MAD APRIL 2020

PROJECT ID: 5845-04-72

WITH: N/A

COUNTY: DANE

07

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control Plan)
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 = 198

N

DESIGN DESIGNATION

A.A.D.T.	(2012)	=	14,300
A.A.D.T.	(2045)	=	17,718
D.H.V.	(4.6%)	=	815
D.D.		=	59/41
T.		=	5.4%
DESIGN SPEED		=	30 MPH
ESALS		=	2,183,000

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	955.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	100'EB	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

CITY OF STOUGHTON, WEST MAIN STREET

(HOEL AVENUE TO PAGE STREET)

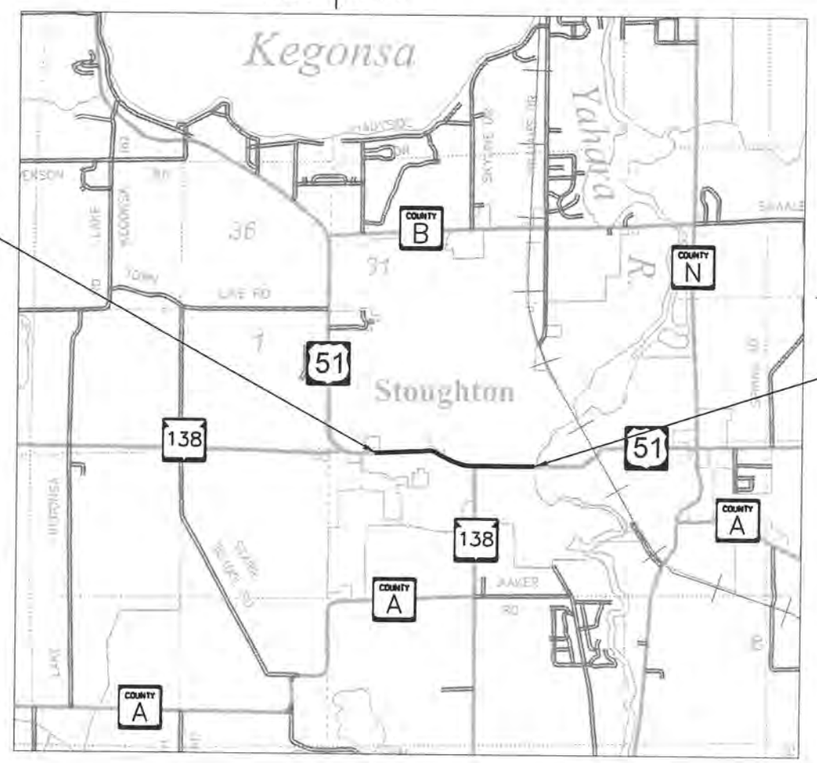
USH 51

DANE COUNTY

STATE PROJECT NUMBER
5845-04-72

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5845-04-72	WISC 2020130	1

R-10-E | R-11-E



BEGIN PROJECT
STA. 10+00.00
X=858,720.94
Y=425,822.09

END PROJECT
STA. 66+37.99

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.068 MI

HORIZONTAL POSTITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCE MAY BE USED AS GROUND DISTANCES. ELEVATION SHOWN ON THIS PLAN ARE REFERENCE TO THE NORTH AMERICAN VERTIAL DATUM OF 1988, NAVD (2012.)

ORIGINAL PLANS PREPARED BY:

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

WISCONSIN
JENNIFER S KOBRYN
E-42724
MADISON
WI
PROFESSIONAL ENGINEER
10/24/19

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	STRAND ASSOCIATES, INC
Designer	STRAND ASSOCIATES, INC
Project Manager	ALEX HAGEN, P.E.
Regional Examiner	SW REGION
Regional Supervisor	KARLA KNORR, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 10/22/2019 (Signature)

E

GENERAL NOTES

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

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

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

EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS MOVED AS PART OF THE PLAN OR THE ENGINEER APPROVES THEIR REMOVAL.

SIGN LOCATIONS SHALL BE REVIEWED BY THE ENGINEER PRIOR TO INSTALLATION.

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

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

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

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

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

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 OR TURNING LANE.

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW (INCLUDING ALIGNMENT DATA AND CONTROL POINT DATA)
TYPICAL SECTIONS (INCLUDING EROSION CONTROL)
CONSTRUCTION DETAILS
PAVEMENT REHABILITATION PLAN
PLAN DETAILS
PERMANENT SIGNING AND PAVEMENT MARKING
ADVANCED WARNING SIGNING
DETOUR SIGNING
ADVANCED WIDTH RESTRICTION SIGNING
TRAFFIC SIGNALS
CONSTRUCTION STAGING TYPICALS
CONSTRUCTION STAGING DETAILS

DESIGN CONTACT

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MADISON, WI 53715
(608) 251-4843
JENNIFER.KOBRYN@STRAND.COM

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ALEX.HAGEN@DOT.WI.GOV

DNR LIASON

ERIC HEGGELUND
SOUTHWEST REGION - DANE COUNTY
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
(608) 275-3301
ERIC.HEGGELUND@WISCONSIN.GOV

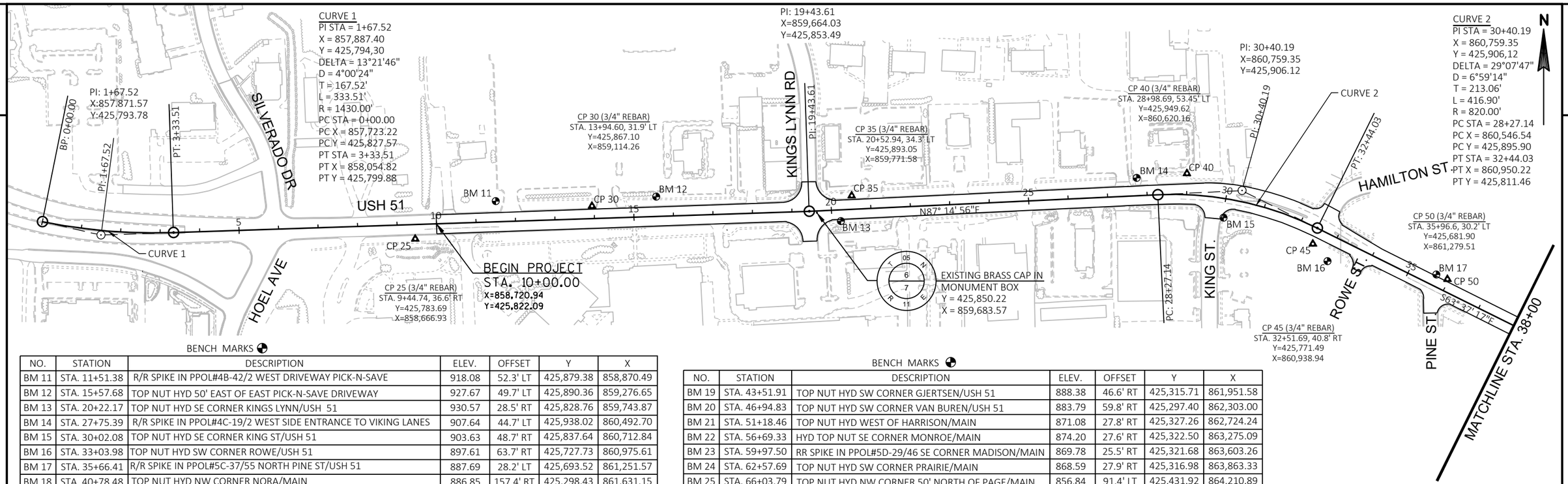
CITY OF STOUGHTON

RODNEY SCHEEL
DIRECTOR OF PLANNING & DEVELOPMENT
CITY OF STOUGHTON
207 SOUTH FORREST STREET
STOUGHTON, WI 53589
(608) 873-6619
RJSCHEEL@CI.STOUGHTON.WI.US

UTILITY/MUNICIPALITY	CONTACT/ADDRESS	UTILITY TYPE
*AT&T WISCONSIN	CAROL ANASON 316 W WASHINGTON AVENUE MADISON, WI 53701 (608) 252-2385 ca2624@att.com	COMMUNICATION
*CHARTER COMMUNICATIONS	DAVID MOLDENHAUER 1348 PLAINFIELD AVE. JANESVILLE, WI 53545 (608) 373-7538 DAVID.MOLDENHAUER@CHARTER.COM	COMMUNICATION
*ALLIANT ENERGY	MATTHEW WEIR 1521 PROGRESS LANE STOUGHTON, WI 53589 (608) 877-1620 MATTHEWWEIR@ALLIANTENERGY.COM	GAS/PETROLEUM
*CITY OF STOUGHTON	SEAN GRADY 600 S 4TH ST P.O. BOX 383 STOUGHTON, WI 53589-0383 (608) 877-7416 SOGRADY@STOUGHTONUTILITIES.COM	ELECTRIC
*CITY OF STOUGHTON	KENT THOMPSON 600 S 4TH ST STOUGHTON, WI 53589 (608) 877-7422 KTHOMPSON@STOUGHTONUTILITIES.COM	WATER
*CITY OF STOUGHTON	BRIAN ERICKSON 600 S 4TH ST STOUGHTON, WI 53589 (608) 877-7421 BERICKSON@STOUGHTONUTILITIES.COM	SEWER

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

* DENOTES DIGGERS HOTLINE MEMBERS

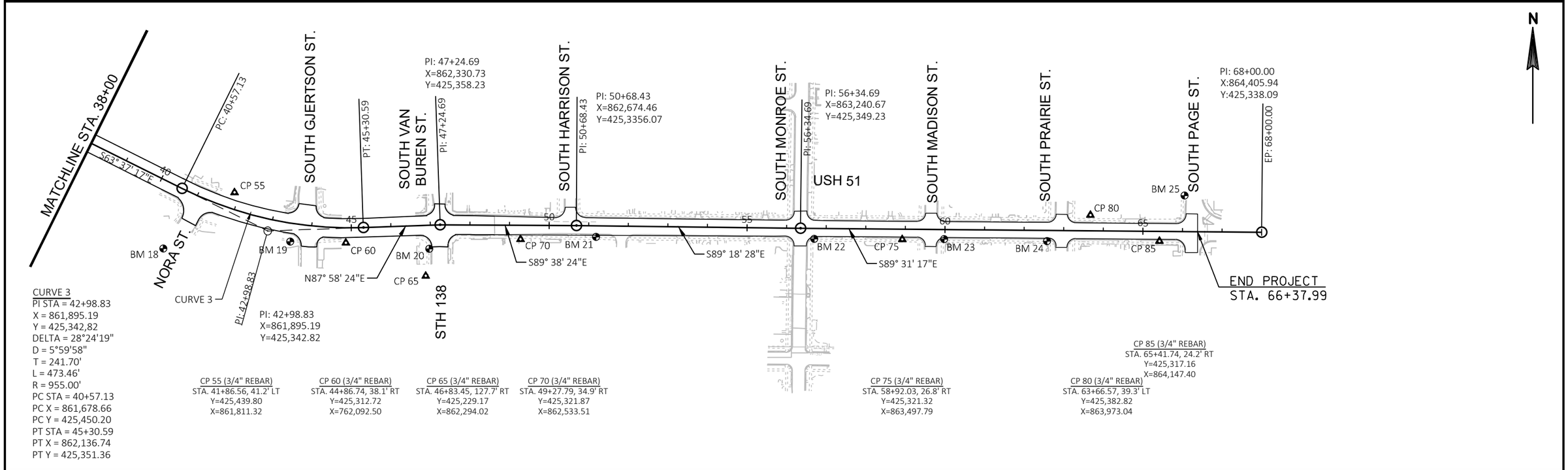


BENCH MARKS

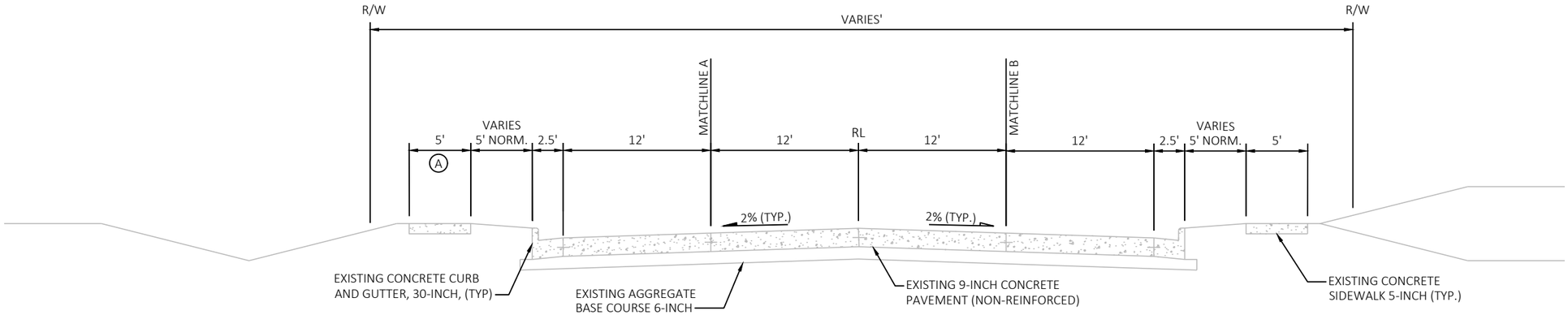
NO.	STATION	DESCRIPTION	ELEV.	OFFSET	Y	X
BM 11	STA. 11+51.38	R/R SPIKE IN PPOL#4B-42/2 WEST DRIVEWAY PICK-N-SAVE	918.08	52.3' LT	425,879.38	858,870.49
BM 12	STA. 15+57.68	TOP NUT HYD 50' EAST OF EAST PICK-N-SAVE DRIVEWAY	927.67	49.7' LT	425,890.36	859,276.65
BM 13	STA. 20+22.17	TOP NUT HYD SE CORNER KINGS LYNN/USH 51	930.57	28.5' RT	425,828.76	859,743.87
BM 14	STA. 27+75.39	R/R SPIKE IN PPOL#4C-19/2 WEST SIDE ENTRANCE TO VIKING LANES	907.64	44.7' LT	425,938.02	860,492.70
BM 15	STA. 30+02.08	TOP NUT HYD SE CORNER KING ST/USH 51	903.63	48.7' RT	425,837.64	860,712.84
BM 16	STA. 33+03.98	TOP NUT HYD SW CORNER ROWE/USH 51	897.61	63.7' RT	425,727.73	860,975.61
BM 17	STA. 35+66.41	R/R SPIKE IN PPOL#5C-37/55 NORTH PINE ST/USH 51	887.69	28.2' LT	425,693.52	861,251.57
BM 18	STA. 40+78.48	TOP NUT HYD NW CORNER NORA/MAIN	886.85	157.4' RT	425,298.43	861,631.15

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.	OFFSET	Y	X
BM 19	STA. 43+51.91	TOP NUT HYD SW CORNER GJERTSEN/USH 51	888.38	46.6' RT	425,315.71	861,951.58
BM 20	STA. 46+94.83	TOP NUT HYD SW CORNER VAN BUREN/USH 51	883.79	59.8' RT	425,297.40	862,303.00
BM 21	STA. 51+18.46	TOP NUT HYD WEST OF HARRISON/MAIN	871.08	27.8' RT	425,327.26	862,724.24
BM 22	STA. 56+69.33	HYD TOP NUT SE CORNER MONROE/MAIN	874.20	27.6' RT	425,322.50	863,275.09
BM 23	STA. 59+97.50	RR SPIKE IN PPOL#5D-29/46 SE CORNER MADISON/MAIN	869.78	25.5' RT	425,321.68	863,603.26
BM 24	STA. 62+57.69	TOP NUT HYD SW CORNER PRAIRIE/MAIN	868.59	27.9' RT	425,316.98	863,863.33
BM 25	STA. 66+03.79	TOP NUT HYD NW CORNER 50' NORTH OF PAGE/MAIN	856.84	91.4' LT	425,431.92	864,210.89



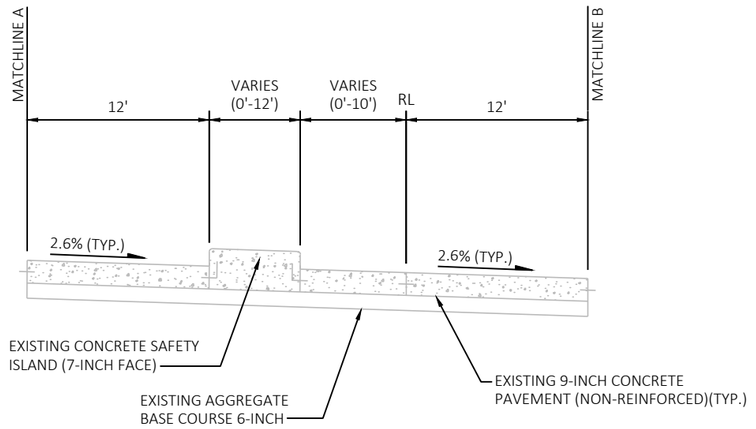
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E



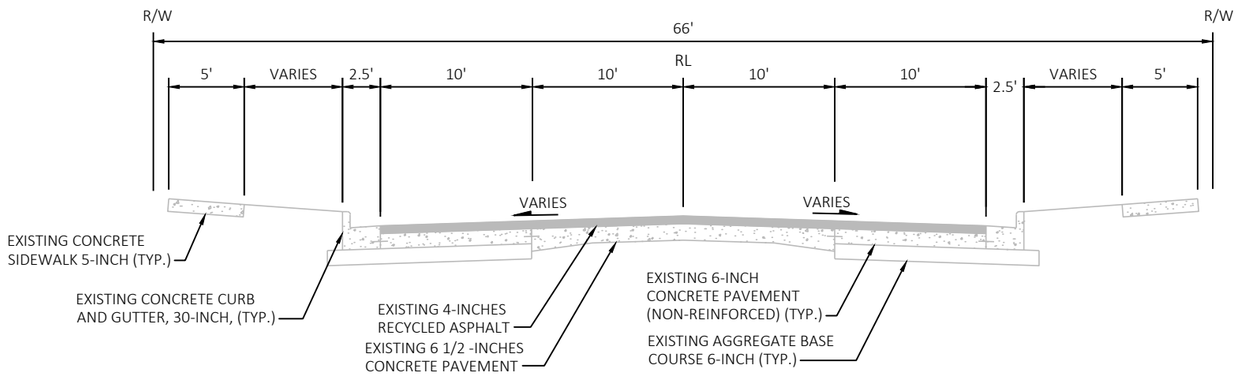
TYPICAL EXISTING SECTION

STA. 10+00.00 - STA. 48+62.24

Ⓐ CONCRETE SIDEWALK 5-INCH
(STA. 12+10 TO STA. 66+37.96)



STA. 28+27.14 - STA. 34+00.00

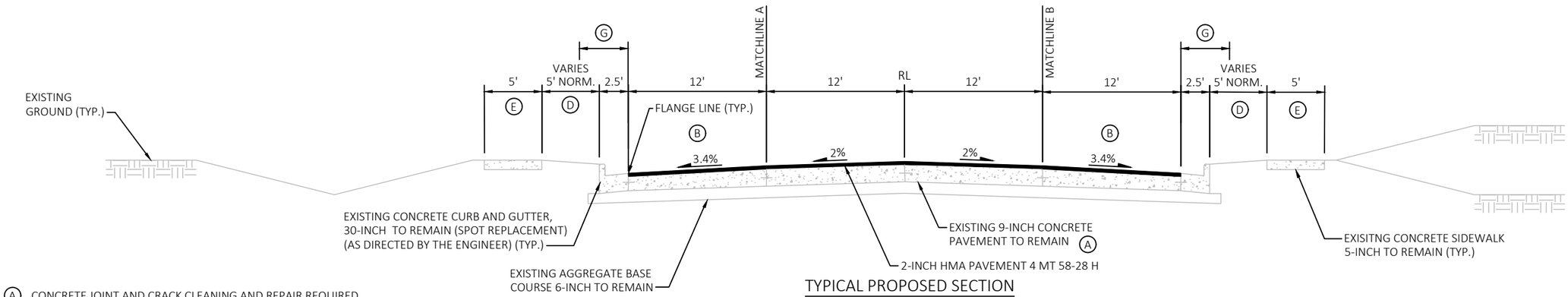


TYPICAL EXISTING SECTION

STA. 48+62.24 - STA. 66+37.99

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	TYPICAL SECTIONS	SHEET 4	E

2



TYPICAL PROPOSED SECTION

STA. 10+00.00 - STA. 47+70.00

A CONCRETE JOINT AND CRACK CLEANING AND REPAIR REQUIRED (AS DIRECTED BY THE ENGINEER).

BASE PATCHING CONCRETE REQUIRED (AS SHOWN BY THE ENGINEER) SHOWN ON THE PAVEMENT REHABILITATION PLAN AND AS DIRECTED BY THE ENGINEER).

B REMOVING CONCRETE SURFACE PARTIAL DEPTH (VARIES FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE).

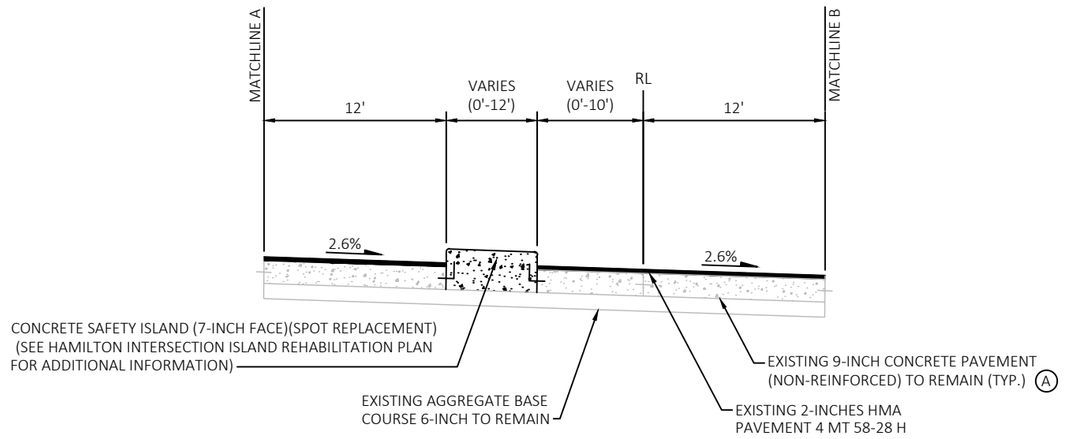
C VARIES 12-FEET TO 10-FEET STATION 48+62 TO STATION 50+28.

D TOPSOIL; FERTILIZER TYPE B; SEEDING MIXTURE NO. 40; AND MULCHING (SEE CURB RAMP DETAILS FOR ADDITIONAL INFORMATION AT INTERSECTIONS).

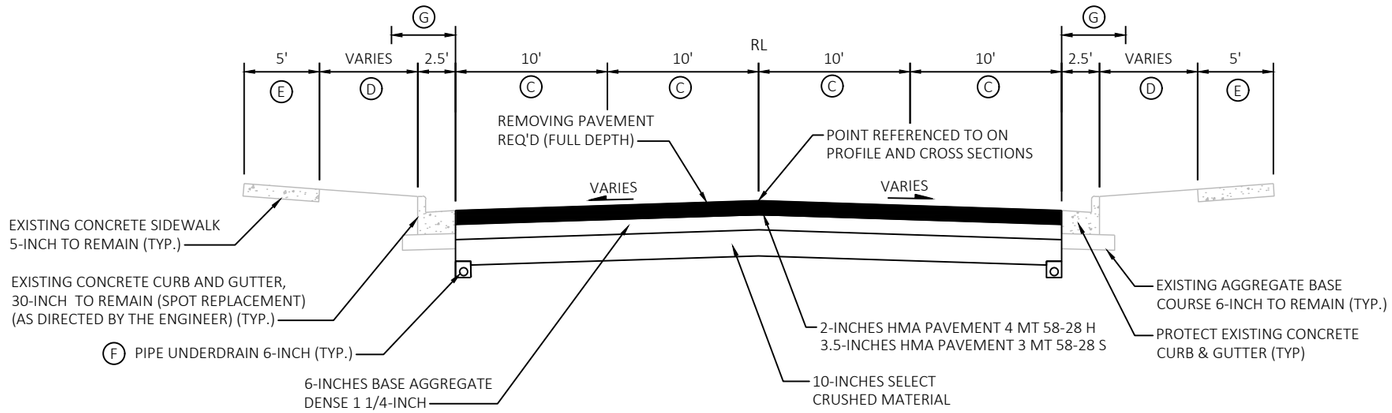
E CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH (AT CURB RAMP LOCATIONS).

F SEE CONSTRUCTION DETAILS FOR UNDERDRAIN DIMENSIONS, MATERIALS, AND LOCATION.

G 4-FEET LATERAL CLEARANCE (MIN. 2-FEET BEYOND FACE OF CURB).



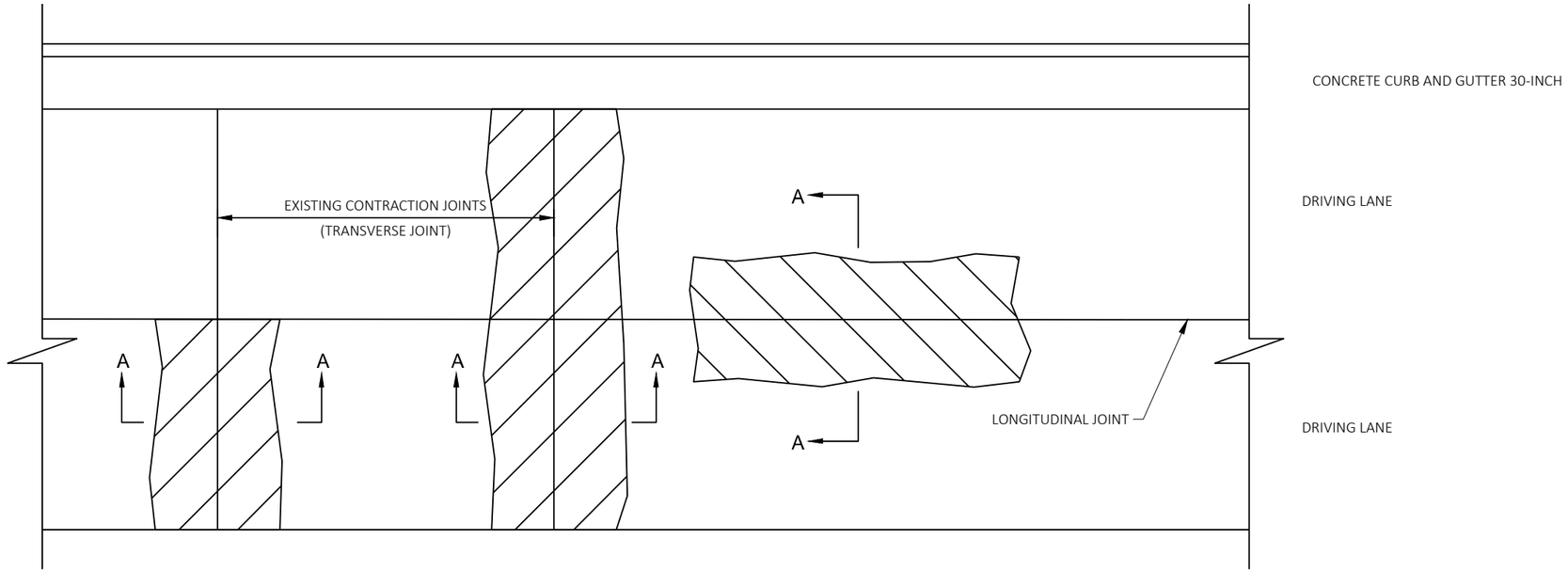
STA. 28+27.14 - STA. 34+00.00



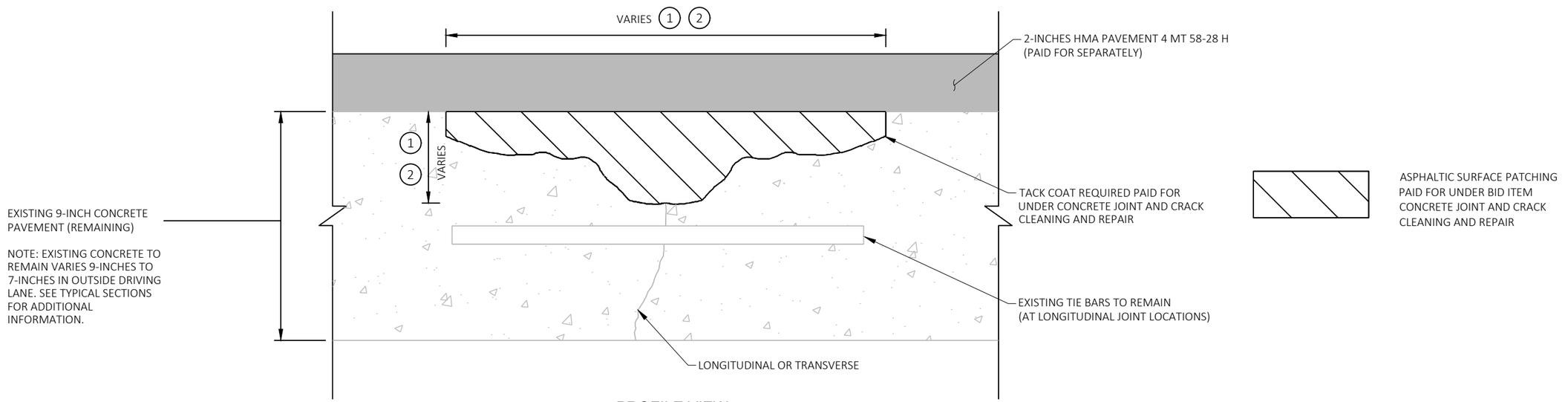
TYPICAL PROPOSED SECTION

STA. 47+70.00 - STA. 66+37.99

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	TYPICAL SECTIONS	SHEET 5	E



PLAN VIEW JOINT REPAIR



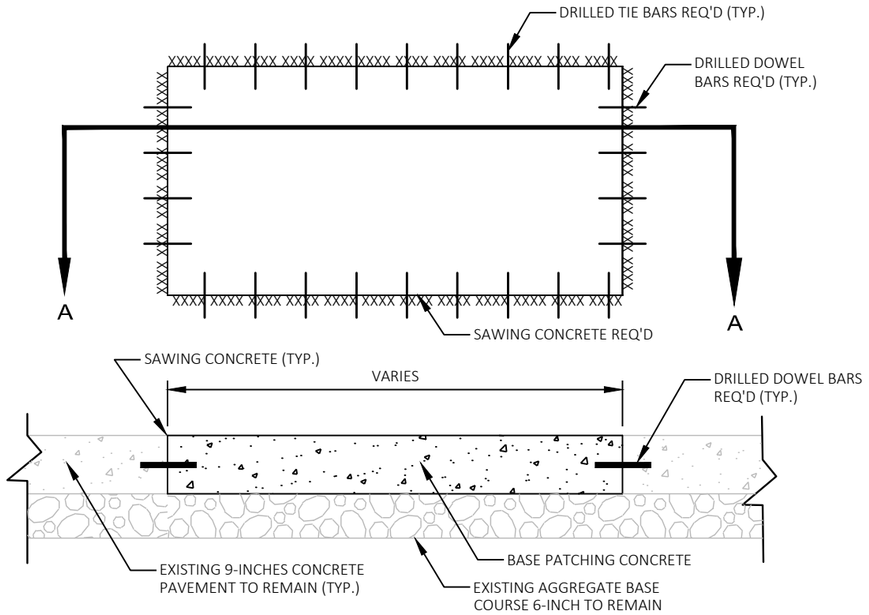
PROFILE VIEW

JOINT/CRACK REPAIR
(SECTION A-A)

CONCRETE JOINT AND CRACK CLEANING AND REPAIR

GENERAL NOTES

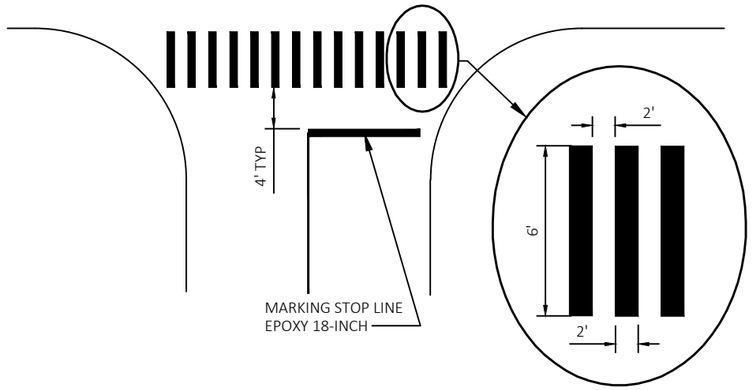
1. REMOVE ALL UNSOUND AND DETERIORATED CONCRETE MATERIAL, TO A MAXIMUM OF 1/2 THE PAVEMENT DEPTH OR TOP OF TIE BARS.
2. BLOW OUT REPAIR AREA WITH 80 PSI MINIMUM COMPRESSED AIR.



SECTION A-A

BASE PATCHING CONCRETE LOCATIONS (PRIOR TO HMA PAVEMENT OVERLAY)

(LOCATIONS AS IDENTIFIED IN THE PLAN OR AS DIRECTED BY THE ENGINEER)



CONTINENTAL CROSSWALK

CONTINENTAL CROSSWALKS HAVE 2 FT WIDE 6 FT LONG CROSSBARS PLACED IN LINE WITH THE TRAFFIC FLOW.

THE SPACING OR GAP BETWEEN THE CROSSBARS IS 2 FT.

THE CROSSBARS SHOULD BE PLACED IN A MANNER THAT MINIMIZES CONTACT WITH VEHICLES TIRES.

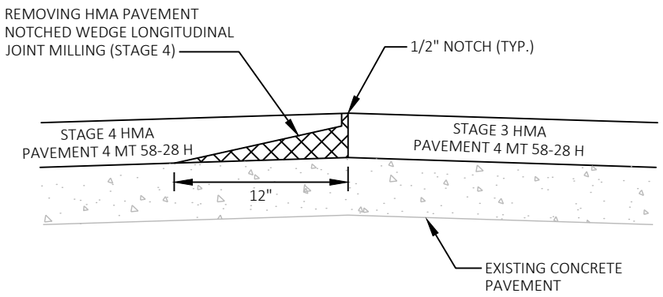
PAY CONTINENTAL CROSSWALKS AS "MARKING LINE EPOXY 24-INCH".

USE CITY OF STOUGHTON STENCIL.

CONTINENTAL CROSSWALK DETAIL

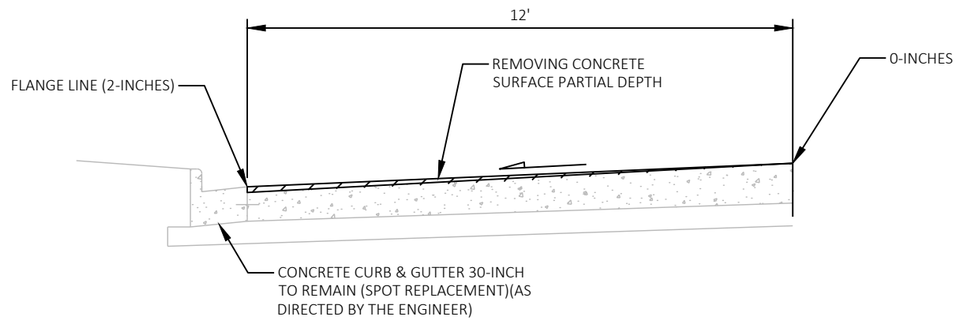
NOT TO SCALE

(LOCATION AS IDENTIFIED IN THE PLAN OR AS DIRECTED BY THE ENGINEER)



TYPICAL PAVEMENT CROSS SECTION OF NOTCHED LONGITUDINAL JOINTS

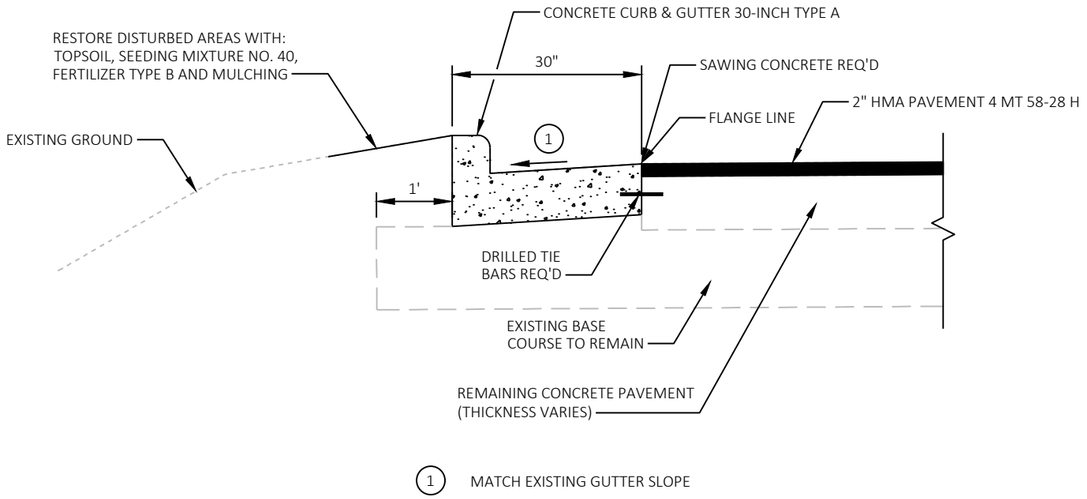
STAGE 3



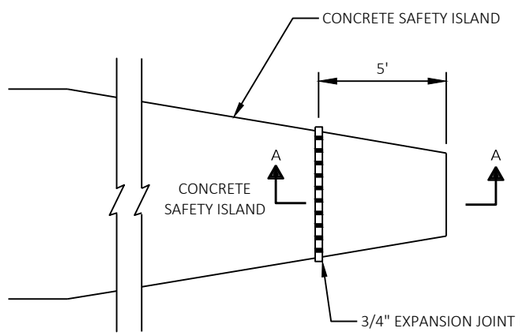
REMOVING CONCRETE SURFACE PARTIAL DEPTH DETAIL

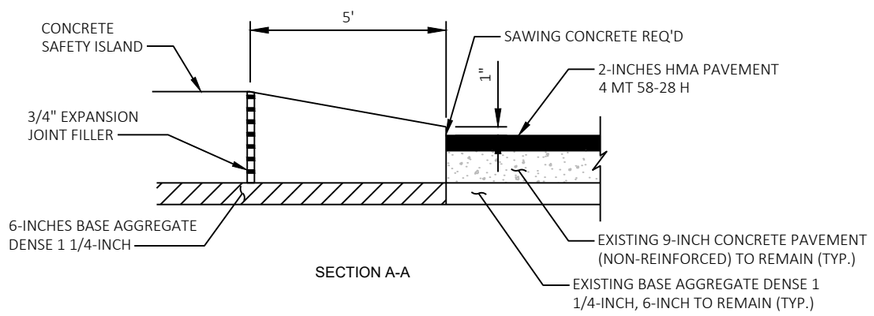
NOT TO SCALE

REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE.



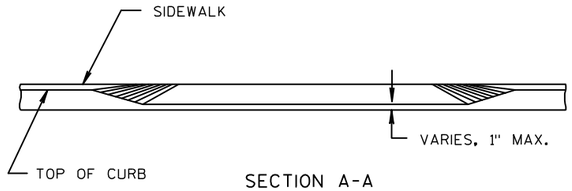
CONCRETE CURB & GUTTER SPOT REPLACEMENT



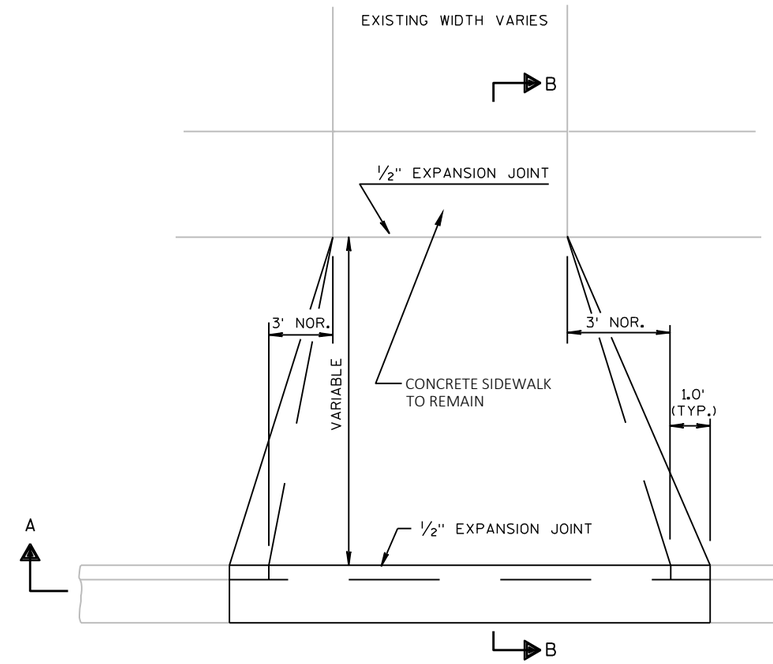


CONCRETE MEDIAN SLOPED NOSE DETAIL

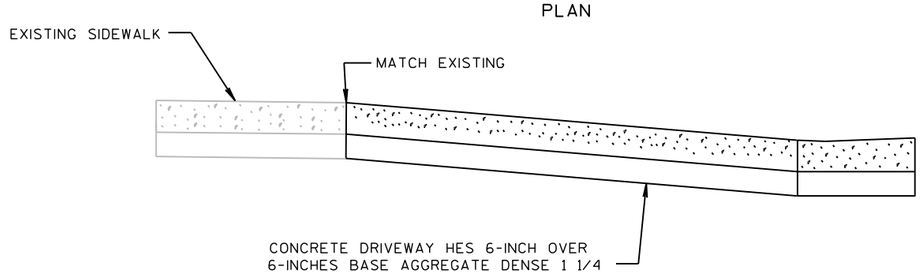
HAMILTON INTERSECTION ISLANDS



SECTION A-A



PLAN



SECTION B-B

URBAN DRIVEWAY DETAIL

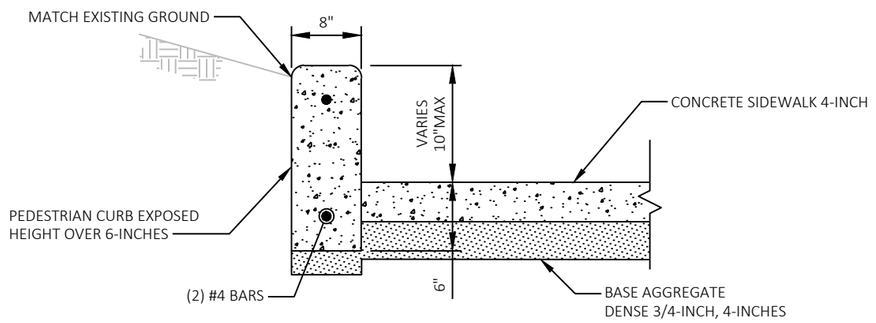
STA. 38+27 LT
STA. 40+69 LT
STA. 52+13 LT
STA. 55+20 RT

2

RUNOFF COEFFICIENT TABLE

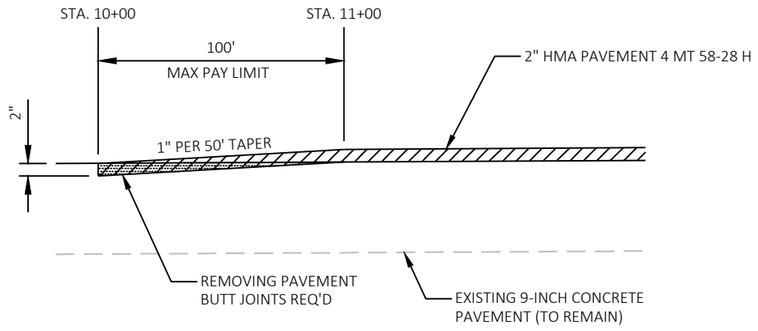
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 12.88 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 9.43 ACRES



PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES

CR-3 & CR-4

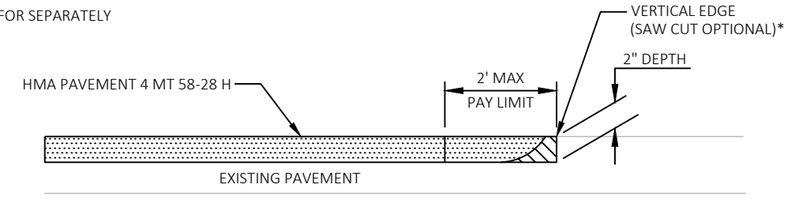


BUTT JOINT DETAIL FOR BEGIN PROJECT

STA. 10+00.00

NOTE: PAVEMENT THICKNESS SHOWN AT ℄

*NOT PAID FOR SEPARATELY

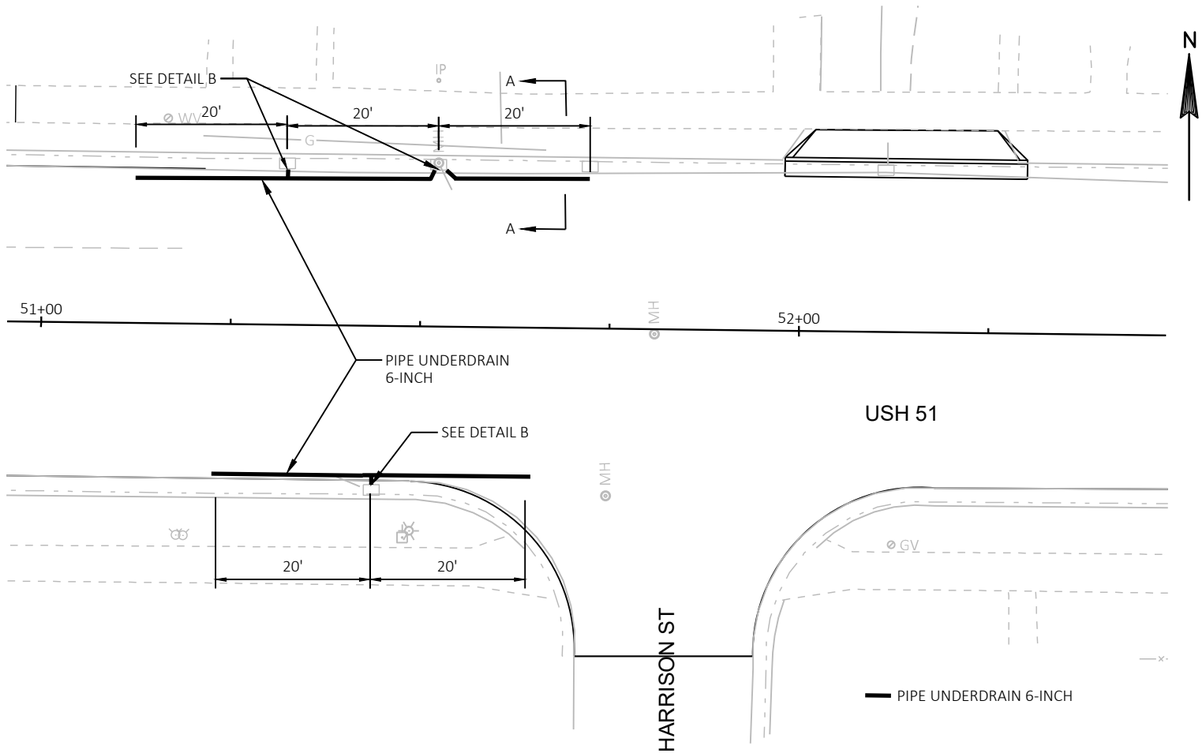


REMOVING CONCRETE SURFACE PARTIAL DEPTH OR REMOVING ASPHALTIC SURFACE MILLING

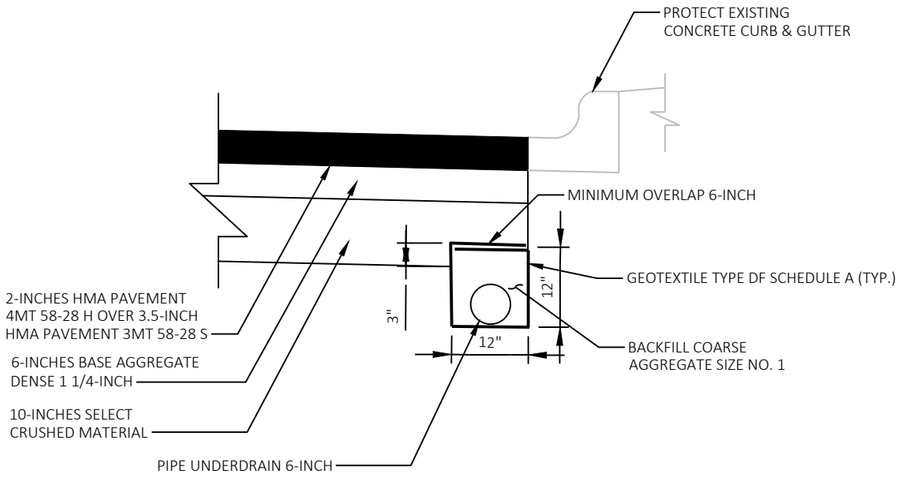
REMOVING PAVEMENT BUTT JOINTS OR REMOVING ASPHALTIC SURFACE BUTT JOINTS TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL

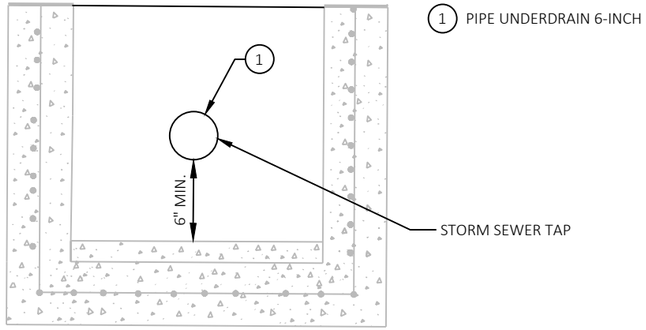
SIDE ROADS: KINGS LYNN ROAD (LT/RT)
KING STREET (RT)
HAMILTON STREET (LT)
ROWE STREET (RT)
PINE STREET (RT)
GJERTSON STREET (LT/RT)
VAN BUREN STREET (LT)
WIS 138 (SOUTH) (RT)



PIPE UNDERDRAIN 6-INCH LOCATION
HARRISON STREET

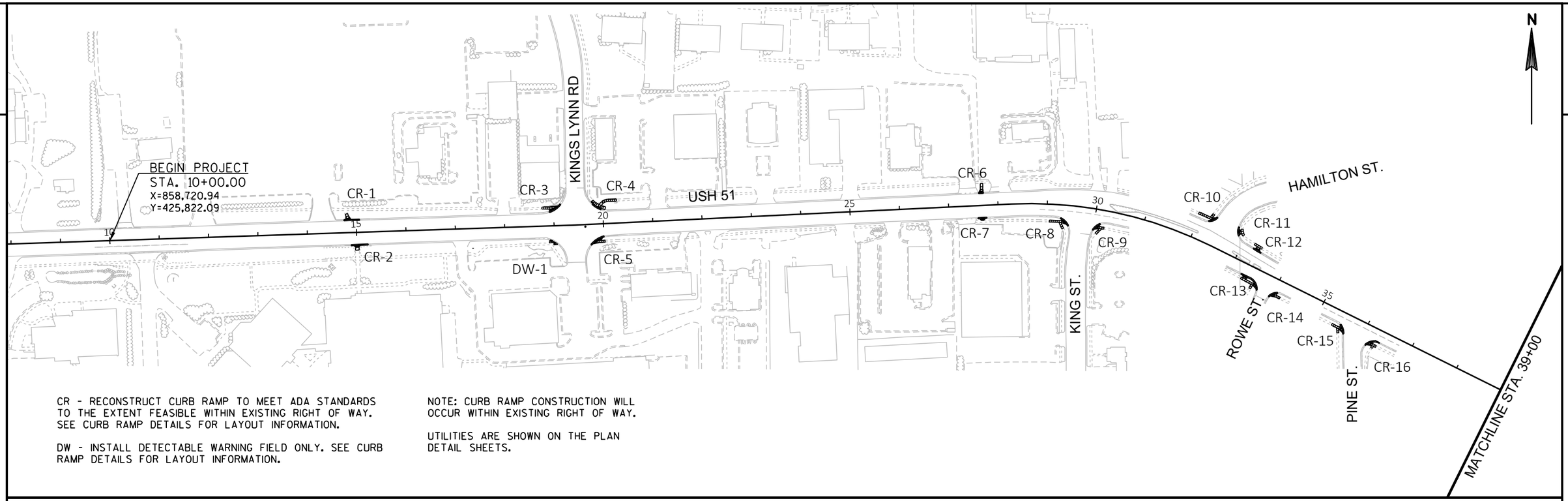


DETAIL FOR PIPE UNDERDRAIN 6-INCH
SECTION A-A



PIPE UNDERDRAIN CONNECTION TO EXISTING INLET/MANHOLE
DETAIL B

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 10	E

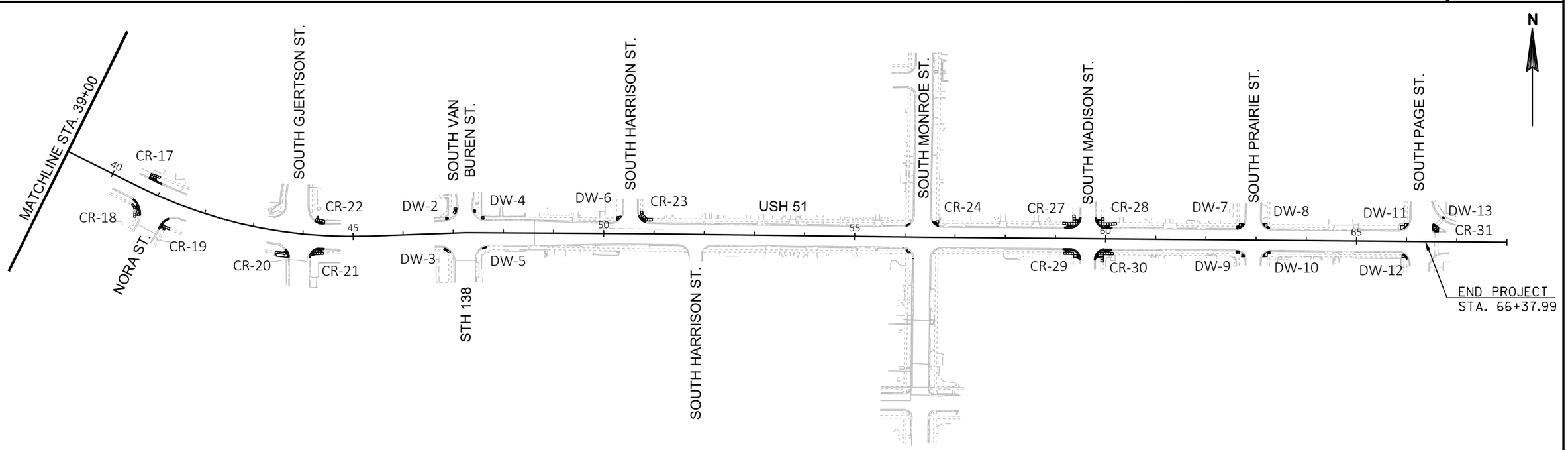


CR - RECONSTRUCT CURB RAMP TO MEET ADA STANDARDS TO THE EXTENT FEASIBLE WITHIN EXISTING RIGHT OF WAY. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION.

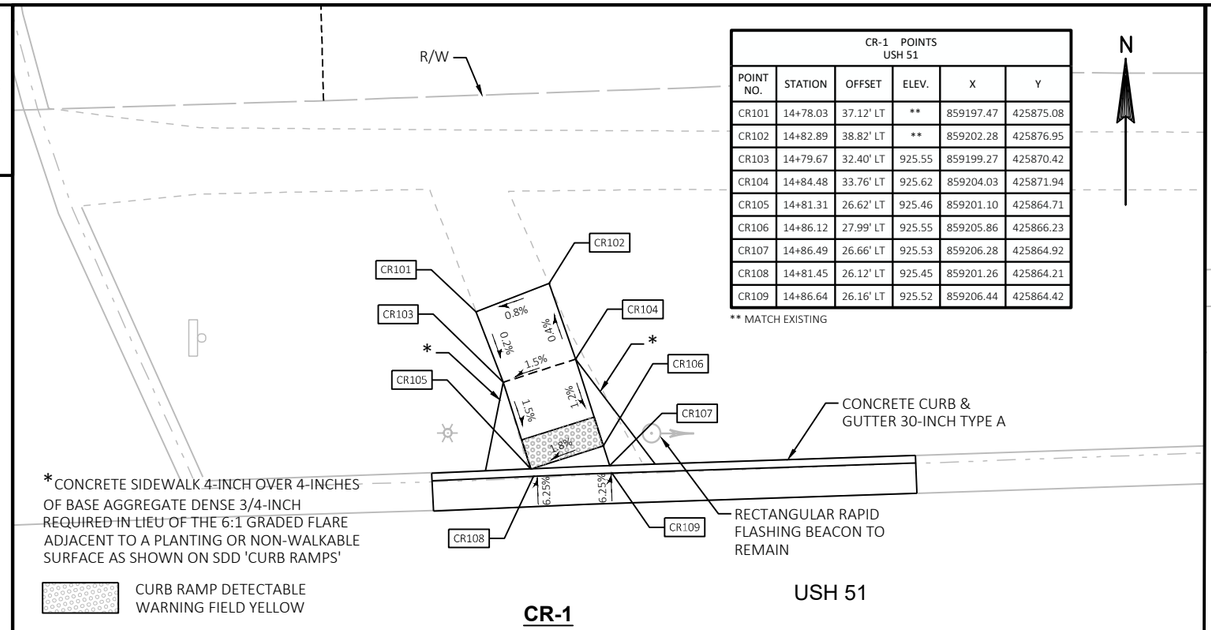
DW - INSTALL DETECTABLE WARNING FIELD ONLY. SEE CURB RAMP DETAILS FOR LAYOUT INFORMATION.

NOTE: CURB RAMP CONSTRUCTION WILL OCCUR WITHIN EXISTING RIGHT OF WAY.

UTILITIES ARE SHOWN ON THE PLAN DETAIL SHEETS.



PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS OVERVIEW	SHEET 11	E



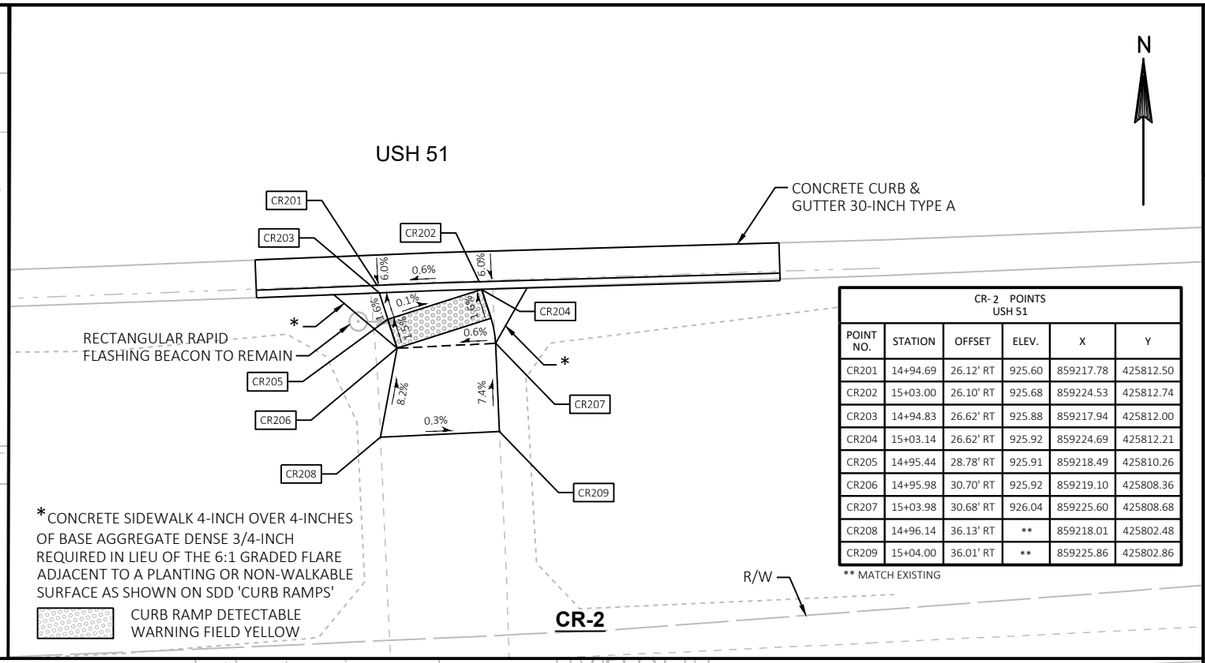
CR-1 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR101	14+78.03	37.12' LT	**	859197.47	425875.08
CR102	14+82.89	38.82' LT	**	859202.28	425876.95
CR103	14+79.67	32.40' LT	925.55	859199.27	425870.42
CR104	14+84.48	33.76' LT	925.62	859204.03	425871.94
CR105	14+81.31	26.62' LT	925.46	859201.10	425864.71
CR106	14+86.12	27.99' LT	925.55	859205.86	425866.23
CR107	14+86.49	26.66' LT	925.53	859206.28	425864.92
CR108	14+81.45	26.12' LT	925.45	859201.26	425864.21
CR109	14+86.64	26.16' LT	925.52	859206.44	425864.42

** MATCH EXISTING

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-1



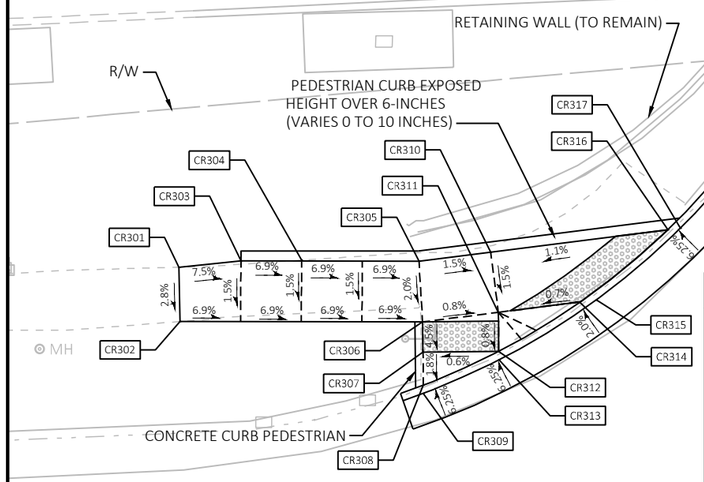
CR-2 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR201	14+94.69	26.12' RT	925.60	859217.78	425812.50
CR202	15+03.00	26.10' RT	925.68	859224.53	425812.74
CR203	14+94.83	26.62' RT	925.88	859217.94	425812.00
CR204	15+03.14	26.62' RT	925.92	859224.69	425812.21
CR205	14+95.44	28.78' RT	925.91	859218.49	425810.26
CR206	14+95.98	30.70' RT	925.92	859219.10	425808.36
CR207	15+03.98	30.68' RT	926.04	859225.60	425808.68
CR208	14+96.14	36.13' RT	**	859218.01	425802.48
CR209	15+04.00	36.01' RT	**	859225.86	425802.86

** MATCH EXISTING

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-2



CR-3 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR301	18+76.53	38.08' LT	**	859595.71	425889.31
CR302	18+76.50	34.50' LT	**	859595.81	425885.73
CR303	18+80.64	38.36' LT	928.91	859599.81	425889.73
CR304	18+84.63	38.27' LT	928.63	859603.81	425889.78
CR305	18+92.37	37.95' LT	928.10	859611.56	425889.71
CR306	18+92.49	33.94' LT	928.02	859611.81	425885.71
CR307	18+92.44	31.94' LT	927.93	859611.83	425883.71
CR308	18+92.39	29.77' LT	927.89	859611.85	425881.53
CR309	18+92.38	29.23' LT	927.88	859611.86	425881.00
CR310	18+97.13	38.39' LT	928.04	859616.30	425890.31
CR311	18+97.50	34.41' LT	927.98	859616.80	425886.34
CR312	18+97.44	31.83' LT	927.96	859616.83	425883.76
CR313	18+97.43	31.27' LT	927.95	859616.83	425883.20
CR314	19+02.90	34.91' LT	928.02	859622.18	425887.02
CR315	19+03.98	35.01' LT	928.01	859623.26	425887.16
CR316	19+08.86	39.48' LT	928.17	859627.98	425891.79
CR317	19+09.68	39.56' LT	928.16	859628.80	425891.89

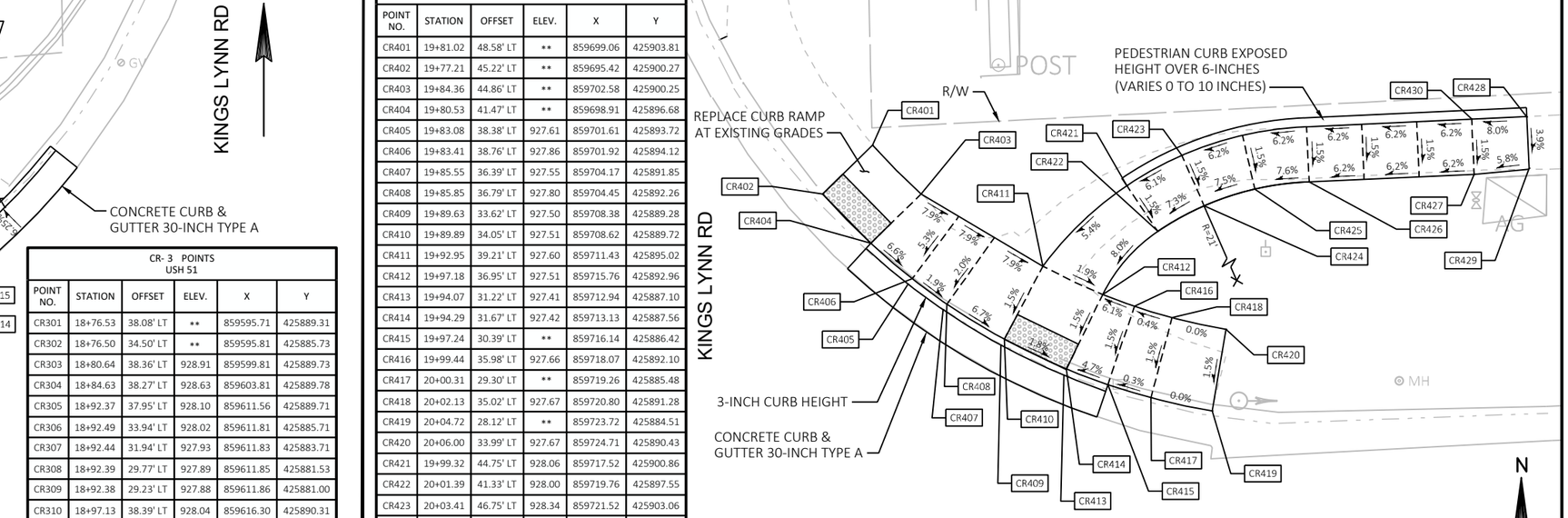
** MATCH EXISTING

BACK OF CURB RADIUS = 47.5'
CURB RAMP LANDING 'XR' = 11.78'
RADIAL WARNING FIELD AREA = 15.94 SF
RADIAL LONG CHORD DIMENSION = 7.48

USH 51

CR-3

CURB RAMP DETECTABLE WARNING FIELD YELLOW



CR-4 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR401	19+81.02	48.58' LT	**	859699.06	425903.81
CR402	19+77.21	45.22' LT	**	859695.42	425900.27
CR403	19+84.36	44.86' LT	**	859702.58	425900.25
CR404	19+80.53	41.47' LT	**	859698.91	425896.68
CR405	19+83.08	38.38' LT	927.61	859701.61	425893.72
CR406	19+83.41	38.76' LT	927.86	859701.92	425894.12
CR407	19+85.55	36.39' LT	927.55	859704.17	425891.85
CR408	19+85.85	36.79' LT	927.80	859704.45	425892.26
CR409	19+89.63	33.62' LT	927.50	859708.38	425889.28
CR410	19+89.89	34.05' LT	927.51	859708.62	425889.72
CR411	19+92.95	39.21' LT	927.60	859711.43	425895.02
CR412	19+97.18	36.95' LT	927.51	859715.76	425892.96
CR413	19+94.07	31.22' LT	927.41	859712.94	425887.10
CR414	19+94.29	31.67' LT	927.42	859713.13	425887.56
CR415	19+97.24	30.39' LT	**	859716.14	425886.42
CR416	19+99.44	35.98' LT	927.66	859718.07	425892.10
CR417	20+00.31	29.30' LT	**	859719.26	425885.48
CR418	20+02.13	35.02' LT	927.67	859720.80	425891.28
CR419	20+04.72	28.12' LT	**	859723.72	425884.51
CR420	20+06.00	33.99' LT	927.67	859724.71	425890.43
CR421	19+99.32	44.75' LT	928.06	859717.52	425900.86
CR422	20+01.39	41.33' LT	928.00	859719.76	425897.55
CR423	20+03.41	46.75' LT	928.34	859721.52	425903.06
CR424	20+04.85	43.02' LT	928.28	859723.13	425899.40
CR425	20+08.58	44.06' LT	928.57	859726.81	425900.61
CR426	20+12.54	44.39' LT	928.86	859730.75	425901.14
CR427	20+24.54	44.35' LT	929.61	859742.74	425901.68
CR428	20+28.56	48.34' LT	**	859746.56	425905.85
CR429	20+28.54	44.63' LT	**	859746.72	425902.14
CR430	20+24.55	48.37' LT	929.67	859742.55	425905.69

** MATCH EXISTING

CR-4

CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 12	E

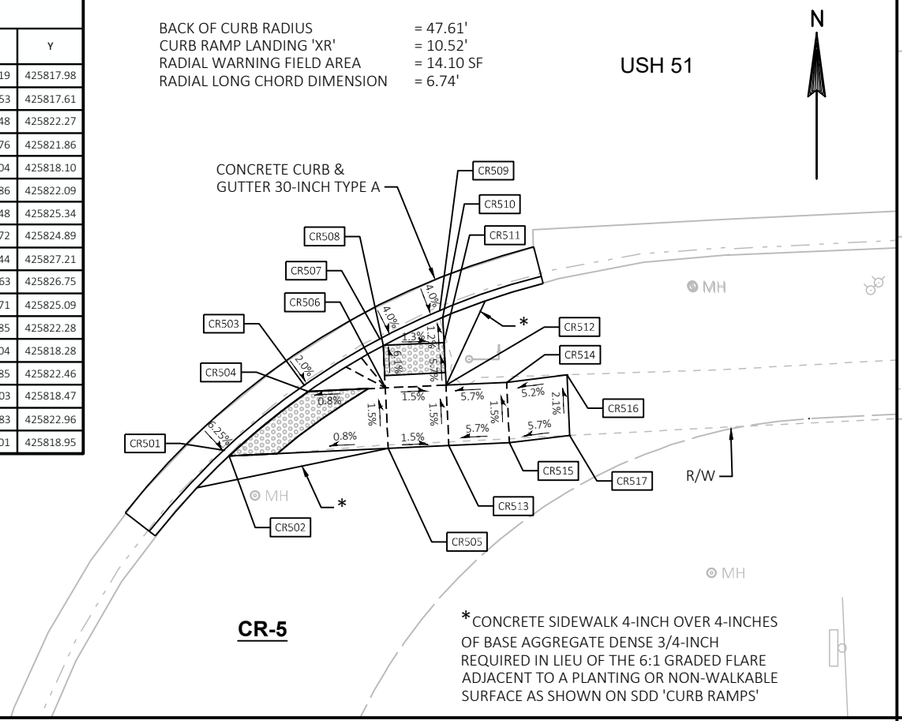
FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021101_CD.DWG
LAYOUT NAME - 021101_cd
PLOT DATE : 10/18/2019 2:28 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

CR-5 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR501	19+79.02	37.25' RT	927.48	859701.19	425817.98
CR502	19+79.35	37.63' RT	927.49	859701.53	425817.61
CR503	19+84.51	33.22' RT	927.46	859706.48	425822.27
CR504	19+84.78	33.64' RT	927.47	859706.76	425821.86
CR505	19+89.87	37.65' RT	927.57	859712.04	425818.10
CR506	19+89.88	33.65' RT	927.51	859711.86	425822.09
CR507	19+89.66	30.40' RT	927.33	859711.48	425825.34
CR508	19+89.87	30.85' RT	927.34	859711.72	425824.89
CR509	19+93.70	28.71' RT	927.26	859715.44	425827.21
CR510	19+93.87	29.18' RT	927.27	859715.63	425826.75
CR511	19+93.87	30.85' RT	927.29	859715.71	425825.09
CR512	19+93.88	33.66' RT	927.45	859715.85	425822.28
CR513	19+93.87	37.66' RT	927.51	859716.04	425818.28
CR514	19+97.88	33.67' RT	927.68	859719.85	425822.46
CR515	19+97.87	37.67' RT	927.74	859720.03	425818.47
CR516	20+01.88	33.36' RT	**	859723.83	425822.96
CR517	20+01.87	37.37' RT	**	859724.01	425818.95

** MATCH EXISTING

BACK OF CURB RADIUS = 47.61'
CURB RAMP LANDING 'XR' = 10.52'
RADIAL WARNING FIELD AREA = 14.10 SF
RADIAL LONG CHORD DIMENSION = 6.74'



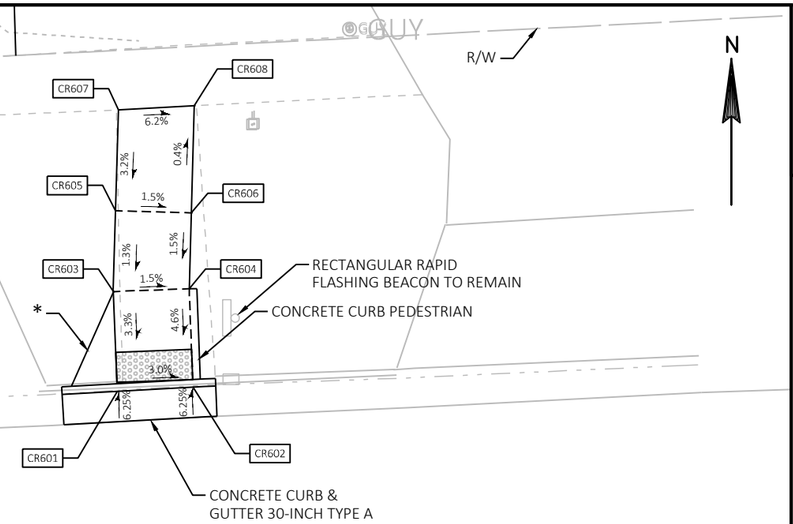
CR-5

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-6 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR601	27+65.41	26.22' LT	906.59	860483.62	425919.13
CR602	27+70.41	26.27' LT	906.44	860488.62	425919.41
CR603	27+65.47	32.81' LT	906.81	860483.37	425925.71
CR604	27+70.47	32.77' LT	906.74	860488.36	425925.91
CR605	27+65.87	38.13' LT	908.88	860483.51	425931.05
CR606	27+70.85	37.75' LT	906.81	860488.51	425930.90
CR607	27+66.38	44.77' LT	**	860483.70	425937.70
CR608	27+71.39	44.81' LT	**	860488.71	425937.98

** MATCH EXISTING



USH 51

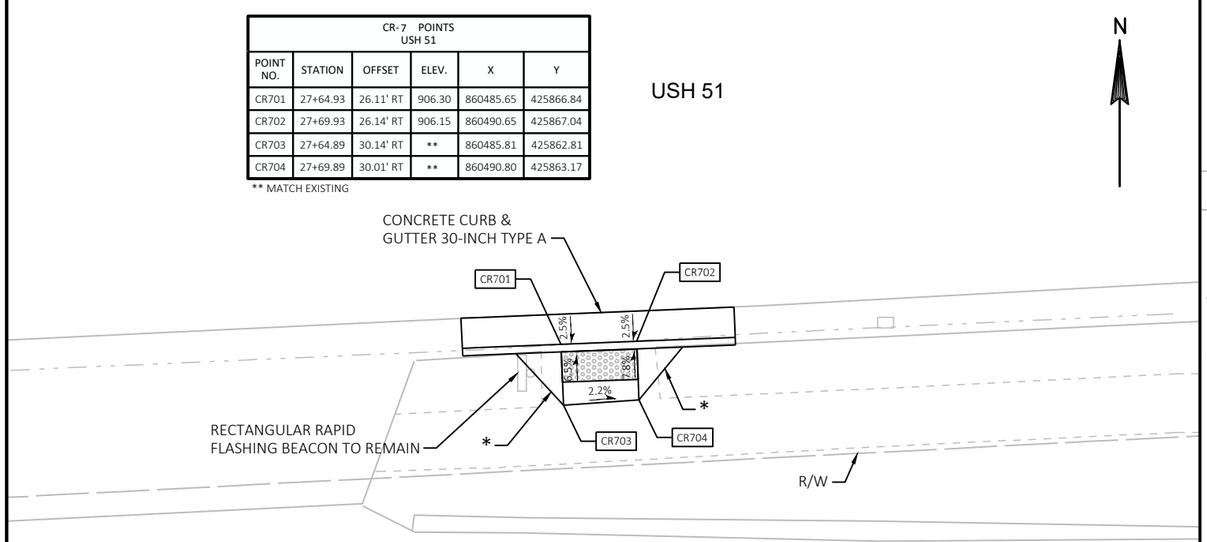
CR-6

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-7 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR701	27+64.93	26.11' RT	906.30	860485.65	425866.84
CR702	27+69.93	26.14' RT	906.15	860490.65	425867.04
CR703	27+64.89	30.14' RT	**	860485.81	425862.81
CR704	27+69.89	30.01' RT	**	860490.80	425863.17

** MATCH EXISTING



*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

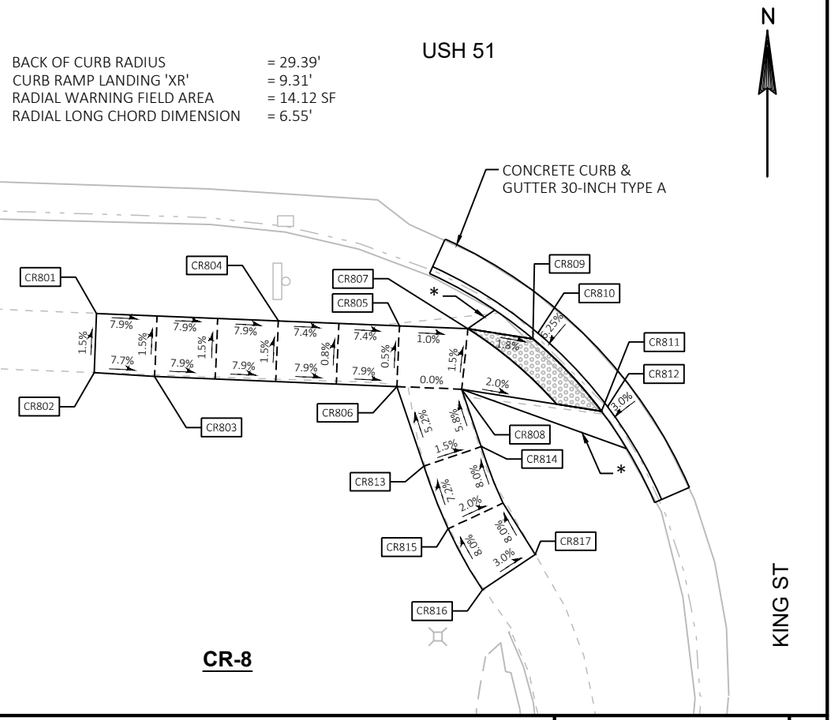
CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-7

CR-8 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR801	29+05.53	32.36' RT	**	860623.37	425863.59
CR802	29+05.56	36.27' RT	**	860623.20	425859.69
CR803	29+09.75	36.32' RT	902.51	860627.20	425859.43
CR804	29+18.02	32.19' RT	901.82	860635.36	425863.09
CR805	29+26.35	31.98' RT	901.23	860643.35	425862.76
CR806	29+26.48	35.98' RT	901.25	860643.18	425858.77
CR807	29+31.05	31.83' RT	901.19	860647.86	425862.58
CR808	29+30.96	35.83' RT	901.25	860647.47	425858.59
CR809	29+35.56	32.15' RT	901.11	860652.16	425861.90
CR810	29+35.86	31.75' RT	901.10	860652.48	425862.28
CR811	29+40.68	36.50' RT	901.06	860656.67	425857.14
CR812	29+41.07	36.17' RT	901.05	860657.06	425857.44
CR813	29+28.76	41.08' RT	901.54	860644.97	425853.51
CR814	29+32.62	39.51' RT	901.48	860648.75	425854.80
CR815	29+30.77	45.09' RT	901.88	860646.56	425849.38
CR816	29+33.51	48.92' RT	**	860648.83	425845.35
CR817	29+36.99	46.31' RT	**	860652.31	425847.68

** MATCH EXISTING

BACK OF CURB RADIUS = 29.39'
CURB RAMP LANDING 'XR' = 9.31'
RADIAL WARNING FIELD AREA = 14.12 SF
RADIAL LONG CHORD DIMENSION = 6.55'



*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

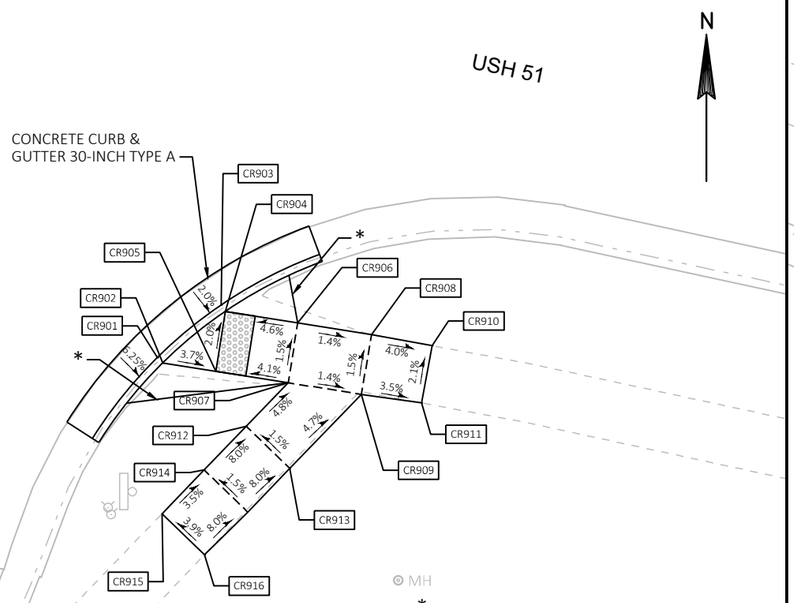
CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-8

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 13	E

CR-9 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR901	30+03.51	37.86' RT	899.58	860715.97	425848.09
CR902	30+03.94	38.15' RT	899.59	860716.32	425847.73
CR903	30+07.23	33.75' RT	899.37	860720.17	425851.55
CR904	30+07.60	34.11' RT	899.38	860720.45	425851.13
CR905	30+07.66	38.11' RT	899.46	860719.82	425847.18
CR906	30+12.64	34.02' RT	899.60	860725.22	425850.38
CR907	30+12.73	38.01' RT	899.66	860724.60	425846.43
CR908	30+17.78	33.89' RT	899.53	860730.10	425849.61
CR909	30+17.85	37.89' RT	899.59	860729.42	425845.67
CR910	30+22.01	33.87' RT	**	860734.08	425848.88
CR911	30+22.04	37.71' RT	**	860733.39	425845.10
CR912	30+10.39	41.34' RT	899.85	860721.82	425843.55
CR913	30+13.90	43.56' RT	899.91	860724.70	425840.77
CR914	30+08.03	44.65' RT	900.26	860719.05	425840.67
CR915	30+05.65	47.97' RT	**	860716.27	425837.79
CR916	30+09.08	50.15' RT	**	860719.07	425835.09

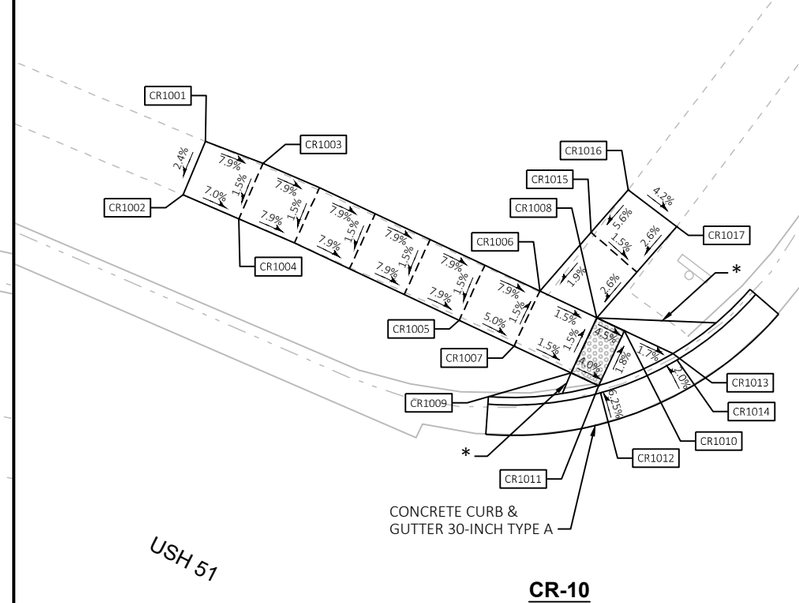
** MATCH EXISTING



CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-9

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'



CR-10

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

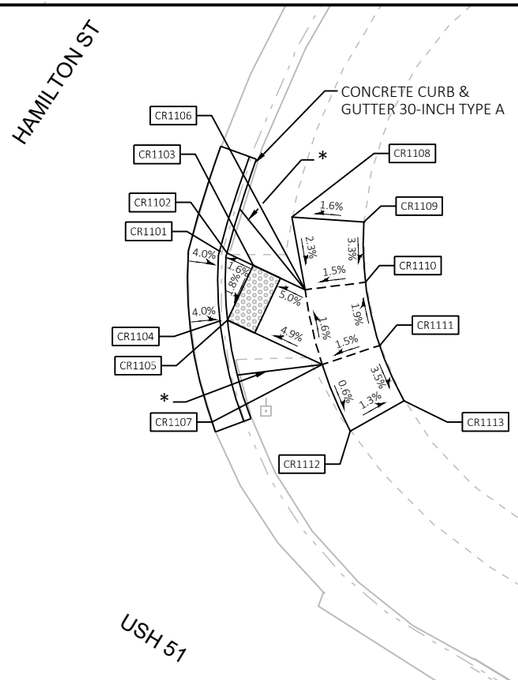
CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-10 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1001	31+96.07	52.38' LT	**	860927.14	425879.71
CR1002	31+96.09	48.55' LT	**	860925.67	425876.18
CR1003	31+99.87	52.54' LT	895.00	860930.92	425878.27
CR1004	31+99.86	48.54' LT	894.94	860929.34	425874.60
CR1005	32+14.97	48.30' LT	893.66	860943.87	425867.92
CR1006	32+18.78	52.25' LT	893.40	860949.20	425869.84
CR1007	32+18.75	48.26' LT	893.46	860947.50	425866.22
CR1008	32+22.69	52.23' LT	893.34	860952.96	425868.07
CR1009	32+22.68	48.23' LT	893.40	860951.26	425864.45
CR1010	32+24.57	52.22' LT	893.25	860954.77	425867.22
CR1011	32+24.56	48.22' LT	893.32	860953.07	425863.60
CR1012	32+24.87	47.84' LT	893.31	860953.21	425863.12
CR1013	32+27.91	52.22' LT	893.19	860957.98	425865.71
CR1014	32+28.30	51.94' LT	893.18	860958.24	425865.28
CR1015	32+20.15	57.19' LT	893.50	860952.58	425873.71
CR1016	32+21.12	60.77' LT	**	860955.03	425876.53
CR1017	32+24.78	59.91' LT	**	860958.22	425874.10

** MATCH EXISTING

CR-11 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1101	32+80.41	53.12' LT	891.28	861006.41	425842.88
CR1102	32+80.90	53.22' LT	891.29	861006.89	425842.76
CR1103	32+82.81	53.26' LT	891.32	861008.63	425841.95
CR1104	32+82.47	48.99' LT	891.24	861006.43	425838.27
CR1105	32+82.90	49.26' LT	891.25	861006.93	425838.32
CR1106	32+86.60	53.34' LT	891.51	861012.06	425840.33
CR1107	32+89.79	49.41' LT	891.59	861013.17	425835.39
CR1108	32+83.68	57.25' LT	**	861011.18	425845.13
CR1109	32+88.08	59.07' LT	**	861015.93	425844.81
CR1110	32+89.55	55.54' LT	891.57	861016.03	425840.82
CR1111	32+92.63	52.23' LT	891.65	861016.96	425836.66
CR1112	32+93.39	46.30' LT	**	861015.01	425831.01
CR1113	32+95.70	49.67' LT	**	861018.58	425833.01

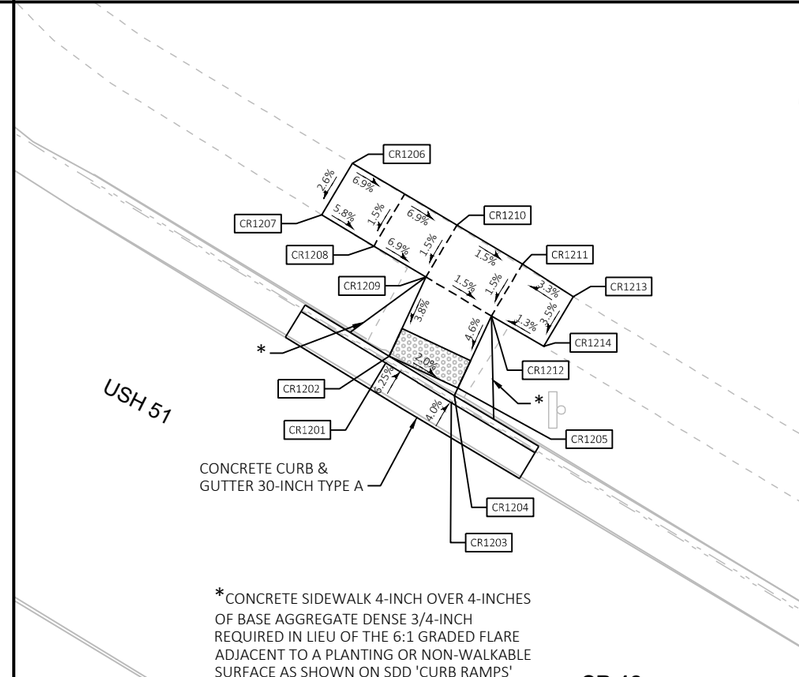
** MATCH EXISTING



*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-11



CR-12 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1201	33+30.15	33.88' LT	889.81	861042.42	425803.55
CR1202	33+30.14	34.38' LT	889.82	861042.64	425804.01
CR1203	33+35.16	33.46' LT	889.70	861046.73	425800.95
CR1204	33+35.15	33.97' LT	889.71	861046.94	425801.41
CR1205	33+35.13	34.51' LT	889.72	861047.17	425801.90
CR1206	33+22.32	44.70' LT	**	861040.22	425816.72
CR1207	33+22.02	40.76' LT	**	861038.20	425813.33
CR1208	33+26.01	40.44' LT	890.32	861041.63	425811.27
CR1209	33+30.00	40.14' LT	890.04	861045.07	425809.23
CR1210	33+30.30	44.13' LT	890.10	861047.11	425812.67
CR1211	33+35.31	43.74' LT	890.02	861051.43	425810.10
CR1212	33+35.01	39.76' LT	889.96	861049.39	425806.66
CR1213	33+39.29	43.29' LT	**	861054.79	425807.92
CR1214	33+39.00	39.50' LT	**	861052.85	425804.65

** MATCH EXISTING

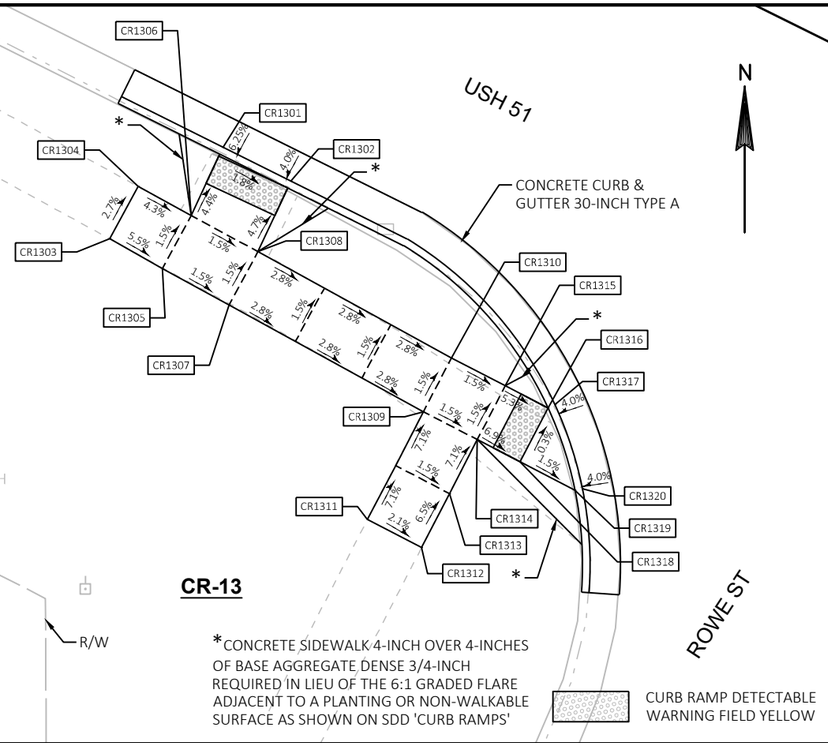
*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-12

CR-13 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1301	33+31.57	24.00' RT	889.59	861017.98	425751.06
CR1302	33+36.57	24.02' RT	889.50	861022.45	425748.83
CR1303	33+27.55	32.73' RT	**	861010.50	425745.03
CR1304	33+27.69	28.81' RT	**	861012.37	425748.48
CR1305	33+31.54	32.97' RT	889.87	861013.97	425743.05
CR1306	33+31.69	28.97' RT	889.81	861015.88	425746.56
CR1307	33+36.55	33.15' RT	889.80	861018.38	425740.66
CR1308	33+36.70	29.15' RT	889.74	861020.28	425744.17
CR1309	33+51.17	33.77' RT	889.39	861031.20	425733.61
CR1310	33+51.24	29.77' RT	889.33	861033.04	425737.16
CR1311	33+51.02	41.76' RT	**	861027.51	425726.51
CR1312	33+55.04	41.83' RT	**	861031.09	425724.66
CR1313	33+55.10	37.83' RT	889.62	861032.92	425728.22
CR1314	33+55.17	33.83' RT	889.33	861034.76	425731.77
CR1315	33+55.24	29.83' RT	889.27	861036.59	425735.33
CR1316	33+58.42	29.89' RT	889.10	861039.42	425733.86
CR1317	33+58.73	29.50' RT	889.09	861039.87	425734.07
CR1318	33+58.35	33.88' RT	889.11	861037.58	425730.31
CR1319	33+62.42	33.96' RT	889.05	861041.20	425728.44
CR1320	33+62.82	33.65' RT	889.04	861041.69	425728.54

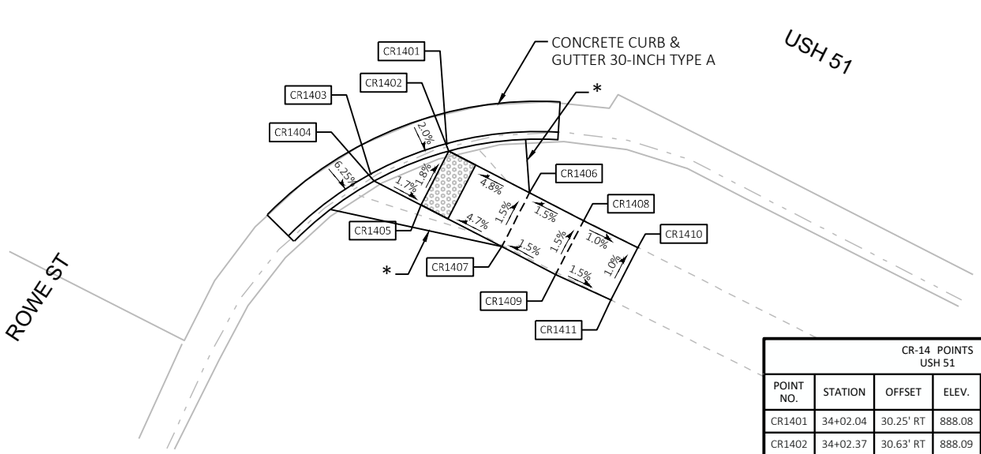
** MATCH EXISTING



CR-13

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW



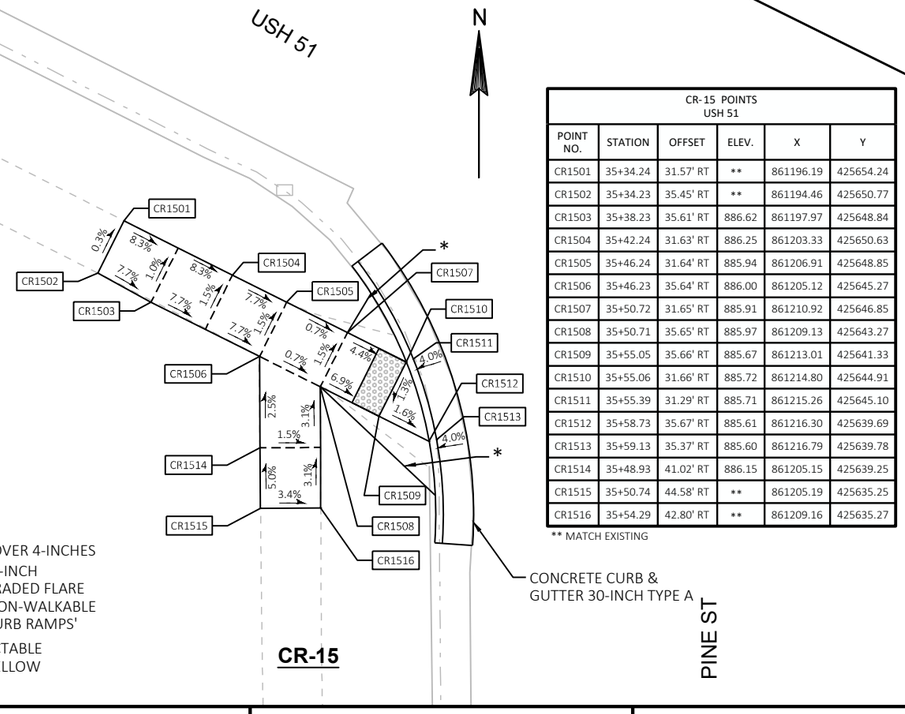
*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-14

CR-14 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1401	34+02.04	30.25' RT	888.08	861078.34	425714.15
CR1402	34+02.37	30.63' RT	888.09	861078.47	425713.67
CR1403	33+98.43	34.28' RT	888.21	861073.31	425712.15
CR1404	33+98.84	34.57' RT	888.22	861073.55	425711.71
CR1405	34+02.31	34.63' RT	888.16	861076.63	425710.12
CR1406	34+08.37	30.73' RT	888.38	861083.80	425710.92
CR1407	34+08.30	34.73' RT	888.44	861081.96	425707.36
CR1408	34+12.37	30.80' RT	888.44	861087.35	425709.08
CR1409	34+12.30	34.80' RT	888.50	861085.51	425705.52
CR1410	34+16.37	30.79' RT	**	861090.94	425707.31
CR1411	34+16.31	34.67' RT	**	861089.15	425703.86

** MATCH EXISTING



CR-15 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1501	35+34.24	31.57' RT	**	861196.19	425654.24
CR1502	35+34.23	35.45' RT	**	861194.46	425650.77
CR1503	35+38.23	35.61' RT	886.62	861197.97	425648.84
CR1504	35+42.24	31.63' RT	886.25	861203.33	425650.63
CR1505	35+46.24	31.64' RT	885.94	861206.91	425648.85
CR1506	35+46.23	35.64' RT	886.00	861205.12	425645.27
CR1507	35+50.72	31.65' RT	885.91	861210.92	425646.85
CR1508	35+50.71	35.65' RT	885.97	861209.13	425643.27
CR1509	35+55.05	35.66' RT	885.67	861213.01	425641.33
CR1510	35+55.06	31.66' RT	885.72	861214.80	425644.91
CR1511	35+55.39	31.29' RT	885.71	861215.26	425645.10
CR1512	35+58.73	35.67' RT	885.61	861216.30	425639.69
CR1513	35+59.13	35.37' RT	885.60	861216.79	425639.78
CR1514	35+48.93	41.02' RT	886.15	861205.15	425639.25
CR1515	35+50.74	44.58' RT	**	861205.19	425635.25
CR1516	35+54.29	42.80' RT	**	861209.16	425635.27

** MATCH EXISTING

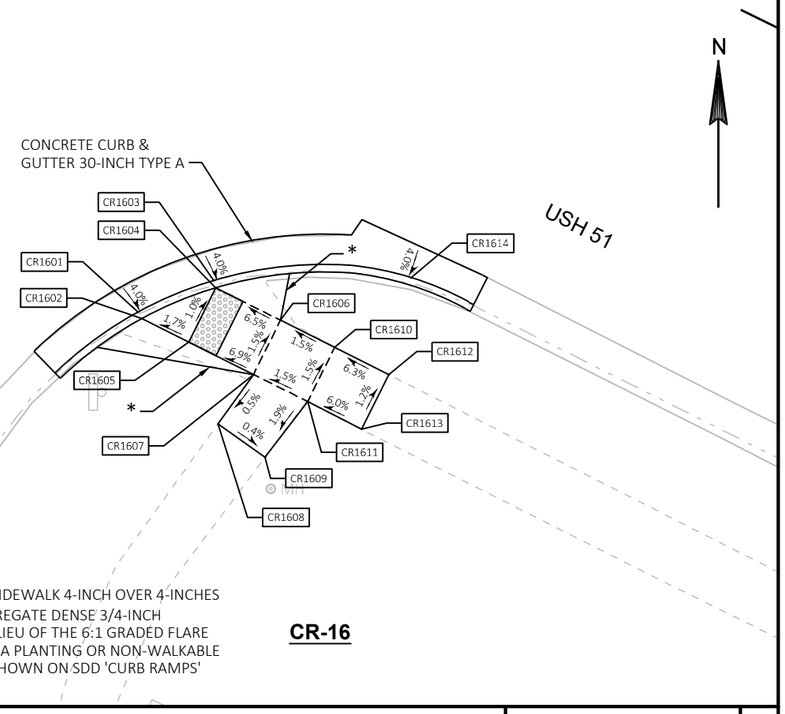
*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-15

CR-16 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1601	36+17.30	35.55' RT	885.38	861268.83	425613.77
CR1602	36+17.71	35.84' RT	885.39	861269.07	425613.33
CR1603	36+20.85	31.48' RT	885.40	861273.82	425615.84
CR1604	36+21.19	31.84' RT	885.41	861273.96	425615.36
CR1605	36+21.18	35.84' RT	885.45	861272.17	425611.78
CR1606	36+25.96	31.86' RT	885.72	861278.23	425613.23
CR1607	36+25.95	35.86' RT	885.78	861276.44	425609.65
CR1608	36+25.30	39.81' RT	**	861274.11	425606.40
CR1609	36+29.05	40.42' RT	**	861277.19	425604.19
CR1610	36+29.96	31.87' RT	885.78	861281.80	425611.44
CR1611	36+29.95	35.87' RT	885.84	861280.02	425607.87
CR1612	36+33.96	31.90' RT	**	861285.37	425609.64
CR1613	36+33.95	35.93' RT	**	861283.57	425606.03
CR1614	36+32.42	25.53' RT	885.48	861286.83	425616.03

** MATCH EXISTING



CURB RAMP DETECTABLE WARNING FIELD YELLOW

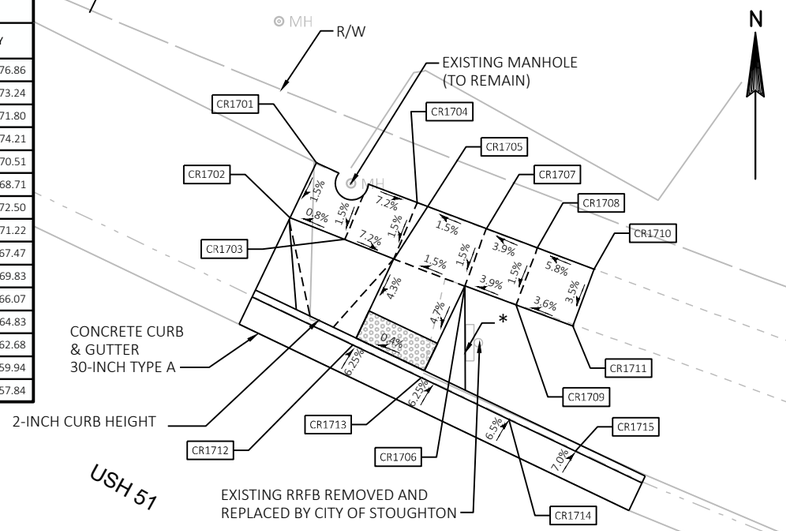
*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CR-16

2

CR-17 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1701	40+68.83	35.27' LT	**	861704.45	425476.86
CR1702	40+68.84	31.26' LT	**	861702.72	425473.24
CR1703	40+72.86	31.52' LT	885.39	861706.35	425471.80
CR1704	40+76.25	35.74' LT	885.22	861711.11	425474.21
CR1705	40+76.45	31.74' LT	885.16	861709.57	425470.51
CR1706	40+81.63	32.10' LT	885.23	861714.26	425468.71
CR1707	40+81.32	36.13' LT	885.29	861715.69	425472.50
CR1708	40+85.04	36.38' LT	885.43	861719.04	425471.22
CR1709	40+85.34	32.39' LT	885.37	861717.64	425467.47
CR1710	40+89.18	36.67' LT	**	861722.79	425469.83
CR1711	40+89.47	32.67' LT	**	861721.39	425466.07
CR1712	40+76.41	25.45' LT	884.89	861706.86	425464.83
CR1713	40+81.55	25.41' LT	884.91	861711.37	425462.68
CR1714	40+88.13	25.34' LT	884.92	861717.17	425459.94
CR1715	40+93.12	25.24' LT	884.93	861721.55	425457.84

** MATCH EXISTING

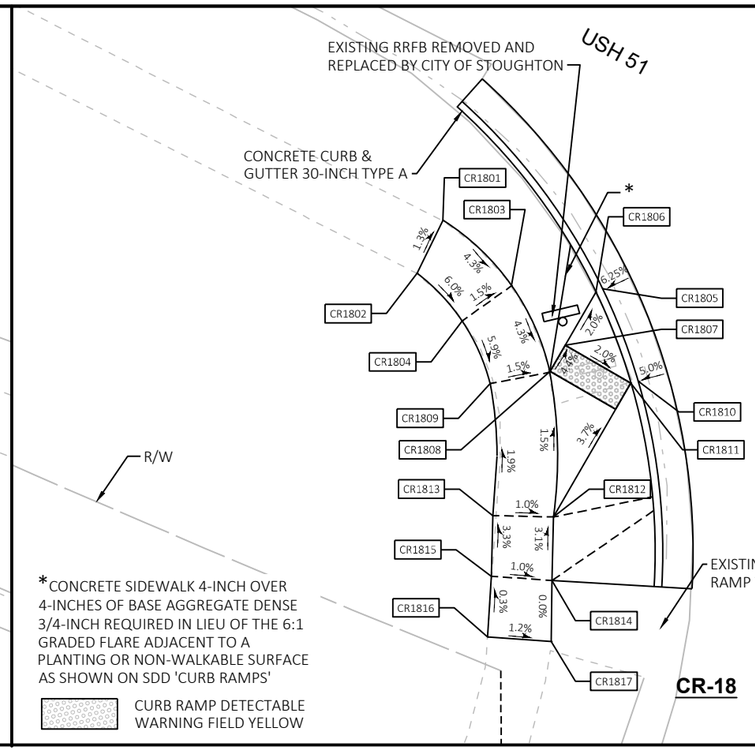


40+50

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-17



CR-18 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1801	40+60.89	35.76' RT	**	861666.26	425416.44
CR1802	40+60.88	39.64' RT	**	861664.54	425412.96
CR1803	40+66.61	37.65' RT	885.84	861670.77	425412.14
CR1804	40+64.77	41.17' RT	885.90	861667.52	425409.81
CR1805	40+71.92	35.23' RT	885.39	861676.80	425411.94
CR1806	40+71.62	35.60' RT	885.40	861676.36	425411.73
CR1807	40+71.31	39.64' RT	885.48	861674.33	425408.22
CR1808	40+71.16	41.63' RT	885.57	861673.33	425406.49
CR1809	40+68.08	44.07' RT	885.63	861669.37	425405.69
CR1810	40+76.47	39.74' RT	885.37	861679.14	425405.84
CR1811	40+76.10	40.05' RT	885.38	861678.66	425405.72
CR1812	40+75.29	50.22' RT	885.76	861673.55	425396.89
CR1813	40+71.82	51.85' RT	885.80	861669.55	425396.98
CR1814	40+76.90	54.05' RT	**	861673.46	425392.70
CR1815	40+73.37	55.50' RT	885.93	861669.46	425392.98
CR1816	40+74.77	59.23' RT	**	861669.21	425388.98
CR1817	40+78.46	57.71' RT	**	861673.39	425388.68

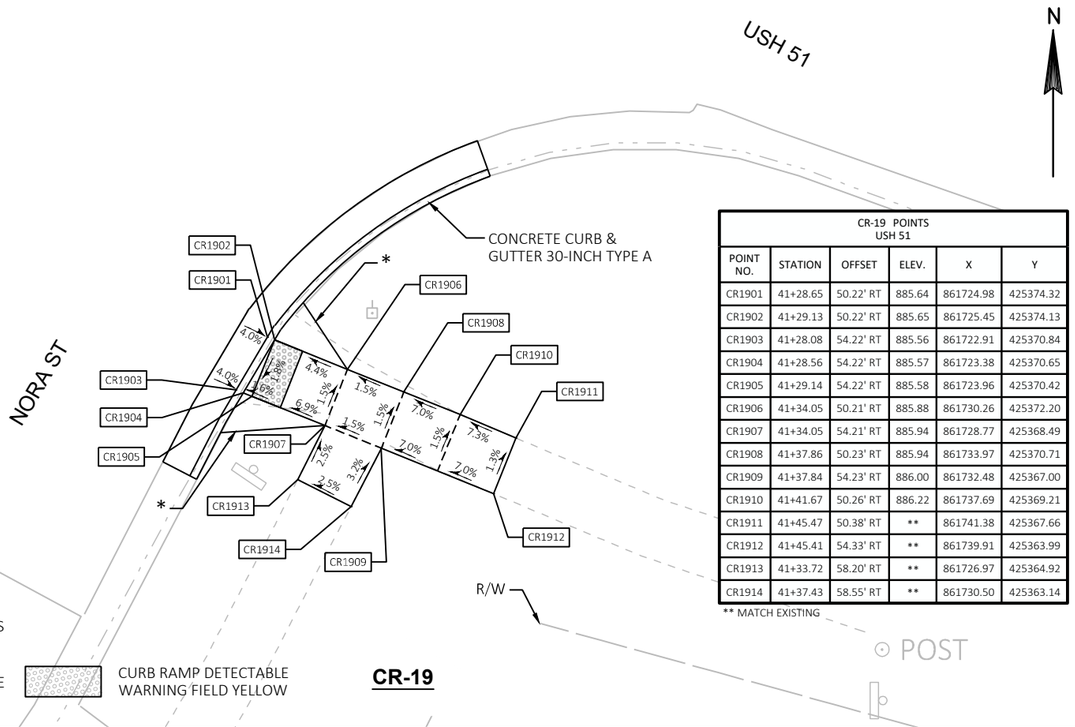
** MATCH EXISTING

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-18

NORA ST



CR-19 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR1901	41+28.65	50.22' RT	885.64	861724.98	425374.32
CR1902	41+29.13	50.22' RT	885.65	861725.45	425374.13
CR1903	41+28.08	54.22' RT	885.56	861722.91	425370.84
CR1904	41+28.56	54.22' RT	885.57	861723.38	425370.65
CR1905	41+29.14	54.22' RT	885.58	861723.96	425370.42
CR1906	41+34.05	50.21' RT	885.88	861730.26	425372.20
CR1907	41+34.05	54.21' RT	885.94	861728.77	425368.49
CR1908	41+37.86	50.23' RT	885.94	861733.97	425370.71
CR1909	41+37.84	54.23' RT	886.00	861732.48	425367.00
CR1910	41+41.67	50.26' RT	886.22	861737.69	425369.21
CR1911	41+45.47	50.38' RT	**	861741.38	425367.66
CR1912	41+45.41	54.33' RT	**	861739.91	425363.99
CR1913	41+33.72	58.20' RT	**	861726.97	425364.92
CR1914	41+37.43	58.55' RT	**	861730.50	425363.14

** MATCH EXISTING

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

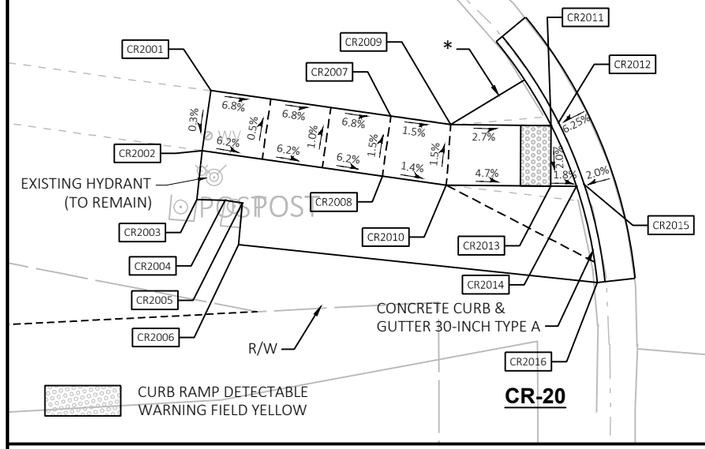
CR-19

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 16	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021101_CD.DWG
LAYOUT NAME - 021105_cd
PLOT DATE : 10/18/2019 2:29 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

USH 51

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'



CR-20

CR-20 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2001	43+51.06	40.96' RT	**	861951.56	425321.38
CR2002	43+51.11	44.96' RT	**	861951.00	425317.42
CR2003	43+51.24	48.20' RT	**	861950.65	425314.20
CR2004	43+53.01	47.94' RT	**	861952.52	425314.17
CR2005	43+54.10	47.98' RT	**	861953.65	425313.96
CR2006	43+54.26	50.74' RT	**	861953.40	425311.21
CR2007	43+62.57	40.89' RT	884.56	861963.44	425319.70
CR2008	43+62.57	44.89' RT	884.62	861962.88	425315.74
CR2009	43+66.41	40.90' RT	884.50	861967.40	425319.14
CR2010	43+66.64	44.90' RT	884.56	861967.10	425315.14
CR2011	43+72.71	40.08' RT	884.32	861974.02	425319.07
CR2012	43+73.13	39.84' RT	884.31	861974.49	425319.25
CR2013	43+73.17	44.05' RT	884.24	861973.98	425315.07
CR2014	43+74.79	43.85' RT	884.21	861975.70	425315.06
CR2015	43+75.22	43.63' RT	884.20	861976.17	425315.22
CR2016	43+76.84	49.96' RT	**	861977.06	425308.73

** MATCH EXISTING

S. GJERTSON ST

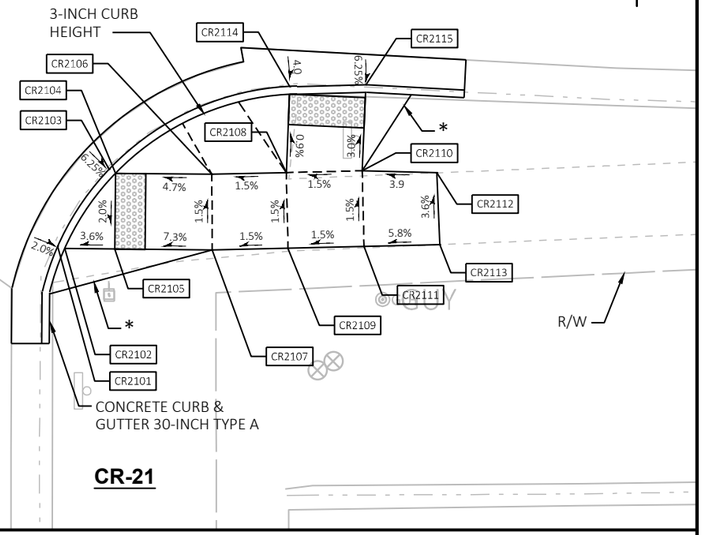
CR-21 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2101	44+19.10	39.30' RT	884.07	862022.15	425314.75
CR2102	44+19.56	39.43' RT	884.08	862022.62	425314.59
CR2103	44+21.97	33.99' RT	884.29	862025.54	425319.82
CR2104	44+22.41	34.21' RT	884.30	862025.98	425319.56
CR2105	44+22.73	39.20' RT	884.20	862025.93	425314.56
CR2106	44+28.52	33.80' RT	884.60	862032.32	425319.50
CR2107	44+28.89	38.78' RT	884.67	862032.36	425314.49
CR2108	44+33.25	33.34' RT	884.67	862037.24	425319.61
CR2109	44+33.68	38.32' RT	884.74	862037.35	425314.61
CR2110	44+38.07	32.91' RT	884.74	862042.25	425319.73
CR2111	44+38.48	37.89' RT	884.81	862042.36	425314.73
CR2112	44+42.83	32.75' RT	**	862047.17	425319.59
CR2113	44+43.27	37.48' RT	**	862047.36	425314.85
CR2114	44+33.11	27.68' RT	884.62	862037.47	425325.27
CR2115	44+37.96	27.23' RT	884.57	862042.48	425325.40

** MATCH EXISTING

USH 51

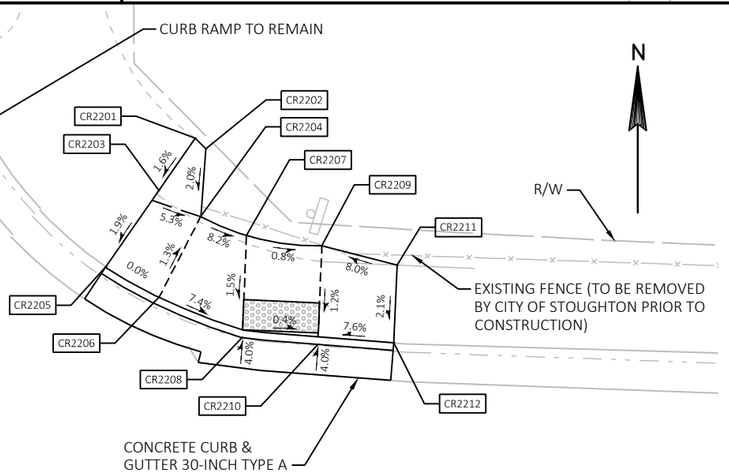
*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW



CR-21

S. GJERTSON ST



USH 51

CR-22 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2201	44+27.60	37.97' LT	**	862036.57	425391.15
CR2202	44+28.38	37.31' LT	883.96	862037.27	425390.43
CR2203	44+25.37	34.35' LT	**	862034.16	425387.69
CR2204	44+28.36	32.82' LT	883.87	862036.93	425385.96
CR2205	44+22.17	29.07' LT	**	862030.67	425382.66
CR2206	44+25.93	27.32' LT	883.95	862034.18	425380.64
CR2207	44+31.57	31.79' LT	883.60	862039.96	425384.71
CR2208	44+31.76	25.06' LT	883.50	862039.67	425377.99
CR2209	44+36.76	31.44' LT	883.56	862044.93	425384.03
CR2210	44+36.90	24.93' LT	883.48	862044.66	425377.53
CR2211	44+41.94	30.48' LT	**	862049.88	425382.77
CR2212	44+42.02	25.34' LT	**	862049.66	425377.63

** MATCH EXISTING

44+00

CR-22

44+50

CURB RAMP DETECTABLE WARNING FIELD YELLOW

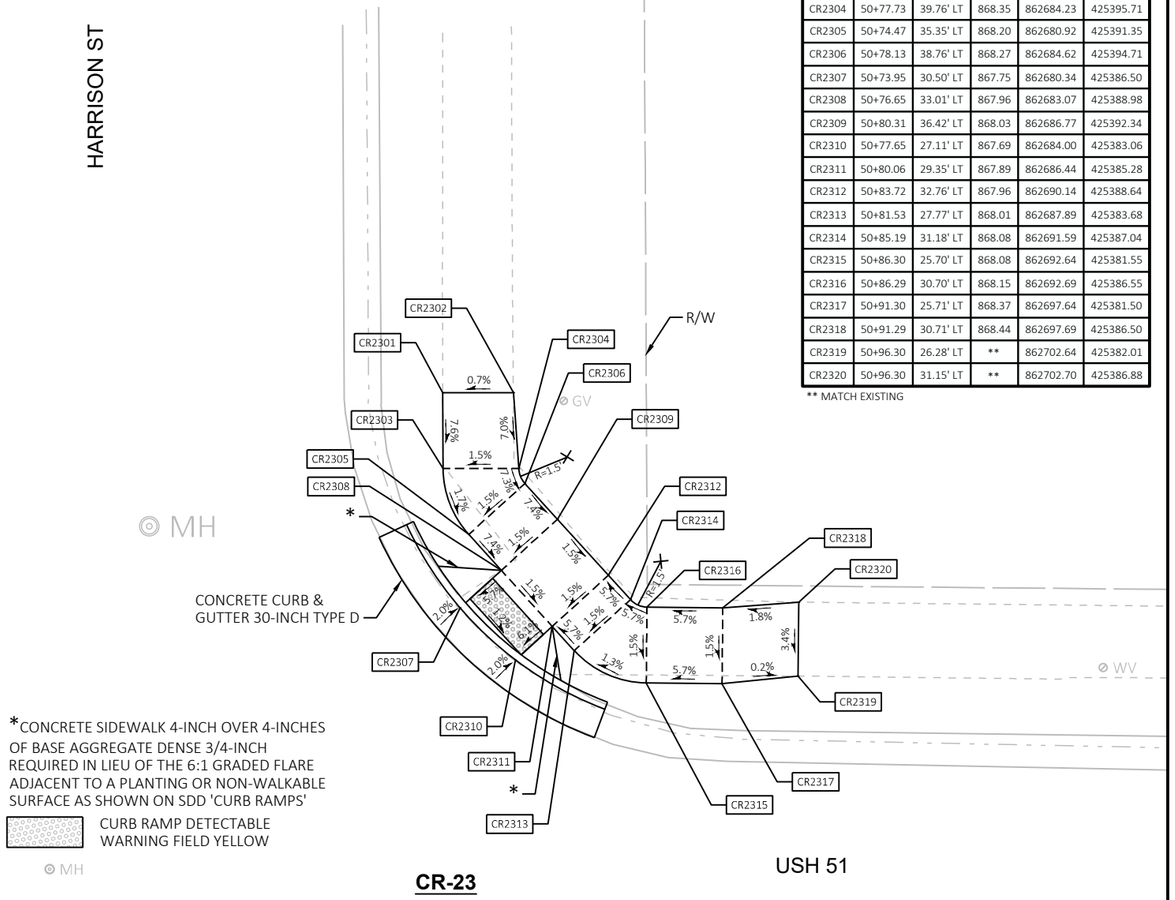
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 17	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021101_CD.DWG
LAYOUT NAME - 021106_cd

PLOT DATE : 10/18/2019 2:30 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : ##########

N

HARRISON ST



CR-23 POINTS
USH 51

POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2301	50+72.65	44.68' LT	**	862679.21	425400.69
CR2302	50+77.31	44.75' LT	**	862683.87	425400.71
CR2303	50+72.73	39.68' LT	868.28	862679.23	425395.69
CR2304	50+77.73	39.76' LT	868.35	862684.23	425395.71
CR2305	50+74.47	35.35' LT	868.20	862680.92	425391.35
CR2306	50+78.13	38.76' LT	868.27	862684.62	425394.71
CR2307	50+73.95	30.50' LT	867.75	862680.34	425386.50
CR2308	50+76.65	33.01' LT	867.96	862683.07	425388.98
CR2309	50+80.31	36.42' LT	868.03	862686.77	425392.34
CR2310	50+77.65	27.11' LT	867.69	862684.00	425383.06
CR2311	50+80.06	29.35' LT	867.89	862686.44	425385.28
CR2312	50+83.72	32.76' LT	867.96	862690.14	425388.64
CR2313	50+81.53	27.77' LT	868.01	862687.89	425383.68
CR2314	50+85.19	31.18' LT	868.08	862691.59	425387.04
CR2315	50+86.30	25.70' LT	868.08	862692.64	425381.55
CR2316	50+86.29	30.70' LT	868.15	862692.69	425386.55
CR2317	50+91.30	25.71' LT	868.37	862697.64	425381.50
CR2318	50+91.29	30.71' LT	868.44	862697.69	425386.50
CR2319	50+96.30	26.28' LT	**	862702.64	425382.01
CR2320	50+96.30	31.15' LT	**	862702.70	425386.88

** MATCH EXISTING

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

MH

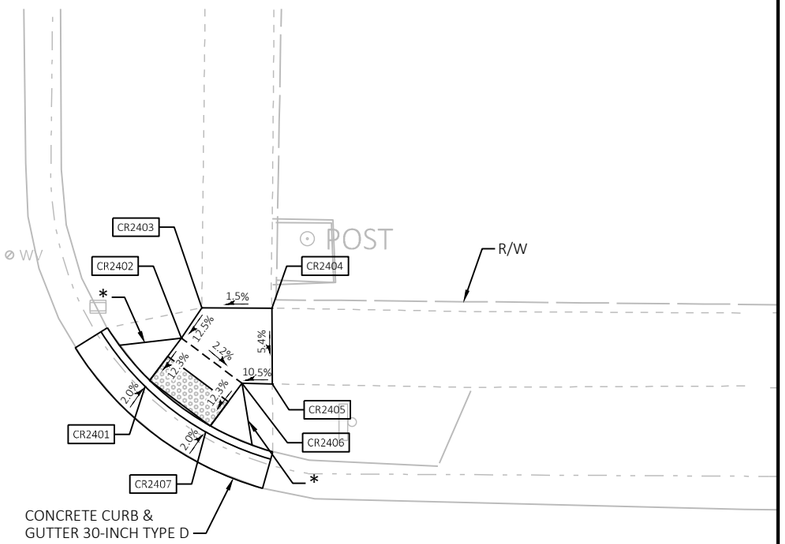
CR-23

USH 51

N

2

MONROE ST



CR-24 POINTS
USH 51

POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2401	56+58.88	27.66' LT	872.37	863265.09	425376.68
CR2402	56+61.26	30.90' LT	872.86	863267.50	425379.90
CR2403	56+62.58	32.90' LT	**	863268.84	425381.90
CR2404	56+67.21	32.92' LT	**	863273.47	425381.88
CR2405	56+67.28	27.92' LT	**	863273.50	425376.87
CR2406	56+65.29	27.94' LT	872.75	863271.50	425376.91
CR2407	56+62.90	24.69' LT	872.26	863269.09	425373.68

** MATCH EXISTING

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

CR-24

MH

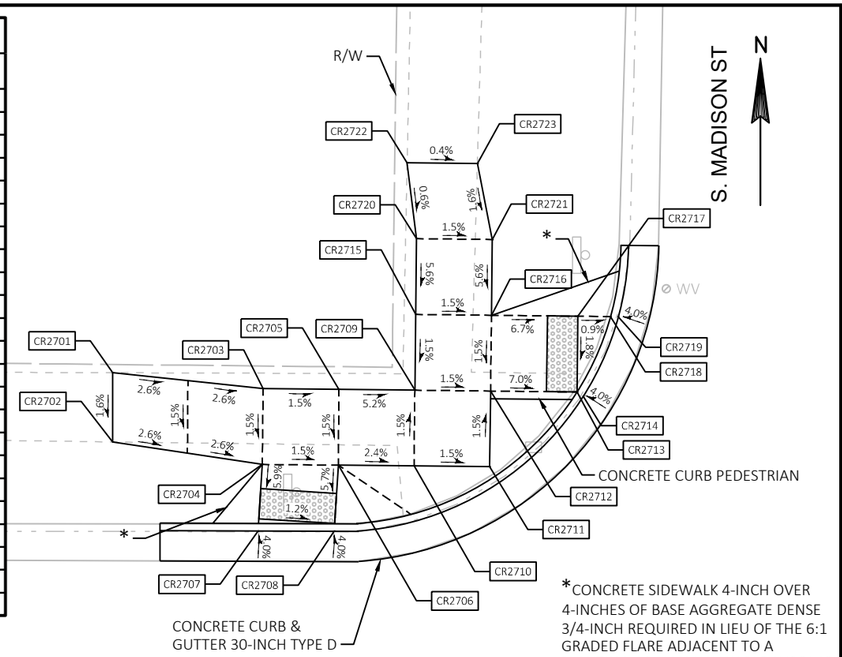
USH 51

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 18	E

2

CR-27 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2701	59+14.80	32.60' LT	**	863521.05	425379.49
CR2702	59+14.82	28.03' LT	**	863521.03	425374.92
CR2703	59+24.73	31.63' LT	869.86	863530.97	425378.43
CR2704	59+24.72	26.63' LT	869.79	863530.92	425373.43
CR2705	59+29.74	31.62' LT	869.79	863535.98	425378.38
CR2706	59+29.73	26.62' LT	869.72	863535.93	425373.38
CR2707	59+24.49	22.24' LT	869.53	863530.65	425369.05
CR2708	59+29.50	22.26' LT	869.47	863535.66	425369.03
CR2709	59+34.74	31.61' LT	869.53	863540.98	425378.33
CR2710	59+34.73	26.61' LT	869.60	863540.93	425373.33
CR2711	59+39.72	26.61' LT	869.53	863545.92	425373.29
CR2712	59+39.74	31.59' LT	869.46	863545.97	425378.27
CR2713	59+45.44	31.58' LT	869.06	863551.67	425378.21
CR2714	59+45.86	31.32' LT	869.05	863552.10	425377.95
CR2715	59+34.76	36.61' LT	869.60	863541.03	425383.33
CR2716	59+39.76	36.59' LT	869.53	863546.03	425383.27
CR2717	59+45.45	36.58' LT	869.15	863551.73	425383.21
CR2718	59+47.60	36.58' LT	869.13	863553.88	425383.19
CR2719	59+48.12	36.58' LT	869.12	863554.39	425383.18
CR2720	59+34.77	41.61' LT	869.88	863541.09	425388.33
CR2721	59+39.77	41.59' LT	869.81	863546.09	425388.27
CR2722	59+34.11	46.62' LT	**	863540.47	425393.34
CR2723	59+38.74	46.60' LT	**	863545.11	425393.29

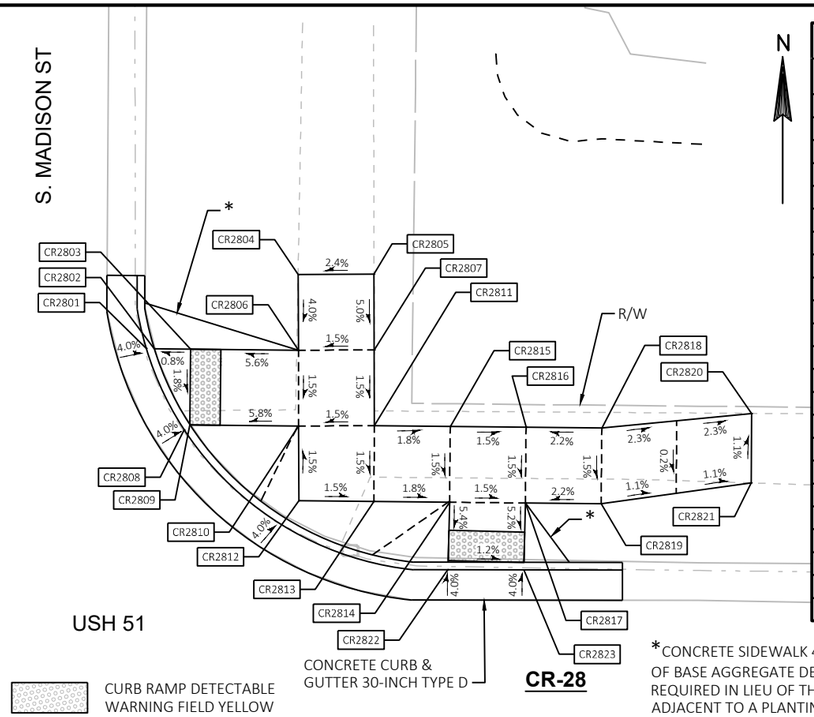
** MATCH EXISTING



CR-27

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW



CR-28

CR-28 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2801	59+81.70	36.50' LT	868.63	863587.98	425382.83
CR2802	59+82.22	36.50' LT	868.64	863588.50	425382.82
CR2803	59+84.63	36.49' LT	868.66	863590.91	425382.80
CR2804	59+91.68	41.47' LT	**	863598.00	425387.72
CR2805	59+96.70	41.53' LT	**	863603.01	425387.73
CR2806	59+91.75	36.47' LT	869.06	863598.03	425382.72
CR2807	59+96.75	36.53' LT	869.13	863603.03	425382.73
CR2808	59+84.24	31.16' LT	868.56	863590.48	425377.47
CR2809	59+84.62	31.49' LT	868.57	863590.86	425377.80
CR2810	59+91.80	31.47' LT	868.99	863598.04	425377.72
CR2811	59+96.80	31.53' LT	869.06	863603.04	425377.73
CR2812	59+91.86	26.54' LT	869.06	863598.05	425372.78
CR2813	59+96.80	26.53' LT	868.99	863602.99	425372.73
CR2814	60+01.80	26.52' LT	868.90	863607.99	425372.68
CR2815	60+01.80	31.52' LT	868.97	863608.04	425377.68
CR2816	60+06.81	31.52' LT	868.90	863613.04	425377.64
CR2817	60+06.80	26.52' LT	868.83	863612.99	425372.64
CR2818	60+11.81	31.51' LT	869.01	863618.04	425377.59
CR2819	60+11.80	26.51' LT	868.94	863617.99	425372.59
CR2820	60+21.68	32.55' LT	**	863627.93	425378.55
CR2821	60+21.69	27.96' LT	**	863627.90	425373.96
CR2822	60+01.73	22.06' LT	868.66	863607.89	425368.23
CR2823	60+06.73	22.10' LT	868.60	863612.89	425368.22

** MATCH EXISTING

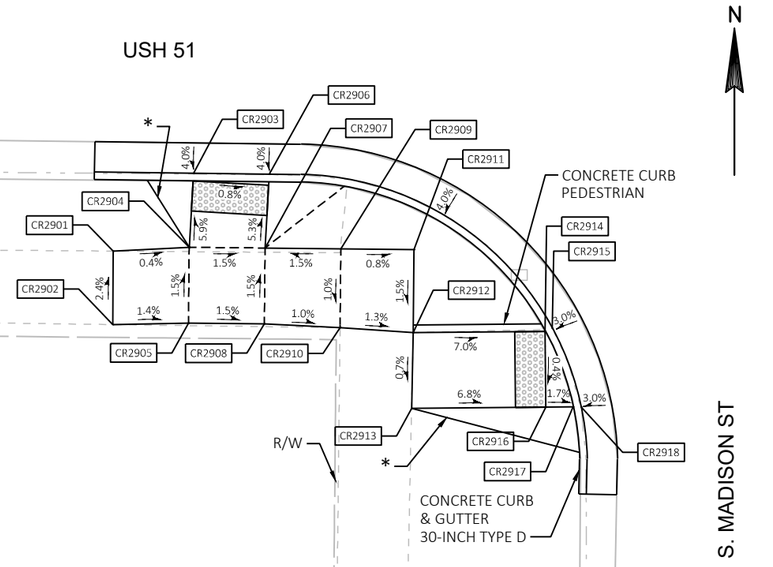
*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

2

CR-29 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR2901	59+16.86	27.16' RT	**	863522.61	425319.71
CR2902	59+16.86	32.01' RT	**	863522.56	425314.86
CR2903	59+22.10	21.99' RT	868.98	863527.89	425324.84
CR2904	59+21.86	26.87' RT	869.27	863527.61	425319.96
CR2905	59+21.86	31.87' RT	869.34	863527.57	425314.96
CR2906	59+27.10	22.01' RT	868.94	863532.89	425324.78
CR2907	59+26.87	26.88' RT	869.20	863532.62	425319.91
CR2908	59+26.86	31.88' RT	869.27	863532.57	425314.91
CR2909	59+31.87	26.88' RT	869.27	863537.62	425319.86
CR2910	59+31.86	32.09' RT	**	863537.57	425314.66
CR2911	59+36.70	26.89' RT	869.23	863542.45	425319.82
CR2912	59+36.69	32.38' RT	**	863542.39	425314.33
CR2913	59+36.62	37.38' RT	**	863542.29	425309.33
CR2914	59+45.40	32.23' RT	868.54	863551.10	425314.41
CR2915	59+45.85	32.01' RT	868.53	863551.55	425314.62
CR2916	59+45.48	37.23' RT	868.52	863551.14	425309.41
CR2917	59+47.28	37.20' RT	868.49	863552.94	425309.42
CR2918	59+47.79	37.19' RT	868.48	863553.45	425309.43

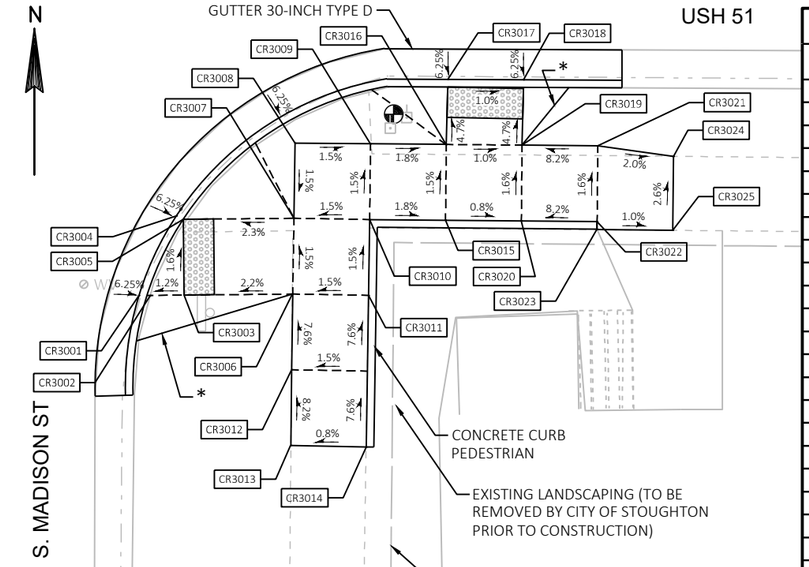
** MATCH EXISTING



CR-29

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW



CR-30

CR-30 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR3001	59+80.81	36.61' RT	868.46	863586.47	425309.73
CR3002	59+81.55	36.60' RT	868.47	863587.22	425309.74
CR3003	59+83.77	36.56' RT	868.50	863589.44	425309.76
CR3004	59+83.25	31.34' RT	868.41	863588.96	425314.97
CR3005	59+83.69	31.56' RT	868.42	863589.39	425314.76
CR3006	59+90.92	36.43' RT	868.66	863596.59	425309.82
CR3007	59+90.99	31.43' RT	868.59	863596.70	425314.82
CR3008	59+91.03	26.46' RT	868.66	863596.78	425319.79
CR3009	59+96.00	26.47' RT	868.59	863601.75	425319.74
CR3010	59+95.99	31.47' RT	868.66	863601.70	425314.74
CR3011	59+95.95	36.47' RT	868.73	863601.62	425309.74
CR3012	59+90.91	41.43' RT	869.04	863596.54	425304.82
CR3013	59+90.88	46.43' RT	**	863596.46	425299.82
CR3014	59+95.88	46.47' RT	**	863601.46	425299.74
CR3015	60+00.99	31.48' RT	868.57	863606.70	425314.69
CR3016	60+01.00	26.49' RT	868.50	863606.75	425319.68
CR3017	60+01.06	22.18' RT	868.30	863606.85	425323.99
CR3018	60+06.06	22.16' RT	868.25	863611.85	425323.97
CR3019	60+06.00	26.48' RT	868.45	863611.75	425319.65
CR3020	60+05.99	31.48' RT	868.53	863611.70	425314.65
CR3021	60+11.00	26.49' RT	868.86	863616.75	425319.60
CR3022	60+10.99	31.49' RT	868.94	863616.70	425314.60
CR3023	60+10.99	31.99' RT	**	863616.69	425314.10
CR3024	60+16.00	27.13' RT	**	863621.74	425318.91
CR3025	60+15.99	32.02' RT	**	863621.70	425314.03

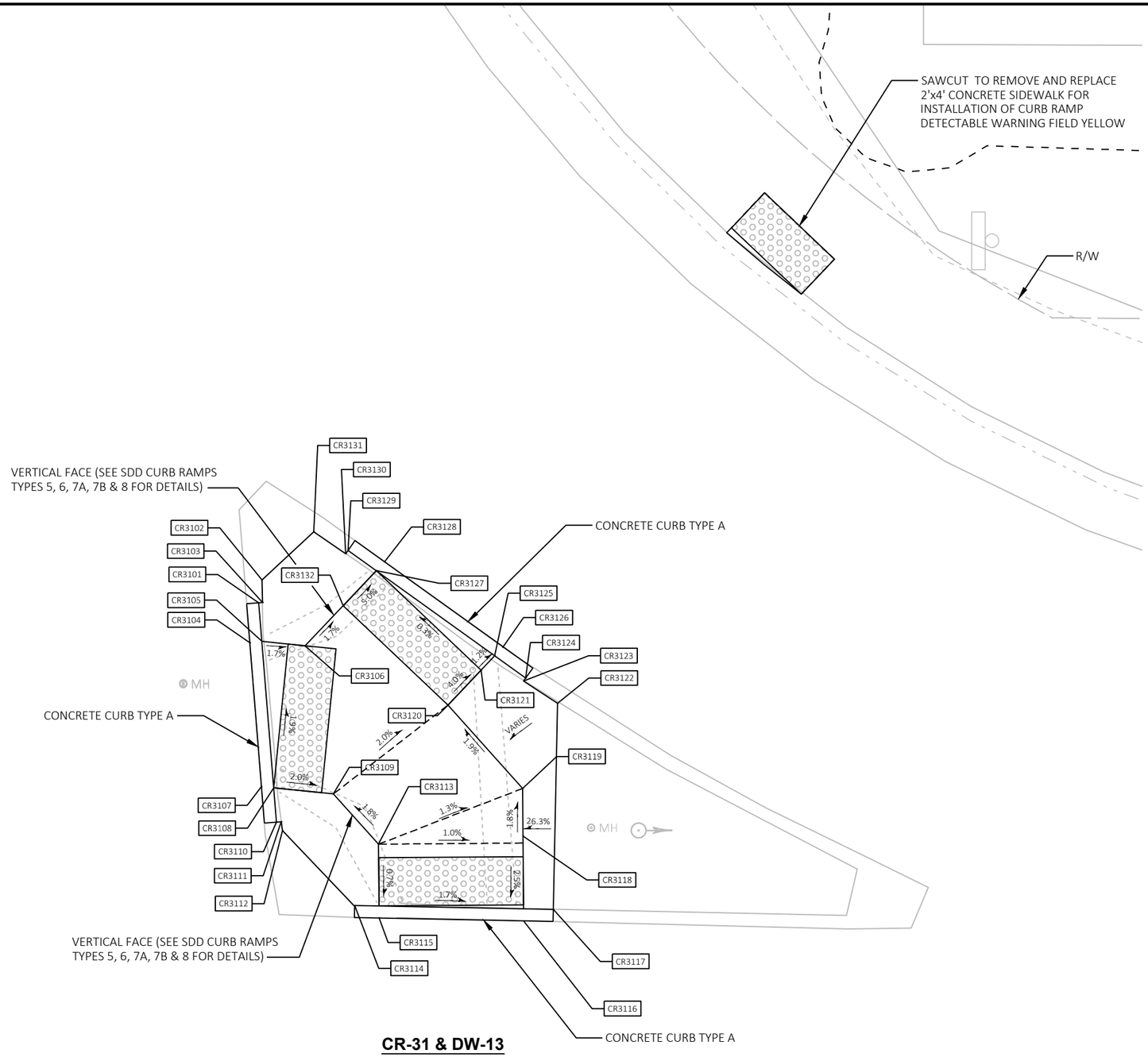
** MATCH EXISTING

*CONCRETE SIDEWALK 4-INCH OVER 4-INCHES OF BASE AGGREGATE DENSE 3/4-INCH REQUIRED IN LIEU OF THE 6:1 GRADED FLARE ADJACENT TO A PLANTING OR NON-WALKABLE SURFACE AS SHOWN ON SDD 'CURB RAMPS'

CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 19	E

2



CR-31 POINTS USH 51					
POINT NO.	STATION	OFFSET	ELEV.	X	Y
CR3101	66+51.24	32.00' LT	**	864257.45	425372.74
CR3102	66+51.37	32.95' LT	**	864257.59	425373.68
CR3103	66+51.39	32.01' LT	**	864257.61	425372.75
CR3104	66+50.89	30.34' LT	**	864257.09	425371.08
CR3105	66+51.38	30.39' LT	851.59	864257.58	425371.13
CR3106	66+53.17	30.23' LT	851.56	864259.37	425370.95
CR3107	66+51.41	24.36' LT	**	864257.56	425365.10
CR3108	66+51.92	24.32' LT	851.69	864258.07	425365.05
CR3109	66+54.40	24.09' LT	851.64	864260.55	425364.80
CR3110	66+52.05	22.89' LT	**	864258.18	425363.62
CR3111	66+52.25	22.92' LT	**	864258.39	425363.65
CR3112	66+52.30	22.55' LT	**	864258.44	425363.28
CR3113	66+56.29	22.01' LT	851.69	864262.43	425362.71
CR3114	66+55.32	19.46' LT	**	864261.43	425360.16
CR3115	66+56.34	18.95' LT	**	864262.45	425359.64
CR3116	66+62.35	18.88' LT	**	864268.45	425359.53
CR3117	66+63.57	19.37' LT	**	864269.68	425360.00
CR3118	66+62.29	22.40' LT	851.65	864268.42	425363.04
CR3119	66+62.26	24.37' LT	851.61	864268.41	425365.02
CR3120	66+59.13	27.81' LT	851.52	864265.31	425368.48
CR3121	66+60.49	29.27' LT	851.44	864266.68	425369.93
CR3122	66+63.68	27.93' LT	**	864269.86	425368.56
CR3123	66+62.26	28.84' LT	**	864268.45	425369.48
CR3124	66+62.35	28.96' LT	**	864268.54	425369.61
CR3125	66+61.05	29.88' LT	851.43	864267.25	425370.53
CR3126	66+61.39	30.23' LT	**	864267.59	425370.89
CR3127	66+56.11	33.37' LT	851.42	864262.33	425374.06
CR3128	66+56.45	33.73' LT	**	864262.68	425374.43
CR3129	66+54.93	34.20' LT	**	864261.16	425374.91
CR3130	66+54.83	34.07' LT	**	864261.07	425374.77
CR3131	66+53.50	34.96' LT	**	864259.74	425375.68
CR3132	66+54.74	31.91' LT	851.52	864260.96	425372.61

** MATCH EXISTING

NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

CURB RAMP DETECTABLE WARNING FIELD YELLOW

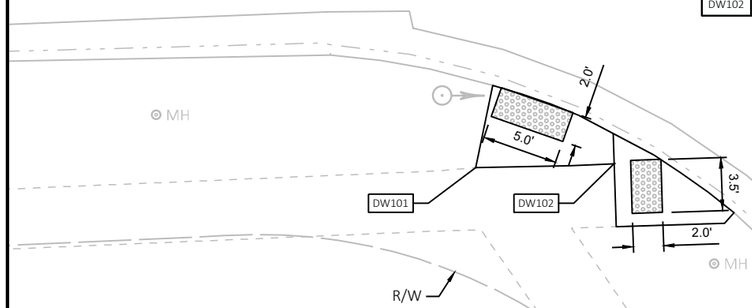
CR-31 & DW-13

USH 51

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 20	E

USH 51

DW-1 POINTS USH 51				
POINT NO.	STATION	OFFSET	X	Y
DW101	18+89.33	34.10' RT	859610.91	425817.60
DW102	18+98.48	34.11' RT	859620.06	425817.90



KINGS LYNN RD

SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

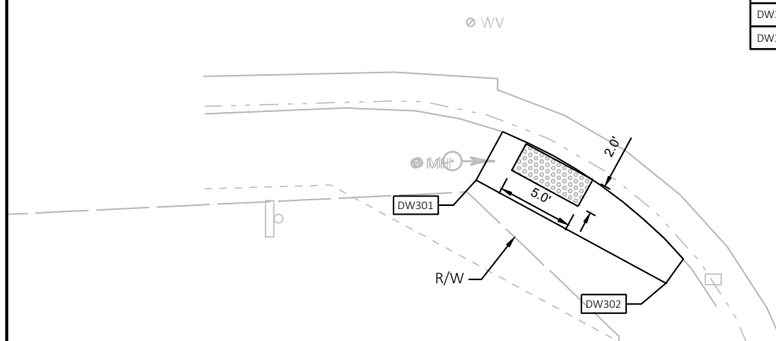
CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-1

NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

USH 51

DW-3 POINTS USH 51				
POINT NO.	STATION	OFFSET	X	Y
DW301	46+79.71	31.90' RT	862286.89	425324.76
DW302	46+91.97	39.13' RT	862299.40	425317.96



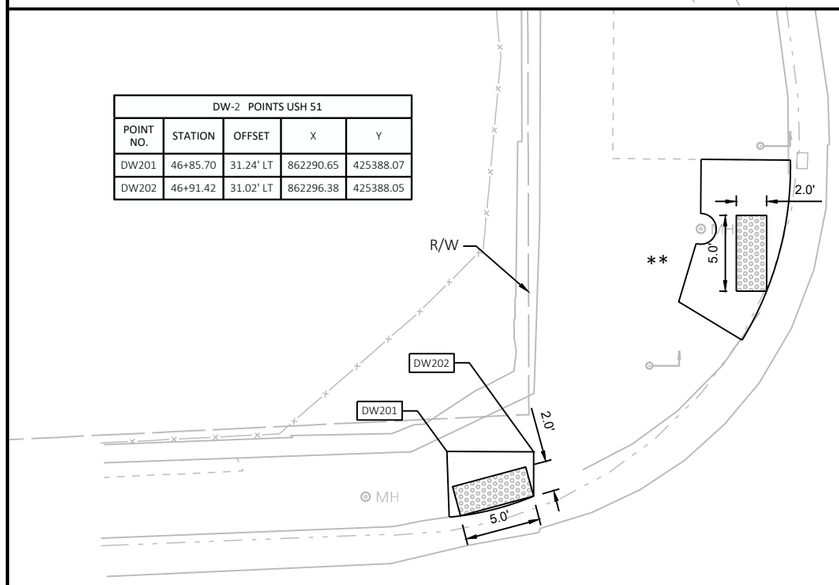
S. VAN BUREN ST

SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-3

DW-2 POINTS USH 51				
POINT NO.	STATION	OFFSET	X	Y
DW201	46+85.70	31.24' LT	862290.65	425388.07
DW202	46+91.42	31.02' LT	862296.38	425388.05



S. VAN BUREN ST

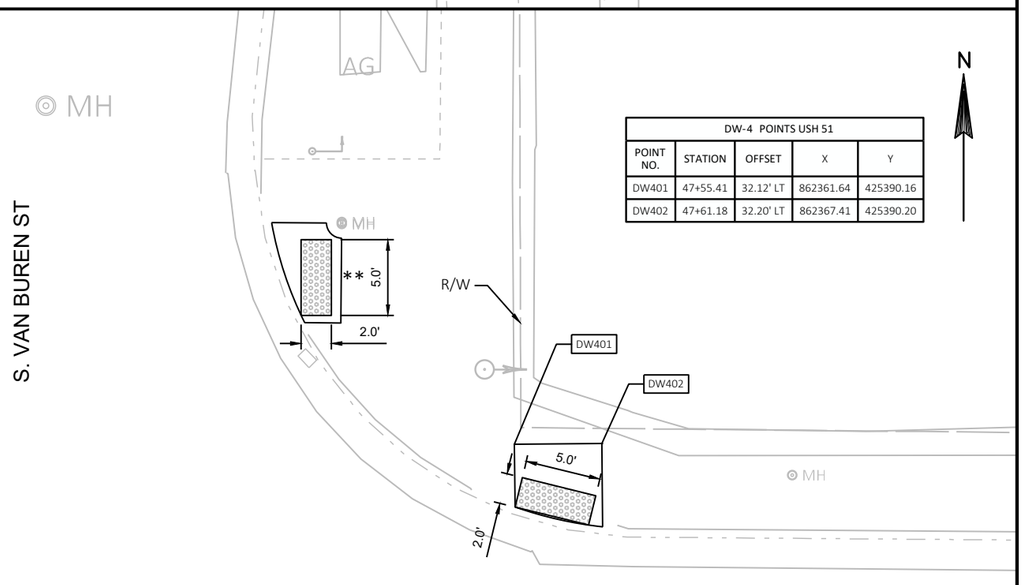
** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-2

USH 51

DW-4 POINTS USH 51				
POINT NO.	STATION	OFFSET	X	Y
DW401	47+55.41	32.12' LT	862361.64	425390.16
DW402	47+61.18	32.20' LT	862367.41	425390.20



S. VAN BUREN ST

** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

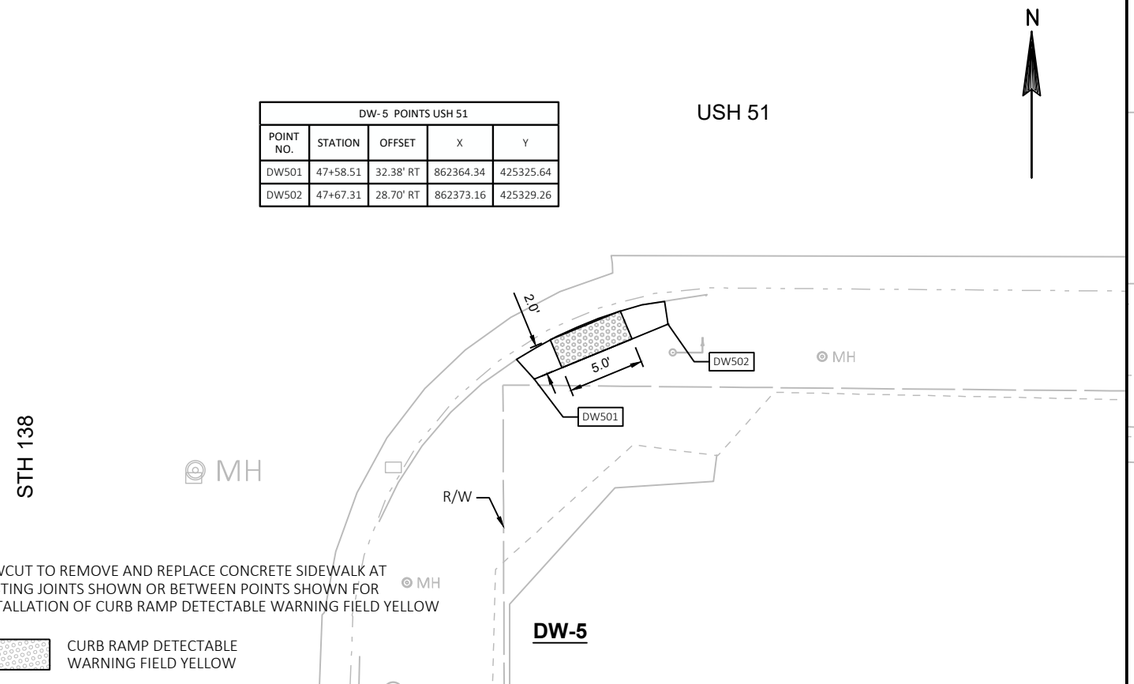
CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-4

USH 51

2

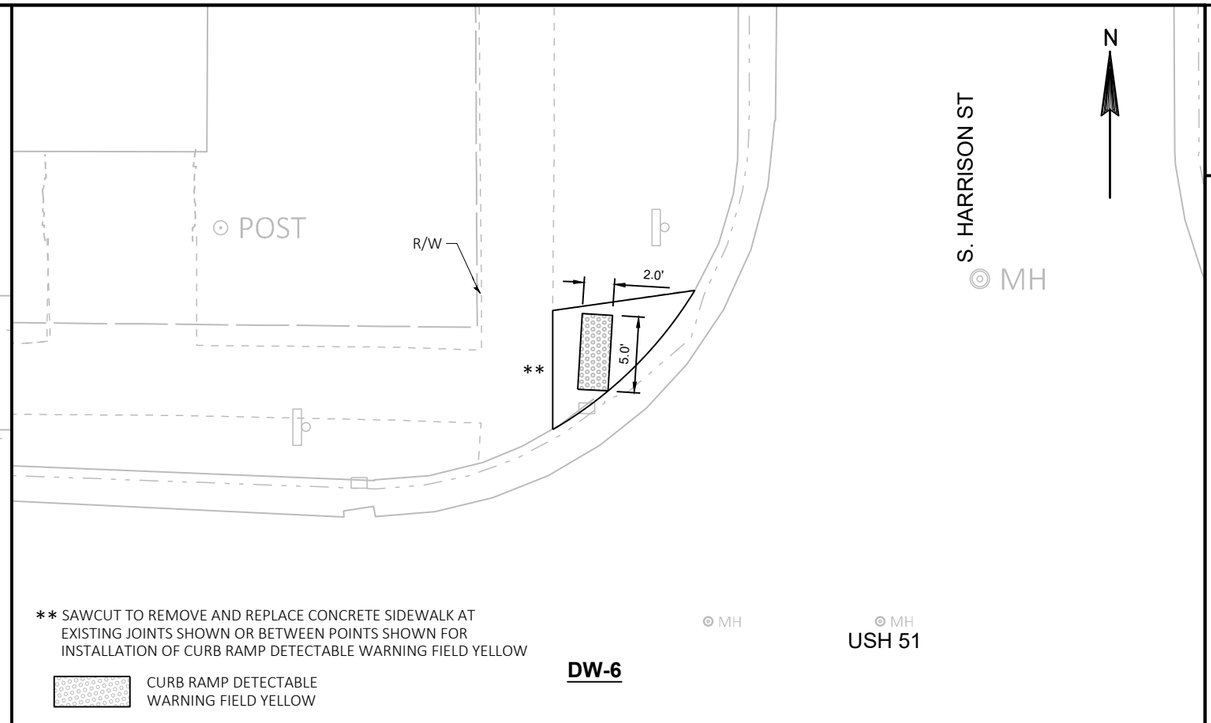
DW-5 POINTS USH 51				
POINT NO.	STATION	OFFSET	X	Y
DW501	47+58.51	32.38' RT	862364.34	425325.64
DW502	47+67.31	28.70' RT	862373.16	425329.26



SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

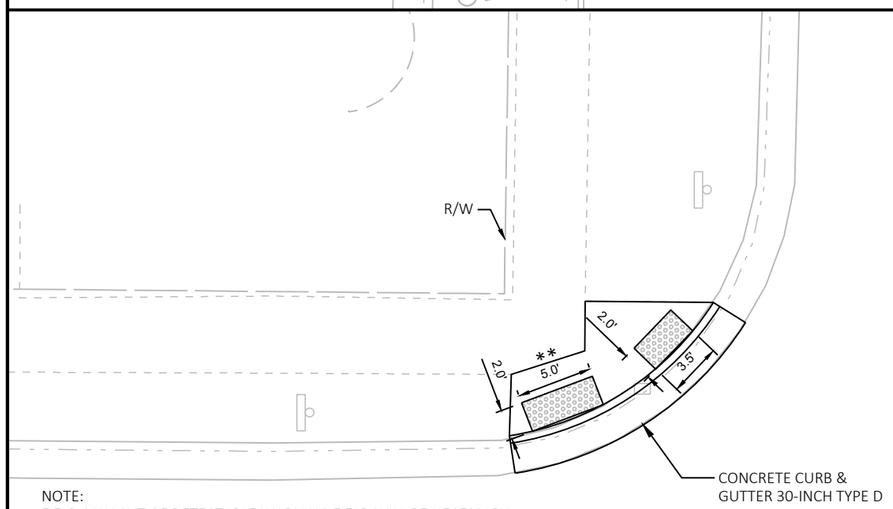
DW-5



** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-6



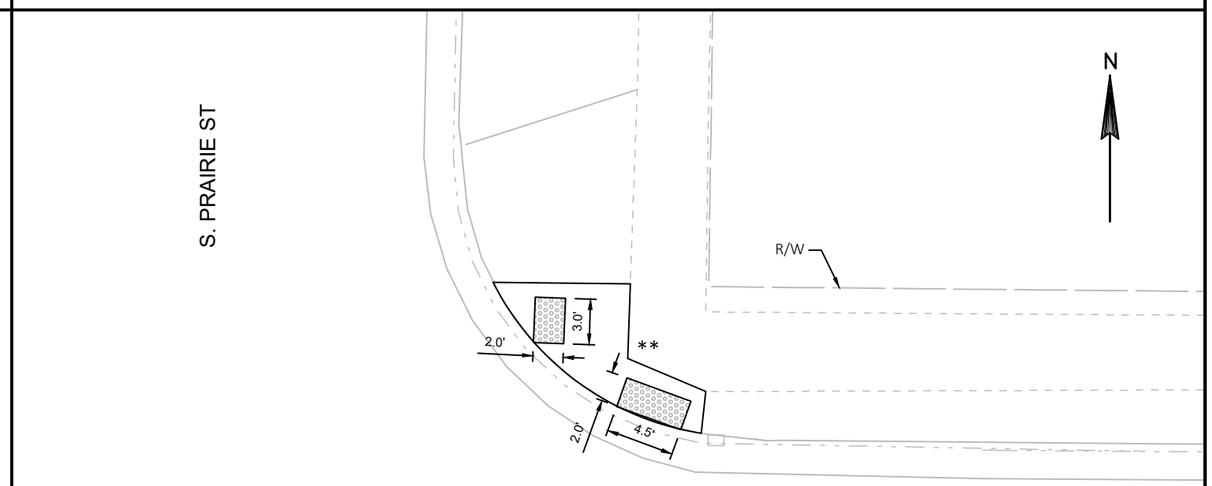
NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

USH 51

DW-7



NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

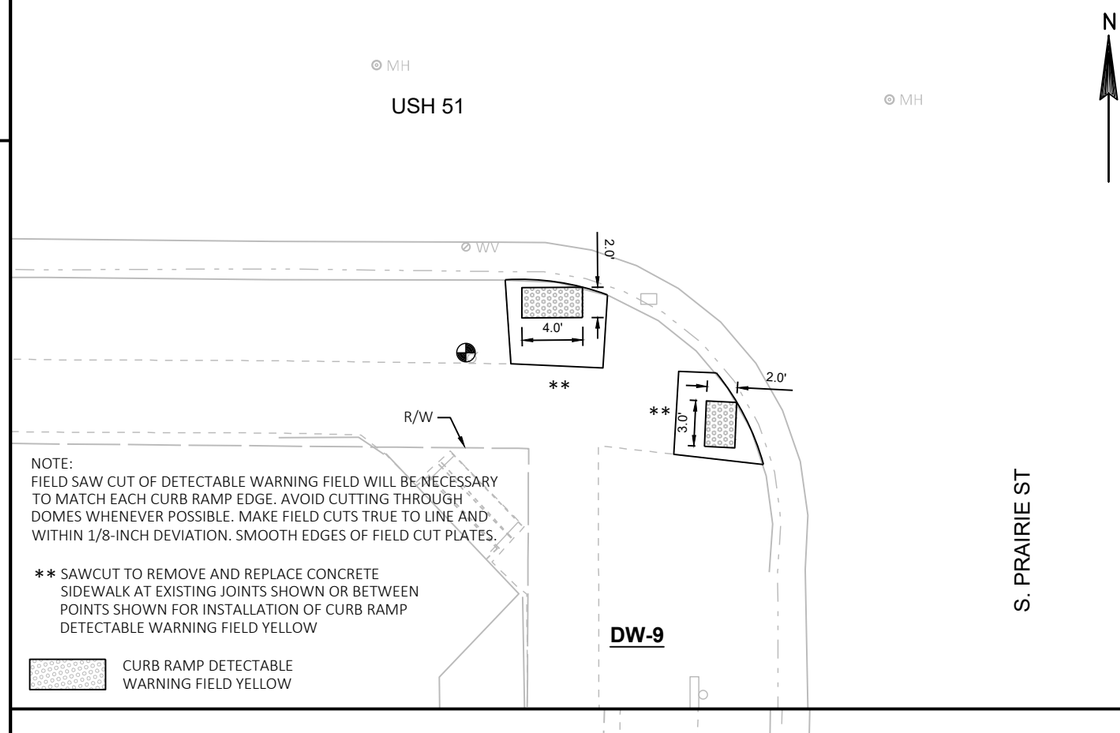
USH 51

DW-8

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 22	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021101_CD.DWG
LAYOUT NAME - 021111_cd
PLOT DATE : 10/18/2019 2:31 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

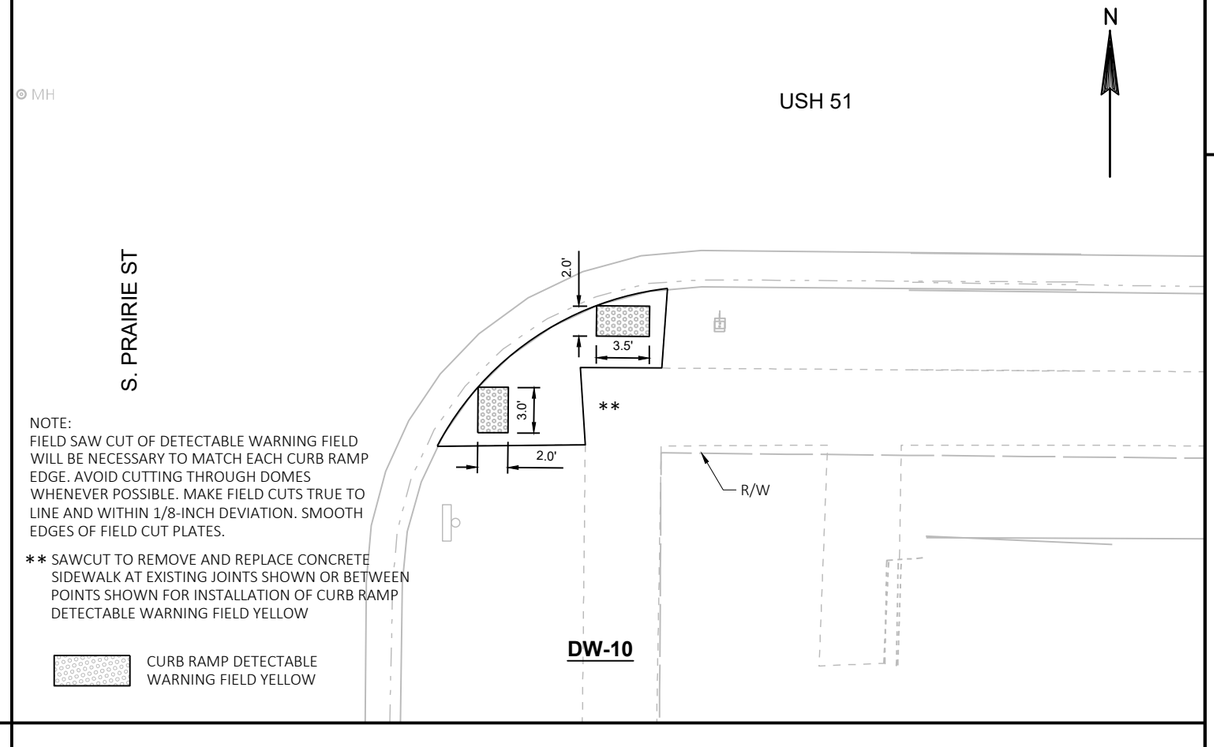


NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-9

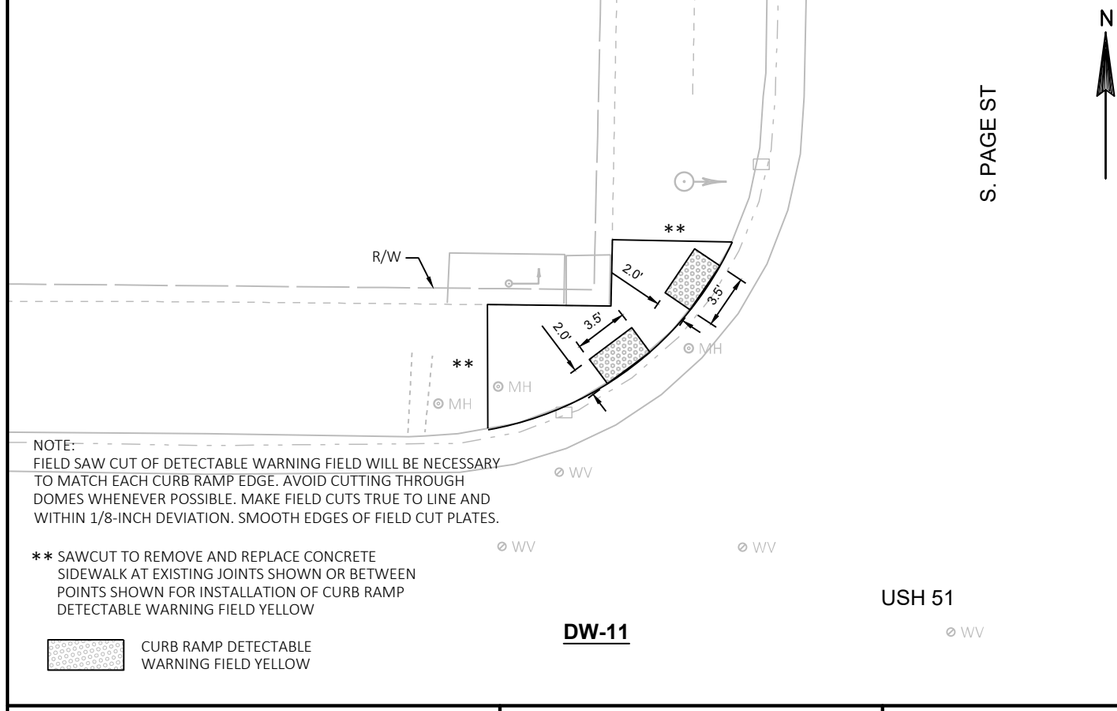


NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-10

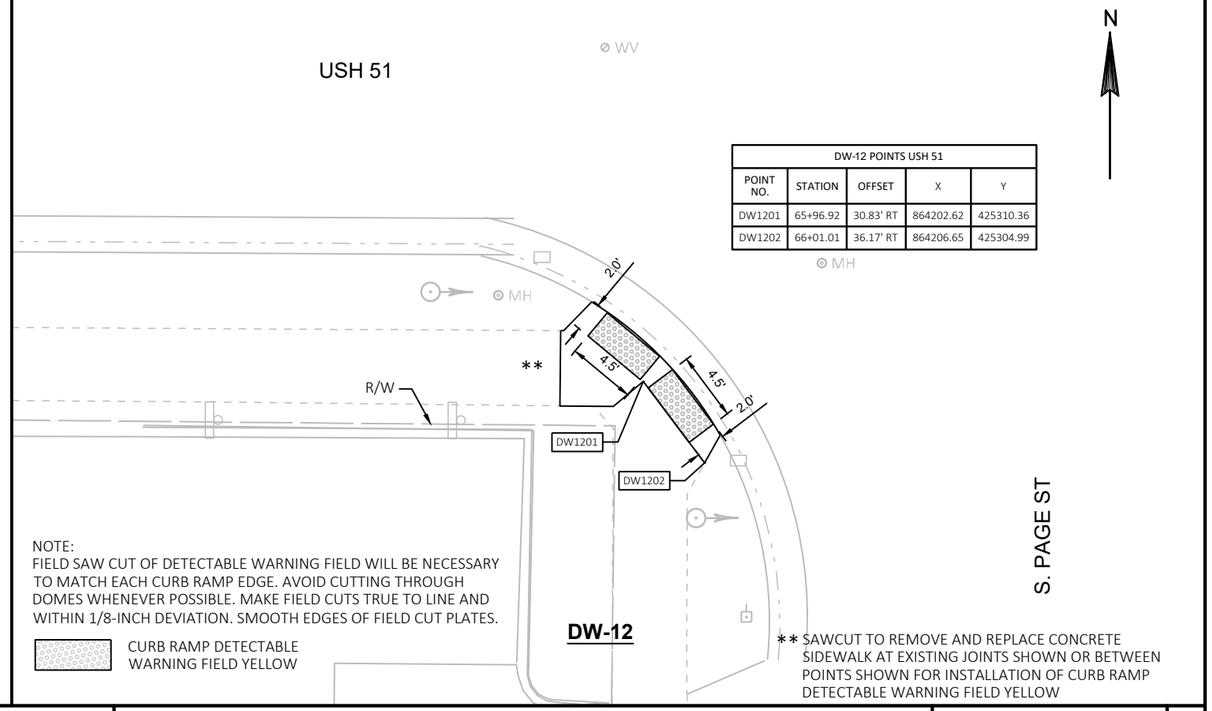


NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

CURB RAMP DETECTABLE WARNING FIELD YELLOW

DW-11



DW-12 POINTS USH 51				
POINT NO.	STATION	OFFSET	X	Y
DW1201	65+96.92	30.83' RT	864202.62	425310.36
DW1202	66+01.01	36.17' RT	864206.65	425304.99

NOTE:
FIELD SAW CUT OF DETECTABLE WARNING FIELD WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8-INCH DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

CURB RAMP DETECTABLE WARNING FIELD YELLOW

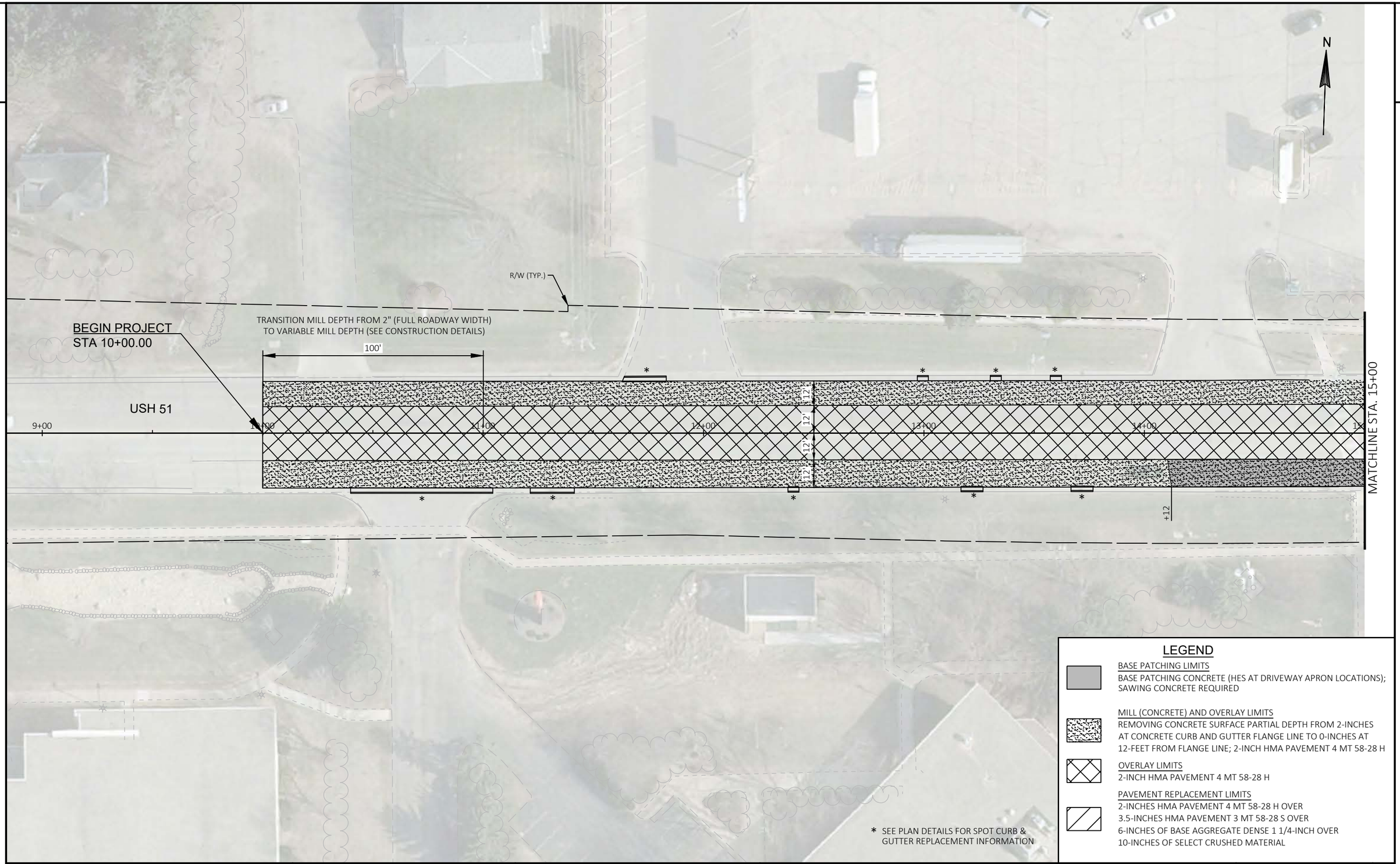
DW-12

** SAWCUT TO REMOVE AND REPLACE CONCRETE SIDEWALK AT EXISTING JOINTS SHOWN OR BETWEEN POINTS SHOWN FOR INSTALLATION OF CURB RAMP DETECTABLE WARNING FIELD YELLOW

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 23	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021101_CD.DWG
LAYOUT NAME - 021112_cd
PLOT DATE : 10/18/2019 2:32 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2



PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 24	E

2

2

N

KINGS LYNN RD

SEE CONSTRUCTION DETAIL
'BUTT JOINT DETAIL'

PROTECT EXISTING MONUMENT; CAST IRON MONUMENT COVERS REQ'D (EXISTING BRASS CAP IN MONUMENT BOX)

R/W (TYP.)

USH 51

MATCHLINE STA. 15+00

MATCHLINE STA. 21+00

16+00 17+00 18+00 19+00 20+00

+12 +77 +97 +34 +54 +32 +72 +10 +37 +50 +49 +69 +00 +69 +40 +42 +60 +62

12' 12' 12' 12'

SEE CONSTRUCTION DETAIL
'BUTT JOINT DETAIL'

LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT INFORMATION

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 25	E

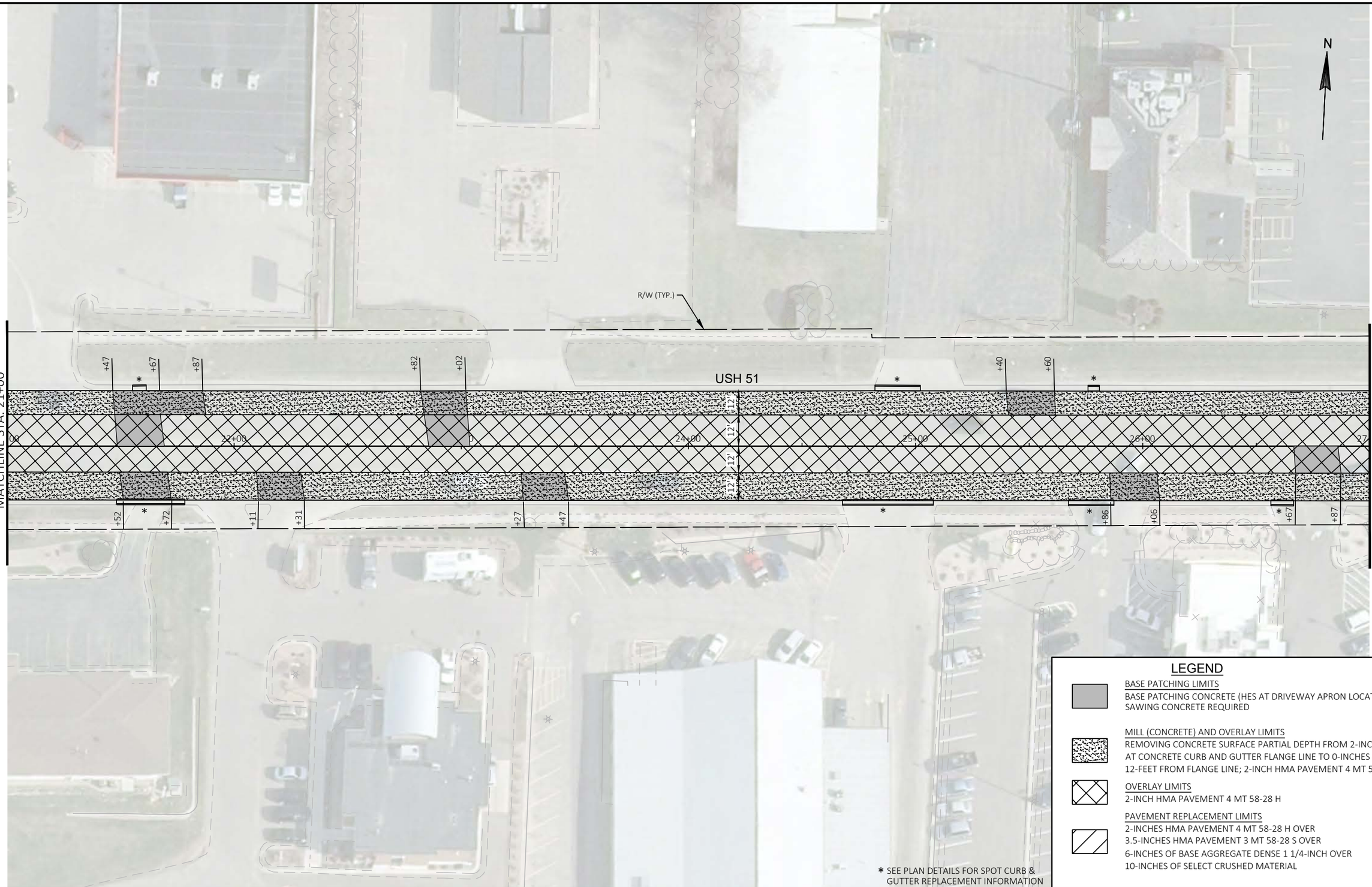
FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021202_pd

PLOT DATE : 10/18/2019 2:32 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2



LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT INFORMATION

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 26	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021203_pd

PLOT DATE : 10/18/2019 2:33 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

R/W (TYP.)

SEE HAMILTON INTERSECTION ISLAND REHABILITATION PLAN FOR ADDITIONAL INFORMATION

SEE CONSTRUCTION DETAIL 'BUTT JOINT DETAIL'

HAMILTON ST.

USH 51

MATCHLINE STA. 27+00

MATCHLINE STA. 33+00

KING ST.

SEE CONSTRUCTION DETAIL 'BUTT JOINT DETAIL'

* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT INFORMATION

LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

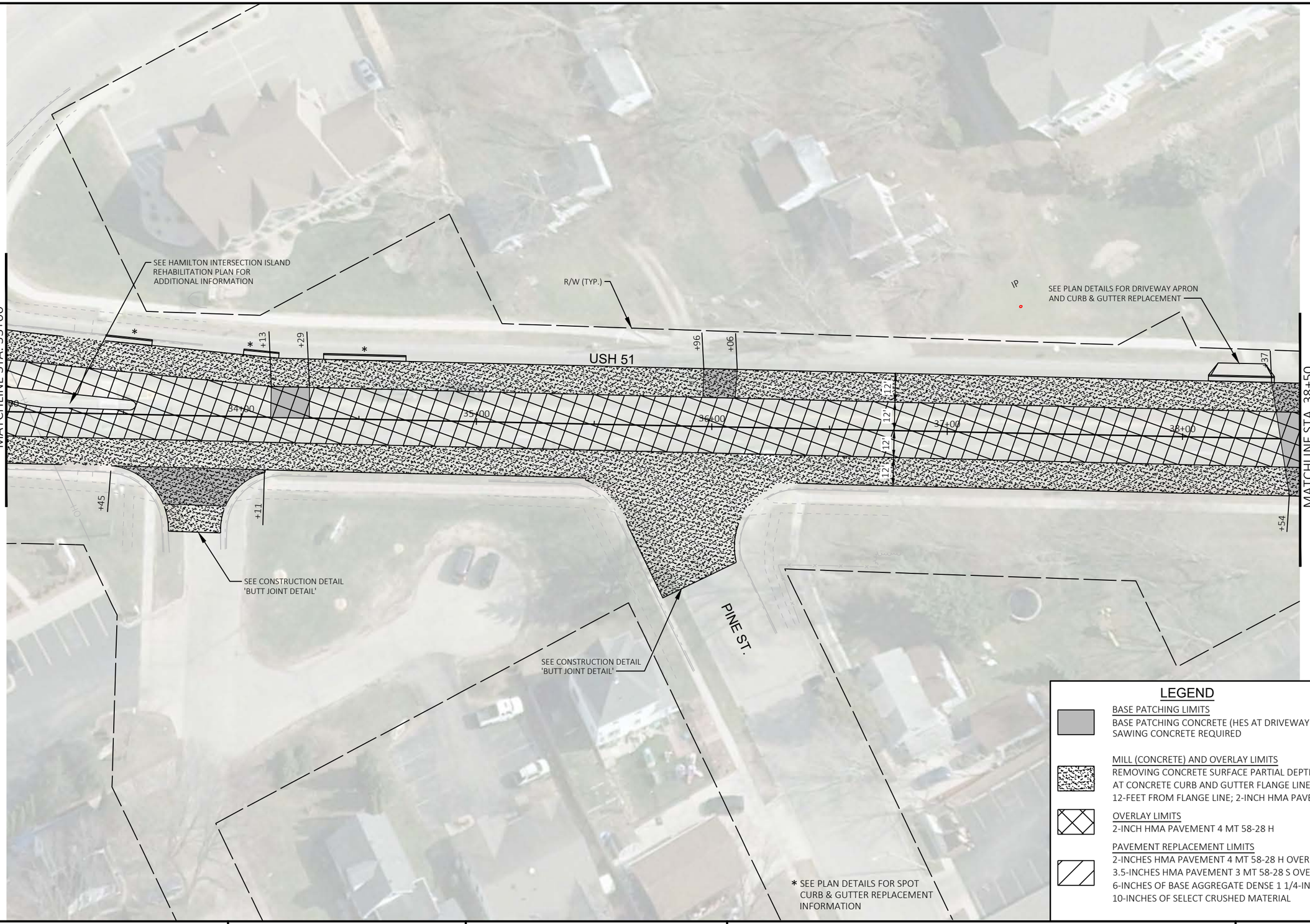
PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 27	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021204_pd
PLOT DATE : 10/18/2019 2:33 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2



LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

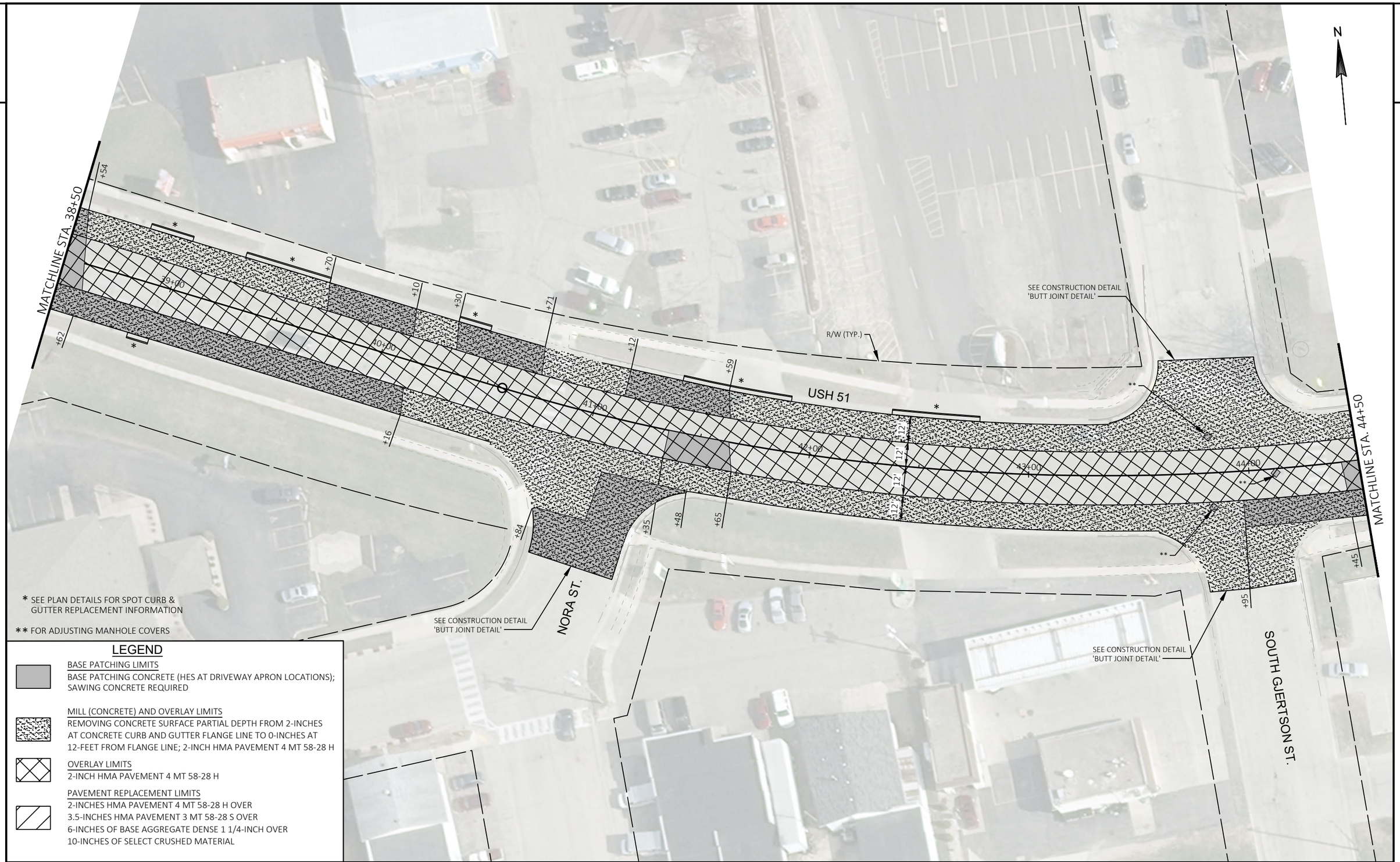
MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 28	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021205_pd
PLOT DATE : 10/18/2019 2:33 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT INFORMATION

** FOR ADJUSTING MANHOLE COVERS

LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 29	E

2

N

SOUTH VAN BUREN ST.

REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE; SAWING ASPHALT PAVEMENT REQUIRED; 2.5-INCHES HMA PAVEMENT 3 MT 58-28 S

OVERLAY LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H

SEE CONSTRUCTION DETAIL "BUTT JOINT DETAIL"

MILL (ASPHALT)
REMOVING ASPHALTIC SURFACE MILLING, 2-INCHES

OVERLAY LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H

R/W (TYP.)

USH 51

MATCHLINE STA. 44+50

MATCHLINE STA. 50+00

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

12' 12' 12' 12' 12' 12' 12' 12'

+10 +25 +70 +20 +40 +64 +89 +49 +22 +32 +45

REMOVING PAVEMENT
REMOVING ASPHALTIC SURFACE; SAWING ASPHALT PAVEMENT REQUIRED; 2.5-INCHES HMA PAVEMENT 3 MT 58-28 S

OVERLAY LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H

SEE CONSTRUCTION DETAIL "BUTT JOINT DETAIL"

MILL (ASPHALT)
REMOVING ASPHALTIC SURFACE MILLING, 2-INCHES

OVERLAY LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H

STH 138

* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT INFORMATION

** FOR ADJUSTING MANHOLE COVERS

LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

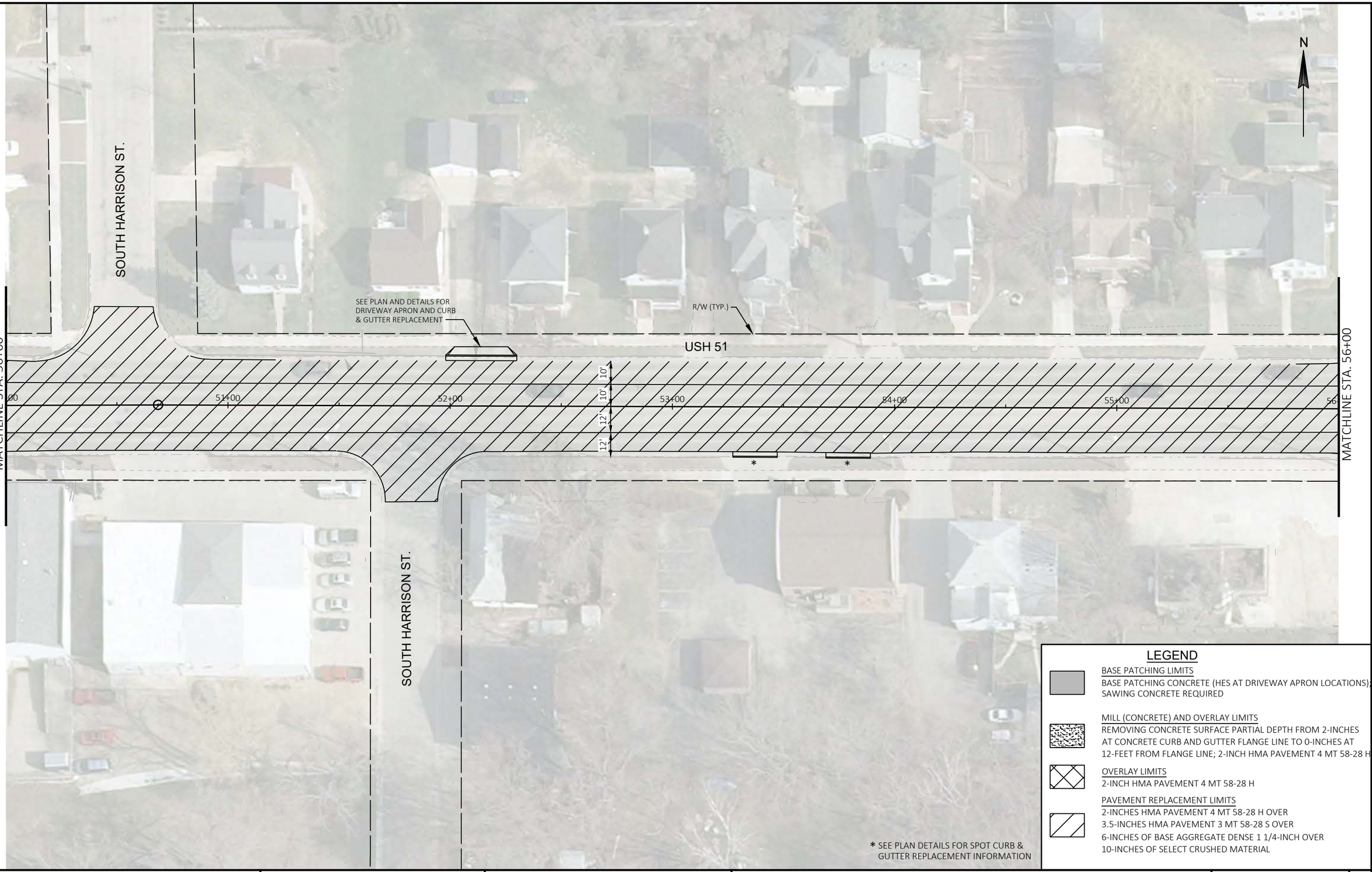
OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 30	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021207_pd
PLOT DATE : 2/13/2020 10:46 AM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

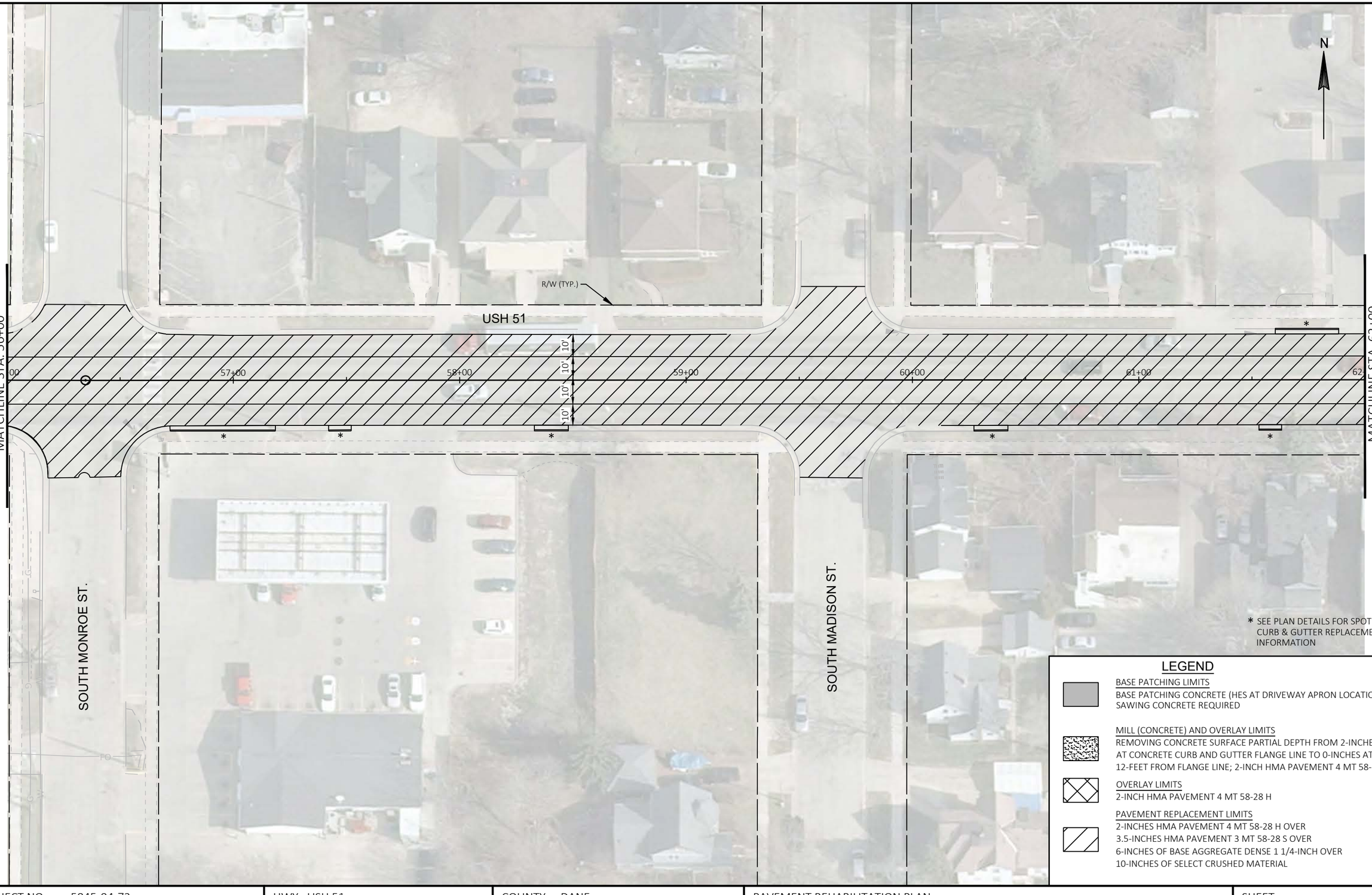
OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 31	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021208_pd
PLOT DATE : 10/18/2019 2:34 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT INFORMATION

LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 32	E

2

2

N

MATCHLINE STA. 62+00

R/W (TYP.)

END PROJECT
STA 66+37.99

63+00

64+00

65+00

66+00

67+00

USH 51

10'

10'

10'

10'

SOUTH PRAIRIE ST.

SOUTH PAGE ST.

* SEE PLAN DETAILS FOR SPOT CURB & GUTTER REPLACEMENT INFORMATION

LEGEND

BASE PATCHING LIMITS
BASE PATCHING CONCRETE (HES AT DRIVEWAY APRON LOCATIONS); SAWING CONCRETE REQUIRED

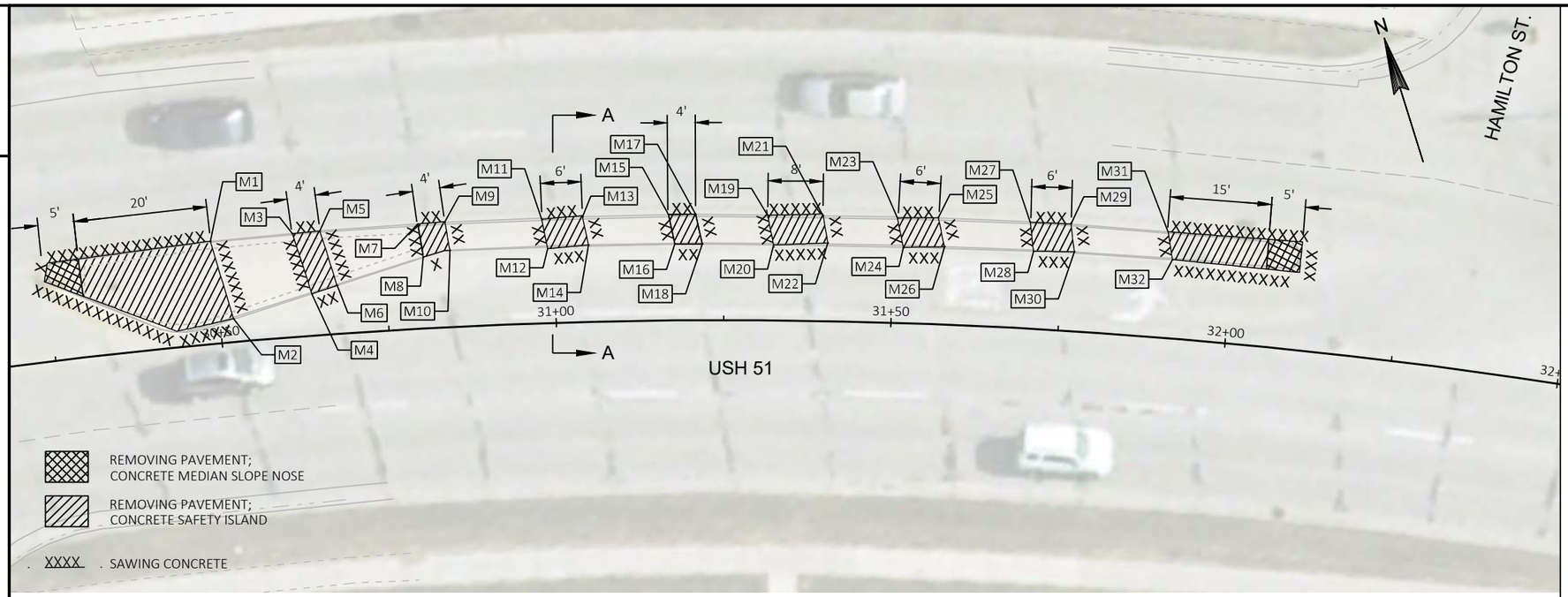
MILL (CONCRETE) AND OVERLAY LIMITS
REMOVING CONCRETE SURFACE PARTIAL DEPTH FROM 2-INCHES AT CONCRETE CURB AND GUTTER FLANGE LINE TO 0-INCHES AT 12-FEET FROM FLANGE LINE; 2-INCH HMA PAVEMENT 4 MT 58-28 H

OVERLAY LIMITS
2-INCH HMA PAVEMENT 4 MT 58-28 H

PAVEMENT REPLACEMENT LIMITS
2-INCHES HMA PAVEMENT 4 MT 58-28 H OVER
3.5-INCHES HMA PAVEMENT 3 MT 58-28 S OVER
6-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH OVER
10-INCHES OF SELECT CRUSHED MATERIAL

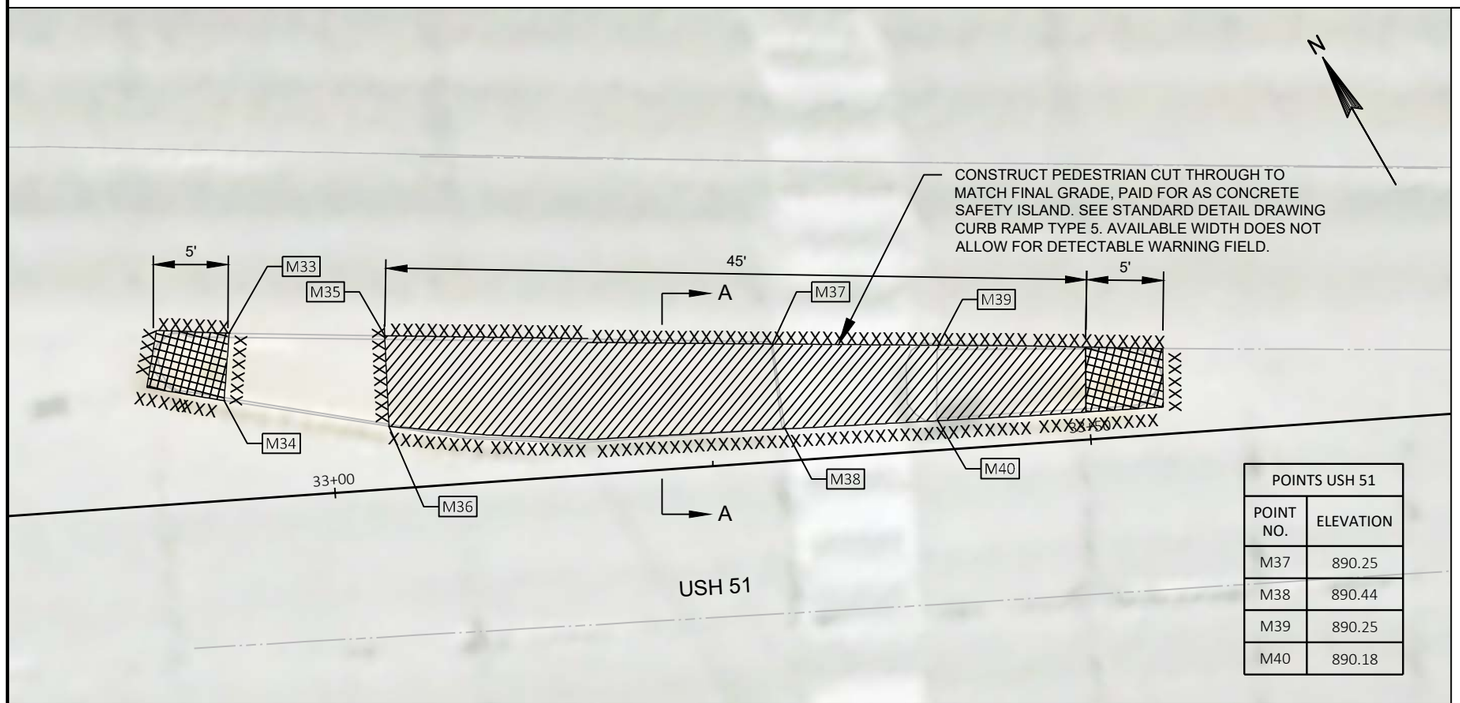
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PAVEMENT REHABILITATION PLAN	SHEET 33	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021210_pd
PLOT DATE : 10/18/2019 2:34 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

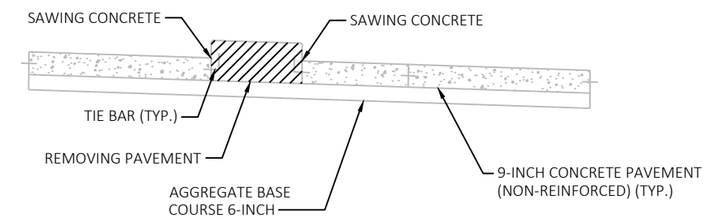


M POINTS USH 51		
POINT NO.	STATION	OFFSET
M1	30+49.62	15.33' LT
M2	30+52.02	3.48' LT
M3	30+61.72	15.43' LT
M4	30+63.90	6.24' LT
M5	30+65.77	15.53' LT
M6	30+67.71	7.22' LT
M7	30+80.15	15.62' LT
M8	30+80.67	10.64' LT
M9	30+84.11	15.70' LT
M10	30+84.66	11.46' LT
M11	30+98.33	15.53' LT
M12	30+99.07	11.08' LT
M13	31+04.32	15.71' LT
M14	31+05.11	11.50' LT
M15	31+16.92	15.83' LT
M16	31+17.82	11.42' LT
M17	31+20.91	15.84' LT
M18	31+21.85	11.39' LT
M19	31+31.46	15.70' LT
M20	31+32.36	11.28' LT

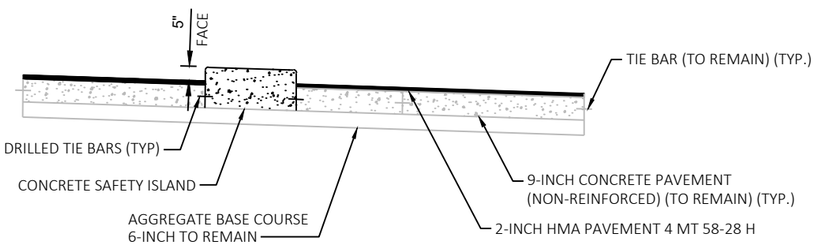
M POINTS USH 51		
POINT NO.	STATION	OFFSET
M21	31+39.61	15.71' LT
M22	31+40.34	11.66' LT
M23	31+50.47	15.70' LT
M24	31+51.50	11.31' LT
M25	31+56.46	15.91' LT
M26	31+57.54	11.62' LT
M27	31+69.96	15.88' LT
M28	31+70.67	11.59' LT
M29	31+75.93	15.99' LT
M30	31+76.67	11.87' LT
M31	31+90.22	15.83' LT
M32	31+91.18	11.76' LT
M33	32+93.78	11.01' LT
M34	32+93.12	6.59' LT
M35	33+04.00	10.11' LT
M36	33+03.86	4.14' LT
M37	33+29.48	7.77' LT
M38	33+29.90	2.16' LT
M39	33+40.37	6.86' LT
M40	33+40.00	1.95' LT



POINTS USH 51	
POINT NO.	ELEVATION
M37	890.25
M38	890.44
M39	890.25
M40	890.18



EXISTING SAFETY ISLAND REMOVAL
SECTION A-A

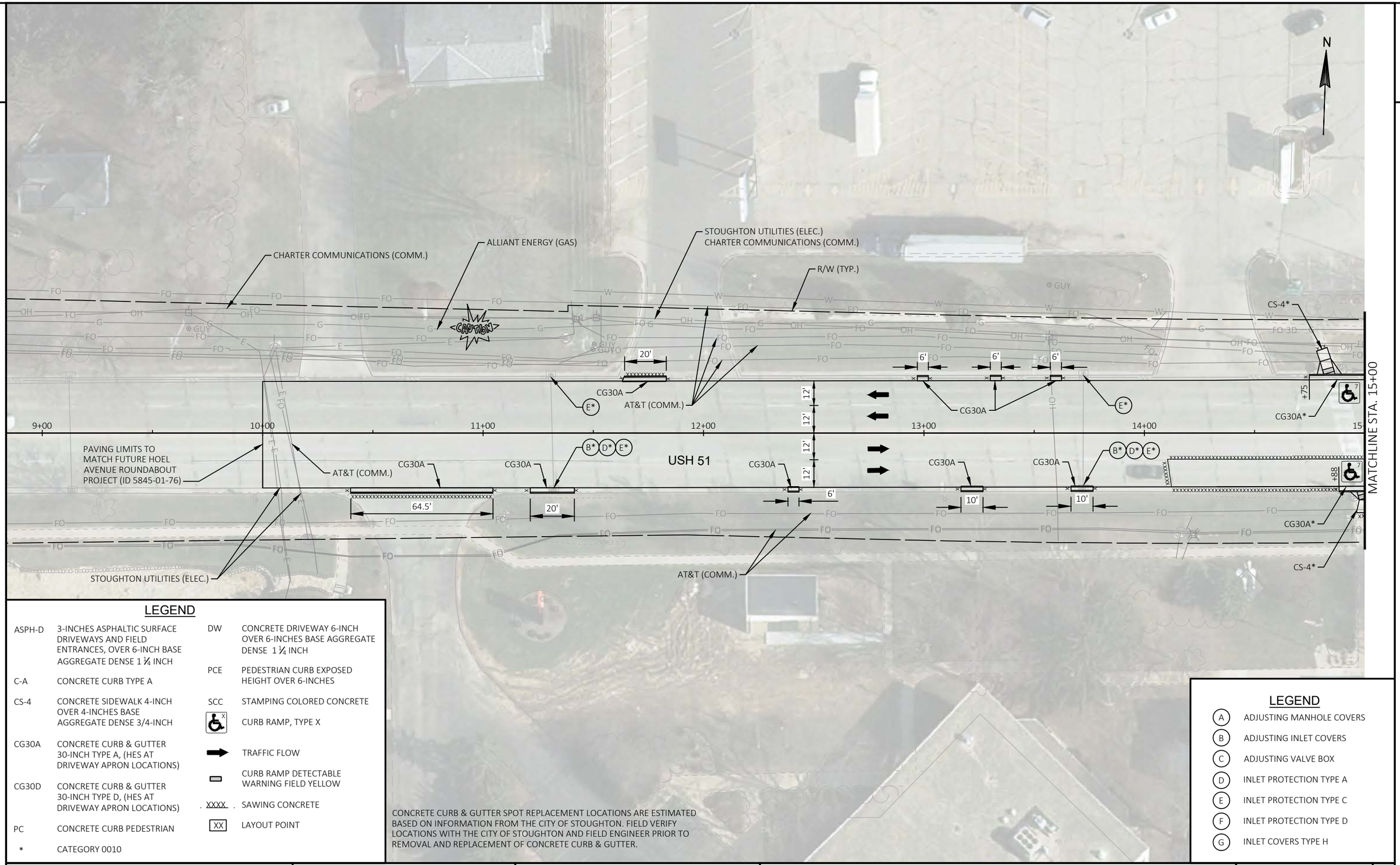


PROPOSED SAFETY ISLAND
SECTION A-A

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	HAMILTON INTERSECTION ISLAND REHABILITATION PLAN	SHEET 34	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021301_PD.DWG
LAYOUT NAME - 021301_pd
PLOT DATE : 10/18/2019 2:38 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42

2



LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
X	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

LEGEND

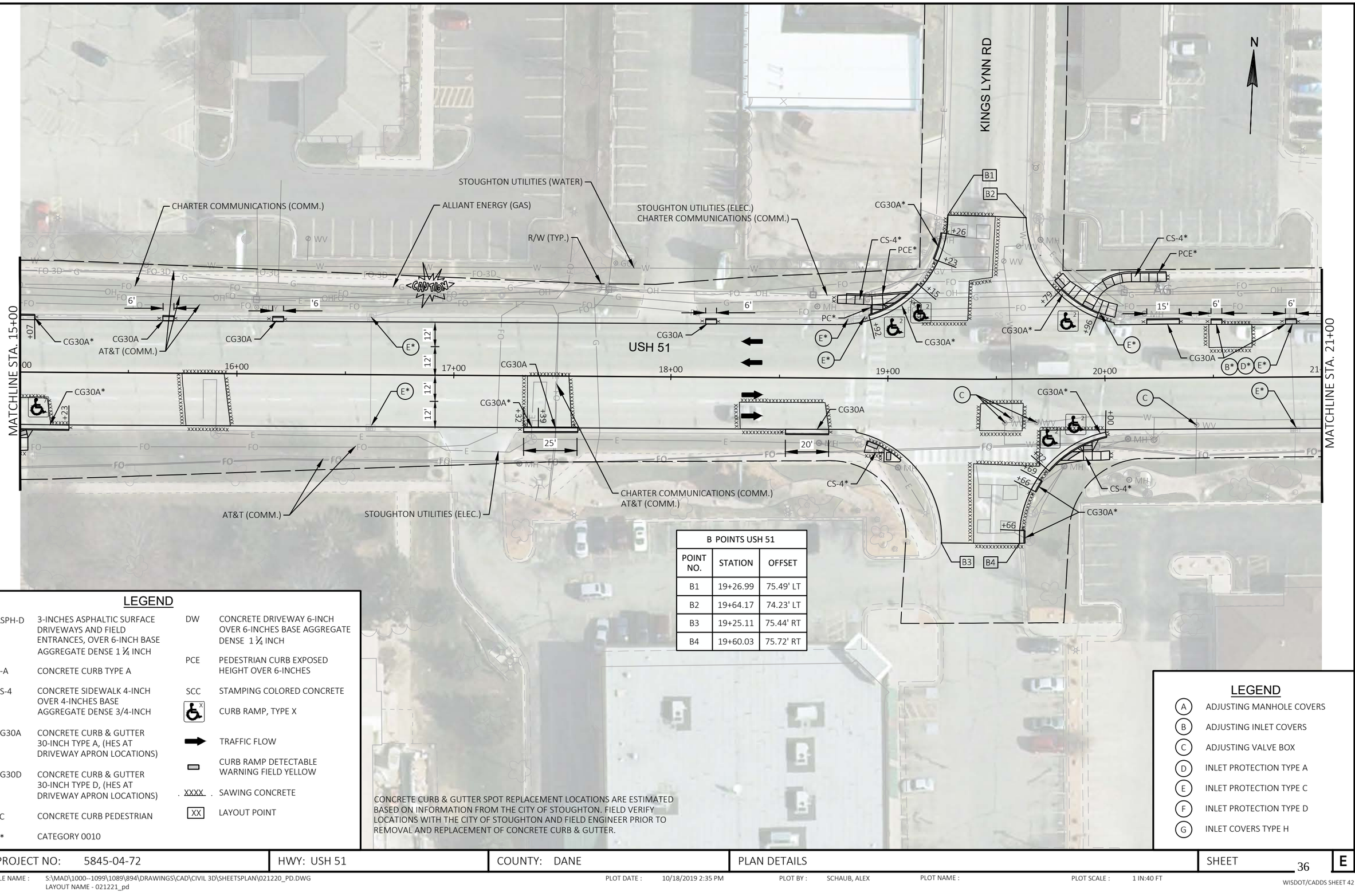
A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 35 E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021220_PD.DWG
LAYOUT NAME - 021220_pd

PLOT DATE : 10/18/2019 2:35 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



B POINTS USH 51		
POINT NO.	STATION	OFFSET
B1	19+26.99	75.49' LT
B2	19+64.17	74.23' LT
B3	19+25.11	75.44' RT
B4	19+60.03	75.72' RT

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

LEGEND

A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 36	E

2

2

N

STOUGHTON UTILITIES (ELEC.)

ALLIANT ENERGY (GAS)

CHARTER COMMUNICATIONS (COMM.)

R/W (TYP.)

AT&T (COMM.)

CG30A*

6'

+55

+61

USH 51

CAUTION

20'

CG30A

E*

6'

CG30A

MATCHLINE STA. 21+00

22+00

23+00

24+00

25+00

26+00

MATCHLINE STA. 27+00

12'

12'

12'

CG30A

30'

E*

C

CG30A

40'

E*

CG30A

C

20'

CG30A

10'

AT&T (COMM.)

AT&T (COMM.)

CHARTER COMMUNICATIONS (COMM.)
AT&T (COMM.)

STOUGHTON UTILITIES (SANITARY)

STOUGHTON UTILITIES (WATER)

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
X	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

LEGEND

A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 37	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021220_PD.DWG
LAYOUT NAME - 021222_pd

PLOT DATE : 10/18/2019 2:35 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

CHARTER COMMUNICATIONS (COMM.)
STOUGHTON UTILITIES (ELEC.)
R/W (TYP.)
AT&T (COMM.)
AT&T (COMM.)
ALLIANT ENERGY (GAS)
SEE HAMILTON INTERSECTION ISLAND REHABILITATION PLAN FOR ADDITIONAL INFORMATION
AT&T (COMM.)
HAMILTON ST.
USH 51
KING ST.
MATCHLINE STA. 27+00
MATCHLINE STA. 33+00
STOUGHTON UTILITIES (WATER)
AT&T (COMM.)
CS-5*
CS-4*
CG30A
CG30A*
PC*
E*
B*
D*
G*
D1
D2
D3
D4
CAUTION
50'
40'
20'
10'
65'
6'
8'
12'
6'
29+00
30+00
31+00
32+00
28+00
+62
+72
+58
+47
+29
+47
+12
+98
+33
+61
+77
+85

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
X	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

D POINTS USH 51		
POINT NO.	STATION	OFFSET
D1	29+51.47	54.37' RT
D2	29+95.35	53.25' RT
D3	32+33.34	60.58' LT
D4	32+77.18	61.89' LT

LEGEND

A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

2

E POINTS USH 51		
POINT NO.	STATION	OFFSET
E1	33+70.13	49.35' RT
E2	33+92.30	49.55' RT
E3	35+80.70	73.11' RT
E4	36+11.61	57.38' RT

MATCHLINE STA. 33+00

MATCHLINE STA. 38+50

CE STA. 38+27 LT

USH 51

ROWE ST.

PINE ST.

SEE HAMILTON INTERSECTION ISLAND REHABILITATION PLAN FOR ADDITIONAL INFORMATION

R/W (TYP.)

STOUGHTON UTILITIES (ELEC.)
CHARTER COMMUNICATIONS (COMM.)

STOUGHTON UTILITIES (SANITARY)

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

LEGEND

A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
X	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 39	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021220_PD.DWG
LAYOUT NAME - 021224_pd
PLOT DATE : 10/18/2019 2:36 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

F POINTS USH 51		
POINT NO.	STATION	OFFSET
F1	40+87.63	68.44' RT
F2	41+24.63	71.70' RT
F3	43+60.08	51.81' LT
F4	44+06.09	51.39' LT
F5	43+79.85	53.99' RT
F6	44+17.13	51.64' RT

MATCHLINE STA. 38+50

MATCHLINE STA. 44+50

CE STA. 40+69 LT

USH 51

NORA ST.

SOUTH GJERTSON ST.

STOUGHTON UTILITIES (WATER)

STOUGHTON UTILITIES (SANITARY)

STOUGHTON UTILITIES (ELEC.)
CHARTER COMMUNICATIONS (COMM.)

ALLIANT ENERGY (GAS)

R/W (TYP.)

20'

40'

15'

50'

40'

10'

CG30A

CG30A*

CS-4*

DW*

F*

E*

ASPH-D*

CAUTION

39+00

40+00

41+00

42+00

43+00

44+00

+59

+85

+26

+98

+69

+21

+42

+44

+79

+17

+70

36'

12'

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
X	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

LEGEND

A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 40	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021220_PD.DWG
LAYOUT NAME - 021225_pd
PLOT DATE : 2/13/2020 10:33 AM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

G POINTS USH 51		
POINT NO.	STATION	OFFSET
G1	47+01.22	68.31' RT
G2	47+44.65	68.97' RT
G3	47+10.54	63.78' LT
G4	47+36.96	63.27' LT

SOUTH VAN BUREN ST.

STH 138

USH 51

MATCHLINE STA. 44+50

MATCHLINE STA. 50+00

STOUGHTON UTILITIES (SANITARY)

STOUGHTON UTILITIES (ELEC.)
CHARTER COMMUNICATIONS (COMM.)

STOUGHTON UTILITIES (WATER)

ALLIANT ENERGY (GAS)

STOUGHTON UTILITIES (ELEC.)

R/W (TYP.)

CS-4*

CG30A*

CG30D

CG30D*

45+00

46+00

47+00

48+00

49+00

50+00

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
X	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

LEGEND

A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

2

2

H POINTS USH 51			
POINT NO.	STATION	OFFSET	ELEVATION
H1	50+40.01	46.07' LT	MATCH EXISTING
H2	50+53.20	46.15' LT	MATCH EXISTING
H3	50+66.39	46.23' LT	MATCH EXISTING
H4	50+53.43	20.12' LT	868.82
H5	51+70.84	43.28' RT	MATCH EXISTING
H6	51+82.65	20.49' RT	867.96
H7	51+82.62	43.13' RT	MATCH EXISTING
H8	51+94.48	42.96' RT	MATCH EXISTING

SOUTH HARRISON ST.

PE STA. 52+13 LT

R/W (TYP.)

STOUGHTON UTILITIES (SANITARY)

STOUGHTON UTILITIES (WATER)

MATCHLINE STA. 50+00

MATCHLINE STA. 56+00

USH 51

STOUGHTON UTILITIES (ELEC.)
CHARTER COMMUNICATIONS (COMM.)

ALLIANT ENERGY (GAS)

SOUTH HARRISON ST.

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

LEGEND

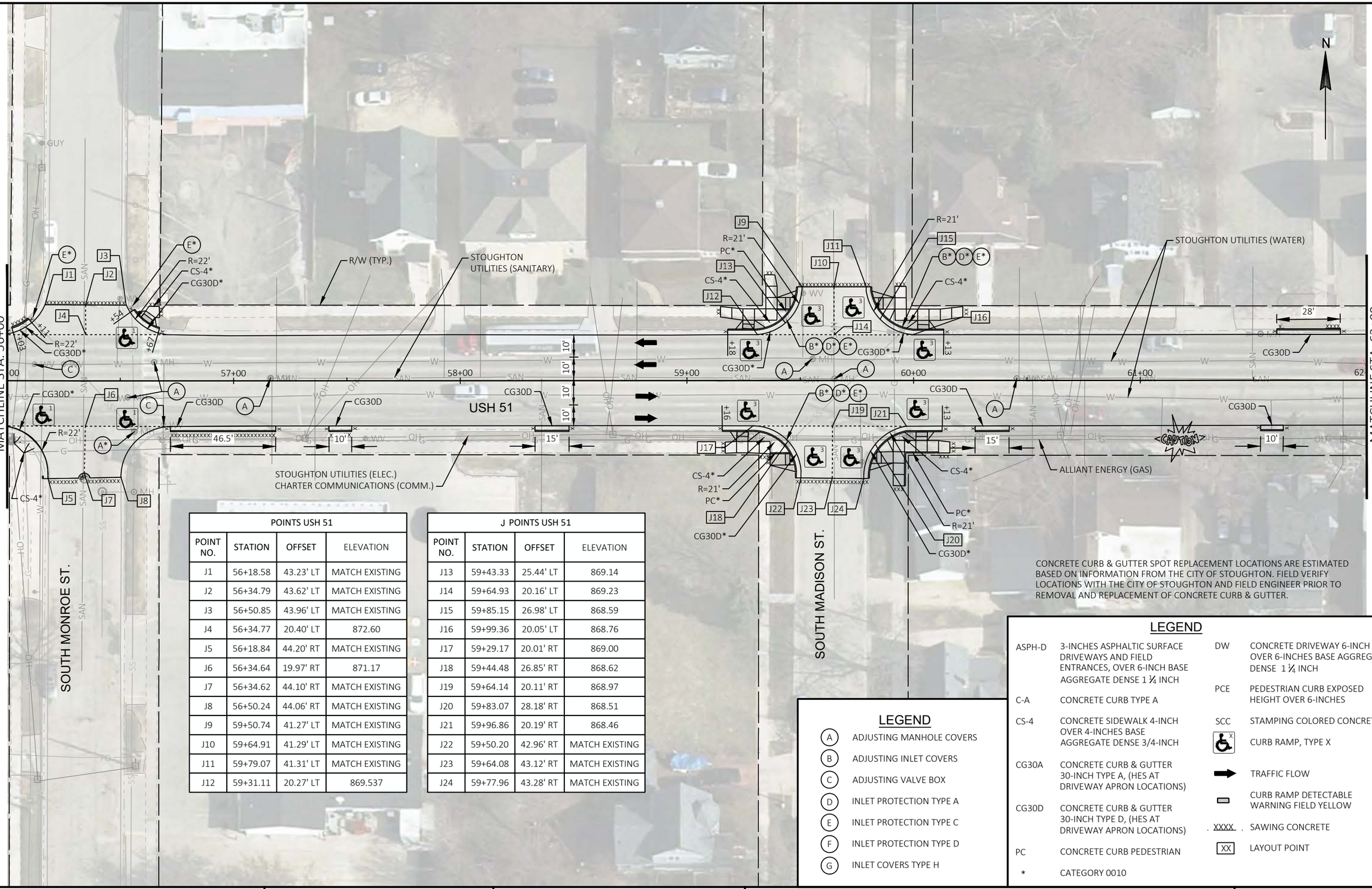
(A)	ADJUSTING MANHOLE COVERS
(B)	ADJUSTING INLET COVERS
(C)	ADJUSTING VALVE BOX
(D)	INLET PROTECTION TYPE A
(E)	INLET PROTECTION TYPE C
(F)	INLET PROTECTION TYPE D
(G)	INLET COVERS TYPE H

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 42	E

2



POINTS USH 51			
POINT NO.	STATION	OFFSET	ELEVATION
J1	56+18.58	43.23' LT	MATCH EXISTING
J2	56+34.79	43.62' LT	MATCH EXISTING
J3	56+50.85	43.96' LT	MATCH EXISTING
J4	56+34.77	20.40' LT	872.60
J5	56+18.84	44.20' RT	MATCH EXISTING
J6	56+34.64	19.97' RT	871.17
J7	56+34.62	44.10' RT	MATCH EXISTING
J8	56+50.24	44.06' RT	MATCH EXISTING
J9	59+50.74	41.27' LT	MATCH EXISTING
J10	59+64.91	41.29' LT	MATCH EXISTING
J11	59+79.07	41.31' LT	MATCH EXISTING
J12	59+31.11	20.27' LT	869.537

J POINTS USH 51			
POINT NO.	STATION	OFFSET	ELEVATION
J13	59+43.33	25.44' LT	869.14
J14	59+64.93	20.16' LT	869.23
J15	59+85.15	26.98' LT	868.59
J16	59+99.36	20.05' LT	868.76
J17	59+29.17	20.01' RT	869.00
J18	59+44.48	26.85' RT	868.62
J19	59+64.14	20.11' RT	868.97
J20	59+83.07	28.18' RT	868.51
J21	59+96.86	20.19' RT	868.46
J22	59+50.20	42.96' RT	MATCH EXISTING
J23	59+64.08	43.12' RT	MATCH EXISTING
J24	59+77.96	43.28' RT	MATCH EXISTING

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

LEGEND

A	ADJUSTING MANHOLE COVERS
B	ADJUSTING INLET COVERS
C	ADJUSTING VALVE BOX
D	INLET PROTECTION TYPE A
E	INLET PROTECTION TYPE C
F	INLET PROTECTION TYPE D
G	INLET COVERS TYPE H

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ½ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
X	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 43	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021220_PD.DWG
LAYOUT NAME - 021228_pd
PLOT DATE : 10/18/2019 2:37 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

MATCHLINE STA. 62+00

STOUGHTON UTILITIES (WATER)

R/W (TYP.)

STOUGHTON UTILITIES (ELEC.)
CHARTER COMMUNICATIONS (COMM.)

AT&T (COMM.)

USH 51

SOUTH PRAIRIE ST.

SOUTH PAGE ST.

STOUGHTON UTILITIES (ELEC.)
CHARTER COMMUNICATIONS (COMM.)

STOUGHTON UTILITIES (SANITARY)

ALLIANT ENERGY (GAS)

PAVING LIMITS TO MATCH
PREVIOUS US 51 PROJECT
(ID 5845-04-71)

CONCRETE CURB & GUTTER SPOT REPLACEMENT LOCATIONS ARE ESTIMATED BASED ON INFORMATION FROM THE CITY OF STOUGHTON. FIELD VERIFY LOCATIONS WITH THE CITY OF STOUGHTON AND FIELD ENGINEER PRIOR TO REMOVAL AND REPLACEMENT OF CONCRETE CURB & GUTTER.

POINTS USH 51			
POINT NO.	STATION	OFFSET	ELEVATION
K1	62+80.09	41.50' LT	MATCH EXISTING
K2	62+94.11	41.23' LT	MATCH EXISTING
K3	63+08.13	40.96' LT	MATCH EXISTING
K4	62+94.00	20.52' LT	863.58
K5	62+80.13	42.27' RT	MATCH EXISTING
K6	62+94.37	19.88' RT	864.04
K7	62+94.27	42.15' RT	MATCH EXISTING
K8	63+08.41	42.04' RT	MATCH EXISTING
K9	66+08.67	57.92' LT	MATCH EXISTING
K10	66+25.87	58.06' LT	MATCH EXISTING
K11	66+43.06	58.21' LT	MATCH EXISTING

K POINTS USH 51			
POINT NO.	STATION	OFFSET	ELEVATION
K12	66+25.77	19.90' LT	852.27
K13	66+43.06	12.07' LT	MATCH EXISTING
K14	66+39.61	12.19' LT	MATCH EXISTING
K15	66+37.90	9.75' LT	MATCH EXISTING
K16	66+38.26	33.22' RT	MATCH EXISTING
K17	66+25.61	20.34' RT	851.89
K18	66+07.86	63.32' RT	MATCH EXISTING
K19	66+25.55	63.32' RT	MATCH EXISTING
K20	66+43.24	63.02' RT	MATCH EXISTING
K21	66+51.44	33.11' RT	MATCH EXISTING

LEGEND

- (A) ADJUSTING MANHOLE COVERS
- (B) ADJUSTING INLET COVERS
- (C) ADJUSTING VALVE BOX
- (D) INLET PROTECTION TYPE A
- (E) INLET PROTECTION TYPE C
- (F) INLET PROTECTION TYPE D
- (G) INLET COVERS TYPE H

LEGEND

ASPH-D	3-INCHES ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES, OVER 6-INCH BASE AGGREGATE DENSE 1 ¼ INCH
C-A	CONCRETE CURB TYPE A
CS-4	CONCRETE SIDEWALK 4-INCH OVER 4-INCHES BASE AGGREGATE DENSE 3/4-INCH
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A, (HES AT DRIVEWAY APRON LOCATIONS)
CG30D	CONCRETE CURB & GUTTER 30-INCH TYPE D, (HES AT DRIVEWAY APRON LOCATIONS)
PC	CONCRETE CURB PEDESTRIAN
*	CATEGORY 0010
DW	CONCRETE DRIVEWAY 6-INCH OVER 6-INCHES BASE AGGREGATE DENSE 1 ¼ INCH
PCE	PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES
SCC	STAMPING COLORED CONCRETE
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	CURB RAMP DETECTABLE WARNING FIELD YELLOW
XXXX	SAWING CONCRETE
XX	LAYOUT POINT

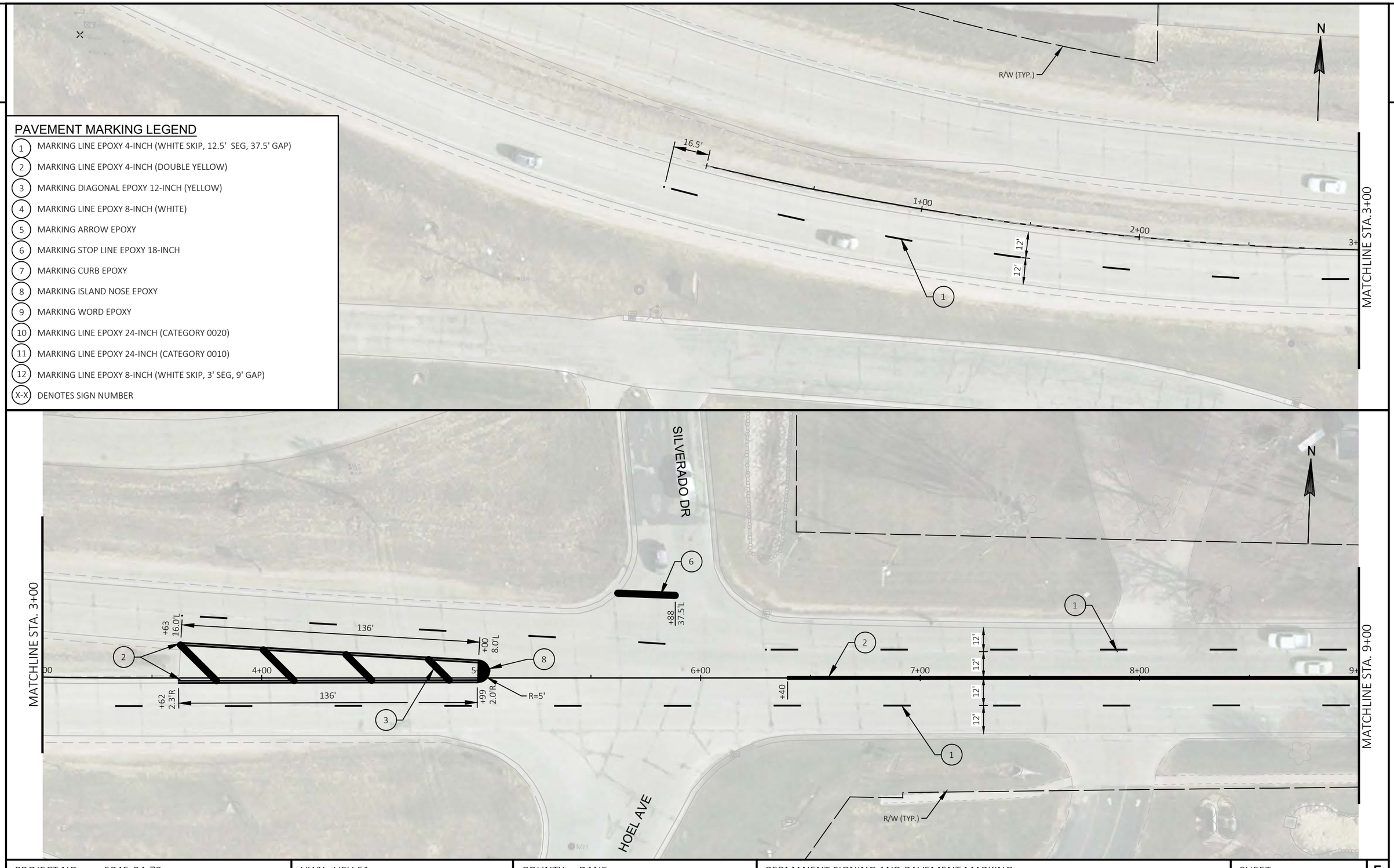
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 44	E

2

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4. MARKING LINE EPOXY 8-INCH (WHITE)
5. MARKING ARROW EPOXY
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING CURB EPOXY
8. MARKING ISLAND NOSE EPOXY
9. MARKING WORD EPOXY
10. MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11. MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)

X-X DENOTES SIGN NUMBER

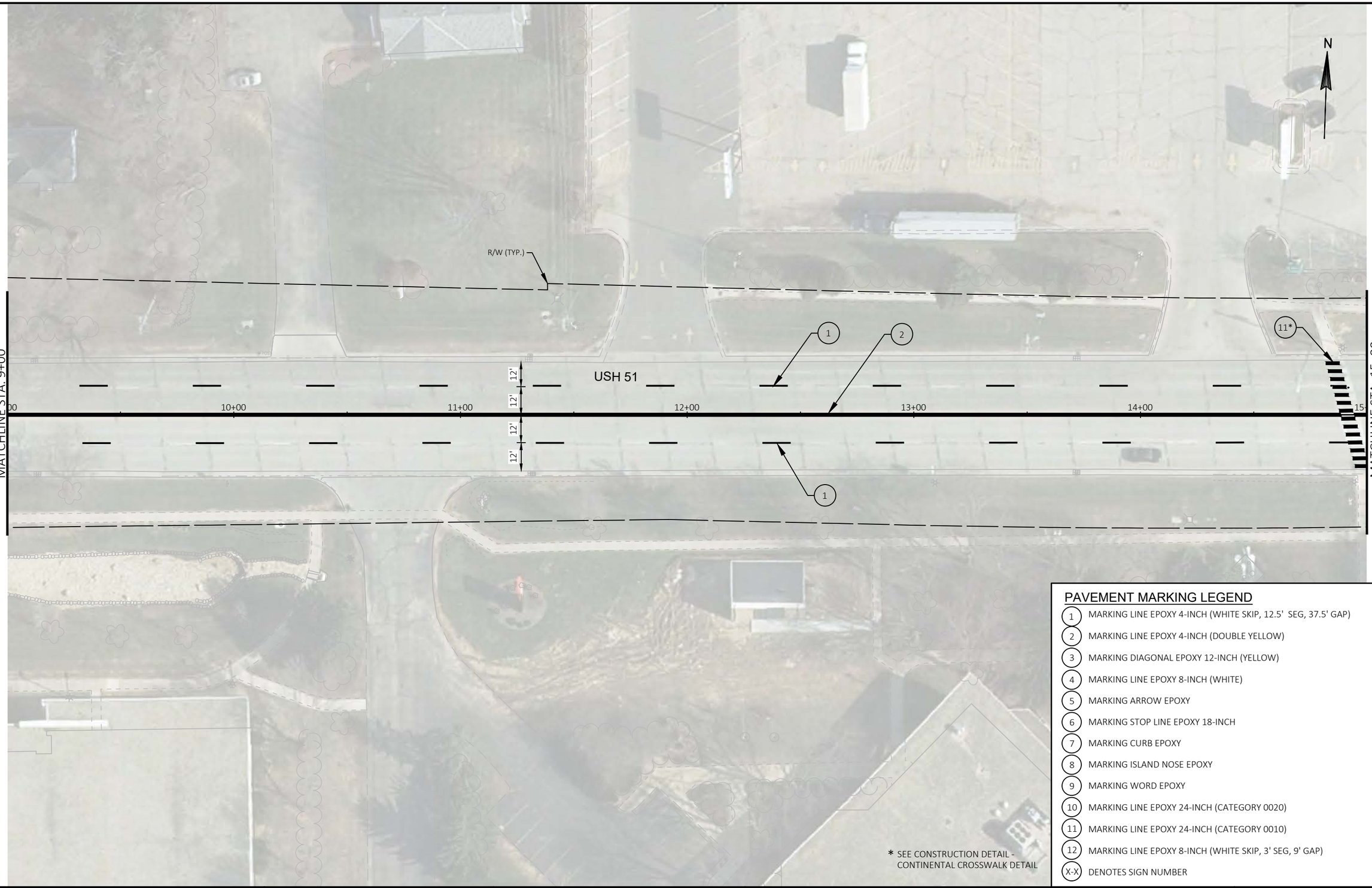


PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 45	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024500_pm

PLOT DATE : 10/18/2019 2:39 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4. MARKING LINE EPOXY 8-INCH (WHITE)
5. MARKING ARROW EPOXY
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING CURB EPOXY
8. MARKING ISLAND NOSE EPOXY
9. MARKING WORD EPOXY
10. MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11. MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)

X-X DENOTES SIGN NUMBER

* SEE CONSTRUCTION DETAIL - CONTINENTAL CROSSWALK DETAIL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 46	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501_pm
PLOT DATE : 10/18/2019 2:39 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

KINGS LYNN RD

N

R/W (TYP.)

USH 51

MATCHLINE STA. 15+00

MATCHLINE STA. 21+00

16+00

17+00

18+00

19+00

12'

12'

12'

12'

+50, 48' LT

+39, 42' RT

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4. MARKING LINE EPOXY 8-INCH (WHITE)
5. MARKING ARROW EPOXY
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING CURB EPOXY
8. MARKING ISLAND NOSE EPOXY
9. MARKING WORD EPOXY
10. MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11. MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)

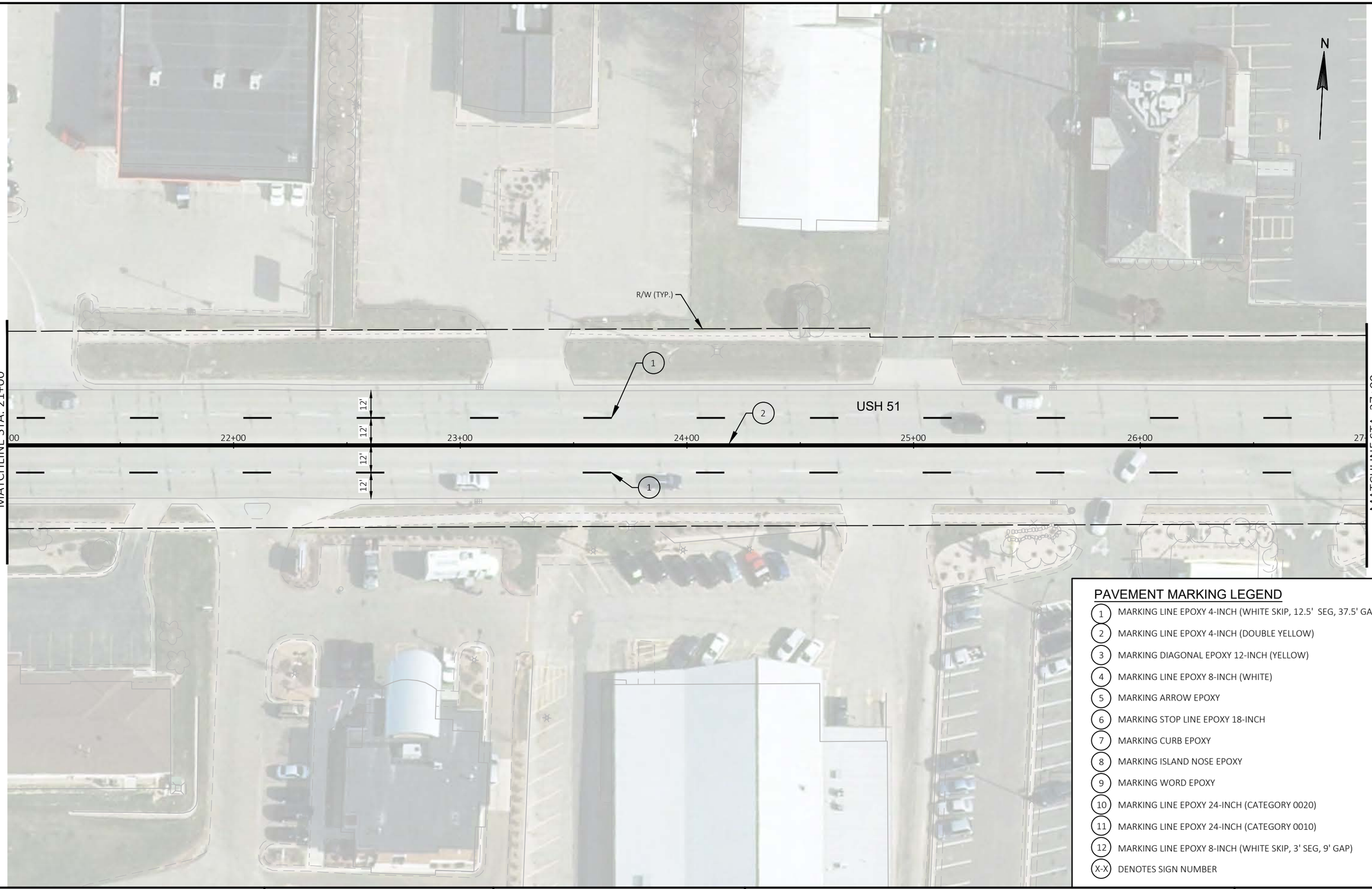
X-X DENOTES SIGN NUMBER

* SEE CONSTRUCTION DETAIL - CONTINENTAL CROSSWALK DETAIL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 47	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502_pm
PLOT DATE : 10/18/2019 2:39 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

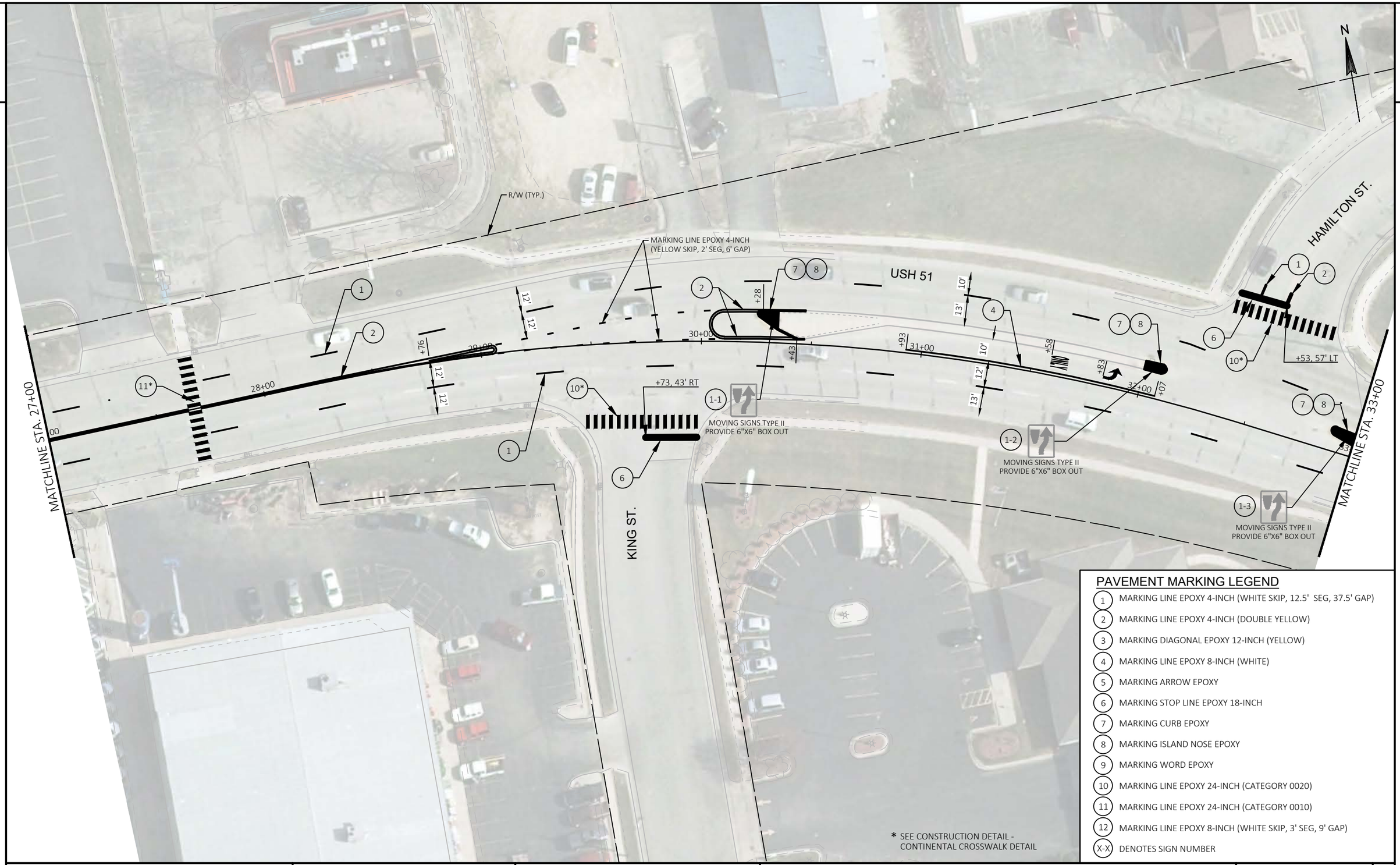
1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4. MARKING LINE EPOXY 8-INCH (WHITE)
5. MARKING ARROW EPOXY
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING CURB EPOXY
8. MARKING ISLAND NOSE EPOXY
9. MARKING WORD EPOXY
10. MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11. MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)

X-X DENOTES SIGN NUMBER

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 48	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024503_pm
PLOT DATE : 10/18/2019 2:39 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

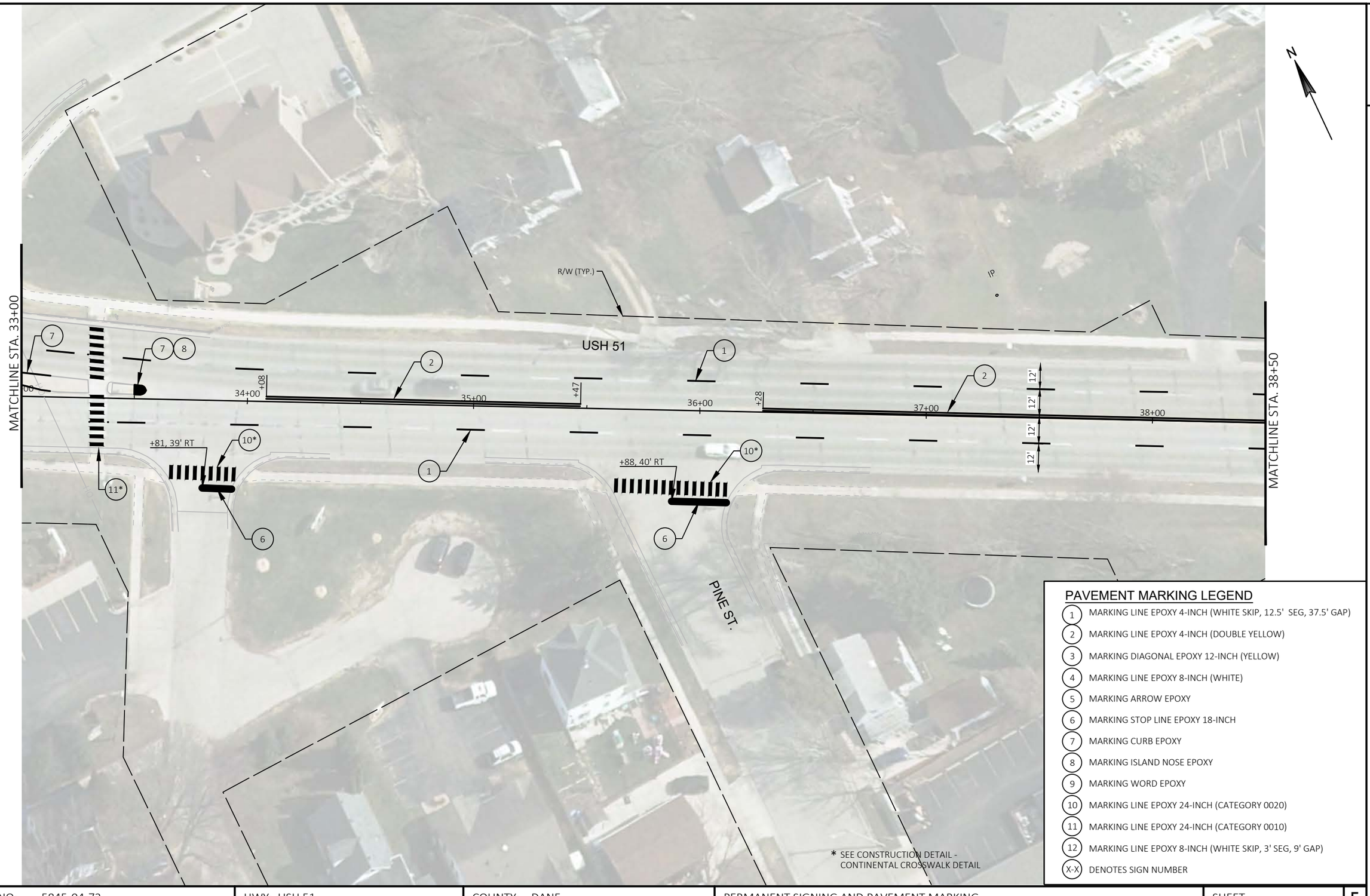
1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4. MARKING LINE EPOXY 8-INCH (WHITE)
5. MARKING ARROW EPOXY
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING CURB EPOXY
8. MARKING ISLAND NOSE EPOXY
9. MARKING WORD EPOXY
10. MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11. MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)

X-X DENOTES SIGN NUMBER

* SEE CONSTRUCTION DETAIL - CONTINENTAL CROSSWALK DETAIL

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 49	E

2



PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4	MARKING LINE EPOXY 8-INCH (WHITE)
5	MARKING ARROW EPOXY
6	MARKING STOP LINE EPOXY 18-INCH
7	MARKING CURB EPOXY
8	MARKING ISLAND NOSE EPOXY
9	MARKING WORD EPOXY
10	MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11	MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)
X-X	DENOTES SIGN NUMBER

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 50	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024505_pm
PLOT DATE : 10/18/2019 2:40 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

N

MATCHLINE STA. 38+50

39+00

40+00

41+00

42+00

43+00

44+00

MATCHLINE STA. 44+50

USH 51

R/W (TYP.)

EXISTING RRFB MOVED BY CITY OF STOUGHTON

EXISTING RRFB MOVED BY CITY OF STOUGHTON

12'

12'

12'

12'

+49

+59

+87, 52' LT

+07, 60' RT

+98, 46' RT

NORA ST.

SOUTH GJERTSON ST.

MOVING SIGNS TYPE II

1-4

1

2

6

10*

* SEE CONSTRUCTION DETAIL - CONTINENTAL CROSSWALK DETAIL

PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4. MARKING LINE EPOXY 8-INCH (WHITE)
5. MARKING ARROW EPOXY
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING CURB EPOXY
8. MARKING ISLAND NOSE EPOXY
9. MARKING WORD EPOXY
10. MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11. MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)

X-X DENOTES SIGN NUMBER

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 51	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024506_pm
PLOT DATE : 10/18/2019 2:40 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

SOUTH VAN BUREN ST.

USH 51

STH 138

MATCHLINE STA. 44+50

MATCHLINE STA. 50+00

45+00

46+00

47+00

48+00

49+00

50

12'

12'

12'

CONC.

ASPH.

R/W (TYP.)

+25, 50' LT

+20, 53' RT

TRANSITION FROM 12 FEET WIDE
LANES TO 10 FEET WIDE LANES
FROM STA. 48+63 TO STA. 50+20

10*

* SEE CONSTRUCTION DETAIL -
CONTINENTAL CROSSWALK DETAIL

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4	MARKING LINE EPOXY 8-INCH (WHITE)
5	MARKING ARROW EPOXY
6	MARKING STOP LINE EPOXY 18-INCH
7	MARKING CURB EPOXY
8	MARKING ISLAND NOSE EPOXY
9	MARKING WORD EPOXY
10	MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11	MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)
X-X	DENOTES SIGN NUMBER

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 52	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024507_pm
PLOT DATE : 10/18/2019 2:40 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

SOUTH HARRISON ST.

+53, 38' LT

N

USH 51

R/W (TYP.)

MATCHLINE STA. 50+00

MATCHLINE STA. 56+00

00 +20 +84 51+00 +57 +12 52+00 53+00 54+00 55+00 56

10' 10' 10' 10'

SOUTH HARRISON ST.

+83, 39' RT

* SEE CONSTRUCTION DETAIL - CONTINENTAL CROSSWALK DETAIL

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4	MARKING LINE EPOXY 8-INCH (WHITE)
5	MARKING ARROW EPOXY
6	MARKING STOP LINE EPOXY 18-INCH
7	MARKING CURB EPOXY
8	MARKING ISLAND NOSE EPOXY
9	MARKING WORD EPOXY
10	MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11	MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)
X-X	DENOTES SIGN NUMBER

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 53	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024508_pm

PLOT DATE : 10/18/2019 2:41 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

USH 51

MATCHLINE STA. 56+00

MATCHLINE STA. 62+00

+01

00

57+00

58+00

59+00

+23

60+00

+06

61+00

62

10'

10'

10'

10'

6

10*

+35, 38' LT

1

1-5

NO PARKING ON THIS SIGN

MOVE AND RE-INSTALL

R/W (TYP.)

6

+65, 41' LT

10*

2

2

6

10*

+35, 33' RT

1

SOUTH MONROE ST.

1-6

SOUTHWEST HISTORIC DISTRICT

W MAIN ST

S MADISON ST

STOP

MOVING SIGNS TYPE II

+64, 41' RT

6

SOUTH MADISON ST.

* SEE CONSTRUCTION DETAIL - CONTINENTAL CROSSWALK DETAIL

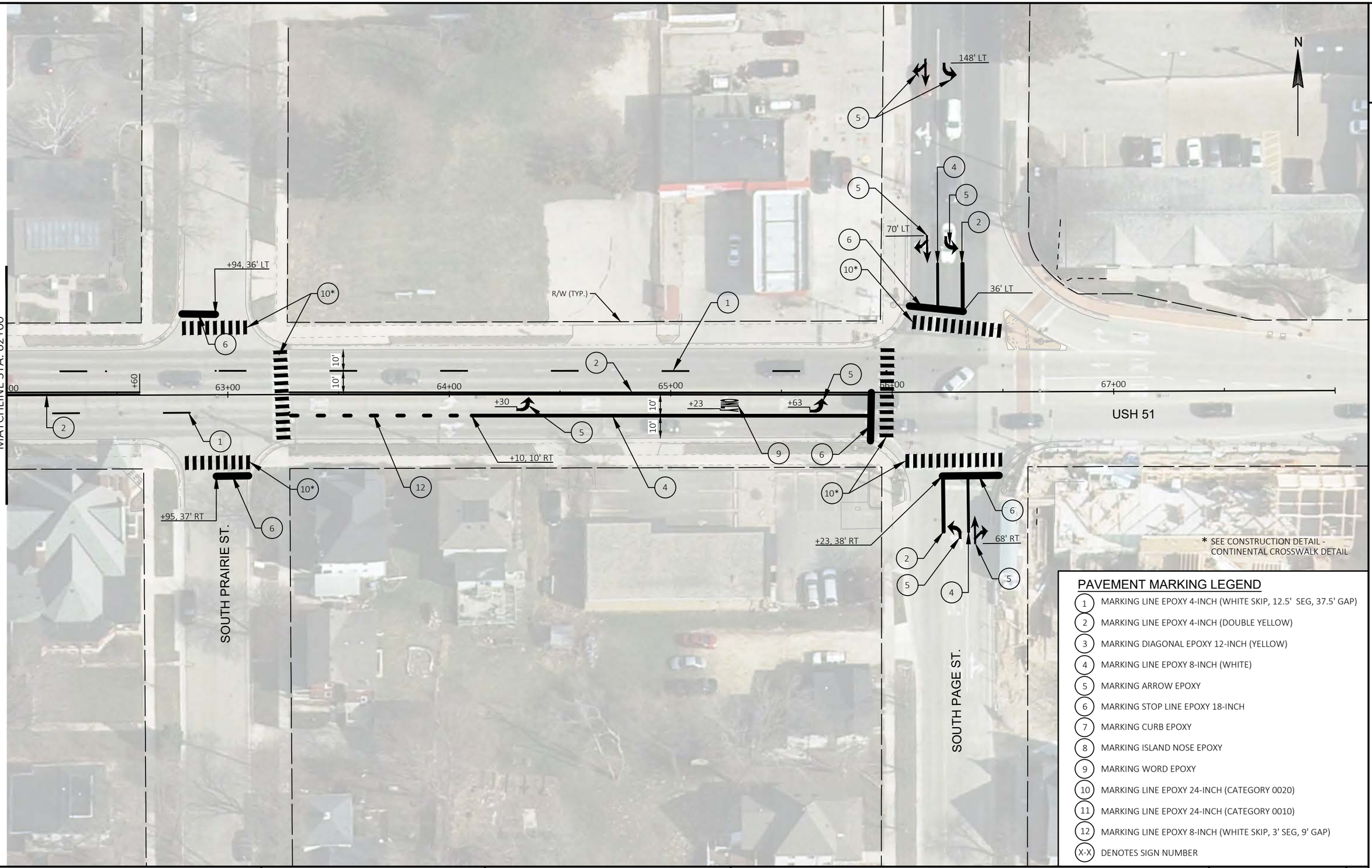
PAVEMENT MARKING LEGEND

1. MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2. MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4. MARKING LINE EPOXY 8-INCH (WHITE)
5. MARKING ARROW EPOXY
6. MARKING STOP LINE EPOXY 18-INCH
7. MARKING CURB EPOXY
8. MARKING ISLAND NOSE EPOXY
9. MARKING WORD EPOXY
10. MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11. MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12. MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)

X-X DENOTES SIGN NUMBER

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 54	E

2



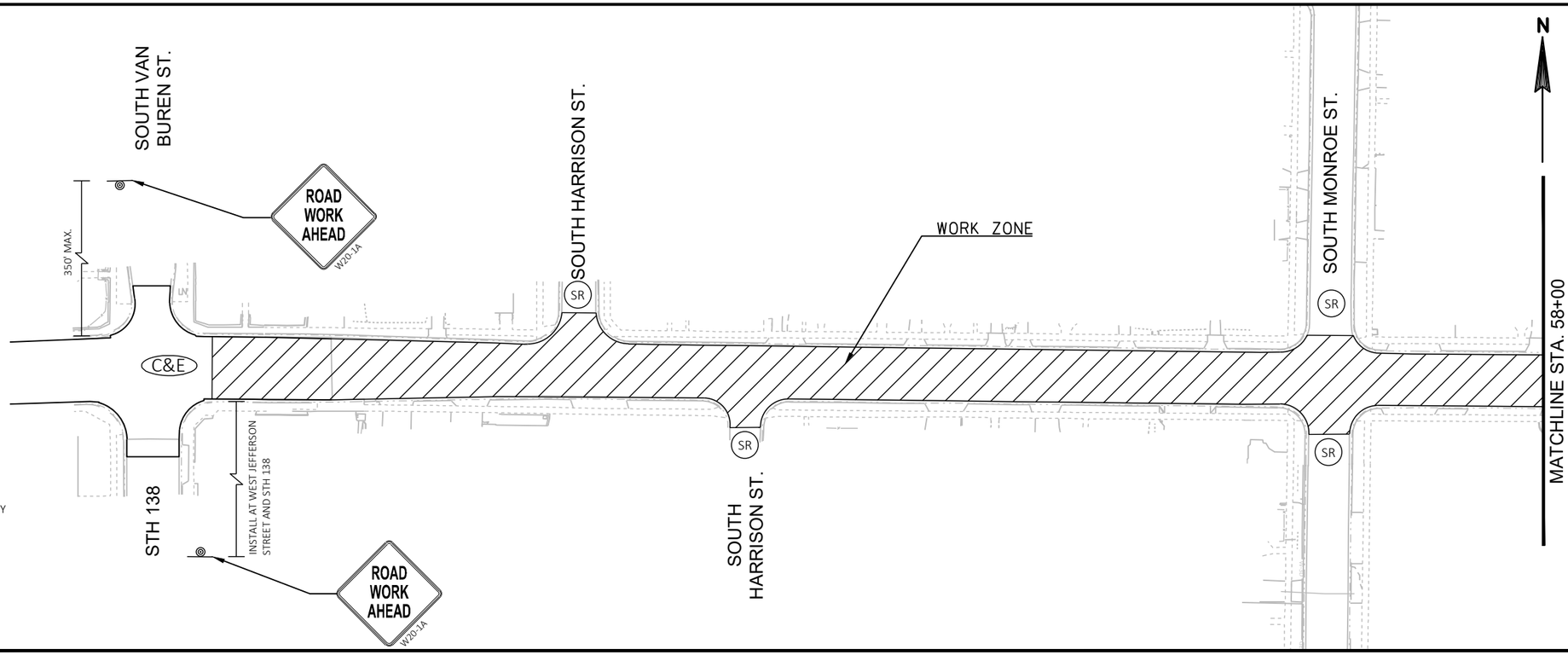
* SEE CONSTRUCTION DETAIL - CONTINENTAL CROSSWALK DETAIL

PAVEMENT MARKING LEGEND

1	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG, 37.5' GAP)
2	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
3	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
4	MARKING LINE EPOXY 8-INCH (WHITE)
5	MARKING ARROW EPOXY
6	MARKING STOP LINE EPOXY 18-INCH
7	MARKING CURB EPOXY
8	MARKING ISLAND NOSE EPOXY
9	MARKING WORD EPOXY
10	MARKING LINE EPOXY 24-INCH (CATEGORY 0020)
11	MARKING LINE EPOXY 24-INCH (CATEGORY 0010)
12	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG, 9' GAP)
X-X	DENOTES SIGN NUMBER

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING AND PAVEMENT MARKING	SHEET 55	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024510_pm
PLOT DATE : 10/18/2019 2:41 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



GENERAL NOTES FOR TRAFFIC CONTROL

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.

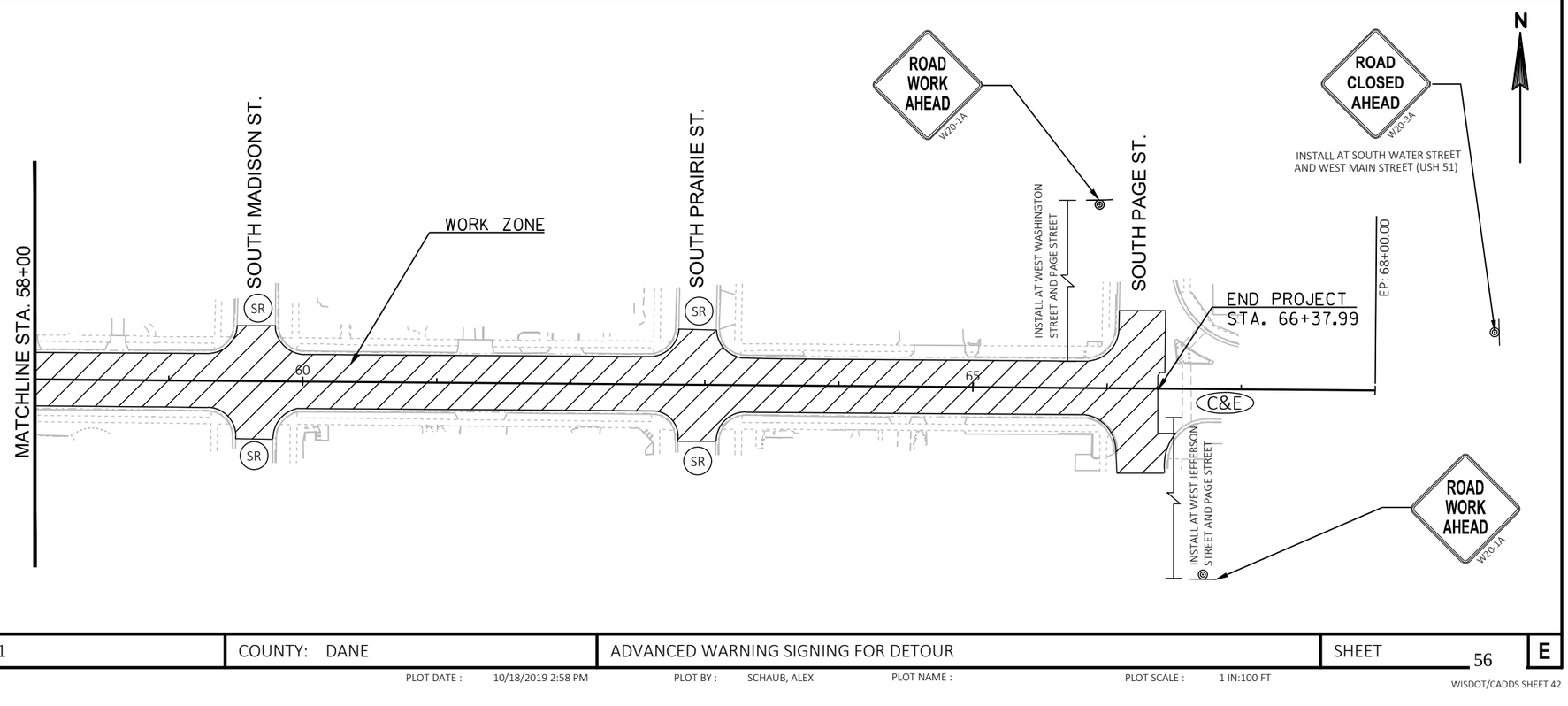
LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS C AND E (C&E)

USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4 (SR)



GENERAL NOTES FOR TRAFFIC CONTROL

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.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

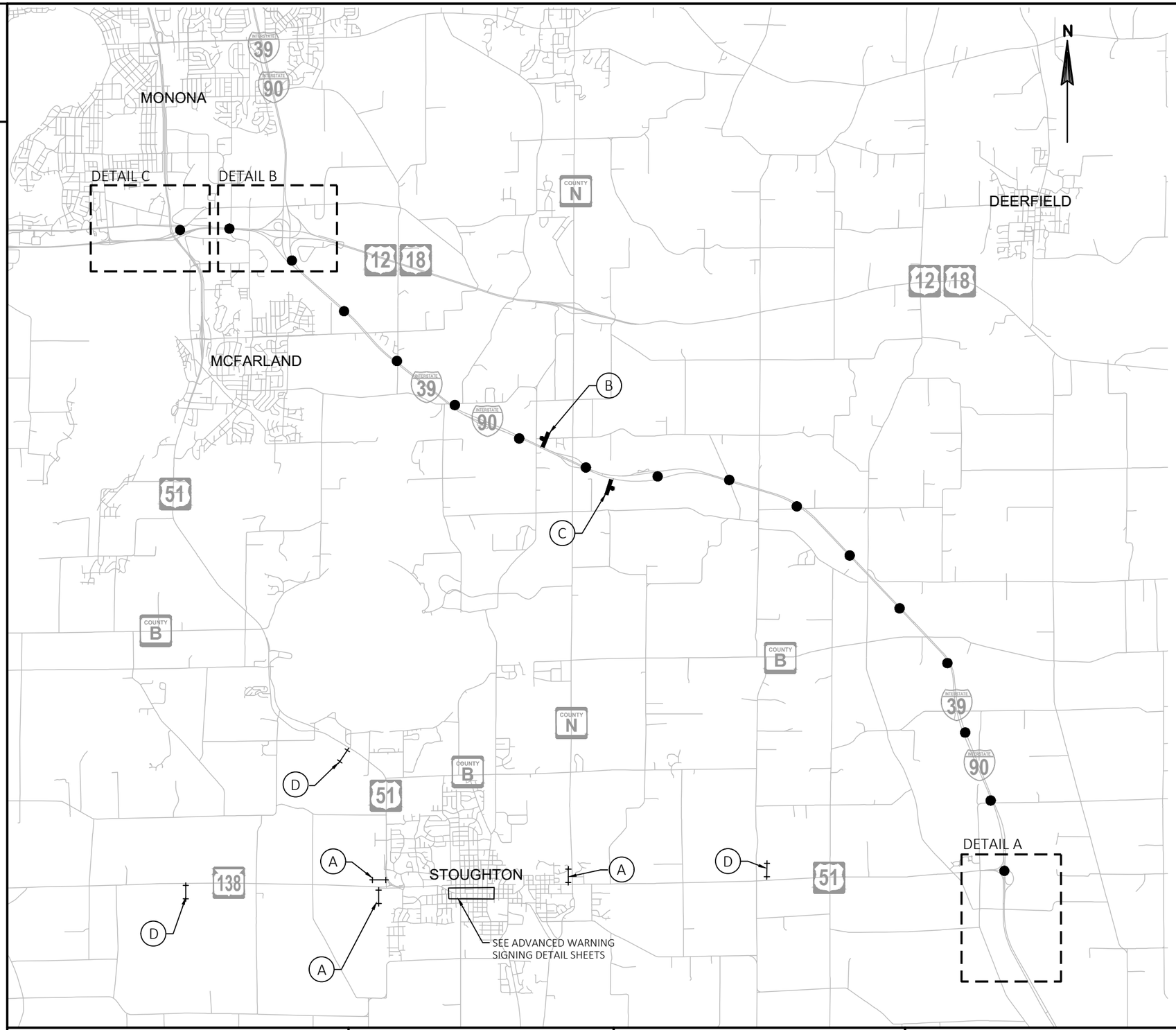
TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS C AND E (C&E)

USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4 (SR)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	ADVANCED WARNING SIGNING FOR DETOUR	SHEET 56	E



LEGEND

- DETOUR ROUTE
- PROPOSED SIGN MOUNTED ON POST
- TYPE III BARRICADE

A — ROAD CLOSED 1 MILE AHEAD LOCAL TRAFFIC ONLY — R11-3 60"X30"

B — DETOUR NORTH 51 — M4-8 36"X18", M3-1 36"X18", M1-4 36"X36"

C — DETOUR SOUTH 51 — M4-8 36"X18", M3-3 36"X18", M1-4 36"X36"

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

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	DETOUR PLAN	SHEET 57	E

2

N

USH 51

(IN MEDIAN)

M4-8A 36"X24"

END DETOUR
SOUTH INTERSTATE 39 | EAST INTERSTATE 90 | SOUTH 51

M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M06-1 30"X30"

DETOUR NORTH 51

DETOUR ROUTE

EXIT 156
51 North
Stoughton
EXIT ONLY

IH 39/90

M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M06-1 30"X30"

DETOUR NORTH 51

MOUNT ON SIGN BRIDGE SUPPORT

EXIT 156
51 North
Stoughton
EXIT ONLY

M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M06-1 30"X30"

DETOUR NORTH 51

M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M06-1 30"X30"

DETOUR NORTH 51

(IN MEDIAN)

EXIT 156
51 North
Stoughton
1 Mile

M3-1 36"X18"
M1-4 36"X36"

NORTH 51

DETOUR AHEAD
W20-2A

(IN MEDIAN)

IH 39/90

LEGEND

- DETOUR ROUTE
- EXISTING SIGN ON STEEL POSTS
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE
- SIGN BRIDGE
- TRAFFIC CONTROL SIGNS
- EXISTING SIGN
- COVERING SIGNS

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	DETOUR PLAN - DETAIL A	SHEET 58	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027002_dt

PLOT DATE : 10/18/2019 2:56 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

AGRICULTURE DR

USH 12/18

1000'

IH 39/90

USH 12/18

DETOUR ROUTE

IH 39/90

DETOUR
SOUTH
51
M4-8 36"X18"
M3-3 36"X18"
M1-4 36"X36"
M06-2 30"X30"

EXIT 267A
SOUTH 39 INTERSTATE
EAST 90 INTERSTATE
JANESVILLE
CHICAGO

DETOUR
SOUTH
51
M4-8 36"X18"
M3-3 36"X18"
M1-4 36"X36"
M06-2 30"X30"

EXIT 142 A

DETOUR
NORTH
51
M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M06-2 30"X30"

LEFT EXIT 142A
12 18 West
Madison

IN MEDIAN
DETOUR
NORTH
51
M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M06-2 30"X30"

LEFT EXIT 142A
12 18 West
Madison
1/4 Mile

IN MEDIAN
DETOUR
NORTH
51
M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M05-2L 30"X30"

LEFT EXIT 142A
EXIT 142B
WEST 12 18
EAST 12 18
Madison
Cambridge
1 MILE

IN MEDIAN
DETOUR
NORTH
51
USE LEFT LANE
M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M04-20L 36"X36"

DETOUR
NORTH
51
USE LEFT LANE
M4-8 36"X18"
M3-1 36"X18"
M1-4 36"X36"
M04-20L 36"X36"

SOUTH 39 INTERSTATE
EAST 90 INTERSTATE

DETOUR
SOUTH
51
M4-8 36"X18"
M3-3 36"X18"
M1-4 36"X36"

LEGEND

- DETOUR ROUTE
- EXISTING SIGN ON STEEL POSTS
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGN BRIDGE
- SIGN BRIDGE
- TRAFFIC CONTROL SIGNS
- EXISTING SIGN
- COVERING SIGNS

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	DETOUR PLAN - DETAIL B	SHEET 59	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027003_dt
PLOT DATE : 10/18/2019 2:56 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1:60
WISDOT/CADDS SHEET 42

2

N

M3-3 36"X18"
M1-4 36"X36"
SOUTH 51
ROAD CLOSED AHEAD W020-3A
12 MILES AHEAD W057-52 36"X24"

M3-3 36"X18"
M1-4 36"X36"
SOUTH 51
DETOUR AHEAD W020-2A

HWY 51 SOUTH OPEN TO STOUGHTON
FIXED MESSAGE

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M06-1 30"X30"
MOUNT ON SIGN BRIDGE

East 12 18
South 51

USH 51

AGRICULTURE DR

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M05-2R 30"X30"
MOUNT ON SIGN BRIDGE SUPPORT

NORTH 39 WEST 90 TO 94 SOUTH 39 EAST 90
Milwaukee Wis Dells
Janesville Chicago
1/2 MILE

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M05-2R 30"X30"
MOUNT ON SIGN BRIDGE SUPPORT

SOUTH 51 M1-4 36"X36"
MOUNT ON SIGN BRIDGE SUPPORT

DETOUR ROUTE

USH 12/18

IN MEDIAN ON CONCRETE BARRIER WALL
DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M06-1 30"X30"

MONONA DR.

SOUTH 51 M3-3 36"X18" M1-4 36"X36"
DETOUR AHEAD W020-2A

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M06-1 30"X30"
MOUNT ON SIGN BRIDGE

East 12 18
South 51

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M05-1L 30"X30"
MOUNT ON MEDIAN LIGHT POLE

EAST 12 EAST 18 DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36"

DETOUR NORTH 51 M4-8A 36"X24" M3-1 36"X18" M1-4 36"X36"
END DETOUR

EXIT 266
51
Stoughton Rd
1/2 Mile
EXIT ONLY

SOUTH 51 M3-3 36"X18" M1-4 36"X36"
DETOUR AHEAD W020-2A
INSTALL ON MEDIAN LIGHT POLE AND OUTSIDE SLOPE (BEHIND GUARDRAIL) BETWEEN EAST END OF BRIDGE AND THE EXIT 266 MONONA DRIVE OVERHEAD SIGN SUPPORT

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M06-1 30"X30"

EXIT 266
51
Stoughton Rd
2/3 Mile

McFarland
EXIT 266

EXITS
267A-B
INTERSTATE 39 INTERSTATE 90
Chicago
Wis Dells
1 Mile

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M06-1 30"X30"
MOUNT ON SIGN BRIDGE

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M06-1 30"X30"
MOUNT ON SIGN BRIDGE

EXIT 266
51
Stoughton Rd
EXIT ONLY

EXIT 266
51
Stoughton Rd
1/4 Mile
EXIT ONLY

SOUTH 51
SOUTH 51

SOUTH 51
SOUTH 51
MOUNT ON SIGN BRIDGE SUPPORT

ROAD CLOSED AHEAD W020-3A
11 MILES AHEAD W057-52 36"X24"

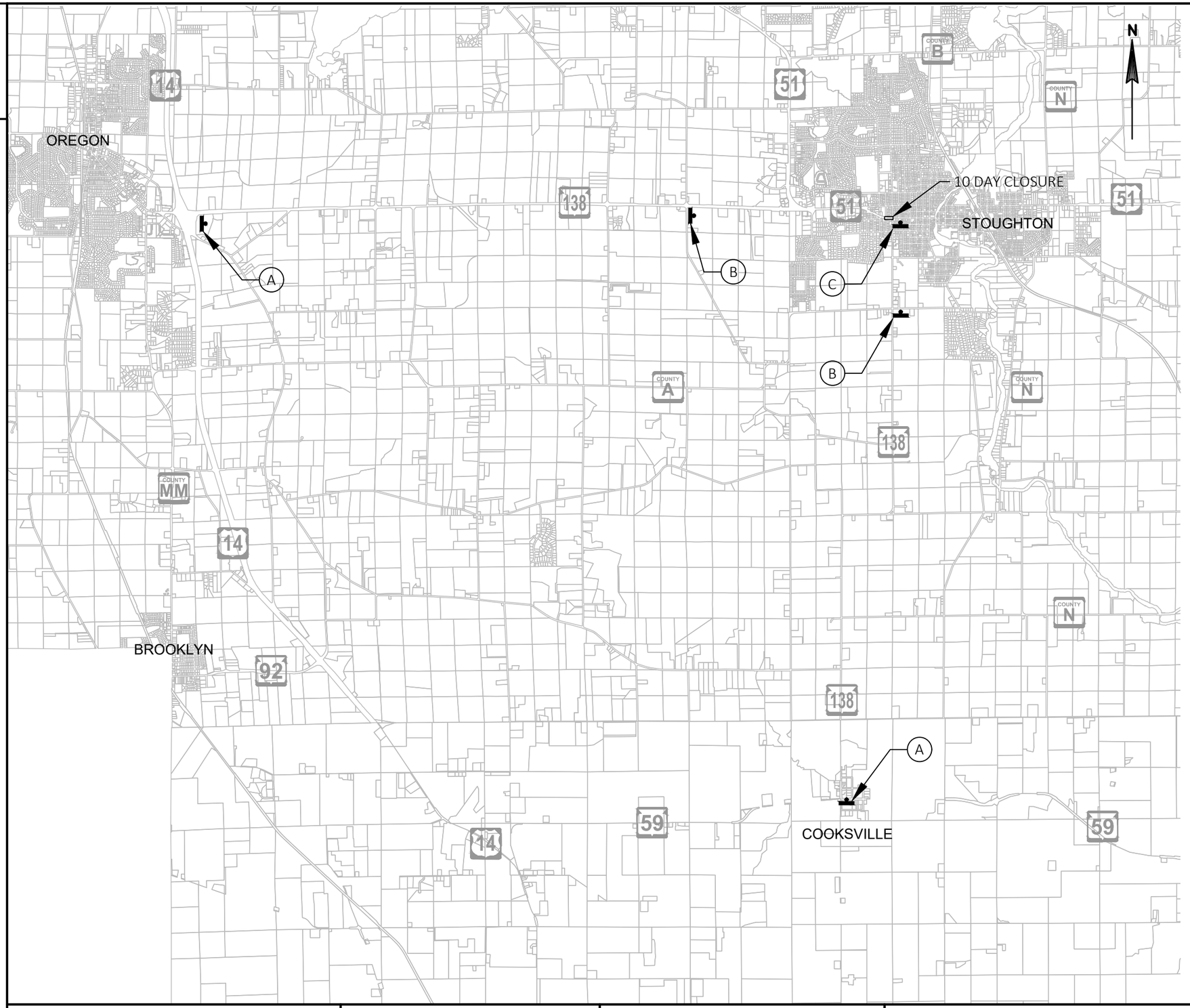
USH 51

DETOUR SOUTH 51 M4-8 36"X18" M3-3 36"X18" M1-4 36"X36" M06-1 30"X30"

DETOUR ROUTE
EXISTING SIGN ON STEEL POSTS
EXISTING SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON POST(S)
PROPOSED SIGN MOUNTED ON SIGN BRIDGE
SIGN BRIDGE
51 TRAFFIC CONTROL SIGNS
51 EXISTING SIGN
51 COVERING SIGNS

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	DETOUR PLAN - DETAIL C	SHEET 60	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 027004_dt
PLOT DATE : 10/18/2019 2:56 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:60



LEGEND

PROPOSED SIGN MOUNTED ON POST

A — ROAD CLOSED 6 MILES (W20-3F MODIFIED)

B — ROAD CLOSED 1 MILE (W20-3F)

C — ROAD CLOSED AHEAD (W20-3A)

GENERAL NOTES

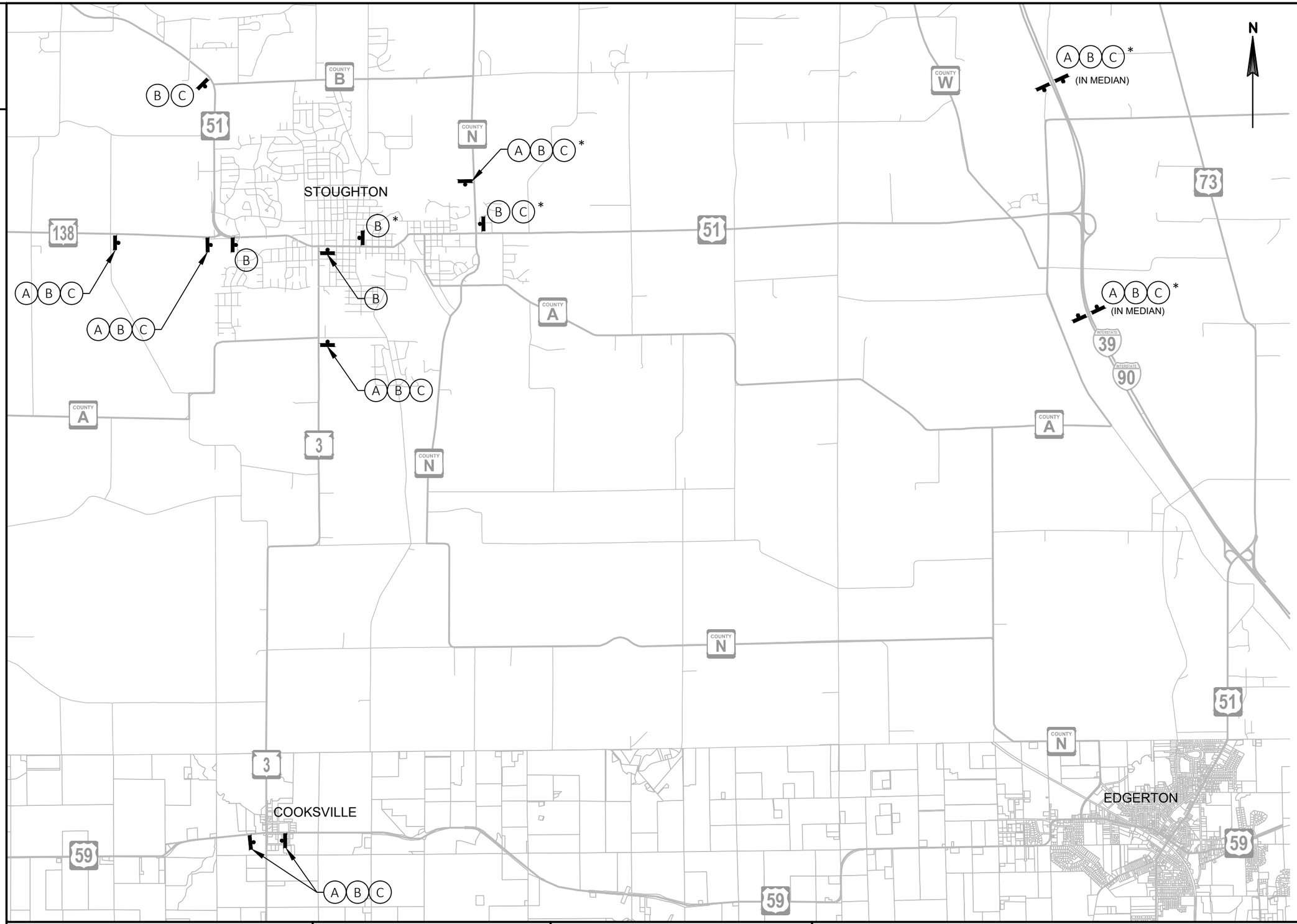
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS SPECIFIED IN THE PLANS AND/OR AS DIRECTED BY THE ENGINEER.

STH 138 10-DAY CLOSURE TO BE COMPLETED DURING STAGE 2.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STH 138 - 10 DAY CLOSURE	SHEET 61	E



PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	ADVANCED WIDTH RESTRICTION SIGNING	SHEET 62	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\025001_AW.DWG
LAYOUT NAME - 025001_aw

PLOT DATE : 10/18/2019 2:58 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:400 FT

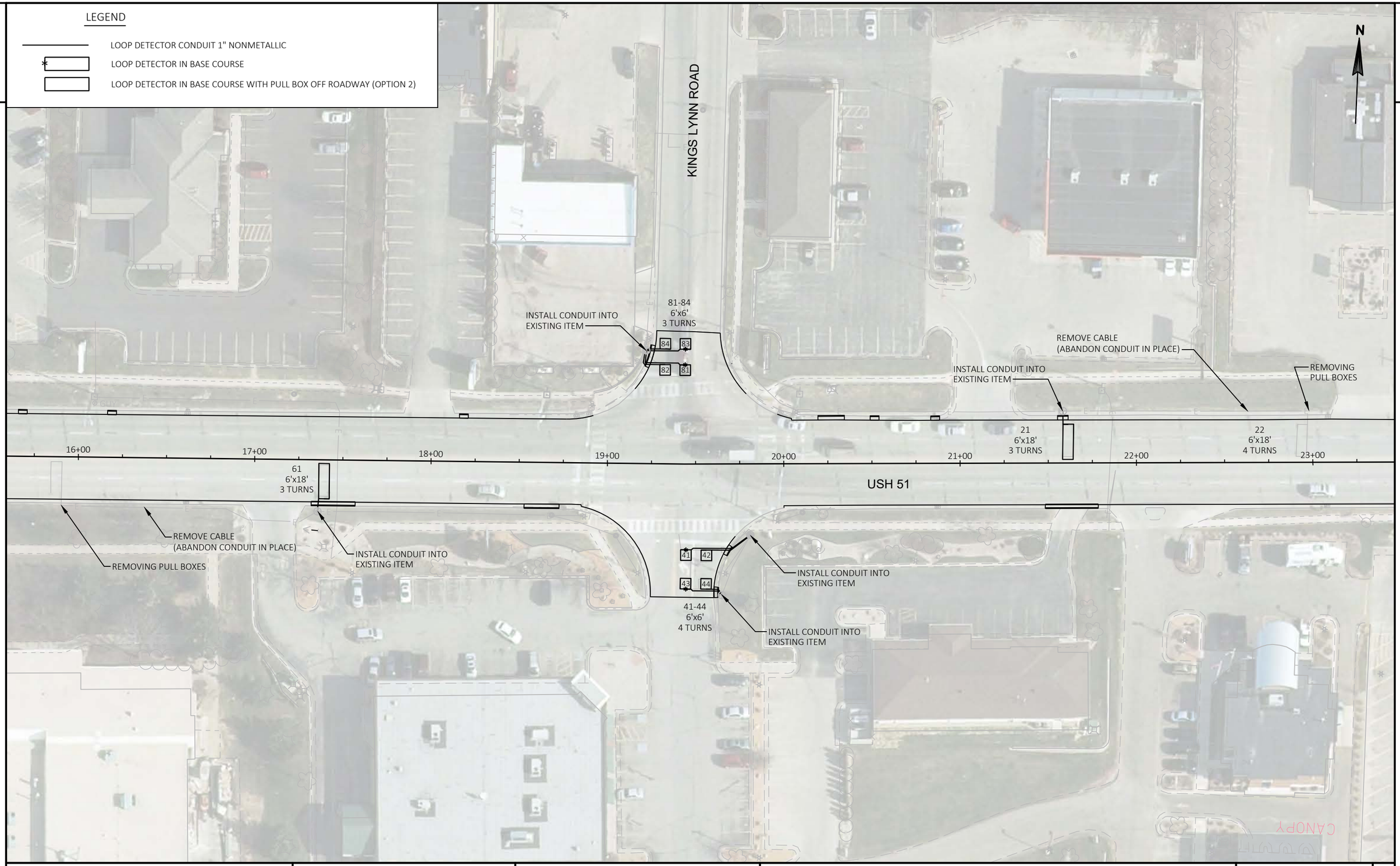
2

LEGEND

LOOP DETECTOR CONDUIT 1" NONMETALLIC

LOOP DETECTOR IN BASE COURSE

LOOP DETECTOR IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)



2

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	TRAFFIC SIGNAL PLANS	SHEET 63	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\024000_SG.DWG
LAYOUT NAME - 024000_sg

PLOT DATE : 10/18/2019 2:59 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

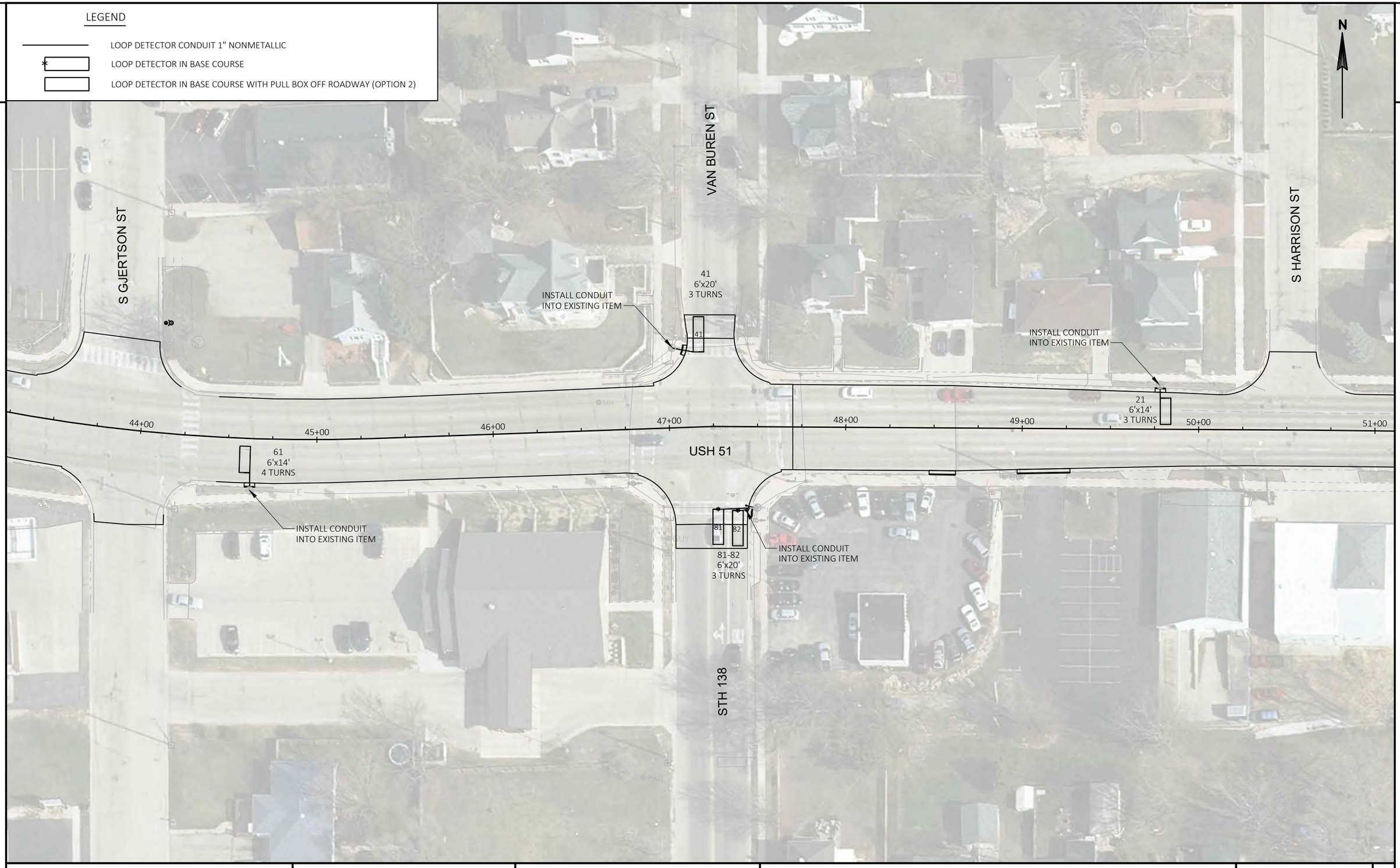
2

LEGEND

LOOP DETECTOR CONDUIT 1" NONMETALLIC

LOOP DETECTOR IN BASE COURSE

LOOP DETECTOR IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)



2

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	TRAFFIC SIGNAL PLANS	SHEET 64	E

2

LEGEND

LOOP DETECTOR CONDUIT 1" NONMETALLIC

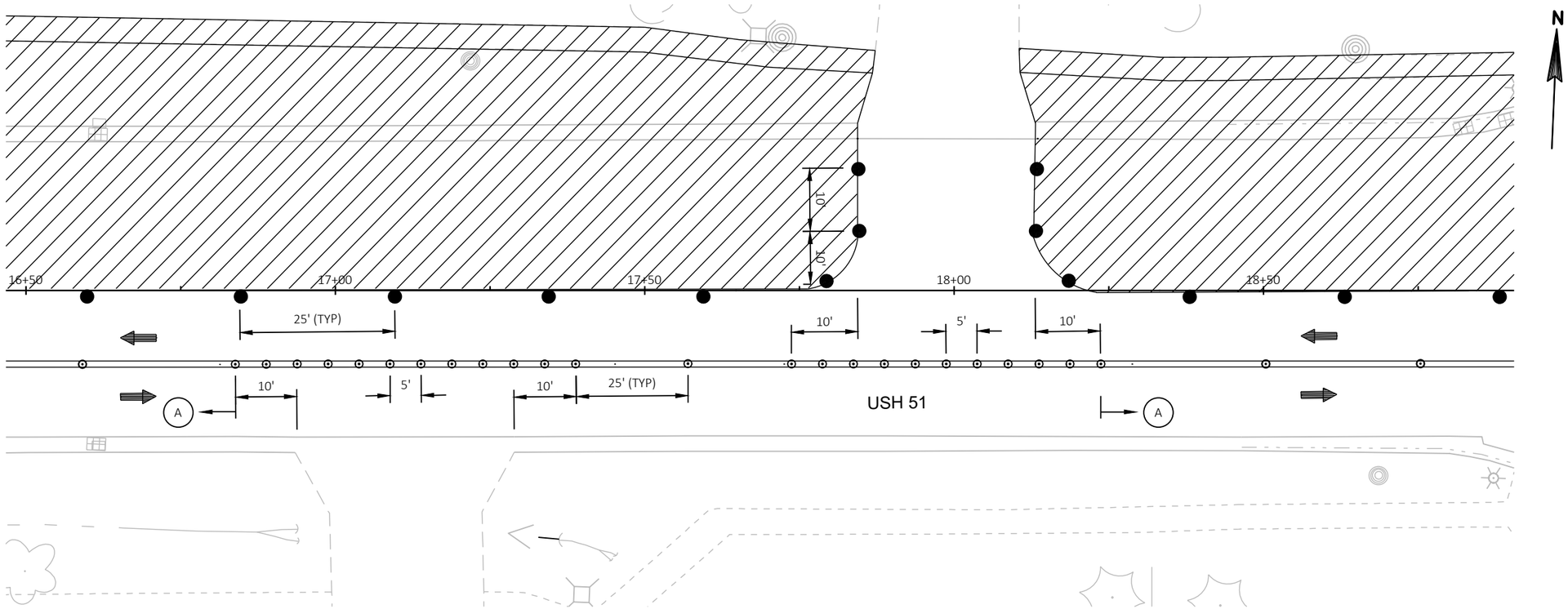
LOOP DETECTOR IN BASE COURSE

LOOP DETECTOR IN BASE COURSE WITH PULL BOX OFF ROADWAY (OPTION 2)

2

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	TRAFFIC SIGNAL PLANS	SHEET 65	E

2



LEGEND

- WORK ZONE
- TRAFFIC FLOW ARROW
- TRAFFIC CONTROL DRUMS
- FLEXIBLE TUBULAR MARKER POSTS AND BASES

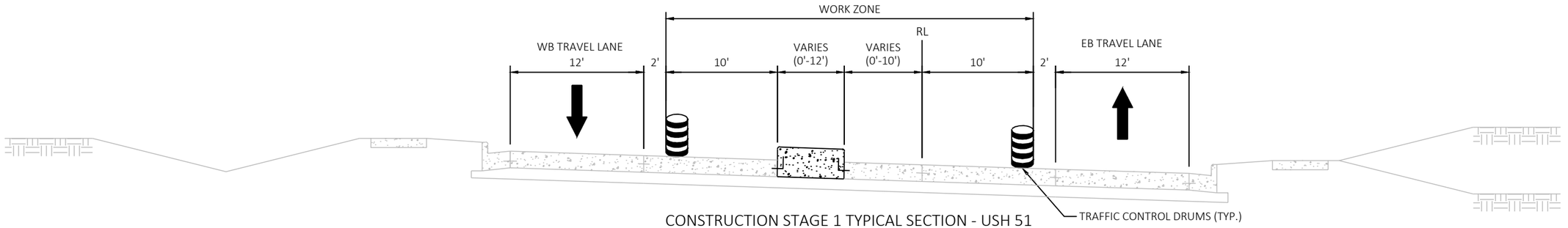
TEMPORARY ACCESS TO DRIVEWAY DETAIL

INSTALL AT ALL DRIVEWAY LOCATIONS

SEE SPECIAL PROVISIONS FOR ALLOWABLE CLOSURE

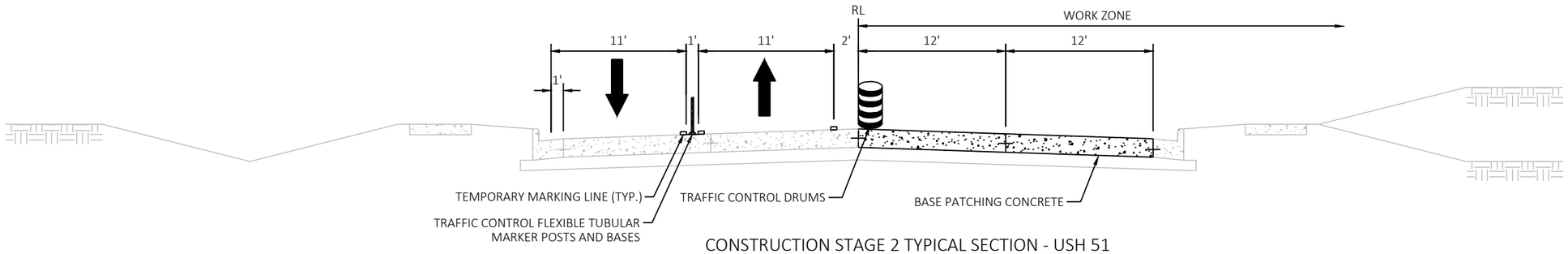
(A) INCREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 25' BETWEEN DRIVEWAY LOCATIONS

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING DRIVEWAY DETAIL	SHEET 66	E



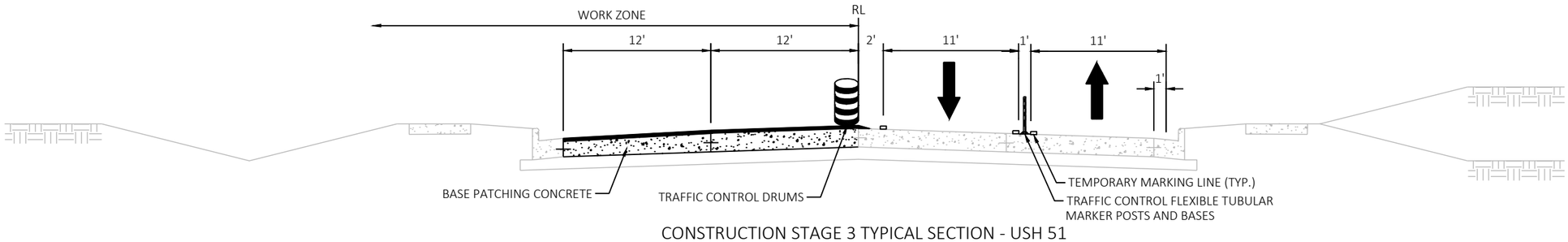
CONSTRUCTION STAGE 1 TYPICAL SECTION - USH 51

STA. 28+25.00 - STA. 35+40.00



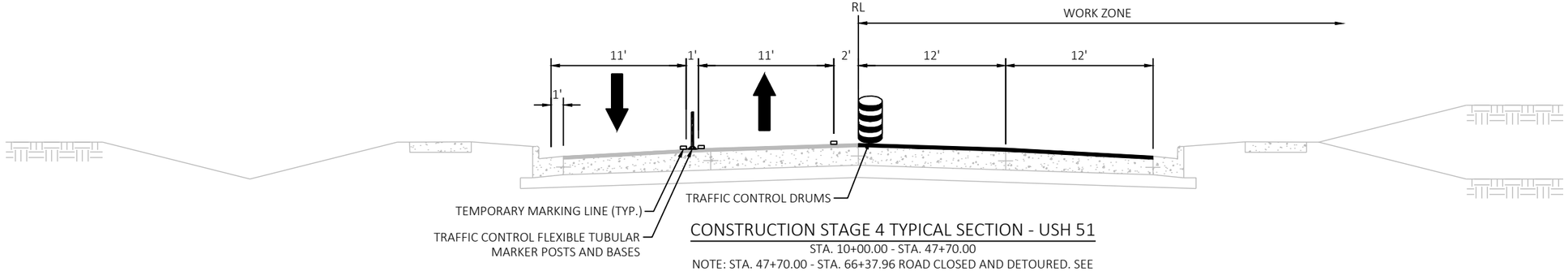
CONSTRUCTION STAGE 2 TYPICAL SECTION - USH 51

STA. 10+00.00 - STA. 47+70.00



CONSTRUCTION STAGE 3 TYPICAL SECTION - USH 51

STA. 10+00.00 - STA. 47+70.00



CONSTRUCTION STAGE 4 TYPICAL SECTION - USH 51

STA. 10+00.00 - STA. 47+70.00

NOTE: STA. 47+70.00 - STA. 66+37.96 ROAD CLOSED AND DETOURED. SEE DETOUR DRAWINGS FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING TYPICALS	SHEET 67	E

GENERAL NOTES FOR TRAFFIC CONTROL

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.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS C AND E (C&E)

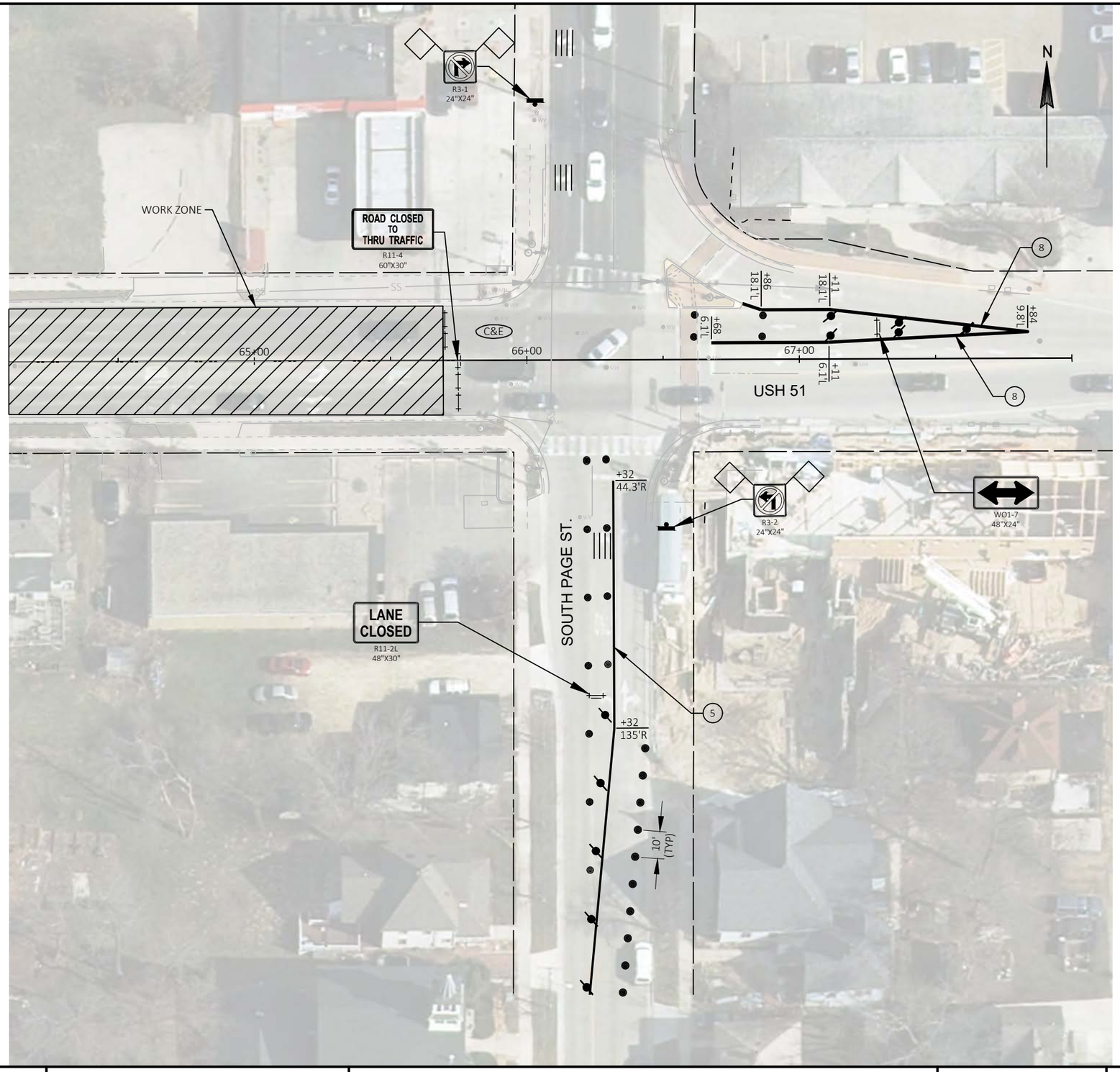
USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4 (SR)

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)



2

GENERAL NOTES FOR TRAFFIC CONTROL

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.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS C AND E (C&E)

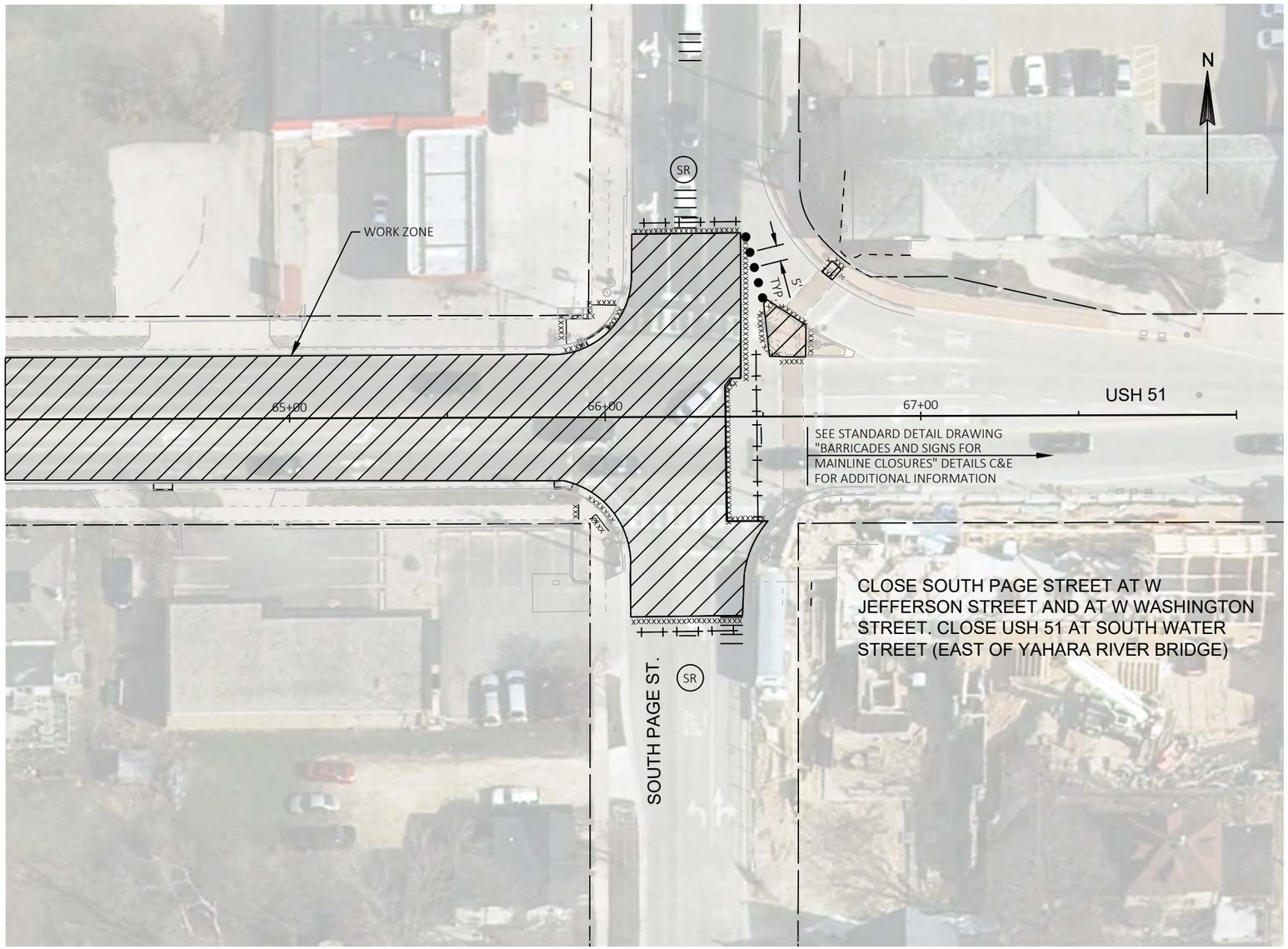
USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4 (SR)

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)



2

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING - PAGE STREET (10 DAY CLOSURE)	SHEET 69	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

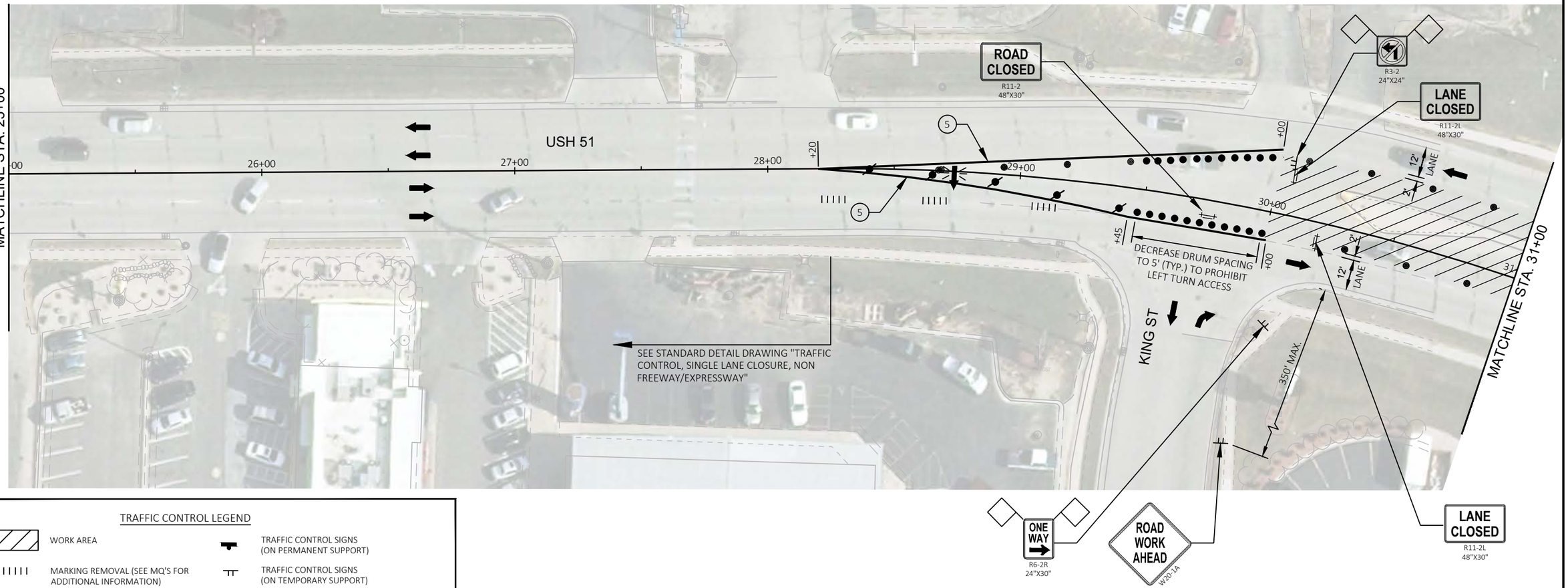
1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

N

2



TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 1	SHEET 70	E

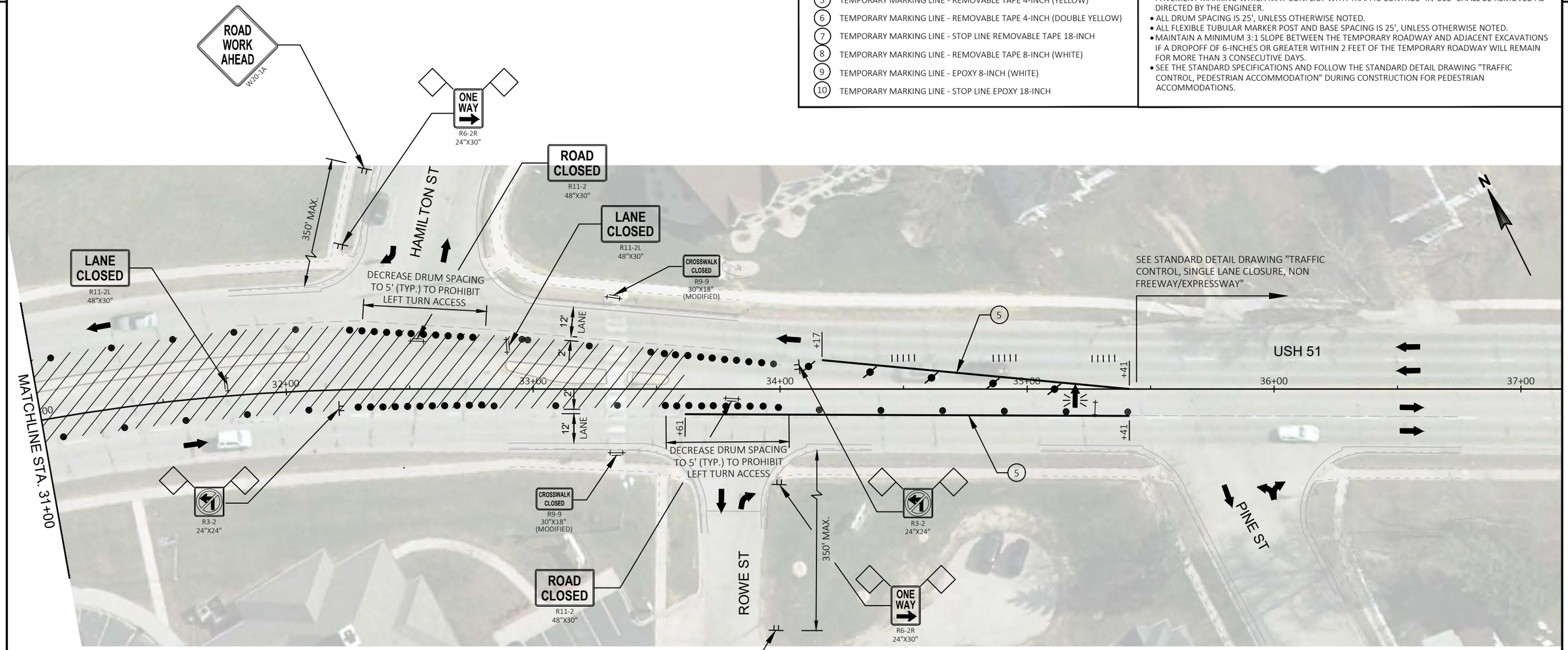
2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.



TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 1	SHEET 71	E

2

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- 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.
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- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

N

STH 138

USH 51

10' (TYP)

102'±

0+00

4

1+

MATCHLINE STA. 1+00

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY"

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 2	SHEET 72	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

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- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
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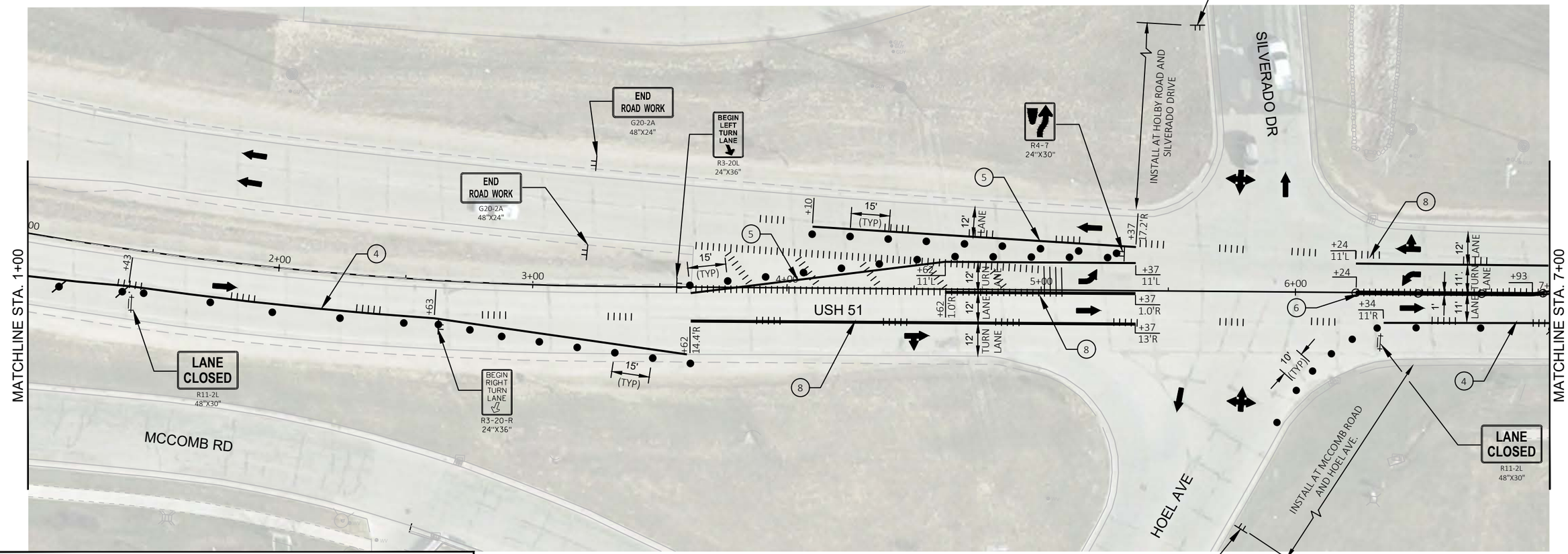
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.



TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 2	SHEET 73	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
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- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

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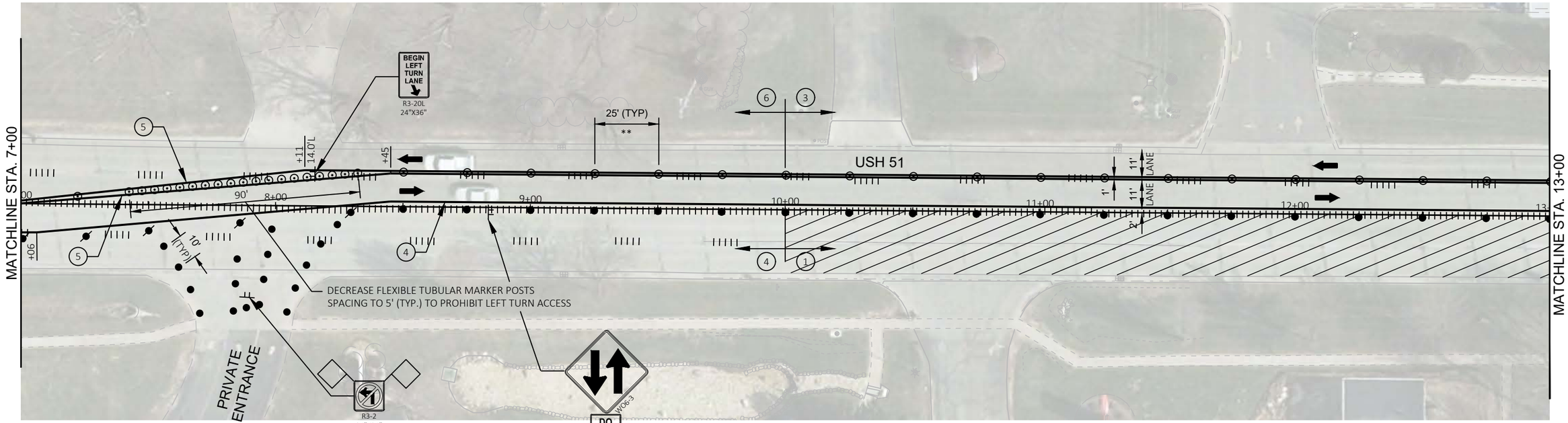

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
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TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
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- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
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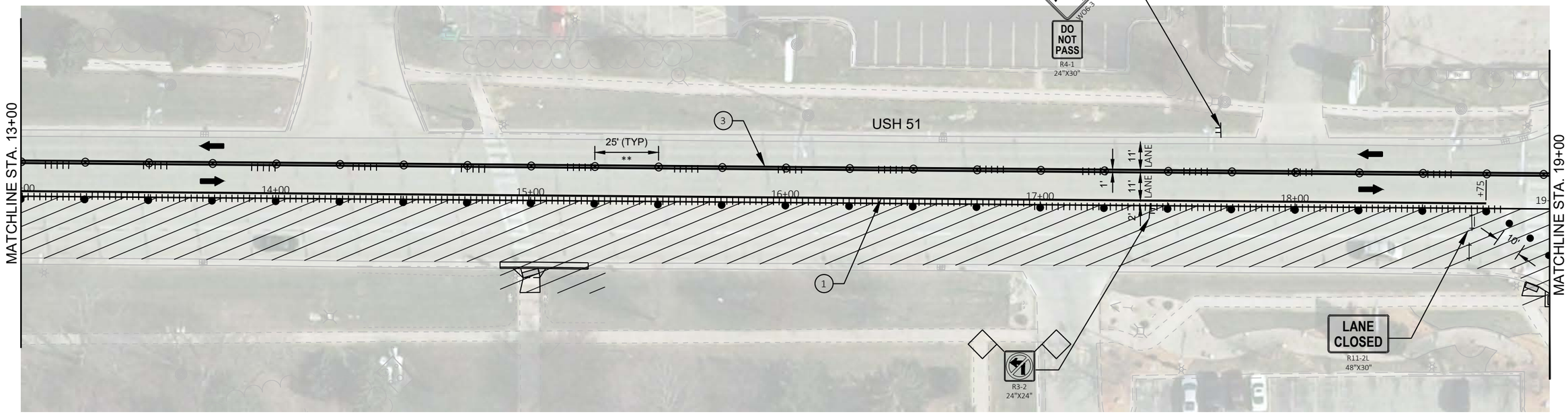
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.



TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 2	SHEET 75	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
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6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
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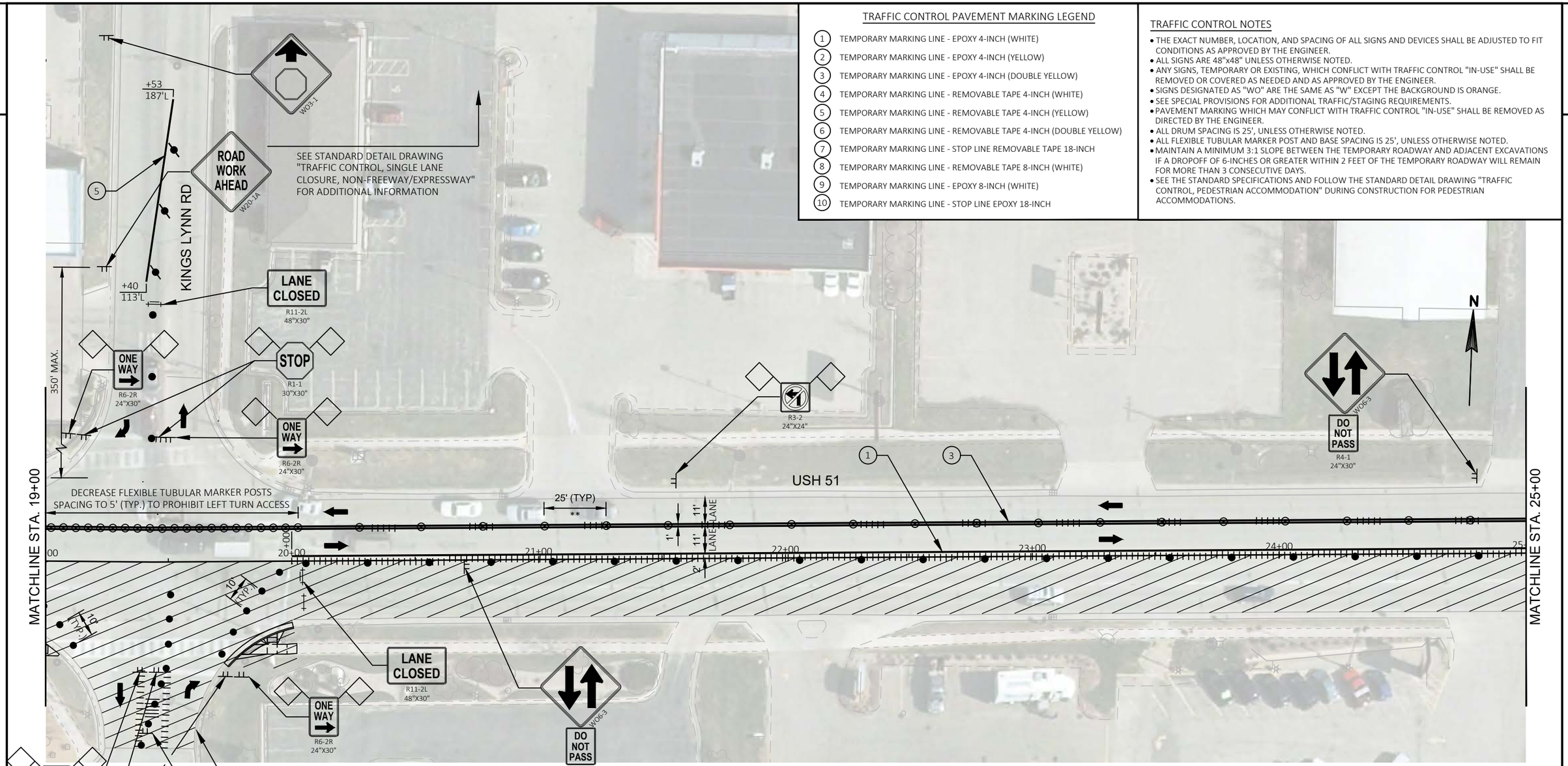

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TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
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- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 2	SHEET 76	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026210_S2.DWG
LAYOUT NAME - 206214_s2
PLOT DATE : 10/18/2019 2:45 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
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8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
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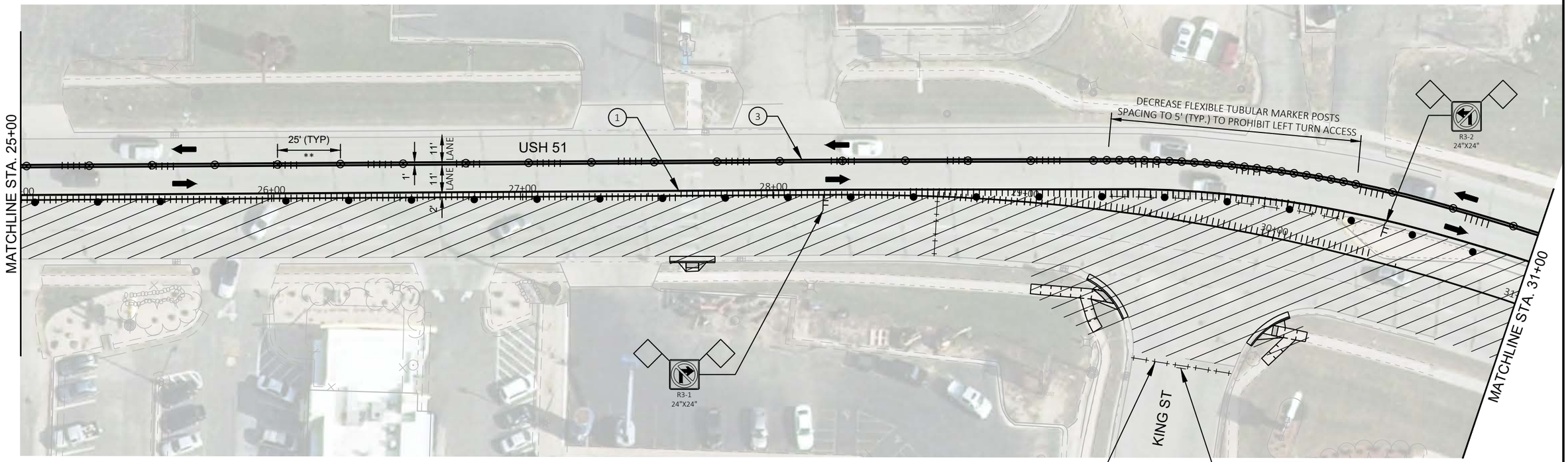

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDE ROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURE" FOR ADDITIONAL INFORMATION

TRAFFIC CONTROL LEGEND

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**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 2	SHEET 77	E

2

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

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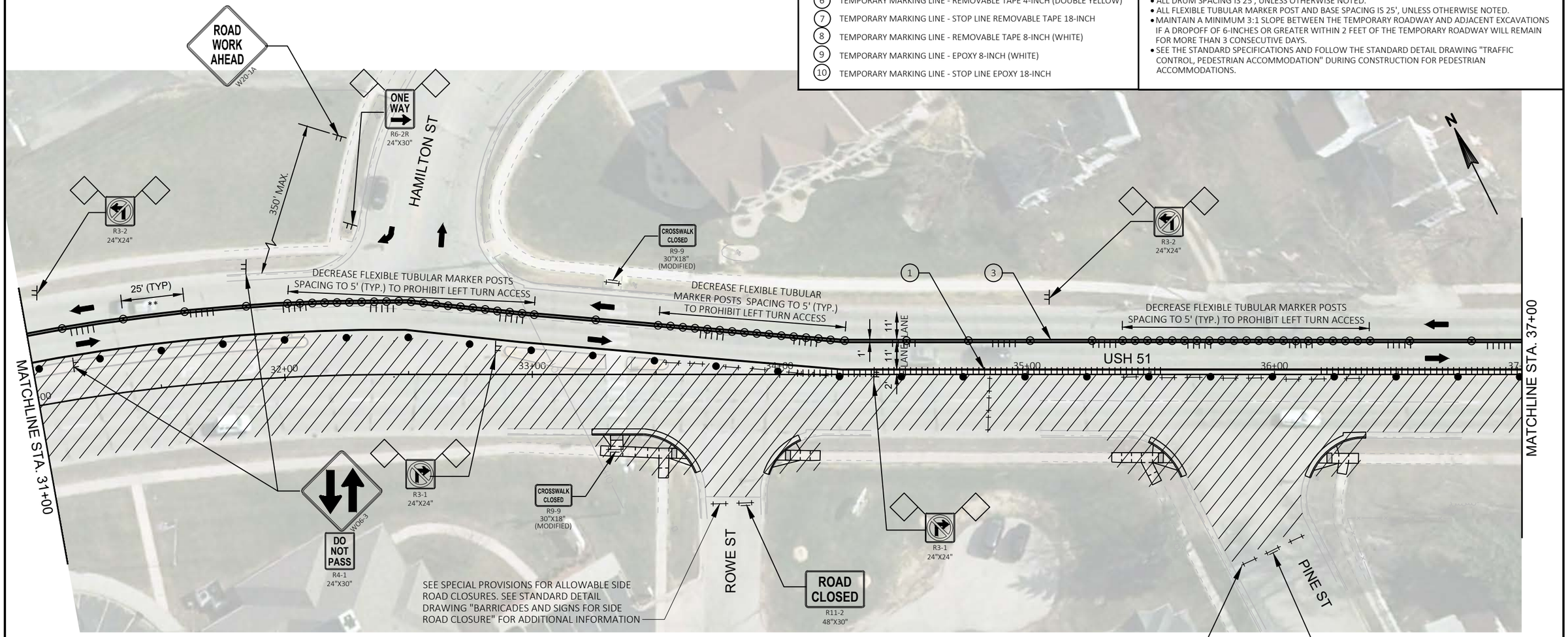

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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 2	SHEET 78	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
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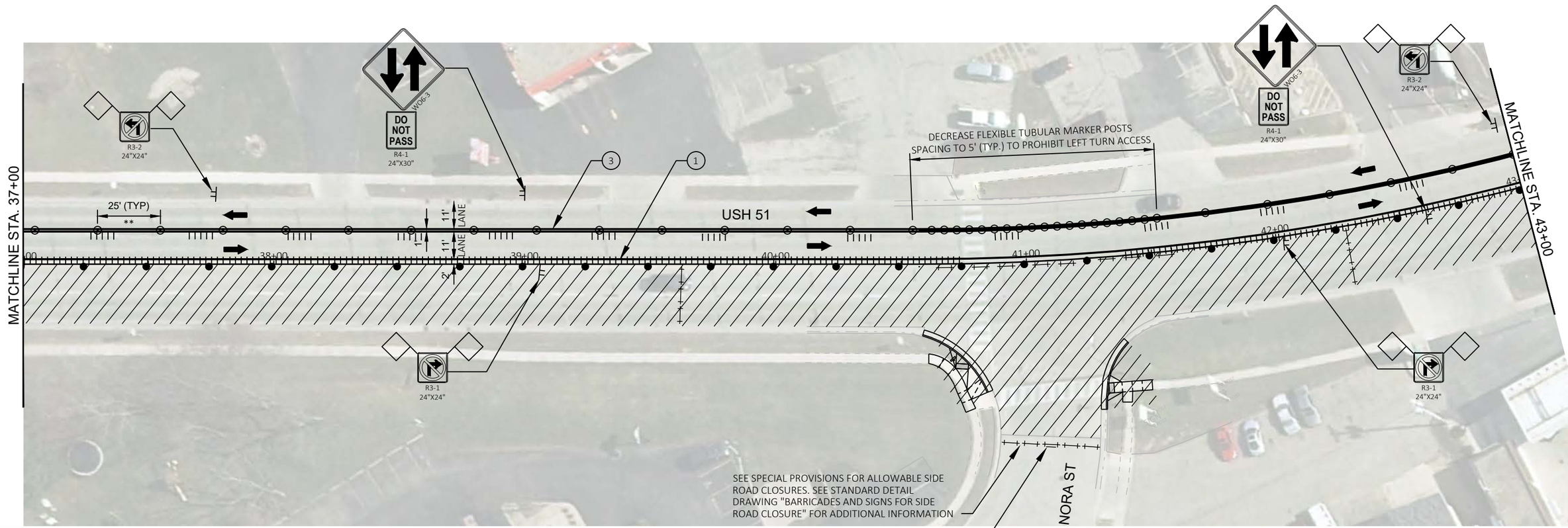

TRAFFIC CONTROL LEGEND

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2

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

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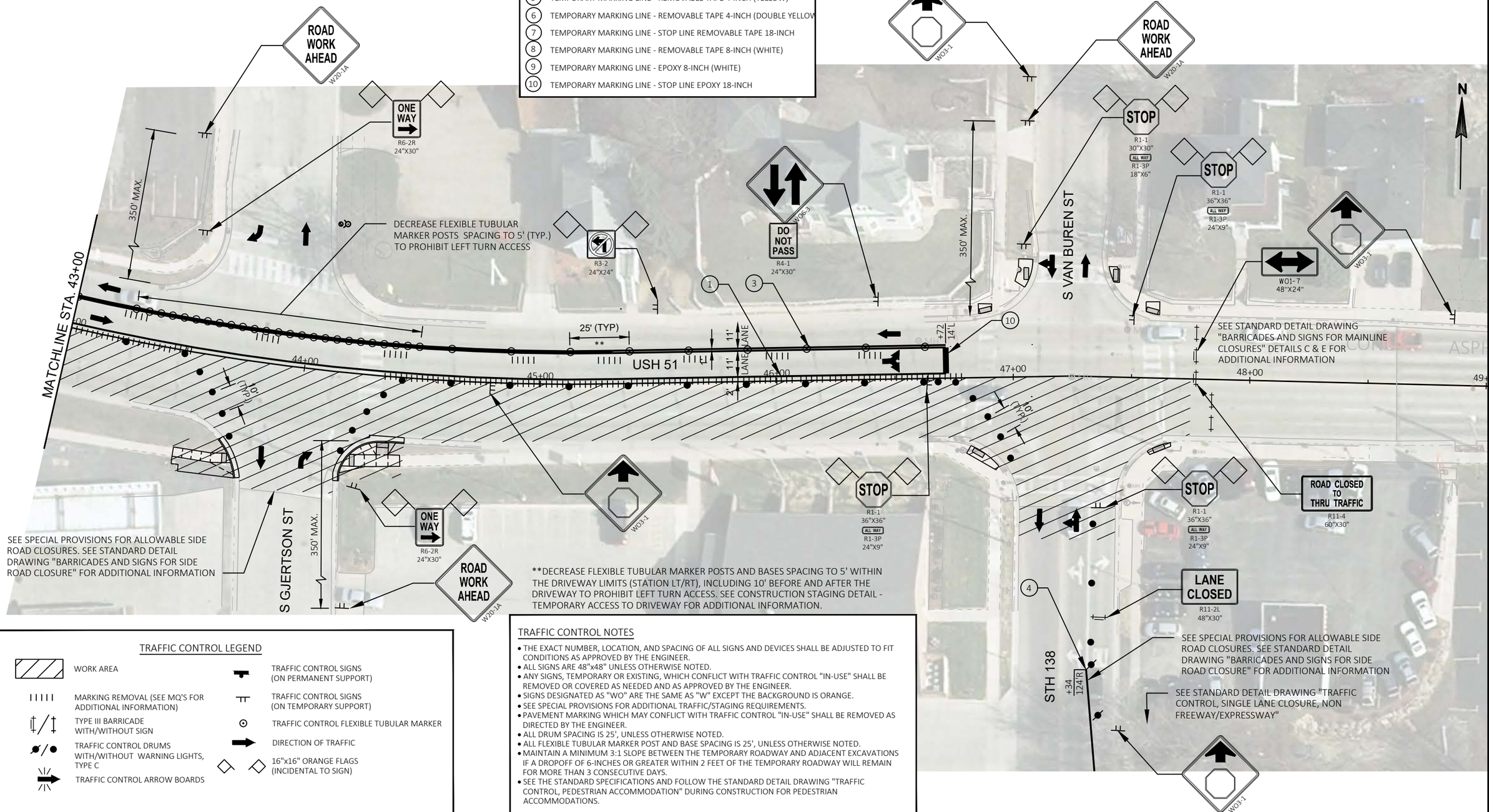

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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 2	SHEET 80	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026210_S2.DWG
LAYOUT NAME - 206218_s2
PLOT DATE : 10/18/2019 2:47 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

N

STH 138

USH 51

10' (TYP.)

+62

38'±

0+00

1+00

MATCHLINE STA. 1+00

5

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY"

TRAFFIC CONTROL NOTES

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TRAFFIC CONTROL LEGEND

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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 81	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026310_S3.DWG
LAYOUT NAME - 206310_s3
PLOT DATE : 10/18/2019 2:47 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TRAFFIC CONTROL LEGEND

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N

ROAD WORK AHEAD W20-1A

INSTALL AT HOIBY ROAD AND SILVERADO DRIVE

SILVERADO DR

LANE CLOSED R11-2L 48"X30"

WO1-4R

STOP R1-1 30"X30"

WO1-6 48"X24"

END ROAD WORK G20-2A 48"X24"

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

MATCHLINE STA. 1+00

MATCHLINE STA. 7+00

USH 51

MCCOMB RD

HOEL AVE

INSTALL AT MCCOMB ROAD AND HOEL AVE.

ROAD WORK AHEAD W20-1A

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1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 82	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026310_S3.DWG
LAYOUT NAME - 206311_s3

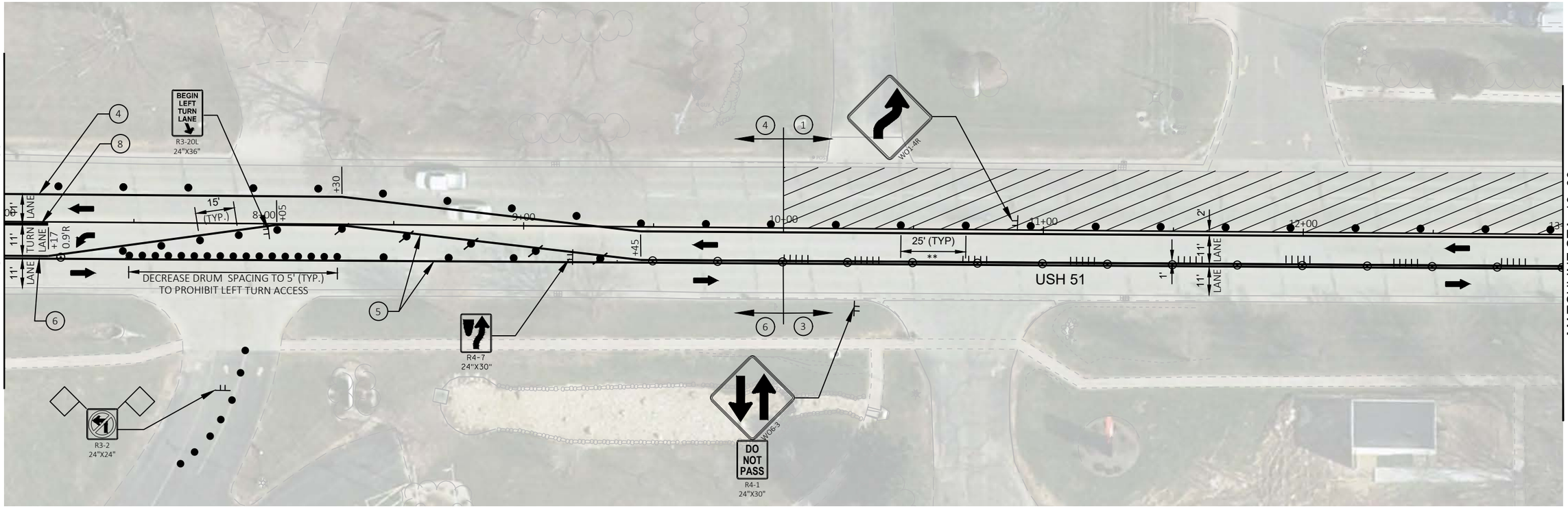
PLOT DATE : 10/18/2019 2:47 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

N



TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
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- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 83	E

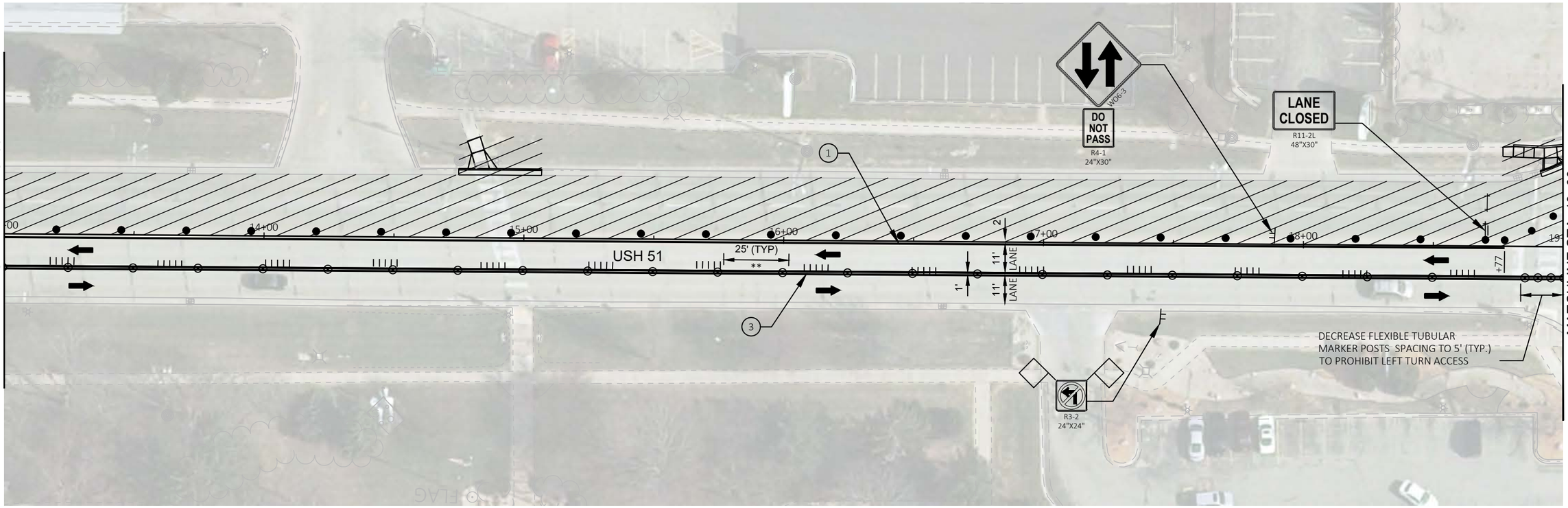
2

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

N

2



TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

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**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 84	E

2

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

N

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION

WO3-1

ROAD WORK AHEAD
W20-1A

KINGS LYNN RD

+54 193'L

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

+38 92'L

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

350' MAX.

+38 50'L

LANE CLOSED
R11-2L
48"X30"

10' TYP.

MATCHLINE STA. 19+00

20+00

21+00

22+00

23+00

24+00

MATCHLINE STA. 25+00

R3-2
24"X24"

25' (TYP)

**

USH 51

1'

11'

11' LANE

2'

WO6-3

DO NOT PASS
R4-1
24"X30"

DECREASE FLEXIBLE TUBULAR MARKER POSTS SPACING TO 5' (TYP.) TO PROHIBIT LEFT TURN ACCESS

+49 44'R

ONE WAY
R6-2R
24"X30"

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

WO6-3

DO NOT PASS
R4-1
24"X30"

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
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7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
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TRAFFIC CONTROL NOTES

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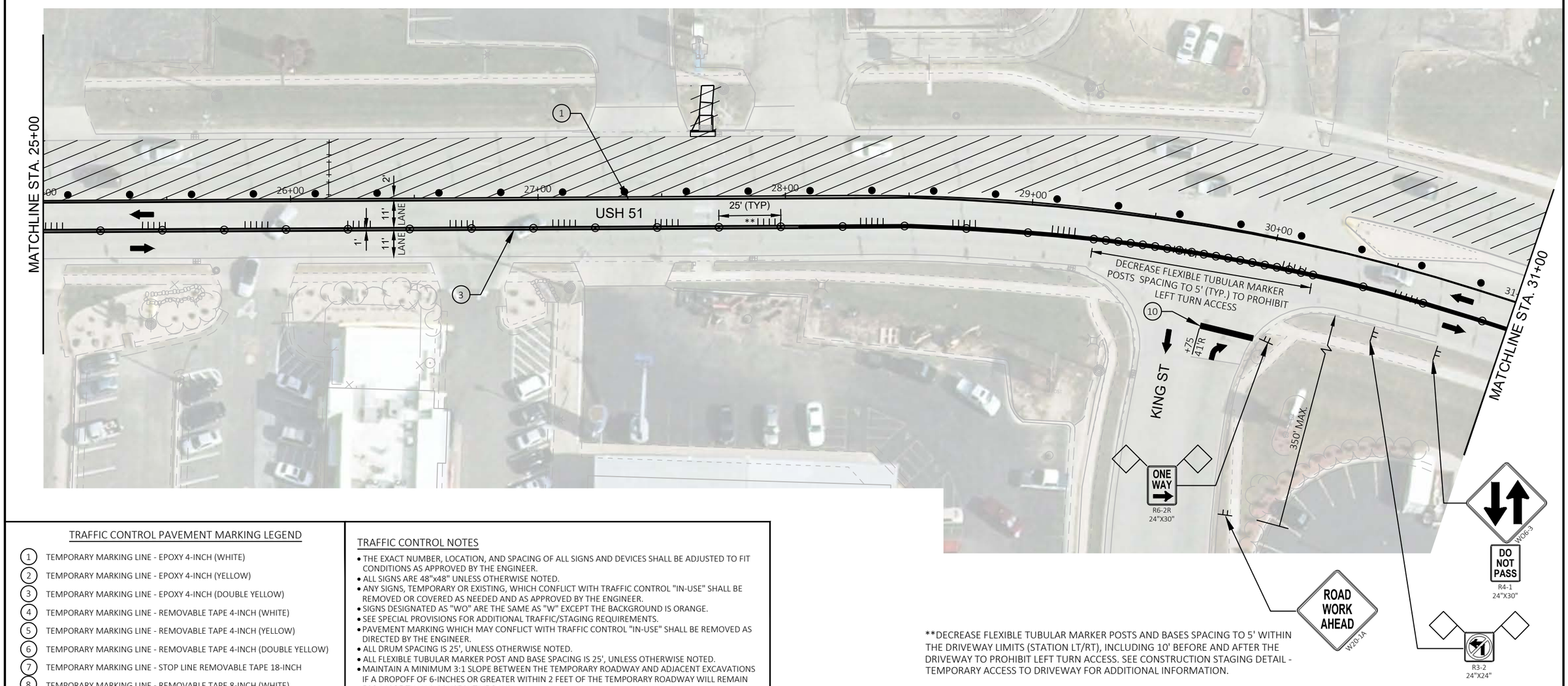
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 85	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026310_S3.DWG
LAYOUT NAME - 206314_s3
PLOT DATE : 10/18/2019 2:48 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)



TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
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7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 86	E

2

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
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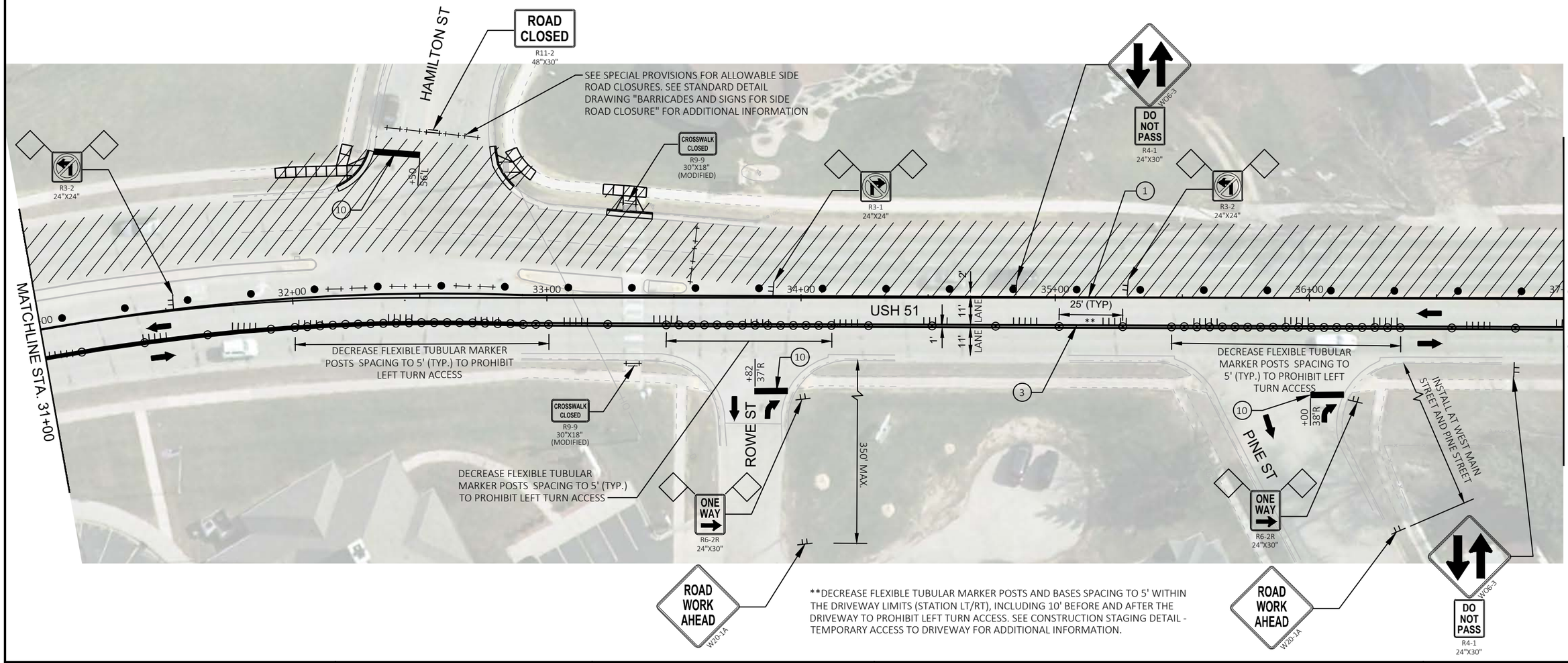
N

2



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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 87	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026310_S3.DWG
LAYOUT NAME - 206316_s3
PLOT DATE : 10/18/2019 2:49 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : ##########

2

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
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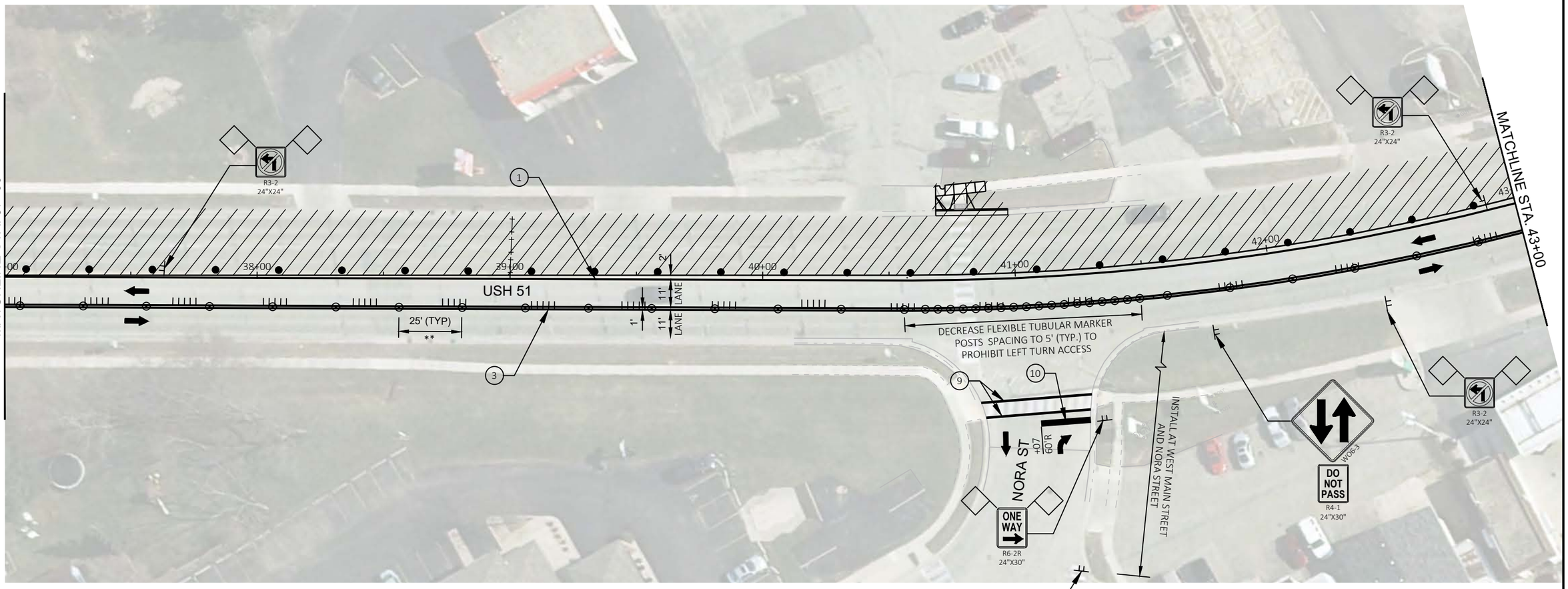

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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 88	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026310_S3.DWG
LAYOUT NAME - 206317_s3
PLOT DATE : 10/18/2019 2:49 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : ##########

2

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

N

2

ROAD WORK AHEAD W20-1A

W03-1

ROAD CLOSED R11-2 48"X30"

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDE ROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURE" FOR ADDITIONAL INFORMATION

W06-3

DO NOT PASS R4-1 24"X30"

R3-1 24"X24"

STOP R1-1 36"X36" ALL WAY R1-3P 24"X9"

LANE CLOSED R11-2L 48"X30"

350' MAX.

S VAN BUREN ST

+25 50'L

SEE SPECIAL PROVISIONS FOR ALLOWABLE SIDE ROAD CLOSURES. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURE" FOR ADDITIONAL INFORMATION

ROAD CLOSED TO THRU TRAFFIC R11-4 60"X30"

W03-1

SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS C & E FOR ADDITIONAL INFORMATION

W01-7 48"X24"

MATCHLINE STA. 43+00

+83 51'L

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

DECREASE FLEXIBLE TUBULAR MARKER POSTS SPACING TO 5' (TYP.) TO PROHIBIT LEFT TURN ACCESS

USH 51

11' LANE 11' LANE 1' 2'

25' (TYP) **

+81

+19 50'R +33 54'R +19 54'R

STOP R1-1 36"X36" ALL WAY R1-3P 24"X9"

LANE CLOSED R11-2L 48"X30"

STH 138

+34 123'R

ONE WAY R6-2R 24"X30"

S GJERTSON ST

350' MAX.

ROAD WORK AHEAD W20-1A

W03-1

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" AND "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL DETAILS

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3	SHEET 89	E

2

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

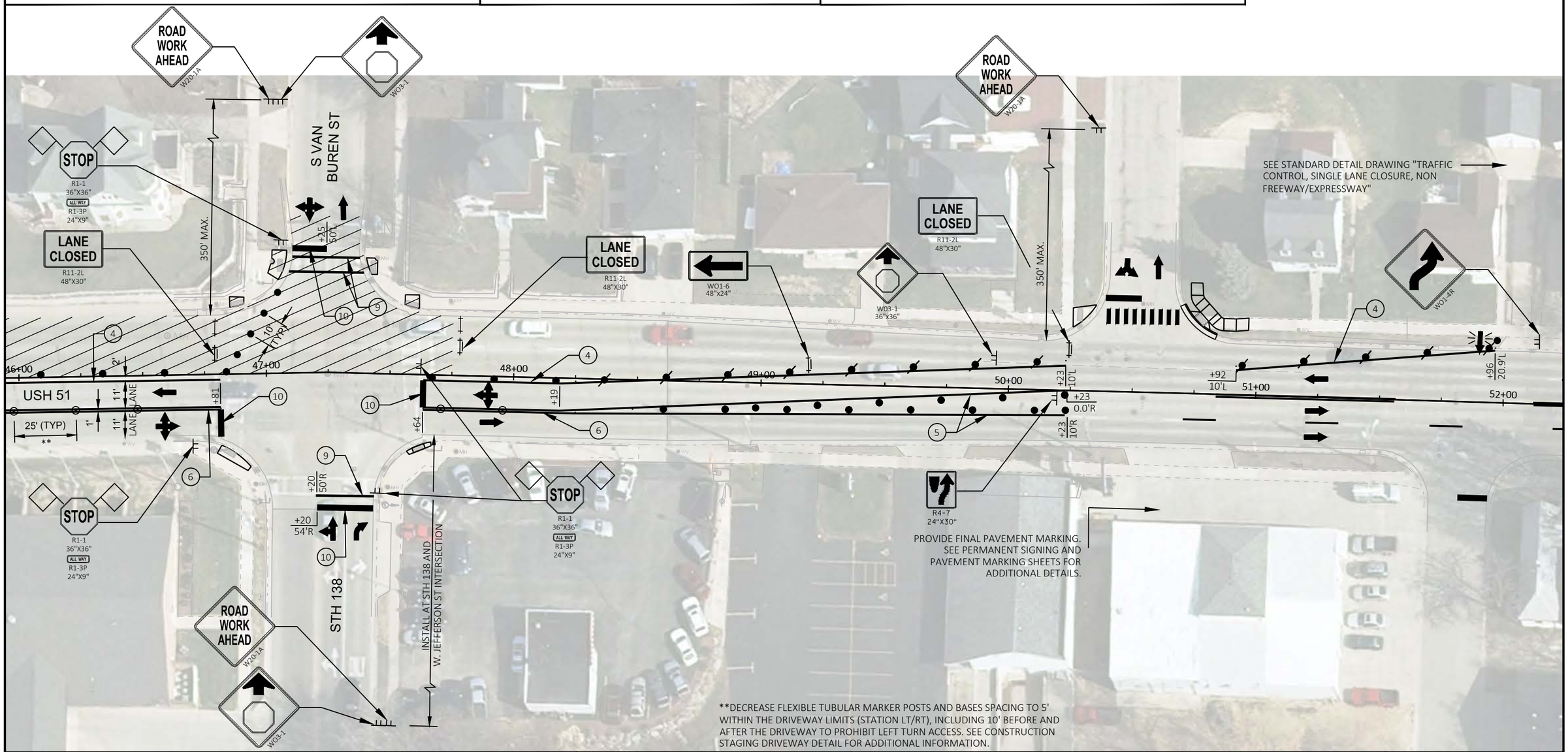
1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

N

2



**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DRIVEWAY DETAIL FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 3 AFTER DETOUR	SHEET 90	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
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- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
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- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

N

STH 138

USH 51

10' (TYP)

102'±

0+00

1+00

+43

4

MATCHLINE STA. 1+50

LANE CLOSED
R11-2L
48"X30"

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY"

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 4	SHEET 91	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026410_S4.DWG
LAYOUT NAME - 206410_s4
PLOT DATE : 10/18/2019 2:51 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

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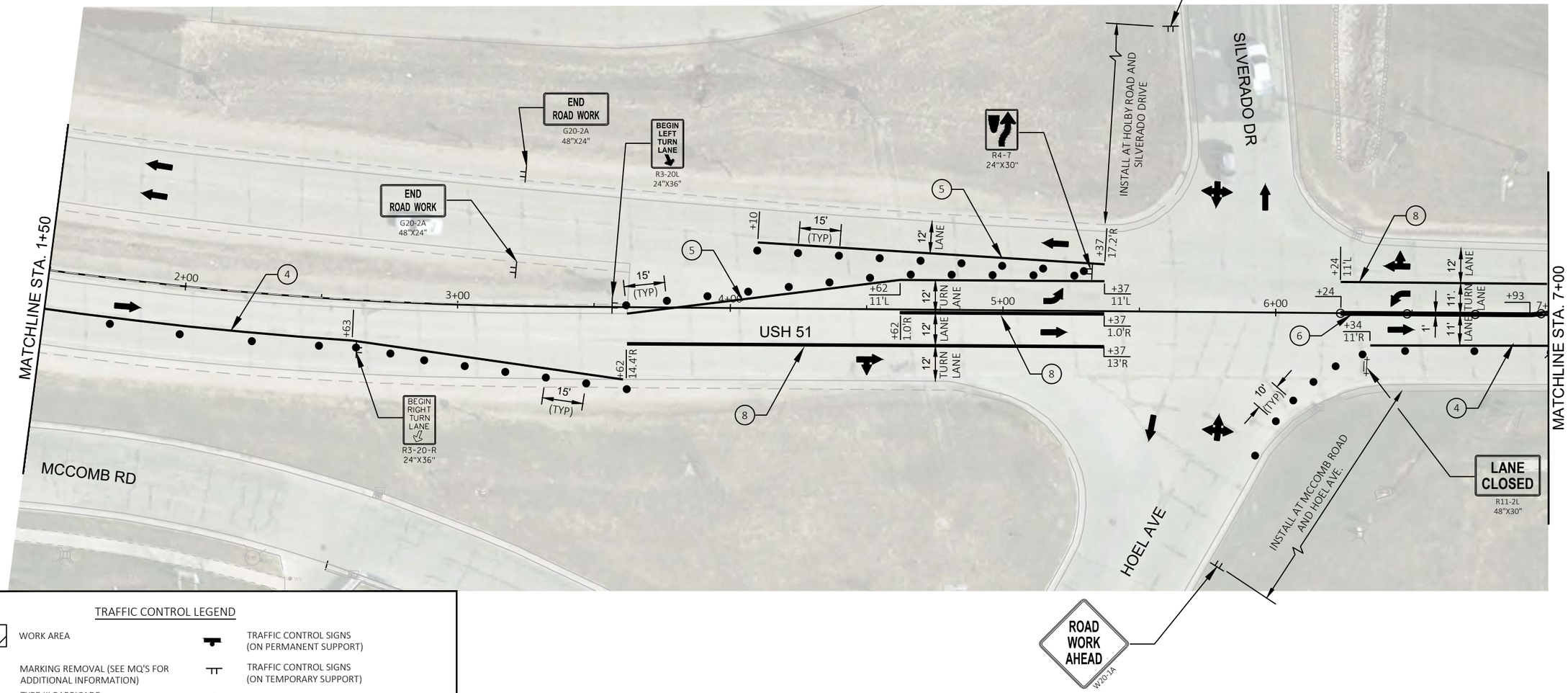
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.



TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS - STAGE 4	SHEET 92	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
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- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
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- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

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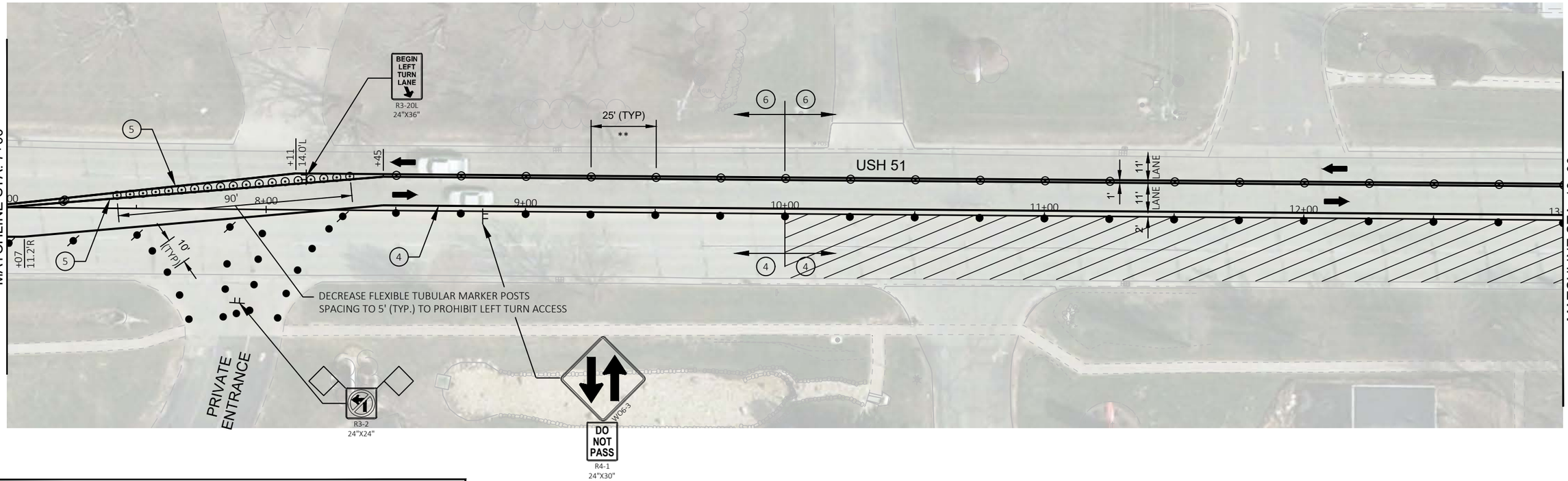

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 4	SHEET 93	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

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- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
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- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.

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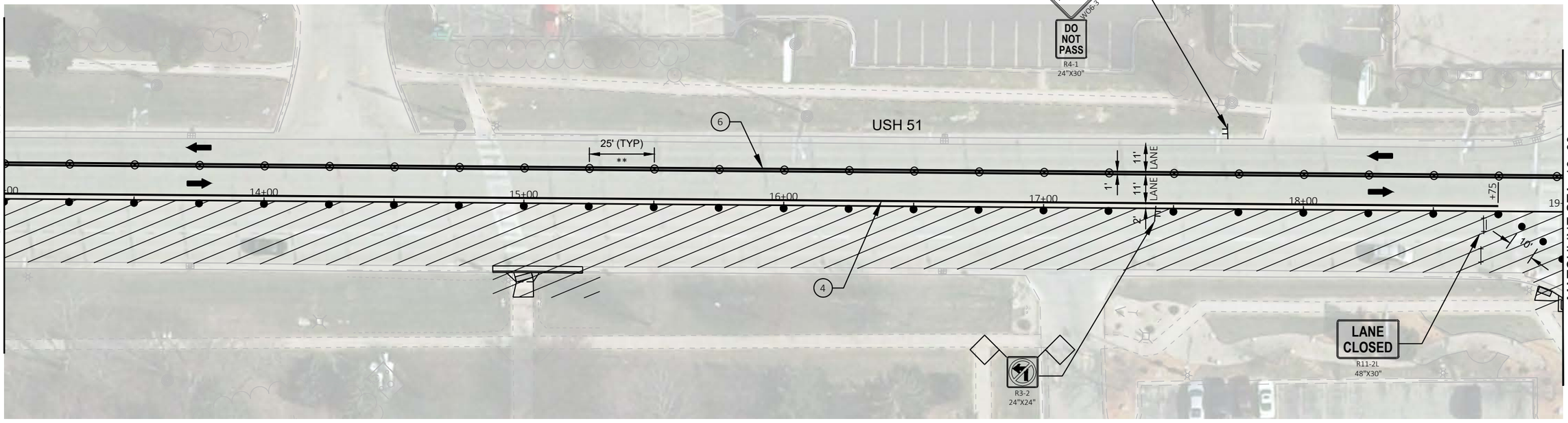

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 4	SHEET 94	E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

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WO3-1

SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" FOR ADDITIONAL INFORMATION

+53 187'L

ROAD WORK AHEAD W20-1A

5

LANE CLOSED R11-2L 48"X30"

+40 113'L

12' LANE

KINGS LYNN RD

350' MAX.

ONE WAY R6-2R 24"X30"

STOP R1-1 30"X30"

ONE WAY R6-2R 24"X30"

DECREASE FLEXIBLE TUBULAR MARKER POSTS SPACING TO 5' (TYP.) TO PROHIBIT LEFT TURN ACCESS

MATCHLINE STA. 19+00

R3-2 24"X24"

4

6

USH 51

25' (TYP) **

11' LANE

1'

11' LANE

2'

19+00

20+00

+00

21+00

22+00

23+00

24+00

25

MATCHLINE STA. 25+00

N

WO6-3

DO NOT PASS R4-1 24"X30"

10' TYP.

10' TYP.

LANE CLOSED R11-2L 48"X30"

ONE WAY R6-2R 24"X30"

WO6-3

DO NOT PASS R4-1 24"X30"

ONE WAY R6-2R 24"X30"

STOP R1-1 30"X30"

R4-7 24"X30"

SEE SPECIAL PROVISIONS FOR ALLOWABLE CLOSURE. SEE STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURE" FOR ADDITIONAL INFORMATION.

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 4	SHEET 95	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026410_S4.DWG
LAYOUT NAME - 206414_s4
PLOT DATE : 10/18/2019 2:52 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

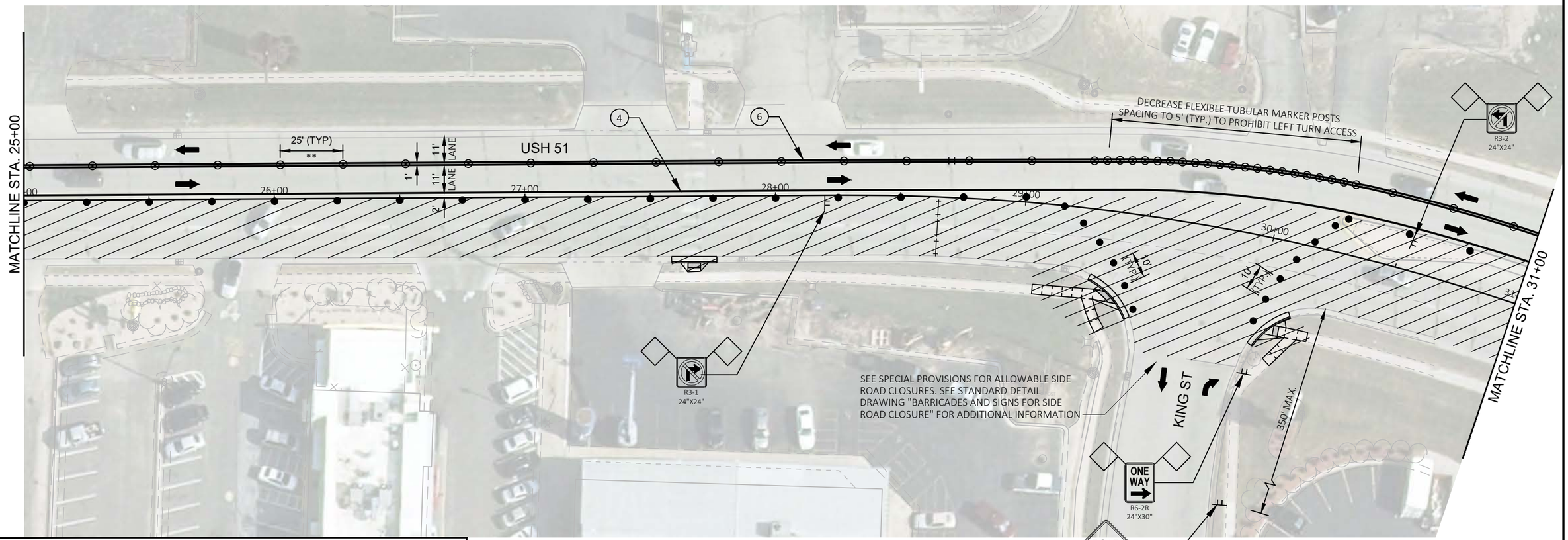
2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
3. TEMPORARY MARKING LINE - EPOXY 4-INCH (DOUBLE YELLOW)
4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
5. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (YELLOW)
6. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
7. TEMPORARY MARKING LINE - STOP LINE REMOVABLE TAPE 18-INCH
8. TEMPORARY MARKING LINE - REMOVABLE TAPE 8-INCH (WHITE)
9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
10. TEMPORARY MARKING LINE - STOP LINE EPOXY 18-INCH

TRAFFIC CONTROL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL DRUM SPACING IS 25', UNLESS OTHERWISE NOTED.
- ALL FLEXIBLE TUBULAR MARKER POST AND BASE SPACING IS 25', UNLESS OTHERWISE NOTED.
- MAINTAIN A MINIMUM 3:1 SLOPE BETWEEN THE TEMPORARY ROADWAY AND ADJACENT EXCAVATIONS IF A DROPOFF OF 6-INCHES OR GREATER WITHIN 2 FEET OF THE TEMPORARY ROADWAY WILL REMAIN FOR MORE THAN 3 CONSECUTIVE DAYS.
- SEE THE STANDARD SPECIFICATIONS AND FOLLOW THE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATIONS.



TRAFFIC CONTROL LEGEND

- WORK AREA
- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
- TYPE III BARRICADE WITH/WITHOUT SIGN
- TRAFFIC CONTROL DRUMS WITH/WITHOUT 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
- DIRECTION OF TRAFFIC
- 16"x16" ORANGE FLAGS (INCIDENTAL TO SIGN)

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

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- WORK AREA
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4. TEMPORARY MARKING LINE - REMOVABLE TAPE 4-INCH (WHITE)
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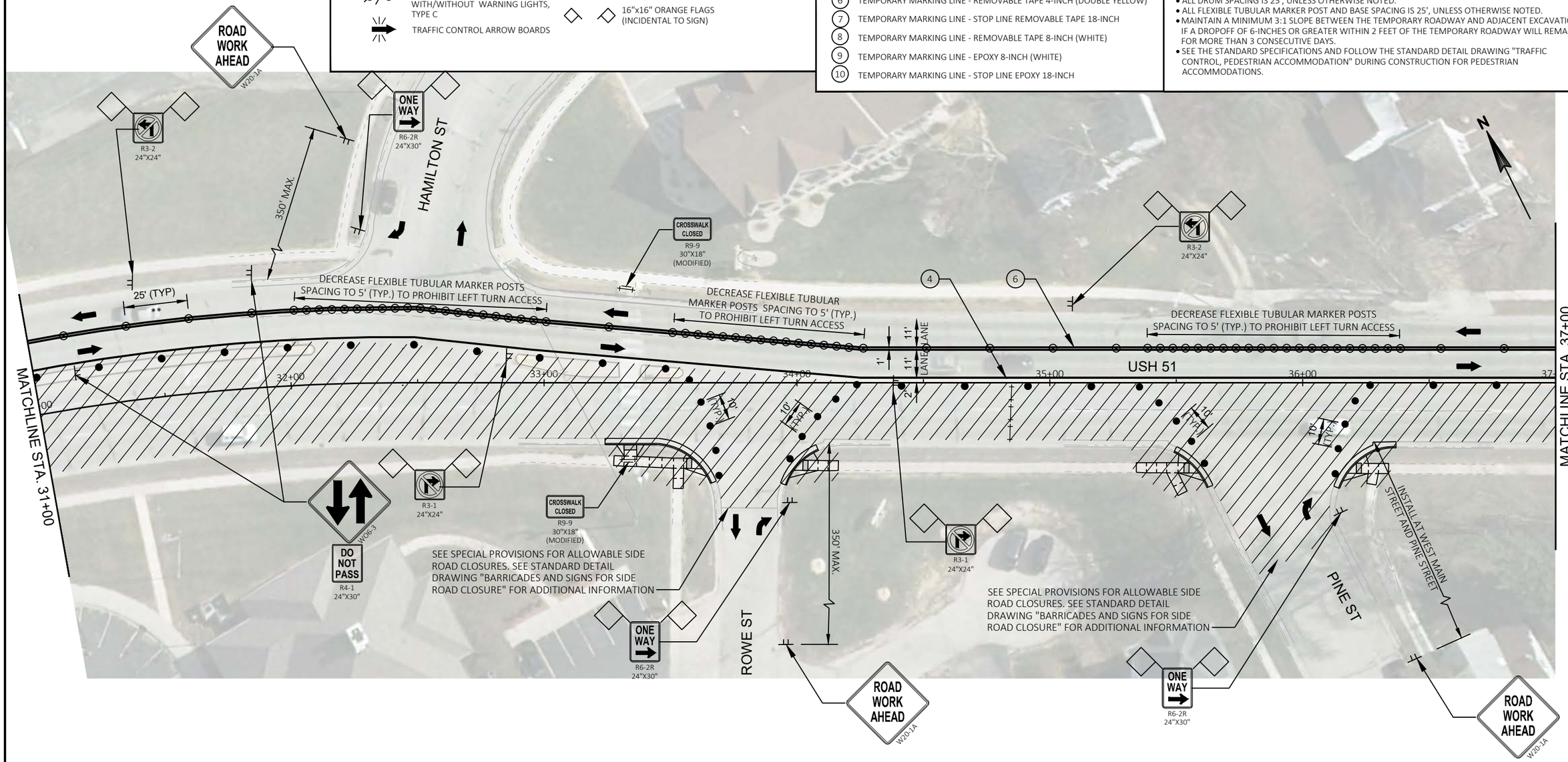

**DECREASE FLEXIBLE TUBULAR MARKER POSTS AND BASES SPACING TO 5' WITHIN THE DRIVEWAY LIMITS (STATION LT/RT), INCLUDING 10' BEFORE AND AFTER THE DRIVEWAY TO PROHIBIT LEFT TURN ACCESS. SEE CONSTRUCTION STAGING DETAIL - TEMPORARY ACCESS TO DRIVEWAY FOR ADDITIONAL INFORMATION.

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 4	SHEET 97	E

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE - EPOXY 4-INCH (WHITE)
2. TEMPORARY MARKING LINE - EPOXY 4-INCH (YELLOW)
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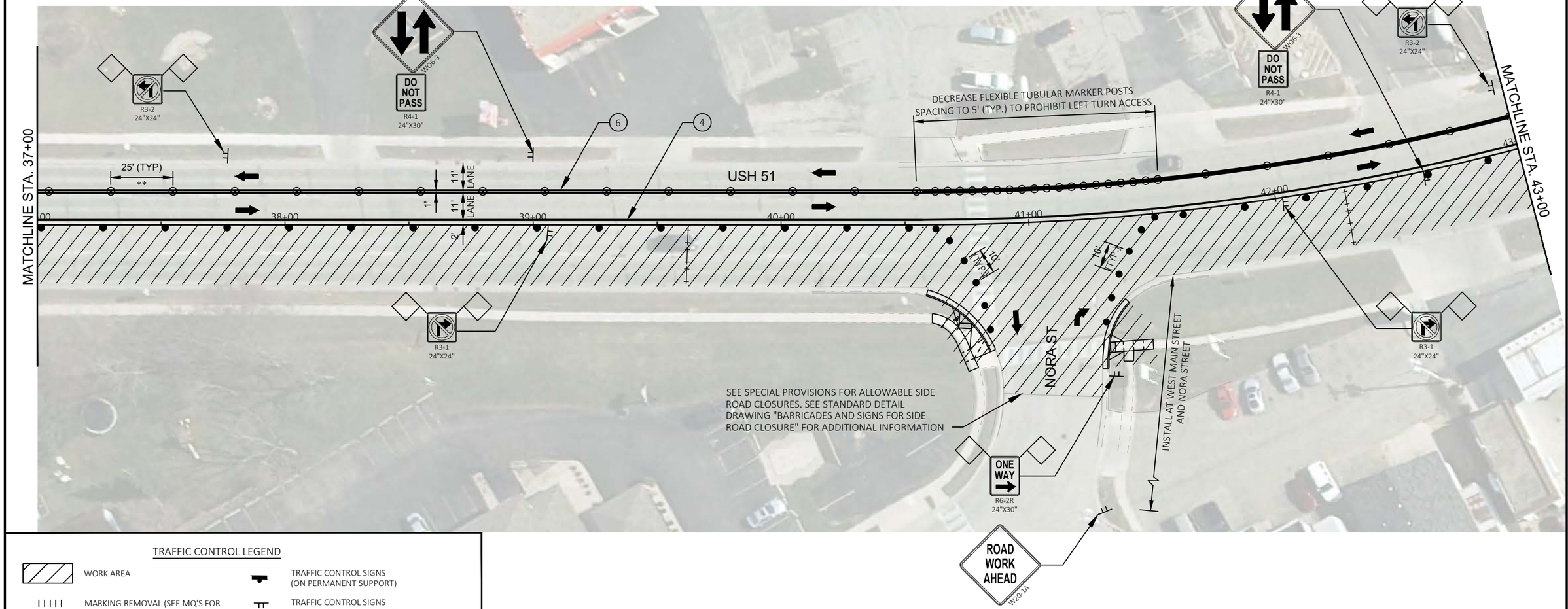

TRAFFIC CONTROL LEGEND

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- MARKING REMOVAL (SEE MQ'S FOR ADDITIONAL INFORMATION)
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- TRAFFIC CONTROL SIGNS (ON PERMANENT SUPPORT)
- TRAFFIC CONTROL SIGNS (ON TEMPORARY SUPPORT)
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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 4	SHEET 98 E

2

TRAFFIC CONTROL PAVEMENT MARKING LEGEND

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9. TEMPORARY MARKING LINE - EPOXY 8-INCH (WHITE)
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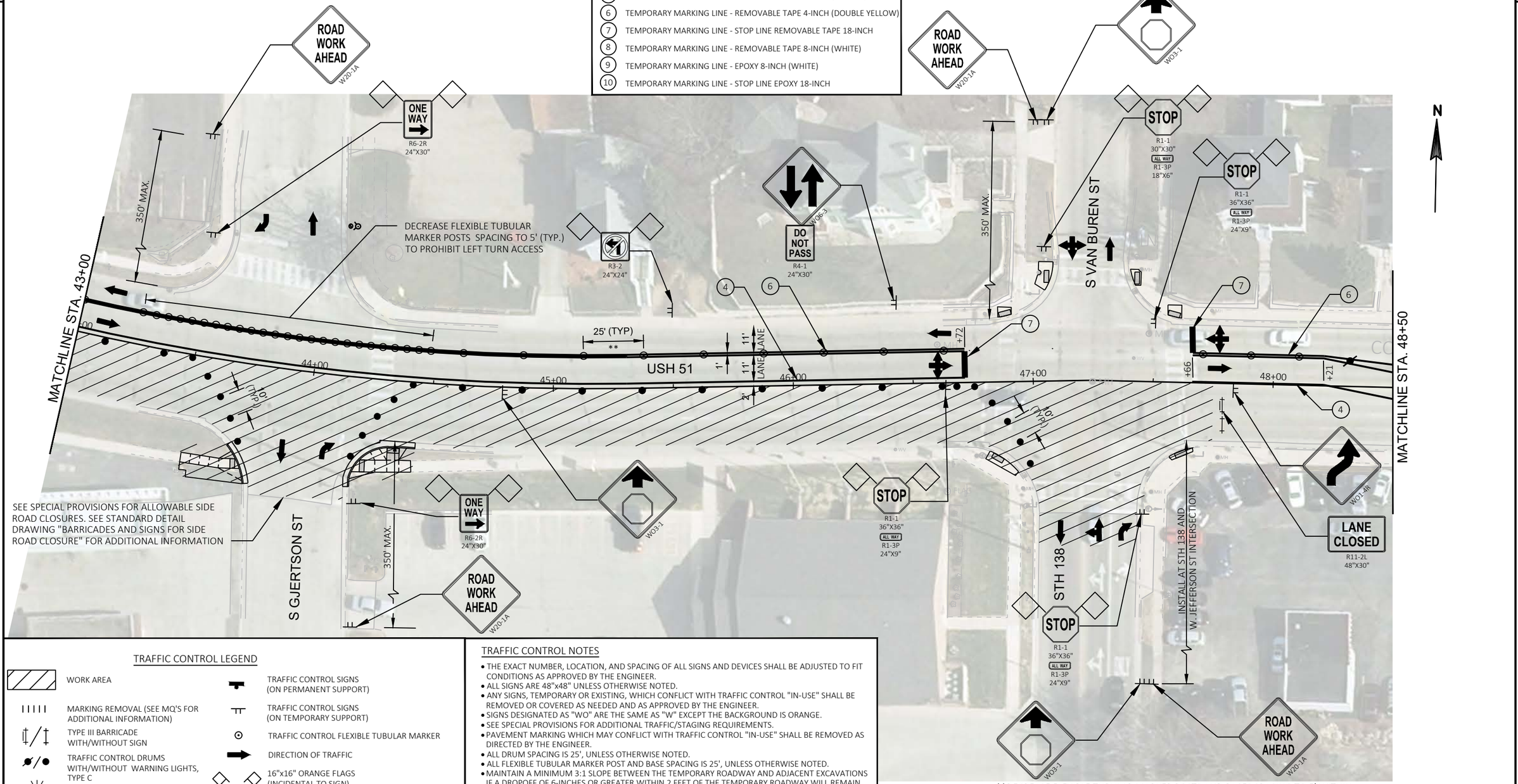

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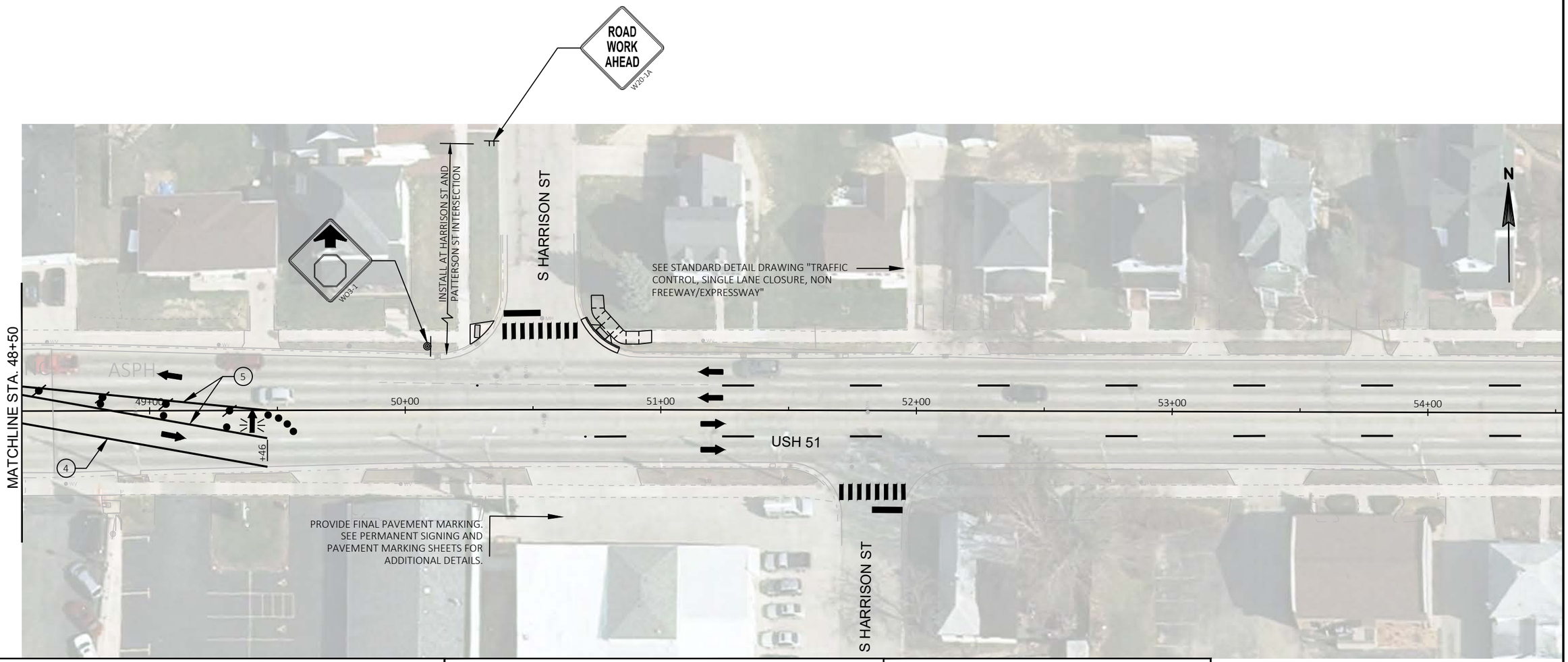
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 4	SHEET 99	E

2



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TRAFFIC CONTROL PAVEMENT MARKING LEGEND

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PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	STAGING PLANS -STAGE 4	SHEET 100	E

2

2

N

KINGS LYNN RD

MATCHLINE STA. 28+00

USH 51

10 15 20 25

CR-1 CR-2 CR-3 CR-4 CR-5 CR-6 CR-7

DW-1

MATCHLINE STA. 28+00

KING ST.

HAMILTON ST.

30 35 40 45 50

CR-8 CR-9 CR-10 CR-11 CR-12 CR-13 CR-14 CR-15 CR-16 CR-17 CR-18 CR-19 CR-20 CR-21 CR-22

ROWE ST.

PINE ST.

NORA ST.

SOUTH GJERTSON ST.

SOUTH VAN BUREN ST.

SOUTH HARRISON ST.

STH 138

DW-2 DW-3 DW-4 DW-5

SEE PEDESTRIAN STAGING STAGE P5-P9

LEGEND

CURB RAMP RECONSTRUCTION

PEDESTRIAN SIDEWALK AND CROSSWALK OPEN

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT AND CONDITIONS AS APPROVED BY THE ENGINEER.
- USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATION

NOTE:
CURB RAMP CONSTRUCTION WILL OCCUR WITHIN EXISTING RIGHT OF WAY.

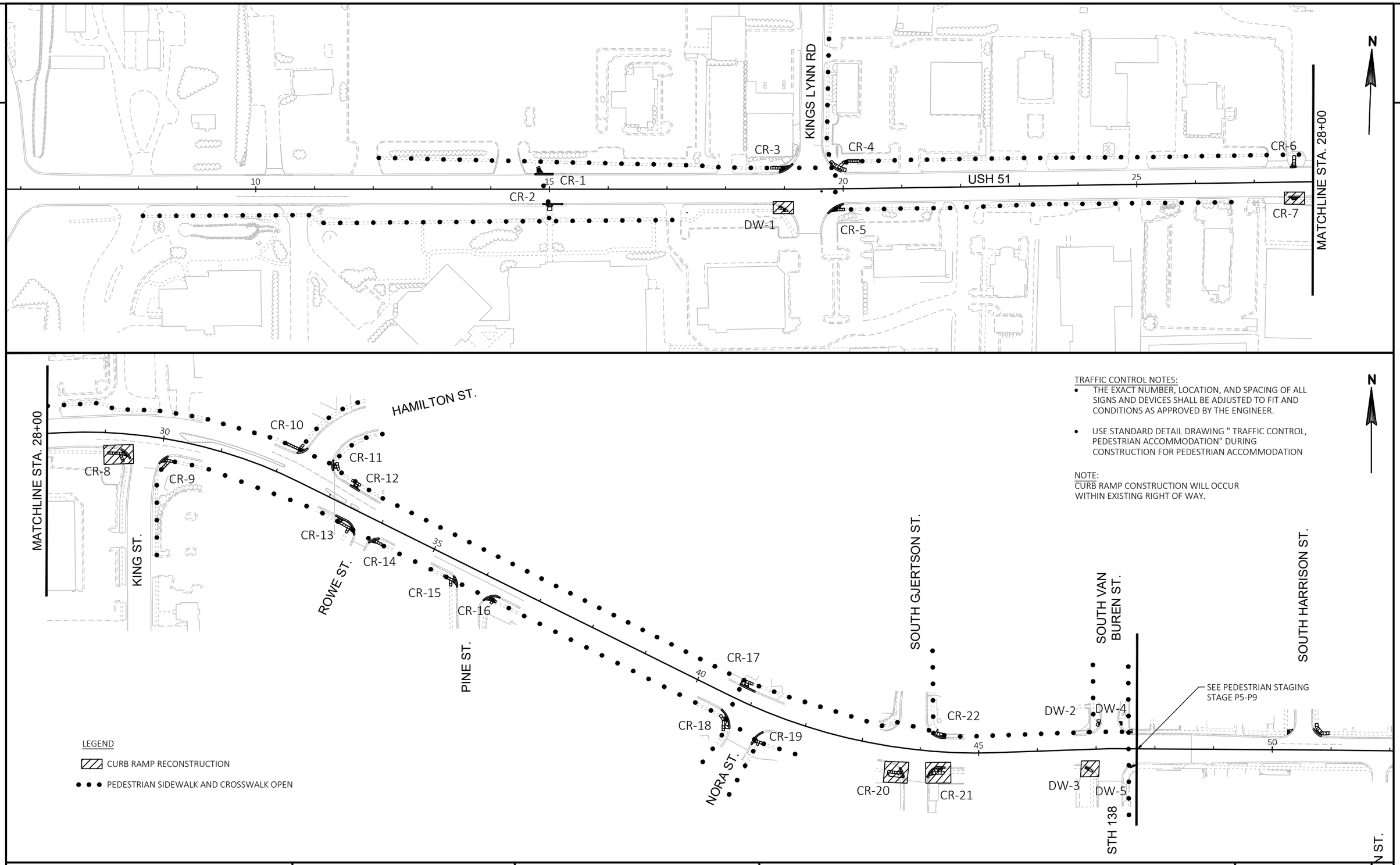
N

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P1	SHEET 101	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026411_P1.DWG
LAYOUT NAME - 026411_p1

PLOT DATE : 10/18/2019 2:53 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:150

WISDOT/CADDS SHEET 42



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NOTE:
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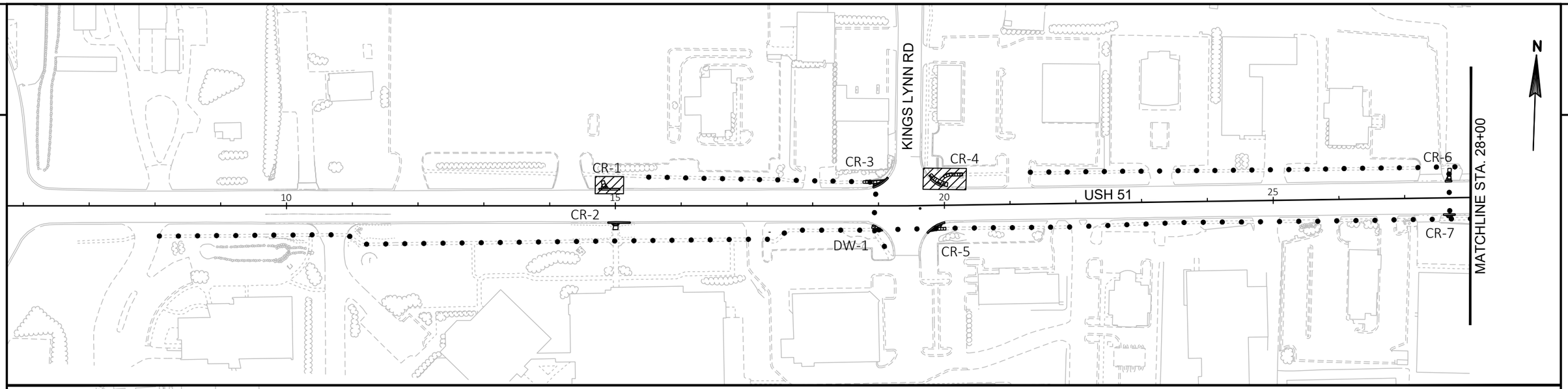
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P2	SHEET 102	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026412_P2.DWG
LAYOUT NAME - 026412_p2
PLOT DATE : 10/18/2019 2:53 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:150
WISDOT/CADDS SHEET 42

2



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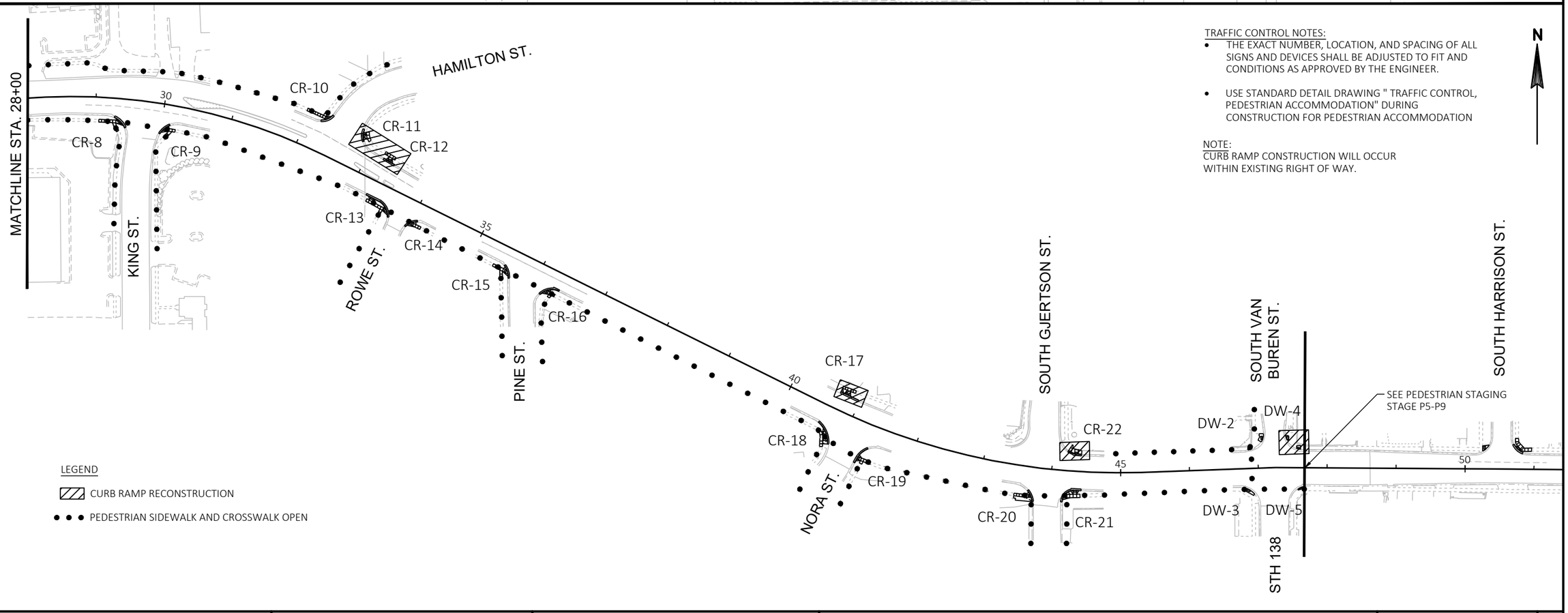

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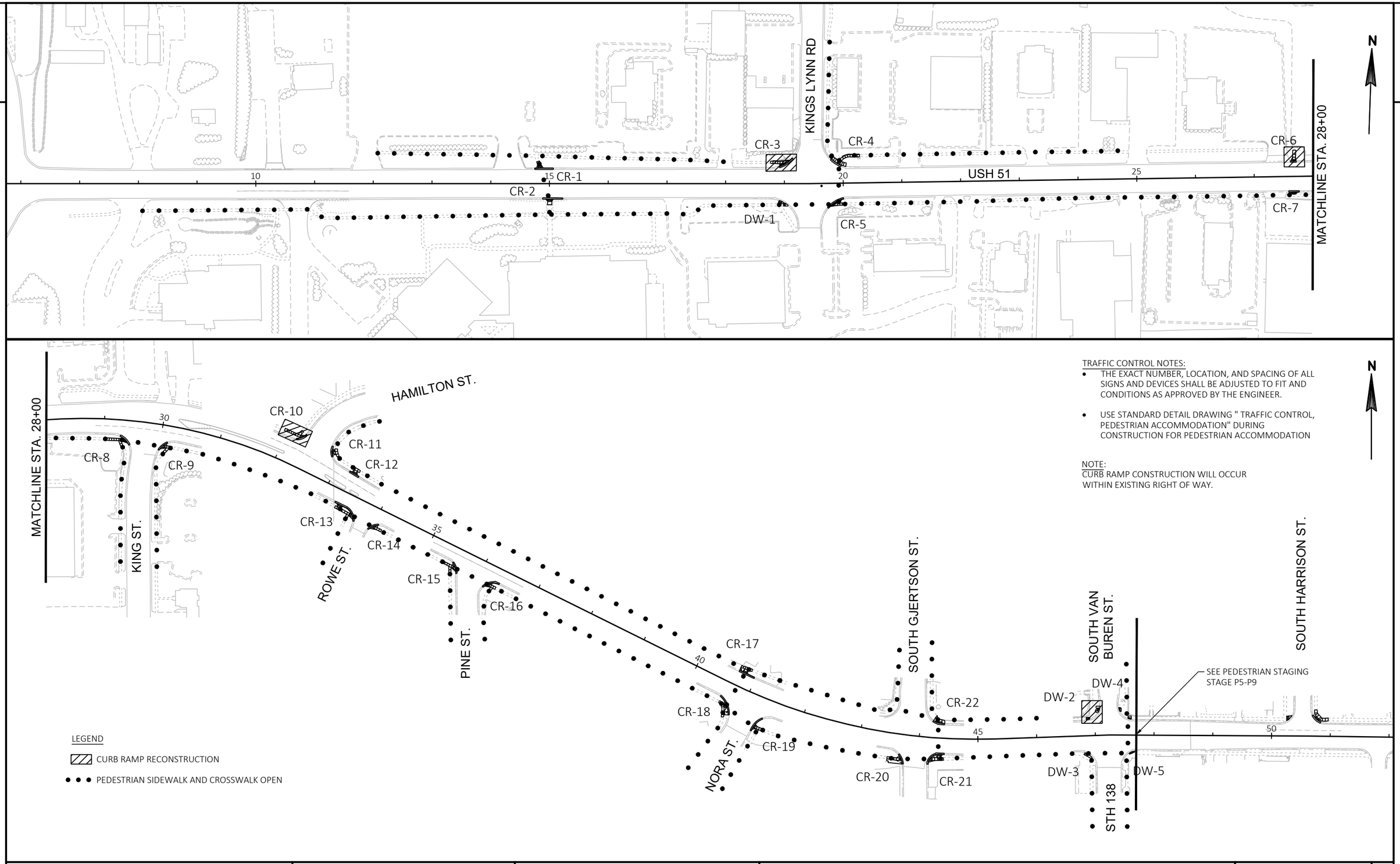
N

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P3	SHEET 103	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026413_P3.DWG
LAYOUT NAME - 026413_p3

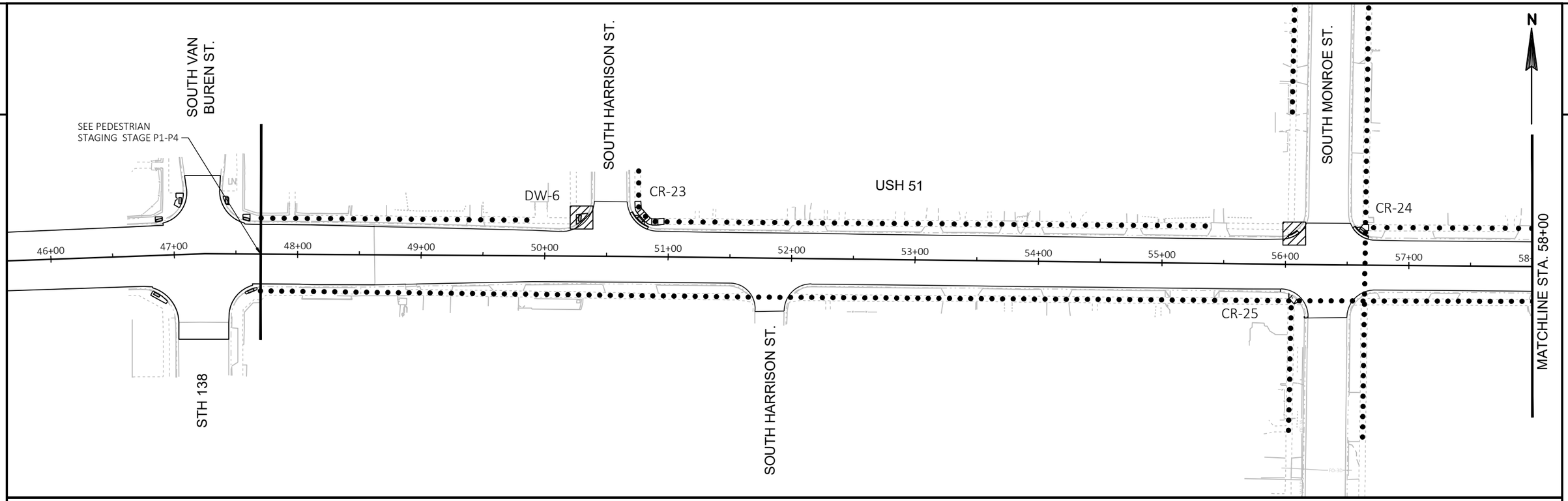
PLOT DATE : 10/18/2019 2:54 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:150

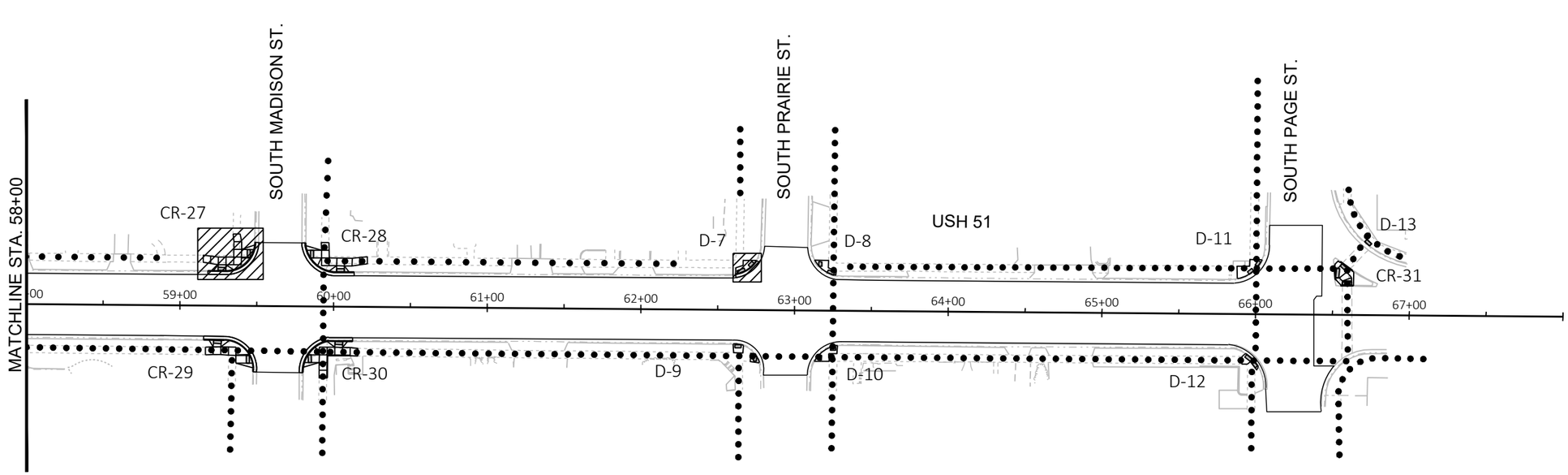
WISDOT/CADDS SHEET 42



PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P4	SHEET 104	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026414_P4.DWG
LAYOUT NAME - 026414_p4
PLOT DATE : 10/18/2019 2:54 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1:150





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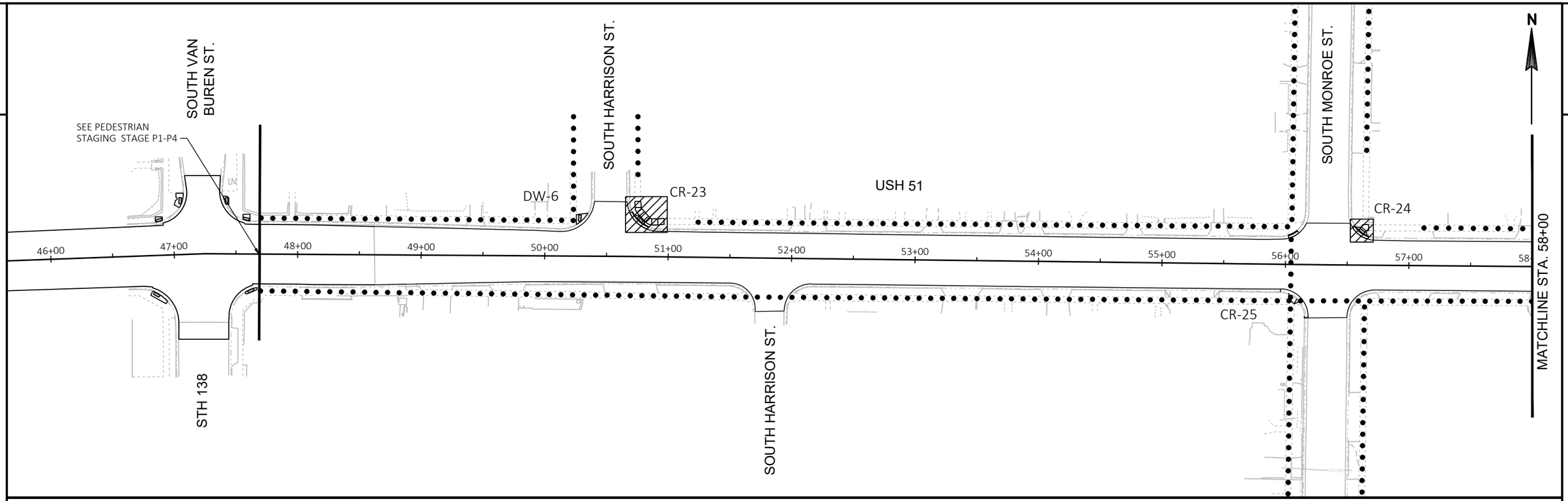
NOTE:
CURB RAMP CONSTRUCTION WILL OCCUR WITHIN EXISTING RIGHT OF WAY.

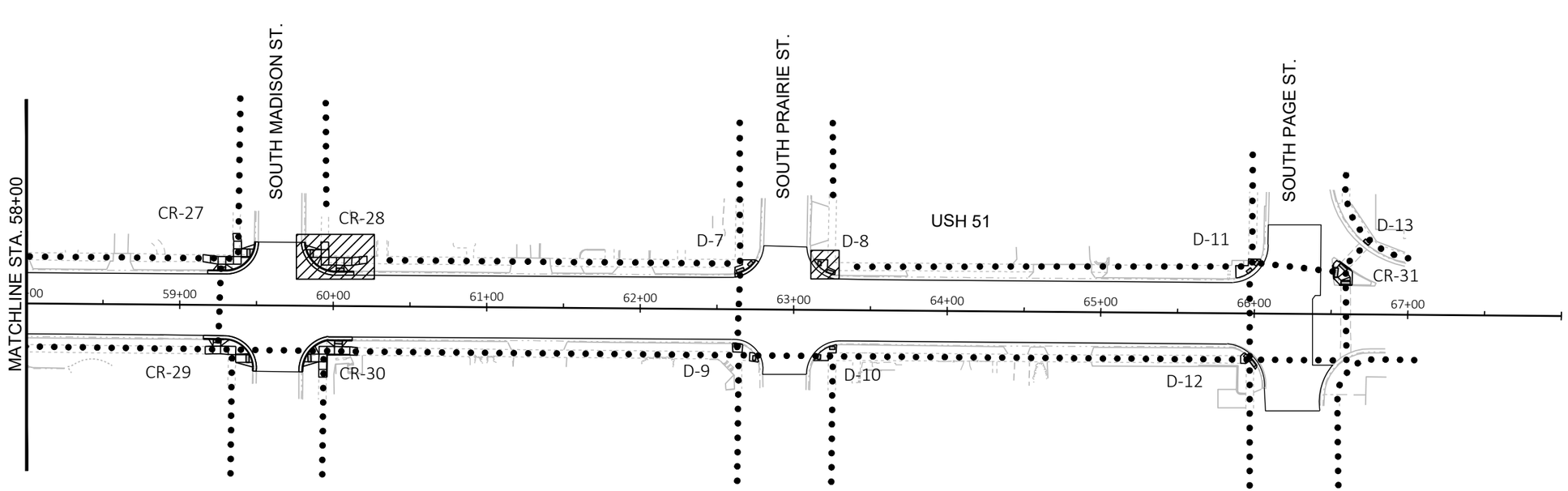
LEGEND

- CURB RAMP RECONSTRUCTION
- PEDESTRIAN SIDEWALK AND CROSSWALK OPEN

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P5	SHEET 105	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026511_PD1.DWG
LAYOUT NAME - 026511_pd1
PLOT DATE : 10/18/2019 2:54 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:80 FT





TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT AND CONDITIONS AS APPROVED BY THE ENGINEER.
- USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATION

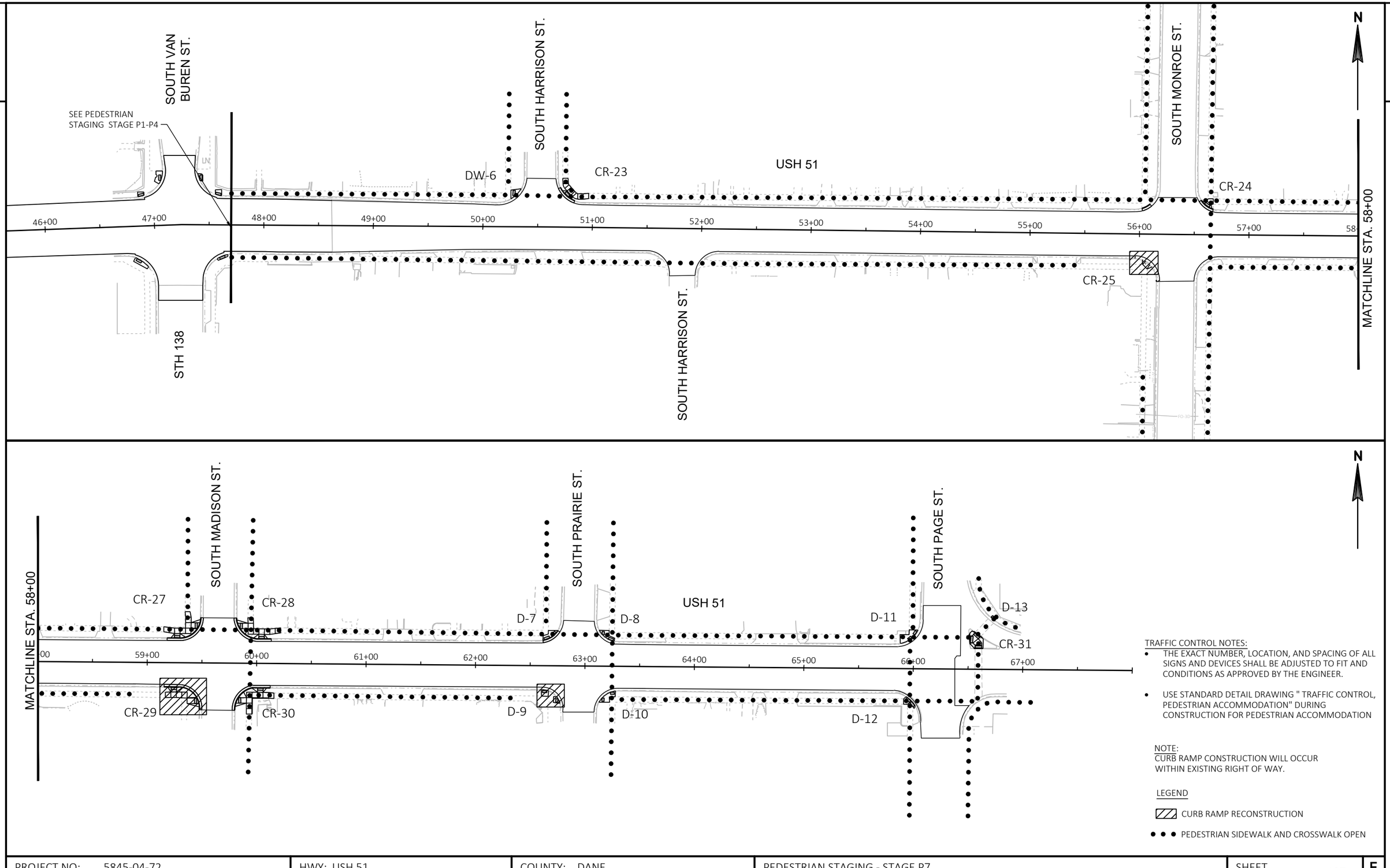
NOTE:
CURB RAMP CONSTRUCTION WILL OCCUR WITHIN EXISTING RIGHT OF WAY.

LEGEND

CURB RAMP RECONSTRUCTION

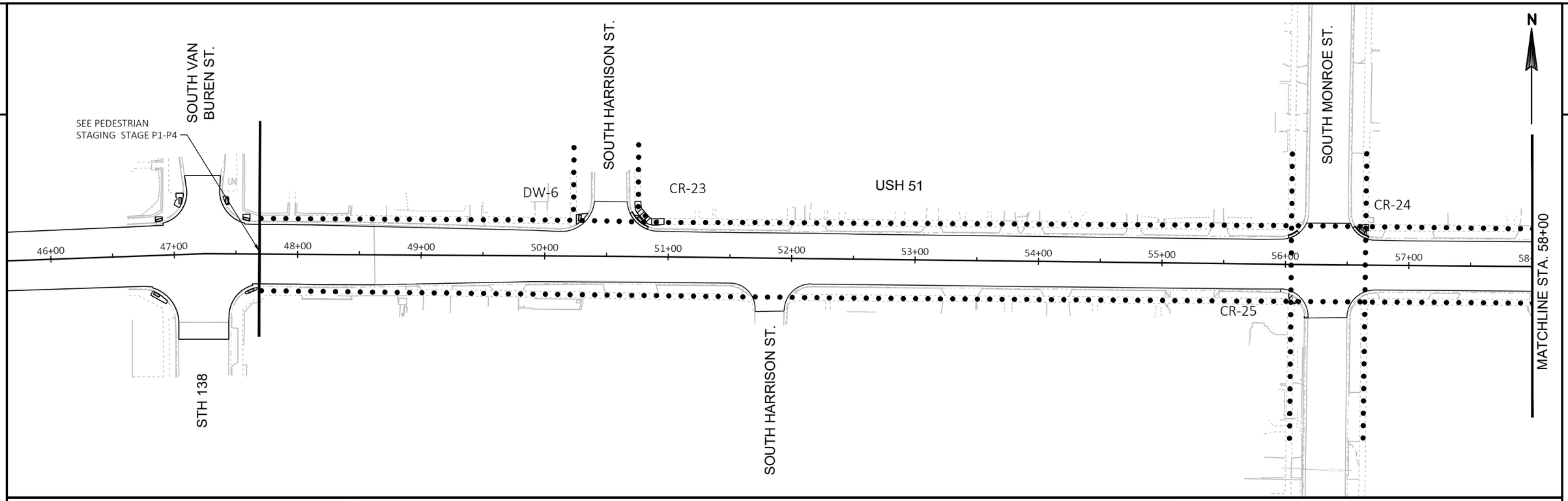
PEDESTRIAN SIDEWALK AND CROSSWALK OPEN

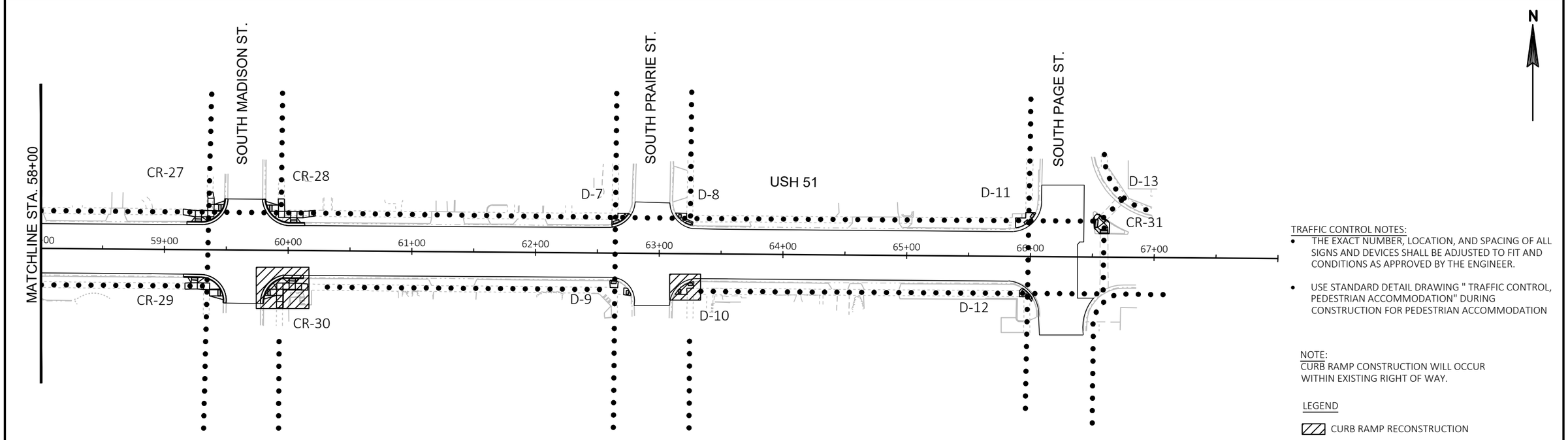
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P6	SHEET 106	E



PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P7	SHEET 107	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026513_PD3.DWG
LAYOUT NAME - 026513_pd3
PLOT DATE : 10/18/2019 2:55 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:80 FT





TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT AND CONDITIONS AS APPROVED BY THE ENGINEER.
- USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATION

NOTE:
CURB RAMP CONSTRUCTION WILL OCCUR WITHIN EXISTING RIGHT OF WAY.

LEGEND

CURB RAMP RECONSTRUCTION

PEDESTRIAN SIDEWALK AND CROSSWALK OPEN

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P8	SHEET 108	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026514_PD4.DWG
LAYOUT NAME - 026514_pd4
PLOT DATE : 10/18/2019 2:55 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:80 FT
WISDOT/CADDS SHEET 42

2

LEGEND

CURB RAMP RECONSTRUCTION

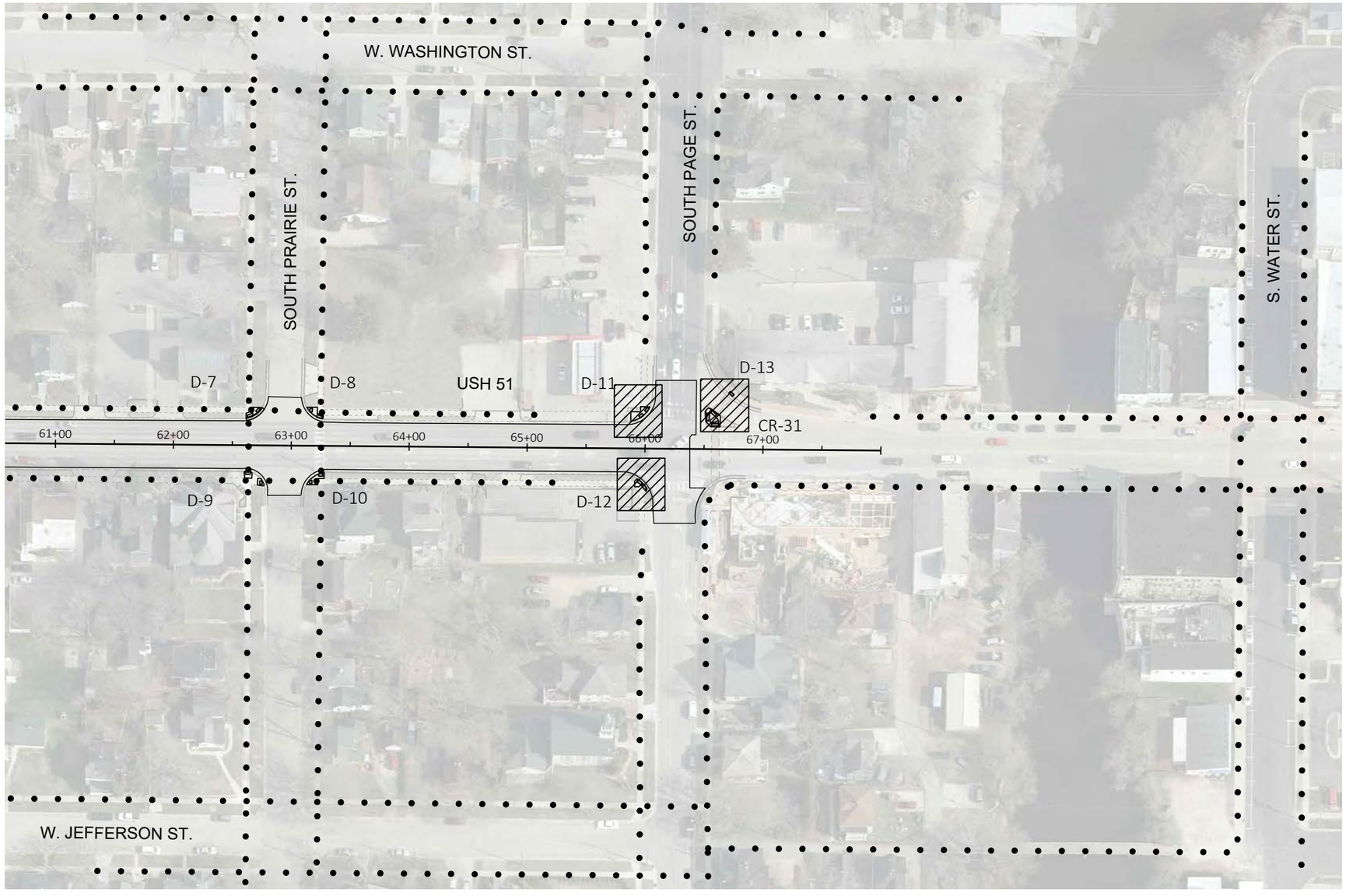
PEDESTRIAN SIDEWALK AND CROSSWALK OPEN

TRAFFIC CONTROL NOTES:

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT AND CONDITIONS AS APPROVED BY THE ENGINEER.
- USE STANDARD DETAIL DRAWING " TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" DURING CONSTRUCTION FOR PEDESTRIAN ACCOMMODATION

NOTE:
CURB RAMP CONSTRUCTION WILL OCCUR WITHIN EXISTING RIGHT OF WAY.

N



2

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PEDESTRIAN STAGING - STAGE P9 (PAGE STREET CLOSURE)	SHEET 109	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026515_PD5.DWG
LAYOUT NAME - 026515_pd5

PLOT DATE : 10/18/2019 2:55 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

5845-04-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Pavement	SY	8,140.000	8,140.000
0004	204.0105	Removing Pavement Butt Joints	SY	585.000	585.000
0006	204.0109.S	Removing Concrete Surface Partial Depth	SF	107,400.000	107,400.000
0008	204.0110	Removing Asphaltic Surface	SY	50.000	50.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	7.000	7.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	90.000	90.000
0014	204.0130	Removing Curb	LF	26.000	26.000
0016	204.0150	Removing Curb & Gutter	LF	2,187.000	2,187.000
0018	204.0155	Removing Concrete Sidewalk	SY	525.000	525.000
0020	205.0100	Excavation Common	CY	6,725.000	6,725.000
0022	209.0300.S	Backfill Coarse Aggregate (size) 01. Size No. 1	CY	3.000	3.000
0024	213.0100	Finishing Roadway (project) 01. 5845-04-72	EACH	1.000	1.000
0026	305.0110	Base Aggregate Dense 3/4-Inch	TON	137.000	137.000
0028	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	3,215.000	3,215.000
0030	312.0110	Select Crushed Material	TON	6,517.000	6,517.000
0032	390.0303	Base Patching Concrete	SY	2,050.000	2,050.000
0034	405.1000	Stamping Colored Concrete	CY	2.200	2.200
0036	416.0260	Concrete Driveway HES 6-Inch	SY	27.000	27.000
0038	416.0610	Drilled Tie Bars	EACH	1,780.000	1,780.000
0040	416.0620	Drilled Dowel Bars	EACH	1,010.000	1,010.000
0042	455.0605	Tack Coat	GAL	2,085.000	2,085.000
0044	460.2000	Incentive Density HMA Pavement	DOL	3,540.000	3,540.000
0046	460.6223	HMA Pavement 3 MT 58-28 S	TON	1,882.000	1,882.000
0048	460.6424	HMA Pavement 4 MT 58-28 H	TON	3,645.000	3,645.000
0050	465.0110	Asphaltic Surface Patching	TON	5.000	5.000
0052	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	2.000	2.000
0054	495.1000.S	Cold patch	TON	5.000	5.000
0056	601.0105	Concrete Curb Type A	LF	26.000	26.000
0058	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,033.000	1,033.000
0060	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	400.000	400.000
0062	601.0600	Concrete Curb Pedestrian	LF	53.000	53.000
0064	602.0405	Concrete Sidewalk 4-Inch	SF	5,420.000	5,420.000
0066	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	550.000	550.000
0068	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	45.000	45.000
0070	602.2400	Concrete Safety Islands	SF	730.000	730.000
0072	611.0624	Inlet Covers Type H	EACH	1.000	1.000
0074	611.8110	Adjusting Manhole Covers	EACH	13.000	13.000
0076	611.8115	Adjusting Inlet Covers	EACH	12.000	12.000
0078	612.0106	Pipe Underdrain 6-Inch	LF	100.000	100.000
0080	618.0100	Maintenance And Repair of Haul Roads (project) 01.	EACH	1.000	1.000

5845-04-72

Line	Item	Item Description	Unit	Total	Qty
		5845-04-72			
0082	619.1000	Mobilization	EACH	1.000	1.000
0084	620.0300	Concrete Median Sloped Nose	SF	79.000	79.000
0086	624.0100	Water	MGAL	66.100	66.100
0088	625.0100	Topsoil	SY	900.000	900.000
0090	627.0200	Mulching	SY	4,100.000	4,100.000
0092	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0094	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0096	628.7005	Inlet Protection Type A	EACH	16.000	16.000
0098	628.7015	Inlet Protection Type C	EACH	63.000	63.000
0100	628.7020	Inlet Protection Type D	EACH	11.000	11.000
0102	628.7560	Tracking Pads	EACH	5.000	5.000
0104	629.0210	Fertilizer Type B	CWT	2.600	2.600
0106	630.0140	Seeding Mixture No. 40	LB	16.200	16.200
0108	630.0300	Seeding Borrow Pit	LB	58.000	58.000
0110	630.0500	Seed Water	MGAL	92.000	92.000
0112	638.2102	Moving Signs Type II	EACH	6.000	6.000
0114	642.5201	Field Office Type C	EACH	1.000	1.000
0116	643.0300	Traffic Control Drums	DAY	43,463.000	43,463.000
0118	643.0410	Traffic Control Barricades Type II	DAY	7,768.000	7,768.000
0120	643.0420	Traffic Control Barricades Type III	DAY	15,156.000	15,156.000
0122	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	1,740.000	1,740.000
0124	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	1,740.000	1,740.000
0126	643.0705	Traffic Control Warning Lights Type A	DAY	8,485.000	8,485.000
0128	643.0715	Traffic Control Warning Lights Type C	DAY	4,977.000	4,977.000
0130	643.0800	Traffic Control Arrow Boards	DAY	269.000	269.000
0132	643.0900	Traffic Control Signs	DAY	41,126.000	41,126.000
0134	643.0910	Traffic Control Covering Signs Type I	EACH	5.000	5.000
0136	643.0920	Traffic Control Covering Signs Type II	EACH	4.000	4.000
0138	643.1000	Traffic Control Signs Fixed Message	SF	32.000	32.000
0140	643.1050	Traffic Control Signs PCMS	DAY	89.000	89.000
0142	643.5000	Traffic Control	EACH	1.000	1.000
0144	645.0111	Geotextile Type DF Schedule A	SY	56.000	56.000
0146	645.0220	Geogrid Type SR	SY	1,440.000	1,440.000
0148	646.1020	Marking Line Epoxy 4-Inch	LF	13,573.000	13,573.000
0150	646.3020	Marking Line Epoxy 8-Inch	LF	435.000	435.000
0152	646.5020	Marking Arrow Epoxy	EACH	11.000	11.000
0154	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0156	646.6120	Marking Stop Line Epoxy 18-Inch	LF	555.000	555.000
0158	646.7120	Marking Diagonal Epoxy 12-Inch	LF	73.000	73.000

5845-04-72

Line	Item	Item Description	Unit	Total	Qty
0160	646.8120	Marking Curb Epoxy	LF	95.000	95.000
0162	646.8220	Marking Island Nose Epoxy	EACH	5.000	5.000
0164	646.9000	Marking Removal Line 4-Inch	LF	7,941.000	7,941.000
0166	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	1,685.000	1,685.000
0168	646.9210	Marking Removal Line Water Blasting Wide	LF	96.000	96.000
0170	646.9310	Marking Removal Special Marking Water Blasting	EACH	8.000	8.000
0172	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	21,830.000	21,830.000
0174	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	19,695.000	19,695.000
0176	649.0220	Temporary Marking Line Epoxy 8-Inch	LF	400.000	400.000
0178	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	1,080.000	1,080.000
0180	649.0820	Temporary Marking Stop Line Epoxy 18-Inch	LF	192.000	192.000
0182	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	49.000	49.000
0184	650.4500	Construction Staking Subgrade	LF	1,870.000	1,870.000
0186	650.5000	Construction Staking Base	LF	1,870.000	1,870.000
0188	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	489.000	489.000
0190	650.8000	Construction Staking Resurfacing Reference	LF	3,770.000	3,770.000
0192	650.9000	Construction Staking Curb Ramps	EACH	37.000	37.000
0194	650.9910	Construction Staking Supplemental Control (project) 01. 5845-04-72	LS	1.000	1.000
0196	652.0700.S	Install Conduit into Existing Item	EACH	13.000	13.000
0198	652.0800	Conduit Loop Detector	LF	1,260.000	1,260.000
0200	653.0905	Removing Pull Boxes	EACH	2.000	2.000
0202	655.0800	Loop Detector Wire	LF	4,350.000	4,350.000
0204	674.0300	Remove Cable	LF	288.000	288.000
0206	690.0150	Sawing Asphalt	LF	94.000	94.000
0208	690.0250	Sawing Concrete	LF	13,265.000	13,265.000
0210	740.0440	Incentive IRI Ride	DOL	8,550.000	8,550.000
0212	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	600.000	600.000
0214	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	900.000	900.000
0216	SPV.0060	Special 01. Storm Sewer Tap	EACH	4.000	4.000
0218	SPV.0060	Special 02. Cast Iron Monument Covers	EACH	1.000	1.000
0220	SPV.0060	Special 03. Adjusting Valve Box	EACH	15.000	15.000
0222	SPV.0060	Special 04. Adjusting Sanitary Manhole Covers	EACH	14.000	14.000
0224	SPV.0090	Special 01. Pedestrian Curb Exposed Height Over 6-Inches	LF	59.000	59.000
0226	SPV.0090	Special 02. Marking Line Epoxy 24-Inch	LF	2,182.000	2,182.000
0228	SPV.0090	Special 03. Concrete Joint and Crack Cleaning and Repair	LF	15,300.000	15,300.000
0230	SPV.0090	Special 04. Removing HMA Pavement Notched Wedge Longitudinal Joint Milling	LF	3,770.000	3,770.000
0232	SPV.0090	Special 05. Concrete Curb & Gutter 30-Inch Type A	LF	576.000	576.000

5845-04-72

Line	Item	Item Description	Unit	Total	Qty
		HES			
0234	SPV.0090	Special 06. Concrete Curb & Gutter 30-Inch Type D HES	LF	182.000	182.000
0236	SPV.0180	Special 01. Base Patching Concrete HES	SY	484.000	484.000

3

REMOVING PAVEMENT SUMMARY

CATEGORY	STATION - STATION	LOCATION	204.0100 REMOVING PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY
0010	29+00 - 47+70	LT	90	20
	29+00 - 47+70	RT	---	30
	SUBTOTALS (0010)		90	50
0020	47+70 - 66+37.99	LT	4,050	--
	47+70 - 66+37.99	RT	4,000	--
	SUBTOTALS (0020)		8,050	0
	TOTALS		8,140	50

MILLING AND BUTT JOINT SUMMARY

CATEGORY	STATION - STATION	LOCATION	204.0105 REMOVING PAVEMENT BUTT JOINTS SY	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY
0010	10+00 - 29+00	LT	260	24,400	---	---
	10+00 - 29+00	RT	280	24,500	---	---
	29+00 - 47+70	LT	15	26,400	3	35
	29+00 - 47+70	RT	30	32,100	4	55
	TOTALS		585	107,400	7	90

REMOVING CURB AND CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	REMARKS
0010	10+00 - 29+00	LT	---	110	---
	10+00 - 29+00	RT	---	100	---
	29+00 - 47+70	LT	---	110	---
	29+00 - 47+70	RT	---	290	---
	47+70 - 66+37.99	LT	26	155	---
	47+70 - 66+37.99	RT	---	100	---
	SUBTOTALS (0010)		26	865	
0020	10+00 - 29+00	LT	---	190	---
	10+00 - 29+00	RT	---	270	---
	29+00 - 47+70	LT	---	270	---
	29+00 - 47+70	RT	---	100	---
	47+70 - 66+37.99	LT	---	92	---
	47+70 - 66+37.99	RT	---	180	---
	UNDISTRIBUTED	LT/RT	---	220	FOR ADDITIONAL SPOT CURB AND GUTTER REPLACEMENT
	SUBTOTALS (0020)		0	1,322	
	TOTALS		26	2,187	

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION - STATION	LOCATION	204.0155 SY
0010	10+00 - 29+00	LT	70
	10+00 - 29+00	RT	30
	29+00 - 47+70	LT	80
	29+00 - 47+70	RT	160
	47+70 - 66+37.99	LT	120
	47+70 - 66+37.99	RT	65
	TOTAL		525

EARTHWORK SUMMARY

CATEGORY	LOCATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) 10% OF CUT CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	REDUCED EBS IN FILL (5) FACTOR 0% CY	EXPANDED EBS BACKFILL (6) FACTOR 1.30 CY	UNEXPANDED FILL CY	EXPANDED FILL (7) FACTOR 1.30 CY	MASS ORDINATE +/- (8) CY	WASTE (9) CY	312.0110 SELECT CRUSHED MATERIAL (3) * ** TON	645.0220 GEOGRID TYPE SR (10) SY
0010	MAINLINE	0	0	0	0	0	0	0	0	0	0	1,284	1,440
	SIDEROADS	0	0	0	0	0	0	0	0	0	0	173	0
	CURB RAMPS	140	0	70	70	0	0	0	0	70	70	0	0
	CURB & GUTTER REPLACEMENT	20	0	20	0	0	0	20	26	-26	-26	0	0
	SAFETY ISLANDS	40	0	40	0	0	0	0	0	0	0	0	0
	SUBTOTALS (0010)	200	0	130	70	0	0	20	26	44	44	1,457	1,440
0020	MAINLINE	5,275	520	2,408	2,867	0	676	0	0	2,867	3,543	0	0
	SIDEROADS	630	70	293	337	0	91	0	0	337	428	0	0
	CURB AND GUTTER REPLACEMENT	30	0	30	0	0	0	30	39	-39	-39	0	0
	SUBTOTALS (0020)	5,935	590	2,731	3,204	0	767	30	39	3,165	3,932	0	0
	TOTALS	6,135	590	2,861	3,274	0	767	50	65	3,209	3,976	1,457	1,440
	ITEM TOTALS		6,725									1,457	1,440

NOTES

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 PAID FOR BY CATEGORY 0020 TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL PAID FOR BY CATEGORY 0010.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
5) REDUCED EBS IN FILL: SOILS REMOVED AS EBS MUST BE WASTED OFFSITE AND NOT REUSED AS FILL.
6) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.30.
7) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.30.
8) MASS ORDINATE: MASS ORDINATE = (AVAILABLE MATERIAL - EXPANDED FILL)
   PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
9) WASTE = MASS ORDINATE + EXPANDED EBS BACKFILL
10) GEOGRID WAS ESTIMATED AS 15% OF THE PAVEMENT SURFACE AREA FROM STATION 47+70 TO 66+37.99. IN AREAS OF EBS, EXCAVATE BELOW SUBGRADE AND PLACE GEOGRID TYPE SR PRIOR TO PLACEMENT OF SELECT

* ADDITIONAL QUANTITIES LISTED ELSEWHERE
** CY TO TON CONVERSION FACTOR = 1.9 TON/CY

3

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100.01 EACH
0010	5845-04-72	1

BASE AGGREGATE DENSE

CATEGORY	STATION - STATION	LOCATION	3/4-INCH 305.0110 TON	1 1/4-INCH 305.0120 TON
0010	10+00 - 29+00	LT	20	---
	10+00 - 29+00	RT	7	---
	29+00 - 47+70	LT	20	1
	29+00 - 47+70	RT	45	5
	47+70 - 66+37.99	LT	30	1,600
	47+70 - 66+37.99	RT	15	1,600
		SUBTOTAL (0010)	137	3,206
0020	29+00 - 47+70	LT	---	5
	47+70 - 66+37.99	LT	---	4
		SUBTOTAL (0020)	0	9
		TOTAL	137	3,215

SELECT CRUSHED MATERIAL

CATEGORY	STATION - STATION	LOCATION	* 312.0110 TON
0010	47+70 - 66+37.99	LT	2,520
	47+70 - 66+37.99	RT	2,540
		TOTAL	5,060

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

BASE PATCHING CONCRETE

CATEGORY	STATION - STATION	LOCATION	390.0303 SY	SPV.0180.01 HES SY
0010	10+00 - 29+00	LT	330	---
	10+00 - 29+00	RT	410	240
	29+00 - 47+70	LT	260	200
	29+00 - 47+70	RT	865	---
	UNDISTRIBUTED	LT/RT	185	44
		TOTAL	2,050	484

STAMPING COLORED CONCRETE

CATEGORY	STATION	LOCATION	405.1000 CY
0010	66+55	LT	2.2

CONCRETE DRIVEWAY HES

CATEGORY	STATION	LOCATION	416.0260 6-INCH SY
0010	40+69	LT	1
		SUBTOTAL (0010)	1
0020	38+27	LT	14
	52+13	LT	12
		SUBTOTAL (0020)	26
		TOTAL	27

DRILLED BARS SUMMARY

CATEGORY	STATION - STATION	LOCATION	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	REMARKS
0010	10+00 - 29+00	LT	180	140	---
	10+00 - 29+00	RT	280	300	---
	29+00 - 47+70	LT	390	220	---
	29+00 - 47+70	RT	450	260	---
	UNDISTRIBUTED	LT/RT	130	90	FOR ADDITIONAL BASE PATCHING
		SUBTOTALS (0010)	1,430	1,010	
0020	10+00 - 29+00	LT	80	---	---
	10+00 - 29+00	RT	90	---	---
	29+00 - 47+70	LT	100	---	---
	29+00 - 47+70	RT	20	---	---
	UNDISTRIBUTED	LT/RT	60	---	FOR ADDITIONAL SPOT CURB & GUTTER REPLACEMENT
		SUBTOTALS (0020)	350	0	
		TOTALS	1,780	1,010	

ASPHALTIC ITEMS SUMMARY

CATEGORY	STATION - STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0110 ASPHALTIC SURFACE PATCHING TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
0010	10+00 - 29+00	LT	380	---	610	1	---
	10+00 - 29+00	RT	375	---	600	1	---
	29+00 - 47+70	LT	420	---	670	1	---
	29+00 - 47+70	RT	430	7	690	1	2
	47+70 - 66+37.99	LT	240	935	535	---	---
	47+70 - 66+37.99	RT	240	940	540	---	---
		TOTALS	2,085	1,882	3,645	5	2

NOTES: A UNIT WEIGHT OF 112 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE ASPHALT QUANTITIES.

A TACK COAT APPLICATION RATE OF 0.07 GALLONS PER SQUARE YARD OF PAVEMENT AREA WAS USED TO ESTIMATE TACK COAT QUANTITIES WHEN PLACED OVER MILLED HMA OR CONCRETE.

A TACK COAT APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD OF PAVEMENT AREA WAS USED TO ESTIMATE TACK COAT QUANTITIES WHEN PLACED OVER THE PREVIOUSLY PLACED 3 MT 58-28 S LAYER.

ASPHALTIC SURFACE PATCHING TO BE PLACED AT DRIVEWAYS AND SIDEROADS TO ELIMINATE VERTICLE DROP-OFFS OF 2-INCHES. PLACE AT A 3:1 SLOPE MAXIMUM WITHIN 72 HOURS OR BEFORE A WEEKEND OR HOLIDAY, WHICHEVER COMES FIRST.

HMA PAVEMENT 4 MT 58-28 H TO BE PLACED ALONG LONGITUDINAL JOINT TO ELIMINATE VERTICLE DROP-OFF OF 2-INCHES. PLACE DURING STAGE 3 PAVING OPERATIONS.

COLD PATCH

CATEGORY	LOCATION	495.1000.S TON	REMARK
0010	UNDISTRIBUTED	5	FOR PATCHING EXISTING PAVEMENT DURING CONSTRUCTION

CONCRETE CURB AND GUTTER ITEMS

CATEGORY	STATION - STATION	LOCATION	601.0105 CONCRETE CURB TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	SPV.0090.01 PEDESTRIAN CURB EXPOSED HEIGHT OVER 6-INCHES LF	SPV.0090.05 CONCRETE CURB & GUTTER 30-INCH TYPE A HES LF	SPV.0090.06 CONCRETE CURB & GUTTER 30-INCH TYPE D HES LF	REMARKS
0010	10+00 - 29+00	LT	---	110	---	10	69	59	---	---	---
	10+00 - 29+00	RT	---	100	---	---	---	---	---	---	---
	29+00 - 47+70	LT	---	110	---	---	---	---	---	---	---
	29+00 - 47+70	RT	---	290	---	---	---	---	---	---	---
	47+70 - 66+37.99	LT	26	---	155	5	120	---	---	---	---
	47+70 - 66+37.99	RT	---	---	100	38	300	---	---	---	---
	SUBTOTALS (0010)		26	610	255	53	489	59	0	0	
0020	10+00 - 29+00	LT	---	60	---	---	---	---	130	---	---
	10+00 - 29+00	RT	---	94	---	---	---	---	175	---	---
	29+00 - 47+70	LT	---	98	---	---	---	---	175	---	---
	29+00 - 47+70	RT	---	100	---	---	---	---	---	---	---
	47+70 - 66+37.99	LT	---	---	59	---	---	---	---	32	---
	47+70 - 66+37.99	RT	---	---	60	---	---	---	---	120	---
	UNDISTRIBUTED	LT/RT	---	71	26	---	---	---	96	30	FOR ADDITIONAL SPOT CURB & GUTTER REPLACEMENT
	SUBTOTALS (0020)		0	423	145	0	0	0	576	182	
	TOTALS		26	1,033	400	53	489	59	576	182	

CONCRETE SIDEWALK SUMMARY

CATEGORY	STATION - STATION	LOCATION	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
0010	10+00 - 29+00	LT	650	50	15
	10+00 - 29+00	RT	290	50	15
	29+00 - 47+70	LT	780	85	---
	29+00 - 47+70	RT	1,600	120	15
	47+70 - 66+37.99	LT	1,300	160	---
	47+70 - 66+37.99	RT	800	85	---
		TOTALS	5,420	550	45

CONCRETE SAFETY ISLANDS

CATEGORY	STATION - STATION	LOCATION	602.2400 SF
0010	29+00 - 47+70	LT	730

INLET COVERS TYPE H

CATEGORY	STATION	LOCATION	611.0624 EACH
0010	32+03	15.9' LT	1

UTILITY ADJUSTMENTS SUMMARY

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS EACH	SPV.0060.04 ADJUSTING SANITARY MANHOLE COVERS EACH	REMARKS
0010	44+12	1.8' RT	1	---	MANHOLE COVERS TO BE RAISED APPROXIMATELY 2 INCHES.
	47+48	20.0' LT	1	---	MANHOLE COVERS TO BE RAISED APPROXIMATELY 0.7 INCHES.
	51+75	22.1' RT	1	---	MANHOLE COVERS TO BE INSTALLED AT EXISTING ELEVATION.
	56+56	22.6' RT	1	---	MANHOLE COVERS TO BE INSTALLED AT EXISTING ELEVATION.
	66+09	23.0' RT	1	---	MANHOLE COVERS TO BE INSTALLED AT EXISTING ELEVATION.
	SUBTOTAL (0010)		5	0	
0020	43+82	16.6' LT	---	1	MANHOLE COVERS TO BE RAISED APPROXIMATELY 1.2 INCHES.
	43+83	15.8' RT	---	1	MANHOLE COVERS TO BE RAISED APPROXIMATELY 1.4 INCHES.
	45+07	12.2' LT	---	1	MANHOLE COVERS TO BE RAISED APPROXIMATELY 2 INCHES.
	46+60	15.9' LT	---	1	MANHOLE COVERS TO BE RAISED APPROXIMATELY 1.4 INCHES.
	47+25	0.5' RT	---	1	MANHOLE COVERS TO BE RAISED APPROXIMATELY 2 INCHES.
	48+94	1.4' RT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 2.6 INCHES.
	50+36	13.0' LT	1	---	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 1.6 INCHES.
	50+47	13.1' LT	1	---	MANHOLE COVERS TO BE RAISED APPROXIMATELY 0.2 INCHES.
	50+51	8.2' RT	1	---	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 0.8 INCHES.
	50+54	2.4' RT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 1.3 INCHES.
	51+81	0.7' RT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 3.3 INCHES.
	55+08	0.2' LT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 3.0 INCHES.
	56+53	7.3' RT	1	---	MANHOLE COVERS TO BE RAISED APPROXIMATELY 0.2 INCHES.
	56+65	8.2' LT	1	---	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 1.8 INCHES.
	57+16	1.0' LT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 3.5 INCHES.
	59+55	9.4' LT	1	---	MANHOLE COVERS TO BE RAISED APPROXIMATELY 0.2 INCHES.
	59+65	0.7' LT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 0.2 INCHES.
	60+45	0.8' LT	---	1	MANHOLE COVERS TO BE RAISED APPROXIMATELY 0.5 INCHES.
	62+52	8.1' RT	1	---	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 2.8 INCHES.
	62+85	10.1' RT	1	---	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 1.1 INCHES.
	62+95	0.9' RT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 2.7 INCHES.
	64+12	1.6' RT	---	1	MANHOLE COVERS TO BE LOWERED APPROXIMATELY 0.1 INCH.
	SUBTOTAL (0020)		8	14	
	TOTAL		13	14	

UTILITY ADJUSTMENTS SUMMARY

CATEGORY	STATION - STATION	LOCATION	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.03 ADJUSTING VALVE BOX EACH
0010	10+00 - 29+00	LT/RT	3	---
	29+00 - 47+70	LT/RT	4	---
	47+70 - 66+37.99	LT/RT	5	---
	SUBTOTALS (0010)		12	0
0020	10+00 - 29+00	LT/RT	---	6
	29+00 - 47+70	LT/RT	---	5
	47+70 - 66+37.99	LT/RT	---	4
	SUBTOTALS (0020)		0	15
	TOTALS		12	15

NOTE: ADJUSTING INLET COVERS TO BE INSTALLED AT EXISTING ELEVATION.

PIPE UNDERDRAIN SUMMARY

CATEGORY	STATION - STATION	LOCATION	209.0300.S BACKFILL COARSE AGGREGATE SIZE NO 1 CY	612.0106 PIPE UNDERDRAIN 6-INCH LF	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	SPV.0060.01 STORM SEWER TAP EACH
0010	51+12 - 51+72	LT	2	60	33	3
	51+24 - 51+64	RT	1	40	22	1
		TOTALS	3	100	56	4

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT ID	618.0100 EACH
0020	5845-04-72	1

MOBILIZATION

CATEGORY	PROJECT ID	619.1000 EACH
0010	5845-04-72	1

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	620.0300 SF	REMARKS
0010	30+28 LT	21	TYPE 1
	32+06 LT	20	TYPE 1
	32+91 LT	19	TYPE 1
	33+51 LT	19	TYPE 1
	TOTAL	79	

WATER

CATEGORY	STATION - STATION	LOCATION	624.0100 (BASE COMPACTION) MGAL	624.0100 (DUST CONTROL) MGAL
0010	10+00 - 66+37.99	LT/RT	48.1	6.0
	EXCAVATION COMMON	LT/RT	0.0	12.0
		SUBTOTALS	48.1	18.0
		TOTAL	66.1	

FINISHING ITEMS

CATEGORY	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0140 SEEDING MIXTURE NO. 40 LB	630.0300 SEEDING BORROW PIT LB	630.0500 SEED WATER MGAL
0010	CURB RAMPS/CURB AND GUTTER REPLACEMENT	720	720	0.5	13.0	---	16
	WASTE SITE	---	3,200	2.0	---	58	72
	UNDISTRIBUTED	180	180	0.1	3.2	---	4
	TOTALS	900	4,100	2.6	16.2	58	92

MOBILIZATIONS EROSION CONTROL

CATEGORY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	4	4

INLET PROTECTION

CATEGORY	STATION - STATION	LOCATION	628.7005 TYPE A EACH	628.7015 TYPE C EACH	628.7020 TYPE D EACH
0010	10+00 - 29+00	LT	1	10	---
	10+00 - 29+00	RT	2	7	---
	29+00 - 47+70	LT	1	8	3
	29+00 - 47+70	RT	4	8	3
	47+70 - 66+37.99	LT	4	12	2
	47+70 - 66+37.99	RT	1	5	1
	UNDISTRIBUTED	LT/RT	3	13	2
		TOTALS	16	63	11

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	PAVEMENT REPLACEMENT	4
	WASTE SITE	1
	TOTAL	5

MOVING SIGNS TYPE II

CATEGORY	SIGN NUMBER	638.2102 EACH
0010	1-1	1
	1-2	1
	1-3	1
	1-4	1
	1-5	1
	1-6	1
	TOTALS	6

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	5845-04-72	1

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS QTY	643.0300 DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II QTY	643.0410 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III QTY	643.0420 DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A QTY	643.0705 DAY	643.0715 TYPE C QTY	643.0715 DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS QTY	643.0800 DAY	643.0900 SIGNS QTY	643.0900 DAY	643.1050 SIGNS PCMS QTY	643.1050 DAY
0010	DETOUR - PAGE STREET OPEN	65	35	2,275	48	3,120	74	4,810	0	0	40	2,600	10	650	0	0	230	14,950	0	0
	DETOUR - PAGE STREET CLOSED	10	5	50	16	160	40	400	0	0	56	560	0	0	0	0	200	2,000	3	9
	STAGE 1	13	108	1,404	2	26	5	65	0	0	0	0	10	130	2	26	65	845	2	14
	STAGE 2	49	275	13,475	31	1,519	98	4,802	518	518	48	2,352	26	1,274	2	98	155	7,595	2	14
	STAGE 2 - SIDEROAD CLOSURE	10	0	0	0	0	12	120	0	0	24	240	0	0	0	0	11	110	2	6
	STAGE 3	26	292	7,592	41	1,066	53	1,378	471	471	34	884	34	884	1	26	156	4,056	2	14
	STAGE 3 - SIDEROAD CLOSURE	10	0	0	0	0	12	120	0	0	24	240	0	0	0	0	6	60	2	6
	STAGE 3 - AFTER DETOUR	20	310	6,200	41	820	50	1,000	3	3	24	480	42	840	2	40	161	3,220	0	0
	STAGE 4	22	309	6,798	2	44	22	484	521	521	1	22	25	550	2	44	133	2,926	2	14
	SUBTOTALS			37,794		6,755		13,179	1,513	1,513		7,378		4,328		234		35,762		77
	UNDISTRIBUTED			5,669		1,013		1,977	227	227		1,107		649		35		5,364		12
	TOTALS			43,463		7,768		15,156	1,740	1,740		8,485		4,977		269		41,126		89

TRAFFIC CONTROL SUMMARY

CATEGORY	STAGE	643.0910 COVERING SIGNS TYPE I EACH	643.0910 COVERING SIGNS TYPE I NUMBER OF CYCLES	643.0910 COVERING SIGNS TYPE I NUMBER OF SIGNS	643.0920 COVERING SIGNS TYPE II EACH	643.0920 COVERING SIGNS TYPE II NUMBER OF CYCLES	643.0920 COVERING SIGNS TYPE II NUMBER OF SIGNS	643.1000 SIGNS FIXED MESSAGE SF
0010	DETOUR	5	1	5	4	1	4	32

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	5845-04-72	1

PAVEMENT MARKING

CATEGORY	STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH DOUBLE YELLOW LF	646.1020 2' SEG. 6' GAP (YELLOW) LF	646.1020 12.5' SEG. 37.5' GAP (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.3020 3' SEG. 9' GAP (WHITE) LF	646.5020 MARKING ARROW EPOXY TYPE 2 EACH	646.5020 TYPE 3 EACH	646.5120 MARKING WORD EPOXY ONLY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH	SPV.0090.02 MARKING LINE EPOXY 24-INCH LF
0010	10+00 - 29+00	LT/RT	4,980	0	1,300	60	---	2	---	---	135	73	---	1	145
	29+00 - 47+70	LT/RT	2,440	53	890	130	---	1	---	1	230	---	95	4	72
	47+70 - 66+37.99	LT/RT	3,070	0	840	225	20	5	3	1	190	---	---	---	---
	SUBTOTALS (0010)		10,490	53	3,030	415	20	8	3	2	555	73	95	5	217
0020	10+00 - 29+00	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	360
	29+00 - 47+70	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	880
	47+70 - 66+37.99	LT/RT	---	---	---	---	---	---	---	---	---	---	---	---	725
	SUBTOTALS (0020)		0	0	0	0	0	0	0	0	0	0	0	0	1,965
	TOTALS		10,490	53	3,030	415	20	8	3	2	555	73	95	5	2,182
	ITEM TOTALS			13,573			435		11						

MARKING REMOVAL LINE

CATEGORY	STAGE	646.9000 4-INCH (SOLID) LF	646.9000 4-INCH (SKIPS) LF	646.9010 WATER BLASTING 4-INCH (SOLID) LF	646.9010 WATER BLASTING 4-INCH (SKIPS) LF	646.9210 WATER BLASTING WIDE LF
0010	STAGE 1	---	71	---	---	---
	STAGE 2	6,070	915	1,270	415	80
	STAGE 3	---	885	---	---	16
	TOTALS	7,941		1,685		96

MARKING REMOVAL SPECIAL MARKING

CATEGORY	STAGE	646.9310 WATER BLASTING ARROWS EACH	646.9310 WATER BLASTING MEDIAN NOSE EACH
0010	DETOUR - PAGE STREET	6	0
	STAGE 2	1	1
	SUBTOTALS	7	1
	TOTAL	8	

TEMPORARY MARKING LINE SUMMARY

CATEGORY	STAGE	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW) LF	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH (YELLOW) LF	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH (WHITE) LF	649.0220 TEMPORARY MARKING LINE EPOXY 8-INCH (WHITE) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE) LF	649.0820 TEMPORARY MARKING STOP LINE EPOXY 18-INCH LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
0010	STAGE 1	---	---	---	---	---	670	---	---	---	---
	STAGE 2	7,360	---	3,550	---	450	680	960	325	11	---
	STAGE 3	7,370	---	3,550	400	420	1,210	630	210	170	27
	STAGE 3 - AFTER DETOUR	---	---	---	---	125	400	365	---	11	---
	STAGE 4	---	---	---	---	7,920	1,080	4,570	325	---	22
	PAGE STREET	---	---	---	---	---	215	---	220	---	---
	SUBTOTALS	14,730	0	7,100	400	8,915	4,255	6,525	1,080	192	49
	ITEM TOTALS	21,830			400	19,695			1,080	192	49

CONSTRUCTION STAKING

CATEGORY	STATION - STATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.8000 RESURFACING REFERENCE LF	650.9000 CURB RAMPS EACH
0010	10+00 - 29+00	---	---	1,900	8
	29+00 - 47+70	---	---	1,870	16
	47+70 - 66+37.99	1,870	1,870	---	13
	TOTALS	1,870	1,870	3,770	37

CONSTRUCTION STAKING

CATEGORY	PROJECT	650.9910.01 SUPPLEMENTAL CONTROL LS
0010	5845-04-72	1

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	INTERSECTION	LOCATION	STATION	OFFSET	652.0700.S EACH
0010	KINGS LYNN ROAD	PULL BOX	17+36	29.2' RT	1
		PULL BOX	19+21	64.1' LT	1
		PULL BOX	19+65	74.4' RT	1
		PULL BOX	19+81	40.3' RT	1
		PULL BOX	21+58	29.4' LT	1
	VAN BUREN STREET/WIS 138	PULL BOX	44+63	29.4' RT	1
		PULL BOX	47+03	45.3' LT	1
		STUB	47+47	70.2' RT	1
		PULL BOX	49+78	25.2' LT	1
	PAGE STREET	PULL BOX	64+60	24.5' RT	1
		PULL BOX	65+87	25.2' RT	1
		PULL BOX	65+88	25.8' LT	1
		STUB	66+46	42.0' RT	1
				TOTAL	13

LOOP DETECTOR INSTALLATION

CATEGORY	INTERSECTION	LOOP NO.	STATION	LOCATION	SIZE FT x FT	NO. OF TURNS	652.0800 CONDUIT LOOP DETECTOR LF	655.0800 LOOP DETECTOR WIRE LF	REMARKS/SDD INSTALLATION REFERENCE
0010	KINGS LYNN ROAD	61	17+39	2.1' RT	6'X18'	3	55	164	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		81	19+44	50.2' LT	6'X6'	3	78	233	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	19+32	50.2' LT	6'X6'	3	41	111	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		83	19+44	65.2' LT	6'X6'	3	62	187	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		84	19+32	65.1' LT	6'X6'	3	32	93	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		43	19+44	64.8' RT	6'X6'	4	60	239	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		44	19+56	64.9' RT	6'X6'	4	31	115	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		41	19+44	48.6' RT	6'X6'	4	95	382	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		42	19+56	48.8' RT	6'X6'	4	48	150	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		21	21+61	2.0' LT	6'X18'	3	55	165	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
	VAN BUREN STREET/WIS 138	61	44+60	4.4' RT	6'X14'	4	50	186	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		41	47+18	42.5' LT	6'X20'	3	64	181	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		81	47+28	48.5' RT	6'X20'	3	35	270	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	47+39	46.6' RT	6'X20'	3	20	204	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		21	49+81	2.7' LT	6'X14'	3	47	135	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
	PAGE STREET	61	64+63	2.9' RT	6'X15'	4	49	181	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		11	65+80	2.4' RT	6'X20'	3	85	254	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		41	66+14	37.0' LT	6'X20'	3	81	214	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE
		42	66+26	37.1' LT	6'X20'	3	130	389	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		82	66+29	42.1' RT	6'X20'	3	82	280	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
		81	66+38	42.0' RT	6'X20'	3	61	217	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
						TOTALS	1,260	4,350	

REMOVE CABLE

CATEGORY	STATION - STATION	LOCATION	674.0300 LF
0010	15+90 - 17+36	RT	148
	21+58 - 22+97	LT	140
		TOTAL	288

REMOVING PULL BOXES

CATEGORY	INTERSECTION	LOCATION	STATION	OFFSET	653.0905 EACH
0010	KINGS LYNN ROAD	PULL BOX	15+90	27.6' RT	1
		PULL BOX	22+97	29.2' LT	1
				TOTAL	2

SAWING

CATEGORY	STATION - STATION	LOCATION	690.0150 ASPHALT LF	690.0250 CONCRETE LF	REMARKS
0010	10+00 - 29+00	LT	---	965	---
	10+00 - 29+00	RT	---	1,560	---
	29+00 - 47+70	LT	27	1,680	---
	29+00 - 47+70	RT	67	2,120	---
	47+70 - 66+37.99	LT	---	2,340	---
	47+70 - 66+37.99	RT	---	2,280	---
	UNDISTRIBUTED	LT/RT	---	640	FOR ADDITIONAL BASE PATCHING LOCATIONS
	SUBTOTALS (0010)		94	11,585	
0020	UNDISTRIBUTED	LT/RT	---	1,680	FOR CURB AND GUTTER SPOT REPLACEMENT
	SUBTOTALS (0020)		0	1,680	
	TOTALS		94	13,265	

CAST IRON MONUMENT COVERS

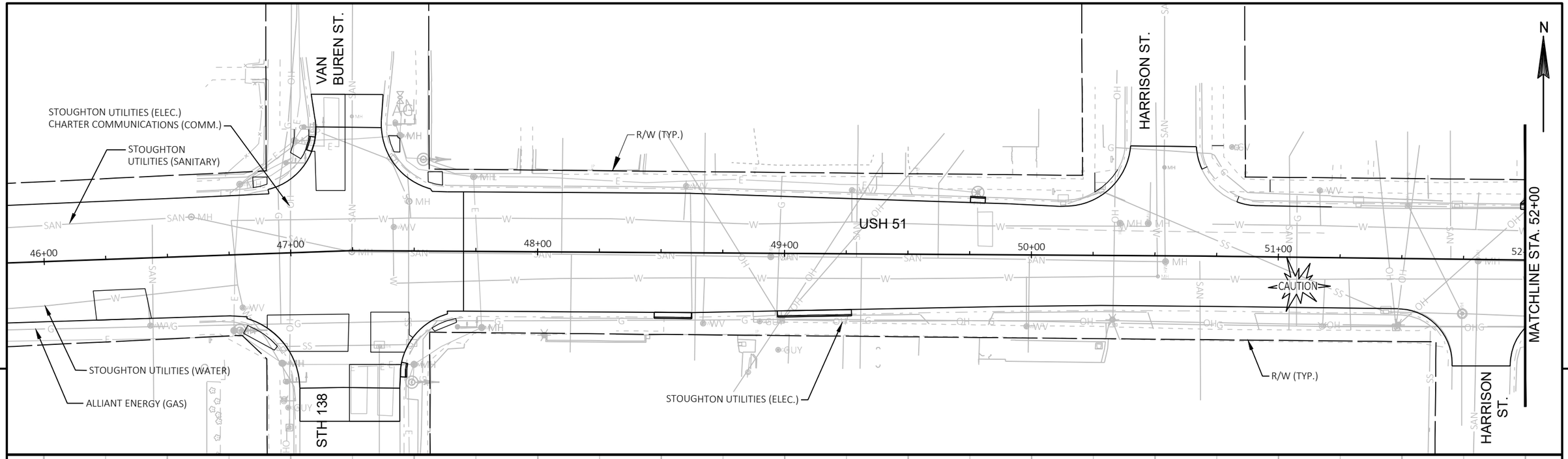
CATEGORY	PROJECT ID	SPV.0060.02 EACH
0010	5845-04-72	1

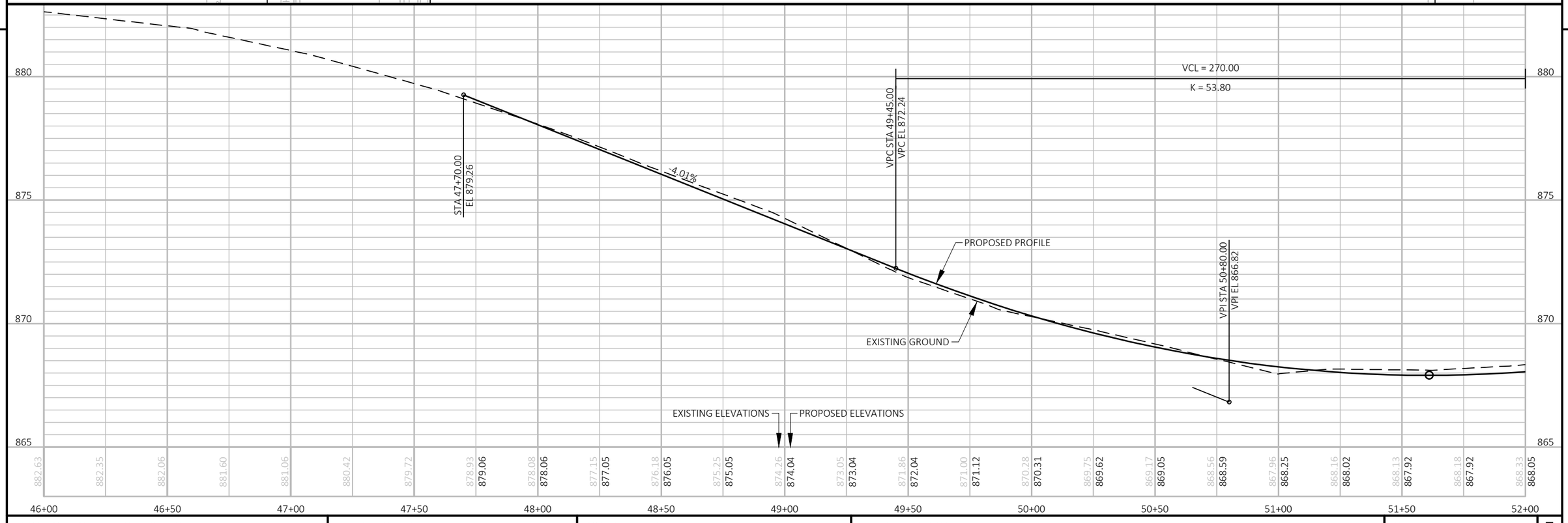
CONCRETE JOINT AND CRACK CLEANING AND REPAIR

CATEGORY	PROJECT ID	SPV.0090.03 LF
0010	5845-04-72	15,300

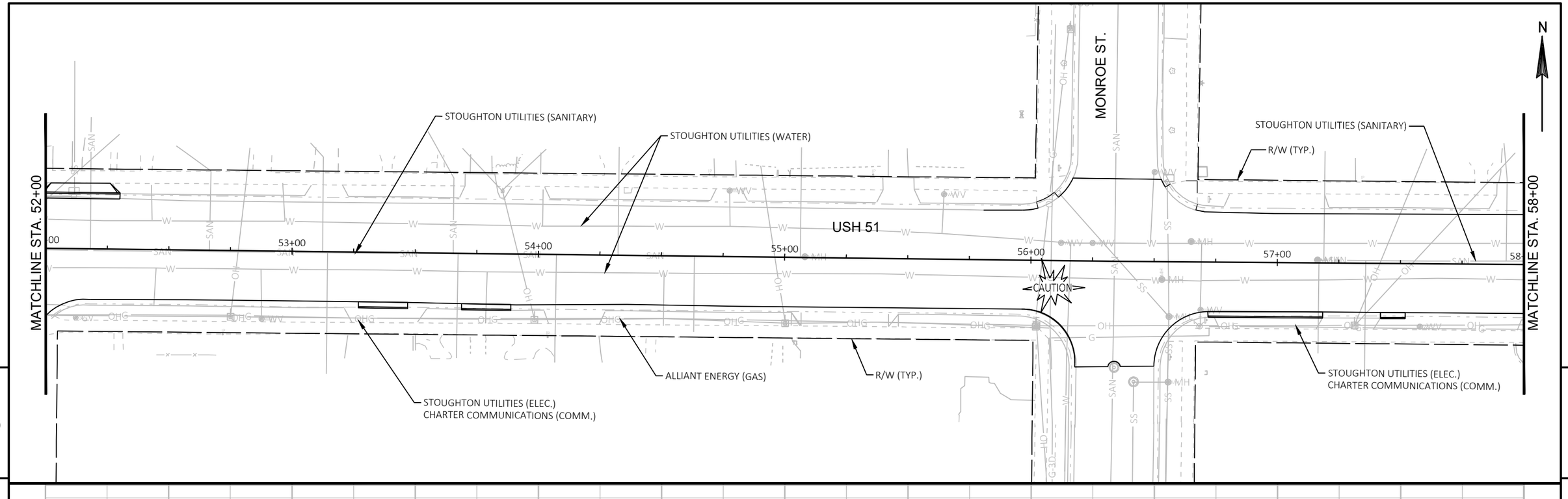
REMOVING HMA PAVEMENT NOTCHED WEDGE LONGITUDINAL JOINT MILLING

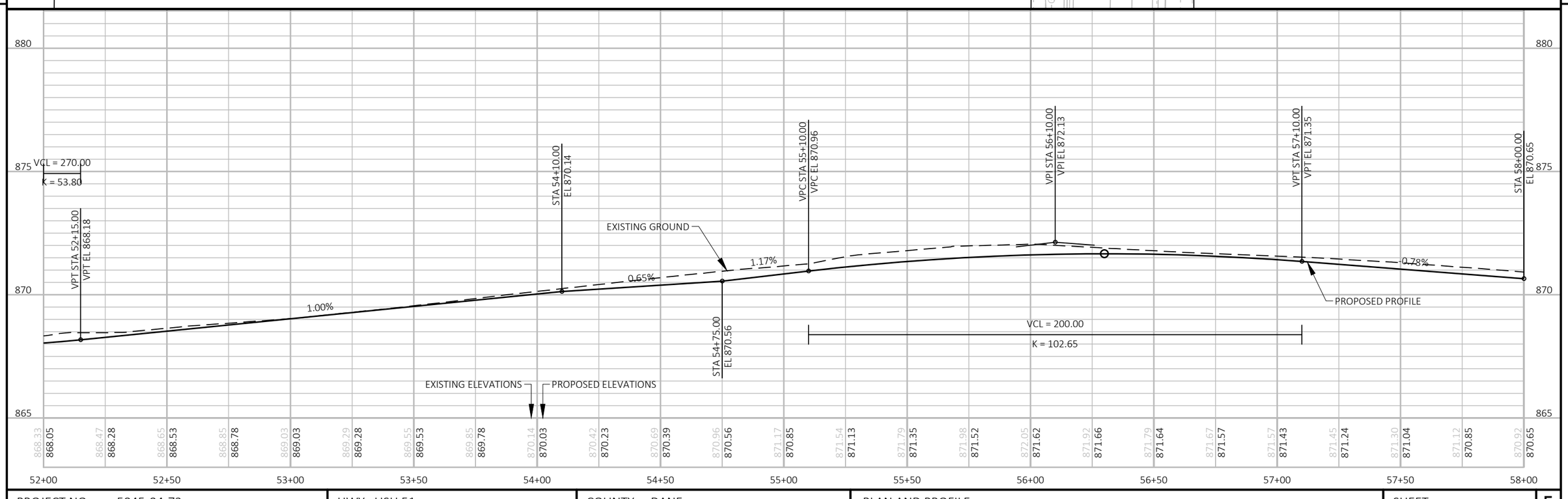
CATEGORY	PROJECT ID	SPV.0090.04 LF
0010	5845-04-72	3,770





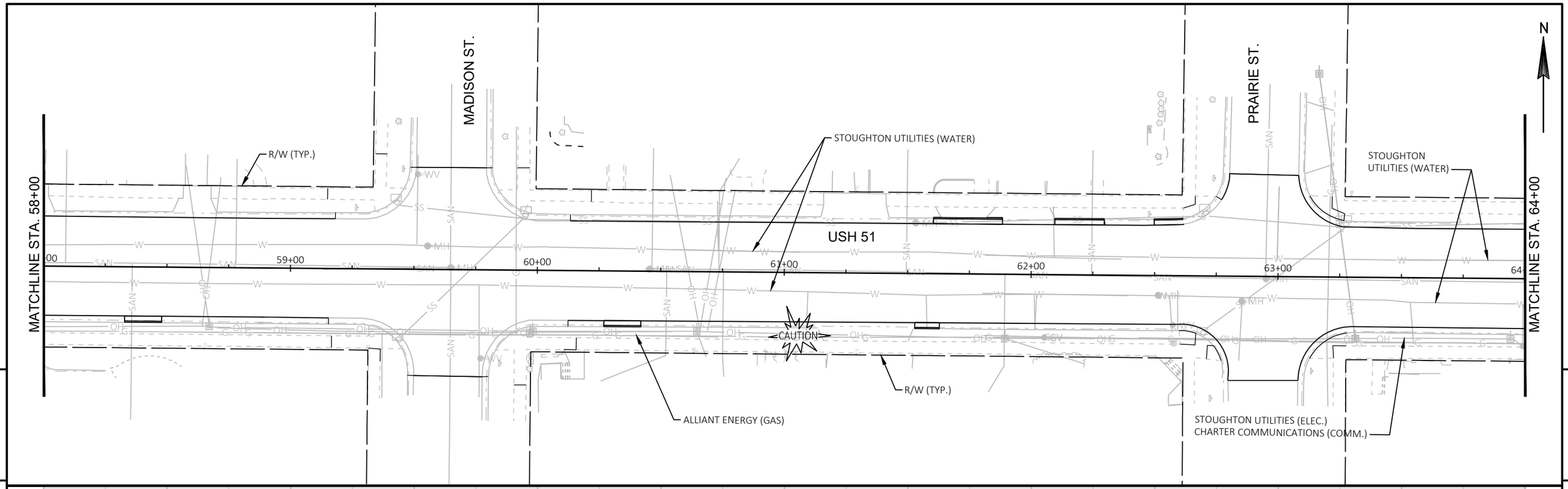
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN AND PLOT	SHEET 125	E

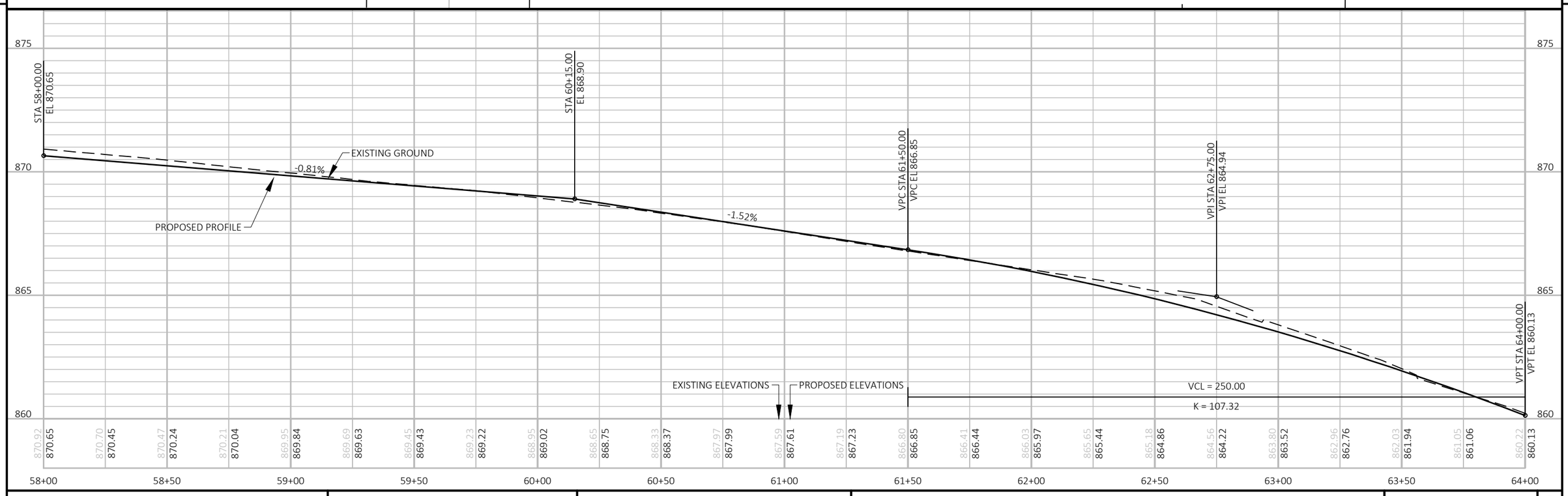




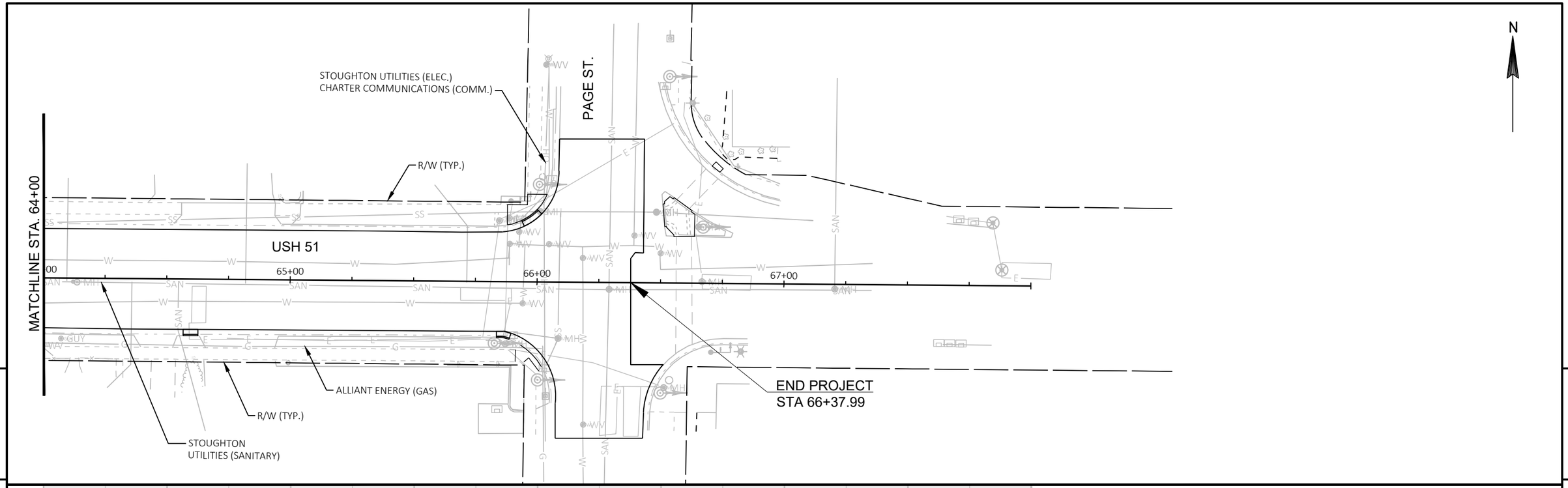
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE	SHEET 126	E

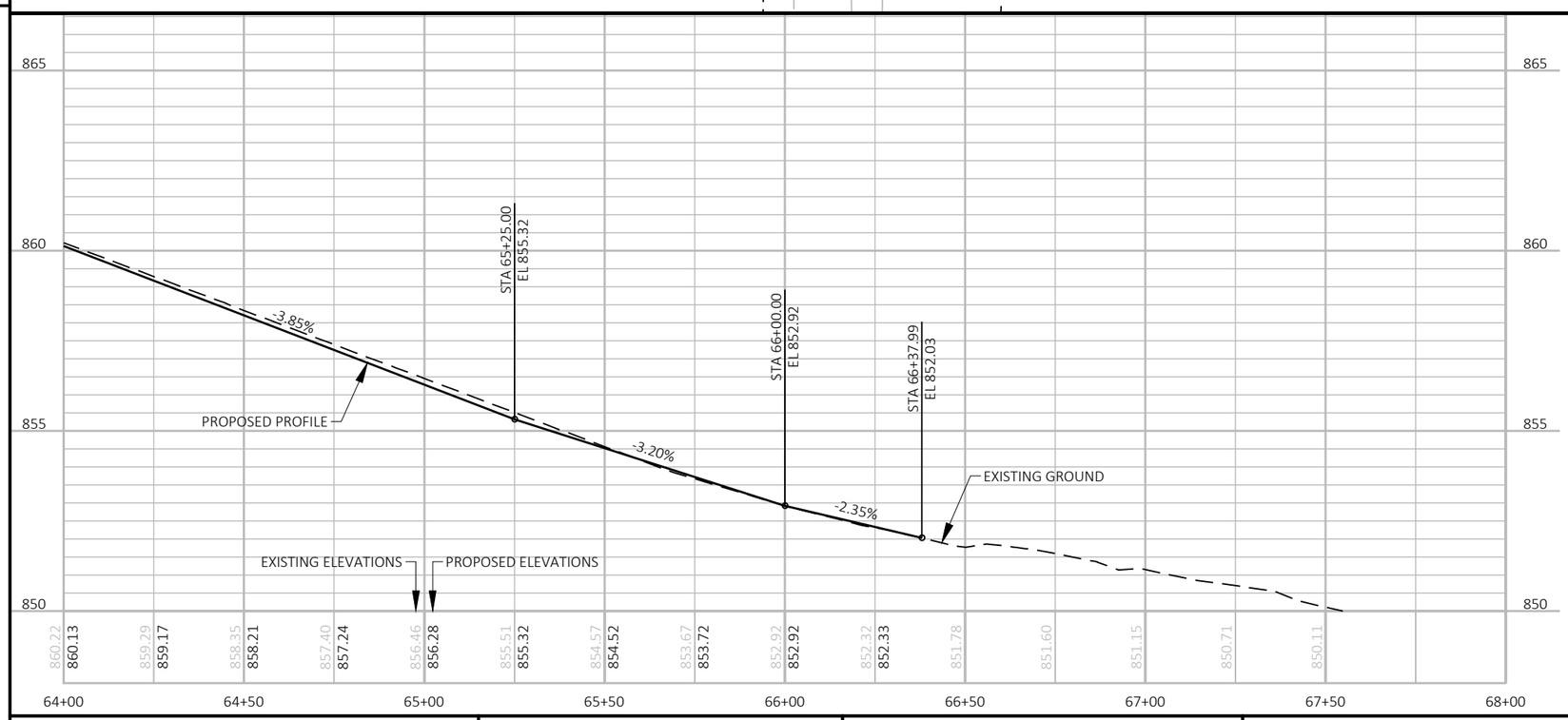
FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050102_pp
PLOT DATE : 10/18/2019 3:01 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44





PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE	SHEET 127	E



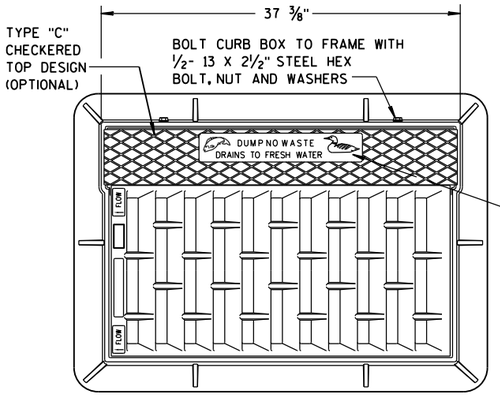


PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE	SHEET 128	E

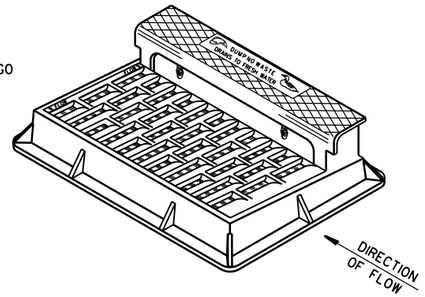
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
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
08D18-02	DRIVEWAY AND SIDEWALK RAMPS TYPES X & Y
08D19-02	DRIVEWAY AND SIDEWALK RAMPS TYPE Z
08D20-01	DRIVEWAYS WITH CURB & GUTTER RETURNS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
09B02-10	CONDUIT
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F09-05	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
15C02-07A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-07B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-07C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-07F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	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
15C18-04	MEDIAN ISLAND MARKING
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-05A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

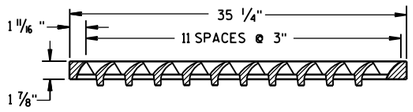
6

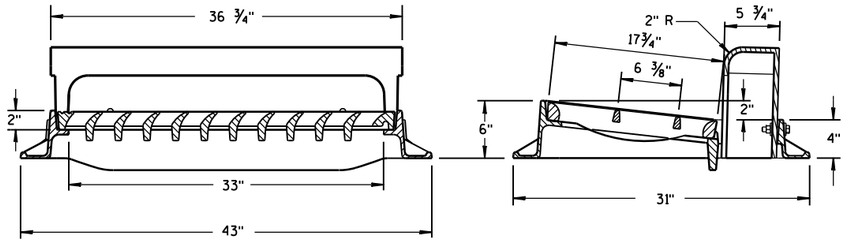


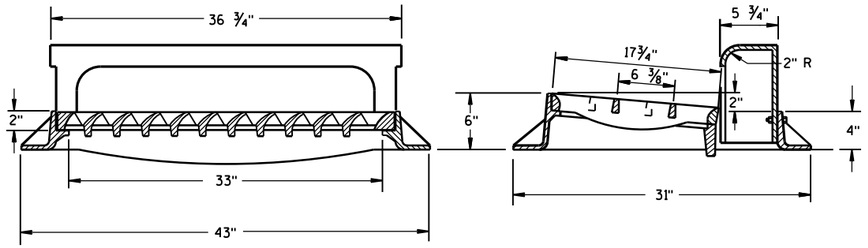
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

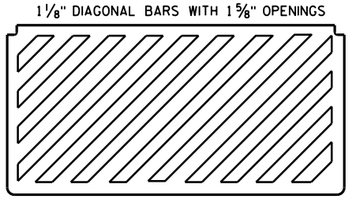






TYPE "H"

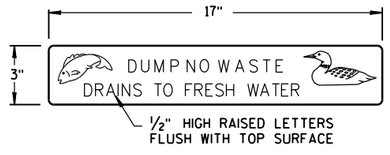
NOTE: EITHER CASTING IS ACCEPTABLE



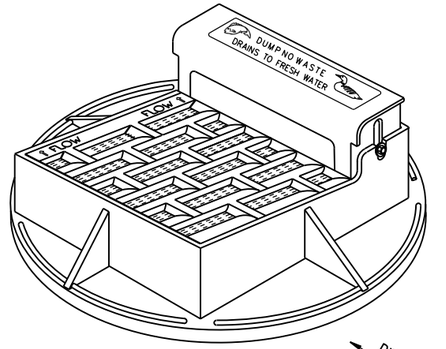
SPECIAL GRATE FOR TYPE "H" COVER

(MEASURES 35 1/4" X 17 3/4" X 2")

(NOTED AS TYPE H-S ON DRAINAGE TABLE)

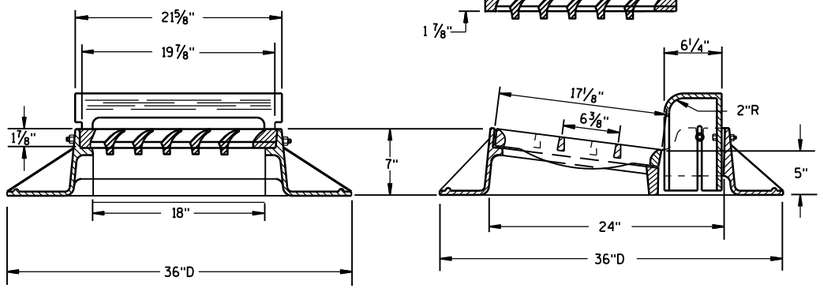


LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

NOTE:
GRATE IS REVERSIBLE.



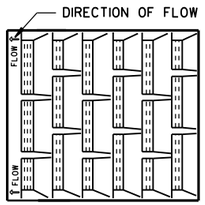
TYPE "A"

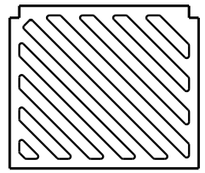
GENERAL NOTES

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.

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.

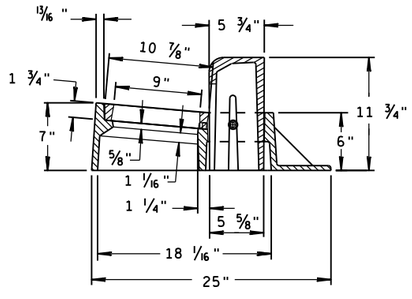


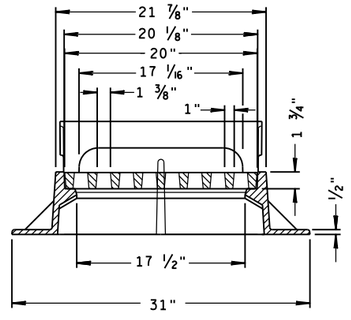


SPECIAL GRATE FOR TYPE "A" COVER

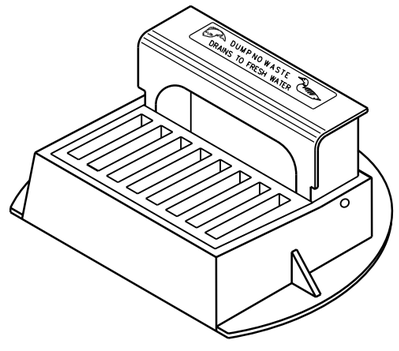
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)





TYPE "Z"



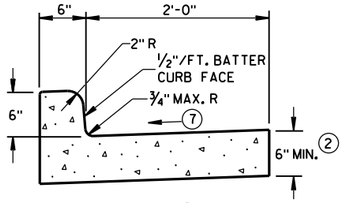
INLET COVERS TYPE A, H, A-S, H-S & Z

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

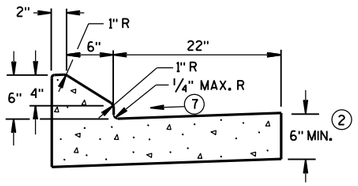
APPROVED
11-27-13 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

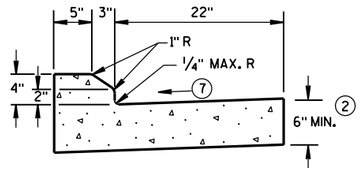
S.D.D. 8 A 5-19a



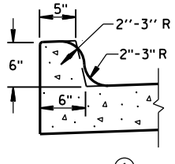
TYPES A (1) & D



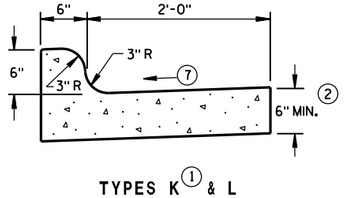
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

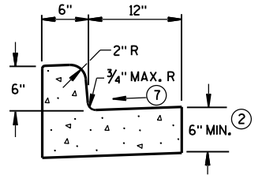


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



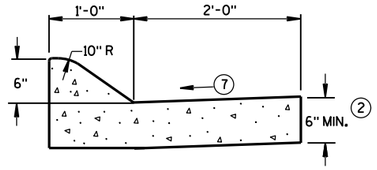
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

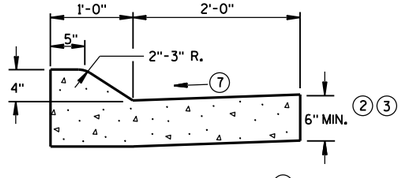


TYPES A (1) & D

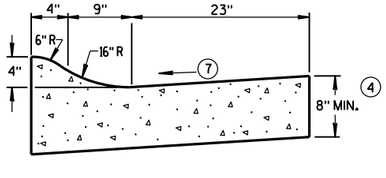
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

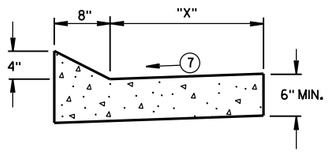


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

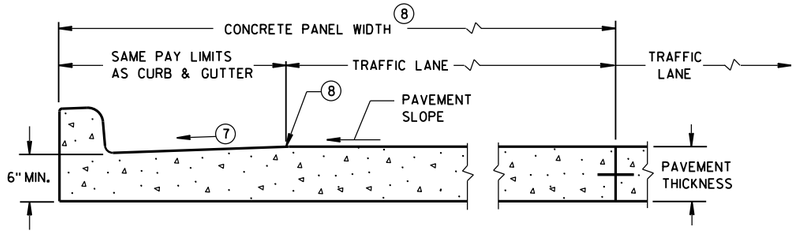
CONCRETE CURB & GUTTER 36"



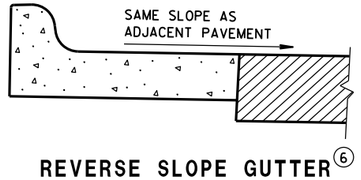
TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

* BIKE LANE IS NOT SHOWN.

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

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S.D.D. 8 D 1-20a

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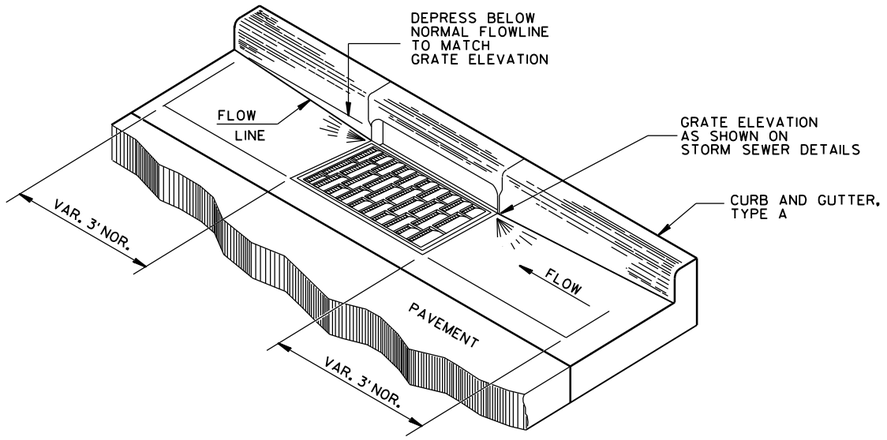


DETAIL OF CURB AND GUTTER AT INLETS

(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.

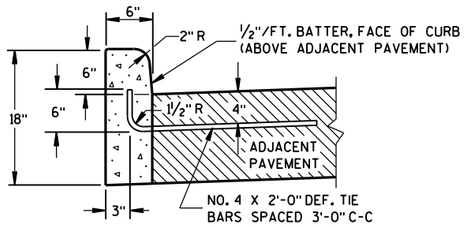
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

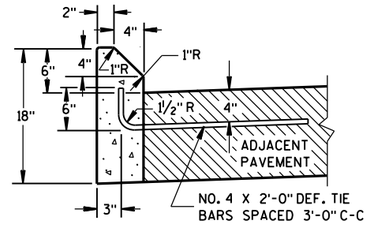
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(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.

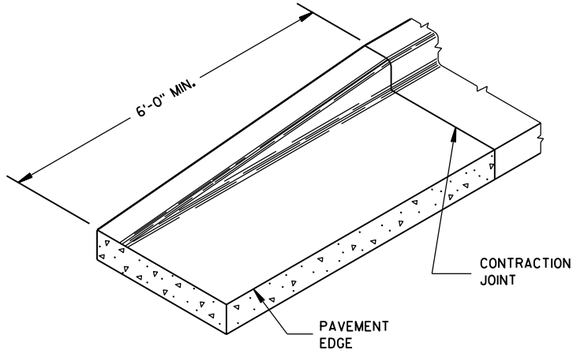


TYPES A(1) & D

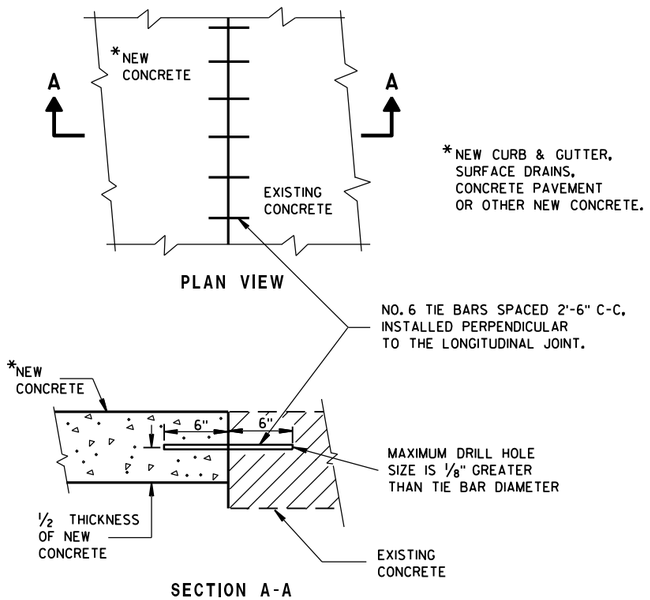


TYPES G(1) & J

CONCRETE CURB



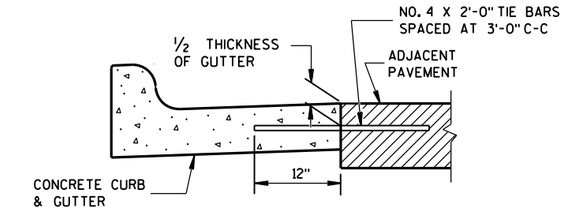
END SECTION CURB & GUTTER



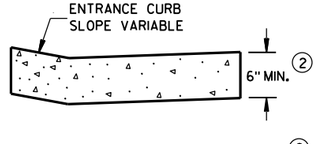
PLAN VIEW

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
FHWA
ENT

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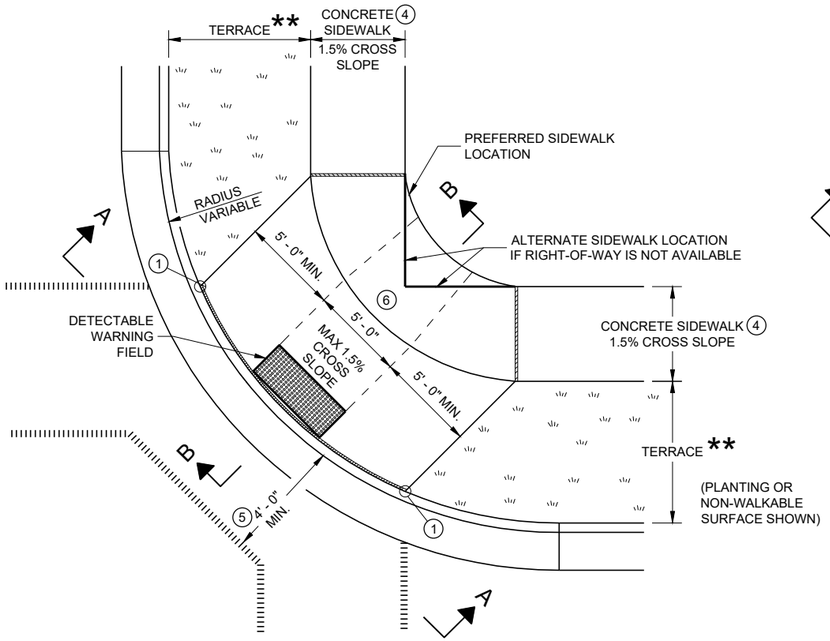
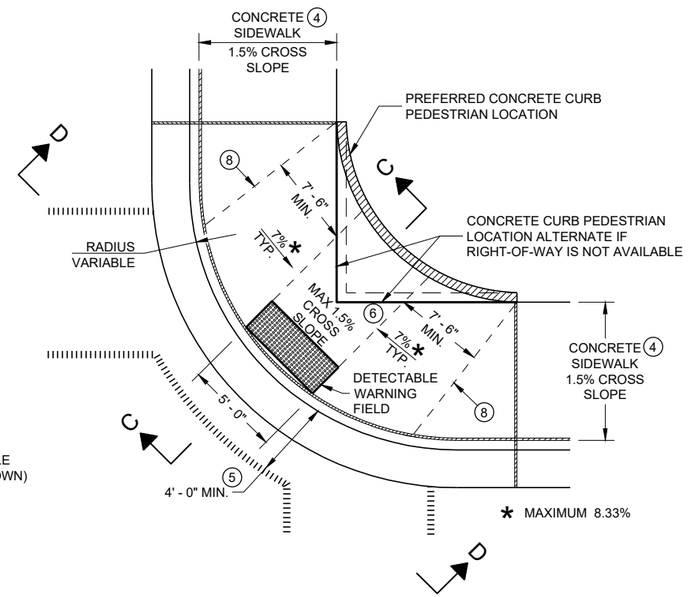
S.D.D. 8 D 1-20b



PLAN VIEW

CURB RAMP TYPE 1

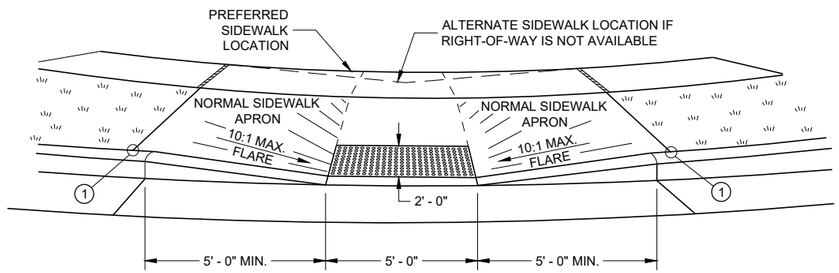
(CENTER OF CORNER RADIUS)



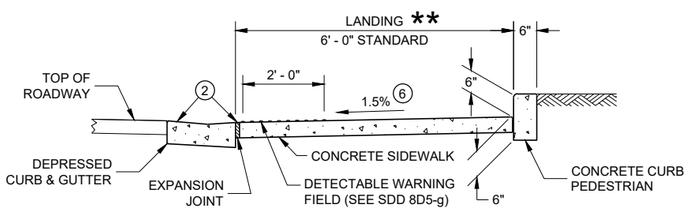
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

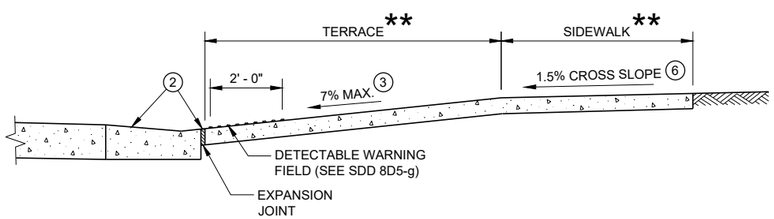


VIEW A - A FOR TYPE 1

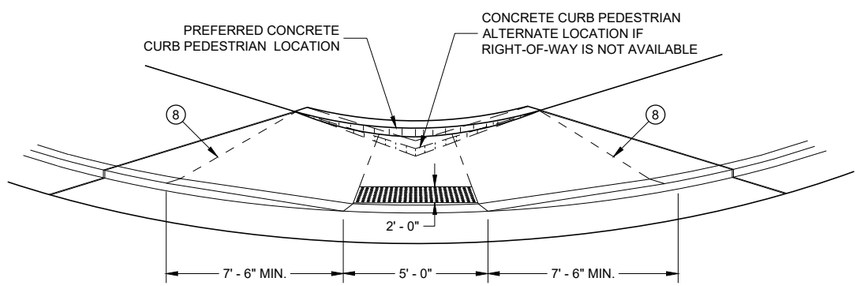


SECTION C - C FOR TYPE 1 - A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



VIEW D - D FOR TYPE 1 - A

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.

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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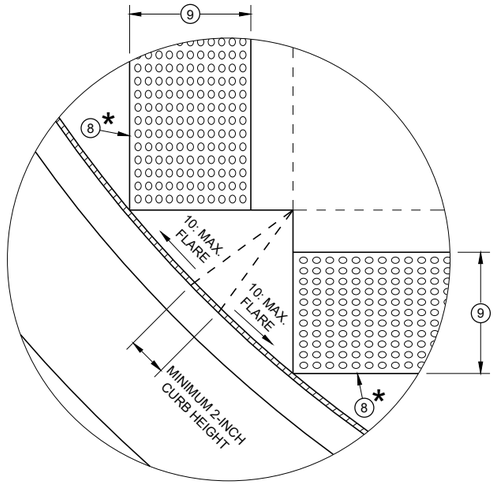
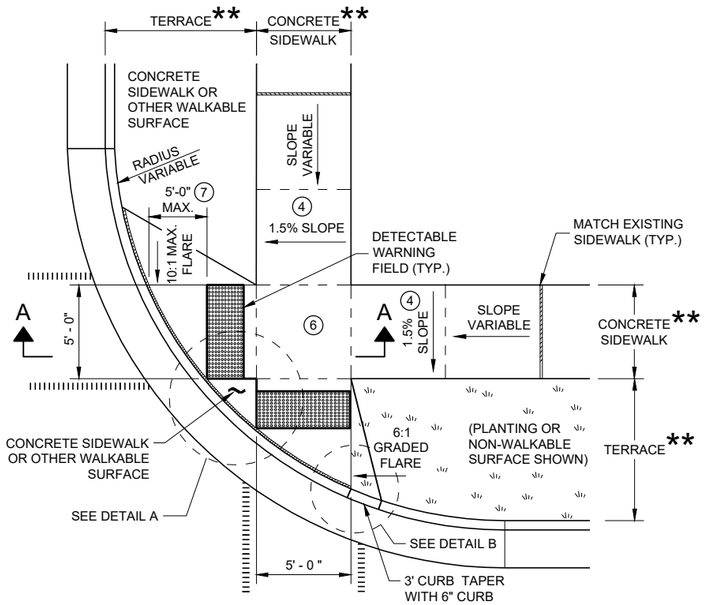
SDD 08D05 - 20a



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.

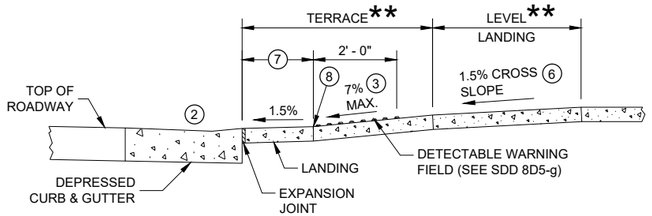
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

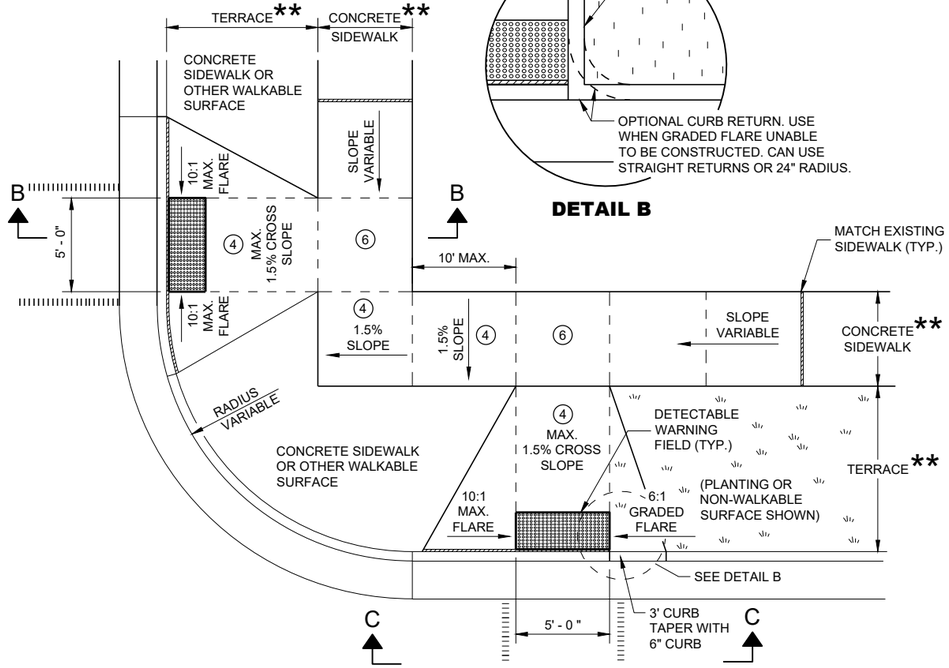
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

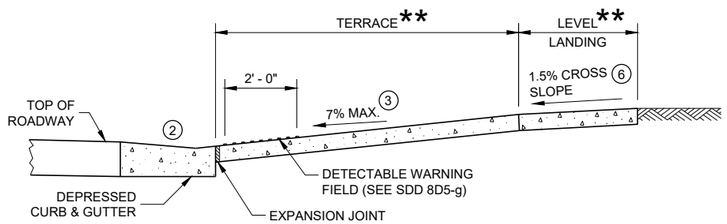
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

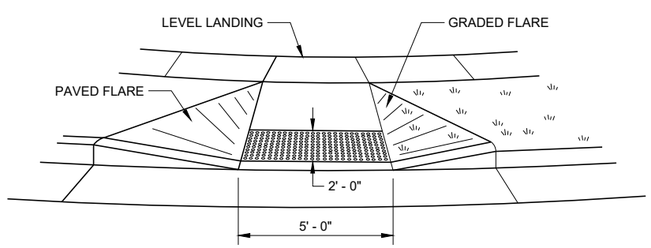
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



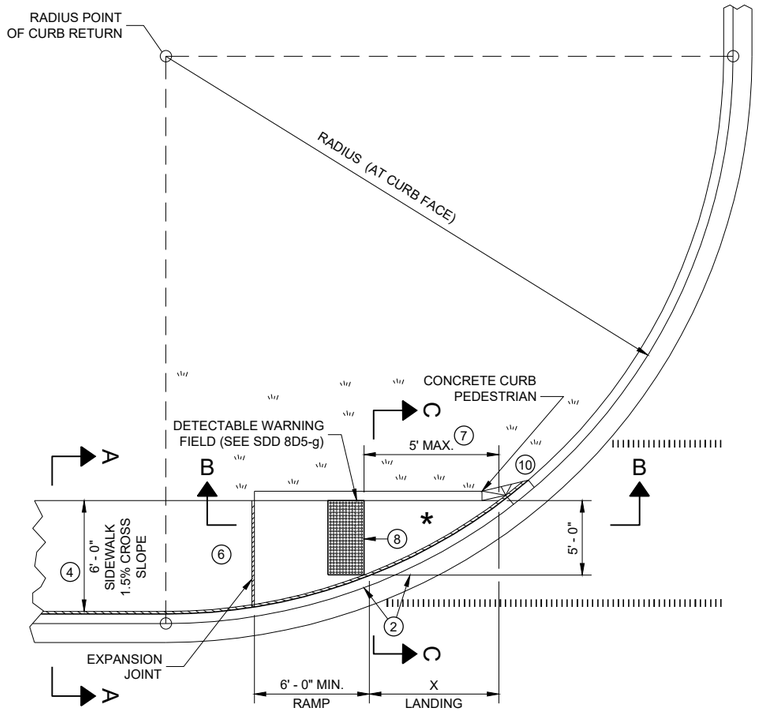
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

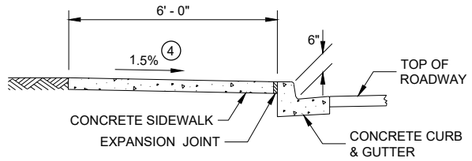


PLAN VIEW

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.

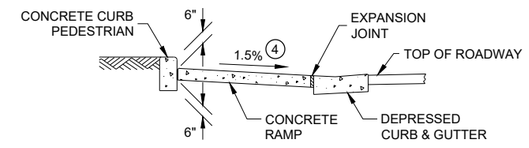
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

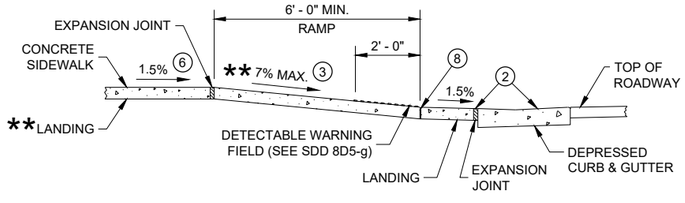
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



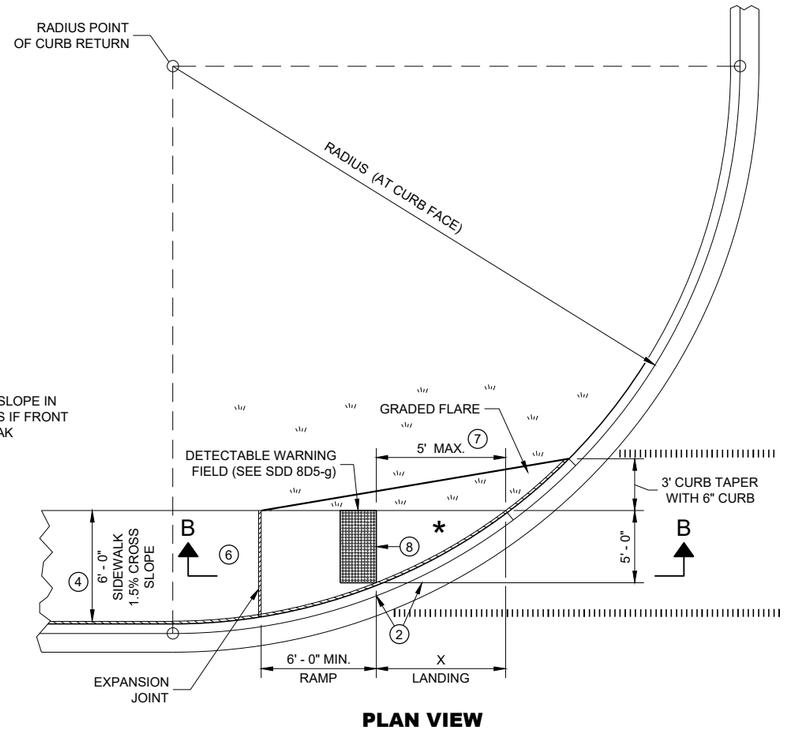
SECTION C - C FOR TYPE 4A



SECTION B - B FOR TYPE 4A AND TYPE 4A1

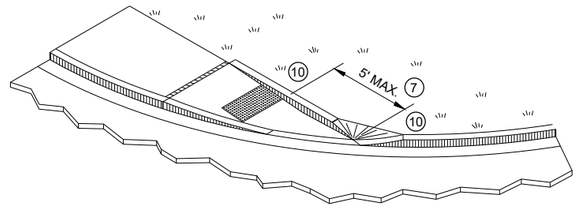
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

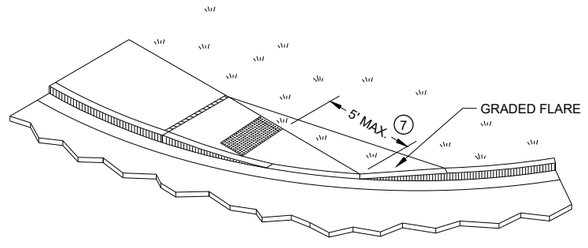


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



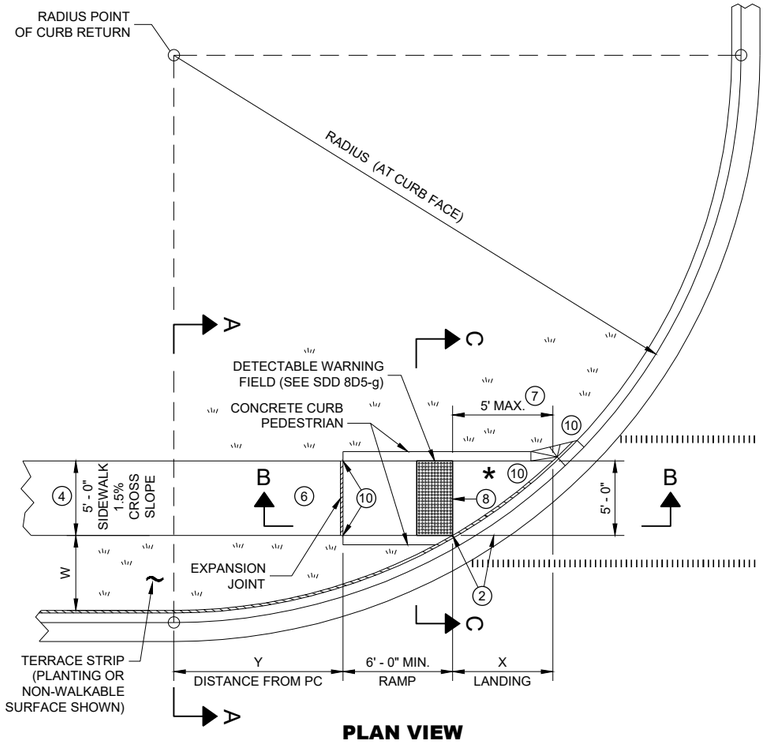
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

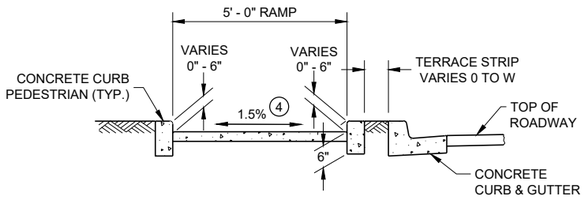


PLAN VIEW

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.

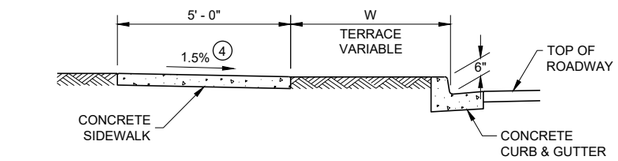
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

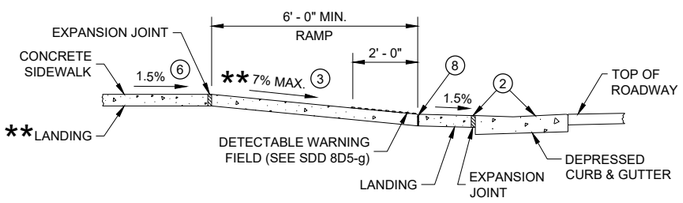
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

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



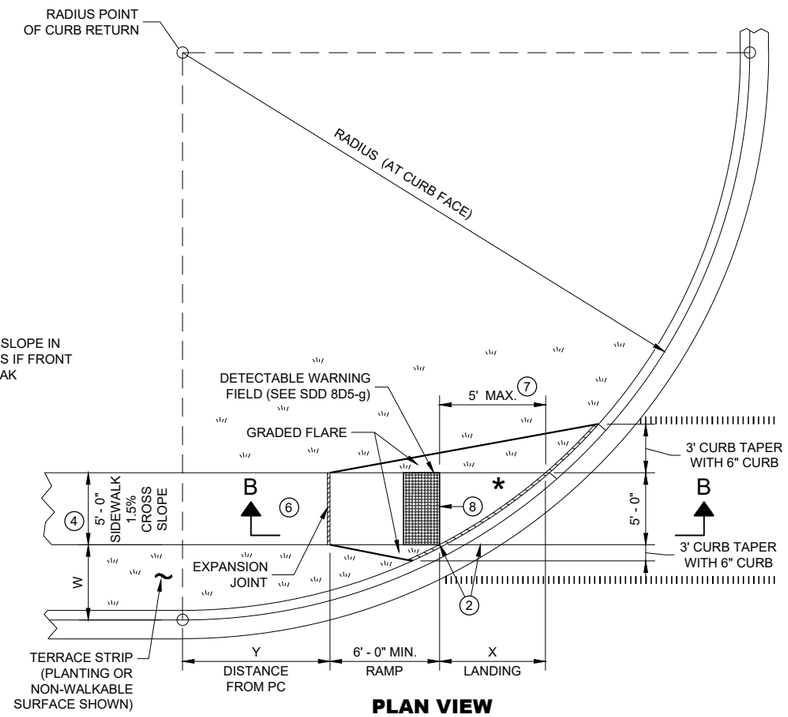
SECTION A - A FOR TYPE 4B



SECTION B - B FOR TYPE 4B AND TYPE 4B1

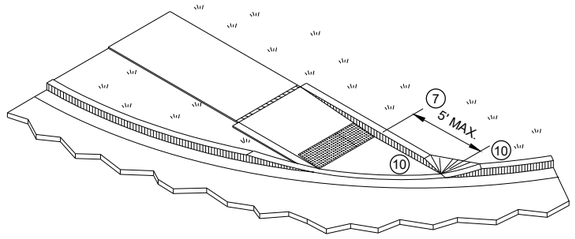
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

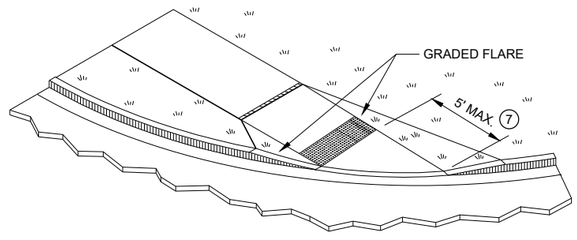


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



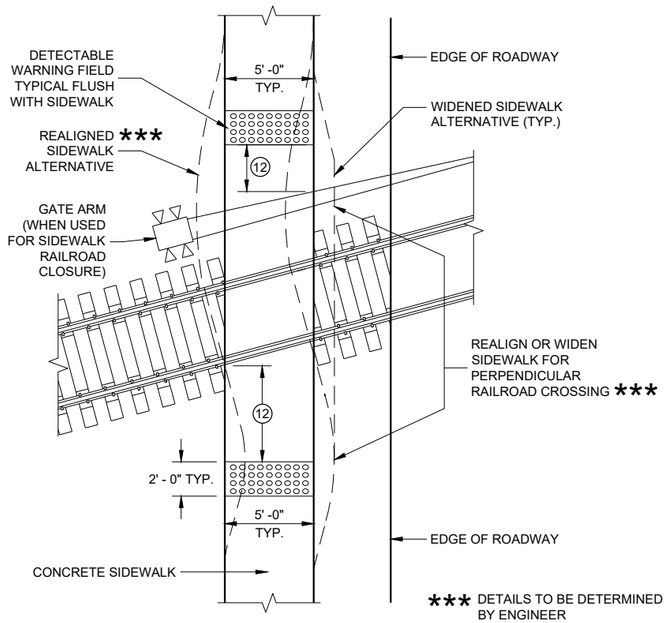
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

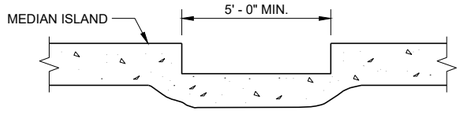
6

SDD 08D05 - 20d

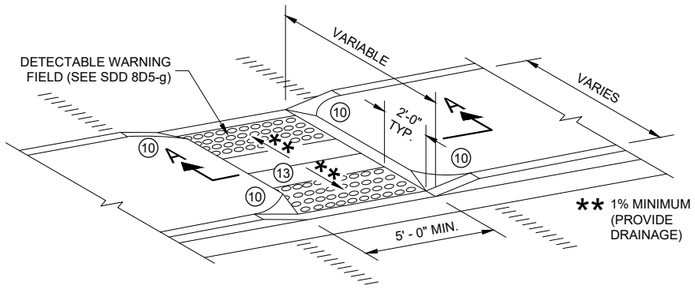


CURB RAMP TYPE 8

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.

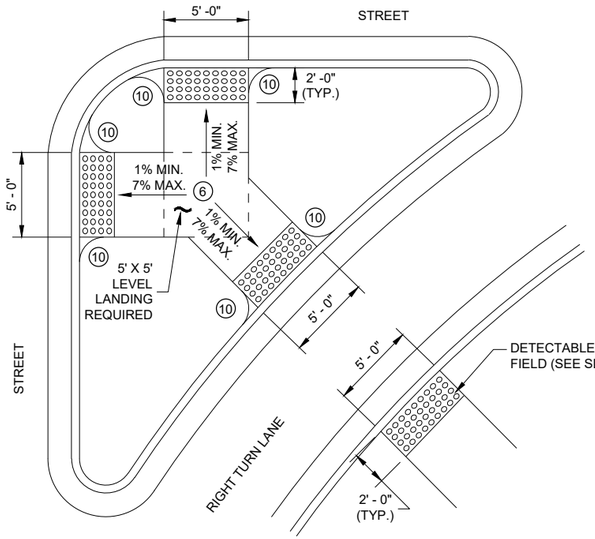
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

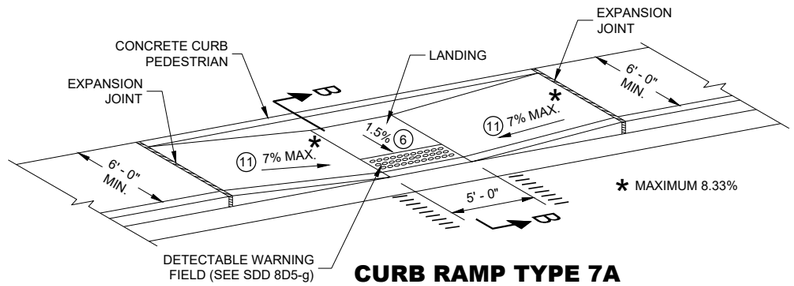
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

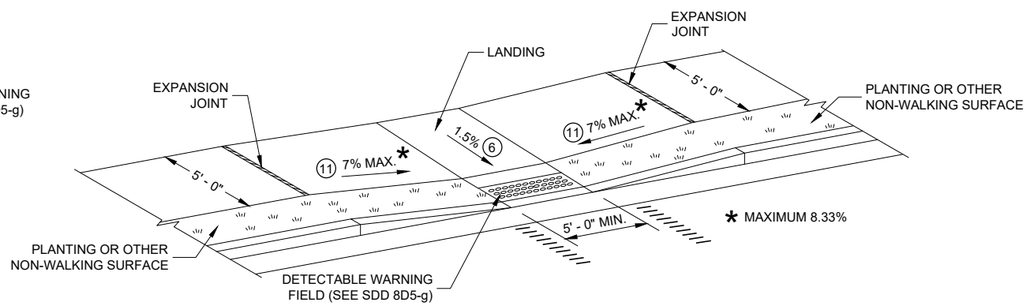
DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7A

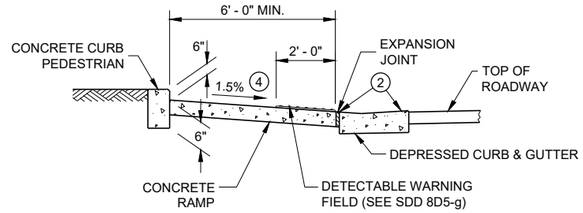
MID BLOCK CROSSING



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

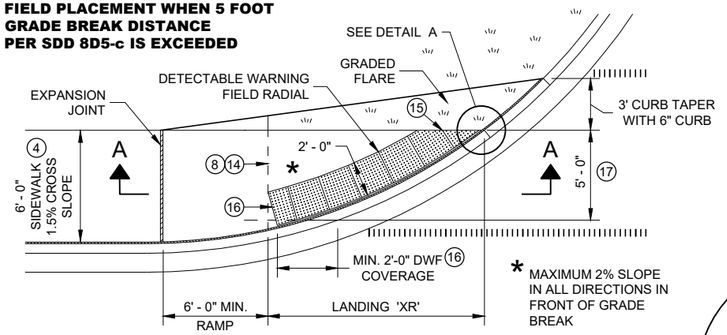
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

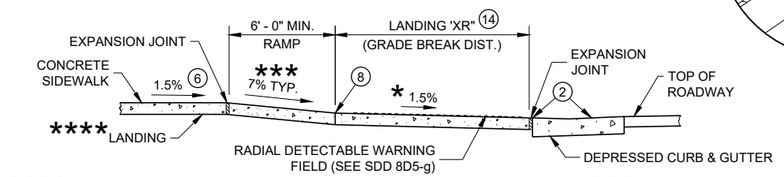
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

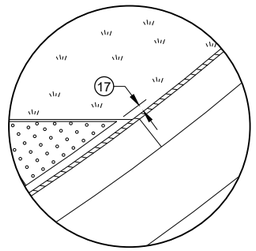
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

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.

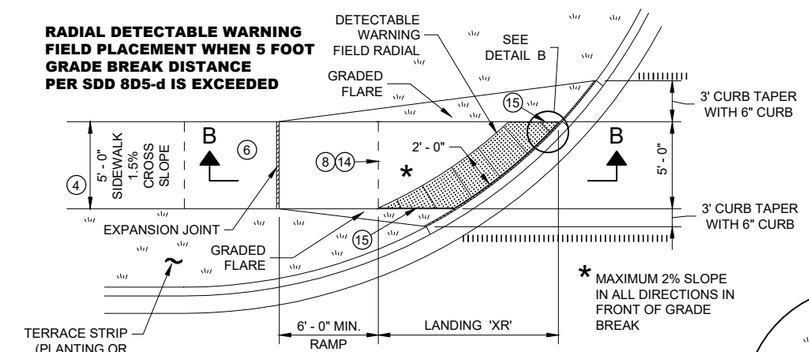
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(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.

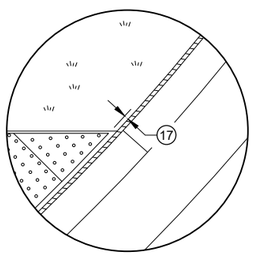
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



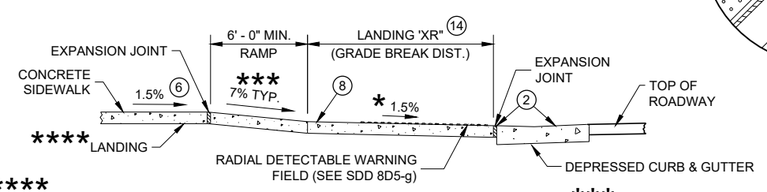
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

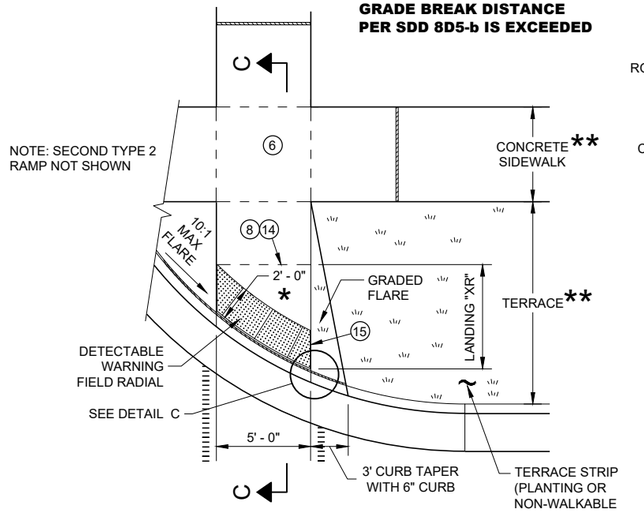


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

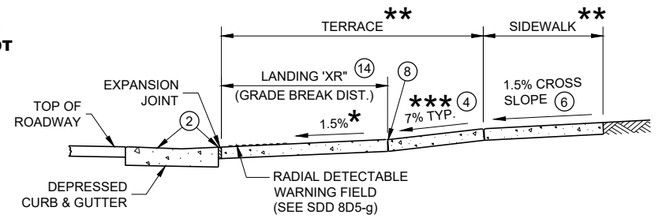


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

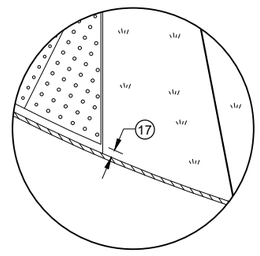


SECTION C - C FOR TYPE 2

* 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

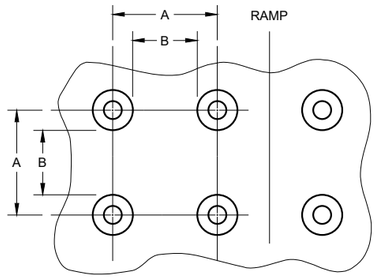
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

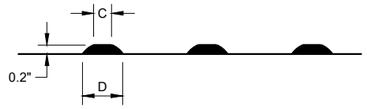
SDD 08D05 - 20f

	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.

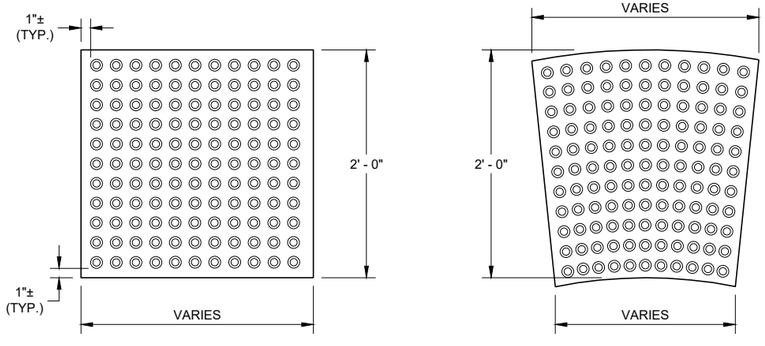


PLAN VIEW



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.

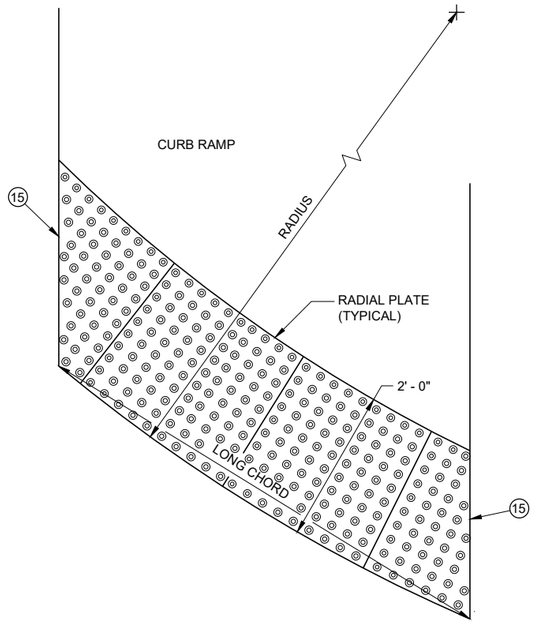
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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.

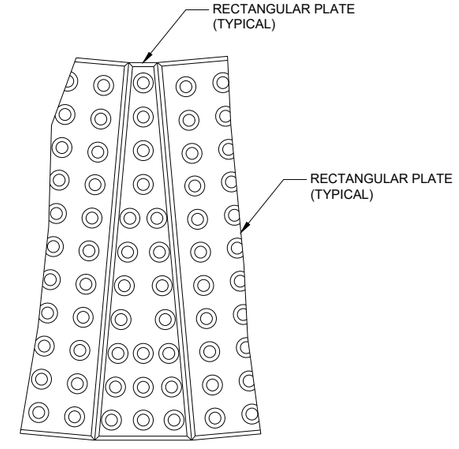
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

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

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SDD 08D05 - 20g

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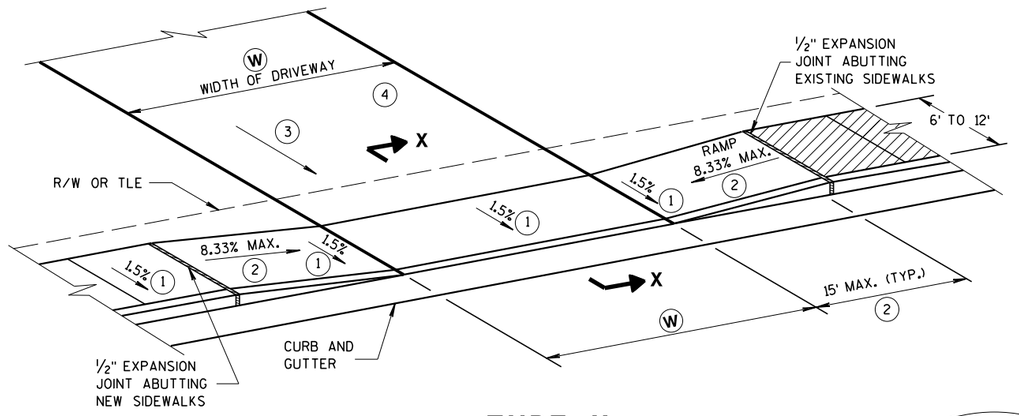
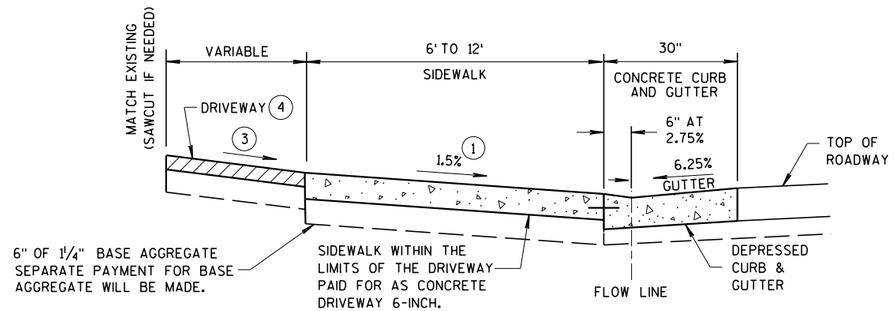
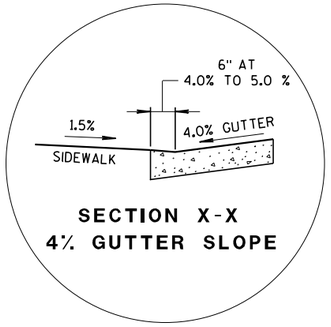
SDD 08D05 - 20g



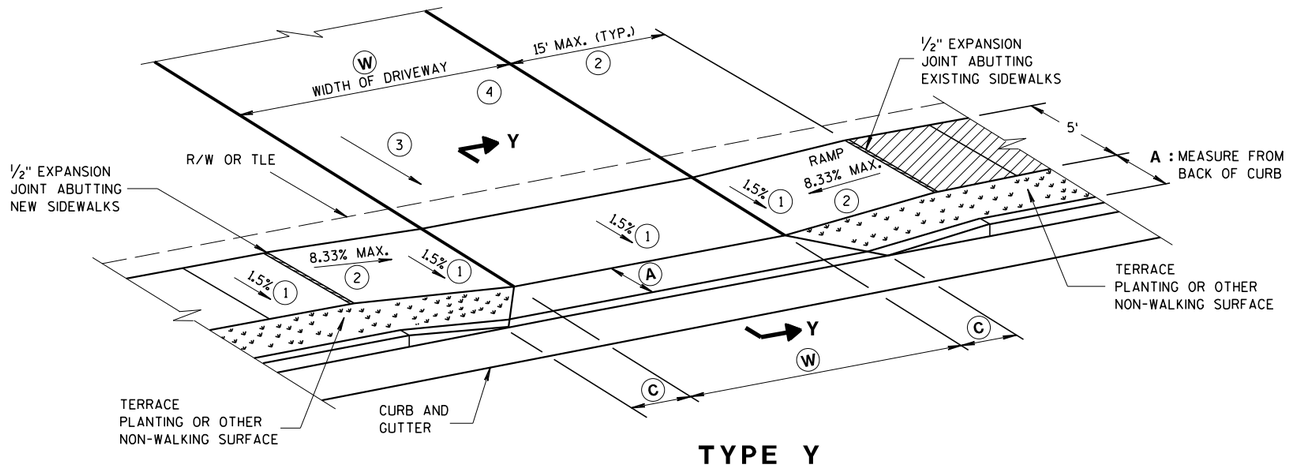
TYPE X
SIDEWALK ABUTS CURB & GUTTER
TERRACE VARIES 0 TO 3 FEET



SECTION X-X



SECTION X-X
4% GUTTER SLOPE



TYPE Y
SIDEWALK WITH NARROWER TERRACE
TERRACE VARIES 4 TO 6 FEET

(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.

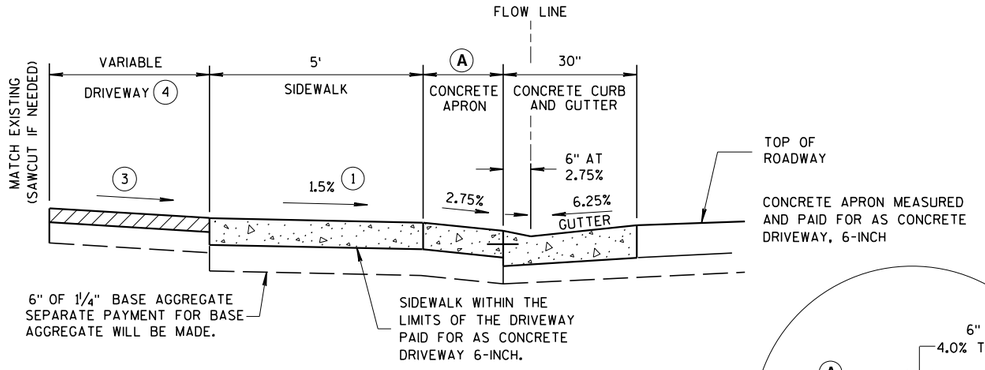
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(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. SLOPE SIDEWALK RAMP TOWARD APRON AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

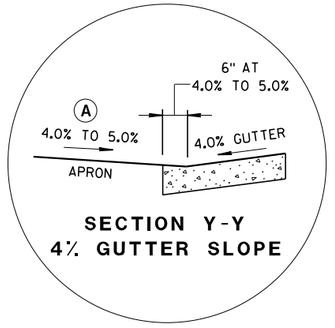
(4) DRIVEWAY TYPES
- 6-INCH CONCRETE DRIVEWAY PAVEMENT OVER 6-INCH BASE AGGREGATE
- 2-INCH TO 3-INCH ASPHALTIC SURFACE OVER 6-INCH BASE AGGREGATE
- 6-INCH BASE AGGREGATE (MAY BE INCREASED FOR CLAY SUBGRADES)



NOTE: SIDEWALK MAY BE DEPRESSED IN DRIVEWAY AREAS

SECTION Y-Y

DRIVEWAY DETAIL
WITH CONCRETE CURB & GUTTER
(URBAN AND SUBURBAN)



SECTION Y-Y
4% GUTTER SLOPE

TABLE Y

(A) FEET	(C) FEET
3.5'	2.0'
4.5'	3.0'
5.5'	3.5'

NOT TO SCALE

DRIVEWAY AND SIDEWALK RAMPS
TYPES X & Y

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 140 — UNIT SUPERVISOR
FHWA

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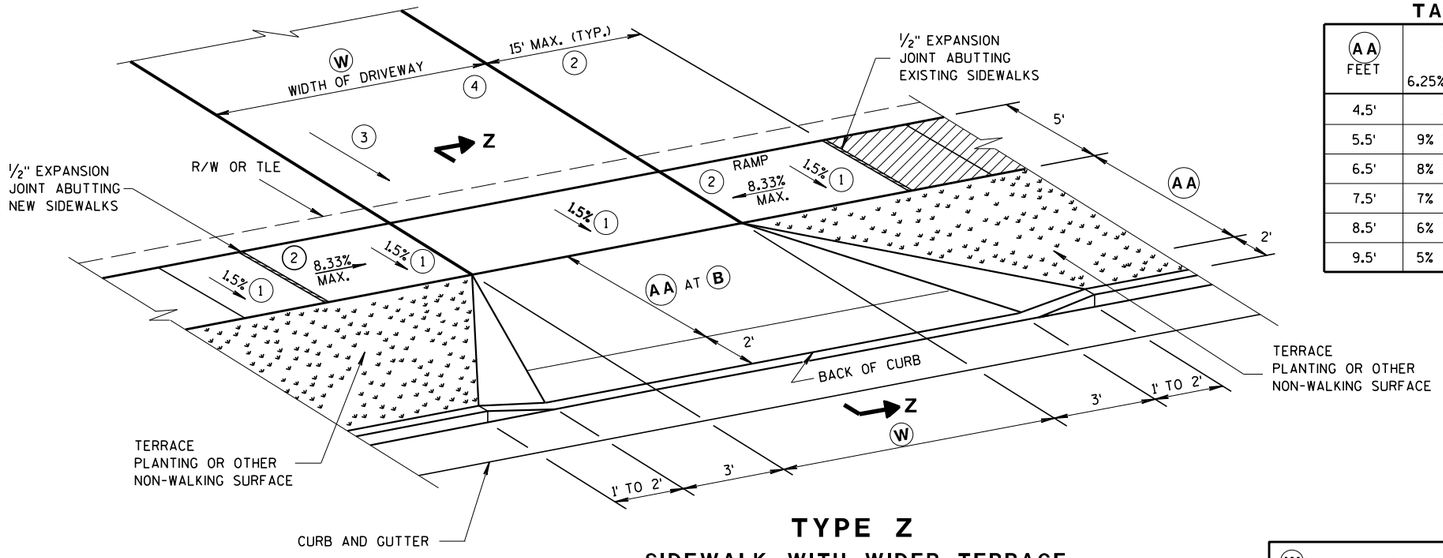
S.D.D. 8 D 18-2



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.

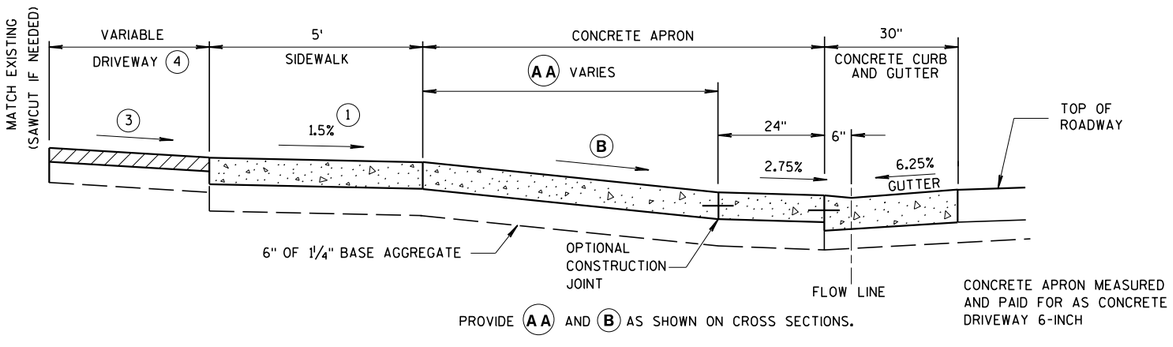
OFFSETS, ELEVATIONS, AND PERCENT GRADE ARE SHOWN ON THE CROSS SECTIONS.

(1) CONSTRUCTION TOLERANCE OF 0.5% ± FOR SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

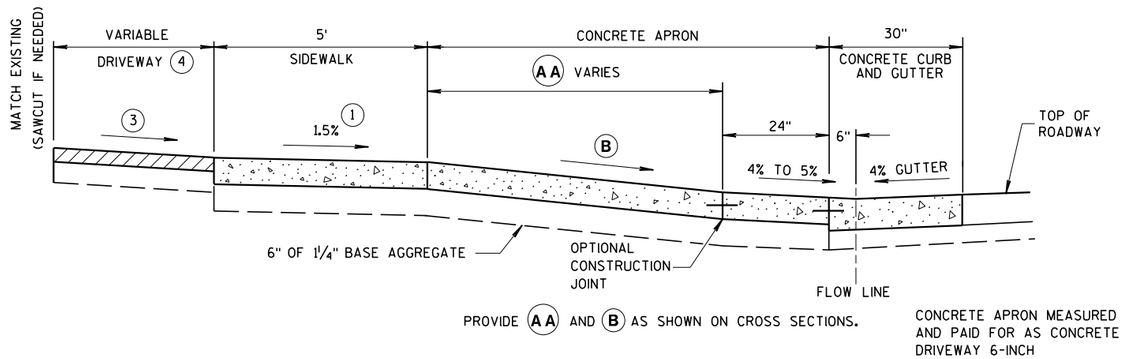
(2) THE SIDEWALK RAMP MAXIMUM RUNNING SLOPE SHALL NOT REQUIRE THE RAMP LENGTH TO EXCEED 15 FEET TO AVOID CHASING THE SLOPE INDEFINITELY WHEN CONNECTING TO STEEP GRADES. WHEN APPLYING THE 15 FOOT MAXIMUM LENGTH, THE RUNNING SLOPE OF THE SIDEWALK SHALL BE AS FLAT AS FEASIBLE AND NOT EXCEED THE LONGITUDINAL 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 DEVELOPMENT UNIT SUPERVISOR
FHWA

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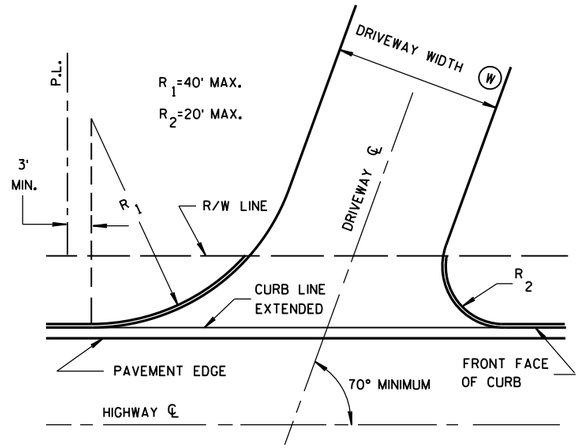
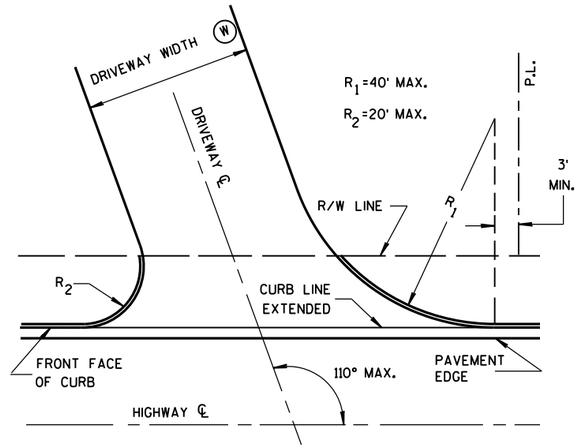
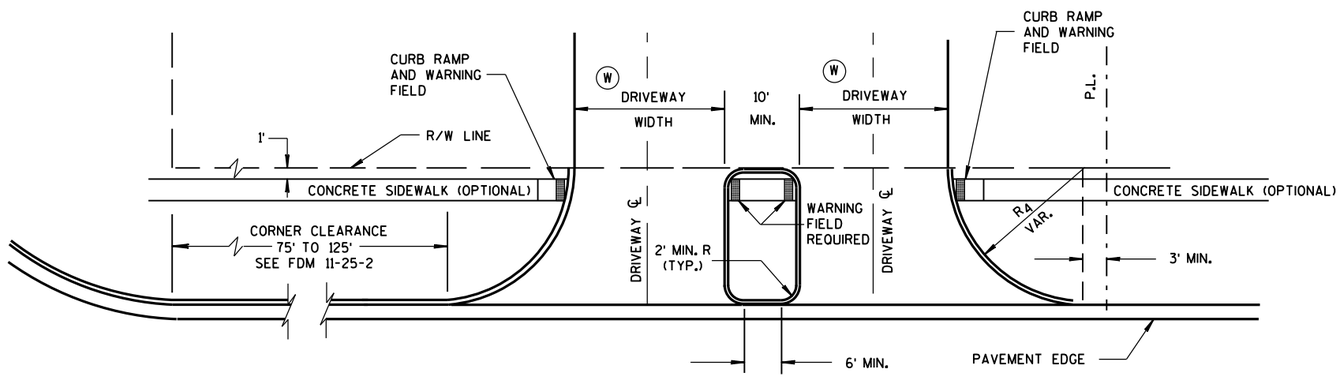




SKEWED DRIVEWAY DETAILS
(COMMERCIAL AND NON-COMMERCIAL)

SIDEWALK NOT SHOWN



DRIVEWAY LOCATION AND SPACING DETAILS

SIDEWALK SHOWN

NOTES

A MAXIMUM RADIUS OF 10 FEET SHALL BE USED FOR NON-COMMERCIAL PRIVATE ENTRANCES. RADII FOR COMMERCIAL DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER BASED ON TRAFFIC AND DRIVEWAY PERMIT RESTRICTIONS.

THE MINIMUM ANGLE OF INTERSECTION BETWEEN THE DRIVEWAY AND HIGHWAY CENTERLINES SHALL BE 70°.

ALL CURVILINEAR PRIVATE ENTRANCE OUTLINES SHALL BE CONTAINED WITHIN THE HIGHWAY R/W.

NO DRIVEWAY SHALL BE BUILT WITHIN 3 FEET OF THE PROPERTY LINE EXCEPT FOR EXISTING JOINT DRIVEWAY SHARED BY TWO OWNERS.

Ⓦ DRIVEWAY WIDTHS:

COMMERCIAL - 35' MAX., 16' MIN.

RESIDENTIAL AND NON-COMMERCIAL - 24' MAX., 12' MIN.

DRIVEWAYS WITH CURB & GUTTER RETURNS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December, 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
ENT
FHWA

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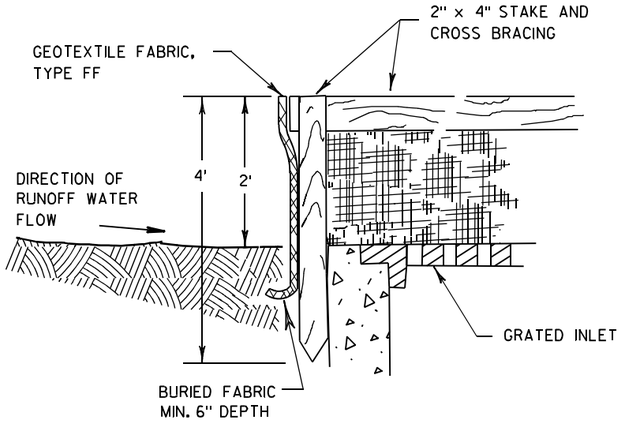
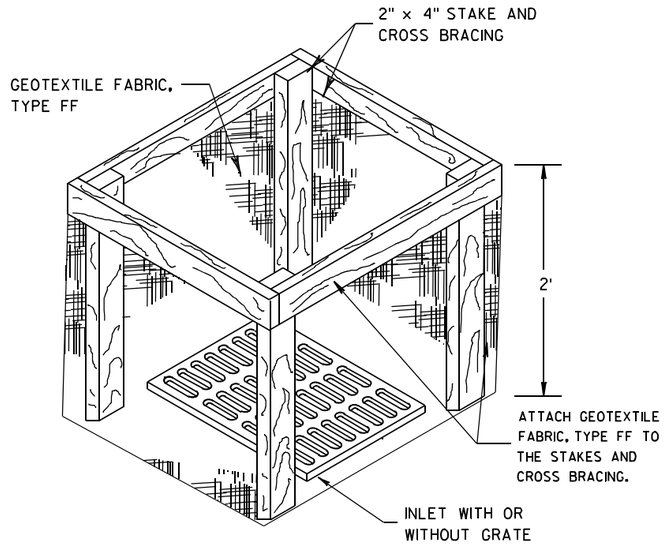
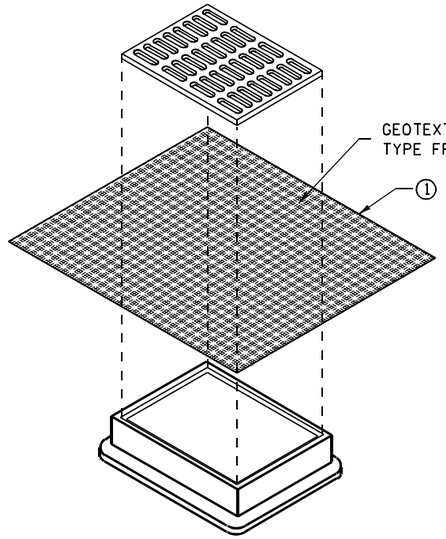


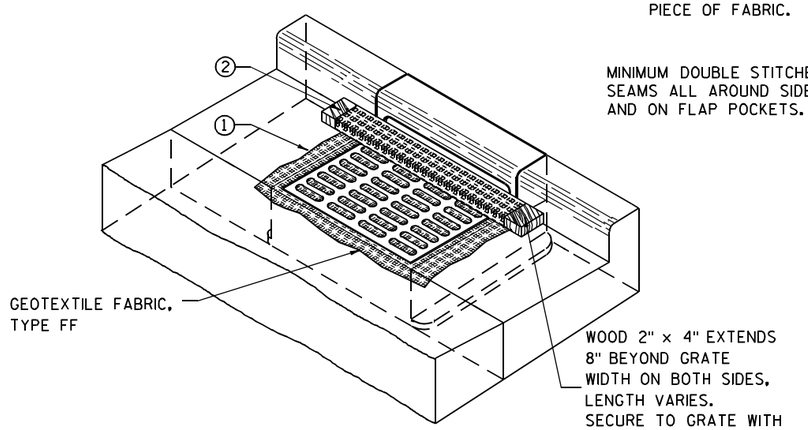


INLET PROTECTION, TYPE A

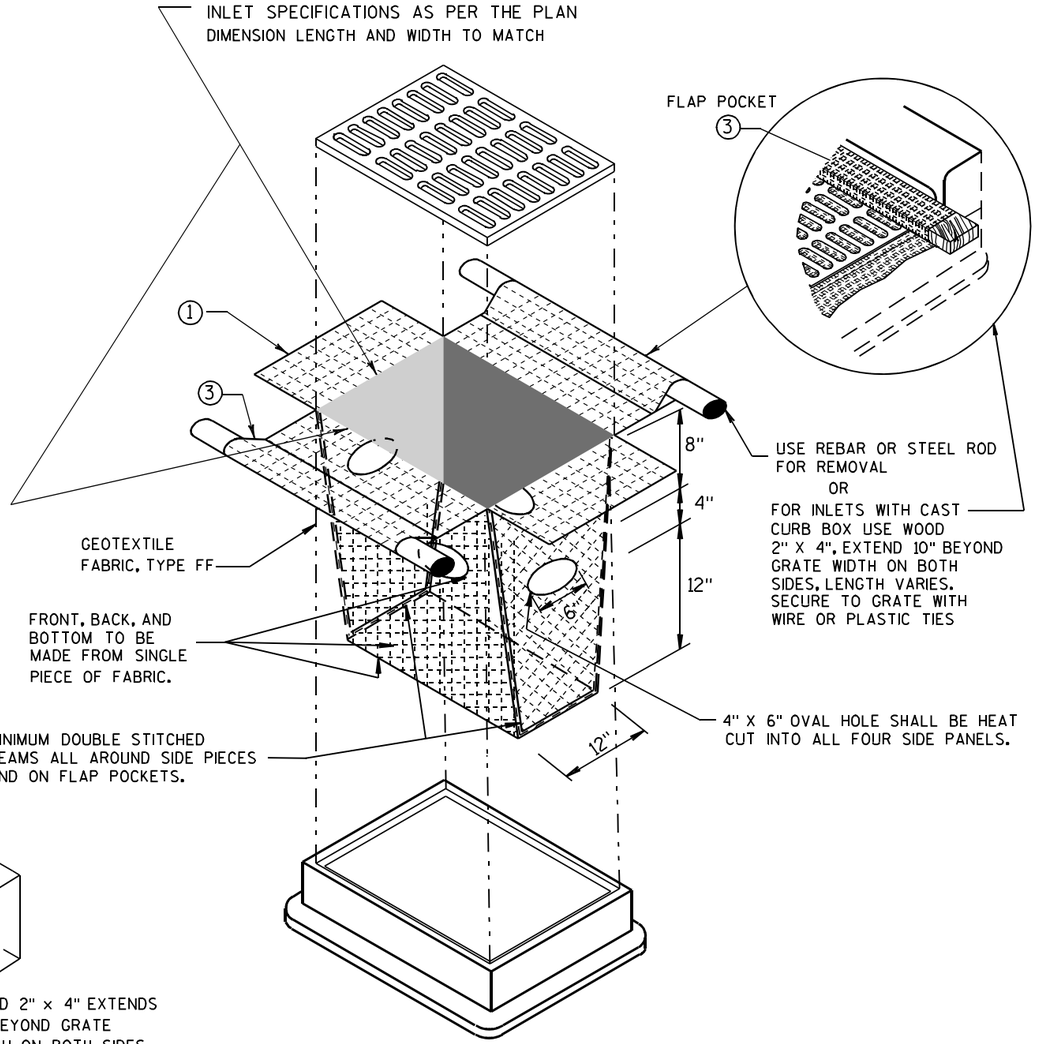


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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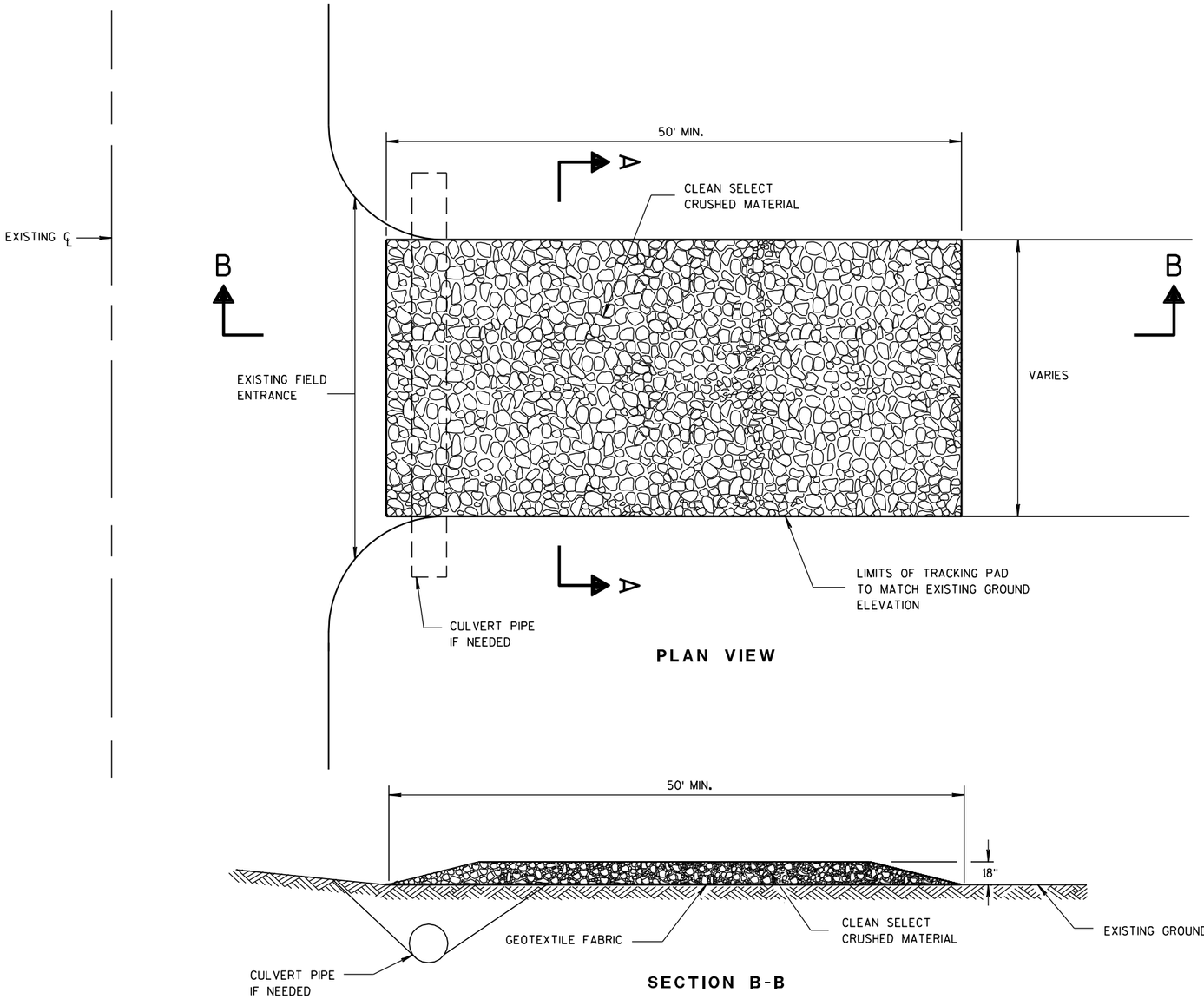


PLAN VIEW

SECTION B-B

GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

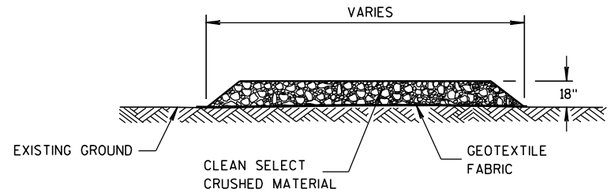
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A-A

TRACKING PAD

TRACKING PAD	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3/24/2011 DATE FHWA	/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER

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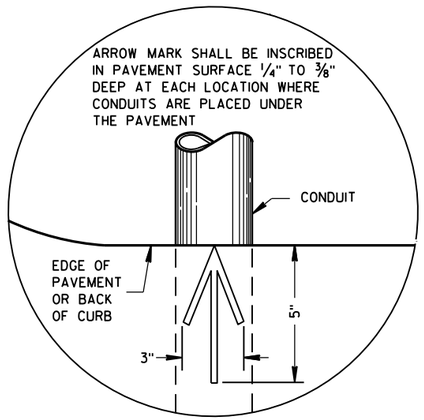
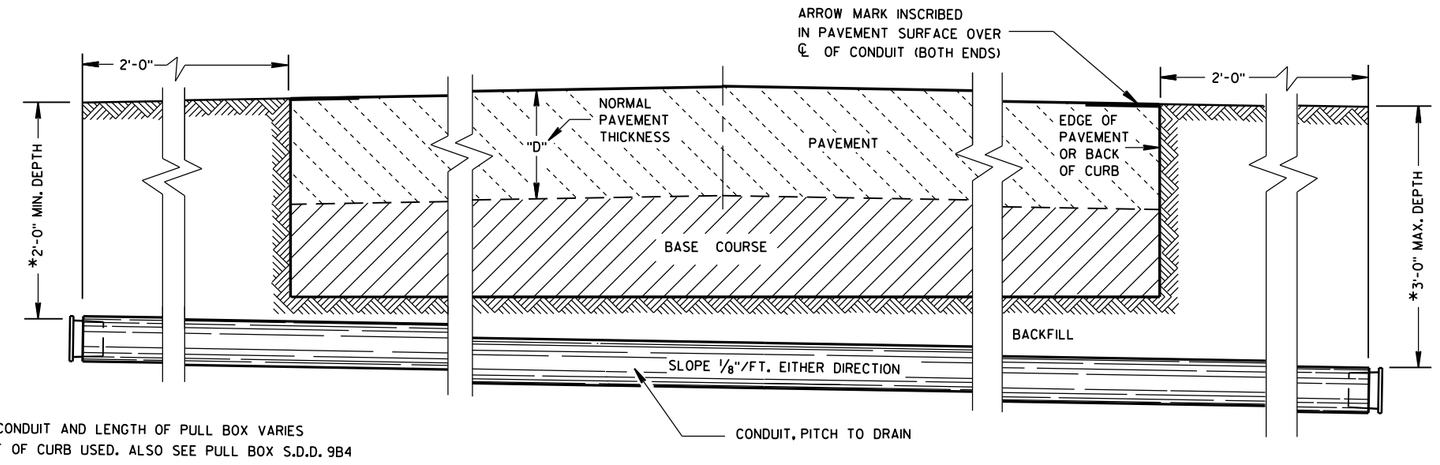


PLAN VIEW

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

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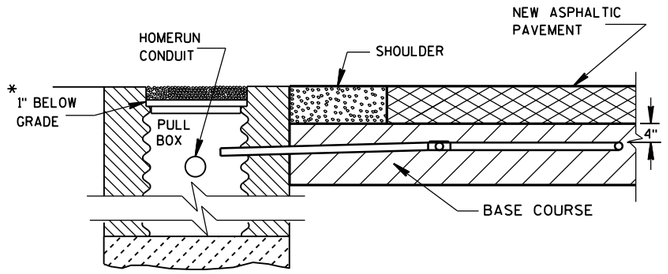
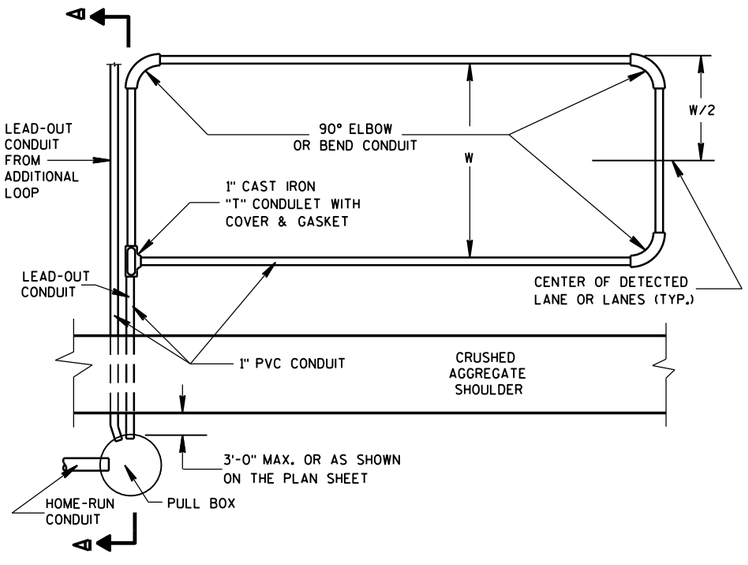


SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP INSTALLATION DETAIL

*RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD-OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

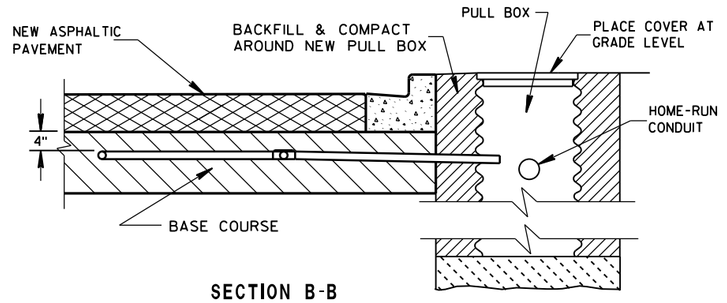
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP DUCT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

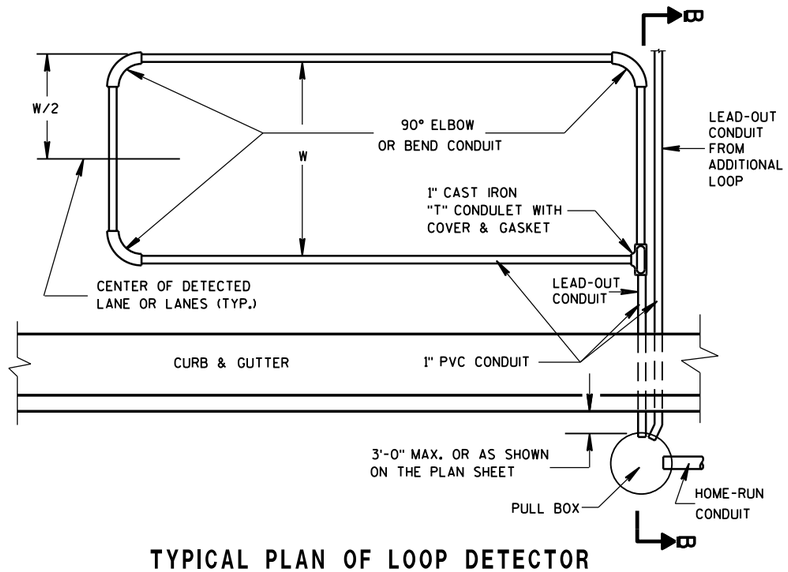
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL



TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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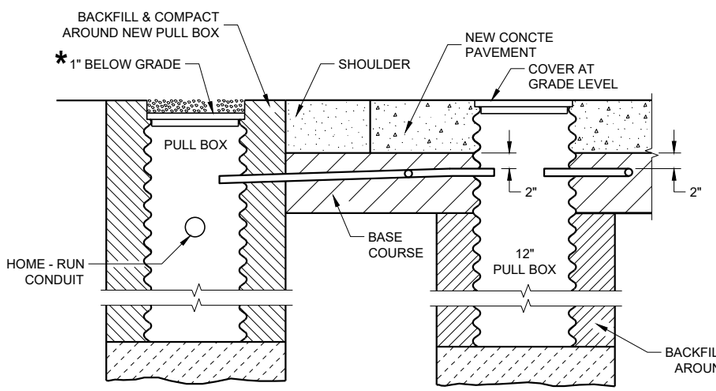
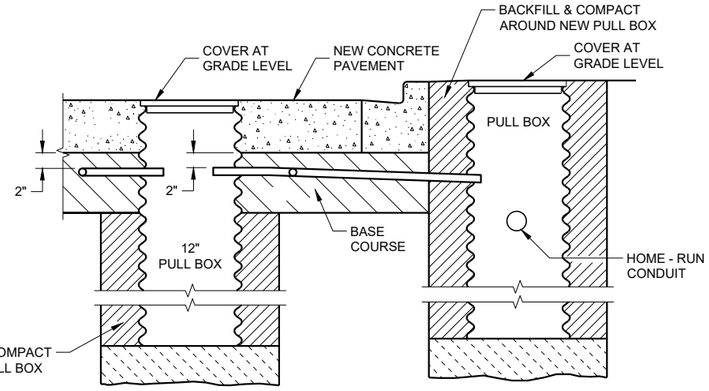


SECTION A - A
NO CURB AND GUTTER

LOOP DETECTOR INSTALLATION DETAIL



SECTION B - B
CURB AND GUTTER

LOOP DETECTOR 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.

GENERAL NOTES

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

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

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 READING 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.

ANY PVC LEADOUT CONDUIT CONTAINING MORE THAN ONE TWISTED PAIR OF LOOP LEAD WIRE SHALL BE 2".

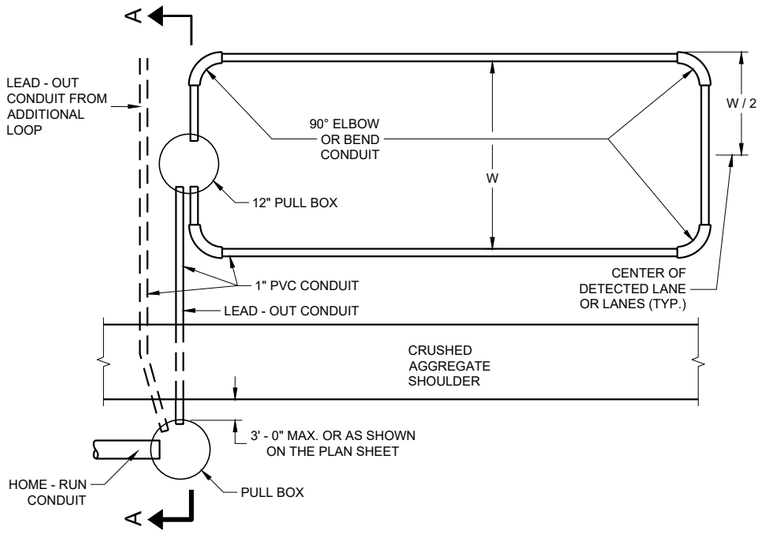
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

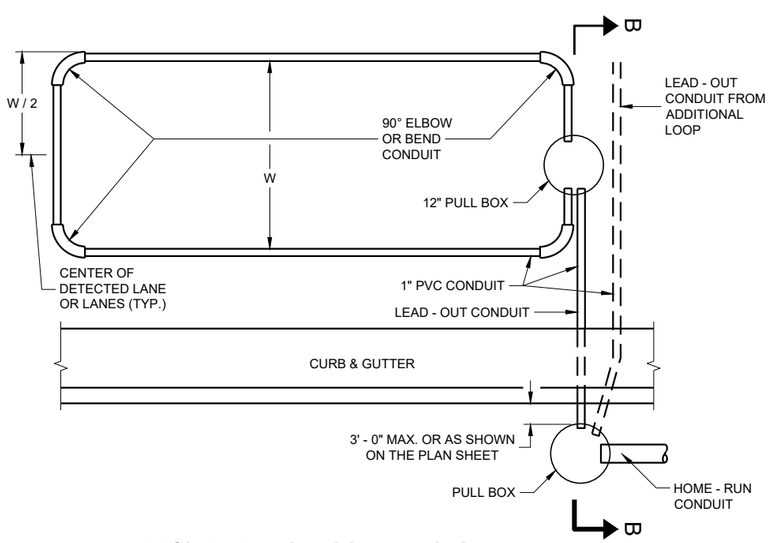
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, INTO THE PULL BOX IN THE PAVEMENT, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT, CONDULET, PULL BOX SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW CONCRETE PAVEMENT IS POURED.

12" PULL BOXES IN PAVEMENT SHALL BE CORRUGATED STEEL ONLY.



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX



TYPICAL PLAN OF LOOP DETECTOR
WITH 12" PULLBOX

LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW CONCRETE PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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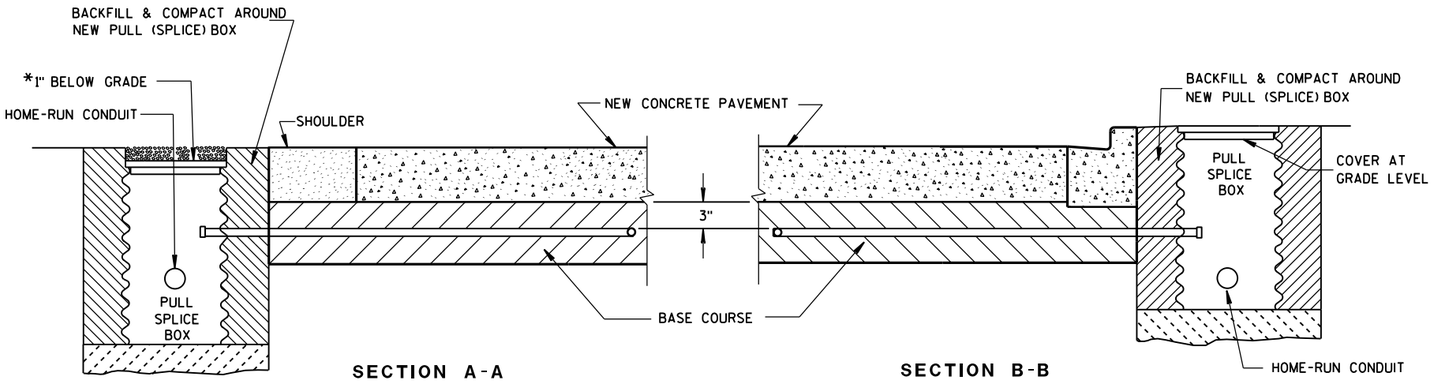
SDD 09F09 - 05



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.

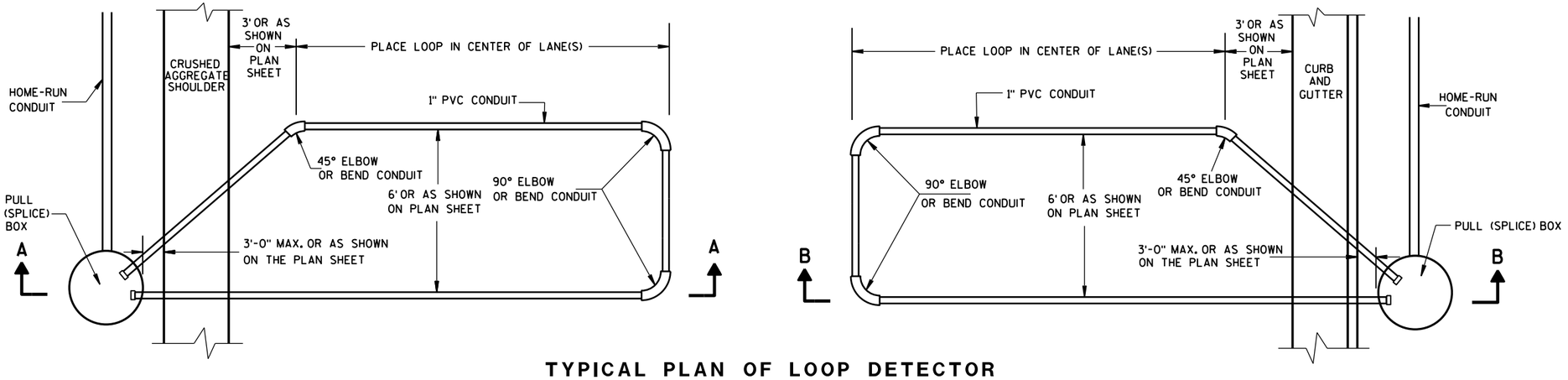
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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-SPLICE CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT 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 18" OR 24" PULL (SPLICE) BOX

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 F 15-4a

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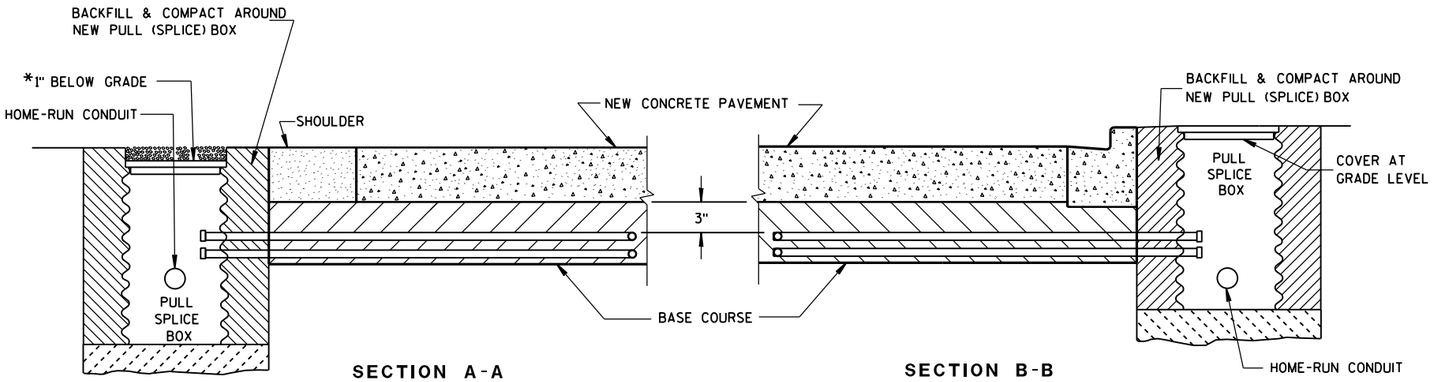
S.D.D. 9 F 15-4a



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.

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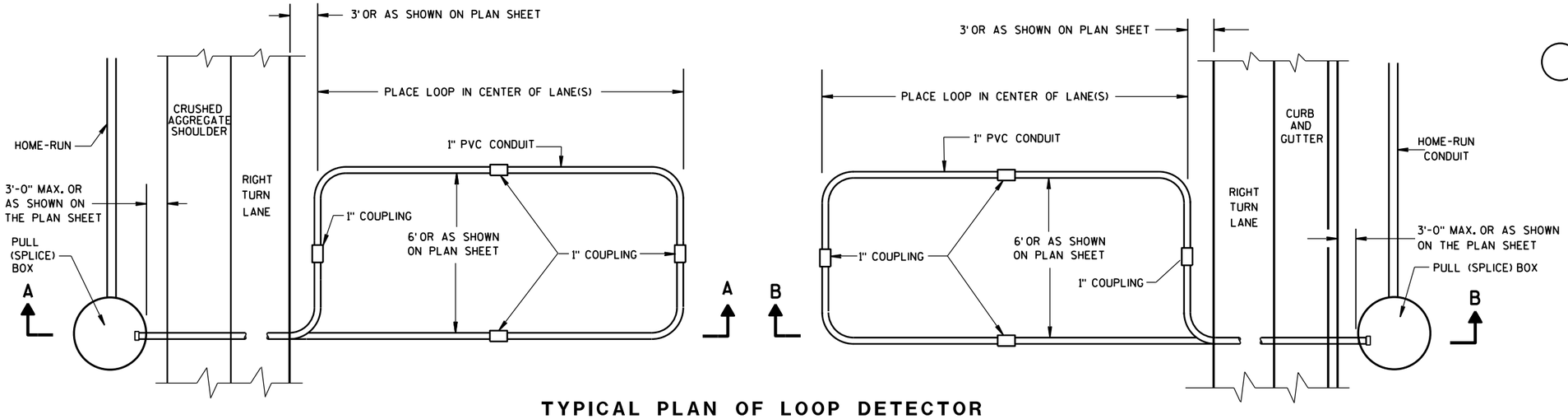
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPLICE) BOXES AT THE SIDE OF THE ROAD.

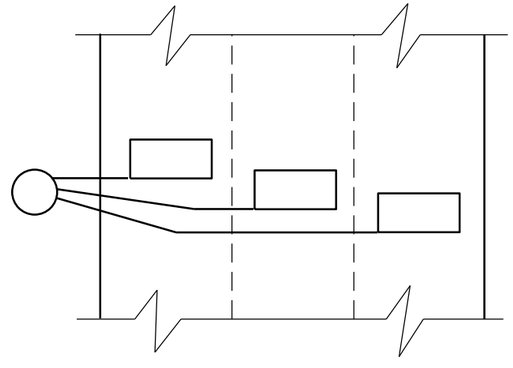
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

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S.D.D. 9 F 15-4b

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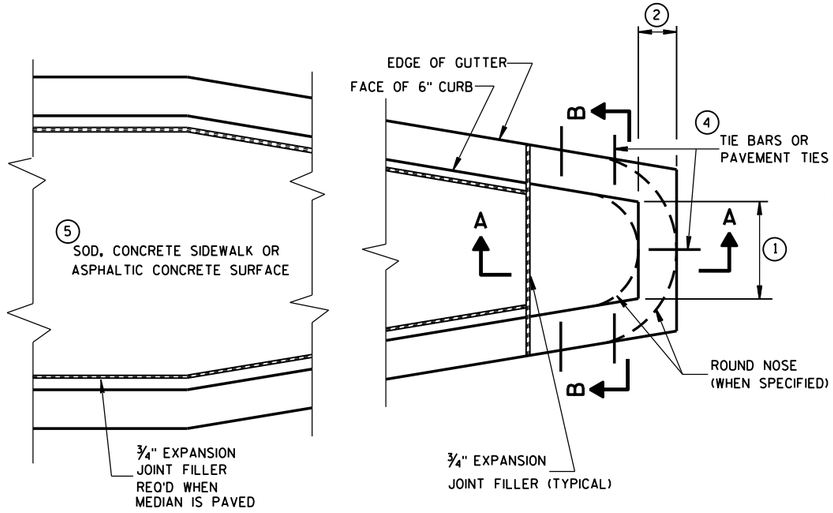
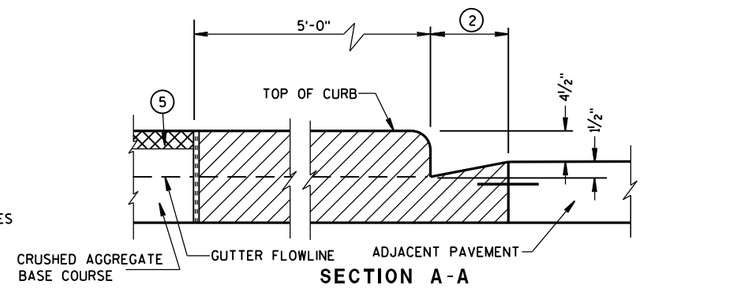
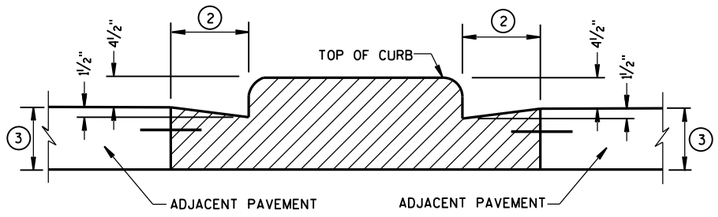






CONCRETE MEDIAN BLUNT NOSE DETAIL

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.

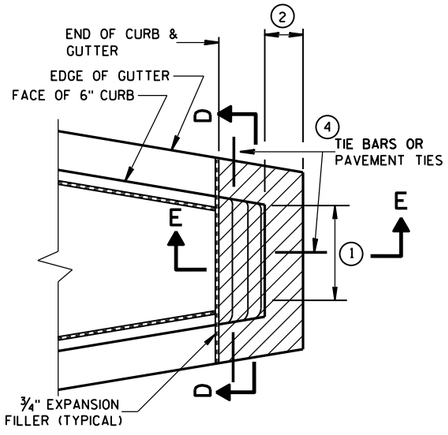
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

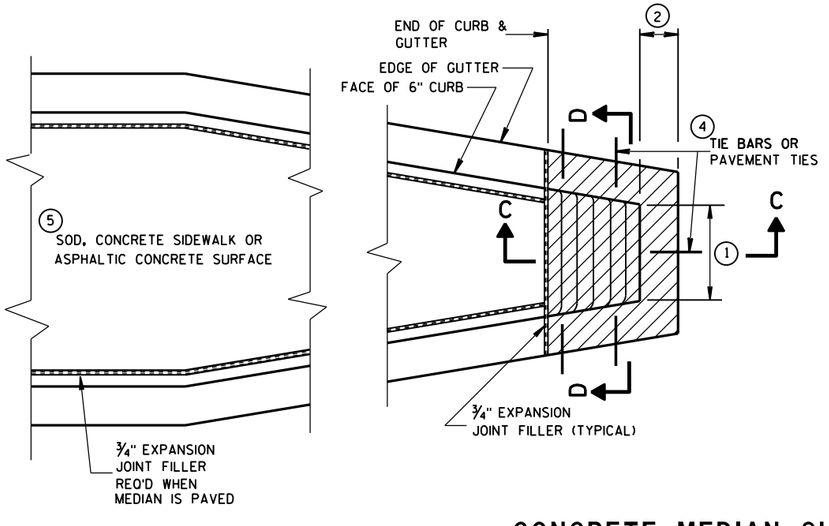
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

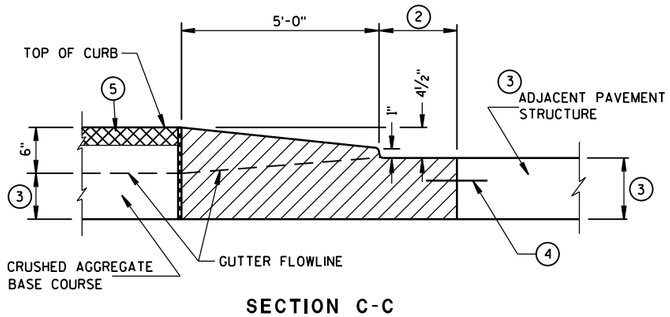
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

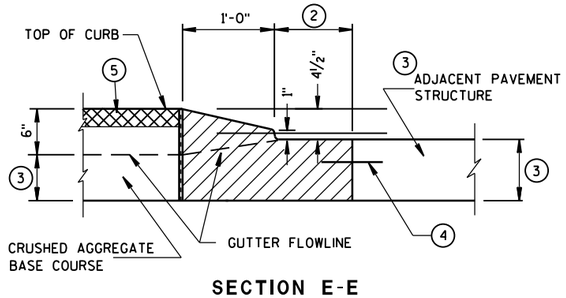
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



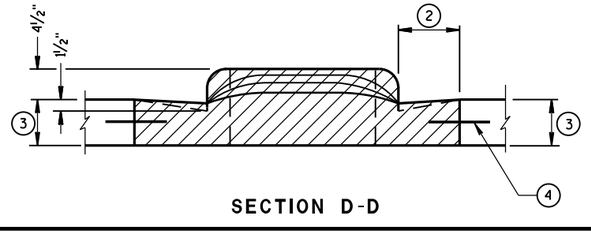






CONCRETE MEDIAN SLOPED NOSE TYPE 1

CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

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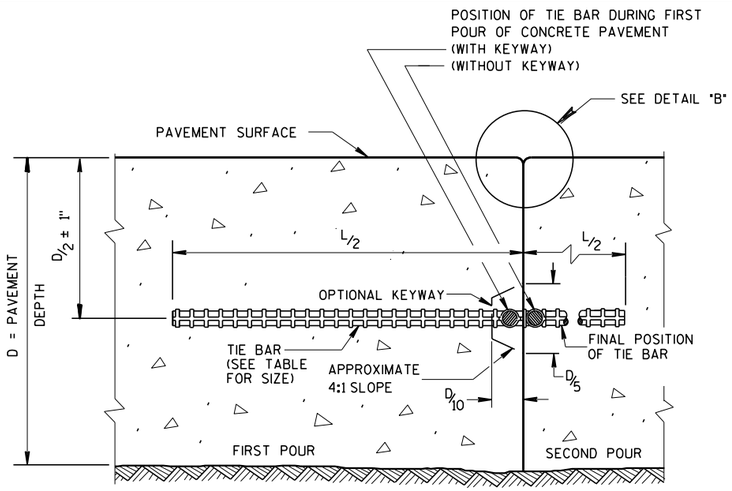
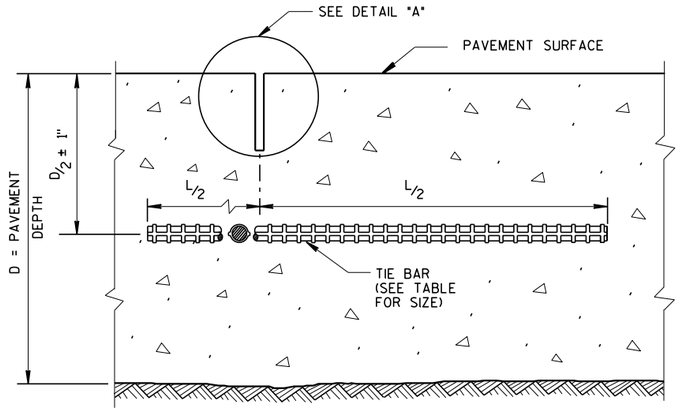


CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
March 2018 DATE	/S/ Peter Kemp PAVEMENT SUPE
FHWA	

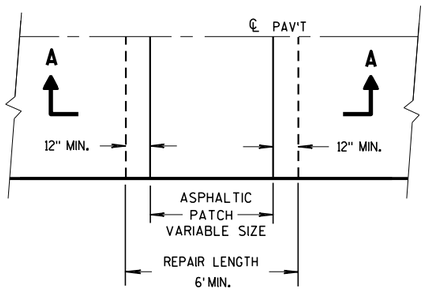
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

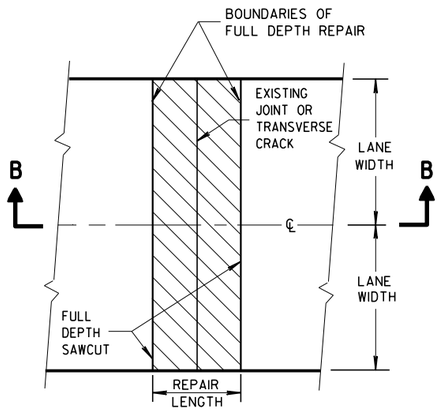
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

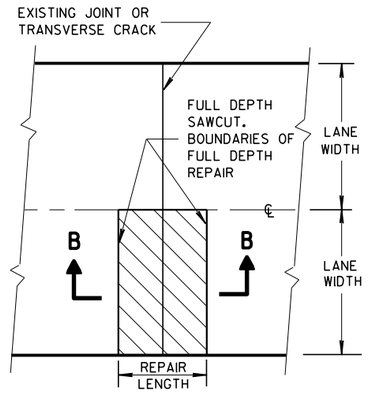
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

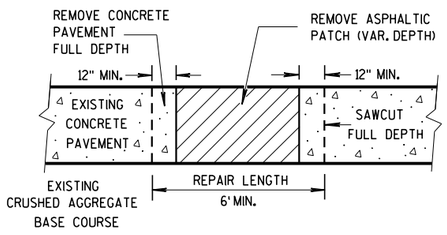


PLAN VIEW
(DOUBLE LANE REPAIR)



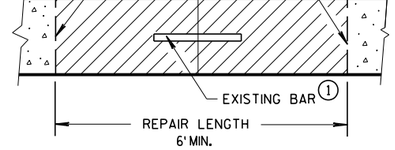
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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S.D.D. 13 C 9-15a

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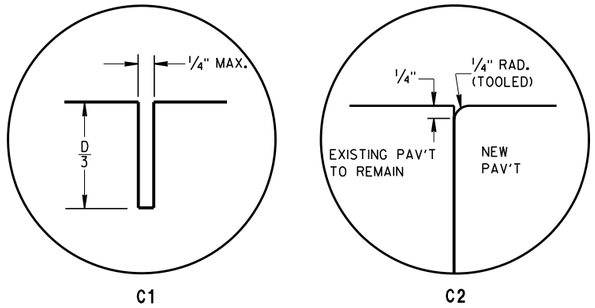
S.D.D. 13 C 9-15a



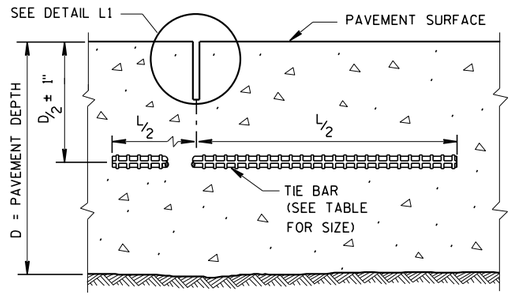
TRANSVERSE JOINTS

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

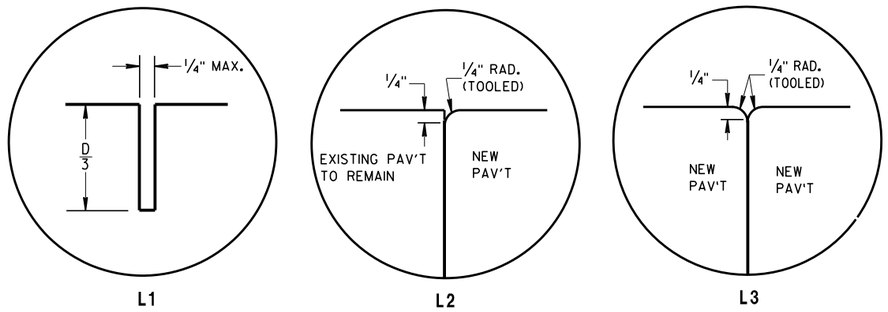
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

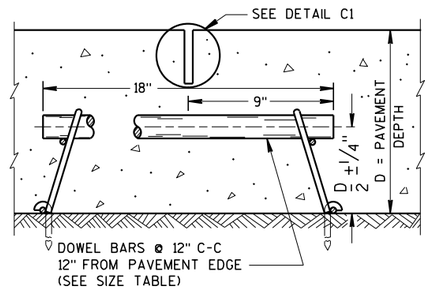
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

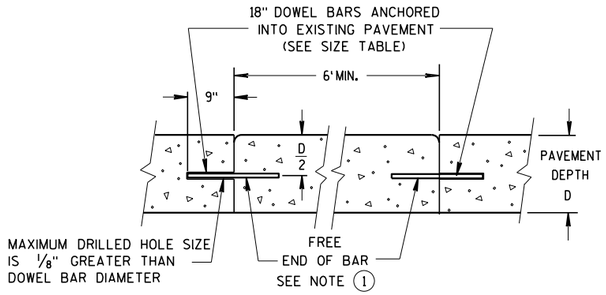


LONGITUDINAL JOINTS

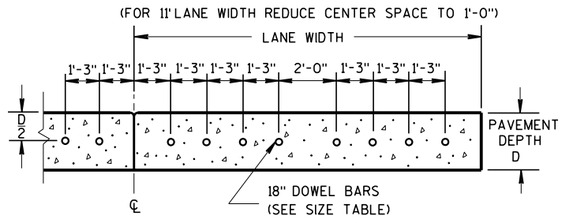


SECTION F-F

CONTRACTION JOINT



SECTION D-D

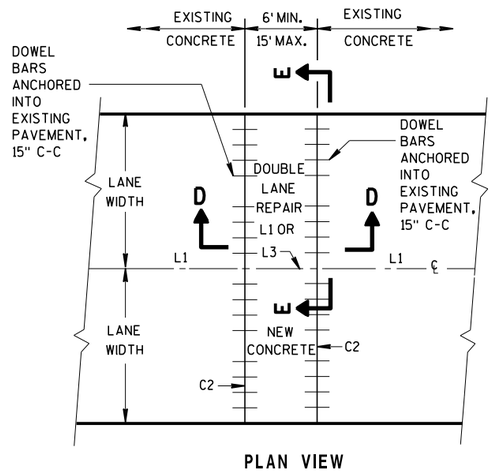


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

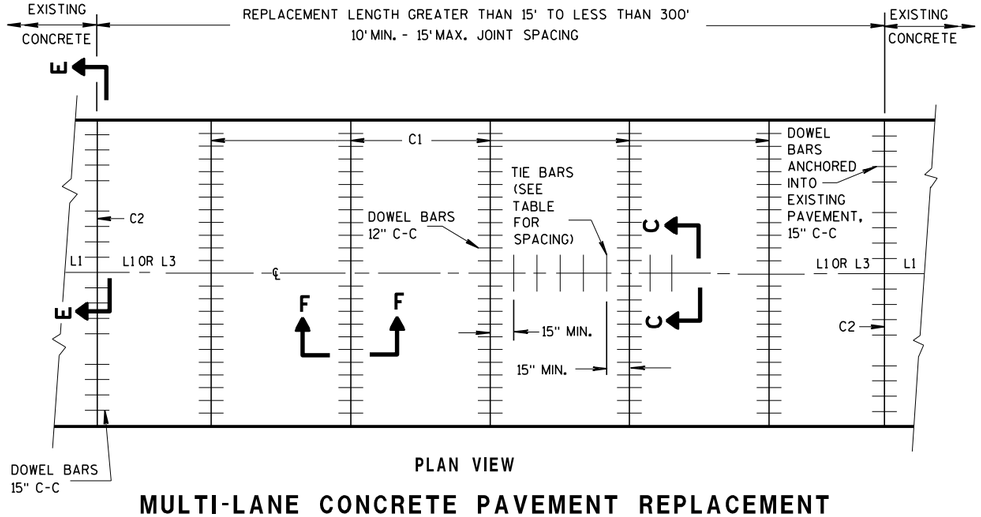
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

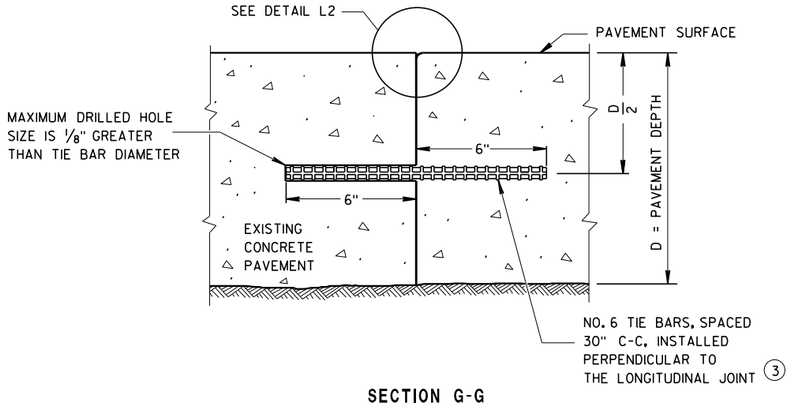
MULTI-LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT



SECTION G-G

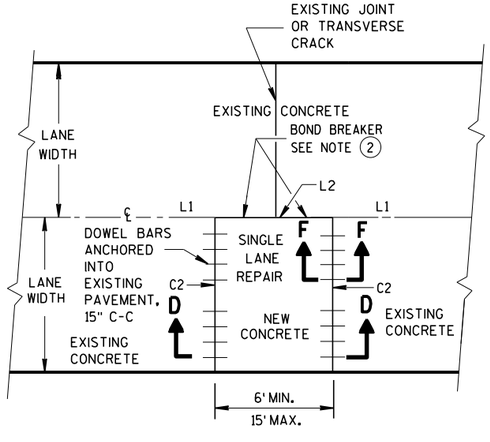
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

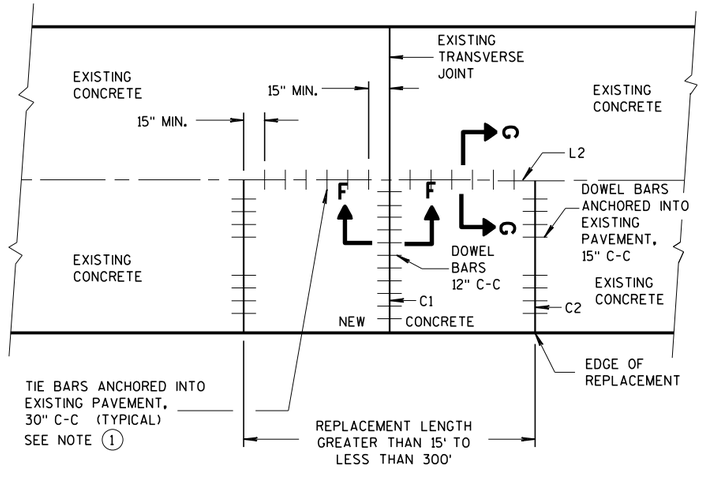
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Ken... — PAVEMENT SUPE...
FHWA

6
S.D.D. 13 C 9-15c

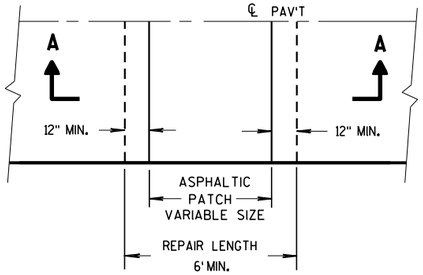
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

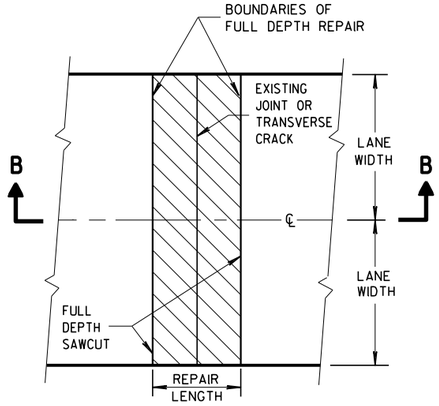
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

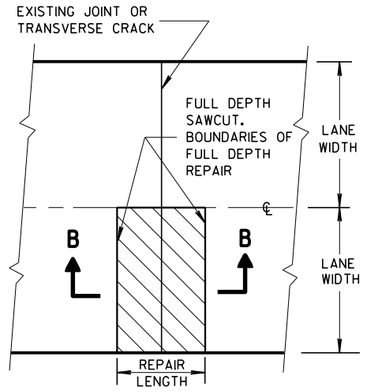
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

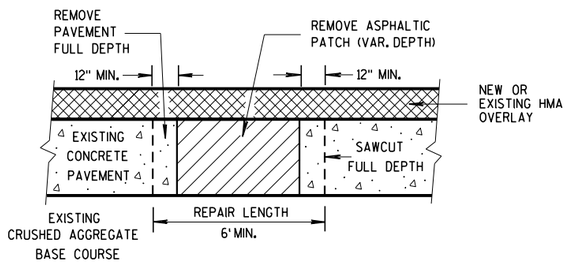


PLAN VIEW
(DOUBLE LANE REPAIR)



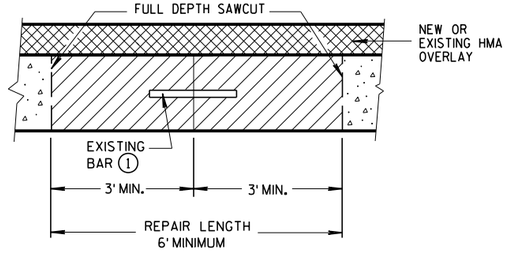
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

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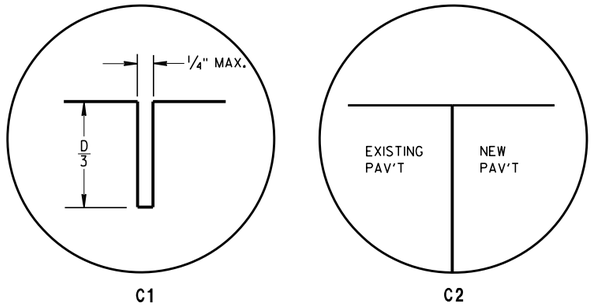
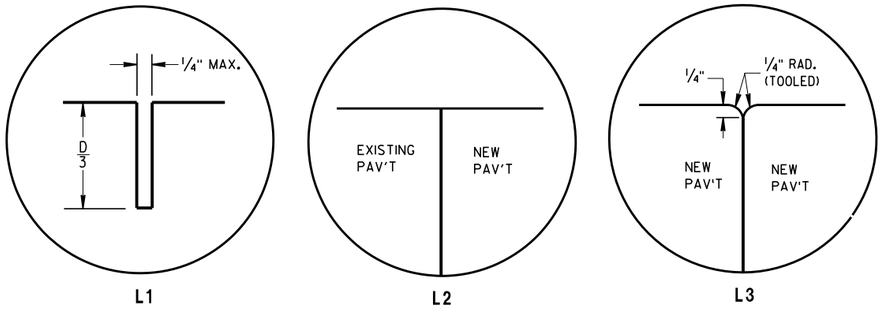
S.D.D. 13 C 14-7a

S.D.D. 13 C 14-7a

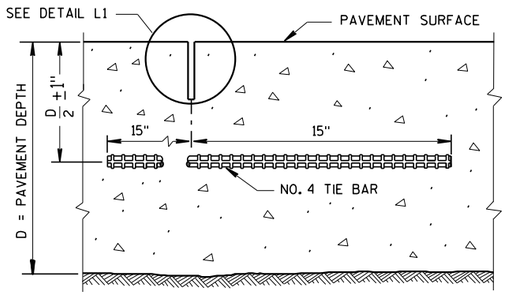
BASE PATCHING CONCRETE



TRANSVERSE JOINTS

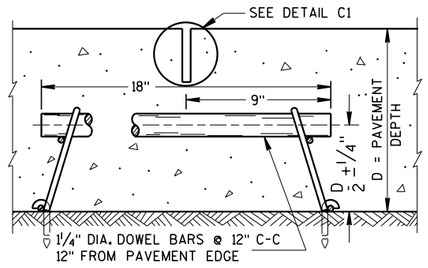


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

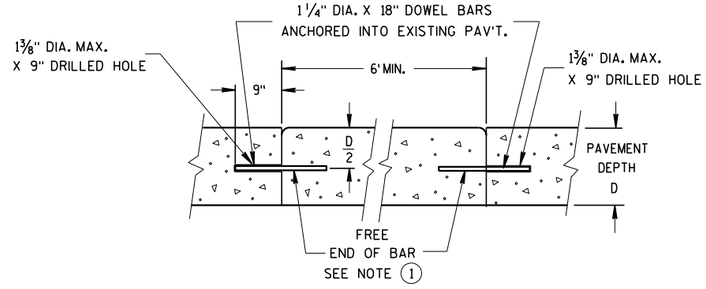
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

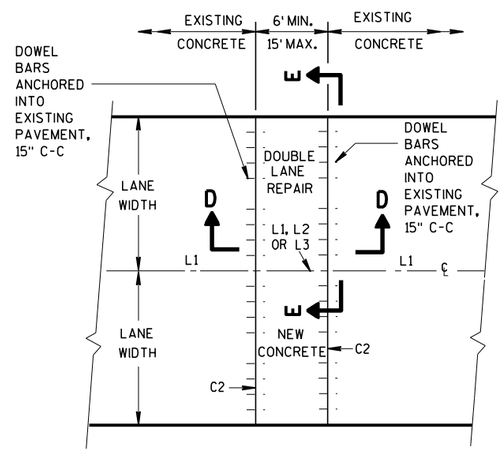
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

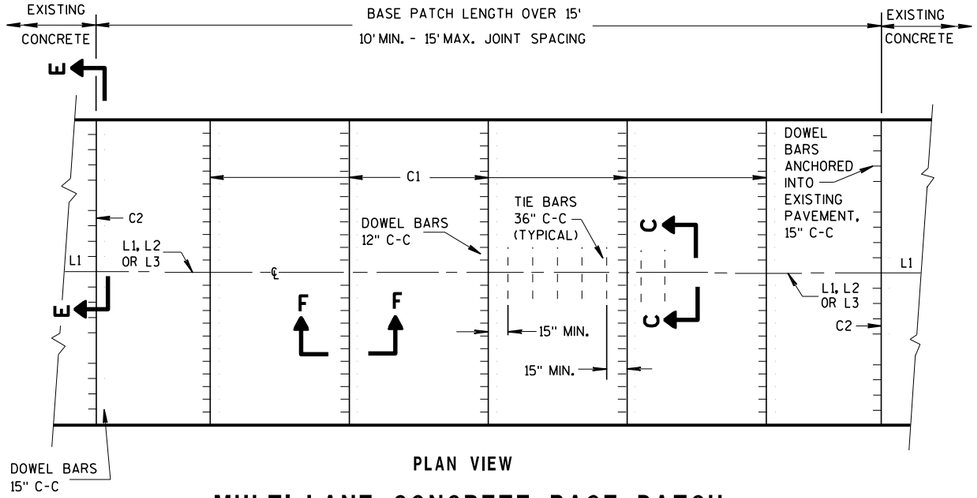


SECTION D-D



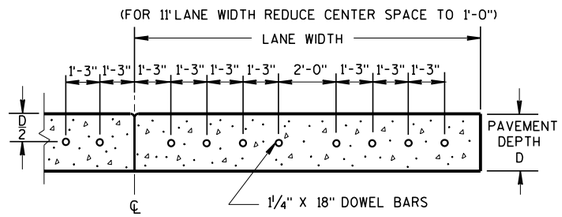
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

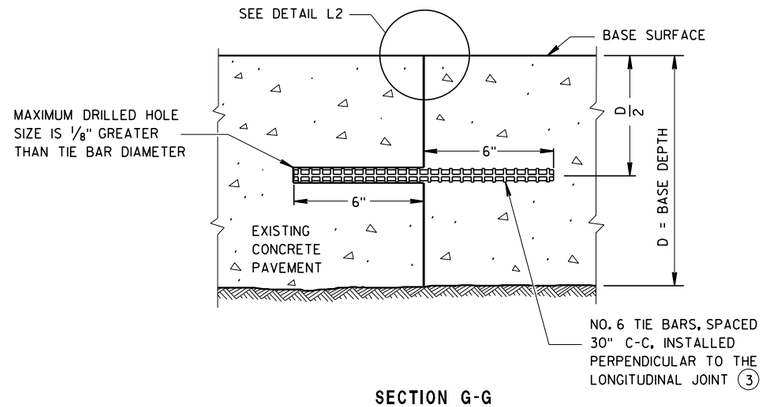


SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

6
S.D.D. 13 C 14-7b



SECTION G-G

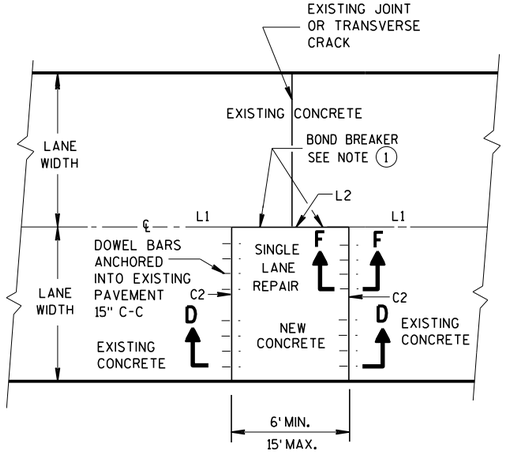
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.

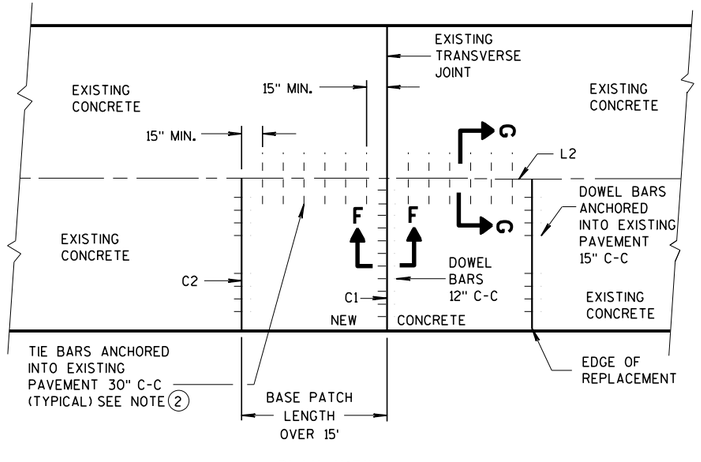
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

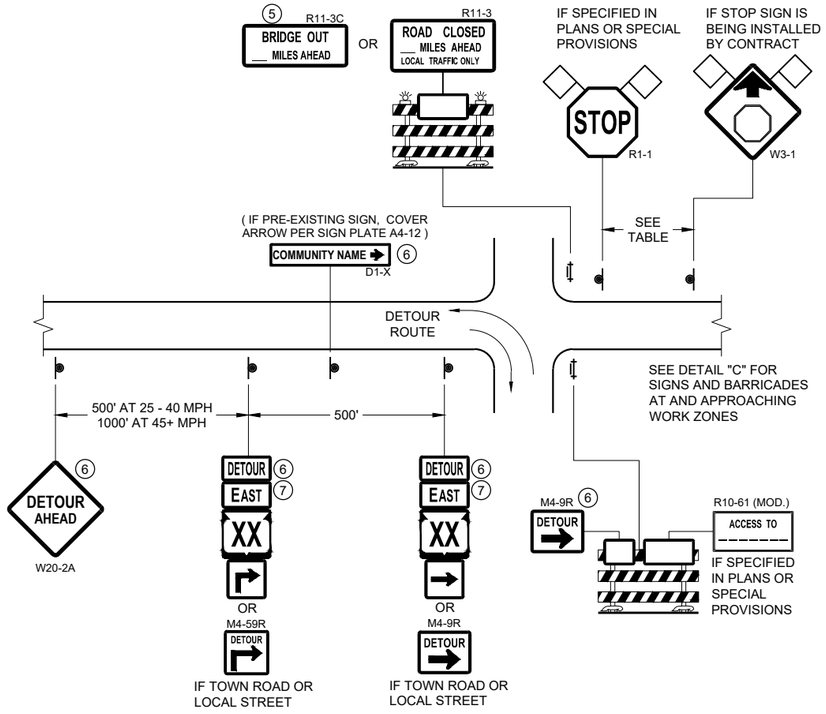
BASE PATCHING CONCRETE

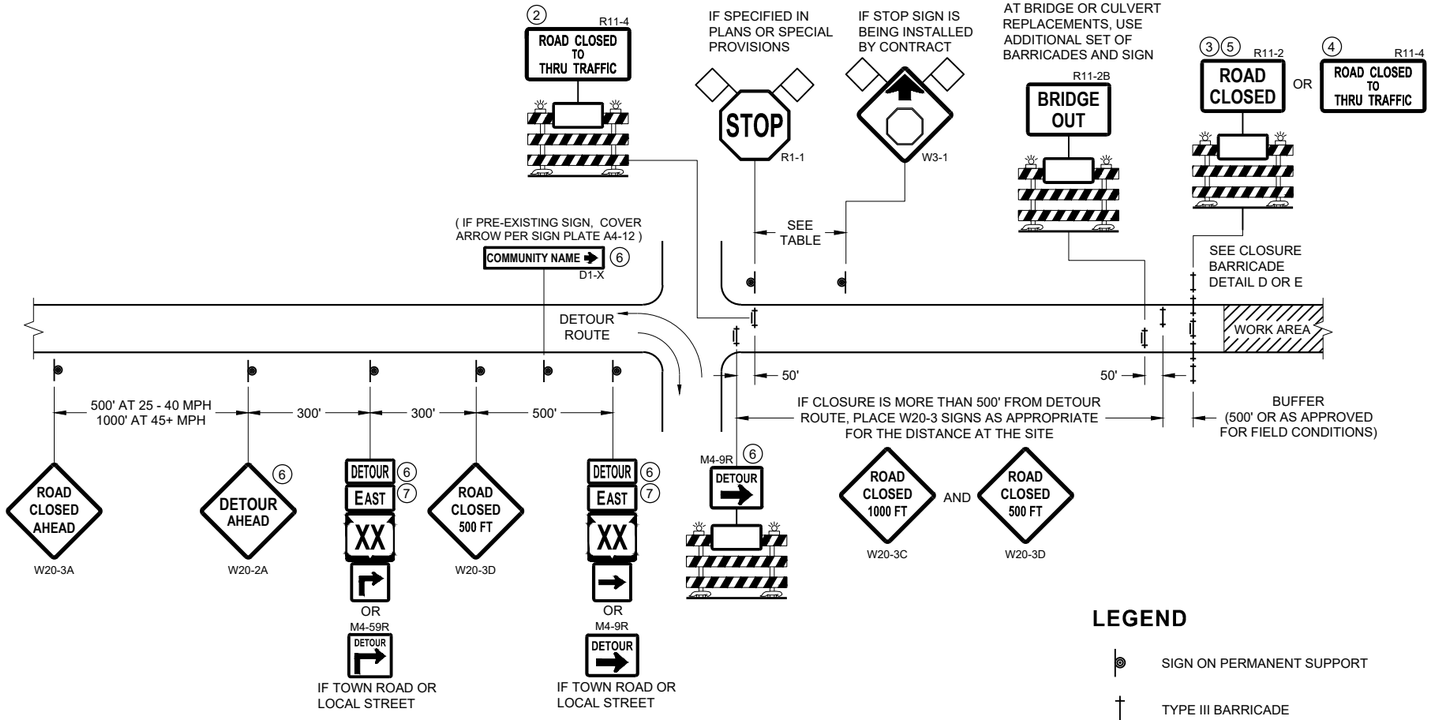
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR
FHWA

6

S.D.D. 13 C 14-7c





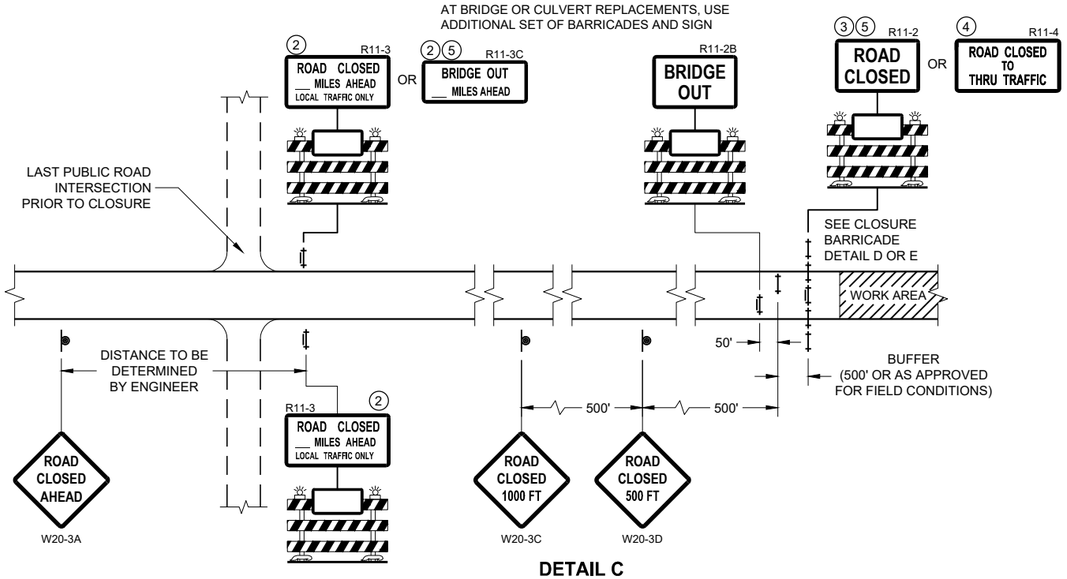
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

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



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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

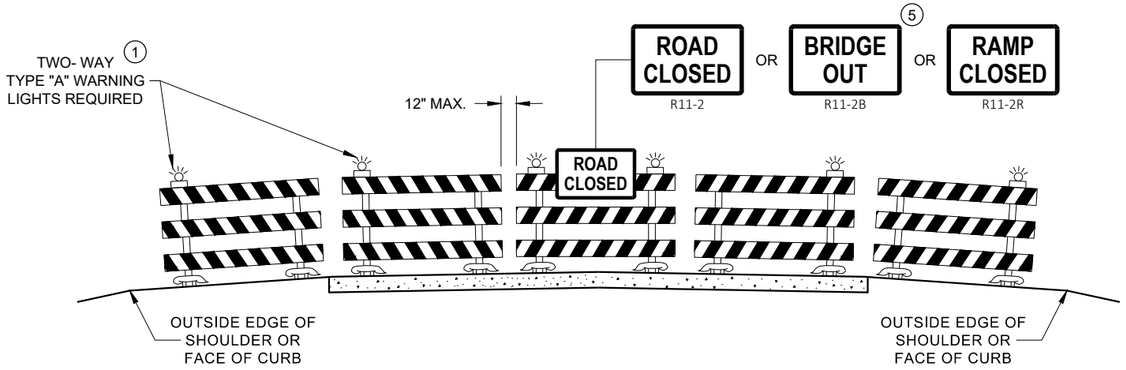
APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

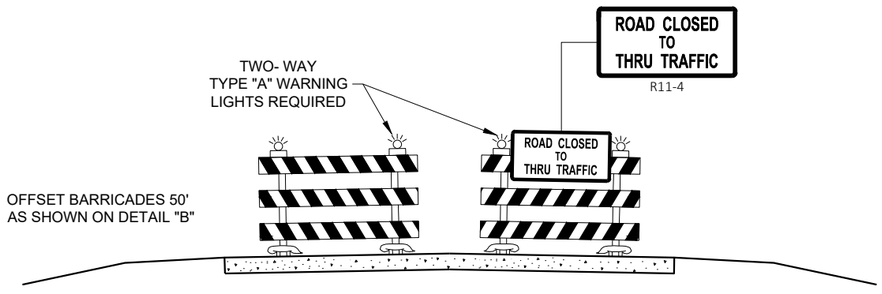
6

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 ENGINEE
FHWA

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SDD 15C02 - 07b

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SDD 15C02 - 07b

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

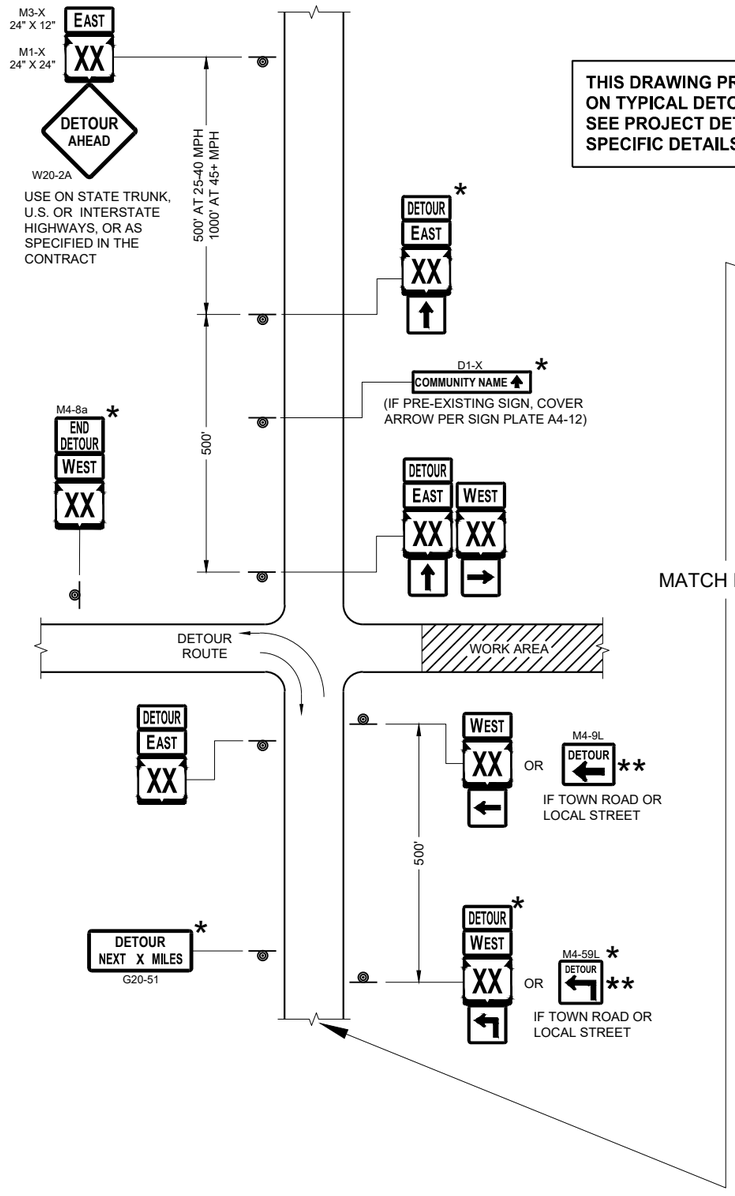
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

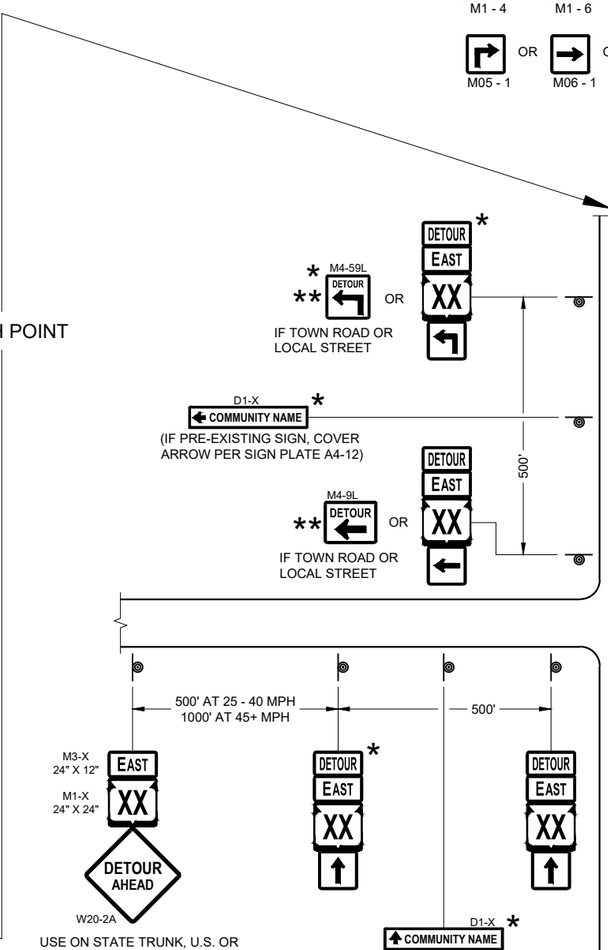
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

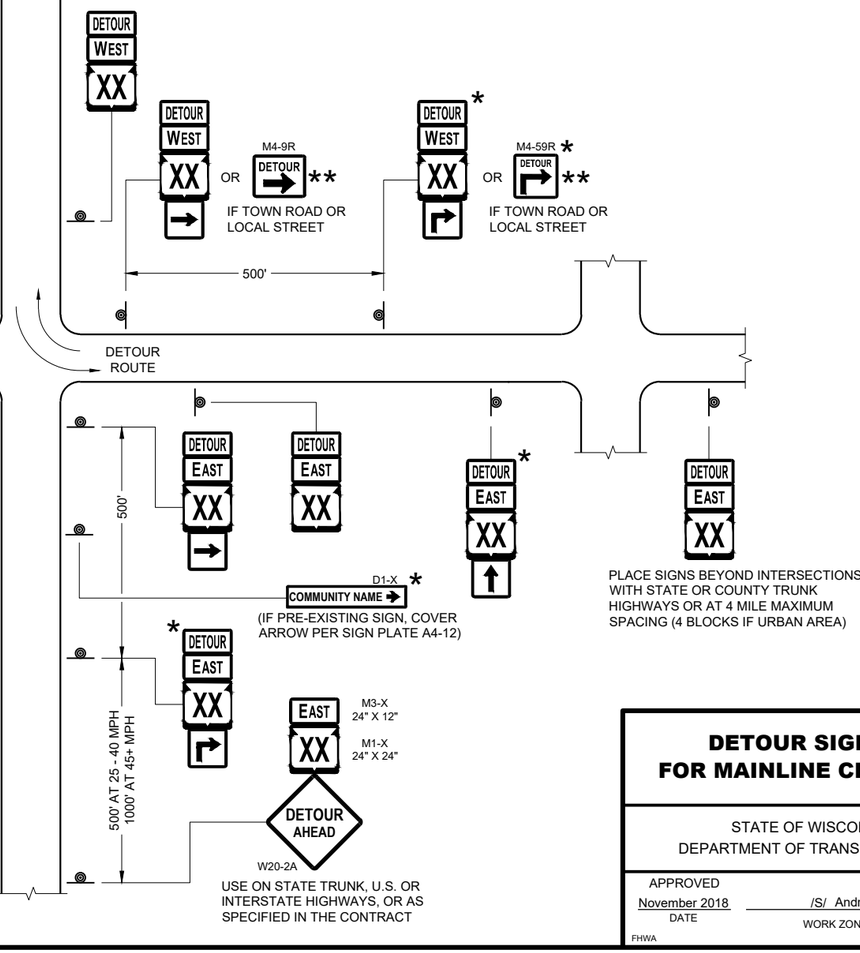
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

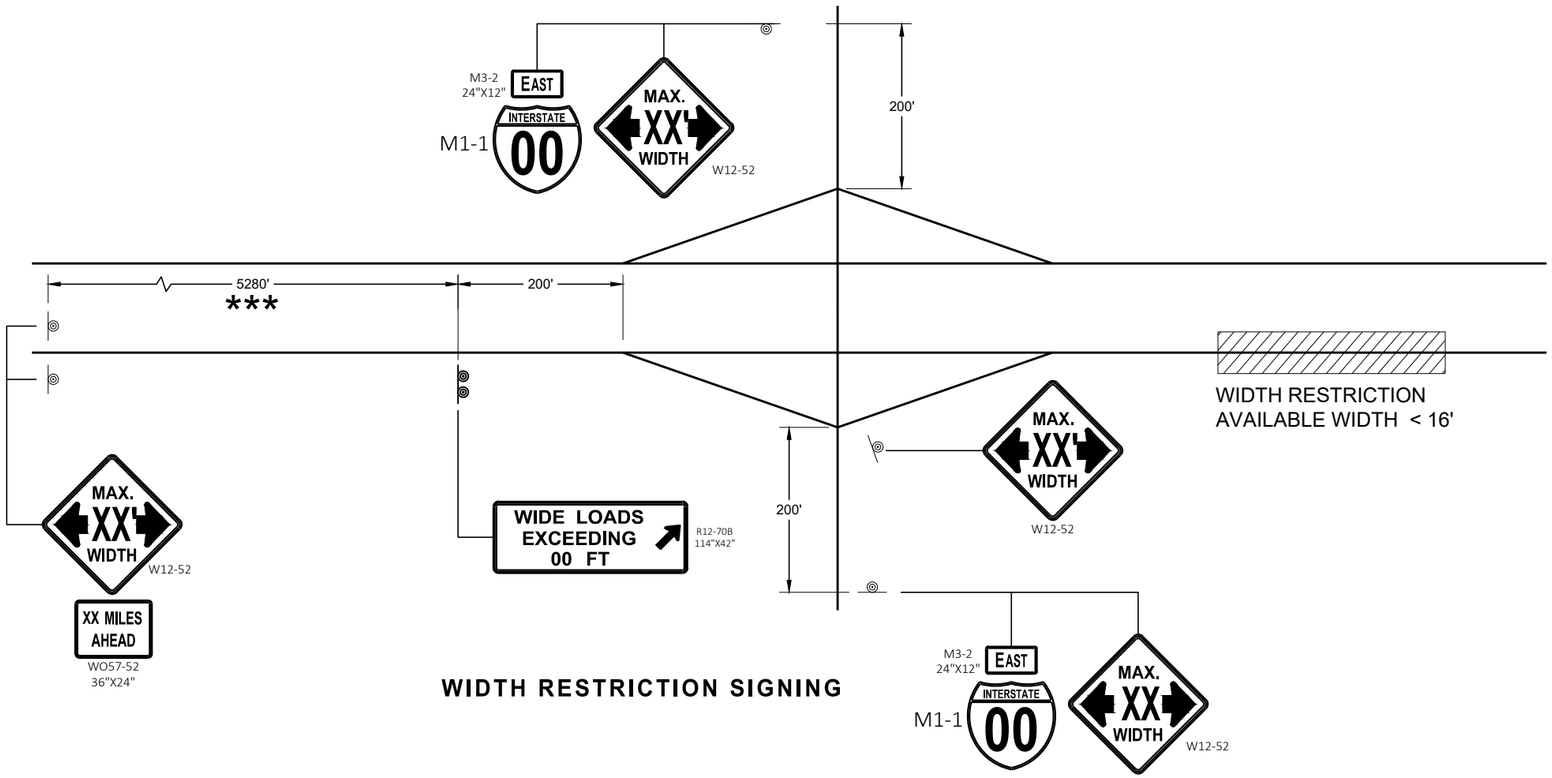
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 07c



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

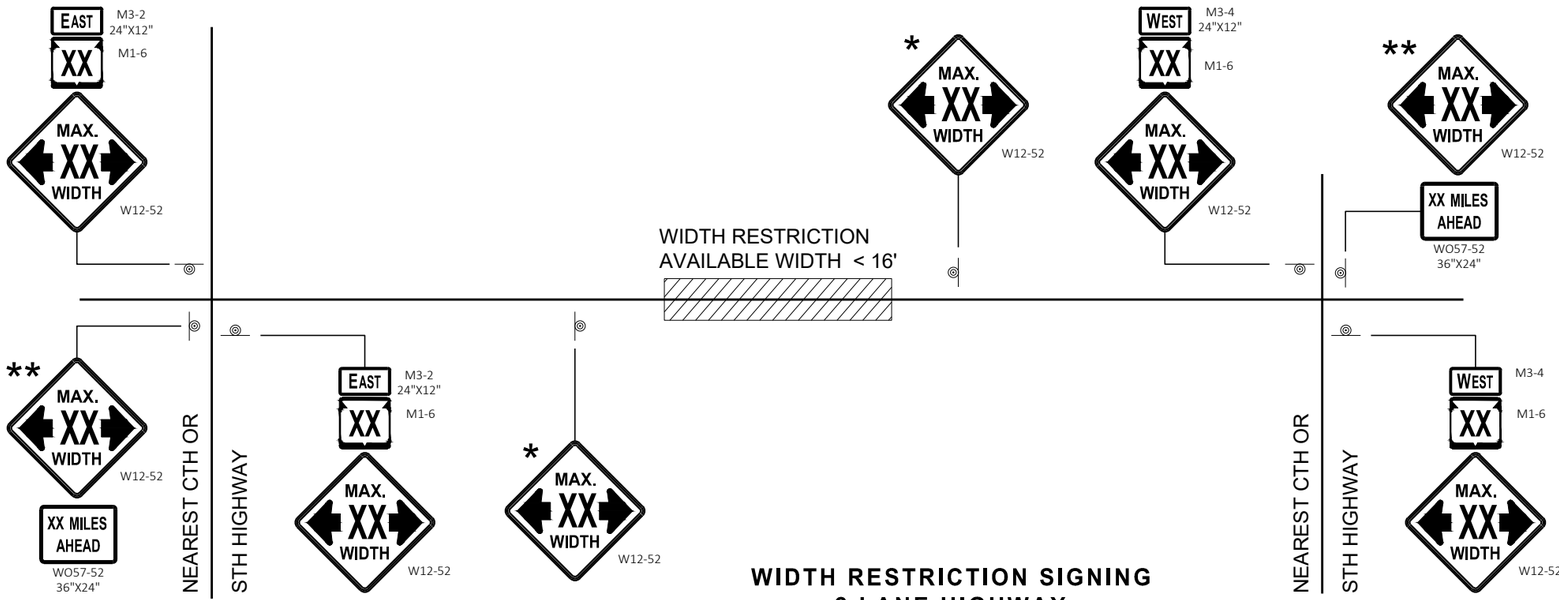
WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.

WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
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SDD 15C02 - 07f

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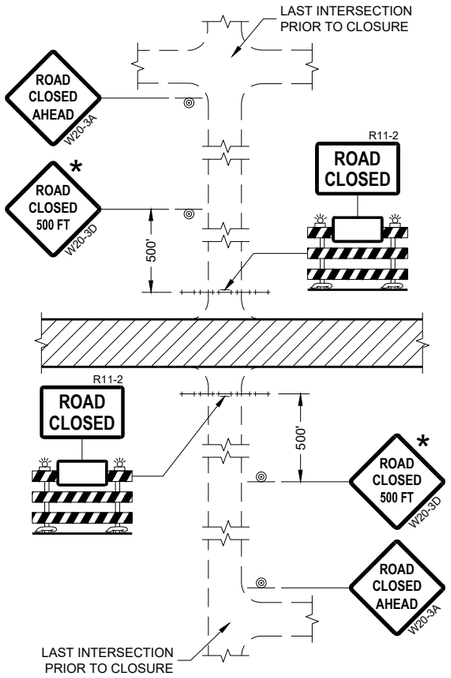
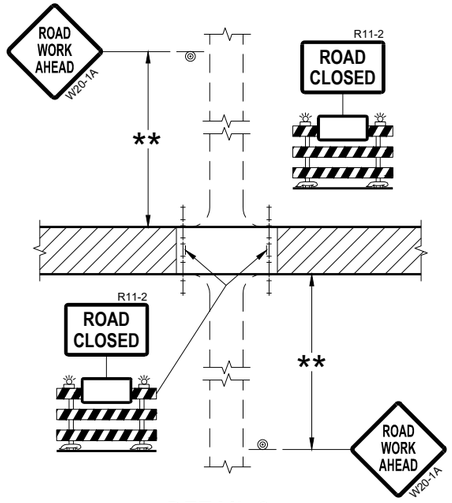


DETAIL 1
(NO ACCESS TO PROJECT)



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.

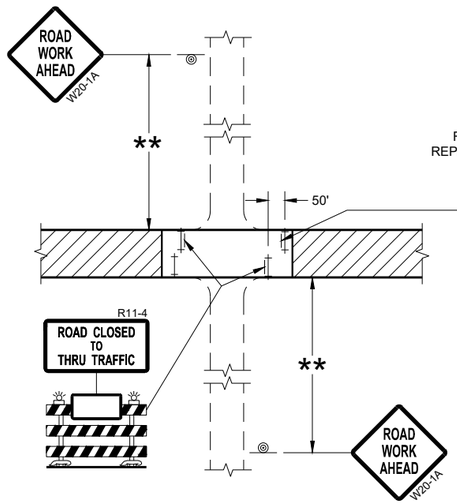
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

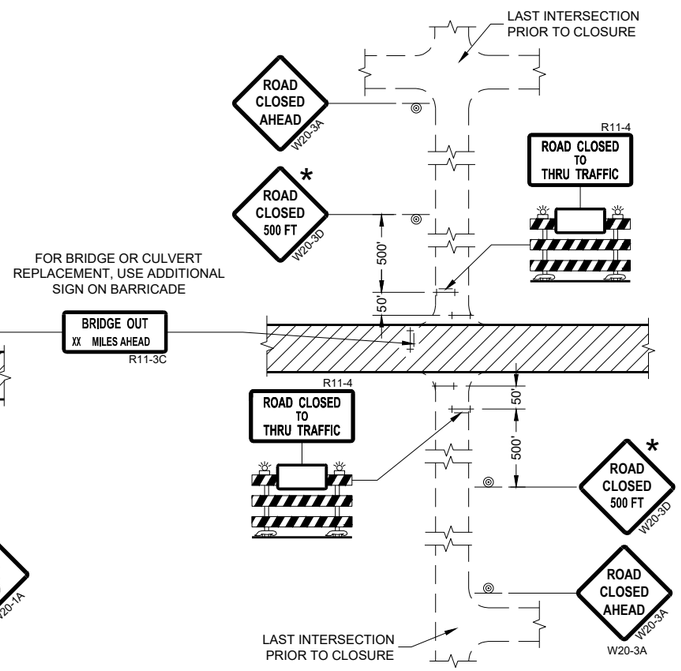
THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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.

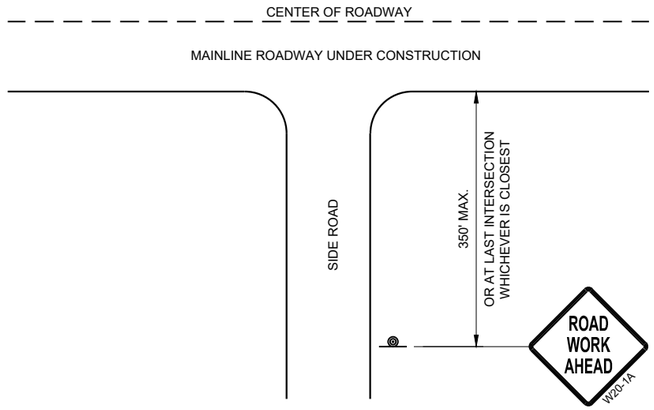
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



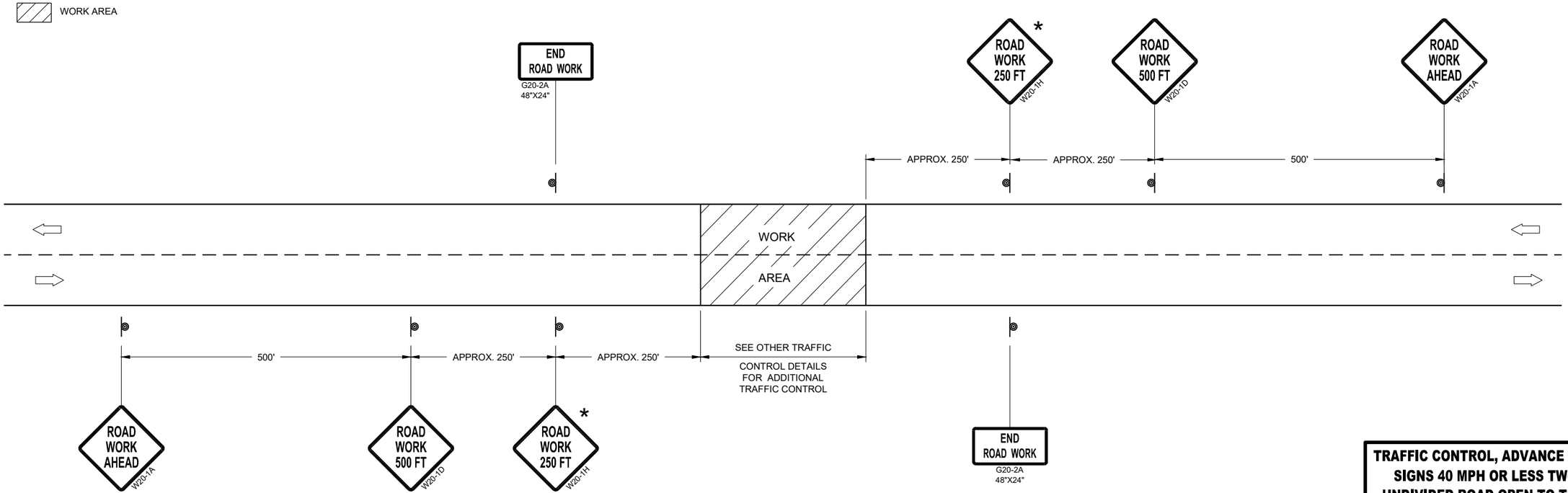
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

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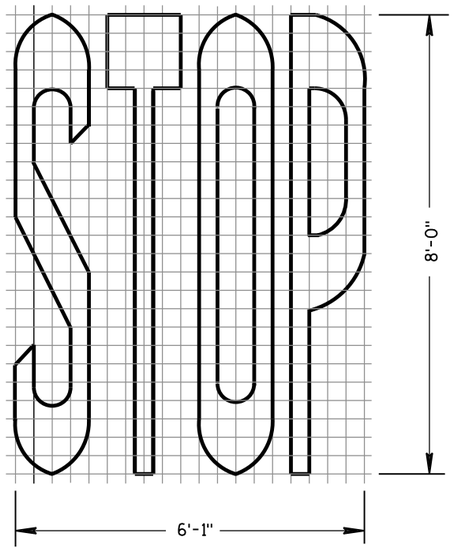
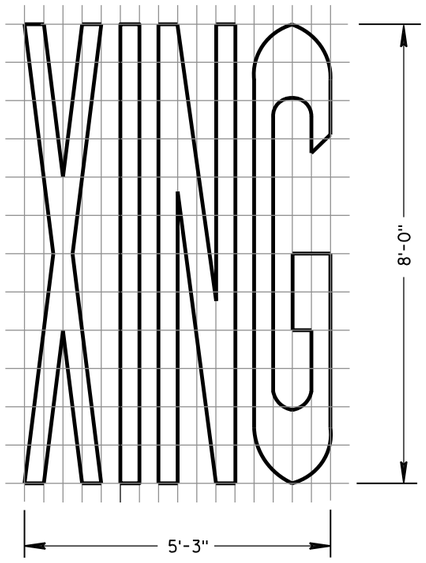
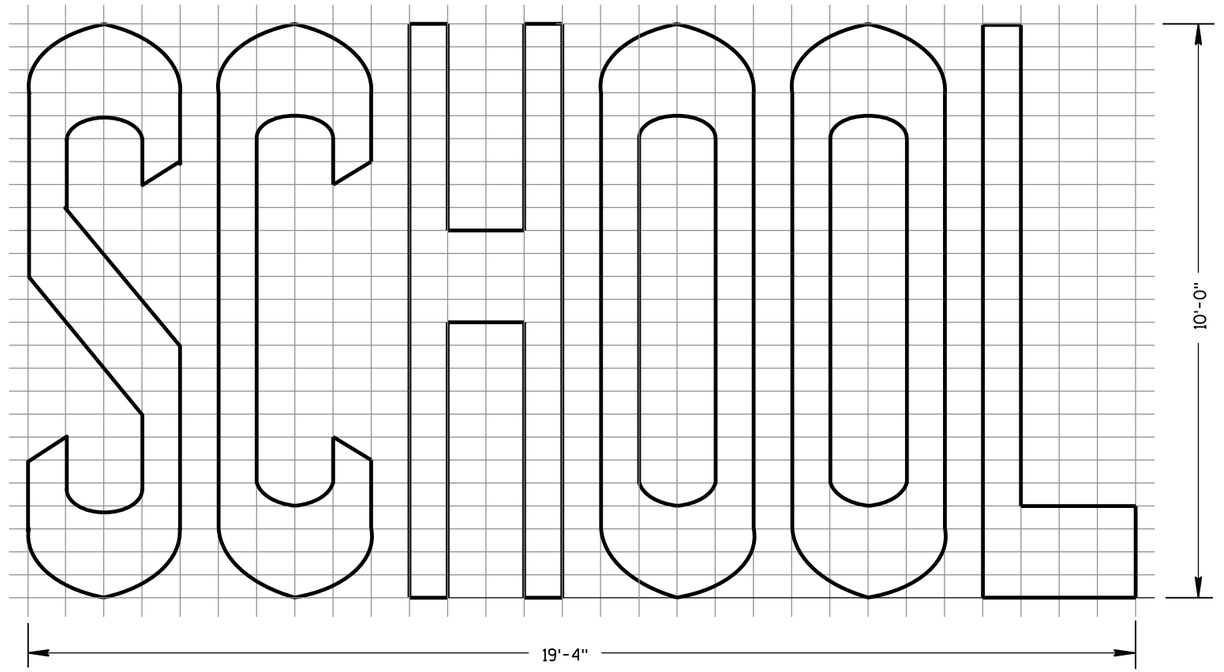
SDD 15C05 - 05

GENERAL NOTES

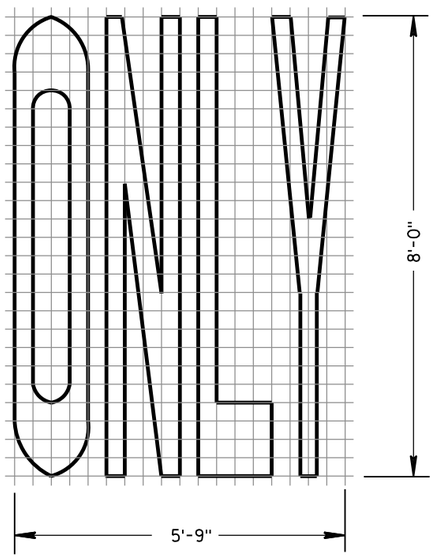
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

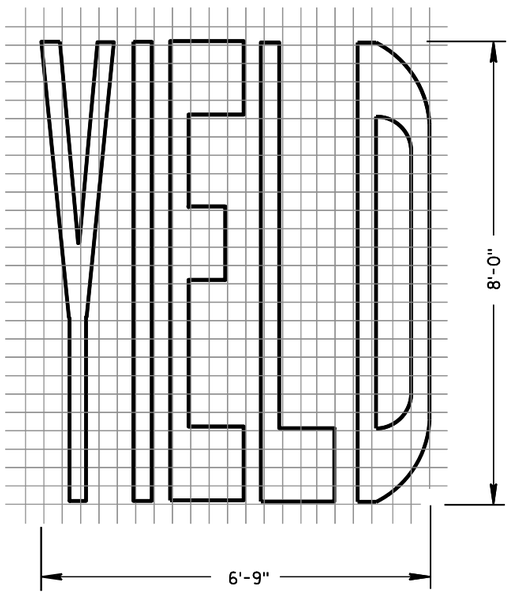


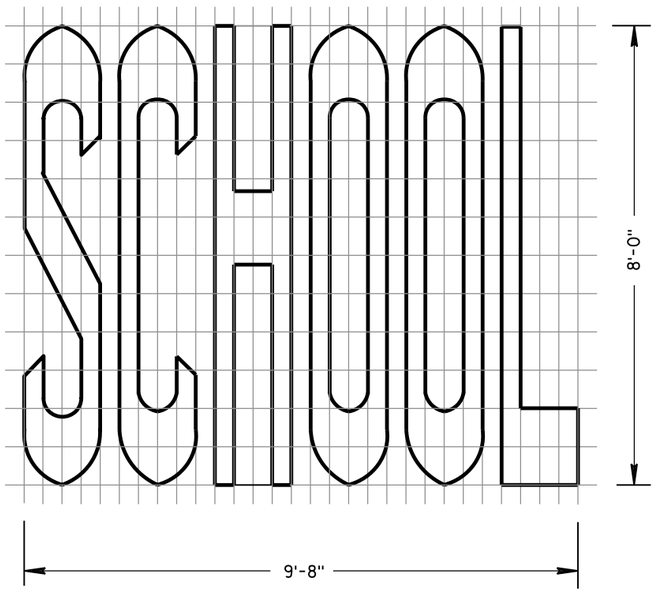




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
EER
FHWA

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S.D.D. 15 C 7-14b

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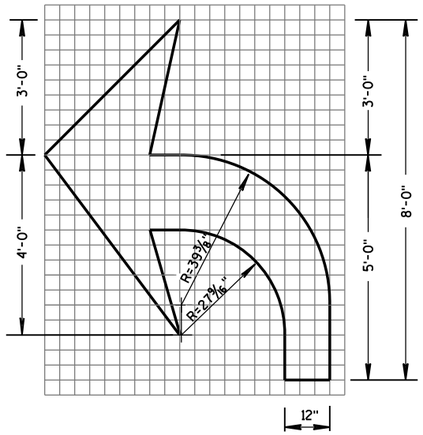
S.D.D. 15 C 7-14b

GENERAL NOTES

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



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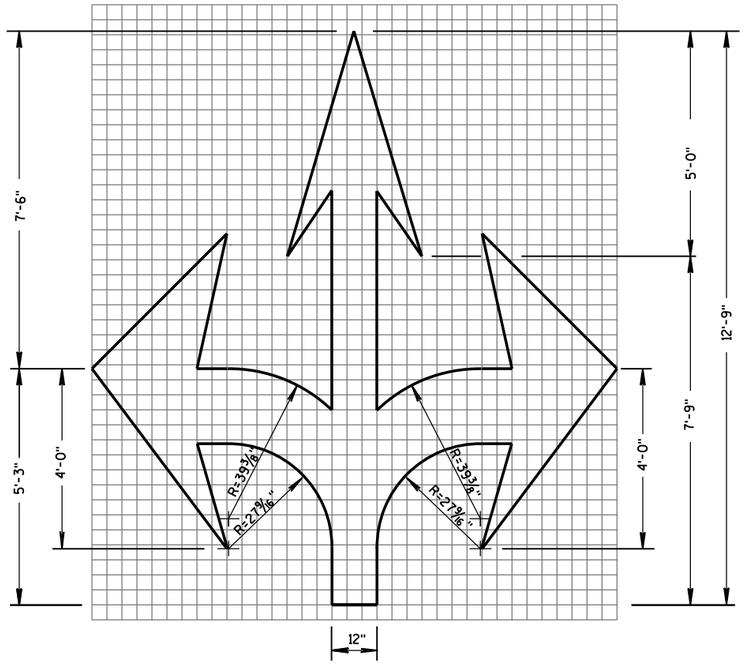
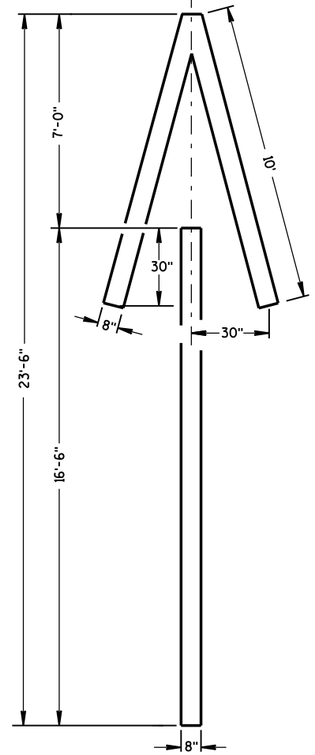


TYPE 6



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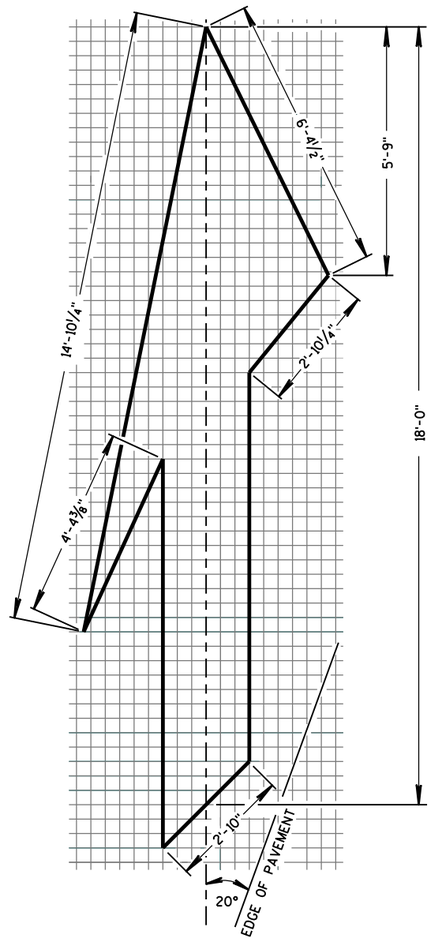
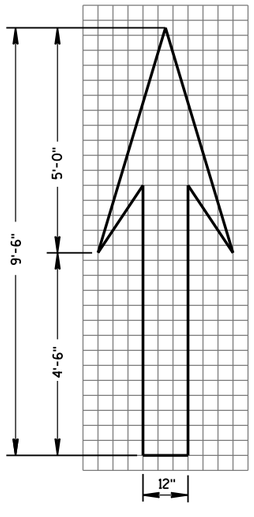
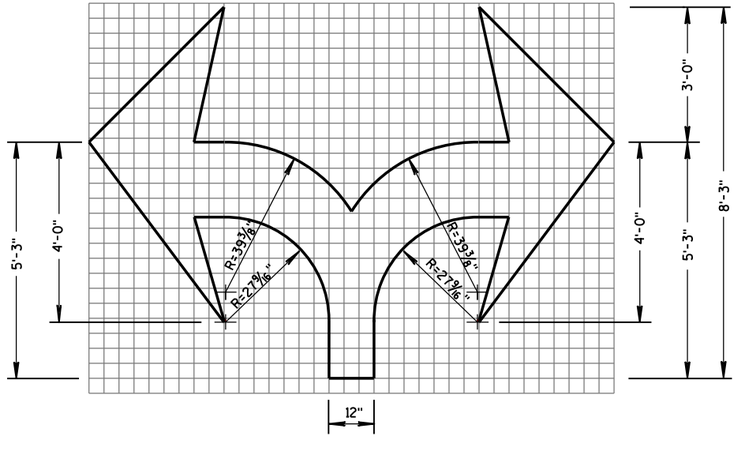


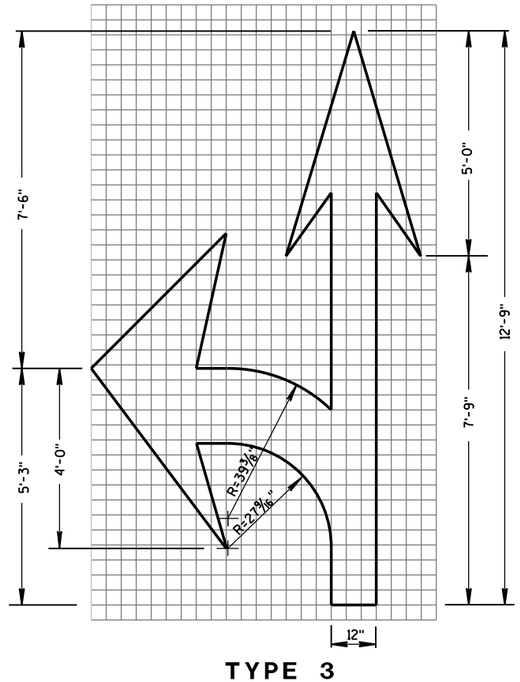
TYPE 5 LANE DROP ARROW



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 MAR[illegible]NEER
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S.D.D. 15 C 7-14c

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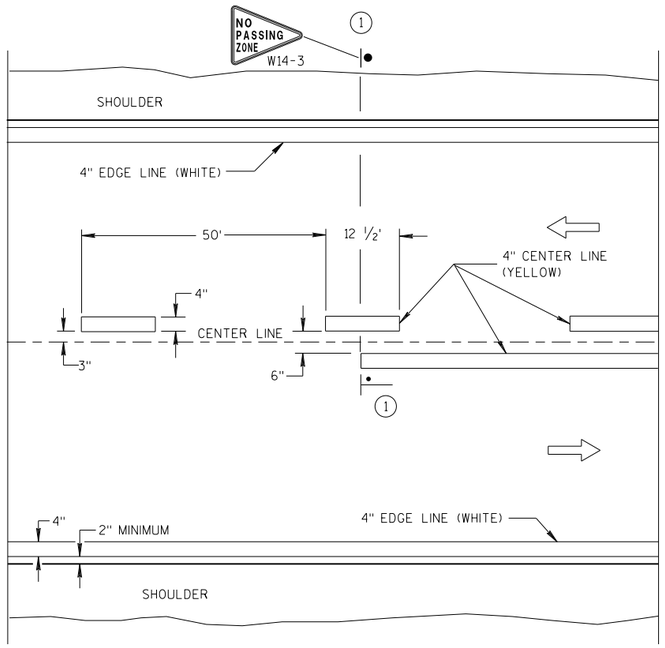
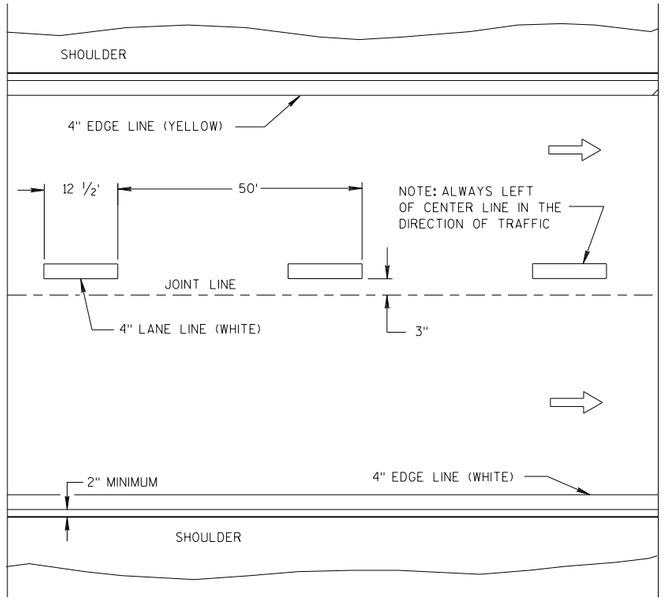


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

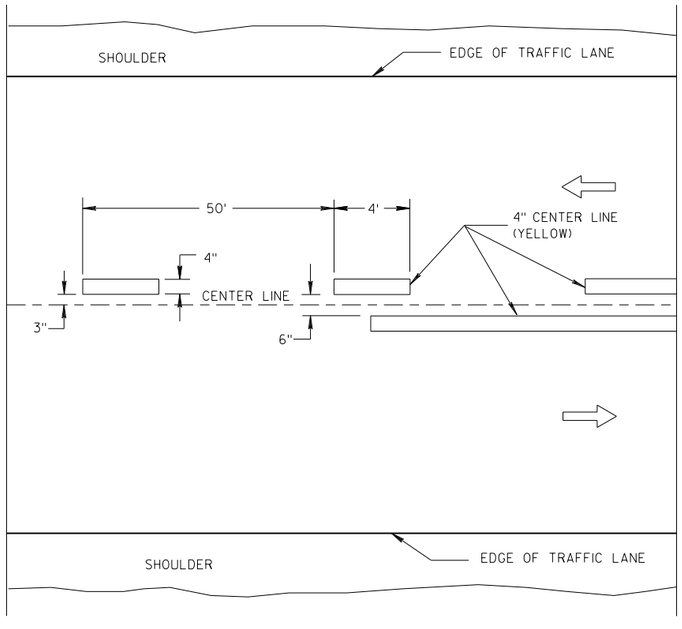
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

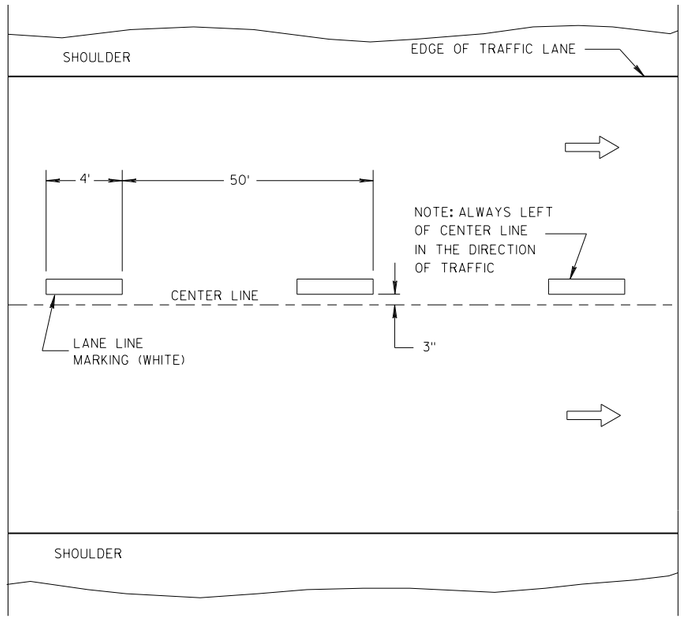
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018 DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 8-19a

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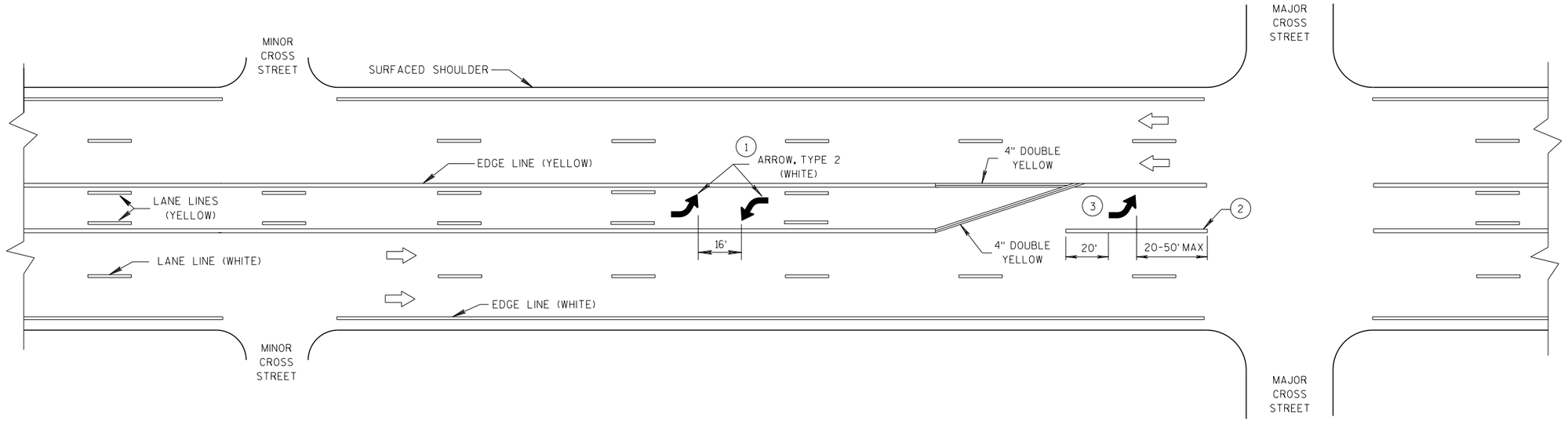
S.D.D. 15 C 8-19a

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



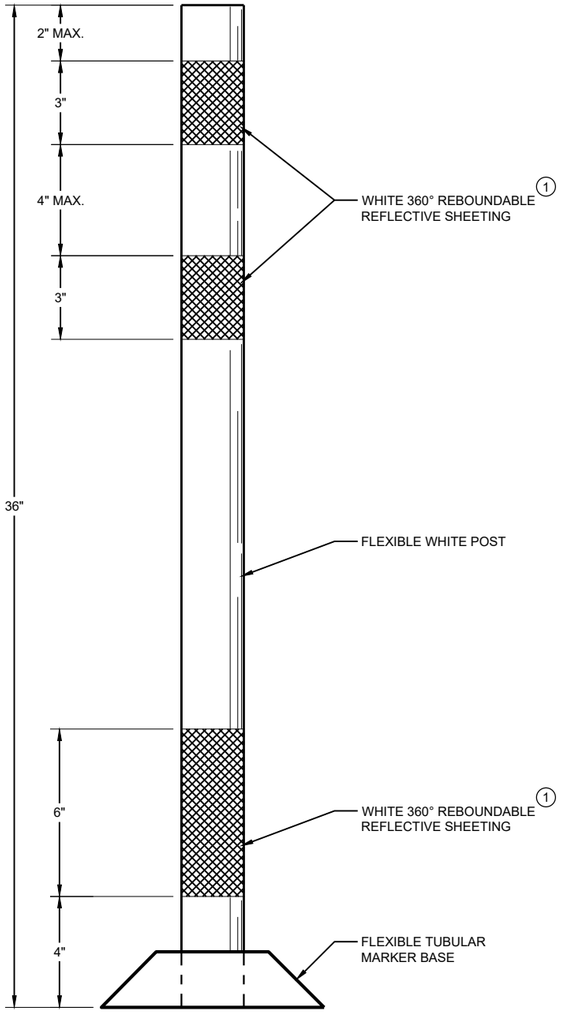
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

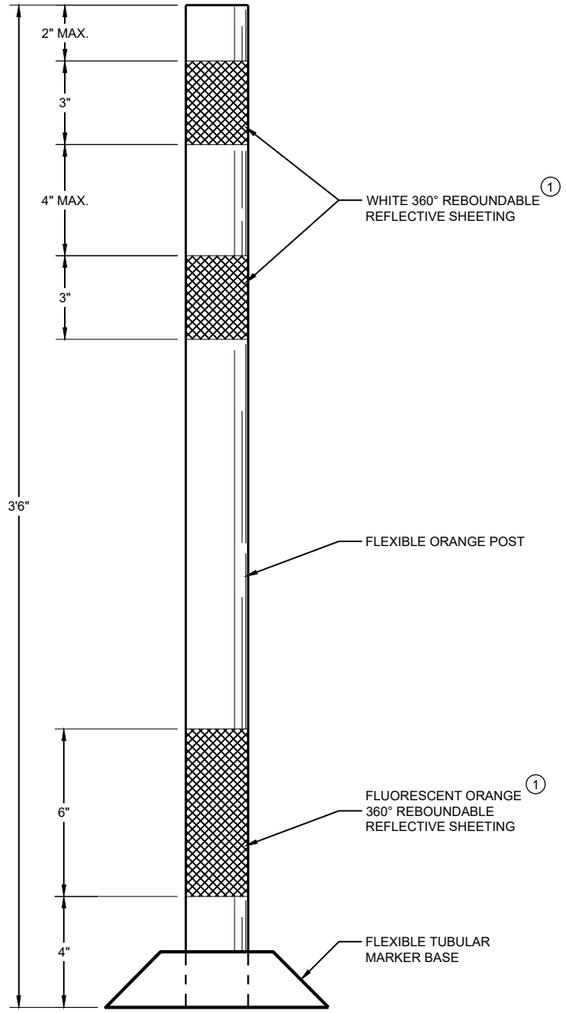
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 15 C 8-19b



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.

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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

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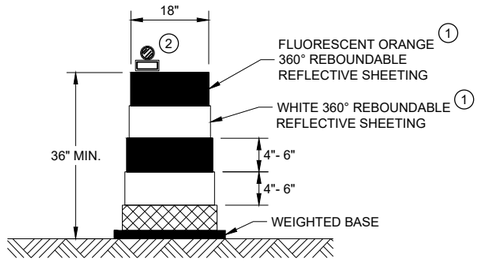
SDD 15C11 - 07a

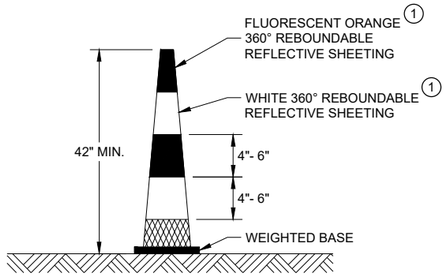
GENERAL NOTES

(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.

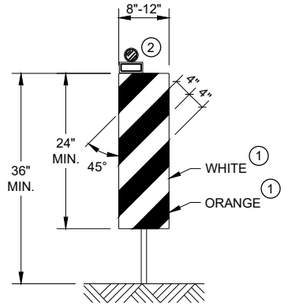


DRUM



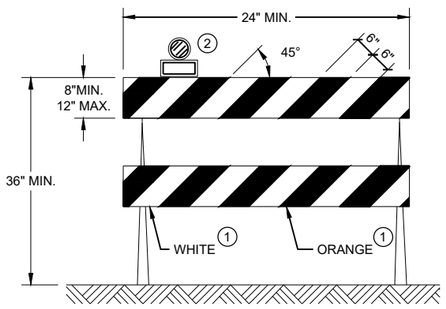
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



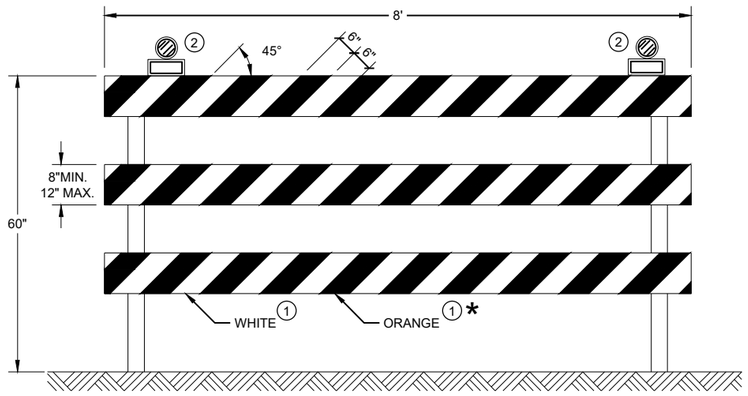
VERTICAL PANEL

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

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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.

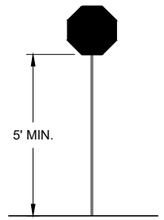
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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.



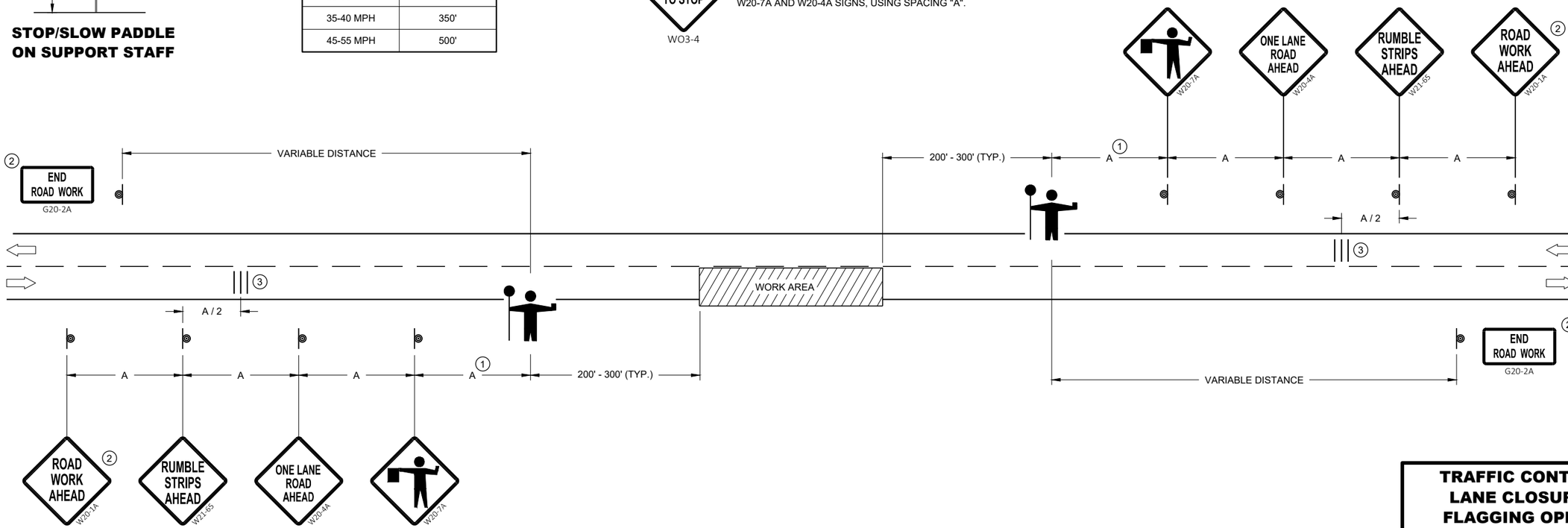
STOP/SLOW PADDLE ON SUPPORT STAFF

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 ENGINEER

FHWA

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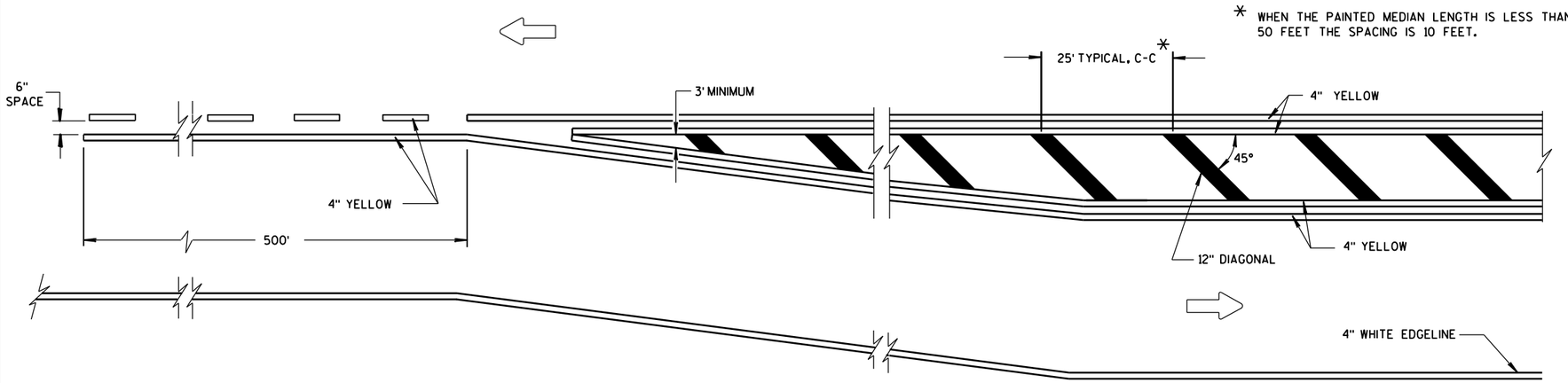
SDD 15C12 - 07

SDD 15C12 - 07

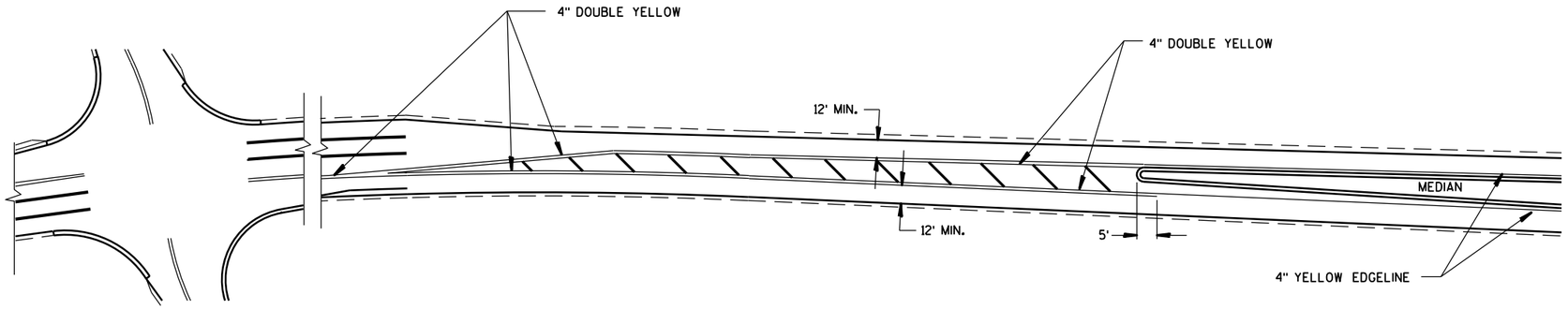


MEDIAN ISLAND DETAIL

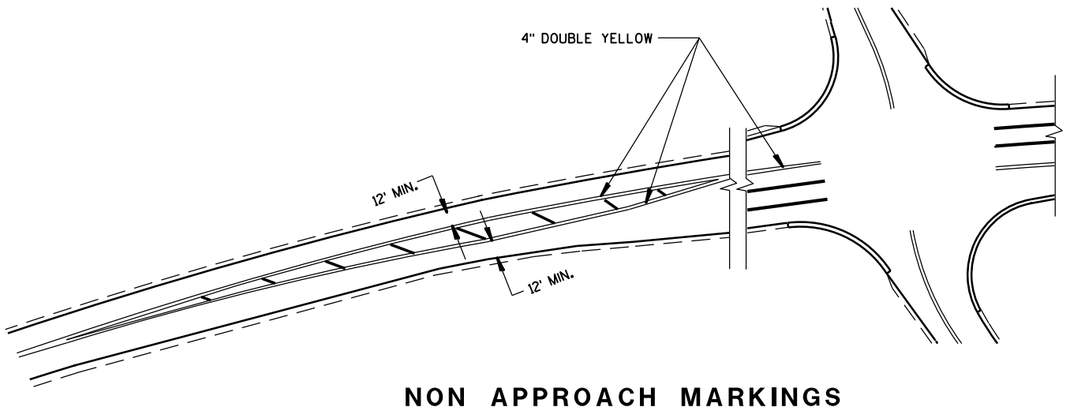
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE FHWA	/S/ Matthew Rauch STATE SIGNING AND MARK ... EER

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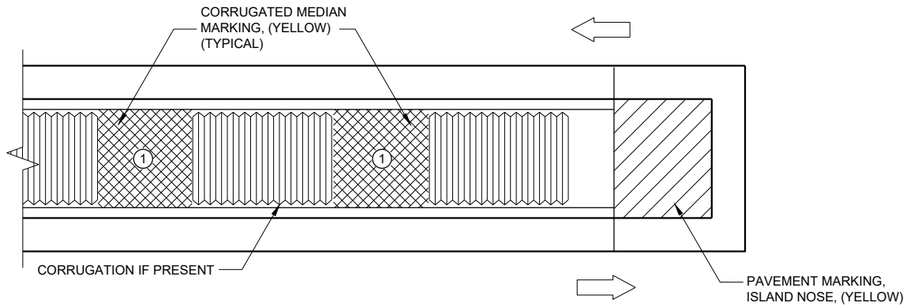
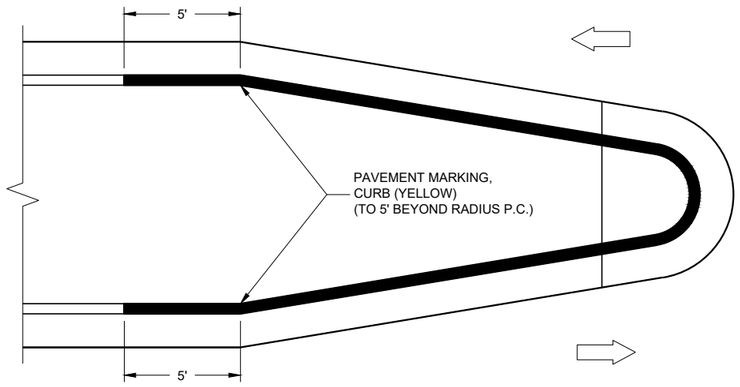
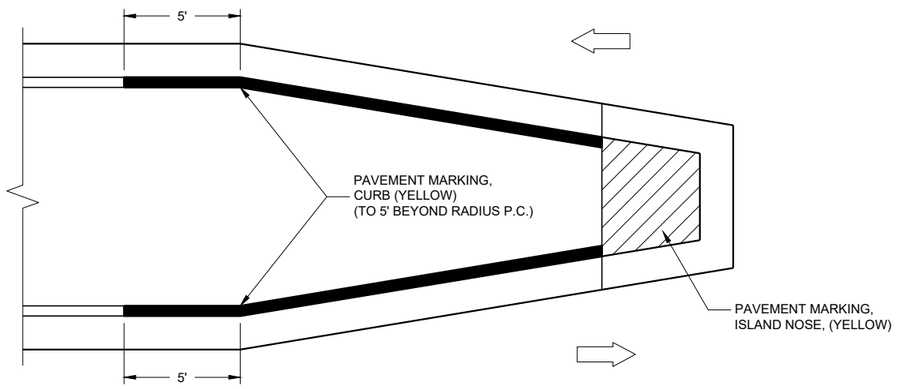


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



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

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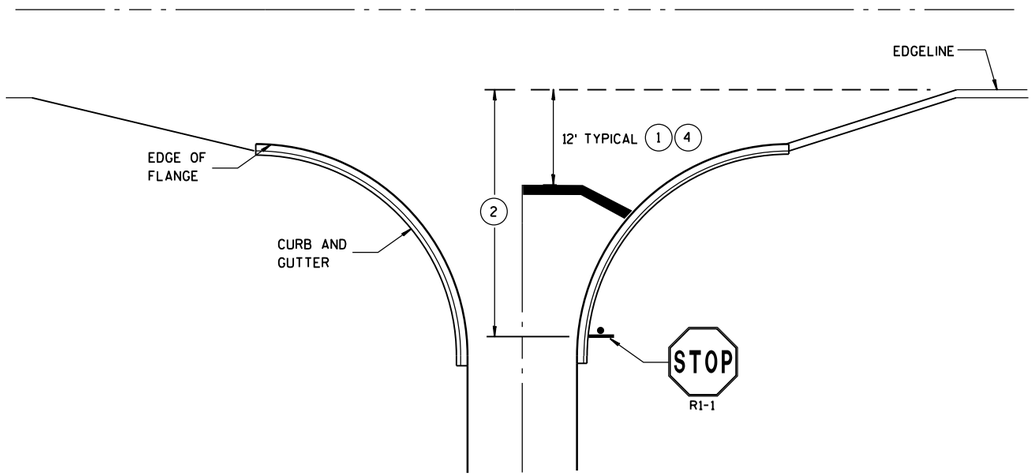
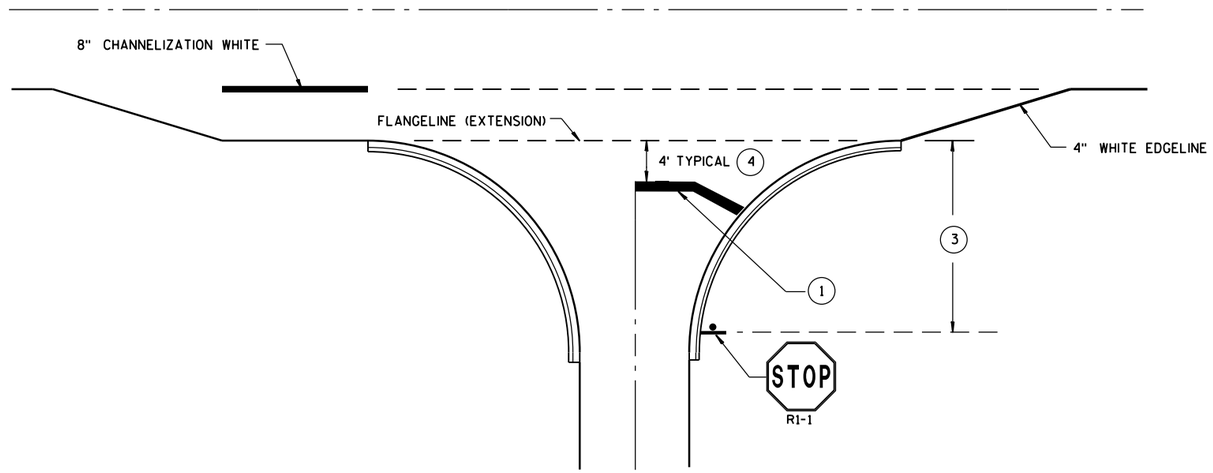
SDD 15C27 - 03b

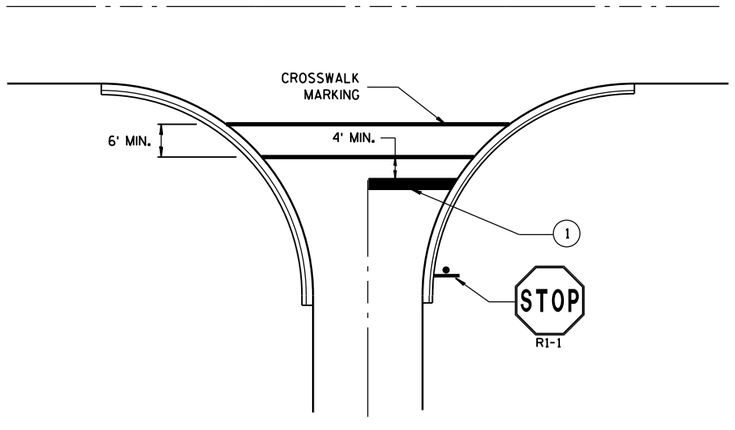
SDD15C27 - 03b



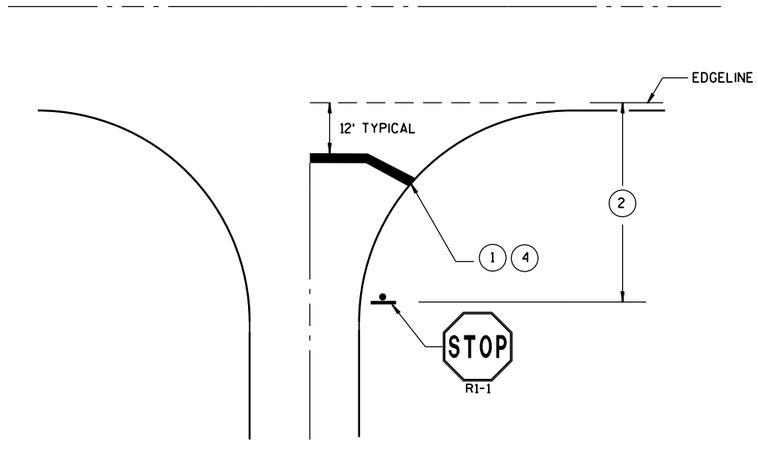
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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[illegible]NEER

FHWA

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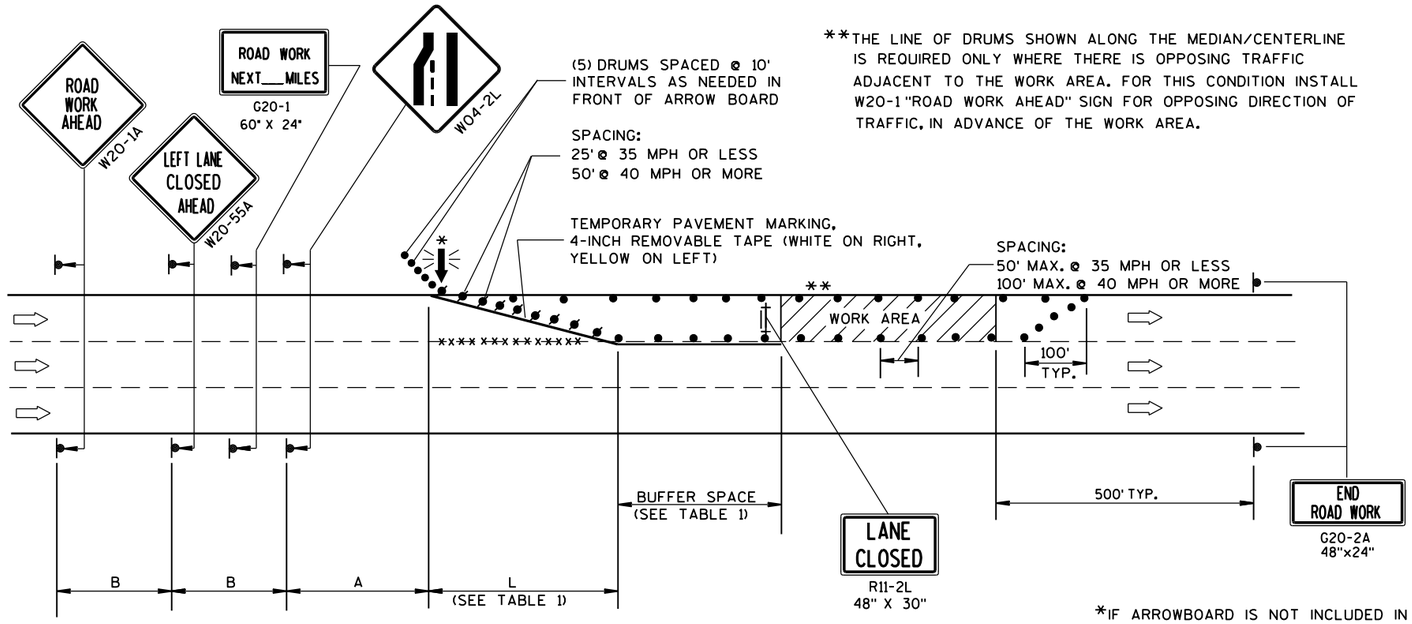

**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

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"

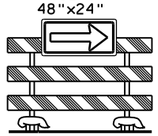

TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

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

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S.D.D. 15 D 20-4

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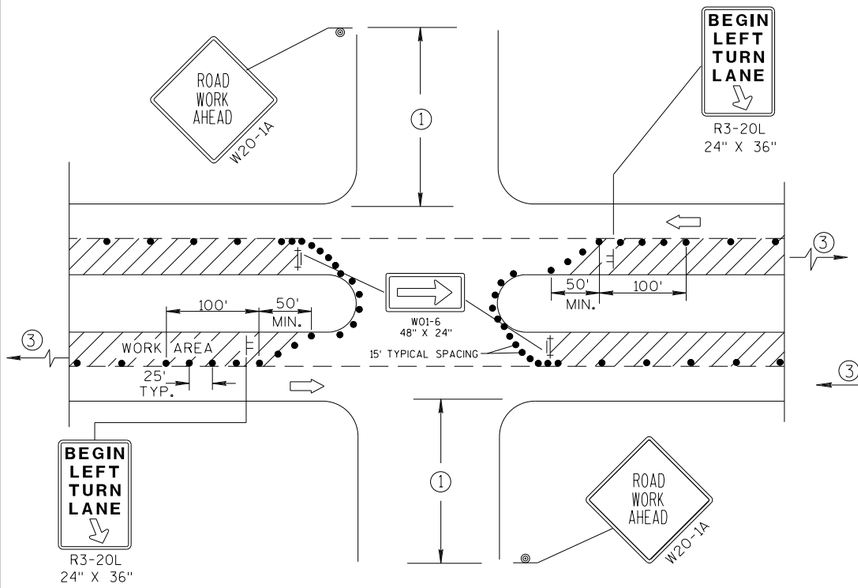
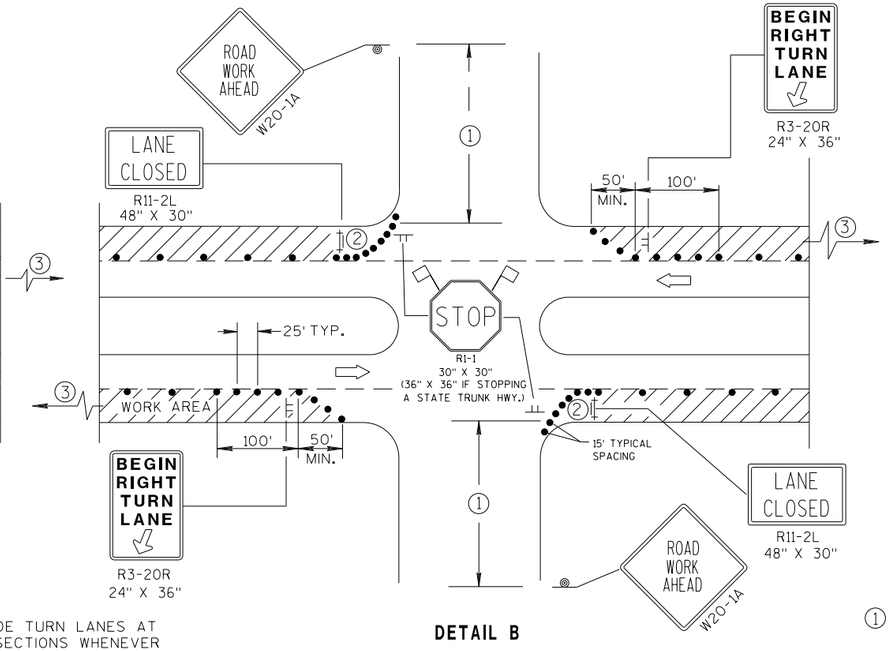
S.D.D. 15 D 20-4



DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

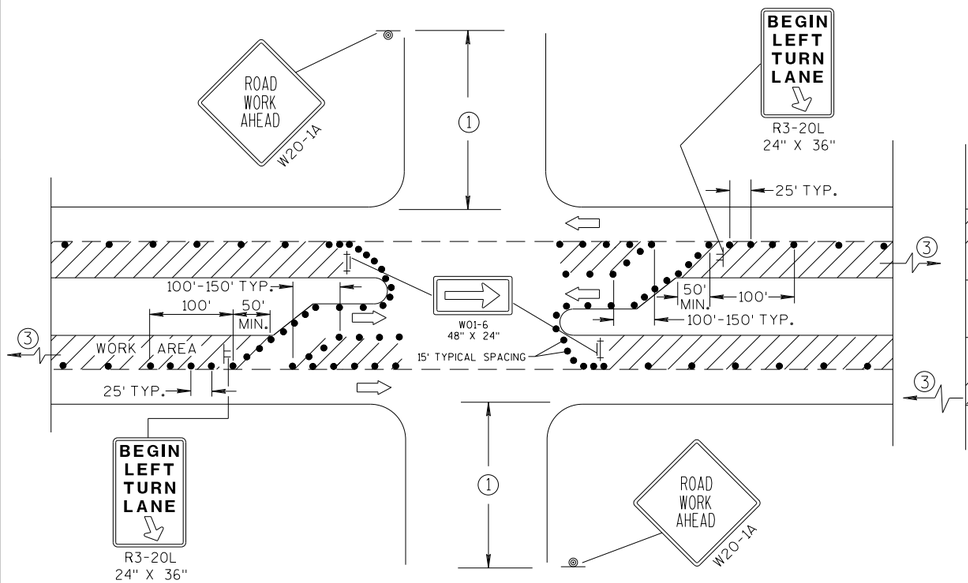
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

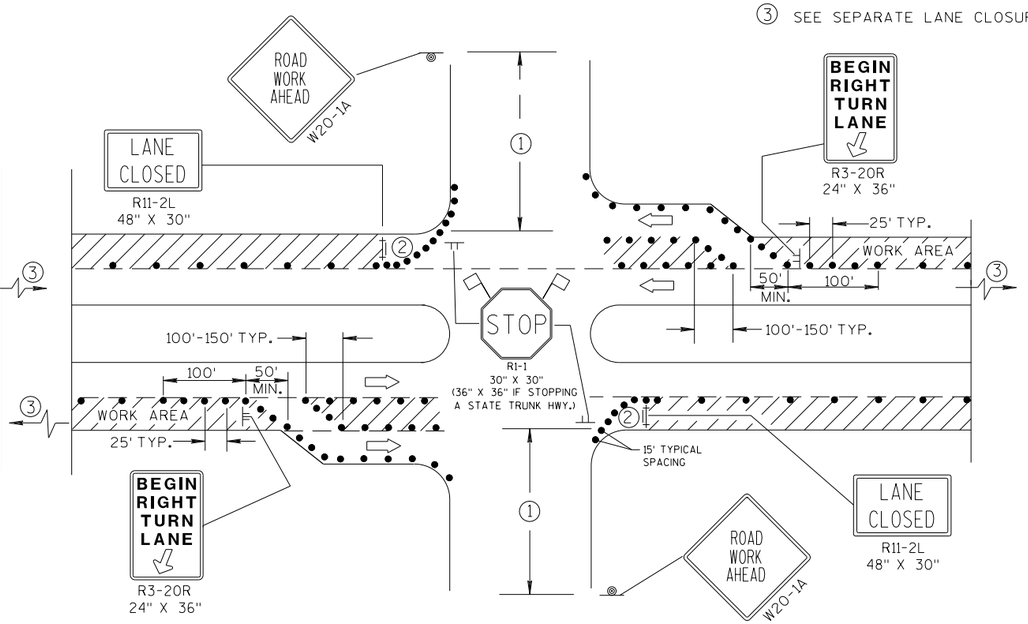
(2) ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

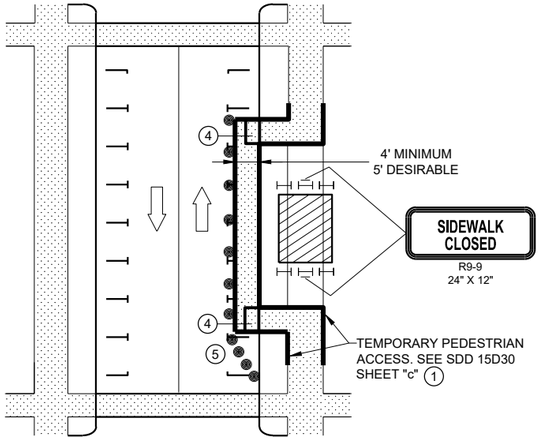
/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

6

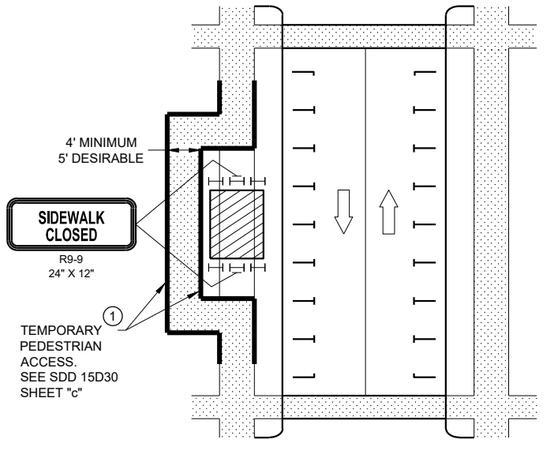
S.D.D. 15 D 21-6

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

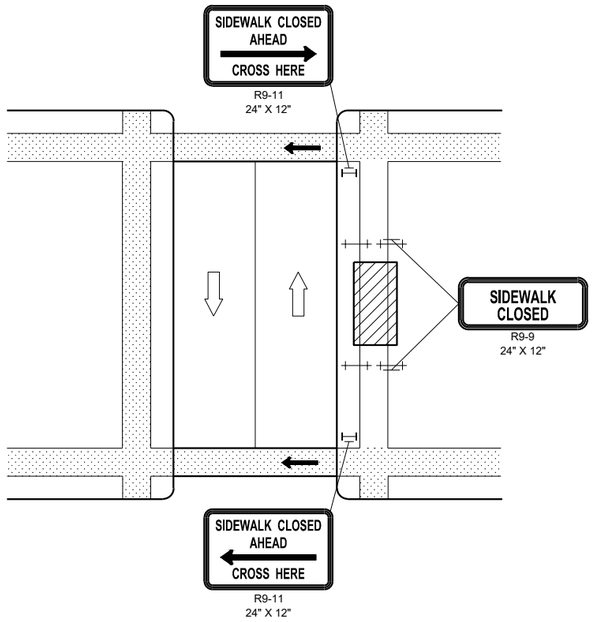


MID-BLOCK SIDEWALK SIDEWALK CLOSURE IN PARKING LANE

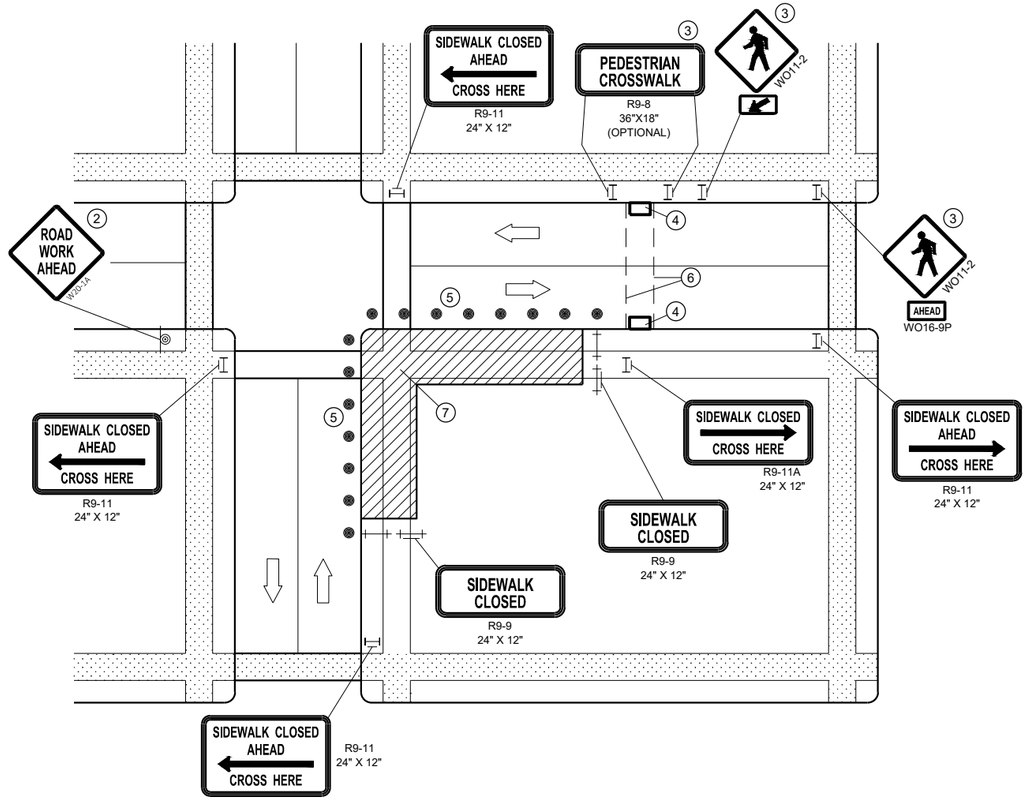
NOTE: LAYOUT SAME AS ABOVE.



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

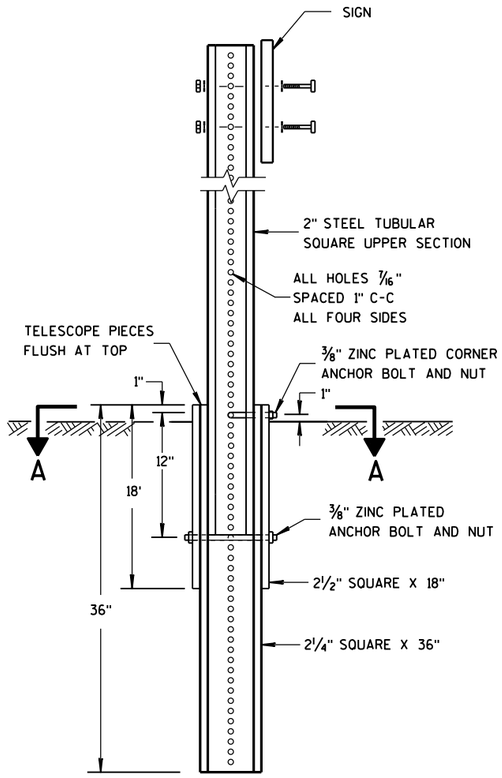
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

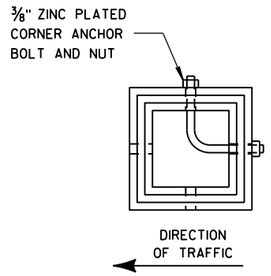
SDD 15D30 - 05a

6

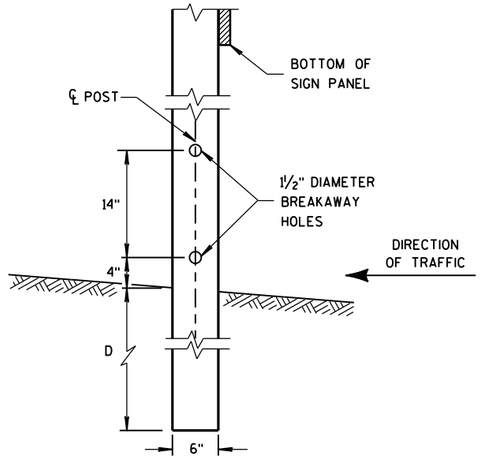
SDD 15D30 - 05a



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



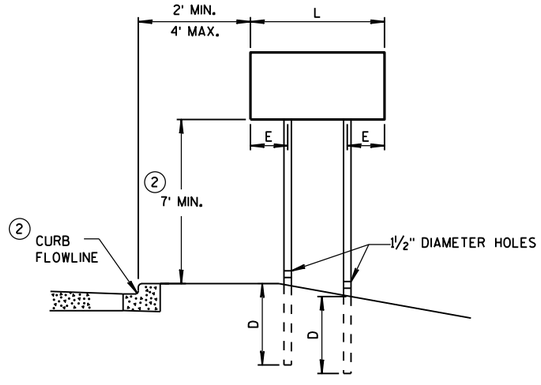
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

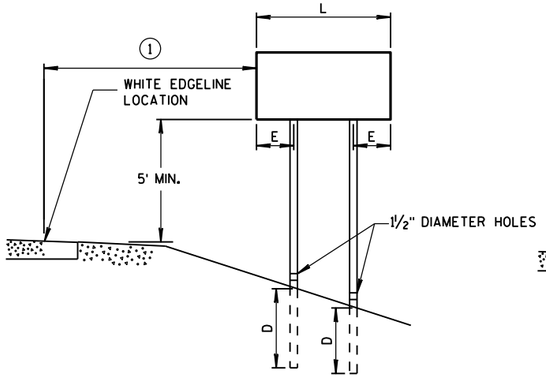
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

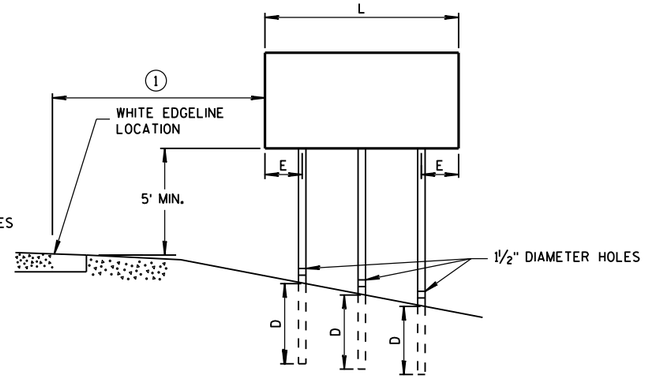
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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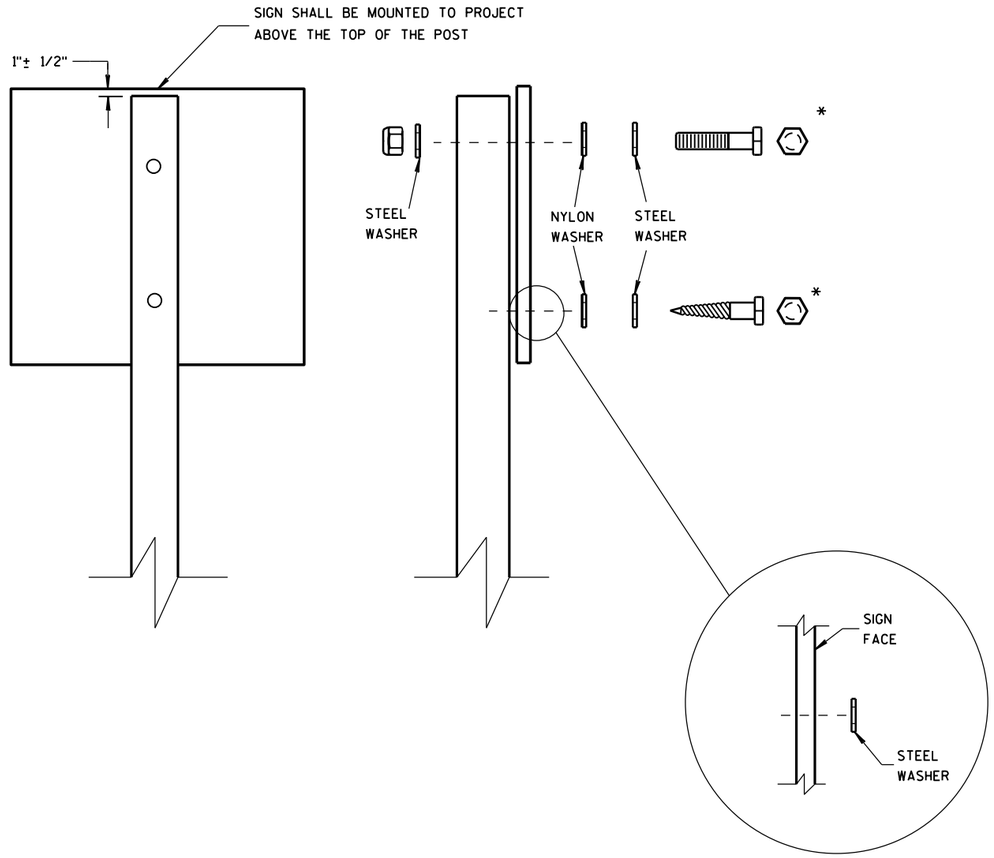
S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

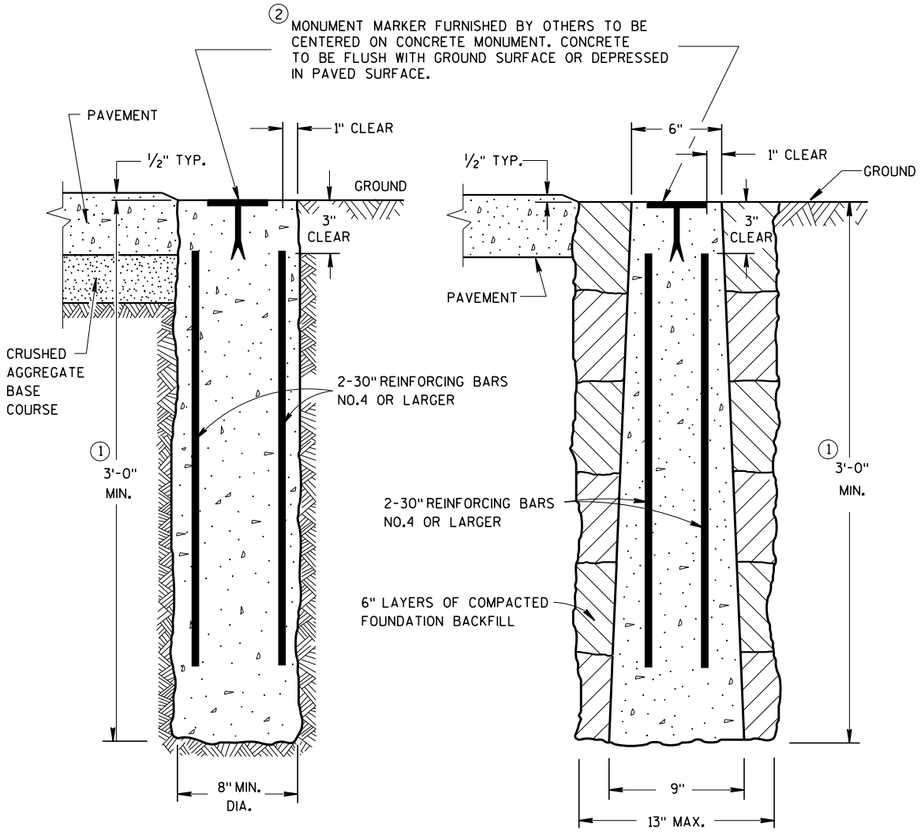
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

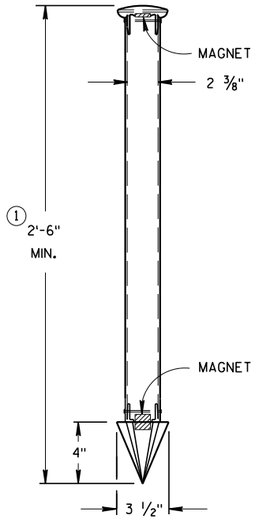
FHWA



CAST-IN-PLACE PRECAST

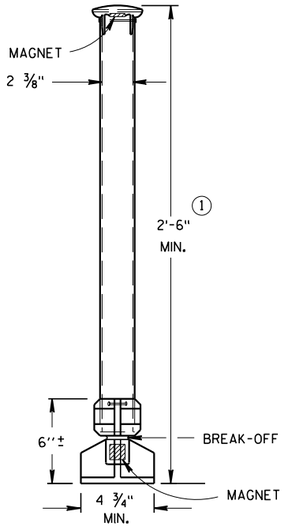
CONCRETE MONUMENTS

TYPE A



TYPE C

DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

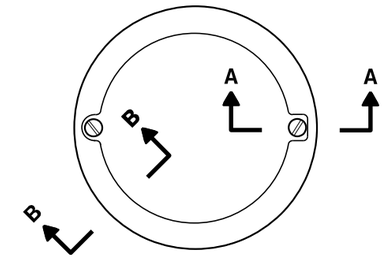
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

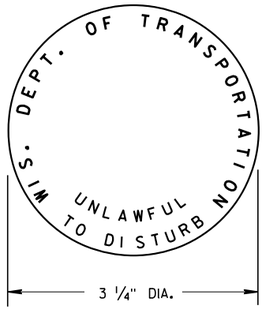
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.

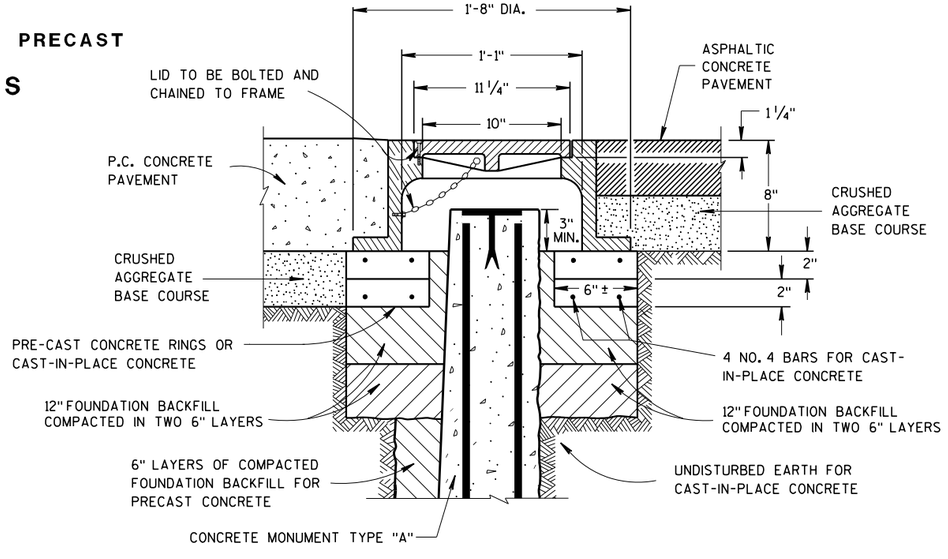


TOP VIEW



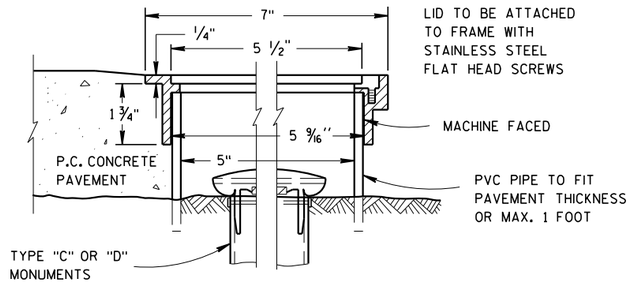
② WIS DOT MONUMENT MARKER LOGO

FOR TYPES "A", "C", & "D"



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

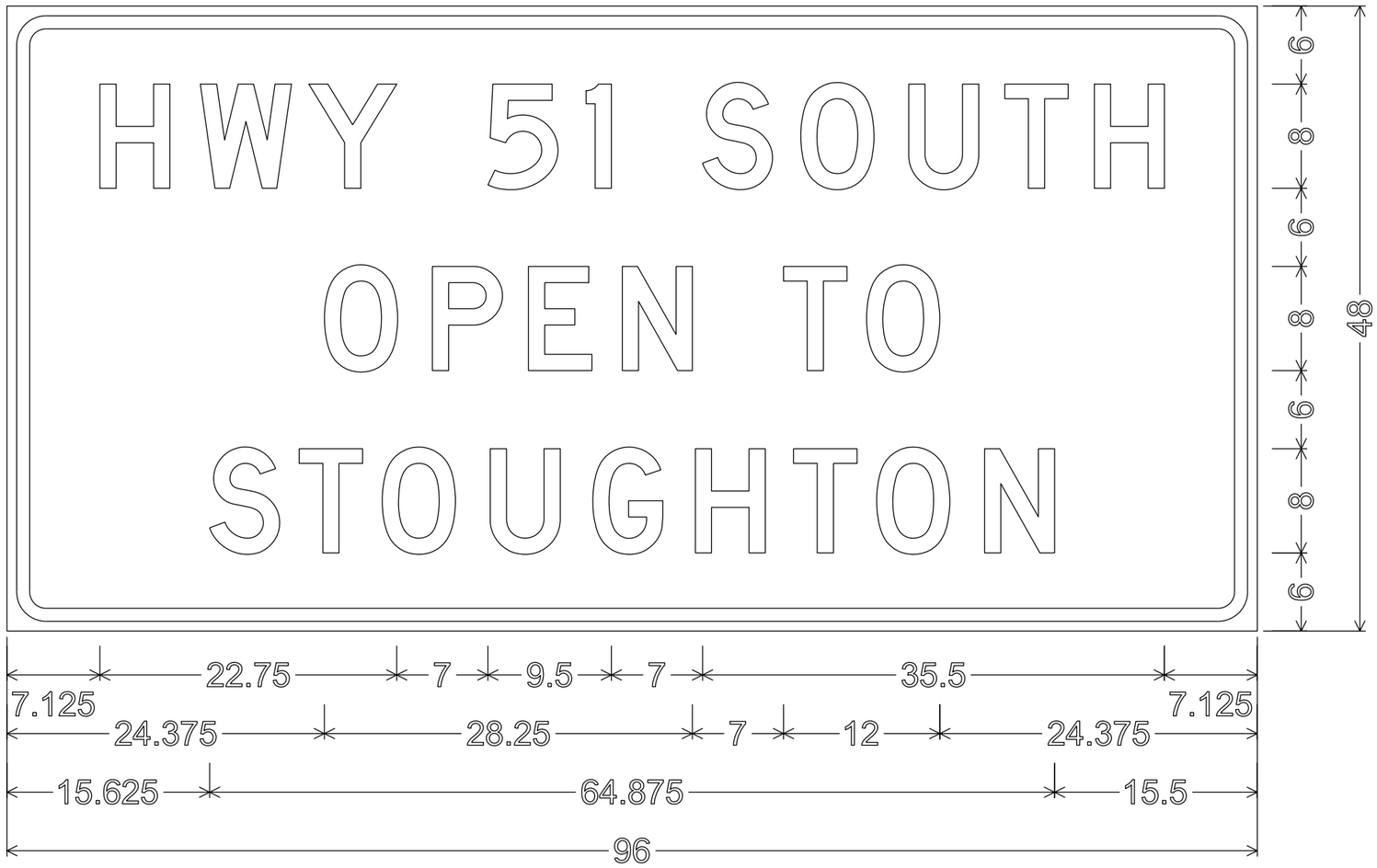
APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

6

S.D.D. 16 A 1-7

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



3.000" Radius, 1.000" Border, 0.750" Indent

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7

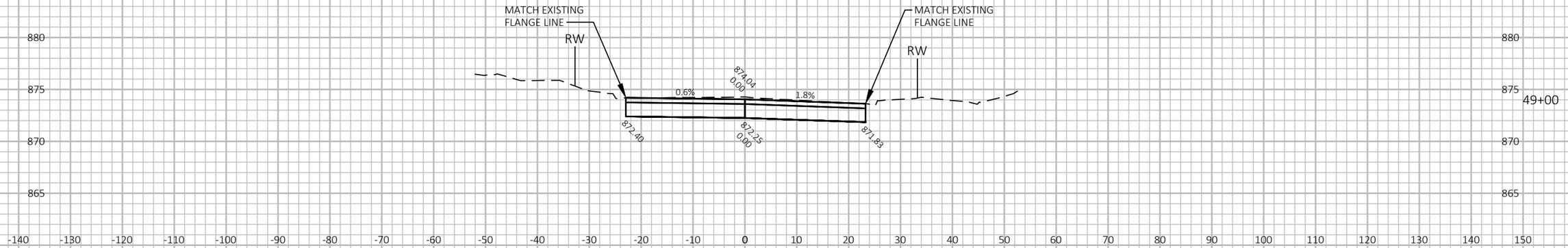
PROJECT NO:5845-04-72	HWY:USH 51	COUNTY:DANE	TEMPORARY SIGNING	SHEET NO: 180	E

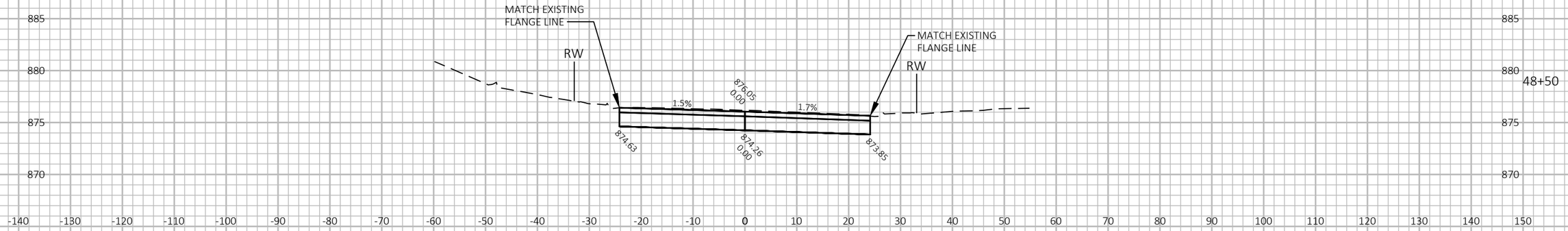
USH 51

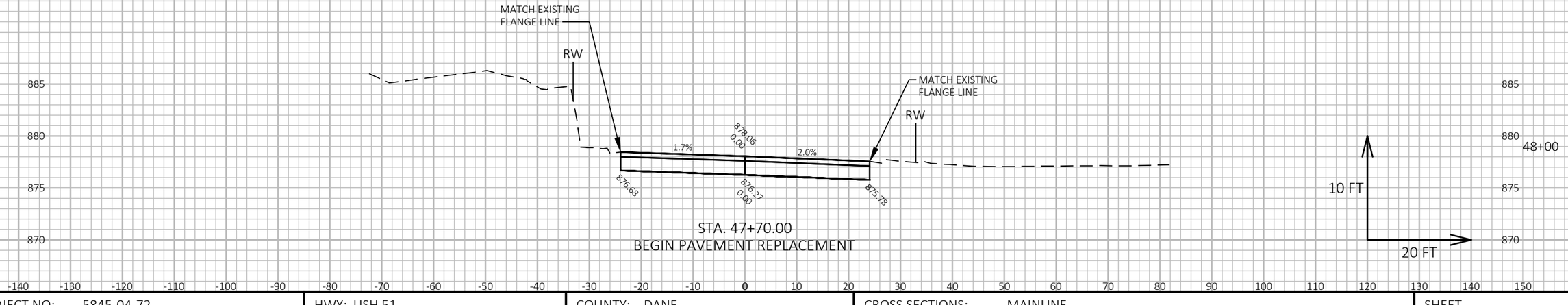
CATEGORY	REFERENCE LINE STATION	EXCAVATION DISTANCE (FT)	EXCAVATION END AREA CUT (SF)	EXCAVATION VOLUME CUT (CY)	EXCAVATION CUMM VOLUME CUT (CY)	EMBANKMENT END AREA FILL (SF)	EMBANKMENT VOLUME FILL (CY)	EMBANKMENT FILL FACTOR	EMBANKMENT EXPANDED VOLUME FILL (CY)	EMBANKMENT CUMM VOLUME FILL (CY)	EXCESS/ (SHORTAGE) CUMM VOLUME (CY)
0010	47+70		86			0					
		80		263	263		0	1.0	0	0	263
	48+50		91			0					
		50		165	428		0	1.0	0	0	428
	49+00		87			0					
		50		149	577		0	1.0	0	0	577
	49+50		74			0					
		50		136	713		0	1.0	0	0	713
	50+00		73			0					
		50		138	851		0	1.0	0	0	851
	50+50		76			0					
		3		9	860		0	1.0	0	0	860
	50+53		75			0					
		47		127	987		0	1.0	0	0	987
	51+00		71			0					
		50		139	1,126		0	1.0	0	0	1,126
	51+50		78			0					
		33		96	1,222		0	1.0	0	0	1,222
	51+83		80			0					
		17		51	1,273		0	1.0	0	0	1,273
	52+00		80			0					
		50		144	1,417		0	1.0	0	0	1,417
	52+50		75			0					
		50		137	1,554		0	1.0	0	0	1,553
	53+00		72			0					
		50		134	1,688		0	1.0	0	0	1,688
	53+50		73			0					
		50		137	1,825		0	1.0	0	0	1,825
	54+00		76			0					
		50		141	1,966		0	1.0	0	0	1,966
	54+50		77			0					
		50		144	2,110		0	1.0	0	0	2,110
	55+00		79			0					
		50		147	2,257		0	1.0	0	0	2,257
	55+50		80			0					
		50		148	2,405		0	1.0	0	0	2,405
	56+00		80			0					
		35		99	2,504		0	1.0	0	0	2,504
	56+35		74			0					
		15		42	2,545		0	1.0	0	0	2,545
	56+50		73			0					
		50		137	2,682		0	1.0	0	0	2,682
	57+00		75			0					
		50		141	2,823		0	1.0	0	0	2,823
	57+50		77			0					
		50		143	2,966		0	1.0	0	0	2,966
	58+00		77			0					
		50		142	3,108		0	1.0	0	0	3,108
	58+50		76			0					
		50		139	3,248		0	1.0	0	0	3,248
	59+00		74			0					
		50		137	3,384		0	1.0	0	0	3,384
	59+50		73			0					
		14		38	3,422		0	1.0	0	0	3,422
	59+64		72			0					
		36		97	3,519		0	1.0	0	0	3,519
	60+00		74			0					
		50		137	3,656		0	1.0	0	0	3,656
	60+50		74			0					

USH 51

CATEGORY	REFERENCE LINE STATION	EXCAVATION DISTANCE (FT)	EXCAVATION END AREA CUT (SF)	EXCAVATION VOLUME CUT (CY)	EXCAVATION CUMM VOLUME CUT (CY)	EMBANKMENT END AREA FILL (SF)	EMBANKMENT VOLUME FILL (CY)	EMBANKMENT FILL FACTOR	EMBANKMENT EXPANDED VOLUME FILL (CY)	EMBANKMENT CUMM VOLUME FILL (CY)	EXCESS/ (SHORTAGE) CUMM VOLUME (CY)
0010		50		134	3,790		0	1.0	0	0	3,790
	61+00		71			0					
		50		131	3,921		0	1.0	0	0	3,921
	61+50		70			0					
		50		134	4,055		0	1.0	0	0	4,055
	62+00		75			0					
		50		143	4,198		0	1.0	0	0	4,198
	62+50		80			0					
		44		129	4,327		0	1.0	0	0	4,327
	62+94		77			0					
		6		17	4,343		0	1.0	0	0	4,343
	63+00		78			0					
		50		143	4,486		0	1.0	0	0	4,486
	63+50		76			0					
		50		139	4,625		0	1.0	0	0	4,625
	64+00		75			0					
		50		137	4,762		0	1.0	0	0	4,762
	64+50		74			0					
		50		139	4,902		0	1.0	0	0	4,902
	65+00		77			0					
		50		137	5,039		0	1.0	0	0	5,039
	65+50		72			0					
		50		134	5,173		0	1.0	0	0	5,173
	66+00		73			0					
		38		102	5,275		0	1.0	0	0	5,275
	66+37.99		73			0					
	TOTAL				5,275		0			0	5,275



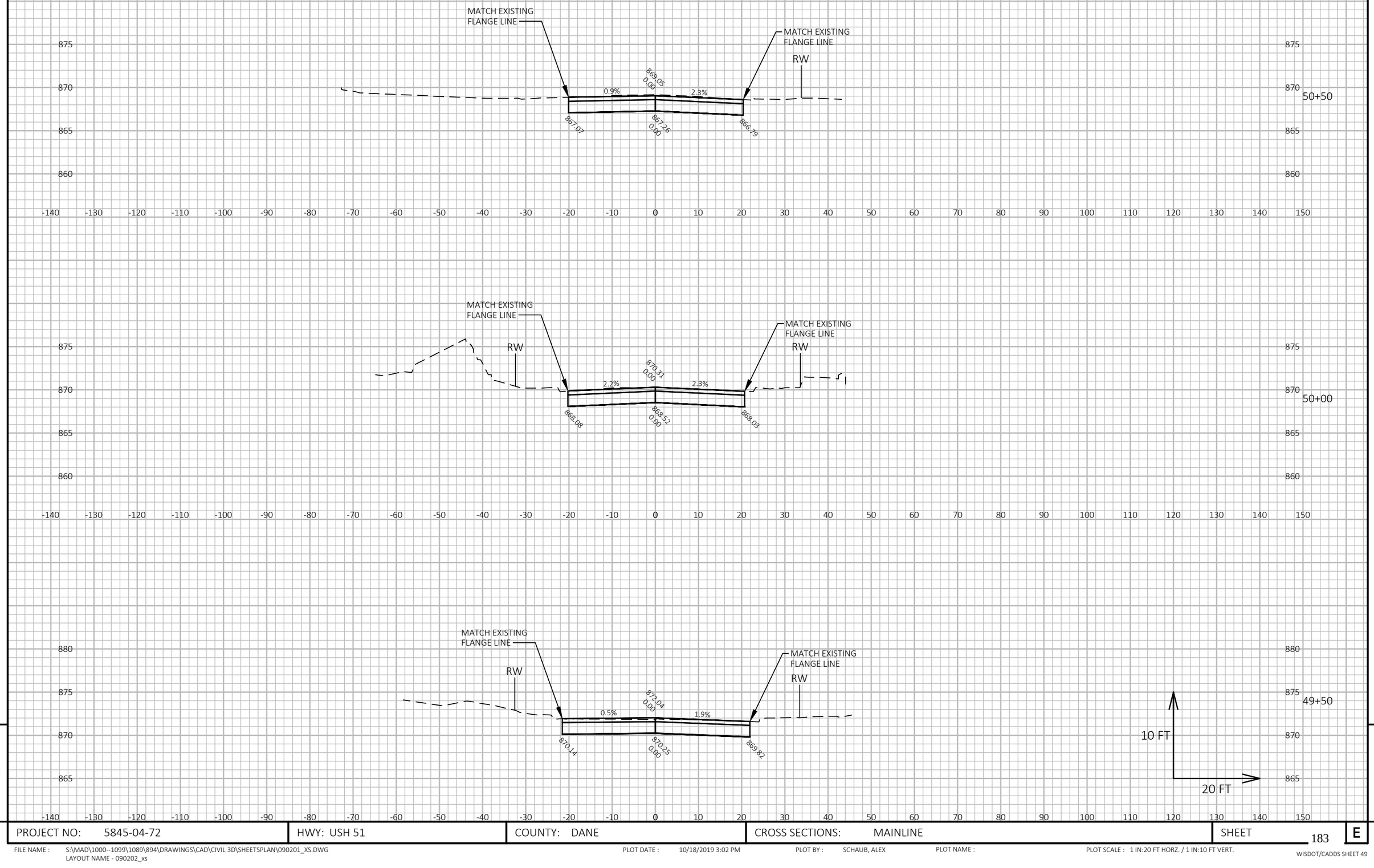




STA. 47+70.00
BEGIN PAVEMENT REPLACEMENT

9 9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 182	E



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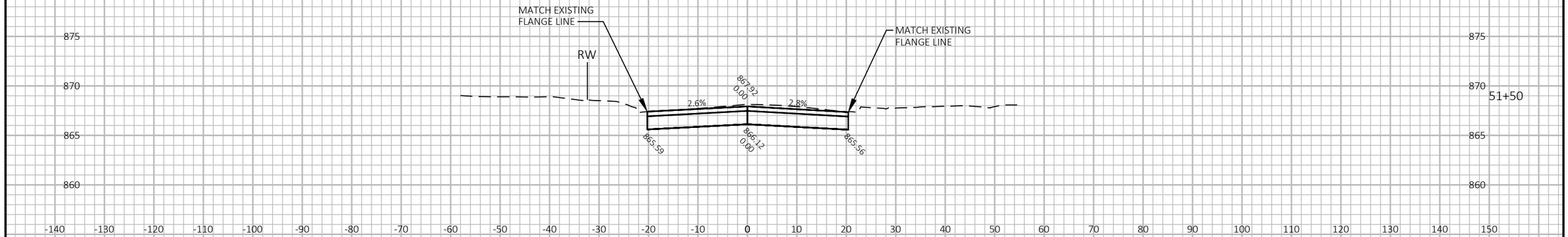
9

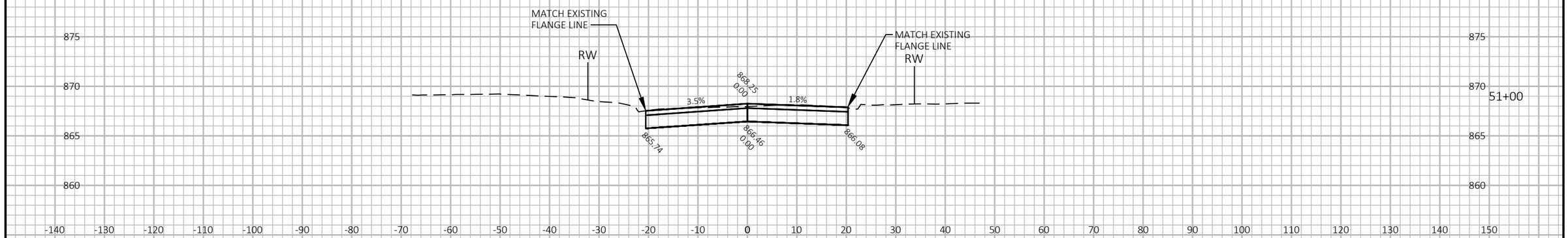
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 183	E

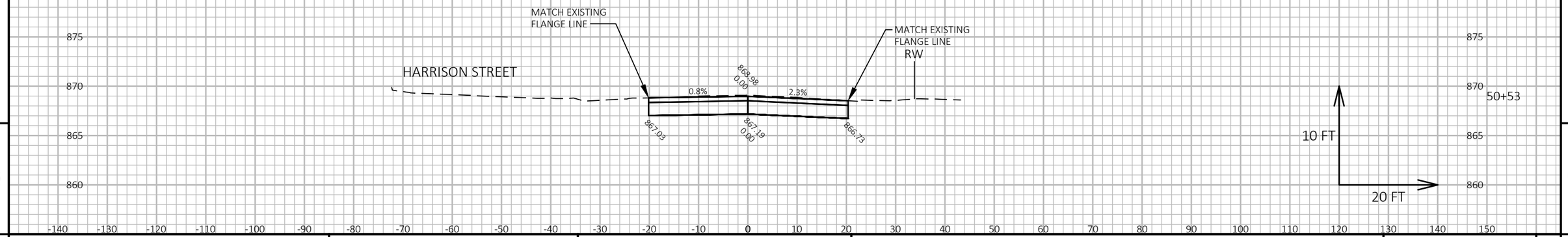
FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090202_xs

PLOT DATE : 10/18/2019 3:02 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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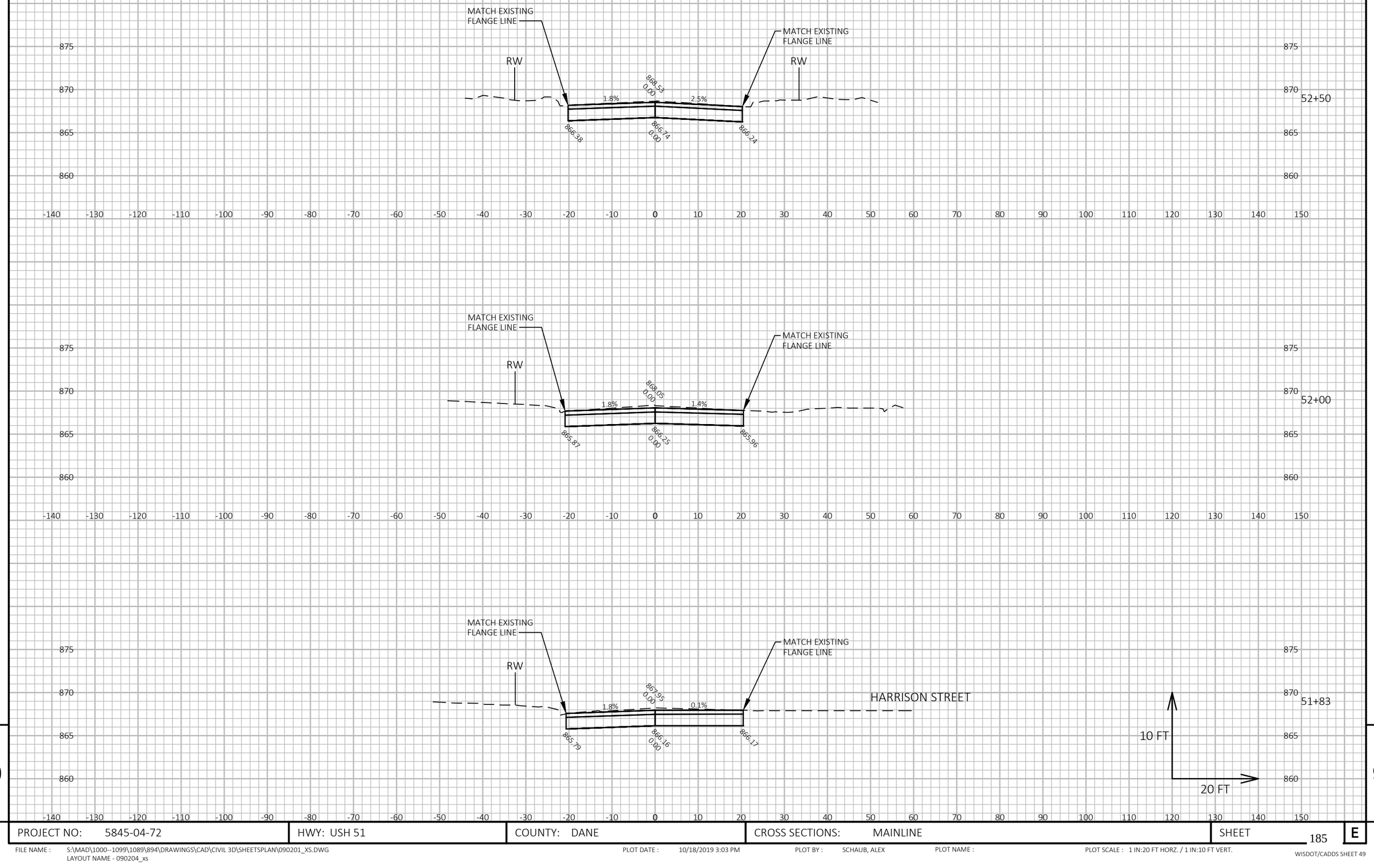
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 184	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090203_xs

PLOT DATE : 10/18/2019 3:03 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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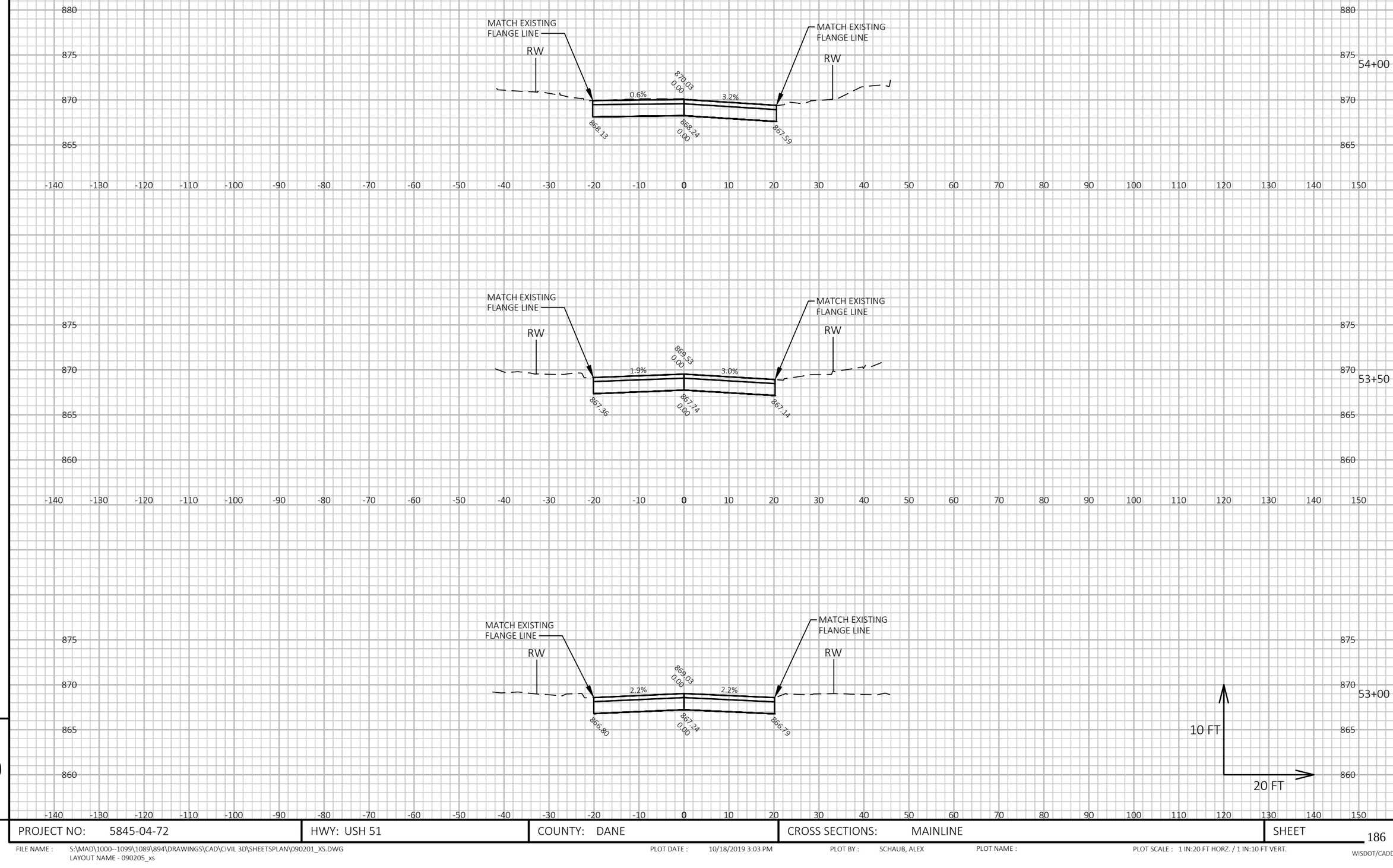
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 185	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090204_xs

PLOT DATE : 10/18/2019 3:03 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

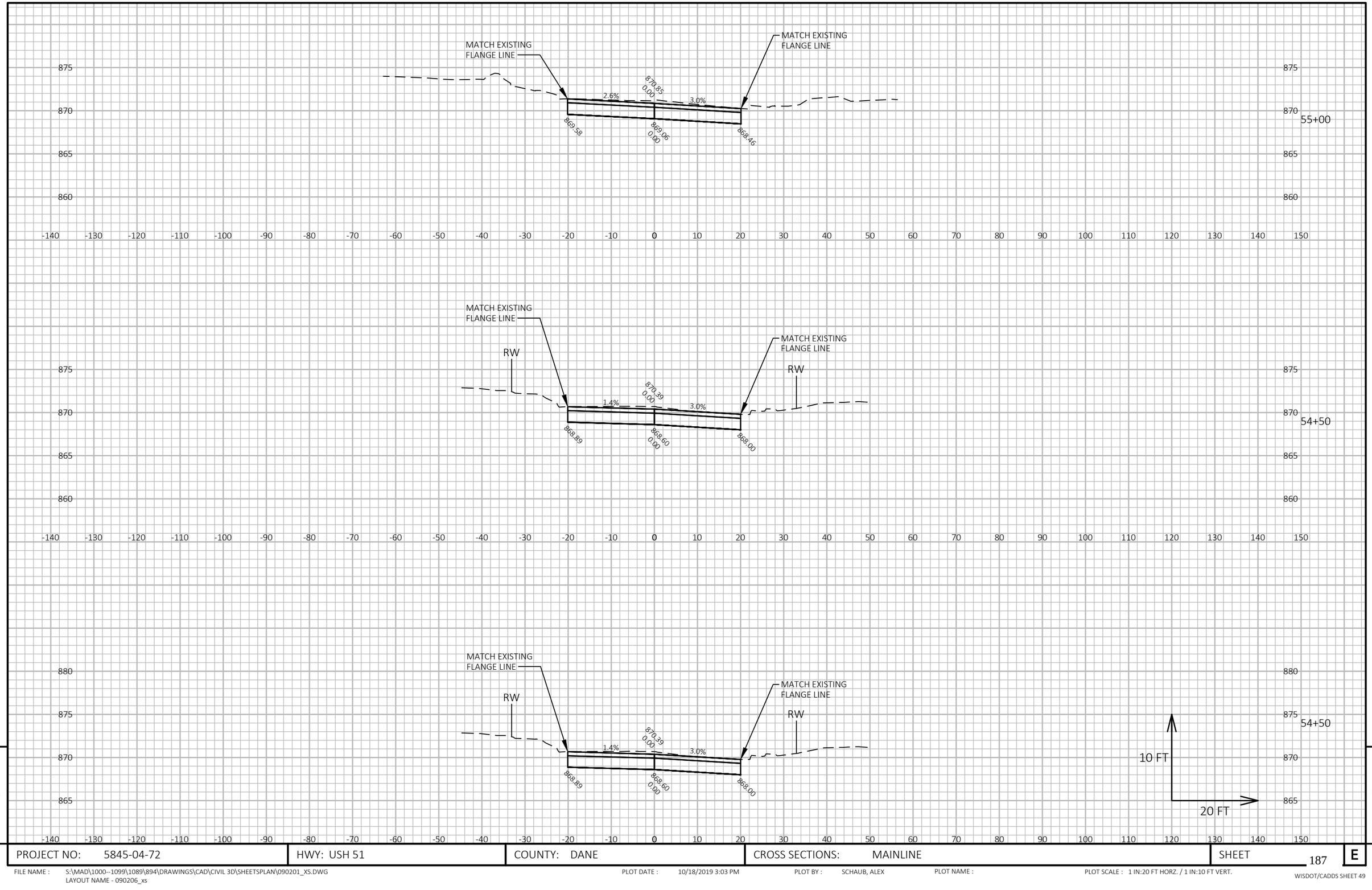
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 186	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090205_xs

PLOT DATE : 10/18/2019 3:03 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

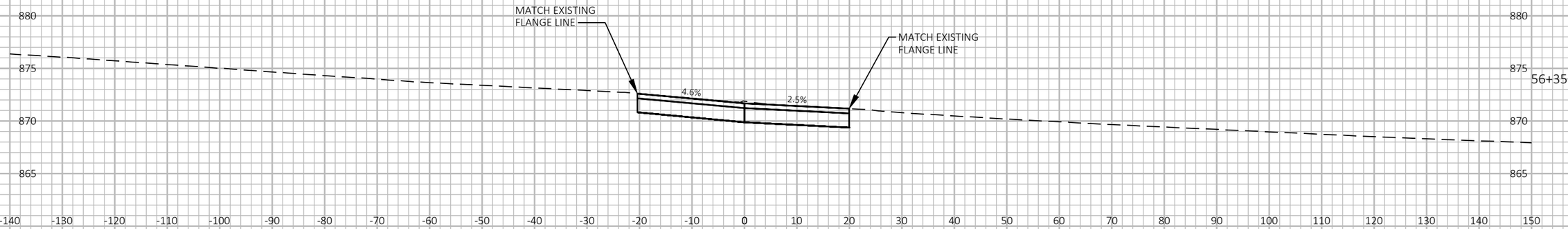
9

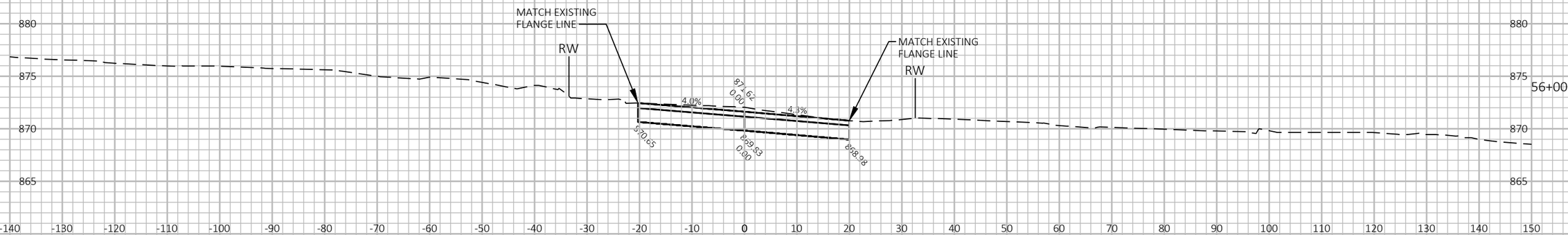
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 187	E

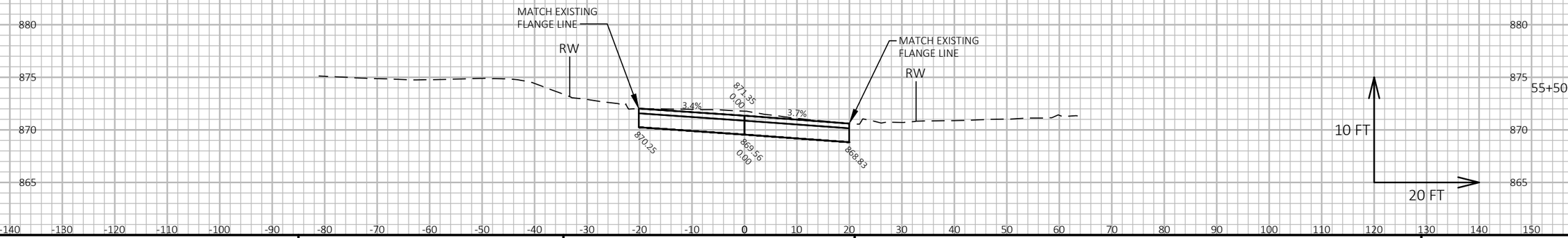
FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090206_xs

PLOT DATE : 10/18/2019 3:03 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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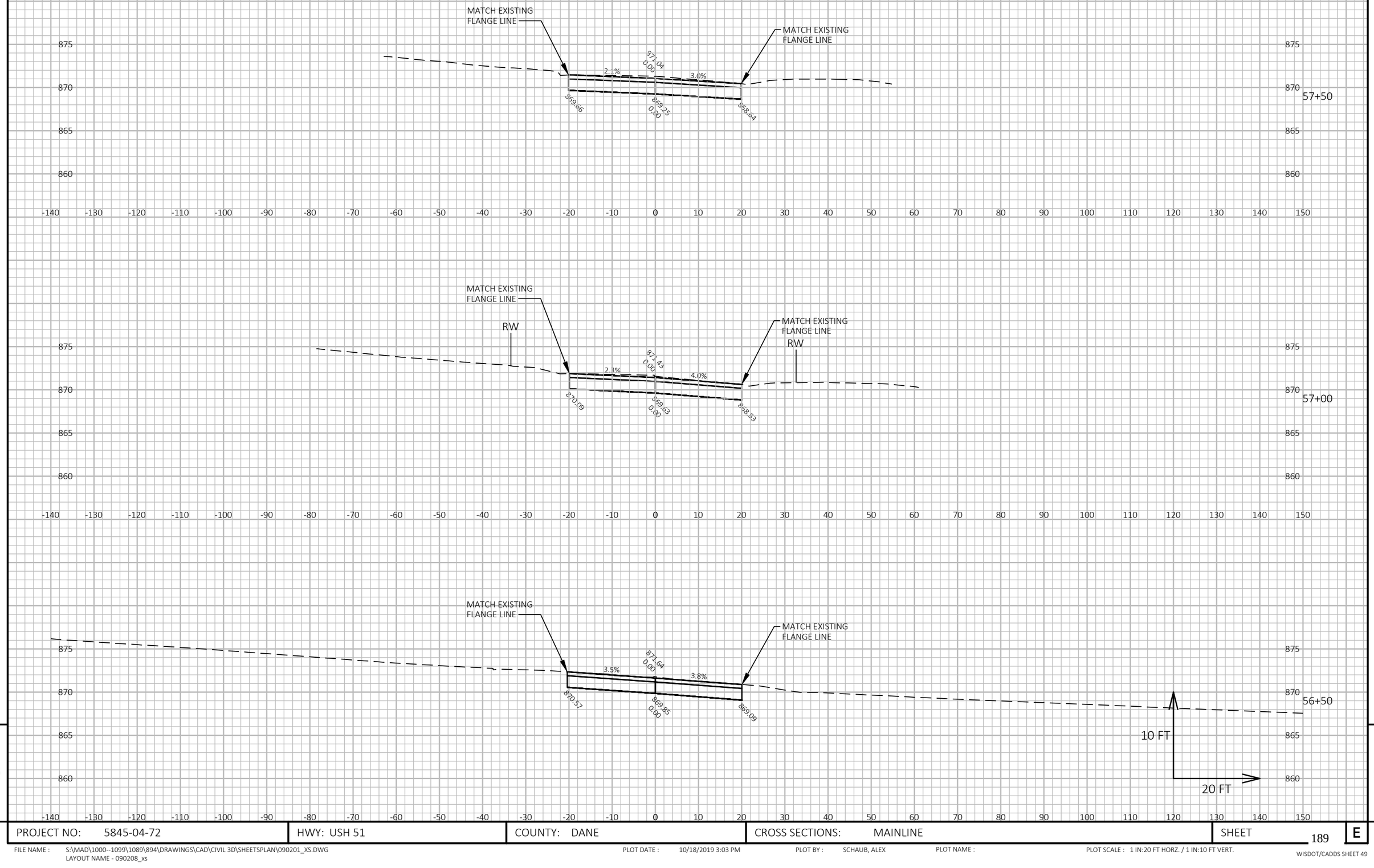
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 188	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090207_xs

PLOT DATE : 10/18/2019 3:03 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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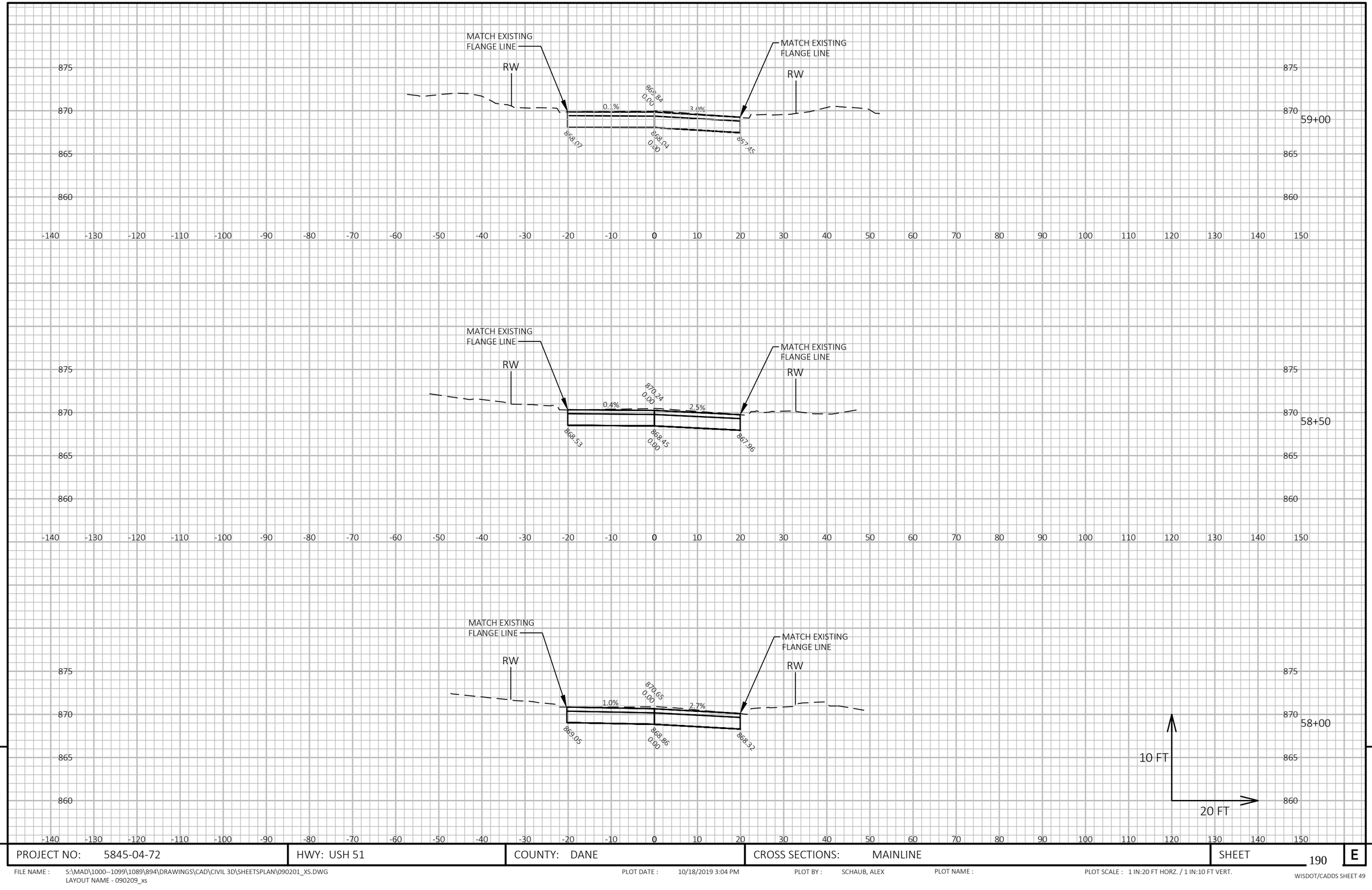
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 189	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090208_xs

PLOT DATE : 10/18/2019 3:03 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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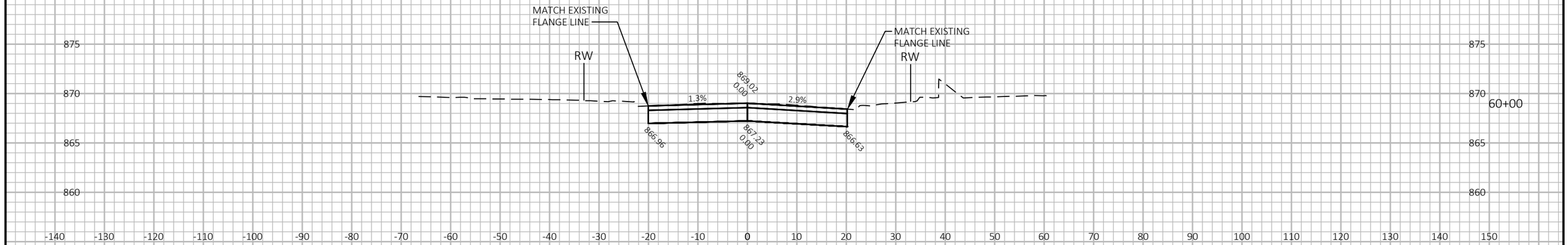
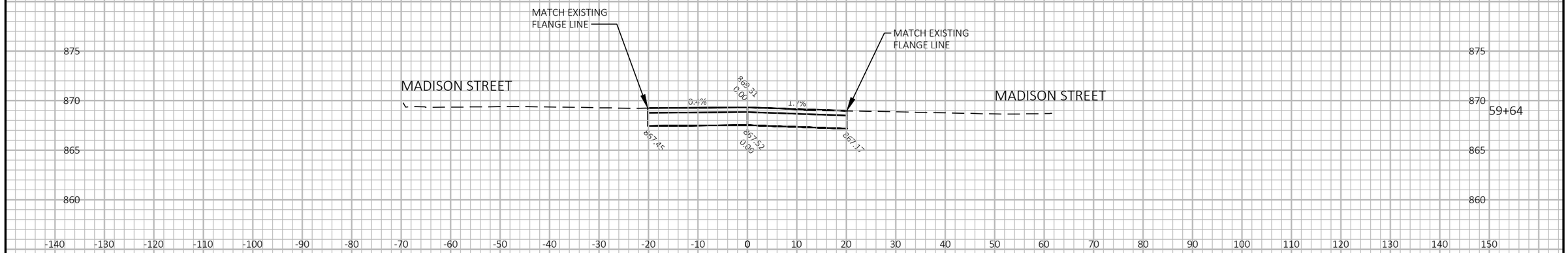
9

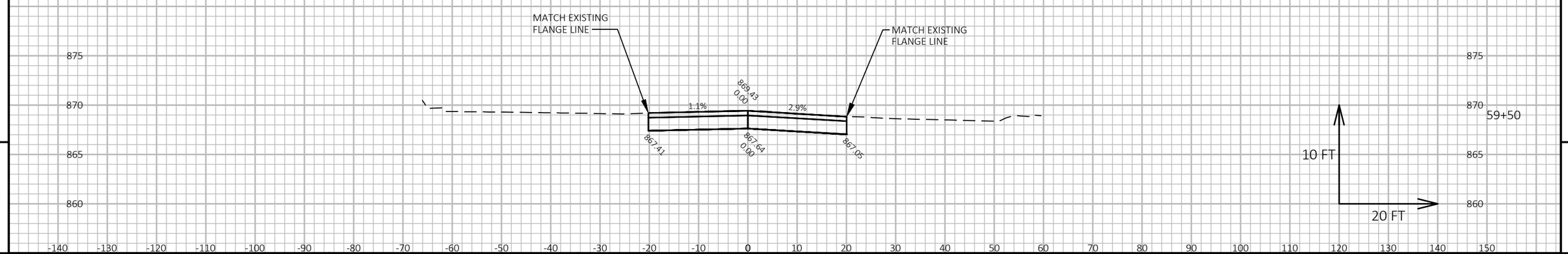
PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 190	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090209_xs

PLOT DATE : 10/18/2019 3:04 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.







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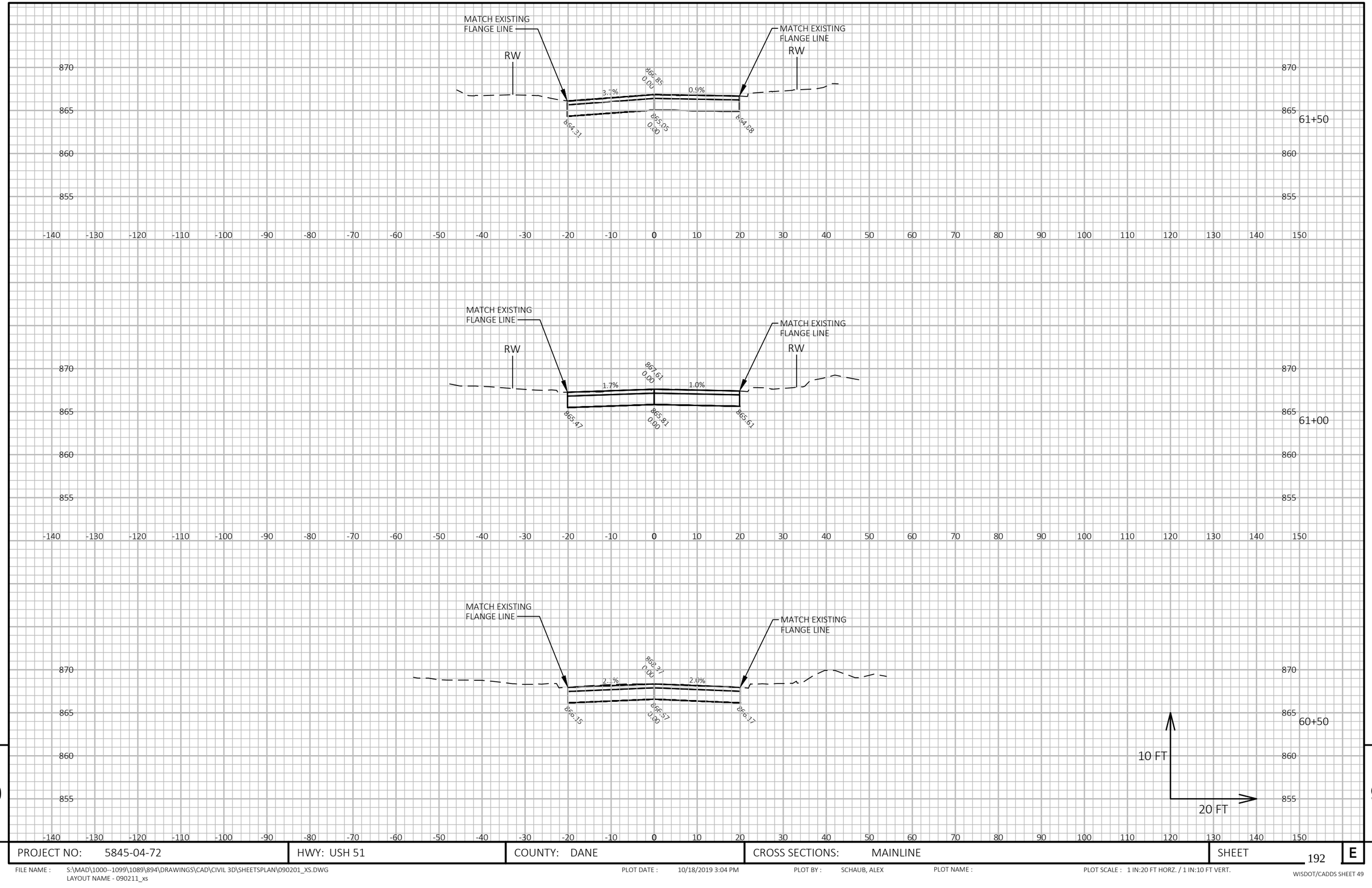
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 191	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090210_xs

PLOT DATE : 10/18/2019 3:04 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



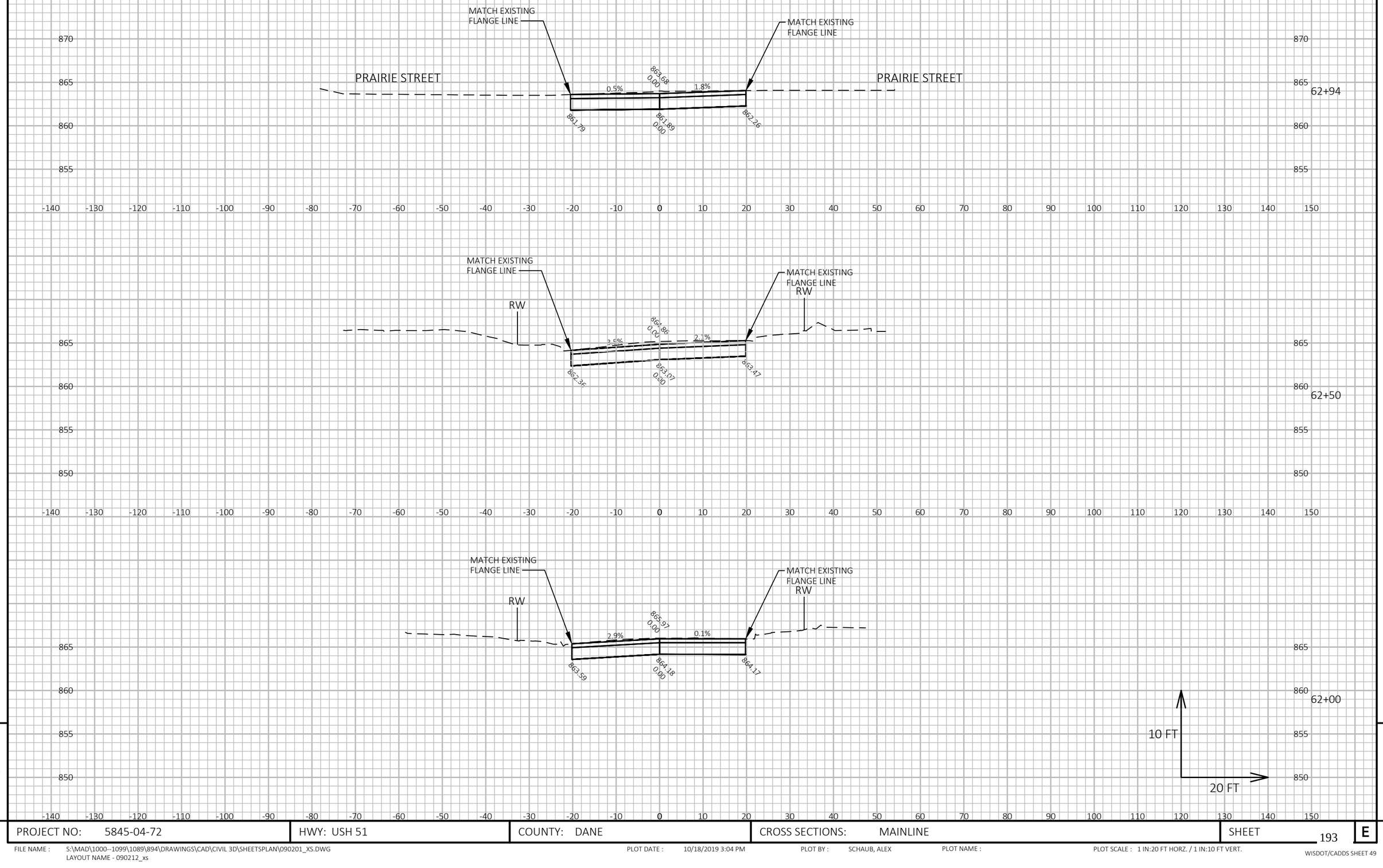
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 192	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090211_xs

PLOT DATE : 10/18/2019 3:04 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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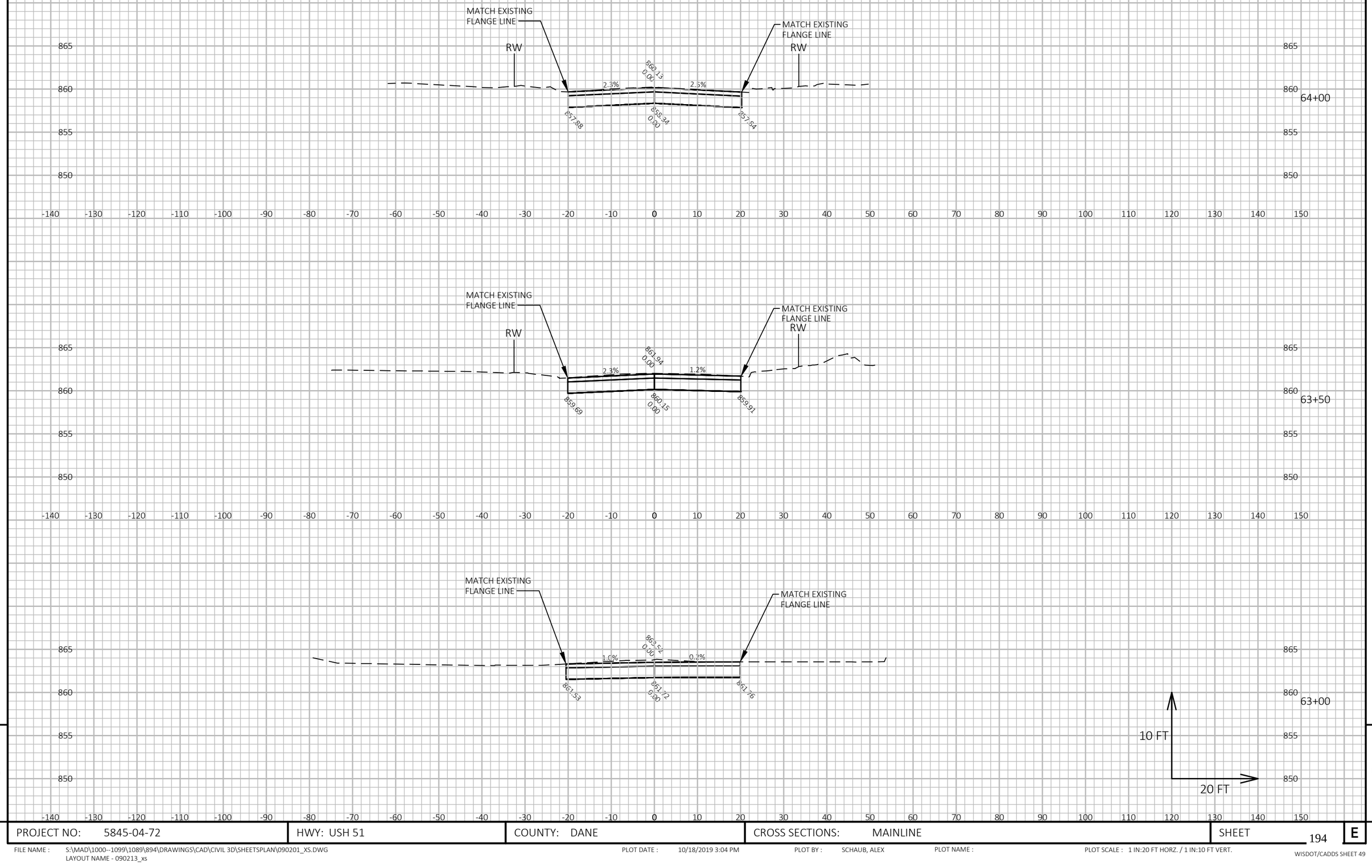
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 193	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090212_xs

PLOT DATE : 10/18/2019 3:04 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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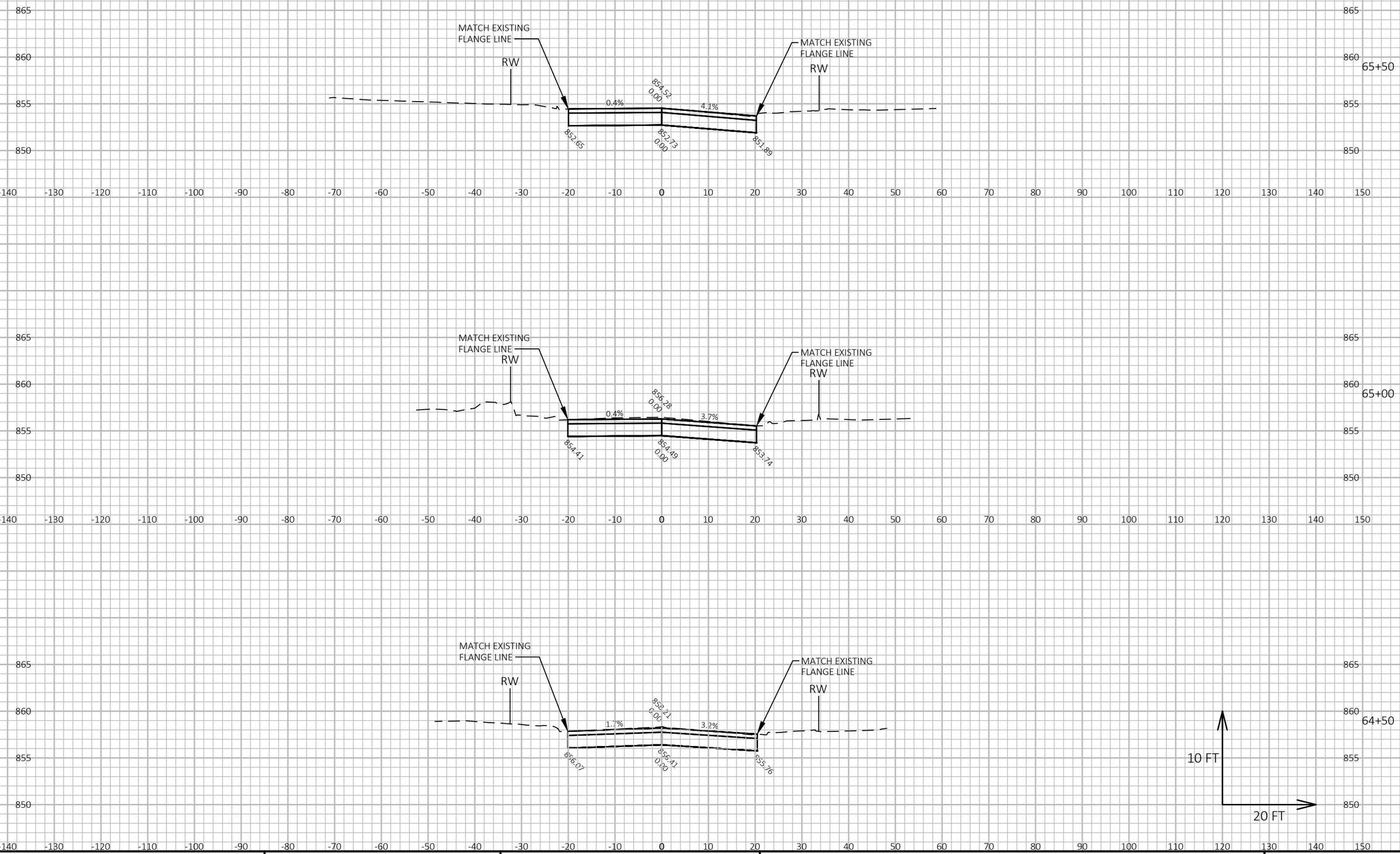
9

PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 194	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090213_xs

PLOT DATE : 10/18/2019 3:04 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

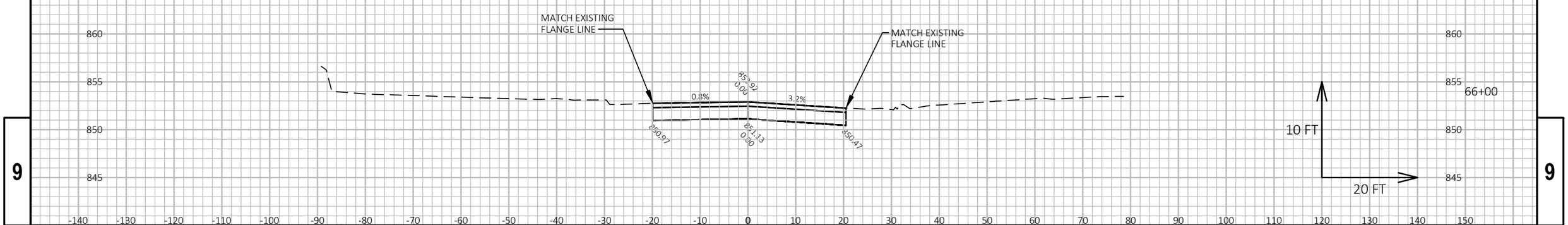
PROJECT NO: 5845-04-72	HWY: USH 15	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 195	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090214_xs

PLOT DATE : 10/18/2019 3:04 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END PROJECT
STA. 66+37.99



PROJECT NO: 5845-04-72	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET 196	E

FILE NAME : S:\MAD\1000--1099\1089\894\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090215_xs

PLOT DATE : 10/18/2019 3:05 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov