MAD

MAY 2021

PROJECT ID: 5155-04-81 & 5155-00-79

WITH: N/A

COUNTY: DANE

07

ORDER OF SHEETS

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

TOTAL SHEETS = 558

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5155-04-81		
5155-00-79	WISC 2021302	1

OREGON-EVANSVILLE

STH 138 TO STH 92

USH 14

DANE COUNTY

STATE PROJECT NUMBER

5155-04-81

MADISON-EVANSVILLE

STH 92 INTERSECTION

USH 14

DANE COUNTY

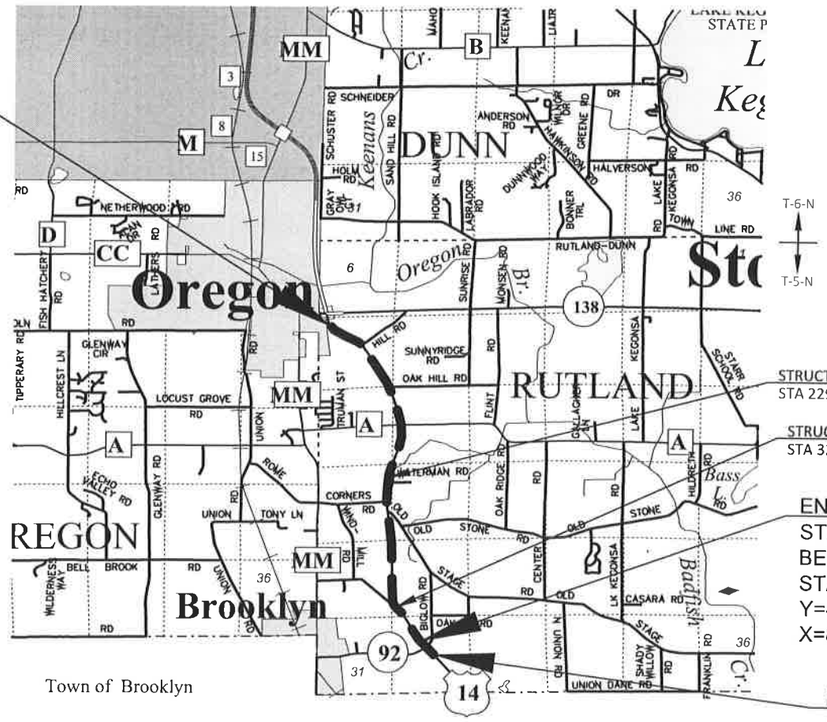
STATE PROJECT NUMBER

5155-00-79



N

BEGIN PROJECT 5155-04-81
STA 113+67.89
Y=424,365.689
X=826,496.467



STRUCTURE C-13-152
STA 229+67.45 - STA 230+28.78

STRUCTURE C-13-3009
STA 329+20

END PROJECT 5155-04-81
STA 352+00.00
BEGIN PROJECT 5155-00-79
STA 352+00.00'REB'
Y=403,058.874
X=832,276.923

END PROJECT 5155-00-79
STA 367+95.08'REB'
Y=401,927.590
X=833,379.129

LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 4.935 MILES
(USH 14 = 4.816 MILES)
(STH 92 = 0.119 MILES)

DESIGN DESIGNATION			5155-04-05 (USH 14)	5155-00-09 (USH 14)	5155-00-09 (STH 92)
A.A.D.T.	2022	=	14500	12900	2100
A.A.D.T.	2042	=	16400	14300	2500
D.H.V.		=	8.4%	8.4%	8.4%
D.D.		=	60/40	60/40	60/40
T.		=	10.0%	10.0%	10.0%
DESIGN SPEED		=	60 MPH	60 MPH	60 MPH
ESALS		=	2,900,000	2,500,000	440,000

CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

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

UTILITIES

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

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DANE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

ORIGINAL PLANS PREPARED BY

MSA

1702 Pankratz Street, Madison, WI 53704
608-242-7779 1-800-446-0679 Fax: 608-242-5664

WISCONSIN
JAMES T. DES JARLAIS
45153-6
MADISON
WISCONSIN
PROFESSIONAL ENGINEER

DATE: 1/27/2021 (Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	MSA PROFESSIONAL SERVICES, INC.
Project Manager	ALEX HAGEN
Regional Examiner	SW REGION
Regional Supervisor	KARLA KNORR

APPROVED FOR THE DEPARTMENT

DATE: 1/27/2021 (Signature)

E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\010101-TI.DWG

PLOT DATE : 1/27/2021 6:43 AM PLOT BY : JAMES DES JARLAIS PLOT NAME :

UTILITIES

NICHOLAS DACHNIWSKYJ
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STOUGHTON, WI 53589
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OAKFIELD, WI 53065
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(920) 737-9662 MOBILE
RUSSEL.W.RYAN@FTR.COM

ERIC BECKER
PAETEC COMMUNICATIONS, LLC - COMMUNICATION LINE
314 N DANZ AVE
GREEN BAY, WI 54302-3526
(920) 461-9825
ERIC.BECKER@WINDSTREAM.COM

STANDARD ABBREVIATIONS

AC	ACRES
AEW	APRON ENDWALL
AGG	AGGREGATE
AH	AHEAD
ALUM.	ALUMINUM
A.P.	ACCESS POINT
ASPH	ASPHALT
AVE	AVENUE
BAD	BASE AGGREGATE DENSE
BK	BACK
BLK	BLOCK
BOC	BACK OF CURB
BOW	BACK OF SIDEWALK
BM	BENCHMARK
CABC	CRUSHED AGGREGATE BASE COURSE
CL or ℄	CENTERLINE
Δ	CENTRAL ANGLE or DELTA
CMCP	CORRUGATED METAL CULVERT PIPE
CONC	CONCRETE
CP	CONTROL POINT
CPCS	CULVERT PIPE CORRUGATED STEEL
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
D	DEGREE OF CURVATURE
DES	DESIRABLE
E	EAST
EB	EASTBOUND
EBS	EXCAVATION BELOW SUBGRADE
EOP	EDGE OF PAVEMENT
ET AL	AND OTHERS
EW	ENDWALL
EXIST	EXISTING
FT	FOOT
FT2	SQUARE FEET
GN	GRID NORTH
GV	GAS VALVE
HERCP	HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE
HYD	HYDRANT
IN	INCH
INL	INLET
INV	INVERT
IP	IRON PIPE
L	LENGTH
L	LENGTH OF CURVE
LC	LONG CHORD
LCP	LONG CHORD BEARING
LF	LINEAR FEET
LT	LEFT
MH	MANHOLE
MON	MONUMENT
N	NORTH
NB	NORTHBOUND
N.C.	NORMAL CROWN
NO	NUMBER
PB	PULLBOX
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
POB	POINT OF BEGINNING
PT	POINT OF TANGENCY
R	RADIUS
R	RANGE
RCP	REINFORCED CONCRETE PIPE
RD	ROAD
REQ'D	REQUIRED
RL or R/L	REFERENCE LINE
RP	RADIUS POINT
RT	RIGHT
R/W	RIGHT OF WAY
S	SOUTH
SAN	SANITARY SEWER
SB	SOUTHBOUND
S.E.	SUPERELEVATION
SEC	SECTION
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
SQ	SQUARE
ST	STREET
STA	STATION
STD	STANDARD
STH	STATE TRUNK HIGHWAY
STM	STORM SEWER
STR	STRUCTURE
T	TANGENT
TAN	TANGENT
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
T or TN	TOWN
TYP.	TYPICAL
WM	WATERMIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
X	EAST GRID COORDINATE
Y	NORTH GRID COORDINATE

DESIGN CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION
SOUTHWEST REGION
ATTN: ALEX HAGEN
2101 WRIGHT STREET
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MSA PROFESSIONAL SERVICES, INC.
ATTN: AMANDA DEAMICO
1702 PANKRATZ STREET
MADISON, WI 53704
PHONE: (608) 216-2060
E-MAIL: adeamico@msa-ps.com

DNR LIAISON

WISCONSIN DEPARTMENT OF NATURAL RESOURCES
ATTN: ERIC HEGGELUND
DNR SOUTH CENTRAL REGION HQ
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: (608) 2228-7927
EMAIL: eric.heggelund@wisconsin.gov

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

GENERAL NOTES

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

THE LOCATIONS OF EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

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

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE TOPSOILED, FERTILIZED, AND SEEDED AS DIRECTED BY THE ENGINEER.

RESTORATION OF EXPOSED SLOPES AND DITCHES SHALL TAKE PLACE IMMEDIATELY AFTER FINISHED GRADING IS COMPLETE.

EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY GRUBBING OR TOPSOIL STRIPPING OPERATIONS.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN AND PROVIDE DOCUMENTATION TO THE ENGINEER IN ACCORDANCE WITH THE SPECIFICATIONS.
THIS ALSO INCLUDES VERIFICATION OF INVERT ELEVATIONS AT ALL PROPOSED STORM SEWER CONNECTION POINTS TO EXISTING SYSTEMS.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING PAVEMENTS AT REMOVAL LIMITS.

CURB & GUTTER RADII AND ELEVATIONS ARE MEASURED FROM FACE OF CURB AND CURB FLANGE, RESPECTIVELY.

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

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

SIGNS IN CONFLICT WITH TRAFFIC CONTROL IN USE SHALL BE COVERED AS DIRECTED BY THE ENGINEER AND PAID FOR UNDER THE BID ITEM "TRAFFIC CONTROL COVERING SIGNS".

DO NOT STORE CONSTRUCTION EQUIPMENT OR MATERIALS WITHIN WETLAND AREAS.

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

WHERE SOFT SILTS ARE ENCOUNTERED AND NOT EXCAVATED BELOW SUBGRADE, THE ROADWAY SHALL BE BUILT FROM SLOPE INTERCEPT TO SLOPE INTERCEPT IN A CONTINUOUS GRADING OPERATION. CONSTRUCTION OF THE ROAD CORE (1H:1V) FIRST WITH SLOPES CONSTRUCTED LATER WILL NOT BE ACCEPTED UNLESS OTHERWISE APPROVED BY THE ENGINEER IN THE FIELD.

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS ARE APPROXIMATE AND MAY BE ADJUSTED TO FIT FIELD CONDITIONS.

UNDISTRIBUTED QUANTITIES OF "REMOVING SMALL SIGN SUPPORTS" AND "POSTS WOOD 4x6 INCH x 16 FT" SHALL BE USED WHEN EXISTING SIGN POSTS CANNOT BE SALVAGED AS DIRECTED BY THE ENGINEER.

WHEN THE QUANTITY OF ITEMS OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE. THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF MATERIAL AS DIRECTED BY THE ENGINEER.

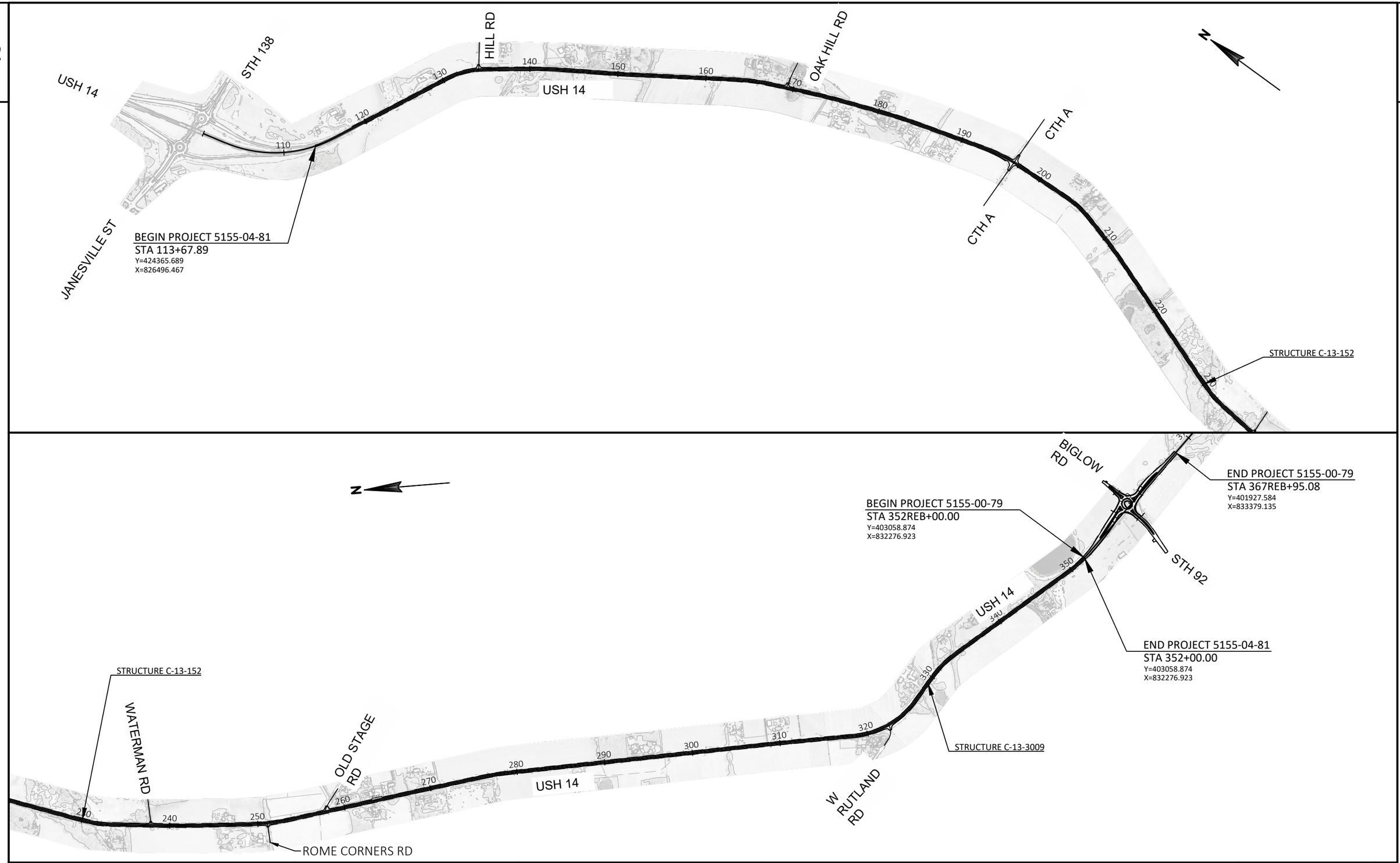
HMA PAVEMENT AND ASPHALTIC SURFACE TEMPORARY WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

ORDER OF SECTION 2 SHEETS:

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
PAVEMENT GRADES
PLAN - USH 14
CURB RAMP DETAILS
CROSS SECTION MATCHLINES
EROSION CONTROL
STORM SEWER
EXISTING SIGN REMOVALS
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
DETOUR ROUTE
ALIGNMENT & SUPERELEVATION DETAILS

2



PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020201-PO-81.DWG
LAYOUT NAME - 020201-po

PLOT DATE : 1/27/2021 7:47 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : ##########

2

N

BEGIN PROJECT 5155-00-79
STA 352REB+00.00
Y=403058.874
X=832276.923

PROPOSED R/W (TYP.)

WETLANDS

ANDERSON POND

350RWB

350REB

SLOPE INTERCEPT (TYP.)

202BLE

END CONSTRUCTION
STA 202BLE+95.87
MATCH EXISTING
SAWCUT REQUIRED

USH 14

EXISTING R/W (TYP.)

S-13-520

BIGLOW RD

S-13-521

BEGIN CONSTRUCTION
STA 100EB+00.00
MATCH EXISTING
SAWCUT REQUIRED

95WB

95EB

100WB

100EB

STH 92

WETLANDS

USH 14

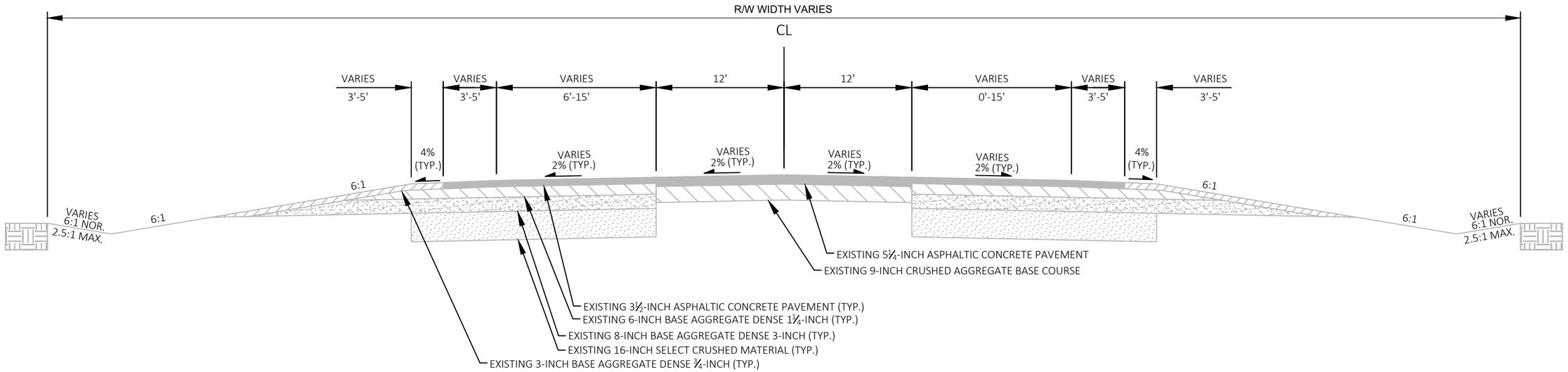
370REB

END PROJECT 5155-00-79
STA 367REB+95.08
Y=401927.590
X=833379.129
MATCH EXISTING
SAWCUT REQUIRED

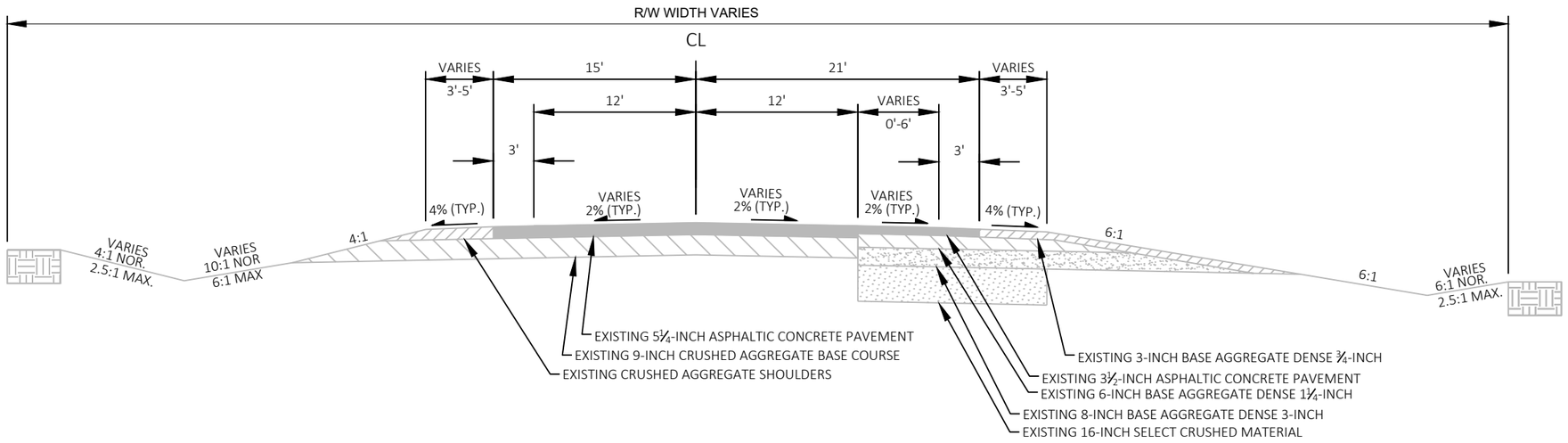
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020202-PO-79.DWG
LAYOUT NAME - 020202-po-79

PLOT DATE : 1/27/2021 8:11 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:200 FT

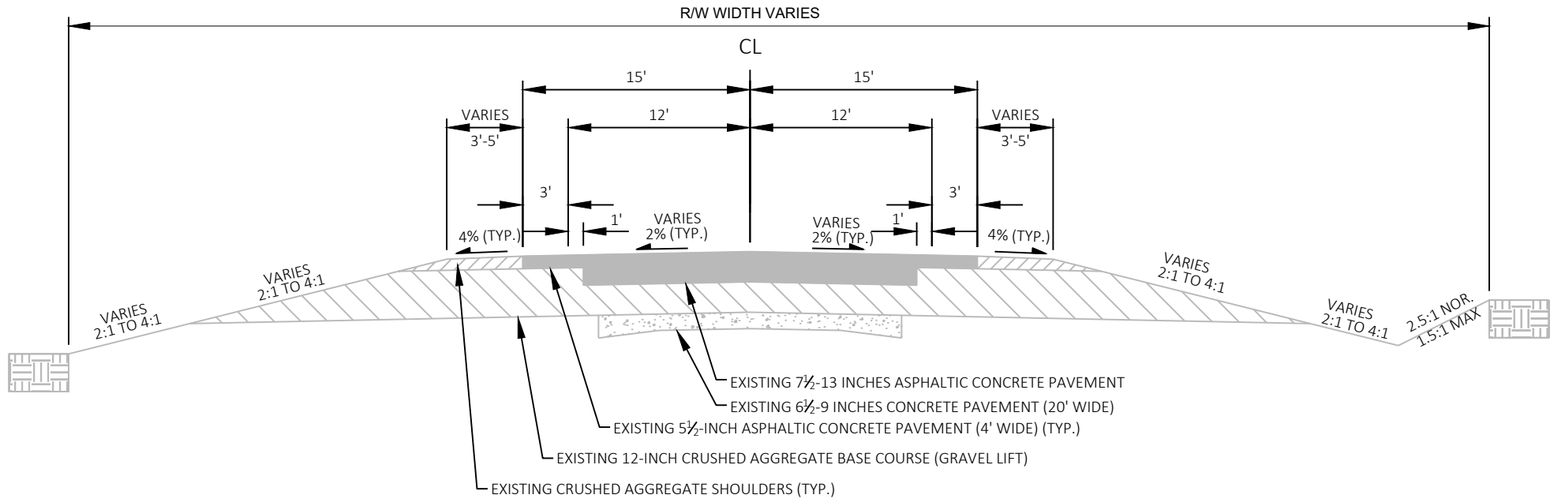


EXISTING TYPICAL SECTION USH 14
STA 113+68 TO 118+33

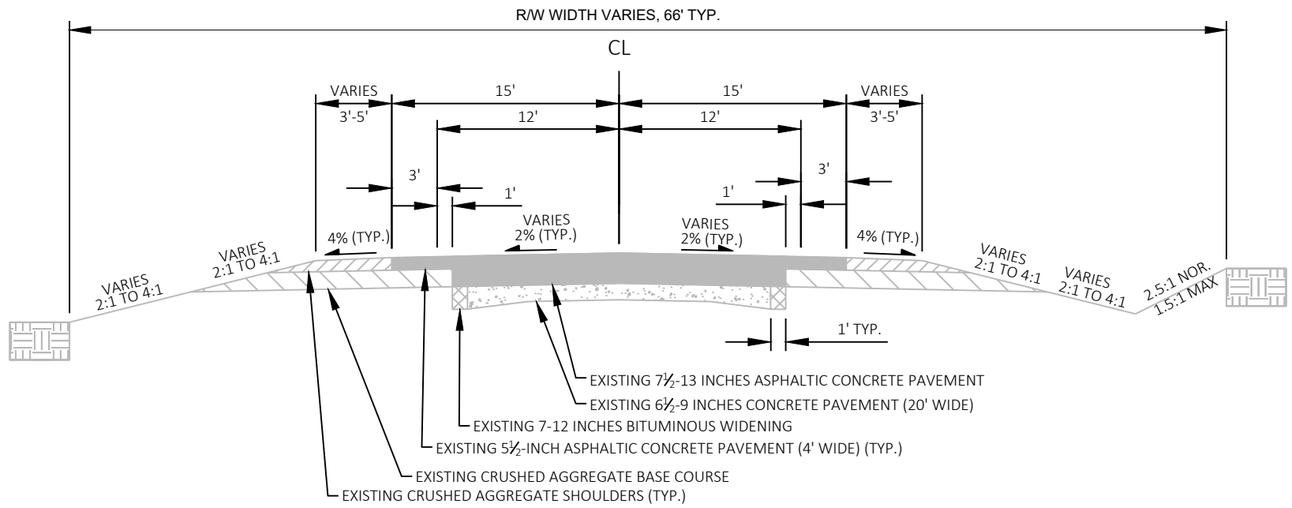


EXISTING TYPICAL SECTION USH 14
STA 118+33 TO 119+77

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 5	E

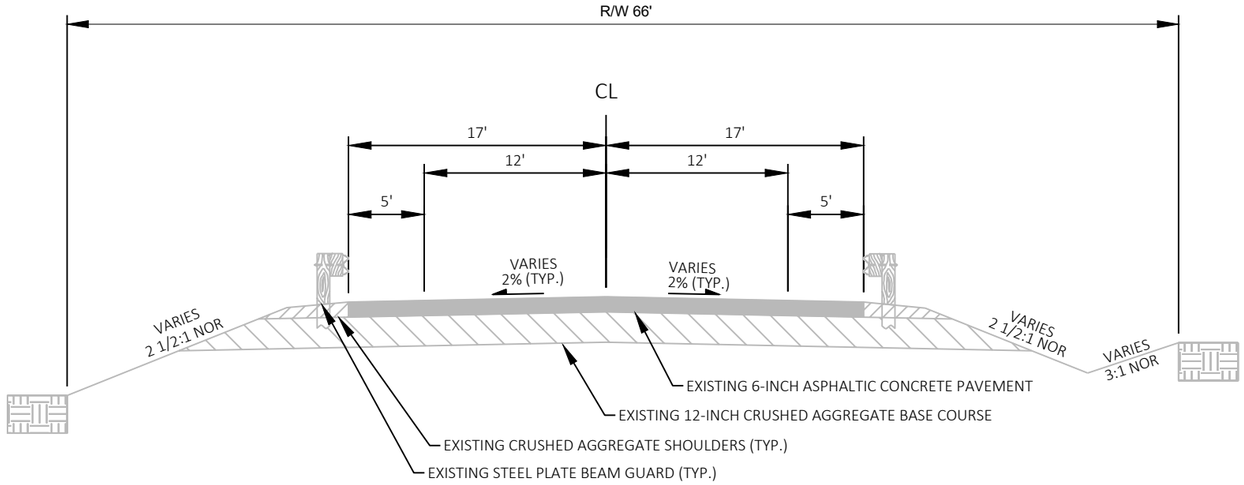


EXISTING TYPICAL SECTION USH 14
STA 119+77 TO 123+00
STA 200+00 TO 225+00

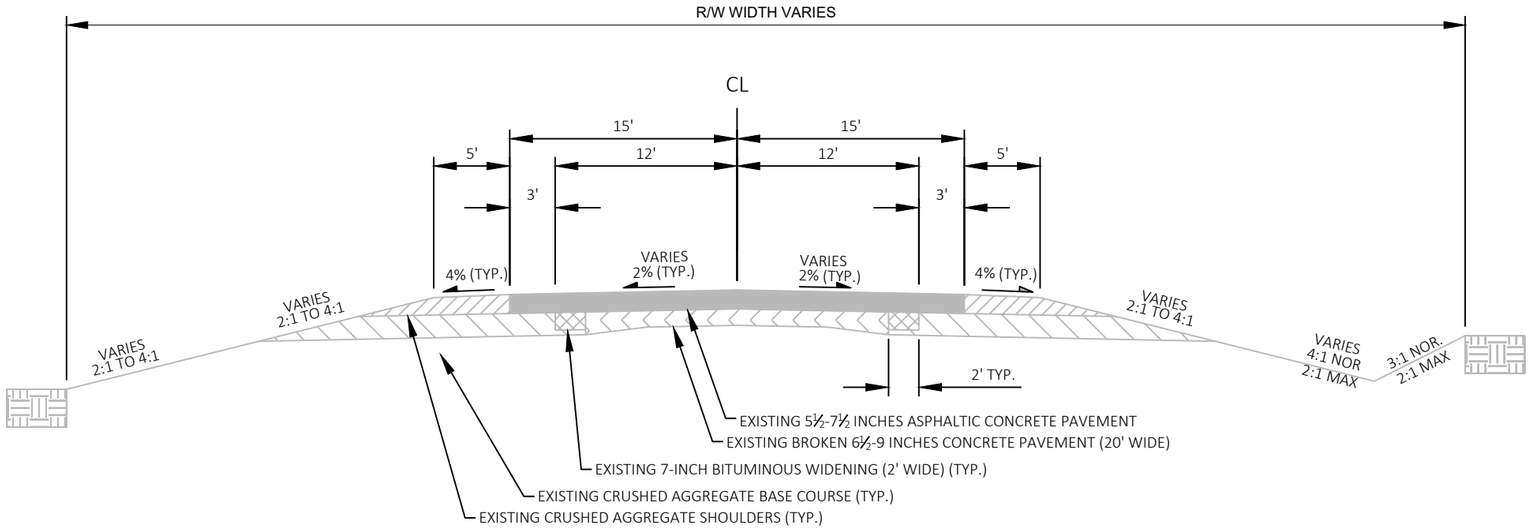


EXISTING TYPICAL SECTION USH 14
STA 123+00 TO 200+00
STA 225+00 TO 228+71
STA 231+28 TO 326+72

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 6	E



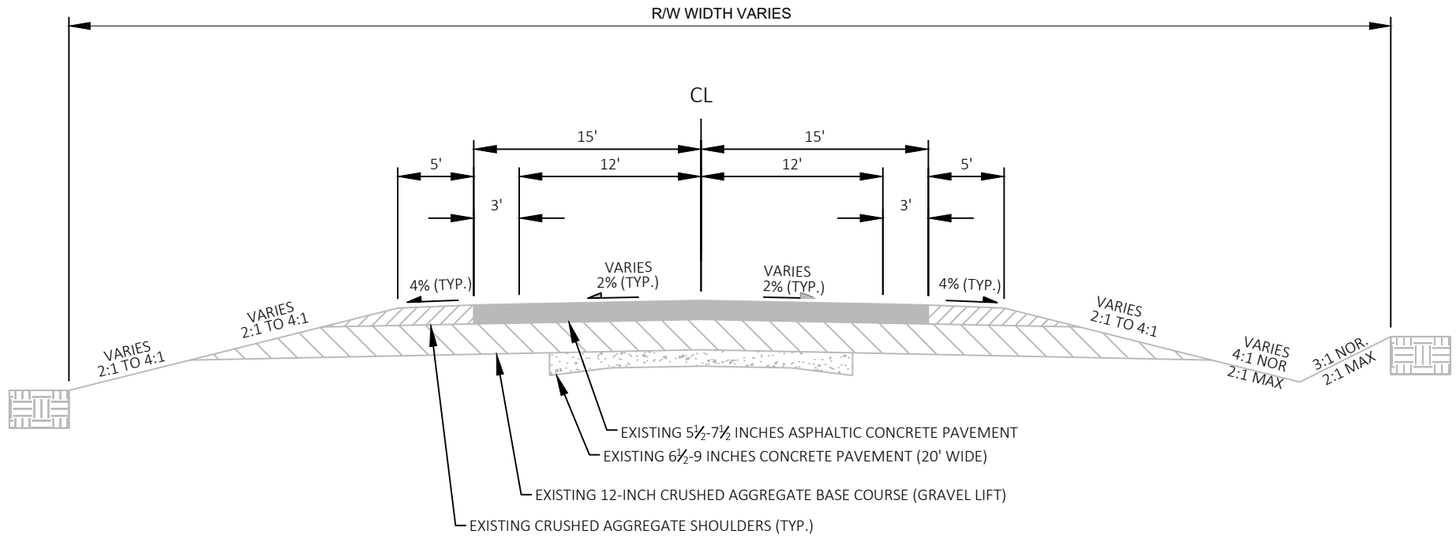
EXISTING TYPICAL SECTION USH 14
STA 228+71 TO 231+28



EXISTING TYPICAL SECTION USH 14
STA 326+72 TO 345+00

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 7	E

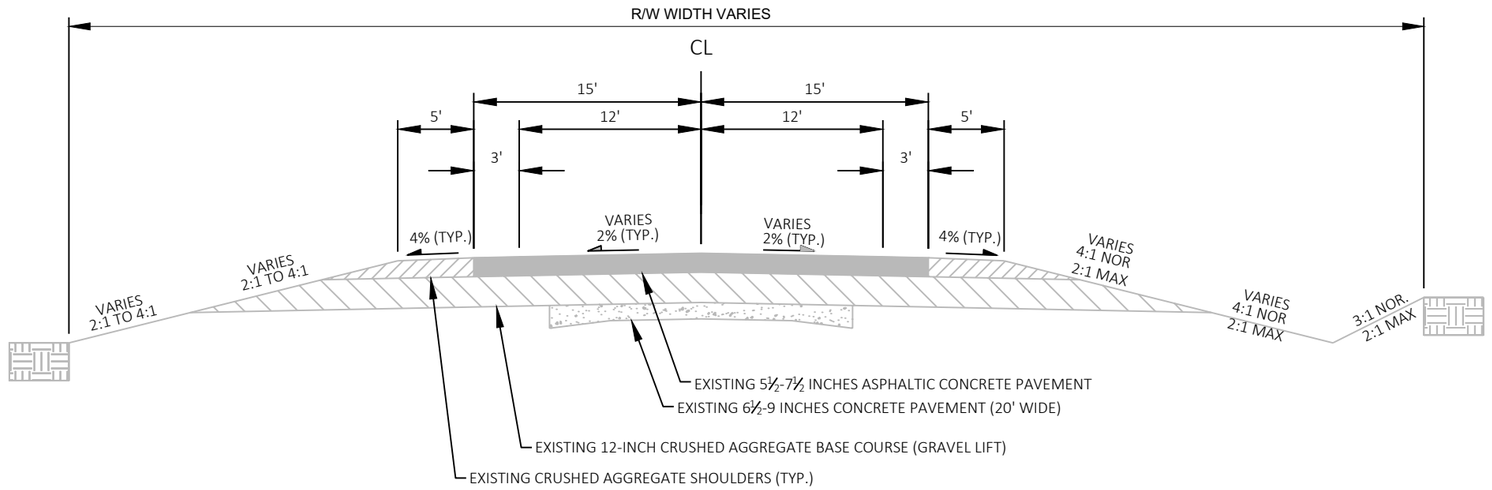
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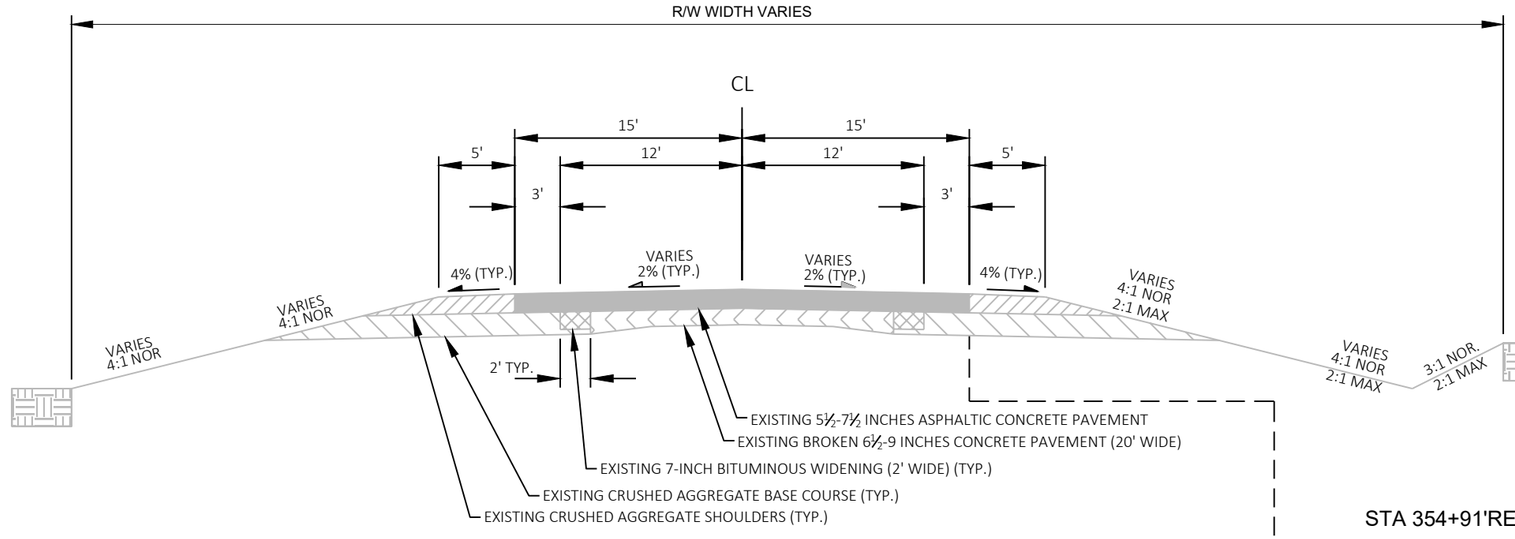
EXISTING TYPICAL SECTION USH 14
STA 345+00 TO 352+00

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 8	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts-81
PLOT DATE : 1/26/2021 1:51 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

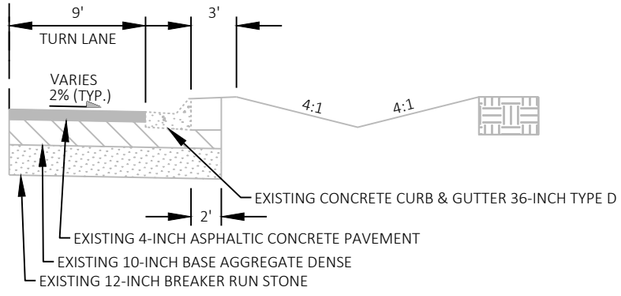


EXISTING TYPICAL SECTION USH 14
STA 352+00'REB' TO 352+70'REB'



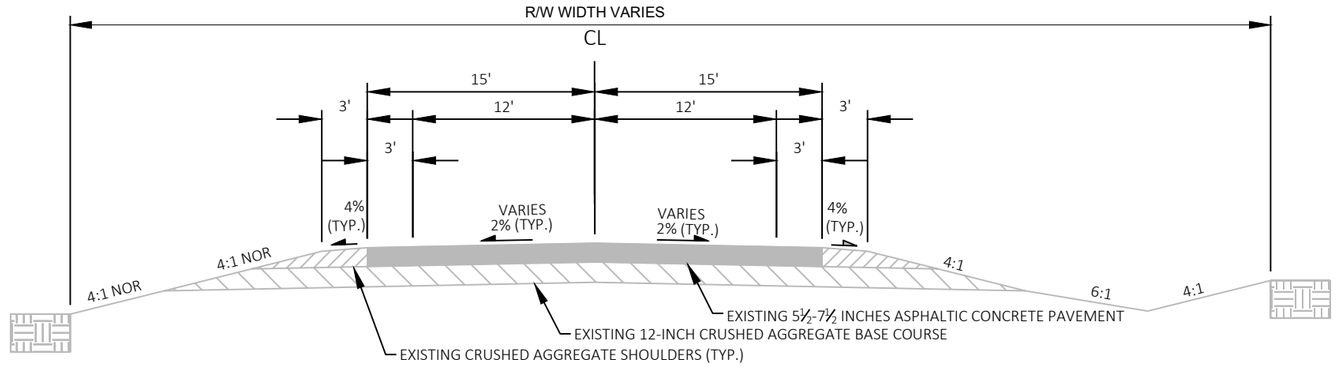
EXISTING TYPICAL SECTION USH 14
STA 352+70'REB' TO 363+16'REB'

STA 354+91'REB' TO 361+31'REB'

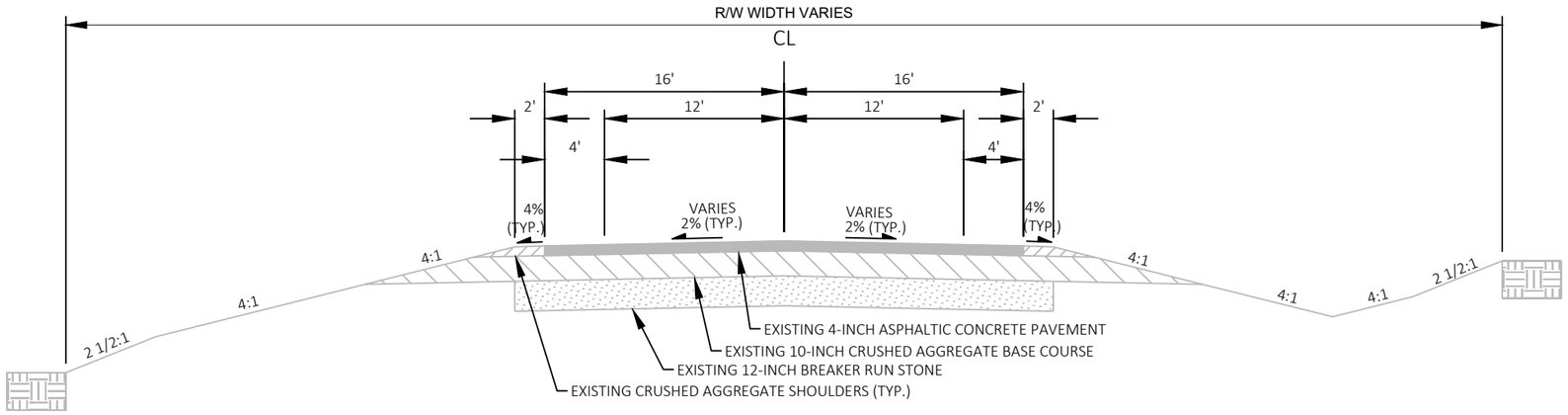


PROJECT NO: 5155-04-81/5155-00-79	HWY: USH 14	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 9	E

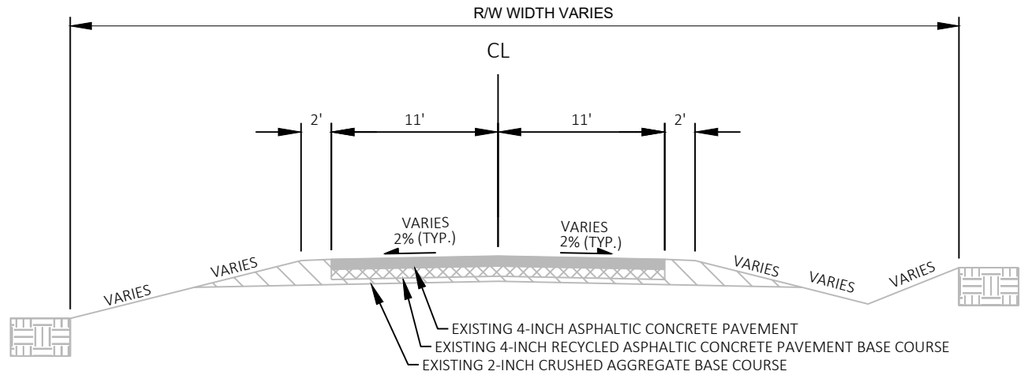
2



EXISTING TYPICAL SECTION USH 14
STA 363+16'REB' TO 367+95'REB'



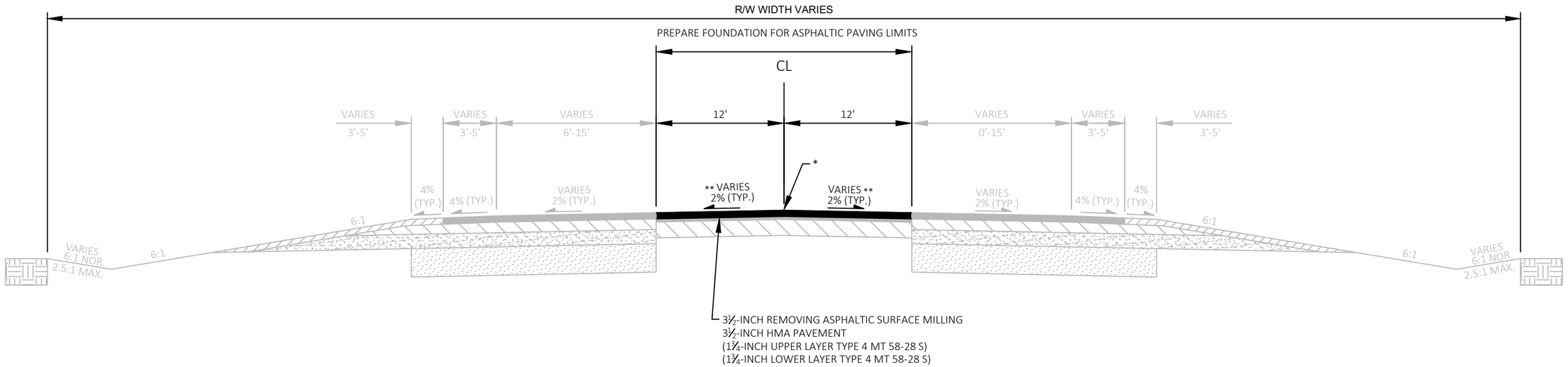
EXISTING TYPICAL SECTION STH 92
STA 100+00'EB' TO 106+30'EB'



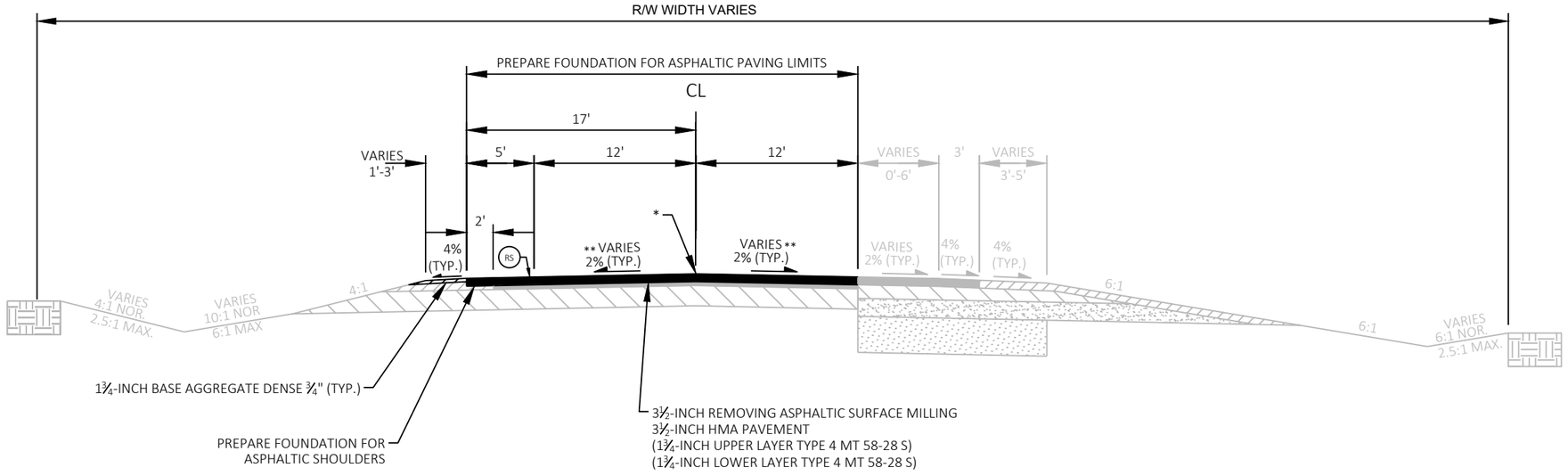
EXISTING TYPICAL SECTION BIGLOW RD
STA 200+00'BLE' TO 202+96'BLE'

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 10	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020306-ts-79
PLOT DATE : 1/26/2021 1:51 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION USH 14
STA 113+68 TO 118+33



FINISHED TYPICAL SECTION USH 14
STA 118+33 TO 119+77

NOTES

* ASPHALTIC CENTERLINE RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL

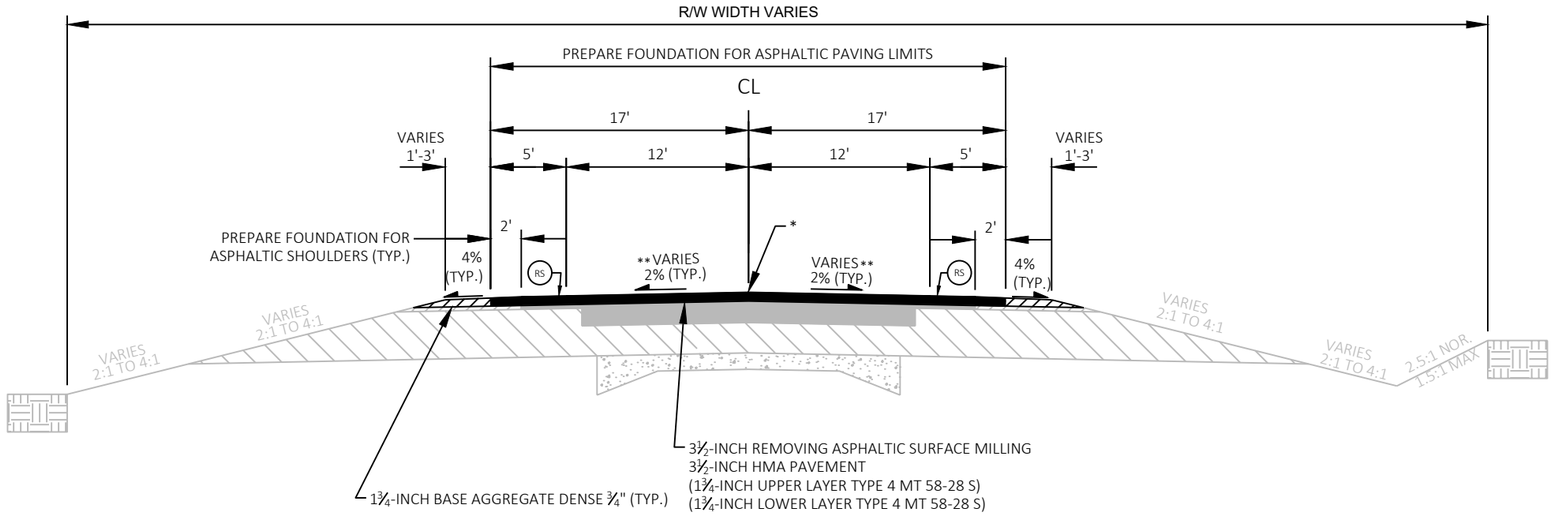
** MATCH EXISTING CROSS SLOPE (SEE PLAN SHEETS)

(RS) ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL

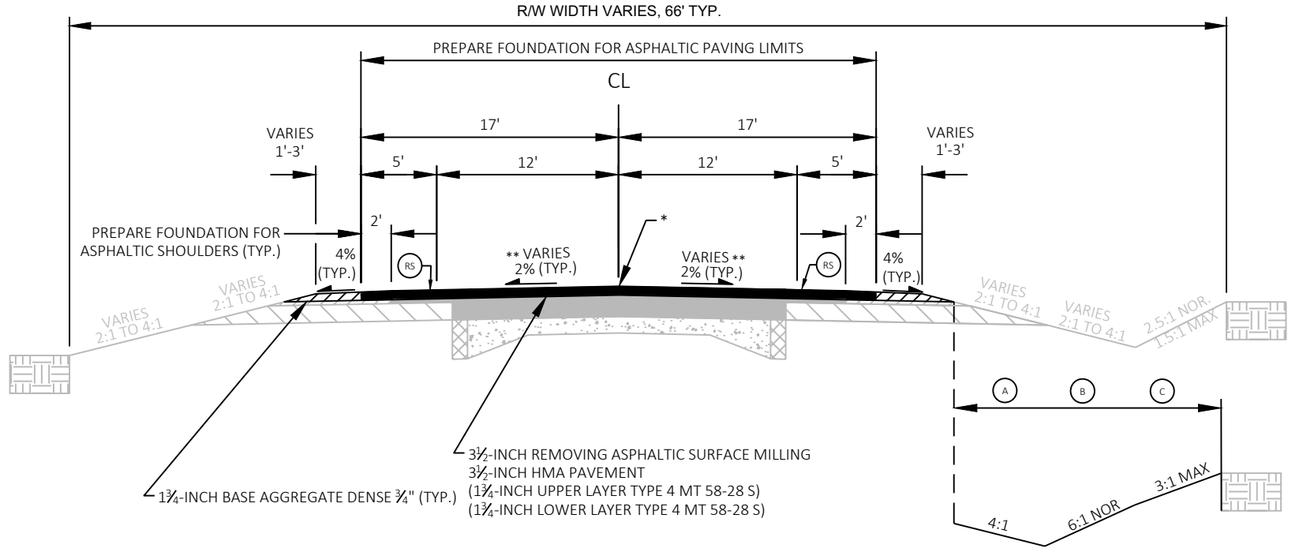
PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 11	E

FILE NAME : P:\905\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020307-ts-81

PLOT DATE : 1/26/2021 3:15 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT



FINISHED TYPICAL SECTION USH 14
STA 119+77 TO 123+00
STA 200+00 TO 225+00



FINISHED TYPICAL SECTION USH 14
STA 123+00 TO 200+00 ***
STA 225+00 TO 228+71
STA 231+28 TO 326+72

STA 189+50 TO 195+45

LEGEND

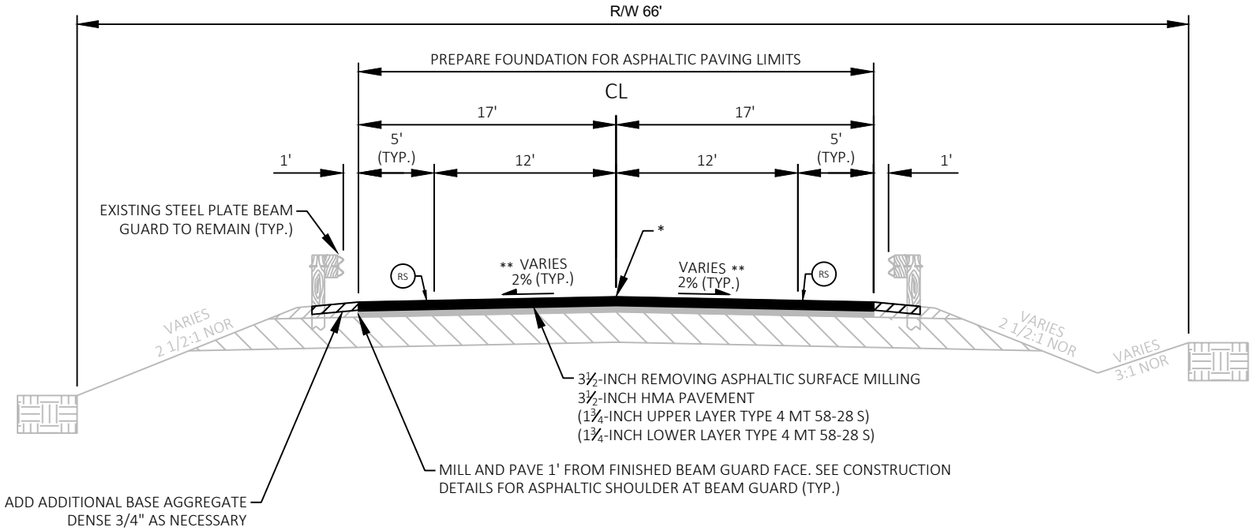
- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B.
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

NOTES

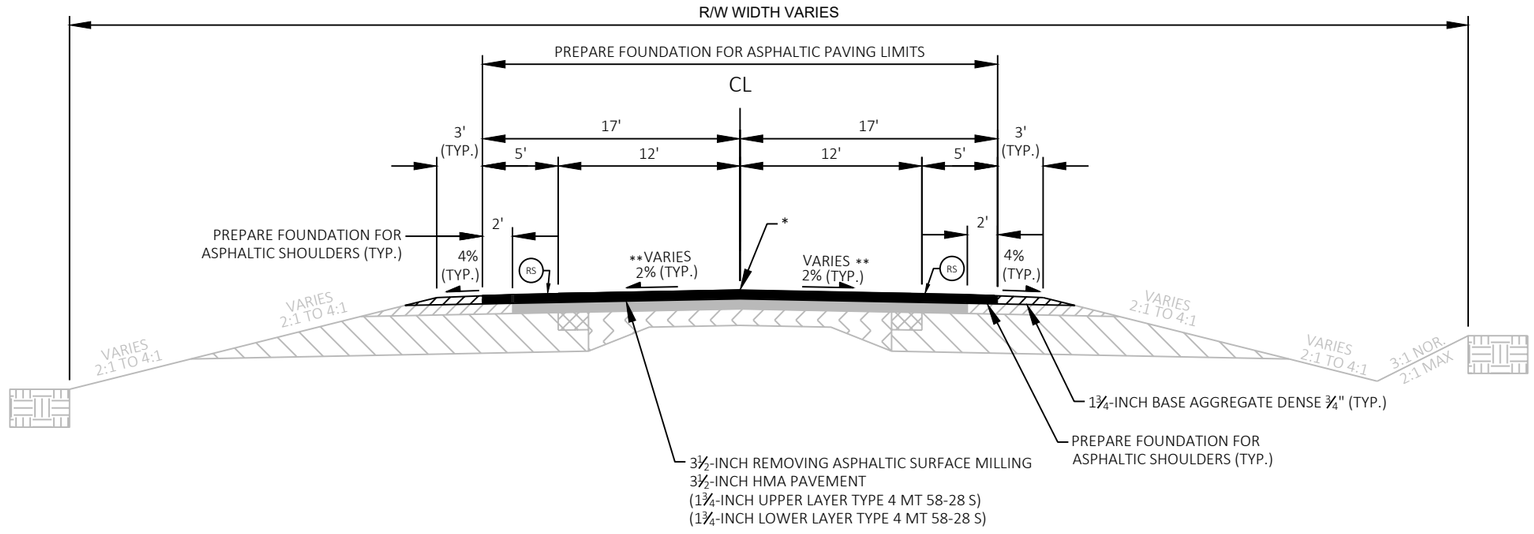
- * ASPHALTIC CENTERLINE RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL
- ** MATCH EXISTING CROSS SLOPE (SEE ALIGNMENT DETAILS)
- *** NO SHOULDER WIDENING OR SHOULDER RUMBLE STRIPS STA. 170+00 - 172+00 RT
- (RS) ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 12	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020308-ts-81
PLOT DATE : 1/26/2021 3:15 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



FINISHED TYPICAL SECTION USH 14
STA 228+71 TO 231+28



FINISHED TYPICAL SECTION USH 14
STA 326+72 TO 345+00

NOTES

* ASPHALTIC CENTERLINE RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL

** MATCH EXISTING CROSS SLOPE (SEE ALIGNMENT DETAILS)

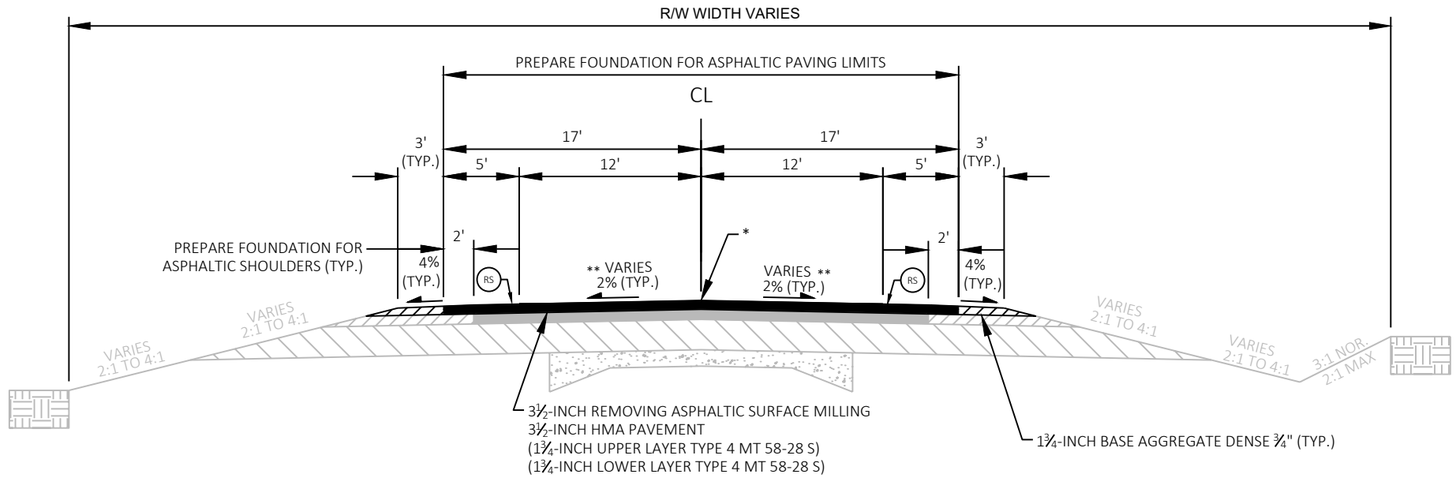
(RS) ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 13	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020309-ts-81

PLOT DATE : 1/26/2021 3:15 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT

2



FINISHED TYPICAL SECTION USH 14
STA 345+00 TO 352+00

NOTES

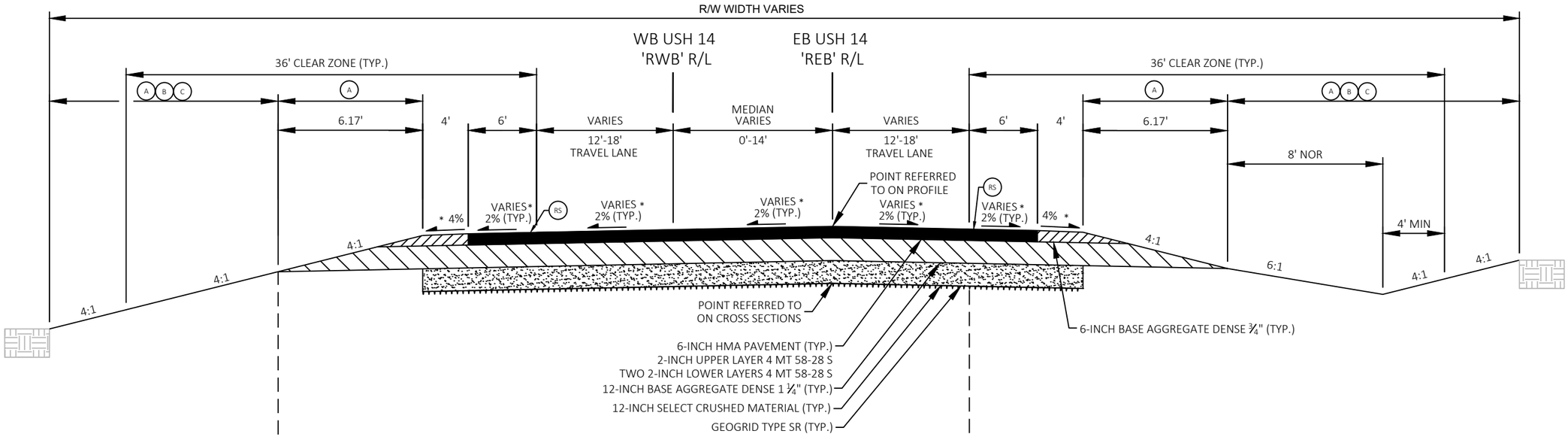
* ASPHALTIC CENTERLINE RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL

** MATCH EXISTING CROSS SLOPE (SEE ALIGNMENT DETAILS)

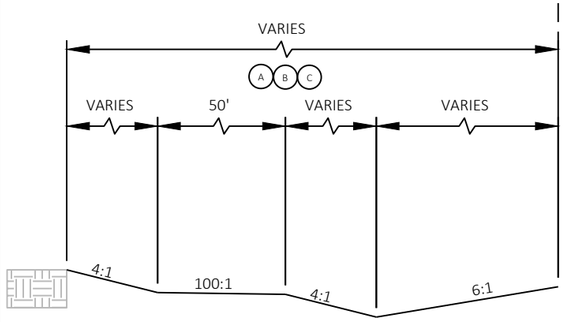
(RS) ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 14	E

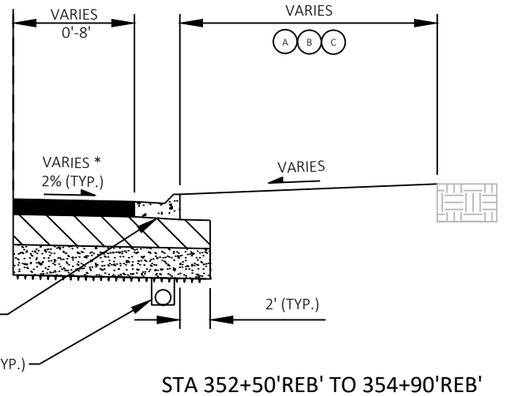
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LAYOUT NAME - 020310-ts-81
PLOT DATE : 1/26/2021 3:15 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION USH 14
STA 352+00'REB' TO 354+90'REB'
STA 364+79'REB' TO 367+95'REB'



STA 352+75'REB' TO 354+90'REB'



STA 352+50'REB' TO 354+90'REB'

LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

NOTES

* SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS

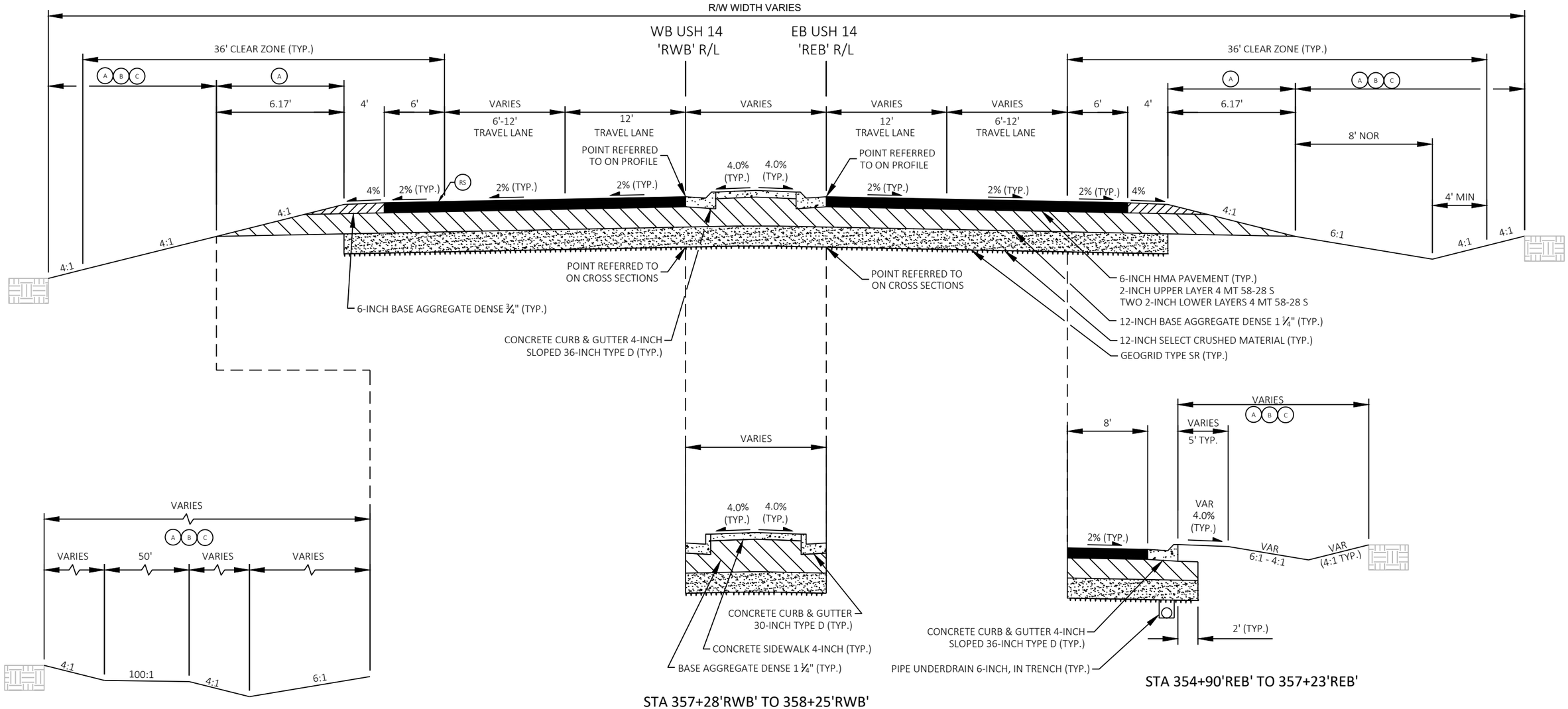
SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAIL

(RS) ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL
STA 352+00'REB' - 352+42'REB' RT
STA 352+00'REB' - 354+90'REB' LT

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 15	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020311-ts-79
PLOT DATE : 1/26/2021 3:15 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STA 354+90'RWB' TO 358+25'RWB'

STA 357+28'RWB' TO 358+25'RWB'
STA 361+75'REB' TO 362+43'REB'

STA 354+90'REB' TO 357+23'REB'

LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

TYPICAL FINISHED SECTION USH 14

STA 354+90'REB' TO 357+23'REB'
STA 354+90'RWB' TO 358+25'RWB'
STA 361+75'REB' TO 364+79'REB'
STA 362+52'RWB' TO 364+85'RWB'

NOTES

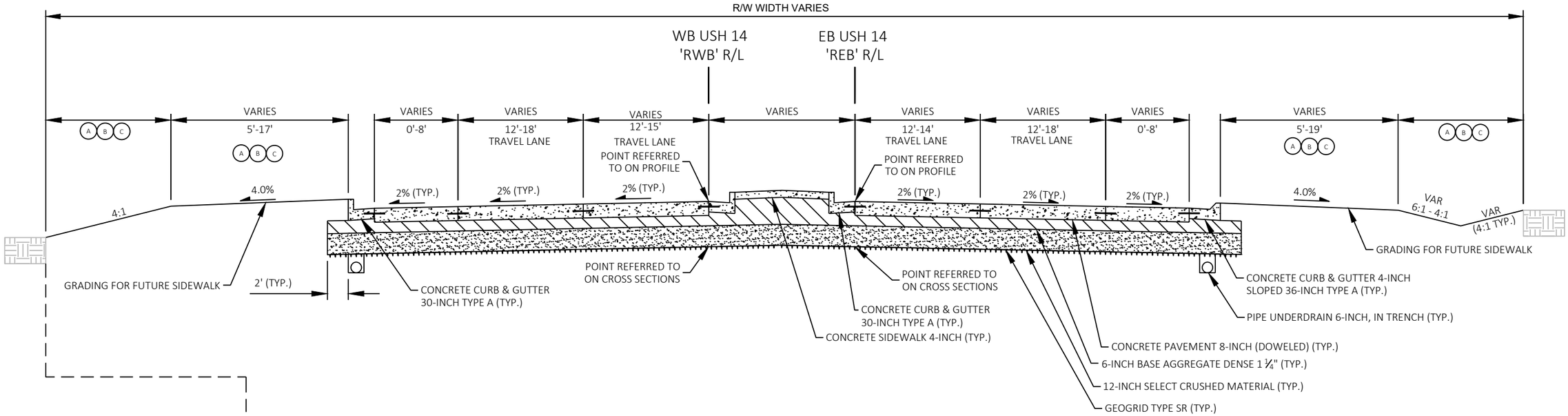
SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

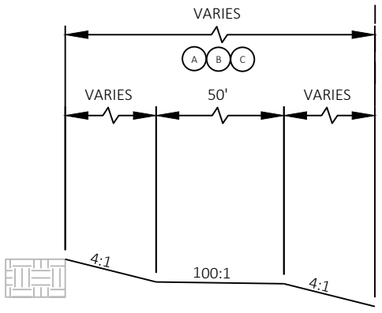
FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAIL

(RS) ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL
STA 354+90'RWB' - 358+09'RWB' LT

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 16	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020312-ts-79
PLOT DATE : 1/26/2021 3:15 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT





STA 358+25'RWB' TO 359+16'RWB'

TYPICAL FINISHED SECTION USH 14
STA 357+23'REB' TO 359+07'REB'
STA 358+25'RWB' TO 359+16'RWB'
STA 360+55'REB' TO 361+75'REB'
STA 360+68'RWB' TO 362+52'RWB'

LEGEND

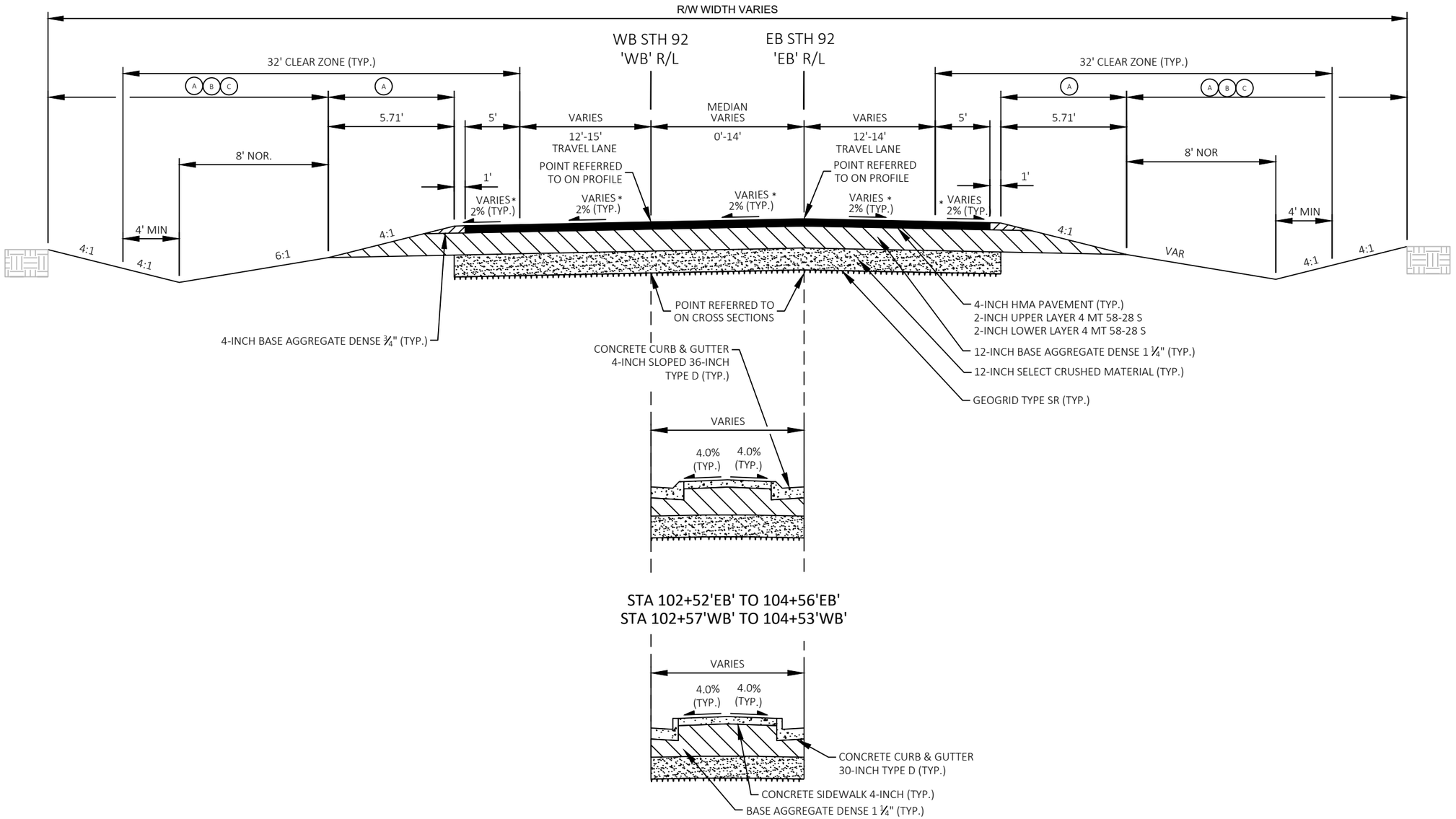
- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

NOTES

SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 17	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020313-ts-79
PLOT DATE : 1/26/2021 3:15 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT



STA 102+52'EB' TO 104+56'EB'
STA 102+57'WB' TO 104+53'WB'

STA 104+57'EB' TO 105+03'EB'
STA 104+53'WB' TO 105+09'WB'

TYPICAL FINISHED SECTION STH 92
STA 100+00'EB' TO 105+03'EB'

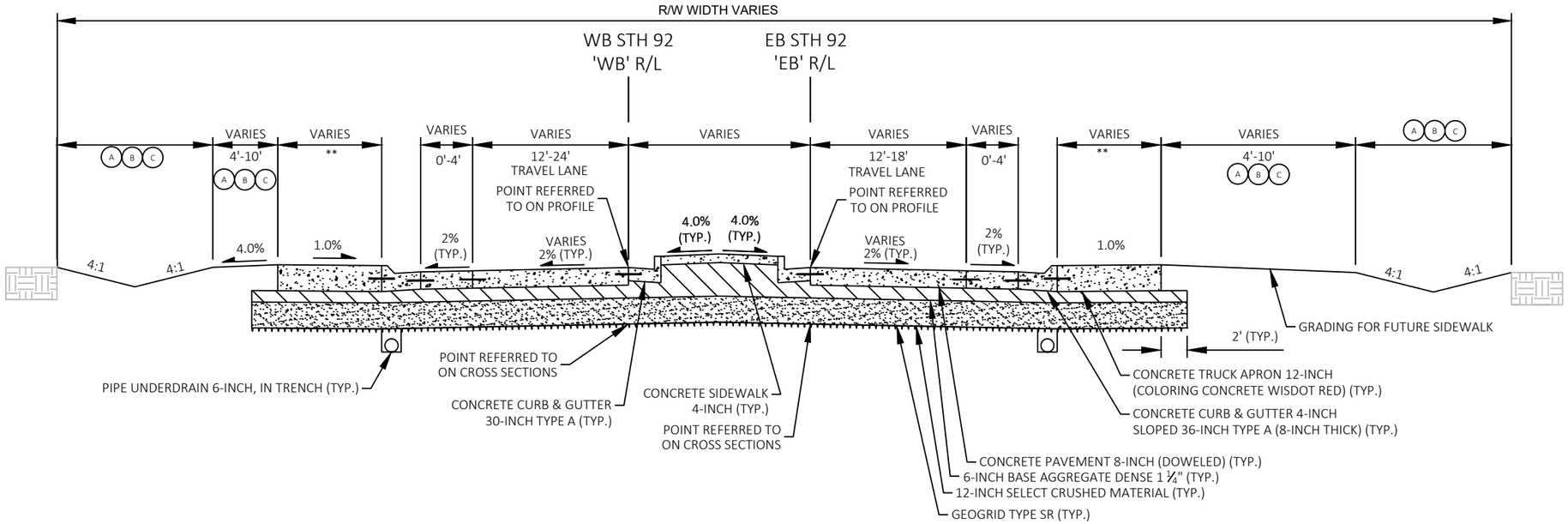
LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

NOTES

- * SEE ALIGNMENT DETAILS FOR SUPERELEVATION TRANSITIONS
- ** SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS
  FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAIL

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 18	E



TYPICAL FINISHED SECTION STH 92
STA 105+03'EB' TO 106+30'EB'
STA 105+09' WB' TO 106+29' WB'

LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

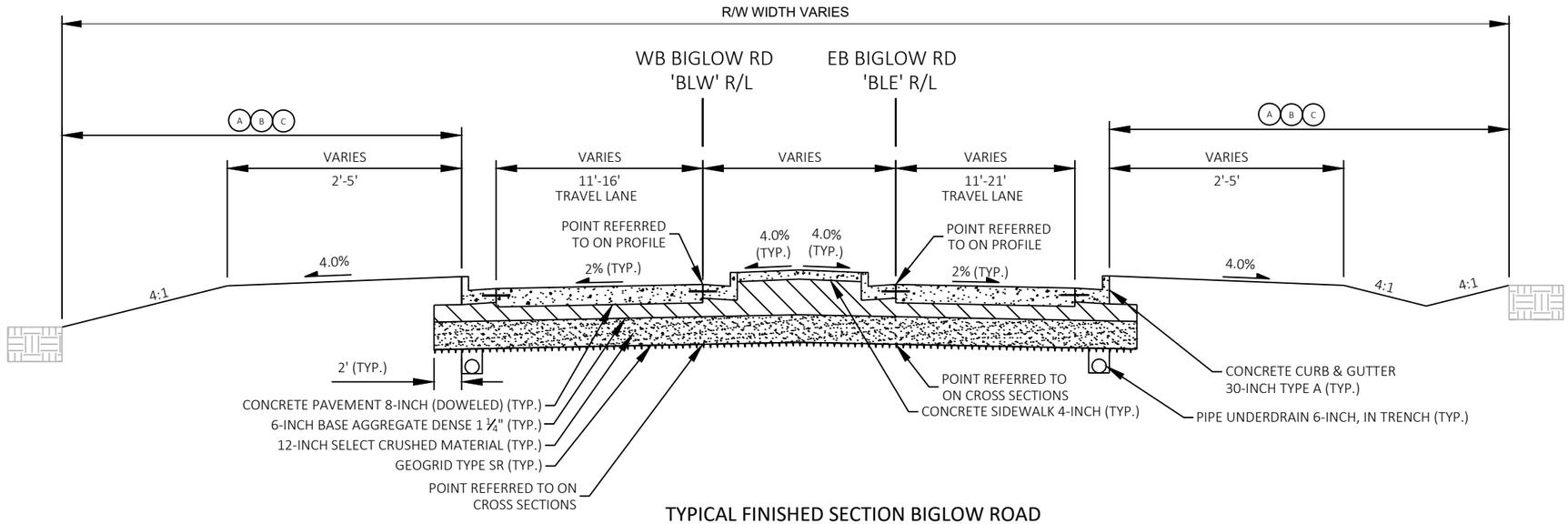
NOTES

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 19	E

FILE NAME : P:\905\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020315-ts-79
PLOT DATE : 1/26/2021 3:15 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



TYPICAL FINISHED SECTION BIGLOW ROAD
STA 200+00'BLE' TO 200+75'BLE'
STA 200+00'BLW' TO 200+95'BLW'

LEGEND

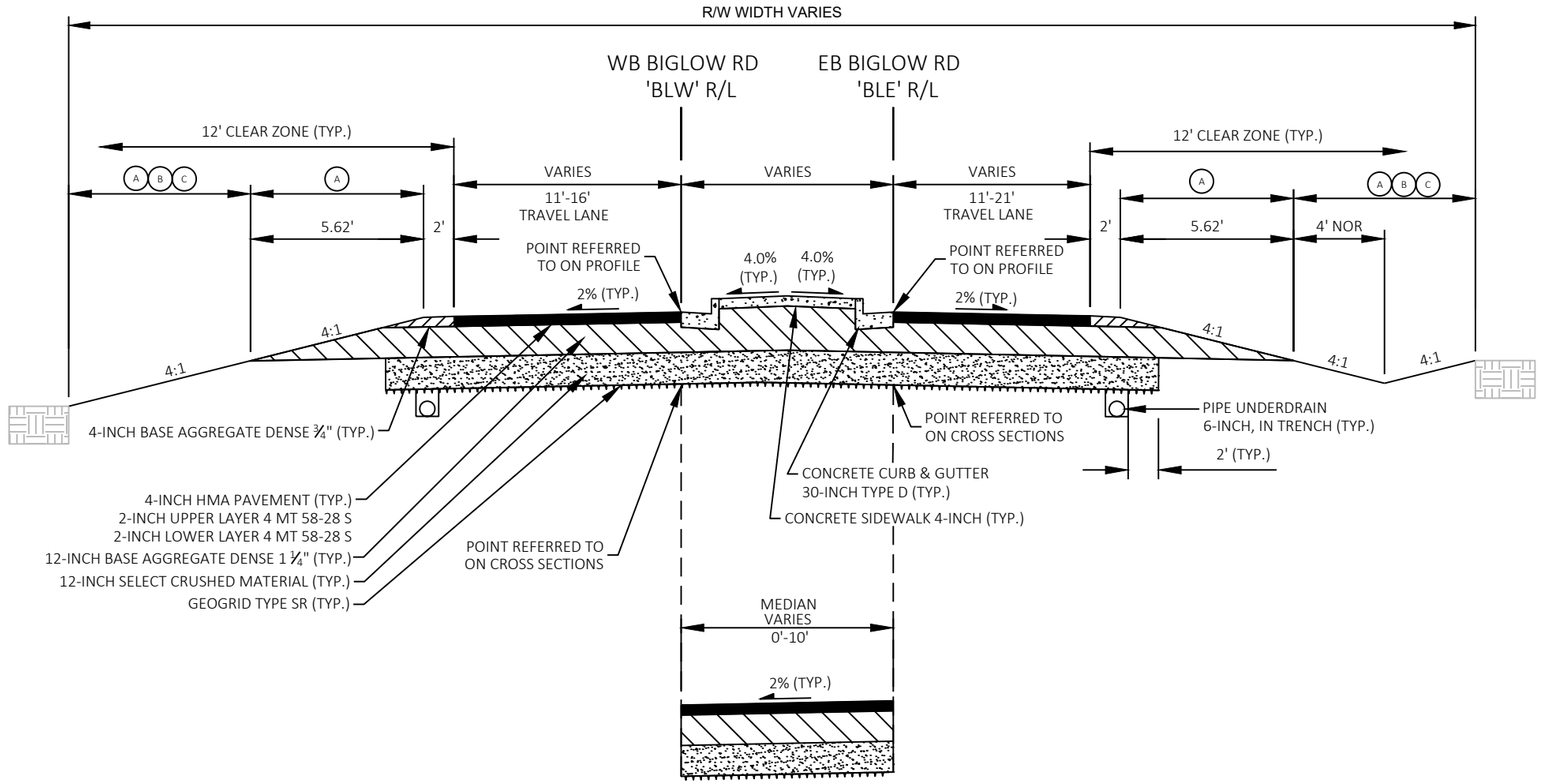
- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

NOTES

SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	FINISHED TYPICAL SECTIONS	SHEET 20	E

FILE NAME : P:\905\93\00093386\CADD\C3D\51550405\SHEETSPLAN\020307-TS.DWG
LAYOUT NAME - 020316-ts-79
PLOT DATE : 1/26/2021 3:15 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



STA 202+03'BLE' TO 202+96'BLE'

LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)

TYPICAL FINISHED SECTION BIGLOW ROAD

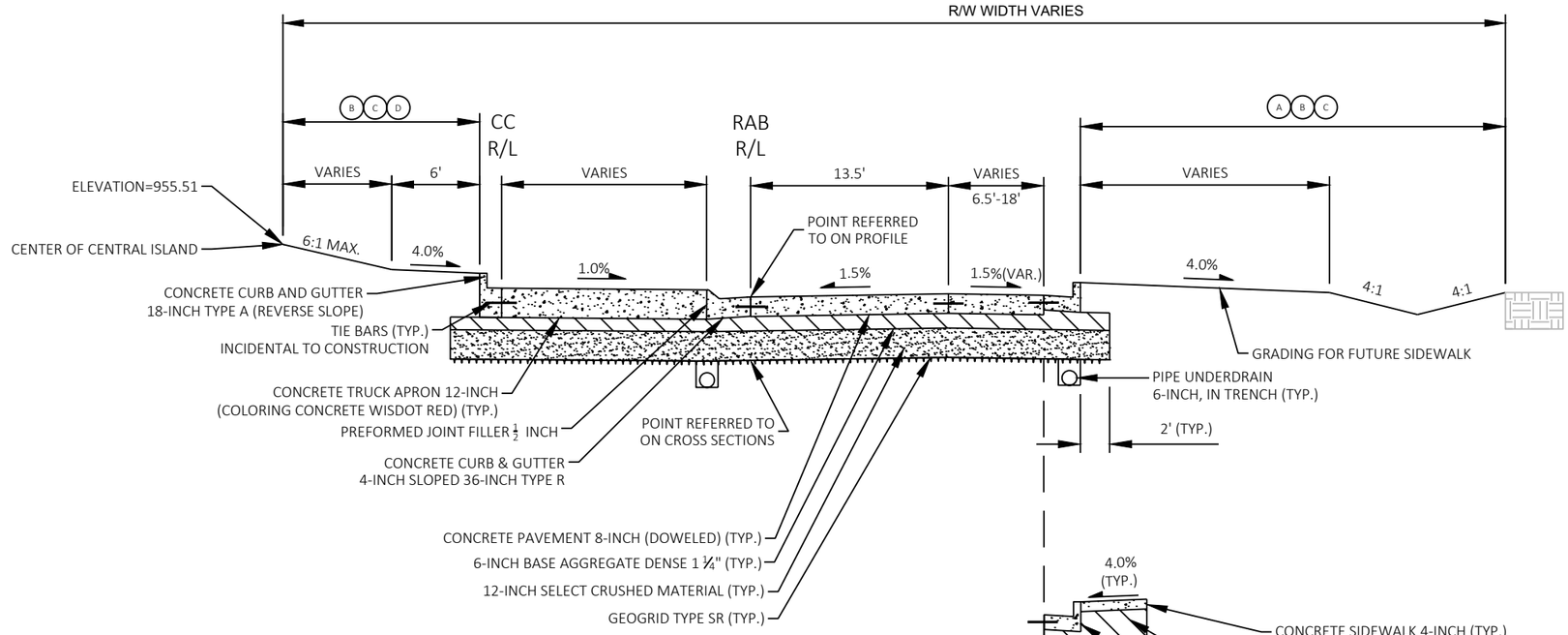
STA 200+75'BLE' TO 202+96'BLE'
STA 200+95'BLW' TO 201+96'BLW'

NOTES

SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS

FRENCH DRAINS REQUIRED ON RURAL SECTIONS. SEE CONSTRUCTION DETAIL

2



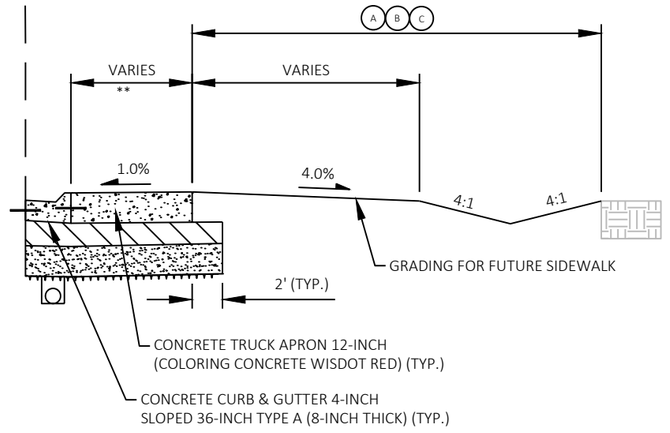
LEGEND

- (A) SEED MIXTURE #20 WITH TEMPORARY SEEDING & FERTILIZER TYPE B
- (B) 4" SALVAGED TOPSOIL
- (C) MULCHING OR EROSION MAT (SEE EROSION CONTROL PLANS FOR EROSION MAT TYPE)
- (D) SEED MIXTURE #70 WITH NURSE CROP & FERTILIZER TYPE B FOR CENTRAL ISLAND

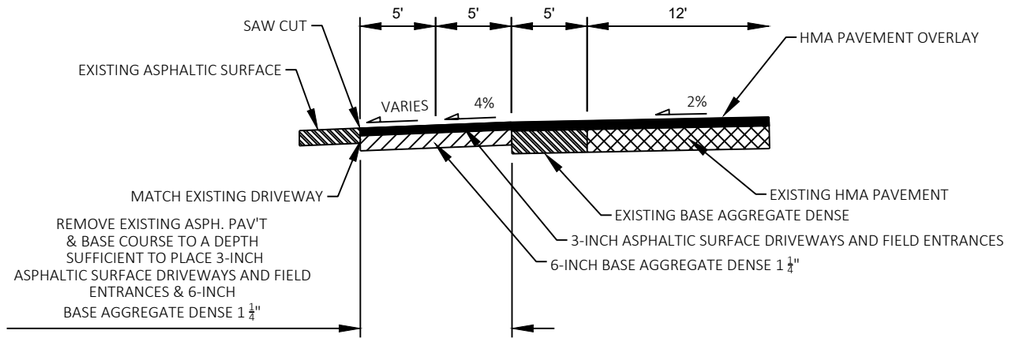
NOTES

** SEE PLAN DETAILS AND ALIGNMENT DETAILS FOR OVERTRACKING PAD LOCATIONS

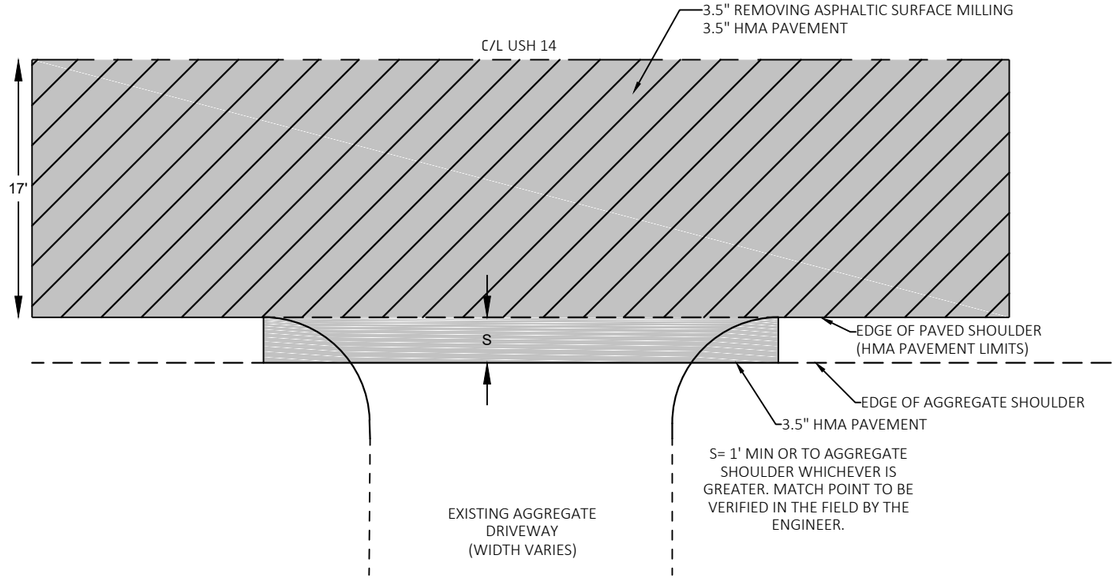
SEE STORM SEWER PLANS FOR PIPE UNDERDRAIN LOCATIONS



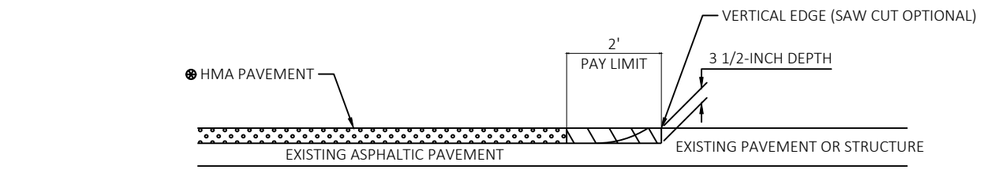
TYPICAL FINISHED SECTION ROUNDABOUT
STA 10+00'RAB' TO 13+80'RAB'



TYPICAL ASPHALT DRIVEWAY DETAIL



TYPICAL AGGREGATE DRIVEWAY DETAIL



SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

REMOVING ASPHALTIC SURFACE, MILLING

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)

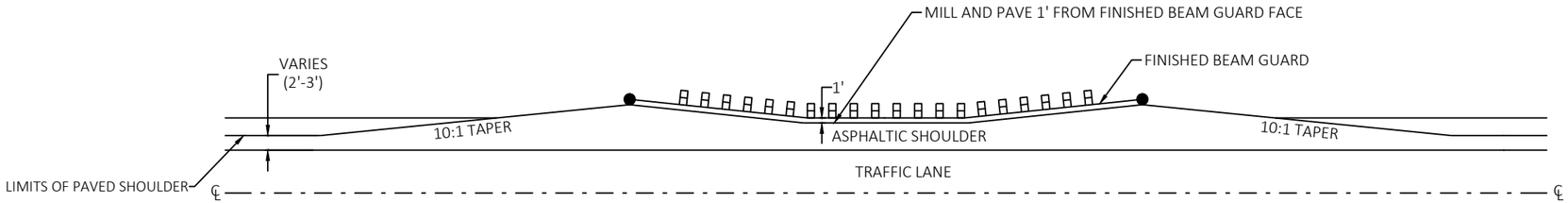
SCALE: NONE

2

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 23	E

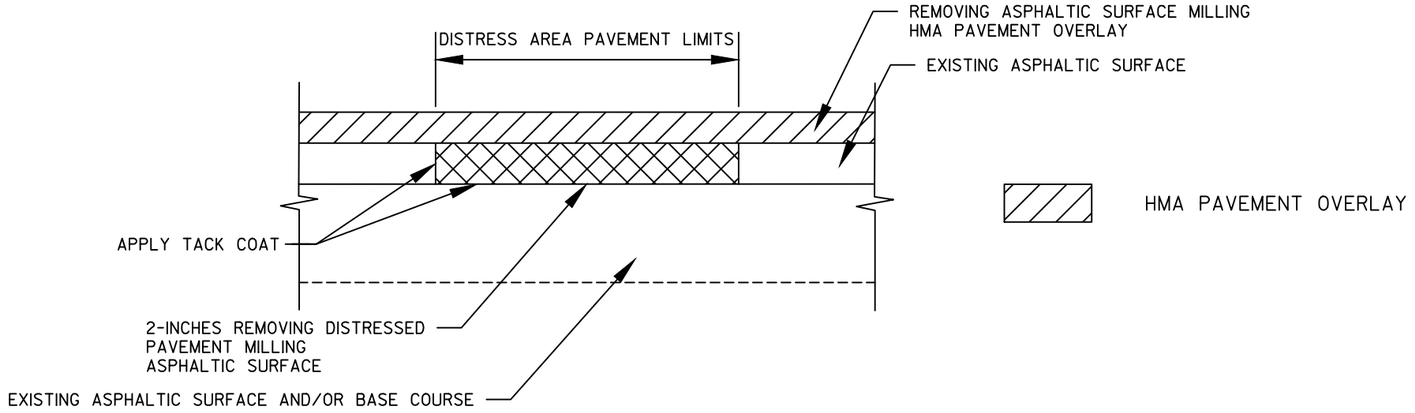
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LAYOUT NAME - 01
PLOT DATE : 3/3/2021 3:36 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

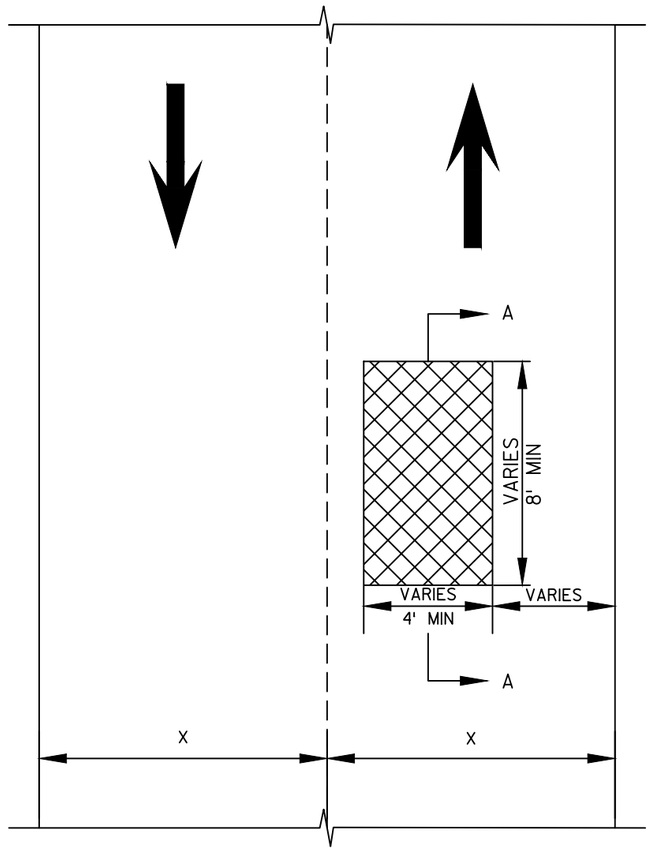


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 24	E



REMOVING DISTRESS PAVEMENT MILLING
SECTION A-A



PLAN VIEW

EXACT LOCATION AND LIMITS OF REMOVING DISTRESSED PAVEMENT MILLING TO BE DETERMINED BY THE ENGINEER IN THE FIELD

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN: CONSTRUCTION DETAILS	SHEET 25	E

2

GENERAL NOTES

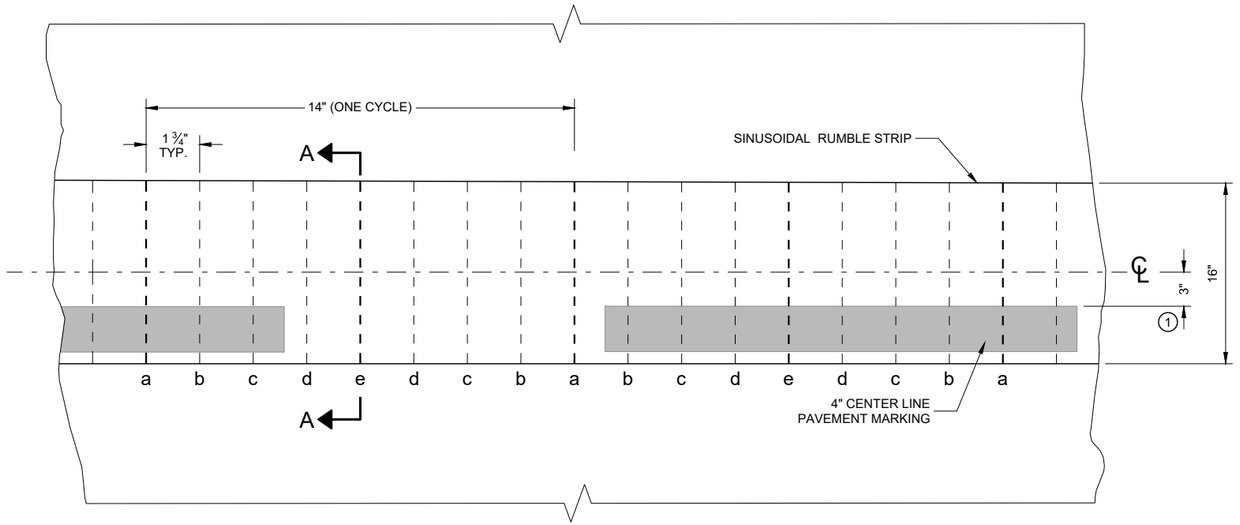
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

GAP SINUSOIDAL RUMBLE STRIPS AT INTERSECTIONS, BRIDGE AND APPROACH SLABS, RAILROADS, DRIVEWAYS, PASSING AND CLIMBING LANES, AND OTHER MISCELLANEOUS CROSSINGS

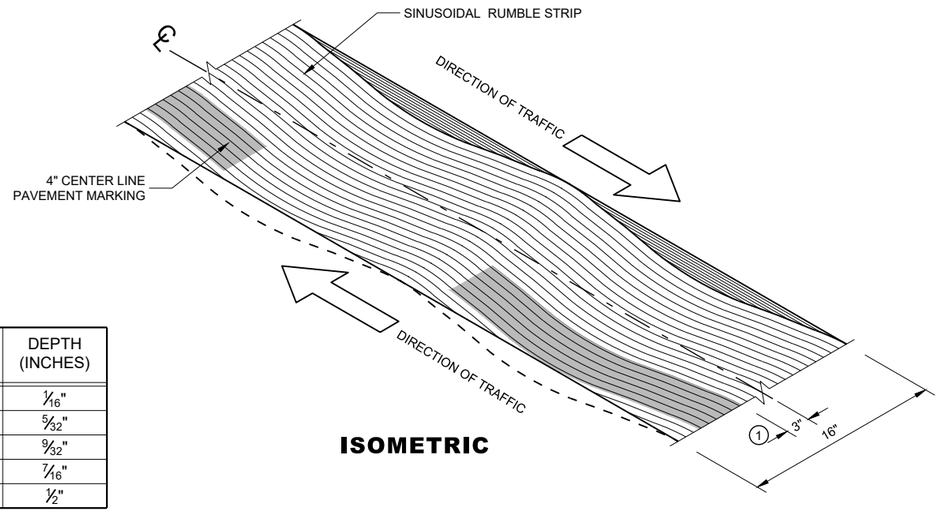
SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

TEMPORARY PAVEMENT MARKINGS ARE TYPICALLY PLACED PRIOR TO RUMBLE STRIP INSTALLATION. PERMANENT MARKINGS ARE INSTALLED AFTER RUMBLE STRIP INSTALLATION.

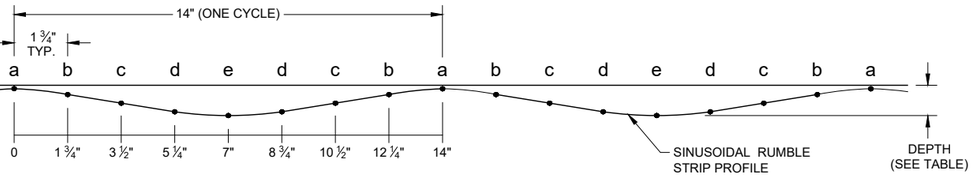
(1) REFER TO SDD 15C8 - SHEET "a" LONGITUDINAL MARKINGS (MAINLINE).



PLAN VIEW
SINUSOIDAL CENTERLINE RUMBLE STRIPS

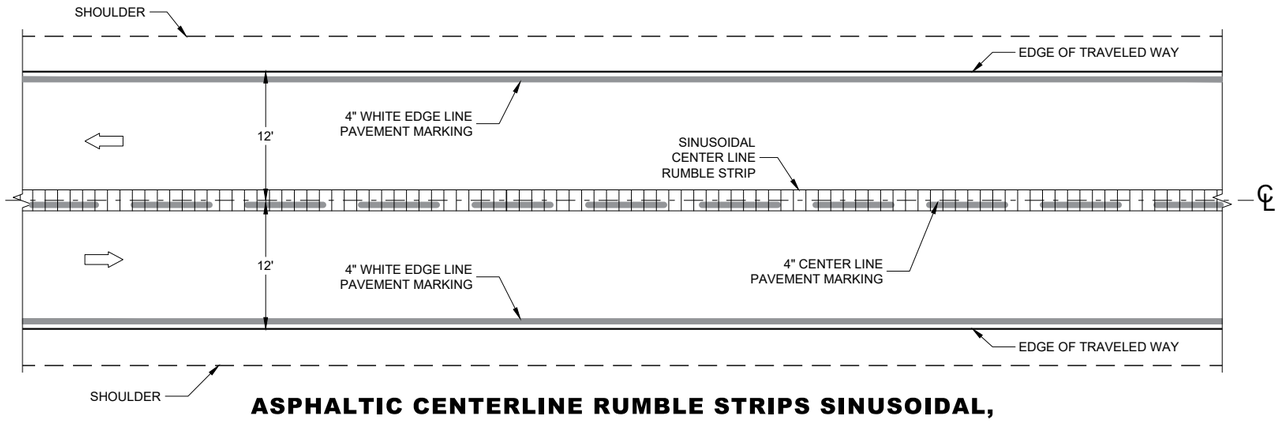


ISOMETRIC

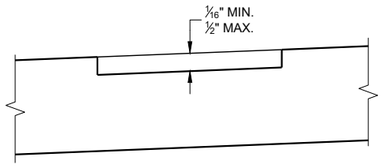


PROFILE VIEW
SINUSOIDAL CENTERLINE RUMBLE STRIPS

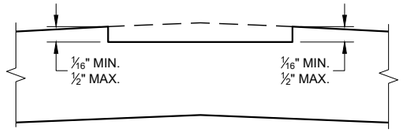
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



ASPHALTIC CENTERLINE RUMBLE STRIPS SINUSOIDAL, 2-LANE LANE RURAL



SECTION A - A
SUPERELEVATED ROADWAY



SECTION A - A
CROWNED ROADWAY

2

GENERAL NOTES

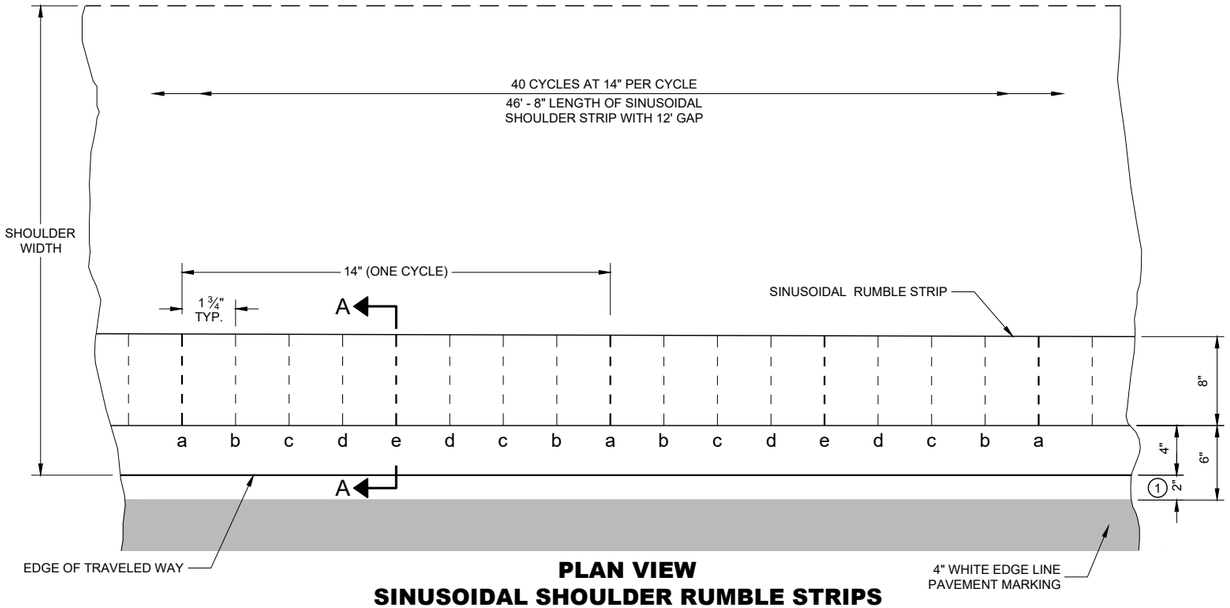
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

GAP SINUSOIDAL RUMBLE STRIPS AT INTERSECTIONS, BRIDGE AND APPROACH SLABS, RAILROADS, DRIVEWAYS, PASSING AND CLIMBING LANES, AND OTHER MISCELLANEOUS CROSSINGS

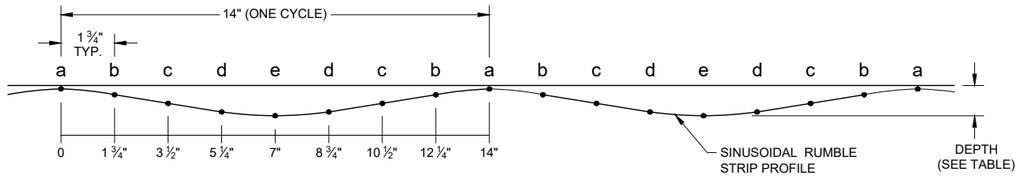
SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

TEMPORARY PAVEMENT MARKINGS ARE TYPICALLY PLACED PRIOR TO RUMBLE STRIP INSTALLATION. PERMANENT MARKINGS ARE INSTALLED AFTER RUMBLE STRIP INSTALLATION.

(1) REFER TO SDD 15C8 - SHEET "a" LONGITUDINAL MARKINGS (MAINLINE).

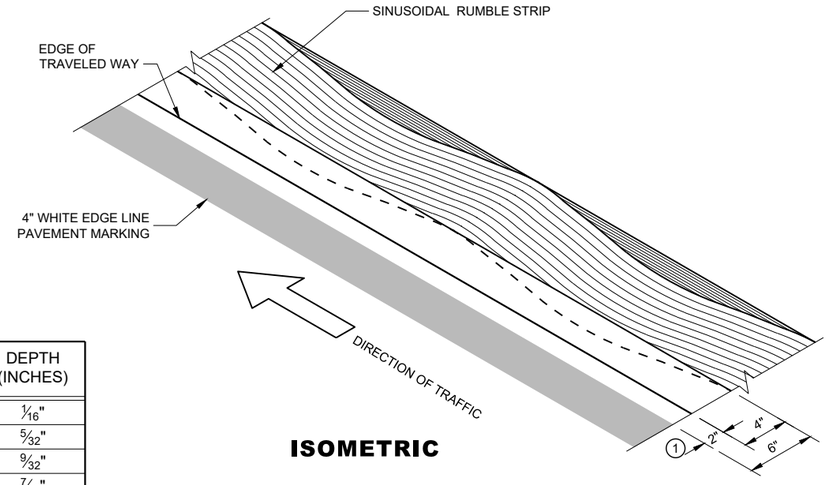


PLAN VIEW
SINUSOIDAL SHOULDER RUMBLE STRIPS

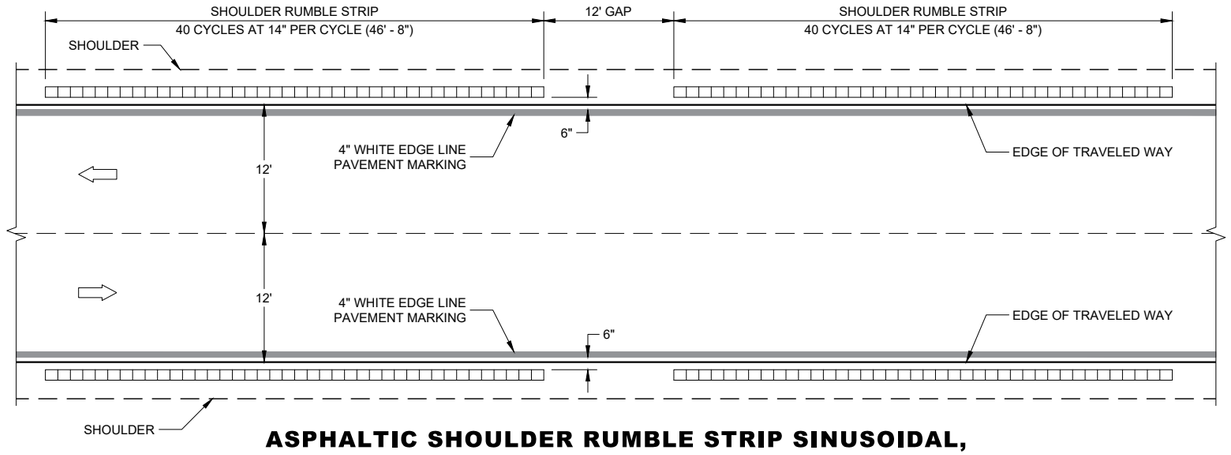


PROFILE VIEW
SINUSOIDAL SHOULDER RUMBLE STRIPS

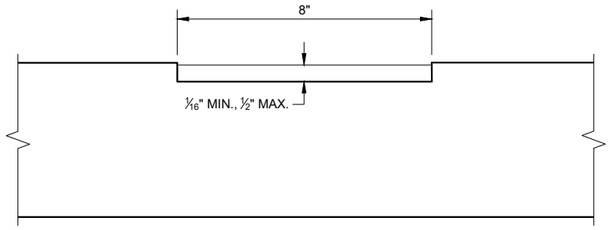
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



ISOMETRIC

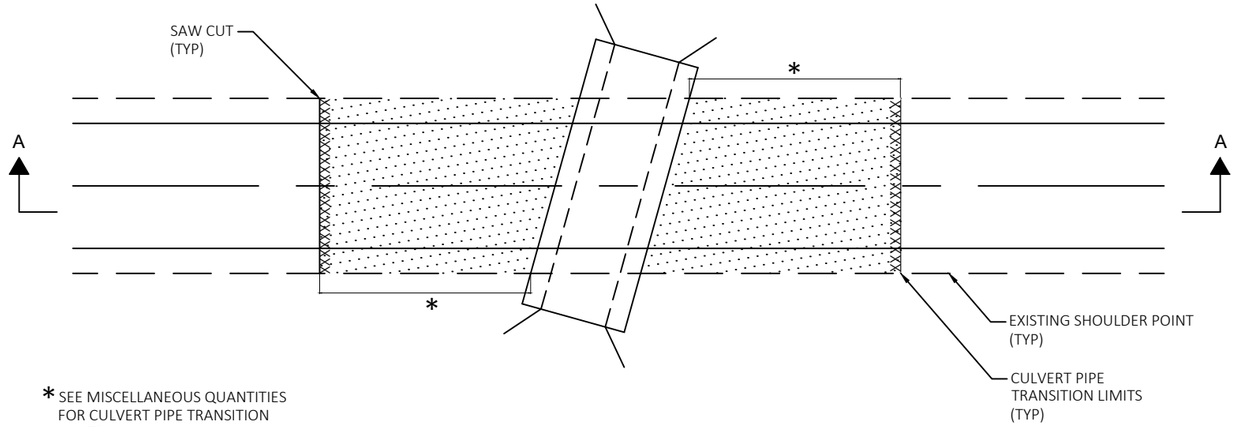


ASPHALTIC SHOULDER RUMBLE STRIP SINUSOIDAL, 2-LANE RURAL

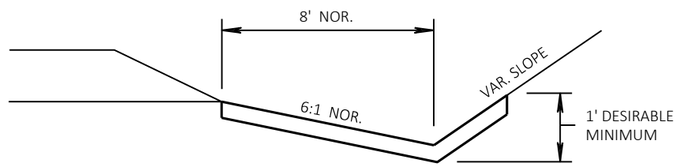


SECTION A - A

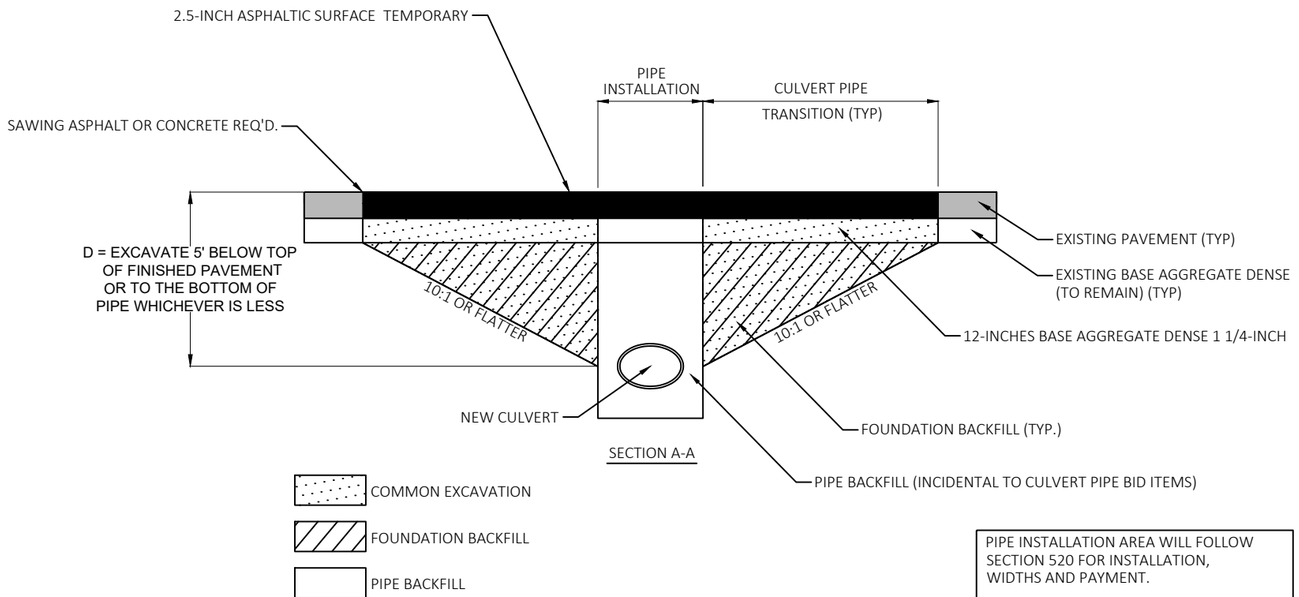
PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 27	E



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



EROSION MAT DETAIL FOR DITCHES



NEW CULVERT PIPES WITH TRANSITION

STA. 357+92'REB'
STA. 357+99'REB'
STA. 361+26'REB'
STA. 200+22'BLW'
STA. 200+24'BLW'
STA. 361+14'EX14'*
STA. 202+51'EXBL'*

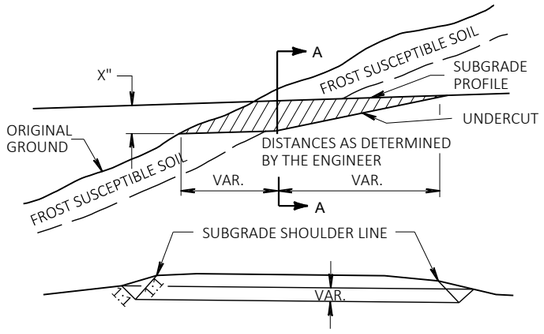
PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

CULVERT PIPE TRANSITION AREAS WILL BE PAID BY COMMON EXCAVATION & SPV FOUNDATION BACKFILL.

PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

*REMOVING EXISTING PIPE ONLY



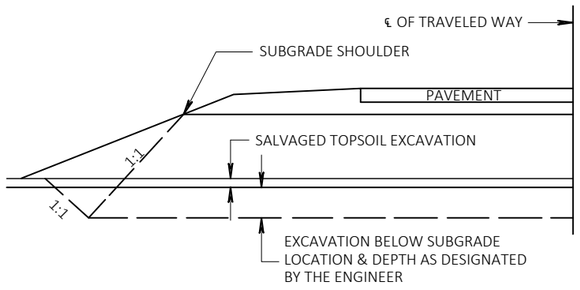
SECTION A-A
CROSS SECTION SHOWING UNDERCUT

DETAIL FOR EXCAVATION BELOW SUBGRADE AT CUTS

NOTE: EXACT LOCATIONS AND EXTENT OF E.B.S. SECTIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

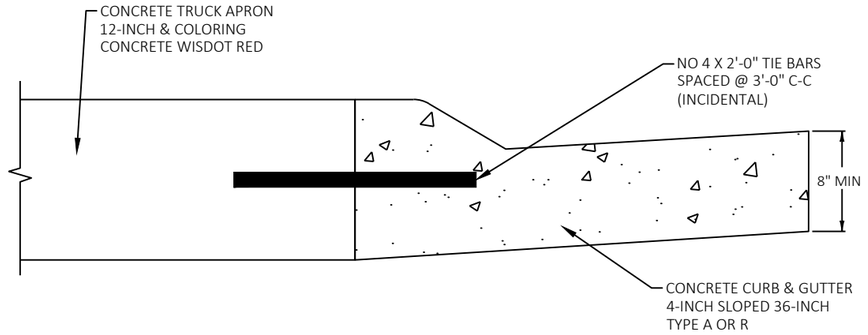
E.B.S. AREA TO BE BACKFILLED WITH MATERIAL ACCEPTABLE TO THE ENGINEER BACKFILL MUST BE HOMOGENEOUS WITH ADJOINING FILL MATERIAL.

THE FILL SECTION WITHIN 100' OF THE MOUTH OF THE CUT MUST BE KEPT 2' BELOW SUBGRADE UNTIL E.B.S. IS COMPLETED.

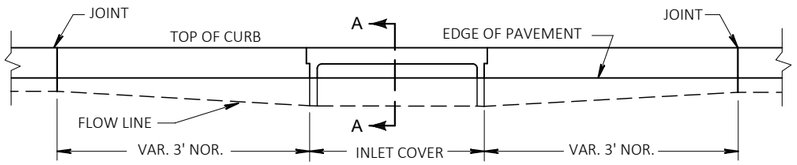


DETAIL FOR EXCAVATION BELOW SUBGRADE

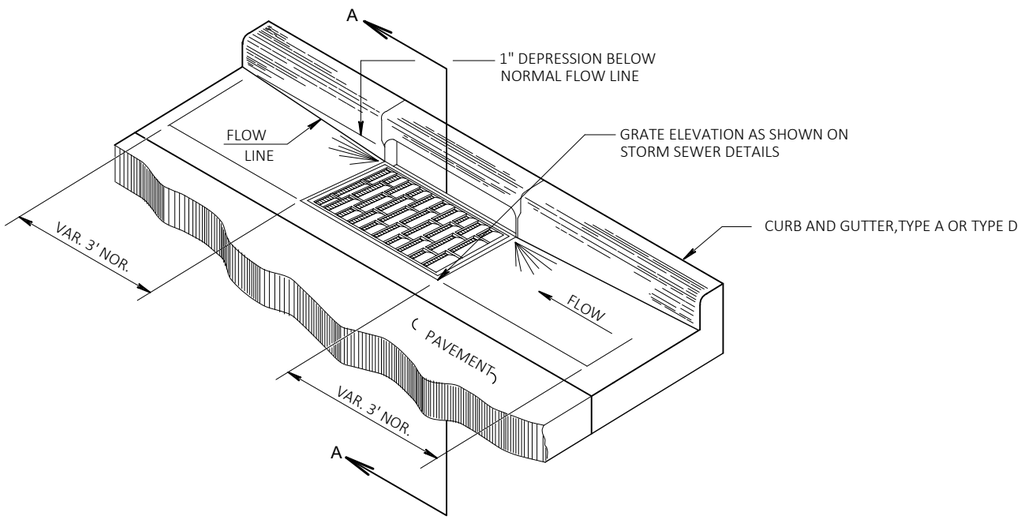
NOTE: PLACE 6" BASE AGGREGATE DENSE 1¼-INCH AND 12" SELECT CRUSHED MATERIAL W/ GEOGRID TYPE SR UNDER CONCRETE TRUCK APRON 12-INCH AND EXTEND TWO-FOOT BEYOND EDGE OF CONCRETE.

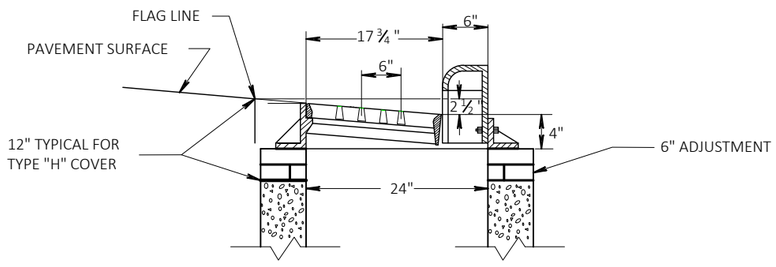


TRUCK OVERTRACKING PAD DETAIL



ELEVATION

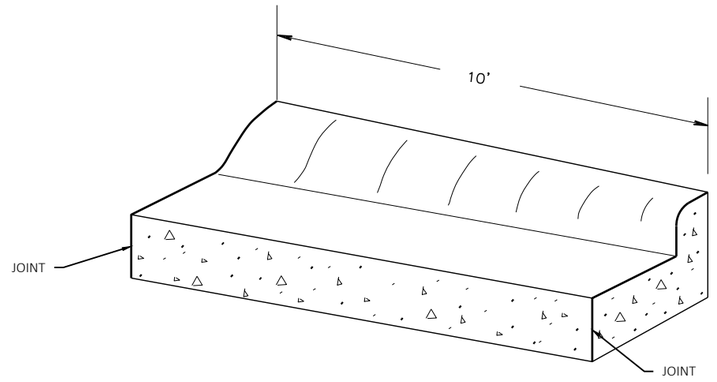




SECTION A-A

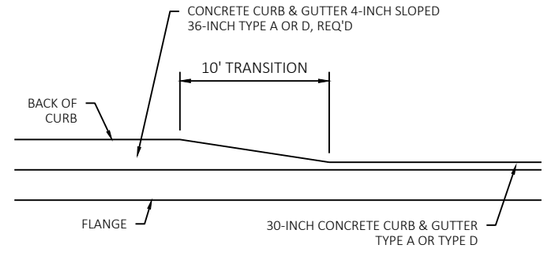
DETAIL OF CURB AND GUTTER AT INLETS

(TYPE 2X3 FT - H INLET SHOWN)

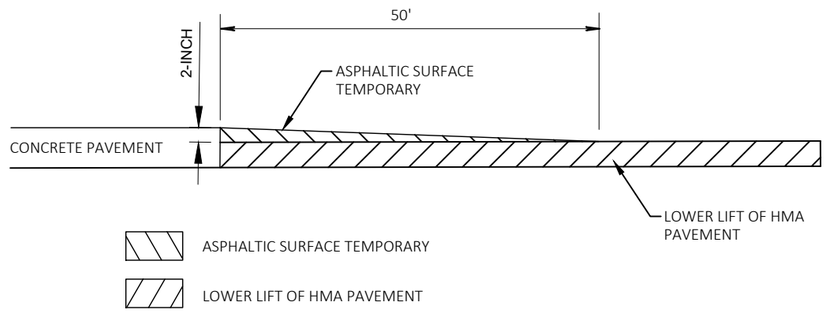


CONCRETE CURB & GUTTER TRANSITION DETAIL

CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A OR D, TO CONCRETE CURB & GUTTER 30-INCH TYPE A OR D (TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER, 4-INCH SLOPED 36-INCH TYPE D). REFER TO INTERSECTION DETAILS FOR CURB TRANSITION LOCATIONS.

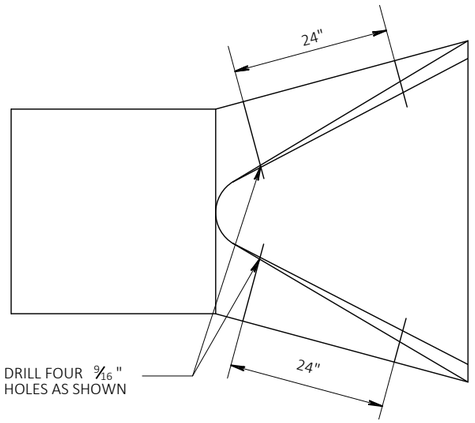


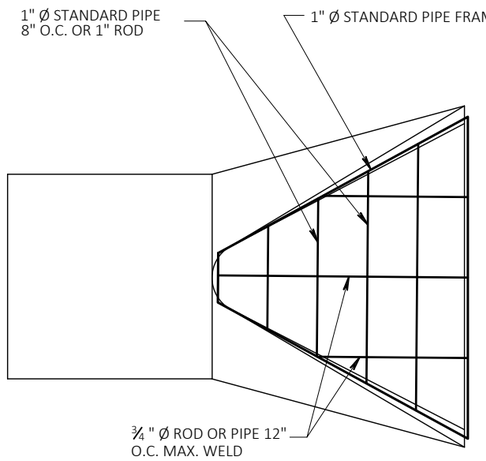
PLAN VIEW



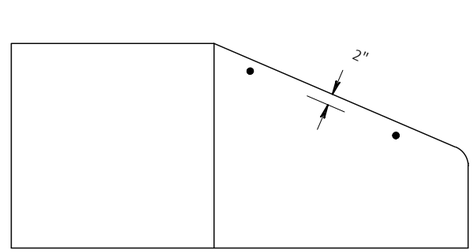
ASPHALTIC SURFACE TEMPORARY WEDGE

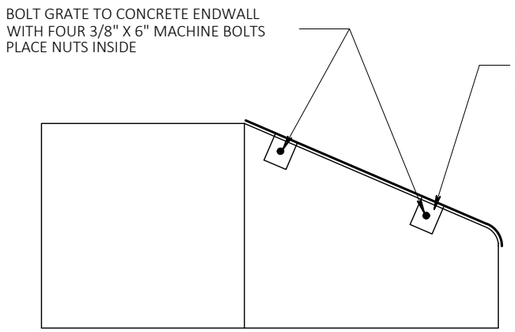
STA. 357+75'RWB' - 358+25'RWB'
STA. 362+52'RWB' - 363+02'RWB'

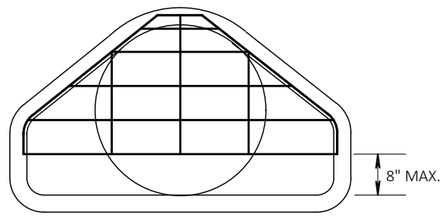




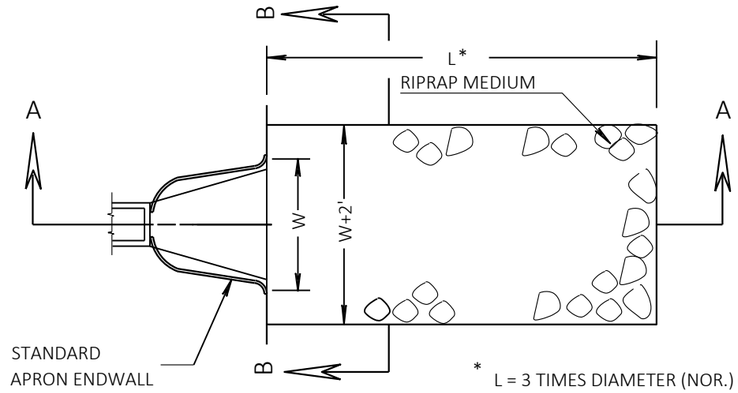
AT EACH PIPE



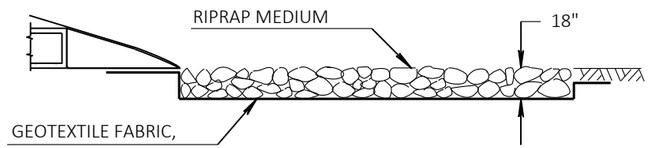




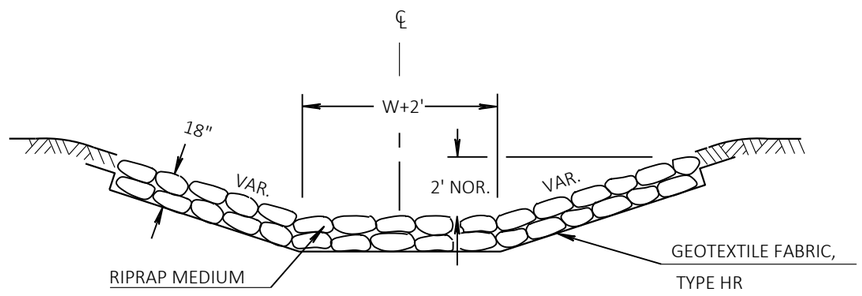
PIPE GRATE DETAIL



* L = 3 TIMES DIAMETER (NOR.) OR 10' MIN. OR AS DIRECTED BY THE ENGINEER

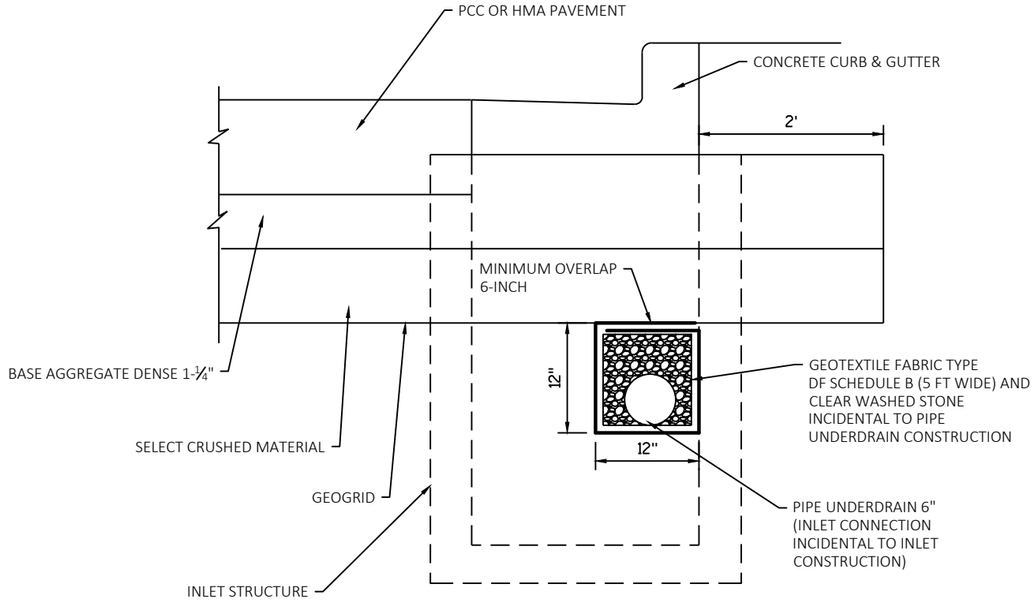


SECTION A-A



SECTION B-B

RIPRAP MEDIUM AND GEOTEXTILE FABRIC DETAIL AT APRON ENDALL

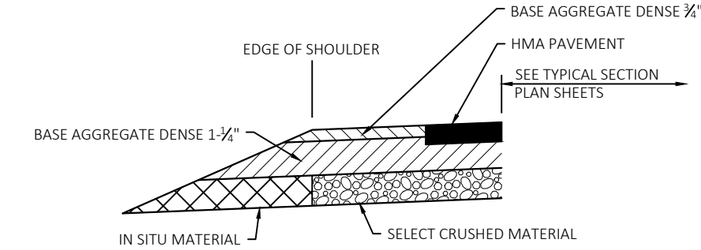


PIPE UNDERDRAINS
AND INLET CONNECTIONS DETAIL

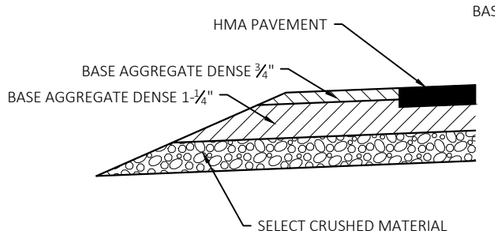
RUNOFF COEFFICIENT TABLE

	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											

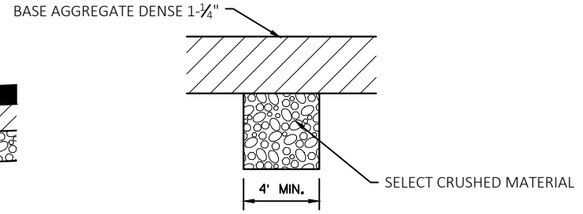
	PROJECT 5155-04-81	PROJECT 5155-00-79
TOTAL PROJECT AREA =	53.400 ACRES	16.178 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES =	22.407 ACRES	8.855 ACRES



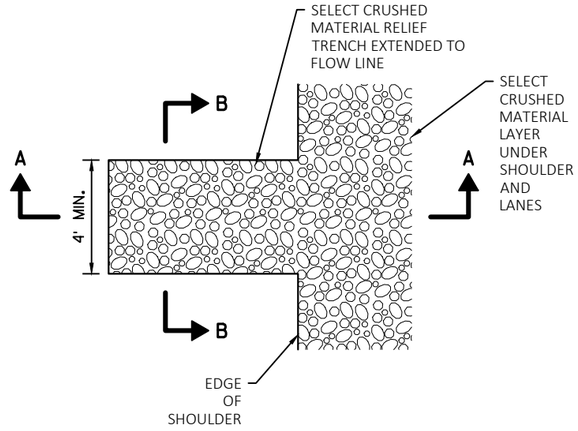
TYPICAL HALF SECTION WITH SELECT MATERIALS



SECTION A-A



SECTION B-B

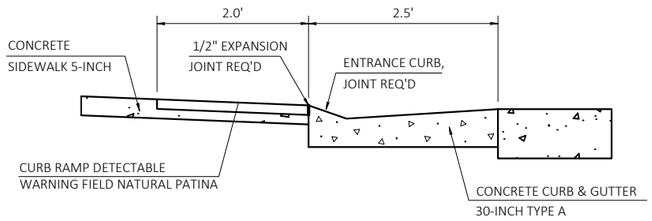


FRENCH DRAINS DETAIL

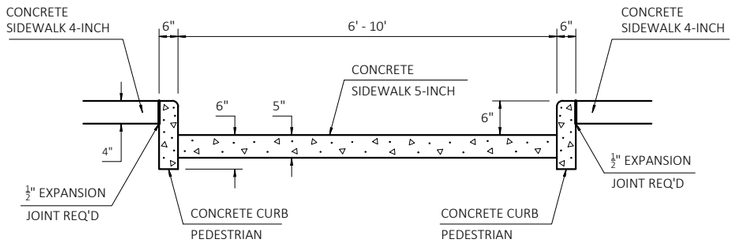
DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

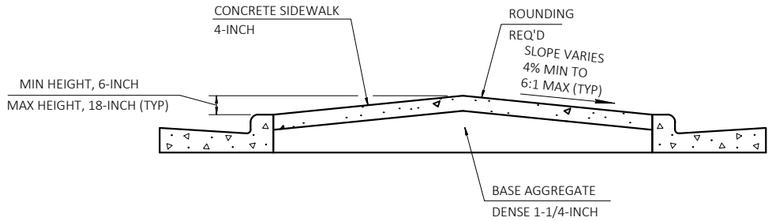
EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO BID THE ITEM SELECT CRUSHED MATERIAL.



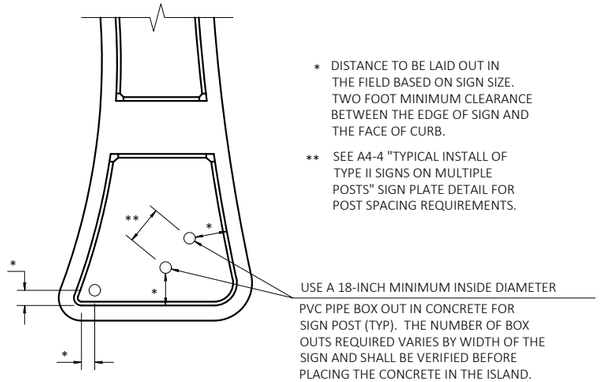
SECTION A-A



SECTION B-B



SECTION C-C

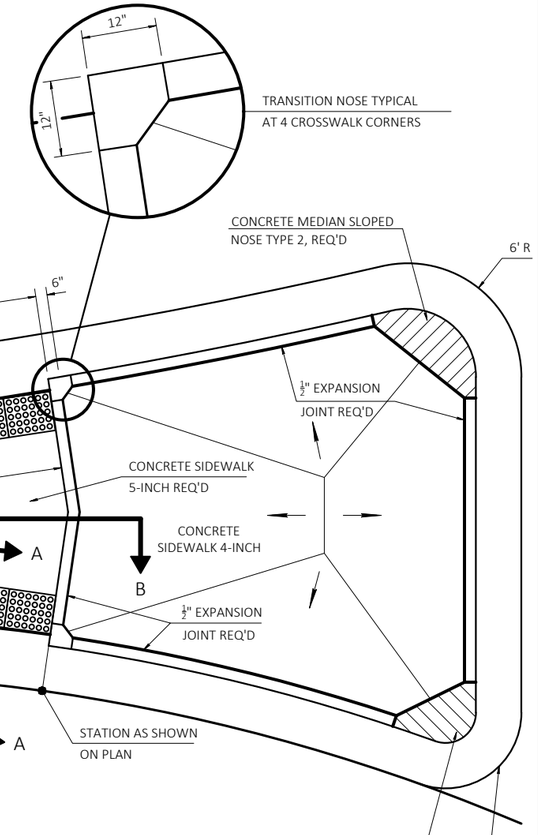


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

** SEE A4-4 "TYPICAL INSTALL OF TYPE II SIGNS ON MULTIPLE POSTS" SIGN PLATE DETAIL FOR POST SPACING REQUIREMENTS.

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

ISLAND SIGN LOCATION DETAIL (TYP)



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

DRAINAGE BREAK POINT

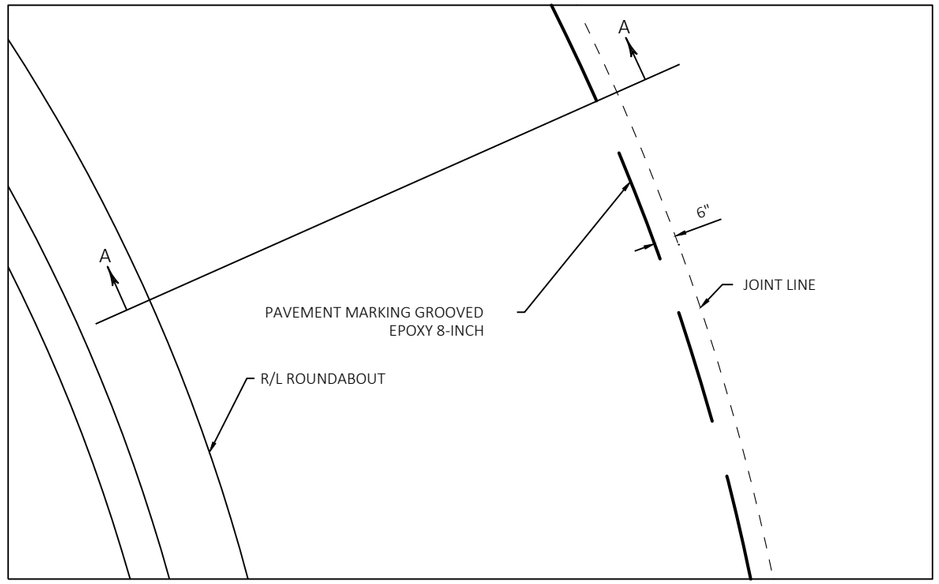
DIRECTION OF DRAINAGE

SPLITTER ISLAND DETAIL

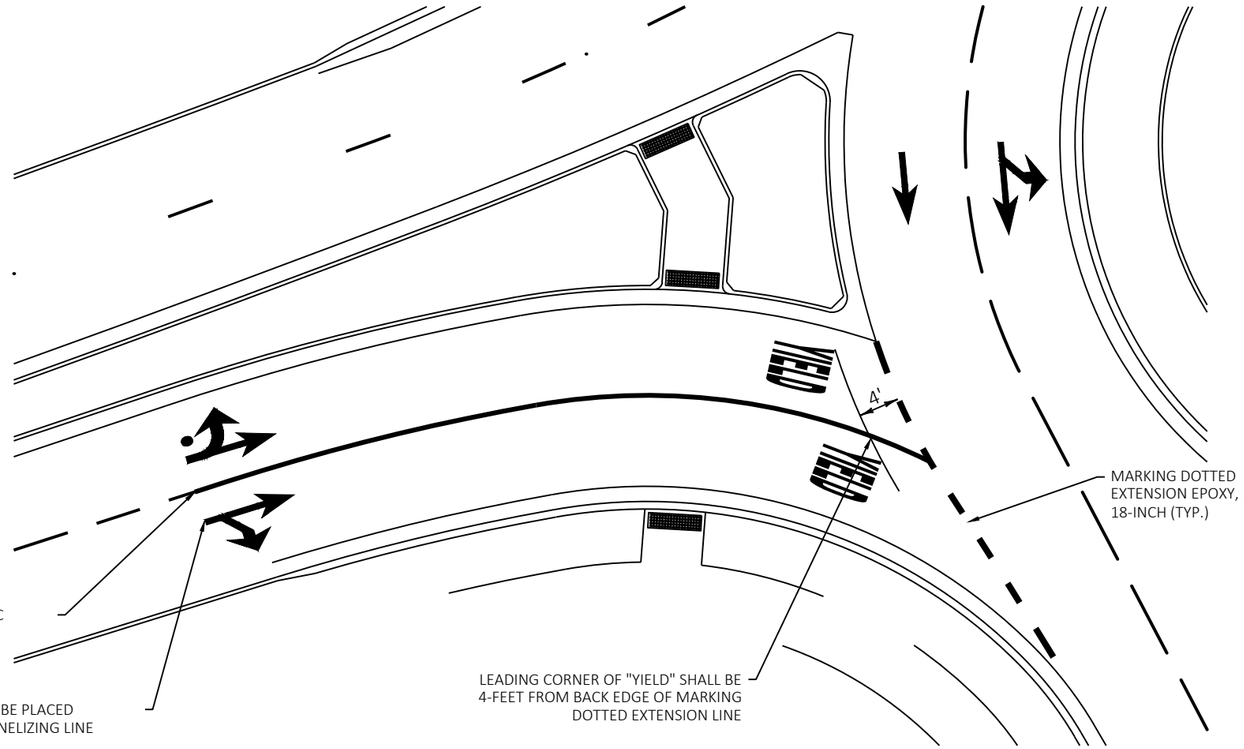
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 33	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 10

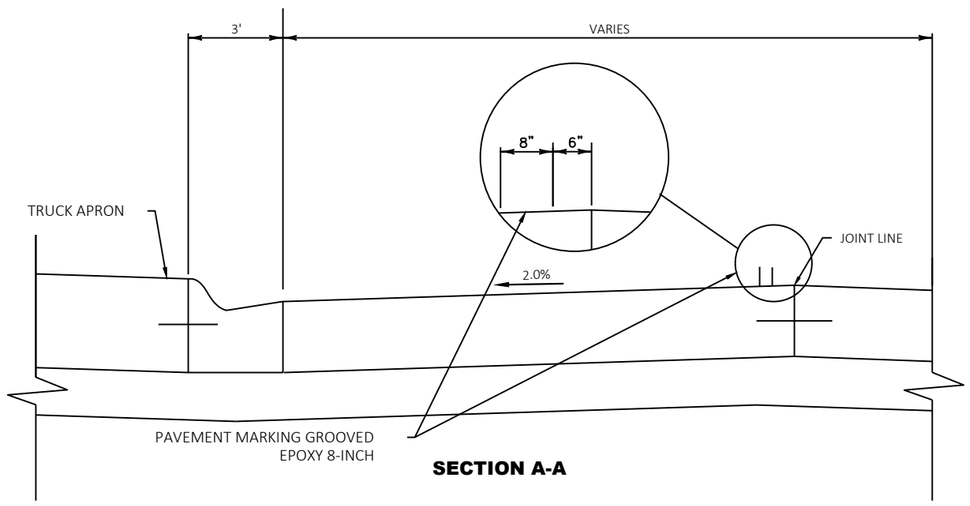
PLOT DATE : 3/3/2021 3:58 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:10 FT



PLAN

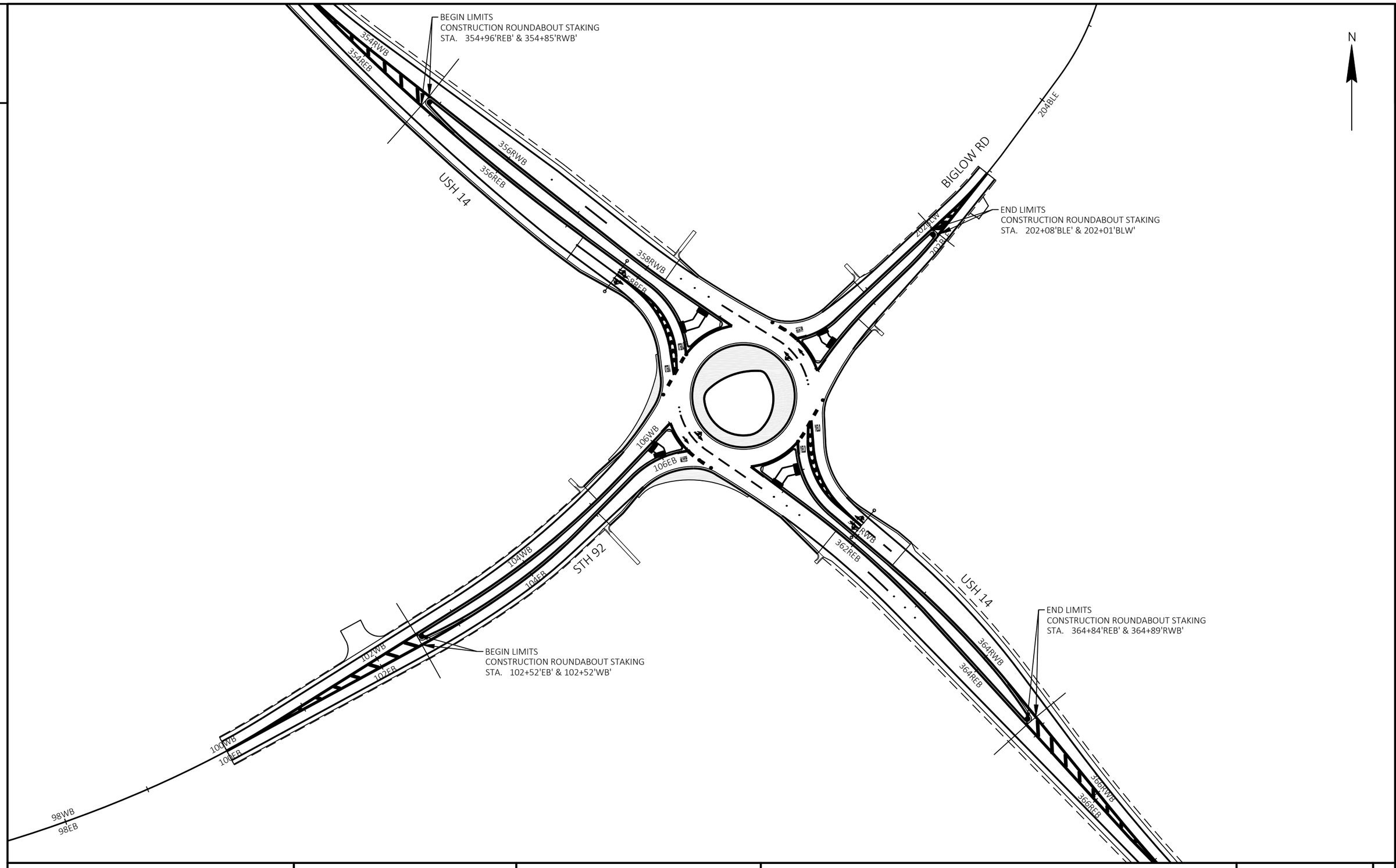


ROUNDABOUT YIELD PAVEMENT MARKING LOCATION



SECTION A-A

ROUNDABOUT PAVEMENT MARKING DETAIL



2

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CONSTRUCTION DETAILS - CONSTRUCTION ROUNDABOUT STAKING	SHEET 35	E

2

N

USH 14 NORTH EBS AREA
STA 353+00'REB'' TO 11+52'RAB'
5 FT DEPTH FROM BOTTOM OF PROPOSED SUBGRADE

50-FT EBS TRANSITION

PROPOSED R/W (TYP.)

SI (TYP.)

EXISTING R/W (TYP.)

EBS LIMITS (TYP.)

USH 14 SOUTH EBS AREA
STA 360+68'RWB'' TO 367+00'REB'
5 FT DEPTH FROM BOTTOM OF PROPOSED SUBGRADE

STH 92 EBS AREA
STA 102+00'EB' TO 106+29'WB'
4 FT DEPTH FROM BOTTOM OF
PROPOSED SUBGRADE

50-FT EBS TRANSITION

WETLANDS (TYP.)

50-FT EBS TRANSITION

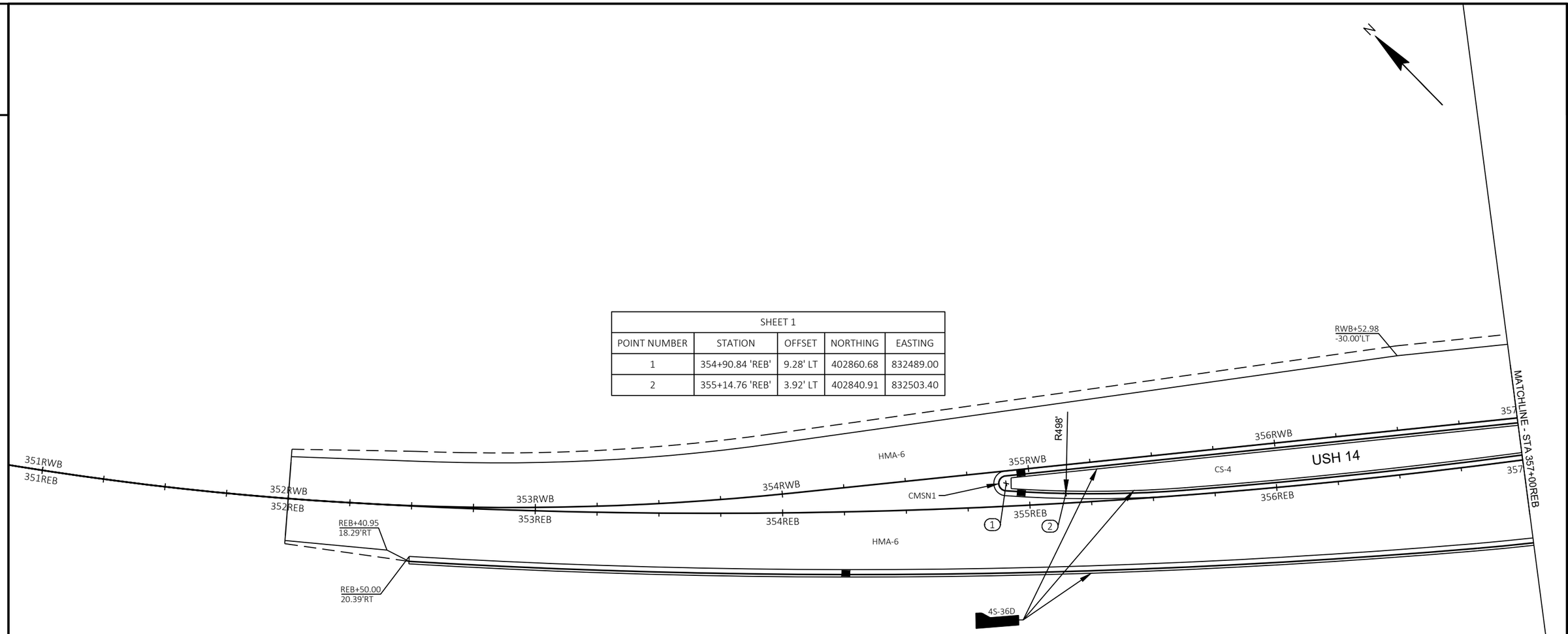
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CONSTRUCTION DETAILS - EBS AREAS OVERVIEW	SHEET 1	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021003-CD-EBS.DWG
LAYOUT NAME - 14-EBS

PLOT DATE : 3/3/2021 4:01 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:150 FT

2

SHEET 1				
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
1	354+90.84 'REB'	9.28' LT	402860.68	832489.00
2	355+14.76 'REB'	3.92' LT	402840.91	832503.40



INTERSECTION DETAILS LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH (DOWELED)
CTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-6	HMA PAVEMENT 6-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN
AF	ASPHALTIC FLUME
BAD	BASE AGGREGATE DENSE 1 1/4-INCH 6-INCH
CR-X	CURB RAMP TYPE X

PROPOSED INLET

PROPOSED MANHOLE

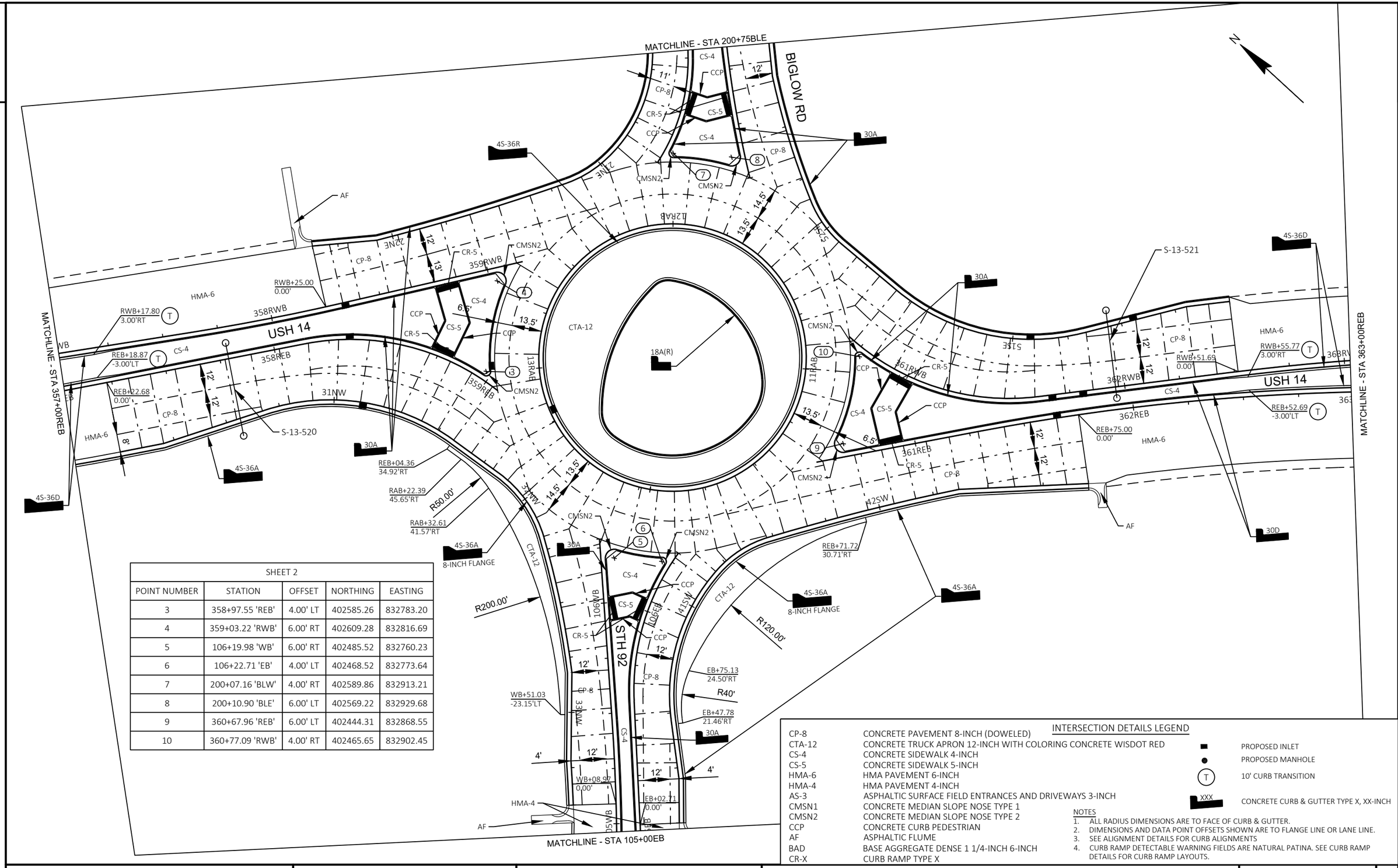
(T) 10' CURB TRANSITION

XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	INTERSECTION DETAILS	SHEET 37	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021101-ID-79.DWG
LAYOUT NAME - 021101-id
PLOT DATE : 3/3/2021 4:05 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



SHEET 2				
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
3	358+97.55 'REB'	4.00' LT	402585.26	832783.20
4	359+03.22 'RWB'	6.00' RT	402609.28	832816.69
5	106+19.98 'WB'	6.00' RT	402485.52	832760.23
6	106+22.71 'EB'	4.00' LT	402468.52	832773.64
7	200+07.16 'BLW'	4.00' RT	402589.86	832913.21
8	200+10.90 'BLE'	6.00' LT	402569.22	832929.68
9	360+67.96 'REB'	6.00' RT	402444.31	832868.55
10	360+77.09 'RWB'	4.00' RT	402465.65	832902.45

INTERSECTION DETAILS LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH (DOWELED)
CTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-6	HMA PAVEMENT 6-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN
AF	ASPHALTIC FLUME
BAD	BASE AGGREGATE DENSE 1 1/4-INCH 6-INCH
CR-X	CURB RAMP TYPE X

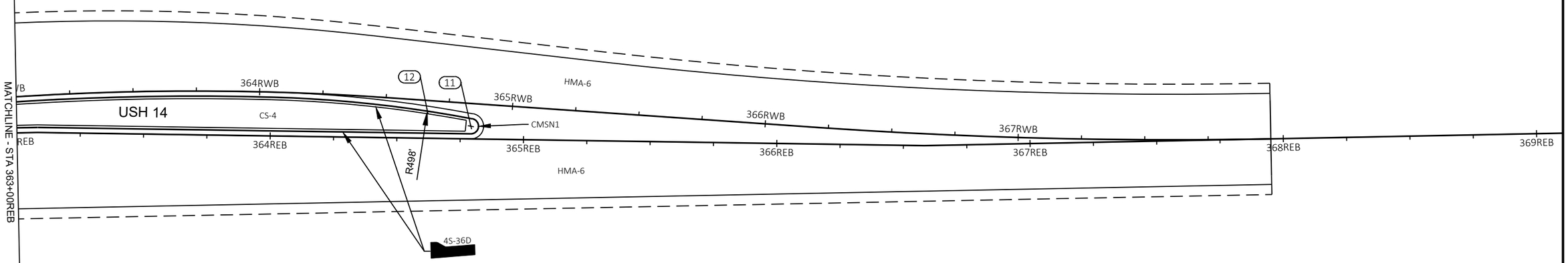
PROPOSED INLET
PROPOSED MANHOLE
(T) 10' CURB TRANSITION
XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	INTERSECTION DETAILS	SHEET 38	E

2

SHEET 3				
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
11	364+84.13 'RWB'	9.00' RT	402161.30	833166.68
12	364+66.61 'RWB'	4.22' RT	402177.91	833159.31



INTERSECTION DETAILS LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH (DOWELED)
CTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-6	HMA PAVEMENT 6-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN
AF	ASPHALTIC FLUME
BAD	BASE AGGREGATE DENSE 1 1/4-INCH 6-INCH
CR-X	CURB RAMP TYPE X

PROPOSED INLET

PROPOSED MANHOLE

(T) 10' CURB TRANSITION

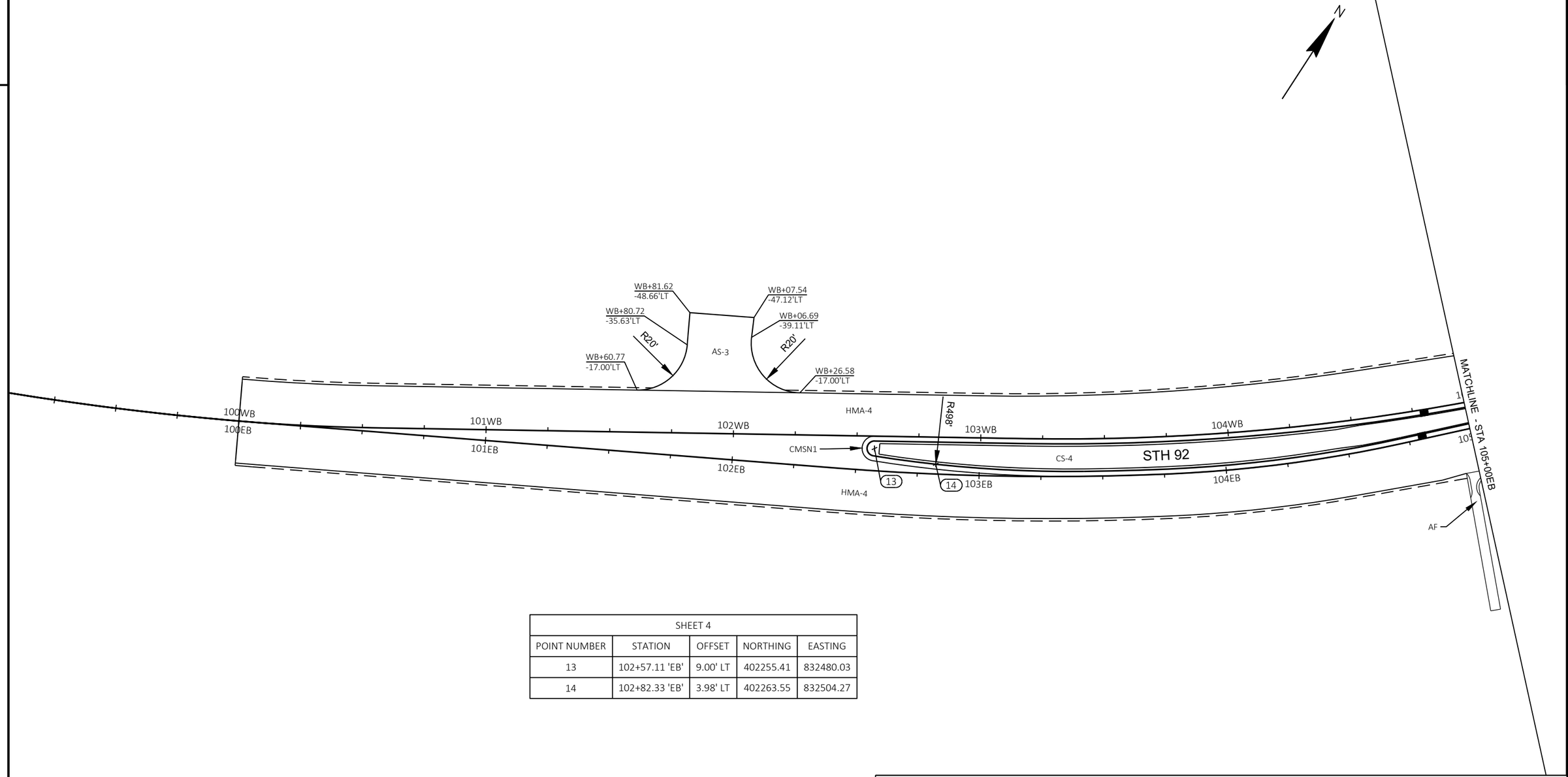
XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	INTERSECTION DETAILS	SHEET 39	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021101-ID-79.DWG
LAYOUT NAME - 021103-id
PLOT DATE : 3/3/2021 4:05 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



SHEET 4				
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
13	102+57.11 'EB'	9.00' LT	402255.41	832480.03
14	102+82.33 'EB'	3.98' LT	402263.55	832504.27

INTERSECTION DETAILS LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH (DOWELED)
CTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-6	HMA PAVEMENT 6-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN
AF	ASPHALTIC FLUME
BAD	BASE AGGREGATE DENSE 1 1/4-INCH 6-INCH
CR-X	CURB RAMP TYPE X

PROPOSED INLET

PROPOSED MANHOLE

(T) 10' CURB TRANSITION

XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

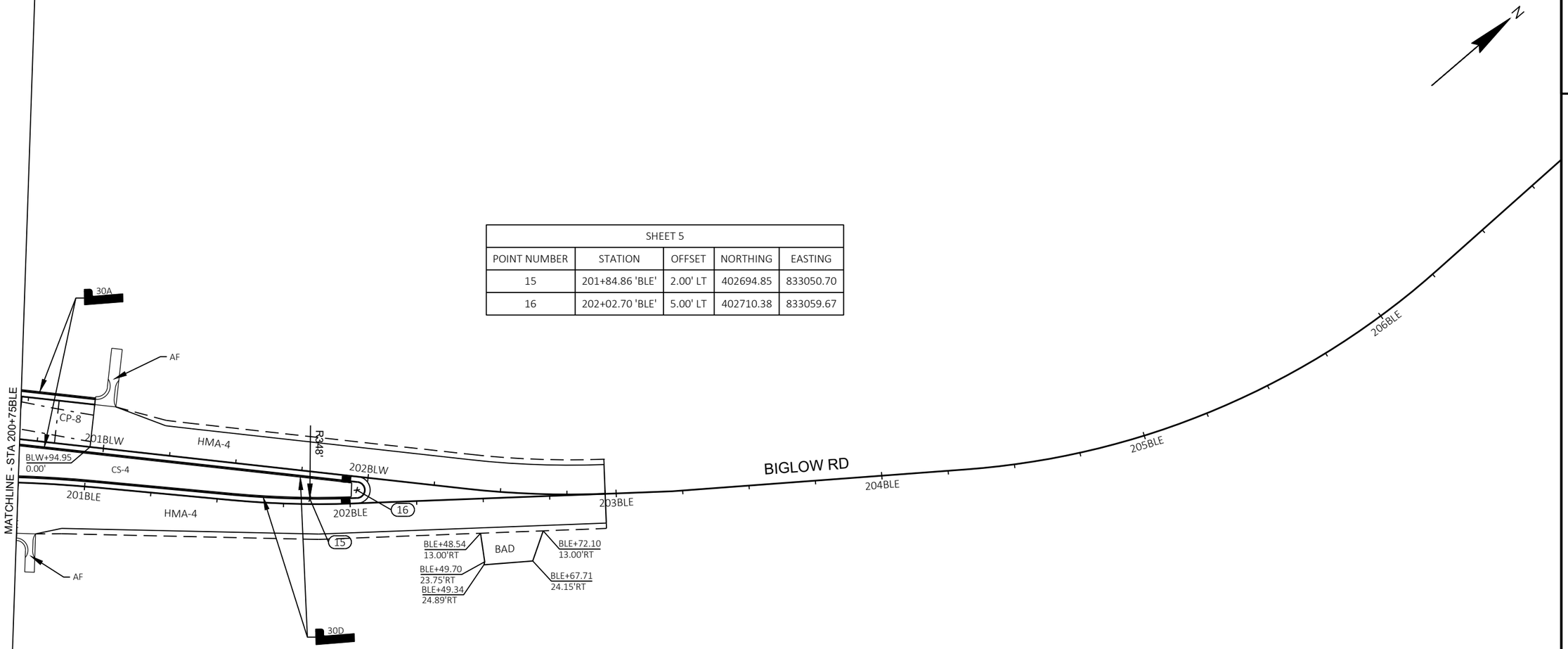
NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	INTERSECTION DETAILS	SHEET 40	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021101-ID-79.DWG
LAYOUT NAME - 021104-id
PLOT DATE : 3/3/2021 4:06 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

SHEET 5				
POINT NUMBER	STATION	OFFSET	NORTHING	EASTING
15	201+84.86 'BLE'	2.00' LT	402694.85	833050.70
16	202+02.70 'BLE'	5.00' LT	402710.38	833059.67



INTERSECTION DETAILS LEGEND

CP-8	CONCRETE PAVEMENT 8-INCH (DOWELED)
CTA-12	CONCRETE TRUCK APRON 12-INCH WITH COLORING CONCRETE WISDOT RED
CS-4	CONCRETE SIDEWALK 4-INCH
CS-5	CONCRETE SIDEWALK 5-INCH
HMA-6	HMA PAVEMENT 6-INCH
HMA-4	HMA PAVEMENT 4-INCH
AS-3	ASPHALTIC SURFACE FIELD ENTRANCES AND DRIVEWAYS 3-INCH
CMSN1	CONCRETE MEDIAN SLOPE NOSE TYPE 1
CMSN2	CONCRETE MEDIAN SLOPE NOSE TYPE 2
CCP	CONCRETE CURB PEDESTRIAN
AF	ASPHALTIC FLUME
BAD	BASE AGGREGATE DENSE 1 1/4-INCH 6-INCH
CR-X	CURB RAMP TYPE X

■ PROPOSED INLET

● PROPOSED MANHOLE

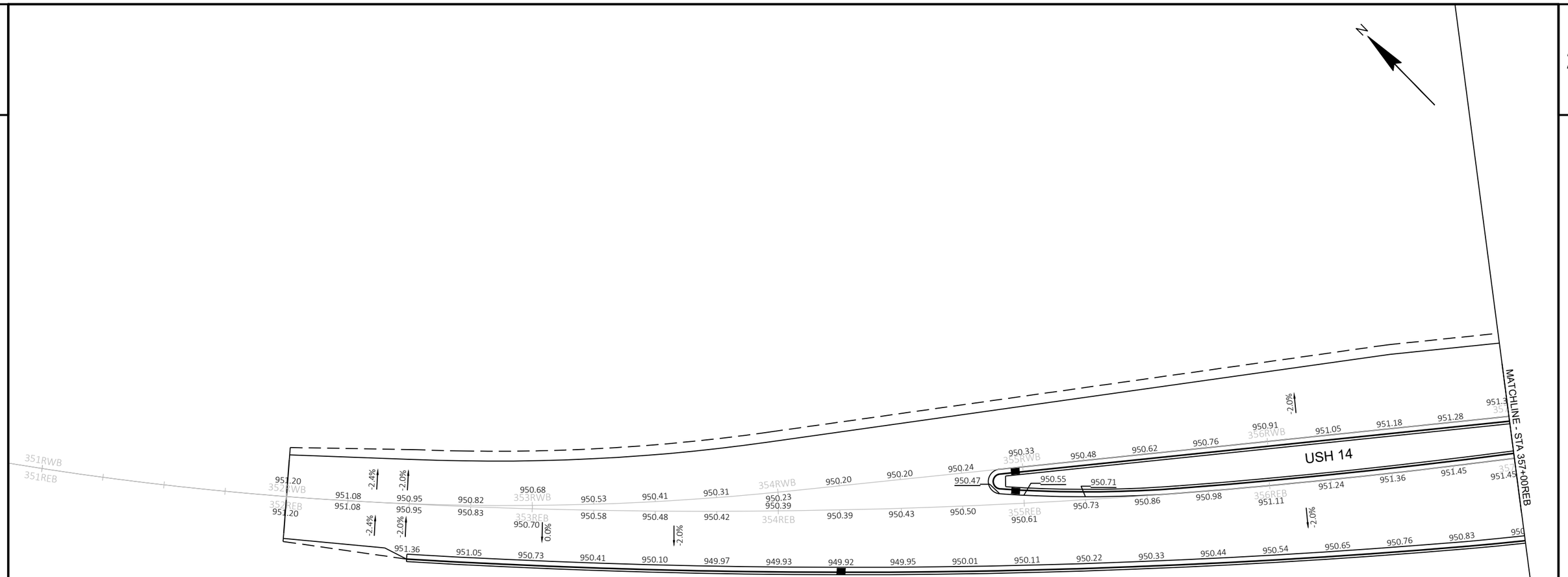
(T) 10' CURB TRANSITION

XXX CONCRETE CURB & GUTTER TYPE X, XX-INCH

NOTES
1. ALL RADIUS DIMENSIONS ARE TO FACE OF CURB & GUTTER.
2. DIMENSIONS AND DATA POINT OFFSETS SHOWN ARE TO FLANGE LINE OR LANE LINE.
3. SEE ALIGNMENT DETAILS FOR CURB ALIGNMENTS
4. CURB RAMP DETECTABLE WARNING FIELDS ARE NATURAL PATINA. SEE CURB RAMP DETAILS FOR CURB RAMP LAYOUTS.

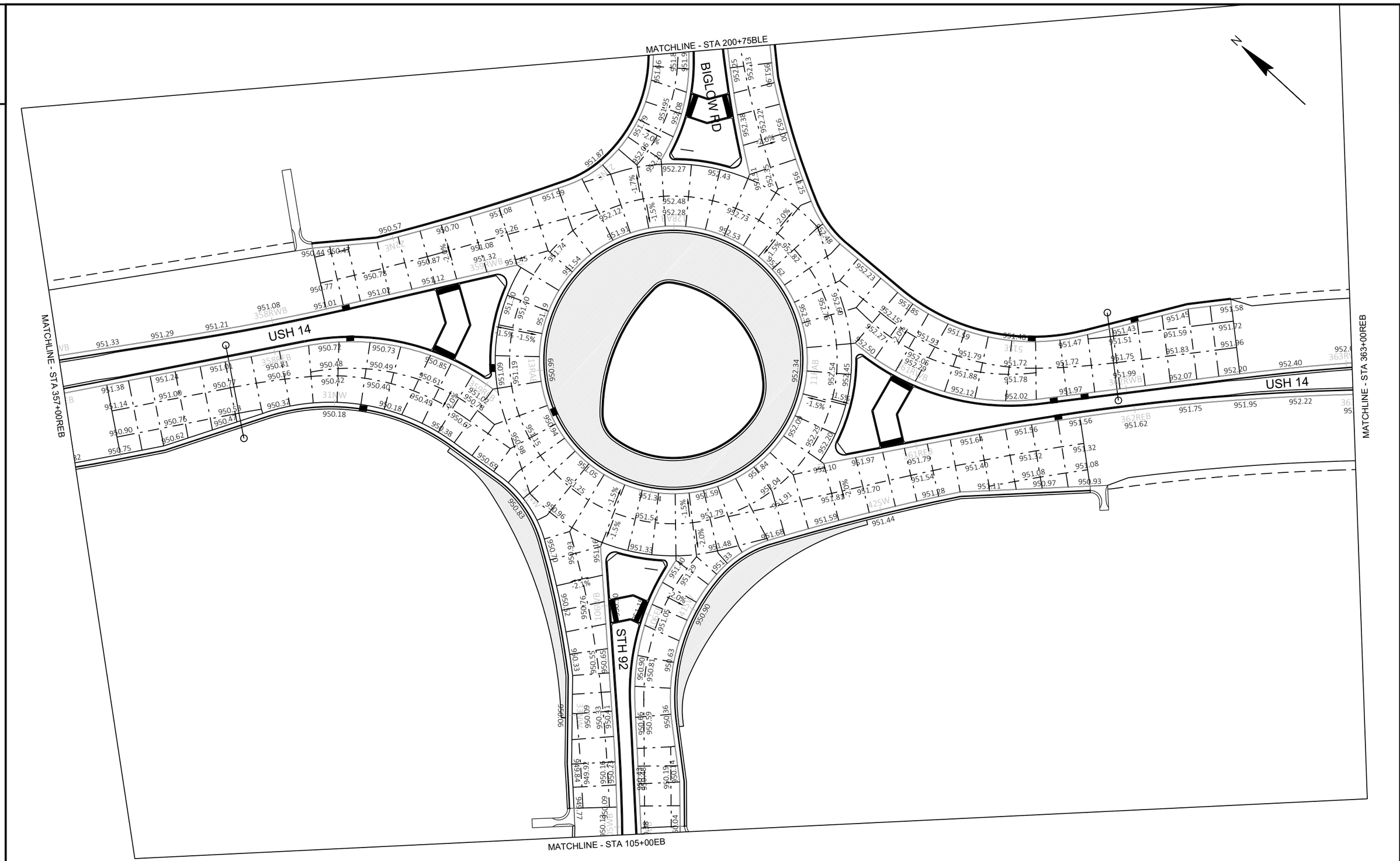
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	INTERSECTION DETAILS	SHEET 41	E

2



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PAVEMENT GRADES	SHEET 42	E

2

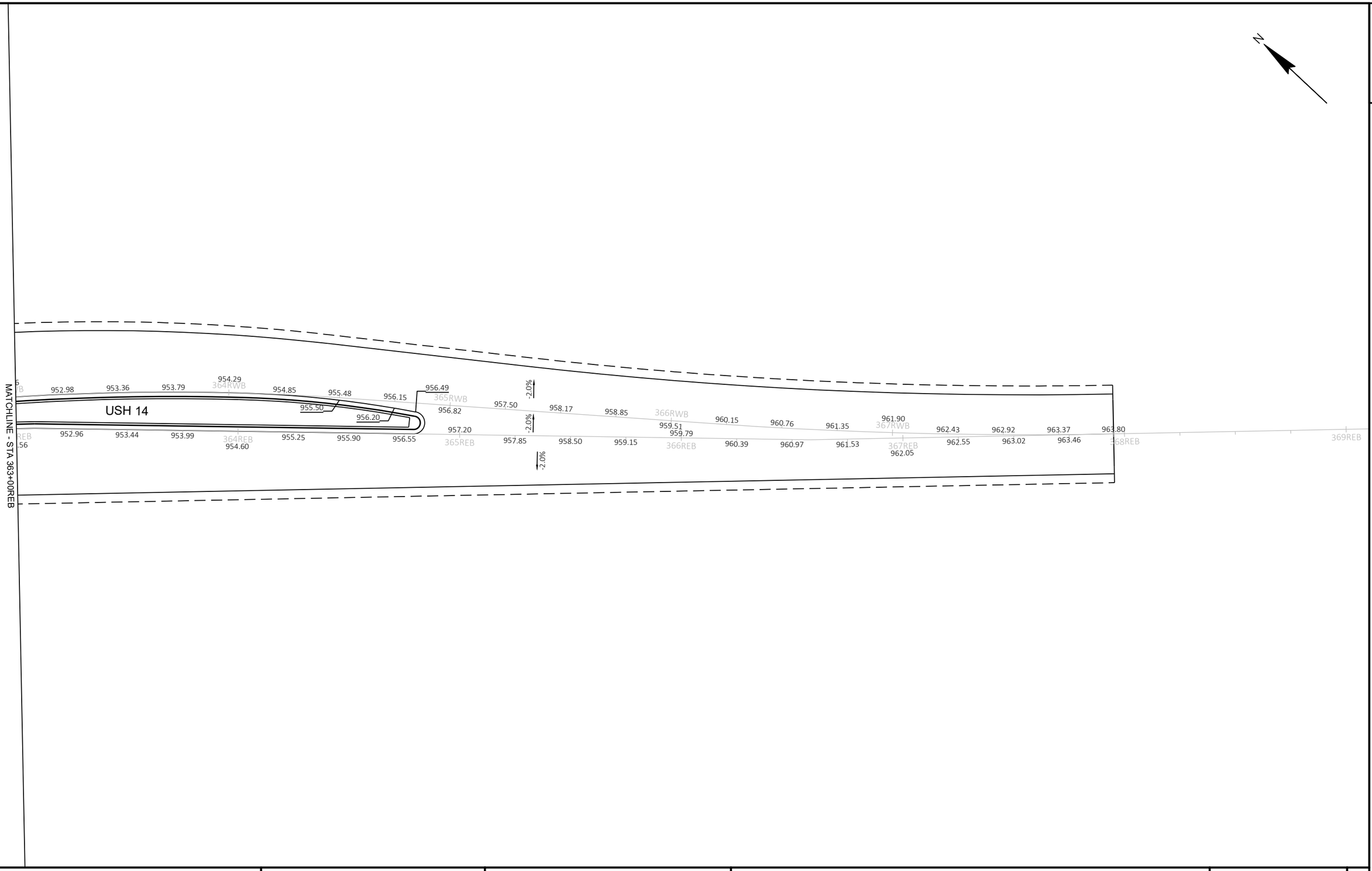


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PAVEMENT GRADES	SHEET 43	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021201-PD-79.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 1/26/2021 7:49 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

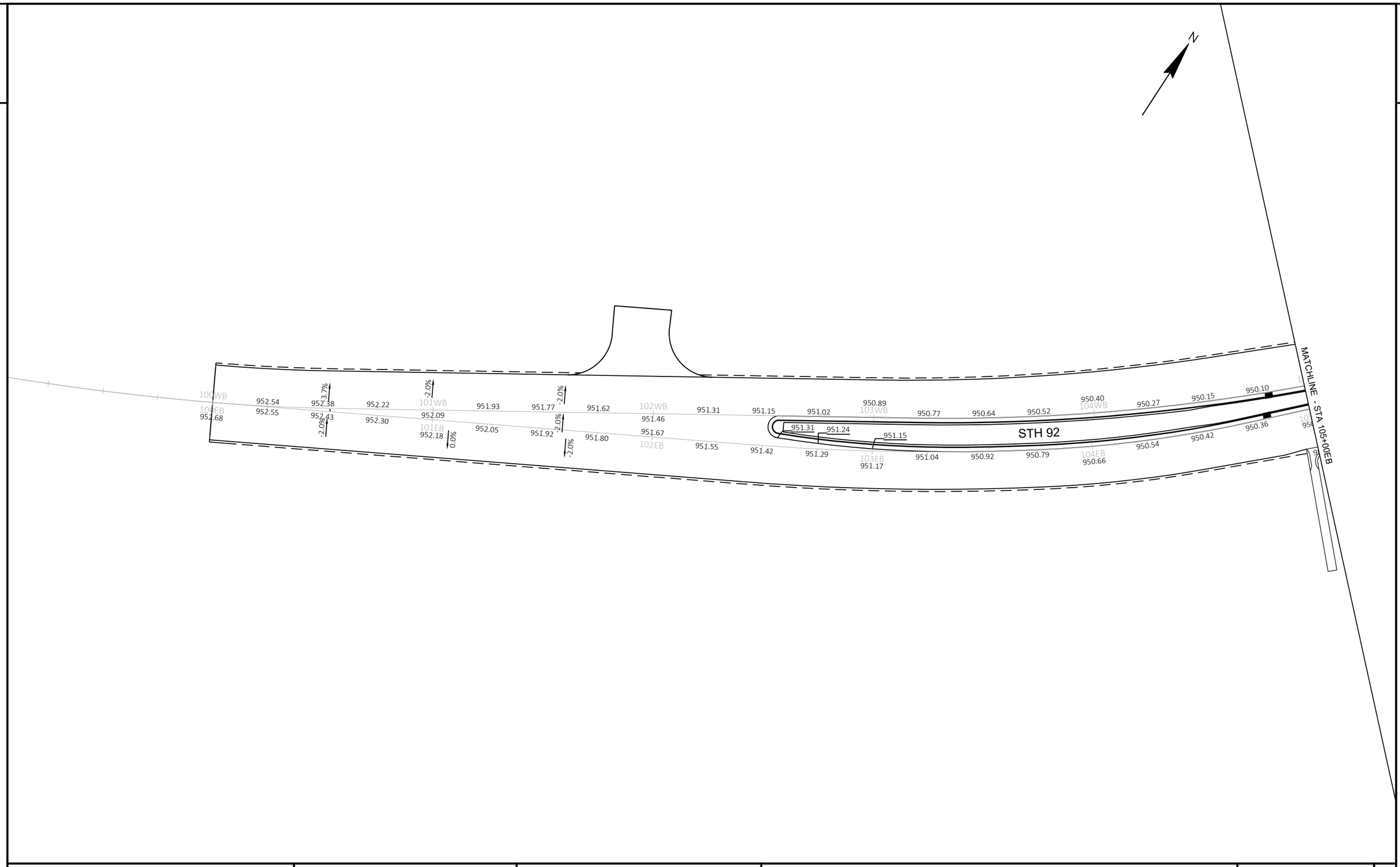


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PAVEMENT GRADES	SHEET 44	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021201-PD-79.DWG
LAYOUT NAME - 021203-pd
PLOT DATE : 1/26/2021 7:49 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

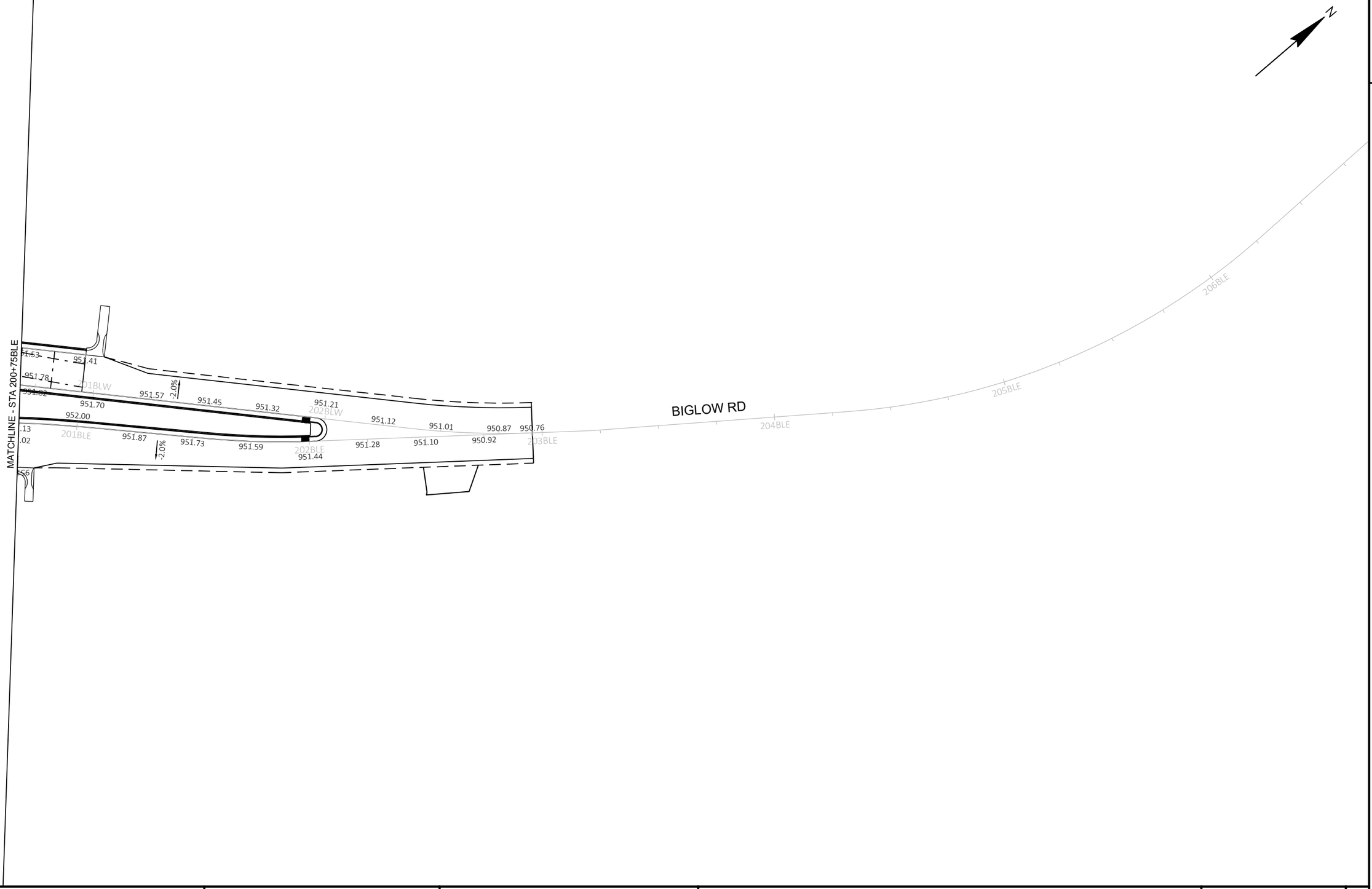


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PAVEMENT GRADES	SHEET 45	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021201-PD-79.DWG
LAYOUT NAME - 021204-pd

PLOT DATE : 1/26/2021 7:49 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

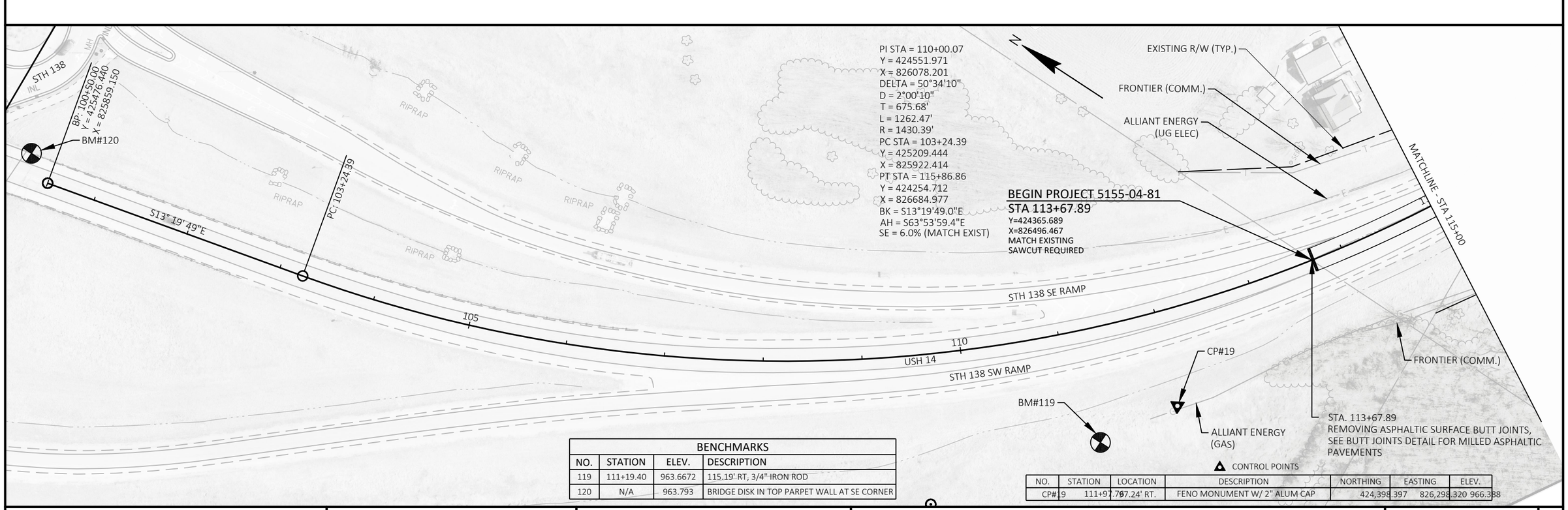


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PAVEMENT GRADES	SHEET 46	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021201-PD-79.DWG
LAYOUT NAME - 021205-pd

PLOT DATE : 1/26/2021 7:50 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
119	111+19.40	963.6672	115.19' RT, 3/4" IRON ROD
120	N/A	963.793	BRIDGE DISK IN TOP PARPET WALL AT SE CORNER

▲ CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#19	111+97.76	67.24' RT.	FENO MONUMENT W/ 2" ALUM CAP	424,398.397	826,298.320	966.388

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET 47	E

2

STA 119+77, LT
BAD FE

STA 121+42
EXISTING 30" CPRC
TO REMAIN

STA 123+09
EXISTING 2'x4' CONC.
BOX CULVERT
TO REMAIN

STA 126+48, LT
ASPH PE
EXISTING 16" CMCP
TO REMAIN

STA 129+29, LT
ASPH PE

STA 117+85, LT
BAD PE
EXISTING 16" CPRC
TO REMAIN

ALLIANT ENERGY
(UG ELEC.)

PT: 115+86.86

MATCHLINE - STA 115+00

16" CPRC

16" CMCP

S63° 53' 59"E

USH 14

CAUTION

MATCHLINE - STA 130+00

EXISTING R/W (TYP.)

ALLIANT ENERGY
(OVERHEAD) (TYP.)

ALLIANT ENERGY
(GAS)

FRONTIER (COMM.)

STA 117+83, RT
BAD FE
EXISTING 18" CPRC
TO REMAIN

ALLIANT ENERGY
(GAS)

FRONTIER (COMM.)

REMOVE

10

50 MPH

REMOVE

100A

W1-10R
30"X30"

100B

50 MPH

W13-1
18"X18"

STA 133+60, LT
2'x3' CONC. BOX CULVERT
TO REMAIN

STA 134+53, RT
2'x5' CONC. BOX CULVERT
TO REMAIN

STA 136+30, LT
ASPH PE
EXISTING 16" CMCP
TO REMAIN

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#18	134+53.38	30.38' LT.	FENO MONUMENT W/ 2" ALUM CAP	423,408.466	828,371.821	951.403

55' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

CP#18

HILL RD

102A

W1-2L
30"X30"

50 MPH

W13-1
18"X18"

102B

PT: 134+90.04

FRONTIER (COMM.)

BM#118

101

W1-6
48"X24"

PC: 130+30.37

USH 14

135

CAUTION

S36° 45' 55"E

EXISTING R/W (TYP.)

ALLIANT ENERGY
(GAS)

FRONTIER (COMM.)

ALLIANT ENERGY
(OH ELEC.)

MATCHLINE - STA 130+00

STA 133+86, RT
2'x3' CONC. BOX CULVERT
TO REMAIN

PI STA = 132+64.60
Y = 423516.605
X = 828191.631
DELTA = 27°08'04"
D = 2°57'05"
T = 234.23'
L = 459.67'
R = 970.62'
PC STA = 130+30.37
Y = 423619.653
X = 827981.286
PT STA = 134+90.04
Y = 423328.965
X = 828331.827
BK = S63°53'59.4"E
AH = S36°45'55.5"E
SE = 5.9% (MATCH EXIST)

STA 136+23, RT
BAD FE
EXISTING 18" CMCP
TO REMAIN

STA 137+45, RT
BAD FE
EXISTING 18" CMCP
TO REMAIN

STA 138+78, RT
EXISTING 16" CMCP
TO REMAIN

PC: 139+10.23

ALLIANT ENERGY
(OH ELEC.)

CLEARING &
GRUBBING (TYP.)

140

PI STA = 141+77.46
Y = 422778.278
X = 828743.275
DELTA = 4°55'09"
D = 0°27'38"
T = 267.23'
L = 534.13'
R = 6221.11'
PC STA = 139+10.23
Y = 422992.353
X = 828583.328
PT STA = 144+44.36
Y = 422551.276
X = 828884.276
BK = S36°45'55.5"E
AH = S31°50'46.1"E
SE = 2.9% (MATCH EXIST)

STA 141+20, RT
ASPH PE
EXISTING 16" CMCP
TO REMAIN

STA 141+18, RT
BAD FE

STA 144+89, LT
BAD PE
EXISTING 18" CMCP
TO REMAIN

ALLIANT ENERGY
(OH ELEC.)

PT: 144+44.36

FRONTIER (COMM.)

ALLIANT ENERGY
(GAS)

STA 144+53
EXISTING 3'x4'
CONC. BOX CULVERT
TO REMAIN

MATCHLINE - STA 145+00

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
118	133+97.60	951.837	64.57' LT, MAG SPIKE IN POWER POLE

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET 48	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021206-PN-81.DWG
LAYOUT NAME - 021207-pn-81

PLOT DATE : 1/26/2021 2:32 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

STA 150+19, LT
BAD PE
EXISTING 15" CMCP
TO REMAIN

STA 151+37, LT
BAD PE

STA 153+44, LT
BAD PE
EXISTING 15" CMCP
TO REMAIN

ALLIANT ENERGY
(OH ELEC.)

PC: 147+87.62

PT: 151+35.01

ALLIANT ENERGY
(OH ELEC.)

MATCHLINE - STA 145+00

S31° 50' 46"E

150

155

S33° 24' 40"E

USH 14

CAUTION

ALLIANT ENERGY
(GAS)

PI STA = 149+61.32
Y = 422112.130
X = 829157.047
DELTA = 1°33'54"
D = 0°13'31"
T = 173.70'
L = 347.38'
R = 12717.90'
PC STA = 147+87.62
Y = 422259.685
X = 829065.394
PT STA = 151+35.01
Y = 421967.133
X = 829252.696
BK = S31°50'46.1"E
AH = S33°24'40.1"E
SE = NC (MATCH EXIST)

STA 152+89
EXISTING 30" CMCP
TO REMAIN

FRONTIER (COMM.)

ALLIANT ENERGY
(GAS)

EXISTING R/W (TYP.)

MATCHLINE - STA 160+00

RUINS

STA 146+30, RT
BAD PE
EXISTING 18" CMCP
TO REMAIN

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
117	163+63.44	979.787	28.24' LT, MAG SPIKE IN POWER POLE

STA 165+59, LT
BAD PE

STA 169+25
OAK HILL RD
EXISTING 21"x15" PACS
TO REMAIN

OAK HILL RD.

55' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC
PAVEMENTS

STA 172+66, LT
ASPH PE
BURIED CULVERT PIPE
TO REMAIN

PI STA = 174+09.65
Y = 419997.018
X = 830375.782
DELTA = 3°15'10"
D = 0°24'24"
T = 200.02'
L = 399.93'
R = 7044.61'
PC STA = 172+09.63
Y = 420180.380
X = 830295.872
RT STA = 176+09.56
Y = 419809.418
X = 830445.158
BK = S23°32'51.9"E
AH = S20°17'42.1"E
SE = 2.3% (MATCH EXIST)

ALLIANT ENERGY
(OH ELEC.)

PC: 163+43.11

BM#117

PT: 167+56.91

PC: 172+09.63

MATCHLINE - STA 160+00

165

USH 14

CAUTION

S23° 32' 52"E

170

MATCHLINE - STA 175+00

CP#17

FRONTIER (COMM.)

ALLIANT ENERGY
(GAS)

EXISTING R/W (TYP.)

CEMETERY

STA 170+00 - 172+00, RT
NO SHOULDER WIDENING

PAETEC (FO)

PI STA = 165+50.52
Y = 420785.546
X = 830032.138
DELTA = 9°51'48"
D = 1°11'31"
T = 207.41'
L = 413.80'
R = 2403.73'
PC STA = 163+43.11
Y = 420958.681
X = 829917.929
PT STA = 167+56.91
Y = 420595.405
X = 830115.002
BK = S33°24'40.1"E
AH = S23°32'51.9"E
SE = 4.9% (MATCH EXIST)

STA 161+56, RT
BAD PE

STA 160+97, RT
ASPH PE

STA 170+86
EXISTING 2'x2'
CONC. BOX CULVERT
TO REMAIN

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#17	164+97.83	2.85' RT.	FENO MONUMENT W/ 2" ALUM CAP	420,810.588	829,970.389	983.544

2

PI STA = 182+57.27
Y = 419201.916
X = 830669.820
DELTA = 4°11'00"
D = 0°27'24"
T = 229.15'
L = 458.10'
R = 6274.28'
PC STA = 180+28.12
Y = 419416.841
X = 830590.338
PT STA = 184+86.22
Y = 418981.766
X = 830733.412
BK = S20°17'42.1"E
AH = S16°06'42.3"E
SE = 2.5% (MATCH EXIST)

STA 180+28, LT
ASPH PE
EXISTING 18" CMCP
TO REMAIN

STA 182+88, LT
BAD FE
BURIED CMCP
TO REMAIN

PT: 176+09.56

PC: 180+28.12

PT: 184+86.22

ALLIANT ENERGY
(OH ELEC.)

ALLIANT ENERGY
(GAS)

CAUTION

PAETEC (FO)

MATCHLINE - STA 175+00

S20° 17' 42"E

S16° 06' 42"E

USH 14

FRONTIER (TYP.)

EXISTING R/W (TYP.)

TRIM TREES OVERHANGING
RIGHT-OF-WAY

STA 175+37, RT
BAD PE

STA 175+37, RT
ASPH PE
BURIED CULVERT PIPE
TO REMAIN

STA 181+43, RT
ASPH PE
EXISTING 18" CMCP
TO REMAIN

STA 183+71, RT
BAD PE
EXISTING 12" CMCP
TO REMAIN

STA 184+12, RT
ASPH PE

STA 185+27, RT
BAD PE

STA 188+17, RT
BAD PE

PROPOSED R/W (TYP.)

SLOPE INTERCEPT (TYP.)

MATCHLINE - STA 190+00

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
115	195+56.50	960.414	33.69' LT, MAG SPIKE IN POWER POLE

100' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

CP#15

BM#115

CTH A

PC: 192+67.88

PT: 197+36.21

PC: 203+49.92

ALLIANT ENERGY
(OH ELEC.)

PAETEC (FO)

MATCHLINE - STA 190+00

MATCHLINE - STA 205+00

USH 14

S2° 24' 24"E

PI STA = 195+03.17
Y = 418004.760
X = 831015.628
DELTA = 13°42'18"
D = 1°27'47"
T = 235.29'
L = 468.33'
R = 1957.90'
PC STA = 192+67.88
Y = 418230.805
X = 830950.333
PT STA = 197+36.21
Y = 417769.681
X = 831025.508
BK = S16°06'42.3"E
AH = S02°24'24.1"E
SE = 5.5% (MATCH EXIST)

ALLIANT ENERGY
(GAS)

STA 196+07
EXISTING 24" CMCP
TO REMAIN

ASPHALTIC
FLUME REQ'D

EXISTING R/W (TYP.)

FRONTIER (COMM.)

ALLIANT ENERGY
(GAS)

110' RT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

FRONTIER (COMM.)

ALLIANT ENERGY
(OH ELEC.)

ALLIANT ENERGY
(OH ELEC.)

SLOPE INTERCEPT (TYP.)

PROPOSED R/W (TYP.)

103A

103B

W2-1
30"X30"

45 MPH
W13-1
18"X18"

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#15	195+66.88	3.22' LT.	FENO MONUMENT W/ 2" ALUM CAP	417,949.062	831,093.617	955.222

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021206-PN-81.DWG
LAYOUT NAME - 021209-pn-81

PLOT DATE : 1/26/2021 2:33 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

STA 205+57, LT
ASPH PE
EXISTING 18" CMCP
TO REMAIN

PT: 207+08.95

PC: 209+46.91

PAETEC (FO)

PT: 213+50.67

STA 219+07
EXISTING 2'x2'
CONC. BOX CULVERT
TO REMAIN

MATCHLINE - STA 205+00

S15° 21' 38"W

210

215

USH 14

MATCHLINE - STA 220+00

STA 205+70, RT
BAD FE
EXISTING 15" CMCP
TO REMAIN

PI STA = 205+30.89
Y = 416975.704
X = 831058.878
DELTA = 17°46'02"
D = 2°28'28"
T = 180.96'
L = 359.02'
R = 1157.77'
PC STA = 203+49.92
Y = 417156.508
X = 831051.279
PT STA = 207+08.95
Y = 416801.205
X = 831010.942
BK = S02°24'24.1"E
AH = S15°21'38.2"W
SE = 6.0% (MATCH EXIST)

EXISTING R/W (TYP.)

ALLIANT ENERGY
(OH ELEC.)

STA 211+00
EXISTING 3'x3'
CONC. BOX CULVERT
TO REMAIN

STA 211+37, RT
BAD PE
EXISTING 16" CMCP
TO REMAIN

PI STA = 211+48.90
Y = 416376.970
X = 830894.402
DELTA = 4°35'36"
D = 0°34'08"
T = 201.99'
L = 403.76'
R = 5036.40'
PC STA = 209+46.91
Y = 416571.744
X = 830947.908
PT STA = 213+50.67
Y = 416187.106
X = 830825.470
BK = S15°21'38.2"W
AH = S19°57'14.3"W
SE = 3.0% (MATCH EXIST)

ALLIANT ENERGY
(OH ELEC.)

FRONTIER (COMM.)

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
113	223+16.18	922.885	32.65' RT, MAG SPIKE IN POWER POLE

SECTION CORNER 40510180000
DO NOT DISTURB

PI STA = 231+72.53
Y = 414474.617
X = 830203.732
DELTA = 13°49'56"
D = 2°21'46"
T = 147.08'
L = 292.72'
R = 1212.50'
PC STA = 230+25.46
Y = 414612.863
X = 830253.924
PT STA = 233+18.18
Y = 414328.379
X = 830188.048
BK = S19°57'14.3"W
AH = S06°07'17.9"W
SE = 6.0% (MATCH EXIST)

STA 228+71.59 - STA 231+26.64, LT
EXISTING GUARDRAIL TO REMAIN

PC: 230+25.46

PT: 233+18.18

CLEARING &
GRUBBING (TYP.)

PAETEC (FO)

CP#13

S19° 57' 14"W

225

USH 14

230

MATCHLINE - STA 220+00

MATCHLINE - STA 235+00

EXISTING R/W (TYP.)

ALLIANT ENERGY
(OH ELEC.) (TYP.)

BM#113

STA 224+50, RT
BAD FE

FRONTIER (COMM.)

FRONTIER (COMM.)

STA 228+71.90 - STA 231+23.49, RT
EXISTING GUARDRAIL TO REMAIN

STA 231+54, RT
BAD PE
EXISTING 18" CMCP
TO REMAIN

STRUCTURE C-13-152 TO REMAIN
STA 229+67.45 - STA 230+28.78

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#13	222+99.33	32.58' LT.	FENO MONUMENT W/ 2" ALUM CAP	415,284.294	830,532.355	926.758

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET 51	E

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
112	247+57.39	943.658	32.20' RT, MAG SPIKE IN POWER POLE

N

MATCHLINE - STA 235+00

WATERMAN RD

45' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

CLEARING & GRUBBING (TYP.)

FRONTIER (COMM.)

PC: 238+30.07

PAETEC (FO)

PT: 243+34.92

STA 246+83, LT
ASPH PE

PC: 249+35.82

MATCHLINE - STA 250+00

S6° 07' 18"W

240

USH 14

245

S3° 29' 07"W

STA 235+42, RT
BAD FE
EXISTING 18" CMCP
TO REMAIN

EXISTING R/W (TYP.)

ALLIANT ENERGY
(OH ELEC.)

PI STA = 240+82.54
Y = 413568.374
X = 830106.537
DELTA = 2°38'11"
D = 0°15'40"
T = 252.47'
L = 504.85'
R = 10971.78'
PC STA = 238+30.07
Y = 413819.405
X = 830133.460
PT STA = 243+34.92
Y = 413316.370
X = 830091.189
BK = S06°07'17.9"W
AH = S03°29'06.9"W
SE = RC (MATCH EXIST)

REMOVE
20

W2-7R
30"X30"

104

STA 246+41, RT
BAD FE
BURIED CMCP
TO REMAIN

ALLIANT ENERGY
(OH ELEC.)

BM#112

CP#12

CLEARING & GRUBBING

FRONTIER (COMM.)

CEMETERY

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#12	248+09.38	88.51' RT.	FENO MONUMENT W/ 2" ALUM CAP	412,845.213	830,023.917	941.256

N

STA 258+10, LT
OLD STAGE RD
EXISTING 18" CMCP
TO REMAIN

STA 262+13.31 - STA 262+93.05, LT
EXISTING CONCRETE POSTS

STA 263+63.53 - STA 262+94.45, LT
EXISTING GUARDRAIL TO REMAIN

STA 263+45 & 264+12, RT
ASPH CE

43' RT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

56' LT.
REMOVING ASPHALTIC SURFACE BUTT JOINTS,
SEE BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

FRONTIER (COMM.)

OLD STAGE RD

STA 259+13, LT
ASPH PE

STA 259+92, LT
BAD PE

VOLLEYBALL COURT

30' LT.
SAWCUT

STA 250+87
EXISTING 24" CPRC
TO REMAIN

STA 251+50
EXISTING 24" CPRC
TO REMAIN

PT: 253+63.66

PAETEC (FO)

MATCHLINE - STA 250+00

255

USH 14

260

S7° 48' 34"E

MATCHLINE - STA 265+00

PI STA = 251+50.43
Y = 412502.370
X = 830041.613
DELTA = 11°17'41"
D = 1°19'12"
T = 214.62'
L = 427.84'
R = 2170.36'
PC STA = 249+35.82
Y = 412716.589
X = 830054.660
PT STA = 253+63.66
Y = 412289.744
X = 830070.775
BK = S03°29'06.9"W
AH = S07°48'33.9"E
SE = 5.2% (MATCH EXIST)

EXISTING R/W (TYP.)

ALLIANT ENERGY
(OH ELEC.)

ALLIANT ENERGY
(OH ELEC.)

STA 257+04, RT
BAD FE
EXISTING 16" CMCP
TO REMAIN

CLEARING &
GRUBBING (TYP.)

STA 263+47, RT
ASPH PE
EXISTING 18" CMCP
TO REMAIN

FRONTIER (COMM.)

ROME CORNERS RD

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET 52 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021206-PN-81.DWG
LAYOUT NAME - 021211-pn-81

PLOT DATE : 1/26/2021 2:34 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#11	277+66.13	35.43' LT.	FENO MONUMENT W/ 2" ALUM CAP	409,910.801	830,421.784	972.818

PI STA = 277+56.56
Y = 409918.231
X = 830389.916
DELTA = 5°58'30"
D = 0°55'27"
T = 161.76'
L = 323.23'
R = 3099.53'
PC STA = 275+94.80
Y = 410078.644
X = 830369.067
PT STA = 279+18.03
Y = 409756.519
X = 830393.954
BK = S07°24'19.4"E
AH = S01°25'49.3"E

N

Y = 410769.807
PI: 268+97.82 X = 8302'79.234

105
W2-7R
30"X30"

STA 265+14, LT
BAD PE
EXISTING 16" CMCP
TO REMAIN

FRONTIER (COMM.)

179°35'46"

STA 269+01, LT
ASPH PE

STA 271+66
EXISTING 24" CPRC
TO REMAIN

PAETEC (FO)

PC: 275+94.80

PT: 279+18.03

CP#11

SE = 4.3% (MATCH EXIST)

MATCHLINE - STA 265+00

270

S7° 24' 19"E

275

USH 14

MATCHLINE - STA 280+00

ALLIANT ENERGY
(OH ELEC.)

ALLIANT ENERGY
(OH ELEC.)

BM#111
STA 277+24, RT
BAD PE

SECTION CORNER 40510190000
SEE SPECIAL PROVISIONS

T 5 N
R 10 E
18 17
19 20

STA 268+15, RT
BAD PE

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
111	277+58.58	973.475	31.99' RT, MAG SPIKE IN POWER POLE

N

STA 294+32, LT
BAD PE
EXISTING 16" CMCP
(BURIED) TO REMAIN

PAETEC (FO)

FRONTIER (COMM.)

MATCHLINE - STA 280+00

285

S1° 25' 49"E

290

MATCHLINE - STA 295+00

USH 14

EXISTING R/W (TYP.)

ALLIANT ENERGY
(OH ELEC.)

ALLIANT ENERGY
(OH ELEC.)

STA 287+63, RT
ASPH PE
EXISTING 16" CMCP
TO REMAIN

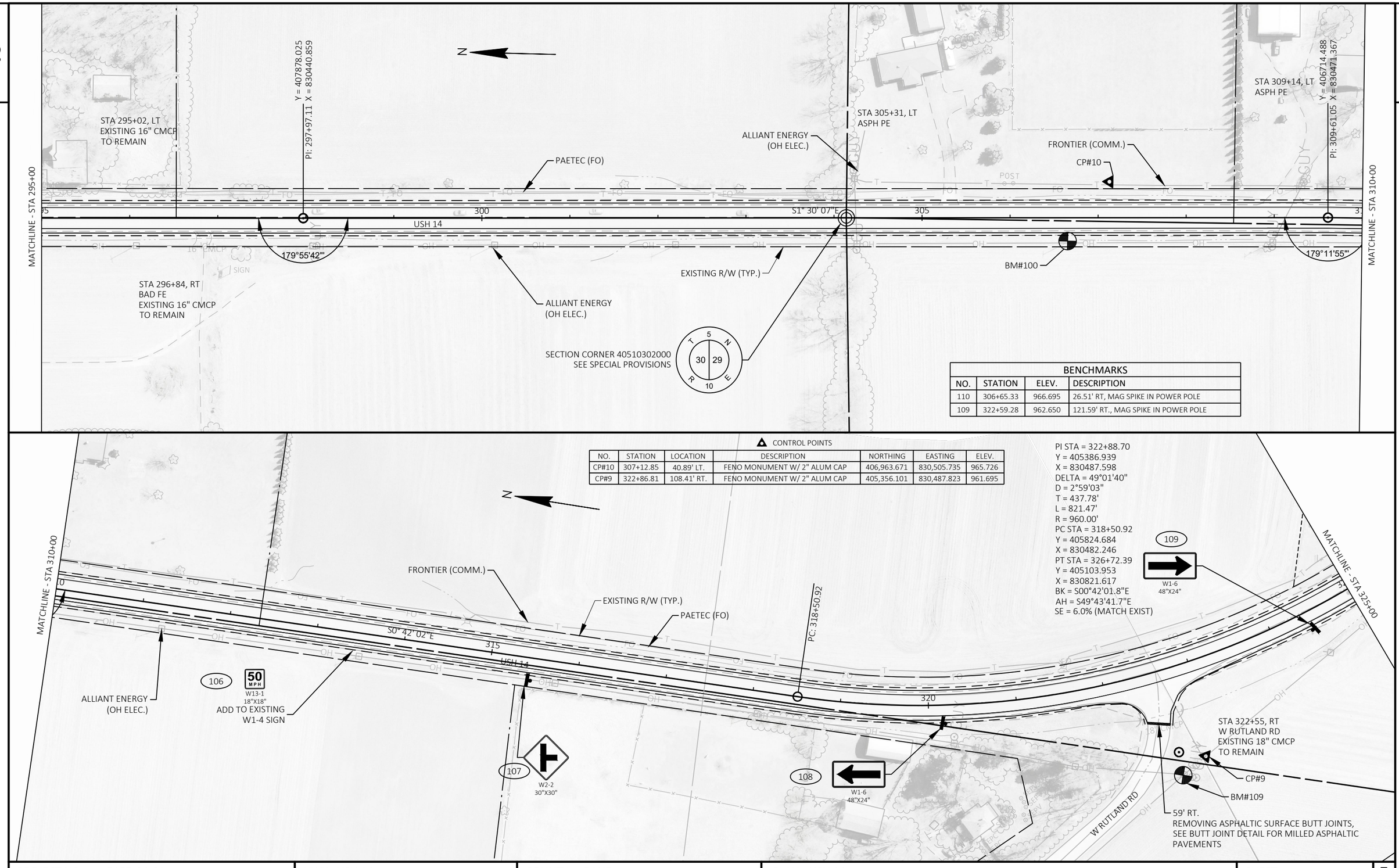
STA 289+58
EXISTING 2'x2'
CONC. BOX CULVERT
TO REMAIN

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET 53 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021206-PN-81.DWG
LAYOUT NAME - 021212-pn-81

PLOT DATE : 1/26/2021 2:35 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2



BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
110	306+65.33	966.695	26.51' RT, MAG SPIKE IN POWER POLE
109	322+59.28	962.650	121.59' RT., MAG SPIKE IN POWER POLE

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#10	307+12.85	40.89' LT.	FENO MONUMENT W/ 2" ALUM CAP	406,963.671	830,505.735	965.726
CP#9	322+86.81	108.41' RT.	FENO MONUMENT W/ 2" ALUM CAP	405,356.101	830,487.823	961.695

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET 54	E

2

110

W2-2
30"X30"

111

W1-6
48"X24"

STA 333+41, LT
BAD PE
EXISTING 15" CMCP
TO REMAIN

PT: 333+69.47

PAETEC (FO)

EXISTING R/W (TYP.)

PC: 329+94.41

STA 328+26, LT
ASPH PE

PT: 326+72.39

FRONTIER (COMM.)

330

335

S49° 43' 42"E

USH 14

MATCHLINE - STA 325+00

STA 329+20
EXISTING 60"x42"
CONC. CATTLE PASS
TO REMAIN

STRUCTURE C-13-3009

PI STA = 331+83.58
Y = 404773.512
X = 831211.649
DELTA = 18°27'11"
D = 2°27'36"
T = 189.17'
L = 375.06'
R = 1164.56'
PC STA = 329+94.41
Y = 404895.794
X = 831067.315
PT STA = 333+69.47
Y = 404611.831
X = 831309.857
BK = S49°43'41.7"E
AH = S31°16'31.0"E
SE = 6.0% (MATCH EXIST)

ALLIANT ENERGY
(OH ELEC.)

STA 327+70, RT
BAD FE
EXISTING 15" CMCP
TO REMAIN

MATCHLINE - STA 340+00

2

112

50 MPH
W13-1
18"X18"

ADD TO EXISTING
W1-4 SIGN

STA 340+06, LT
ASPH PE
EXISTING 15" CMCP
TO REMAIN

STA 341+53, LT
BAD FE
EXISTING 15" CMCP
TO REMAIN

PAETEC (FO)

CP#8

CLEARING &
GRUBBING (TYP.)

WETLANDS

PC: 349+67.91

ANDERSON POND

PI STA = 351+19.43
Y = 403116.167
X = 832218.351
DELTA = 13°04'29"
D = 2°10'00"
T = 151.52'
L = 301.73'
R = 1322.26'
PC STA = 349+67.91
Y = 403245.673
X = 832139.687
PT STA = 352+69.64
Y = 403007.814
X = 832324.273
BK = S31°16'31.0"E
AH = S44°20'59.5"E
SE = MATCH EXIST

PT: 352+69.64

S31° 16' 31"E

345

350

USH 14

BM#108

ALLIANT ENERGY
(OH ELEC.)

STA 342+00
EXISTING 16" CMCP
TO REMAIN

EXISTING R/W (TYP.)

STA 344+29, RT
BAD PE

STA 346+15, RT
BAD PE
EXISTING 12" CMCP
TO REMAIN

ALLIANT ENERGY
(ELEC)

STA 349+72
EXISTING 24" CPRC
TO REMAIN

WETLANDS

FRONTIER (COMM.)

PROPOSED R/W (TYP.)

END PROJECT 5155-04-81
STA 352+00.00
Y=403058.874
X=832276.923
BEGIN PROJECT 5155-00-79

MATCHLINE - STA 355+00

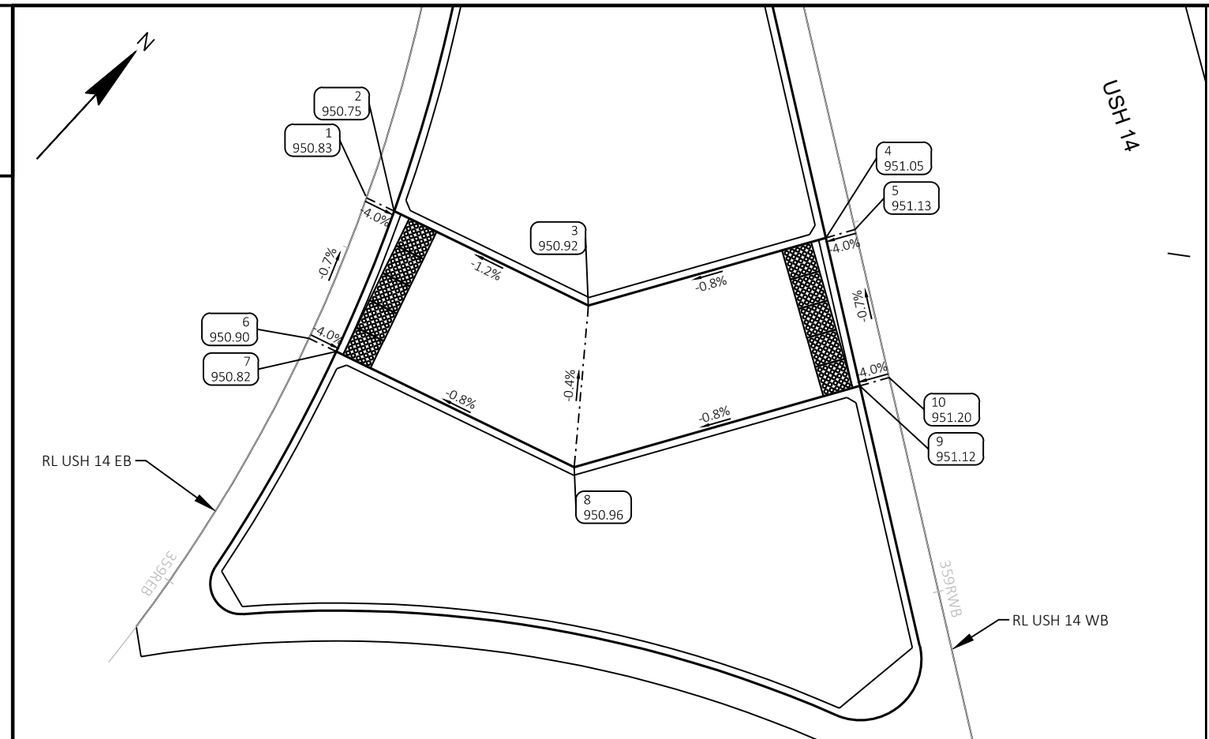
BENCHMARKS

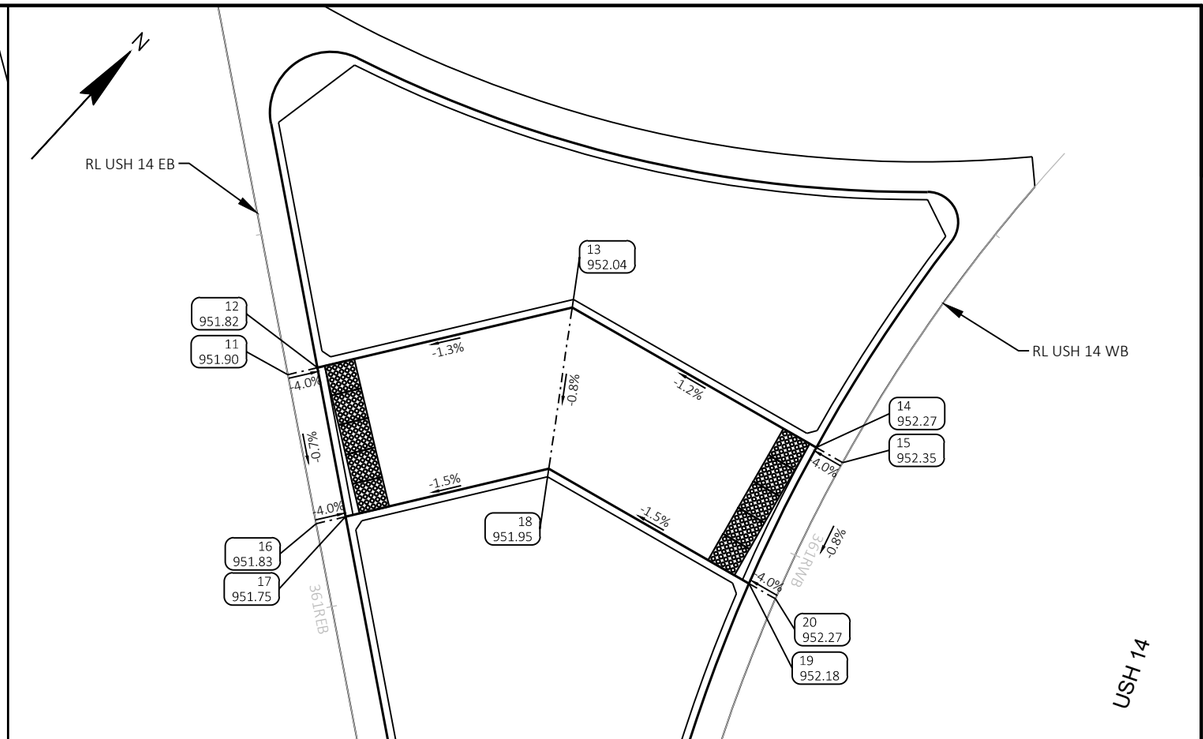
NO.	STATION	ELEV.	DESCRIPTION
108	343+46.41	953.420	32.96' RT, MAG SPIKE IN POWER POLE

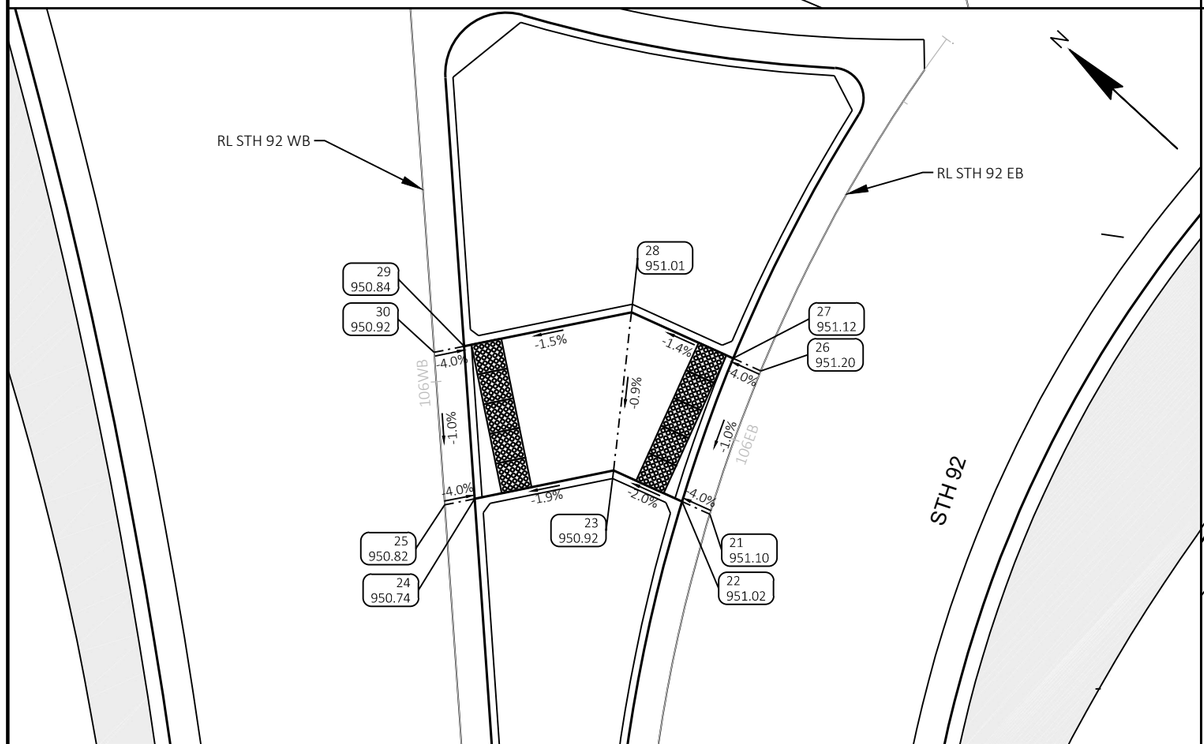
CONTROL POINTS

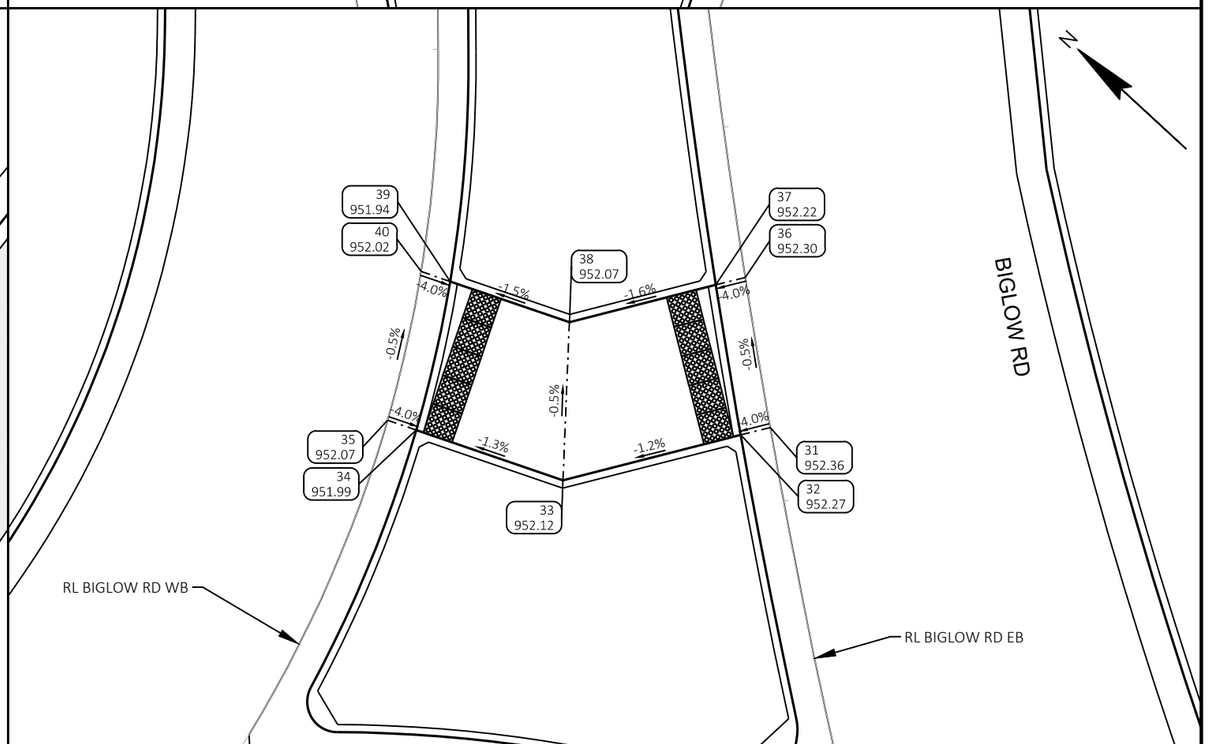
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#8	344+06.53	38.27' LT.	FENO MONUMENT W/ 2" ALUM CAP	403,745.347	831,880.954	952.698

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN - USH 14	SHEET 55 E









PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CURB RAMP DETAILS	SHEET 56	E

Curb Ramps					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
1	358+71.47'REB'	0.00'	950.83	402609.63	832772.08
2	358+71.69'REB'	2.00' LT	950.75	402610.21	832774.01
3	358+73.02'REB'	16.18' LT	950.92	402614.31	832787.66
4	358+65.45'REB'	29.65' LT	951.05	402628.20	832796.17
5	358+64.62'REB'	31.34' LT	951.13	402629.91	832797.21
6	358+81.50'REB'	0.00'	950.90	402600.23	832775.56
7	358+81.53'REB'	2.00' LT	950.82	402600.81	832777.47
8	358+81.75'REB'	19.45' LT	950.96	402605.83	832794.19
9	358+72.04'REB'	34.82' LT	951.12	402622.54	832804.43
10	358+71.16'REB'	36.45' LT	951.20	402624.25	832805.47
11	360+84.43'REB'	0.00'	951.90	402429.66	832878.18
12	360+84.34'REB'	2.00' LT	951.82	402431.32	832879.30
13	360+83.57'REB'	19.27' LT	952.04	402445.63	832888.99
14	360+95.65'REB'	33.37' LT	952.27	402449.74	832907.10
15	360+96.95'REB'	34.89' LT	952.35	402450.18	832909.05
16	360+94.44'REB'	0.00'	951.83	402423.69	832886.21
17	360+94.35'REB'	2.00' LT	951.75	402425.35	832887.33
18	360+93.73'REB'	15.76' LT	951.95	402436.76	832895.06
19	361+03.64'REB'	27.33' LT	952.18	402440.12	832909.91
20	361+04.95'REB'	28.86' LT	952.27	402440.57	832911.87

Curb Ramps					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
21	105+94.82'EB'	0.00'	951.10	402455.93	832747.94
22	105+95.08'EB'	2.00' LT	951.02	402457.84	832747.31
23	105+95.67'EB'	6.91' LT	950.92	402462.55	832745.76
24	105+91.73'EB'	15.19' LT	950.74	402468.03	832738.18
25	105+90.95'EB'	17.00' LT	950.82	402469.22	832736.55
26	106+04.86'EB'	0.00'	951.20	402459.85	832757.17
27	106+04.93'EB'	2.00' LT	951.12	402461.75	832756.55
28	106+05.16'EB'	9.36' LT	951.01	402468.75	832754.24
29	105+99.82'EB'	18.87' LT	950.84	402475.36	832745.11
30	105+98.95'EB'	20.60' LT	950.92	402476.54	832743.48
31	200+29.94'BLE'	0.00'	952.36	402581.11	832945.86
32	200+29.79'BLE'	2.00' LT	952.27	402582.21	832944.18
33	200+28.92'BLE'	14.07' LT	952.12	402588.82	832934.04
34	200+33.66'BLE'	23.04' LT	951.99	402598.19	832929.92
35	200+34.57'BLE'	24.81' LT	952.07	402600.02	832929.11
36	200+39.98'BLE'	0.00'	952.30	402589.03	832952.03
37	200+39.79'BLE'	2.00' LT	952.22	402590.12	832950.35
38	200+38.87'BLE'	11.93' LT	952.07	402595.57	832942.00
39	200+42.61'BLE'	19.29' LT	951.94	402603.17	832938.65
40	200+43.50'BLE'	21.09' LT	952.02	402605.03	832937.83

2

2

N

WB BIGLOW RD'BLW'

EB BIGLOW RD'BLE'

WB USH 14 'RWB'

ROUNDABOUT 'RAB'

WB USH 14 'RWB'

EB USH 14 'REB'

EB USH 14 'REB'

WB STH 92 'WB'

EB STH 92 'EB'

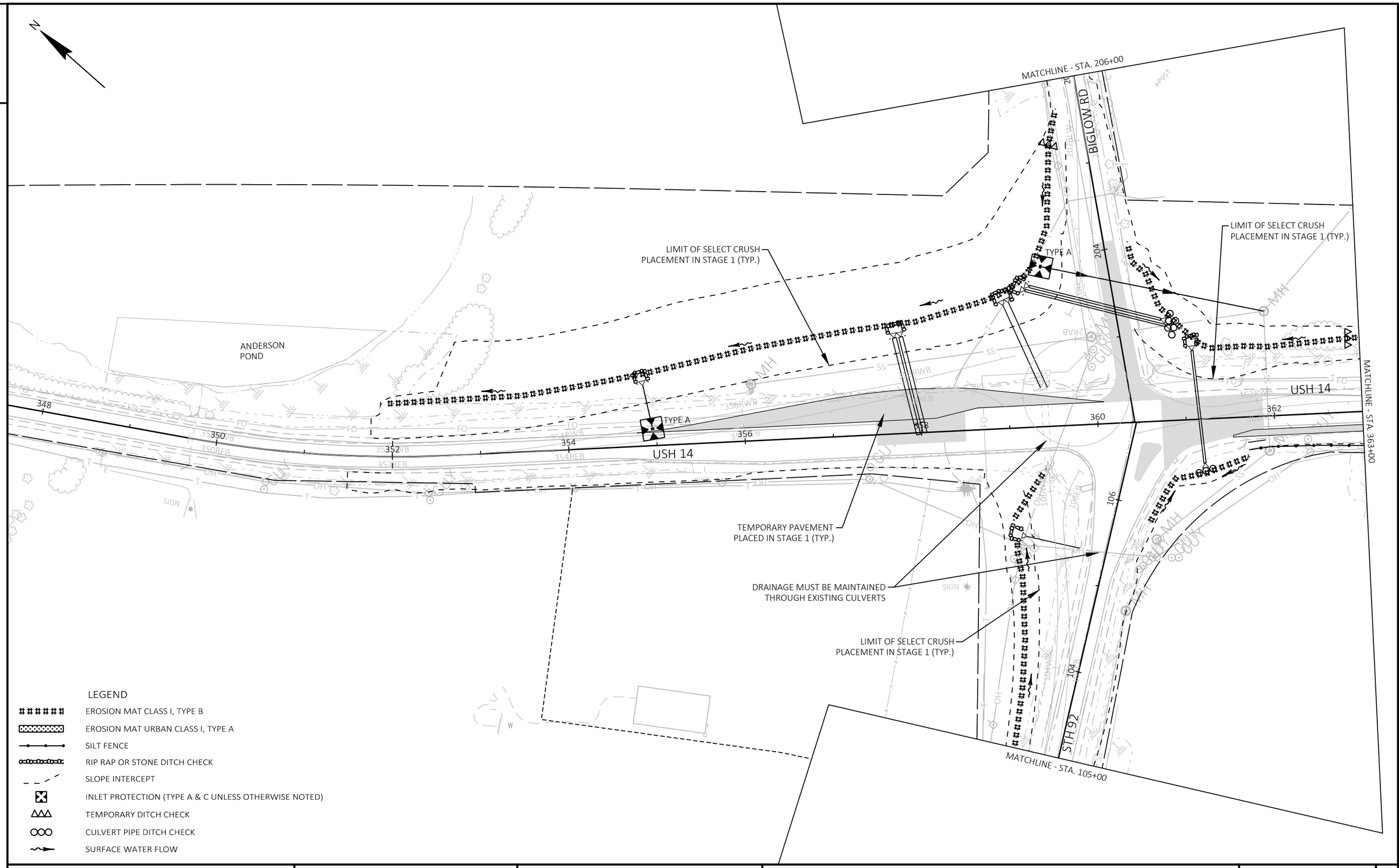
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTION MATCHLINES	SHEET 58	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\021701-XM-79.DWG
LAYOUT NAME - 021701-xm

PLOT DATE : 1/19/2021 5:29 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

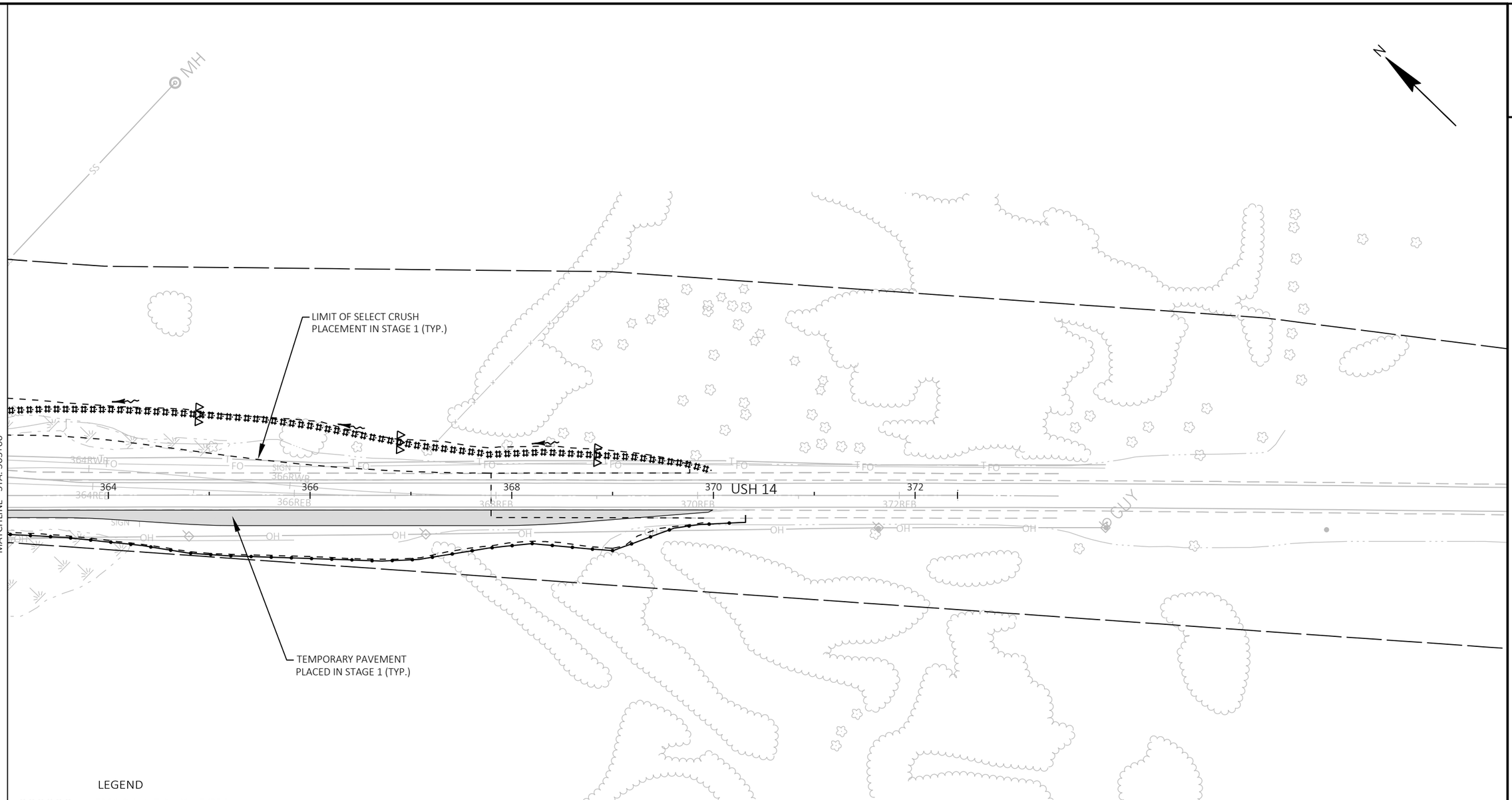


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 1	SHEET	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022001-EC1.DWG
LAYOUT NAME - 022001-ec1

PLOT DATE : 1/26/2021 8:26 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

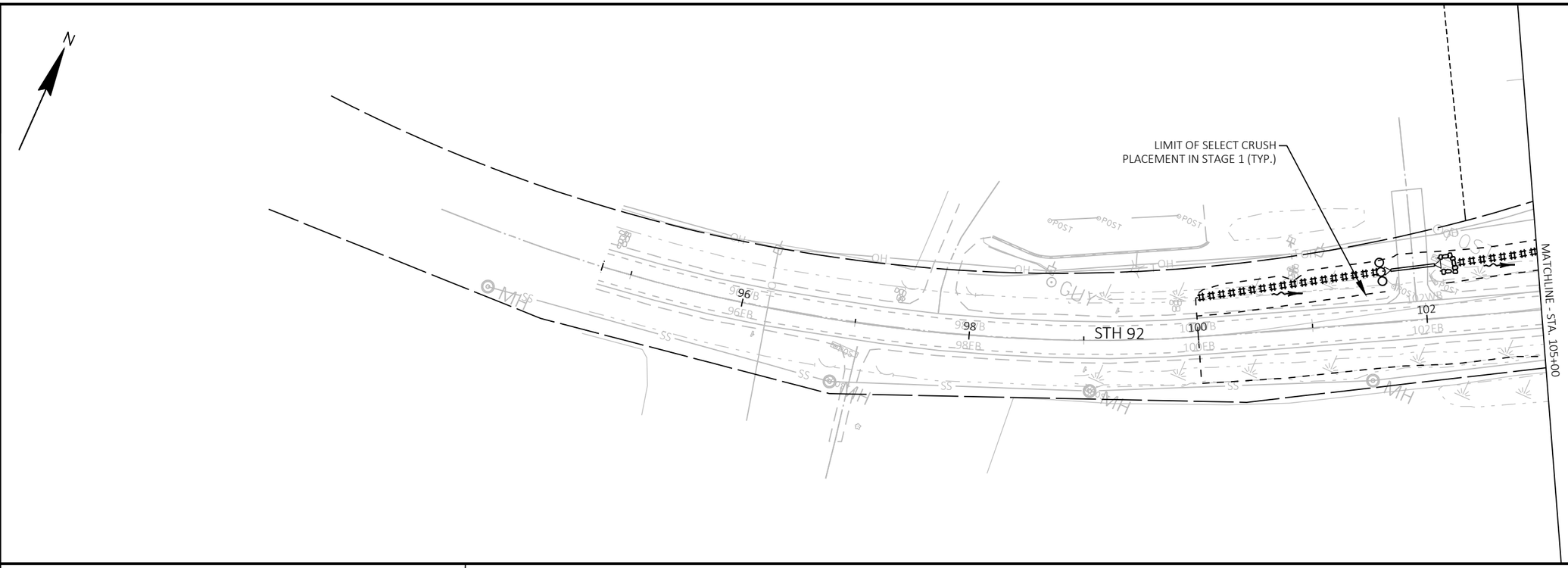


LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 1	SHEET 60	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022001-EC1.DWG
LAYOUT NAME - 022002-ec1
PLOT DATE : 1/26/2021 8:26 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42





LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 1	SHEET 61	E

FILE NAME : P:\905\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022001-EC1.DWG
LAYOUT NAME - 022003-ec1

PLOT DATE : 1/26/2021 8:27 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCHLINE - STA. 206+00

MATCHLINE - STA. 363+00

MATCHLINE - STA. 105+00

TEMPORARY PAVEMENT
PLACED IN STAGE 2 (TYP.)

TEMPORARY
COVER PLATES

ANDERSON
POND

USH 14

STH 92

TYPE A

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 2	SHEET 62	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022004-EC2.DWG
LAYOUT NAME - 022004-ec2

PLOT DATE : 1/27/2021 8:22 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

TEMPORARY PAVEMENT
PLACED IN STAGE 2 (TYP.)

MATCHLINE - STA. 363+00

365RWB

365REB

370REB

FO

SIGN

OH

GUY

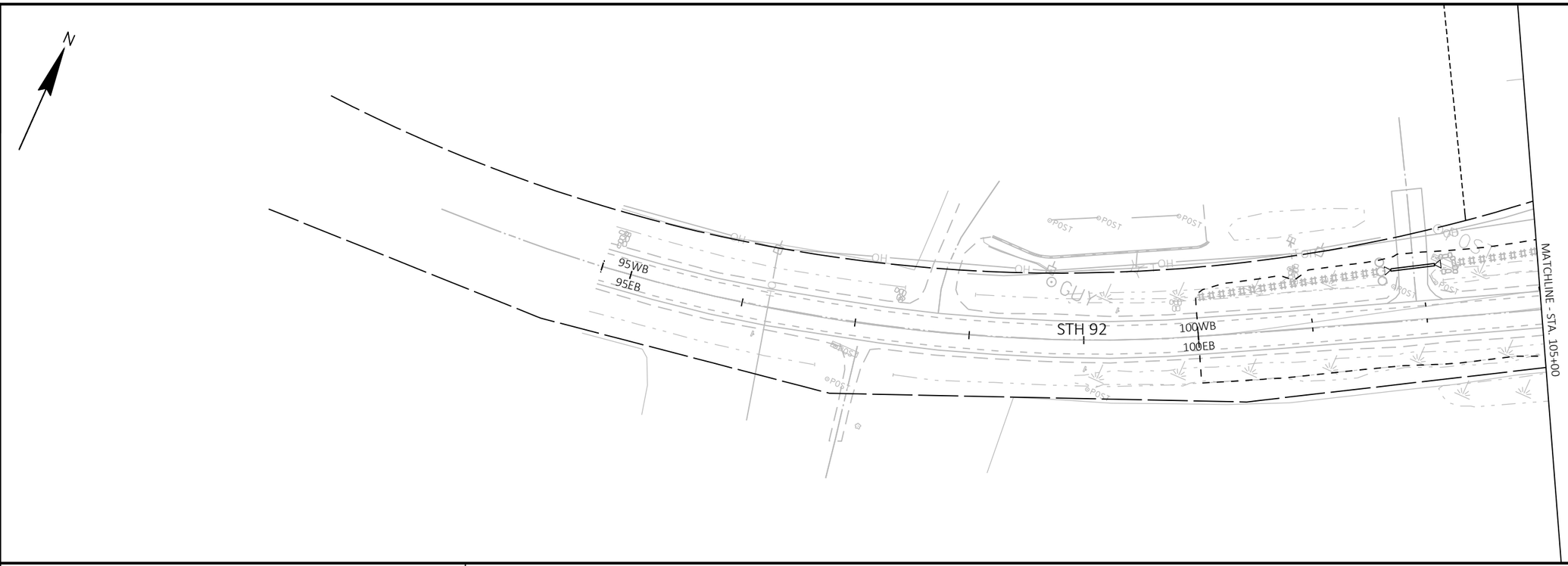
LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 2	SHEET 63	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022004-EC2.DWG
LAYOUT NAME - 022005-ec2

PLOT DATE : 1/27/2021 8:22 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT





PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 2	SHEET 64	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022004-EC2.DWG
LAYOUT NAME - 022006-ec2

PLOT DATE : 1/27/2021 8:22 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

MATCHLINE - STA. 206+00

BUGLOW RD

ANDERSON POND

350RWB

350REB

USH 14

355REB

USH 14

MATCHLINE - STA. 363+00

SIGN

SIGN

STH 92

MATCHLINE - STA. 105+00

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

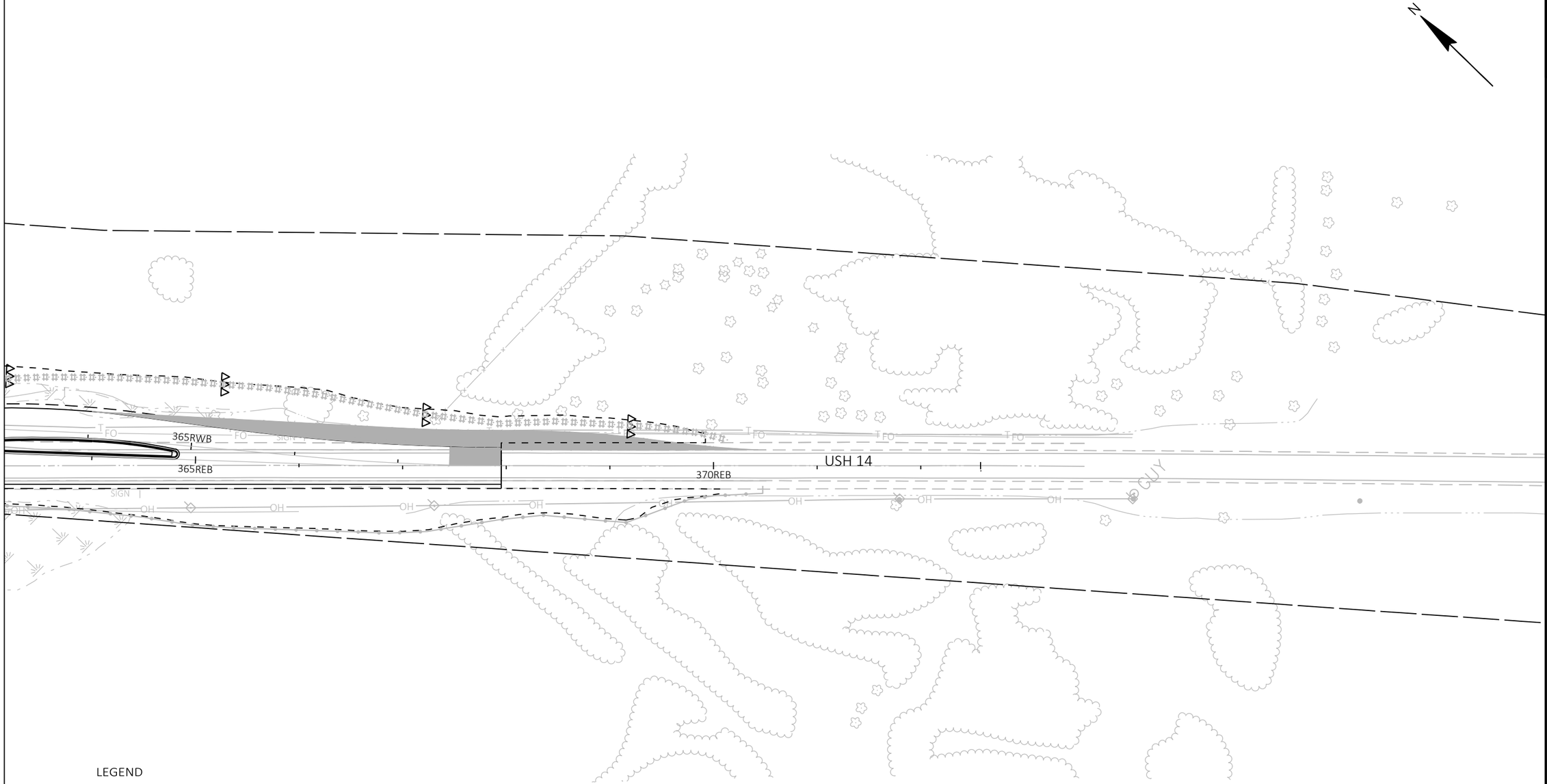
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 65	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022007-EC3.DWG
LAYOUT NAME - 022007-ec3

PLOT DATE : 1/27/2021 8:30 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

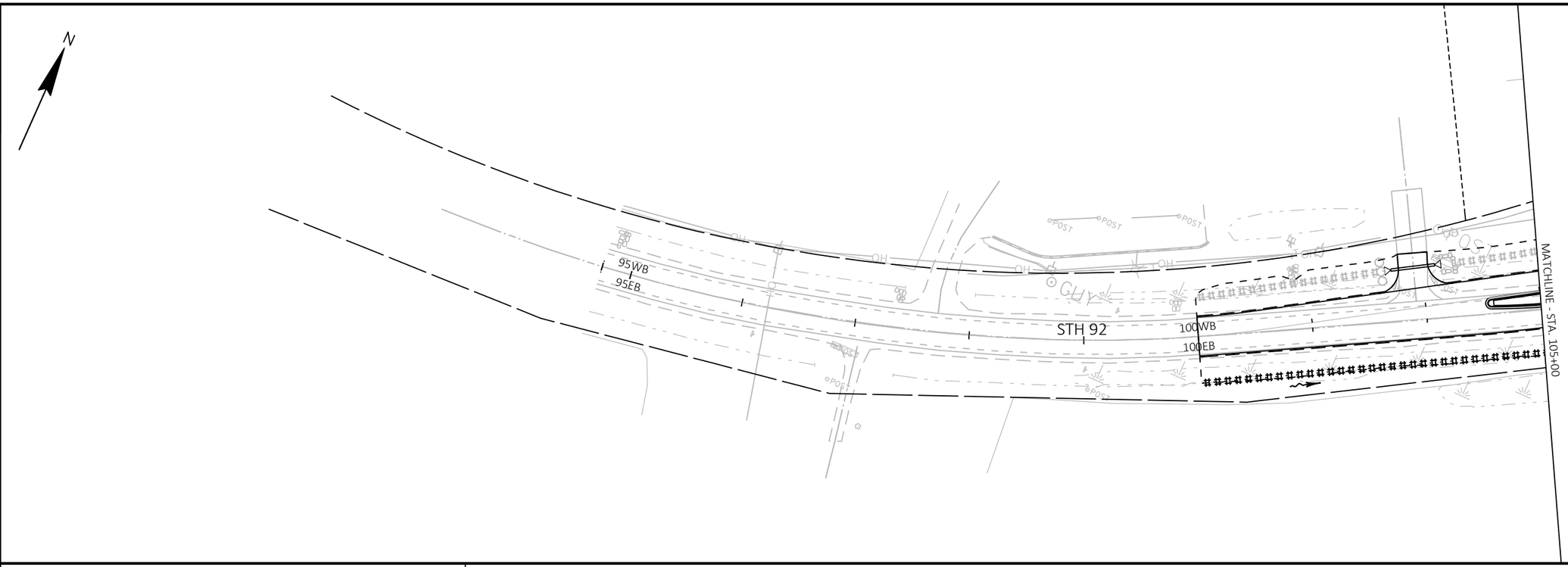
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LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 66	E





LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 3	SHEET 67	E

2

2

N

USH 14

CTH A

ANDERSON POND

ADDITIONAL TOPSOIL, SEED, AND MULCH NEEDED IN AREAS OF TEMPORARY PAVEMENT REMOVAL AND RE-GRADING

ADDITIONAL TOPSOIL, SEED, AND MULCH NEEDED IN AREAS OF TEMPORARY PAVEMENT REMOVAL AND RE-GRADING

BEGIN CONSTRUCTION 5155-00-79
STA 351REB+50.00

MATCHLINE - STA. 365+00'REB'

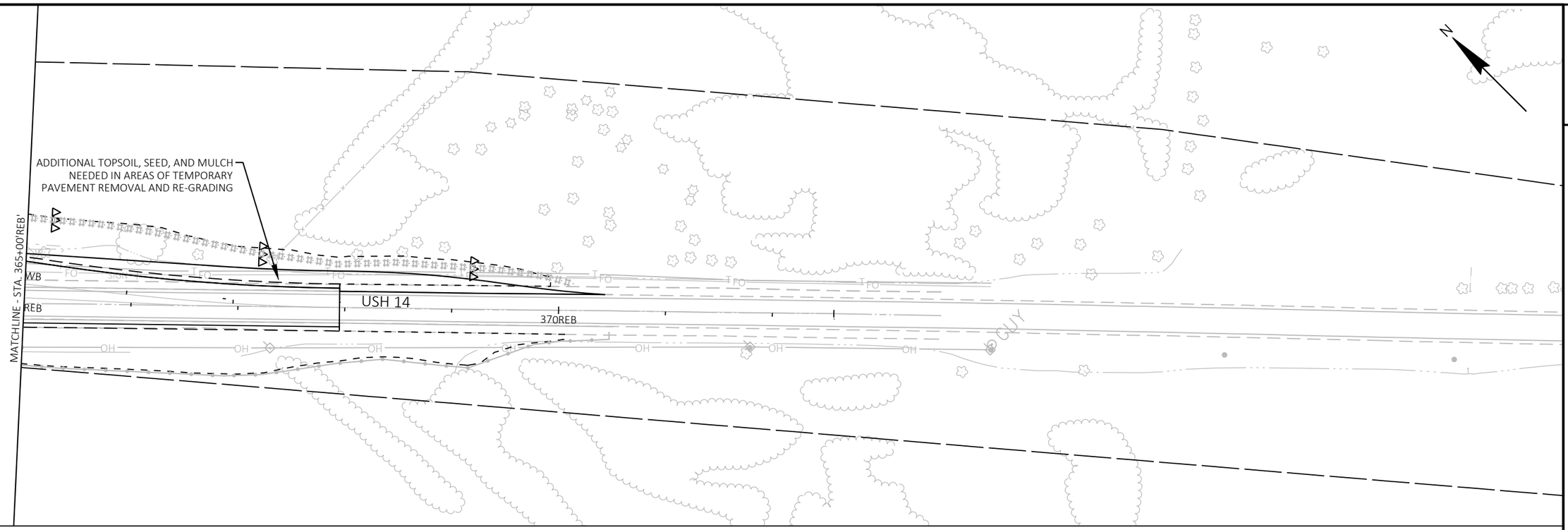
LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-04-81/5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 4	SHEET 68	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022010-EC4.DWG
LAYOUT NAME - 022010-ec4

PLOT DATE : 1/27/2021 8:34 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:100 FT



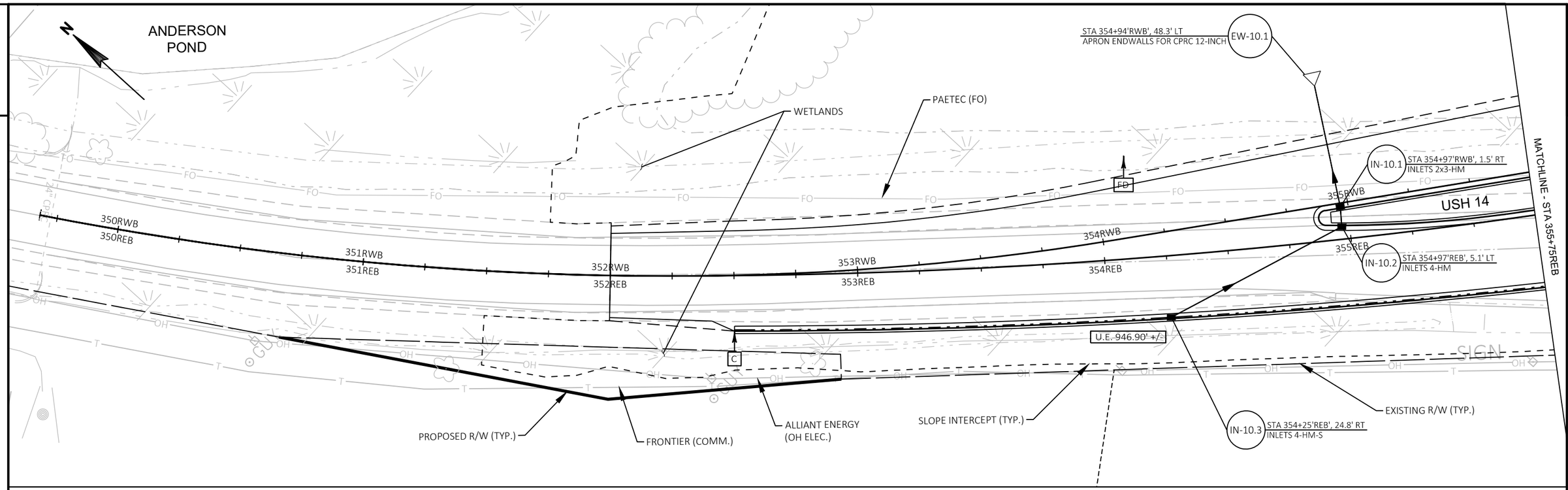
2

LEGEND

- EROSION MAT CLASS I, TYPE B
- EROSION MAT URBAN CLASS I, TYPE A
- SILT FENCE
- RIP RAP OR STONE DITCH CHECK
- SLOPE INTERCEPT
- INLET PROTECTION (TYPE A & C UNLESS OTHERWISE NOTED)
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 5155-04-81/5155-00-79	HWY: USH 14	COUNTY: DANE	EROSION CONTROL - STAGE 4	SHEET 69	E

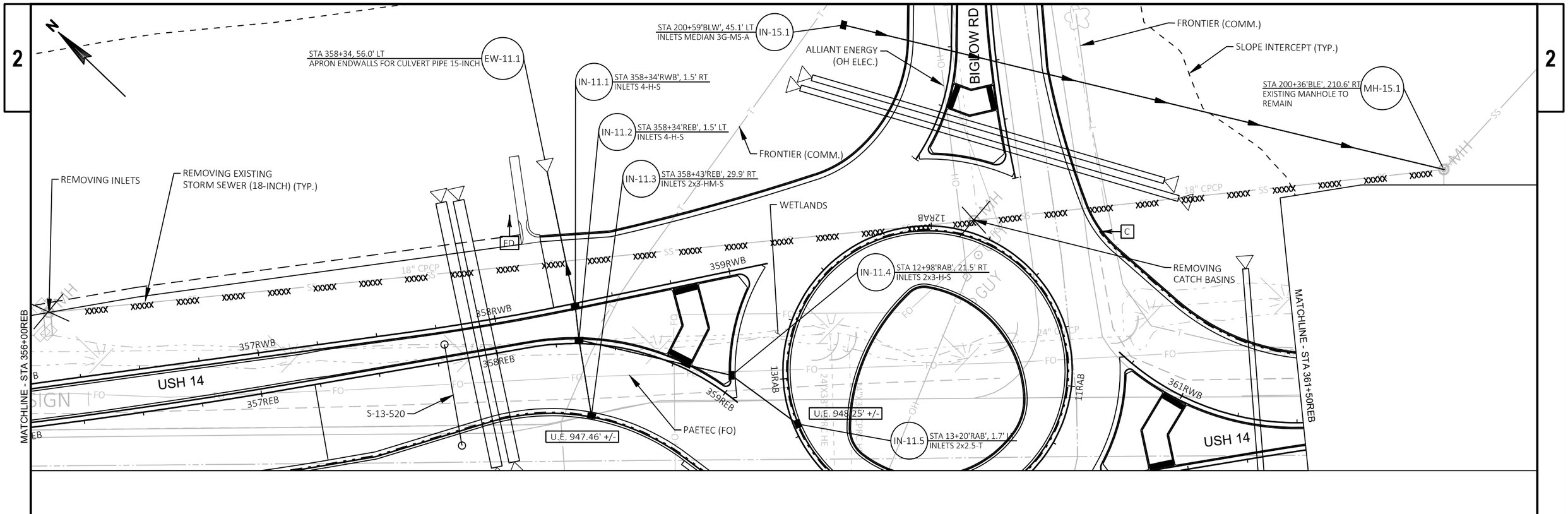
FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022010-EC4.DWG
LAYOUT NAME - 022011-ec4
PLOT DATE : 1/27/2021 8:35 AM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42





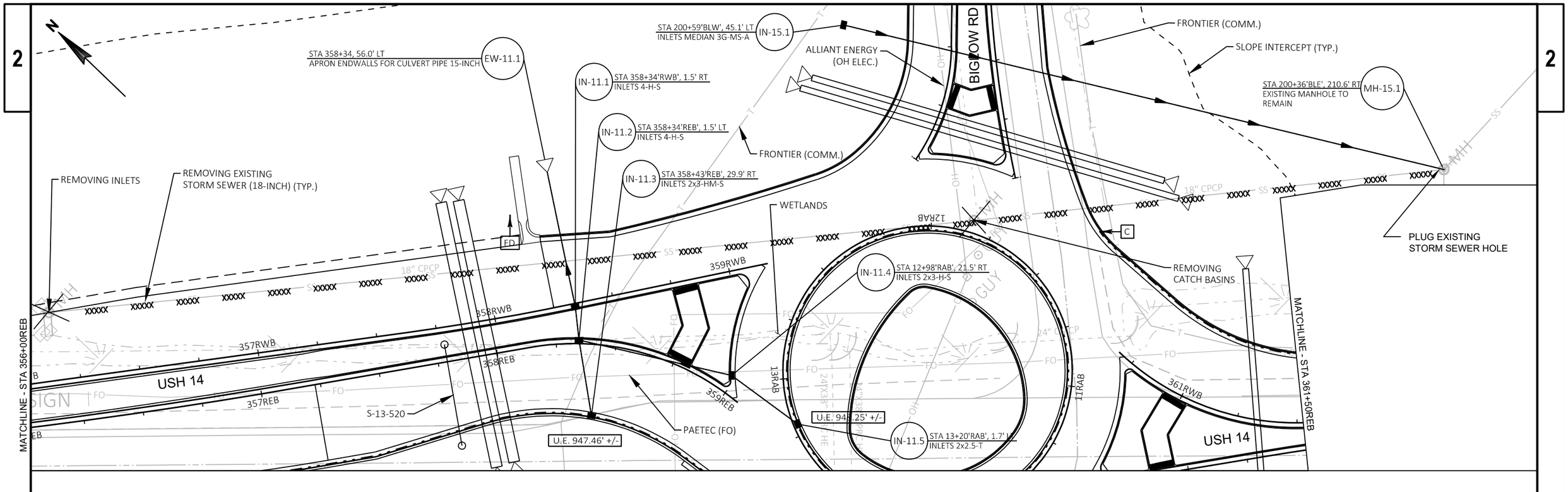
LEGEND

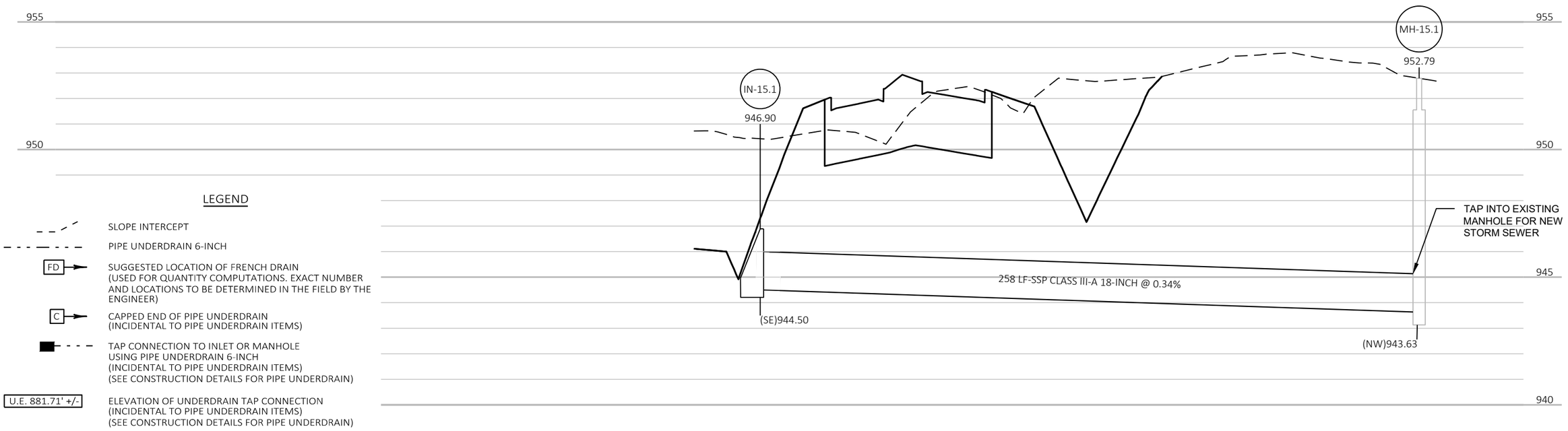
- SLOPE INTERCEPT
- PIPE UNDERDRAIN 6-INCH
- FD — SUGGESTED LOCATION OF FRENCH DRAIN (USED FOR QUANTITY COMPUTATIONS. EXACT NUMBER AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- C — CAPPED END OF PIPE UNDERDRAIN (INCIDENTAL TO PIPE UNDERDRAIN ITEMS)
- TAP CONNECTION TO INLET OR MANHOLE USING PIPE UNDERDRAIN 6-INCH (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- U.E. 881.71' +/- — ELEVATION OF UNDERDRAIN TAP CONNECTION (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STORM SEWER	SHEET 71	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022502-ss
PLOT DATE : 1/27/2021 10:36 AM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

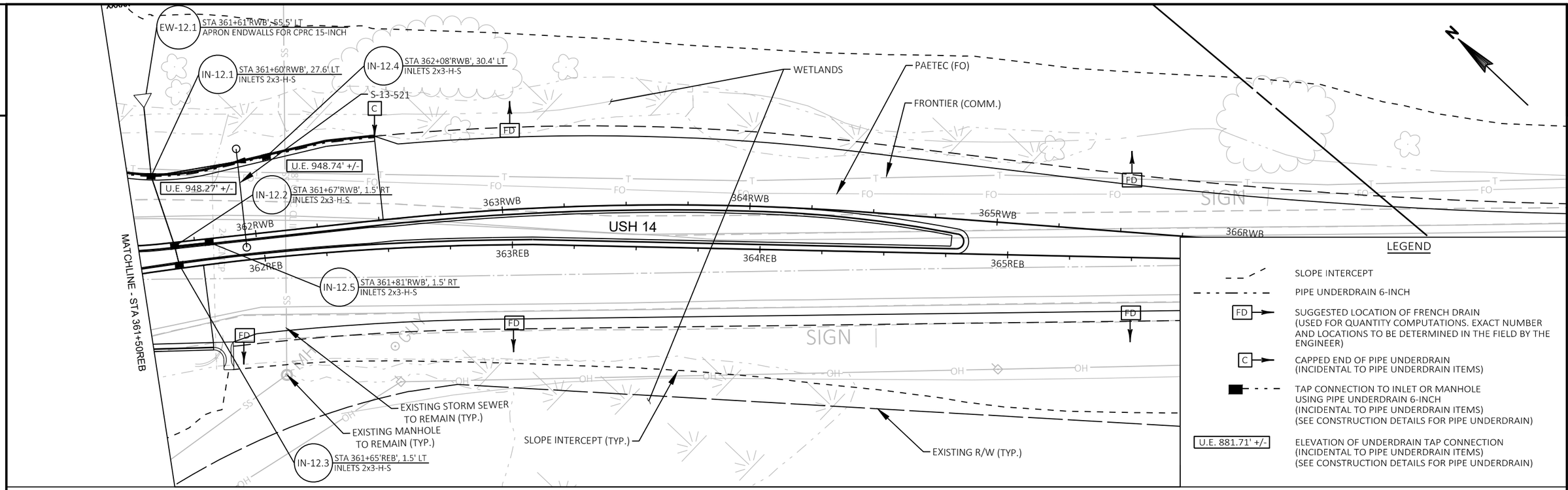


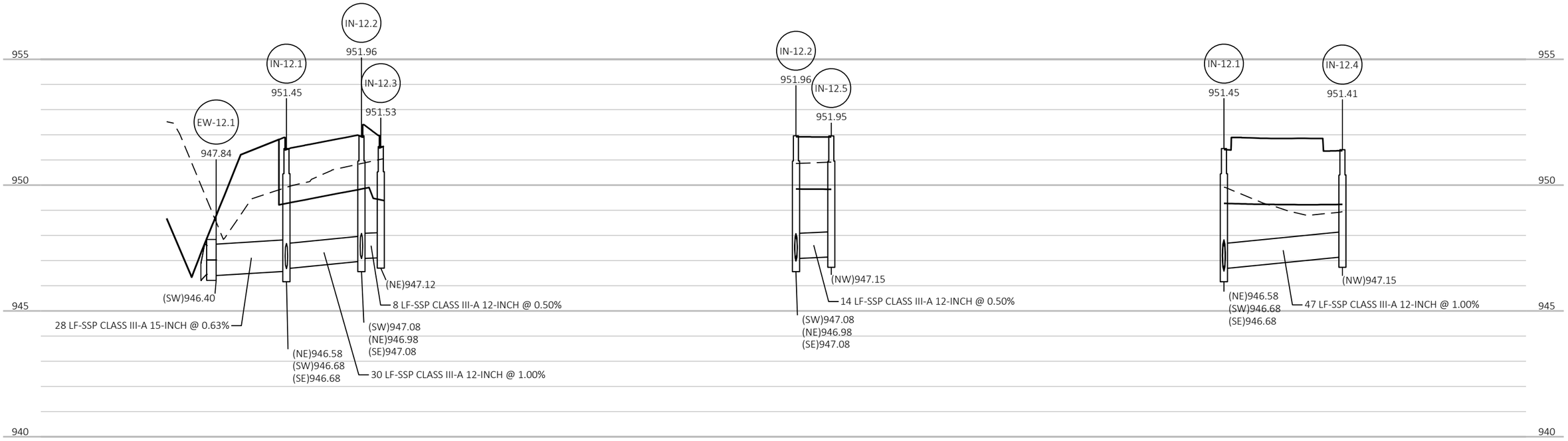


LEGEND

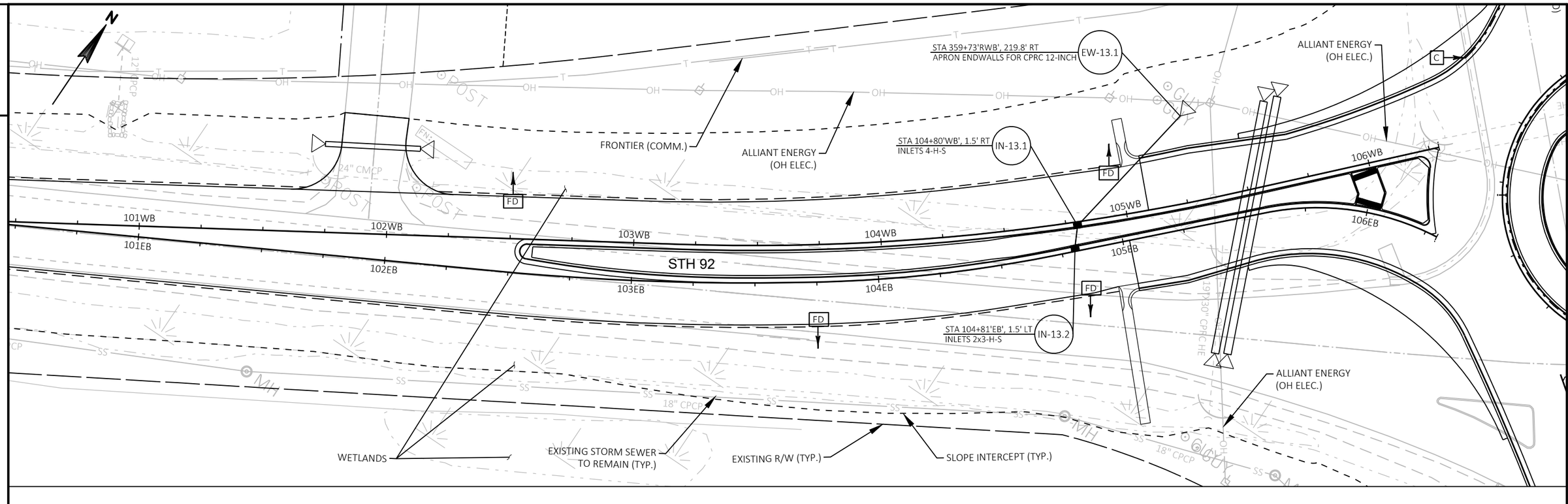
- SLOPE INTERCEPT
- PIPE UNDERDRAIN 6-INCH
- FD — SUGGESTED LOCATION OF FRENCH DRAIN (USED FOR QUANTITY COMPUTATIONS. EXACT NUMBER AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- C — CAPPED END OF PIPE UNDERDRAIN (INCIDENTAL TO PIPE UNDERDRAIN ITEMS)
- TAP CONNECTION TO INLET OR MANHOLE USING PIPE UNDERDRAIN 6-INCH (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- U.E. 881.71' +/- — ELEVATION OF UNDERDRAIN TAP CONNECTION (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STORM SEWER	SHEET 72	E





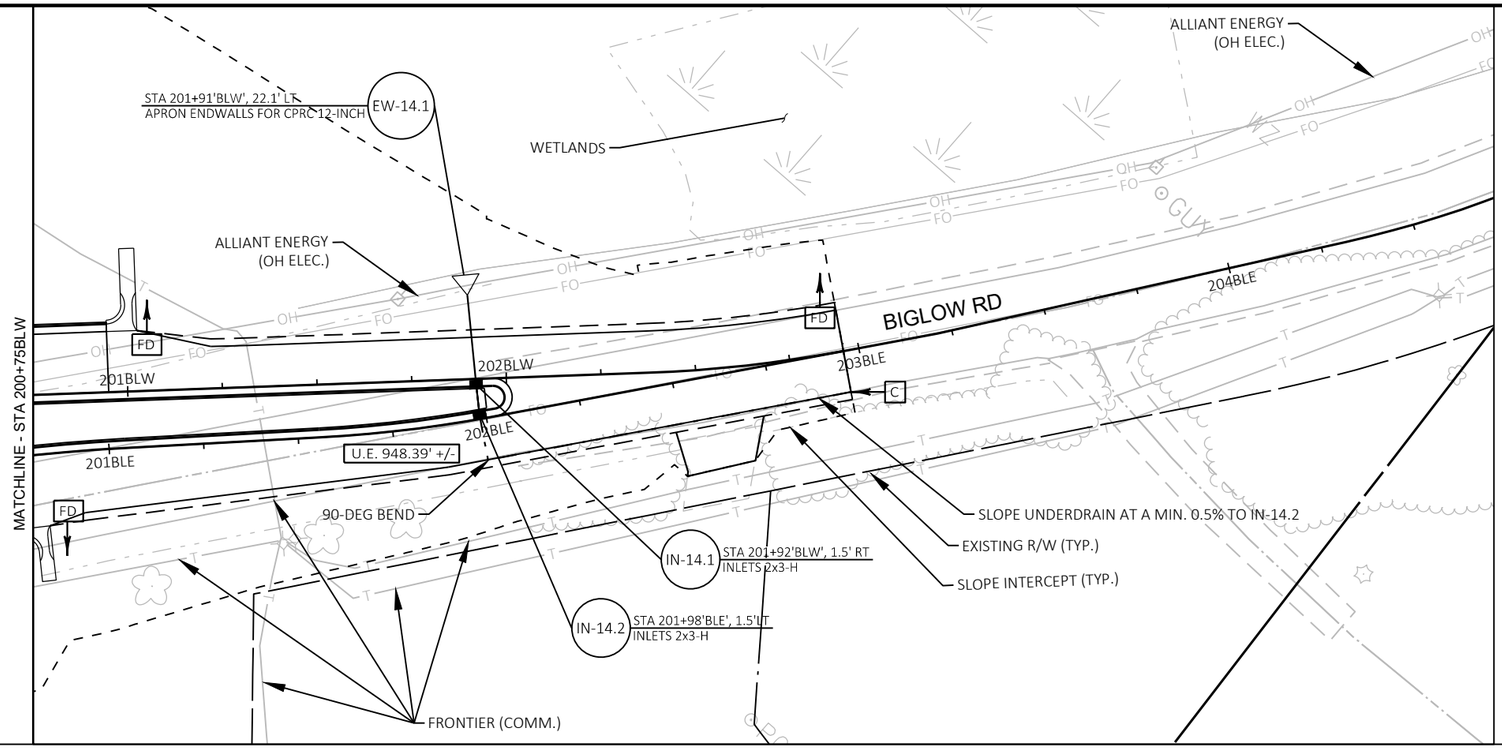
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STORM SEWER	SHEET 73	E





LEGEND

- SLOPE INTERCEPT
- PIPE UNDERDRAIN 6-INCH
- FD — SUGGESTED LOCATION OF FRENCH DRAIN (USED FOR QUANTITY COMPUTATIONS. EXACT NUMBER AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- C — CAPPED END OF PIPE UNDERDRAIN (INCIDENTAL TO PIPE UNDERDRAIN ITEMS)
- TAP CONNECTION TO INLET OR MANHOLE USING PIPE UNDERDRAIN 6-INCH (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- U.E. 881.71' +/- — ELEVATION OF UNDERDRAIN TAP CONNECTION (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)



LEGEND

- SLOPE INTERCEPT
- PIPE UNDERDRAIN 6-INCH
- FD → SUGGESTED LOCATION OF FRENCH DRAIN (USED FOR QUANTITY COMPUTATIONS. EXACT NUMBER AND LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)
- C → CAPPED END OF PIPE UNDERDRAIN (INCIDENTAL TO PIPE UNDERDRAIN ITEMS)
- TAP CONNECTION TO INLET OR MANHOLE USING PIPE UNDERDRAIN 6-INCH (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)
- U.E. 881.71' +/- ELEVATION OF UNDERDRAIN TAP CONNECTION (INCIDENTAL TO PIPE UNDERDRAIN ITEMS) (SEE CONSTRUCTION DETAILS FOR PIPE UNDERDRAIN)



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STORM SEWER	SHEET 75	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022506-ss
PLOT DATE : 1/27/2021 10:38 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES REMOVAL SIGN NUMBER

XXX DENOTES MOVING SIGNS NUMBER

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM

N

USH 14

24" CPEP

350REB

351

MATCHLINE - STA 351+00REB

12" CMCP

SIGN

MATCHLINE - STA 351+00REB

REB

352REB

353REB

354REB

355REB

356REB

357

MATCHLINE - STA 357+00REB

USH 14

(STAGE 1)

102

102

WEST 14

OREGON 6

MADISON 17

REMOVE

N

MH

SS

SIGN

100

EAST 14 | WEST 92

REMOVE

101

EVANSVILLE

BROOKLYN

REMOVE

SIGN

2

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 76	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023201-ES-79.DWG
LAYOUT NAME - 023201-es

PLOT DATE : 1/25/2021 11:09 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

MATCHLINE - STA 200+75BLE

BIGLOW RD

SPEED LIMIT 45
MOVING SIGNS
207
(STAGE 1)
(STAGE 2)

206
(STAGE 1)
(STAGE 2)
MOVING SIGNS

MH
SS
18" CPCP

WEST 92
REMOVE
205
205
(STAGE 1)

(STAGE 1)
208
208
STOP
REMOVE

24" CMCP

18" CPRC CL III

(STAGE 1)
209
209
REMOVE

MATCHLINE - STA 357+00REB

358REB
359REB
EB

24"X38" CPRC HE
14"X38" CPRC HE

USH 14

361REB
362REB
24" CMCP

MATCHLINE - STA 363+00REB

EAST 14
REMOVE
203
203
(STAGE 1)

ADOPT A HIGHWAY
SPONSOR1-R
SPONSOR2-R
SPONSOR3-R
MOVING SIGNS
204

STOP
REMOVE
DO NOT ENTER
REMOVE
202

STOP
REMOVE
201
201
(STAGE 1)

WEST 92
REMOVE
200
200
(STAGE 2)

POST
POST

106EB

STH 92

19"X30" CPRC

MATCHLINE - STA 105+25EB

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- XXX — DENOTES REMOVAL SIGN NUMBER
- XXX — DENOTES MOVING SIGNS NUMBER

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 77	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023201-ES-79.DWG
LAYOUT NAME - 023202-es

PLOT DATE : 1/25/2021 11:09 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES REMOVAL SIGN NUMBER

XXX DENOTES MOVING SIGNS NUMBER

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM

MATCHLINE - STA 363+00REB

MATCHLINE - STA 369+00REB

MADISON
BROOKLYN
303 303 (STAGE 1)
REMOVE

WEST 92 WEST 14
302 302 (STAGE 1)
REMOVE

SIGN

SIGN

SPEED LIMIT 55
300 300 (STAGE 1)
REMOVE

EVANSVILLE 6
REMOVE
301 301 (STAGE 1)

REB 364REB 365REB 366REB 367REB 368REB 369

USH 14

N

(STAGE 4)
JCT 92
304
MOVING SIGNS

MATCHLINE - STA 369+00REB

REB 370REB 371REB 372REB

USH 14

N

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 78	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023201-ES-79.DWG
LAYOUT NAME - 023203-es

PLOT DATE : 1/25/2021 11:10 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE
- XXX — DENOTES REMOVAL SIGN NUMBER
- XXX — DENOTES MOVING SIGNS NUMBER

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM

N

MATCHLINE - STA 99+25EB

STH 92

95EB 96EB 97EB 98EB 99EB

24" CMCP

MH SS POST

30" CMCP

REMOVE 400

WEST 14 EAST 14

REMOVE 401

MATCHLINE - STA 99+25EB

MATCHLINE - STA 105+25EB

N

12" CPCP

BROOKLYN 1

REMOVE 403

(STAGE 1) 403

24" CMCP

FN:

(STAGE 1) 404

404

SPEED LIMIT 55

REMOVE

(STAGE 1) 405

405

WEST 92

REMOVE

100EB 101EB 102EB 103EB 104EB 105EB

STH 92

18" CPCP

MADISON

EVANSVILLE

REMOVE 402

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 79	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023201-ES-79.DWG
LAYOUT NAME - 023204-es

PLOT DATE : 1/25/2021 11:11 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

EXISTING SIGN MOUNTED ON POLE OR SIGN BRIDGE

XXX DENOTES REMOVAL SIGN NUMBER

XXX DENOTES MOVING SIGNS NUMBER

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING
NO PASSING ZONES ITEM

N

500

REMOVE

MATCHLINE - STA 200+75BLE

BIGLOW RD

201BLE

202BLE

203BLE

204BLE

205BLE

206BLE

POST

EXIST.

POST

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	EXISTING SIGN REMOVALS	SHEET 80	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023201-ES-79.DWG
LAYOUT NAME - 023205-es

PLOT DATE : 1/25/2021 11:11 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

USH 14

MATCHLINE - STA 351+00REB

350RWB
350REB
351RWB
351REB

24" CPEP

12" CMGP

N

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON REMOVABLE POST(S)

TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II (INSTALL FOR THE FIRST 6 MONTHS TO EMPHASIZE THE YIELD MOVEMENT

XXX DENOTES SIGN NUMBER

* ALL YIELD SIGNS SHALL BE PLACED AT THE SAME MOUNTING HEIGHT (7' -3" +/- TO BOTTOM OF YIELD SIGNS)

** MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. MOUNT R4-7 AT STANDARD HEIGHT (7'-3" +/-)

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM

SIGN

200A
W2-6
30"X30"

200B
20 MPH
W13-1
18"X18"

N

203
Oregon 6
Madison 17
D2-2
66"X24"

MATCHLINE - STA 351+00REB

W1-2R
30"X30"
204

DO NOT ENTER
R5-1
30"X30"
205A

SPEED LIMIT 55
R2-1
24"X30"
205B

WRONG WAY
R5-1A
36"X24"
206A

WEST 14
J4-1
24"X36"
206B

MATCHLINE - STA 357+00REB

352RWB
352REB
353RWB
353REB
354RWB
354REB
355RWB
355REB
356RWB
356REB
USH 14

201
W3-2
36"X36"

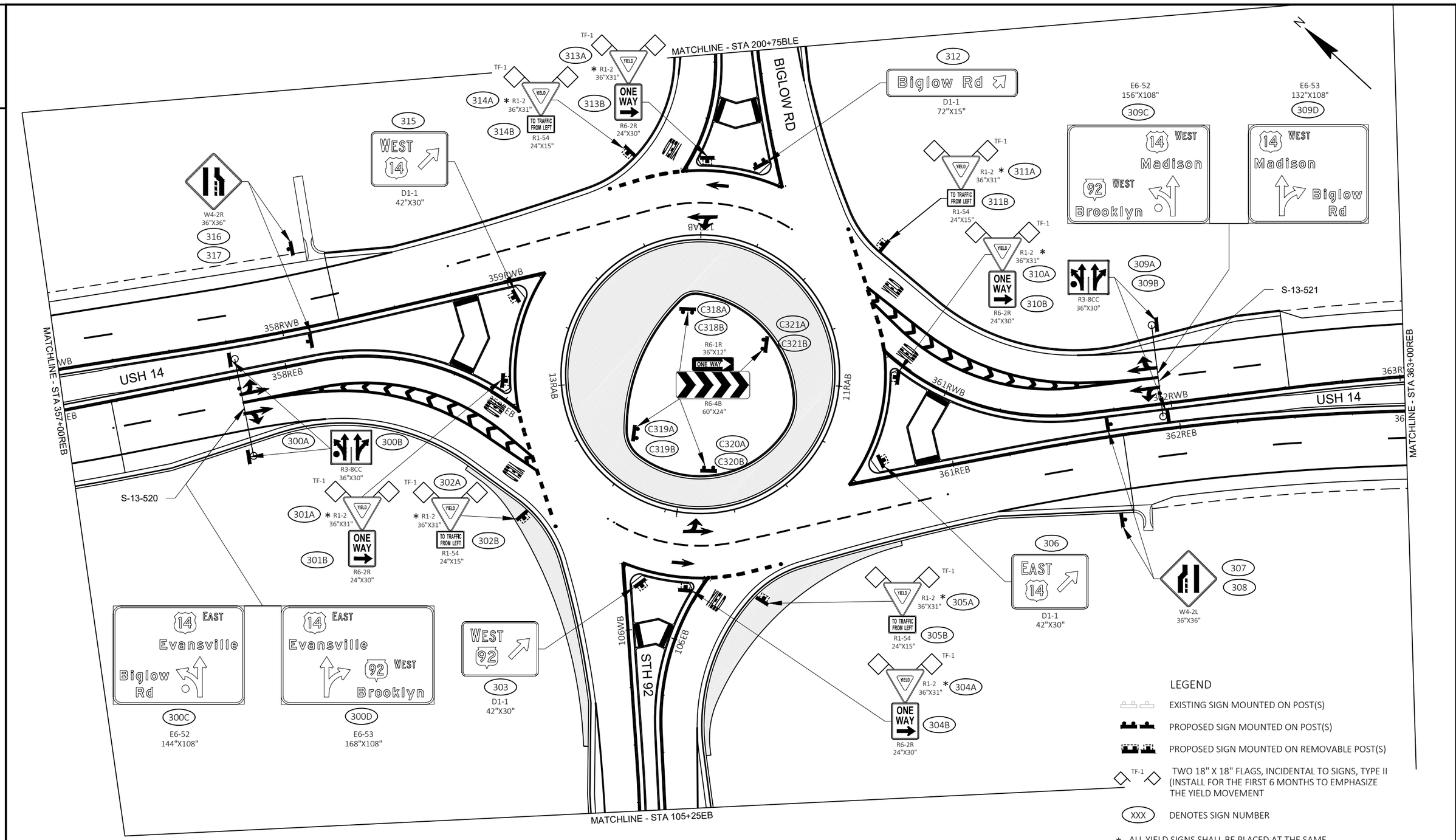
202A
R4-7
24"X30"

202B
W5-54
18"X18"
**

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PERMANENT SIGNING	SHEET	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023206-PS-79.DWG
LAYOUT NAME - 023210-ps
PLOT DATE : 1/26/2021 2:43 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

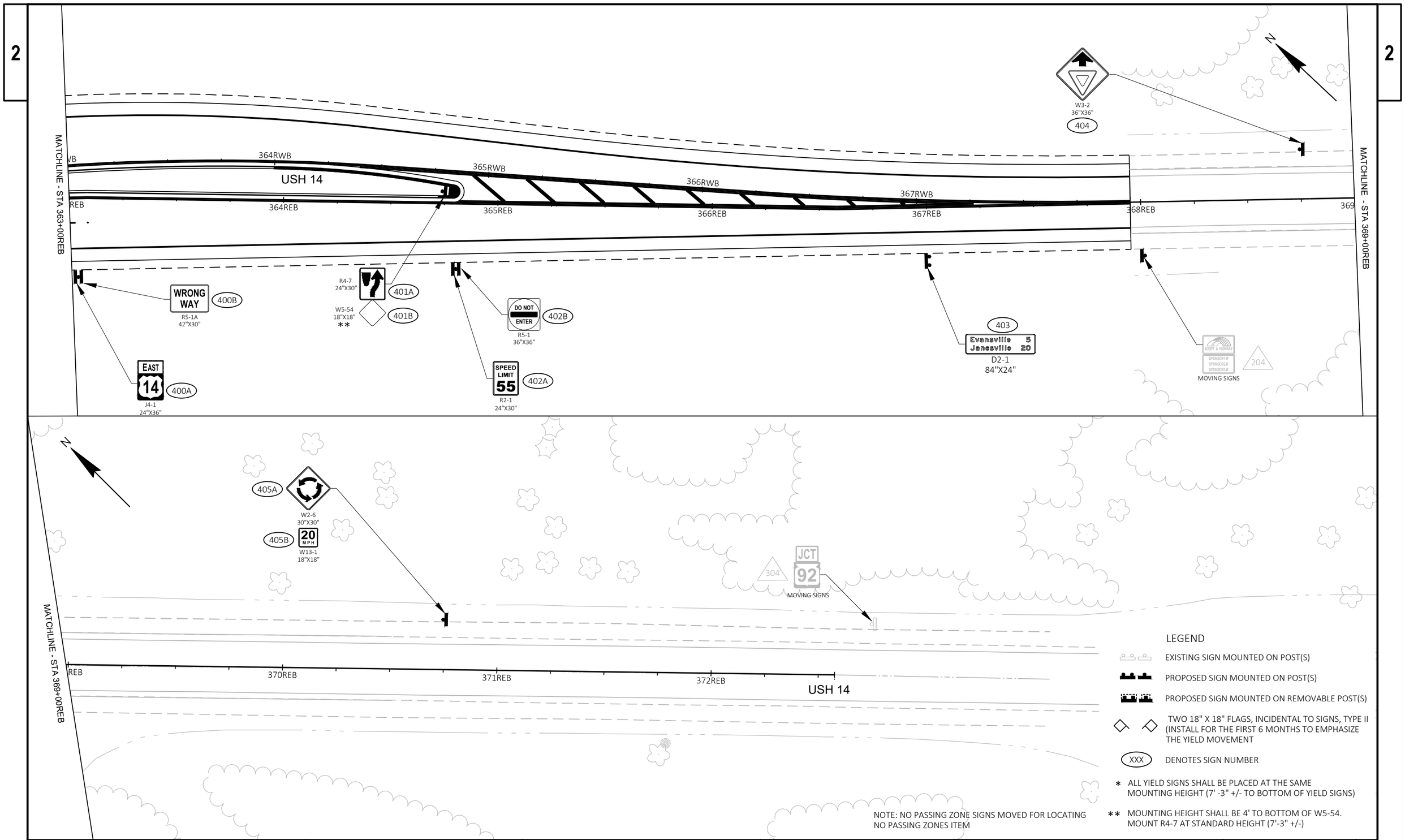
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE POST(S)
- TF-1 — TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II (INSTALL FOR THE FIRST 6 MONTHS TO EMPHASIZE THE YIELD MOVEMENT
- XXX — DENOTES SIGN NUMBER

* ALL YIELD SIGNS SHALL BE PLACED AT THE SAME MOUNTING HEIGHT (7' -3" +/- TO BOTTOM OF YIELD SIGNS)

** MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. MOUNT R4-7 AT STANDARD HEIGHT (7'-3" +/-)

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PERMANENT SIGNING	SHEET 82	E



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PERMANENT SIGNING	SHEET 83	E

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON REMOVABLE POST(S)

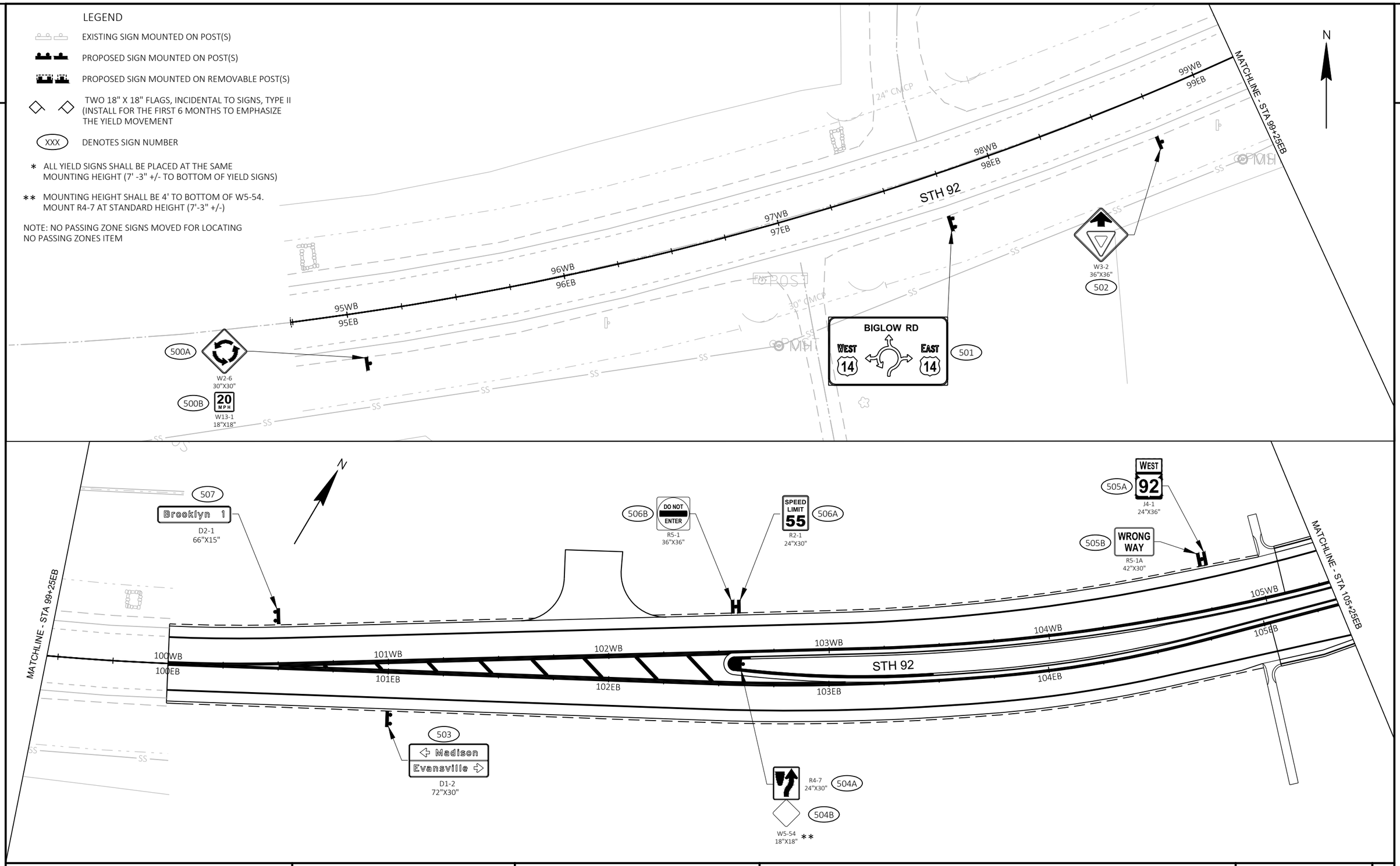
TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II (INSTALL FOR THE FIRST 6 MONTHS TO EMPHASIZE THE YIELD MOVEMENT

XXX DENOTES SIGN NUMBER

* ALL YIELD SIGNS SHALL BE PLACED AT THE SAME MOUNTING HEIGHT (7' -3" +/- TO BOTTOM OF YIELD SIGNS)

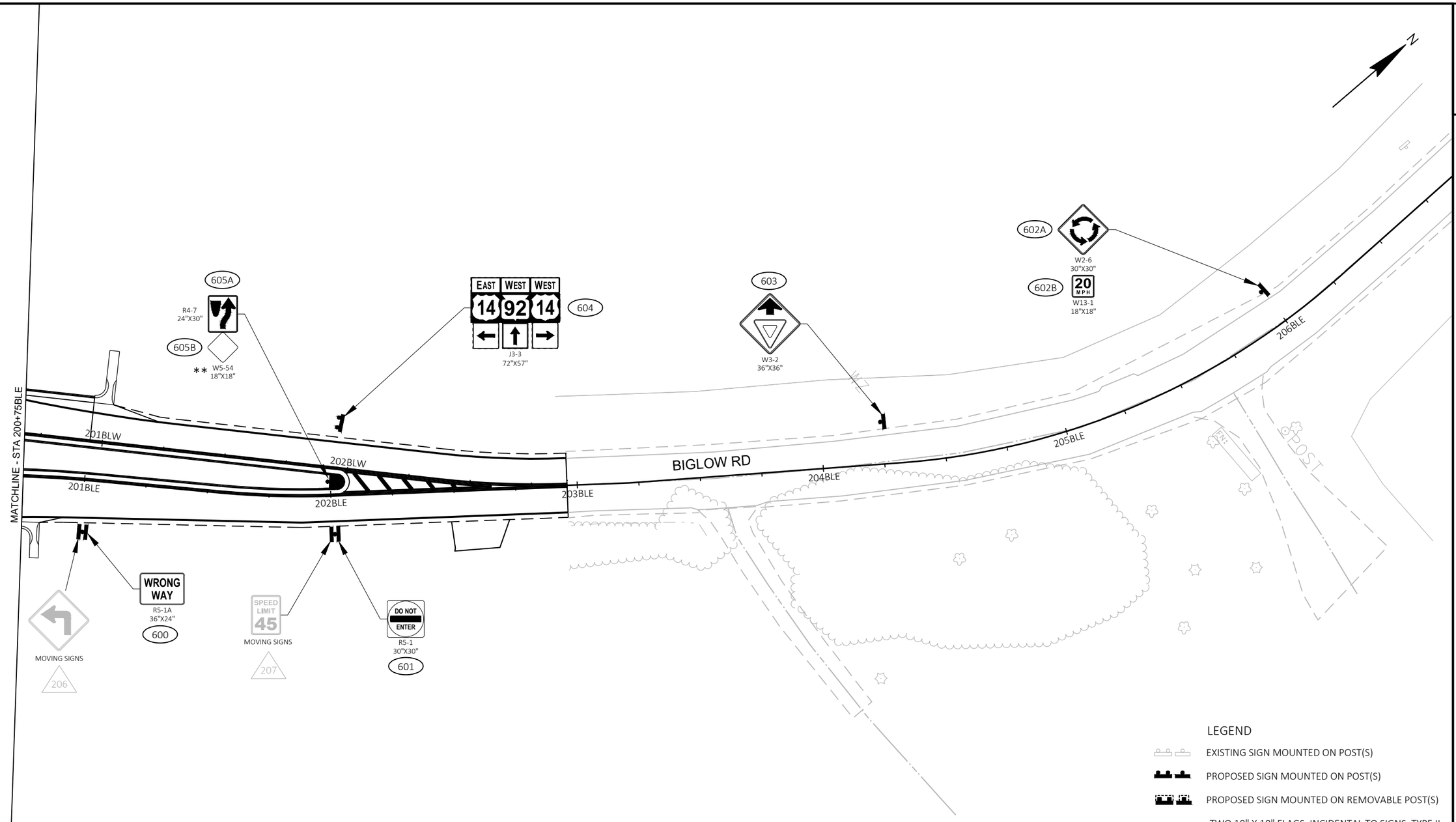
** MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. MOUNT R4-7 AT STANDARD HEIGHT (7'-3" +/-)

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PERMANENT SIGNING	SHEET 84	E

2



LEGEND

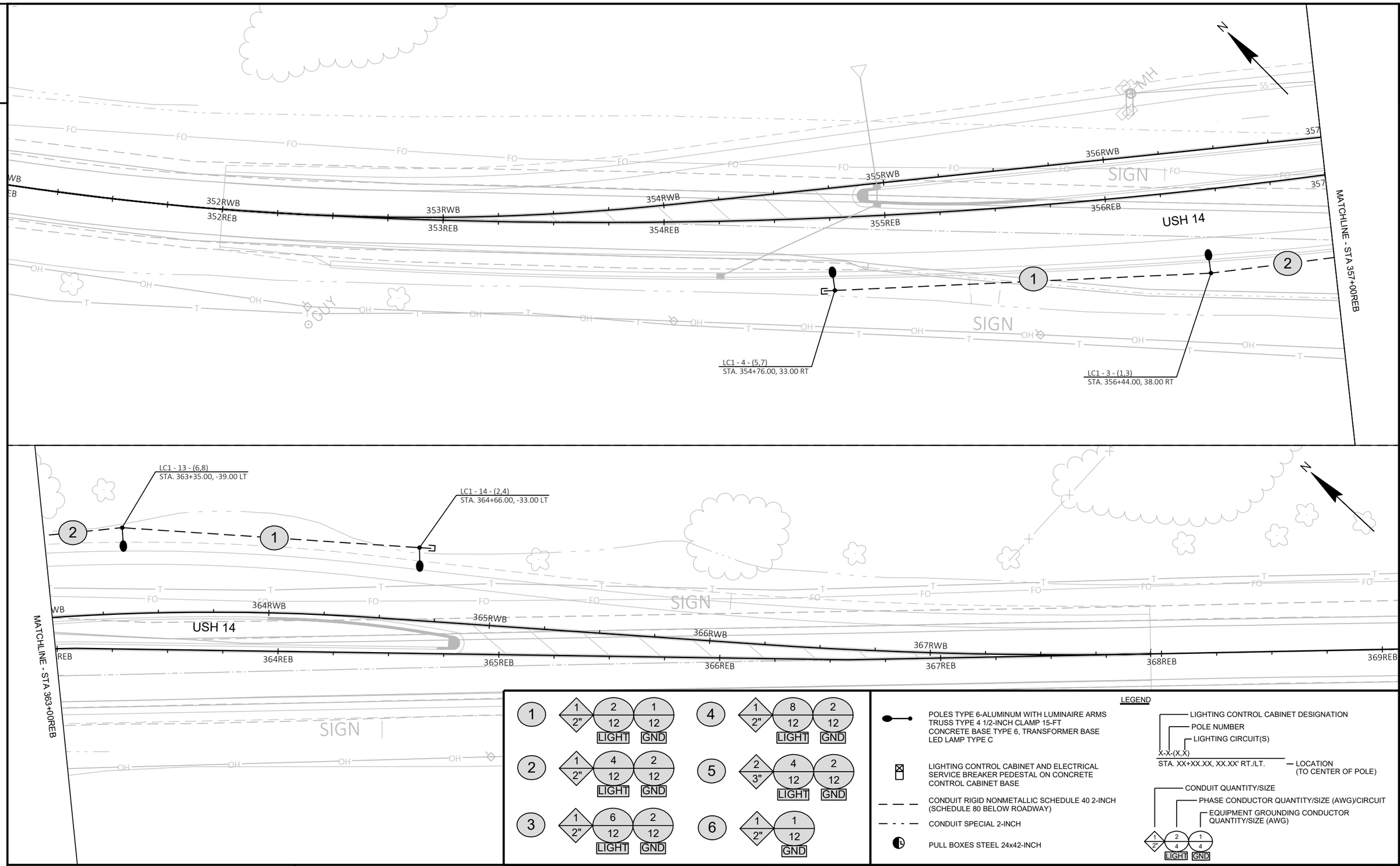
- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON REMOVABLE POST(S)
- TWO 18" X 18" FLAGS, INCIDENTAL TO SIGNS, TYPE II (INSTALL FOR THE FIRST 6 MONTHS TO EMPHASIZE THE YIELD MOVEMENT
- XXX — DENOTES SIGN NUMBER

* ALL YIELD SIGNS SHALL BE PLACED AT THE SAME MOUNTING HEIGHT (7' -3" +/- TO BOTTOM OF YIELD SIGNS)

NOTE: NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONES ITEM

** MOUNTING HEIGHT SHALL BE 4' TO BOTTOM OF W5-54. MOUNT R4-7 AT STANDARD HEIGHT (7'-3" +/-)

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PERMANENT SIGNING	SHEET 85	E



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	LIGHTING PLAN	SHEET 86	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023601-lp
PLOT DATE : 1/22/2021 4:01 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

MATCHLINE - STA 200+50BLW

BIGLOW RD

LC1 - 5 - (1,3)
STA. 358+92.00, -46.00 LT

PB-3
STA. 358+47.00, -34.00 LT

PB-5
STA. 200+54.00, 39.00 RT

LC1 - 8 - (1,3)
STA. 200+21.00, 40.00 RT

PB-9
STA. 361+30.00, -36.00 LT

LC1 - 12 - (2,4)
STA. 361+54.00, -38.00 LT

359RWB

358RWB

358REB

359REB

USH 14

MATCHLINE - STA 357+00REB

12RAB

13RAB

11RAB

24" CPCP

24"X38" CPRC HE

361RWB

362RWB

362REB

361REB

363R

MATCHLINE - STA 363+00REB

LC1 - 2 - (5,7)
STA. 358+20.00, 39.00 RT

PB-2
STA. 358+53.00, 36.00 RT

LC1 - 1 - (1,3)
STA. 106+07.00, -31.00 LT

PB-1
STA. 106+11.00, -37.00 LT

LC1
STA. 106+06.00, -38.00 LT

PB-6
STA. 106+02.00, -33.00 LT

106WB

106EB

STH 92

PB-7
STA. 105+75.00, 42.00 RT

LC1 - 9 - (2,4)
STA. 105+51.00, 33.00 RT

PB-8
STA. 361+34.00, 32.00 RT

LC1 - 11 - (6,8)
STA. 360+75.00, 34.00 RT

18" CPCP

MATCHLINE - STA 105+25EB

1	1 / 2"	2 / 12 LIGHT	1 / 12 GND	4	1 / 2"	8 / 12 LIGHT	2 / 12 GND
2	1 / 2"	4 / 12 LIGHT	2 / 12 GND	5	2 / 3"	4 / 12 LIGHT	2 / 12 GND
3	1 / 2"	6 / 12 LIGHT	2 / 12 GND	6	1 / 2"	1 / 12 GND	

LEGEND

- POLES TYPE 6-ALUMINUM WITH LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT CONCRETE BASE TYPE 6, TRANSFORMER BASE LED LAMP TYPE C
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 BELOW ROADWAY)
- CONDUIT SPECIAL 2-INCH
- PULL BOXES STEEL 24x42-INCH

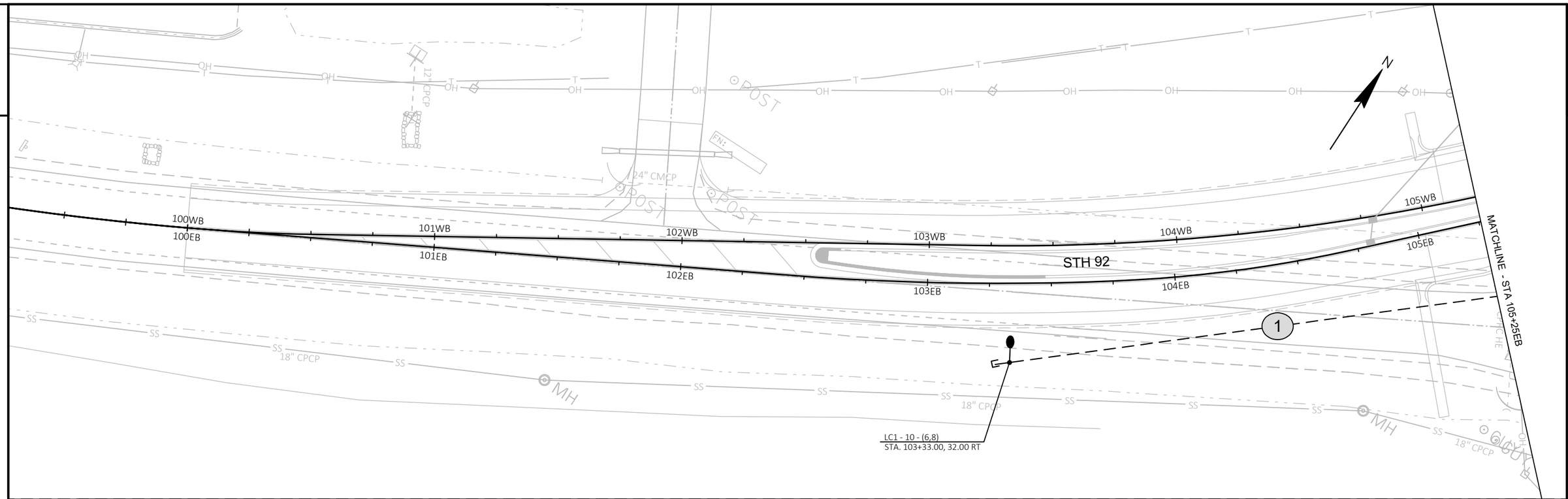
LIGHTING CONTROL CABINET DESIGNATION
POLE NUMBER
LIGHTING CIRCUIT(S)
X-X-(X,X)
STA. XX+XX.XX, XX.XX' RT./LT. — LOCATION (TO CENTER OF POLE)

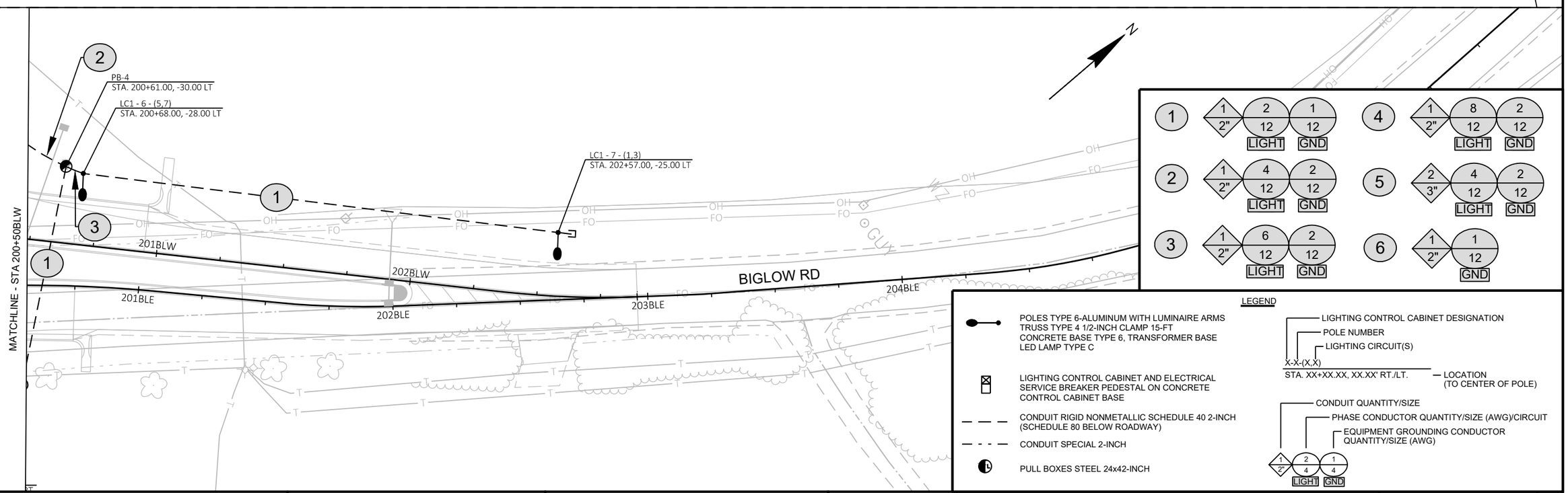
CONDUIT QUANTITY/SIZE
PHASE CONDUCTOR QUANTITY/SIZE (AWG)/CIRCUIT
EQUIPMENT GROUNDING CONDUCTOR QUANTITY/SIZE (AWG)

1 / 2" — 2 / 4 LIGHT — 1 / 4 GND

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	LIGHTING PLAN	SHEET 87	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\023601-LP.DWG
LAYOUT NAME - 023602-lp
PLOT DATE : 1/22/2021 4:02 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42



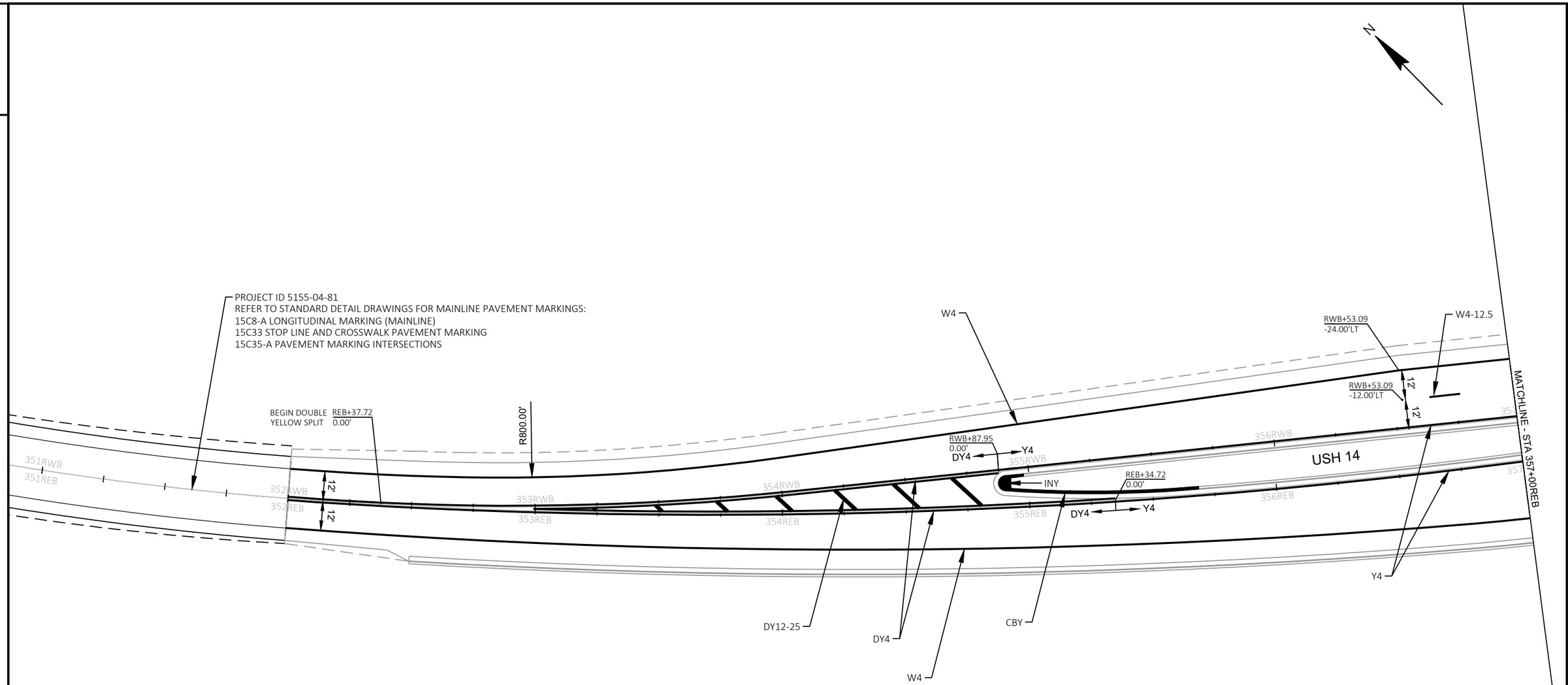


LEGEND

- POLES TYPE 6-ALUMINUM WITH LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 15-FT CONCRETE BASE TYPE 6, TRANSFORMER BASE LED LAMP TYPE C
- LIGHTING CONTROL CABINET AND ELECTRICAL SERVICE BREAKER PEDESTAL ON CONCRETE CONTROL CABINET BASE
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (SCHEDULE 80 BELOW ROADWAY)
- CONDUIT SPECIAL 2-INCH
- PULL BOXES STEEL 24x42-INCH

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	LIGHTING PLAN	SHEET 88	E

2



LEGEND

PAVEMENT MARKING

ARW1	MARKING ARROW (TYPE 1, WHITE)
ARW3	MARKING ARROW (TYPE 3, WHITE)
ARW3R	MARKING ARROW (TYPE 3R, WHITE)
INY	MARKING ISLAND NOSE, YELLOW
MWW	MARKING WORD, WHITE
CBY	MARKING CURB, YELLOW
W4	MARKING LINE 4-INCH, WHITE
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
DW12-10	MARKING DIAGONAL, 12-INCH, WHITE (10' C-C)
DY12-10	MARKING DIAGONAL, 12-INCH, YELLOW (10' C-C)
DY12-25	MARKING DIAGONAL, 12-INCH, YELLOW (25' C-C)
W4-12	MARKING LINE 4-INCH, WHITE, 12' SEG., 12' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W8	MARKING LINE 8-INCH, WHITE
W8-6	MARKING LINE 8-INCH. WHITE, 6' SEG., 3' GAP
W18-2	MARKING LINE 18-INCH, WHITE, 2' SEG., 2' GAP

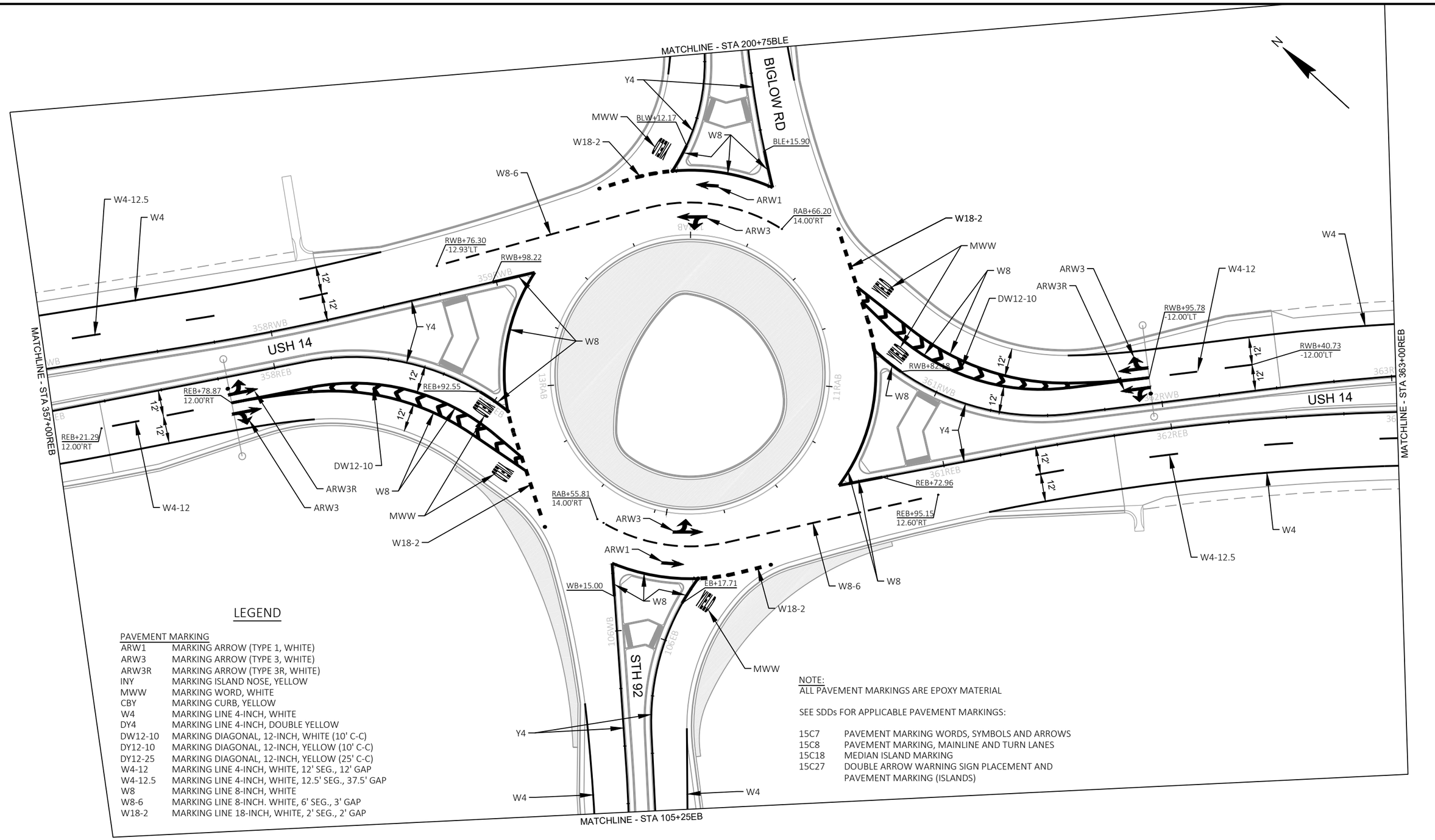
NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

15C7	PAVEMENT MARKING WORDS, SYMBOLS AND ARROWS
15C8	PAVEMENT MARKING, MAINLINE AND TURN LANES
15C18	MEDIAN ISLAND MARKING
15C27	DOUBLE ARROW WARNING SIGN PLACEMENT AND PAVEMENT MARKING (ISLANDS)

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PAVEMENT MARKING	SHEET 89 E

2



LEGEND

PAVEMENT MARKING

ARW1	MARKING ARROW (TYPE 1, WHITE)
ARW3	MARKING ARROW (TYPE 3, WHITE)
ARW3R	MARKING ARROW (TYPE 3R, WHITE)
INY	MARKING ISLAND NOSE, YELLOW
MWW	MARKING WORD, WHITE
CBY	MARKING CURB, YELLOW
W4	MARKING LINE 4-INCH, WHITE
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
DW12-10	MARKING DIAGONAL, 12-INCH, WHITE (10' C-C)
DY12-10	MARKING DIAGONAL, 12-INCH, YELLOW (10' C-C)
DY12-25	MARKING DIAGONAL, 12-INCH, YELLOW (25' C-C)
W4-12	MARKING LINE 4-INCH, WHITE, 12' SEG., 12' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W8	MARKING LINE 8-INCH, WHITE
W8-6	MARKING LINE 8-INCH, WHITE, 6' SEG., 3' GAP
W18-2	MARKING LINE 18-INCH, WHITE, 2' SEG., 2' GAP

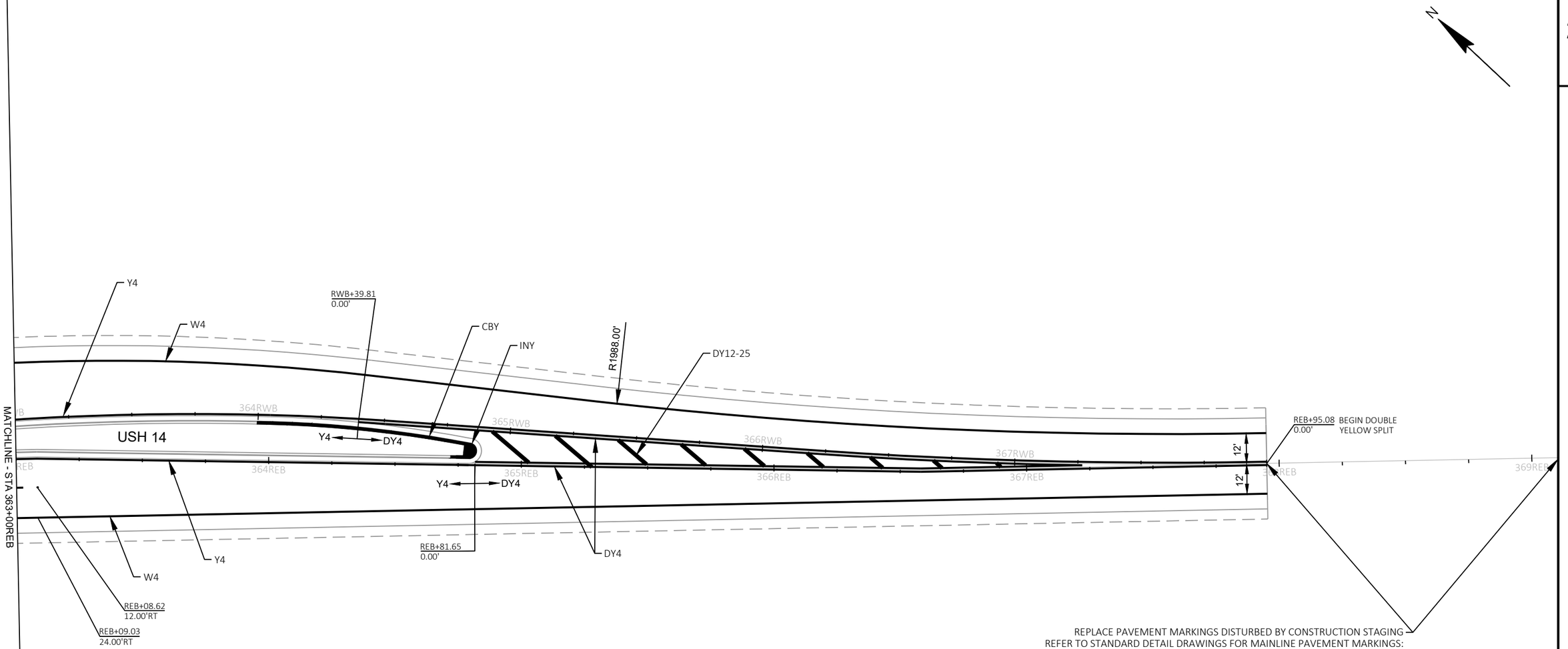
NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

15C7	PAVEMENT MARKING WORDS, SYMBOLS AND ARROWS
15C8	PAVEMENT MARKING, MAINLINE AND TURN LANES
15C18	MEDIAN ISLAND MARKING
15C27	DOUBLE ARROW WARNING SIGN PLACEMENT AND PAVEMENT MARKING (ISLANDS)

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PAVEMENT MARKING	SHEET 90	E

2



REPLACE PAVEMENT MARKINGS DISTURBED BY CONSTRUCTION STAGING
REFER TO STANDARD DETAIL DRAWINGS FOR MAINLINE PAVEMENT MARKINGS:
15C8-A LONGITUDINAL MARKING (MAINLINE)

LEGEND

PAVEMENT MARKING

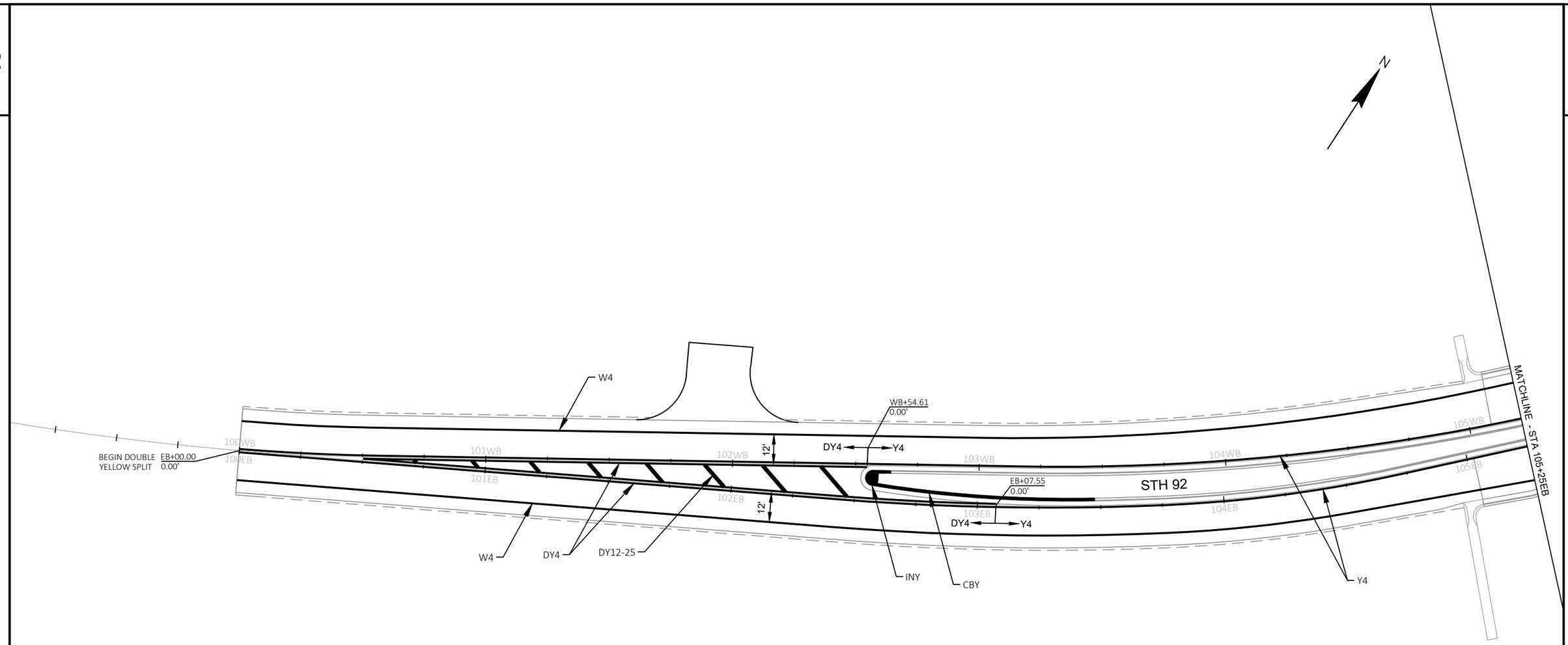
ARW1	MARKING ARROW (TYPE 1, WHITE)
ARW3	MARKING ARROW (TYPE 3, WHITE)
ARW3R	MARKING ARROW (TYPE 3R, WHITE)
INY	MARKING ISLAND NOSE, YELLOW
MWW	MARKING WORD, WHITE
CBY	MARKING CURB, YELLOW
W4	MARKING LINE 4-INCH, WHITE
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
DW12-10	MARKING DIAGONAL, 12-INCH, WHITE (10' C-C)
DY12-10	MARKING DIAGONAL, 12-INCH, YELLOW (10' C-C)
DY12-25	MARKING DIAGONAL, 12-INCH, YELLOW (25' C-C)
W4-12	MARKING LINE 4-INCH, WHITE, 12' SEG., 12' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W8	MARKING LINE 8-INCH, WHITE
W8-6	MARKING LINE 8-INCH. WHITE, 6' SEG., 3' GAP
W18-2	MARKING LINE 18-INCH, WHITE, 2' SEG., 2' GAP

NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

15C7	PAVEMENT MARKING WORDS, SYMBOLS AND ARROWS
15C8	PAVEMENT MARKING, MAINLINE AND TURN LANES
15C18	MEDIAN ISLAND MARKING
15C27	DOUBLE ARROW WARNING SIGN PLACEMENT AND PAVEMENT MARKING (ISLANDS)

2



LEGEND

PAVEMENT MARKING

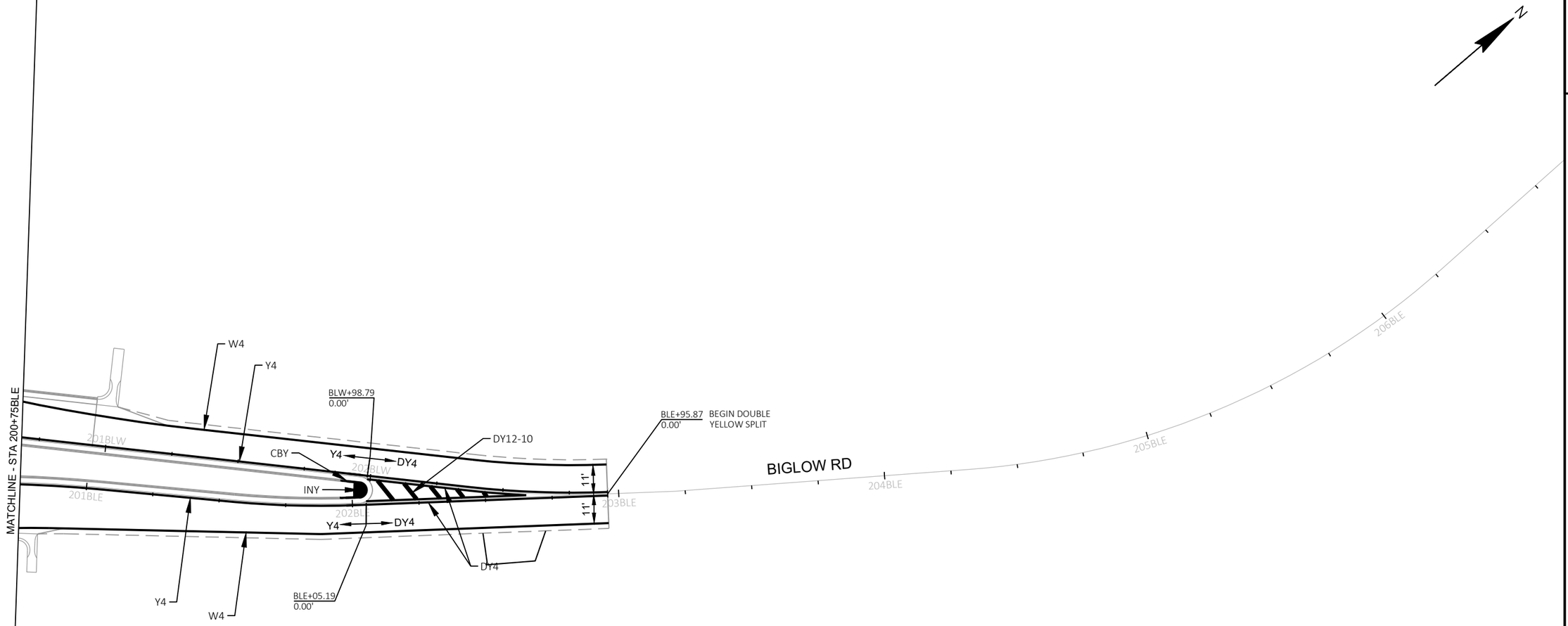
ARW1	MARKING ARROW (TYPE 1, WHITE)
ARW3	MARKING ARROW (TYPE 3, WHITE)
ARW3R	MARKING ARROW (TYPE 3R, WHITE)
INY	MARKING ISLAND NOSE, YELLOW
MWW	MARKING WORD, WHITE
CBY	MARKING CURB, YELLOW
W4	MARKING LINE 4-INCH, WHITE
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
DW12-10	MARKING DIAGONAL, 12-INCH, WHITE (10' C-C)
DY12-10	MARKING DIAGONAL, 12-INCH, YELLOW (10' C-C)
DY12-25	MARKING DIAGONAL, 12-INCH, YELLOW (25' C-C)
W4-12	MARKING LINE 4-INCH, WHITE, 12' SEG., 12' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W8	MARKING LINE 8-INCH, WHITE
W8-6	MARKING LINE 8-INCH. WHITE, 6' SEG., 3' GAP
W18-2	MARKING LINE 18-INCH, WHITE, 2' SEG., 2' GAP

NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

15C7	PAVEMENT MARKING WORDS, SYMBOLS AND ARROWS
15C8	PAVEMENT MARKING, MAINLINE AND TURN LANES
15C18	MEDIAN ISLAND MARKING
15C27	DOUBLE ARROW WARNING SIGN PLACEMENT AND PAVEMENT MARKING (ISLANDS)

2



LEGEND

PAVEMENT MARKING

ARW1	MARKING ARROW (TYPE 1, WHITE)
ARW3	MARKING ARROW (TYPE 3, WHITE)
ARW3R	MARKING ARROW (TYPE 3R, WHITE)
INY	MARKING ISLAND NOSE, YELLOW
MWW	MARKING WORD, WHITE
CBY	MARKING CURB, YELLOW
W4	MARKING LINE 4-INCH, WHITE
DY4	MARKING LINE 4-INCH, DOUBLE YELLOW
DW12-10	MARKING DIAGONAL, 12-INCH, WHITE (10' C-C)
DY12-10	MARKING DIAGONAL, 12-INCH, YELLOW (10' C-C)
DY12-25	MARKING DIAGONAL, 12-INCH, YELLOW (25' C-C)
W4-12	MARKING LINE 4-INCH, WHITE, 12' SEG., 12' GAP
W4-12.5	MARKING LINE 4-INCH, WHITE, 12.5' SEG., 37.5' GAP
W8	MARKING LINE 8-INCH, WHITE
W8-6	MARKING LINE 8-INCH. WHITE, 6' SEG., 3' GAP
W18-2	MARKING LINE 18-INCH, WHITE, 2' SEG., 2' GAP

NOTE:
ALL PAVEMENT MARKINGS ARE EPOXY MATERIAL

SEE SDDs FOR APPLICABLE PAVEMENT MARKINGS:

15C7	PAVEMENT MARKING WORDS, SYMBOLS AND ARROWS
15C8	PAVEMENT MARKING, MAINLINE AND TURN LANES
15C18	MEDIAN ISLAND MARKING
15C27	DOUBLE ARROW WARNING SIGN PLACEMENT AND PAVEMENT MARKING (ISLANDS)

GENERAL NOTES FOR TRAFFIC CONTROL

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

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

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

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

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

6) ALL TEMPORARY PAVEMENT SHALL CONSIST OF 2-1/2 INCHES OF ASPHALTIC SURFACE TEMPORARY, OVER 12 INCHES OF BASE AGGREGATE DENSE 1-1/4".

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

8) EXISTING STOP AHEAD AND STOP SIGNS CAN BE RELOCATED AND USED FOR TRAFFIC CONTROL.

9) ALL TEMPORARY STOP SIGNS SHALL HAVE TWO FLAGS MOUNTED ABOVE THE SIGN.

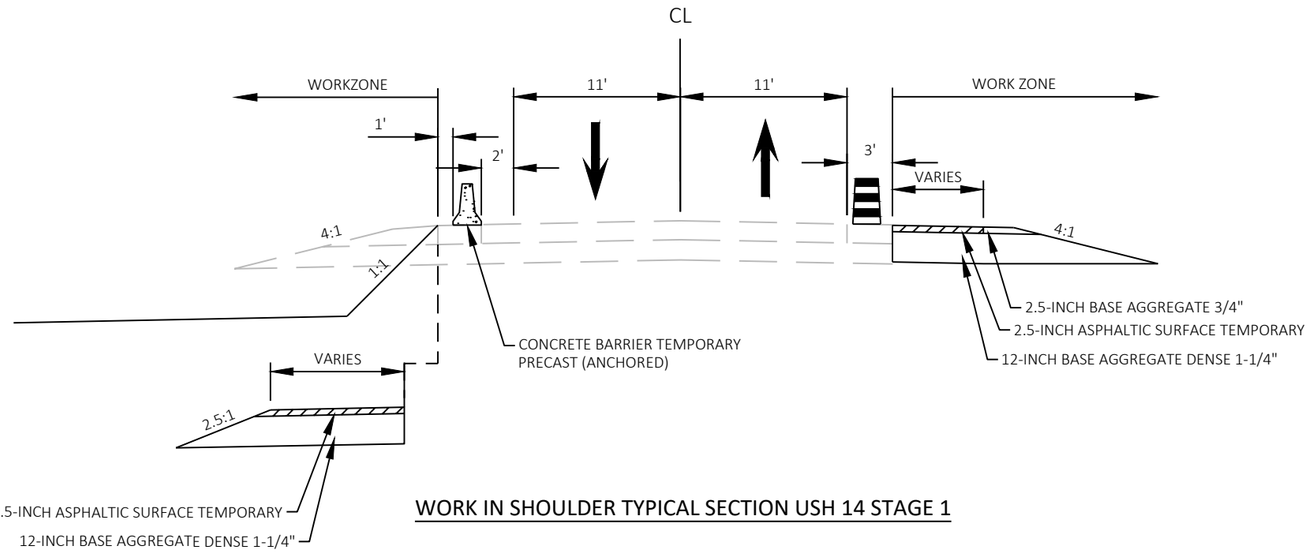
10) "W" SERIES SIGNS SHALL HAVE A REFLECTIVE ORANGE BACKGROUND, PER STANDARD SPECIFICATIONS UNLESS OTHERWISE NOTED.

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

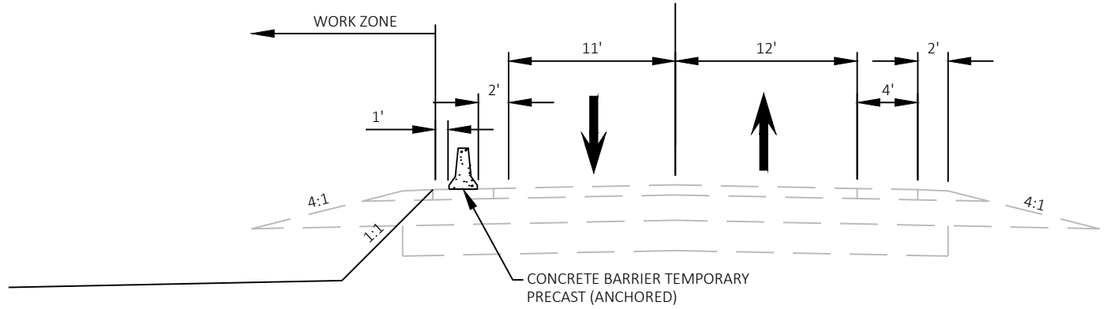
12) ALL TRAFFIC CONTROL DRUMS ARE SPACED AT 50-FEET, UNLESS OTHERWISE NOTED.

13) PERMANENT SIGNING AND PAVEMENT MARKING SHALL BE PLACED IN THE EARLIEST STAGE SO AS NOT TO CONFLICT WITH SUBSEQUENT STAGES.

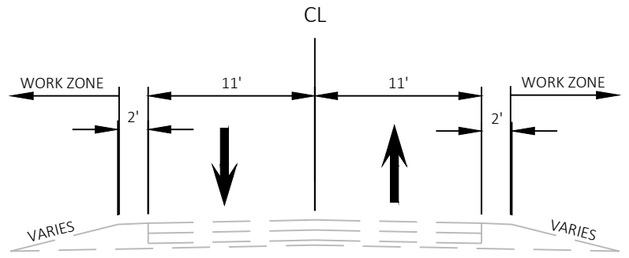
14) REFER TO SDD 15D38-2 DETAILS A & B FOR TEMPORARY TRAFFIC CONTROL SIGN MOUNTING FOR TRAFFIC CONTROL SIGNS THAT WILL BE IN PLACE FOR LONGER THAN 7 DAYS.



WORK IN SHOULDER TYPICAL SECTION USH 14 STAGE 1

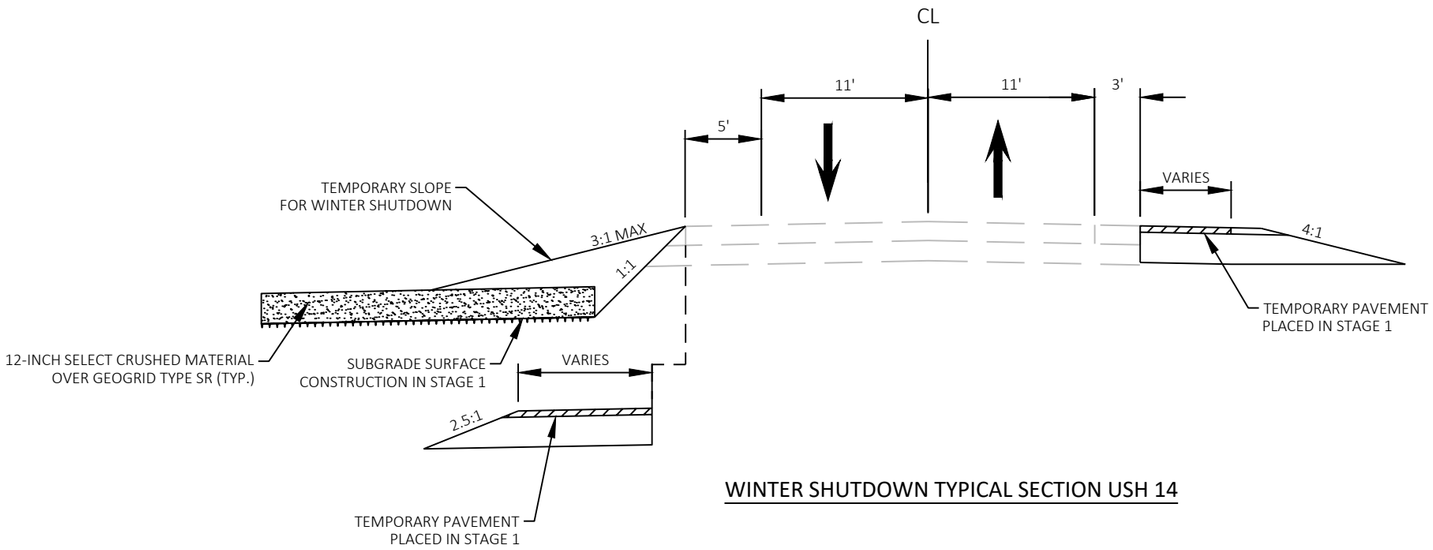


WORK IN SHOULDER TYPICAL SECTION STH 92 STAGE 1

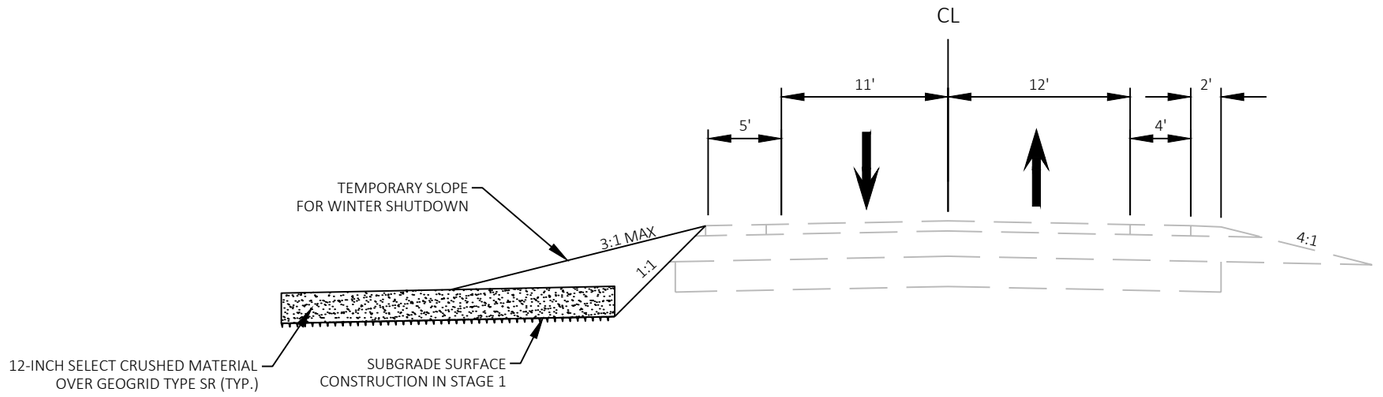


WORK IN SHOULDER TYPICAL SECTION BIGLOW RD STAGE 1

2

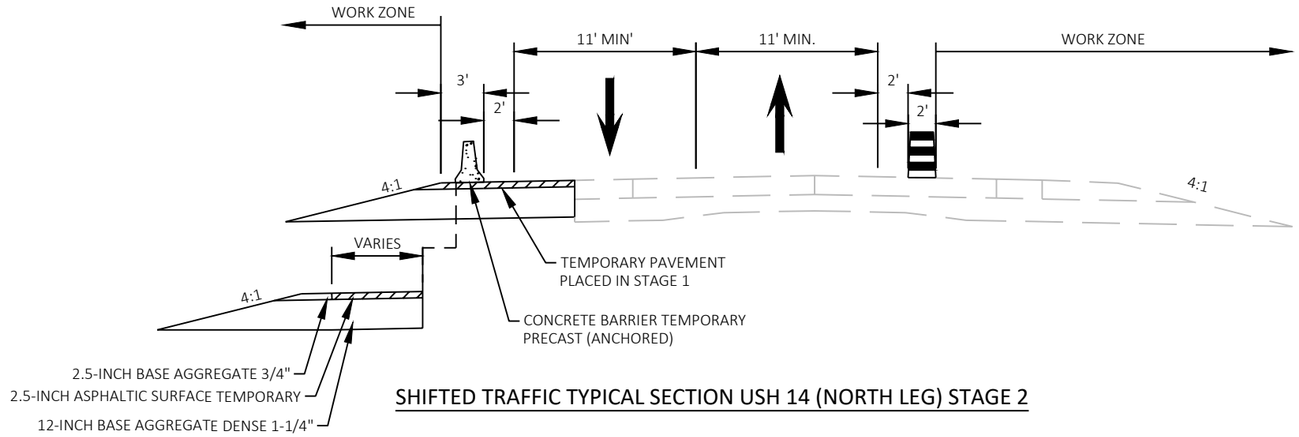


WINTER SHUTDOWN TYPICAL SECTION USH 14

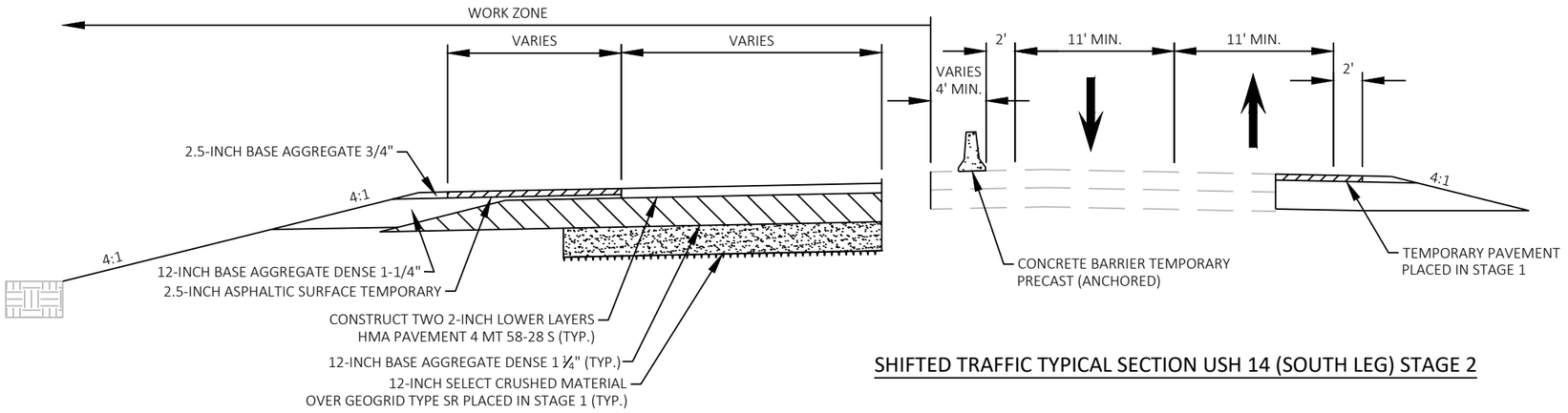


WINTER SHUTDOWN TYPICAL SECTION STH 92

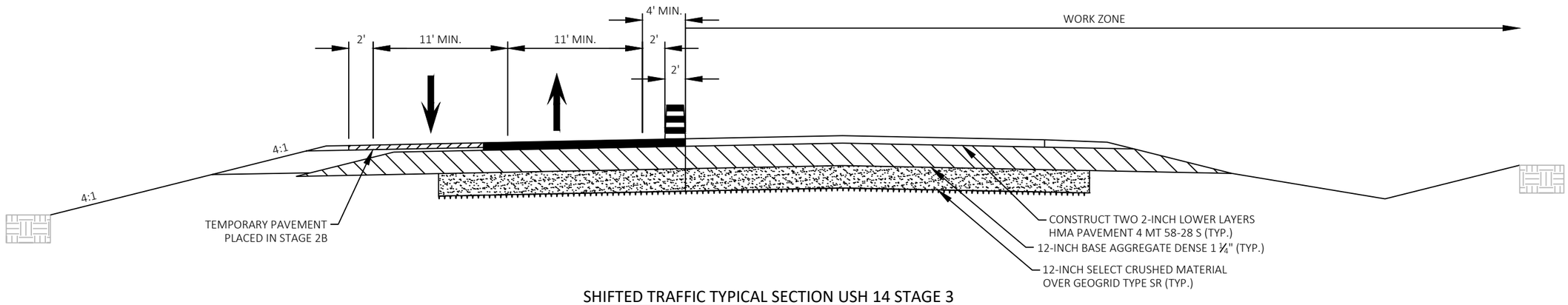
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	TRAFFIC CONTROL TYPICAL SECTIONS - WINTER SHUTDOWN	SHEET 95	E



SHIFTED TRAFFIC TYPICAL SECTION USH 14 (NORTH LEG) STAGE 2



SHIFTED TRAFFIC TYPICAL SECTION USH 14 (SOUTH LEG) STAGE 2



SHIFTED TRAFFIC TYPICAL SECTION USH 14 STAGE 3

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	TRAFFIC CONTROL TYPICAL SECTIONS - STAGE 2 & STAGE 3	SHEET	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\025001-TC.DWG
LAYOUT NAME - 025003-tc
PLOT DATE : 1/26/2021 3:26 PM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:10 FT

LEGEND

SIGN ON TEMPORARY SUPPORT

MB TRAFFIC CONTROL SIGNS PCMS

WORK AREA

SIGN LEGEND

1 WEST M3-4 24"X12" + WEST M3-4 24"X12" / 14 M1-4 24"X24" / 92 M1-6 24"X24"

2 MAX. 10' WIDTH — W12-52 48"X48"

3 MAX. 10' WIDTH — W12-52 48"X48"

3 MILES AHEAD — WO57-52 36"X24"

MAX. 10' WIDTH — W12-52 48"X48"

4 EAST M3-2 24"X12" + WEST M3-4 24"X12" / 14 M1-4 24"X24" / 92 M1-6 24"X24"

MAX. 10' WIDTH — W12-52 48"X48"

5 WIDE LOADS EXCEEDING 10 FT — R12-70B 114"X42"

6 MAX. 10' WIDTH — W12-52 48"X48"

6 MILES AHEAD — WO57-52 36"X24"

MAX. 10' WIDTH — W12-52 48"X48"

6 MILES AHEAD — WO57-52 36"X24"

COUNTY CC; 51; 138; 14; COUNTY MM; COUNTY A; COUNTY N; MB; BIGLOW RD; 92; 104; 59

PCMS MESSAGES						
PCMS SITE LOCATION	7 DAYS PRIOR TO CONSTRUCTION					
	STAGE 1 & 2		STAGE 3		STAGE 4	
	FRAME A (2 SEC)	FRAME B (2 SEC)	FRAME A (2 SEC)	FRAME B (2 SEC)	FRAME A (2 SEC)	FRAME B (2 SEC)
STH 92 EB	ROAD WORK BEGINS	D.O.W MM-DD	HWY 92 CLOSED	D.O.W MM-DD	HWY 92 CLOSED	D.O.W MM-DD
USH 14 EB	ROAD WORK BEGINS	D.O.W MM-DD	NEW TRAFFIC PATTERN	D.O.W MM-DD	HWY 14 CLOSED	D.O.W MM-DD
USH 14 WB	ROAD WORK BEGINS	D.O.W MM-DD	NEW TRAFFIC PATTERN	D.O.W MM-DD	HWY 14 CLOSED	D.O.W MM-DD

PCMS NOTES:

1. PCMS LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.
2. PCMS SHOULD BE PLACED AS FAR AWAY FROM THE LIVE TRAFFIC LANES AS POSSIBLE WITHOUT HAMPERING VISIBILITY.
3. REFLECTORIZED DRUMS, SHOULD BE PLACED AHEAD OF PCMS ON THE SHOULDER.

GENERAL NOTES:

1. SEE SDD 15C02-F "ADVANCED WIDTH RESTRICTION SIGNING" FOR SIGN PLACEMENT DETAIL.
2. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH EXISTING SIGNS AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
3. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN: STAGE CONSTRUCTION - PCMS AND MAX WIDTH SIGNING	SHEET 97	E

FILE NAME : P:\90S\93\0093386\CADD\C3D\51550405\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026001-s1

PLOT DATE : 3/4/2021 7:53 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:1 MI

WISDOT/CADDS SHEET 42

NOTE: SEE SDD 15C03 DETAIL 1 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR ADVANCE SIGNING ON BIGLOW RD.

MATCHLINE - STA. 206+00

R11-2 48" X 30" ROAD CLOSED

TYPE III BARRICADE

WO1-7 48"X24"

TYPE III BARRICADE

BIGLOW RD

MOVING SIGNS SPEED LIMIT 45 207

MOVING SIGNS 206

MOVING SIGNS WEST 92 205

MOVE EXISTING SIGN TO GRAVEL SHOULDER BEHIND CONCRETE BARRIER TEMPORARY FOR STAGE 1

MOVE EXISTING SIGN TO STA. 364+65 BEHIND CONCRETE BARRIER TEMPORARY FOR STAGE 1

MOVE EXISTING SIGN TO STA. 353+00 BEHIND CONCRETE BARRIER TEMPORARY FOR STAGE 1

MOVING SIGNS 208 STOP

CONSTRUCT 2 X CULVERT PIPE TEMPORARY 30-INCH & TWO APRON ENDWALLS 2 X CONCRETE COLLARS REQ'D

EXISTING STORM SEWER TO REMAIN (DO NOT DISTURB DURING EBS EXCAVATION)

R3-1 24"X24"

MOVING SIGNS WEST 14 102

OREGON 6
MADISON 17

MOVED SIGN FROM STA. 356+25

MOVING SIGNS 209

MOVED SIGN FROM STA. 358+25

TEMPORARY COVER PLATE REQ'D

MAINTAIN EXISTING CENTERLINE PAVEMENT MARKINGS

ANDERSON POND

100' TAPER

50'

348 350 352 354 356 360 362

CC

USH 14

TW4

TW18

TW8

MATCHLINE - STA. 363+00

11' 11' 12'

TW4

EXISTING R/W (TYP.)

EXISTING SIGN ASSEMBLY TO REMAIN

EXISTING SIGN TO REMAIN

R3-2 24"X24"

CONSTRUCT PROPOSED CULVERT PIPES & CAP FOR FUTURE CONNECTION UNDER FLAGGING OPERATIONS

EXISTING PAVEMENT MARKING TO REMAIN

EXISTING SIGN ASSEMBLY TO REMAIN

106

MOVING SIGNS EAST 14 203

MOVING SIGNS 204 REINSTALL IN STAGE 4

CONSTRUCT PROPOSED CULVERT PIPE & REMOVE EXISTING CULVERT UNDER FLAGGING OPERATIONS

EXISTING SIGN TO REMAIN

MOVING SIGNS WEST 92 405

CONSTRUCT CULVERT PIPE TEMPORARY 24-INCH EXTENSION & APRON ENDWALL CONCRETE COLLAR REQ'D

MOVING SIGNS STOP 201 REINSTALL IN STAGE 1

WO12-1D 24"x24"

EXISTING PAVEMENT MARKING TO REMAIN

MOVING SIGNS SPEED LIMIT 55 404

105

STH 92

MATCHLINE - STA. 105+00

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC CRASH CUSHION TEMPORARY
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE
- XXX DENOTES MOVING SIGNS NUMBER. REINSTALL AS SHOWN ON WINTER SHUTDOWN PLAN UNLESS OTHERWISE NOTED.

WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING EPOXY 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING EPOXY 4-INCH (YELLOW)
TW4	TEMPORARY MARKING EPOXY 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING EPOXY 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING EPOXY 8-INCH (WHITE)
TW18	TEMPORARY MARKING EPOXY 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

NOTE: SEE SDD 15D28 "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING ON USH 14.

SEE SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR SIGNING FOR CULVERT INSTALLATION UNDER FLAGGING OPERATIONS.

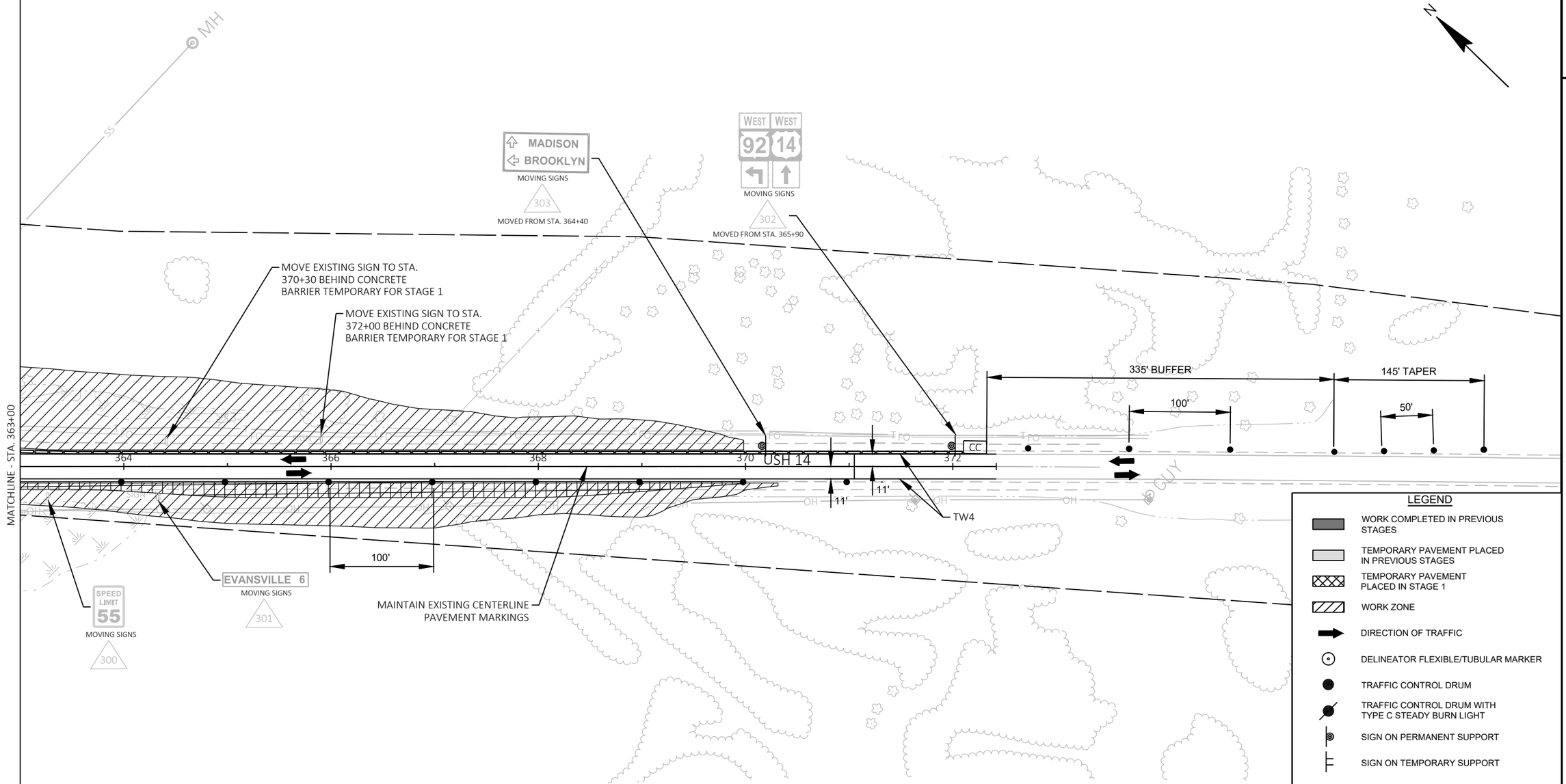
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 1	SHEET 98	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026002-s1

PLOT DATE : 3/4/2021 7:53 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



NOTE: SEE SDD 15D28"TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING.

SEE SDD 15C12"TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR SIGNING FOR CULVERT INSTALLATION UNDER FLAGGING OPERATIONS.

WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING EPOXY 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING EPOXY 4-INCH (YELLOW)
TW4	TEMPORARY MARKING EPOXY 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING EPOXY 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING EPOXY 8-INCH (WHITE)
TW18	TEMPORARY MARKING EPOXY 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

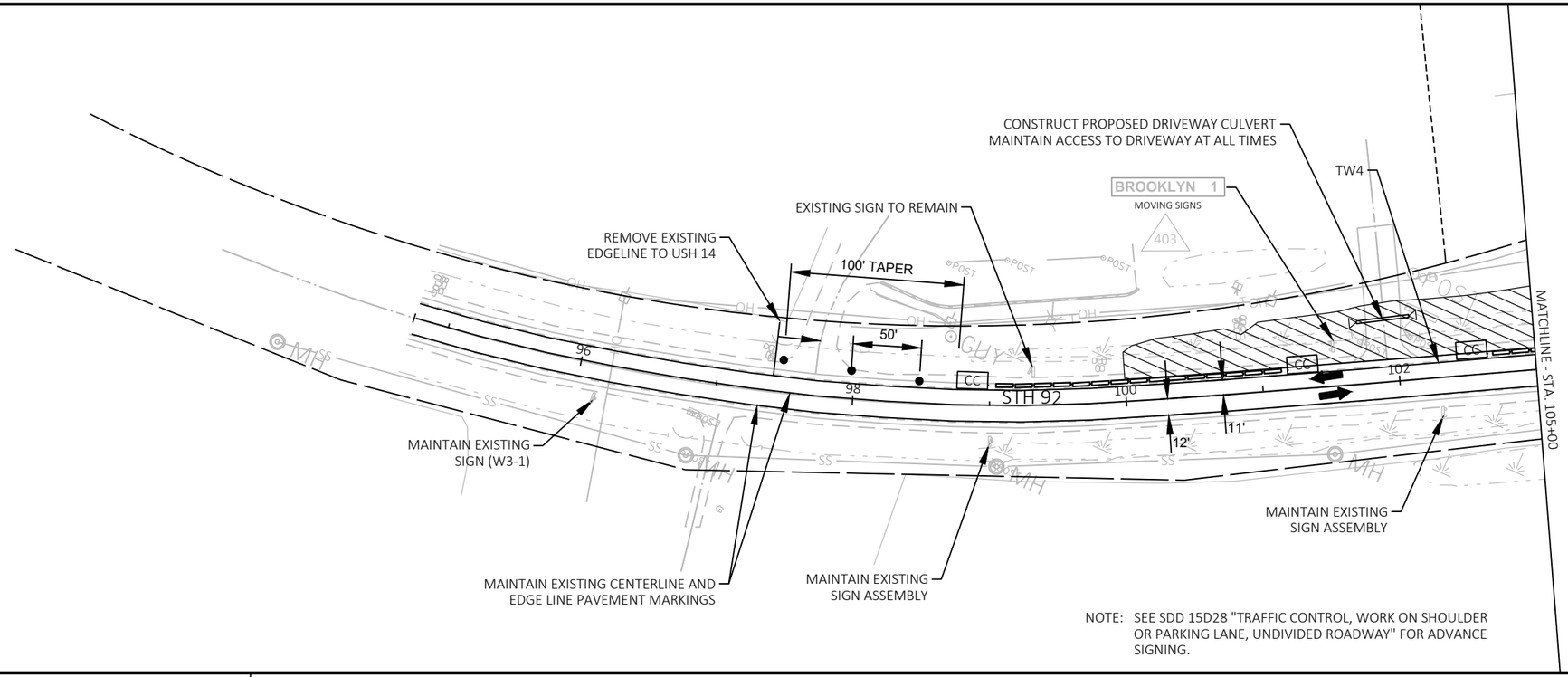
NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

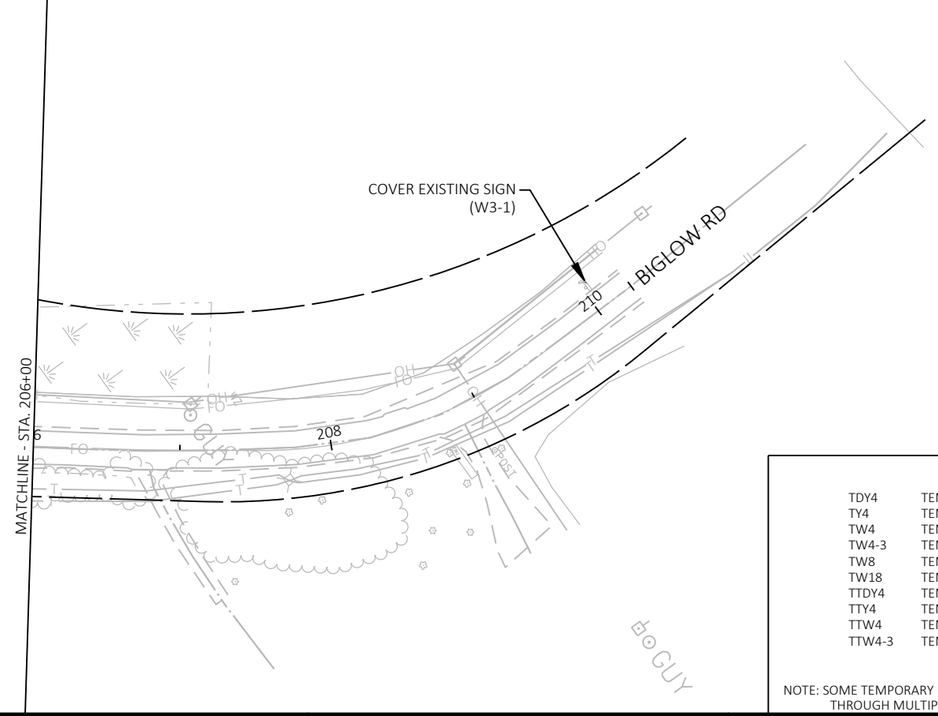
- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC CRASH CUSHION TEMPORARY
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE
- XXX DENOTES MOVING SIGNS NUMBER. REINSTALL AS SHOWN ON WINTER SHUTDOWN PLAN UNLESS OTHERWISE NOTED.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 1	SHEET 99	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026003-s1
PLOT DATE : 3/4/2021 7:53 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT



NOTE: SEE SDD 15D28 "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADVANCE SIGNING.



NOTE: SEE SDD 15C03 DETAIL 1 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR ADVANCE SIGNING

WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING EPOXY 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING EPOXY 4-INCH (YELLOW)
TW4	TEMPORARY MARKING EPOXY 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING EPOXY 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING EPOXY 8-INCH (WHITE)
TW18	TEMPORARY MARKING EPOXY 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC — CRASH CUSHION TEMPORARY
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE
- XXX — DENOTES MOVING SIGNS NUMBER. REINSTALL AS SHOWN ON WINTER SHUTDOWN PLAN UNLESS OTHERWISE NOTED.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 1	SHEET 100	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026004-s1

PLOT DATE : 3/4/2021 7:54 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

MATCHLINE - STA. 206+00

BIGLOW RD

MOVED FROM STAGE 1

SPEED LIMIT 45

MOVED FROM STAGE 1

STOP

MOVED FROM STAGE 1

WEST 92

EXISTING SIGN ASSEMBLY TO REMAIN FROM STAGE 1

WEST 14

OREGON 6
MADISON 17

MOVED FROM STAGE 1

MOVED FROM STAGE 1

ANDERSON POND

MH

SS

FO

T

OH

USH 14

348

350

352

354

356

360

362

11'

11'

MATCHLINE - STA. 363+00

EAST 14

MOVED FROM STAGE 1

106

EXISTING SIGN ASSEMBLY TO REMAIN

EXISTING PAVEMENT MARKINGS FROM STAGE 1 TO REMAIN

EXISTING R/W (TYP.)

EXISTING SIGN TO REMAIN

EXISTING PAVEMENT MARKING TO REMAIN

EXISTING SIGN TO REMAIN FROM STAGE 1

SIGN

WEST 92

MOVED FROM STAGE 1

MOVED FROM STAGE 1

104

SPEED LIMIT 55

EXISTING PAVEMENT MARKING FROM STAGE 1 TO REMAIN

STH 92

MATCHLINE - STA. 105+00

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC — CRASH CUSHION TEMPORARY
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - WINTER SHUTDOWN	SHEET 101	E

2

2

MH

SS

MADISON
BROOKLYN
MOVED FROM STAGE 1

WEST WEST
92 14
MOVED FROM STAGE 1

N

MATCHLINE - STA. 363+00

364 366 368 370 372

USH 14

11'

11'

MAINTAIN EXISTING CENTERLINE AND
EDGE LINE PAVEMENT MARKINGS

SPEED LIMIT 55
MOVED FROM STAGE 1

EVANSVILLE 6
MOVED FROM STAGE 1

COUNTY

FO SIGN OH

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC — CRASH CUSHION TEMPORARY
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

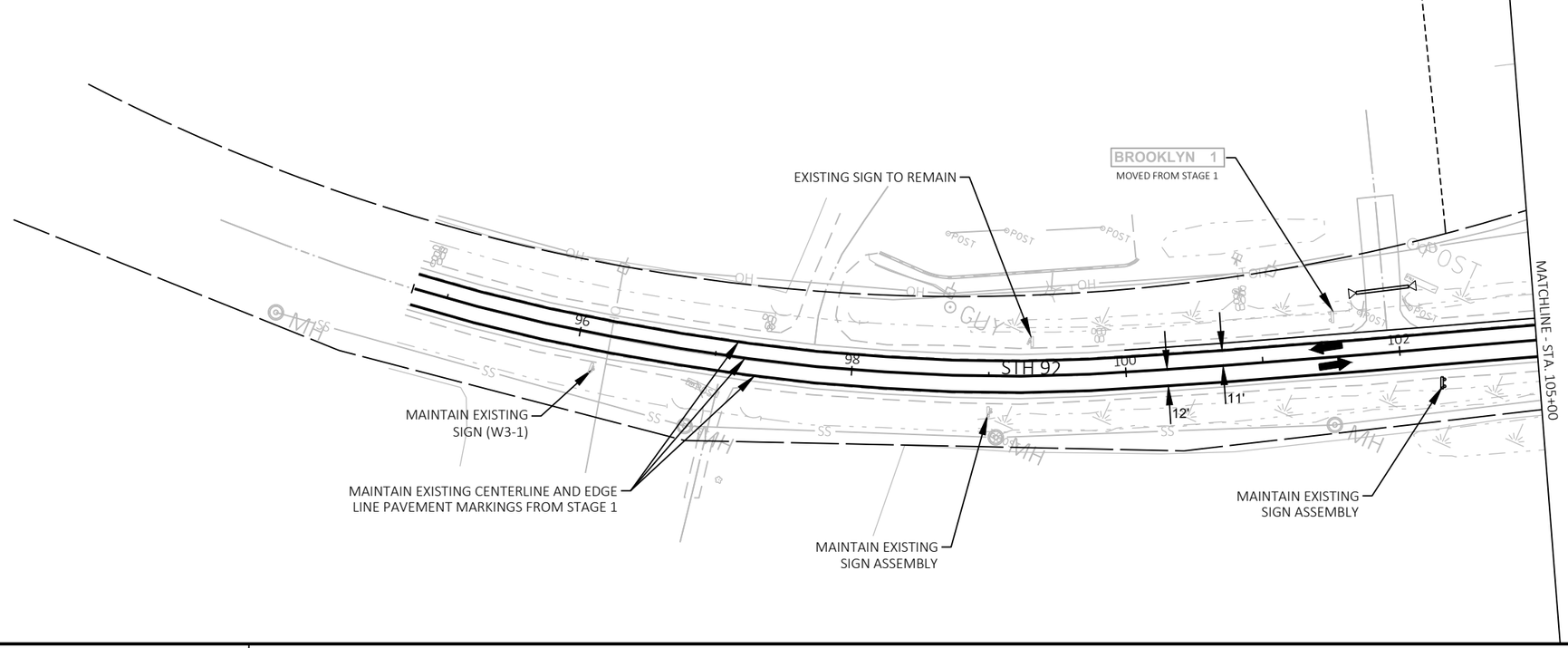
NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

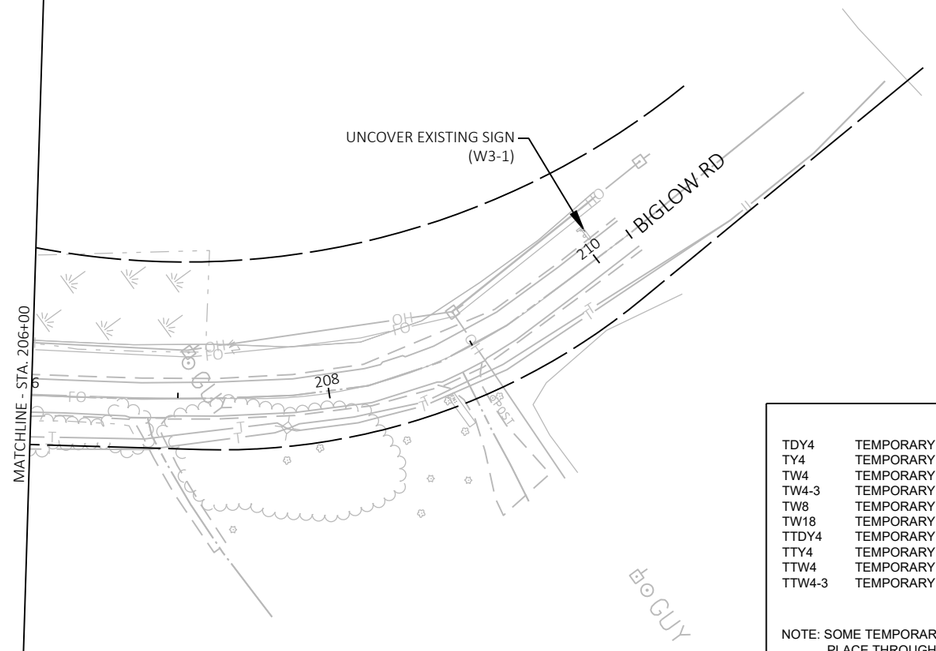
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - WINTER SHUTDOWN	SHEET 102 E

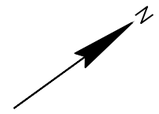
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LAYOUT NAME - 026402-s1b

PLOT DATE : 3/4/2021 8:00 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:100 FT

2







WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC CRASH CUSHION TEMPORARY
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - WINTER SHUTDOWN	SHEET 103 E

2

N

NOTE: SEE SDD 15C04 "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE SIGNING.

MATCHLINE - STA. 206+00

BIGLOW RD

WO1-7
48"X24"
TYPE III BARRICADE

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

WO1-4L

35 MPH
WO13-1
36"X36"

RWB+38.18
-54.69'LT

+43.30
0.00'

REMOVE TEMPORARY CULVERT PIPE EXTENSIONS ONCE PROPOSED CULVERTS ARE OPERATIONAL

+42.36
0.00'

REMOVE EXISTING SIGN

RWB+59.17
-49.49'LT

RWB+29.75
-31.70'LT

R348.00'

CONSTRUCT TEMPORARY CONNECTION

TEMPORARY COVER PLATES

ANDERSON POND

EXISTING SIGN ASSEMBLY TO REMAIN

100' TAPER

50'

100'

REB+87.45
-40.14'LT

REB+89.94
-16.10'LT

REB+37.34
-21.71'LT

RWB+50.18
-26.22'LT

USH 14

35252

35452

35652

36052

CC

11'

25'

250'

TW18

TDY4

TW4

EXISTING SIGN TO REMAIN

R3-2
24"X24"

COMPLETE CONSTRUCTION OF PROPOSED CULVERTS

R75'

R125'

EXISTING SIGN ASSEMBLY TO REMAIN FROM WINTER SHUTDOWN

REMOVE EXISTING PAVEMENT MARKINGS

REMOVE EXISTING PAVEMENT MARKINGS

EXISTING R/W (TYP.)

WEST
92

MOVING SIGNS
200

EXISTING SIGN ASSEMBLY TO REMAIN FROM WINTER SHUTDOWN

STH 92

MATCHLINE - STA. 105+00

MATCHLINE - STA. 363+00

NOTE: INSTALL TEMPORARY LIGHTING FOR USE IN STAGE 3.

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC — CRASH CUSHION TEMPORARY
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE
- XXX — DENOTES MOVING SIGNS NUMBER. REINSTALL AS SHOWN ON WINTER SHUTDOWN PLAN UNLESS OTHERWISE NOTED.

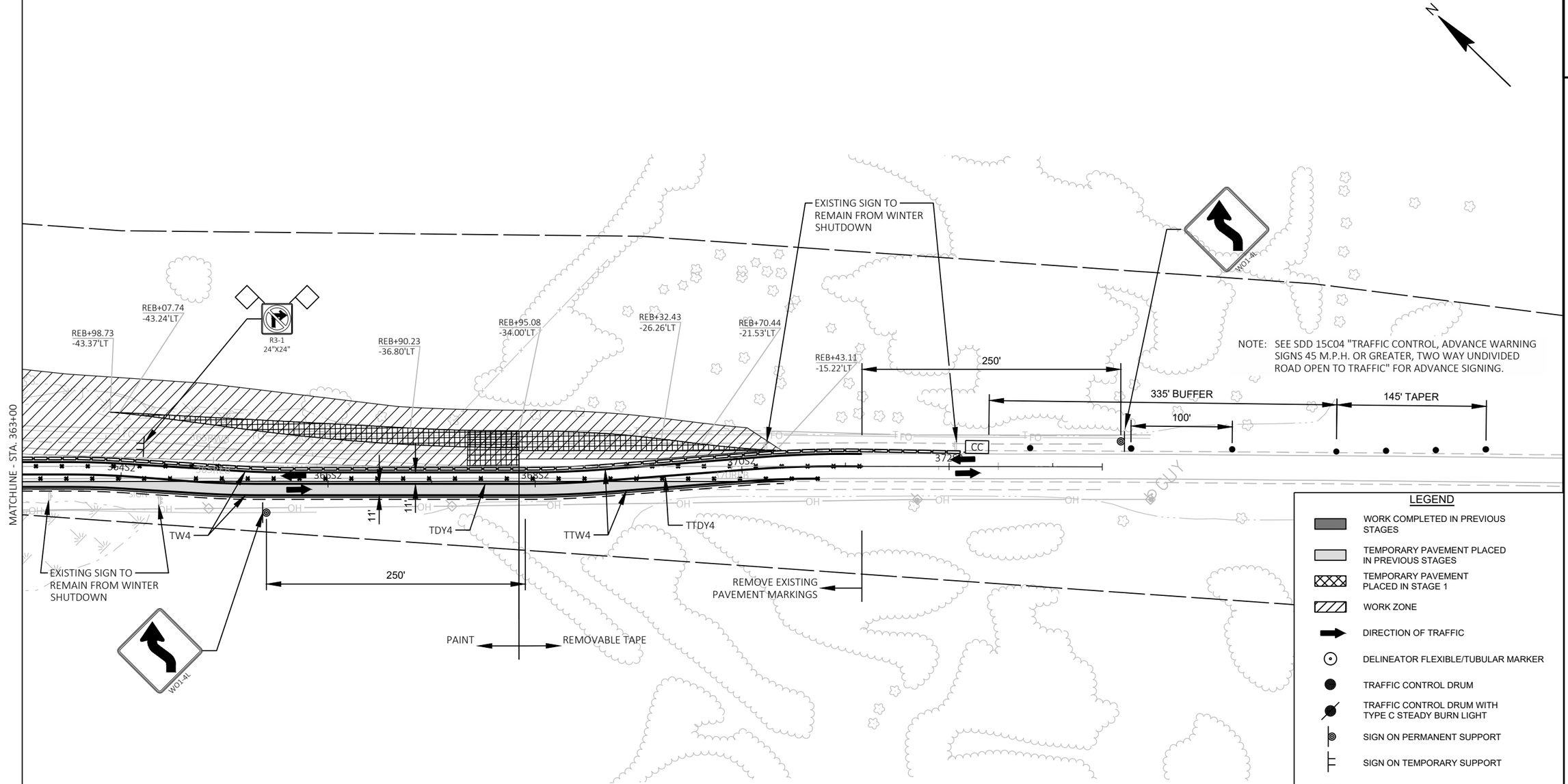
WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 2	SHEET 104	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\026201-S2.DWG
LAYOUT NAME - 026101-s2
PLOT DATE : 3/4/2021 8:06 AM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
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TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

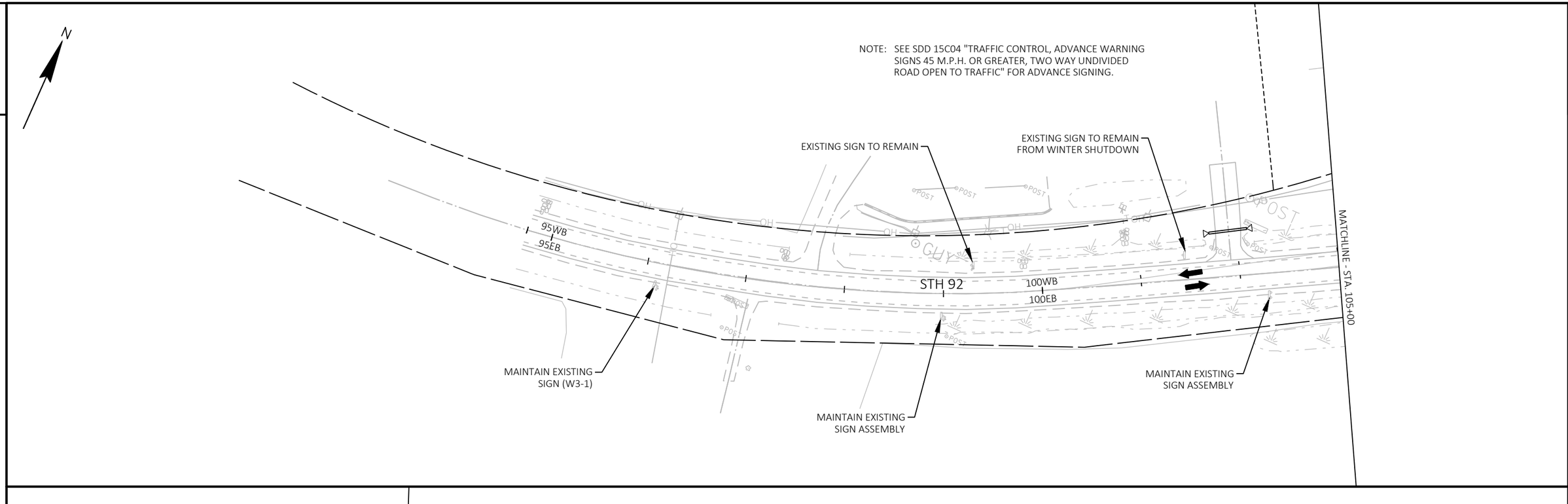
NOTE: INSTALL TEMPORARY LIGHTING FOR USE IN STAGE 3.

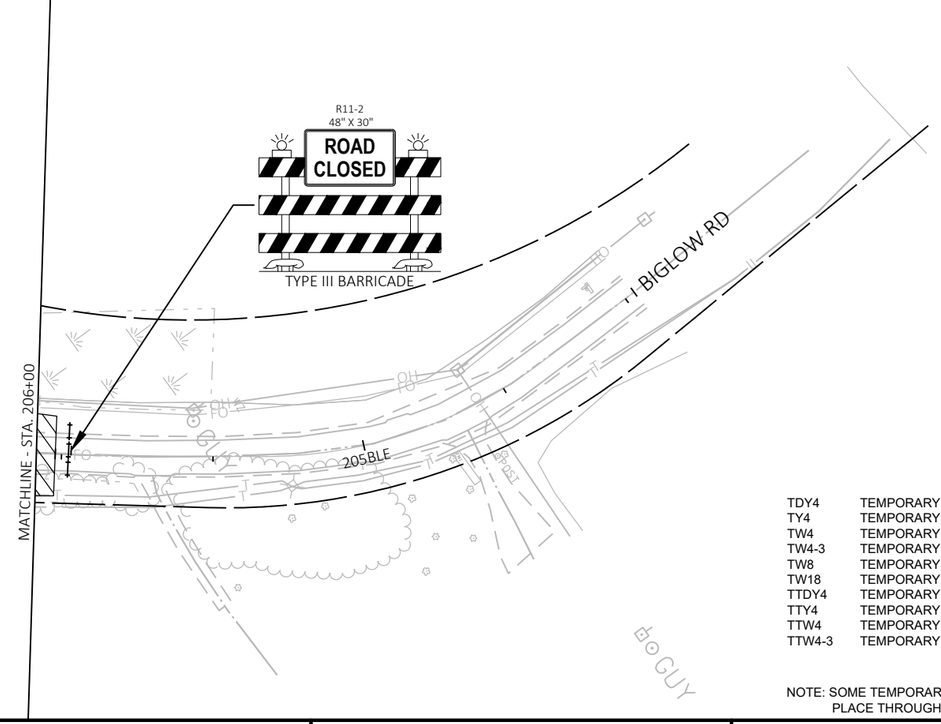
NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC — CRASH CUSHION TEMPORARY
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE
- XXX — DENOTES MOVING SIGNS NUMBER. REINSTALL AS SHOWN ON WINTER SHUTDOWN PLAN UNLESS OTHERWISE NOTED.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 2	SHEET 105	E





NOTE: SEE SDD 15C03 DETAIL 1 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR ADVANCE SIGNING

WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 1
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 2	SHEET 106 E

2

N

MATCHLINE - STA. 206+00

BIGLOW RD

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

WO1-2R
45 MPH
WO13-1
36"X36"

NOTE: SEE SDD 15C04 "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADVANCE SIGNING.

PAINT
REMOVABLE TAPE

TTDY4
TTW4
TDY4
TW4

360S3
355S3
355REB
350RWB
350REB

ANDERSON POND

WO1-2L
45 MPH
WO13-1
36"X36"

USH 14

25'
11'
250'

MATCHLINE - STA. 363+00

R11-2
48" X 30"
ROAD CLOSED
TYPE III BARRICADE

EXISTING R/W (TYP.)

WO1-6
48" X 24"
TYPE III BARRICADE

NO TURNS
R3-3
24"X24"

WO1-4R
35 MPH
WO13-1
36"X36"

SIGN

360S3
355S3

STH 92

MATCHLINE - STA. 105+00

NOTE: SEE DETOUR PLAN FOR DETOUR ROUTE SIGNING.

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 3
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC — CRASH CUSHION TEMPORARY
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

WORK ZONE TEMPORARY MARKING LEGEND

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TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
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TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

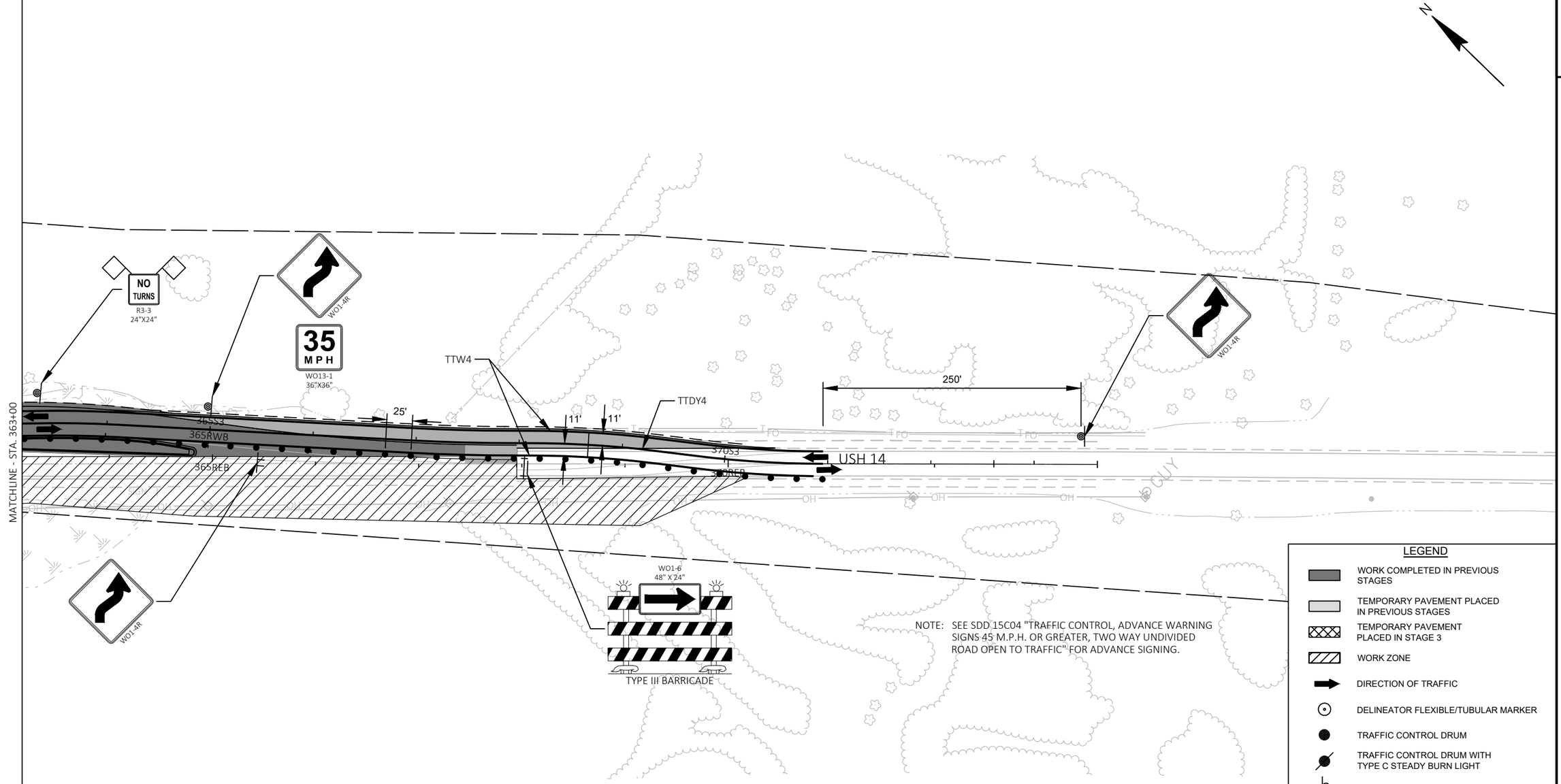
NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 3	SHEET 107	E

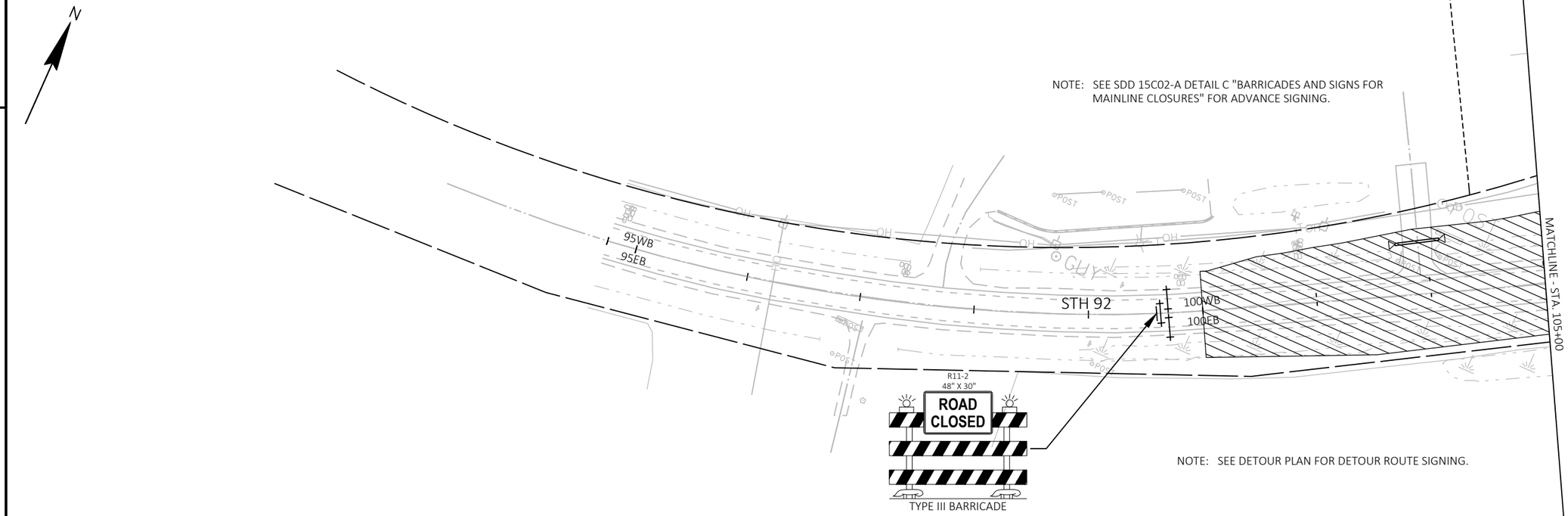
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LAYOUT NAME - 026201-s3

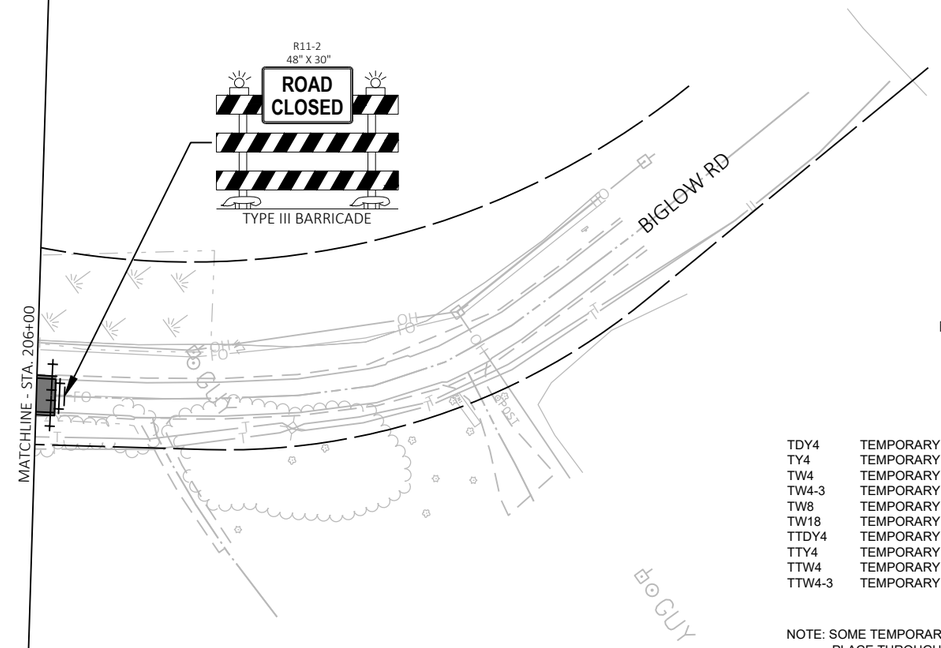
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2



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 3	SHEET 108	E





NOTE: SEE SDD 15C03 DETAIL 1 "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" FOR ADVANCE SIGNING.

WORK ZONE TEMPORARY MARKING LEGEND

TDY4	TEMPORARY MARKING PAINT 4-INCH (DOUBLE YELLOW)
TY4	TEMPORARY MARKING PAINT 4-INCH (YELLOW)
TW4	TEMPORARY MARKING PAINT 4-INCH (WHITE)
TW4-3	TEMPORARY MARKING PAINT 4-INCH (WHITE) 3' SEG., 9' GAP
TW8	TEMPORARY MARKING PAINT 8-INCH (WHITE)
TW18	TEMPORARY MARKING PAINT 18-INCH (WHITE)
TTDY4	TEMPORARY REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TTY4	TEMPORARY REMOVABLE TAPE 4-INCH (YELLOW)
TTW4	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE)
TTW4-3	TEMPORARY REMOVABLE TAPE 4-INCH (WHITE) 3' SEG., 9' GAP

NOTE: SOME TEMPORARY MARKINGS MAY REMAIN IN PLACE THROUGH MULTIPLE STAGES

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 3
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST (ANCHORED)
- CC CRASH CUSHION TEMPORARY
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

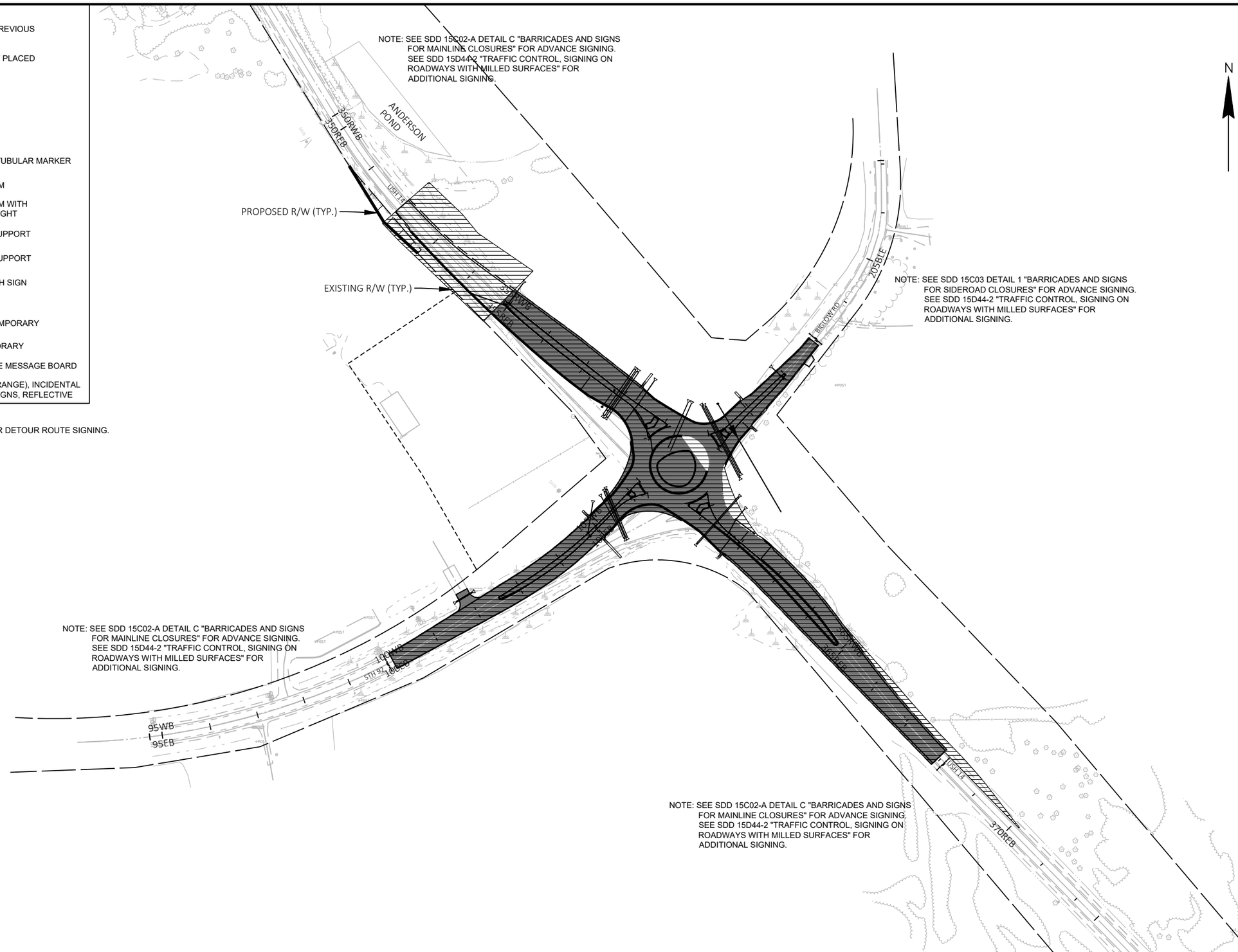
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 3	SHEET 109	E

2

LEGEND

- WORK COMPLETED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGES
- TEMPORARY PAVEMENT PLACED IN STAGE 4
- WORK ZONE
- DIRECTION OF TRAFFIC
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE III BARRICADE WITH SIGN
- TYPE III BARRICADE
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- CC — CRASH CUSHION TEMPORARY
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- TWO 18" X 18" FLAGS (ORANGE), INCIDENTAL TO TRAFFIC CONTROL SIGNS, REFLECTIVE

NOTE: SEE DETOUR PLAN FOR DETOUR ROUTE SIGNING.



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	STAGE CONSTRUCTION - STAGE 4	SHEET 110	E

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- EXISTING SIGN (92)
- EXISTING SIGN TO BE COVERED

SIGN LEGEND

1. DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 92 M1-6 24"X24"
2. DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 92 M1-6 24"X24"
3. R11-3 60" X 30" — ROAD CLOSED 1 MILES AHEAD / LOCAL TRAFFIC ONLY — TYPE III BARRICADE
4. ROAD CLOSED AHEAD — W20-3A 48"X48"

COUNTY LINE (TYP.)

DANE COUNTY

GREEN COUNTY

BROOKLYN

COUNTY MM

BIGLOW RD

SEE DETAIL 1

SEE DETAIL 2

SEE DETAIL 3

SEE DETAIL 4

SEE DETAIL 5

SEE DETAIL 6

DANE COUNTY

ROCK COUNTY

COOKSVILLE

EVANSVILLE

COUNTY C

COUNTY E

COUNTY M

92 · 104 · 14 · 59 · 213 · 138

N

STAGE 3

CONSTRUCTION
- CONSTRUCT WEST SIDE OF (EASTBOUND) USH 14 AND ROUNDABOUT.
- CONSTRUCT STH 92.

TRAFFIC
- MAINTAIN CLOSURE OF BIGLOW RD TO THROUGH TRAFFIC BUT ALLOW ACCESS FOR EMERGENCY VEHICLES.
- CLOSE STH 92 TO THROUGH TRAFFIC AND SET UP DETOUR ROUTE.

GENERAL NOTES:

1. REFER TO SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR SIGN SIZE AND COLOR SPECIFICATIONS.
2. DRAWINGS SHOW TRAFFIC CONTROL DETOUR FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON SITE CONDITIONS AS DIRECTED BY THE ENGINEER. ALL CHANGES TO THE TRAFFIC CONTROL DETOUR PLAN SHALL BE REVIEWED WITH THE PROJECT ENGINEER.
3. SIGN FACE LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE NOTED.
4. TRAFFIC CONTROL PLANS ARE NOT TO SCALE.
5. MAINTAIN ACCESS TO DRIVEWAYS AND DEAD END SIDE ROADS AT ALL TIMES.
6. W0 SIGNS ARE THE SAME AS W SIGNS EXCEPT THE BACKGROUND IS ORANGE.

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - STAGE 3 OVERVIEW	SHEET 111 E

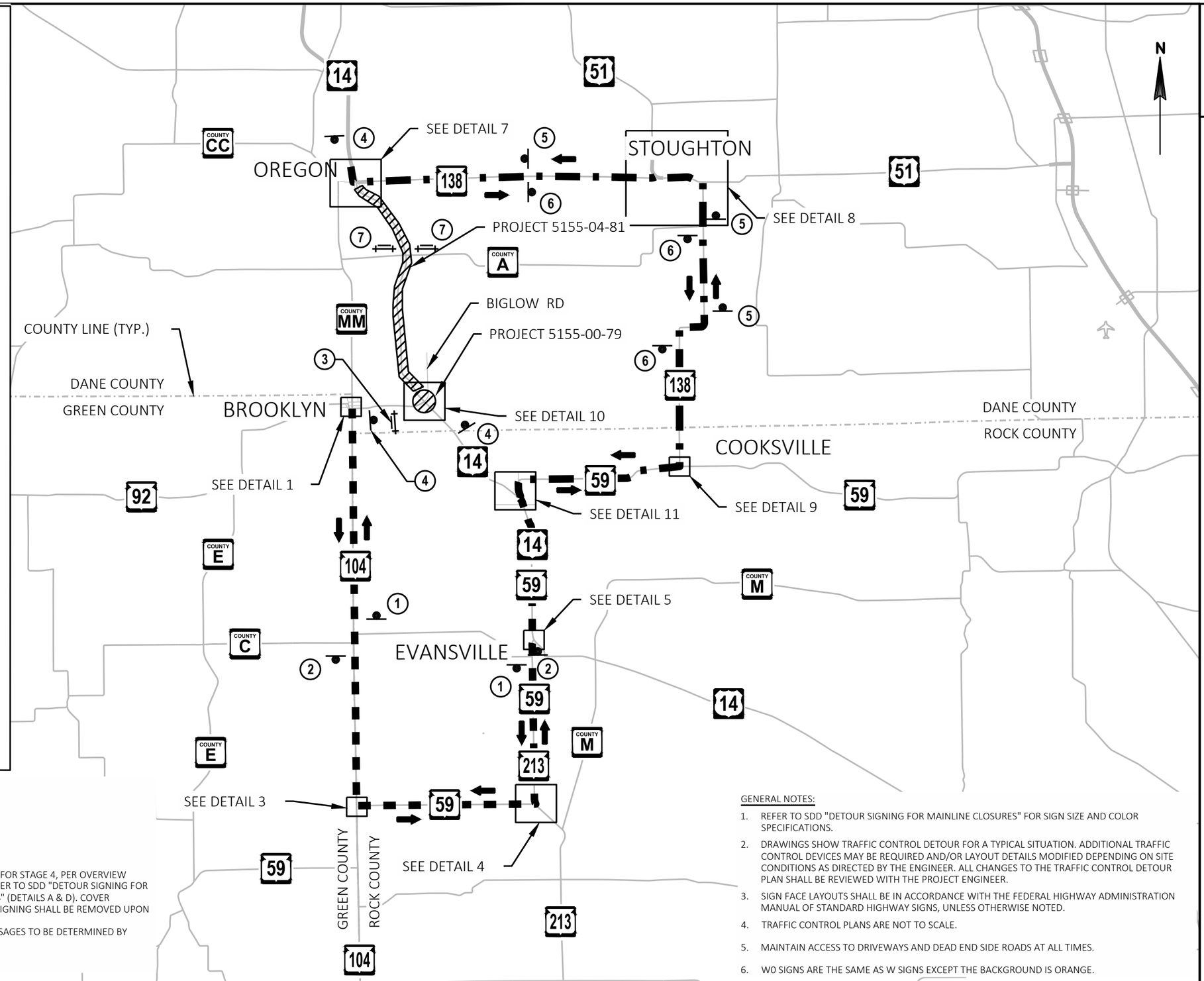
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LAYOUT NAME - 027001-DT
PLOT DATE : 3/4/2021 2:27 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:1 MI
WISDOT/CADDS SHEET 42

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- TYPE III BARRICADE WITH SIGN
- STH 92 DETOUR ROUTE (5155-00-79)
- US 14 & WB STH 92 DETOUR ROUTE (5155-04-81)
- WORK AREA
- DIRECTION OF TRAFFIC
- EXISTING SIGN (92)
- EXISTING SIGN TO BE COVERED

SIGN LEGEND

1. DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 92 M1-6 24"X24" — 24"X24"
2. DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 92 M1-6 24"X24" — 24"X24"
3. R11-3 60" X 30" — ROAD CLOSED 1 MILES AHEAD LOCAL TRAFFIC ONLY — TYPE III BARRICADE
4. ROAD CLOSED AHEAD W20-3A
5. DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 14 M1-4 24"X24"
6. DETOUR M4-8 24"X12" / DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / WEST M3-4 24"X12" / 14 M1-4 24"X24" / 92 M1-6 24"X24"
7. R11-3 60" X 30" — ROAD CLOSED 6 MILES AHEAD LOCAL TRAFFIC ONLY — TYPE III BARRICADE



STAGE 4

CONSTRUCTION
- COMPLETE MILL & OVERLAY ALONG USH 14 STH 138 TO STA 352+00.
- COMPLETE INCIDENTAL ROUNDABOUT CONSTRUCTION.
- CONSTRUCT USH 14 STA 352+00 TO 355+00.

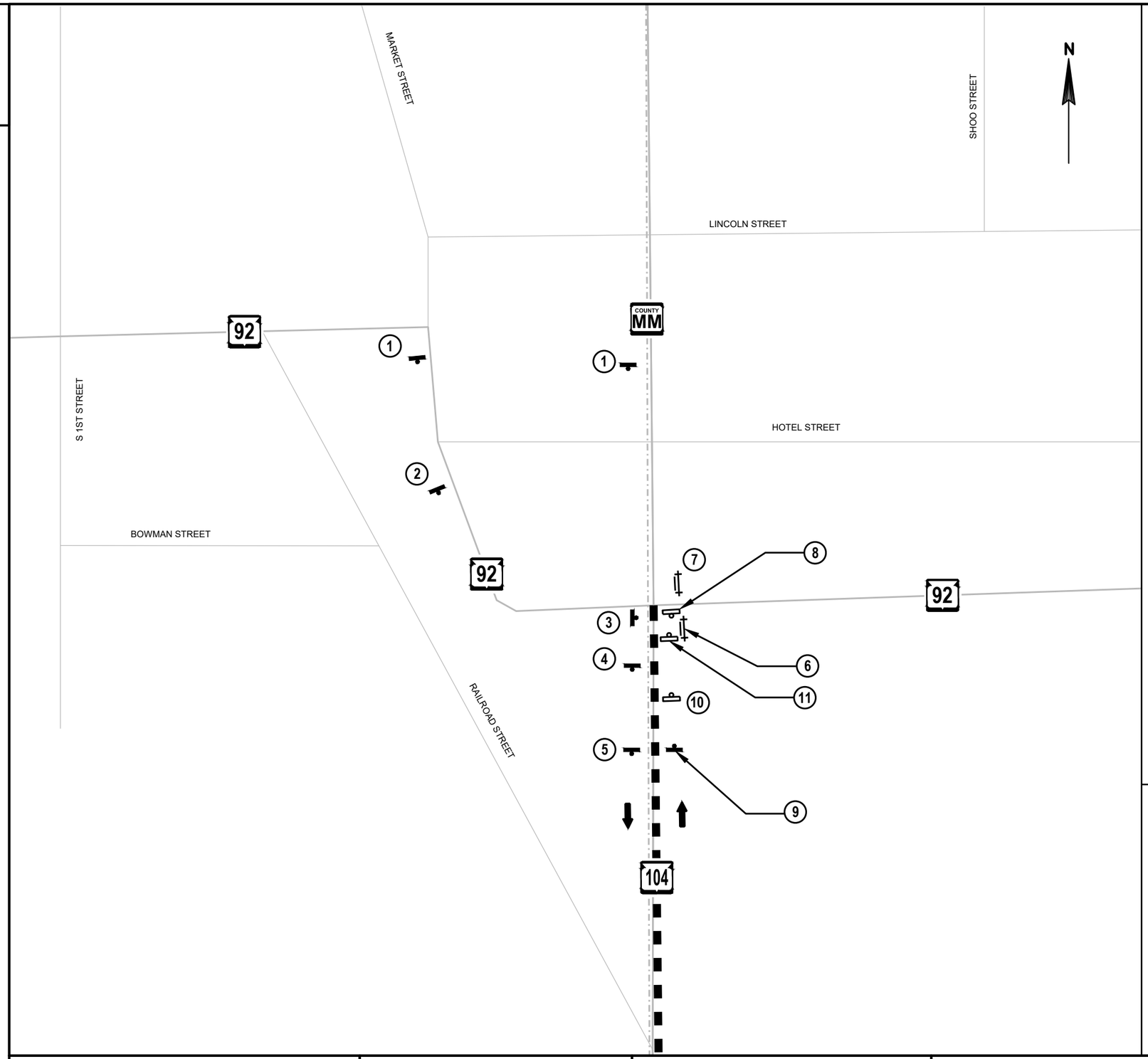
TRAFFIC
- MAINTAIN ADVANCE WARNING SIGNS FROM STAGE 3. MODIFY AS NECESSARY FOR STAGE 4, PER OVERVIEW SIGNING DETAIL. INSTALL ALL DETOUR SIGNING PRIOR TO ROAD CLOSURE, REFER TO SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" AND "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" (DETAILS A & D). COVER CONFLICTING SIGNS AS DEEMED NECESSARY BY ENGINEER IN FIELD. DETOUR SIGNING SHALL BE REMOVED UPON RE-OPENING OF ROADWAY.
- ENSURE PCMS ARE ACTIVE AT LEAST 7 DAYS BEFORE EXPECTED CLOSURE. MESSAGES TO BE DETERMINED BY ENGINEER IN FIELD.
- MAINTAIN ACCESS TO ALL DRIVEWAYS.
- MAINTAIN LOCAL EMERGENCY ACCESS.

GENERAL NOTES:

1. REFER TO SDD "DETOUR SIGNING FOR MAINLINE CLOSURES" FOR SIGN SIZE AND COLOR SPECIFICATIONS.
2. DRAWINGS SHOW TRAFFIC CONTROL DETOUR FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON SITE CONDITIONS AS DIRECTED BY THE ENGINEER. ALL CHANGES TO THE TRAFFIC CONTROL DETOUR PLAN SHALL BE REVIEWED WITH THE PROJECT ENGINEER.
3. SIGN FACE LAYOUTS SHALL BE IN ACCORDANCE WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF STANDARD HIGHWAY SIGNS, UNLESS OTHERWISE NOTED.
4. TRAFFIC CONTROL PLANS ARE NOT TO SCALE.
5. MAINTAIN ACCESS TO DRIVEWAYS AND DEAD END SIDE ROADS AT ALL TIMES.
6. W0 SIGNS ARE THE SAME AS W SIGNS EXCEPT THE BACKGROUND IS ORANGE.

PROJECT NO: 5155-04-81 & 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - STAGE 4 OVERVIEW	SHEET	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\027002-S4-DETOUR.DWG
LAYOUT NAME - 027002-DT
PLOT DATE : 3/4/2021 2:27 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:2 MI
WISDOT/CADDS SHEET 42



1 EAST M3-2 24"X12"
92 M1-6 24"X24"
DETOUR AHEAD W20-2-4 48"X48"

2 DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
92 M1-6 24"X24"
MO5-1R 21"X21"

3 DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
92 M1-6 24"X24"
MO6-1 21"X21"

4 DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
92 M1-6 24"X24"

5 DETOUR NEXT 15 MILES G20-51 60"X24"

6 M4-9R 30"X24"
DETOUR
TYPE III BARRICADE

7 R11-3 60" X 30"
ROAD CLOSED 1 1/2 MILES AHEAD LOCAL TRAFFIC ONLY
TYPE III BARRICADE

8 DETOUR M4-8 24"X12"
EAST M3-2 24"X12" WEST M3-4 24"X12"
104 92 92 M1-6 24"X24"
COVER WITH
MO6-1 21"X21"

9 END DETOUR M4-8A 24"X18"
WEST M3-4 24"X12"
92 M1-6 24"X24"

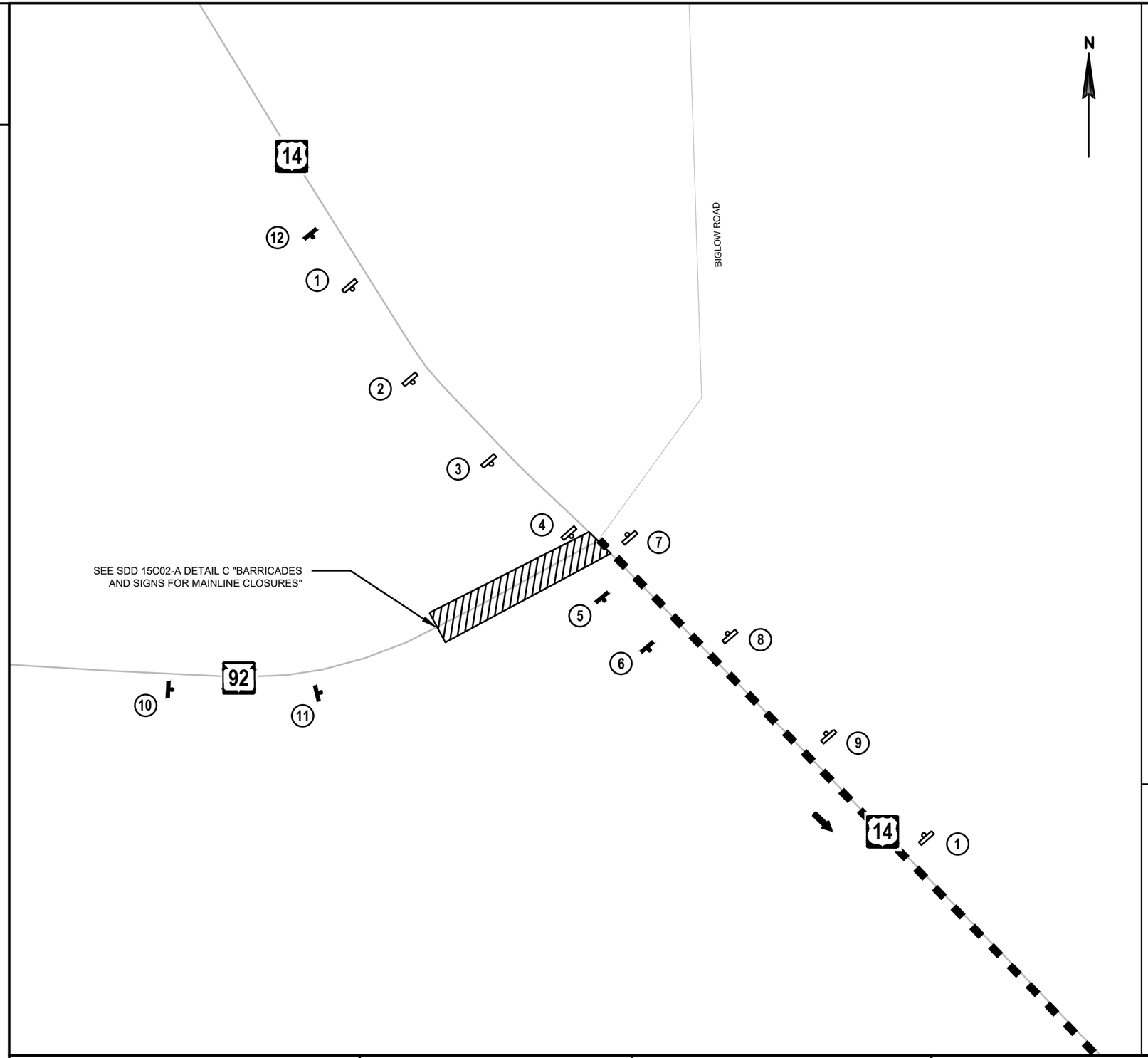
10 WEST
92

11 WEST M3-4 24"X12"
92 COUNTY MM
COVER WITH
MO6-1 21"X21"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-04-81 & 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 1	SHEET 113	E



1 — (existing sign to be covered)

2 — M4-8 24"X12" DETOUR / EAST / 14 / WEST / 92 (existing sign to be covered); COVER WITH MO6-1 21"X21"

3 — EVANSVILLE / BROOKLYN (existing sign to be covered); REFER TO SIGN PLATE A4-12; COVER WITH A4-12

4 — M4-8 24"X12" DETOUR / WEST / 92 (existing sign to be covered); COVER WITH MO6-1 21"X21"

5 — DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 92 M1-6 24"X24"

6 — DETOUR NEXT 20 MILES G20-51 60"X24"

7 — (existing sign to be covered)

8 — MADISON (existing sign to be covered)

9 — (existing sign to be covered) / WEST / 14 (existing sign to be covered)

10 — ROAD CLOSED 1000 FT W20-3C 48"X48"

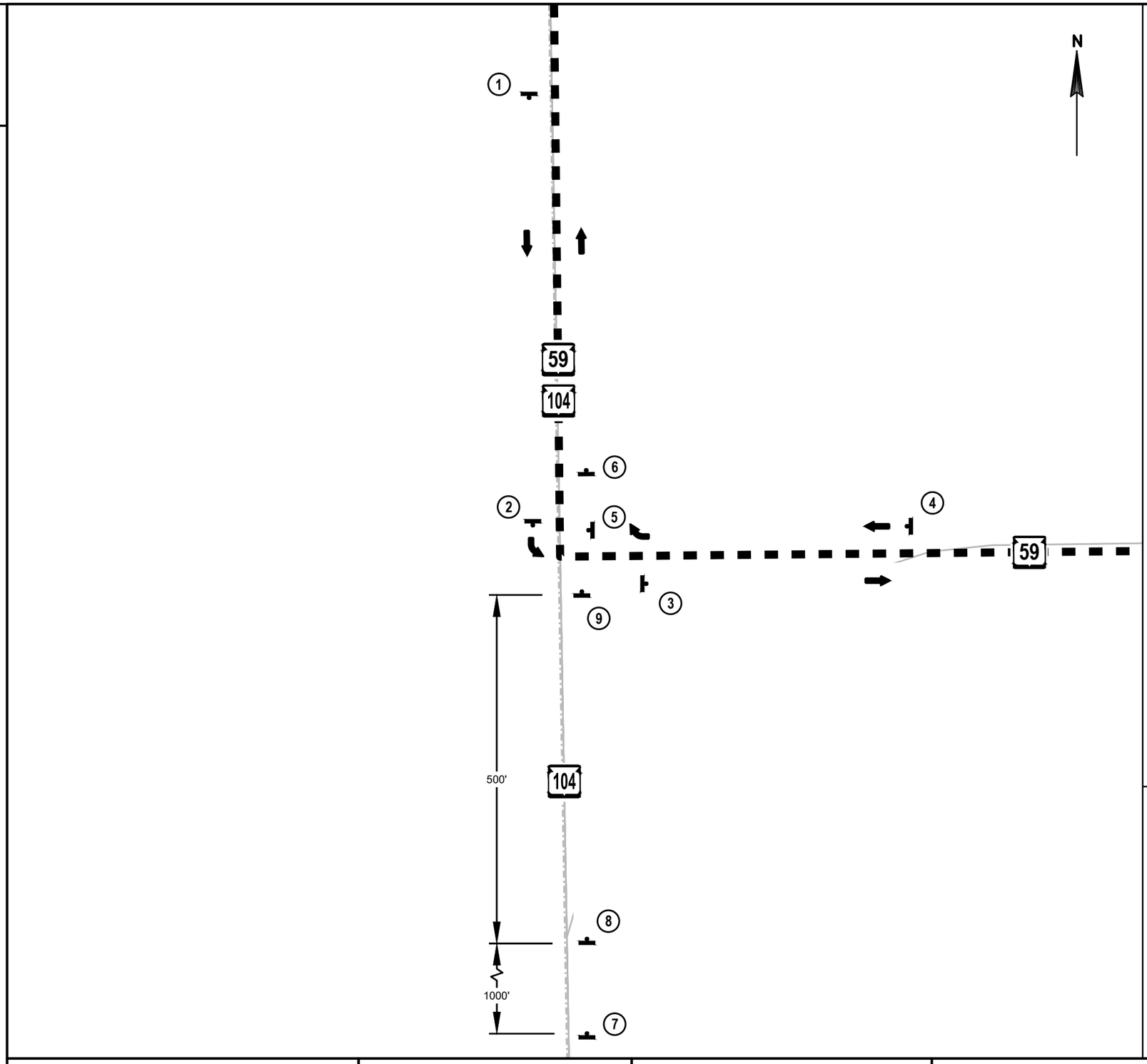
11 — ROAD CLOSED 500 FT W20-3D 48"X48"

12 — WEST M3-4 24"X12" / 92 M1-6 24"X24" / DETOUR AHEAD W20-2 48"X48"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB — TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 — EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 2	SHEET 114	E



1 DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 92 M1-6 24"X24" / MO5-1L 21"X21"

2 DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 92 M1-6 24"X24" / MO6-1 21"X21"

3 DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 92 M1-6 24"X24"

4 DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 92 M1-6 24"X24" / MO5-1R 21"X21"

5 DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 92 M1-6 24"X24" / MO6-1 21"X21"

6 DETOUR M4-8 24"X12" / WEST M3-4 24"X12" / 92 M1-6 24"X24"

7 EAST M3-2 24"X12" / 92 M1-6 24"X24" / DETOUR AHEAD W20-2-24 48"X48"

8 DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 92 M1-6 24"X24" / MO5-1R 21"X21"

9 DETOUR M4-8 24"X12" / EAST M3-2 24"X12" / 92 M1-6 24"X24" / MO6-1 21"X21"

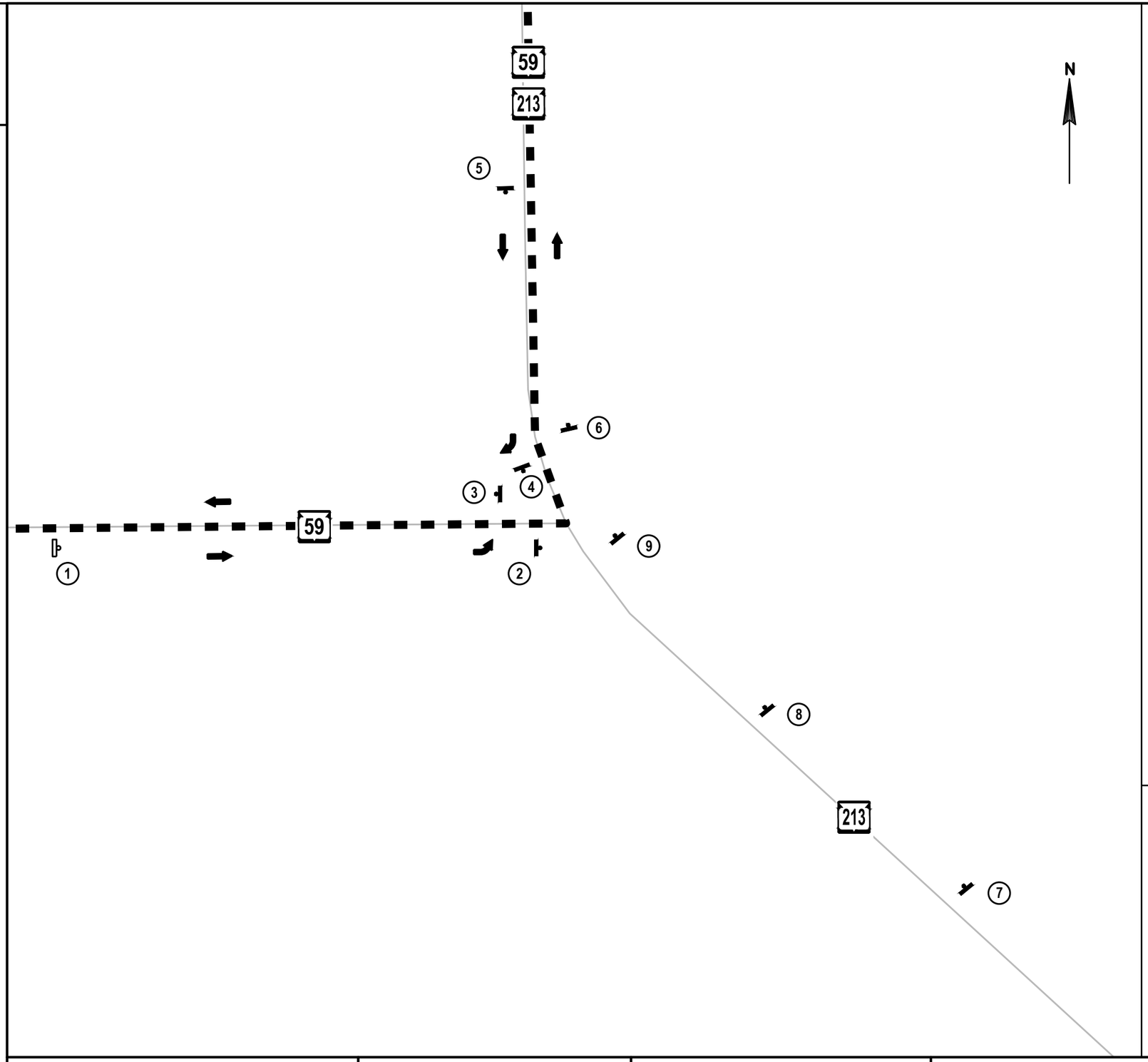
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-04-81 & 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 3	SHEET 115	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\027001-S3-DETOUR.DWG
LAYOUT NAME - 027005-DT

PLOT DATE : 3/4/2021 2:29 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:200 FT



1
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
92 M1-6 24"X24"
MO5-1L 21"X21"

2
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
92 M1-6 24"X24"
MO6-1 21"X21"

3
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
92 M1-6 24"X24"

4
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
92 M1-6 24"X24"
MO6-1 21"X21"

5
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
92 M1-6 24"X24"
MO5-1R 21"X21"

6
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
92 M1-6 24"X24"

7
WEST M3-4 24"X12"
92 M1-6 24"X24"
DETOUR AHEAD W20-2-4 48"X48"

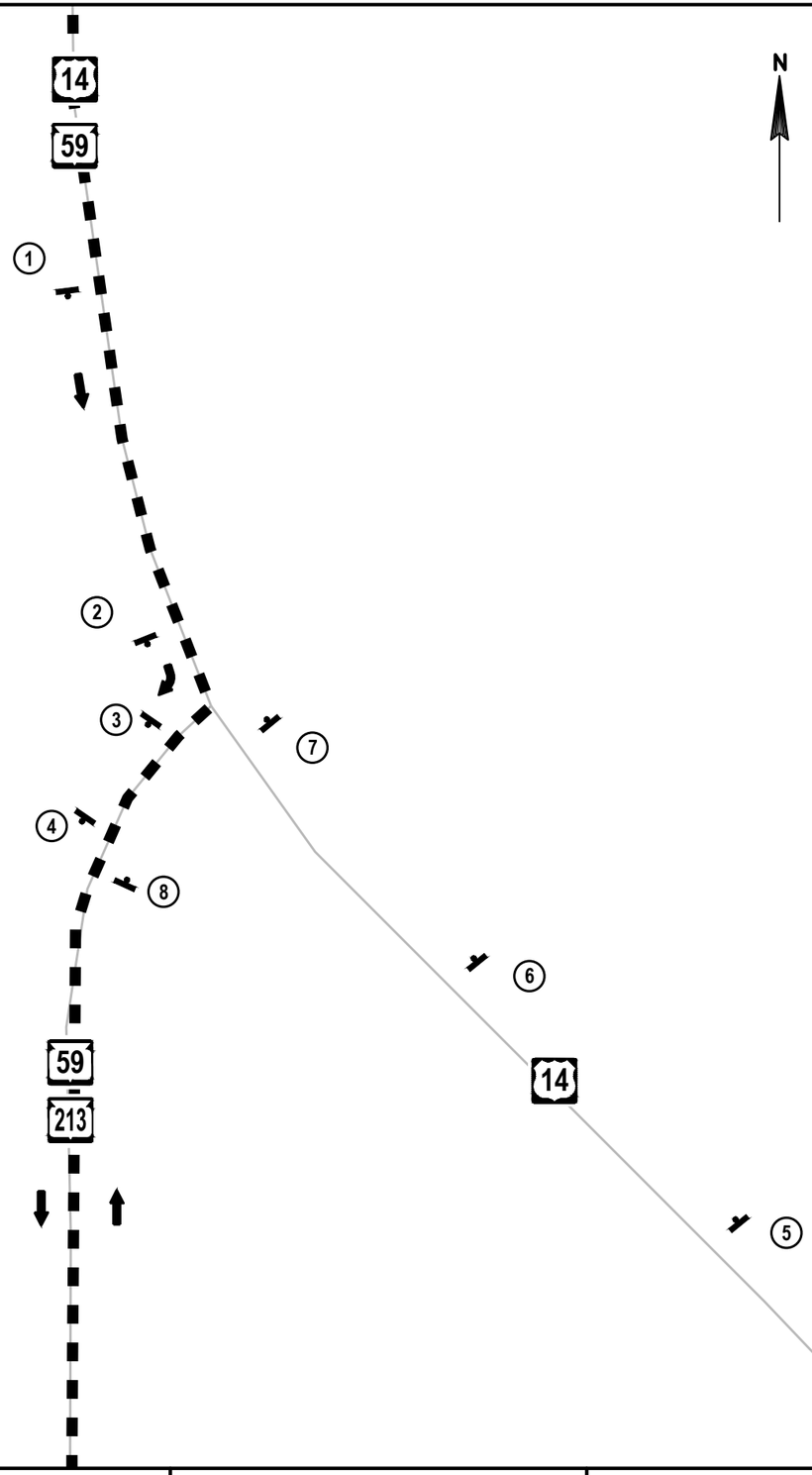
8
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
92 M1-6 24"X24"
MO5-1L 21"X21"

9
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
92 M1-6 24"X24"
MO6-1 21"X21"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-04-81 & 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 4	SHEET 116	E



1
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO5-1R
21"X21"

2
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO6-1
21"X21"

3
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"

4
DETOUR
NEXT 15 MILES
G20-51
60"X24"

5
WEST
M3-4
24"X12"
92
M1-6
24"X24"
DETOUR AHEAD
W20-2-4
48"X48"

6
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO5-1L
21"X21"

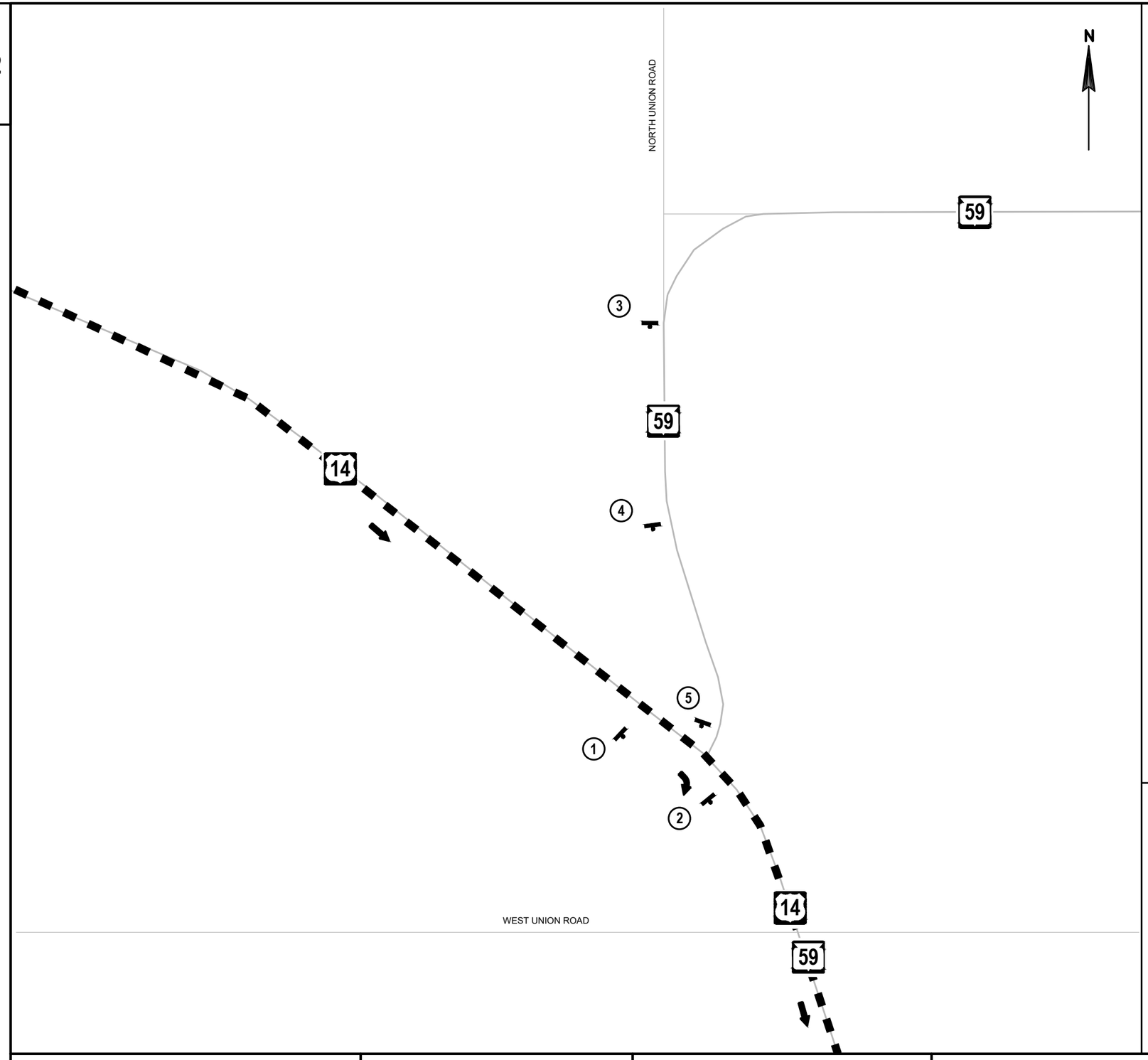
7
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO6-1
21"X21"

8
END DETOUR
M4-8A
24"X18"
EAST
M3-2
24"X12"
92
M1-6
24"X24"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-04-81 & 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 5	SHEET 117	E



1
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO6-2
21"X21"

2
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"

3
WEST
M3-4
24"X12"
92
M1-6
24"X24"
DETOUR AHEAD
W20-2-4
48"X48"

4
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO5-1L
21"X21"

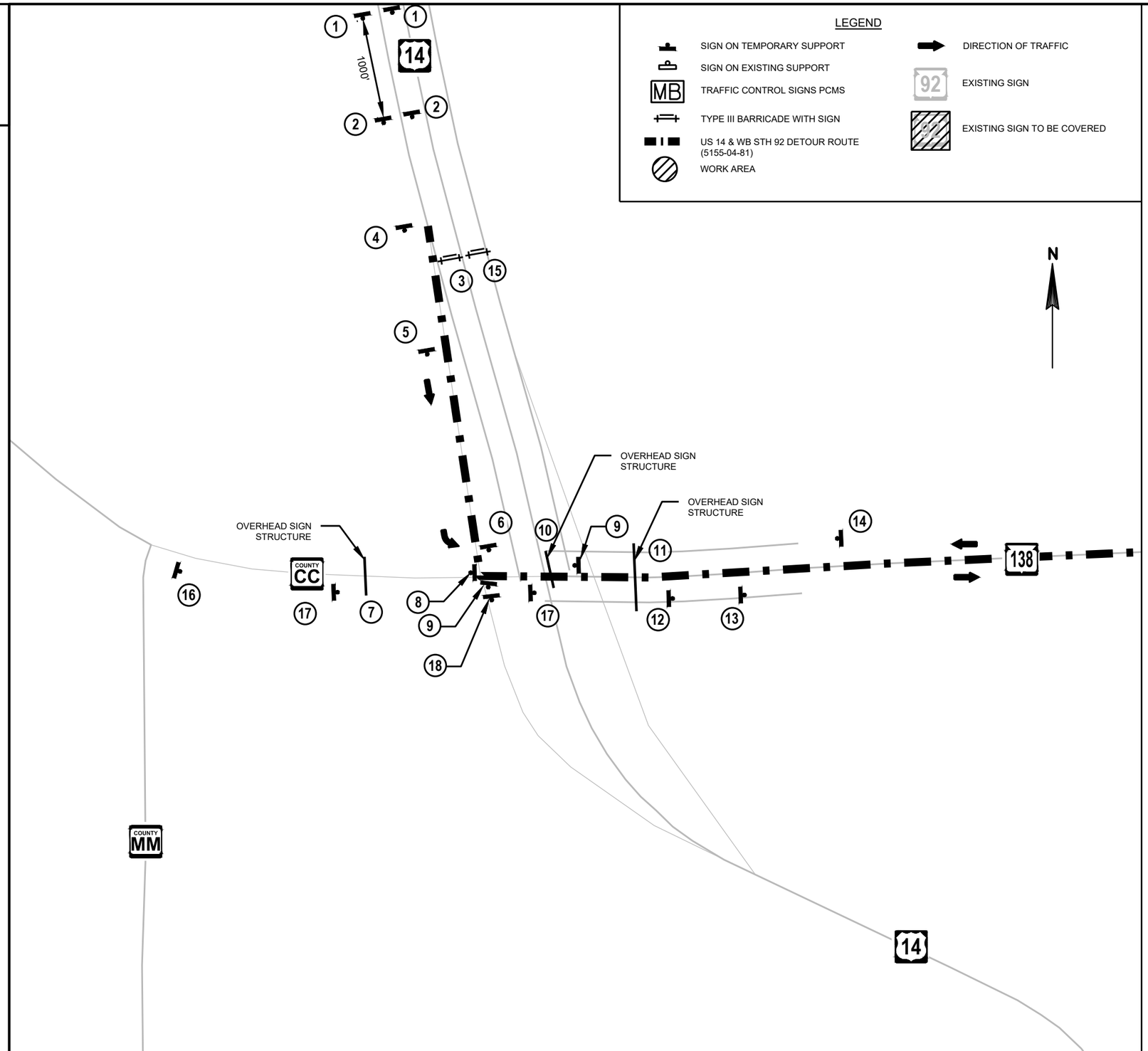
5
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO6-1
21"X21"

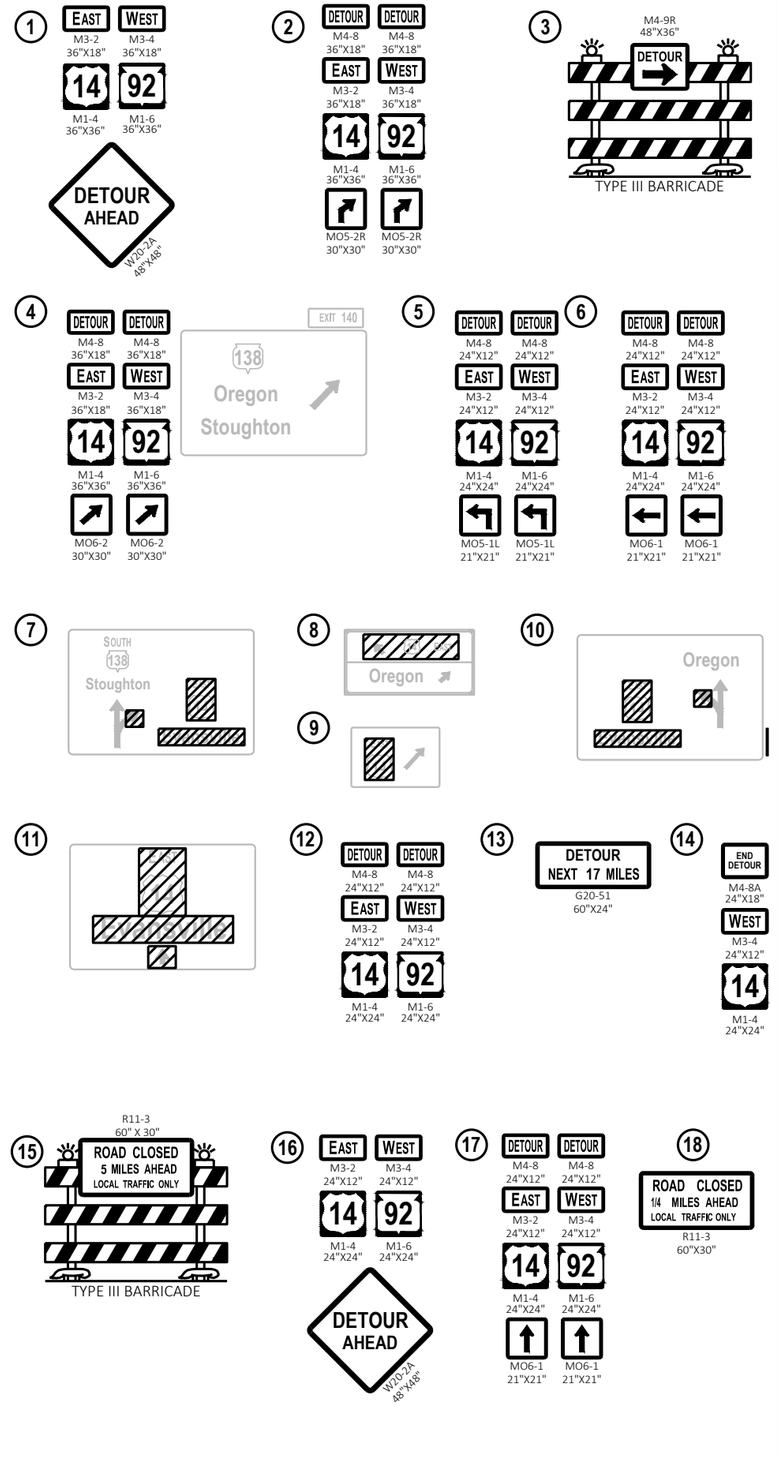
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 6	SHEET	E

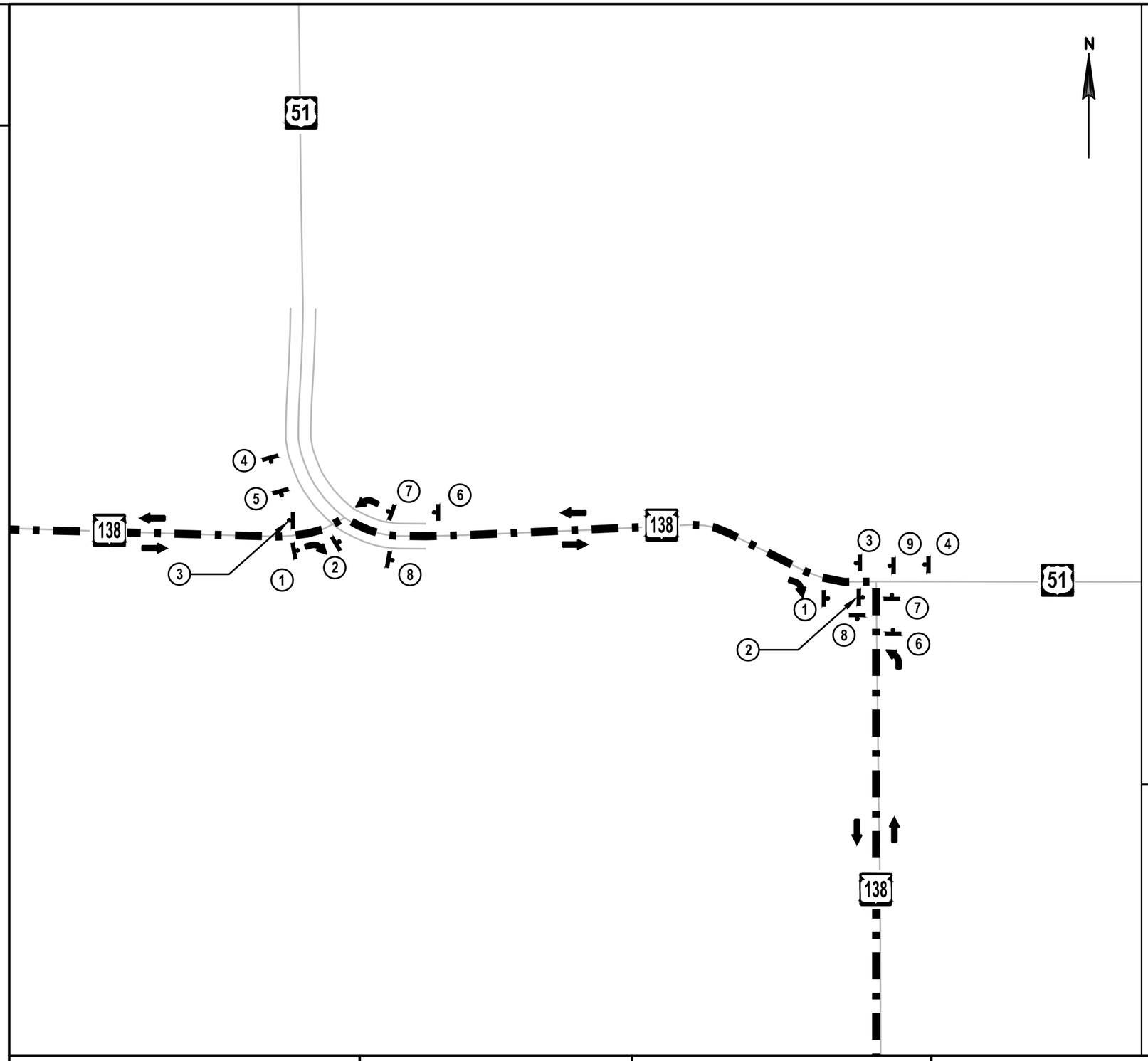
FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\027001-S3-DETOUR.DWG
LAYOUT NAME - 027008-DT
PLOT DATE : 3/4/2021 2:30 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:400 FT





PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 7	SHEET E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\027002-S4-DETOUR.DWG
LAYOUT NAME - 027009-DT
PLOT DATE : 3/4/2021 2:30 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:500 FT



1
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
MO5-1R 21"X21"
MO5-1R 21"X21"

2
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
MO6-1 21"X21"
MO6-1 21"X21"

3
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"

4
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
DETOUR AHEAD W20-2A 48"X48"

5
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
MO6-2 21"X21"
MO6-2 21"X21"

6
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
MO5-1L 21"X21"

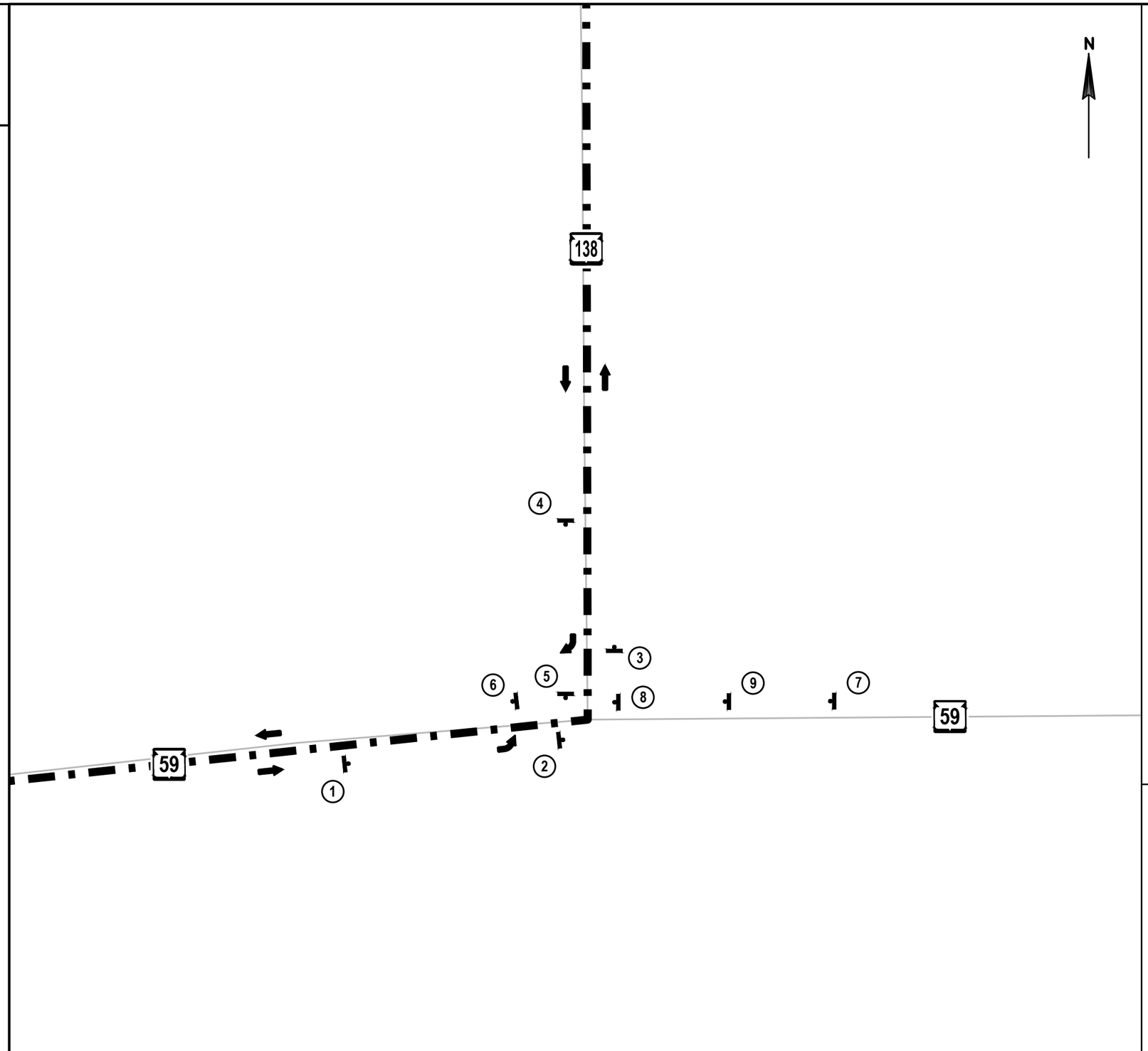
7
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
MO6-1 21"X21"

8
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"

9
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
MO6-1 21"X21"
MO6-1 21"X21"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- US 14 & WB STH 92 DETOUR ROUTE (5155-04-81)
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 EXISTING SIGN
- 92 EXISTING SIGN TO BE COVERED



1
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
MO5-1L 21"X21"

2
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
MO6-1 21"X21"

3
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"

4
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
MO5-1R 21"X21"
MO5-1R 21"X21"

5
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
MO6-1 21"X21"
MO6-1 21"X21"

6
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"

7
WEST M3-4 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
92 M1-6 24"X24"
DETOUR AHEAD W20-2A 48"X48"

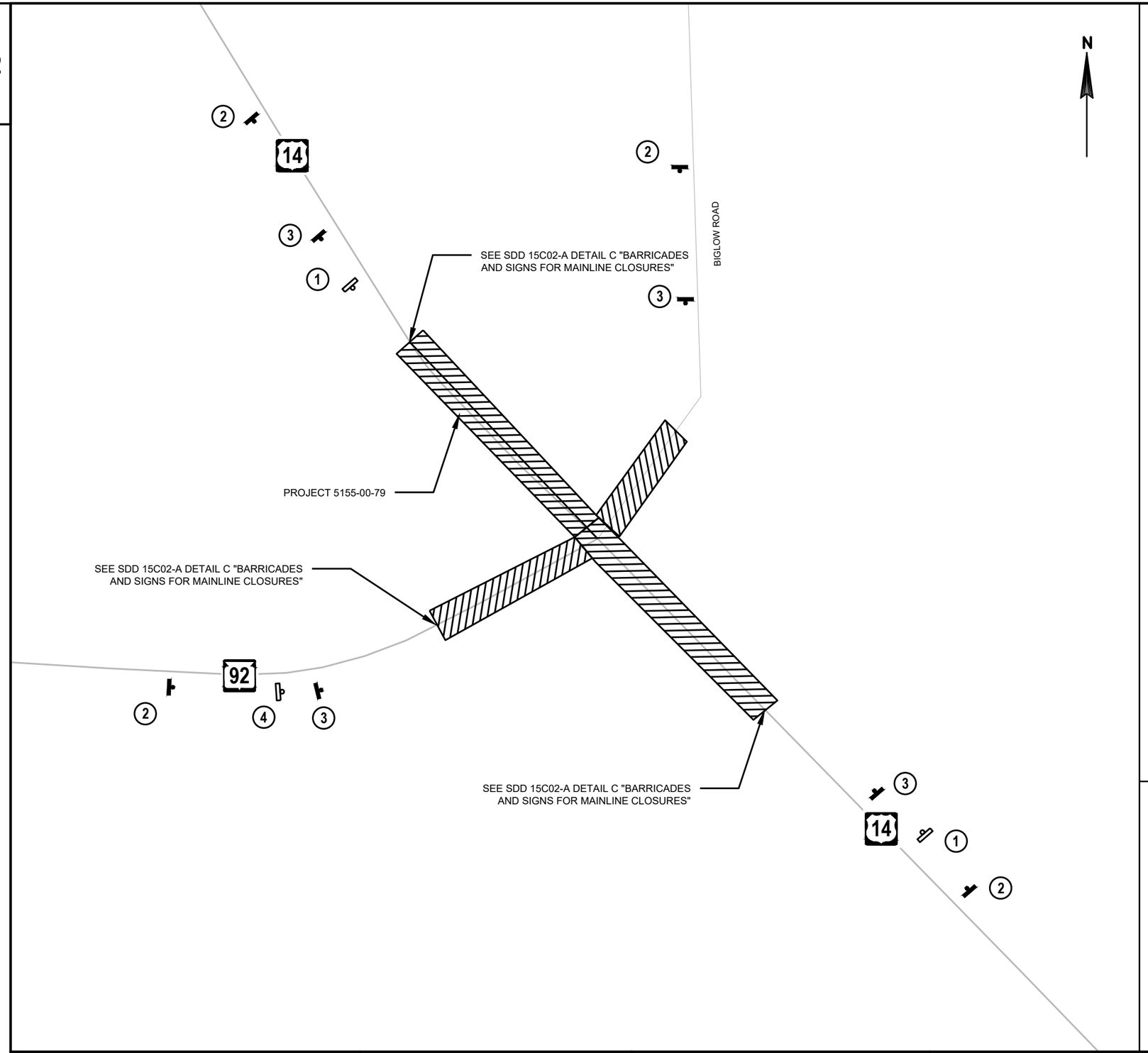
8
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
14 M1-4 24"X24"
MO6-1 21"X21"

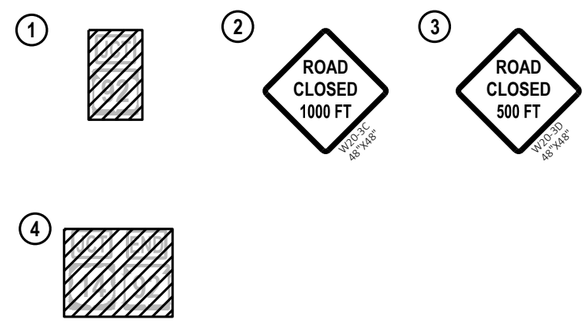
9
DETOUR M4-8 24"X12"
DETOUR M4-8 24"X12"
WEST M3-4 24"X12"
WEST M3-4 24"X12"
92 M1-6 24"X24"
14 M1-4 24"X24"
MO6-1 21"X21"
MO5-1R 21"X21"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- US 14 & WB STH 92 DETOUR ROUTE (5155-04-81)
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 9	SHEET 121	E

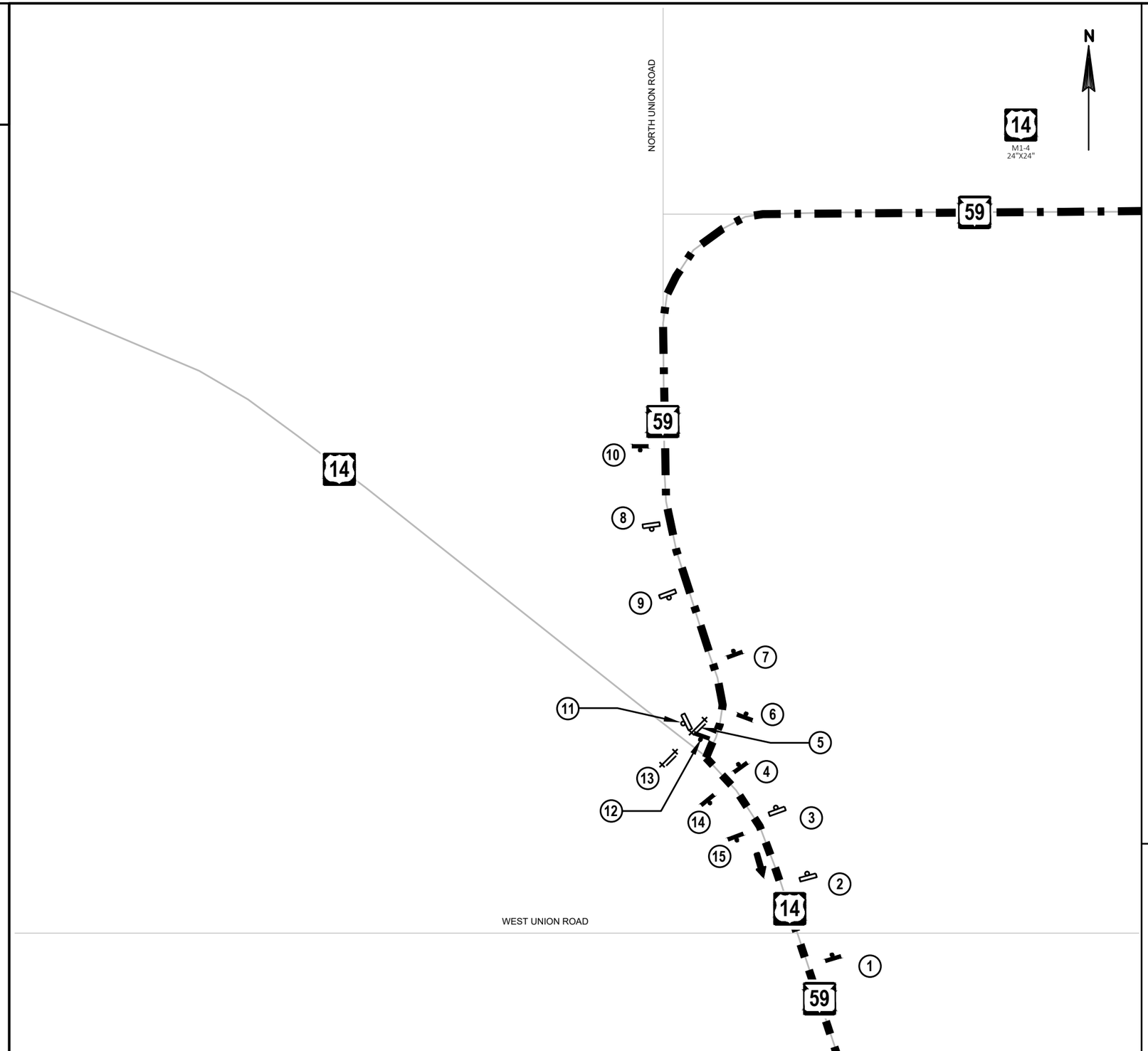




LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- DETOUR ROUTE
- WORK AREA
- DIRECTION OF TRAFFIC
- EXISTING SIGN
- EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-04-81 & 5155-00-79	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 10	SHEET 122	E



1
WEST
M3-4
24"X12"
14
M1-4
24"X24"
DETOUR
AHEAD
W20-2A
48"X48"

2
DETOUR
M4-8
24"X12"
WEST
EAST
COVER
WITH
14
59
MO5-1R
21"X21"

3
MADISON
EVANSVILLE
COVER WITH
A4-12

4
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
14
M1-4
24"X24"
MO6-1
21"X21"

5
M4-9R
30"X24"
DETOUR
TYPE III BARRICADE

6
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
14
M1-4
24"X24"

7
DETOUR
NEXT 16 MILES
G20-51
60"X24"

8
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO5-1L
21"X21"
EAST
WEST
14
59

9
EVANSVILLE

10
END
DETOUR
M4-8A
24"X18"
EAST
M3-2
24"X12"
14
M1-4
24"X24"

11

12
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"
MO6-1
21"X21"

13
R11-3
60" X 30"
ROAD CLOSED
2 3/4 MILES AHEAD
LOCAL TRAFFIC ONLY
TYPE III BARRICADE

14
DETOUR
M4-8
24"X12"
WEST
M3-4
24"X12"
92
M1-6
24"X24"

15
DETOUR
NEXT 18 MILES
G20-51
60"X24"

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON EXISTING SUPPORT
- MB — TRAFFIC CONTROL SIGNS PCMS
- TYPE III BARRICADE WITH SIGN
- STH 92 DETOUR ROUTE (5155-00-79)
- US 14 & WB STH 92 DETOUR ROUTE (5155-04-81)
- WORK AREA
- DIRECTION OF TRAFFIC
- 92 — EXISTING SIGN
- 92 — EXISTING SIGN TO BE COVERED

PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	DETOUR PLAN - DETAIL 11	SHEET 123	E

2

N

PI STA = 351+19.43
Y = 403,116.167
X = 832,218.351
DELTA = 13°04'29"
D = 4°19'59"
T = 151.52'
L = 301.73'
R = 1322.26'
PC STA = 349+67.91
Y = 403,245.673
X = 832,139.687
PT STA = 352+69.64
Y = 403,007.814
X = 832,324.273
BK = S31°16'31.0"E
AH = S44°20'59.5"E

BEGIN PROJECT 5155-00-79
STA 352+00.00
Y=403,058.874
X=832,276.923

PI STA 359+84.23
Y=402,496.827
X=832,823.794

EP STA 372+42.03
Y=401,596.497
X=833,702.128

344 346 348 350 352 354 358 360 362 364 366 368 370 372

PC: 349+67.91
PT: 352+69.64
PI: 359+84.23
EP: 372+42.03

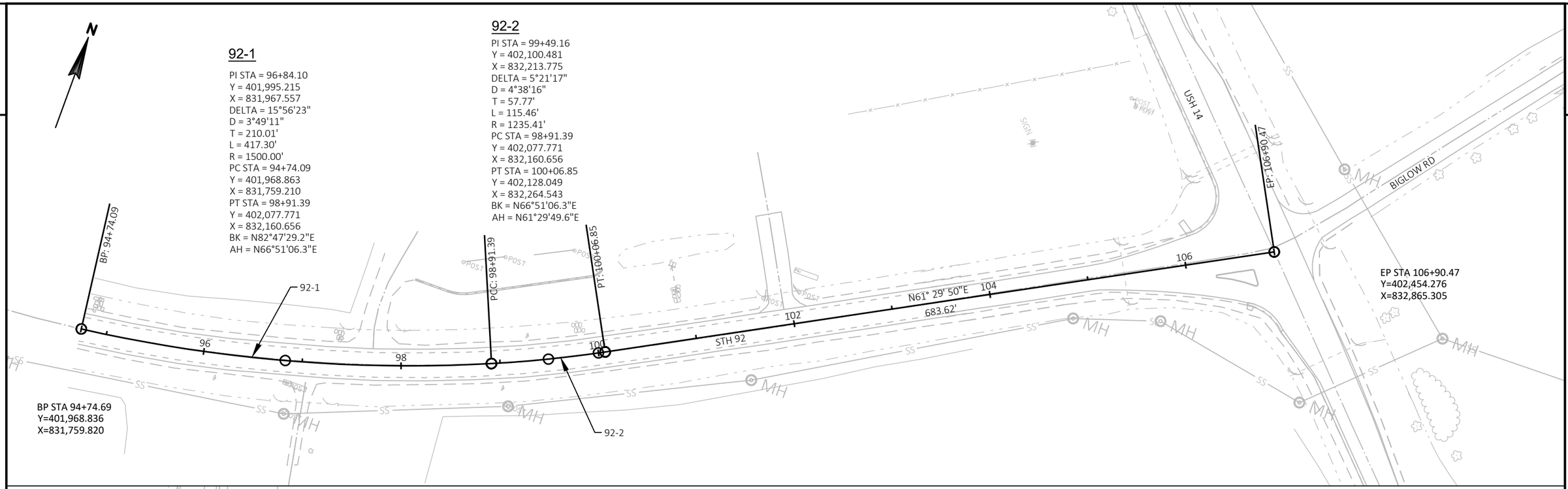
S44° 21' 00"E
714.58'
S44° 17' 30"E
1257.80'

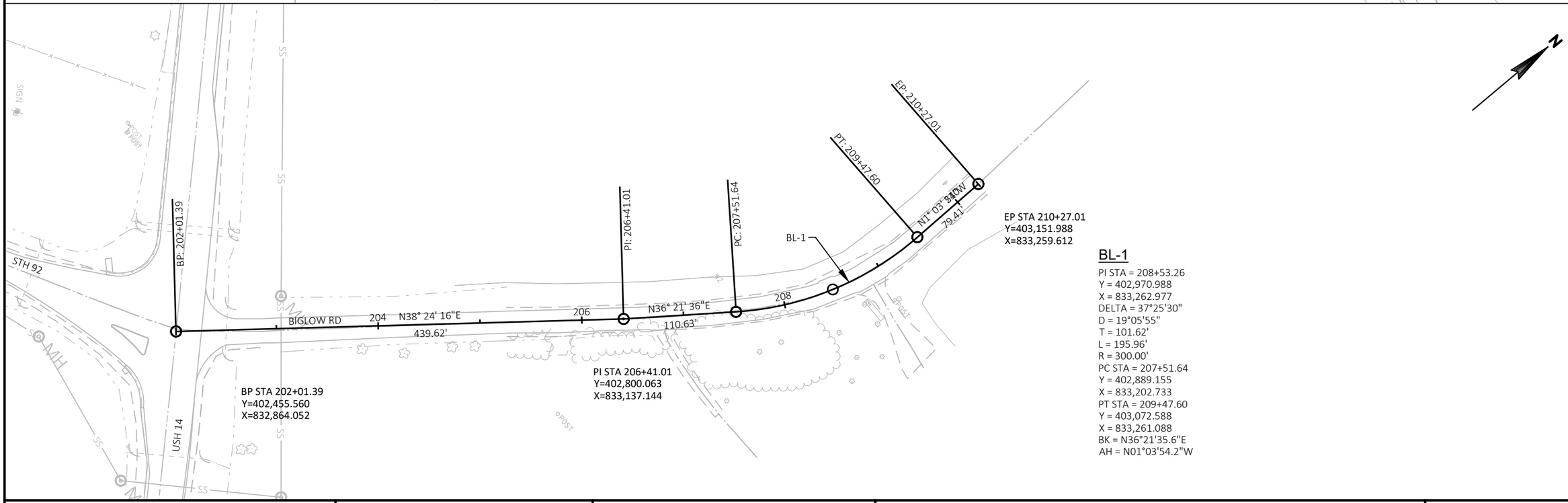
USH 14
BIGLOW RD
STH 92
MH
SS

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 124	E

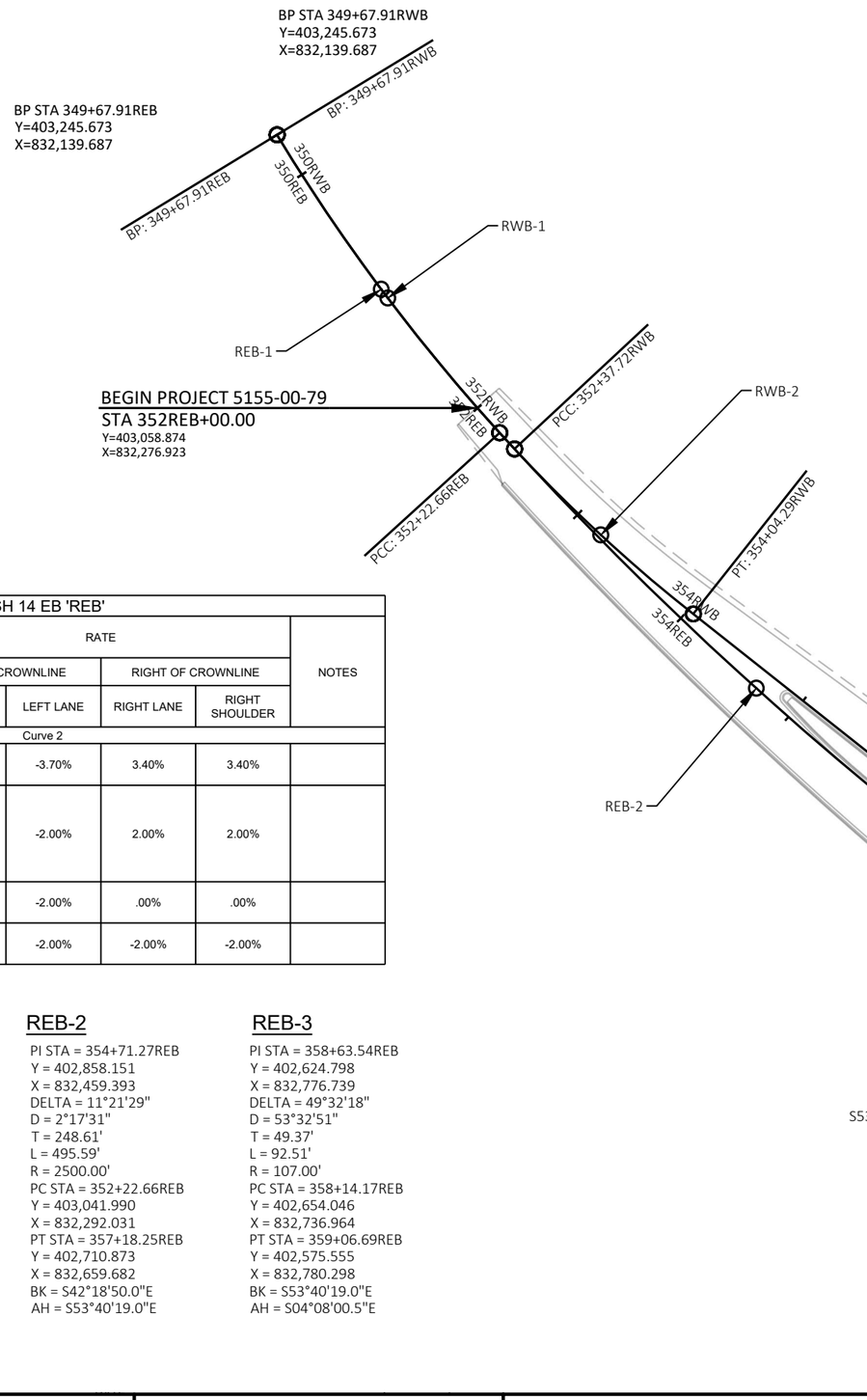
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LAYOUT NAME - 027201-ad
PLOT DATE : 1/26/2021 4:29 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:200 FT

2





PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 125	E



USH 14 EB 'REB'						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER	
Curve 2						
MATCH EXISTING	352+00.00'	-3.70%	-3.70%	3.40%	3.40%	
REVERSE CROWN RT, NORMAL CROWN LT	352+50.00'	-4.00%	-2.00%	2.00%	2.00%	
LEVEL CROWN RT	353+03.34'	-4.00%	-2.00%	.00%	.00%	
NORMAL CROWN RT	353+56.68'	-4.00%	-2.00%	-2.00%	-2.00%	

REB-1
PI STA = 350+95.68REB
Y = 403,136.471
X = 832,206.018
DELTA = 11°02'19"
D = 4°19'59"
T = 127.77'
L = 254.75'
R = 1322.26'
PC STA = 349+67.91REB
Y = 403,245.673
X = 832,139.687
PT STA = 352+22.66REB
Y = 403,041.990
X = 832,292.031
BK = S31°16'31.0"E
AH = S42°18'50.0"E

REB-2
PI STA = 354+71.27REB
Y = 402,858.151
X = 832,459.393
DELTA = 11°21'29"
D = 2°17'31"
T = 248.61'
L = 495.59'
R = 2500.00'
PC STA = 352+22.66REB
Y = 403,041.990
X = 832,292.031
PT STA = 357+18.25REB
Y = 402,710.873
X = 832,659.682
BK = S42°18'50.0"E
AH = S53°40'19.0"E

REB-3
PI STA = 358+63.54REB
Y = 402,624.798
X = 832,776.739
DELTA = 49°32'18"
D = 53°32'51"
T = 49.37'
L = 92.51'
R = 107.00'
PC STA = 358+14.17REB
Y = 402,654.046
X = 832,736.964
PT STA = 359+06.69REB
Y = 402,575.555
X = 832,780.298
BK = S53°40'19.0"E
AH = S04°08'00.5"E

RWB-1
PI STA = 351+03.29RWB
Y = 403,129.968
X = 832,209.968
DELTA = 11°41'29"
D = 4°19'59"
T = 135.38'
L = 269.81'
R = 1322.26'
PC STA = 349+67.91RWB
Y = 403,245.673
X = 832,139.687
PT STA = 352+37.72RWB
Y = 403,030.906
X = 832,302.238
BK = S31°16'31.0"E
AH = S42°58'00.4"E

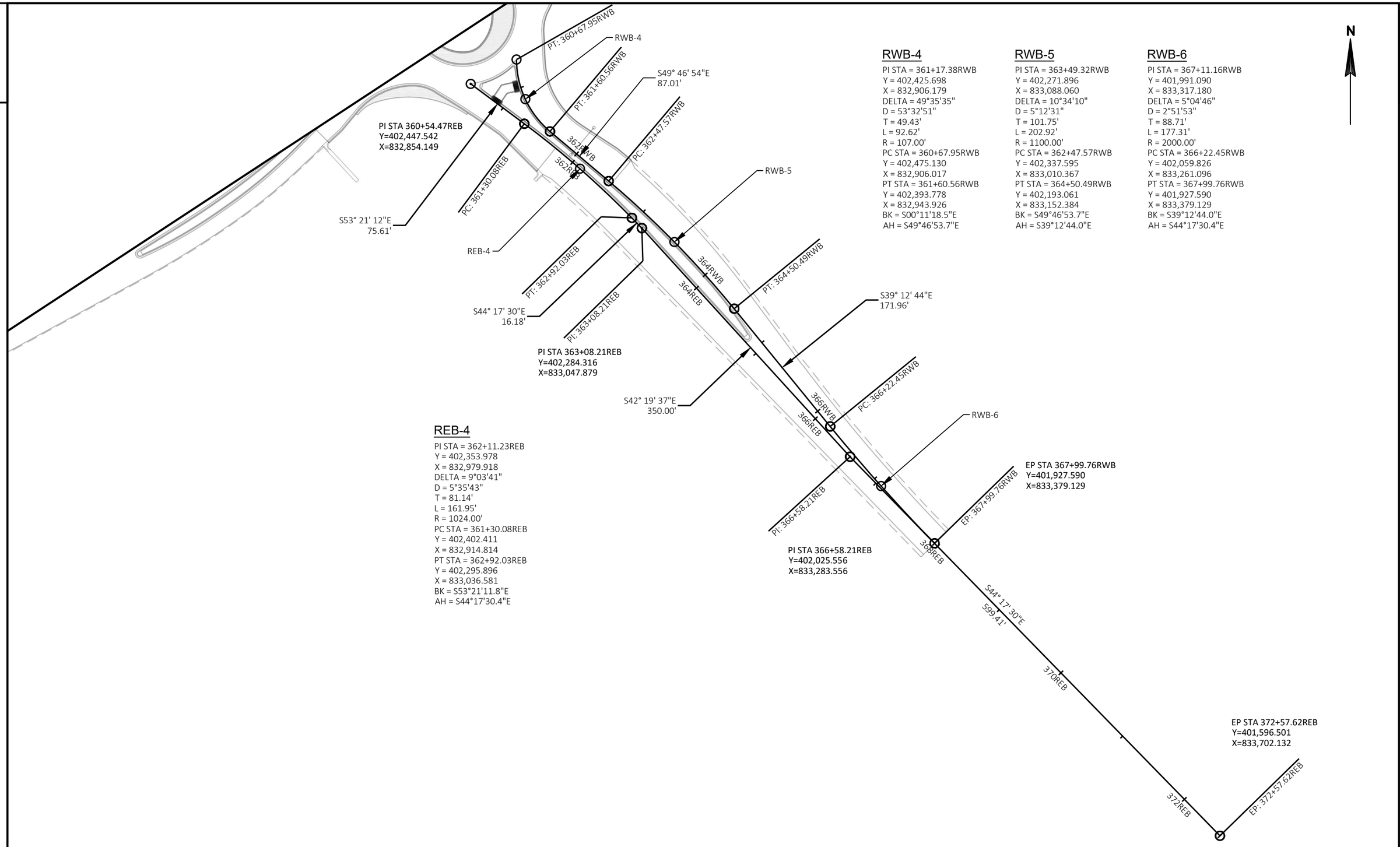
RWB-2
PI STA = 353+21.17RWB
Y = 402,969.848
X = 832,359.109
DELTA = 8°40'33"
D = 5°12'31"
T = 83.44'
L = 166.56'
R = 1100.00'
PC STA = 352+37.72RWB
Y = 403,030.906
X = 832,302.238
PT STA = 354+04.29RWB
Y = 402,918.068
X = 832,424.539
BK = S42°58'00.4"E
AH = S51°38'33.1"E

RWB-3
PI STA = 357+97.88RWB
Y = 402,673.818
X = 832,733.175
DELTA = 3°55'18"
D = 5°35'43"
T = 35.06'
L = 70.09'
R = 1024.00'
PC STA = 357+62.82RWB
Y = 402,695.573
X = 832,705.685
PT STA = 358+32.91RWB
Y = 402,653.994
X = 832,762.089
BK = S51°38'33.0"E
AH = S55°33'50.6"E

N

2

2



RWB-4

PI STA = 361+17.38RWB
Y = 402,425.698
X = 832,906.179
DELTA = 49°35'35"
D = 53°32'51"
T = 49.43'
L = 92.62'
R = 107.00'
PC STA = 360+67.95RWB
Y = 402,475.130
X = 832,906.017
PT STA = 361+60.56RWB
Y = 402,393.778
X = 832,943.926
BK = S00°11'18.5"E
AH = S49°46'53.7"E

RWB-5

PI STA = 363+49.32RWB
Y = 402,271.896
X = 833,088.060
DELTA = 10°34'10"
D = 5°12'31"
T = 101.75'
L = 202.92'
R = 1100.00'
PC STA = 362+47.57RWB
Y = 402,337.595
X = 833,010.367
PT STA = 364+50.49RWB
Y = 402,193.061
X = 833,152.384
BK = S49°46'53.7"E
AH = S39°12'44.0"E

RWB-6

PI STA = 367+11.16RWB
Y = 401,991.090
X = 833,317.180
DELTA = 5°04'46"
D = 2°51'53"
T = 88.71'
L = 177.31'
R = 2000.00'
PC STA = 366+22.45RWB
Y = 402,059.826
X = 833,261.096
PT STA = 367+99.76RWB
Y = 401,927.590
X = 833,379.129
BK = S39°12'44.0"E
AH = S44°17'30.4"E

REB-4

PI STA = 362+11.23REB
Y = 402,353.978
X = 832,979.918
DELTA = 9°03'41"
D = 5°35'43"
T = 81.14'
L = 161.95'
R = 1024.00'
PC STA = 361+30.08REB
Y = 402,402.411
X = 832,914.814
PT STA = 362+92.03REB
Y = 402,295.896
X = 833,036.581
BK = S53°21'11.8"E
AH = S44°17'30.4"E

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 127	E

2

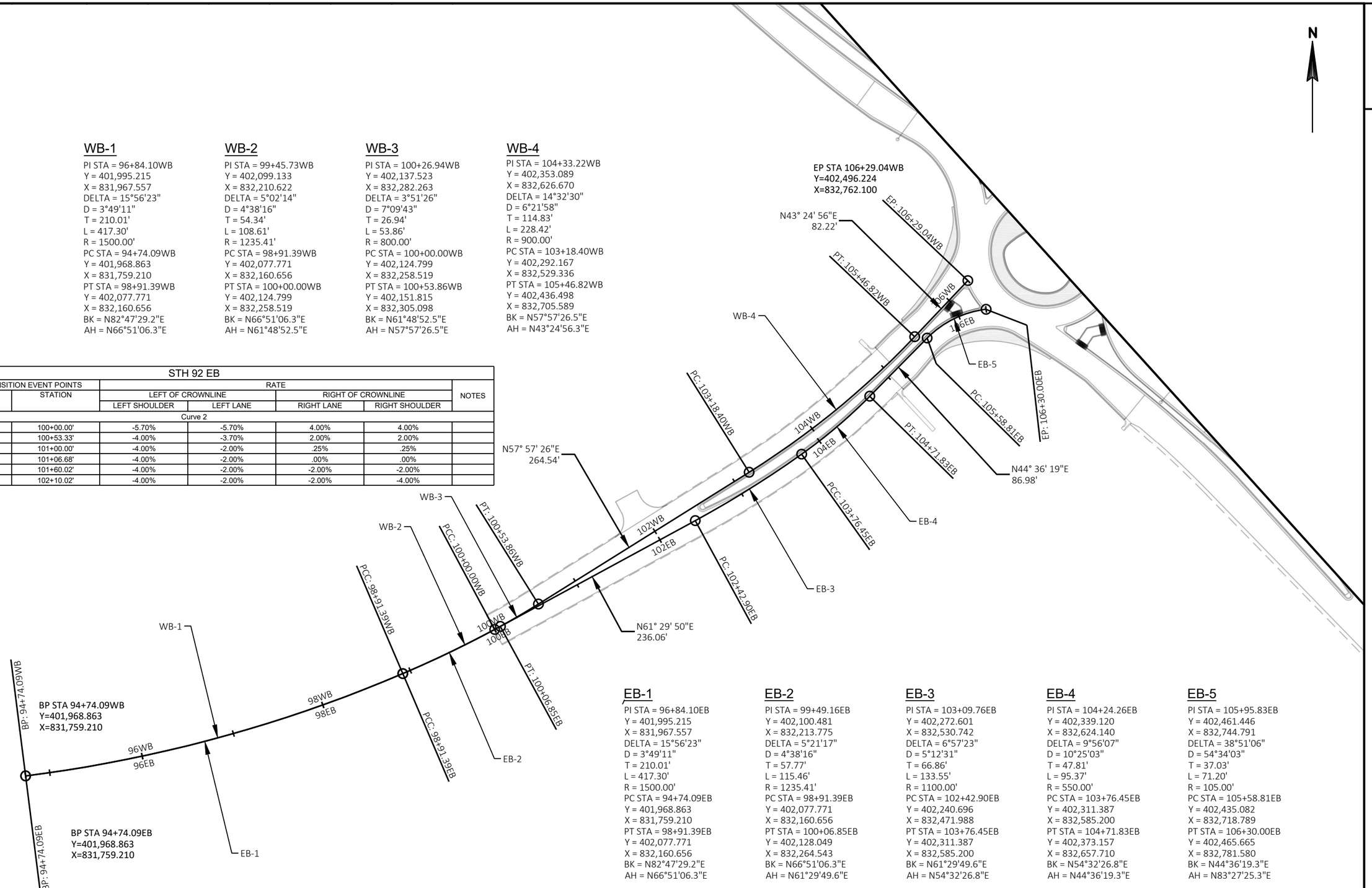
WB-1
PI STA = 96+84.10WB
Y = 401,995.215
X = 831,967.557
DELTA = 15°56'23"
D = 3°49'11"
T = 210.01'
L = 417.30'
R = 1500.00'
PC STA = 94+74.09WB
Y = 401,968.863
X = 831,759.210
PT STA = 98+91.39WB
Y = 402,077.771
X = 832,160.656
BK = N82°47'29.2"E
AH = N66°51'06.3"E

WB-2
PI STA = 99+45.73WB
Y = 402,099.133
X = 832,210.622
DELTA = 5°02'14"
D = 4°38'16"
T = 54.34'
L = 108.61'
R = 1235.41'
PC STA = 98+91.39WB
Y = 402,077.771
X = 832,160.656
PT STA = 100+00.00WB
Y = 402,124.799
X = 832,258.519
BK = N66°51'06.3"E
AH = N61°48'52.5"E

WB-3
PI STA = 100+26.94WB
Y = 402,137.523
X = 832,282.263
DELTA = 3°51'26"
D = 7°09'43"
T = 26.94'
L = 53.86'
R = 800.00'
PC STA = 100+00.00WB
Y = 402,124.799
X = 832,258.519
PT STA = 100+53.86WB
Y = 402,151.815
X = 832,305.098
BK = N61°48'52.5"E
AH = N57°57'26.5"E

WB-4
PI STA = 104+33.22WB
Y = 402,353.089
X = 832,626.670
DELTA = 14°32'30"
D = 6°21'58"
T = 114.83'
L = 228.42'
R = 900.00'
PC STA = 103+18.40WB
Y = 402,292.167
X = 832,529.336
PT STA = 105+46.82WB
Y = 402,436.498
X = 832,705.589
BK = N57°57'26.5"E
AH = N43°24'56.3"E

STH 92 EB						
SUPERELEVATION TRANSITION EVENT POINTS		RATE				NOTES
LOCATION	STATION	LEFT OF CROWNLINE		RIGHT OF CROWNLINE		
		LEFT SHOULDER	LEFT LANE	RIGHT LANE	RIGHT SHOULDER	
Curve 2						
MATCH EXISTING	100+00.00'	-5.70%	-5.70%	4.00%	4.00%	
REVERSE CROWN RT	100+53.33'	-4.00%	-3.70%	2.00%	2.00%	
NORMAL CROWN LT	101+00.00'	-4.00%	-2.00%	.25%	.25%	
LEVEL CROWN RT	101+06.68'	-4.00%	-2.00%	.00%	.00%	
NORMAL CROWN RT	101+60.02'	-4.00%	-2.00%	-2.00%	-2.00%	
NORMAL SHOULDER RT	102+10.02'	-4.00%	-2.00%	-2.00%	-4.00%	



EB-1
PI STA = 96+84.10EB
Y = 401,995.215
X = 831,967.557
DELTA = 15°56'23"
D = 3°49'11"
T = 210.01'
L = 417.30'
R = 1500.00'
PC STA = 94+74.09EB
Y = 401,968.863
X = 831,759.210
PT STA = 98+91.39EB
Y = 402,077.771
X = 832,160.656
BK = N82°47'29.2"E
AH = N66°51'06.3"E

EB-2
PI STA = 99+49.16EB
Y = 402,100.481
X = 832,213.775
DELTA = 5°21'17"
D = 4°38'16"
T = 57.77'
L = 115.46'
R = 1235.41'
PC STA = 98+91.39EB
Y = 402,077.771
X = 832,160.656
PT STA = 100+06.85EB
Y = 402,128.049
X = 832,264.543
BK = N66°51'06.3"E
AH = N61°29'49.6"E

EB-3
PI STA = 103+09.76EB
Y = 402,272.601
X = 832,530.742
DELTA = 6°57'23"
D = 5°12'31"
T = 66.86'
L = 133.55'
R = 1100.00'
PC STA = 102+42.90EB
Y = 402,240.696
X = 832,471.988
PT STA = 103+76.45EB
Y = 402,311.387
X = 832,585.200
BK = N61°29'49.6"E
AH = N54°32'26.8"E

EB-4
PI STA = 104+24.26EB
Y = 402,339.120
X = 832,624.140
DELTA = 9°56'07"
D = 10°25'03"
T = 47.81'
L = 95.37'
R = 550.00'
PC STA = 103+76.45EB
Y = 402,311.387
X = 832,585.200
PT STA = 104+71.83EB
Y = 402,373.157
X = 832,657.710
BK = N54°32'26.8"E
AH = N44°36'19.3"E

EB-5
PI STA = 105+95.83EB
Y = 402,461.446
X = 832,744.791
DELTA = 38°51'06"
D = 54°34'03"
T = 37.03'
L = 71.20'
R = 105.00'
PC STA = 105+58.81EB
Y = 402,435.082
X = 832,718.789
PT STA = 106+30.00EB
Y = 402,465.665
X = 832,781.580
BK = N44°36'19.3"E
AH = N83°27'25.3"E

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 128	E

2

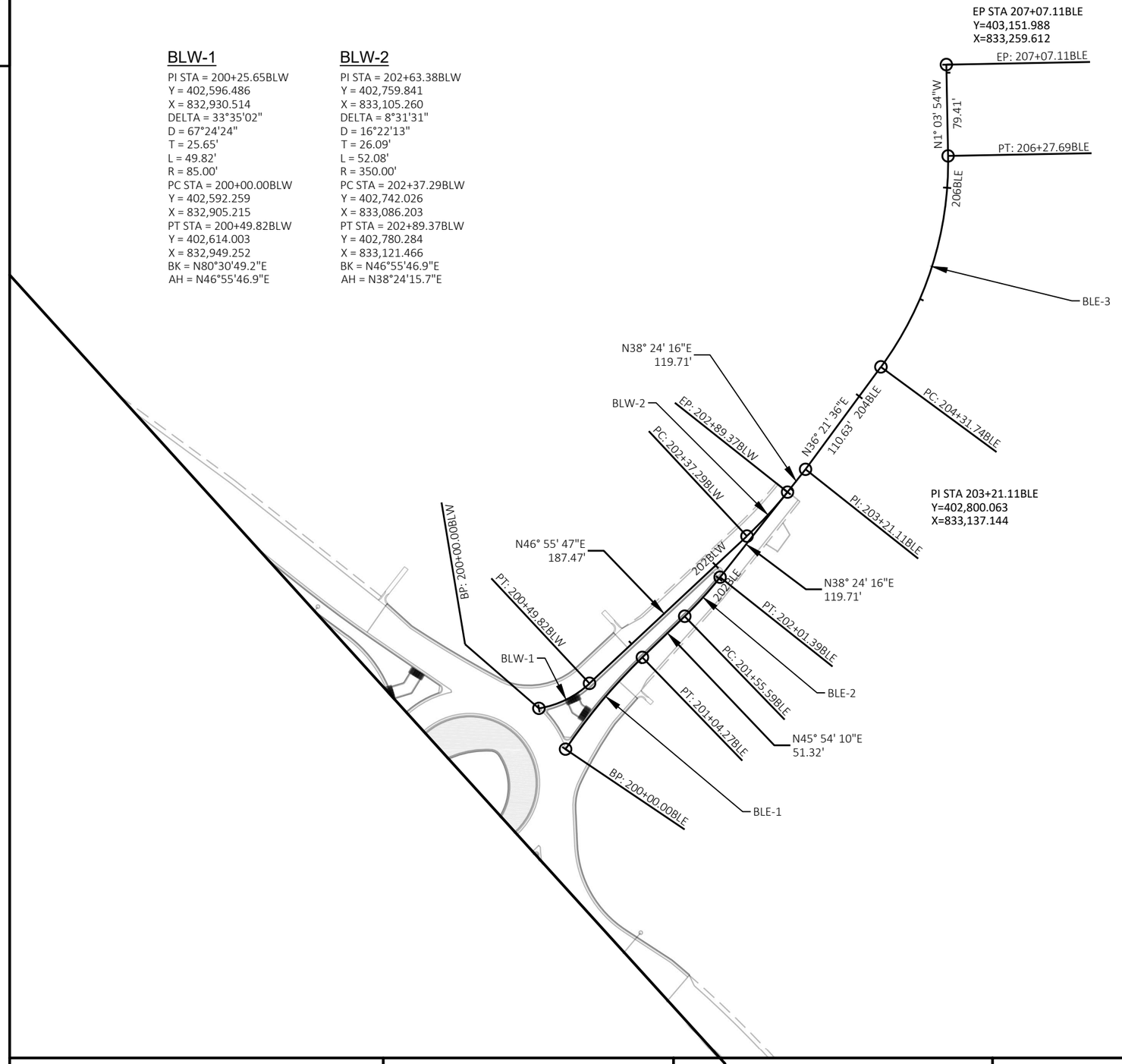
N

BLW-1

PI STA = 200+25.65BLW
Y = 402,596.486
X = 832,930.514
DELTA = 33°35'02"
D = 67°24'24"
T = 25.65'
L = 49.82'
R = 85.00'
PC STA = 200+00.00BLW
Y = 402,592.259
X = 832,905.215
PT STA = 200+49.82BLW
Y = 402,614.003
X = 832,949.252
BK = N80°30'49.2"E
AH = N46°55'46.9"E

BLW-2

PI STA = 202+63.38BLW
Y = 402,759.841
X = 833,105.260
DELTA = 8°31'31"
D = 16°22'13"
T = 26.09'
L = 52.08'
R = 350.00'
PC STA = 202+37.29BLW
Y = 402,742.026
X = 833,086.203
PT STA = 202+89.37BLW
Y = 402,780.284
X = 833,121.466
BK = N46°55'46.9"E
AH = N38°24'15.7"E



BLE-1

PI STA = 200+52.33BLE
Y = 402,600.195
X = 832,957.627
DELTA = 11°56'56"
D = 11°27'33"
T = 52.33'
L = 104.27'
R = 500.00'
PC STA = 200+00.00BLE
Y = 402,556.791
X = 832,928.402
PT STA = 201+04.27BLE
Y = 402,636.607
X = 832,995.206
BK = N33°57'14.9"E
AH = N45°54'10.4"E

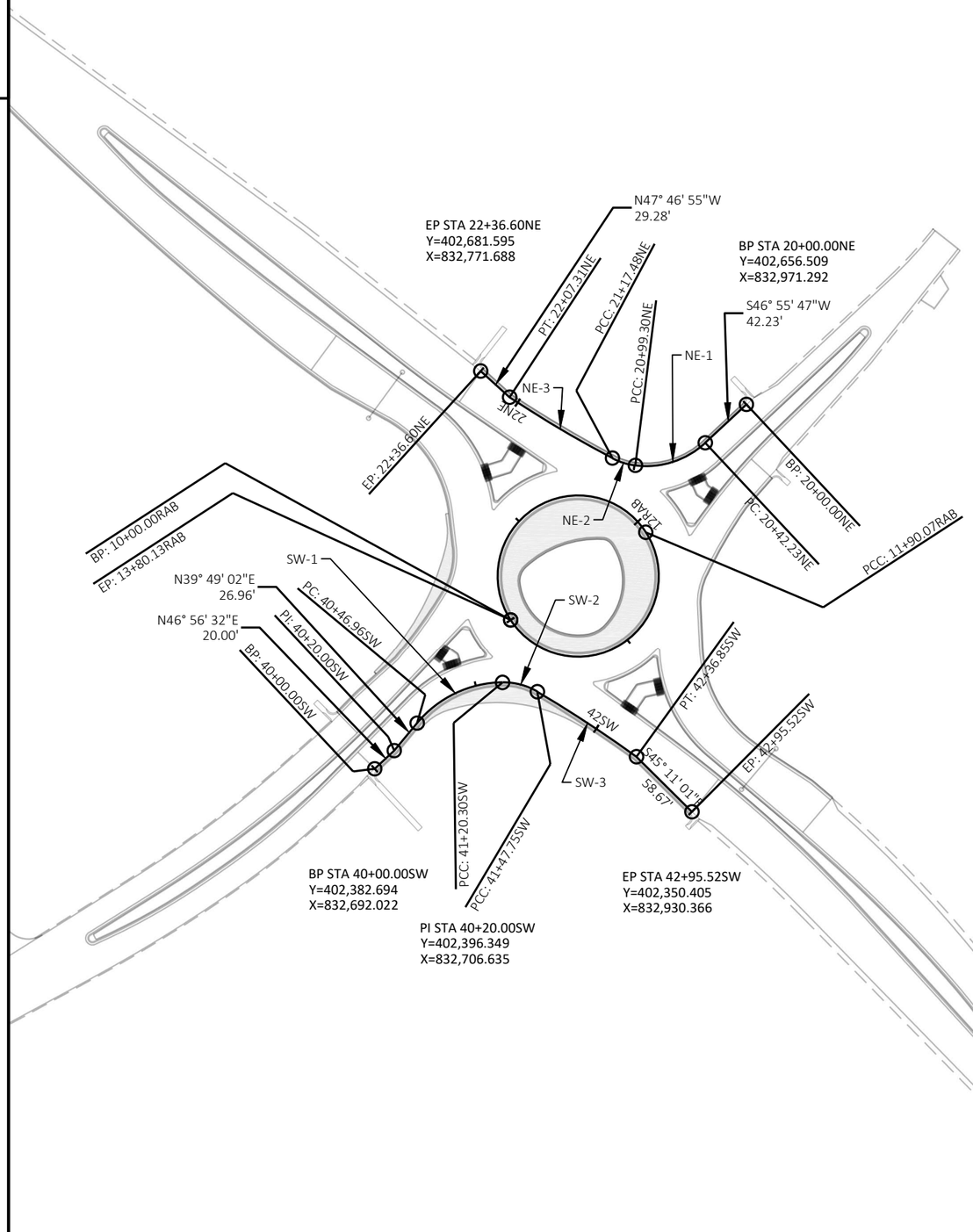
BLE-2

PI STA = 201+78.52BLE
Y = 402,688.278
X = 833,048.531
DELTA = 7°29'55"
D = 16°22'13"
T = 22.94'
L = 45.81'
R = 350.00'
PC STA = 201+55.59BLE
Y = 402,672.317
X = 833,032.059
PT STA = 202+01.39BLE
Y = 402,706.251
X = 833,062.779
BK = N45°54'10.4"E
AH = N38°24'15.7"E

BLE-3

PI STA = 205+33.35BLE
Y = 402,970.988
X = 833,262.977
DELTA = 37°25'30"
D = 19°05'55"
T = 101.62'
L = 195.96'
R = 300.00'
PC STA = 204+31.74BLE
Y = 402,889.155
X = 833,202.733
PT STA = 206+27.69BLE
Y = 403,072.588
X = 833,261.088
BK = N36°21'35.6"E
AH = N01°03'54.2"W

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 129	E



NE-1

PI STA = 20+72.75NE
Y = 402,606.828
X = 832,918.147
DELTA = 50°17'55"
D = 88°08'50"
T = 30.52'
L = 57.06'
R = 65.00'
PC STA = 20+42.23NE
Y = 402,627.667
X = 832,940.440
PT STA = 20+99.30NE
Y = 402,610.668
X = 832,887.873
BK = S46°55'46.9"W
AH = N82°46'18.6"W

NE-2

PI STA = 21+08.49NE
Y = 402,611.824
X = 832,878.752
DELTA = 20°50'20"
D = 114°35'30"
T = 9.19'
L = 18.19'
R = 50.00'
PC STA = 20+99.30NE
Y = 402,610.668
X = 832,887.873
PT STA = 21+17.48NE
Y = 402,616.150
X = 832,870.639
BK = N82°46'18.6"W
AH = N61°55'58.2"W

NE-3

PI STA = 21+62.43NE
Y = 402,637.298
X = 832,830.978
DELTA = 5°08'50"
D = 5°43'46"
T = 44.95'
L = 89.83'
R = 1000.00'
PC STA = 21+17.48NE
Y = 402,616.150
X = 832,870.639
PT STA = 22+07.31NE
Y = 402,661.919
X = 832,793.374
BK = N61°55'58.2"W
AH = N56°47'08.7"W

SW-1

PI STA = 40+86.09SW
Y = 402,447.108
X = 832,748.953
DELTA = 49°26'12"
D = 67°24'24"
T = 39.13'
L = 73.34'
R = 85.00'
PC STA = 40+46.96SW
Y = 402,417.054
X = 832,723.897
PT STA = 41+20.30SW
Y = 402,447.618
X = 832,788.078
BK = N39°49'01.7"E
AH = N89°15'13.5"E

SW-2

PI STA = 41+34.38SW
Y = 402,447.801
X = 832,802.156
DELTA = 31°27'13"
D = 114°35'30"
T = 14.08'
L = 27.45'
R = 50.00'
PC STA = 41+20.30SW
Y = 402,447.618
X = 832,788.078
PT STA = 41+47.75SW
Y = 402,440.612
X = 832,814.262
BK = N89°15'13.5"E
AH = S59°17'33.8"E

SW-3

PI STA = 41+92.33SW
Y = 402,417.846
X = 832,852.593
DELTA = 5°06'19"
D = 5°43'46"
T = 44.58'
L = 89.10'
R = 1000.00'
PC STA = 41+47.75SW
Y = 402,440.612
X = 832,814.262
PT STA = 42+36.85SW
Y = 402,391.759
X = 832,888.746
BK = S59°17'33.8"E
AH = S54°11'14.7"E

CIRCLE

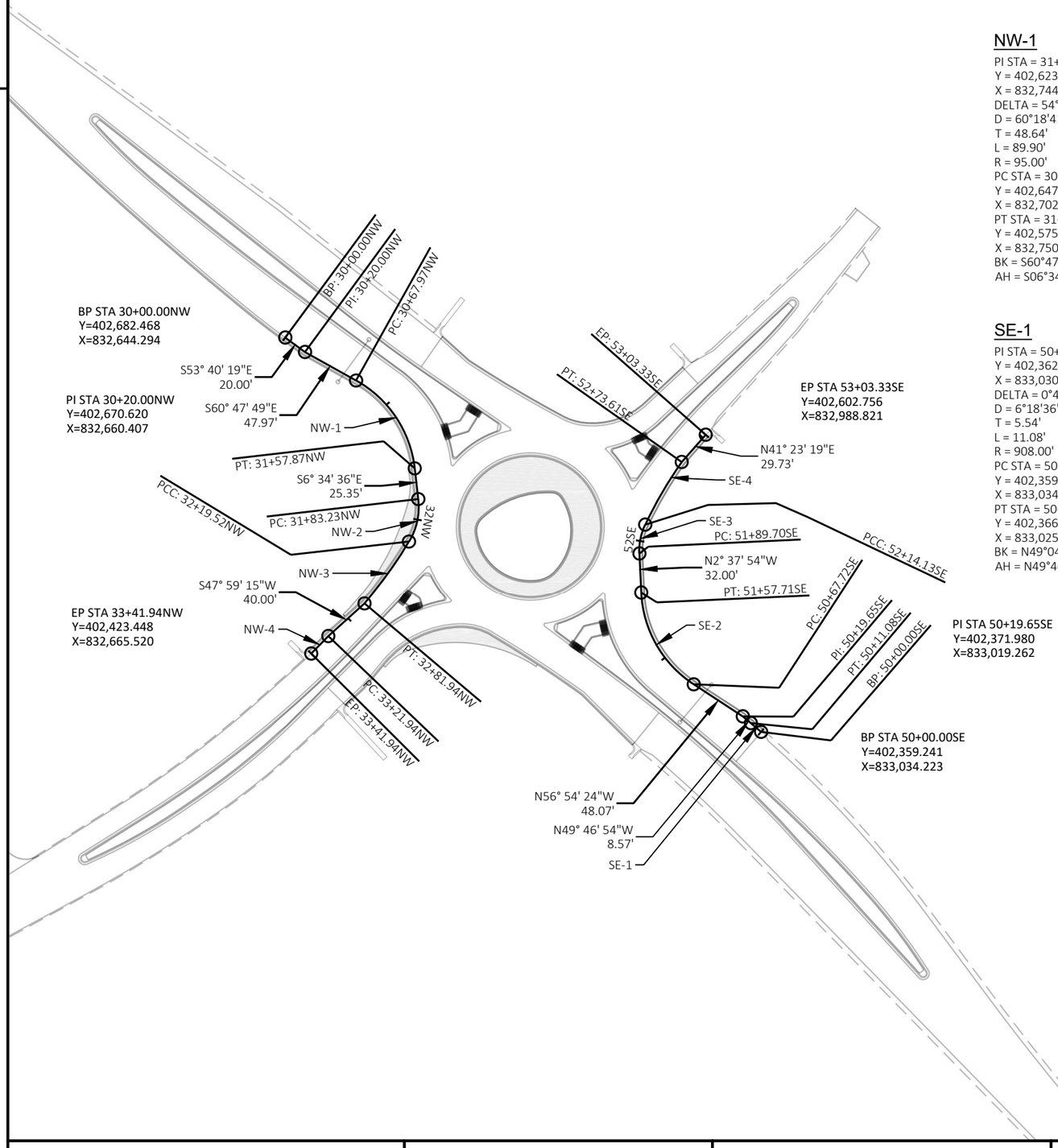
PI STA = ???RAB
Y = 0.000
X = 0.000
DELTA = 180°00'00"
D = 94°42'14"
T = INFINITY'
L = 190.07'
R = 60.50'
PC STA = 10+00.00RAB
Y = 402,494.554
X = 832,794.149
PT STA = 11+90.07RAB
Y = 402,560.461
X = 832,895.625
BK = S33°00'10.5"E
AH = N33°00'10.5"W

N

2

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 130	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\027202-AD.DWG
LAYOUT NAME - 027207-ad
PLOT DATE : 1/26/2021 4:30 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



NW-1

PI STA = 31+16.61NW
Y = 402,623.485
X = 832,744.735
DELTA = 54°13'13"
D = 60°18'41"
T = 48.64'
L = 89.90'
R = 95.00'
PC STA = 30+67.97NW
Y = 402,647.214
X = 832,702.282
PT STA = 31+57.87NW
Y = 402,575.170
X = 832,750.305
BK = S60°47'49.0"E
AH = S06°34'36.2"E

NW-2

PI STA = 32+02.06NW
Y = 402,531.271
X = 832,755.367
DELTA = 37°48'46"
D = 104°10'27"
T = 18.84'
L = 36.30'
R = 55.00'
PC STA = 31+83.23NW
Y = 402,549.984
X = 832,753.209
PT STA = 32+19.52NW
Y = 402,515.164
X = 832,745.598
BK = S06°34'36.2"E
AH = S31°14'09.5"W

NW-3

PI STA = 32+50.79NW
Y = 402,488.426
X = 832,729.382
DELTA = 8°56'25"
D = 14°19'26"
T = 31.27'
L = 62.41'
R = 400.00'
PC STA = 32+19.52NW
Y = 402,515.164
X = 832,745.598
PT STA = 32+81.94NW
Y = 402,464.533
X = 832,709.208
BK = S31°14'09.5"W
AH = S40°10'34.3"W

NW-4

PI STA = 33+31.94NW
Y = 402,430.527
X = 832,672.584
DELTA = 1°16'44"
D = 6°23'41"
T = 10.00'
L = 20.00'
R = 896.00'
PC STA = 33+21.94NW
Y = 402,437.762
X = 832,679.488
PT STA = 33+41.94NW
Y = 402,423.448
X = 832,665.520
BK = S43°39'37.4"W
AH = S44°56'21.6"W

SE-1

PI STA = 50+05.54SE
Y = 402,362.869
X = 833,030.037
DELTA = 0°41'57"
D = 6°18'36"
T = 5.54'
L = 11.08'
R = 908.00'
PC STA = 50+00.00SE
Y = 402,359.241
X = 833,034.223
PT STA = 50+11.08SE
Y = 402,366.446
X = 833,025.807
BK = N49°04'57.0"W
AH = N49°46'53.7"W

SE-2

PI STA = 51+16.41SE
Y = 402,424.810
X = 832,938.201
DELTA = 54°16'30"
D = 60°18'41"
T = 48.69'
L = 89.99'
R = 95.00'
PC STA = 50+67.72SE
Y = 402,398.224
X = 832,978.994
PT STA = 51+57.71SE
Y = 402,473.451
X = 832,935.965
BK = N56°54'23.7"W
AH = N02°37'54.2"W

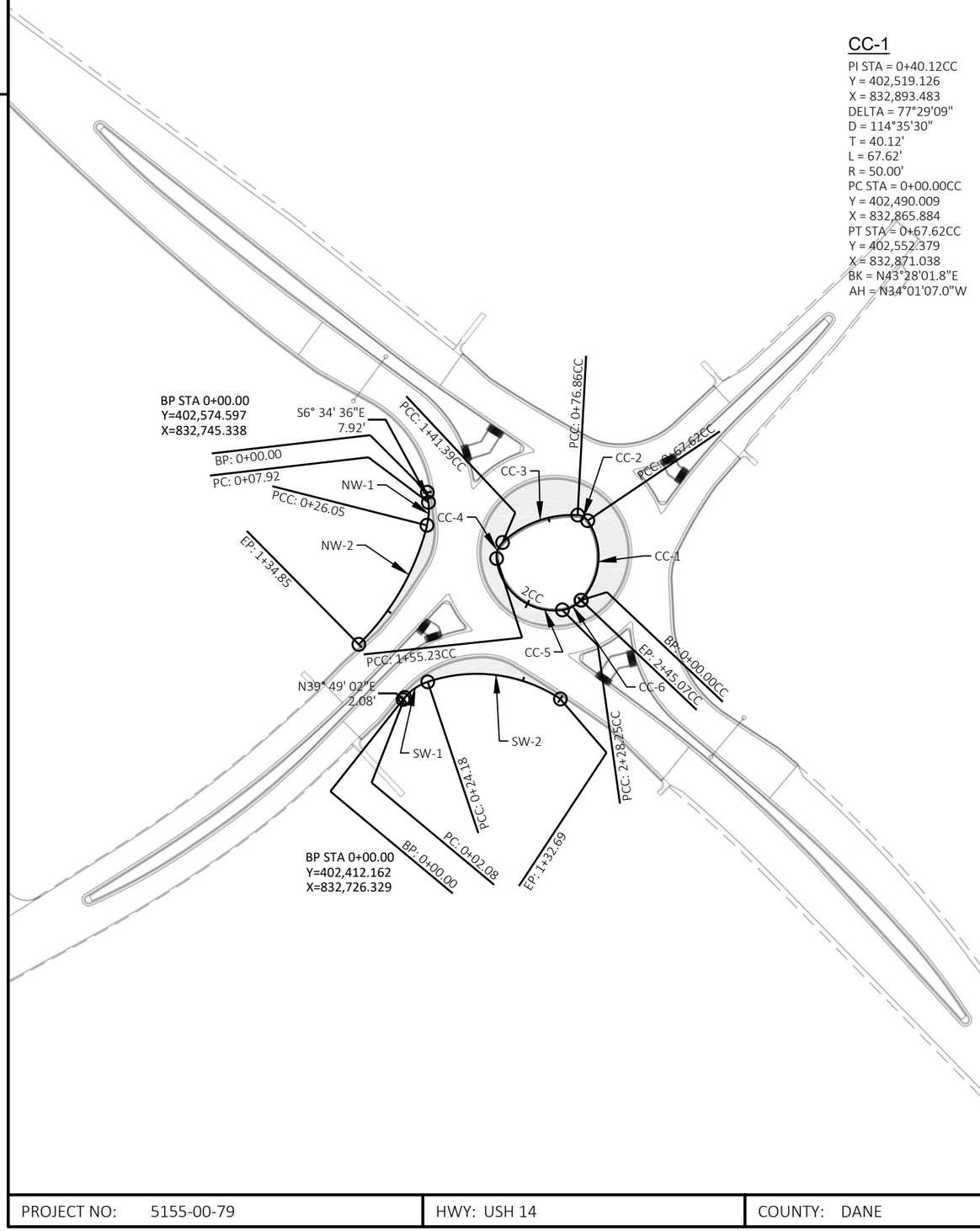
SE-3

PI STA = 52+02.17SE
Y = 402,517.864
X = 832,933.923
DELTA = 27°59'27"
D = 114°35'30"
T = 12.46'
L = 24.43'
R = 50.00'
PC STA = 51+89.70SE
Y = 402,505.415
X = 832,934.496
PT STA = 52+14.13SE
Y = 402,529.125
X = 832,939.261
BK = N02°37'54.2"W
AH = N25°21'32.7"E

SE-4

PI STA = 52+43.94SE
Y = 402,556.064
X = 832,952.029
DELTA = 9°44'12"
D = 16°22'13"
T = 29.81'
L = 59.48'
R = 350.00'
PC STA = 52+14.13SE
Y = 402,529.125
X = 832,939.261
PT STA = 52+73.61SE
Y = 402,580.455
X = 832,969.168
BK = N25°21'32.7"E
AH = N35°05'44.9"E

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 131	E



CC-1
PI STA = 0+40.12CC
Y = 402,519.126
X = 832,893.483
DELTA = 77°29'09"
D = 114°35'30"
T = 40.12'
L = 67.62'
R = 50.00'
PC STA = 0+00.00CC
Y = 402,490.009
X = 832,865.884
PT STA = 0+67.62CC
Y = 402,552.379
X = 832,871.038
BK = N43°28'01.8"E
AH = N34°01'07.0"W

CC-2
PI STA = 0+72.60CC
Y = 402,556.505
X = 832,868.253
DELTA = 52°55'45"
D = 572°57'28"
T = 4.98'
L = 9.24'
R = 10.00'
PC STA = 0+67.62CC
Y = 402,552.379
X = 832,871.038
PT STA = 0+76.86CC
Y = 402,556.770
X = 832,863.282
BK = N34°01'07.0"W
AH = N86°56'52.0"W

CC-3
PI STA = 1+10.99CC
Y = 402,558.587
X = 832,829.194
DELTA = 46°12'59"
D = 71°37'11"
T = 34.14'
L = 64.53'
R = 80.00'
PC STA = 0+76.86CC
Y = 402,556.770
X = 832,863.282
PT STA = 1+41.39CC
Y = 402,535.235
X = 832,804.295
BK = N86°56'52.0"W
AH = S46°50'08.9"W

CC-4
PI STA = 1+48.85CC
Y = 402,530.132
X = 832,798.854
DELTA = 52°53'02"
D = 381°58'19"
T = 7.46'
L = 13.84'
R = 15.00'
PC STA = 1+41.39CC
Y = 402,535.235
X = 832,804.295
PT STA = 1+55.23CC
Y = 402,522.714
X = 832,799.640
BK = S46°50'08.9"W
AH = S06°02'52.6"E

CC-5
PI STA = 2+02.31CC
Y = 402,475.899
X = 832,804.600
DELTA = 91°57'06"
D = 125°55'29"
T = 47.08'
L = 73.02'
R = 45.50'
PC STA = 1+55.23CC
Y = 402,522.714
X = 832,799.640
PT STA = 2+28.25CC
Y = 402,482.450
X = 832,851.219
BK = S06°02'52.6"E
AH = N82°00'01.5"E

CC-6
PI STA = 2+36.99CC
Y = 402,483.666
X = 832,859.872
DELTA = 38°32'00"
D = 229°10'59"
T = 8.74'
L = 16.81'
R = 25.00'
PC STA = 2+28.25CC
Y = 402,482.450
X = 832,851.219
PT STA = 2+45.07CC
Y = 402,490.009
X = 832,865.884
BK = N82°00'01.5"E
AH = N43°28'01.8"E

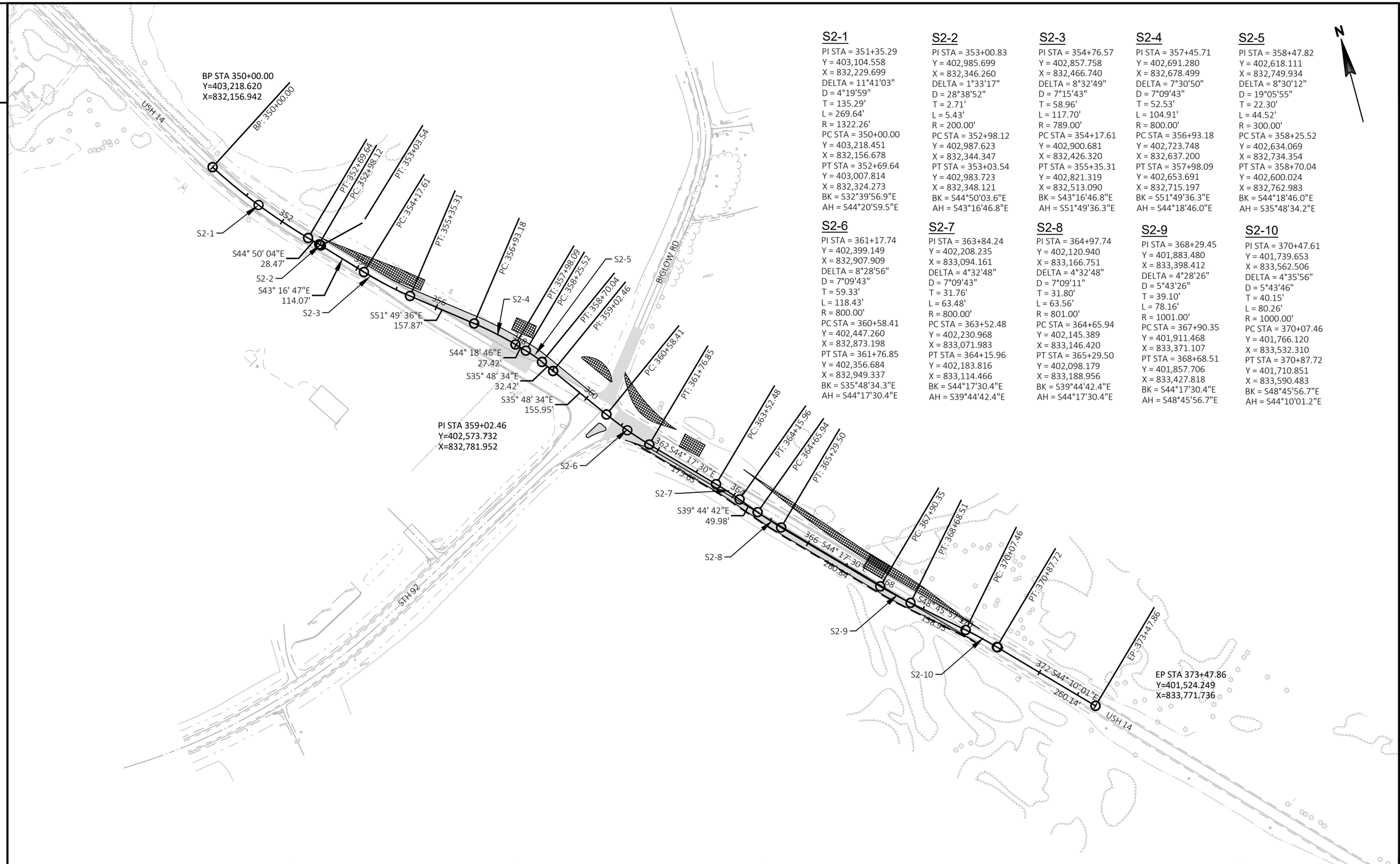
SW-1
PI STA = 0+13.42
Y = 402,422.471
X = 832,734.922
DELTA = 31°39'34"
D = 143°14'22"
T = 11.34'
L = 22.10'
R = 40.00'
PC STA = 0+02.08
Y = 402,413.760
X = 832,727.660
PT STA = 0+24.18
Y = 402,426.074
X = 832,745.676
BK = N39°49'01.7"E
AH = N71°28'35.6"E

SW-2
PI STA = 0+82.46
Y = 402,444.588
X = 832,800.935
DELTA = 51°48'26"
D = 47°44'47"
T = 58.28'
L = 108.51'
R = 120.00'
PC STA = 0+24.18
Y = 402,426.074
X = 832,745.676
PT STA = 1+32.69
Y = 402,412.606
X = 832,849.654
BK = N71°28'35.6"E
AH = S56°42'57.9"E

NW-1
PI STA = 0+17.09
Y = 402,557.624
X = 832,747.295
DELTA = 20°46'20"
D = 114°35'30"
T = 9.16'
L = 18.13'
R = 50.00'
PC STA = 0+07.92
Y = 402,566.728
X = 832,746.246
PT STA = 0+26.05
Y = 402,548.740
X = 832,745.048
BK = S06°34'36.2"E
AH = S14°11'43.5"W

NW-2
PI STA = 0+81.83
Y = 402,494.659
X = 832,731.368
DELTA = 31°10'11"
D = 28°38'52"
T = 55.78'
L = 108.80'
R = 200.00'
PC STA = 0+26.05
Y = 402,548.740
X = 832,745.048
PT STA = 1+34.85
Y = 402,455.466
X = 832,691.672
BK = S14°11'43.5"W
AH = S45°21'54.8"W

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	ALIGNMENT DETAILS	SHEET 132	E



S2-1
PI STA = 351+35.29
Y = 403,104.558
X = 832,229.699
DELTA = 11°41'03"
D = 4°19'59"
T = 135.29'
L = 269.64'
R = 1322.26'
PC STA = 350+00.00
Y = 403,218.451
X = 832,156.678
PT STA = 352+69.64
Y = 403,007.814
X = 832,324.273
BK = S32°39'56.9"E
AH = S44°20'59.5"E

S2-2
PI STA = 353+00.83
Y = 402,985.699
X = 832,346.260
DELTA = 1°33'17"
D = 28°38'52"
T = 2.71'
L = 5.43'
R = 200.00'
PC STA = 352+98.12
Y = 402,987.623
X = 832,344.347
PT STA = 353+03.54
Y = 402,983.723
X = 832,348.121
BK = S44°50'03.6"E
AH = S43°16'46.8"E

S2-3
PI STA = 354+76.57
Y = 402,857.758
X = 832,466.740
DELTA = 8°32'49"
D = 7°15'43"
T = 58.96'
L = 117.70'
R = 789.00'
PC STA = 354+17.61
Y = 402,900.681
X = 832,426.320
PT STA = 355+35.31
Y = 402,821.319
X = 832,513.090
BK = S43°16'46.8"E
AH = S51°49'36.3"E

S2-4
PI STA = 357+45.71
Y = 402,691.280
X = 832,678.499
DELTA = 7°30'50"
D = 7°09'43"
T = 52.53'
L = 104.91'
R = 800.00'
PC STA = 356+93.18
Y = 402,723.748
X = 832,637.200
PT STA = 357+98.09
Y = 402,653.691
X = 832,715.197
BK = S51°49'36.3"E
AH = S44°18'46.0"E

S2-5
PI STA = 358+47.82
Y = 402,618.111
X = 832,749.934
DELTA = 8°30'12"
D = 19°05'55"
T = 22.30'
L = 44.52'
R = 300.00'
PC STA = 358+25.52
Y = 402,634.069
X = 832,734.354
PT STA = 358+70.04
Y = 402,600.024
X = 832,762.983
BK = S44°18'46.0"E
AH = S35°48'34.2"E

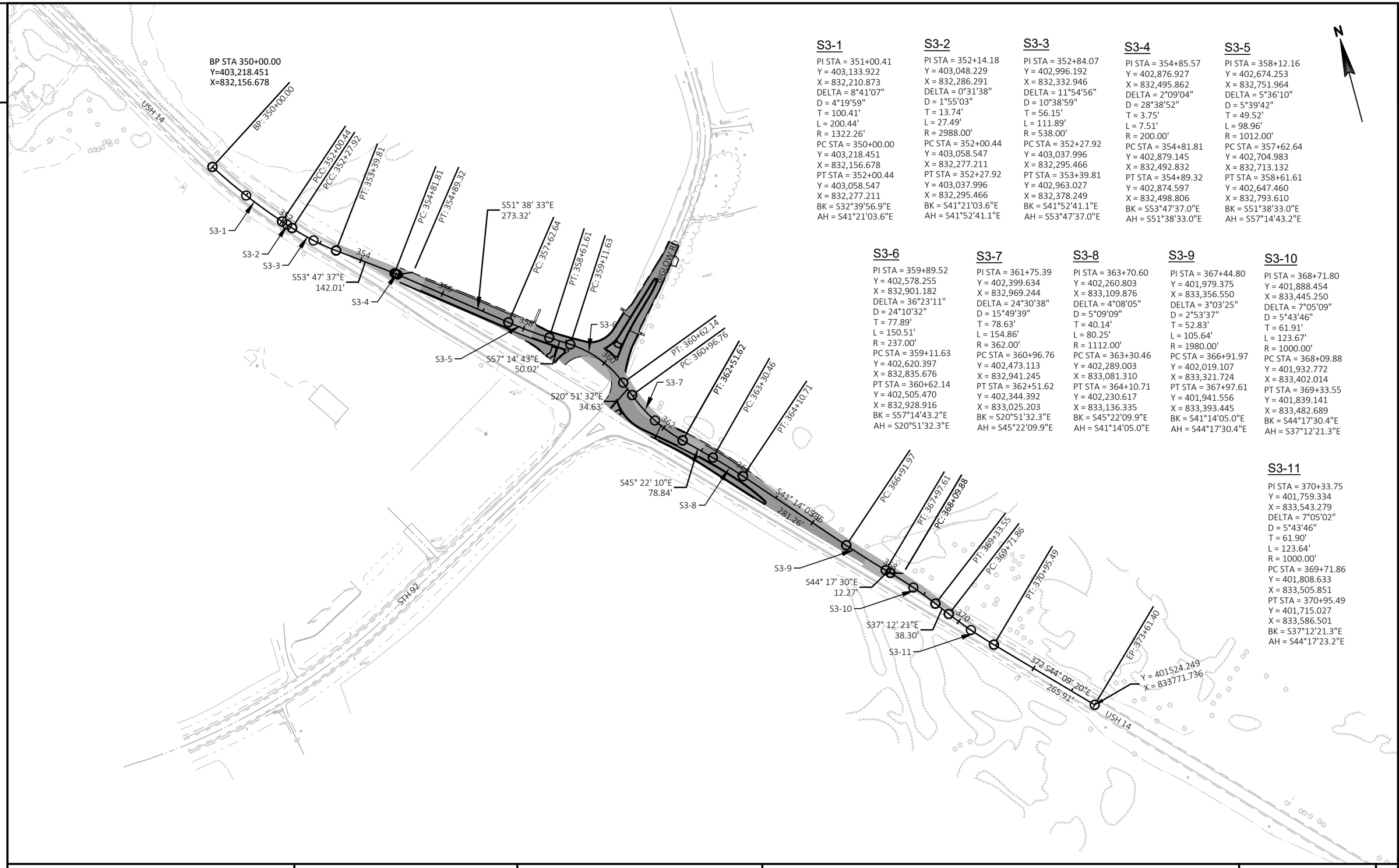
S2-6
PI STA = 361+17.74
Y = 402,399.149
X = 832,907.909
DELTA = 8°28'56"
D = 7°09'43"
T = 59.33'
L = 118.43'
R = 800.00'
PC STA = 360+58.41
Y = 402,447.260
X = 832,873.198
PT STA = 361+76.85
Y = 402,356.684
X = 832,949.337
BK = S35°48'34.3"E
AH = S44°17'30.4"E

S2-7
PI STA = 363+84.24
Y = 402,208.235
X = 833,094.161
DELTA = 4°32'48"
D = 7°09'43"
T = 31.76'
L = 63.48'
R = 800.00'
PC STA = 363+52.48
Y = 402,230.968
X = 833,071.983
PT STA = 364+15.96
Y = 402,183.816
X = 833,114.466
BK = S44°17'30.4"E
AH = S39°44'42.4"E

S2-8
PI STA = 364+97.74
Y = 402,120.940
X = 833,166.751
DELTA = 4°32'48"
D = 7°09'11"
T = 31.80'
L = 63.56'
R = 801.00'
PC STA = 364+65.94
Y = 402,145.389
X = 833,146.420
PT STA = 365+29.50
Y = 402,098.179
X = 833,188.956
BK = S39°44'42.4"E
AH = S44°17'30.4"E

S2-9
PI STA = 368+29.45
Y = 401,883.480
X = 833,398.412
DELTA = 4°28'26"
D = 5°43'26"
T = 39.10'
L = 78.16'
R = 1001.00'
PC STA = 367+90.35
Y = 401,911.468
X = 833,371.107
PT STA = 368+68.51
Y = 401,857.706
X = 833,427.818
BK = S44°17'30.4"E
AH = S48°45'56.7"E

S2-10
PI STA = 370+47.61
Y = 401,739.653
X = 833,562.506
DELTA = 4°35'56"
D = 5°43'46"
T = 40.15'
L = 80.26'
R = 1000.00'
PC STA = 370+07.46
Y = 401,766.120
X = 833,532.310
PT STA = 370+87.72
Y = 401,710.851
X = 833,590.483
BK = S48°45'56.7"E
AH = S44°10'01.2"E



S3-1

PI STA = 351+00.41
Y = 403,133.922
X = 832,210.873
DELTA = 8°41'07"
D = 4°19'59"
T = 100.41'
L = 200.44'
R = 1322.26'
PC STA = 350+00.00
Y = 403,218.451
X = 832,156.678
PT STA = 352+00.44
Y = 403,058.547
X = 832,277.211
BK = S32°39'56.9"E
AH = S41°21'03.6"E

S3-2

PI STA = 352+14.18
Y = 403,048.229
X = 832,286.291
DELTA = 0°31'38"
D = 1°55'03"
T = 13.74'
L = 27.49'
R = 2988.00'
PC STA = 352+00.44
Y = 403,058.547
X = 832,277.211
PT STA = 352+27.92
Y = 403,037.996
X = 832,295.466
BK = S41°21'03.6"E
AH = S41°52'41.1"E

S3-3

PI STA = 352+84.07
Y = 402,996.192
X = 832,332.946
DELTA = 11°54'56"
D = 10°38'59"
T = 56.15'
L = 111.89'
R = 538.00'
PC STA = 352+27.92
Y = 403,037.996
X = 832,295.466
PT STA = 353+39.81
Y = 402,963.027
X = 832,378.249
BK = S41°52'41.1"E
AH = S53°47'37.0"E

S3-4

PI STA = 354+85.57
Y = 402,876.927
X = 832,495.862
DELTA = 2°09'04"
D = 28°38'52"
T = 3.75'
L = 7.51'
R = 200.00'
PC STA = 354+81.81
Y = 402,879.145
X = 832,492.832
PT STA = 354+89.32
Y = 402,874.597
X = 832,498.806
BK = S53°47'37.0"E
AH = S51°38'33.0"E

S3-5

PI STA = 358+12.16
Y = 402,674.253
X = 832,751.964
DELTA = 5°36'10"
D = 5°39'42"
T = 49.52'
L = 98.96'
R = 1012.00'
PC STA = 357+62.64
Y = 402,704.983
X = 832,713.132
PT STA = 358+61.61
Y = 402,647.460
X = 832,793.610
BK = S51°38'33.0"E
AH = S57°14'43.2"E

S3-6

PI STA = 359+89.52
Y = 402,578.255
X = 832,901.182
DELTA = 36°23'11"
D = 24°10'32"
T = 77.89'
L = 150.51'
R = 237.00'
PC STA = 359+11.63
Y = 402,620.397
X = 832,835.676
PT STA = 360+62.14
Y = 402,505.470
X = 832,928.916
BK = S57°14'43.2"E
AH = S20°51'32.3"E

S3-7

PI STA = 361+75.39
Y = 402,399.634
X = 832,969.244
DELTA = 24°30'38"
D = 15°49'39"
T = 78.63'
L = 154.86'
R = 362.00'
PC STA = 360+96.76
Y = 402,473.113
X = 832,941.245
PT STA = 362+51.62
Y = 402,344.392
X = 833,025.203
BK = S20°51'32.3"E
AH = S45°22'09.9"E

S3-8

PI STA = 363+70.60
Y = 402,260.803
X = 833,109.876
DELTA = 4°08'05"
D = 5°09'09"
T = 40.14'
L = 80.25'
R = 1112.00'
PC STA = 363+30.46
Y = 402,289.003
X = 833,081.310
PT STA = 364+10.71
Y = 402,230.617
X = 833,136.335
BK = S45°22'09.9"E
AH = S41°14'05.0"E

S3-9

PI STA = 367+44.80
Y = 401,979.375
X = 833,356.550
DELTA = 3°03'25"
D = 2°53'37"
T = 52.83'
L = 105.64'
R = 1980.00'
PC STA = 366+91.97
Y = 402,019.107
X = 833,321.724
PT STA = 367+97.61
Y = 401,941.556
X = 833,393.445
BK = S41°14'05.0"E
AH = S44°17'30.4"E

S3-10

PI STA = 368+71.80
Y = 401,888.454
X = 833,445.250
DELTA = 7°05'09"
D = 5°43'46"
T = 61.91'
L = 123.67'
R = 1000.00'
PC STA = 368+09.88
Y = 401,932.772
X = 833,402.014
PT STA = 369+33.55
Y = 401,839.141
X = 833,482.689
BK = S44°17'30.4"E
AH = S37°12'21.3"E

S3-11

PI STA = 370+33.75
Y = 401,759.334
X = 833,543.279
DELTA = 7°05'02"
D = 5°43'46"
T = 61.90'
L = 123.64'
R = 1000.00'
PC STA = 369+71.86
Y = 401,808.633
X = 833,505.851
PT STA = 370+95.49
Y = 401,715.027
X = 833,586.501
BK = S37°12'21.3"E
AH = S44°17'23.2"E

					5155-00-79	5155-04-81
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0002	201.0105	Clearing	STA	29.000	11.000	18.000
0004	201.0205	Grubbing	STA	25.000	11.000	14.000
0006	203.0100	Removing Small Pipe Culverts	EACH	6.000	6.000	
0008	204.0100	Removing Concrete Pavement	SY	2,450.000	2,450.000	
0010	204.0110	Removing Asphaltic Surface	SY	580.000	580.000	
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	50.000		50.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	81,730.000	430.000	81,300.000
0016	204.0130	Removing Curb	LF	100.000	100.000	
0018	204.0150	Removing Curb & Gutter	LF	574.000	574.000	
0020	204.0170	Removing Fence	LF	14.000	14.000	
0022	204.0215	Removing Catch Basins	EACH	1.000	1.000	
0024	204.0220	Removing Inlets	EACH	1.000	1.000	
0026	204.0245	Removing Storm Sewer (size) 01. 18-Inch	LF	587.000	587.000	
0028	205.0100	Excavation Common	CY	44,570.000	43,480.000	1,090.000
0030	208.1100	Select Borrow	CY	26,746.000	26,746.000	
0032	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 5155-04-81	LS	1.000		1.000
0034	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	457.000		457.000
0036	213.0100	Finishing Roadway (project) 01. 5155-00-79	EACH	1.000	1.000	
0038	213.0100	Finishing Roadway (project) 02. 5155-04-81	EACH	1.000		1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,220.000	560.000	1,660.000
0042	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	18,800.000	18,500.000	300.000
0044	312.0110	Select Crushed Material	TON	12,200.000	12,200.000	
0046	405.0100	Coloring Concrete WisDOT Red	CY	275.000	275.000	
0048	415.0080	Concrete Pavement 8-Inch	SY	4,110.000	4,110.000	
0050	415.5110.S	Concrete Pavement Joint Layout	LS	1.000	1.000	
0052	416.0512	Concrete Truck Apron 12-Inch	SY	825.000	825.000	
0054	450.4000	HMA Cold Weather Paving	TON	1,853.000	1,853.000	
0056	455.0605	Tack Coat	GAL	11,165.000	750.000	10,415.000
0058	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000		1.000
0060	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	2.000		2.000
0062	460.2000	Incentive Density HMA Pavement	DOL	1,740.000	1,740.000	
0064	460.2005	Incentive Density PWL HMA Pavement	DOL	12,460.000		12,460.000
0066	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	19,066.000		19,066.000
0068	460.2010	Incentive Air Voids HMA Pavement	DOL	17,950.000		17,950.000
0070	460.6224	HMA Pavement 4 MT 58-28 S	TON	20,670.000	2,720.000	17,950.000
0072	465.0105	Asphaltic Surface	TON	255.000		255.000
0074	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	170.000	20.000	150.000
0076	465.0125	Asphaltic Surface Temporary	TON	810.000	810.000	
0078	465.0315	Asphaltic Flumes	SY	95.000	81.000	14.000

					5155-00-79	5155-04-81
Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0080	520.1012	Apron Endwalls for Culvert Pipe 12-Inch	EACH	2.000	2.000	
0082	520.1015	Apron Endwalls for Culvert Pipe 15-Inch	EACH	2.000	2.000	
0084	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	4.000	4.000	
0086	520.2024	Culvert Pipe Temporary 24-Inch	LF	61.000	61.000	
0088	520.2030	Culvert Pipe Temporary 30-Inch	LF	207.000	207.000	
0090	520.3324	Culvert Pipe Class III-A 24-Inch	LF	318.000	318.000	
0092	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000	
0094	521.1524	Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 24-Inch 6 to 1	EACH	2.000	2.000	
0096	521.3124	Culvert Pipe Corrugated Steel 24-Inch	LF	38.000	38.000	
0098	522.0424	Culvert Pipe Reinforced Concrete Class IV 24-Inch	LF	128.000	128.000	
0100	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000	
0102	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch	EACH	2.000	2.000	
0104	522.2419	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 19x30-Inch	LF	210.000	210.000	
0106	522.2429	Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	225.000	225.000	
0108	522.2619	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch	EACH	4.000	4.000	
0110	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	4.000	4.000	
0112	531.2036	Drilling Shaft 36-Inch	LF	80.000	80.000	
0114	531.5420	Foundation Single-Shaft Type TF-II (structure) 01. S-13-520	EACH	2.000	2.000	
0116	531.5420	Foundation Single-Shaft Type TF-II (structure) 02. S-13-521	EACH	2.000	2.000	
0118	532.5420	Truss Full Span 2-Chord Type II (structure) 01. S-13-520	EACH	1.000	1.000	
0120	532.5420	Truss Full Span 2-Chord Type II (structure) 02. S-13-521	EACH	1.000	1.000	
0122	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	239.000	239.000	
0124	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	1,571.000	1,571.000	
0126	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	492.000	492.000	
0128	601.0551	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type A	LF	643.000	643.000	
0130	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	1,798.000	1,798.000	
0132	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	368.000	368.000	
0134	601.0600	Concrete Curb Pedestrian	LF	206.000	206.000	
0136	602.0405	Concrete Sidewalk 4-Inch	SF	14,000.000	14,000.000	
0138	602.0410	Concrete Sidewalk 5-Inch	SF	990.000	990.000	
0140	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	160.000	160.000	

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0142	603.8000	Concrete Barrier Temporary Precast Delivered	LF	2,589.000	2,589.000	
0144	603.8125	Concrete Barrier Temporary Precast Installed	LF	4,700.000	4,700.000	
0146	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	4,700.000	4,700.000	
0148	606.0200	Riprap Medium	CY	106.000	106.000	
0150	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	70.000	70.000	
0152	608.3012	Storm Sewer Pipe Class III-A 12-Inch	LF	399.000	399.000	
0154	608.3015	Storm Sewer Pipe Class III-A 15-Inch	LF	99.000	99.000	
0156	608.3018	Storm Sewer Pipe Class III-A 18-Inch	LF	258.000	258.000	
0158	611.0624	Inlet Covers Type H	EACH	2.000	2.000	
0160	611.0627	Inlet Covers Type HM	EACH	2.000	2.000	
0162	611.0636	Inlet Covers Type HM-S	EACH	2.000	2.000	
0164	611.0639	Inlet Covers Type H-S	EACH	10.000	10.000	
0166	611.0645	Inlet Covers Type MS-A	EACH	4.000	4.000	
0168	611.0652	Inlet Covers Type T	EACH	1.000	1.000	
0170	611.3004	Inlets 4-FT Diameter	EACH	4.000	4.000	
0172	611.3225	Inlets 2x2.5-FT	EACH	1.000	1.000	
0174	611.3230	Inlets 2x3-FT	EACH	10.000	10.000	
0176	611.3903	Inlets Median 3 Grate	EACH	1.000	1.000	
0178	611.8120.S	Cover Plates Temporary	EACH	4.000	4.000	
0180	611.9800.S	Pipe Grates	EACH	2.000	2.000	
0182	612.0106	Pipe Underdrain 6-Inch	LF	1,352.000	1,352.000	
0184	614.0905	Crash Cushions Temporary	EACH	7.000	7.000	
0186	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5155-00-79	EACH	1.000	1.000	
0188	618.0100	Maintenance And Repair of Haul Roads (project) 02. 5155-04-81	EACH	1.000		1.000
0190	619.1000	Mobilization	EACH	1.000	0.670	0.330
0192	620.0300	Concrete Median Sloped Nose	SF	596.000	596.000	
0194	624.0100	Water	MGAL	330.000	304.000	26.000
0196	625.0500	Salvaged Topsoil	SY	35,500.000	33,520.000	1,980.000
0198	627.0200	Mulching	SY	29,300.000	27,920.000	1,380.000
0200	628.1504	Silt Fence	LF	1,100.000	1,100.000	
0202	628.1520	Silt Fence Maintenance	LF	1,100.000	1,100.000	
0204	628.1905	Mobilizations Erosion Control	EACH	17.000	17.000	
0206	628.1910	Mobilizations Emergency Erosion Control	EACH	8.000	8.000	
0208	628.2004	Erosion Mat Class I Type B	SY	11,800.000	10,650.000	1,150.000
0210	628.2006	Erosion Mat Urban Class I Type A	SY	530.000	530.000	
0212	628.7005	Inlet Protection Type A	EACH	19.000	19.000	
0214	628.7015	Inlet Protection Type C	EACH	17.000	17.000	

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0216	628.7504	Temporary Ditch Checks	LF	110.000	80.000	30.000
0218	628.7555	Culvert Pipe Checks	EACH	42.000	42.000	
0220	629.0210	Fertilizer Type B	CWT	21.000	20.000	1.000
0222	630.0120	Seeding Mixture No. 20	LB	945.000	890.000	55.000
0224	630.0171	Seeding Mixture No. 70A	LB	2.000	2.000	
0226	630.0200	Seeding Temporary	LB	480.000	453.000	27.000
0228	630.0400	Seeding Nurse Crop	LB	3.000	3.000	
0230	630.0500	Seed Water	MGAL	580.000	535.000	45.000
0232	633.5200	Markers Culvert End	EACH	24.000	24.000	
0234	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	10.000	10.000	
0236	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	36.000	21.000	15.000
0238	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	19.000	16.000	3.000
0240	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	7.000	7.000	
0242	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	4.000	4.000	
0244	637.1220	Signs Type I Reflective SH	SF	450.000	450.000	
0246	637.2210	Signs Type II Reflective H	SF	411.500	411.500	
0248	637.2230	Signs Type II Reflective F	SF	208.250	121.250	87.000
0250	638.2102	Moving Signs Type II	EACH	28.000	20.000	8.000
0252	638.2602	Removing Signs Type II	EACH	23.000	21.000	2.000
0254	638.3000	Removing Small Sign Supports	EACH	36.000	27.000	9.000
0256	638.4000	Moving Small Sign Supports	EACH	24.000	24.000	
0258	642.5201	Field Office Type C	EACH	1.000	0.670	0.330
0260	643.0300	Traffic Control Drums	DAY	9,589.000	9,589.000	
0262	643.0420	Traffic Control Barricades Type III	DAY	3,392.000	2,812.000	580.000
0264	643.0705	Traffic Control Warning Lights Type A	DAY	5,119.000	3,959.000	1,160.000
0266	643.0715	Traffic Control Warning Lights Type C	DAY	1,647.000	1,647.000	
0268	643.0900	Traffic Control Signs	DAY	27,950.000	14,538.000	13,412.000
0270	643.0910	Traffic Control Covering Signs Type I	EACH	3.000		3.000
0272	643.0920	Traffic Control Covering Signs Type II	EACH	17.000	7.000	10.000
0274	643.1050	Traffic Control Signs PCMS	DAY	84.000	84.000	
0276	643.5000	Traffic Control	EACH	1.000	0.670	0.330
0278	645.0120	Geotextile Type HR	SY	207.000	207.000	
0280	645.0220	Geogrid Type SR	SY	19,200.000	19,200.000	
0282	646.1020	Marking Line Epoxy 4-Inch	LF	12,910.000	12,910.000	
0284	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	45,898.000		45,898.000
0286	646.3020	Marking Line Epoxy 8-Inch	LF	1,082.000	1,082.000	
0288	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	130.000		130.000
0290	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	35,539.000		35,539.000
0292	646.5020	Marking Arrow Epoxy	EACH	8.000	8.000	
0294	646.5120	Marking Word Epoxy	EACH	6.000	6.000	

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0296	646.6120	Marking Stop Line Epoxy 18-Inch	LF	169.000		169.000
0298	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	88.000	88.000	
0300	646.7120	Marking Diagonal Epoxy 12-Inch	LF	407.000	407.000	
0302	646.8120	Marking Curb Epoxy	LF	313.000	313.000	
0304	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000	
0306	646.9000	Marking Removal Line 4-Inch	LF	12,337.000	12,337.000	
0308	646.9100	Marking Removal Line 8-Inch	LF	76.000	76.000	
0310	646.9200	Marking Removal Line Wide	LF	50.000	50.000	
0312	648.0100	Locating No-Passing Zones	MI	4.770	0.260	4.510
0314	649.0105	Temporary Marking Line Paint 4-Inch	LF	11,685.000	7,872.000	3,813.000
0316	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	7,787.000	5,880.000	1,907.000
0318	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	7,466.000	7,466.000	
0320	649.0220	Temporary Marking Line Epoxy 8-Inch	LF	76.000	76.000	
0322	649.0820	Temporary Marking Stop Line Epoxy 18-Inch	LF	69.000	69.000	
0324	650.4000	Construction Staking Storm Sewer	EACH	23.000	23.000	
0326	650.4500	Construction Staking Subgrade	LF	3,440.000	3,440.000	
0328	650.5000	Construction Staking Base	LF	3,720.000	3,720.000	
0330	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	236.000	236.000	
0332	650.6000	Construction Staking Pipe Culverts	EACH	10.000	10.000	
0334	650.8000	Construction Staking Resurfacing Reference	LF	23,830.000		23,830.000
0336	650.8500	Construction Staking Electrical Installations (project) 01. 5155-00-79	LS	1.000	1.000	
0338	650.9910	Construction Staking Supplemental Control (project) 01. 5155-00-79	LS	1.000	1.000	
0340	650.9910	Construction Staking Supplemental Control (project) 02. 5155-04-81	LS	1.000		1.000
0342	650.9920	Construction Staking Slope Stakes	LF	4,590.000	3,995.000	595.000
0344	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,733.000	1,733.000	
0346	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	22.000	22.000	
0348	652.0325	Conduit Rigid Nonmetallic Schedule 80 2-Inch	LF	182.000	182.000	
0350	652.0605	Conduit Special 2-Inch	LF	173.000	173.000	
0352	653.0140	Pull Boxes Steel 24x42-Inch	EACH	9.000	9.000	
0354	654.0106	Concrete Bases Type 6	EACH	14.000	14.000	
0356	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000	
0358	655.0610	Electrical Wire Lighting 12 AWG	LF	14,541.000	14,541.000	
0360	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. Sta. 106+06"WB", 38.0' LT	LS	1.000	1.000	
0362	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	14.000	14.000	
0364	657.0327	Poles Type 6-Aluminum	EACH	14.000	14.000	
0366	657.0715	Luminaire Arms Truss Type 4 1/2-Inch Clamp 15-FT	EACH	14.000	14.000	
0368	659.1125	Luminaires Utility LED C	EACH	14.000	14.000	

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Line	**Item**	**Item Description**	**Unit**	**Total**	**Qty**	**Qty**
0370	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000	
0372	690.0150	Sawing Asphalt	LF	2,680.000	2,041.000	639.000
0374	690.0250	Sawing Concrete	LF	160.000	160.000	
0376	715.0415	Incentive Strength Concrete Pavement	DOL	3,044.000	3,044.000	
0378	740.0440	Incentive IRI Ride	DOL	18,055.000		18,055.000
0380	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	1,600.000	800.000
0382	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,160.000	1,440.000	720.000
0384	SPV.0035	Special 01. Foundation Backfill	CY	741.000	741.000	
0386	SPV.0060	Special 01. Landmark Reference Monuments Special	EACH	3.000	1.000	2.000
0388	SPV.0060	Special 02. Verify Landmark Reference Monuments	EACH	4.000	1.000	3.000
0390	SPV.0060	Special 03. Apron Endwalls Temporary 24-Inch	EACH	1.000	1.000	
0392	SPV.0060	Special 04. Apron Endwalls Temporary 30-Inch	EACH	2.000	2.000	
0394	SPV.0090	Special 01. Asphaltic Shoulder Rumble Strips Sinusoidal 2-Lane Rural	LF	40,900.000	655.000	40,245.000
0396	SPV.0090	Special 02. Asphaltic Centerline Rumble Strips Sinusoidal 2-Lane Rural	LF	19,960.000		19,960.000
0398	SPV.0105	Special 01. Construction Staking Roundabout	LS	1.000	1.000	
0400	SPV.0105	Special 02. Temporary Lighting	LS	1.000	1.000	
0402	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	2,035.000		2,035.000

CLEARING AND GRUBBING ITEMS

STATION - STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	COMMENTS
CATEGORY CODE 0010				
PROJECT 5155-04-81				
STAGE 4				
141+00 - 143+00	LT	2	2	
180+00 - 184+00	RT	4	-	TRIM TREES OVERHANGING RIGHT-OF-WAY
234+00 - 236+00	LT	2	2	
247+00 - 248+00	RT	1	1	
259+00 - 263+00	RT	4	4	
345+00 - 350+00	LT	5	5	
STAGE 4 SUBTOTALS		18	14	
Project 5155-00-81 Total		**18**	**14**	
PROJECT 5155-00-79				
STAGE 1				
352+00'REB' - 354+00'REB'	LT & RT	2	2	
361+00'RWB' - 364+00'RWB'	LT	3	3	
365+00'REB' - 368+00'REB'	LT & RT	3	3	
200+00'BLE' - 203+00'BLE'	RT	3	3	
STAGE 1 SUBTOTALS		11	11	
Project 5155-00-79 Total		**11**	**11**	
OVERALL TOTAL		**29**	**25**	

REMOVING CURB & GUTTER ITEMS

STATION - STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	COMMENTS
CATEGORY CODE 0010				
Project 5155-00-79				
STAGE 1				
360+89'14EX' - 361+20'14EX'	RT		45	SW CURB RETURN FOR STH 92
106+27 '92EX' - 106+72 '92EX'	RT	100	--	STH 92 ISLAND
STAGE 1 SUBTOTALS			45	
STAGE 2				
357+75 'REB' - 359+07'REB'	RT		99	NW CURB ALONG USH 14
STAGE 3 SUBTOTALS			99	
STAGE 3				
354+91 'REB' - 357+75'REB'	RT		289	NW CURB ALONG USH 14
359+07 'REB' - 106+18'EB'	RT		141	NW CURB ALONG USH 14
STAGE 3 SUBTOTALS			430	
Project 5155-00-79 Total		**100**	**574**	

REMOVING SMALL PIPE CULVERT ITEMS

STATION-STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EA	COMMENTS
CATEGORY CODE 0010			
Project 5155-00-79			
STAGE 1			
361+14'EX14'	LT/RT	1	REMOVE 71 LF OF CMCP 24-INCH
102+00'EX92'	LT	1	REMOVE 38 LF OF CMCP 24-INCH
202+51'EXBL'	LT/RT	1	REMOVE 51 LF OF CMCP 24-INCH
STAGE 1 SUBTOTAL		3	
STAGE 2			
359+38'EX14'	LT/RT	1	REMOVE 92 LF OF CPRC 24X38-INCH PLUS 118 LF OF TEMP CP 30-INCH
359+45'EX14'	LT/RT	1	REMOVE 92 LF OF CPRC 24X38-INCH PLUS 118 LF OF TEMP CP 30-INCH
STAGE 2 SUBTOTAL		2	
STAGE 3			
105+37'EX92'	LT/RT	1	REMOVE 61 LF OF CPRC 19X30-INCH PLUS 68 LF OF TEMP CP 24-INCH
STAGE 3 SUBTOTAL		1	
Project 5155-00-79 Total		**6**	

REMOVING FENCE

STATION	LOCATION	204.0170 LF
CATEGORY CODE 0010		
PROJECT 5155-00-79		
STAGE 1		
367+32'REB' - 367+42'REB'	LT	14
Project 5155-00-79 Total		**14**

REMOVING CATCH BASINS & INLETS

STATION	LOCATION	204.0215 REMOVING CATCH BASINS EACH	204.0220 REMOVING INLETS EACH
CATEGORY CODE 0010			
Project 5155-00-79			
STAGE 1			
356+16'RWB'	LT	--	1
11+83'RAB'	RT	1	--
STAGE 1 SUBTOTALS		1	1
Project 5155-00-79 Total		**1**	**1**

REMOVING STORM PIPE ITEMS

STATION	LOCATION	EXISTING PIPE MATERIAL	204.0245.01 18-INCH LF
CATEGORY CODE 0010			
Project 5155-00-79			
STAGE 1			
356+16'RWB' - 11+83'RAB'	LT	CPCP	389
11+83'RAB' - 200+36'BLW'	RT	CPCP	198
STAGE 1 SUBTOTALS			587
Project 5155-00-79 Total			**587**

REMOVING PAVEMENT AND ASPHALTIC SURFACE ITEMS

STATION - STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	SPV.0180.01 REMOVING DISTRESSED PAVEMENT MILLING SY	COMMENTS
CATEGORY CODE 0010							
PROJECT 5155-04-81							
STAGE 4							
113+68 - 119+77	LT & RT	--	--	6	1,668	40	BEGIN TO STA 119+77
119+77 - 134+66	LT & RT	--	--	6	5,157	130	STA 119+77 TO HILL RD
134+66 - 169+73	LT & RT	--	--	5	11,850	295	HILL RD TO OAK HILL RD
169+73 - 197+43	LT & RT	--	--	12	10,275	255	OAK HILL RD TO CTH A
197+43 - 238+47	LT & RT	--	--	4	13,882	350	CTH A TO WATERMAN RD
238+47 - 251+72	LT & RT	--	--	5	4,530	115	WATERMAN RD TO ROME CORNERS RD
251+72 - 258+66	LT & RT	--	--	6	2,532	60	ROME CORNERS RD TO OLD STAGE RD
258+66 - 323+50	LT & RT	--	--	6	21,902	550	OLD STAGE RD TO W RUTLAND RD
323+50 - 352+00	LT & RT	--	--	--	9,504	240	W RUTLAND RD TO END
CATEGORY CODE 0010 SUBTOTALS		--	--	50	81,300	2,035	
PROJECT 5155-04-81 TOTAL		**--**	**--**	**50**	**81,300**	**2,035**	
PROJECT 5155-00-79							
STAGE 1							
357+50 - 358+50	LT & RT	223	--	--	--	--	
361+73 - 361+87	LT & RT	254	--	--	--	--	
STAGE 1 SUBTOTALS		477	--	--	--	--	
STAGE 3							
354+85'REB' - 363+16'REB'	LT & RT	1,337	--	--	--	--	
367+95'REB' - 369+94'REB'	RT	--	77	--	--	--	TEMP WIDEN
STAGE 3 SUBTOTALS		1,337	77	--	--	--	
STAGE 4							
352+00'REB' - 354+85'REB'	LT & RT	636	--	--	--	--	
363+99'REB' - 370+04'REB'	LT	--	246.0	--	--	--	TEMP WIDEN
367+45'REB' - 367+95'REB'	LT	--	--	--	101	--	TEMP WEDGE
357+75'RWB' - 358+25'RWB'	LT	--	--	--	160	--	TEMP WEDGE
360+38'RWB' - 362+30'RWB'	LT	--	257	--	--	--	TEMP WIDEN
362+52'RWB' - 363+02'RWB'	LT	--	--	--	169	--	TEMP WEDGE
STAGE 4 SUBTOTALS		636	503	--	430	--	
PROJECT 5155-00-79 TOTAL		**2,450**	**580**	**--**	**430**	**--**	
OVERALL TOTAL		**2,450**	**580**	**50**	**81,730**	**2,035**	

PREPARE ASPHALTIC SHOULDERS

STATION - STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA
CATEGORY CODE 0010		
PROJECT 5155-04-81		
STAGE 1		
118+33 - 134+66 (HILL RD)	LT	16
119+77 - 134+66 (HILL RD)	RT	15
134+66 - 169+73 (OAK HILL RD)	LT	34
134+66 - 169+73 (OAK HILL RD)	RT	35
169+73 - 197+43 (CTH A)	LT	26
169+73 - 197+43 (CTH A)	RT	24
197+43 - 238+47 (WATERMAN RD)	LT	41
197+43 - 238+47 (WATERMAN RD)	RT	41
238+47 - 251+72 (ROME CORNERS RD)	LT	14
238+47 - 251+72 (ROME CORNERS RD)	RT	12
251+72 - 258+66 (OLD STAGE RD)	LT	6
251+72 - 258+66 (OLD STAGE RD)	RT	7
258+66 - 323+50 (RUTLAND RD)	LT	65
258+66 - 323+50 (RUTLAND RD)	RT	63
323+50 - 352+00	LT	29
323+50 - 352+00	RT	29
STAGE 1 SUBTOTALS		457
Project 5155-04-81 Total		**457**

CONCRETE PAVEMENT JOINT LAYOUT

STATION - STATION	415.5110.S CONCRETE PAVEMENT JOINT LAYOUT LS
CATEGORY CODE 0010	
PROJECT 5155-00-79	1
Project 5155-00-79 Total	**1**

EARTHWORK SUMMARY

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CUT (2)	205.0100 COMMON EXCAVATION (1) EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED EBS BACKFILL (11) FACTOR 1.00	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	208.1100 SELECT BORROW	COMMENT
STAGE 4 - PROJECT 5155-04-81													
USH 14	189+50 - 195+45	CTH A INTERSECTION	913	0	0	913	0	3	4	909	909	0	
USH 14	DRIVEWAYS		177	0	0	0	0	0	0	0	0	0	
PROJECT 5155-04-81 TOTAL			1,090	0	0	913	0	3	4	909	909	0	
PROJECT 5155-00-79													
STAGE 1													
EB USH 14 - NORTH	351+50'REB' - 354+90.49'REB'	BEGIN TO WB USH 14	1,480	862	0	0	862	471	589	-589	1,480	589	
EB USH 14 - SOUTH	364+80.23'REB' - 370+13.75'REB'	WB USH 14 TO END	191	798	0	0	798	1,103	1,379	-1,379	191	1,379	
WB USH 14 - NORTH	354+90.45'RWB' = 359+16.38'RWB'	EB USH 14 TO RAB	6,365	4,740	0	0	4,740	907	1,134	-1,134	6,365	1,134	
WB USH 14 - SOUTH	360+67.95'RWB' - 364+84.73'RWB'	RAB TO EB USH 14	1,064	2,782	0	0	2,782	862	1,078	-1,078	1,064	1,078	
EB STH 92	100+00'EB' - 102+56.64'EB'	BEGIN TO WB STH 92	310	285	11	0	285	65	81	-81	310	81	
WB STH 92	102+57.10'WB' - 106+29.03'WB'	EB STH 92 TO RAB	1,213	2,680	0	0	2,680	179	224	-224	1,213	224	
EB BIGLOW RD	200+00'BLE' - 200+85'BLE'	RAB TO STA 200+85	351	41	0	0	41	9	11	-11	351	11	
EB BIGLOW RD	202+09.98'BLE' - 202+50'BLE'	WB BIGLOW RD TO END	23	0	0	0	0	0	0	0	23	0	
WB BIGLOW RD	200+00'BLW' - 201+96.30'BLW'	RAB TO EB BIGLOW RD	1,564	101	0	0	101	52	65	-65	1,564	65	
ROUNDABOUT	10+00'RAB' - 13+80'RAB'		419	3,586	0	0	3,586	745	931	-931	419	931	
EXISTING USH 14	357+50 - 358+50	*CULVERT TRANSITION	275	0	0	0	0	0	0	0	0	0	
EXISTING USH 14	360+58.31 - 370+31.31	TEMP WIDENING	323	0	0	0	0	1,242	1,553	-1,553	323	1,553	
EXISTING USH 14	360+74 - 361+87	*CULVERT TRANSITION	620	0	0	0	0	0	0	0	0	0	
EXISTING BIGLOW RD	202+26'EXBL' - 204+08'EXBL'	*CULVERT TRANSITION	318	0	0	0	0	0	0	0	0	0	
UNDISTRIBUTED EBS				725	0	0	725	0	0	0	0	0	
STAGE 1 SUBTOTAL			14,516	16,600	11	0	16,600	5,635	7,044	-7,044	13,303	7,044	
STAGE 2													
EB USH 14 - NORTH	357+00'REB' - 359+06.69'REB'	BEGIN TO WB USH 14	833	0	27	0	0	0	0	0	833	0	
EB USH 14 - SOUTH	364+80.23'REB' - 367+95.08'REB'	WB USH 14 TO END	342	0	86	0	0	0	0	0	342	0	
WB USH 14 - SOUTH	360+67.95'RWB' - 364+84.73'RWB'	RAB TO EB USH 14	86	0	46	0	0	0	0	0	86	0	
EB BIGLOW RD	200+00'BLE' - 202+95.87'BLE'	RAB TO END	919	0	68	0	0	2	3	-3	919	3	
WB BIGLOW RD	200+00'BLW' - 201+96.30'BLW'	RAB TO EB BIGLOW RD	76	0	2	0	0	0	0	0	76	0	
ROUNDABOUT	11+00.22'RAB' - 12+83.29'RAB'		68	0	28	0	0	494	618	-618	68	618	
UNDISTRIBUTED EBS				116	0	0	116	0	0	0	0	0	
STAGE 2 SUBTOTAL			2,324	116	257	0	116	496	620	-620	2,324	620	
STAGE 3													
EB USH 14 - NORTH	354+90.55'REB' - 359+06.69'REB'	WB USH 14 TO RAB	1,779	0	463	0	0	62	78	-78	1,779	78	
EB USH 14 - SOUTH	360+54.48'REB' - 370+46.91'REB'	RAB TO END	2,211	0	441	0	0	196	245	-245	2,211	245	
EB STH 92	100+00'EB' - 106+30'EB'	BEGIN TO RAB	2,588	0	255	0	0	16	20	-20	2,588	20	
WB STH 92	102+57.10'WB' - 106+29.03'WB'	EB STH 92 TO RAB	89	0	7	0	0	0	0	0	89	0	
ROUNDABOUT	10+00'RAB' - 13+80'RAB'		514	0	319	0	0	457	571	-571	514	571	
UNDISTRIBUTED EBS				359	0	0	359	0	0	0	0	0	
STAGE 3 SUBTOTAL			7,181	359	1,485	0	359	731	914	-914	7,181	914	
STAGE 4													
EB USH 14 - NORTH	351+50'REB' - 354+90.49'REB'	BEGIN TO WB USH 14	1,441	0	357	0	0	196	245	-245	1,441	245	
EB USH 14 - SOUTH	364+80.23'REB' - 370+46.91'REB'	WB USH 14 TO END	611	0	55	0	0	0	0	0	611	0	
WB USH 14 - NORTH	354+90.17'RWB' - 358+00'RWB'	EB USH 14 TO RAB	88	0	12	0	0	0	0	0	88	0	
WB USH 14 - SOUTH	360+67.952'RWB' - 362+30'RWB'	RAB TO EB USH 14	67	0	16	0	0	44	55	-55	67	55	
WB USH 14 - SOUTH	364+25'RWB' - 364+84.73'RWB'	RAB TO EB USH 14	20	0	2	0	0	0	0	0	20	0	
ROUNDABOUT	10+00'RAB' - 13+80'RAB'		44	0	15	0	0	544	680	-680	44	680	
UNDISTRIBUTED EBS				114	0	0	114	0	0	0	0	0	
STAGE 4 SUBTOTAL			2,271	114	457	0	114	784	980	-980	2,271	980	
PROJECT 5155-00-79 GRAND TOTAL			26,292	17,188	2,210	913	17,188	7,649	9,561	-8,648	25,988	9,558	
	PROJECT 5155-00-79 TOTAL COMMON EXC		**43,480**										
	PROJECT 5155-00-79 208.1100 SELECT BORROW		**26,746**										
OVERALL TOTAL			27,382	17,188	2,210	1,826	17,188	7,652	9,565	0	26,898	9,558	
	OVERALL GRAND TOTAL COMMON EXC		**44,570**										
	OVERALL GRAND TOTAL 208.1100 SELECT BORROW		**26,746**										

* SEE FOUNDATION BACKFILL TABLE & NEW CULVERT TRANSITION CONSTRUCTION DETAIL FOR MORE INFORMATION

NOTES:

(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT, WHICH INCLUDES CONCRETE AND ASPHALT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. ADDITIONAL EBS VOLUME ASSUMED 5% OF PROPOSED SURFACE AREA. ASSUMED THAT EBS MATERIAL IS UNUNSABLE IN FILLS
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL. PROJECT 5155-00-79 ASSUMED THAT CUT MATEIAL IS UNUSABLE IN FILLS. SELECT BORROW MATERIAL TO BE USED IN FILLS
(11) EXPANDED EBS BACKFILL - THIS IS TO BE FILLED WITH SELECT BORROW MATERIAL. EBS BACKFILL FACTOR = 1.0. ITEM NUMBER 208.1100
(13) EXPANDED FILL FACTOR = 1.25; EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

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BASE AGGREGATE DENSE AND SELECT CRUSHED MATERIAL ITEMS

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	645.0220 GEOGRID TYPE SR SY	COMMENTS
CATEGORY CODE 0010							
PROJECT 5155-04-81							
STAGE 4							
113+98 - 119+77	LT & RT	5	--	--	1	--	BEGIN TO STA 119+77
119+77 - 134+66	LT & RT	75	--	--	1	--	STA 119+77 TO HILL RD
134+66 - 169+73	LT & RT	250	--	--	4	--	HILL RD TO OAK HILL RD
169+73 - 197+43	LT & RT	160	--	--	2	--	OAK HILL RD TO CTH A
197+43 - 238+47	LT & RT	315	--		5	--	CTH A TO WATERMAN RD
238+47 - 251+72	LT & RT	95	--	--	2	--	WATERMAN RD TO ROME CORNERS RD
251+72 - 258+66	LT & RT	50	--	--	1	--	ROME CORNERS RD TO OLD STAGE RD
258+66 - 323+50	LT & RT	485	--	--	7	--	OLD STAGE RD TO W RUTLAND RD
323+50 - 352+00	LT & RT	225	--	--	3	--	W RUTLAND RD TO END
	STAGE 4 SUBTOTALS	1,660	--	--	26	--	
PROJECT 5155-04-81 TOTALS		**1,660**	**--**	**--**	**26**	**--**	
PROJECT 5155-00-79							
STAGE 1							
352+00'REB' - 354+91'REB'	LT	--	--	230	--	370	
355+37'REB' - 359+07'REB'	LT & RT	--	--	520	--	830	
354+90'RWB' - 359+16'RWB'	LT & RT	--	--	1,220	--	1,920	
360+68'RWB' - 364+84'RWB'	LT & RT	--	--	960	--	1,510	
364+79'REB' - 367+95'REB'	LT	--	--	300	--	470	
100+24'EB' - 102+57'EB'	LT	--	--	120	--	180	
102+57'WB' - 106+02'WB'	LT & RT	--	--	600	--	950	
104+05'EB' - 106+07'EB'	LT & RT	--	--	290	--	460	
200+00'BLW' - 201+92'BLW'	LT & RT	--	--	280	--	440	
11+11'RAB' - 13+07'RAB'	LT & RT	--	--	700	--	1,100	
11+12'RAB' - 11+52'RAB'	RT	--	--	60	--	100	
354+78 - 360+09	LT	20	1,415	--	22	--	USH 14 TEMPOARY WIDENING (INCLUDES PATCHES)
360+74 - 370+31	LT & RT	50	1,550	--	25	--	USH 14 TEMPOARY WIDENING (INCLUDES PATCHES)
106+26'EX92' - 106+72'EX92'	LT & RT	--	50	--	1	--	STH 92 ISLAND
202+26'EXBL' - 204+08'EXBL'	RT	15	495	--	10	--	CULVERT PATCHES
101+91'EB'	LT	--	45	--	1	--	STH 92 TEMPORARY DRIVEWAY
354+78 - 360+09	LT	--	290	--	4	--	WINTER SHUTDOWN-TEMPORARY SLOPE
106+26'EX92' - 106+72'EX92'	LT	--	125	--	2	--	WINTER SHUTDOWN-TEMPORARY SLOPE
	STAGE 1 SUBTOTALS	85	3,970	5,280	65	8,330	

CONTINUED ON NEXT PAGE

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BASE AGGREGATE DENSE AND SELECT CRUSHED MATERIAL ITEMS

STATION - STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 * BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	645.0220 GEOGRID TYPE SR SY	COMMENTS
CATEGORY CODE 0010							
STAGE 2							
352+90'REB' - 354+90'REB'	LT	24	300	45	5	70	
354+90'RWB' - 358+25'RWB'	LT & RT	41	990	--	17	--	
358+25'RWB' - 359+16'RWB'	LT & RT	--	145	--	2	--	
360+68'RWB' - 362+52'RWB'	LT & RT	16	570	180	9	280	
362+52'RWB' - 364+85'RWB'	LT & RT	20	720	30	11	45	
364+79'REB' - 367+95'REB'	LT	--	665	350	10	545	
200+00'BLE' - 200+75'BLE'	LT & RT	--	205	160	3	245	
200+75'BLE' - 202+96'BLE'	LT & RT	10	500	405	8	635	
200+00'BLW' - 200+95'BLW'	LT & RT	--	100	5	2	5	
200+95'BLW' - 201+96'BLW'	LT & RT	3	175	90	3	135	
11+00'RAB' - 12+83'RAB'	LT & RT	--	520	255	8	400	
			--				
352+90'REB' - 355+50'RWB'	LT	10	280	--	7	--	
363+99'REB' - 370+43'REB'	LT	26	670	--	10	--	
UNDISTRIBUTED		--	1,390	--	21	--	MATERIAL FOR SETTLEMENT FROM STAGE 1
	STAGE 2 SUBTOTALS	150	7,230	1,520	116	2,360	
STAGE 3							
354+85'REB' - 357+23'REB'	LT & RT	--	820	570	12	900	
357+23'REB' - 359+07'REB'	LT & RT	--	290	150	5	240	
360+55'REB' - 361+75'REB'	LT & RT	--	190	360	3	565	
361+75'REB' - 369+94'REB'	LT & RT	90	1,590	1,380	25	2,175	
100+00'EB' - 105+03'EB'	LT & RT	15	1,480	1,130	22	1,780	
105+03'EB' - 106+30'EB'	LT & RT	--	300	60	5	100	
102+57'WB' - 105+08'WB'	LT & RT	5	540	70	8	110	
105+09'WB' - 106+29'WB'	LT & RT	--	150	80	2	130	
13+80'RAB' - 10+90'RAB'	LT & RT	--	450	760	7	1,190	
	STAGE 3 SUBTOTALS	110	5,810	4,560	89	7,190	
STAGE 4							
352+00'REB' - 354+85'REB'	LT & RT	35	950	840	15	1,320	
354+90'REB' - 359+07'REB'	LT	--	260	--	5	--	NORTH LEG MEDIAN
354+90'RWB' - 358+25'RWB'	LT	35	--	--	1	--	
361+75'REB' - 370+14'REB'	LT & RT	90	210	--	9	--	
362+52'RWB' - 364+85'RWB'	LT	20	--	--	1	--	
100+00'EB' - 105+03'EB'	LT & RT	15	--	--	1	--	
102+57'WB' - 105+09'WB'	LT	5	--	--	--	--	
200+75'BLE' - 202+96'BLE'	LT & RT	10	--	--	1	--	
200+95'BLW' - 201+96'BLW'	LT	5	--	--	1	--	
	STAGE 4 SUBTOTALS	215	1,420	840	34	1,320	
PROJECT 5155-00-79 TOTALS		**560**	**18,430**	**12,200**	**304**	**19,200**	
	OVERALL TOTAL	**2,220**	**18,430**	**12,200**	**330**	**19,200**	

BASE AGGREGATE DENSE 3/4-INCH WEIGHT CALCULATIONS BASED ON 2.1 TONS/CY.

BASE AGGREGATE DENSE 1 1/4-INCH WEIGHT CALCULATIONS BASED ON 2.0 TONS/CY.

SELECT CRUSHED MATERIAL WEIGHT CALCULATIONS BASED ON 1.9 TONS/CY.

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONCRETE ITEMS

STATION - STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0080 CONCRETE PAVEMENT 8-INCH SY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	602.0405 CONCRETE SIDEWALK 4-INCH SF	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0515 CURB RAMP DETECTABLE WARINING FIELD NATURAL PATINA SF	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	COMMENTS
CATEGORY CODE 0010									
Project 5155-00-79									
STAGE 2									
358+25'RWB' - 359+16'RWB'	LT	--	249	--	--	--	--	--	WB USH 14
360+68'RWB' - 362+52'RWB'	LT	--	541	--	--	--	--	--	WB USH 14
200+00'BLE' - 200+75'BLE'	RT	--	154	--	--	--	--	--	EB BIGLOW RD
200+00'BLW' - 200+95'BLW'	LT	--	160	--	--	--	--	--	WB BIGLOW RD
11+00'RAB' - 12+83'RAB'	RT	--	813	--	--	--	--	--	ROUNDABOUT
200+00'BLE' - 202+05'BLE'	LT	--	--	--	2,100	--	--	--	BIGLOW RD MEDIAN
200+00'BLE' - 202+06'BLE'	LT	--	--	--	--	193	--	--	BIGLOW RD MEDIAN
200+00'BLE' - 202+05'BLE'	LT	--	--	--	--	--	40	--	BIGLOW RD MEDIAN
200+09'BLE'	LT	--	--	--	--	--	--	56	EB BIGLOW RD TYPE 2
202+00'BLE'	LT	--	--	--	--	--	--	60	EB BIGLOW RD TYPE 2
200+07'BLW'	RT	--	--	--	--	--	--	26	WB BIGLOW RD TYPE 2
STAGE 2 SUBTOTALS		--	1,917	--	2,100	193	40	142	
STAGE 3									
357+23'REB' - 359+07'REB'	RT	--	541	--	--	--	--	--	EB USH 14
360+55'REB' - 361+75'REB'	RT	--	343	--	--	--	--	--	EB USH 14
105+03'EB' - 106+30'EB'	RT	--	227	--	--	--	--	--	EB STH 92
105+09'WB' - 106+29'WB'	LT	--	244	--	--	--	--	--	WB STH 92
10+00-11+00, 12+83-13+84	RT	--	838	--	--	--	--	--	ROUNDABOUT
359+04'REB' - 105+51'WB'	LT & RT	26	--	78	--	--	--	--	NW QUAD TRUCK APRON
105+48'EB' - 360+72'REB'	RT	36	--	108	--	--	--	--	SW QUAD TRUCK APRON
10+00-11+00, 12+83-13+84	LT	92	--	275	--	--	--	--	ROUNDABOUT
102+56'EB' - 106+30'EB'	LT	--	--	--	2,950	--	--	--	STH 92 MEDIAN
102+56'EB' - 106+30'EB'	LT	--	--	--	--	154	--	--	STH 92 MEDIAN
102+56'EB' - 106+30'EB'	LT	--	--	--	--	--	40	--	STH 92 MEDIAN
102+59'EB'	LT	--	--	--	--	--	--	60	EB STH 92 TYPE 1
106+23'EB'	LT	--	--	--	--	--	--	26	EB STH 92 TYPE 2
106+22'WB'	RT	--	--	--	--	--	--	46	WB STH 92 TYPE 2
STAGE 3 SUBTOTALS		154	2,193	461	2,950	154	40	132	
STAGE 4									
11+00'RAB' - 12+83'RAB'	LT	121	--	364	--	--	--	--	ROUNDABOUT
354+90'REB' - 359+07'REB'	LT	--	--	--	4,960	--	--	--	USH 14 MEDIAN
354+90'REB' - 359+07'REB'	LT	--	--	--	--	328	--	--	USH 14 MEDIAN
354+90'REB' - 359+07'REB'	LT	--	--	--	--	--	40	--	USH 14 MEDIAN
354+93'REB'	LT	--	--	--	--	--	--	60	EB USH 14 TYPE 1
358+98'REB'	LT	--	--	--	--	--	--	32	EB USH 14 TYPE 2
359+05'RWB'	RT	--	--	--	--	--	--	68	WB USH 14 TYPE 2
360+55'REB' - 364+79'REB'	LT	--	--	--	3,990	--	--	--	USH 14 MEDIAN
360+55'REB' - 364+79'REB'	LT	--	--	--	--	315	--	--	USH 14 MEDIAN
360+55'REB' - 364+79'REB'	LT	--	--	--	--	--	40	--	USH 14 MEDIAN
360+67'REB'	LT	--	--	--	--	--	--	70	EB USH 14 TYPE 1
360+77'RWB'	RT	--	--	--	--	--	--	32	WB USH 14 TYPE 2
364+77'REB'	LT	--	--	--	--	--	--	60	EB USH 14 TYPE 2
STAGE 4 SUBTOTALS		121	--	364	8,950	643	80	322	
Project 5155-00-79 Total		**275**	**4,110**	**825**	**14,000**	**990**	**160**	**596**	

ASPHALTIC ITEMS

STATION - STATION	LOCATION	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0315 ASPHALTIC FLUMES SY	COMMENTS
CATEGORY CODE 0010								
PROJECT 5155-04-81								
STAGE 4								
113+68 - 119+77	LT & RT	--	205	334	5	--	--	BEGIN TO STA 119+77
119+77 - 134+66	LT & RT	--	659	1,125	16	--	--	STA 119+77 TO HILL RD
134+66 - 169+73	LT & RT	--	1,523	2,640	37	--	--	HILL RD TO OAK HILL RD
169+73 - 197+43	LT & RT	--	1,310	2,243	32	--	14	OAK HILL RD TO CTH A
197+43 - 238+47	LT & RT	--	1,780	3,065	44	--	--	CTH A TO WATERMAN RD
238+47 - 251+72	LT & RT	--	580	1,001	14	--	--	WATERMAN RD TO ROME CORNERS RD
251+72 - 258+66	LT & RT	--	323	556	8	--	--	ROME CORNERS RD TO OLD STAGE RD
258+66 - 323+50	LT & RT	--	2,812	4,865	69	--	--	OLD STAGE RD TO RUTLAND RD
323+50 - 352+00	LT & RT	--	1,223	2,121	30	--	--	RUTLAND TO END
STAGE 4 SUBTOTALS		--	10,415	17,950	255	--	14	
PROJECT 5155-04-81 TOTAL		**--**	**10,415**	**17,950**	**255**	**--**	**14**	
PROJECT 5155-00-79								
STAGE 1								
354+ 78 - 360+09	LT	193	--	--	--	193	--	TEMP WIDEN LT & CULVERT PATCH
360+74 - 370+31	RT	240	--	--	--	240	--	TEMP WIDEN RT & CULVERT PATCHES
101+91'EB'	LT	18	--	--	--	18	--	TEMP DRIVEWAY
106+26 - 106+72	RT	6	--	--	--	6	--	ISLAND
202+26 - 204+08	LT & RT	76	--	--	--	76	--	BIGLOW CULVERT PATCHES
STAGE 1 SUBTOTALS		533	--	--	--	533	--	
STAGE 2								
352+90'REB' - 355+50'RWB'	LT	--	--	--	--	70	--	TEMP CONNECTION
355+50'RWB' - 358+25'RWB'	LT	--	44	200	--	--	18	TWO LOWER LAYERS
357+75'RWB' - 358+25'RWB'	LT	--	--	--	--	9	--	TEMP WEDGE
360+03'RWB' - 361+00'RWB'	LT	--	--	--	--	43	--	TEMP WIDEN
362+52'RWB' - 363+02'RWB'	LT	--	--	--	--	10	--	TEMP WEDGE
362+52'RWB' - 364+85'RWB'	LT	--	37	160	--	--	--	TWO LOWER LAYERS
364+79'REB' - 367+95'REB'	LT	--	43	194	--	--	--	TWO LOWER LAYERS
363+99'REB' - 370+13'REB'	LT	--	--		--	114	--	TEMP WIDEN
367+45'REB' - 367+95'REB'	LT	--	--		--	10	--	TEMP WEDGE
200+75'BLE' - 202+96'BLE'	LT & RT	--	--	51	--	--	7	LOWER LAYER
200+95'BLW' - 201+96'BLW'	LT	--	--	15	--	--	11	LOWER LAYER
11+41'RAB' - 12+52'RAB'	LT	--	--	--	--	21	--	TEMP PAVT
STAGE 2 SUBTOTALS		--	124	620	--	277	36	
STAGE 3								
354+90'REB' - 357+23'REB'	RT	--	38	170	--	--	--	TWO LOWER LAYERS
361+75'REB' - 367+95'REB'	LT & RT	--	82	370	--	--	7	TWO LOWER LAYERS
100+00'EB' - 105+03'EB'	LT & RT	--	--	183	--	--	28	LOWER LAYER
102+57'WB' - 105+09'WB'	LT & RT	--	--	57	--	--	10	LOWER LAYER
STAGE 3 SUBTOTALS		--	120	780	--	--	45	
STAGE 4								
352+00'REB' - 354+90'REB'	LT & RT	500	150	500	--	--	--	UPPER & LOWER LAYERS
354+90'REB' - 357+23'REB'	RT	85	38	85	--	--	--	UPPER LAYER
354+90'RWB' - 355+50'RWB'	LT	56	17	56	--	--	--	UPPER & LOWER LAYERS
355+50'RWB' - 358+25'RWB'	LT & RT	100	45	100	--	--	--	UPPER LAYER
361+75'REB' - 367+95'REB'	LT & RT	185	82	185	--	--	--	UPPER LAYER
362+52'RWB' - 364+85'RWB'	LT	82	36	82	--	--	--	UPPER LAYER
100+00'EB' - 105+03'EB'	LT & RT	185	82	185	--	--	--	UPPER LAYER
102+57'WB' - 105+08'WB'	LT & RT	60	26	60	--	--	--	UPPER LAYER
200+75'BLE' - 202+96'BLE'	LT & RT	52	23	52	--	--	--	UPPER LAYER
200+95'BLW' - 201+96'BLW'	LT & RT	15	7	15	--	--	--	UPPER LAYER
STAGE 4 SUBTOTALS		1,320	506	1,320	--	--	--	
PROJECT 5155-00-79 TOTAL		**1,853**	**750**	**2,720**	**--**	**810**	**81**	
OVERALL TOTAL		**1,853**	**11,165**	**20,670**	**255**	**810**	**95**	

ASPHALTIC RUMBLE STRIPS

STATION - STATION	LOCATION	SPV.0090.01 ASPHALTIC SHOULDER RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL LF	SPV.0090.02 ASPHALTIC CENTERLINE RUMBLE STRIPS SINUSOIDAL 2-LANE RURAL LF
CATEGORY CODE 0010			
PROJECT 5155-04-81			
STAGE 4			
113+68 - 134+66 (HILL RD)	CL	-	1,449
118+59 - 134+66 (HILL RD)	LT	1,046	-
119+77 - 134+66 (HILL RD)	RT	1,483	-
134+66 - 169+73 (OAK HILL RD)	CL	-	2,901
134+66 - 169+73 (OAK HILL RD)	LT	2,781	-
134+66 - 169+73 (OAK HILL RD)	RT	3,059	-
169+73 - 197+43 (CTH A)	CL	-	2,328
169+73 - 197+43 (CTH A)	LT	2,394	-
169+73 - 197+43 (CTH A)	RT	1,845	-
197+43 - 238+47 (WATERMAN RD)	CL	-	3,544
197+43 - 238+47 (WATERMAN RD)	LT	3,838	-
197+43 - 238+47 (WATERMAN RD)	RT	3,640	-
238+47 - 251+72 (ROME CORNERS RD)	CL	-	920
238+47 - 251+72 (ROME CORNERS RD)	LT	1,187	-
238+47 - 251+72 (ROME CORNERS RD)	RT	1,152	-
251+72 - 258+66 (OLD STAGE RD)	CL	-	260
251+72 - 258+66 (OLD STAGE RD)	LT	523	-
251+72 - 258+66 (OLD STAGE RD)	RT	645	-
258+66 - 323+50 (RUTLAND RD)	CL	-	5,820
258+66 - 323+50 (RUTLAND RD)	LT	5,690	-
258+66 - 323+50 (RUTLAND RD)	RT	5,847	-
323+50 - 352+00	CL	-	2,738
323+50 - 352+00	LT	2,468	-
323+50 - 352+00	RT	2,647	-
STAGE 4 SUBTOTALS		40,245	19,960
Project 5155-04-81 Total		**40,245**	**19,960**
PROJECT 5155-00-79			
STAGE 4			
352+00'RWB' - 358+09'RWB'	LT	613	-
352+00'REB' - 352+42'REB'	RT	42	-
STAGE 4 SUBTOTALS		655	0
Project 5155-00-79 Total		**655**	**0**
OVERALL TOTAL		**40,900**	**19,960**

PWL MIXTURE USE TABLE, BID ITEM HMA PAVEMENT 4 MT 58-28 S
PROJECT ID 5515-04-81

LOCATION	STATION	TO STATION	LOCATION	MIXTURE TYPE	UNDERLAYING	BID ITEM	TONS	THICKNESS (IN)	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
									MIXTURE ACCEPTANCES	DENSITY ACCEPTANCES
USH 14 MAINLINE	113+68	119+77	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	159	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	113+68	119+77	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	159	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	113+68	119+77	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	113+68	119+77	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	118+33	119+77	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	3	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	118+33	119+77	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	3	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 MAINLINE	119+77	134+66	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	389	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	119+77	134+66	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	389	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	119+77	134+66	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	109	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	119+77	134+66	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	109	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	119+77	134+66	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	65	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	119+77	134+66	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	65	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 MAINLINE	134+66	169+73	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	916	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	134+66	169+73	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	916	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	134+66	169+73	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	248.5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	134+66	169+73	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	248.5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	134+66	169+73	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	153	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	134+66	169+73	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	153	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 MAINLINE	169+73	197+43	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	724	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	169+73	197+43	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	724	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	169+73	197+43	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	286	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	169+73	197+43	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	286	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	169+73	197+43	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	112	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	169+73	197+43	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	112	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE

CONTINUED ON NEXT PAGE

PWL MIXTURE USE TABLE, BID ITEM HMA PAVEMENT 4 MT 58-28 S CONTINUED
PROJECT ID 5515-04-81

LOCATION	STATION	TO STATION	LOCATION	MIXTURE TYPE	UNDERLAYING	BID ITEM	TONS	THICKNESS (IN)	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
									MIXTURE ACCEPTANCES	DENSITY ACCEPTANCES
USH 14 MAINLINE	197+43	238+47	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	1073	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	197+43	238+47	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	1073	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	197+43	238+47	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	292	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	197+43	238+47	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	292	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	197+43	238+47	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	168	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	197+43	238+47	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	168	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 MAINLINE	238+47	251+72	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	346	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	238+47	251+72	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	346	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	238+47	251+72	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	96.5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	238+47	251+72	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	96.5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	238+47	251+72	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	58	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	238+47	251+72	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	58	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 MAINLINE	251+72	258+66	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	181	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	251+72	258+66	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	181	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	251+72	258+66	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	66	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	251+72	258+66	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	66	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	251+72	258+66	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	31	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	251+72	258+66	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	31	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 MAINLINE	258+66	323+50	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	1694	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	258+66	323+50	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	1694	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	258+66	323+50	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	455.5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	258+66	323+50	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	455.5	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	258+66	323+50	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	282	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	258+66	323+50	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	282	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 MAINLINE	323+50	352+00	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	745	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 MAINLINE	323+50	352+00	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	745	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
USH 14 EXISTING SHOULDERS	323+50	352+00	LT & RT	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	191	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 EXISTING SHOULDERS	323+50	352+00	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	191	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	323+50	352+00	LT & RT	LOWER LAYER	BASE AGGREGATE	4 MT 58-28 S	124	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE
USH 14 WIDENING SHOULDERS	323+50	352+00	LT & RT	UPPER LAYER	LOWER LAYER HMA 4 MT 58-28 S	4 MT 58-28 S	124	1.75	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARMENT; NOT ELIGIBLE FOR INCENTIVE

ASPHALTIC DRIVEWAYS ONLY

STATION	LOCATION	* 690.015 SAWING ASPHALT LF	# 205.0100 EXCAVATION COMMON CY	* 305.0120 BASE AGGREGATE DENSE 1-1/4-INCH TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
CATEGORY CODE 0010					
PROJECT 5155-04-81					
STAGE 4					
126+50	LT	44	14	20	10
129+50	LT	47	15	20	10
136+29	LT	12	5	6	3
153+50	LT	22	10	15	7
161+30	RT	92	27	36	18
165+50	LT	24	-	15	8
172+67	LT	14	5	6	3
179+25	RT	18	7	10	5
180+28	LT	10	-	5	3
181+43	RT	10	-	6	3
184+15	RT	12	4	6	3
205+50	LT	23	10	13	6
246+75	LT	34	-	13	6
259+13	LT	8	3	5	2
263+46	RT	24	7	10	5
264+00	LT	111	34	45	23
269+00	LT	16	6	8	4
287+63	RT	17	7	9	4
305+30	LT	15	5	6	3
309+10	LT	29	10	14	7
328+25	RT	35	-	20	10
340+00	RT	22	9	12	6
STAGE 4 SUBTOTALS		639	177	300	150
PROJECT 5155-04-81 TOTAL		**639**	**177**	**300**	**150**
PROJECT 5155-00-79					
STAGE 3					
101+90'REB'	LT	26	-	70	20
STAGE 3 SUBTOTALS		26	0	70	20
PROJECT 5155-00-79 TOTAL		**26**	**0**	**70**	**20**
OVERVALL PROJECT TOTALS		**665**	**177**	**370**	**170**

* ADDITIONAL QUANTITIES FOUND ELSEWHERE

FOR INFORMATIONAL PURPOSES ONLY. EXCAVATION COMMON QUANTITY IS INCLUDED IN EARTHWORK QUANTITY TABLES.

NOTE: SAWING ASPHALT IS INCIDENTAL TO REMOVING ASPHALTIC SURFACE BUTT JOINTS BID ITEM

HMA PWL ITEMS

LOCATION	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY EACH
CATEGORY CODE 0010		
5155-04-81 PROJECT	1	2
Project 5155-04-81 Total	**1**	**2**

LOCATING NO-PASSING ZONES ITEMS

PROJECT	648.0100 LOCATING NO-PASSING ZONES MI
CATEGORY CODE 0010	
PROJECT 5155-04-81	
5155-04-81	4.51
PROJECT 5155-04-81 TOTAL	**4.51**
PROJECT 5155-00-79	
USH 14 SOUTH LEG	0.26
PROJECT 5155-00-79 TOTAL	**0.26**
OVERALL TOTAL	**4.77**

CULVERT PIPE ITEMS

STATION	LOCATION	INVERT STATION	INVERT ELEV.	OUTLET STATION	OUTLET ELEV.	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	521.1524 APRON ENDWALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 6 TO 1 24-INCH EACH	522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 19x30-INCH EACH	522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29x45-INCH EACH	611.9800.S. PIPE GRATES EACH	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH (0.064-INCH STEEL THICKNESS) LF	520.3324 CULVERT PIPE CLASS III-A 24-INCH (0.064-INCH STEEL THICKNESS) LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV19x30-INCH LF	522.2429 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 29x45-INCH LF	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
CATEGORY CODE 0010																		
Project 5155-00-79																		
STAGE 1																		
357+92'REB'	LT/RT	357+91.71'REB', 46.9' RT	945.07	357+87.65'REB', 65.9' LT	944.45	--	--	--	--	1	1	--	--	--	--	101	1	1
357+99'REB'	LT/RT	357+99.29'REB', 46.0' RT	954.09	357+94.98'REB', 65.6' LT	944.47	--	--	--	--	1	1	--	--	--	--	100	1	1
361+26'REB'	LT/RT	361+25.97'REB', 48.9; RT	946.78	361+36.97'REB', 78.7' LT	946.15	--	2	--	--	--	--	--	--	128	--	--	2	1
200+22'BLW'	LT/RT	200+21.76'BLW', 106.1' RT	945.91	200+47.91'BLE', 82.5' LT	944.91	2	--	--	--	--	--	--	165	--	--	--	2	1
200+24'BLW'	LT/RT	200+24.09'BLW, 98.1' RT	945.89	200+10.34'BLW', 54.8' LT	944.93	2	--	--	--	--	--	--	153	--	--	--	2	1
101+92'EB'	LT	101+71.66'EB', 44.6' LT	947.78	102+10.06'EB', 46.31' LT	947.73	--	--	2	--	--	--	38	--	--	--	--	2	--
STAGE 1 SUBTOTALS						4	2	2	--	2	2	38	318	128	--	201	10	5
STAGE 2																		
357+92'REB'	RT	357+91.71'REB', 46.9' RT	945.07	357+87.65'REB', 65.9' LT	944.45	--	--	--	--	1	--	--	--	--	--	12	1	1
357+99'REB'	RT	357+99.29'REB', 46.0' RT	954.09	357+94.98'REB', 65.6' LT	944.47	--	--	--	--	1	--	--	--	--	--	12	1	1
STAGE 2 SUBTOTALS						--	--	--	--	2	--	--	--	--	--	24	2	2
STAGE 3																		
105+28'EB'	LT/RT	105+27.54'EB', 51.6' RT	946.55	105+64.58'EB', 44.5' LT	946.06	--	--	--	2	--	--	--	--	--	106	--	2	1
105+32'EB'	LT/RT	105+32.40'EB', 52.9' RT	946.54	105+68.54'EB', 45.8' LT	946.03	--	--	--	2	--	--	--	--	--	104	--	2	1
STAGE 3 SUBTOTALS						--	--	--	4	--	--	--	--	--	210	--	4	2
Project 5155-00-79 Total						**4**	**2**	**2**	**4**	**4**	**2**	**38**	**318**	**128**	**210**	**225**	**16**	**7**
						XX											XX	XX

XX QUANTITIES LISTED ELSEWHERE

TEMPORARY CULVERT PIPE ITEMS

STATION	LOCATION	INVERT STATION	INVERT ELEV.**	OUTLET STATION	OUTLET ELEV.**	SPV.0060.03 APRON ENDWALLS TEMPORARY 24-INCH EACH	SPV.0060.04 APRON ENDWALLS TEMPORARY 30-INCH EACH	520.2024 CULVERT PIPE TEMPORARY 24-INCH LF	520.2030 CULVERT PIPE TEMPORARY 30-INCH LF	520.8000 CONCRETE COLLARS FOR PIPE EACH	633.5200 MARKERS CULVERT END EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
CATEGORY CODE 0010												
Project 5155-00-79												
STAGE 1												
358+99	LT	359+36.99'EX14', 44.3' LT	945.62	358+98.90'EX14', 139.5' LT	944.86	--	1	--	102	1	1	1
359+00	LT	359+44.52'EX14', 44.5, LT	945.69	359+05.43'EX14', 142.2' LT	944.88	--	1	--	105	1	1	1
105+36	LT	105+36.97'EX92', 30.9' LT	946.59	105+36.37'EX92', 91.7' LT	946.15	1	--	61	--	1	1	1
STAGE 1 SUBTOTALS						1	2	61	207	3	3	3
Project 5155-00-79 Total						**1**	**2**	**61**	**207**	**3**	**3**	**3**
											XX	XX

XX QUANTITIES LISTED ELSEWHERE

FOUNDATION BACKFILL

STATION - STATION	LOCATION	** 205.0100 EXCAVATION COMMON CY	SPV.0035.01 FOUNDATION BACKFILL CY
CATEGORY CODE 0010			
PROJECT 5155-00-79			
STAGE 1			
357+50 - 358+50	LT & RT	275	168
360+73 - 361+87	LT & RT	620	377
202+26'EXBL' - 204+08'EXBL'	LT & RT	318	196
	STAGE 1 SUBTOTALS	1,213	741
Project 5155-00-79 Total		**1,213**	**741**

**FOR INFORMATIONAL PURPOSES ONLY; QUANTITY IS INCLUDED IN EARTHWORK SUMMARY TABLE

CONCRETE CURB AND GUTTER ITEMS

STATION - STATION	LOCATION	601.0405 CONCRETE CURB & GUTTER 18-INCH TYPE A LF	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A LF	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0551 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE A LF	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	601.0600 CONCRETE CURB PEDESTRIAN LF	650.5500 CONSTRUCTION STAKING CURB, GUTTER AND CURB & GUTTER LF
CATEGORY CODE 0010									
Project 5155-00-79									
STAGE 2									
357+28'RWB' - 358+28'RWB'	RT	--	--	97	--	--	--	--	--
358+25'RWB' - 359+03'RWB'	RT	--	78	--	--	--	--	--	--
358+25'RWB' - 200+95'BLW'	NE QUAD	--	234	--	--	--	--	--	--
360+77'RWB' - 361+16'RWB'	RT	--	40	--	--	--	--	--	--
361+75'RWB' - 362+46'RWB'	RT	--	71	--	--	--	--	--	--
362+32'RWB' - 362+52'RWB'	LT	--	20	--	--	--	--	--	--
362+46'RWB' - 362+52'RWB'	RT	--	--	--	6	--	--	--	--
362+52'RWB' - 364+82'RWB'	RT	--	--	--	--	230	--	--	--
200+75'BLE' - 11+56'RAB'	SE QUAD	--	89	--	--	--	--	--	--
200+11'BLE' - 200+75'BLE'	LT	--	64	--	--	--	--	--	--
200+75'BLE' - 202+00'BLE'	LT	--	--	125	--	--	--	--	--
200+07'BLW' - 200+95'BLW'	RT	--	89	--	--	--	--	--	--
200+95'BLW' - 201+94'BLW'	RT	--	--	99	--	--	--	--	--
11+00'RAB' - 11+06'RAB'	RT	--	7	--	--	--	--	--	--
11+83'RAB' - 12+00'RAB'	RT	--	26	--	--	--	--	--	--
200+95'BLW' - 201+94'BLW'	RT	--	18	--	--	--	--	--	--
BIGLOW SPLITTER	LT/RT	--	--	--	--	--	--	41	--
STAGE 2 SUBTOTALS		**--**	**734**	**322**	**6**	**230**	**--**	**41**	**--**
STAGE 3									
354+84'REB' - 357+23'REB'	RT	--	--	--	--	242	--	--	--
354+93'REB' - 357+23'REB'	LT	--	--	--	--	230	--	--	--
357+23'REB' - 357+29'REB'	LT	--	--	--	6	--	--	--	--
357+23'REB' - 359+04'REB'	RT	--	--	--	156	--	--	--	--
357+29'REB' - 358+98'REB'	LT	--	170	--	--	--	--	--	--
359+04'REB' - 150+51'WB'	NW QUAD	--	--	--	141	--	--	--	--
150+48'EB' - 360+71'REB'	SW QUAD	--	--	--	145	--	--	--	--
360+71'REB' - 361+75'REB'	RT	--	--	--	102	--	--	--	--
360+68'REB' - 361+75'REB'	LT	--	107	--	--	--	--	--	--
361+75'REB' - 362+43'REB'	LT	--	--	68	--	--	--	--	--
362+43'REB' - 364+77'REB'	LT	--	--	--	--	234	--	--	--
102+59'EB' - 104+56'EB'	LT	--	--	--	--	197	--	--	--
104+56'EB' - 105+03'EB'	LT	--	--	47	--	--	--	--	--
105+03'EB' - 106+23'EB'	LT	--	121	--	--	--	--	--	--
105+03'EB' - 105+48'EB'	RT	--	--	--	45	--	--	--	--
102+59'WB' - 104+53'WB'	RT	--	--	--	--	194	--	--	--
104+53'WB' - 105+09'WB'	RT	--	--	56	--	--	--	--	--
105+09'WB' - 106+20'WB'	RT	--	111	--	--	--	--	--	--
105+09'WB' - 105+51'WB'	LT	--	--	--	41	--	--	--	--
10+77'RAB' - 11+00'RAB'	RT	--	32	--	--	--	--	--	--
12+83'RAB' - 13+00'RAB'	RT	--	22	--	--	--	--	--	--
13+73'RAB' - 10+07'RAB'	RT	--	21	--	--	--	--	--	--
12+83'RAB' - 11+00'RAB'	LT	--	--	--	--	--	191	--	--
12+83'RAB' - 11+00'RAB'	LT	138	--	--	--	--	--	--	--
STH 92 SPLITTER	LT/RT	--	--	--	--	--	--	33	--
STAGE 3 SUBTOTALS		**138**	**585**	**170**	**637**	**1,097**	**191**	**33**	**--**
STAGE 4									
352+50'REB' - 354+84'REB'	RT	--	--	--	--	236	--	--	236
354+93'RWB' - 357+28'RWB'	RT	--	--	--	--	235	--	--	--
361+16'RWB' - 361+75'RWB'	RT	--	60	--	--	--	--	--	--
11+56'RAB - 362+32'RWB'	SW QUAD	--	192	--	--	--	--	--	--
11+00'RAB' - 12+83'RAB'	LT	101	--	--	--	--	--	--	--
11+00'RAB' - 12+83'RAB'	LT	--	--	--	--	--	177	--	--
US 14 WEST LEG SPLITTER	LT/RT	--	--	--	--	--	--	68	--
US 14 EAST LEG SPLITTER	LT/RT	--	--	--	--	--	--	65	--
STAGE 4 SUBTOTALS		**101**	**252**	**--**	**--**	**471**	**177**	**133**	**236**
Project 5155-00-79 Total		**239**	**1,571**	**492**	**643**	**1,798**	**368**	**206**	**236**

RIPRAP AND GEOTEXTILE FABRIC ITEMS

STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
CATEGORY CODE 0010			
Project 5155-00-79			
STAGE 1			
354+94'RWB'	LT	4	9
357+92'REB'	LT	9	18
357+99'REB'	LT	9	18
358+99	LT	8	16
359+05	LT	8	16
361+26'REB'	LT	7	13
101+70'EB'	LT	7	13
105+36	LT	7	13
200+21'BLW'	LT	7	13
200+24'BLW'	LT	7	13
STAGE 1 SUBTOTALS		73	142
STAGE 2			
358+34'RWB'	LT	6	11
361+61'RWB'	LT	5	10
201+91'BLW'	LT	4	9
STAGE 2 SUBTOTALS		15	30
STAGE 3			
105+27'EB'	LT	7	13
105+32'EB'	LT	7	13
105+29'WB'	LT	4	9
STAGE 3 SUBTOTALS		18	35
PROJECT 5155-00-79 TOTAL		**106**	**207**

STORM SEWER PIPES

FROM - TO	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 608.0412 12-INCH LF	STORM SEWER PIPE CLASS III-A 608.3012 12-INCH LF	608.3015 15-INCH LF	608.3018 18-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
CATEGORY CODE 0010							
Project 5155-00-79							
STAGE 1							
IN-10.1 - EW-10.1	--	50	--	--	944.46	943.96	1.00%
IN-15.1 - MH-15.1	--	--	--	258	944.50	943.63	0.34%
STAGE 1 SUBTOTALS	--	50	--	258			
STAGE 2							
IN-11.1 - EW-11.1	--	--	57	--	945.07	944.78	0.50%
IN-12.5 - IN-12.2	--	14	--	--	947.15	947.08	0.50%
IN-12.2 - IN-12.1	--	30	--	--	946.98	946.68	1.00%
IN-12.1 - EW-12.1	--	--	28	--	946.58	946.40	0.63%
IN-12.4 - IN-12.1	--	47	--	--	947.15	946.68	1.00%
IN-14.2 - IN-14.1	--	8	--	--	946.70	946.66	0.50%
IN-14.1 - EW-14.1	--	24	--	--	946.56	946.44	0.50%
STAGE 2 SUBTOTALS	--	123	85	--			
STAGE 3							
IN-10.2 - IN-10.1	--	8	--	--	944.64	944.56	1.00%
IN-11.5 - IN-11.4	--	34	--	--	946.09	945.92	0.50%
IN-11.4 - IN-11.2	--	66	--	--	945.82	945.49	0.50%
IN-11.2 - IN-11.1	--	--	14	--	945.24	945.17	0.50%
IN-11.3 - IN-11.2	--	32	--	--	945.65	945.49	0.50%
IN-12.3 - IN-12.2	--	8	--	--	947.12	947.08	0.50%
IN-13.2 - IN-13.1	9	--	--	--	946.60	946.51	1.00%
IN-13.1 - EW-13.1	61	--	--	--	946.49	946.19	0.50%
STAGE 3 SUBTOTALS	70	148	14	--			
STAGE 4							
IN-10.3 - IN-10.2	--	78	--	--	945.13	944.74	0.50%
STAGE 4 SUBTOTALS	--	78	--	--			
Project 5155-00-79 Total	**70**	**399**	**99**	**258**			

COVER PLATES TEMPORARY

STA	LOCATION	611.8120.S EACH	STORM SEWER STRUCTURE NO.
CATEGORY CODE 0010			
Project 5155-00-79			
STAGE 1			
354+97'RWB'	RT	1	IN-10.1
STAGE 1 SUBTOTALS		1	
STAGE 2			
361+60'RWB'	LT	1	IN-12.1
361+67'RWB'	RT	1	IN-12.2
362+08'RWB'	LT	1	IN-12.4
STAGE 2 SUBTOTALS		3	
Project 5155-00-79 Total		**4**	

PIPE UNDERDRAIN ITEMS

STATION	LOCATION	612.0106 PIPE UNDERDRAIN 6-INCH LF	GEOTEXTILE FABRIC TYP DF SCHEDULE B SY	COMMENTS
CATEGORY CODE 0010				
PROJECT 5155-00-79				
STAGE 2				
11+48'RAB' - 361+58'RWB'	LT	106	59	TIES INTO IN-12.1
361+62'RWB' - 362+52'RWB'	LT	90	50	TIES INTO IN-12.4
201+98'BLE' - 202+96'BLE'	LT & RT	110	61	TIES INTO IN-14.2
10+90 'RAB' - 12+83'RAB"	LT	189	105	
STAGE 2 SUBTOTAL		494	275	
STAGE 3				
354+84'REB' - 356+89'REB'	RT	208	115	TIES INTO IN-11.3
356+91'REB' - 13+42'RAB'	RT	232	129	TIES INTO IN-11.3
12+83'RAB' - 10+90'RAB'	LT	182	101	TIES INTO IN-11.5
STAGE 3 SUBTOTAL		621	345	
STAGE 4				
352+50'REB' - 354+84'REB'	RT	236	131	TIES INTO IN-10.3
STAGE 4 SUBTOTAL		236	131	
Project 5155-00-79 Total		1,352	751	

FOR INFORMATION ONLY

STORM SEWER STRUCTURES

STRUCTURE	STATION	OFFSET*	LOCATION	520.1012 APRON ENDWALLS FOR CULVERT PIPE 12-INCH EACH	520.1015 APRON ENDWALLS FOR CULVERT PIPE 15-INCH EACH	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0636 INLET COVERS TYPE HM-S EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0645 INLET COVER TYPE MS-A EACH	611.0652 INLET COVERS TYPE T EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	611.3230 INLETS 2X3-FT EACH	611.3903 INLETS MEDIAN 3 GRATE EACH	633.5200 MARKERS CULVERT END EACH	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	RIM ELEVATION	INVERT** ELEVATION	DEPTH*** FT
CATEGORY CODE 0100																						
Project 5155-00-79																						
STAGE 1																						
EW-10.1	354+92'RWB'	48.3'LT	WB USH 14	1	--	--	--	--	--	--	--	--	--	--	--	--	1	1	--	943.96	--
IN-10.1	354+97'RWB'	1.5'RT	WB USH 14	--	--	--	--	1	--	--	--	--	--	--	1	--	--	1	950.30	944.46	4.84
IN-15.1	200+59'BLW'	45.1'LT	WB BIGLOW RD	--	--	--	--	--	--	--	3	--	--	--	--	1	--	1	946.90	944.50	--
	STAGE 1 SUBTOTALS			1	--	--	--	1	--	--	3	--	--	--	1	1	1	3			
STAGE 2																						
IN-11.1	358+34'RWB'	1.5'RT	WB USH 14	--	--	--	--	--	--	1	--	--	1	--	--	--	--	1	950.98	945.07	4.91
EW-11.1	358+34'RWB'	56.0'RT	WB USH 14	--	1	--	--	--	--	--	--	--	--	--	--	--	1	1	--	944.78	--
IN-12.5	361+81'RWB'	1.5'RT	WB USH 14	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	951.95	947.15	3.80
IN-12.4	362+08'RWB'	30.4'LT	WB USH 14	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	951.41	947.15	3.26
IN-12.2	361+67'RWB'	1.5'RT	WB USH 14	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	951.96	946.98	3.98
IN-12.1	361+60'RWB'	27.6'LT	WB USH 14	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	951.45	946.58	3.87
EW-12.1	361+61'RWB'	55.5'LT	WB USH 14	--	1	--	--	--	--	--	--	--	--	--	--	--	1	1	--	946.40	--
IN-14.2	201+98'BLE'	1.5'LT	EB BIGLOW RD	--	--	--	1	--	--	--	--	--	--	--	1	--	--	1	951.44	946.70	3.74
IN-14.1	201+92'BLW'	1.5'RT	WB BIGLOW RD	--	--	--	1	--	--	--	--	--	--	--	1	--	--	1	951.22	946.56	3.66
EW-14.1	201+91'BLW'	22.1'LT	WB BIGLOW RD	1	--	--	--	--	--	--	--	--	--	--	--	--	1	1	--	946.44	--
	STAGE 2 SUBTOTALS			1	2	--	2	--	--	5	--	--	1	--	6	--	3	10			
STAGE 3																						
IN-10.2	354+97'REB'	5.1'LT	EB USH 14	--	--	--	--	1	--	--	--	--	1	--	--	--	--	1	950.50	944.64	4.86
IN-11.5	13+20'RAB'	1.7'LT	Roundabout	--	--	--	--	--	--	--	--	1	--	1	--	--	--	1	950.92	946.09	4.00
IN-11.4	12+98'RAB'	21.5'RT	Roundabout	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	951.09	945.82	4.27
IN-11.3	358+43'REB'	29.9'RT	EB USH 14	--	--	--	--	--	1	--	--	--	--	--	1	--	--	1	950.13	945.65	3.48
IN-11.2	358+34'REB'	1.5'LT	EB USH 14	--	--	--	--	--	--	1	--	--	1	--	--	--	--	1	950.69	945.24	4.45
IN-12.3	361+65'REB'	1.5'LT	EB USH 14	--	--	--	--	--	--	1	--	--	--	--	1	--	--	1	951.53	947.12	3.41
IN-13.2	104+81'EB'	1.5'LT	EB STH 92	--	--	--	--	--	--	1	--	--	--	--	--	--	--	1	950.34	946.60	2.74
IN-13.1	104+80'WB'	1.5'RT	WB STH 92	--	--	--	--	--	--	1	--	--	--	--	--	--	--	1	950.08	946.49	2.59
EW-13.1	105+29'WB'	35.0'LT	WB STH 92	--	--	1	--	--	--	--	--	--	--	--	--	--	1	1	--	946.19	--
	STAGE 3 SUBTOTALS			--	--	1	--	1	1	5	--	1	2	1	3	--	1	9			
STAGE 4																						
IN-10.3	354+25'REB'	24.8'RT	EB USH 14	--	--	--	--	--	1	--	1	--	1	--	--	--	--	1	949.90	945.13	3.77
	STAGE 4 SUBTOTALS			--	--	--	--	--	1	--	1	--	1	--	--	--	--	1			
Project 5155-00-79 Total				**2**	**2**	**1**	**2**	**2**	**2**	**10**	**4**	**1**	**4**	**1**	**10**	**1**	**5**	**23**			
																	XX				

REMARKS
* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE
** THE INVERT ELEVATION IS THE ELEVATION OF THE LOWEST PIPE FLOW LINE
*** DEPTH = RIM ELEV - INVERT ELEV - COVER HEIGHT - 6 -INCH ADJUSTMENT RING HEIGHT
XX QUANTITIES LISTED ELSEWHERE

3

LANDSCAPING ITEMS

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LBS	630.0171 SEEDING MIXTURE NO. 70A LBS	630.0200 SEEDING TEMPORARY LBS	630.0400 SEEDING NURSE CROP LBS	630.0500 SEED WATER MGAL
CATEGORY CODE 0010									
Project 5155-04-81									
STAGE 4									
189+47 - 195+34	RT	1,722	1,200	1	47.0	--	23	--	39
UNDISTRIBUTED		258	180	--	8.0	--	4	--	6
STAGE 4 SUBTOTALS		1,980	1,380	1	55.0	--	27	--	45
Project 5155-04-81 Total		**1,980**	**1,380**	**1**	**55**	**--**	**27**	**--**	**45**
Project 5155-00-79									
STAGE 1									
100+00'EB' - 106+00'WB'	LT	1,790	1,330	1	48	--	25	--	20
351+75'REB'- 202+50'BLE'	LT	9,340	8,500	6	252	--	126	--	105
200+75'BLE' - 370+13'REB'	LT	3,580	2,670	2	97	--	48	--	40
360+54 - 361+69	RT	2,550	2,420	2	69	--	34	--	29
UNDISTRIBUTED		2,590	2,238	2	70	--	35	--	31
STAGE 1 SUBTOTALS		19,850	17,158	13	536	--	269	--	225
STAGE 2									
357+82'REB' - 359+07'REB'	RT	540	380	0.3	14	--	7	--	12
200+75'BLE' - 202+96'BLE'	RT	410	240	0.3	11	--	6	--	9
202+05'BLE' - 202+96'BLE'	LT	180	175	0.1	5	--	2	--	4
UNDISTRIBUTED		170	119	0.11	5	--	2	--	5
STAGE 2 SUBTOTALS		1,300	914	1	35	--	17	--	30
STAGE 3									
356+18'REB' - 357+79'REB'	RT	1,320	665	1	36	--	18	--	30
360+71'REB' - 370+46'REB'	RT	2,920	2,785	2	79	--	39	--	65
100+00'EB' - 106+30'EB'	RT	2,570	1,795	2	69	--	35	--	57
UNDISTRIBUTED		1,020	785	--	28	--	14	--	23
STAGE 3 SUBTOTALS		7,830	6,030	4	211	--	105	--	175
STAGE 4									
351+52'REB' - 353+02'REB'	RT	650	510	0.4	18	--	9	--	15
352+90'RWB' - 355+44'RWB'	LT	990	990	0.6	27	--	13	--	22
364+00'REB' - 370+19'REB'	LT	1,830	1,820	1.2	49	--	25	--	41
10+00'RAB' - 13+80'RAB'	LT	475	--	0.3	--	2	6	3	11
UNDISTRIBUTED		595	498	--	15	--	8	--	16
STAGE 4 SUBTOTALS		4,540	3,818	2	109	2	61	3	105
Project 5155-00-79 Total		**33,520**	**27,920**	**20**	**890**	**2**	**453**	**3**	**535**
OVERALL TOTAL		**35,500**	**29,300**	**21**	**945**	**2**	**480**	**3**	**580**

SILT FENCE ITEMS

STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
CATEGORY CODE 0010			
Project 5155-00-79			
STAGE 1			
361+61 - 370+30	LT	878	878
UNDISTRIBUTED		222	222
STAGE 1 SUBTOTALS		1,100	1,100
Project 5155-00-79 Total		**1,100**	**1,100**

EROSION CONTROL MOBILIZATIONS ITEMS

LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
CATEGORY CODE 0010		
PROJECT 5155-00-79		
STAGE 1	5	2
STAGE 2	4	3
STAGE 3	3	1
STAGE 4	5	2
Project 5155-00-79 Total	**17**	**8**

MAINTENANCE AND REPAIR OF HAUL ROADS

LOCATION	618.0100 EACH
CATEGORY CODE 0010	
5155-04-81 PROJECT	1
5155-00-79 PROJECT	1
OVERALL TOTAL	**2**

3

EROSION MAT ITEMS

STATION - STATION	LOCATION	628.2004 EROSION MAT CLASS 1 TYPE B SY	628.2006 EROSION MAT URBAN CLASS TYPE A SY
CATEGORY CODE 0010			
Project 5155-04-81			
STAGE 4			
189+47 - 195+34	RT	1,040	--
UNDISTRIBUTED		110	--
STAGE 4 SUBTOTALS		1,150	--
Project 5155-04-81 Total		**1,150**	**--**
Project 5155-00-79			
STAGE 1			
351+75'REB' - 202+50'BLE'	LT	1,680	--
200+75'BLE' - 370+13'REB'	LT	1,830	--
360+54 - 361+69	RT	260	--
100+00'EB' - 106+00'WB'	LT	960	--
UNDISTRIBUTED		470	--
STAGE 1 SUBTOTALS		5,200	--
STAGE 2			
357+73'REB' - 359+07'REB'	RT	300	--
200+83'BLE' - 203+01'BLE'	RT	330	--
358+25'RWB' - 200+95'BLW'	RT	410	--
200+75'BLE' - 11+56'RAB'	RT	230	--
UNDISTRIBUTED		130	--
STAGE 2 SUBTOTALS		1,400	--
STAGE 3			
356+18'REB' - 357+79'REB'	RT	300	--
100+00'EB' - 106+30'EB'	RT	1,050	--
359+04'REB' - 150+51'WB'	RT	1,010	--
150+48'EB' - 360+71'REB'	RT	500	--
360+71'REB' - 361+75'REB'	RT	260	--
UNDISTRIBUTED		290	--
STAGE 3 SUBTOTALS		3,410	--
STAGE 4			
351+52'REB' - 353+02'REB'	RT	270	--
200+75'BLE' - 11+56'RAB'	RT	310	--
10+00'RAB' - 13+80'RAB'	LT	--	480
UNDISTRIBUTED		60	50
STAGE 4 SUBTOTALS		640	530
Project 5155-00-79 Total		**10,650**	**530**
OVERALL TOTAL		**11,800**	**530**

INLET PROTECTION ITEMS

STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	STORM SEWER STRUCTURE NO.
CATEGORY CODE 0010				
Project 5155-00-79				
STAGE 1				
354+97'RWB'	RT	1	--	IN-10.1
200+59'BLW'	LT	1	--	IN-15.1
STAGE 1 SUBTOTALS		2	--	
STAGE 2				
358+34'RWB'	RT	1	1	IN-11.1
361+60'RWB'	LT	1	--	IN-12.1
361+67'RWB'	RT	1	--	IN-12.2
361+81'RWB'	RT	1	1	IN-12.5
362+08'RWB'	LT	1	--	IN-12.4
201+92'BLW'	RT	1	1	IN-14.1
201+98'BLE'	LT	1	1	IN-14.2
STAGE 2 SUBTOTALS		7	4	
STAGE 3				
354+97'REB'	LT	1	1	IN-10.2
358+34'REB'	LT	1	1	IN-11.2
358+43'REB'	RT	1	1	IN-11.3
12+98'RAB'	RT	1	1	IN-11.4
13+20'RAB'	LT	1	1	IN-11.5
361+65'REB'	RT	1	1	IN-12.3
104+81'EB'	LT	1	1	IN-13.2
104+80'WB'	LT	1	1	IN-13.1
STAGE 3 SUBTOTALS		8	8	
STAGE 4				
354+25'REB'	RT	1	1	IN-10.3
354+97'RWB'	RT	1	1	IN-10.1
361+60'RWB'	LT	--	1	IN-12.1
361+67'RWB'	RT	--	1	IN-12.2
362+08'RWB'	LT	--	1	IN-12.4
STAGE 4 SUBTOTALS		2	5	
Project 5155-00-79 Total		**19**	**17**	

TEMPORARY DITCH CHECKS

STATION	LOCATION	628.7504 TEMPORARY DITCH CHECKS LF
CATEGORY CODE 0010		
Project 5155-04-81		
STAGE 4		
190+00	LT	10
192+00	LT	10
194+00	LT	10
STAGE 3 SUBTOTALS		30
Project 5155-04-81 Total		**30**
Project 5155-00-79		
STAGE 1		
363+00'RWB'	LT	10
365+00'REB'	LT	10
367+00'REB'	LT	10
369+00'REB'	LT	10
202+00'BLE'	LT	10
STAGE 1 SUBTOTALS		50
STAGE 3		
357+00'REB'	RT	10
357+50'REB'	RT	10
STAGE 3 SUBTOTALS		20
STAGE 4		
351+65'REB'	RT	10
STAGE 4 SUBTOTALS		10
Project 5155-00-79 Total		**80**
OVERALL TOTAL		**110**

CULVERT PIPE CHECKS

STATION	LOCATION	628.7555 CULVERT PIPE CHECKS EACH
CATEGORY CODE 0010		
Project 5155-00-79		
STAGE 1		
200+21'BLW'	RT	3
200+24'BLW'	RT	3
361+26'REB'	RT	3
101+70'EB'	RT	3
STAGE 1 SUBTOTALS		12
STAGE 2		
357+92'REB'	RT	10
357+99'REB'	RT	10
STAGE 2 SUBTOTALS		20
STAGE 3		
105+32'EB'	RT	5
105+27'EB'	RT	5
STAGE 3 SUBTOTALS		10
Project 5155-00-79 Total		**42**

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PERMANENT SIGNING

SIGN NO	STATION	LOCATION	SIGN CODE	SIZE IN X IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	NOTES
CATEGORY 0010													
PROJECT 5155-04-81													
STAGE 4													
100a	127+00	RT	W1-10R	30 X 30	-	-	6.25	-	-	1	-	-	
100b	127+00	RT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	
101	132+69	LT	W1-6	48 x 24	-	-	8.00	-	1	-	-	-	MOUNT FACING EB TRAFFIC
102a	138+00	LT	W1-2L	30 X 30	-	-	6.25	-	-	1	-	-	
102b	138+00	LT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	
103a	202+37	RT	W2-1	30 X 30	-	-	6.25	-	-	1	-	-	MOUNT FACING WB TRAFFIC
103b	202+37	RT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	
104	242+55	RT	W2-7R	30 X 30	-	-	6.25	-	-	-	-	-	MOUNT ON EXISTING SIGN POST
105	266+00	LT	W2-7R	30 X 30	-	-	6.25	-	1	-	-	-	
106	313+43	RT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	MOUNT BELOW EXISTING W1-4 SIGN
107	315+50	RT	W2-2	30 X 30	-	-	6.25	-	1	-	-	-	
108	320+20	RT	W1-6	48 x 24	-	-	8.00	-	1	-	-	-	
109	324+44	RT	W1-6	48 X 24	-	-	8.00	-	1	-	-	-	MOUNT FACING WB TRAFFIC
110	330+46	LT	W2-2	30 X 30	-	-	6.25	-	1	-	-	-	
111	332+57	LT	W1-6	48 x 24	-	-	8.00	-	1	-	-	-	MOUNT FACING EB TRAFFIC
112	341+14	LT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	MOUNT BELOW EXISTING W1-4 SIGN
	UNDISTRIBUTED				-	-	-	-	8	-	-	-	NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONE ITEM
				STAGE 4 SUBTOTALS	0	0	87.00	0	15	3	0	0	
Project 5155-04-81 Total					**0**	**0**	**87.00**	**0**	**15**	**3**	**0**	**0**	
PROJECT 5155-00-79													
STAGE 4													
200a	349+50'REB'	RT	W2-6	30 X 30	-	-	6.25	-	-	1	-	-	
200b	349+50'REB'	RT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	
201	351+50'REB'	RT	W3-2	36 X 36	-	-	9.00	-	1	-	-	-	
202a	354+97'REB'	RT	R4-7	24 X 30	-	5.00	-	-	-	1	-	-	
202b	354+97'REB'	RT	W5-54	18 X 18	-	-	2.25	-	-	-	-	-	MOUNT AT 4-FT
203	351+10'RWB'	LT	D2-2	66 X 24	-	11.00	-	-	2	-	-	-	OREGON 6, MADISON 17
204	353+00'RWB'	LT	W1-2R	30 X 30	-	-	6.25	-	1	-	-	-	
205a	354+90'RWB'	LT	R5-1	30 x 30	-	6.25	-	-	1	-	-	-	
205b	354+90'RWB'	LT	R2-1	24 X 30	-	5.00	-	-	-	-	-	-	
206a	356+32'RWB'	LT	R5-1A	36 X 24	-	12.00	-	-	1	-	-	-	
206b	356+32'RWB'	LT	J4-1	24 X 36	-	6.00	-	-	-	-	-	-	
300a	357+80'REB'	LT	R3-8CC	36 X 30	-	7.50	-	-	-	-	-	-	ON OVERHEAD STRUCTURE POLE
300b	357+80'REB'	RT	R3-8CC	36 X 30	-	7.50	-	-	-	-	-	-	ON OVERHEAD STRUCTURE POLE
300c	357+80'REB'	S-13-520	E6-52	144 X 108	108.00	-	-	-	-	-	-	-	BIGLOW LEFT, EVANSVILLE STRAIGHT
300d	357+80'REB'	S-13-520	E6-53	168 X 108	126.00	-	-	-	-	-	-	-	EVANSVILLE STRAIGHT, BROOKLYN RIGHT
301a	359+00'REB'	LT	R1-2	36 X 31	-	3.88	-	-	-	-	-	1	
301b	359+00'REB'	LT	R6-2R	24 X 30	-	5.00	-	-	-	-	-	-	
302a	13+36'RAB'	RT	R1-2	36 X 31	-	3.88	-	-	-	-	-	1	
302b	13+36'RAB'	RT	R1-54	24 X 15	-	2.50	-	-	-	-	-	-	
303	106+20'WB'	RT	D1-1	42 X 30	-	8.75	-	-	-	-	1	-	WEST STH 92 EXIT
304a	106+25'EB'	LT	R1-2	36 X 31	-	3.88	-	-	-	-	1	-	
304b	106+25'EB'	LT	R6-2R	24 X 30	-	5.00	-	-	-	-	-	-	
305a	106+25'EB'	RT	R1-2	36 X 31	-	3.88	-	-	-	-	1	-	
305b	106+25'EB'	RT	R1-54	24 X 15	-	2.50	-	-	-	-	-	-	
306	360+70'REB'	LT	D1-1	42 X 30	-	8.75	-	-	-	-	1	-	EAST USH 14 EXIT
307	361+70'REB'	LT	W4-2L	36 X 36	-	-	9.00	-	-	1	-	-	
308	361+70'REB'	RT	W4-2L	36 X 36	-	-	9.00	-	-	1	-	-	
309a	361+96'RWB'	LT	R3-8CC	36 X 30	-	7.50	-	-	-	-	-	-	ON OVERHEAD STRUCTURE POLE
309b	361+96'RWB'	RT	R3-8CC	36 X 30	-	7.50	-	-	-	-	-	-	ON OVERHEAD STRUCTURE POLE
309c	361+96'RWB'	S-13-521	E6-52	156 X 108	117.00	-	-	-	-	-	-	-	BROOKLYN LEFT, MADISON STRAIGHT
309d	361+96'RWB'	S-13-521	E6-53	132 X 108	99.00	-	-	-	-	-	-	-	MADISON STRAIGHT, BIGLOW RIGHT
310a	360+75'RWB'	RT	R1-2	36 X 31	-	3.88	-	-	-	-	-	1	
310b	360+75'RWB'	RT	R6-2R	24 X 30	-	5.00	-	-	-	-	-	-	
311a	11+55'RAB'	RT	R1-2	36 X 31	-	3.88	-	-	-	-	-	1	
311b	11+55'RAB'	RT	R1-54	24 X 15	-	2.50	-	-	-	-	-	-	
312	200+15'BLE'	LT	D1-1	72 X 15	-	7.50	-	-	2	-	-	-	BIGLOW RD EXIT
313a	200+10'BLW'	RT	R1-2	36 X 31	-	3.88	-	-	-	-	1	-	
313b	200+10'BLW'	RT	R6-2R	24 X 30	-	5.00	-	-	-	-	-	-	
314a	12+20'RAB'	RT	R1-2	36 X 31	-	3.88	-	-	-	-	1	-	
314b	12+20'RAB'	RT	R1-54	24 X 15	-	2.50	-	-	-	-	-	-	

CONTINUED ON NEXT PAGE

PERMANENT SIGNING CONTINUED

SIGN NO.	STATION	LOCATION	SIGN CODE	SIZE IN X IN	637.1220 SIGNS TYPE I REFLECTIVE SH SF	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	634.0816 POSTS TUBULAR STEEL 2X2-INCH X 16-FT EACH	NOTES
315	359+00'RWB'	RT	D1-1	42 X 30	-	8.75	-	-	-	-	1	-	WEST USH 14 EXIT
316	358+10'WB'	LT	W4-2R	36 X 36	-	-	9.00	-	-	1	-	-	
317	358+10'WB'	RT	W4-2R	36 X 36	-	-	9.00	-	-	1	-	-	
C318a	12+00'RAB'	LT	R6-1R	36 X 12	-	3.00	-	2	-	-	-	-	MOUNT AT 4-FT
C318b	12+00'RAB'	LT	R6-4B	60 X 24	-	10.00		-	-	-	-	-	
C319a	13+40'RAB'	LT	R6-1R	36 X 12	-	3.00	-	2	-	-	-	-	MOUNT AT 4-FT
C319b	13+40'RAB'	LT	R6-4B	60 X 24	-	10.00		-	-	-	-	-	
C320a	10+15'RAB'	LT	R6-1R	36 X 12	-	3.00	-	2	-	-	-	-	MOUNT AT 4-FT
C320b	10+15'RAB'	LT	R6-4B	60 X 24	-	10.00		-	-	-	-	-	
C321a	11+25'RAB'	LT	R6-1R	36 X 12	-	3.00	-	2	-	-	-	-	MOUNT AT 4-FT
C321b	11+25'RAB'	LT	R6-4B	60 X 24	-	10.00		-	-	-	-	-	
400a	363+00'REB'	RT	J4-1	24 X 36	-	6.00	-	-	1	-	-	-	
400b	363+00'REB'	RT	R5-1A	42 X 30	-	8.75	-	-	-	-	-	-	
401a	364+75'REB'	LT	R4-7	24 X 30	-	5.00	-	-	1	-	-	-	
401b	364+75'REB'	LT	W5-54	18 X 18	-	-	2.25	-	-	-	-	-	MOUNT AT 4-FT
402a	364+80'REB'	RT	R2-1	24 X 30	-	5.00	-	-	1	-	-	-	
402b	364+80'REB'	RT	R5-1	36 X 36	-	9.00	-	-	-	-	-	-	
403	367+00'REB'	RT	D2-1	84 X 24	-	14.00	-	-	2	-	-	-	EVANSVILLE 5 / JANESVILLE 20
404	368+75'REB'	LT	W3-2	36 X 36	-	-	9.00	-	-	1	-	-	
405a	370+75'REB'	LT	W2-6	30 X 30	-	-	6.25	-	-	1	-	-	
405b	370+75'REB'	LT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	
500a	95+00'EB'	RT	W2-6	30 X 30	-	-	6.25	-	-	1	-	-	
500b	95+00'EB'	RT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	
501	97+75'EB'	RT	D1-62	102 X 57	-	40.38	-	-	-	2	-	-	DIAGRAMMATIC
502	98+75'EB'	RT	W3-2	36 X 36	-	-	9.00	-	-	1	-	-	
503	101+00'EB'	RT	D1-2	72 X 30	-	15.00	-	-	2	-	-	-	MADISON/EVANSVILLE
504a	102+60'EB'	LT	R4-7	24 X 30	-	5.00	-	-	1	-	-	-	
504b	102+60'EB'	LT	W5-54	18 X 18	-	-	2.25	-	-	-	-	-	
505a	104+75'WB'	LT	J4-1	24 X 36	-	6.00	-	-	1	-	-	-	
505b	104+75'WB'	LT	R5-1A	42 X 30	-	8.75	-	-	-	-	-	-	
506a	102+60'WB'	LT	R2-1	24 X 30	-	5.00	-	-	1	-	-	-	
506b	102+60'WB'	LT	R5-1	36 X 36	-	9.00	-	-	-	-	-	-	
507	100+50'WB'	LT	D2-1	66 X 15	-	6.88	-	2	-	-	-	-	BROOKLYN 1
600	201+00'BLE'	RT	R5-1A	36 X 24	-	6.00	-	-	1	-	-	-	
601	202+00'BLE'	RT	R5-1	30 X 30	-	6.25	-	-	1	-	-	-	
602a	206+00'BLE'	LT	W2-6	30 X 30	-	-	6.25	-	-	1	-	-	
602b	206+00'BLE'	LT	W13-1	18 X 18	-	-	2.25	-	-	-	-	-	
603	204+25'BLE'	LT	W3-2	36 X 36	-	-	9.00	-	-	1	-	-	
604	202+00'BLW'	LT	J2-3	72 X 57	-	28.50	-	-	-	2	-	-	
605a	201+90'BLW'	RT	R4-7	24 X 30	-	5.00	-	-	1	-	-	-	
605b	201+90'BLW'	RT	W5-54	18 X 18	-	-	2.25	-	-	-	-	-	MOUNT AT 4-FT
				STAGE 4 SUBTOTALS	450.00	411.50	121	10	21	16	7	4	
Project 5155-00-79 Total					**450.00**	**411.50**	**121.25**	**10**	**21**	**16**	**7**	**4**	
		OVERALL TOTAL			**450.00**	**411.50**	**208.25**	**10**	**36**	**19**	**7**	**4**	

REMOVING SIGNS AND SUPPORTS

SIGN NO.	LOCATION	OFFSET	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	638.4000 MOVING SMALL SIGN SUPPORTS EACH	REMARKS
CATEGORY 0010							
Project 5155-04-81							
STAGE 4							
10	EB USH 14	RT	-	1	1	-	ROAD CURVES RIGHT WARNING, 50 MPH ADVISORY
20	EB USH 14	RT	-	1	-	-	TEE INTERSECTION, POST TO REMAIN
	UNDISTRIBUTED		8	-	8	-	NO PASSING ZONE SIGNS MOVED FOR LOCATING NO PASSING ZONE ITEM
	STAGE 4 SUBTOTALS		8	2	9	0	
Project 5155-04-81 Total			**8**	**2**	**9**	**0**	
Project 5155-00-79							
100	EB USH 14	RT	-	1	1	-	EAST USH 14 AHEAD; WEST STH 92 RIGHT
101	EB USH 14	RT	-	1	2	-	EVANSVILLE AHEAD, MADISON RIGHT
102	WB USH 14	LT	1	1	2	2	WEST USH 14; OREGON 6, MADISON 17. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE AFTER STAGE 2.
200	EB USH 14	RT	1	1	1	1	WEST STH 92 LEFT. MOVE & REINSTALL IN STAGE 2 AT LOCATION SHOWN IN PLANS. REMOVE IN STAGE 3.
201	EB STH 92	LT	1	1	1	1	STOP. MOVE & REINSTALL IN STAGE 1 AT LOCATION SHOWN IN PLANS. REMOVE FOR WINTER SHUTDOWN.
202a	EB STH 92	RT	-	1	1	-	STOP. REMOVE IN STAGE 3.
202b	EB STH 92	RT	-	-	-	-	DO NOT ENTER, MOUNTED OPPOSITE 202a. REMOVE IN STAGE 3.
203	EB USH 14	RT	1	1	1	1	EAST USH 14. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE IN STAGE 3.
204	EB USH 14	RT	1	-	-	1	ADOPT A HIGHWAY. MOVE IN STAGE 1 & REINSTALL IN STAGE 4.
205	WB USH 14	LT	1	1	1	1	WEST STH 92 LEFT. MOVE & REINSTALL IN STAGE 1 AT LOCATION SHOWN IN PLANS. REMOVE IN STAGE 3.
206	EB BIGLOW	RT	2	-	-	2	ROAD TURNS LEFT WARNING. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. MOVE IN STAGE 2 & REINSTALL IN STAGE 3.
207	EB BIGLOW	RT	2	-	-	2	SPEED LIMIT 45. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. MOVE IN STAGE 2 & REINSTALL IN STAGE 3
208	WB BIGLOW	LT	1	1	1	1	STOP. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE IN STAGE 2.
209	WB USH 14	LT	1	1	1	1	ROAD CURVES RIGHT WARNING. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE AFTER STAGE 2.
300	EB USH 14	RT	1	1	1	1	SPEED LIMIT 55. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE IN STAGE 3.
301	EB USH 14	RT	1	1	2	2	EVANSVILLE 6. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE IN STAGE 3.
302	WB USH 14	LT	1	1	1	1	WEST STH 92 LEFT; WEST USH 14 AHEAD. MOVE & REINSTALL IN STAGE 1 AT LOCATION SHOWN IN PLANS. REMOVE IN STAGE 3.
303	WB USH 14	LT	1	1	2	2	MADISON AHEAD, BROOKLYN LEFT. MOVE & REINSTALL IN STAGE 1 AT LOCATION SHOWN IN PLANS. REMOVE IN STAGE 3.
304	WB USH 14	RT	1	-	-	1	STH 92 JCT. REMOVE & REINSTALL IN STAGE 4
400	EB STH 92	RT	-	1	1	-	STOP AHEAD
401	EB STH 92	RT	-	1	1	-	WEST USH 14 LEFT; EAST USH 14 RIGHT
402	EB STH 92	LT	-	1	2	-	MADISON LEFT, EVANSVILLE RIGHT
403	WB STH 92	LT	1	1	2	2	BROOKLYN 1. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE IN STAGE 3.
404	WB STH 92	LT	1	1	1	1	SPEED LIMIT 55. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE IN STAGE 3.
405	WB STH 92	LT	1	1	1	1	WEST STH 92. MOVE IN STAGE 1 & REINSTALL FOR WINTER SHUTDOWN AS SHOWN IN PLANS. REMOVE IN STAGE 3.
500	WB BIGLOW	LT	-	1	1	-	STOP AHEAD
Project 5155-00-79 Total			**20**	**21**	**27**	**24**	
OVERALL TOTAL			**28**	**23**	**36**	**24**	

3

PAVEMENT MARKING

STATION - STATION	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH (YELLOW) LF	646.104 MARKING LINE GROOVED WET REF EPOXY 4-INCH (WHITE) LF	646.3020 MARKING LINE EPOXY 8-INCH (WHITE) LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH (WHITE) LF	646.6120 MARKING STOP LINE EPOXY 18-INCH (WHITE) LF	646.5020 MARKING ARROW EPOXY TYPE 1 (WHITE) EACH	646.5020 MARKING ARROW EPOXY TYPE 3 (WHITE) EACH	646.5020 MARKING ARROW EPOXY TYPE 3R (WHITE) EACH	646.5120 MARKING WORDS EPOXY (WHITE, YIELD) EACH	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE, 2' SEG., 2' GAP) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.8120 MARKING CURB EPOXY LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
CATEGORY CODE 0010																
PROJECT 5155-04-81																
STAGE 4																
113+68 - 119+77	-	-	1,220	466	-	-	-	-	-	-	-	-	-	-	-	-
119+77 - 134+66	-	-	2,329	2,910	-	-	24	-	-	-	-	-	-	-	-	-
134+66 - 169+73	-	-	4,924	6,922	-	-	17	-	-	-	-	-	-	-	-	-
169+73 - 197+43	-	-	3,399	5,098	-	130	47	-	-	-	-	-	-	-	-	-
197+43 - 238+47	-	-	5,719	8,131	-	-	15	-	-	-	-	-	-	-	-	-
238+47 - 251+72	-	-	2,650	2,561	-	-	18	-	-	-	-	-	-	-	-	-
251+72 - 258+66	-	-	1,388	1,276	-	-	22	-	-	-	-	-	-	-	-	-
258+66 - 323+50	-	-	9,542	12,834	-	-	26	-	-	-	-	-	-	-	-	-
323+50 - 352+00	-	-	4,368	5,700	-	-	-	-	-	-	-	-	-	-	-	-
STAGE 4 SUBTOTALS	0	0	35,539	45,898	0	130	169	0	0	0	0	0	0	0	0	0
Project 5155-04-81 Total	**0**		**35,539**	**45,898**	**0**	**130**	**169**		**0**		**0**	**0**	**0**		**0**	**0**
PROJECT 5155-00-79																
STAGE 4																
USH 14 NW LEG	1,819	1,351	-	-	369	-	-	-	1	1	2	27	74	61	92	1
STH 92	1,694	1,650	-	-	65	-	-	-	-	-	1	16	-	71	104	1
USH 14 SE LEG	2,897	2,318	-	-	371	-	-	-	1	1	2	28	74	98	98	1
BIGLOW RD	686	495	-	-	73	-	-	-	-	-	1	17	-	29	19	1
CIRCLE	-	-	-	-	204	-	-	2	2	-	-	-	-	-	-	-
STAGE 4 SUBTOTALS	7,096	5,814	0	0	1,082	0	0	2	4	2	6	88	148	259	313	4
Project 5155-00-79 Total	**12,910**		**0**	**0**	**1,082**	**0**	**0**		**8**		**6**	**88**	**407**		**313**	**4**
OVERALL TOTAL	**12,910**		**35,539**	**45,898**	**1,082**	**130**	**169**		**8**		**6**	**88**	**407**		**313**	**4**

TRAFFIC CONTROL ITEMS

STATION - STATION	LOCATION	643.0300 TRAFFIC CONTROL * DRUMS EACH	643.0300 TRAFFIC CONTROL * DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES * TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES * TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS * TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS * TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS * TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS * TYPE C DAY	643.0900 TRAFFIC CONTROL * SIGNS EACH	643.0900 TRAFFIC CONTROL * SIGNS DAY	643.1050 TRAFFIC CONTROL * PCMS EACH	643.1050 TRAFFIC CONTROL * PCMS DAY	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	649.0105 TEMPORARY MARKING LINE PAINT-4-INCH LF	649.0120 TEMPORARY MARKING LINE EPOXY-4-INCH LF	649.0150 TEMPORARY MARKING LINE REMOVABLE 4-INCH LF	649.0220 TEMPORARY MARKING LINE EPOXY-8-INCH LF	649.0820 TEMPORARY MARKING STOP LINE EPOXY-18-INCH LF
CATEGORY CODE 0010																						
Project 5155-04-81																						
STAGE 4																						
PROJECT		--	--	--	--	--	--	--	--	71	1,456	--	--	--	--	--	3,813	1,907	--	--	--
UNDISTRIBUTED		--	--	--	--	--	--	--	--	8	224	--	--	--	--	--	--	--	--	--	--
STAGE 4 SUBTOTALS		--	--	--	--	--	--	--	--	79	1,680	--	--	--	--	--	3,813	1,907	--	--	--
Project 5155-04-81 Total		**--**	**--**	**--**	**--**	**--**	**--**	**--**	**--**	**79**	**1,680**	**--**	**--**	**--**	**--**	**--**	**3,813**	**1,907**	**--**	**--**	**--**
																	**	**			
Project 5155-00-79																						
STAGE 1																						
360+92 - 363+76	LT	--	--	--	--	--	--	--	--	--	--	--	--	284	--	--	--	284	--	--	--
98+99 - 101+19	LT	--	--	--	--	--	--	--	--	--	--	--	--	--	--	18	--	--	--	76	18
PROJECT		52	3,277	6	366	8	488	--	--	56	3,416	3	21	5,596	--	--	--	5,596	--	--	--
UNDISTRIBUTED		6	366	1	61	1	61	--	--	6	366	--	--	--	--	--	--	--	--	--	--
STAGE 1 SUBTOTALS		58	3,643	7	427	9	549	--	--	62	3,782	3	21	5,880	--	18	--	5,880	--	76	18
STAGE 2																						
353+00'REB' - 371+26'REB'	MAINLINE	--	--	--	--	--	--	--	--	--	--	--	--	3,152	--	--	6,136	--	1,293	--	--
360+73'REB' - 372+27'REB'	LT	--	--	--	--	--	--	--	--	--	--	--	--	336	--	--	336	--	--	--	51
STH 92	MAINLINE	--	--	--	--	--	--	--	--	--	--	--	--	264	76	32	--	--	--	--	--
PROJECT		47	2,361	5	240	8	384	11	528	61	2,928	3	21	--	--	--	--	--	--	--	--
UNDISTRIBUTED		5	240	1	48	1	48	2	96	7	336	--	--	--	--	--	--	--	--	--	--
STAGE 2 SUBTOTALS		52	2,601	6	288	9	432	13	624	68	3,264	3	21	3,752	76	32	6,472	--	1,293	--	51
STAGE 3																						
352+00'REB' - 371+12'REB'	MAINLINE	--	--	--	--	--	--	--	--	--	--	--	--	335	--	--	1,400	--	6,173	--	--
PROJECT		86	2,943	22	726	32	1,056	28	924	67	2,211	3	21	--	--	--	--	--	--	--	--
UNDISTRIBUTED		9	297	3	99	4	132	3	99	7	231	--	--	--	--	--	--	--	--	--	--
STAGE 3 SUBTOTALS		95	3,240	25	825	36	1,188	31	1,023	74	2,442	3	21	335	--	--	1,400	--	6,173	--	--
STAGE 4																						
PROJECT		--	105	18	1,044	24	1,392	--	--	4	232	--	21	2,370	--	--	--	--	--	--	--
UNDISTRIBUTED		--	--	2	116	3	174	--	--	1	58	--	--	--	--	--	--	--	--	--	--
STAGE 4 SUBTOTALS		--	105	20	1,160	27	1,566	--	--	5	290	--	21	2,370	--	--	--	--	--	--	--
Project 5155-00-79 Total		**205**	**9,589**	**58**	**2,700**	**81**	**3,735**	**44**	**1,647**	**209**	**9,778**	**9**	**84**	**12,337**	**76**	**50**	**7,872**	**5,880**	**7,466**	**76**	**69**
OVERALL TOTAL			**9,589**		**2,700**		**3,735**		**1,647**		**11,458**		**84**	**12,337**	**76**	**50**	**11,685**	**7,787**	**7,466**	**76**	**69**
					XX		XX				XX										

*FOR INFORMATION ONLY

** PLACE TEMPORARY PAVEMENT MARKINGS FOR PROJECT 5155-04-81 ON SAME DAY AS MILLING AND HMA PAVING OPERATIONS.

XX QUANTITIES LISTED ELSEWHERE

CONCRETE BARRIER ITEMS

STATION - STATION	LOCATION	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST LF
CATEGORY CODE 0010				
Project 5155-00-79				
STAGE 1				
350+35 - 359+56	LT	921	921	921
360+92 - 363+76	LT	--	--	--
361+02 - 372+10	LT	1,108	1,108	1,108
98+99 - 101+19	LT	220	220	220
102+65 - 106+05	LT	340	340	340
STAGE 1 SUBTOTALS		2,589	2,589	2,589
STAGE 2				
350+35'REB' - 360+10'REB'	LT	--	955	955
360+73'REB' - 372+27'REB'	LT	--	1,156	1,156
STAGE 2 SUBTOTALS		--	2,111	2,111
Project 5155-00-79 Total		**2,589**	**4,700**	**4,700**
OVERALL TOTAL		**2,589**	**4,700**	**4,700**

CRASH CUSHIONS TEMPORARY

STATION - STATION	LOCATION	614.0905 EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH LEVEL TEST	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
CATEGORY CODE 0010								
Project 5155-00-79								
STAGE 1								
350+35 - 359+56	LT	2	2	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	ONE SIDE (LEFT)	TEMPORARY BARRIER ON SHOULDER
361+02 - 372+10	LT	2	2	OM-3R (W05-58R)	TL-4	UNIDIRECTIONAL	ONE SIDE (LEFT)	TEMPORARY BARRIER ON SHOULDER
98+99 - 101+19	LT	2	2	OM-3R (W05-58R)	TL-5	UNIDIRECTIONAL	ONE SIDE (LEFT)	TEMPORARY BARRIER ON SHOULDER
102+65 - 106+05	LT	1	2	OM-3R (W05-58R)	TL-6	UNIDIRECTIONAL	ONE SIDE (LEFT)	TEMPORARY BARRIER ON SHOULDER
STAGE 1 SUBTOTALS		7						
Project 5155-00-79 Total		**7**						
OVERALL TOTAL		**7**						

TRAFFIC CONTROL DETOUR ITEMS

CATEGORY CODE 0010

PROJECT 5155-00-79

STAGE 3

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	* 643.0900 TRAFFIC CONTROL SIGNS DAY	* 643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	* 643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
12, Detail 2	USH 14, PLACE 1500' NORTH OF STH 92 INTERSECTION	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
		M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
		W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
1, Detail 2	USH 14, 1250' NORTH OF STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (JCT, STH 92)
2, Detail 2	USH 14, 1000' NORTH OF STH 92 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	AHEAD (COVER RA)
3, Detail 2	USH 14, 500' NORTH OF STH 92 INTERSECTION	A4-12	9.5"x9.5"	1	28	28	–	–	–	–	–	1	1	1	COVER RIGHT ARROW WITH AHEAD
4, Detail 2	USH 14, AT STH 92 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	AHEAD (COVER RA)
5, Detail 2	USH 14, PLACE 200' SOUTH OF STH 92 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
6, Detail 2	USH 14, PLACE 400' SOUTH OF STH 92 INTERSECTION	G20-51	60"X24"	1	28	28	–	–	–	–	–	–	–	–	20 MILES
7, Detail 2	USH 14, AT STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (WEST, STH 92, LEFT)
8, Detail 2	USH 14, 550' SOUTH OF STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (BROOKLYN, LEFT)
9, Detail 2	USH 14, 1000' SOUTH OF STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (WEST, STH 92, LA)
1, Detail 2	USH 14, 1500' SOUTH OF STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (JCT, STH 92)
10, Detail 2	STH 92, PLACE 500' FROM CLOSURE ON STH 92	W20-3C	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
11, Detail 2	STH 92, PLACE 1000' FROM CLOSURE ON STH 92	W20-3D	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
1, Detail 6	USH 14, PLACE 500' PRIOR TO STH 59 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-2R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
2, Detail 6	USH 14, PLACE 200' SOUTH OF STH 59 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
3, Detail 6	STH 59, PLACE 1500' NORTH OF USH 14 INTERSECTION	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
4, Detail 6	STH 59, PLACE 500' NORTH OF USH 14 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 5-1L	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
5, Detail 6	STH 59, PLACE RIGHT OF EXISTING J2-3 SIGN AT USH 14 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
3, Stage 3 & 4 Overviews	STH 92, EAST OF KING LAKE ROAD INTERSECTION	R 11-3	60"X30"	2	56	112	112	224	–	–	–	–	–	–	1 MILE AHEAD
4, Stage 3 & 4 Overviews	STH 92, PLACE 1000' WEST OF KING LAKE ROAD INTERSECTION	W20-3A	48"X48"	1	56	56	–	–	–	–	–	–	–	–	
1, Stage 3 & 4 Overviews	STH 104, PLACE 200' NORTH OF CTH C INTERSECTION	M 4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
2, Stage 3 & 4 Overviews	STH 104, PLACE 200' SOUTH OF CTH C INTERSECTION	M 4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
2, Stage 3 & 4 Overviews	STH 59/213, PLACE 200' NORTH OF CTH C INTERSECTION	M 4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
1, Stage 3 & 4 Overviews	STH 59/213, PLACE 200' SOUTH OF CTH C INTERSECTION	M 4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
1, Detail 1	STH 92, PLACE 150' NORTH OF HOTEL ST INTERSECTION	M 3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	56	56	–	–	–	–	–	–	–	–	
2, Detail 1	STH 92, PLACE 150' SOUTH OF HOTEL ST INTERSECTION	M 4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO 5-1R	21"X21"	1	56	56	–	–	–	–	–	–	–	–	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010

PROJECT 5155-04-81 & 5155-00-79
STAGE 3 & 4

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0900 * TRAFFIC CONTROL SIGNS DAY	643.0420 * TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 * TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
3, Detail 1	STH 92, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 104 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–			–			
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	RIGHT
4, Detail 1	STH 104, PLACE 200' SOUTH OF STH 92 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
5, Detail 1	STH 104, PLACE 400' SOUTH OF STH 92 INTERSECTION	G20-51	60"X24"	1	56	56	–	–	–	–	–	–	–	–	15 MILES
6, Detail 1	STH 92, PLACE EAST OF STH 104 INTERSECTION	M4-9R	30"X24"	1	56	56	56	112	–	–	–	–	–	–	
7, Detail 1	"	R11-3	60"X30"	1	56	56	56	112	–	–	–	–	–	–	1 1/2 MILES AHEAD
8, Detail 1	STH 104, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 104 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	AHEAD (COVER DBL ARROW)
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	RIGHT
9, Detail 1	STH 104, PLACE 500' PRIOR TO STH 92 INTERSECTION	M4-8A	24"x18"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
10, Detail 1	STH 104, 300' PRIOR TO STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (EAST, STH 92, RA)
11, Detail 1	STH 104, 100' PRIOR TO STH 92 INTERSECTION	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	LEFT (COVER DBL ARROW)
1, Detail 1	CTH MM, PLACE 100' SOUTH OF LINCOLN ST INTERSECTION	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	56	56	–	–	–	–	–	–	–	–	
1, Detail 3	STH 59/104, PLACE 500' PRIOR TO STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1L	21"X21"	1	56	56	–	–	–	–	–	–	–	–	
2, Detail 3	STH 59/104, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	LEFT
3, Detail 3	STH 59, PLACE 200' EAST OF STH 104 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
4, Detail 3	STH 59, PLACE 500' PRIOR TO STH 104 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1R	21"X21"	1	56	56	–	–	–	–	–	–	–	–	
5, Detail 3	STH 59, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	RIGHT
6, Detail 3	STH 59/104, PLACE 200' NORTH OF STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	
7, Detail 3	STH 104, PLACE 1500' SOUTH OF STH 59 INTERSECTION	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	56	56	–	–	–	–	–	–	–	–	
8, Detail 3	STH 104, PLACE 500' PRIOR TO STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1R	21"X21"	1	56	56	–	–	–	–	–	–	–	–	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010

PROJECT 5155-04-81 & 5155-00-79
STAGE 3 & 4

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0900 * TRAFFIC CONTROL SIGNS DAY	643.0420 * TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 * TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF CYCLES	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF SIGNS	REMARKS
9, Detail 3	STH 104, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	RIGHT
1, Detail 4	STH 59, PLACE 500' PRIOR TO STH 213 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1L	21"X21"	1	56	56	–	–	–	–	–	–	–	–	
2, Detail 4	STH 59, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 213 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	
	"	MO6-1	24"X12"	1	56	56	–	–	–	–	–	–	–	–	LEFT
3, Detail 4	STH 59, PLACE 200' WEST OF STH 213 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
4, Detail 4	STH 59/213, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	RIGHT
5, Detail 4	STH 213, PLACE 500' PRIOR TO STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1R	21"X21"	1	56	56	–	–	–	–	–	–	–	–	
6, Detail 4	STH 213, PLACE 200' NORTH OF STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
7, Detail 4	STH 213, PLACE 1500' SOUTH OF STH 59 INTERSECTION	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	56	56	–	–	–	–	–	–	–	–	
8, Detail 4	STH 213, PLACE 500' PRIOR TO STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1L	21"X21"	1	56	56	–	–	–	–	–	–	–	–	
9, Detail 4	STH 213, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	LEFT
1, Detail 5	USH 14/STH 59, PLACE 500' PRIOR TO STH 59/213 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1R	21"X21"	1	56	56	–	–	–	–	–	–	–	–	
2, Detail 5	USH 14/STH 59, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59/213 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	RIGHT
3, Detail 5	STH 59/213, PLACE 200' SOUTH OF USH14/STH 59 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
4, Detail 5	STH 59/213, PLACE 400' SOUTH OF USH14/STH 59 INTERSECTION	G20-51	60"X24"	1	56	56	–	–	–	–	–	–	–	–	15 MILES
5, Detail 5	USH 14, PLACE 1500' SOUTH OF STH 59/213 INTERSECTION	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	56	56	–	–	–	–	–	–	–	–	
6, Detail 5	USH 14, PLACE 500' SOUTH OF STH 59/213 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO5-1L	21"X21"	1	56	56	–	–	–	–	–	–	–	–	
7, Detail 5	USH 14, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59/213 INTERSECTION	M4-8	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92
	"	MO6-1	21"X21"	1	56	56	–	–	–	–	–	–	–	–	LEFT
8, Detail 5	STH 59/213, PLACE 500' PRIOR TO USH14 INTERSECTION	M4-8A	24"x18"	1	56	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	56	56	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	56	56	–	–	–	–	–	–	–	–	92

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010

PROJECT 5155-04-81
STAGE 4

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0900 * TRAFFIC CONTROL SIGNS DAY	643.0420 * TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 * TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF CYCLES	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF CYCLES	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NUMBER OF SIGNS	REMARKS
4, Stage 4 Overview	USH 14, PLACE 1/2 MILE NORTH OF STH 138 EXIT RAMP	W20-3A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
6, Stage 4 Overview	STH 138, PLACE 200' SOUTH OF BASS LAKE RD INTERSECTION	M4-8	24"X12"	2	28	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M3-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X12"	1	28	28	–	–	–	–	–	–	–	–	92
5, Stage 4 Overview	STH 138, PLACE 200' NORTH OF HOGIE RD INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
6, Stage 4 Overview	STH 138, PLACE 200' SOUTH OF CTH A INTERSECTION	M4-8	24"X12"	2	28	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
5, Stage 4 Overview	STH 138, PLACE 200' NORTH OF CTH A INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
5, Stage 4 Overview	STH 138, PLACE 3 MILES EAST OF USH 51 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
6, Stage 4 Overview	STH 138, PLACE 3 MILES EAST OF USH 51 INTERSECTION	M4-8	24"X12"	2	28	56	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
		M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
		M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
4, Stage 4 Overview	USH 14, PLACE 1 MILE SOUTHEAST OF STH 92 INTERSECTION	W20-3A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
7, Stage 4 Overview	USH 14, 50' NORTH OF CTH A INTERSECTION	R 11-3	60"X30"	2	28	56	56	112	–	–	–	–	–	–	6 MILES AHEAD
1, Detail 7	USH 14, PLACE 1500' PRIOR TO EB EXIT 140 GORE	M3-2	36"X18"	2	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	36"X36"	2	28	28	–	–	–	–	–	–	–	–	14
	"	M3-4	36"X18"	2	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	36"X36"	2	28	28	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	2	28	28	–	–	–	–	–	–	–	–	
2, Detail 7	USH 14, PLACE 500' PRIOR TO EB EXIT 140 GORE	M4-8	36"X18"	4	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	36"X18"	2	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	36"X36"	2	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-2R	30"X30"	4	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	36"X18"	2	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	36"X36"	2	28	28	–	–	–	–	–	–	–	–	92
3, Detail 7	USH 14, PLACE 350' AFTER EB EXIT 140 GORE	M4-9R	48"X36"	1	28	28	28	56	–	–	–	–	–	–	
15, Detail 7	USH 14, PLACE 350' AFTER EB EXIT 140 GORE	R11-3	60"X30"	1	28	28	28	56	–	–	–	–	–	–	5 MILES AHEAD
4, Detail 7	USH 14, PLACE AT EB EXIT 140 GORE	M4-8	36"X18"	2	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	36"X18"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	36"X36"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-2	30"X30"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
	"	M4-8	36"X18"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	36"X18"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	36"X36"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-2	30"X30"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
5, Detail 7	USH 14 OFF RAMP, PLACE 750' PRIOR TO STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-1L	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 5-1L	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
16, Detail 7	CTH CC, PLACE 1250' WEST OF USH 14 OFF RAMP INTERSECTION	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010

PROJECT 5155-04-81
STAGE 4

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0900 TRAFFIC CONTROL SIGNS * DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III * DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A * DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0910 NUMBER OF CYCLES	643.0910 NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	643.0920 NUMBER OF CYCLES	643.0920 NUMBER OF SIGNS	REMARKS
17, Detail 7	CTH CC, PLACE 750' WEST OF USH 14 OFF RAMP INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	AHEAD
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	21"X21"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	24"X12"	1	28	28	–	–	–	–	–	–	–	–	AHEAD
7, Detail 7	CTH CC, OVERHEAD SIGN 400' WEST OF USH 14 OFF RAMP INTERSECTION	–	–	–	–	–	–	–	1	1	1	–	–	–	SEE DETOUR PLAN
8, Detail 7	STH 138, WEST LEG OF USH 14 OFF RAMP INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	SEE DETOUR PLAN
9, Detail 7	STH 138, SOUTH LEG OF USH 14 OFF RAMP INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	SEE DETOUR PLAN
18, Detail 7	STH 138, PLACE ON SOUTH LEG OF USH 14 OFF RAMP INTERSECTION	R11-3	60"X30"	1	28	28	–	–	–	–	–	–	–	–	1/4 MILES AHEAD
6, Detail 7	USH 14 OFF RAMP, PLACE AT STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
17, Detail 7	STH 138, PLACE BETWEEN USH 14 RAMP INTERSECTIONS	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	AHEAD
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	21"X21"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	24"X12"	1	28	28	–	–	–	–	–	–	–	–	AHEAD
10, Detail 7	STH 138, EXISTING GUIDE SIGN ON USH 14 OVERPASS	–	–	–	–	–	–	–	1	1	1	–	–	–	SEE DETOUR PLAN
9, Detail 7	STH 138, WEST LEG OF USH 14 ON RAMP INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	SEE DETOUR PLAN
11, Detail 7	STH 138, OVERHEAD SIGN 200' EAST OF USH 14 ON RAMP INTERSECTION	–	–	–	–	–	–	–	1	1	1	–	–	–	SEE DETOUR PLAN
12, Detail 7	STH 138, 400' EAST OF USH 14 ON RAMP INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	21"X21"	1	28	28	–	–	–	–	–	–	–	–	92
13, Detail 7	STH 138, 600' EAST OF USH 14 ON RAMP INTERSECTION	G20-51	60"X24"	1	28	28	–	–	–	–	–	–	–	–	17 MILES
14, Detail 7	STH 138, 750' EAST OF USH 14 ON RAMP INTERSECTION	M4-8A	24"x18"	1	28	28	–	–	–	–	–	–	–	–	
		M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
		M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
1, Detail 8	STH 138, PLACE 500' PRIOR TO USH 51 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
2, Detail 8	STH 138, PLACE RIGHT OF EXISTING J2-3 SIGN AT USH 51 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010

PROJECT 5155-04-81

STAGE 4

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0900 * TRAFFIC CONTROL SIGNS DAY	643.0420 * TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 * TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0910 * TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 * TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
8, Detail 8	USH 51, PLACE 200' EAST OF STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
6, Detail 8	USH 51, PLACE 500' EAST OF STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-1L	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
7, Detail 8	USH 51, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
4, Detail 8	USH 51, PLACE 500' NORTH OF STH 138 INTERSECTION	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
5, Detail 8	USH 51, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-2	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-2	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
3, Detail 8	STH 138, PLACE 200' WEST OF USH 51 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
1, Detail 8	USH 51/STH 138, PLACE 500' PRIOR TO STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
2, Detail 8	USH 51/STH 138, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
8, Detail 8	STH 138, PLACE 200' SOUTH OF USH 51/STH 138 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010

PROJECT 5155-04-81

STAGE 4

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0900 * TRAFFIC CONTROL SIGNS DAY	643.0420 * TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 * TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0910 * TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 * TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
6, Detail 8	STH 138, PLACE 500' SOUTH OF USH 51/STH 138 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–			–			
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-1L	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
7, Detail 8	STH 138, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 138 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
4, Detail 8	USH 51, PLACE 500' EAST OF STH 138 INTERSECTION	M 3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
9, Detail 8	USH 51/STH 138, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 138 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
	"	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
3, Detail 8	USH 51/STH 138, PLACE 200' WEST OF STH 138 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
1, Detail 9	STH 59, 500' WEST OF STH 138 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-1L	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
2, Detail 9	STH 59, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 138 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
3, Detail 9	STH 138, PLACE 200' NORTH OF STH 59 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
4, Detail 9	STH 138, 500' NORTH OF STH 59 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
5, Detail 9	STH 138, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
	"	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
6, Detail 9	STH 59, PLACE 200' WEST OF STH 138 INTERSECTION	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M 4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M 1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010 * * *

PROJECT 5155-04-81
STAGE 4

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	643.0900 TRAFFIC CONTROL SIGNS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
7, Detail 9	STH 59, PLACE 1000' EAST OF STH 138 INTERSECTION	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
9, Detail 9	STH 59, PLACE 500' EAST OF STH 138 INTERSECTION	M4-8	24"X12"	2	28	56	–	–	–	–	–	–	–	–	
		M3-4	24"X12"	2	28	56	–	–	–	–	–	–	–	–	
		M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
		MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	AHEAD
		M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
		MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
8, Detail 9	STH 138, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
2, Detail 10	USH 14, PLACE 1000' NORTH OF USH 14 ROAD CLOSURE	W20-3C	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
3, Detail 10	USH 14, PLACE 500' NORTH OF USH 14 ROAD CLOSURE	W20-3D	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
1, Detail 10	USH 14, 1250' NORTH OF STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (JCT, STH 92)
2, Detail 10	STH 92, PLACE 1000' FROM CLOSURE ON STH 92	W20-3C	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
4, Detail 10	STH 92, 1300' WEST OF USH 14 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER SIGN ASSEMBLY
3, Detail 10	STH 92, PLACE 500' FROM CLOSURE ON STH 92	W20-3D	48"X48"	1	28	28	–	–	–	–	–	–			
2, Detail 10	BIGLOW RD, PLACE 1000' FROM CLOSURE ON BIGLOW RD	W20-3C	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
3, Detail 10	BIGLOW RD, PLACE 500' FROM CLOSURE ON BIGLOW RD	W20-3D	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
2, Detail 10	USH 14, PLACE 1000' FROM CLOSURE ON USH 14	W20-3C	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
1, Detail 10	USH 14, 1500' SOUTH OF STH 92 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (JCT, STH 92)
3, Detail 10	USH 14, PLACE 500' FROM CLOSURE ON USH 14	W20-3D	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
1, Detail 11	USH 14, PLACE 1150' SOUTH OF STH 59 INTERSECTION	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	W20-2A	48"X48"	1	28	28	–	–	–	–	–	–	–	–	

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

(CONTINUED ON NEXT PAGE)

TRAFFIC CONTROL DETOUR ITEMS (CONTINUED)

CATEGORY CODE 0010

						*	*	*							
PROJECT 5155-04-81 **STAGE 4**						**643.0900** **TRAFFIC CONTROL SIGNS**	**643.0420** **TRAFFIC CONTROL BARRICADES TYPE III**	**643.0705** **TRAFFIC CONTROL WARNING LIGHTS TYPE A**	**643.0910** **TRAFFIC CONTROL COVERING SIGNS TYPE I**			**643.0920** **TRAFFIC CONTROL COVERING SIGNS TYPE II**			
SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD DAYS	DAY	DAY	DAY	EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	EACH	NUMBER OF CYCLES	NUMBER OF SIGNS	REMARKS
2, Detail 11	USH 14, 650' SOUTH OF STH 59 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
		MO 5-1R	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT (COVER LEFT ARROW)
3, Detail 11	USH 14, 450' SOUTH OF STH 59 INTERSECTION	A4-12	14"X14"	1	28	28	–	–	–	–	–	1	1	1	COVER LEFT ARROW WITH A4-12 RIGHT ARROW
4, Detail 11	USH 14, PLACE RIGHT OF EXISTING J2-3 SIGN AT STH 59 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	RIGHT
6, Detail 11	STH 59, PLACE 200' NORTH OF USH 14 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
7, Detail 11	STH 59, PLACE 400' NORTH OF USH 14 INTERSECTION	G20-51	60"X24"	1	28	28	–	–	–	–	–	–	–	–	16 MILES
10, Detail 11	STH 59, PLACE 1000' NORTH OF USH 14 INTERSECTION	M4-8A	24"x18"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-2	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-4	24"X24"	1	28	28	–	–	–	–	–	–	–	–	14
8, Detail 11	STH 59, PLACE LEFT OF EXISTING J3-3 SIGN 800' NORTH OF USH 14 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 5-1L	21"X21"	1	28	28	–	–	–	–	–	–	–	–	
	"	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (WEST, USH 14, RA)
9, Detail 11	STH 59, 250' NORTH OF USH 14 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER "MADISON"
11, Detail 11	STH 59, AT USH 14 INTERSECTION	–	–	–	–	–	–	–	–	–	–	1	1	1	COVER (WEST, USH 14, RIGHT)
12, Detail 11	STH 59, PLACE LEFT OF EXISTING J2-3 SIGN AT USH 14 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
	"	MO 6-1	21"X21"	1	28	28	–	–	–	–	–	–	–	–	LEFT
5, Detail 11	USH 14, PLACE WEST OF STH 59 INTERSECTION	M4-9R	30"X24"	1	28	28	28	56	–	–	–	–	–	–	
13, Detail 11	USH 14, PLACE WEST OF STH 59 INTERSECTION	R11-3	60"X30"	1	28	28	28	56	–	–	–	–	–	–	2 3/4 MILES AHEAD
14, Detail 11	USH 14, PLACE 200' EAST OF STH 59 INTERSECTION	M4-8	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M3-4	24"X12"	1	28	28	–	–	–	–	–	–	–	–	
	"	M1-6	24"X24"	1	28	28	–	–	–	–	–	–	–	–	92
15, Detail 11	USH 14, PLACE 400' EAST OF STH 59 INTERSECTION	G20-51	60"X24"	1	28	28	–	–	–	–	–	–	–	–	18 MILES

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

PROJECT 5155-00-79 STAGE 3 TOTALS						**4,760**	**112**	**224**	**0**			**7**			
PROJECT 5155-04-81 STAGE 4 TOTALS						**11,732**	**280**	**560**	**3**			**10**			
OVERALL TOTAL						**16,492**	**392**	**784**	**3**			**17**			

STREET LIGHTING ITEMS

LIGHT NUMBER	STATION	OFFSET	R/L	654.0106 CONCRETE BASES TYPE 6 EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	657.0327 POLES TYPE 6 ALUMINUM EACH	657.0715 LUMINAIRE ARMS SINGLE MEMBER 4 1/2-INCH CLAMP 15-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF
CATEGORY CODE 0010									
Project 5155-00-79									
STAGE 2									
L5	358+92'RWB'	46.0	LT	1	1	1	1	1	159
L6	200+68'BLW'	28.0	LT	1	1	1	1	1	159
L7	202+57'BLW'	25.0	LT	1	1	1	1	1	159
L8	200+21'BLE'	40.0	RT	1	1	1	1	1	159
L13	363+35'RWB'	39.0	LT	1	1	1	1	1	159
L14	364+66'RWB'	33.0	LT	1	1	1	1	1	159
STAGE 2 SUBTOTAL				6	6	6	6	6	954
STAGE 3									
L1	106+07'WB'	31.0	LT	1	1	1	1	1	159
L2	358+20'REB'	39.0	RT	1	1	1	1	1	159
L3	356+44'REB'	38.0	RT	1	1	1	1	1	159
L4	354+76'REB'	33.0	RT	1	1	1	1	1	159
L9	105+51'EB'	33.0	RT	1	1	1	1	1	159
L10	103+33'EB'	32.0	RT	1	1	1	1	1	159
L11	360+75'REB'	32.0	RT	1	1	1	1	1	159
STAGE 3 SUBTOTAL				7	7	7	7	7	1,113
STAGE 4									
L12	361+54'RWB'	38.0	LT	1	1	1	1	1	159
STAGE 4 SUBTOTAL				1	1	1	1	1	159
Project 5155-00-79 Total				**14**	**14**	**14**	**14**	**14**	**2,226**

*ADDITIONAL QUANTITIES FOUND ELSEWHERE

CONSTRUCTION STAKING ITEMS

STATION - STATION	LOCATION	650.4500 SUBGRADE LF	650.5000 BASE LF	650.8000 RESURFACING REFERENCE LF	650.9920 SLOPE STAKES LF
CATEGORY CODE 0010					
PROJECT 5155-04-81					
STAGE 4					
113+68 - 119+77	LT & RT	--	--	609	--
119+77 - 134+66	LT & RT	--	--	1,489	--
134+66 - 169+73	LT & RT	--	--	3,507	--
169+73 - 197+43	LT & RT	--	--	2,770	--
197+43 - 238+47	LT & RT	--	--	4,104	--
238+47 - 251+72	LT & RT	--	--	1,325	--
251+72 - 258+66	LT & RT	--	--	694	--
258+66 - 323+50	LT & RT	--	--	6,482	--
323+50 - 352+00	LT & RT	--	--	2,850	--
189+50 - 195+45	RT	--	--	--	595
PROJECT 5155-04-81 TOTALS		**0**	**0**	**23830**	**595**
PROJECT 5155-00-79					
STAGE 1					
352+90'REB' - 354+85'REB'	LT	195	195	--	195
364+84'REB' - 370+14'REB'	LT	446	447	--	448
100+00'EB' - 102+52'EB'	LT	252	--	--	252
354+78 - 360+08	LT	530	530	--	530
361+44 - 370+31	RT	886	887	--	890
STAGE 1 SUBTOTALS		2,309	2,059	--	2,315
STAGE 2					
352+90 'REB' - 354+85 'REB'	LT	195	195	--	195
364+84'REB' - 370+14'REB'	LT	--	530	--	530
202+08'BLE' - 202+96'BLE'	LT & RT	88	88	--	90
STAGE 2 SUBTOTALS		283	813	--	815
STAGE 3					
364+84'REB' - 367+95'REB'	RT	311	311	--	311
367+95'REB' - 370+47'REB'	RT	--	--	--	252
100+00'EB' - 102+52'EB'	LT & RT	252	252		252
STAGE 3 SUBTOTALS		563	563	--	815
STAGE 4					
351+50'REB' - 352+00'REB'	LT & RT	--	--	--	50
352+00'REB' - 354+85'REB'	LT & RT	285	285	--	50
STAGE 4 SUBTOTALS		285	285	--	50
PROJECT 5155-00-79 TOTALS		**3440**	**3720**	**0**	**3995**
OVERALL TOTAL		**3440**	**3720**	**23830**	**4590**

LIGHTING CONDUIT AND WIRE ITEMS

FROM	TO	* 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF	652.0325 CONDUIT RIGID NONMETALLIC SCHEDULE 80 2-INCH LF	652.0605 CONDUIT SPECIAL 2-INCH LF
CATEGORY CODE 0010						
Project 5155-00-79						
STAGE 2						
PB-3	L5	406	47	--	--	--
L5	PB-4	771	108	--	--	--
PB-4	L6	226	7	--	--	--
L6	L7	593	188	--	--	--
L7	STUB	--	5	--	--	--
PB-4	PB-5	358	--	--	87	--
PB-5	L8	154	30	--	--	--
L8	PB-9	136	115	--	--	--
L13	L14	435	135	--	--	--
L14	STUB	--	5	--	--	--
STAGE 2 SUBTOTALS		3,079	640	--	87	--
STAGE 3						
LC1	PB-1	169	--	10	--	--
PB-1	L1	169	7	--	--	--
L1	PB-2	770	107	--	--	--
PB-2	PB-3	734	--	--	--	90
PB-2	L2	426	22	--	--	--
L2	L3	1,110	175	--	--	--
L3	L4	541	170	--	--	--
L4	STUB	--	5	--	--	--
LC1	PB-6	176	--	12	--	--
PB-6	PB-7	760	--	--	95	--
PB-7	L11	729	101	--	--	--
L11	PB-8	479	59	--	--	--
PB-7	L9	410	20	--	--	--
L9	L10	703	224	--	--	--
L10	STUB	--	5	--	--	--
STAGE 3 SUBTOTALS		7,176	895	22	95	90
STAGE 4						
PB-9	L12	221	16	--	--	--
L12	L13	1,150	182	--	--	--
PB-8	PB-9	689	--	--	--	83
STAGE 4 SUBTOTALS		2,060	198	--	--	83
Project 5155-00-79 Total		**12,315**	**1,733**	**22**	**182**	**173**

PULLBOX ITEMS

PULLBOX NUMBER	STATION	OFFSET	R/L	653.0140 PULL BOXES STEEL 24x42-INCH EACH
CATEGORY 0010				
Project 5155-00-79				
STAGE 2				
PB-3	358+47'RWB'	34.0	LT	1
PB-4	200+61'BLW'	30.0	LT	1
PB-5	200+54'BLE'	39.0	RT	1
STAGE 2 SUBTOTAL				3
STAGE 3				
PB-1	106+11'WB'	37.0	LT	1
PB-2	358+53'REB'	36.0	RT	1
PB-6	106+02'WB'	33.0	LT	1
PB-7	105+75'EB'	42.0	RT	1
PB-8	361+34'REB'	32.0	RT	1
STAGE 3 SUBTOTAL				5
STAGE 4				
PB-9	361+30'RWB'	36.0	LT	1
STAGE 4 SUBTOTAL				1
Project 5155-00-79 Total				**9**

CONSTRUCTION STAKING ITEMS

LOCATION	SPV.0105.01 CONSTRUCTION STAKING ROUNDABOUT LS
CATEGORY CODE 0010	
PROJECT 5155-00-79	1
PROJECT 5155-00-79 TOTALS	**1**

SEE "CONSTRUCTION ROUNDABOUT STAKING" SHEETS FOR LIMITS

LOCATION	650.9910 SUPPLEMENTAL CONTROL LS
CATEGORY CODE 0010	
PROJECT 5155-04-81	1
PROJECT 5155-00-79	1
OVERALL TOTAL	**2**

LOCATION	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS LS
CATEGORY CODE 0010	
PROJECT 5155-00-79	1
PROJECT 5155-00-79 TOTALS	**1**

CONTROL CABINET ITEMS

CABINET NUMBER	STATION	OFFSET	R/L	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EA	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL (USH 14 & STH 92 INTERSECTION) LS	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EA
CATEGORY CODE 0010						
Project 5155-00-79						
STAGE 3						
LC1	106+06'WB'	38.0	LT	1	1	1
STAGE 3 SUBTOTAL				1	1	1
Project 5155-00-79 Total				**1**	**1**	**1**

3

SAWING PAVEMENT ITEMS

STATION - STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
CATEGORY CODE 0010			
PROJECT 5155-00-79			
STAGE 1			
357+50 - 358+50	LT & RT	162	40
360+73 - 361+87	LT & RT	119	80
101+66 - 102+15	LT & RT	75	--
106+26 - 106+72	LT & RT	100	--
202+26 - 204+08	LT & RT	99	--
STAGE 1 SUBTOTALS		555	120
STAGE 2			
360+04 - 367+49	LT	501	--
202+96'BLE'	LT & RT	22	--
STAGE 2 SUBTOTALS		523	--
STAGE 3			
354+85'REB'	LT & RT	32	20
367+95'REB'	RT	15	--
367+95'REB' - 369+94'REB'	RT	198	--
100+00'EB'	LT & RT	32	--
101+91'EB'	LT	26	--
STAGE 3 SUBTOTALS		302	20
STAGE 4			
352+00'REB'	LT & RT	30	20
363+99'REB' - 370+03'REB'	LT	605	--
STAGE 4 SUBTOTALS		635	20
PROJECT 5155-00-79 TOTAL		**2,015 XX**	**160**

TEMPORARY LIGHTING

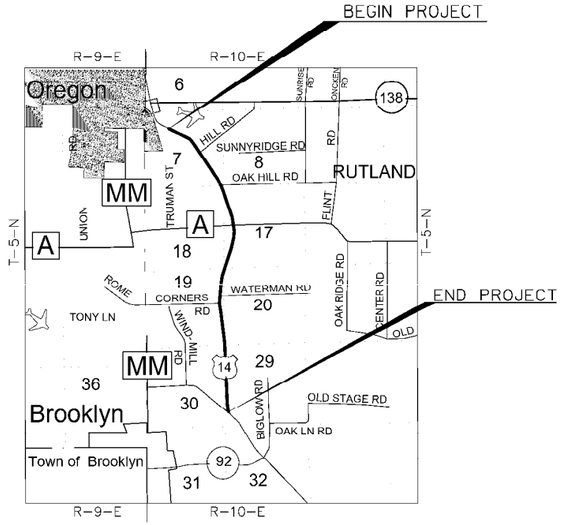
LOCATION	SPV.0105.02 TEMPORARY LIGHTING LS
CATEGORY CODE 0010	
PROJECT 5155-00-79	1
Project 5155-00-79 Total	**1**

LANDMARK REFERENCE MONUMENTS

STATION	LOCATION	NUMBER	TOWNSHIP	RANGE	SPV.0060.01 LANDMARK REFERENCE MONUMENTS SPECIAL EACH	SPV.0060.02 VERIFY LANDMARK REFERENCE MONUMENTS EACH
CATEGORY CODE 0010						
PROJECT 5155-04-81						
223+63.59	33.21' LT	4051018000	T5N	R10E	-	1
277+53.24	4.17' LT	4051019000	T5N	R10E	1	1
304+13.67	0.21' LT	4051030200	T5N	R10E	1	1
PROJECT 5155-04-81 TOTAL					**2**	**3**
PROJECT 5155-00-79						
367+00.58 'REB'	15.83' RT	40510322020	T5N	R10E	1	1
PROJECT 5155-00-79 TOTAL					**1**	**1**
OVERALL TOTAL					**3**	**4**



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5155-04-27
OREGON - EVANSVILLE
STH 138 - STH 92
USH 14
DANE COUNTY





SCALE, FEET

LOCATION MAP SCALE

0 1 MI. 2 MI.

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5155-04-27

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON CONTROLLED ACCESS PROJECT 5155-05-29 AND TPP PROJECT 5567-00-21.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT 5567-00-21, PROJECT T014-2(28)/5156-02-21, TPP PROJECT 5155-04-24, FEDERAL AID PROJECT 388B (DIVISION JOB 10773), AND PROJECT 613-6238. ALSO CERTIFIED SURVEY MAPS 1189, 3785, 3786, 3787, 4281, 4651, 5333, 5721, 5885, 6550, 6759, 7071, 7076, 7809, 8874, 10100, 10572, 11421, 11494, 11986, 13128, 13032, AND FOUND MONUMENTATION ASSOCIATED WITH EACH. ALSO PLATS OF SURVEY 93-0280, D-243, M-2004, 2004-00809, AND FOUND MONUMENTATION ASSOCIATED WITH EACH. ALSO THE PLAT OF THE VILLAGE OF RUTLAND. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING HILL ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAPS 4187 AND 5721. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING OAK HILL ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAP 7809 AND ASSOCIATED FOUND MONUMENTATION. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING CTH A RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT 613-6238. ALSO CERTIFIED SURVEY MAP 11421 AND ASSOCIATED FOUND MONUMENTATION. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING WATERMAN ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING ROME CORNERS ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAP 11986 AND ASSOCIATED FOUND MONUMENTATION. ALSO PLAT OF SURVEY M-2004-00809 AND ASSOCIATED FOUND MONUMENTATION. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING OLD STAGE ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAPS 5885, 10572, 11494, AND FOUND MONUMENTATION ASSOCIATED WITH EACH.

EXISTING STH 92 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, TPP PROJECT 5155-04-24. ALSO CERTIFIED SURVEY MAP 3785 AND ASSOCIATED FOUND MONUMENTATION.

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN — SIGN
OFF-PREMISE SIGN — I-25 — SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✕	✕

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25 — UTILITY NUMBER 40
PARALLEL OFFSETS

IP 1103 — 0.11' N, 0.11' W — FOUND IP LOCATION THAT IS NOT BEING ACCEPTED AND A NEW R/W MONUMENT IS NOT BEING SET.
IP 1007 — 1.98' N, 0.64' E — FOUND IP LOCATION THAT IS NOT BEING ACCEPTED AND A NEW R/W MONUMENT IS BEING SET.
IP 1007 — FOUND IP LOCATION THAT IS BEING ACCEPTED

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

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

PROJECT NUMBER: 5155 04 27 4.06
SHEET 2 OF 2
AMENDMENT NO.:

FILENAME: S:\Projects\MA1010 MSA – USH 14 Topo & TPP\3 – Existing Right of Way\TPP Title.dwg PLOT DATE: September 26, 2019 PLOT BY: Scott Warner

TITLE

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.01

PART OF THE SE¼-NW¼ OF SECTION 7, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.
USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29 AND TPP PROJECT 5567-00-21.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: PROJECT 5567-00-21. ALSO, CERTIFIED SURVEY MAP 4281 AND FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAP. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2 OF DOC# 5528042

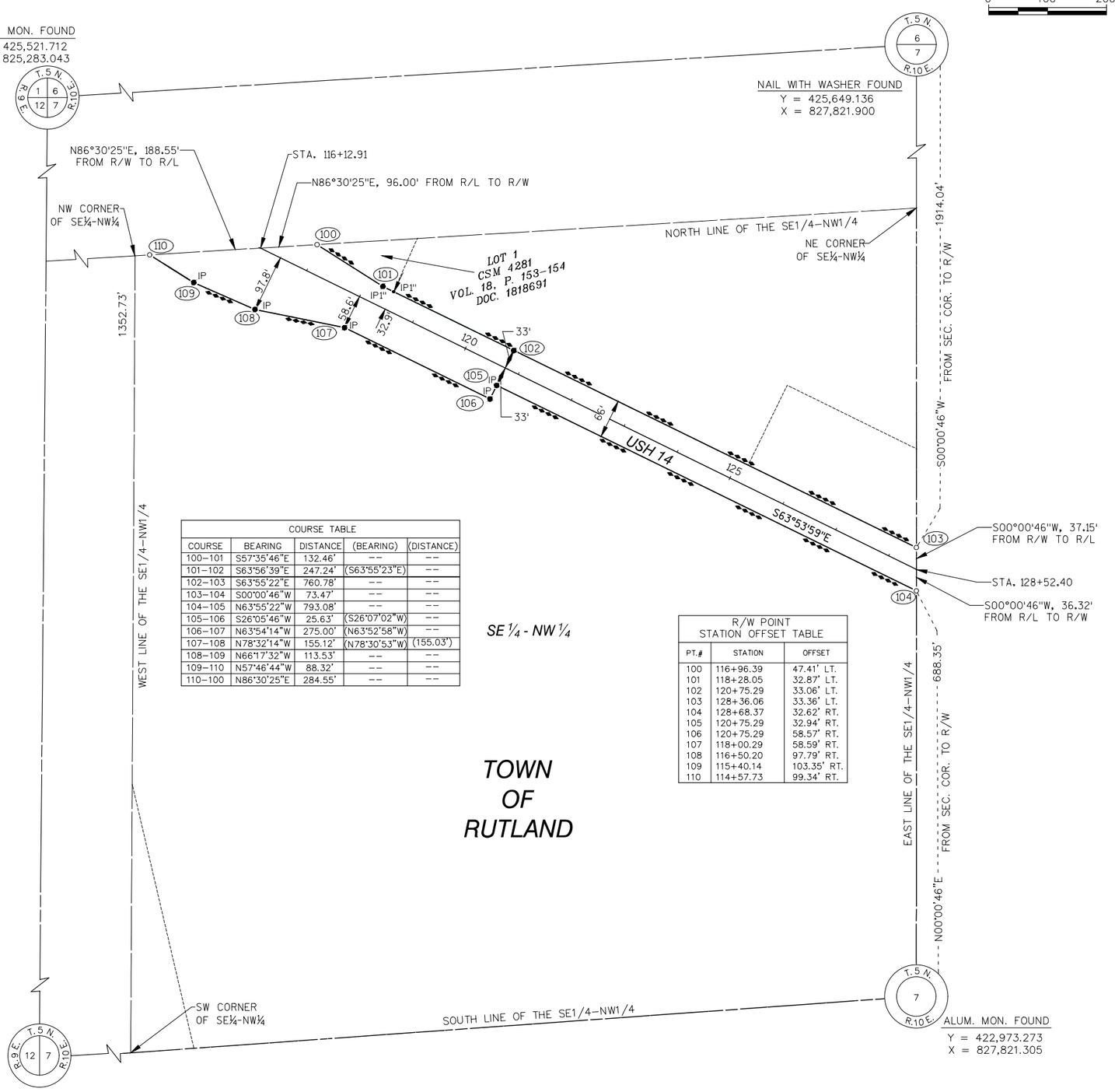
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.01

AMENDMENT NO.:

4.01

175

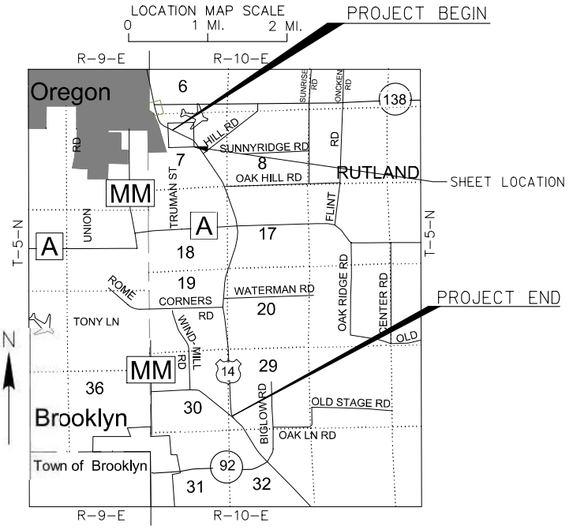
SCALE, FEET
0 100' 200'



COURSE TABLE				
COURSE	BEARING	DISTANCE	(BEARING)	(DISTANCE)
100-101	S57°35'46"E	132.46'	--	--
101-102	S63°56'39"E	247.24'	(S63°55'23"E)	--
102-103	S63°55'22"E	760.78'	--	--
103-104	S00°00'46"W	73.47'	--	--
104-105	N63°55'22"W	793.08'	--	--
105-106	S26°05'46"W	25.63'	(S26°07'02"W)	--
106-107	N63°54'14"W	275.00'	(N63°52'58"W)	--
107-108	N78°32'14"W	155.12'	(N78°30'53"W)	(155.03')
108-109	N66°17'32"W	113.53'	--	--
109-110	N57°46'44"W	88.32'	--	--
110-100	N86°30'25"E	284.55'	--	--

R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
100	116+96.39	47.41' LT.
101	118+28.05	32.87' LT.
102	120+75.29	33.06' LT.
103	128+36.06	33.36' LT.
104	128+68.37	32.62' RT.
105	120+75.29	32.94' RT.
106	120+75.29	58.57' RT.
107	118+00.29	58.59' RT.
108	116+50.20	97.79' RT.
109	115+40.14	103.35' RT.
110	114+57.73	99.34' RT.

LOCATION MAP SCALE
0 1 MI. 2 MI.



JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg
PLOT DATE: October 4, 2019
PLOT BY: Scott Warner

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.02

PART OF THE SW¼-NE¼ OF SECTION 7, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON – EVANSVILLE, STH 138 – STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAP 5721 AND FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAP. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING HILL ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAPS 4187 AND 5721. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.02

AMENDMENT NO.:

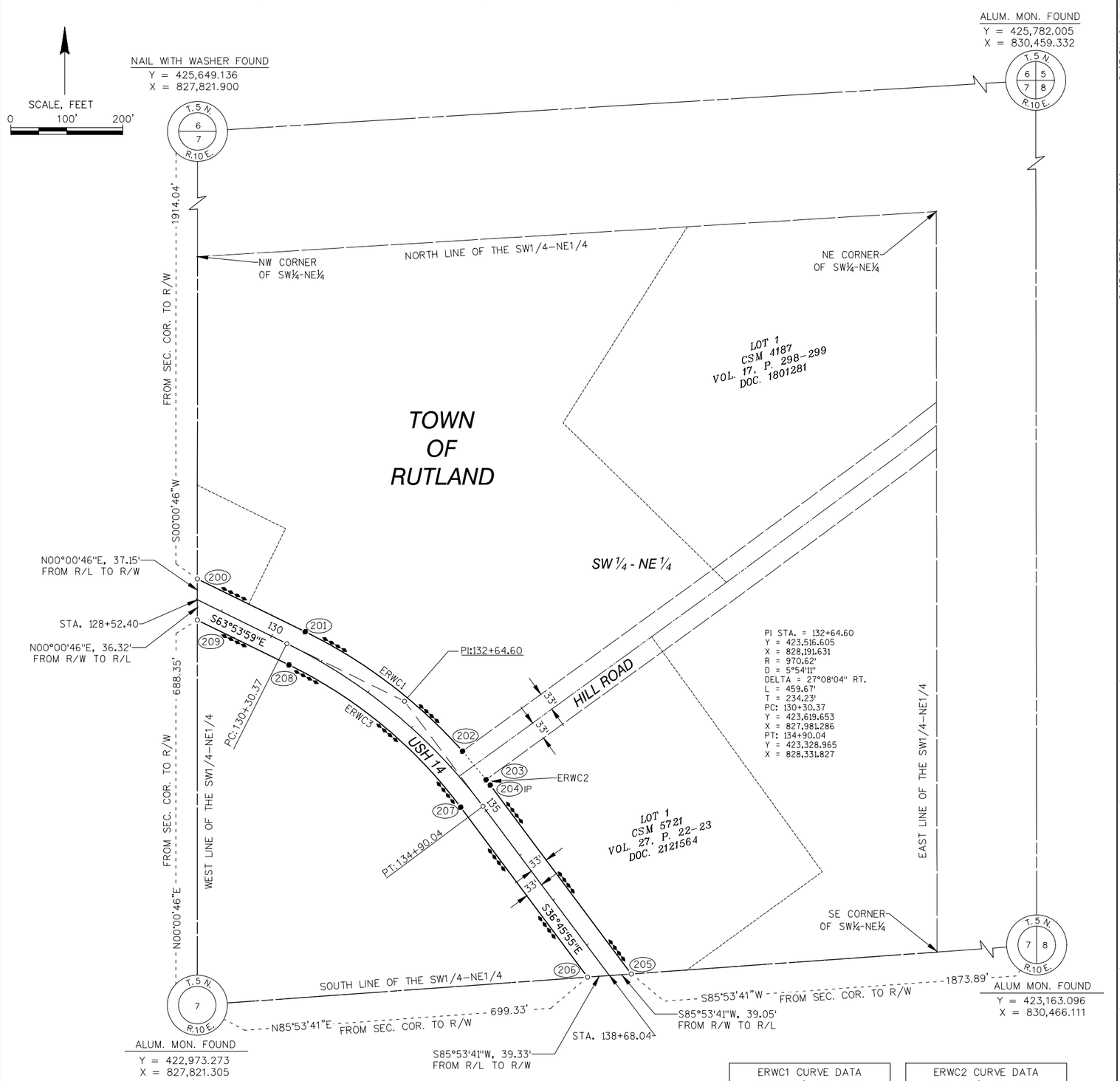
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176

PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

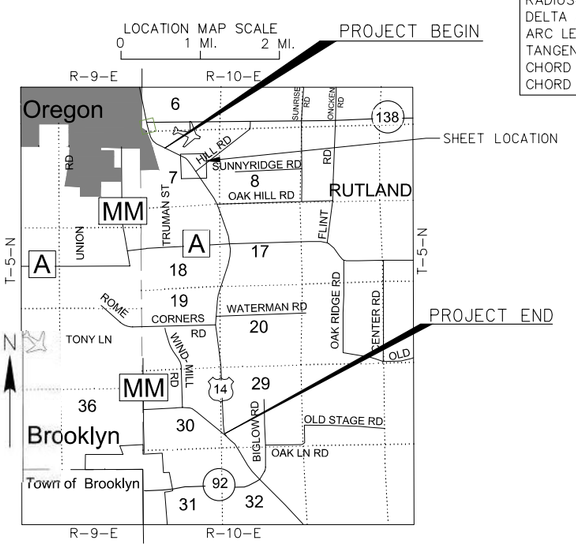
FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



ERWC1 CURVE DATA FROM R/W PT. #201 TO R/W PT. #202
RADIUS=914.47'
DELTA ANGLE=22°15'34", RT.
ARC LENGTH=355.27'
TANGENT=179.90'
CHORD LENGTH=353.04'
CHORD BEARING=S52°47'36"E

ERWC2 CURVE DATA FROM R/W PT. #203 TO R/W PT. #204
RADIUS=914.47'
DELTA ANGLE=00°46'04", RT.
ARC LENGTH=12.25'
TANGENT=6.13'
CHORD LENGTH=12.25'
CHORD BEARING=S37°08'07"E

ERWC3 CURVE DATA FROM R/W PT. #207 TO R/W PT. #208
RADIUS=848.47'
DELTA ANGLE=27°10'17", LT.
ARC LENGTH=402.37'
TANGENT=205.04'
CHORD LENGTH=398.61'
CHORD BEARING=N50°20'14"W



R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
200	128+36.06	33.36' LT.
201	130+49.91	33.65' LT.
202	133+92.73	34.69' LT.
203	134+56.62	33.50' LT.
204	134+68.46	33.23' LT.
205	138+89.11	32.88' LT.
206	138+46.81	33.11' RT.
207	134+66.92	32.75' RT.
208	130+51.32	32.33' RT.
209	128+68.37	32.62' RT.

COURSE TABLE		
COURSE	BEARING	DISTANCE
200-201	S63°55'22"E	214.53'
201-202	SEE CURVE NOTE	
202-203	S39°35'29"E	66.13'
203-204	SEE CURVE NOTE	
204-205	S36°45'05"E	421.39'
205-206	S85°53'41"W	78.38'
206-207	N36°45'05"W	379.11'
207-208	SEE CURVE NOTE	
208-209	N63°55'22"W	182.24'
209-200	N00°00'46"E	73.47'

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.03

PART OF THE NW¼-SE¼ AND PART OF NE¼-SE¼ OF SECTION 7, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.
USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAPS 5721, 6550, 6759, 7809, 13128 AND FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAPS. ALSO PLAT OF SURVEY D-243 AND FOUND MONUMENTATION ASSOCIATED WITH SAID PLAT OF SURVEY. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.03

AMENDMENT NO.:

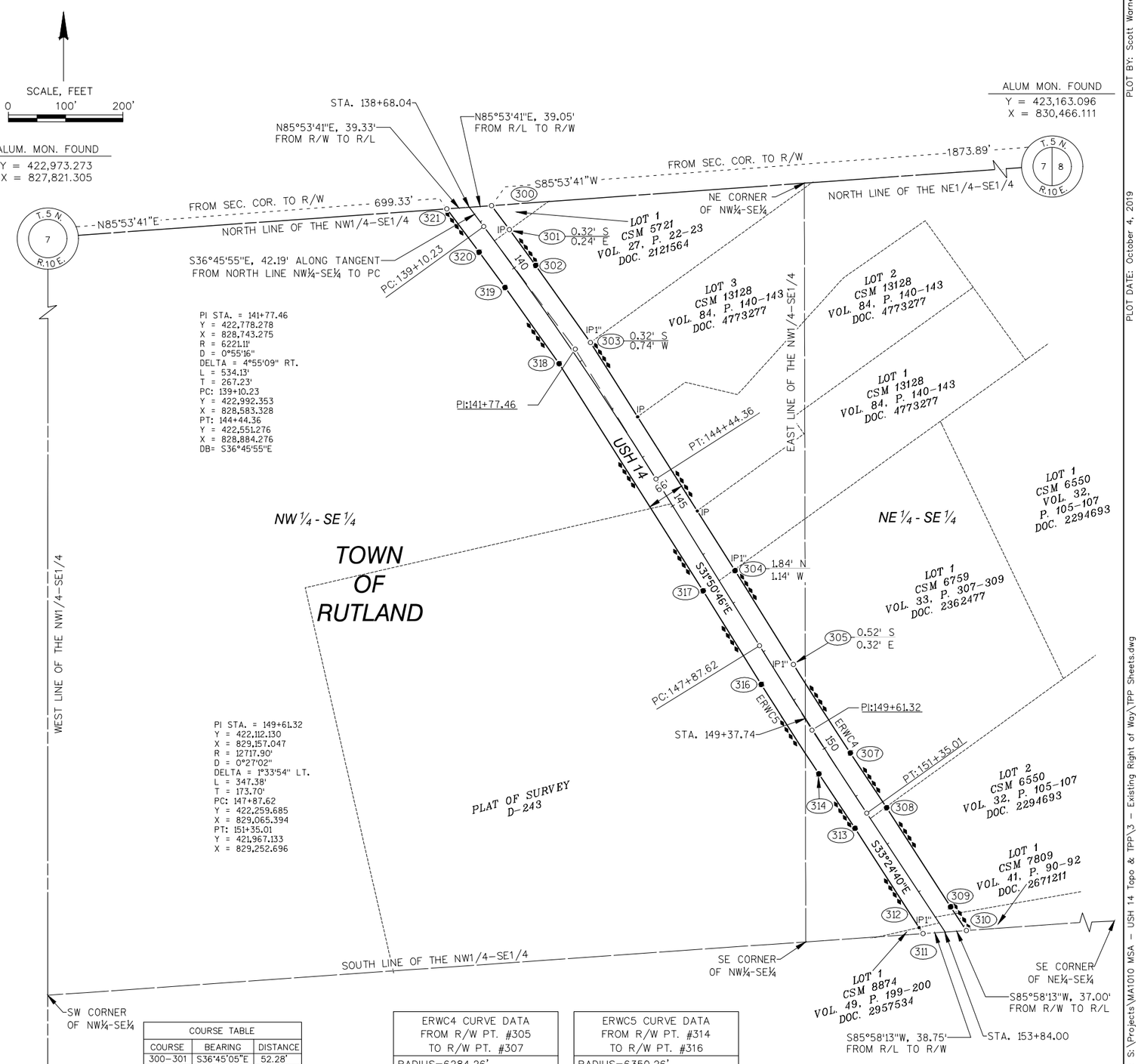
4.03

177

PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



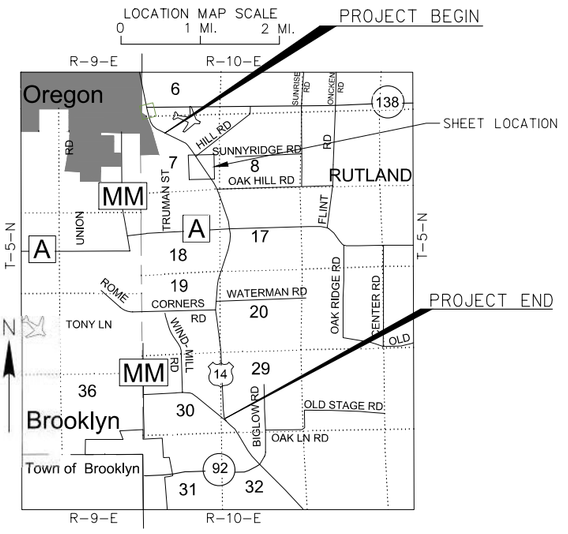
COURSE TABLE		
COURSE	BEARING	DISTANCE
300-301	S36°45'05"E	52.28'
301-302	S36°17'01"E	77.43'
302-303	S35°22'14"E	165.60'
303-304	S32°21'37"E	472.02'
304-305	S31°53'14"E	192.91'
305-307	SEE CURVE NOTE	
307-308	S33°33'54"E	114.76'
308-309	S32°50'35"E	206.41'
309-310	S33°25'15"E	49.55'
310-311	S85°58'13"W	75.75'
311-312	N33°25'15"W	12.71'
312-313	N32°50'35"W	206.32'
313-314	N33°33'54"W	114.34'
314-316	SEE CURVE NOTE	
316-317	N31°53'14"W	192.64'
317-318	N32°21'37"W	470.01'
318-319	N35°22'14"W	163.34'
319-320	N36°17'01"W	76.64'
320-321	N36°45'05"W	94.30'
321-300	N85°53'41"E	78.38'

ERWC4 CURVE DATA FROM R/W PT. #305 TO R/W PT. #307
RADIUS=6284.26'
DELTA ANGLE=01°40'40", LT.
ARC LENGTH=184.02'
TANGENT=92.02'
CHORD LENGTH=184.01'
CHORD BEARING=S32°43'34"E

ERWC5 CURVE DATA FROM R/W PT. #314 TO R/W PT. #316
RADIUS=6350.26'
DELTA ANGLE=01°40'40", RT.
ARC LENGTH=185.95'
TANGENT=92.98'
CHORD LENGTH=185.95'
CHORD BEARING=N32°43'34"W

R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
300	138+89.11	32.88' LT.
301	139+41.23	32.94' LT.
302	140+18.26	33.16' LT.
303	141+82.97	34.19' LT.
304	146+53.61	32.91' LT.
305	148+46.68	32.91' LT.
307	150+31.17	33.55' LT.
308	151+46.21	34.28' LT.
309	153+52.60	32.23' LT.
310	154+02.15	32.24' LT.
311	153+64.99	33.77' RT.
312	153+52.28	33.77' RT.
313	151+45.97	31.72' RT.
314	150+31.89	32.45' RT.
316	148+46.42	33.09' RT.
317	146+53.93	33.09' RT.
318	141+82.52	31.83' RT.
319	140+18.32	32.85' RT.
320	139+41.28	33.06' RT.
321	138+46.81	33.11' RT.

LOCATION MAP SCALE 0 1 MI. 2 MI.



I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.04

PART OF THE SE¼-SE¼ OF SECTION 7, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAPS 7809, AND 8874 PLUS FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAPS. ALSO PLAT OF SURVEY D-243 AND FOUND MONUMENTATION ASSOCIATED WITH SAID PLAT OF SURVEY. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING OAK HILL ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAP 7809 AND FOUND ASSOCIATED MONUMENTATION. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.04

AMENDMENT NO.:

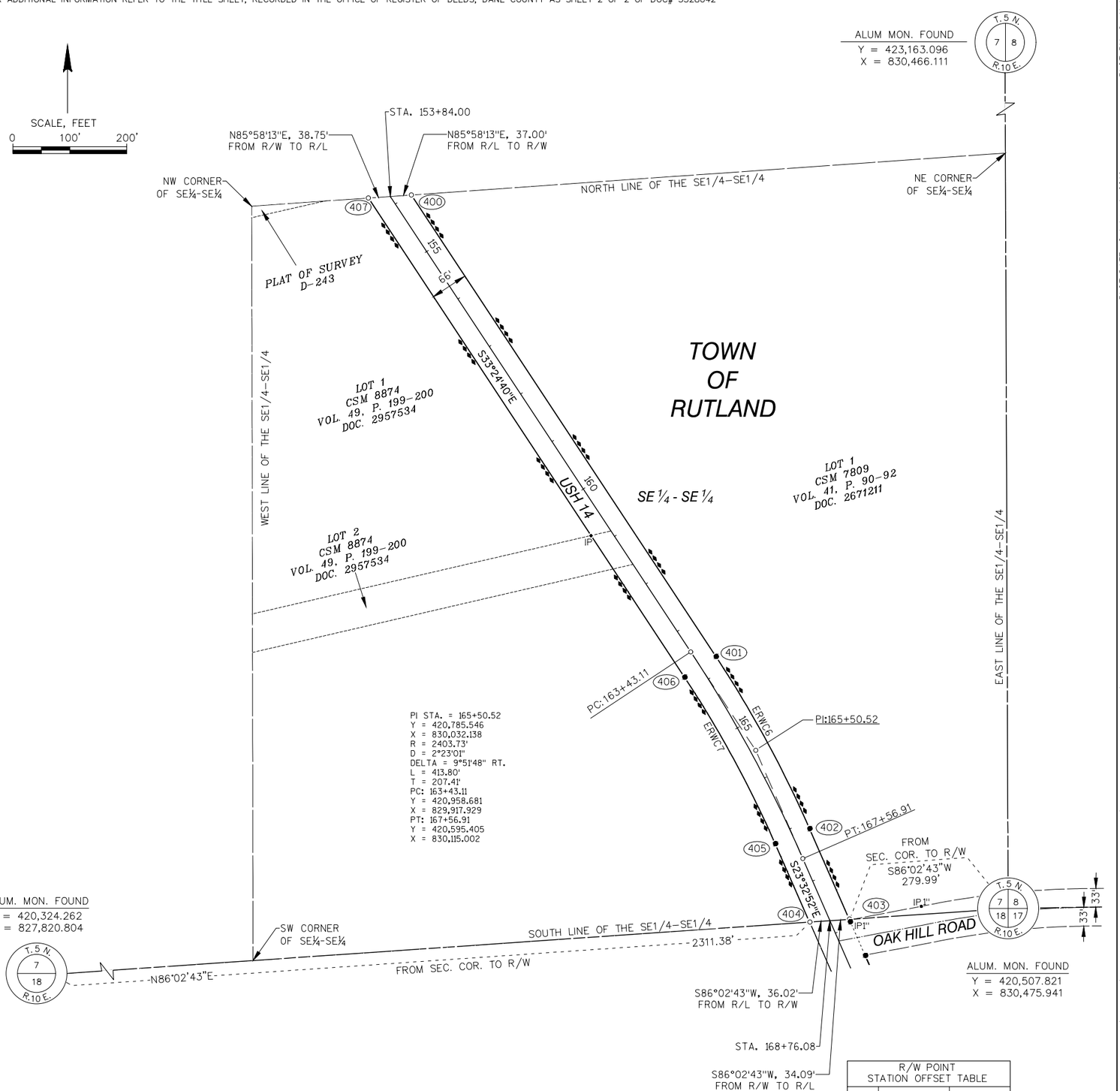
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178

PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

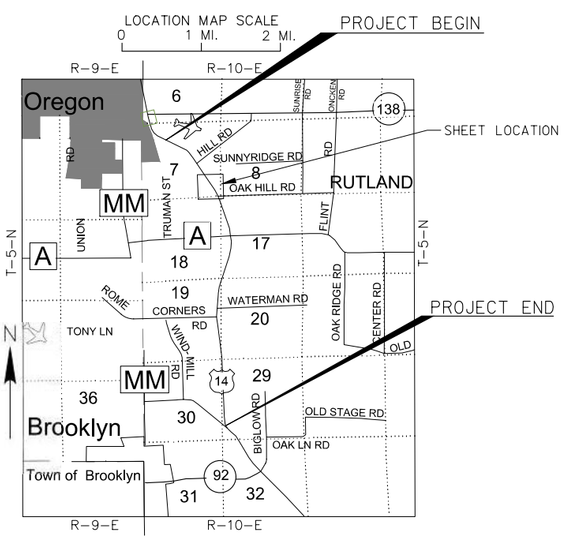
FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



COURSE TABLE		
COURSE	BEARING	DISTANCE
400-401	S33°25'15"E	972.09'
401-402	SEE CURVE NOTE	
402-403	S23°40'20"E	174.16'
403-404	S86°02'43"W	70.11'
404-405	N23°40'20"W	150.51'
405-406	SEE CURVE NOTE	
406-407	N33°25'15"W	1009.27'
407-400	N85°58'13"E	75.75'

R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
400	154+02.15	32.24' LT.
401	163+73.83	32.60' LT.
402	167+13.92	32.13' LT.
403	168+87.51	32.12' LT.
404	168+64.00	33.94' RT.
405	167+12.86	33.87' RT.
406	163+74.70	33.39' RT.
407	153+64.99	33.77' RT.

LOCATION MAP SCALE 0 1 MI. 2 MI.



ERWC6 CURVE DATA FROM R/W PT. #401 TO R/W PT. #402
RADIUS=2026.48'
DELTA ANGLE=09°44'55", RT.
ARC LENGTH=344.79'
TANGENT=172.81'
CHORD LENGTH=344.38'
CHORD BEARING=S28°32'48"E

ERWC7 CURVE DATA FROM R/W PT. #405 TO R/W PT. #406
RADIUS=1960.48'
DELTA ANGLE=09°44'55", LT.
ARC LENGTH=333.56'
TANGENT=167.19'
CHORD LENGTH=333.16'
CHORD BEARING=N28°32'48"W

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.05

PART OF THE NE¼-NE¼ OF SECTION 18 AND PART OF THE NW¼-NW¼ OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAPS 1189, AND 7809 PLUS FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAPS. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING OAK HILL ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAP 7809 AND ASSOCIATED FOUND MONUMENTATION. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.05

AMENDMENT NO.:

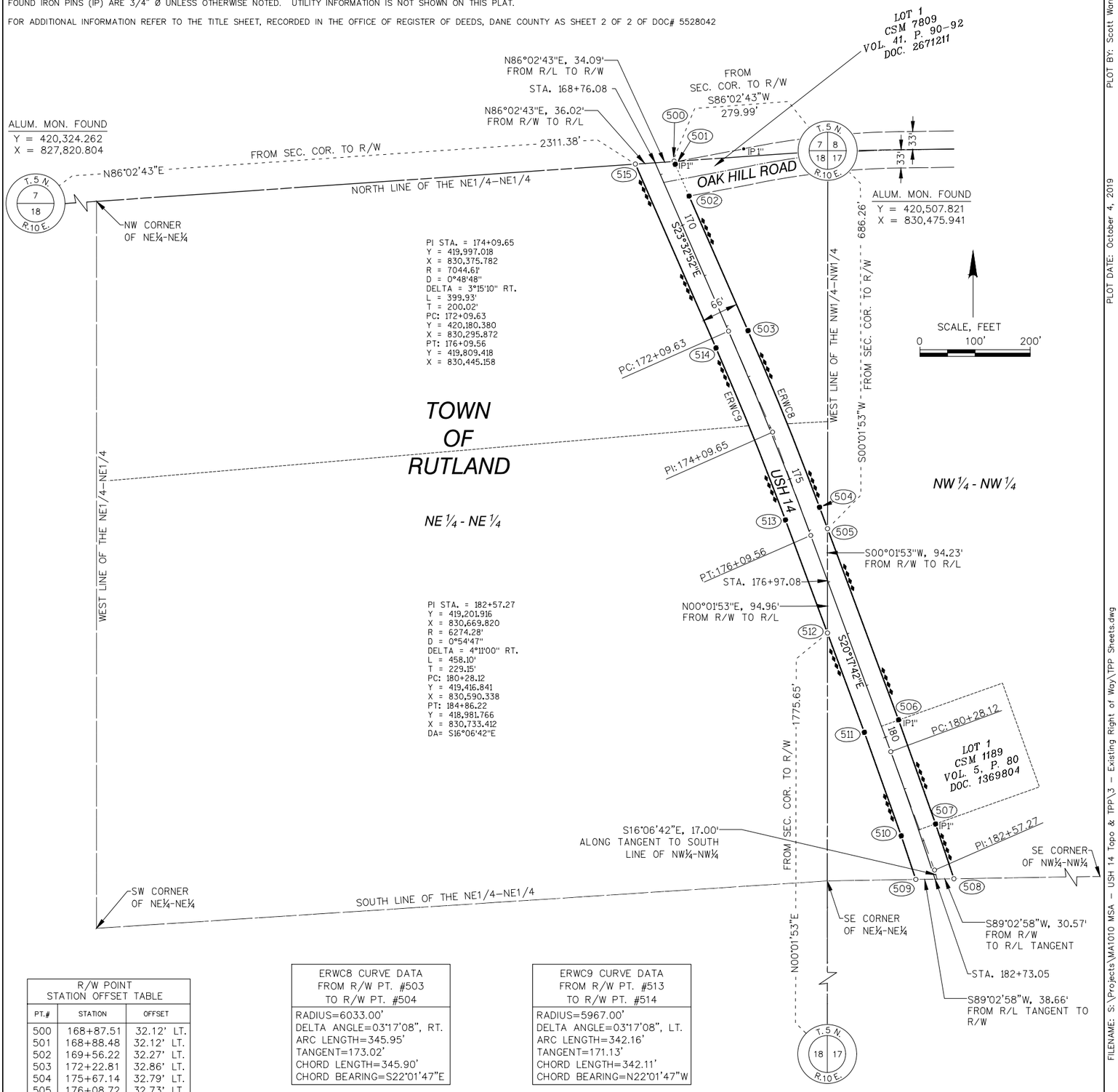
4.05

179

PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

FILENAME: S:\Projects\MA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg

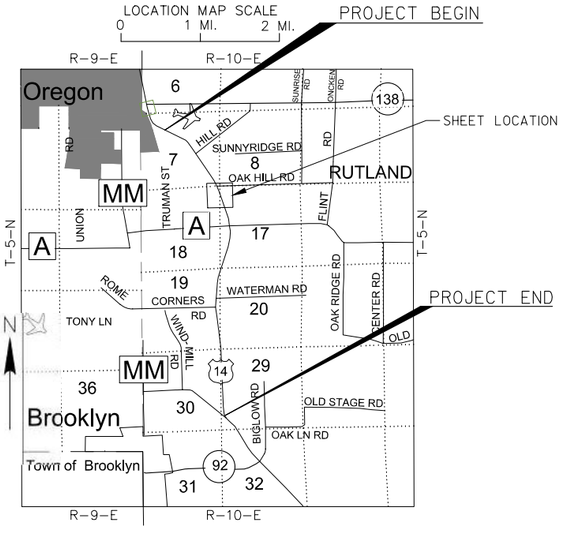


R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
500	168+87.51	32.12' LT.
501	168+88.48	32.12' LT.
502	169+56.22	32.27' LT.
503	172+22.81	32.86' LT.
504	175+67.14	32.79' LT.
505	176+08.72	32.73' LT.
506	179+78.85	33.32' LT.
507	181+78.60	32.65' LT.
508	182+83.10	32.81' LT.
509	182+62.73	33.36' RT.
510	181+78.76	33.35' RT.
511	179+78.50	32.68' RT.
512	177+86.12	32.99' RT.
513	175+66.84	33.21' RT.
514	172+23.08	33.14' RT.
515	168+64.00	33.94' RT.

ERWC8 CURVE DATA FROM R/W PT. #503 TO R/W PT. #504
RADIUS=6033.00'
DELTA ANGLE=03°17'08", RT.
ARC LENGTH=345.95'
TANGENT=173.02'
CHORD LENGTH=345.90'
CHORD BEARING=S22°01'47"E

ERWC9 CURVE DATA FROM R/W PT. #513 TO R/W PT. #514
RADIUS=5967.00'
DELTA ANGLE=03°17'08", LT.
ARC LENGTH=342.16'
TANGENT=171.13'
CHORD LENGTH=342.11'
CHORD BEARING=N22°01'47"W

LOCATION MAP SCALE
0 1 MI. 2 MI.



COURSE TABLE				
COURSE	BEARING	DISTANCE	(BEARING)	(DISTANCE)
500-501	S23°40'20"E	0.98'	--	--
501-502	S23°40'20"E	67.74'	--	--
502-503	S23°40'20"E	266.65'	--	--
503-504	SEE CURVE NOTE		--	--
504-505	S20°23'13"E	41.78'	--	--
505-506	S20°23'13"E	370.13'	--	--
506-507	S19°35'04"E	200.53'	(S19°38'07"E)	(200')
507-508	S18°31'56"E	105.04'	--	--
508-509	S89°02'58"W	69.23'	--	--
509-510	N18°31'56"W	83.52'	--	--
510-511	N19°35'04"W	199.47'	--	--
511-512	N20°23'13"W	192.37'	--	--
512-513	N20°23'13"W	219.08'	--	--
513-514	SEE CURVE NOTE		--	--
514-515	N23°40'20"W	359.02'	--	--
515-500	N86°02'43"E	70.11'	--	--

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.06

PART OF LOT 2 OF C.S.M. 11421, BEING PART OF THE SW¼-NW¼ OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773) AND R/W PROJECT 613-6238. ALSO, CERTIFIED SURVEY MAPS 4651, AND 11421 PLUS FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAPS. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING CTH A RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: R/W PROJECT 613-6238. ALSO, CERTIFIED SURVEY MAP 11421 PLUS FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAP. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED.

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

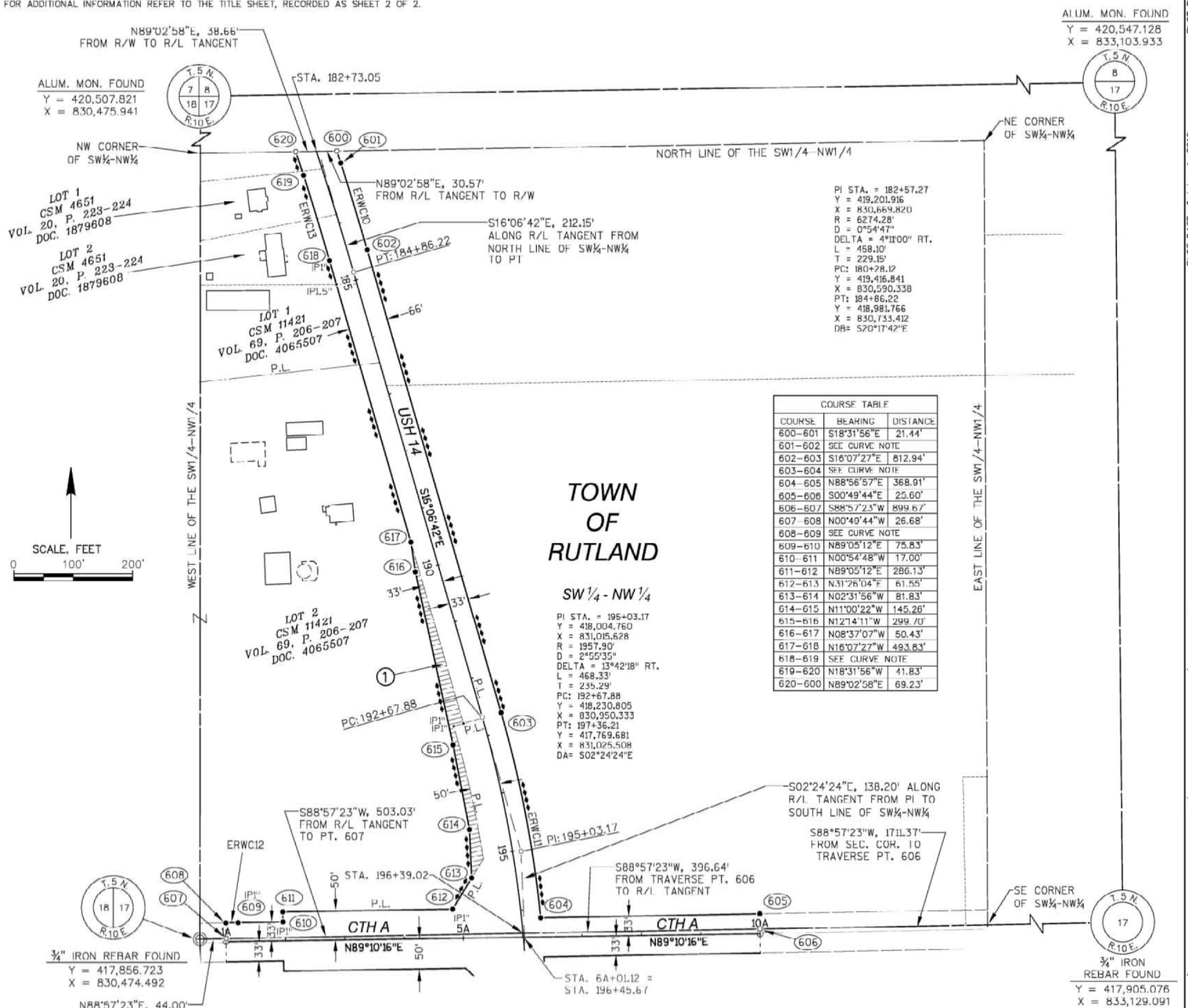
KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5528042
10/04/2019 10:30 AM
Trans Fee:
Exempt #:
Rec. Fee: 25.00
Pages:

180

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.06
SHEET 1 OF 2
AMENDMENT NO:

4.06



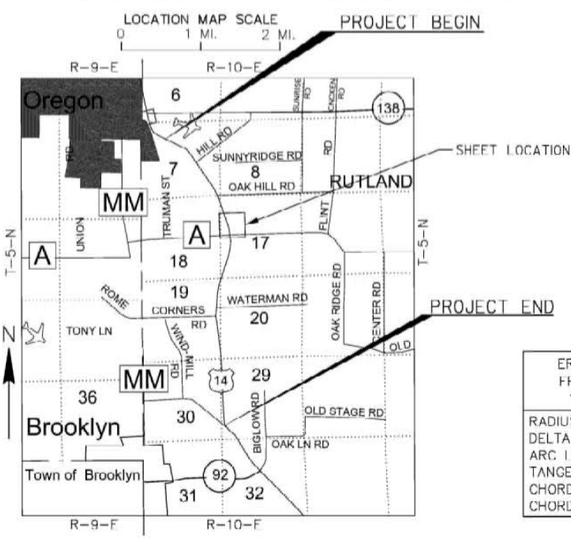
COURSE TABLE		
COURSE	BEARING	DISTANCE
600-601	S18°31'56"E	21.44'
601-602	SEE CURVE NOTE	
602-603	S16°07'27"E	812.94'
603-604	SEE CURVE NOTE	
604-605	N88°56'57"E	368.91'
605-606	S00°49'44"E	25.60'
606-607	S88°57'23"W	899.67'
607-608	N00°49'44"W	26.68'
608-609	SEE CURVE NOTE	
609-610	N89°05'12"E	75.83'
610-611	N00°54'48"W	17.00'
611-612	N89°05'12"E	286.13'
612-613	N31°26'04"E	61.55'
613-614	N02°31'56"W	81.83'
614-615	N11°00'22"W	145.26'
615-616	N12°14'11"W	299.70'
616-617	N08°37'07"W	50.43'
617-618	N16°07'27"W	493.83'
618-619	SEE CURVE NOTE	
619-620	N18°31'56"W	41.83'
620-600	N89°02'58"E	69.23'

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED		
			NEW	EXISTING	TOTAL
1	KENT F. THOMPSON & JENNI THOMPSON, HUSBAND AND WIFE	FEE	0.180	0.475	0.655

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
600	182+83.10	32.81' LT.
601	183+04.42	33.06' LT.
602	184+56.31	32.54' LT.
603	192+69.07	32.65' LT.
604	196+16.14	32.17' LT.
605	9A+99.67	33.72' LT.
606	9A+99.67	8.12' LT.
607	1A+00.00	4.75' LT.
608	1A+00.00	31.43' LT.
609	1A+20.60	31.48' LT.
610	1A+96.43	31.60' LT.
611	1A+96.40	48.60' LT.
612	4A+82.53	49.02' LT.
613	195+34.24	75.00' RT.
614	194+50.00	65.00' RT.
615	193+00.00	60.00' RT.
616	190+00.00	40.00' RT.
617	189+50.00	33.42' RT.
618	184+56.01	33.46' RT.
619	183+04.78	32.94' RT.
620	182+62.73	33.36' RT.



ERWC10 CURVE DATA FROM R/W PT. #601 TO R/W PT. #602	ERWC11 CURVE DATA FROM R/W PT. #603 TO R/W PT. #604
RADIUS=5762.58'	RADIUS=1942.86'
DELTA ANGLE=01°31'05", RT.	DELTA ANGLE=10°24'18", RT.
ARC LENGTH=152.69'	ARC LENGTH=352.83'
TANGENT=76.35'	TANGENT=176.90'
CHORD LENGTH=152.68'	CHORD LENGTH=352.35'
CHORD BEARING=S16°53'00"E	CHORD BEARING=S10°55'18"E

ERWC12 CURVE DATA FROM R/W PT. #608 TO R/W PT. #609	ERWC13 CURVE DATA FROM R/W PT. #618 TO R/W PT. #619
RADIUS=11492.16'	RADIUS=5696.58'
DELTA ANGLE=00°06'10", RT.	DELTA ANGLE=01°30'47", LT.
ARC LENGTH=20.60'	ARC LENGTH=150.43'
TANGENT=10.30'	TANGENT=75.22'
CHORD LENGTH=20.60'	CHORD LENGTH=150.42'
CHORD BEARING=N89°02'07"E	CHORD BEARING=N16°52'50"W

JEWELL
associates engineers, inc.
Engineers · Architects · Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: Cory Schlagel DATE: 10/3/19
PRINT NAME: CORY SCHLAGEL

PLOT BY: Scott Warner
PLOT DATE: October 1, 2019
FILENAME: S:\Projects\MA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg
APPRAISAL PLAT DATE: 10/01/2019

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.07

PART OF THE NW¼-SW¼ OF SECTION 17, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773) AND R/W PROJECT 613-6238. ALSO, CERTIFIED SURVEY MAP 10100 PLUS ASSOCIATED FOUND MONUMENTATION. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING CTH A RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: R/W PROJECT 613-6238. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

4.07

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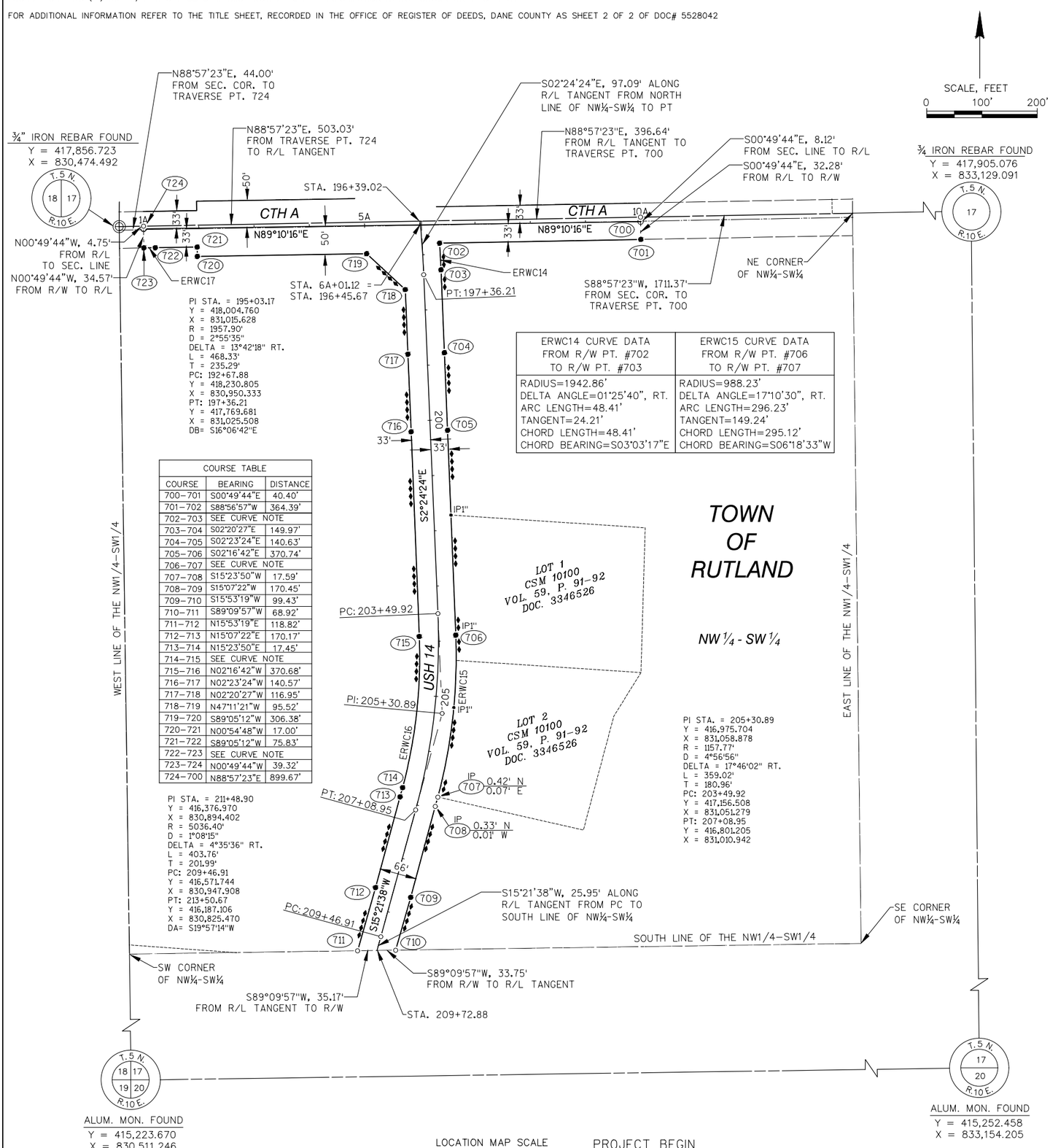
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PROJECT NUMBER 5155-04-27-4.07

AMENDMENT NO.:

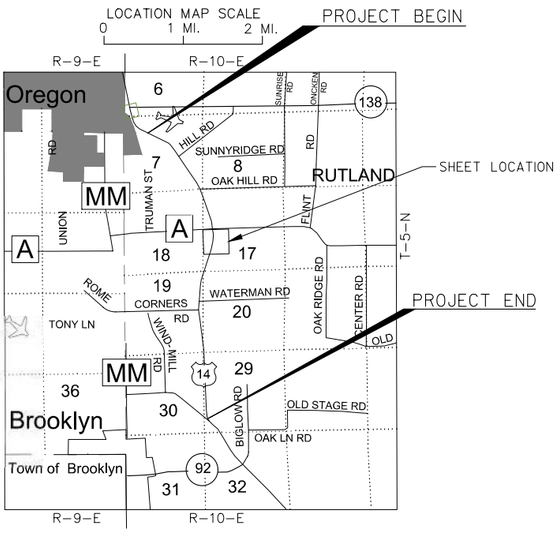
PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



ERWC16 CURVE DATA FROM R/W PT. #714 TO R/W PT. #715	ERWC17 CURVE DATA FROM R/W PT. #722 TO R/W PT. #723
RADIUS=922.23'	RADIUS=11426.16'
DELTA ANGLE=17°09'26", LT.	DELTA ANGLE=00°06'14", LT.
ARC LENGTH=276.16'	ARC LENGTH=20.70'
TANGENT=139.12'	TANGENT=10.35'
CHORD LENGTH=275.13'	CHORD LENGTH=20.70'
CHORD BEARING=N06°18'01"E	CHORD BEARING=S89°02'05"W



R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
700	9A+99.67	8.12' LT.
701	9A+99.67	32.28' RT.
702	196+81.21	31.91' LT.
703	197+28.85	31.69' LT.
704	198+78.70	31.50' LT.
705	200+19.33	31.46' LT.
706	203+89.02	31.31' LT.
707	206+76.90	33.09' LT.
708	206+93.99	32.72' LT.
709	208+64.02	33.33' LT.
710	209+63.34	32.44' LT.
711	209+82.90	33.64' RT.
712	208+63.85	32.68' RT.
713	206+93.24	33.28' RT.
714	206+75.28	32.90' RT.
715	203+91.17	34.66' RT.
716	200+19.25	34.54' RT.
717	198+78.68	34.50' RT.
718	197+61.73	34.36' RT.
719	5A+02.93	50.95' RT.
720	1A+96.55	51.41' RT.
721	1A+96.53	34.41' RT.
722	1A+20.70	34.52' RT.
723	1A+00.00	34.57' RT.
724	1A+00.00	4.75' LT.

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.08

PART OF THE SW¼-SW¼ OF SECTION 17 AND PART OF THE SE¼-SE¼ OF SECTION 18, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAP 13032 PLUS FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAP. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

4.08

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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.08

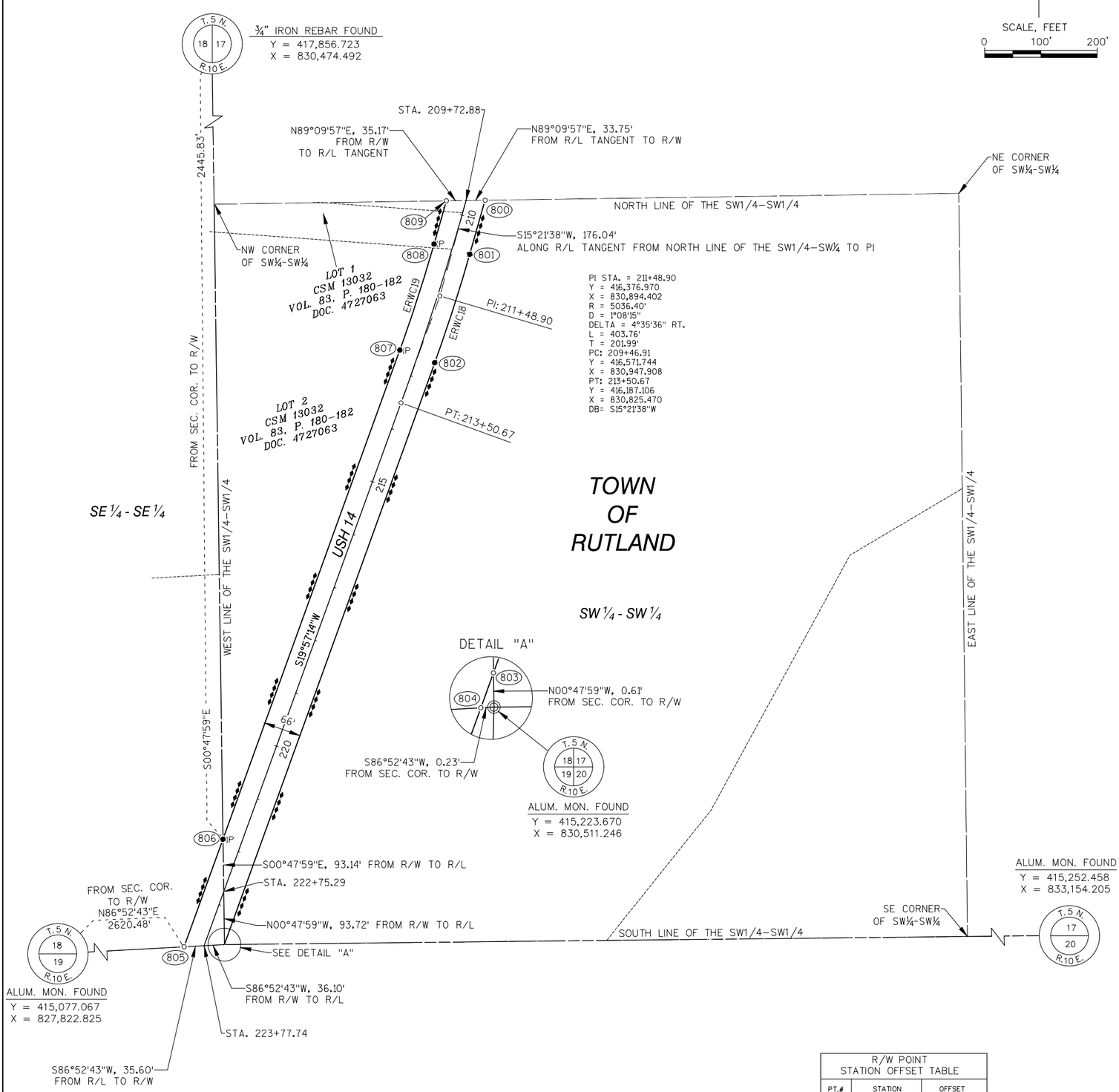
AMENDMENT NO.:

SCALE, FEET
0 100' 200'

PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

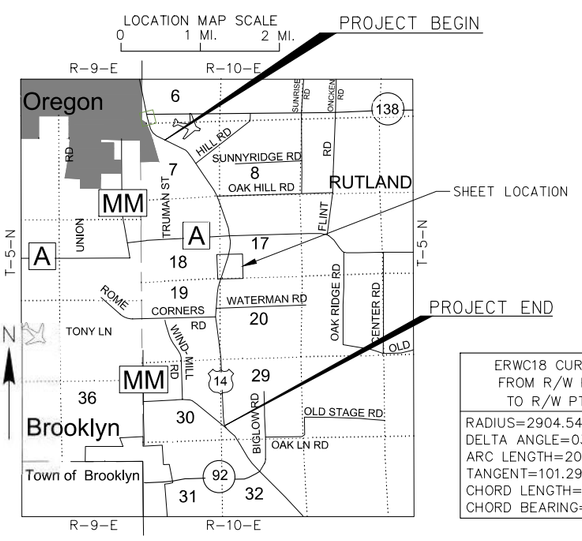
FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



COURSE TABLE				
COURSE	BEARING	DISTANCE	(BEARING)	(DISTANCE)
800-801	S15°53'19"W	100.01'	--	--
801-802	SEE CURVE NOTE		--	--
802-803	S19°52'59"W	1099.63'	--	--
803-804	S19°52'59"W	0.66'	--	--
804-805	S86°52'43"W	71.70'	--	--
805-806	N19°52'59"E	203.50'	--	--
806-807	N19°52'59"E	924.81'	(S20°40'52"W)	(924.94')
807-808	SEE CURVE NOTE		--	--
808-809	N15°53'19"E	80.18'	--	--
809-800	N89°09'57"E	68.92'	--	--

R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
800	209+63.34	32.44' LT.
801	210+62.70	32.83' LT.
802	212+63.86	32.60' LT.
803	223+62.93	33.21' LT.
804	223+63.59	33.21' LT.
805	223+91.70	32.75' RT.
806	221+88.19	33.01' RT.
807	212+62.80	33.39' RT.
808	210+63.62	33.17' RT.
809	209+82.90	33.64' RT.

LOCATION MAP SCALE 0 1 MI. 2 MI.



ERWC18 CURVE DATA FROM R/W PT. #801 TO R/W PT. #802
RADIUS=2904.54'
DELTA ANGLE=03°59'40", RT.
ARC LENGTH=202.49'
TANGENT=101.29'
CHORD LENGTH=202.45'
CHORD BEARING=S17°53'09"W

ERWC19 CURVE DATA FROM R/W PT. #807 TO R/W PT. #808
RADIUS=2838.54'
DELTA ANGLE=03°59'40", LT.
ARC LENGTH=197.89'
TANGENT=98.99'
CHORD LENGTH=197.85'
CHORD BEARING=N17°53'09"E

JEWELL associates engineers, inc.
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I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.09

PART OF THE NE¼-NE¼ OF SECTION 19, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.
USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, PLAT OF SURVEY M-2004 AND FOUND MONUMENTATION ASSOCIATED WITH SAID SURVEY MAP. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING WATERMAN ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.09

AMENDMENT NO.:

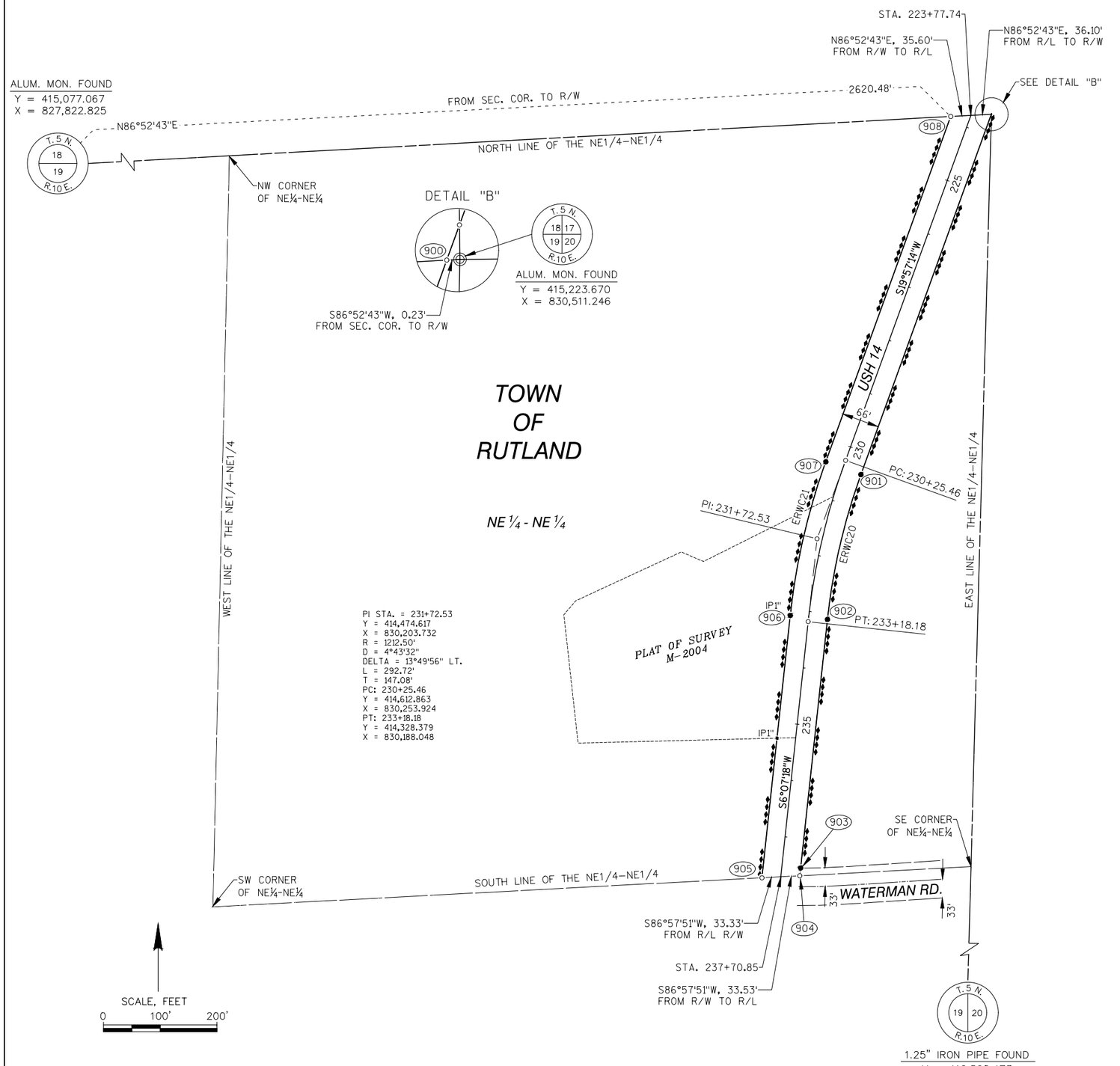
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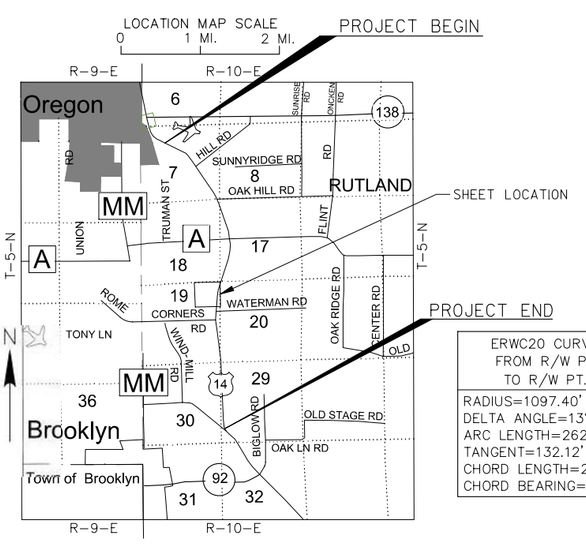
PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
900	223+63.59	33.21' LT.
901	230+39.95	33.97' LT.
902	233+10.33	33.33' LT.
903	237+51.80	33.11' LT.
904	237+65.52	33.11' LT.
905	237+76.16	32.90' RT.
906	233+10.72	32.67' RT.
907	230+39.26	32.03' RT.
908	223+91.70	32.75' RT.



COURSE TABLE		
COURSE	BEARING	DISTANCE
900-901	S19°52'59"W	675.95'
901-902	SEE CURVE NOTE	
902-903	S06°09'12"W	441.27'
903-904	S06°09'12"W	13.70'
904-905	S86°57'51"W	66.86'
905-906	N06°09'12"E	465.65'
906-907	SEE CURVE NOTE	
907-908	N19°52'59"E	647.93'
908-900	N86°52'43"E	71.70'

ERWC20 CURVE DATA FROM R/W PT. #901 TO R/W PT. #902
RADIUS=1097.40'
DELTA ANGLE=13°43'47", LT.
ARC LENGTH=262.97'
TANGENT=132.12'
CHORD LENGTH=262.34'
CHORD BEARING=S13°01'05"W

ERWC21 CURVE DATA FROM R/W PT. #906 TO R/W PT. #907
RADIUS=1163.40'
DELTA ANGLE=13°43'47", RT.
ARC LENGTH=278.78'
TANGENT=140.06'
CHORD LENGTH=278.12'
CHORD BEARING=N13°01'05"E

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.10

PART OF THE SE¼-NE¼ OF SECTION 19, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.
USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAP 11986 AND PLAT OF SURVEY 2004-00809 ALONG WITH FOUND MONUMENTATION ASSOCIATED WITH EACH. ALSO THE PLAT OF THE VILLAGE OF RUTLAND. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING WATERMAN ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING ROME CORNERS ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAP 11986 AND ASSOCIATED FOUND MONUMENTATION. ALSO PLAT OF SURVEY M-2004-00809 AND ASSOCIATED FOUND MONUMENTATION. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.10

AMENDMENT NO.:

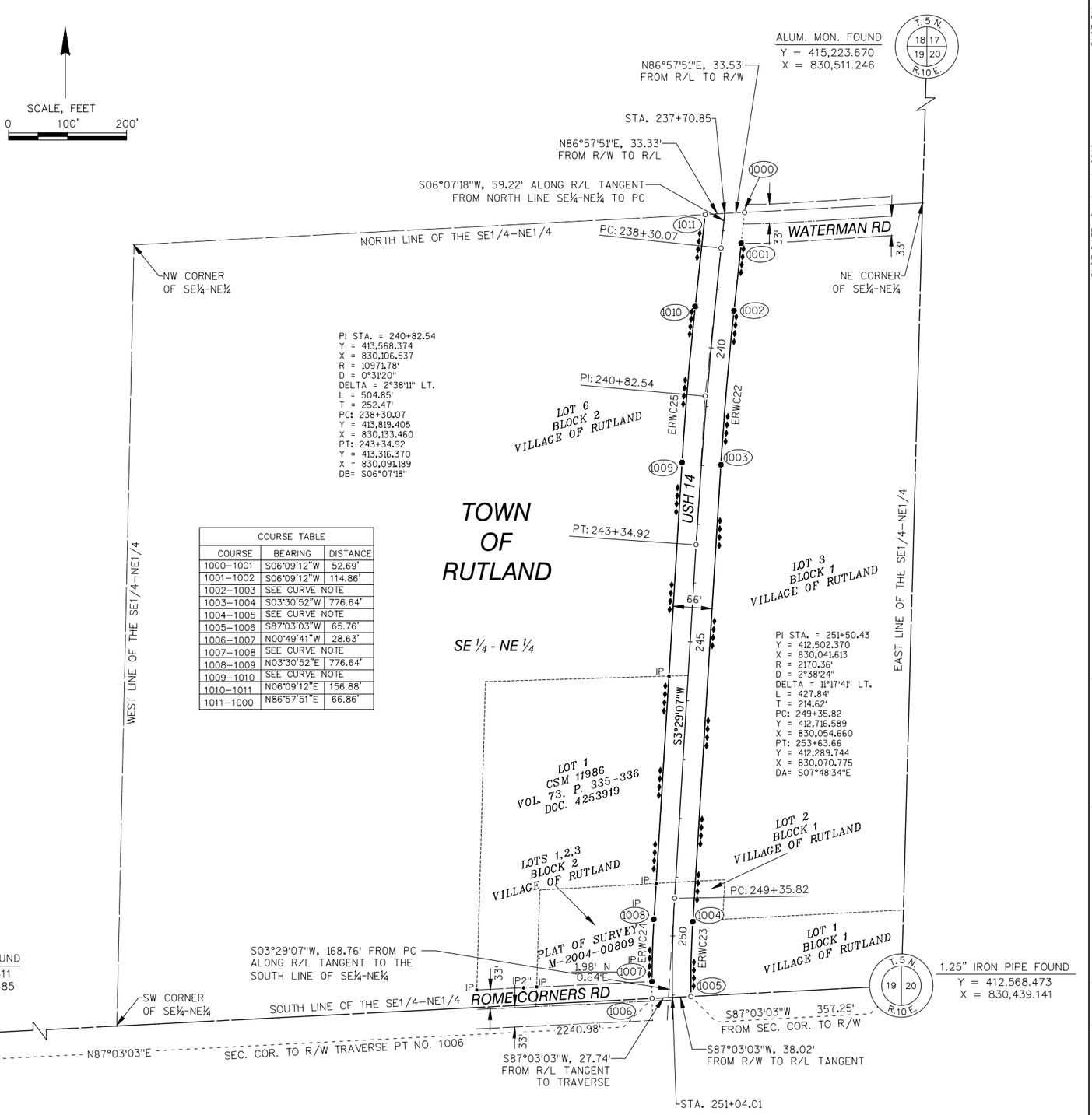
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184

PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

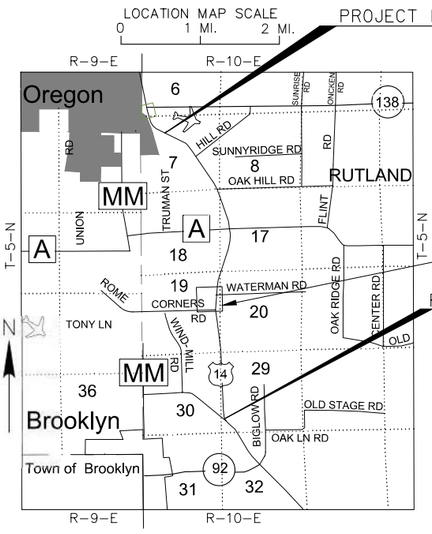
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COURSE TABLE		
COURSE	BEARING	DISTANCE
1000-1001	S06°09'12"W	52.69'
1001-1002	S06°09'12"W	114.86'
1002-1003	SEE CURVE NOTE	
1003-1004	S03°30'52"W	776.64'
1004-1005	SEE CURVE NOTE	
1005-1006	S87°03'03"W	65.76'
1006-1007	N00°49'41"W	28.63'
1007-1008	SEE CURVE NOTE	
1008-1009	N03°30'52"E	776.64'
1009-1010	SEE CURVE NOTE	
1010-1011	N06°09'12"E	156.88'
1011-1000	N86°57'51"E	66.86'

R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
1000	237+65.52	33.11' LT.
1001	238+18.21	33.08' LT.
1002	239+33.38	32.53' LT.
1003	241+96.51	32.81' LT.
1004	249+74.15	32.95' LT.
1005	251+02.90	31.44' LT.
1006	251+05.19	34.28' RT.
1007	250+77.00	34.39' RT.
1008	249+72.97	33.04' RT.
1009	241+97.31	33.19' RT.
1010	239+32.72	33.47' RT.
1011	237+76.16	32.90' RT.

LOCATION MAP SCALE 0 1 MI. 2 MI.



ERWC22 CURVE DATA FROM R/W PT. #1002 TO R/W PT. #1003
RADIUS=5696.58'
DELTA ANGLE=02°38'20", LT.
ARC LENGTH=262.37'
TANGENT=131.21'
CHORD LENGTH=262.34'
CHORD BEARING=S04°50'02"W

ERWC23 CURVE DATA FROM R/W PT. #1004 TO R/W PT. #1005
RADIUS=1763.80'
DELTA ANGLE=04°07'16", LT.
ARC LENGTH=126.86'
TANGENT=63.46'
CHORD LENGTH=126.84'
CHORD BEARING=S01°27'14"W

ERWC24 CURVE DATA FROM R/W PT. #1007 TO R/W PT. #1008
RADIUS=1829.80'
DELTA ANGLE=03°18'31", RT.
ARC LENGTH=105.67'
TANGENT=52.85'
CHORD LENGTH=105.65'
CHORD BEARING=N01°51'36"E

ERWC25 CURVE DATA FROM R/W PT. #1009 TO R/W PT. #1010
RADIUS=5762.58'
DELTA ANGLE=02°38'20", RT.
ARC LENGTH=265.41'
TANGENT=132.73'
CHORD LENGTH=265.38'
CHORD BEARING=N04°50'02"E

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.11

PART OF THE NE¼-SE¼ OF SECTION 19, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAPS 5885, 10572, 11494 AND FOUND MONUMENTATION ASSOCIATED WITH EACH. ALSO THE PLAT OF VILLAGE OF RUTLAND. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING ROME CORNERS ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAP 11986 AND ASSOCIATED FOUND MONUMENTATION. ALSO PLAT OF SURVEY M-2004-00809 AND ASSOCIATED FOUND MONUMENTATION. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING OLD STAGE ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON CERTIFIED SURVEY MAPS 5885, 10572, 11494, AND FOUND MONUMENTATION ASSOCIATED WITH EACH.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

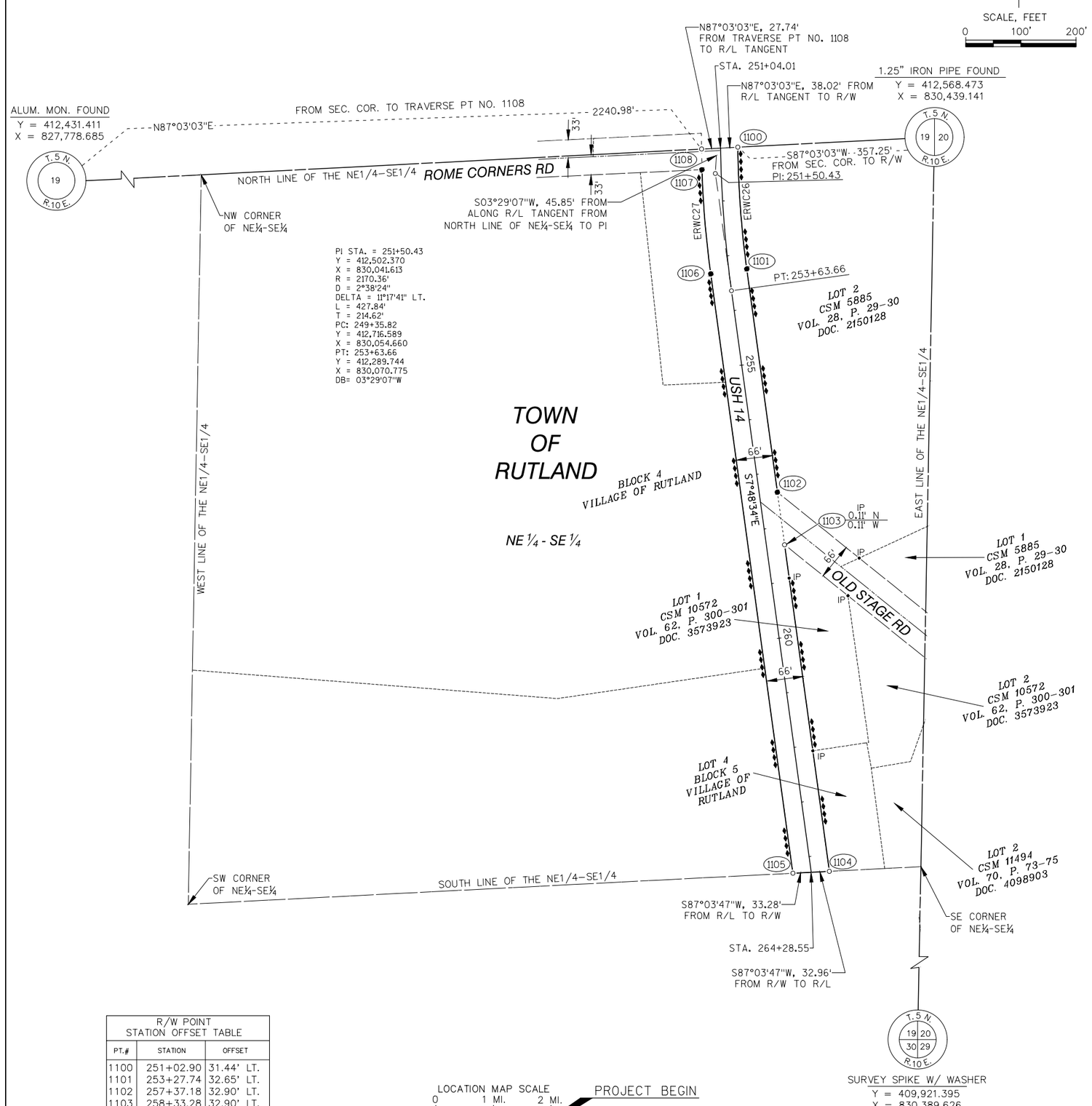
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.11

AMENDMENT NO.:

4.11

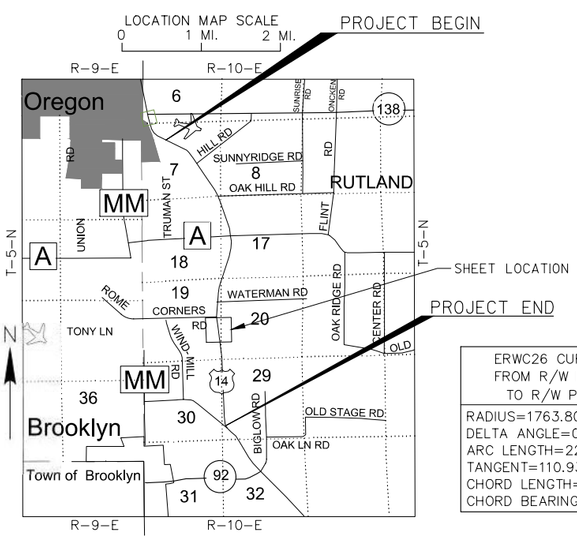
185

SCALE, FEET
0 100' 200'



R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
1100	251+02.90	31.44' LT.
1101	253+27.74	32.65' LT.
1102	257+37.18	32.90' LT.
1103	258+33.28	32.90' LT.
1104	264+31.35	32.84' LT.
1105	264+25.72	33.16' RT.
1106	253+28.81	33.34' RT.
1107	251+42.01	34.70' RT.
1108	251+05.19	34.28' RT.

LOCATION MAP SCALE
0 1 MI. 2 MI.



COURSE TABLE		
COURSE	BEARING	DISTANCE
1100-1101	SEE CURVE NOTE	
1101-1102	S07°48'14"E	408.90'
1102-1103	S07°48'14"E	96.11'
1103-1104	S07°48'14"E	598.07'
1104-1105	S87°03'47"W	66.24'
1105-1106	N07°48'14"W	1097.45'
1106-1107	SEE CURVE NOTE	
1107-1108	N00°49'41"W	37.41'
1108-1100	N87°03'03"E	65.76'

ERWC26 CURVE DATA FROM R/W PT. #1100 TO R/W PT. #1101
RADIUS=1763.80'
DELTA ANGLE=07°11'50", LT.
ARC LENGTH=221.56'
TANGENT=110.93'
CHORD LENGTH=221.42'
CHORD BEARING=S04°12'19"E

ERWC27 CURVE DATA FROM R/W PT. #1106 TO R/W PT. #1107
RADIUS=1829.80'
DELTA ANGLE=05°56'31", RT.
ARC LENGTH=189.76'
TANGENT=94.96'
CHORD LENGTH=189.67'
CHORD BEARING=N04°49'59"W

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

PLOT BY: Scott Warner
PLOT DATE: October 4, 2019
FILENAME: S:\Projects\MA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.12

PART OF THE SE¼-SE¼ OF SECTION 19, AND PART OF THE SW¼-SW¼ OF SECTION 20, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

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FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAPS 3786, 7076, 11494, AND PLAT OF SURVEY 93-0280, ALONG WITH FOUND MONUMENTATION ASSOCIATED WITH EACH. ALSO THE PLAT OF THE VILLAGE OF RUTLAND. ALSO A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

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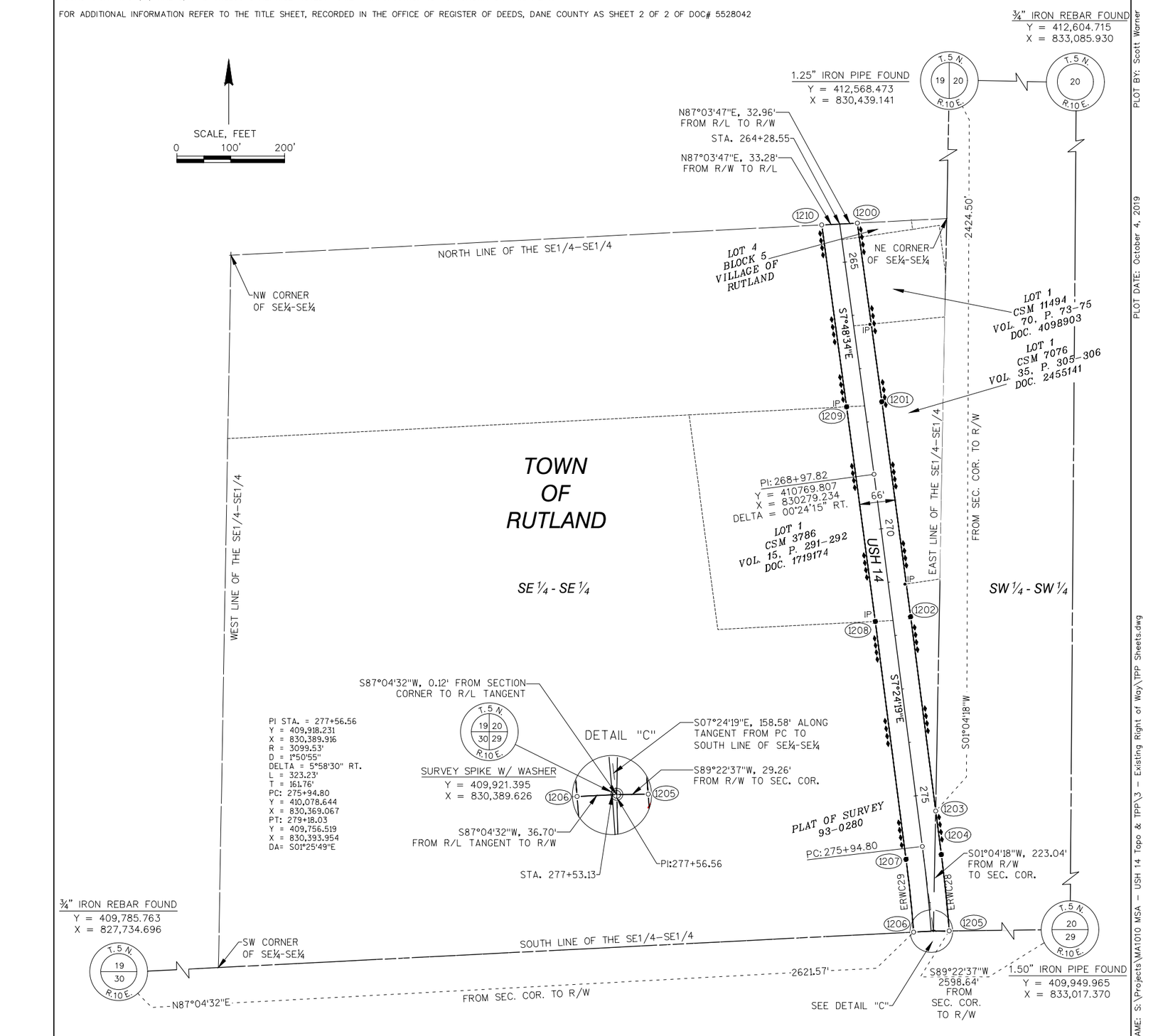
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.12

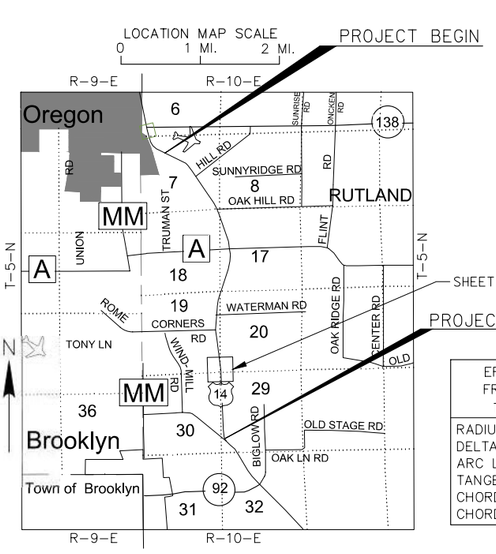
AMENDMENT NO.:

4.12

186



R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
1200	264+31.35	32.84' LT.
1201	267+66.73	32.81' LT.
1202	271+69.04	33.30' LT.
1203	275+32.78	33.00' LT.
1204	276+14.20	32.99' LT.
1205	277+55.19	33.37' LT.
1206	277+52.23	32.64' RT.
1207	276+14.56	33.01' RT.
1208	271+69.13	32.70' RT.
1209	267+66.61	33.19' RT.
1210	264+25.72	33.16' RT.



COURSE TABLE				
COURSE	BEARING	DISTANCE	(BEARING)	(DISTANCE)
1200-1201	S07°48'14"E	335.39'	--	--
1201-1202	S07°36'27"E	402.54'	--	--
1202-1203	S07°21'29"E	363.74'	--	--
1203-1204	S07°21'29"E	81.62'	--	--
1204-1205	SEE CURVE NOTE		--	--
1205-SEC.COR.	S89°22'37"W	29.26'	--	--
SEC.COR.-1206	S87°04'32"W	36.82'	--	--
1205-1206	S88°05'40"W	66.07'	--	--
1206-1207	SEE CURVE NOTE		--	--
1207-1208	N07°21'29"W	445.22'	--	--
1208-1209	N07°36'27"W	402.28'	(S08°44'25"E)	(402.19')
1209-1210	N07°48'14"W	340.89'	--	--
1210-1200	N87°03'47"E	66.24'	--	--

ERWC28 CURVE DATA FROM R/W PT. #1204 TO R/W PT. #1205
RADIUS=2786.40'
DELTA ANGLE=02°55'49", RT.
ARC LENGTH=142.50'
TANGENT=71.27'
CHORD LENGTH=142.49'
CHORD BEARING=S05°53'35"E

ERWC29 CURVE DATA FROM R/W PT. #1206 TO R/W PT. #1207
RADIUS=2720.40'
DELTA ANGLE=02°52'08", LT.
ARC LENGTH=136.22'
TANGENT=68.12'
CHORD LENGTH=136.21'
CHORD BEARING=N05°55'25"W

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

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SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

PLOT BY: Scott Warner
PLOT DATE: October 4, 2019
FILENAME: S:\Projects\MA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.13

PART OF THE NE¼-NE¼ OF SECTION 30, AND PART OF THE NW¼-NW¼ OF SECTION 29, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

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UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.13

AMENDMENT NO.:

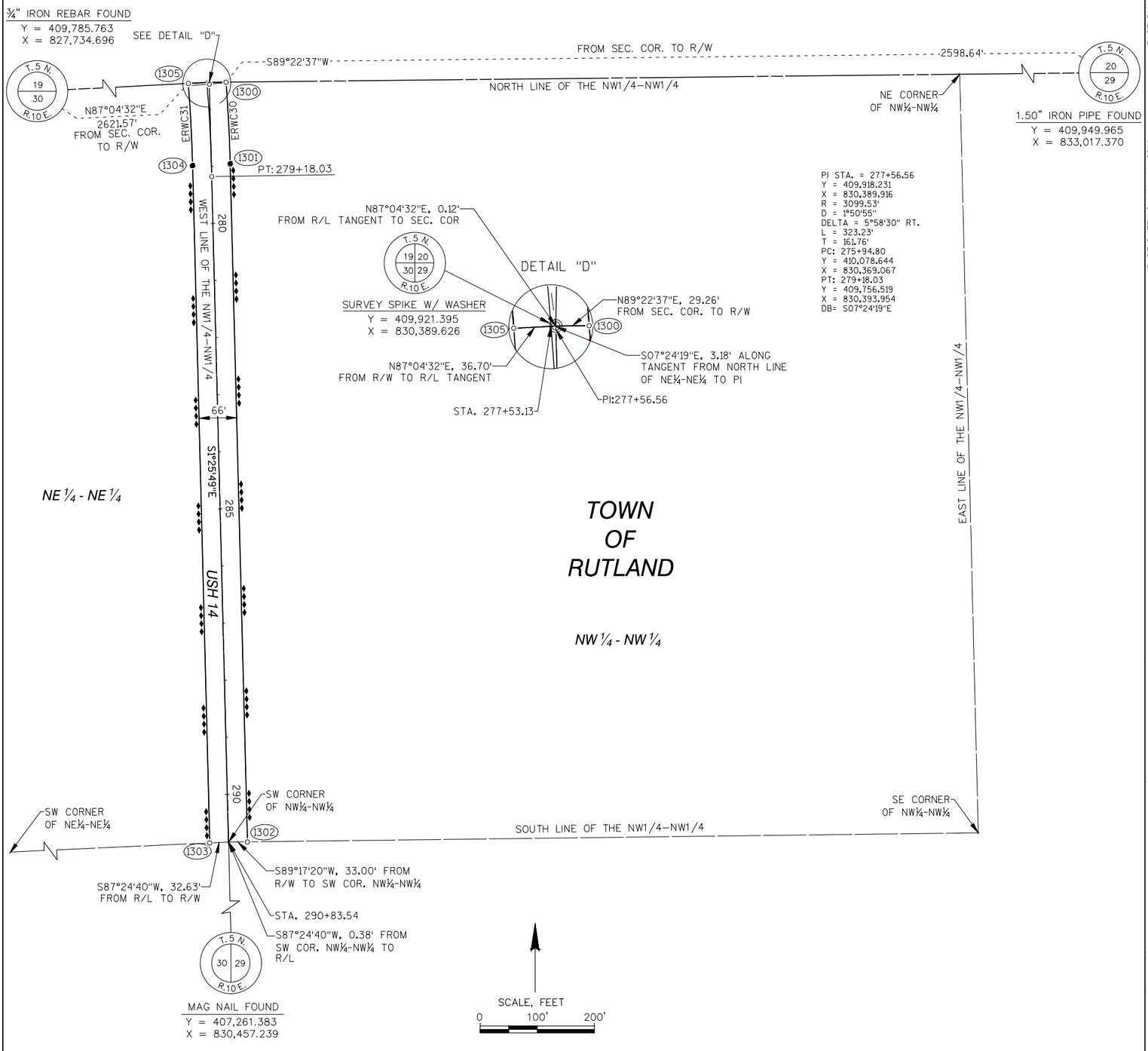
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187

PLOT BY: Scott Warner

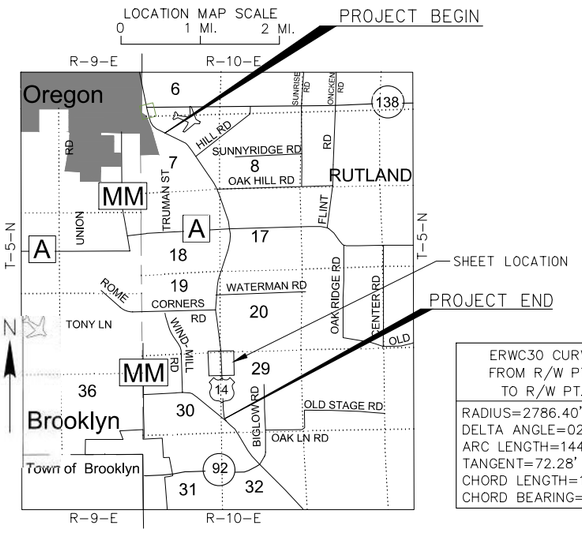
PLOT DATE: October 4, 2019

FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
1300	277+55.19	33.37' LT.
1301	278+98.18	32.92' LT.
1302	290+83.95	33.39' LT.
1303	290+84.20	32.61' RT.
1304	278+97.78	33.08' RT.
1305	277+52.23	32.64' RT.

LOCATION MAP SCALE 0 1 MI. 2 MI.



COURSE TABLE		
COURSE	BEARING	DISTANCE
1300-1301	SEE CURVE NOTE	
1301-1302	S01°27'22"E	1185.98'
1302-1303	S88°21'00"W	66.00'
1303-1304	N01°27'22"W	1186.20'
1304-1305	SEE CURVE NOTE	
1305-SEC.COR.	N87°04'32"E	36.82'
SEC.COR.-1300	N89°22'37"E	29.26'
1305-1300	N88°05'40"E	66.07'

ERWC30 CURVE DATA FROM R/W PT. #1300 TO R/W PT. #1301
RADIUS=2786.40'
DELTA ANGLE=02°58'19", RT.
ARC LENGTH=144.53'
TANGENT=72.28'
CHORD LENGTH=144.51'
CHORD BEARING=S02°56'31"E

ERWC31 CURVE DATA FROM R/W PT. #1304 TO R/W PT. #1305
RADIUS=2720.40'
DELTA ANGLE=03°01'59", LT.
ARC LENGTH=144.01'
TANGENT=72.02'
CHORD LENGTH=143.99'
CHORD BEARING=N02°58'21"W

JEWELL associates engineers, inc.
Engineers · Architects · Surveyors

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SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.14

PART OF THE SE¼-NE¼ OF SECTION 30, AND PART OF THE SW¼-NW¼ OF SECTION 29, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, CERTIFIED SURVEY MAP 3787, ALONG WITH FOUND MONUMENTATION ASSOCIATED WITH SAID SURVEY MAP. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.14

AMENDMENT NO.:

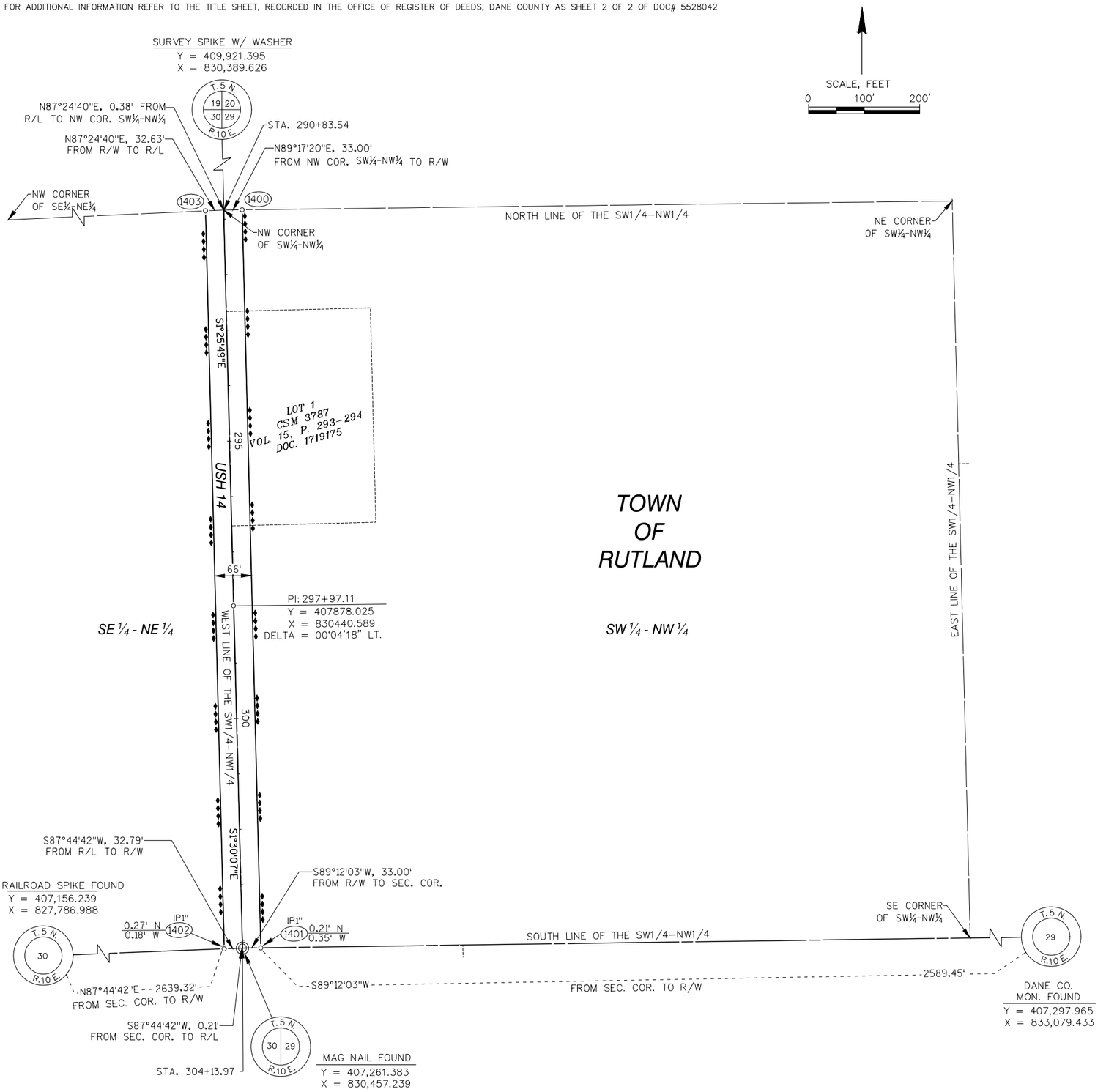
4.14

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PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg


SURVEY SPIKE W/ WASHER
Y = 409,921.395
X = 830,389.626
T. 5 N. 19 20 30 29 R. 10 E.
N87°24'40"E, 0.38' FROM R/L TO NW COR. SW¼-NW¼
N87°24'40"E, 32.63' FROM R/W TO R/L
STA. 290+83.54
N89°17'20"E, 33.00' FROM NW COR. SW¼-NW¼ TO R/W
SCALE, FEET
0 100' 200'
NW CORNER OF SE¼-NE¼
1403
1400
NW CORNER OF SW¼-NW¼
NORTH LINE OF THE SW1/4-NW1/4
NE CORNER OF SW¼-NW¼
S1°25'49"E
LOT 1 CSM 3787 15. P. 293-294 VOL. DOC. 1719175
295
USH 14
66'
TOWN OF RUTLAND
PI: 297+97.11
Y = 407878.025
X = 830440.589
DELTA = 00°04'18" LT.
SE ¼ - NE ¼
SW ¼ - NW ¼
WEST LINE OF THE SW1/4-NW1/4
300
EAST LINE OF THE SW1/4-NW1/4
S87°44'42"W, 32.79' FROM R/L TO R/W
S1°30'07"E
S89°12'03"W, 33.00' FROM R/W TO SEC. COR.
RAILROAD SPIKE FOUND
Y = 407,156.239
X = 827,786.988
IP1" 1402 0.27' N 0.18' W
IP1" 1401 0.21' N 0.35' W
SOUTH LINE OF THE SW1/4-NW1/4
SE CORNER OF SW¼-NW¼
T. 5 N. 30 R. 10 E.
N87°44'42"E - - 2639.32' FROM SEC. COR. TO R/W
S89°12'03"W - - -

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 - 4.15

PART OF THE NW¼-SW¼ AND PART OF THE SW¼-SW¼ OF SECTION 29, PART OF THE NE¼-SE¼ AND PART OF THE SE¼-SE¼ OF SECTION 30, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.
USH 14, OREGON - EVANSVILLE, STH 138 - STH 92

THE STATE OF WISCONSIN HAS DEEMED IT NECESSARY TO MONUMENT RIGHT-OF-WAY INTERESTS PREVIOUSLY ACQUIRED UNDER SECTIONS 82.01, 82.31(1), 82.31(2), AND 84.09 OF THE WISCONSIN STATE STATUTES AND DOES HEREBY CERTIFY THE DEPARTMENT OF TRANSPORTATION HAS SURVEYED THE HIGHWAY RIGHT-OF-WAY; THAT THIS PLAT IS A TRUE AND CORRECT REPRESENTATION OF THE EXTERIOR BOUNDARIES OF THE LAND SURVEYED AND SHOWS ACCURATE MEASUREMENTS THEREOF.

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF WAY PROJECTS: FEDERAL AID PROJECT 388B (DIVISION JOB 10773). ALSO, PROJECT T014-2(28)/5156-02-21, ALSO, TPP PROJECT 5155-04-24 AND ASSOCIATED MONUMENTATION. ALSO, CERTIFIED SURVEY MAPS 3785, 5333, AND 7071 PLUS FOUND MONUMENTATION ASSOCIATED WITH SAID CERTIFIED SURVEY MAPS. ALSO, A 33 FOOT OFFSET FROM THE CENTERLINE OF EXISTING PAVEMENT PER SECTION 82.31(1) WISCONSIN STATUTES.

EXISTING STH 92 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, TPP PROJECT 5155-04-24. ALSO CERTIFIED SURVEY MAP 3785 AND ASSOCIATED FOUND MONUMENTATION.

FOUND IRON PINS (IP) ARE 3/4" Ø UNLESS OTHERWISE NOTED. UTILITY INFORMATION IS NOT SHOWN ON THIS PLAT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2 OF DOC# 5528042

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-04-27-4.15

AMENDMENT NO.:

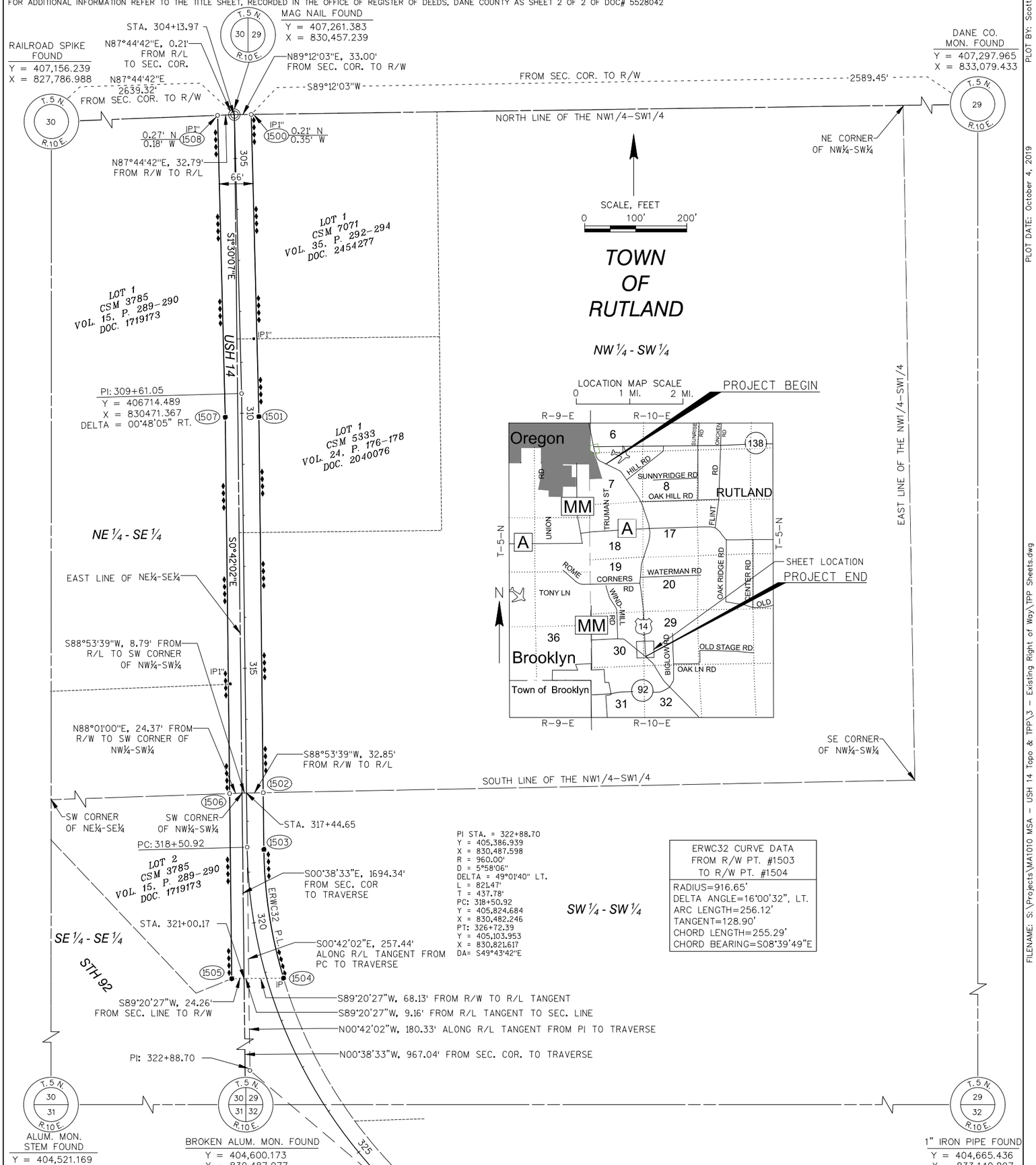
4.15

189

PLOT BY: Scott Warner

PLOT DATE: October 4, 2019

FILENAME: S:\Projects\WA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP Sheets.dwg



ERWC32 CURVE DATA FROM R/W PT. #1503 TO R/W PT. #1504
RADIUS=916.65'
DELTA ANGLE=16°00'32", LT.
ARC LENGTH=256.12'
TANGENT=128.90'
CHORD LENGTH=255.29'
CHORD BEARING=S08°39'49"E

R/W POINT STATION OFFSET TABLE		
PT.#	STATION	OFFSET
1500	304+14.37	33.21' LT.
1501	310+06.77	33.38' LT.
1502	317+44.41	32.85' LT.
1503	318+55.75	32.75' LT.
1504	321+20.74	31.71' LT.
1505	320+94.32	66.23' RT.
1506	317+45.25	33.16' RT.
1507	310+07.18	32.62' RT.
1508	304+14.40	32.79' RT.

COURSE TABLE		
COURSE	BEARING	DISTANCE
1500-1501	S01°27'21"E	592.85'
1501-1502	S00°39'34"E	737.65'
1502-1503	S00°39'34"E	111.17'
1503-1504	SEE CURVE NOTE	
1504-1505	S89°20'27"W	101.55'
1505-1506	N00°39'34"W	363.08'
1506-1507	N00°39'34"W	738.08'
1507-1508	N01°27'21"W	592.31'
1508-1500	N88°28'22"E	66.00'

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER WI LAND SURVEYOR

THIS PLAT IS APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION-SW REGION-MADISON OFFICE.

SIGNATURE: _____ DATE: _____
PRINT NAME: CORY SCHLAGEL

DATE:	REVISION DATE

TRANSPORTATION PROJECT PLAT NO: 5155-04-27 – 4.16

OREGON – EVANSVILLE
STH 138– STH 92
USH 14
DANE COUNTY

R/W MONUMENT POINT NUMBER AND COORDINATE TABLES

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
100	424249.103	826804.196
101	424178.121	826916.030
102	424069.521	827138.142
103	423735.097	827821.474
104	423661.625	827821.458
105	424010.250	827109.110
106	423987.233	827097.836
107	424108.199	826850.870
108	424139.027	826698.840
109	424184.674	826594.892
110	424231.766	826520.171

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
200	423735.096	827821.475
201	423640.795	828014.163
202	423427.314	828295.345
203	423376.352	828337.491
204	423366.583	828344.889
205	423028.948	828597.026
206	423023.337	828518.844
207	423327.092	828292.008
208	423581.513	827985.150
209	423661.624	827821.458

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
300	423028.947	828597.026
301	422987.056	828628.310
302	422924.638	828674.133
303	422789.601	828769.994
304	422390.885	829022.640
305	422227.085	829124.545
307	422072.281	829224.027
308	421976.658	829287.475
309	421803.243	829399.418
310	421761.886	829426.709
311	421756.563	829351.146
312	421767.169	829344.148
313	421940.514	829232.250
314	422035.790	829169.032
316	422192.220	829068.505
317	422355.788	828966.744
318	422752.808	828715.173
319	422886.002	828620.620
320	422947.780	828575.267
321	423023.335	828518.844

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
400	421761.886	829426.709
401	420950.531	829962.123
402	420648.020	830126.692
403	420488.510	830196.620
404	420483.675	830126.676
405	420621.520	830066.245
406	420914.179	829907.036
407	421756.563	829351.146

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
500	420488.511	830196.620
501	420487.616	830197.012
502	420425.579	830224.208
503	420181.364	830331.270
504	419860.721	830461.012
505	419821.558	830475.566
506	419474.609	830604.506
507	419285.676	830671.724
508	419186.087	830705.108
509	419184.938	830635.884
510	419264.124	830609.339
511	419452.051	830542.479
512	419632.367	830475.463
513	419837.730	830399.146
514	420154.865	830270.824
515	420483.676	830126.676

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
600	419186.085	830705.108
601	419165.761	830711.921
602	419019.663	830756.263
603	418238.700	830982.033
604	417892.737	831048.791
605	417899.503	831417.638
606	417873.909	831418.008
607	417857.522	830518.481
608	417884.201	830518.095
609	417884.548	830538.690
610	417885.756	830614.511
611	417902.754	830614.240
612	417907.315	830900.333
613	417959.829	830932.432
614	418041.581	830928.816
615	418184.171	830901.084
616	418477.063	830837.564
617	418526.924	830830.006
618	419001.331	830692.859
619	419145.272	830649.180
620	419184.936	830635.883

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
700	417873.912	831418.008
701	417833.513	831418.592
702	417826.830	831054.260
703	417778.487	831056.840
704	417628.641	831062.966
705	417488.131	831068.830
706	417117.684	831083.569
707	416824.348	831051.136
708	416807.393	831046.467
709	416642.848	831001.999
710	416547.218	830974.779
711	416546.211	830905.871
712	416660.489	830938.400
713	416824.761	830982.794
714	416841.586	830987.427
715	417115.057	831017.620
716	417485.440	831002.884
717	417625.886	830997.023
718	417742.739	830992.246
719	417807.653	830922.172
720	417802.769	830615.833
721	417819.767	830615.562
722	417818.558	830539.742
723	417818.210	830519.050
724	417857.526	830518.481

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
800	416547.213	830974.779
801	416451.028	830947.400
802	416258.359	830885.222
803	415224.279	830511.238
804	415223.657	830511.011
805	415219.753	830439.416
806	415411.127	830508.629
807	416280.805	830823.157
808	416469.095	830883.921
809	416546.209	830905.871

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
900	415223.656	830511.012
901	414588.004	830281.122
902	414332.407	830222.028
903	413893.683	830174.729
904	413880.058	830173.260
905	413876.517	830106.496
906	414339.480	830156.408
907	414610.450	830219.056
908	415219.752	830439.417

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
1000	413880.061	830173.261
1001	413827.672	830167.612
1002	413713.474	830155.301
1003	413452.063	830133.194
1004	412676.888	830085.586
1005	412550.093	830082.368
1006	412546.710	830016.695
1007	412575.339	830016.281
1008	412680.934	830019.710
1009	413456.109	830067.318
1010	413720.549	830089.681
1011	413876.520	830106.497

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
1100	412550.091	830082.368
1101	412329.271	830098.604
1102	411924.158	830154.126
1103	411828.943	830167.175
1104	411236.417	830248.382
1105	411233.023	830182.230
1106	412320.308	830033.216
1107	412509.307	830017.235
1108	412546.708	830016.695

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
1200	411236.417	830248.384
1201	410904.138	830293.923
1202	410505.142	830347.214
1203	410144.398	830393.797
1204	410063.446	830404.251
1205	409921.712	830418.881
1206	409919.516	830352.851
1207	410054.993	830338.795
1208	410496.546	830281.776
1209	410895.287	830228.519
1210	411233.023	830182.232

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
1300	409921.713	830418.881
1301	409777.395	830426.297
1302	408591.799	830456.434
1303	408589.898	830390.461
1304	409775.717	830360.318
1305	409919.516	830352.851

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
1400	408591.799	830456.433
1401	407261.843	830490.239
1402	407260.084	830424.263
1403	408589.898	830390.460

R/W MONUMENT POINT NUMBER AND COORDINATE TABLE

POINT	Y	X
1500	407261.843	830490.236
1501	406669.181	830505.300
1502	405931.582	830513.790
1503	405820.417	830515.070
1504	405568.044	830553.524
1505	405566.876	830451.982
1506	405929.935	830447.803
1507	406667.963	830439.308
1508	407260.084	830424.260

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

SCALE, FEET
0 100' 200'

SIGN NUMBER	SIGN OWNER	OASIS NO.
1-1	THE LAMAR GROUP JANESVILLE LLC C & G PROPERTIES, L.L.C.	19190

1" IRON PIPE FOUND
Y = 404,665.436
X = 833,140.897

T. 5 N. 29 32 R. 10 E.

NE CORNER OF SE¼-NW¼

N88°47'53"E, 35.86' R/W TO R/L
STA. 349+02.70
N88°47'53"E, 361.00' R/L TO R/W
NORTH LINE OF THE SE1/4-NW1/4
S03°26'04"E, 1516.69' N¼ COR. SEC. 32 TO R/W TRAVERSE
NW CORNER OF SE¼-NW¼
WEST LINE OF THE SE1/4-NW1/4

ERWC1 PT. #100 TO PT.#101
RADIUS=23018.31'
DELTA ANGLE=00°58'23", RT.
ARC LENGTH=390.97'
TANGENT=195.49'
CHORD LENGTH=390.97'
CHORD BEARING=S40°44'12"E

N88°56'06"E, 32.83' R/W TO SEC LINE
N88°56'06"E, 67.86' SEC LINE TO R/W
N68°35'05"E, 98.62' R/L TO R/W

STA. 207'BLE'+07.11
LOT 2 CSM 8224 VOL 44 P 161-169 DOC. 2765760
S03°26'56"E 18.80'
FD. IP 0.02' S 0.20' W
N03°26'04"W, 253.27' R/W TO R/W TRAVERSE
PI STA. 203'BLE'+21.11
Y = 402,800.063
X = 833,137.145
DELTA = 177°57'20" LT.
N49°23'49"E 49.70'
S85°25'41"E 70.49'
PI:205"BLE"+33.35
205'BLE'+17.24
PI:200"BLE"+52.33
PI:201"BLE"+78.52
PI:205"BLE"+33.35

PI STA. = 96"EB"+84.10
Y = 401,995.215
X = 831,967.557
R = 1500.00'
D = 3°49'11"
DELTA = 15°56'23" LT.
L = 417.30'
T = 210.01'
PC: 94"EB"+74.09
Y = 401,968.863
X = 831,759.210
PCC: 98"EB"+91.39
Y = 402,077.771
X = 832,160.656
DA = N66°51'06"E
DB = N82°47'29"E

SW ¼ - NW ¼

PI STA. = 99"EB"+49.16
Y = 402,100.481
X = 832,213.775
R = 1235.41'
D = 4°38'16"
DELTA = 5°21'17" LT.
L = 115.46'
T = 57.77'
PCC: 98"EB"+91.39
Y = 402,077.771
X = 832,160.656
PT: 100"EB"+06.85
Y = 402,128.049
X = 832,264.543
DB = N66°51'06"E

TOWN OF RUTLAND
USH 14
BIGLOW ROAD
STH 92
SE ¼ - NW ¼
SW ¼ - NE ¼
NW ¼ - SW ¼
NE ¼ - SW ¼
NW ¼ - SE ¼

PI STA. = 351+19.43
Y = 402,077.771
X = 832,218.351
R = 1322.26'
D = 4°19'59"
DELTA = 13°04'29" RT.
L = 301.73'
T = 151.52'
PC: 349+67.91
Y = 403,245.673
X = 832,139.687
PT: 352+69.64
Y = 403,007.814
X = 832,324.273

PI STA. 359+84.23
Y = 402,496.827
X = 832,823.794
DELTA = 00°03'30" RT.

LOT 3 CSM 6187 VOL 29 P 301-303 DOC. 2217086
LOT 4 CSM 6187 VOL 29 P 301-303 DOC. 2217086
LOT 2 CSM 6187 VOL 29 P 301-303 DOC. 2217086
LOT 1 CSM 11243 VOL 68 P 28-30 DOC. 3987027
LOT 2 CSM 11243 VOL 68 P 28-30 DOC. 3987027

FD. IP 0.15' N 0.20' E
FD. IP 0.14' N 0.32' E
FD. IP 0.10' N 0.29' E
FD. IP 0.20' N 0.20' E
FD. IP 0.20' N 0.49' E
FD. IP 0.13' S 0.11' W
FD. IP 0.21' N 0.32' W

PI:105"EB"+95.83
33' WIDE INGRESS/EGRESS EASEMENT FOR LOT 4 PER CSM 6187
PI:104"EB"+24.26
PI:103"EB"+09.76
PI:99"EB"+49.16
PI:96"EB"+84.10

ERWC2 PT. #104 TO PT.#105
RADIUS=522.96'
DELTA ANGLE=42°40'45", LT.
ARC LENGTH=389.55'
TANGENT=204.31'
CHORD LENGTH=380.60'
CHORD BEARING=N28°03'26"E

ERWC3 PT. #107 TO PT.#128
RADIUS=437.00'
DELTA ANGLE=32°01'14", RT.
ARC LENGTH=244.23'
TANGENT=125.39'
CHORD LENGTH=241.06'
CHORD BEARING=S12°33'42"W

ERWC4 PT. #128 TO PT.#108
RADIUS=437.00'
DELTA ANGLE=09°07'50", RT.
ARC LENGTH=69.64'
TANGENT=34.89'
CHORD LENGTH=69.57'
CHORD BEARING=S33°08'14"W

ERWC5 PT. #115 TO PT.#116
RADIUS=300.00'
DELTA ANGLE=53°51'47", LT.
ARC LENGTH=282.03'
TANGENT=152.41'
CHORD LENGTH=271.76'
CHORD BEARING=N82°34'55"W

ERWC6 PT. #120 TO PT.#121
RADIUS=1383.04'
DELTA ANGLE=32°57'29", LT.
ARC LENGTH=795.56'
TANGENT=409.13'
CHORD LENGTH=784.64'
CHORD BEARING=N65°37'22"E

N07°12'31"W, 50.85' R/L TO R/W
N07°12'31"W, 11.51' SEC LINE TO R/L
N07°12'31"W, 45.64' R/W TO SEC LINE
STA. 96'EB'+98.76
PC STA. 94'EB'+74.09
S80°33'53"W 221.68'
S67°09'10"W 34.47'
N89°00'22"E, 1097.70' SEC COR. TO R/W TRAVERSE
N89°00'22"E, 256.21' R/W TRAVERSE TO R/W
N89°00'22"E, 1210.22' R/W TO R/W
S89°00'22"W, 74.96' SEC COR TO R/W
N03°25'52"W, 96.85' R/W TO SEC COR
S89°00'20"W, 21.74' R/L TO SEC COR
STA. 366+99.89
S89°00'20"W, 303.64' R/W TO R/L
S89°00'20"W, 2300.34' SEC COR TO R/W
N03°26'04"W,, 24.19' SEC COR TO R/L
STA. 366+66.68
N03°26'04"W, 347.01' R/L TO R/W
S43°41'01"E 8.02'
S43°41'10"E
S44°17'30"E
S45°42'30"W, 200.37' R/W TO R/L
S45°42'30"W, 110.40' R/L TO R/W
STA. 372+00.00
N03°26'04"W, 544.92' R/W TO R/W
N03°25'52"W, 2548.21' SEC COR TO R/W

1" IRON PIPE FOUND
Y = 402,029.752
X = 835,927.138

1.25" IRON BAR FOUND
Y = 401,984.182
X = 833,301.811

1" IRON PIPE FOUND
Y = 399,343.857
X = 833,460.108

ALUM. MON. FOUND
Y = 401,938.410
X = 830,663.123

PLE DRAINAGE SYSTEM PARCEL NO. 2 TRANSPORTATION PROJECT PLAT 5155-05-21-4.02

PI STA. = 103"EB"+09.76
Y = 402,272.601
X = 832,530.742
R = 1100.00'
D = 5°12'31"
DELTA = 6°57'23" LT.
L = 133.55'
T = 66.86'
PC: 102"EB"+42.90
Y = 402,240.696
X = 832,471.988
PCC: 103"EB"+76.45
Y = 402,311.387
X = 832,585.200
DA = N54°32'27"E

PI STA. = 104"EB"+24.26
Y = 402,339.120
X = 832,624.140
R = 550.00'
D = 10°25'03"
DELTA = 9°56'07" LT.
L = 95.37'
T = 47.81'
PCC: 103"EB"+76.45
Y = 402,311.387
X = 832,585.200
PT: 104"EB"+71.83
Y = 402,373.157
X = 832,657.710
DB = N54°32'27"E

PI STA. = 105"EB"+95.83
Y = 402,461.446
X = 832,744.791
R = 105.00'
D = 54°34'03"
DELTA = 38°51'06" RT.
L = 71.20'
T = 37.03'
PC: 105"EB"+58.81
Y = 402,435.082
X = 832,718.789
PT: 106"EB"+30.00
Y = 402,465.665
X = 832,781.580
DA = N83°27'25"E

PI STA. = 200"BLE"+52.33
Y = 402,600.195
X = 832,957.627
R = 500.00'
D = 11°27'33"
DELTA = 11°56'56" RT.
L = 104.27'
T = 52.33'
PC: 200"BLE"+00.00
Y = 402,556.791
X = 832,928.402
PT: 201"BLE"+04.27
Y = 402,636.607
X = 832,995.206
DB = N33°57'15"E

PI STA. = 201"BLE"+78.52
Y = 402,688.278
X = 833,048.531
R = 350.00'
D = 16°22'13"
DELTA = 7°29'55" LT.
L = 45.81'
T = 22.94'
PC: 201"BLE"+55.59
Y = 402,672.317
X = 833,032.059
PT: 202"BLE"+01.39
Y = 402,706.251
X = 833,062.779

PI STA. = 205"BLE"+33.35
Y = 402,970.988
X = 833,262.977
R = 300.00'
D = 19°05'55"
DELTA = 37°25'30" LT.
L = 195.96'
T = 101.62'
PC: 204"BLE"+31.74
Y = 402,889.155
X = 833,202.733
PT: 206"BLE"+27.69
Y = 403,072.588
X = 833,261.088

R/W POINT STATION OFFSET TABLE

PT.#	STATION	OFFSET
100	351+18.73	305.80' LT.
101	355+44.07	287.77' LT.
102	358+37.43	266.74' LT.
103	202'BLE'+11.19	110.61' LT.
104	202'BLE'+59.98	101.14' LT.
105	207'BLE'+07.11	60.69' LT.
106	207'BLE'+07.11	38.62' RT.
107	206'BLE'+88.33	39.40' RT.
108	203'BLE'+96.13	33.87' RT.
109	360+44.30	251.96' LT.
110	363+96.21	227.09' LT.
111	368+97.08	221.77' LT.
112	372+00.00	200.37' LT.
113	372+00.00	110.40' RT.
114	362+61.76	44.11' RT.
115	362+41.91	46.77' RT.
116	104'EB'+61.83	71.74' RT.
117	100'EB'+37.54	60.26' RT.
118	96'EB'+87.22	64.30' RT.
119	94'EB'+74.09	57.15' RT.
120	94'EB'+74.09	50.85' LT.
121	102'EB'+91.95	91.19' LT.
122	358+63.29	61.62' RT.
123	357+41.88	43.87' RT.
124	352+91.94	43.28' RT.
125	352+00.00	50.00' RT.
126	350+69.61	33.85' RT.
127	348+84.73	31.03' RT.
128	204'BLE'+62.41	61.69' RT.
129	364+04.23	227.00' LT.
130	369+08.12	220.99' LT.
131	367+58.23	79.19' RT.
132	366+33.57	70.38' RT.
133	97'EB'+20.07	60.17' RT.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
201	ALLIANT ENERGY	RELEASE OF RIGHTS
202	FRONTIER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT TABLE

UTILITY NUMBER	OWNER
201	ALLIANT ENERGY (WISCONSIN POWER & LIGHT COMPANY) DOC. #806375 VOL.234 PG.564—PARCEL 1
202	FRONTIER COMMUNICATIONS (WISCONSIN TELEPHONE COMPANY) DOC. #5836274 VOL.248 PG.481—PARCEL 1 (GENERAL TELEPHONE COMPANY) DOC. #1361654 VOL.431 PG.351—PARCEL 1 (GENERAL TELEPHONE COMPANY) DOC. #1361655 VOL.431 PG.352—PARCEL 1

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES
1	C & G PROPERTIES, L.L.C. THE LAMAR GROUP JANESVILLE LLC	FEE	0.066	---	0.066	--

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

COURSE TABLE		
COURSE	BEARING	DISTANCE
100–101	SEE CURVE NOTE	
104–105	SEE CURVE NOTE	
105–106	N88°56'06"E	99.31'
107–128	SEE CURVE NOTE	
128–108	SEE CURVE NOTE	
108–109	S37°42'09"W	266.22'
111–130	S40°15'00"E	11.07'
112–113	S45°42'30"W	310.77'
131–132	N40°15'00"W	124.97'
115–116	SEE CURVE NOTE	
119–120	N07°12'31"W	108.00'
120–121	SEE CURVE NOTE	
122–123	N36°02'06"W	122.70'
124–125	N47°16'01"W	94.66'
125–126	N31°40'01"W	135.44'
126–127	N31°38'24"W	187.39'
127–100	N88°47'53"E	396.86'

R-9-E R-10-E
T-5-N
ROME CORNERS RD, TONY LN, WATERMAN RD, WINDMILL RD, OAK RIDGE RD, CENTER RD, OLD, MM, OLD STAGE RD, BIGLOW RD, OAK LN RD, Brooklyn, Town of Brooklyn
19 20 29 30 31 32 36 14 92
LOCATION MAP SCALE
0 1 MI. 2 MI.
SHEET LOCATION

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS
DOCUMENT # 5528017
10/04/2019 09:36 AM
Trans Fee:
Exempt #:
Rec. Fee: 25.00
Pages:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5155-00-27-4.01
SHEET 1 OF 2
AMENDMENT NO.:

TRANSPORTATION PROJECT PLAT NO: 5155-00-27 - 4.01

PART OF LOT 3 OF C.S.M. 6187, BEING PART OF THE SE¼-NW¼ OF SECTION 32, TOWNSHIP 5 NORTH, RANGE 10 EAST, TOWN OF RUTLAND, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 14, MADISON – EVANSVILLE, STH 92 INTERSECTION

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

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

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

EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON PREVIOUS CONTROLLED ACCESS PROJECT 5155-05-29 AND PROJECT T014-2(28)/5156-02-21.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

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

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, PROJECT 5606-00-23, AND PROJECT 5155-04-24.

EXISTING STH 92 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, TPP PROJECT 5155-04-24, AND PROJECT 5606-00-23. ALSO CERTIFIED SURVEY MAP 6187 AND ASSOCIATED FOUND MONUMENTATION.

EXISTING BIGLOW ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, TPP PROJECT 5155-04-24. ALSO CERTIFIED SURVEY MAPS 8224 AND 11243 AND ASSOCIATED FOUND MONUMENTATION.

FOUND IRON PINS (IP) ARE 3/4" Ø.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, DANE COUNTY AS SHEET 2 OF 2.

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, SCOTT D. WARNER, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN SCOTT D. WARNER S-2524 RICHLAND CENTER, WI LAND SURVEYOR

SIGNATURE: Scott Warner DATE: 10/01/2019
PRINT NAME: SCOTT D. WARNER
REGISTRATION NUMBER: S-2524

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.

SIGNATURE: Cory Schlagel DATE: 10/3/19
PRINT NAME: CORY SCHLAGEL

APPRAISAL PLAT DATE: 10/01/2019
FILENAME: S:\Projects\MA1010 MSA – USH 14 Topo & TPP\3 – Existing Right of Way\TPP RAB Sheets.dwg
PLOT DATE: October 1, 2019
PLOT BY: Scott Warner
4.01



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5155-00-27
MADISON - EVANSVILLE
STH 92 INTERSECTION
USH 14
DANE COUNTY

4

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (3/4-INCH UNLESS NOTED)
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✕	✕

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER (25)
UTILITY NUMBER (40)
PARALLEL OFFSETS

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5155-00-27

NOTES:

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

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

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

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION REGIONAL OFFICE IN MADISON.

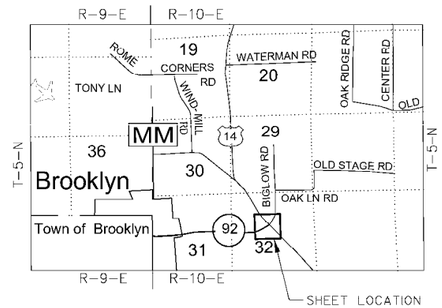
EXISTING ACCESS CONTROL AS SHOWN ALONG USH 14 IS BASED ON CONTROLLED ACCESS PROJECT 5155-05-29 AND PROJECT T014-2(28)/5156-02-21.

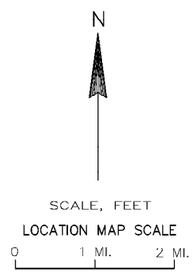
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

EXISTING USH 14 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, PROJECT 5606-00-23, AND PROJECT 5155-04-24.

EXISTING STH 92 RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, TPP PROJECT 5155-04-24, AND PROJECT 5606-00-23. ALSO CERTIFIED SURVEY MAP 6187 AND ASSOCIATED FOUND MONUMENTATION.

EXISTING BIGLOW ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING PREVIOUSLY COMPLETED RIGHT-OF-WAY PROJECTS, AND VARIOUS HIGHWAY CONVEYANCE DOCUMENTS ASSOCIATED WITH THEM: PROJECT T014-2(28)/5156-02-21, TPP PROJECT 5155-04-24. ALSO CERTIFIED SURVEY MAPS 8224 AND 11243 AND ASSOCIATED FOUND MONUMENTATION.





CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

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

CONVENTIONAL UTILITY SYMBOLS

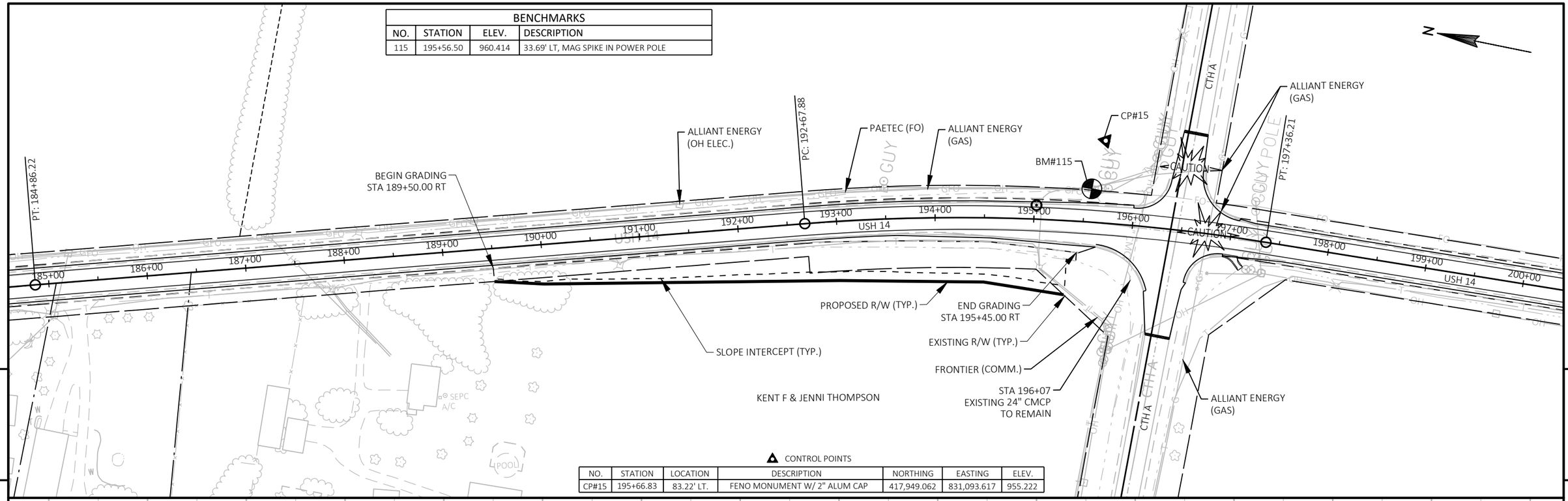
WATER —W—
GAS —G—
TELEPHONE —T—
OVERHEAD TRANSMISSION LINES —OH—
ELECTRIC —E—
CABLE TELEVISION —TV—
FIBER OPTIC —FO—
SANITARY SEWER —SAN—
STORM SEWER —SS—

PROJECT NUMBER: 5155 00 27 4.01
SHEET 2 OF 2
AMENDMENT NO.:

FILENAME: S:\Projects\MA1010 MSA - USH 14 Topo & TPP\3 - Existing Right of Way\TPP RAB Title.dwg PLOT DATE: September 25, 2019 PLOT BY: Scott Warner

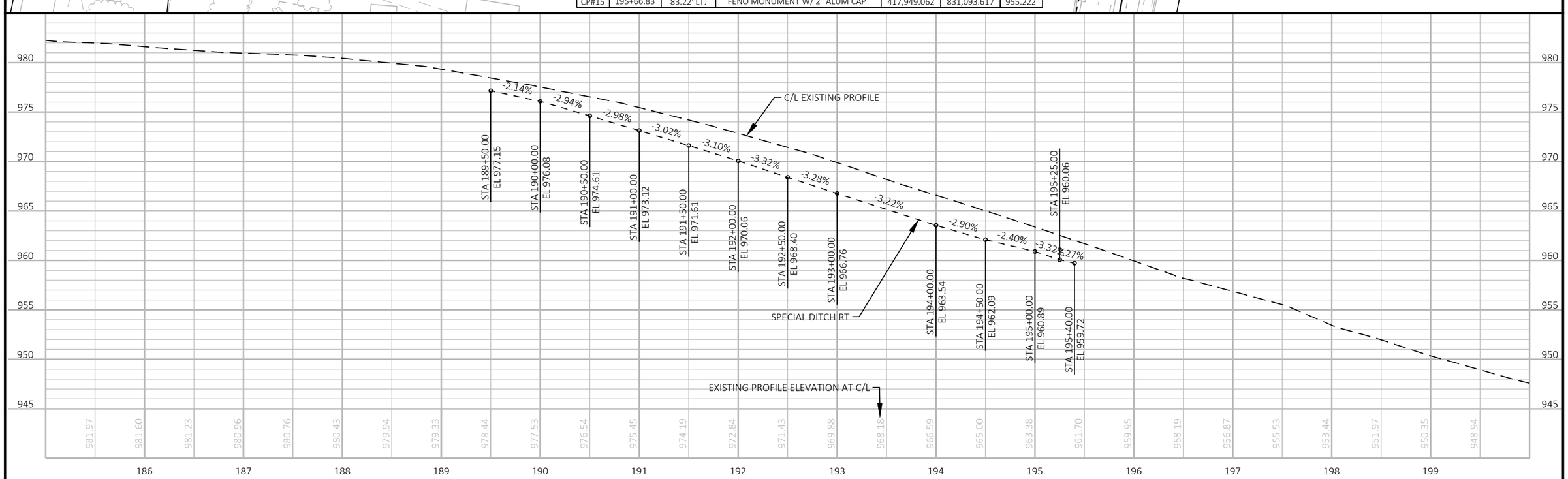
TITLE

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
115	195+56.50	960.414	33.69' LT, MAG SPIKE IN POWER POLE

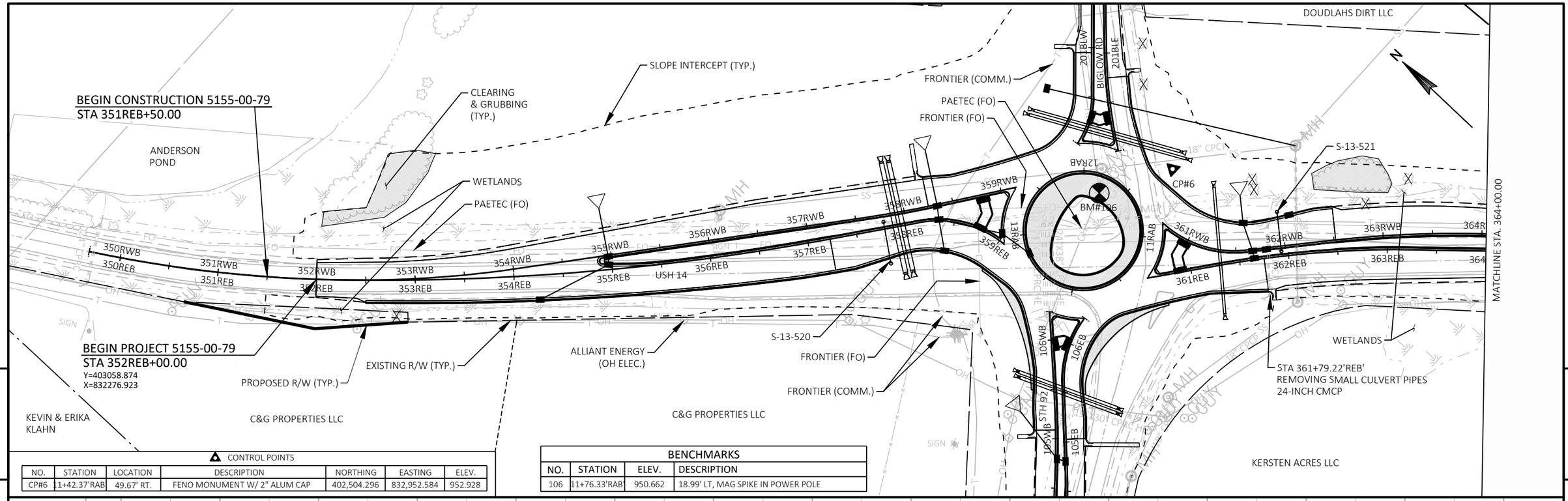


CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#15	195+66.83	83.22' LT.	FENO MONUMENT W/ 2" ALUM CAP	417,949.062	831,093.617	955.222

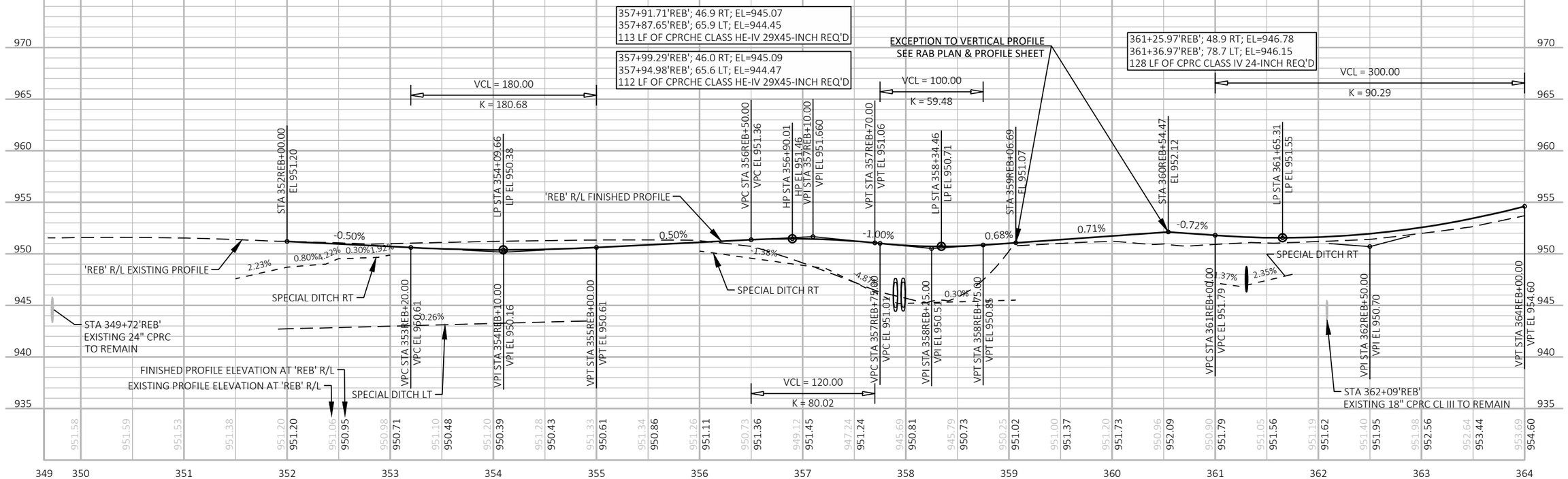


PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: USH 14 - CTH A SPECIAL DITCH	SHEET 193 E



CONTROL POINTS						
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#6	11+42.37'RAB	49.67' RT.	FENO MONUMENT W/ 2" ALUM CAP	402,504.296	832,952.584	952.928

BENCHMARKS			
NO.	STATION	ELEV.	DESCRIPTION
106	11+76.33'RAB'	950.662	18.99' LT, MAG SPIKE IN POWER POLE



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: EB USH 14	SHEET 194	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\050101-PP-79-14EB.DWG
LAYOUT NAME - 050101-pp-14EB
PLOT DATE : 1/26/2021 4:50 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

DOUDLAHS DIRT LLC

SLOPE INTERCEPT (TYP.)

WETLANDS

FRONTIER (COMM.)

CLEARING & GRUBBING (TYP.)

REMOVING FENCE (TYP.)

END PROJECT 5155-00-79
STA 367REB+95.08
MATCH EXISTING
SAWCUT REQUIRED

PAETEC (FO)

END CONSTRUCTION 5155-00-79
STA 370REB+46.91

MATCHLINE STA. 364+00.00

365RWB 366RWB 367RWB

365REB 366REB 367REB 368REB 369REB 370REB 371REB 372REB

USH 14

CLEARING & GRUBBING

ALLIANT ENERGY (OH ELEC.)

EXISTING R/W (TYP.)

KERSTEN ACRES LLC

USA FISH & WILDLIFE SERVICE

T 5 N
32
R 10 E

SECTION CORNER 40510322020
SEE SPECIAL PROVISIONS

N

5

5

VPC STA 365REB+75.00
VPC EL 959.15

VPI STA 366REB+75.00
VPI EL 961.750

VPT STA 367REB+75.00
VPT EL 963.46
STA 367REB+95.08
EL 963.80

2.60% 3.86% 3.94% 4.20% 3.90% 3.24% 4.67% 2.00% 2.38% 1.95% 1.12% 1.71%

SPECIAL DITCH LT

'REB' R/L FINISHED PROFILE

'REB' R/L EXISTING PROFILE

VCL = 200.00

K = 224.08

FINISHED PROFILE ELEVATION AT 'REB' R/L

EXISTING PROFILE ELEVATION AT 'REB' R/L

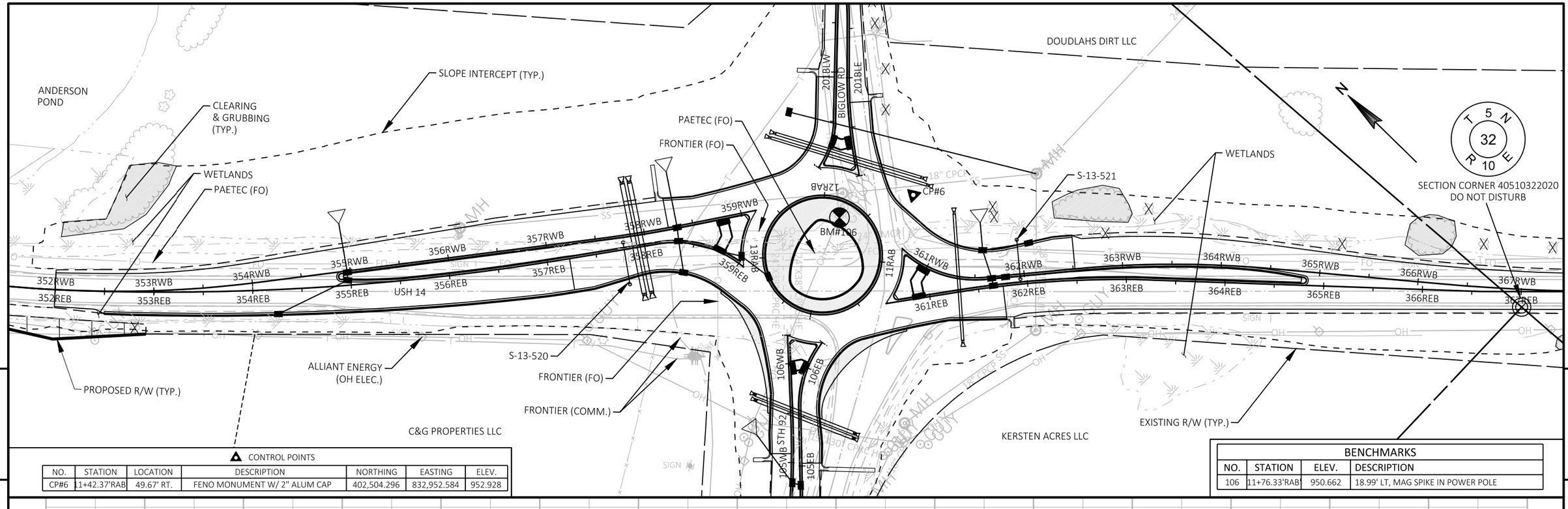
975 970 965 960 955 950 945 940

953.69 954.60 954.72 955.90 956.09 957.20 957.51 958.50 958.99 959.79 960.55 960.97 961.83 962.05 963.01 963.02 963.88 964.74 965.59 966.20 966.55 966.90 966.79 966.74 966.47 966.05 965.93

364 365 366 367 368 369 370 371 372 372

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: EB USH 14	SHEET	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\050101-PP-79-14EB.DWG
LAYOUT NAME - 050102-pp-14EB
PLOT DATE : 1/26/2021 4:50 PM
PLOT BY : TYLER BALSIGER
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44



5

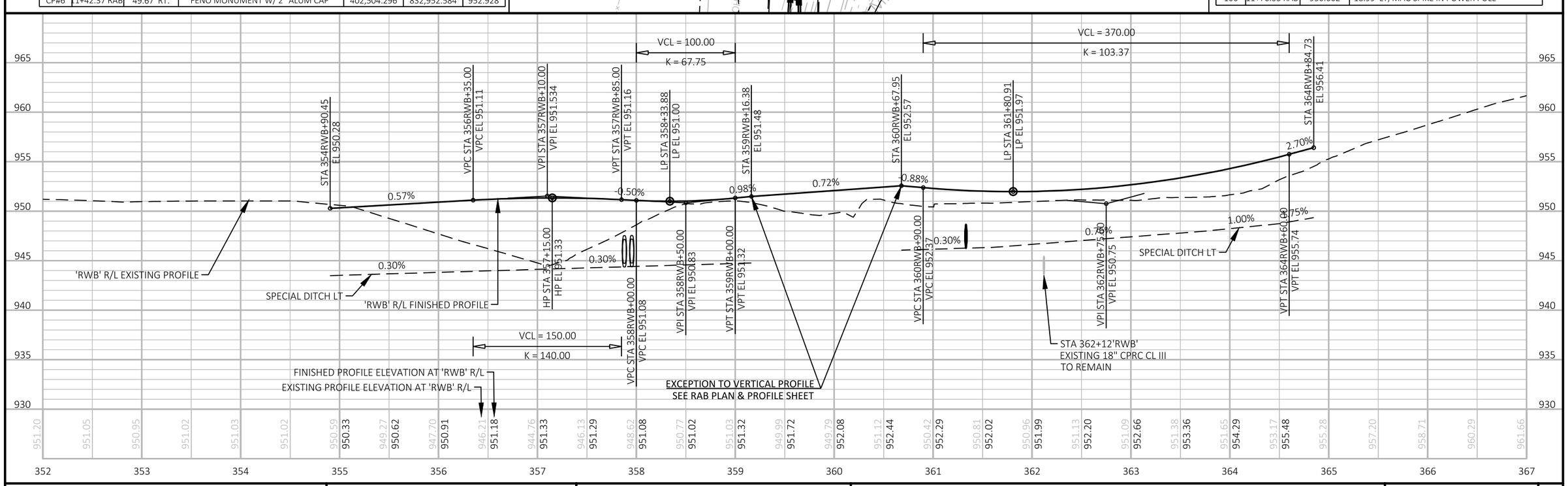
5

CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#6	11+42.37'RAB	49.67' RT.	FENO MONUMENT W/ 2" ALUM CAP	402,504.296	832,952.584	952.928

BENCHMARKS

NO.	STATION	ELEV.	DESCRIPTION
106	11+76.33'RAB	950.662	18.99' LT, MAG SPIKE IN POWER POLE



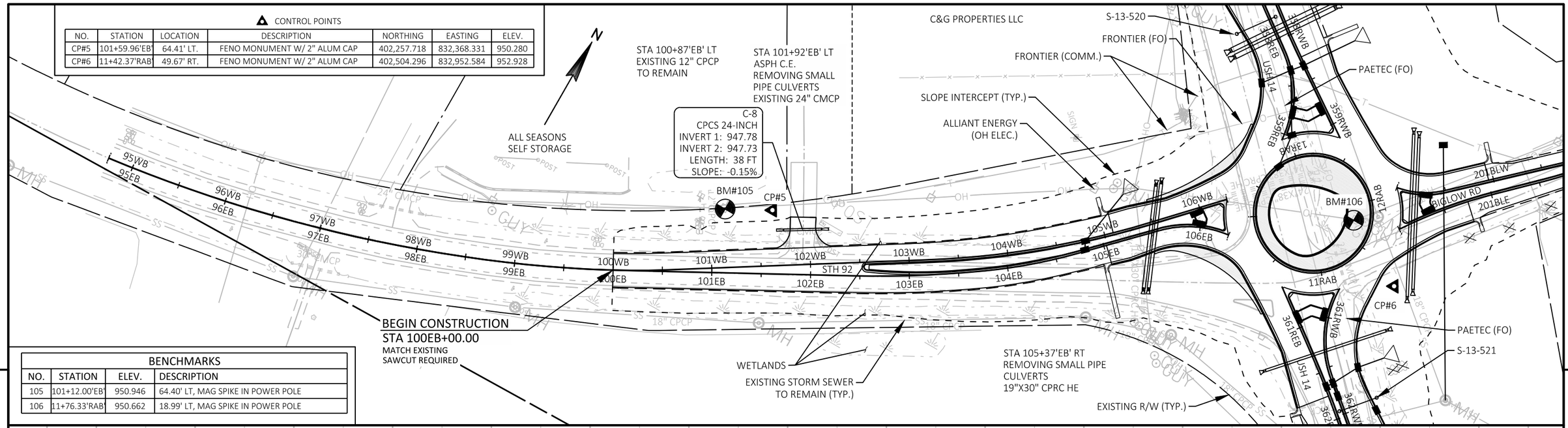
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: WB USH 14	SHEET 196	E

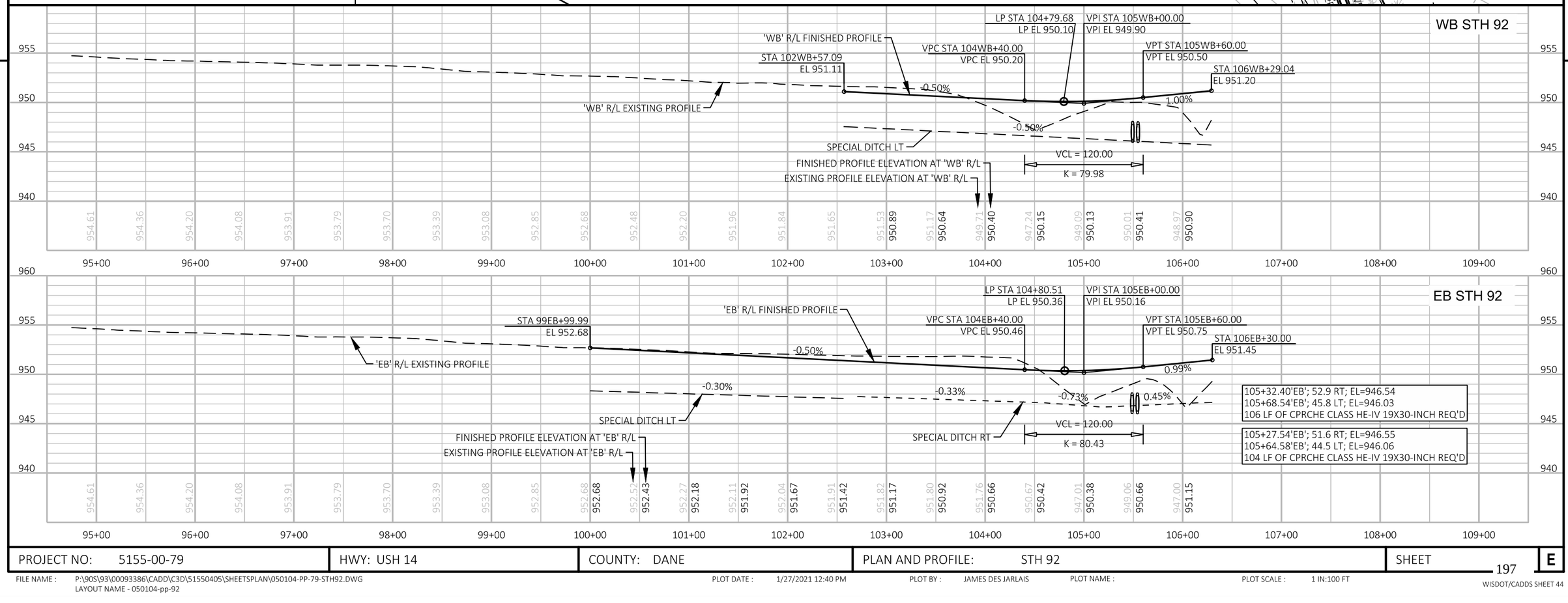
CONTROL POINTS

NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#5	101+59.96'EB'	64.41' LT.	FENO MONUMENT W/ 2" ALUM CAP	402,257.718	832,368.331	950.280
CP#6	11+42.37'RAB'	49.67' RT.	FENO MONUMENT W/ 2" ALUM CAP	402,504.296	832,952.584	952.928

BENCHMARKS

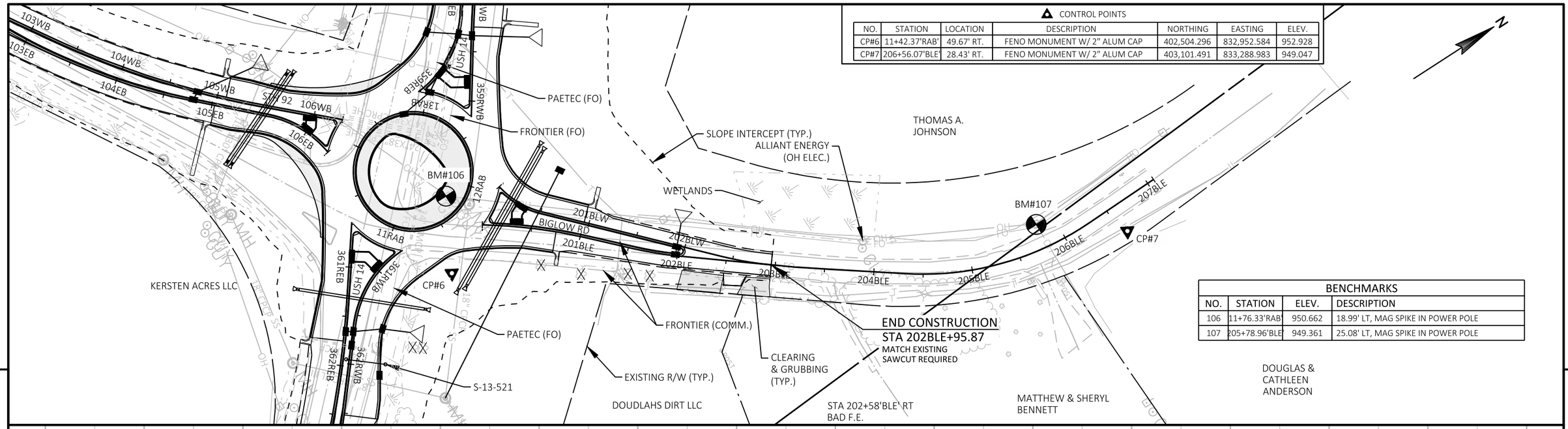
NO.	STATION	ELEV.	DESCRIPTION
105	101+12.00'EB'	950.946	64.40' LT, MAG SPIKE IN POWER POLE
106	11+76.33'RAB'	950.662	18.99' LT, MAG SPIKE IN POWER POLE





PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: STH 92	SHEET 197	E

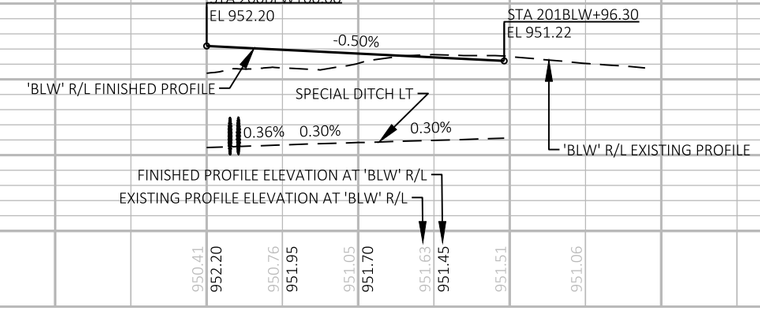
FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\050104-PP-79-STH92.DWG
LAYOUT NAME - 050104-pp-92
PLOT DATE : 1/27/2021 12:40 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT



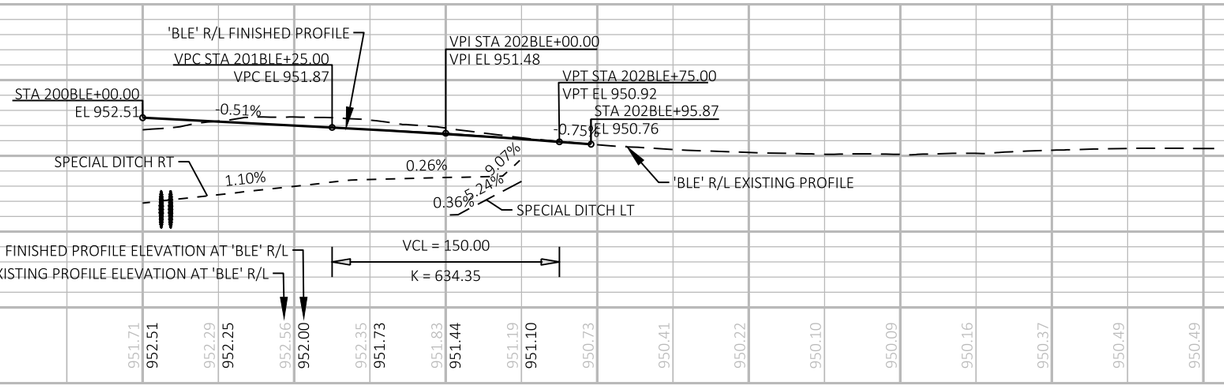
WB BIGLOW RD

200+21.76'BLW'; 106.1 RT; EL=945.91
200+47.91'BLE'; 82.5 RT; EL=944.91
165 LF OF CP CLASS III-A 24-INCH REQ'D

200+24.09'BLW'; 98.1 RT; EL=945.89
200+10.34'BLW'; 54.8 LT; EL=944.93
153 LF OF CP CLASS III-A 24-INCH REQ'D

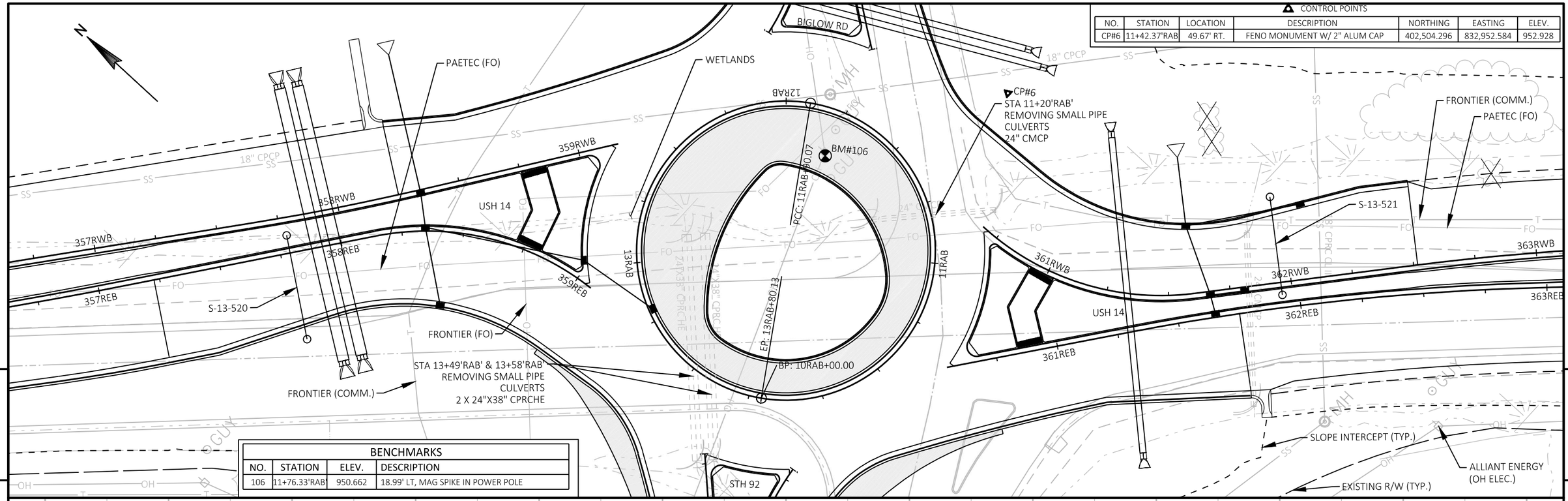


EB BIGLOW RD



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: BIGLOW ROAD	SHEET 198	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\050105-PP-79-BIGLOWRD.DWG
LAYOUT NAME - 050105-pp-BiglowRd
PLOT DATE : 1/27/2021 12:44 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

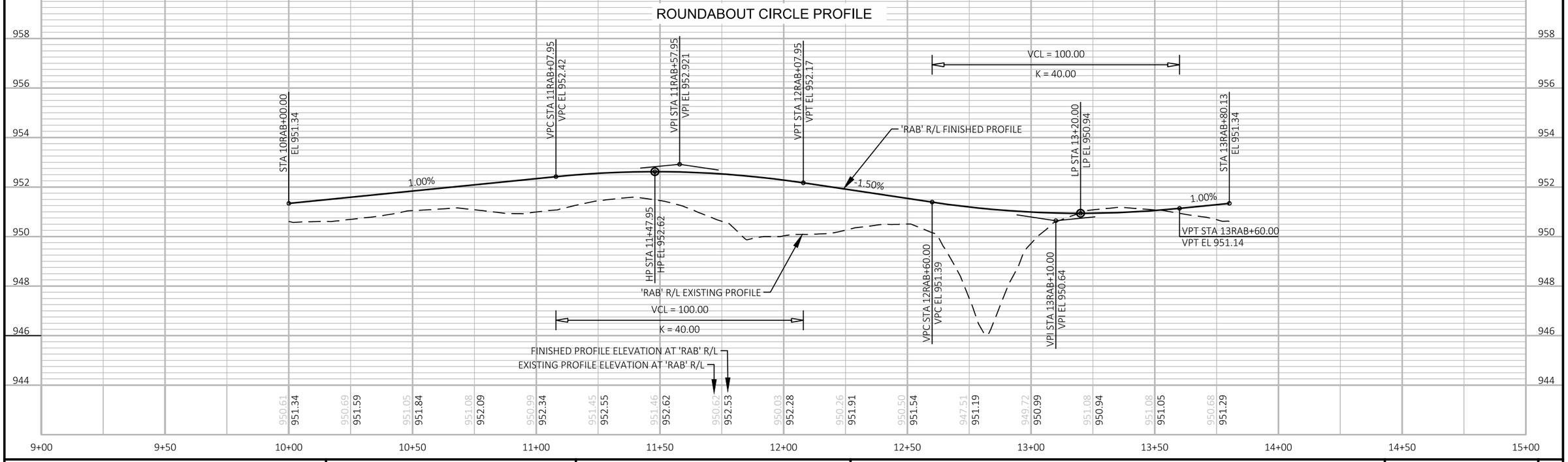


CONTROL POINTS

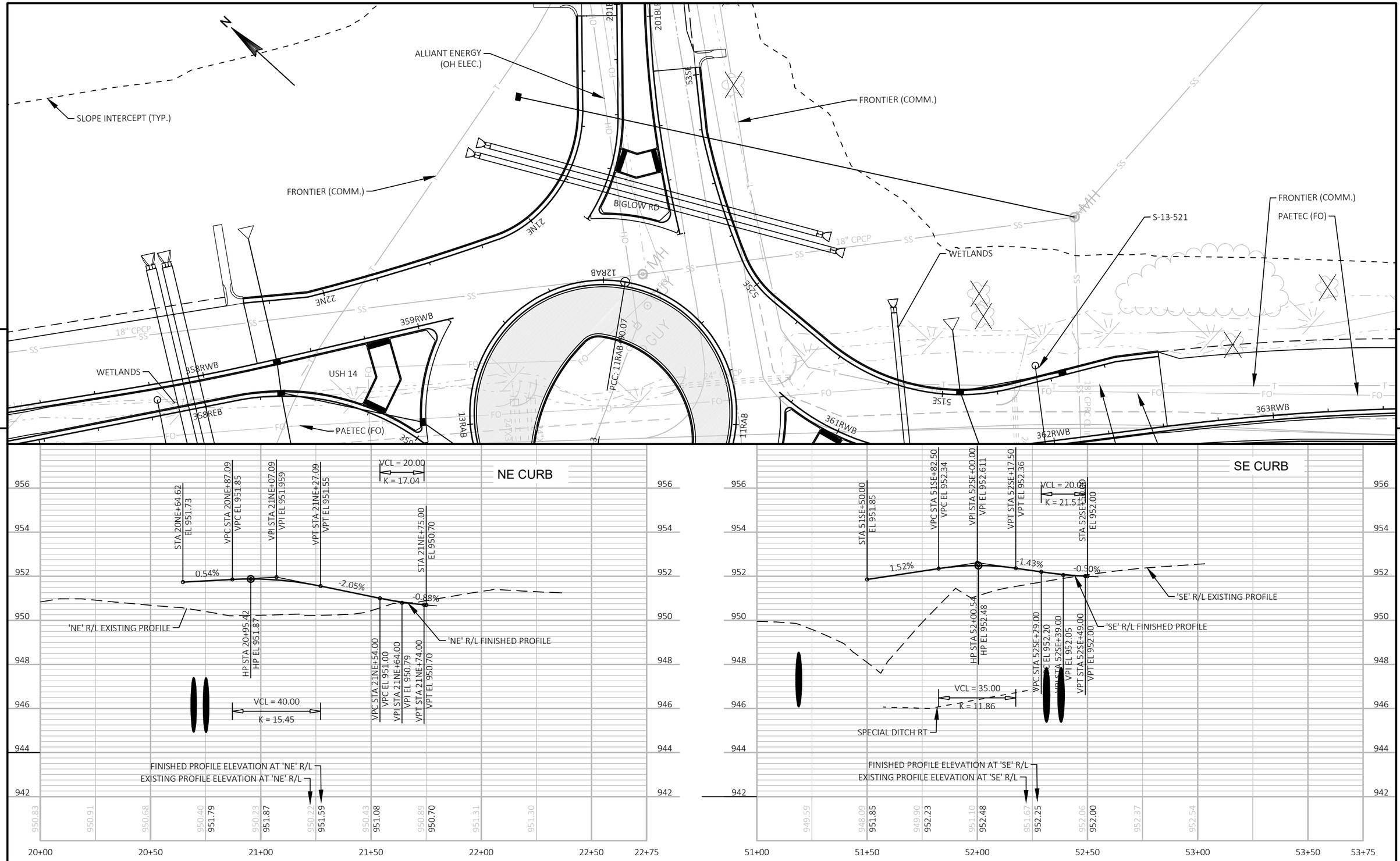
NO.	STATION	LOCATION	DESCRIPTION	NORTHING	EASTING	ELEV.
CP#6	11+42.37'RAB	49.67' RT.	FENO MONUMENT W/ 2" ALUM CAP	402,504.296	832,952.584	952.928

BENCHMARKS

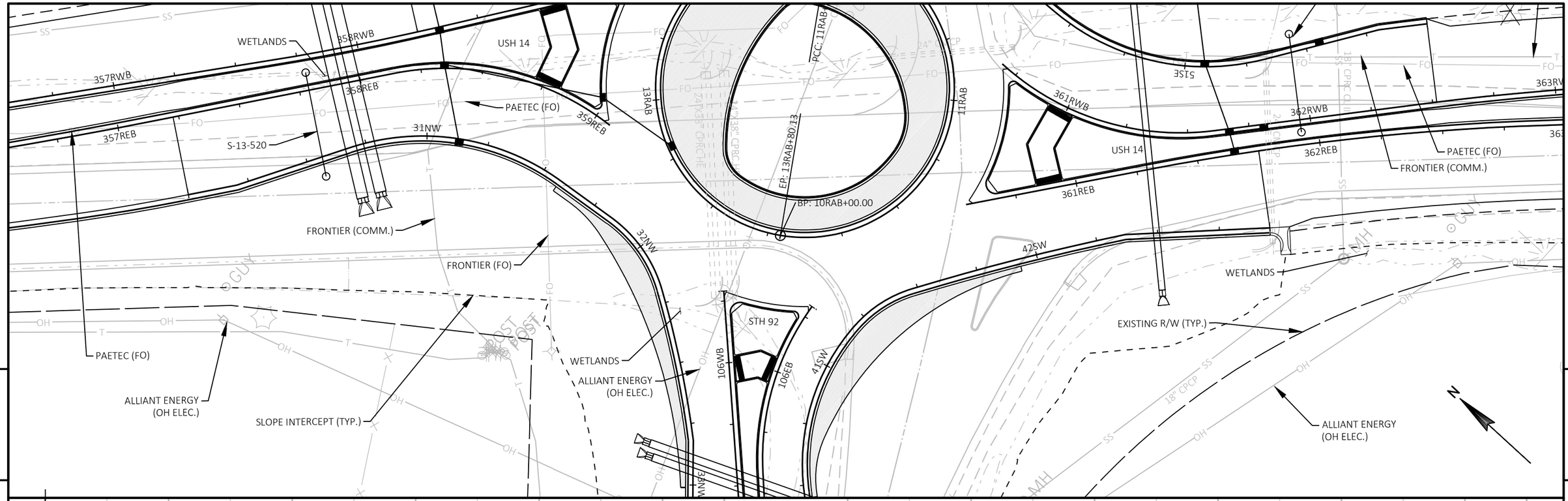
NO.	STATION	ELEV.	DESCRIPTION
106	11+76.33'RAB	950.662	18.99' LT, MAG SPIKE IN POWER POLE

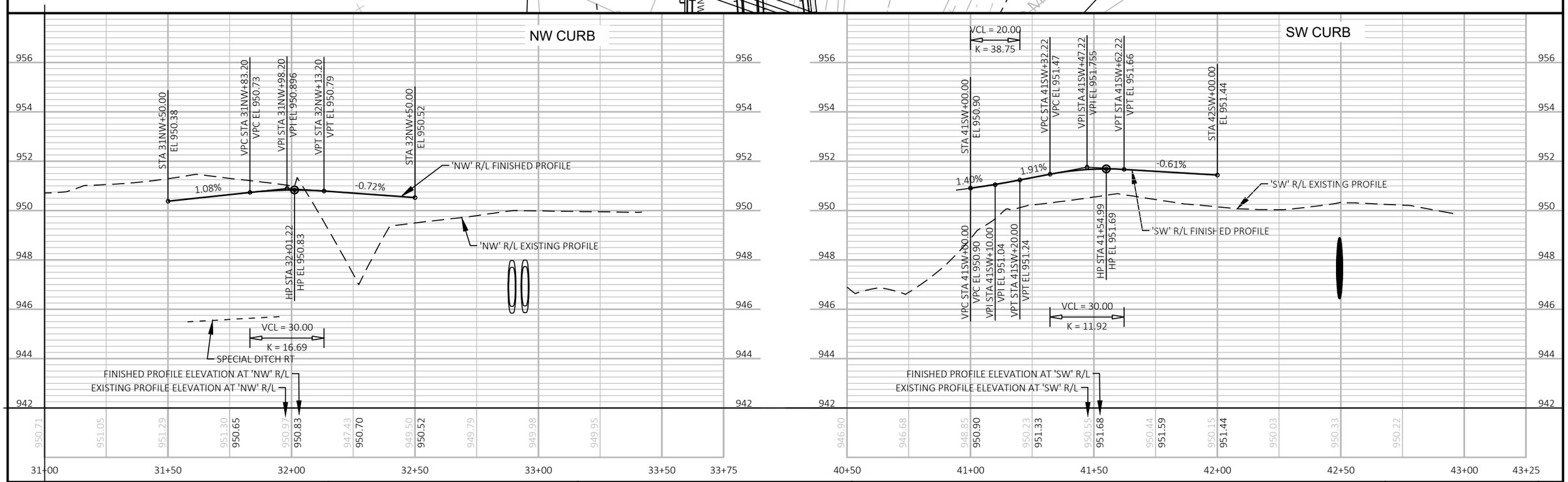


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: ROUNDABOUT	SHEET 199	E



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: USH 14 - BIGLOW ROAD CURB PROFILES	SHEET 200	E





PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: USH 14 - STH 92 CURB PROFILES	SHEET 201 E

SEE STAGE CONSTRUCTION - STAGE 2
FOR TEMPORARY PAVEMENT LAYOUT

STAGE 3 TEMPORARY
ALIGNMENT R/L

MATCH EXISTING PAVEMENT

TEMPORARY SLOPE INTERCEPT (TYP.)

TEMPORARY COVER PLATE
REQ'D ON IN-10.1

WORK COMPLETED
IN STAGE 2

PAETEC (FO)

N

352REB
353RWB
353REB
354RWB
354REB
355RWB
355REB
356RWB
356REB
357RWB
357REB
358RWB
358REB

352+00
354+00
355+00
356+00
357+00
358+00

S-13-520

PROPOSED R/W (TYP.)

EXISTING R/W (TYP.)

WETLANDS

ALLIANT ENERGY
(OH ELEC.)

FRONTIER (COMM.)

5

5

960
958
956
954
952
950
948
946

STA 353+88.81
EL 950.85

STA 355+50.00
EL 950.21

STAGE 3 TEMP CONNECTION
R/L FINISHED PROFILE

STAGE 3 TEMP R/L EXISTING PROFILE

FINAL FINISHED SURFACE

TOP OF LOWER LAYER OF HMA PAVEMENT

-0.39%

TOP OF SELECT CRUSHED MATERIAL
PLACED IN STAGE 1/2

FINISHED PROFILE ELEVATION AT 'RAB' R/L

STAGE 1 EXISTING PROFILE ELEVATION AT 'RAB' R/L

EXISTING PROFILE AFTER STAGE 1

951.14 951.06 950.93 950.92 950.92 950.90 950.87 949.04 950.80 947.50 950.71 947.48 950.61 947.50 950.51 947.97 950.41 948.12 950.31 948.29 950.21 948.02 948.17 948.31 948.44 948.54 948.59 948.59 948.55 948.46

352+50 353+00 353+50 354+00 354+50 355+00 355+50 356+00 356+50 357+00 357+50

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PLAN AND PROFILE: USH 14 STAGE 3 TEMPORARY CONNECTION	SHEET 202	E

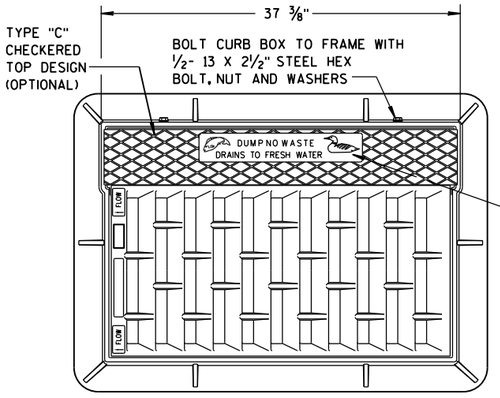
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C09-02	INLETS MEDIAN 3 AND 4 GRATE
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
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
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F02-01	APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
08F07-05	STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09B02-10	CONDUIT
09B04-11	PULL BOX
09C02-09	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C14-03	CONCRETE CONTROL CABINET BASE, TYPE L
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09D04-03	LIGHTING CONTROL CABINET 120/240 VOLT
09E01-15E	POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-03B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C13-09	URBAN DOWELED CONCRETE PAVEMENT
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07D	CONCRETE PAVEMENT JOINT TYPES AT UTILITY FIXTURES
13C18-07E	CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS
13C19-03	HMA LONGITUDINAL JOINTS
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-08C	DETOUR SIGNING FOR MAINLINE CLOSURES

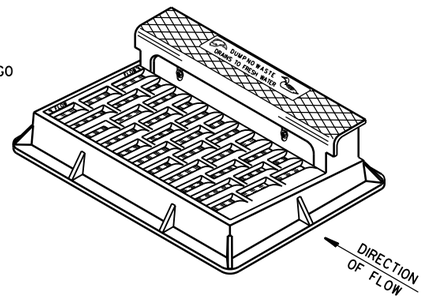
6

Standard Detail Drawing List

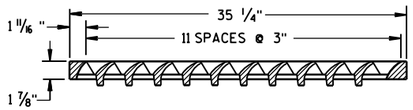
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDABOUT ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C27-03A	DOUBLE ARROW WARNING SIGN PLACEMENT
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C31-03C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D03-05	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H. WITH BARRIER
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
16A01-07	LANDMARK REFERENCE MONUMENTS AND COVERS

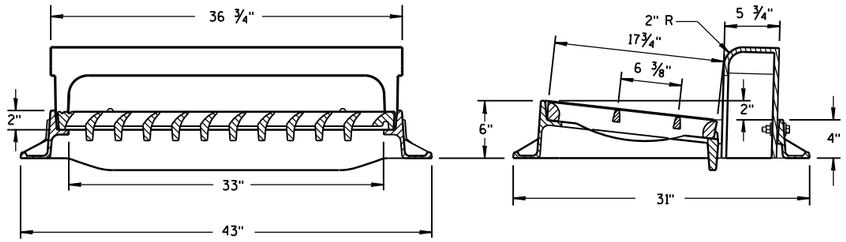


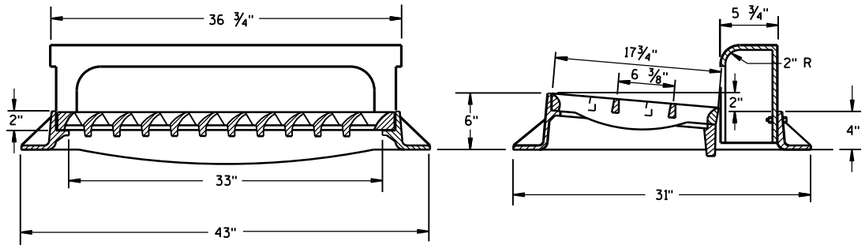
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

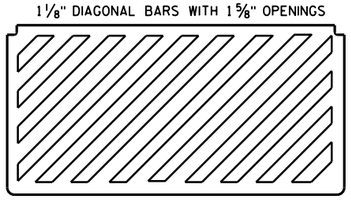






TYPE "H"

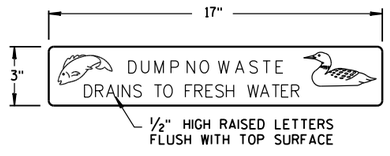
NOTE: EITHER CASTING IS ACCEPTABLE



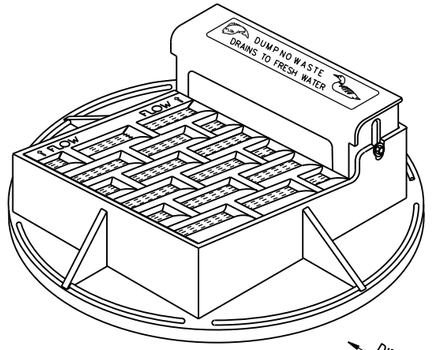
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

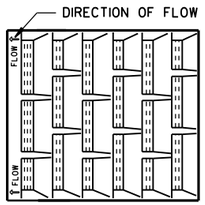
NOTE:
GRATE IS REVERSIBLE.

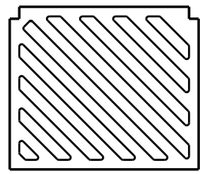
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

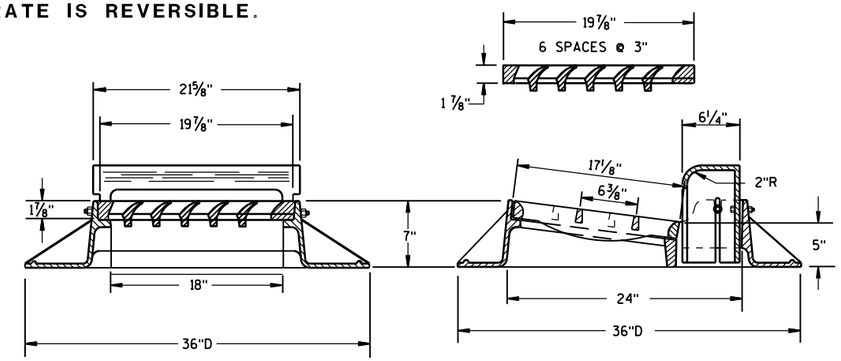




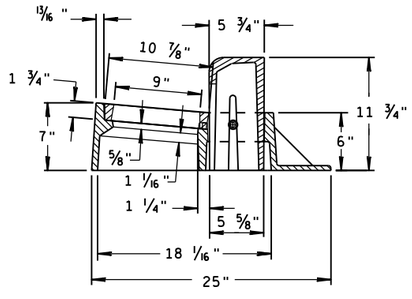
SPECIAL GRATE FOR TYPE "A" COVER

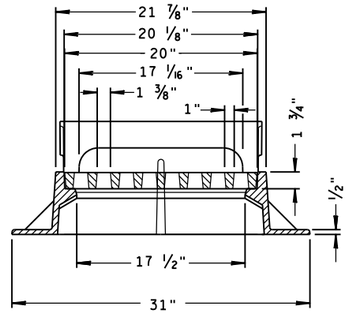
(MEASURES 19 3/4" X 17" X 1 7/8")

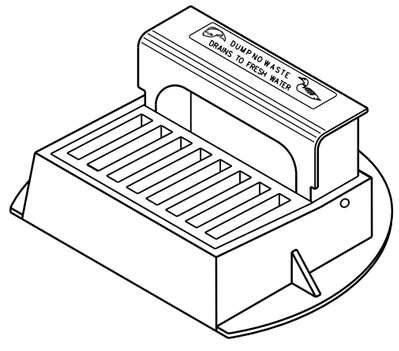
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

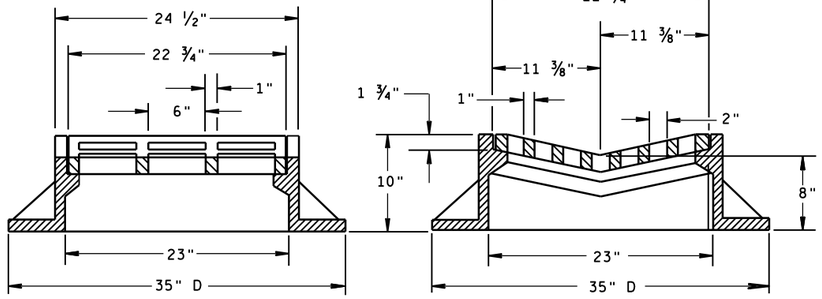
INLET COVERS
TYPE A, H, A-S, H-S & Z

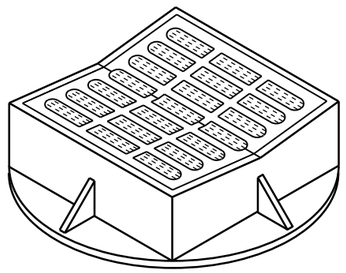
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

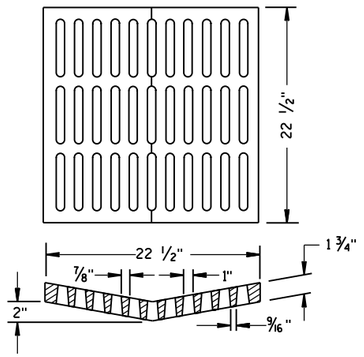
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S.D.D. 8 A 5-19a



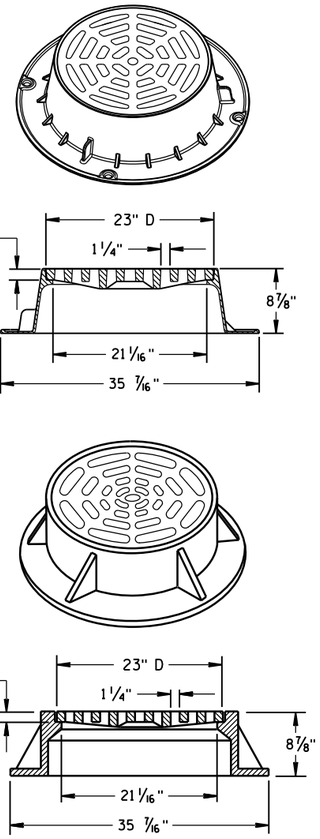


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

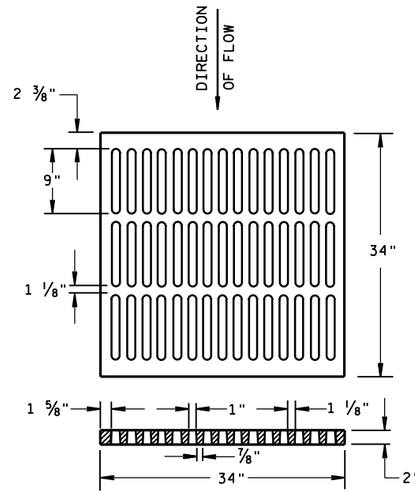
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

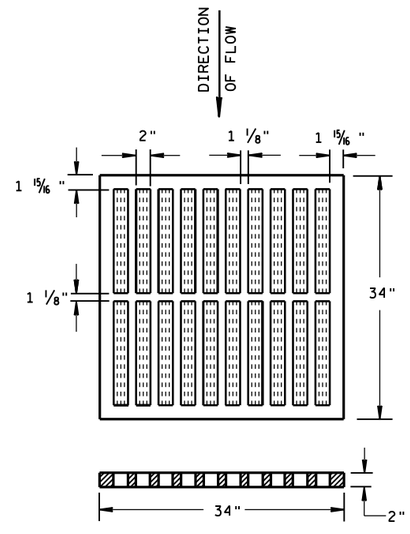
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

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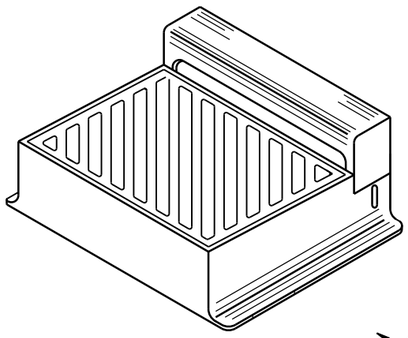
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

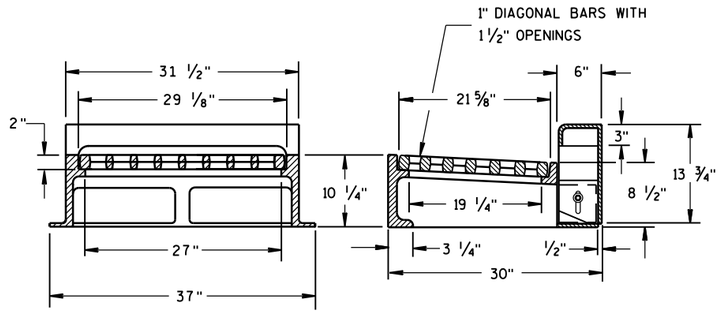


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

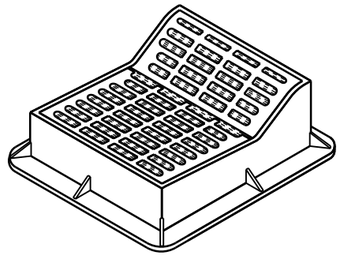
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

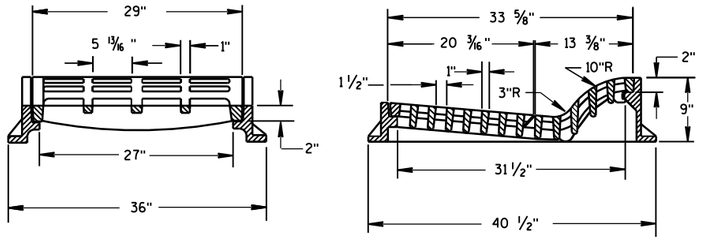
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

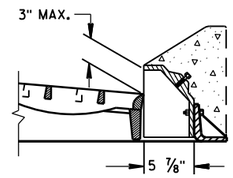
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

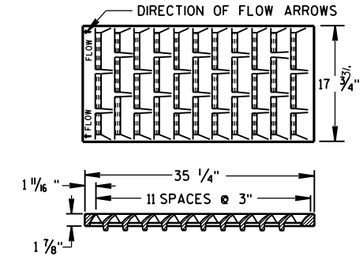
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

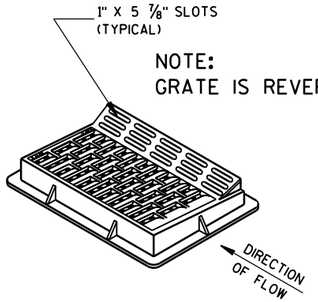
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

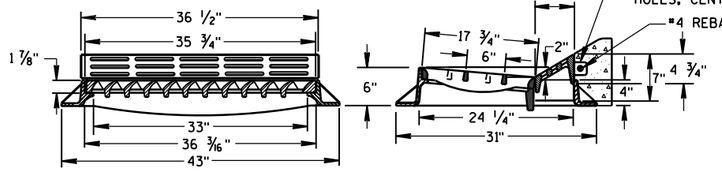
GENERAL NOTES

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DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



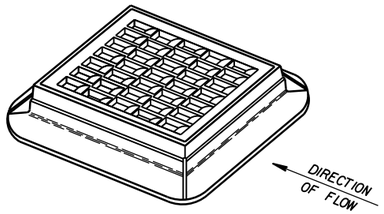


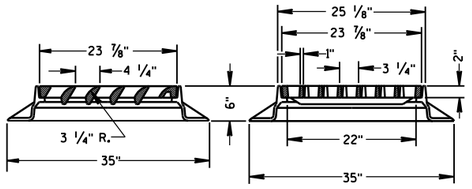


TYPE "HM"

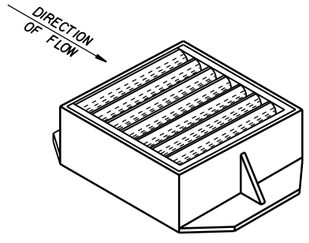
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

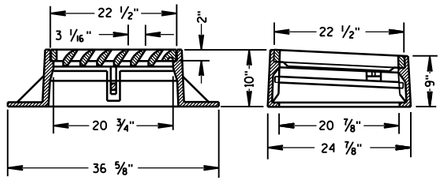
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



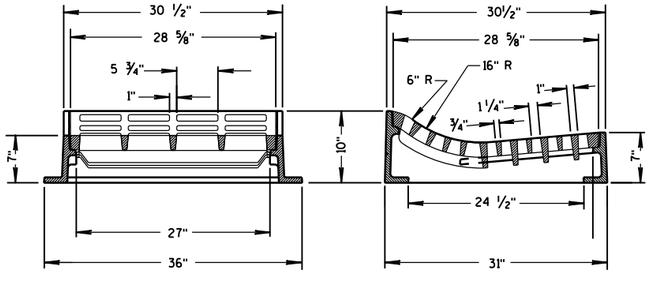


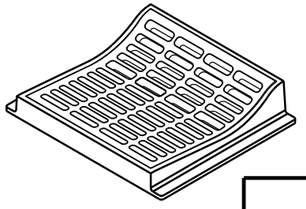
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

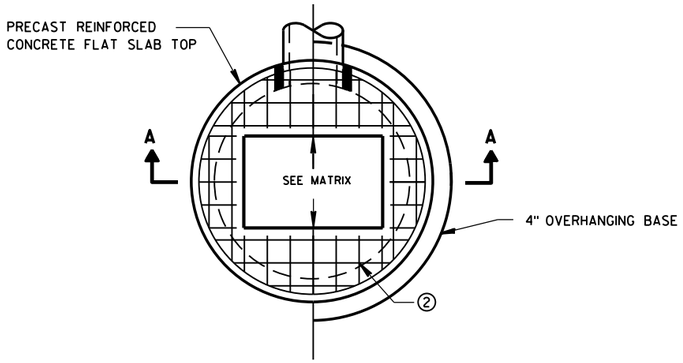
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

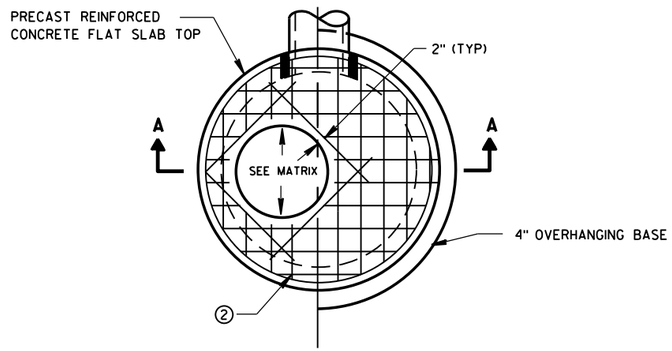
FHWA

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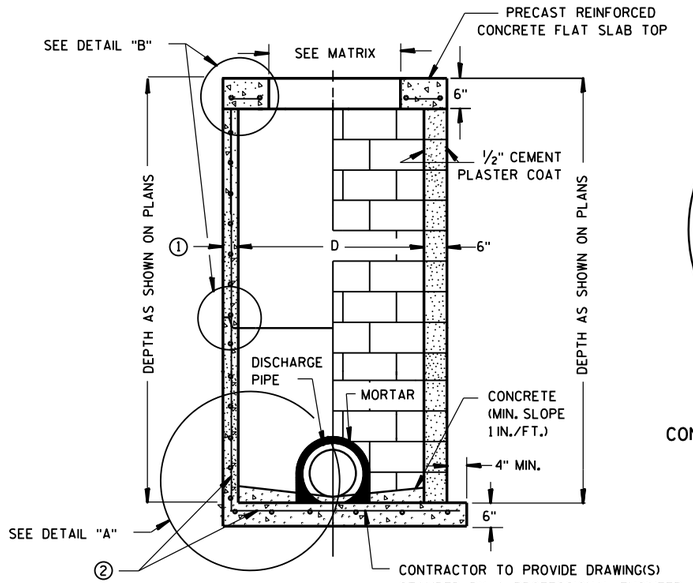
S.D.D. 8 A 5-19c



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

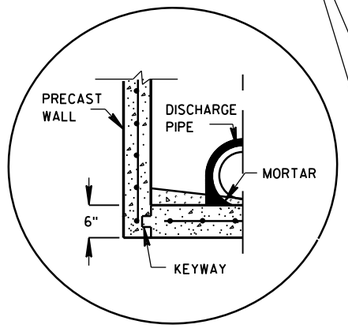


SECTION A-A

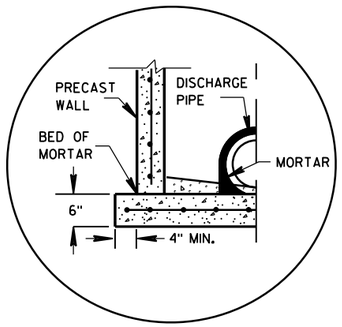
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

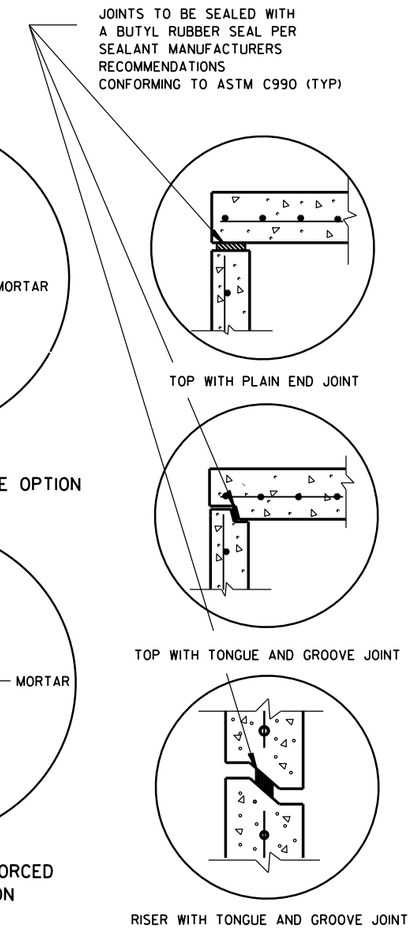


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

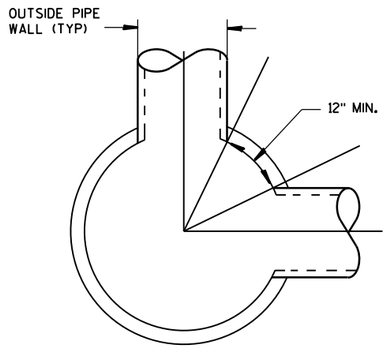
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

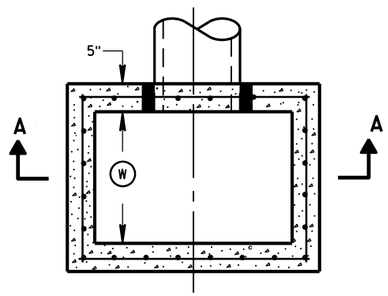
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | ENT UNIT SUPERVI
FHWA

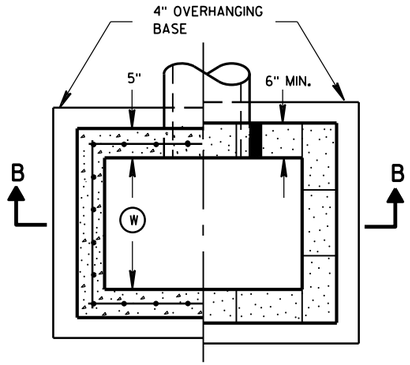
INLETS 3-FT AND 4-FT DIAMETER

6

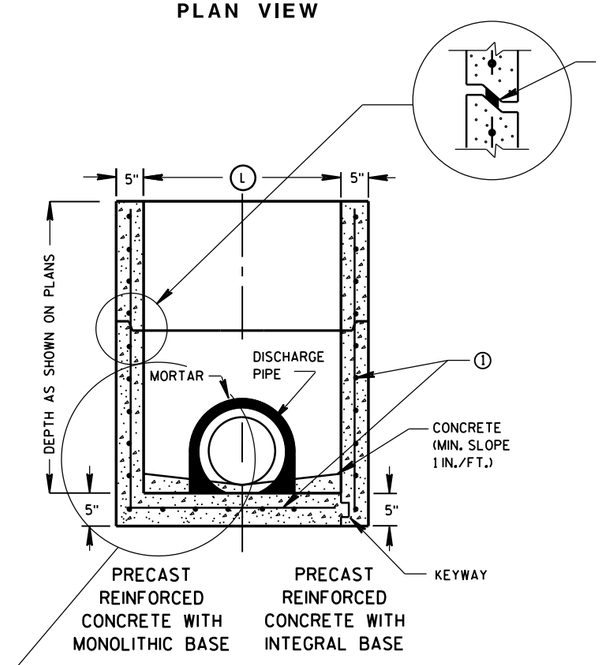
S.D.D. 8 C 6-2



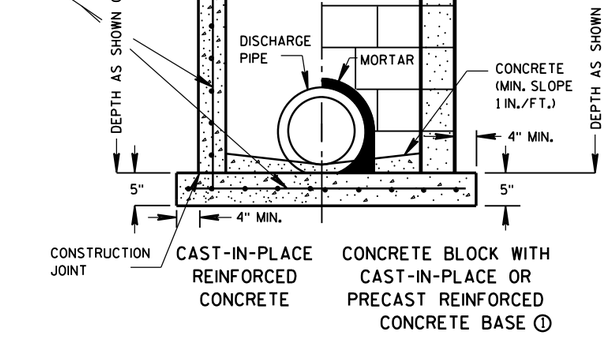
PLAN VIEW



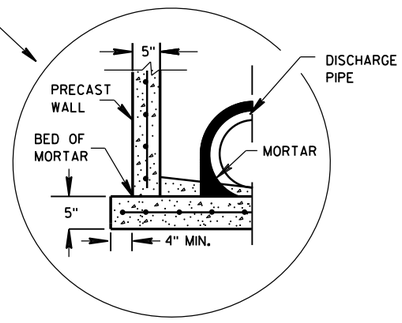
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

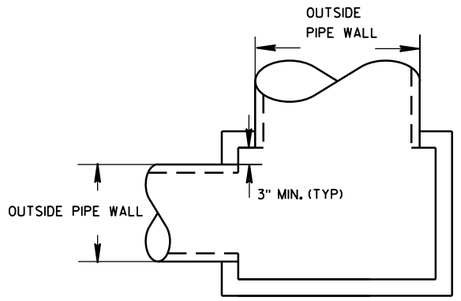
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH Ⓦ (FT)	LENGTH Ⓛ (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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DEPARTMENT OF TRANSPORTATION

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Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

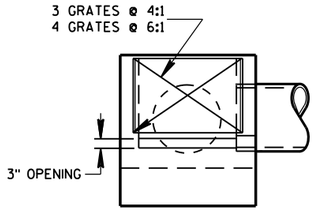
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6

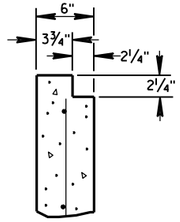
S.D.D. 8 C 7-2

6

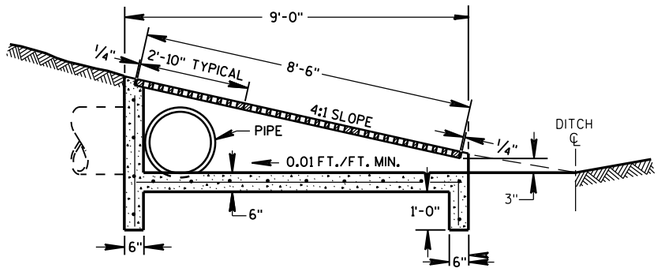
S.D.D. 8 C 7-2



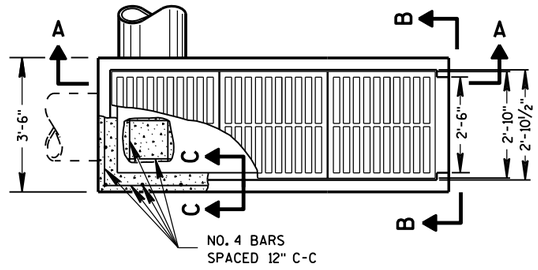
SECTION B-B



SECTION C-C

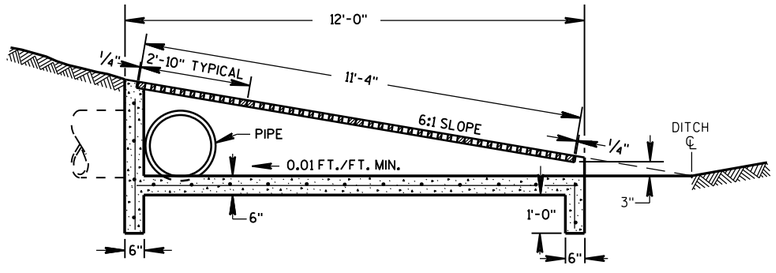


SECTION A-A

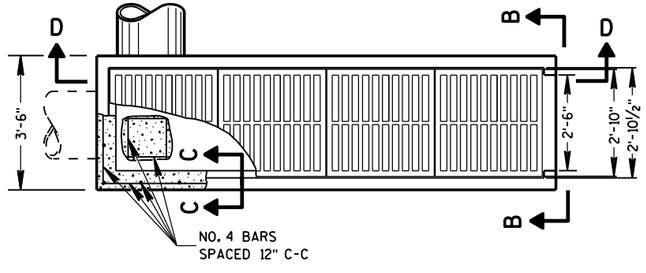


PLAN VIEW

INLETS MEDIAN 3 GRATE



SECTION D-D



PLAN VIEW

INLETS MEDIAN 4 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 3G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

6

S.D.D. 8 C 9-2

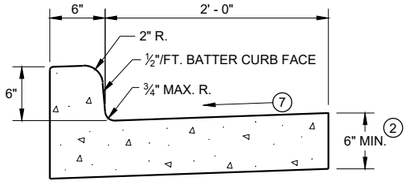
INLETS MEDIAN 3 AND 4 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

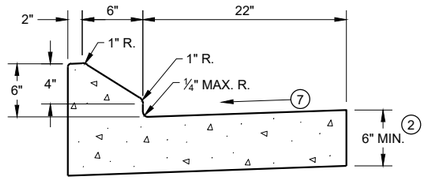
APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
ENT
FHWA

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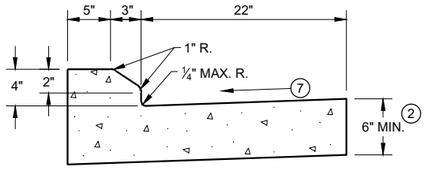
S.D.D. 8 C 9-2



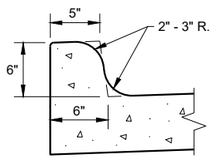
TYPES A[1] & D



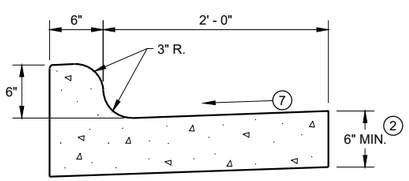
6" SLOPED CURB TYPES G[1] & J



4" SLOPED CURB TYPES G[1] & J

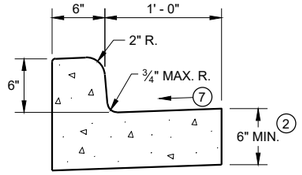


TYPES K[1] & L
(OPTIONAL CURB SHAPE)



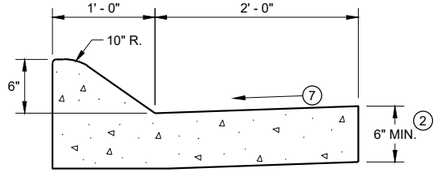
TYPES K[1] & L

CONCRETE CURB AND GUTTER 30"

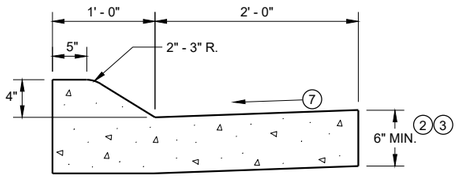


TYPES A[1] & D

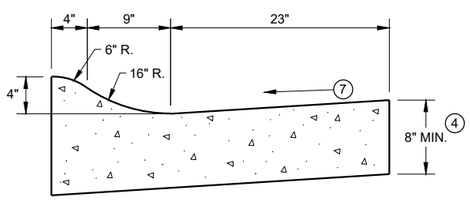
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A[1] & D



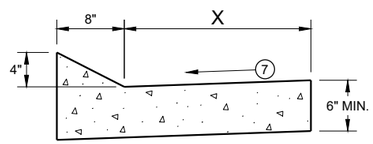
4" SLOPED CURB TYPES A[1] & D



4" SLOPED CURB TYPES R[1] & T[5]

CONCRETE CURB AND GUTTER 36"

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

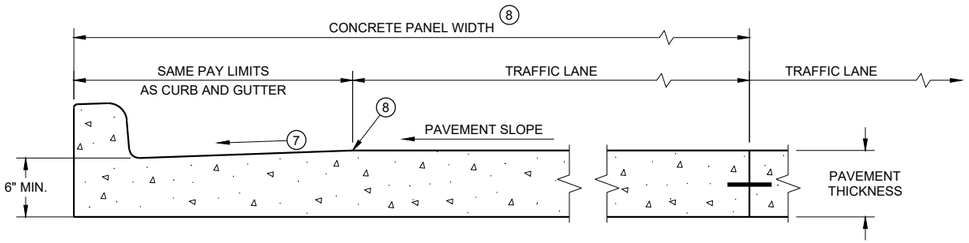


TYPES TBT & TBTT[1]

CONCRETE CURB AND GUTTER

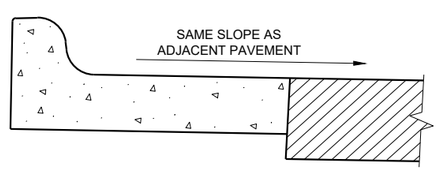
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

DETAILS OF CONSTRUCTION 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 AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

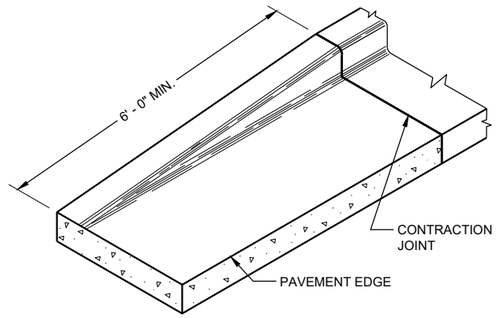
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

1. TIE BARS ARE REQUIRED FOR CURB AND GUTTERS 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.

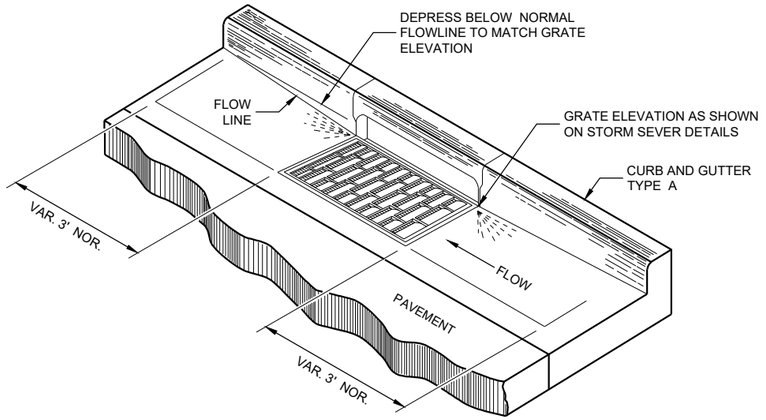
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 08D01 - 21a



END SECTIONCURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

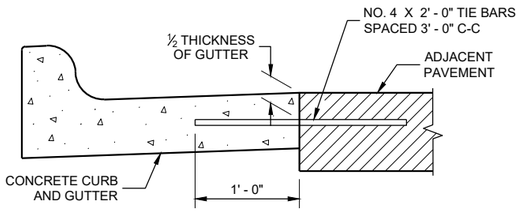
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

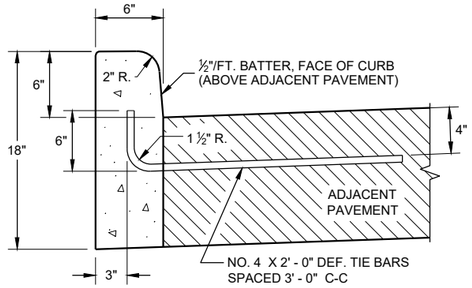
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

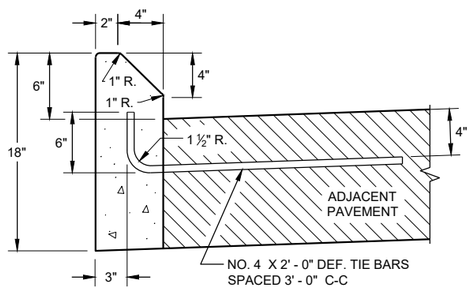
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

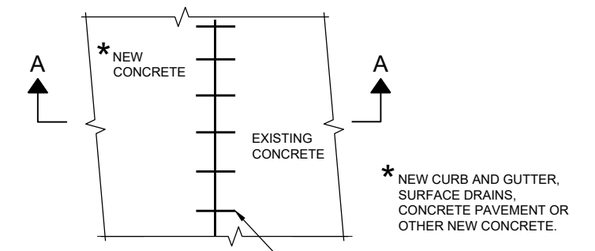


TYPES A (1) & D

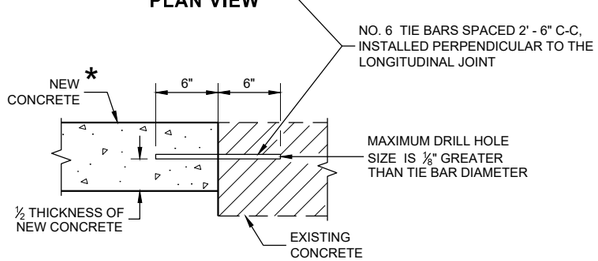


TYPES G (1) & J

CONCRETE CURB

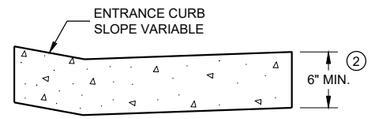


PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



DRIVEWAY ENTRANCE CURB (9)
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

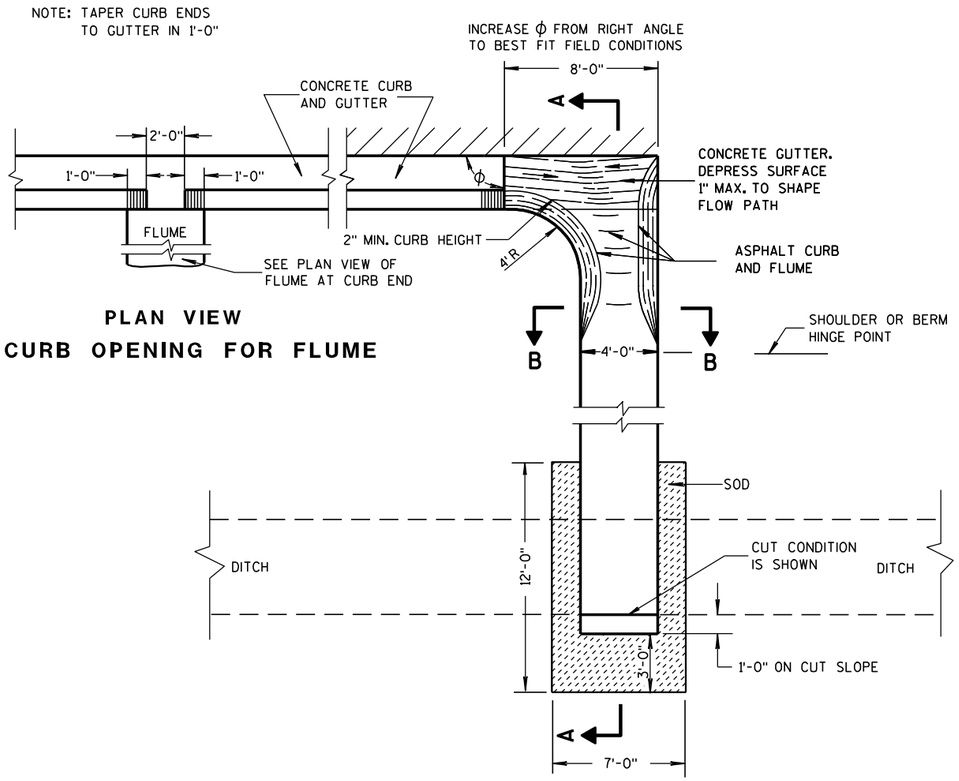
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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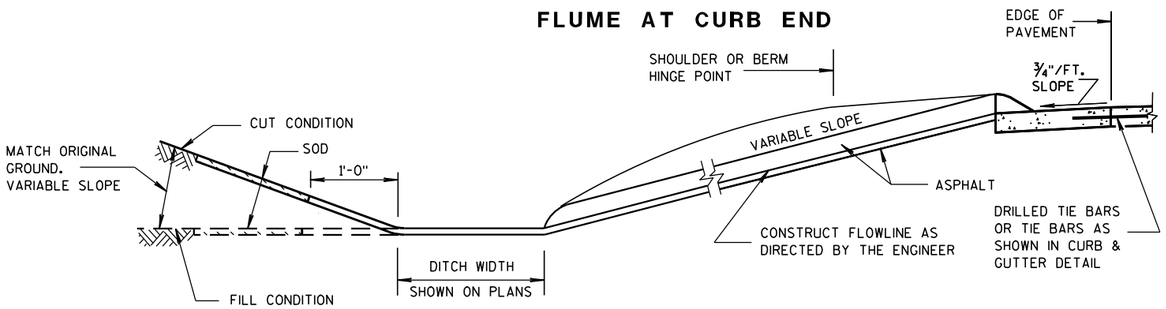
SDD08D01 - 21b

ASPHALTIC FLUME

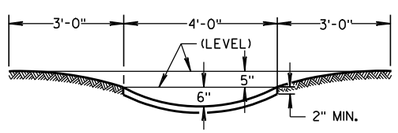


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

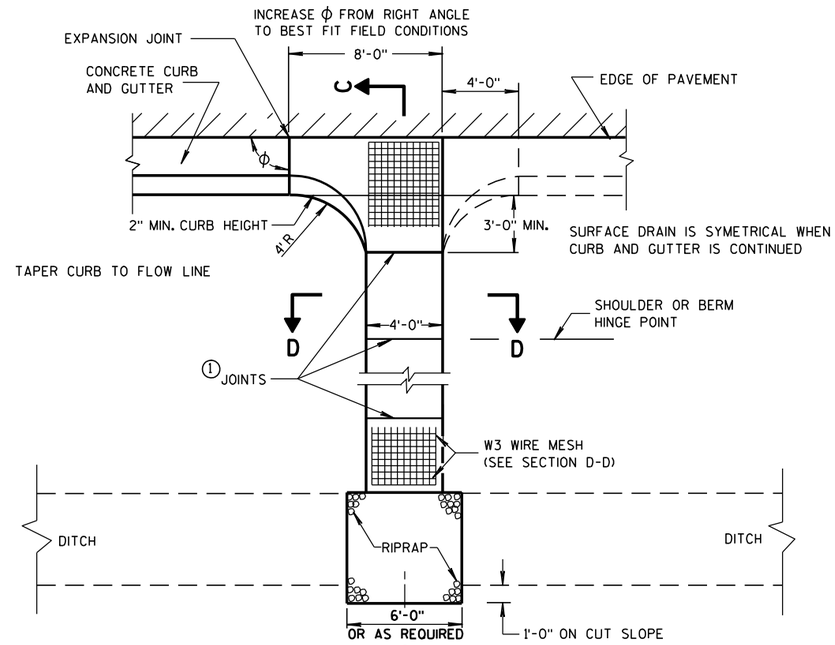
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

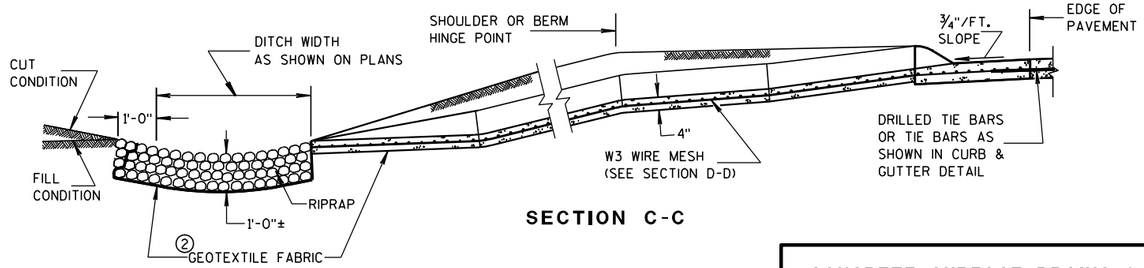
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

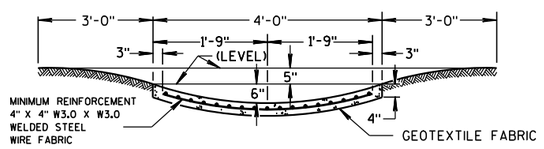
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

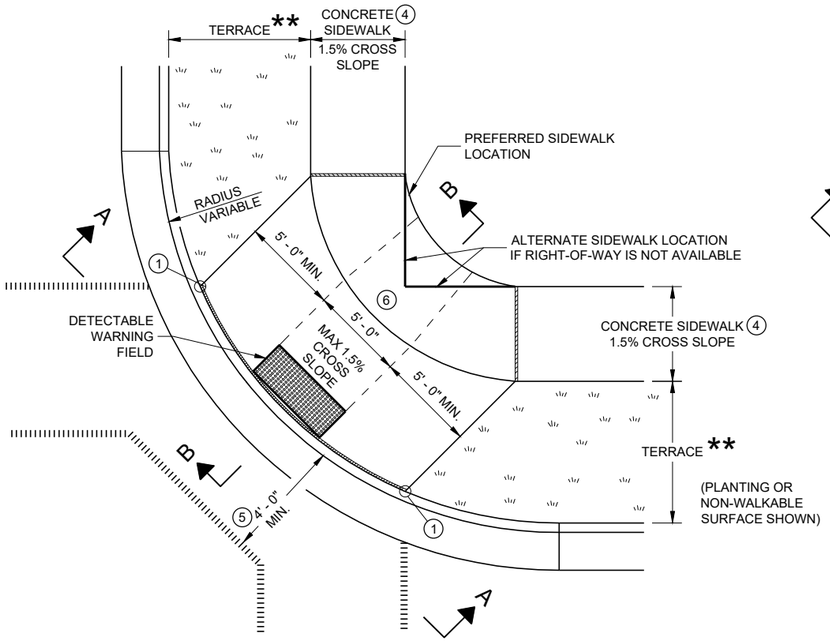
APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6

S.D.D. 8 D 4-5

6

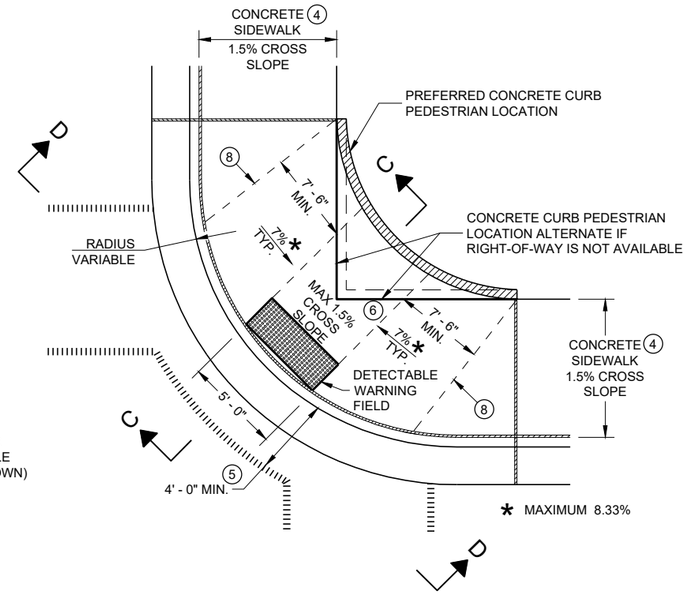
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

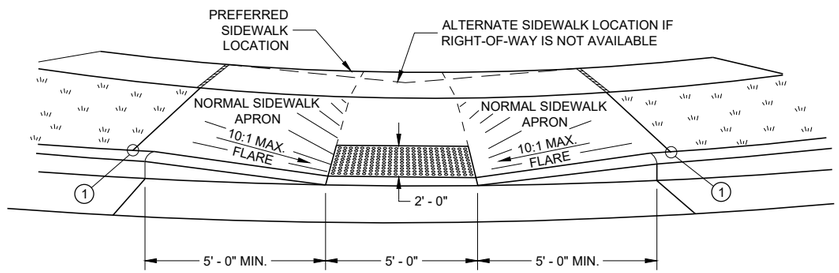
(CENTER OF CORNER RADIUS)



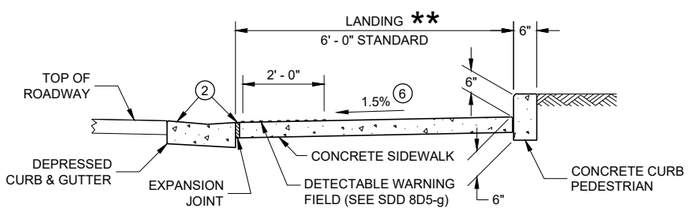
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

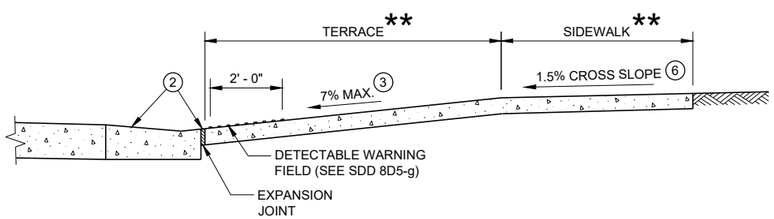


VIEW A - A FOR TYPE 1

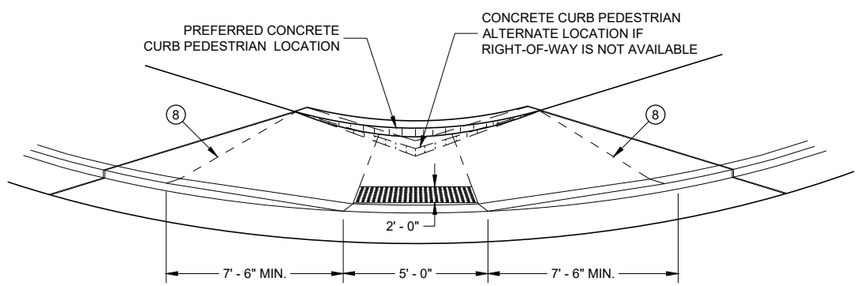


SECTION C - C FOR TYPE 1 - A

** 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

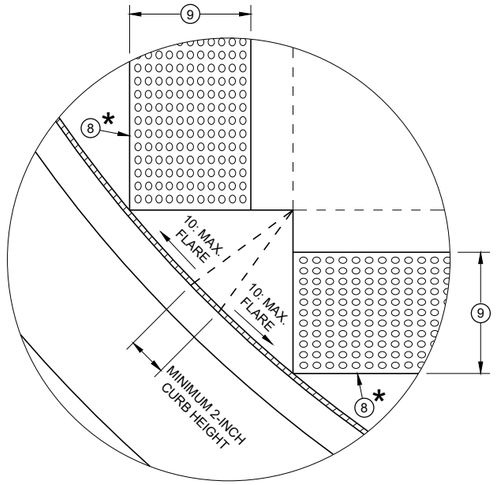
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

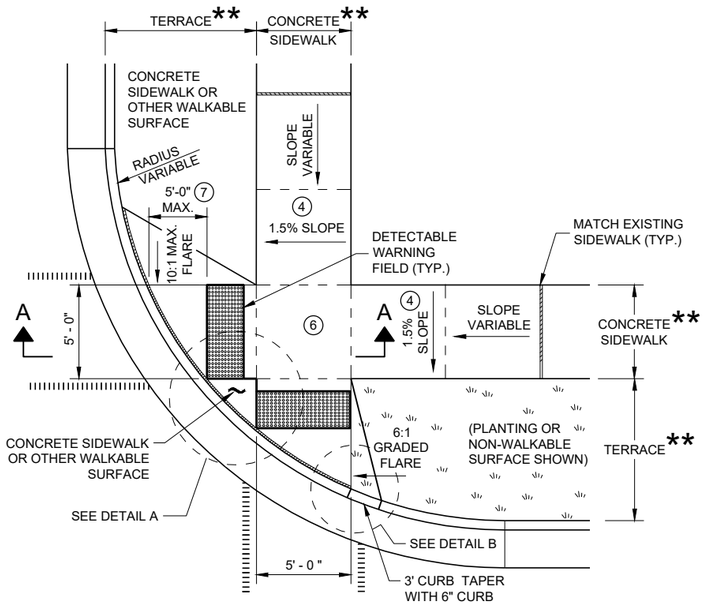
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

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.

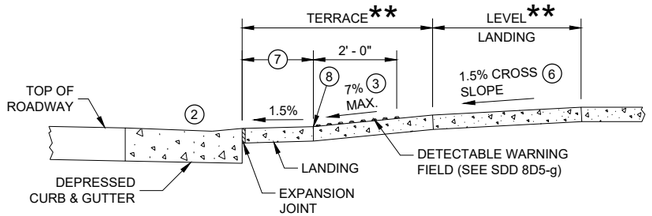
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

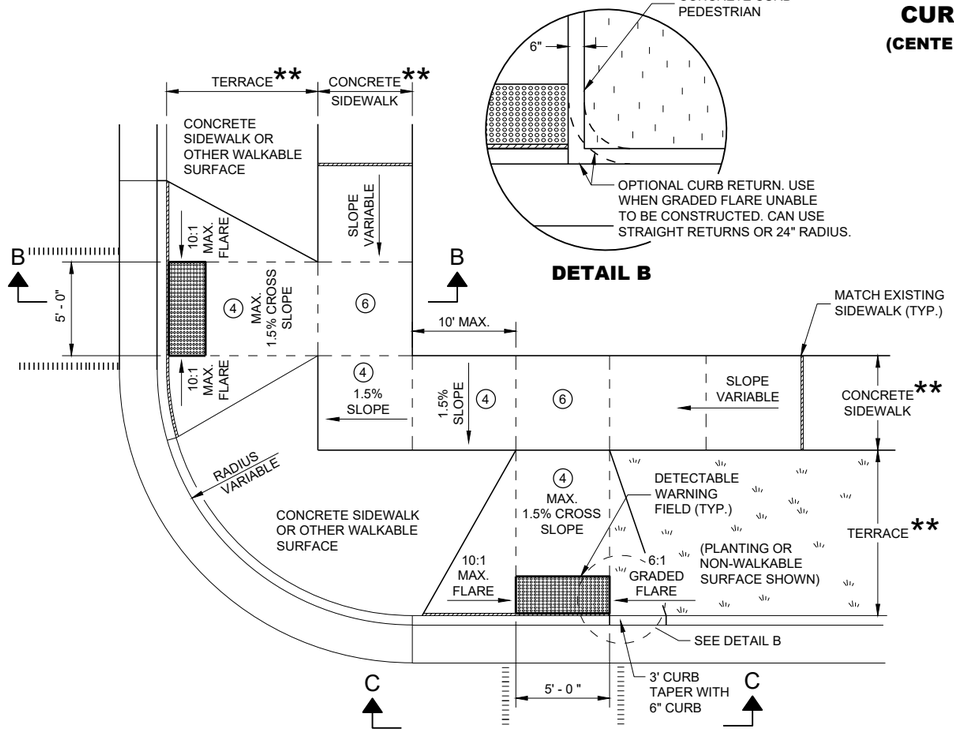
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

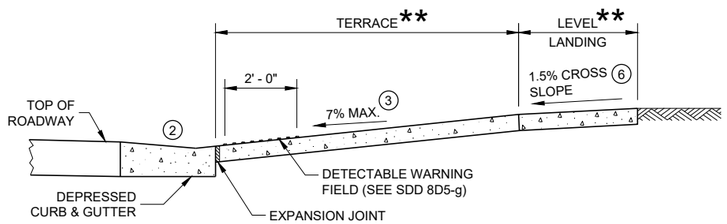
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

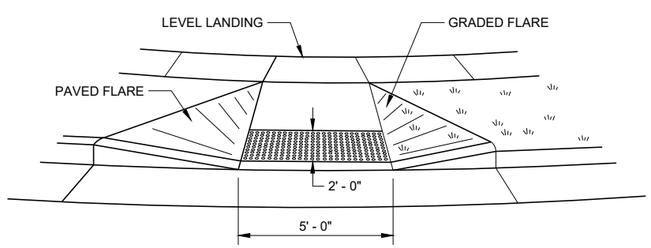
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



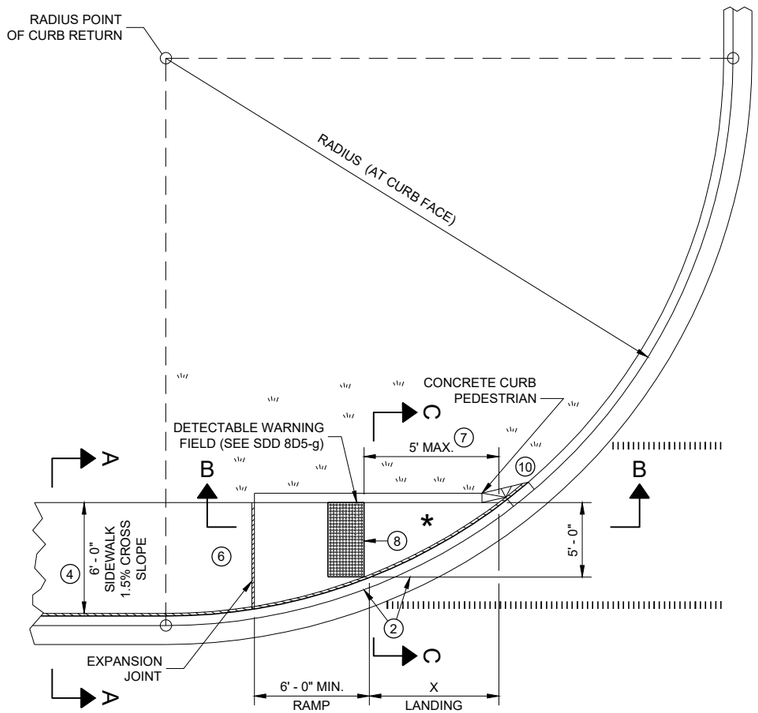
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

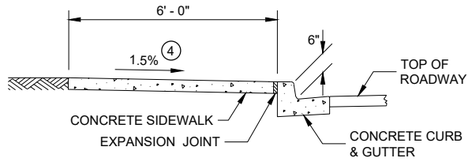


PLAN VIEW

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.

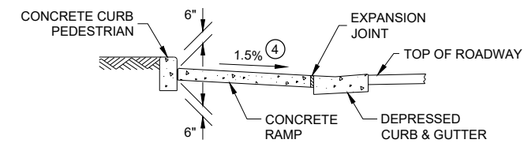
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

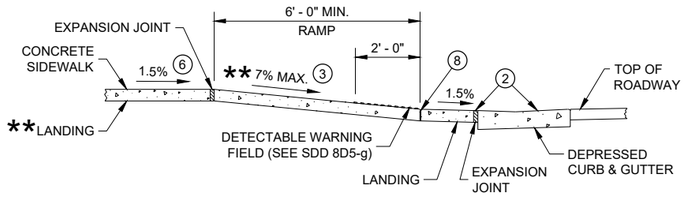
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



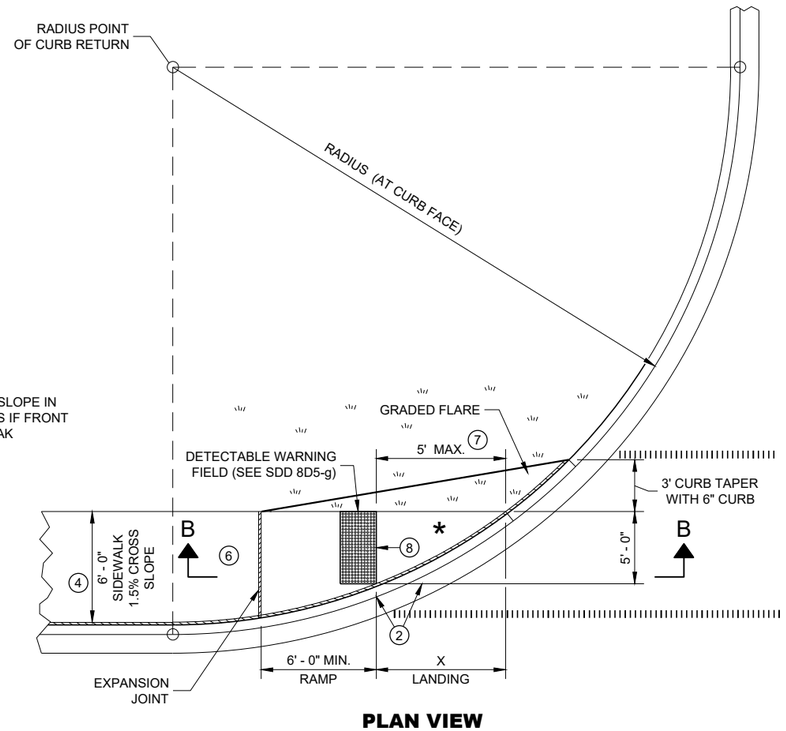
SECTION C - C FOR TYPE 4A



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

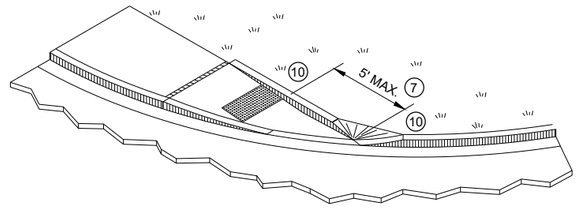
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

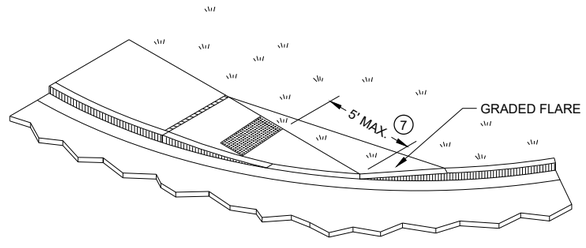


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



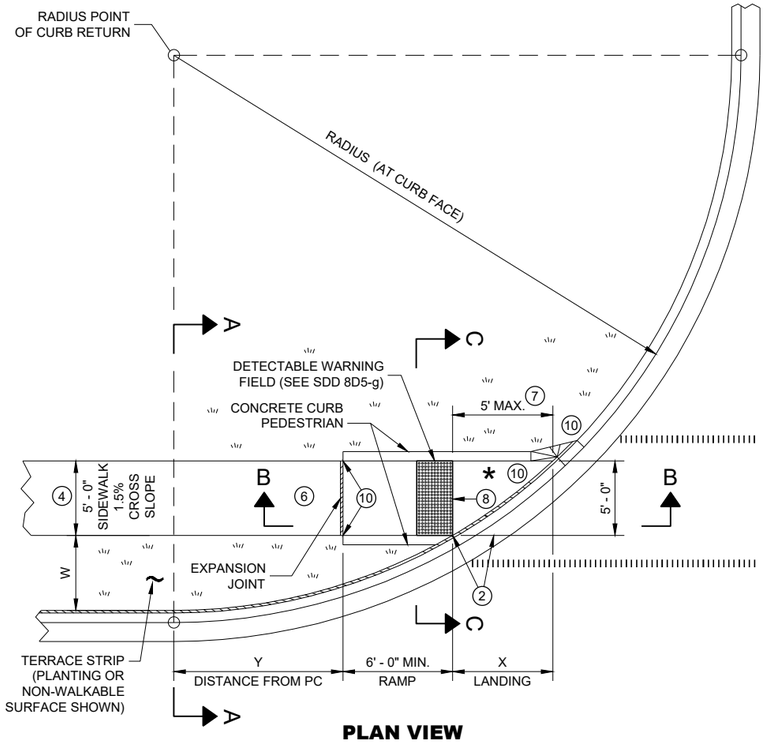
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

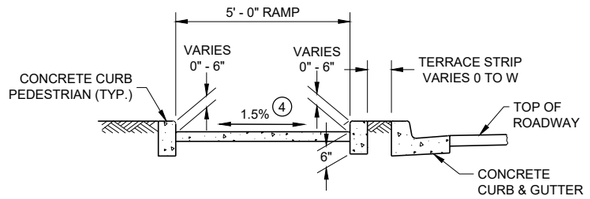


PLAN VIEW

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.

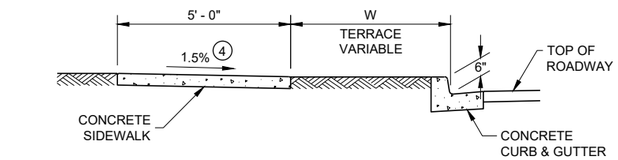
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

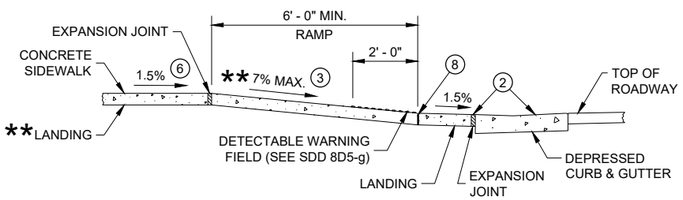
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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

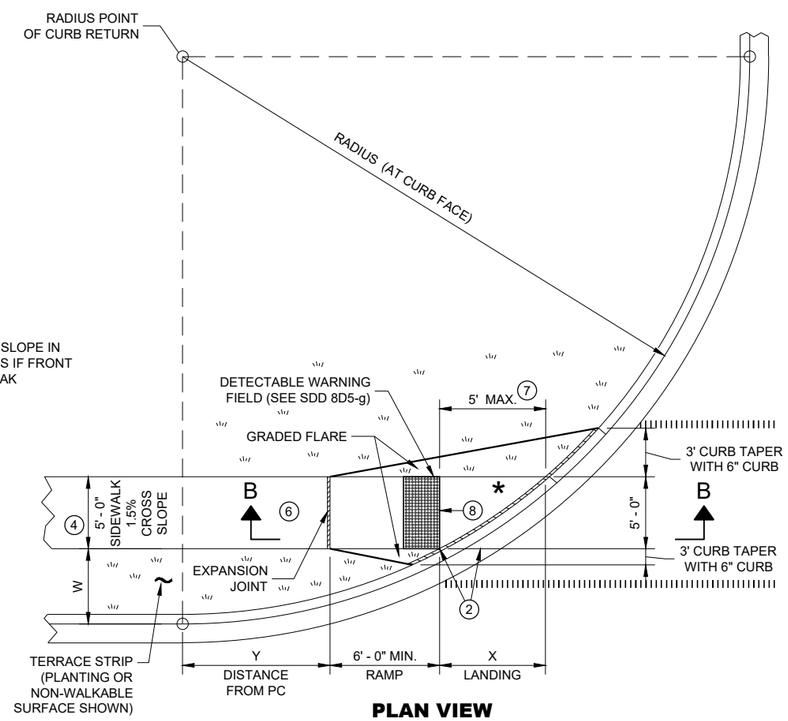


SECTION A - A FOR TYPE 4B



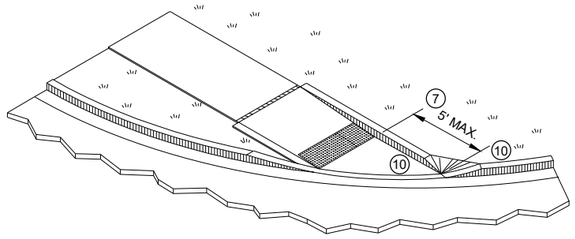
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

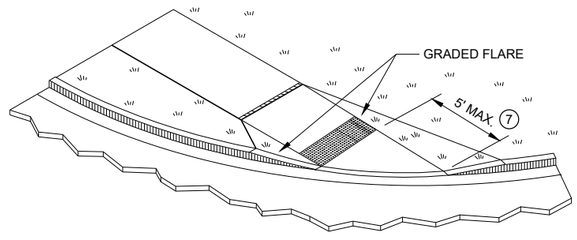


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



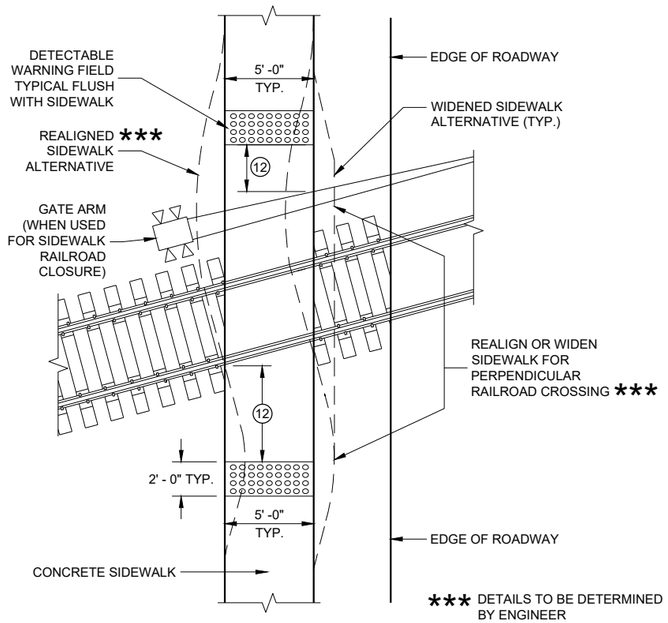
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

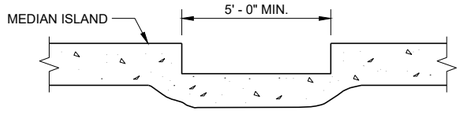
6

SDD 08D05 - 20d

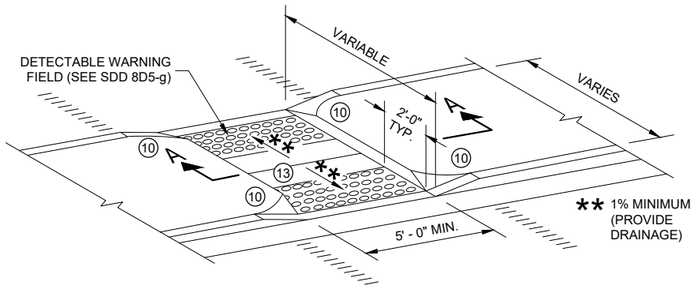


CURB RAMP TYPE 8

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.

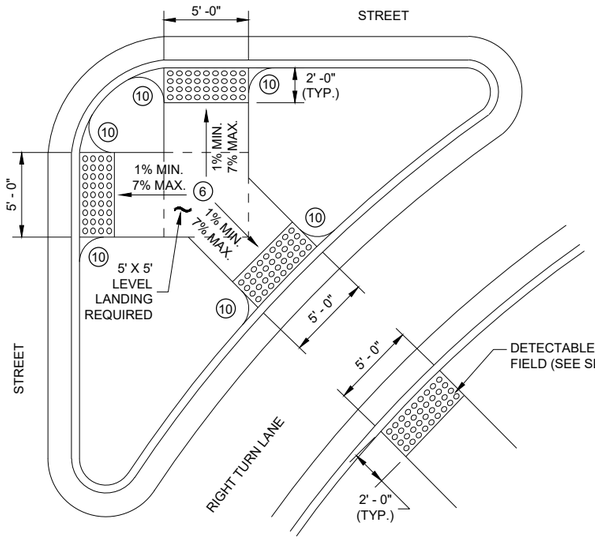
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(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

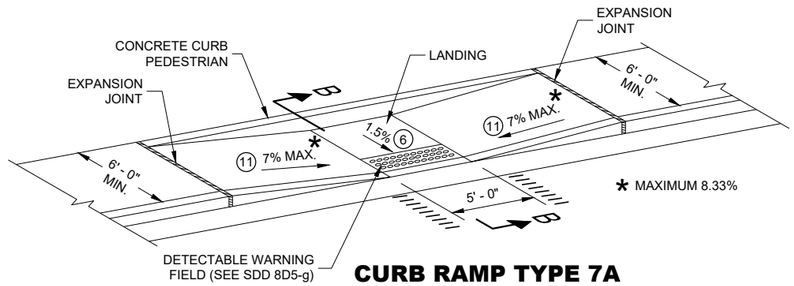
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

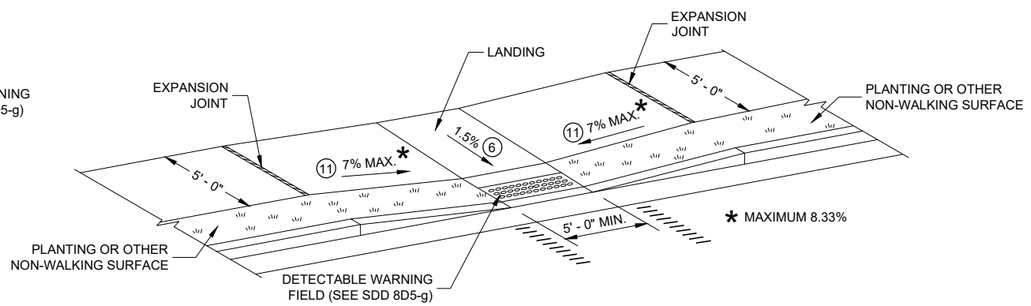
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

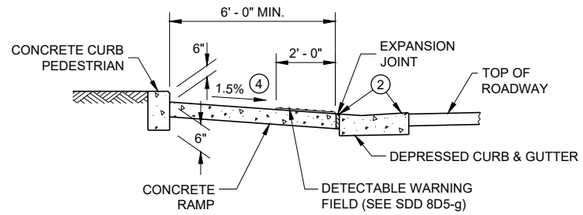
MID BLOCK CROSSING



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

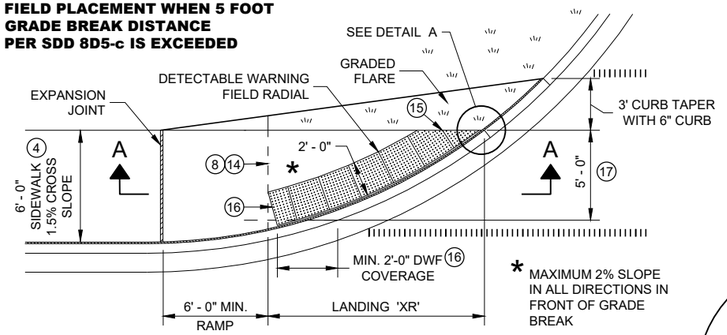
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

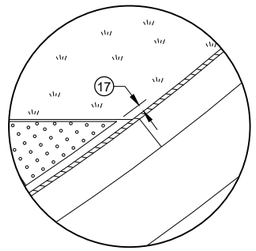
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



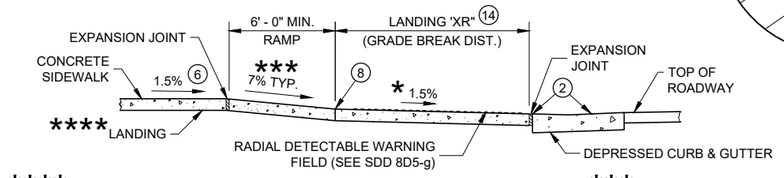
PLAN VIEW

CURB RAMP TYPE 4A1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A

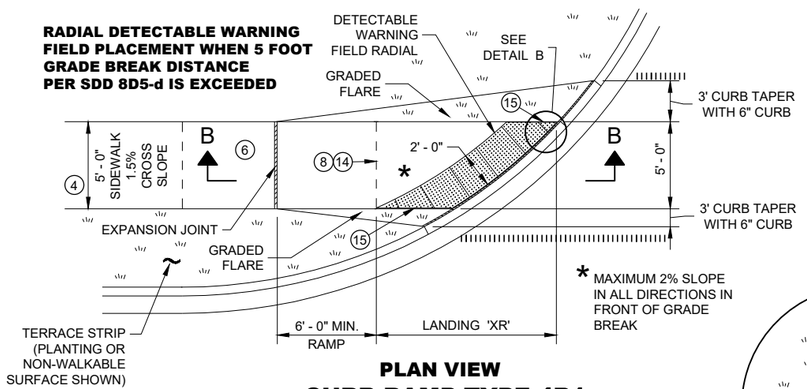


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

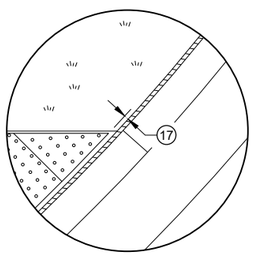
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



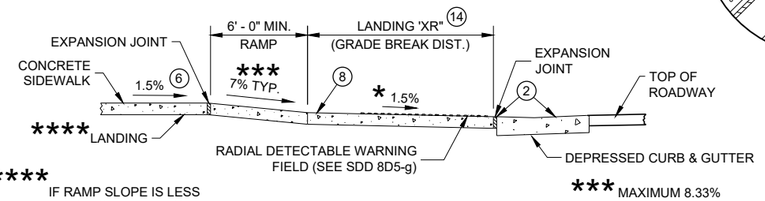
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B



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

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

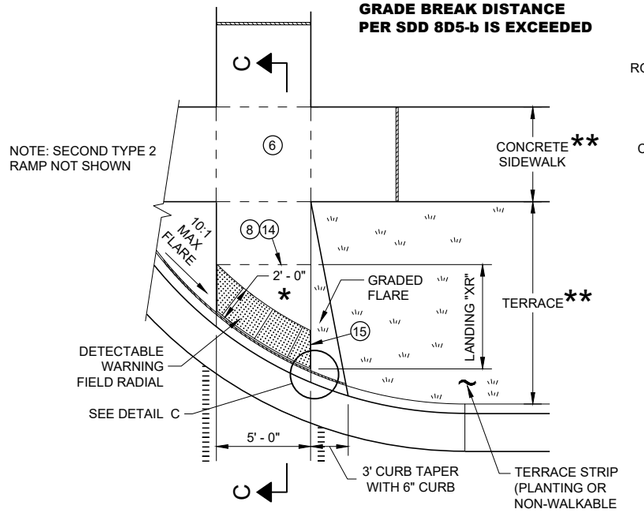
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

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

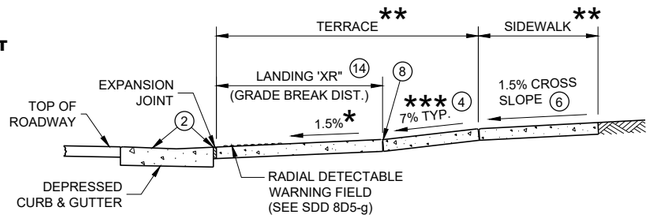


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

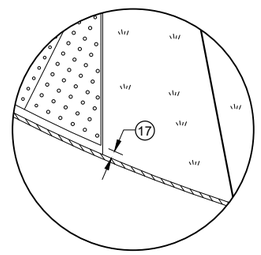


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

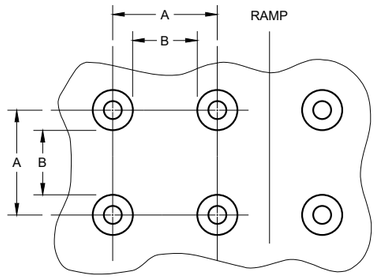
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

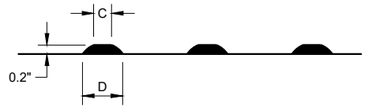
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

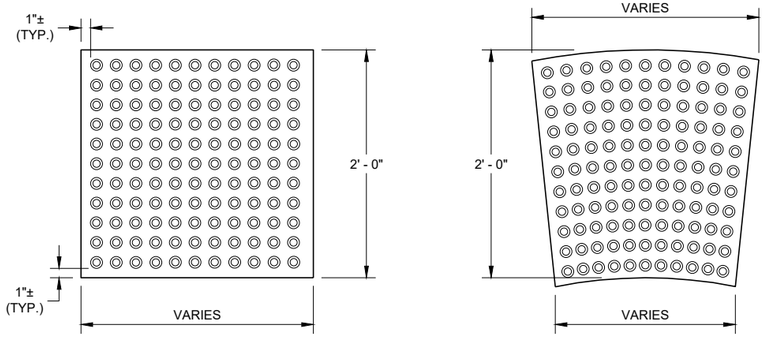


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

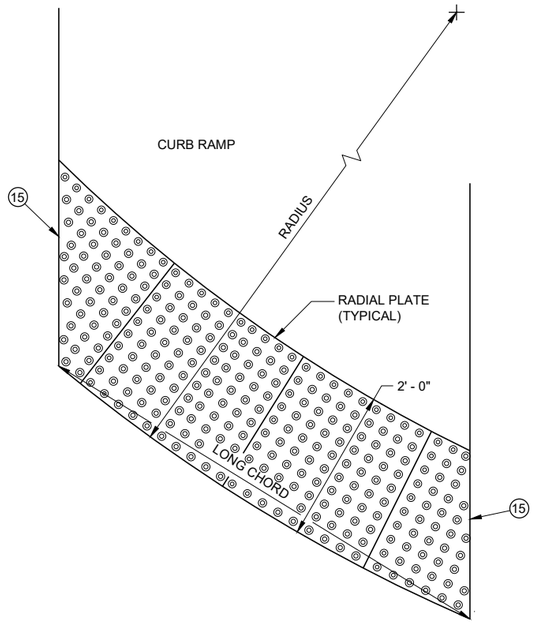
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

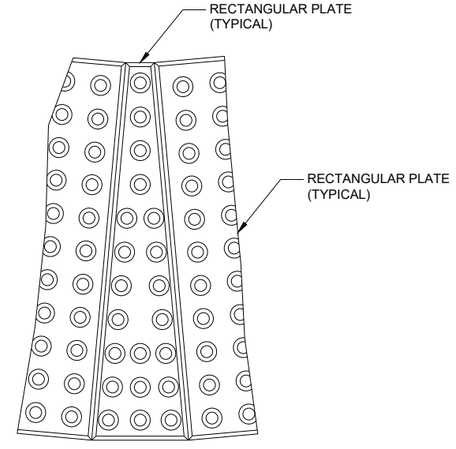
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

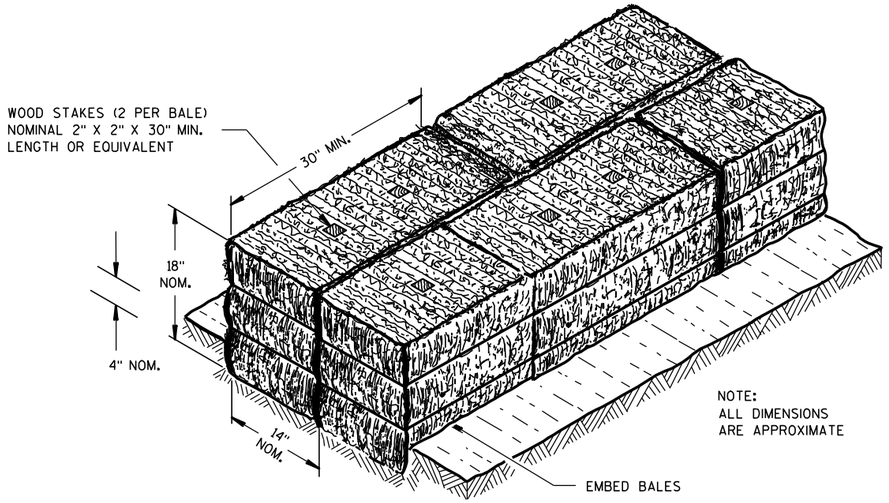
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

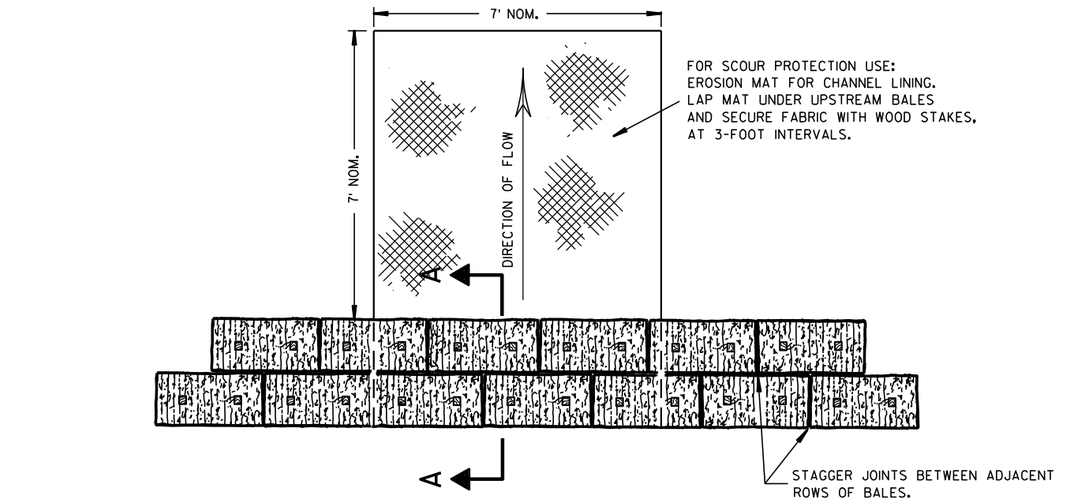
FHWA

6

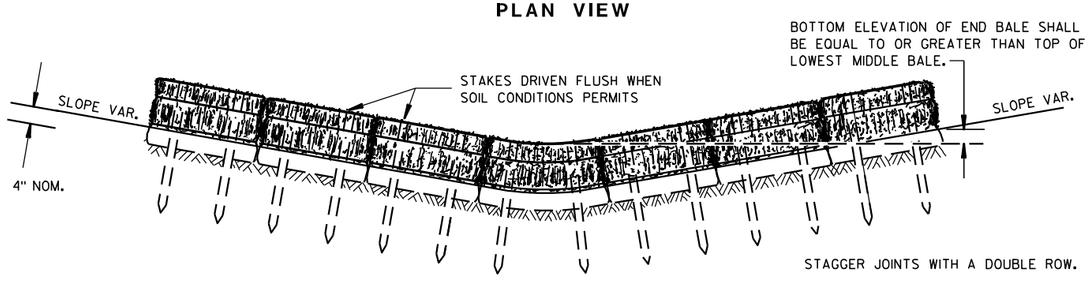
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



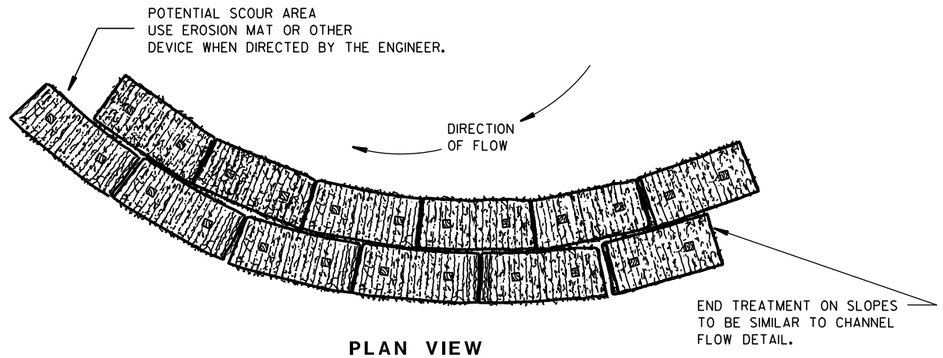
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

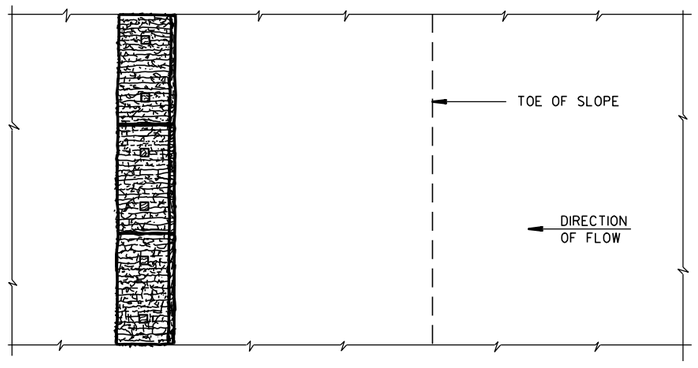
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

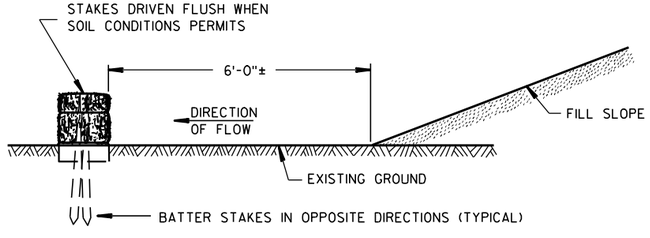


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

EROSION BALES FOR SHEET FLOW

TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

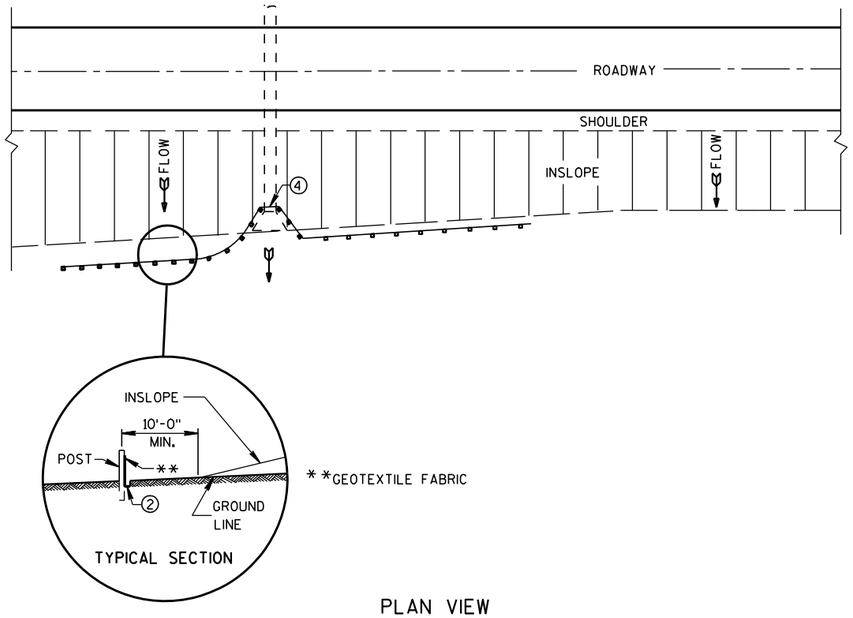
APPROVED
6/04/02 — DATE
/S/ Beth Cannestra — CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

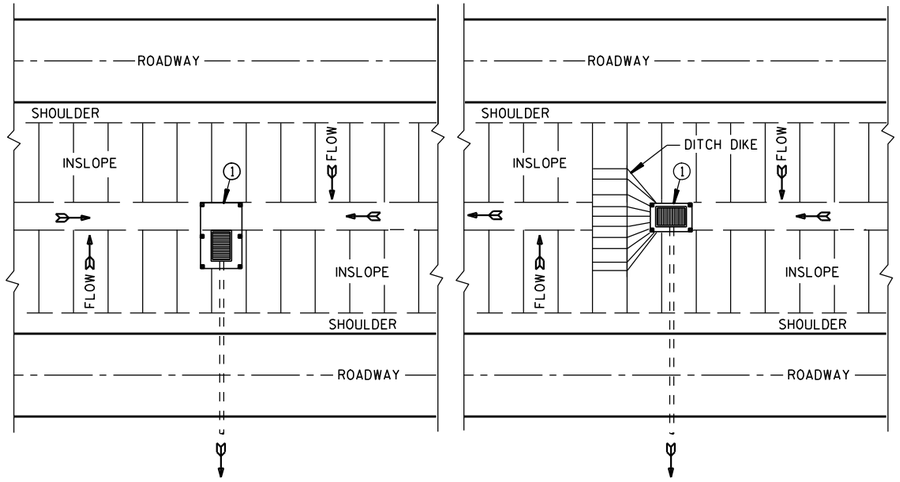
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

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

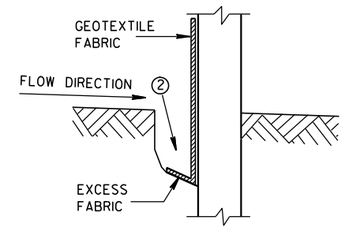
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

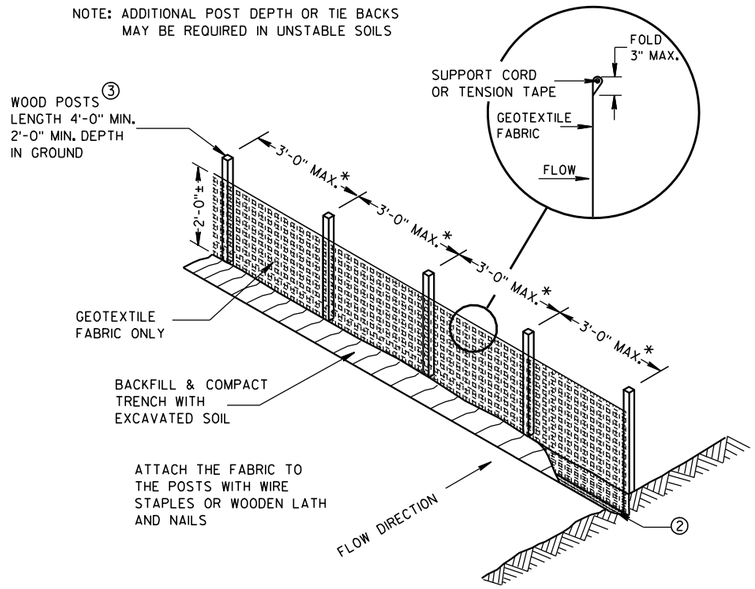
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

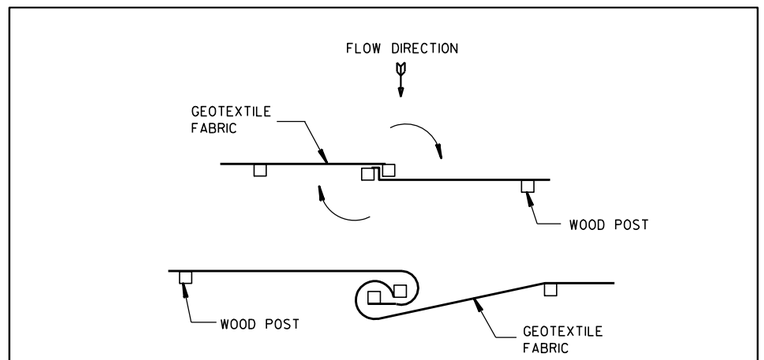
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



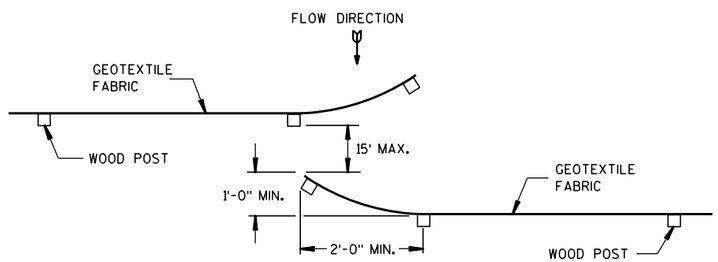
TRENCH DETAIL



SILT FENCE

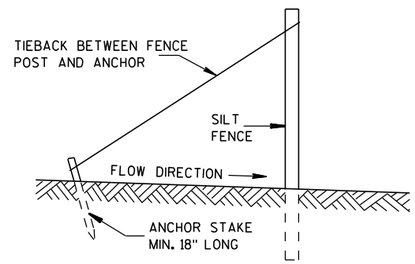


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

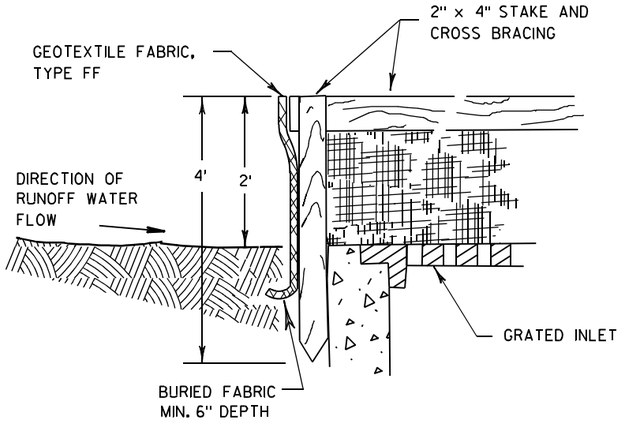
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

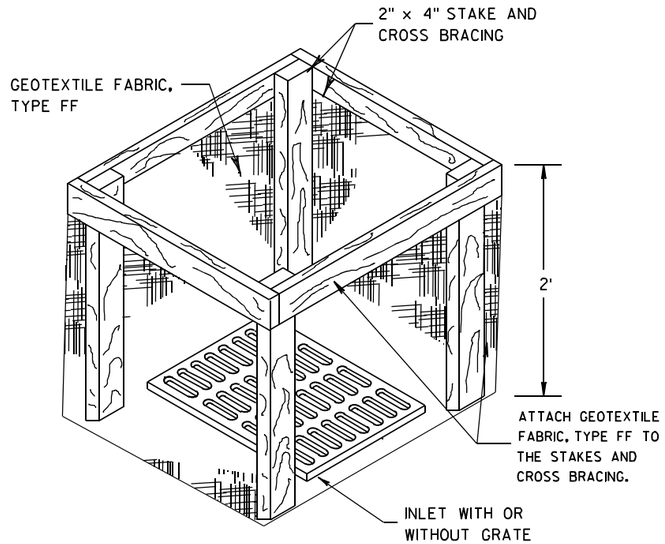
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S.D.D. 8 E 9-6

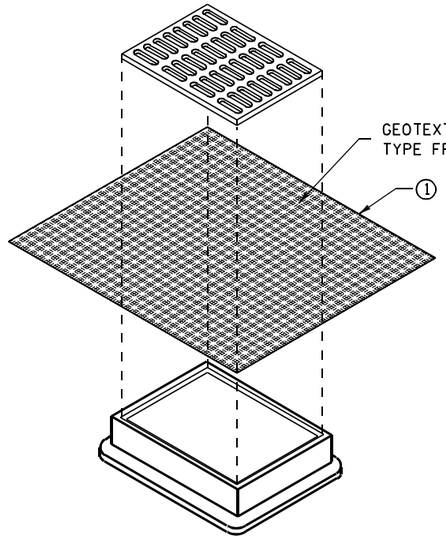
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S.D.D. 8 E 9-6



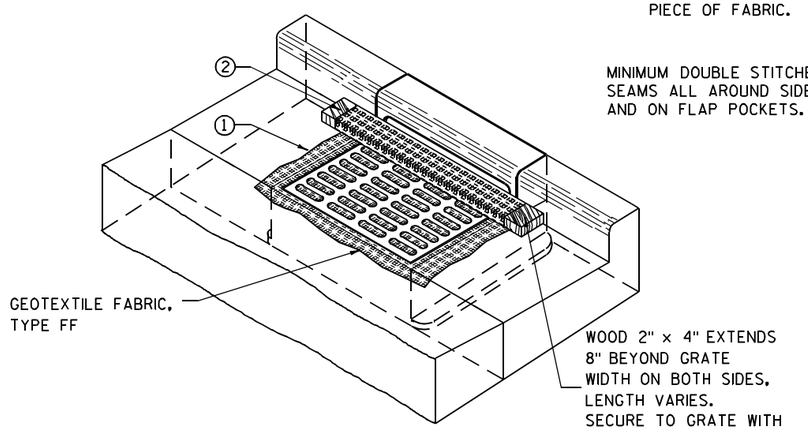


INLET PROTECTION, TYPE A

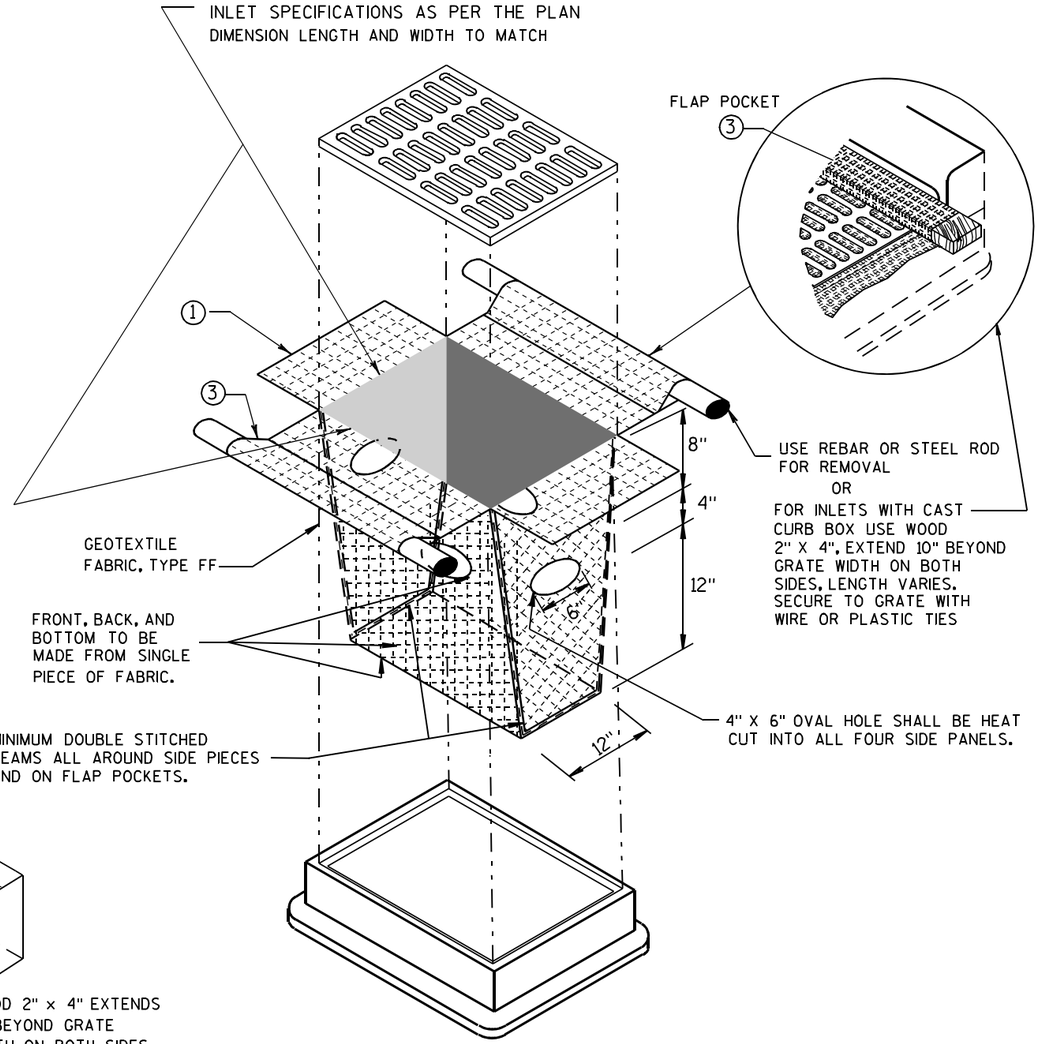


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

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

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

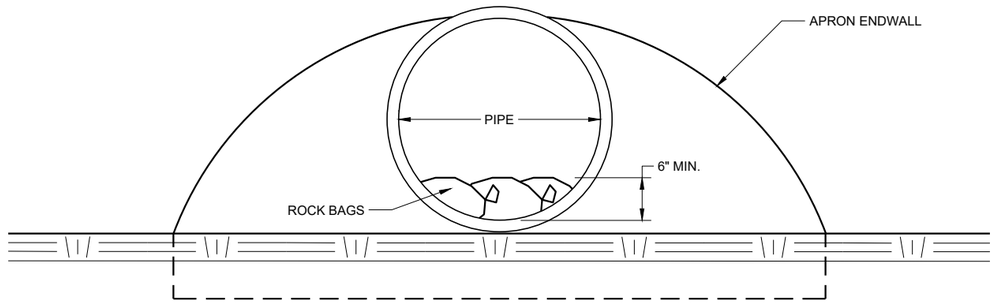
FHWA

6

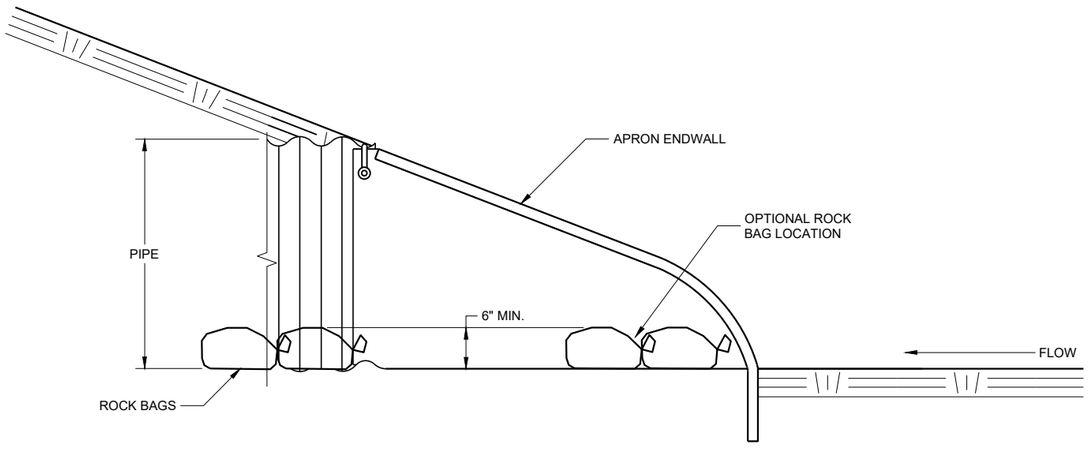
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

6

SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

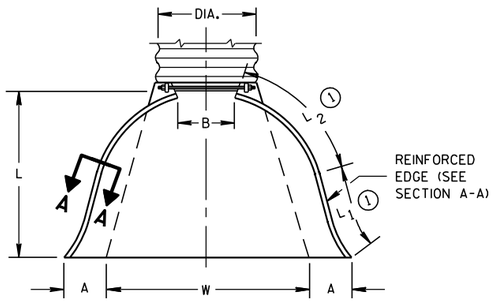
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

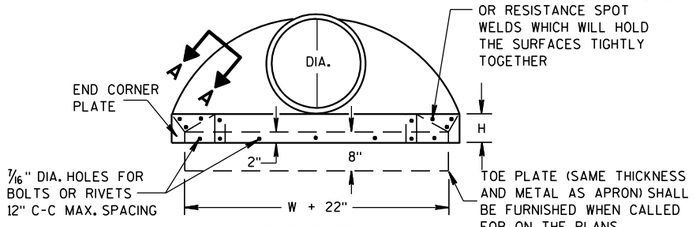
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

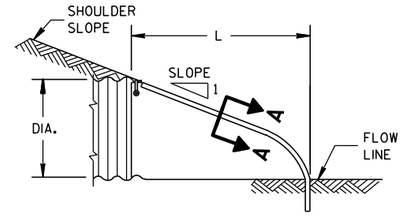
*MINIMUM
**MAXIMUM



PLAN VIEW

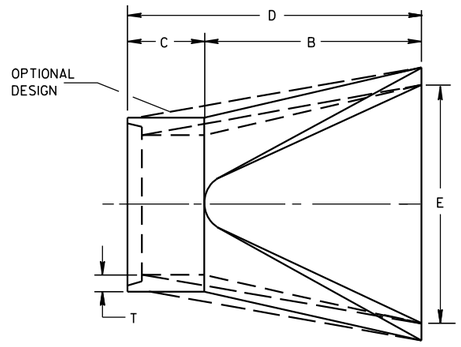


END VIEW

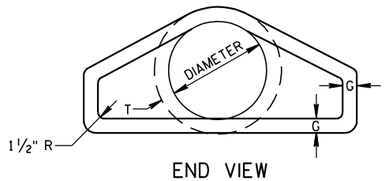


SIDE ELEVATION

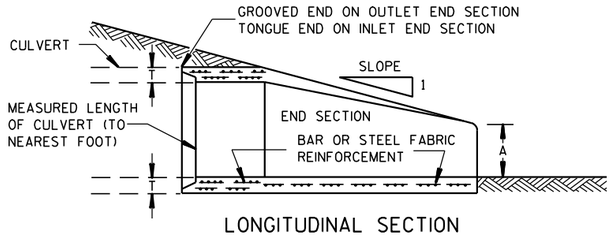
METAL ENDWALLS



PLAN

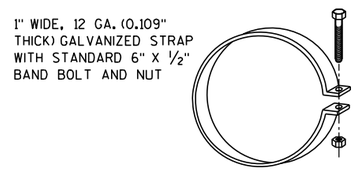


END VIEW



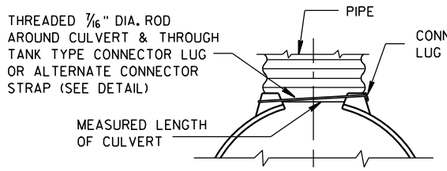
LONGITUDINAL SECTION

CONCRETE ENDWALLS

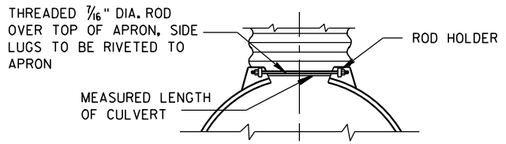


ALTERNATE FOR TYPE 1 CONNECTION

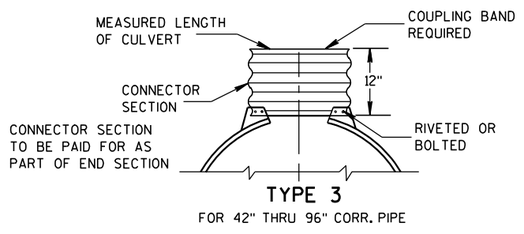
END SECTION CONNECTOR STRAP



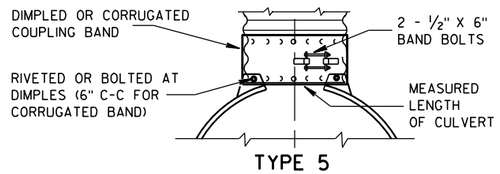
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

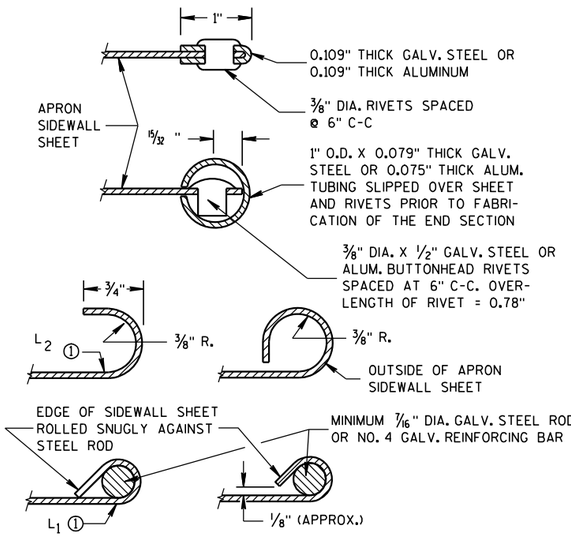
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

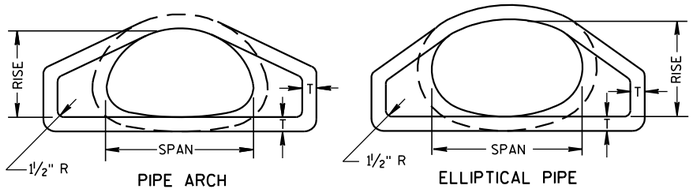
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

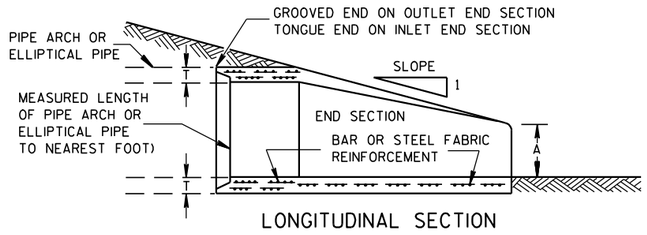
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOP 225 NEER
FHWA

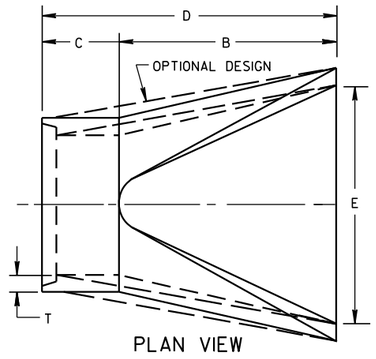
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S.D.D. 8 F 1-11



END VIEW

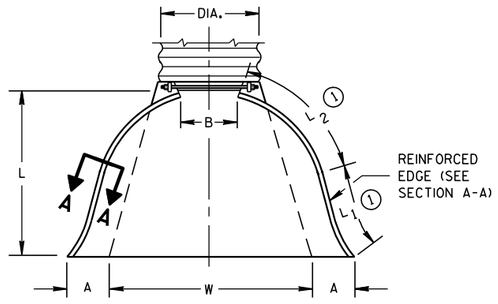


LONGITUDINAL SECTION

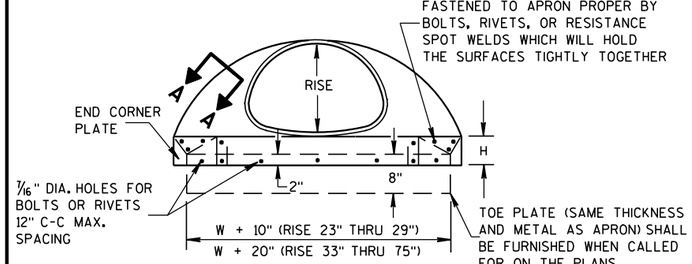


PLAN VIEW

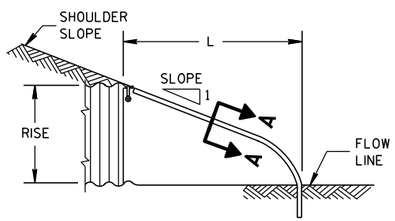
CONCRETE ENDWALLS



PLAN VIEW

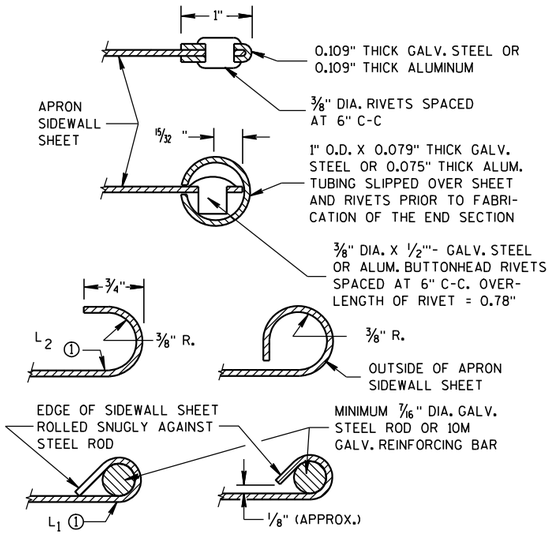


END VIEW



SIDE ELEVATION

METAL ENDWALLS



SECTION A-A

2- 2/3" X 1/2" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
15	17	13	.064	.060	7	9	6	19	14	16	30	2½ to 1	1 Pc.
18	21	15	.064	.060	7	10	6	23	14	19⅜	36	2½ to 1	1 Pc.
21	24	18	.064	.060	8	12	6	28	18	21¾	42	2½ to 1	1 Pc.
24	28	20	.064	.060	9	14	6	32	18	27½	48	2½ to 1	1 Pc.
30	35	24	.079	.075	10	16	6	39	18	37⅝	60	2½ to 1	1 Pc.
36	42	29	.079	.075	12	18	8	46	24	45⅜	75	2½ to 1	1 Pc.
42	49	33	.109	.105	13	21	9	53	24	54¾	85	2½ to 1	2 Pc.
48	57	38	.109	.105	18	26	12	63	24	68	90	2½ to 1	3 Pc.
54	64	43	.109	.105	18	30	12	70	24	72¾	102	2¼ to 1	3 Pc.
60	71	47	.109*	.105*	18	33	12	77	30	82¼	114	2¼ to 1	3 Pc.
66	77	52	.109*	.105*	18	36	12	77	—	—	126	2 to 1	3 Pc.
72	83	57	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.

3" X 1" CORRUGATIONS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
48	53	41	.109	.105	18	26	12	63	24	72¾	90	2½ to 1	2 Pc.
54	60	46	.109	.105	18	30	12	70	30	82¼	102	2 to 1	2 Pc.
60	66	51	.109*	.105*	18	33	12	77	—	—	114	1½ to 1	3 Pc.
66	73	55	.109*	.105*	18	36	12	77	—	—	126	1½ to 1	3 Pc.
72	81	59	.109*	.105*	18	39	12	77	—	—	138	2 to 1	3 Pc.
78	87	63	.109*	.105*	22	38	12	77	—	—	148	1½ to 1	3 Pc.
84	95	67	.109*	.105*	22	34	12	77	—	—	162	1½ to 1	3 Pc.
90	103	71	.109*	.105*	22	38	12	77	—	—	174	1½ to 1	3 Pc.
96	112	75	.109*	.105*	24	40	12	77	—	—	174	1½ to 1	3 Pc.

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

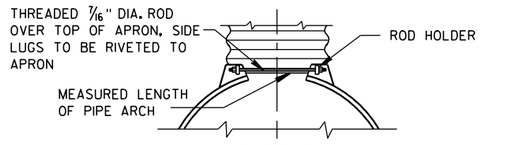
REINFORCED CONCRETE PIPE ARCH

EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	29	18	3	8½	39	33	72	48	3 to 1
30	36	22	3½	9½	50	46	96	60	3 to 1
36	44	27	4	11⅛	60	36	96	72	3 to 1
42	51	31	4½	15 13/16	60	36	96	78	3 to 1
48	58	36	5	21	60	36	96	84	3 to 1
54	65	40	5½	25½	60	36	96	90	3 to 1
60	73	45	6	31	60	36	96	96	3 to 1
72	88	54	7	31	60	39	99	120	2 to 1
84	102	62	8	28½	83	19	102	144	2 to 1

REINFORCED CONCRETE ELLIPTICAL PIPE

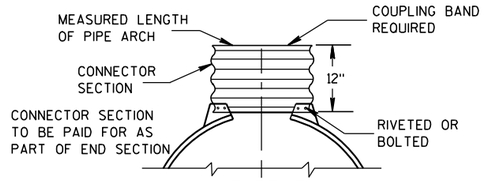
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



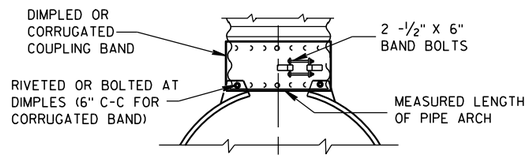
TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH



TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH



TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

CONNECTION DETAILS

GENERAL NOTES

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

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

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

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

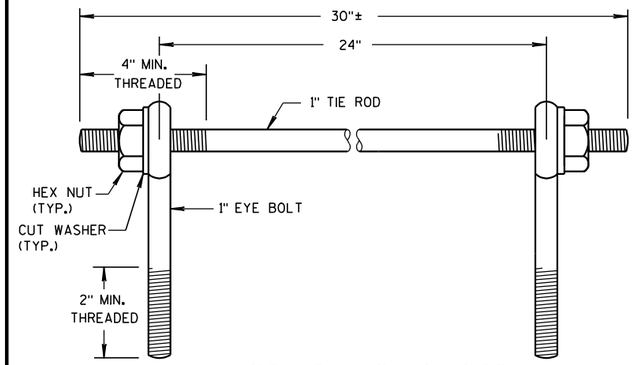
FHWA

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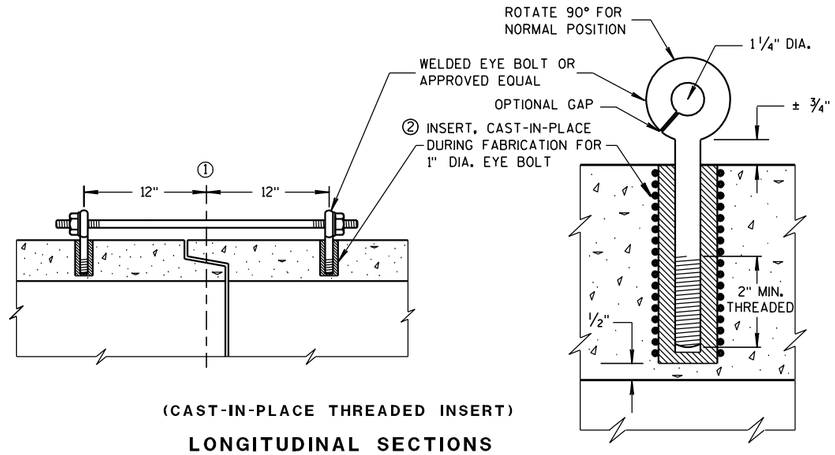
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

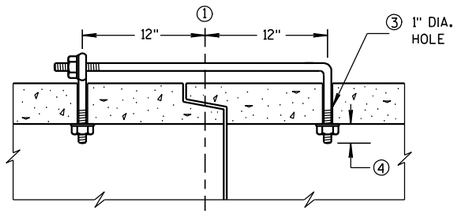
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

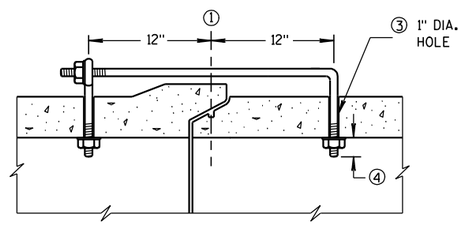
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

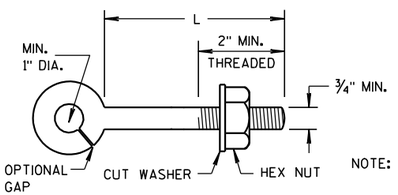


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

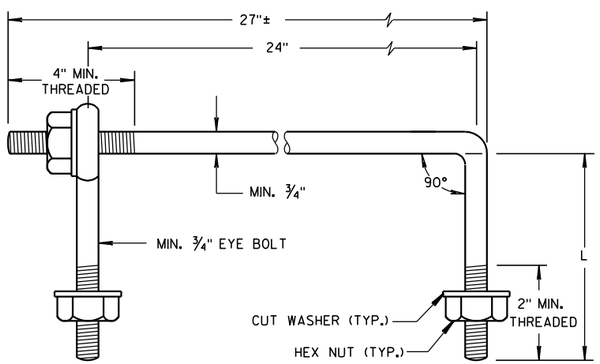
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

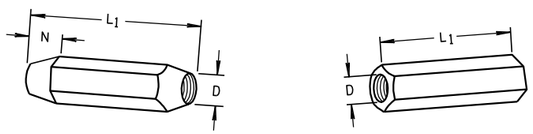
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

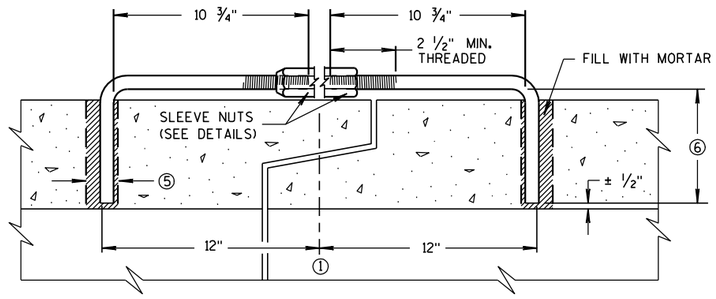
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

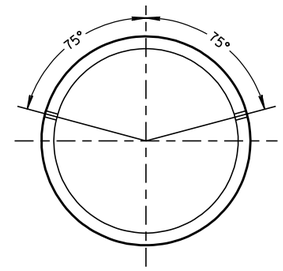
SLEEVE NUTS



LONGITUDINAL SECTION

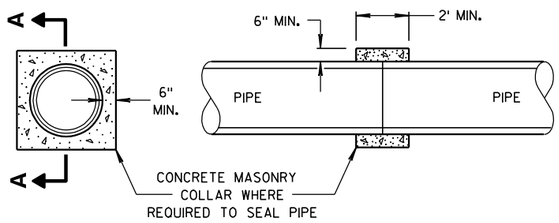
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

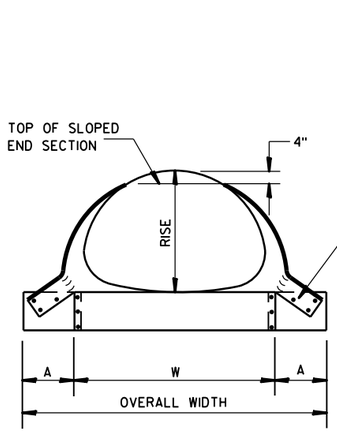
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

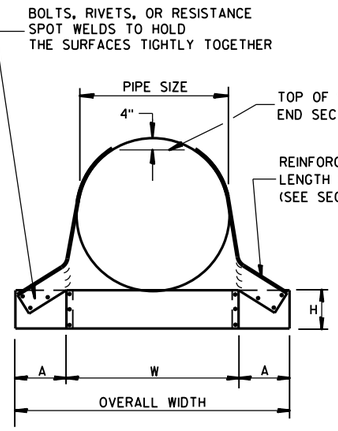
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
227
FHWA

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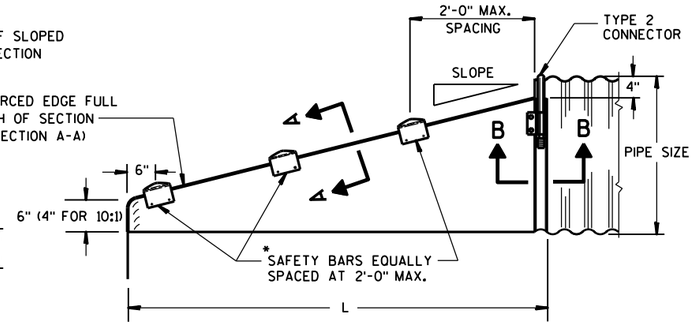
S.D.D. 8 F 4-7



FRONT VIEW



FRONT VIEW



SIDE VIEW

GENERAL NOTES

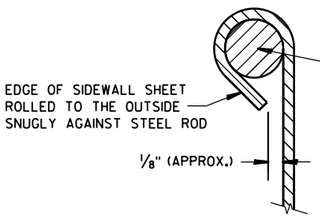
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

STEEL APRON ENDWALLS FOR CULVERT PIPE
SLOPED SIDE DRAINS

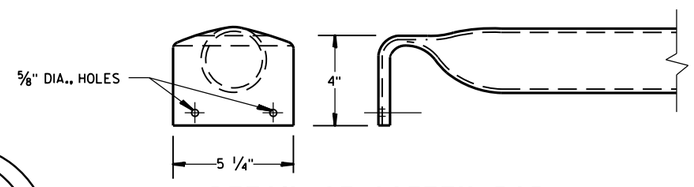
PIPE DIA. (IN.)	MIN. THICK. (Inches)	DIMENSIONS (Inches)				L DIMENSIONS					
		A	H	W	OVERALL WIDTH	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	.064	8	6	21	37	4:1	20	6:1	30	10:1	70
18	.064	8	6	24	40	4:1	32	6:1	48	10:1	100
21	.064	8	6	27	43	4:1	44	6:1	66	10:1	130
24	.064	8	6	30	46	4:1	56	6:1	84	10:1	160
30	.109	12	9	36	60	4:1	80	6:1	120	10:1	220
36	.109	12	9	42	66	4:1	104	6:1	156	10:1	280
42	.109	16	12	48	80	4:1	128	6:1	192	——	——
48	.109	16	12	54	86	4:1	152	6:1	228	——	——
54	.109	16	12	60	92	4:1	176	6:1	264	——	——
60	.109	16	12	66	98	4:1	200	6:1	300	——	——



SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

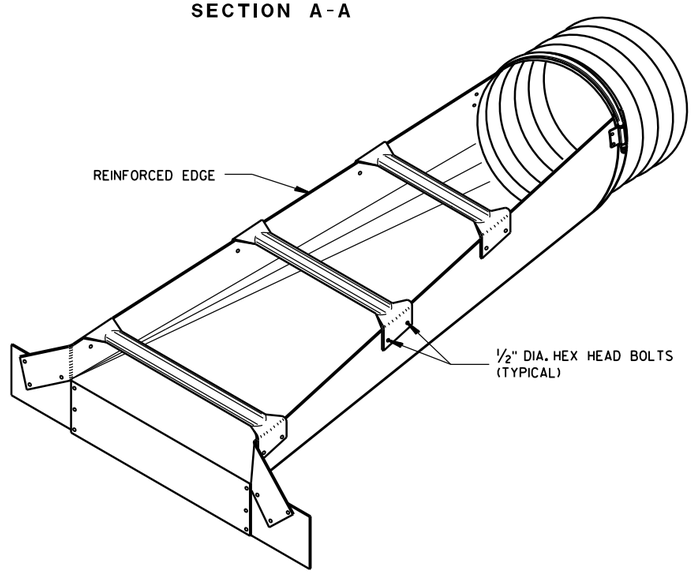


DETAIL OF SAFETY BAR

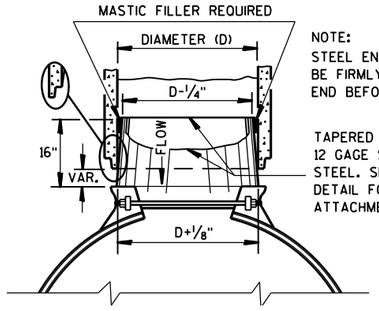
STEEL APRON ENDWALLS FOR PIPE ARCH
SLOPED SIDE DRAINS

EQUIV. DIA. (Inches)	(Inches) SPAN	(Inches) RISE	MIN. THICK. (Inches) ①	DIMENSIONS (Inches) A	H	W	OVERALL WIDTH	L DIMENSIONS SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES	SLOPE	LENGTH INCHES
15	17	13	.064 *	7	6	30	44	4:1	19	6:1	30	10:1 ②	70
18	21	15	.064 *	8	6	27	43	4:1	20	6:1	30	10:1	70
21	24	18	.064 *	8	6	30	46	4:1	32	6:1	48	10:1	100
24	28	20	.064 *	8	6	34	50	4:1	40	6:1	60	10:1	120
30	35	24	.079 *	12	9	41	65	4:1	56	6:1	84	10:1	160
36	42	29	.109 *	12	9	48	72	4:1	76	6:1	114	10:1	210
42	49	33	.109	16	12	55	87	4:1	92	6:1	138	——	——
48	57	38	.109	16	12	63	95	4:1	112	6:1	168	——	——
54	64	43	.109	16	12	70	102	4:1	132	6:1	198	——	——

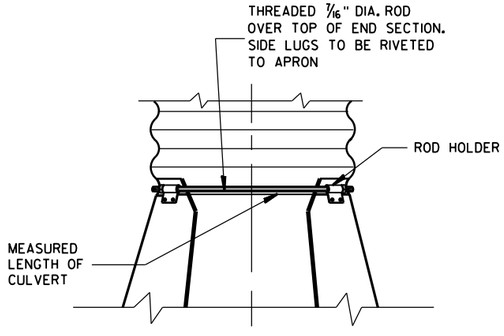
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



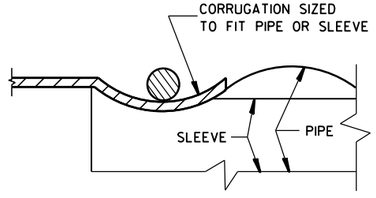
ISOMETRIC VIEW



STEEL ADAPTER SLEEVE FOR CONCRETE PIPE



TYPE 2
CONNECTION DETAIL



SECTION B-B

STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

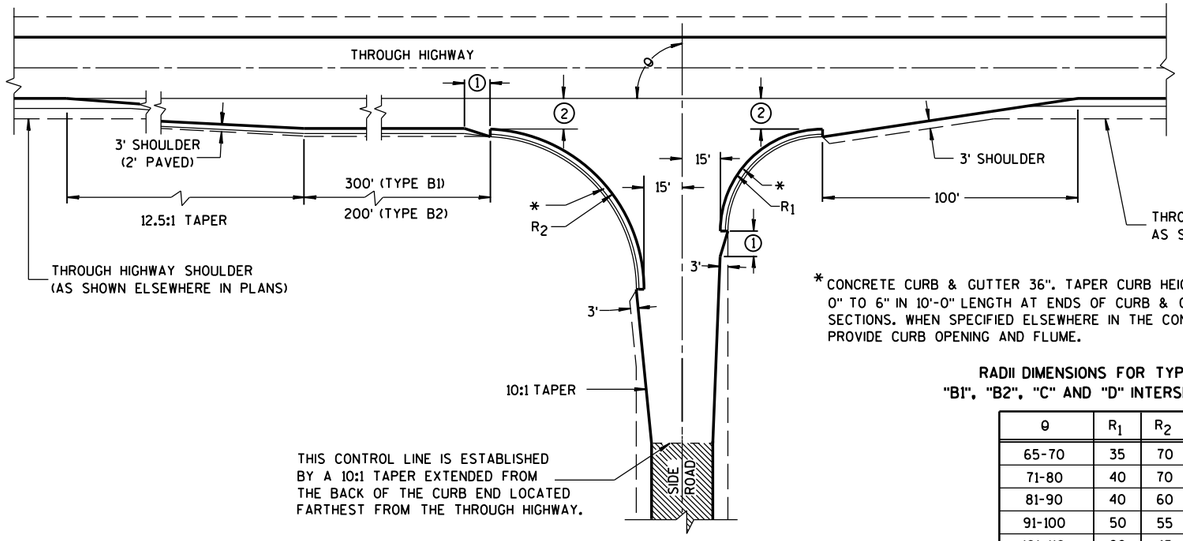
APPROVED
9/14/2012 DATE
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 F 7-5

6

S.D.D. 8 F 7-5

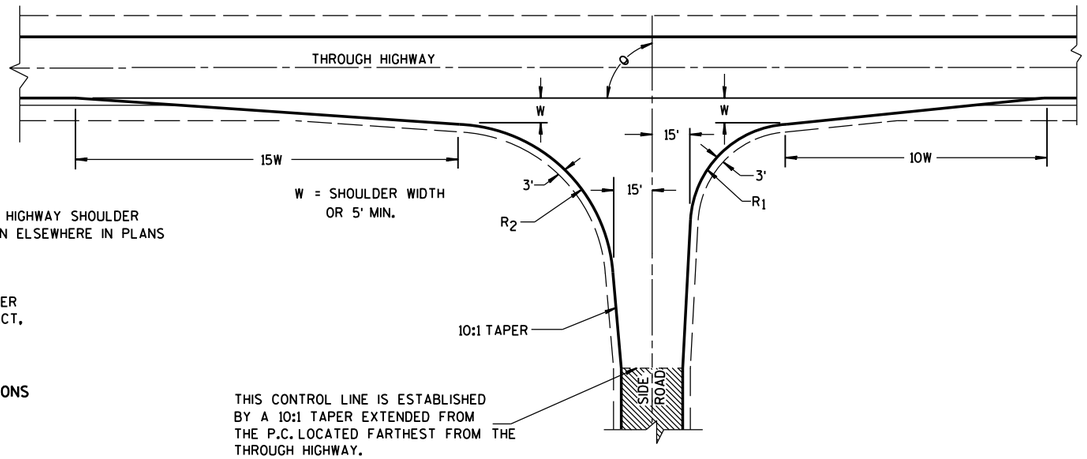


TYPE "B1" AND "B2"

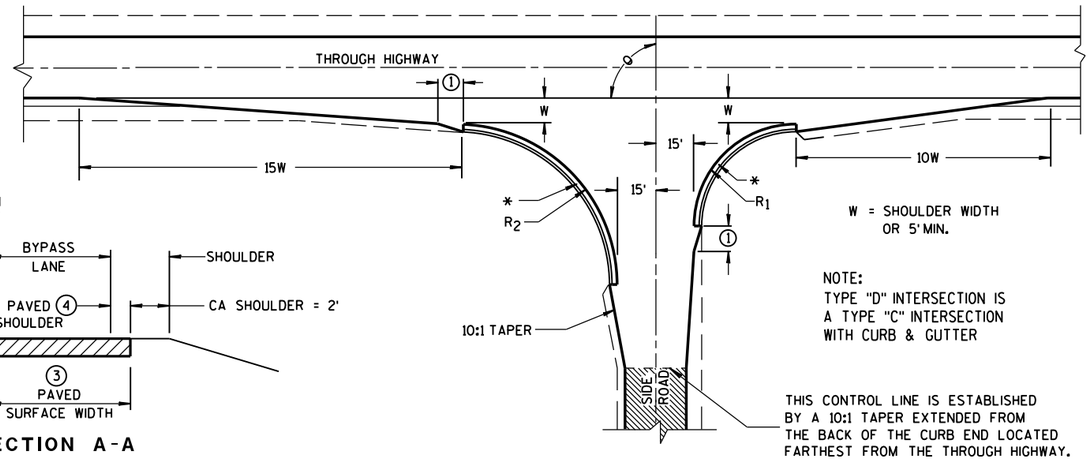
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

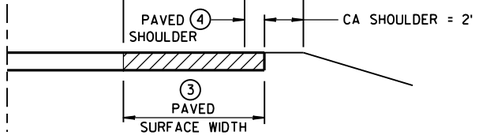
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

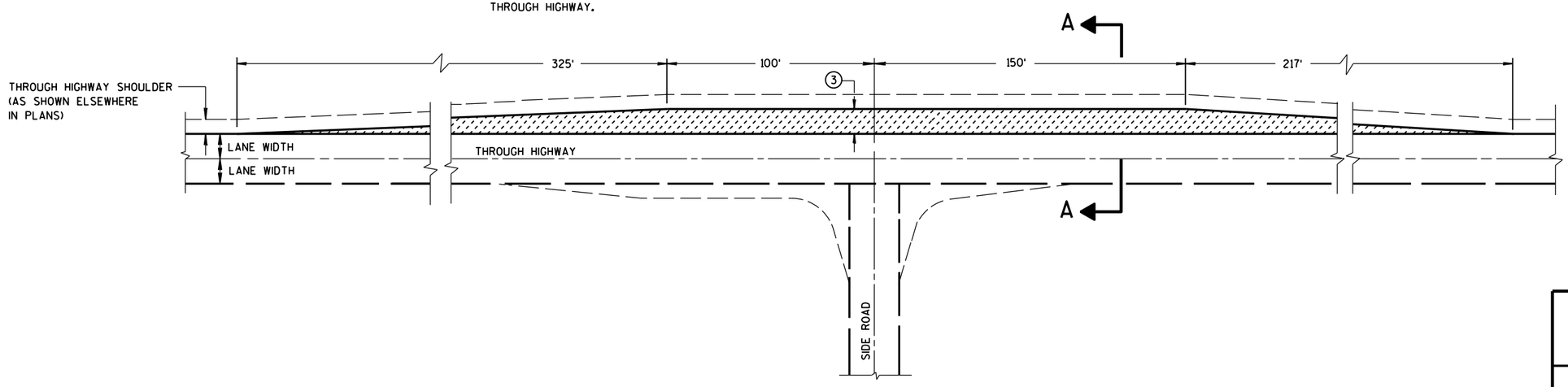
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



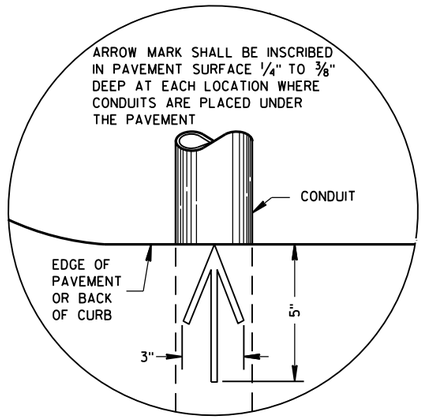
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

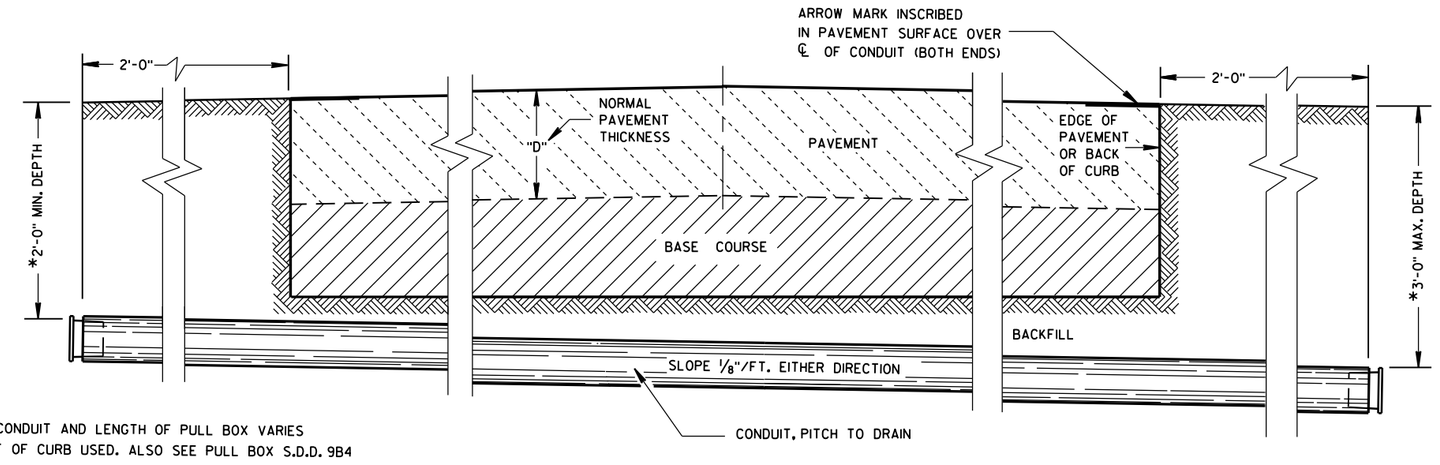
6

S.D.D. 9 A 1-13a



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 230
FHWA

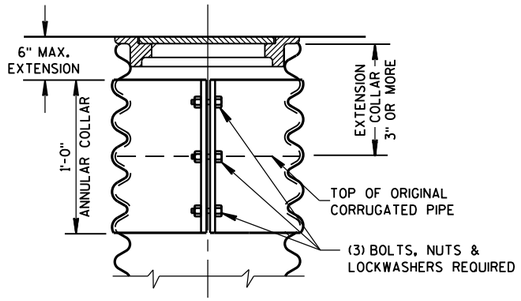
6
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

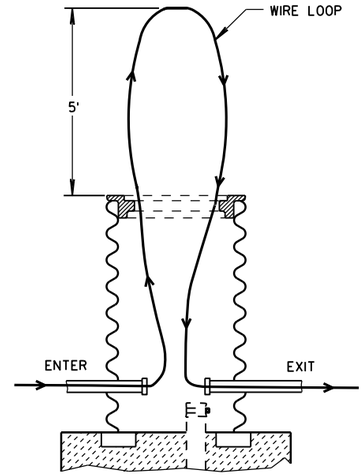
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

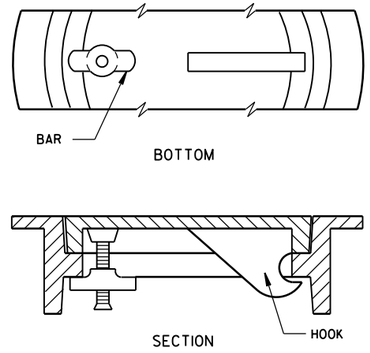
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

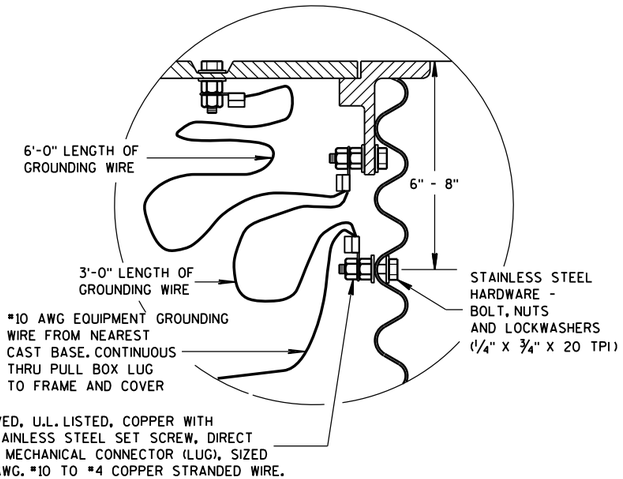


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

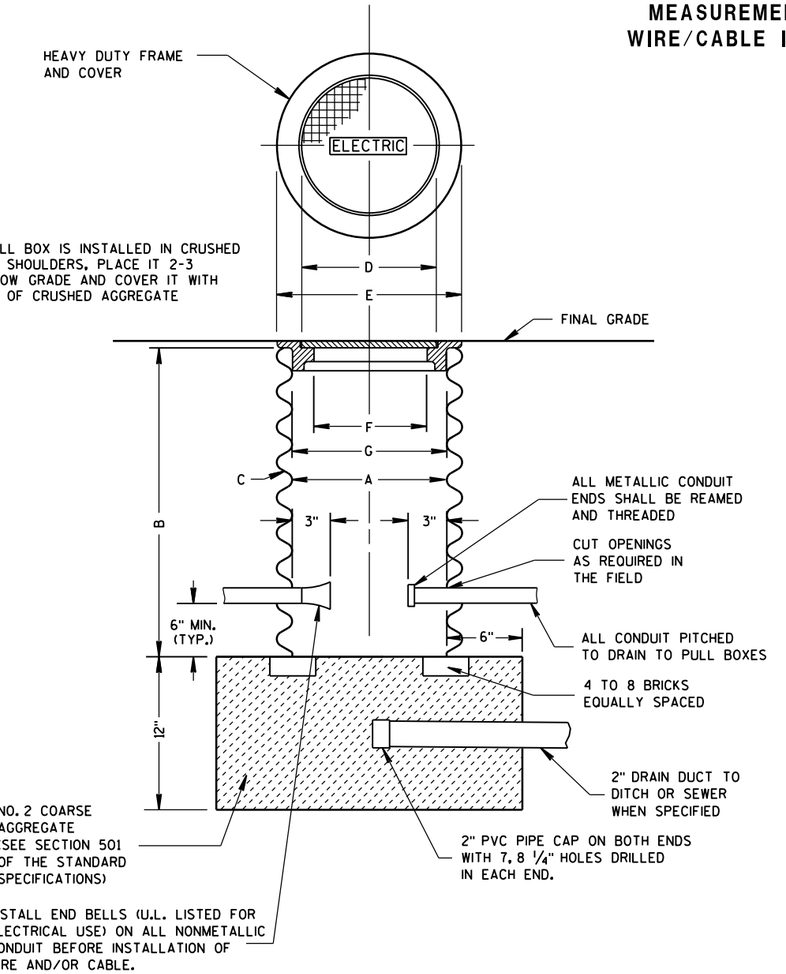


ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

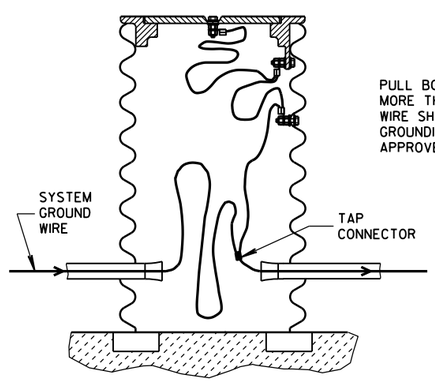
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL 231
FHWA

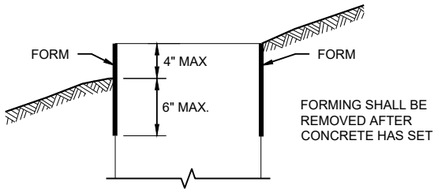
6

S.D.D. 9 B 4-11

6

S.D.D. 9 B 4-11

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

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

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

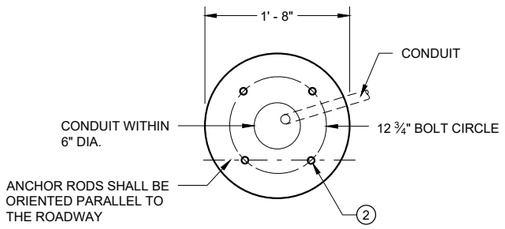
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

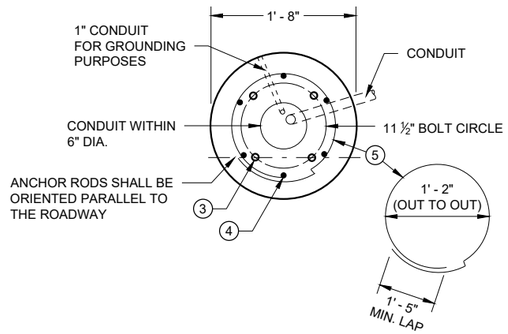
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

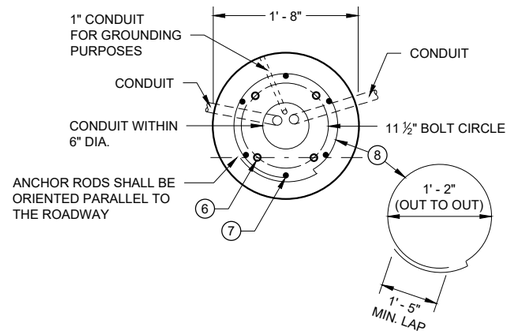
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

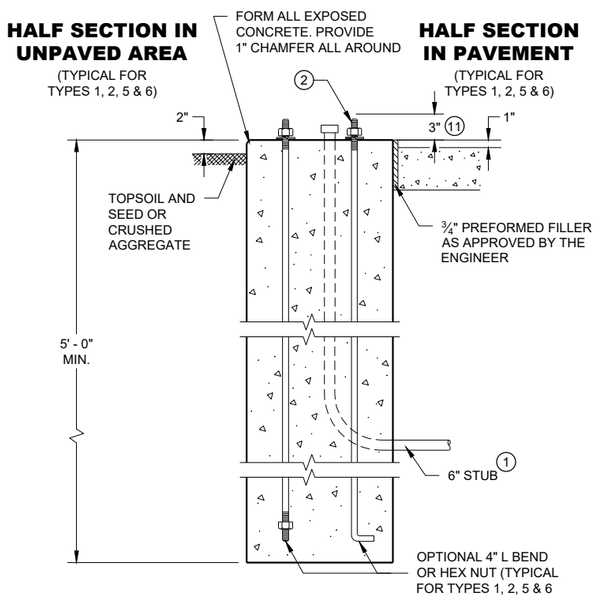
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

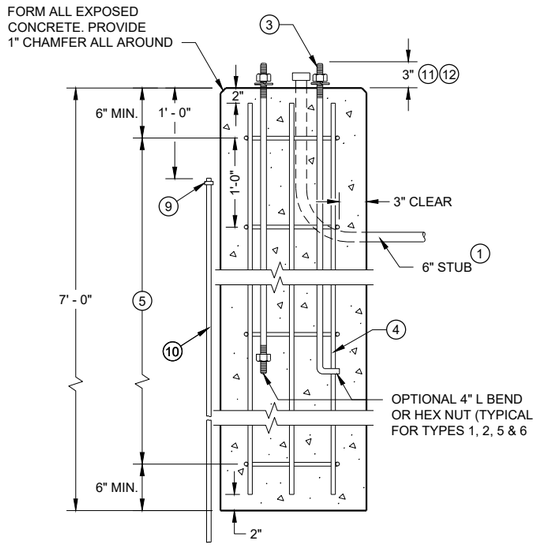




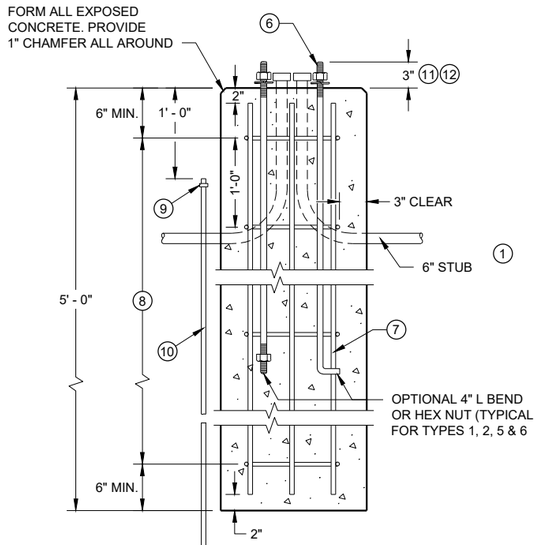




TYPE 1



TYPE 2



TYPE 5 & 6

1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 232
FHWA

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

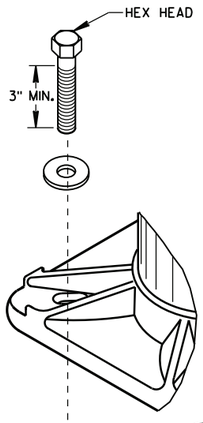
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

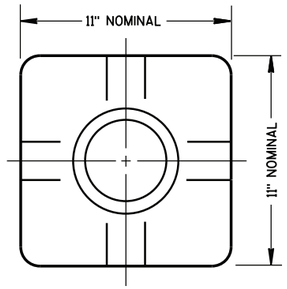
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

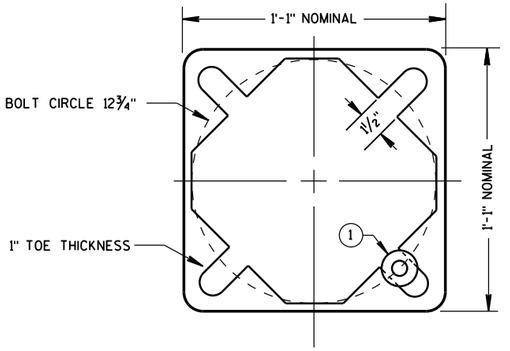
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

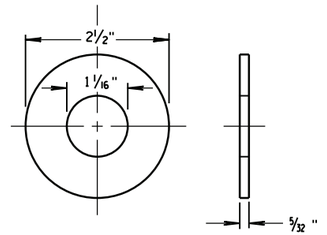




TOP VIEW
(PEDESTAL BASE)

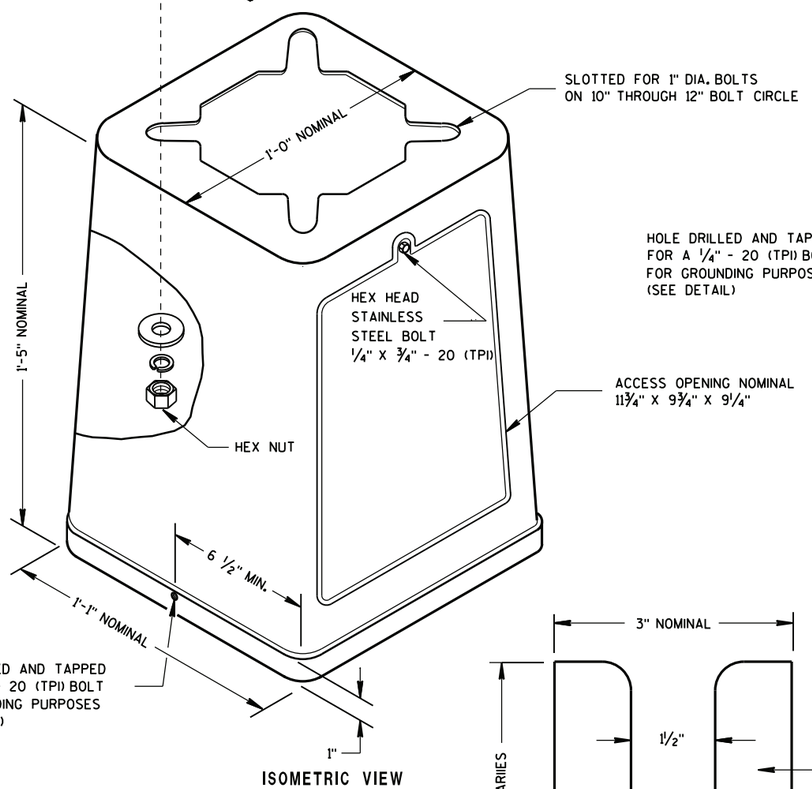


BOTTOM VIEW
(PEDESTAL BASE)

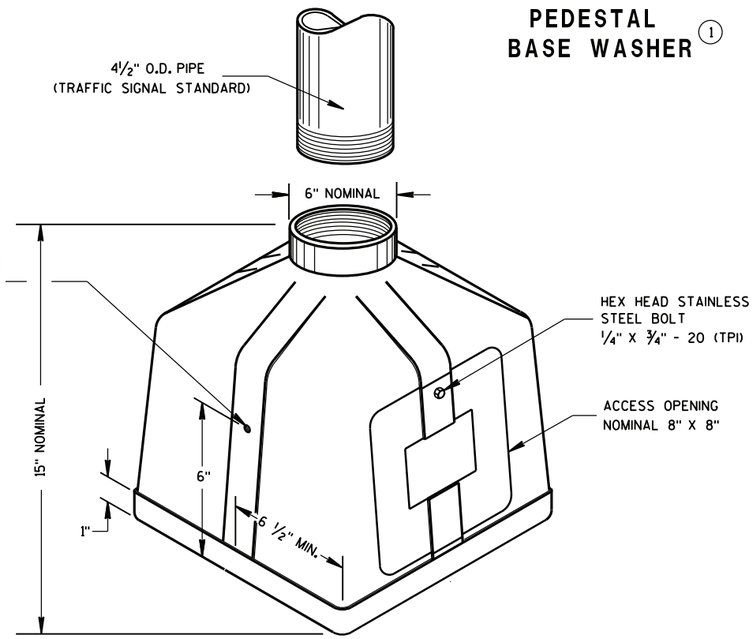


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

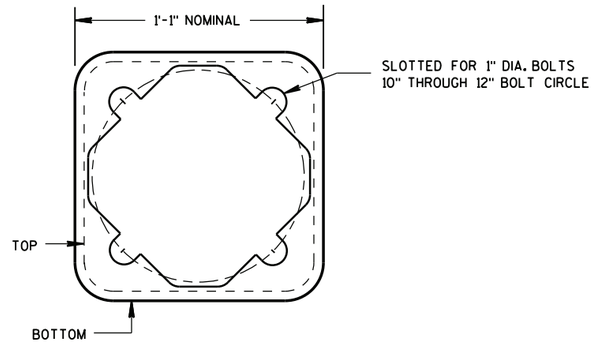
PEDESTAL BASE WASHER (1)



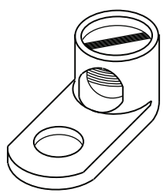
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

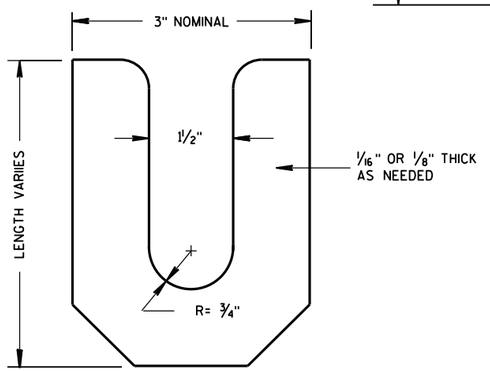


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

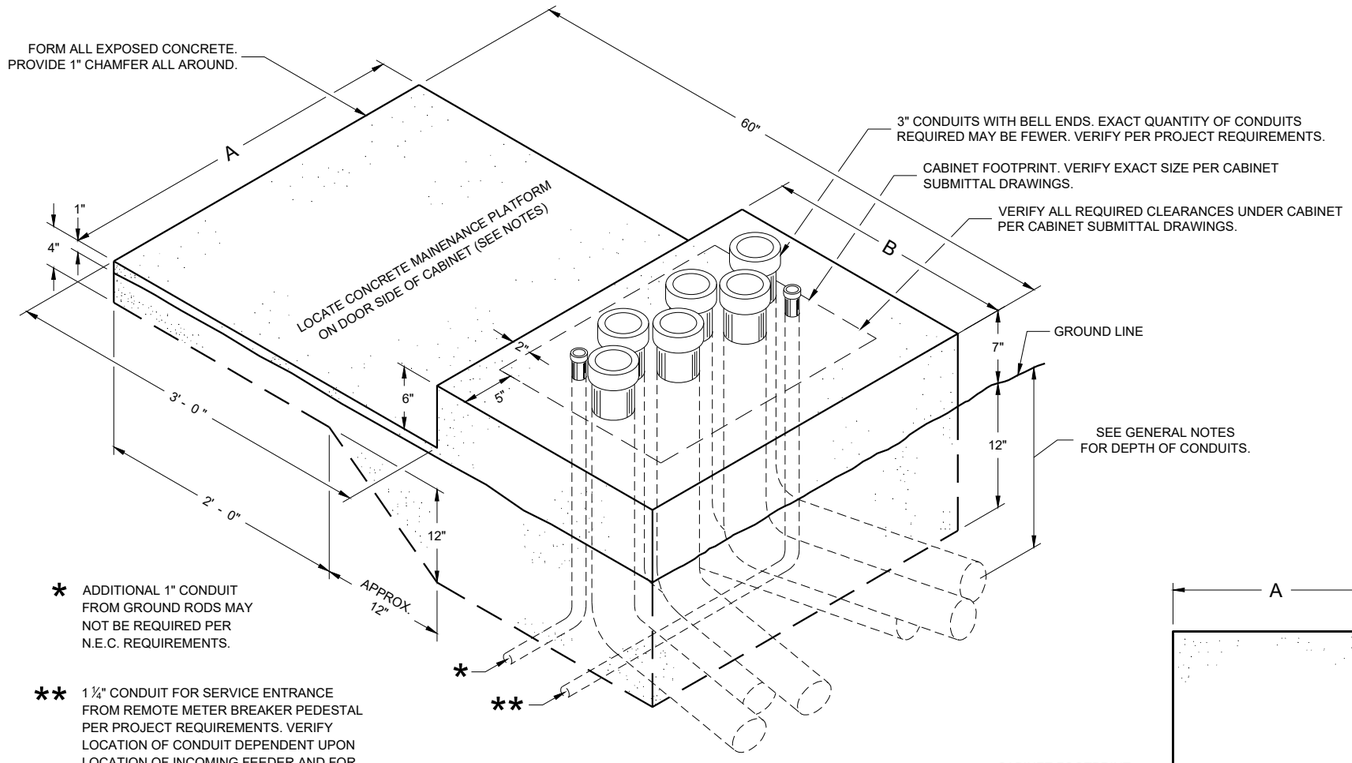
TRANSFORMER/PEDESTAL BASES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

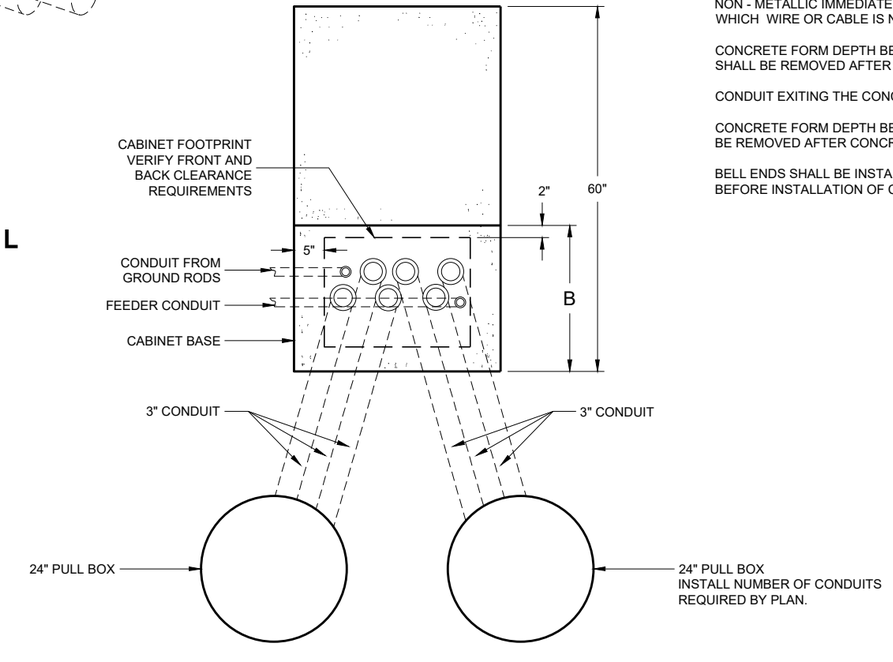
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

ISOMETRIC VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

(C.Y. CONCRETE = APPROX. 0.4)

CONCRETE BASE TYPE	CABINET WIDTH	DIMENSIONS		MAXIMUM 3" CONDUITS
		A	B	
L24	24"	34"	24"	4
L30	30"	40"	24"	6



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE L

GENERAL NOTES

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

INSTALL FOUR STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS TO ANCHOR THE CABINET BASES. THE ANCHORS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

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

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

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

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

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

LOCATIONS SHALL BE AS SHOWN ON THE PLANS UNLESS DETERMINED BY THE ENGINEER IN THE FIELD.

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

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND LEVEL.

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

MINIMUM BENDING RADIUS OF CONDUIT EQUALS 6 TIMES THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

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

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

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

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

CONDUIT EXITING THE CONCRETE BASE SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

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

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

CONCRETE CONTROL CABINET BASE, TYPE L

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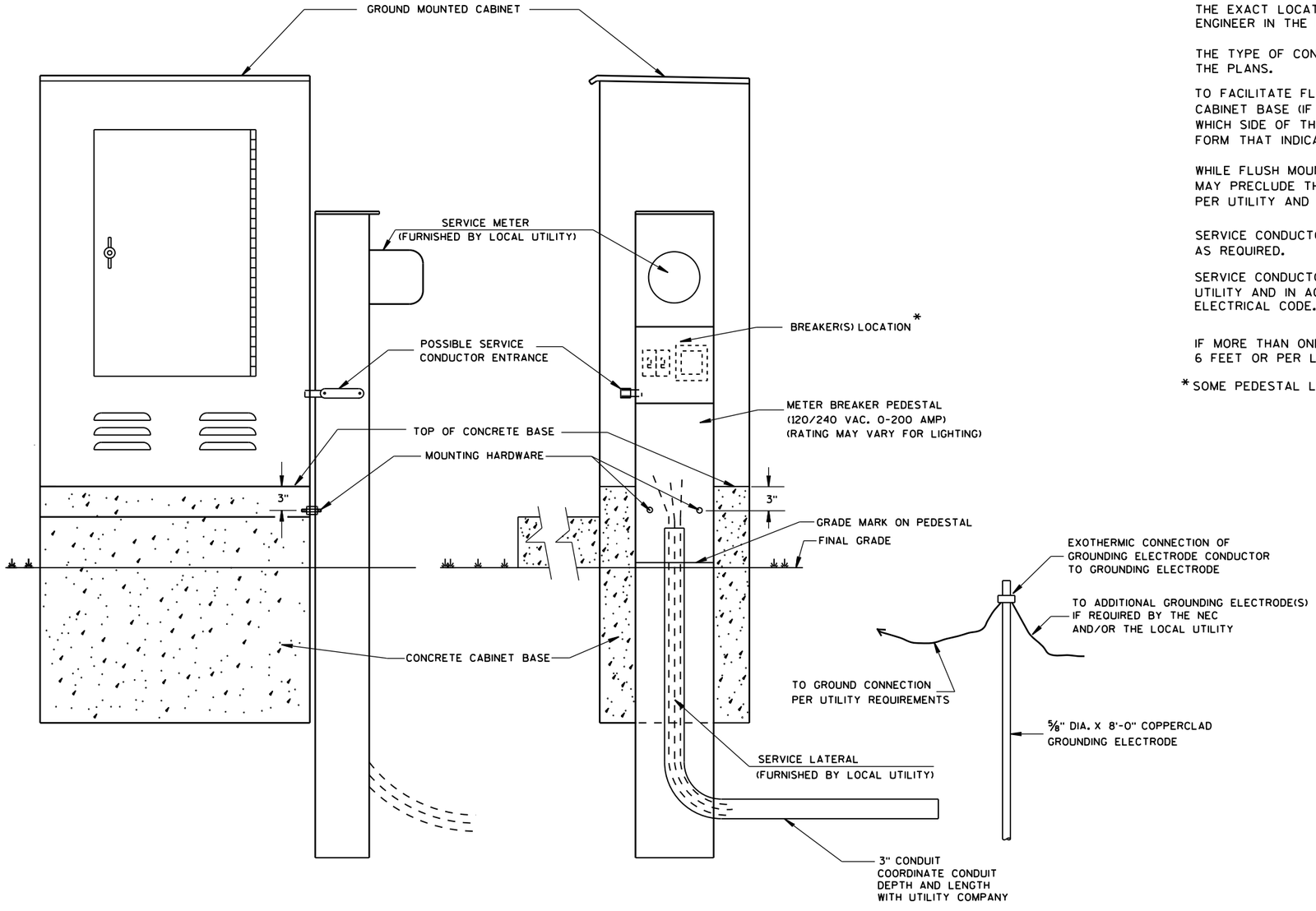
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TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

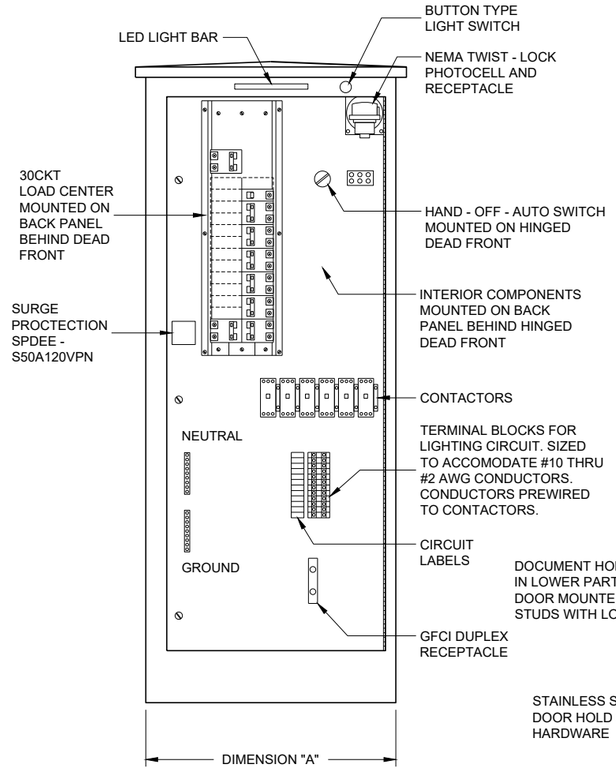
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

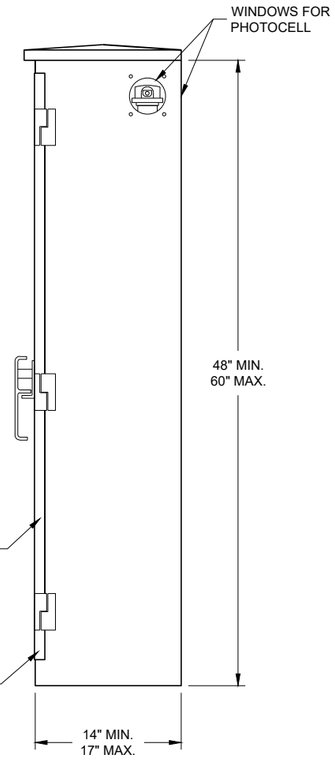
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FRONT INTERIOR ELEVATION



SIDE VIEW



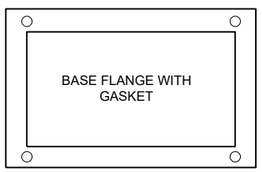
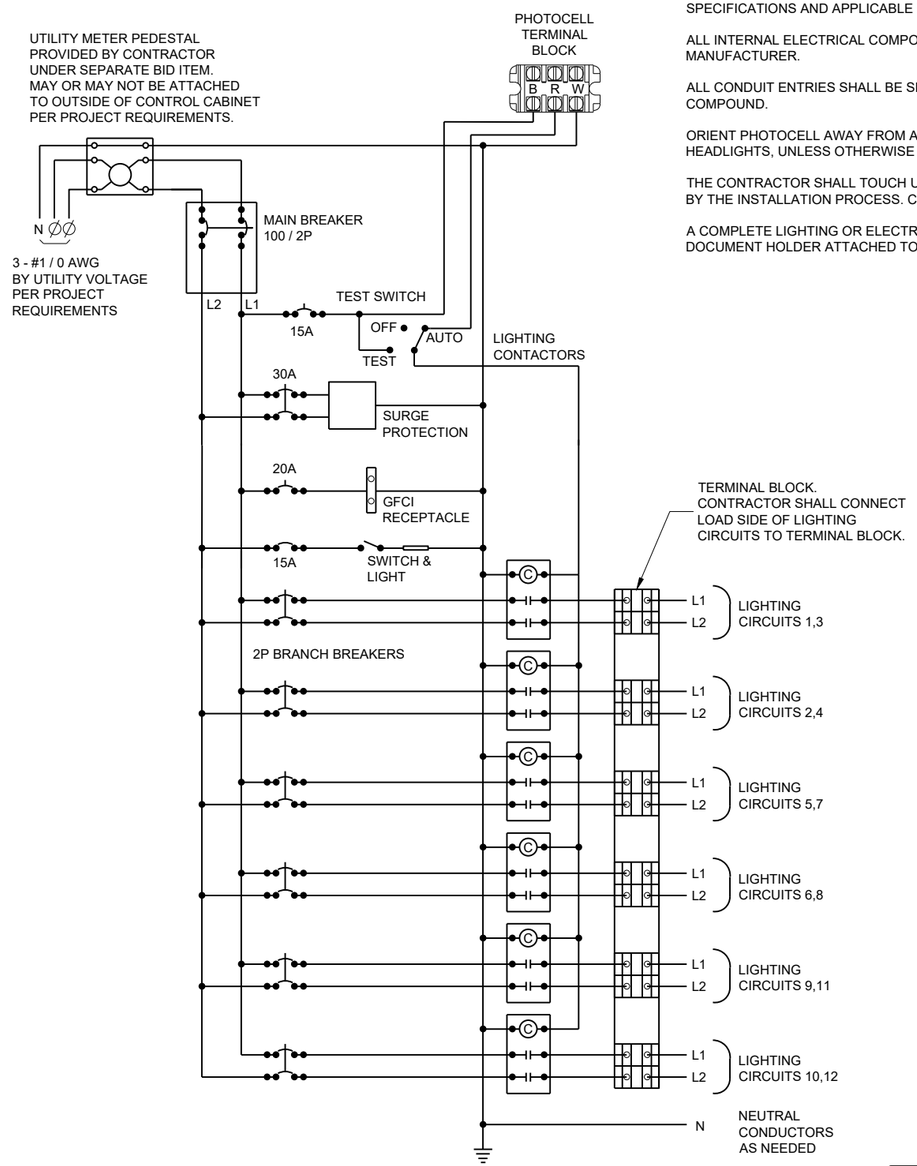


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

LIGHTING CONTROL CABINET



CONTROL CABINET SCHEMATIC

GENERAL NOTES

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

ALL INTERNAL ELECTRICAL COMPONENTS WILL BE PRE - WIRED BY THE CABINENT MANUFACTURER.

ALL CONDUIT ENTRIES SHALL BE SEALED WITH AN APPROPRIATE DUCT SEALING COMPOUND.

ORIENT PHOTOCELL AWAY FROM AMBIENT LIGHT SOURCES AND ONCOMING TRAFFIC HEADLIGHTS, UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISION.

THE CONTRACTOR SHALL TOUCH UP ANY DAMAGE TO THE ANODIZED FINISH CAUSED BY THE INSTALLATION PROCESS. COLOR MATCH PAINT SHALL BE USED.

A COMPLETE LIGHTING OR ELECTRICAL PLAN SHALL BE SECURELY PLACED IN THE DOCUMENT HOLDER ATTACHED TO THE DOOR.

LIGHTING CONTROL CABINET
120 / 240 VOLT

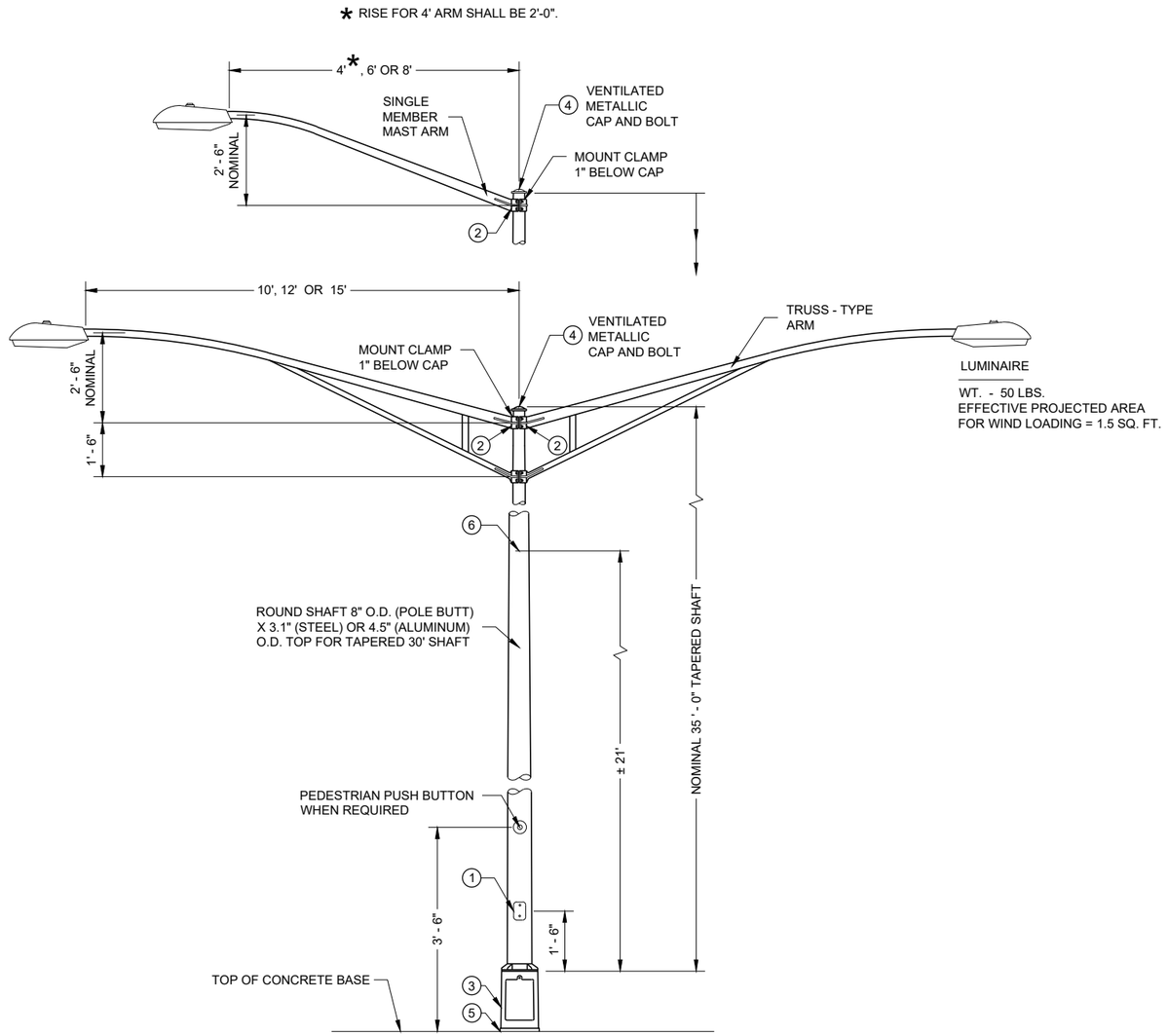
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TYPE 6 POLE MOUNTING CONFIGURATION
(MAXIMUM LOAD)
LIGHTING ONLY

GENERAL NOTES

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

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

ALL TYPE 6 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL OR ALUMINUM, AS CALLED FOR IN THE CONTRACT.

TYPE 6 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063 - T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

TYPE 6 ALUMINUM POLES SHALL HAVE A MINIMUM WALL THICKNESS OF 0.219".

TYPE 6 STEEL POLES SHALL HAVE A MINIMUM WALL THICKNESS OF U.S. STANDARD 11 GAGE (0.1196").

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2 ⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE AND COVER ASSEMBLY WITH TWO (2) ¼" X ¾" - 20 TPI , STAINLESS STEEL, HEX HEAD BOLTS.

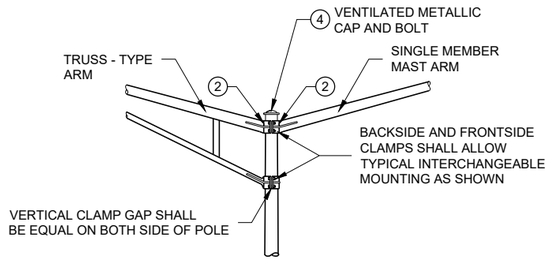
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(3) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(4) FURNISH AND INSTALL VENTILATED, CAST METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(5) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(6) INTERNAL DUMBBELL - TYPE VIBRATION DAMPER.

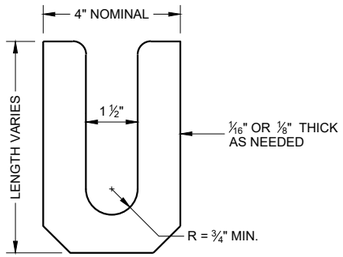


INTERCHANGEABLE MOUNTING DETAIL

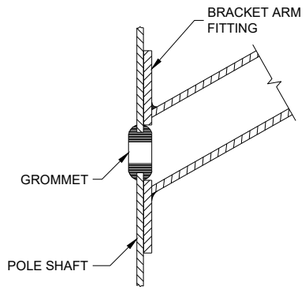
POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

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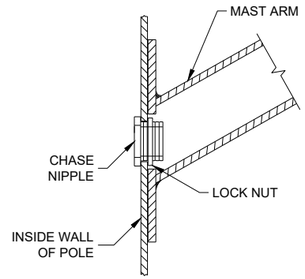
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LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

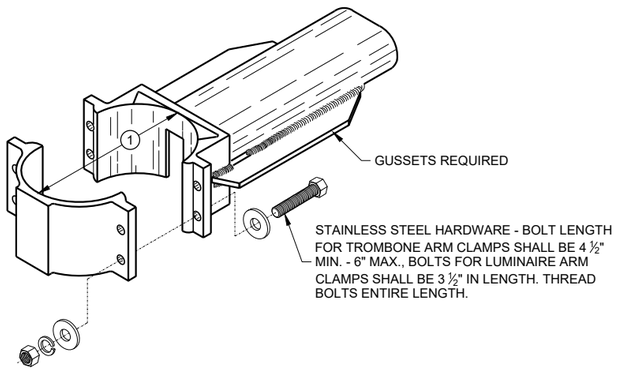
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

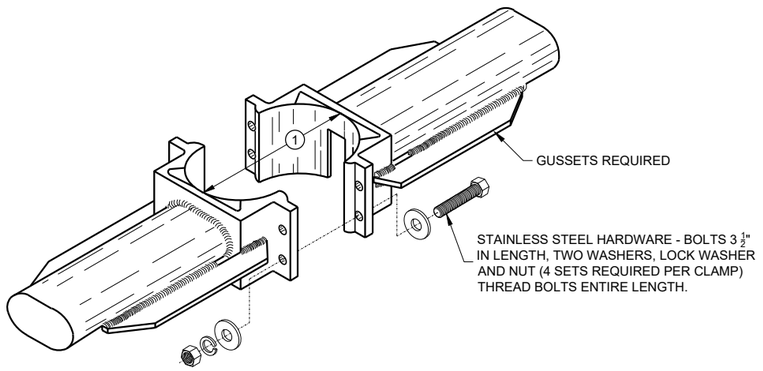
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

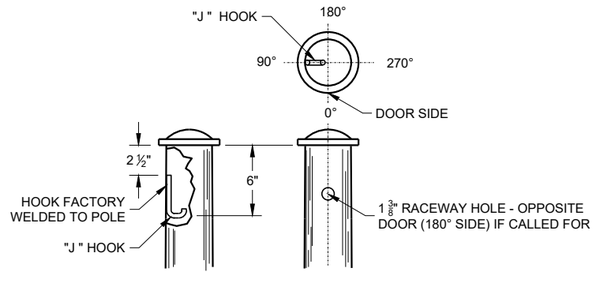
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



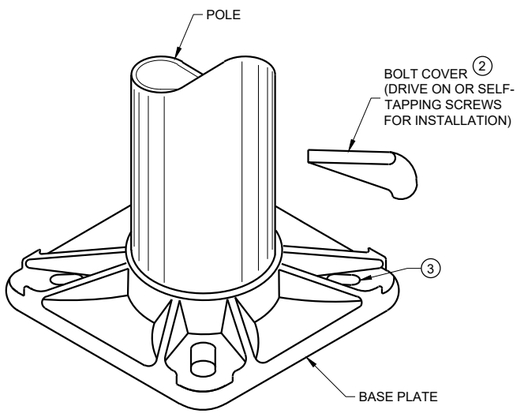
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



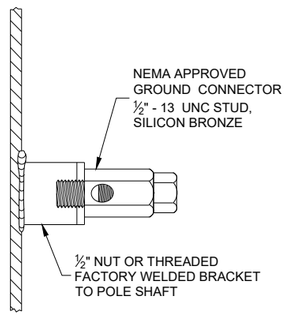
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

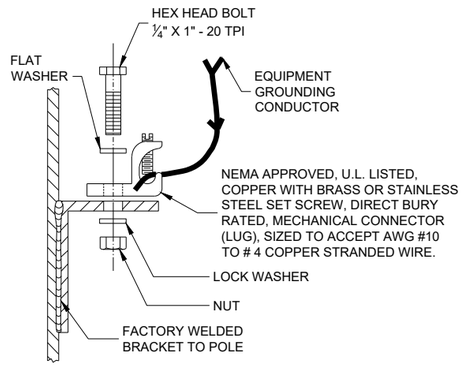


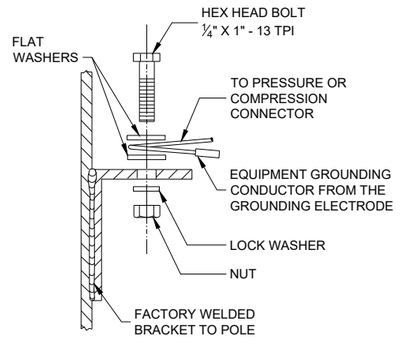
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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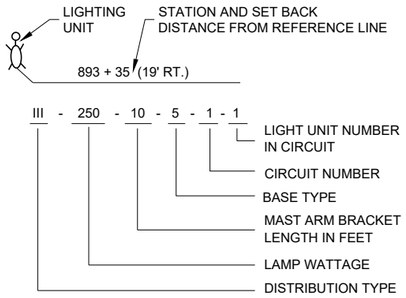
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GENERAL NOTES

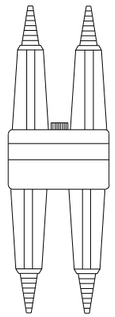
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

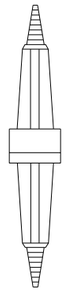
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



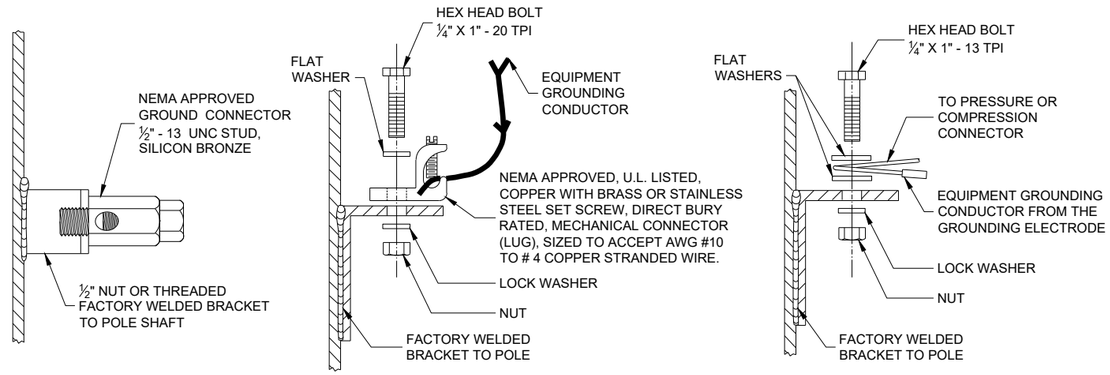
LIGHTING UNIT CODE
(TYPICAL)



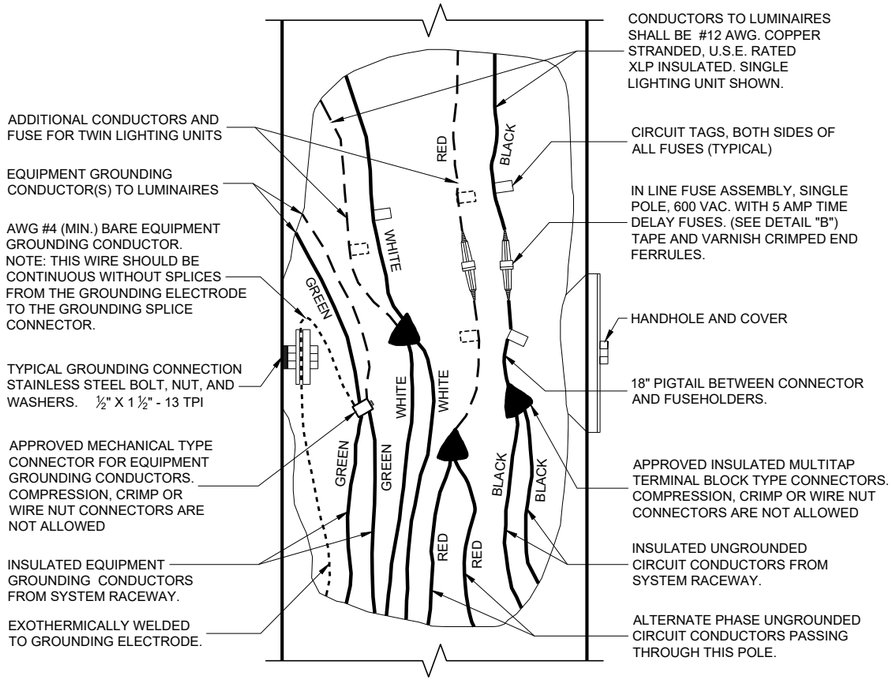
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



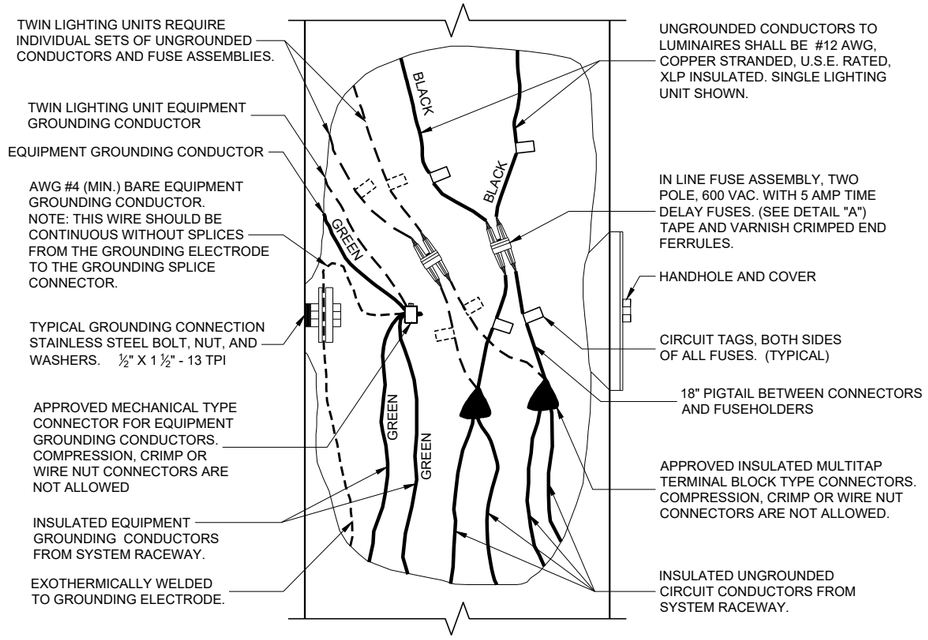
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

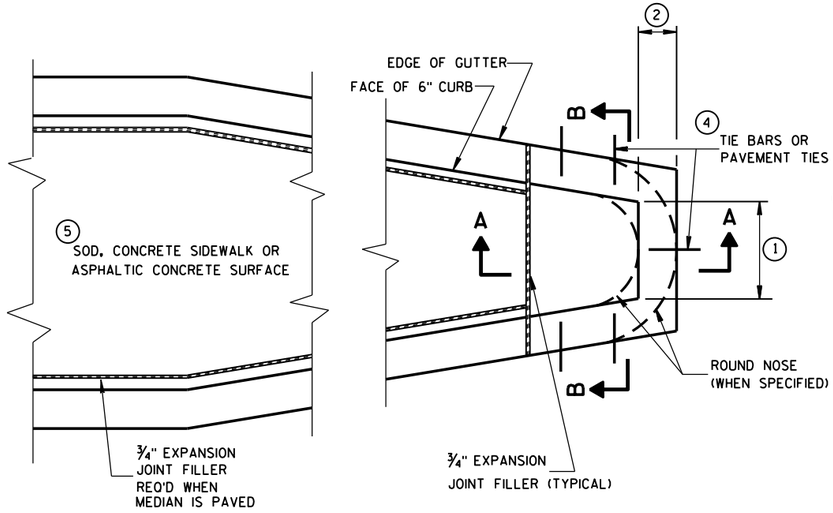
NON - FREEWAY LIGHTING UNIT POLE WIRING

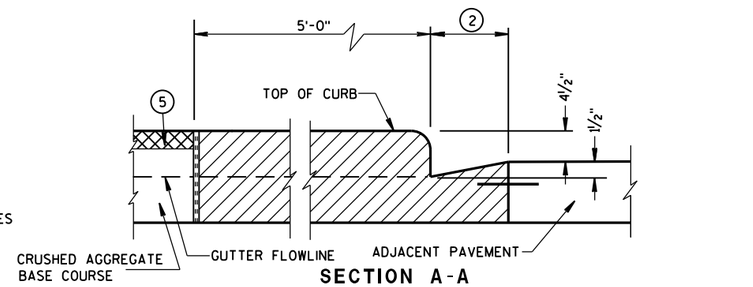
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

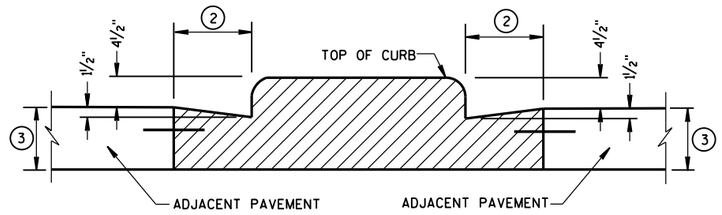
APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

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SDD 09E03 - 06







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.

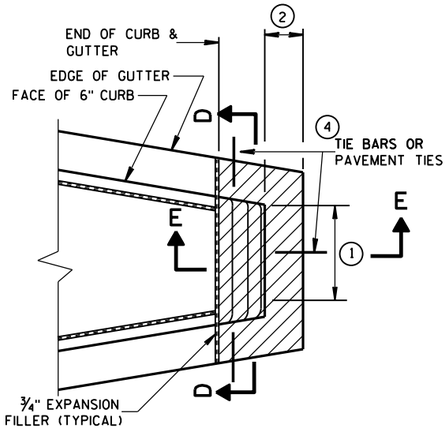
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

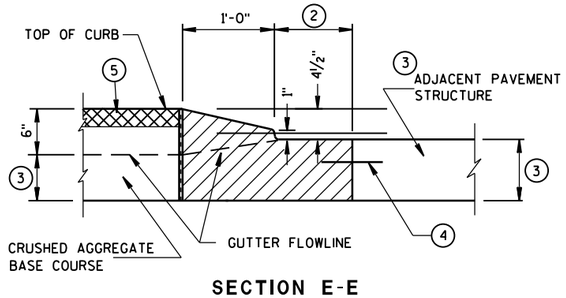
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(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.

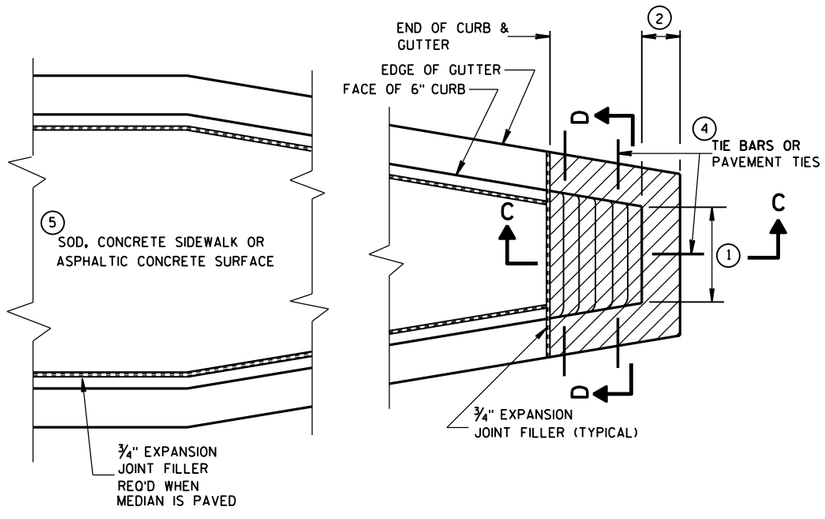
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

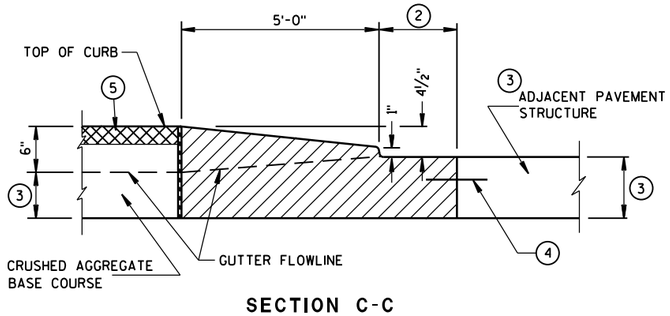
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



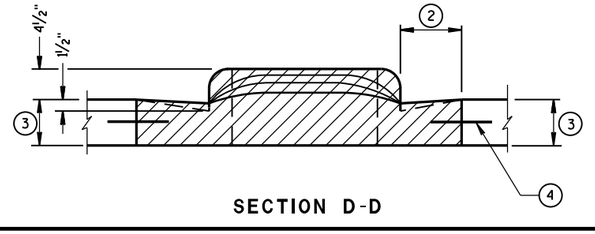


CONCRETE MEDIAN SLOPED NOSE TYPE 2





CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER

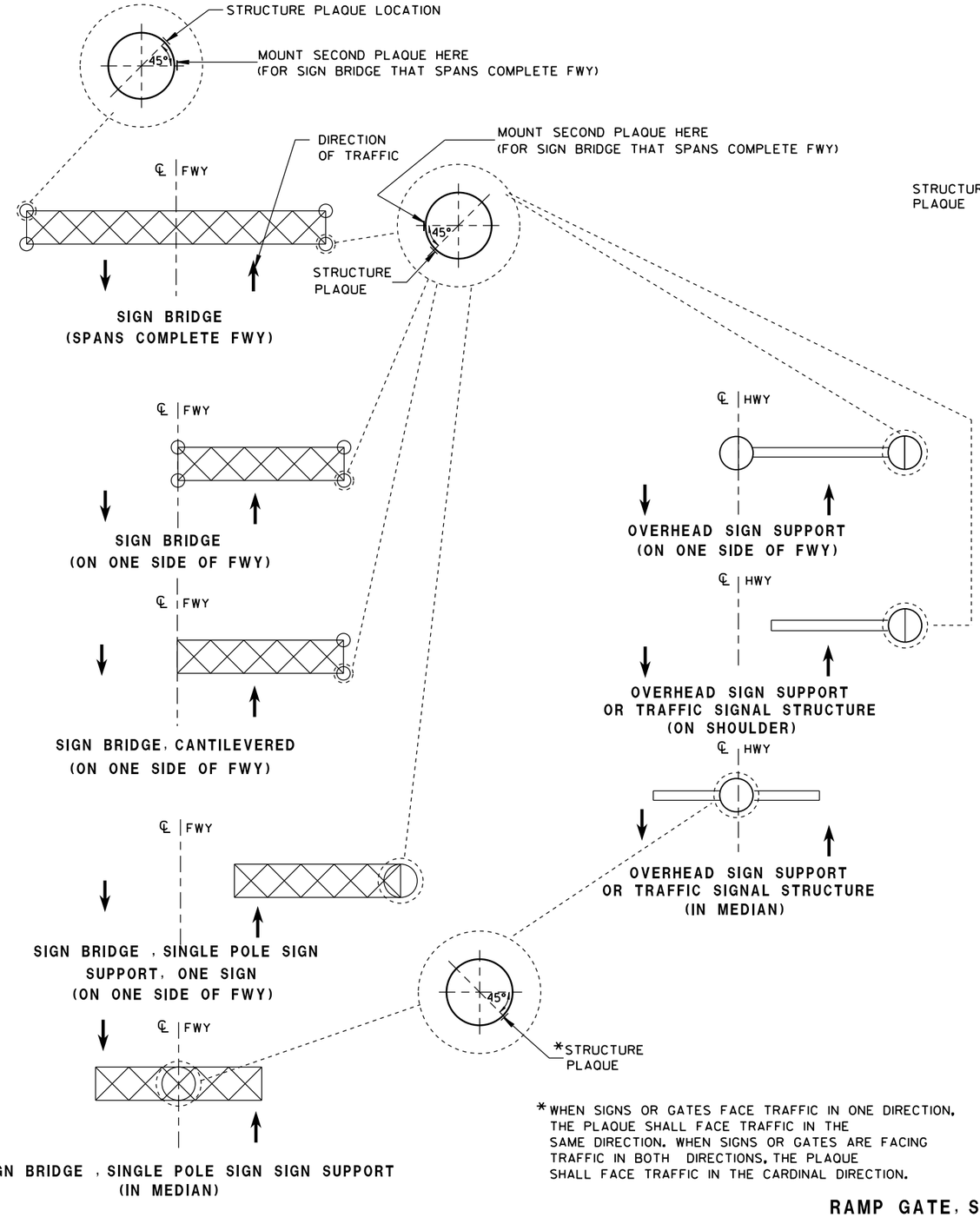
FHWA

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S.D.D. 11 B 2-2

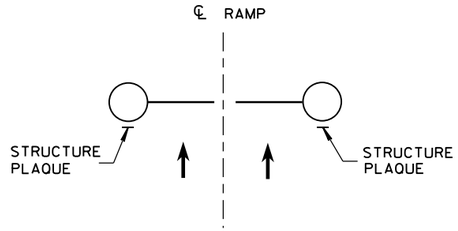
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S.D.D. 11 B 2-2

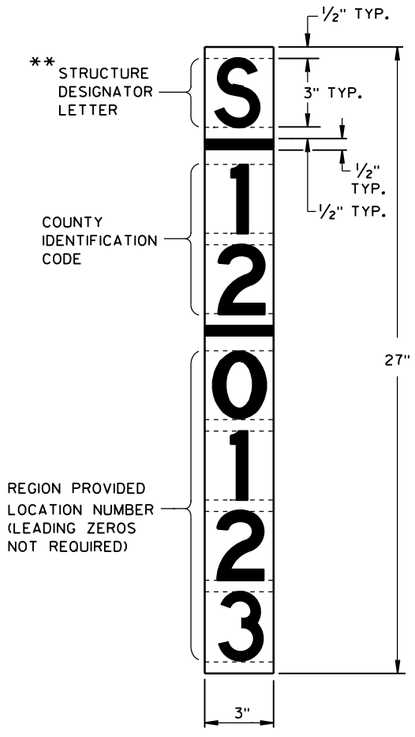


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



**RAMP GATE
(ACROSS FWY ON-RAMP)**



RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

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

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

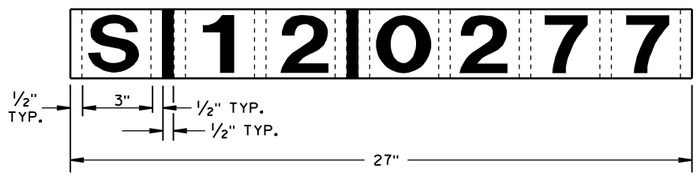
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

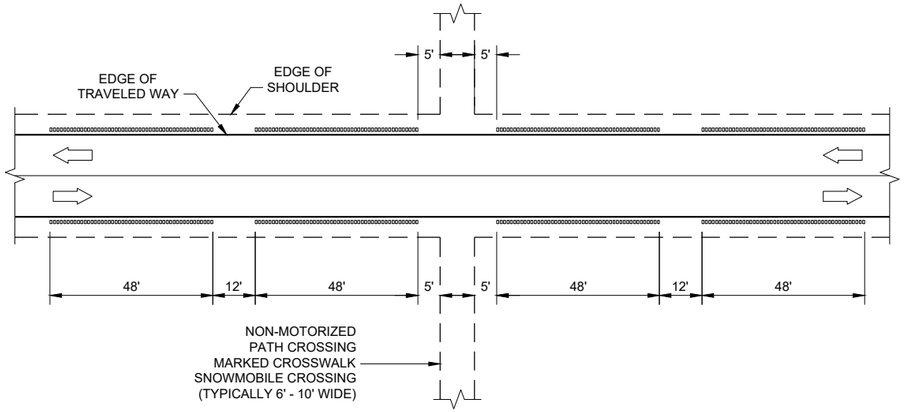
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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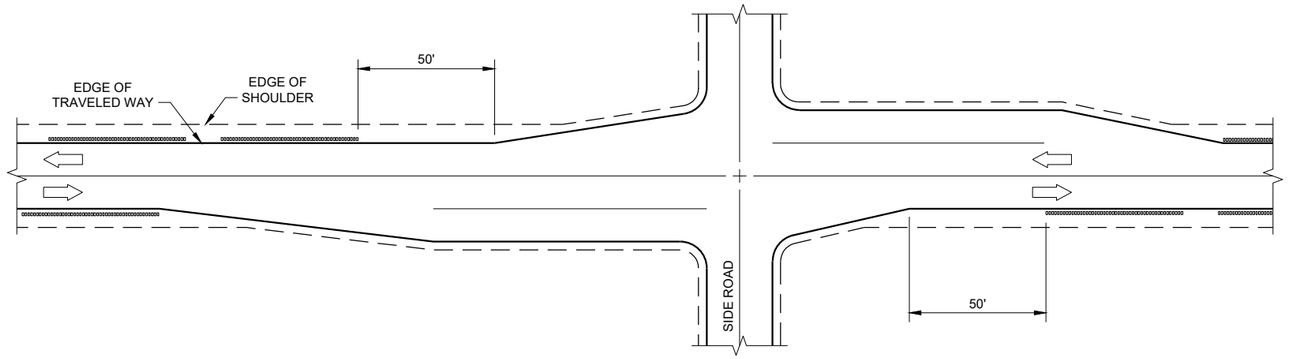
S.D.D. 12 A 4-3

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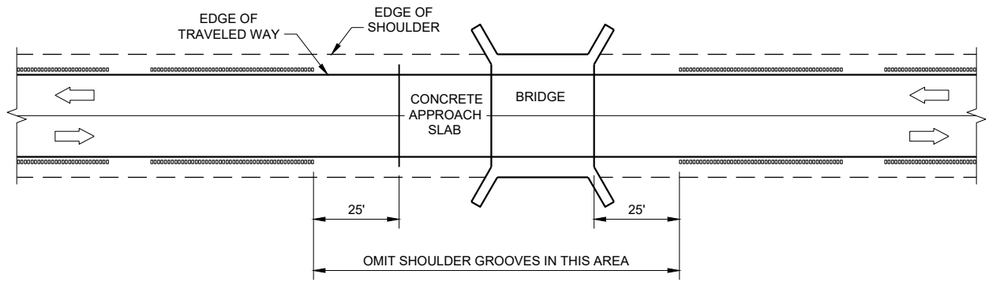
S.D.D. 12 A 4-3



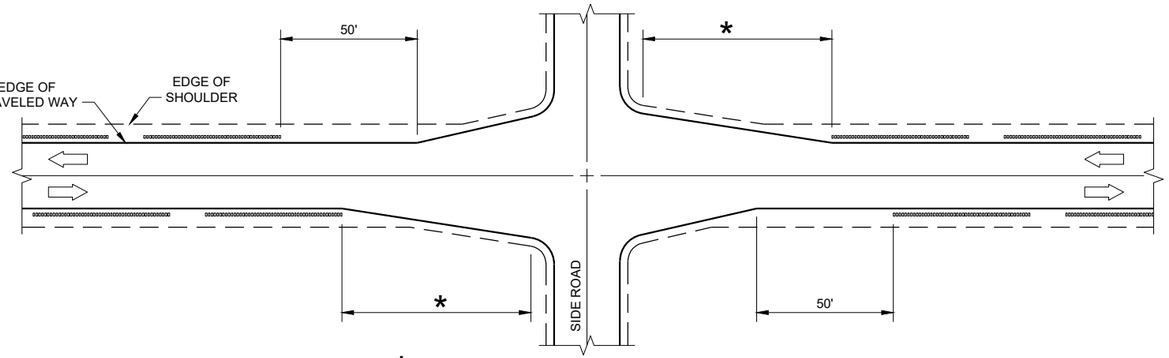
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

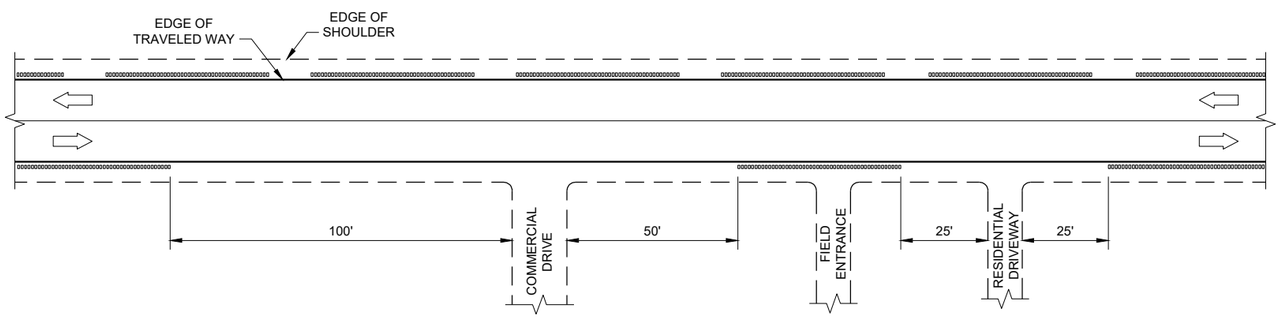


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

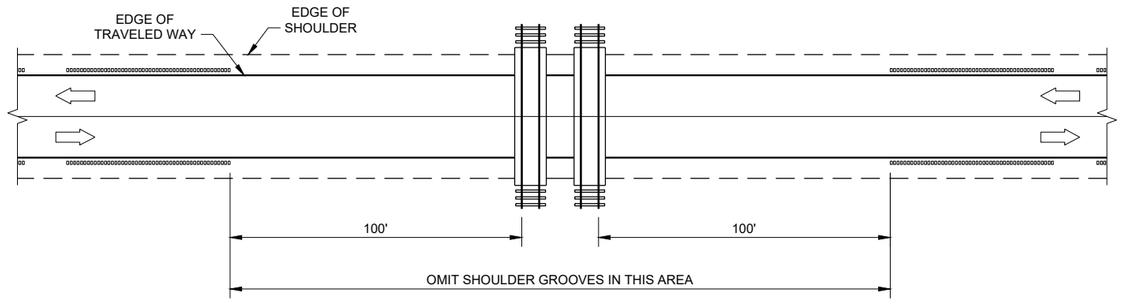
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

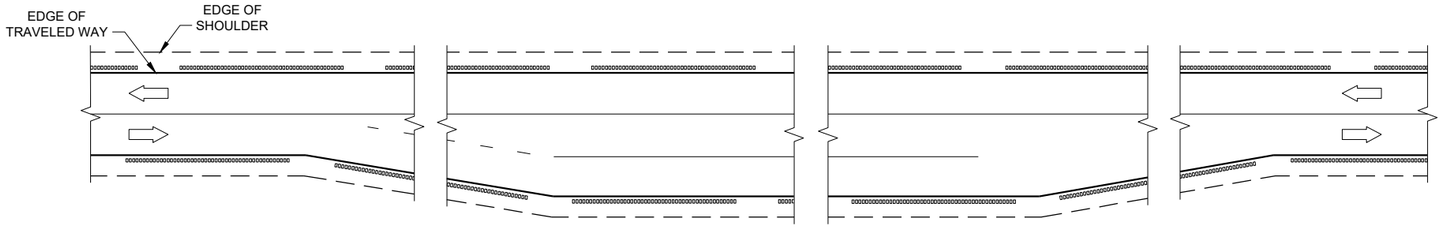
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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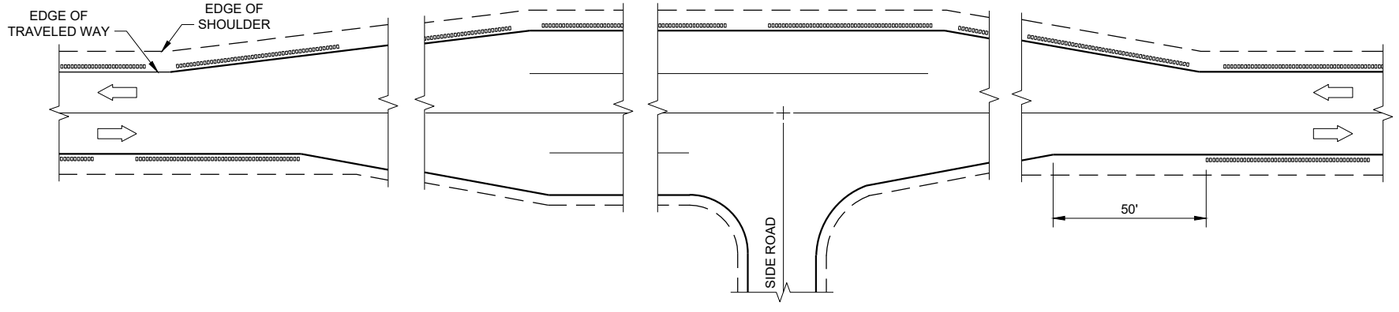
SDD 13A10 - 02c



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

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SDD 13A10 - 02d

SDD13A10 - 02d

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

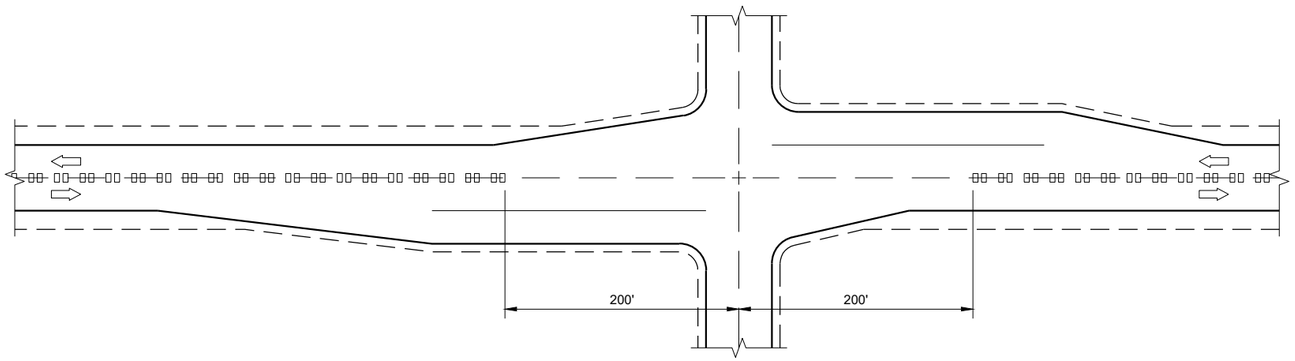
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

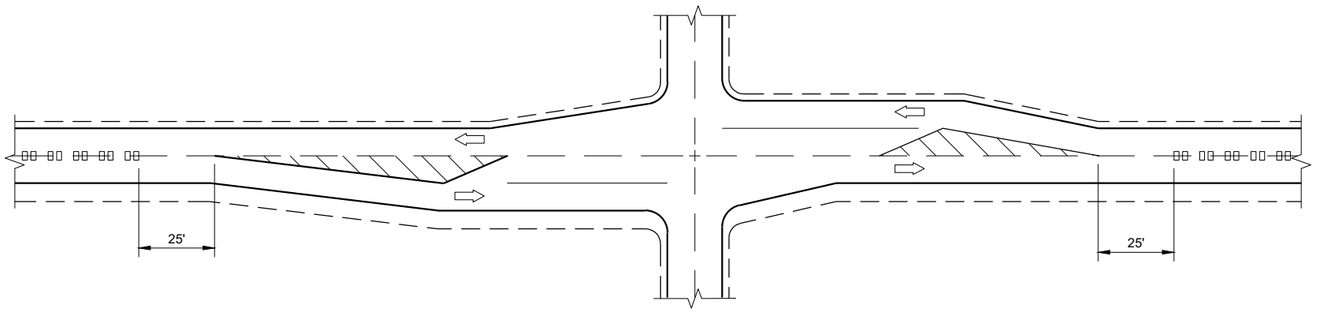
7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

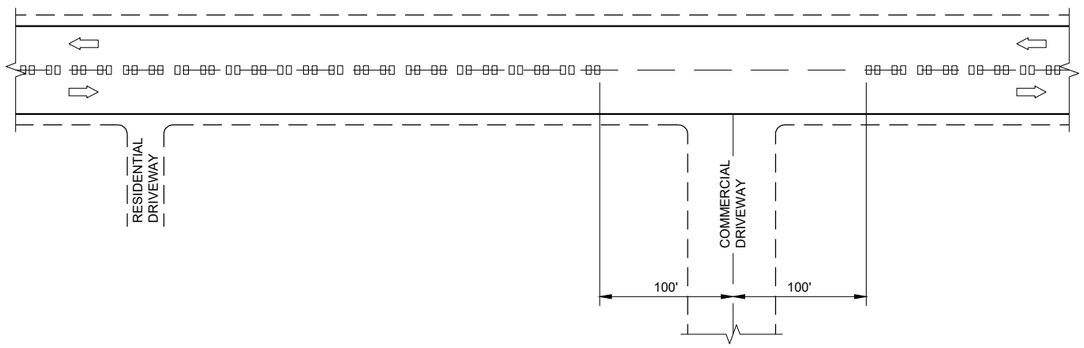
FHWA



CENTERLINE GROOVES AT INTERSECTIONS



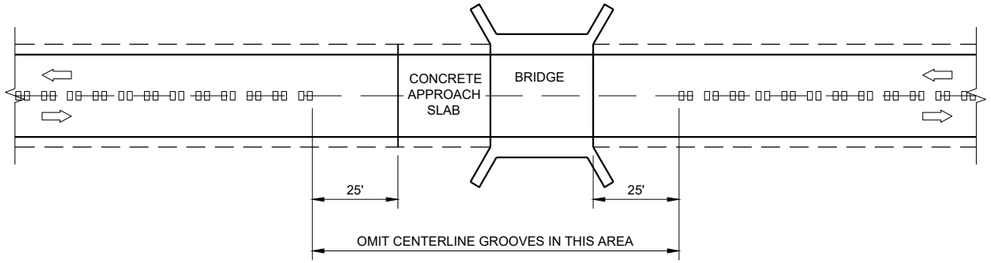
CENTERLINE GROOVES AT INTERSECTIONS (WITH LEFT TURN LANES)



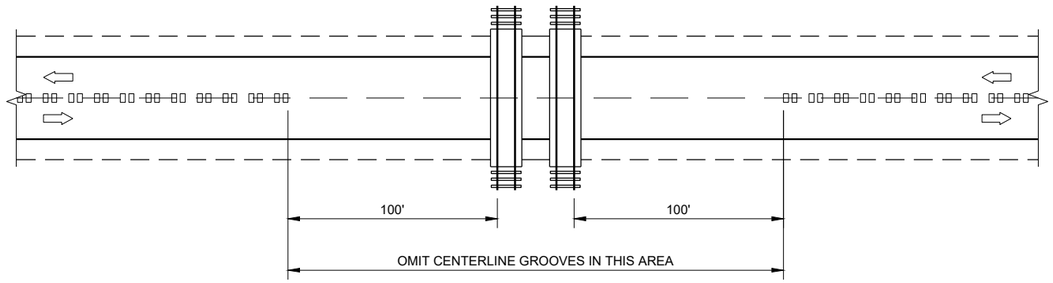
CENTERLINE GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

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



CENTERLINE GROOVES AT BRIDGES



CENTERLINE GROOVES AT RAILROADS

2-LANE RURAL CENTERLINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

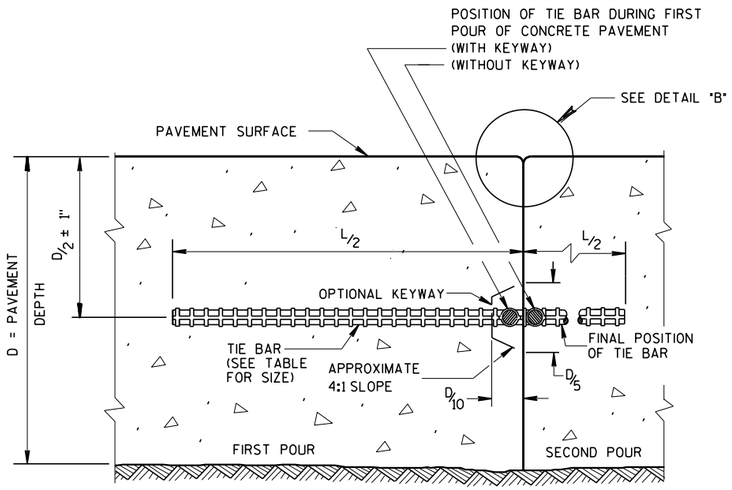
APPROVED
7/2018
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

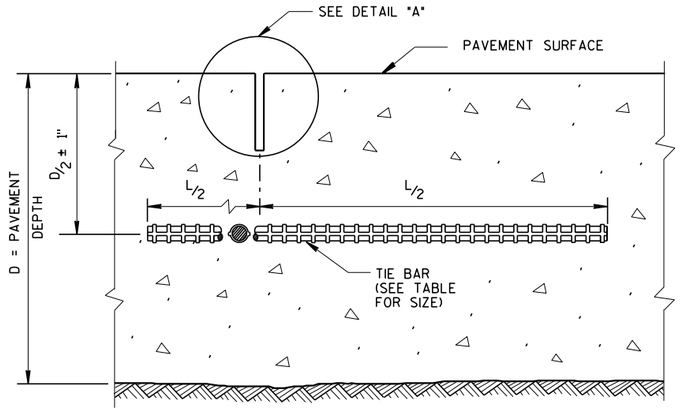
FHWA

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SDD 13A11 - 03b
SDD 13A11 - 03b



CONSTRUCTION JOINT



SAWED JOINT

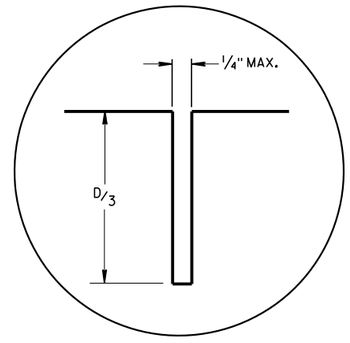
GENERAL NOTES

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

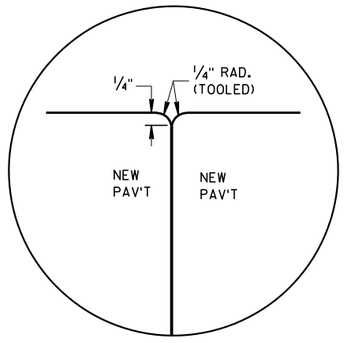
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

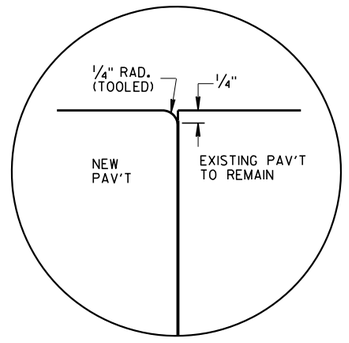
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



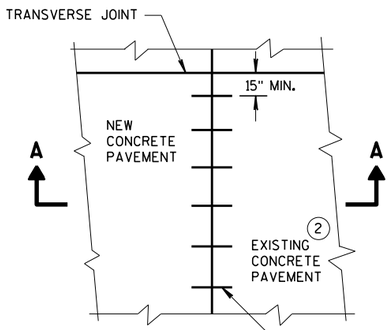
DETAIL "A"



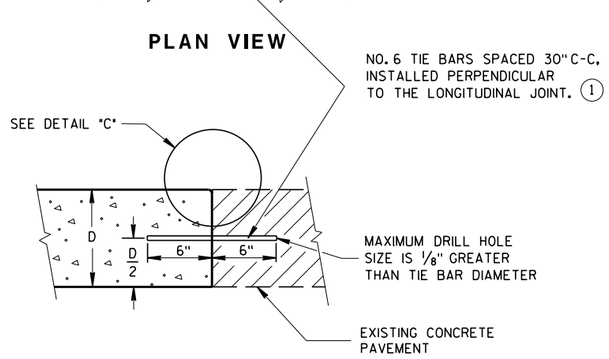
DETAIL "B"



DETAIL "C"



PLAN VIEW



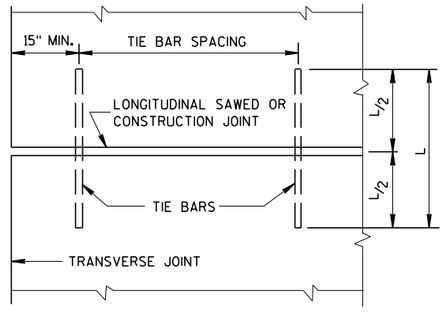
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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

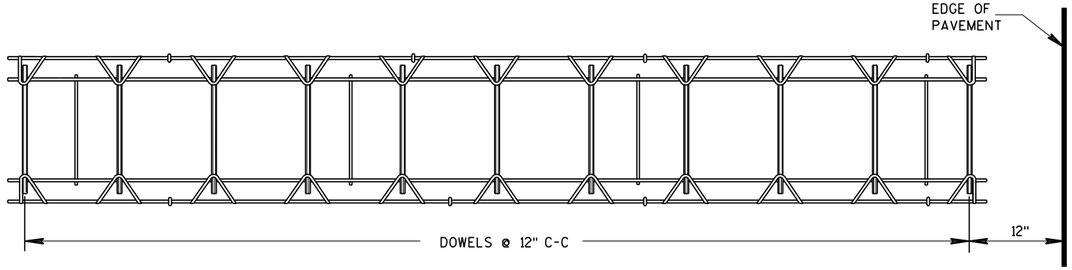
APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19



PLAN VIEW

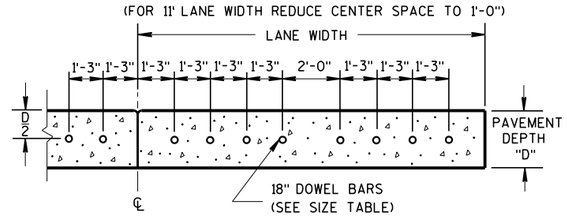


SIDE VIEW

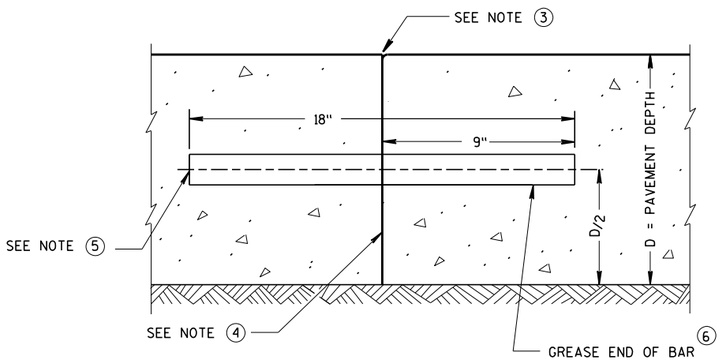
CONTRACTION JOINT DOWEL ASSEMBLY ①

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

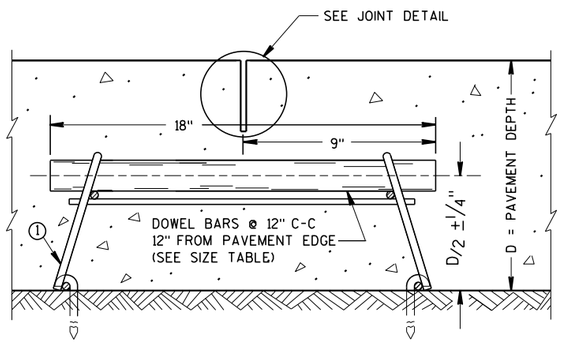
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



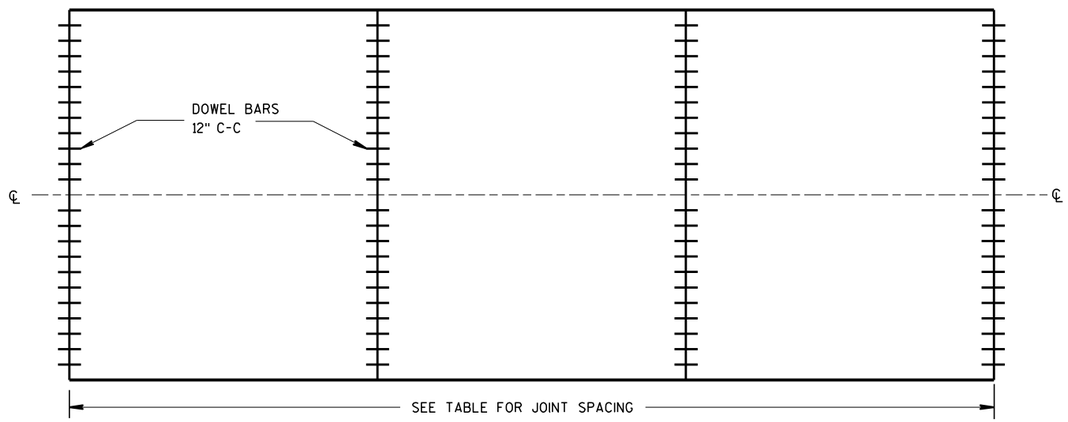
DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



TRANSVERSE CONSTRUCTION JOINT



DOWELED CONTRACTION JOINT



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

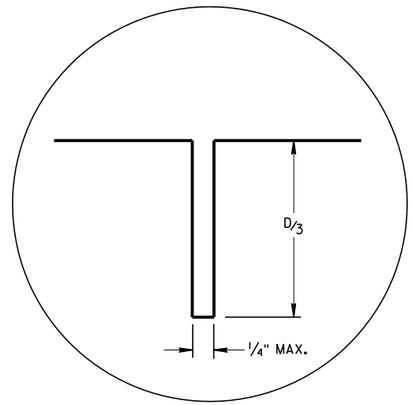
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



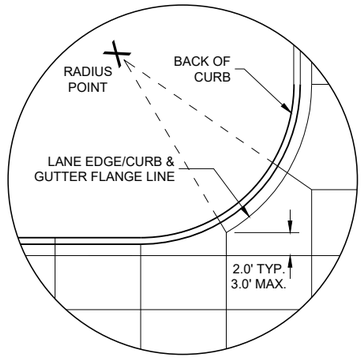
JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

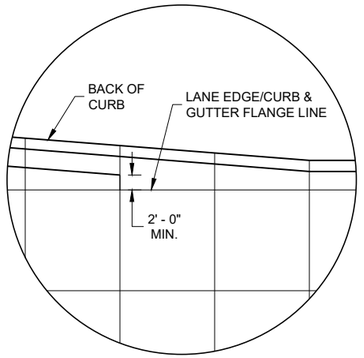
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUP
FHWA

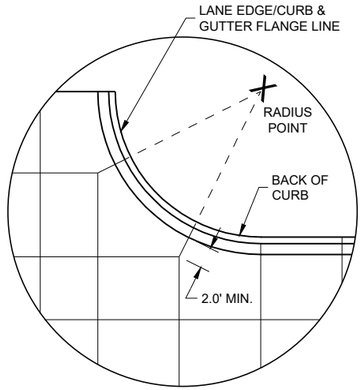
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S.D.D. 13 C 13-9



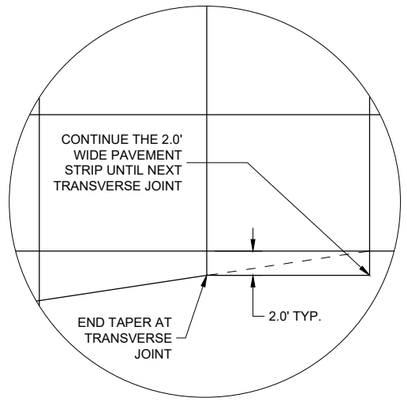
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

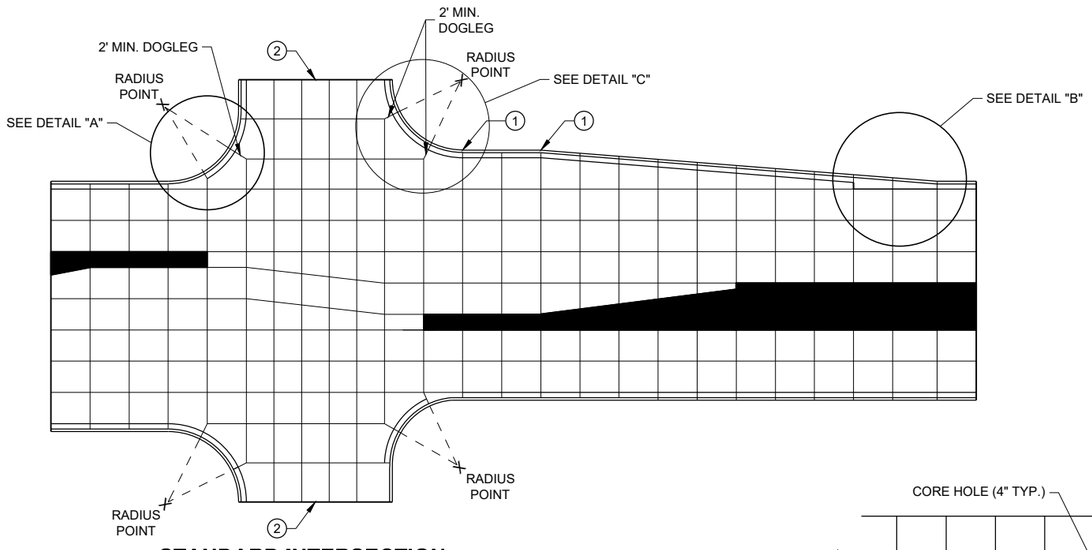
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.

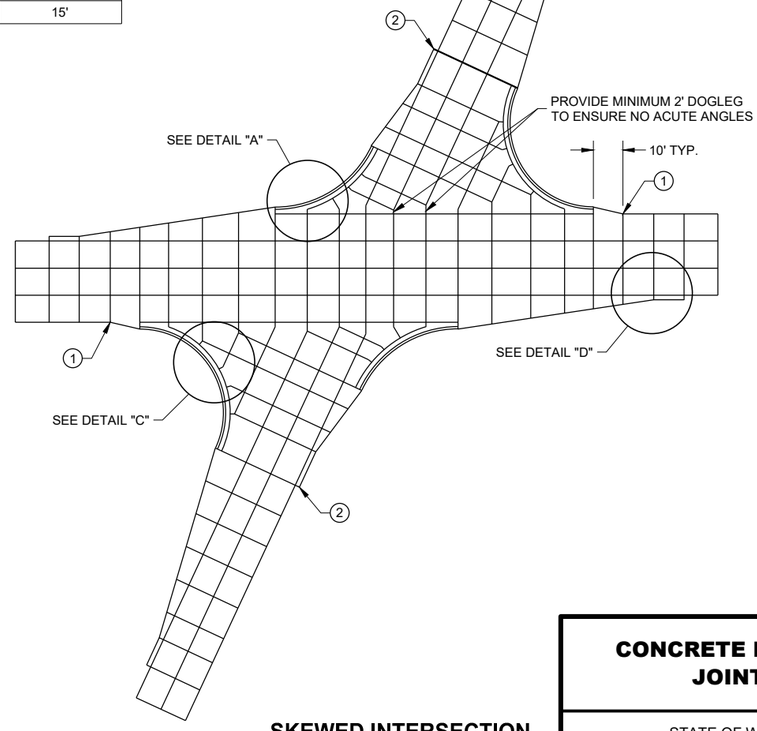
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



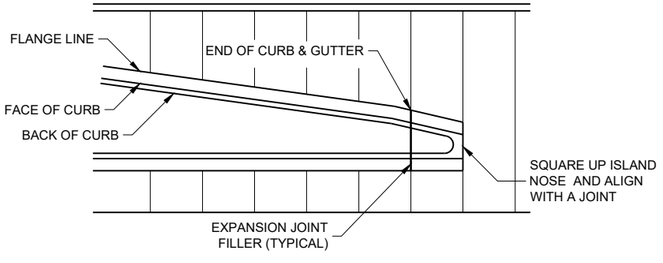
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

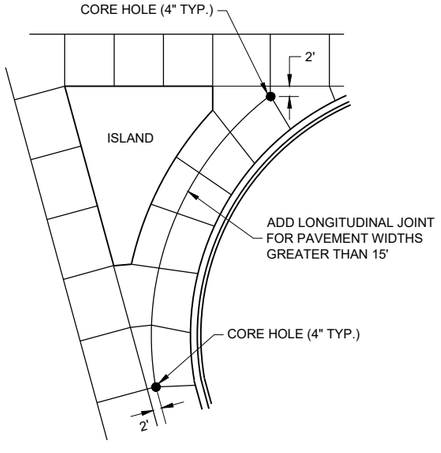
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
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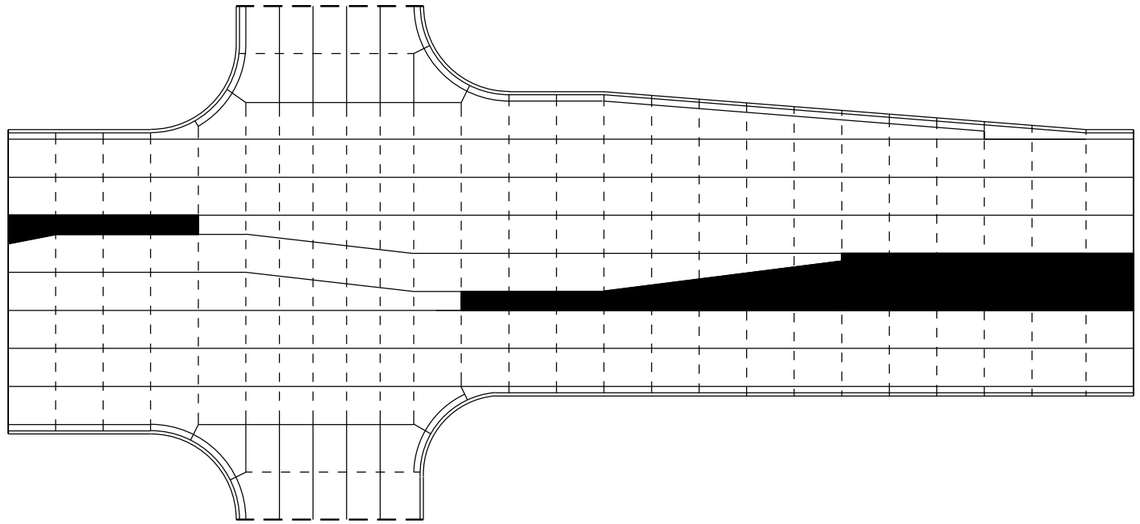
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

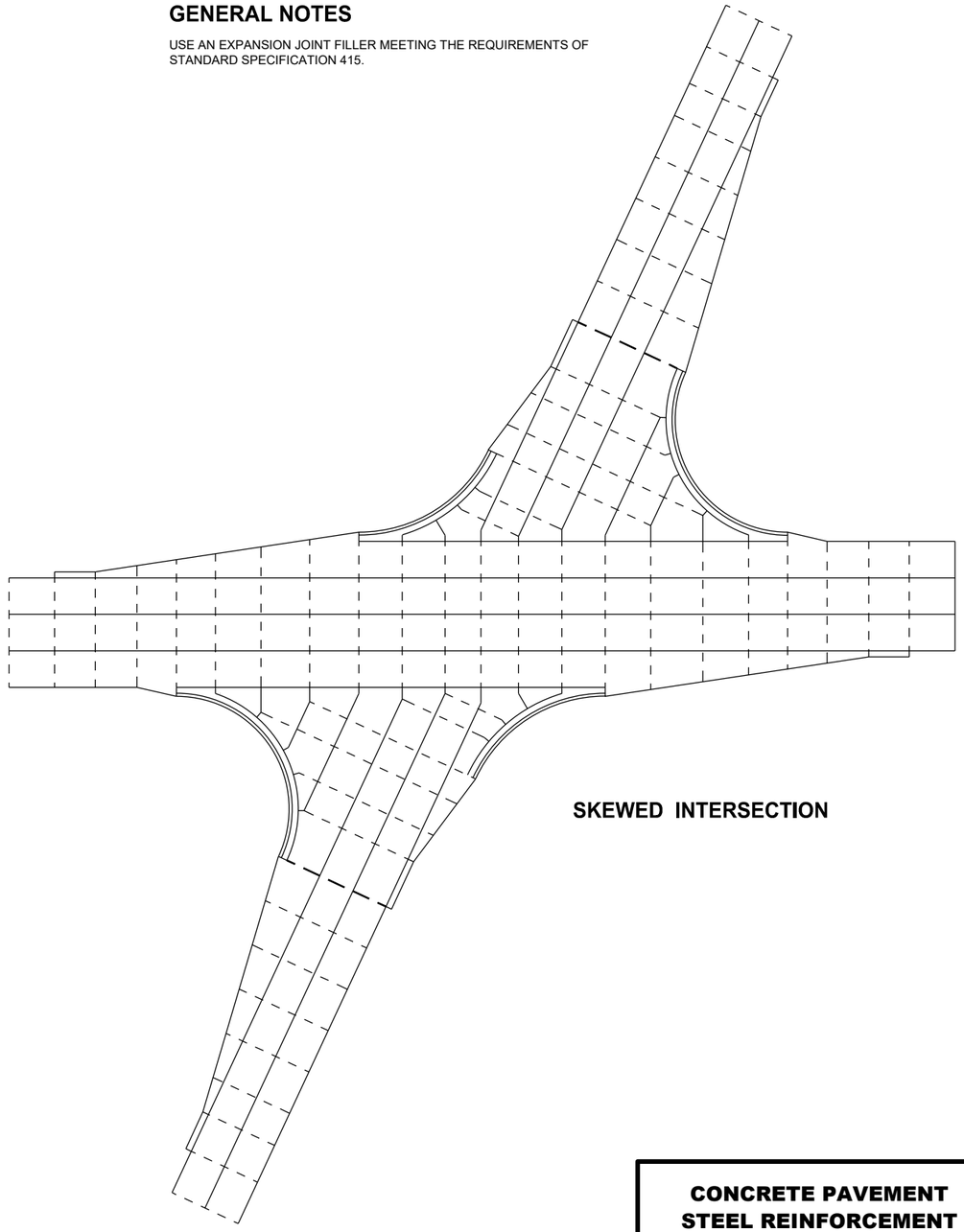
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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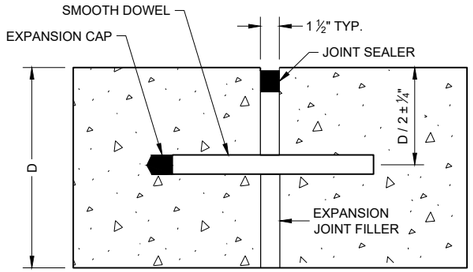
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

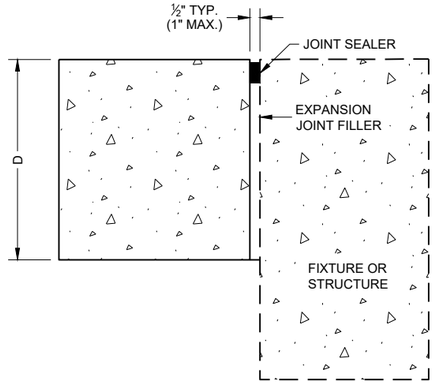
STATE OF WISCONSIN
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SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

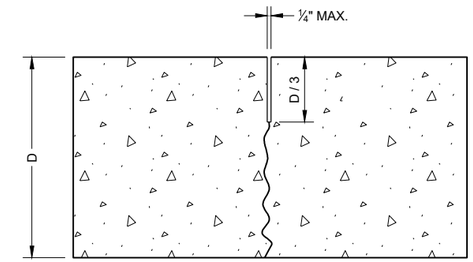
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

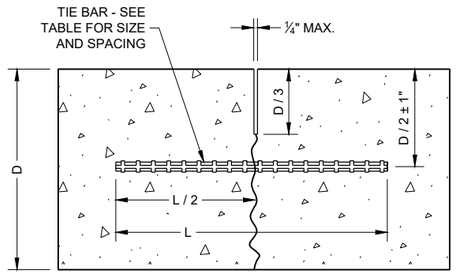
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

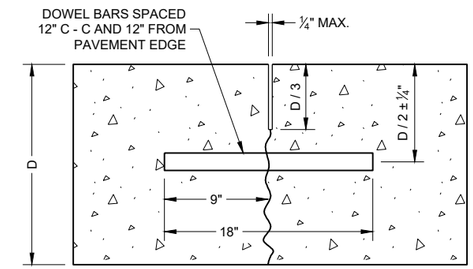
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

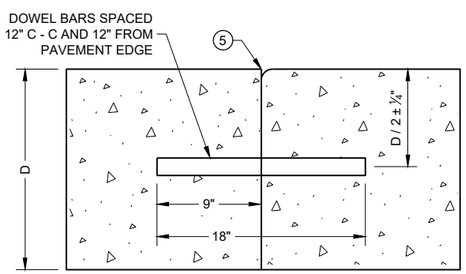


TIED LONGITUDINAL

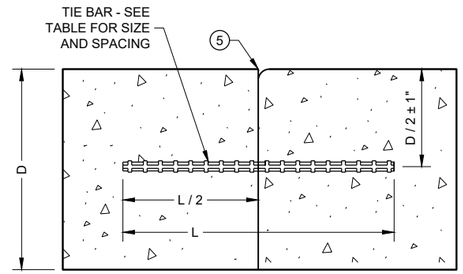


DOWELED TRANSVERSE

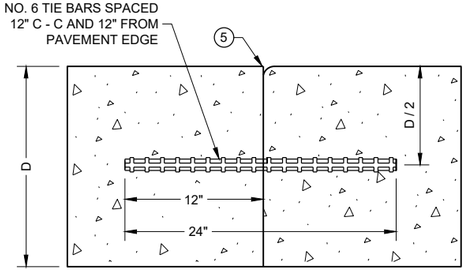
CONTRACTION JOINTS (2)



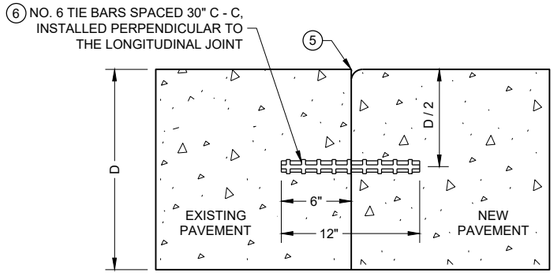
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

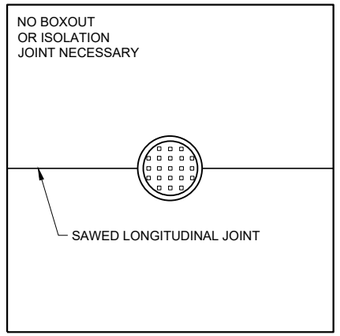
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

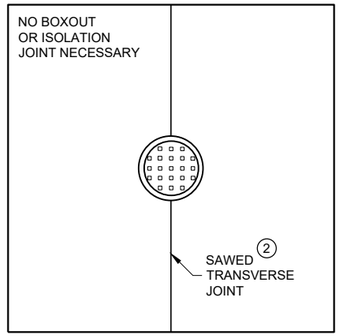
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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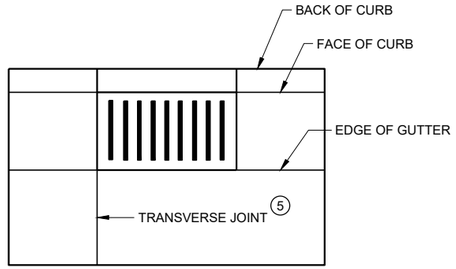
SDD 13C18 - 07c
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



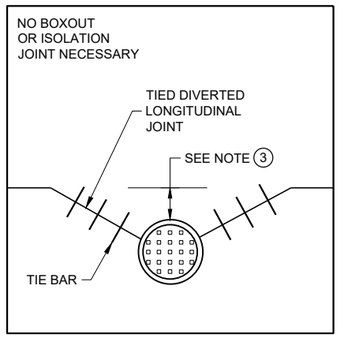
MANHOLE WITH TRANSVERSE JOINT



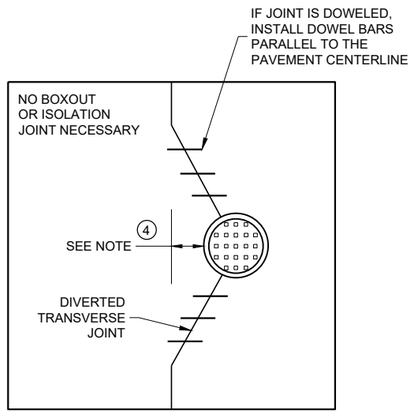
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

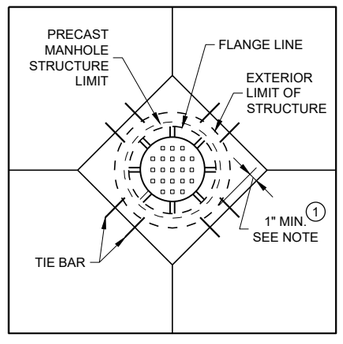
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

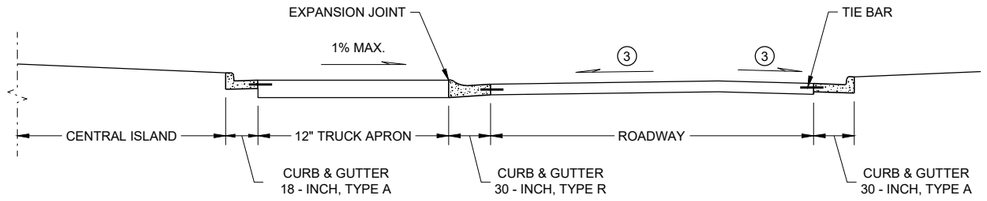
APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

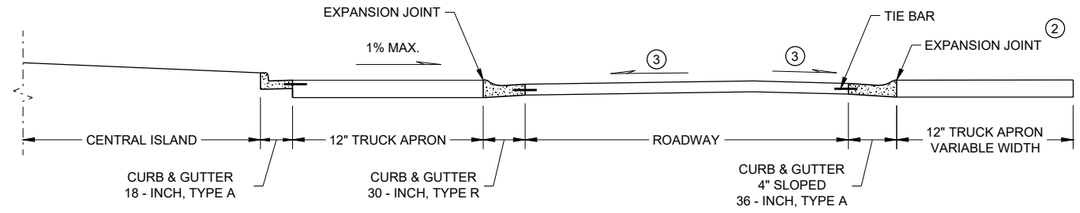
FHWA

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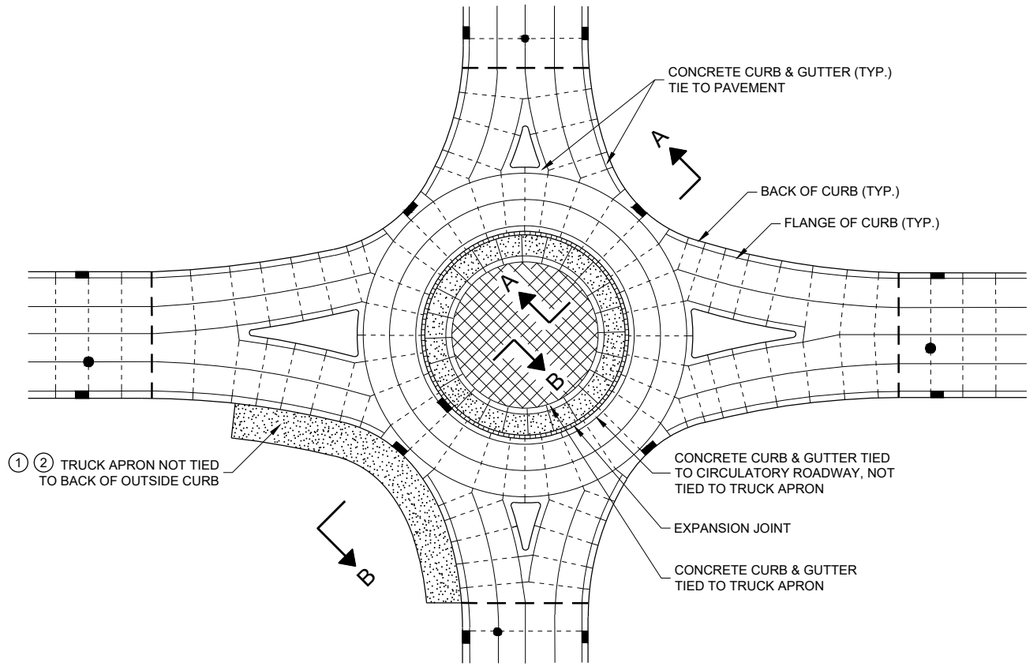
SDD 13C18 - 07d



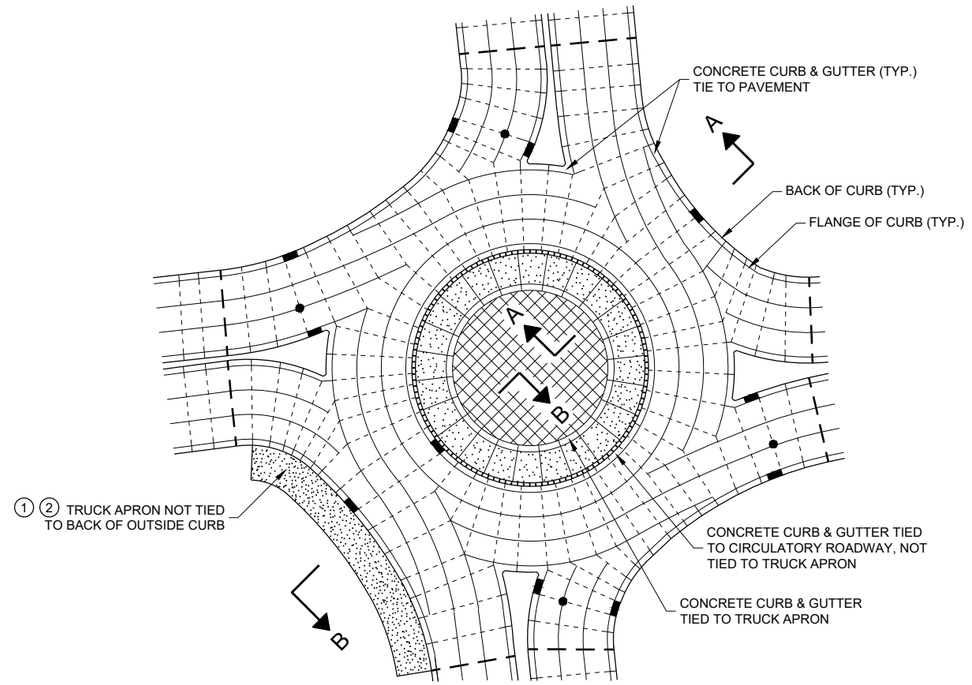
SECTION A - A



SECTION B - B



ISOLATED CIRCLE JOINT LAYOUT FOR ROUNDABOUTS



PINWHEEL JOINT LAYOUT FOR ROUNDABOUTS

GENERAL NOTES

MAXIMUM JOINT SPACING IS IN ACCORDANCE WITH THE TABLE SHOWN ON SDD 13C18 - SHEET "a"

USE EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.

DO NOT DOWEL OR TIE THE TRUCK APRON TRANSVERSE JOINTS.

(1) DESIGNER DETERMINES SIZE AND LOCATION(S) OF TRUCK APRON TO ACCOMODATE TRACKING OF OVERSIZE / OVERWEIGHT VEHICLES.

(2) TIE THE OUTSIDE TRUCK APRON TO THE BACK SIDE OF CURB ONLY WHEN ENTIRE TRUCK APRON IS LESS THAN 3 FEET.

(3) CONFORM TO PLAN CONSTRUCTION DETAILS FOR CIRCULATORY ROADWAY CROSS SLOPE.

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT
- TRUCK APRON
- CENTRAL ISLAND
- UTILITY STRUCTURES

CONCRETE PAVEMENT JOINTING AND STEEL REINFORCEMENT IN ROUNDABOUTS

STATE OF WISCONSIN
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APPROVED
November 2018
DATE

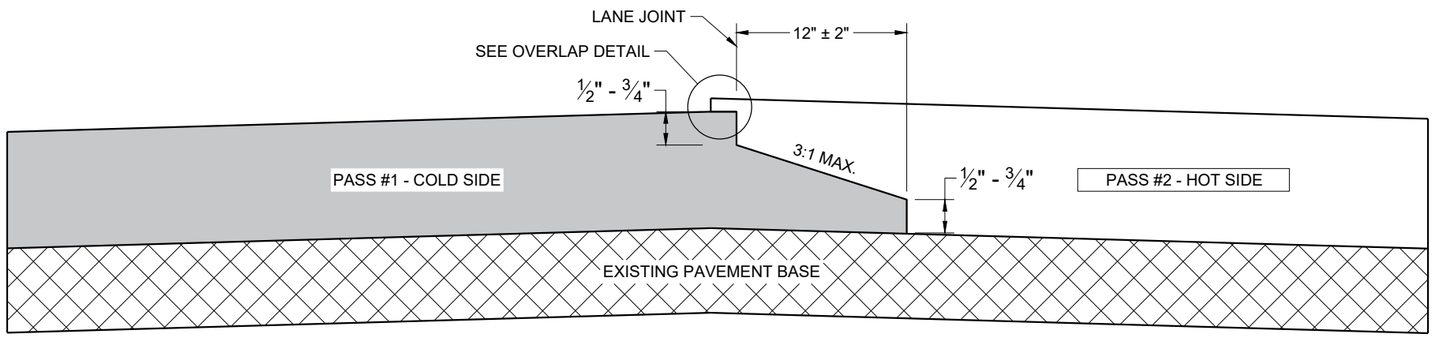
/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

FHWA

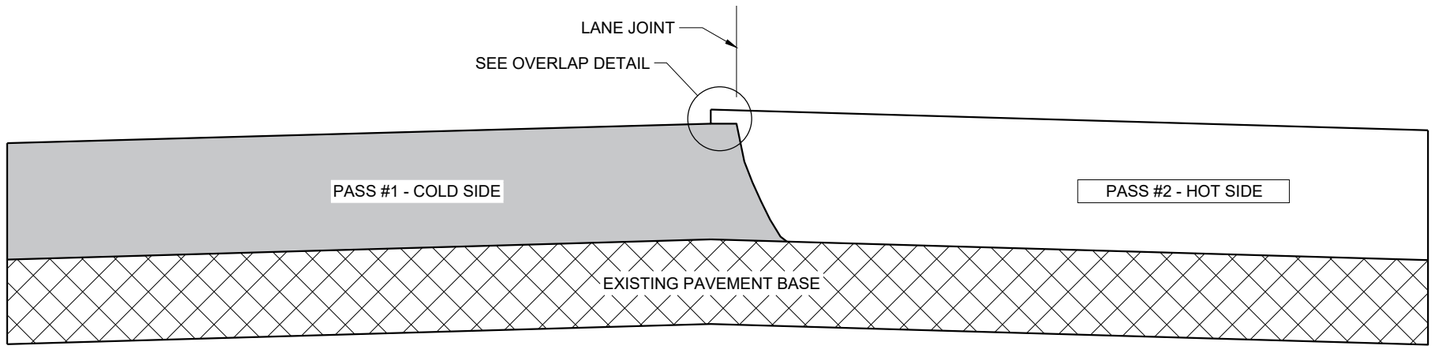
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SDD 13C18 - 07e

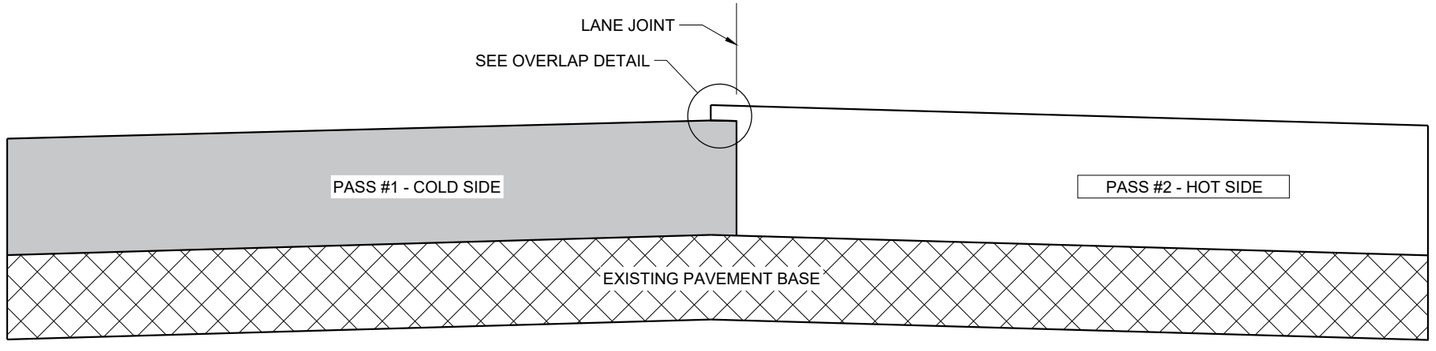
SDD 13C18 - 07e



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

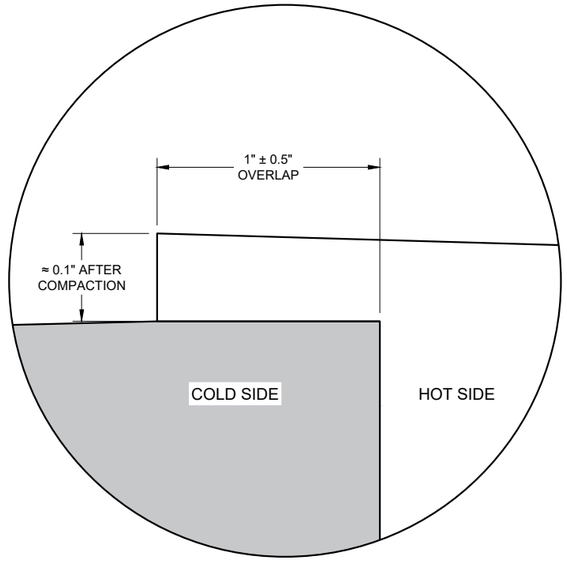
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

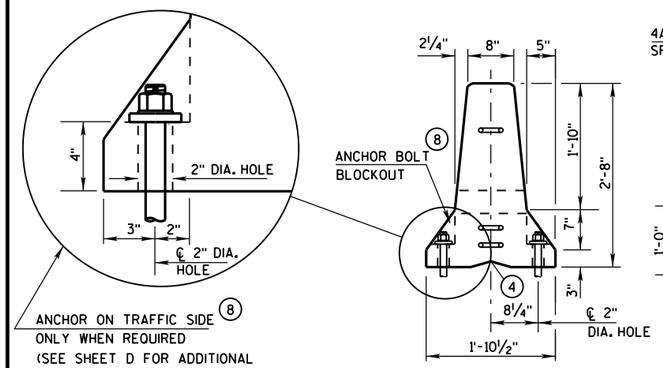
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

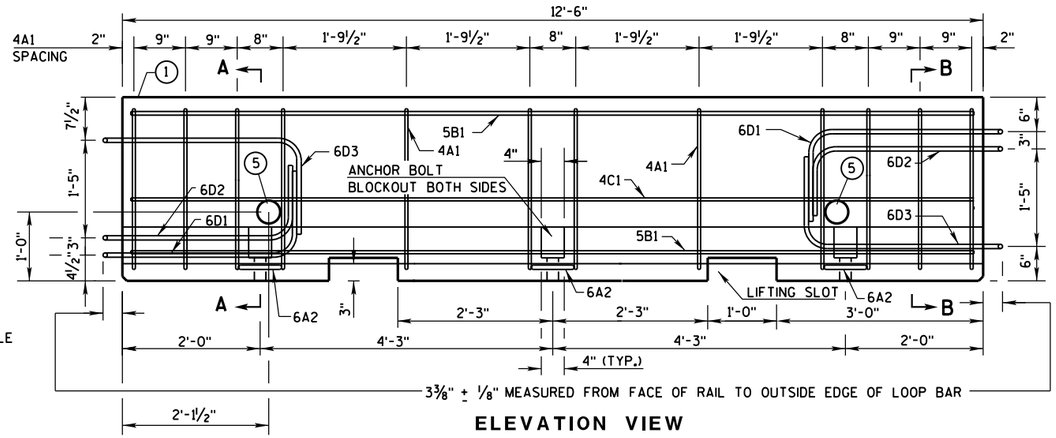
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

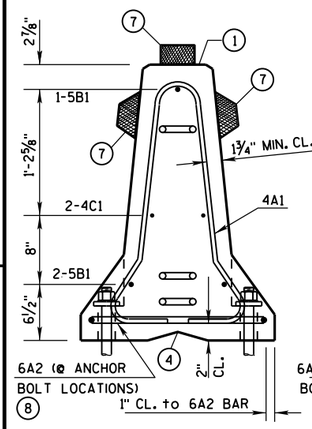
FHWA



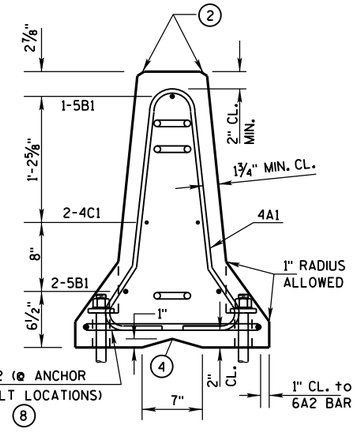
END VIEW



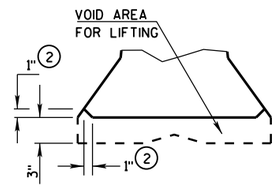
ELEVATION VIEW



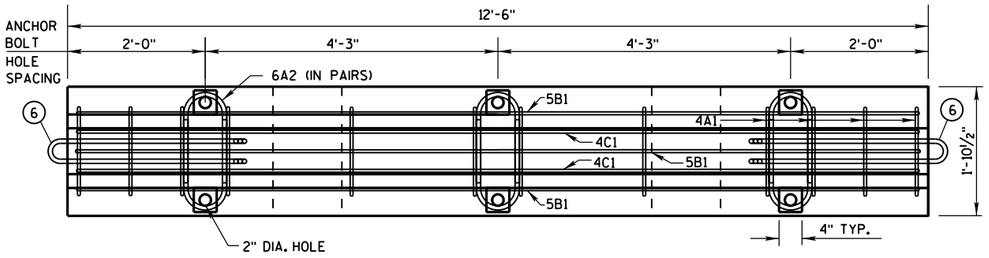
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

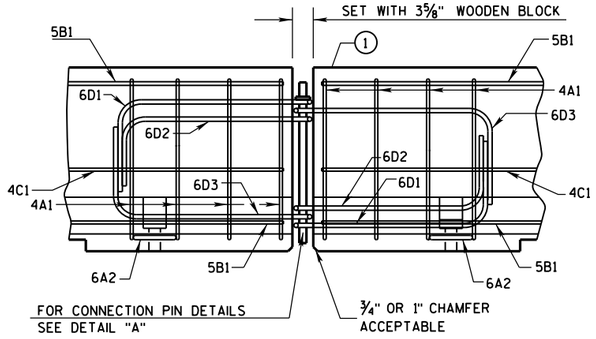


DETAIL "B"
LIFTING SLOT DETAIL

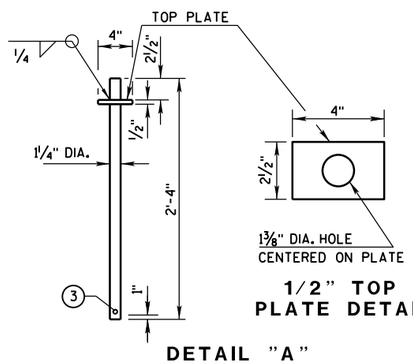


PLAN VIEW

DETAILS OF BARRIER SECTION

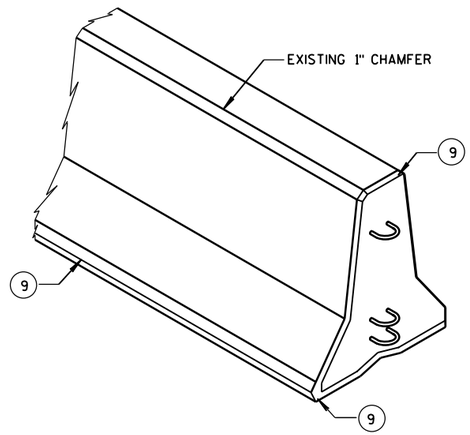


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

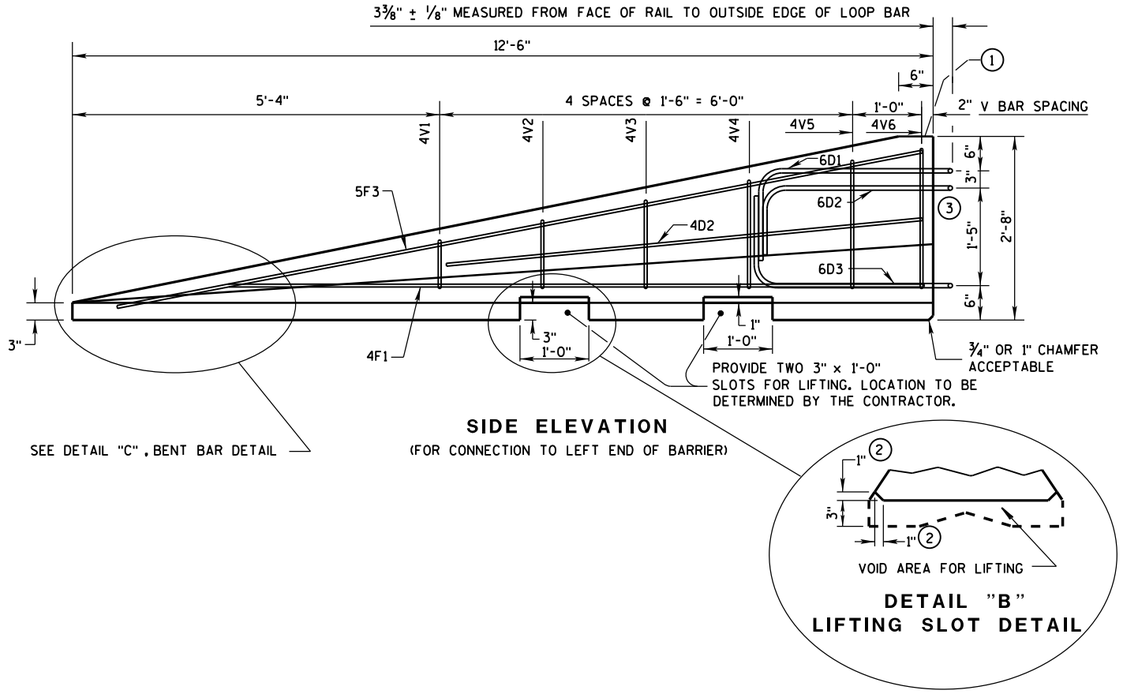
(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

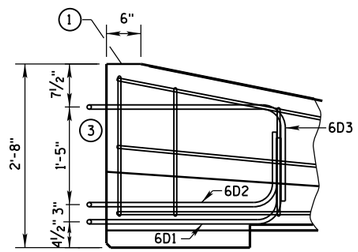
(9) 1" CHAMFER OPTIONAL.

f'c = 4,000 psi

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

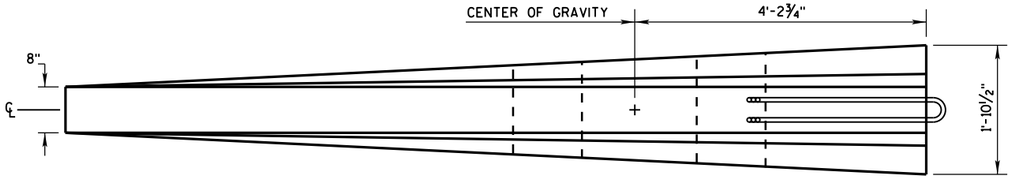
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 253

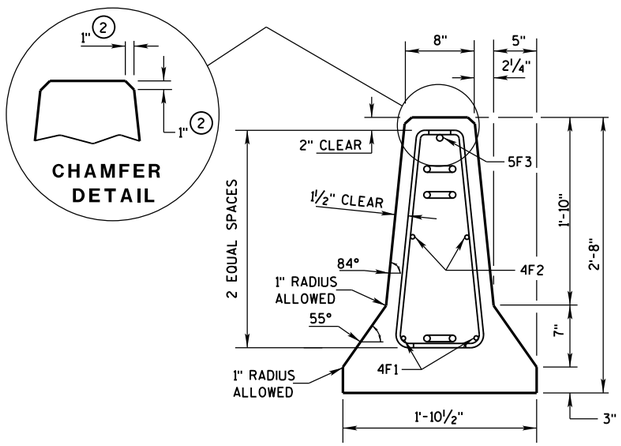


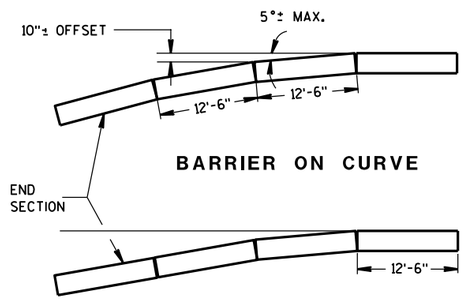


GENERAL NOTES

1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.







POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

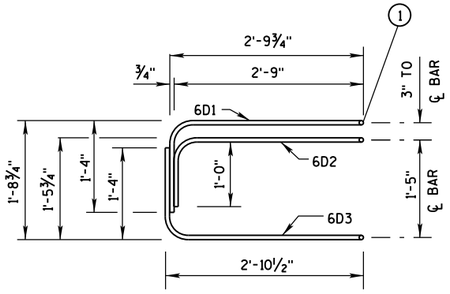
6

S.D.D. 14 B 7-15b

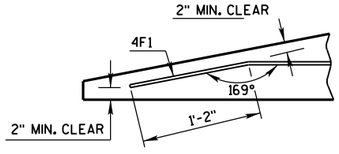
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

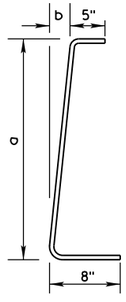
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

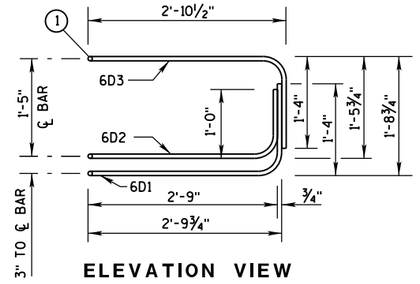
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

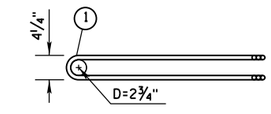
BARRIER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER SECTION)

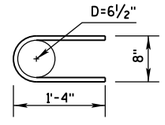
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"



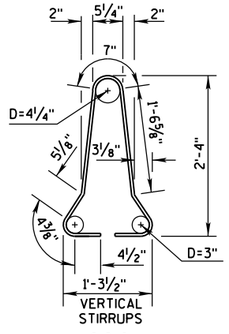
ELEVATION VIEW



PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)



6A2



4A1

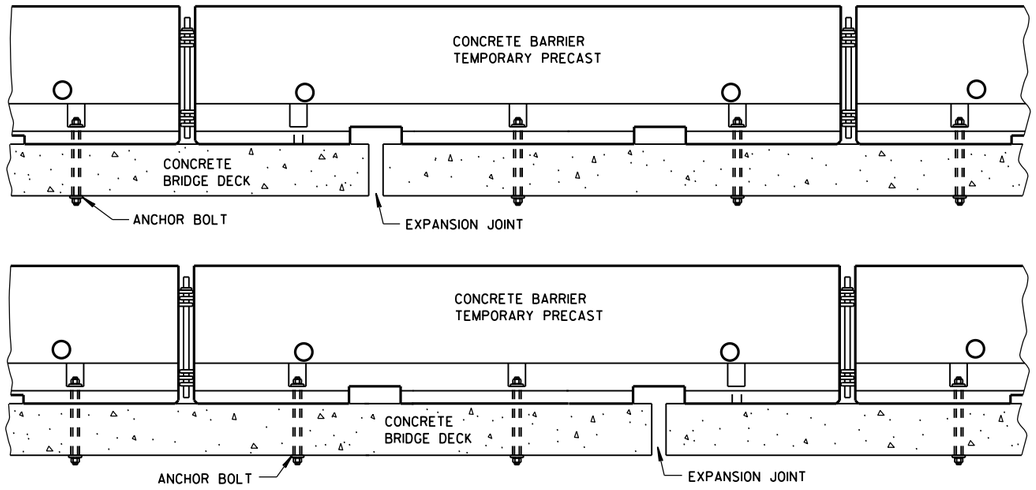
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
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S.D.D. 14 B 7-15c



TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)

GENERAL NOTES

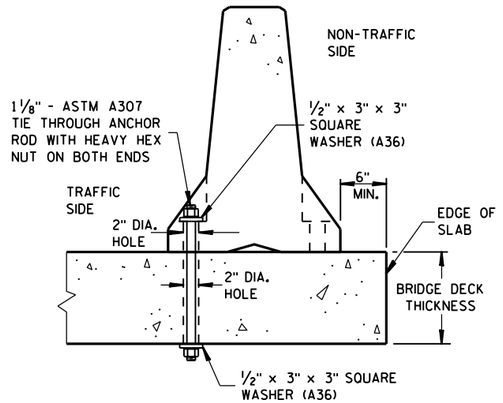
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(1) 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.

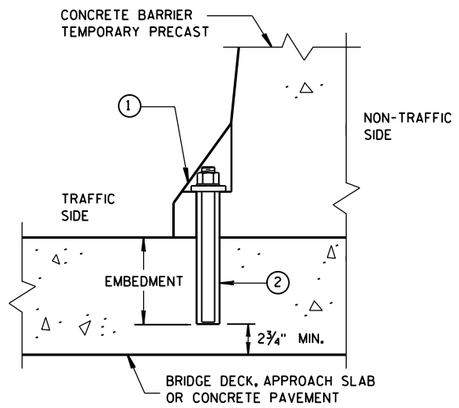
(2) ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.

(3) ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



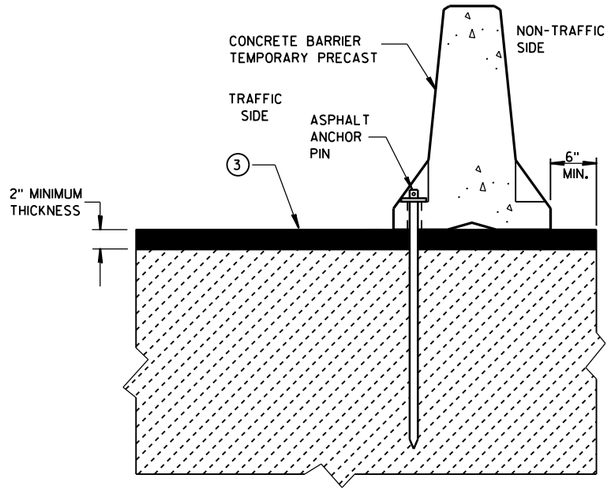
THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)

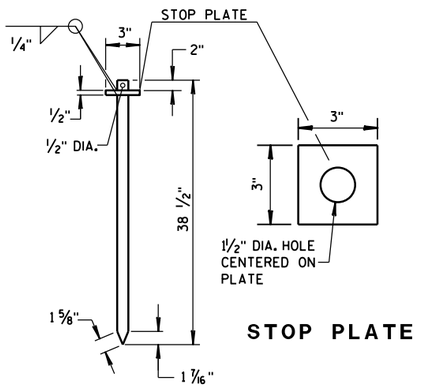


REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)



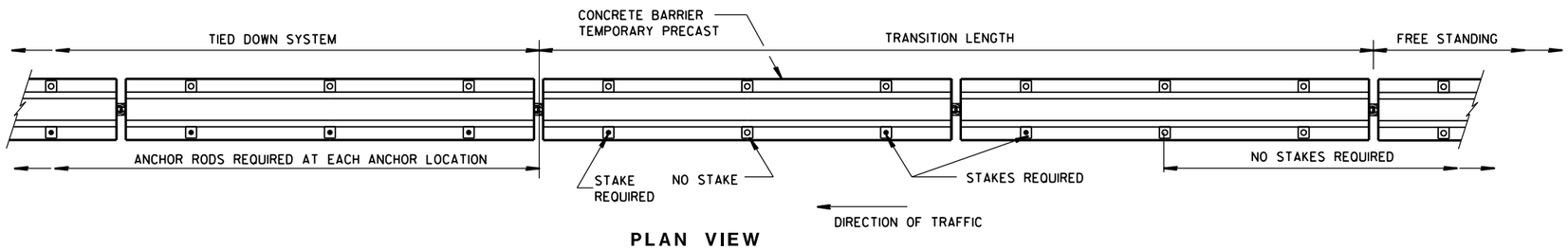
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

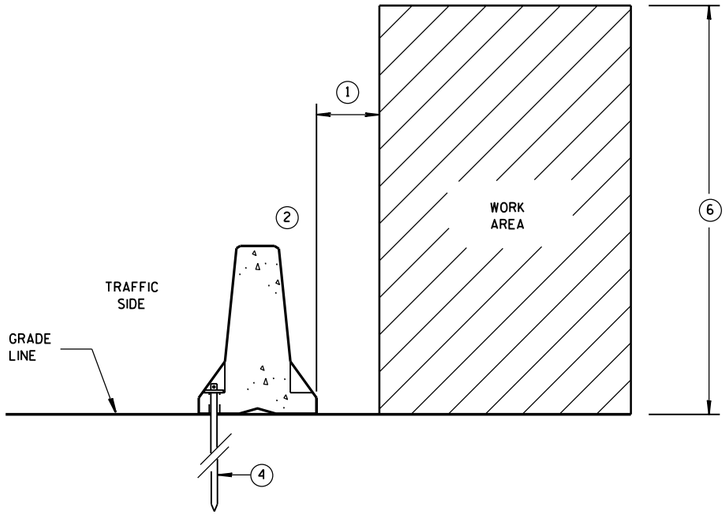
(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

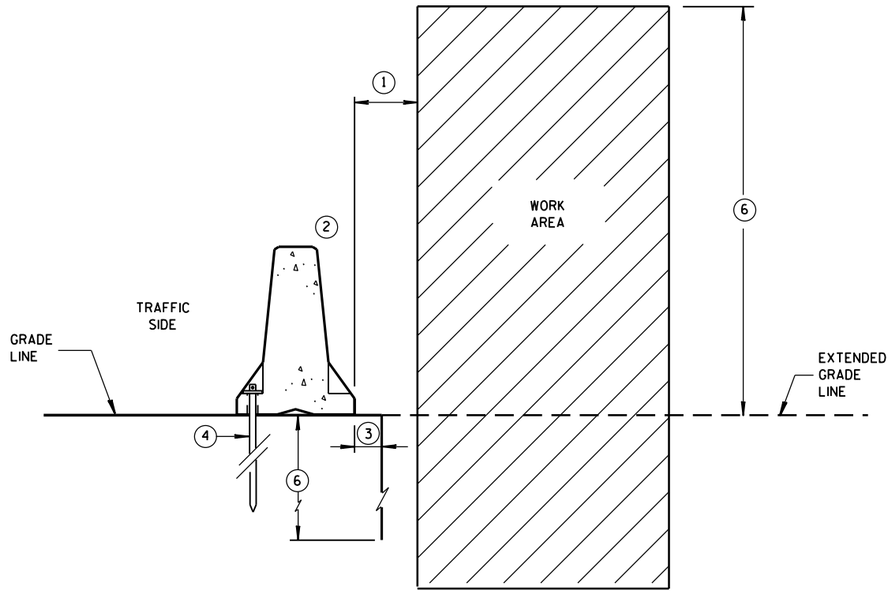
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

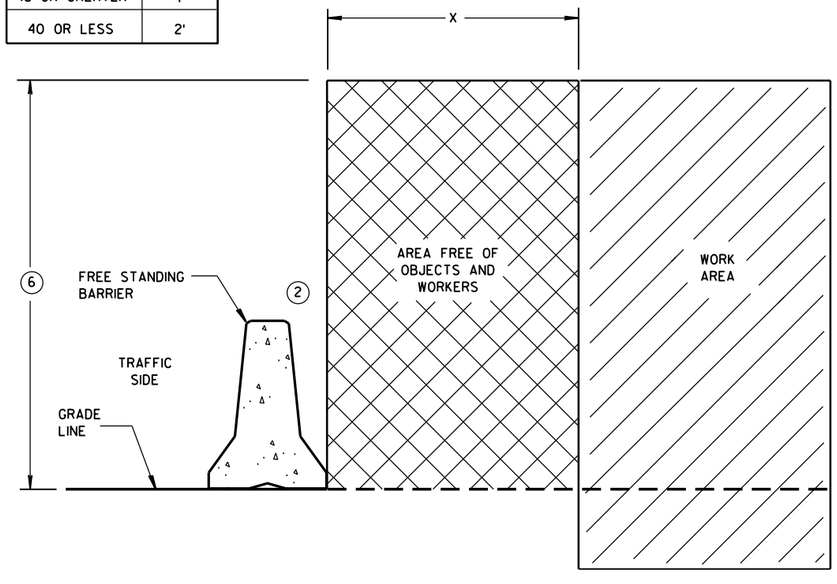


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

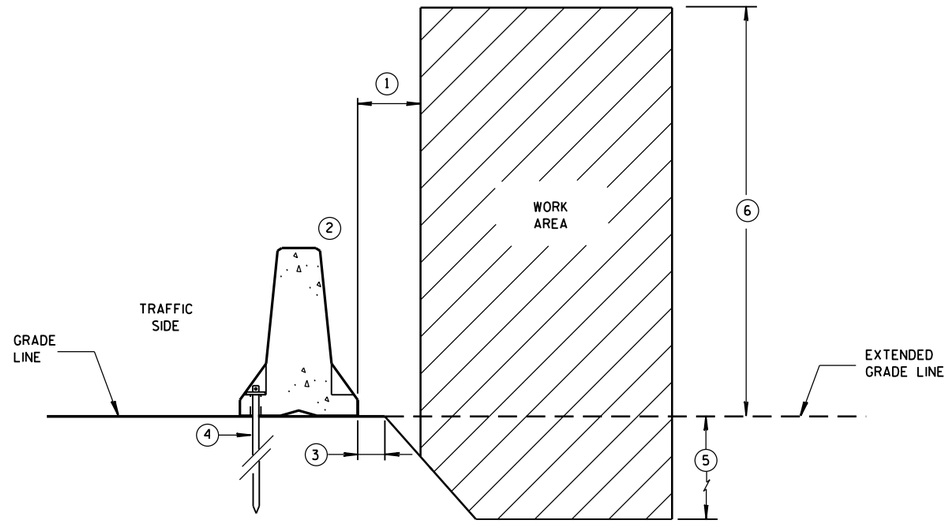
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



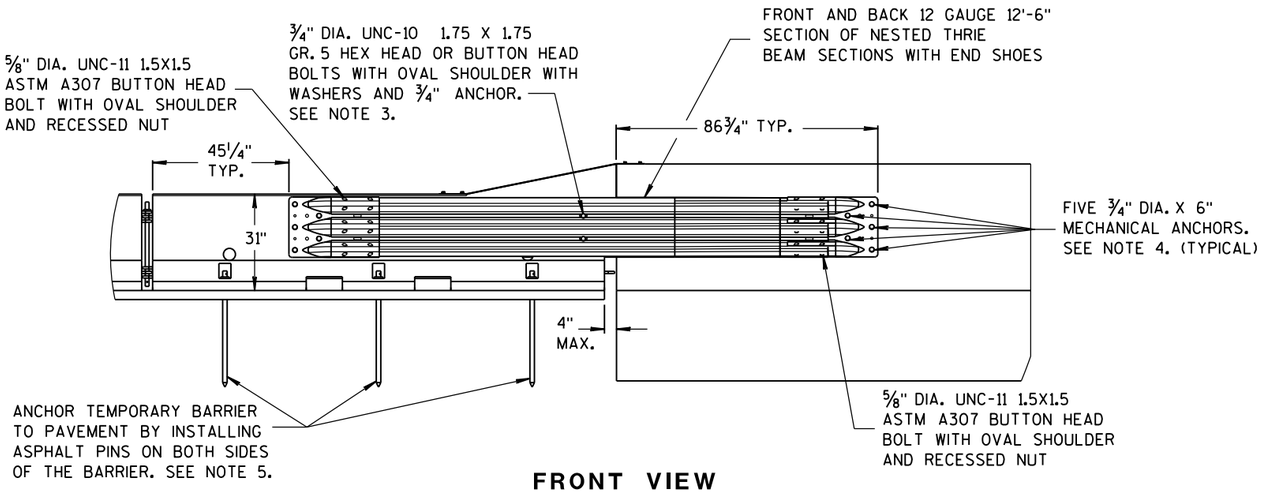
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

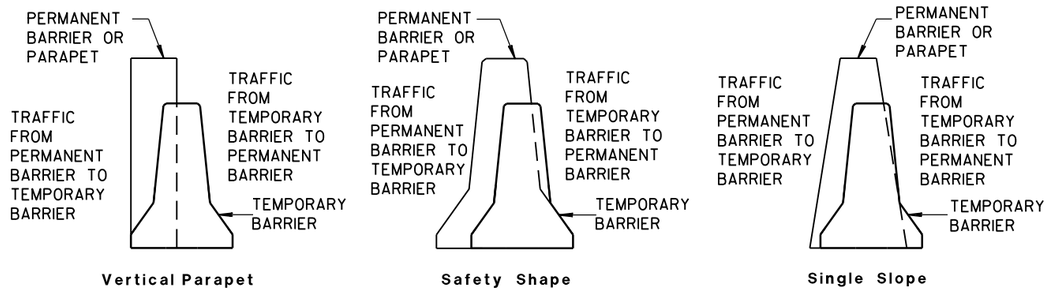
STATE OF WISCONSIN
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S.D.D. 14 B 7-15e



FRONT VIEW

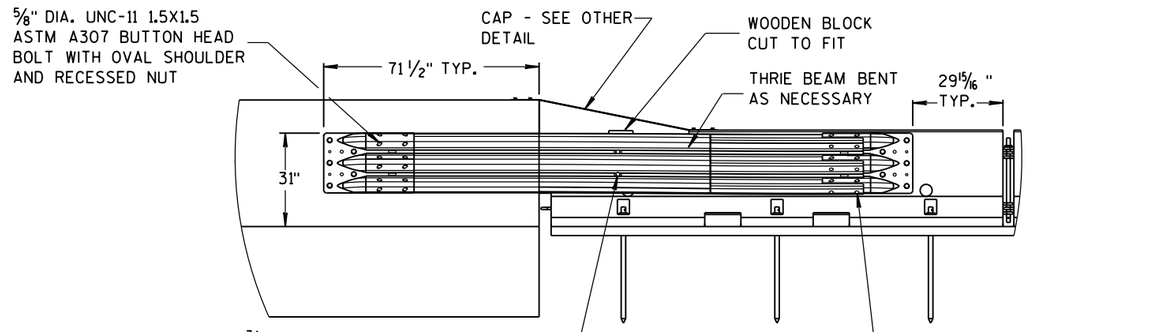


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

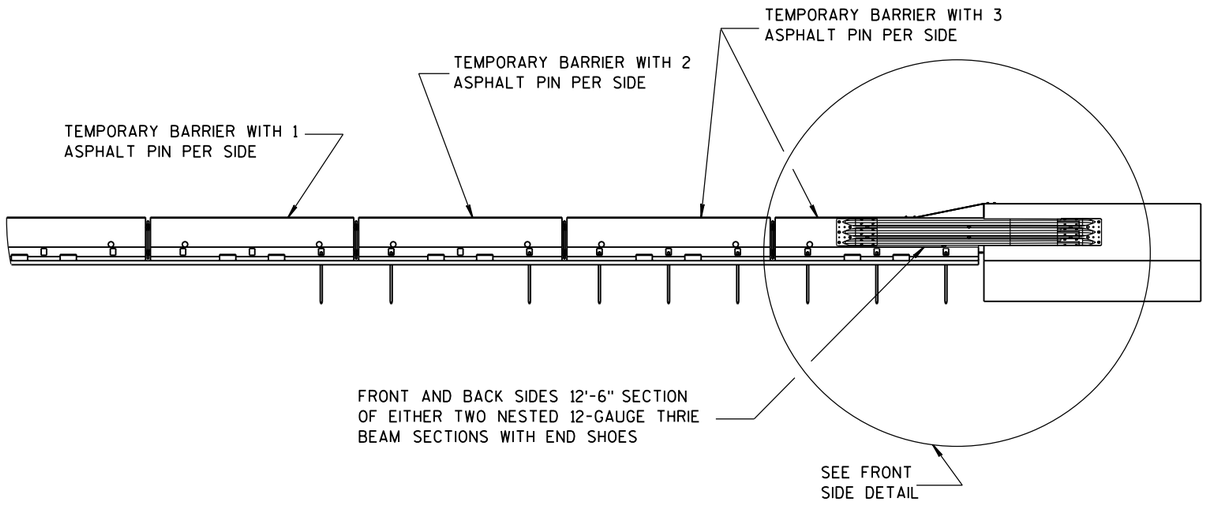
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

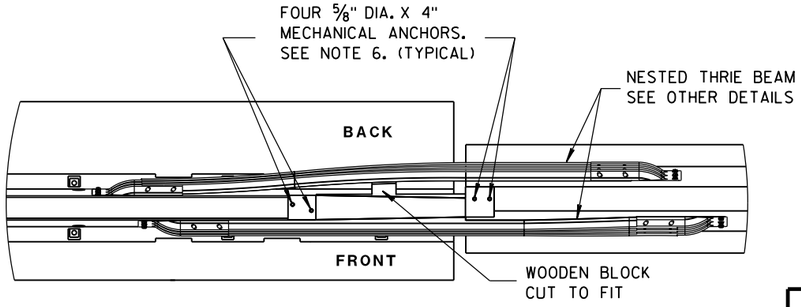
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



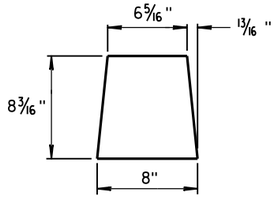
PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

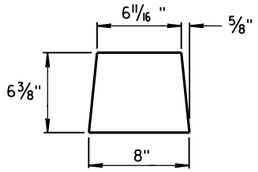
CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

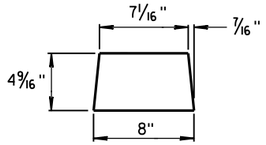
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S.D.D. 14 B 7-15f



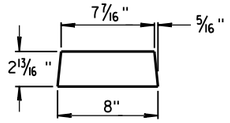
GUSSET 1



GUSSET 2

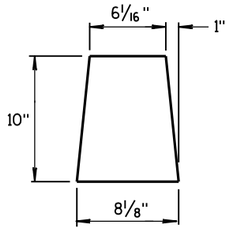


GUSSET 3

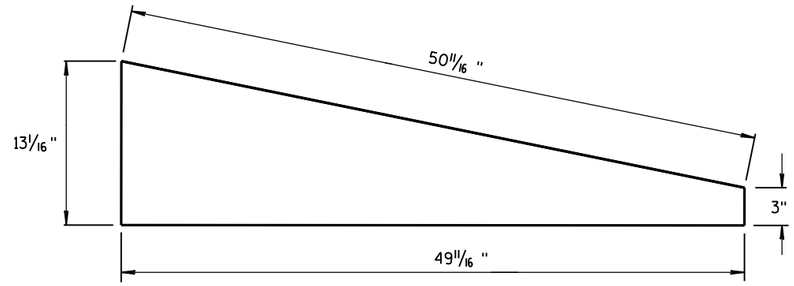


GUSSET 4

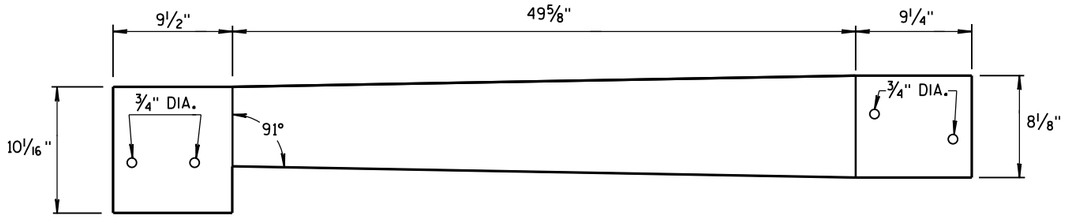
GUSSETS

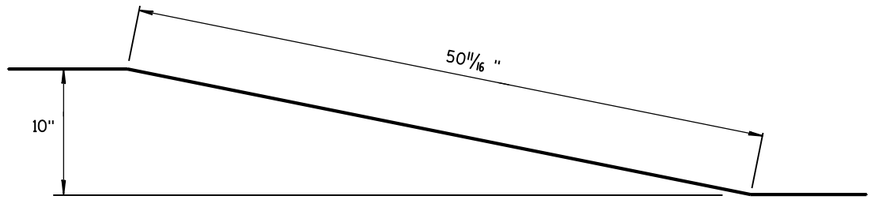


END PLATE



SIDE PLATE

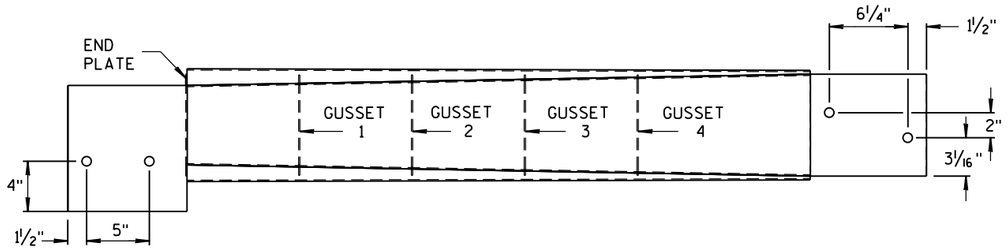


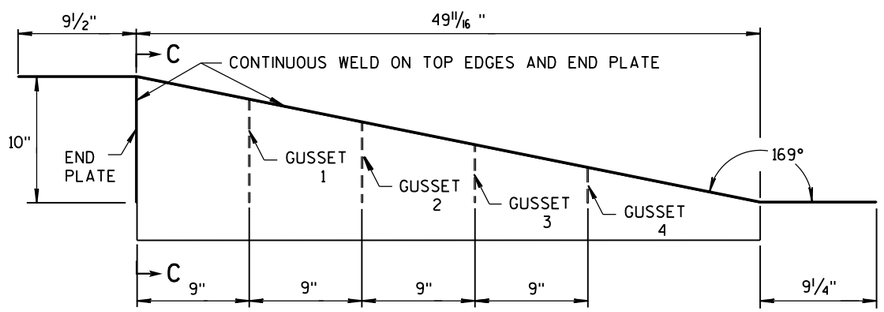


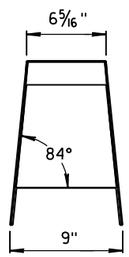
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

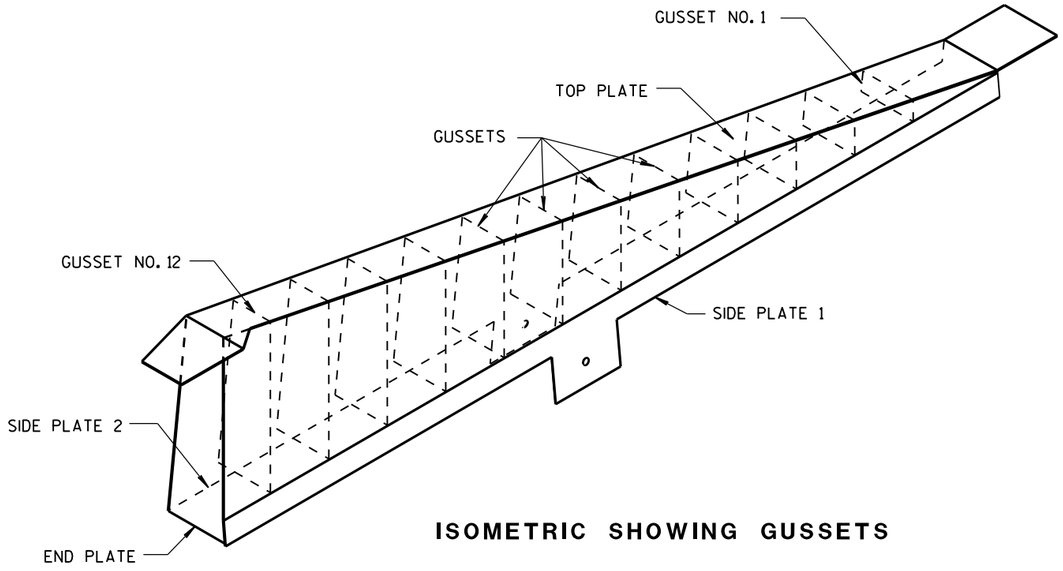
1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

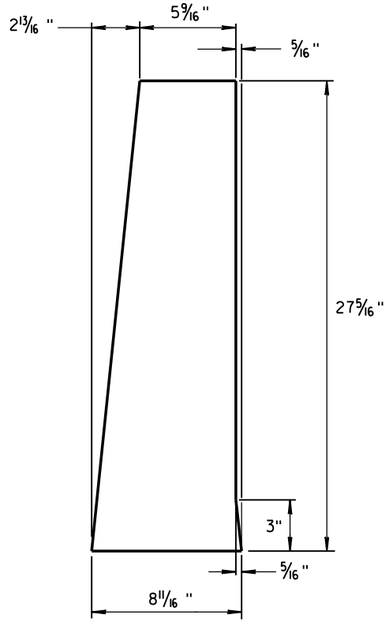
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-15g

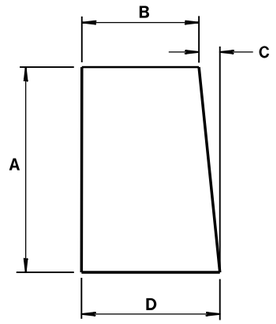


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



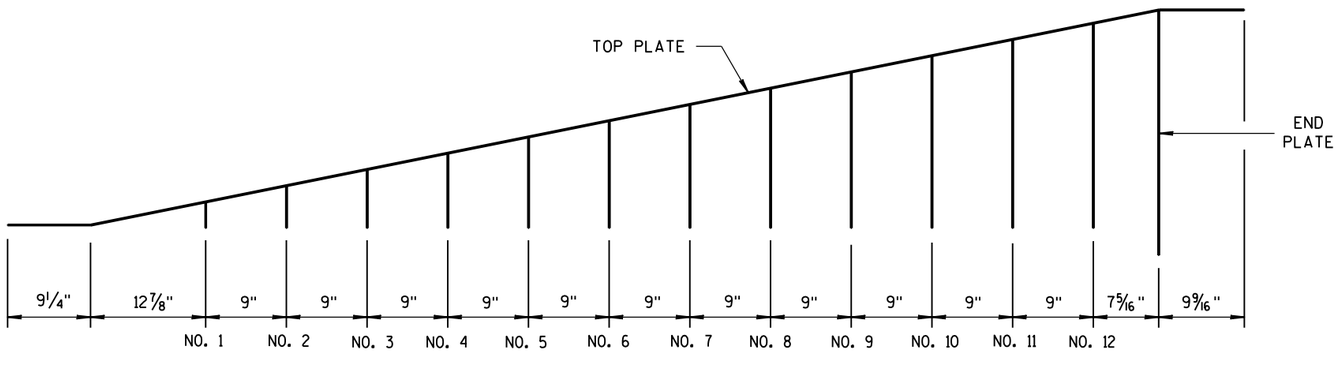
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

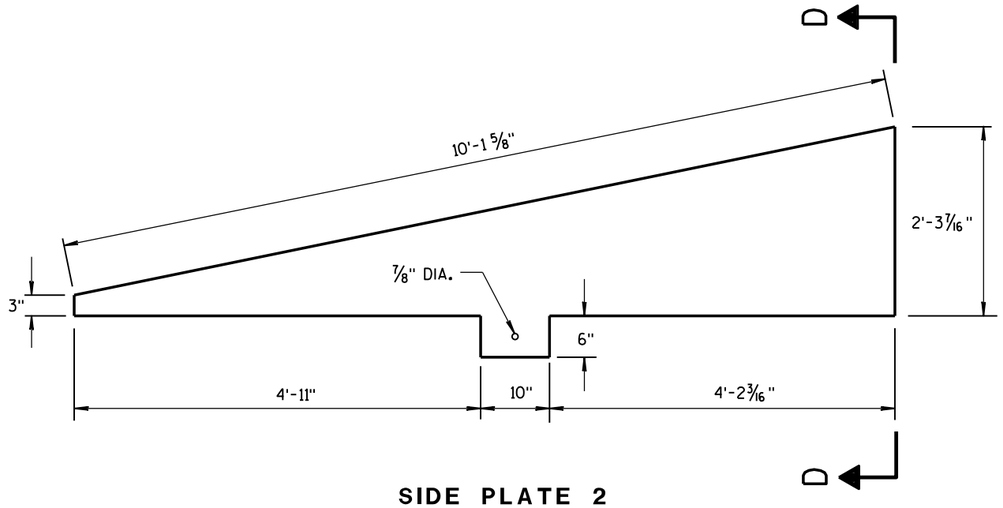
CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

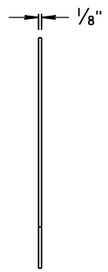
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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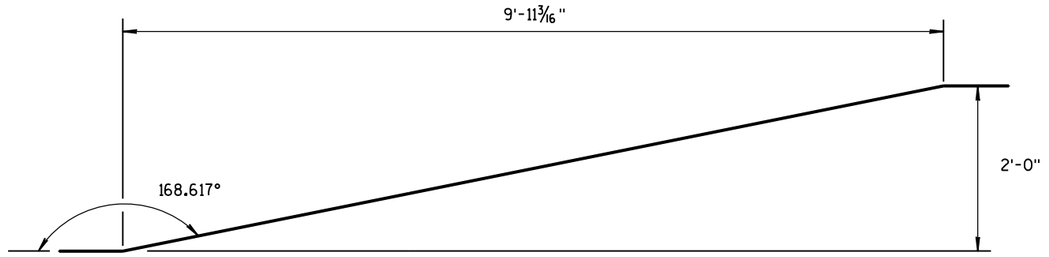
S.D.D. 14 B 7-15h



SIDE PLATE 2

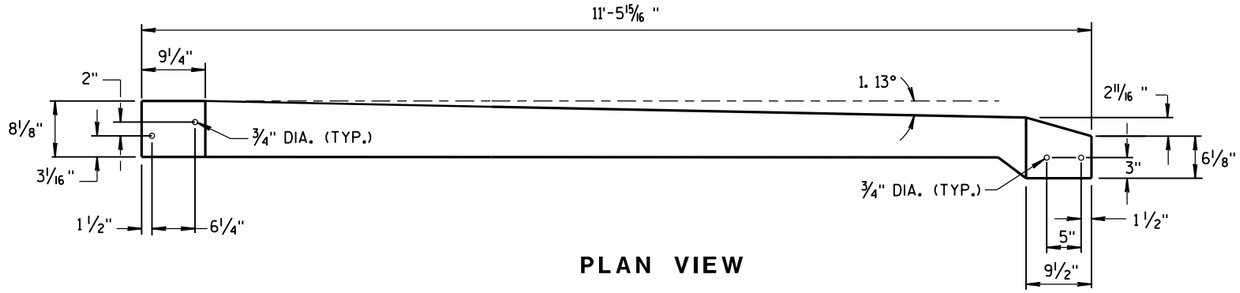


END VIEW



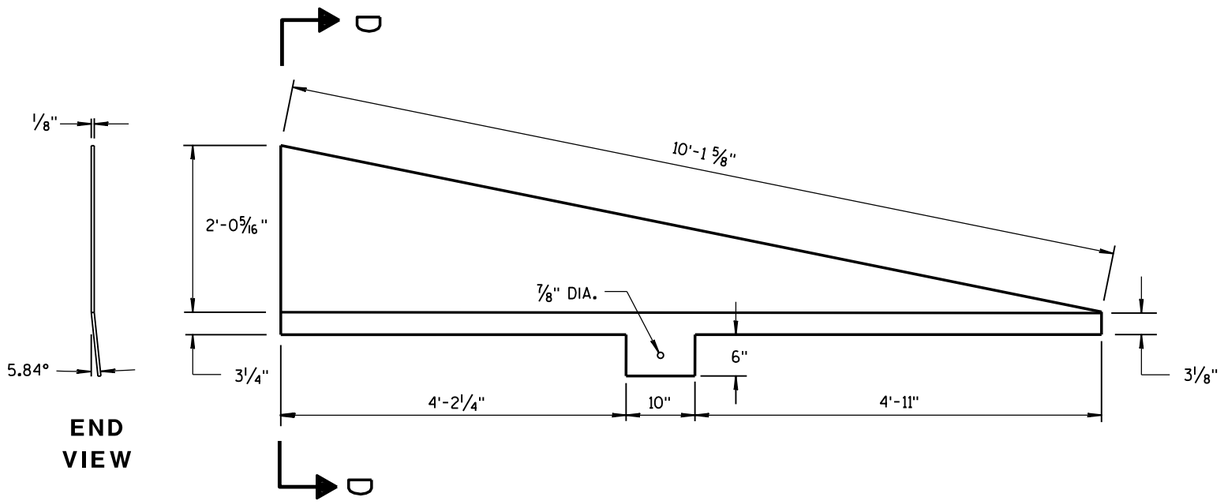
SIDE VIEW

TOP PLATE



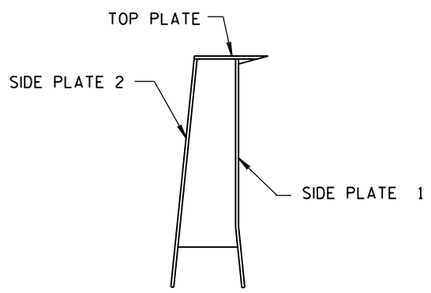
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER

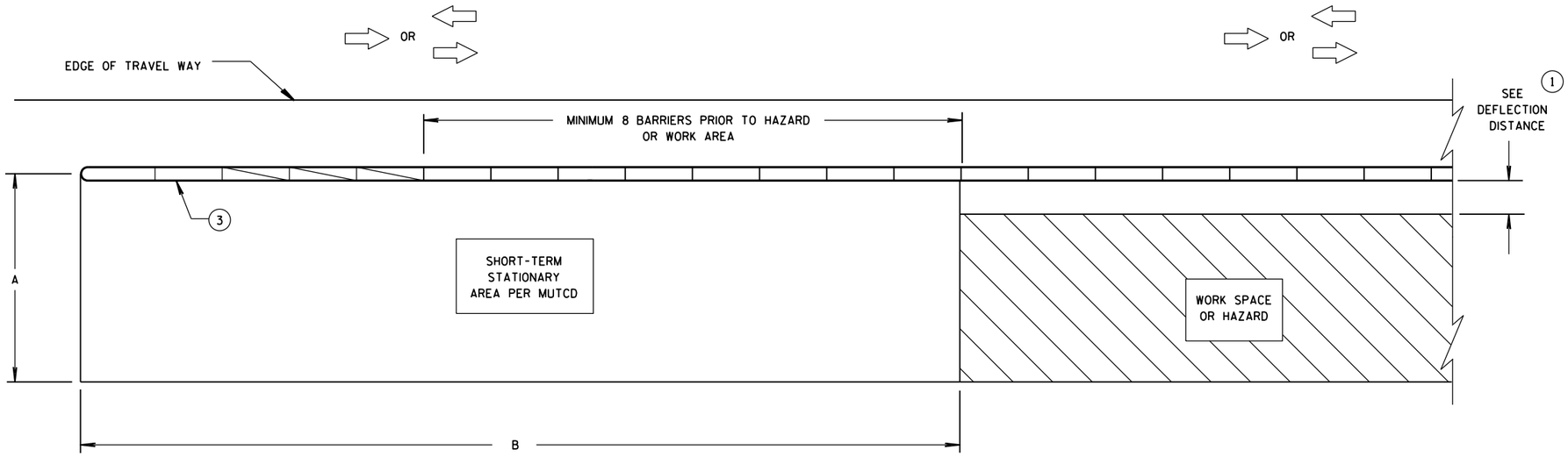
FHWA

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S.D.D. 14 B 7-15i



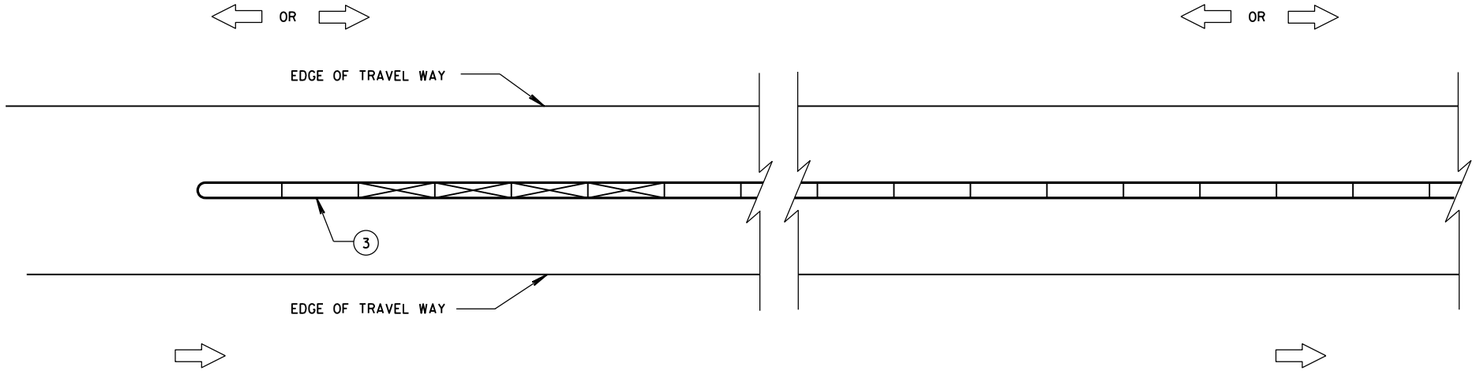
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

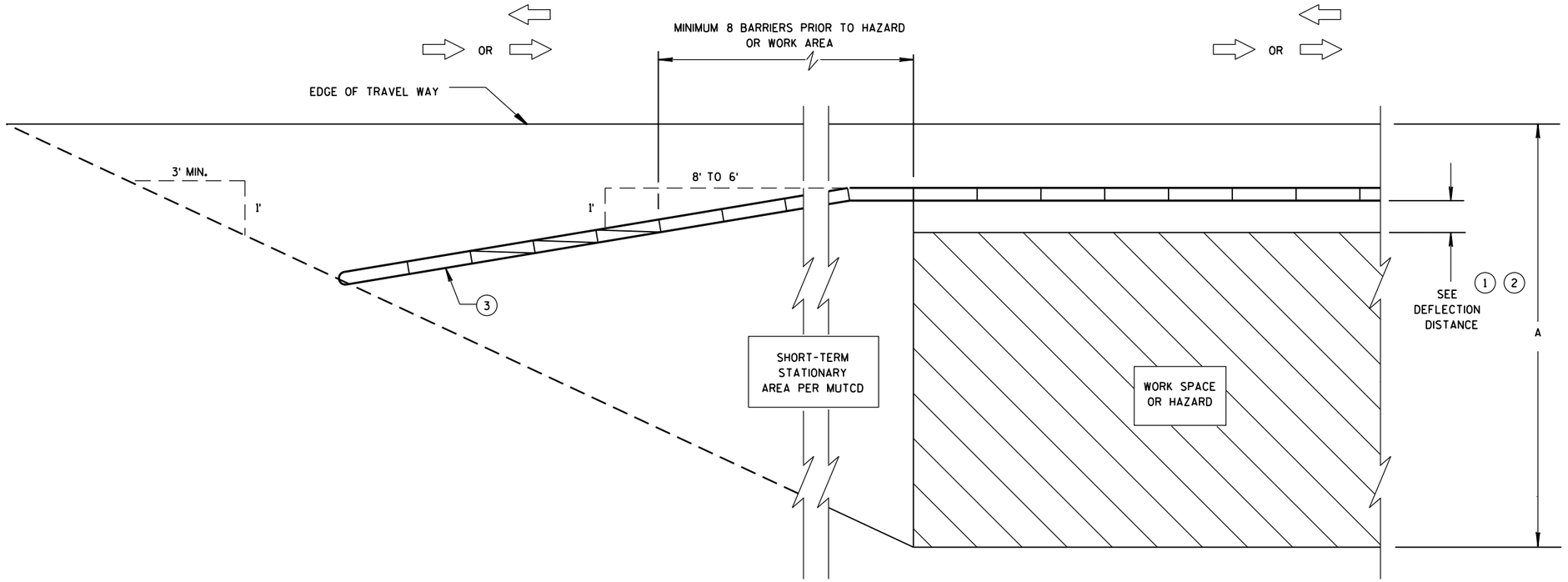
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

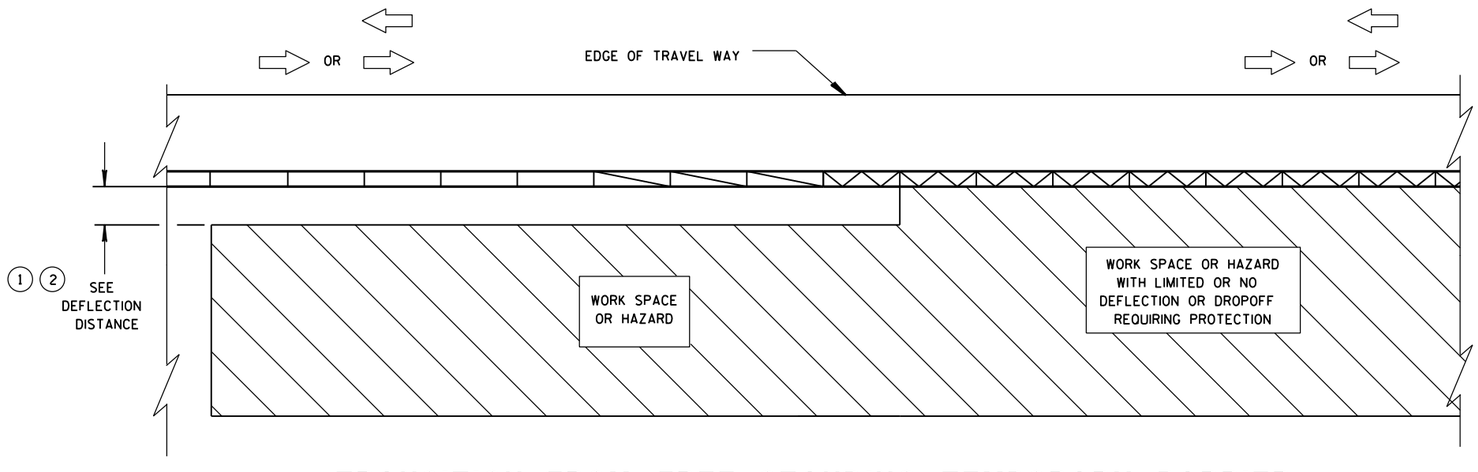
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

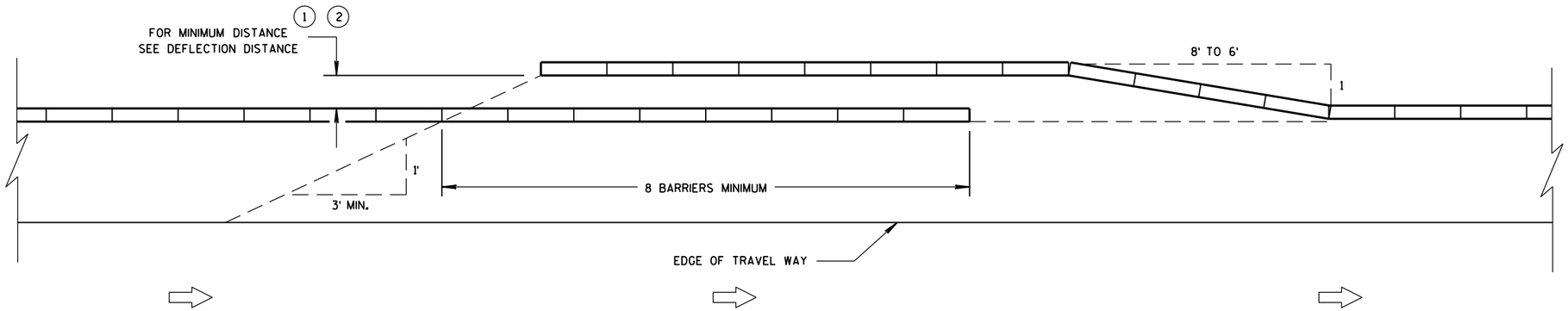
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

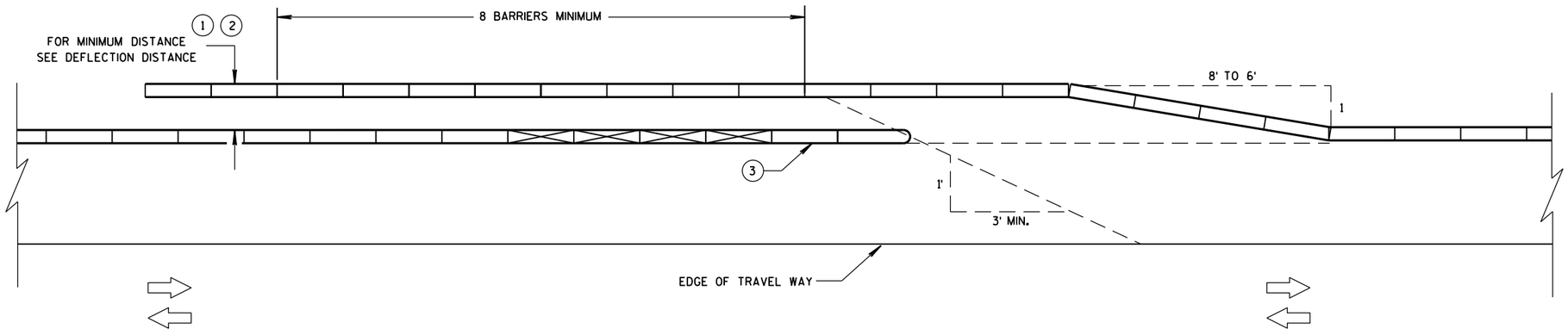
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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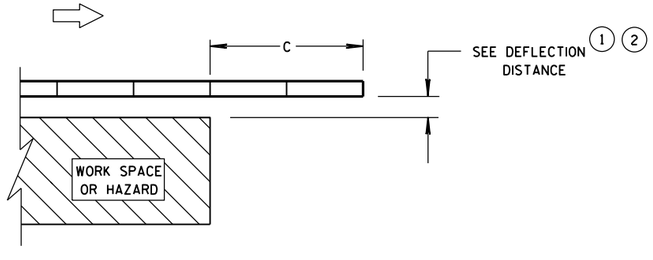
S.D.D. 14 B 8-2b



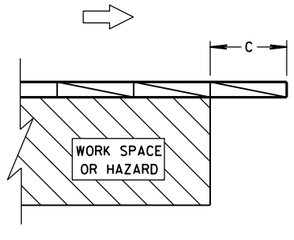
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

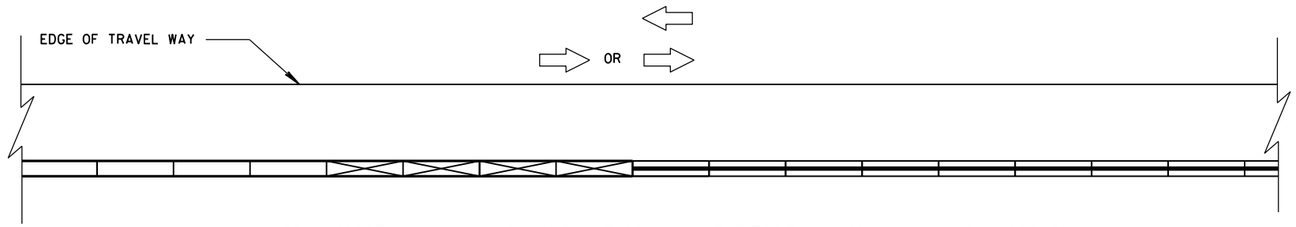
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

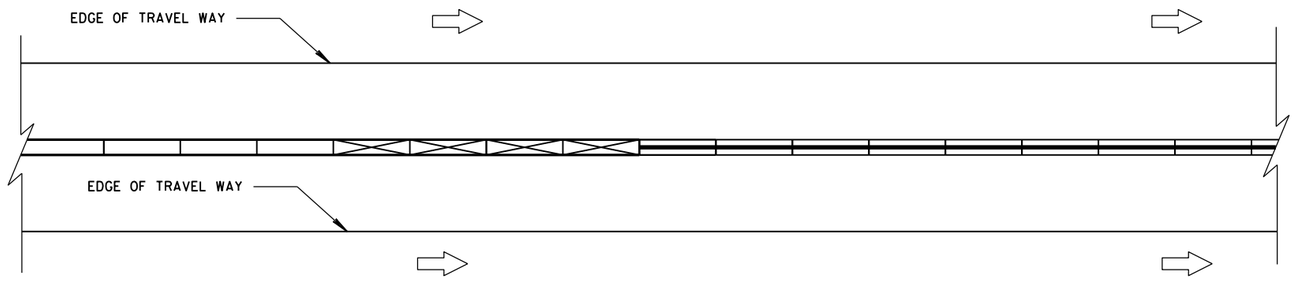
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

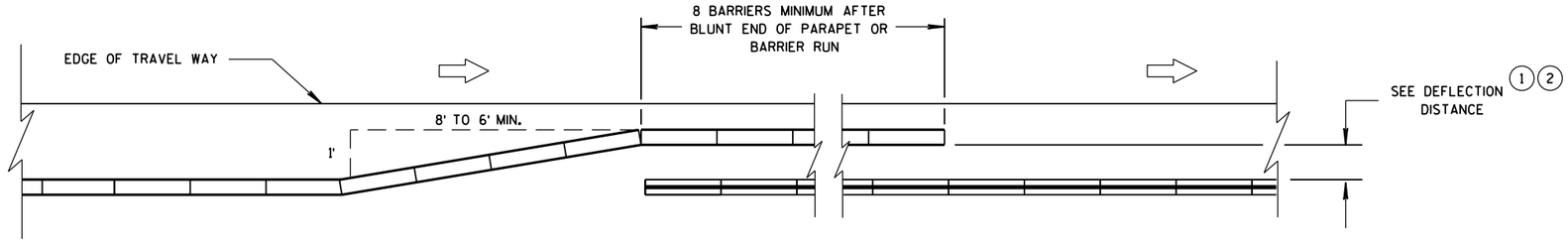
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

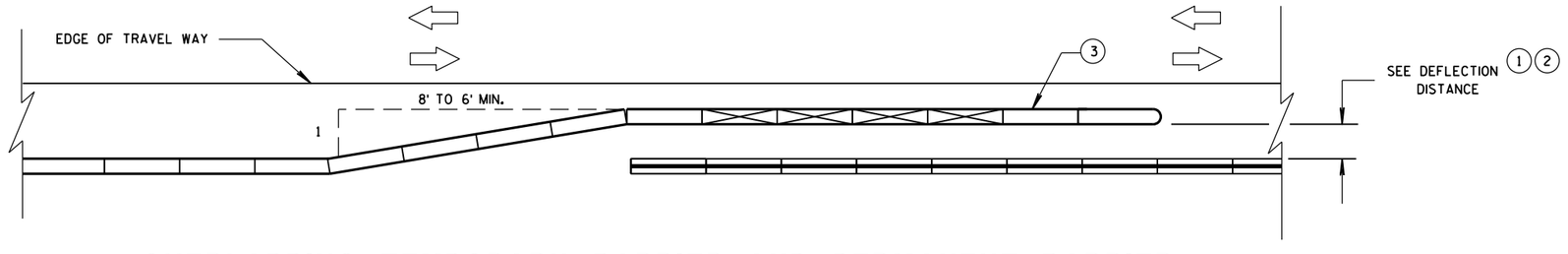
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2d

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S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

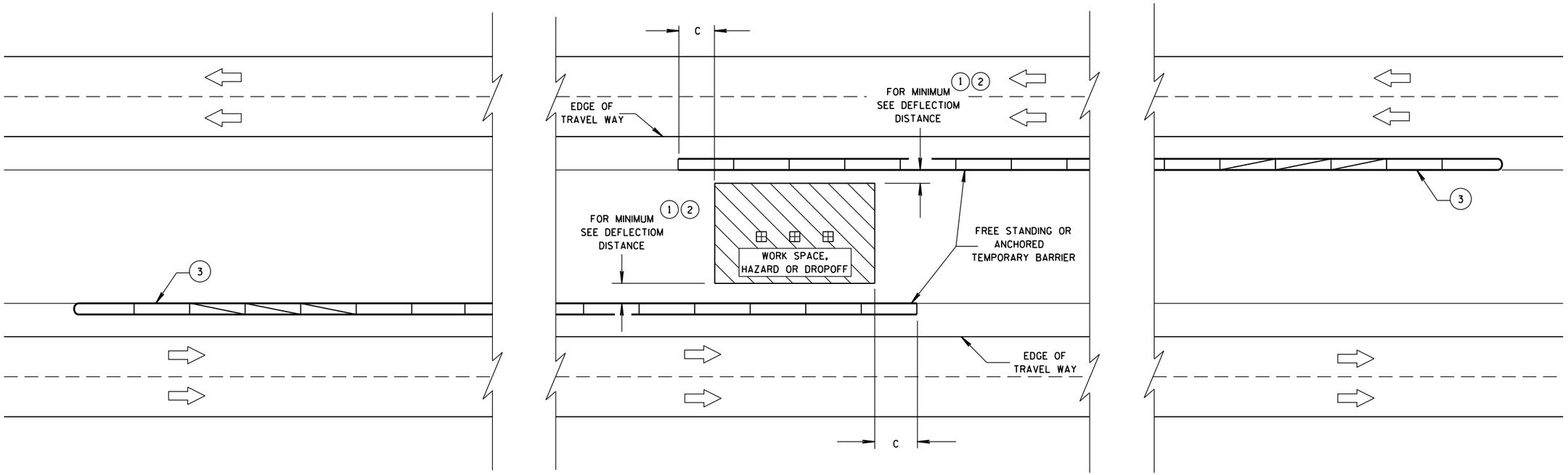
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
ENT
FHWA

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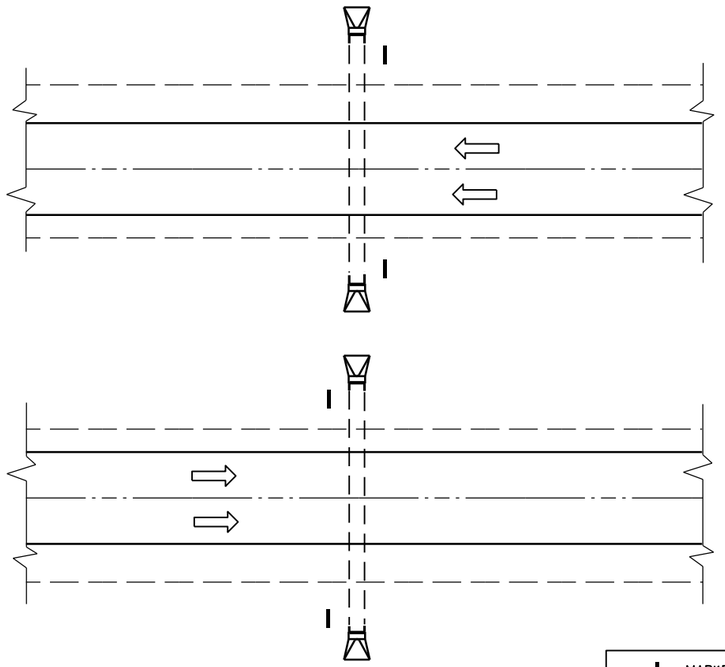
S.D.D. 14 B 8-2e

6

S.D.D. 14 B 8-2e

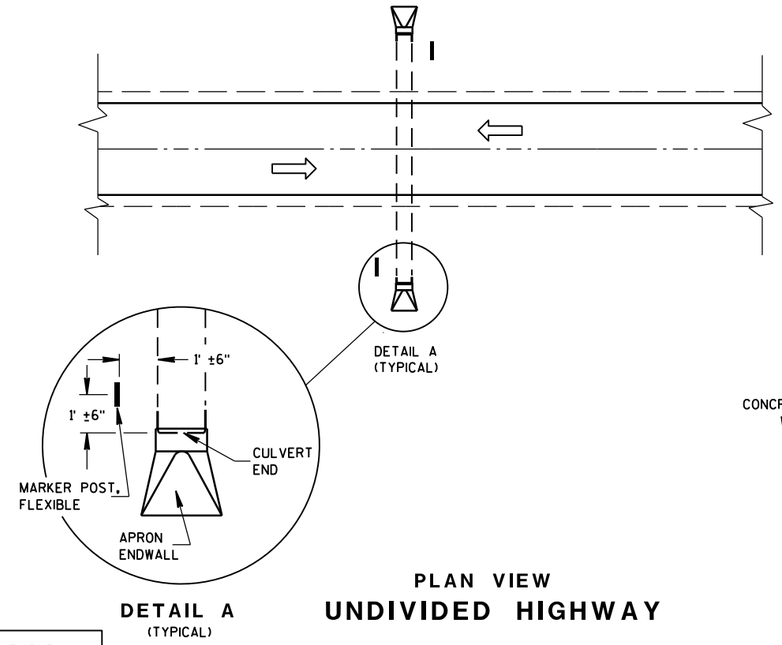
GENERAL NOTES

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



PLAN VIEW

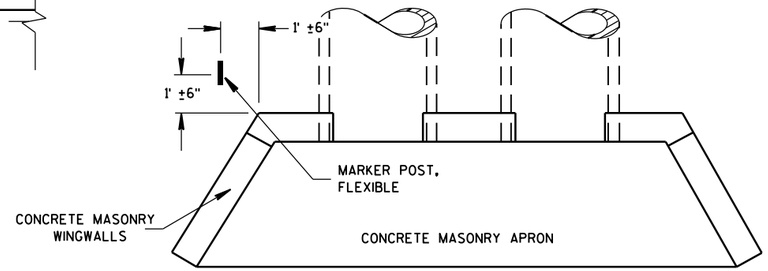
DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

UNDIVIDED HIGHWAY



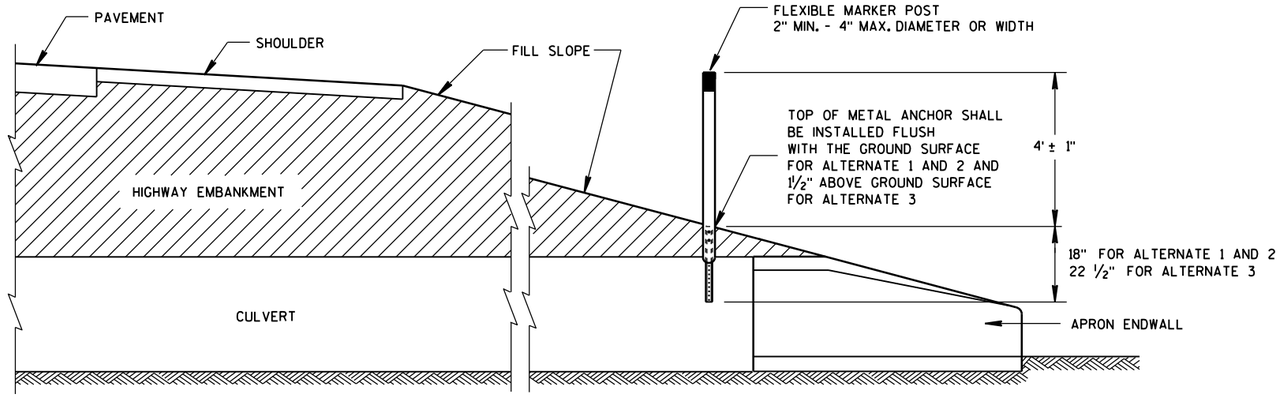
PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

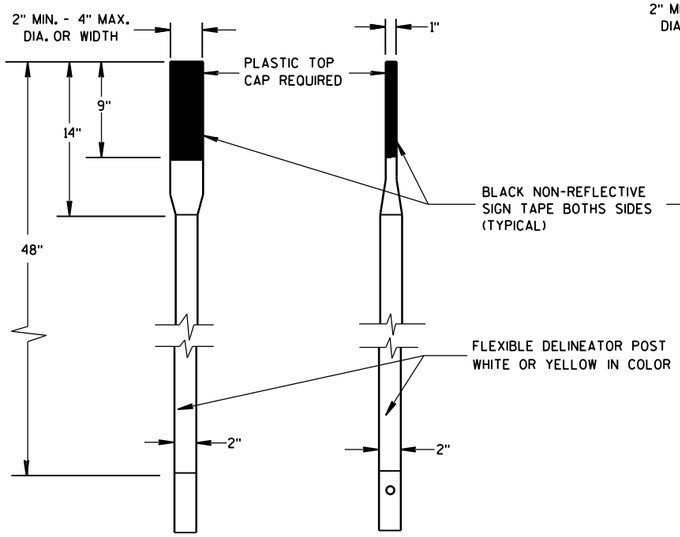
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

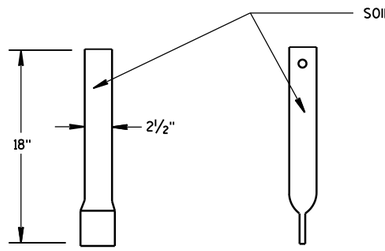
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S.D.D. 15 A 3-2a

6

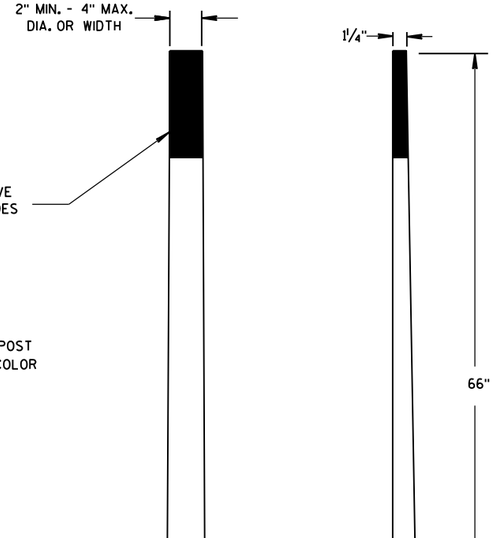
S.D.D. 15 A 3-2a





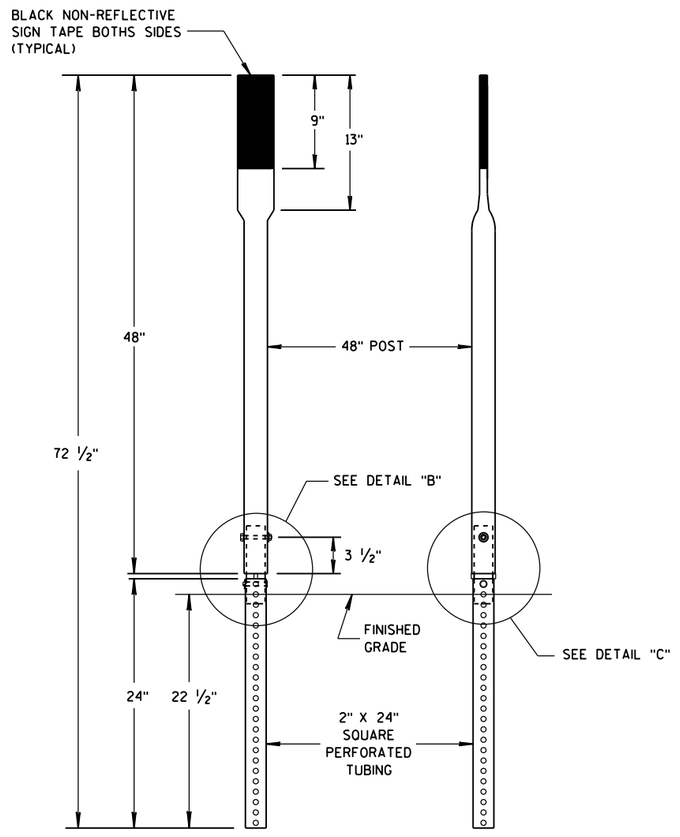
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

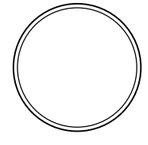
ALTERNATE 2



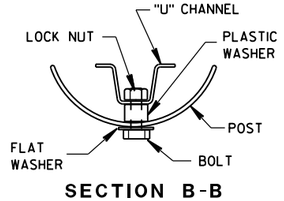
FRONT VIEW SIDE VIEW

ALTERNATE 3

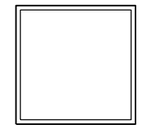
FLEXIBLE MARKER POSTS



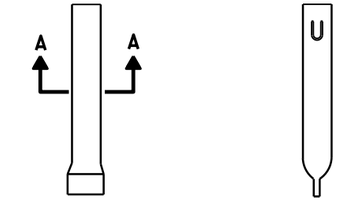
SECTION A-A



SECTION B-B

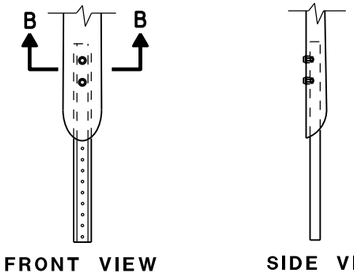


SECTION C-C



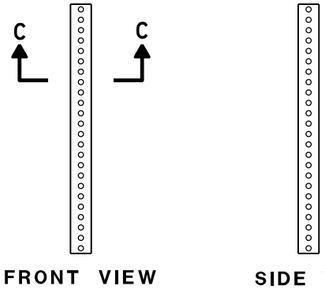
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

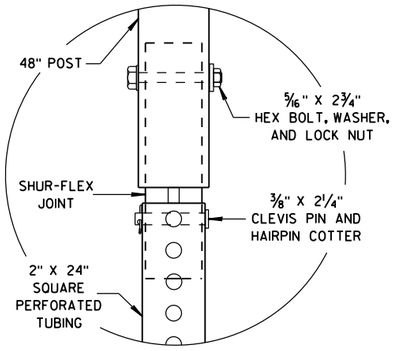
ALTERNATE 2



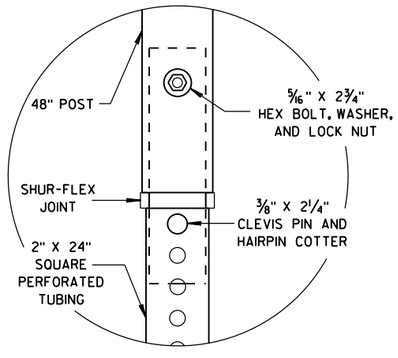
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



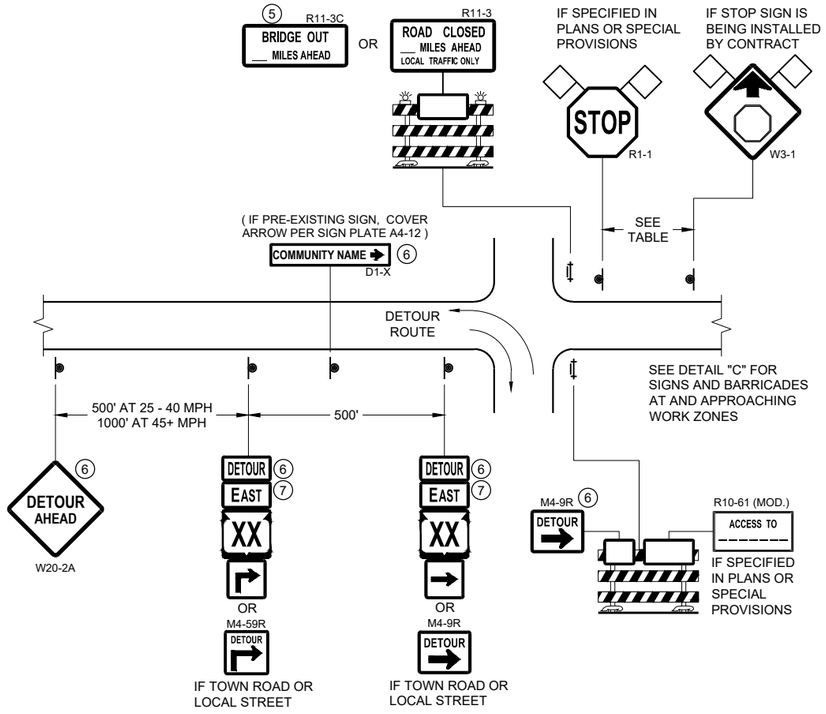
DETAIL C

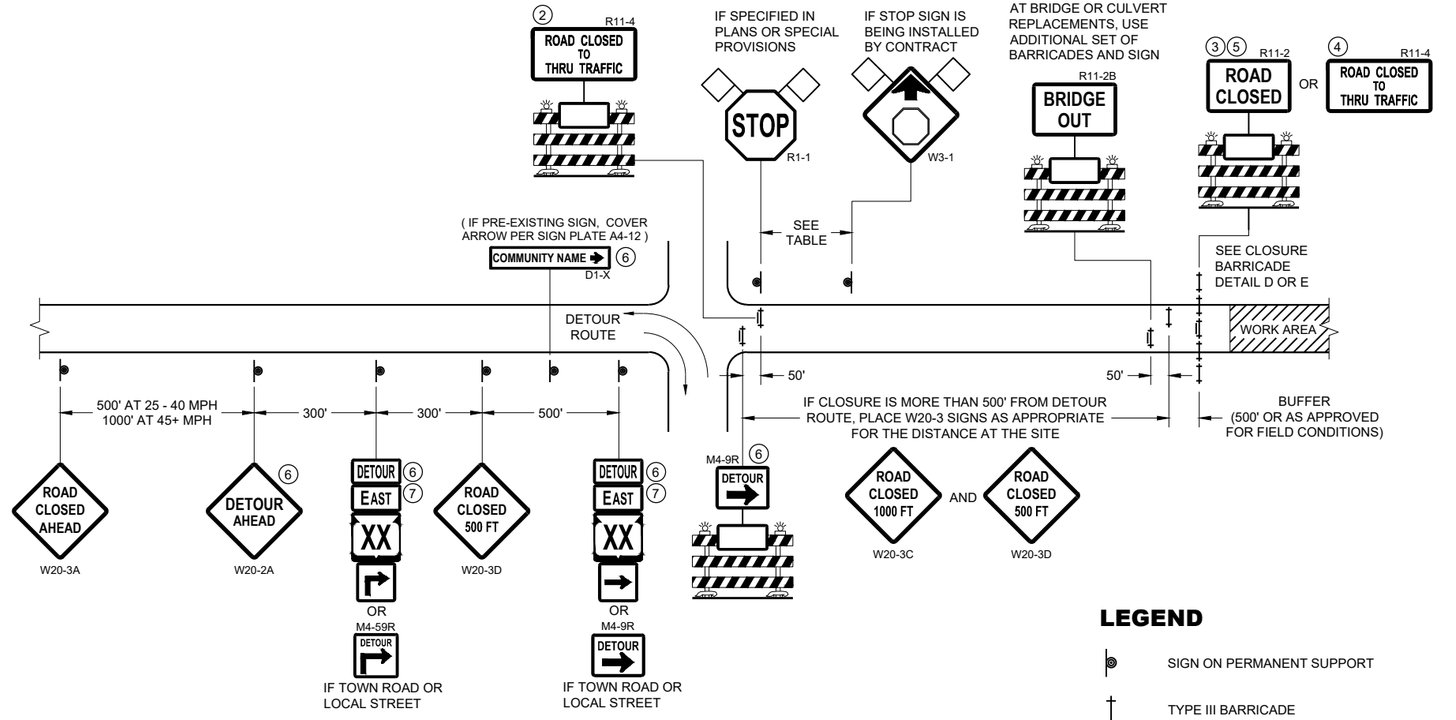
FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

6
S.D.D. 15 A 3-2b



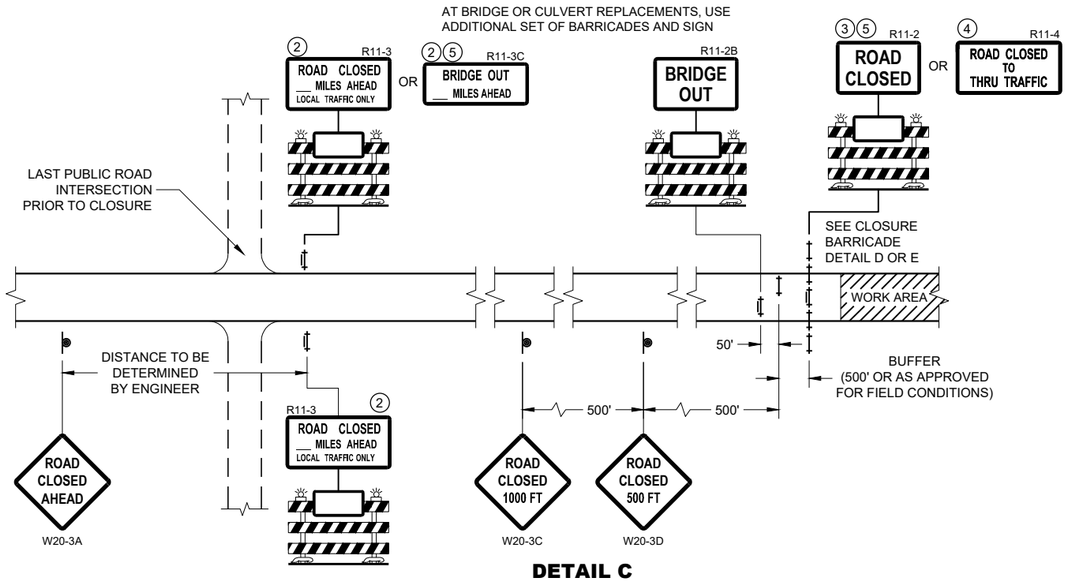


DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

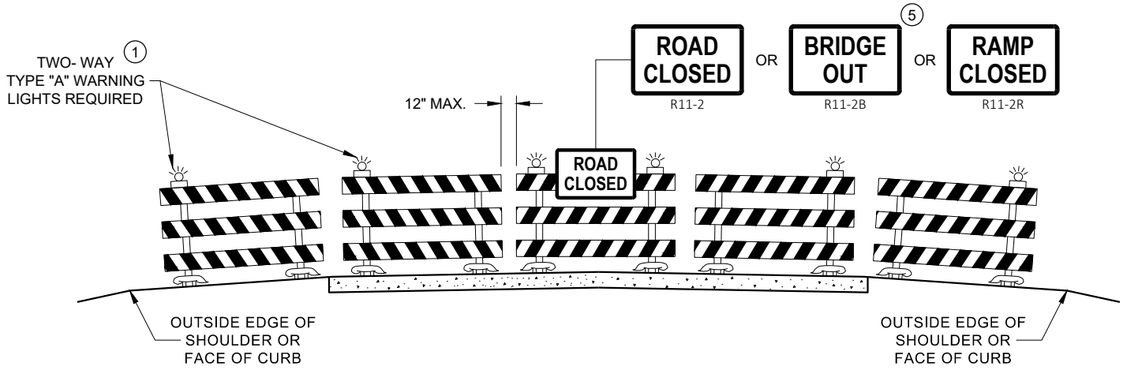
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

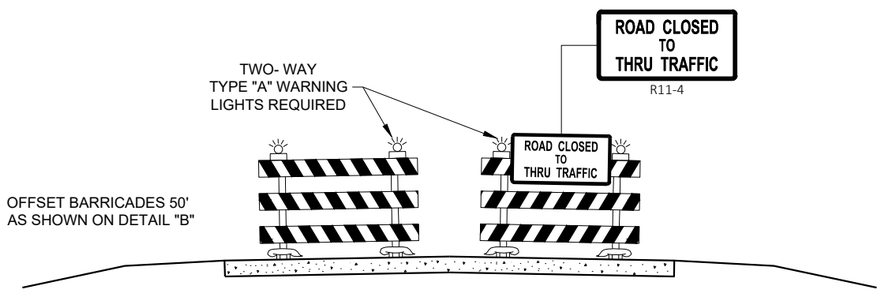
FHWA

SDD 15C02 - 08a

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SDD 15C02 - 08a



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
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

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 / EAST — M4 - 8, 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.

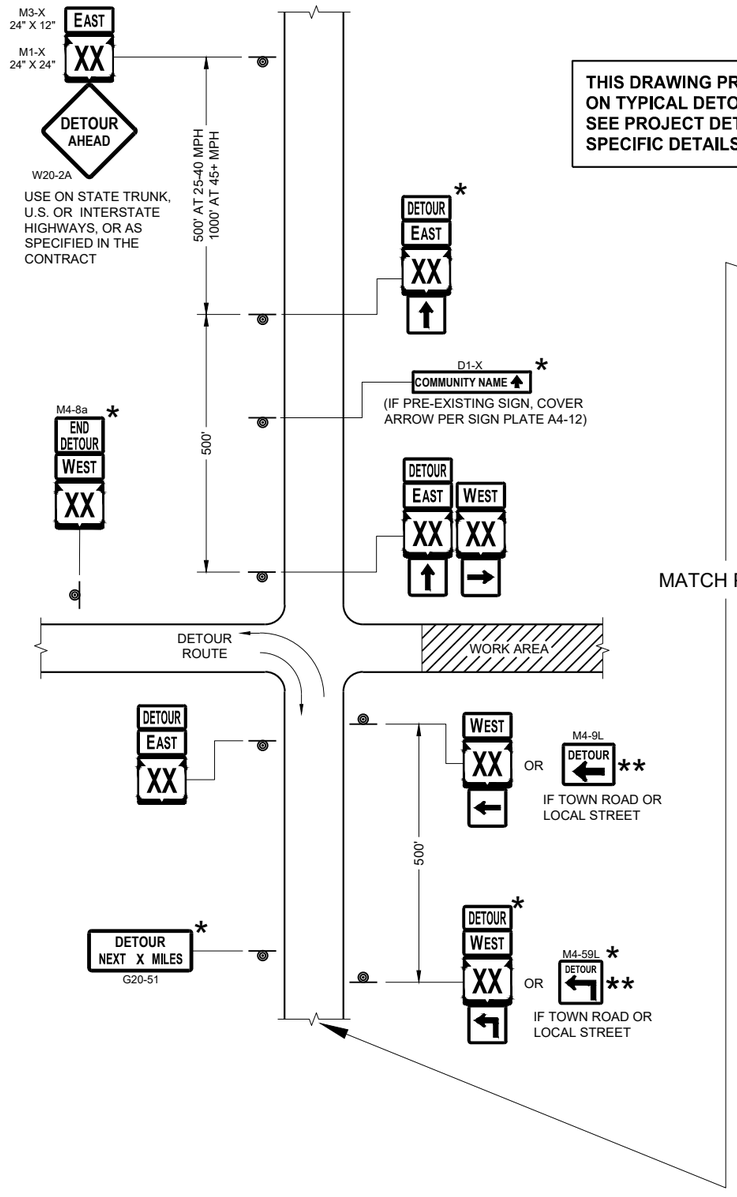
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

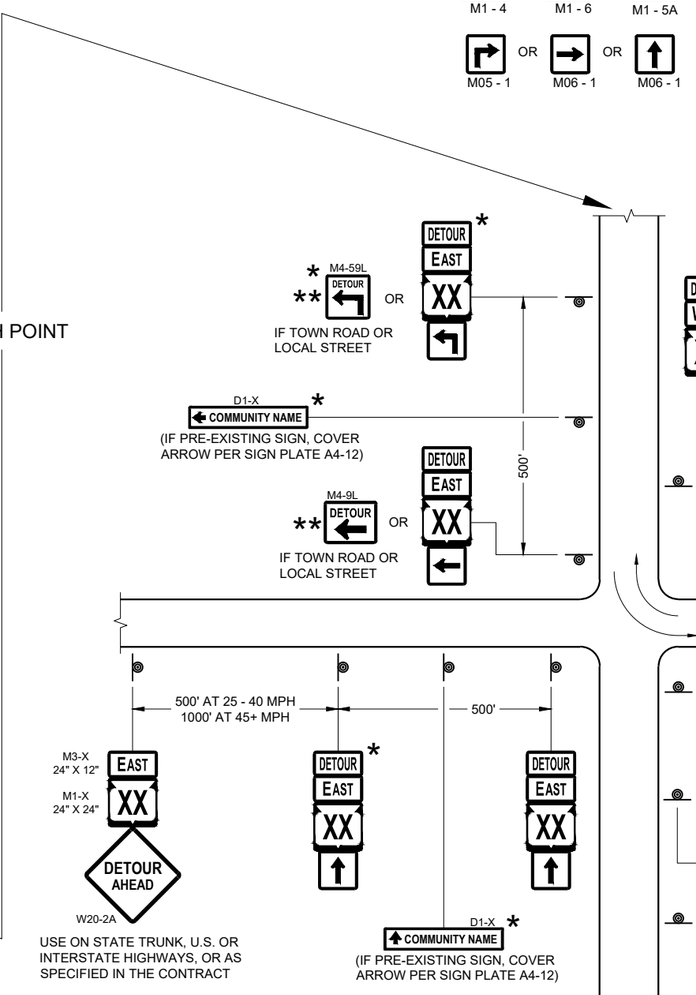
SIGN SIZES SHALL BE AS FOLLOWS:

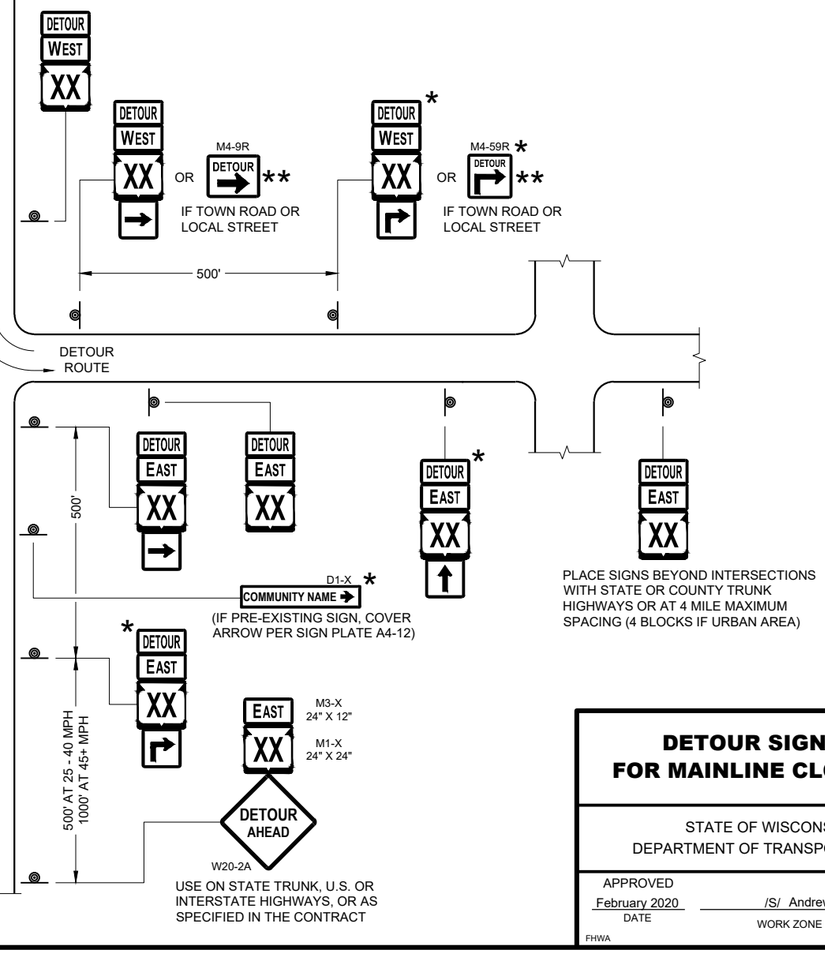
M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
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.







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

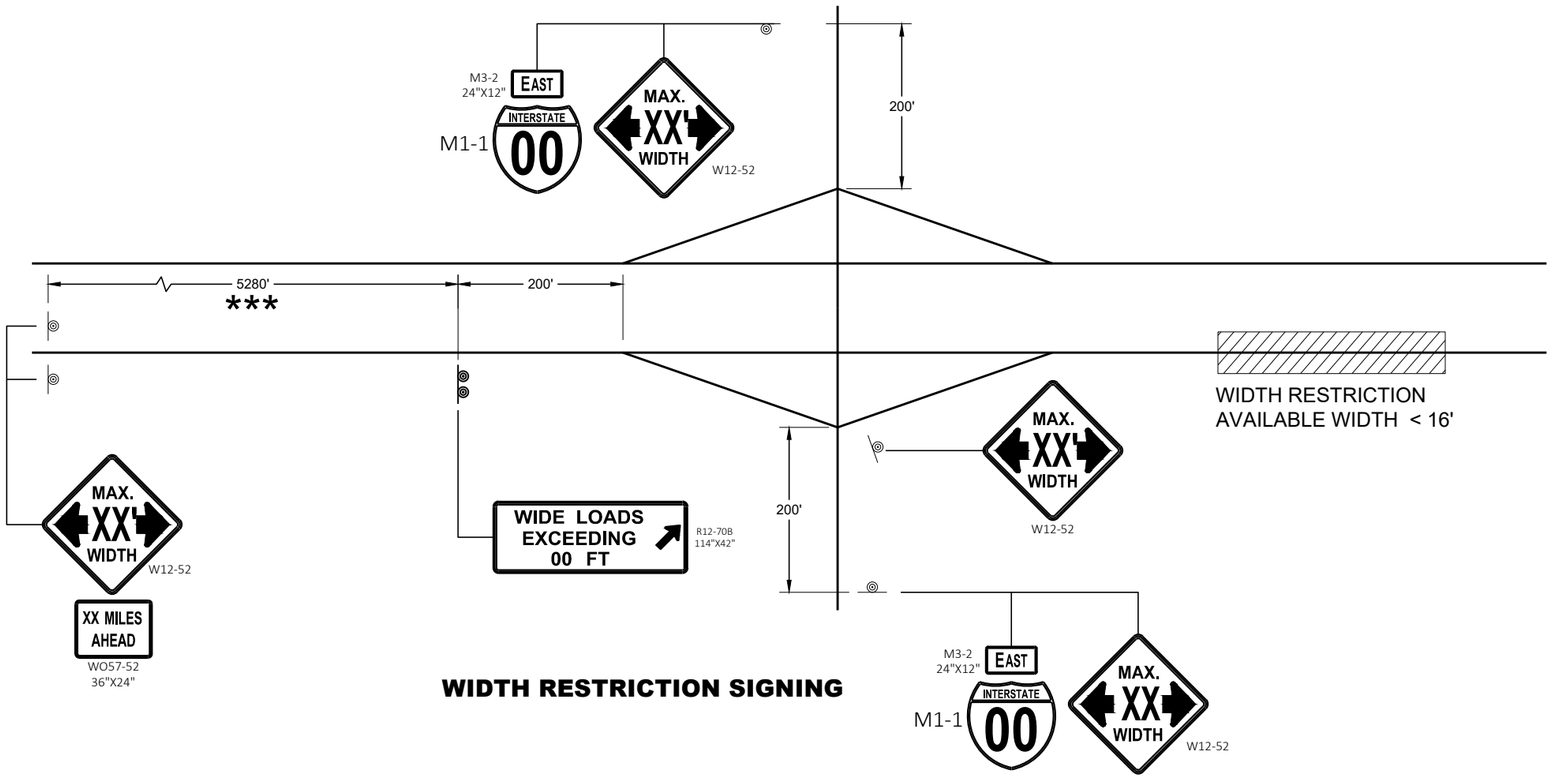
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 08c

6



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.

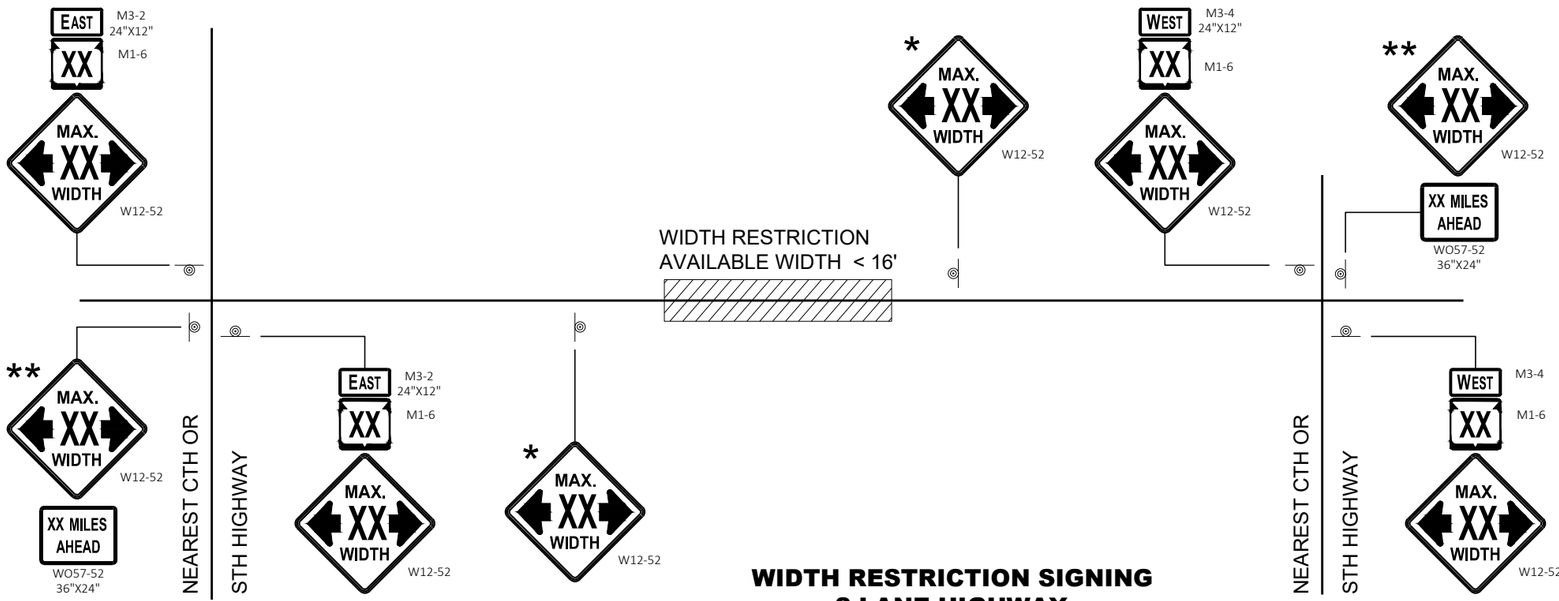
* PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** 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

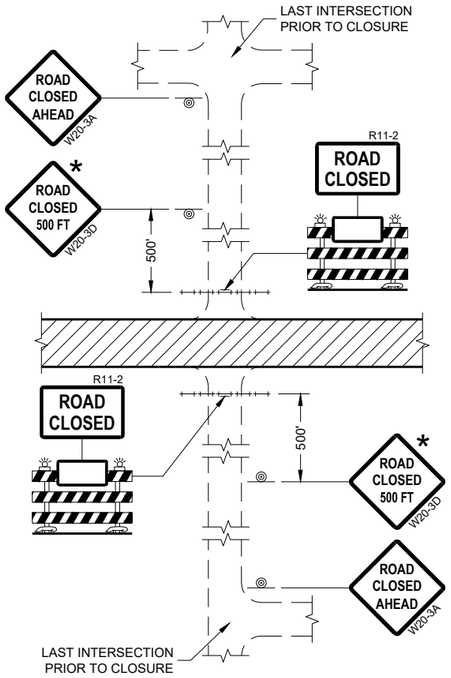
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

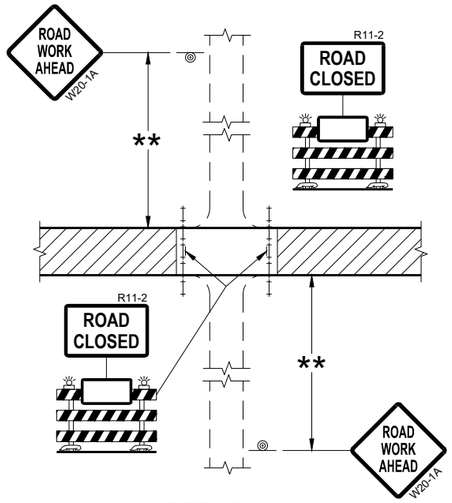
FHWA

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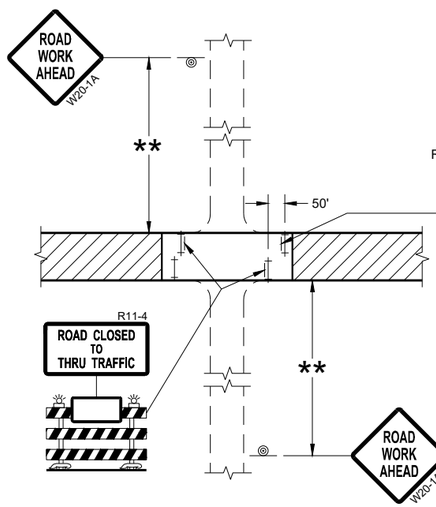
SDD 15C02 - 08f



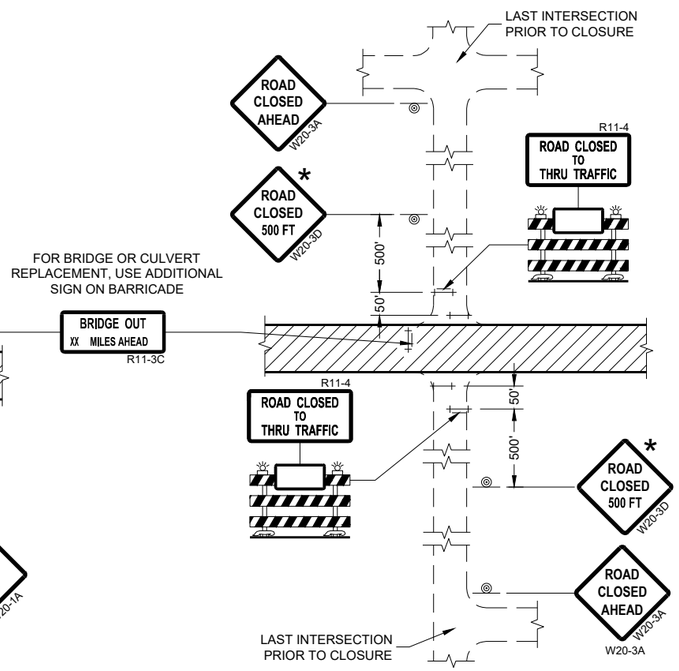
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (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.

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.

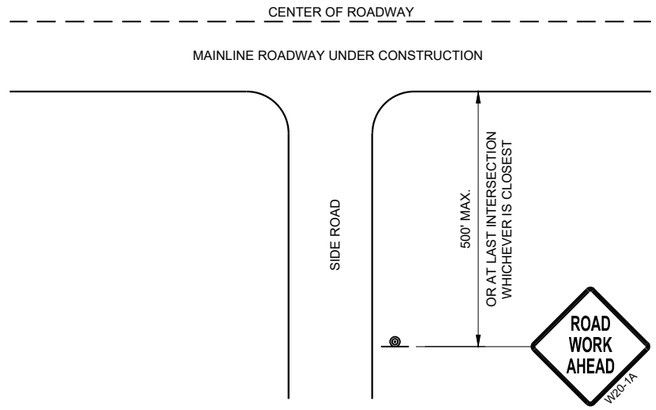
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



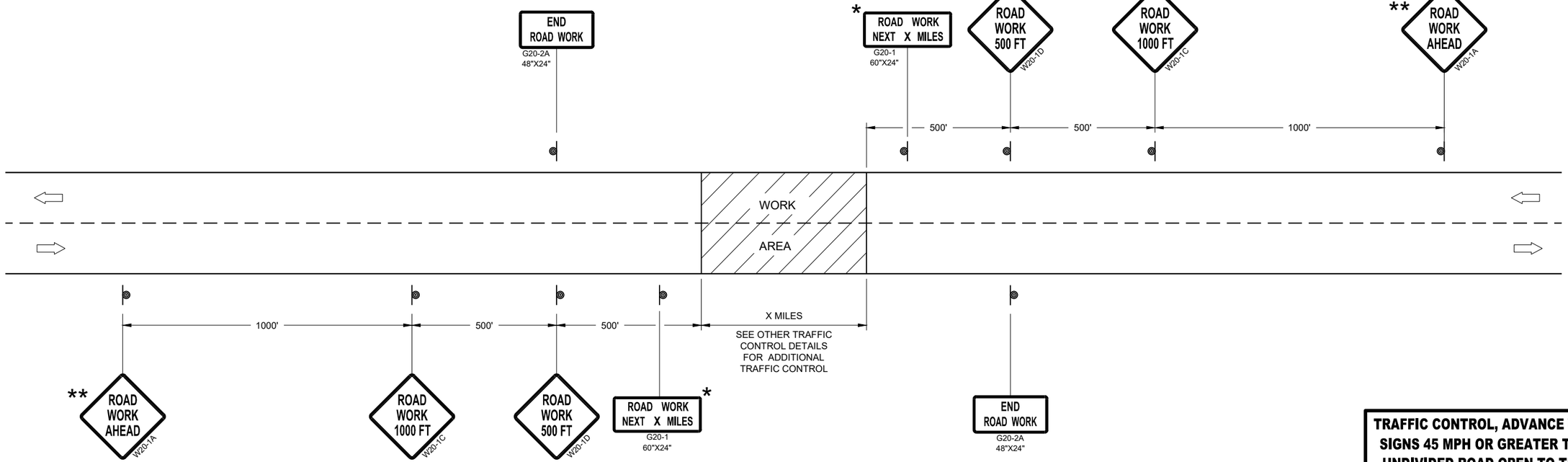
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

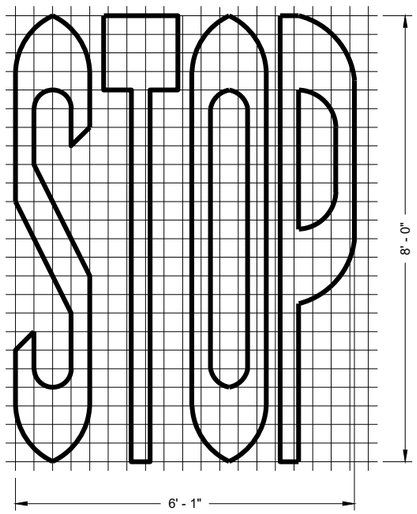
APPROVED
July 2018
DATE

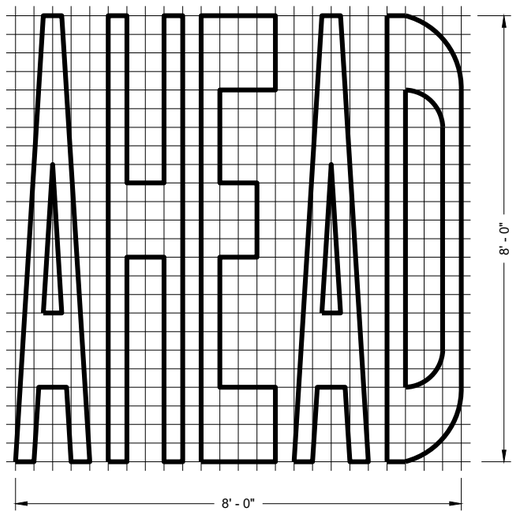
/S/ Andrew Heidtke
WORK ZONE ENGINEE

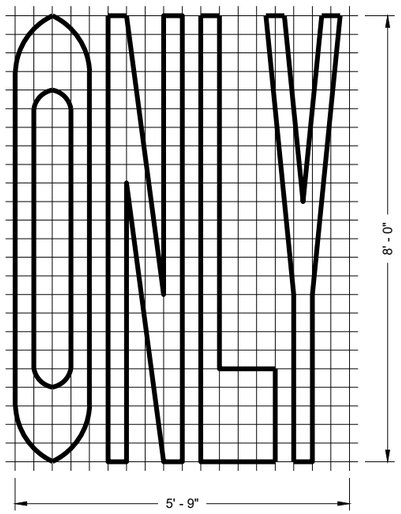
FHWA

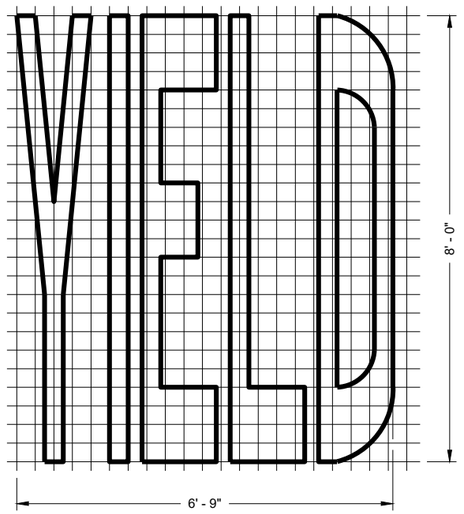
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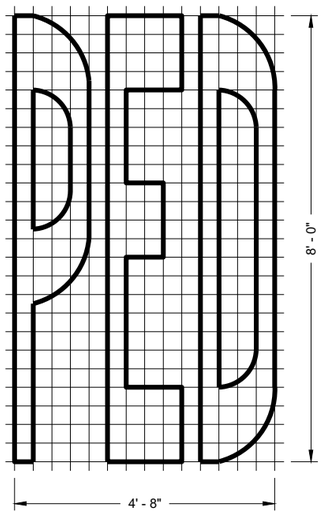
SDD 15C04 - 05

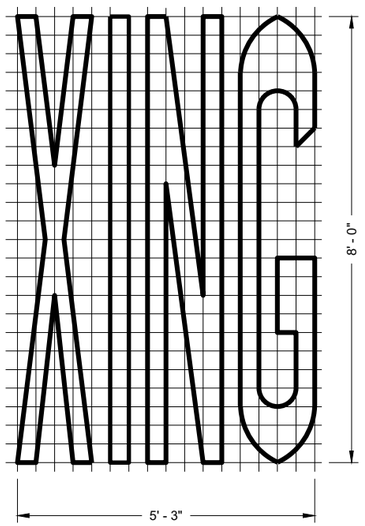


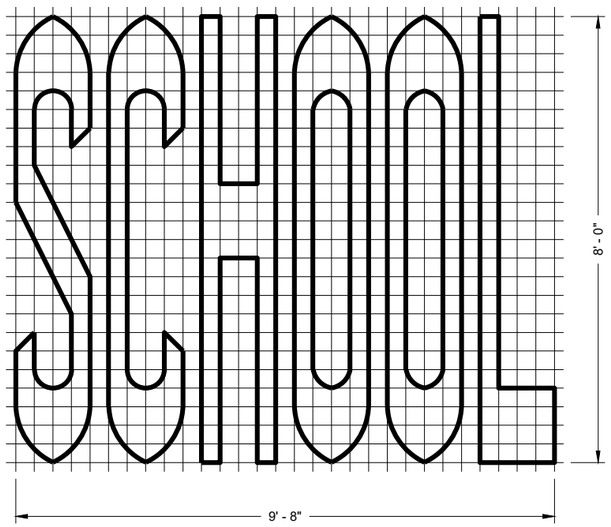




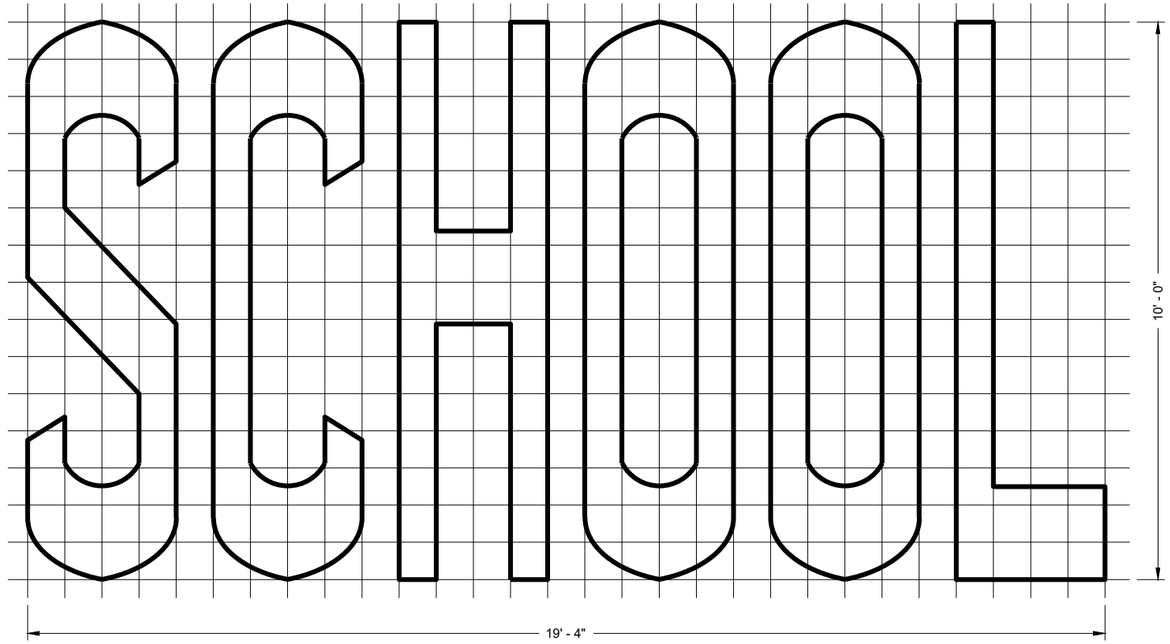








SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

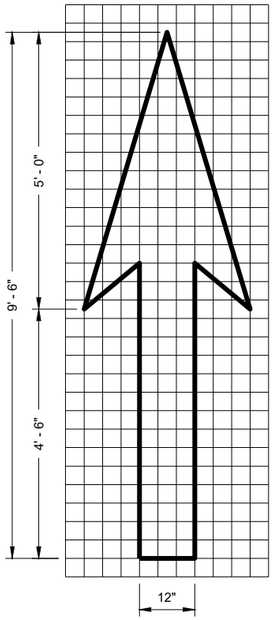
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SDD 15C07 - 15b

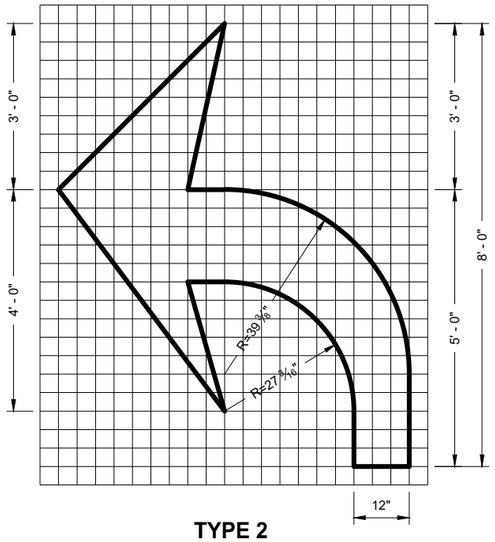
SDD 15C07 - 15b

GENERAL NOTES

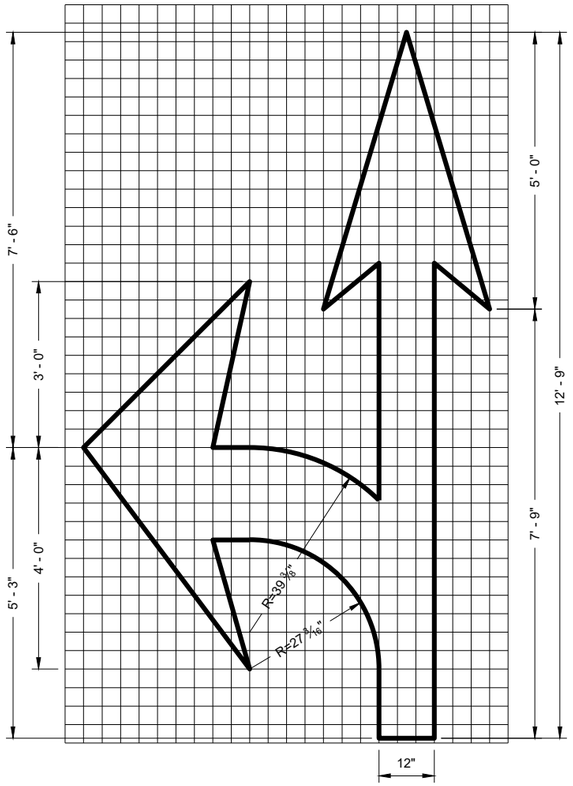
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



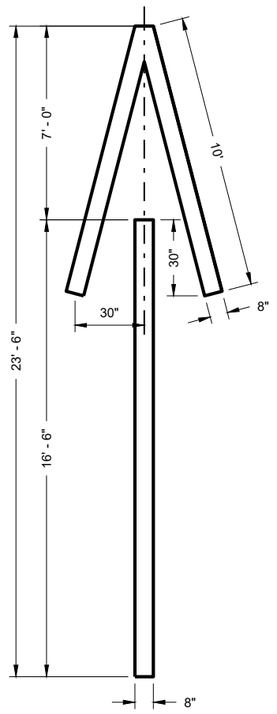
TYPE 1



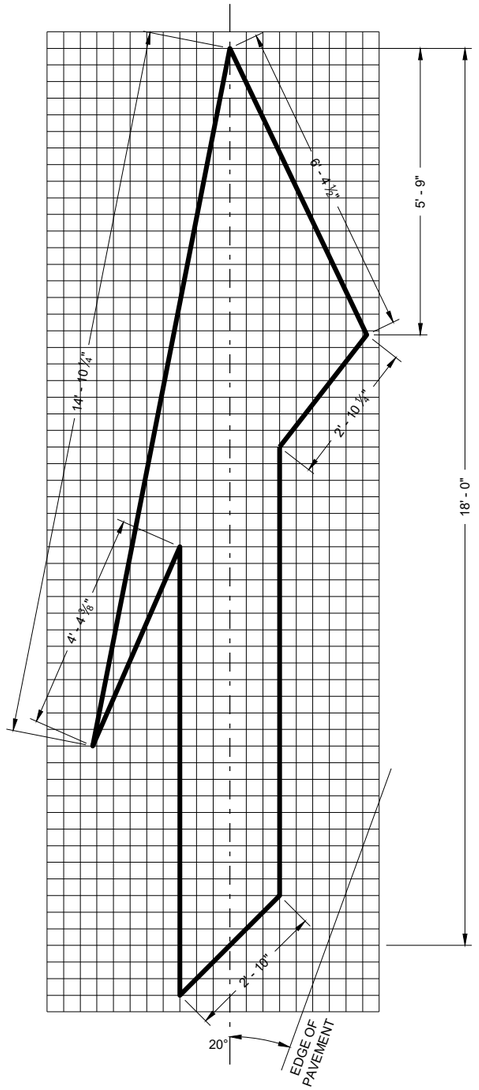
TYPE 2



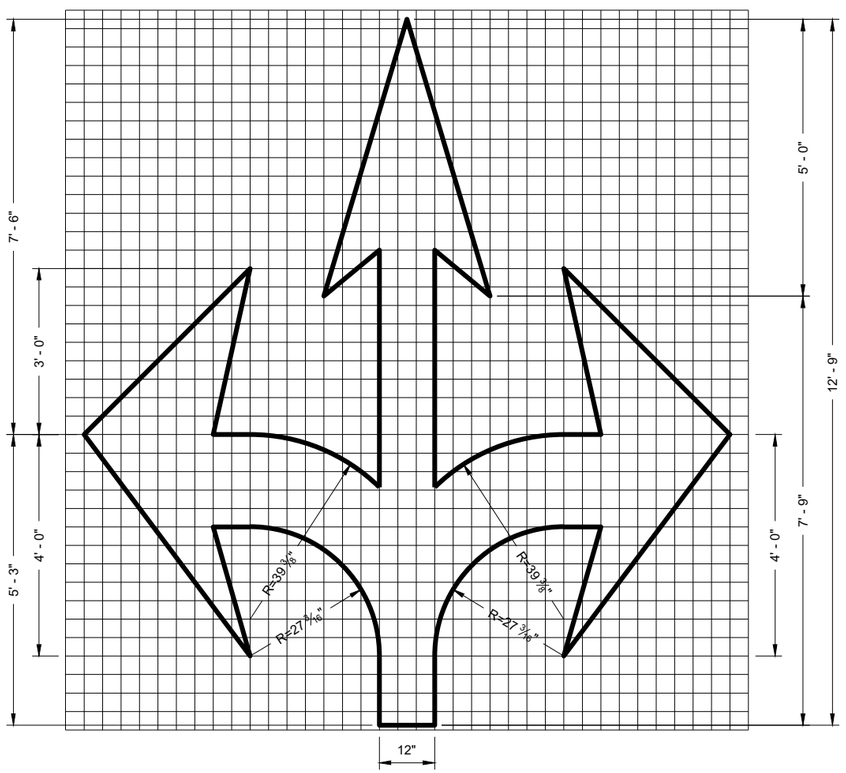
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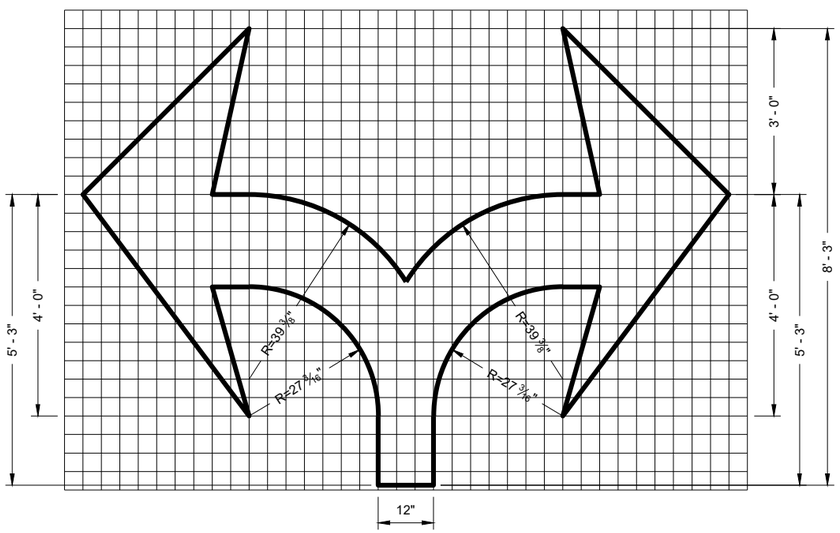
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

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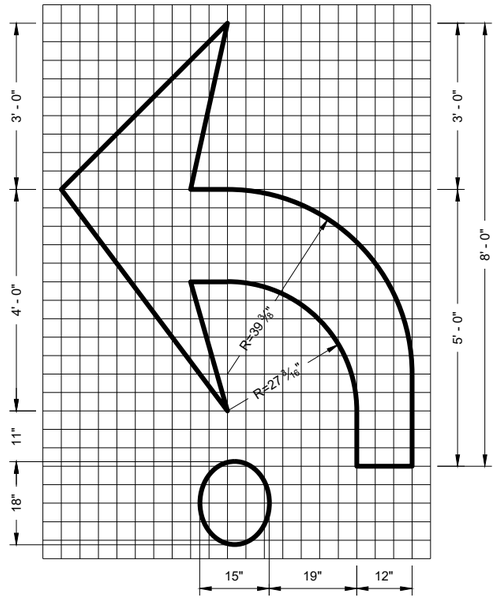
SDD 15C07 - 15c

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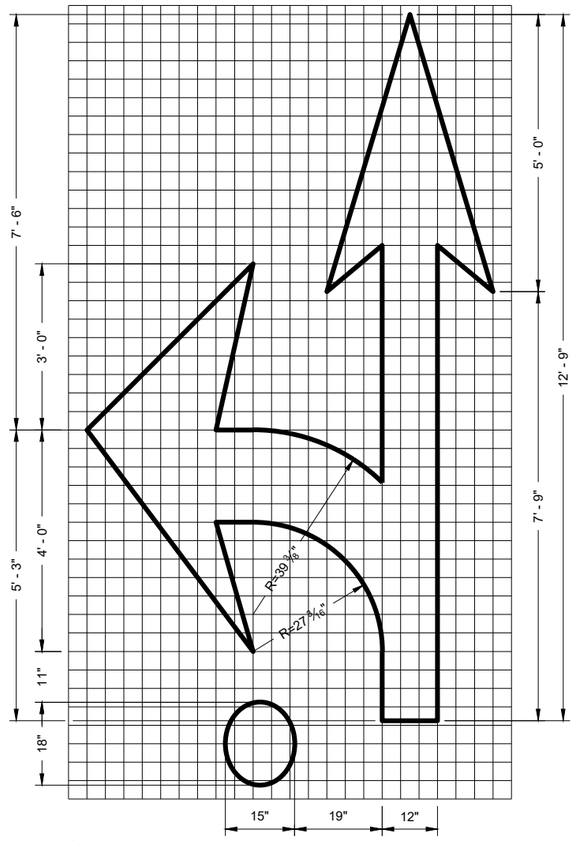
SDD 15C07 - 15c

GENERAL NOTES

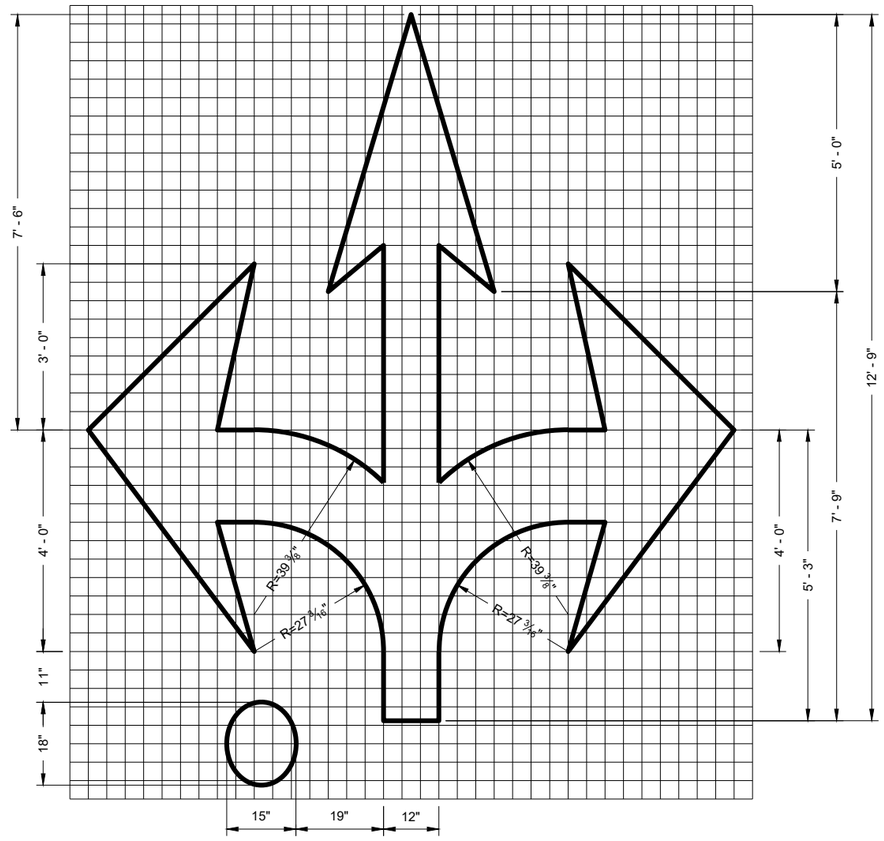
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



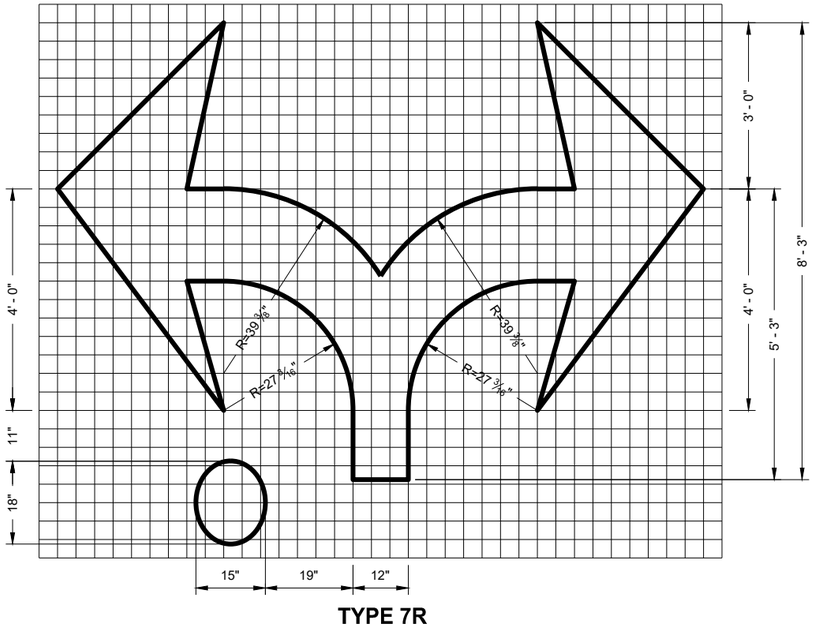
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDABOUT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

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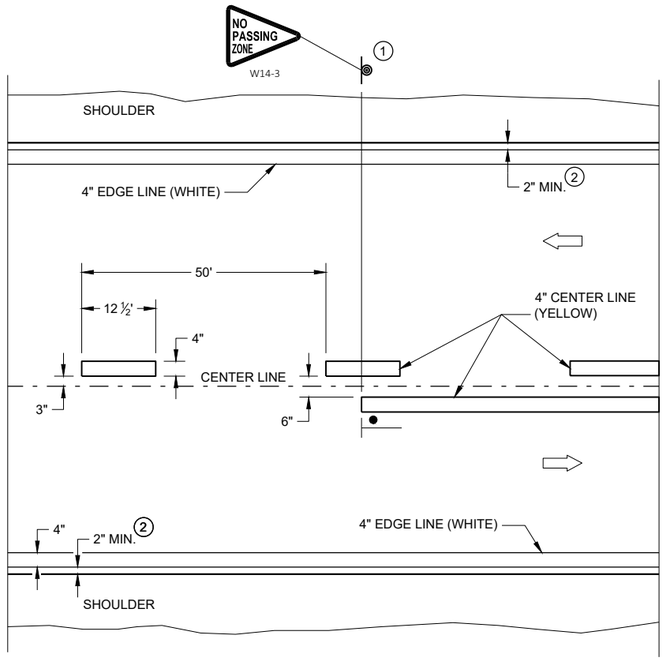
FHWA

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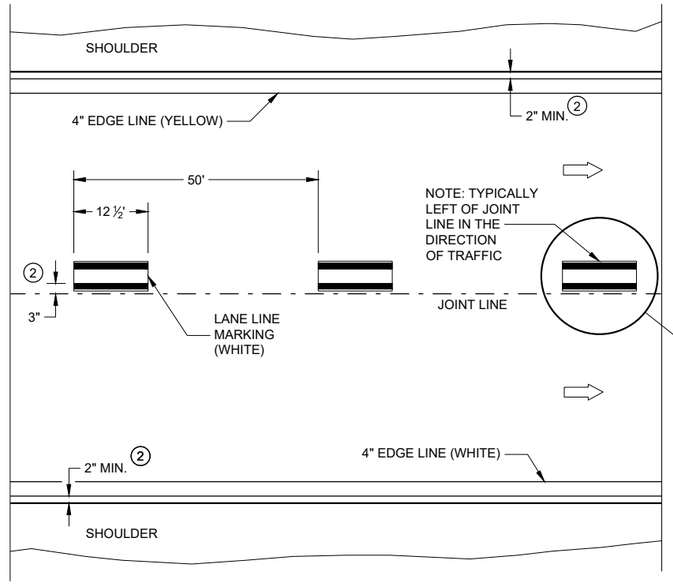
SDD 15C07 - 15d

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SDD 15C07 - 15d

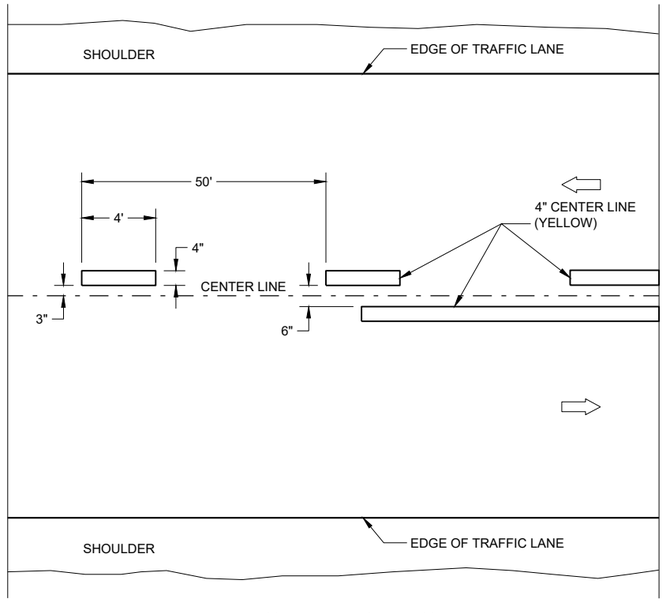


TWO WAY TRAFFIC

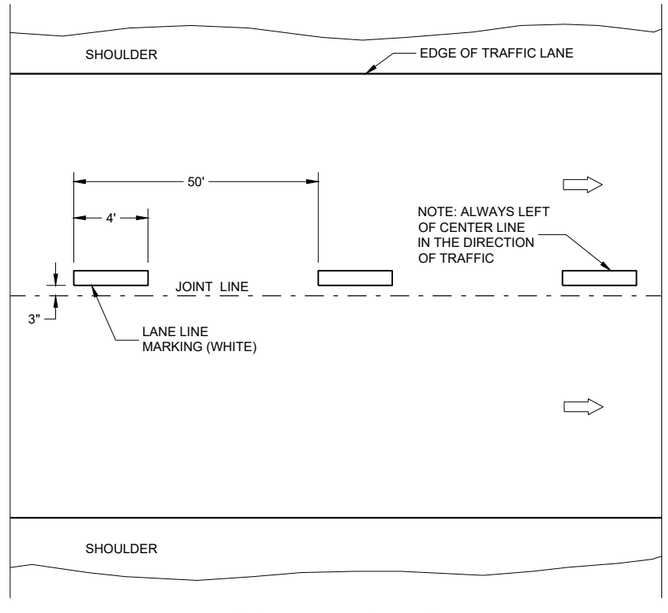


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

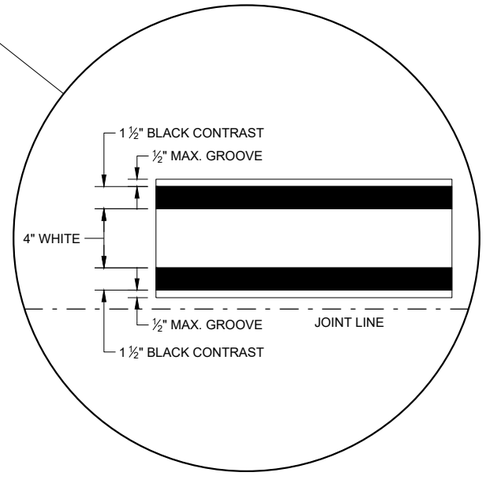
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Matthew Rauch — STATEWIDE SIGNING AND M ENGINEER

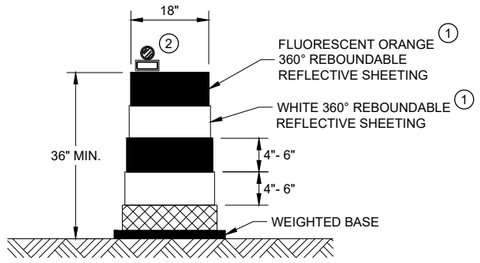
FHWA

SDD 15C08 - 20a

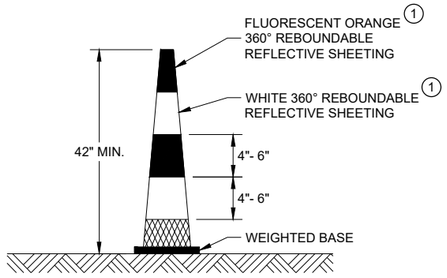
SDD 15C08 - 20a

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.

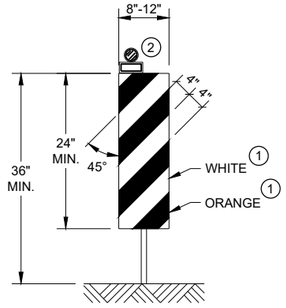


DRUM



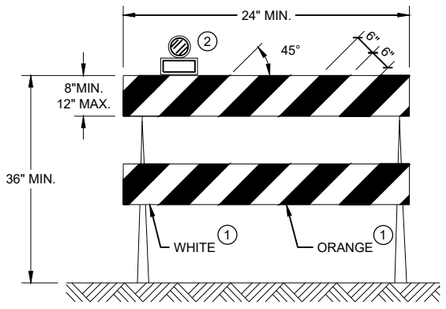
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



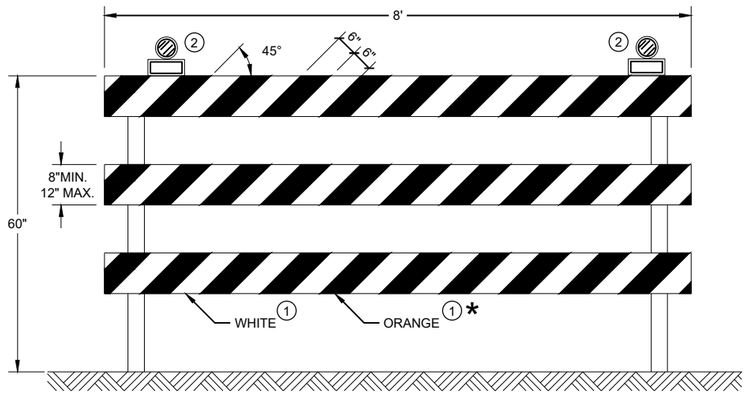
VERTICAL PANEL

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
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C11 - 08b

6

SDD 15C11 - 08b

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.

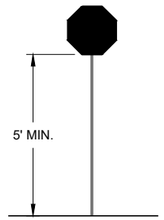
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

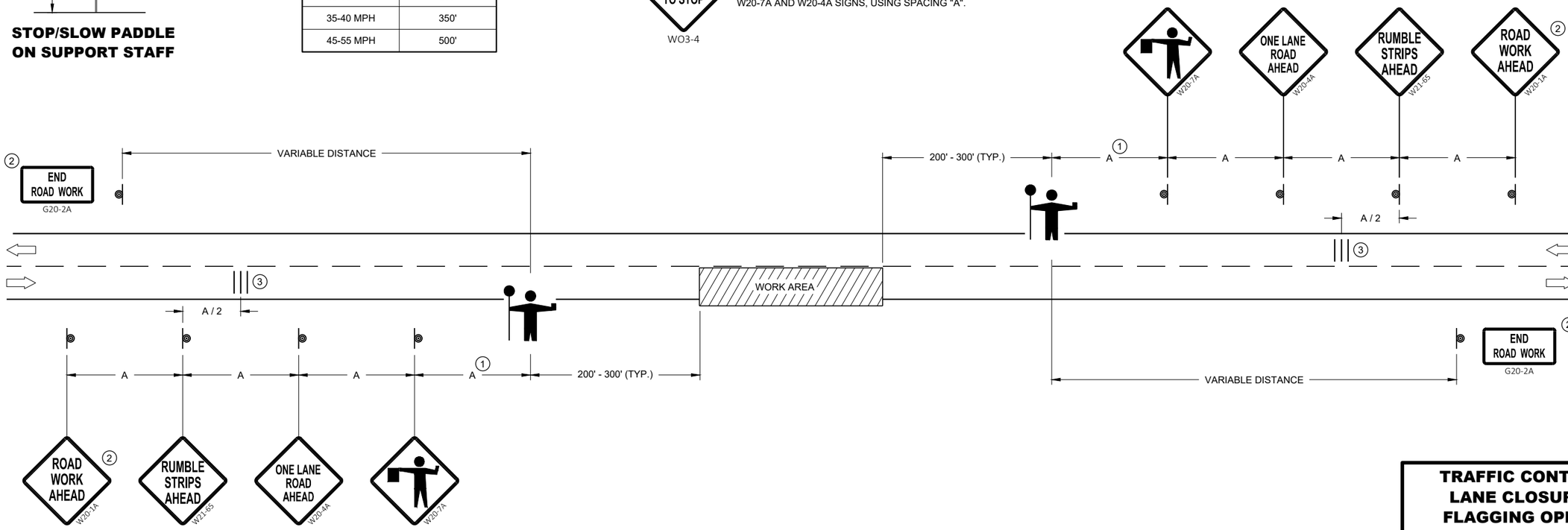
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

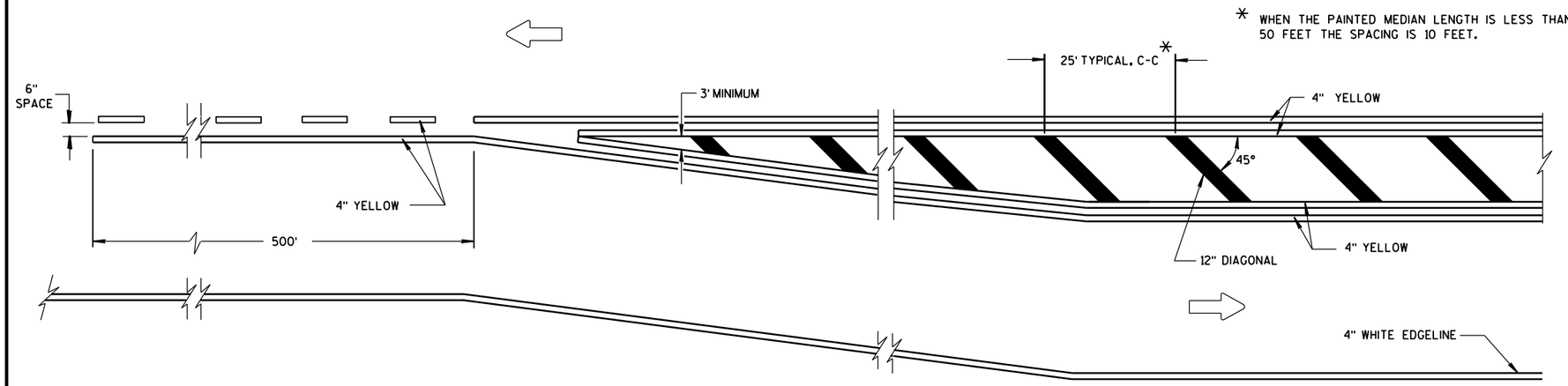
APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C12 - 07

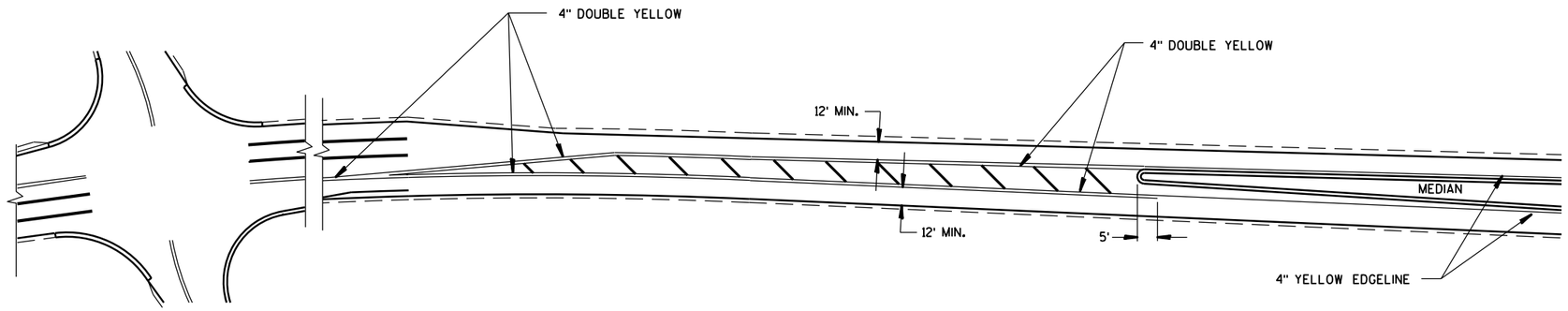


MEDIAN ISLAND DETAIL

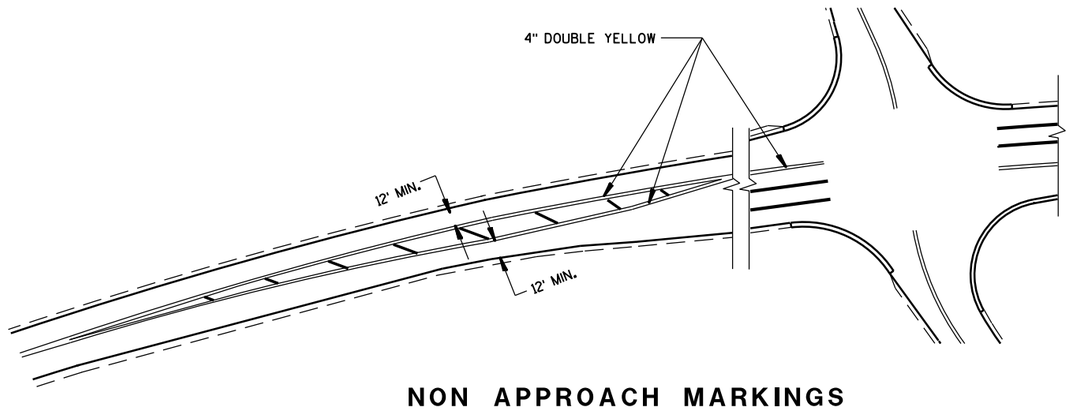
GENERAL NOTE

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
/S/ Matthew Rauch
STATE SIGNING AND MARK[illegible]EER
FHWA

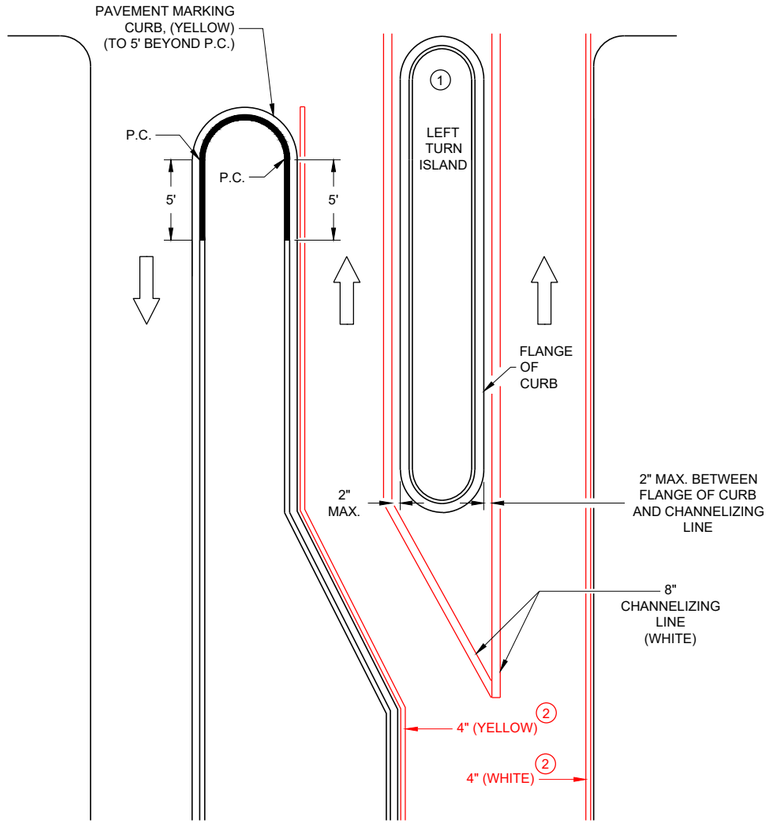
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S.D.D. 15 C 18-4

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S.D.D. 15 C 18-4

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



LEFT TURN & MEDIAN ISLAND

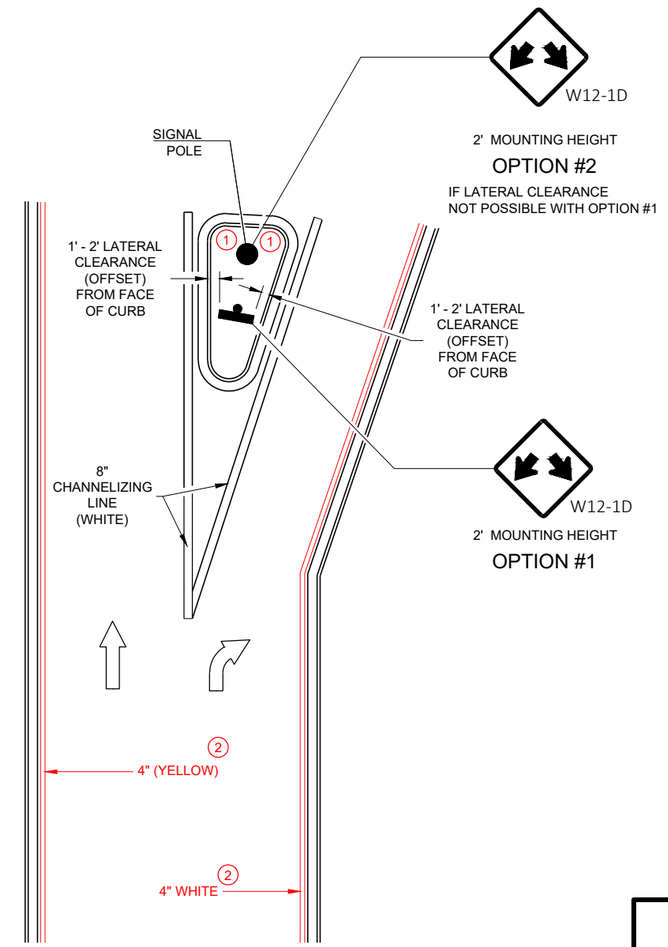
GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.

SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

1. MARK CURB NOSES YELLOW.
2. MARK ACCORDING TO TABLE.

DIRECTION OF TRAVEL



RIGHT TURN ISLAND

DOUBLE ARROW
WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

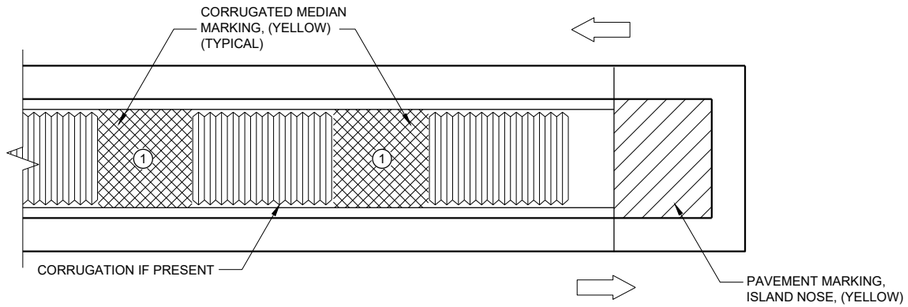
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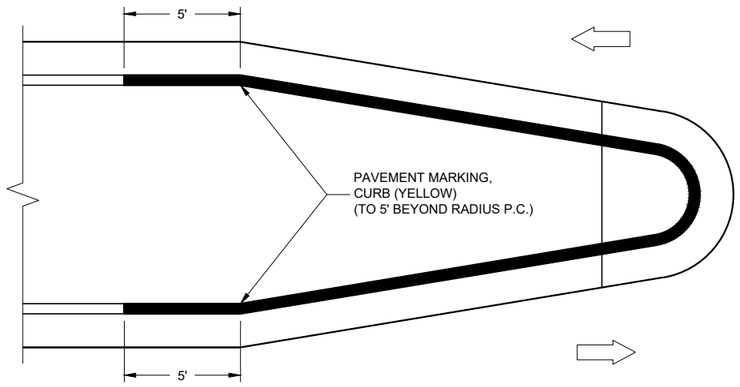
SDD 15C27 - 03a

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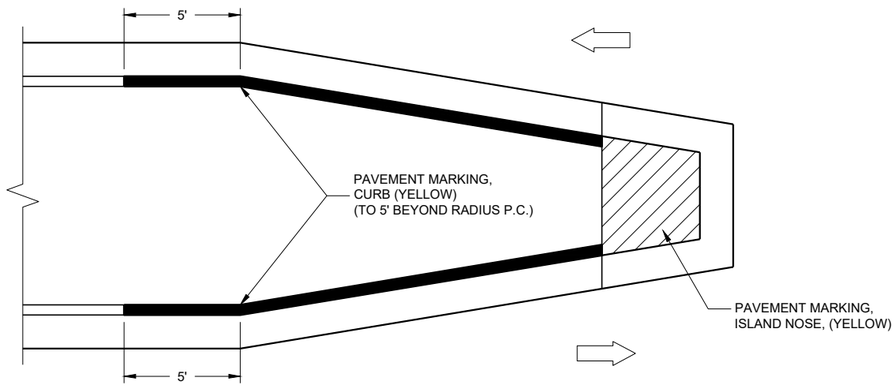
SDD 15C27 - 03a



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

**PAVEMENT MARKINGS
(ISLANDS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR
ENGINEER

FHWA

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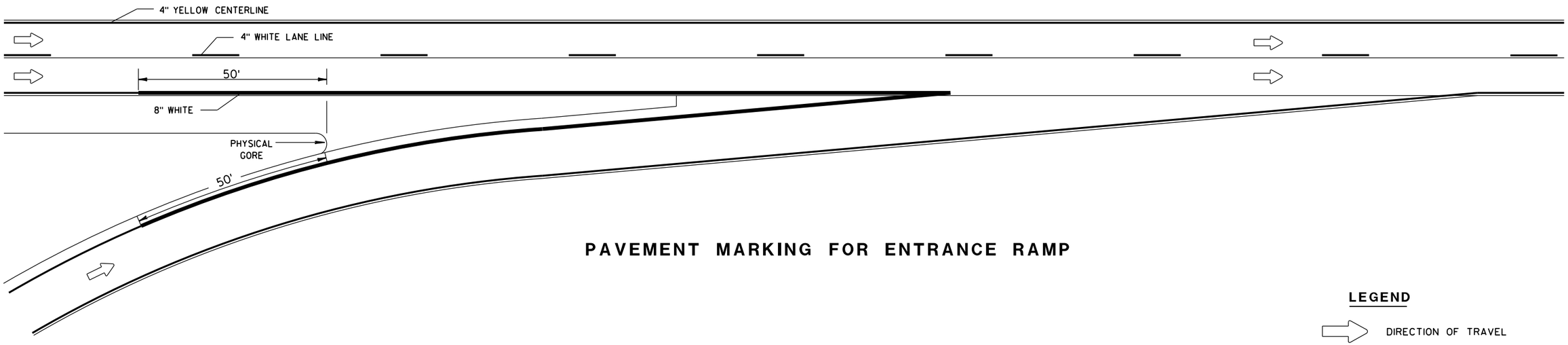
SDD 15C27 - 03b

SDD15C27 - 03b

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

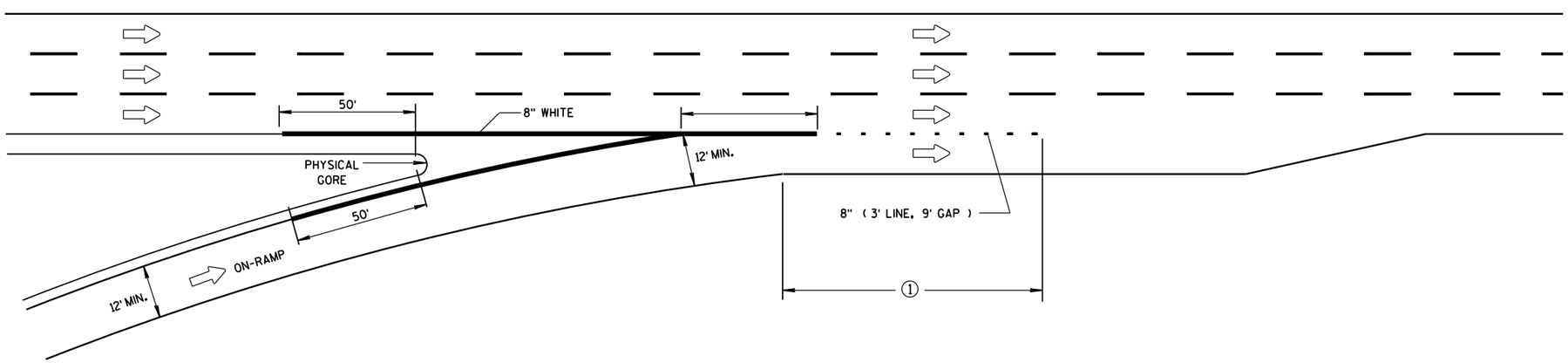
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 31-3c

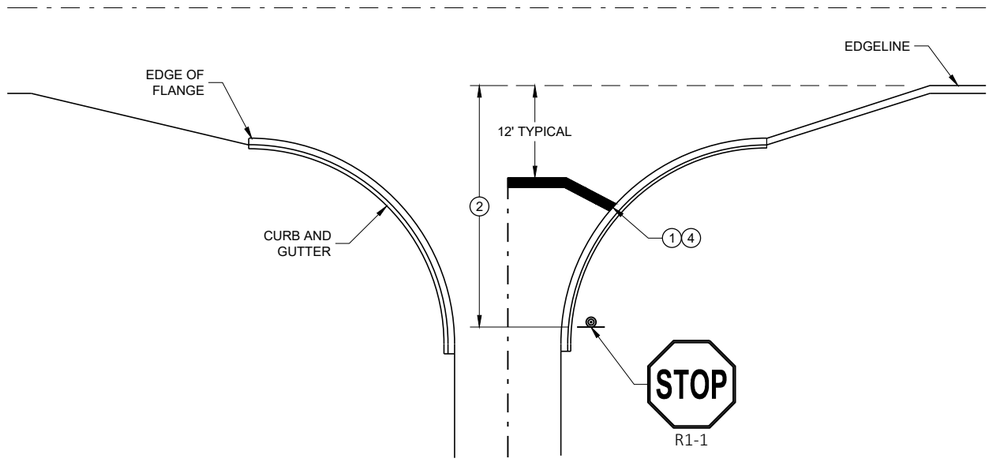
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S.D.D. 15 C 31-3c

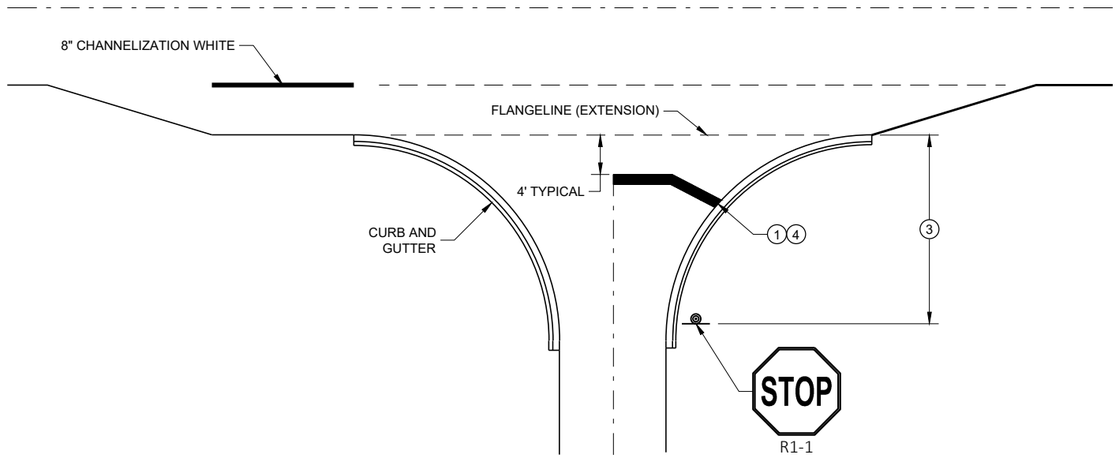
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

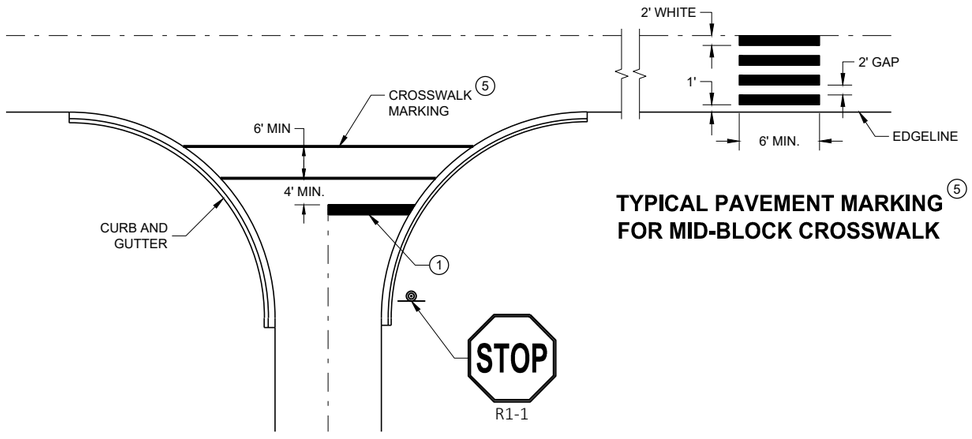
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
4. MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
5. LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

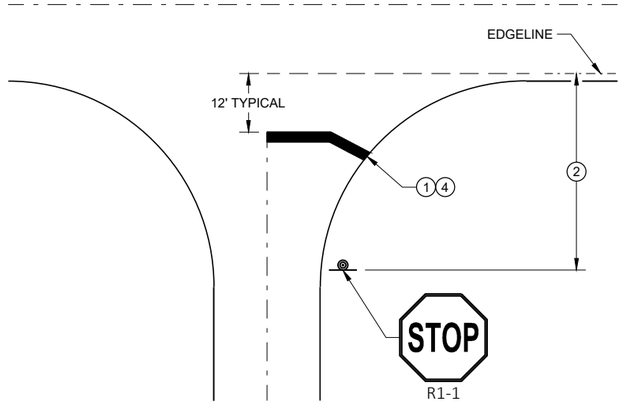


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK 5

TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

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SDD 15C33 - 04

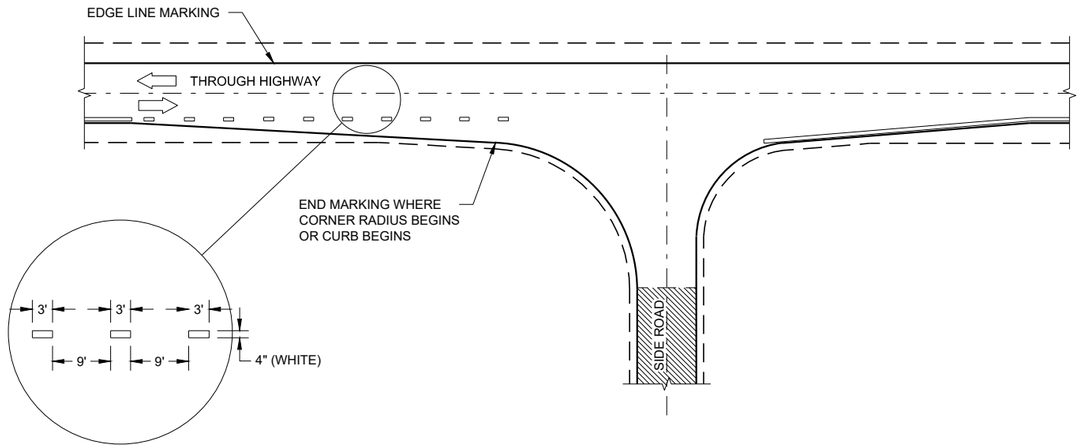
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

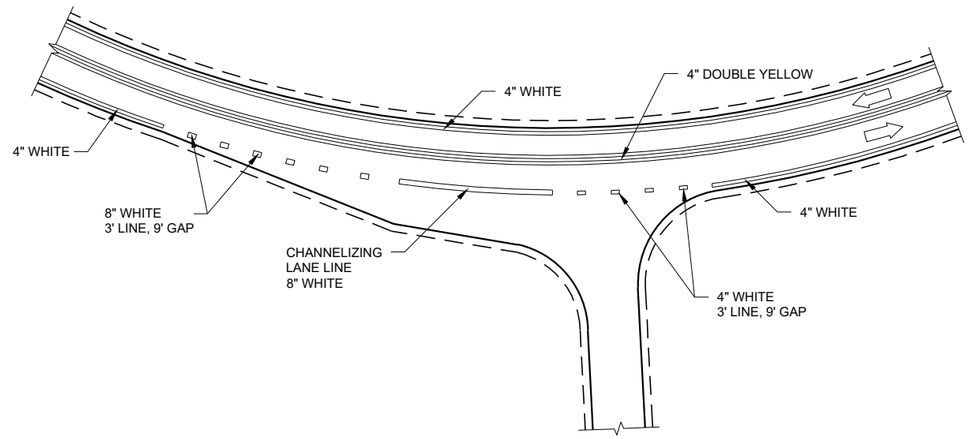
1. WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
2. WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
3. BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
4. BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

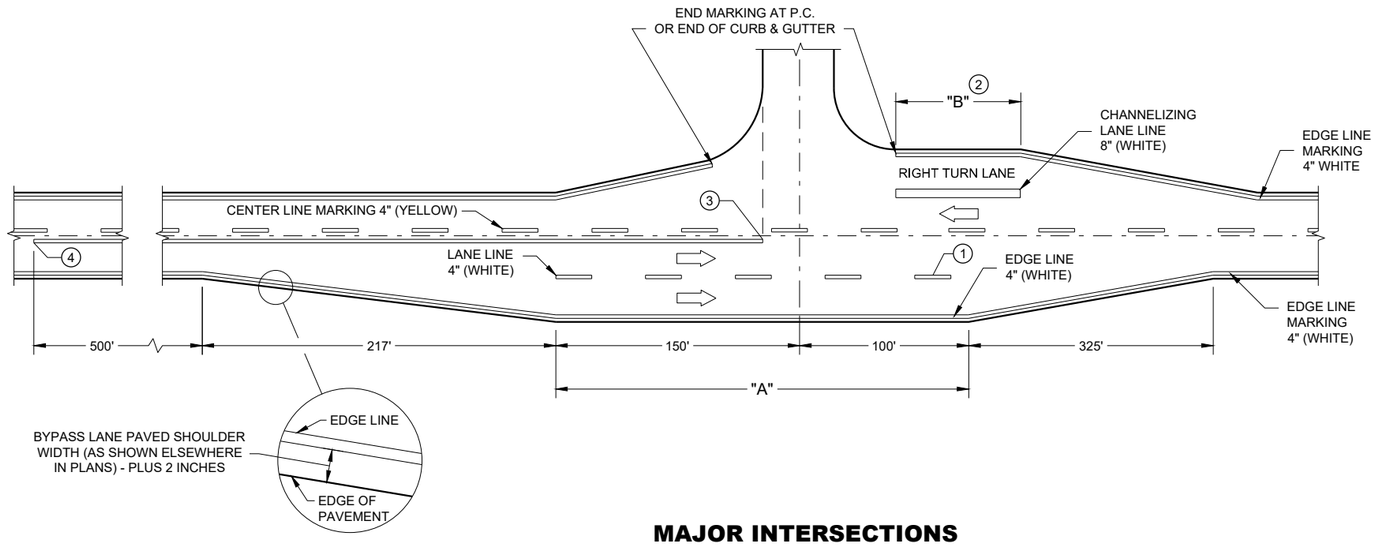
DIRECTION OF TRAVEL



MINOR INTERSECTION



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 04a

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SDD 15C35 - 04a

GENERAL NOTES

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

(2) IF NEEDED. USE ONLY IF DESIGN SPEED IS 10 MPH LESS THAN POSTED SPEED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA



OR





R2-1
48"X60"

OR



R2-1
48"X60"

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.

LOCATED 400 FEET BEYOND THE W20- 5G SIGN.

SEE SDD 15D12b FOR SIGN PLACEMENT.

(BLACK AND WHITE)

LOCATED 700 FEET BEYOND W03-5 SIGN



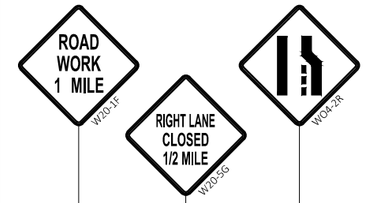


WO13-1
36"X36"

* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.



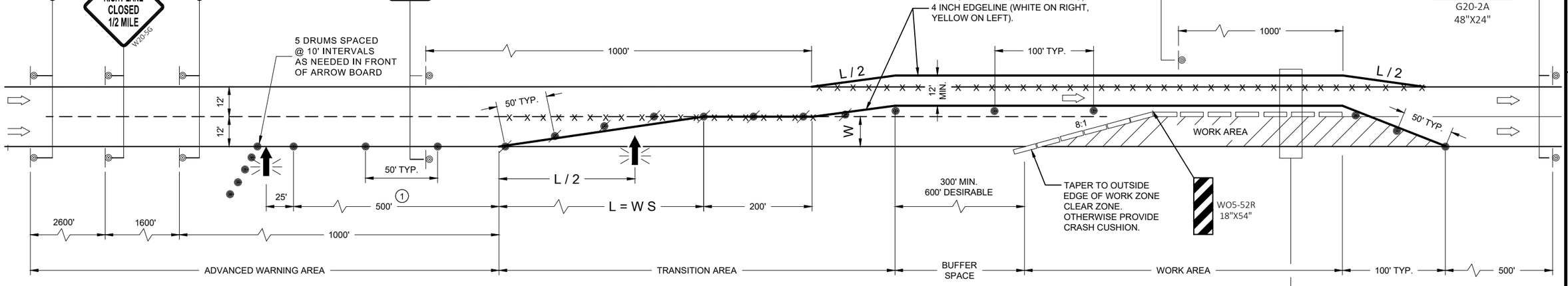
G20-2A
48"X24"



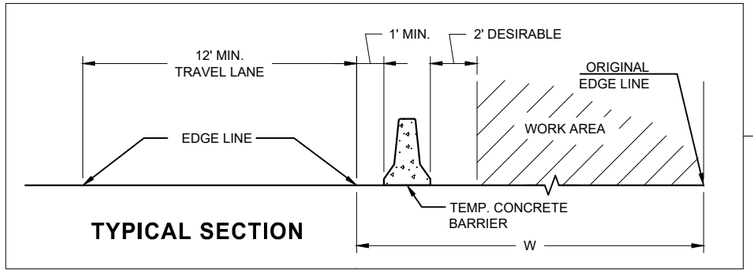




WO13-1
36"X36"



L, TAPER LENGTH (MPH)												
SPEED (MPH)	W, LATERAL OFFSET (FT)											
	1	2	3	4	5	6	7	8	9	10	11	12
45	45	90	135	180	225	270	315	360	405	450	495	540
50	50	100	150	200	250	300	350	400	450	500	550	600
55	55	110	165	220	275	330	385	440	495	550	605	660
60	60	120	180	240	300	360	420	480	540	600	660	720
65	65	130	195	260	325	390	455	520	585	650	715	780
70	70	140	210	280	350	420	490	560	630	700	770	840



TYPICAL SECTION

TRAFFIC CONTROL LANE CLOSURE, SPEEDS GREATER THAN 40 MPH WITH BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINE

FHWA

SDD 15D03-05

SDD 15D03-05

LEGEND

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

WORK ZONE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

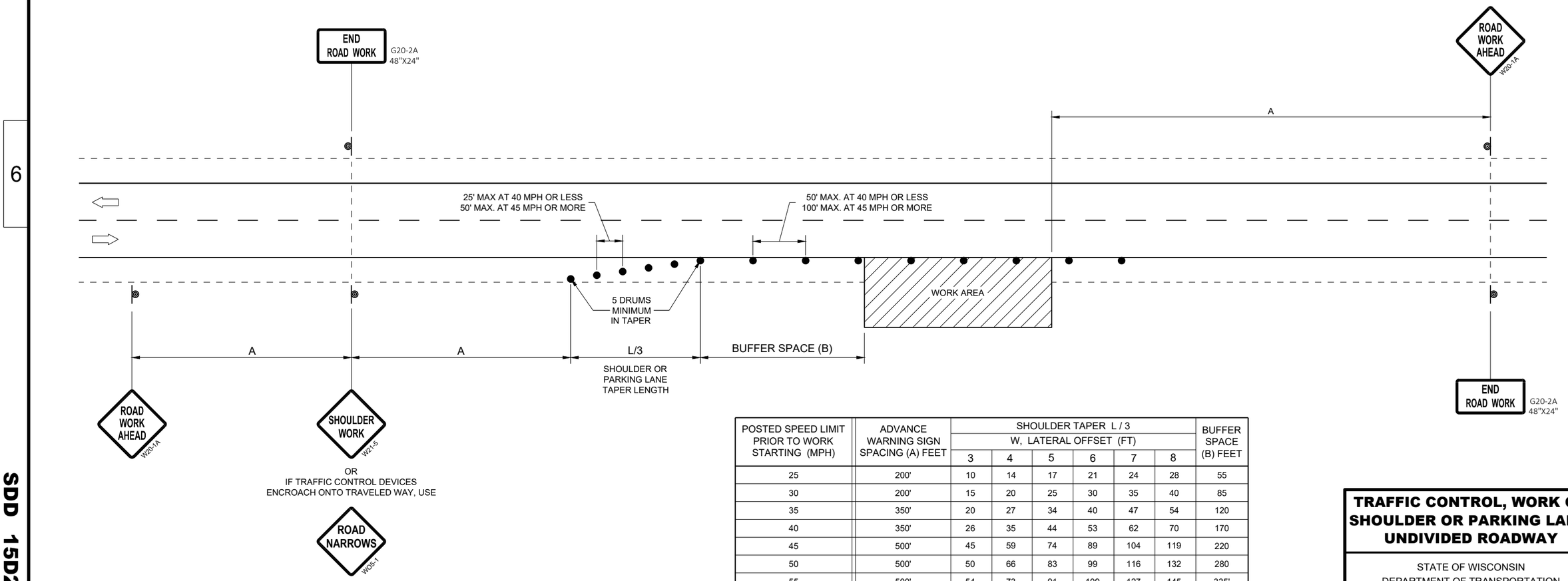
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

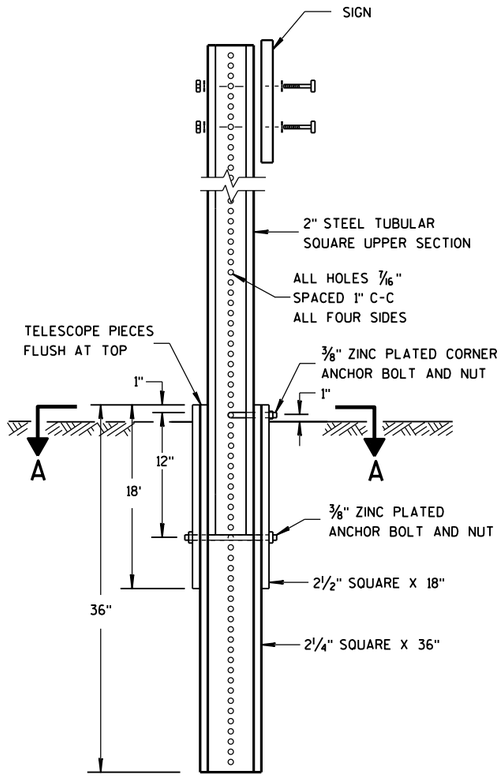
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

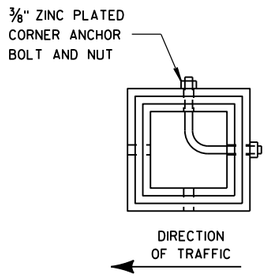
FHWA

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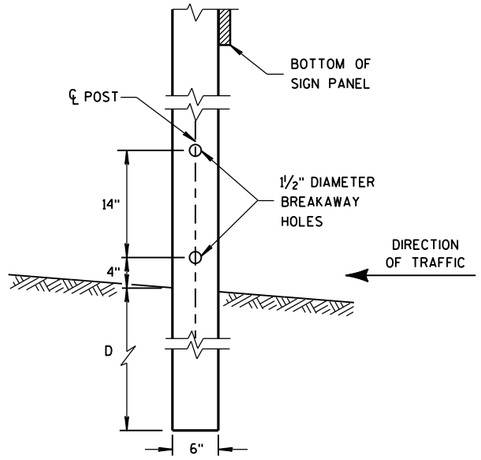
SDD 15D28 - 04



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



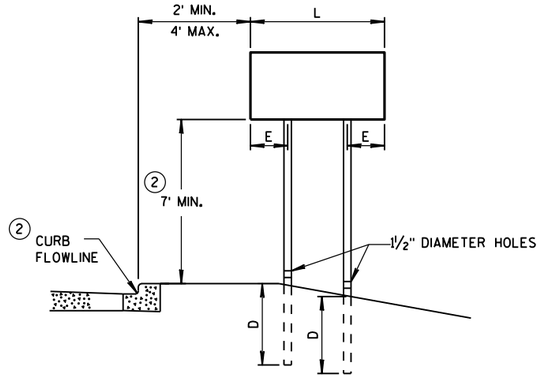
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

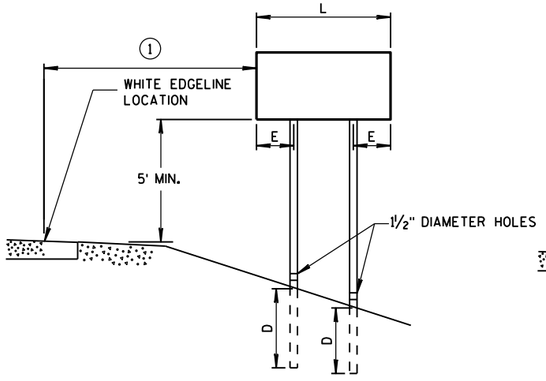
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

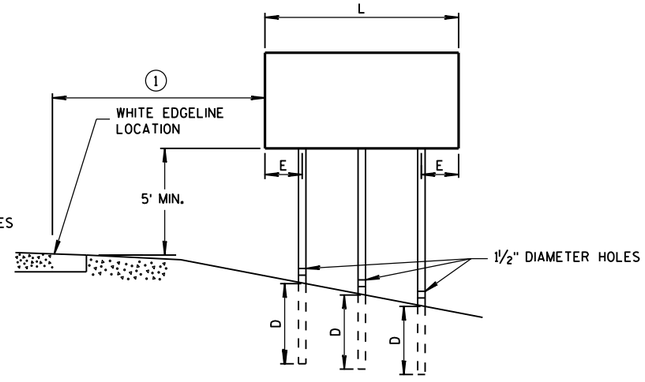
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

WOOD POST EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

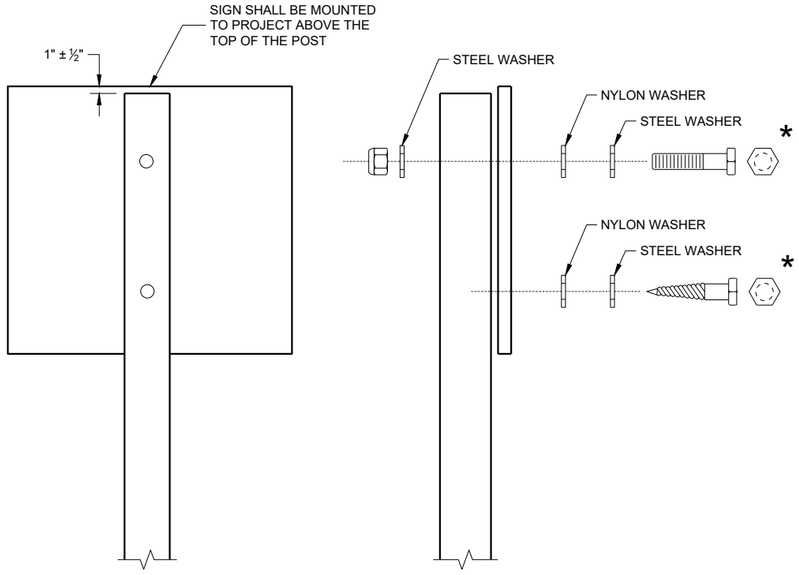
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 D 38-2a



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 POST (4" x 6")
LAG SCREWS - ⅜" x 3"
MACHINE BOLTS - 5/16" x 6 ½" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - ⅜" x 3 ¼" LENGTH W/NUTS
RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH, GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 ¼" O.D. x ⅜" I.D. x 1/16" STEEL
1 ¼" O.D. x ⅜" I.D. x 0.080 NYLON

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

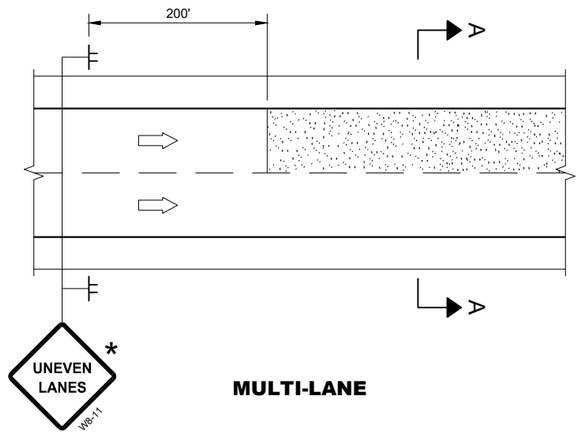
SDD 15D38 - 02b

SDD15D38 - 02b

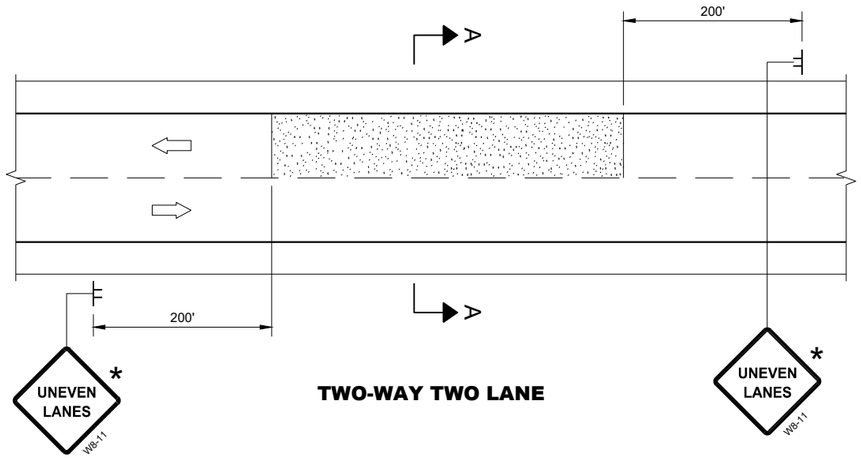
ATTACHMENT OF SIGNS TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA



MULTI-LANE



TWO-WAY TWO LANE

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

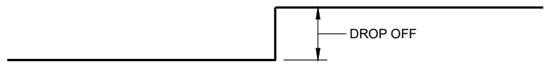
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

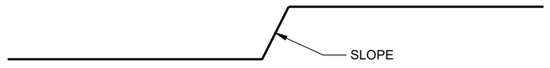
LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

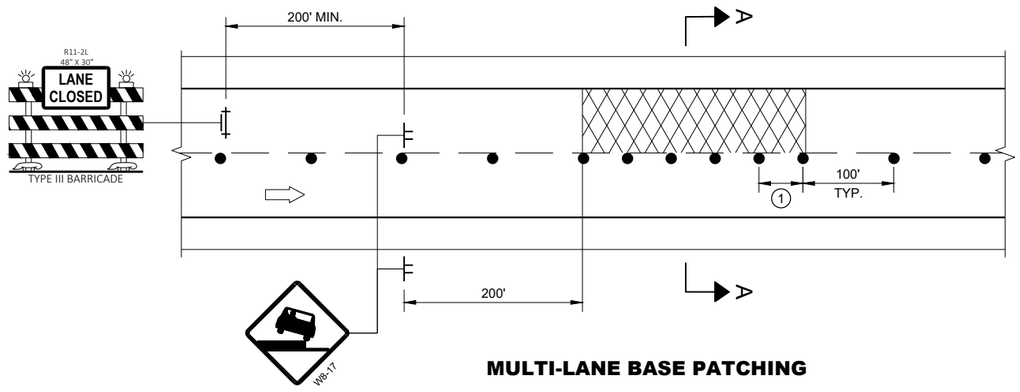


SECTION A - A

OR

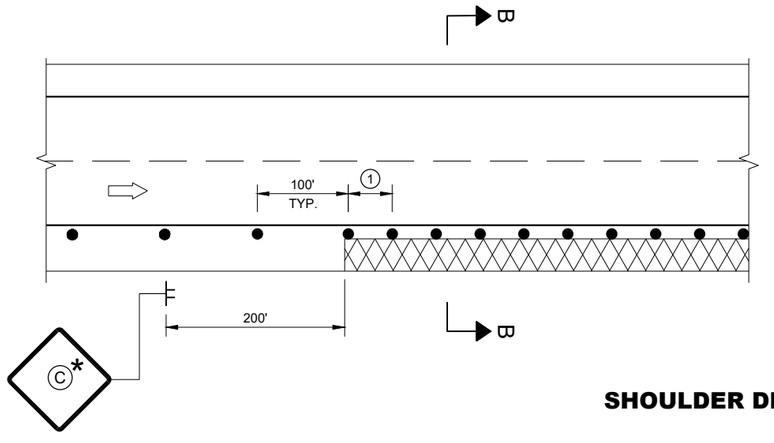


SECTION A - A

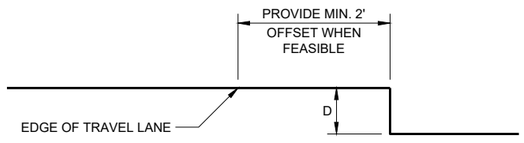


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D39 - 02

6

SDD 15D39 - 02

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

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

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

ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

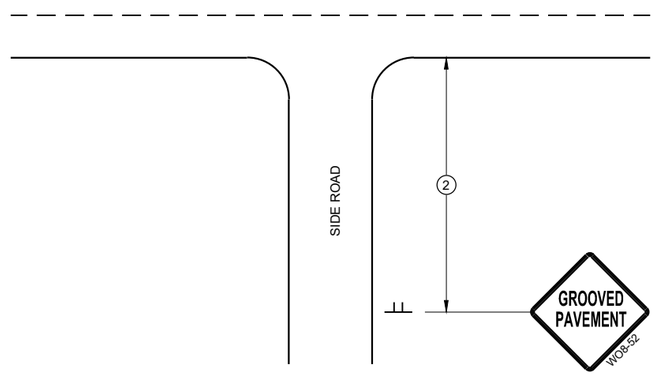
(1) PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

(2) PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

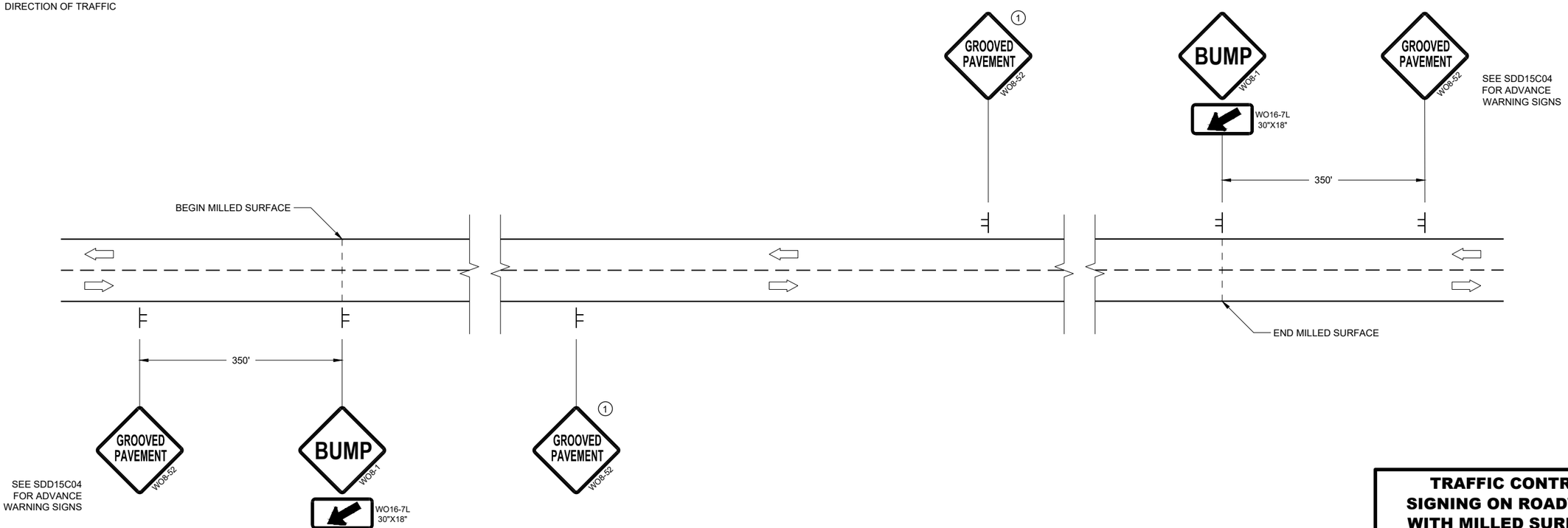
LEGEND

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

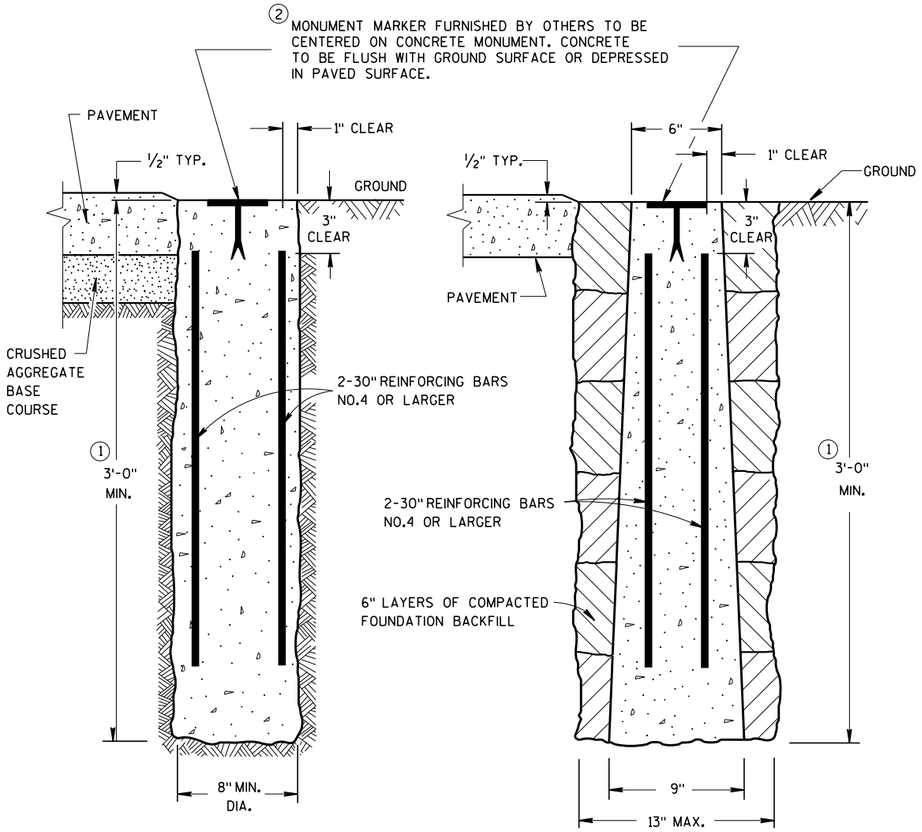
TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

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SDD 15D44 - 02

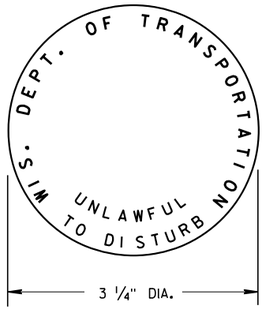


CAST-IN-PLACE

PRECAST

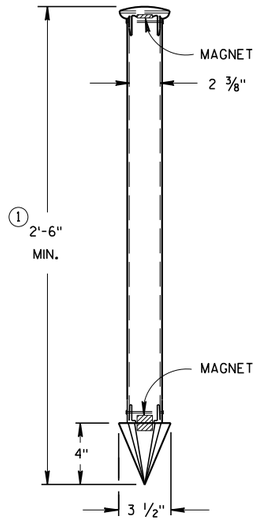
CONCRETE MONUMENTS

TYPE A



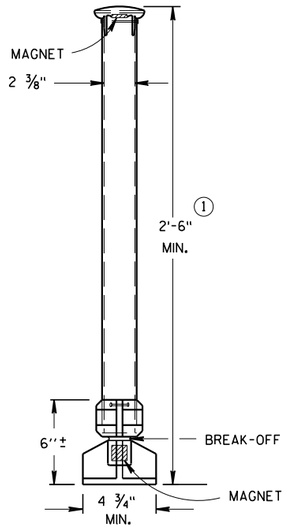
② **WIS DOT MONUMENT MARKER LOGO**

FOR TYPES "A", "C", & "D"



TYPE C

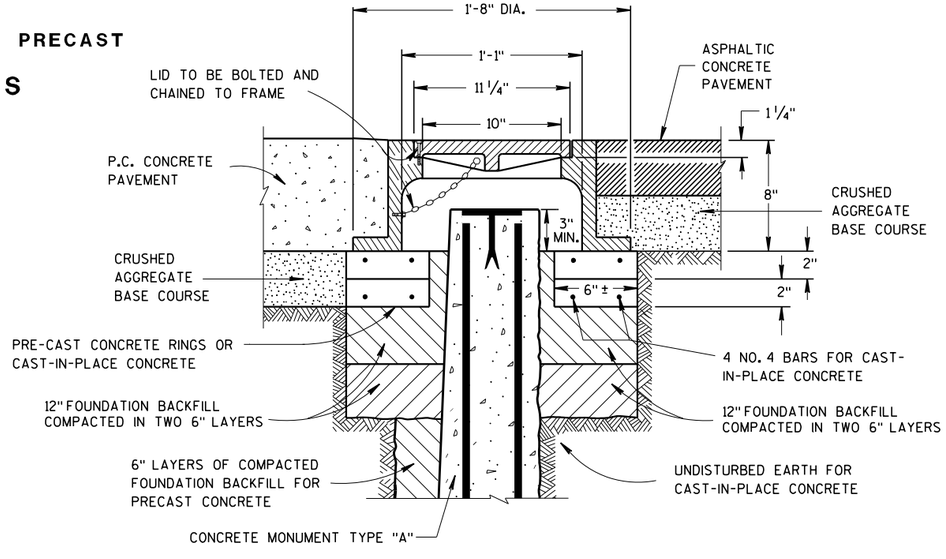
DRIVE-IN MONUMENT



TYPE D
NON-DRIVEN
BREAK-OFF MONUMENT

ALUMINUM MONUMENTS

(INCLUDES MARKER)



CAST IRON MONUMENT COVER

(APPROXIMATE WEIGHT 95 LBS)

GENERAL NOTES

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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

PERMANENT MAGNETS SHALL BE INSERTED NEAR THE TOP AND BOTTOM OF ALL ALUMINUM MONUMENTS SO THE MONUMENT CAN EASILY BE DETECTED BY A METAL DETECTOR.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

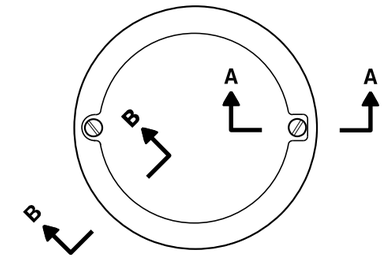
ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.

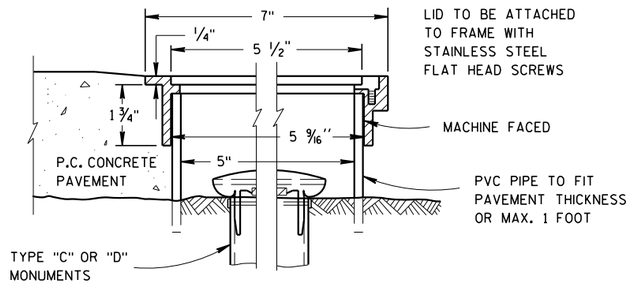
MONUMENT SHALL BE CAST-IN-PLACE CONCRETE UNLESS PRECAST CONCRETE OR ALUMINUM MONUMENTS ARE SPECIFIED IN THE CONTRACT OR PERMITTED BY THE ENGINEER

① MINIMUM LENGTH SHALL BE 4'-0" FOR MONUMENTS INSTALLED IN PAVED AREAS.

② AN OFFICIAL COUNTY MONUMENT MARKER SUPPLIED BY A COUNTY MAY BE REQUIRED FOR SOME SECTION CORNERS AND WITNESS MONUMENTS INSTEAD OF THIS WIS DOT MARKER.



TOP VIEW



SECTION B-B SECTION A-A

ALUMINUM MONUMENT COVER

(APPROXIMATE WEIGHT 2 LBS)
(FOR CONCRETE PAVEMENT ONLY)

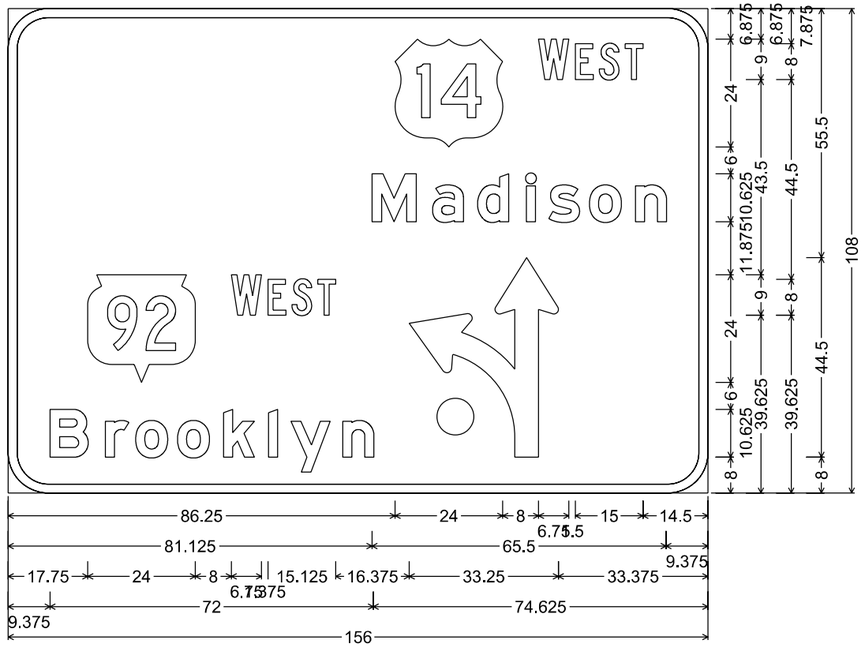
LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

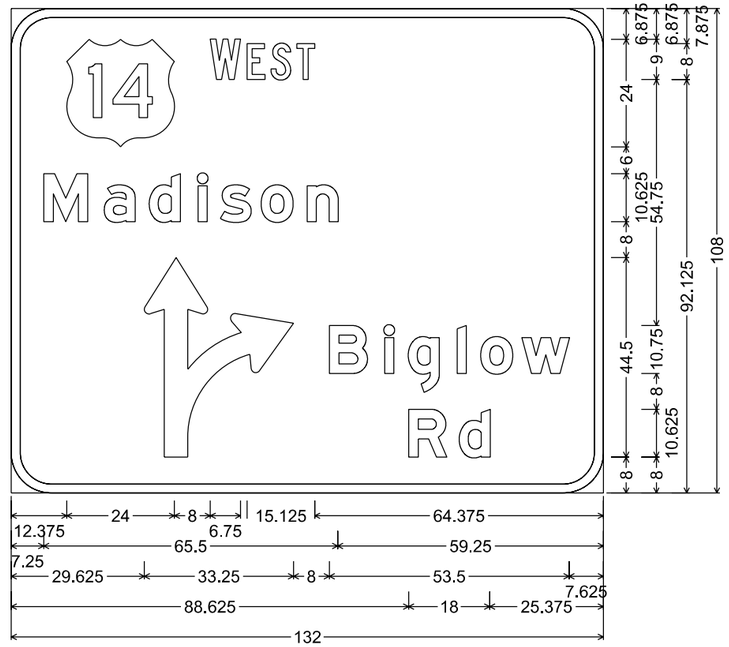
APPROVED
March 2018 — DATE
/S/ Raymond A. Kumagai — CHIEF SURVEYING AND MAPPING ENGINEER
FHWA

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S.D.D. 16 A 1-7



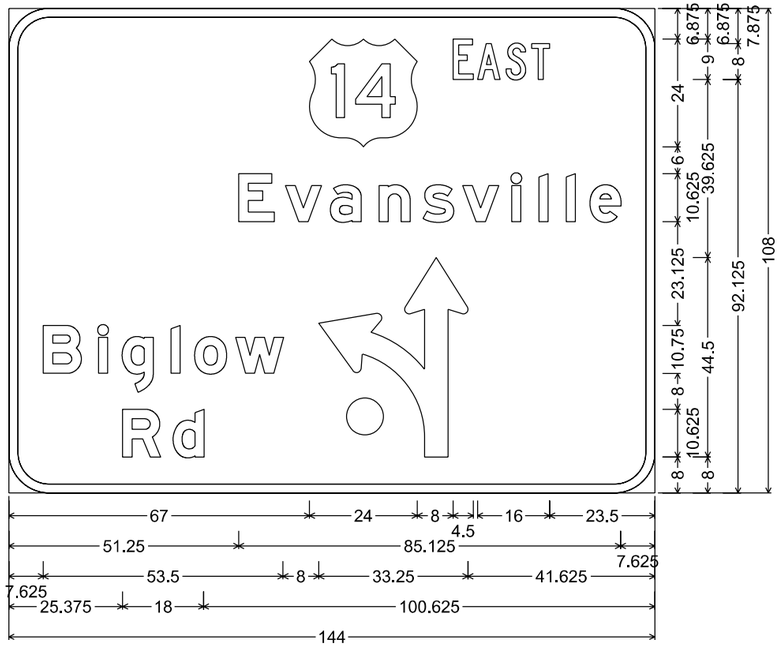
E6-52; 9.000" Radius, 2.000" Border
"WEST", C; "WEST", C



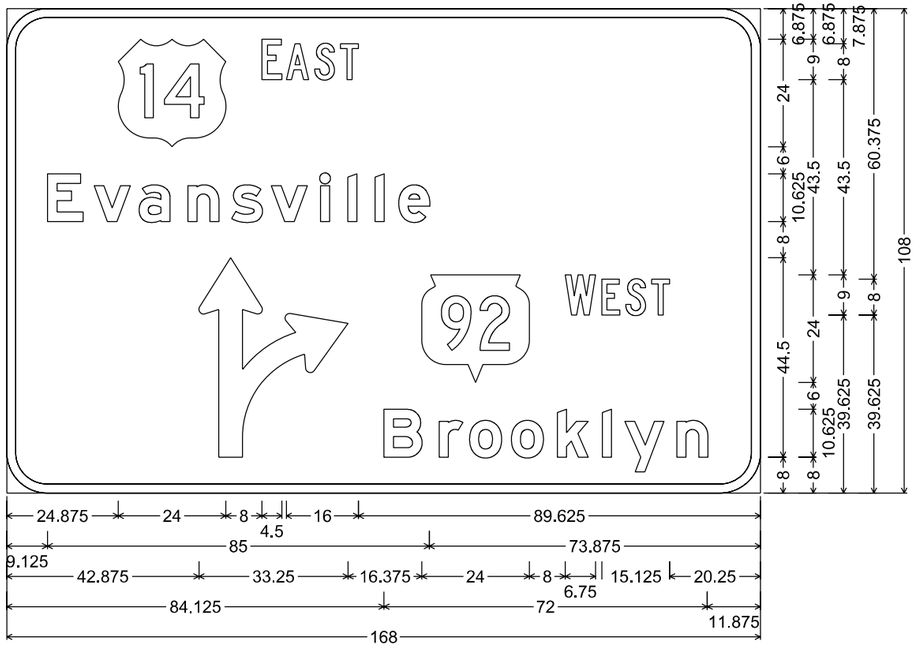
E6-53; 9.000" Radius, 2.000" Border,
"WEST", C

NOTES

1. All Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except as noted



E6-52; 9.000" Radius, 2.000" Border,
"EAST", C



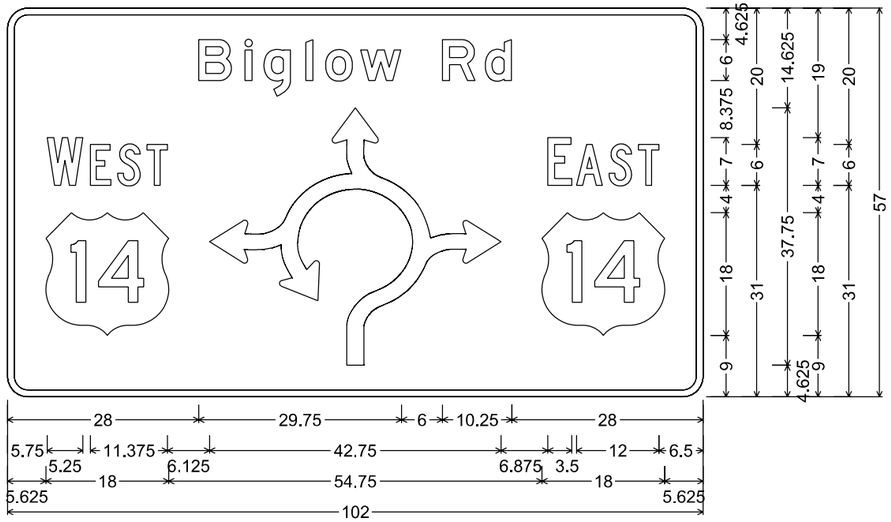
E6-53; 9.000" Radius, 2.000" Border
"EAST", C; "WEST", C;

7

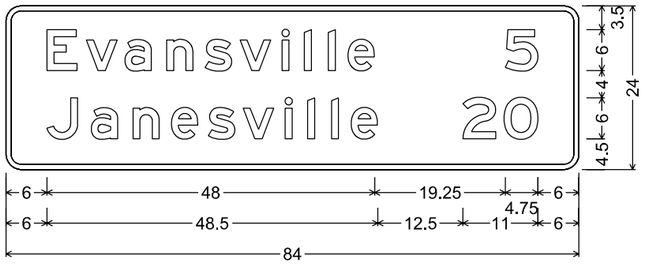
7

NOTES

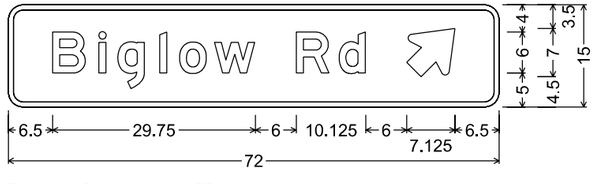
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



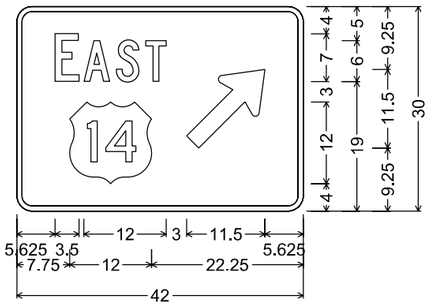
D1-62; 3.000" Radius, 1.000" Border
"Biglow", E; "Rd", E; "WEST", C; "EAST", C



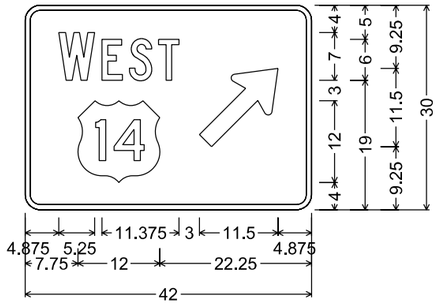
D2-2; 2.250" Radius, 0.750" Border



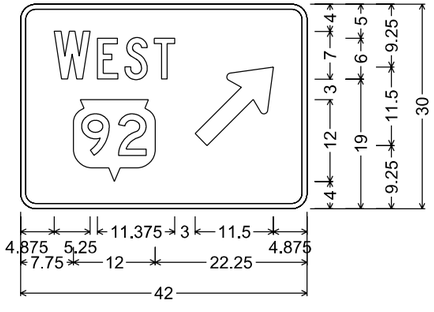
D1-1; 2.250" Radius, 0.750" Border



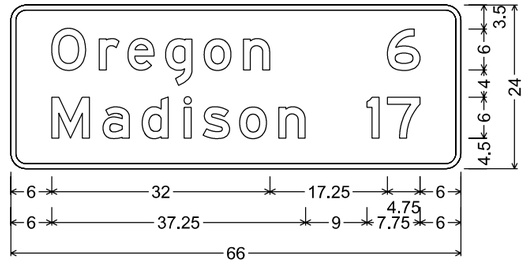
D1-1; 2.250" Radius, 0.750" Border,
"EAST", C;



D1-1; 2.250" Radius, 0.750" Border
"WEST", C;



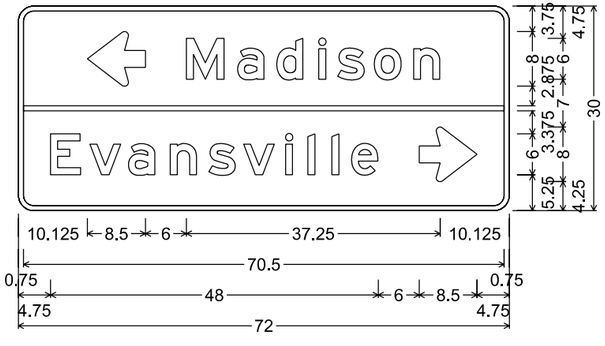
D1-1; 2.250" Radius, 0.750" Border,
"WEST", C



D2-2; 2.250" Radius, 0.750" Border



D2-1; 2.250" Radius, 0.750" Border



D1-2; 2.250" Radius, 0.750" Border

7

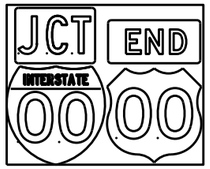
7

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	PERMANENT SIGNING	SHEET NO: 295	E

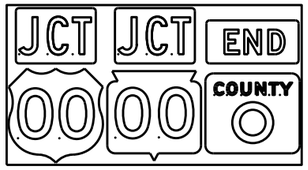
TYPICAL ASSEMBLIES



J1-1



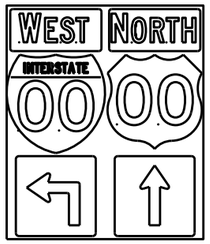
J1-2



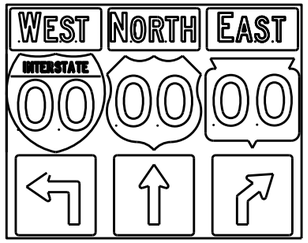
J1-3



J2-1



J2-2

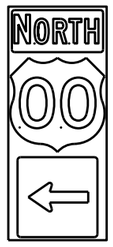


J2-3

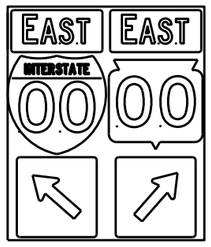


JV

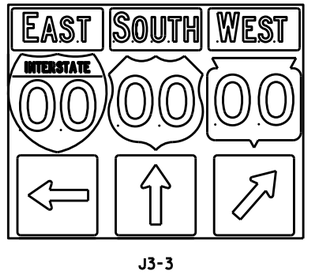
(Typical Vertical J-Assembly
See Note 10 and 11)



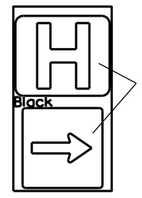
J3-1



J3-2



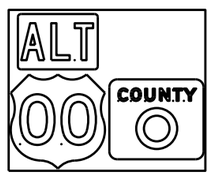
J3-3



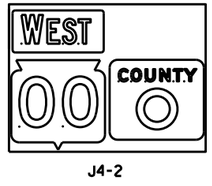
JH-1



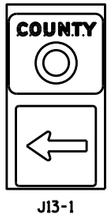
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

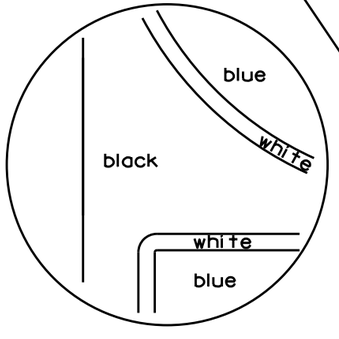


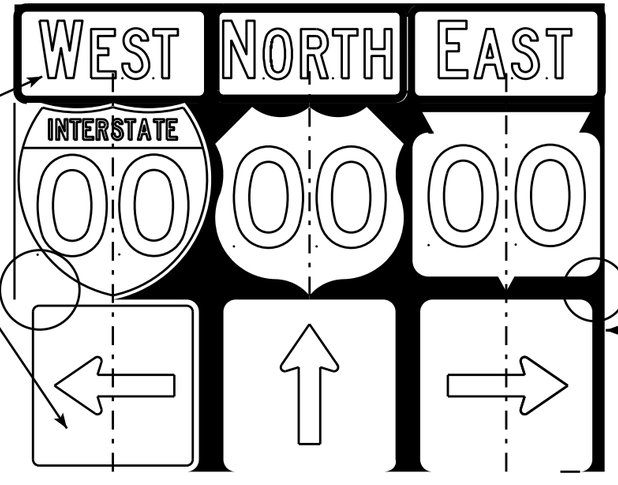
J23-1

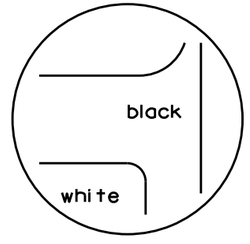


J22-1

[blue background with interstate]







[black background]

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

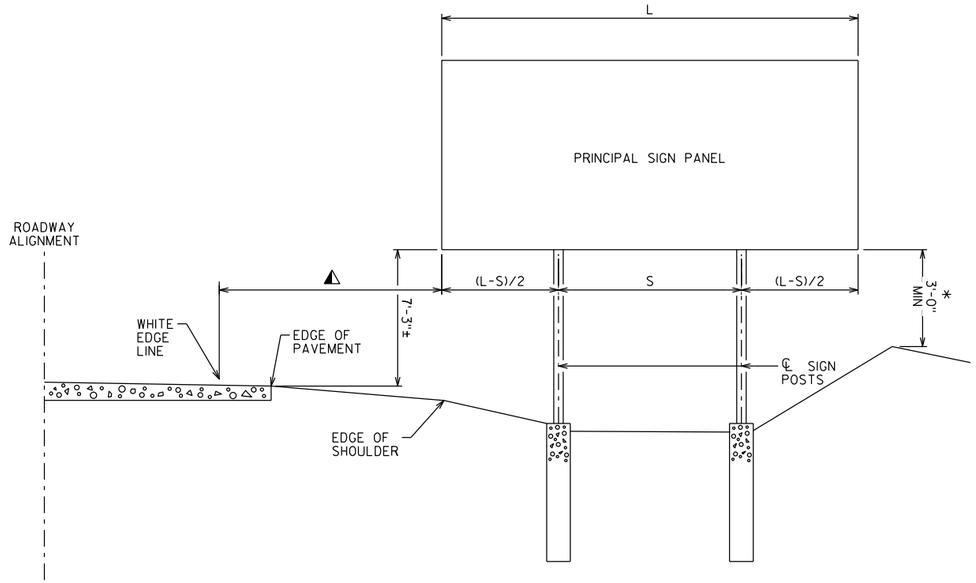
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

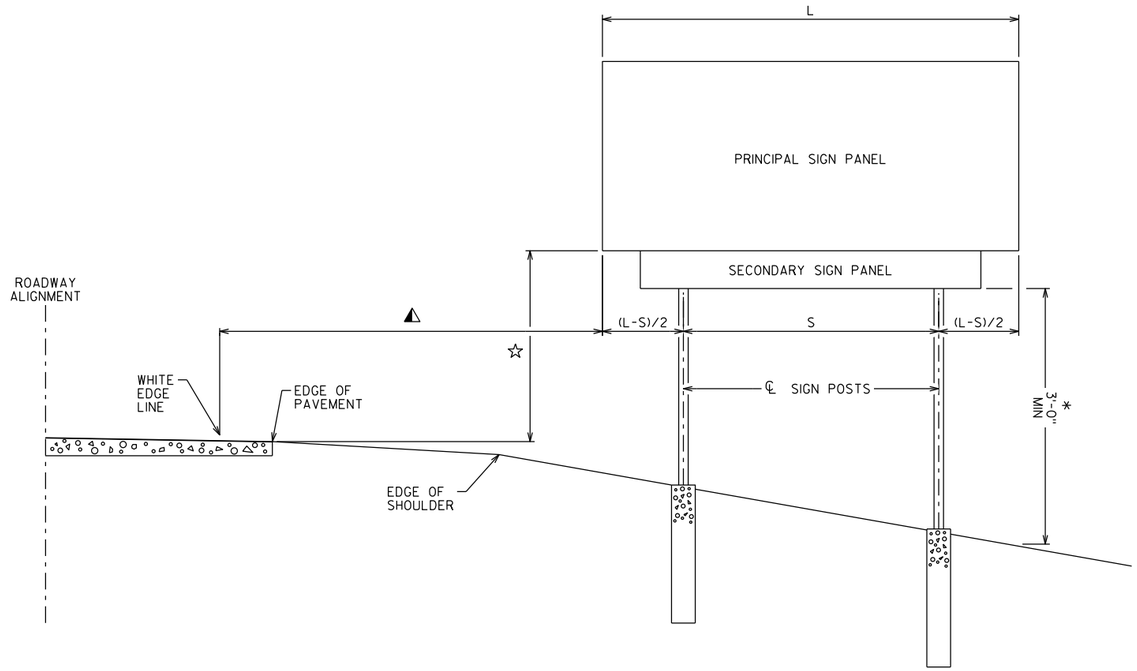
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :
WISDOT/CADDS SHEET 42



INSTALLATION WITHOUT SECONDARY SIGN



INSTALLATION WITH SECONDARY SIGN

TYPE 1 SIGN INSTALLATION NOTES:

FOR A 2-POST INSTALLATION, "S" EQUALS 3L/5, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS 5L/7, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

⚠ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS. FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.

POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

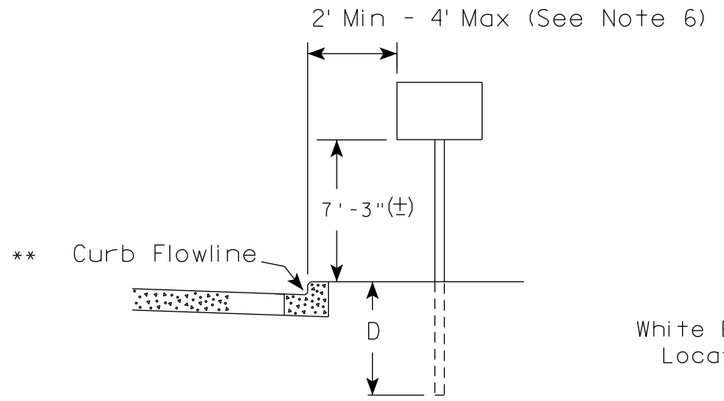
DRAWN BY | PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

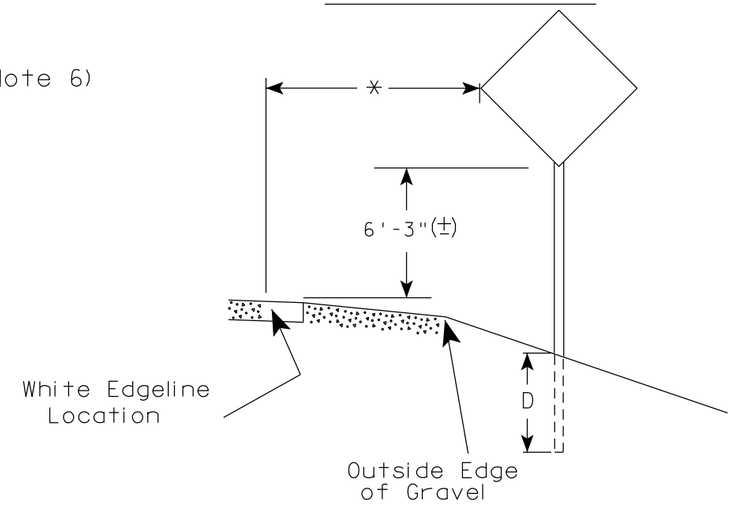
SHEET A4-1.10

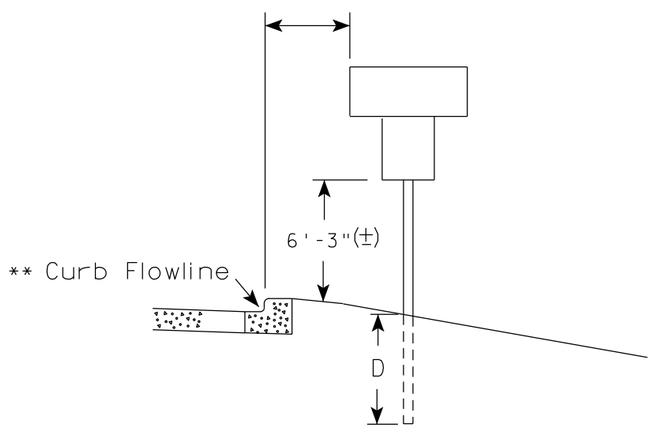
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 297 | E

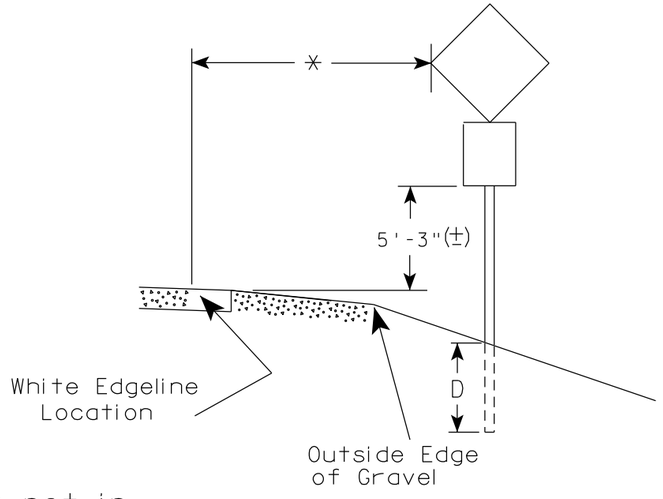
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.

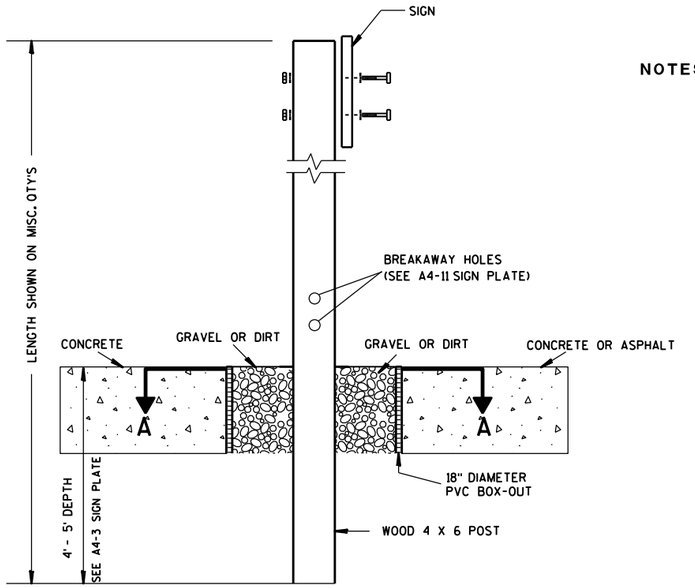
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

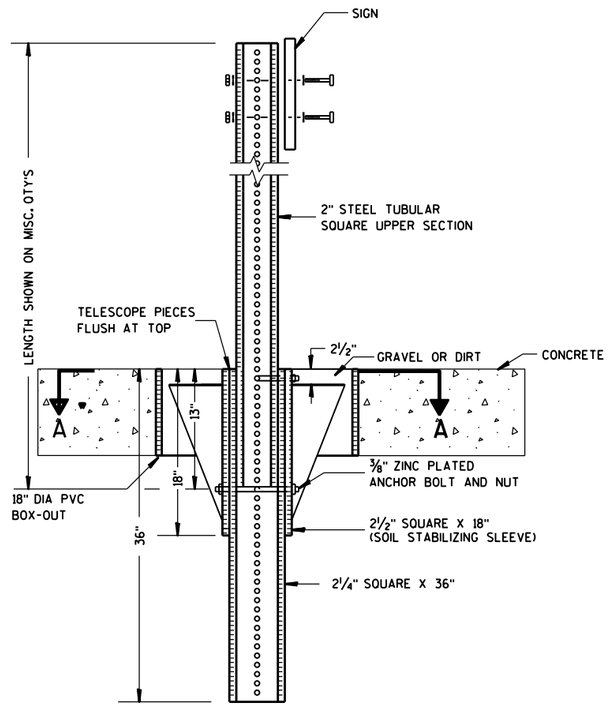
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 298	E



ELEVATION VIEW

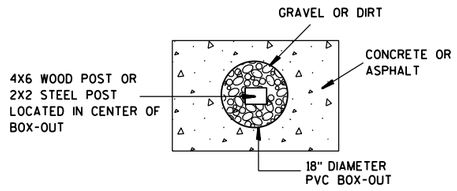
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

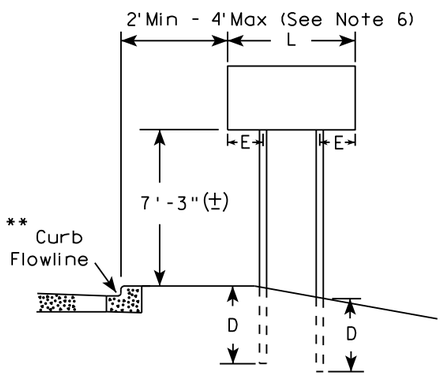
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

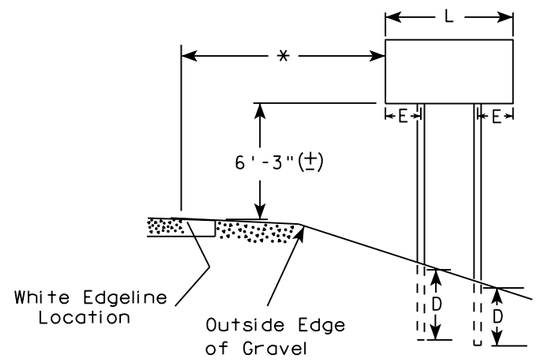
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

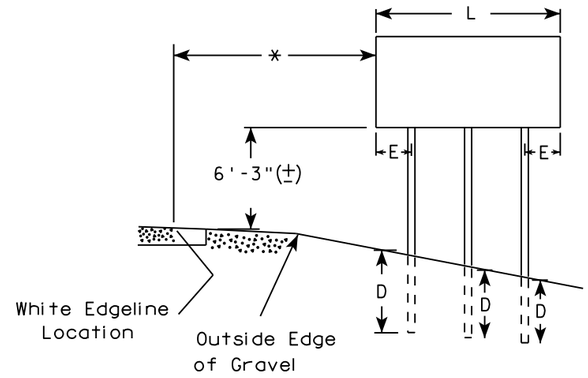
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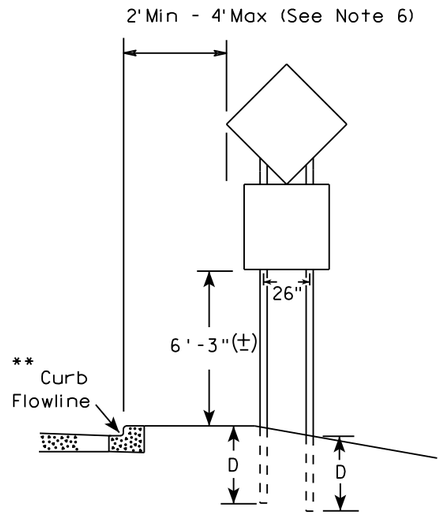
URBAN AREA



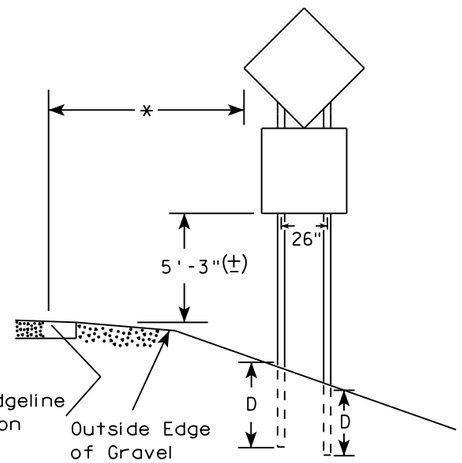
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

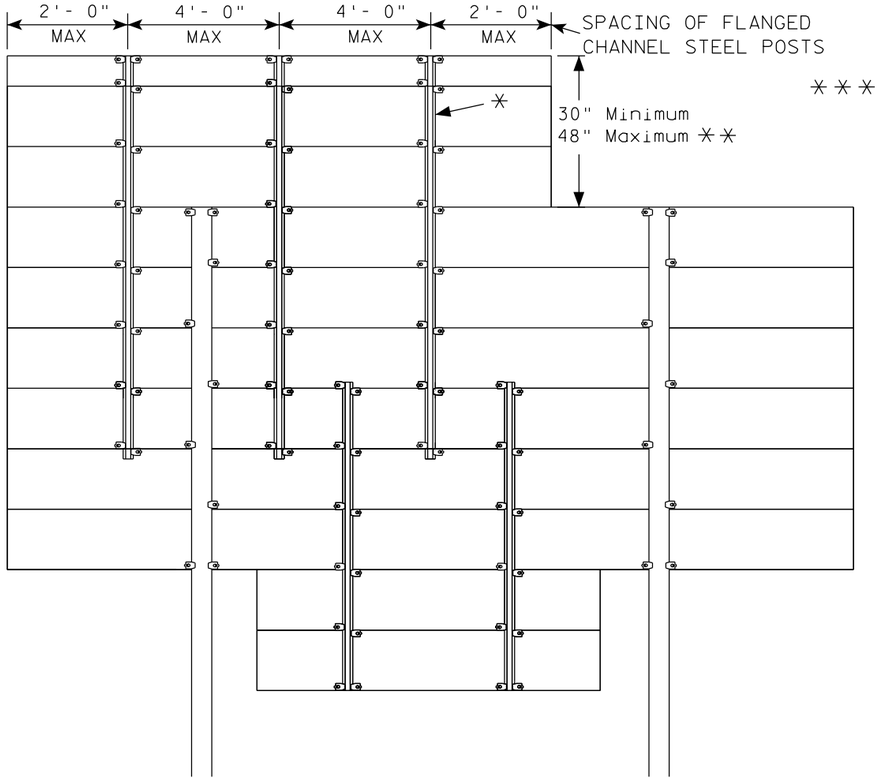
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E

GROUND MOUNTED SIGN



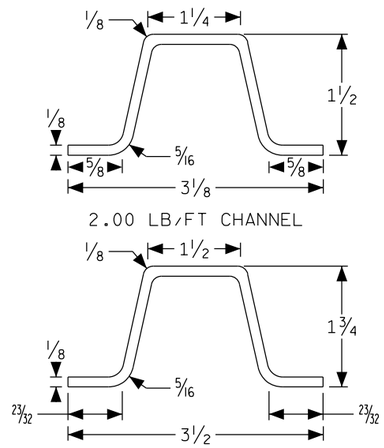
⁑ = 2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

⁑⁑ = FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

⁑⁑⁑ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAILS

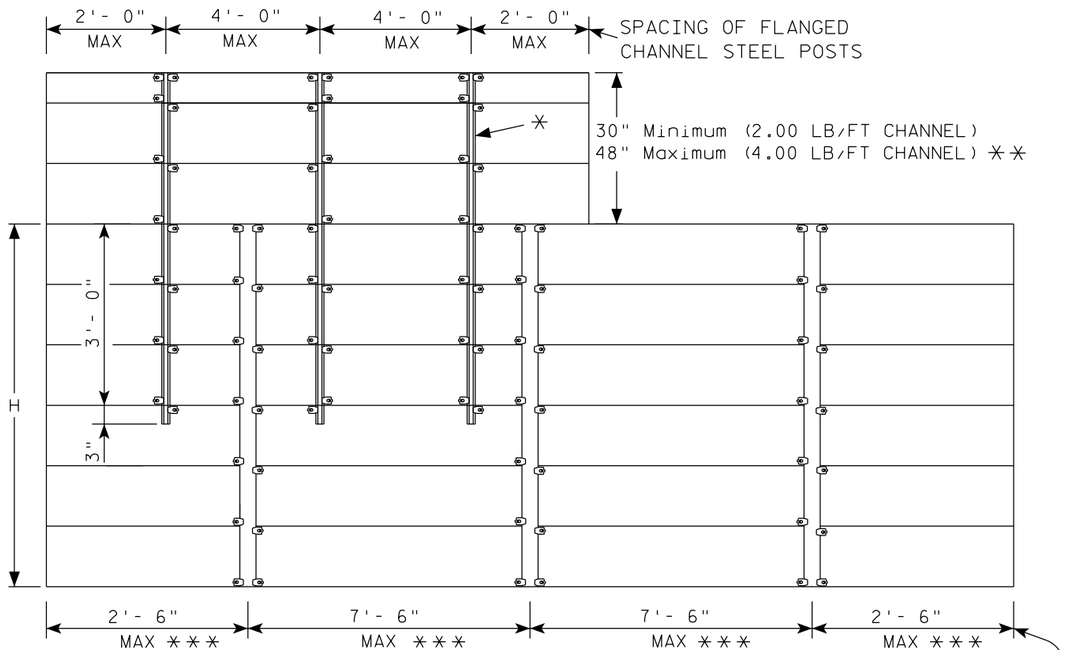
NOT TO SCALE



2.00 LB/FT CHANNEL

4.00 LB/FT CHANNEL

SIGN BRIDGE MOUNTED SIGN



GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.

2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.

3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.

4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.

5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)

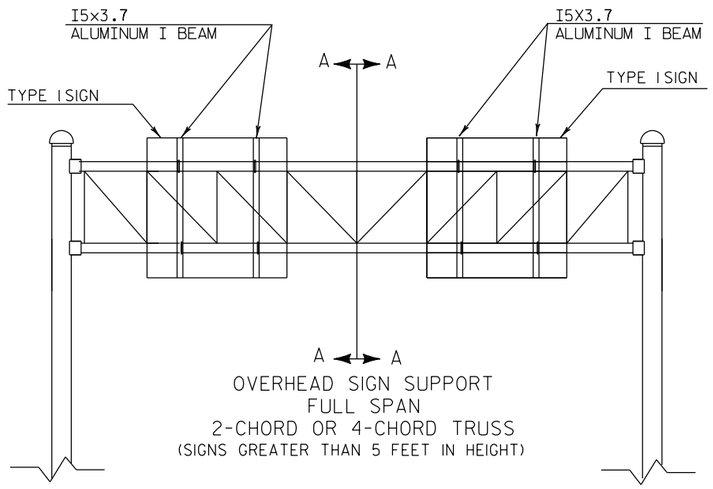
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

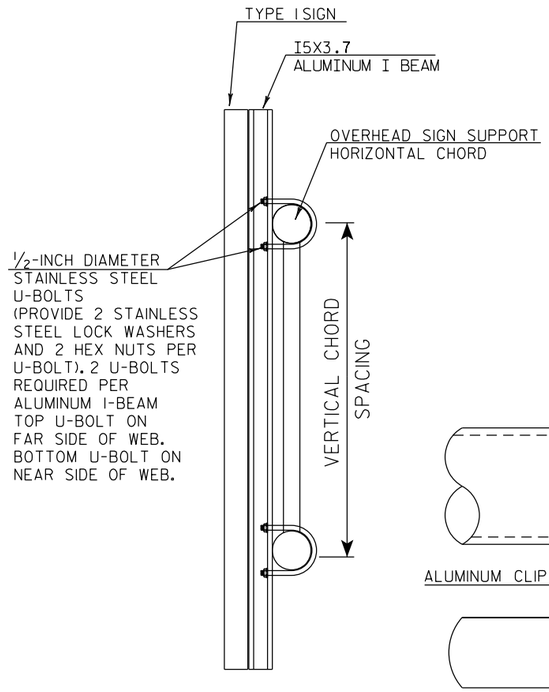
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

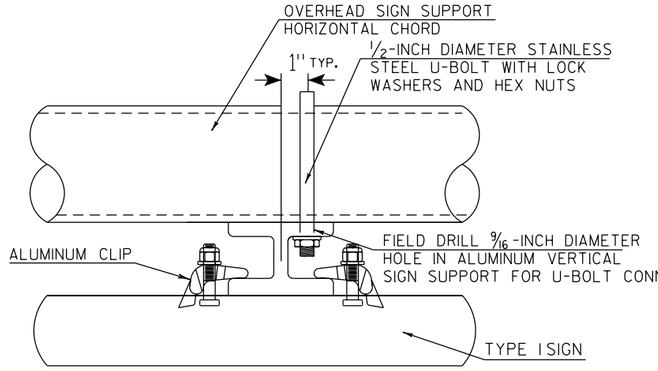
DATE 1/07/20 PLATE NO. A4-6.12



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



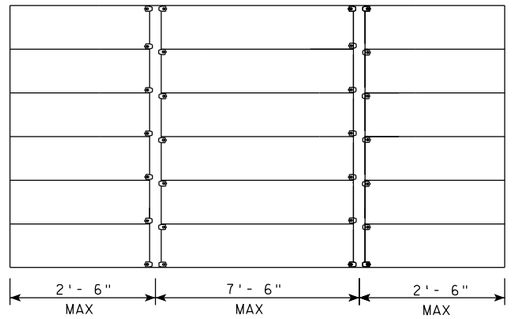
CUT SECTION A-A



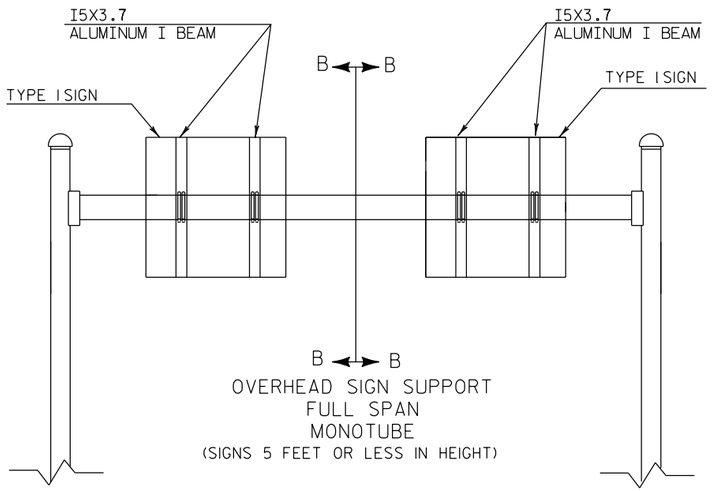
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

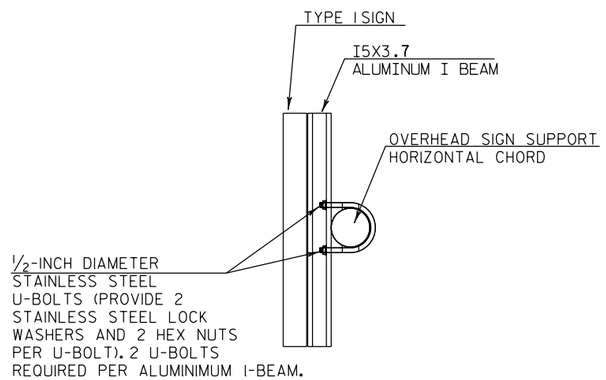
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



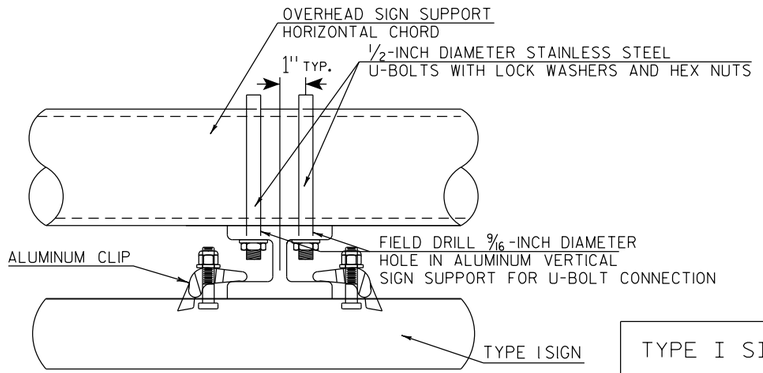
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW

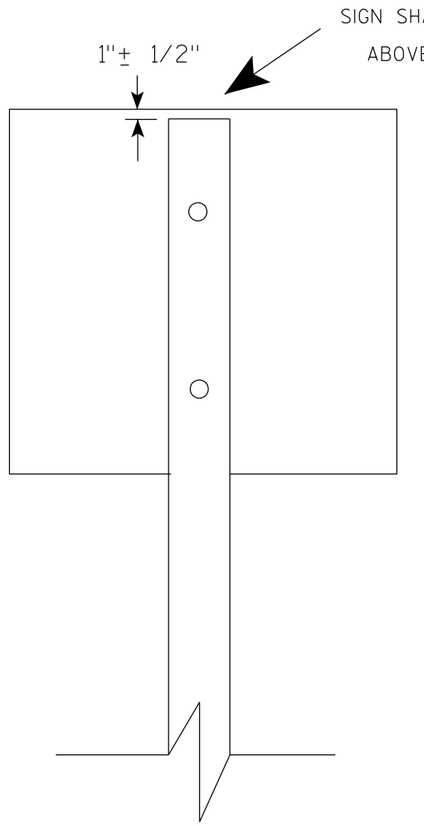
TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

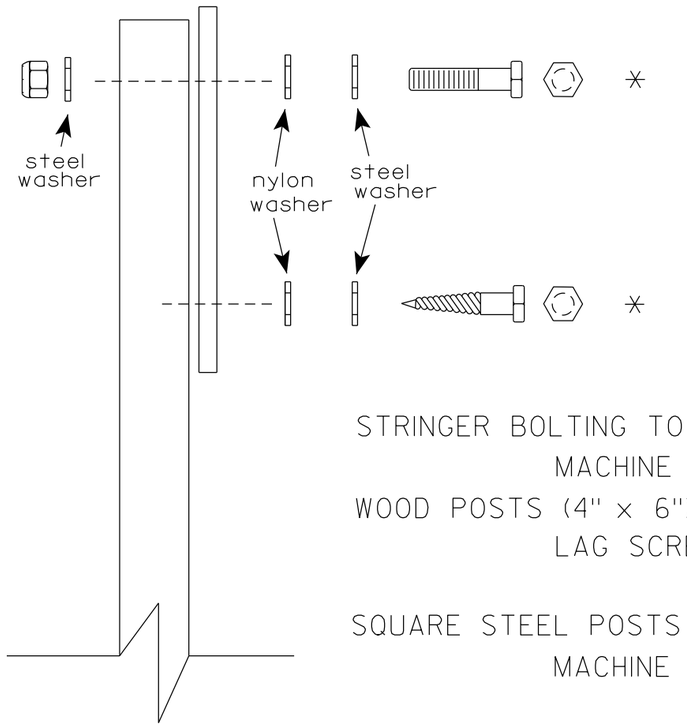
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7A.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E





Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

SHEET NO: 303 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

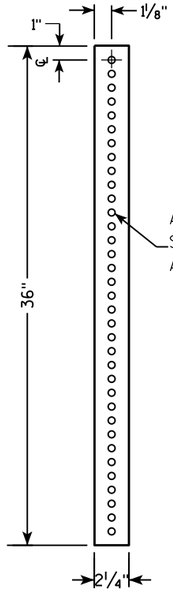
WISDOT/CADDS SHEET 42

7

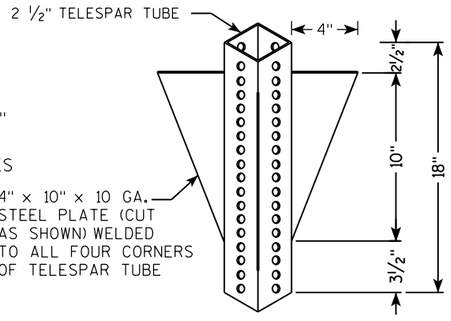
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TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

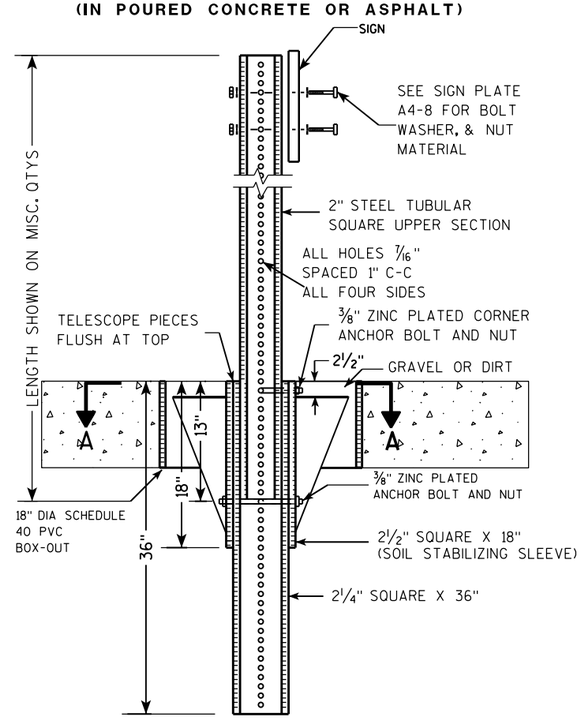
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



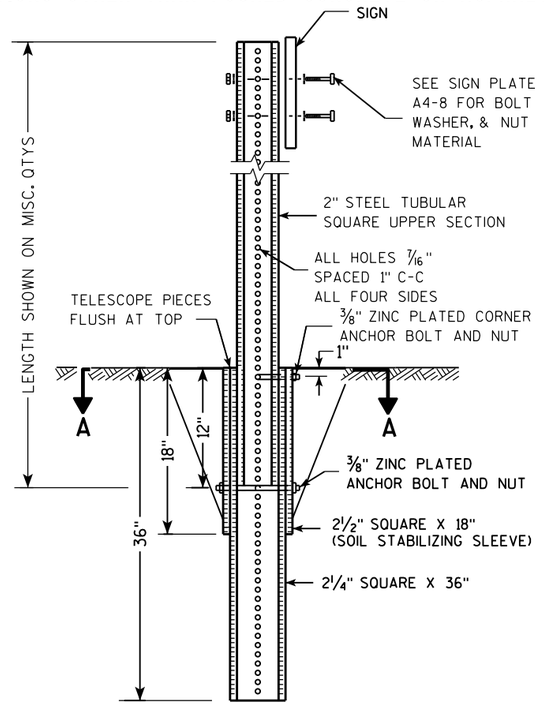
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

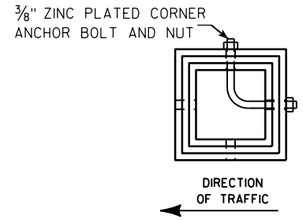


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

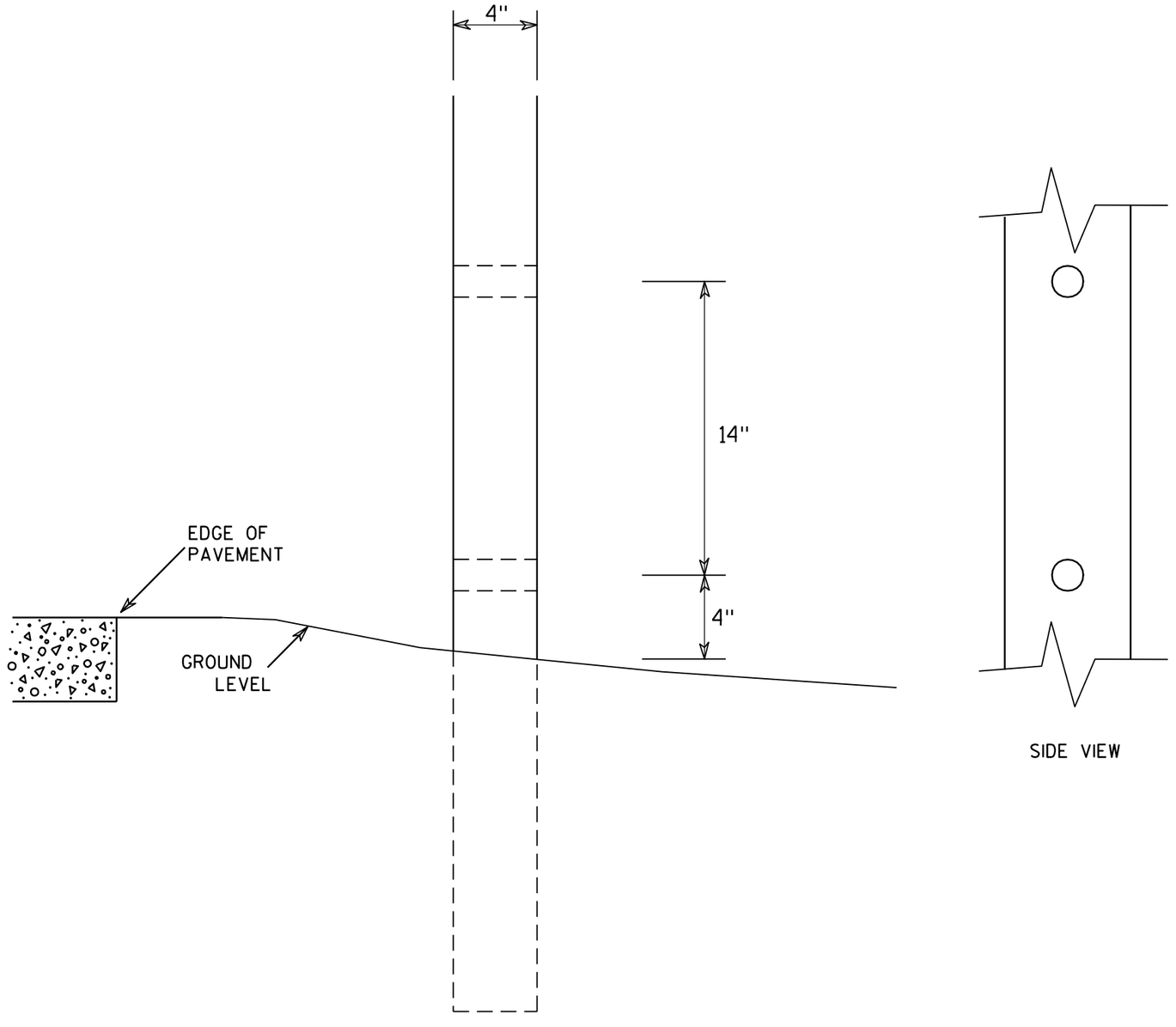
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 304 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

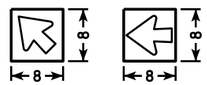
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

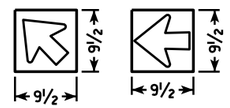
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E

SIGN LAYOUT WITH VARIOUS SIZED MESSAGES

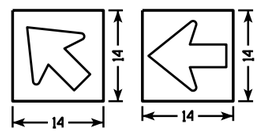




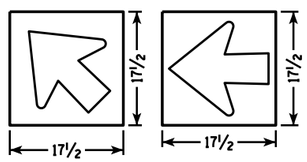










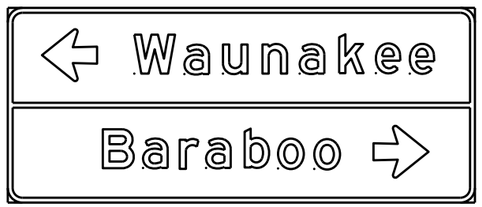


GENERAL NOTES

1. Materials shall conform to Standard Specification Section 637.
   Base - Sheet Aluminum 0.040" Thickness
   Sheeting - Orange Type F Reflective
   Arrow - Black Non-Reflective
2. Arrow signs shall be fastened to permanent sign by either aluminum rivets or aluminum self-tapping sheet metal screws. There shall be a minmum of 2 fasteners used per arrow sign.
3. There shall be a spacer consisting of a 0.08" nylon washer between the back of the arrow sign and the face of the permanent sign.
4. Arrows are per standard plate A1-2
5. Use separate arrow sign for each destination
6. Tilt arrow is always at 45 degrees
7. Arrow is centered on arrow sign

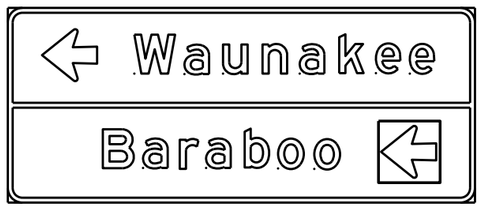
Lower Case Copy Size	Standard Width (Single Arrow)	2 Line Tilt Arrow Cover Width	3 Line Tilt Arrow Cover Width	Height
3¾" Series C	8	9 ½	14 ½	8
4½" Series D & E	9 ½	10	15	9 ½
6" Series D & E	14	16	20 ½	14
8" Series E	17 ½	20 ½	25	17 ½

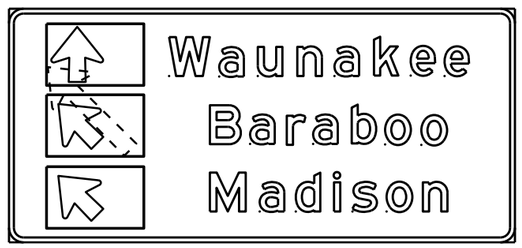
BEFORE





AFTER





DESTINATION DIRECTIONAL ARROW FOR DETOUR SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/08/14

A4-12.2

PROJECT NO:

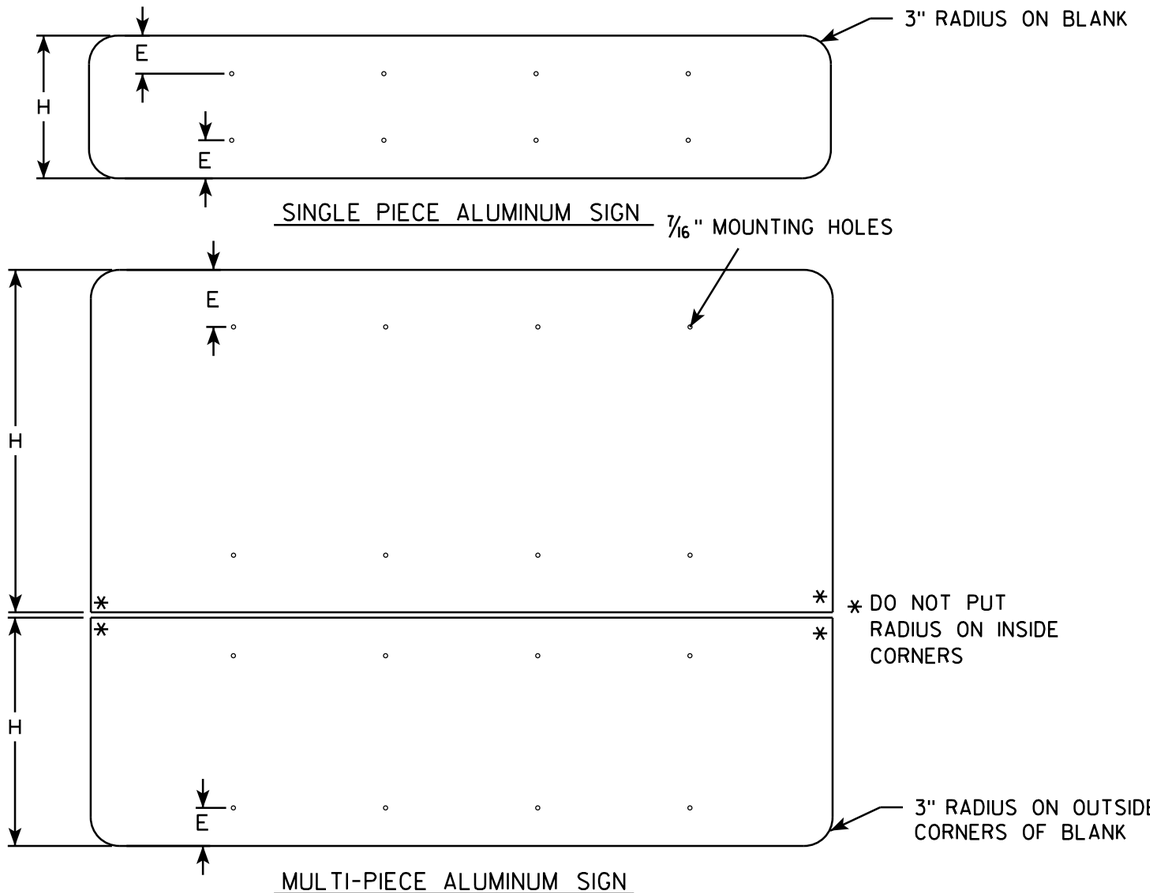
SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A412.DGN PLOT DATE : 08-OCT-2014 11:50 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

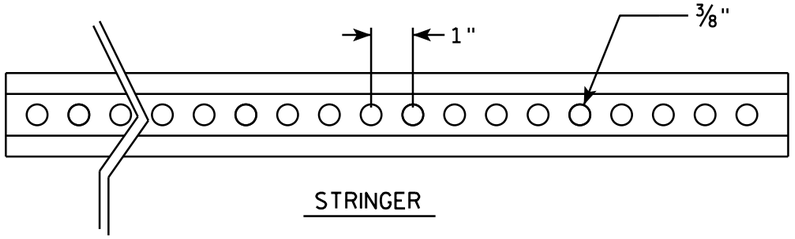
7



GENERAL NOTES

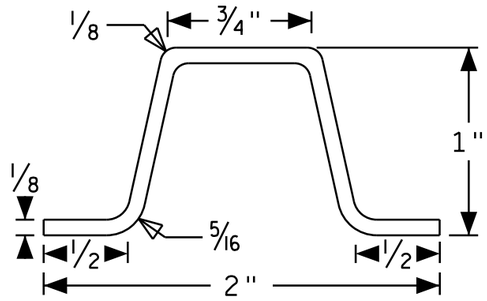
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

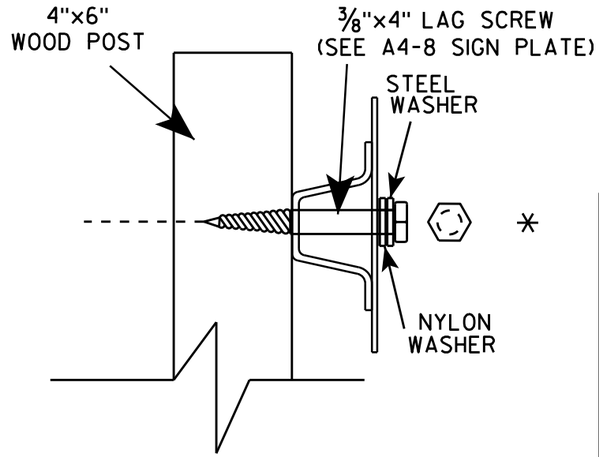


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

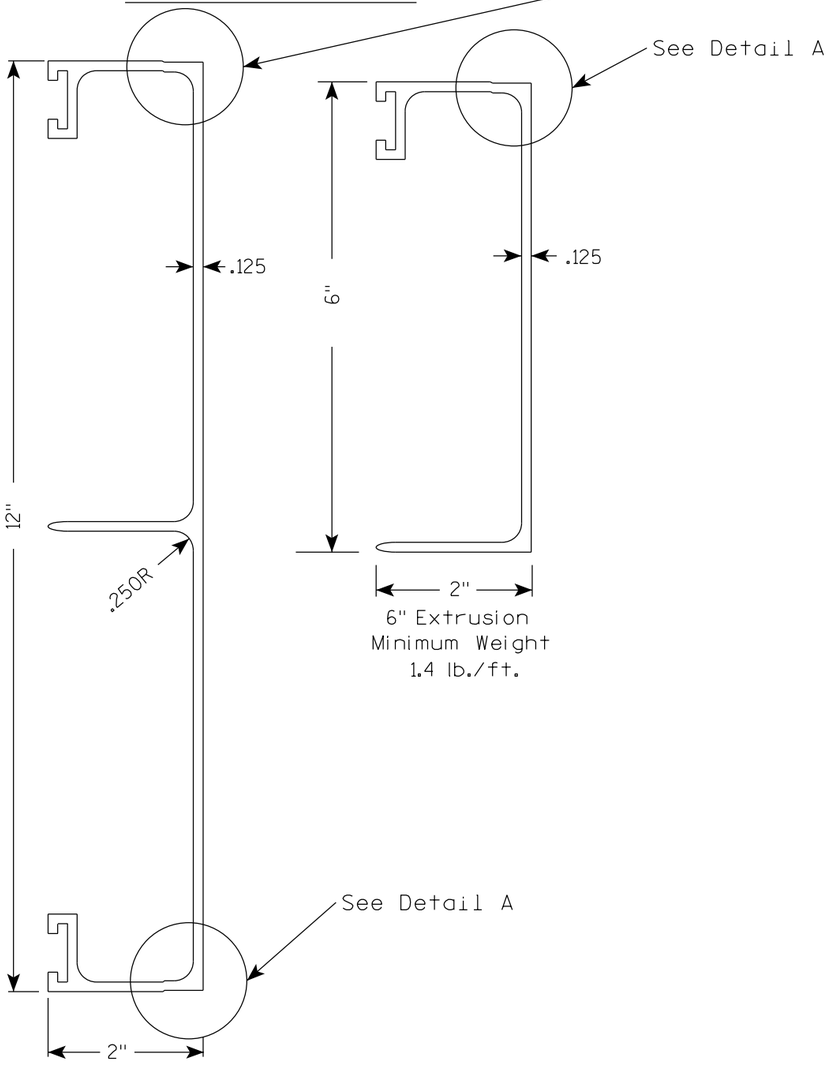
for State Traffic Engineer

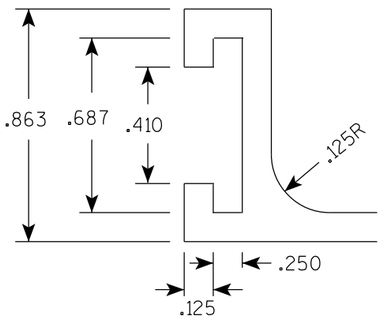
DATE 4/26/16 PLATE NO A4-18.1

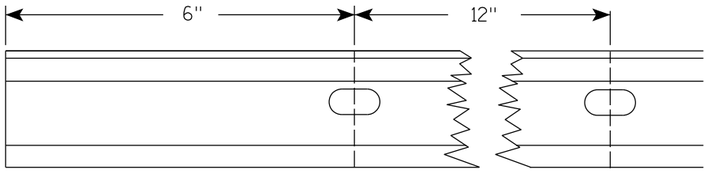
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







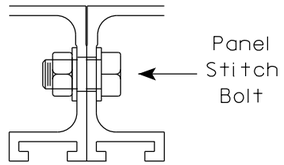
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

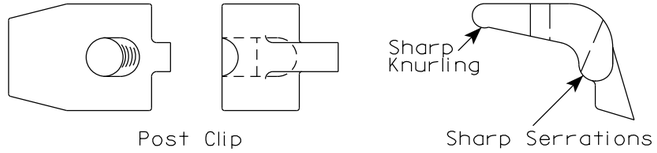
The hardware includes:

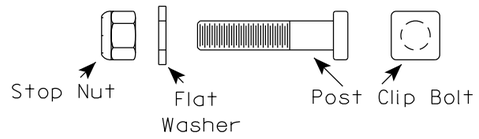
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

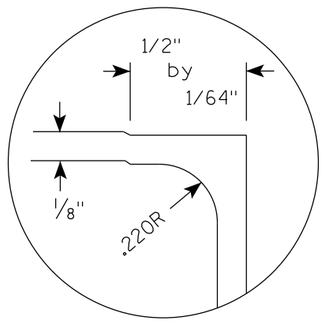
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

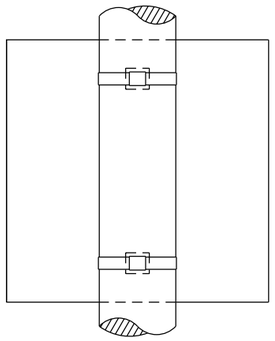
DATE 1/07/20 PLATE NO. A5-2.10

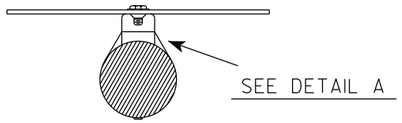
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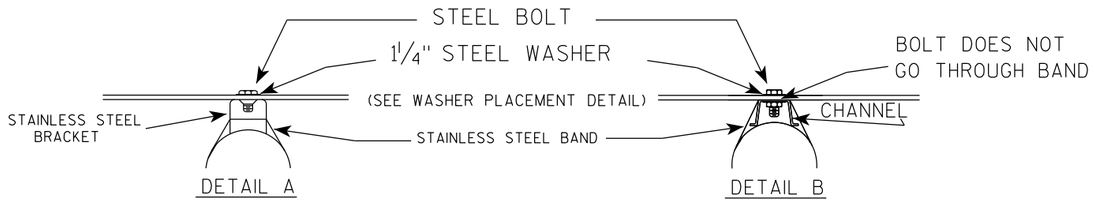
SHEET NO: 308 E

BANDING

SINGLE SIGN



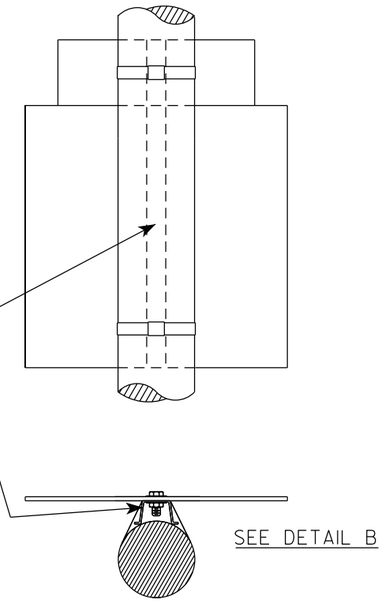




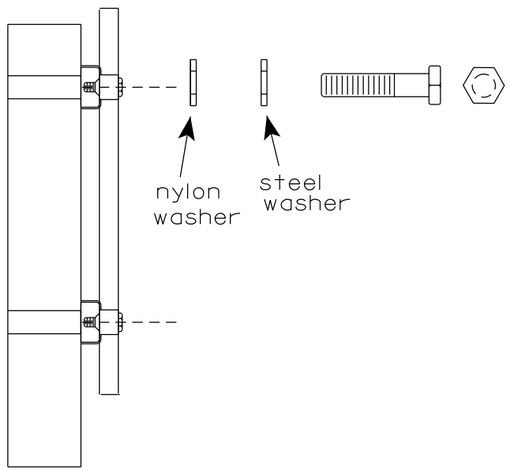
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

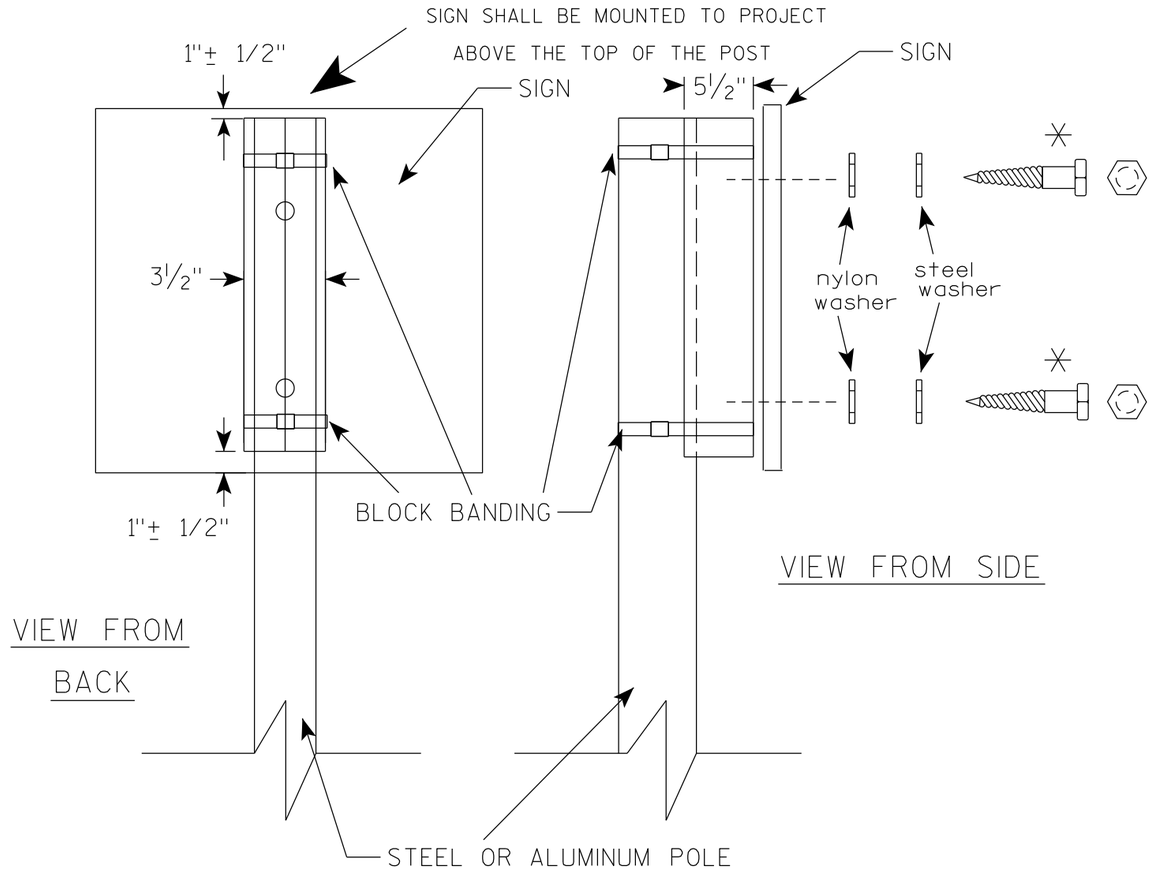
WISCONSIN DEPT OF TRANSPORTATION

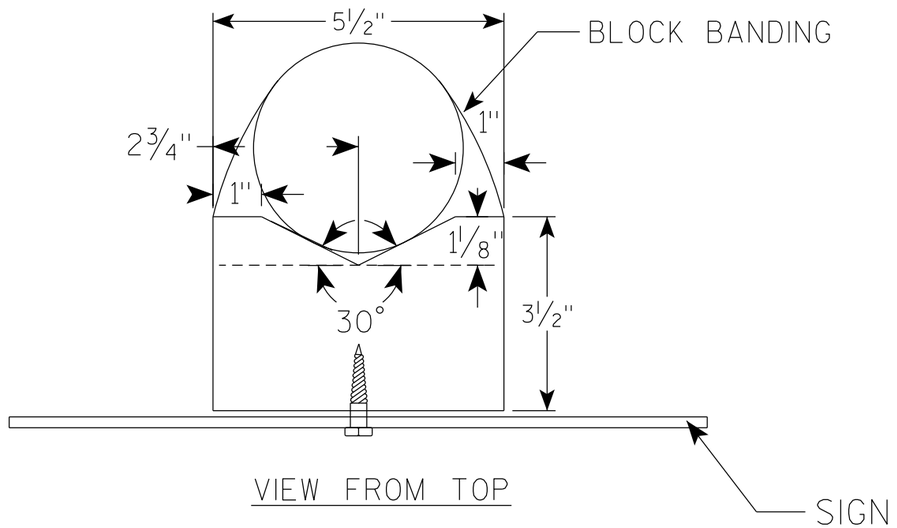
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

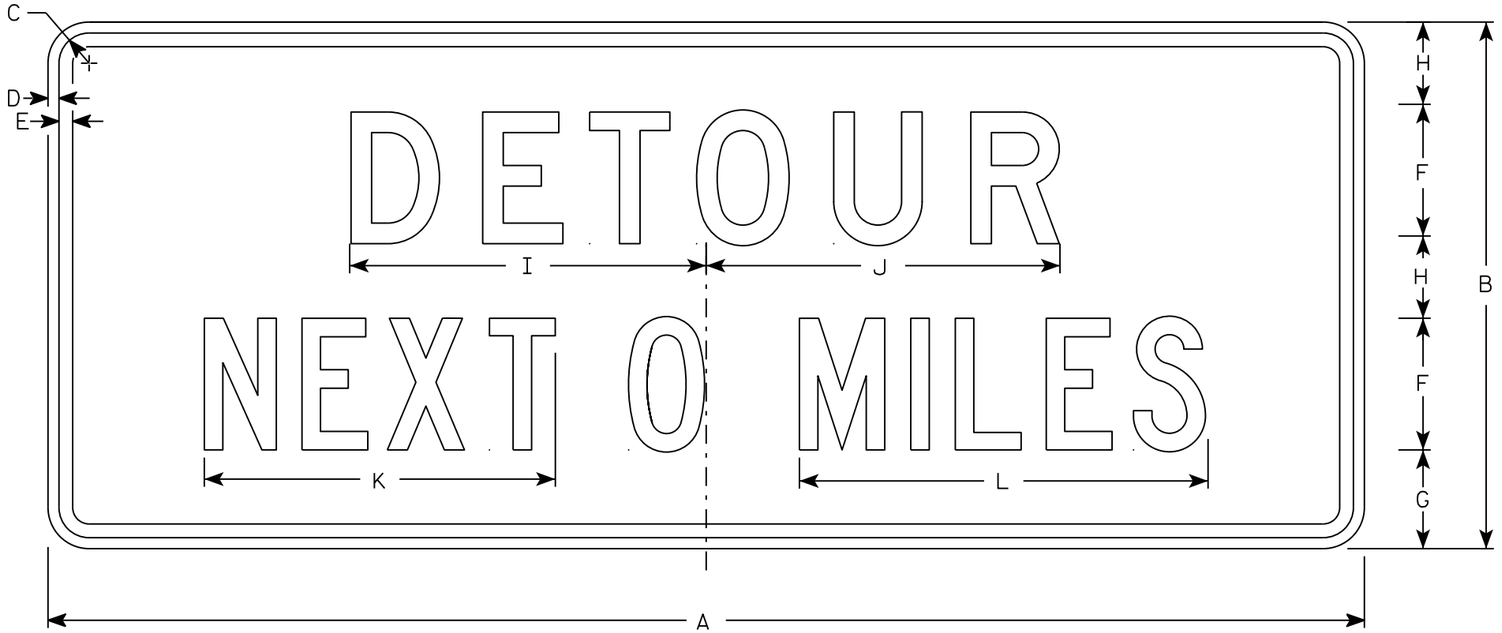
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:				SHEET NO: 310	E



G20-51

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Line 1 is D and Line 2 is C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Round distance to nearest whole Mile and substitute appropriate numerals and optically adjust spacing to achieve proper balance

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
3																											
4	60	24	1 3/8	1/2	5/8	6	4 1/2	3 3/4	16 1/4	16 1/8	16	18 5/8															10
5																											

STANDARD SIGN
G20-51

WISCONSIN DEPT OF TRANSPORTATION

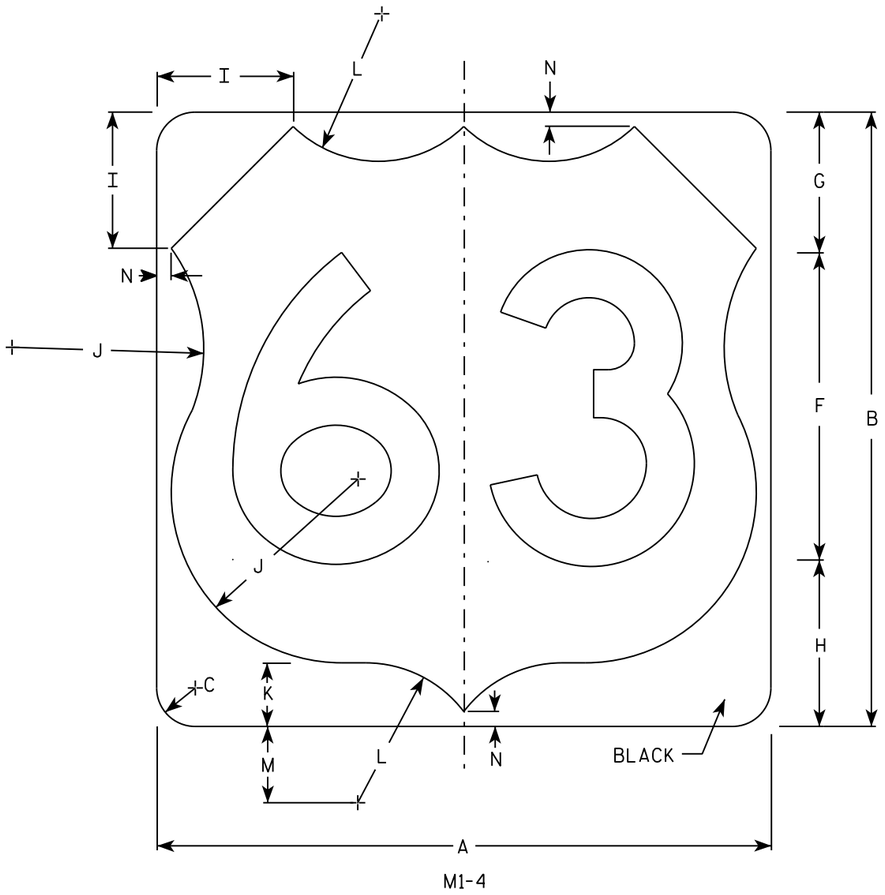
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-51.2

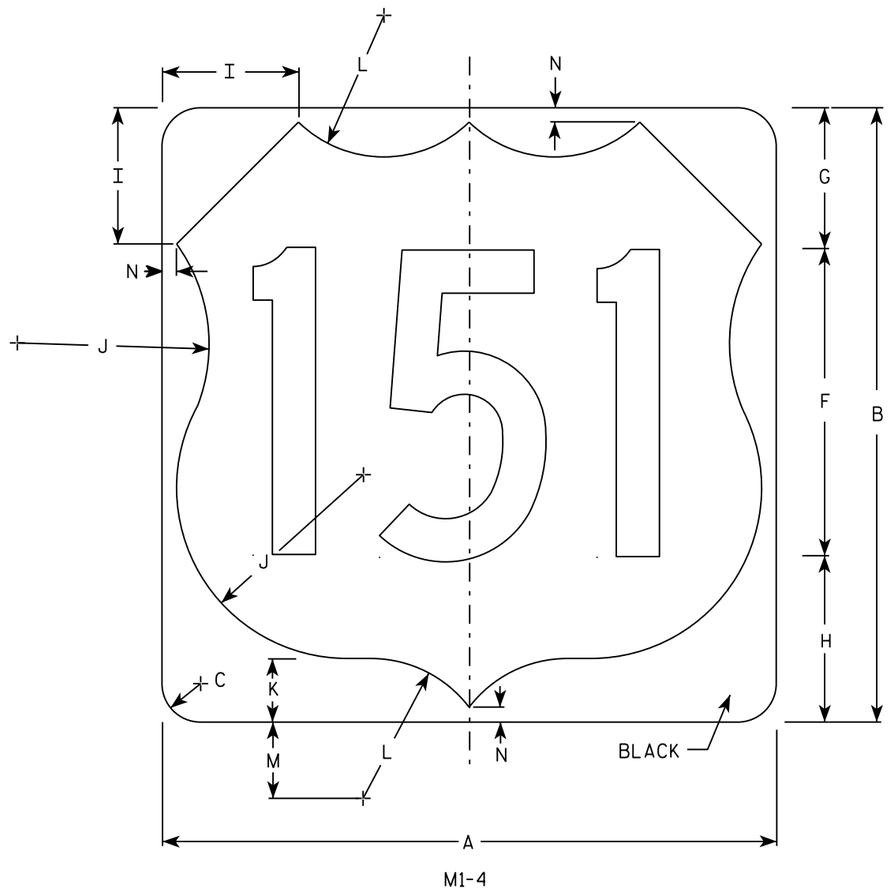
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 311	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



M1-4



M1-4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area Sq. ft.
1																											
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0

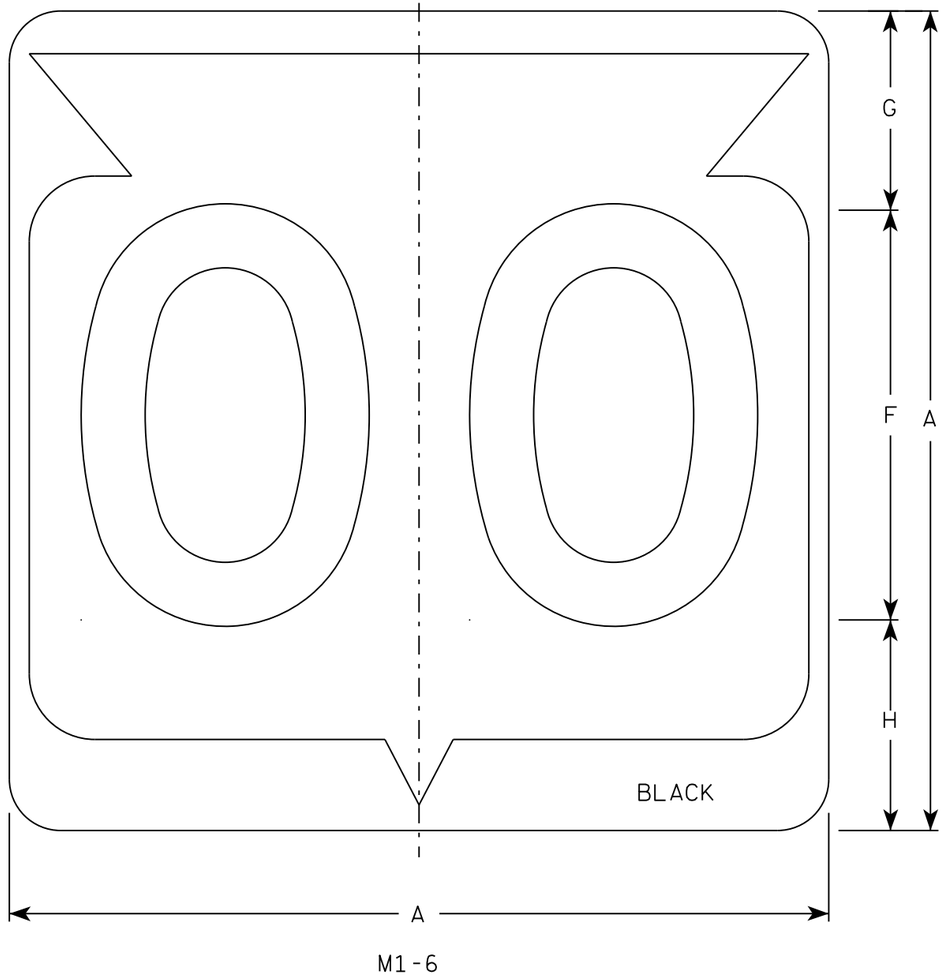
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

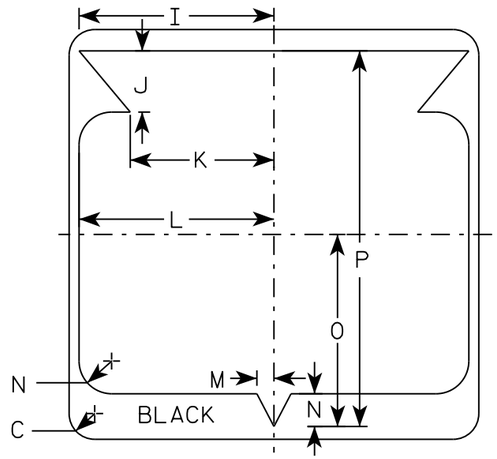
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

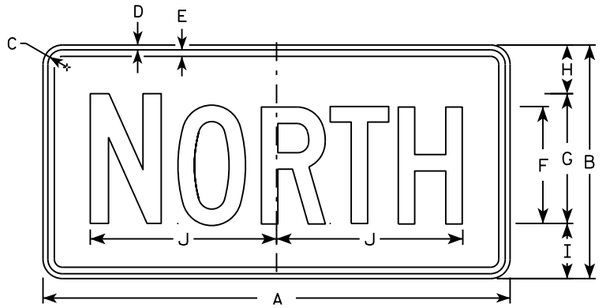
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

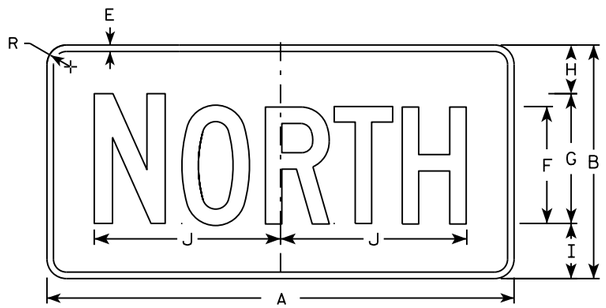
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 313 | E



M3-1
MM3-1
MP3-1



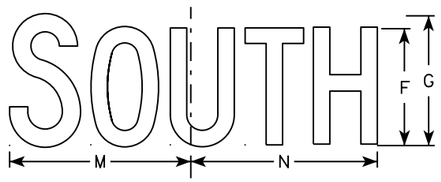
MB3-1
MK3-1
MN3-1



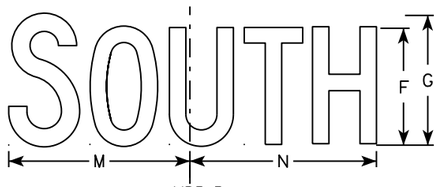
M3-2
MM3-2
MP3-2



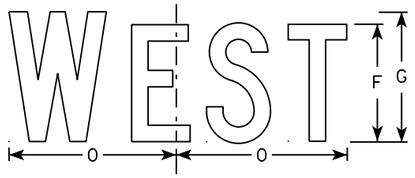
MB3-2
MK3-2
MN3-2



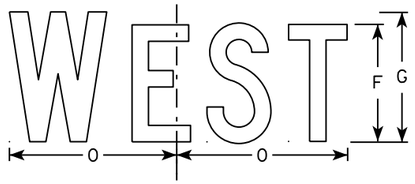
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

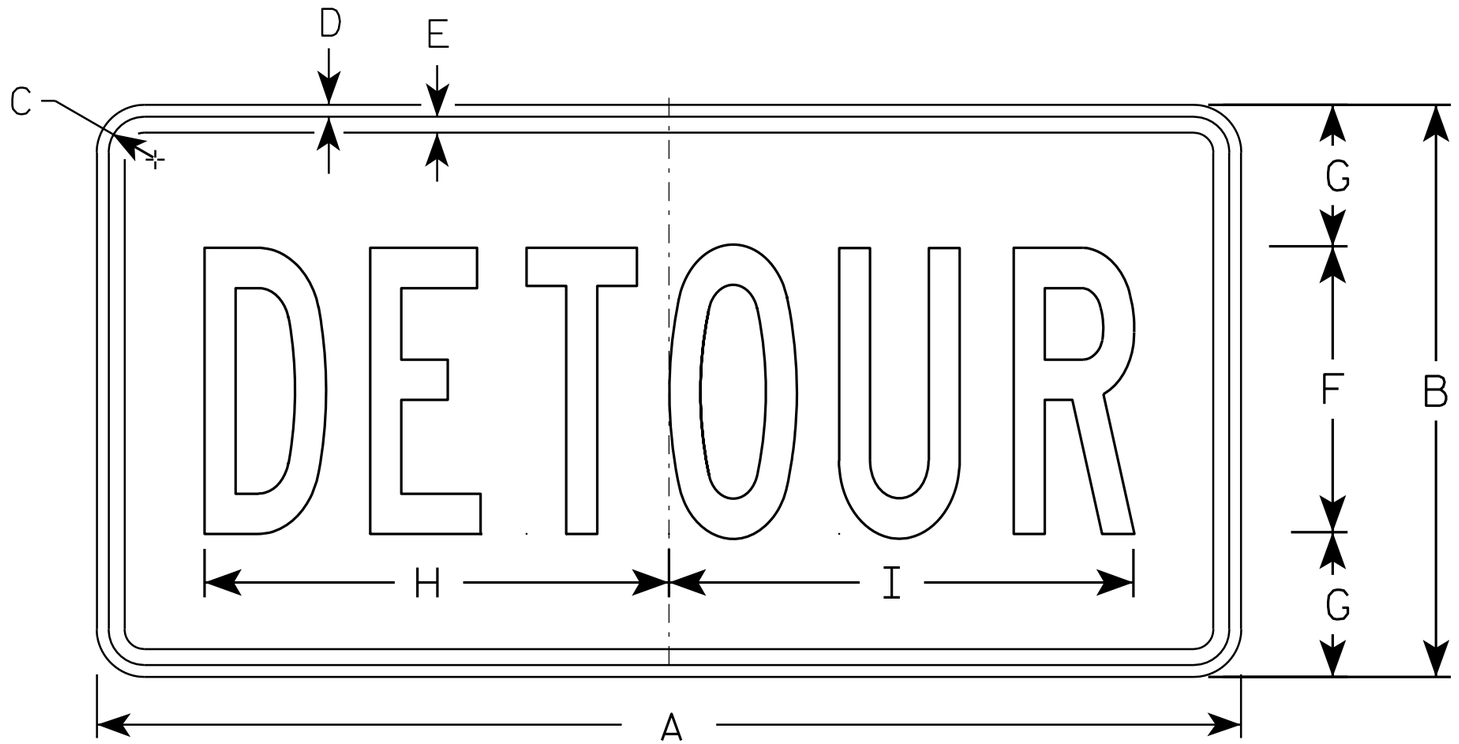
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

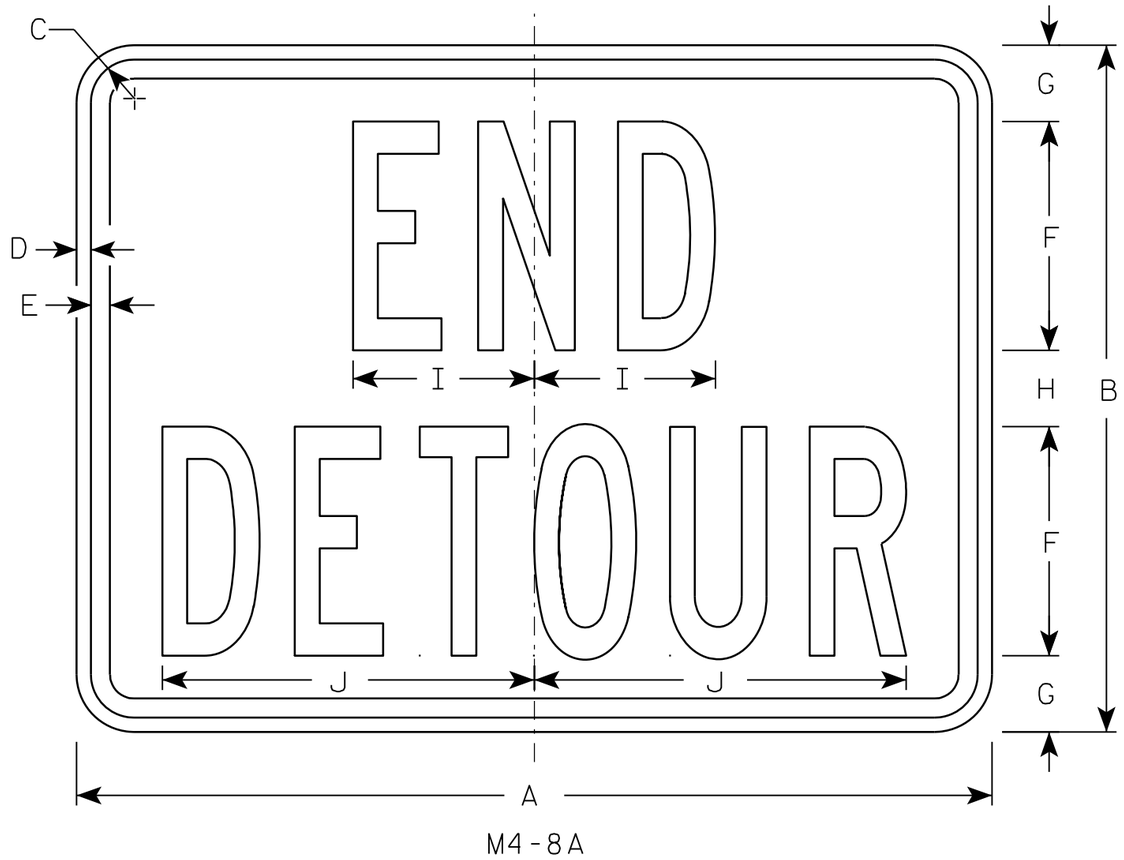
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 315	E



M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

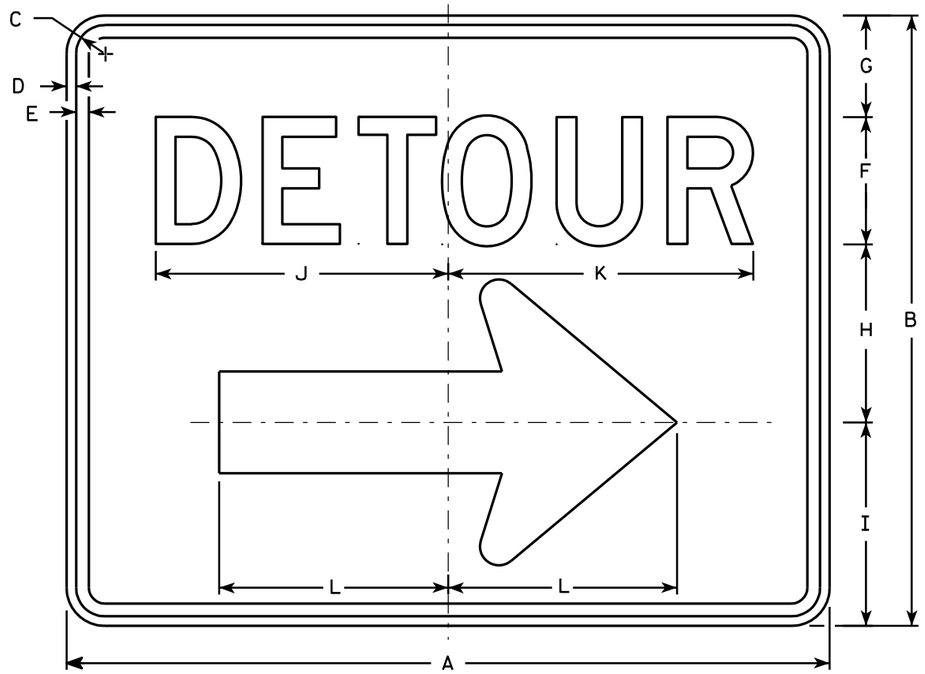
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

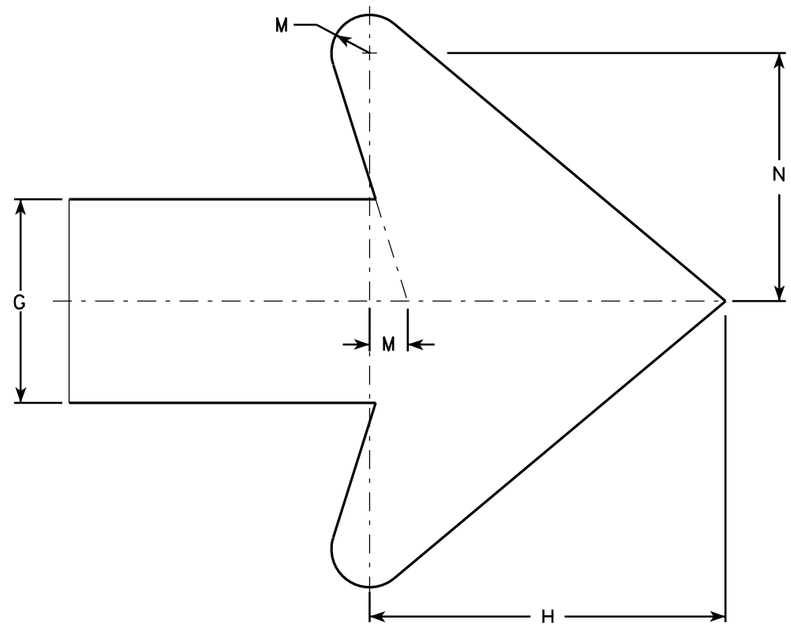
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 316	E



M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
3	30	24	1 1/8	3/8	1/2	5	4	7	8	11 1/2	12	9	3/4	4 7/8													5.00
4	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0
5	48	36	1 3/8	1/2	5/8	8	6	10 1/2	11 5/8	20 5/8	20 1/2	13 1/4	1 1/8	6 7/8													12.0

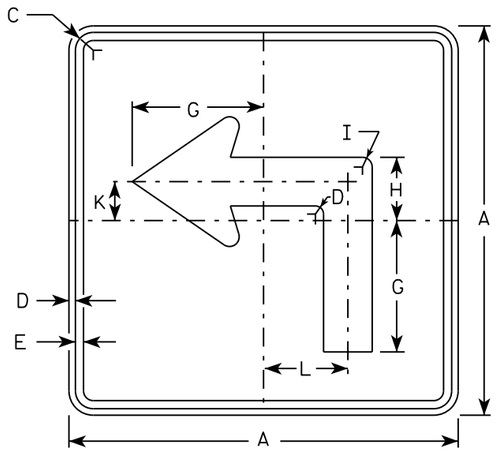
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

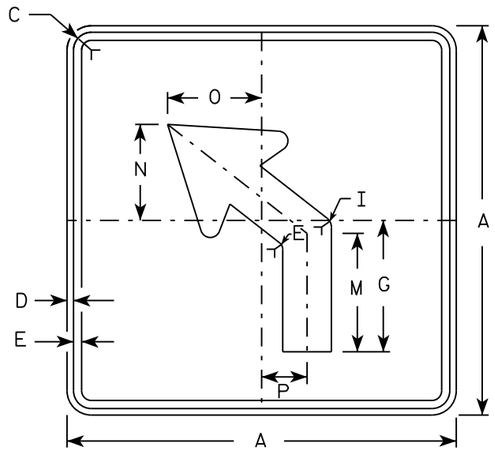
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

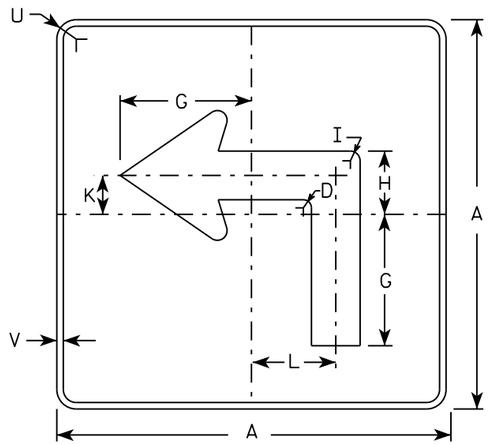
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E



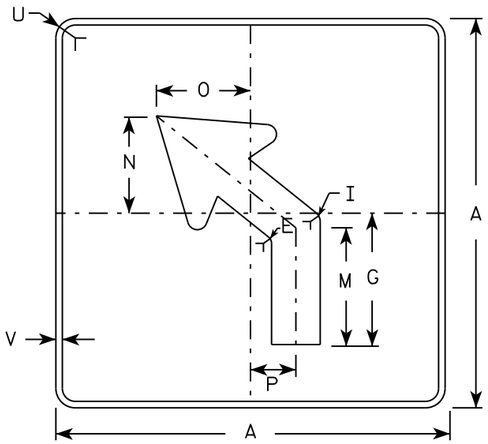
M5-1L
MM5-1L
MO5-1L
MP5-1L



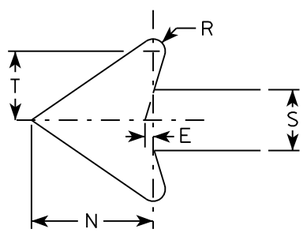
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

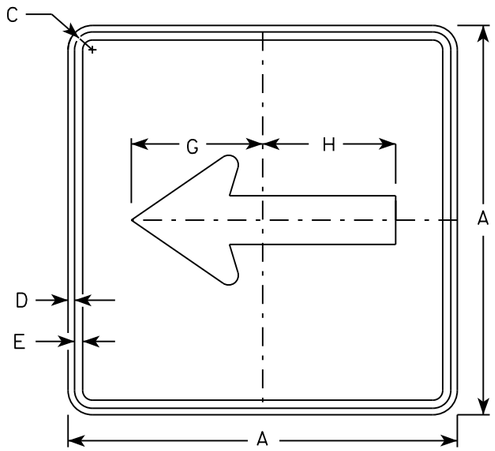
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

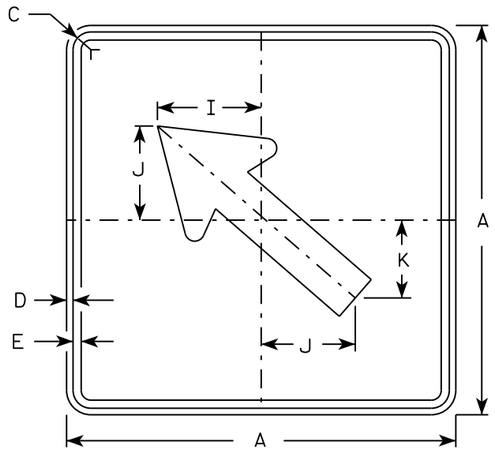
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



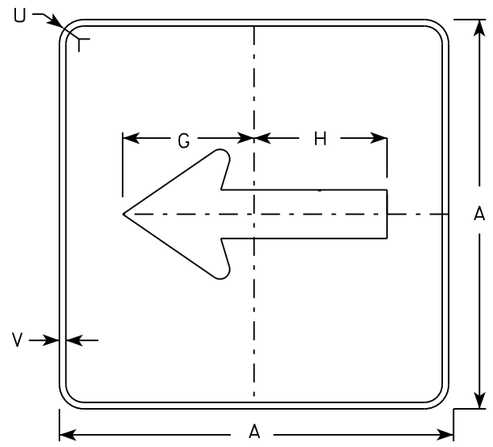
M6-1
MM6-1
MO6-1
MP6-1



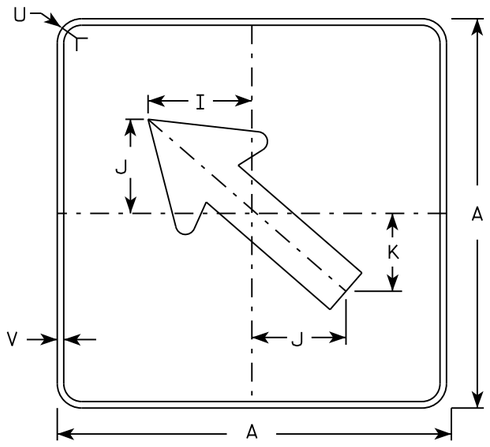
M6-2
MM6-2
MO6-2
MP6-2

NOTES

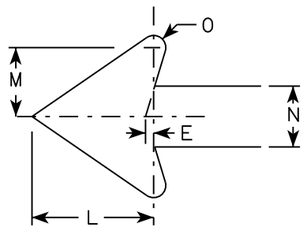
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

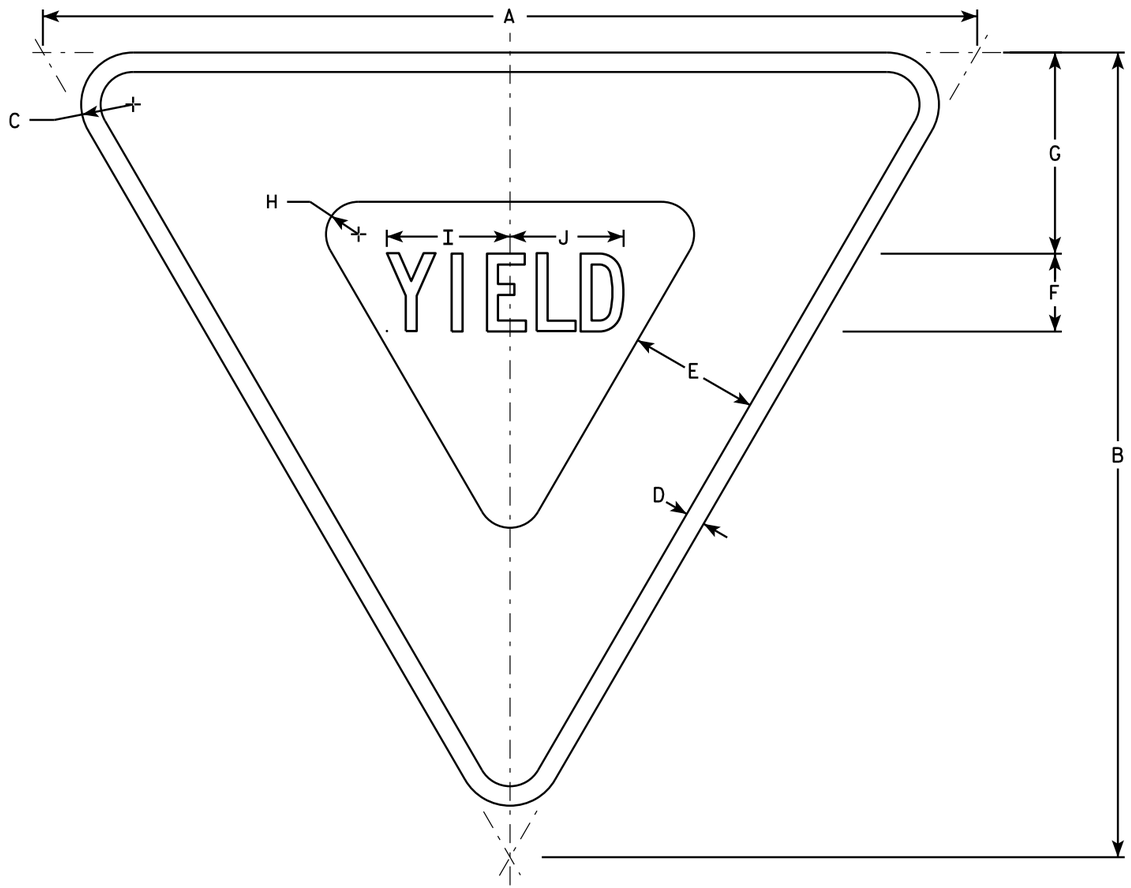
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 319 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



R1-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

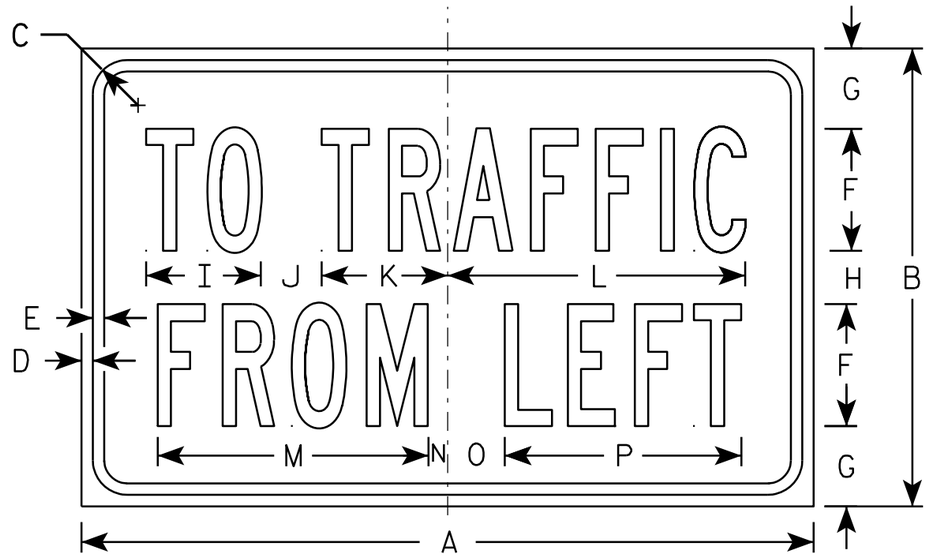
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE R1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



R1-54

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
2M	24	15	1 1/8	3/8	3/8	4	2 5/8	1 3/4	3 3/4	2	4 1/8	9 3/4	8 7/8	5/8	1 7/8	7 3/4											2.5
3																											
4																											
5																											

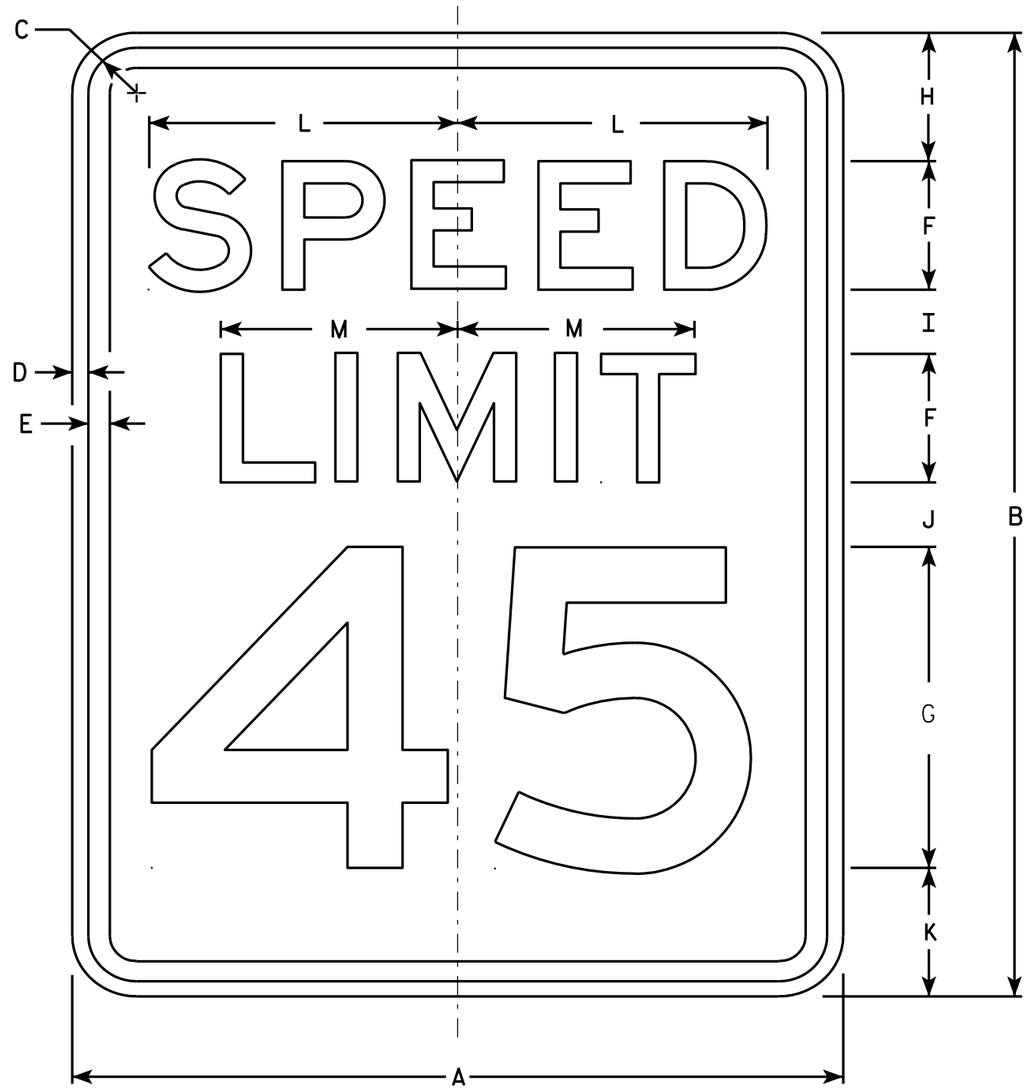
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

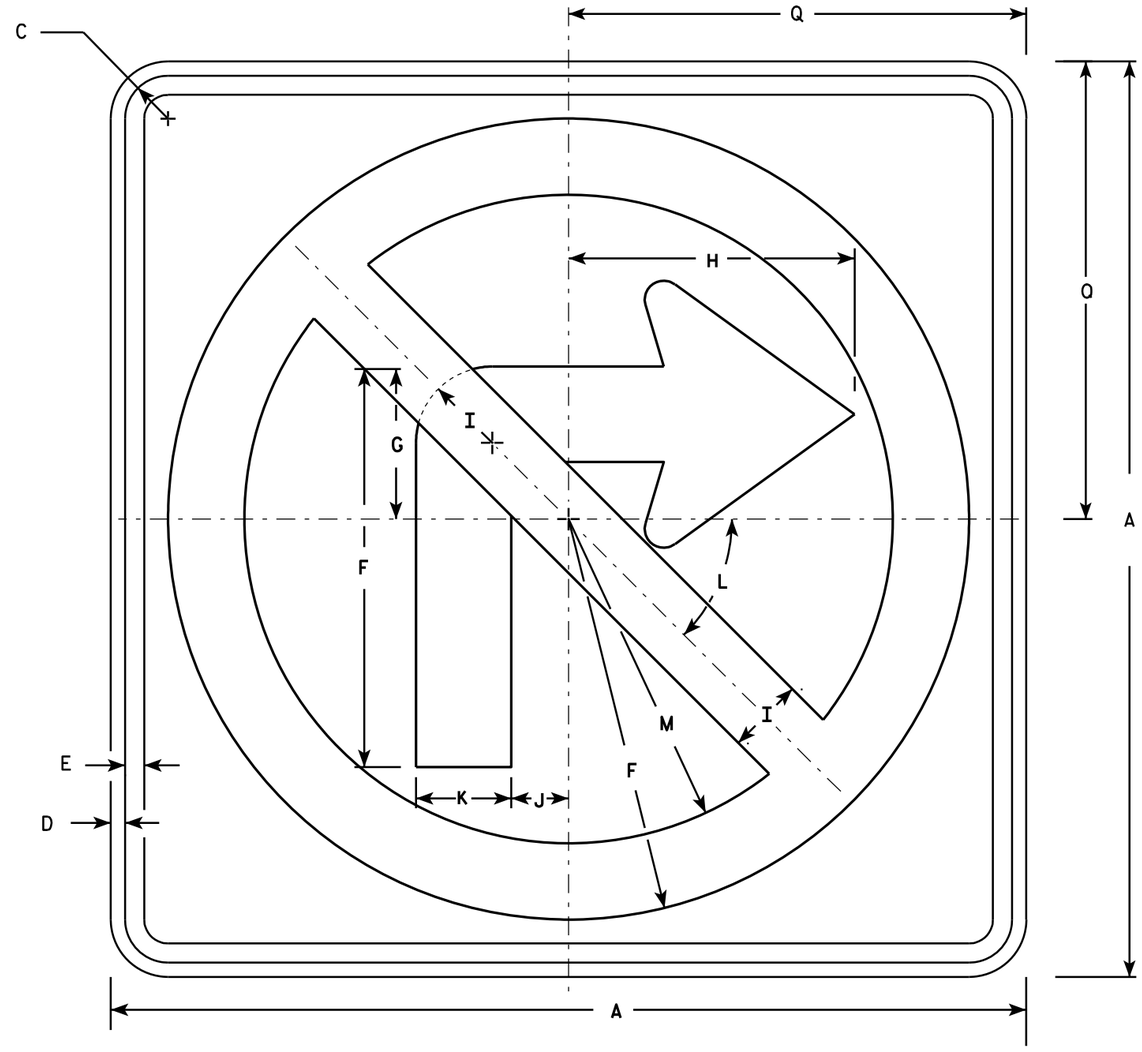
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

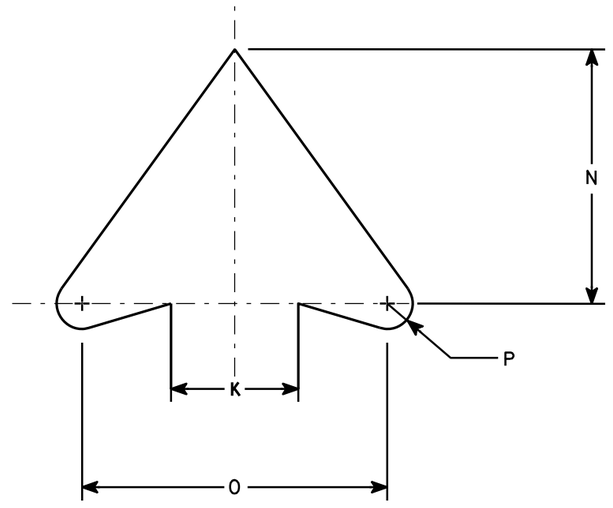
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 322	E



R3-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

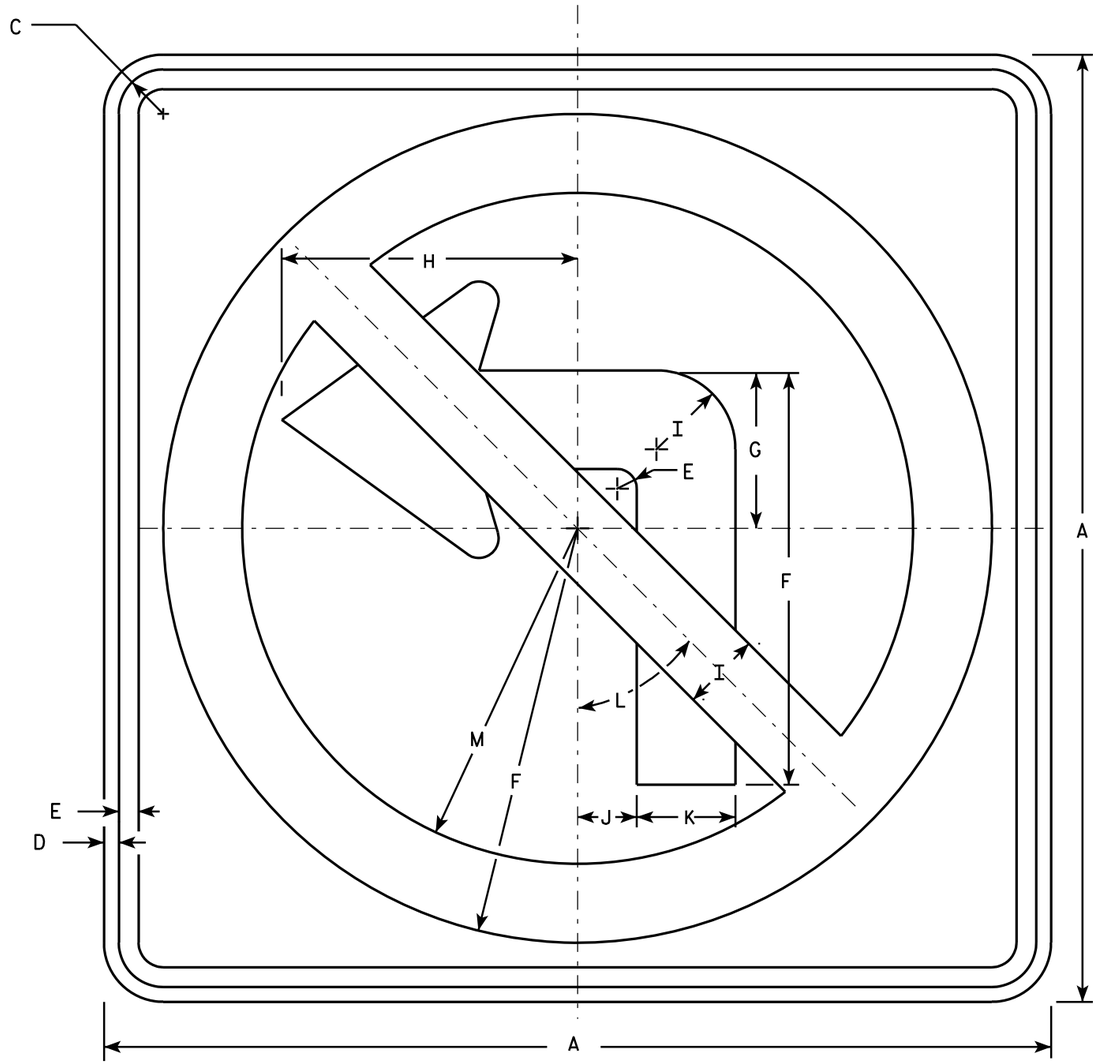
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

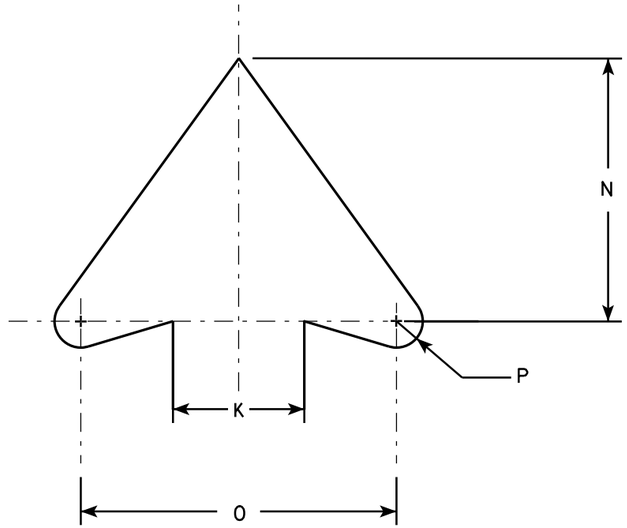
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 323	E



R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

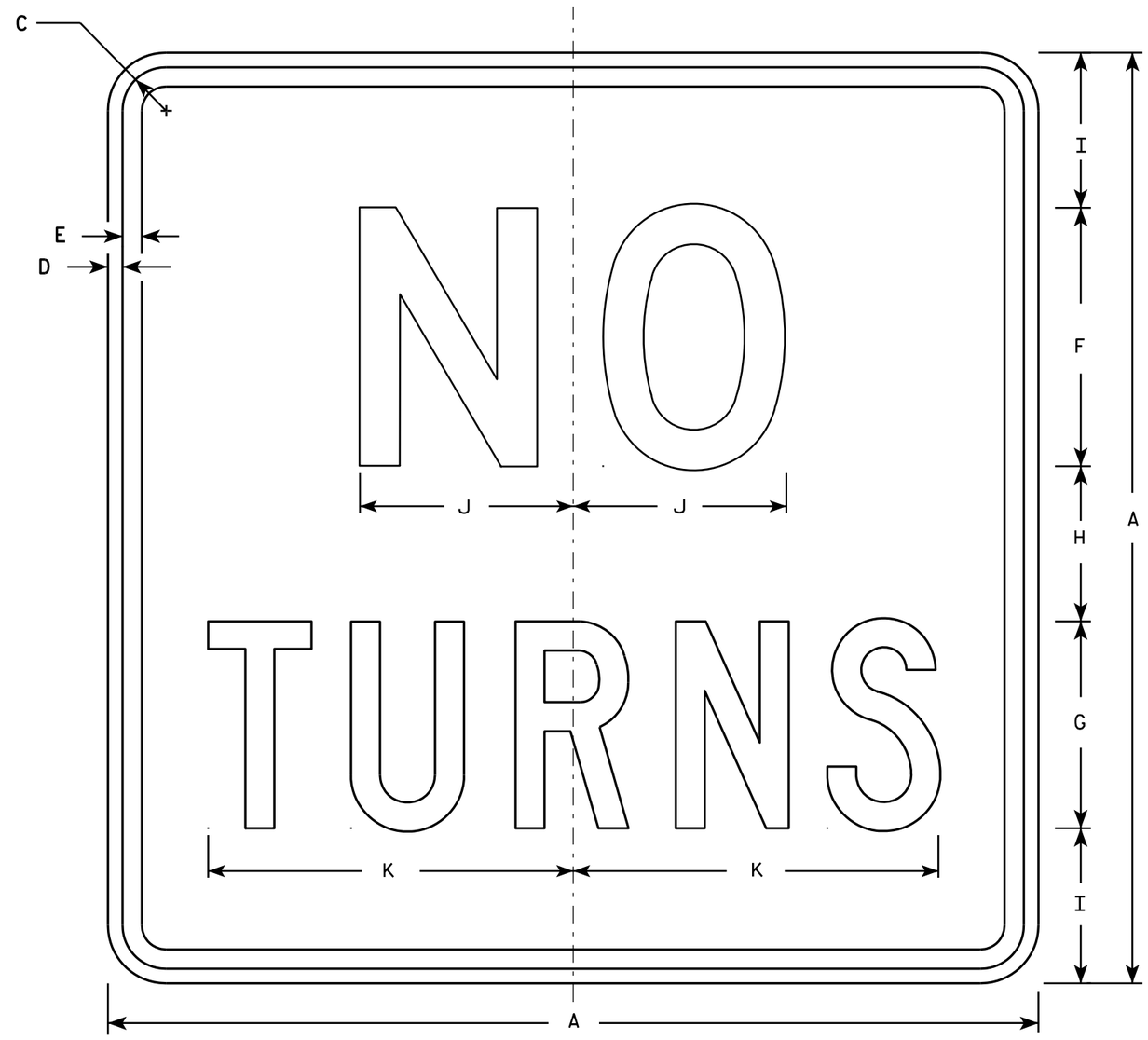
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 324	E



R3-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D and Line 2 is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	6	5	4	4 1/2	5 1/8	8 3/4																4.0
2M	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
3	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
4	36		1 5/8	5/8	3/4	10	8	6	6	8 1/4	14 1/8																9.0
5	48		2 1/4	3/4	1	12	10	8	9	10 1/4	17 5/8																16.0

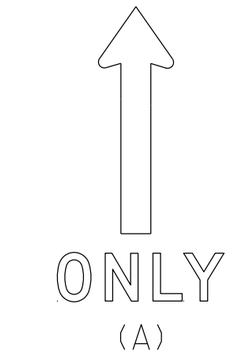
STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-3.10

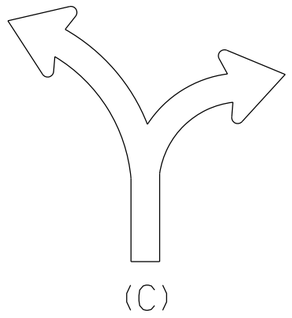
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 325 | E

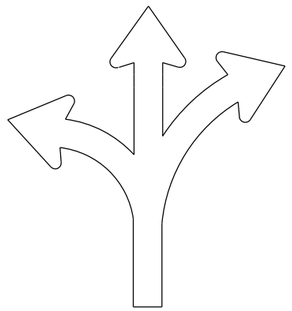


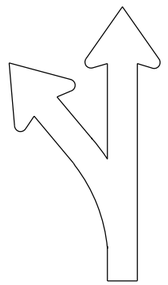
(A)

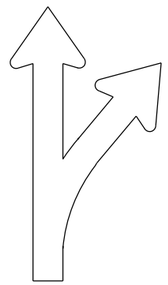


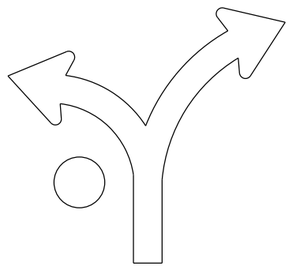
(B)

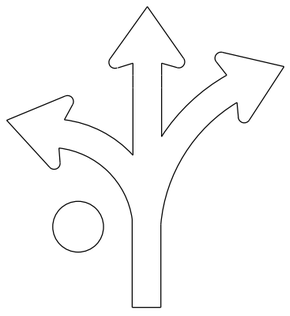

(C)


(D)


(E)


(F)

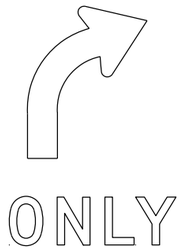

(G)


(H)

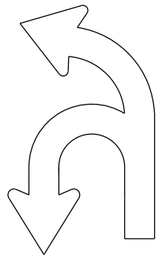

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

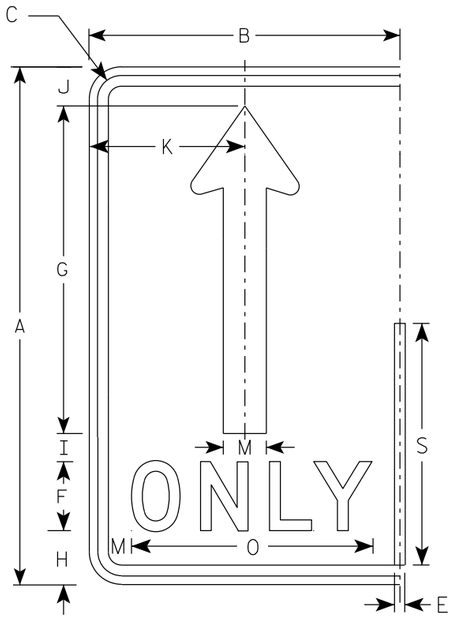
7

PROJECT NO:

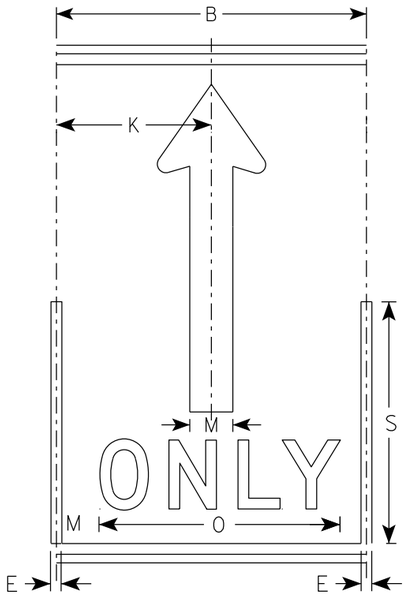
SHEET NO: 326 E

NOTES

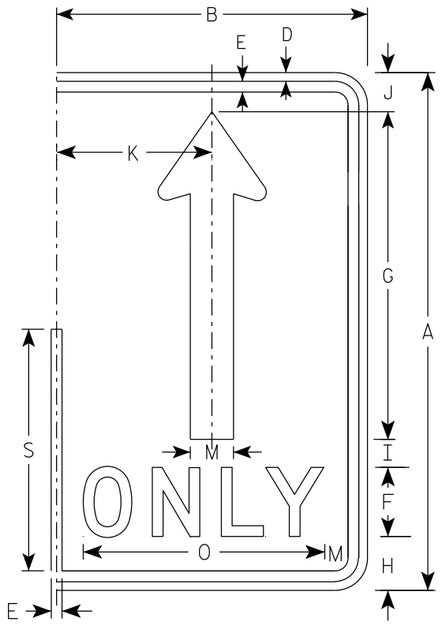
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



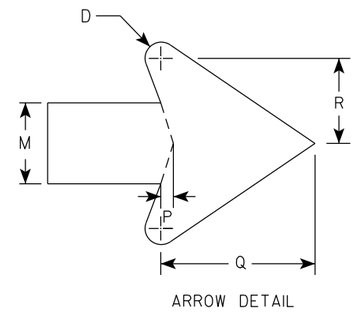
(A)



(A)



(A)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

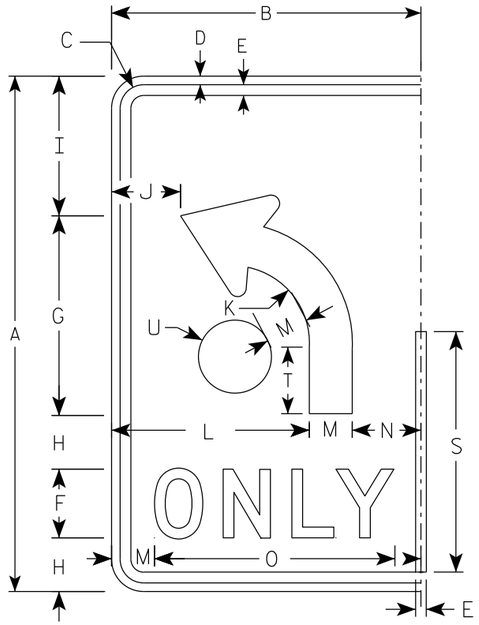
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

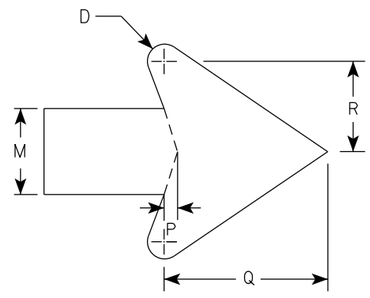
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

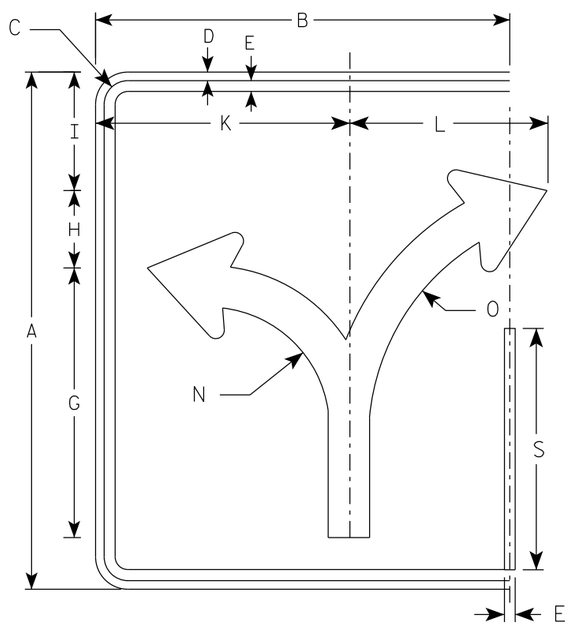
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

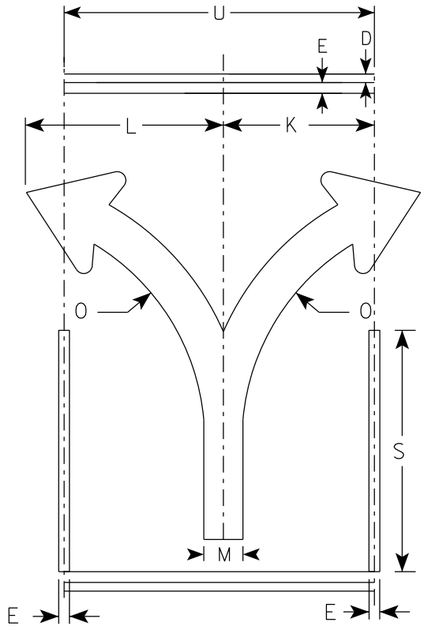
SHEET NO: 328 E

NOTES

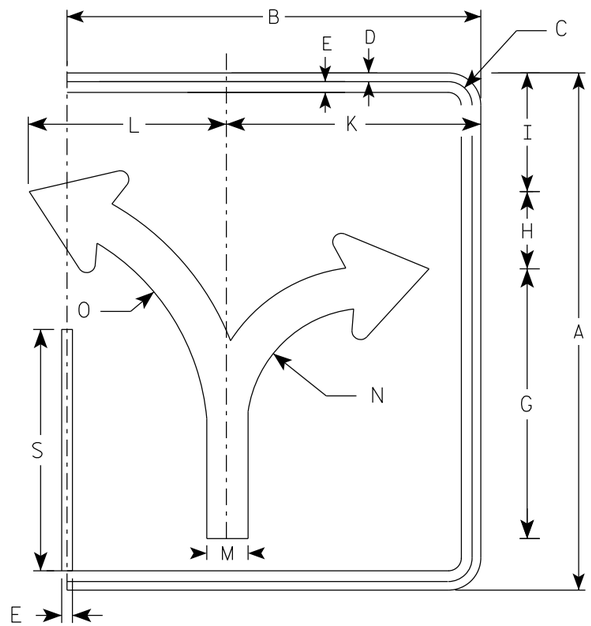
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



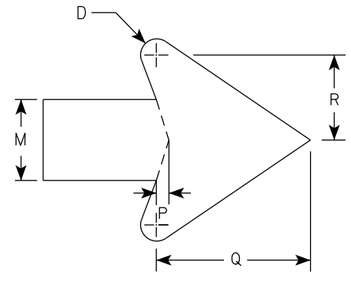
(C)



(C)



(C)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

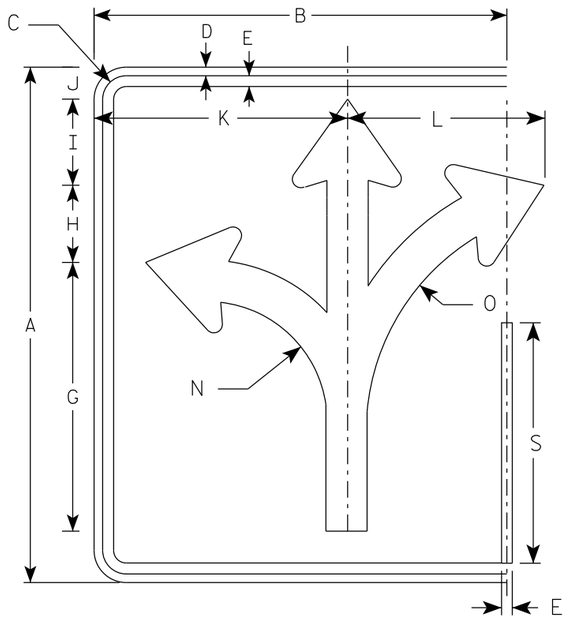
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

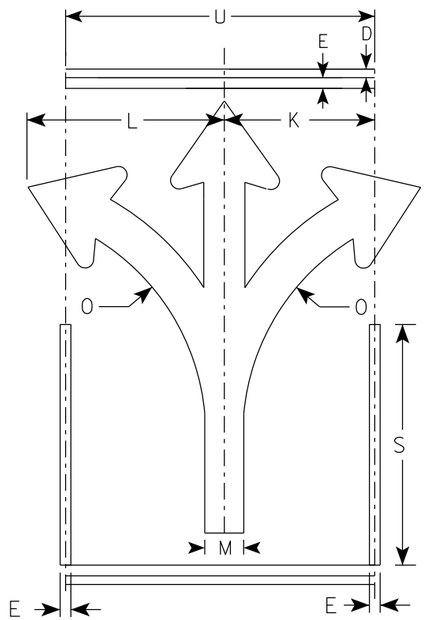
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 329 | E

NOTES

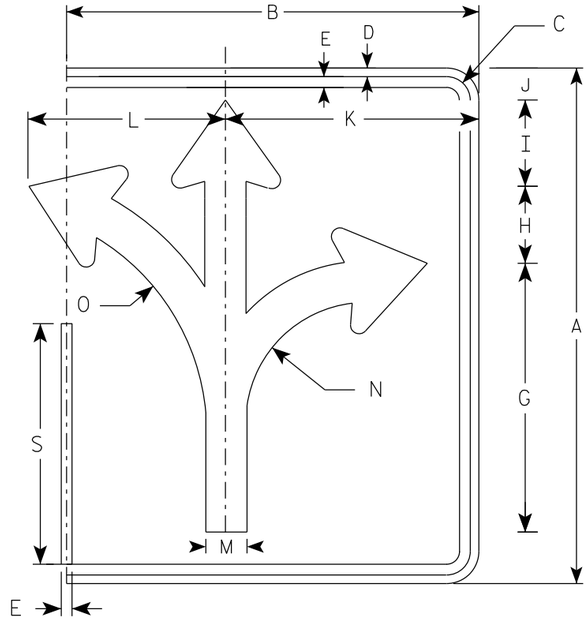
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



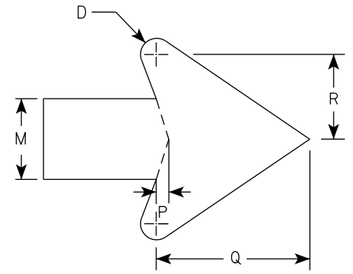
(D)



(D)



(D)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

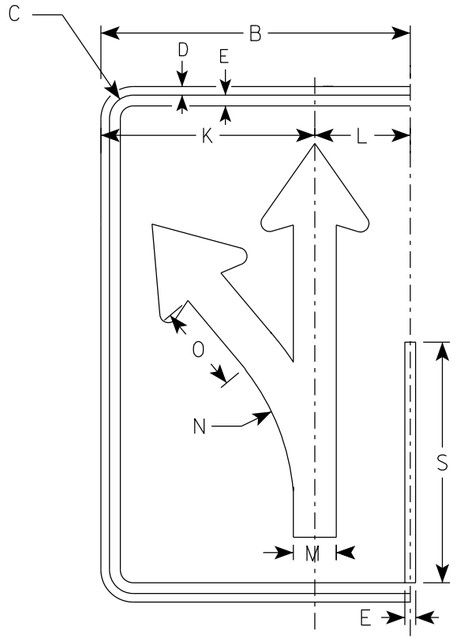
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

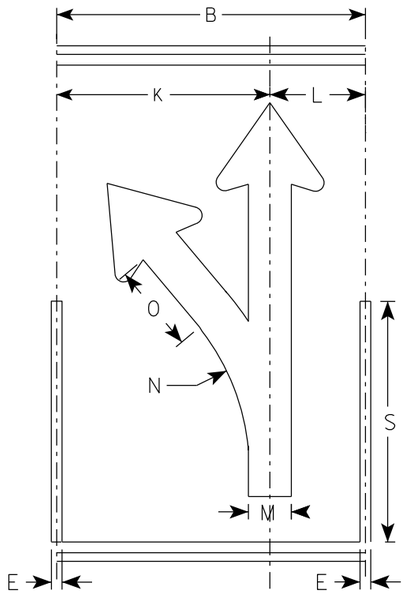
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 330 | E

NOTES

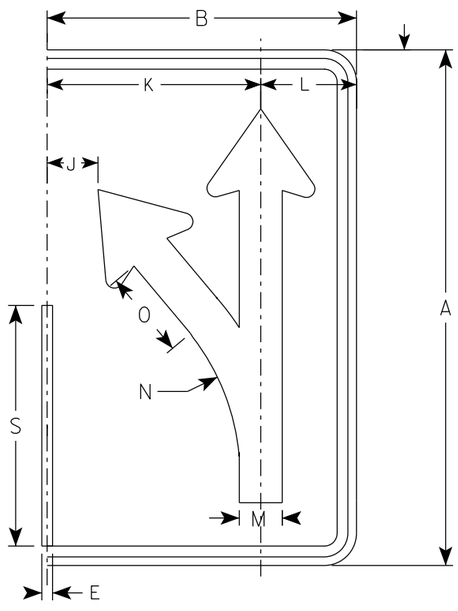
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



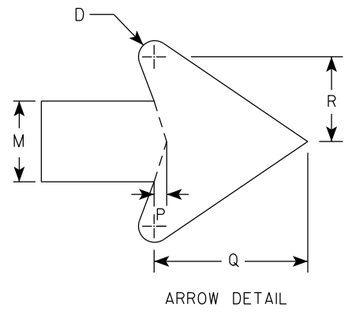
(E)



(E)



(E)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

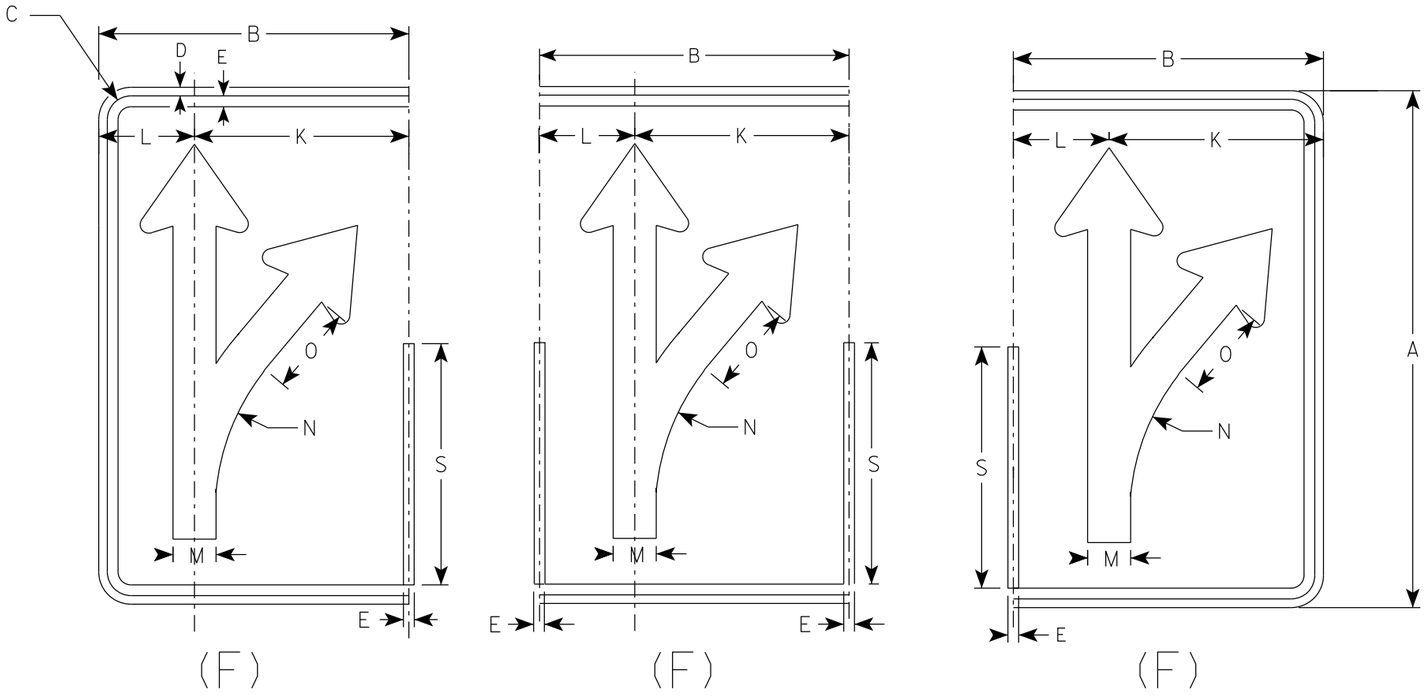
APPROVED Matthew R Rauch
For State Traffic Engineer

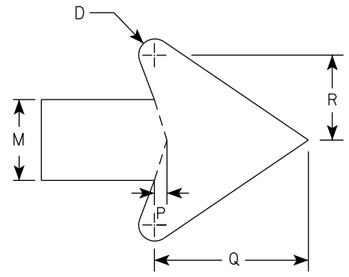
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None





ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

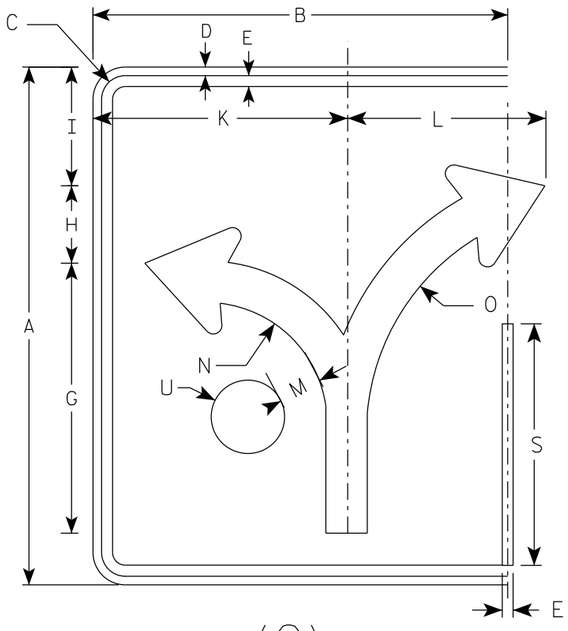
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

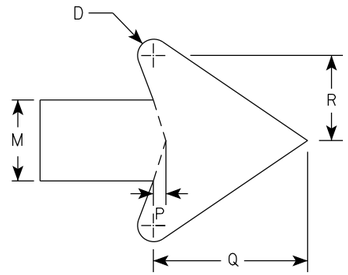
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 332 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

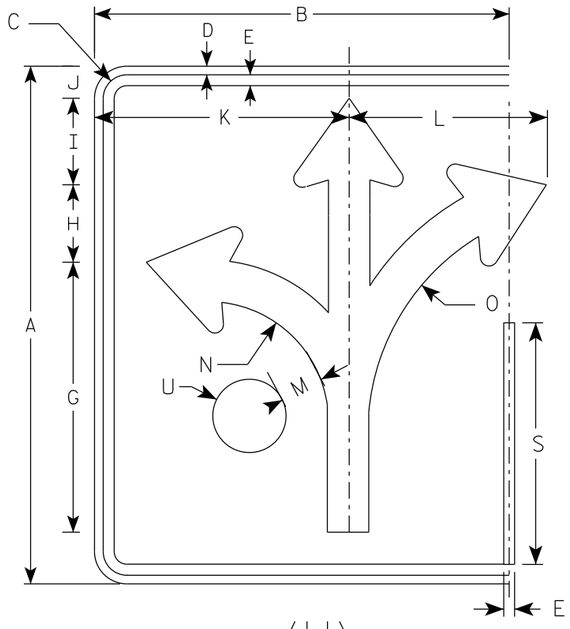
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 333	E

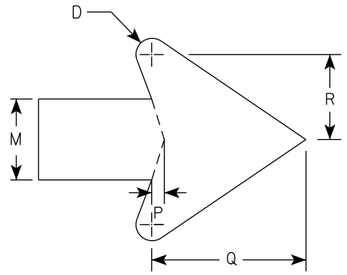
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

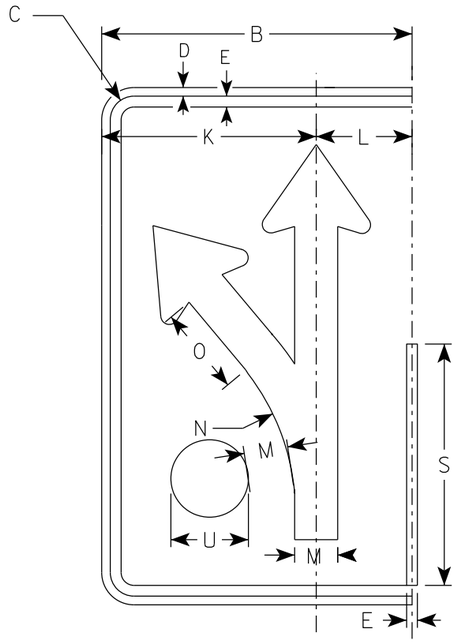
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

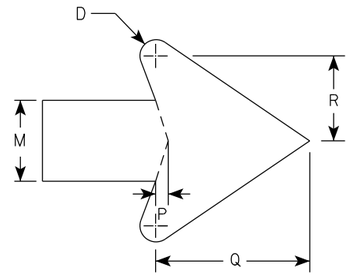
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 334 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

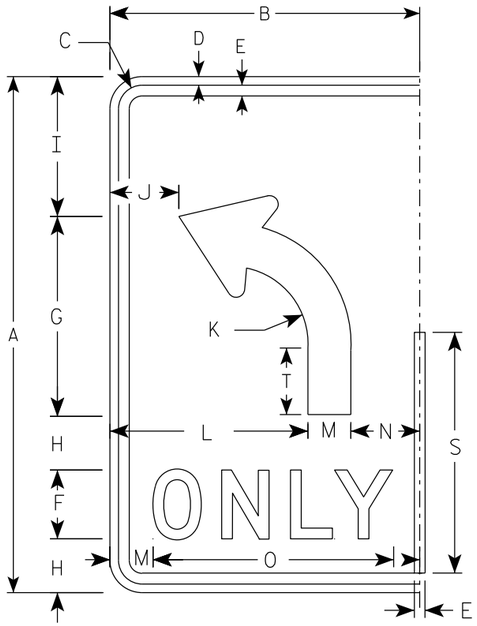
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

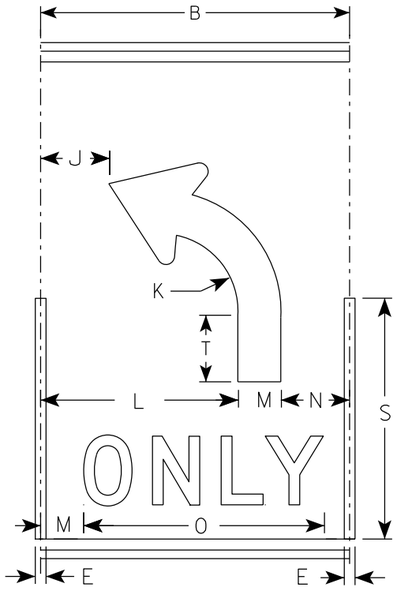
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 335 | E

NOTES

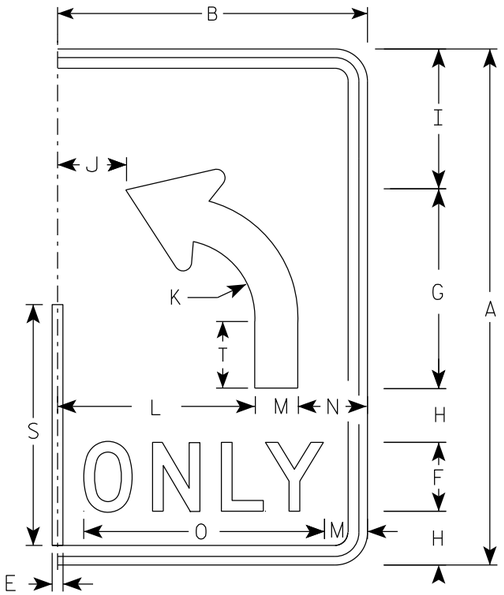
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



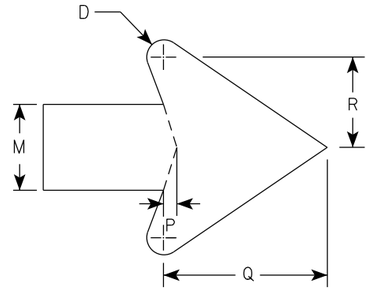
(L)



(L)



(L)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

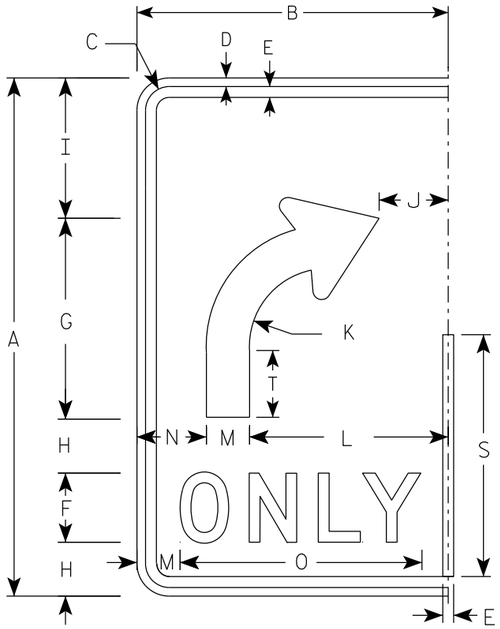
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

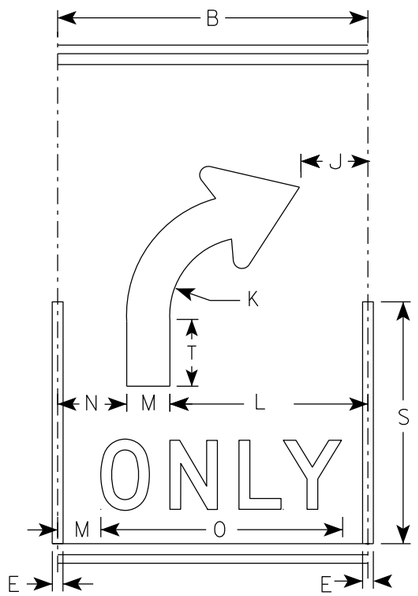
SHEET NO: 336 E

NOTES

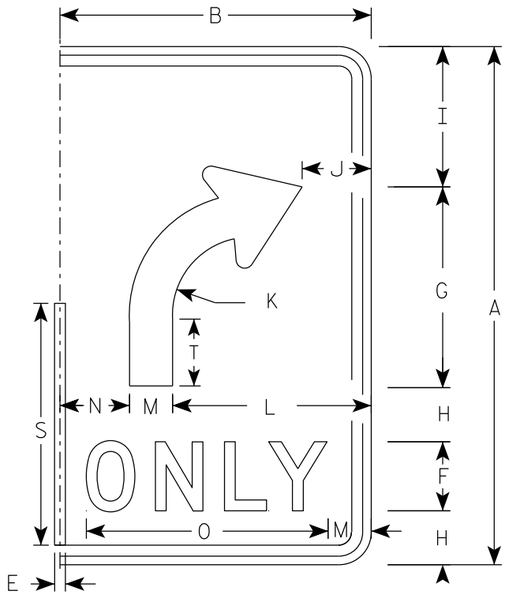
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



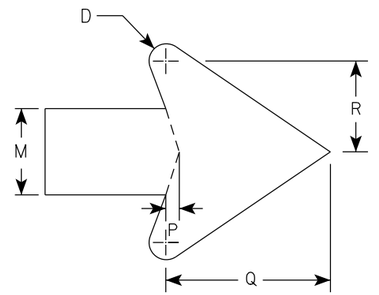
(R)



(R)



(R)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN
R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

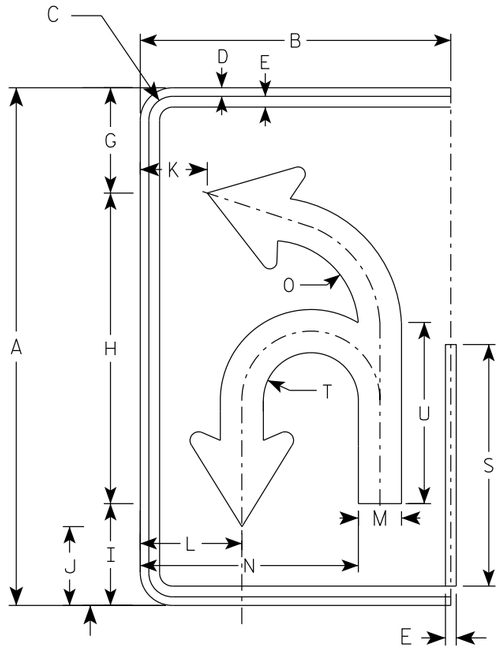
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

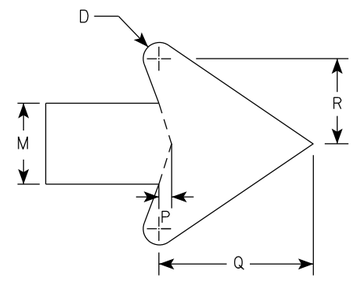
SHEET NO: 337 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

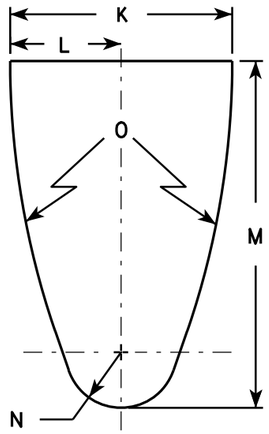
STANDARD SIGN
R3-8 (U) Arrow

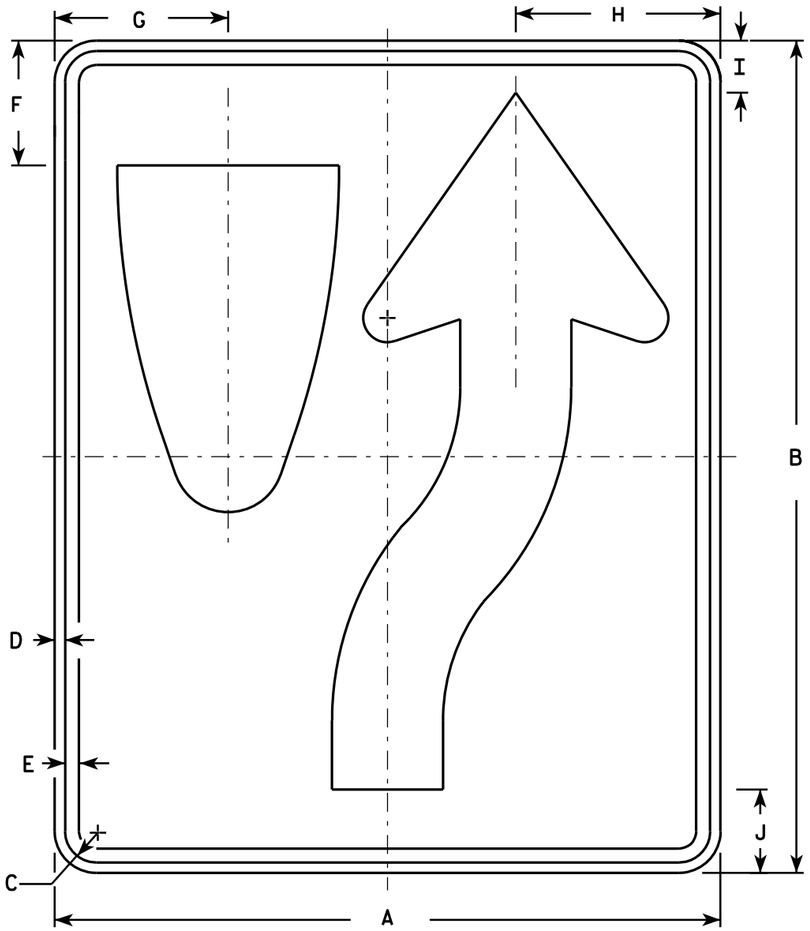
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 338 | E

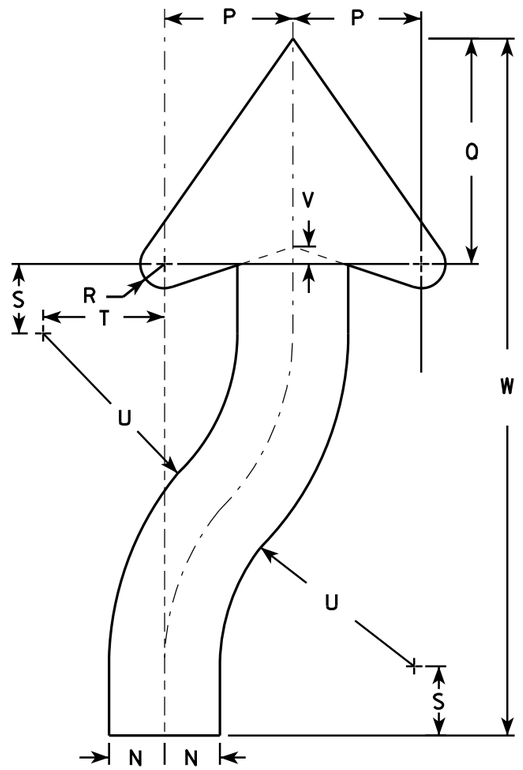




R4-7

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
4. R4-8 is the same as R4-7 except Legend is reversed.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

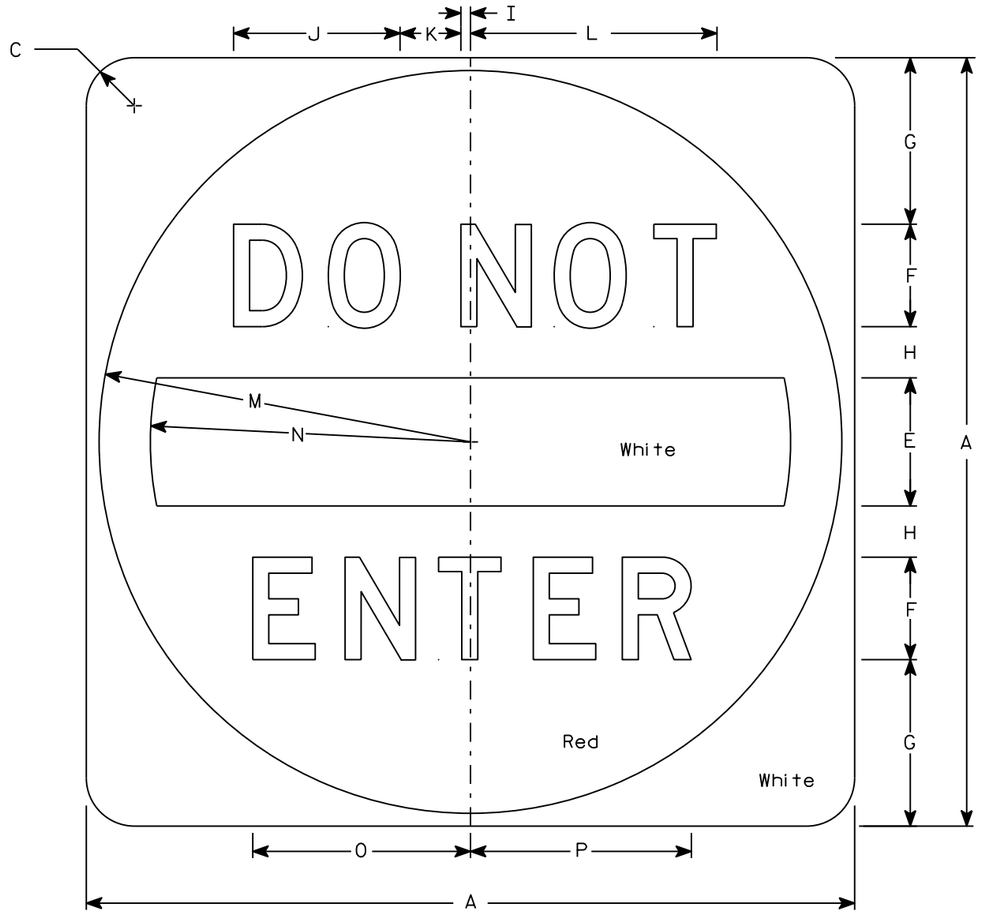
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 339	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

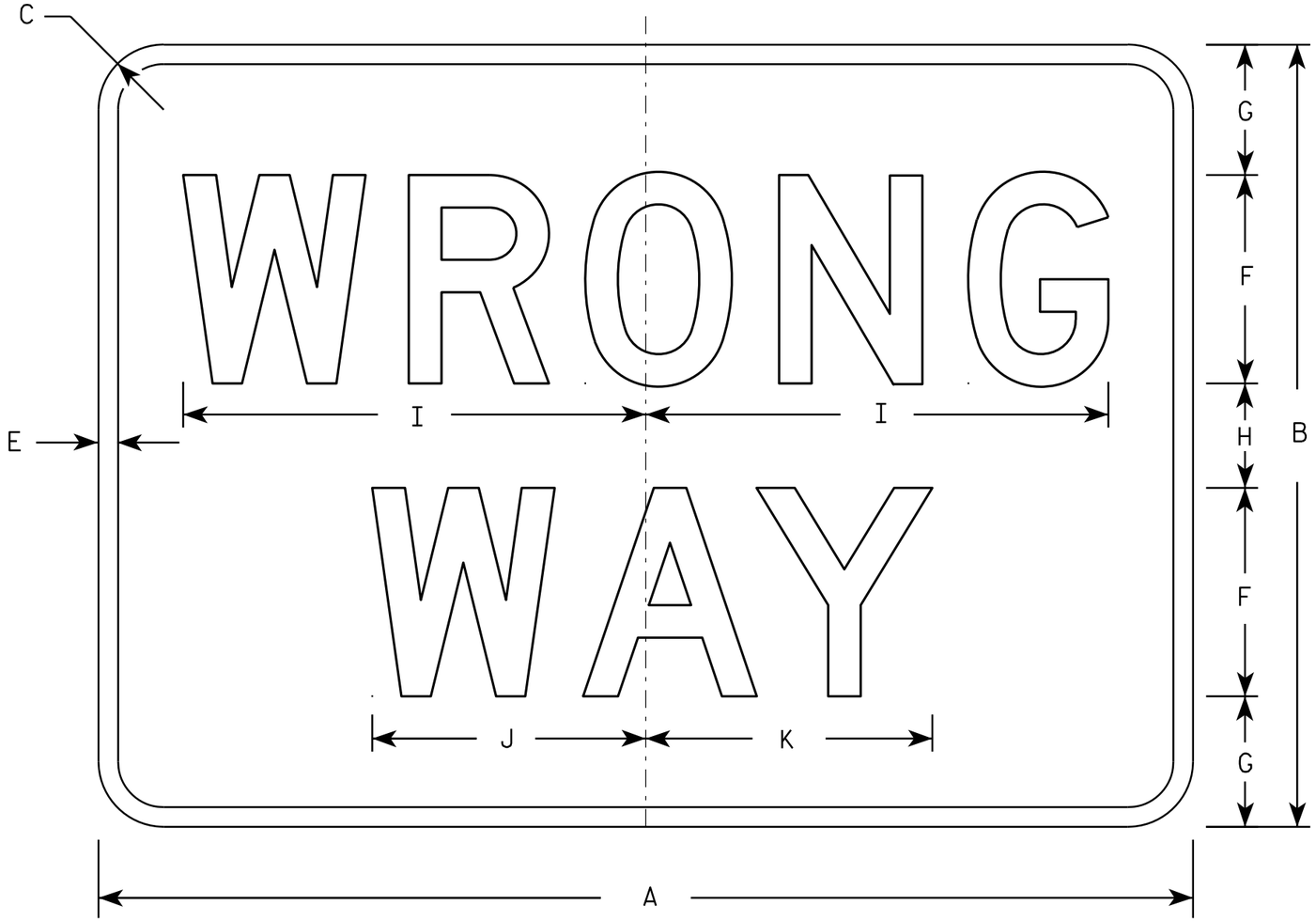
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

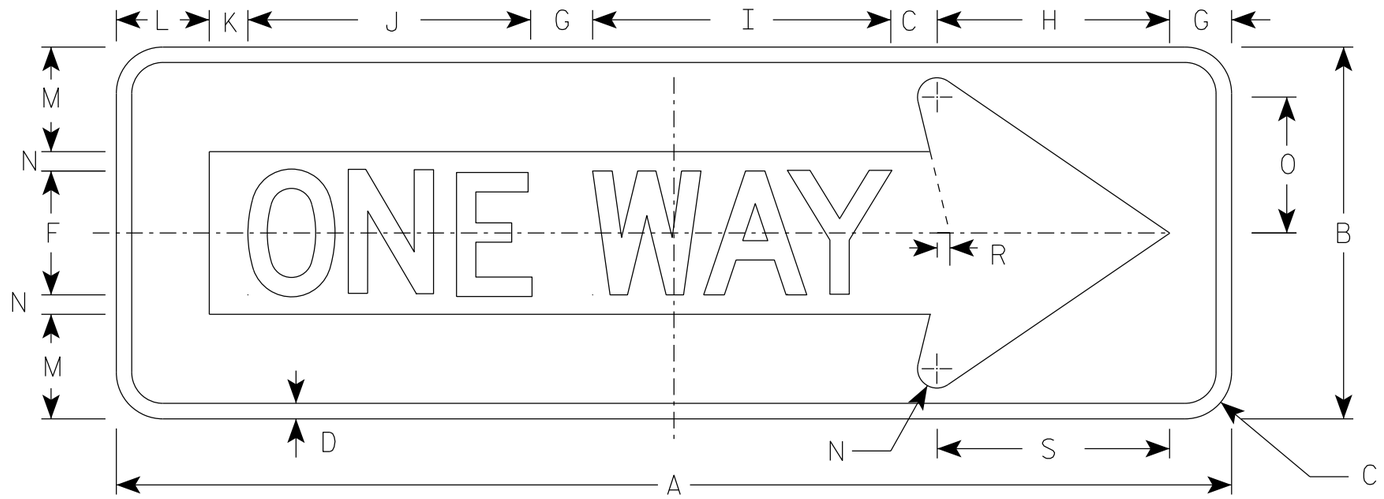
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

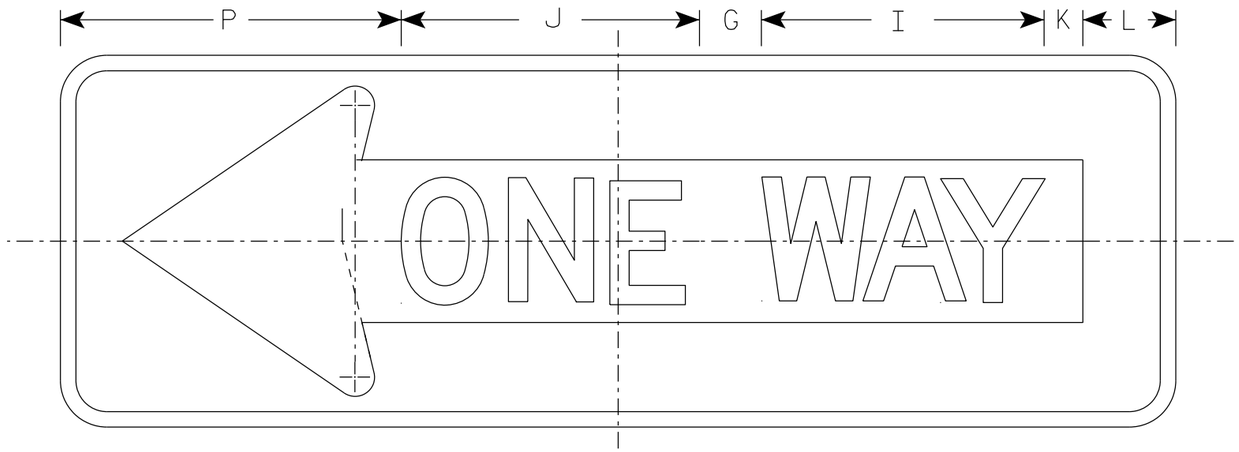
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 341	E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 1/2	1/2		4	2	7 1/2	9 5/8	9 1/8	1 1/4	3	3 3/8	5/8	4 3/8	11		3/8	7 1/2								3.0
2M	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
3	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
4	54	18	2 1/4	3/4		6	3	11 1/4	13 5/8	14 1/2	1 7/8	4 1/2	5	1	6 1/2	16 1/2		5/8	11 1/4								6.75
5																											

STANDARD SIGN
R6-1 L & R

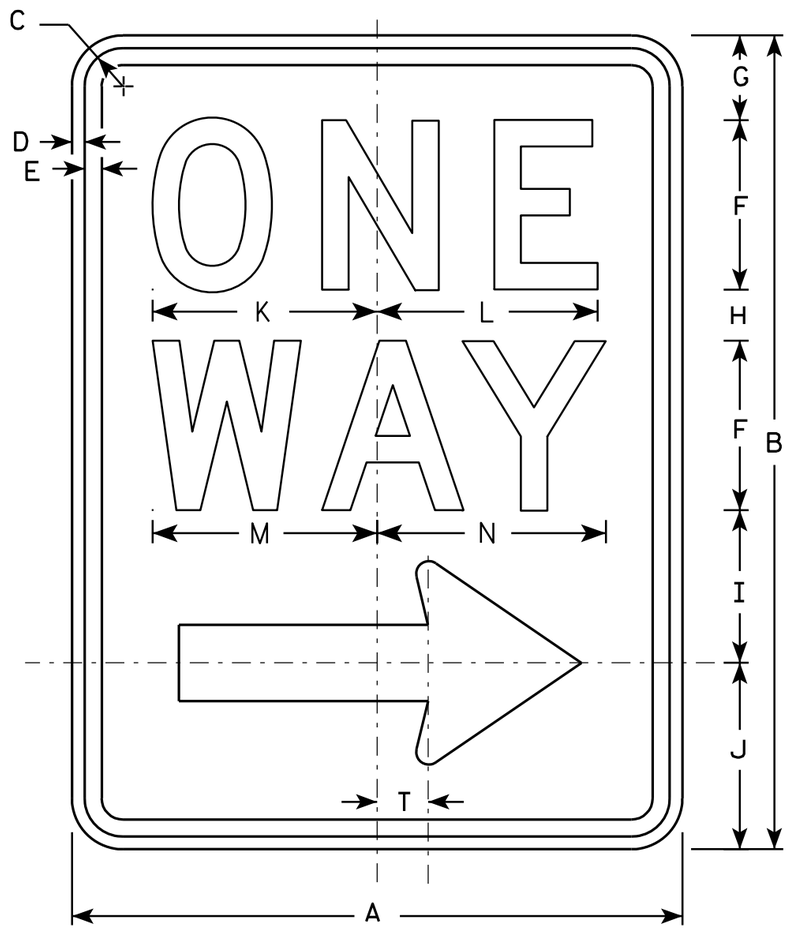
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

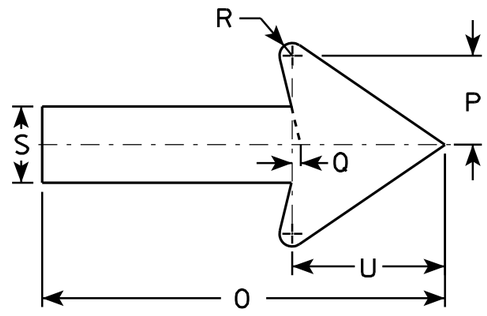
SHEET NO: 342 E



R6-2R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

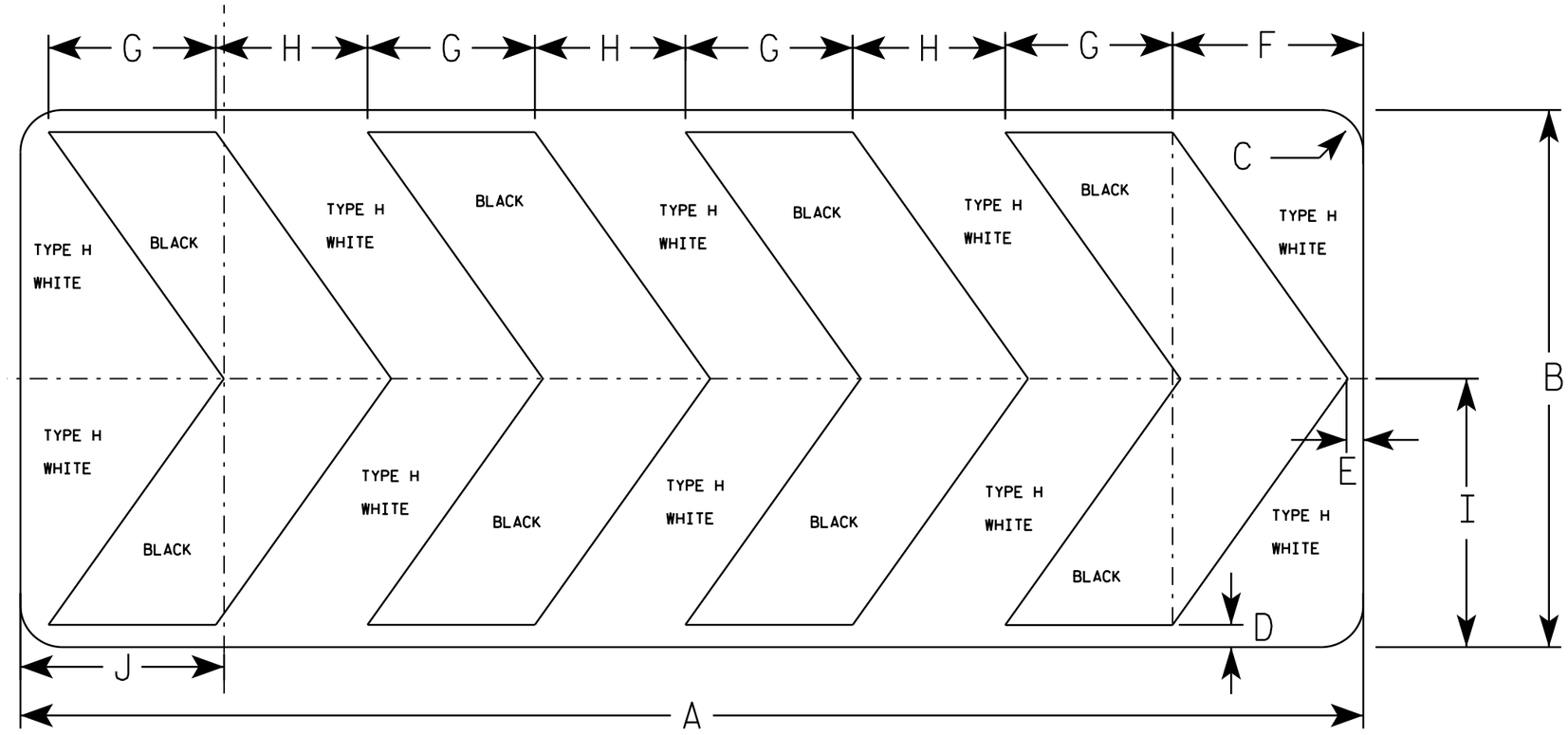
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 343	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

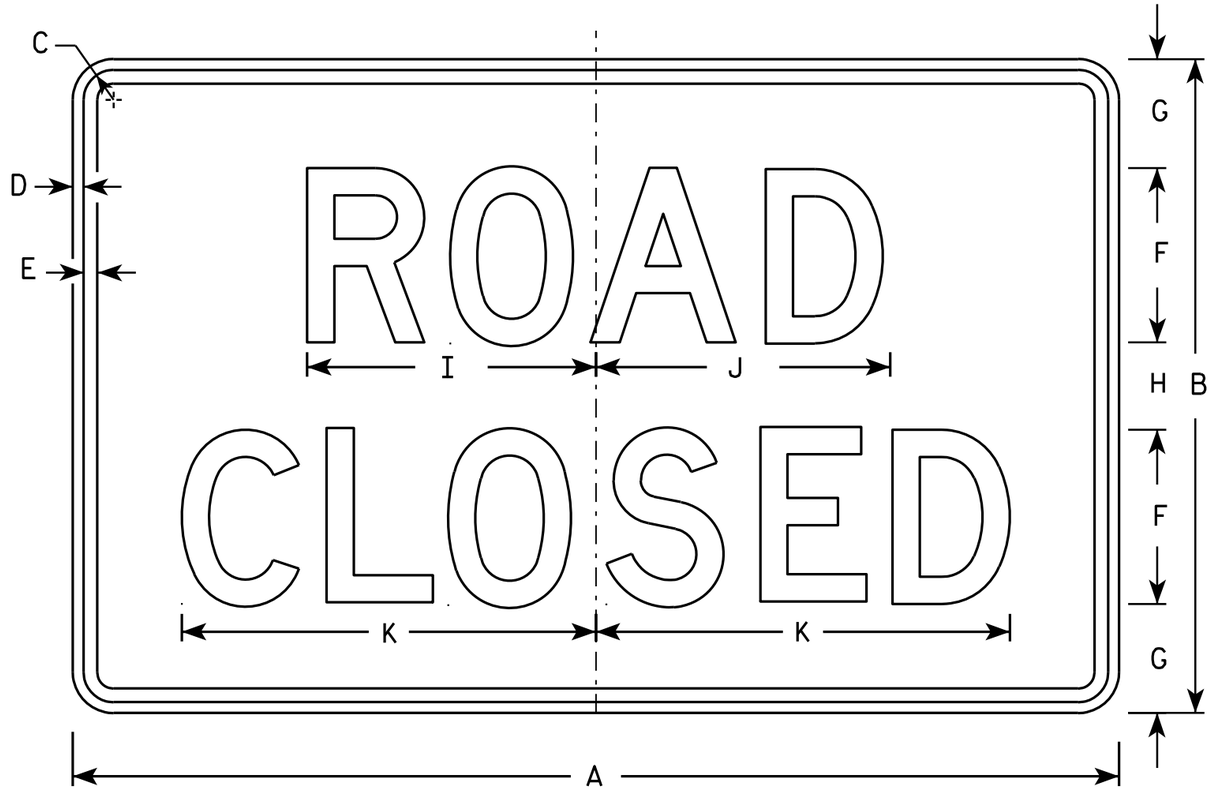
STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

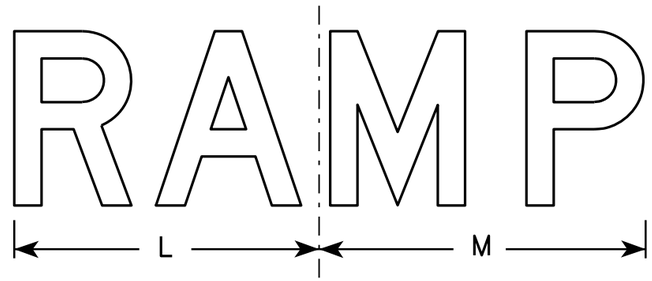
PROJECT NO: SHEET NO: E



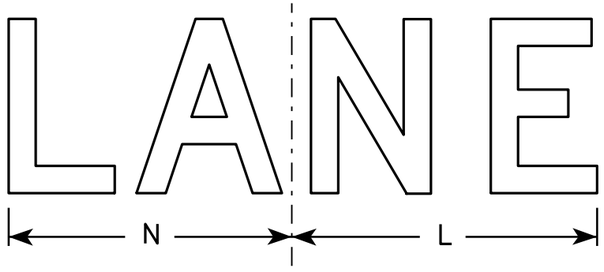
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

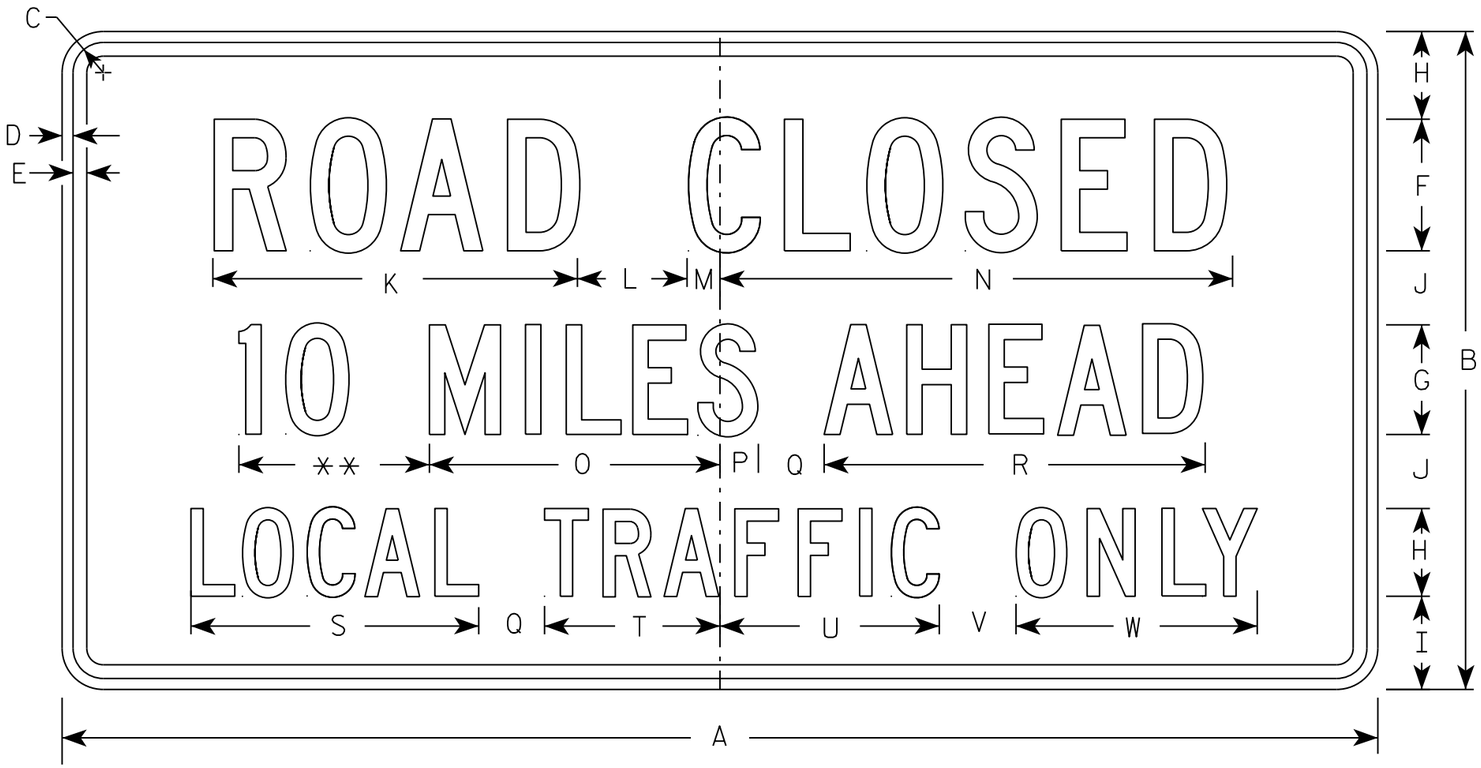
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 345	E

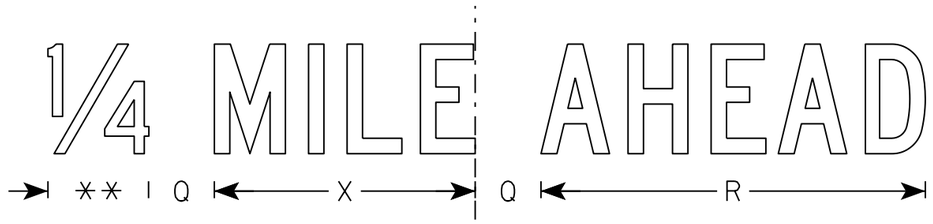
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



R11-3

** See Note 5



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 3/8	1/2	5/8	4	3	2 1/2	2	2	11 1/8	3	1 1/8	15 1/4	8	1 1/2	2	10 3/4	8 3/8	4 3/4	6 1/2	2	6 3/4	7 1/8			4.5
2S	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	4 1/4	3 3/8	16 5/8	5	1 1/2	23	13 1/4	1 3/4	3	17 3/8	13 1/8	8	10	3 1/2	11	11 7/8			12.5
3																											
4																											
5																											

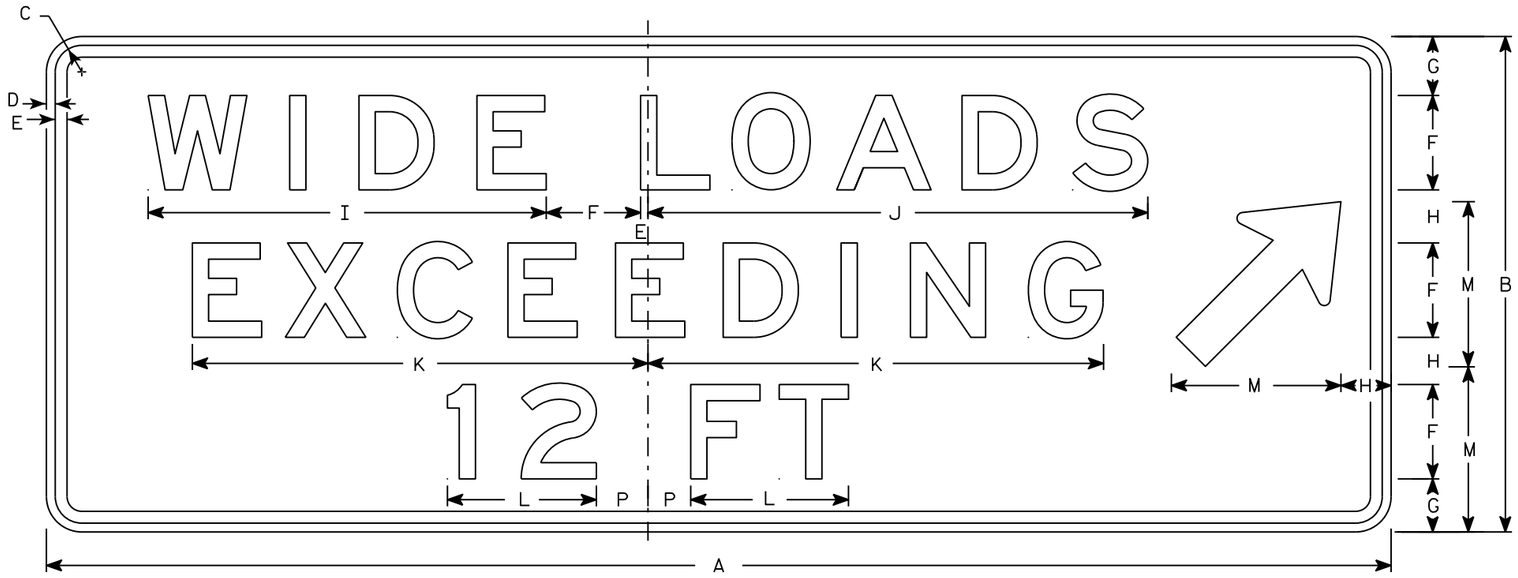
STANDARD SIGN
R11-3

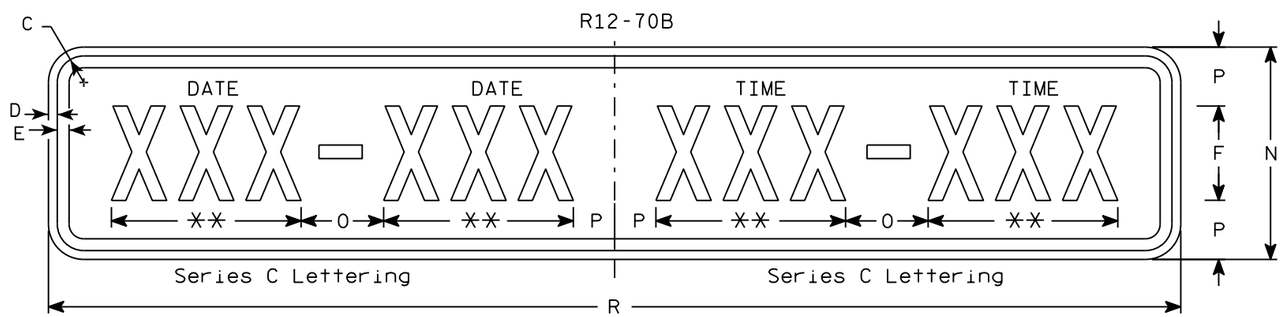
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/17 PLATE NO. R11-3.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 346	E





R12-70C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
2M	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
3																												
4	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0
5	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E except as noted
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

** Substitute appropriate message, optically center message

TYPICAL SIGN
R12-70B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

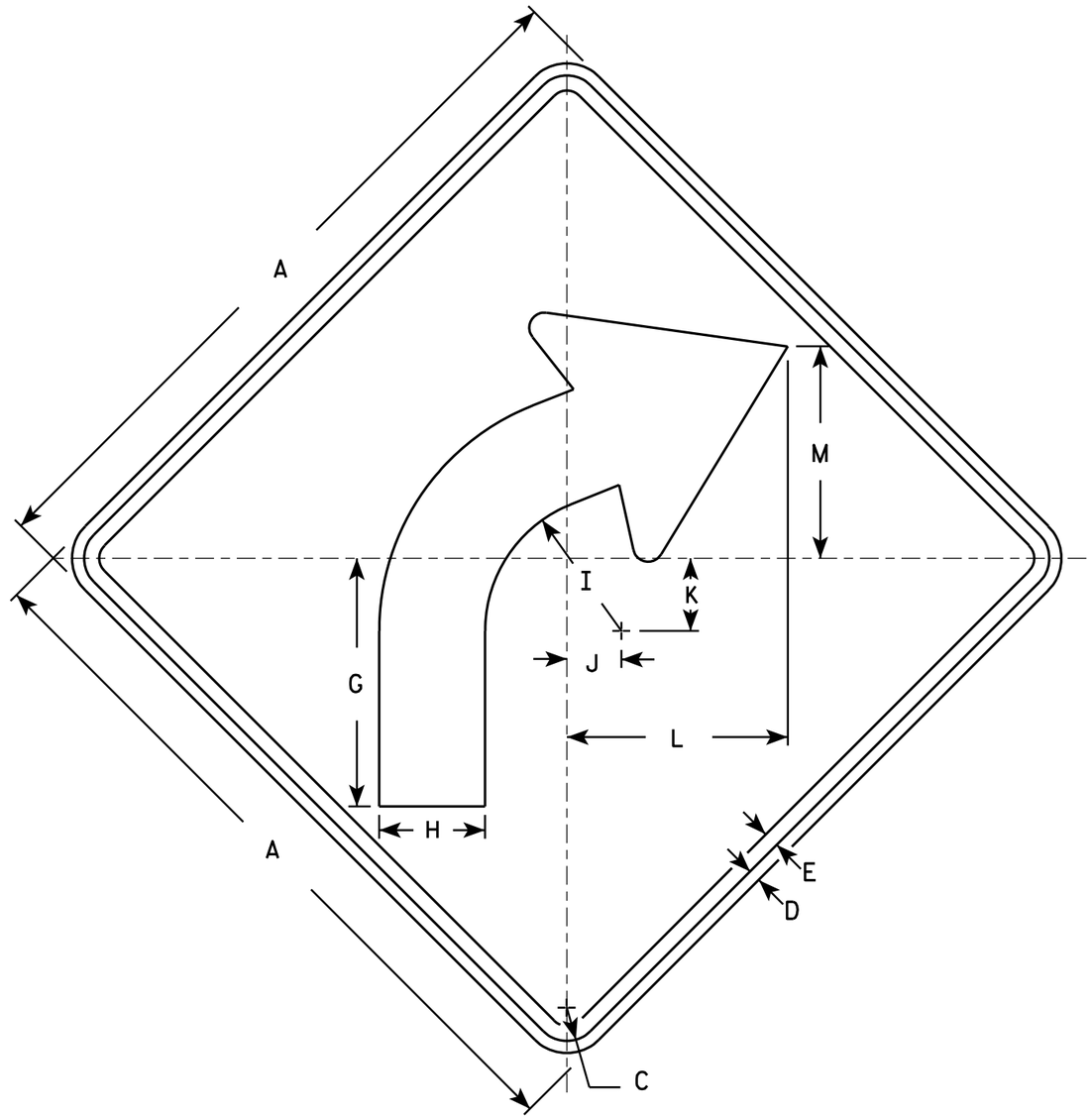
DATE 11/10/15 PLATE NO. R12-70B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

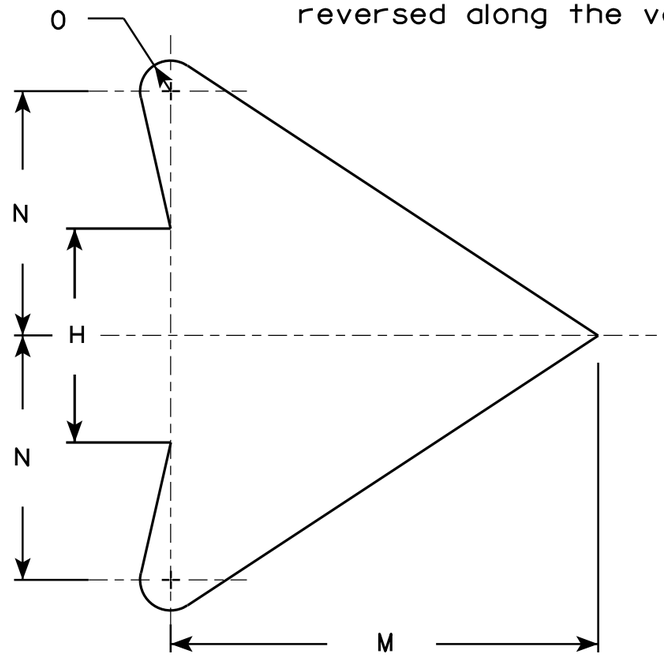
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R1270B.DGN PLOT DATE : 01-DEC-2015 18:10 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 12.842555:1.000000

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

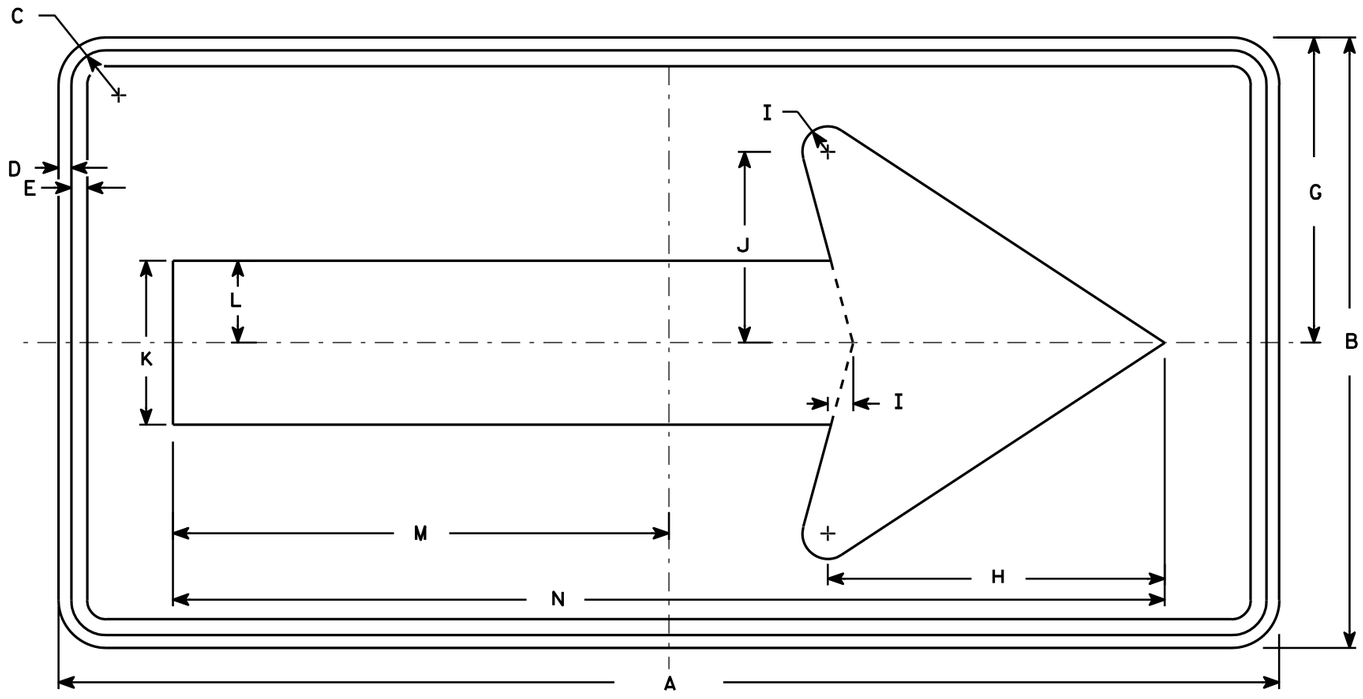
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

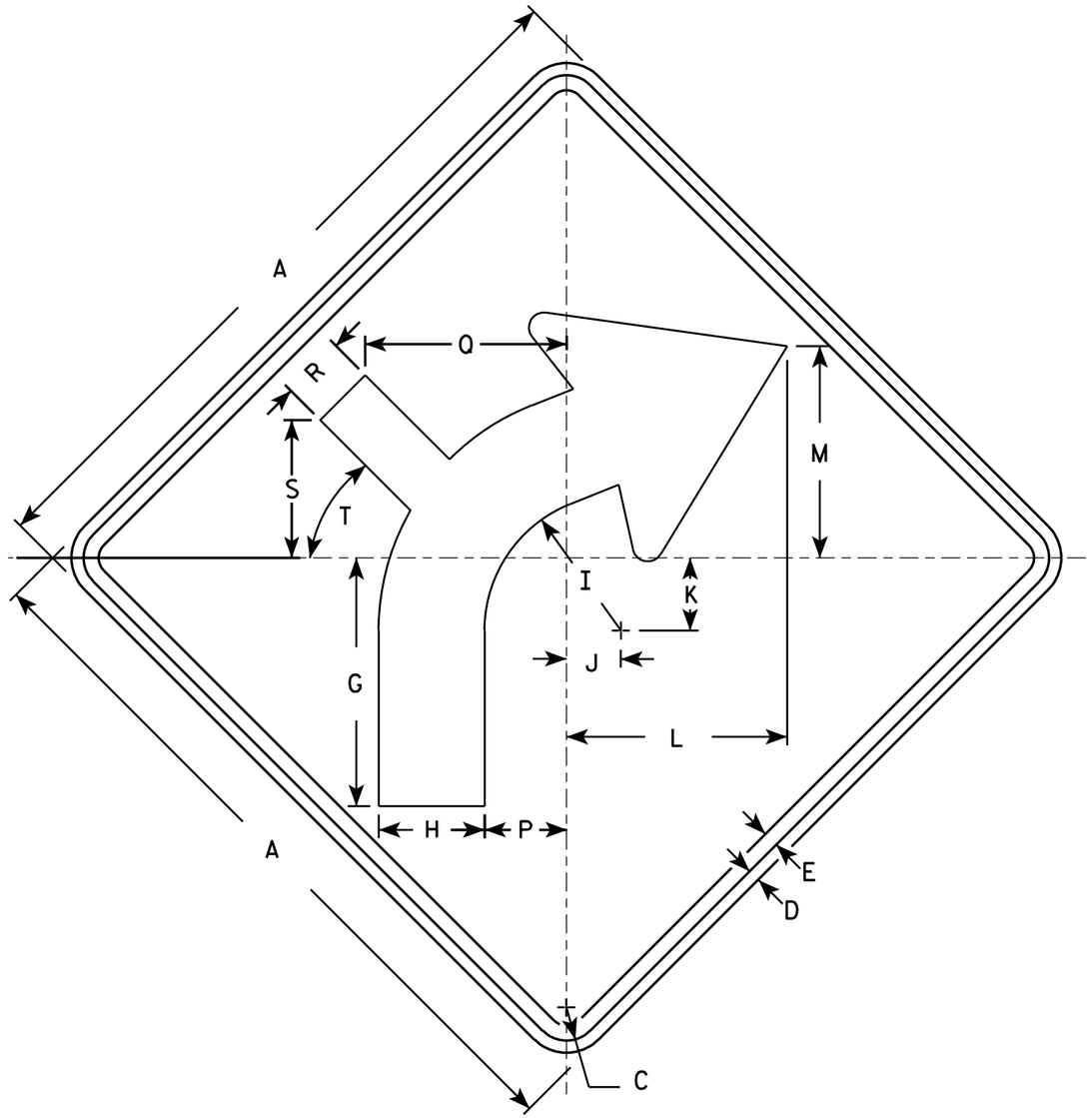
STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-6.8

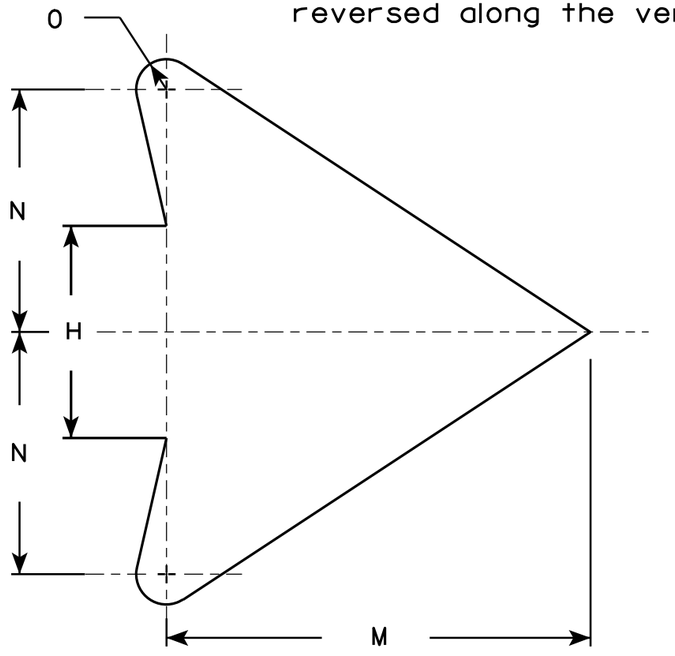
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 349



W1-10R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-10L is the same as W1-10R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2	2 5/8	6 5/8	2 1/8	4 1/2	45°							4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8	3 3/8	8 3/8	2 5/8	5 3/4	45°							6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4	4	10	3 1/4	6 7/8	45°							9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4	4	10	3 1/4	6 7/8	45°							9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4	4	10	3 1/4	6 7/8	45°							9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1	5 3/8	13 1/4	4 1/4	9 1/8	45°							16.0

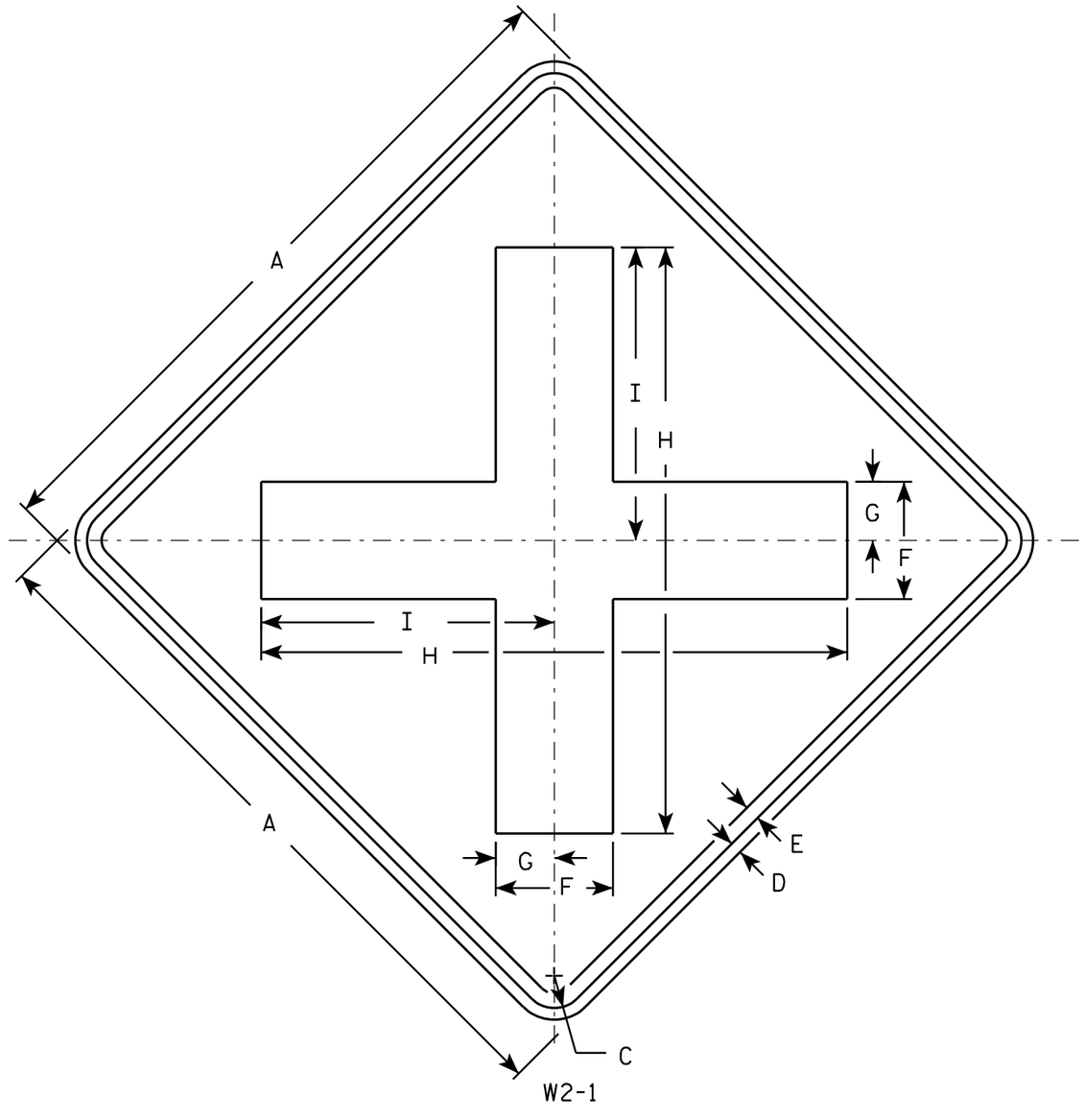
STANDARD SIGN
W1-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/17/12 PLATE NO. W1-10.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 350 | E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

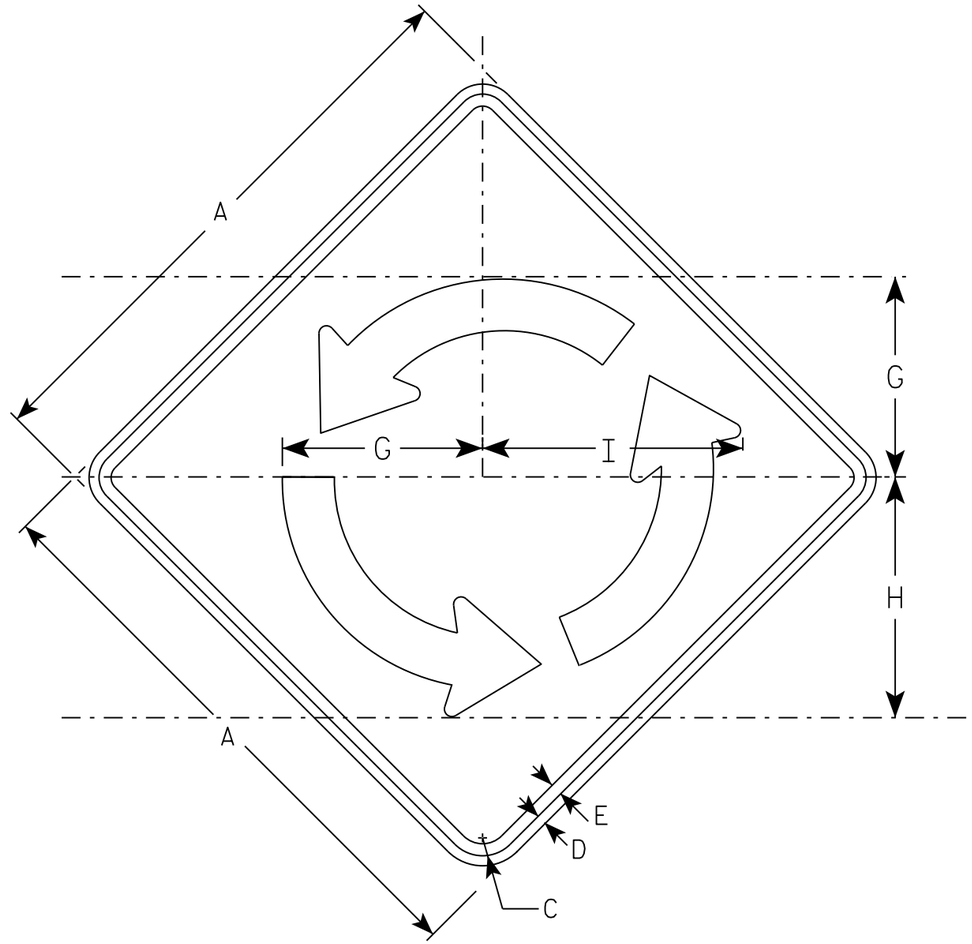
STANDARD SIGN
W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 351	E



W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - YELLOW
   Message - BLACK

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2																6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2																6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4																9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4																16.0
5																									

STANDARD SIGN
W2-6

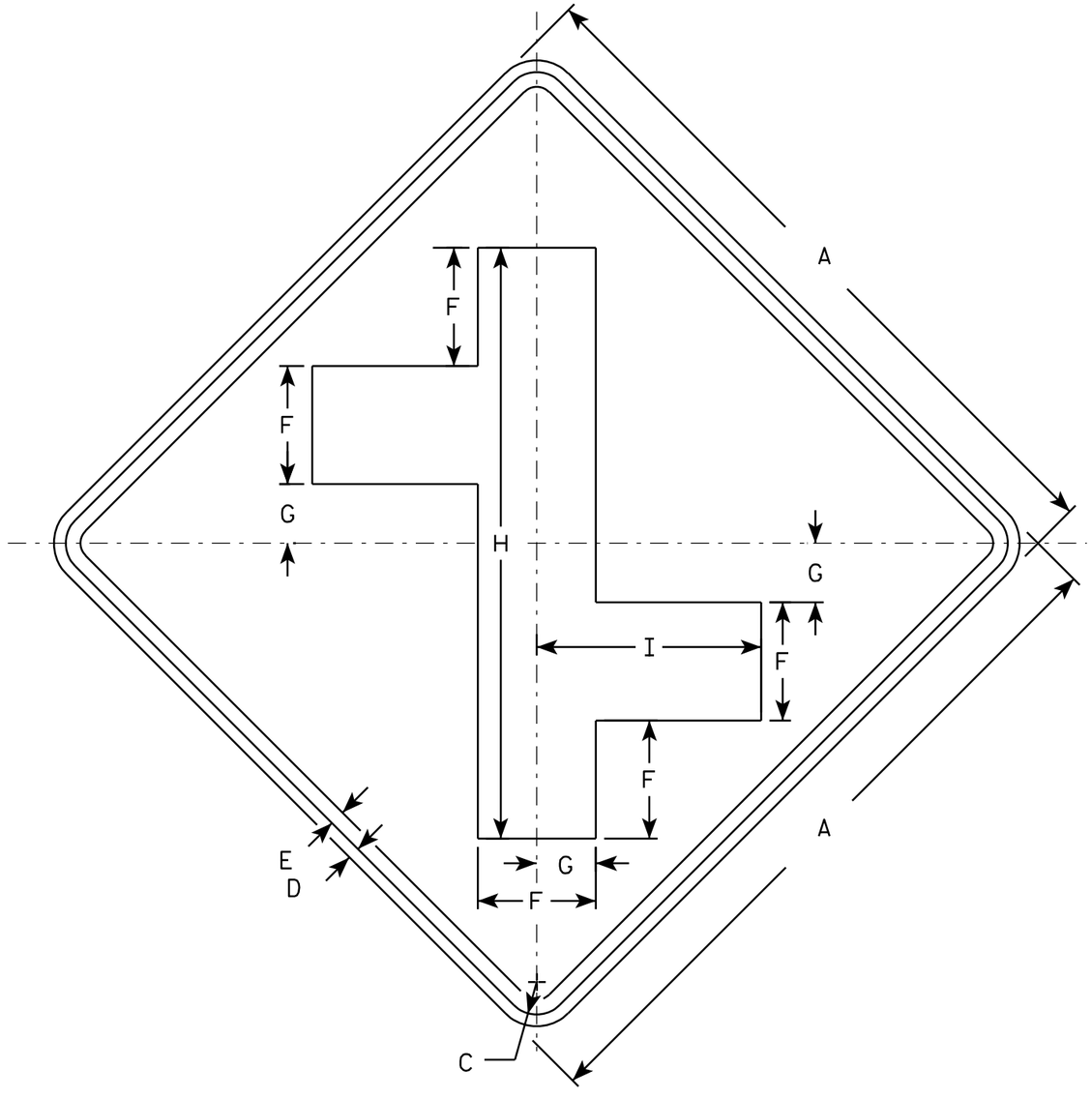
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. W2-6.6

PROJECT NO:

SHEET NO: 352 E



W2-7R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	9 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	9 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	11 3/8																		9.0
4	48		2 1/4	3/4	1	8	4	40	15 1/4																		16.0
5																											

STANDARD SIGN
W2-7R

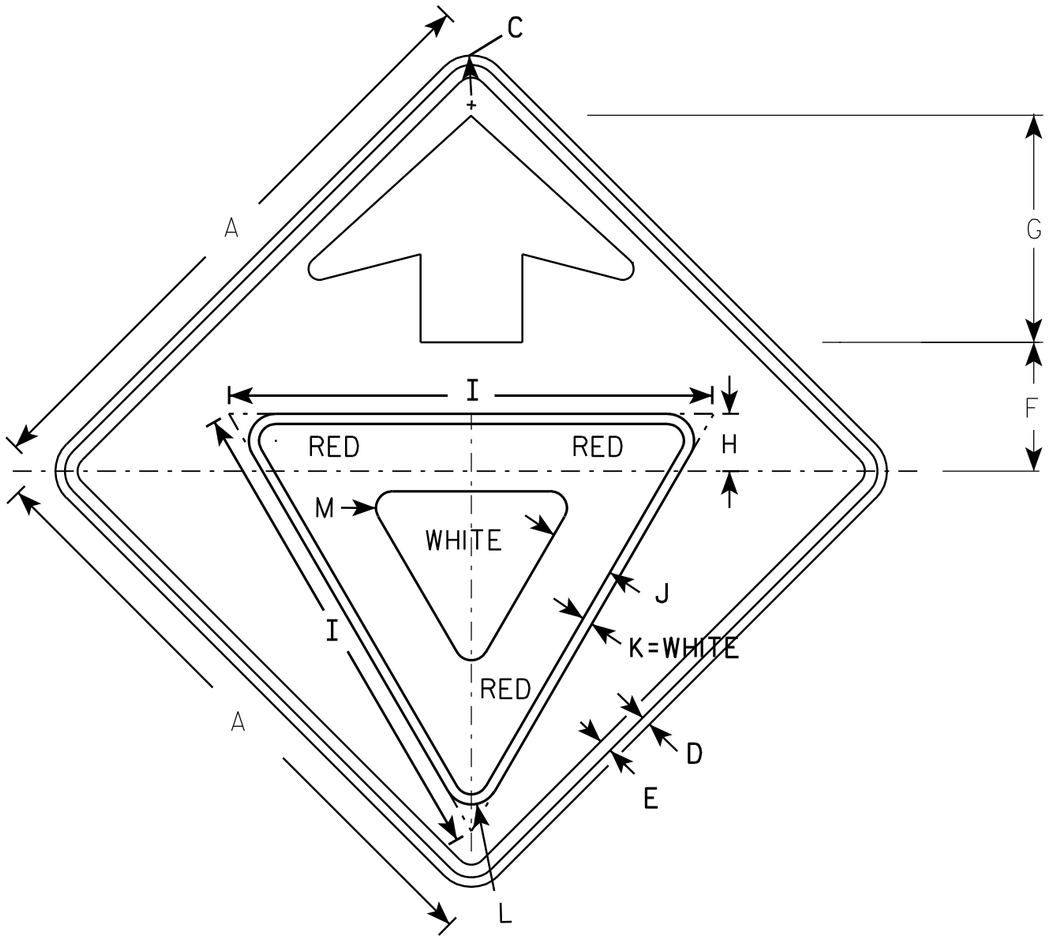
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-7R.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 353 | E

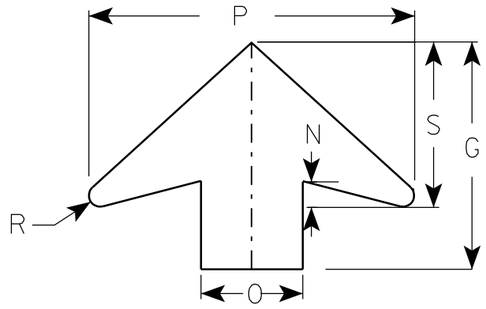
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W27R.DGN PLOT DATE : 29-MAY-2012 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.202372:1.000000



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

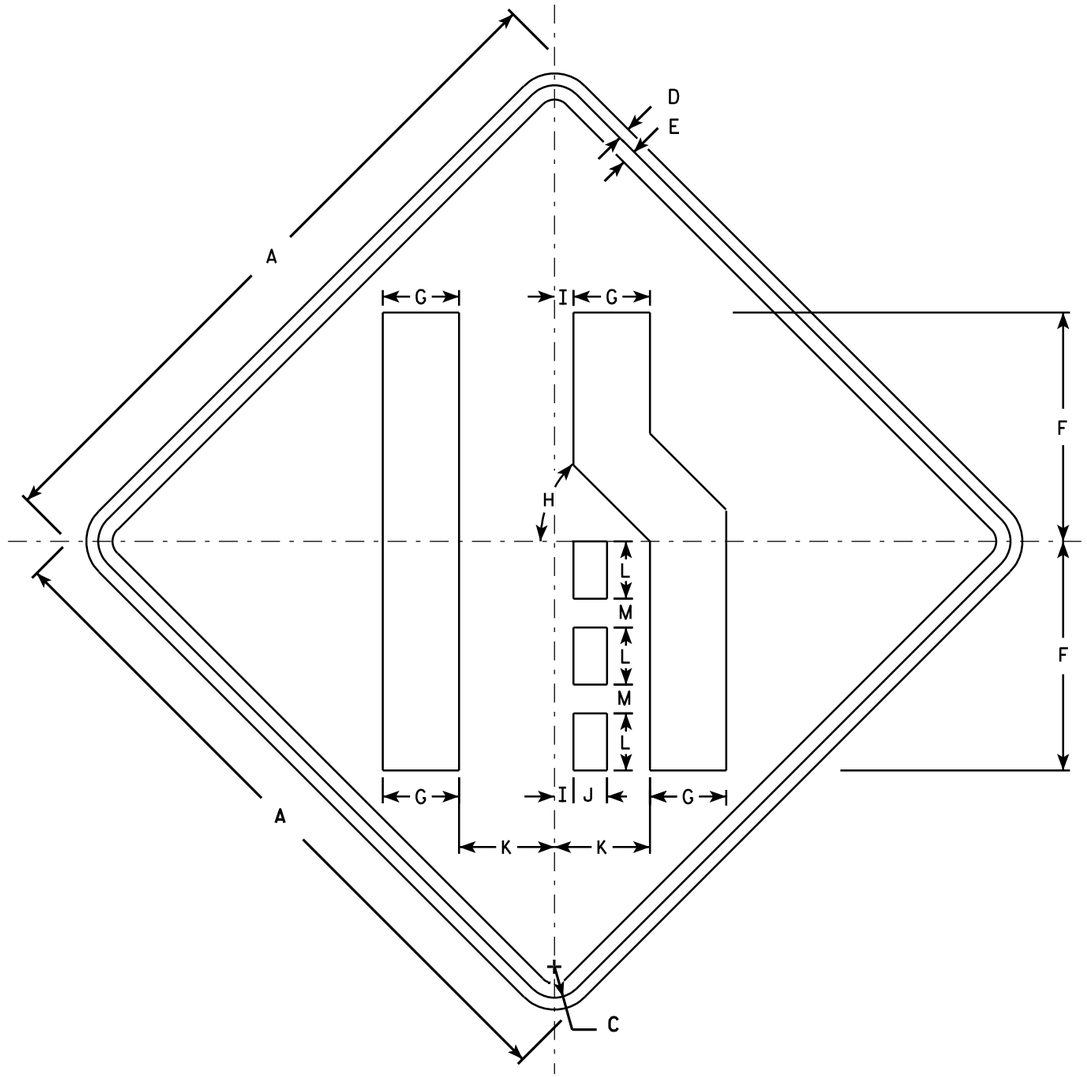
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 354 E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W4-2

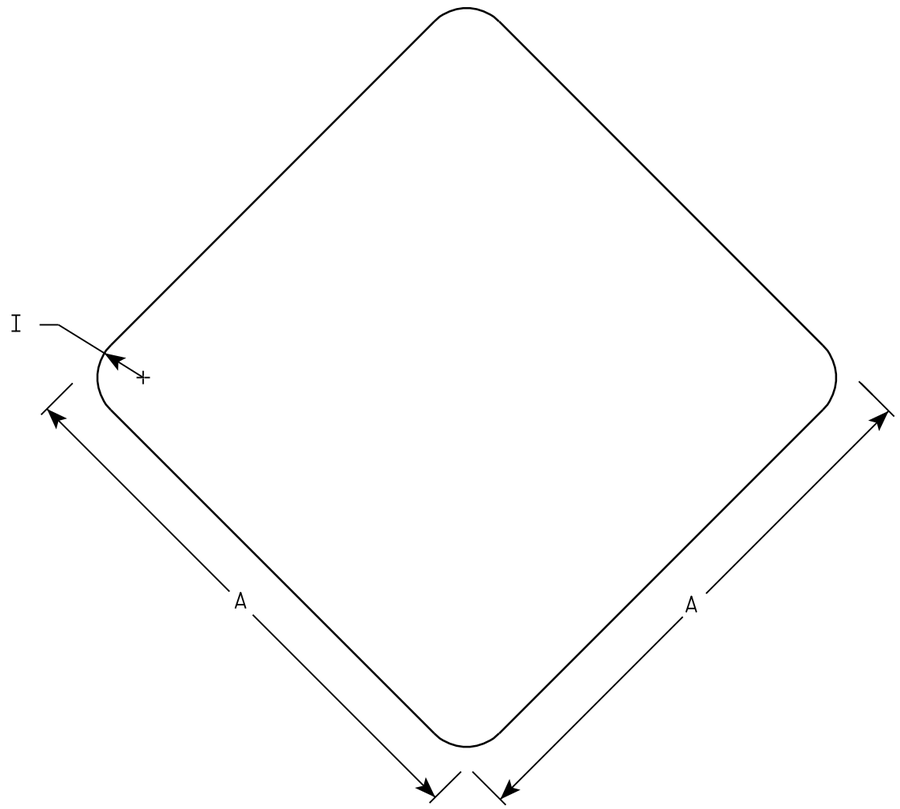
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 355 E



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

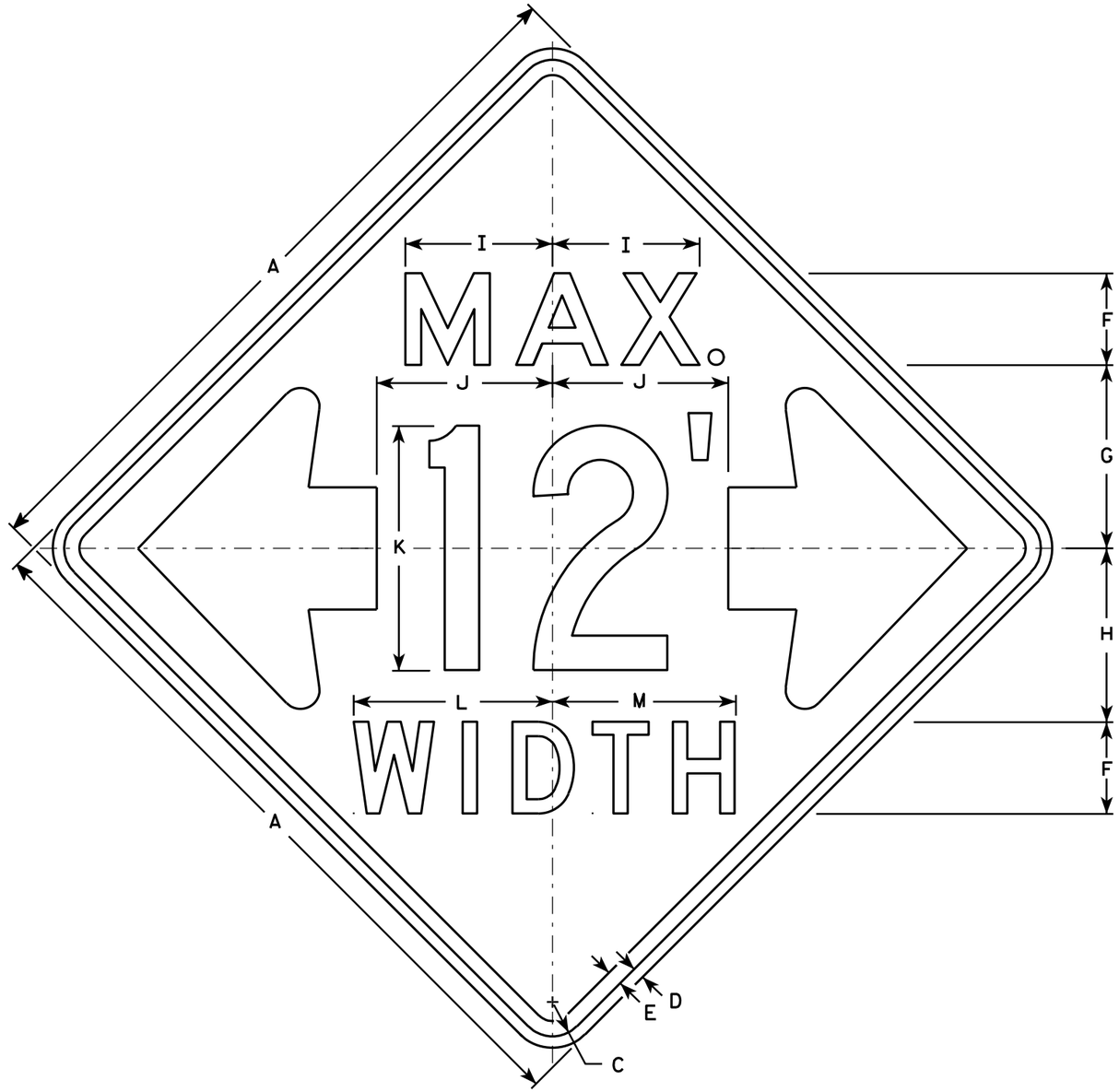
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/3/10 PLATE NO. W5-54.8

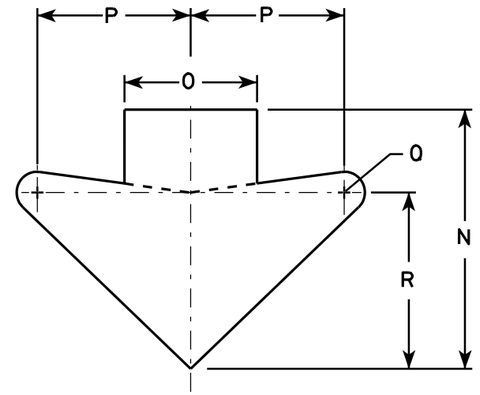
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 356 | E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

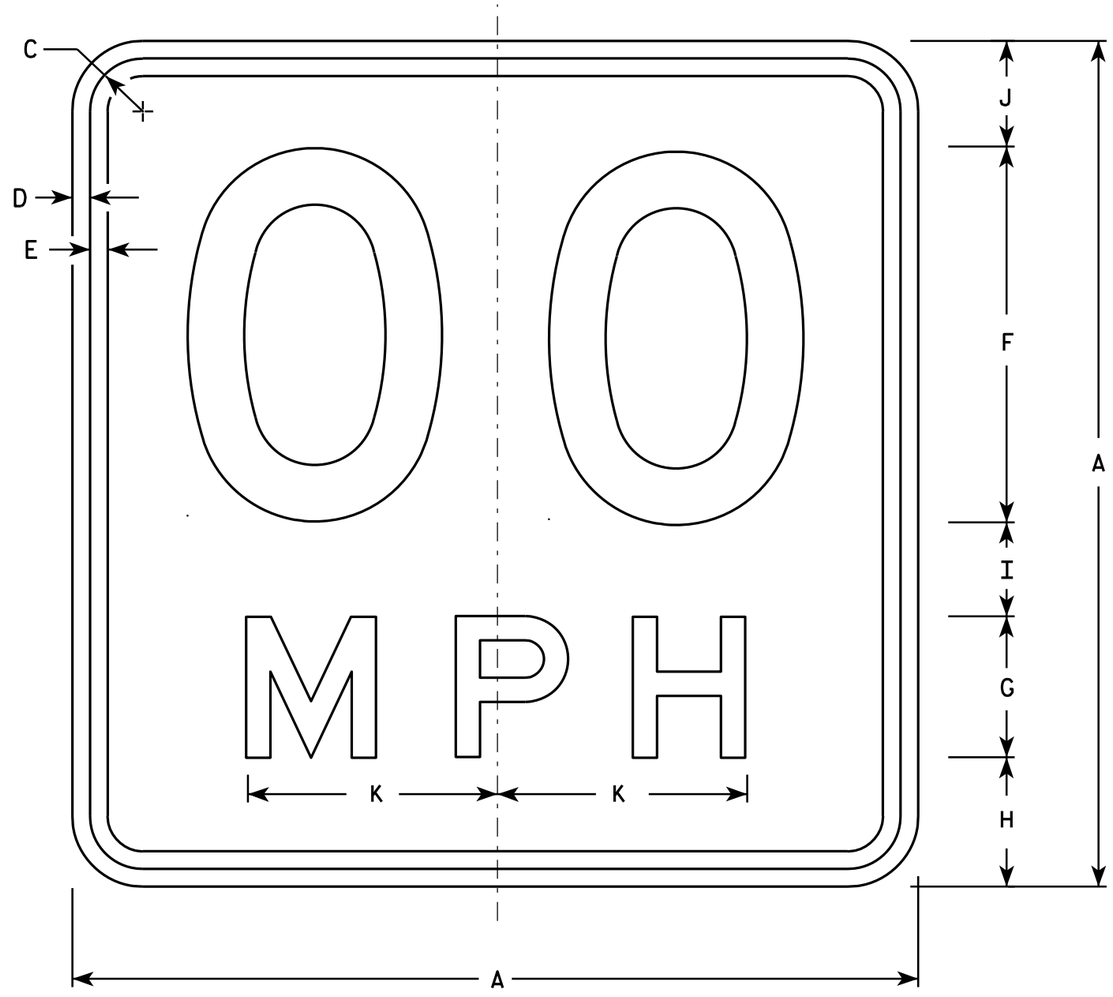
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 357 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

	SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
	1	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2S	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
*	2M	18		1 1/8	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
	3	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
	4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
	5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

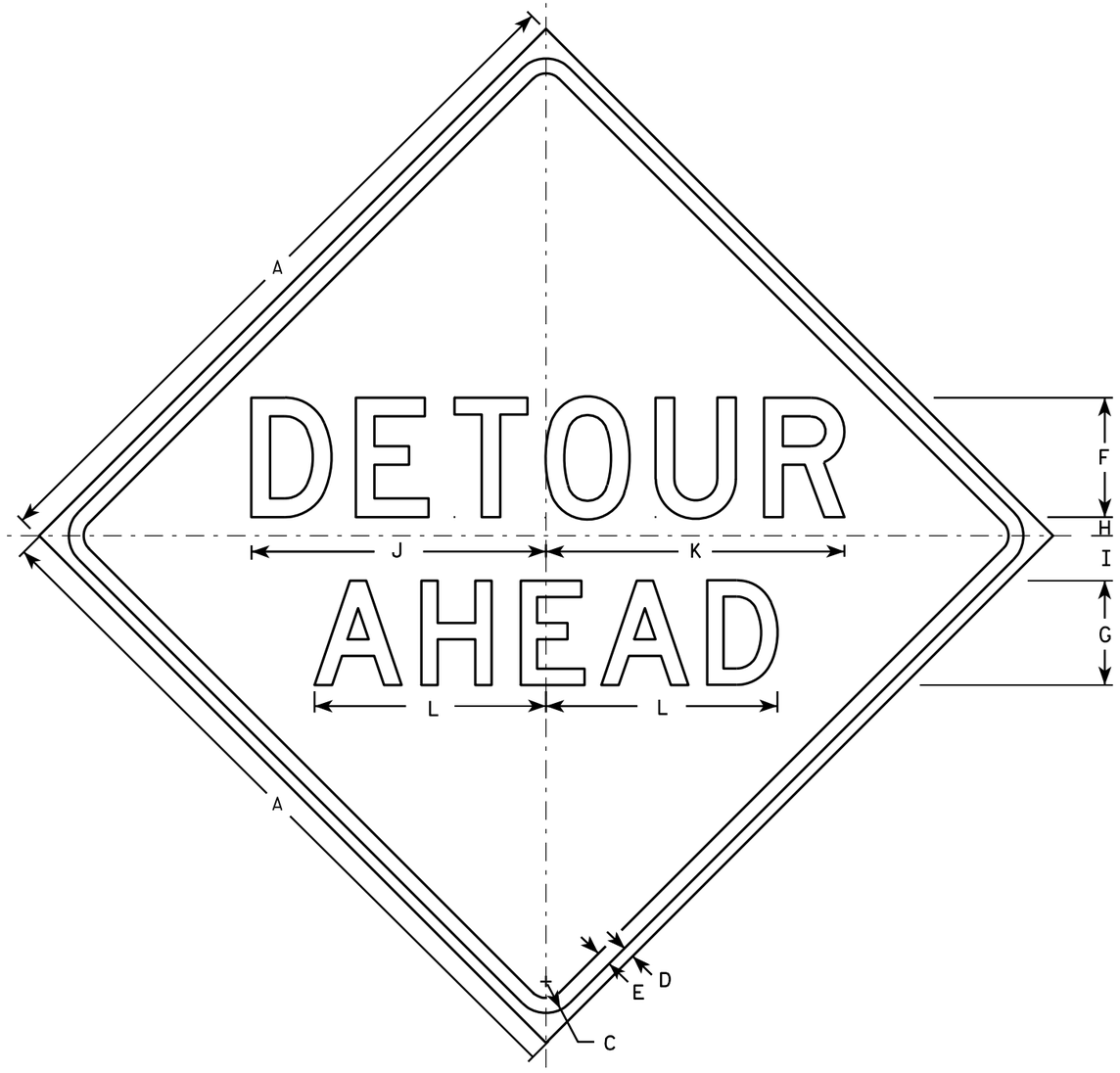
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

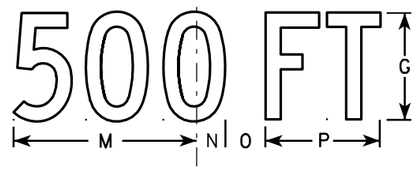
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

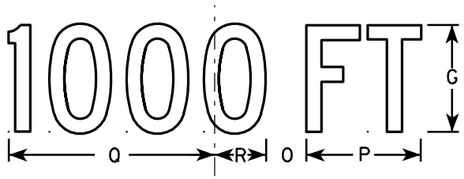
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 358 | E



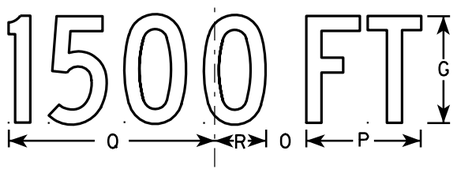
W20-2A



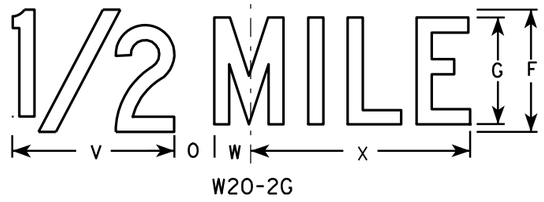
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

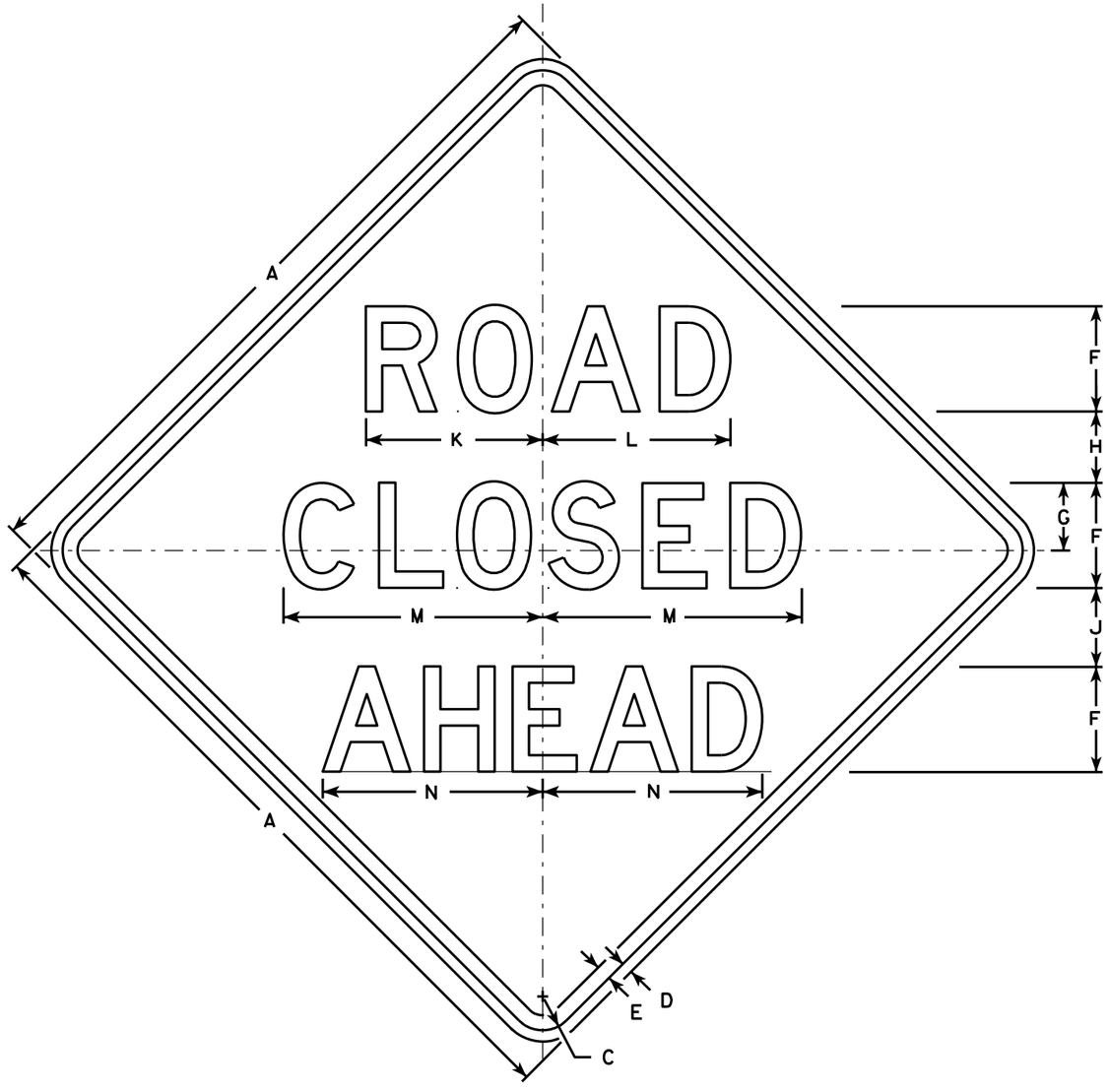
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

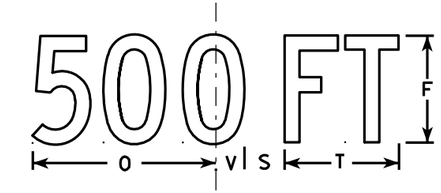
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

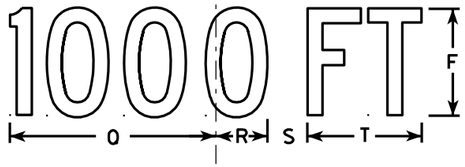
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 359	E



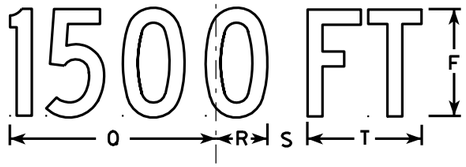
W20-3A



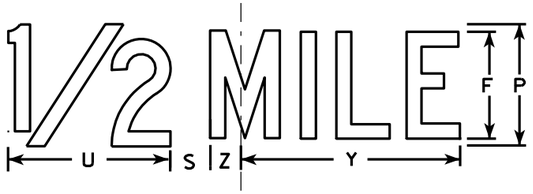
W20-3D



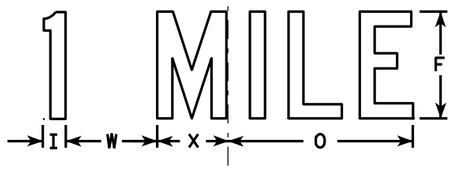
W20-3C



W20-3B



W20-3G



W20-3F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

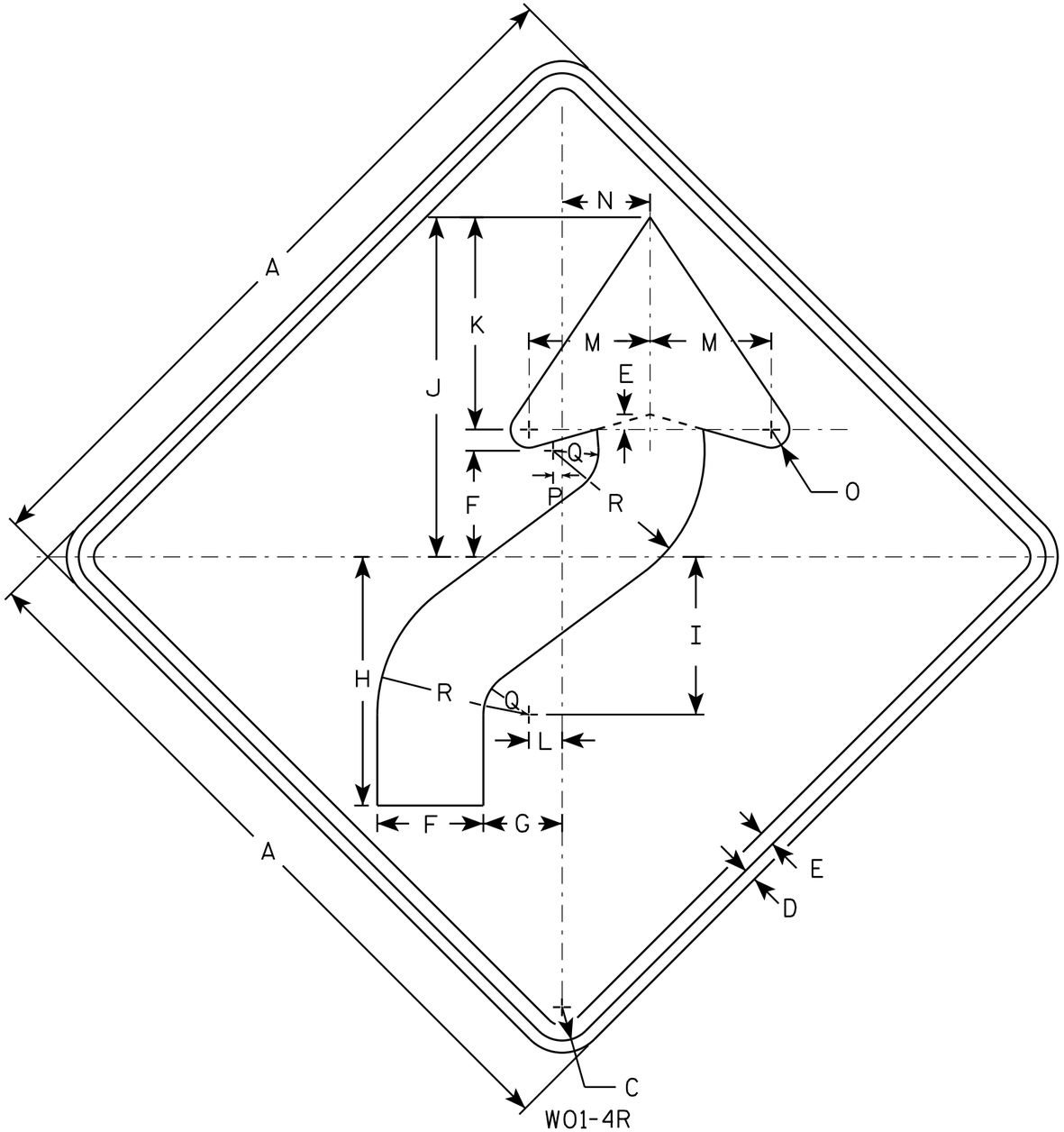
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000

WISDOT/CADDS SHEET 42

7

7



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

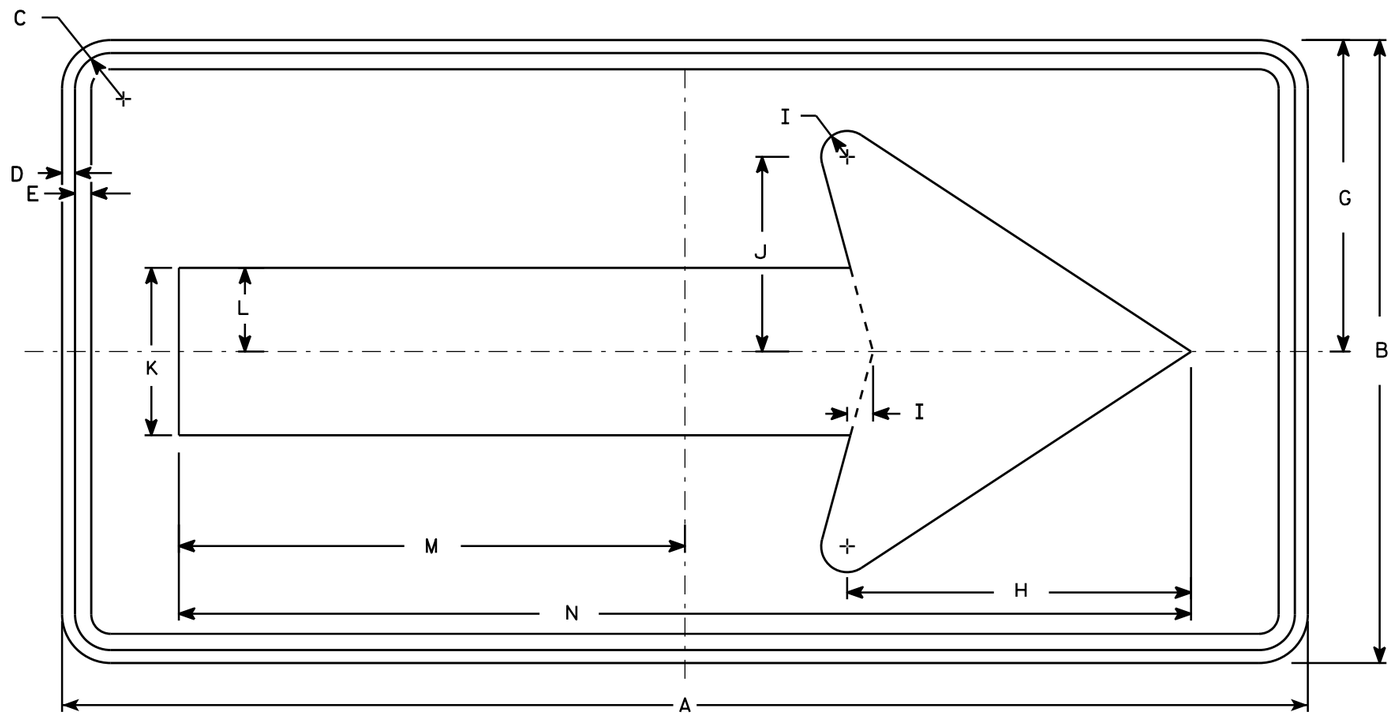
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

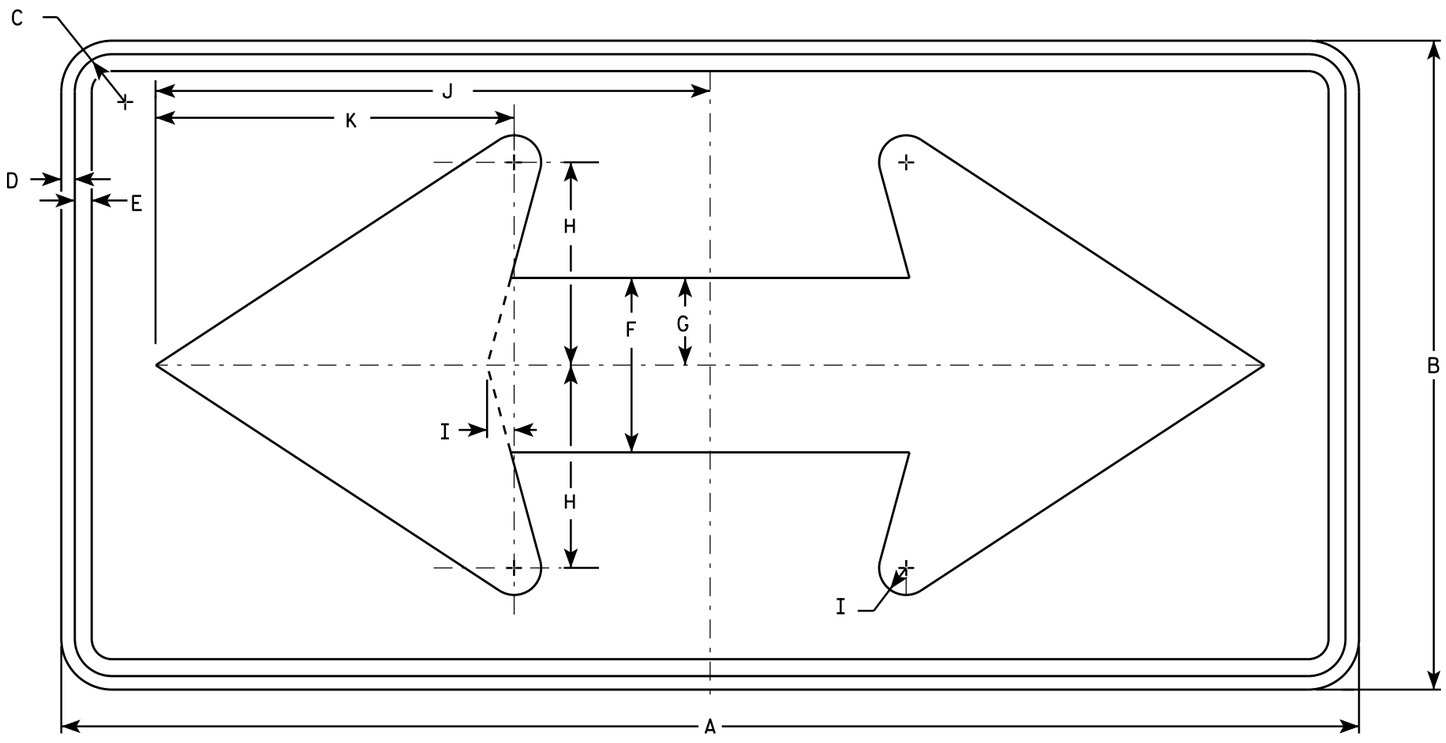
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W01-7

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5

STANDARD SIGN
W01-7

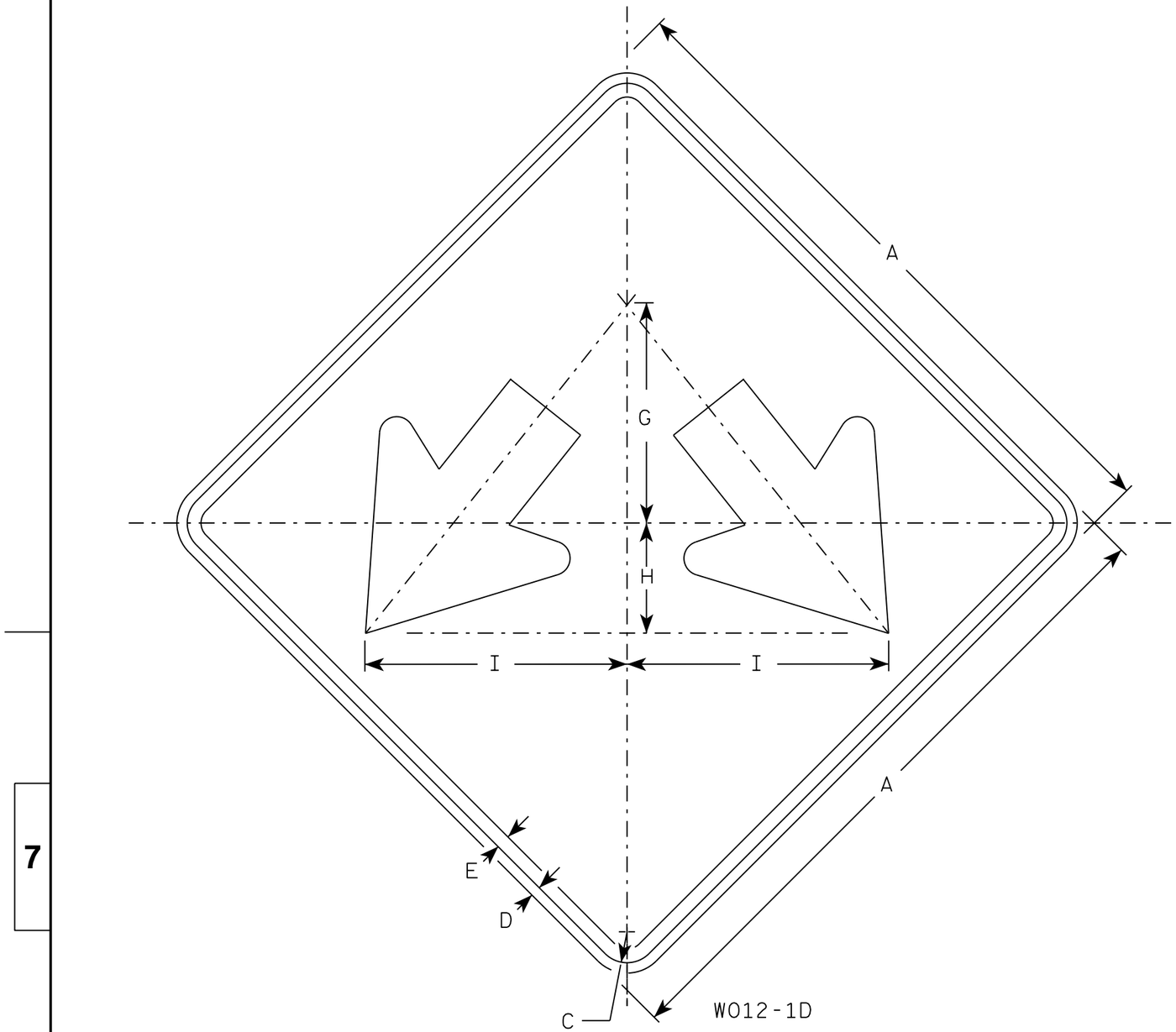
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1363 W01-7.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

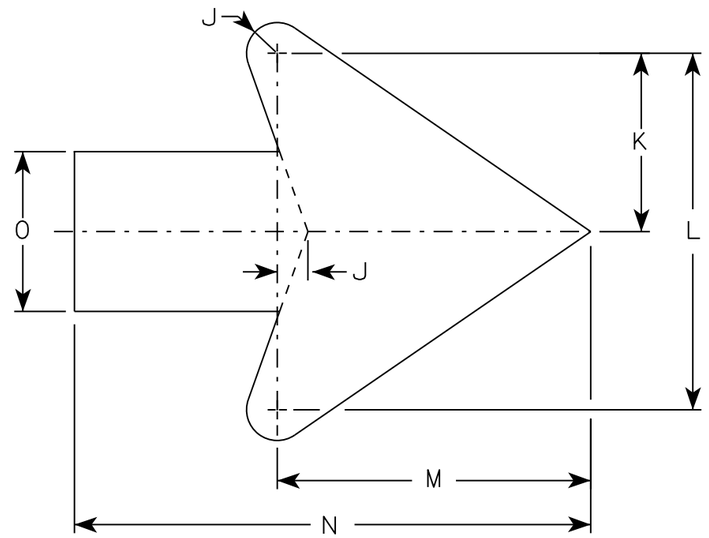
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W017.DGN PLOT DATE : 20-NOV-2013 10:35 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.604022:1.000000 WISDOT/CADDS SHEET 42



W012-1D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0

STANDARD SIGN
W012-1D

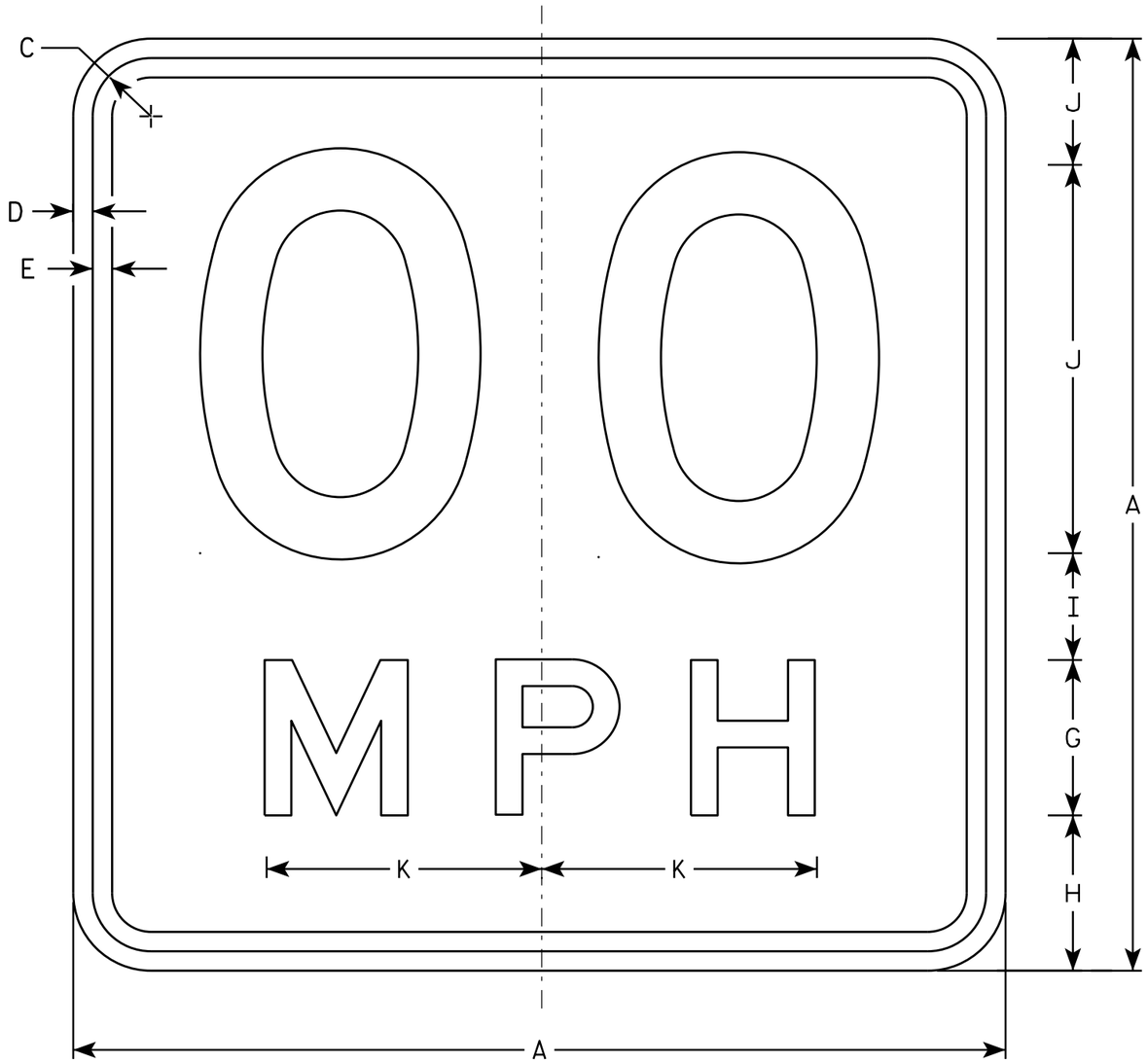
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO W012-1D.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CADfiles\Projects\tr_stdplate\W0121D.DGN PLOT DATE : 11-AUG-2016 11:28 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.621375:1.000000



W013-1

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10	4	4	2 3/4	3 1/4	7 1/8																4.00
2S	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
2M	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
3	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
4	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		1 5/8	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

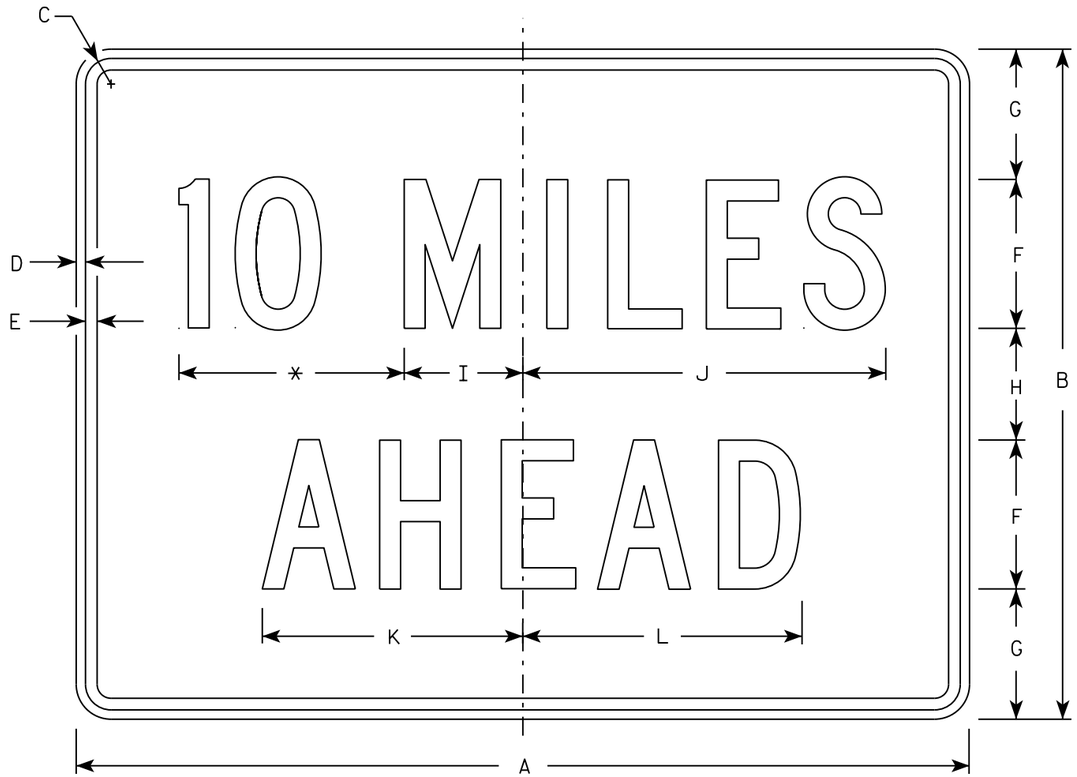
STANDARD SIGN
W013-1

WISCONSIN DEPT OF TRANSPORTATION

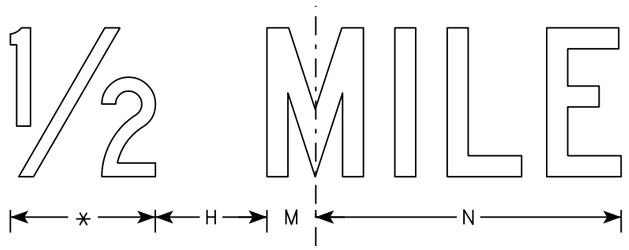
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 365 W013-1.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 366	E

DESIGN DATA

CONTRACTOR DESIGNED OVERHEAD SIGN STRUCTURES SHALL BE DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL.

STANDARD FOUNDATIONS DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS

STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTERME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE I:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)
	1.0 GVW (GALLOPING - CANTILEVER ONLY)

MATERIAL PROPERTIES

CONCRETE MASONRY.....f'c = 3,500 psi

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60.....fy = 60,000 psi

HIGH STRENGTH BOLTS - A325.....fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55.....fy = 55,000 psi

HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A

WASHERS FOR ANCHOR RODS - ASTM F436

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE, ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), DANE COUNTY ZONE, NAD 83 (1997). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2007).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE TRUSS OR MONOTUBE BID ITEMS FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UNDERGROUND UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (DIA.)".

STRUCTURE DATA

SIGN STR	ACTUAL SIGN AREA	ACTUAL SIGN DEPTH	STANDARD TYPE
S-13-520	234 SF	9'-0"	II
S-13-521	216 SF	9'-0"	II

LIST OF DRAWINGS

1. GENERAL NOTES & DESIGN DATA
2. GENERAL LAYOUT S-13-520
3. GENERAL LAYOUT S-13-521

LIST OF OSS STANDARD DESIGN DRAWINGS

4. I. MONOTUBE & 2-CHORD TRUSS DETAILS 1
5. II. MONOTUBE & 2-CHORD TRUSS DETAILS 2
6. III. 2-CHORD TRUSS STANDARD ELECTRICAL DETAILS
7. IV. MONOTUBE & 2-CHORD TRUSS FOUNDATION DETAILS

STATE PROJECT NUMBER

5155-00-79

TRAFFIC VOLUME

A.D.T. (2042) = 14,300
R.D.S. = 60 MPH

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-13-520	S-13-521		
531.2036	DRILLING SHAFT (36-INCH)	LF	40	----		
531.2036	DRILLING SHAFT (36-INCH)	LF	----	40		
531.5420	FOUNDATION SINGLE-SHAFT TF-II (S-13-520)	EA	2	----		
531.5420	FOUNDATION SINGLE-SHAFT TF-II (S-13-521)	EA	----	2		
532.5420	TRUSS FULL SPAN 2-CHORD TYPE II (S-13-520)	EA	1	----		
532.5420	TRUSS FULL SPAN 2-CHORD TYPE II (S-13-521)	EA	----	1		

STRUCTURE DESIGN CONTACTS:
AARON BONK (608) 261-0261
ERIC FRAILING (608) 216-2054

THESE ARE STANDARD DESIGN PLANS, DEVELOPED AND MAINTAINED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION. THE DESIGNER CERTIFIES THAT THE DESIGN AND PLAN DETAILS CHOSEN ARE CONSISTENT WITH THE GUIDANCE PROVIDED IN THE CURRENT WISCONSIN BRIDGE MANUAL CHAPTER 39.

WISCONSIN PROFESSIONAL ENGINEER
ERIC R. FRAILING
42386
SUN PRAIRIE, WI
2-3-2021

NO.	DATE	REVISION	BY

MSA

ACCEPTED SDR 02/05/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

MONOTUBE AND 2-CHORD TRUSS PLANS

USH 14 OVERHEAD SIGN STRUCTURES

COUNTY: DANE | TOWN: RUTLAND

DESIGN SPEC. AASHTO LRFDLTS-1 W/INTERIMS

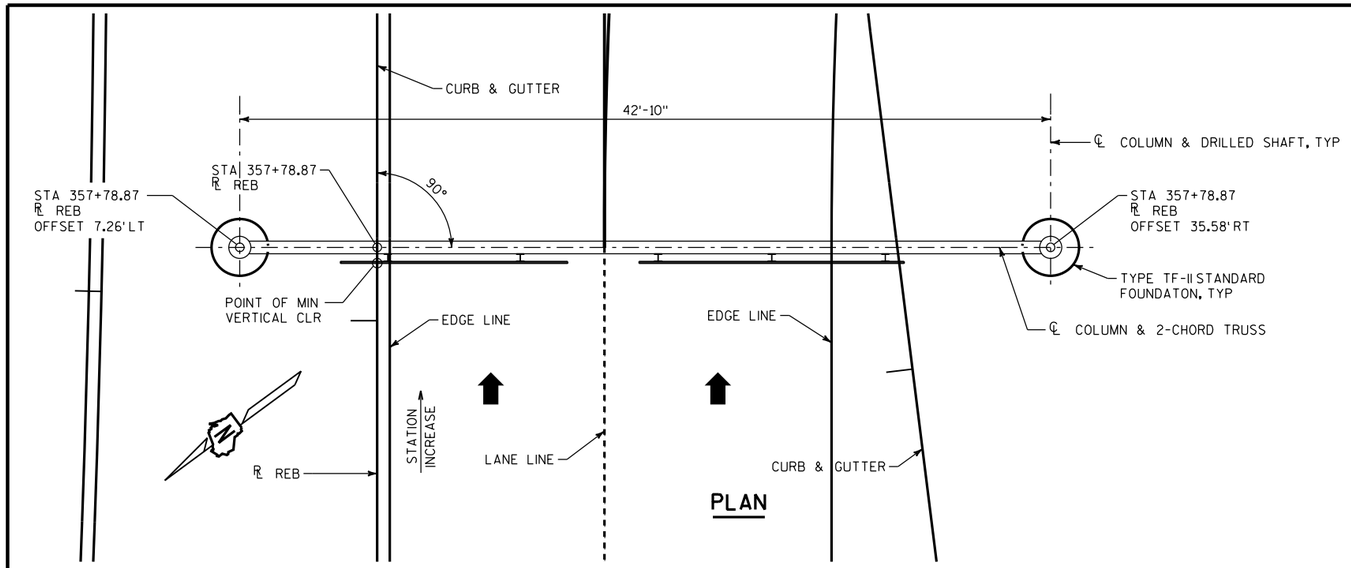
DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
ERF	AMD	ERF	AMD

GENERAL NOTES & DESIGN DATA

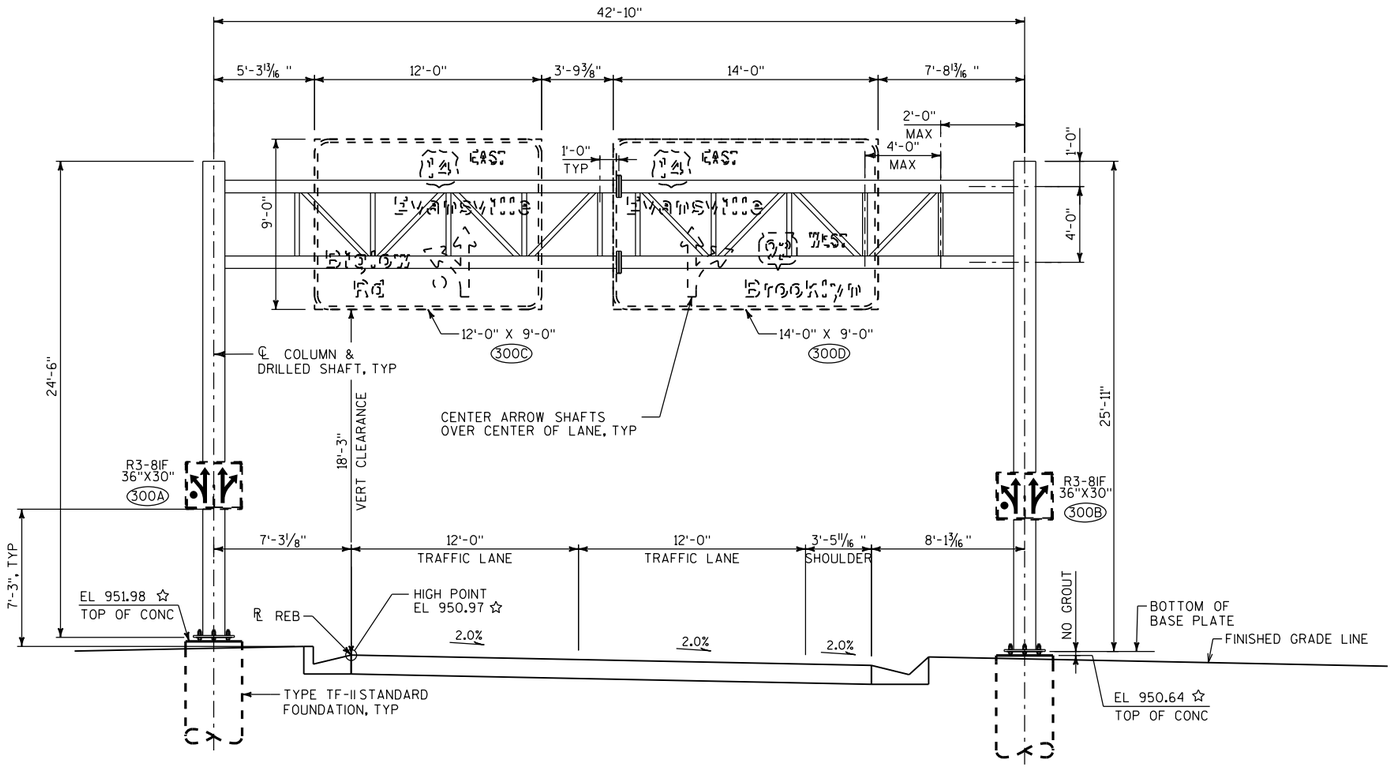
SHEET 1 OF 3
367

I.D. 5155-00-79 DATE: 1/25/2021

SCALE = 0.50



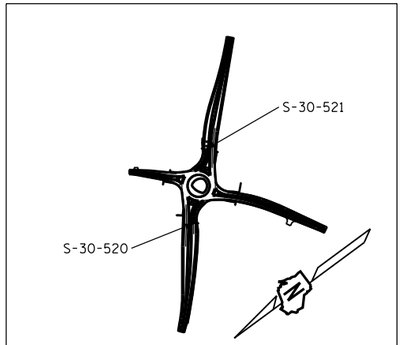
PLAN



ELEVATION

STA 357+78.87
(LOOKING UPSTATION AT FRONT OF SIGN)

STATE PROJECT NUMBER
5155-00-79



LOCATION MAP

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA 357+78.87', 0.00' (LEFT)
EL 950.97

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ 2-CHORD TRUSS

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

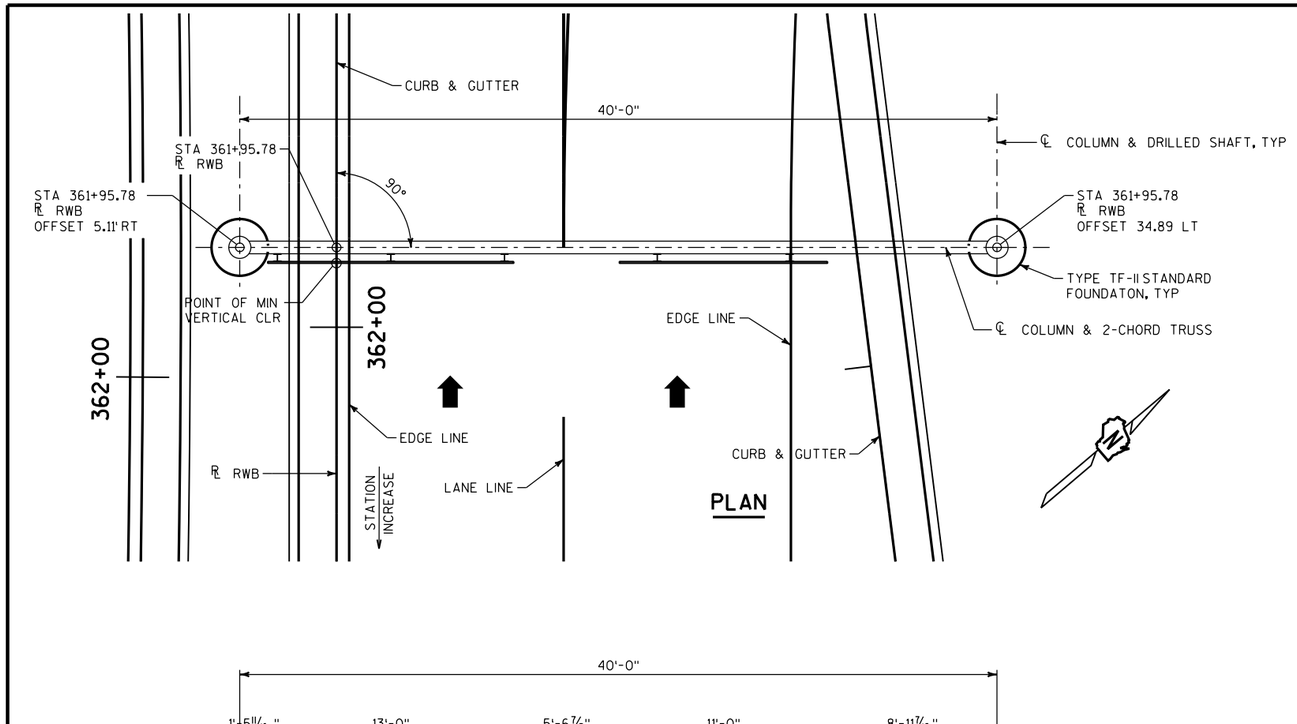
STRUCTURE S-13-520

DRAWN BY ERF | PLANS CK'D. AMD

GENERAL LAYOUT
S-13-520

SHEET 2 OF 3

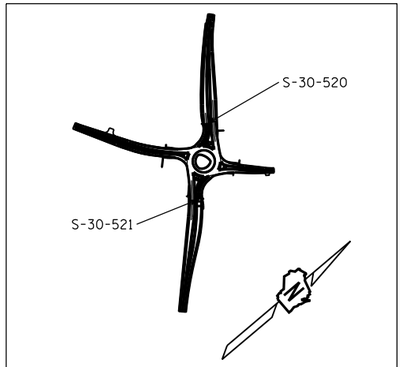
SCALE: $$.....plotscale.... $$



ELEVATION

STA 361+95.78
(LOOKING DOWNSTATION AT FRONT OF SIGN)

STATE PROJECT NUMBER
5155-00-79



LOCATION MAP

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA 361+95.78, 0.00' (LEFT)
EL 951.98

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ 2-CHORD TRUSS

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-13-521

DRAWN BY ERF | PLANS CK'D. AMD

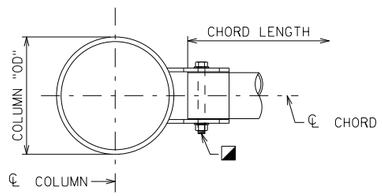
GENERAL LAYOUT
S-13-521

SHEET 3 OF 3

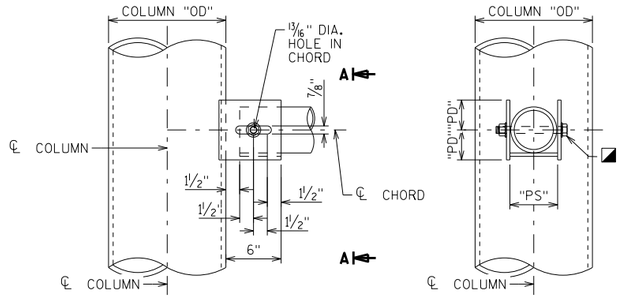
SCALE: $$.....plotscale.... $$

STATE PROJECT NUMBER

STANDARD



PLAN



ELEVATION SECTION A-A

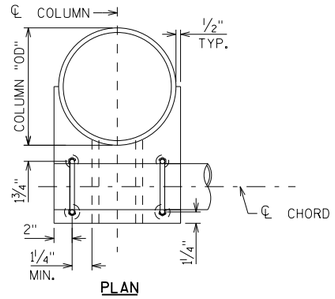
FULL SPAN SADDLE CONNECTION

PREFERRED

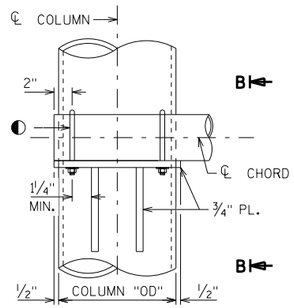
3/4" GALVANIZED A325 OR A449 HEAVY HEX BOLT, NUT, WASHER

"PD" = (CHORD "OD")/2 + 3/4"

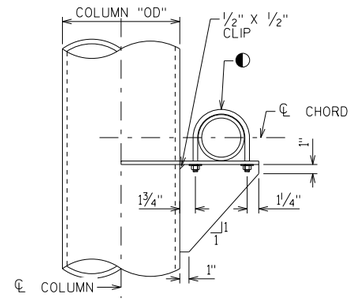
"PS" = CHORD "OD" + 3/16"



PLAN



ELEVATION

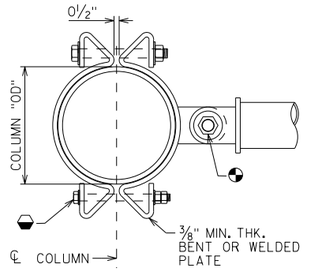


SECTION B-B

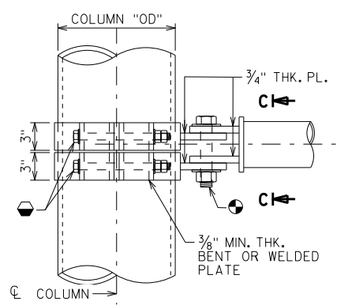
FULL SPAN STIFFENED BEARING CONNECTION

ALTERNATE 1

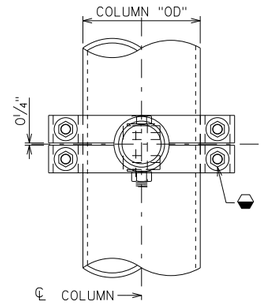
◐ (2) - 1/2" MIN. GALVANIZED U-BOLT, NUT, WASHER AND LOCK WASHER



PLAN



ELEVATION



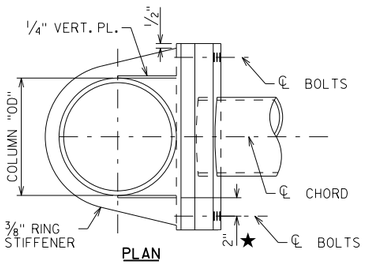
SECTION C-C

FULL SPAN CLAMP CONNECTION

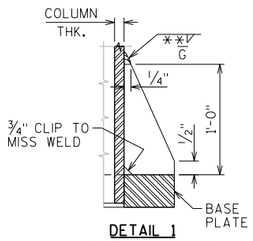
ALTERNATE 2 - TAPERED COLUMNS ONLY

1 1/4" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

1" GALVANIZED A449 HEAVY HEX BOLT, NUT AND WASHER

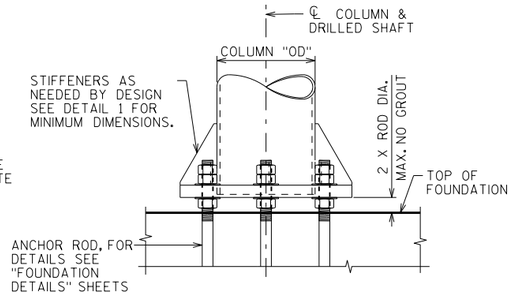


PLAN



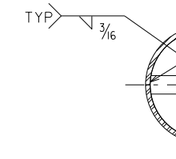
DETAIL 1

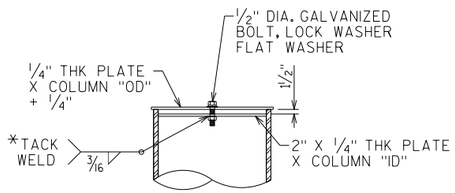
** SIZE AS NEEDED



BASE PLATE & COLUMN DETAIL

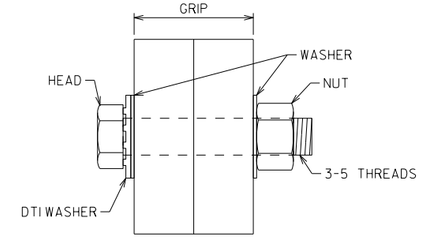
LOOKING AT FRONT FACE OF STRUCTURE



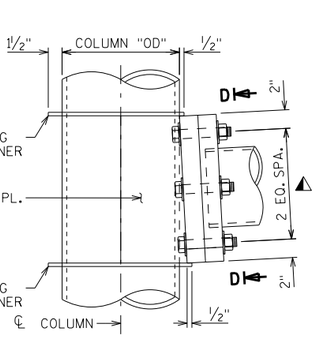


COLUMN/CHORD CAP DETAIL

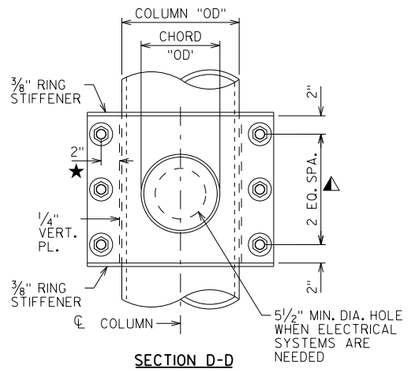
*PLACE TACK EVERY OTHER FLAT TO SECURE NUT OR USE 1/2" THICK AND TAP PLATE HOLE FOR BOLT THREADS



RECOMMENDED BOLT DETAIL WITH DTI



ELEVATION

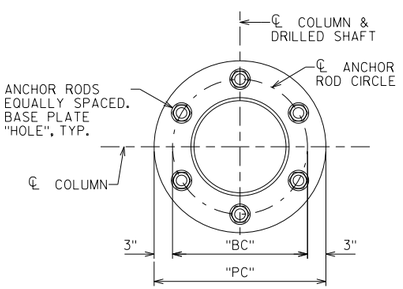


SECTION D-D

CANTILEVER POST TO CHORD CONNECTION

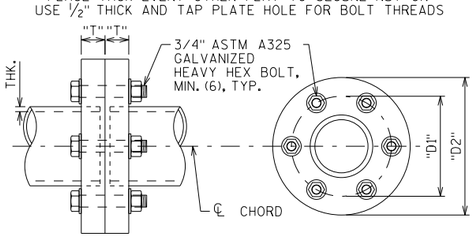
◭ MIN. CONNECTION = (6) - 1" GALVANIZED A325 BOLTS, NUT, WASHER AND DTI

★ MEASURED FROM EXT. FACE OF VERT. PLATE



BASE PLATE

PLAN



CHORD SPLICE DETAIL

"D1" = CHORD "OD" + 3"

"D2" = CHORD "OD" + 6"

"T" = BY DESIGN

NOTES:

MINIMUM VALUES SHOWN

ALL CONNETIONS ARE TO BE DESIGNED FOR ACTUAL STRUCTURE LOADS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JULY 2020

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MONOTUBE & 2-CHORD TRUSS DETAILS 1

SHEET 1 OF IV

370

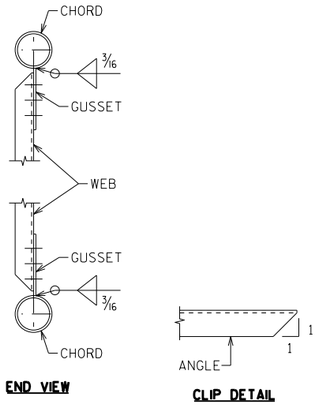
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8

SCALE = 1.00

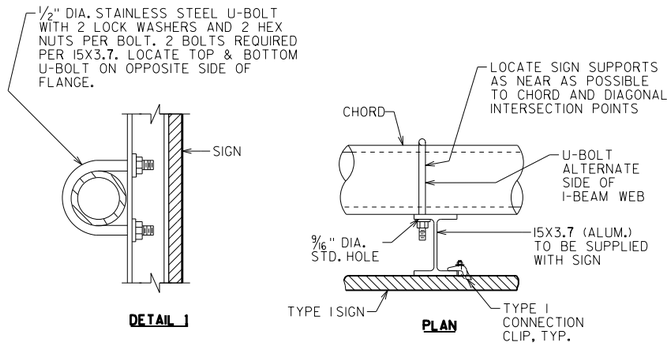
STATE PROJECT NUMBER

STANDARD



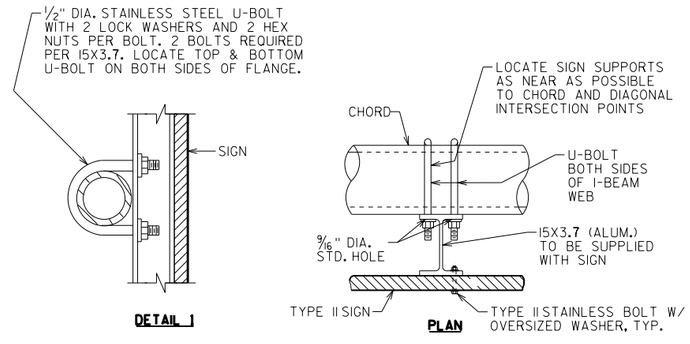
TRUSS CONNECTION DETAILS

BOLTED CONNECTIONS SHOWN, NUMBER OF BOLTS BY DESIGN
WELDED CONNECTIONS SIMILAR



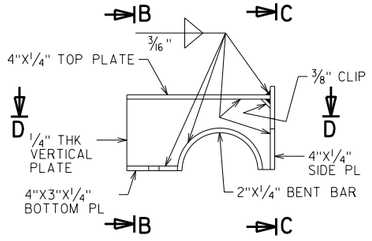
2-CHORD TRUSS SIGN CONNECTION

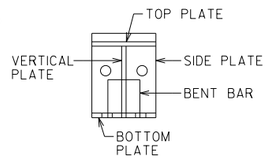
SEE SIGN PLATE MANUAL A4-7A FOR DETAILS

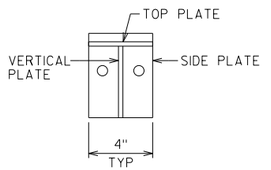


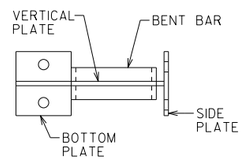
MONOTUBE SIGN CONNECTION

SEE SIGN PLATE MANUAL A4-7B FOR DETAILS



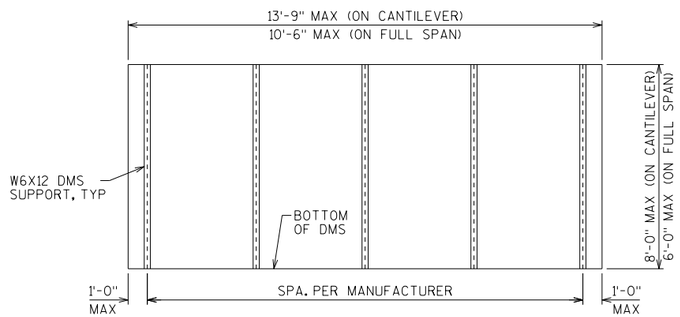






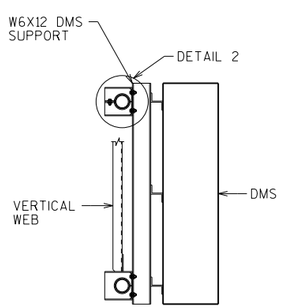
DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILIAR



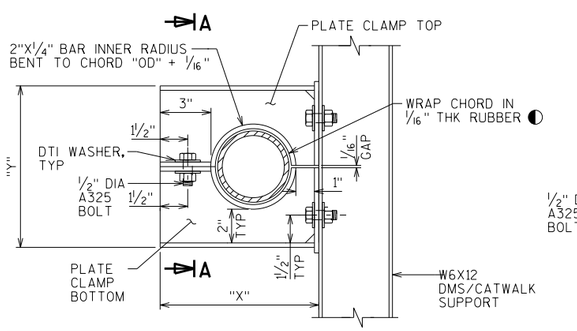
DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF CONFLICT WITH TRUSS IS ENCOUNTERED.

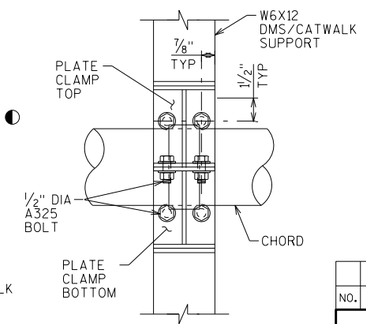


SECTION THRU TRUSS

FOR DMS CONNECTION

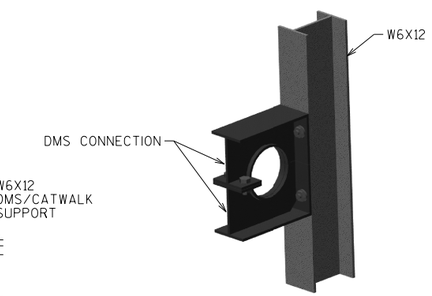


CHORD OUTER DIA	"X"	"Y"
"OD"	"OD"+4 13/16"	"OD"+5 1/16"



TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD SPEC 506.2.6.1



3-D VIEW DMS CONNECTION

CHORD NOT SHOWN FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JULY 2020

DRAWN BY: BOS | PLANS CK'D.: BOS

MONOTUBE & 2-CHORD TRUSS DETAILS 2

SHEET 11 OF IV

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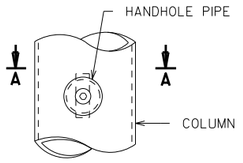
SCALE = 2.00

8

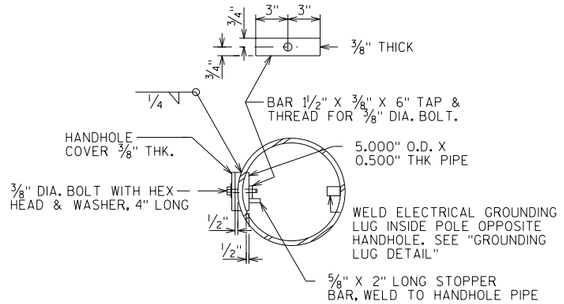
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STATE PROJECT NUMBER

STANDARD



HANDHOLE DETAILS

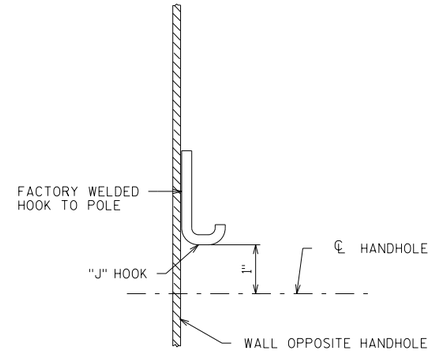


SECTION A-A

HANDHOLE NOTES

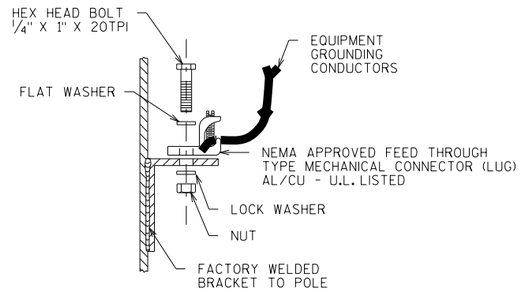
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS NOTED OTHERWISE, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



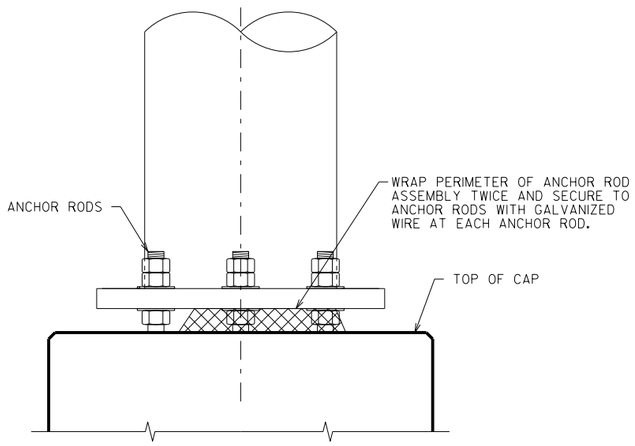
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF ALL COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



RODENT SCREEN

(ONLY REQ'D. WHEN ELECTRICAL DEVICES ARE INSTALLED)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

LAST UPDATE: JULY 2020

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MONOTUBE & 2-CHORD TRUSS ELECTRICAL DETAILS

SHEET III OF IV

372

SCALE = 1.00

8

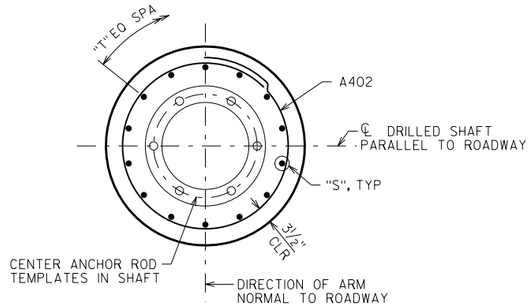
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STATE PROJECT NUMBER

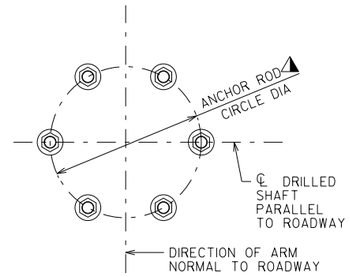
STANDARD

FOUNDATION & REINFORCING DATA

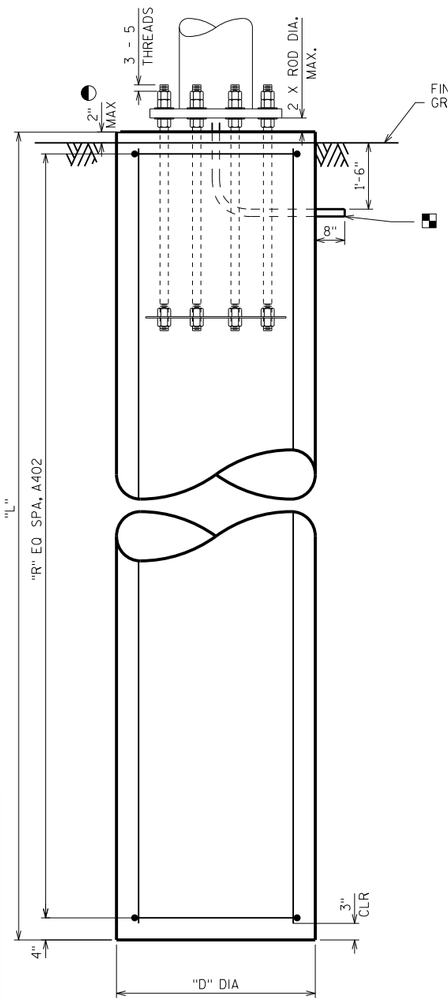
STANDARD FOUNDATION TYPE	SHAFT VARIABLES					
	"D"	"L"	"R"	"S"	"T"	"BC" MAX
MFI	2'-0"	12'-0"	12	A801	6	12"
MFII	2'-6"	13'-0"	13	A801	10	17"
MCI/MCII/TFI	2'-6"	17'-0"	17	A801	10	17"
TCI	3'-0"	18'-0"	18	A801	14	22"
TFII	3'-0"	20'-0"	20	A801	14	22"
MCIII/TCII/TFIII	3'-6"	18'-0"	18	A901	14	28"
MCIV/TFIV	3'-6"	23'-0"	23	A901	14	28"
TCIII	4'-0"	23'-0"	23	A1001	14	34"
TCIV	4'-0"	28'-0"	28	A1001	14	34"



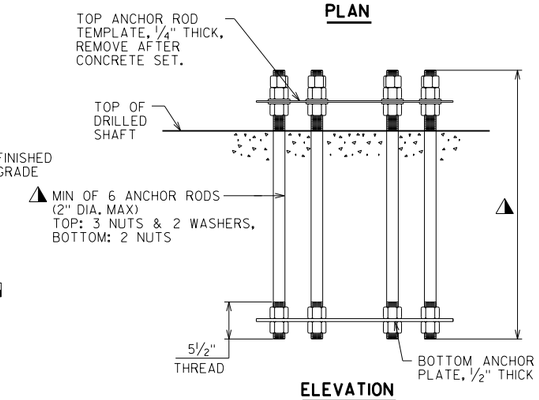
PLAN



PLAN



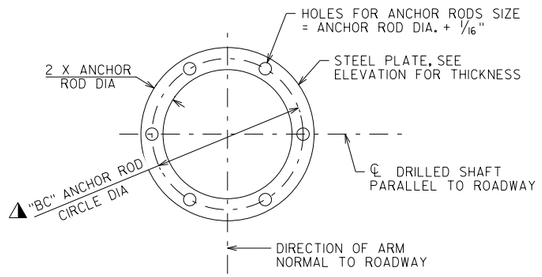
ELEVATION



ELEVATION

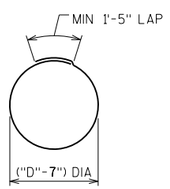
ANCHOR ROD ASSEMBLY DETAILS

△ ANCHOR ROD NUMBER, DIAMETER, LENGTH & ORIENTATION AS SHOWN ON FABRICATION DRAWING.



ANCHOR PLATE/TOP TEMPLATE

PLAN



A402

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

BILL OF BARS - STANDARD FOUNDATIONS

STANDARD FOUNDATION MFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		6	11'-7"			DRILLED SHAFT - VERTICAL
A402		13	5'-10"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	12'-7"			DRILLED SHAFT - VERTICAL
A402		14	7'-5"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MCI/MCII/TFI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		10	16'-7"			DRILLED SHAFT - VERTICAL
A402		18	7'-5"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TCI

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	17'-7"			DRILLED SHAFT - VERTICAL
A402		19	9'-0"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TFII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		14	19'-7"			DRILLED SHAFT - VERTICAL
A402		21	9'-0"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MCIII/TCII/TFIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	17'-7"			DRILLED SHAFT - VERTICAL
A402		19	10'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION MCIV/TFIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		14	22'-7"			DRILLED SHAFT - VERTICAL
A402		24	10'-6"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TCIII

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	22'-7"			DRILLED SHAFT - VERTICAL
A402		24	12'-2"	X		DRILLED SHAFT - HORIZONTAL

STANDARD FOUNDATION TCIV

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		14	27'-7"			DRILLED SHAFT - VERTICAL
A402		29	12'-2"	X		DRILLED SHAFT - HORIZONTAL

ESTIMATED QUANTITIES - FOUNDATIONS

STANDARD FOUNDATION TYPE	CONCRETE MASONRY (CY)	STEEL REINFORCEMENT HS (LBS)	FOUNDATION DRILLING (LF)				
			24" DIA.	30" DIA.	36" DIA.	42" DIA.	48" DIA.
MFI	2	240	12				
MFII	3	410		13			
MCI/MCII/TFI	4	540		17			
TCI	5	780			18		
TFII	6	860			20		
MCIII/TCII/TFIII	7	970				18	
MCIV/TFIV	9	1,250				23	
TCIII	11	1,560					23
TCIV	13	1,900					28

** QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON STANDARD STRUCTURE DIMENSIONS

NOTES

CENTER ANCHOR ROD ASSEMBLY ON DRILLED SHAFT AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE FOOTING AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHOR RODS.

◐ FOR OVERHEAD SIGN STRUCTURES THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE SHAFT SHALL BE POURED FLUSH WITH THE FINISHED GRADE.

◪ 2" DIA NONMETALLIC CONDUITS, INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO THE DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JULY 2020

DRAWN BY BOS | PLANS CK'D. BOS

MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

SHEET IV OF IV

373

SCALE = 1.67

8

8

Notes:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL. PROJECT 5155-00-79 ASSUMED THAT CUT MATEIAL IS UNUSABLE.
2 - SALVAGED/UNUSABLE PAVEMENT MATE	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
5 - EXPANDED EBS	WILL BE BACKFILLED WITH SELECT BORROW
8 - MASS ORDINATE	EBS TO BE BACKFILLED WITH SELECT BORROW: [((FILL - EXPANDED ROCK) * FILL FACTOR)]. CUT MATERIAL ASSUMED UNUSABLE AND NOT INCLUDED IN MASS ORDINATE

PROJECT 5155-04-81- STAGE 4 - USH 14 - CTH A INTERSECTION

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
189+50	18950.00	0.00	0.58	0.00	0.71	0.00	0	0	0	0	0	0	0	0
190+00	19000.00	50.00	13.26	0.00	0.00	0.00	13	0	1	0	13	1	0	12
190+50	19050.00	50.00	27.08	0.00	0.00	0.00	37	0	0	0	50	1	0	49
191+00	19100.00	50.00	46.22	0.00	0.01	0.00	68	0	0	0	118	1	0	117
191+50	19150.00	50.00	54.32	0.00	0.00	0.00	93	0	0	0	211	1	0	210
191+75	19175.00	25.00	54.53	0.00	0.08	0.00	50	0	0	0	261	1	0	260
192+00	19200.00	25.00	50.57	0.00	0.51	0.00	49	0	0	0	310	1	0	309
192+50	19250.00	50.00	53.03	0.00	1.03	0.00	96	0	1	0	406	3	0	404
193+00	19300.00	50.00	49.67	0.00	0.31	0.00	95	0	1	0	501	4	0	497
193+50	19350.00	50.00	41.03	0.00	0.12	0.00	84	0	0	0	585	4	0	581
194+00	19400.00	50.00	43.79	0.00	0.20	0.00	79	0	0	0	664	4	0	660
194+50	19450.00	50.00	47.15	0.00	0.33	0.00	84	0	0	0	748	4	0	744
194+75	19475.00	25.00	48.85	0.00	0.00	0.00	44	0	0	0	792	4	0	788
195+00	19500.00	25.00	50.57	0.00	0.00	0.00	46	0	0	0	838	4	0	834
195+25	19525.00	25.00	52.55	0.00	0.00	0.00	48	0	0	0	886	4	0	882
195+35	19535.00	10.00	44.07	0.00	0.00	0.00	18	0	0	0	904	4	0	900
195+45	19545.00	10.00	7.00	0.00	0.01	0.00	9	0	0	0	913	4	0	909

STAGE 1 - EB USH 14 (REB) - NORTH - BEGIN TO WB USH 14

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
351+50	35150.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
351+75	35175.00	25.00	1.37	0.00	4.97	0.00	1	0	2	0	1	3	0	-3
352+00	35200.00	25.00	27.94	0.00	27.37	0.00	14	0	15	0	15	21	0	-21
352+37.5	35237.50	37.50	42.13	0.00	30.76	0.00	49	0	40	0	64	71	0	-71
352+50	35250.00	12.50	42.39	0.00	31.48	1.87	20	0	14	0	84	89	0	-89
352+75	35275.00	25.00	123.16	0.00	48.66	39.87	77	0	37	19	161	135	19	-135
353+00	35300.00	25.00	134.26	0.00	43.96	77.91	119	0	43	55	280	189	74	-189
353+50	35350.00	50.00	105.27	0.00	39.35	90.74	222	0	77	156	502	285	230	-285
354+00	35400.00	50.00	162.24	0.00	43.19	110.60	248	0	76	186	750	380	416	-380
354+50	35450.00	50.00	224.93	0.00	51.27	132.20	358	0	87	225	1,108	489	641	-489
354+90.485	35490.49	40.49	271.80	0.00	55.23	162.02	372	0	80	221	1,480	589	862	-589

STAGE 1 - EB USH 14 (REB) - SOUTH - WB USH 14 TO END

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
364+80.233	36480.23	0.00	7.76	0.00	151.22	99.27	0	0	0	0	0	0	0	0
365+00	36500.00	19.77	7.59	0.00	151.45	95.66	6	0	111	71	6	139	71	-139
365+50	36550.00	50.00	7.07	0.00	149.49	89.07	14	0	279	171	20	488	242	-488
366+00	36600.00	50.00	11.76	0.00	122.35	85.39	17	0	252	162	37	803	404	-803
366+50	36650.00	50.00	11.92	0.00	79.31	82.68	22	0	187	156	59	1,036	560	-1,036
367+00	36700.00	50.00	10.09	0.00	46.02	85.16	20	0	116	155	79	1,181	715	-1,181
367+25	36725.00	25.00	11.32	0.00	31.70	45.42	10	0	36	60	89	1,226	775	-1,226
367+50	36750.00	25.00	13.26	0.00	22.55	1.16	11	0	25	22	100	1,258	797	-1,258
367+94.968	36794.97	44.97	12.17	0.00	8.94	0.00	21	0	26	1	121	1,290	798	-1,290
368+00	36800.00	5.03	9.76	0.00	9.87	0.00	2	0	2	0	123	1,293	798	-1,293
368+50	36850.00	50.00	12.12	0.00	10.91	0.00	20	0	19	0	143	1,316	798	-1,316
369+00	36900.00	50.00	8.79	0.00	12.73	0.00	19	0	22	0	162	1,344	798	-1,344
369+50	36950.00	50.00	6.59	0.00	8.94	0.00	14	0	20	0	176	1,369	798	-1,369
369+92.197	36992.20	42.20	6.01	0.00	0.98	0.00	10	0	8	0	186	1,379	798	-1,379
370+13.754	37013.75	21.56	6.42	0.00	0.00	0.00	5	0	0	0	191	1,379	798	-1,379

STAGE 1 - WB USH 14 (RWB) - NORTH - EB USH 14 TO RAB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
354+90.45	35490.45	0.00	265.32	0.00	55.26	161.26	0	0	0	0	0	0	0	0
355+00	35500.00	9.55	277.70	0.00	56.35	168.15	96	0	20	58	96	25	58	-25
355+50	35550.00	50.00	332.03	0.00	59.42	207.48	565	0	107	348	661	159	406	-159
356+00	35600.00	50.00	332.43	0.00	64.36	246.70	615	0	115	421	1,276	303	827	-303
356+50	35650.00	50.00	357.82	0.00	77.34	276.07	639	0	131	484	1,915	466	1,311	-466
357+00	35700.00	50.00	411.76	0.00	76.74	309.84	713	0	143	543	2,628	645	1,854	-645
357+50	35750.00	50.00	487.57	0.00	67.56	352.75	833	0	134	614	3,461	813	2,468	-813
357+75	35775.00	25.00	511.22	0.00	59.08	353.15	462	0	59	327	3,923	886	2,795	-886
358+00	35800.00	25.00	518.92	0.00	49.03	378.22	477	0	50	339	4,400	949	3,134	-949
358+25	35825.00	25.00	463.36	0.00	41.89	413.57	455	0	42	367	4,855	1,001	3,501	-1,001
358+50	35850.00	25.00	446.42	0.00	40.16	403.18	421	0	38	378	5,276	1,049	3,879	-1,049
358+75	35875.00	25.00	452.68	0.00	46.07	414.05	416	0	40	378	5,692	1,099	4,257	-1,099
359+00	35900.00	25.00	439.87	0.00	3.48	284.68	413	0	23	323	6,105	1,128	4,580	-1,128
359+16.384	35916.38	16.38	416.31	0.00	12.03	241.99	260	0	5	160	6,365	1,134	4,740	-1,134

STAGE 1 - WB USH 14 (RWB) - SOUTH - RAB TO EB USH 14

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
360+67.948	36067.95	0.00	165.47	0.00	53.29	168.46	0	0	0	0	0	0	0	0
360+75	36075.00	7.05	160.96	0.00	55.58	172.95	43	0	14	45	43	18	45	-18
361+00	36100.00	25.00	143.34	0.00	39.67	184.62	141	0	44	166	184	73	211	-73
361+25	36125.00	25.00	131.00	0.00	31.08	156.92	127	0	33	158	311	114	369	-114
361+50	36150.00	25.00	117.44	0.00	23.03	141.91	115	0	25	138	426	145	507	-145
361+75	36175.00	25.00	109.54	0.00	29.21	139.77	105	0	24	130	531	175	637	-175
362+00	36200.00	25.00	93.45	0.00	40.29	155.52	94	0	32	137	625	215	774	-215
362+25	36225.00	25.00	75.21	0.00	33.75	185.91	78	0	34	158	703	258	932	-258
362+50	36250.00	25.00	75.30	0.00	31.58	208.40	70	0	30	183	773	295	1,115	-295
362+51.693	36251.69	1.69	75.73	0.00	28.79	215.04	5	0	2	13	778	298	1,128	-298
362+55.107	36255.11	3.41	88.31	0.00	14.09	210.21	10	0	3	27	788	301	1,155	-301
363+00	36300.00	44.89	65.09	0.00	22.67	240.77	128	0	31	375	916	340	1,530	-340
363+50	36350.00	50.00	28.05	0.00	44.07	237.85	86	0	62	443	1,002	418	1,973	-418
364+00	36400.00	50.00	10.76	0.00	87.58	185.74	36	0	122	392	1,038	570	2,365	-570
364+50	36450.00	50.00	7.00	0.00	144.34	115.86	16	0	215	279	1,054	839	2,644	-839
364+84.727	36484.73	34.73	7.90	0.00	152.08	98.77	10	0	191	138	1,064	1,078	2,782	-1,078

CONTINUEDON NEXT PAGE

STAGE 1 - EB STH 92 (EB) - BEGIN TO WB STH 92

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
100+00	10000.00	0.00	2.72	0.00	1.21	0.00	0	0	0	0	0	0	0	0
100+50	10050.00	50.00	10.53	0.00	5.04	0.00	12	0	6	0	12	8	0	-8
101+00	10100.00	50.00	19.51	0.00	13.22	0.00	28	0	17	0	40	29	0	-29
101+50	10150.00	50.00	26.90	0.00	14.86	0.24	43	0	26	0	83	61	0	-61
101+75	10175.00	25.00	62.46	0.00	0.00	48.16	41	0	7	22	124	70	22	-70
102+00	10200.00	25.00	78.21	0.00	0.00	92.20	65	0	0	65	189	70	87	-70
102+50	10250.00	50.00	41.30	0.00	8.07	95.57	111	0	7	174	300	79	261	-79
102+56.635	10256.63	6.63	40.72	0.00	8.00	96.85	10	0	2	24	310	81	285	-81

STAGE 1 - WB STH 92 (WB) - EB STH 92 TO RAB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
102+57.1	10257.10	0.00	40.82	0.00	7.98	96.70	0	0	0	0	0	0	0	0
102+75	10275.00	17.90	40.07	0.00	8.44	100.31	27	0	5	65	27	6	65	-6
103+00	10300.00	25.00	47.74	0.00	7.00	107.29	41	0	7	96	68	15	161	-15
103+50	10350.00	50.00	65.17	0.00	1.20	130.67	105	0	8	220	173	25	381	-25
104+00	10400.00	50.00	85.94	0.00	0.85	158.94	140	0	2	268	313	28	649	-28
104+50	10450.00	50.00	107.90	0.00	1.73	196.69	179	0	2	329	492	30	978	-30
105+00	10500.00	50.00	133.83	0.00	7.56	246.47	224	0	9	410	716	41	1,388	-41
105+08.975	10508.97	8.97	128.47	0.00	8.21	268.19	44	0	3	86	760	45	1,474	-45
105+25	10525.00	16.03	129.49	0.00	9.83	284.42	77	0	5	164	837	51	1,638	-51
105+50	10550.00	25.00	119.51	0.00	17.60	295.27	115	0	13	268	952	68	1,906	-68
105+75	10575.00	25.00	109.89	0.00	23.97	293.19	106	0	19	272	1,058	91	2,178	-91
106+00	10600.00	25.00	94.25	0.00	51.33	303.44	95	0	35	276	1,153	135	2,454	-135
106+25	10625.00	25.00	28.94	0.00	79.67	137.22	57	0	61	204	1,210	211	2,658	-211
106+29.03	10629.03	4.03	17.28	0.00	50.75	152.29	3	0	10	22	1,213	224	2,680	-224

STAGE 1 - EB BIGLOW RD (BLE) - RAB TO STA 200+85

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
200+00	20000.00	0.00	151.57	0.00	8.53	54.57	0	0	0	0	0	0	0	0
200+25	20025.00	25.00	126.66	0.00	4.03	16.93	129	0	6	33	129	8	33	-8
200+50	20050.00	25.00	111.31	0.00	1.15	0.00	110	0	2	8	239	10	41	-10
200+75	20075.00	25.00	93.71	0.00	0.00	0.00	95	0	1	0	334	11	41	-11
200+85	20085.00	10.00	0.00	0.00	0.00	0.00	17	0	0	0	351	11	41	-11

STAGE 1 - EB BIGLOW RD (BLE) - WB BIGLOW RD (BLW) TO END

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
202+09.98	20209.98	0.00	38.46	0.00	0.00	0.00	0	0	0	0	0	0	0	0
202+25	20225.00	15.02	15.53	0.00	0.00	0.00	15	0	0	0	15	0	0	0
202+46.531	20246.53	21.53	3.77	0.00	0.00	0.00	8	0	0	0	23	0	0	0
202+50	20250.00	3.47	0.00	0.00	0.00	0.00	0	0	0	0	23	0	0	0

STAGE 1 - WB BIGLOW RD (BLW) - RAB TO EB BIGLOW RD

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
200+00	20000.00	0.00	163.91	0.00	27.67	217.99	0	0	0	0	0	0	0	0
200+25	20025.00	25.00	188.10	0.00	23.67	0.00	163	0	24	101	163	30	101	-30
200+50	20050.00	25.00	260.96	0.00	16.60	0.00	208	0	19	0	371	54	101	-54
200+75	20075.00	25.00	341.02	0.00	1.58	0.00	279	0	8	0	650	64	101	-64
200+95.218	20095.22	20.22	329.00	0.00	0.91	0.00	251	0	1	0	901	65	101	-65
201+00	20100.00	4.78	321.97	0.00	0.00	0.00	58	0	0	0	959	65	101	-65
201+25	20125.00	25.00	235.40	0.00	0.00	0.00	258	0	0	0	1,217	65	101	-65
201+50	20150.00	25.00	157.93	0.00	0.04	0.00	182	0	0	0	1,399	65	101	-65
201+75	20175.00	25.00	86.88	0.00	0.01	0.00	113	0	0	0	1,512	65	101	-65
201+96.299	20196.30	21.30	44.25	0.00	0.00	0.00	52	0	0	0	1,564	65	101	-65

STAGE 1 - ROUNDABOUT

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
10+00	1000.00	0.00	12.69	0.00	28.81	129.84	0	0	0	0	0	0	0	0
10+25	1025.00	25.00	0.00	0.00	9.58	46.63	6	0	18	82	6	23	82	-23
10+38.155	1038.16	13.16	0.00	0.00	10.71	50.31	0	0	5	24	6	29	106	-29
10+41.776	1041.78	3.62	5.53	0.00	11.13	51.87	0	0	1	7	6	30	113	-30
10+50	1050.00	8.22	0.00	0.00	12.34	56.62	1	0	4	17	7	35	130	-35
10+75	1075.00	25.00	0.00	0.00	21.57	91.76	0	0	16	69	7	55	199	-55
10+91.066	1091.07	16.07	0.00	0.00	17.31	89.50	0	0	12	54	7	70	253	-70
11+00	1100.00	8.93	0.00	0.00	40.50	163.44	0	0	10	42	7	83	295	-83
11+12.344	1112.34	12.34	0.23	0.00	62.10	175.65	0	0	23	78	7	111	373	-111
11+25	1125.00	12.66	2.27	0.00	121.40	295.89	1	0	43	111	8	165	484	-165
11+36.453	1136.45	11.45	208.35	0.00	86.50	350.10	45	0	44	137	53	220	621	-220
11+45.639	1145.64	9.19	184.49	0.00	75.11	327.23	67	0	27	115	120	254	736	-254
11+50	1150.00	4.36	134.58	0.00	71.42	317.55	26	0	12	52	146	269	788	-269
11+75	1175.00	25.00	4.89	0.00	66.99	408.05	65	0	64	336	211	349	1,124	-349
11+92.5	1192.50	17.50	0.02	0.00	69.34	540.37	2	0	44	307	213	404	1,431	-404
12+00	1200.00	7.50	0.99	0.00	60.00	485.36	0	0	18	142	213	426	1,573	-426
12+25	1225.00	25.00	26.22	0.00	72.25	571.15	13	0	61	489	226	503	2,062	-503
12+31.404	1231.40	6.40	155.71	0.00	69.55	560.55	22	0	17	134	248	524	2,196	-524
12+35.457	1235.46	4.05	199.67	0.00	68.15	563.03	27	0	10	84	275	536	2,280	-536
12+50	1250.00	14.54	50.78	0.00	66.44	450.37	67	0	36	273	342	581	2,553	-581
12+75	1275.00	25.00	4.92	0.00	151.53	285.98	26	0	101	341	368	708	2,894	-708
12+85	1285.00	10.00	0.00	0.00	194.21	269.33	1	0	64	103	369	788	2,997	-788
13+00	1300.00	15.00	16.55	0.00	29.67	396.35	5	0	62	185	374	865	3,182	-865
13+25	1325.00	25.00	0.03	0.00	13.73	100.51	8	0	20	230	382	890	3,412	-890
13+29.087	1329.09	4.09	0.10	0.00	12.29	86.77	0	0	2	14	382	893	3,426	-893
13+40.153	1340.15	11.07	35.23	0.00	13.73	77.57	7	0	5	34	389	899	3,460	-899
13+50	1350.00	9.85	24.17	0.00	9.79	60.94	11	0	4	25	400	904	3,485	-904
13+75	1375.00	25.00	11.94	0.00	26.53	109.82	17	0	17	79	417	925	3,564	-925
13+80	1380.00	5.00	12.70	0.00	29.22	130.00	2	0	5	22	419	931	3,586	-931

STAGE 1 - EXISTING USH 14 - TEMPORARY WIDENING - STH 92 TO END

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
360+58.305	36058.30	0.00	10.68	0.00	0.00	0.00	0	0	0	0	0	0	0	0
360+75	36075.00	16.70	12.91	0.00	0.00	0.00	7	0	0	0	7	0	0	0
361+00	36100.00	25.00	52.48	0.00	0.00	0.00	30	0	0	0	37	0	0	0
361+25	36125.00	25.00	58.96	0.00	0.00	0.00	52	0	0	0	89	0	0	0
361+43.595	36143.60	18.60	44.50	0.00	0.42	0.00	36	0	0	0	125	0	0	0
361+50	36150.00	6.40	37.38	0.00	0.98	0.00	10	0	0	0	135	0	0	0
362+00	36200.00	50.00	8.19	0.00	2.18	0.00	42	0	3	0	177	4	0	-4
362+50	36250.00	50.00	6.01	0.00	3.17	0.00	13	0	5	0	190	10	0	-10
363+00	36300.00	50.00	4.65	0.00	7.70	0.00	10	0	10	0	200	23	0	-23
363+50	36350.00	50.00	3.87	0.00	14.84	0.00	8	0	21	0	208	49	0	-49
364+00	36400.00	50.00	4.51	0.00	24.18	0.00	8	0	36	0	216	94	0	-94
364+50	36450.00	50.00	5.15	0.00	39.67	0.00	9	0	59	0	225	168	0	-168
365+00	36500.00	50.00	4.92	0.00	62.05	0.00	9	0	94	0	234	285	0	-285
365+50	36550.00	50.00	5.60	0.00	72.50	0.00	10	0	125	0	244	441	0	-441
366+00	36600.00	50.00	5.09	0.00	79.11	0.00	10	0	140	0	254	616	0	-616
366+50	36650.00	50.00	3.64	0.00	101.62	0.00	8	0	167	0	262	825	0	-825
367+00	36700.00	50.00	3.60	0.00	106.93	0.00	7	0	193	0	269	1,066	0	-1,066
367+50	36750.00	50.00	3.80	0.00	58.84	0.00	7	0	153	0	276	1,258	0	-1,258
368+00	36800.00	50.00	4.39	0.00	28.71	0.00	8	0	81	0	284	1,359	0	-1,359
368+50	36850.00	50.00	4.65	0.00	27.70	0.00	8	0	52	0	292	1,424	0	-1,424
369+00	36900.00	50.00	4.84	0.00	36.15	0.00	9	0	59	0	301	1,498	0	-1,498
369+50	36950.00	50.00	5.02	0.00	5.53	0.00	9	0	39	0	310	1,546	0	-1,546
370+00	37000.00	50.00	4.85	0.00	0.00	0.00	9	0	5	0	319	1,553	0	-1,553
370+31.314	37031.31	31.31	1.91	0.00	0.00	0.00	4	0	0	0	323	1,553	0	-1,553

STAGE 2 - EB USH 14 (REB) - NORTH - BEGIN TO WB USH 14

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
357+50	35750.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
357+75	35775.00	25.00	80.19	0.00	0.00	0.00	37	0	0	0	37	0	0	0
358+00	35800.00	25.00	184.77	0.00	0.00	0.00	123	0	0	0	160	0	0	0
358+25	35825.00	25.00	184.12	0.00	0.00	0.00	171	0	0	0	331	0	0	0
358+50	35850.00	25.00	176.24	0.00	0.00	0.00	167	0	0	0	498	0	0	0
358+75	35875.00	25.00	163.19	0.00	0.00	0.00	157	0	0	0	655	0	0	0
359+00	35900.00	25.00	144.86	0.00	0.00	0.00	143	0	0	0	798	0	0	0
359+06.686	35906.69	6.69	140.02	0.00	0.00	0.00	35	0	0	0	833	0	0	0

STAGE 2 - EB USH 14 (REB) - SOUTH - WB USH 14 TO END

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
364+80.233	36480.23	0.00	13.64	0.00	0.03	0.00	0	0	0	0	0	0	0	0
365+00	36500.00	19.77	14.80	0.00	0.00	0.00	10	0	0	0	10	0	0	0
365+50	36550.00	50.00	19.12	0.00	0.00	0.00	31	0	0	0	41	0	0	0
366+00	36600.00	50.00	24.57	0.00	0.00	0.00	40	0	0	0	81	0	0	0
366+50	36650.00	50.00	33.14	0.00	0.00	0.00	53	0	0	0	134	0	0	0
367+00	36700.00	50.00	36.84	0.00	0.00	0.00	65	0	0	0	199	0	0	0
367+50	36750.00	50.00	40.80	0.00	0.00	0.00	72	0	0	0	271	0	0	0
367+95.076	36795.08	45.08	39.41	0.00	0.00	0.00	67	0	0	0	338	0	0	0
368+00	36800.00	4.92	0.00	0.00	0.00	0.00	4	0	0	0	342	0	0	0
368+50	36850.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	342	0	0	0
369+00	36900.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	342	0	0	0
369+50	36950.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	342	0	0	0
369+92.197	36992.20	42.20	0.00	0.00	0.00	0.00	0	0	0	0	342	0	0	0

STAGE 2 - WB USH 14 (RWB) - SOUTH - RAB TO EB USH 14

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
360+67.948	36067.95	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
360+75	36075.00	7.05	1.39	0.00	0.00	0.00	0	0	0	0	0	0	0	0
361+00	36100.00	25.00	6.24	0.00	0.00	0.00	4	0	0	0	4	0	0	0
361+25	36125.00	25.00	10.25	0.00	0.00	0.00	8	0	0	0	12	0	0	0
361+50	36150.00	25.00	13.22	0.00	0.00	0.00	11	0	0	0	23	0	0	0
361+75	36175.00	25.00	14.34	0.00	0.00	0.00	13	0	0	0	36	0	0	0
362+00	36200.00	25.00	12.95	0.00	0.00	0.00	13	0	0	0	49	0	0	0
362+25	36225.00	25.00	9.96	0.00	0.00	0.00	11	0	0	0	60	0	0	0
362+50	36250.00	25.00	6.81	0.00	0.00	0.00	8	0	0	0	68	0	0	0
362+51.693	36251.69	1.69	6.57	0.00	0.00	0.00	0	0	0	0	68	0	0	0
362+55.107	36255.11	3.41	8.21	0.00	0.00	0.00	1	0	0	0	69	0	0	0
363+00	36300.00	44.89	1.09	0.00	0.00	0.00	8	0	0	0	77	0	0	0
363+50	36350.00	50.00	0.00	0.00	0.00	0.00	1	0	0	0	78	0	0	0
364+00	36400.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	78	0	0	0
364+50	36450.00	50.00	2.38	0.00	0.00	0.00	2	0	0	0	80	0	0	0
364+84.727	36484.73	34.73	6.81	0.00	0.00	0.00	6	0	0	0	86	0	0	0

STAGE 2 - EB BIGLOW RD (BLE) - RAB TO END

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
200+00	20000.00	0.00	46.99	0.00	1.25	0.00	0	0	0	0	0	0	0	0
200+25	20025.00	25.00	54.99	0.00	1.35	0.00	47	0	1	0	47	1	0	-1
200+50	20050.00	25.00	63.00	0.00	0.02	0.00	55	0	1	0	102	3	0	-3
200+75	20075.00	25.00	77.66	0.00	0.00	0.00	65	0	0	0	167	3	0	-3
200+85	20085.00	10.00	95.53	0.00	0.00	0.00	32	0	0	0	199	3	0	-3
201+00	20100.00	15.00	154.49	0.00	0.00	0.00	69	0	0	0	268	3	0	-3
201+25	20125.00	25.00	124.38	0.00	0.00	0.00	129	0	0	0	397	3	0	-3
201+50	20150.00	25.00	98.30	0.00	0.00	0.00	103	0	0	0	500	3	0	-3
201+75	20175.00	25.00	77.21	0.00	0.00	0.00	81	0	0	0	581	3	0	-3
202+00	20200.00	25.00	60.02	0.00	0.00	0.00	64	0	0	0	645	3	0	-3
202+04.758	20204.76	4.76	57.80	0.00	0.00	0.00	10	0	0	0	655	3	0	-3
202+09.98	20209.98	5.22	91.41	0.00	0.00	0.00	14	0	0	0	669	3	0	-3
202+25	20225.00	15.02	88.53	0.00	0.00	0.00	50	0	0	0	719	3	0	-3
202+50	20250.00	25.00	75.81	0.00	0.98	0.00	76	0	0	0	795	3	0	-3
202+75	20275.00	25.00	73.30	0.00	0.00	0.00	69	0	0	0	864	3	0	-3
202+95.87	20295.87	20.87	67.99	0.00	0.00	0.00	55	0	0	0	919	3	0	-3

STAGE 2 - WB BIGLOW RD (BLW) - RAB TO EB BIGLOW RD

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
200+00	20000.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
200+25	20025.00	25.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
200+50	20050.00	25.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
200+75	20075.00	25.00	0.05	0.00	0.00	0.00	0	0	0	0	0	0	0	0
200+95.218	20095.22	20.22	2.93	0.00	0.00	0.00	1	0	0	0	1	0	0	0
201+00	20100.00	4.78	4.61	0.00	0.00	0.00	1	0	0	0	2	0	0	0
201+25	20125.00	25.00	13.91	0.00	0.00	0.00	9	0	0	0	11	0	0	0
201+50	20150.00	25.00	23.20	0.00	0.00	0.00	17	0	0	0	28	0	0	0
201+75	20175.00	25.00	29.55	0.00	0.00	0.00	24	0	0	0	52	0	0	0
201+96.299	20196.30	21.30	31.00	0.00	0.00	0.00	24	0	0	0	76	0	0	0

STAGE 2 - ROUNDABOUT

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
11+00.215	1100.22	0.00	26.97	0.00	0.15	0.00	0	0	0	0	0	0	0	0
11+25	1125.00	24.78	21.59	0.00	82.70	0.00	22	0	38	0	22	48	0	-48
11+36.448	1136.45	11.45	25.71	0.00	87.88	0.00	10	0	36	0	32	93	0	-93
11+45.639	1145.64	9.19	32.12	0.00	89.04	0.00	10	0	30	0	42	130	0	-130
11+50	1150.00	4.36	35.34	0.00	89.29	0.00	5	0	14	0	47	148	0	-148
11+75	1175.00	25.00	5.38	0.00	90.86	0.00	19	0	83	0	66	251	0	-251
11+92.5	1192.50	17.50	0.00	0.00	93.77	0.00	2	0	60	0	68	326	0	-326
12+00	1200.00	7.50	0.00	0.00	95.68	0.00	0	0	26	0	68	359	0	-359
12+04.877	1204.88	4.88	0.00	0.00	96.47	0.00	0	0	17	0	68	380	0	-380
12+25	1225.00	20.12	0.00	0.00	81.98	0.00	0	0	66	0	68	463	0	-463
12+31.404	1231.40	6.40	0.00	0.00	76.75	0.00	0	0	19	0	68	486	0	-486
12+35.457	1235.46	4.05	0.00	0.00	73.80	0.00	0	0	11	0	68	500	0	-500
12+50	1250.00	14.54	0.00	0.00	64.75	0.00	0	0	37	0	68	546	0	-546
12+75	1275.00	25.00	0.00	0.00	43.19	0.00	0	0	50	0	68	609	0	-609
12+83.293	1283.29	8.29	0.00	0.00	0.00	0.00	0	0	7	0	68	618	0	-618

STAGE 3 - EB USH 14 (REB) - NORTH - WB USH 14 TO RAB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
354+90.558	35490.56	0.00	132.82	0.00	24.94	0.00	0	0	0	0	0	0	0	0
355+00	35500.00	9.44	132.48	0.00	23.47	0.00	46	0	8	0	46	10	0	-10
355+50	35550.00	50.00	126.90	0.00	17.58	0.00	240	0	38	0	286	58	0	-58
356+00	35600.00	50.00	136.45	0.00	0.01	0.00	244	0	16	0	530	78	0	-78
356+50	35650.00	50.00	136.54	0.00	0.00	0.00	253	0	0	0	783	78	0	-78
357+00	35700.00	50.00	144.40	0.00	0.16	0.00	260	0	0	0	1,043	78	0	-78
357+22.677	35722.68	22.68	139.30	0.00	0.31	0.00	119	0	0	0	1,162	78	0	-78
357+25	35725.00	2.32	144.70	0.00	0.25	0.00	12	0	0	0	1,174	78	0	-78
357+50	35750.00	25.00	123.41	0.00	0.05	0.00	124	0	0	0	1,298	78	0	-78
357+75	35775.00	25.00	72.53	0.00	0.00	0.00	91	0	0	0	1,389	78	0	-78
358+00	35800.00	25.00	64.52	0.00	0.00	0.00	63	0	0	0	1,452	78	0	-78
358+25	35825.00	25.00	61.60	0.00	0.00	0.00	58	0	0	0	1,510	78	0	-78
358+50	35850.00	25.00	80.70	0.00	0.00	0.00	66	0	0	0	1,576	78	0	-78
358+75	35875.00	25.00	99.00	0.00	0.00	0.00	83	0	0	0	1,659	78	0	-78
359+00	35900.00	25.00	104.52	0.00	0.00	0.00	94	0	0	0	1,753	78	0	-78
359+06.686	35906.69	6.69	107.20	0.00	0.00	0.00	26	0	0	0	1,779	78	0	-78

STAGE 3 - EB USH 14 (REB) - SOUTH - RAB TO END

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
360+54.477	36054.48	0.00	61.00	0.00	25.39	0.00	0	0	0	0	0	0	0	0
360+75	36075.00	20.52	46.31	0.00	25.17	0.00	41	0	19	0	41	24	0	-24
360+87.5	36087.50	12.50	53.53	0.00	37.04	0.00	23	0	14	0	64	41	0	-41
361+00	36100.00	12.50	54.41	0.00	57.18	0.00	25	0	22	0	89	69	0	-69
361+25	36125.00	25.00	58.03	0.00	56.37	0.00	52	0	53	0	141	135	0	-135
361+50	36150.00	25.00	63.04	0.00	38.26	0.00	56	0	44	0	197	190	0	-190
361+75	36175.00	25.00	70.99	0.00	18.95	0.00	62	0	26	0	259	223	0	-223
362+00	36200.00	25.00	89.60	0.00	2.19	0.00	74	0	10	0	333	235	0	-235
362+50	36250.00	50.00	96.51	0.00	0.00	0.00	172	0	2	0	505	238	0	-238
363+00	36300.00	50.00	100.26	0.00	0.00	0.00	182	0	0	0	687	238	0	-238
363+50	36350.00	50.00	81.05	0.00	0.00	0.00	168	0	0	0	855	238	0	-238
364+00	36400.00	50.00	73.68	0.00	0.00	0.00	143	0	0	0	998	238	0	-238
364+50	36450.00	50.00	62.07	0.00	0.00	0.00	126	0	0	0	1,124	238	0	-238
364+79.153	36479.15	29.15	63.66	0.00	0.00	0.00	68	0	0	0	1,192	238	0	-238
364+80.233	36480.23	1.08	57.53	0.00	0.00	0.00	2	0	0	0	1,194	238	0	-238
365+00	36500.00	19.77	62.08	0.00	0.00	0.00	44	0	0	0	1,238	238	0	-238
365+50	36550.00	50.00	66.31	0.00	0.00	0.00	119	0	0	0	1,357	238	0	-238
366+00	36600.00	50.00	71.28	0.00	0.00	0.00	127	0	0	0	1,484	238	0	-238
366+50	36650.00	50.00	84.97	0.00	0.00	0.00	145	0	0	0	1,629	238	0	-238
367+00	36700.00	50.00	94.92	0.00	0.00	0.00	167	0	0	0	1,796	238	0	-238
367+50	36750.00	50.00	95.71	0.00	0.00	0.00	177	0	0	0	1,973	238	0	-238
367+94.968	36794.97	44.97	88.73	0.00	0.00	0.00	154	0	0	0	2,127	238	0	-238
368+00	36800.00	5.03	19.73	0.00	0.00	0.00	10	0	0	0	2,137	238	0	-238
368+50	36850.00	50.00	14.96	0.00	0.00	0.00	32	0	0	0	2,169	238	0	-238
369+00	36900.00	50.00	15.19	0.00	0.00	0.00	28	0	0	0	2,197	238	0	-238
369+50	36950.00	50.00	0.33	0.00	3.61	0.00	14	0	3	0	2,211	241	0	-241
370+00	37000.00	50.00	0.18	0.00	0.00	0.00	0	0	3	0	2,211	245	0	-245
370+13.754	37013.75	13.75	0.00	0.00	0.00	0.00	0	0	0	0	2,211	245	0	-245

STAGE 3 - EB STH 92 (EB) - BEGIN TO RAB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
100+00	10000.00	0.00	83.03	0.00	1.07	0.00	0	0	0	0	0	0	0	0
100+50	10050.00	50.00	91.19	0.00	0.00	0.00	161	0	1	0	161	1	0	-1
101+00	10100.00	50.00	96.43	0.00	0.00	0.00	174	0	0	0	335	1	0	-1
101+50	10150.00	50.00	105.64	0.00	0.00	0.00	187	0	0	0	522	1	0	-1
102+00	10200.00	50.00	105.60	0.00	0.32	0.00	196	0	0	0	718	1	0	-1
102+50	10250.00	50.00	115.02	0.00	0.00	0.00	204	0	0	0	922	1	0	-1
102+54.702	10254.70	4.70	115.97	0.00	0.00	0.00	20	0	0	0	942	1	0	-1
102+56.635	10256.63	1.93	91.97	0.00	0.00	0.00	7	0	0	0	949	1	0	-1
103+00	10300.00	43.37	98.76	0.00	0.00	0.00	153	0	0	0	1,102	1	0	-1
103+50	10350.00	50.00	121.63	0.00	0.00	0.00	204	0	0	0	1,306	1	0	-1
104+00	10400.00	50.00	149.13	0.00	0.00	0.00	251	0	0	0	1,557	1	0	-1
104+50	10450.00	50.00	155.45	0.00	0.00	0.00	282	0	0	0	1,839	1	0	-1
105+00	10500.00	50.00	155.36	0.00	0.00	0.00	288	0	0	0	2,127	1	0	-1
105+02.711	10502.71	2.71	111.34	0.00	0.00	0.00	13	0	0	0	2,140	1	0	-1
105+25	10525.00	22.29	110.03	0.00	0.00	0.00	91	0	0	0	2,231	1	0	-1
105+50	10550.00	25.00	113.17	0.00	0.01	0.00	103	0	0	0	2,334	1	0	-1
105+75	10575.00	25.00	92.06	0.00	1.76	0.00	95	0	1	0	2,429	3	0	-3
106+00	10600.00	25.00	78.97	0.00	7.51	0.00	79	0	4	0	2,508	8	0	-8
106+25	10625.00	25.00	67.38	0.00	10.73	0.00	68	0	8	0	2,576	18	0	-18
106+30	10630.00	5.00	66.15	0.00	13.13	0.00	12	0	2	0	2,588	20	0	-20

STAGE 3 - WB STH 92 (WB) - EB STH 92 TO RAB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
102+57.1	10257.10	0.00	23.82	0.00	0.00	0.00	0	0	0	0	0	0	0	0
102+75	10275.00	17.90	23.68	0.00	0.00	0.00	16	0	0	0	16	0	0	0
103+00	10300.00	25.00	23.58	0.00	0.00	0.00	22	0	0	0	38	0	0	0
103+50	10350.00	50.00	15.73	0.00	0.00	0.00	36	0	0	0	74	0	0	0
104+00	10400.00	50.00	0.14	0.00	0.00	0.00	15	0	0	0	89	0	0	0
104+50	10450.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
105+00	10500.00	50.00	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
105+08.975	10508.97	8.97	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
105+25	10525.00	16.03	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
105+50	10550.00	25.00	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
105+75	10575.00	25.00	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
106+00	10600.00	25.00	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
106+25	10625.00	25.00	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0
106+29.03	10629.03	4.03	0.00	0.00	0.00	0.00	0	0	0	0	89	0	0	0

STAGE 3 - ROUNDABOUT

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
10+00	1000.00	0.00	37.84	0.00	63.96	0.00	0	0	0	0	0	0	0	0
10+11.96	1011.96	11.96	38.63	0.00	66.92	0.00	17	0	29	0	17	36	0	-36
10+25	1025.00	13.04	72.76	0.00	70.48	0.00	27	0	33	0	44	78	0	-78
10+38.155	1038.16	13.16	88.73	0.00	94.60	0.00	39	0	40	0	83	128	0	-128
10+41.776	1041.78	3.62	102.46	0.00	97.61	0.00	13	0	13	0	96	144	0	-144
10+50	1050.00	8.22	71.14	0.00	97.46	0.00	26	0	30	0	122	181	0	-181
10+75	1075.00	25.00	44.03	0.00	81.07	0.00	53	0	83	0	175	285	0	-285
10+90.041	1090.04	15.04	69.90	0.00	43.72	0.00	32	0	35	0	207	329	0	-329
11+00.215	1100.22	10.17	0.00	0.00	0.00	0.00	13	0	8	0	220	339	0	-339
12+83.293	1283.29	0.00	0.00	0.00	2.14	0.00	0	0	0	0	220	339	0	-339
13+00	1300.00	16.71	34.69	0.00	49.10	0.00	11	0	16	0	231	359	0	-359
13+25	1325.00	25.00	180.13	0.00	52.75	0.00	99	0	47	0	330	418	0	-418
13+29.087	1329.09	4.09	163.13	0.00	55.94	0.00	26	0	8	0	356	428	0	-428
13+37.5	1337.50	8.41	131.32	0.00	58.19	0.00	46	0	18	0	402	450	0	-450
13+40.153	1340.15	2.65	117.73	0.00	59.06	0.00	12	0	6	0	414	458	0	-458
13+50	1350.00	9.85	81.49	0.00	60.29	0.00	36	0	22	0	450	485	0	-485
13+75	1375.00	25.00	40.61	0.00	62.84	0.00	57	0	57	0	507	556	0	-556
13+80	1380.00	5.00	37.89	0.00	63.93	0.00	7	0	12	0	514	571	0	-571

STAGE 4 - EB USH 14 (REB) - NORTH - BEGIN TO RAB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
351+50	35150.00	0.00	4.90	0.00	0.82	0.00	0	0	0	0	0	0	0	0
351+75	35175.00	25.00	0.79	0.00	7.86	0.00	3	0	4	0	3	5	0	-5
352+00	35200.00	25.00	88.55	0.00	11.37	0.00	41	0	9	0	44	16	0	-16
352+37.5	35237.50	37.50	95.15	0.00	14.53	0.00	128	0	18	0	172	39	0	-39
352+50	35250.00	12.50	99.22	0.00	21.15	0.00	45	0	8	0	217	49	0	-49
352+75	35275.00	25.00	102.16	0.00	17.84	0.00	93	0	18	0	310	71	0	-71
353+00	35300.00	25.00	115.71	0.00	16.69	0.00	101	0	16	0	411	91	0	-91
353+50	35350.00	50.00	146.19	0.00	17.85	0.00	242	0	32	0	653	131	0	-131
354+00	35400.00	50.00	170.16	0.00	19.50	0.00	293	0	35	0	946	175	0	-175
354+50	35450.00	50.00	172.53	0.00	22.72	0.00	317	0	39	0	1,263	224	0	-224
354+90.556	35490.49	40.49	65.51	0.00	0.05	0.00	178	0	17	0	1,441	245	0	-245

STAGE 4 - EB USH 14 (REB) - SOUTH - RAB TO END

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
364+80.233	36480.23	0.00	15.74	0.00	0.00	0.00	0	0	0	0	0	0	0	0
365+00	36500.00	19.77	21.45	0.00	0.00	0.00	14	0	0	0	14	0	0	0
365+50	36550.00	50.00	37.10	0.00	0.00	0.00	54	0	0	0	68	0	0	0
366+00	36600.00	50.00	47.63	0.00	0.00	0.00	78	0	0	0	146	0	0	0
366+50	36650.00	50.00	54.07	0.00	0.14	0.00	94	0	0	0	240	0	0	0
367+00	36700.00	50.00	51.17	0.00	0.05	0.00	97	0	0	0	337	0	0	0
367+50	36750.00	50.00	44.04	0.00	0.33	0.00	88	0	0	0	425	0	0	0
367+94.968	36794.97	44.97	37.76	0.00	0.15	0.00	68	0	0	0	493	0	0	0
368+00	36800.00	5.03	29.72	0.00	0.00	0.00	6	0	0	0	499	0	0	0
368+50	36850.00	50.00	25.45	0.00	0.00	0.00	51	0	0	0	550	0	0	0
369+00	36900.00	50.00	16.11	0.00	0.00	0.00	38	0	0	0	588	0	0	0
369+50	36950.00	50.00	4.50	0.00	0.00	0.00	19	0	0	0	607	0	0	0
370+00	37000.00	50.00	0.00	0.00	0.00	0.00	4	0	0	0	611	0	0	0
370+13.754	37013.75	13.75	0.00	0.00	0.00	0.00	0	0	0	0	611	0	0	0
370+46.91	37046.91	33.16	0.00	0.00	0.00	0.00	0	0	0	0	611	0	0	0

STAGE 4 - WB USH 14 (RWB) - NORTH - EB USH 14 TO RAB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
354+90.166	35490.17	0.00	42.27	0.00	0.00	0.00	0	0	0	0	0	0	0	0
355+00	35500.00	9.83	35.43	0.00	0.00	0.00	14	0	0	0	14	0	0	0
355+25	35525.00	25.00	21.83	0.00	0.00	0.00	27	0	0	0	41	0	0	0
355+50	35550.00	25.00	13.07	0.00	0.00	0.00	16	0	0	0	57	0	0	0
356+00	35600.00	50.00	4.40	0.00	0.00	0.00	16	0	0	0	73	0	0	0
356+50	35650.00	50.00	2.75	0.00	0.00	0.00	7	0	0	0	80	0	0	0
357+00	35700.00	50.00	0.90	0.00	0.00	0.00	3	0	0	0	83	0	0	0
357+50	35750.00	50.00	1.35	0.00	0.00	0.00	2	0	0	0	85	0	0	0
357+75	35775.00	25.00	1.85	0.00	0.00	0.00	1	0	0	0	86	0	0	0
358+00	35800.00	25.00	1.78	0.00	0.00	0.00	2	0	0	0	88	0	0	0

STAGE 4 - WB USH 14 (RWB) - SOUTH - RAB TO STA 362+30

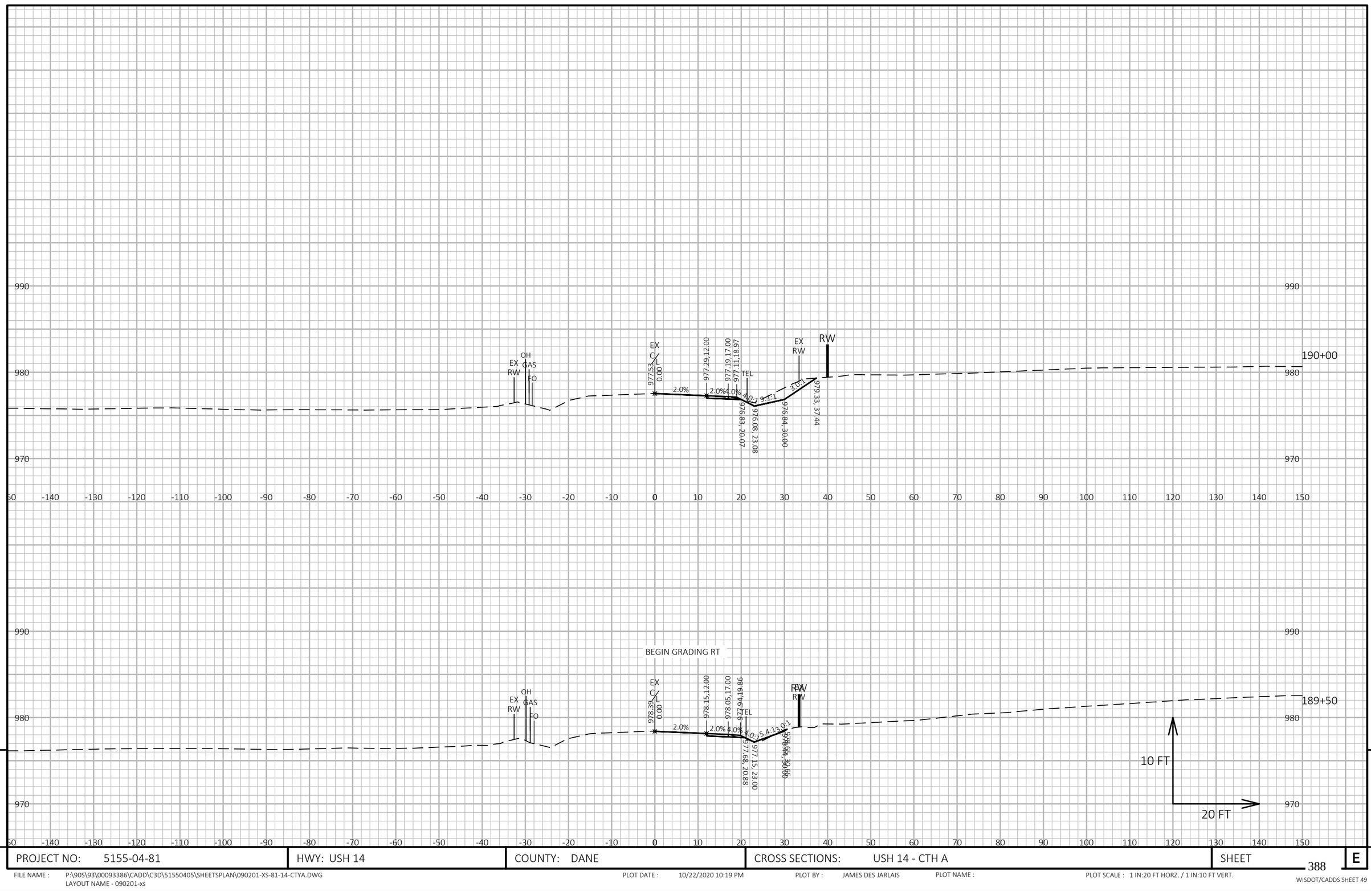
STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
360+67.952	36067.95	0.00	5.35	0.00	7.61	0.00	0	0	0	0	0	0	0	0
360+75	36075.00	7.05	6.27	0.00	7.60	0.00	2	0	2	0	2	3	0	-3
361+00	36100.00	25.00	14.39	0.00	7.46	0.00	10	0	7	0	12	11	0	-11
361+25	36125.00	25.00	20.11	0.00	7.48	0.00	16	0	7	0	28	20	0	-20
361+50	36150.00	25.00	17.79	0.00	7.51	0.00	18	0	7	0	46	29	0	-29
361+75	36175.00	25.00	5.41	0.00	7.57	0.00	11	0	7	0	57	38	0	-38
362+00	36200.00	25.00	5.26	0.00	10.16	0.00	5	0	8	0	62	48	0	-48
362+25	36225.00	25.00	5.06	0.00	3.40	0.00	5	0	6	0	67	55	0	-55
362+30	36230.00	5.00	0.00	0.00	0.00	0.00	0	0	0	0	67	55	0	-55

STAGE 4 - WB USH 14 (RWB) - SOUTH - 364+25 to 14EB

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
364+25	36425.00	0.00	4.38	0.00	0.00	0.00	0	0	0	0	0	0	0	0
364+50	36450.00	25.00	6.28	0.00	0.00	0.00	5	0	0	0	5	0	0	0
364+84.727	36484.73	34.73	16.50	0.00	0.00	0.00	15	0	0	0	20	0	0	0

STAGE 4 - ROUNDABOUT

STATION	REAL STATION	DISTANCE	AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)			
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	EBS	CUT 1.00	EXPANDED FILL 1.25	EXPANDED EBS BACKFILL 1.00	MASS ORDINATE
							NOTE 1	NOTE 2	NOTE 3		NOTE 1		NOTE 5	NOTE 8
10+00	1000.00	0.00	0.00	0.00	51.31	0.00	0	0	0	0	0	0	0	0
10+25	1025.00	25.00	0.00	0.00	50.59	0.00	0	0	47	0	0	59	0	-59
10+41.776	1041.78	16.78	0.00	0.00	49.75	0.00	0	0	31	0	0	98	0	-98
10+50	1050.00	8.22	0.00	0.00	49.12	0.00	0	0	15	0	0	116	0	-116
10+75	1075.00	25.00	0.00	0.00	45.25	0.00	0	0	44	0	0	171	0	-171
10+91.066	1091.07	16.07	0.00	0.00	41.43	0.00	0	0	26	0	0	204	0	-204
11+00	1100.00	8.93	0.00	0.00	39.35	0.00	0	0	13	0	0	220	0	-220
11+25	1125.00	25.00	6.92	0.00	36.08	0.00	3	0	35	0	3	264	0	-264
11+37.5	1137.50	12.50	5.84	0.00	40.25	0.00	3	0	18	0	6	286	0	-286
11+45.639	1145.64	8.14	9.07	0.00	41.26	0.00	2	0	12	0	8	301	0	-301
11+50	1150.00	4.36	11.15	0.00	44.80	0.00	2	0	7	0	10	310	0	-310
11+75	1175.00	25.00	10.00	0.00	32.72	0.00	10	0	36	0	20	355	0	-355
11+92.5	1192.50	17.50	10.40	0.00	33.36	0.00	7	0	21	0	27	381	0	-381
12+00	1200.00	7.50	11.20	0.00	33.68	0.00	3	0	9	0	30	393	0	-393
12+25	1225.00	25.00	8.60	0.00	29.19	0.00	9	0	29	0	39	429	0	-429
12+35	1235.00	10.00	6.10	0.00	27.16	0.00	3	0	10	0	42	441	0	-441
12+50	1250.00	15.00	0.00	0.00	25.21	0.00	2	0	15	0	44	460	0	-460
12+75	1275.00	25.00	0.00	0.00	24.54	0.00	0	0	23	0	44	489	0	-489
12+85	1285.00	10.00	0.00	0.00	25.37	0.00	0	0	9	0	44	500	0	-500
13+00	1300.00	15.00	0.00	0.00	28.18	0.00	0	0	15	0	44	519	0	-519
13+25	1325.00	25.00	0.00	0.00	37.89	0.00	0	0	31	0	44	558	0	-558
13+29.087	1329.09	4.09	0.00	0.00	40.40	0.00	0	0	6	0	44	565	0	-565
13+37.5	1337.50	8.41	0.00	0.00	45.92	0.00	0	0	13	0	44	581	0	-581
13+50	1350.00	12.50	0.00	0.00	50.19	0.00	0	0	22	0	44	609	0	-609
13+75	1375.00	25.00	0.00	0.00	51.38	0.00	0	0	47	0	44	668	0	-668
13+80.133	1380.13	5.13	0.00	0.00	51.31	0.00	0	0	10	0	44	680	0	-680



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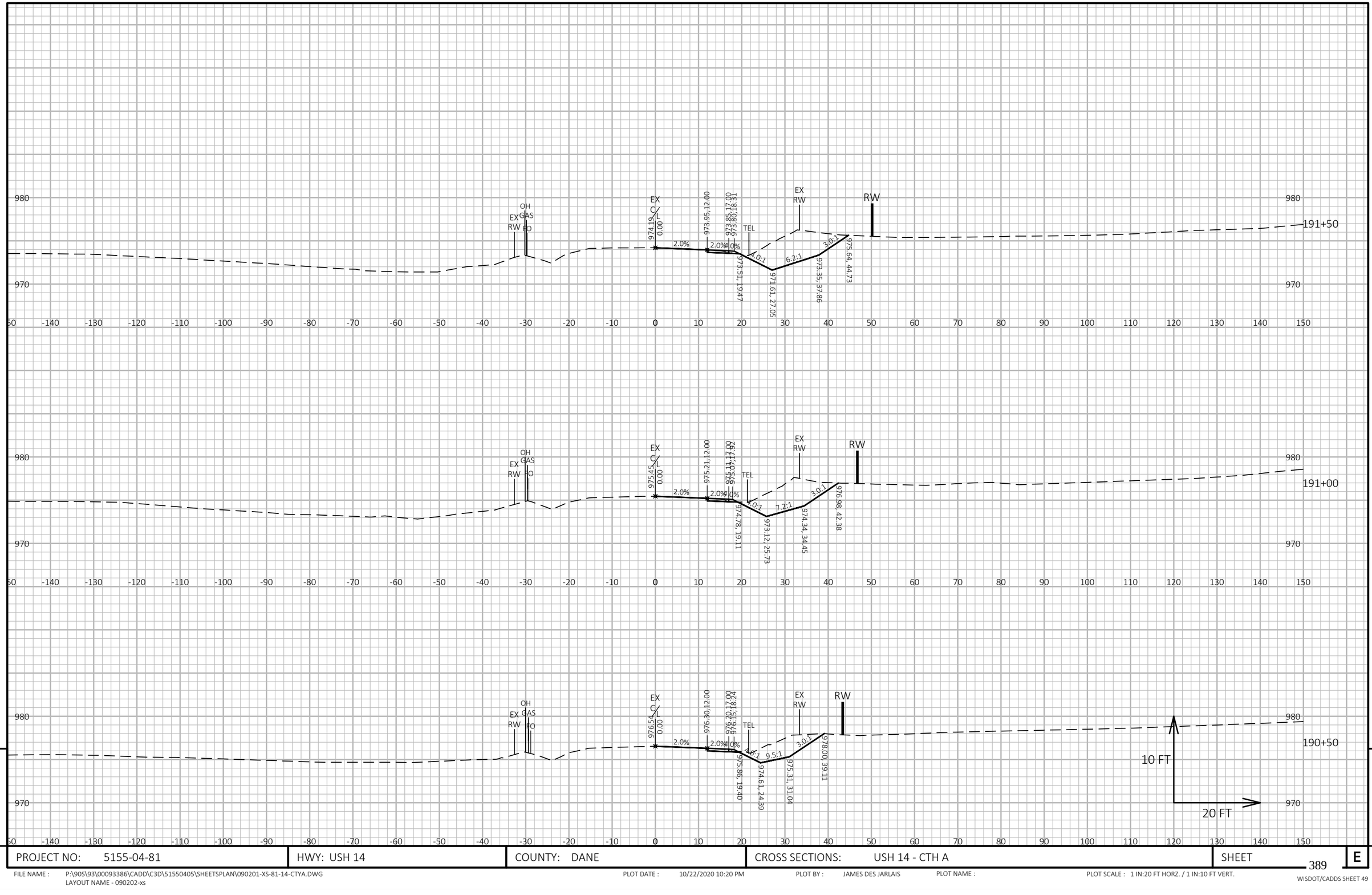
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PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 388	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 10/22/2020 10:19 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

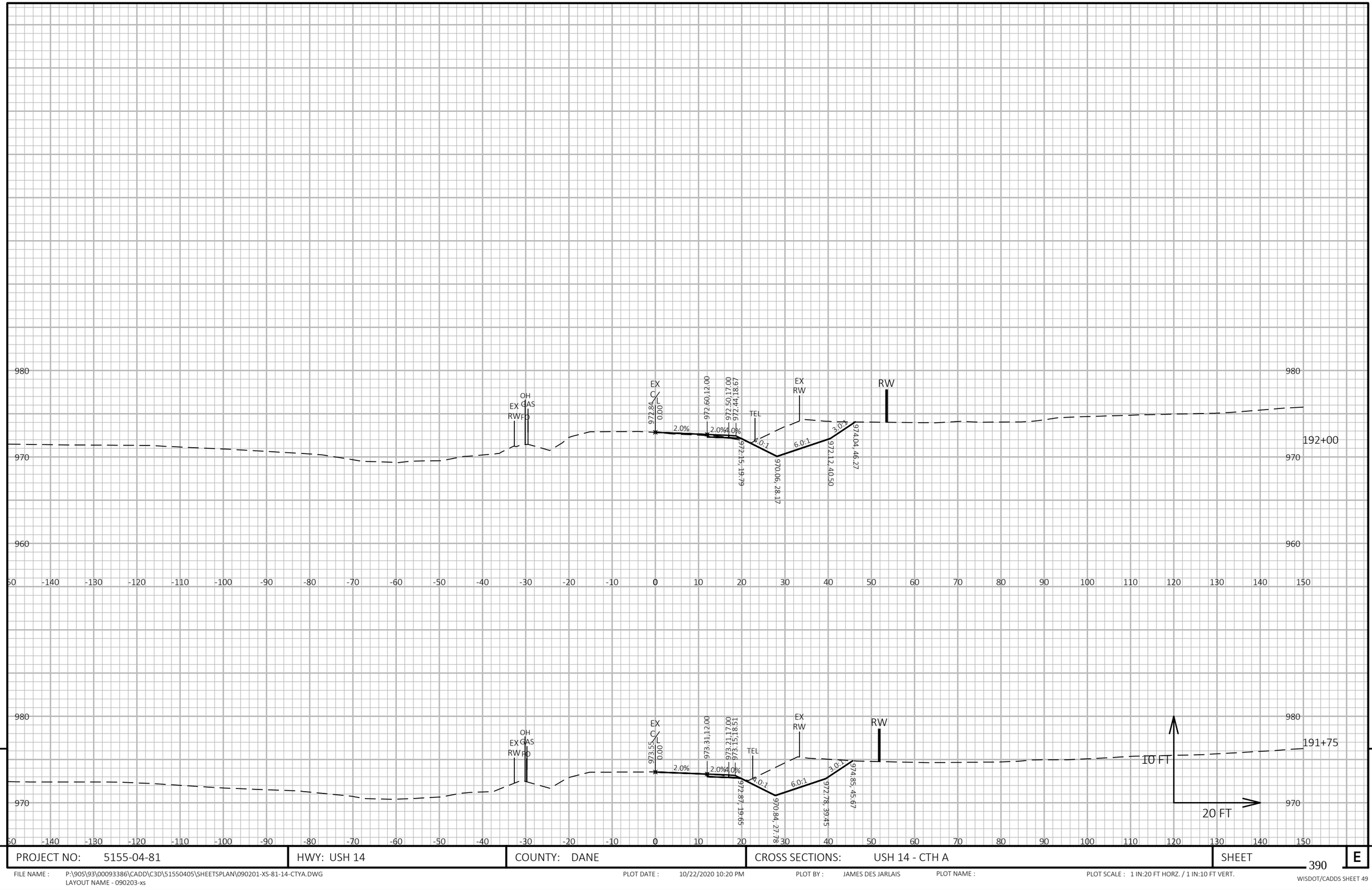
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PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 389	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090202-xs

PLOT DATE : 10/22/2020 10:20 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

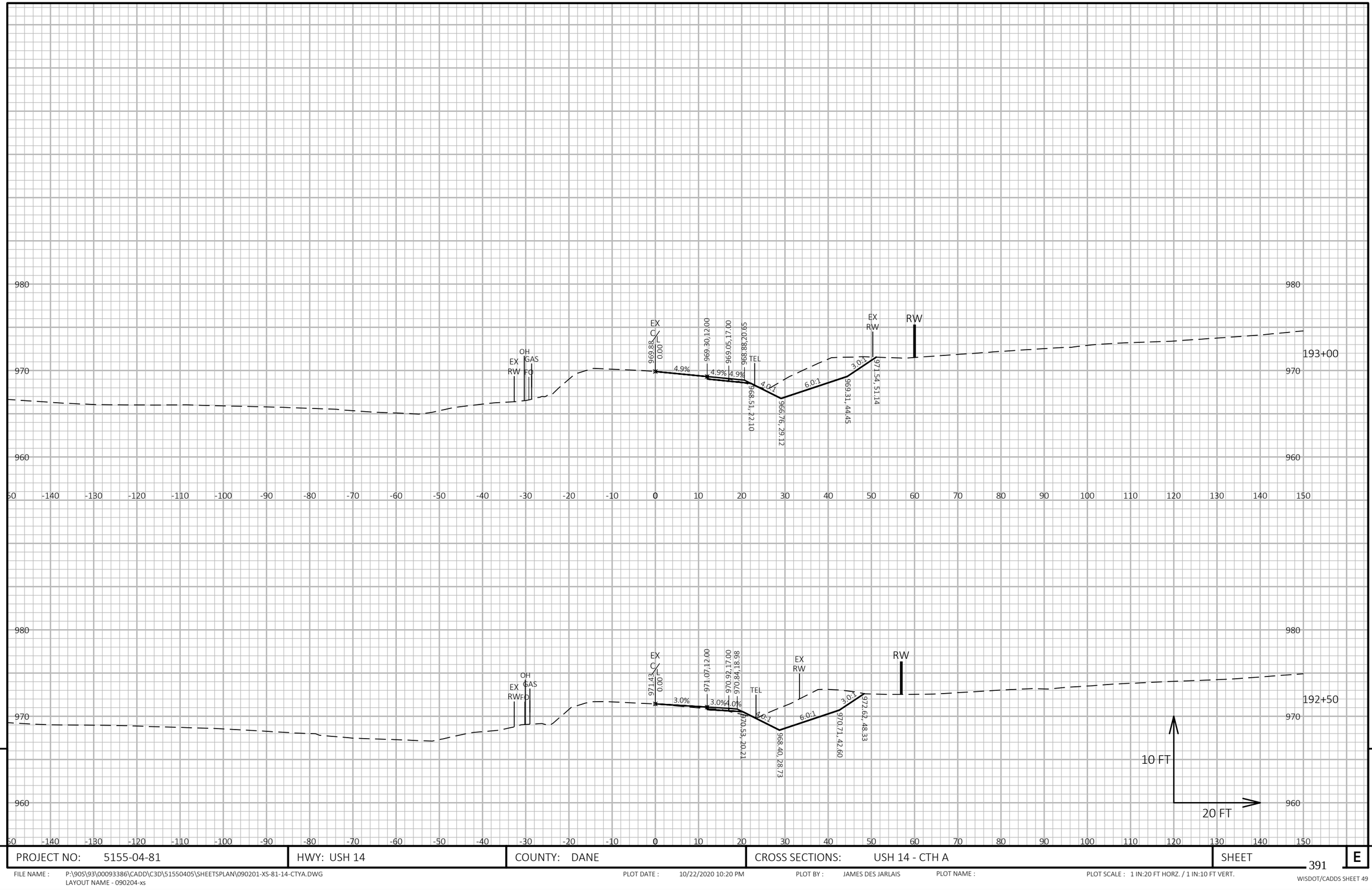


PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 390	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 10/22/2020 10:20 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

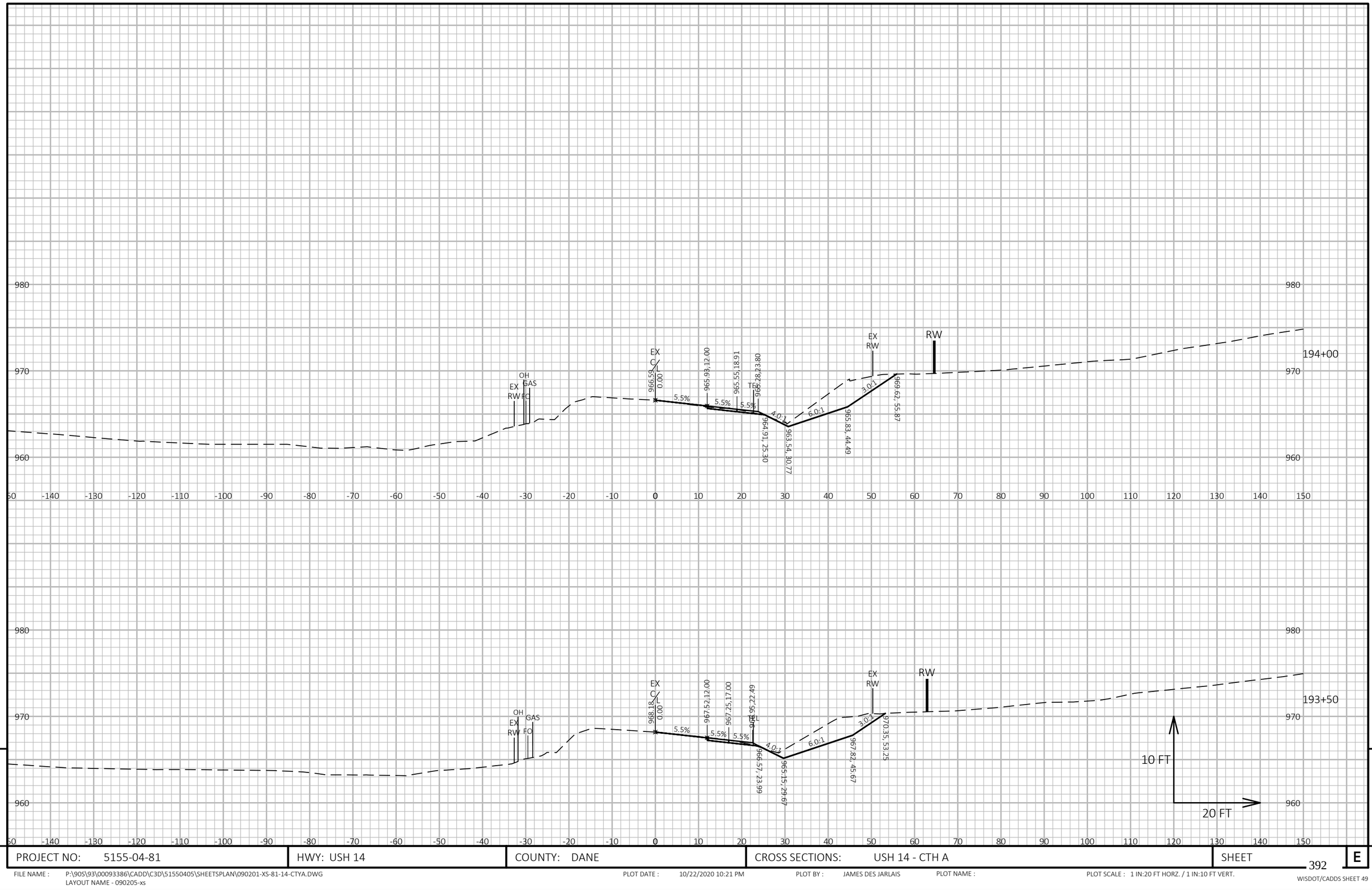


PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 391	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 10/22/2020 10:20 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

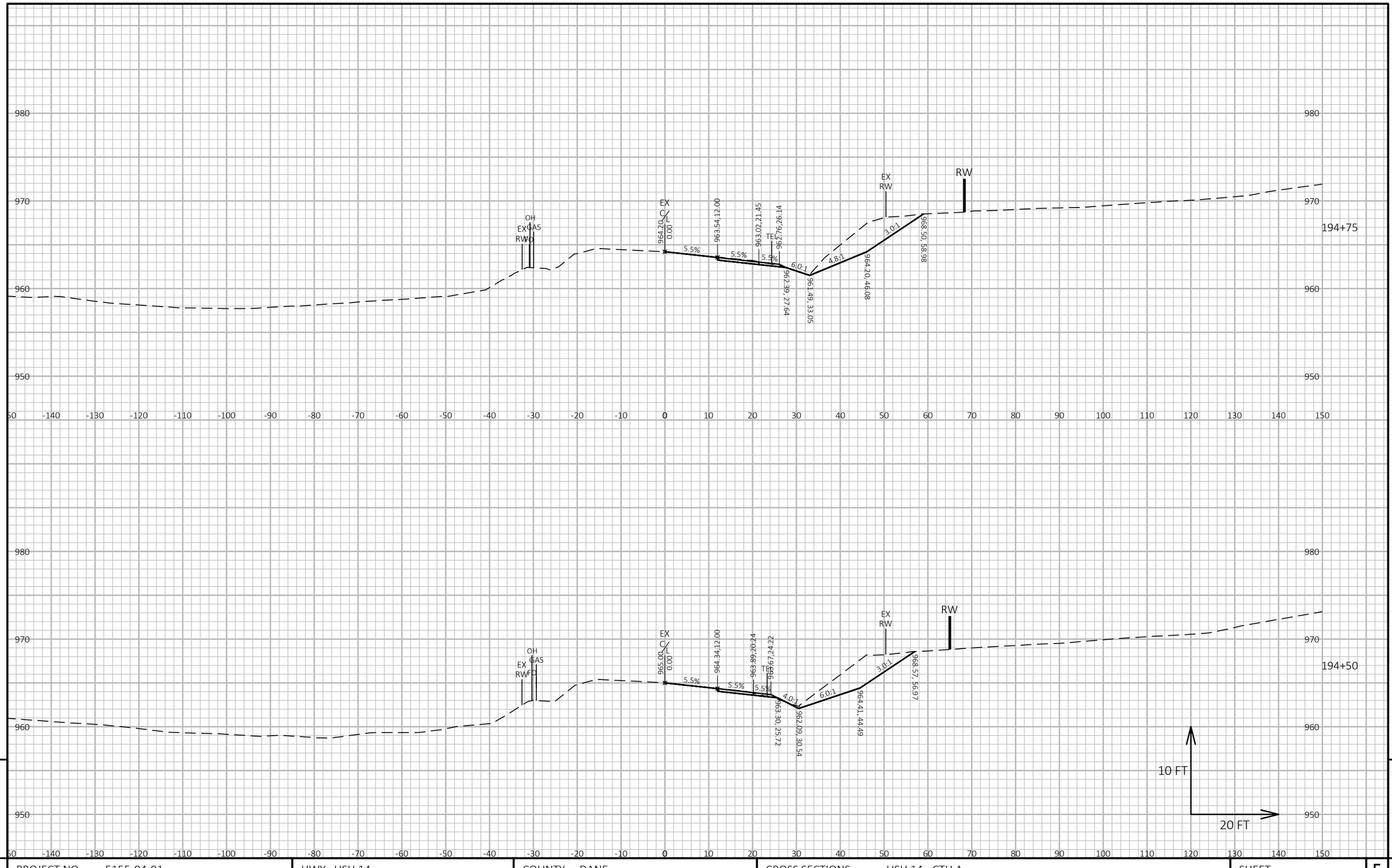


PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 392	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 10/22/2020 10:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

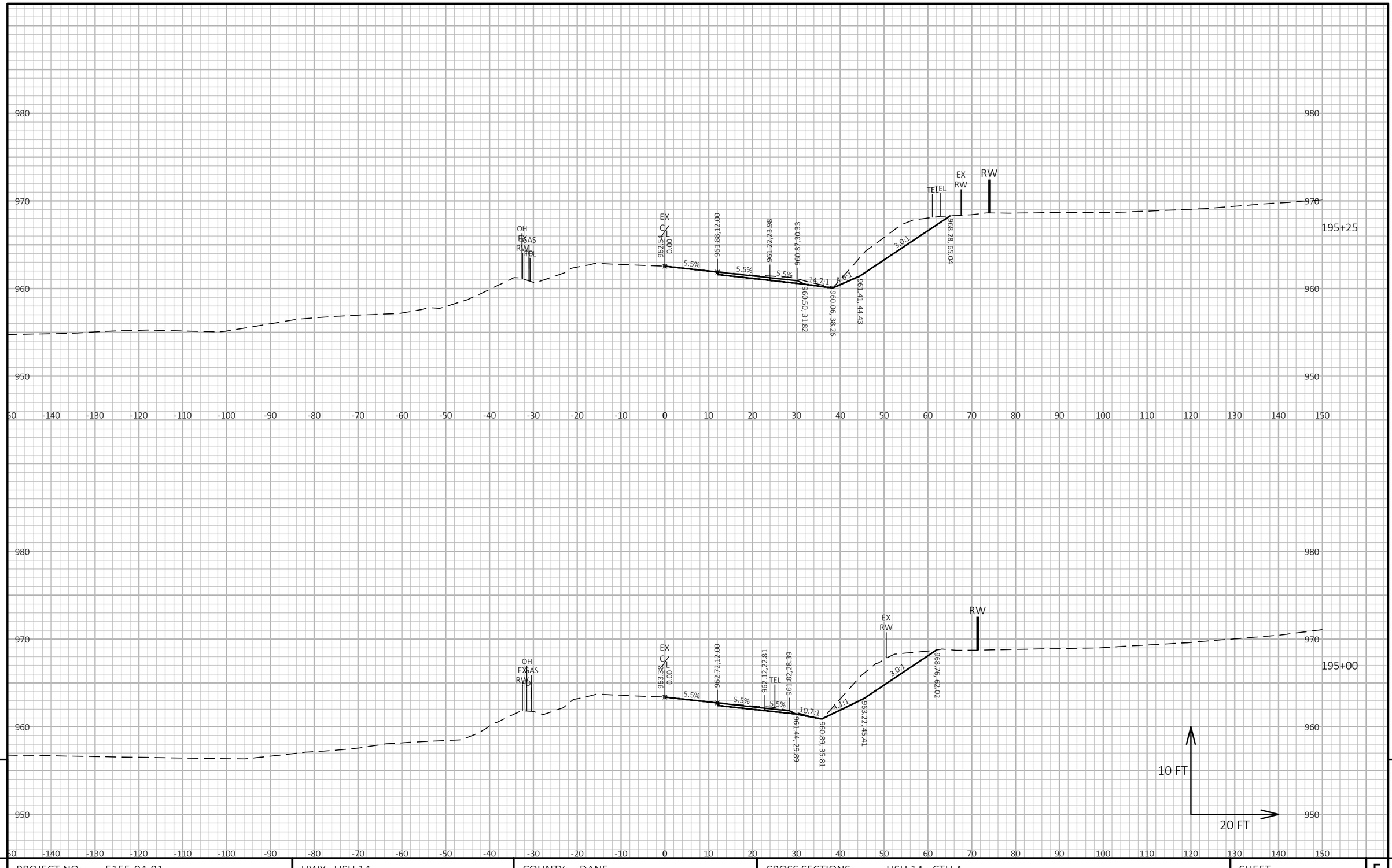
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PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 393	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090206-xs

PLOT DATE : 10/22/2020 10:21 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



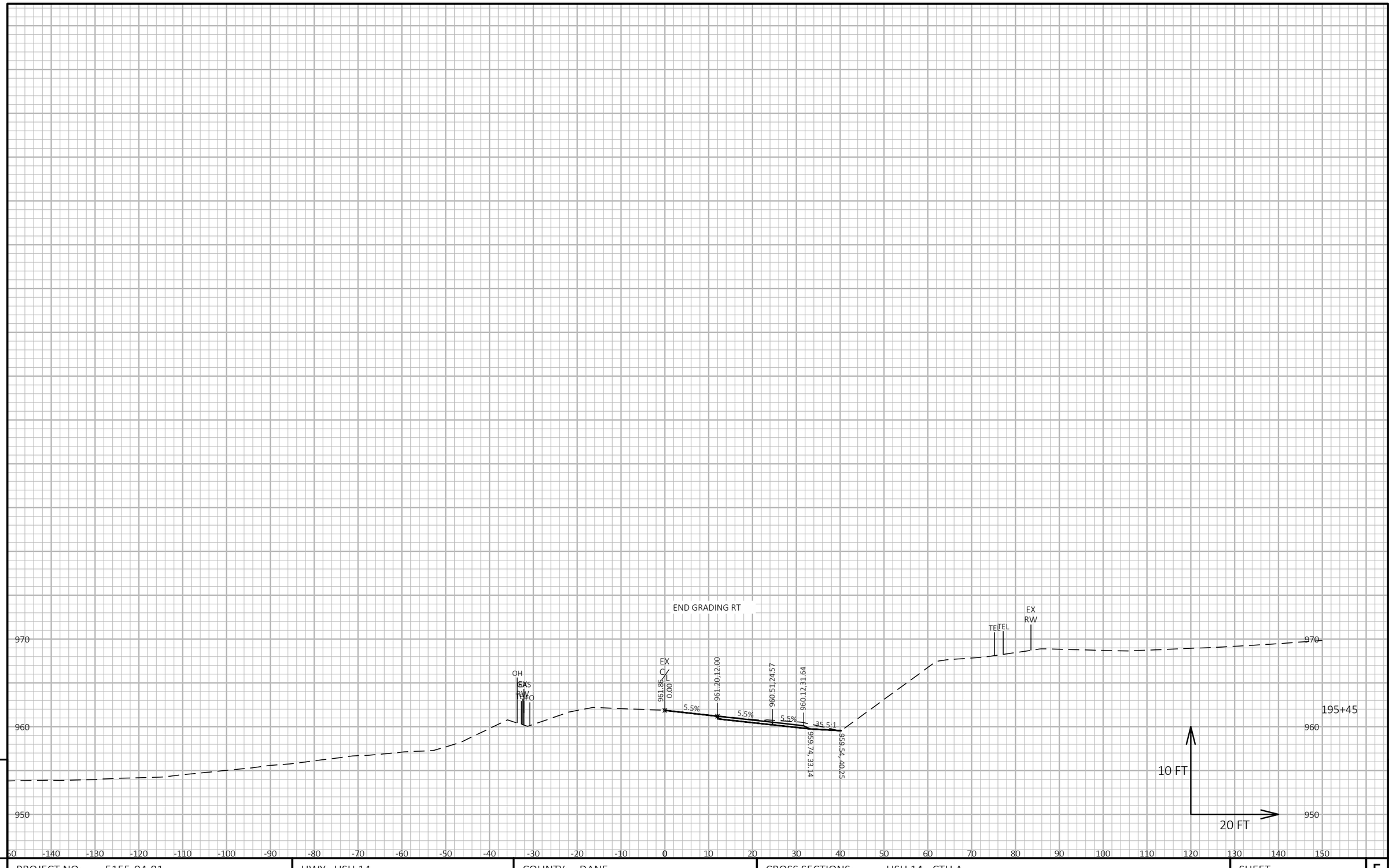
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PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 394	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 10/22/2020 10:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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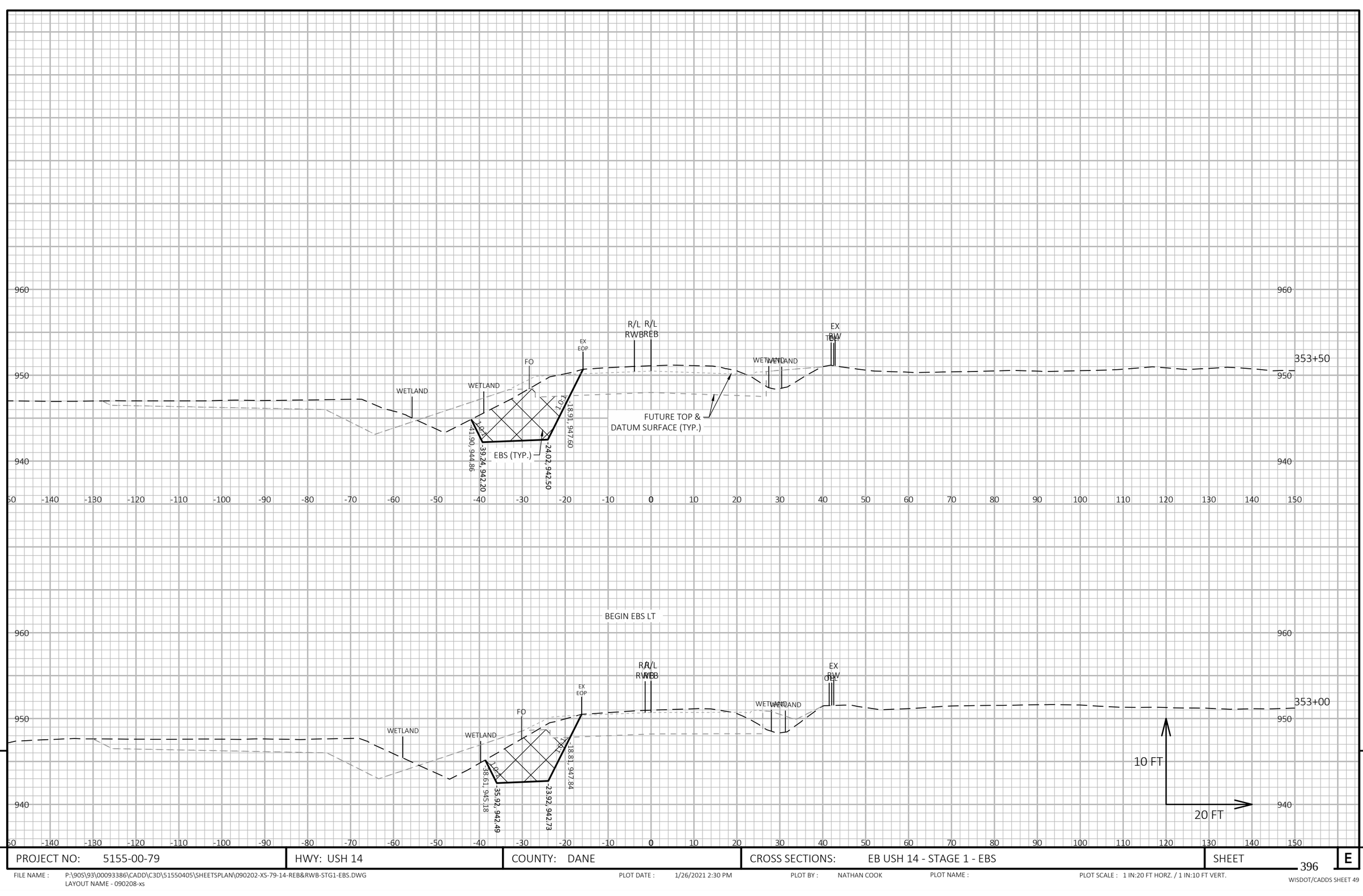
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PROJECT NO: 5155-04-81	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - CTH A	SHEET 395	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090201-XS-81-14-CTYA.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 10/22/2020 10:22 PM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

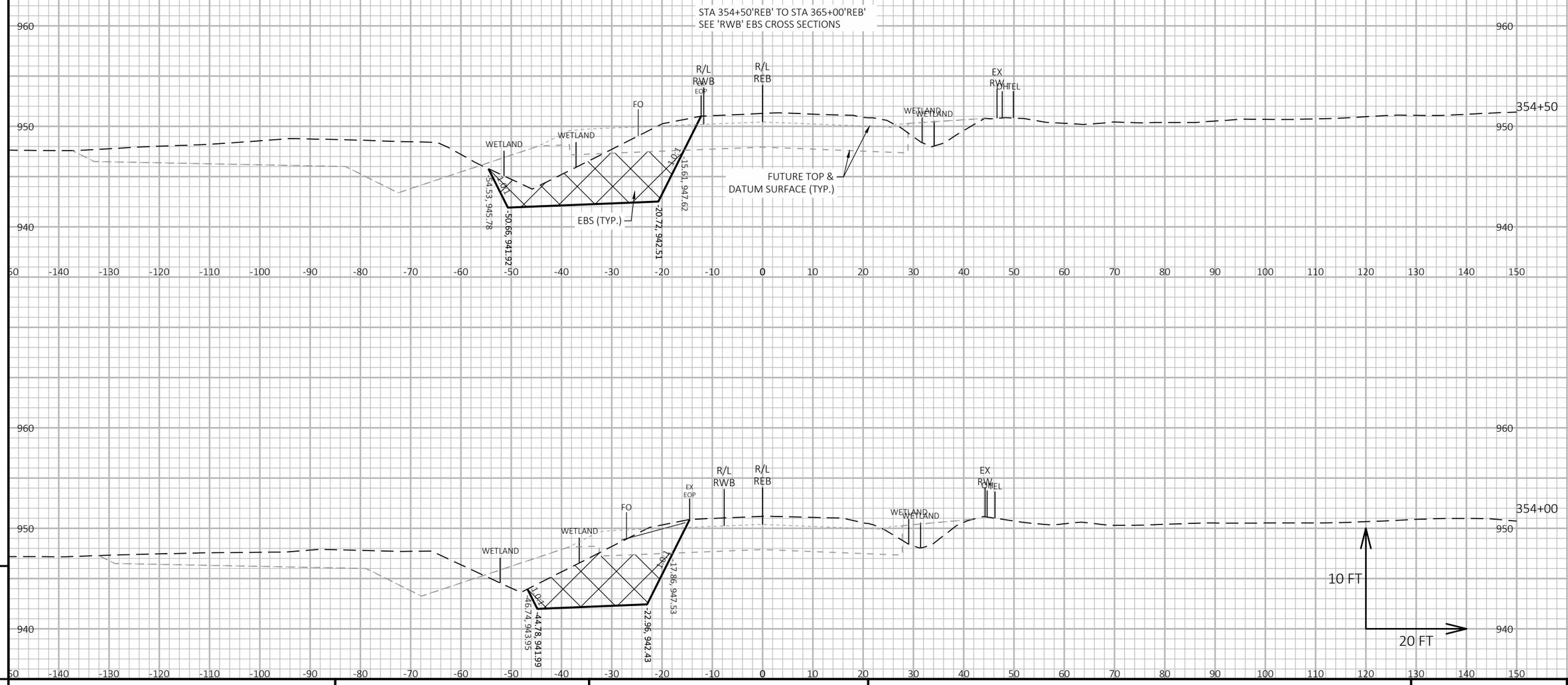
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 - EBS	SHEET 396	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090208-xs

PLOT DATE : 1/26/2021 2:30 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA 354+50'REB' TO STA 365+00'REB'
SEE 'RWB' EBS CROSS SECTIONS

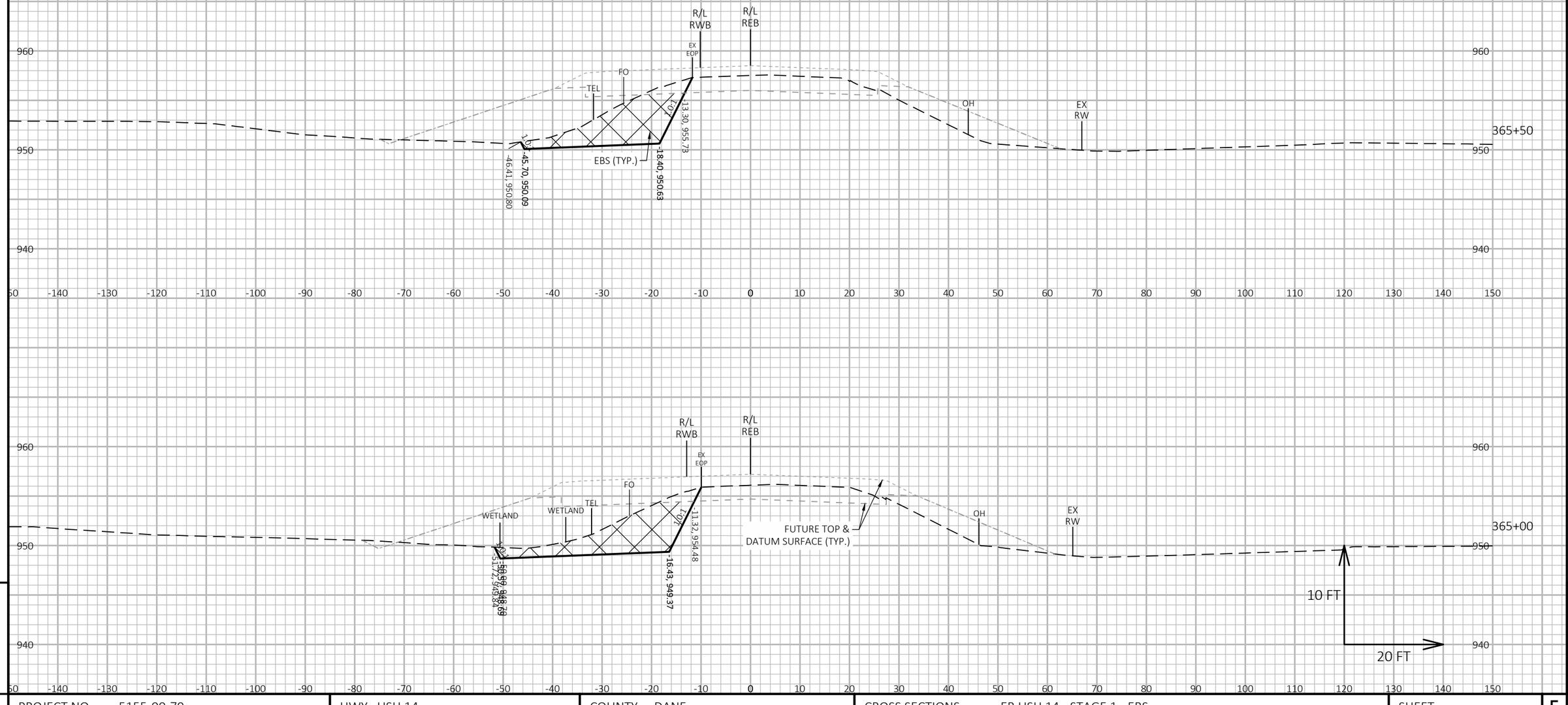


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 - EBS	SHEET 397	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 1/26/2021 2:30 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

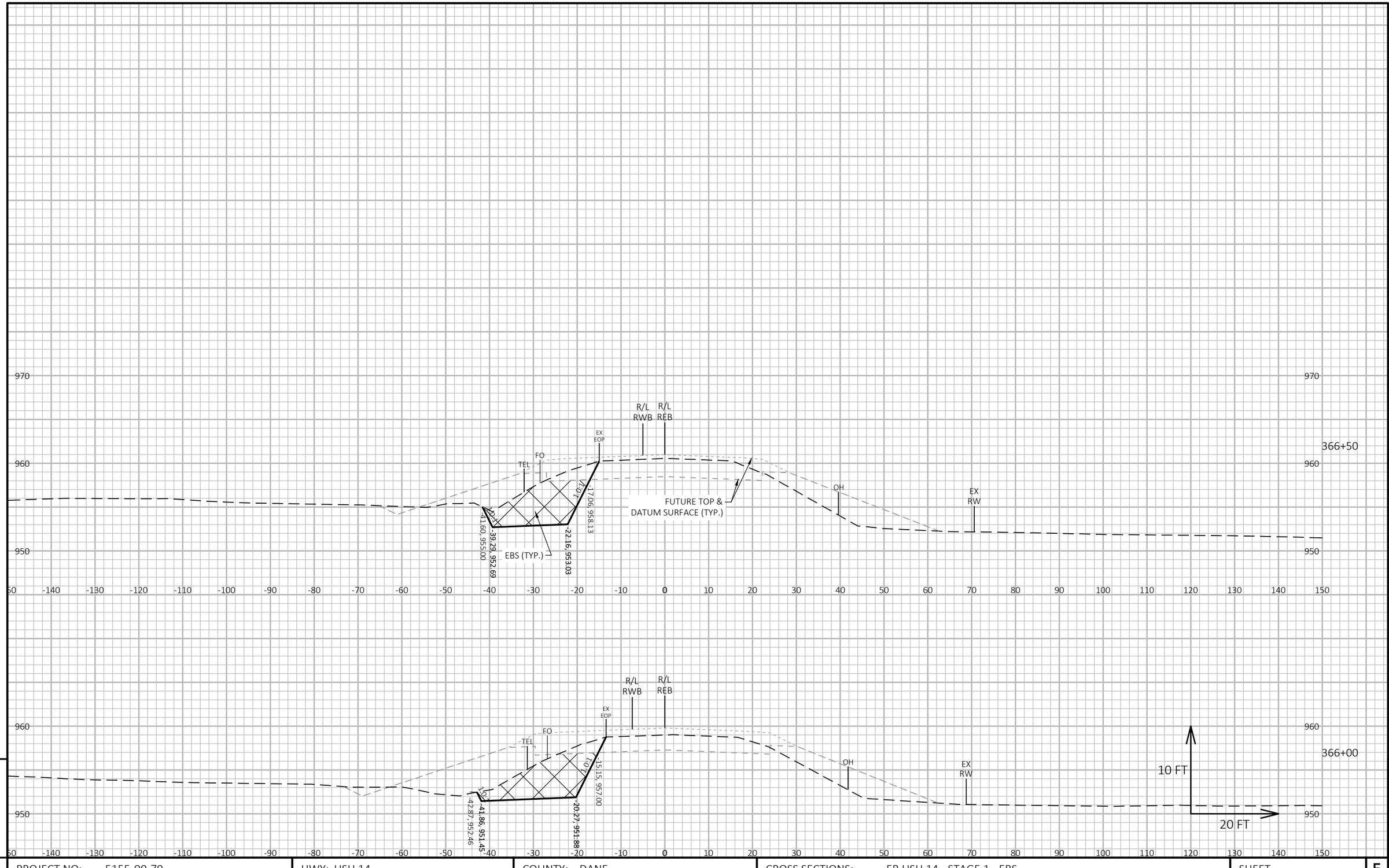


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 - EBS	SHEET 398 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090210-xs

PLOT DATE : 1/26/2021 2:30 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

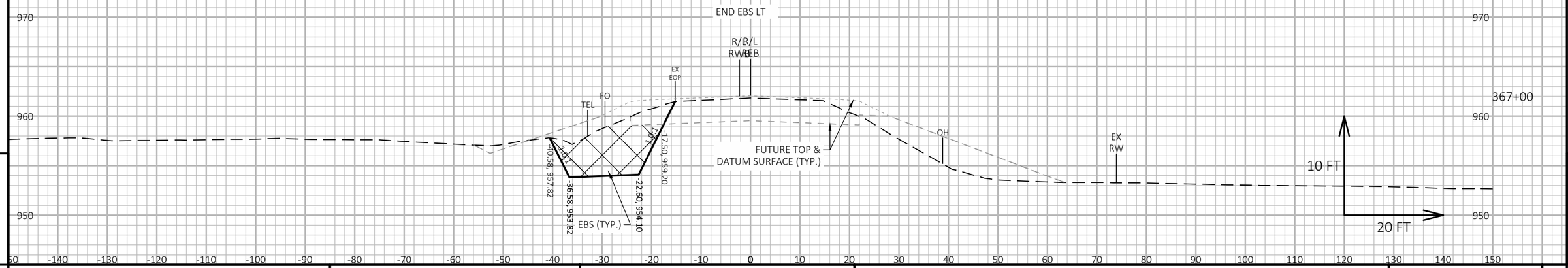


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 - EBS	SHEET 399	E

FILE NAME : P:\905\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090211-xs

PLOT DATE : 1/26/2021 2:31 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



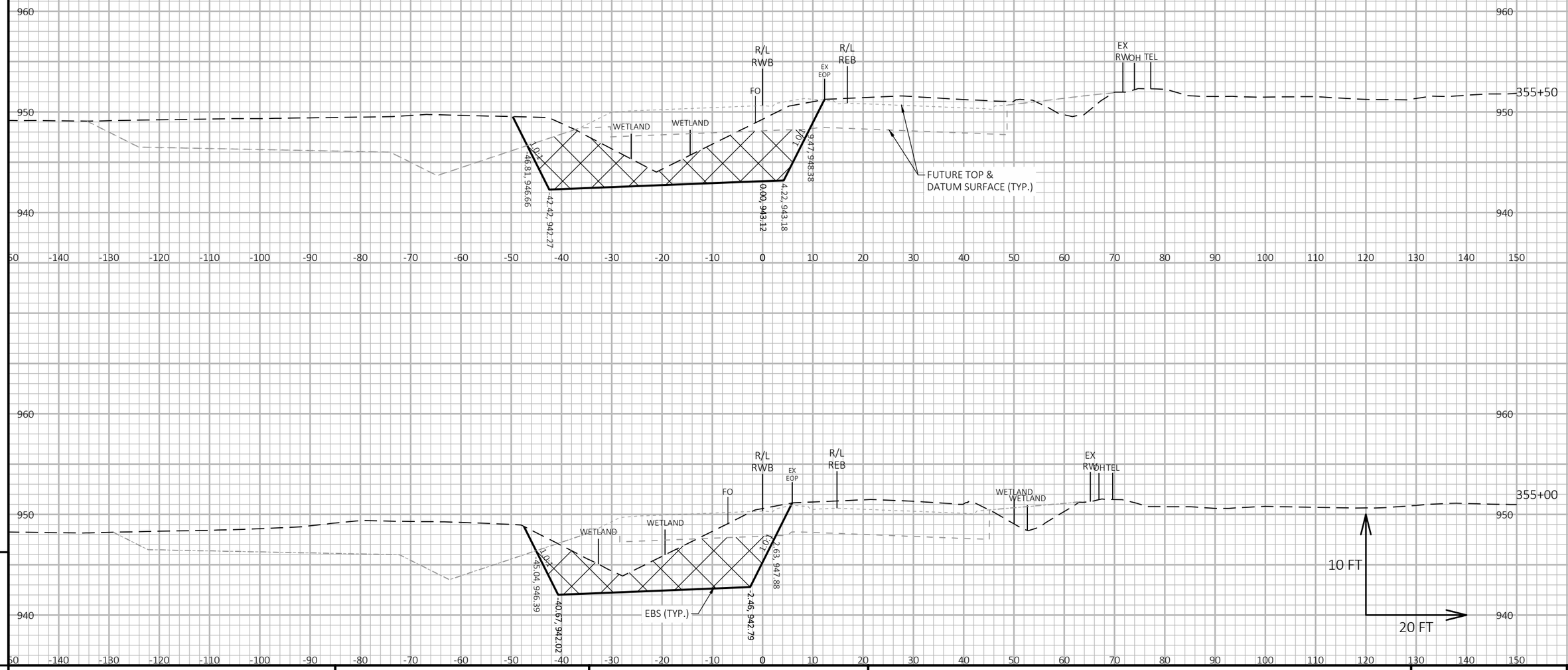
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 - EBS	SHEET 400	E

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LAYOUT NAME - 090212-xs

PLOT DATE : 1/26/2021 2:31 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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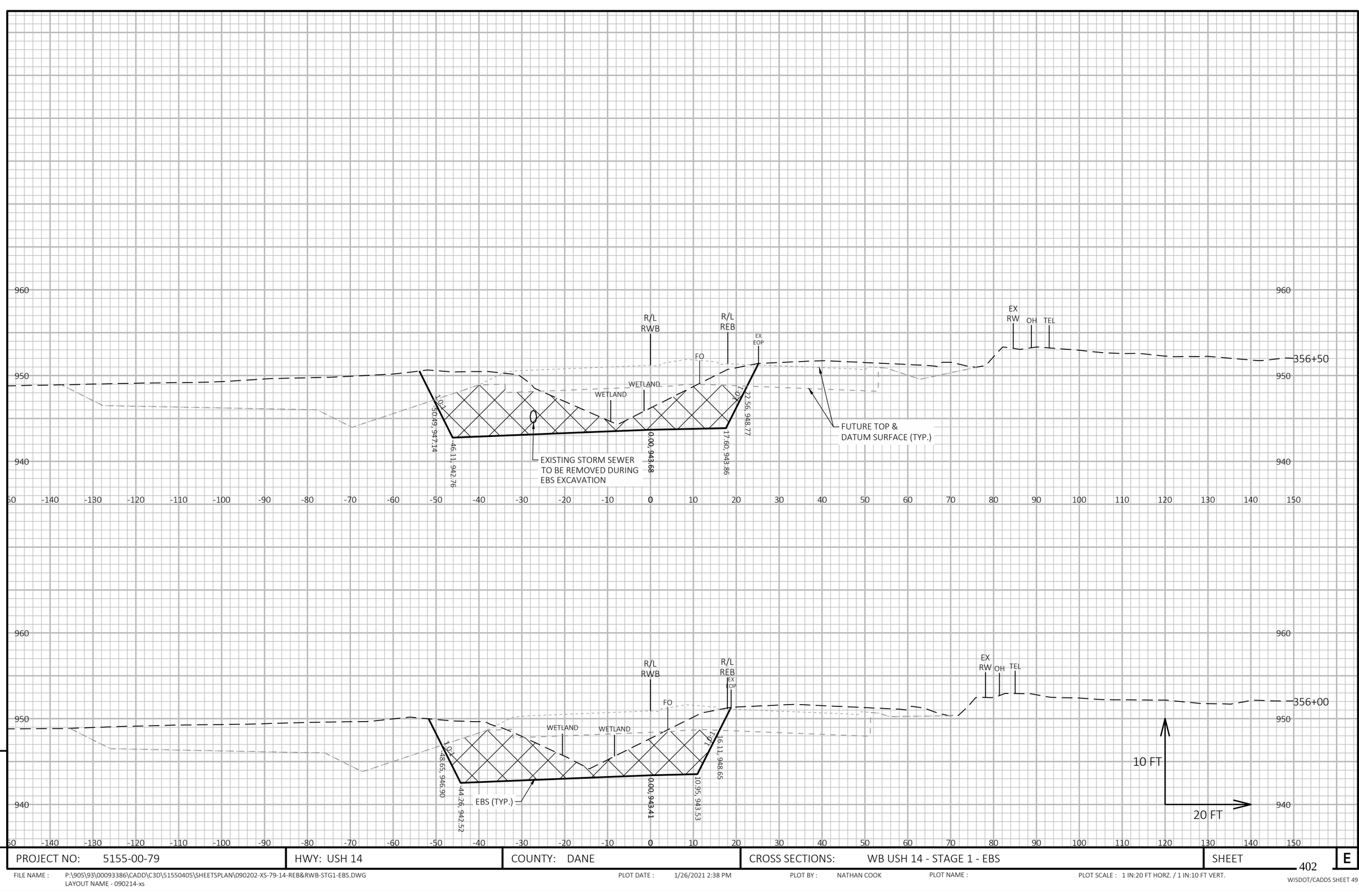
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 401	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090213-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

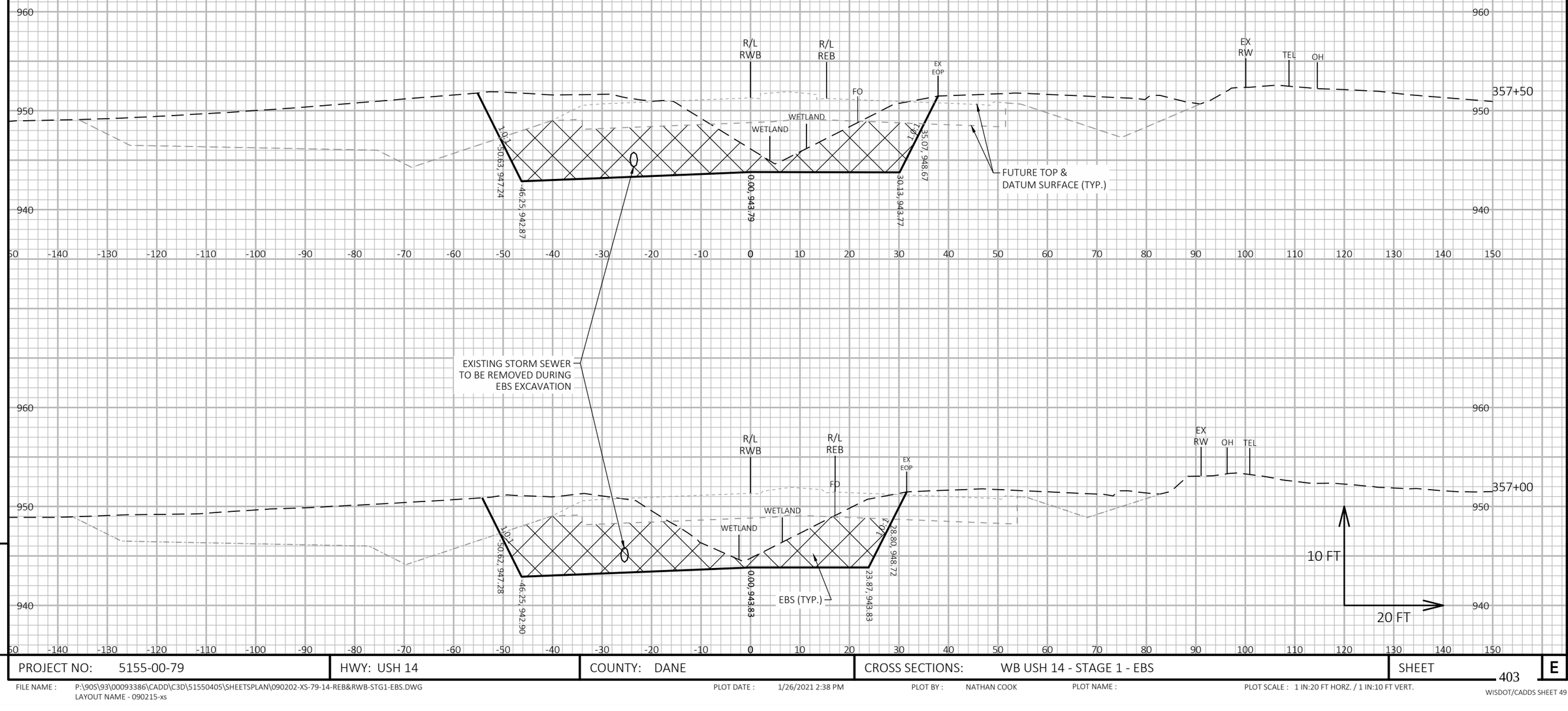
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 402	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090214-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

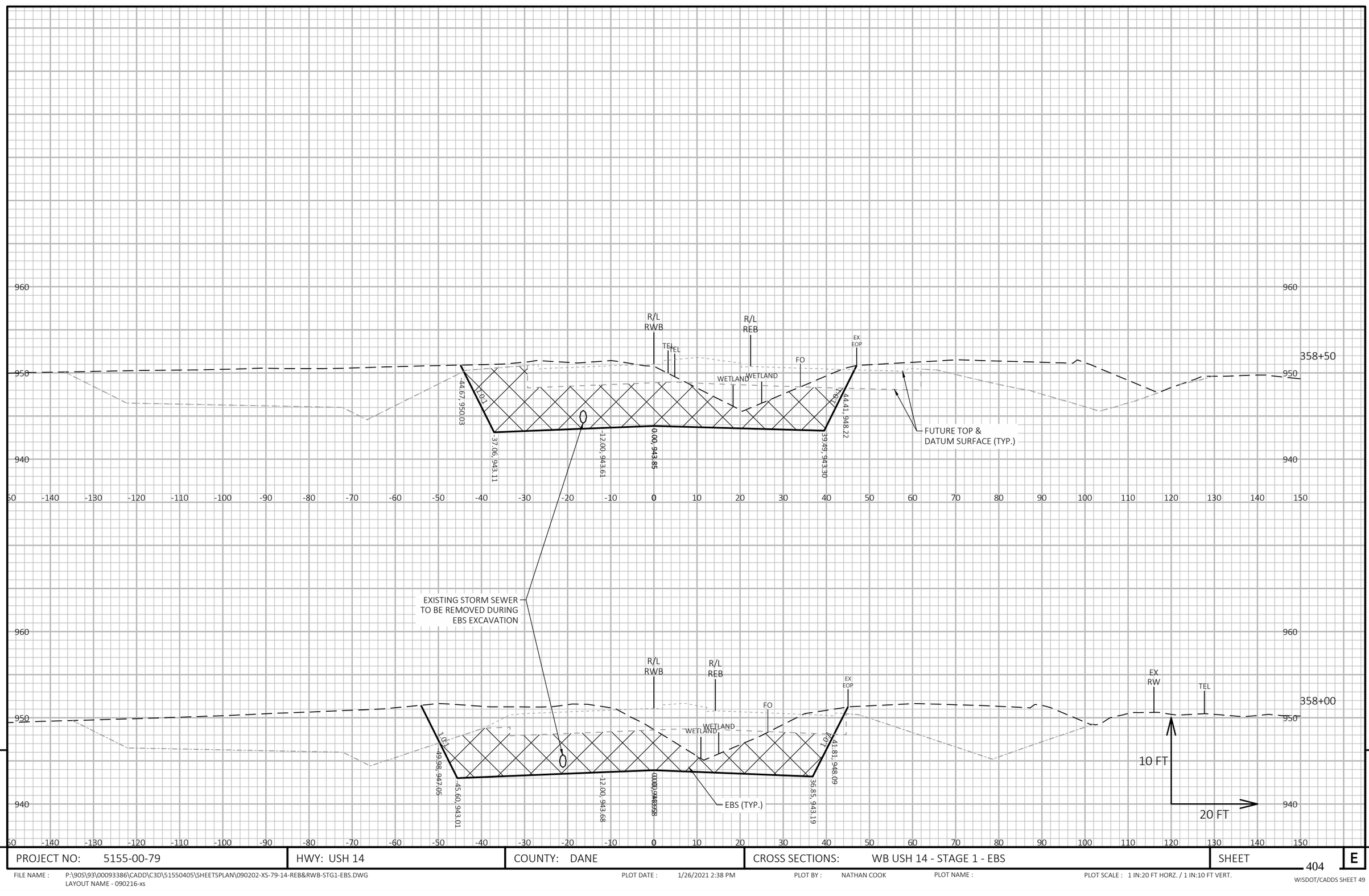


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 403

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090215-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



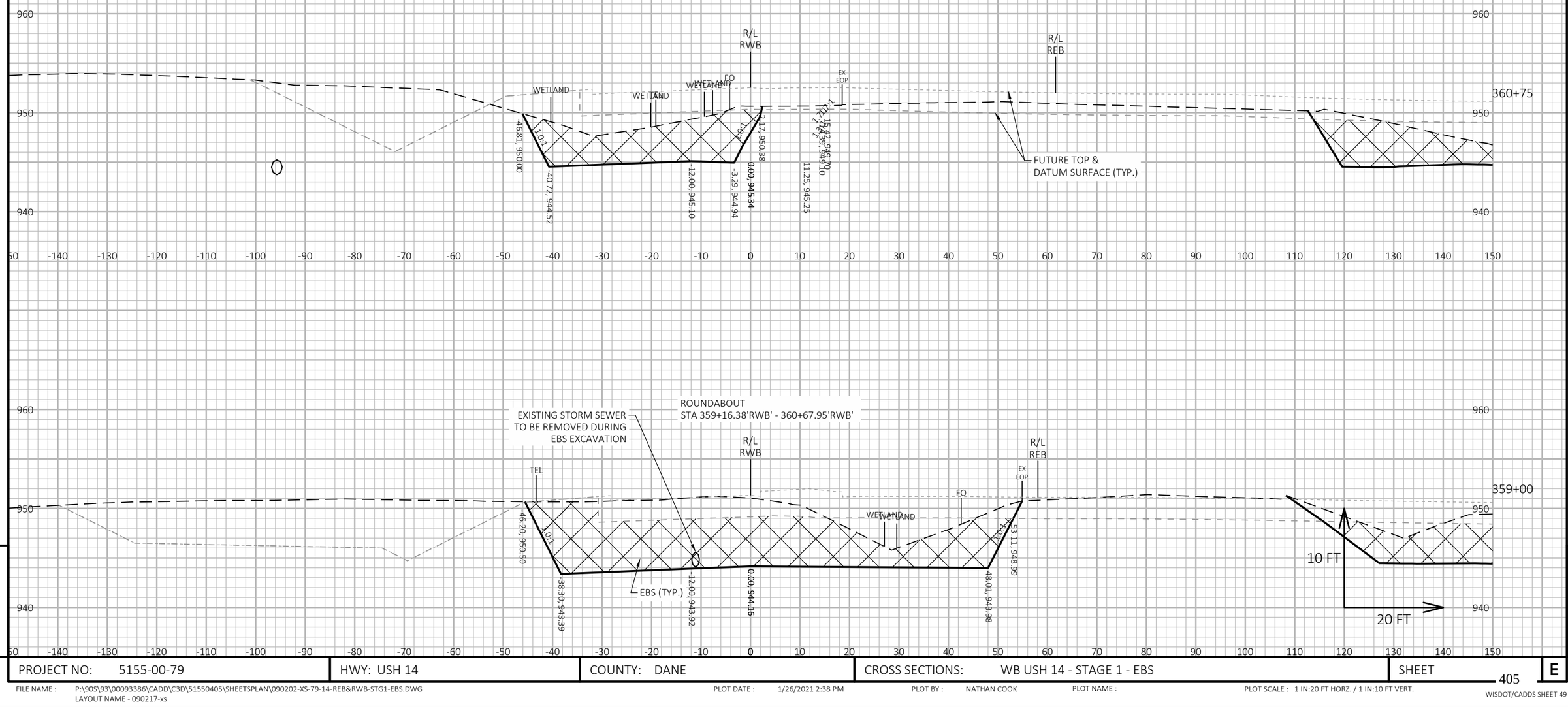
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 404	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090216-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

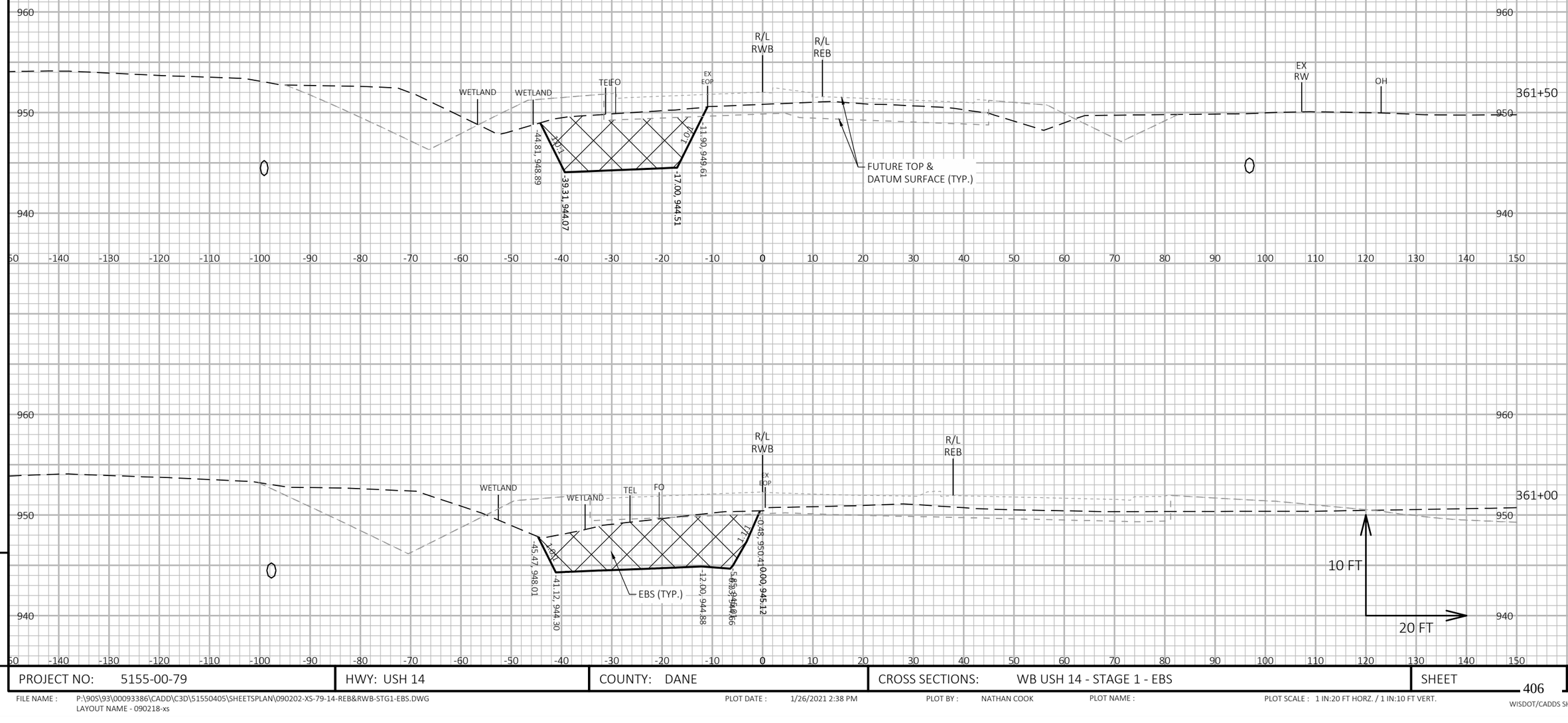


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 405	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090217-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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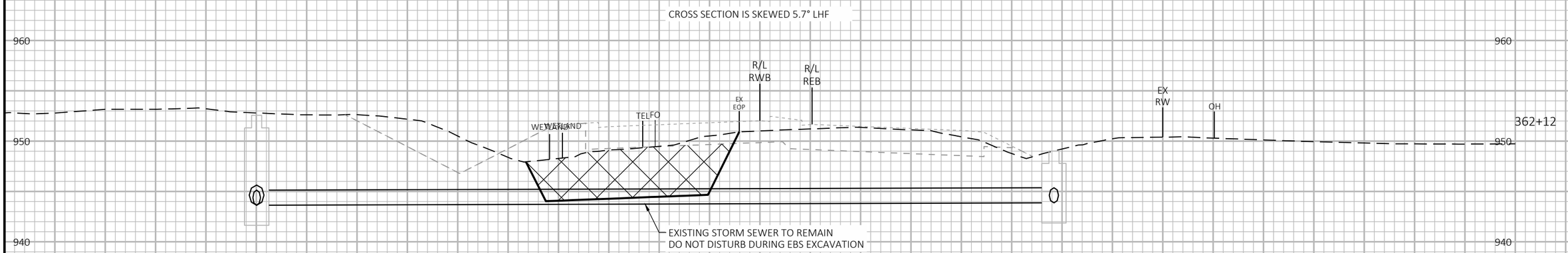
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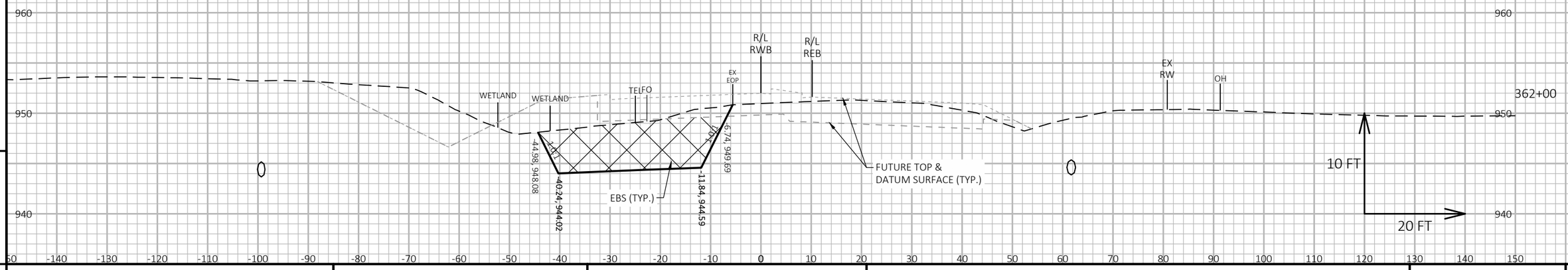
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 406	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

CROSS SECTION IS SKEWED 5.7° LHF





9

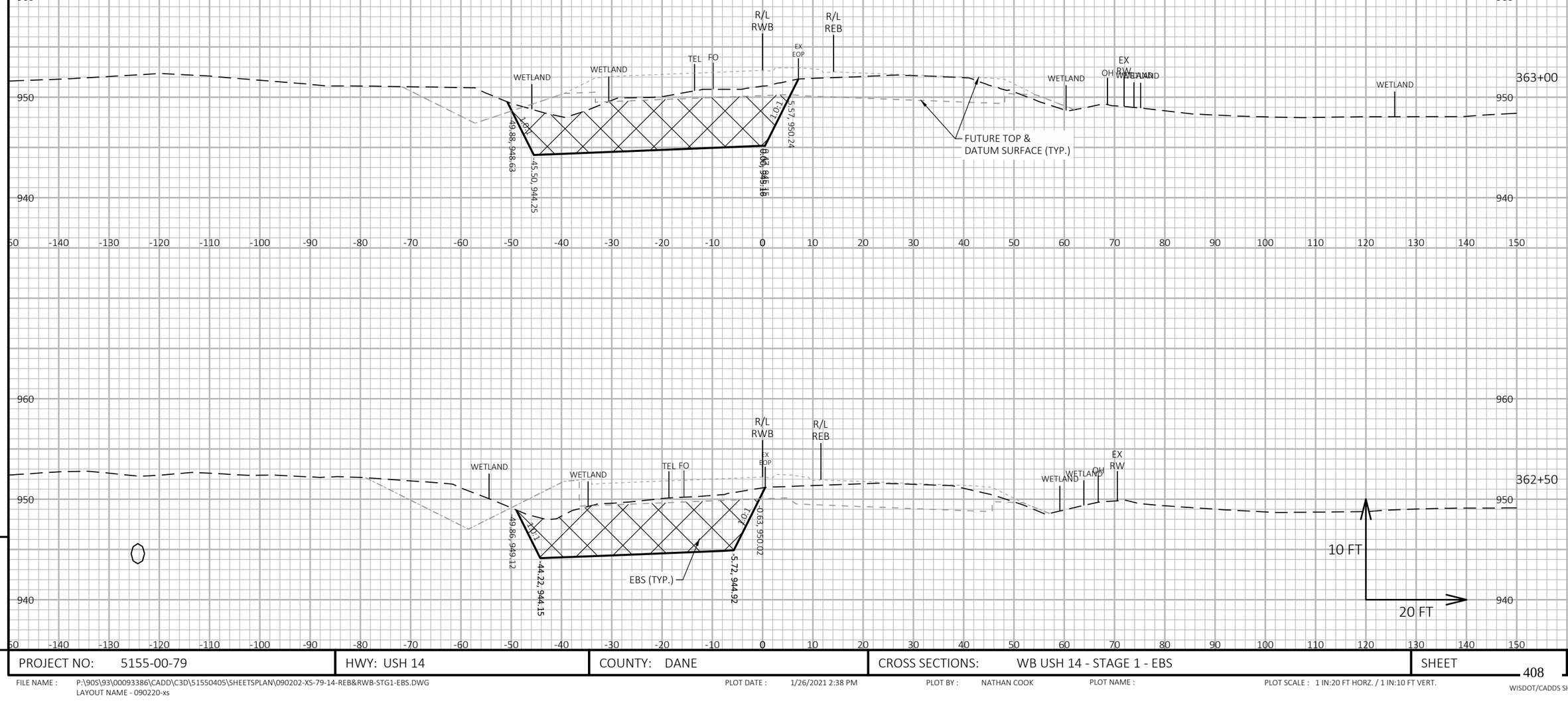
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 407	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090219-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



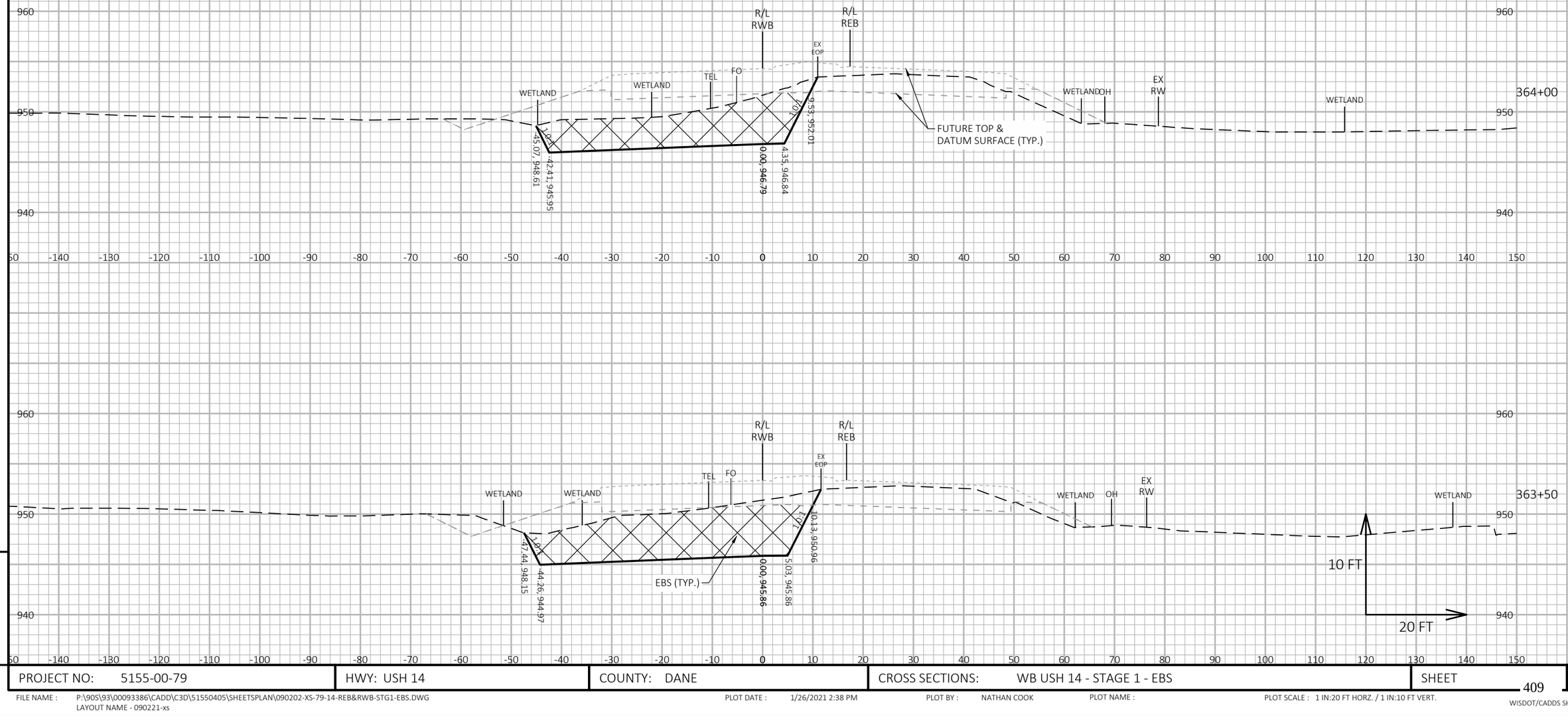
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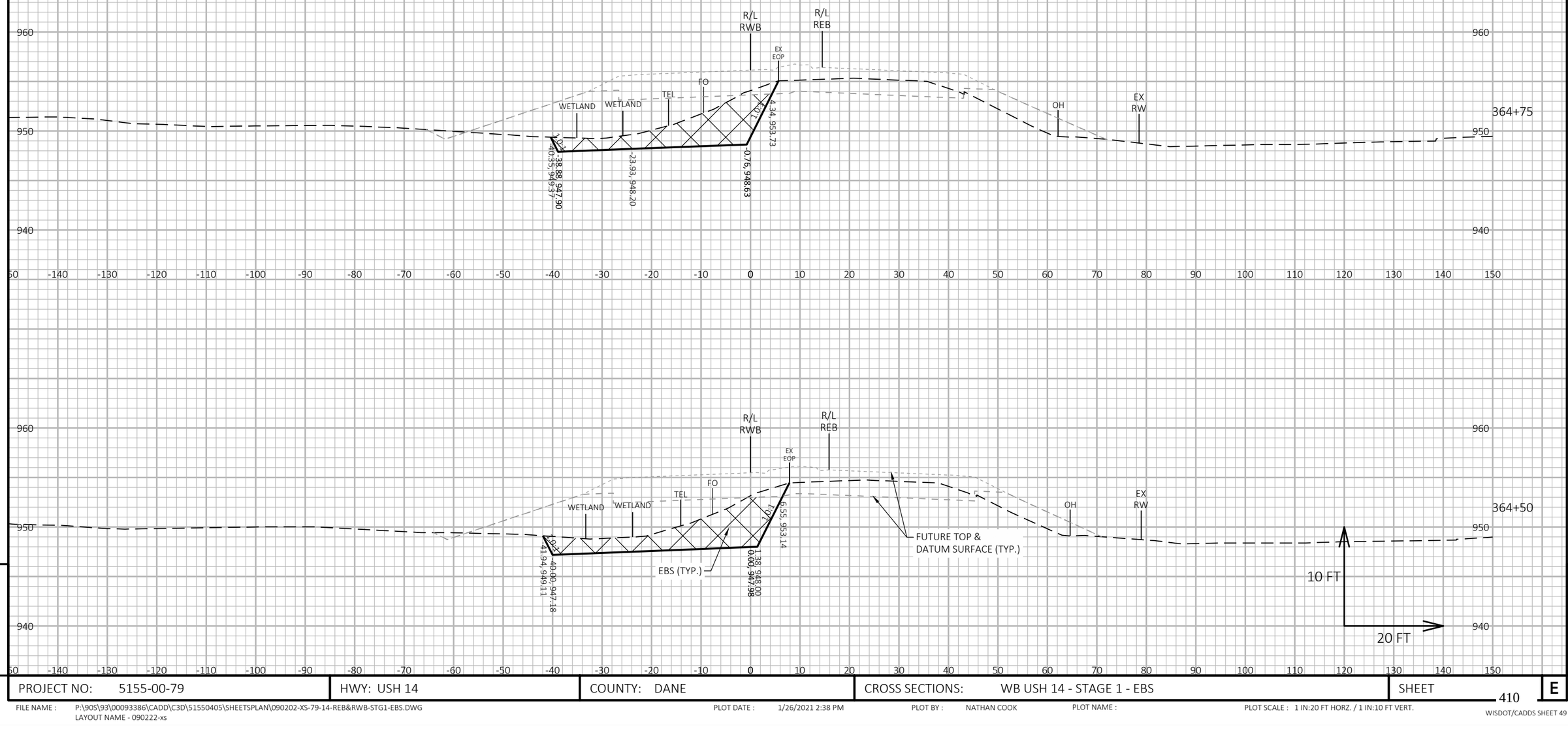
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 408	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090202-XS-79-14-REB&RWB-STG1-EBS.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9	PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 - EBS	SHEET 409 E



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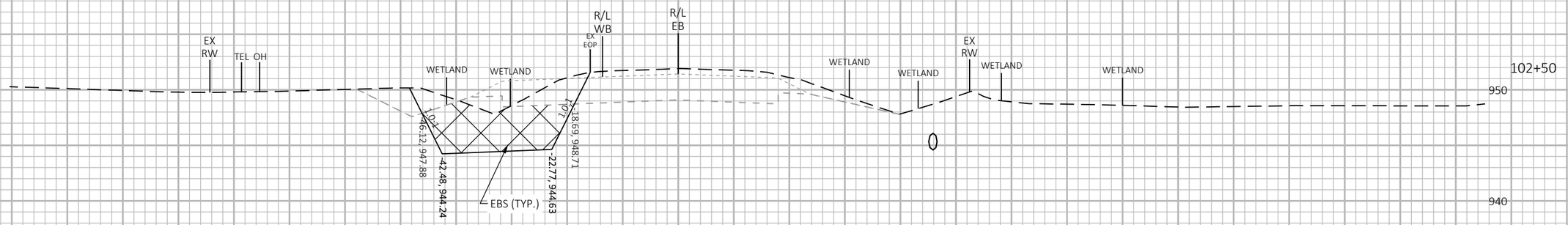
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LAYOUT NAME - 090222-xs

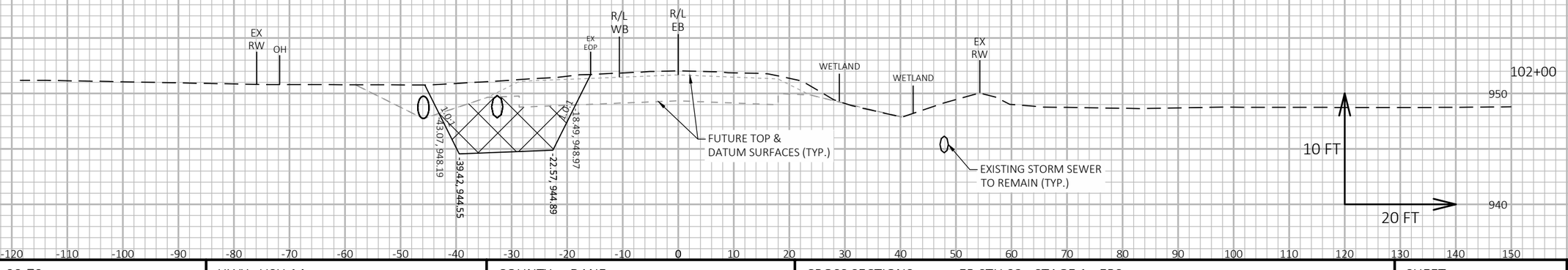
PLOT DATE : 1/26/2021 2:38 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA 102+50'EB' TO STA 106+30'EB'
SEE 'WB' EBS CROSS SECTIONS



BEGIN EBS LT



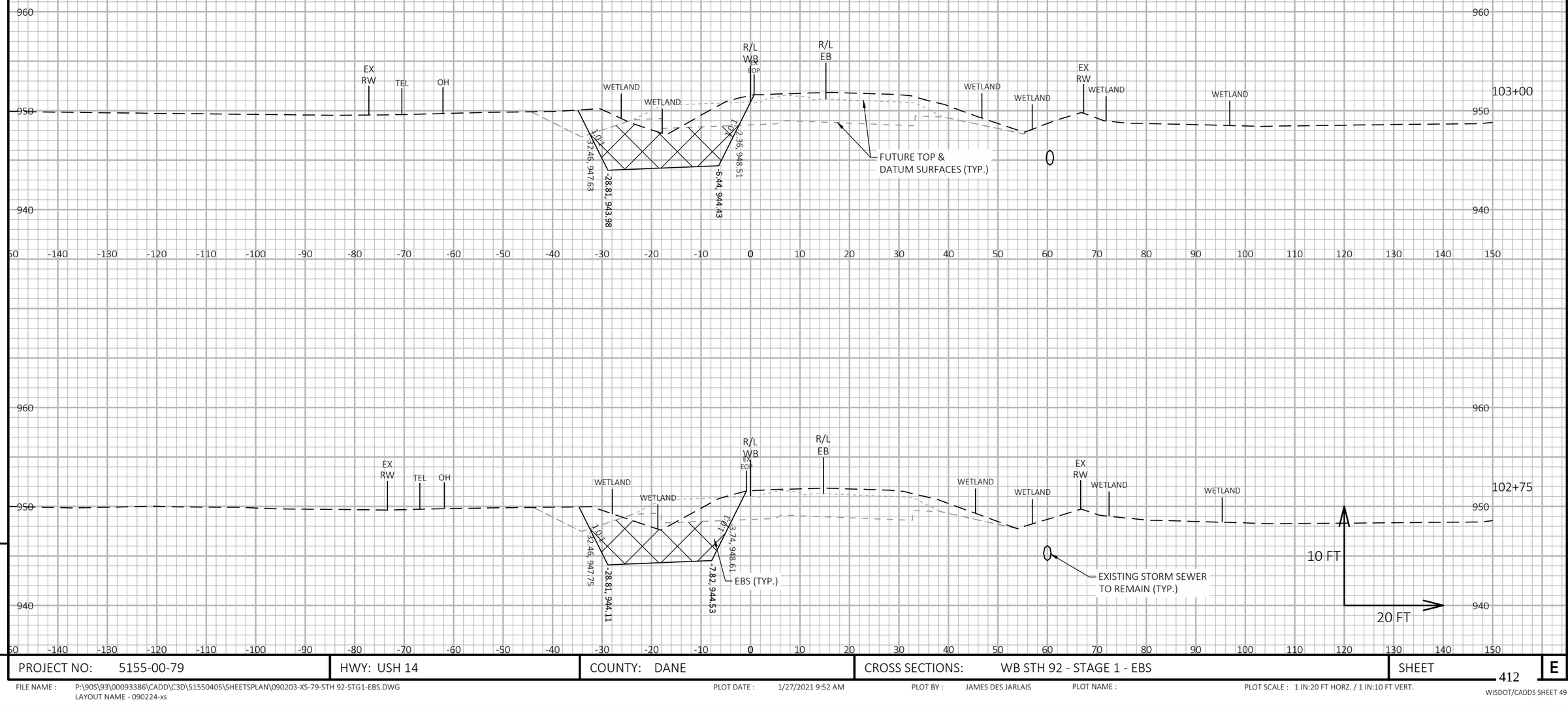
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92 - STAGE 1 - EBS	SHEET 411	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090203-XS-79-STH 92-STG1-EBS.DWG
LAYOUT NAME - 090223-xs

PLOT DATE : 1/27/2021 9:52 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

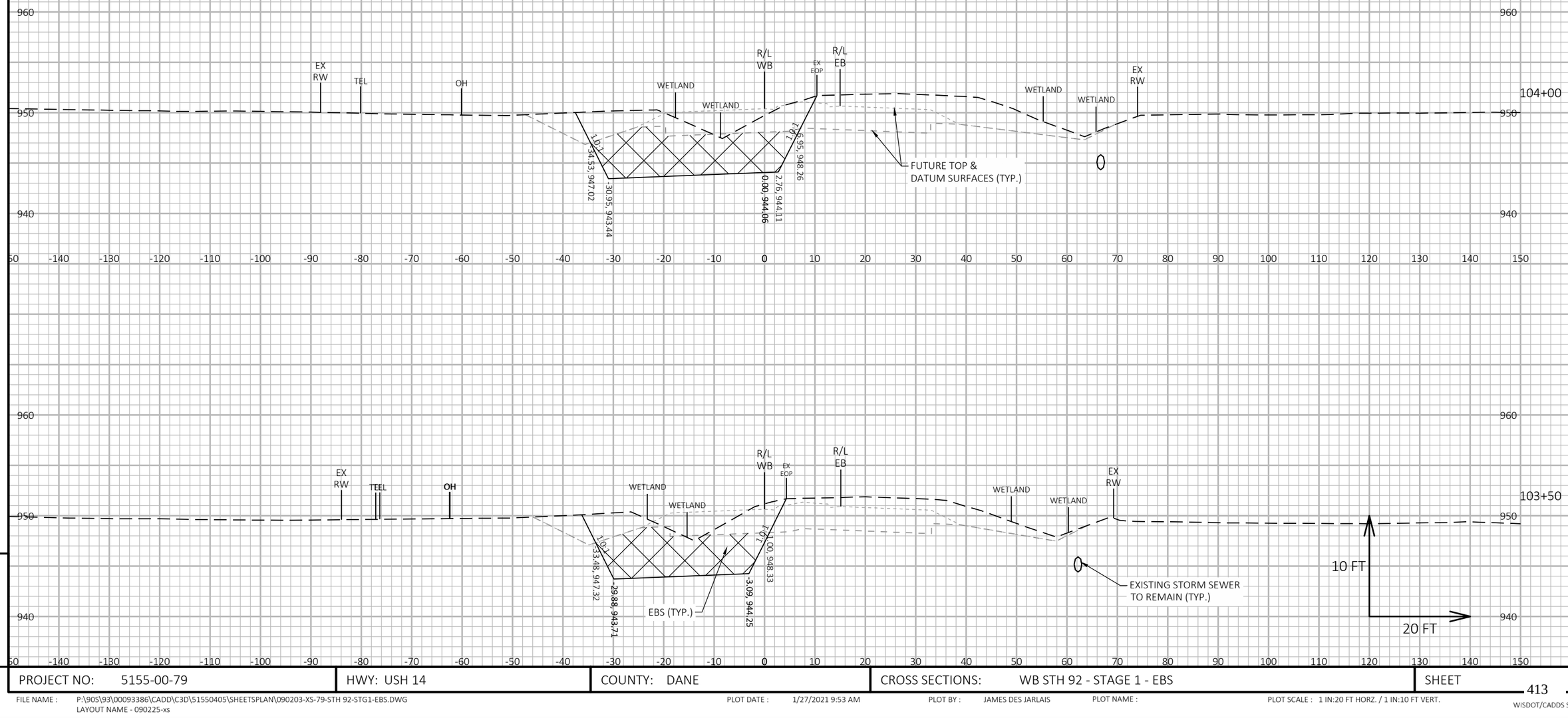
WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 - EBS	SHEET 412 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090203-XS-79-STH 92-STG1-EBS.DWG
LAYOUT NAME - 090224-xs

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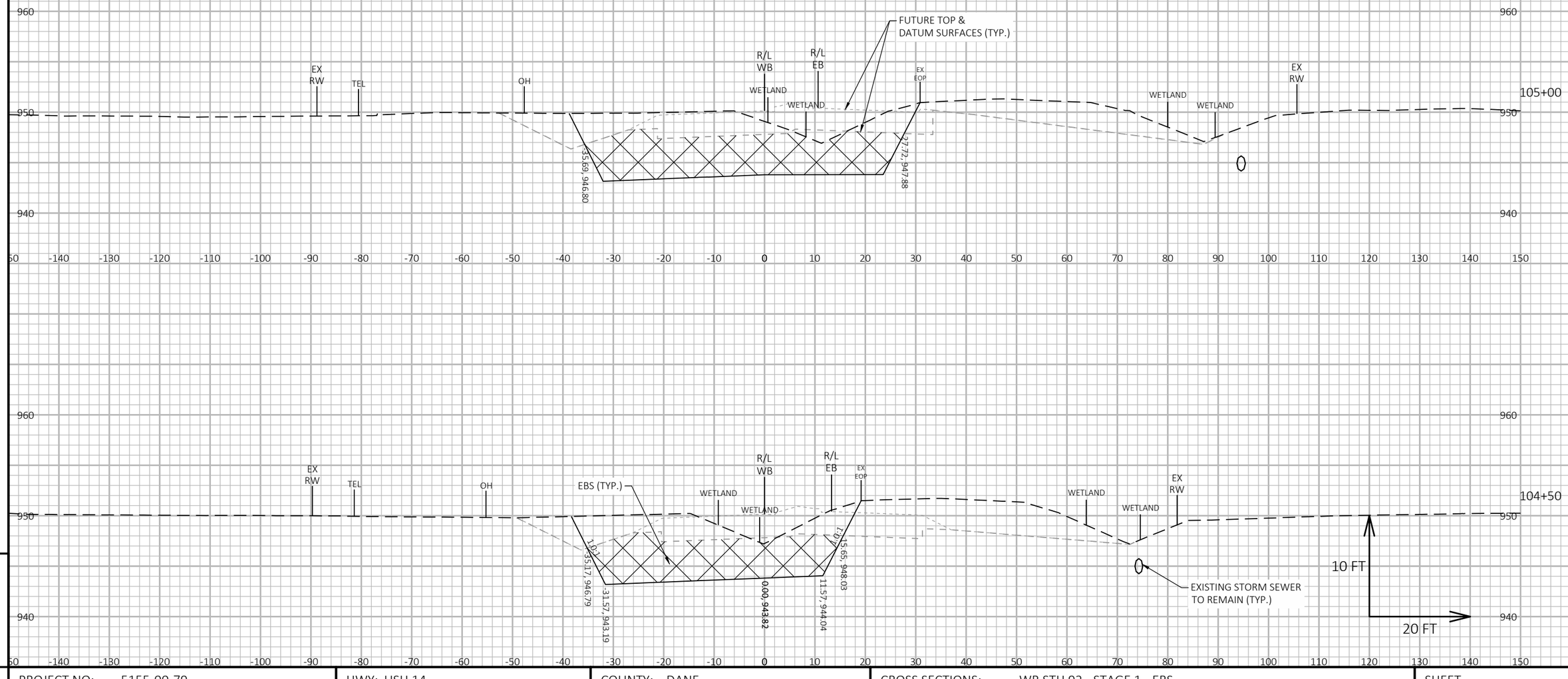


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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 - EBS	SHEET 413	E

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LAYOUT NAME - 090225-xs

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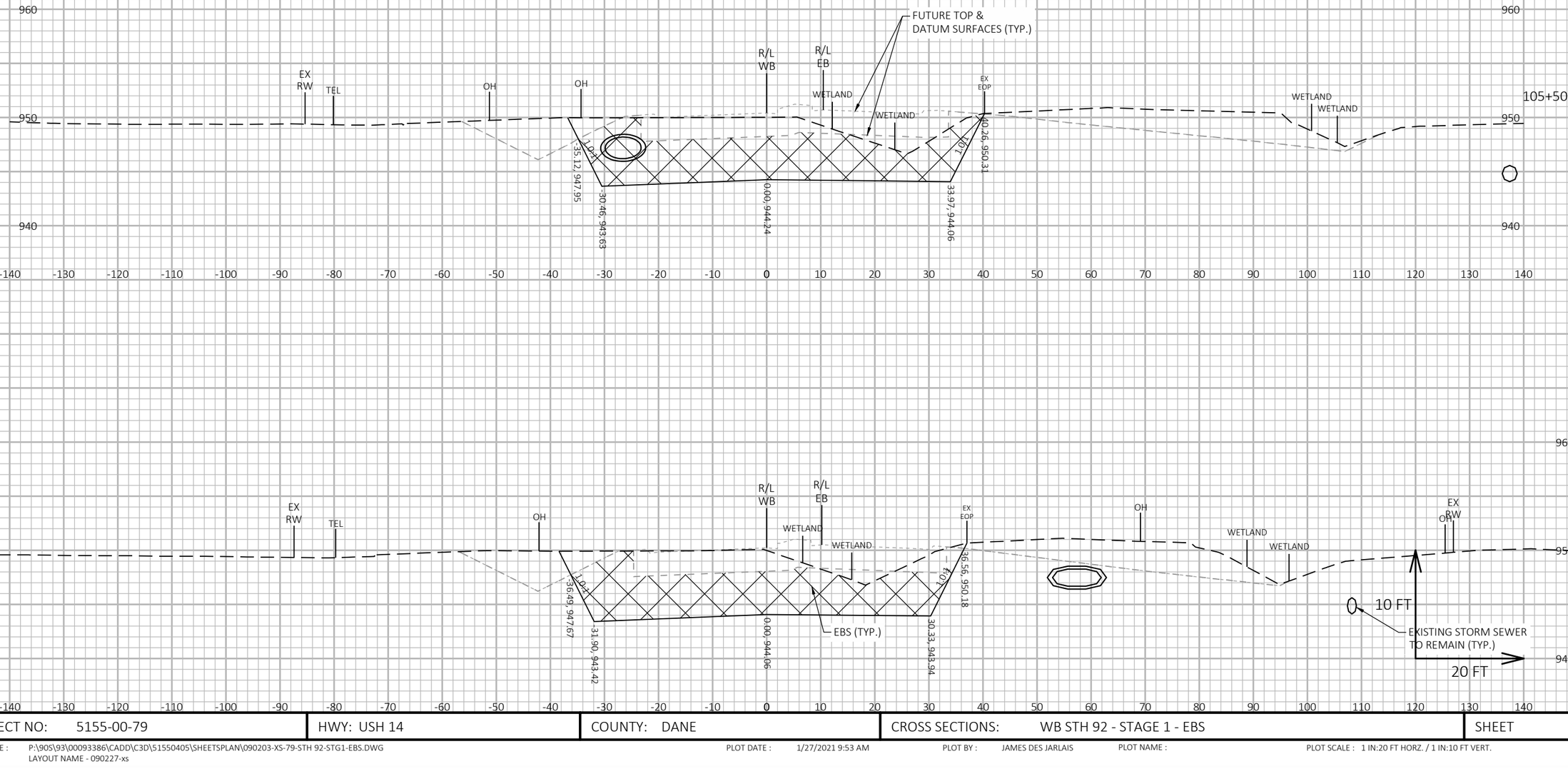
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 - EBS	SHEET 414	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090203-XS-79-STH 92-STG1-EBS.DWG
LAYOUT NAME - 090226-xs

PLOT DATE : 1/27/2021 9:53 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



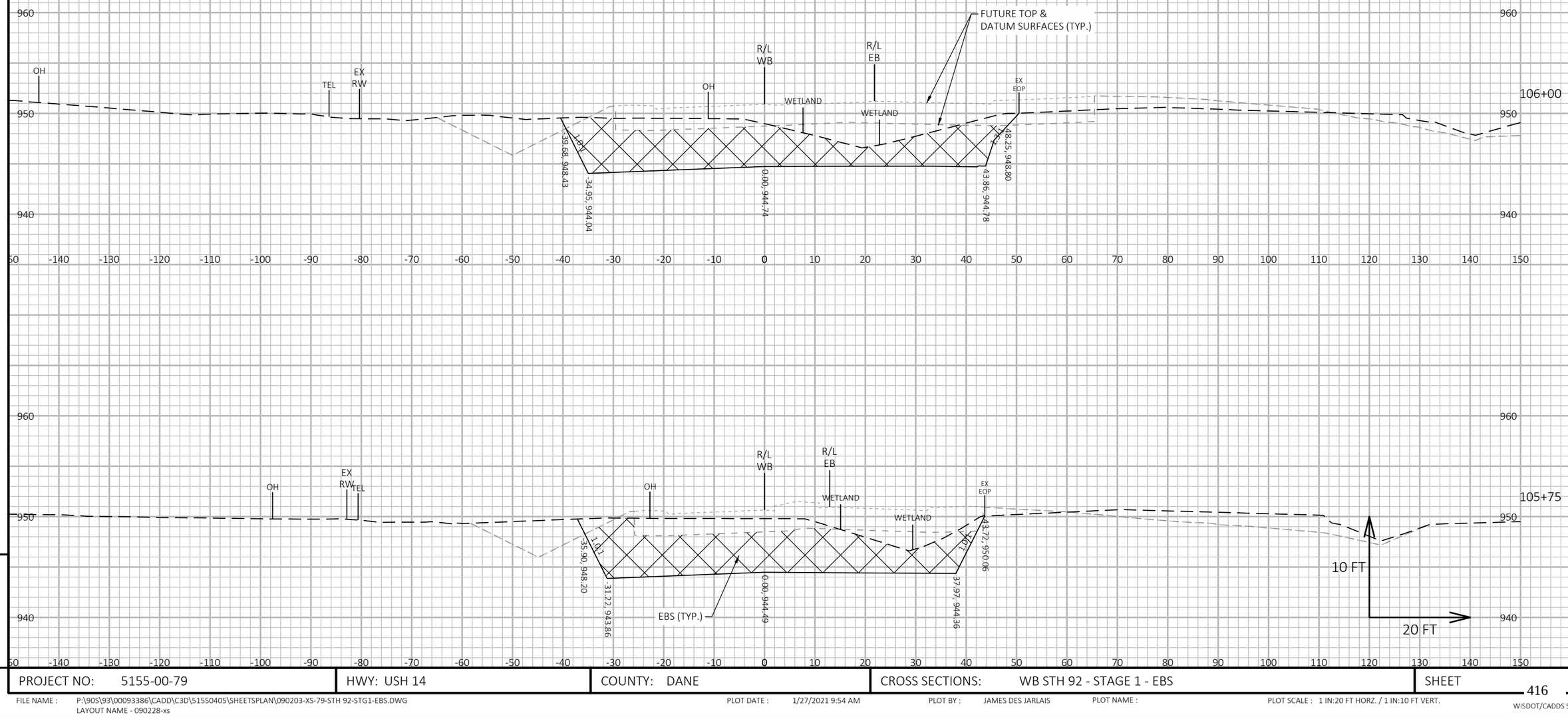
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 - EBS	SHEET 415	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090203-XS-79-STH 92-STG1-EBS.DWG
LAYOUT NAME - 090227-xs

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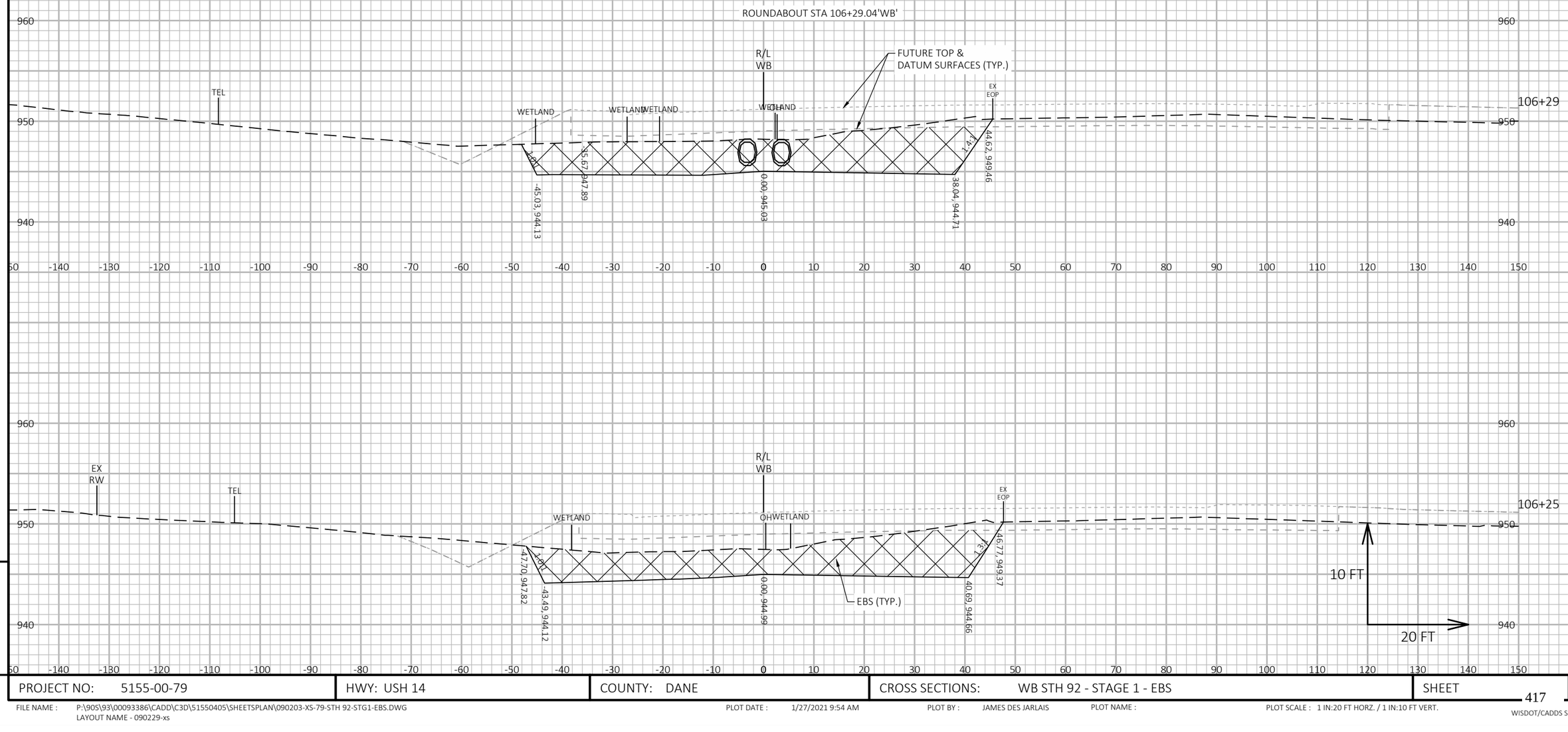


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 - EBS	SHEET 416

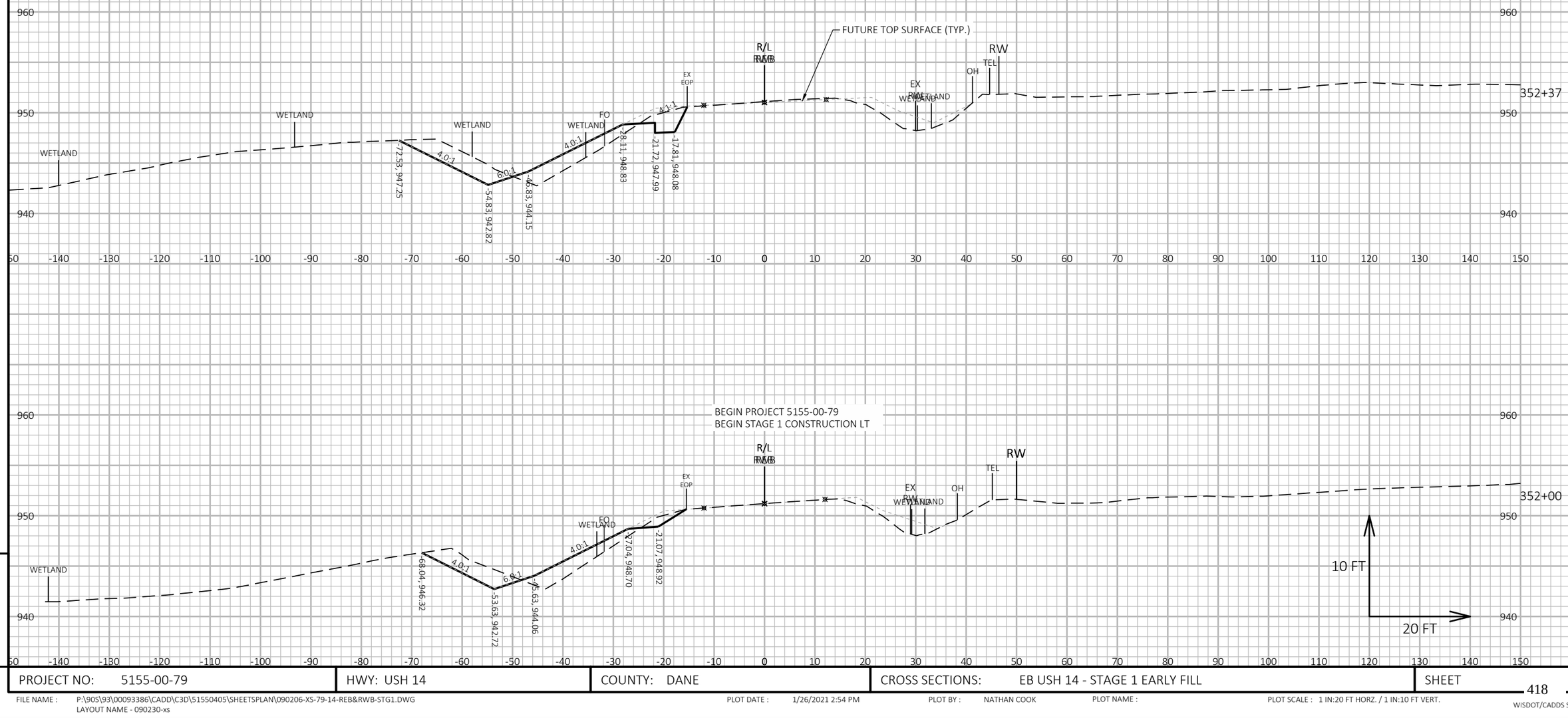
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LAYOUT NAME - 090228-xs

PLOT DATE : 1/27/2021 9:54 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 - EBS	SHEET 417 E



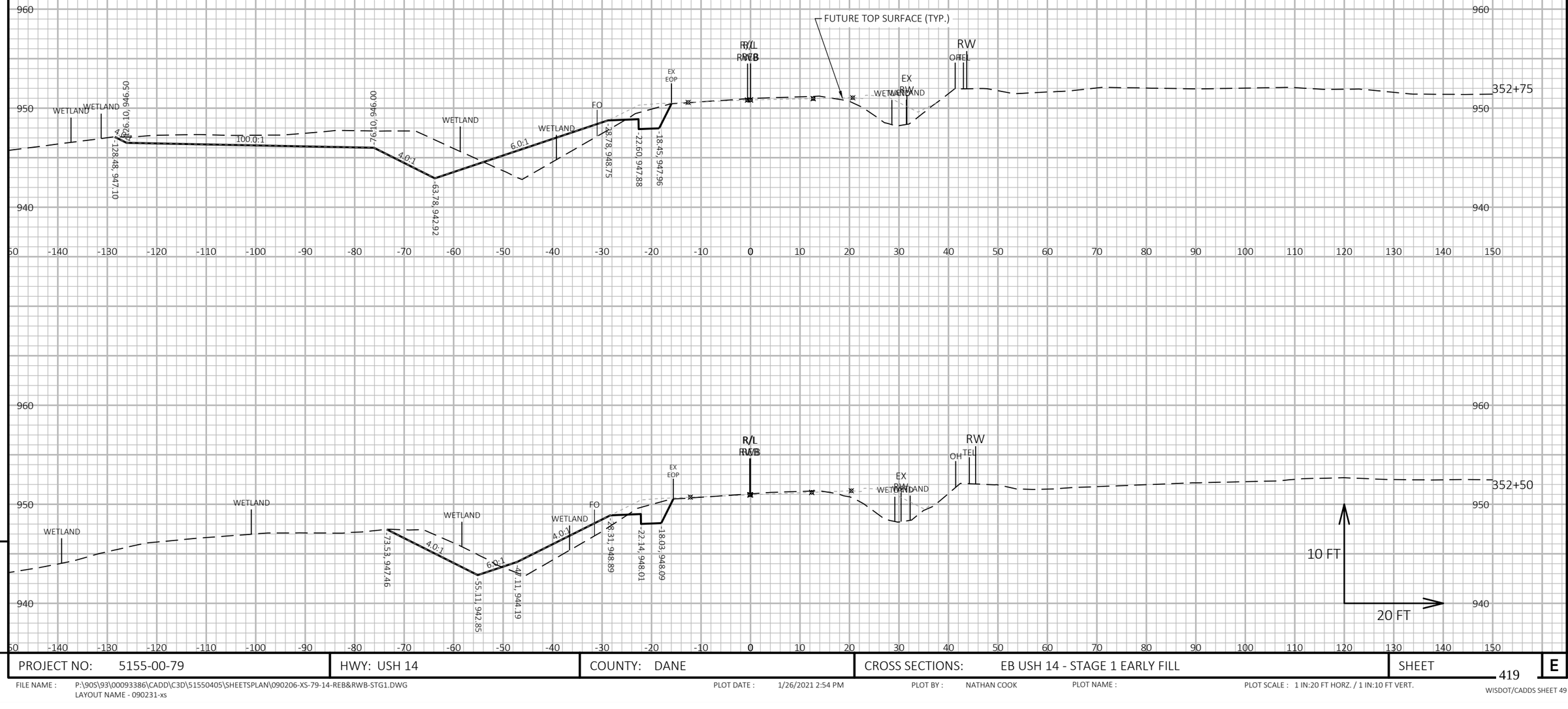
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 418	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090230-xs

PLOT DATE : 1/26/2021 2:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



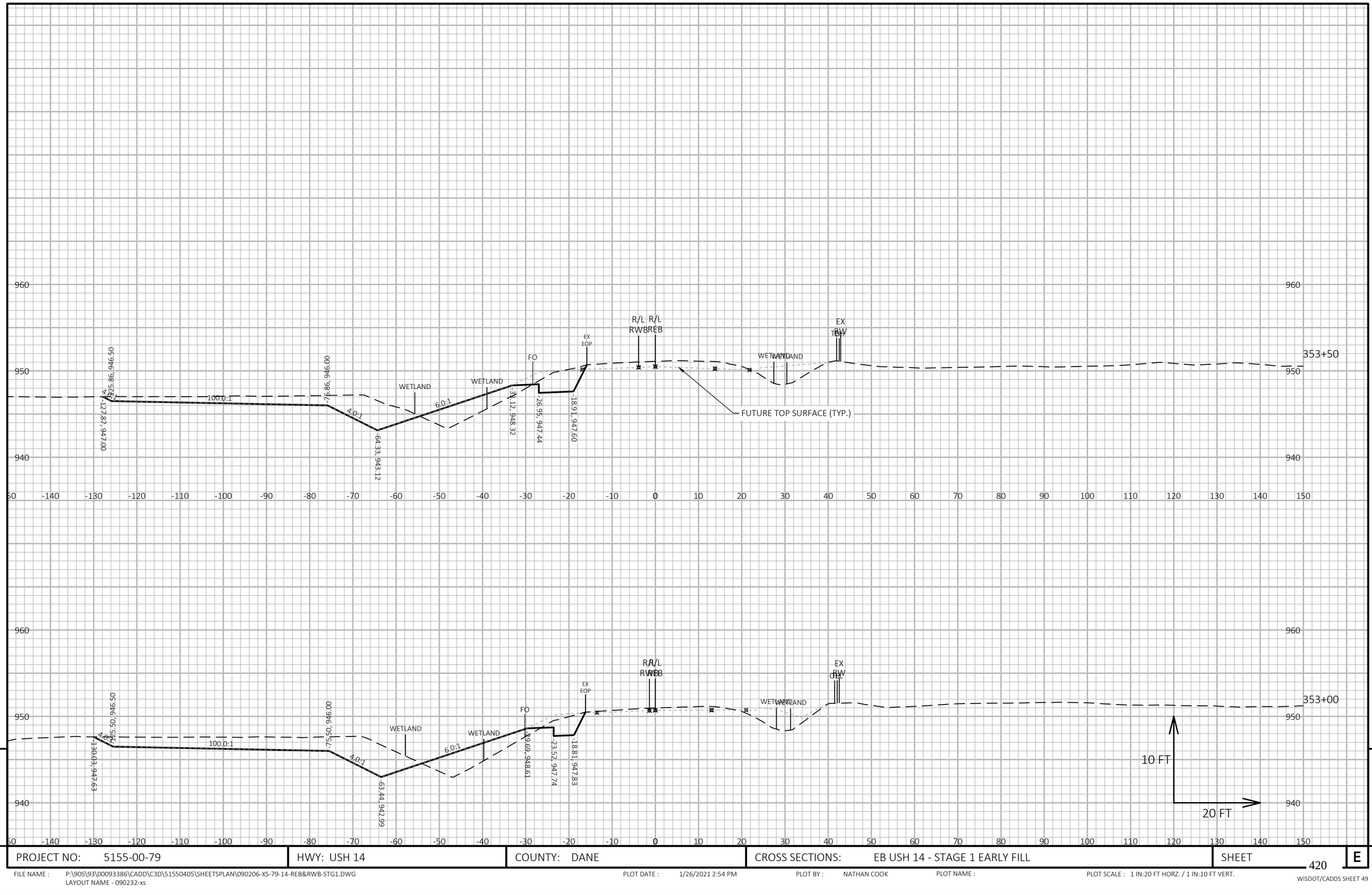
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 419	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090231-xs

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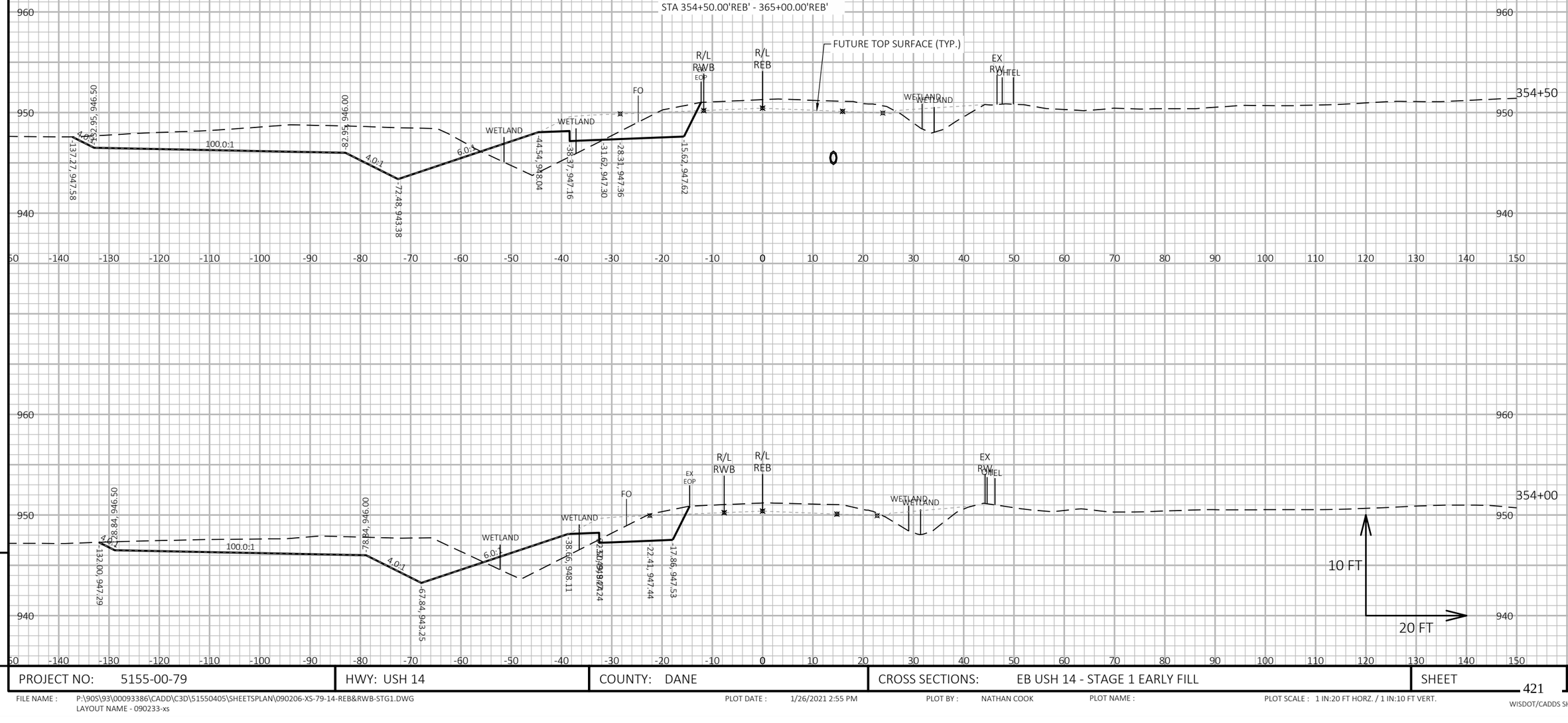


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 420

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090232-xs

PLOT DATE : 1/26/2021 2:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

SEE 'RWB' STAGE 1 CROSS SECTIONS
STA 354+50.00'REB' - 365+00.00'REB'

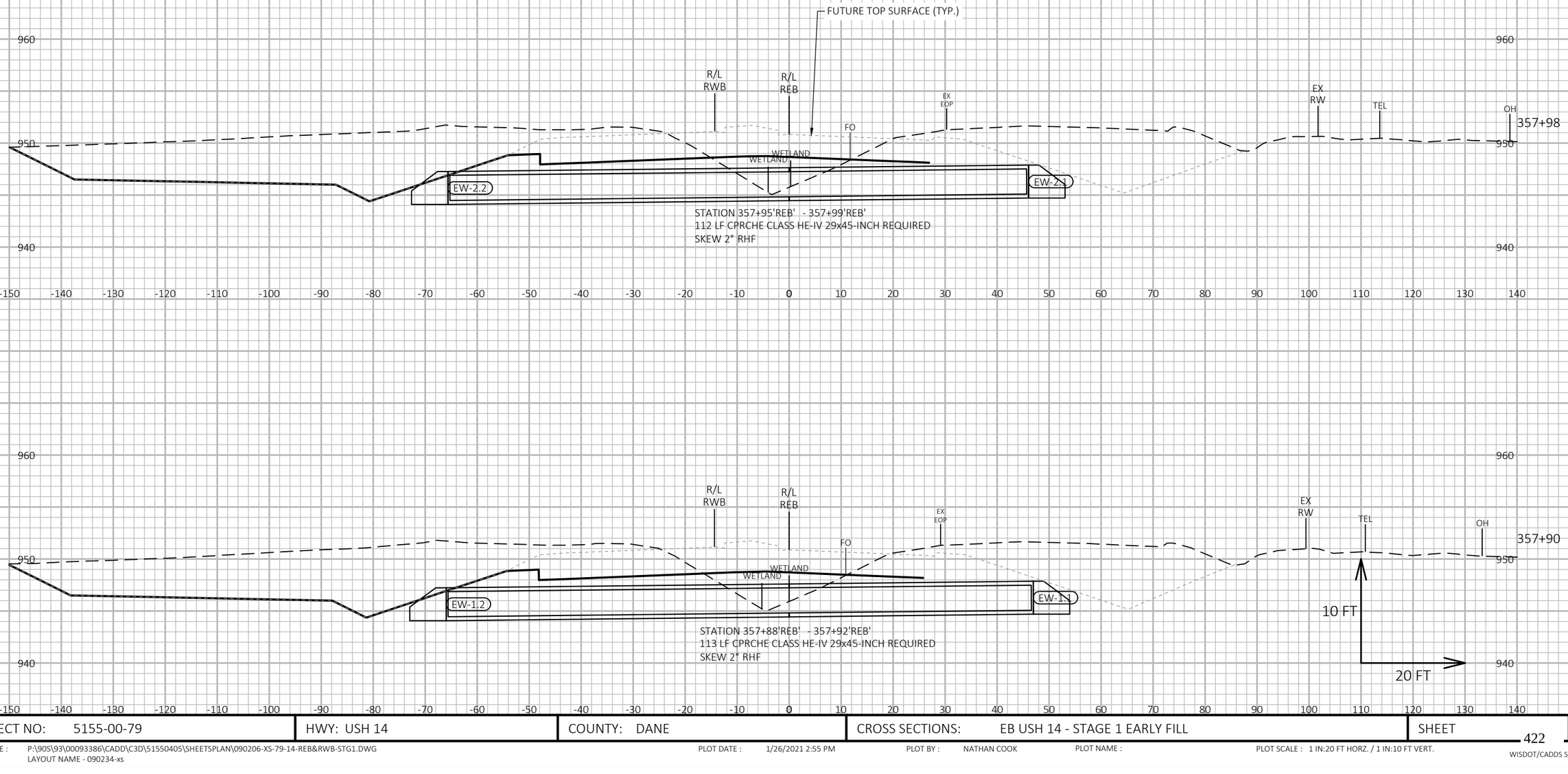


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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 421	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090233-xs

PLOT DATE : 1/26/2021 2:55 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



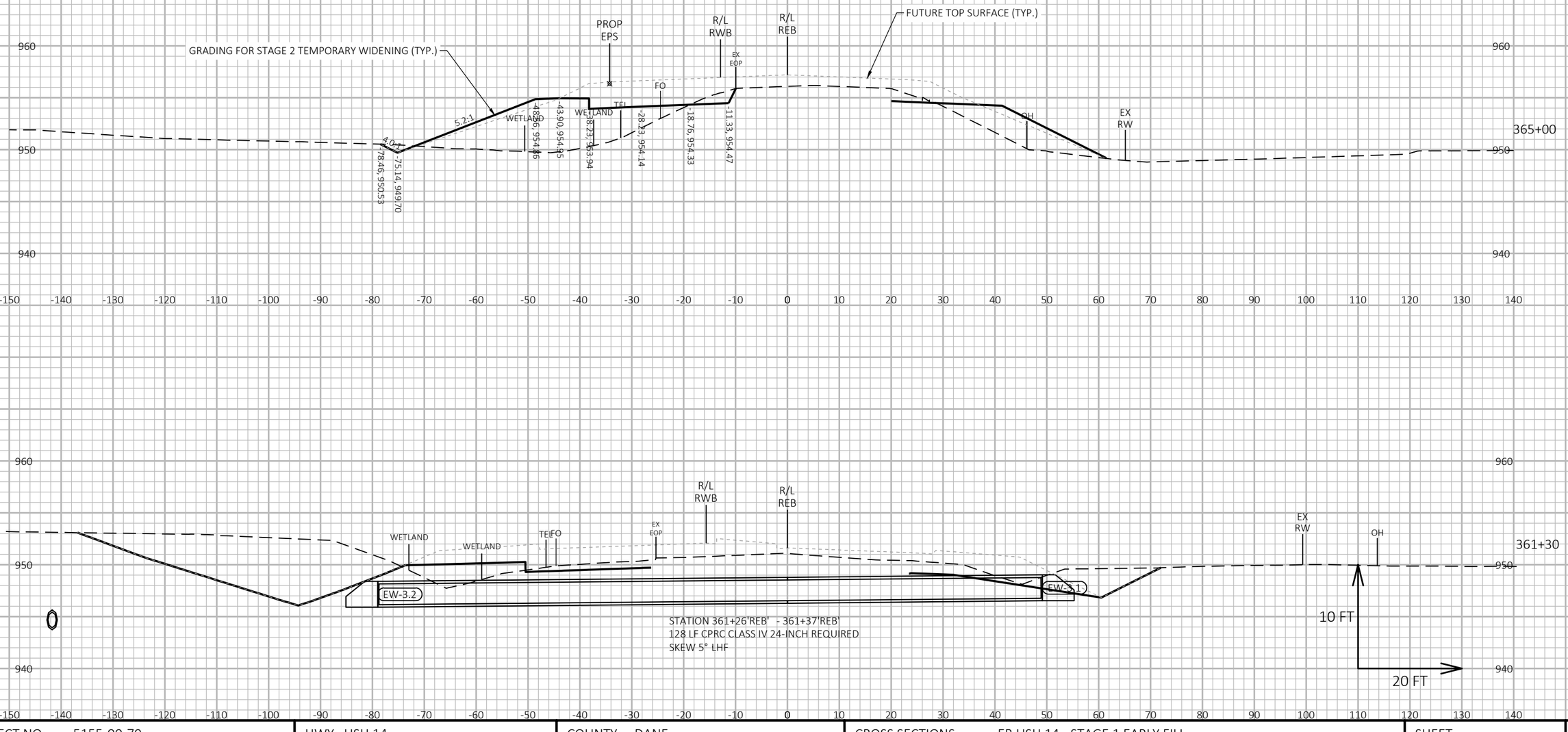
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 422	E

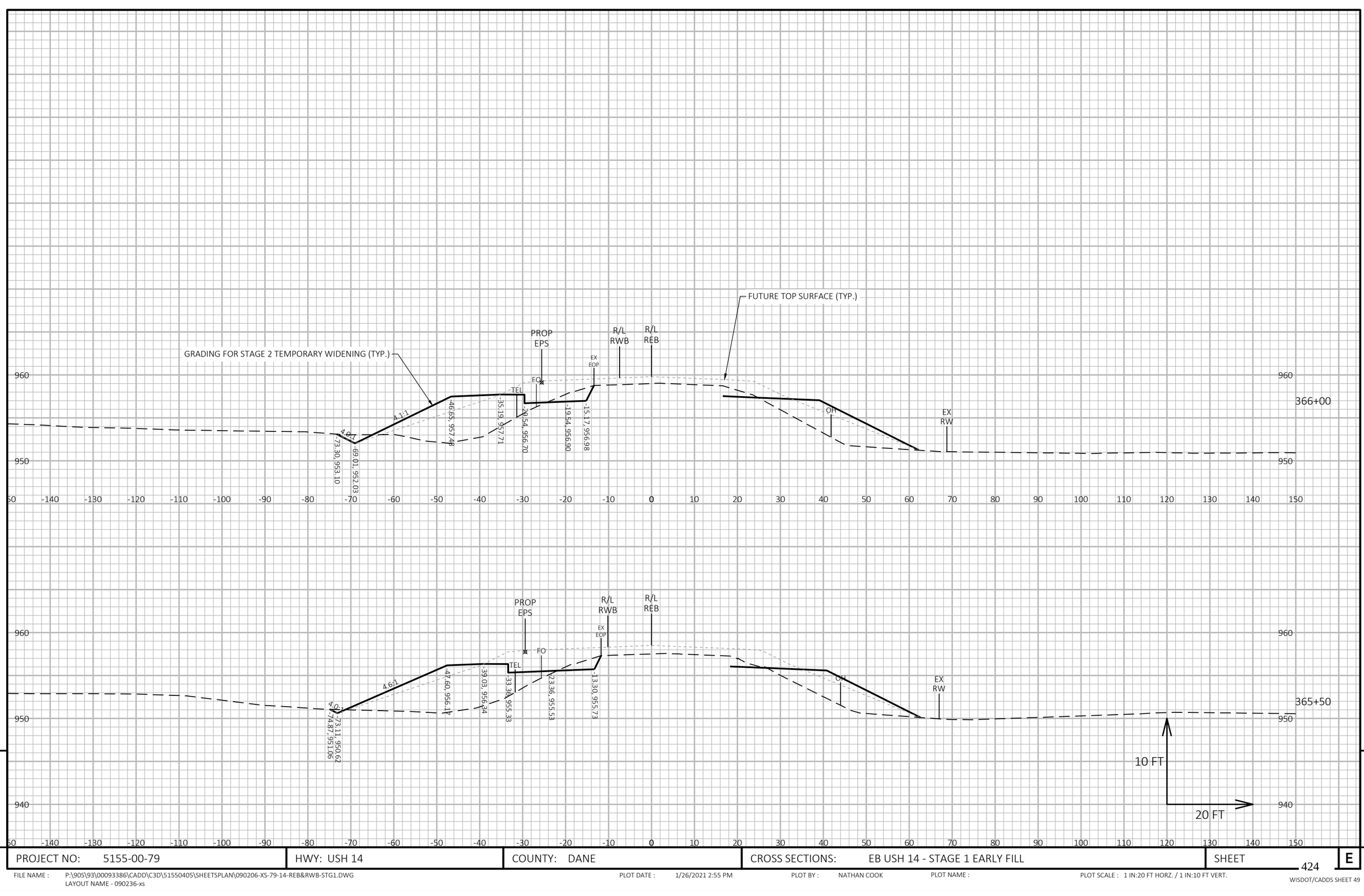
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LAYOUT NAME - 090234-xs

PLOT DATE : 1/26/2021 2:55 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 423 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090235-xs
PLOT DATE : 1/26/2021 2:55 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



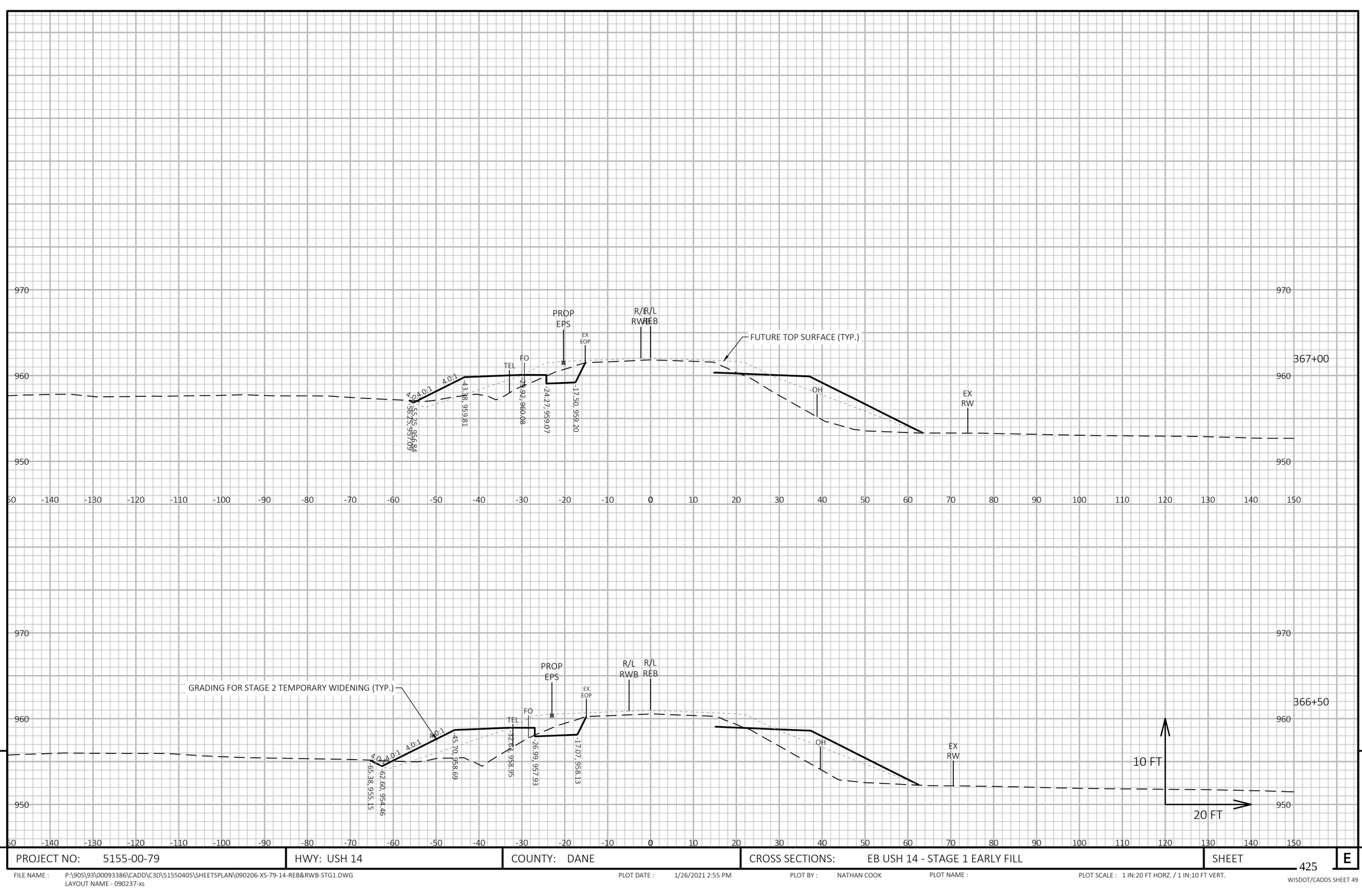
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 424	E

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LAYOUT NAME - 090236-xs

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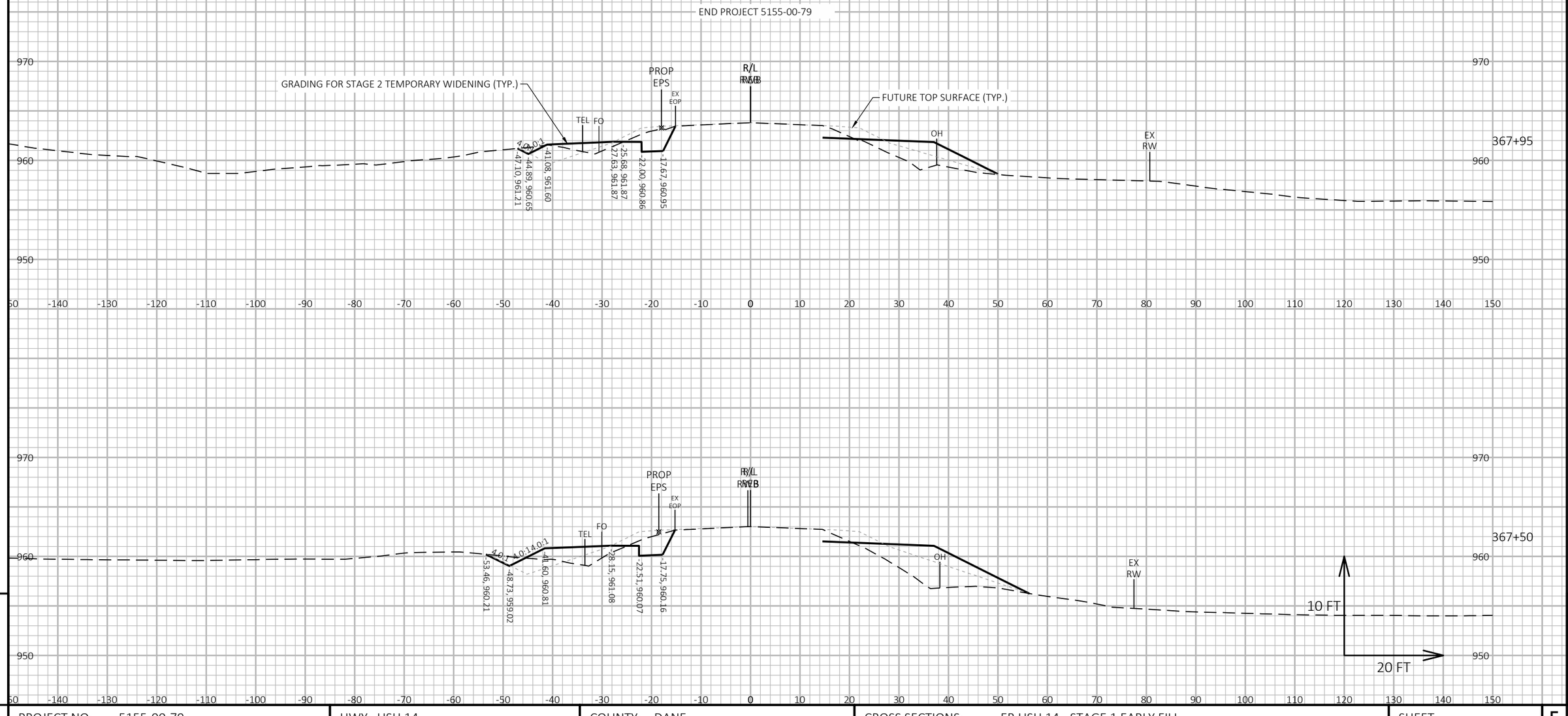


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 425	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090237-xs

PLOT DATE : 1/26/2021 2:55 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



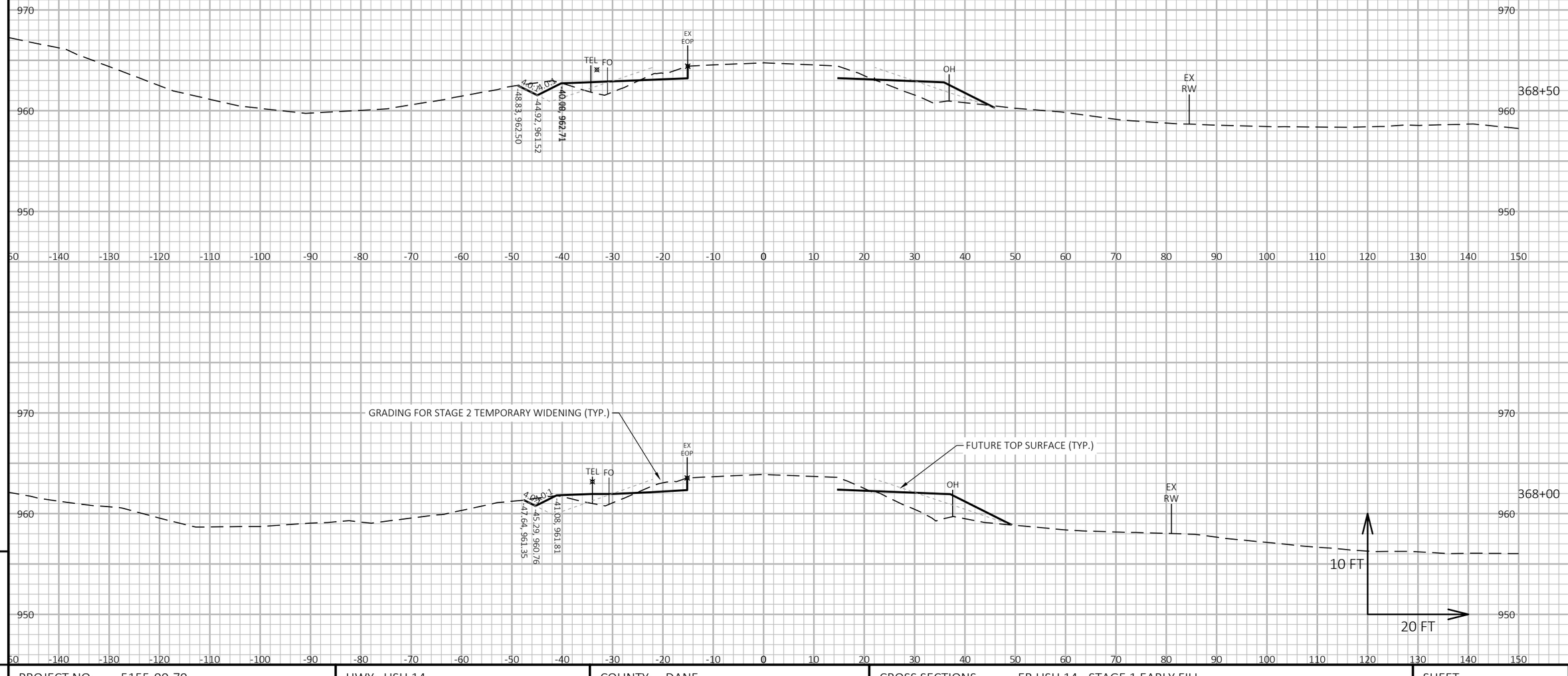
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 426	E

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LAYOUT NAME - 090238-xs

PLOT DATE : 1/26/2021 2:56 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

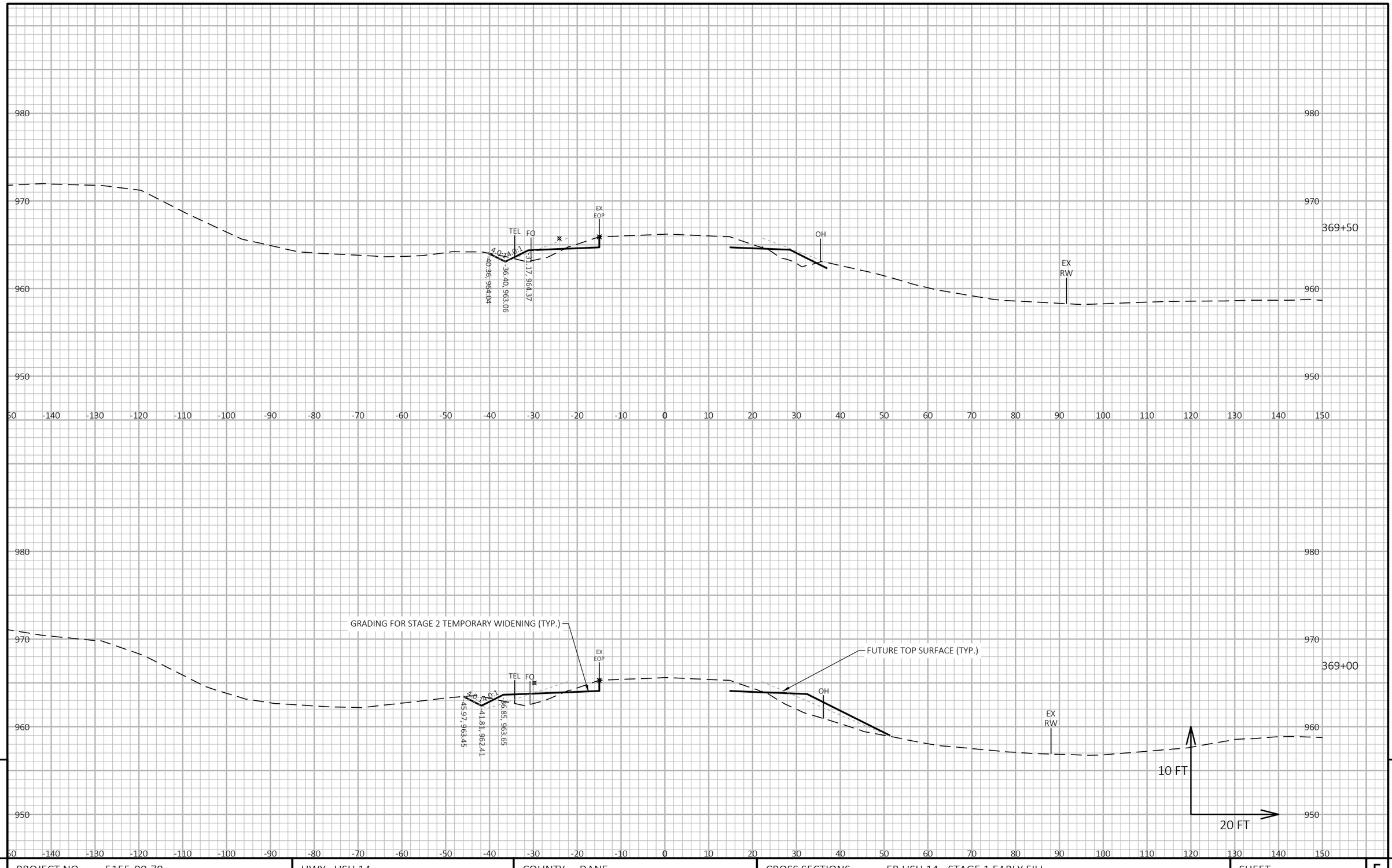


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 427 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090239-xs

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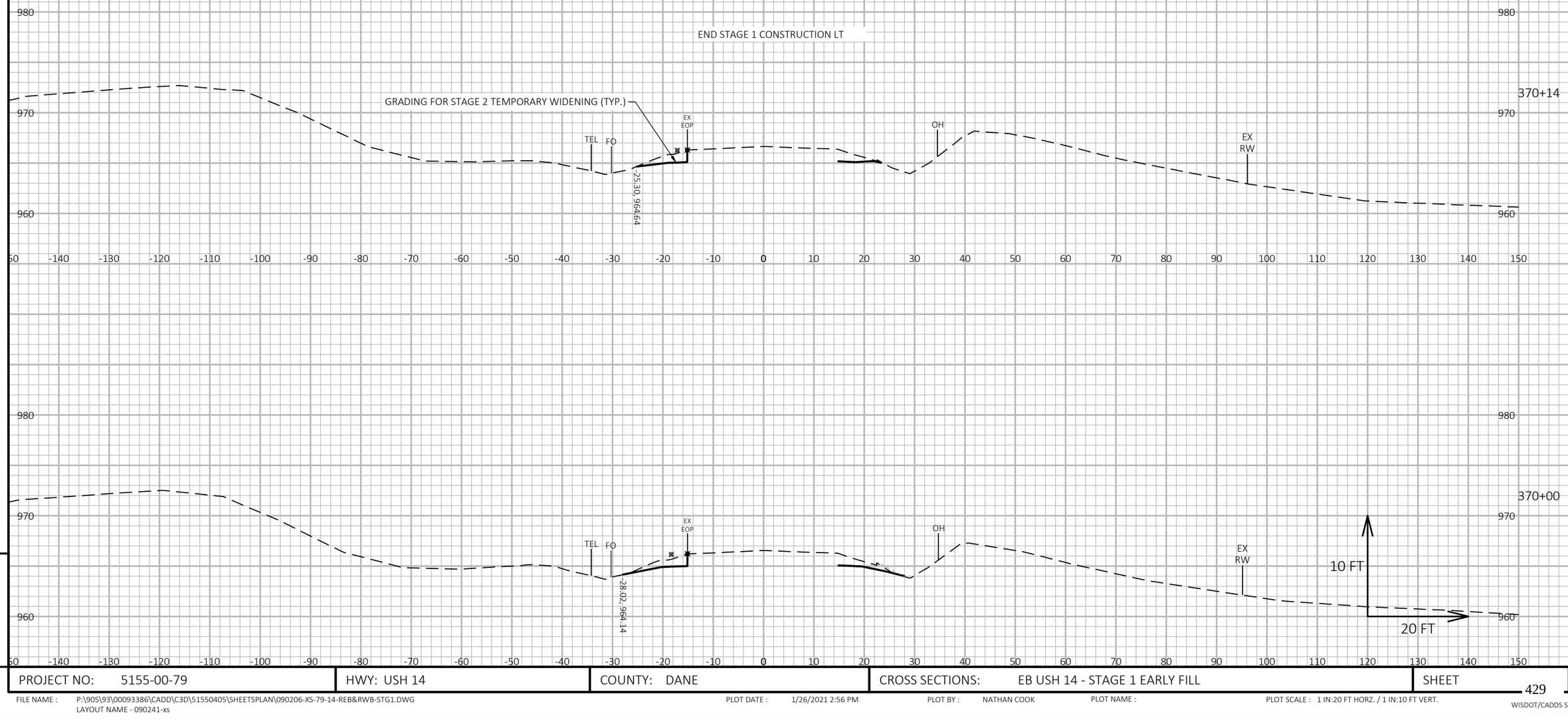
WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 428 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090240-xs

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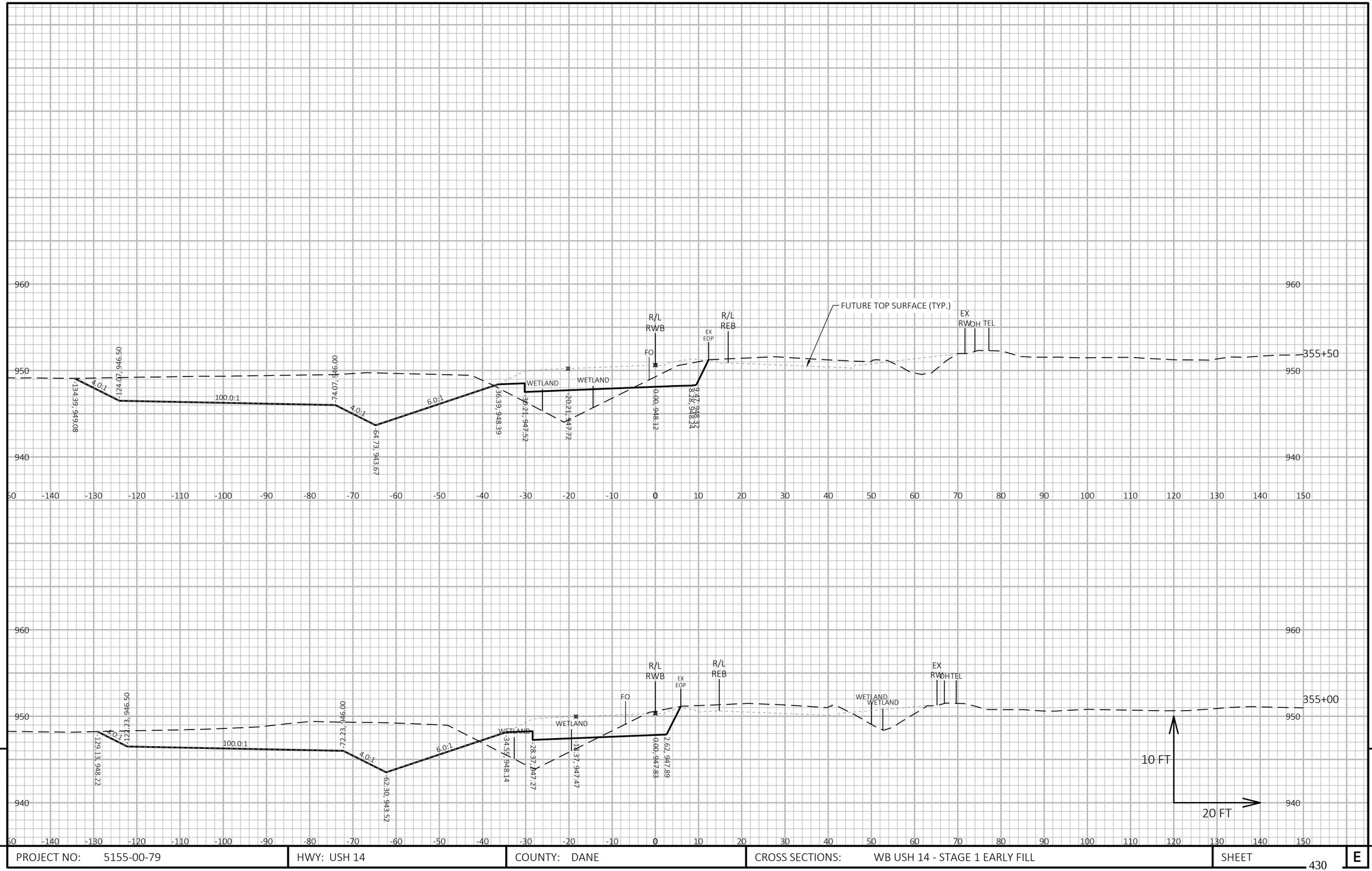


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14 - STAGE 1 EARLY FILL	SHEET 429	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090241-xs

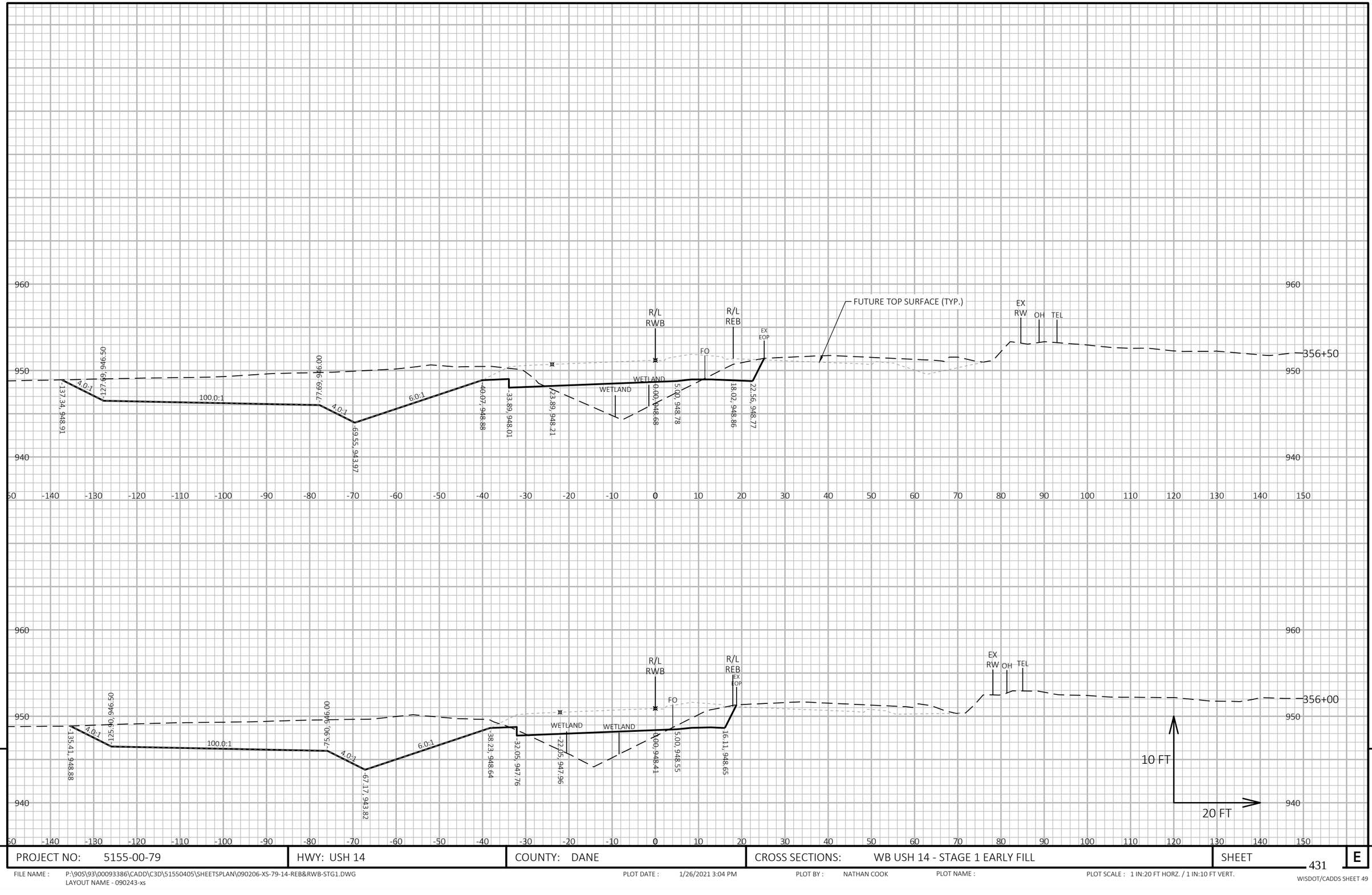
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WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 430 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090242-xs
PLOT DATE : 1/26/2021 3:04 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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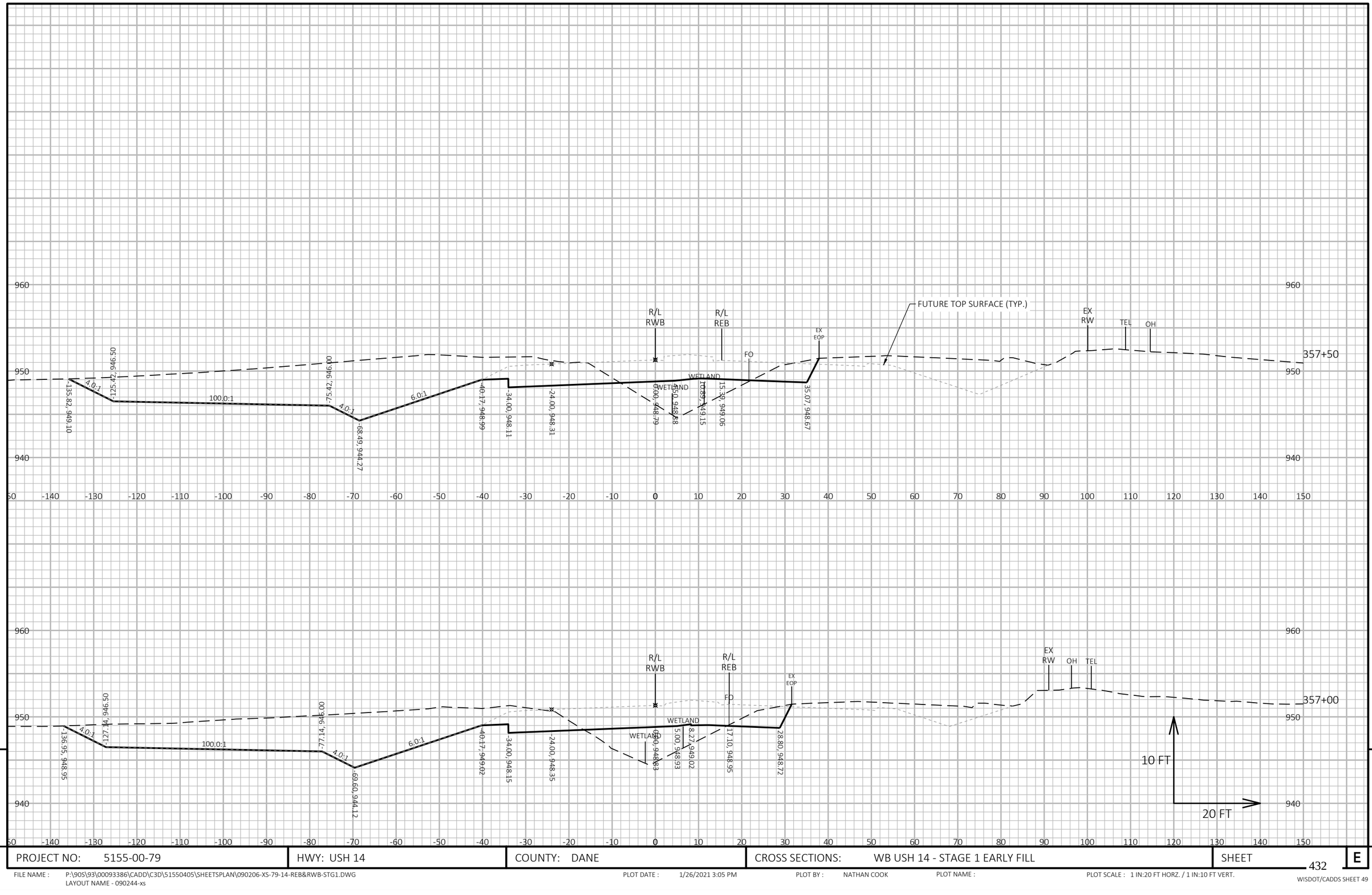
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 431	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090243-xs

PLOT DATE : 1/26/2021 3:04 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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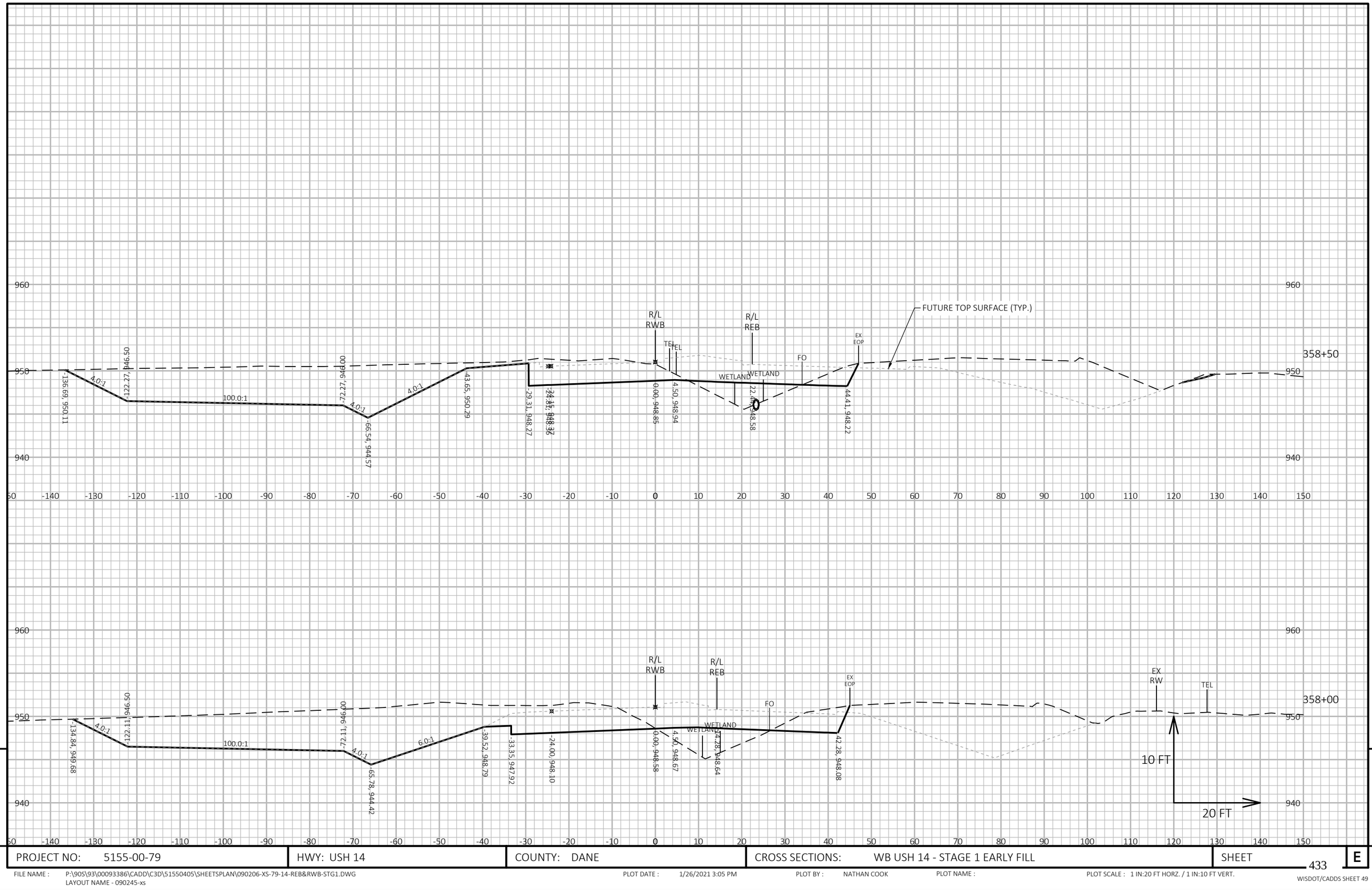
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 432	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090244-xs

PLOT DATE : 1/26/2021 3:05 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

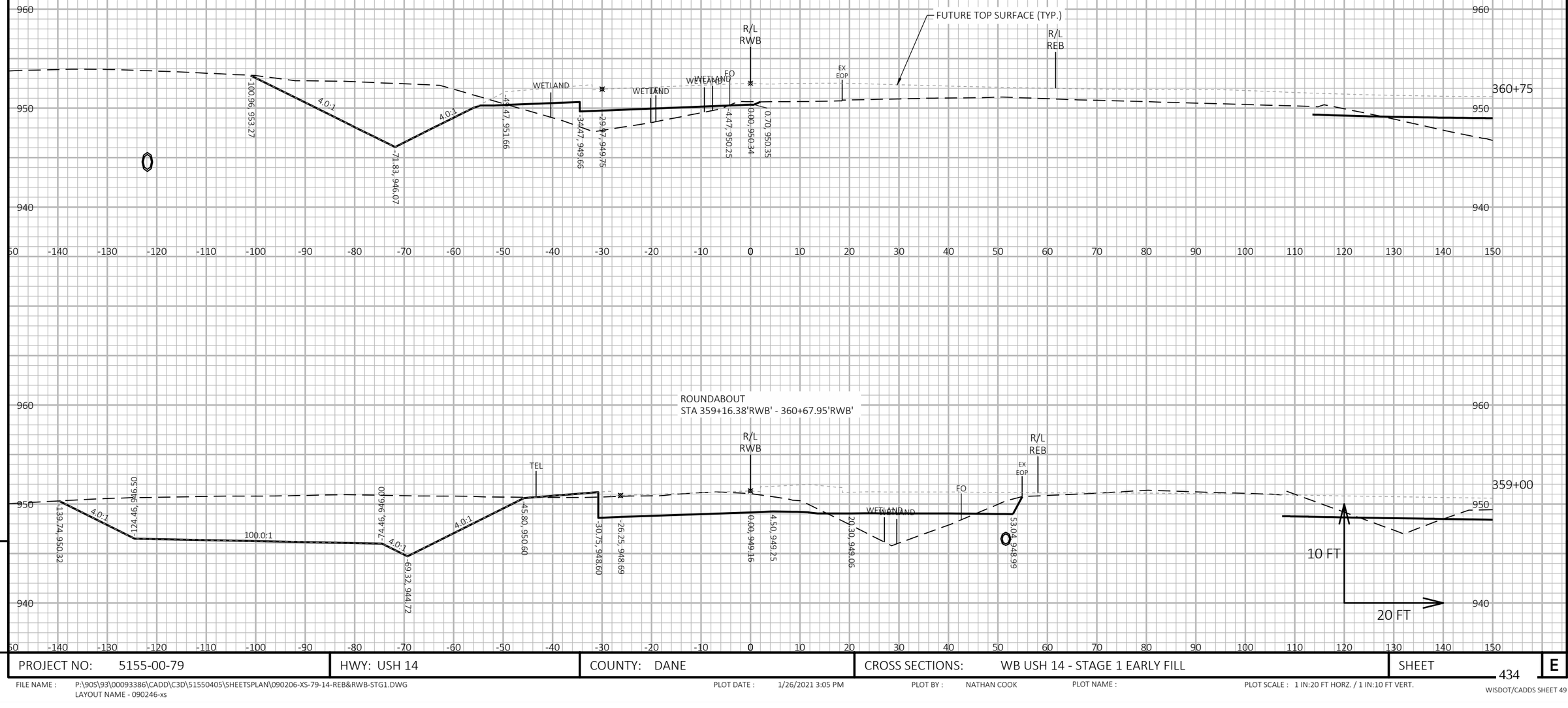


9 9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 433	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090245-xs

PLOT DATE : 1/26/2021 3:05 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

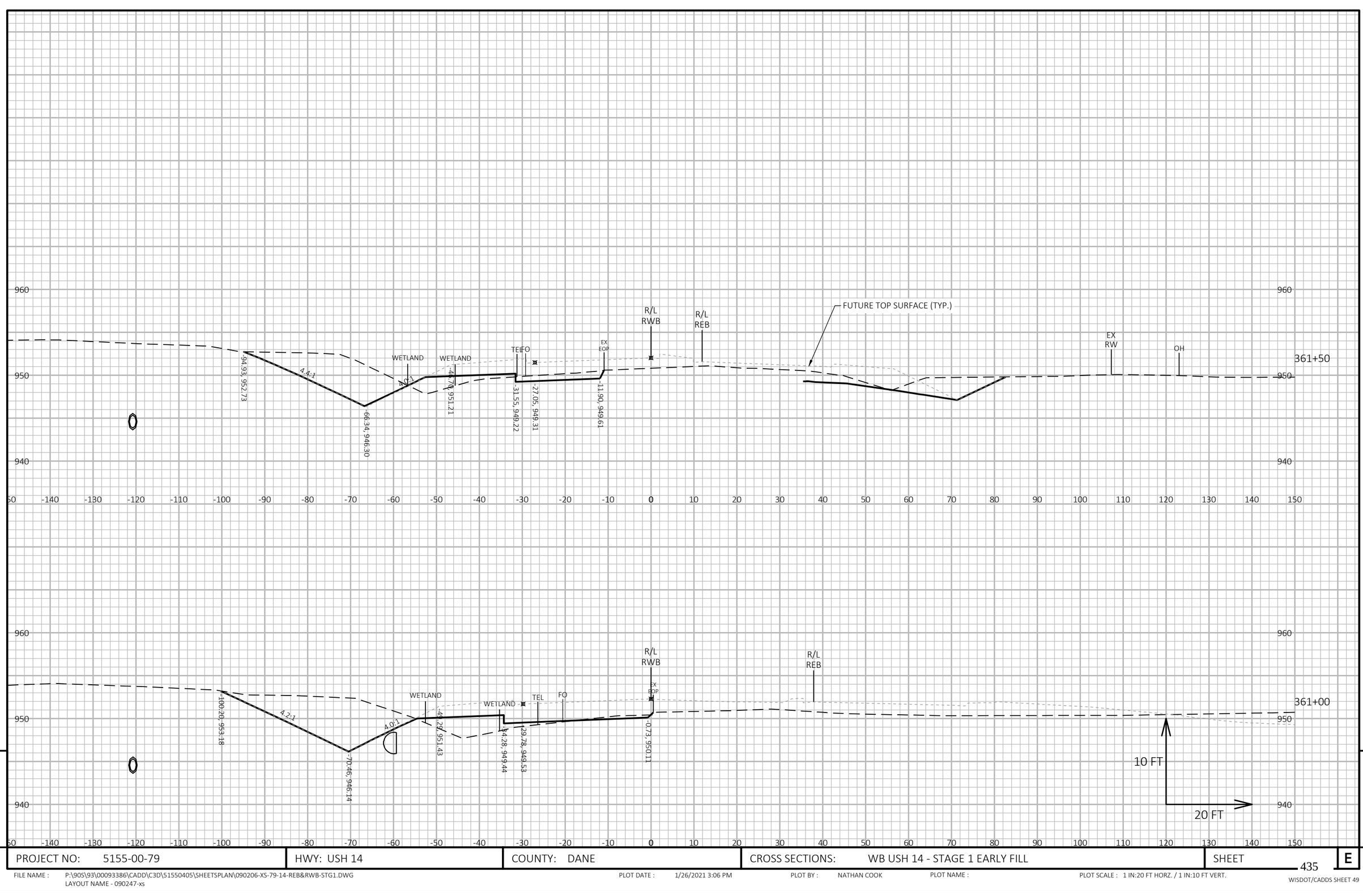
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 434	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090246-xs

PLOT DATE : 1/26/2021 3:05 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

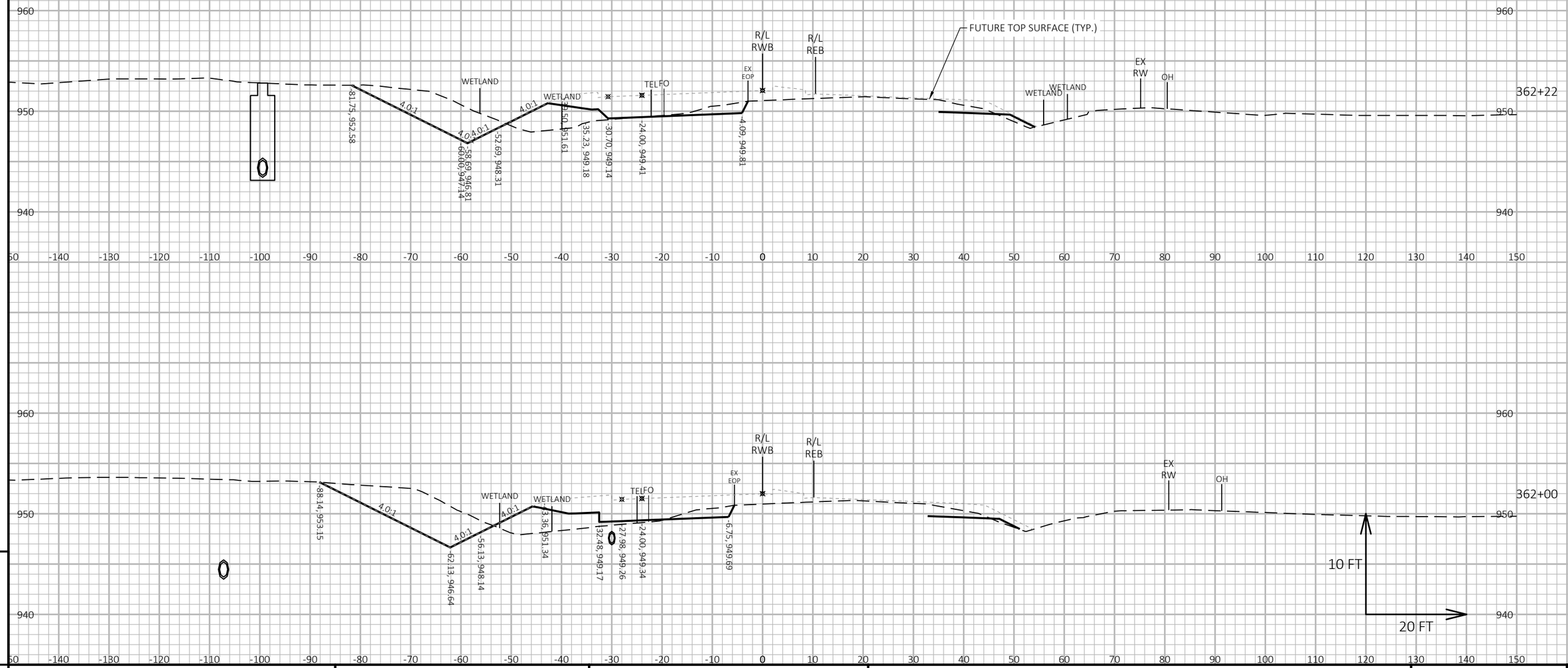


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 435 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090247-xs

PLOT DATE : 1/26/2021 3:06 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



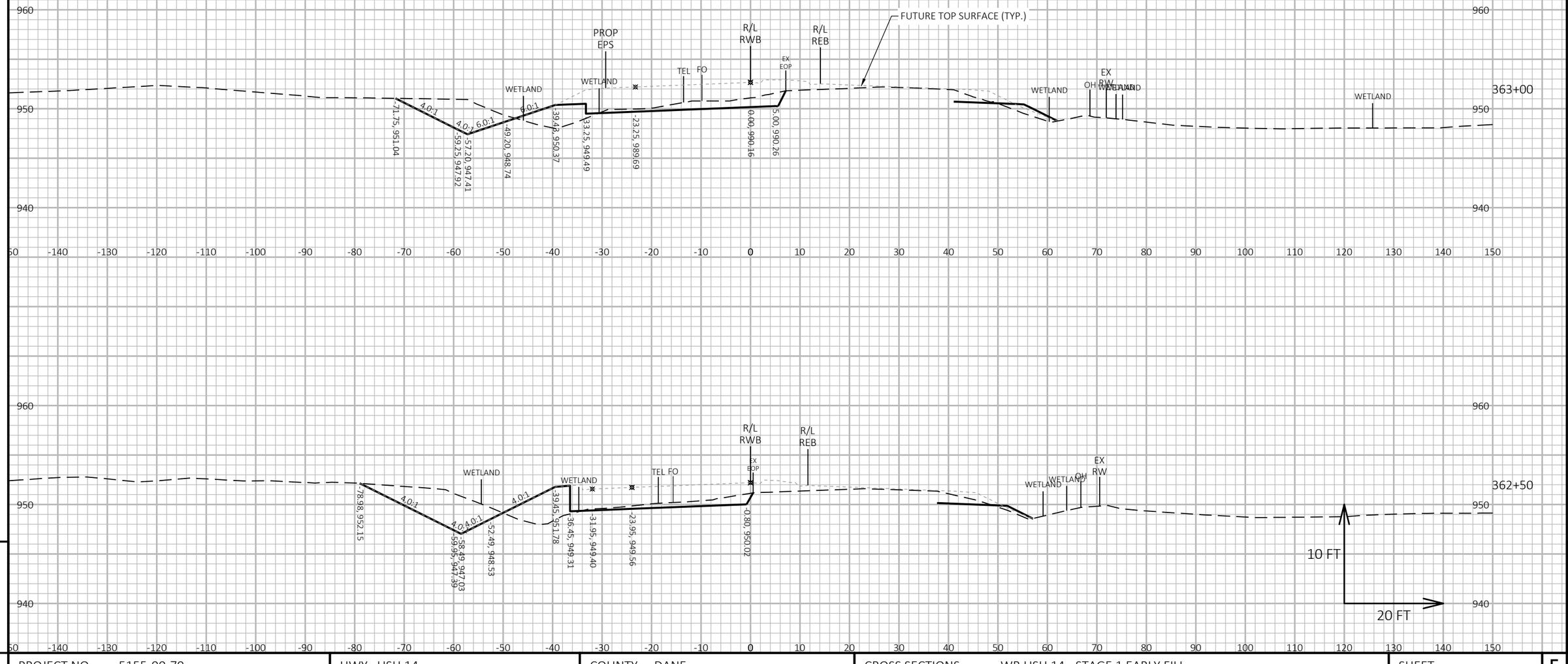
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 436	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090248-xs

PLOT DATE : 1/26/2021 3:06 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 437	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090249-xs

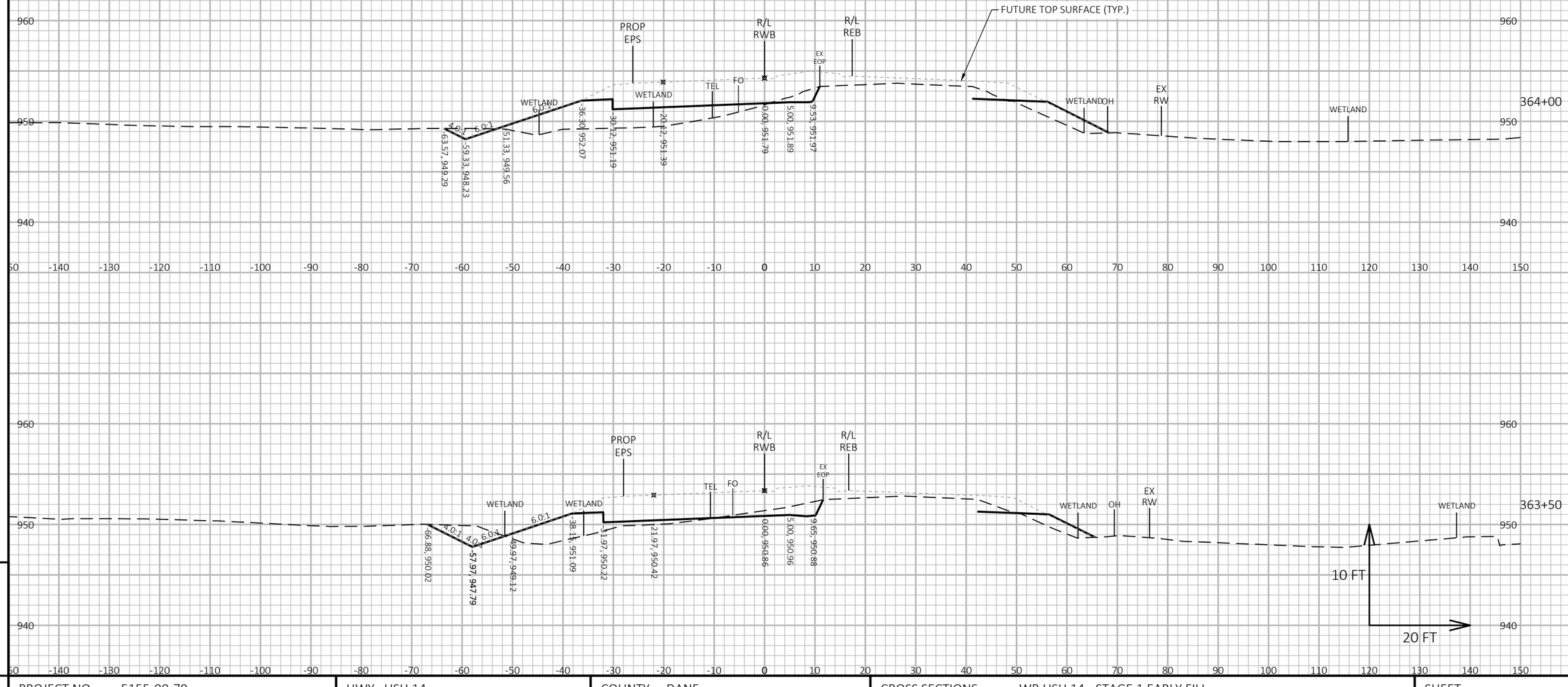
PLOT DATE : 1/26/2021 3:06 PM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

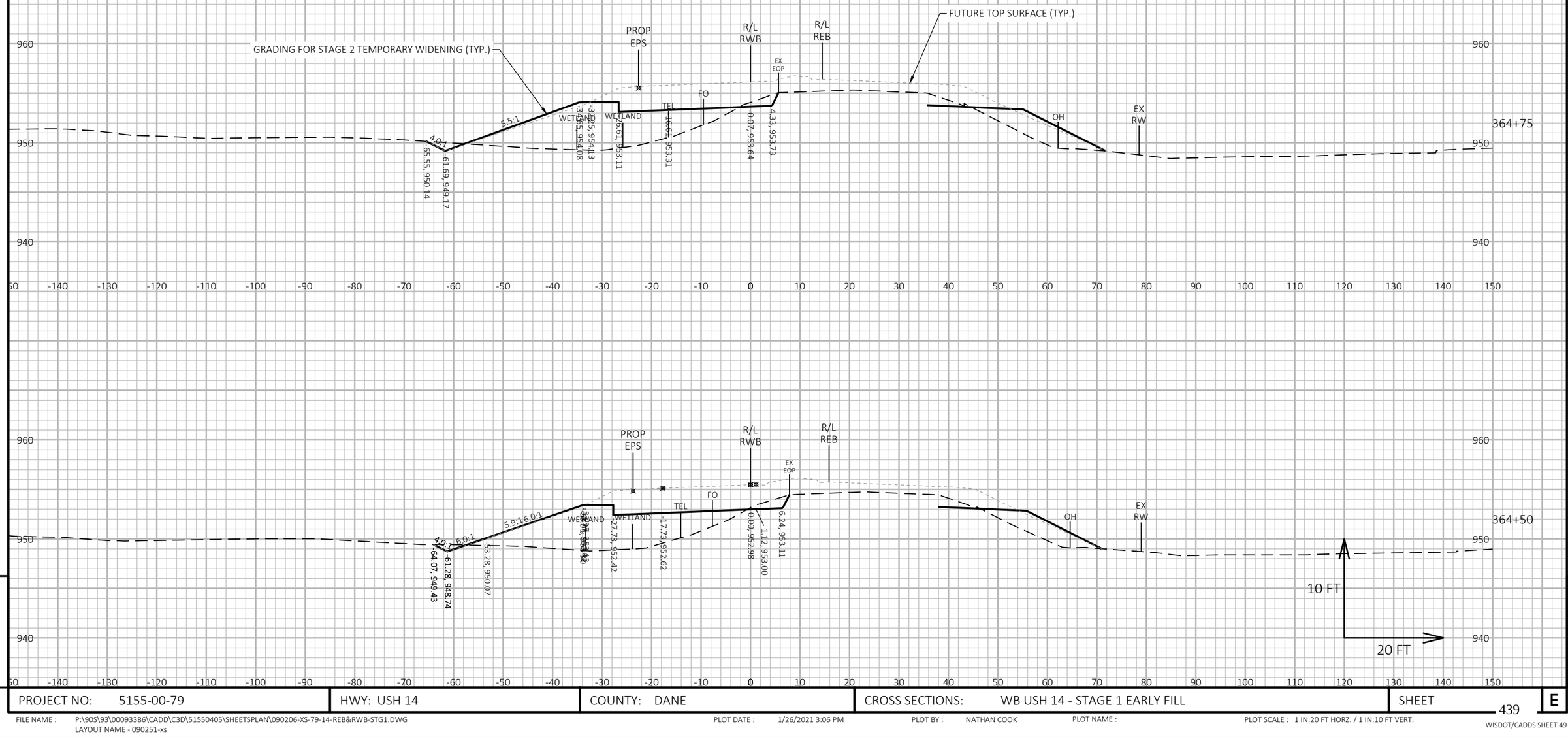


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 438 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090250-xs

PLOT DATE : 1/26/2021 3:06 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

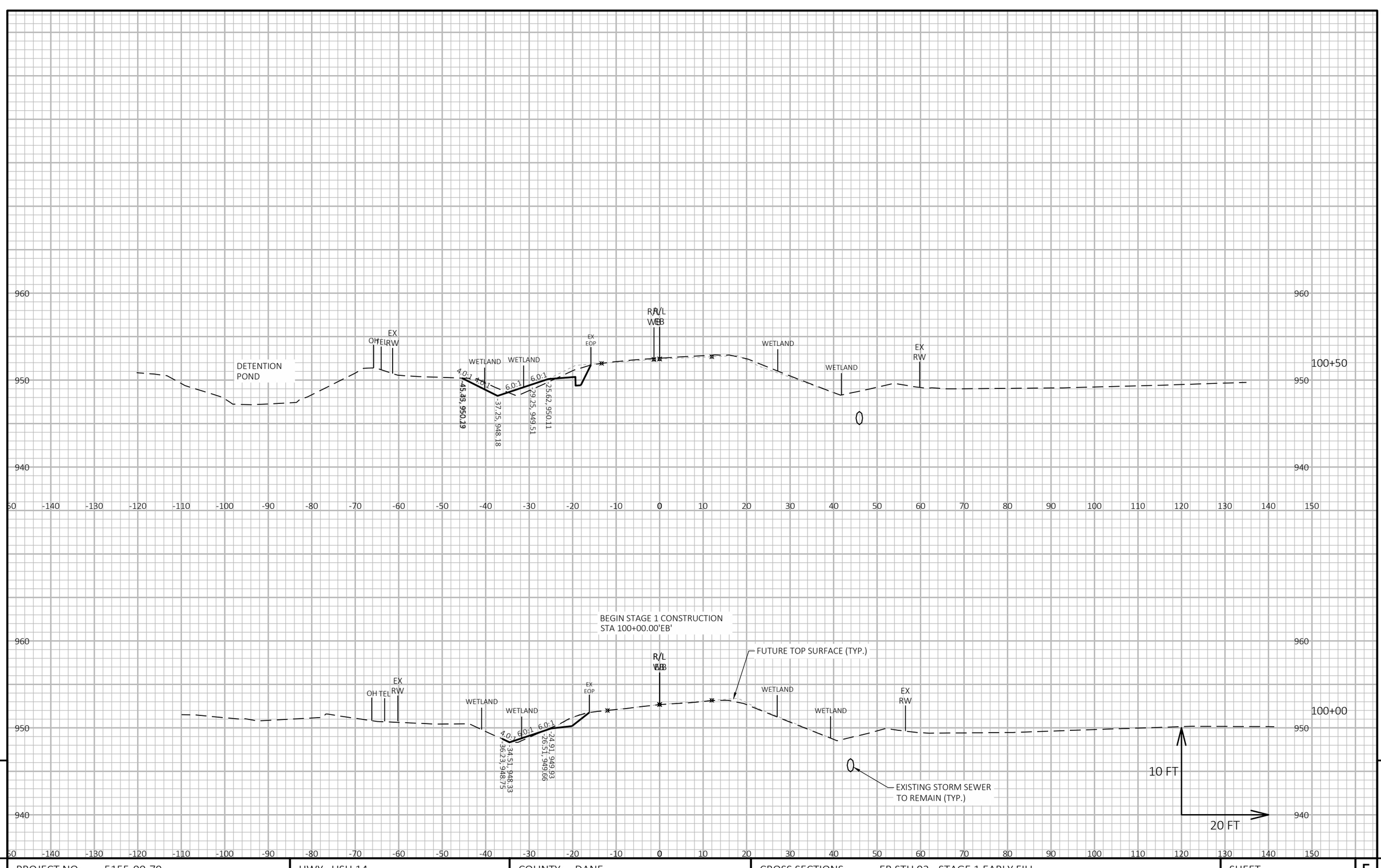


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14 - STAGE 1 EARLY FILL	SHEET 439

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090206-XS-79-14-REB&RWB-STG1.DWG
LAYOUT NAME - 090251-xs

PLOT DATE : 1/26/2021 3:06 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

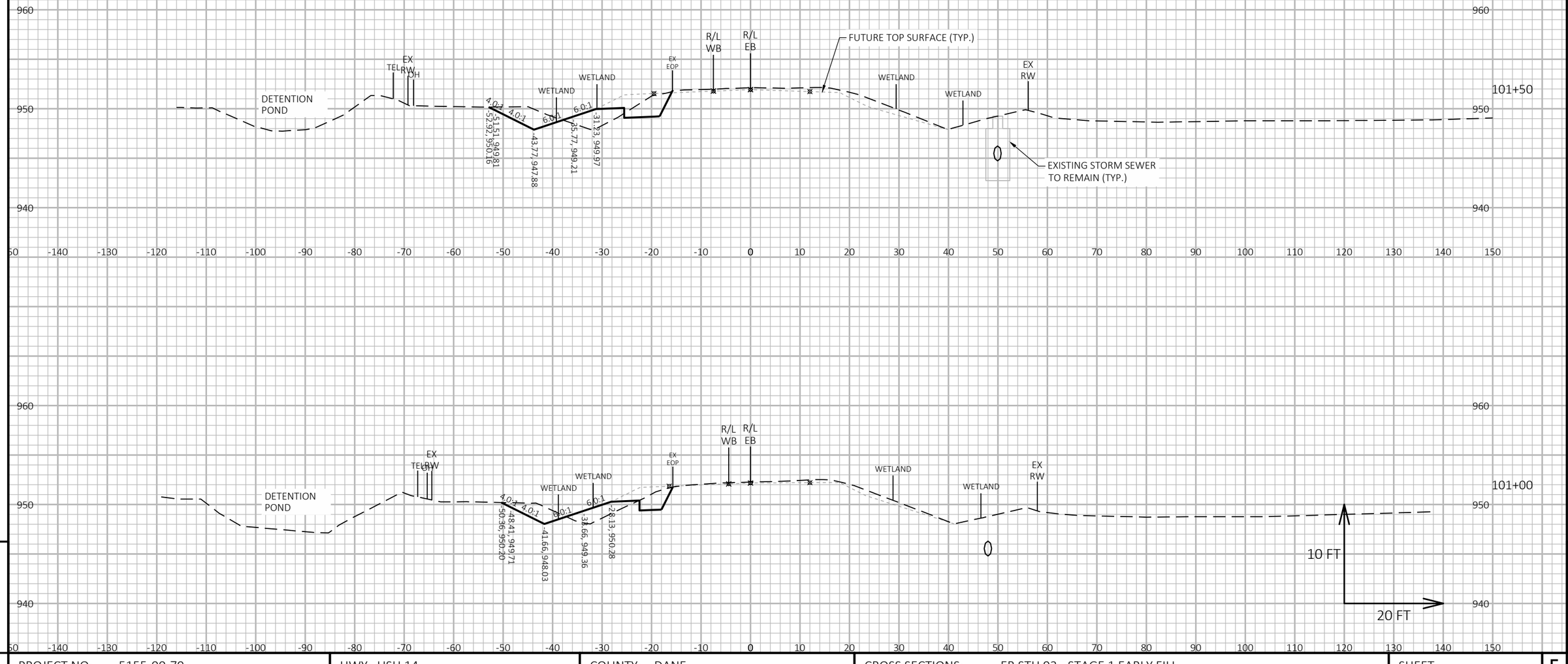
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92 - STAGE 1 EARLY FILL	SHEET 440	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090252-xs

PLOT DATE : 1/27/2021 9:42 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92 - STAGE 1 EARLY FILL	SHEET 441	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090253-xs

PLOT DATE : 1/27/2021 9:43 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 101+71.66'EB' TO STA.
102+10.06'EB' LT
1 - 38' CPCS 24-INCH
2 - AEW FOR CULVERT PIPE
SLOPED SIDE DRAINS STEEL
24-INCH 6:1

TEMP. ASPH
C.E. LT

EX RW
OH
EX EOP
R/L WB
R/L EB
FUTURE TOP SURFACE (TYP.)
WETLAND
WETLAND
EX RW
102+00

2.2%
4.0:1
4.0:1
6.0:1
6.0:1
-58.13, 950.79
-54.60, 949.91
-45.88, 947.73
-37.88, 949.06
-34.32, 949.65
-23.73, 949.86

960
950
940

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

STA. 101+71.66'EB' TO STA.
102+10.06'EB' LT
1 - 38' CPCS 24-INCH
2 - AEW FOR CULVERT PIPE
SLOPED SIDE DRAINS STEEL
24-INCH 6:1

TEMP. ASPH
C.E. LT

EX RW
OH
EX EOP
R/L WB
R/L EB
WETLAND
WETLAND
EX RW
101+91

2.8%
4.0:1
4.0:1
6.0:1
6.0:1
-58.19, 950.92
-54.06, 949.89
-45.51, 947.75
-37.51, 949.08
-33.78, 949.71

10 FT
20 FT

EXISTING STORM SEWER
TO REMAIN (TYP.)

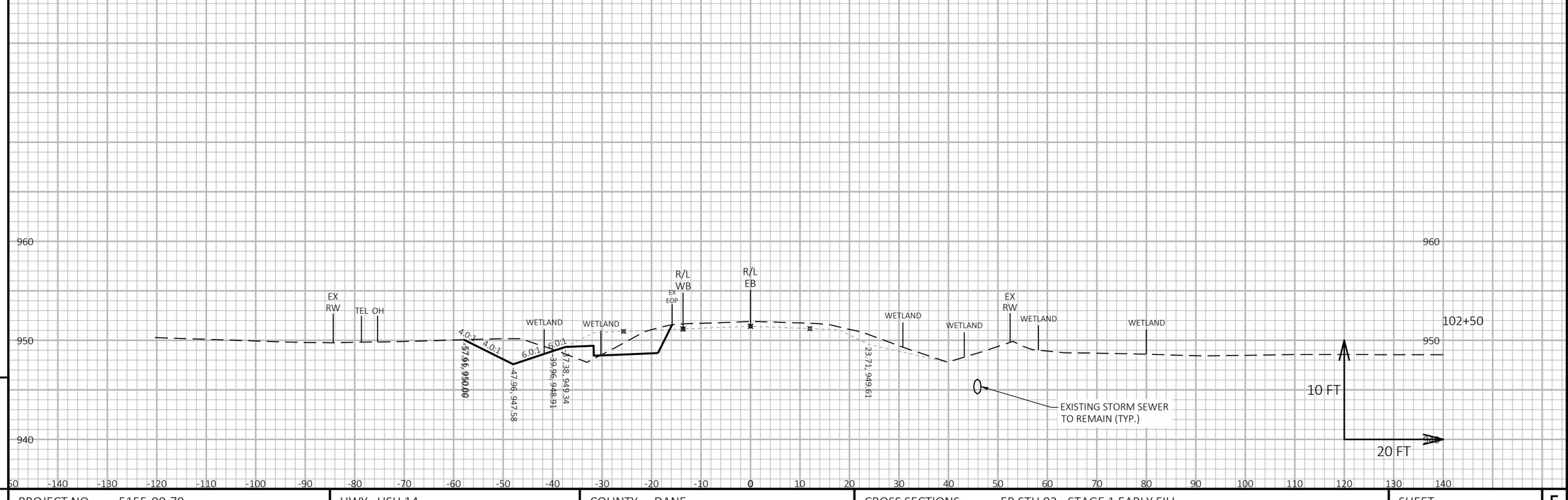
960
950
940

-150 -140 -130 -120 -110 -100 -90 -80 -70 -60 -50 -40 -30 -20 -10 0 10 20 30 40 50 60 70 80 90 100 110 120 130 140 150

9 9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92 - STAGE 1 EARLY FILL	SHEET 442	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090254-xs
PLOT DATE : 1/27/2021 9:43 AM
PLOT BY : JAMES DES JARLAIS
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



9

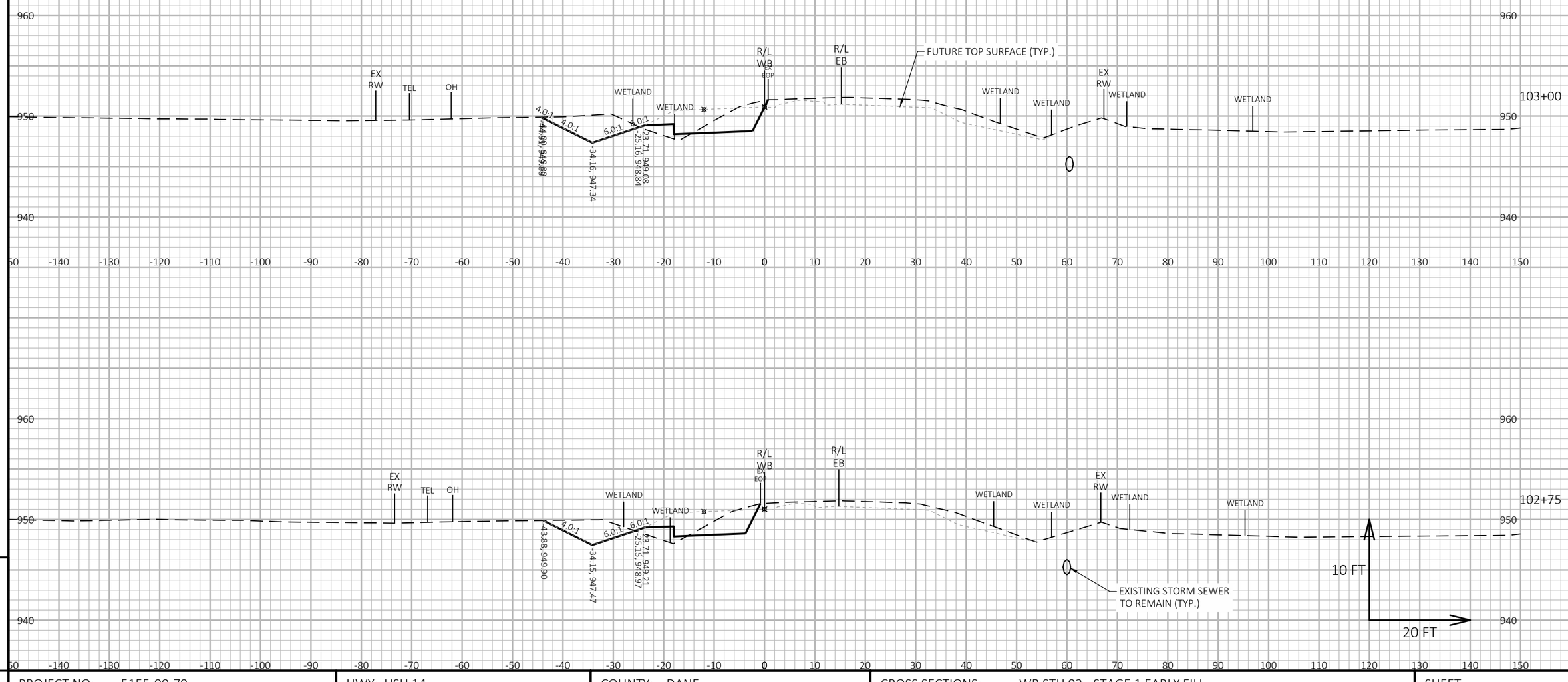
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92 - STAGE 1 EARLY FILL	SHEET 443	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 1/27/2021 9:43 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

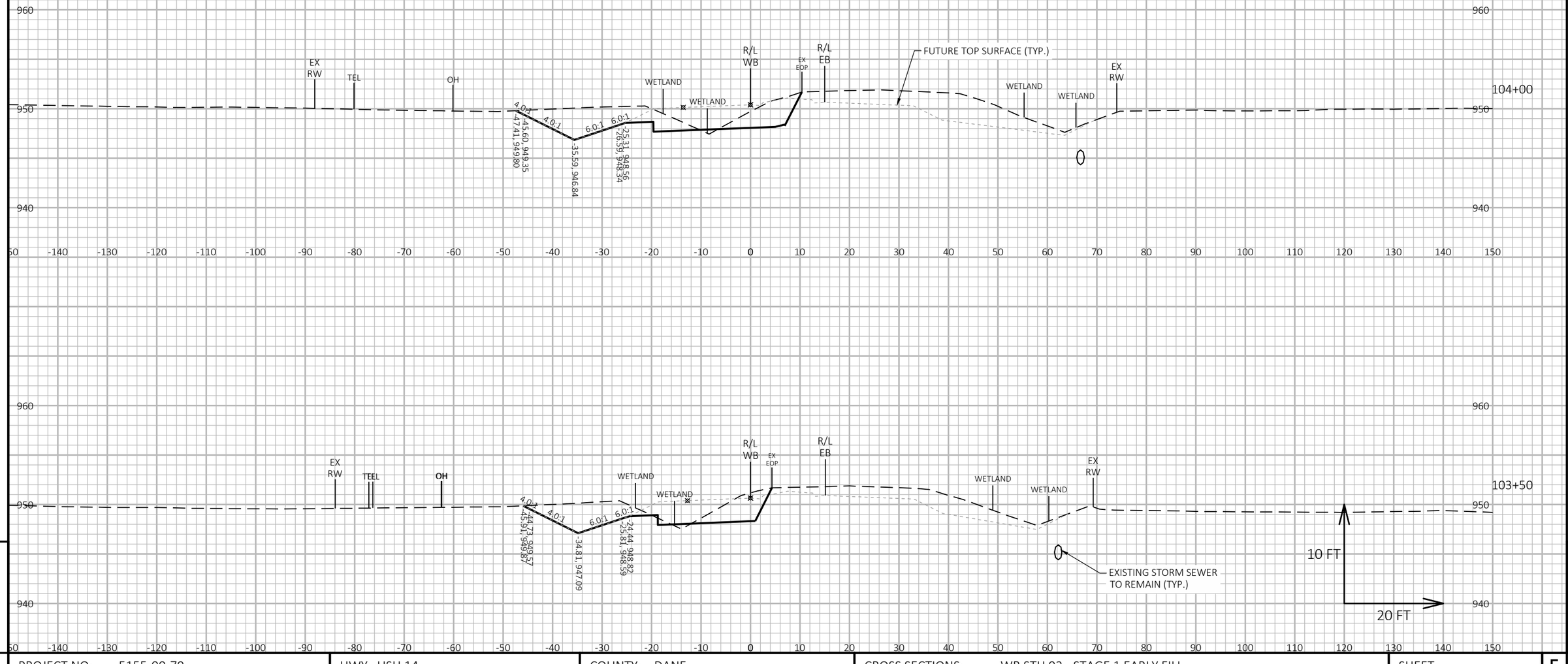


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 EARLY FILL	SHEET 444 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090256-xs

PLOT DATE : 1/27/2021 9:44 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

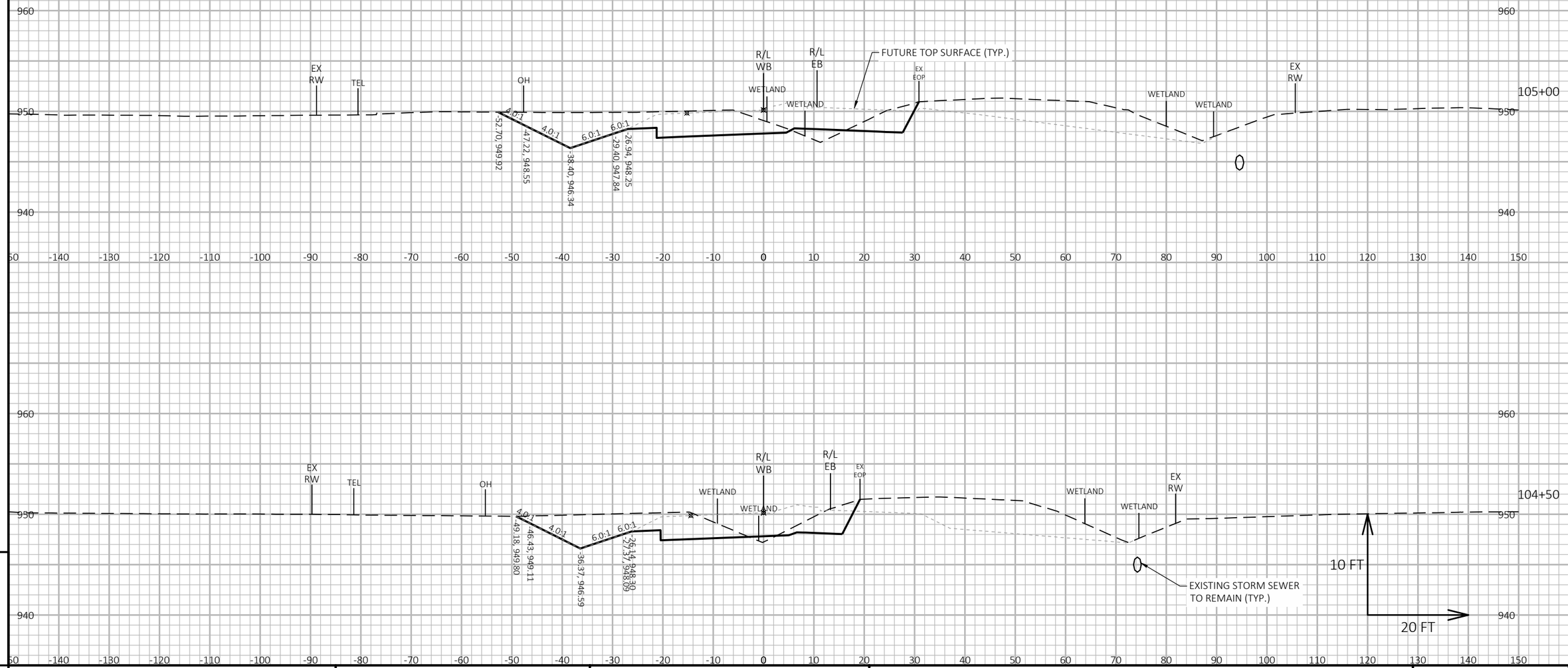


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 EARLY FILL	SHEET 445 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090257-xs

PLOT DATE : 1/27/2021 9:44 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

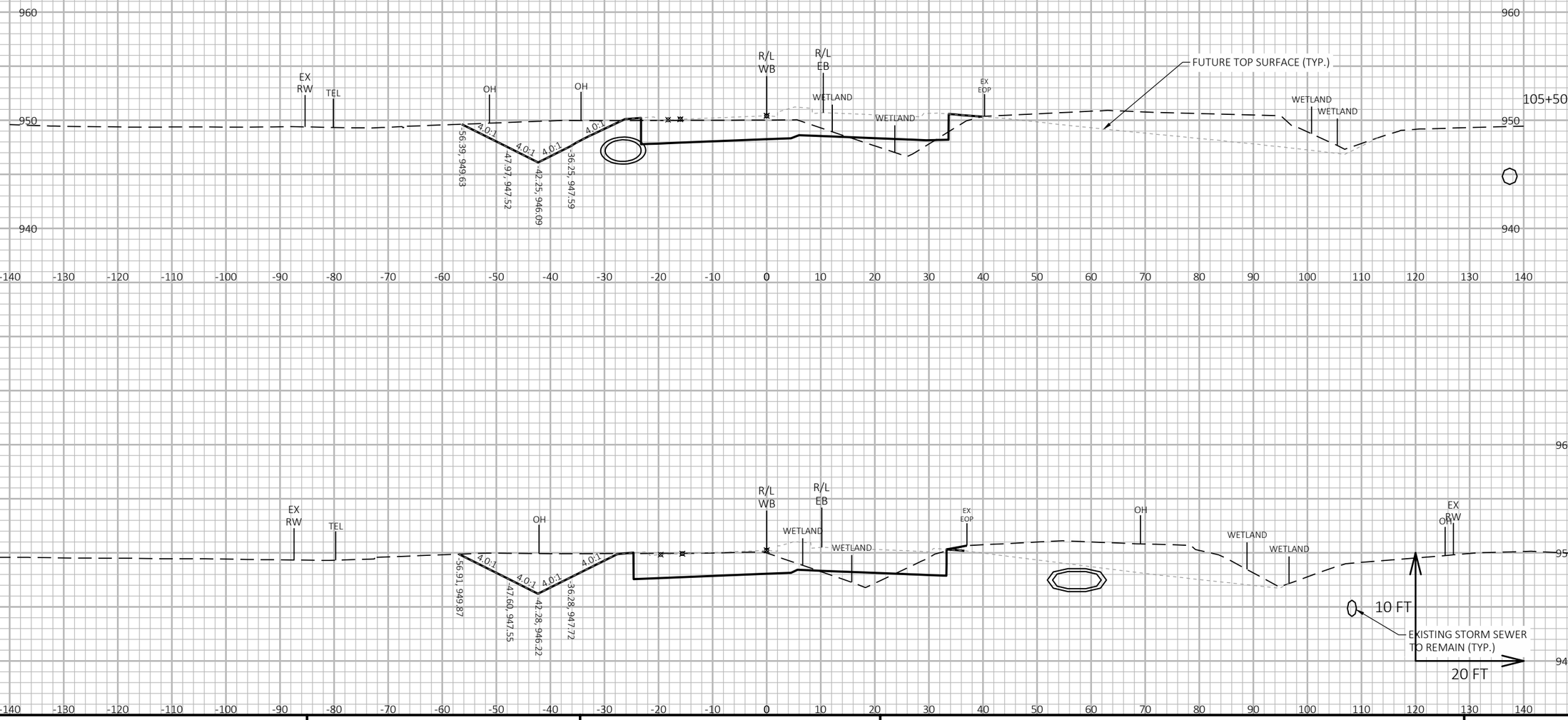
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 EARLY FILL	SHEET 446	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 1/27/2021 9:45 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

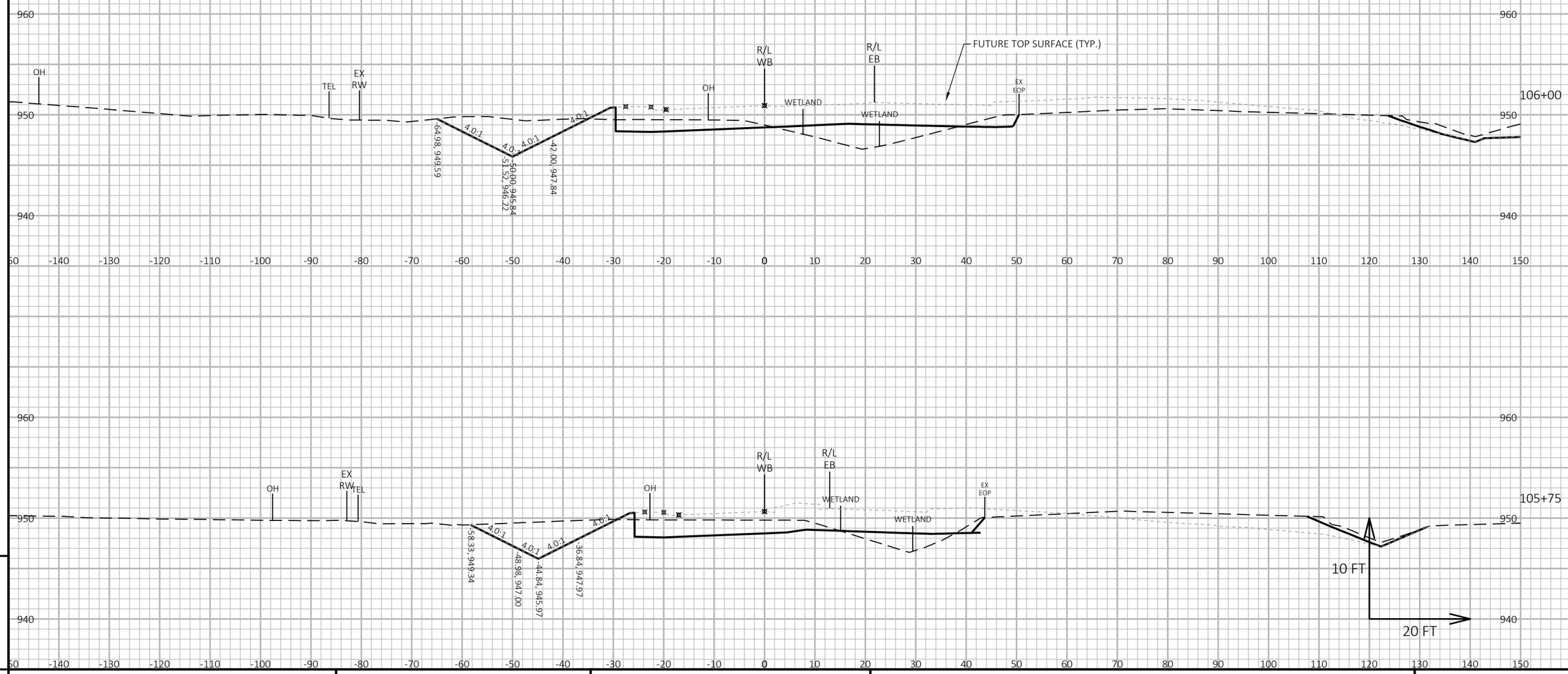
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 EARLY FILL	SHEET 447	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090263-xs

PLOT DATE : 1/27/2021 9:45 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



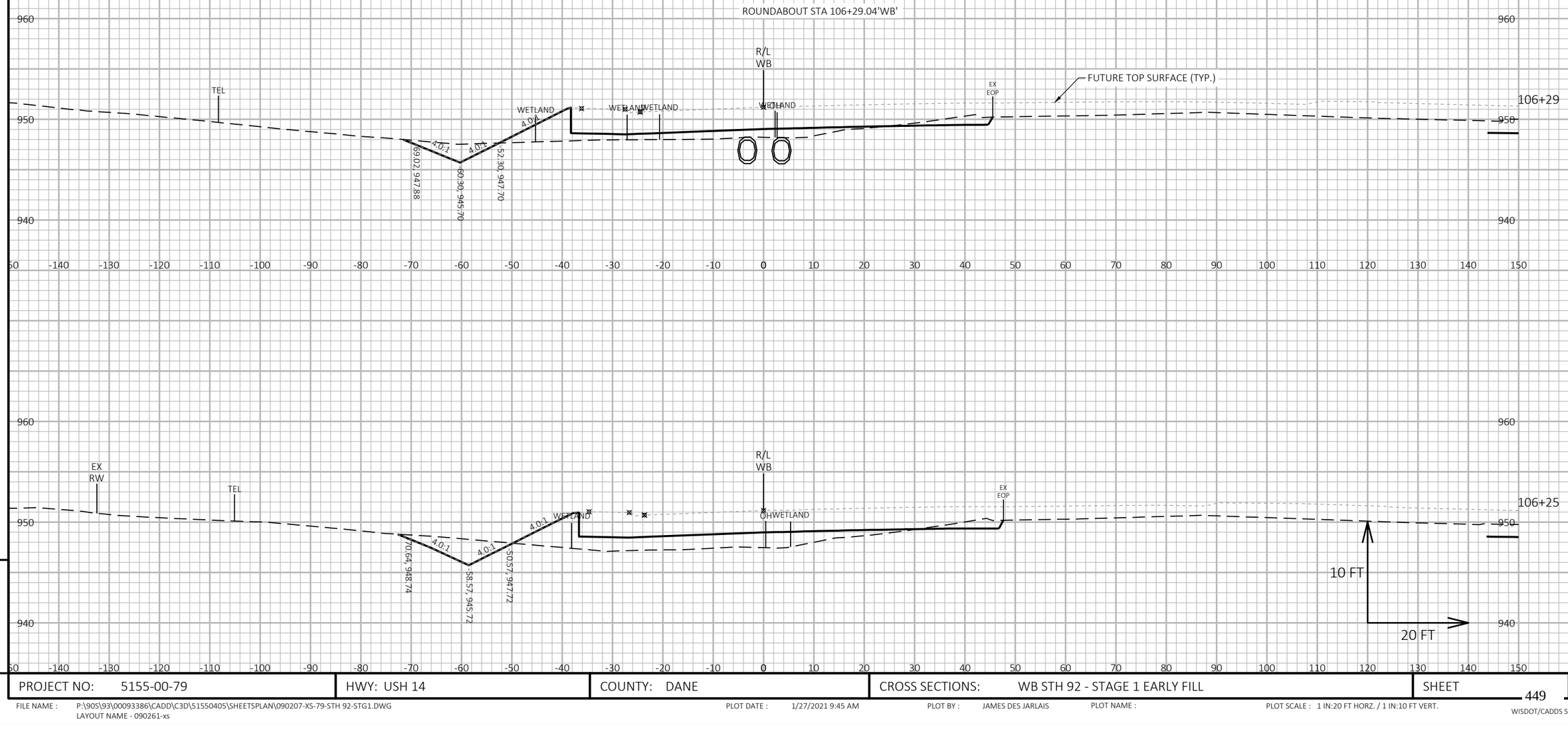
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9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 EARLY FILL	SHEET 448	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090260-xs

PLOT DATE : 1/27/2021 9:45 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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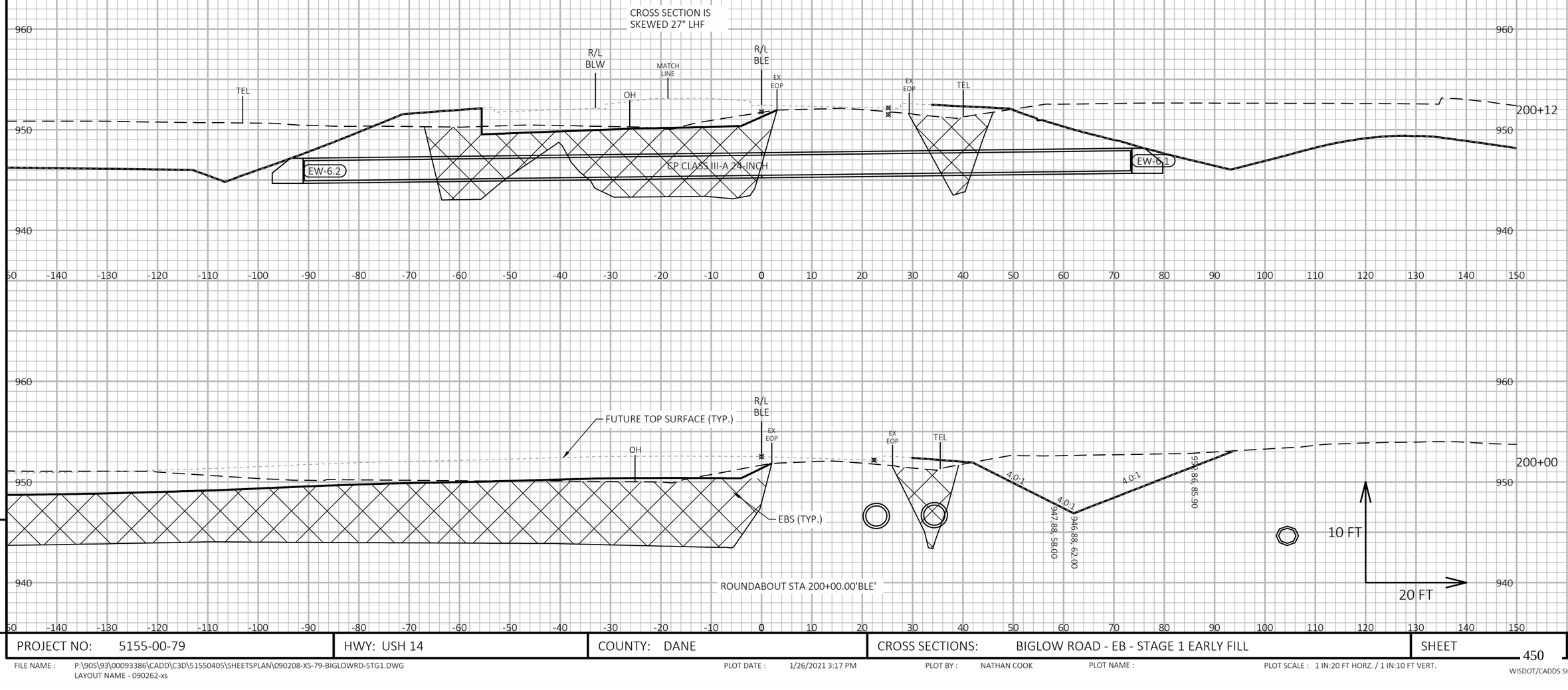
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92 - STAGE 1 EARLY FILL	SHEET 449	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090207-XS-79-STH 92-STG1.DWG
LAYOUT NAME - 090261-xs

PLOT DATE : 1/27/2021 9:45 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

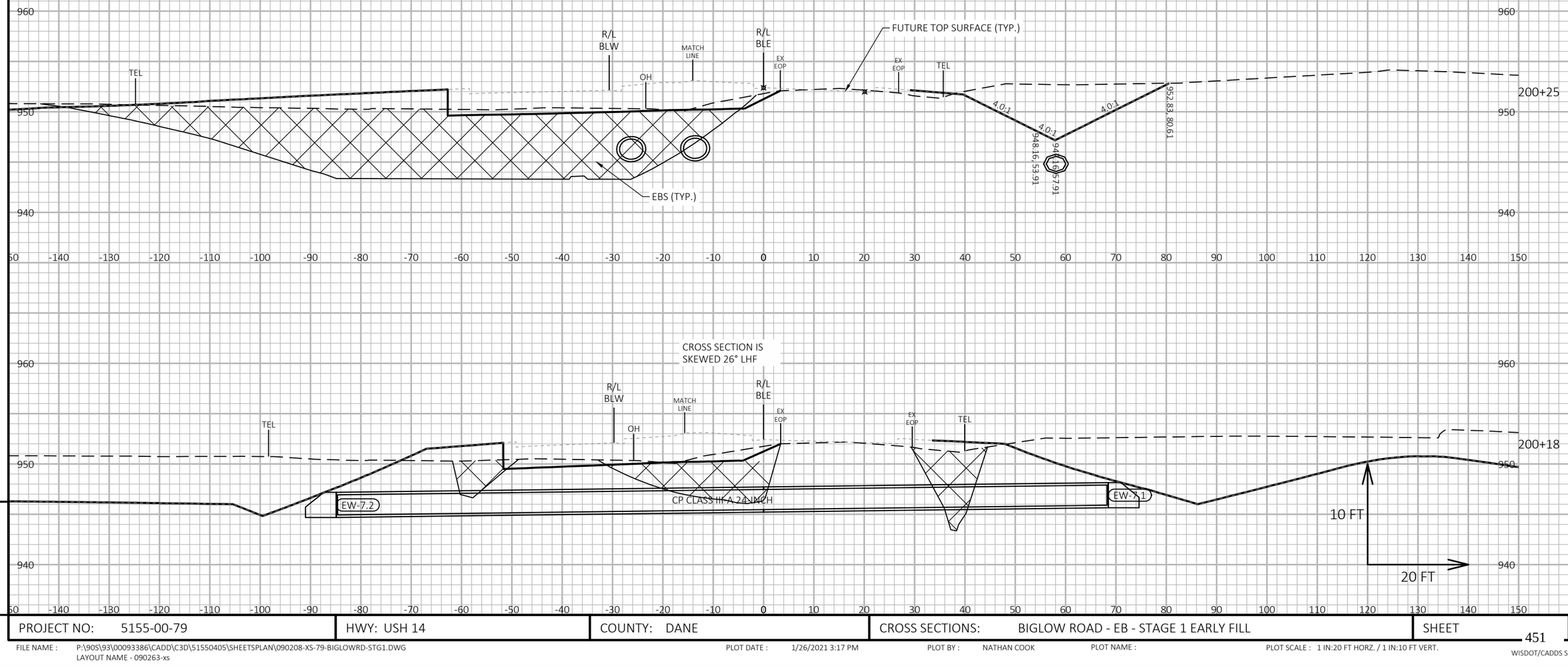


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB - STAGE 1 EARLY FILL	SHEET 450 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090262-xs

PLOT DATE : 1/26/2021 3:17 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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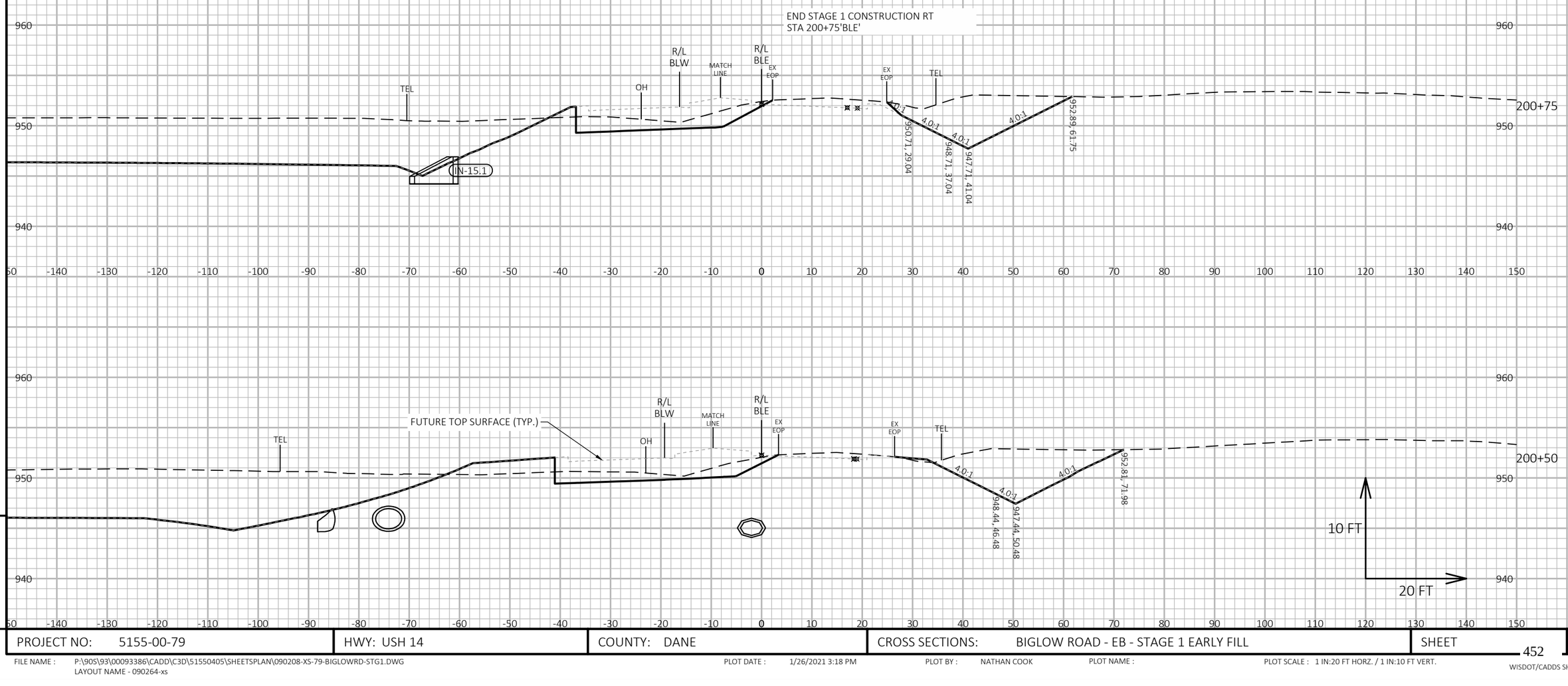
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB - STAGE 1 EARLY FILL	SHEET 451	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090263-xs

PLOT DATE : 1/26/2021 3:17 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

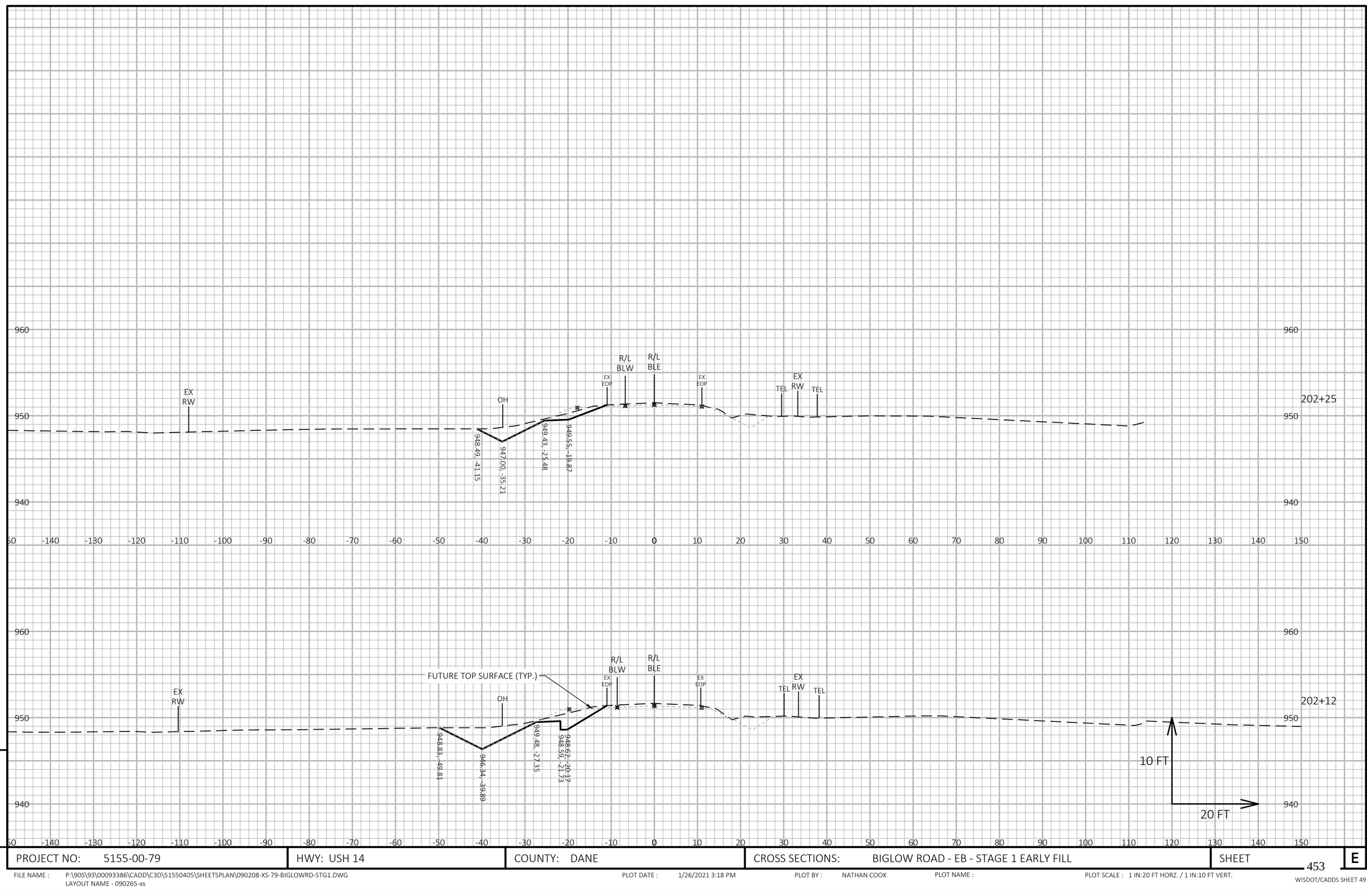


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB - STAGE 1 EARLY FILL	SHEET 452 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090264-xs

PLOT DATE : 1/26/2021 3:18 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

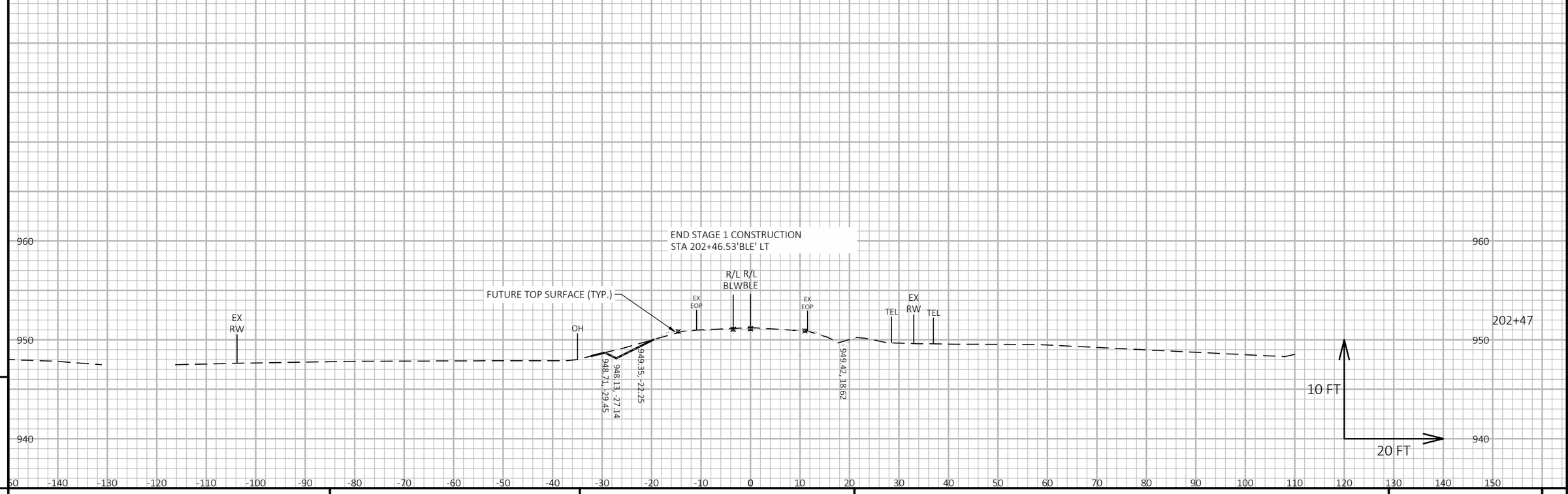


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB - STAGE 1 EARLY FILL	SHEET 453 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090265-xs

PLOT DATE : 1/26/2021 3:18 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

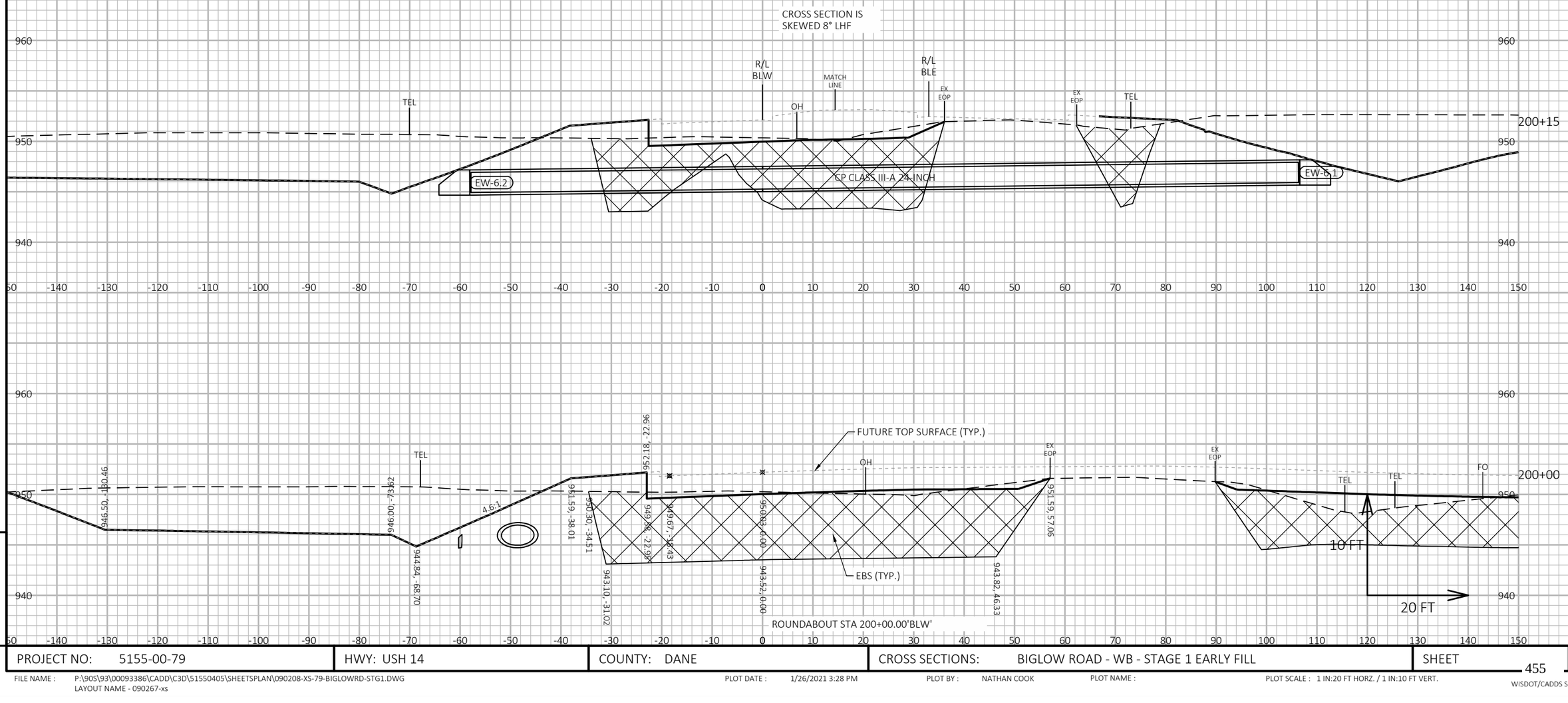
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB - STAGE 1 EARLY FILL	SHEET 454	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090266-xs

PLOT DATE : 1/26/2021 3:18 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



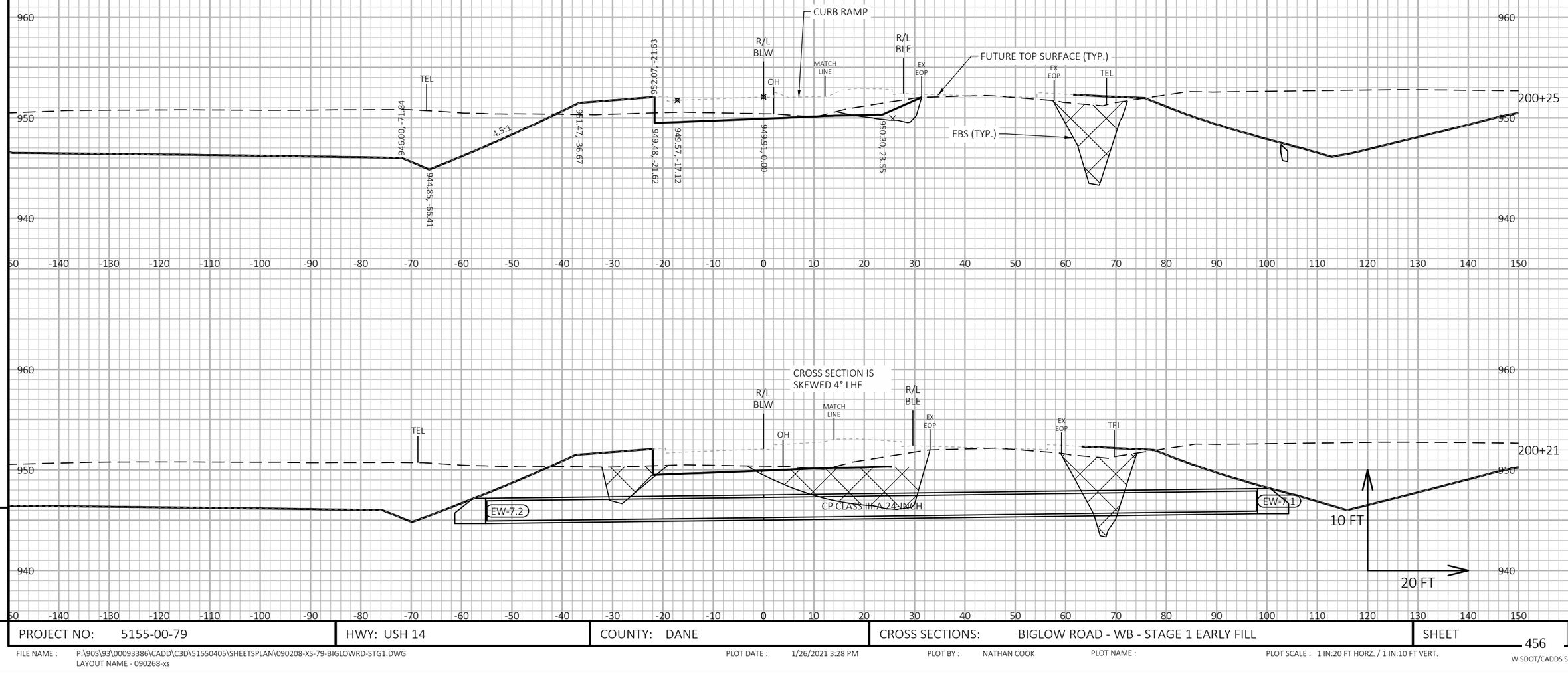
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB - STAGE 1 EARLY FILL	SHEET 455 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090267-xs

PLOT DATE : 1/26/2021 3:28 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9 9

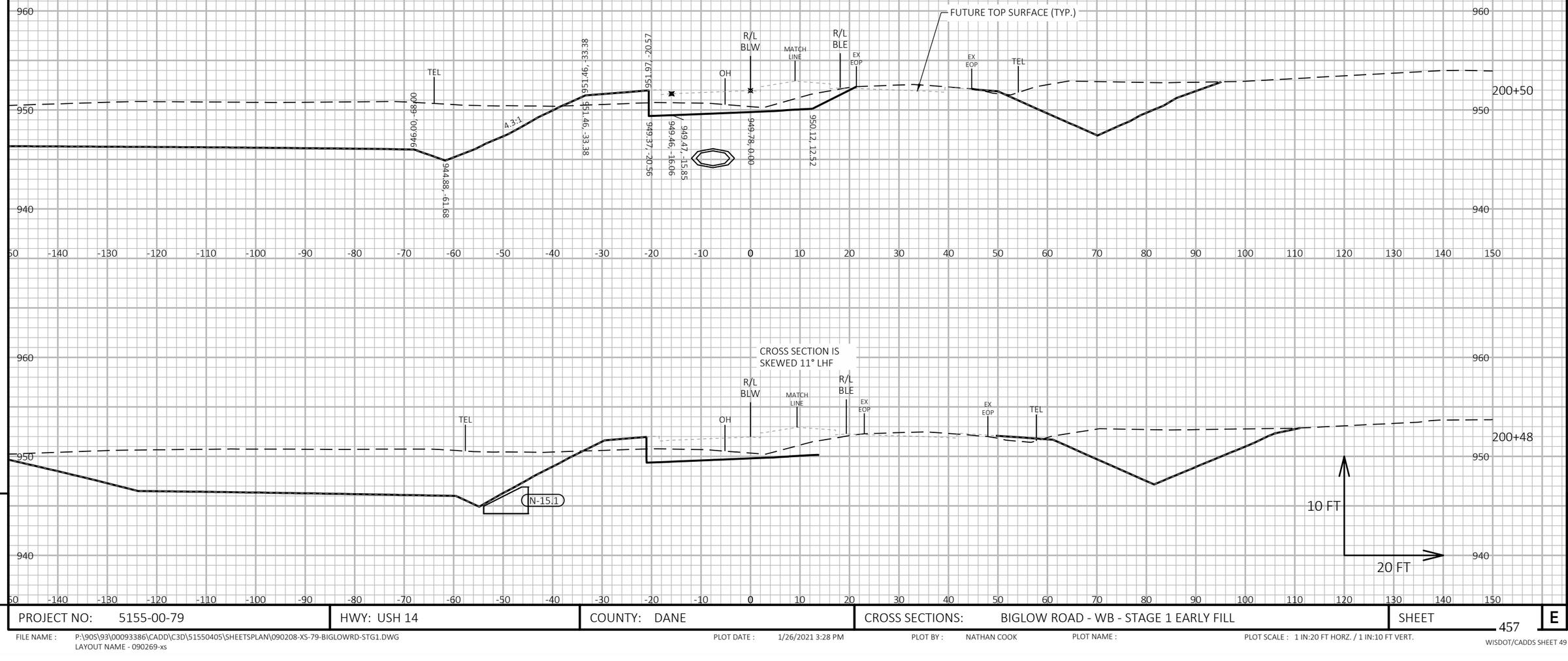


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB - STAGE 1 EARLY FILL	SHEET 456

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090268-xs

PLOT DATE : 1/26/2021 3:28 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

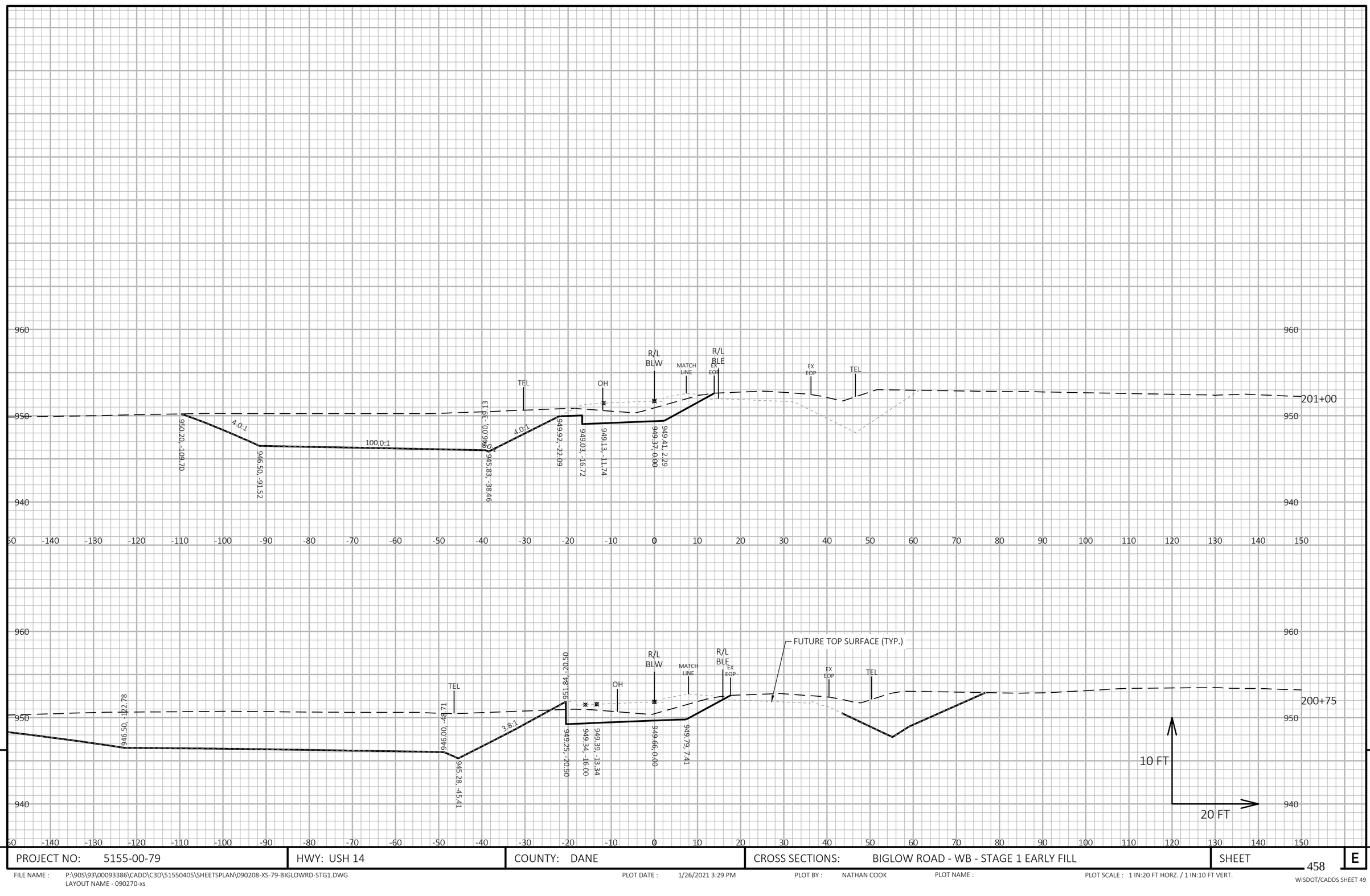


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB - STAGE 1 EARLY FILL	SHEET 457	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090269-xs

PLOT DATE : 1/26/2021 3:28 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



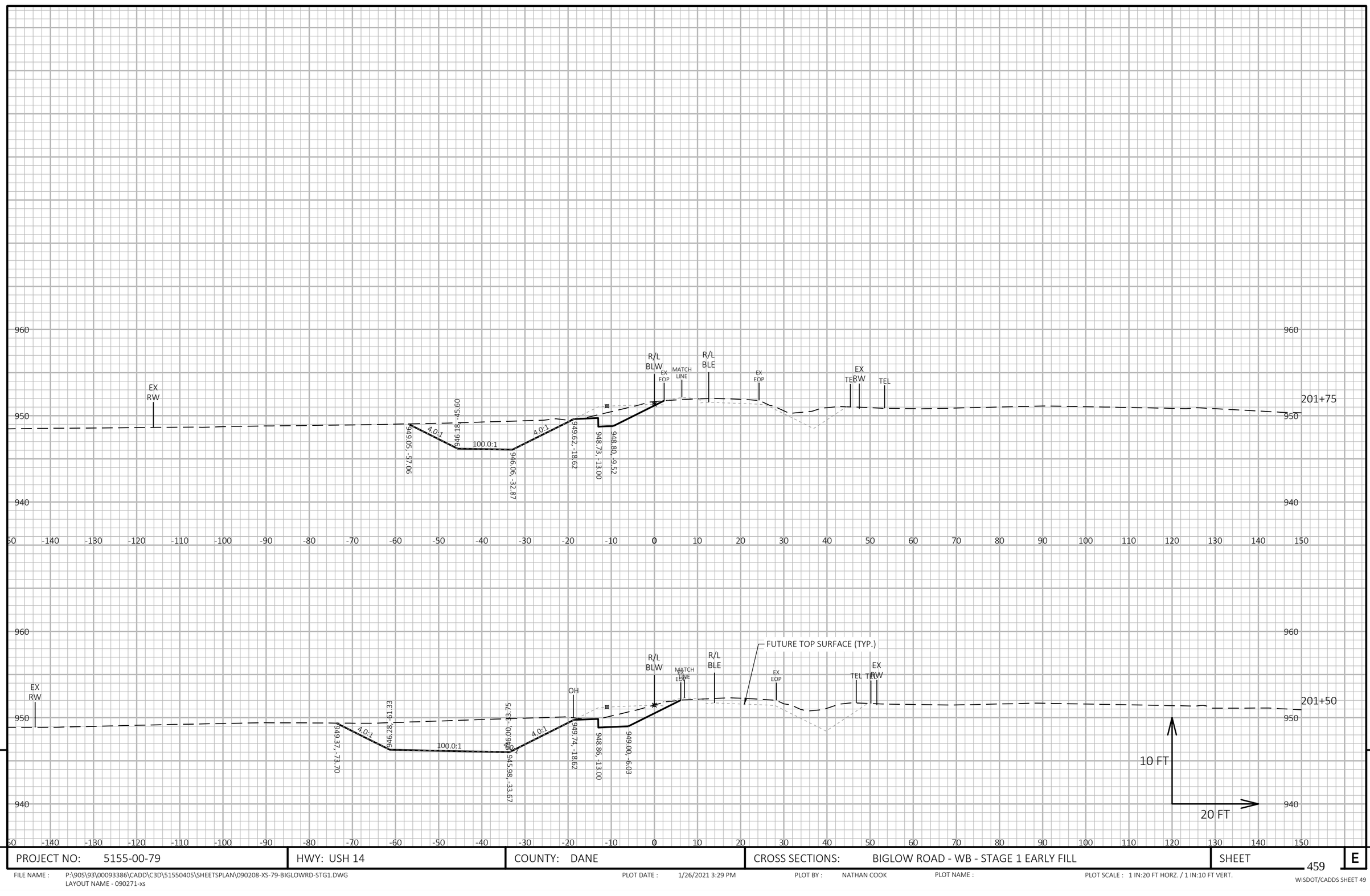
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB - STAGE 1 EARLY FILL	SHEET 458	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090270-xs

PLOT DATE : 1/26/2021 3:29 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

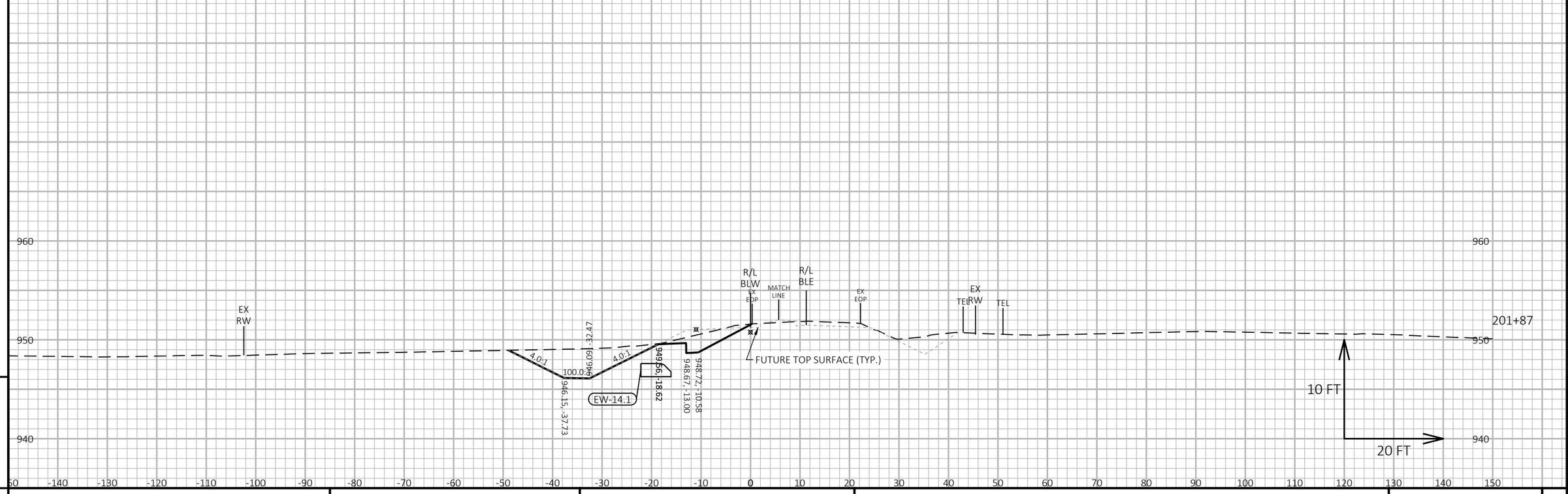


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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB - STAGE 1 EARLY FILL	SHEET 459	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090271-xs

PLOT DATE : 1/26/2021 3:29 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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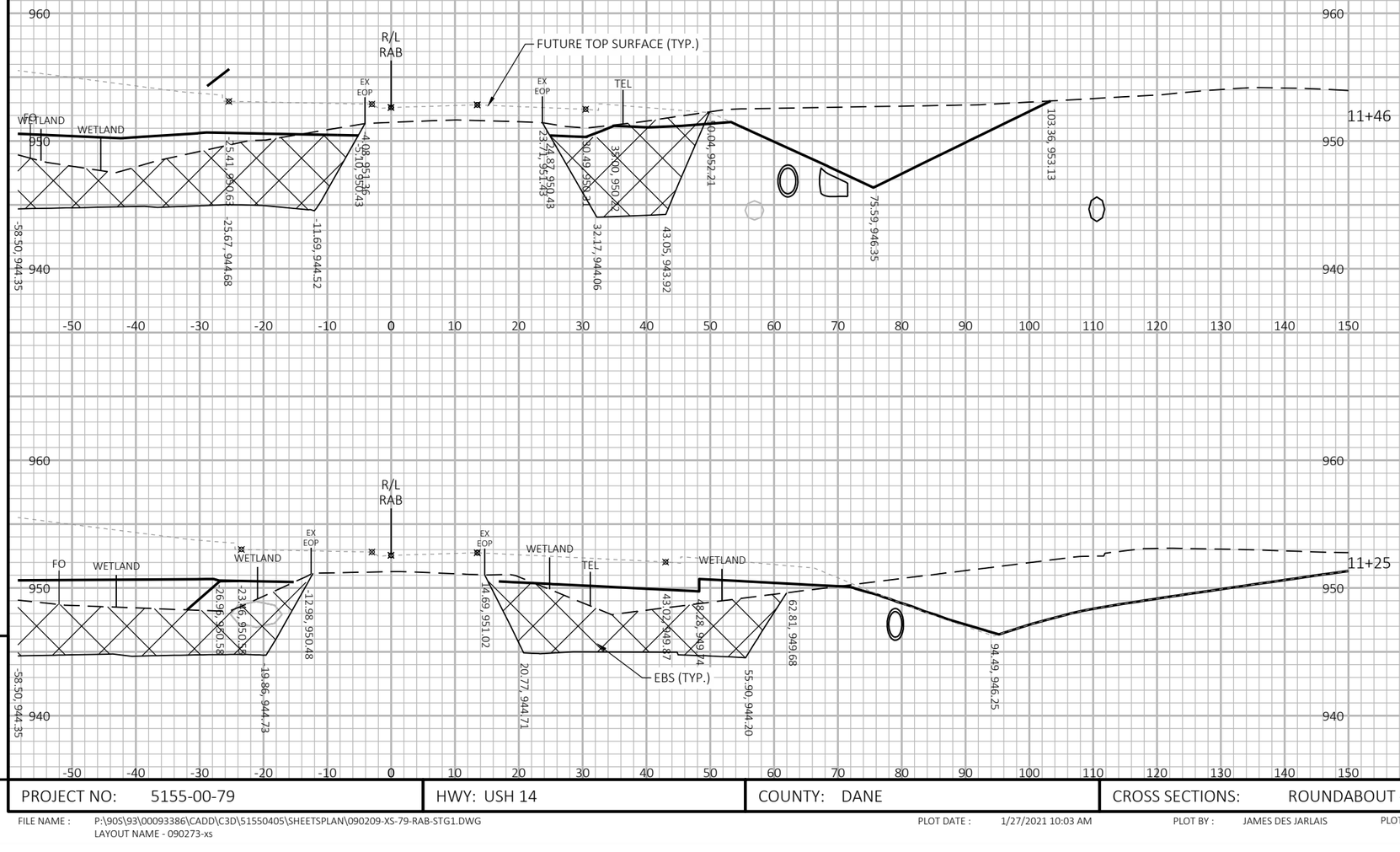
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB - STAGE 1 EARLY FILL	SHEET 460	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090208-XS-79-BIGLOWRD-STG1.DWG
LAYOUT NAME - 090272-xs

PLOT DATE : 1/26/2021 3:29 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

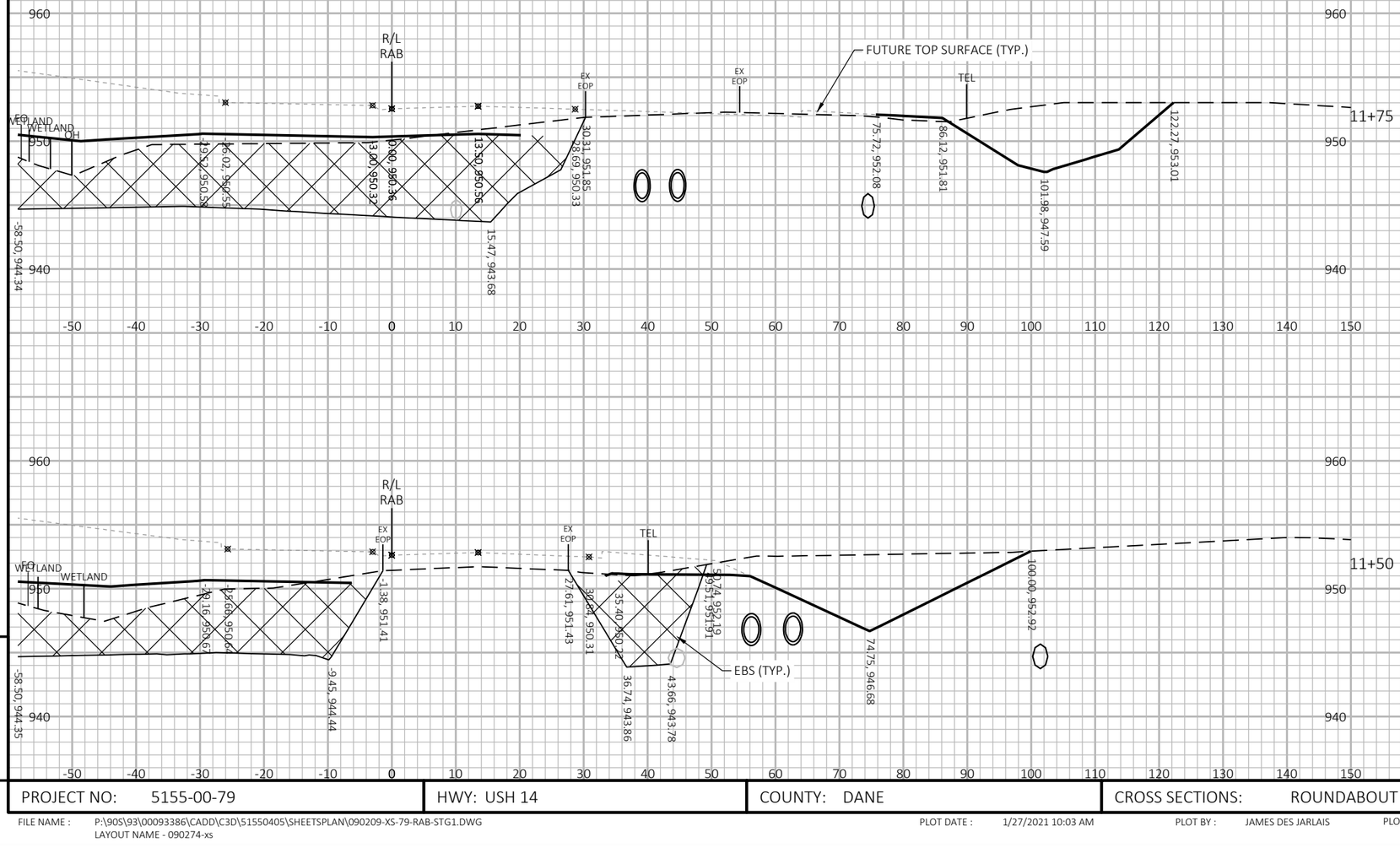


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT - STAGE 1 EBS & EARLY FILL	SHEET 461	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090209-XS-79-RAB-STG1.DWG
LAYOUT NAME - 090273-xs

PLOT DATE : 1/27/2021 10:03 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

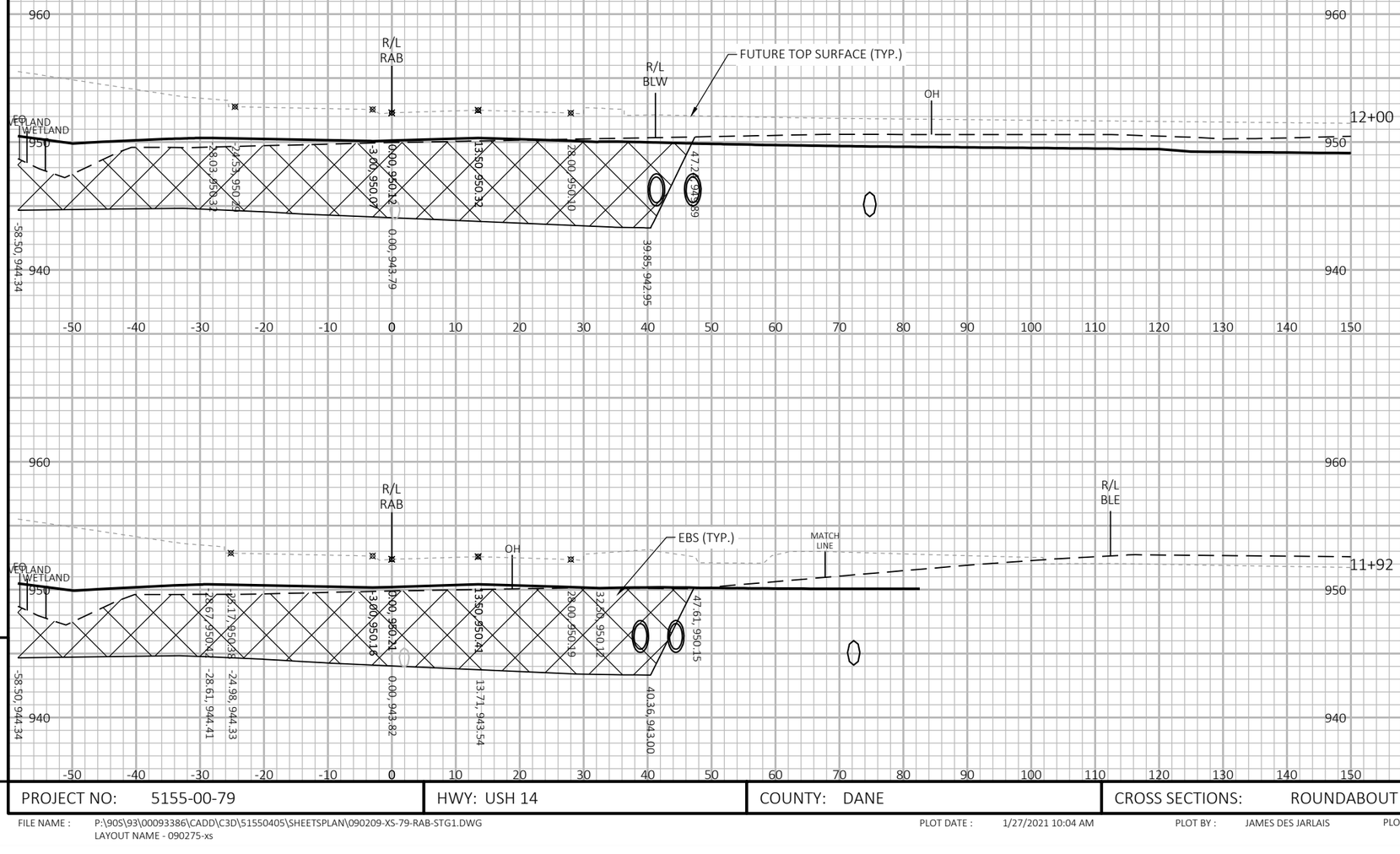


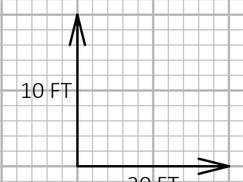
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT - STAGE 1 EBS & EARLY FILL	SHEET 462	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090209-XS-79-RAB-STG1.DWG
LAYOUT NAME - 090274-xs

PLOT DATE : 1/27/2021 10:03 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



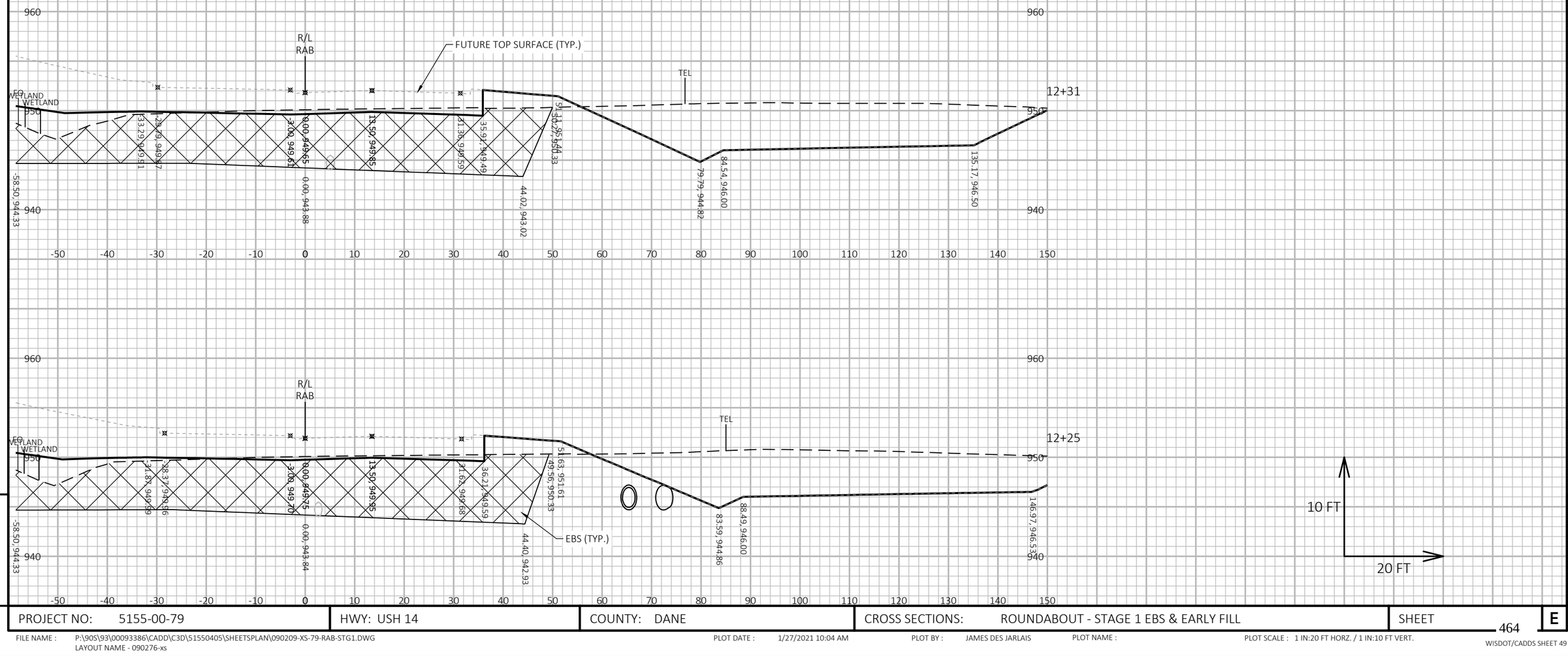


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT - STAGE 1 EBS & EARLY FILL	SHEET 463	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090209-XS-79-RAB-STG1.DWG
LAYOUT NAME - 090275-xs

PLOT DATE : 1/27/2021 10:04 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

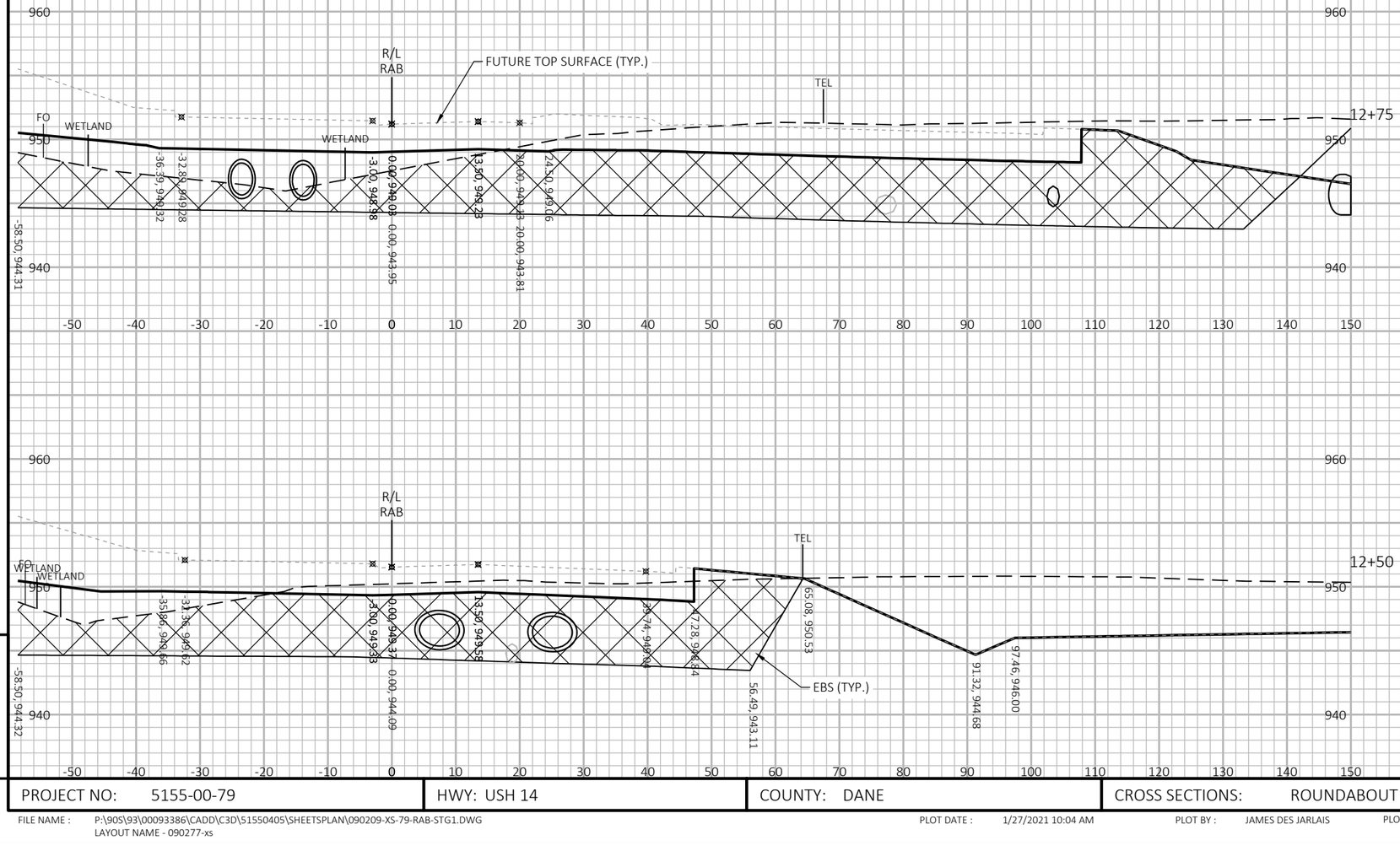


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT - STAGE 1 EBS & EARLY FILL	SHEET 464	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090209-XS-79-RAB-STG1.DWG
LAYOUT NAME - 090276-xs

PLOT DATE : 1/27/2021 10:04 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



10 FT

20 FT

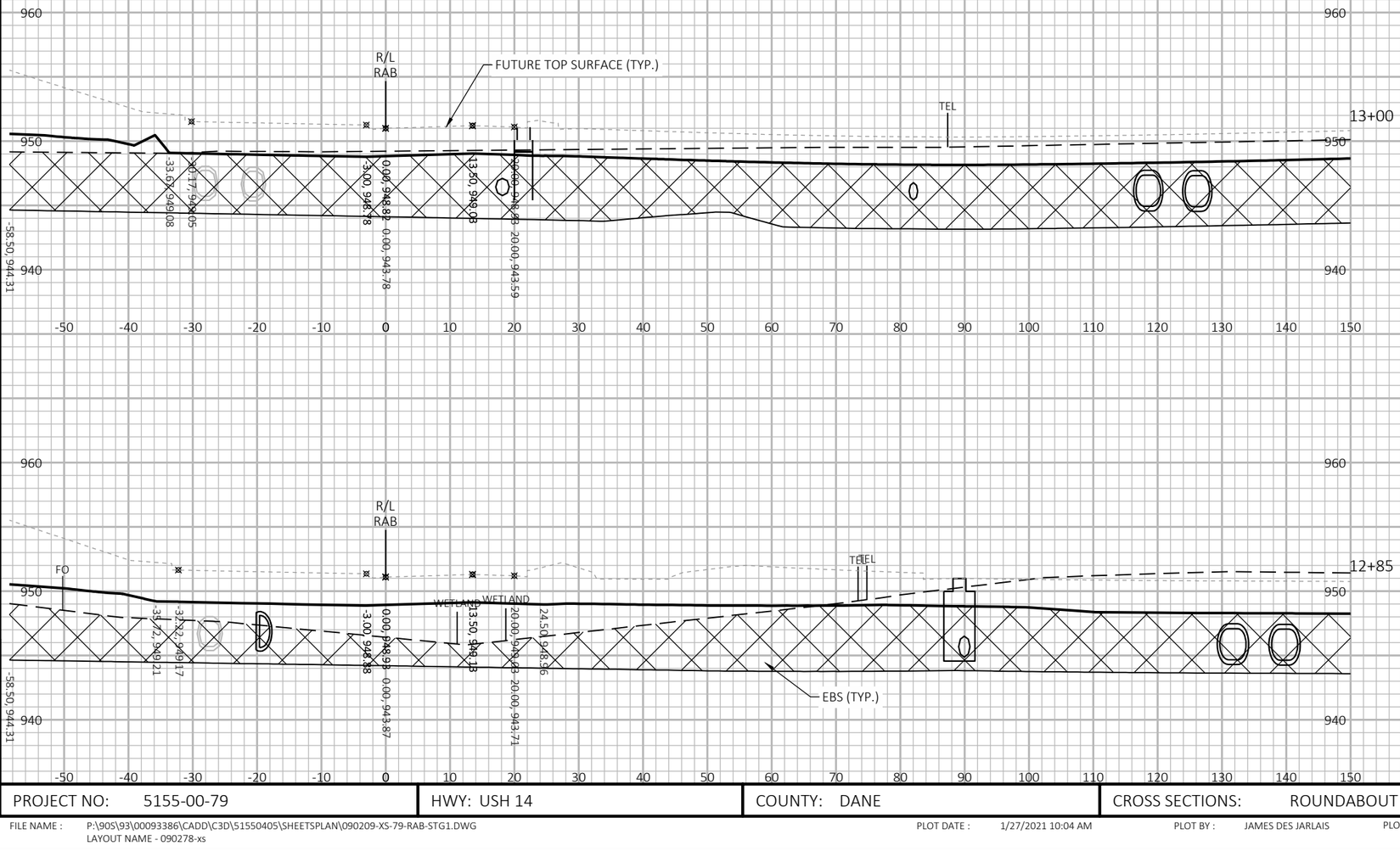
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT - STAGE 1 EBS & EARLY FILL	SHEET 465	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090209-XS-79-RAB-STG1.DWG
LAYOUT NAME - 090277-xs

PLOT DATE : 1/27/2021 10:04 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



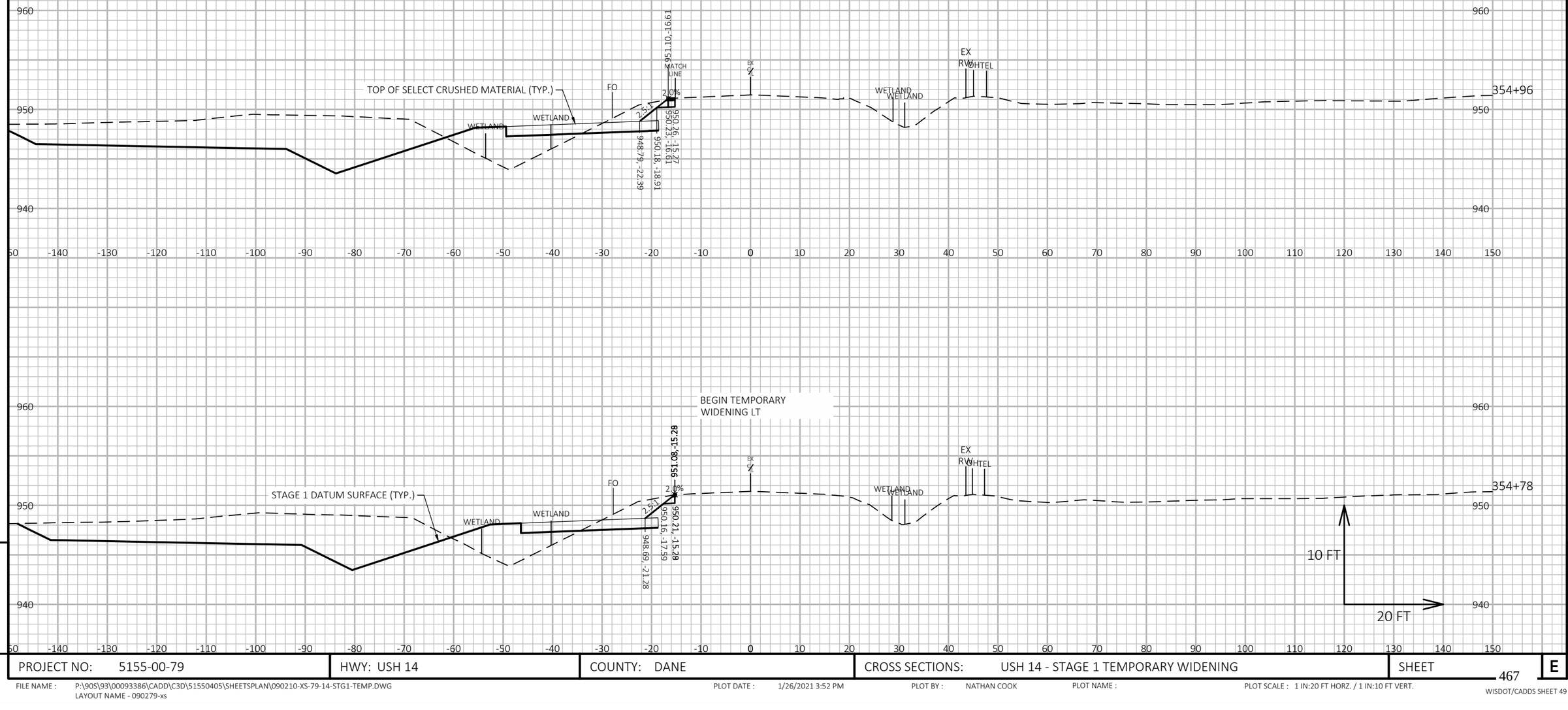
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT - STAGE 1 EBS & EARLY FILL	SHEET 466	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090209-XS-79-RAB-STG1.DWG
LAYOUT NAME - 090278-xs

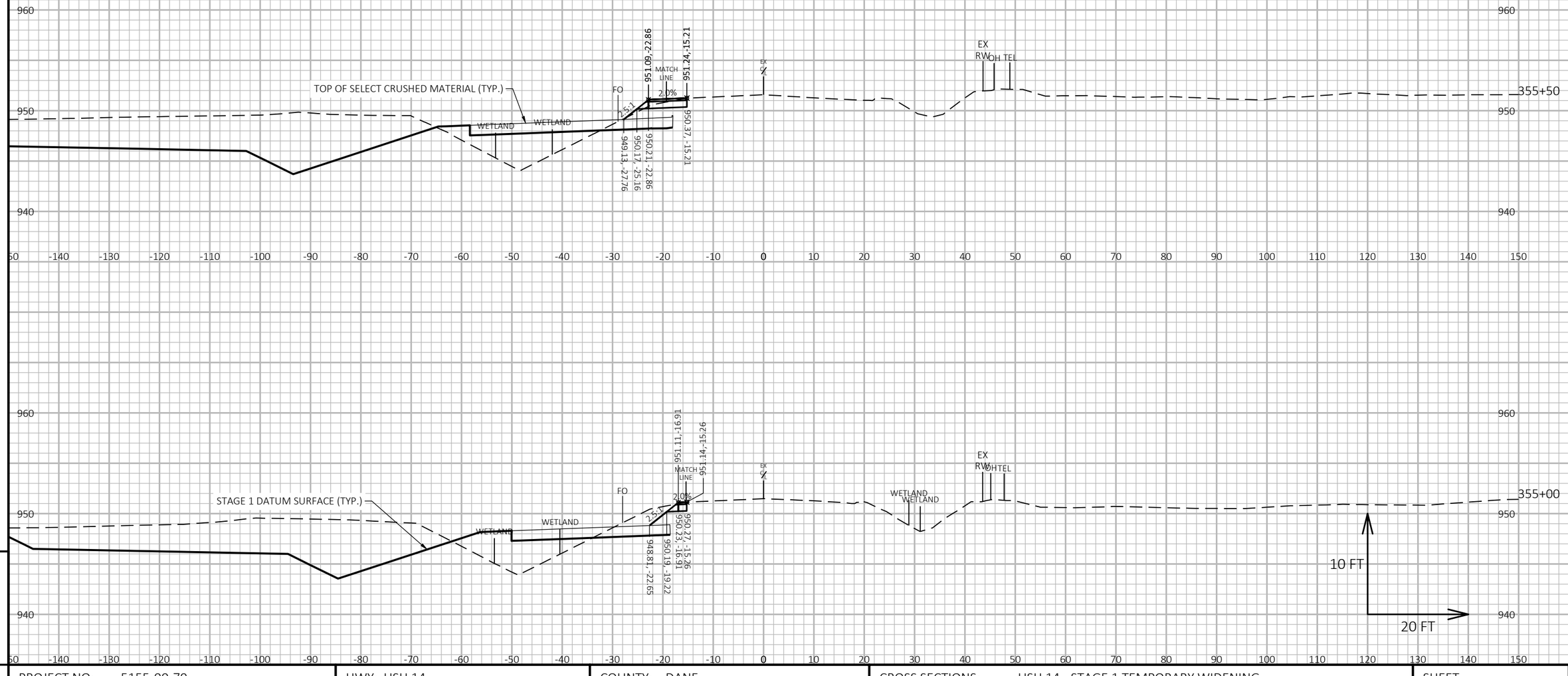
PLOT DATE : 1/27/2021 10:04 AM PLOT BY : JAMES DES JARLAIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 467 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090279-xs

PLOT DATE : 1/26/2021 3:52 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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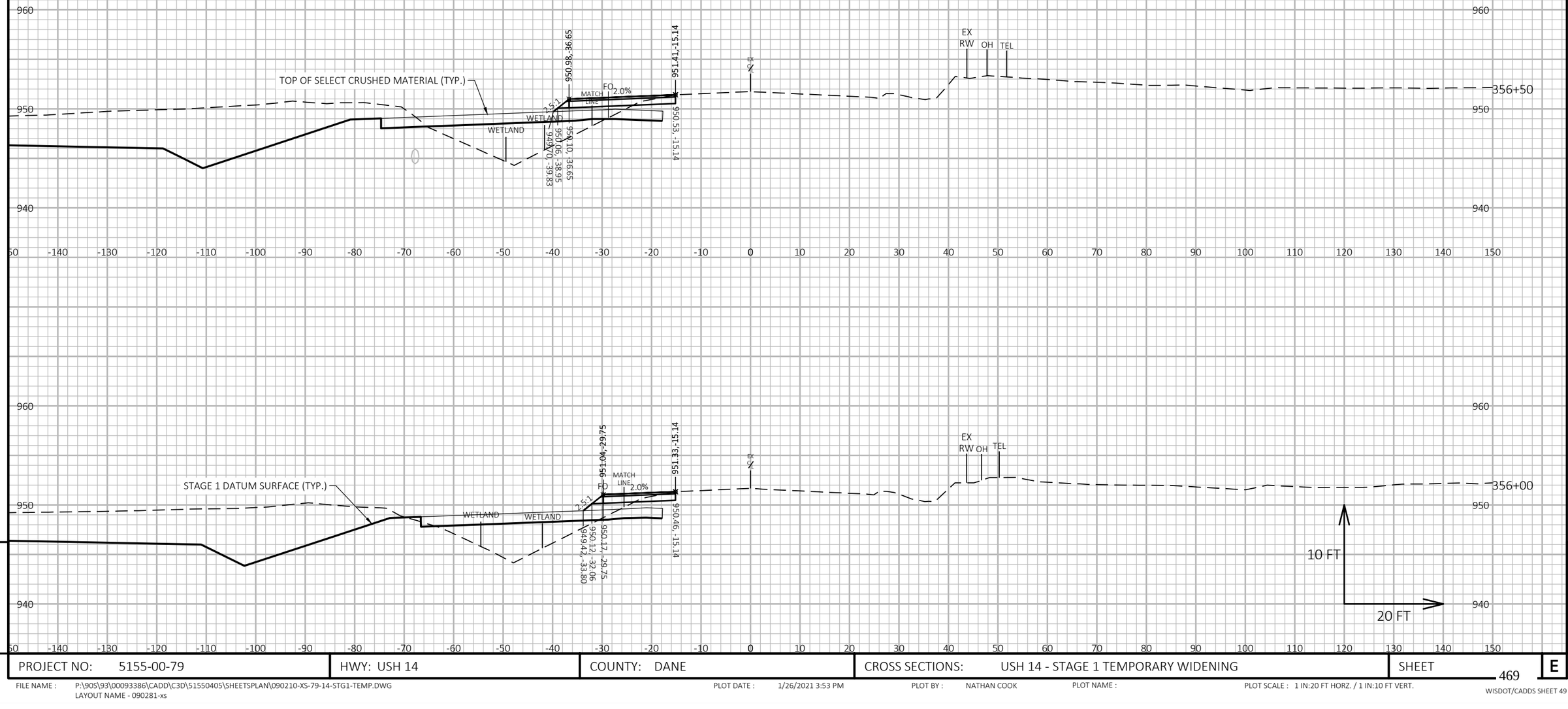
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 468	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090280-xs

PLOT DATE : 1/26/2021 3:52 PM PLOT BY : NATHAN COOK 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: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 469	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090281-xs

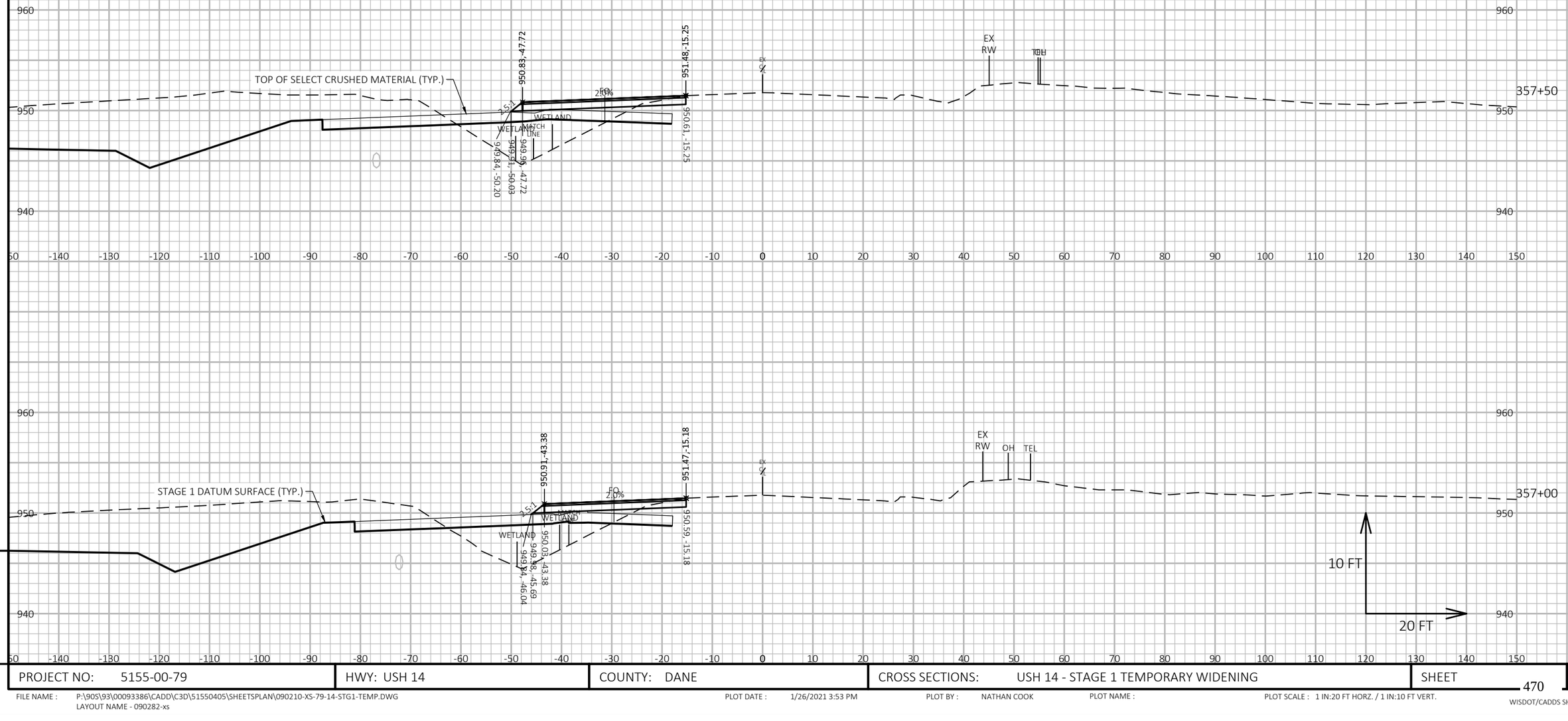
PLOT DATE : 1/26/2021 3:53 PM

PLOT BY : NATHAN COOK

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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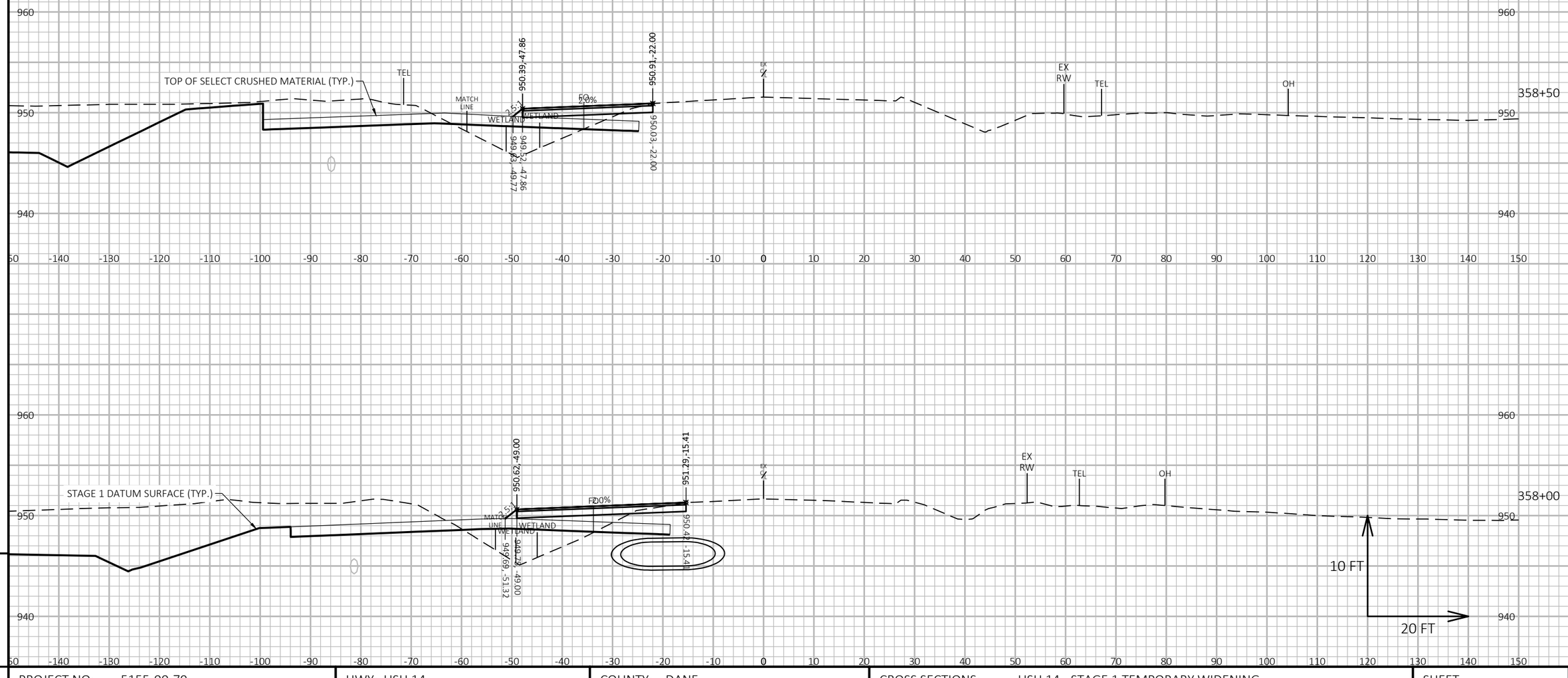
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 470	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090282-xs

PLOT DATE : 1/26/2021 3:53 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



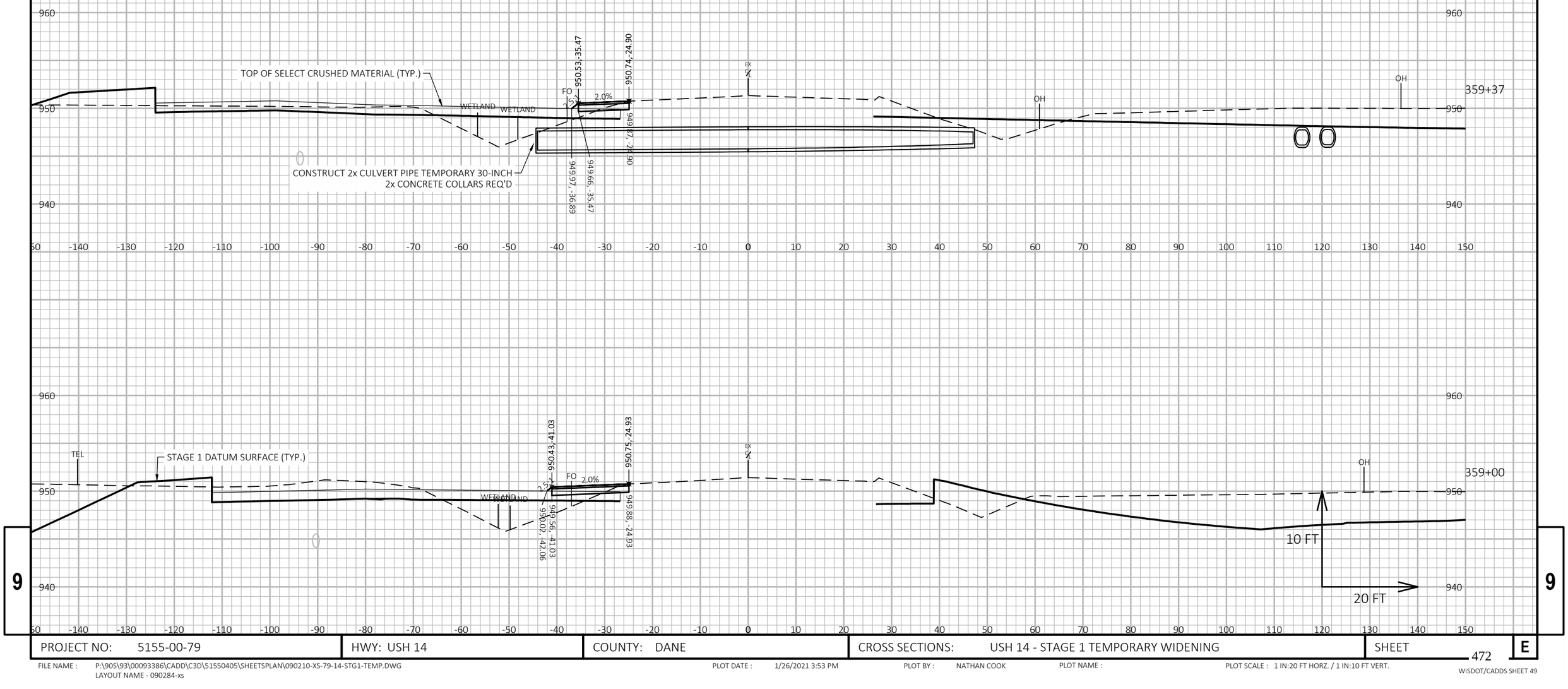
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 471	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090283-xs

PLOT DATE : 1/26/2021 3:53 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

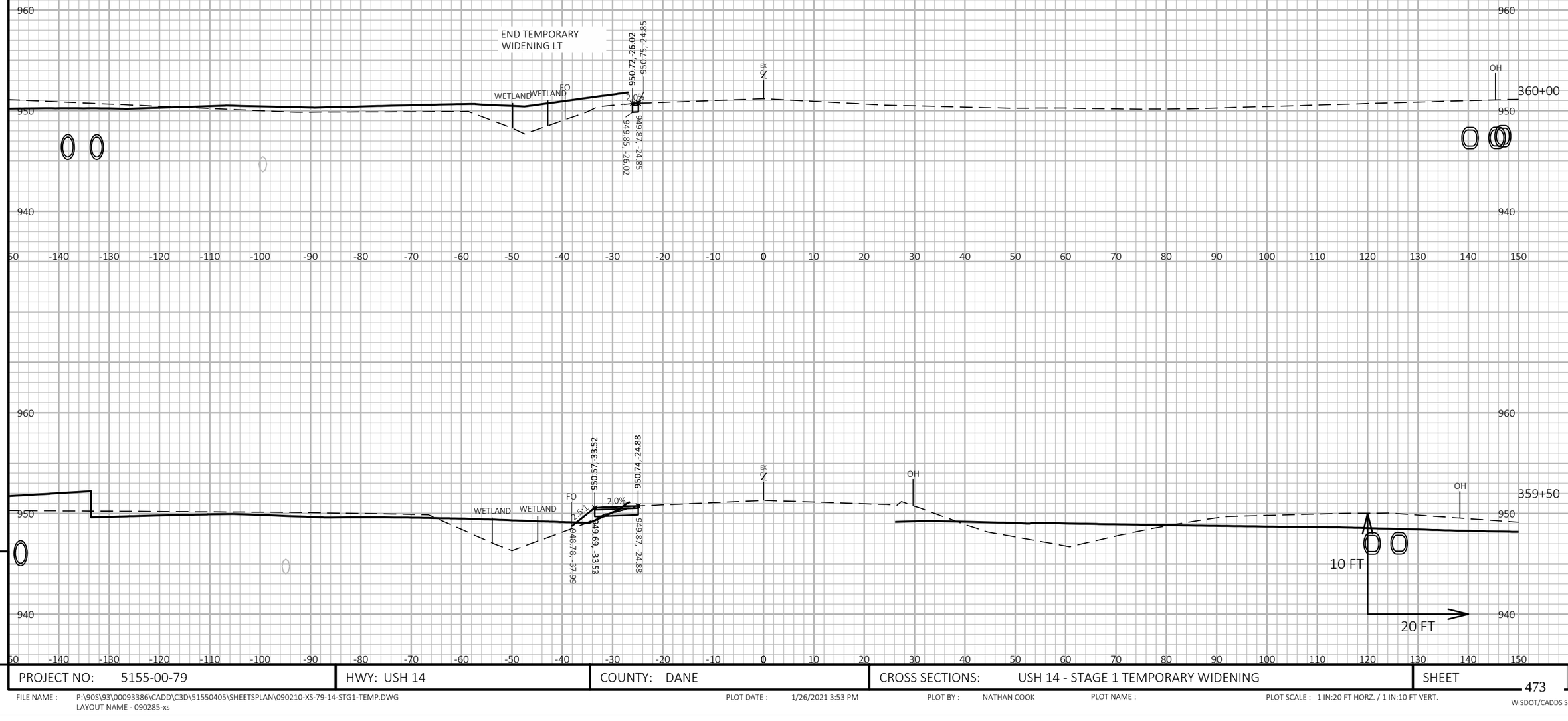


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 472 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090284-xs

PLOT DATE : 1/26/2021 3:53 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



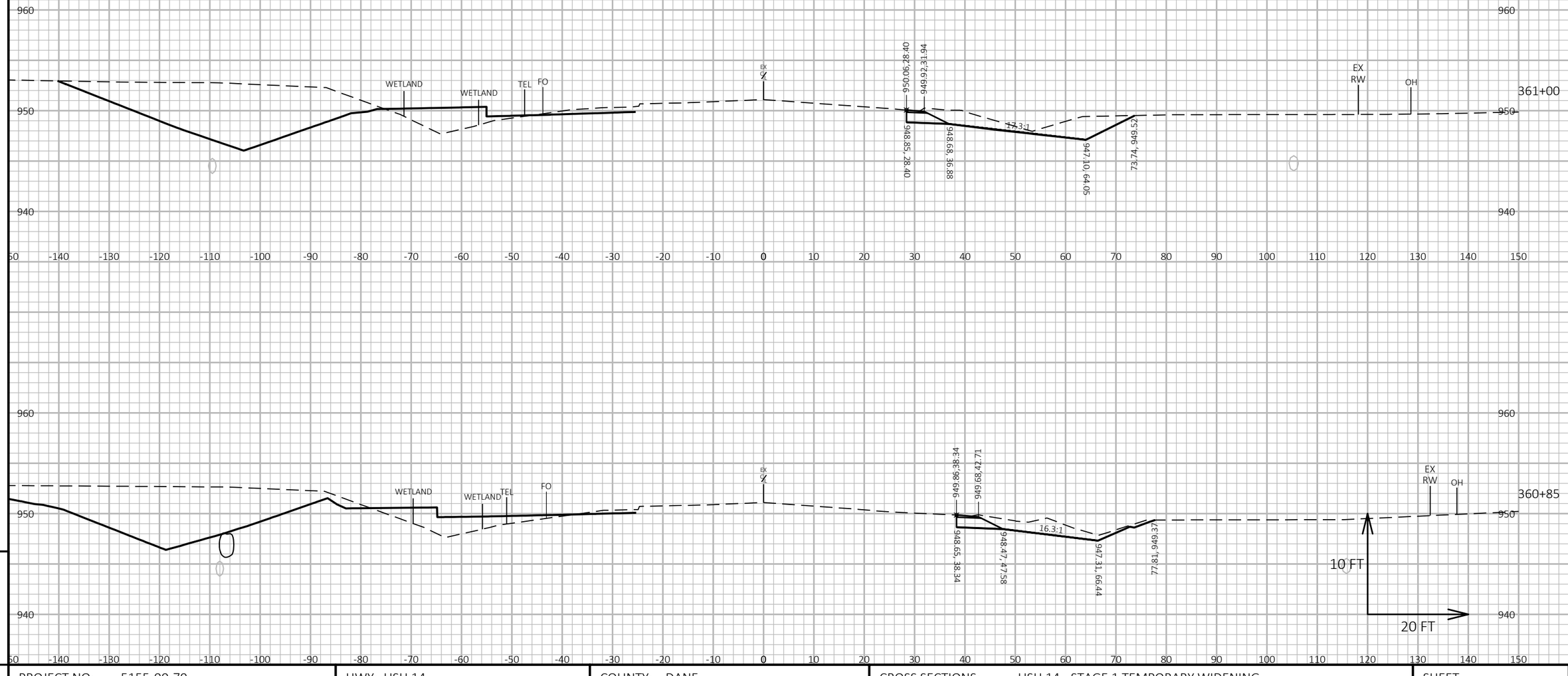
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 473	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090285-xs

PLOT DATE : 1/26/2021 3:53 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

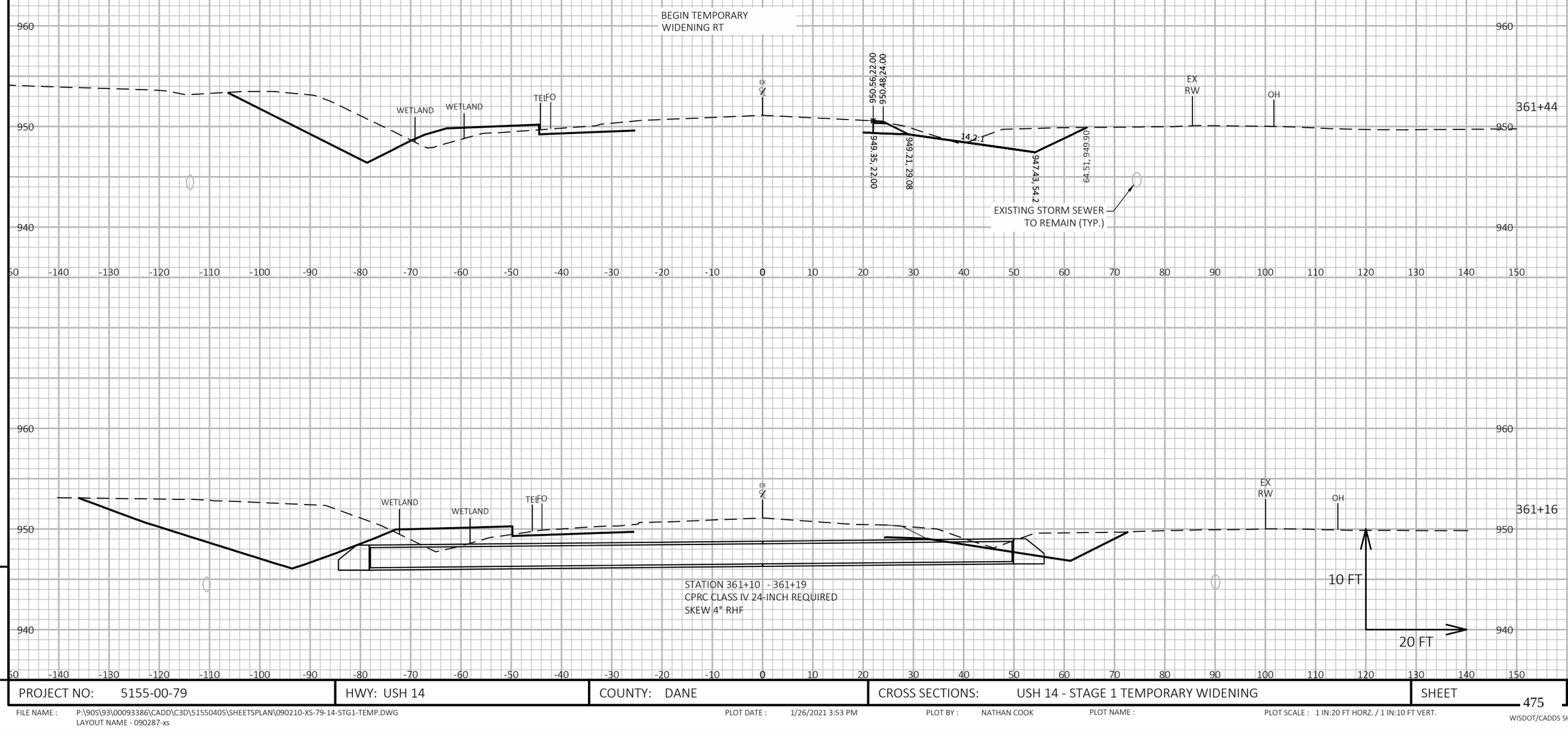


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 474 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090286-xs

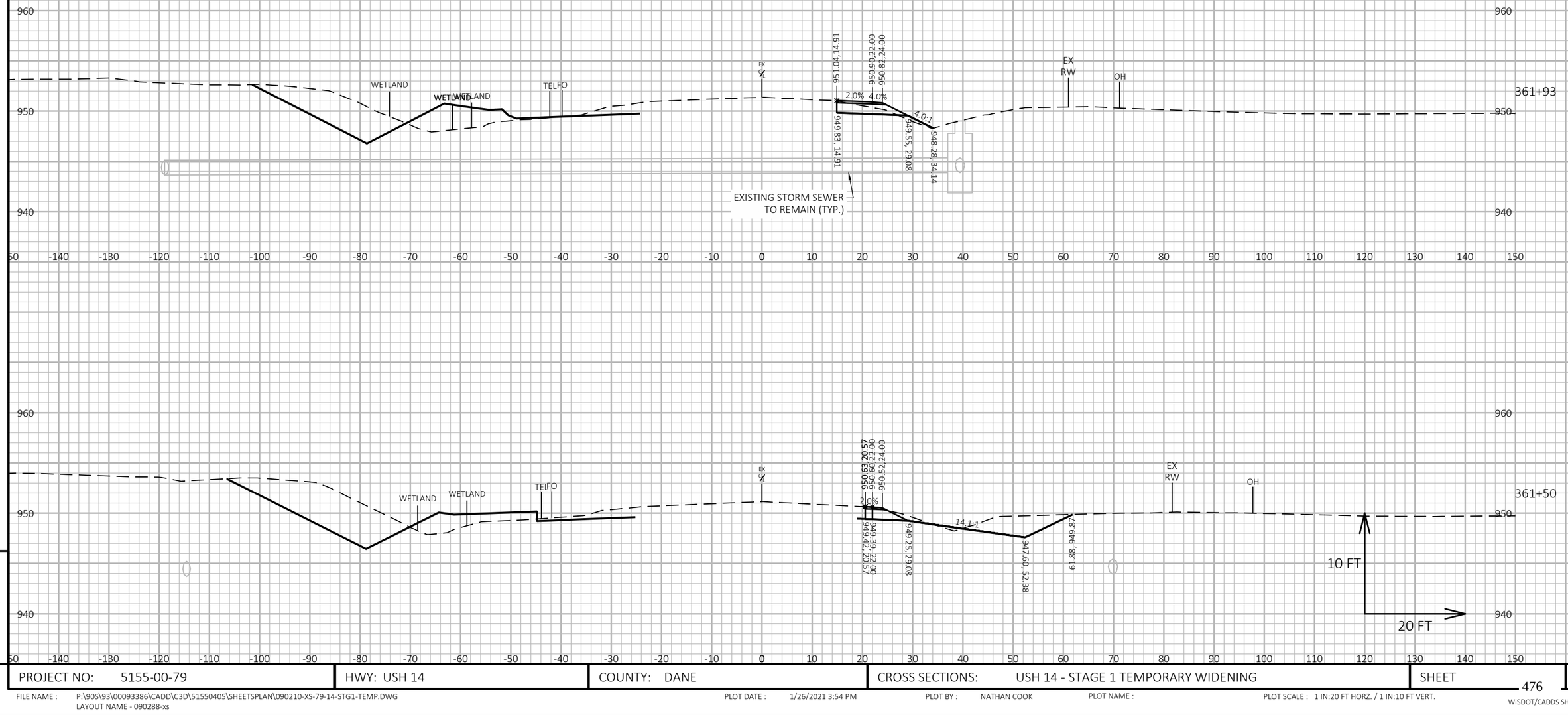
PLOT DATE : 1/26/2021 3:53 PM | PLOT BY : NATHAN COOK | PLOT NAME : | PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 475 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090287-xs
PLOT DATE : 1/26/2021 3:53 PM
PLOT BY : NATHAN COOK
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



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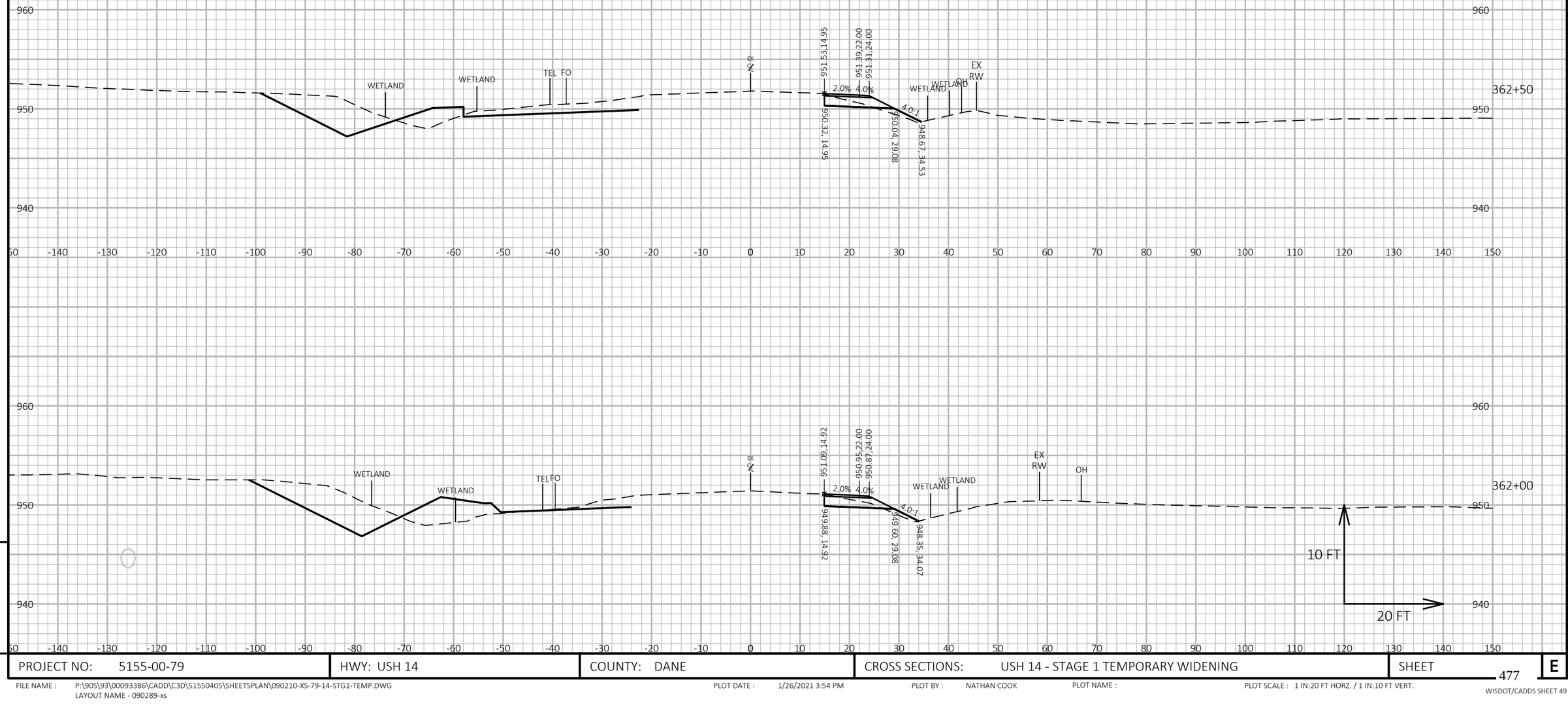
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 476	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090288-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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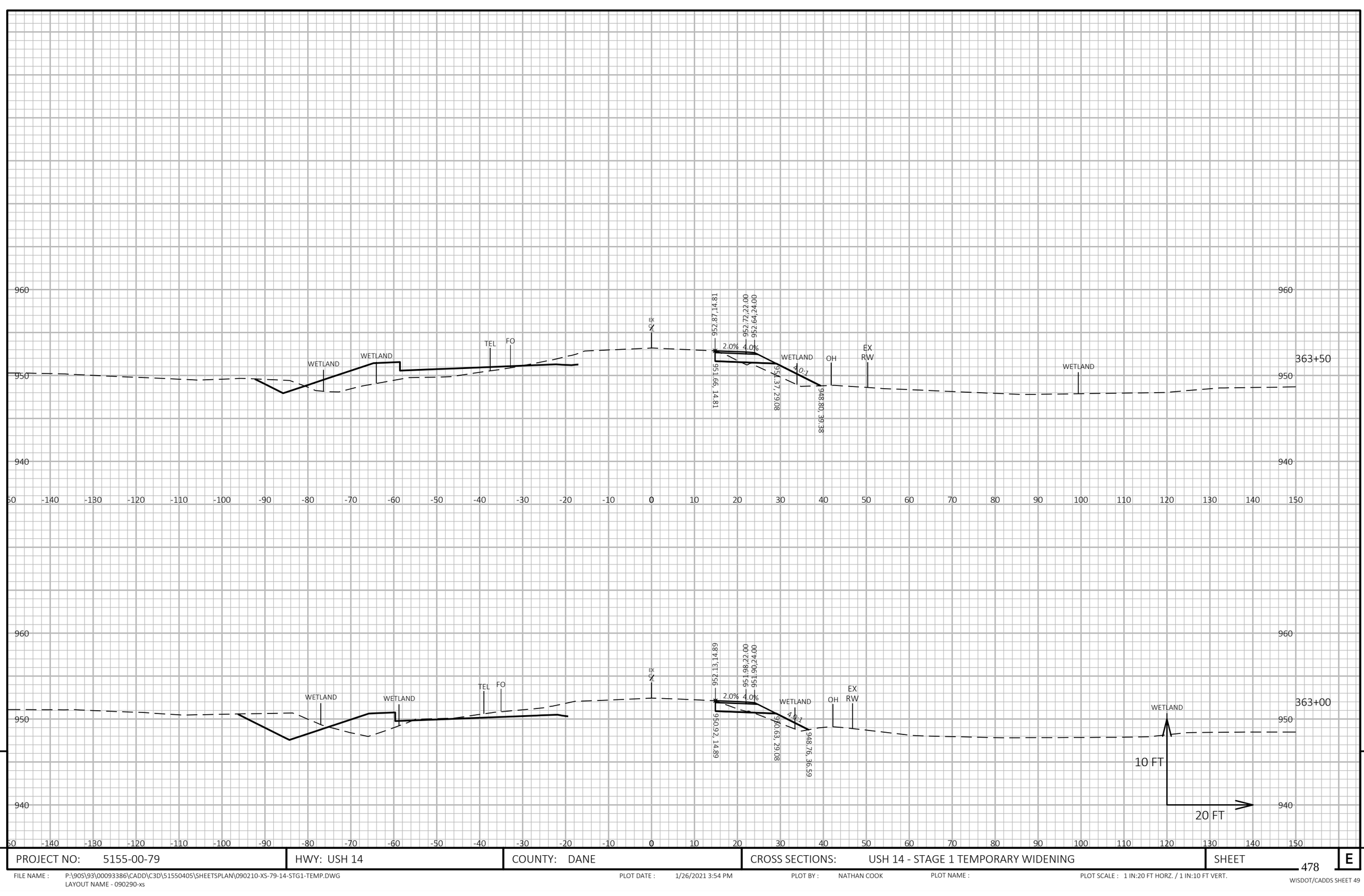
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 477	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090289-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



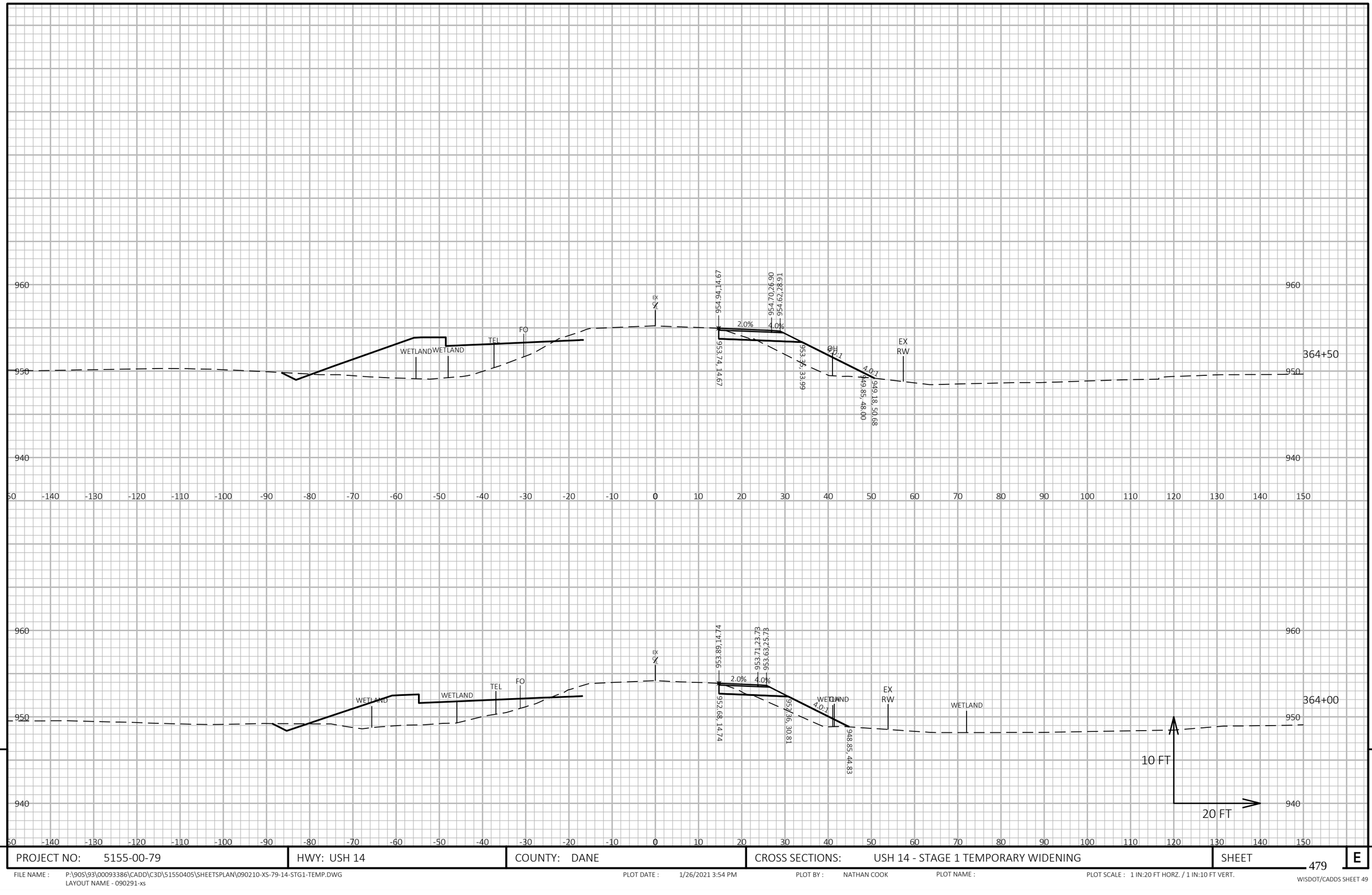
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 478	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090290-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



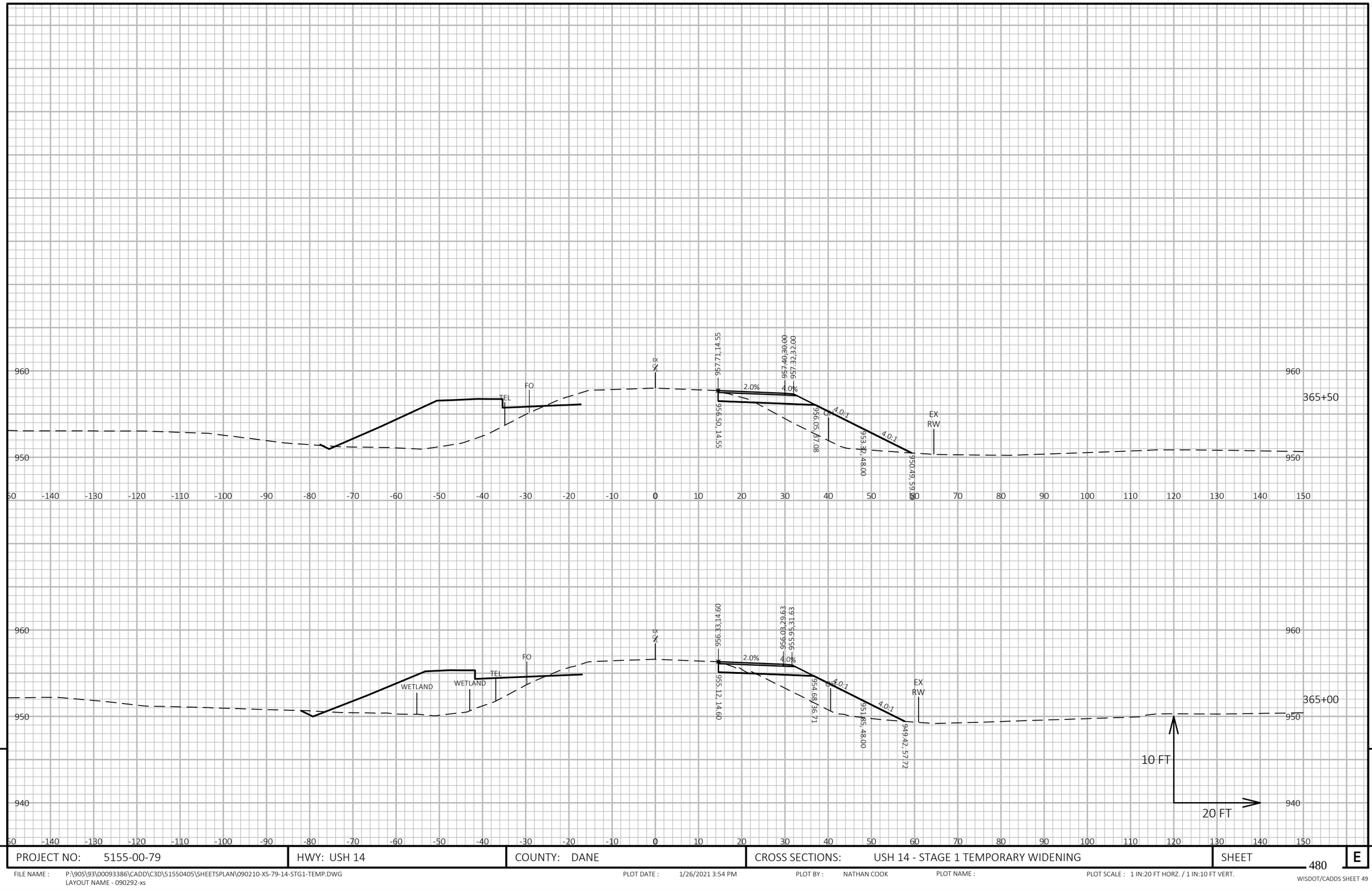
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 479	E

9

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090291-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



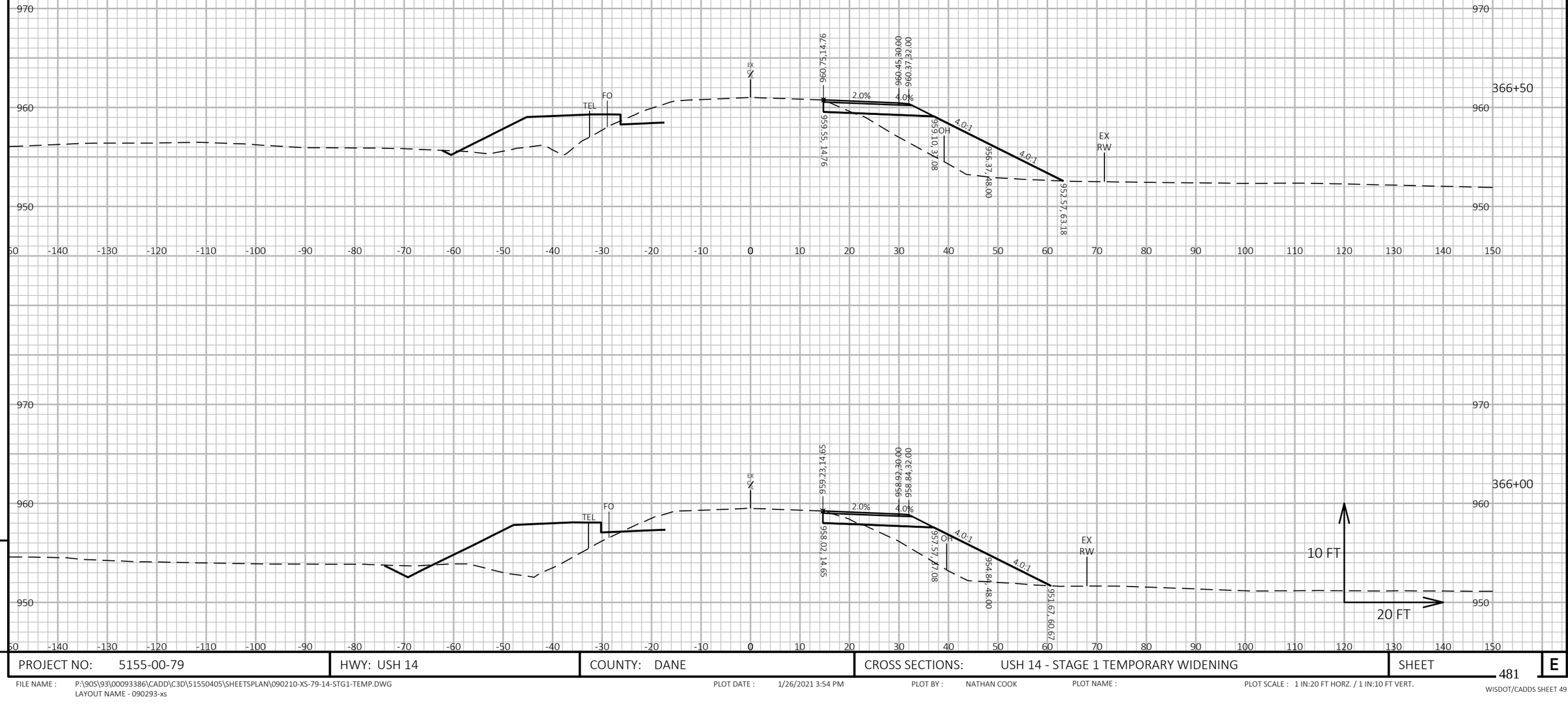
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 480	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090292-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



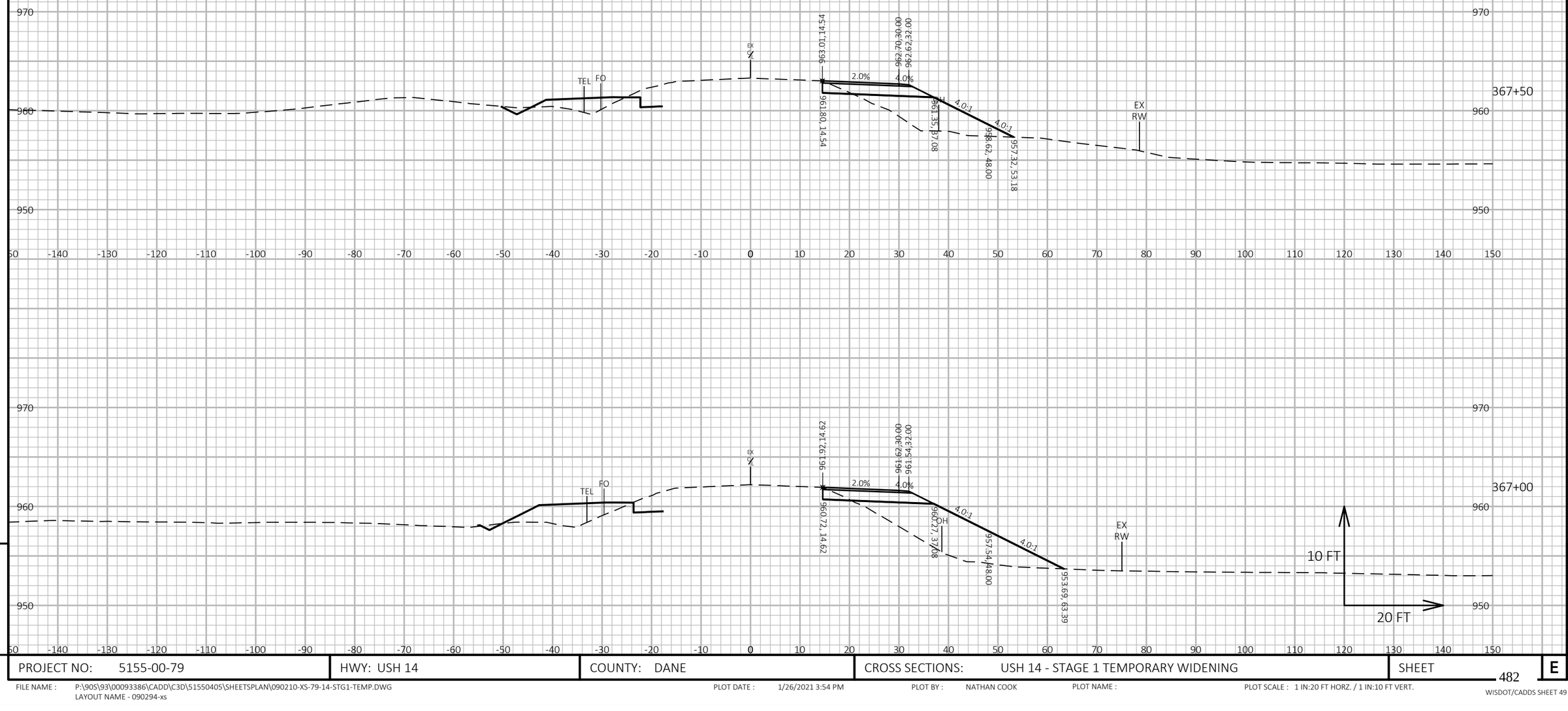
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 481	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090293-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

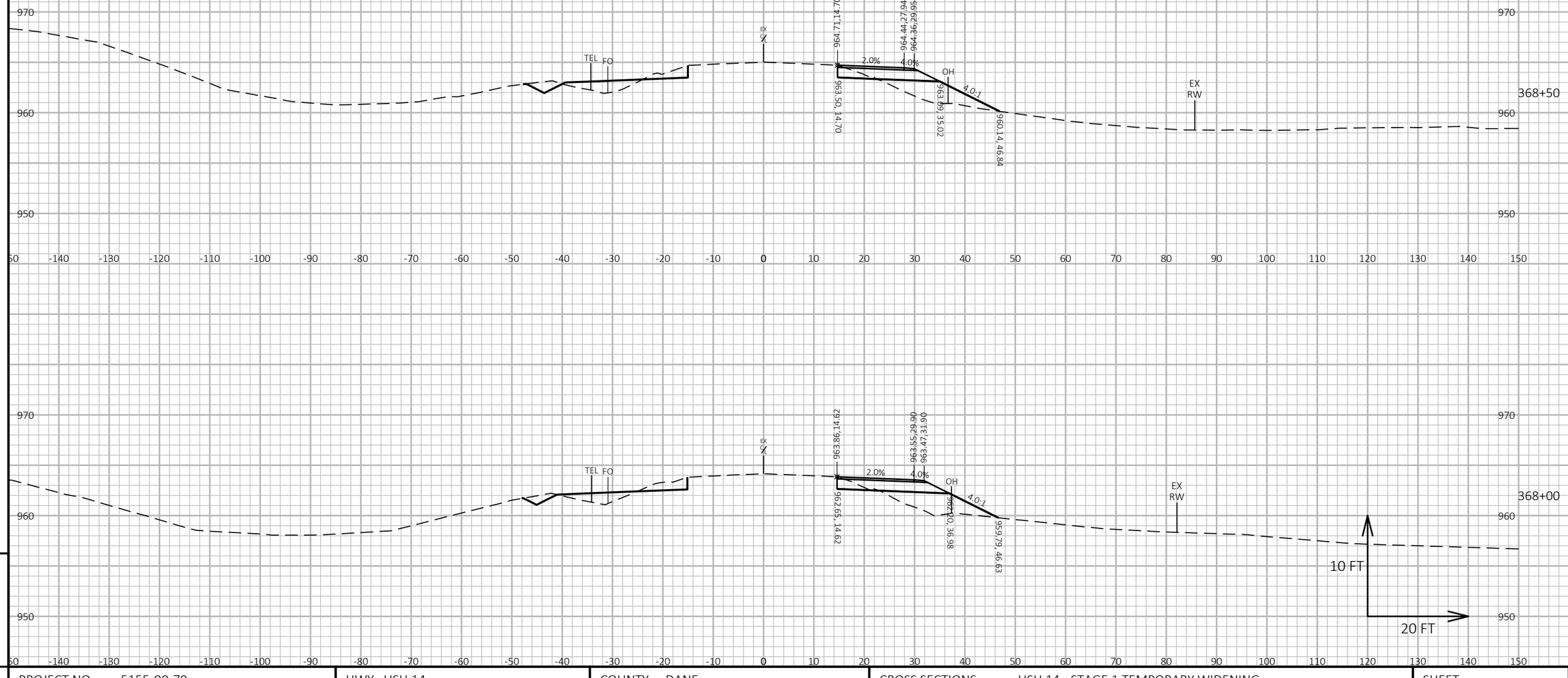
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 482	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090294-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



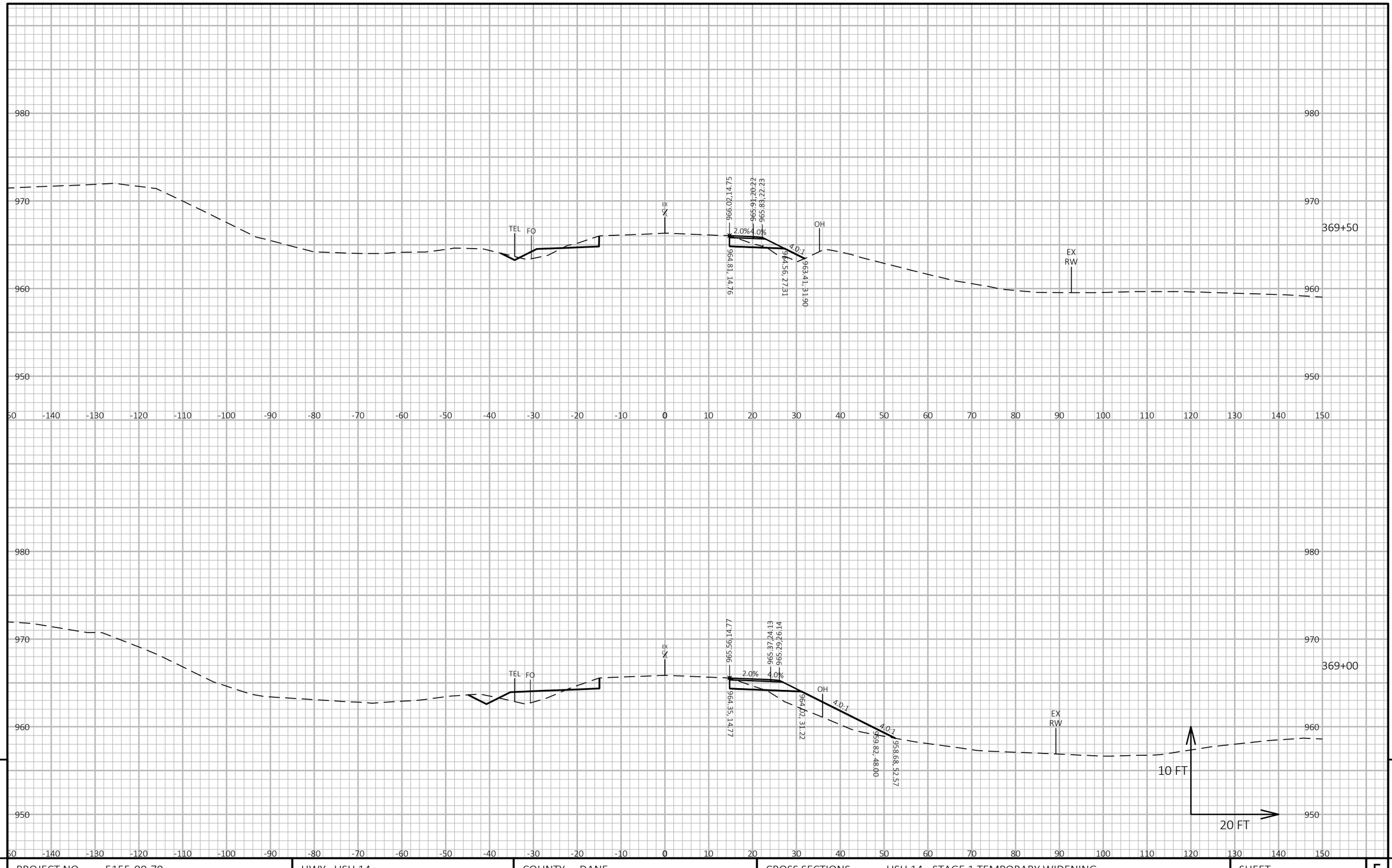
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 483 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090295-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

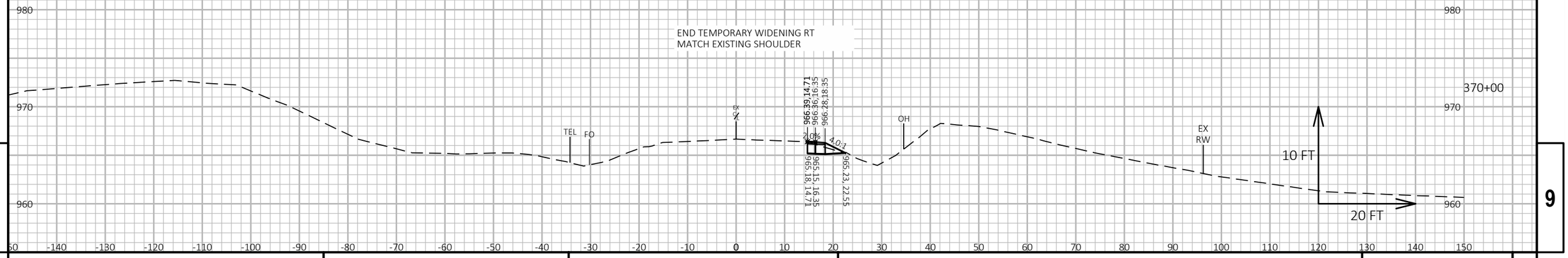
WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 484 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090210-XS-79-14-STG1-TEMP.DWG
LAYOUT NAME - 090296-xs

PLOT DATE : 1/26/2021 3:54 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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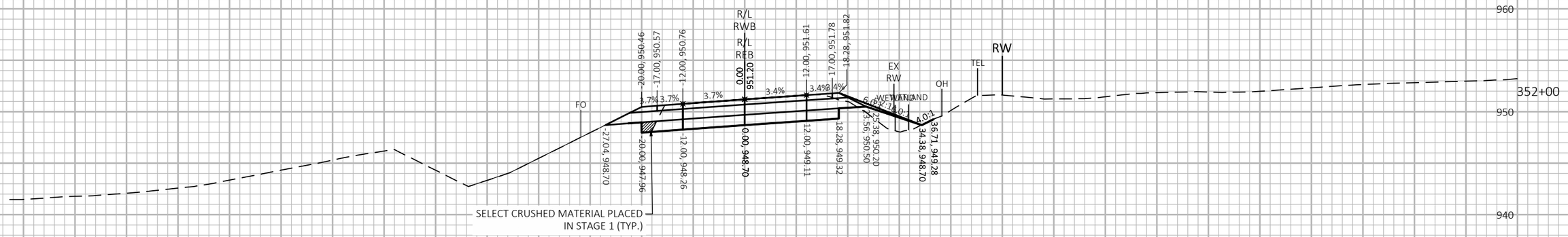
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: USH 14 - STAGE 1 TEMPORARY WIDENING	SHEET 485	E

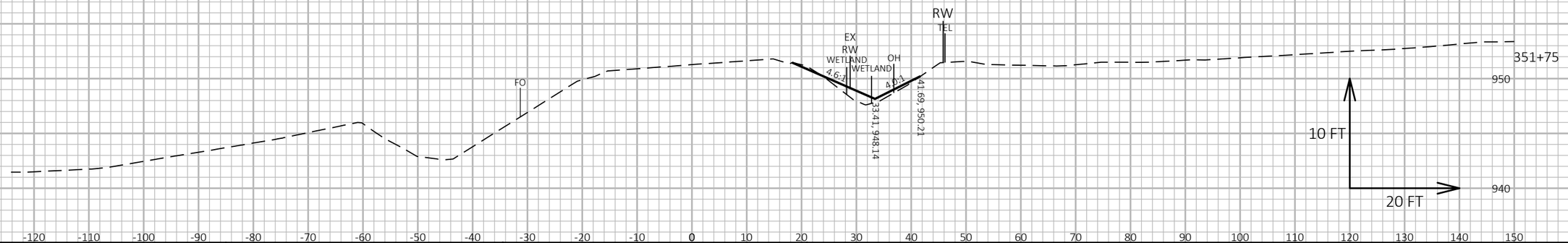
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LAYOUT NAME - 090297-xs

PLOT DATE : 1/26/2021 3:55 PM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WORK COMPLETED DURING STAGE 4



STA 351+50.00'REB'
BEGIN CONSTRUCTION

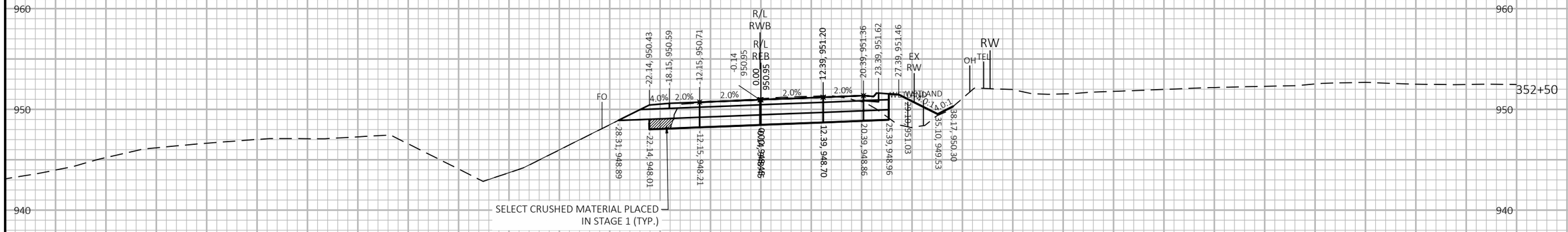


FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090301-xs

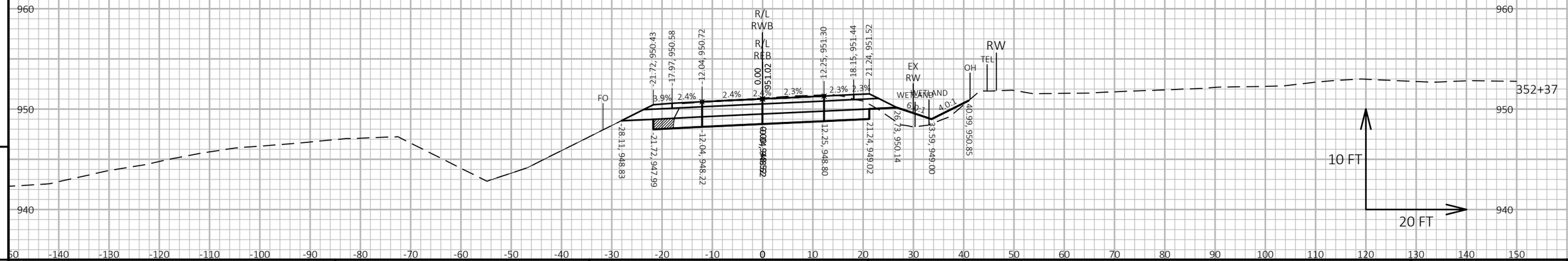
PLOT DATE : 1/27/2021 8:32 AM | PLOT BY : NATHAN COOK | PLOT NAME : | PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

WORK COMPLETED DURING STAGE 4



BEGIN PROJECT 5155-00-79
MATCH PROJECT 5155-04-81



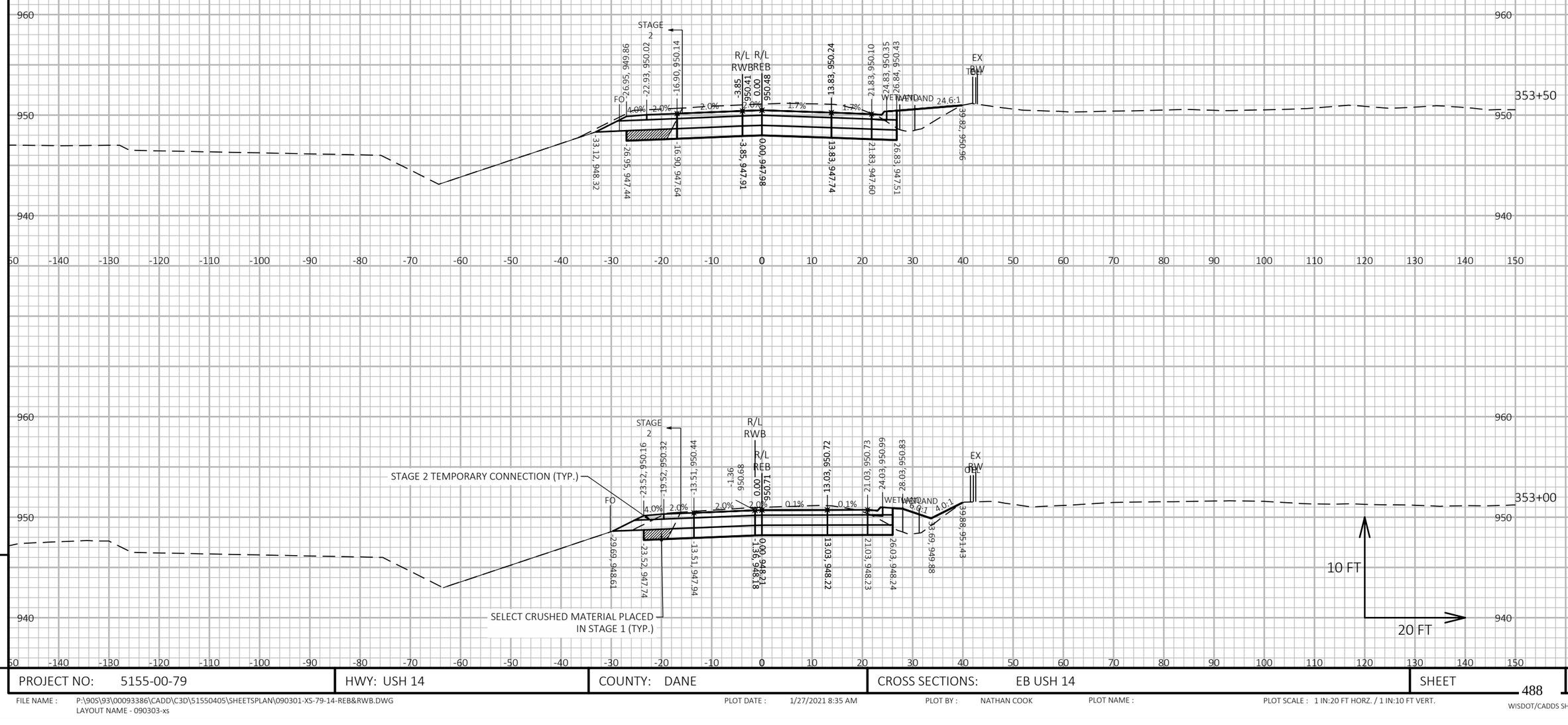
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 487	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090302-xs

PLOT DATE : 1/27/2021 8:34 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WORK COMPLETED DURING STAGE 4

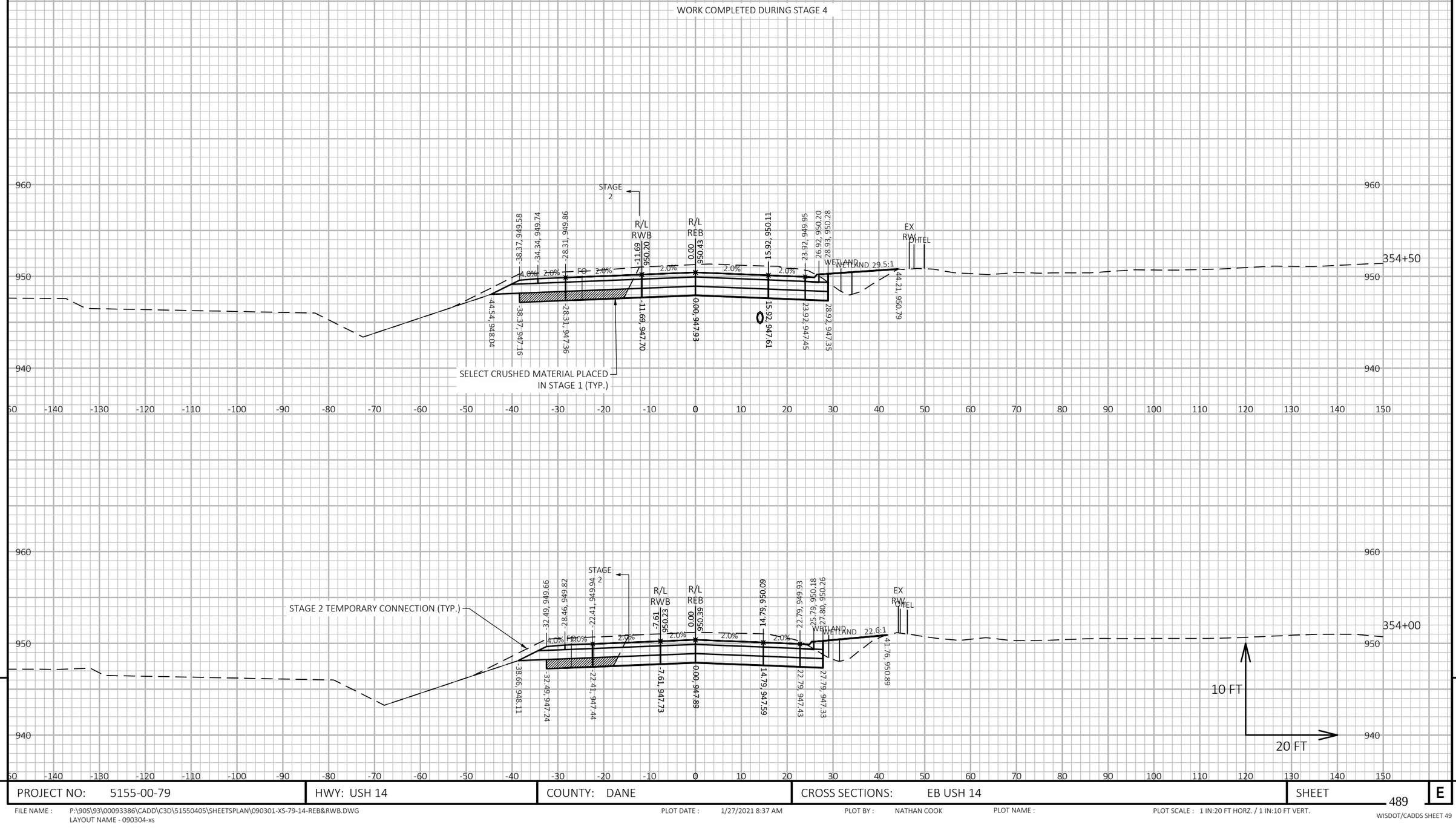


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 488 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090303-xs

PLOT DATE : 1/27/2021 8:35 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

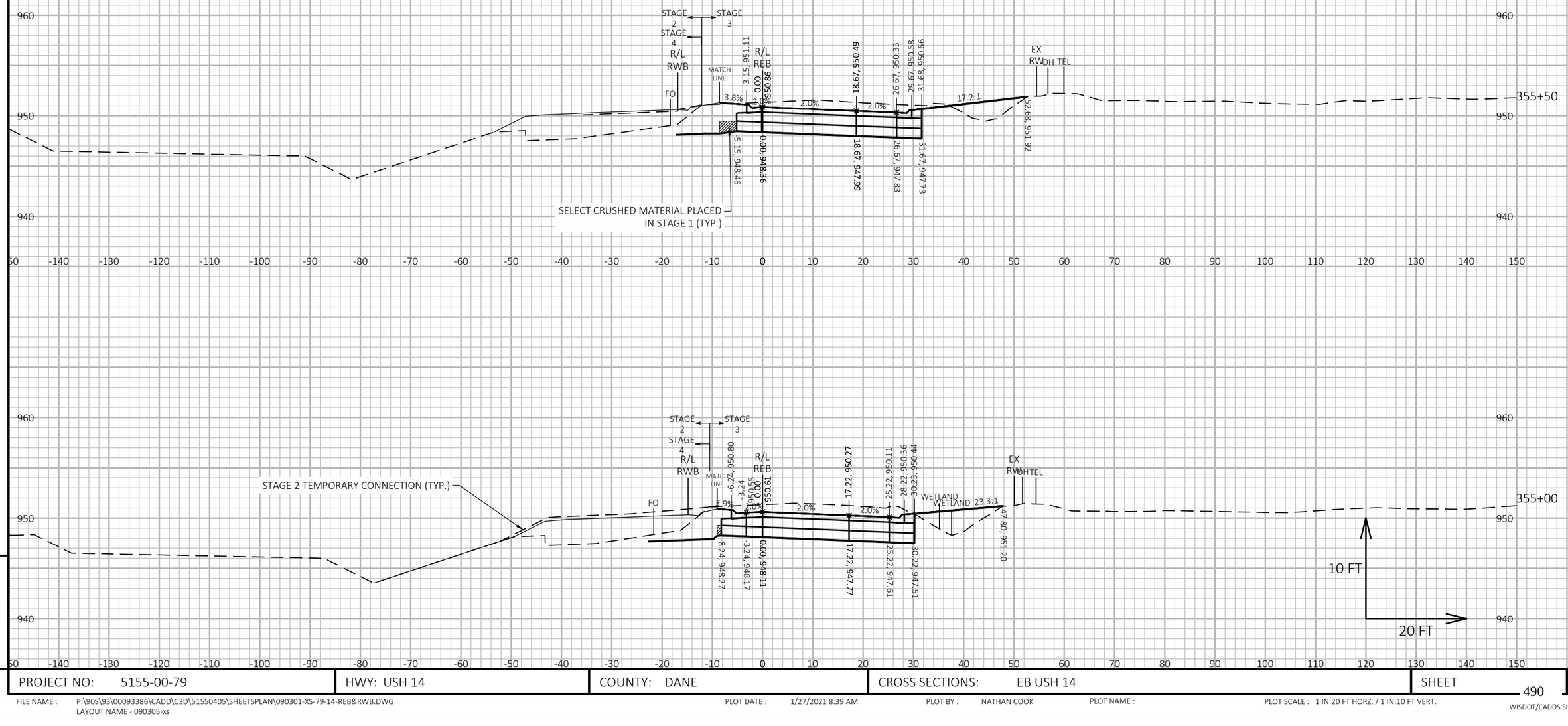
WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 489	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090304-xs

PLOT DATE : 1/27/2021 8:37 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



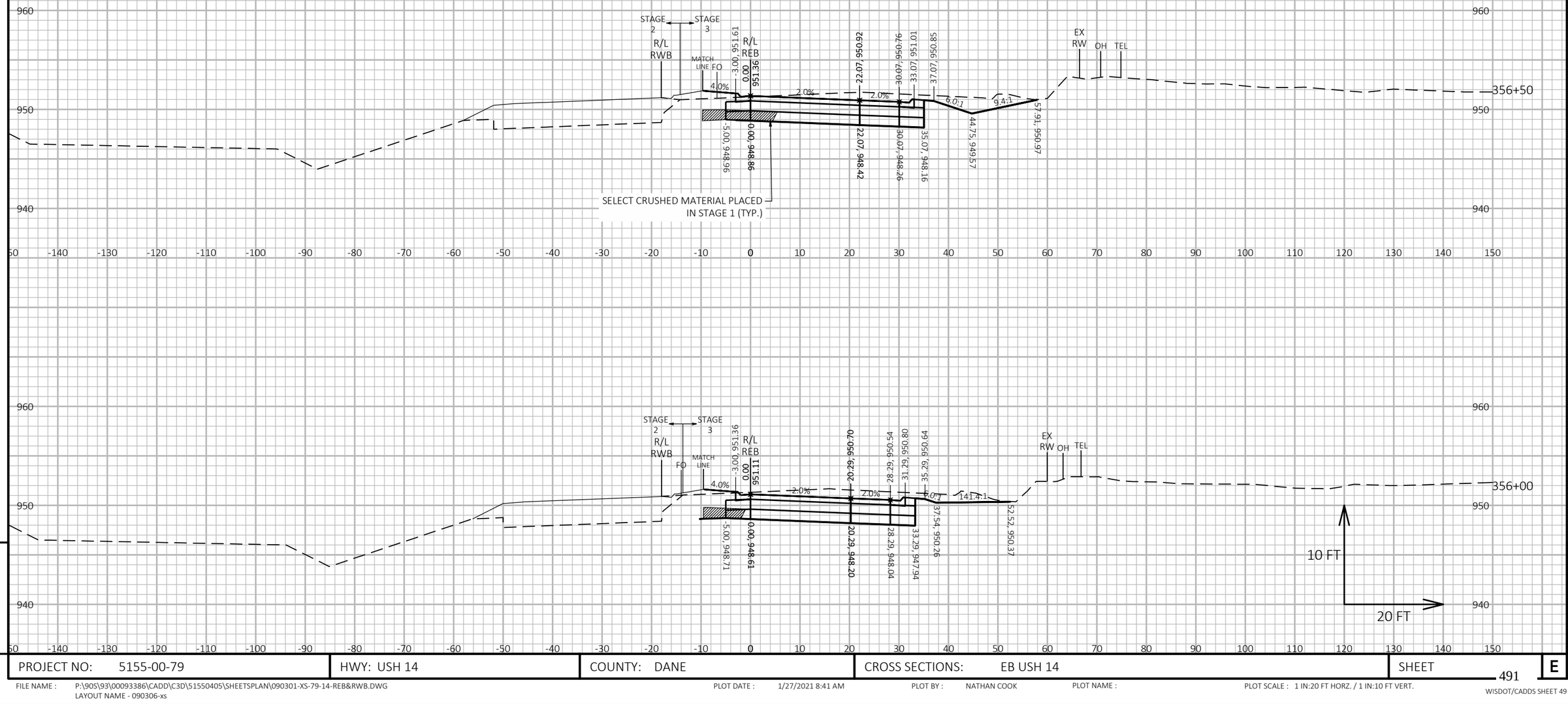
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 490	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090305-xs

PLOT DATE : 1/27/2021 8:39 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

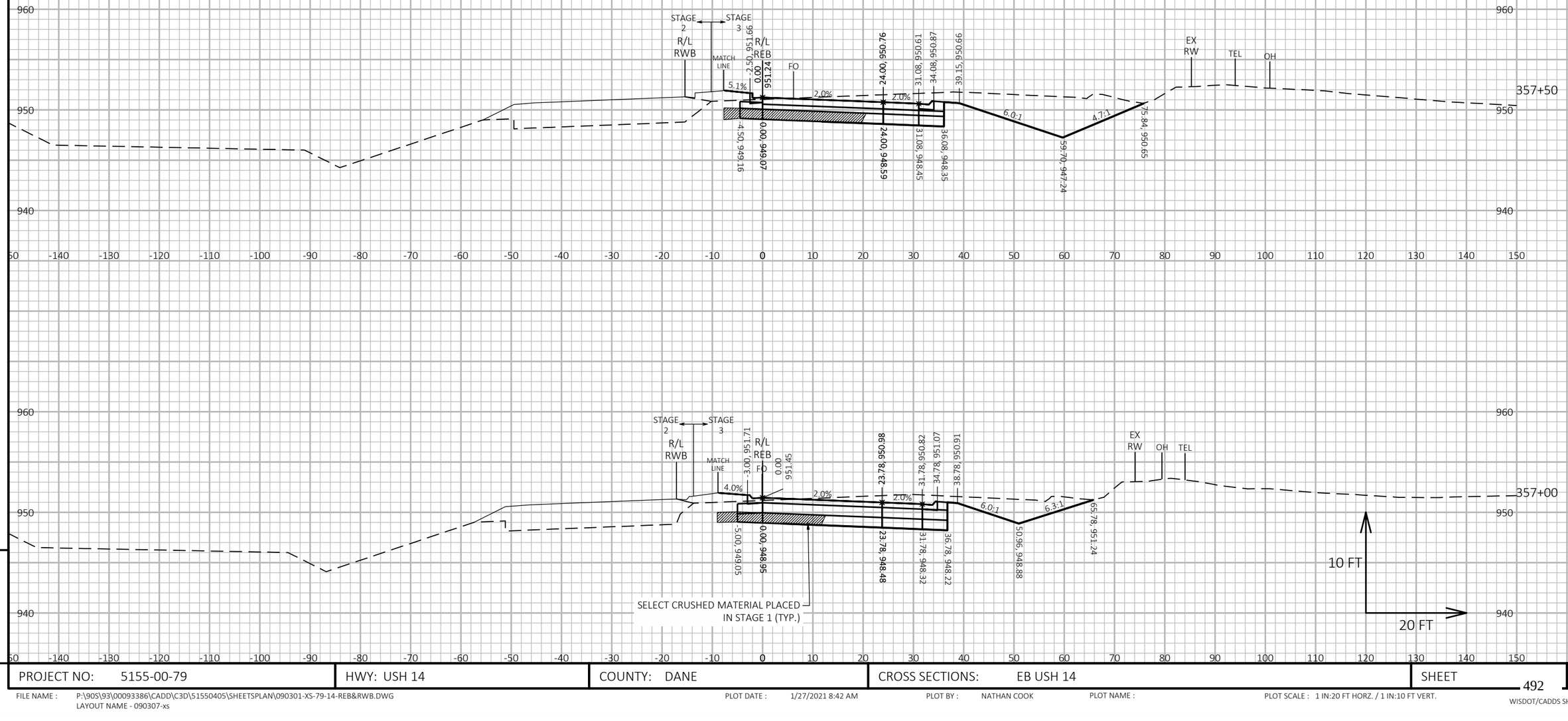


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 491 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090306-xs

PLOT DATE : 1/27/2021 8:41 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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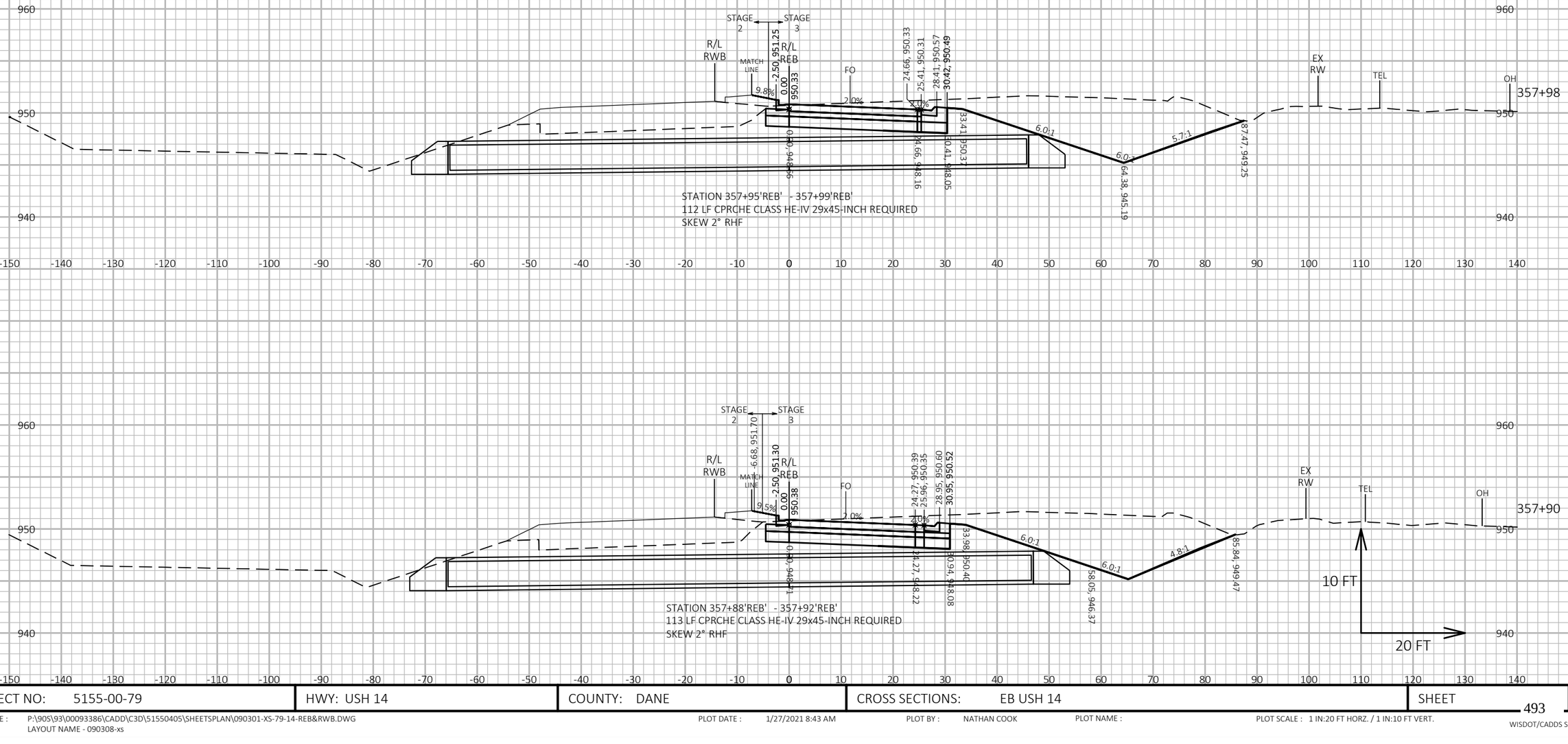
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 492	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090307-xs

PLOT DATE : 1/27/2021 8:42 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



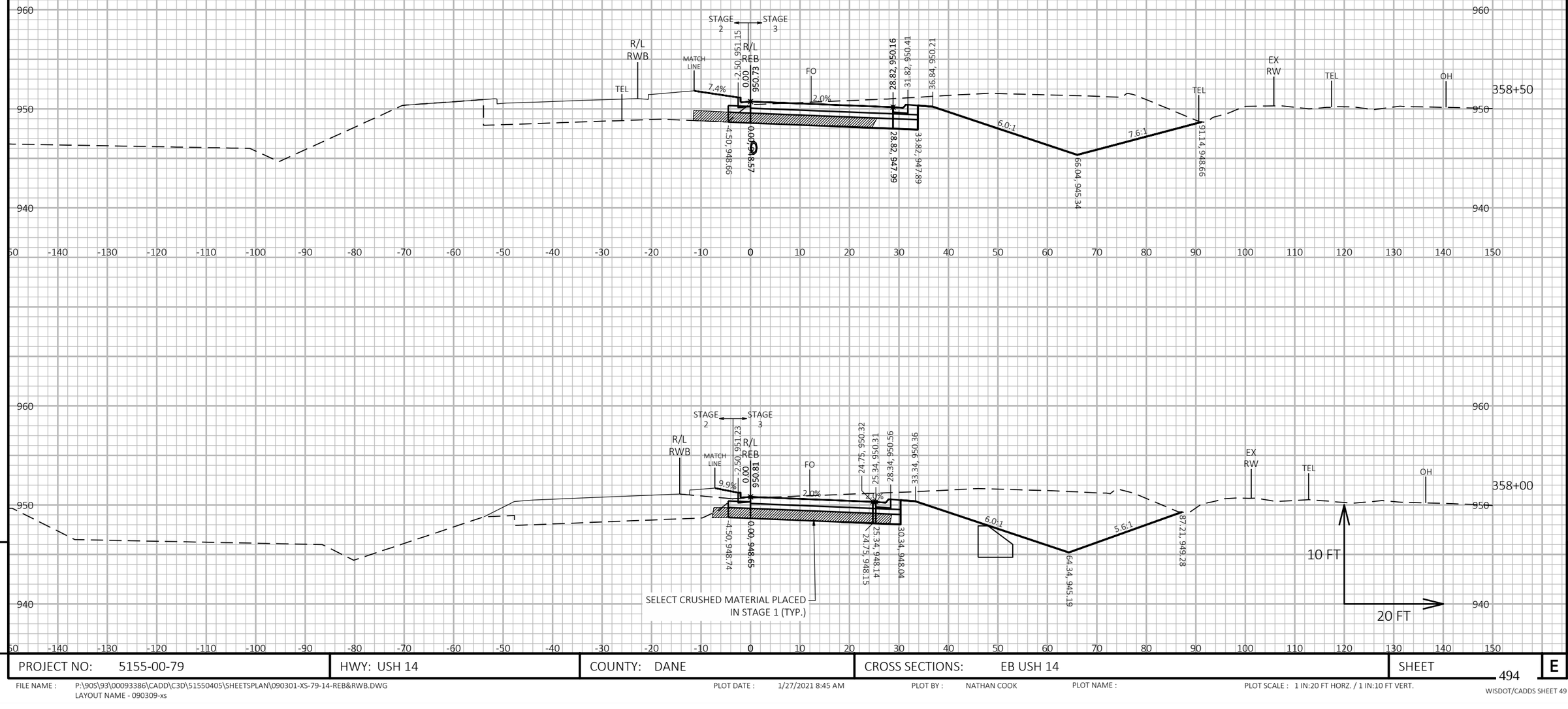
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 493	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090308-xs

PLOT DATE : 1/27/2021 8:43 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



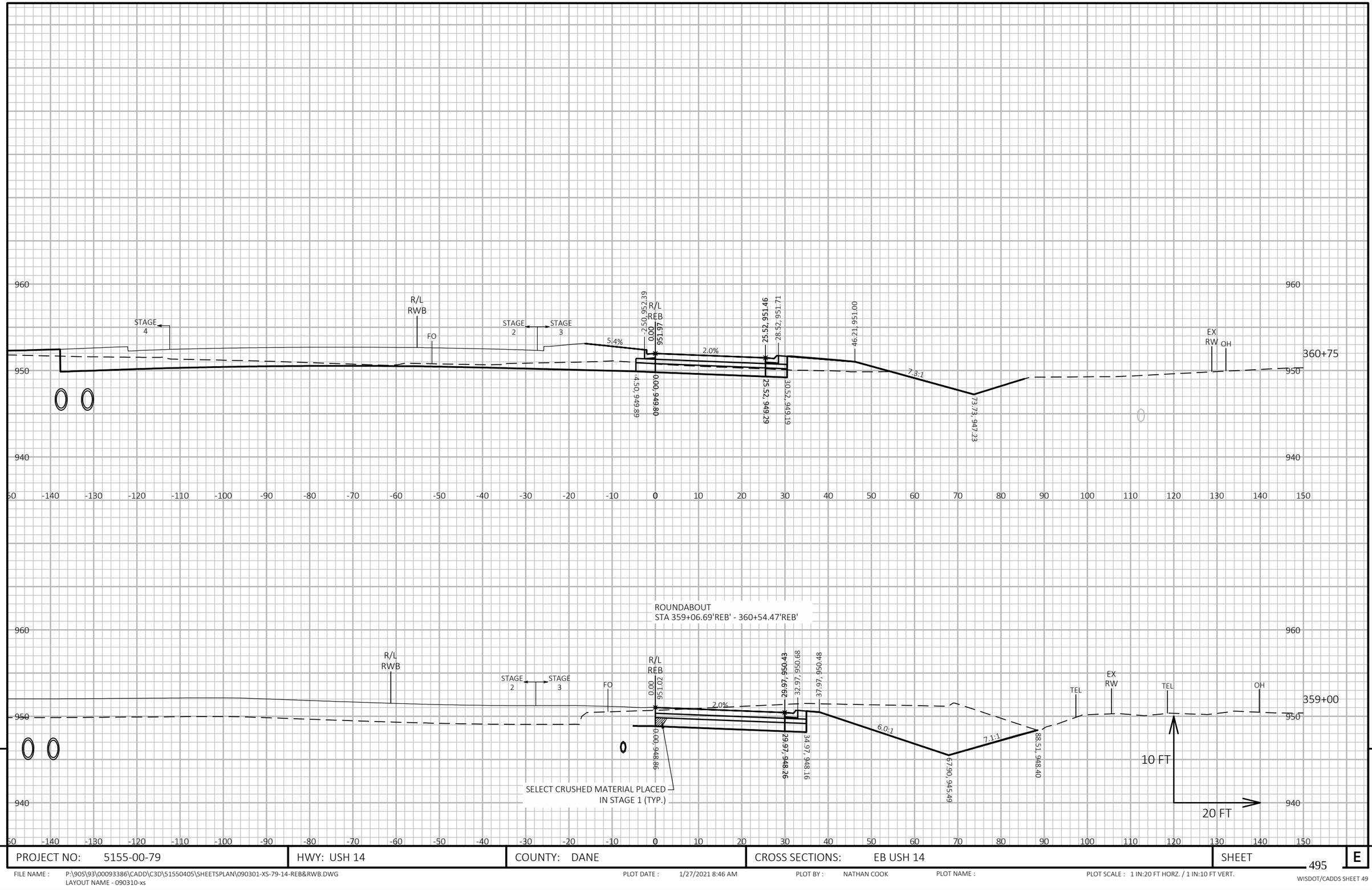
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 494	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090309-xs

PLOT DATE : 1/27/2021 8:45 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

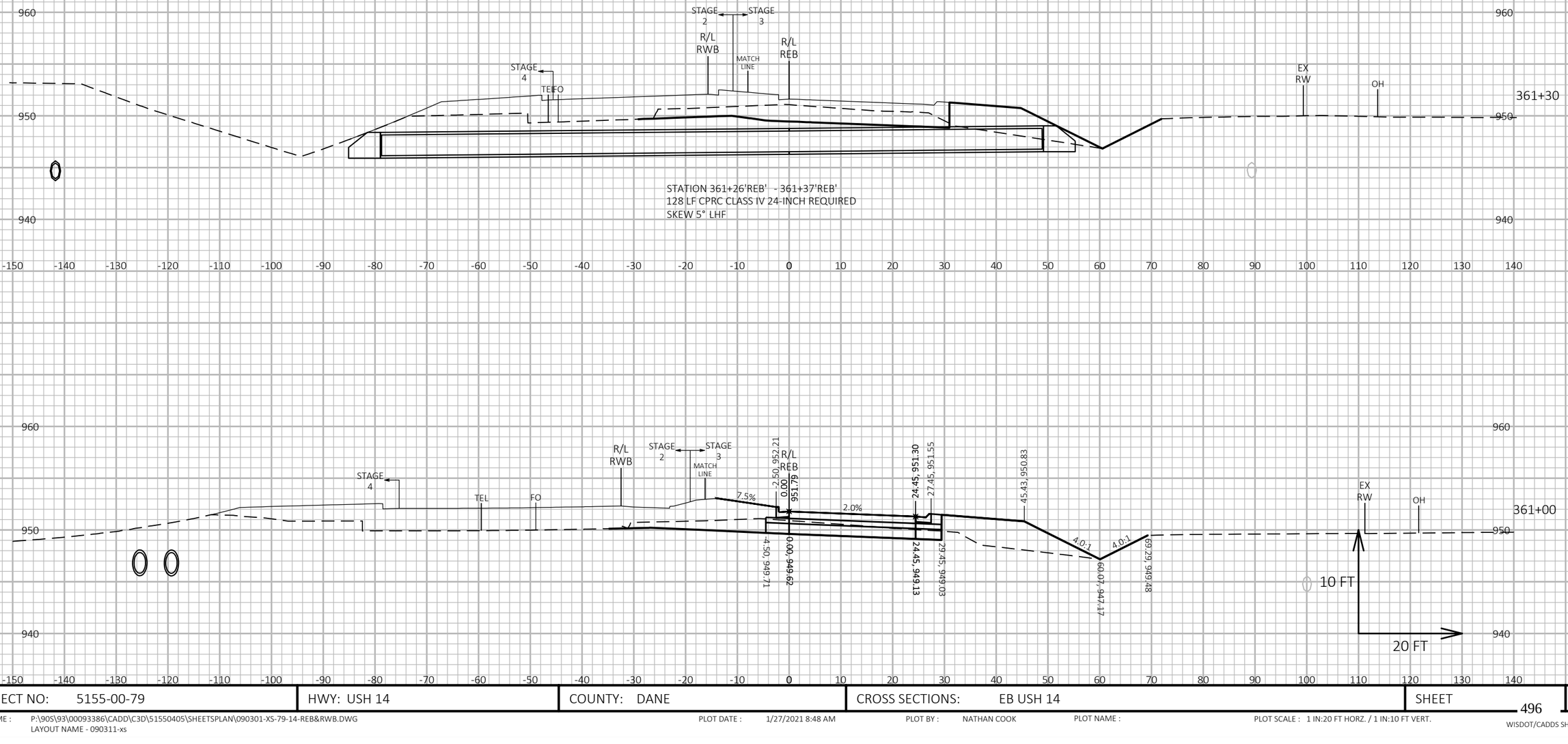


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 495 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090310-xs

PLOT DATE : 1/27/2021 8:46 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

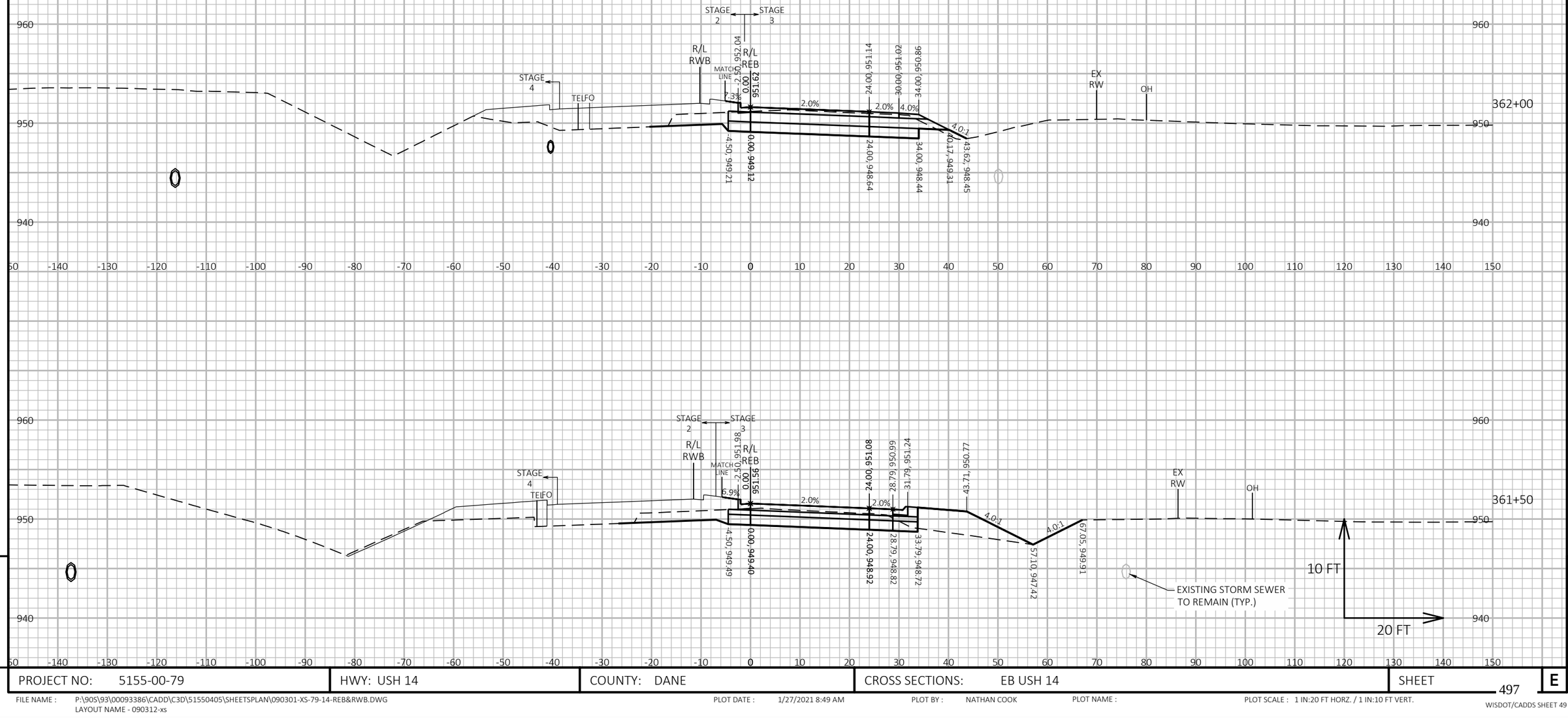


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 496	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090311-xs

PLOT DATE : 1/27/2021 8:48 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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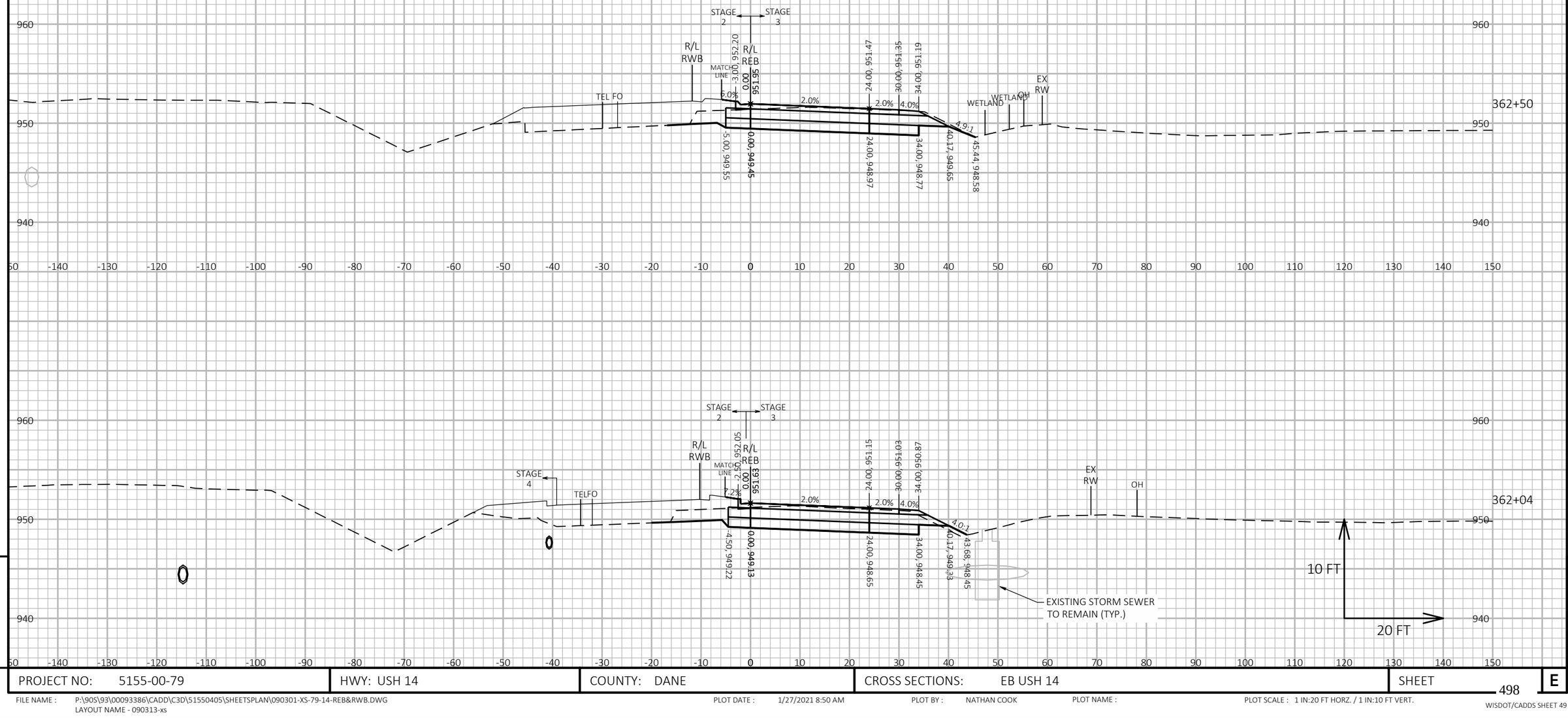
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 497	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090312-xs

PLOT DATE : 1/27/2021 8:49 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

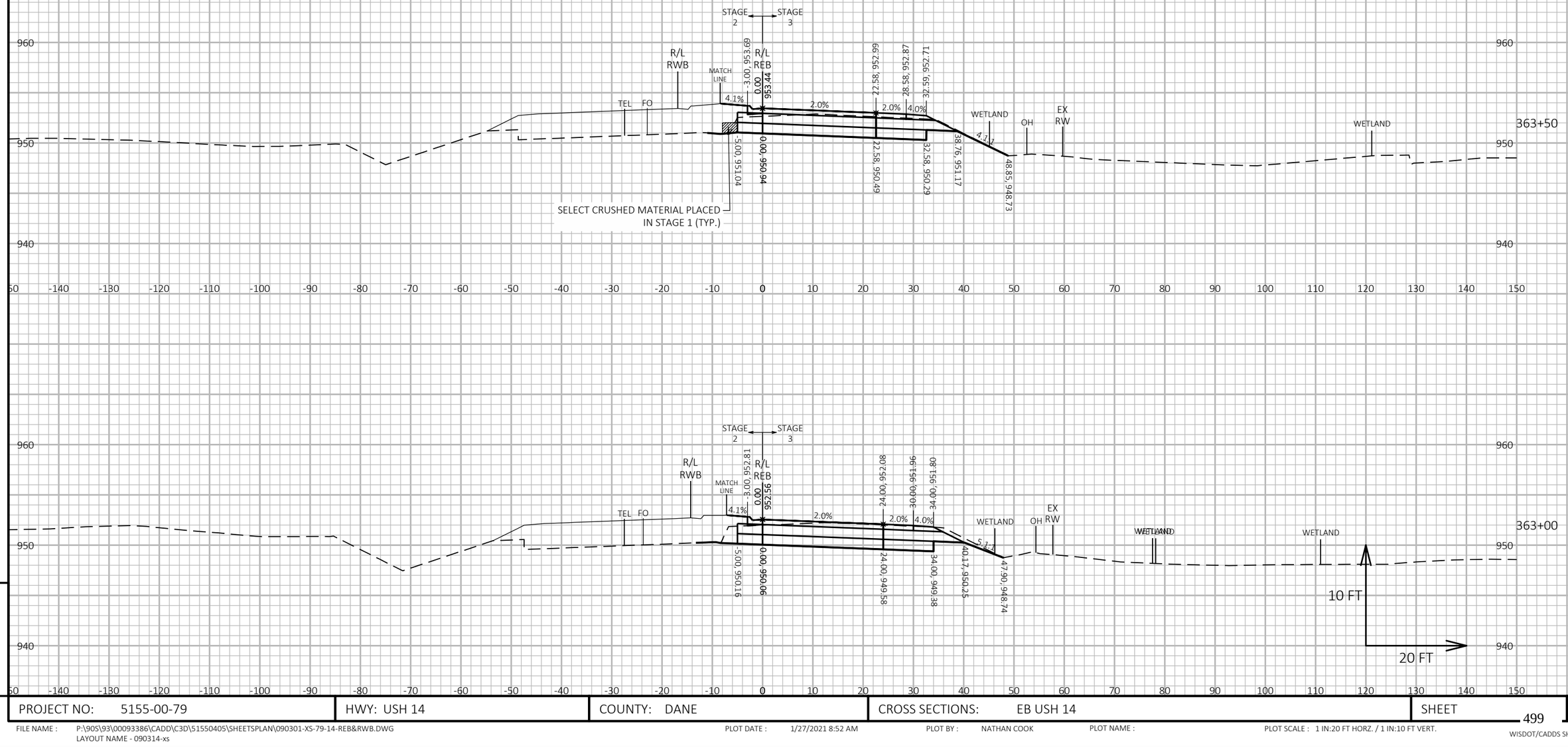
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 498	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090313-xs

PLOT DATE : 1/27/2021 8:50 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



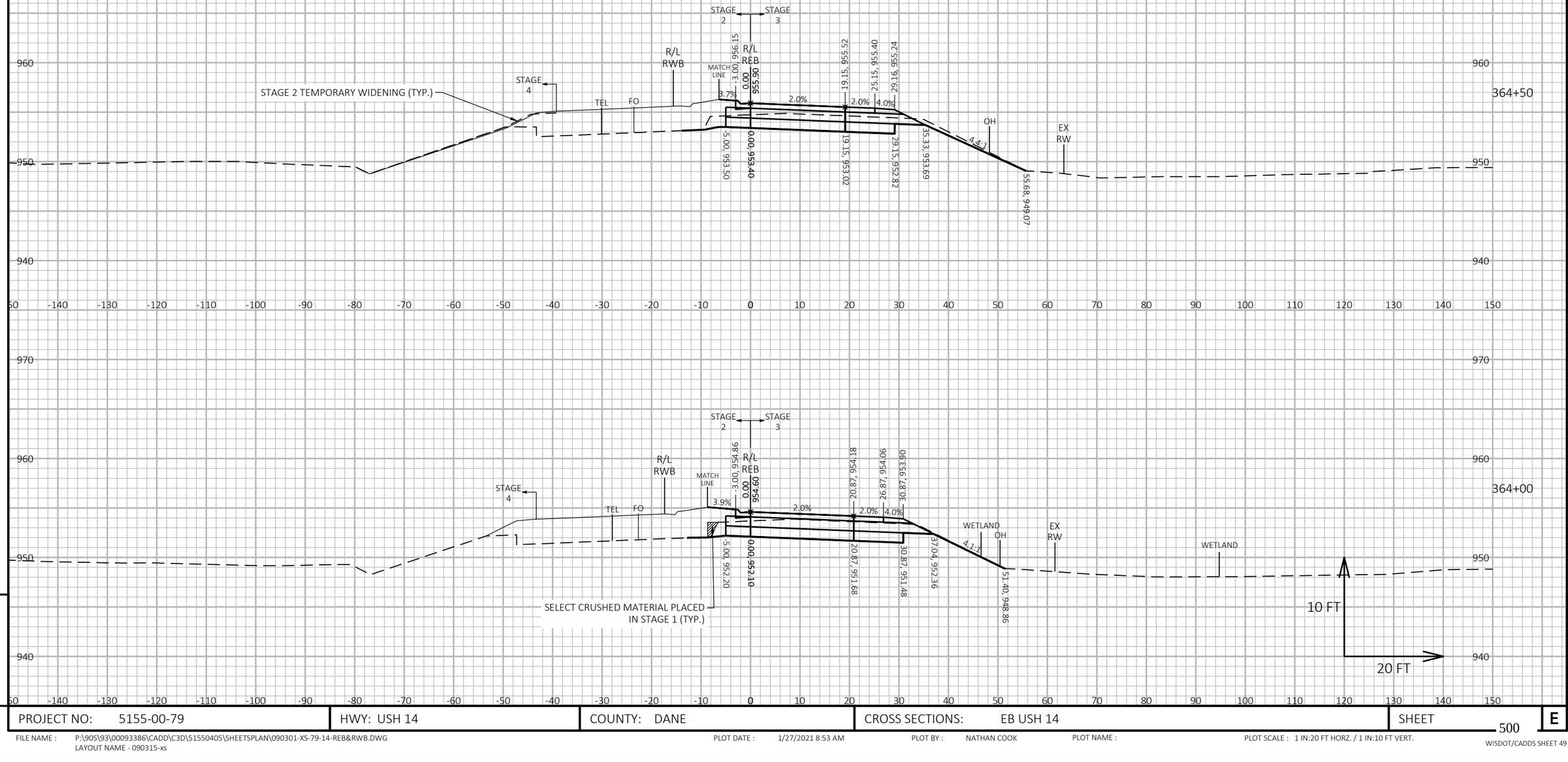
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 499	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090314-xs

PLOT DATE : 1/27/2021 8:52 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

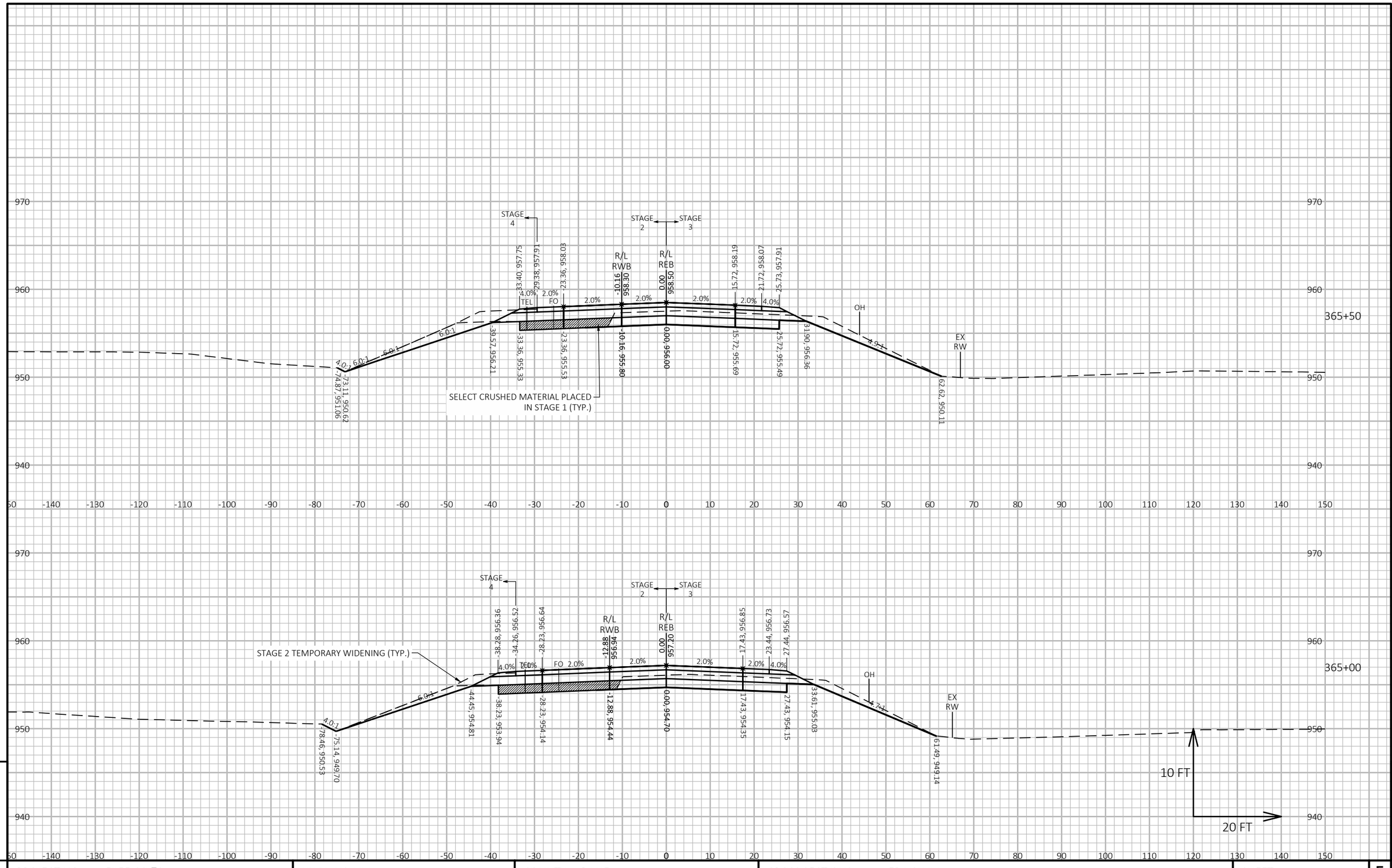


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 500 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090315-xs

PLOT DATE : 1/27/2021 8:53 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

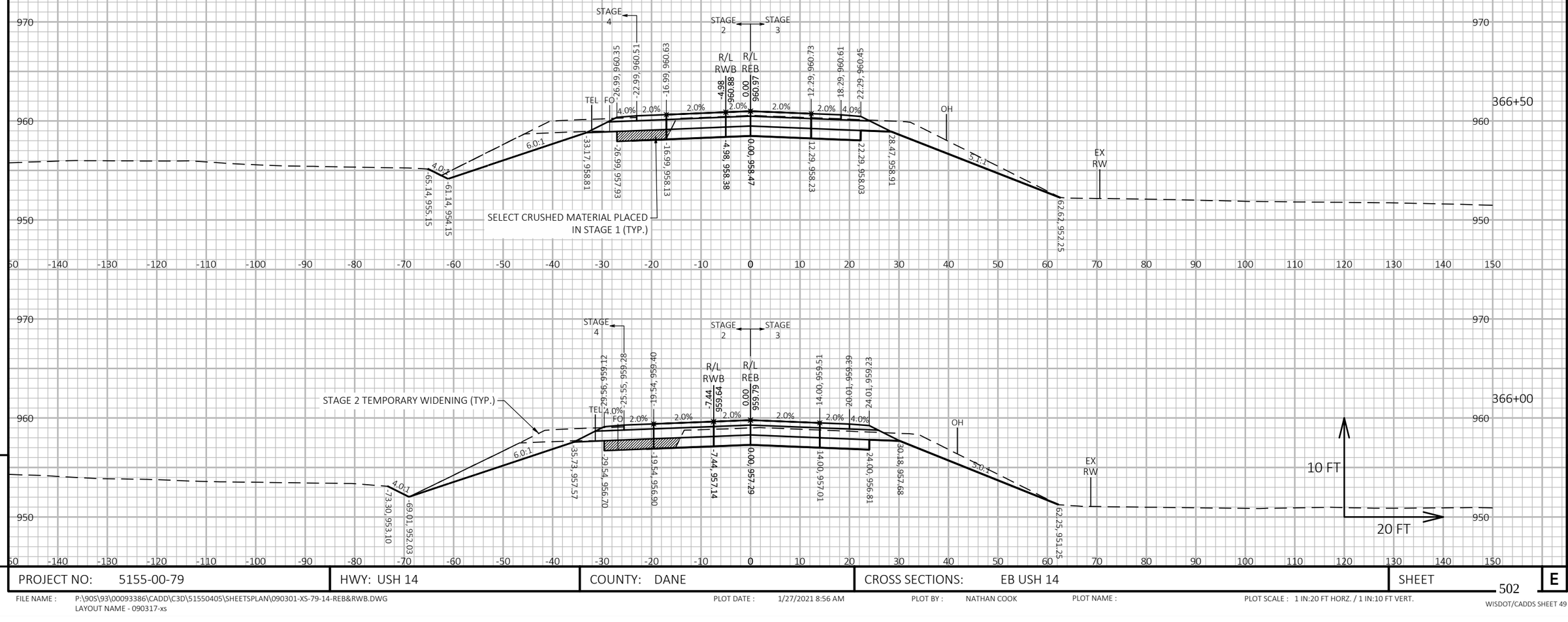
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 501	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090316-xs

PLOT DATE : 1/27/2021 8:54 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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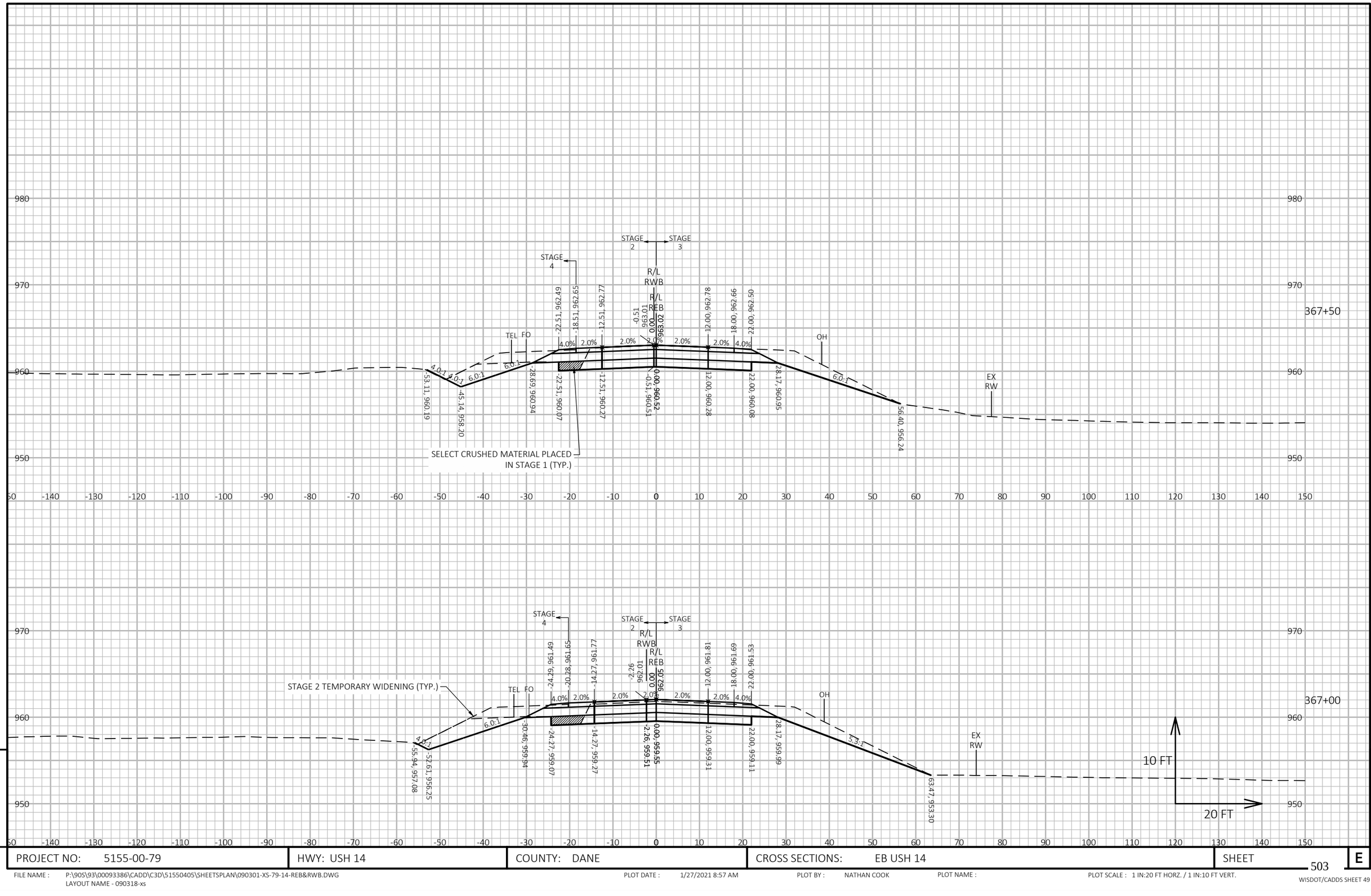
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 502	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090317-xs

PLOT DATE : 1/27/2021 8:56 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

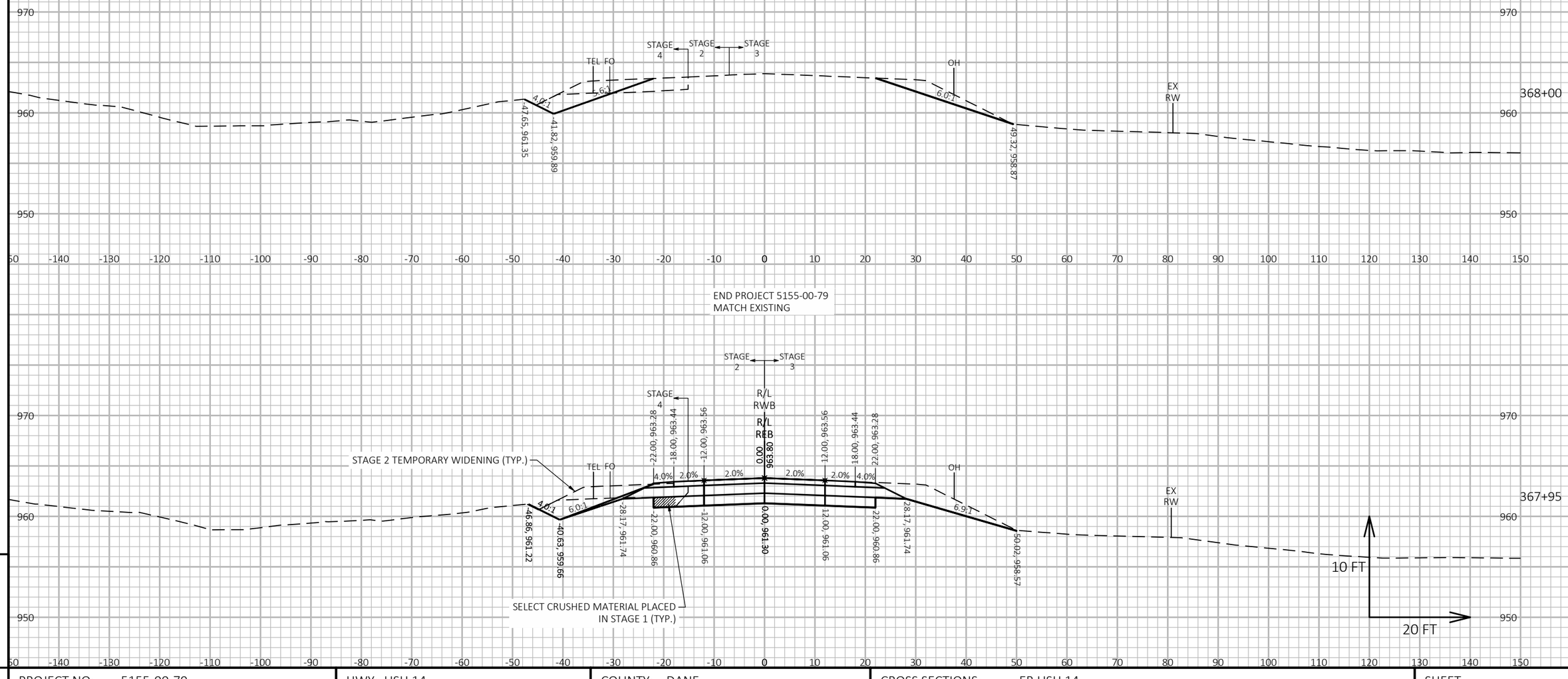


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 503 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090318-xs

PLOT DATE : 1/27/2021 8:57 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

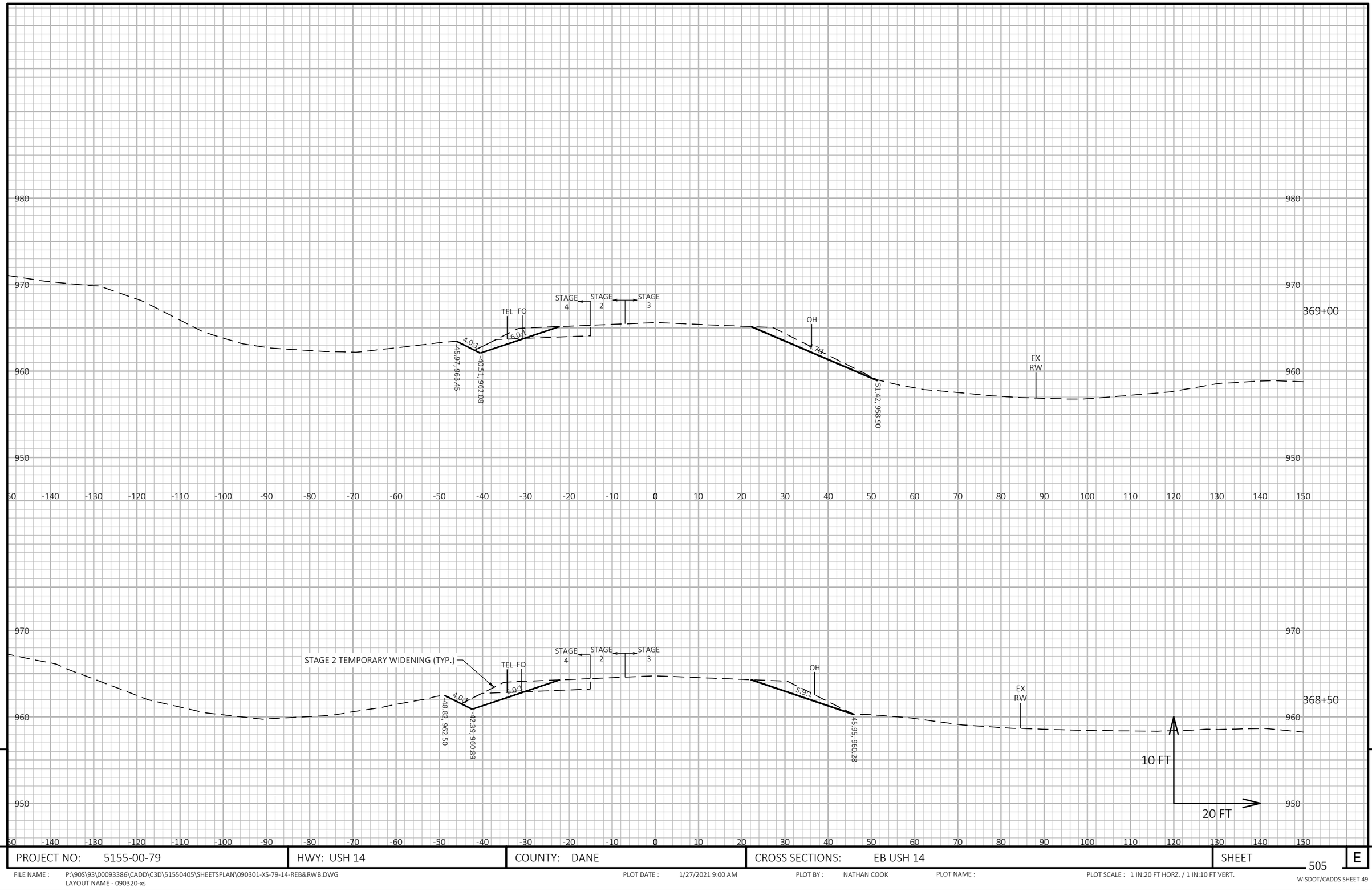


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 504	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090319-xs

PLOT DATE : 1/27/2021 8:58 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

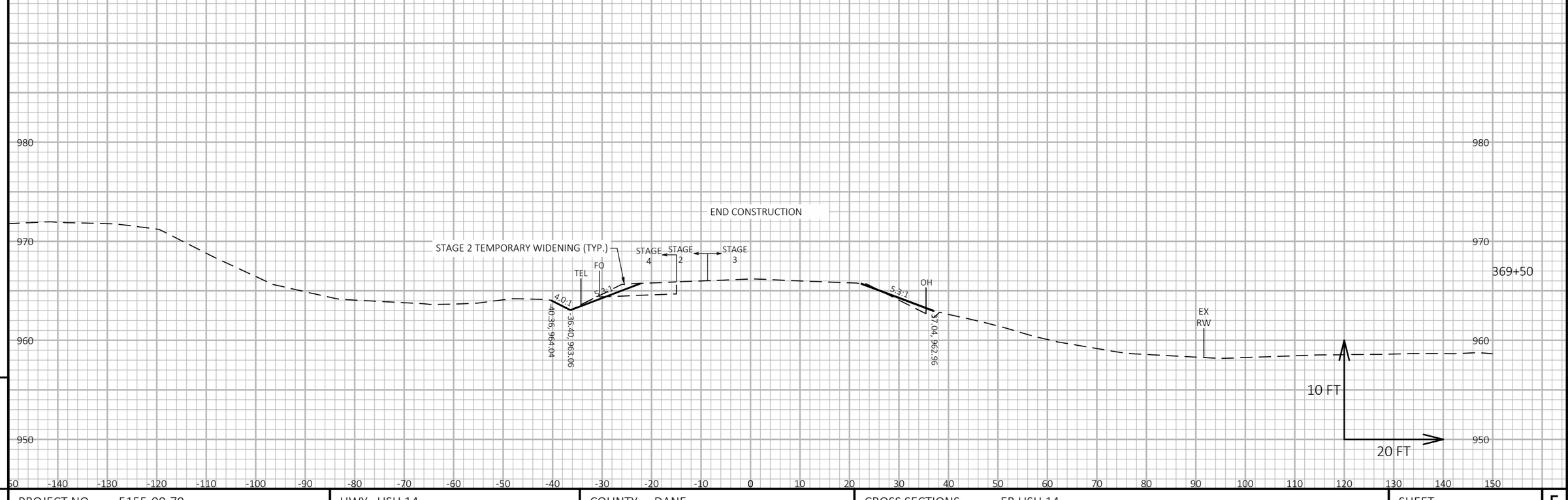
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 505	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090320-xs

PLOT DATE : 1/27/2021 9:00 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

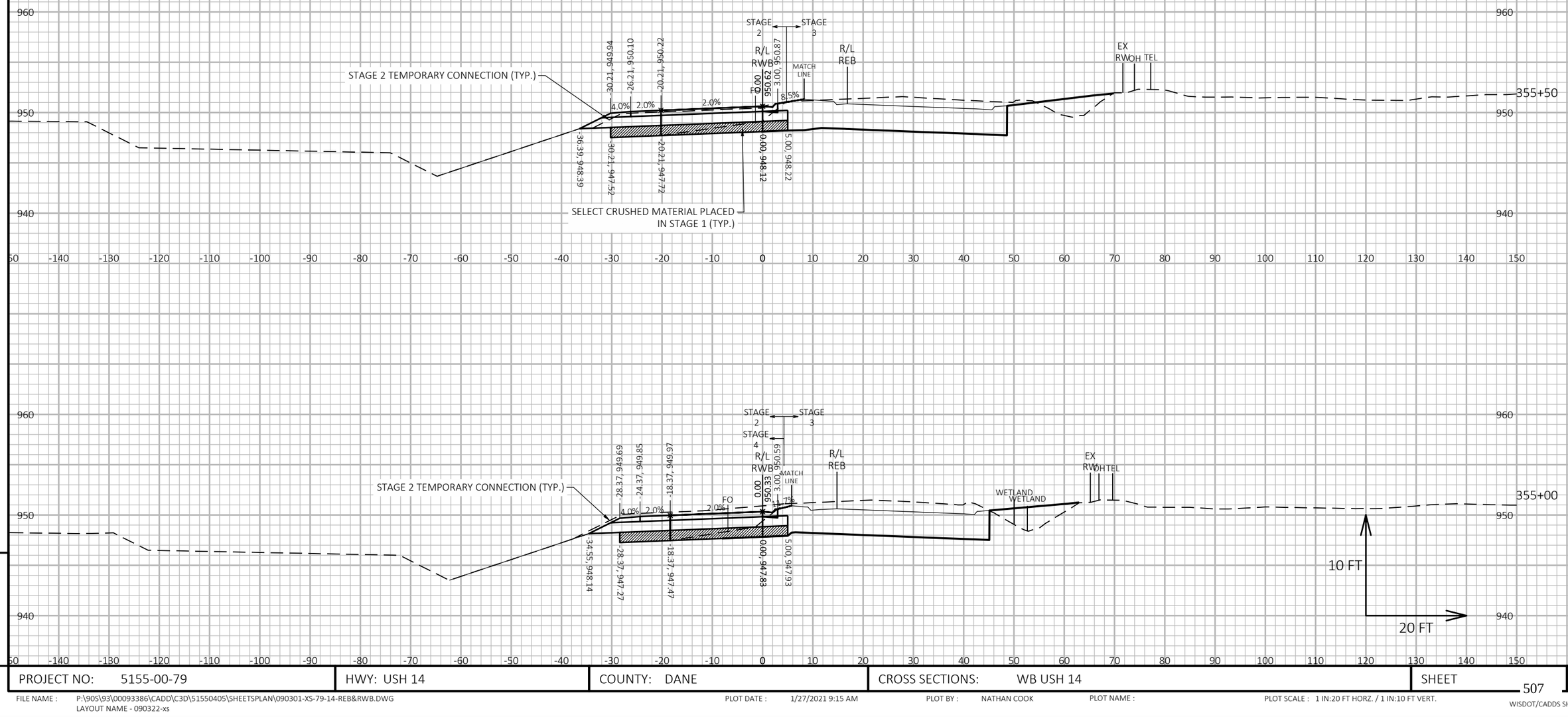
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB USH 14	SHEET 506	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090321-xs

PLOT DATE : 1/27/2021 9:01 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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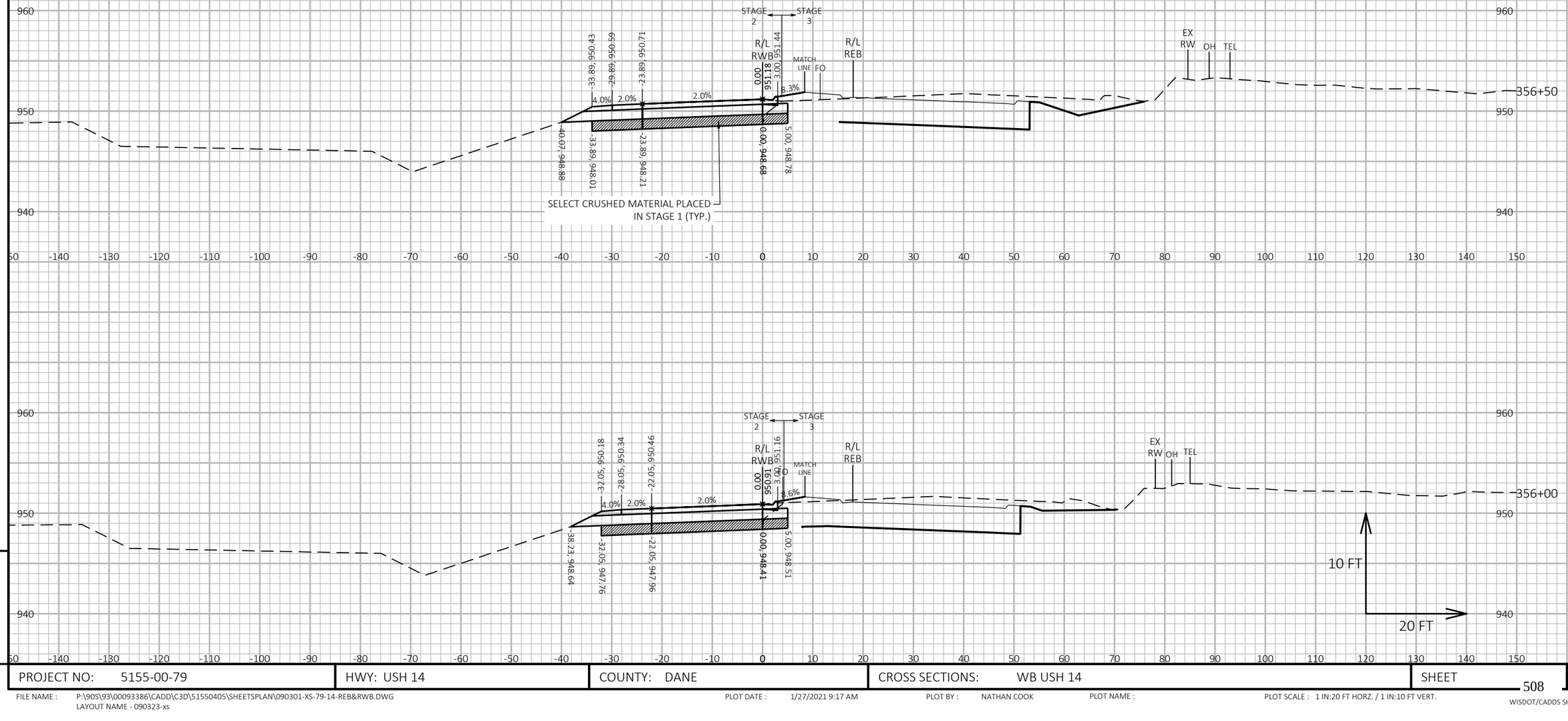
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 507	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090322-xs

PLOT DATE : 1/27/2021 9:15 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

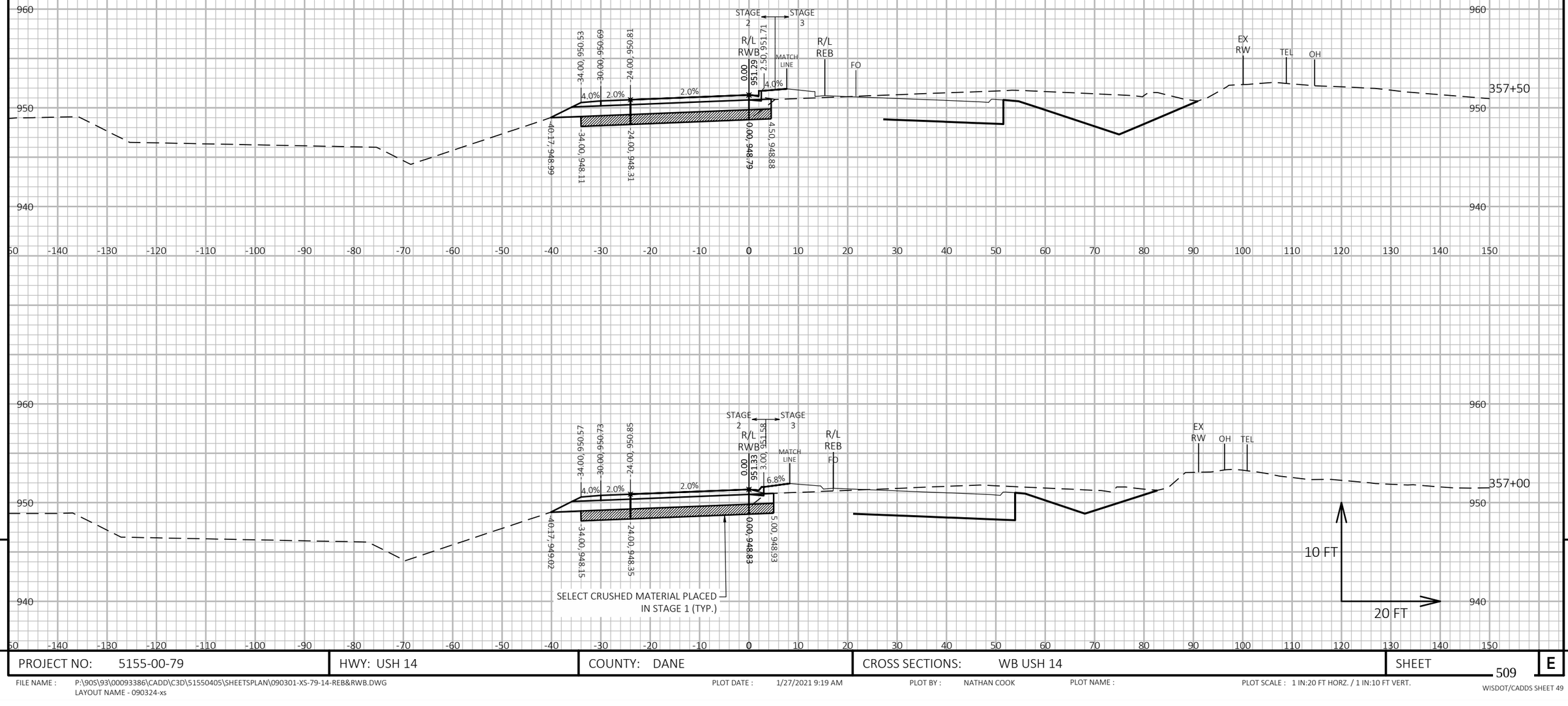
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 508	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090323-xs

PLOT DATE : 1/27/2021 9:17 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

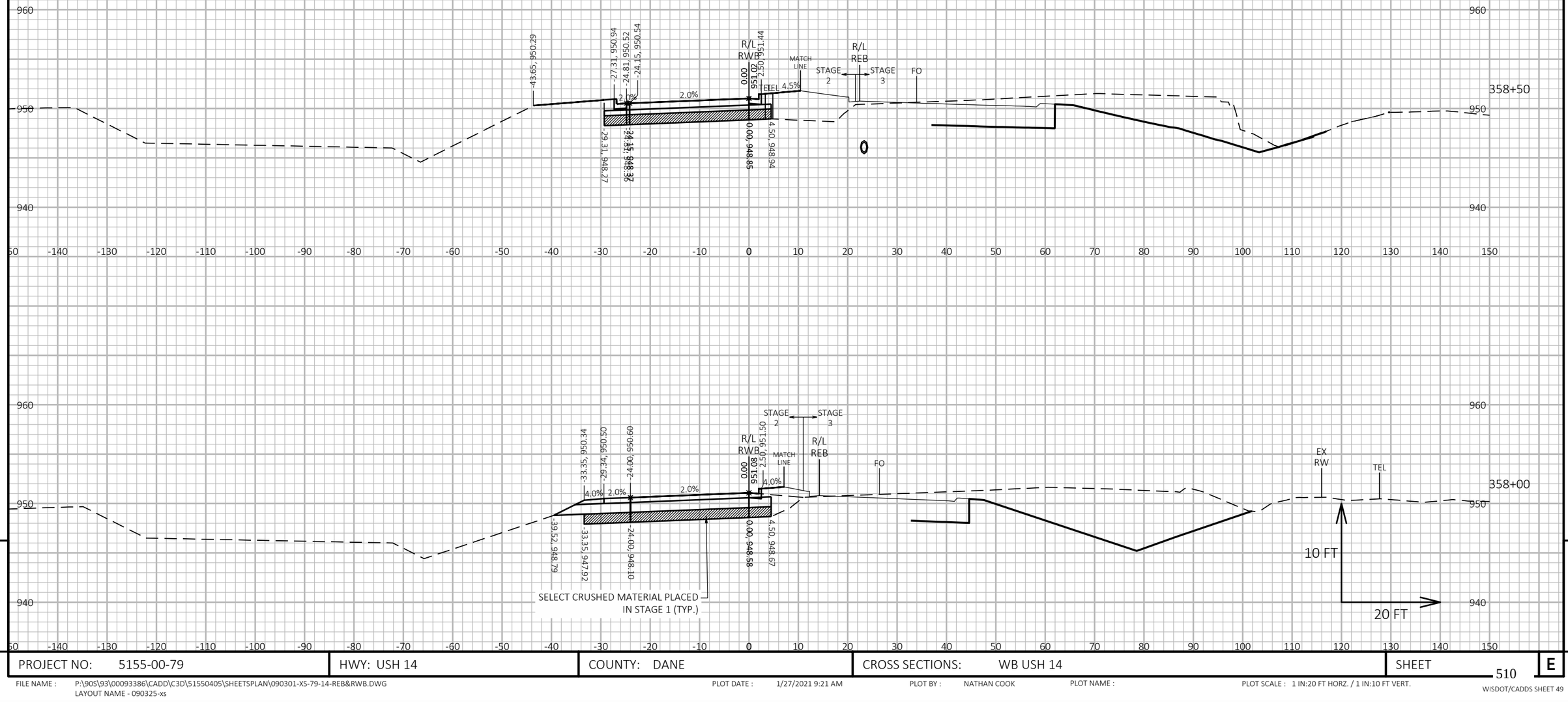
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 509	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090324-xs

PLOT DATE : 1/27/2021 9:19 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

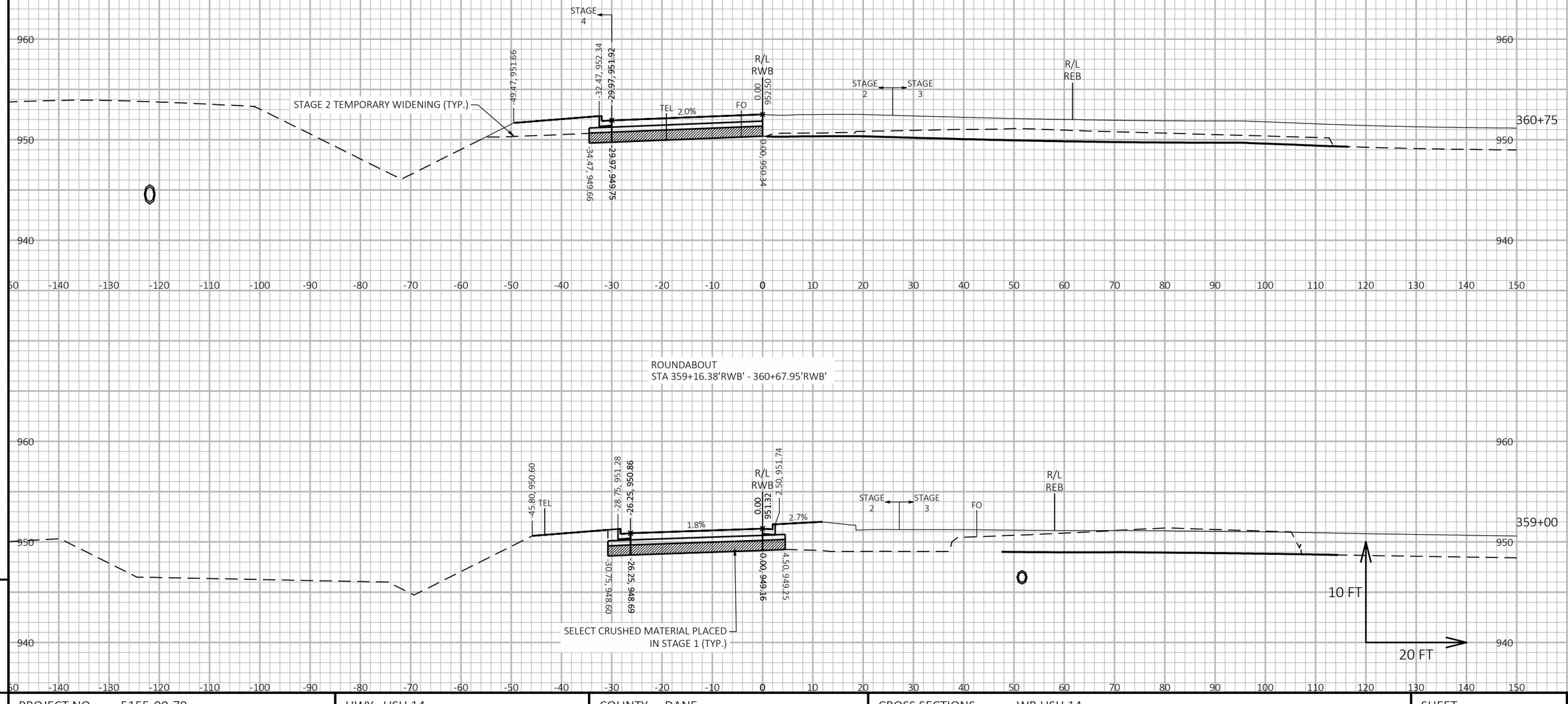


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 510 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090325-xs

PLOT DATE : 1/27/2021 9:21 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

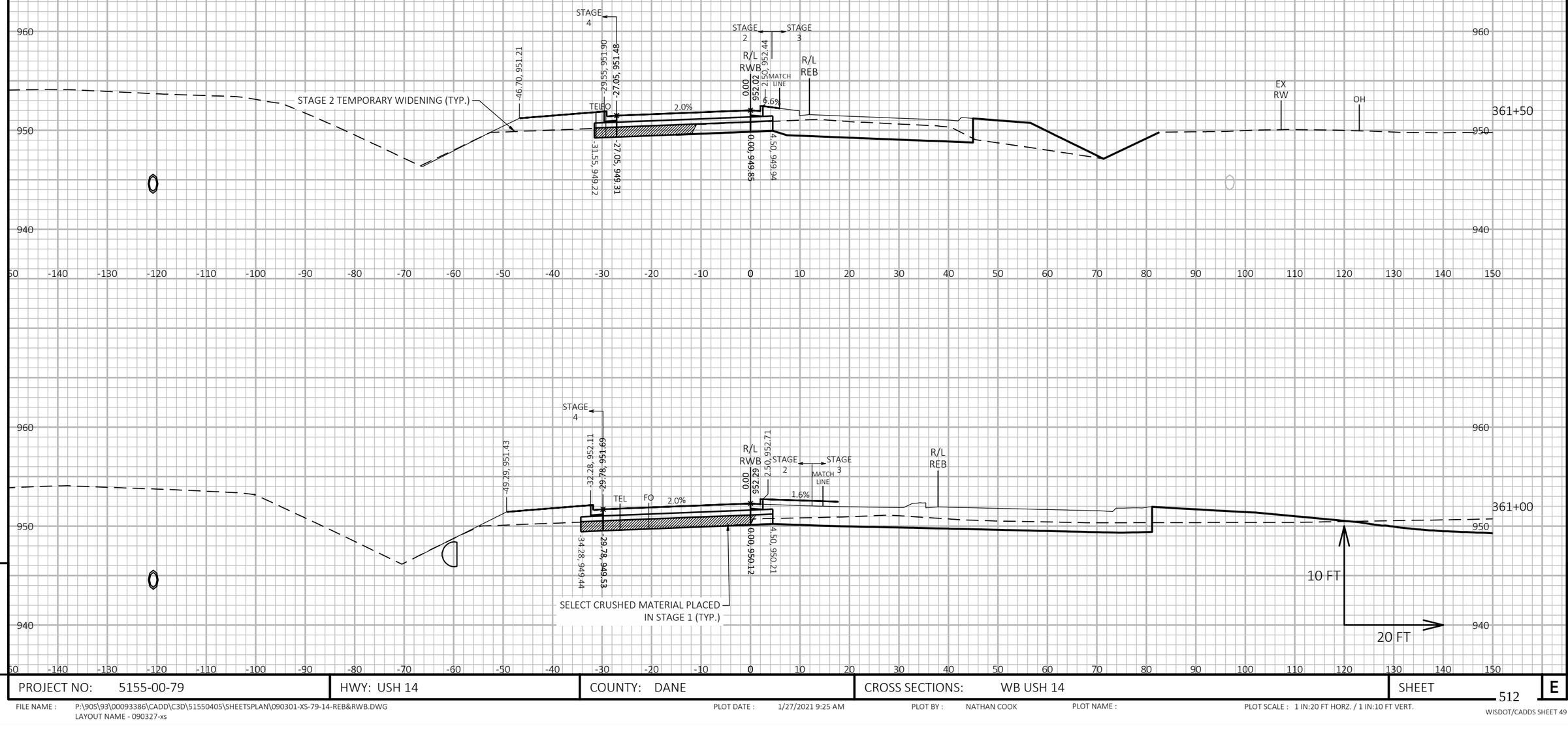
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 511	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090326-xs

PLOT DATE : 1/27/2021 9:23 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

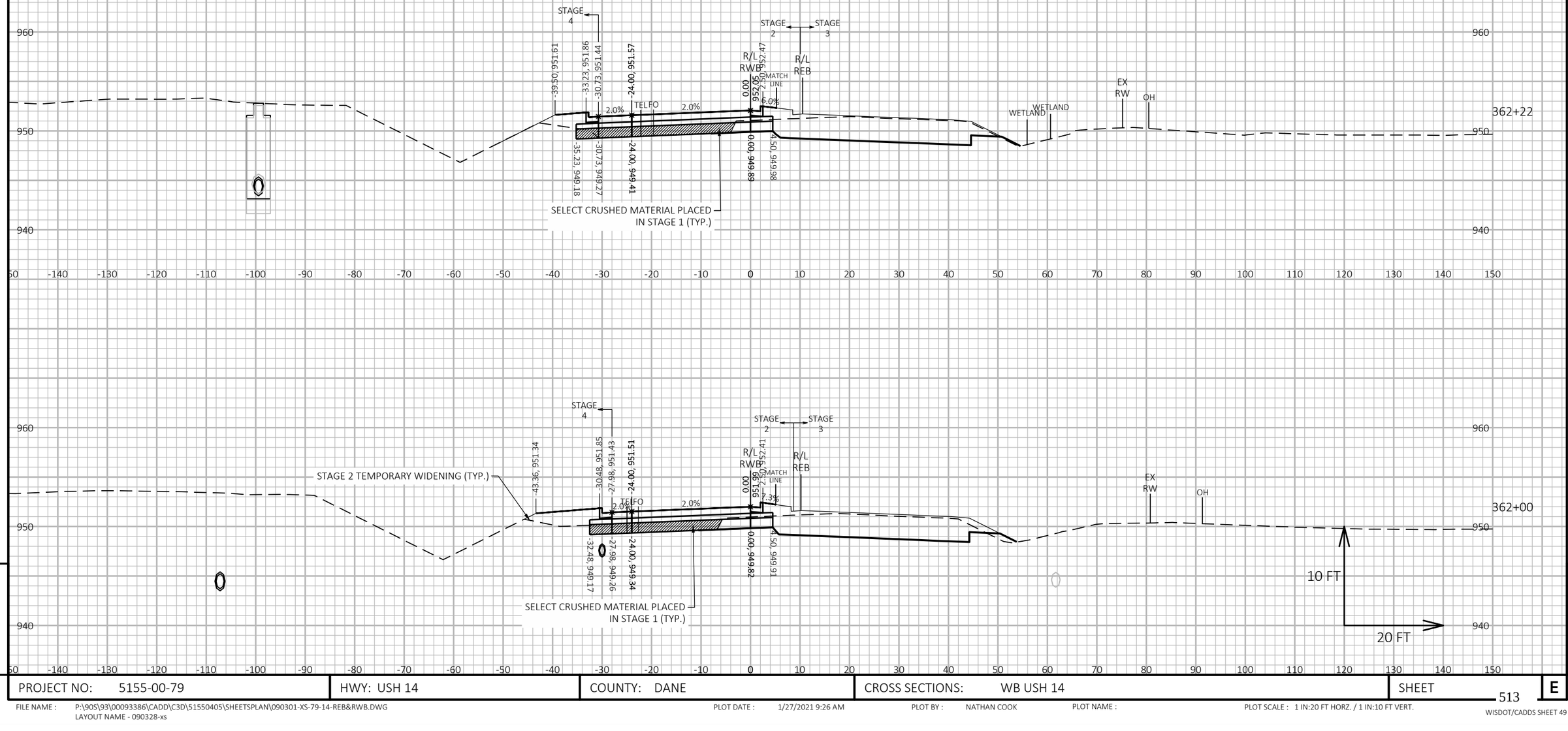
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 512	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090327-xs

PLOT DATE : 1/27/2021 9:25 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

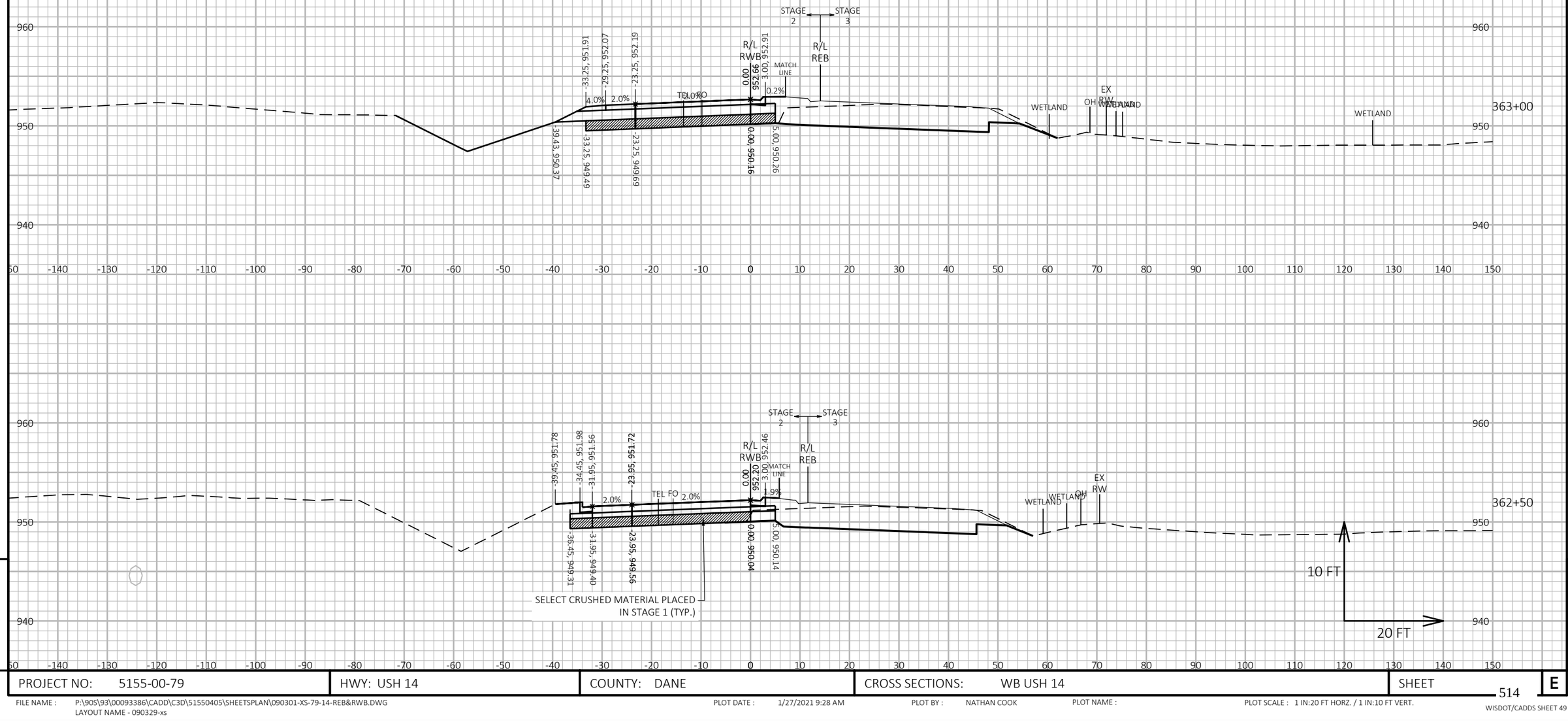
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 513	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090328-xs

PLOT DATE : 1/27/2021 9:26 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

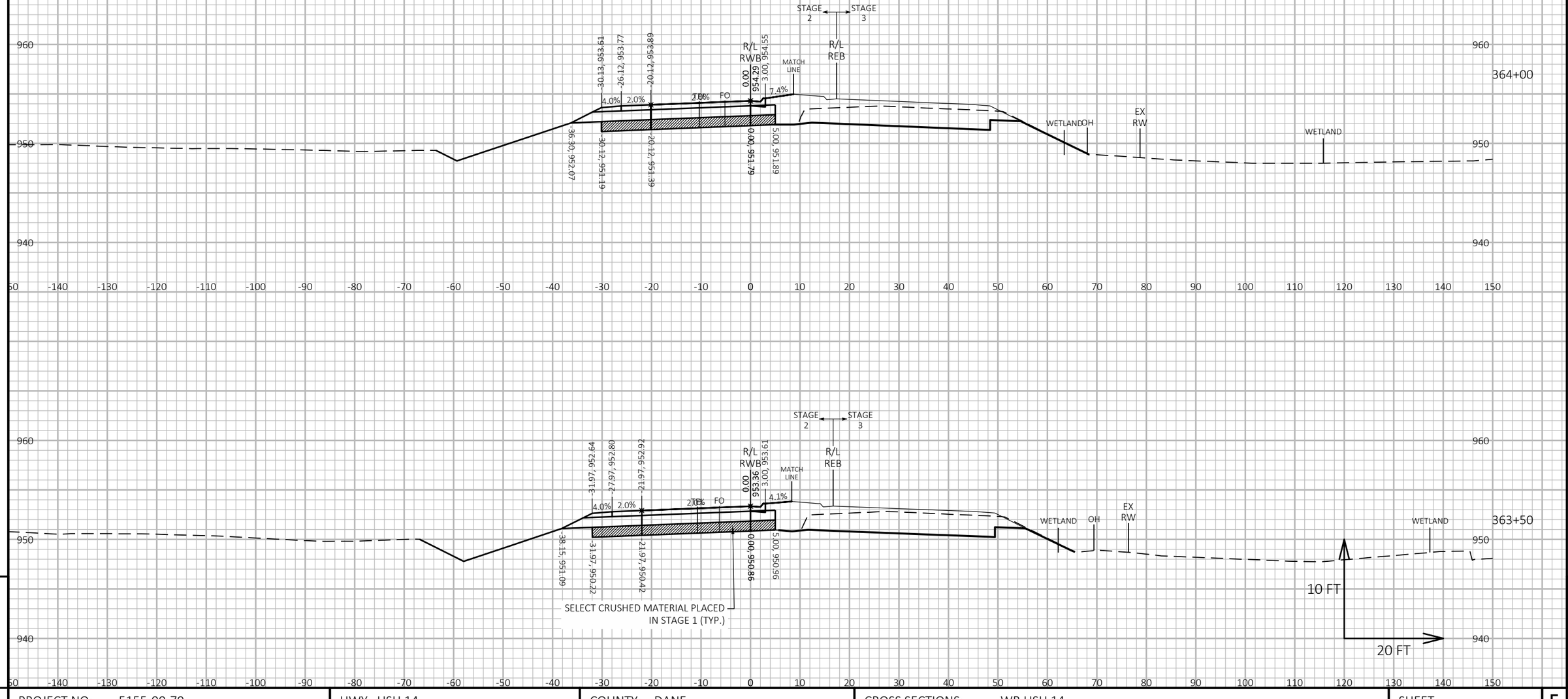
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 514	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090329-xs

PLOT DATE : 1/27/2021 9:28 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

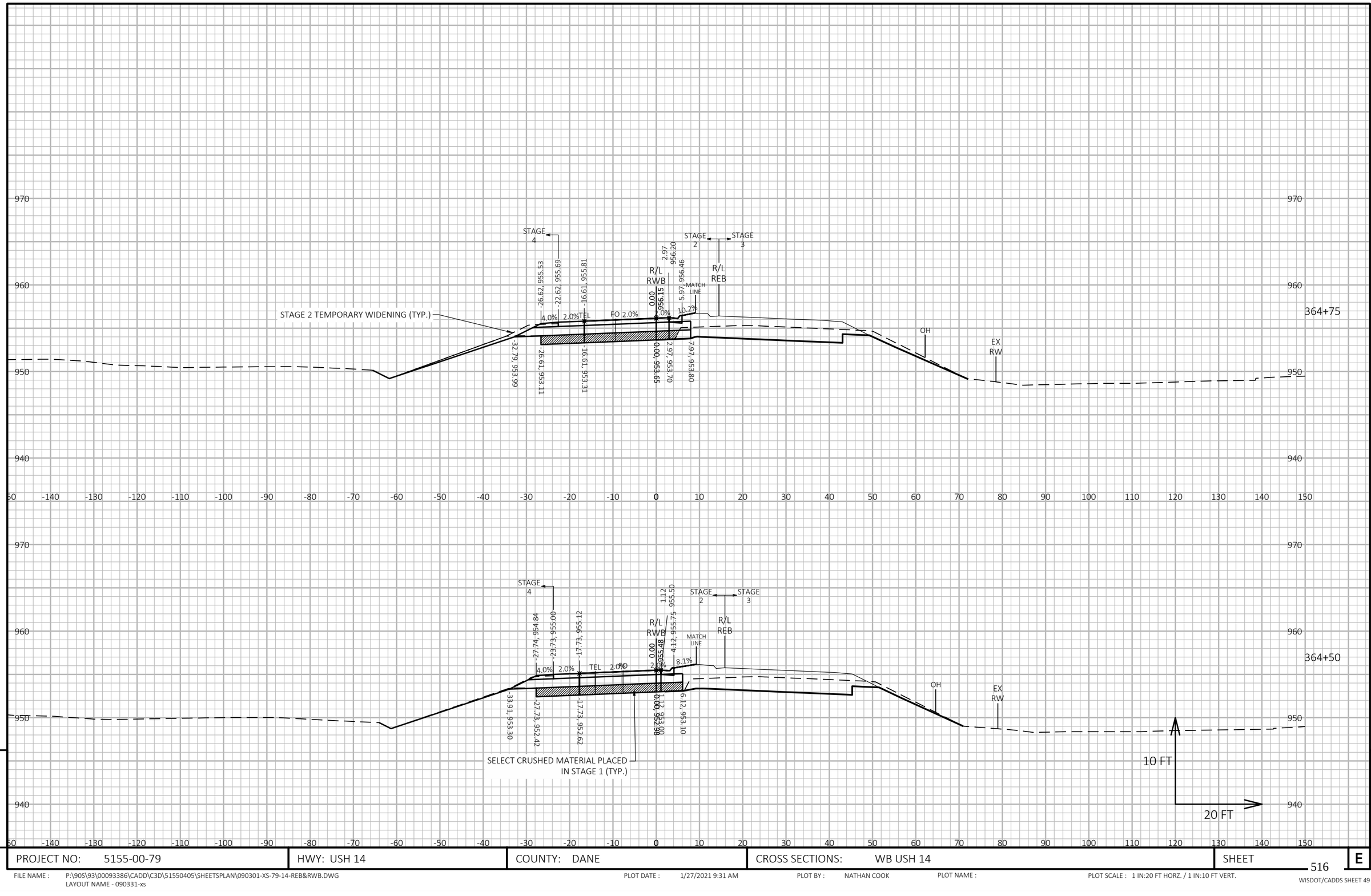


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 515 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090330-xs

PLOT DATE : 1/27/2021 9:29 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

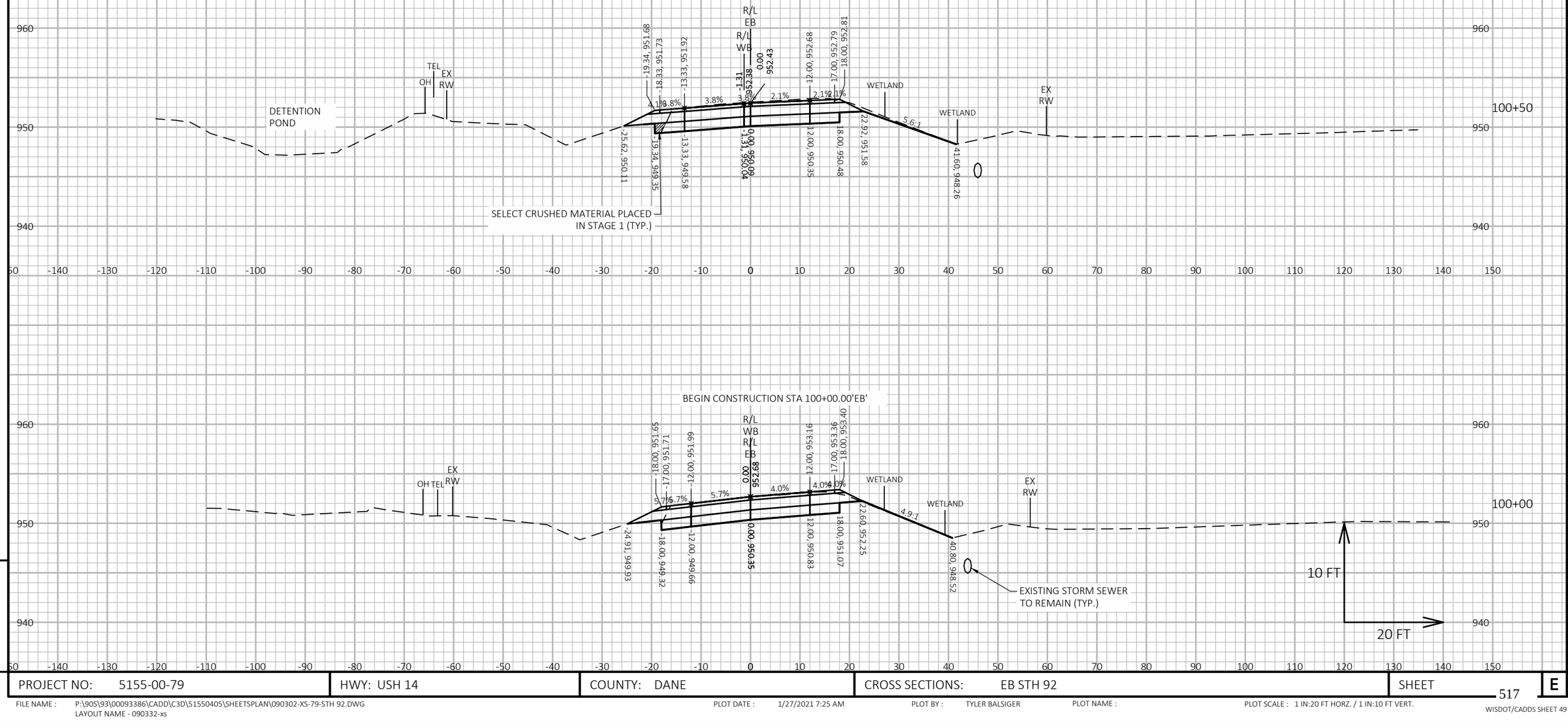
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB USH 14	SHEET 516	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090301-XS-79-14-REB&RWB.DWG
LAYOUT NAME - 090331-xs

PLOT DATE : 1/27/2021 9:31 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



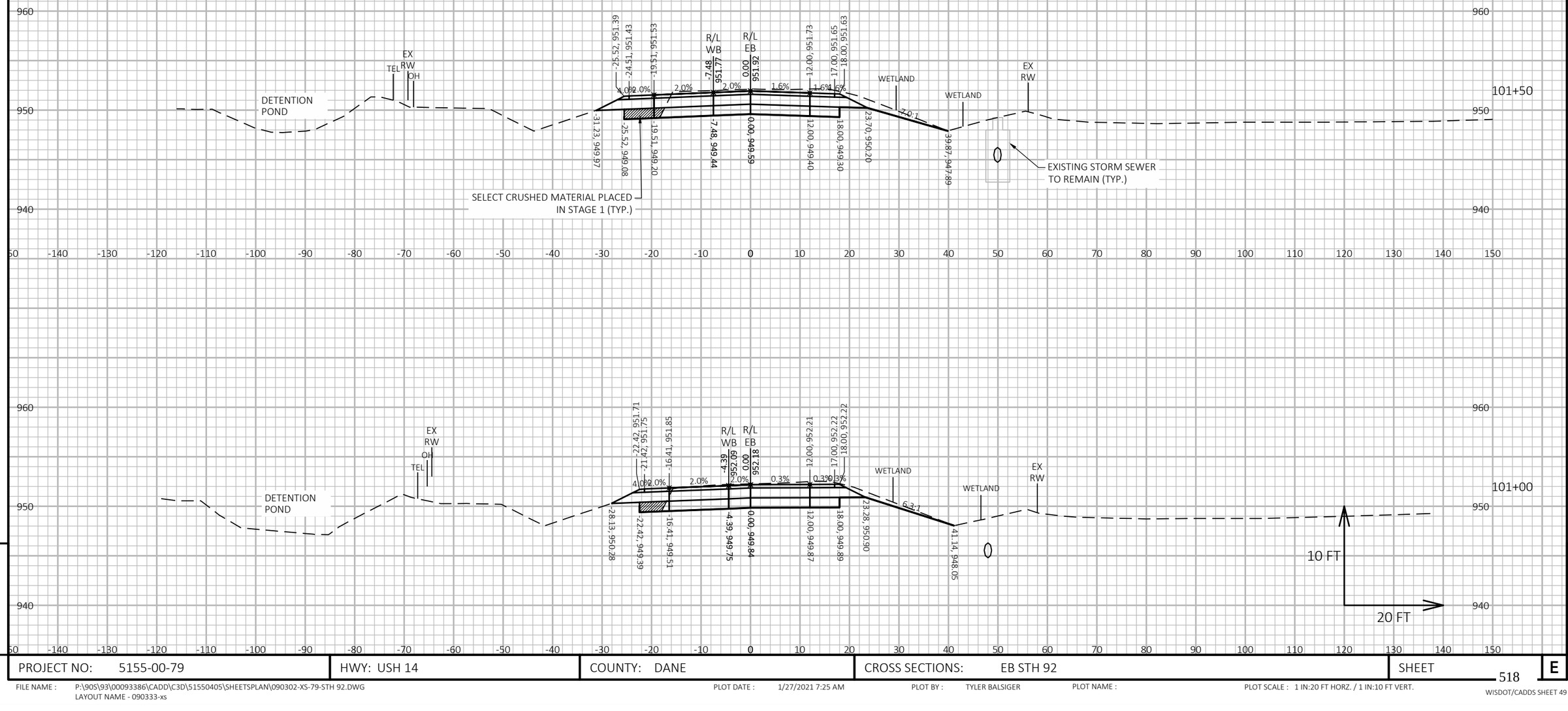
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 517	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090332-xs

PLOT DATE : 1/27/2021 7:25 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

9

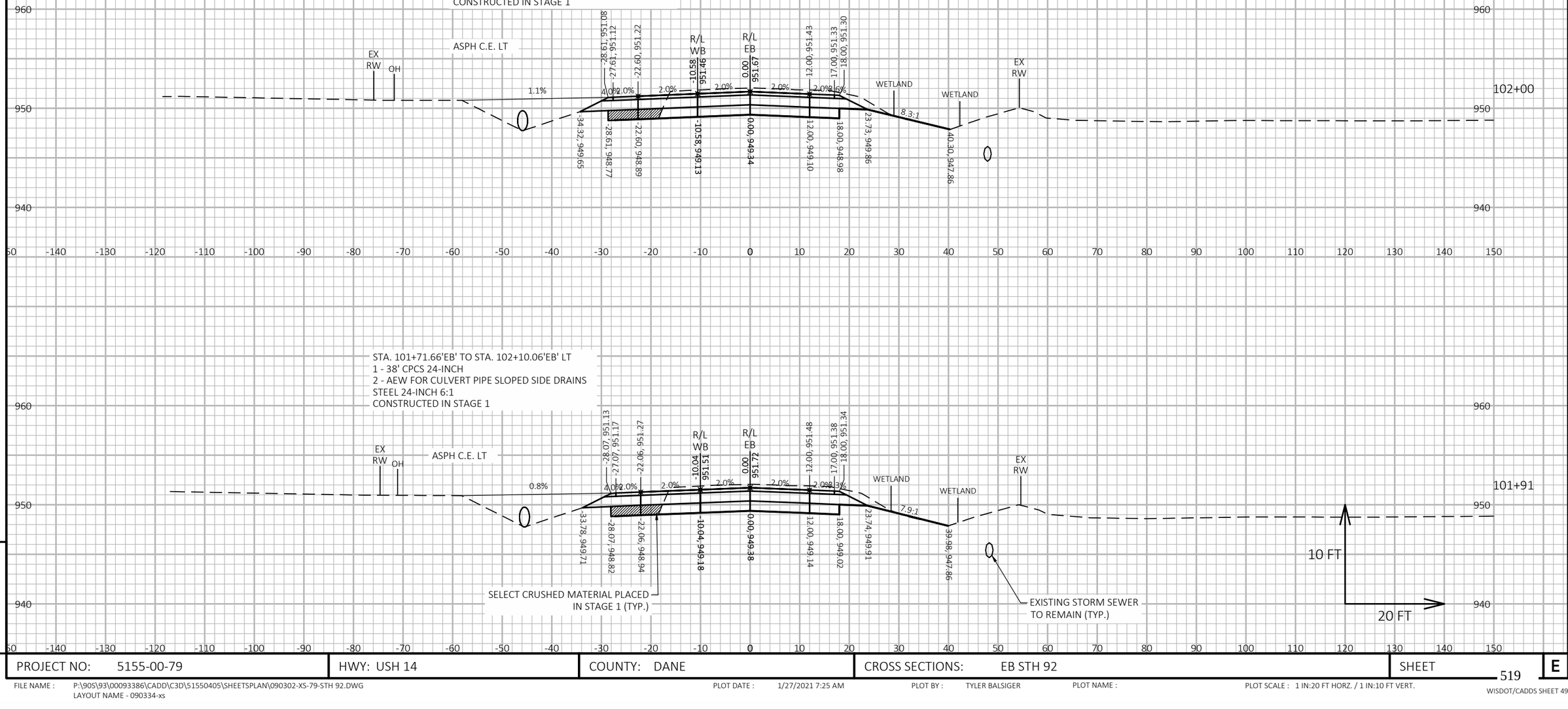
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 518	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090333-xs

PLOT DATE : 1/27/2021 7:25 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

STA. 101+71.66'EB' TO STA. 102+10.06'EB' LT
1 - 38' CPCS 24-INCH
2 - AEW FOR CULVERT PIPE SLOPED SIDE DRAINS
STEEL 24-INCH 6:1
CONSTRUCTED IN STAGE 1



STA. 101+71.66'EB' TO STA. 102+10.06'EB' LT
1 - 38' CPCS 24-INCH
2 - AEW FOR CULVERT PIPE SLOPED SIDE DRAINS
STEEL 24-INCH 6:1
CONSTRUCTED IN STAGE 1

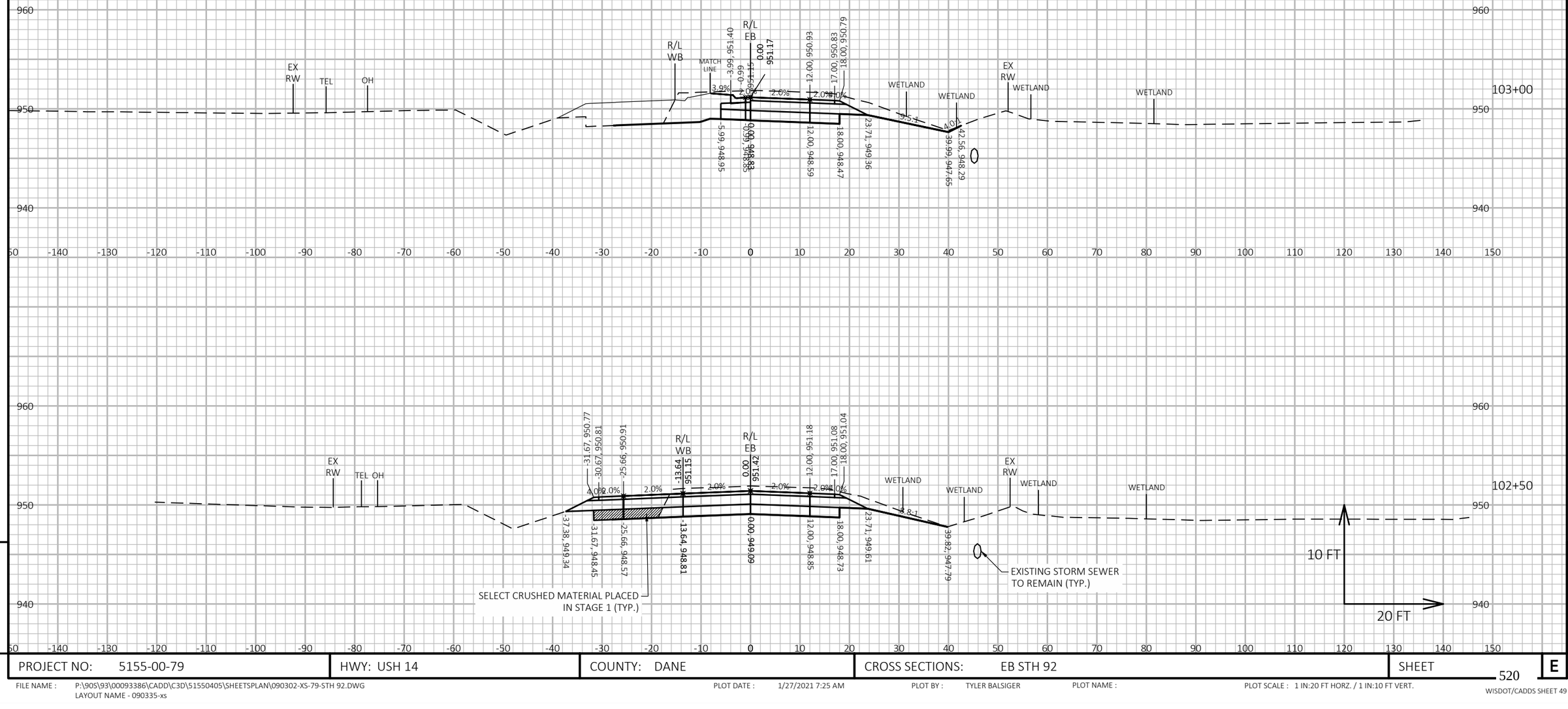
9

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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 519	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090334-xs

PLOT DATE : 1/27/2021 7:25 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

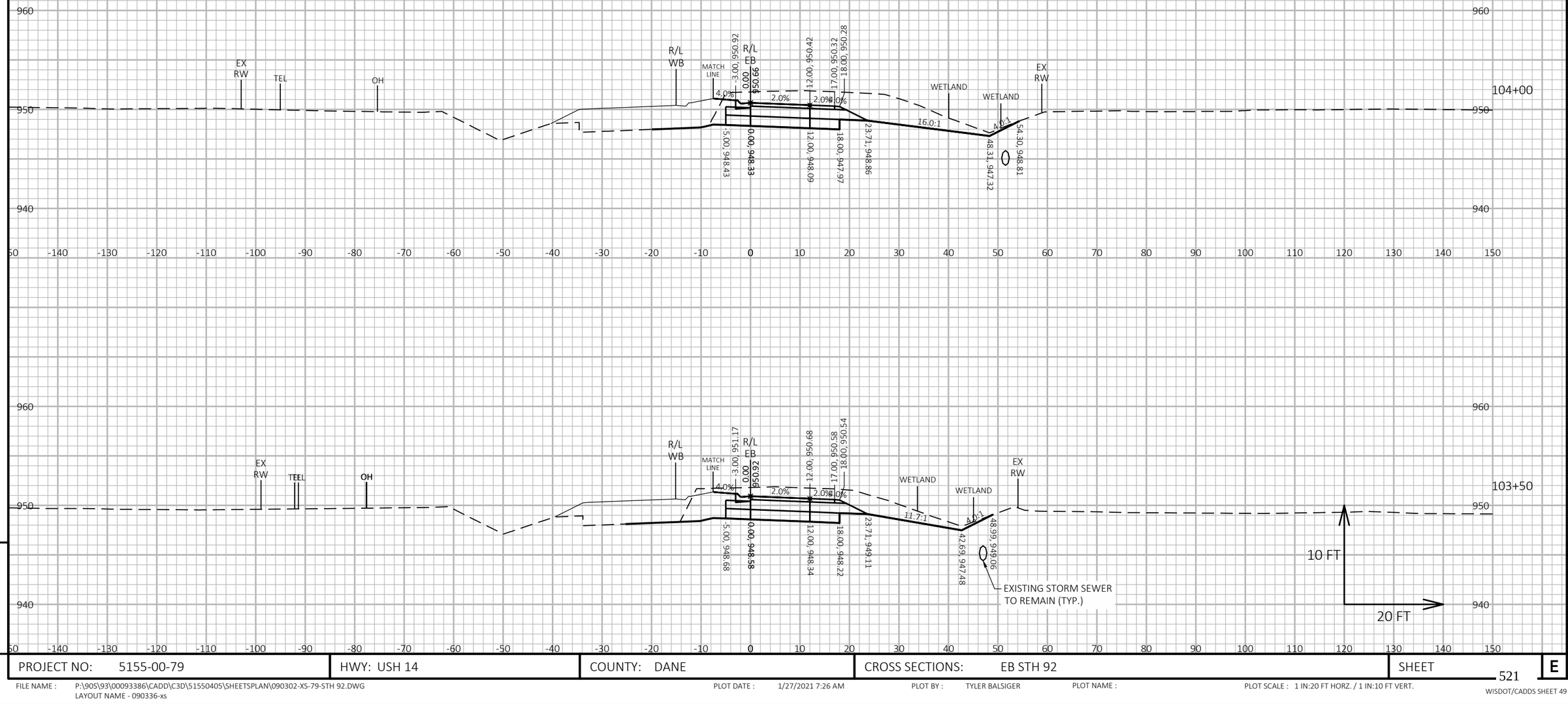


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 520 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090335-xs

PLOT DATE : 1/27/2021 7:25 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

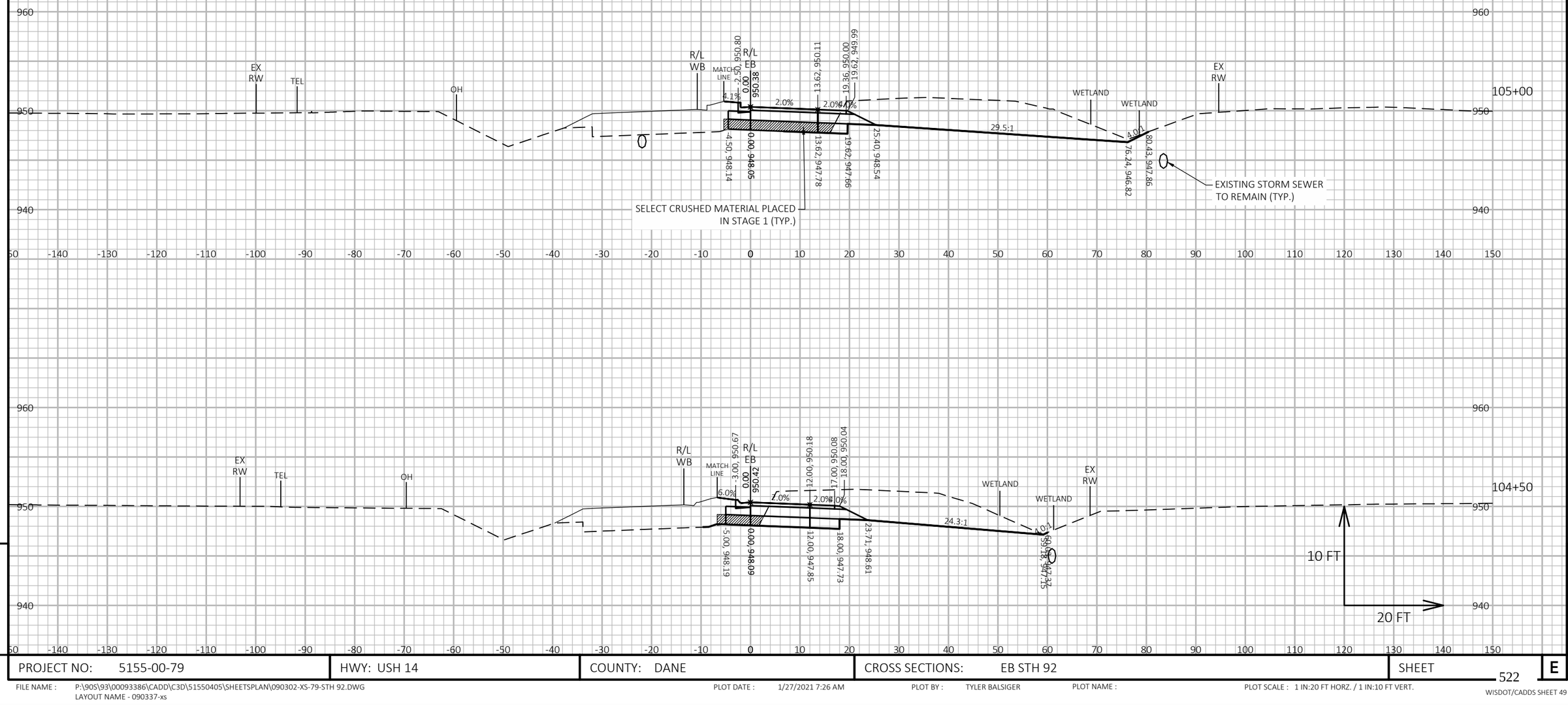
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 521	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090336-xs

PLOT DATE : 1/27/2021 7:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



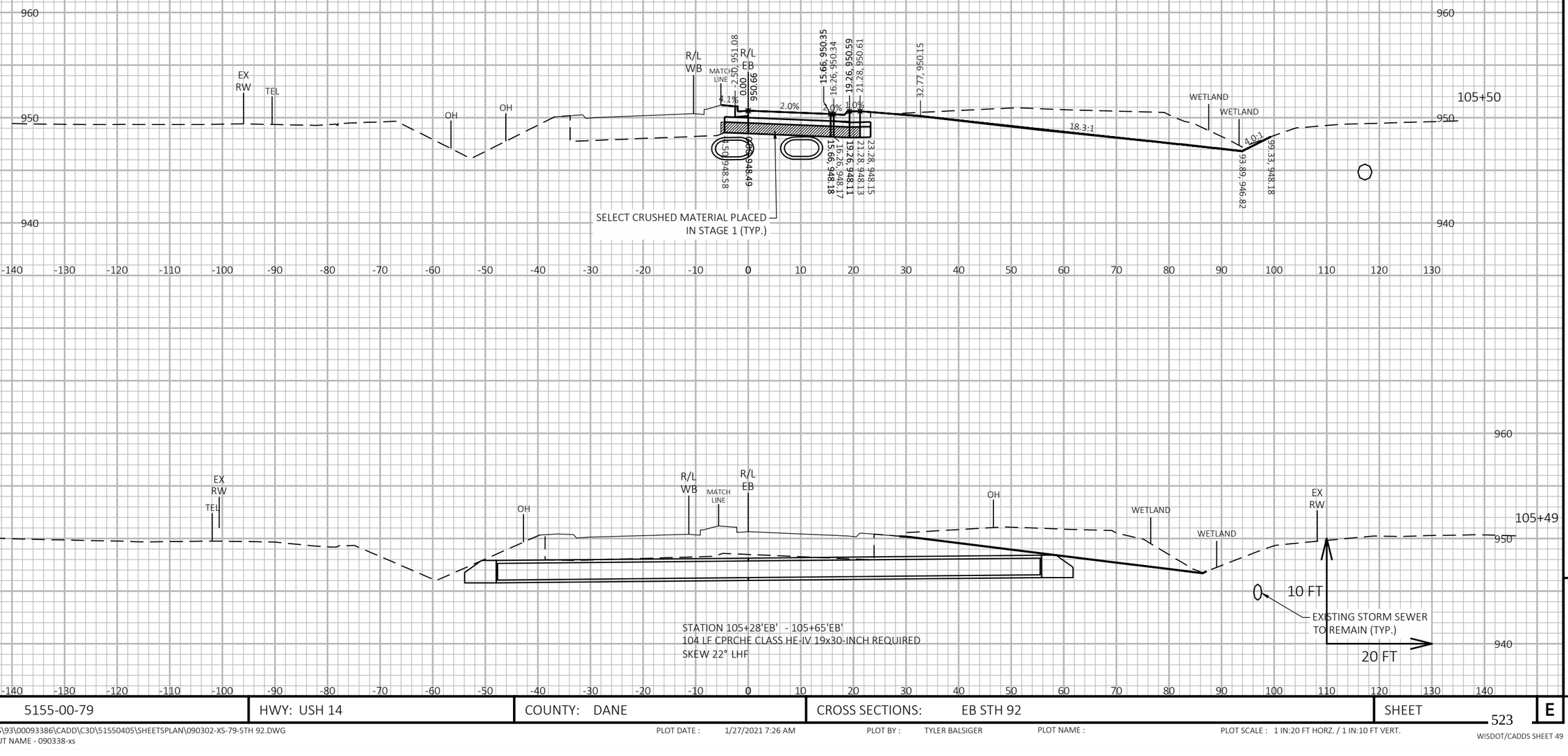
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 522	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090337-xs

PLOT DATE : 1/27/2021 7:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



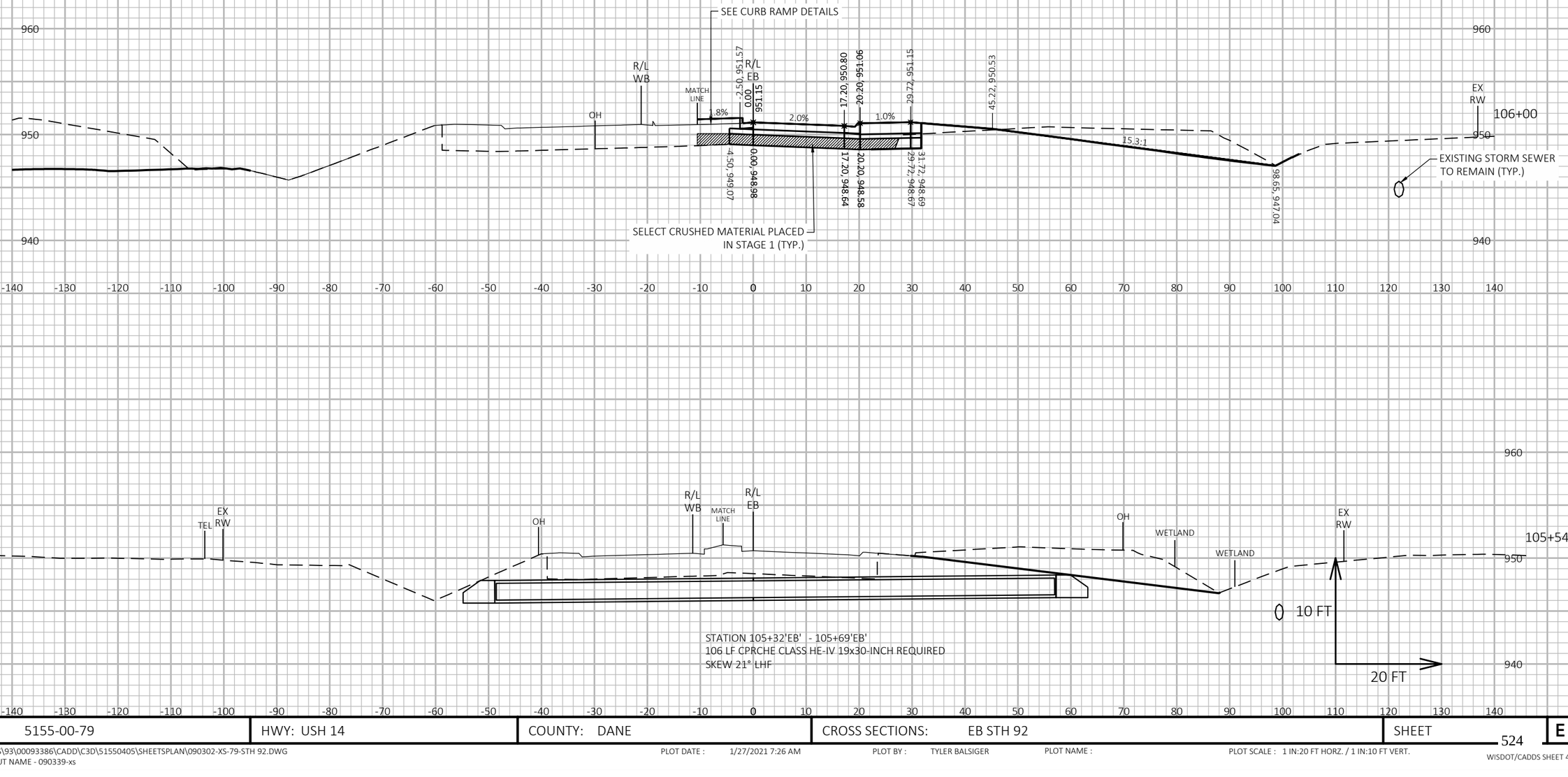
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 523	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090338-xs

PLOT DATE : 1/27/2021 7:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



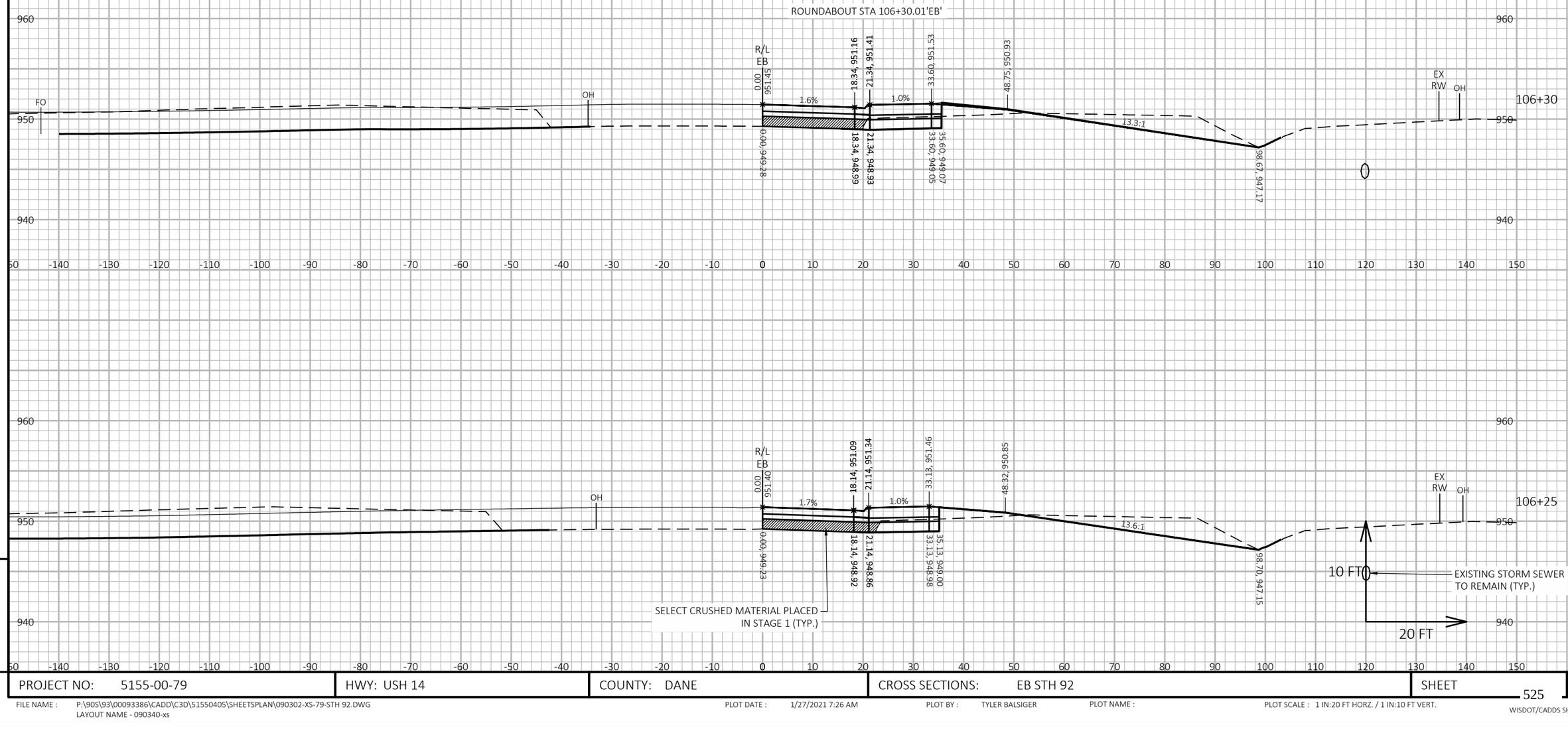
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 524	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090339-xs

PLOT DATE : 1/27/2021 7:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



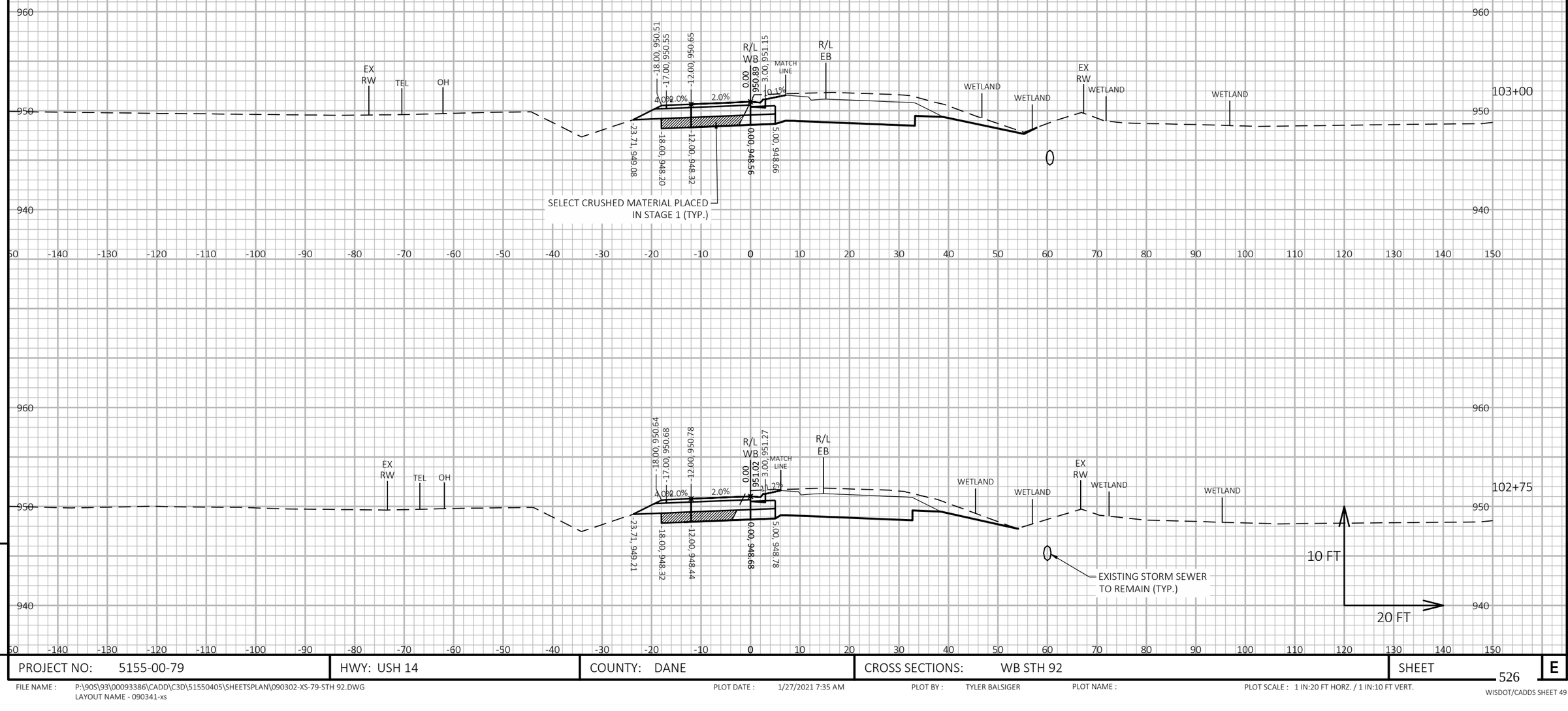
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: EB STH 92	SHEET 525	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090340-xs

PLOT DATE : 1/27/2021 7:26 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

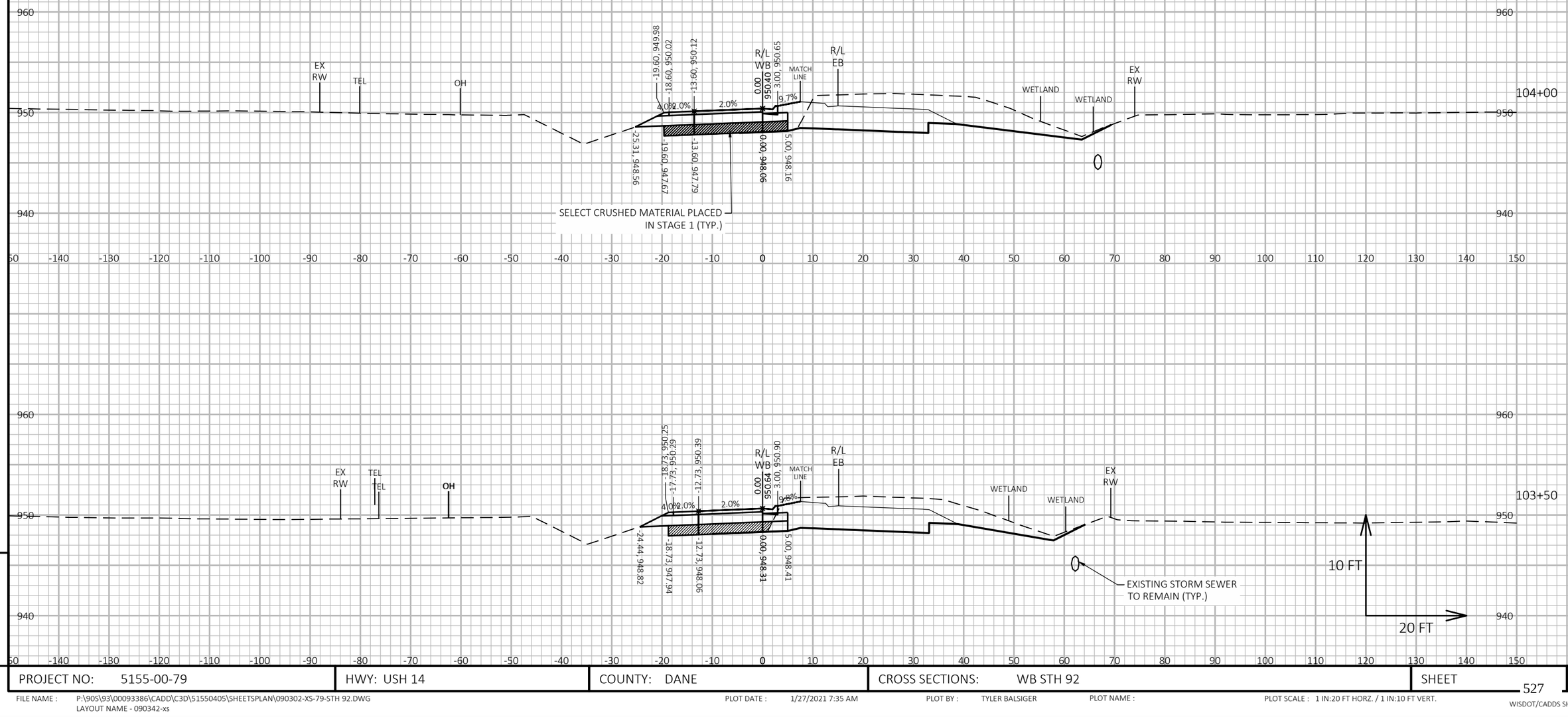


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92	SHEET 526 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090341-xs

PLOT DATE : 1/27/2021 7:35 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



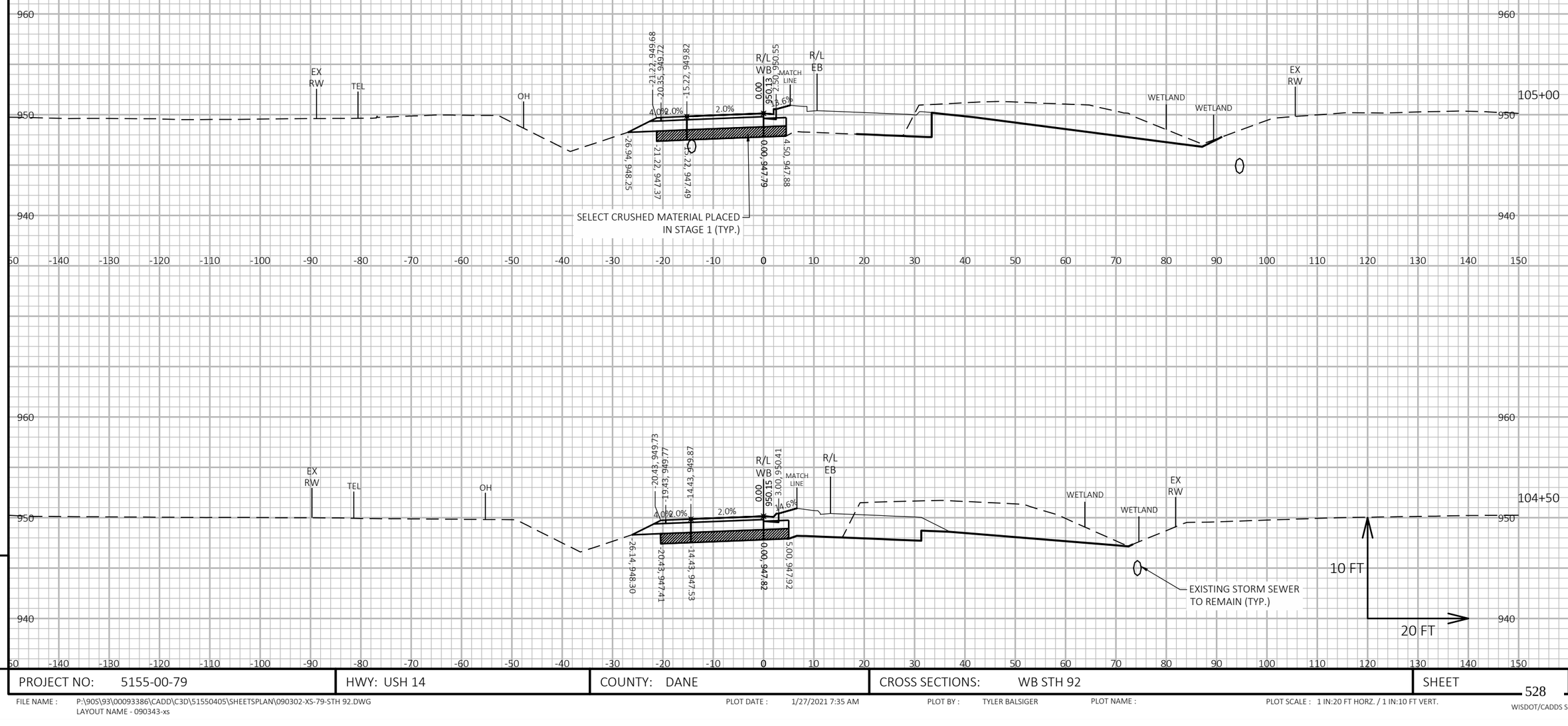
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92	SHEET 527	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090342-xs

PLOT DATE : 1/27/2021 7:35 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



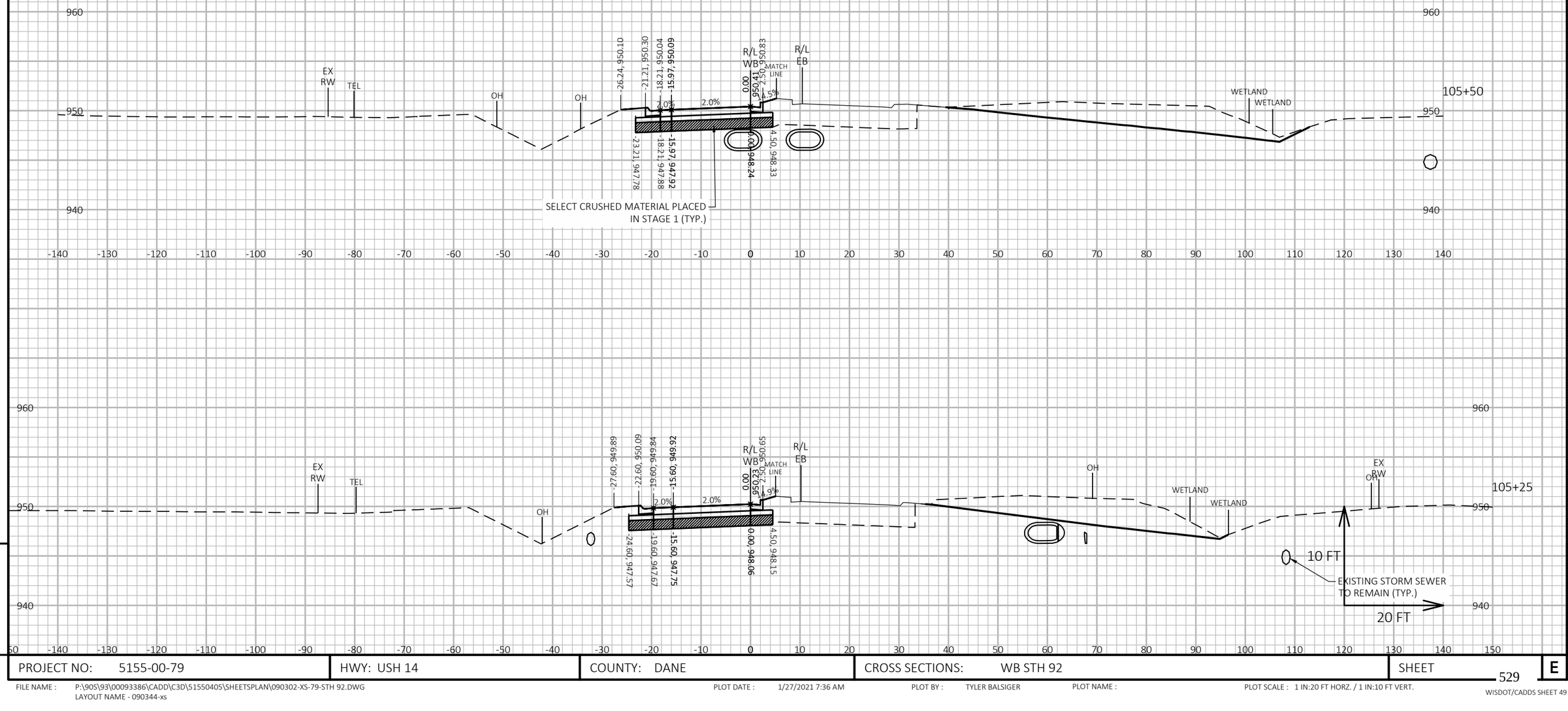
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9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92	SHEET 528	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090343-xs

PLOT DATE : 1/27/2021 7:35 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



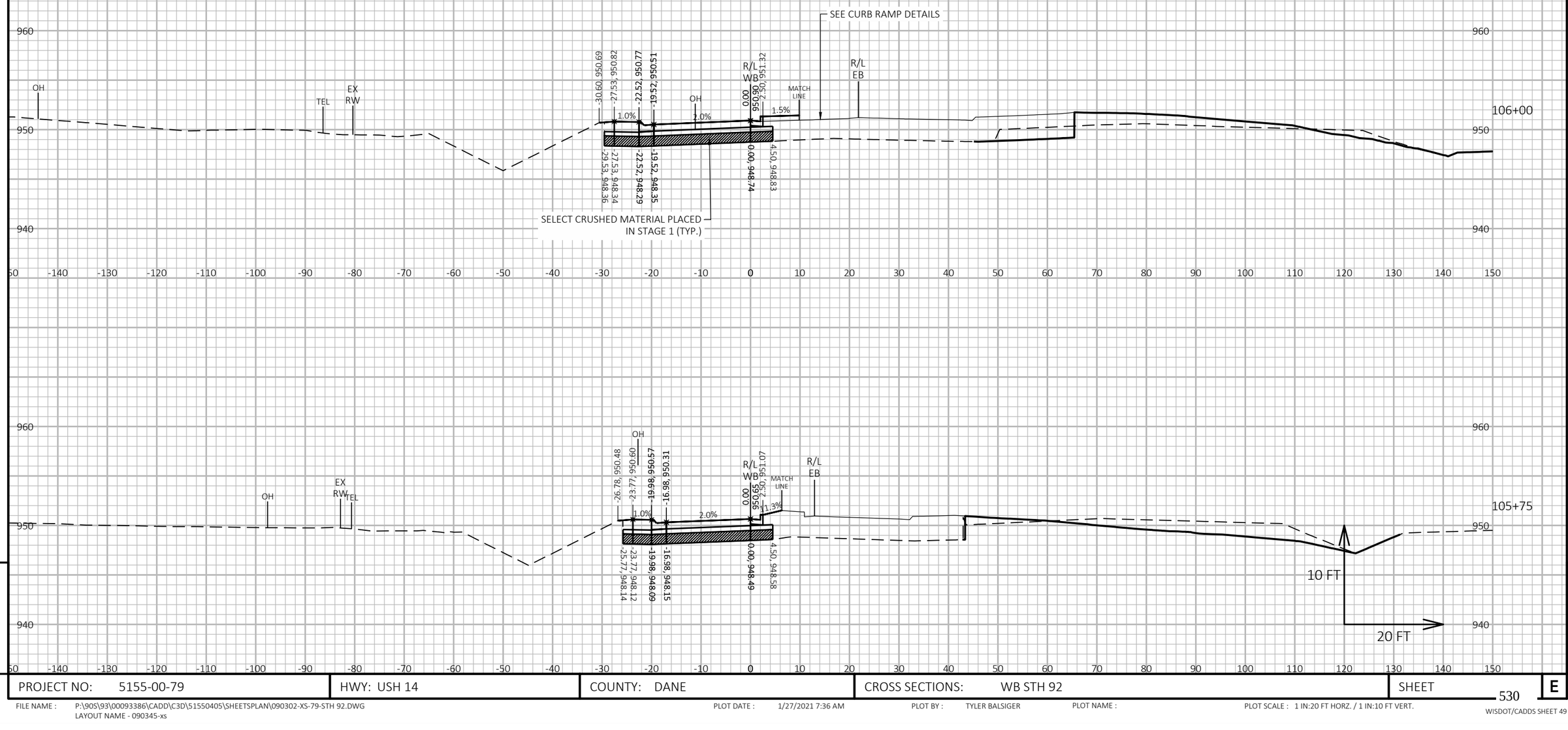
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9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92	SHEET 529	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090344-xs

PLOT DATE : 1/27/2021 7:36 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

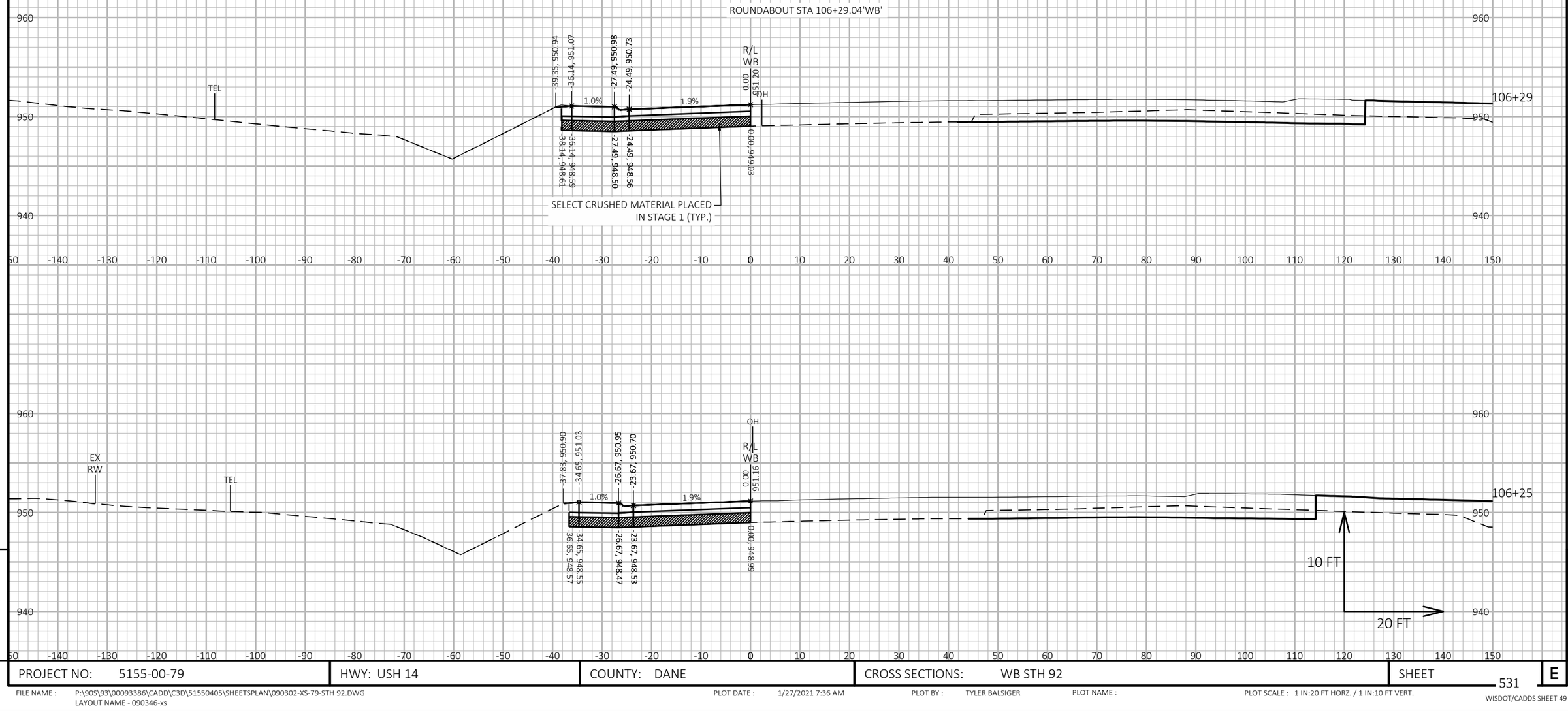


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92	SHEET 530	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090345-xs

PLOT DATE : 1/27/2021 7:36 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

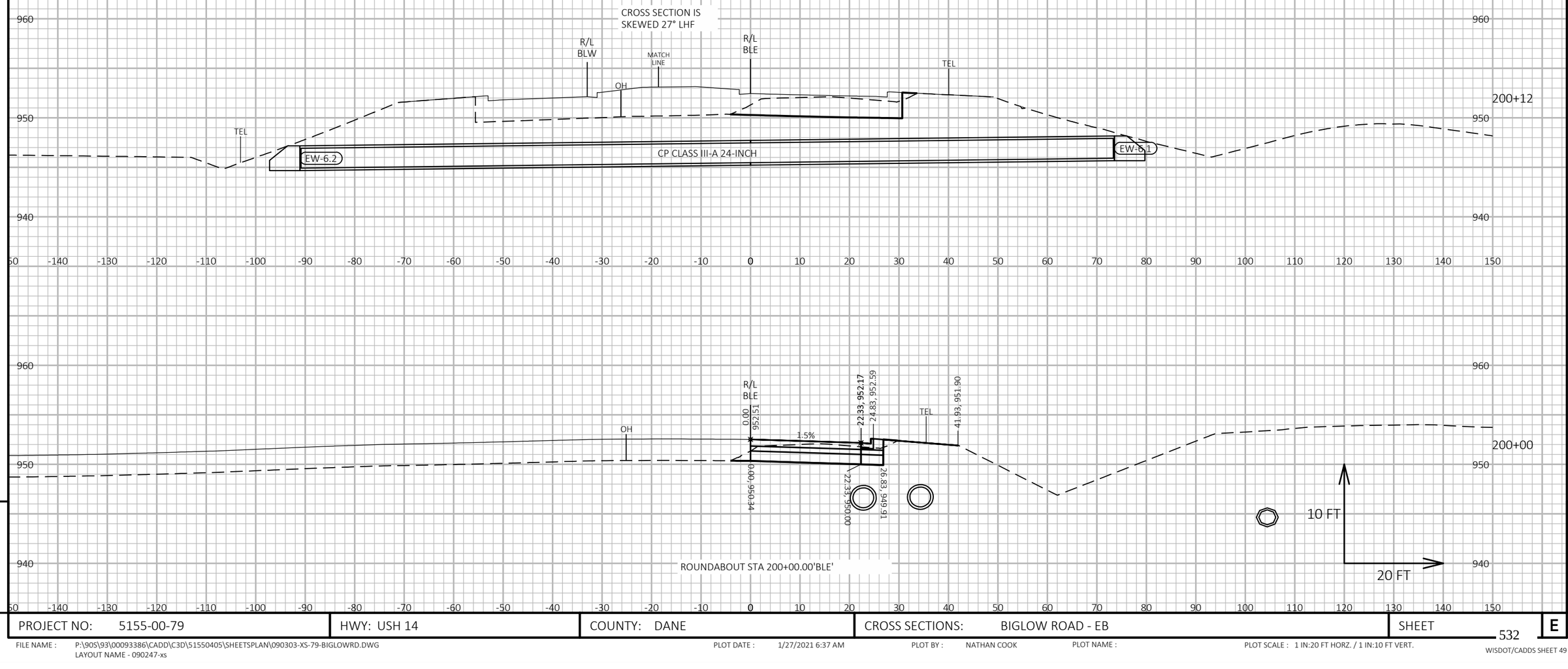
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: WB STH 92	SHEET 531	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090302-XS-79-STH 92.DWG
LAYOUT NAME - 090346-xs

PLOT DATE : 1/27/2021 7:36 AM PLOT BY : TYLER BALSIGER PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



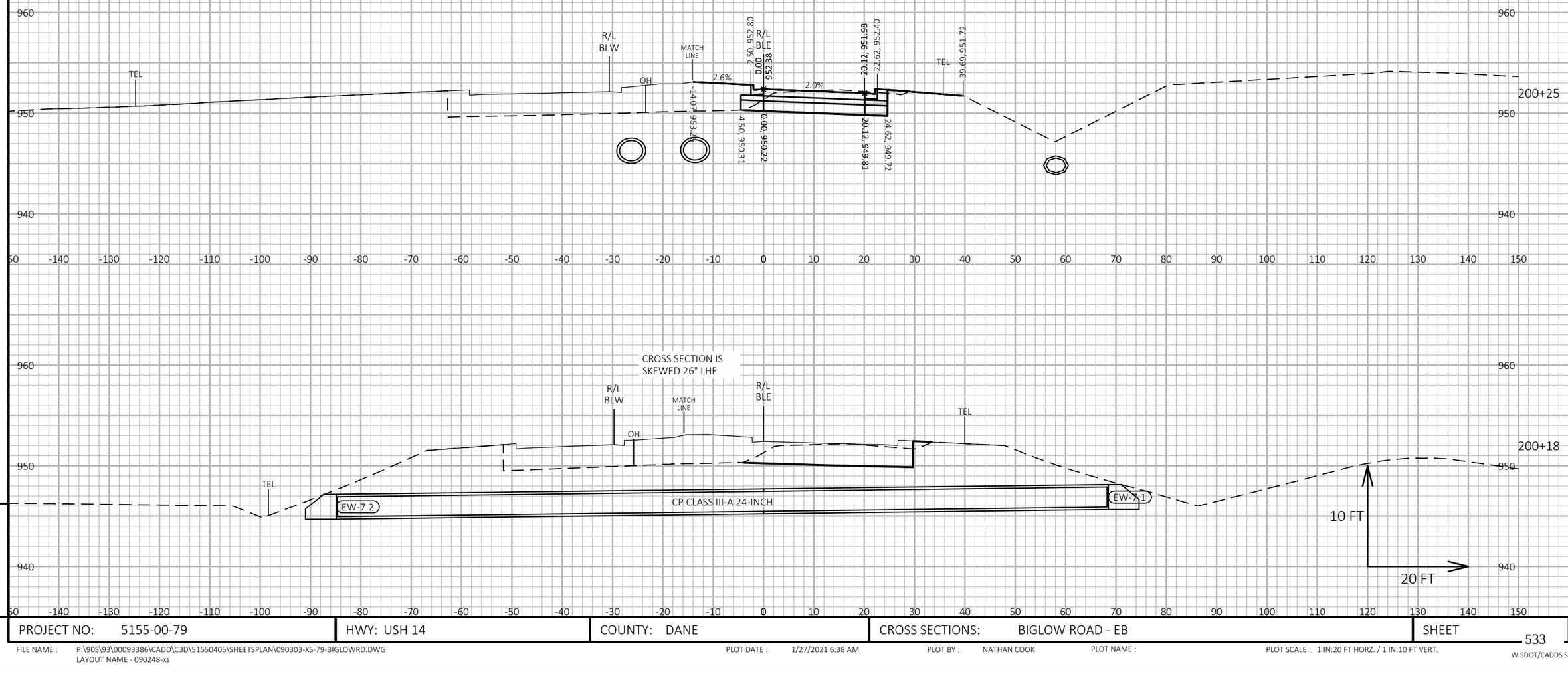
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9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB	SHEET 532	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090247-xs

PLOT DATE : 1/27/2021 6:37 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

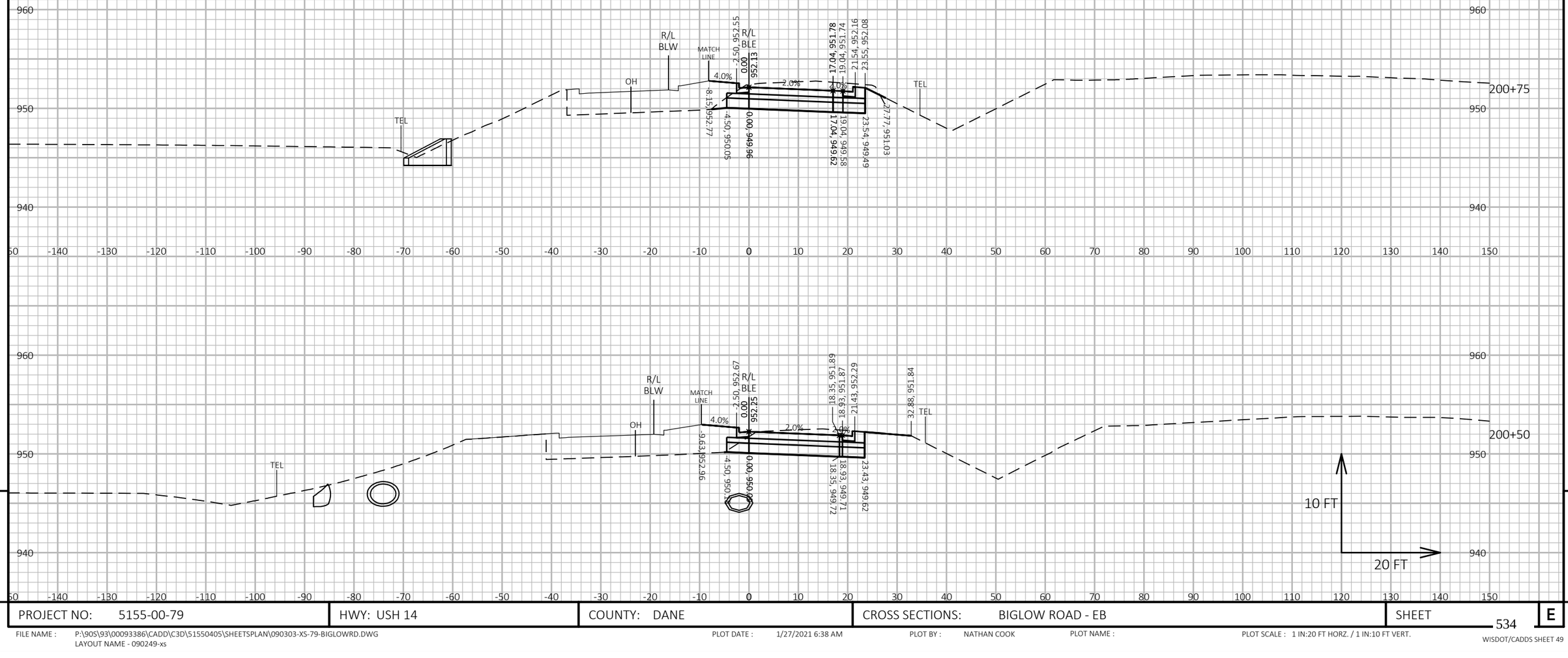
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB	SHEET 533	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090248-xs

PLOT DATE : 1/27/2021 6:38 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

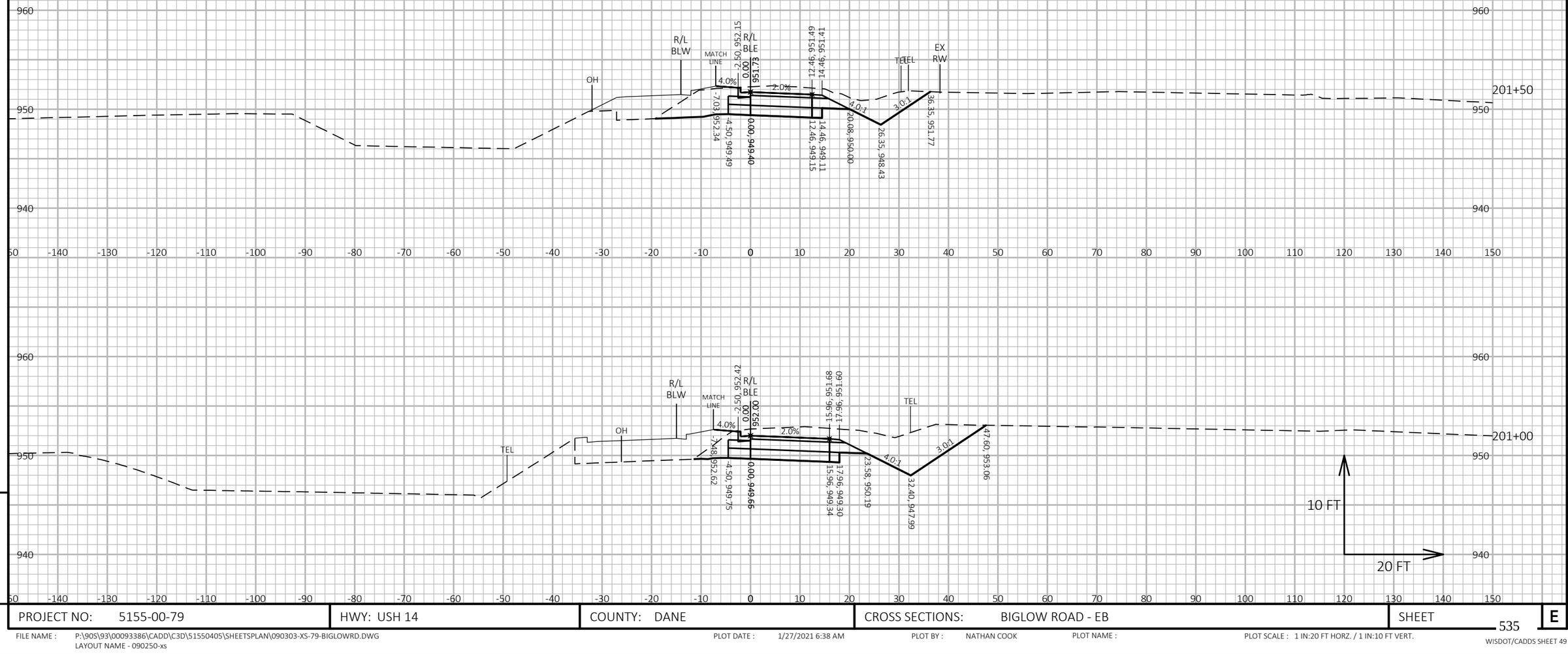
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB	SHEET 534	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090249-xs

PLOT DATE : 1/27/2021 6:38 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

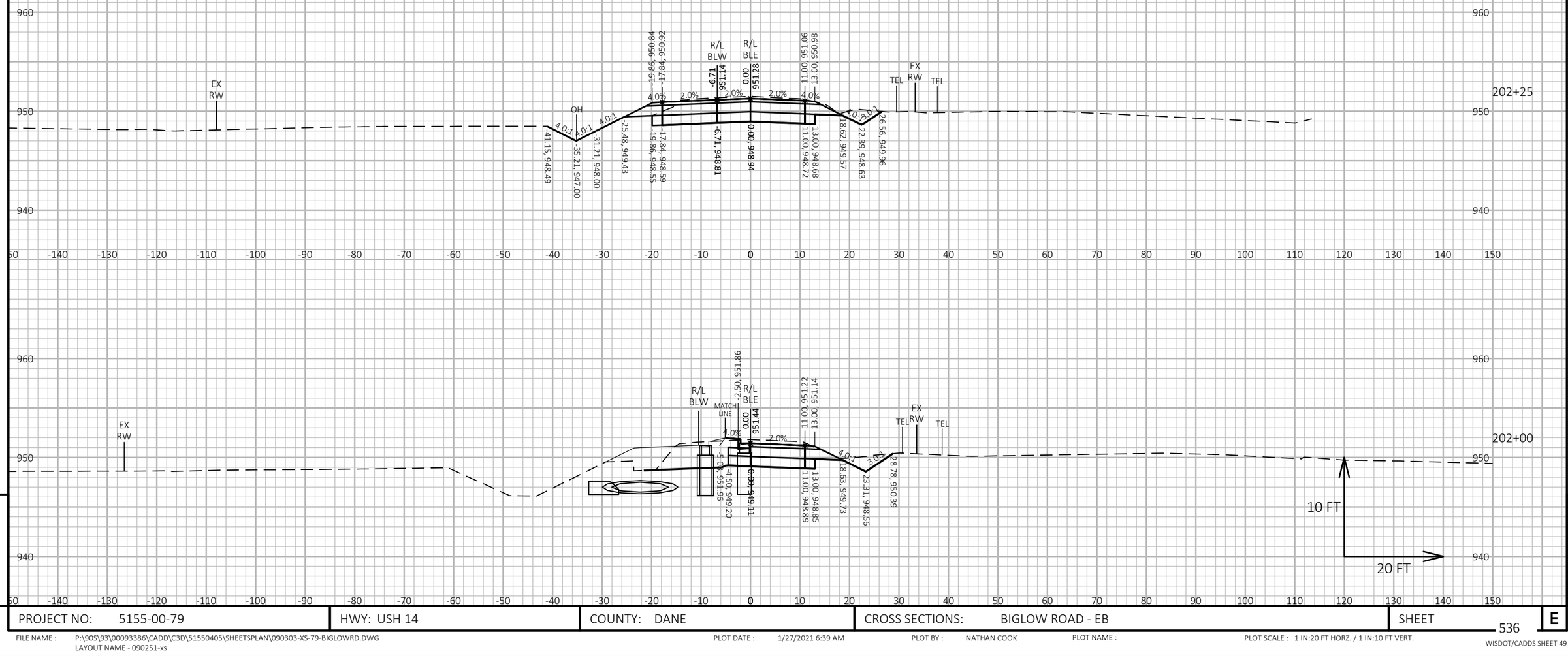


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB	SHEET 535	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090250-xs

PLOT DATE : 1/27/2021 6:38 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

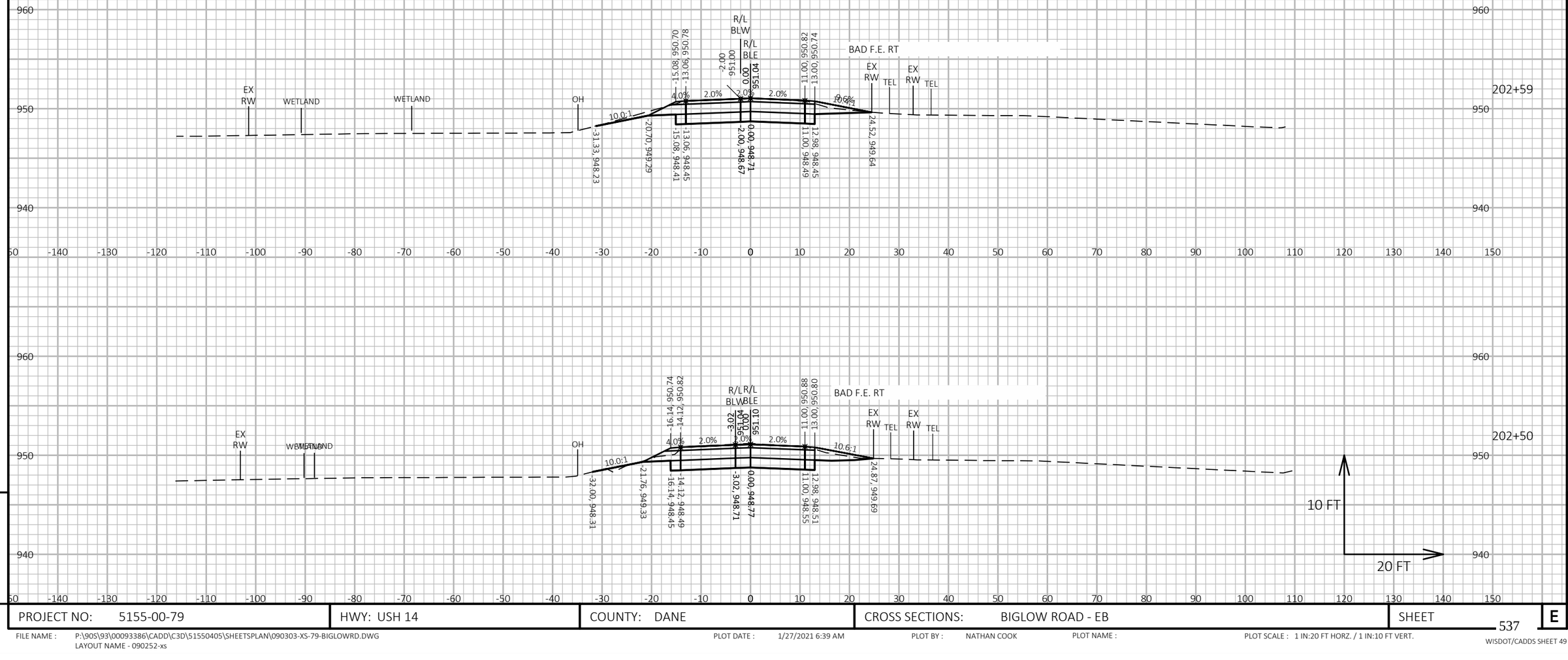


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB	SHEET 536 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090251-xs

PLOT DATE : 1/27/2021 6:39 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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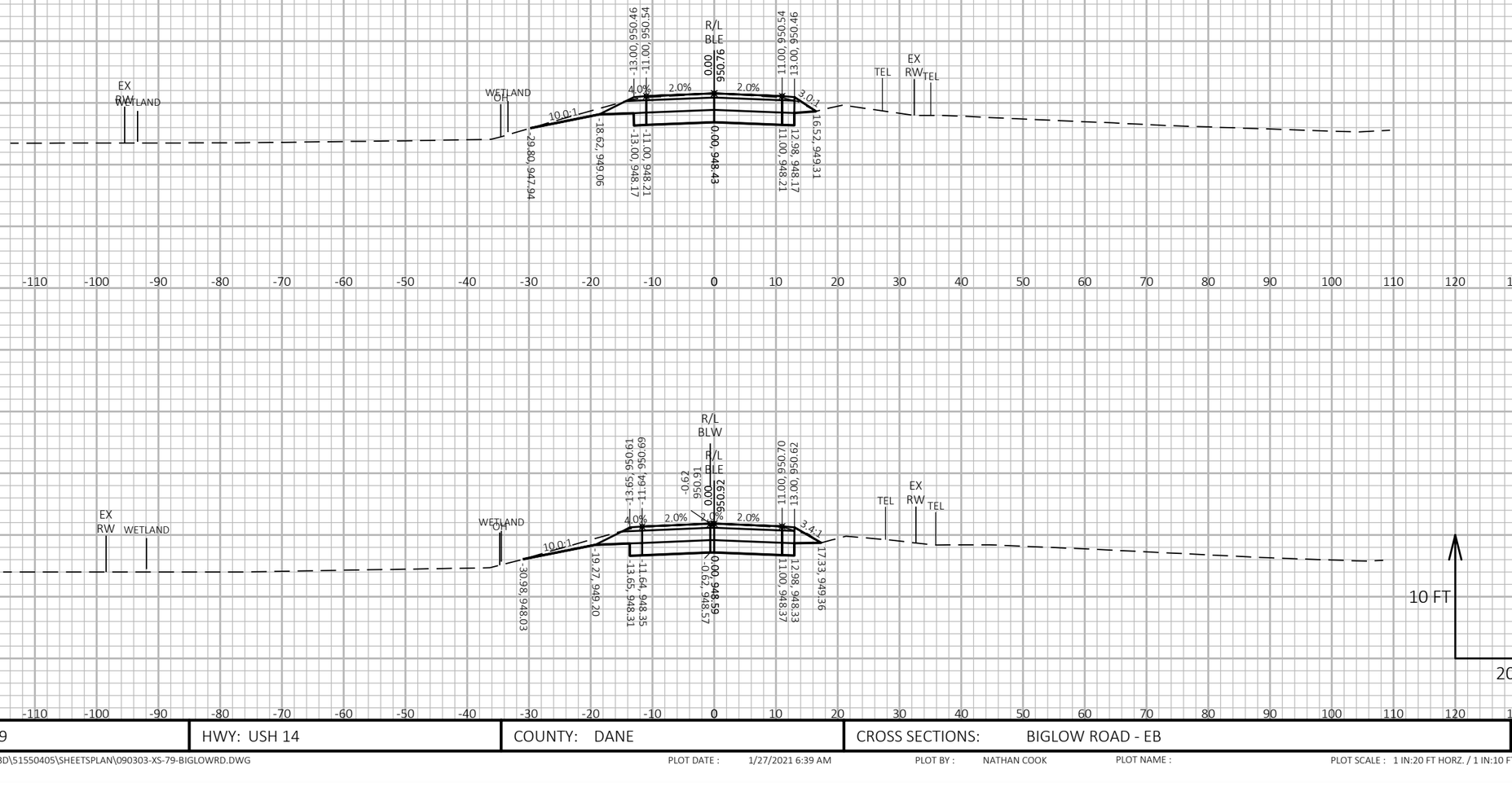
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB	SHEET 537	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090252-xs

PLOT DATE : 1/27/2021 6:39 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

END CONSTRUCTION STA 202+95.87'BLE'
MATCH EXISTING



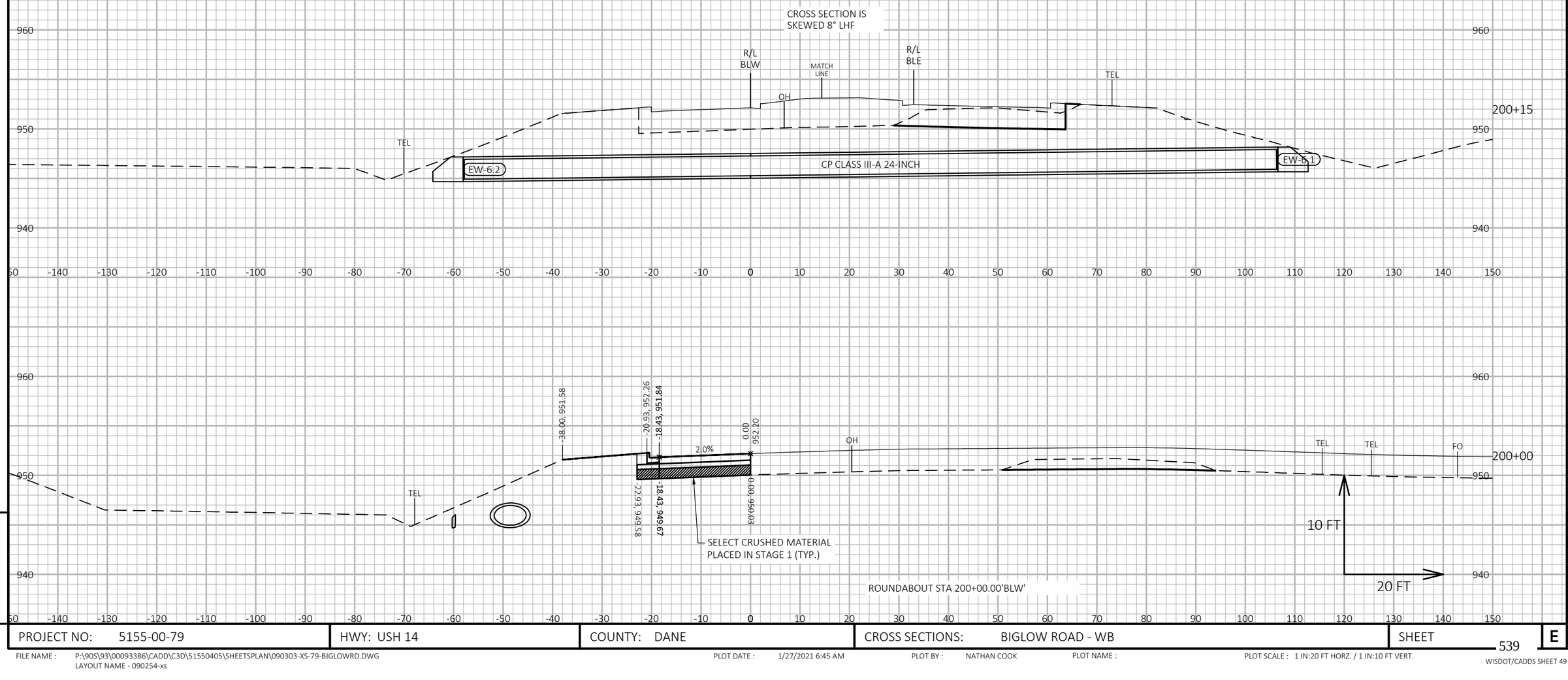
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - EB	SHEET 538	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090253-xs

PLOT DATE : 1/27/2021 6:39 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

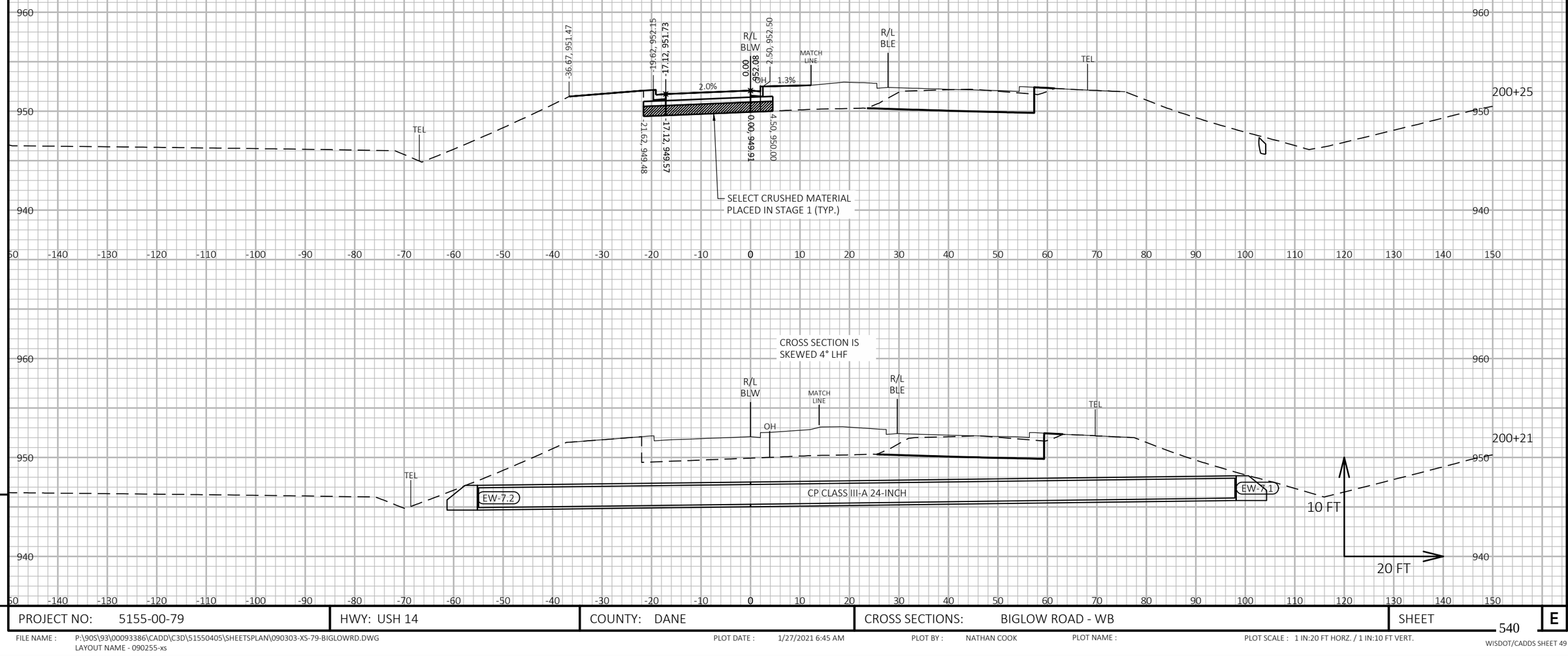


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB	SHEET 539	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090254-xs

PLOT DATE : 1/27/2021 6:45 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



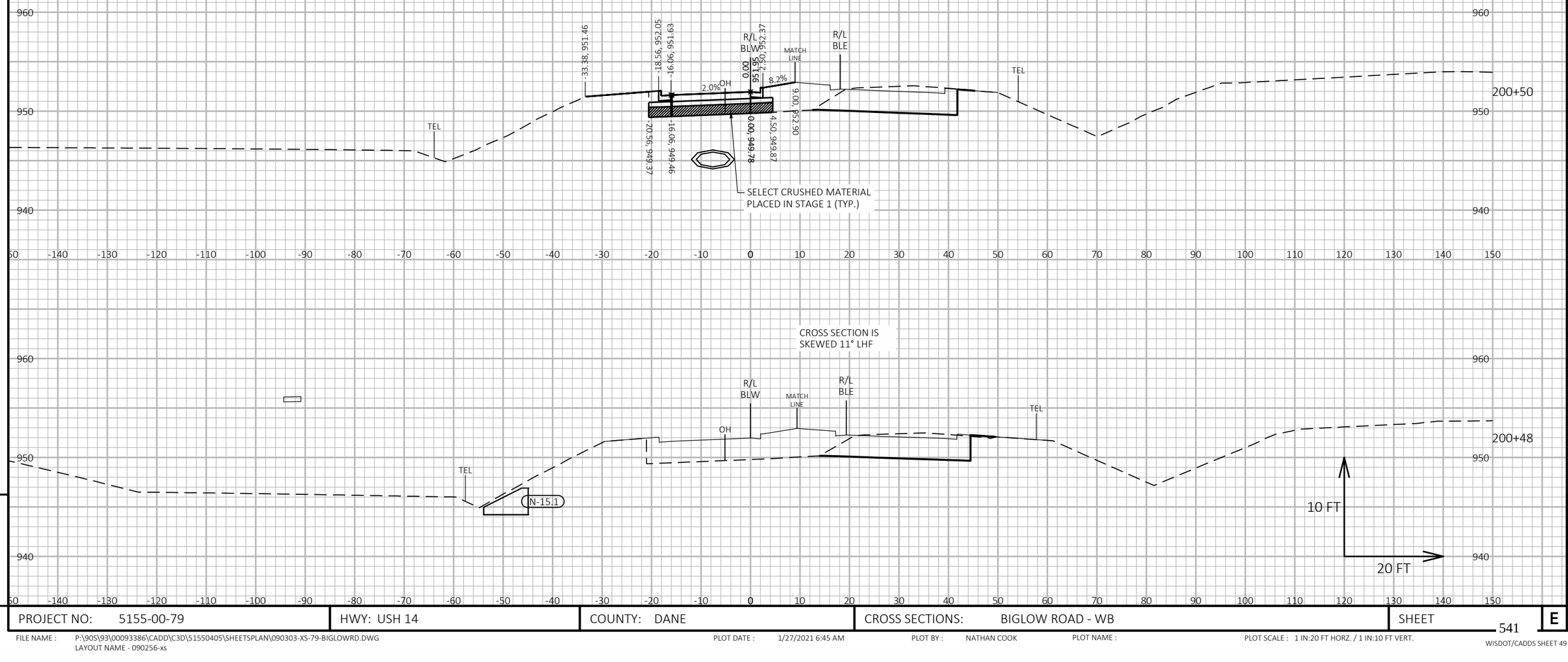
PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB	SHEET 540 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 1/27/2021 6:45 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9 9



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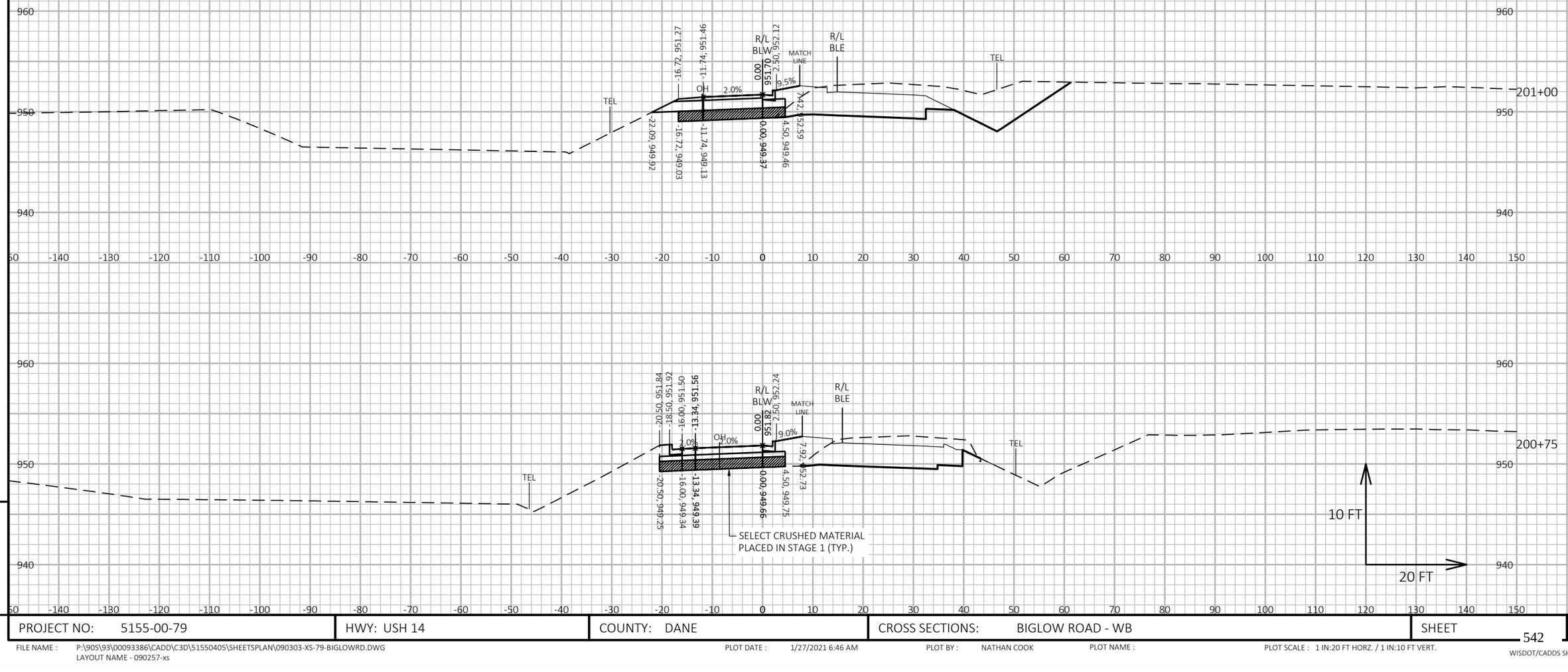
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB	SHEET 541	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090256-xs

PLOT DATE : 1/27/2021 6:45 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



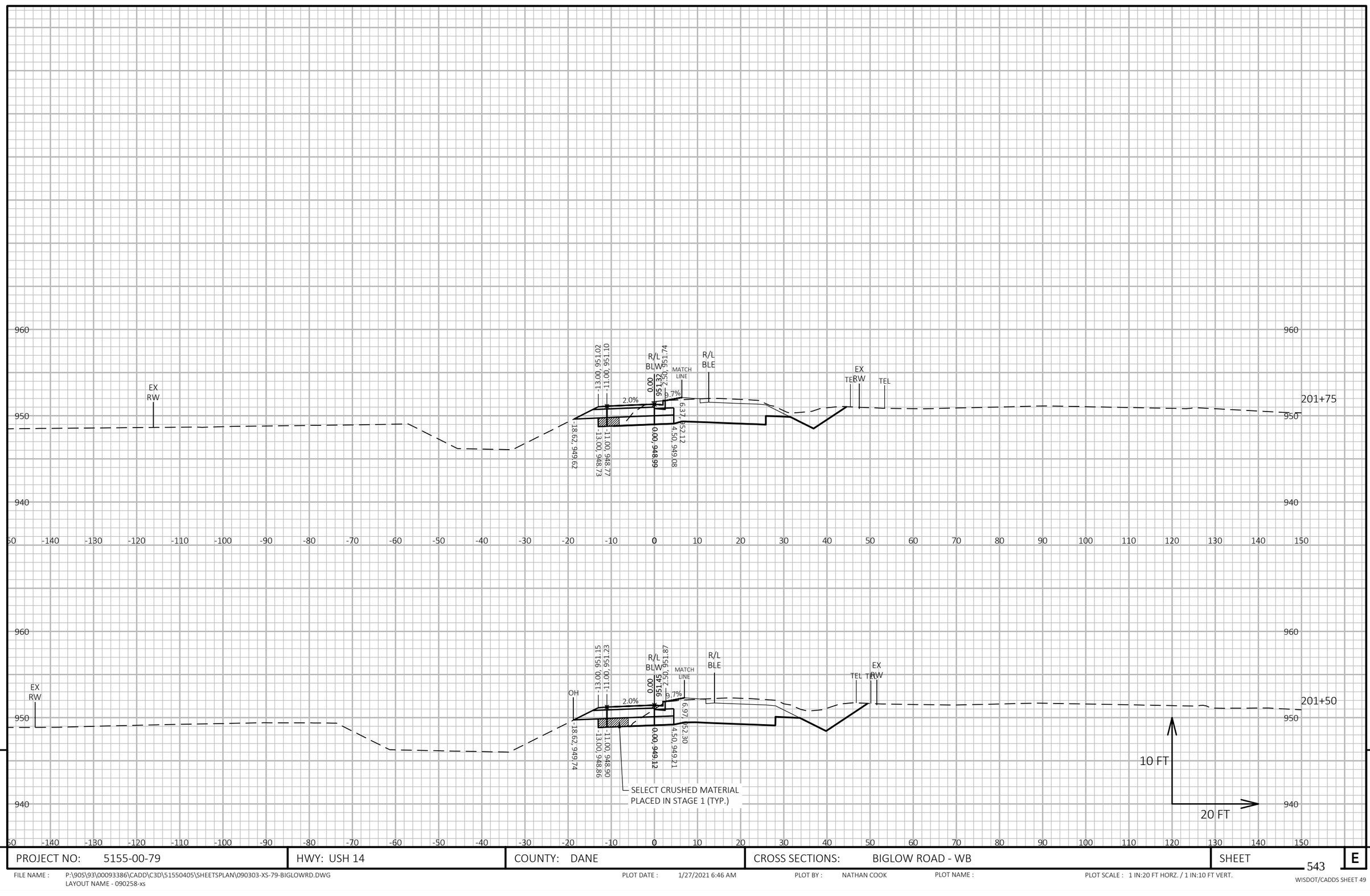
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB	SHEET 542	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090257-xs

PLOT DATE : 1/27/2021 6:46 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

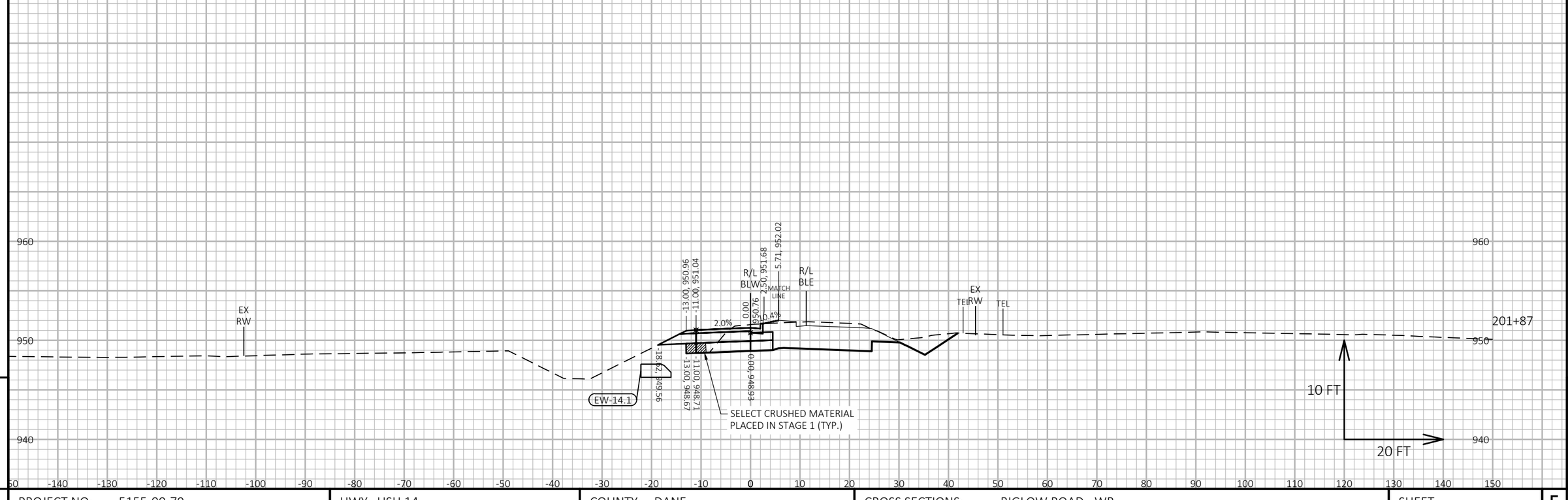
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB	SHEET 543	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 1/27/2021 6:46 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

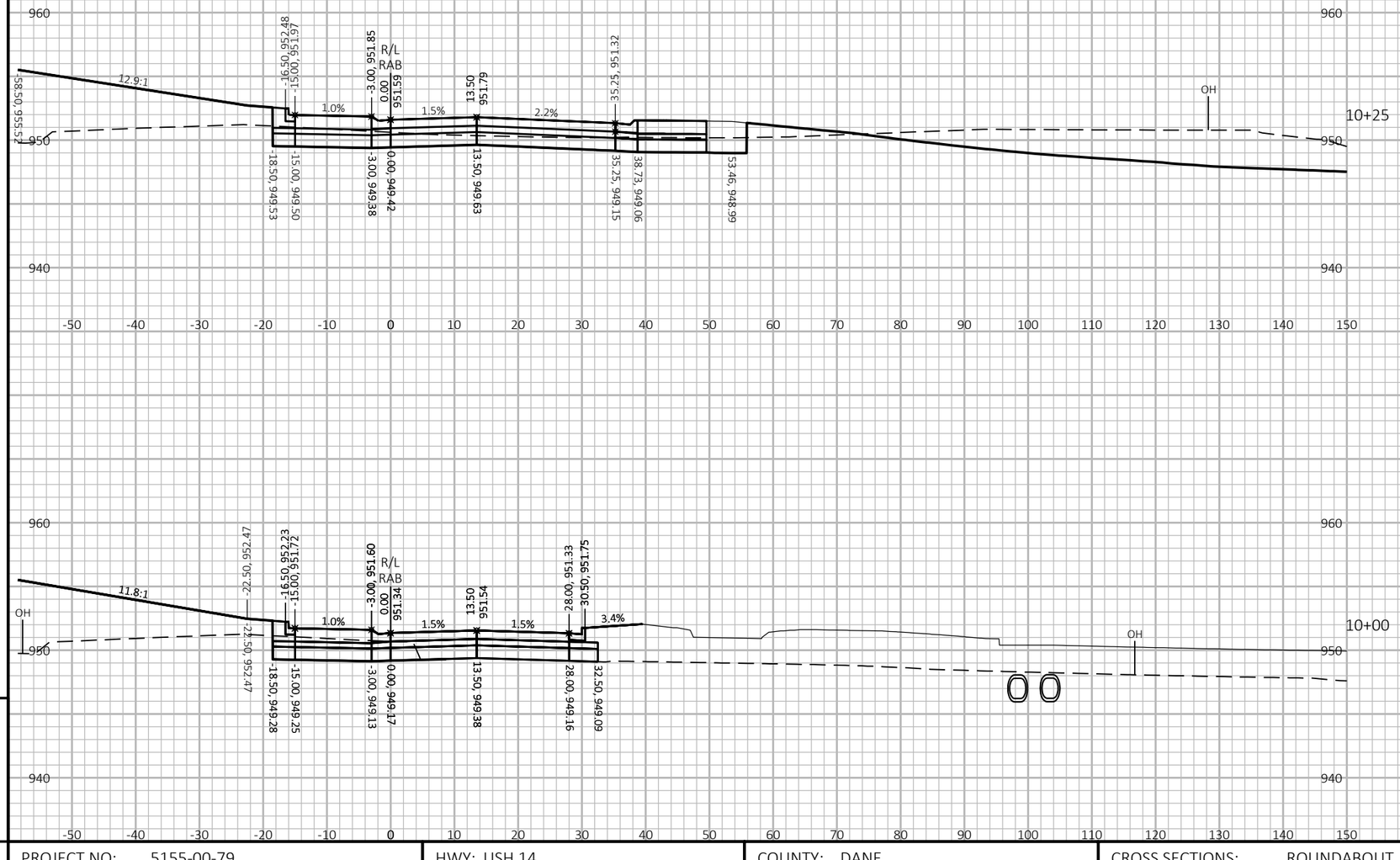
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: BIGLOW ROAD - WB	SHEET 544	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090303-XS-79-BIGLOWRD.DWG
LAYOUT NAME - 090259-xs

PLOT DATE : 1/27/2021 6:46 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

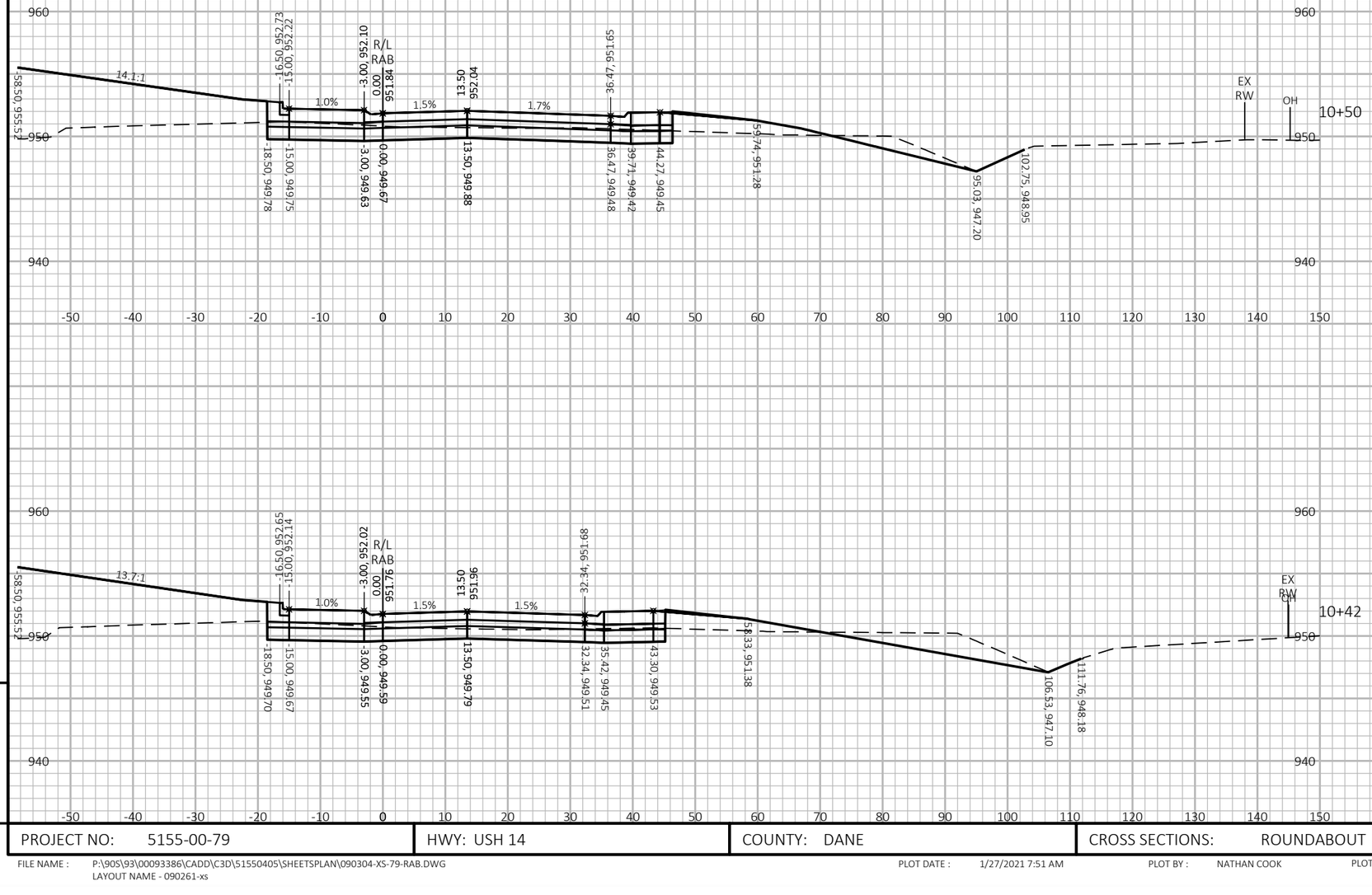


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 545 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090260-xs

PLOT DATE : 1/27/2021 7:50 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

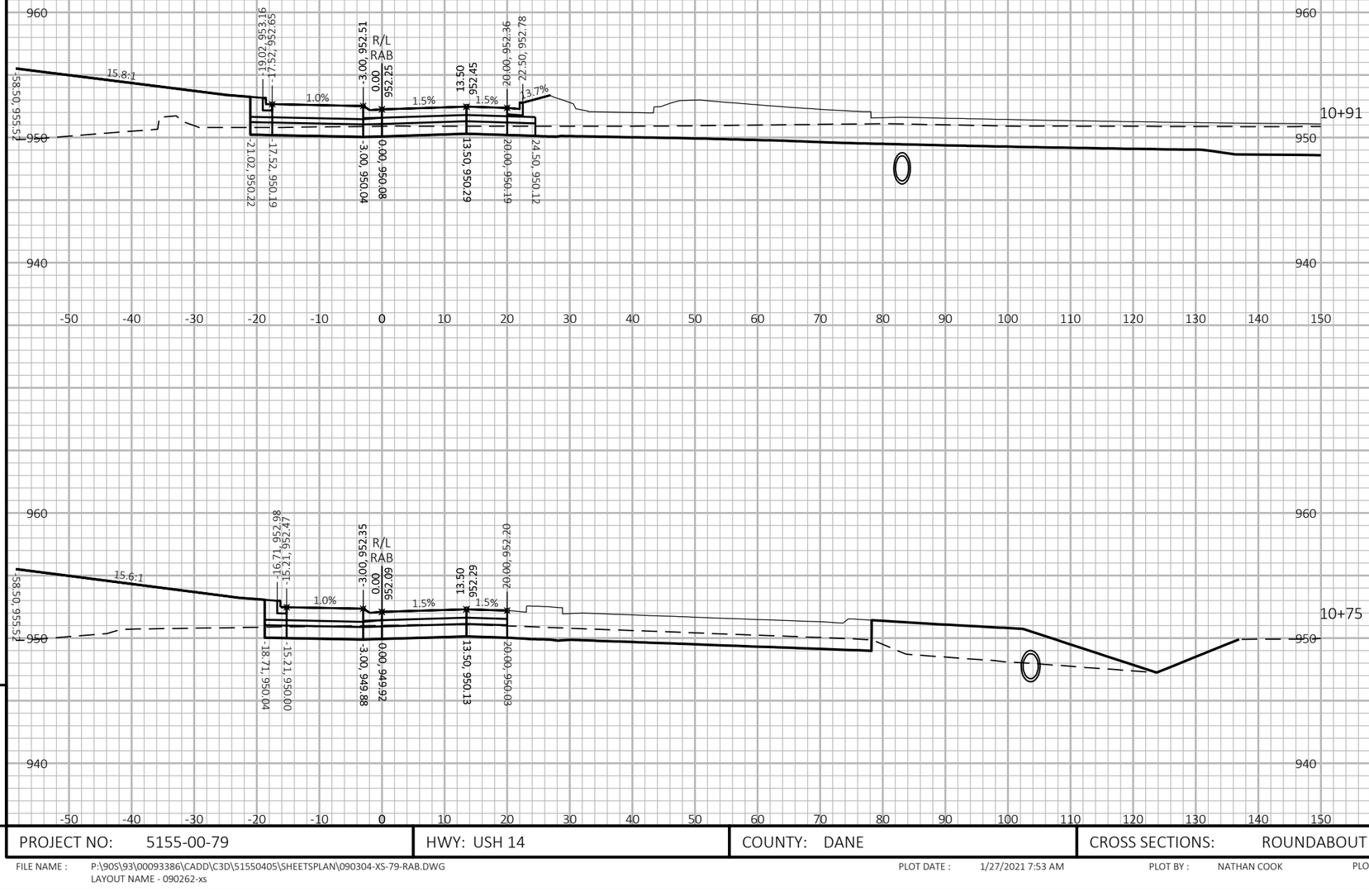
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 546	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090261-xs

PLOT DATE : 1/27/2021 7:51 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

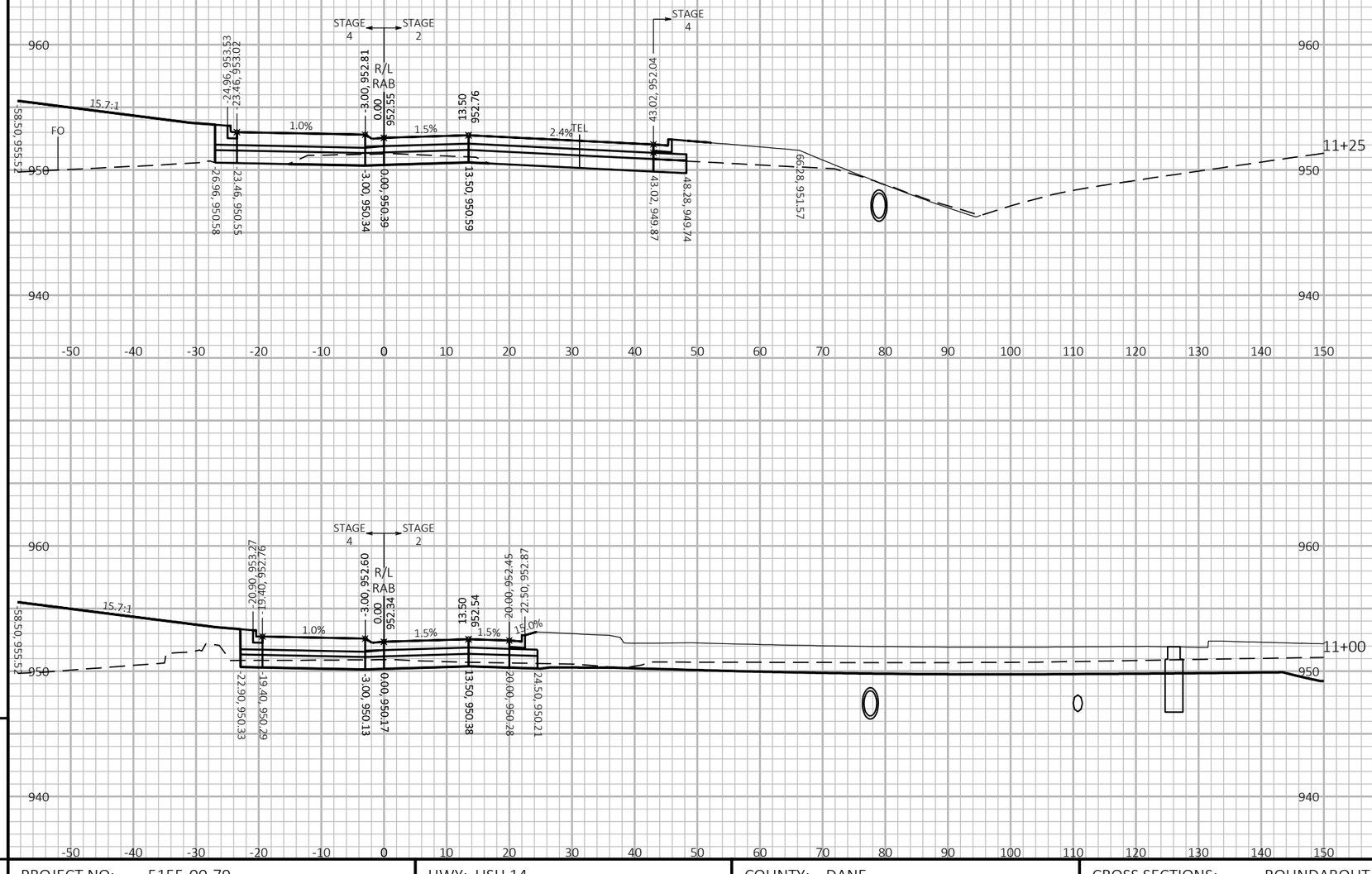
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 547	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090262-xs

PLOT DATE : 1/27/2021 7:53 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



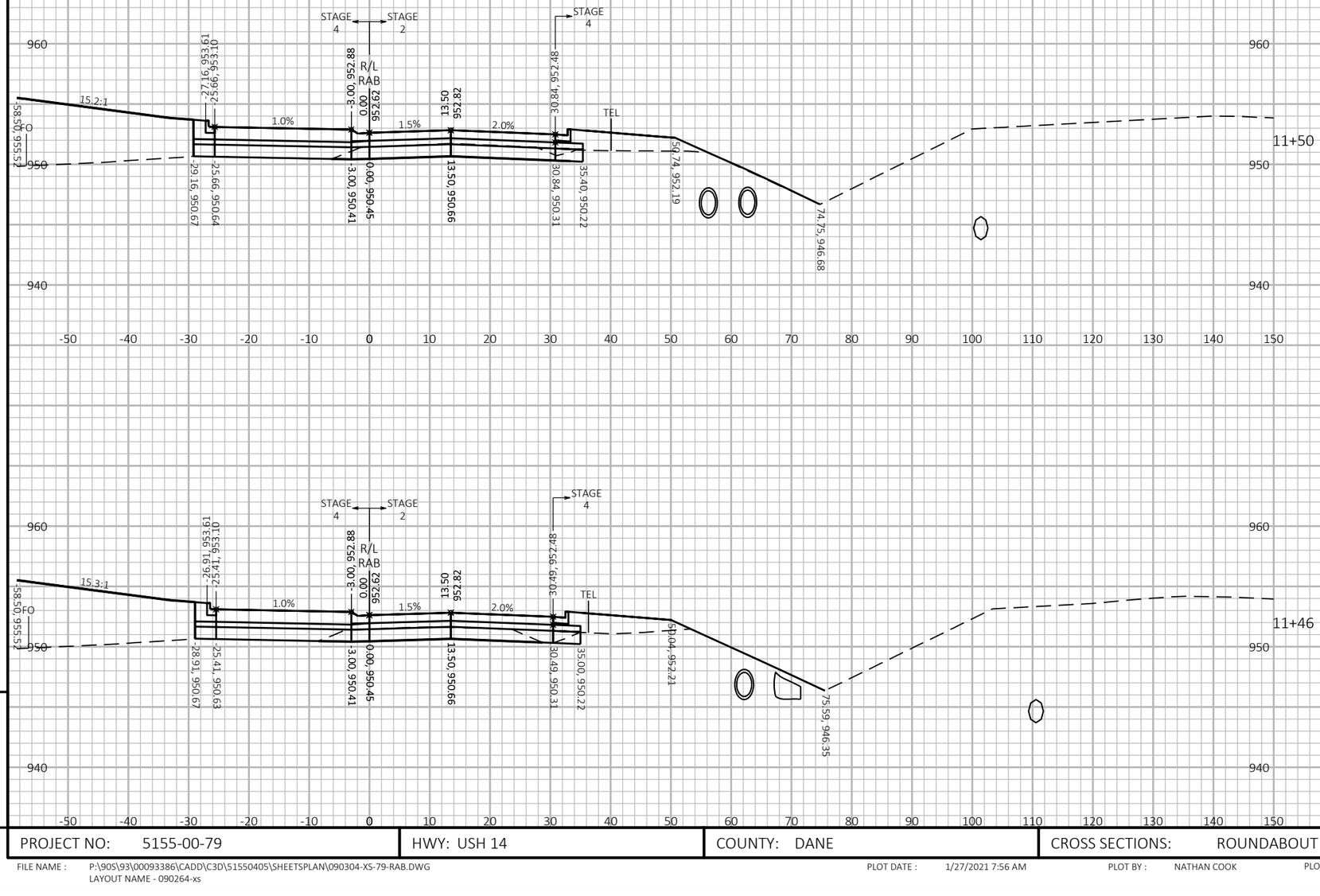
9

9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 548	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090263-xs

PLOT DATE : 1/27/2021 7:54 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

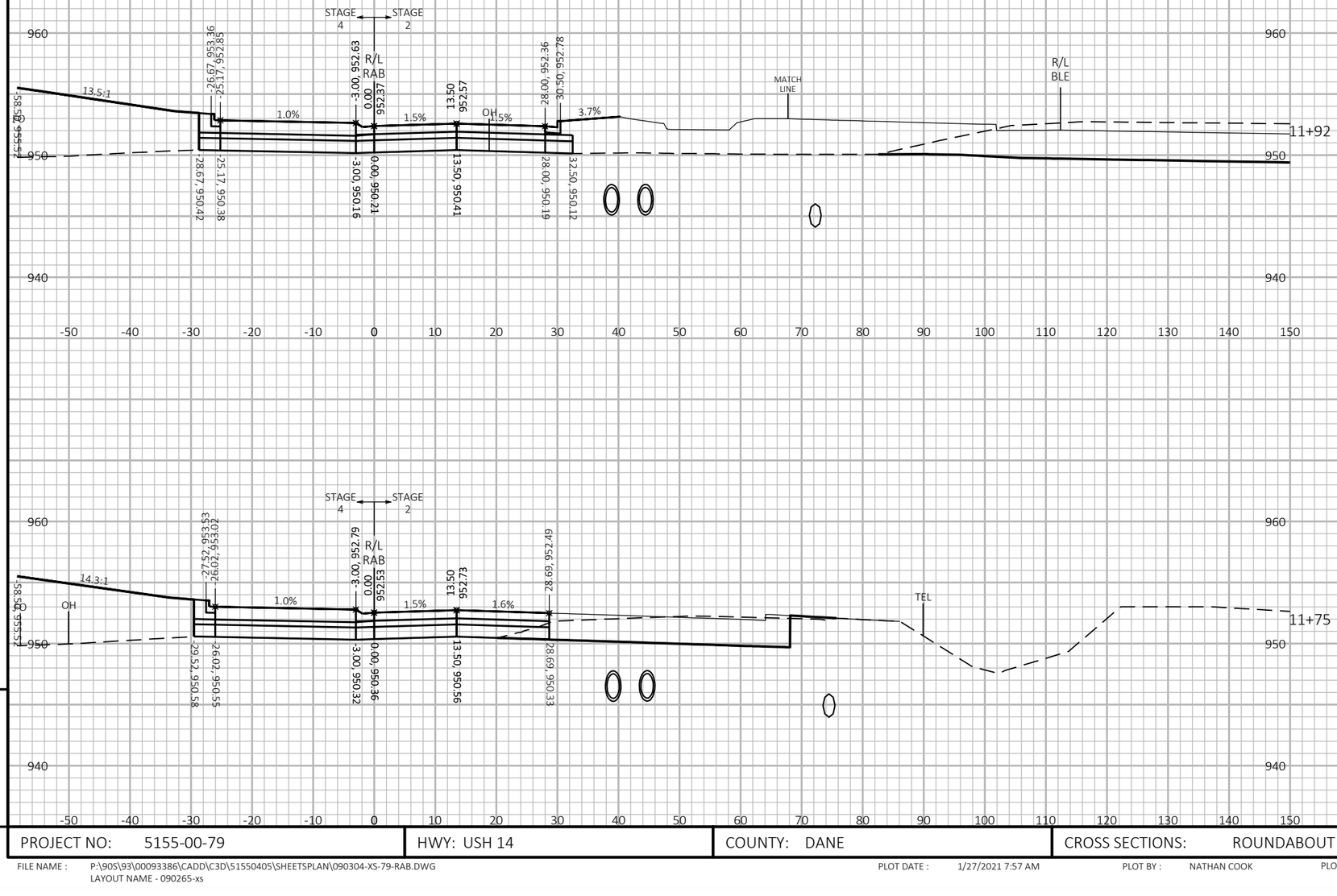


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 549	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090264-xs

PLOT DATE : 1/27/2021 7:56 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

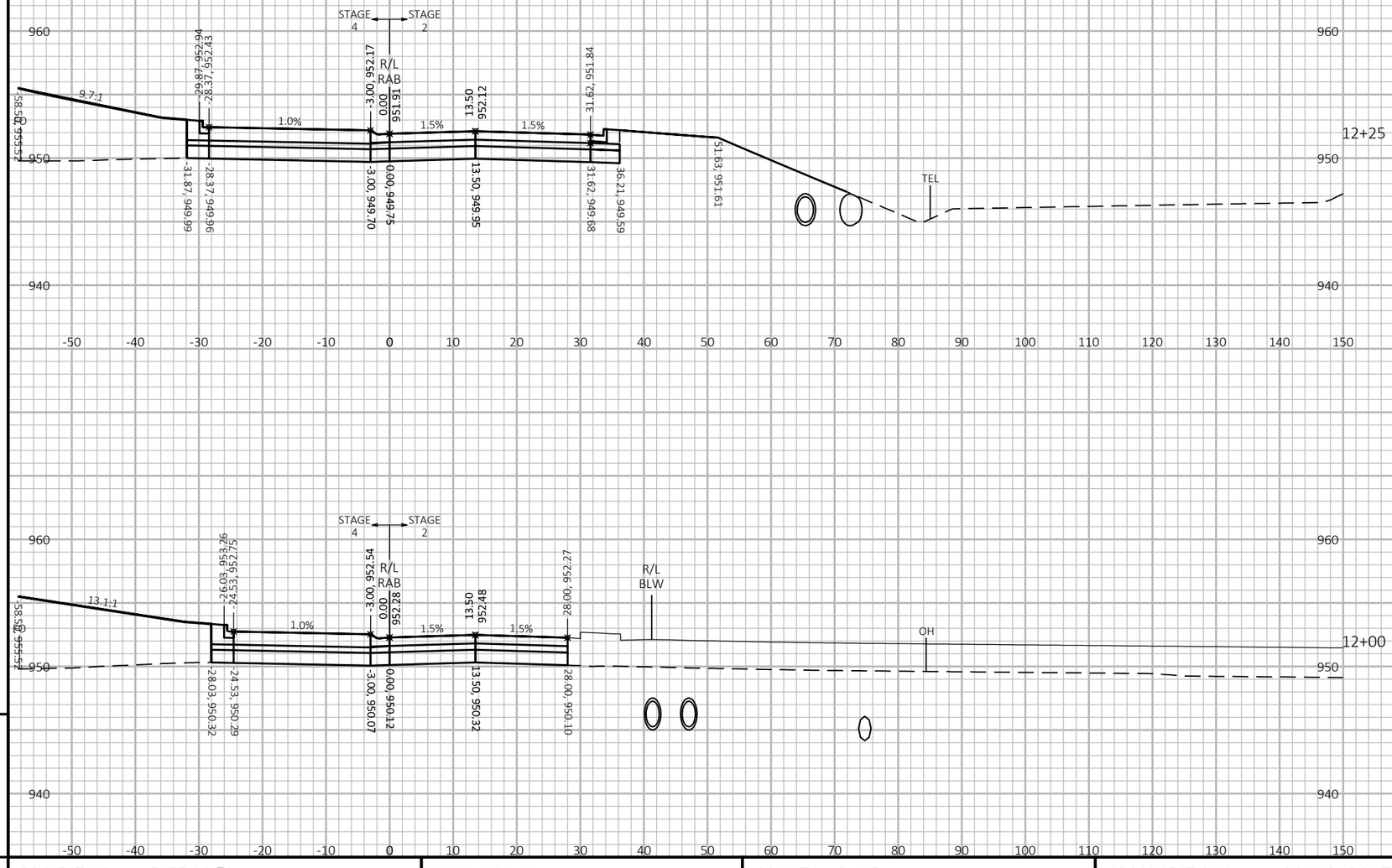


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 550	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090265-xs

PLOT DATE : 1/27/2021 7:57 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

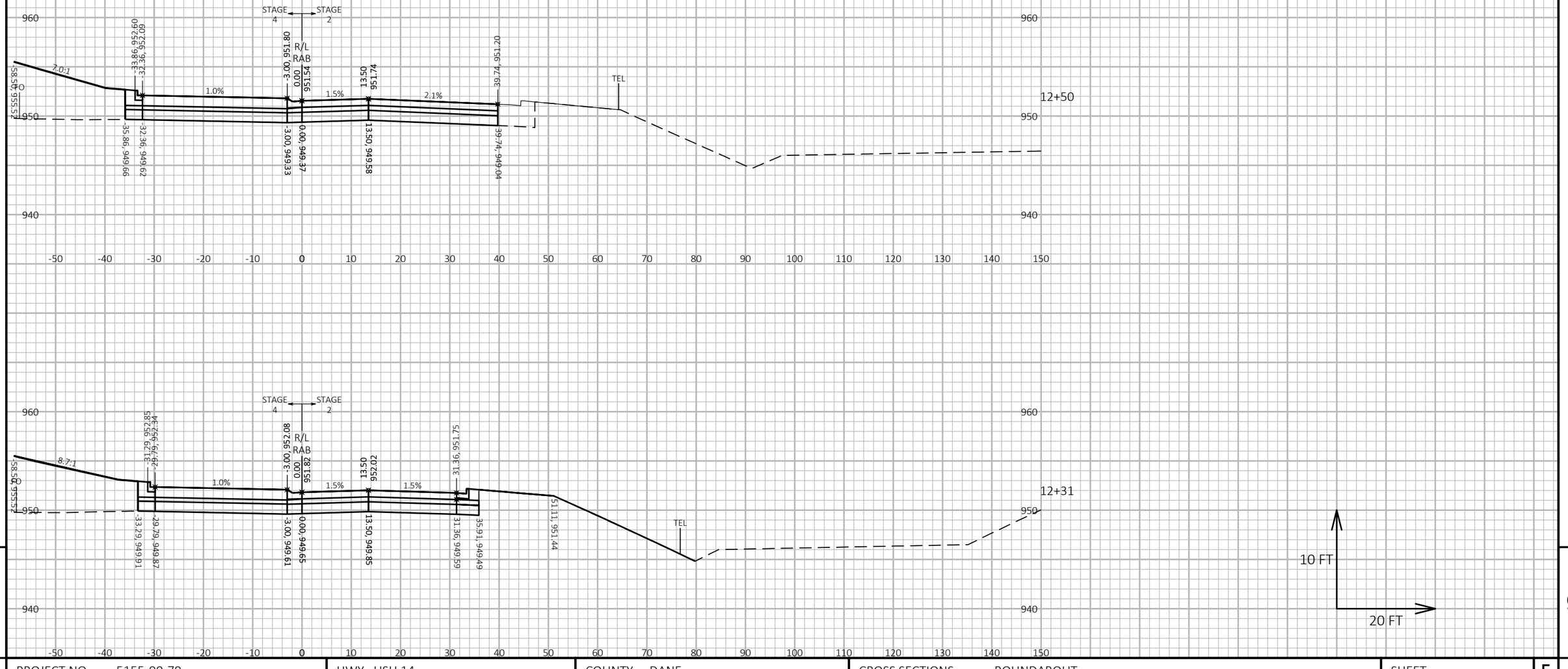


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 551 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090266-xs

PLOT DATE : 1/27/2021 7:58 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

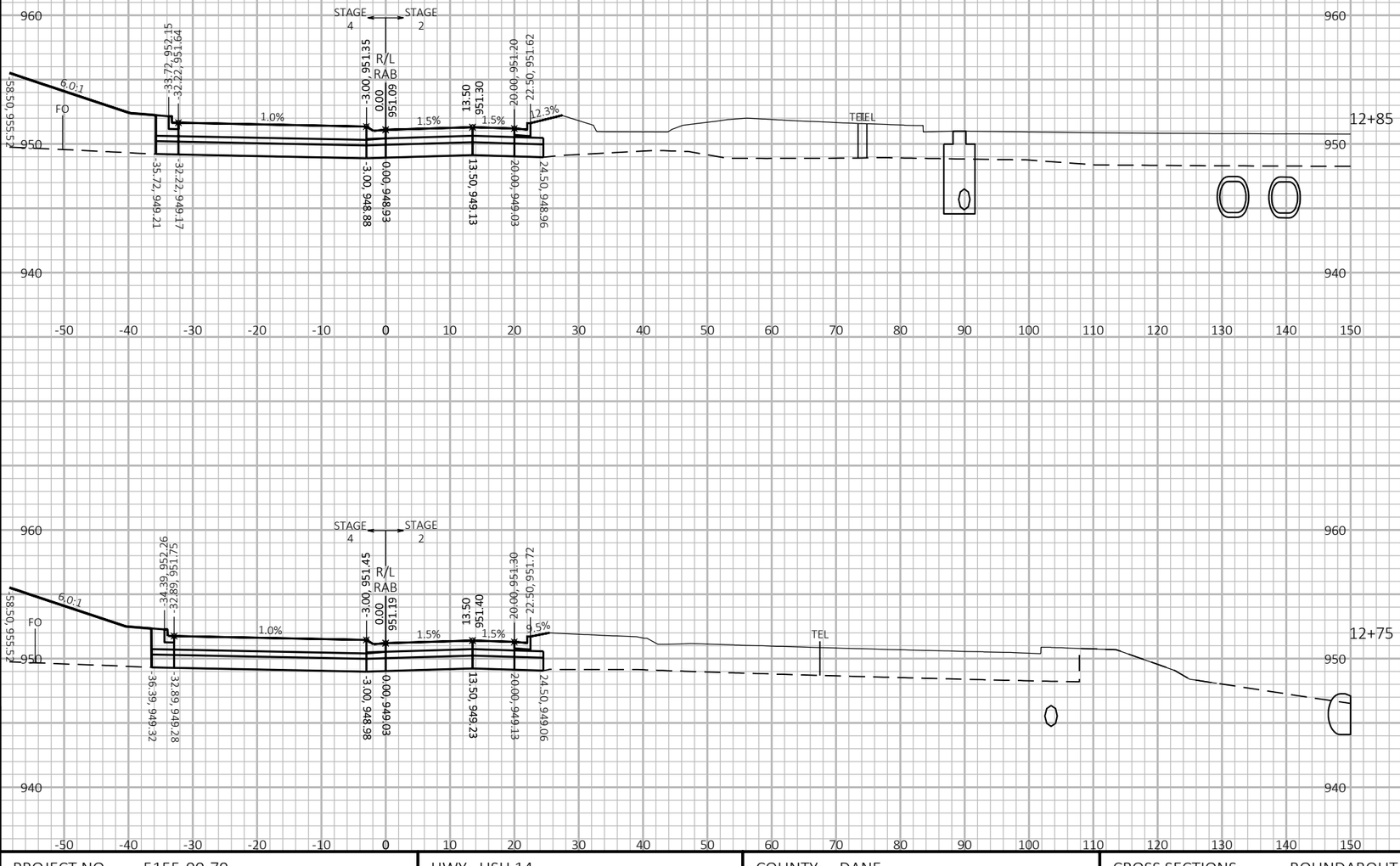
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PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 552	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090267-xs

PLOT DATE : 1/27/2021 7:59 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





9

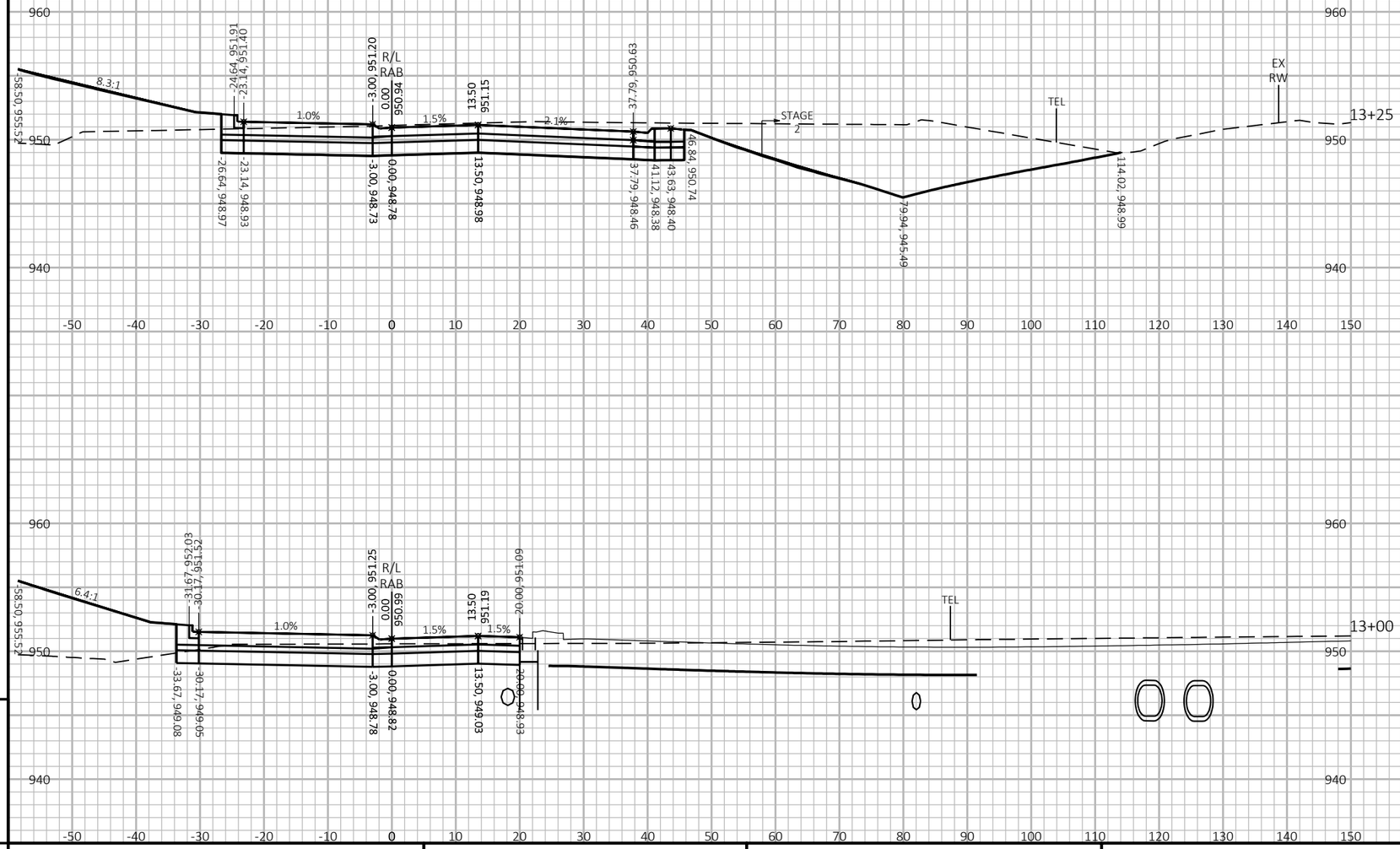
9

PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 553	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090268-xs

PLOT DATE : 1/27/2021 8:00 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

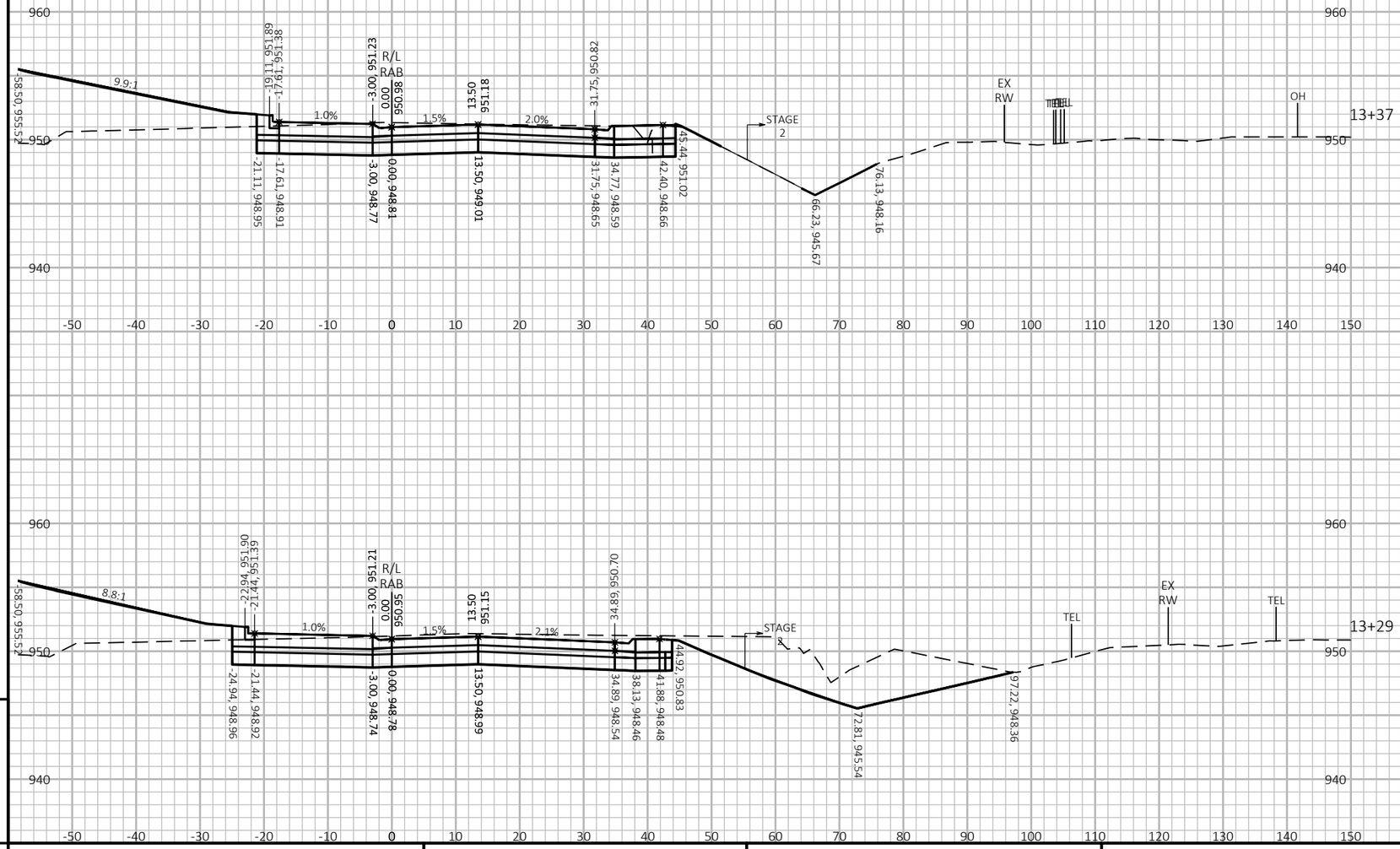
WISDOT/CADDS SHEET 49



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 554 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090269-xs

PLOT DATE : 1/27/2021 8:01 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

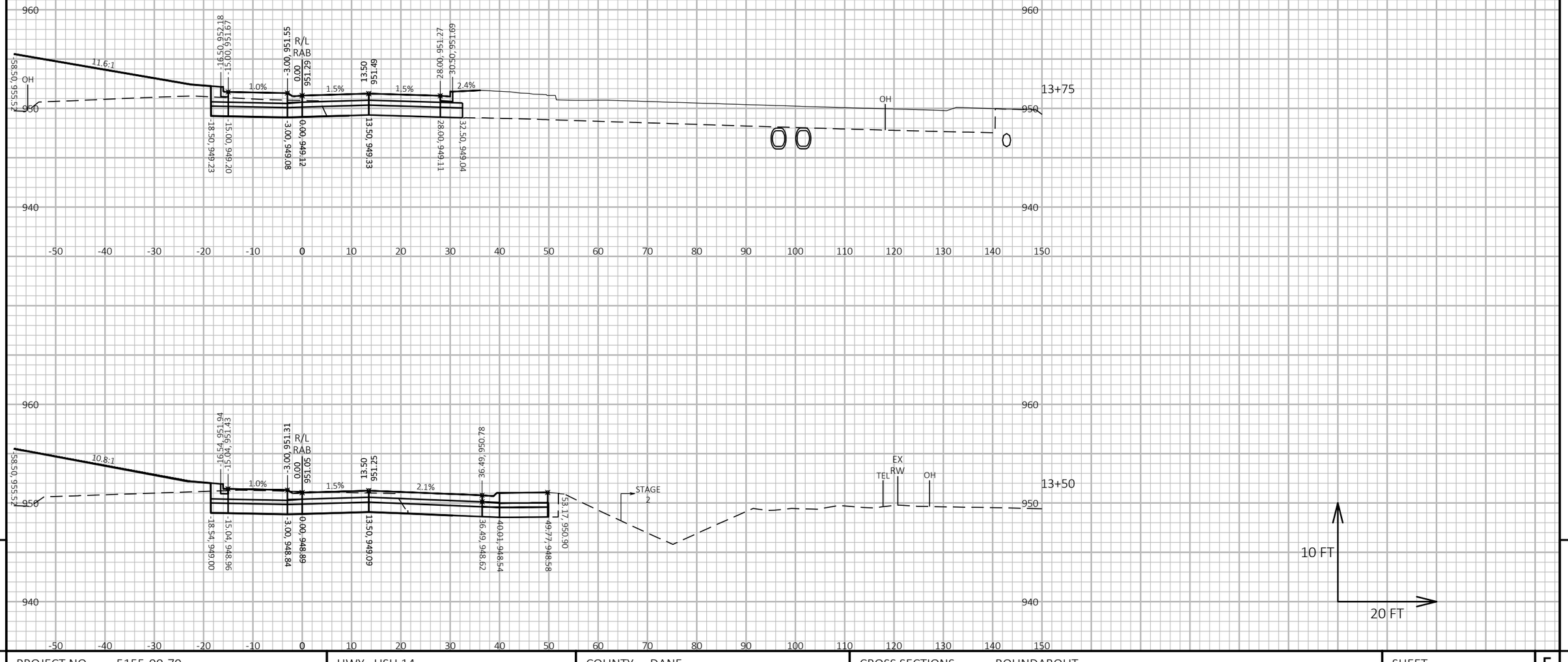


PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 555	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090270-xs

PLOT DATE : 1/27/2021 8:02 AM PLOT BY : NATHAN COOK 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: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 556	E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090271-xs

PLOT DATE : 1/27/2021 8:03 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 5155-00-79	HWY: USH 14	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT	SHEET 557 E

FILE NAME : P:\90S\93\00093386\CADD\C3D\51550405\SHEETSPLAN\090304-XS-79-RAB.DWG
LAYOUT NAME - 090272-xs

PLOT DATE : 1/27/2021 8:03 AM PLOT BY : NATHAN COOK PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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