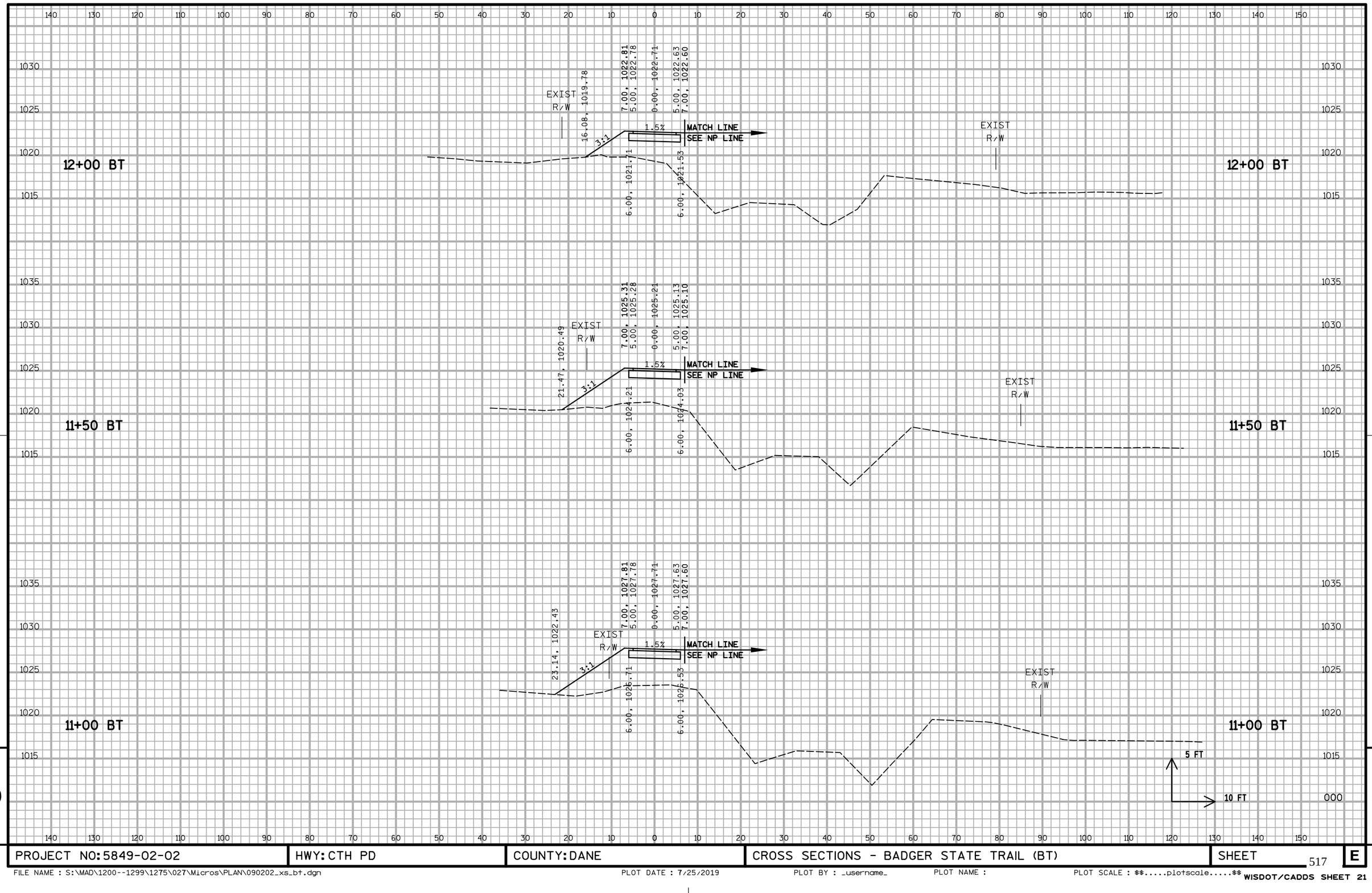


9

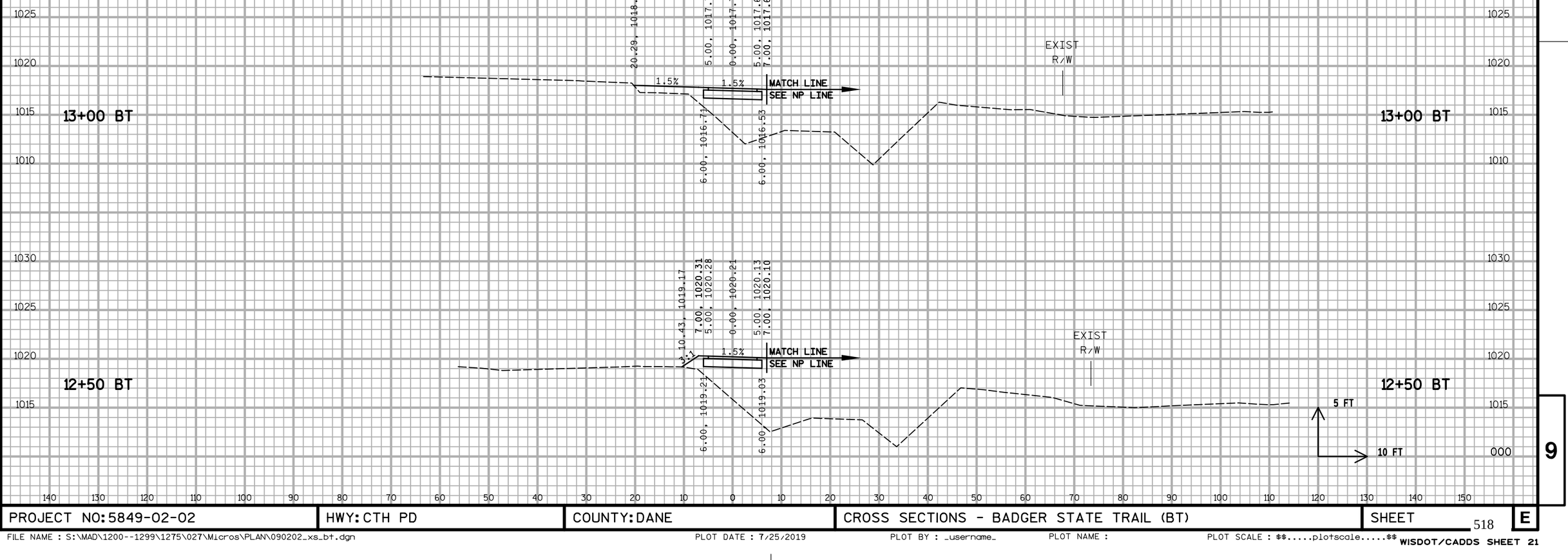
9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET 516	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

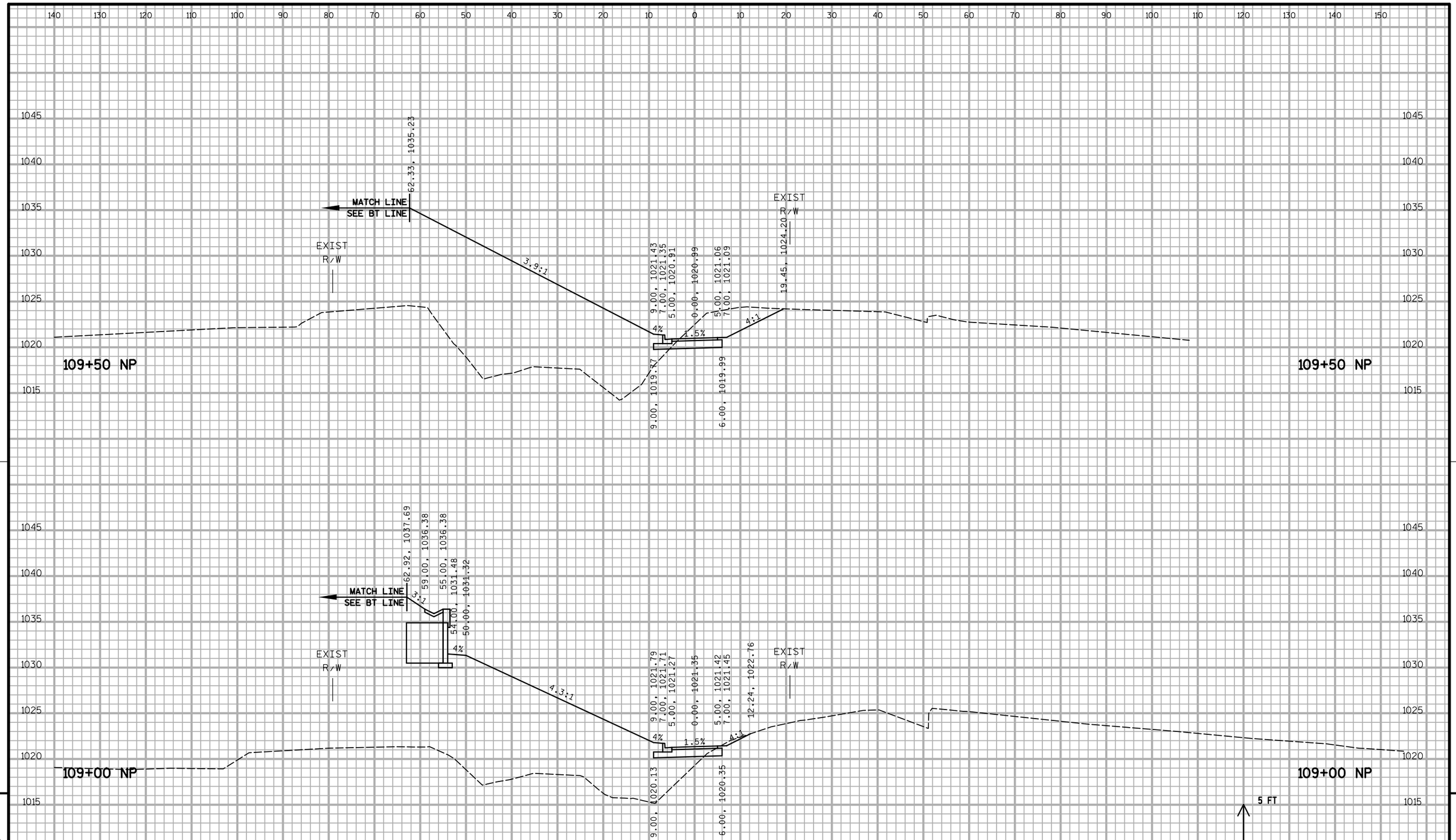

12+00 BT
EXIST R/W
16.08, 1019.78
3:1
7.00, 1022.81
5.00, 1022.78
0.00, 1022.71
5.00, 1022.63
7.00, 1022.60
1.5%
MATCH LINE
SEE NP LINE
6.00, 1021.71
6.00, 1021.53
EXIST R/W
12+00 BT
11+50 BT
EXIST R/W
21.47, 1020.49
3:1
7.00, 1025.31
5.00, 1025.28
0.00, 1025.21
5.00, 1025.13
7.00, 1025.10
1.5%
MATCH LINE
SEE NP LINE
6.00, 1024.21
6.00, 1024.03
EXIST R/W
11+50 BT
11+00 BT
EXIST R/W
23.14, 1022.43
3:1
7.00, 1027.81
5.00, 1027.78
0.00, 1027.71
5.00, 1027.63
7.00, 1027.60
1.5%
MATCH LINE
SEE NP LINE
6.00, 1026.71
6.00, 1026.53
EXIST R/W
11+00 BT
5 FT
10 FT

END CONSTRUCTION
STA. 14+55.00 BT

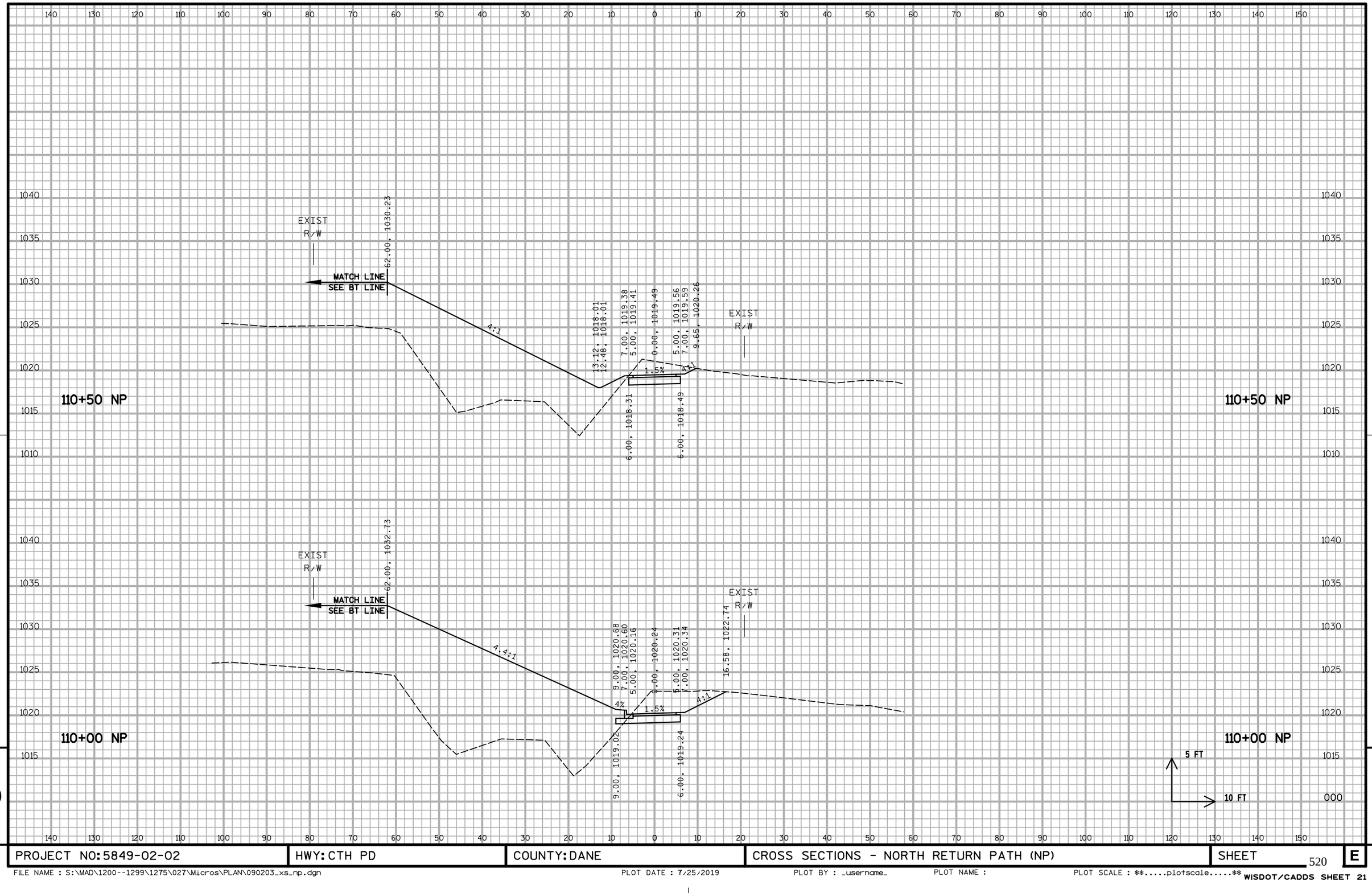


PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - BADGER STATE TRAIL (BT)	SHEET 518	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090202_xs_bt.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - NORTH RETURN PATH (NP)	SHEET 519	E



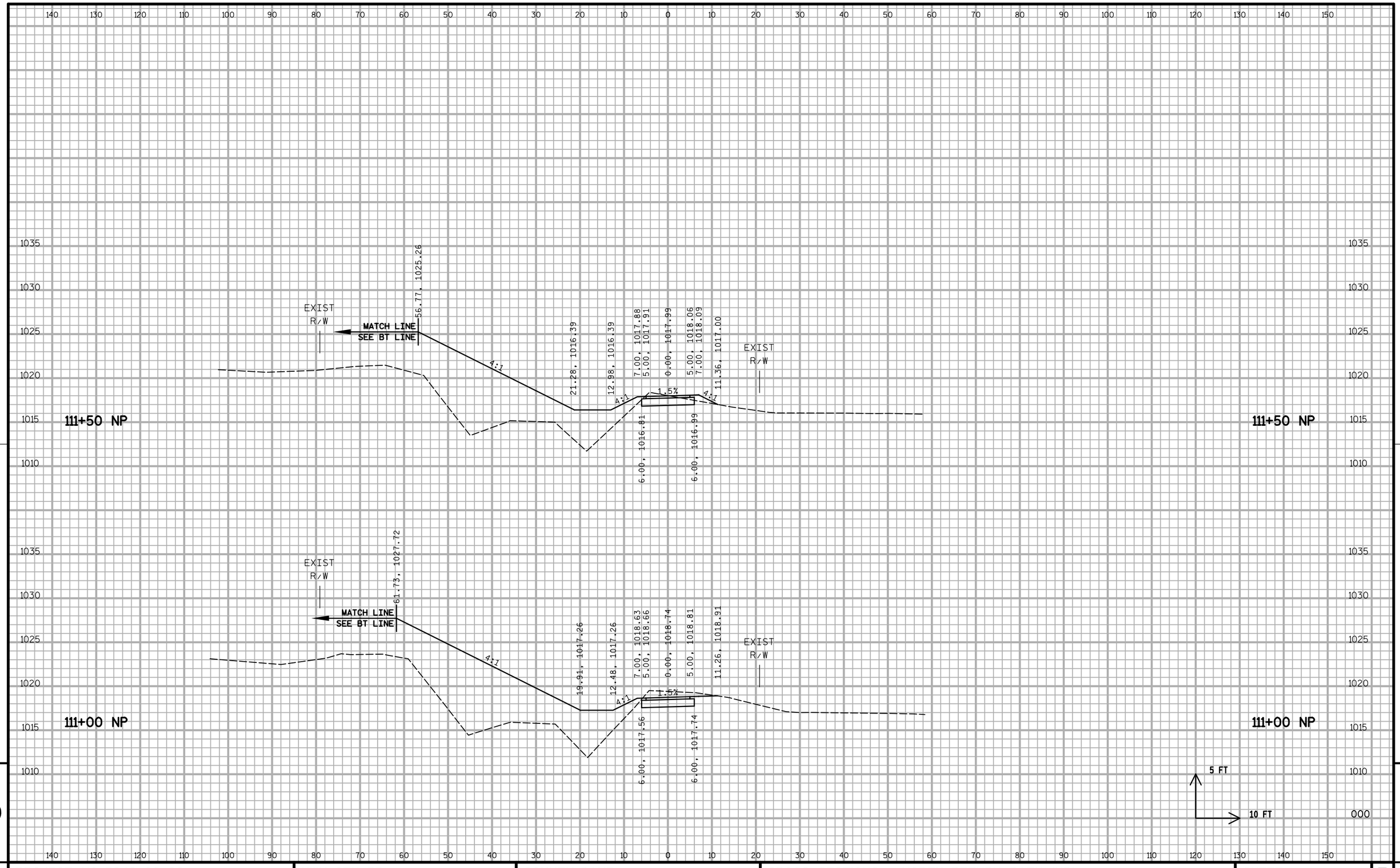
9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - NORTH RETURN PATH (NP)	SHEET 520	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090203_xs_np.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

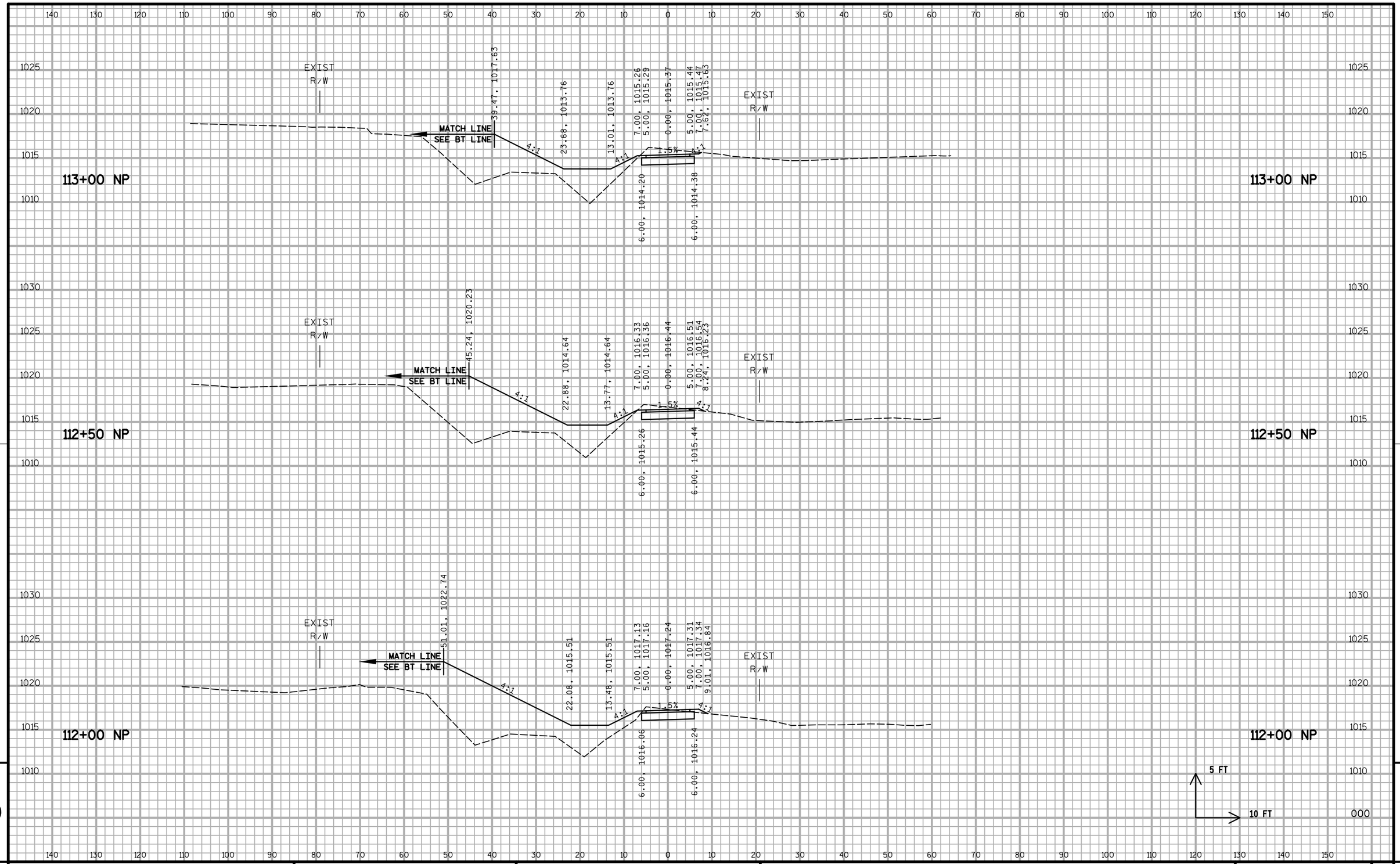


9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - NORTH RETURN PATH (NP)	SHEET 521	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090203_xs_np.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

9

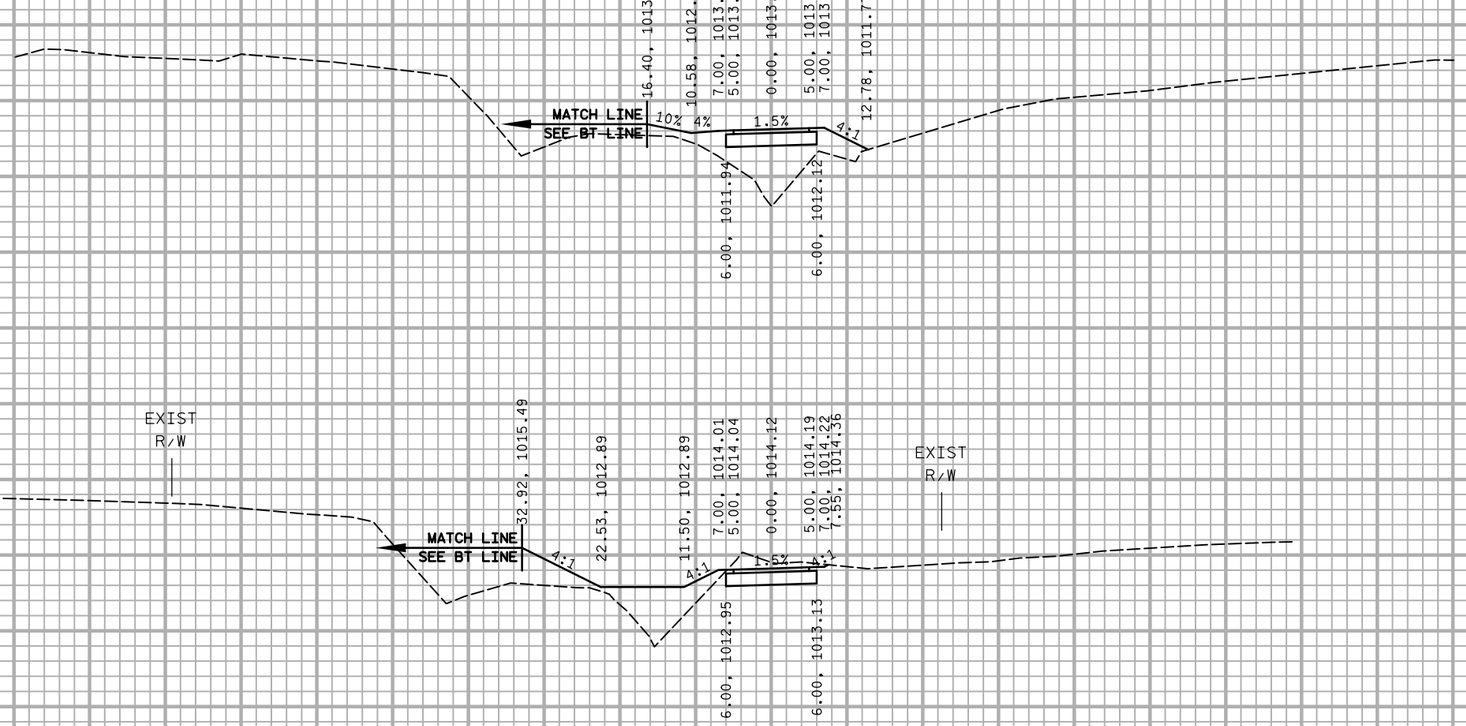


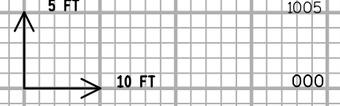
9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - NORTH RETURN PATH (NP)	SHEET 522	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090203_xs_np.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

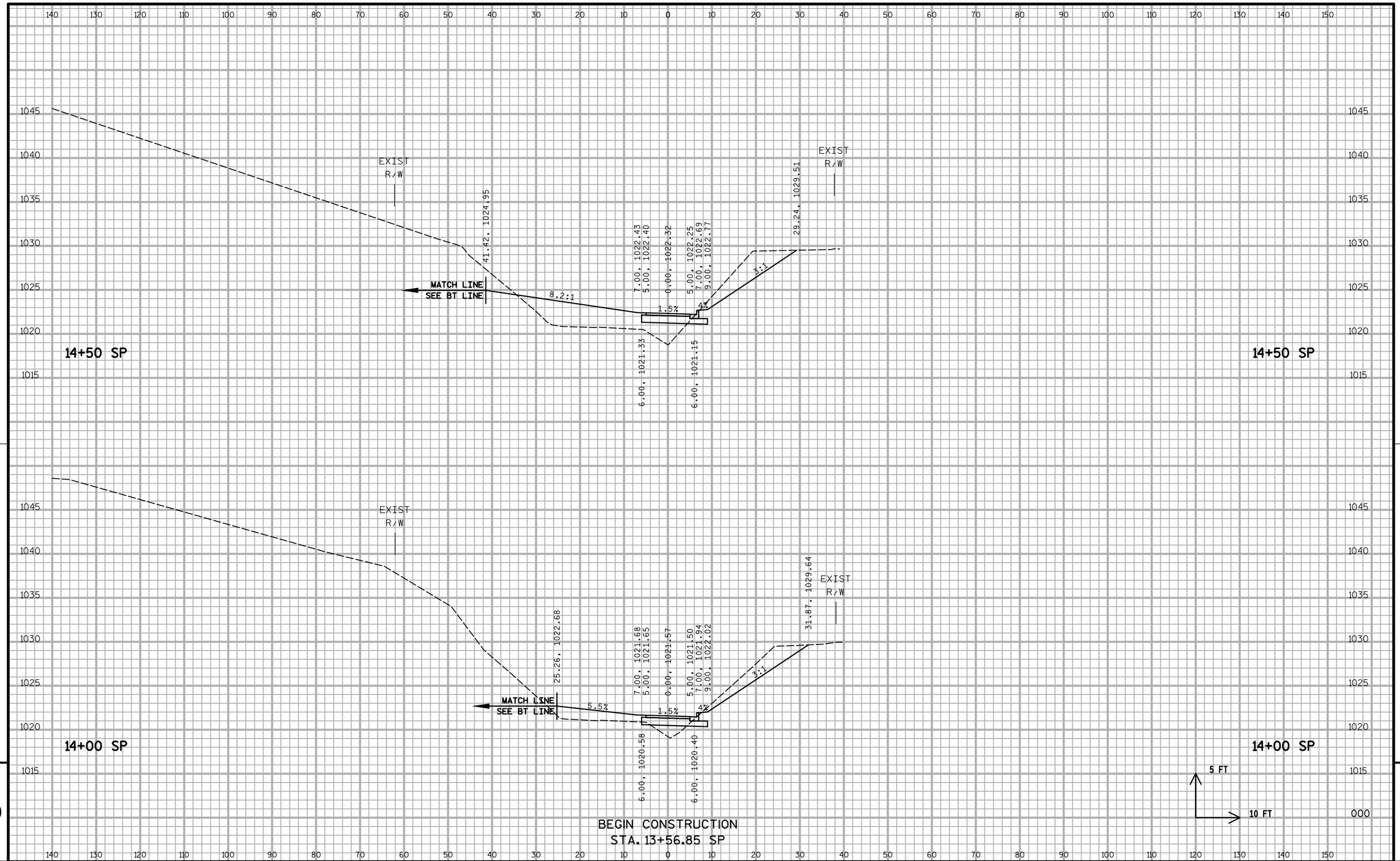
END CONSTRUCTION
STA. 114+29.13 NP





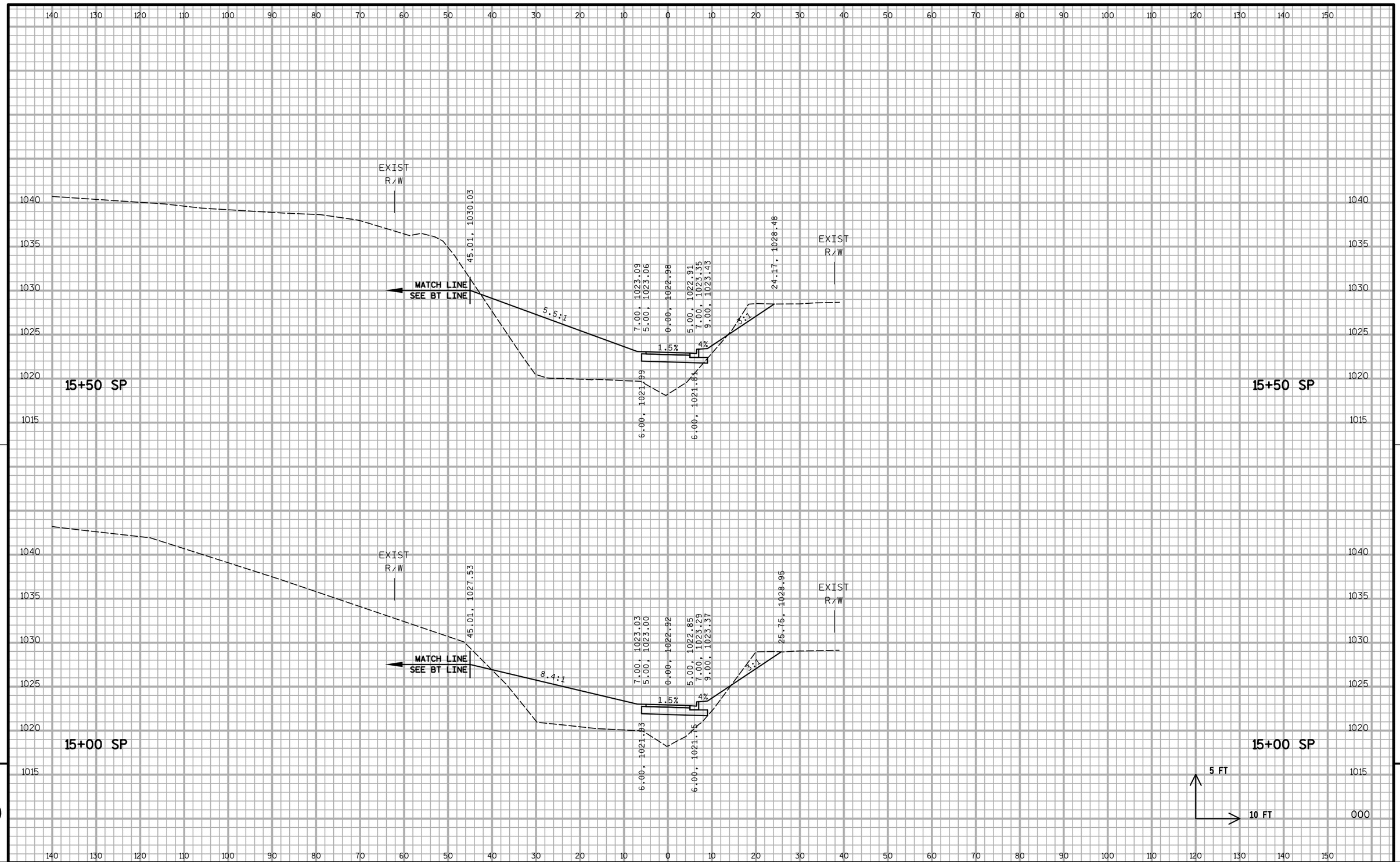
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - NORTH RETURN PATH (NP)	SHEET 523	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090203_xs_np.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SOUTH RETURN PATH (SP)	SHEET 524	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090204_xs_sp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

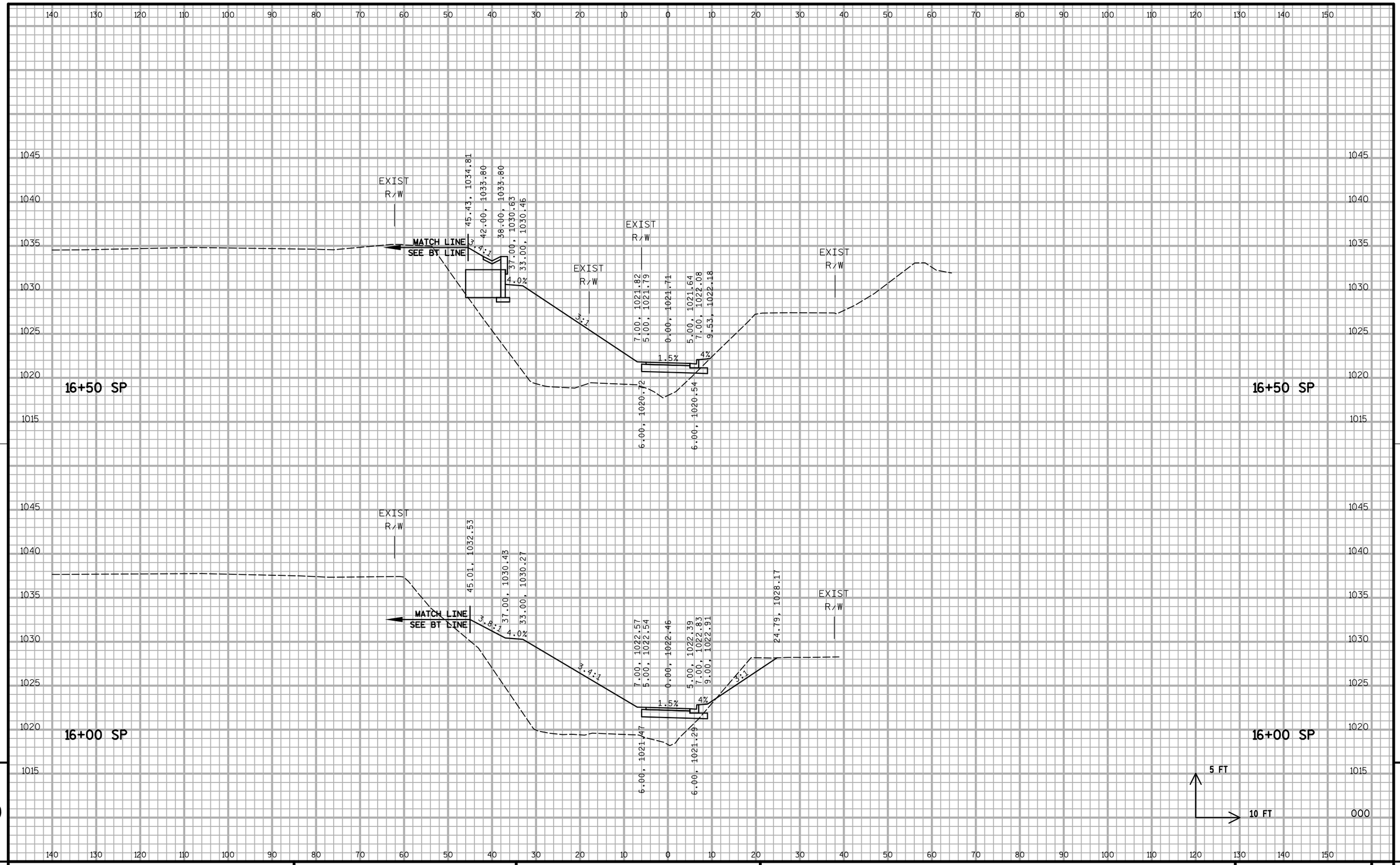


9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SOUTH RETURN PATH (SP)	SHEET 525	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090204_xs_sp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

9



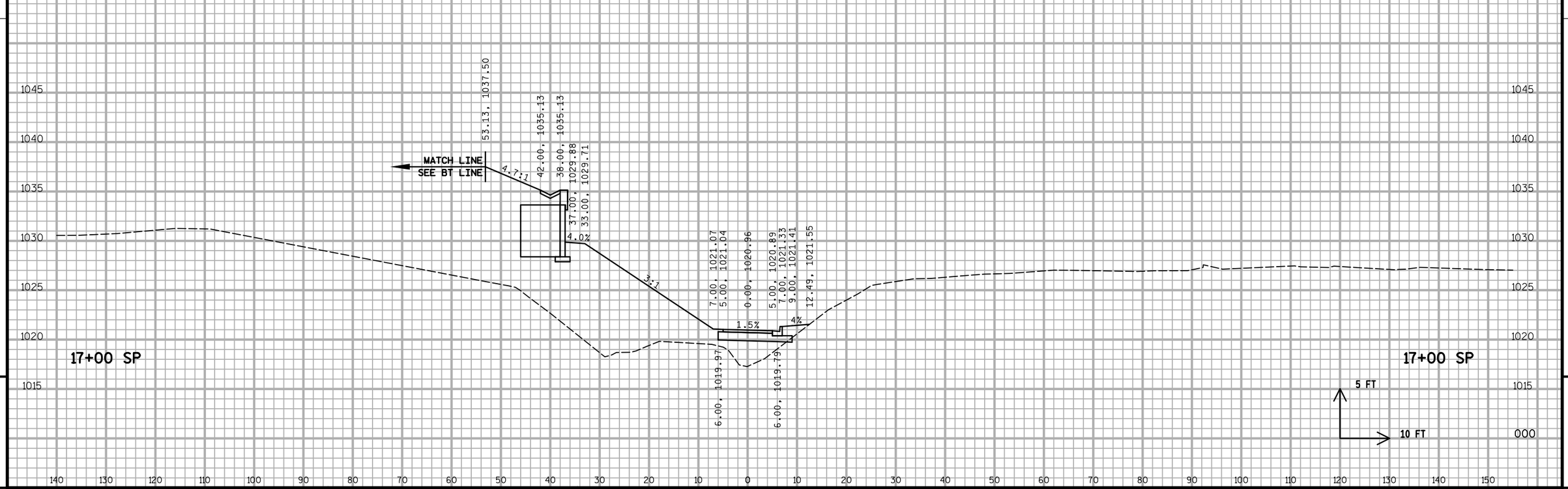
9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SOUTH RETURN PATH (SP)	SHEET 526	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090204_xs_sp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

END CONSTRUCTION
STA. 17+46.17 SP



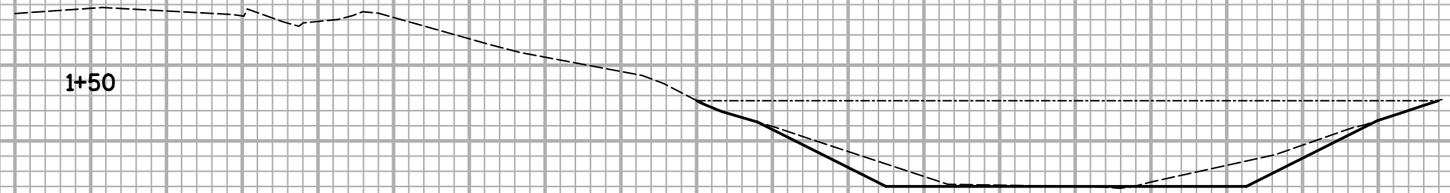
PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS - SOUTH RETURN PATH (SP)	SHEET 527	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090204_xs_sp.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21

140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

995
990

1+50

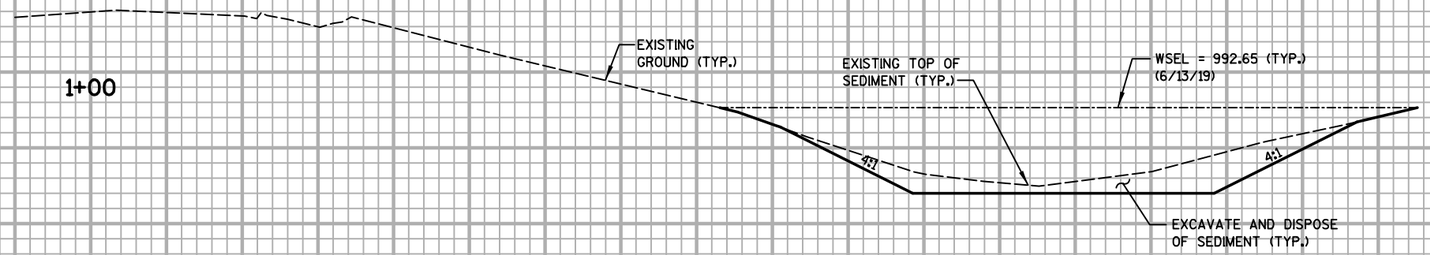


1+50

995
990

995
990

1+00



1+00

995
990

5 FT
10 FT

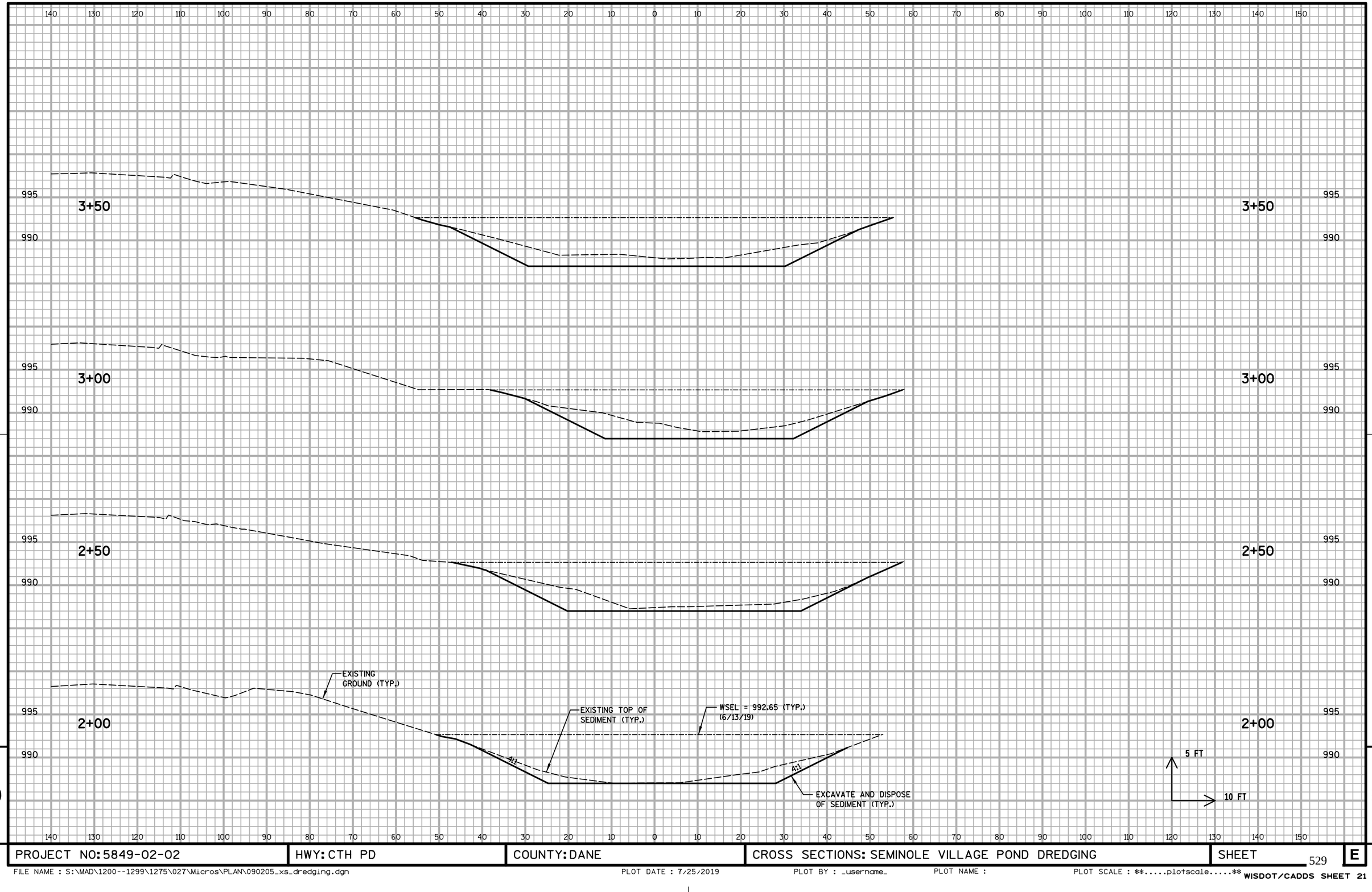
140 130 120 110 100 90 80 70 60 50 40 30 20 10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS: SEMINOLE VILLAGE POND DREDGING	SHEET	E

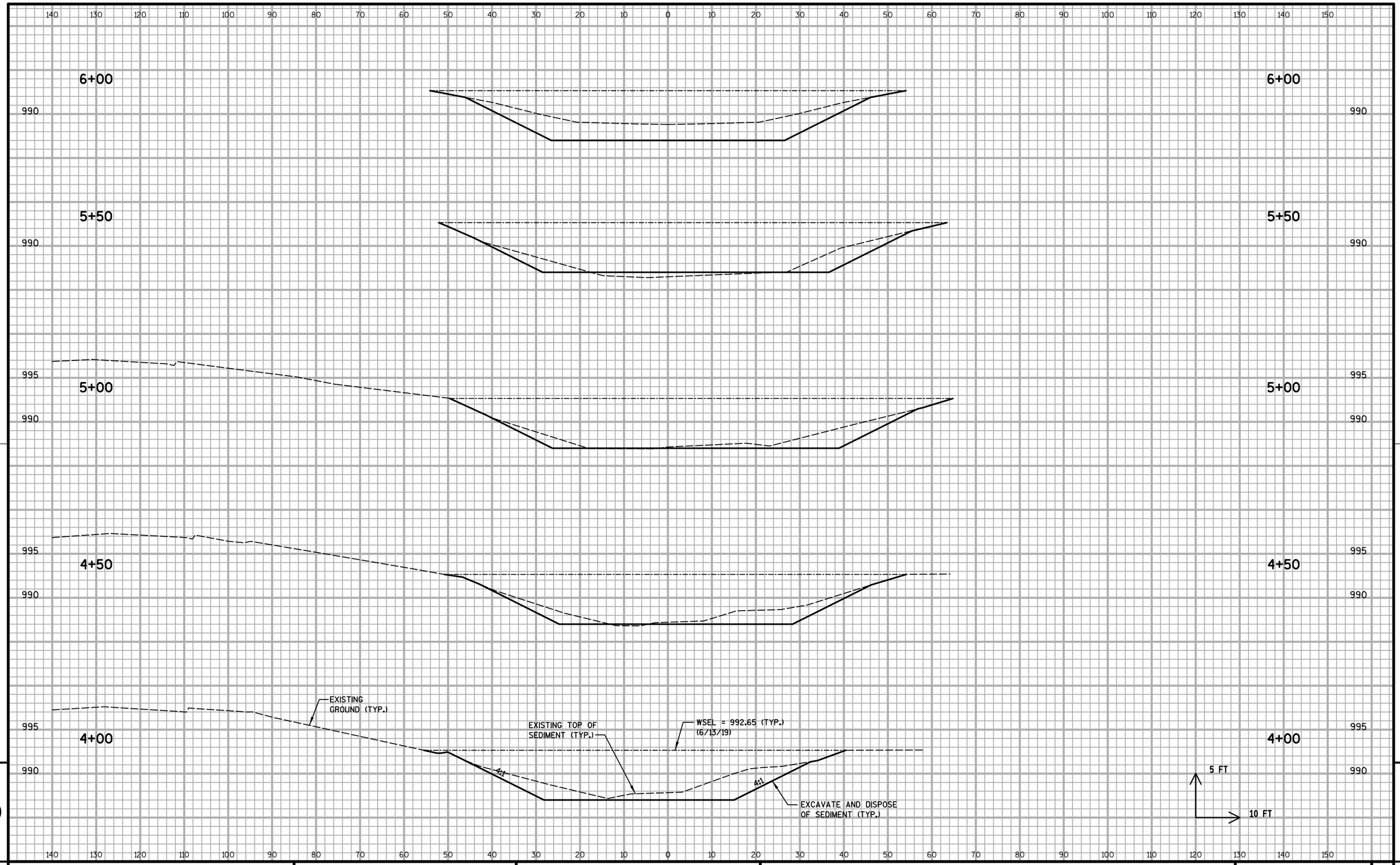
FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090205_xs_dredging.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 21



PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS: SEMINOLE VILLAGE POND DREDGING	SHEET	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090205_xs_dredging.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21



9

9

PROJECT NO: 5849-02-02	HWY: CTH PD	COUNTY: DANE	CROSS SECTIONS: SEMINOLE VILLAGE POND DREDGING	SHEET 530	E

FILE NAME : S:\MAD\1200--1299\1275\027\Micros\PLAN\090205_xs_dredging.dgn PLOT DATE : 7/25/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 21

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov