MAD

AUGUST 2021

PROJECT ID: 5845-01-76

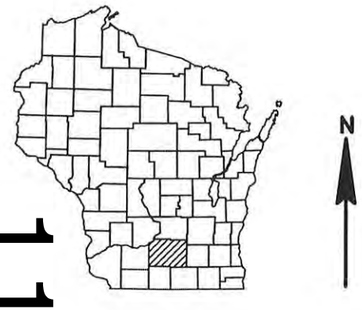
WITH: 5845-01-78

COUNTY: DANE

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 = 408



N

DESIGN DESIGNATION

A.A.D.T.	(2022)	= 14,500
A.A.D.T.	(2042)	= 18,200
D.H.V.	(6.5%)	= 1,183
D.D.		= 59/41
T. (DHV)		= 7.6%
DESIGN SPEED		= 40 MPH
ESALS		= 3,300,000

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STOUGHTON - MADISON

STH 138 TO SILVERADO DR/HOEL AVE

USH 51

DANE COUNTY

STATE PROJECT NUMBER
5845-01-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5845-01-76	WISC 2021439	1



END PROJECT
29+87.22 A

BEGIN PROJECT
STA. 10+00.00 A
X=858,720.94
Y=425,822.08

LAYOUT
SCALE 0 1/2 MILE

TOTAL NET LENGTH OF CENTERLINE = 0.376 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD88 (2007), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THE PLAN REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012).

ORIGINAL PLANS PREPARED BY:

STRAND ASSOCIATES

WISCONSIN
KYLE R. HENDERSON
E-42361
MADISON
WI
PROFESSIONAL ENGINEER

4-29-21

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

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

APPROVED FOR THE DEPARTMENT

DATE: 4/29/2021 (Signature)

E

GENERAL NOTES

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

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

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

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

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

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

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

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

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

HMA PAVEMENT SUMMARY:

5-INCH HMA PAVEMENT		
LAYER	THICKNESS	HMA TYPE
UPPER	2-INCHES	4 MT 58-28 H
LOWER	3-INCHES	3 MT 58-28 S

4-INCH HMA PAVEMENT		
LAYER	THICKNESS	HMA TYPE
UPPER	2-INCHES	4 MT 58-28 H
LOWER	2-INCHES	3 MT 58-28 S

3.5-INCH HMA SHOULDERS		
LAYER	THICKNESS	HMA TYPE
UPPER	3.5-INCHES	4 MT 58-28 S

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PAVING GRADES
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING
ADVANCED WARNING SIGNING
LIGHTING PLAN
TRAFFIC SIGNALS
PAVEMENT MARKING
CONSTRUCTION STAGING
ALIGNMENT DETAILS

UTILITIES

ATT WISCONSIN

CAROL ANASON
316 W WASHINGTON AVENUE
MADISON, WI 53701
PH: (608) 252-2385
ca2624@att.com

ALLIANT ENERGY GAS/PETROLEUM

MIKE BROLIN
4902 N BILTMORE LANE
SUITE 1000
MADISON, WI 53718
PH: (608) 458-4871
MichaelBrolin@alliantenergy.com

CHARTER COMMUNICATIONS

BRANDON STORM
2701 DANIELS STREET
MADISON, WI 53718
PH: (608) 274-3822
brandon.storm@charter.com

CITY OF STOUGHTON UTILITIES - ELECTRICITY

SEAN GRADY
600 S. 4TH STREET
P.O. BOX 383
STOUGHTON WI, 53589
PH: (608) 873-3379
sogrady@stoughtonutilities.com

CITY OF STOUGHTON UTILITIES - SEWER

SEAN GRADY
600 S. 4TH STREET
P.O. BOX 383
STOUGHTON WI, 53589
PH: (608) 873-3379
sogrady@stoughtonutilities.com

CITY OF STOUGHTON UTILITIES - WATER

SEAN GRADY
600 S. 4TH STREET
P.O. BOX 383
STOUGHTON WI, 53589
PH: (608) 873-3379
sogrady@stoughtonutilities.com

TDS METROCOM, LLC.

MATTHEW SCHULTE
16924 WEST VICTOR ROAD
NEW BERLIN, WI 53151
PH: (262) 754-3063
MATT.SCHULTE@TDSTELECOM.COM

MCI

STEVE KLICKER
2415 INDUSTRIAL DRIVE
MONONA, WI 53731
PH: (608) 400-7091
STEVEN.KLICKER@VERIZON.COM
INVESTIGATIONS@VERIZON.COM

OTHER CONTACTS

WISDOT REGION CONTACT

ALEX HAGEN, P.E.
WISDOT SOUTHWEST REGION
MADISON OFFICE
2101 WRIGHT STREET
MADISON, WI 53704
PH: (608) 246-3830
alex.hagen@dot.wi.gov

WISDNR CONTACT

ERIC HEGGELUND
DNR - SOUTH CENTRAL REGION HEADQUARTERS
2911 FISH HATCHERY ROAD
FITCHBURG, WI53711
eric.heggelund@wisconsin.gov

DESIGN CONSULTANT

KYLE HENDERSON, P.E.
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
PH: (608) 251-4843
kyle.henderson@strand.com

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

2

END CONSTRUCTION
STA. 35+51.63 B

35+00 B

ID5845-01-78 APPROX. 1500 FT NORTH

N

END PROJECT
STA. 29+87.22 A

30+00 B

ACCESS DR

CITY OF STOUGHTON

DVORAK CT

SILVERADO DR

CITY OF STOUGHTON

TOWN OF DUNKIRK

S-13-557

BEGIN CONSTRUCTION
STA. 10+00.00 A7

10+00 A

S-13-556

END CONSTRUCTION
STA. 12+64.64 H

HOIBY RD

BEGIN PROJECT
STA. 10+00.00 A
X = 858,720.94
Y = 425,822.08

S-13-554

28+00 A

20+00 B

10+00 A

10+00 B

USH 51

STH 138

TOWN OF RUTLAND

10+00 B3

S-13-558

BEGIN CONSTRUCTION
STA. 8+24.86 A

MCCOMB RD

S-13-555

BEGIN CONSTRUCTION
STA. 8+30.33 B3

WEEK RD

BEGIN CONSTRUCTION
STA. 10+00.00 V

END CONSTRUCTION
STA. 11+47.51 M

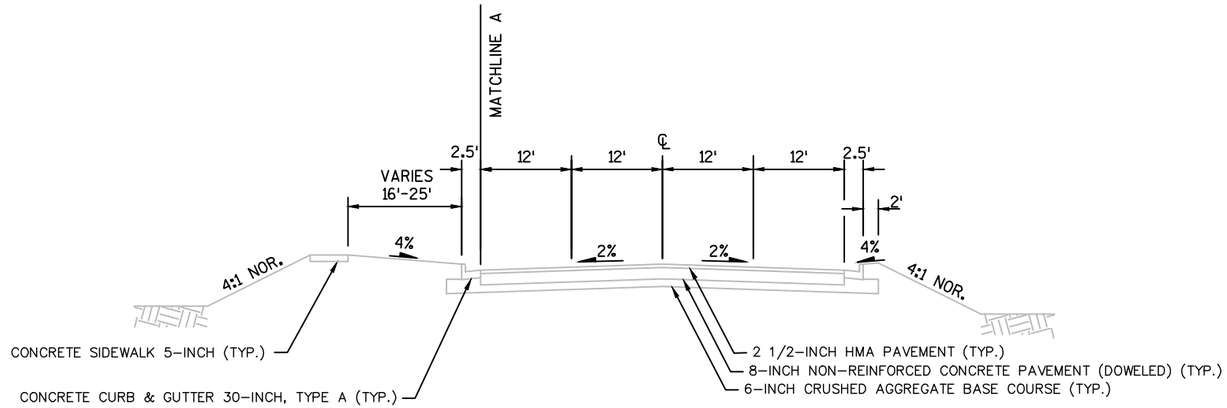
10+00 A3

HOEL AVE

TOWN OF DUNKIRK

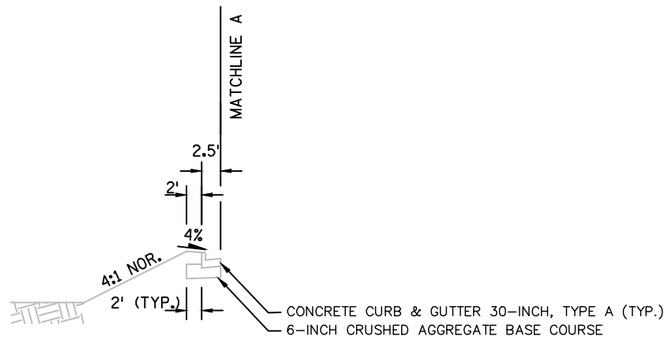
BEGIN CONSTRUCTION
STA. 10+00.00 A3

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E

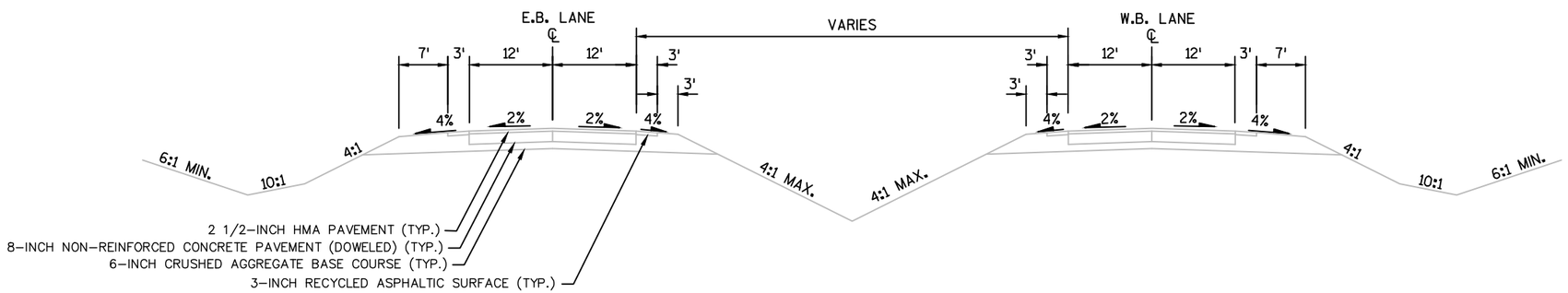


TYPICAL EXISTING SECTION - USH 51

STA. 10+00.00 A - STA. 14+70.62 A
STA. 10+00.00 B - STA. 14+70.62 B



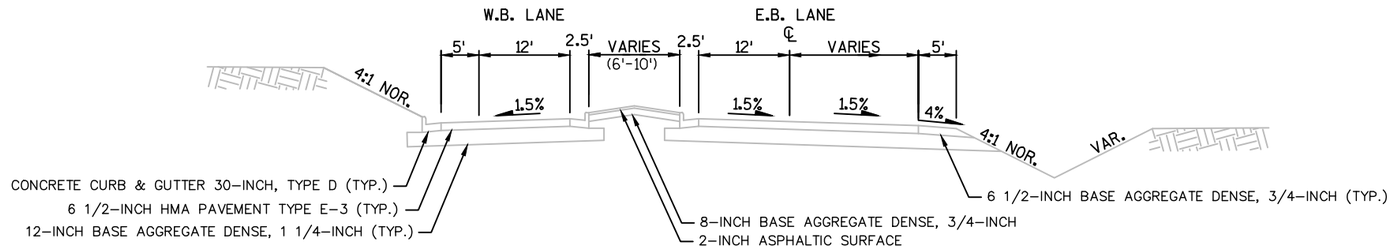
STA. 13+16.94 A - STA. 14+70.62 A
STA. 13+16.94 B - STA. 14+70.62 B



TYPICAL EXISTING SECTION - USH 51

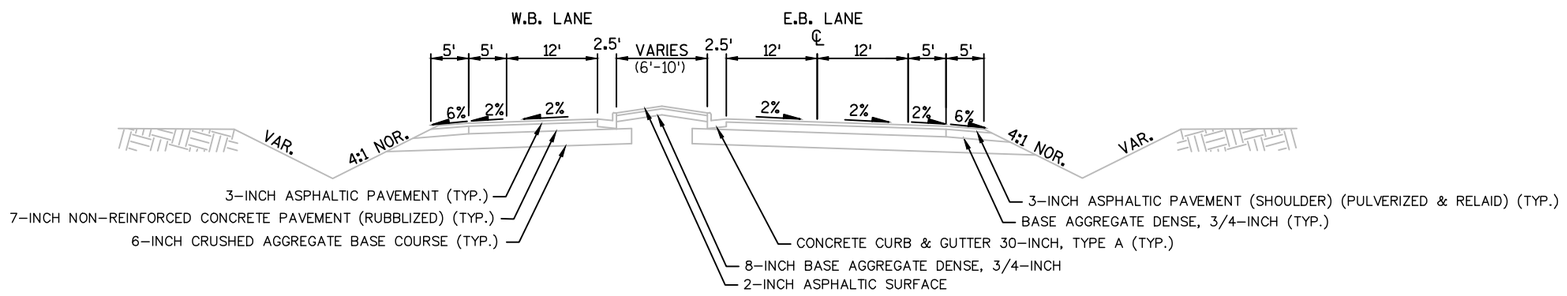
STA. 14+70.62 A - STA. 29+87.22 A
STA. 14+70.62 B - STA. 30+71.47 B

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 4	E



TYPICAL EXISTING SECTION - STH 138

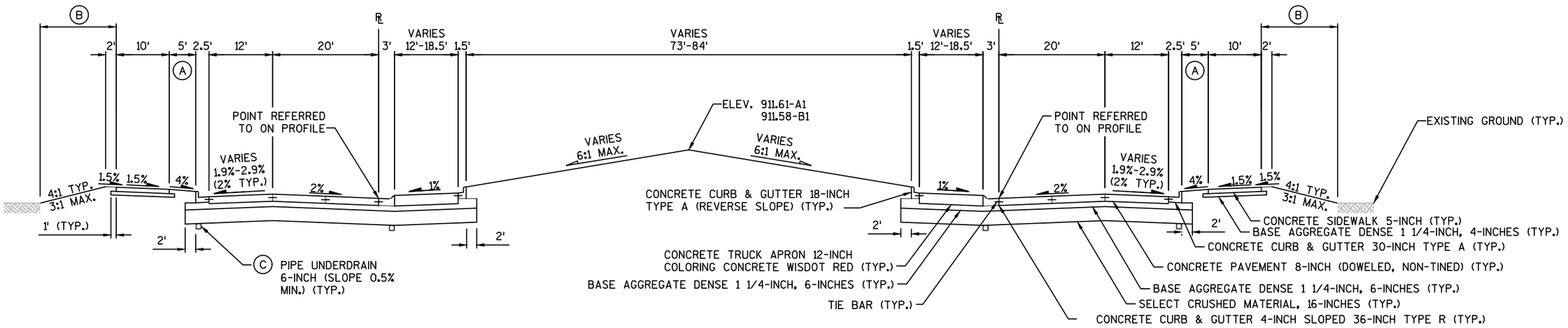
STA. 10+00.00 B3 - STA. 12+07.00 B3



TYPICAL EXISTING SECTION - STH 138

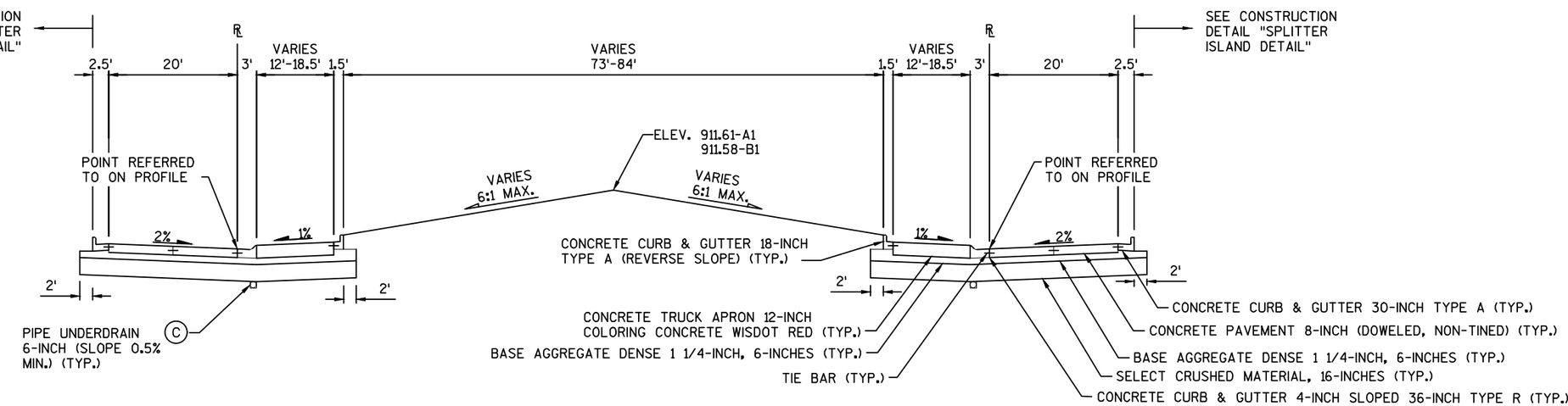
STA. 12+07.00 B3 - STA. 13+80.65 B3

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	EXISTING TYPICAL SECTIONS	SHEET 5	E



TYPICAL FINISHED SECTION THROUGH ROUNDABOUT

STA. 10+11.68 A1 - STA. 11+45.72 A1
STA. 11+95.02 A1 - STA. 13+32.09 A1
STA. 10+00.00 B1 - STA. 13+20.31 B1



TYPICAL FINISHED SECTION THROUGH ROUNDABOUT

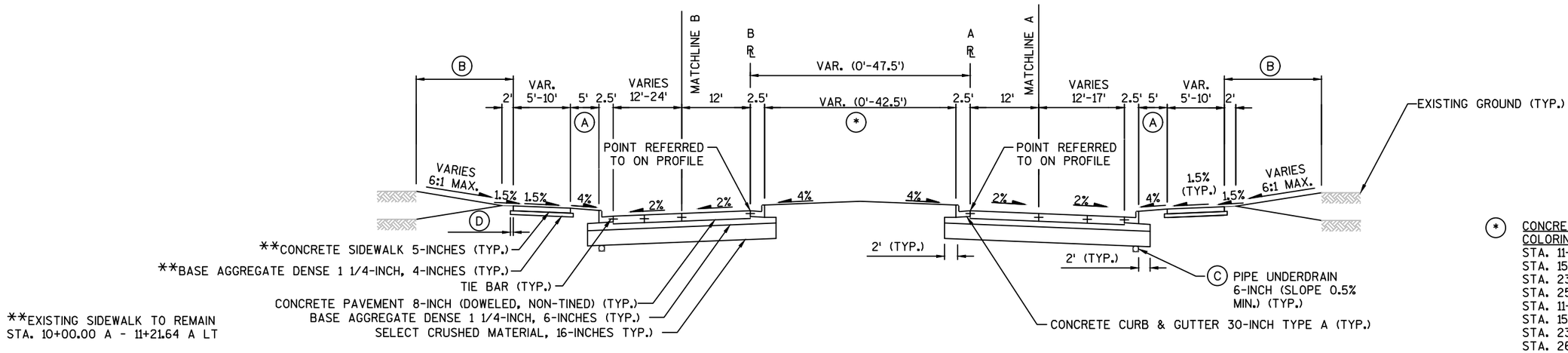
STA. 10+00.00 A1 - STA. 10+11.68 A1
STA. 11+45.72 A1 - STA. 11+95.02 A1
STA. 13+32.09 A1 - STA. 13+67.57 A1
STA. 13+20.31 B1 - STA. 13+67.57 B1

(A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

(B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A

(C) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TYPICAL FINISHED SECTION	SHEET 6 E



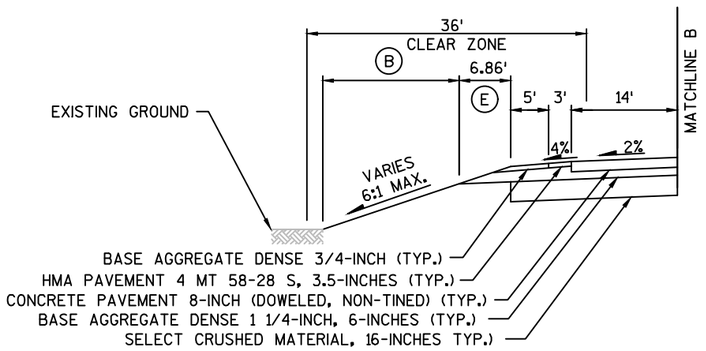
**EXISTING SIDEWALK TO REMAIN
STA. 10+00.00 A - 11+21.64 A LT

(*) CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED
STA. 11+72.6 A - 13+97.42 A
STA. 15+58.01 A - 16+68.94 A
STA. 23+00.85 A - 24+01.90 A
STA. 25+63.84 A - 26+69.51 A
STA. 11+72.00 B - 14+04.98 B
STA. 15+67.12 B - 16+68.88 B
STA. 23+11.47 B - 24+22.82 B
STA. 26+05.05 B - 27+02.69 B

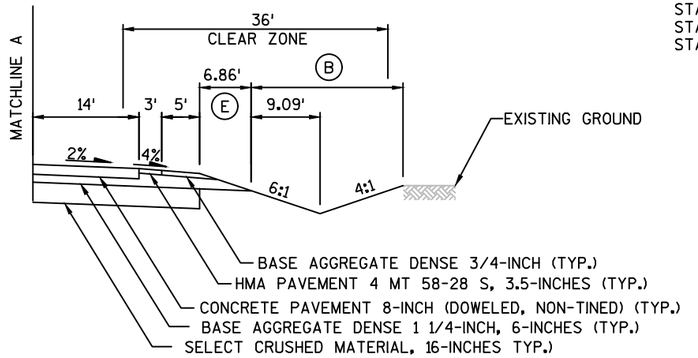
GRASS MEDIAN
STA. 16+68.94 A - 23+00.85 A
STA. 26+69.51 A - 29+87.22 A
STA. 16+68.88 B - 23+11.47 B
STA. 27+02.69 B - 30+71.47 B

TYPICAL FINISHED SECTION - USH 51 ROUNDABOUT APPROACH

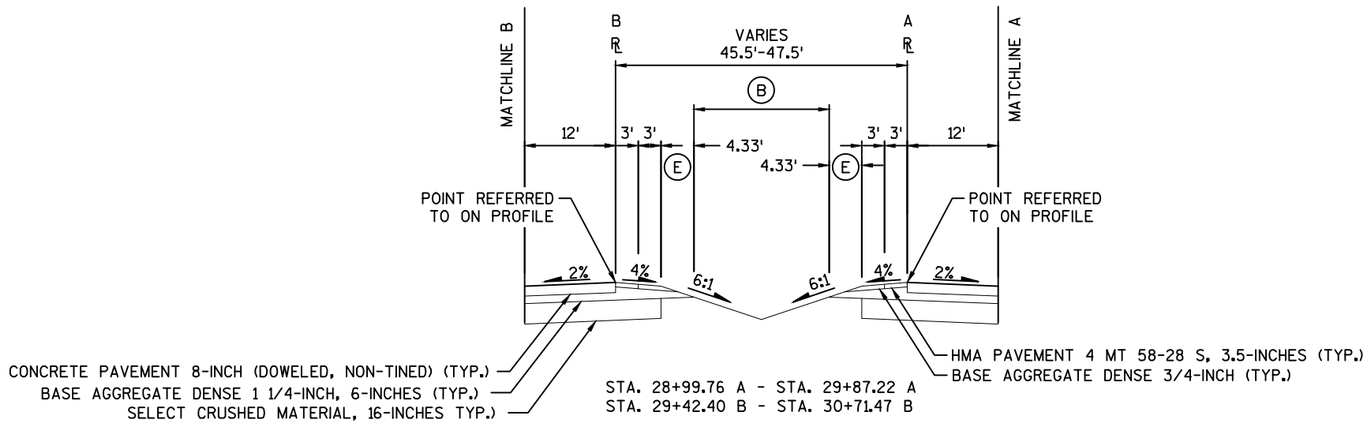
STA. 10+00.00 A - STA. 14+05.40 A
STA. 15+48.52 A - STA. 24+08.09 A
STA. 25+54.35 A - STA. 29+87.22 A
STA. 10+00.00 B - STA. 14+14.48 B
STA. 15+59.13 B - STA. 24+30.83 B
STA. 25+97.04 B - STA. 30+71.47 B



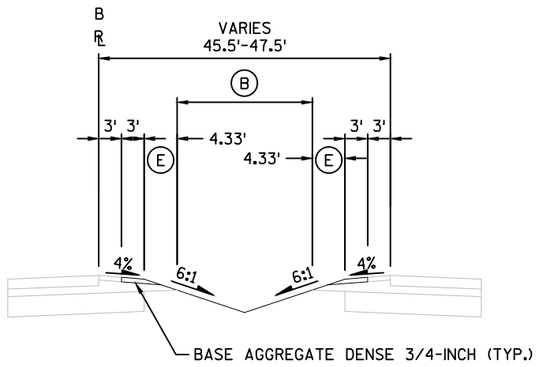
STA. 27+62.69 B - STA. 30+71.47 B
(STATION LT SHOWN. REVERSED FOR STATION RT)



STA. 26+39.08 A - STA. 29+87.22 A
(STATION RT SHOWN. REVERSED FOR STATION LT)



STA. 28+99.76 A - STA. 29+87.22 A
STA. 29+42.40 B - STA. 30+71.47 B



STA. 30+71.47 B - STA. 35+62.91 B

(A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

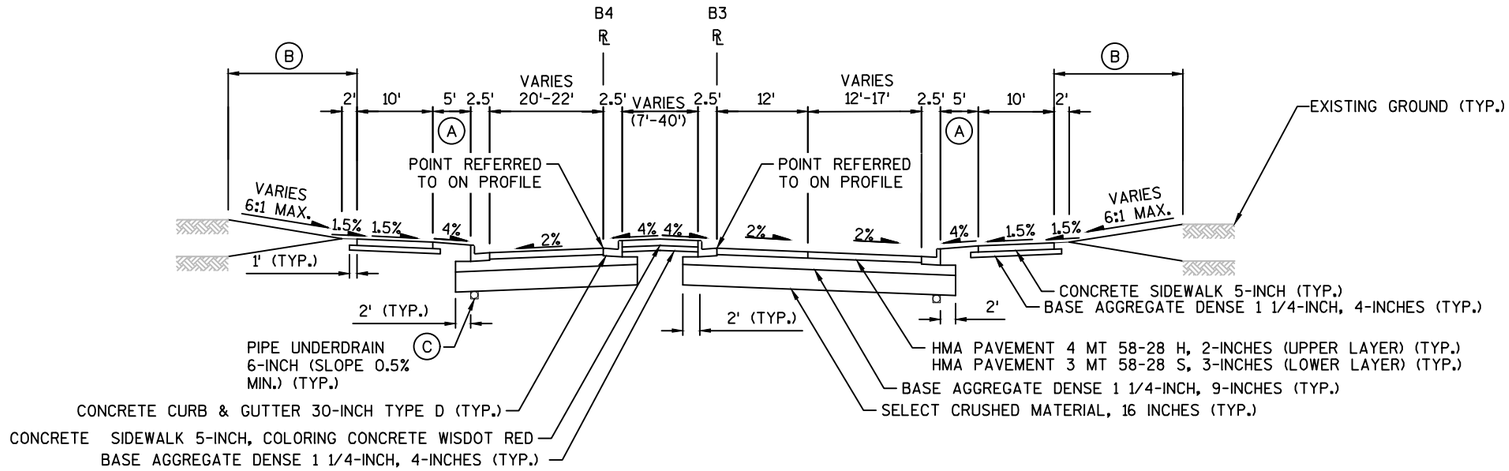
(B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A

(C) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

(D) 0.5' FOR 5' WIDE SIDEWALK AND 1' FOR MULTI-USE PATH OVER 5' WIDE

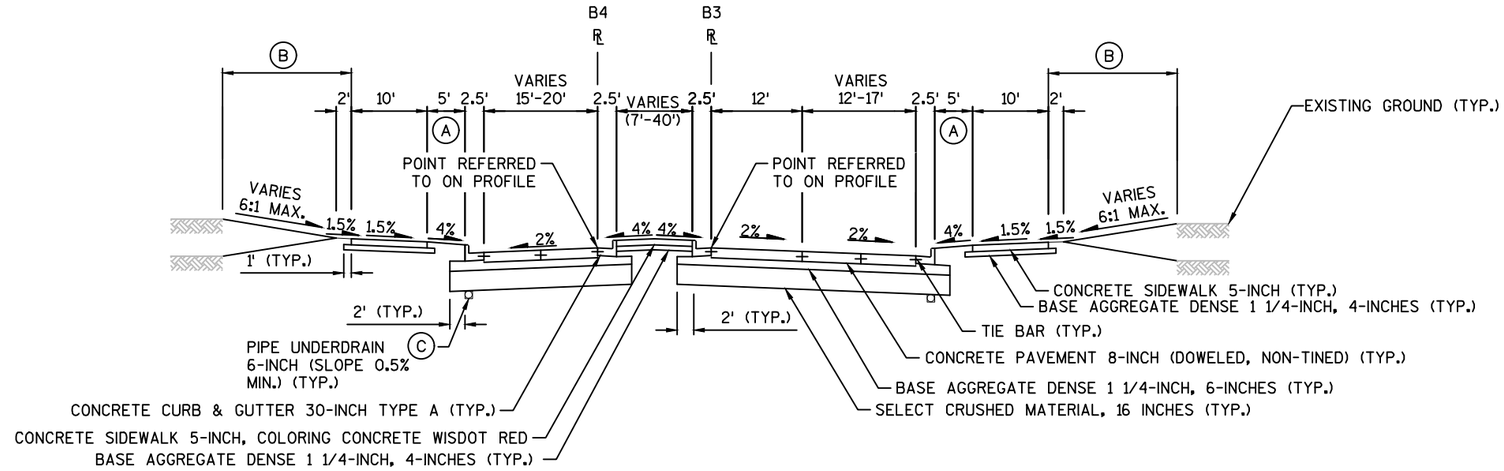
(E) FERTILIZER TYPE B: SEEDING MIXTURE NO. 30

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TYPICAL FINISHED SECTION	SHEET 7 E



TYPICAL FINISHED SECTION - STH 138 ROUNDABOUT APPROACH

STA. 10+00.00 B3 - STA. 11+53.57 B3



TYPICAL FINISHED SECTION - STH 138 ROUNDABOUT APPROACH

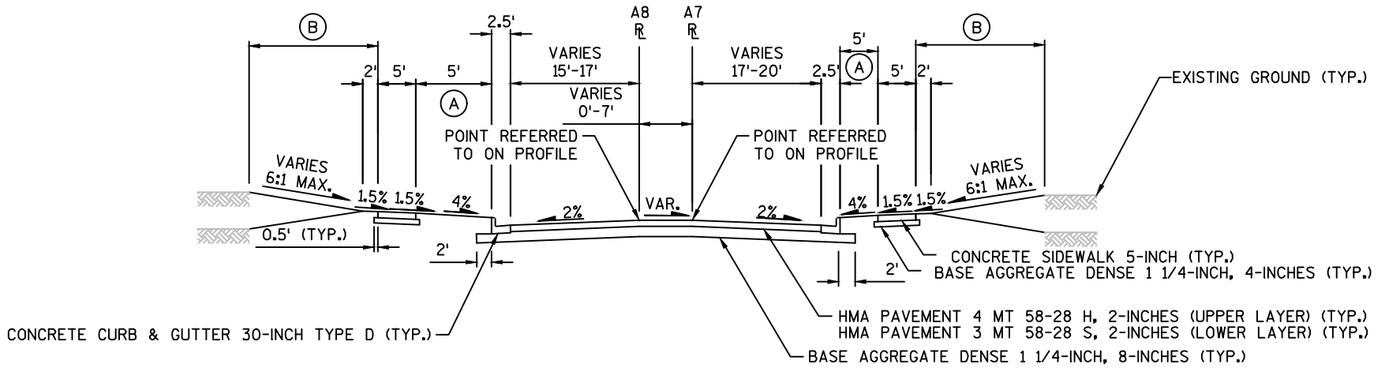
STA. 11+53.57 B3 - STA. 13+80.66 B3

(A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

(B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A

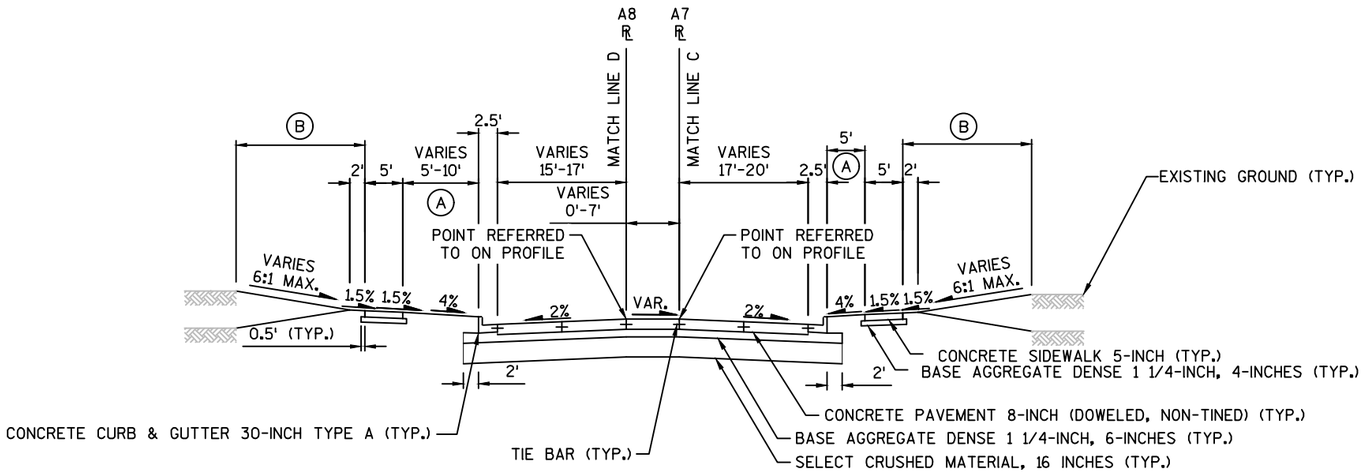
(C) INSTALL PIPE UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TYPICAL FINISHED SECTION	SHEET 8 E



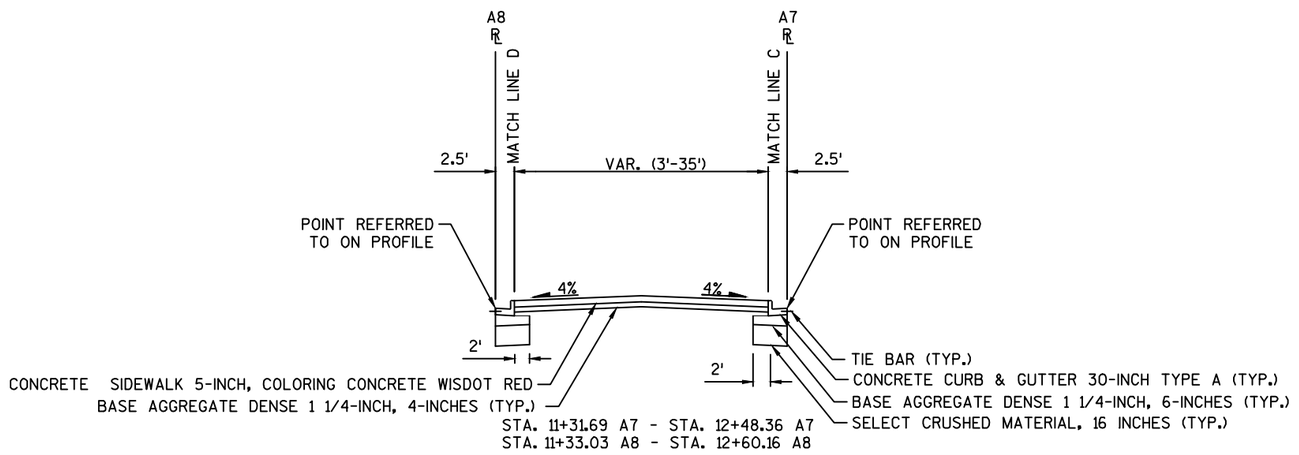
TYPICAL FINISHED SECTION - SILVERADO DRIVE ROUNDABOUT APPROACH

STA. 10+00.00 A7 - STA. 11+25.90 A7
STA. 10+00.00 A8 - STA. 11+27.40 A8



TYPICAL FINISHED SECTION - SILVERADO DRIVE ROUNDABOUT APPROACH

STA. 11+25.90 A7 - STA. 12+48.36 A7
STA. 11+24.40 A8 - STA. 12+60.16 A8



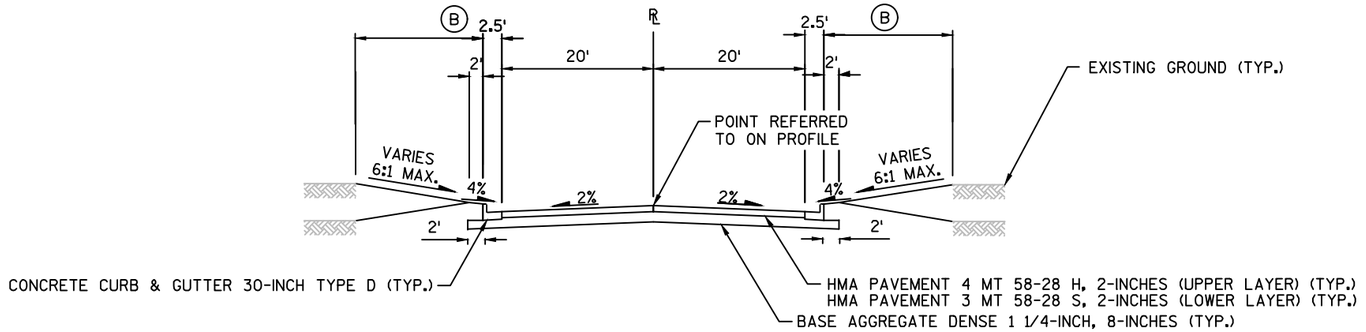
(A) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

(B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TYPICAL FINISHED SECTION	SHEET 9	E

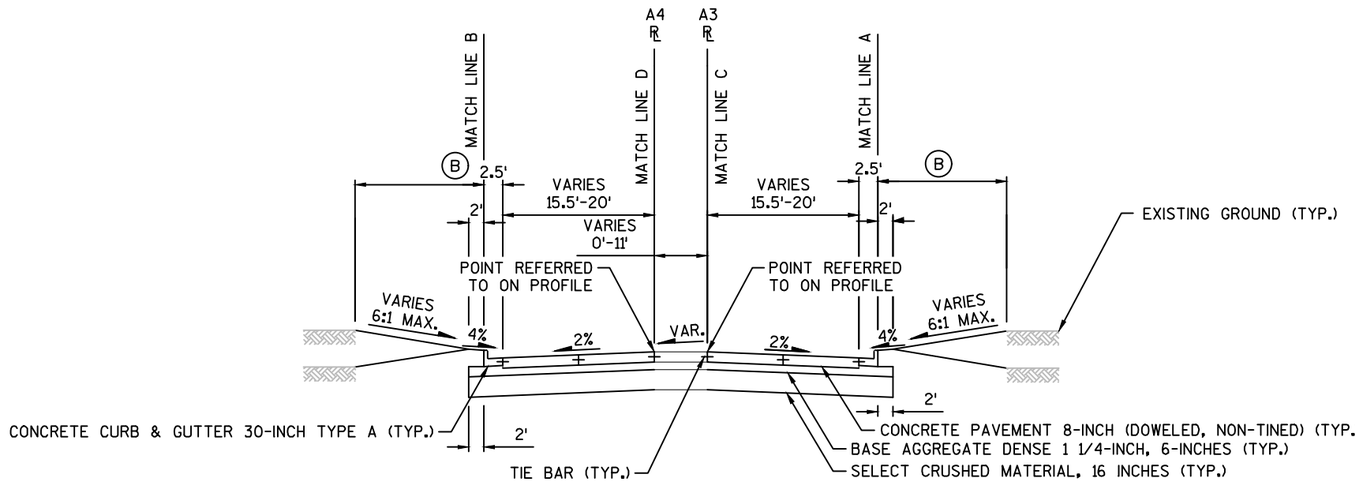
Ⓐ TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

Ⓑ TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A



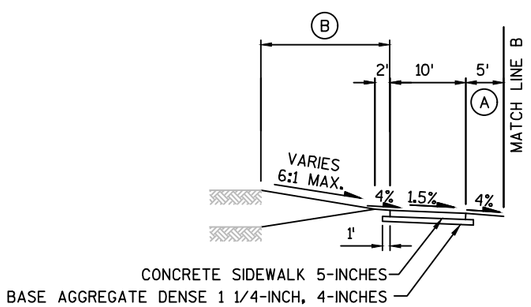
TYPICAL FINISHED SECTION - HOEL AVENUE ROUNDABOUT APPROACH

STA. 10+00.00 A3 - STA. 11+23.08 A3
STA. 10+00.00 A4 - STA. 11+23.08 A4

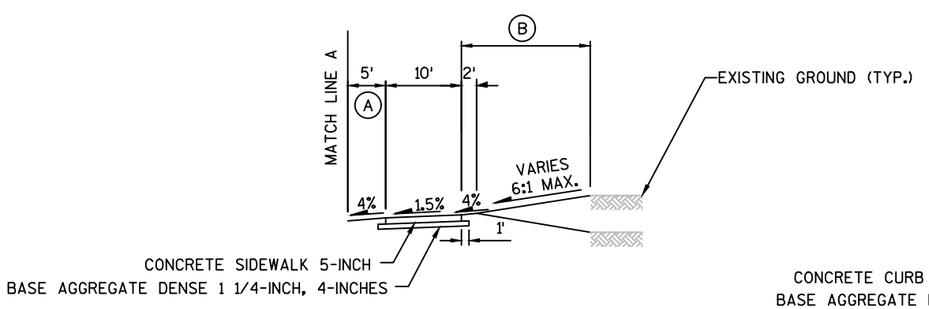


TYPICAL FINISHED SECTION - HOEL AVENUE ROUNDABOUT APPROACH

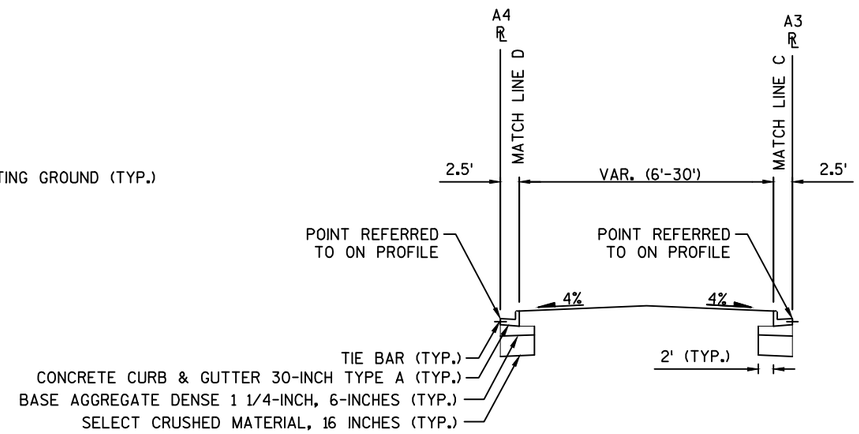
STA. 11+23.08 A3 - STA. 12+54.65 A3
STA. 11+23.08 A4 - STA. 12+58.51 A4



STA. 12+19.03 A4 - STA. 12+58.51 A4
STA. 1093.79 A5 - STA. 11+28.05 A5

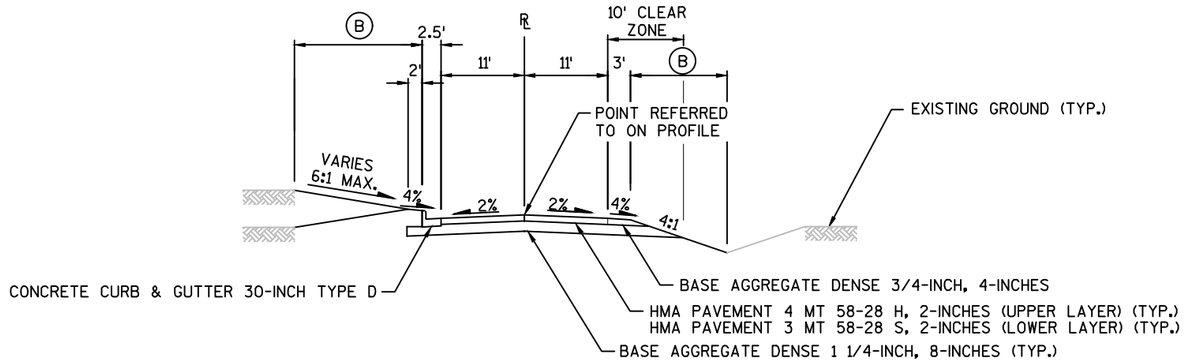


STA. 12+11.88 A3 - STA. 12+54.65 A3
STA. 12+16.57 A2 - STA. 12+46.42 A2



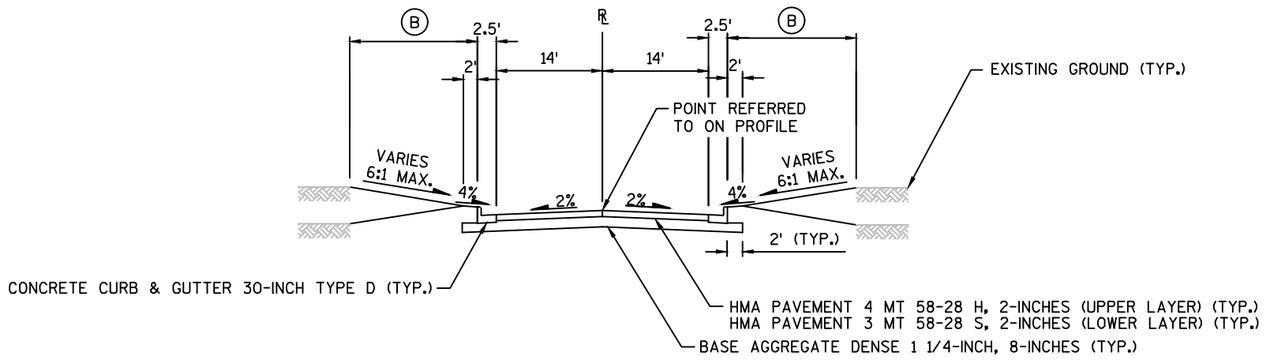
STA. 11+87.50 A3 - STA. 12+54.53 A3
STA. 11+87.14 A4 - STA. 12+58.51 A4

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TYPICAL FINISHED SECTION	SHEET 10	E



TYPICAL FINISHED SECTION - HOIBY ROAD

STA. 10+26.90 H - STA. 12+64.64 H

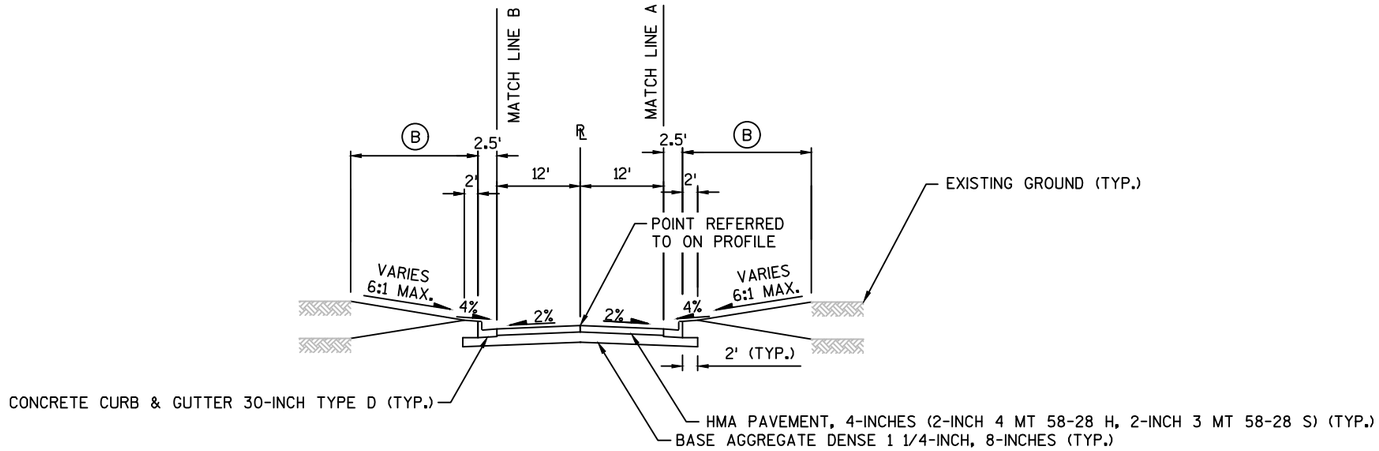


TYPICAL FINISHED SECTION - McCOMB ROAD

STA. 10+42.68 M - STA. 11+47.51 M

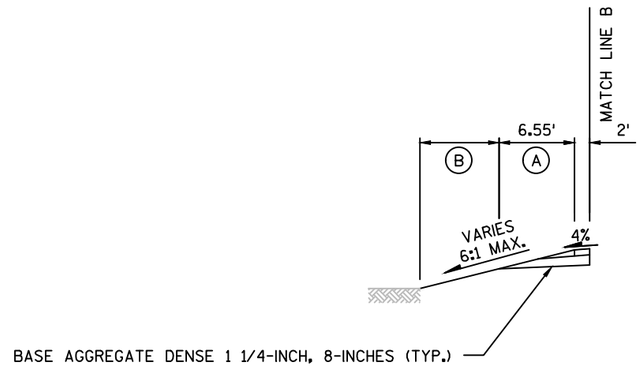
(B) TOPSOIL, FERTILIZER TYPE B: SEEDING MIXTURE NO. 30, AND EROSION MAT URBAN CLASS 1 TYPE A

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TYPICAL FINISHED SECTION	SHEET 11	E

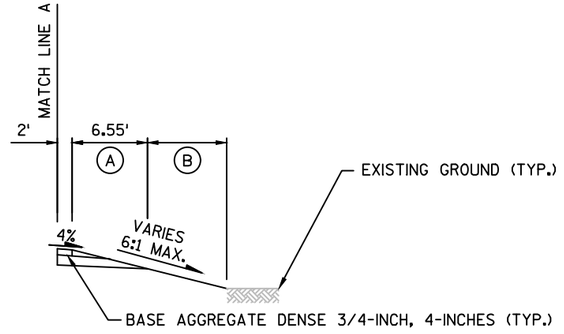


TYPICAL FINISHED SECTION - VEEK ROAD

STA. 10+00.00 V - STA. 10+77.87 V



STA. 10+00.00 V - STA. 10+59.19 V

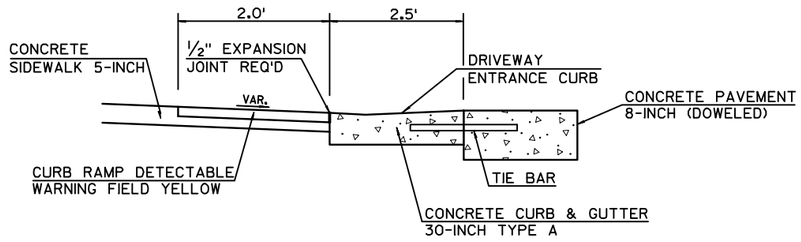


STA. 10+00.00 V - STA. 10+49.87 V

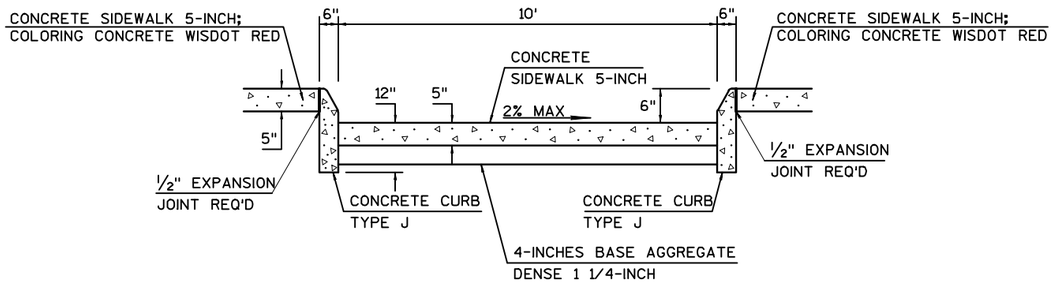
(A) FERTILIZER TYPE B:
SEEDING MIXTURE NO. 30

(B) TOPSOIL, FERTILIZER TYPE B:
SEEDING MIXTURE NO. 30, AND
EROSION MAT URBAN CLASS 1
TYPE A

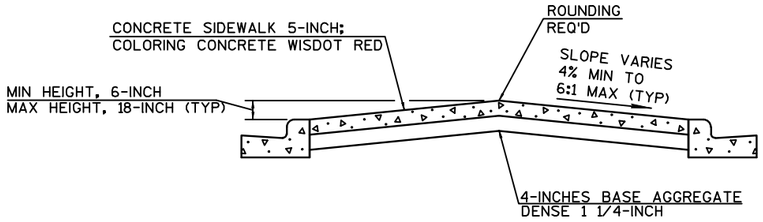
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TYPICAL FINISHED SECTION	SHEET 12	E



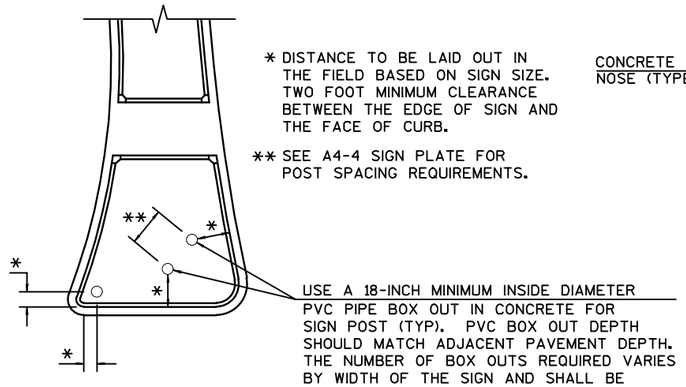
SECTION A-A



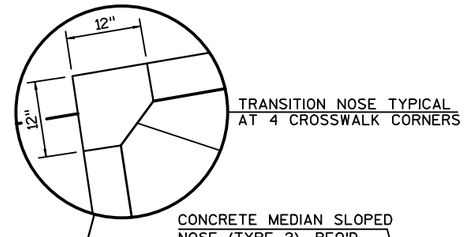
SECTION B-B

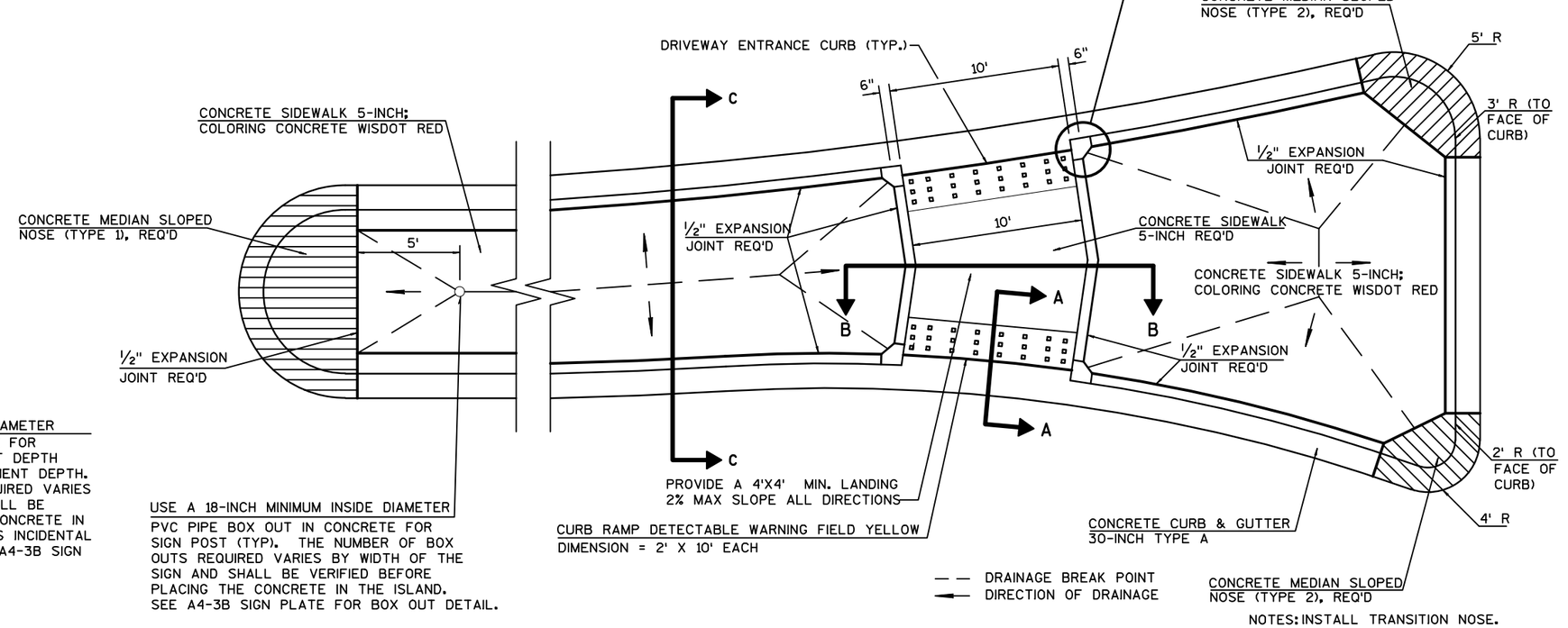


SECTION C-C



CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)



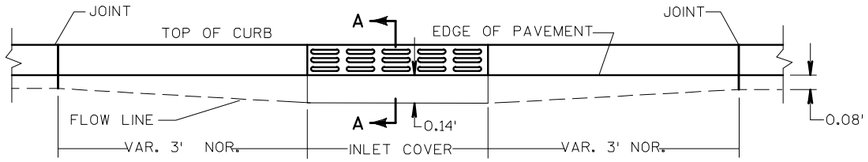


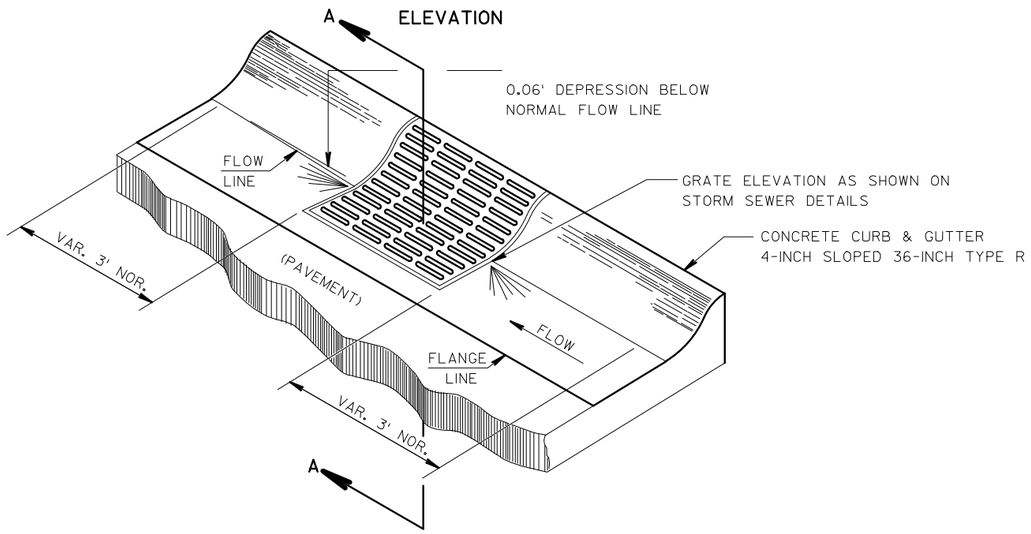
USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. SEE A4-3B SIGN PLATE FOR BOX OUT DETAIL.

NOTES: INSTALL TRANSITION NOSE. (INCLUDED WITH OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE. CONTRACTOR TO USE FULL DETECTABLE WARNING FIELD PANELS.

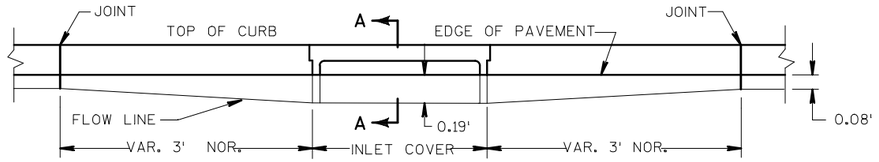
SPLITTER ISLAND DETAIL

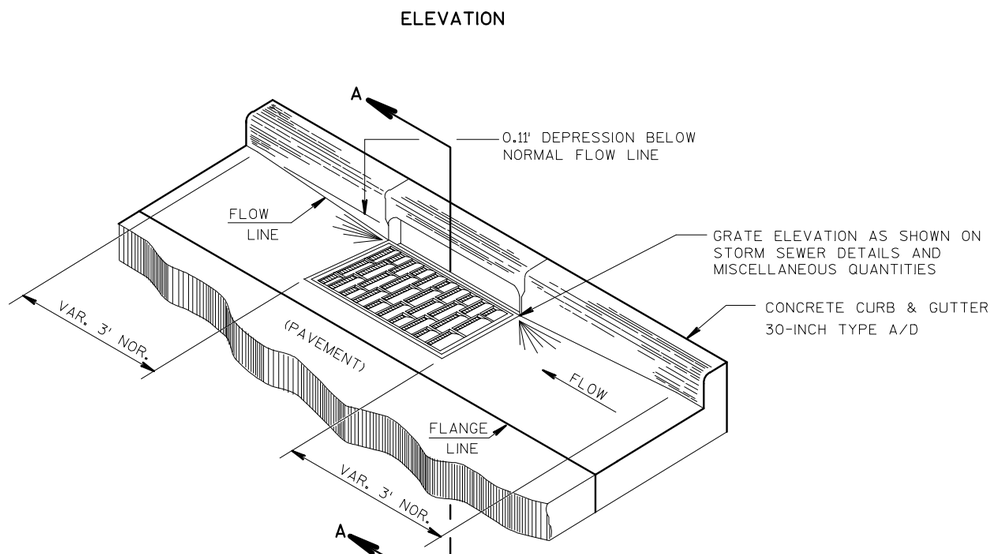
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 13	E





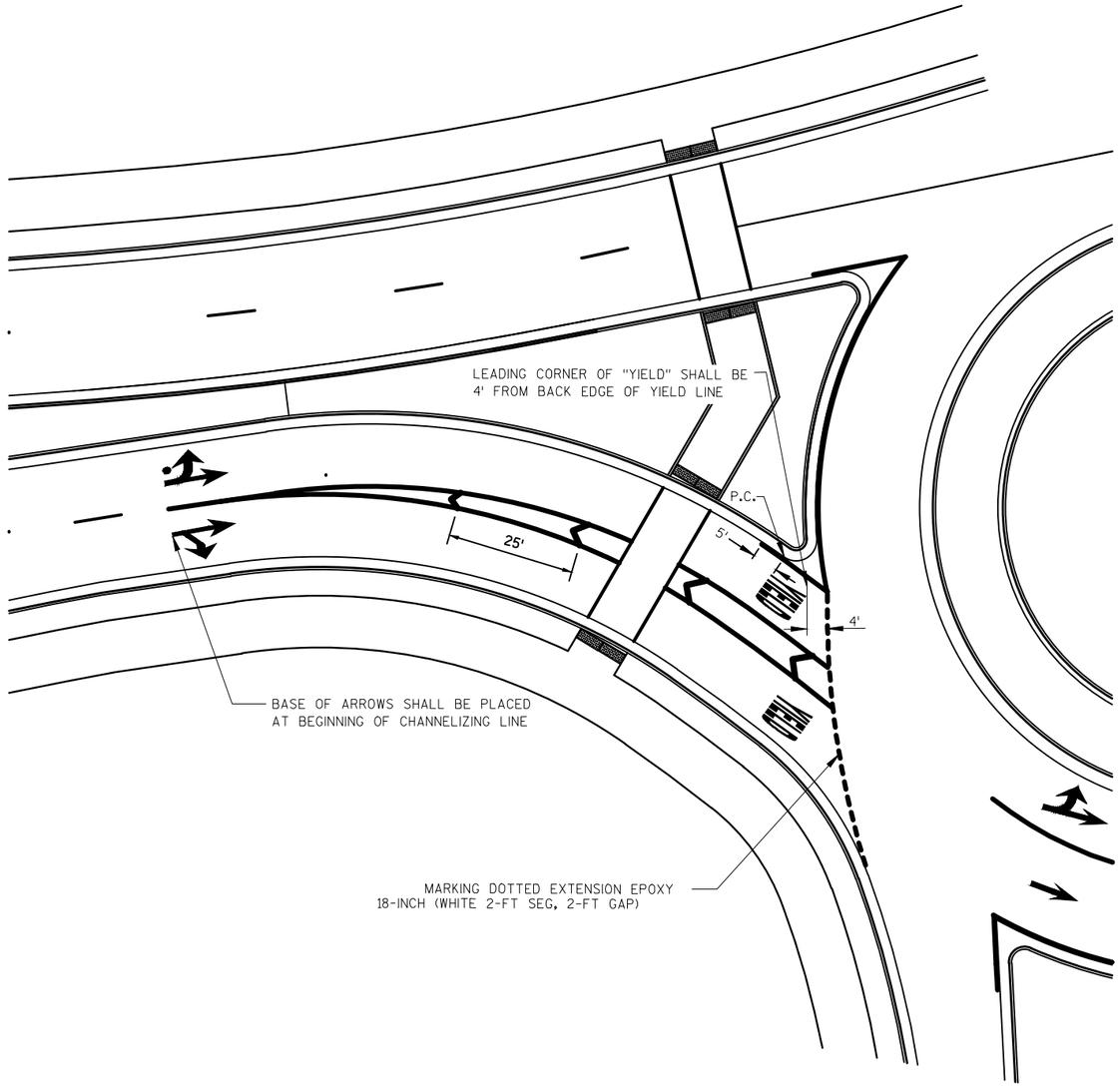
DETAIL OF CONCRETE CURB & GUTTER 36-INCH TYPE R AT INLETS



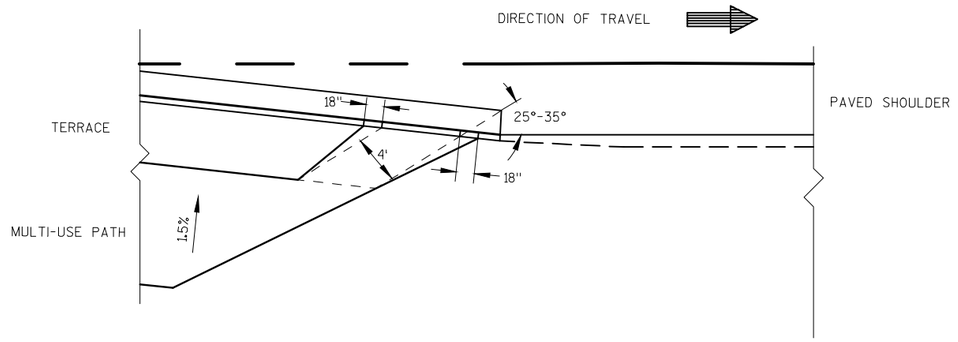


DETAIL OF CONCRETE CURB & GUTTER 30-INCH TYPE A/D AT INLETS

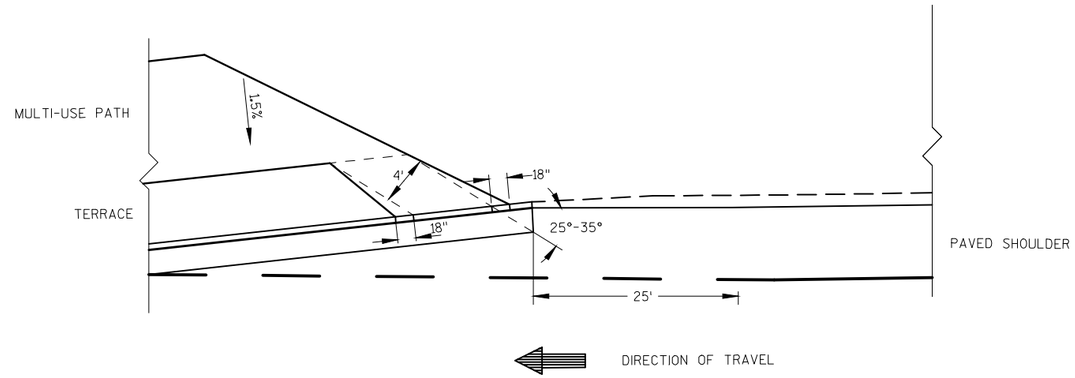
2



ROUNDABOUT PAVEMENT MARKING DETAILS

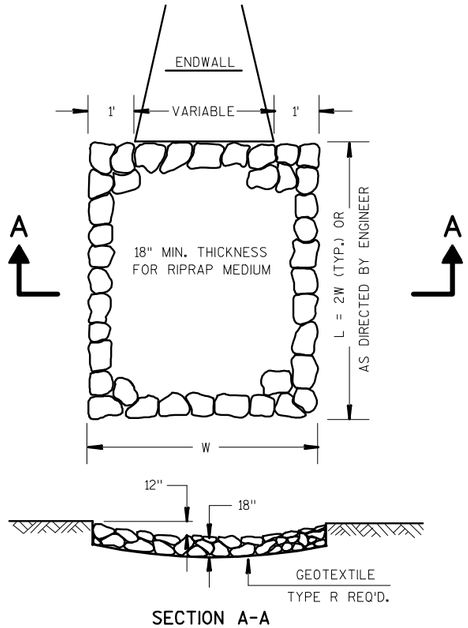


BIKE RAMP ENTRANCE



BIKE RAMP EXIT

BIKE RAMP ENTRANCE AND EXIT



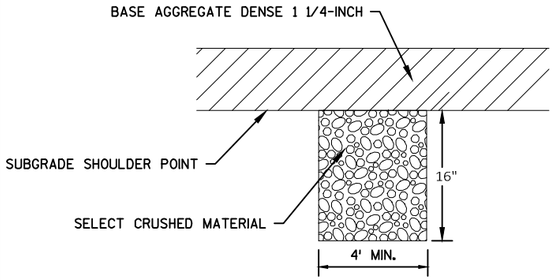
SECTION A-A

RIPRAP MEDIUM TREATMENT AT STORM SEWER OUTFALLS AND ASPHALTIC FLUMES

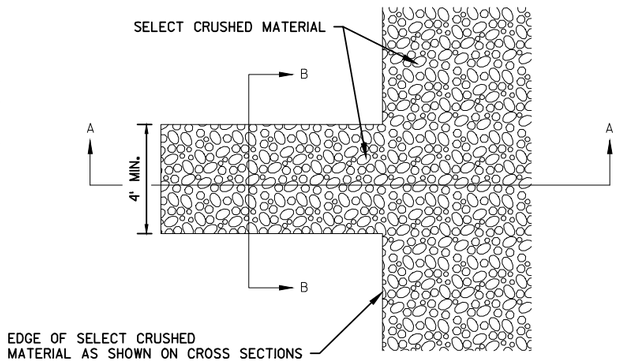
RUNOFF COEFFICIENT TABLE

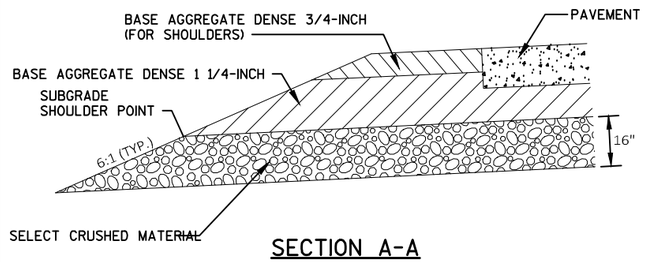
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

TOTAL PROJECT AREA = 18.59 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 11.34 ACRES



SECTION B-B





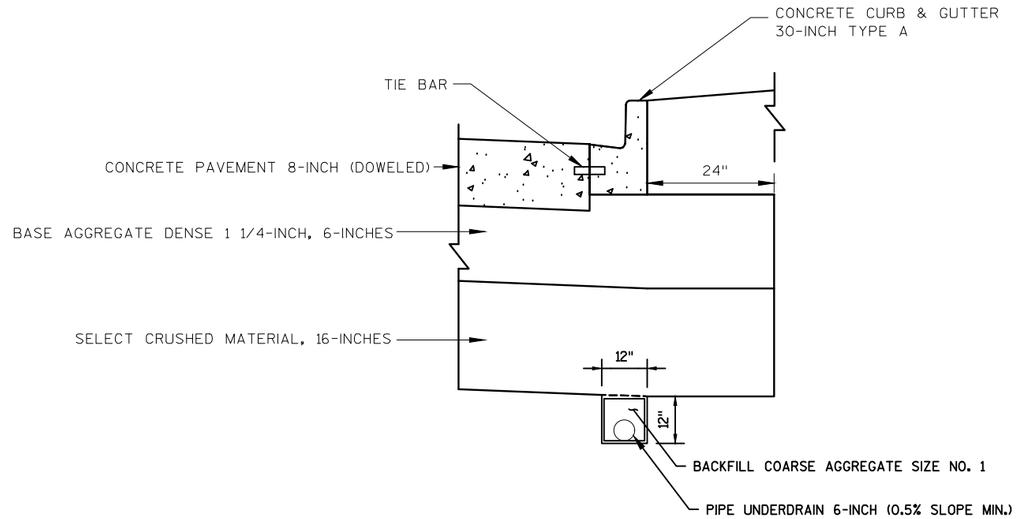
SECTION A-A

RELIEF TRENCH DETAIL

CONSTRUCT RELIEF TRENCHES AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

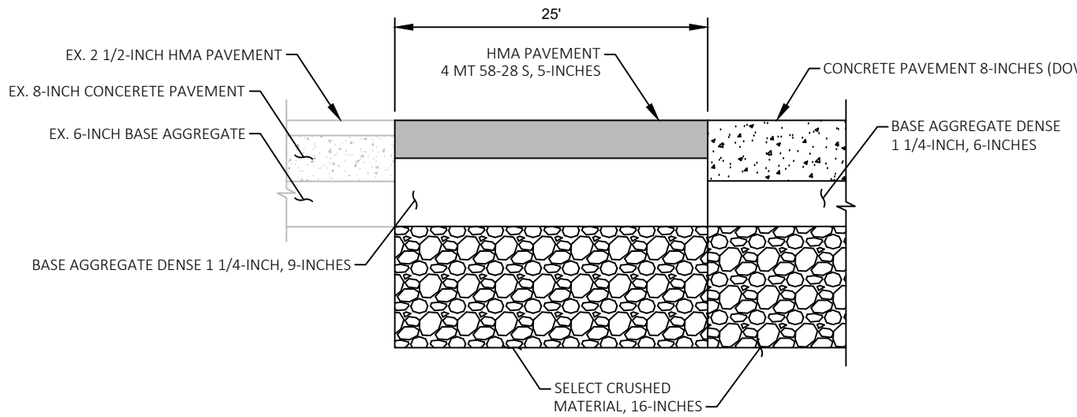
(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCH
IS INCLUDED IN BID ITEM SELECT CRUSHED MATERIAL.



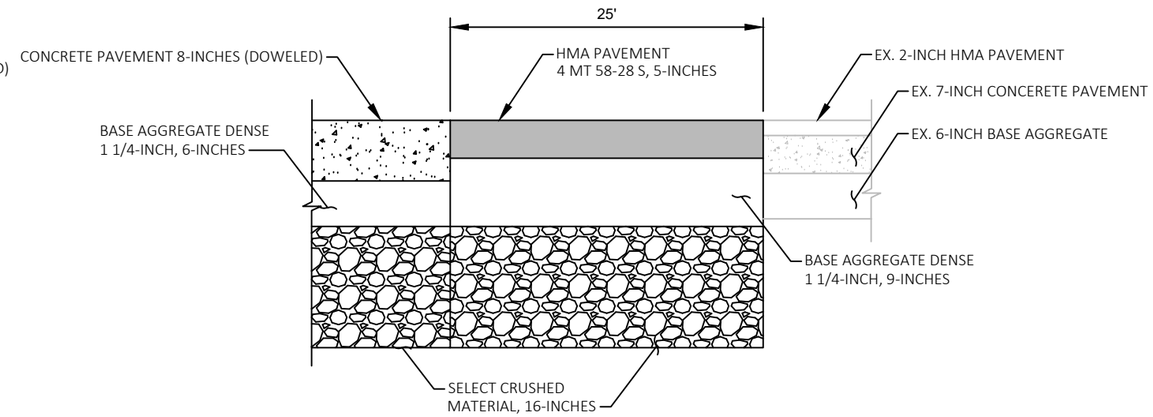
DETAIL FOR PIPE UNDERDRAIN 6-INCH

NOTE: PIPE UNDERDRAIN IS TO BE DISCHARGED INTO THE INLET STRUCTURES.



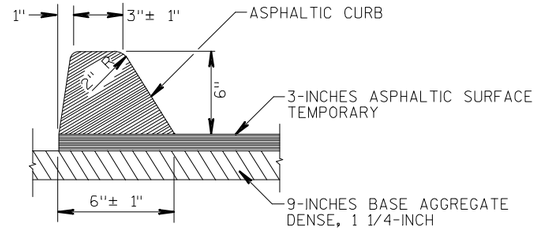
DETAIL FOR TRANSITION (END PROJECT)

STA. 29+62.22 A TO STA. 29+87.22 A
STA. 30+46.48 B TO STA. 30+71.48 B

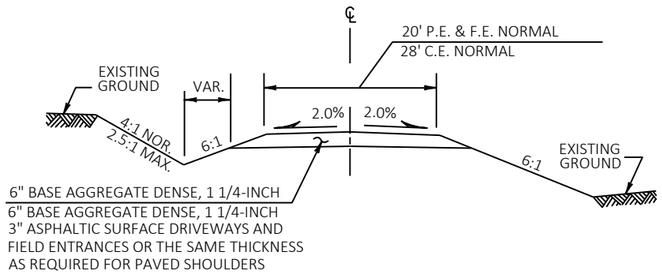


DETAIL FOR TRANSITION (BEGIN PROJECT)

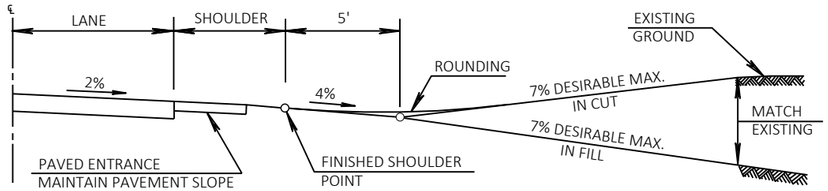
STA. 10+00.00 A TO STA. 10+25.00 A
STA. 10+00.00 B TO STA. 10+25.00 B



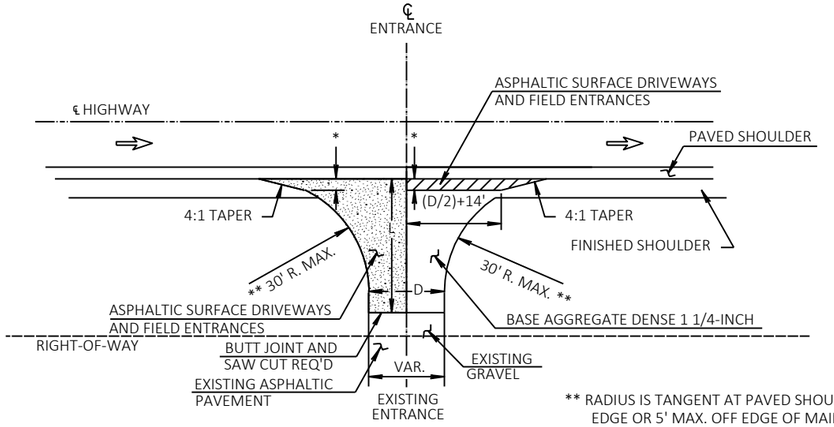
ASPHALTIC CURB DETAIL



TYPICAL CROSS SECTION



PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE DETERMINED
IN THE FIELD BY THE ENGINEER.
BLEND BACK ON THE ENTRANCE FAR
ENOUGH TO GET A SMOOTH PROFILE.

D=DRIVEWAY WIDTH
D=20'TYP.(PE's & FE's) (16'MIN.-24'MAX.)
D=28'TYP.(CE's & FARM ENT.) (24'MIN.-35'MAX.)

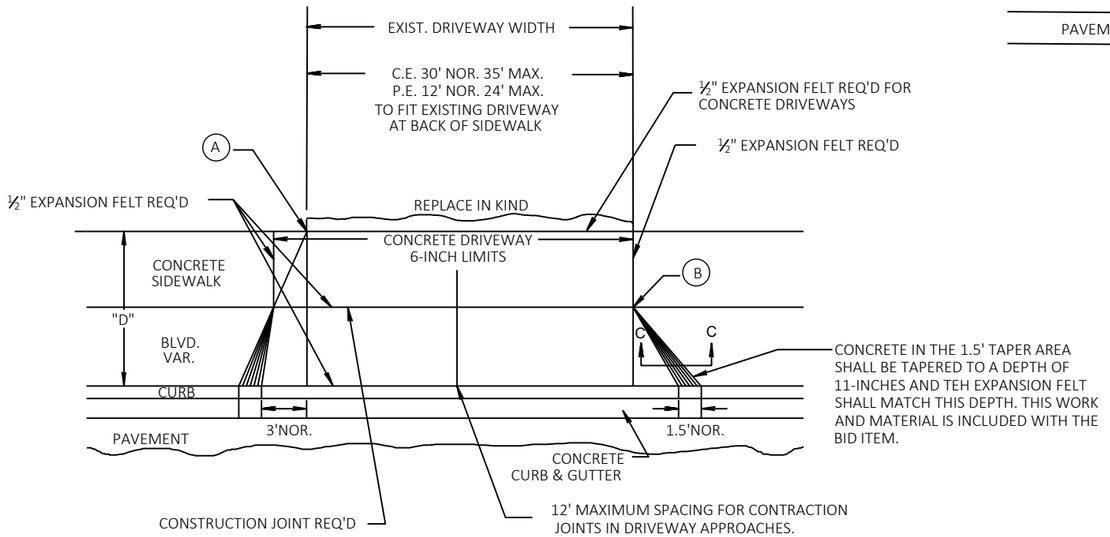
** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL
(PE's, FE's & CE'S)
(FOR NEW CONSTRUCTION)

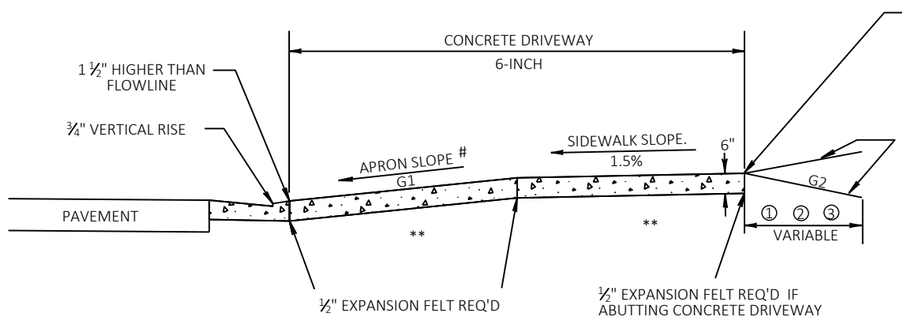
DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



PLAN VIEW

(A) WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

(B) WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



TYPICAL SIDEWALK SECTION

① — CONCRETE DRIVEWAY 6-INCH

② — 6" BASE AGG. DENSE 1 1/4-INCH

③ — 6" BASE AGG. DENSE 1 1/4-INCH BASE WITH 3" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

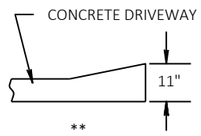
** = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY 6-INCH

\#

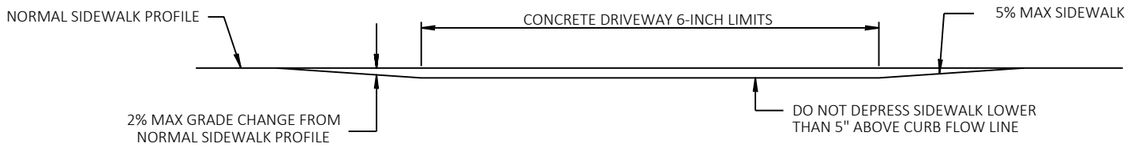
TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

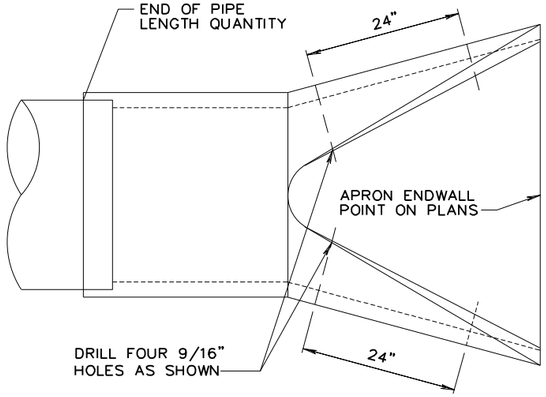
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE

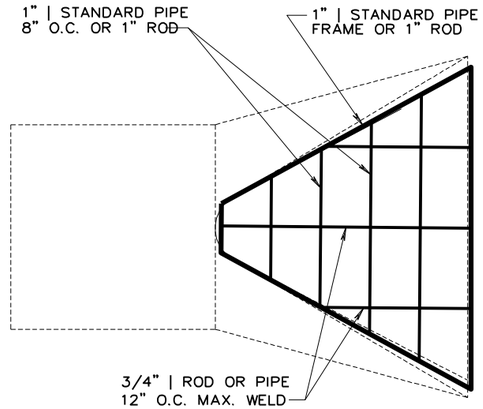


SECTION C-C

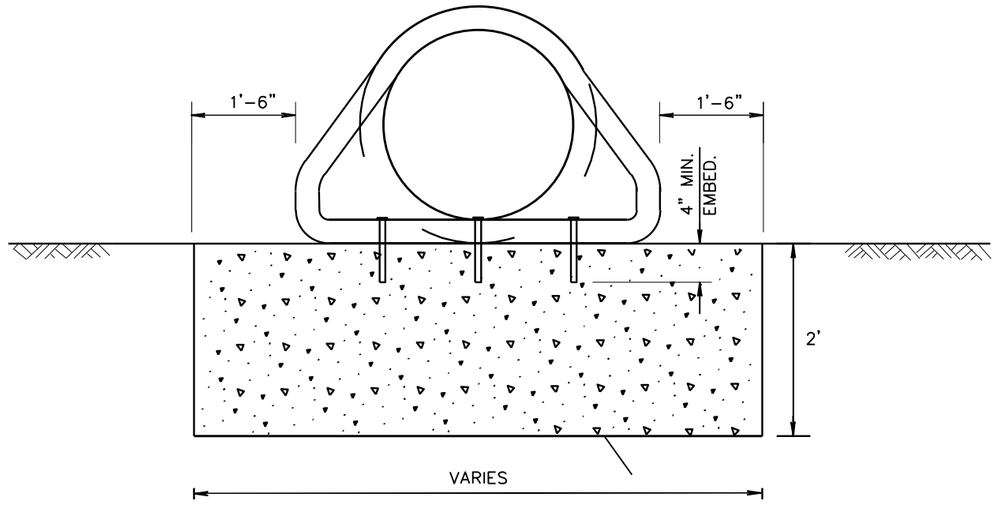


DEPRESSED SIDEWALK PROFILE DETAIL

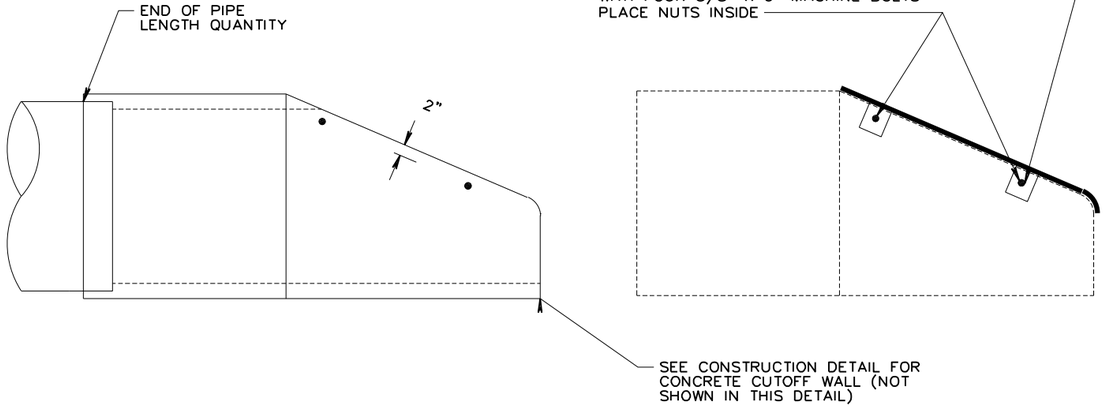


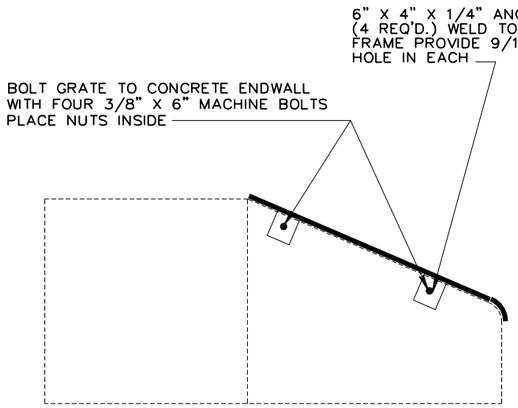


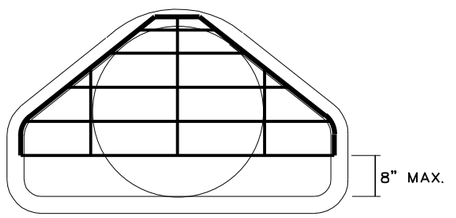
AT EACH PIPE



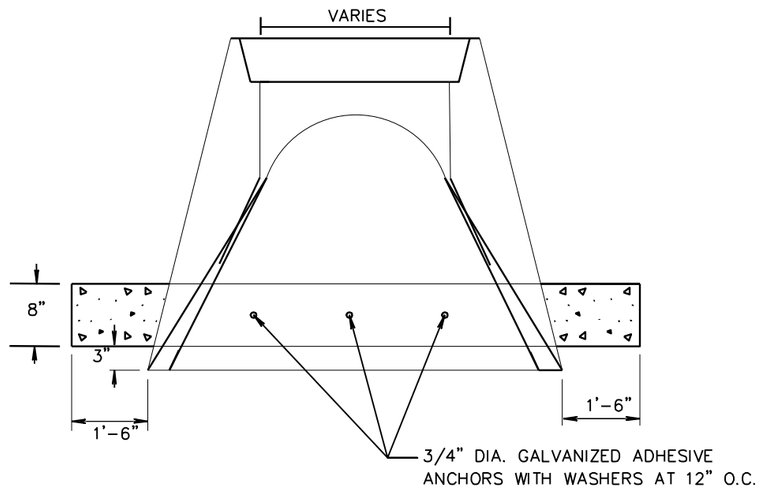
PROFILE VIEW







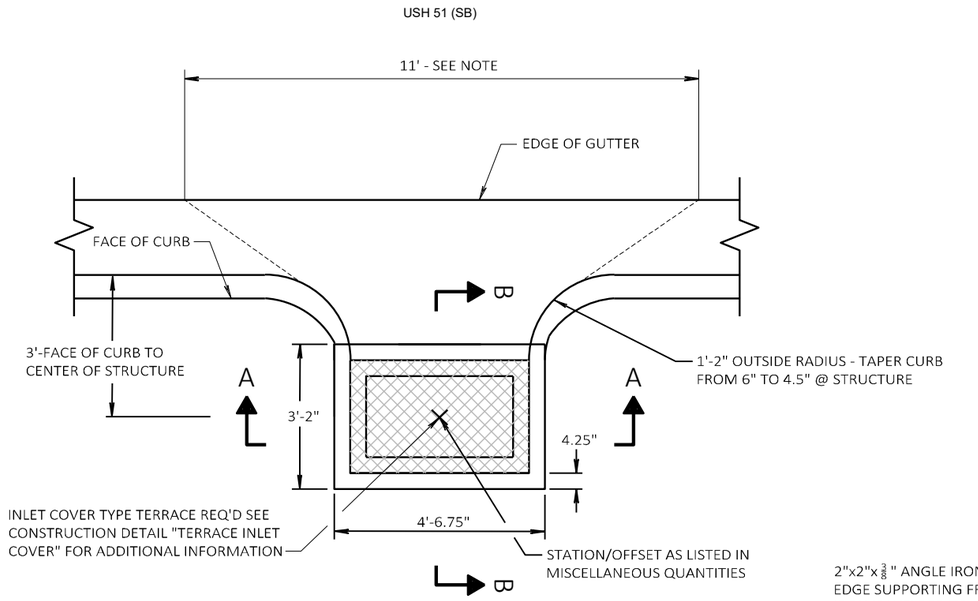
APRON ENDWALL AND PIPE GRATE DETAILS



PLAN VIEW

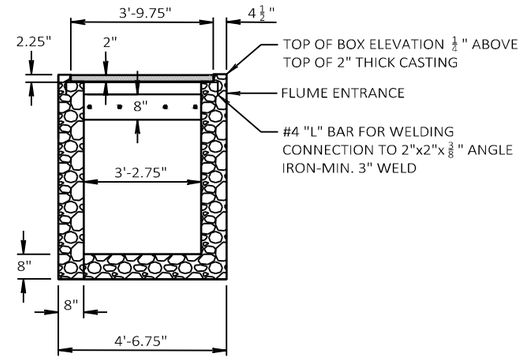
CONCRETE CUTOFF WALL

2

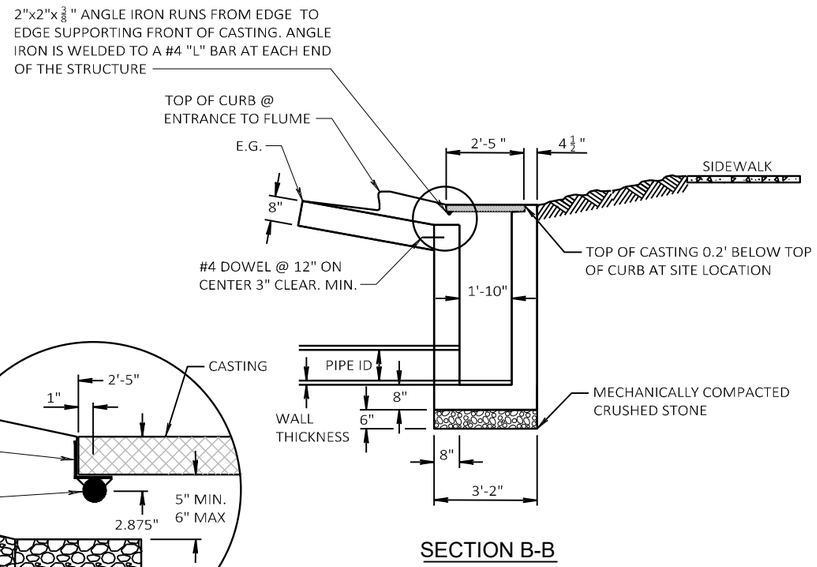


STRUCTURE

PLAN VIEW



SECTION A-A

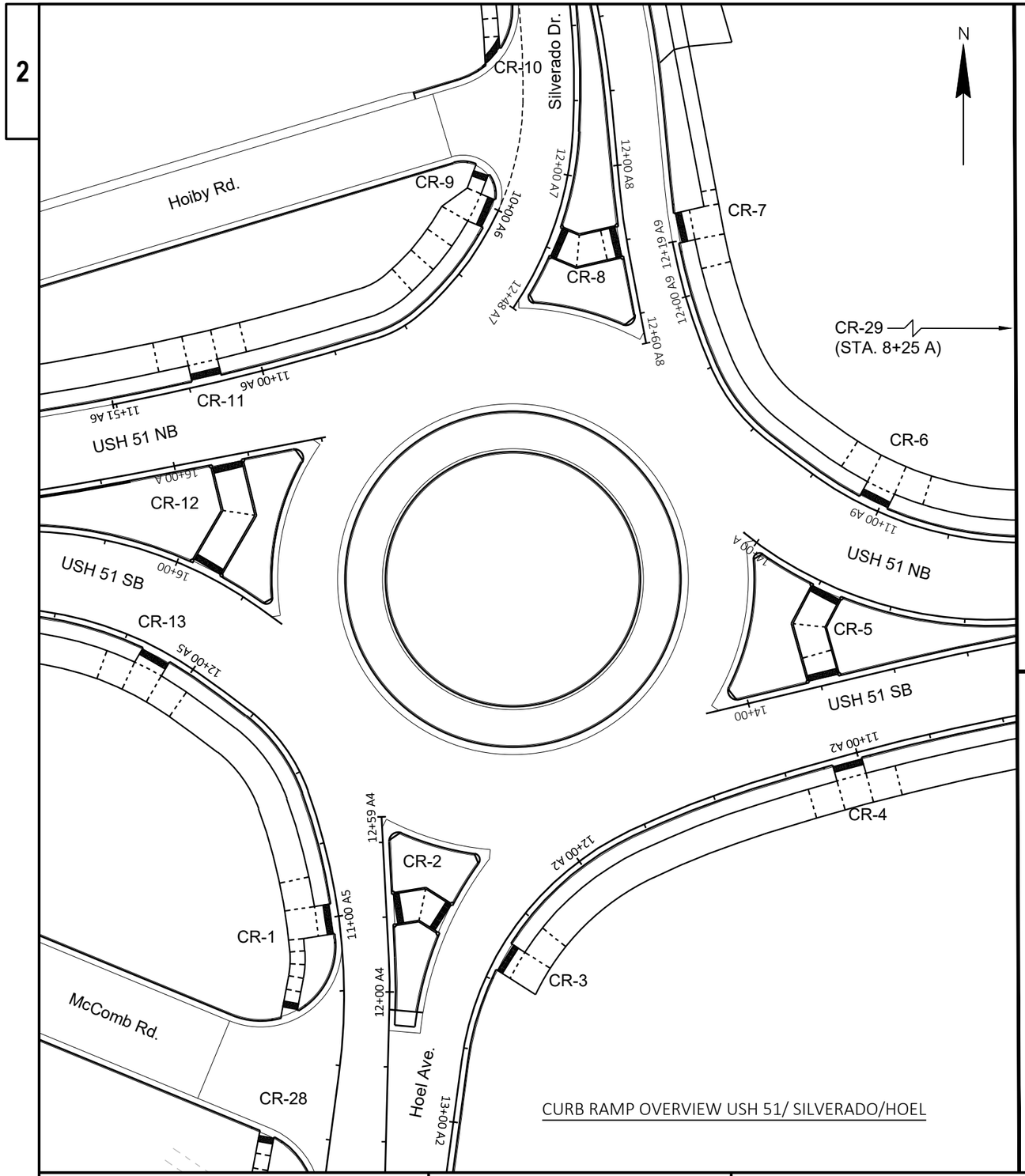


SECTION B-B

PLAN VIEW NOTES:

HAND POUR AND FORM THE LIMITS OF THE CURB ASSOCIATED WITH THE STRUCTURE UNLESS SPECIFICALLY APPROVED BY THE ENGINEER.

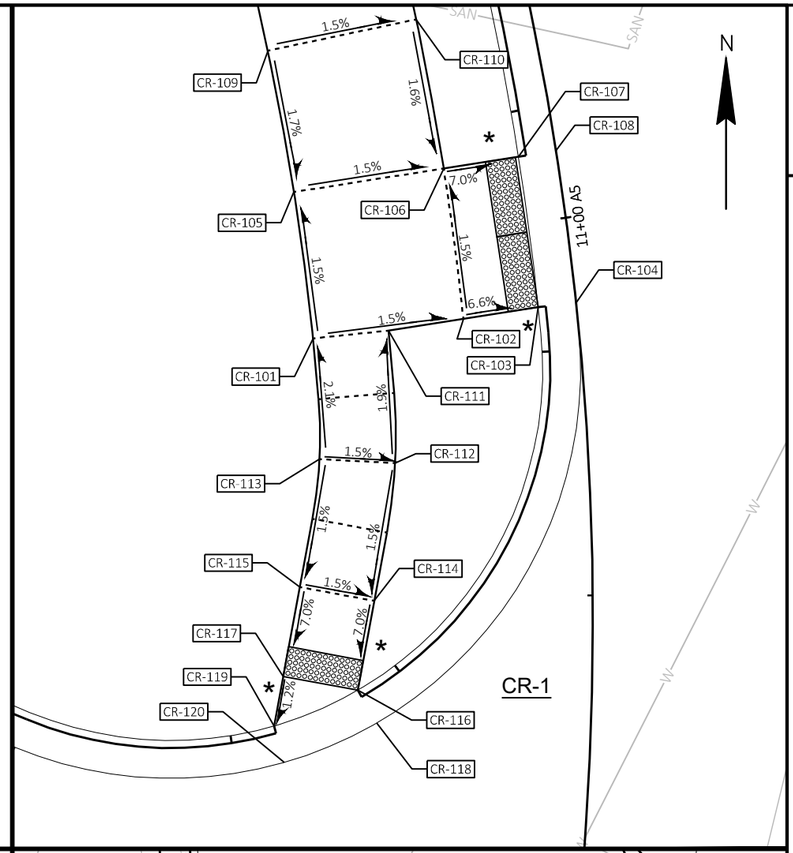
A STRAIGHT LINE GRADE SHALL BE MAINTAINED FROM THE PAVEMENT EDGE OF GUTTER TO THE OUTSIDE EDGE OF THE INLET. AS SHOWN GRAPHICALLY IN SECTION B-B. THE STRAIGHT LINE GRADE SHALL EXTEND 5.5' ON BOTH SIDES OF THE INLET. SEE THE DASHED LINES ON PLAN VIEW FOR REFERENCE.



CR-1 POINTS

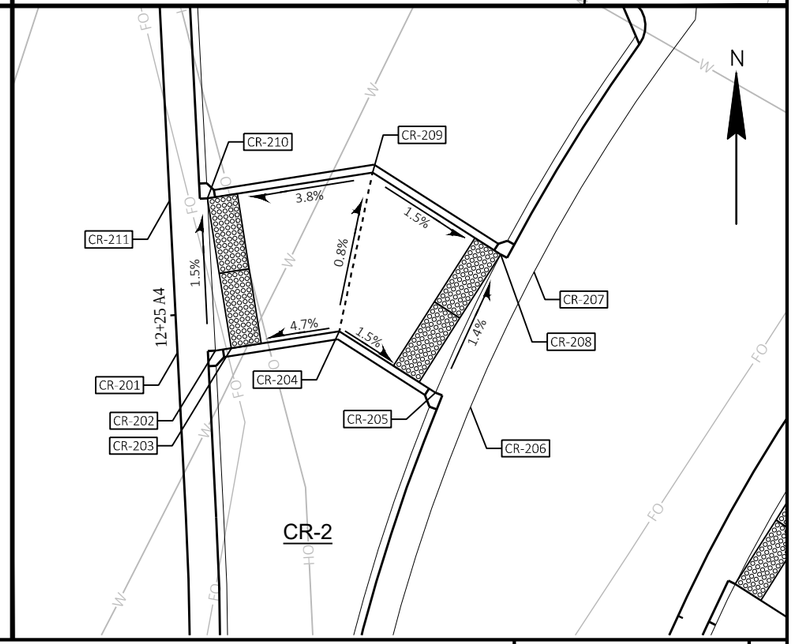
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-101	10+93.79 A5	17.5' LT	906.90
CR-102	10+94.06 A5	7.5' LT	906.75
CR-103	10+94.33 A5	2.5' LT	906.42
CR-104	10+94.33 A5	0.0'	906.49
CR-105	11+04.46 A5	17.5' LT	906.75
CR-106	11+04.46 A5	7.5' LT	906.60
CR-107	11+04.46 A5	2.5' LT	906.25
CR-108	11+04.46 A5	0.0'	906.32
CR-109	11+14.85 A5	17.5' LT	906.91
CR-110	11+14.85 A5	7.5' LT	906.76
CR-111	10+93.79 A5	12.5' LT	906.83
CR-112	10+84.45 A5	12.7' LT	907.00
CR-113	10+85.04 A5	17.7' LT	907.07
CR-114	10+74.75 A5	14.4' LT	906.86
CR-115	10+75.80 A5	19.3' LT	906.94
CR-116	10+68.36 A5	15.5' LT	906.44
CR-117	10+69.25 A5	20.4' LT	906.52
CR-118	10+66.07 A5	14.1' LT	906.51
CR-119	10+65.59 A5	20.9' LT	906.48
CR-120	10+62.95 A5	20.1' LT	906.55

* GRASS FLARE

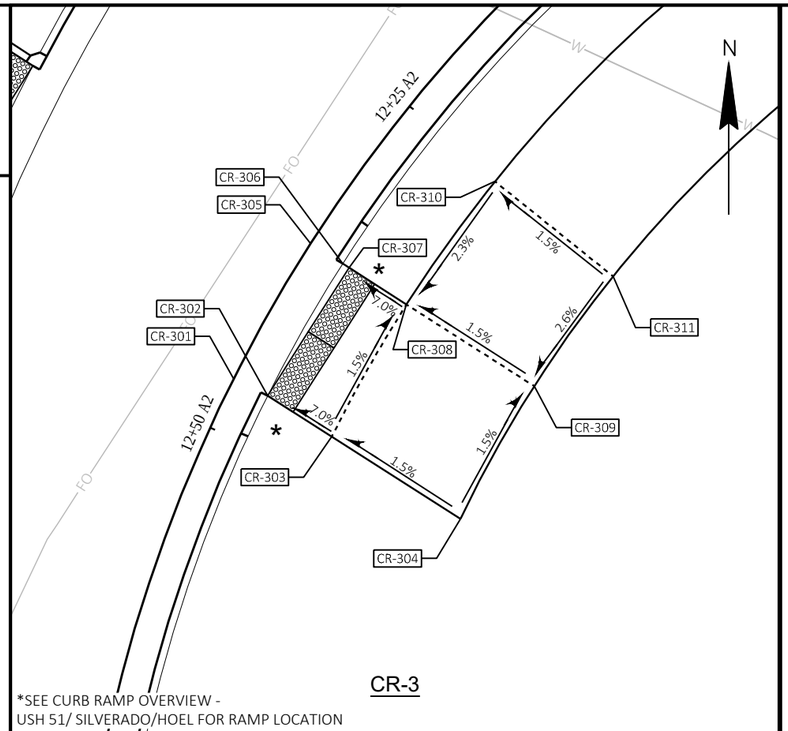


CR-2 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-201	12+22.51 A4	0.0'	906.77
CR-202	12+22.51 A4	2.5' RT	906.70
CR-203	12+22.62 A4	3.6' RT	906.72
CR-204	12+23.38 A4	10.7' RT	907.06
CR-205	12+19.01 A4	16.9' RT	906.95
CR-206	12+17.93 A4	19.1' RT	907.02
CR-207	12+26.63 A4	23.8' RT	906.89
CR-208	12+27.90 A4	21.6' RT	906.81
CR-209	12+33.72 A4	13.5' RT	906.97
CR-210	12+32.57 A4	2.5' RT	906.55
CR-211	12+32.57 A4	0.0'	906.62



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 22	E



CR-3

*SEE CURB RAMP OVERVIEW -
USH 51/ SILVERADO/HOEL FOR RAMP LOCATION

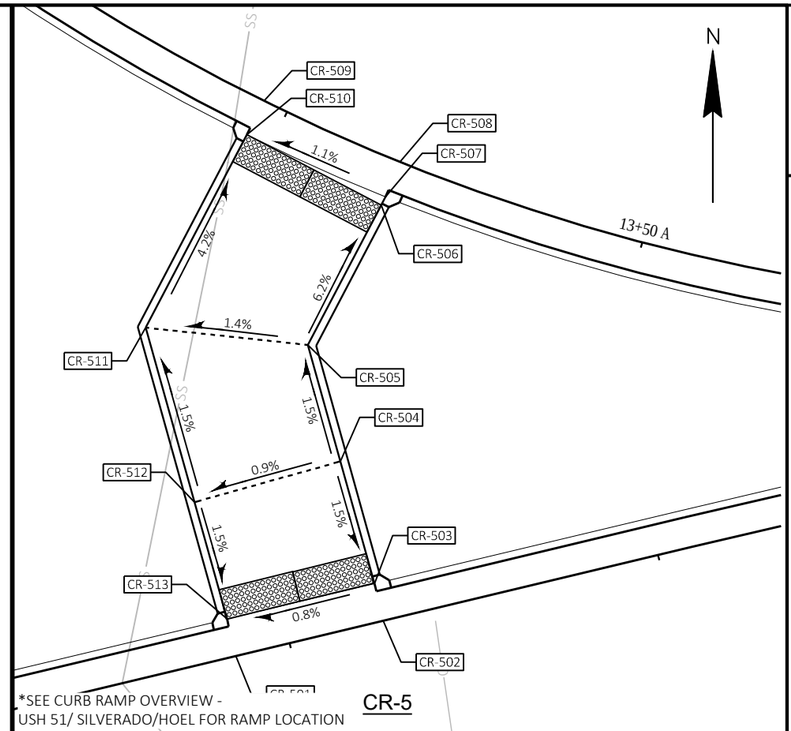
CR-3 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-301	12+46.42 A2	0.0'	906.77
CR-302	12+46.42 A2	2.5' LT	906.70
CR-303	12+46.98 A2	7.5' LT	907.05
CR-304	12+48.30 A2	17.5' LT	907.20
CR-305	12+36.15 A2	0.0'	906.65
CR-306	12+36.15 A2	2.5' LT	906.58
CR-307	12+36.15 A2	3.0' LT	906.59
CR-308	12+36.15 A2	7.5' LT	906.90
CR-309	12+36.15 A2	17.5' LT	907.05
CR-310	12+25.34 A2	7.5' LT	907.13
CR-311	12+25.34 A2	17.5' LT	907.28

* GRASS FLARE

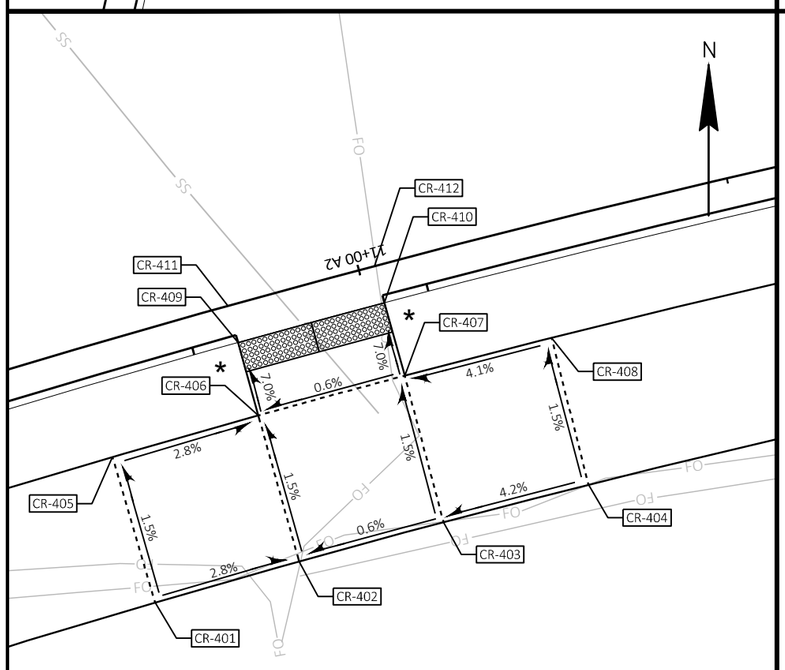
CR-5 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-501	13+65.13 A	34.3' LT	907.38
CR-502	13+58.38 A	28.8' LT	907.46
CR-503	13+59.47 A	26.7' LT	907.39
CR-504	13+63.58 A	19.8' LT	907.52
CR-505	13+67.85 A	13.5' LT	907.40
CR-506	13+66.93 A	3.1' LT	906.76
CR-507	13+66.87 A	2.5' LT	906.75
CR-508	13+66.87 A	0.0'	906.82
CR-509	13+76.70 A	0.0'	906.72
CR-510	13+76.70 A	2.5' LT	906.65
CR-511	13+77.01 A	16.9' LT	907.25
CR-512	13+70.33 A	25.9' LT	907.43
CR-513	13+66.28 A	32.2' LT	907.31



CR-5

*SEE CURB RAMP OVERVIEW -
USH 51/ SILVERADO/HOEL FOR RAMP LOCATION



CR-4

*SEE CURB RAMP OVERVIEW -
USH 51/ SILVERADO/HOEL FOR RAMP LOCATION

CR-4 POINTS

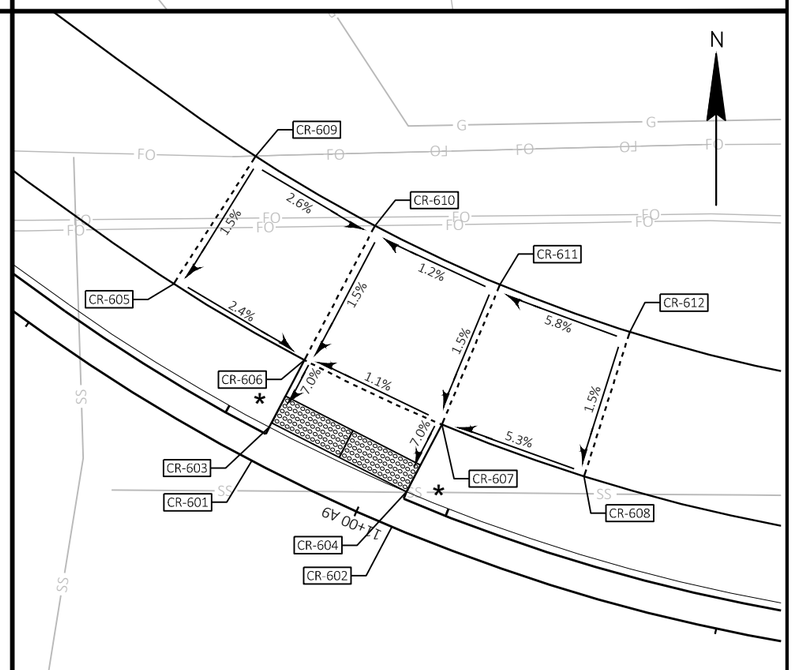
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-401	11+19.05 A2	17.5' LT	907.79
CR-402	11+08.96 A2	17.5' LT	907.51
CR-403	10+98.86 A2	17.5' LT	907.57
CR-404	10+88.77 A2	17.5' LT	907.98
CR-405	11+19.05 A2	7.5' LT	907.64
CR-406	11+08.96 A2	7.5' LT	907.36
CR-407	10+98.86 A2	7.5' LT	907.42
CR-408	10+88.77 A2	7.5' LT	907.83
CR-409	11+08.96 A2	2.5' LT	907.01
CR-410	10+98.93 A2	2.5' LT	907.07
CR-411	11+08.96 A2	0.0'	907.08
CR-412	10+98.93 A2	0.0'	907.14

* GRASS FLARE

CR-6 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-601	11+07.68 A9	0.0'	906.18
CR-602	10+97.46 A9	0.0'	906.29
CR-603	11+07.68 A9	2.5' RT	906.11
CR-604	10+97.46 A9	2.5' RT	906.22
CR-605	11+18.35 A9	7.5' RT	906.70
CR-606	11+07.68 A9	7.5' RT	906.46
CR-607	10+97.00 A9	7.5' RT	906.57
CR-608	10+86.33 A9	7.5' RT	907.10
CR-609	11+18.35 A9	17.5' RT	906.85
CR-610	11+07.68 A9	17.5' RT	906.61
CR-611	10+97.00 A9	17.5' RT	906.72
CR-612	10+86.33 A9	17.5' RT	907.25

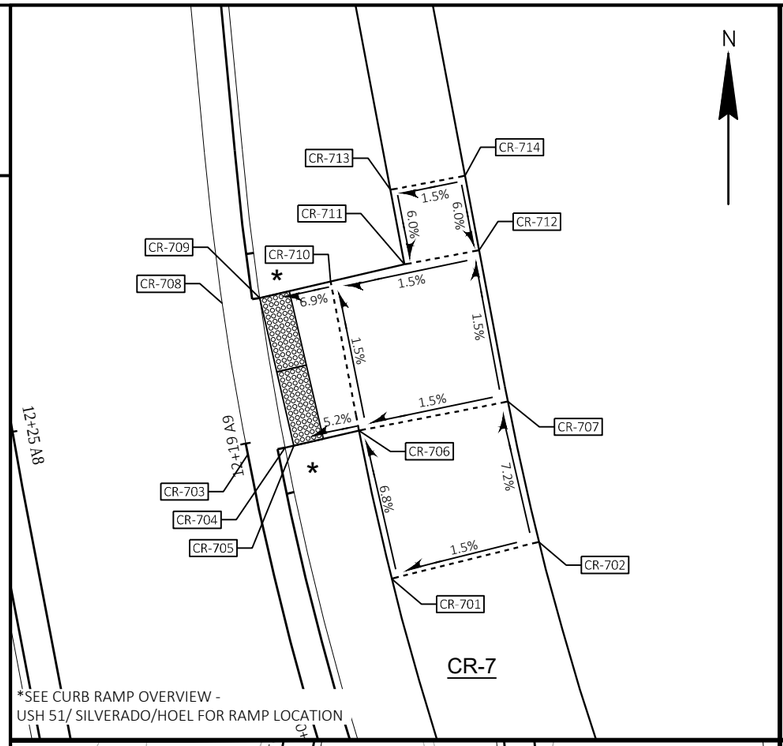
* GRASS FLARE



CR-6

*SEE CURB RAMP OVERVIEW -
USH 51/ SILVERADO/HOEL FOR RAMP LOCATION

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 23	E



CR-7 POINTS

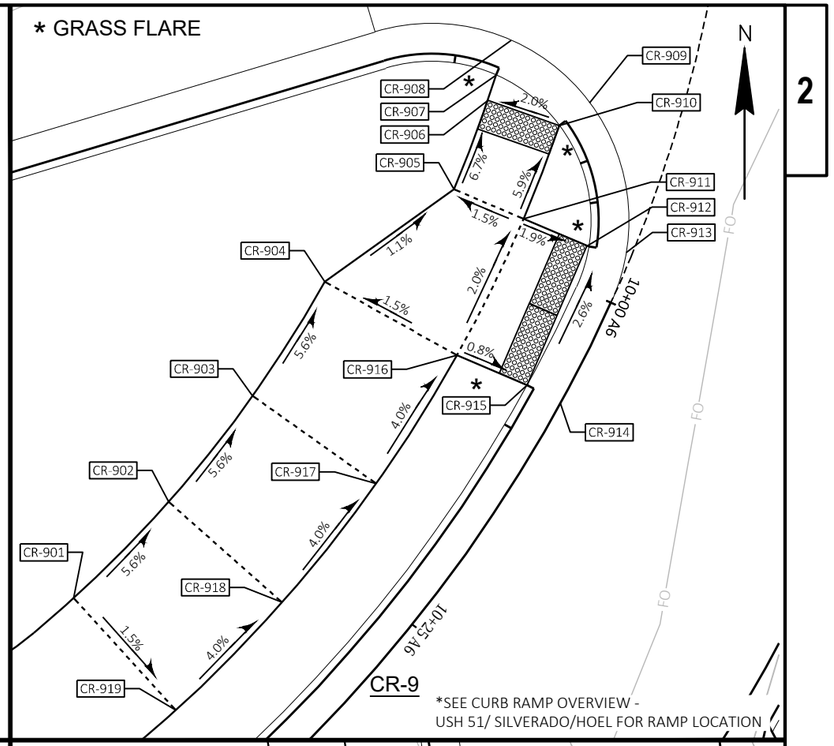
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-701	12+39.22 A8	22.8' LT	905.47
CR-702	12+38.67 A8	32.8' LT	905.62
CR-703	12+29.42 A8	15.0' LT	904.62
CR-704	12+29.41 A8	17.5' LT	904.55
CR-705	12+29.39 A8	18.1' LT	904.56
CR-706	12+29.22 A8	22.5' LT	904.79
CR-707	12+29.19 A8	32.5' LT	904.94
CR-708	12+18.57 A8	15.0' LT	904.38
CR-709	12+18.57 A8	17.5' LT	904.31
CR-710	12+18.12 A8	22.3' LT	904.64
CR-711	12+17.62 A8	27.3' LT	904.72
CR-712	12+17.33 A8	32.3' LT	904.79
CR-713	12+11.91 A8	27.0' LT	905.02
CR-714	12+11.46 A8	32.0' LT	905.09

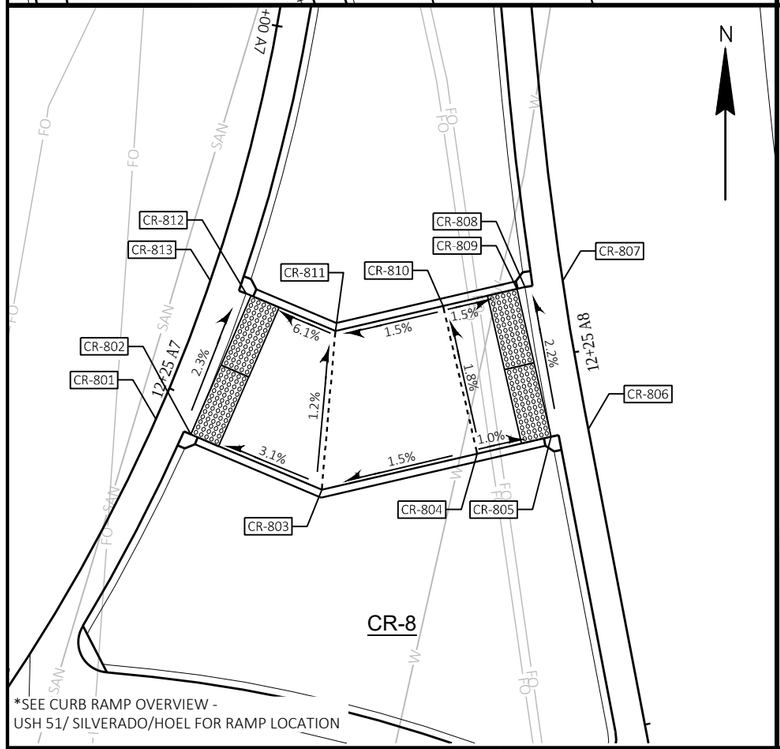
* GRASS FLARE

CR-9 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-905	12+14.19 A7	31.6' RT	903.80
CR-906	12+05.63 A7	31.0' RT	903.38
CR-907	12+03.22 A7	30.8' RT	903.35
CR-908	11+99.90 A7	30.2' RT	903.38
CR-909	12+03.87 A7	24.4' RT	903.57
CR-910	12+06.31 A7	26.0' RT	903.48
CR-911	12+14.82 A7	26.6' RT	903.87
CR-912	12+15.36 A7	22.1' RT	903.78
CR-913	12+14.88 A7	19.5' RT	903.85

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-901	10+40.41 A6	17.5' RT	905.42
CR-902	10+29.60 A6	17.5' RT	904.92
CR-903	10+18.79 A6	17.5' RT	904.42
CR-904	10+07.98 A6	17.5' RT	903.92
CR-914	10+07.42 A6	0.0'	904.14
CR-915	10+07.42 A6	2.5' RT	904.03
CR-916	10+07.98 A6	7.5' RT	904.07
CR-917	10+18.79 A6	7.5' RT	904.47
CR-918	10+29.60 A6	7.5' RT	904.87
CR-919	10+40.41 A6	7.5' RT	905.27





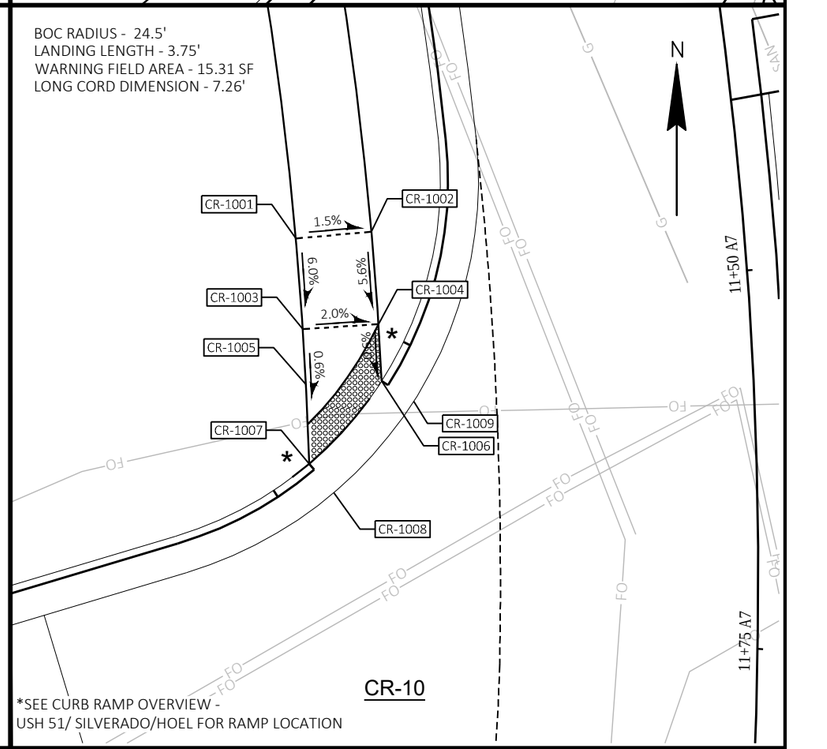
CR-8 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-801	12+27.21 A7	0.0'	904.53
CR-802	12+27.21 A7	2.5' LT	904.46
CR-803	12+27.07 A7	11.9' LT	904.75
CR-804	12+21.71 A7	20.4' LT	904.91
CR-805	12+19.40 A7	24.6' LT	904.86
CR-806	12+18.36 A7	26.8' LT	904.93
CR-807	12+11.11 A7	22.2' LT	904.71
CR-808	12+11.99 A7	19.9' LT	904.64
CR-809	12+12.22 A7	19.4' LT	904.65
CR-810	12+14.39 A7	15.1' LT	904.73
CR-811	12+17.83 A7	8.9' LT	904.62
CR-812	12+17.42 A7	2.5' LT	904.23
CR-813	12+17.42 A7	0.0'	904.30

CR-10 POINTS

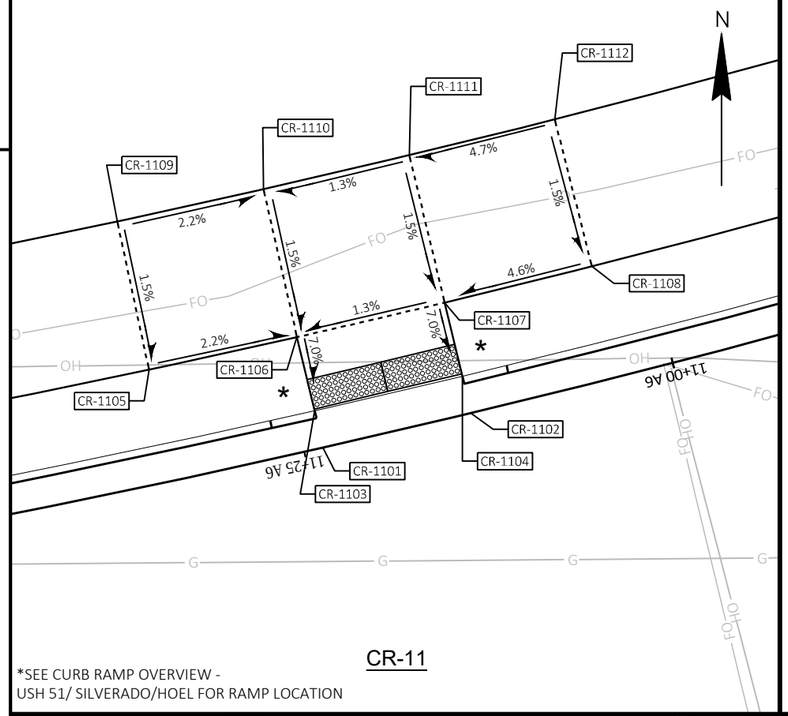
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1001	11+45.26 A7	29.5' RT	902.81
CR-1002	11+45.26 A7	24.5' RT	902.74
CR-1003	11+51.96 A7	29.5' RT	902.45
CR-1004	11+51.96 A7	24.5' RT	902.35
CR-1005	11+56.06 A7	29.5' RT	902.43
CR-1006	11+56.06 A7	24.5' RT	902.33
CR-1007	11+61.88 A7	29.5' RT	902.40
CR-1008	11+64.05 A7	27.9' RT	902.51
CR-1009	11+57.64 A7	22.5' RT	902.36

* GRASS FLARE



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 24	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\021101_CD.DWG PLOT DATE : 10/30/2020 11:52 AM PLOT BY : LYNCH, CHRIS PLOT NAME :
WISDOT/CADDS SHEET 42



CR-11

*SEE CURB RAMP OVERVIEW -
USH 51/ SILVERADO/HOEL FOR RAMP LOCATION

CR-11 POINTS

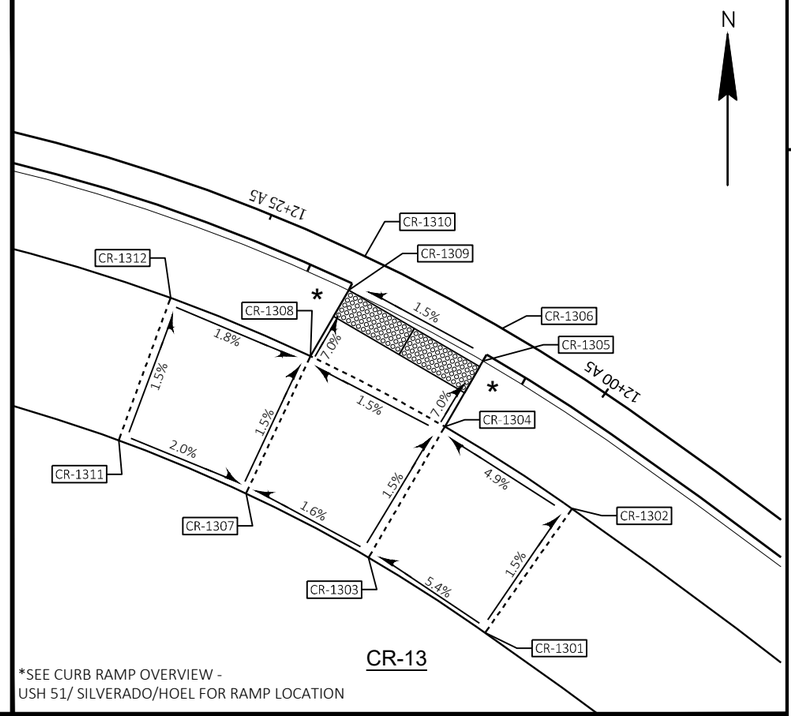
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1101	11+23.73 A6	0.0' LT	904.05
CR-1102	11+13.69 A6	0.0' LT	904.18
CR-1103	11+23.73 A6	2.5' RT	903.98
CR-1104	11+13.69 A6	2.5' RT	904.11
CR-1105	11+33.88 A6	7.5' RT	904.55
CR-1106	11+23.79 A6	7.5' RT	904.33
CR-1107	11+13.69 A6	7.5' RT	904.46
CR-1108	11+03.60 A6	7.5' RT	904.92
CR-1109	11+33.88 A6	17.5' RT	904.70
CR-1110	11+23.78 A6	17.5' RT	904.48
CR-1111	11+13.69 A6	17.5' RT	904.61
CR-1112	11+03.60 A6	17.5' RT	905.07

* GRASS FLARE

CR-13 POINTS

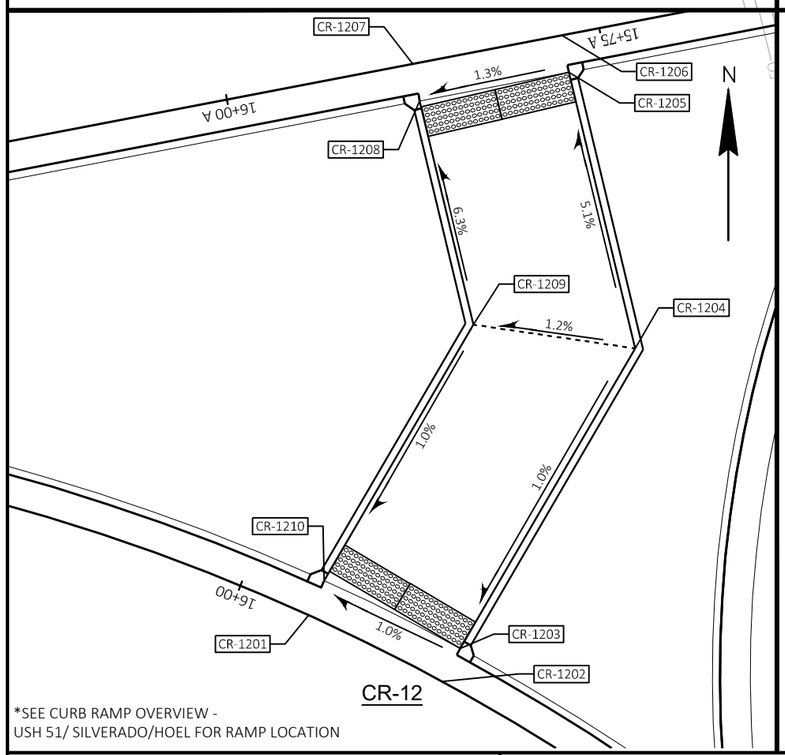
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1301	11+97.41 A5	17.5' LT	905.99
CR-1302	11+97.41 A5	7.5' LT	905.84
CR-1303	12+08.04 A5	17.5' LT	905.50
CR-1304	12+08.04 A5	7.5' LT	905.35
CR-1305	12+08.04 A5	2.5' LT	905.00
CR-1306	12+08.04 A5	0.0'	905.07
CR-1307	12+18.72 A5	17.5' LT	905.35
CR-1308	12+18.72 A5	7.5' LT	905.20
CR-1309	12+18.26 A5	2.5' LT	904.85
CR-1310	12+18.26 A5	0.0'	904.92
CR-1311	12+29.39 A5	17.5' LT	905.53
CR-1312	12+29.39 A5	7.5' LT	905.38

* GRASS FLARE



CR-13

*SEE CURB RAMP OVERVIEW -
USH 51/ SILVERADO/HOEL FOR RAMP LOCATION

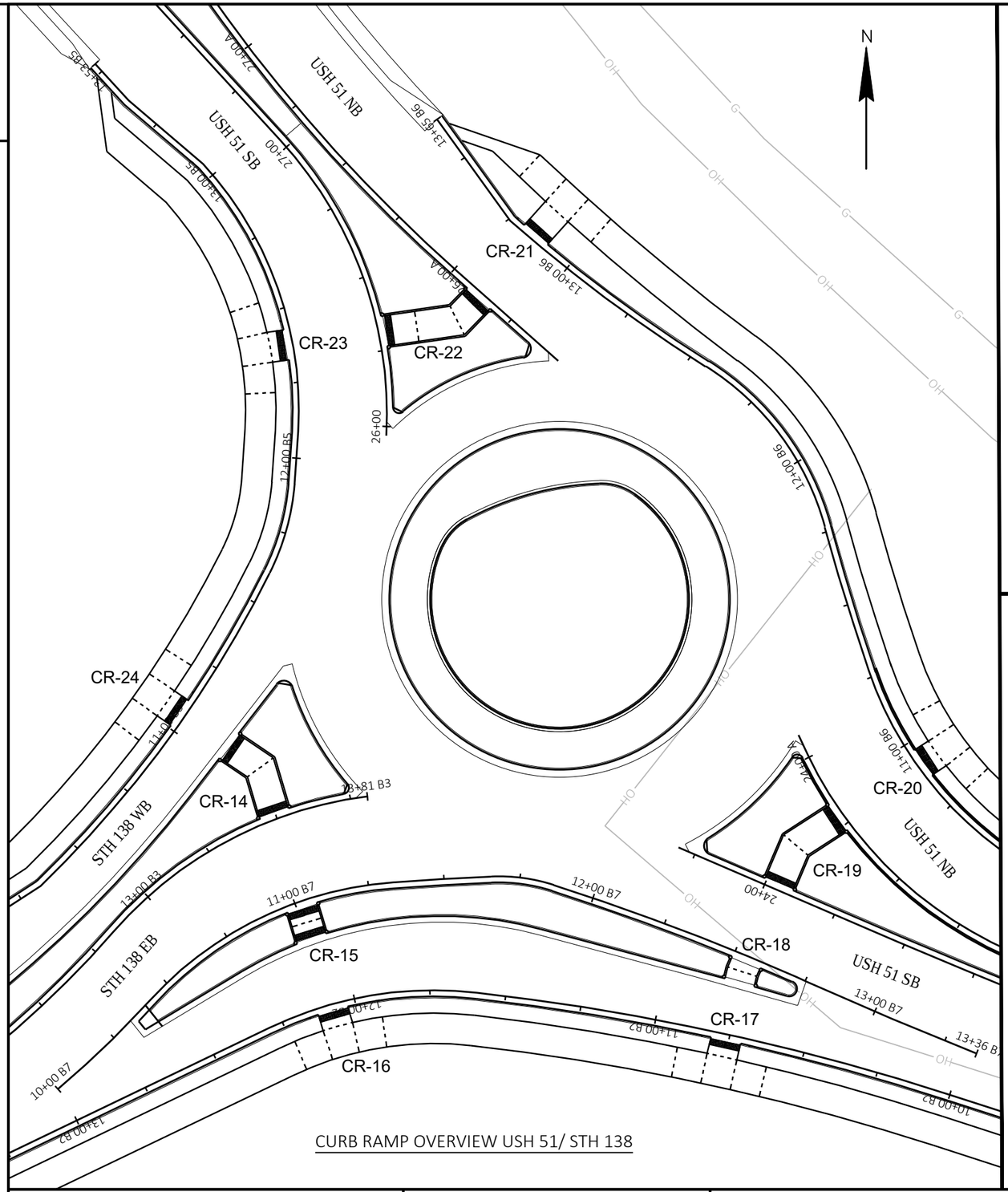


CR-12

*SEE CURB RAMP OVERVIEW -
USH 51/ SILVERADO/HOEL FOR RAMP LOCATION

CR-12 POINTS

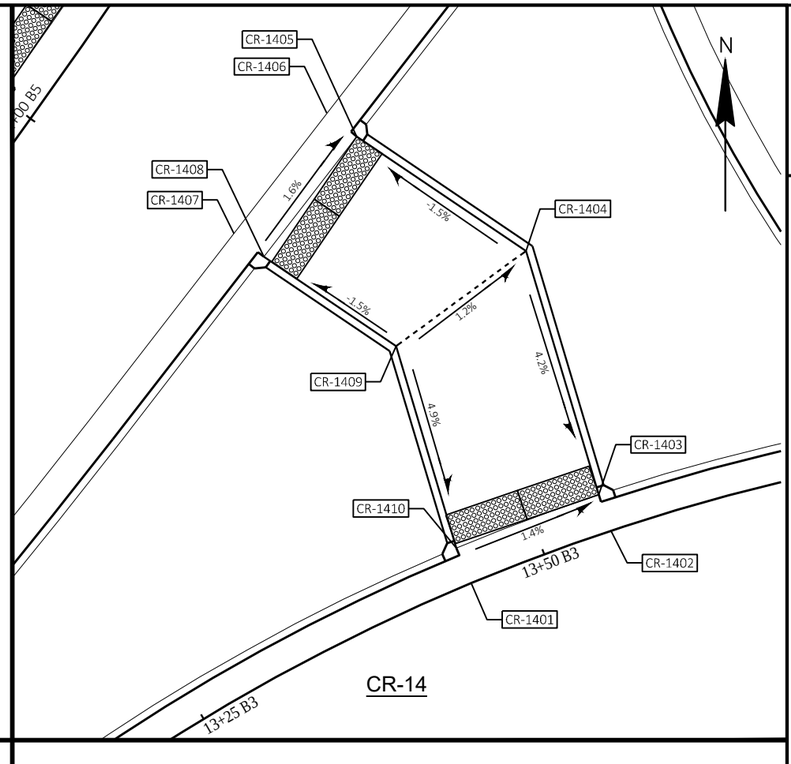
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1201	16+01.12 A	34.4' LT	905.31
CR-1202	15+93.30 A	40.4' LT	905.41
CR-1203	15+91.71 A	38.5' LT	905.34
CR-1204	15+76.66 A	21.2' LT	905.57
CR-1205	15+77.52 A	2.5' LT	904.62
CR-1206	15+77.52 A	0.0'	904.69
CR-1207	15+87.53 A	0.0'	904.56
CR-1208	15+87.53 A	2.5' LT	904.49
CR-1209	15+86.83 A	17.7' LT	905.44
CR-1210	15+99.68 A	32.4' LT	905.24



CURB RAMP OVERVIEW USH 51/ STH 138

CR-14 POINTS

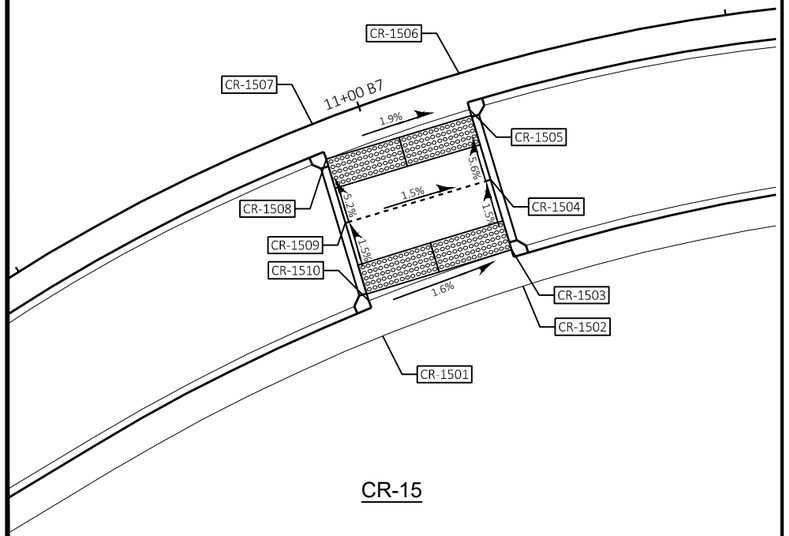
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1401	13+44.80 B3	0.0'	907.16
CR-1402	13+54.65 B3	0.0'	907.02
CR-1403	13+54.65 B3	2.5' LT	906.95
CR-1404	13+55.10 B3	19.3' LT	907.65
CR-1405	13+48.38 B3	30.1' LT	907.45
CR-1406	13+47.34 B3	32.3' LT	907.52
CR-1407	13+40.19 B3	27.4' LT	907.68
CR-1408	13+41.16 B3	25.2' LT	907.61
CR-1409	13+46.10 B3	16.3' LT	907.77
CR-1410	13+44.80 B3	2.5' LT	907.09



CR-14

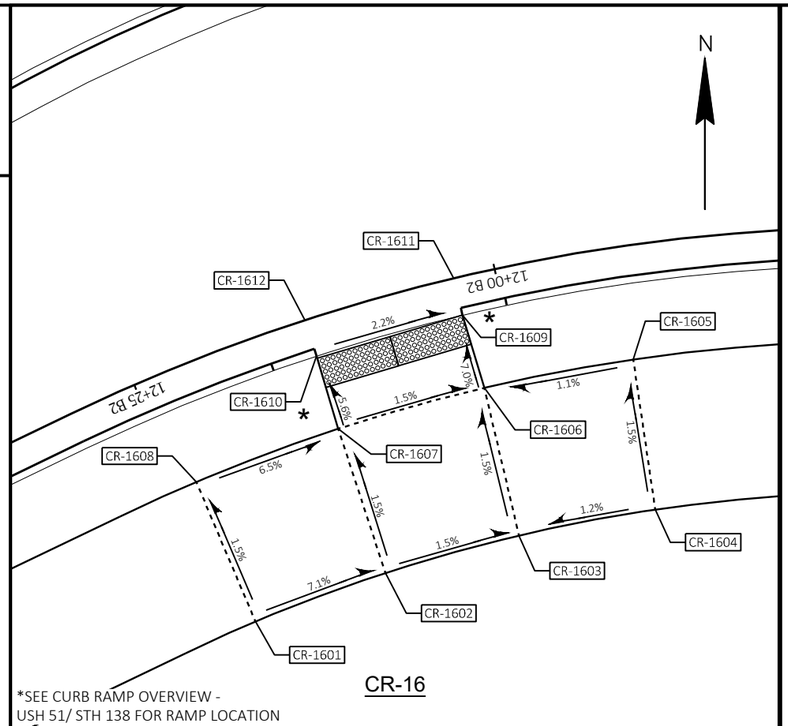
CR-15 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1501	10+95.80 B7	14.7' RT	906.95
CR-1502	11+06.99 B7	14.7' RT	906.79
CR-1503	11+06.95 B7	12.2' RT	906.72
CR-1504	11+06.95 B7	7.3' RT	906.65
CR-1505	11+06.96 B7	2.5' RT	906.38
CR-1506	11+06.96 B7	0.0' LT	906.45
CR-1507	10+96.73 B7	0.0' LT	906.64
CR-1508	10+96.73 B7	2.5' RT	906.57
CR-1509	10+96.33 B7	6.9' RT	906.80
CR-1510	10+95.81 B7	12.2' RT	906.88



CR-15

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 26	E



CR-16

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION

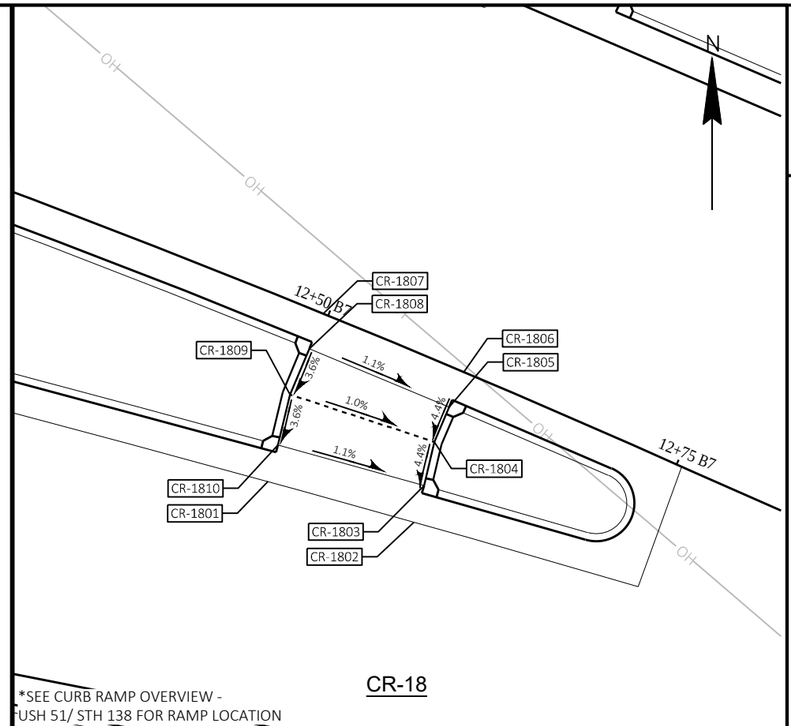
CR-16 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1601	12+23.73 B2	17.5' LT	907.58
CR-1602	12+13.09 B2	17.5' LT	906.93
CR-1603	12+02.45 B2	17.5' LT	906.78
CR-1604	11+91.81 B2	17.5' LT	906.89
CR-1605	11+91.81 B2	7.5' LT	906.74
CR-1606	12+02.45 B2	7.5' LT	906.63
CR-1607	12+13.09 B2	7.5' LT	906.78
CR-1608	12+23.73 B2	7.5' LT	907.43
CR-1609	12+02.75 B2	2.5' LT	906.28
CR-1610	12+12.96 B2	2.5' LT	906.50
CR-1611	12+02.75 B2	0.0'	906.35
CR-1612	12+12.96 B2	0.0'	906.57

* GRASS FLARE

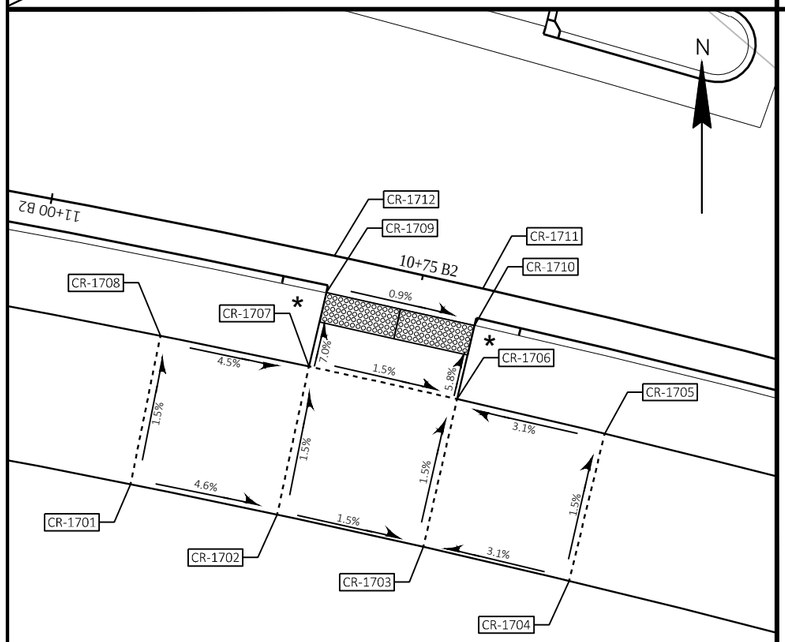
CR-18 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1801	12+50.46 B7	11.6' RT	904.78
CR-1802	12+60.51 B7	10.4' RT	904.67
CR-1803	12+60.20 B7	7.9' RT	904.60
CR-1804	12+59.70 B7	5.0' RT	904.73
CR-1805	12+59.70 B7	2.5' RT	904.84
CR-1806	12+59.70 B7	0.0' LT	904.91
CR-1807	12+49.67 B7	0.0' LT	905.02
CR-1808	12+49.67 B7	2.5' RT	904.95
CR-1809	12+49.63 B7	5.8' RT	904.83
CR-1810	12+50.16 B7	9.2' RT	904.71



CR-18

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION



CR-17

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION

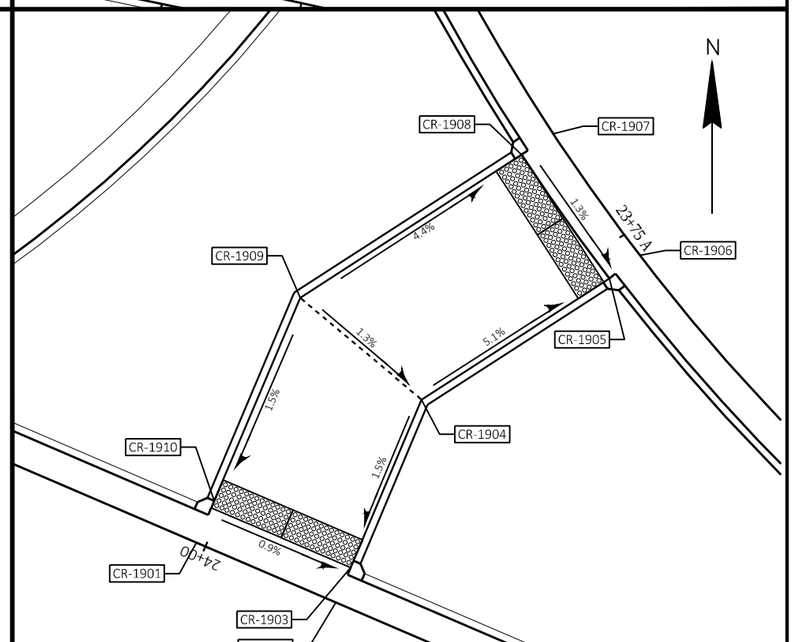
CR-17 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1701	10+91.19 B2	17.5' LT	905.34
CR-1702	10+81.09 B2	17.5' LT	904.89
CR-1703	10+71.00 B2	17.5' LT	904.74
CR-1704	10+60.90 B2	17.5' LT	905.05
CR-1705	10+60.90 B2	7.5' LT	904.90
CR-1706	10+71.00 B2	7.5' LT	904.59
CR-1707	10+81.09 B2	7.5' LT	904.74
CR-1708	10+91.19 B2	7.5' LT	905.19
CR-1709	10+80.98 B2	2.5' LT	904.39
CR-1710	10+70.94 B2	2.5' LT	904.30
CR-1711	10+70.94 B2	0.0'	904.37
CR-1712	10+80.98 B2	0.0'	904.46

* GRASS FLARE

CR-19 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-1901	23+75.49 A	34.8' LT	905.38
CR-1902	23+68.41 A	30.0' LT	905.29
CR-1903	23+69.36 A	27.7' LT	905.22
CR-1904	23+74.35 A	17.2' LT	905.40
CR-1905	23+73.29 A	2.5' LT	904.65
CR-1906	23+73.29 A	0.0' LT	904.72
CR-1907	23+83.12 A	0.0' LT	904.85
CR-1908	23+83.12 A	2.5' LT	904.78
CR-1909	23+83.25 A	19.9' LT	905.54
CR-1910	23+76.71 A	32.2' LT	905.31



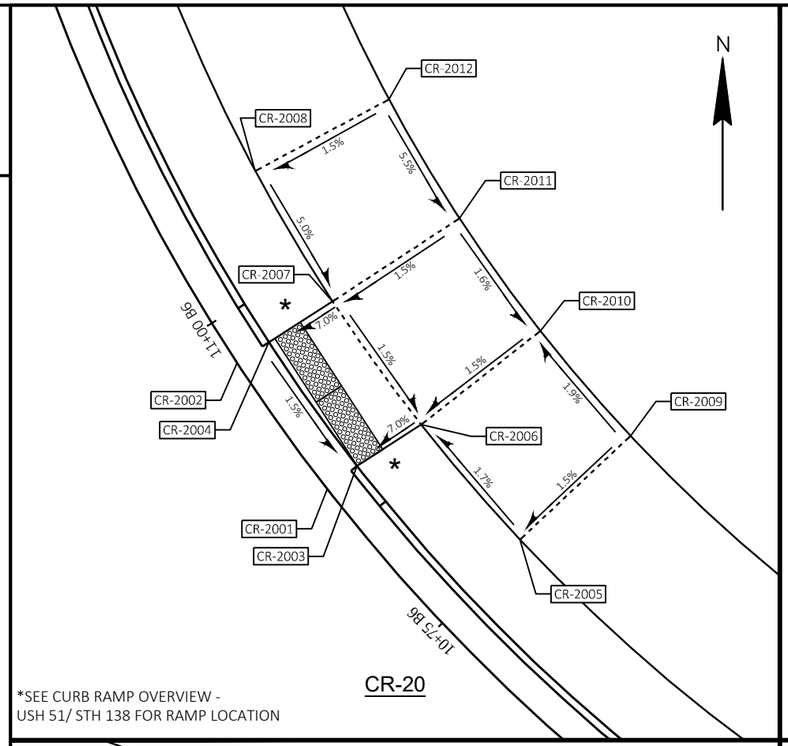
CR-19

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 27	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\021101_CD.DWG PLOT DATE : 10/30/2020 11:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME :

WISDOT/CADDS SHEET 42



CR-20

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION

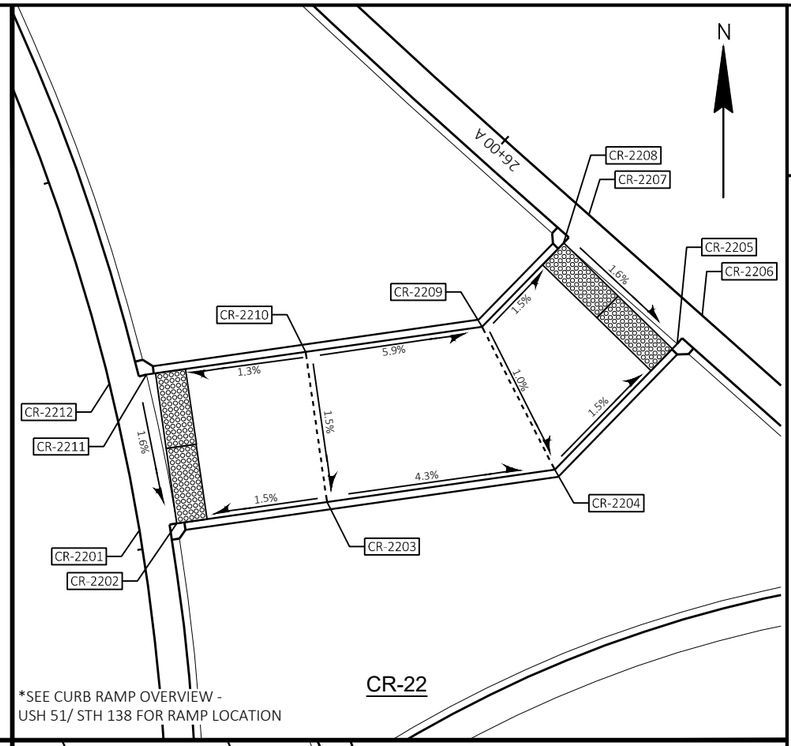
CR-20 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2001	10+86.65 B6	0.0'	904.14
CR-2002	10+96.88 B6	0.0'	904.29
CR-2003	10+86.65 B6	2.5' RT	904.07
CR-2004	10+96.88 B6	2.5' RT	904.22
CR-2005	10+75.52 B6	7.5' RT	904.59
CR-2006	10+86.18 B6	7.5' RT	904.42
CR-2007	10+96.85 B6	7.5' RT	904.57
CR-2008	11+07.50 B6	7.5' RT	905.07
CR-2009	10+75.52 B6	17.5' RT	904.74
CR-2010	10+86.18 B6	17.5' RT	904.57
CR-2011	10+96.85 B6	17.5' RT	904.72
CR-2012	11+07.50 B6	17.5' RT	905.22

* GRASS FLARE

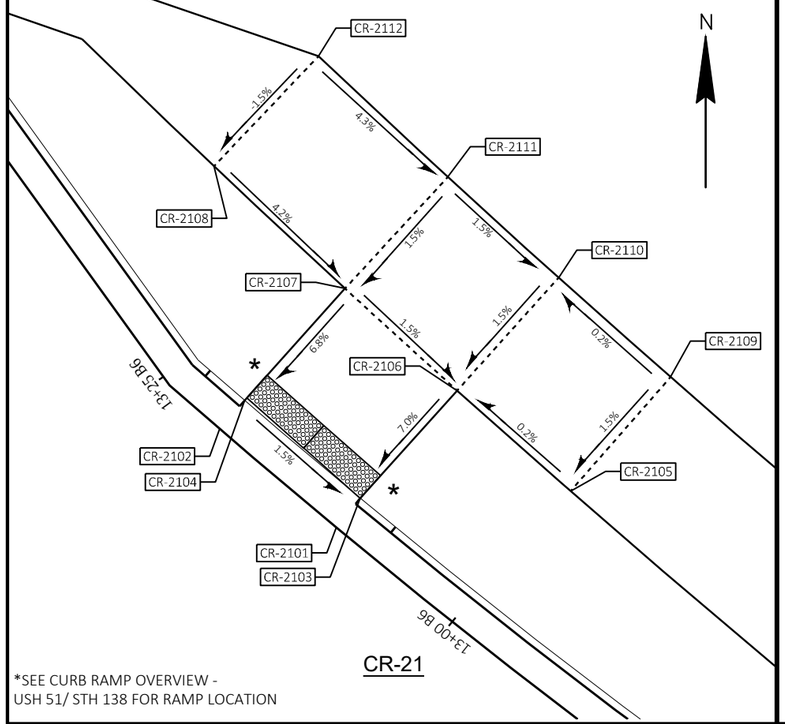
CR-22 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2201	26+00.87 A	35.2' LT	907.49
CR-2202	25+99.40 A	33.3' LT	907.42
CR-2203	25+92.95 A	25.6' LT	907.57
CR-2204	25+83.13 A	14.1' LT	906.92
CR-2205	25+82.60 A	2.5' LT	906.75
CR-2206	25+82.60 A	0.0'	906.82
CR-2207	25+92.61 A	0.0'	906.98
CR-2208	25+92.61 A	2.5' LT	906.91
CR-2209	25+92.96 A	10.2' LT	907.03
CR-2210	26+00.52 A	19.2' LT	907.72
CR-2211	26+07.03 A	27.3' LT	907.58
CR-2212	26+08.35 A	29.4' LT	907.65



CR-22

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION



CR-21

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION

CR-21 POINTS

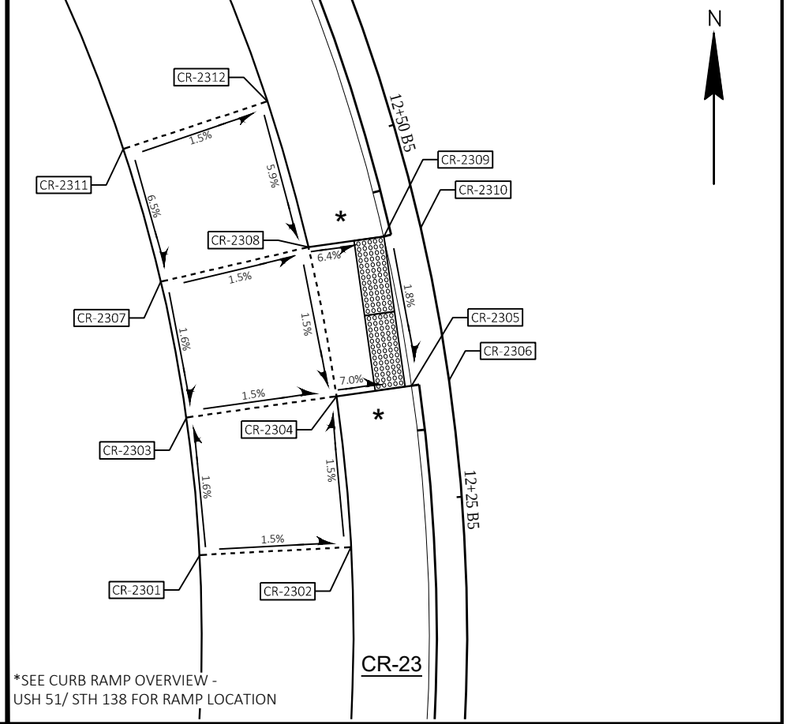
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2101	13+09.86 B6	0.0'	906.36
CR-2102	13+19.92 B6	0.0'	906.51
CR-2103	13+09.86 B6	2.5' RT	906.29
CR-2104	13+19.92 B6	2.5' RT	906.44
CR-2105	12+99.24 B6	11.6' RT	906.98
CR-2106	13+09.47 B6	12.1' RT	906.96
CR-2107	13+19.72 B6	12.4' RT	907.11
CR-2108	13+34.31 B6	10.8' RT	907.61
CR-2109	12+98.74 B6	21.6' RT	907.13
CR-2110	13+09.05 B6	22.0' RT	907.11
CR-2111	13+19.38 B6	22.4' RT	907.26
CR-2112	13+36.17 B6	20.7' RT	907.76

* GRASS FLARE

CR-23 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2301	12+22.07 B5	17.5' LT	907.67
CR-2302	12+22.07 B5	7.5' LT	907.52
CR-2303	12+32.73 B5	17.5' LT	907.52
CR-2304	12+32.73 B5	7.5' LT	907.37
CR-2305	12+32.73 B5	2.5' LT	907.02
CR-2306	12+32.73 B5	0.0'	907.09
CR-2307	12+43.42 B5	17.5' LT	907.67
CR-2308	12+43.42 B5	7.5' LT	907.52
CR-2309	12+42.96 B5	2.5' LT	907.20
CR-2310	12+42.96 B5	0.0'	907.27
CR-2311	12+54.08 B5	17.5' LT	908.26
CR-2312	12+54.08 B5	7.5' LT	908.11

* GRASS FLARE

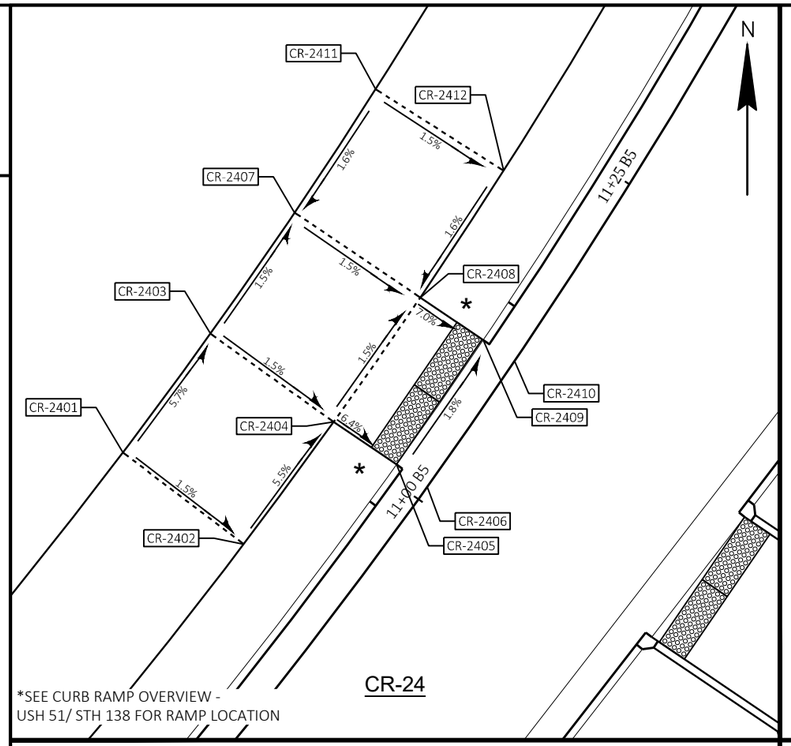


CR-23

*SEE CURB RAMP OVERVIEW -
USH 51/ STH 138 FOR RAMP LOCATION

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 28	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\021101_CD.DWG PLOT DATE : 10/30/2020 11:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME :
WISDOT/CADDS SHEET 42



CR-24

*SEE CURB RAMP OVERVIEW - USH 51/ STH 138 FOR RAMP LOCATION

CR-24 POINTS

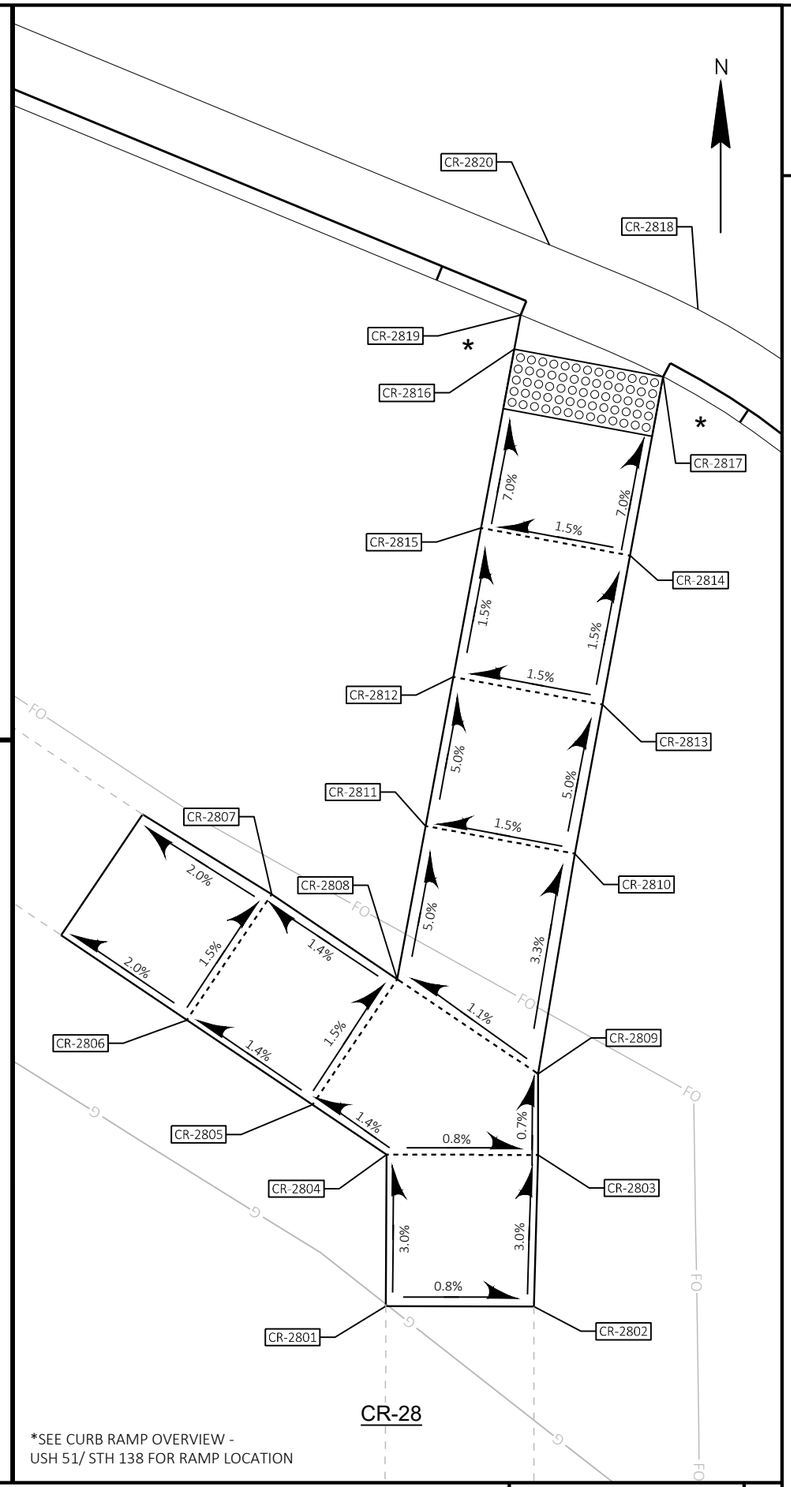
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2401	10+90.68 B5	17.5' LT	908.36
CR-2402	10+90.68 B5	7.5' LT	908.21
CR-2403	11+00.88 B5	17.5' LT	907.81
CR-2404	11+00.88 B5	7.5' LT	907.66
CR-2405	11+01.02 B5	2.5' LT	907.34
CR-2406	11+01.02 B5	0.0'	907.41
CR-2407	11+11.08 B5	17.5' LT	907.66
CR-2408	11+11.08 B5	7.5' LT	907.51
CR-2409	11+11.08 B5	2.5' LT	907.16
CR-2410	11+11.08 B5	0.0'	907.22
CR-2411	11+21.28 B5	17.5' LT	907.82
CR-2412	11+21.28 B5	7.5' LT	907.67

* GRASS FLARE

CR-28 POINTS

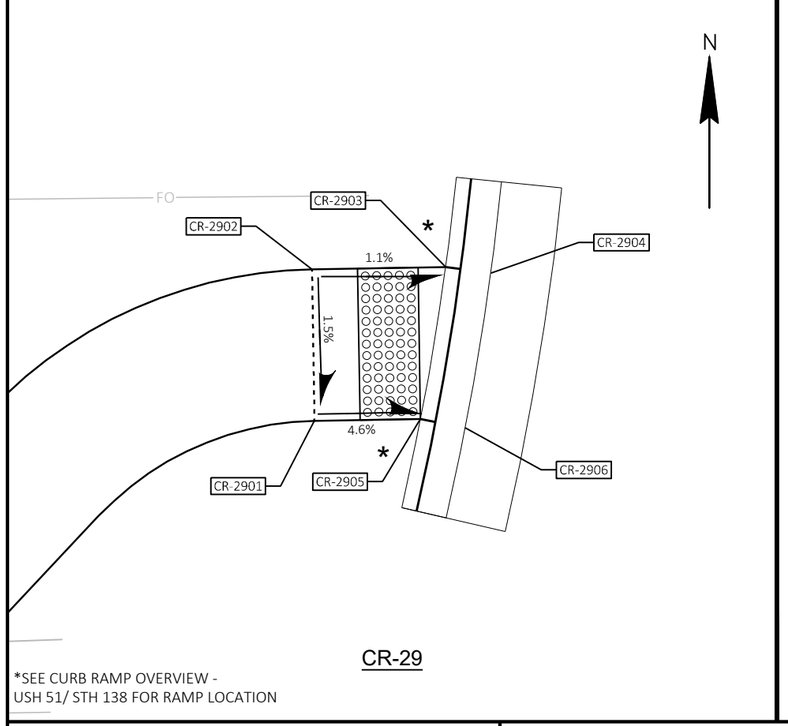
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2801	11+14.55 A4	43.8' LT	908.34
CR-2802	11+15.18 A4	38.9' LT	908.30
CR-2803	11+20.15 A4	39.4' LT	908.15
CR-2804	11+19.50 A4	44.4' LT	908.19
CR-2805	11+20.81 A4	47.0' LT	908.15
CR-2806	11+23.03 A4	51.5' LT	908.08
CR-2807	11+27.51 A4	49.3' LT	908.00
CR-2808	11+25.29 A4	44.8' LT	908.07
CR-2809	11+22.80 A4	39.8' LT	908.13
CR-2810	11+30.16 A4	39.6' LT	907.89
CR-2811	11+30.42 A4	44.5' LT	907.81
CR-2812	11+40.12 A4	44.1' LT	907.56
CR-2813	11+39.34 A4	39.2' LT	907.64
CR-2814	11+44.28 A4	38.4' LT	907.56
CR-2815	11+45.06 A4	43.4' LT	907.48
CR-2816	11+50.99 A4	42.4' LT	907.06
CR-2817	11+50.20 A4	37.5' LT	907.14
CR-2818	11+52.46 A4	36.4' LT	907.21
CR-2819	11+52.12 A4	42.2' LT	907.04
CR-2820	11+54.45 A4	41.3' LT	907.11

* GRASS FLARE



CR-28

*SEE CURB RAMP OVERVIEW - USH 51/ STH 138 FOR RAMP LOCATION



CR-29

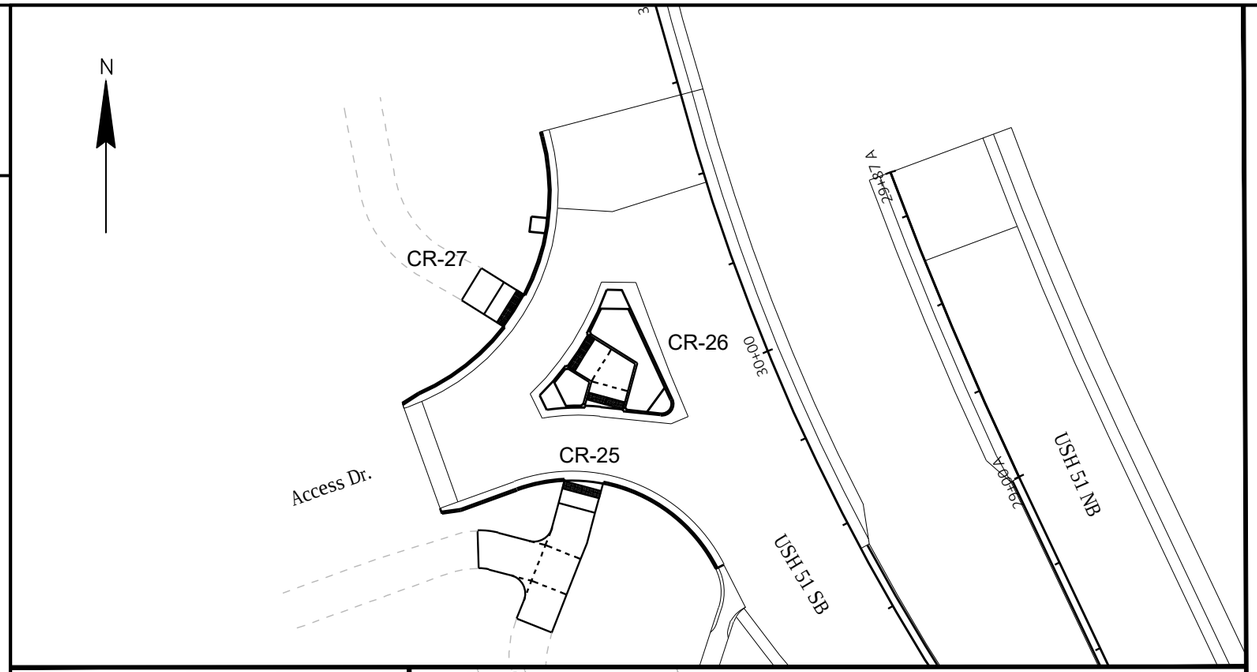
*SEE CURB RAMP OVERVIEW - USH 51/ STH 138 FOR RAMP LOCATION

CR-29 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2901	8+33.27 A	51.1' RT	919.18
CR-2902	8+33.18 A	56.1' RT	919.26
CR-2903	8+28.78 A	56.0' RT	919.21
CR-2904	8+27.30 A	55.8' RT	919.26
CR-2905	8+29.77 A	51.0' RT	919.02
CR-2906	8+28.31 A	50.7' RT	919.07

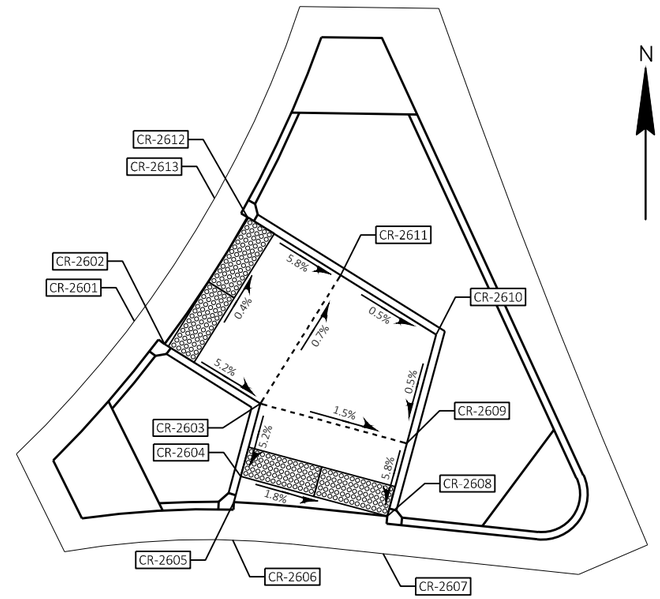
* GRASS FLARE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 29	E



CR-26 POINTS

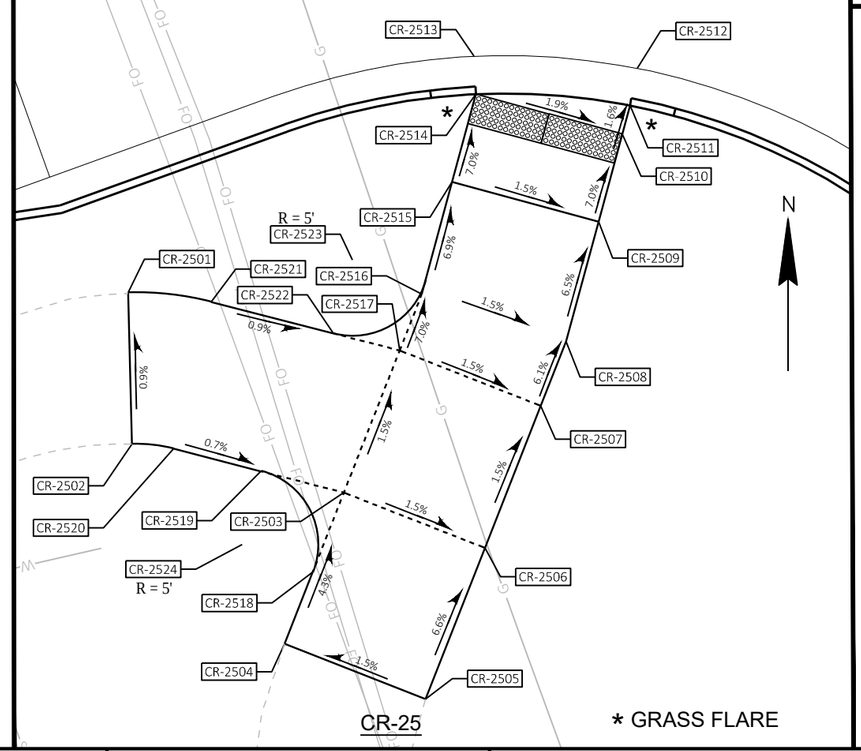
STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2601	30+16.95 B	52.0' LT	908.52
CR-2602	30+15.01 B	50.6' LT	908.54
CR-2603	30+09.53 B	46.1' LT	908.16
CR-2604	30+05.87 B	49.1' LT	907.90
CR-2605	30+04.57 B	50.2' LT	907.87
CR-2606	30+02.47 B	51.2' LT	907.82
CR-2607	29+98.23 B	42.3' LT	907.67
CR-2608	30+00.28 B	41.1' LT	907.71
CR-2609	30+03.97 B	38.1' LT	908.01
CR-2610	30+09.56 B	33.7' LT	908.05
CR-2611	30+15.13 B	38.1' LT	908.09
CR-2612	30+20.47 B	42.6' LT	908.50
CR-2613	30+22.24 B	44.2' LT	908.48



CR-26

CR-25 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2501	29+87.31 B	89.0' LT	908.90
CR-2502	29+79.37 B	92.8' LT	908.99
CR-2503	29+71.78 B	81.5' LT	908.89
CR-2504	29+65.44 B	89.3' LT	909.35
CR-2505	29+59.04 B	82.6' LT	909.45
CR-2506	29+65.37 B	74.7' LT	908.74
CR-2507	29+71.46 B	67.3' LT	908.59
CR-2508	29+74.27 B	64.0' LT	908.31
CR-2509	29+79.94 B	58.7' LT	907.78
CR-2510	29+84.16 B	54.9' LT	907.36
CR-2511	29+85.52 B	53.7' LT	907.33
CR-2512	29+87.39 B	52.3' LT	907.40
CR-2513	29+91.93 B	61.9' LT	907.62
CR-2514	29+89.82 B	62.7' LT	907.55
CR-2515	29+85.63 B	66.5' LT	907.93
CR-2516	29+80.34 B	71.3' LT	908.46
CR-2517	29+77.88 B	74.2' LT	908.74
CR-2518	29+68.42 B	85.6' LT	909.13
CR-2519	29+74.91 B	85.9' LT	908.93
CR-2520	29+78.15 B	90.5' LT	908.97
CR-2521	29+84.91 B	84.2' LT	908.86
CR-2522	29+80.37 B	77.7' LT	908.78
CR-2523	29+83.81 B	74.6' LT	
CR-2524	29+71.57 B	89.0' LT	



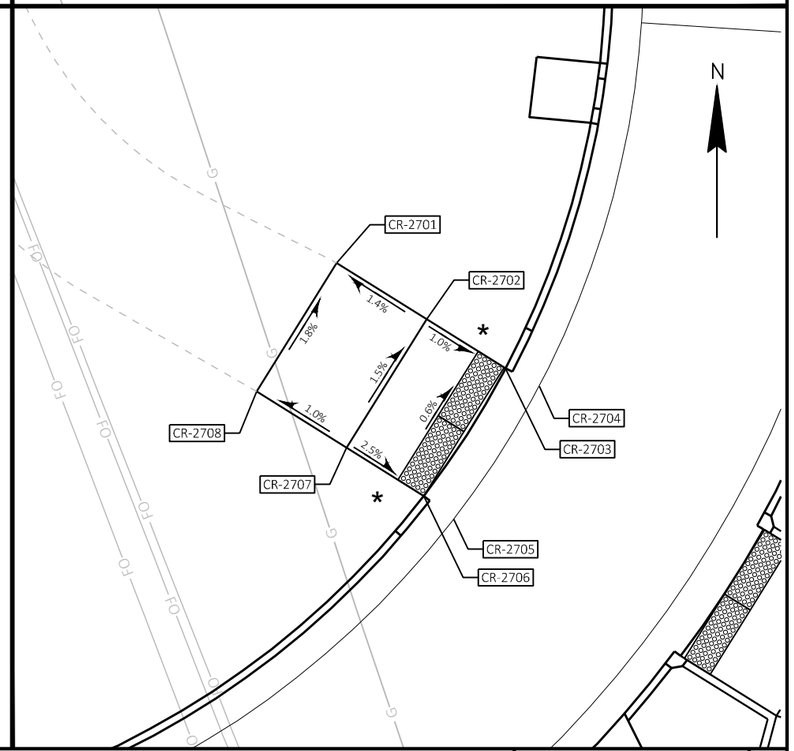
CR-25

* GRASS FLARE

CR-27 POINTS

STATION & OFFSET TABLE			
POINT	STATION	OFFSET	ELEVATION
CR-2701	30+44.02 B	63.5' LT	918.29
CR-2702	30+39.19 B	59.0' LT	908.39
CR-2703	30+34.88 B	55.1' LT	908.33
CR-2704	30+33.23 B	53.4' LT	908.40
CR-2705	30+27.41 B	61.6' LT	908.46
CR-2706	30+29.30 B	62.9' LT	908.39
CR-2707	30+33.48 B	66.7' LT	908.54
CR-2708	30+38.29 B	71.1' LT	918.47

* GRASS FLARE



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS	SHEET 30	E

LEGEND

	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH	18-(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	30-A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED	30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CONC-8	CONCRETE PAVEMENT 8-INCH (DOWELED)	36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH	Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
HMA-4	HMA PAVEMENT, 4-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 2" HMA PAVEMENT 3 MT 58-S8 S (LOWER LAYER)	Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
		J	CONCRETE CURB TYPE J
HMA-5	HMA PAVEMENT, 5-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 3" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)		PROPOSED INLET
			PROPOSED STORM SEWER MANHOLE
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	xxxx xxxx	SAWING CONCRETE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH	//////////	SAWING ASPHALT
BAD	BASE AGGREGATE DENSE 1 1/4-INCH	Ⓒ	ADJUSTING VALVE BOX
GM	GRASS MEDIAN	Ⓓ	ADJUSTING SANITARY MANHOLE COVERS

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

8+00 A
9+00 A
10+00 A
11+00 B
11+00 A
12+00 B
12+00 A

USH 51 SB
USH 51 NB
MATCHLINE STA. 12+50 A

R/W (TYP.)
TLE (TYP.)
SLOPE INTERCEPT (TYP.)

ASPH
BAD
CONC-8
HMA-5
CD-6
CS-5
30-A
30-D
28'
29'
5'
5.5'

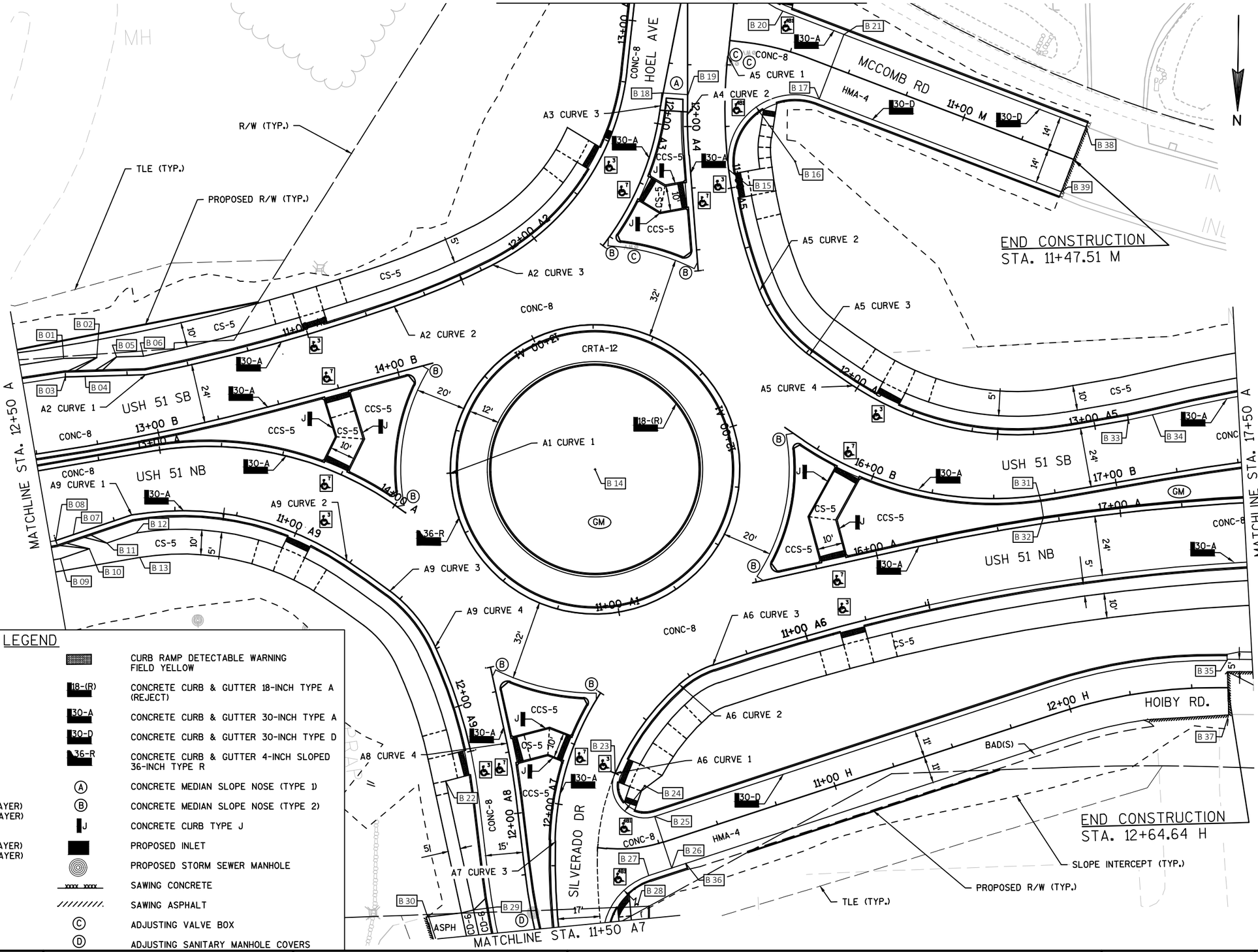
A 10 A 11 A 12 A 13 A 14 A 15 A 16 A 17 A 18 A 19 A 20 A 21 A 22 A 23 A 24 A 25 A 26 A 27 A 28 A 29 A 30 A 31 A 32 A 33 A 34 A 35 A 36 A 37 A 38 A 39 A 40 A 41 A 42 A 43 A 44 A 45 A 46 A 47 A 48 A 49 A 50

N

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
A 08	8+27.11 A	47.21' RT	---	425,875.02	858,892.16	MATCH EXISTING
A 09	8+29.04 A	47.74' RT	---	425,875.49	858,890.22	MATCH EXISTING
A 10	9+15.05 A	70.60' RT	---	425,895.48	858,803.49	R=90'
A 11	8+24.86 A	58.49' RT	---	425,886.37	858,894.04	MATCH EXISTING
A 12	8+26.84 A	58.75' RT	---	425,886.57	858,892.05	MATCH EXISTING
A 13	8+33.27 A	51.08' RT	919.18	425,878.69	858,885.88	FOS
A 14	8+33.44 A	41.08' RT	---	425,868.69	858,886.04	R=10'
A 15	0+00.00 M	0.00'	918.96	425,875.54	858,878.76	FOS
A 16	0+00.00 M	0.00'	918.72	425,870.86	858,867.48	BOS
A 17	8+58.97 A	50.96' RT	---	425,877.71	858,860.20	R=10'
A 18	8+58.89 A	40.96' RT	918.40	425,867.72	858,860.61	BOS
A 19	9+54.68 A	35.19' RT	---	425,858.76	858,765.06	FOS; DRIVEWAY
A 20	0+00.00 B	0.00'	---	425,857.75	858,737.83	FOS; DRIVEWAY
A 21	0+00.00 B	0.00'	914.21	425,858.07	858,719.77	FOS
A 22	0+00.00 B	0.00'	---	425,845.28	858,720.19	EOP; MATCH EXISTING
A 23	10+00.02 B	24.65' LT	---	425,797.45	858,721.74	EOP; MATCH EXISTING
A 24	10+39.10 B	28.21' RT	912.57	425,848.74	858,680.06	EOP
A 25	10+41.07 B	28.89' LT	912.47	425,791.64	858,681.91	EOP
A 26	11+24.15 B	38.87' LT	---	425,774.08	858,600.83	FOS; MATCH EXISTING
A 27	11+24.36 B	42.74' LT	---	425,770.21	858,600.99	BOS; MATCH EXISTING
A 28	11+44.39 A	47.99' LT	910.79	425,769.31	858,578.23	BOS
A 29	11+67.50 B	36.50' LT	---	425,772.37	858,557.45	FOS
A 30	11+96.58 B	36.50' LT	---	425,769.64	858,528.50	FOS; DRIVEWAY
A 31	12+07.06 A	75.41' LT	---	425,738.50	858,522.33	MATCH EXISTING
A 32	12+41.57 A	62.47' LT	---	425,747.04	858,488.87	MATCH EXISTING
A 33	12+16.52 A	101.40' RT	---	425,912.96	858,492.06	MATCH EXISTING
A 34	12+36.38 A	43.93' LT	---	425,766.14	858,491.35	FOS; DRIVEWAY
A 35	11+68.02 A	7.81' LT	910.24	425,808.65	858,553.36	EOP
A 36	11+68.24 A	0.00'	910.31	425,816.44	858,552.79	EOP
A 37	11+76.85 A	35.93' RT	---	425,851.86	858,542.08	FOS; DRIVEWAY
A 38	12+06.10 A	36.24' RT	---	425,849.59	858,511.16	FOS; DRIVEWAY
A 39	11+77.21 A	45.93' RT	---	425,861.83	858,541.11	---
A 40	12+06.01 A	45.98' RT	---	425,859.29	858,510.21	---
A 41	11+73.94 A	61.18' RT	---	425,877.26	858,543.80	END ASPHALT; BEGIN BASE AGGREGATE
A 42	12+09.25 A	60.31' RT	---	425,873.15	858,505.13	END ASPHALT; BEGIN BASE AGGREGATE
A 43	11+84.34 A	70.18' RT	---	425,885.52	858,531.72	---
A 44	11+89.16 A	72.80' RT	---	425,887.72	858,526.14	R=6'
A 45	11+94.34 A	71.29' RT	---	425,885.73	858,520.48	---
A 46	11+62.25 A	96.34' RT	---	425,912.97	858,555.45	MATCH EXISTING
A 47	11+71.65 A	100.92' RT	---	425,917.07	858,544.32	MATCH EXISTING
A 48	12+01.41 A	105.07' RT	---	425,918.60	858,509.24	MATCH EXISTING
A 49	11+70.12 A	28.06' RT	---	425,844.39	858,549.58	---
A 50	12+37.01 A	29.00' RT	---	425,838.22	858,480.24	---

NOTES: SEE CONSTRUCTION DETAIL "CURB RAMP DETAILS" FOR CURB RAMP LAYOUT INFORMATION.

SEE CONSTRUCTION DETAIL "SPLITTER ISLAND DETAIL" FOR MEDIAN ISLAND NOSE GEOMETRY



LEGEND

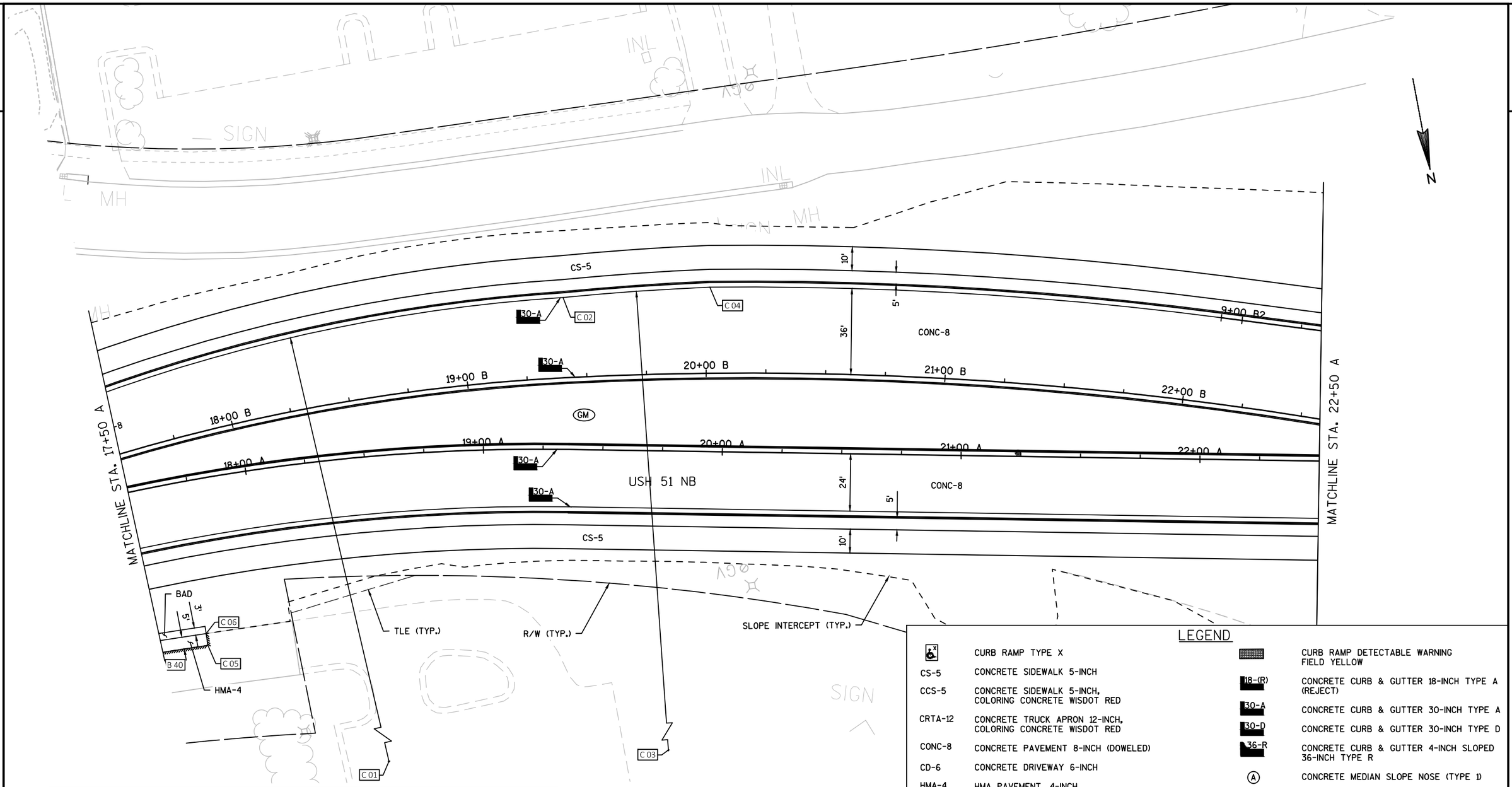
	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH	18-(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	30-A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED	30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CONC-8	CONCRETE PAVEMENT 8-INCH (DOWELED)	36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH	Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
HMA-4	HMA PAVEMENT, 4-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 2" HMA PAVEMENT 3 MT 58-S8 S (LOWER LAYER)	Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
		J	CONCRETE CURB TYPE J
HMA-5	HMA PAVEMENT, 5-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 3" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)		PROPOSED INLET
			PROPOSED STORM SEWER MANHOLE
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	xxxx xxxx	SAWING CONCRETE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH	//////////	SAWING ASPHALT
BAD	BASE AGGREGATE DENSE 1 1/4-INCH	Ⓒ	ADJUSTING VALVE BOX
GM	GRASS MEDIAN	Ⓓ	ADJUSTING SANITARY MANHOLE COVERS

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN DETAILS: USH 51	SHEET 33	E

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
B 01	12+67.02 B	36.50' LT	---	425,762.46	858,459.99	FOS
B 02	12+80.93 B	34.58' LT	---	425,762.44	858,446.55	FOS
B 03	12+66.50 B	29.00' LT	---	425,769.96	858,459.47	BIKE RAMP OPENING
B 04	12+74.68 B	27.89' LT	---	425,769.95	858,451.50	BIKE RAMP OPENING
B 05	12+89.14 B	33.33' LT	---	425,762.43	858,438.57	FOS
B 06	13+00.35 B	31.50' LT	---	425,762.41	858,427.65	FOS
B 07	12+59.71 A	27.85' RT	---	425,833.82	858,457.95	BIKE RAMP OPENING
B 08	12+52.34 A	29.00' RT	---	425,836.02	858,465.07	BIKE RAMP OPENING
B 09	12+52.92 A	36.50' RT	---	425,843.35	858,463.42	FOS
B 10	12+65.15 A	34.59' RT	---	425,839.71	858,451.59	FOS
B 11	12+72.52 A	33.44' RT	---	425,837.51	858,444.47	FOS
B 12	12+84.91 A	31.50' RT	---	425,833.81	858,432.48	FOS
B 13	12+84.64 A	41.50' RT	---	425,843.74	858,431.31	BOS
B 14	14+77.02 A	32.41' LT	910.60	425,812.96	858,246.31	GRADING HIGH POINT
B 15	12+18.72 A4	15.56' LT	---	425,693.23	858,189.01	EOP; BEGIN RADIUS
B 16	12+17.49 A4	42.53' LT	---	425,690.62	858,162.14	R=27'
B 17	10+42.68 M	14.00' RT	906.20	425,665.67	858,151.83	EOP; PAVEMENT TYPE TRANSITION; END RADIUS
B 18	11+87.50 A3	0.50' RT	907.42	425,661.48	858,215.34	EOP
B 19	11+87.14 A4	0.12' LT	907.31	425,662.47	858,204.79	EOP
B 20	10+18.23 M	15.05' LT	906.62	425,629.71	858,165.56	EOP; BEGIN RADIUS
B 21	10+42.68 M	14.00' LT	906.20	425,639.79	858,141.15	EOP; PAVEMENT TYPE TRANSITION
B 22	12+01.56 A7	46.62' LT	---	425,937.36	858,310.06	FOS
B 23	12+19.05 A7	19.37' RT	903.95	425,936.05	858,241.44	EOP; END RADIUS
B 24	12+17.55 A7	32.32' RT	---	425,941.45	858,229.61	R=13'
B 25	10+26.85 H	11.00' LT	903.13	425,953.91	858,225.88	EOP; PAVEMENT TYPE TRANSITION; BEGIN RADIUS
B 26	10+26.87 H	11.00' RT	902.63	425,974.98	858,219.58	PAVEMENT TYPE TRANSITION
B 27	11+69.87 A7	37.72' RT	902.71	425,977.79	858,228.97	EOP; END RADIUS
B 28	11+39.18 A7	44.00' RT	---	426,003.66	858,221.23	R=27'
B 29	11+59.32 A7	33.66' LT	---	425,989.75	858,300.10	FOS; DRIVEWAY
B 30	11+57.93 A7	52.46' LT	---	425,992.14	858,318.82	MATCH EXISTING
B 31	16+68.94 A	8.90' LT	---	425,830.69	858,066.42	MEDIAN TREATMENT TRANSITION
B 32	16+68.94 A	2.50' LT	---	425,837.04	858,065.62	MEDIAN TREATMENT TRANSITION
B 33	17+09.22 B	24.00' LT	---	425,798.68	858,030.26	EOP
B 34	17+19.22 B	24.40' LT	903.87	425,796.83	858,020.42	EOP; END RADIUS
B 35	12+64.16 H	11.00' LT	---	425,896.98	857,992.93	MATCH EXISTING
B 36	15+44.49 A	116.59' RT	902.57	425,973.27	858,213.83	END OF CURB & GUTTER
B 37	0+00.00 H	0.00'	---	425,918.99	857,992.85	MATCH EXISTING
B 38	11+47.51 M	14.00' LT	---	425,679.80	858,044.26	END OF CURB & GUTTER; MATCH EXISTING
B 39	11+47.51 M	14.00' RT	---	425,705.68	858,054.94	END OF CURB & GUTTER; MATCH EXISTING
B 40	12+64.40 H	6.51' LT	---	425,901.47	857,992.85	MATCH EXISTING



POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
C 01	19+84.73 A	622.17' RT	---	426,468.85	857,874.25	R=705'
C 02	19+32.58 A	63.57' LT	902.26	425,786.21	857,790.68	EOP; BEGIN / END RADIUS
C 03	20+61.83 A	1089.18' RT	---	426,941.90	857,890.56	R=1160'
C 04	19+93.69 A	68.81' LT	901.85	425,793.14	857,729.48	EOP; BEGIN / END RADIUS
C 05	17+71.11 A	69.30' RT	---	425,902.37	857,963.31	MATCH EXISTING
C 06	17+71.28 A	64.30' RT	---	425,897.37	857,963.16	MATCH EXISTING

LEGEND

	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH	18-(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	30-A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED	30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CONC-8	CONCRETE PAVEMENT 8-INCH (DOWELED)	36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH	Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
HMA-4	HMA PAVEMENT, 4-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 2" HMA PAVEMENT 3 MT 58-S8 S (LOWER LAYER)	Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
		J	CONCRETE CURB TYPE J
HMA-5	HMA PAVEMENT, 5-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 3" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)		PROPOSED INLET
			PROPOSED STORM SEWER MANHOLE
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	xxxx xxxx	SAWING CONCRETE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		SAWING ASPHALT
BAD	BASE AGGREGATE DENSE 1 1/4-INCH	Ⓒ	ADJUSTING VALVE BOX
GM	GRASS MEDIAN	Ⓓ	ADJUSTING SANITARY MANHOLE COVERS

LEGEND

	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH	18-(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	30-A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED	30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CONC-8	CONCRETE PAVEMENT 8-INCH (DOWELED)	36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH	Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
HMA-4	HMA PAVEMENT, 4-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 2" HMA PAVEMENT 3 MT 58-S8 S (LOWER LAYER)	Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
		J	CONCRETE CURB TYPE J
HMA-5	HMA PAVEMENT, 5-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 3" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)		PROPOSED INLET
			PROPOSED STORM SEWER MANHOLE
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	xxxx xxxx	SAWING CONCRETE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH	//////////	SAWING ASPHALT
BAD	BASE AGGREGATE DENSE 1 1/4-INCH	Ⓒ	ADJUSTING VALVE BOX
GM	GRASS MEDIAN	Ⓓ	ADJUSTING SANITARY MANHOLE COVERS

MATCHLINE STA. 12+50 B3

MATCHLINE STA. 22+50 A

MATCHLINE STA. 27+50 A

STH 138 EB

STH 138 WB

USH 51 SB

USH 51 NB

B7 CURVE 2
B7 CURVE 3
B3 CURVE 3
B5 CURVE 1
B2 CURVE 2
B7 CURVE 4
B7 CURVE 5
B7 CURVE 6
B7 CURVE 8
B7 CURVE 7
B2 CURVE 1
B6 CURVE 2
B6 CURVE 1
B6 CURVE 3
B6 CURVE 4
B1 CURVE 1
B5 CURVE 2
B5 CURVE 3
B5 CURVE 4

11+00 B3
13+00 B3
11+00 B4
11+00 B7
12+00 B7
10+00 B2
11+00 B2
13+00 B7
24+00 B
24+00 A
23+00 B
23+00 A
12+00 B1
13+00 B1
11+00 B6
12+00 B6
13+00 B6
26+00 B
27+00 B
27+00 A
25+00 A
13+00 B5

CONC-8
CCS-5
CS-5
CRTA-12
BAD(S)
GM
R/W (TYP.)
SLOPE INTERCEPT (TYP.)

D 01 D 02 D 03 D 04 D 05 D 06 D 07 D 08 D 09 D 10 D 11 D 12 D 13 D 14 D 15 D 16 D 17 D 18 D 19 D 20 D 21 D 22 D 23 D 24 D 25 D 26 D 27 D 28 D 29 D 30 D 31 D 32 D 33 D 34

NOTES: SEE CONSTRUCTION DETAIL "CURB RAMP DETAILS" FOR CURB RAMP LAYOUT INFORMATION.

SEE CONSTRUCTION DETAIL "SPLITTER ISLAND DETAIL" FOR MEDIAN ISLAND NOSE GEOMETRY

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN DETAILS: USH 51	SHEET 36	E

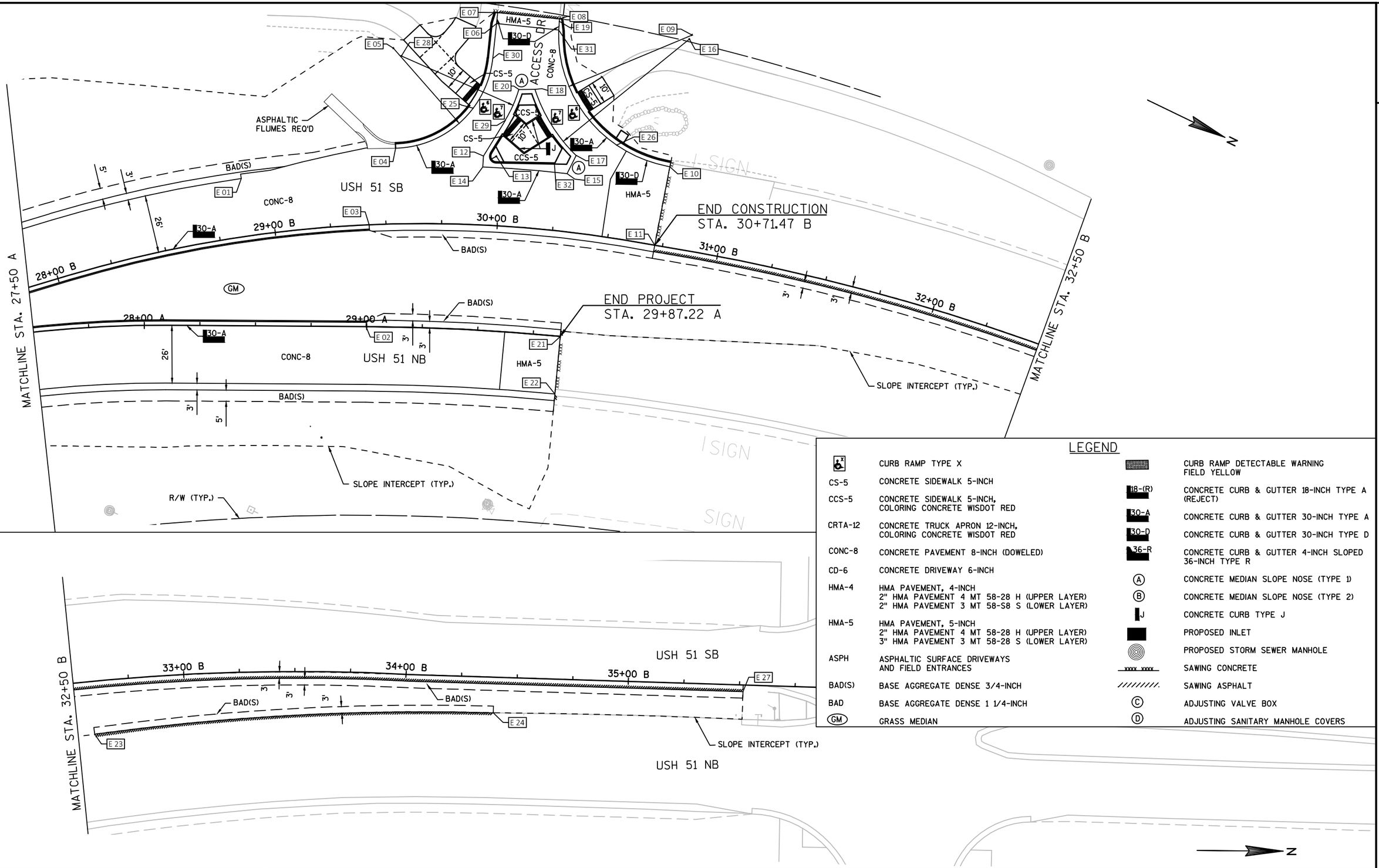
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STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
D 01	23+00.85 A	2.50' LT	---	425,920.87	857,441.52	MEDIAN TREATMENT TRANSITION
D 02	23+00.84 A	8.78' LT	---	425,915.04	857,439.19	MEDIAN TREATMENT TRANSITION
D 03	12+75.37 B7	0.01' LT	904.73	425,915.33	857,370.44	EOP
D 04	12+75.82 B7	8.39' RT	904.53	425,907.42	857,367.57	EOP
D 05	0+00.00 B7	0.00'	---	425,248.35	857,195.97	R=1500'
D 06	11+86.88 B7	17.04' RT	905.66	425,930.59	857,282.61	EOP
D 07	10+36.99 B7	137.78' RT	---	425,809.85	857,250.27	R=125'
D 08	10+73.06 B7	14.38' RT	907.31	425,916.96	857,185.84	EOP
D 09	10+31.94 B7	6.95' RT	908.21	425,896.88	857,152.46	EOP
D 10	10+32.80 B7	24.00' RT	908.27	425,902.35	857,148.08	EOP
D 11	12+54.31 B4	24.88' LT	---	425,945.41	857,102.63	FOS
D 12	12+45.38 B4	26.16' LT	---	425,940.83	857,095.52	FOS
D 13	12+42.42 B4	18.97' LT	---	425,933.56	857,098.09	BIKE RAMP OPENING
D 14	24+88.11 A	42.13' LT	910.88	426,040.92	857,289.23	GRADING HIGH POINT
D 15	25+04.22 A	1.73' LT	---	426,076.33	857,314.50	EDGE OF TRUCK APRON
D 16	24+96.82 A	20.30' LT	---	426,060.05	857,302.88	R=20'
D 17	25+14.01 A	10.08' LT	---	426,080.04	857,302.18	EDGE OF TRUCK APRON
D 18	24+28.06 A	61.20' LT	---	425,980.10	857,305.66	R=100'
D 19	25+27.75 A	53.38' LT	---	426,068.18	857,258.33	EDGE OF TRUCK APRON
D 20	25+07.81 A	54.94' LT	---	426,050.57	857,267.80	R=20'
D 21	25+24.58 A	65.84' LT	---	426,058.78	857,249.56	EDGE OF TRUCK APRON
D 22	25+26.02 A	59.00' RT	906.38	426,127.50	857,353.79	BOS
D 23	29+50.78 A	812.68' RT	---	426,754.79	857,821.56	R=782.5'
D 24	26+04.31 A	46.74' RT	907.76	426,187.25	857,282.85	BOS
D 25	26+17.56 A	36.97' RT	---	426,188.38	857,267.27	FOS
D 26	26+32.13 A	30.49' RT	---	426,193.29	857,253.00	BIKE RAMP OPENING
D 27	26+39.42 A	31.53' RT	---	426,198.92	857,248.94	BIKE RAMP OPENING
D 28	26+69.51 A	2.50' LT	---	426,197.62	857,204.10	MEDIAN TREATMENT TRANSITION
D 29	26+69.51 A	8.74' LT	---	426,193.54	857,199.37	MEDIAN TREATMENT TRANSITION
D 30	27+38.85 B	44.69' LT	---	426,188.29	857,140.21	BOS
D 31	27+45.14 B	35.40' LT	---	426,199.20	857,142.81	FOS
D 32	27+55.65 B	28.00' LT	---	426,211.95	857,141.18	BIKE RAMP OPENING
D 33	27+62.63 B	28.00' LT	---	426,217.10	857,136.47	BIKE RAMP OPENING
D 34	12+40.99 B7	12.73' RT	904.88	425,916.81	857,334.07	EOP

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021204(B)
PLOT DATE : 10/29/2020 1:22 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : ******
WISDOT/CADDS SHEET 44

2



LEGEND

	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH	18-(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	30-A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED	30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CONC-8	CONCRETE PAVEMENT 8-INCH (DOWELED)	36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH	Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
HMA-4	HMA PAVEMENT, 4-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 2" HMA PAVEMENT 3 MT 58-S8 S (LOWER LAYER)	Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
		J	CONCRETE CURB TYPE J
HMA-5	HMA PAVEMENT, 5-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 3" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)		PROPOSED INLET
			PROPOSED STORM SEWER MANHOLE
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	xxxx xxxx	SAWING CONCRETE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		SAWING ASPHALT
BAD	BASE AGGREGATE DENSE 1 1/4-INCH	Ⓒ	ADJUSTING VALVE BOX
GM	GRASS MEDIAN	Ⓓ	ADJUSTING SANITARY MANHOLE COVERS

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN DETAILS: USH 51	SHEET 38	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021205 (A)
PLOT DATE : 10/29/2020 1:23 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

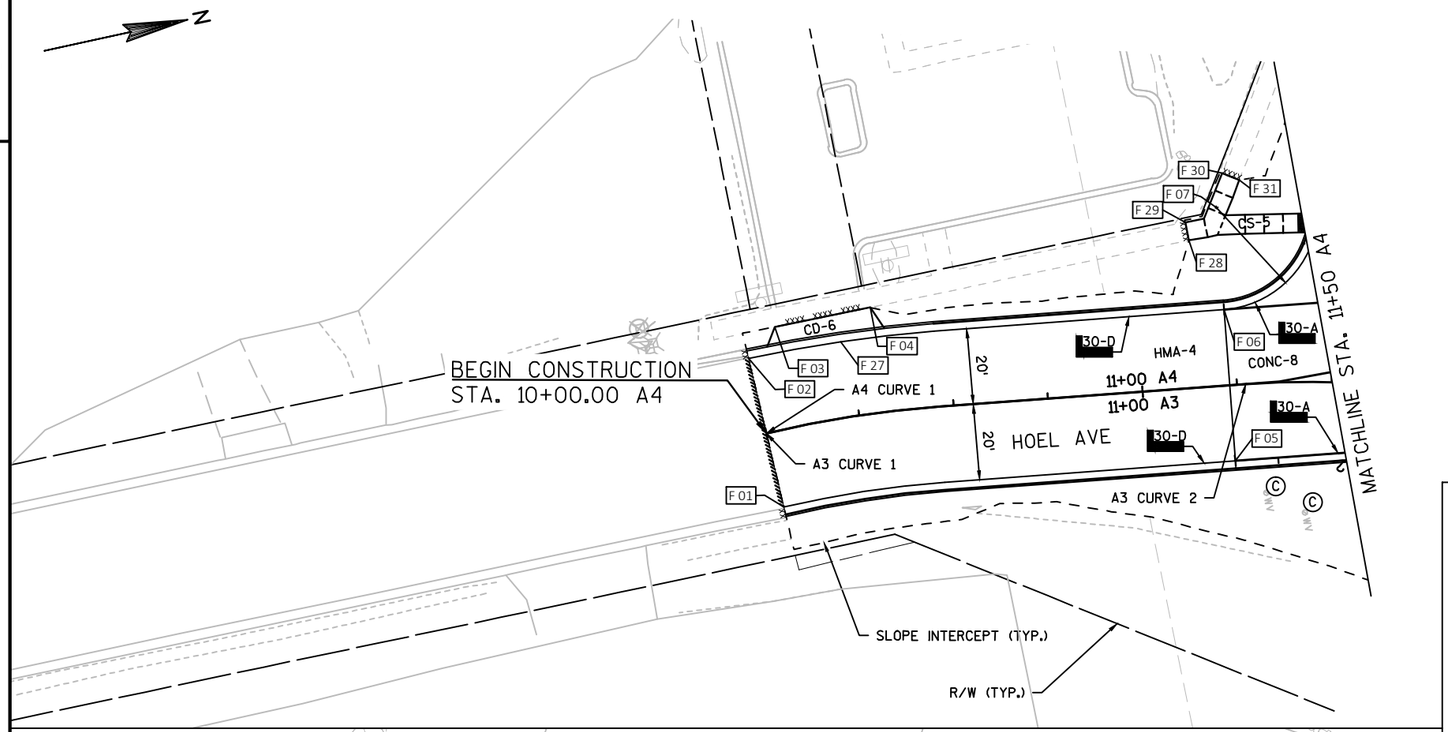
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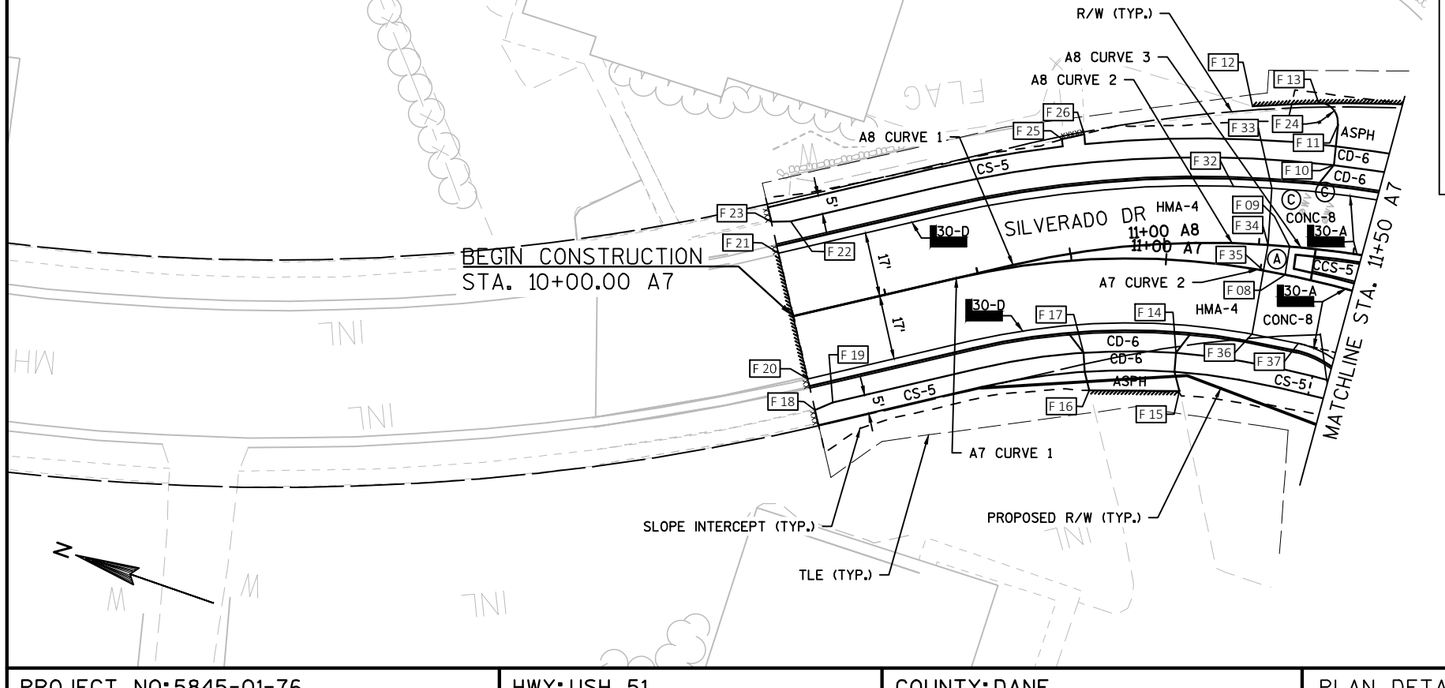
STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
E 01	28+88.30 B	26.00' LT	913.93	426,318.30	857,055.58	EOP
E 02	28+99.76 A	0.00' LT	---	426,397.77	857,091.17	EOP; END CURB & GUTTER
E 03	29+42.40 B	0.00'	---	426,379.11	857,049.31	EOP; END OF CURB & GUTTER
E 04	29+55.01 B	34.01' LT	916.21	426,374.86	857,013.15	EOP; END OF RADIUS
E 05	29+54.98 B	79.01' LT	---	426,354.44	856,973.05	R=45'
E 06	29+95.10 B	90.74' LT	918.20	426,391.43	856,942.96	EOP; PAVEMENT TYPE TRANSITION
E 07	29+95.33 B	95.74' LT	---	426,389.73	856,938.25	MATCH EXISTING
E 08	30+19.22 B	94.88' LT	---	426,416.05	856,928.76	MATCH EXISTING
E 09	30+72.91 B	95.99' LT	---	426,472.88	856,909.43	R=60'
E 10	30+72.57 B	35.98' LT	---	426,489.62	856,967.06	MATCH EXISTING
E 11	30+71.48 B	0.00' RT	---	426,498.84	857,001.86	MATCH EXISTING
E 12	29+92.36 B	30.95' LT	917.45	426,411.97	856,999.20	EOP
E 13	29+97.87 B	31.14' LT	---	426,417.25	856,996.77	R=3'; FOC
E 14	29+92.37 B	26.03' LT	917.18	426,413.90	857,003.72	EOP
E 15	30+28.63 B	26.03' LT	918.00	426,449.27	856,989.97	EOP
E 16	30+69.76 B	94.00' LT	---	426,472.59	856,911.58	R=73'
E 17	30+31.61 B	34.65' LT	918.43	426,449.40	856,980.79	EOP; END RADIUS
E 18	30+12.03 B	62.35' LT	918.57	426,419.89	856,962.09	EOP; BEGIN RADIUS
E 19	30+19.22 B	93.80' LT	918.64	426,416.44	856,929.77	EOP; END OF RADIUS
E 20	30+05.58 B	61.74' LT	917.98	426,413.45	856,965.28	EOP; BEGIN RADIUS
E 21	30+34.21 B	47.16' RT	---	426,478.39	857,057.33	MATCH EXISTING
E 22	30+35.01 B	73.00' RT	---	426,487.39	857,081.56	MATCH EXISTING
E 23	32+57.51 B	23.76' RT	---	426,683.41	856,989.77	MATCH EXISTING
E 24	34+39.73 B	16.03' RT	---	426,862.63	856,980.14	MATCH EXISTING
E 25	29+87.39 B	52.30' LT	917.40	426,398.60	856,981.72	EOP; FLAG SLOPE TRANSITION
E 26	30+47.93 B	41.60' LT	917.30	426,463.78	856,968.73	EOP; LP
E 27	35+51.64 B	3.00' RT	---	426,974.90	856,970.63	MATCH EXISTING
E 28	29+58.14 B	75.46' LT	---	426,359.25	856,974.60	R=55'
E 29	30+00.86 B	47.58' LT	---	426,413.95	856,980.35	EOP; END RADIUS
E 30	29+94.37 B	75.00' LT	917.88	426,396.77	856,957.79	EOP; BEGINNING OF RADIUS
E 31	30+19.30 B	89.87' LT	918.62	426,417.89	856,933.42	EOP; PAVEMENT TYPE TRANSITION
E 32	30+22.83 B	29.74' LT	---	426,442.29	856,988.53	FOC

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 021205(B)
PLOT DATE : 10/29/2020 1:23 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : ******
WISDOT/CADDS SHEET 44

2





LEGEND

	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH	18-(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	30-A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED	30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CONC-8	CONCRETE PAVEMENT 8-INCH (DOWELED)	36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH	(A)	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
HMA-4	HMA PAVEMENT, 4-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 2" HMA PAVEMENT 3 MT 58-S8 S (LOWER LAYER)	(B)	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
		J	CONCRETE CURB TYPE J
HMA-5	HMA PAVEMENT, 5-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 3" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)		PROPOSED INLET
			PROPOSED STORM SEWER MANHOLE
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	xxxx xxxx	SAWING CONCRETE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		SAWING ASPHALT
BAD	BASE AGGREGATE DENSE 1 1/4-INCH	(C)	ADJUSTING VALVE BOX
(GM)	GRASS MEDIAN	(D)	ADJUSTING SANITARY MANHOLE COVERS

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN DETAILS: HOEL AVENUE/ SILVERADO DRIVE	SHEET 40	E

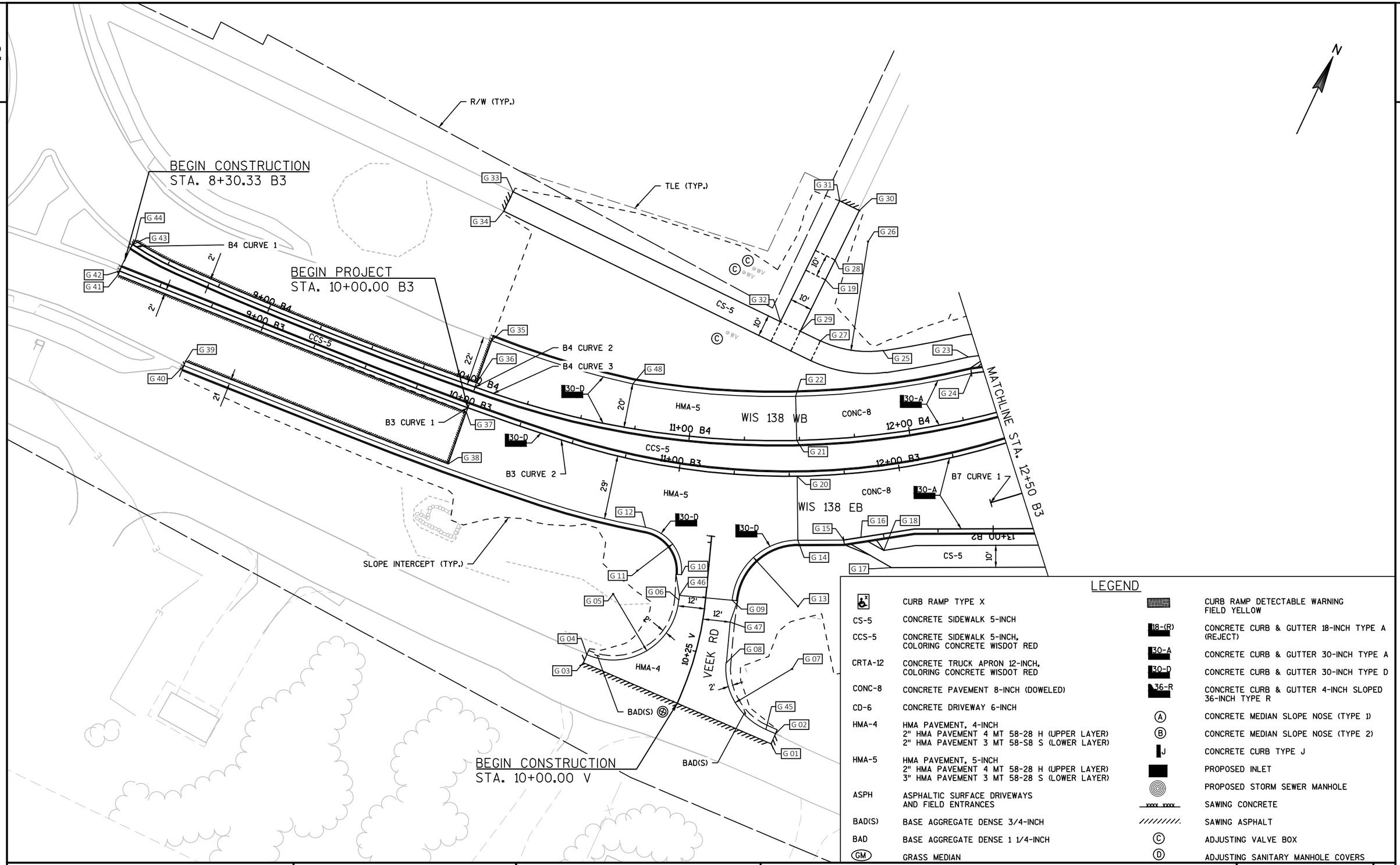
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LAYOUT NAME - 021206(A)
PLOT DATE : 10/29/2020 1:24 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
F 01	10+00.00 A4	20.00' RT	---	425,476.80	858,209.24	EOP; MATCH EXISTING
F 02	10+00.07 A4	20.37' LT	---	425,475.76	858,168.88	EOP; MATCH EXISTING
F 03	10+07.93 A4	26.93' LT	---	425,484.17	858,162.21	FOS; DRIVEWAY
F 04	10+31.44 A4	27.85' LT	---	425,509.92	858,162.33	FOS; DRIVEWAY
F 05	11+23.08 A4	20.00' RT	907.81	425,595.89	858,221.66	PAVEMENT TYPE TRANSITION
F 06	11+23.08 A4	20.00' LT	907.81	425,601.18	858,182.01	END OF RADIUS; PAVEMENT TYPE TRANSITION
F 07	11+23.08 A4	47.00' LT	---	425,604.75	858,155.25	R=27'
F 08	11+31.69 A7	0.00'	902.13	426,015.94	858,264.04	EOP
F 09	11+31.37 A7	7.55' LT	902.27	426,017.29	858,271.47	EOP
F 10	11+37.96 A7	30.95' LT	---	426,013.26	858,295.57	FOS; DRIVEWAY
F 11	11+36.88 A7	41.72' LT	---	426,015.72	858,306.12	EDGE OF PAVEMENT
F 12	11+17.13 A7	42.37' LT	---	426,038.66	858,303.18	MATCH EXISTING
F 13	11+31.59 A7	46.08' LT	---	426,022.33	858,309.67	MATCH EXISTING
F 14	11+04.37 A7	24.50' RT	---	426,036.36	858,235.07	FOS; DRIVEWAY
F 15	11+06.36 A7	34.50' RT	---	426,032.18	858,225.83	MATCH EXISTING
F 16	10+77.60 A7	34.50' RT	---	426,054.71	858,218.25	MATCH EXISTING
F 17	10+76.51 A7	24.50' RT	---	426,059.45	858,227.11	FOS; DRIVEWAY
F 18	10+00.00 A7	25.45' RT	---	426,121.41	858,189.56	FOS
F 19	10+05.00 A7	24.50' RT	---	426,117.69	858,193.03	FOS
F 20	10+00.00 A7	17.00' RT	---	426,125.92	858,196.70	END OF CURB & GUTTER; MATCH EXISTING
F 21	10+00.00 A7	17.00' LT	---	426,144.07	858,225.45	END OF CURB & GUTTER; MATCH EXISTING
F 22	10+05.00 A7	24.50' LT	---	426,143.85	858,234.46	FOS
F 23	10+00.00 A7	25.57' LT	---	426,148.65	858,232.70	FOS
F 24	11+32.54 A7	41.20' LT	---	426,020.59	858,304.99	R=5'
F 25	10+74.93 A7	32.08' LT	---	426,083.27	858,278.46	MATCH EXISTING
F 26	10+80.00 A7	33.04' LT	---	426,078.20	858,281.62	MATCH EXISTING
F 27	10+23.12 A4	20.00' LT	---	425,500.41	858,169.56	EOP
F 28	11+15.18 A4	38.91' LT	---	425,595.85	858,162.22	MATCH EXISTING
F 29	11+14.55 A4	43.75' LT	---	425,595.87	858,157.34	MATCH EXISTING
F 30	11+25.26 A4	55.99' LT	---	425,608.10	858,146.63	MATCH EXISTING
F 31	11+29.56 A4	53.85' LT	---	425,612.09	858,149.31	MATCH EXISTING
F 32	11+15.30 A7	20.75' LT	---	426,036.38	858,281.58	EOP
F 33	11+24.34 A7	21.82' LT	---	426,026.74	858,284.47	PAVEMENT TYPE TRANSITION
F 34	11+25.92 A7	6.91' LT	---	426,022.73	858,270.02	PAVEMENT TYPE TRANSITION
F 35	11+26.59 A8	6.86' RT	---	426,021.67	858,263.19	PAVEMENT TYPE TRANSITION
F 36	11+24.39 A8	23.74' RT	---	426,019.04	858,246.39	PAVEMENT TYPE TRANSITION
F 37	11+37.98 A8	25.28' RT	---	426,006.63	858,248.06	EOP: BEGIN CURVE

2



LEGEND

	CURB RAMP TYPE X		CURB RAMP DETECTABLE WARNING FIELD YELLOW
CS-5	CONCRETE SIDEWALK 5-INCH	18-(R)	CONCRETE CURB & GUTTER 18-INCH TYPE A (REJECT)
CCS-5	CONCRETE SIDEWALK 5-INCH, COLORING CONCRETE WISDOT RED	30-A	CONCRETE CURB & GUTTER 30-INCH TYPE A
CRTA-12	CONCRETE TRUCK APRON 12-INCH, COLORING CONCRETE WISDOT RED	30-D	CONCRETE CURB & GUTTER 30-INCH TYPE D
CONC-8	CONCRETE PAVEMENT 8-INCH (DOWELED)	36-R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CD-6	CONCRETE DRIVEWAY 6-INCH	Ⓐ	CONCRETE MEDIAN SLOPE NOSE (TYPE 1)
HMA-4	HMA PAVEMENT, 4-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 2" HMA PAVEMENT 3 MT 58-S8 S (LOWER LAYER)	Ⓑ	CONCRETE MEDIAN SLOPE NOSE (TYPE 2)
		J	CONCRETE CURB TYPE J
HMA-5	HMA PAVEMENT, 5-INCH 2" HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER) 3" HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)		PROPOSED INLET
			PROPOSED STORM SEWER MANHOLE
ASPH	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES	xxxx xxxx	SAWING CONCRETE
BAD(S)	BASE AGGREGATE DENSE 3/4-INCH		SAWING ASPHALT
BAD	BASE AGGREGATE DENSE 1 1/4-INCH	Ⓒ	ADJUSTING VALVE BOX
GM	GRASS MEDIAN	Ⓓ	ADJUSTING SANITARY MANHOLE COVERS

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
G 01	10+00.00 V	46.36' RT	---	425,738.15	857,081.55	MATCH EXISTING
G 02	10+04.64 V	46.36' RT	---	425,743.14	857,081.36	MATCH EXISTING
G 03	10+00.00 V	46.36' LT	---	425,734.60	856,988.91	MATCH EXISTING
G 04	10+04.23 V	46.36' LT	---	425,738.59	856,988.76	END RADIUS; MATCH EXISTING
G 05	10+46.44 V	41.96' LT	---	425,768.57	856,987.61	R=30'
G 06	10+47.37 V	11.97' LT	913.68	425,778.95	857,015.76	EOP; BEGIN RADIUS
G 07	10+27.93 V	44.24' RT	---	425,772.94	857,075.52	R=30'
G 08	10+23.79 V	14.65' RT	912.49	425,762.56	857,047.38	EOP; END RADIUS
G 09	10+49.87 V	12.00' RT	912.62	425,789.28	857,037.52	EOP; BEGIN RADIUS; START CURB & GUTTER
G 10	10+59.19 V	12.00' LT	913.58	425,789.79	857,011.76	EOP; END RADIUS; END CURB & GUTTER
G 11	10+89.68 B3	49.00' RT	---	425,782.87	856,992.99	R=20'
G 12	10+89.68 B3	29.00' RT	913.97	425,802.17	856,987.76	EOP; BEGIN RADIUS
G 13	11+53.31 B3	59.02' RT	---	425,799.66	857,065.67	R=30'
G 14	11+53.57 B3	29.02' RT	911.80	425,826.70	857,052.67	EOP; END RADIUS; PAVEMENT TYPE TRANSITION
G 15	11+72.64 B3	29.83' RT	---	425,835.71	857,071.40	BIKE RAMP OPENING
G 16	11+79.88 B3	29.23' RT	---	425,840.20	857,077.92	BIKE RAMP OPENING
G 17	11+90.91 B3	44.35' RT	---	425,833.81	857,096.31	BOS
G 18	11+88.71 B3	36.24' RT	---	425,839.31	857,089.86	FOS
G 19	11+66.83 B4	72.16' LT	916.48	425,938.63	857,013.03	FOS; END LANDING
G 20	11+53.57 B3	0.00'	912.38	425,852.73	857,039.84	EOP; PAVEMENT TYPE TRANSITION
G 21	11+48.74 B4	0.00'	913.05	425,867.29	857,032.65	EOP; PAVEMENT TYPE TRANSITION
G 22	11+48.74 B4	20.00' LT	912.66	425,885.12	857,023.60	EOP; PAVEMENT TYPE TRANSITION
G 23	12+34.05 B4	27.50' LT	---	425,935.05	857,086.58	FOS
G 24	12+33.61 B4	20.00' LT	---	425,928.98	857,091.00	BIKE RAMP OPENING
G 25	11+93.16 B4	37.50' LT	911.92	425,920.89	857,050.44	BOS
G 26	11+93.16 B4	87.50' LT	---	425,962.66	857,022.96	R=50'
G 27	11+62.06 B4	44.69' LT	914.03	425,912.66	857,022.87	BOS
G 28	11+73.13 B4	80.77' LT	916.63	425,948.62	857,013.13	FOS; BEGIN LANDING
G 29	11+51.97 B4	49.46' LT	914.84	425,912.68	857,012.79	BOS
G 30	11+90.47 B4	101.93' LT	---	425,973.62	857,013.36	MATCH EXISTING
G 31	11+79.02 B4	107.32' LT	---	425,973.72	857,003.36	MATCH EXISTING
G 32	11+41.71 B4	53.98' LT	914.99	425,912.73	857,002.79	BOS
G 33	9+86.39 B4	89.27' LT	---	425,913.54	856,867.93	MATCH EXISTING
G 34	9+85.38 B4	79.53' LT	---	425,903.75	856,867.97	MATCH EXISTING
G 35	10+00.15 B4	22.38' LT	---	425,848.44	856,888.28	END CURB & GUTTER; MATCH EXISTING
G 36	10+00.01 B4	2.00' LT	---	425,828.17	856,890.39	MATCH EXISTING
G 37	10+00.03 B3	2.00' RT	---	425,814.32	856,891.91	MATCH EXISTING
G 38	10+00.31 B3	27.00' RT	---	425,789.48	856,894.66	MATCH EXISTING
G 39	8+73.28 B3	27.09' RT	---	425,780.04	856,767.12	MATCH EXISTING
G 40	8+73.28 B3	29.09' RT	---	425,778.04	856,767.26	END CURB & GUTTER; MATCH EXISTING
G 41	8+30.33 B3	2.00' RT	---	425,802.19	856,722.58	MATCH EXISTING
G 42	8+30.33 B3	0.00'	---	425,804.19	856,722.45	END CURB & GUTTER; MATCH EXISTING
G 43	8+31.61 B4	0.00'	---	425,817.53	856,722.66	END CURB & GUTTER; MATCH EXISTING
G 44	8+31.61 B4	2.00' LT	---	425,819.50	856,722.95	MATCH EXISTING
G 45	11+42.05 B3	115.00' RT	910.85	425,742.96	857,076.67	EOP; BEGIN RADIUS

STATION & OFFSET TABLE

POINT	STATION	OFFSET	ELEVATION	NORTHING	EASTING	REMARKS
G 46	10+49.72 V	12.00' LT	913.66	425,780.98	857,015.01	EOP: PAVEMENT TYPE TRANSITION
G 47	10+40.63 V	12.37' RT	---	425,779.90	857,040.98	EOP
G 48	10+70.54 B4	20.00' LT	---	425,858.29	856,954.51	EOP

2

A1 LINE

A1 CURVE 1	A1 CURVE 2	A1 CURVE 3
PI STA = 10+51.83A1	PI STA = 11+67.08A1	PI STA = 12+99.02A1
Y = 425,884.59	Y = 425,848.20	Y = 425,674.25
X = 858,304.81	X = 858,126.34	X = 858,304.81
DELTA = 101°31'33"	DELTA = 124°12'32"	DELTA = 134°15'55"
D = 97°56'29"	D = 97°56'29"	D = 97°56'29"
T = 71.63'	T = 110.51'	T = 138.71'
L = 103.66'	L = 126.82'	L = 137.09'
R = 58.50'	R = 58.50'	R = 58.50'
PC STA = 10+00.00A1	PC STA = 11+03.66A1	PC STA = 12+30.48A1
Y = 425,812.96	Y = 425,870.28	Y = 425,771.07
X = 858,304.81	X = 858,234.62	X = 858,205.48
PT STA = 11+03.66A1	PT STA = 12+30.48A1	PT STA = 13+67.55A1
Y = 425,870.28	Y = 425,771.07	Y = 425,812.96
X = 858,234.62	X = 858,205.48	X = 858,304.81
BK = N00°00'00.0"E	BK = S78°28'27.5"W	BK = S45°44'04.2"E
AH = S78°28'27.5"W	AH = S45°44'04.2"E	AH = N00°00'00.3"E

A2 LINE

	A2 CURVE 1	A2 CURVE 2	A2 CURVE 3	
PI STA = 10+00.00 A2	PI STA = 10+84.73 A2	PI STA = 11+58.48 A2	PI STA = 12+34.47 A2	PI STA = 13+36.33 A2
Y = 425,769.96	Y = 425,760.75	Y = 425,738.45	Y = 425,705.92	Y = 425,595.89
X = 858,459.47	X = 858,375.56	X = 858,305.10	X = 858,236.35	X = 858,221.06
	DELTA = 7°28'16"	DELTA = 7°44'53"	DELTA = 57°04'50"	
	D = 7°09'43"	D = 17°54'18"	D = 57°17'45"	
	T = 52.23'	T = 21.67'	T = 54.39'	
	L = 104.32'	L = 43.27'	L = 99.62'	
	R = 800.00'	R = 320.00'	R = 100.00'	
	PC STA = 10+32.49 A2	PC STA = 11+36.81 A2	PC STA = 11+80.08 A2	
	Y = 425,769.91	Y = 425,744.99	Y = 425,729.18	
	X = 858,426.98	X = 858,325.76	X = 858,285.51	
	PT STA = 11+36.81 A2	PT STA = 11+80.08 A2	PT STA = 12+79.71 A2	
	Y = 425,744.99	Y = 425,729.18	Y = 425,652.02	
	X = 858,325.76	X = 858,285.51	X = 858,229.15	
	BK = S79°54'12.0"W	BK = S72°25'55.9"W	BK = S64°41'02.4"W	
	AH = S72°25'55.9"W	AH = S64°41'02.4"W	AH = S07°36'12.3"W	

A3 LINE

A3 CURVE 1	A3 CURVE 2	A3 CURVE 3
PI STA = 10+23.19 A3	PI STA = 11+36.24 A3	PI STA = 12+24.43 A3
Y = 425,499.42	Y = 425,611.58	Y = 425,698.06
X = 858,188.61	X = 858,203.58	X = 858,220.65
DELTA = 9°11'38"	DELTA = 5°05'42"	DELTA = 30°52'40"
D = 19°52'06"	D = 28°38'52"	D = 49°49'21"
T = 23.19'	T = 8.90'	T = 31.76'
L = 46.27'	L = 17.78'	L = 61.98'
R = 288.38'	R = 200.00'	R = 115.00'
PC STA = 10+00.00 A3	PC STA = 11+27.34 A3	PC STA = 11+92.67 A3
Y = 425,476.25	Y = 425,602.76	Y = 425,666.65
X = 858,189.25	X = 858,202.40	X = 858,215.99
PT STA = 10+46.27 A3	PT STA = 11+45.13 A3	PT STA = 12+54.65 A3
Y = 425,522.41	Y = 425,620.26	Y = 425,722.63
X = 858,191.67	X = 858,205.53	X = 858,240.78
BK = N01°35'24.7"W	BK = N07°36'12.3"E	BK = N08°26'47.9"E
AH = N07°36'12.9"E	AH = N12°41'54.0"E	AH = N39°19'27.9"E

A4 LINE

A4 CURVE 1	A4 CURVE 2	A4
PI STA = 10+23.19 A4	PI STA = 12+03.41 A4	PI STA = 12+58.51 A4
Y = 425,499.42	Y = 425,678.73	Y = 425,733.76
X = 858,188.61	X = 858,205.34	X = 858,202.52
DELTA = 9°11'38"	DELTA = 4°26'14"	
D = 19°52'06"	D = 26°38'57"	
T = 23.19'	T = 8.33'	
L = 46.27'	L = 16.65'	
R = 288.38'	R = 215.00'	
PC STA = 10+00.00 A4	PC STA = 11+95.08 A4	
Y = 425,476.25	Y = 425,670.40	
X = 858,189.25	X = 858,205.12	
PT STA = 10+46.27 A4	PT STA = 12+11.73 A4	
Y = 425,522.41	Y = 425,687.05	
X = 858,191.67	X = 858,204.91	
BK = N01°35'24.7"W	BK = N01°30'08.4"E	
AH = N07°36'12.9"E	AH = N02°56'05.5"W	

A5 LINE

A5	A5 CURVE 1	A5 CURVE 2	A5 CURVE 3	A5 CURVE 4	A5
PI STA = 10+00.00 A5	PI STA = 10+95.85 A5	PI STA = 11+60.26 A5	PI STA = 11+87.33 A5	PI STA = 12+45.76 A5	PI STA = 13+13.77 A5
Y = 425,601.18	Y = 425,696.18	Y = 425,758.50	Y = 425,775.73	Y = 425,809.22	Y = 425,798.68
X = 858,182.01	X = 858,194.69	X = 858,172.00	X = 858,149.98	X = 858,102.08	X = 858,030.26
	DELTA = 27°36'54"	DELTA = 31°56'14"	DELTA = 3°05'29"	DELTA = 43°18'46"	
	D = 28°38'52"	D = 95°29'35"	D = 14°19'26"	D = 47°44'47"	
	T = 49.15'	T = 17.17'	T = 10.79'	T = 47.65'	
	L = 96.39'	L = 33.44'	L = 21.58'	L = 90.71'	
	R = 200.00'	R = 60.00'	R = 400.00'	R = 120.00'	
	PC STA = 10+46.69 A5	PC STA = 11+43.09 A5	PC STA = 11+76.53 A5	PC STA = 11+98.11 A5	
	Y = 425,647.46	Y = 425,742.37	Y = 425,769.08	Y = 425,781.92	
	X = 858,188.19	X = 858,177.87	X = 858,158.48	X = 858,141.13	
	PT STA = 11+43.09 A5	PT STA = 11+76.53 A5	PT STA = 11+98.11 A5	PT STA = 12+88.83 A5	
	Y = 425,742.37	Y = 425,769.08	Y = 425,781.92	Y = 425,802.30	
	X = 858,177.87	X = 858,158.48	X = 858,141.13	X = 858,054.94	
	BK = N07°36'12.3"E	BK = N20°00'42.2"W	BK = N51°56'55.7"W	BK = N55°02'24.5"W	
	AH = N20°00'42.2"W	AH = N51°56'55.7"W	AH = N55°02'24.5"W	AH = S81°38'49.4"W	

A6 LINE

A6 CURVE 1	A6 CURVE 2	A6 CURVE 3
PI STA = 10+22.70 A6	PI STA = 10+52.62 A6	PI STA = 11+05.82 A6
Y = 425,915.40	Y = 425,895.74	Y = 425,879.87
X = 858,232.00	X = 858,208.46	X = 858,157.46
DELTA = 25°34'42"	DELTA = 22°34'04"	DELTA = 6°26'37"
D = 57°17'45"	D = 143°14'22"	D = 7°06'02"
T = 22.70'	T = 7.98'	T = 45.42'
L = 44.64'	L = 15.76'	L = 90.75'
R = 100.00'	R = 40.00'	R = 806.93'
PC STA = 10+00.00 A6	PC STA = 10+44.64 A6	PC STA = 10+60.40 A6
Y = 425,936.05	Y = 425,900.85	Y = 425,893.36
X = 858,241.44	X = 858,214.58	X = 858,200.84
PT STA = 10+44.64 A6	PT STA = 10+60.40 A6	PT STA = 11+51.15 A6
Y = 425,900.85	Y = 425,893.36	Y = 425,871.33
X = 858,214.58	X = 858,200.84	X = 858,112.85
BK = S24°33'04.5"W	BK = S50°07'46.3"W	BK = S72°43'02.1"W
AH = S50°07'46.3"W	AH = S72°41'50.1"W	AH = S79°09'39.2"W

A7 LINE

	A7 CURVE 1	A7 CURVE 2	A7 CURVE 3
PI STA = 10+00.00 A7	PI STA = 10+84.85 A7	PI STA = 11+54.67 A7	PI STA = 12+17.39 A7
Y = 425,135.00	Y = 426,063.26	Y = 425,993.28	Y = 425,930.40
X = 858,211.08	X = 858,256.38	X = 858,267.85	X = 858,264.79
	DELTA = 22°57'39"	DELTA = 12°10'51"	DELTA = 31°42'17"
	D = 28°38'52"	D = 20°10'52"	D = 49°49'21"
	T = 40.62'	T = 30.29'	T = 32.66'
	L = 80.15'	L = 60.36'	L = 63.64'
	R = 200.00'	R = 283.91'	R = 115.00'
	PC STA = 10+44.23 A7	PC STA = 11+24.38 A7	PC STA = 11+84.73 A7
	Y = 426,097.60	Y = 426,023.17	Y = 425,963.02
	X = 858,234.69	X = 858,262.95	X = 858,266.33
	PT STA = 11+24.38 A7	PT STA = 11+84.73 A7	PT STA = 12+48.37 A7
	Y = 426,023.17	Y = 425,963.02	Y = 425,903.46
	X = 858,262.95	X = 858,266.33	X = 858,246.34
	BK = S32°16'13.5"E	BK = S09°18'39.0"E	BK = S02°41'55.8"W
	AH = S09°18'34.8"E	AH = S02°52'11.7"W	AH = S34°24'12.4"W

A8 LINE

	A8 CURVE 1	A8 CURVE 2	A8 CURVE 3	A8 CURVE 4	
PI STA = 10+00.00 A8	PI STA = 10+88.88 A8	PI STA = 11+26.98 A8	PI STA = 11+57.19 A8	PI STA = 12+18.26 A8	PI STA = 12+60.16 A8
Y = 425,135.00	Y = 426,059.84	Y = 426,023.18	Y = 425,993.83	Y = 425,932.95	Y = 425,891.79
X = 858,211.08	X = 858,258.53	X = 858,270.04	X = 858,277.24	X = 858,282.88	X = 858,290.77
	DELTA = 14°50'06"	DELTA = 3°40'15"	DELTA = 8°27'51"	DELTA = 5°32'42"	
	D = 25°27'53"	D = 20°06'14"	D = 20°06'14"	D = 26°38'57"	
	T = 29.29'	T = 9.13'	T = 21.09'	T = 10.41'	
	L = 58.26'	L = 18.26'	L = 42.10'	L = 20.81'	
	R = 225.00'	R = 285.00'	R = 285.00'	R = 215.00'	
	PC STA = 10+59.59 A8	PC STA = 11+17.85 A8	PC STA = 11+36.11 A8	PC STA = 12+07.85 A8	
	Y = 426,084.61	Y = 426,031.90	Y = 426,014.31	Y = 425,943.32	
	X = 858,242.89	X = 858,267.31	X = 858,272.22	X = 858,281.92	
	PT STA = 11+17.85 A8	PT STA = 11+36.11 A8	PT STA = 11+78.21 A8	PT STA = 12+28.66 A8	
	Y = 426,031.90	Y = 426,014.31	Y = 425,972.83	Y = 425,922.72	
	X = 858,267.31	X = 858,272.22	X = 858,279.18	X = 858,284.84	
	BK = S32°16'13.5"E	BK = S17°26'07.1"E	BK = S13°45'52.5"E	BK = S05°18'01.9"E	
	AH = S17°26'07.1"E	AH = S13°45'52.5"E	AH = S05°18'01.9"E	AH = S10°50'43.5"E	

A9 LINE

	A9 CURVE 1	A9 CURVE 2	A9 CURVE 3	A9 CURVE 4
PI STA = 10+00.00 A9	PI STA = 10+80.26 A9	PI STA = 11+34.15 A9	PI STA = 11+59.82 A9	PI STA = 11+96.63 A9
Y = 425,836.02	Y = 425,819.59	Y = 425,853.36	Y = 425,869.26	Y = 425,903.54
X = 858,465.07	X = 858,386.75	X = 858,338.94	X = 858,318.79	X = 858,303.79
	DELTA = 43°29'48"	DELTA = 3°03'17"	DELTA = 28°04'57"	DELTA = 12°47'03"
	D = 47°44'47"	D = 14°19'26"	D = 95°29'35"	D = 28°38'52"
	T = 47.87'	T = 10.67'	T = 15.01'	T = 22.41'
	L = 91.10'	L = 21.33'	L = 29.41'	L = 44.63'
	R = 120.00'	R = 400.00'	R = 60.00'	R = 200.00'
	PC STA = 10+32.39 A9	PC STA = 11+23.49 A9	PC STA = 11+44.81 A9	PC STA = 11+74.22 A9
	Y = 425,826.47	Y = 425,847.21	Y = 425,859.97	Y = 425,883.01
	X = 858,434.12	X = 858,347.65	X = 858,330.56	X = 858,312.77
	PT STA = 11+23.49 A9	PT STA = 11+44.81 A9	PT STA = 11+74.22 A9	PT STA = 12+18.85 A9
	Y = 425,847.21	Y = 425,859.97	Y = 425,883.01	Y = 425,925.54
	X = 858,347.65	X = 858,330.56	X = 858,312.77	X = 858,299.58
	BK = S81°44'11.5"W	BK = N54°46'00.1"W	BK = N51°42'43.5"W	BK = N23°37'46.8"W
	AH = N54°46'00.1"W	AH = N51°42'43.5"W	AH = N23°37'46.8"W	AH = N10°50'43.5"W

B1 LINE

B1 CURVE 1	B1 CURVE 2	B1 CURVE 3
PI STA = 11+17.36 B1	PI STA = 12+33.37 B1	PI STA = 13+39.85 B1
Y = 425,995.92	Y = 425,971.19	Y = 426,143.94
X = 857,166.06	X = 857,385.73	X = 857,306.20
DELTA = 127°00'41"	DELTA = 121°08'25"	DELTA = 111°50'50"
D = 97°56'29"	D = 97°56'29"	D = 97°56'29"
T = 117.36'	T = 103.69'	T = 86.48'
L = 129.68'	L = 123.69'	L = 114.20'
R = 58.50'	R = 58.50'	R = 58.50'
PC STA = 10+00.00 B1	PC STA = 11+29.68 B1	PC STA = 12+53.37 B1
Y = 426,081.14	Y = 425,982.79	Y = 426,065.38
X = 857,246.74	X = 857,282.68	X = 857,342.37
PT STA = 11+29.68 B1	PT STA = 12+53.37 B1	PT STA = 13+67.57 B1
Y = 425,982.79	Y = 426,065.38	Y = 426,081.14
X = 857,282.68	X = 857,342.37	X = 857,246.74
BK = S43°25'59.9"W	BK = S83°34'40.8"E	BK = N24°43'05.4"W
AH = S83°34'40.8"E	AH = N24°43'05.4"W	AH = S43°26'04.4"W

B2 LINE

	B2 CURVE 1	B2 CURVE 2	
PI STA = 8+91.25 B2	PI STA = 10+80.02 B2	PI STA = 11+95.51 B2	PI STA = 13+68.25 B2
Y = 425,844.63	Y = 425,902.62	Y = 425,915.68	Y = 425,835.69
X = 857,521.18	X = 857,341.54	X = 857,226.26	X = 857,071.37
	DELTA = 11°25'25"	DELTA = 32°08'15"	
	D = 7°09'43"	D = 45°50'12"	
	T = 80.02'	T = 36.01'	
	L = 159.50'	L = 70.11'	
	R = 800.00'	R = 125.00'	
	PC STA = 10+00.00 B2	PC STA = 11+59.50 B2	
	Y = 425,878.04	Y = 425,911.63	
	X = 857,417.69	X = 857,262.04	
	PT STA = 11+59.50 B2	PT STA = 12+29.62 B2	
	Y = 425,911.63	Y = 425,900.08	
	X = 857,262.04	X = 857,193.81	
	BK = N72°06'36.8"W	BK = N83°32'01.3"W	
	AH = N83°32'01.3"W	AH = S64°19'43.5"W	

B3 LINE

	B3 CURVE 1	B3 CURVE 2	B3 CURVE 3
PI STA = 8+30.33 B3	PI STA = 9+98.74 B3	PI STA = 11+69.89 B3	PI STA = 13+34.53 B3
Y = 425,804.19	Y = 425,815.47	Y = 425,837.48	Y = 425,969.83
X = 856,722.45	X = 856,890.49	X = 857,060.24	X = 857,175.75
	DELTA = 3°32'46"	DELTA = 41°30'11"	DELTA = 41°41'17"
	D = 3°50'39"	D = 17°21'44"	D = 43°04'46"
	T = 46.14'	T = 125.04'	T = 50.64'
	L = 92.24'	L = 239.04'	L = 96.77'
	R = 1490.42'	R = 330.00'	R = 133.00'
	PC STA = 9+52.61 B3	PC STA = 10+44.85 B3	PC STA = 12+83.89 B3
	Y = 425,812.38	Y = 425,821.41	Y = 425,931.68
	X = 856,844.45	X = 856,936.24	X = 857,142.46
	PT STA = 10+44.85 B3	PT STA = 12+83.89 B3	PT STA = 13+80.66 B3
	Y = 425,821.41	Y = 425,931.68	Y = 425,976.18
	X = 856,936.24	X = 857,142.46	X = 857,225.99
	BK = N86°09'37.8"E	BK = N82°36'56.1"E	BK = N41°06'45.5"E
	AH = N82°36'51.9"E	AH = N41°06'45.5"E	AH = N82°48'02.2"E

B4 LINE

	B4 CURVE 2	B4 CURVE 3	
PI STA = 8+31.63 B4	PI STA = 9+31.87 B4	PI STA = 11+74.97 B4	PI STA = 13+79.72 B4
Y = 425,817.50	Y = 425,818.32	Y = 425,846.23	Y = 426,022.16
X = 856,722.66	X = 856,822.83	X = 857,064.42	X = 857,200.69
	DELTA = 4°59'52"	DELTA = 45°39'03"	
	D = 3°14'58"	D = 14°30'19"	
	T = 76.95'	T = 166.25'	
	L = 153.80'	L = 314.72'	
	R = 1763.28'	R = 395.00'	
	PC STA = 8+54.92 B4	PC STA = 10+08.72 B4	
	Y = 425,816.17	Y = 425,827.16	
	X = 856,745.91	X = 856,899.27	
	PT STA = 10+08.72 B4	PT STA = 13+23.44 B4	
	Y = 425,827.16	Y = 425,977.66	
	X = 856,899.27	X = 857,166.23	
	BK = N88°23'52.7"E	BK = N83°24'45.3"E	
	AH = N83°24'01.1"E	AH = N37°45'42.3"E	

B5 LINE

	B5 CURVE 1	B5 CURVE 2	B5 CURVE 3	B5 CURVE 4	
PI STA = 10+00.00 B5	PI STA = 10+97.38 B5	PI STA = 11+76.41 B5	PI STA = 12+00.13 B5	PI STA = 12+59.46 B5	PI STA = 13+53.27 B5
Y = 425,928.98	Y = 425,991.74	Y = 426,063.54	Y = 426,087.55	Y = 426,146.79	Y = 426,217.14
X = 857,091.00	X = 857,164.91	X = 857,200.80	X = 857,202.73	X = 857,206.24	X = 857,136.43
	DELTA = 19°20'27"	DELTA = 21°56'29"	DELTA = 1°13'48"	DELTA = 45°51'01"	
	D = 15°04'40"	D = 71°37'11"	D = 7°09'43"	D = 47°44'47"	
	T = 64.75'	T = 15.51'	T = 8.59'	T = 50.75'	
	L = 128.27'	L = 30.64'	L = 17.17'	L = 96.03'	
	R = 380.00'	R = 80.00'	R = 800.00'	R = 120.00'	
	PC STA = 10+32.63 B5	PC STA = 11+60.90 B5	PC STA = 11+91.54 B5	PC STA = 12+08.71 B5	
	Y = 425,946.68	Y = 426,049.66	Y = 426,078.99	Y = 426,096.12	
	X = 857,118.41	X = 857,193.86	X = 857,202.04	X = 857,203.24	
	PT STA = 11+60.90 B5	PT STA = 11+91.54 B5	PT STA = 12+08.71 B5	PT STA = 13+04.74 B5	
	Y = 426,049.66	Y = 426,078.99	Y = 426,096.12	Y = 426,184.23	
	X = 857,193.86	X = 857,202.04	X = 857,203.24	X = 857,171.97	
	BK = N45°53'50.3"E	BK = N26°33'22.8"E	BK = N04°36'53.6"E	BK = N03°23'05.9"E	
	AH = N26°33'22.8"E	AH = N04°36'53.9"E	AH = N03°23'05.9"E	AH = N42°27'54.9"W	

B6 LINE

B6 CURVE 1	B6 CURVE 2	B6 CURVE 3	B6 CURVE 4	
PI STA = 10+70.18 B6	PI STA = 11+52.06 B6	PI STA = 12+12.00 B6	PI STA = 12+84.23 B6	PI STA = 13+65.48 B6
Y = 425,951.20	Y = 426,040.99	Y = 426,098.82	Y = 426,138.96	Y = 426,198.92
X = 857,413.65	X = 857,383.03	X = 857,367.21	X = 857,303.26	X = 857,248.94
DELTA = 59°49'15"	DELTA = 3°32'05"	DELTA = 42°35'14"	DELTA = 9°12'03"	
D = 46°57'50"	D = 7°09'43"	D = 63°18'37"	D = 11°27'33"	
T = 70.18'	T = 24.68'	T = 35.27'	T = 40.23'	
L = 127.38'	L = 49.35'	L = 67.27'	L = 80.29'	
R = 122.00'	R = 800.00'	R = 90.50'	R = 500.00'	
PC STA = 10+00.00 B6	PC STA = 11+27.38 B6	PC STA = 11+76.73 B6	PC STA = 12+44.00 B6	
Y = 425,937.39	Y = 426,017.62	Y = 426,064.80	Y = 426,117.57	
X = 857,482.46	X = 857,391.00	X = 857,376.52	X = 857,337.34	
PT STA = 11+27.38 B6	PT STA = 11+76.73 B6	PT STA = 12+44.00 B6	PT STA = 13+24.29 B6	
Y = 426,017.62	Y = 426,064.80	Y = 426,117.57	Y = 426,165.53	
X = 857,391.00	X = 857,376.52	X = 857,337.34	X = 857,273.05	
BK = N78°39'03.4"W	BK = N18°49'48.3"W	BK = N15°17'43.5"W	BK = N57°52'58.0"W	
AH = N18°49'48.3"W	AH = N15°17'43.5"W	AH = N57°52'58.0"W	AH = N48°40'54.6"W	

B7 LINE

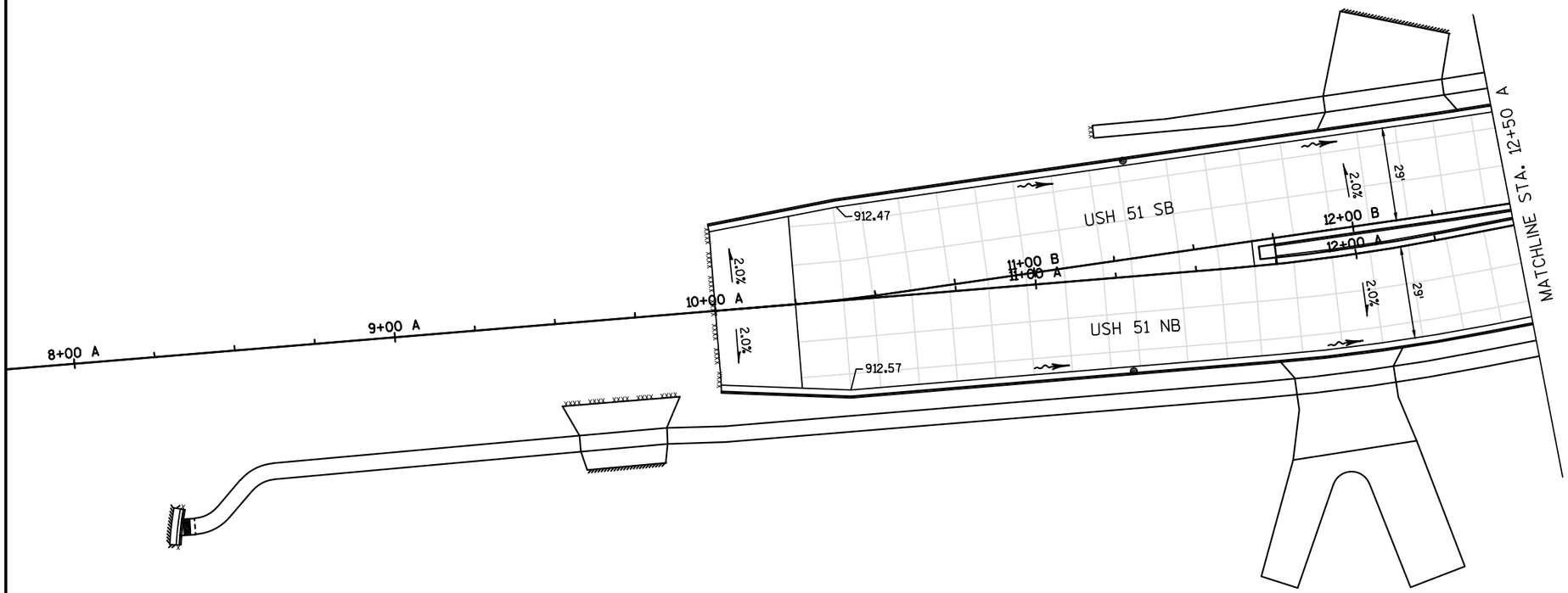
B7 CURVE 1	B7 CURVE 2	B7 CURVE 3	B7 CURVE 4	B7 CURVE 5	B7 CURVE 6	B7 CURVE 7	B7 CURVE 8
PI STA = 10+18.16 B7	PI STA = 10+39.35 B7	PI STA = 10+90.07 B7	PI STA = 11+49.32 B7	PI STA = 11+76.06 B7	PI STA = 12+29.14 B7	PI STA = 12+73.95 B7	PI STA = 13+06.19 B7
Y = 425,891.70	Y = 425,907.06	Y = 425,944.45	Y = 425,949.09	Y = 425,950.22	Y = 425,934.00	Y = 425,915.87	Y = 425,902.76
X = 857,137.99	X = 857,152.63	X = 857,186.90	X = 857,250.57	X = 857,277.29	X = 857,328.06	X = 857,369.13	X = 857,398.58
DELTA = 5°51'56"	DELTA = 2°14'50"	DELTA = 43°17'42"	DELTA = 1°54'09"	DELTA = 20°29'39"	DELTA = 6°06'13"	DELTA = 2°04'16"	DELTA = 2°15'29"
D = 16°09'51"	D = 36°43'55"	D = 47°42'41"	D = 5°52'59"	D = 97°55'50"	D = 7°09'01"	D = 47°32'48"	D = 3°45'25"
T = 18.16'	T = 3.06'	T = 47.66'	T = 16.17'	T = 10.58'	T = 42.72'	T = 2.18'	T = 30.06'
L = 36.29'	L = 6.12'	L = 90.74'	L = 32.34'	L = 20.93'	L = 85.36'	L = 4.36'	L = 60.10'
R = 354.46'	R = 155.98'	R = 120.09'	R = 973.91'	R = 58.51'	R = 801.30'	R = 120.50'	R = 1525.02'
PC STA = 10+00.00 B7	PC STA = 10+36.29 B7	PC STA = 10+42.41 B7	PC STA = 11+33.15 B7	PC STA = 11+65.49 B7	PC STA = 11+86.42 B7	PC STA = 12+71.78 B7	PC STA = 12+76.13 B7
Y = 425,879.88	Y = 425,904.87	Y = 425,909.34	Y = 425,947.90	Y = 425,949.74	Y = 425,946.96	Y = 425,916.79	Y = 425,915.02
X = 857,124.20	X = 857,150.49	X = 857,154.67	X = 857,234.44	X = 857,266.72	X = 857,287.35	X = 857,367.16	X = 857,371.14
PT STA = 10+36.29 B7	PT STA = 10+42.41 B7	PT STA = 11+33.15 B7	PT STA = 11+65.49 B7	PT STA = 11+86.42 B7	PT STA = 12+71.78 B7	PT STA = 12+76.13 B7	PT STA = 13+36.23 B7
Y = 425,904.87	Y = 425,909.34	Y = 425,947.90	Y = 425,949.74	Y = 425,946.96	Y = 425,916.79	Y = 425,915.02	Y = 425,891.58
X = 857,150.49	X = 857,154.67	X = 857,234.44	X = 857,266.72	X = 857,287.35	X = 857,367.16	X = 857,371.14	X = 857,426.48
BK = N49°23'49.5"E	BK = N44°09'15.6"E	BK = N42°33'13.8"E	BK = N85°46'52.4"E	BK = N87°25'16.3"E	BK = S72°20'14.4"E	BK = S65°02'14.3"E	BK = S65°55'02.9"E
AH = N43°31'53.1"E	AH = N41°54'25.8"E	AH = N85°50'55.9"E	AH = N87°41'01.5"E	AH = S72°05'04.4"E	AH = S66°14'01.5"E	AH = S67°06'30.1"E	AH = S68°10'32.0"E

2

LEGEND

- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SAWING CONCRETE
- SAWING ASPHALT
- 904.33 — PROPOSED ELEVATION
- FLOW ARROW
- REVERSE SLOPE GUTTER

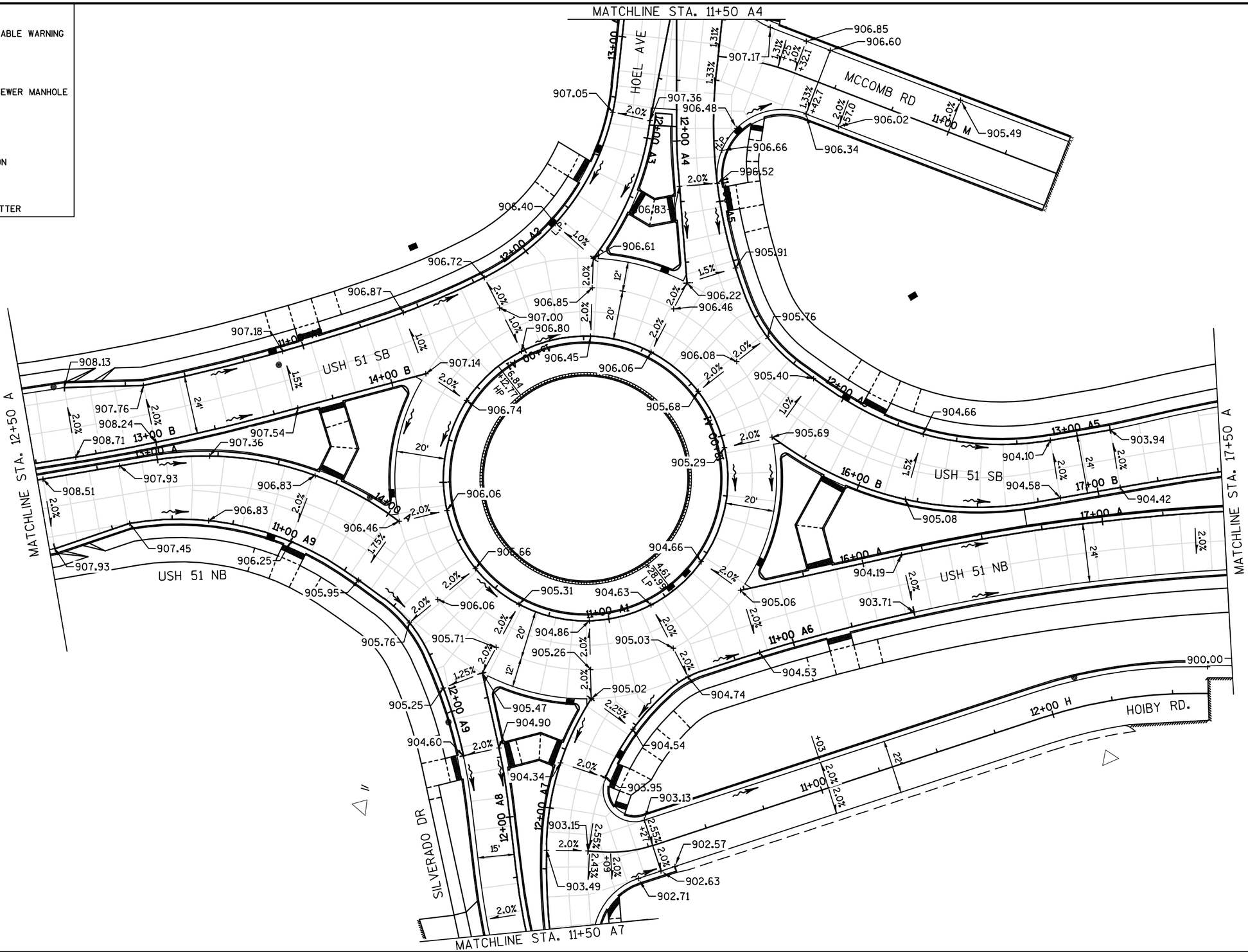
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PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVING GRADES	SHEET 46	E

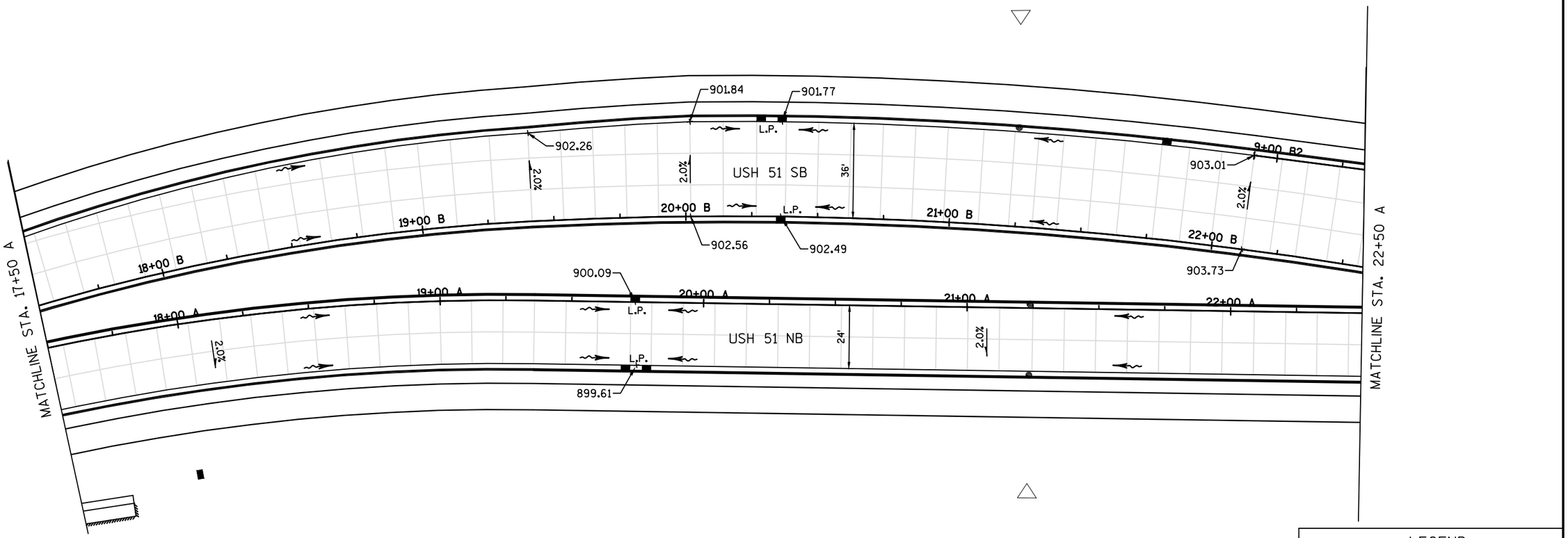
LEGEND

- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SAWING CONCRETE
- SAWING ASPHALT
- 904.33 PROPOSED ELEVATION
- FLOW ARROW
- REVERSE SLOPE GUTTER



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVING GRADES	SHEET 47	E

2



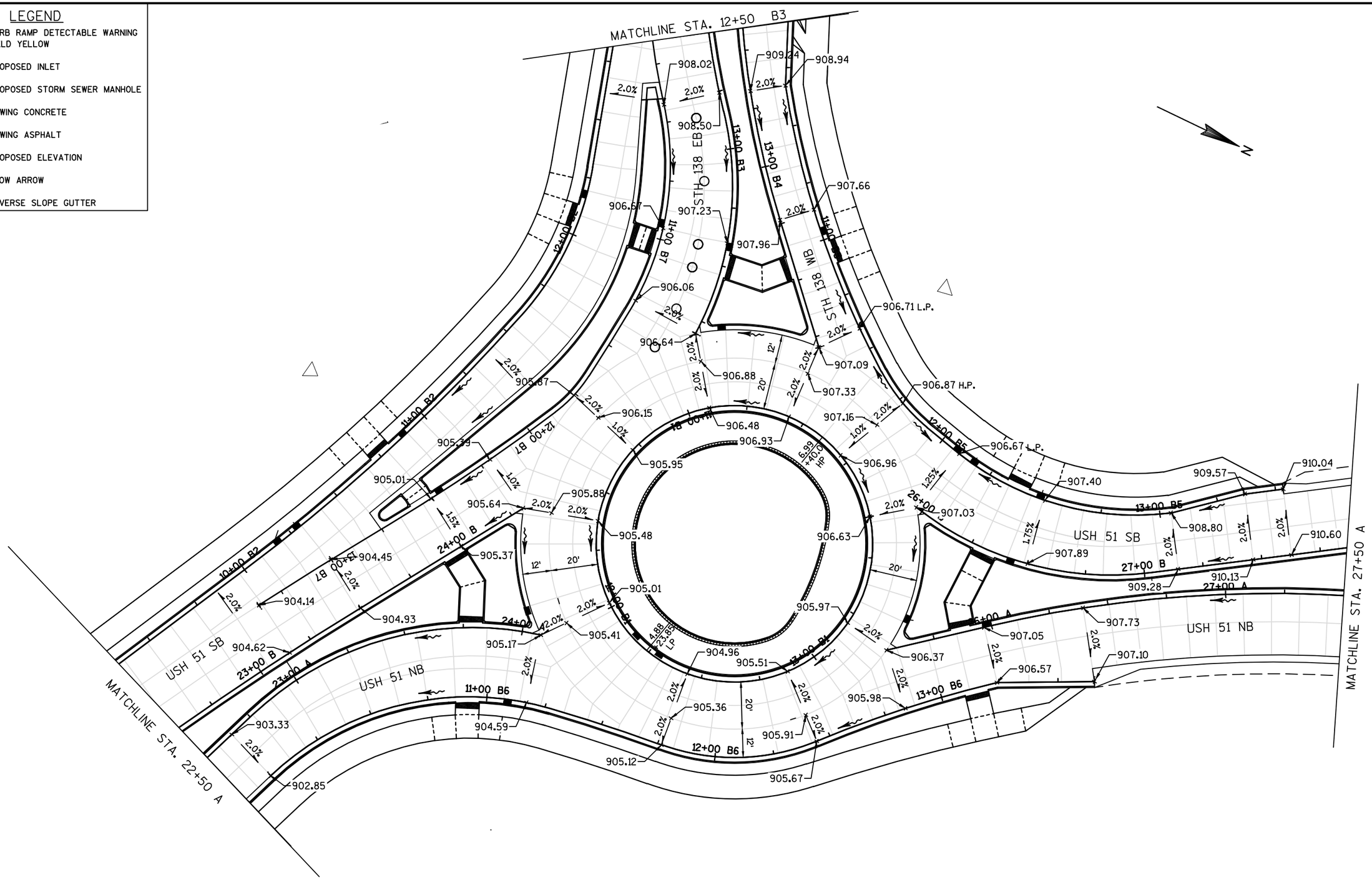
LEGEND

- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- xxxx xxxx SAWING CONCRETE
- SAWING ASPHALT
- 904.33 PROPOSED ELEVATION
- FLOW ARROW
- REVERSE SLOPE GUTTER

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVING GRADES	SHEET 48	E

LEGEND

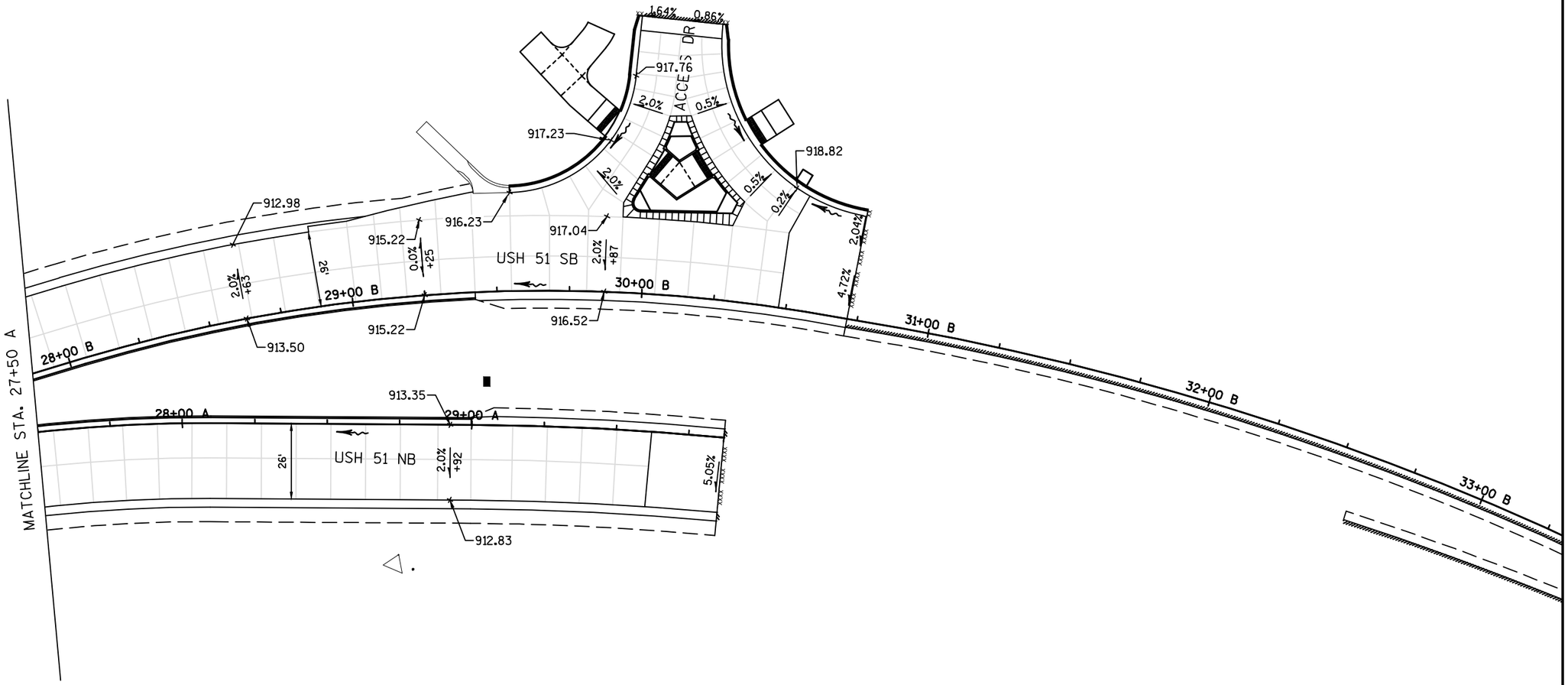
- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SAWING CONCRETE
- SAWING ASPHALT
- 904.33 PROPOSED ELEVATION
- FLOW ARROW
- REVERSE SLOPE GUTTER



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVING GRADES	SHEET 49	E

LEGEND

- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SAWING CONCRETE
- SAWING ASPHALT
- 904.33 PROPOSED ELEVATION
- FLOW ARROW
- REVERSE SLOPE GUTTER

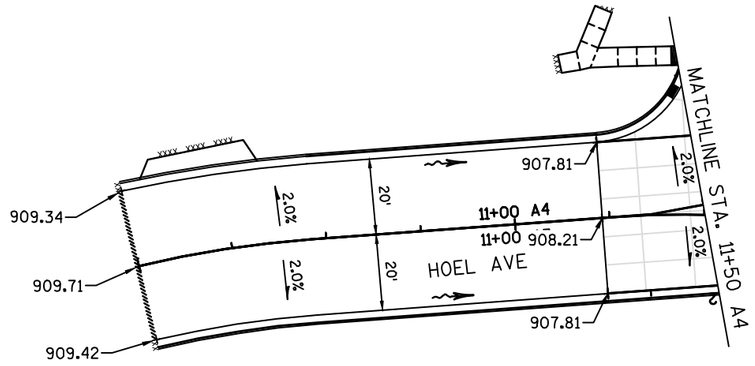


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVING GRADES	SHEET 50	E

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LAYOUT NAME - 021205_PG

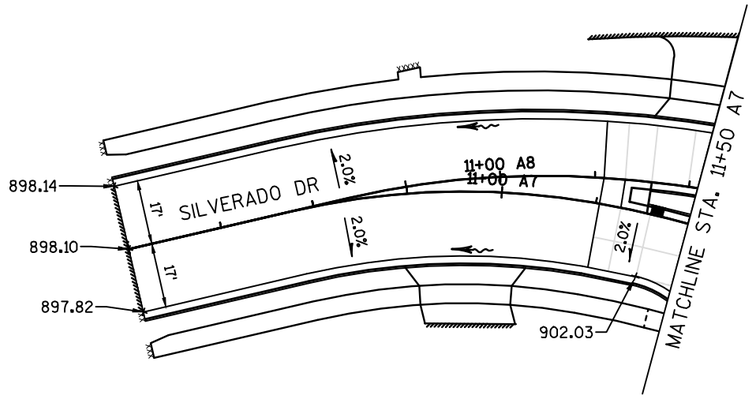
PLOT DATE : 10/30/2020 9:40 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********

2



LEGEND

- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- xxxx xxxx SAWING CONCRETE
- SAWING ASPHALT
- 904.33 PROPOSED ELEVATION
- FLOW ARROW
- REVERSE SLOPE GUTTER

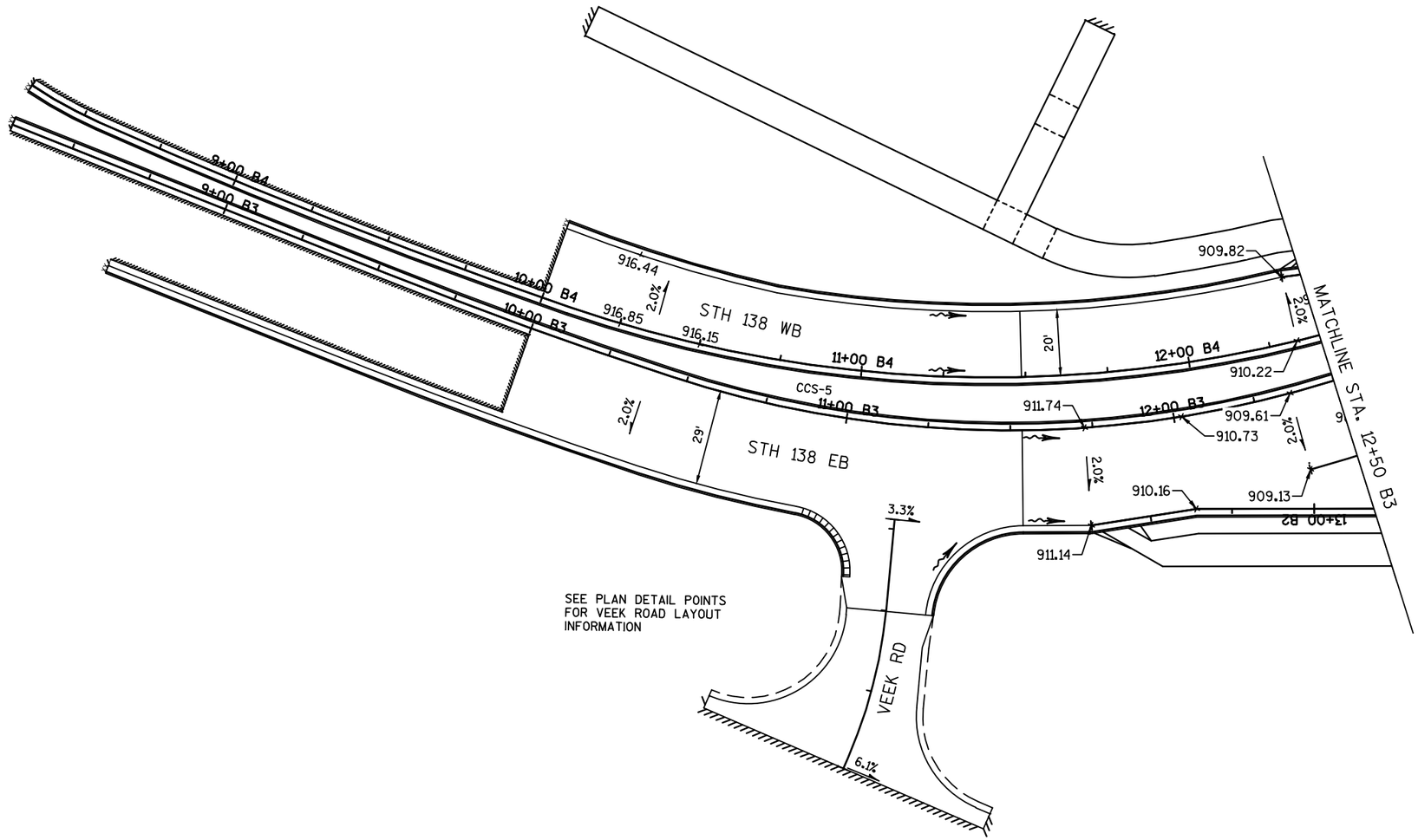


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVING GRADES	SHEET 51	E

2

LEGEND

- CURB RAMP DETECTABLE WARNING FIELD YELLOW
- PROPOSED INLET
- PROPOSED STORM SEWER MANHOLE
- SAWING CONCRETE
- SAWING ASPHALT
- 904.33 — PROPOSED ELEVATION
- FLOW ARROW
- REVERSE SLOPE GUTTER



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVING GRADES	SHEET 52	E

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

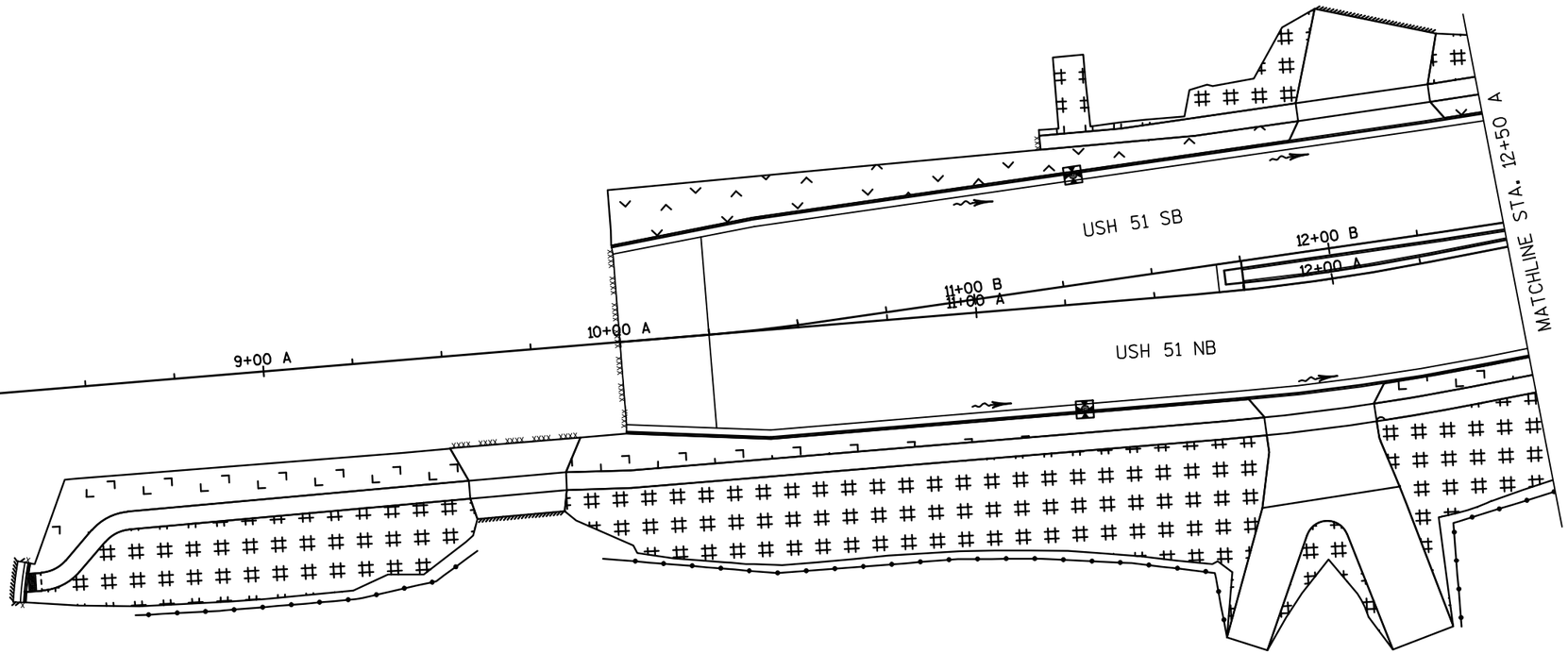
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



N

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 53	E

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

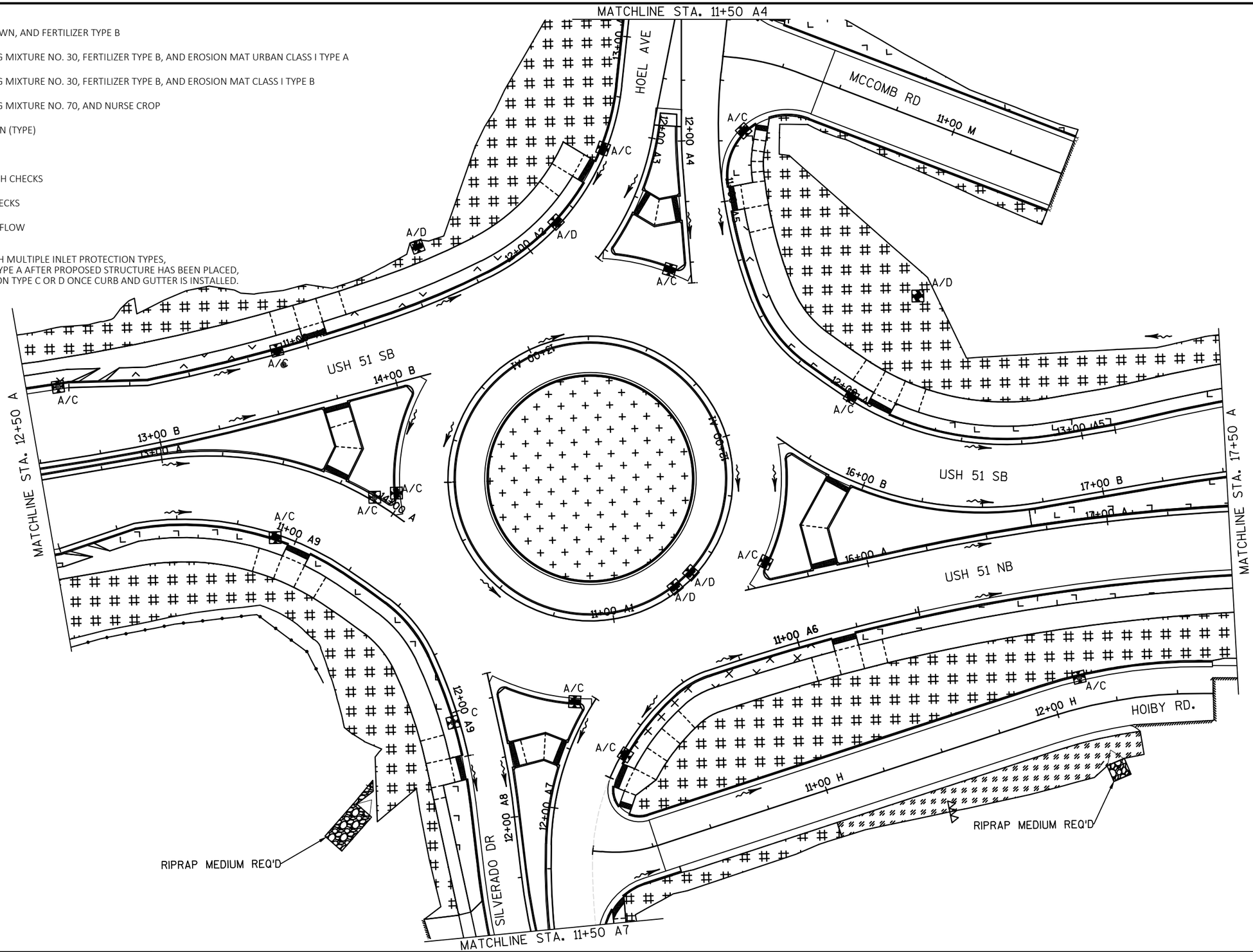
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 54	E

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

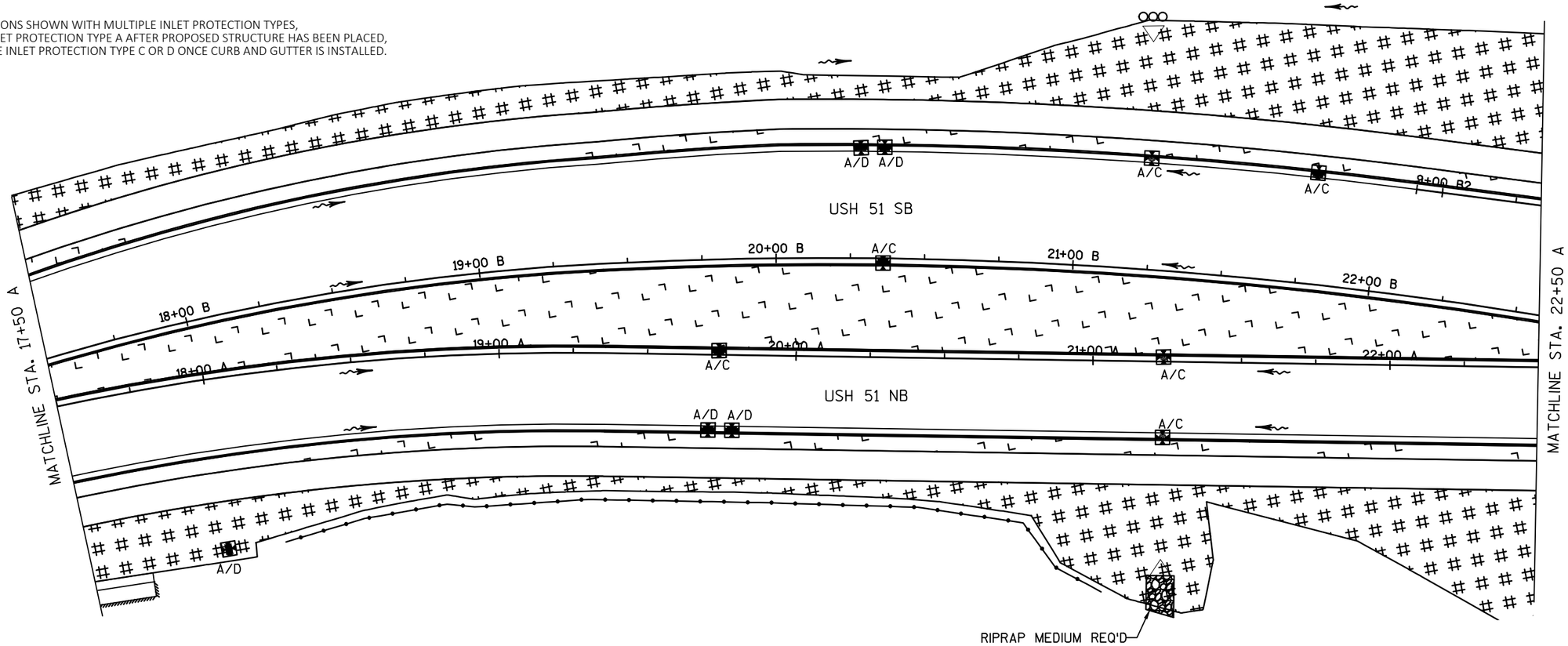
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 55	E

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

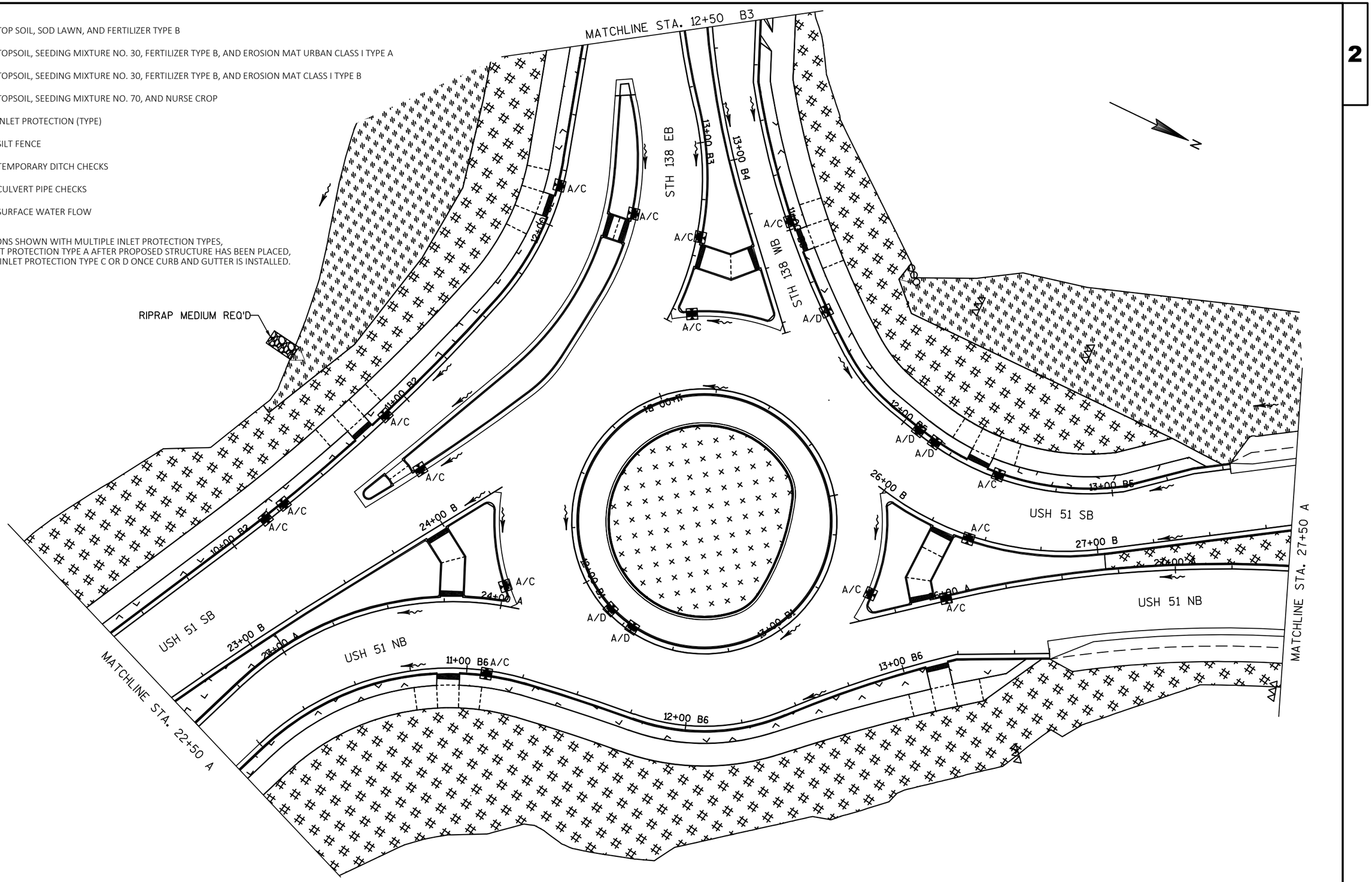
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES, INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED, THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\022101_EC.DWG
LAYOUT NAME - 022101_EC - 022104
PLOT DATE : 5/18/2021 2:52 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

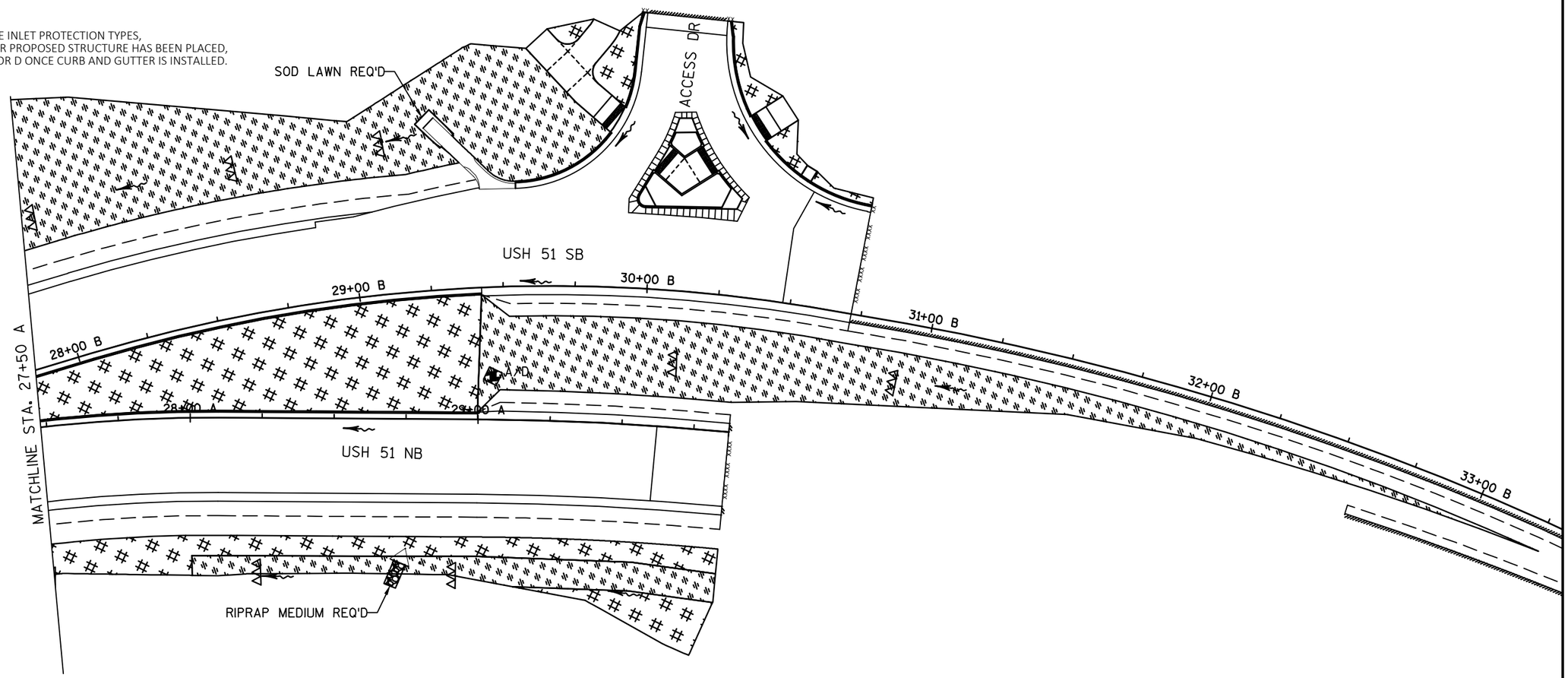
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 57	E

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

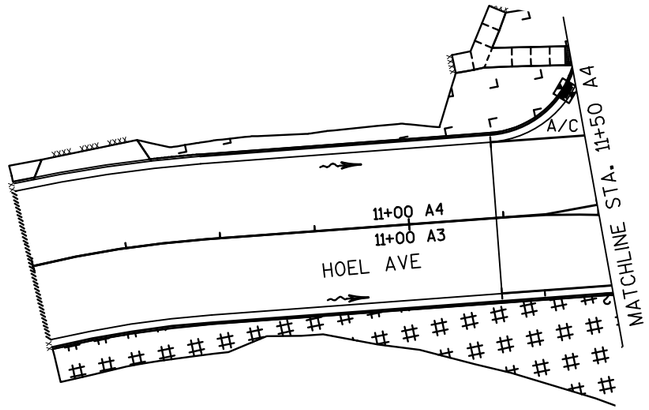
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



N

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

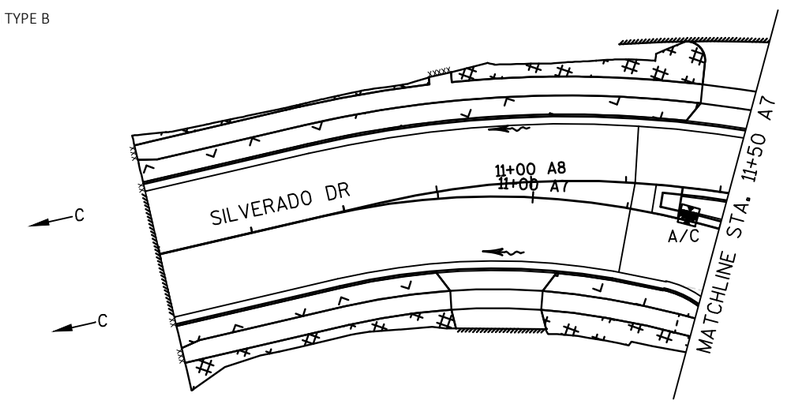
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



N

2

TOP SOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND NURSE CROP

INLET PROTECTION (TYPE)

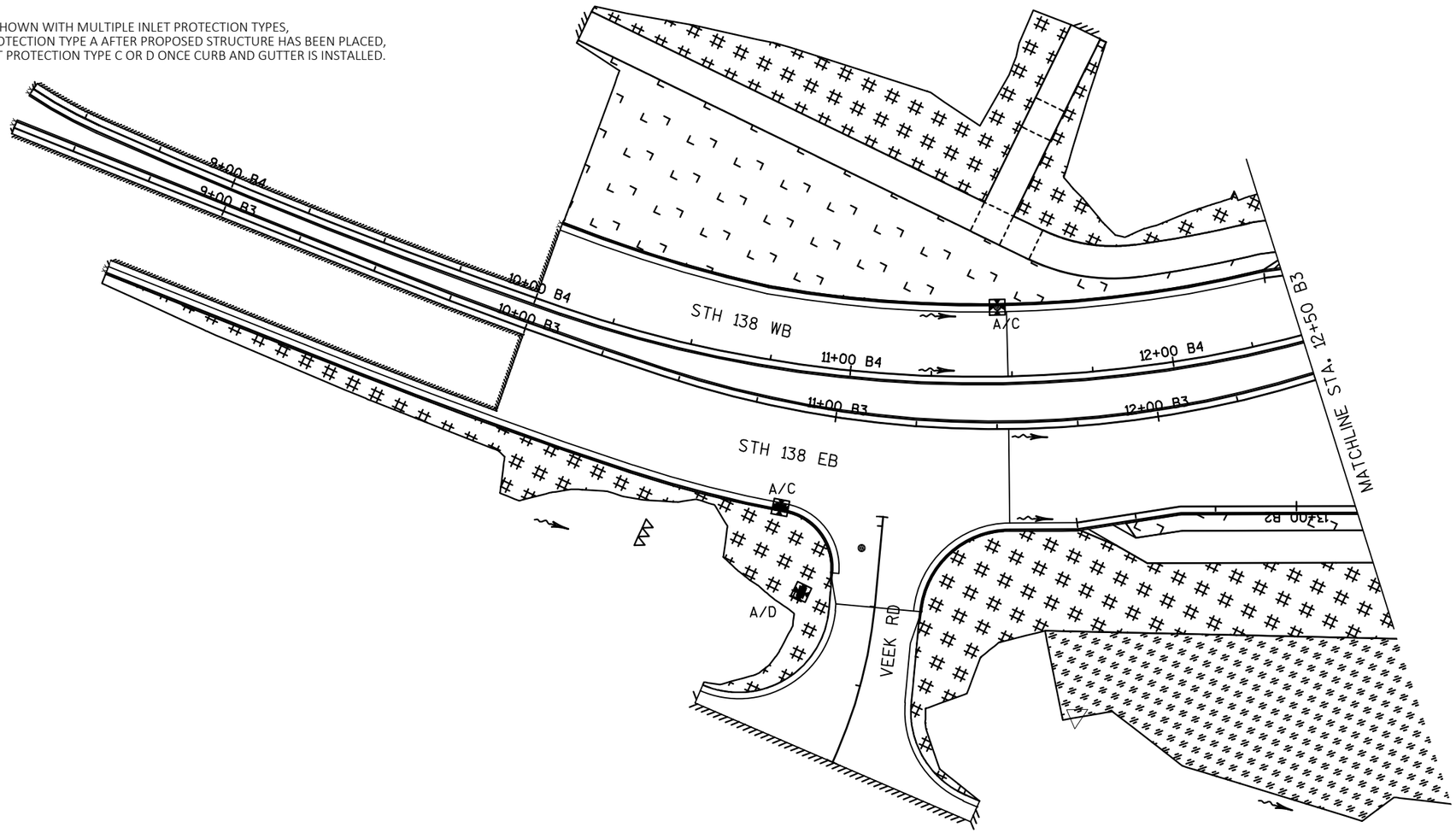
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

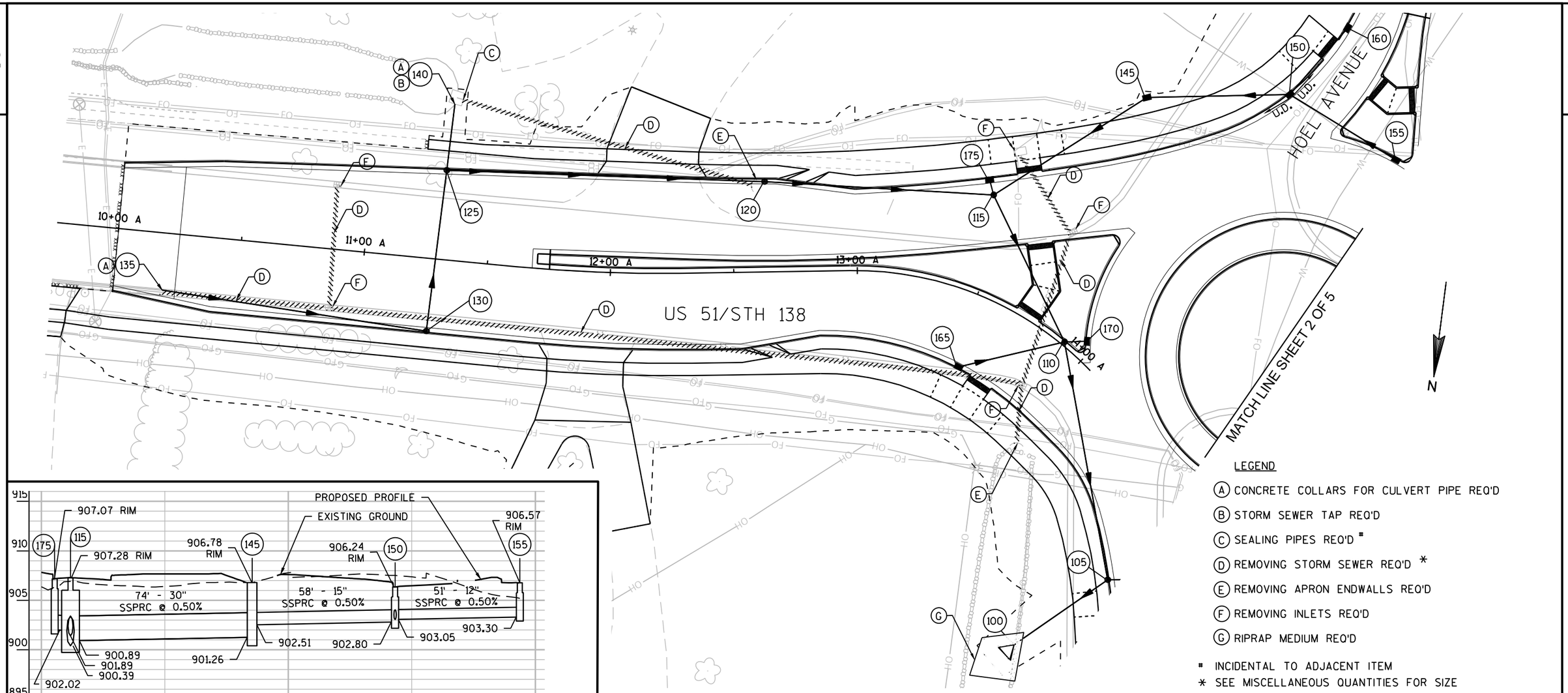
SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 59	E

2

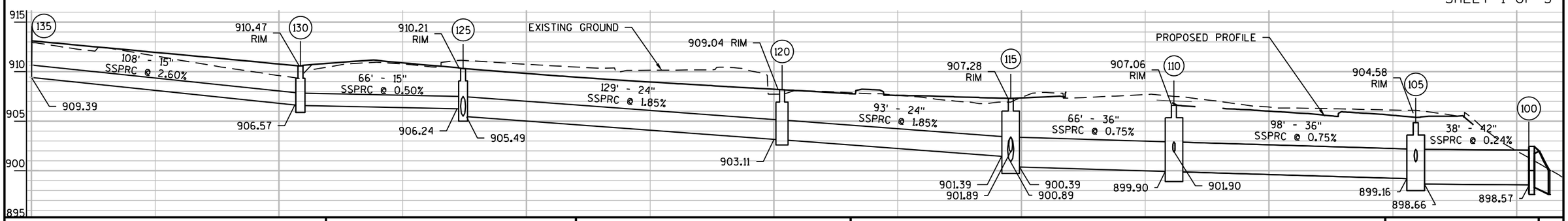


LEGEND

- (A) CONCRETE COLLARS FOR CULVERT PIPE REQ'D
- (B) STORM SEWER TAP REQ'D
- (C) SEALING PIPES REQ'D #
- (D) REMOVING STORM SEWER REQ'D *
- (E) REMOVING APRON ENDWALLS REQ'D
- (F) REMOVING INLETS REQ'D
- (G) RIPRAP MEDIUM REQ'D

\# INCIDENTAL TO ADJACENT ITEM

* SEE MISCELLANEOUS QUANTITIES FOR SIZE



SHEET 1 OF 5

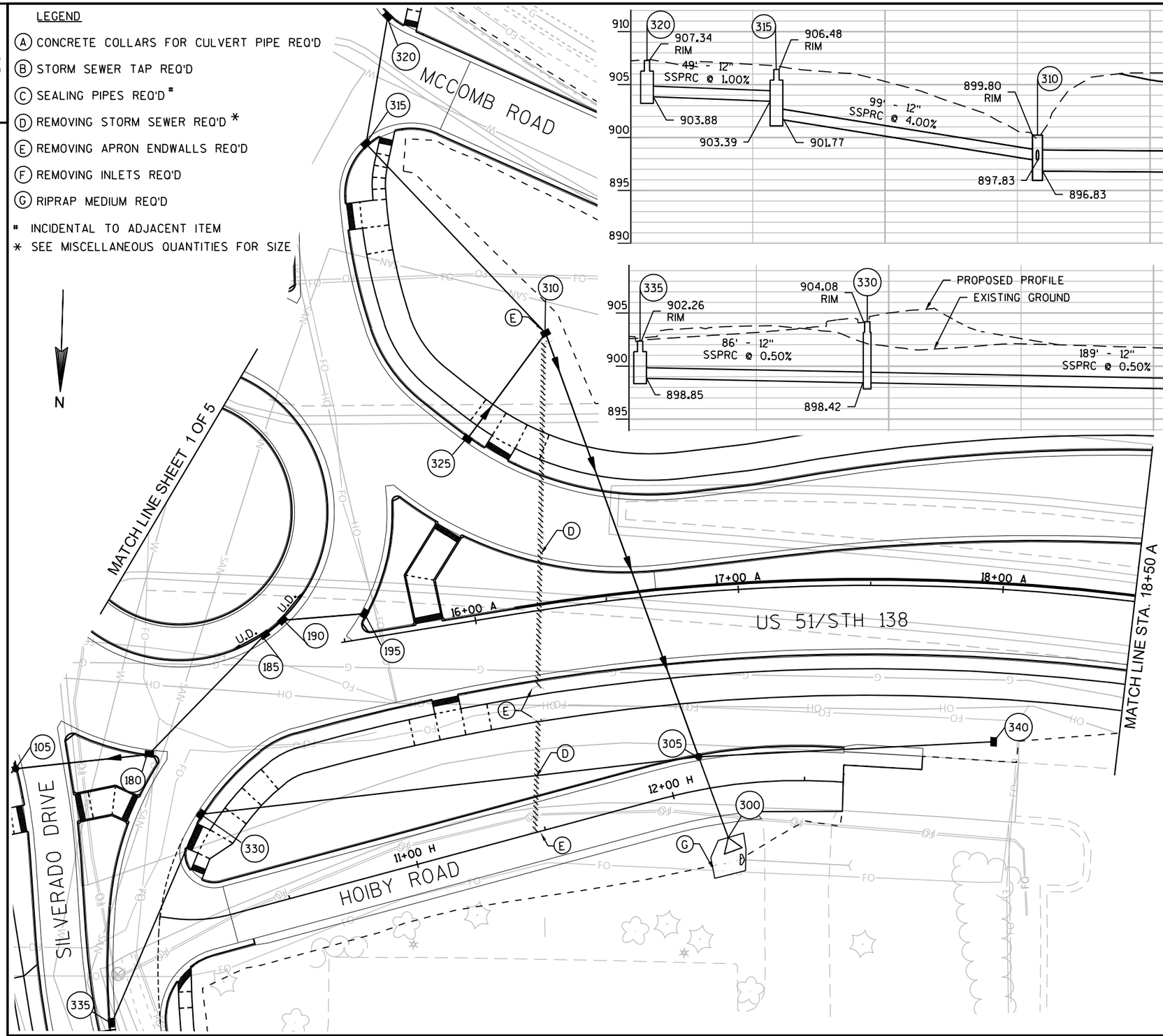
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	STORM SEWER: USH 51	SHEET 60	E

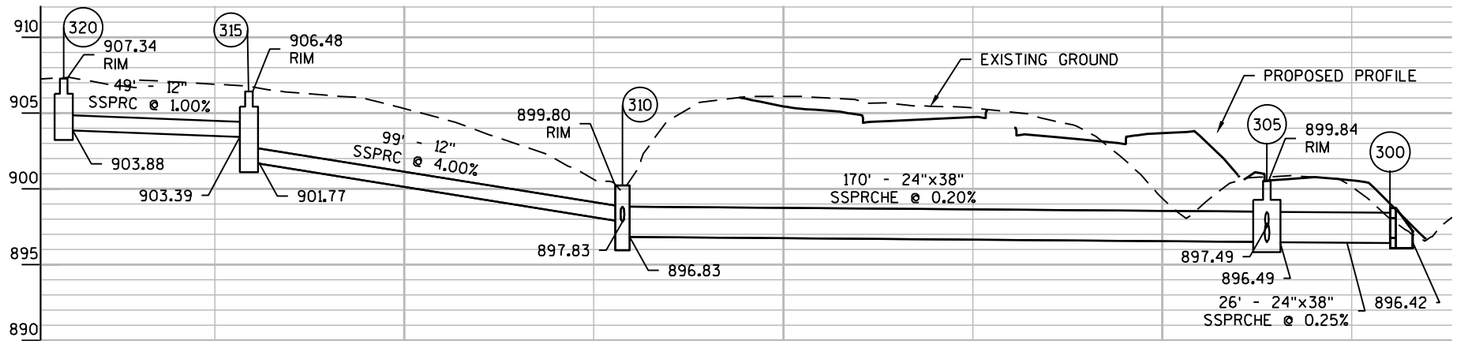
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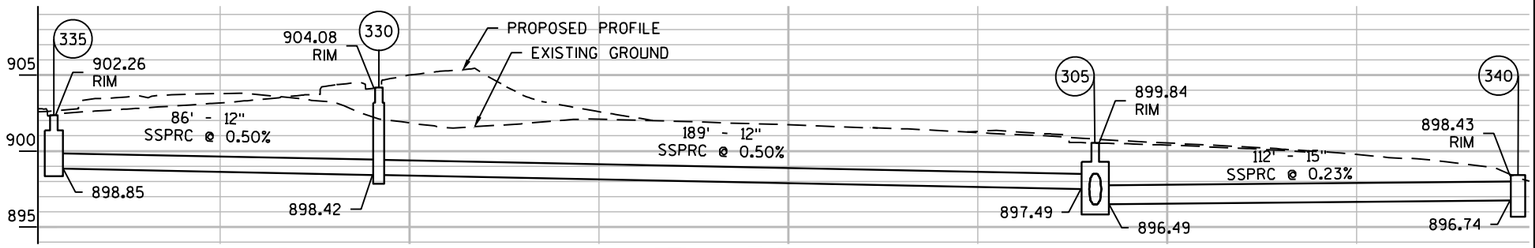
LEGEND

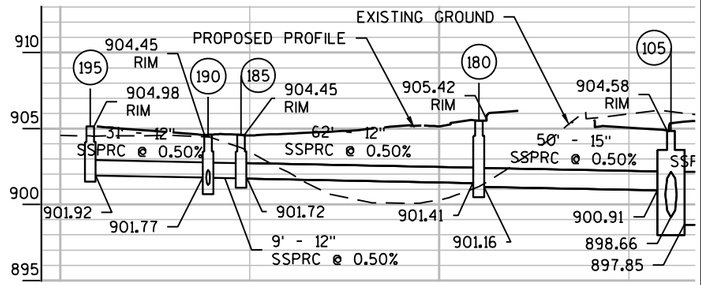
(A) CONCRETE COLLARS FOR CULVERT PIPE REQ'D
(B) STORM SEWER TAP REQ'D
(C) SEALING PIPES REQ'D #
(D) REMOVING STORM SEWER REQ'D *
(E) REMOVING APRON ENDWALLS REQ'D
(F) REMOVING INLETS REQ'D
(G) RIPRAP MEDIUM REQ'D

INCIDENTAL TO ADJACENT ITEM
* SEE MISCELLANEOUS QUANTITIES FOR SIZE







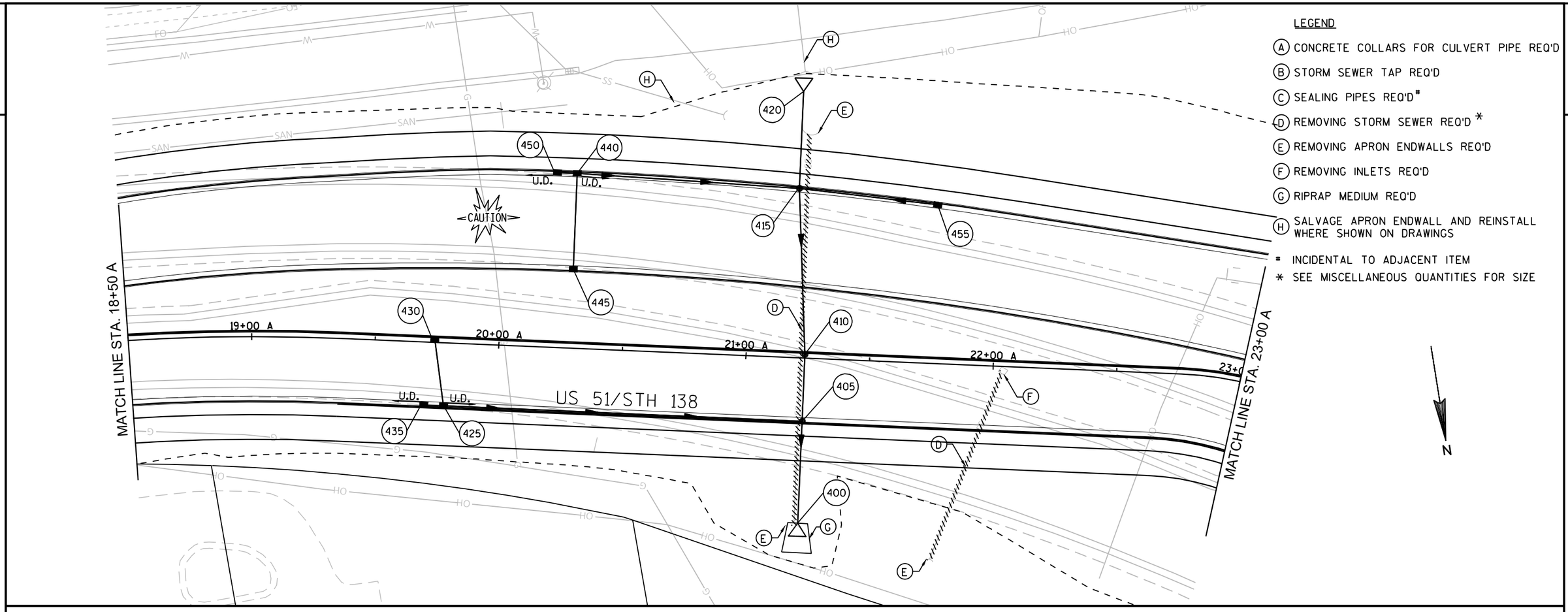


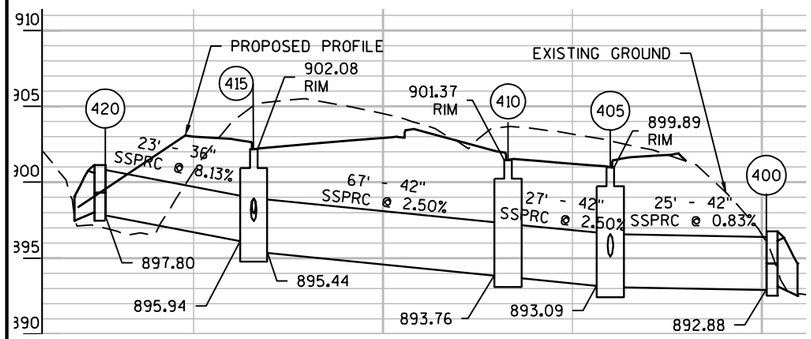
SHEET 2 OF 5

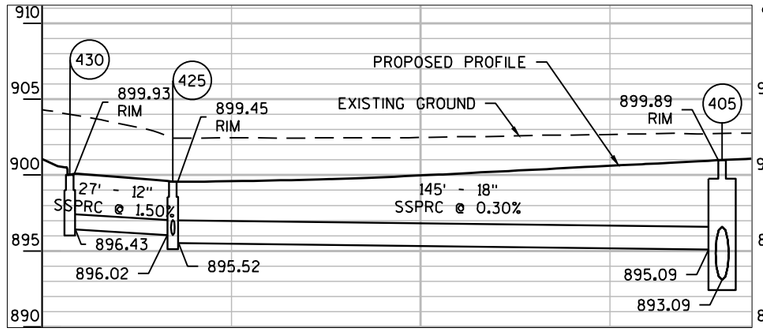
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	STORM SEWER: US 51/HOIBY ROAD	SHEET 61	E

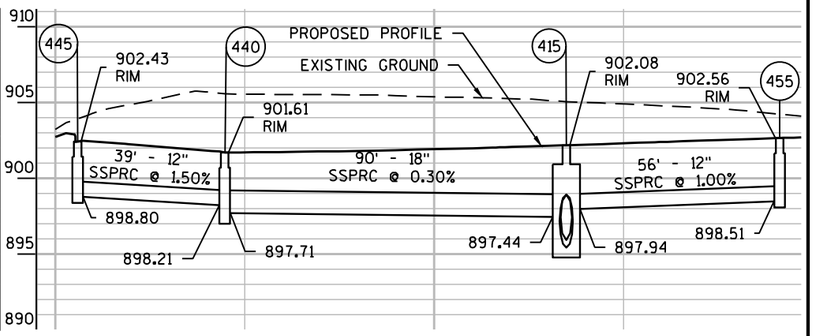
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LAYOUT NAME - 022502
PLOT DATE : 5/18/2021 2:54 PM PLOT BY : SCHAUB, ALEX PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2









SHEET 3 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	STORM SEWER: USH 51	SHEET 62	E

2

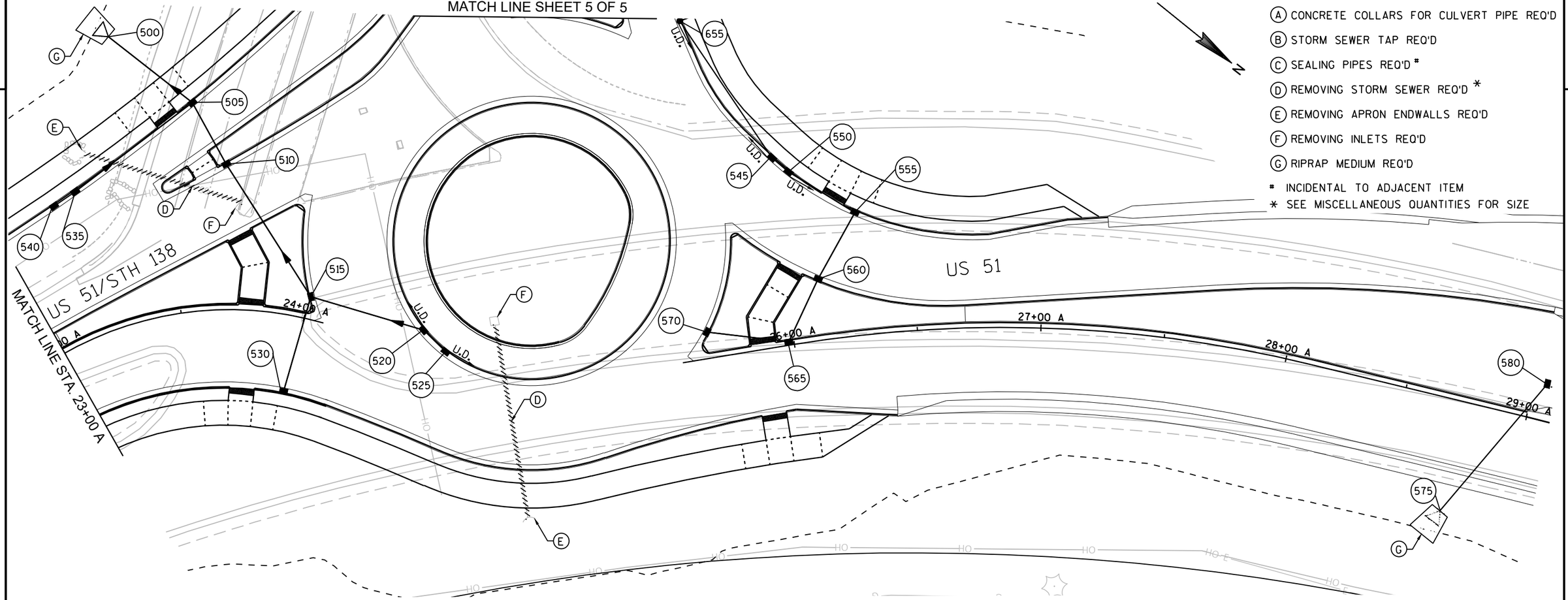
MATCH LINE SHEET 5 OF 5

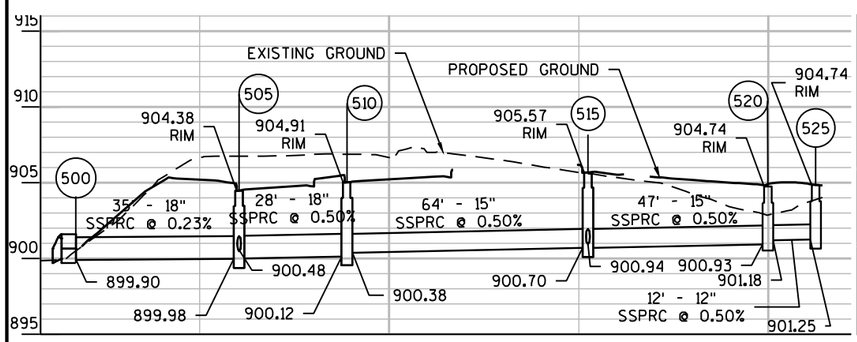
LEGEND

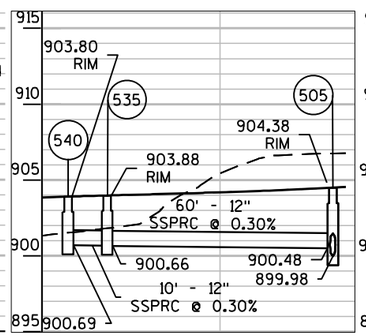
- (A) CONCRETE COLLARS FOR CULVERT PIPE REQ'D
- (B) STORM SEWER TAP REQ'D
- (C) SEALING PIPES REQ'D #
- (D) REMOVING STORM SEWER REQ'D *
- (E) REMOVING APRON ENDWALLS REQ'D
- (F) REMOVING INLETS REQ'D
- (G) RIPRAP MEDIUM REQ'D

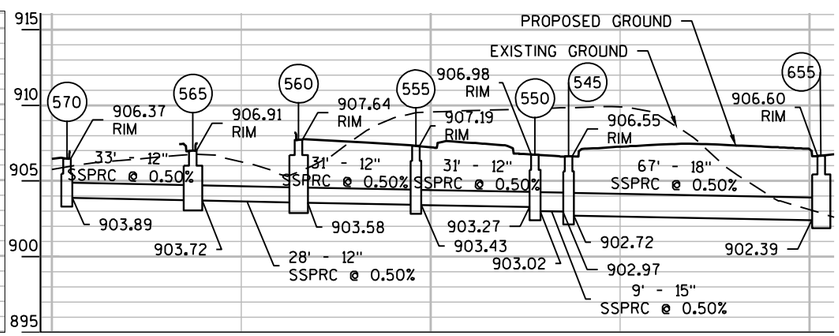
INCIDENTAL TO ADJACENT ITEM

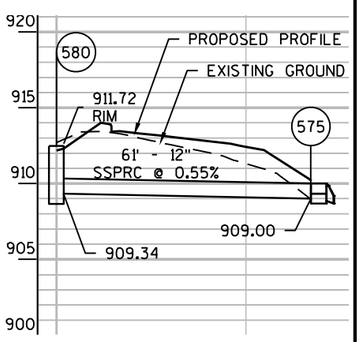
* SEE MISCELLANEOUS QUANTITIES FOR SIZE











SHEET 4 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	STORM SEWER: USH 51	SHEET 63	E

LEGEND

(A) CONCRETE COLLARS FOR CULVERT PIPE REQ'D

(B) STORM SEWER TAP REQ'D

(C) SEALING PIPES REQ'D #

(D) REMOVING STORM SEWER REQ'D *

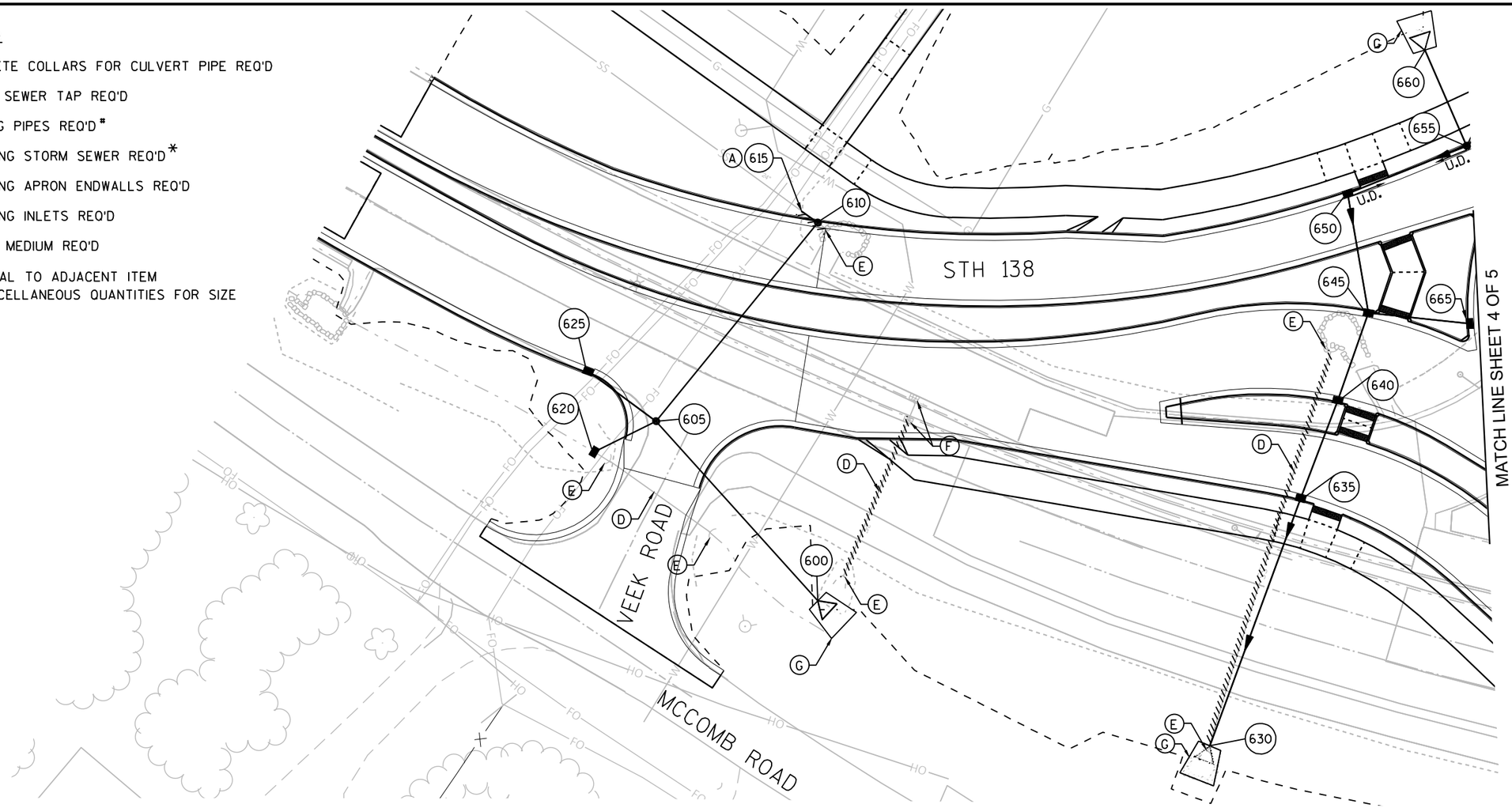
(E) REMOVING APRON ENDWALLS REQ'D

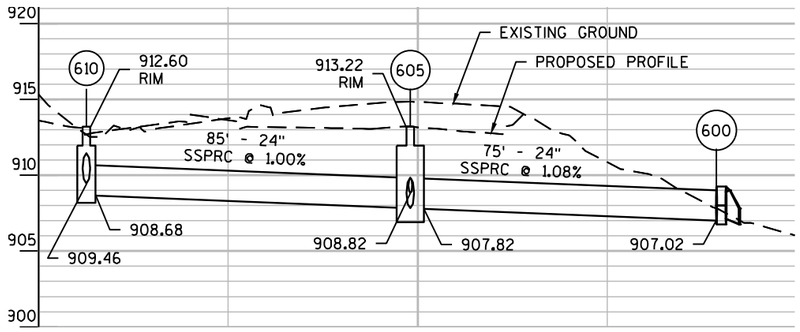
(F) REMOVING INLETS REQ'D

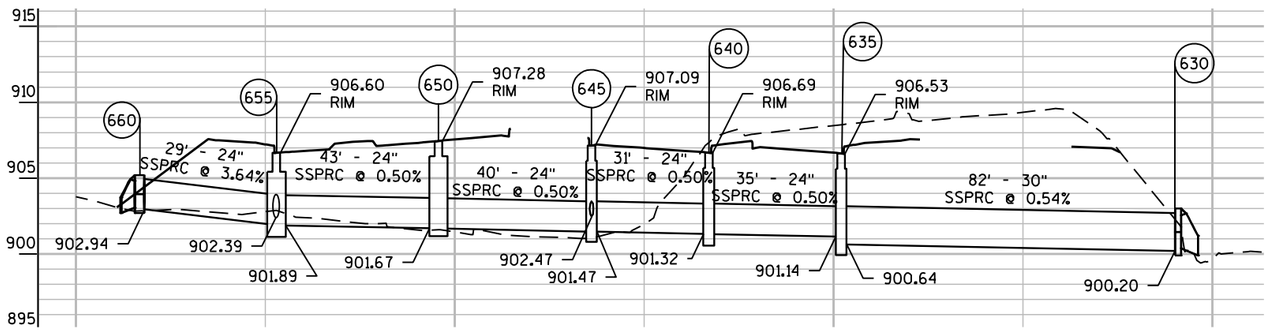
(G) RIPRAP MEDIUM REQ'D

INCIDENTAL TO ADJACENT ITEM

* SEE MISCELLANEOUS QUANTITIES FOR SIZE







SHEET 5 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	STORM SEWER: STH 138	SHEET 64	E

STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
100	14+10.00 A	136.3	' RT	--	--	--	--	--	--	--	--	--	42	898.57	--	--	--	APRON ENDWALLS FOR CPRC 42-INCH REQ'D
105	14+48.00 A	83.7	' RT	46	100	--	H	7-FOOT	--	904.58	903.75	5.09	42	898.66	898.57	38	0.24%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
110	13+90.00 A	1.5	' LT	98	105	--	H-S	5-FOOT	--	907.06	906.23	6.33	36	899.90	899.16	98	0.75%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
115	13+43.00 A	40.0	' LT	66	110	--	--	6-FOOT	J-S	907.28	906.03	5.64	36	900.39	899.90	66	0.75%	
120	12+63.00 A	36.5	' LT	93	115	--	H	4-FOOT	--	909.04	908.21	5.10	24	903.11	901.39	93	1.85%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
125	11+30.00 A	36.1	' LT	129	120	--	H	5-FOOT	--	910.21	909.38	3.89	24	905.49	903.11	129	1.85%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
130	11+28.00 A	29.5	' RT	66	125	--	H	4-FOOT	--	910.47	909.64	3.07	15	906.57	906.24	66	0.50%	
135	10+20.00 A	23.2	' RT	108	130	--	--	--	--	--	--	--	15	909.39	906.57	108	2.60%	CONCRETE COLLARS FOR PIPE REQ'D
140	11+30.79 A	63.1	' LT	27	125	--	--	--	--	--	--	--	24	908.55	905.50	27	11.30%	STORM SEWER TAP REQ'D; CONCRETE COLLARS FOR PIPE REQ'D
145	13+72.00 A	76.2	' LT	74	115	MEDIAN 2 GRATE	MS	--	--	906.78	906.78	5.52	30	901.26	900.89	74	0.50%	
150	13+69.00 A	102.1	' LT	58	145	--	H-S	4-FOOT	--	906.24	905.41	2.61	15	902.80	902.51	58	0.50%	
155	14+40.00 A	133.6	' LT	51	150	2X3-FT	H-S	--	--	906.57	905.74	2.44	12	903.30	903.05	51	0.50%	
160	14+90.00 A	124.7	' LT	36	150	2X3-FT	H	--	--	906.69	906.73	3.50	12	903.23	903.05	36	0.50%	
165	13+55.00 A	29.0	' RT	44	110	--	H	4-FOOT	--	905.23	904.40	2.28	12	902.12	901.90	44	0.50%	
170	13+55.00 A	30.0	' RT	44	110	2X3-FT	H-S	--	--	906.23	905.40	3.32	12	902.08	901.90	9	2.00%	
175	13+40.00 A	46.4	' LT	6	115	TERRACE INLET	38080005	10" X3'2 3/	--	907.07	0.00	-902.02	18	902.02	901.89	6	2.00%	

5

STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
180	14+89.00 A	59.8	' RT	50	105	--	H-S	4-FOOT	--	905.42	904.59	3.43	15	901.16	900.91	50	0.50%	
185	15+19.00 A	3.9	' RT	62	180	2X2.5-FT	T	--	--	904.45	903.53	1.81	12	901.72	901.41	62	0.50%	
190	15+24.00 A	2.9	' RT	9	185	--	T	4-FOOT	--	904.45	903.53	1.77	12	901.77	901.72	9	0.50%	
195	15+60.00 A	8.6	' LT	31	190	2X3-FT	H-S	--	--	904.98	904.15	2.23	12	901.92	901.77	31	0.50%	
300	16+91.00 A	98.6	' RT	--	--	--	--	--	--	--	--	--	24x38	896.42	--	--	--	APRON ENDWALLS FOR CPRCHE 24x38-INCH REQ'D
305	16+79.50 A	61.0	' RT	33	300	--	H	6-FOOT	--	899.84	899.01	2.52	24x38	896.49	896.42	26	0.25%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
310	16+40.50 A	103.3	' LT	170	305	MEDIAN 2 GRATE	MS	--	--	899.80	899.80	2.97	24x38	896.83	896.49	170	0.20%	2 MS GRATES REQ'D
315	15+88.90 A	183.5	' LT	99	310	--	H-S	4-FOOT	--	906.48	905.65	3.88	12	901.77	897.83	99	4.00%	
320	16+05.00 A	231.4	' LT	49	315	2X3-FT	H	--	--	907.34	906.51	2.63	12	903.88	903.39	49	1.00%	
325	15+25.00 A	4.9	' LT	50	310	2X3-FT	H	--	--	905.01	904.18	4.87	12	899.31	897.83	50	3.00%	
330	15+14.50 A	76.6	' RT	30	305	2X3-FT	H	--	--	904.08	903.25	4.83	12	898.42	897.49	189	0.50%	
335	15+15.00 A	74.0	' RT	86	330	2X3-FT	H	--	--	902.26	901.43	2.58	12	898.85	898.42	86	0.50%	
340	18+00.00 A	57.7	' RT	112	305	MEDIAN 1 GRATE	MS	--	--	898.43	898.43	1.69	15	896.74	896.49	112	0.23%	

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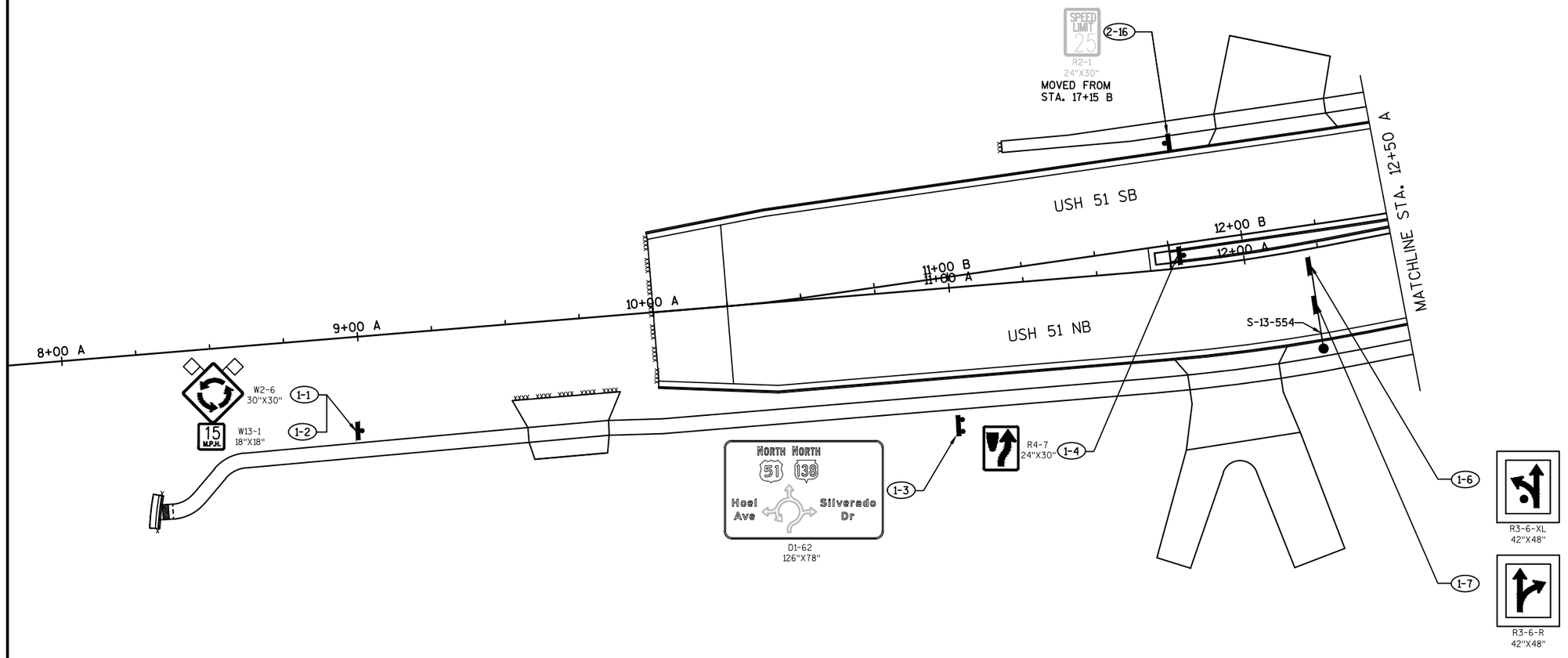
STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
400	21+23.78 A	66.7	' RT	--	--	--	--	--	--	--	--	--	42	892.88	--	--	--	APRON ENDWALLS FOR CPRC 42-INCH REQ'D
405	21+25.00 A	66.7	' RT	33	400	--	H	6-FOOT	--	899.89	899.06	5.97	42	893.09	892.88	25	0.83%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
410	21+25.00 A	25.5	' RT	27	405	--	H	6-FOOT	--	901.37	900.54	6.78	42	893.76	893.09	27	2.50%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
415	21+25.00 A	1.5	' LT	67	410	--	H	6-FOOT	--	902.08	901.25	5.81	42	895.44	893.76	67	2.50%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
420	21+18.75 A	113.0	' LT	31	415	--	--	--	--	--	--	--	36	897.80	895.94	23	8.13%	APRON ENDWALLS FOR CPRC 36-INCH REQ'D
425	19+78.75 A	26.5	' RT	145	405	--	H-S	4-FOOT	--	899.45	898.62	3.10	18	895.52	895.09	145	0.30%	
430	19+74.00 A	2.5	' RT	27	425	2X3-FT	H-S	--	--	899.93	899.10	2.67	12	896.43	896.02	27	1.50%	
435	19+70.75 A	26.5	' RT	8	425	2X3-FT	H-S	--	--	899.45	898.62	2.58	12	896.05	896.02	8	0.30%	
440	20+28.75 A	71.8	' LT	90	415	--	H-S	4-FOOT	--	901.61	900.78	3.07	18	897.71	897.44	90	0.30%	
445	20+28.75 A	61.1	' LT	39	440	2X3-FT	H-S	--	--	902.43	901.60	2.80	12	898.80	898.21	39	1.50%	
450	20+20.75 A	71.8	' LT	8	440	2X3-FT	H-S	--	--	901.62	900.79	2.55	12	898.24	898.21	8	0.30%	
455	21+75.00 A	65.3	' LT	56	415	2X3-FT	H	--	--	902.56	901.73	3.22	12	898.51	897.94	56	1.00%	

STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE				REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
500	24+00.00 A	85.0	' RT	--	--	--	--	--	--	--	--	--	18	899.90	--	--	--	APRON ENDWALLS FOR CPRC 18-INCH REQ'D
505	23+60.00 A	58.9	' LT	41	500	2X3-FT	H	--	--	904.38	903.55	--	18	899.98	899.90	35	0.23%	
510	23+68.50 A	9.0	' LT	28	505	2X3-FT	H	--	--	904.91	904.08	--	18	900.12	899.98	28	0.50%	
515	23+99.75 A	30.9	' RT	64	510	--	H-S	4-FOOT	--	905.57	904.74	4.04	15	900.70	900.38	64	0.50%	
520	24+49.50 A	2.4	' LT	47	515	--	T	4-FOOT	--	904.74	903.82	2.89	15	900.93	900.69	47	0.50%	
525	24+59.00 A	5.1	' RT	12	520	2X2.5-FT	T	--	--	904.74	903.82	2.58	12	901.25	901.18	12	0.50%	
530	23+98.00 A	97.5	' RT	40	515	2X3-FT	H	--	--	904.31	903.48	2.34	12	901.14	900.94	40	0.50%	
535	23+25.00 A	59.1	' LT	60	505	2X3-FT	H	--	--	903.88	903.05	2.39	12	900.66	900.48	60	0.30%	
540	23+18.00 A	56.6	' LT	10	535	2X3-FT	H	--	--	903.80	902.97	2.28	12	900.69	900.66	10	0.30%	
545	26+03.50 A	76.7	' LT	67	655	--	H-S	4-FOOT	--	906.55	905.72	3.00	18	902.72	902.39	67	0.50%	
550	26+08.50 A	70.1	' LT	9	545	2X3-FT	H-S	--	--	906.98	906.15	3.13	15	903.02	902.97	9	0.50%	
555	26+30.50 A	50.7	' LT	31	550	2X3-FT	H	--	--	907.19	906.36	2.93	12	903.43	903.27	31	0.50%	
560	26+12.50 A	23.8	' LT	31	555	2X3-FT	H	--	--	907.64	906.81	3.23	12	903.58	903.43	31	0.50%	
565	25+98.00 A	2.5	' RT	28	560	--	H	4-FOOT	--	906.91	906.08	2.36	12	903.72	903.58	28	0.50%	
570	25+67.00 A	10.2	' LT	33	565	2X3-FT	H-S	--	--	906.37	905.54	1.65	12	903.89	903.72	33	0.50%	
575	28+75.00 A	45.0	' RT	--	--	--	--	--	--	--	--	--	12	--	--	--	--	APRON ENDWALLS FOR CPRC 12-INCH REQ'D
580	29+05.00 A	15.0	' LT	67.4	575	MEDIAN 1 GRATE	MS	--	--	911.72	911.72	2.38	12	909.34	909.00	61	0.55%	

STRUCT NO.	STATION	OFFSET		C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE				REMARKS
													SIZE (IN)	INLET ELEV	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
600	11+67.00 B3	87.3	' RT	--	--	--	--	--	--	--	--	--	--	907.02	--	--	--	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
605	11+12.25 B3	39.1	' RT	81	600			5-FOOT	J-S	913.22	911.97	4.15	24	907.82	907.02	75	1.08%	
610	11+50.00 B3	37.7	' LT	85	605	--	H	5-FOOT	--	912.60	911.77	3.09	24	908.68	907.82	85	1.00%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
615	11+43.25 B3	40.6	' LT	7	610	--	--	--	--	--	--	--	24	909.61	909.46	7	2.14%	CONCRETE COLLARS FOR PIPE REQ'D
620	10+98.00 B3	55.0	' RT	23	605	MEDIAN 2 GRATE	MS	--	--	912.40	912.40	4.12	24	908.28	907.82	23	2.00%	2 MS GRATES REQ'D
625	10+88.25 B3	30.4	' RT	28	605	2X3-FT	H	--	--	913.86	913.03	3.65	12	909.38	908.82	28	2.00%	
630	12+63.50 B3	140.0	' RT	--	--	--	--	--	--	--	--	--	30	900.20	--	--	--	APRON ENDWALLS FOR CPRC 30-INCH REQ'D
635	13+22.10 B3	63.0	' RT	88	630	--	H	5-FOOT	--	906.53	905.70	5.06	30	900.64	900.20	82	0.54%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
640	13+36.00 B3	29.1	' RT	35	635	2X3-FT	H	--	--	906.69	905.86	4.54	24	901.32	901.14	35	0.50%	
645	13+41.50 B3	1.4	' LT	31	640	--	H	4-FOOT	--	907.09	906.26	4.79	24	901.47	901.32	31	0.50%	
650	13+30.25 B3	37.8	' LT	40	645	--	H	5-FOOT	--	907.28	906.45	4.78	24	901.67	901.47	40	0.50%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
655	13+56.00 B3	63.6	' LT	43	650	--	H-S	5-FOOT	--	906.60	905.77	3.88	24	901.89	901.67	43	0.50%	FLAT SLAB TOP REQ'D W/ 2'x3' OPENING
660	13+42.27 B3	91.1	' LT	35	655	--	--	--	--	--	--	--	24	902.94	901.89	29	3.64%	APRON ENDWALLS FOR CPRC 24-INCH REQ'D
665	13+56.00 B3	63.6	' LT	34	645	2X3-FT	H-S	--	--	906.62	905.79	2.98	12	902.81	902.47	34	1.00%	

2

N



LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- x-xx — DENOTES SIGN NUMBER
- Ex-xx — DENOTES EXISTING SIGN NUMBER
- SIGN FLAG TEMPORARY
- R — REMOVABLE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 67	E

2

MATCHLINE STA. 11+50 A4

STOP E2-13 REMOVE

2-23 STOP R1-1 30"X30"

MCCOMB RD

11+00 M

HOEL AVE

12+00 A3

12+00 A4

R4-7 24"X30" 2-24

YIELD R1-2 36"X31" R 2-25

ONE WAY R6-2-R 24"X30" R 2-26

YIELD TO TRAFFIC FROM LEFT R1-54 24"X15" R 2-27 R 2-28

STOP E2-14

ONE WAY E2-15

ONE WAY E2-16

DIVIDED HIGHWAY E2-17 REMOVE

R6-1R 36"_X_12"

R6-4B 60"_X_24"

ONE WAY

2-29 2-30 2-31 2-32 2-33 2-34 2-35 2-36

SOUTH SOUTH 51 138 2-37 D1-1 72"X30"

STOUGHTON POPULATION 12,611 E2-20 REMOVE

HWY 151-138 E2-18

HOEL AVE E2-19 REMOVE BY OTHERS

USH 51 SB

USH 51 NB

MATCHLINE STA. 12+50 A

14+00 B

13+00 B

13+00 A

12+00 A

E2-12 REMOVE

14+00 A1

11+00 A1

Hoel Ave 2-22 D1-1 66"X15"

YIELD R1-2 36"X31" R 2-20

TO TRAFFIC FROM LEFT R1-54 24"X15" R 2-21

YIELD R1-2 36"X31" R 2-18

ONE WAY R6-2-R 24"X30" R 2-19

MOVE TO STA. 11+79 B (LT)

DO NOT ENTER E2-11 REMOVE

SPEED LIMIT 25 R2-1 24"X30" 2-16

MOVE SPEED LIMIT 25 R2-1 24"X30" 2-17

E2-10 REMOVE

S-13-555

2-14 R3-6-R 42"X48"

2-15 R3-6-XL 42"X48"

MATCHLINE STA. 17+50 A

16+00 B

16+00 A

17+00 B

17+00 A

E2-1 REMOVE

YIELD R1-2 36"X31" R 2-1

ONE WAY R6-2-R 24"X30" R 2-2

HWY 151-138 E2-2

SILVERADO DR E2-3 REMOVE BY OTHERS

YIELD R1-2 36"X31" R 2-3

TO TRAFFIC FROM LEFT R1-54 24"X15" R 2-4

STOP E2-4

ONE WAY E2-5

ONE WAY E2-6

DIVIDED HIGHWAY E2-7 REMOVE

Silverado Dr 2-5 D1-1 78"X15"

YIELD R1-2 36"X31" R 2-6

ONE WAY R6-2-R 24"X30" R 2-7

STOP E2-8 REMOVE

12+00 A8

12+00 A7

SILVERADO DR

MATCHLINE STA. 11+50 A7

2-38 ONE WAY R6-2-R 24"X30"

2-8 STOP R1-1 30"X30"

R 2-9 R1-2 36"X31"

R 2-10 R1-54 24"X15" TO TRAFFIC FROM LEFT

NORTH NORTH 51 138 2-11 D1-1 72"X30"

MOVE SPEED LIMIT 35 R2-1 24"X30" 2-13

HOIBY RD.

NORTH NORTH 138 51 E2-9 REMOVE

MOVE SPEED LIMIT 35 R2-1 24"X30" 2-12

N

LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- x-xx DENOTES SIGN NUMBER
- Ex-xx DENOTES EXISTING SIGN NUMBER
- SIGN FLAG TEMPORARY
- R REMOVABLE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 68	E

2

N

WRONG WAY
E3-5
REMOVE

SOUTH SOUTH
51 138
Silverado Dr
Heel Ave
3-1
D1-62
126"X78"

E3-4
REMOVE

E3-7
REMOVE

BEGIN LEFT TURN LANE
E3-6
REMOVE

USH 51 SB

MATCHLINE STA. 17+50 A

18+00 B
19+00 B
20+00 B
21+00 B
22+00 B

18+00 A
19+00 A
20+00 A
21+00 A
22+00 A

MATCHLINE STA. 22+50 A

USH 51 NB

S-13-556

3-3
R3-6-XL
42"X48"

3-4
ONLY
R3-5-A
42"X48"

51 NORTH
NORTH 138
3-2
D1-62
84"X66"

OREGON
MADISON
E3-2
REMOVE

WRONG WAY
E3-3
REMOVE

E3-1
REMOVE

LEGEND

	PROPOSED SIGN MOUNTED ON POST(S)
X-XX	DENOTES SIGN NUMBER
EX-XX	DENOTES EXISTING SIGN NUMBER
	SIGN FLAG TEMPORARY
R	REMOVABLE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 69	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023203
PLOT DATE : 4/21/2021 8:45 AM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : ******
WISDOT/CADDS SHEET 44

2

MOVE BY OTHERS
4-25
4-26
NO ENGINE BREAKING EXCEPT IN EMERGENCY

MATCHLINE STA. 12+50 B3

STH 138 EB
STH 138 WB
13+00 B3
13+00 B4

R1-2 36"X31" R 4-11
R6-2-R 24"X30" R 4-12
ONE WAY
R1-2 36"X31" R 4-13
R1-54 24"X15" R 4-14
TO TRAFFIC FROM LEFT
R6-1R 36"_X_12"
R6-4B 60"_X_24"
ONE WAY
4-15
4-16
4-17
4-18
4-19
4-20

4-10
51 SOUTH
130 NORTH
D1-2 66"X36"
E4-10
SOUTH NORTH 138 138
REMOVE

R 4-8 R1-2 36"X31"
R 4-9 R1-54 24"X15" TO TRAFFIC FROM LEFT

SOUTH SOUTH 51 138
4-21
D1-1 72"X30"
STOP E4-15 REMOVE MOUNTED ON SIGNAL POLE
NORTH SOUTH SOUTH 51 51 138 E4-16 REMOVE
ONE WAY DIVIDED HIGHWAY E4-13 E4-14 REMOVE
NO TURN ON RED E4-11
STOP E4-12 REMOVE MOUNTED ON SIGNAL POLE
DO NOT ENTER E4-17 REMOVE MOUNTED ON SIGNAL POLE
4-22
SOUTH SOUTH 51 138 E4-18 REMOVE

R 4-6 R1-2 36"X31"
R 4-7 R6-2-R 24"X30" ONE WAY
E4-9 WRONG WAY REMOVE

18'00 R1
18'00 R2
24+00 B
24+00 A
23+00 B
23+00 A
E4-19 REMOVE
STOP E4-5 REMOVE MOUNTED ON SIGNAL POLE
USH 51 SB
USH 51 NB
MATCHLINE STA. 22+50 A

26+00 B
27+00 B
27+00 A
25+00 A
USH 51 SB
USH 51 NB
MATCHLINE STA. 27+50 A

E4-6 DO NOT ENTER REMOVE
E4-7 REMOVE
E4-8 REMOVE MOUNTED ON SIGNAL POLE
4-5
130 NORTH
51 NORTH
D1-2 66"X36"

MOVE NORTH M3-1 24"X12"
4-23
4-24
51 M1-4 24"X24"

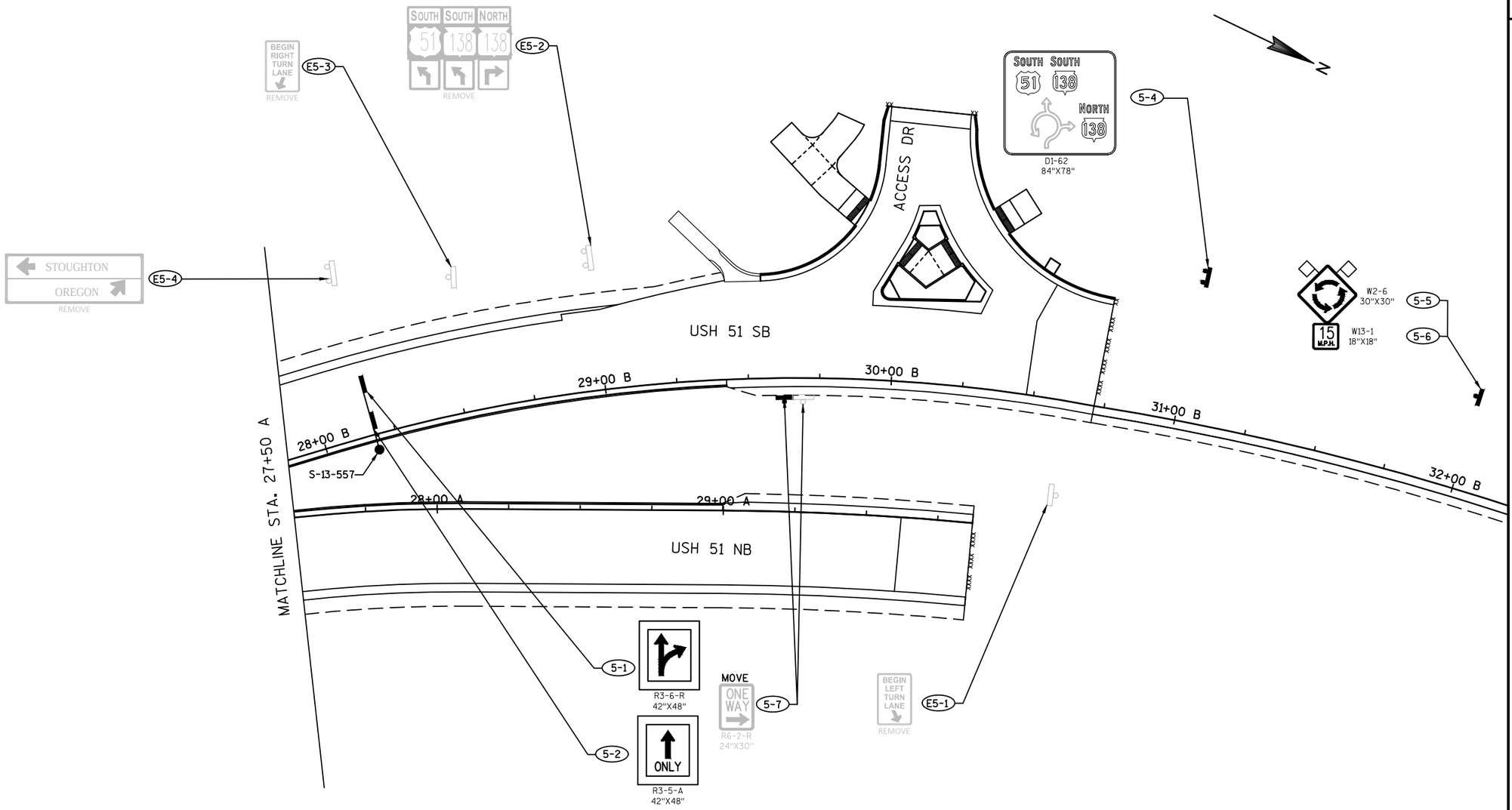
R 4-1 R1-2 36"X31"
ONE WAY R 4-2 R6-2-R 24"X30"
R 4-3 R1-2 36"X31"
TO TRAFFIC FROM LEFT R 4-4 R1-54 24"X15"
STOP E4-1 REMOVE MOUNTED ON SIGNAL POLE
STOP E4-2 REMOVE MOUNTED ON SIGNAL POLE
E4-3 DO NOT ENTER REMOVE MOUNTED ON SIGNAL POLE
E4-4 ONE WAY REMOVE

LEGEND
- PROPOSED SIGN MOUNTED ON POST(S)
- x-xx — DENOTES SIGN NUMBER
- Ex-xx — DENOTES EXISTING SIGN NUMBER
- SIGN FLAG TEMPORARY
- R — REMOVABLE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 70	E

2

* EXISTING PATH STOP SIGNS, ACCESS DRIVE STOP SIGN, AND PEDESTRIAN CROSSING SIGN TO REMAIN



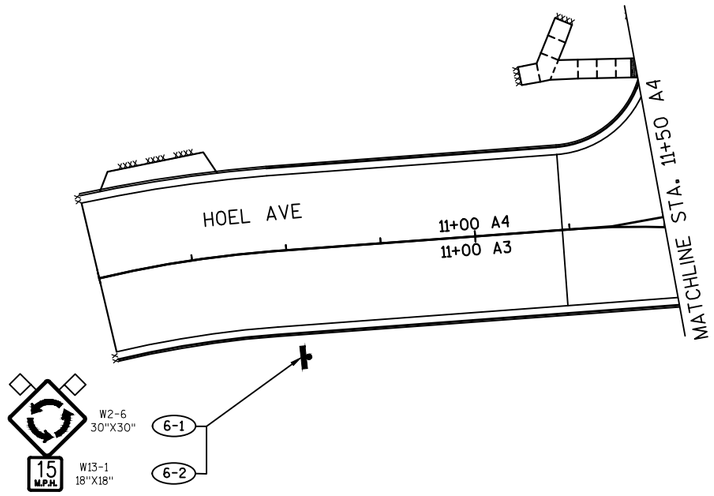
LEGEND

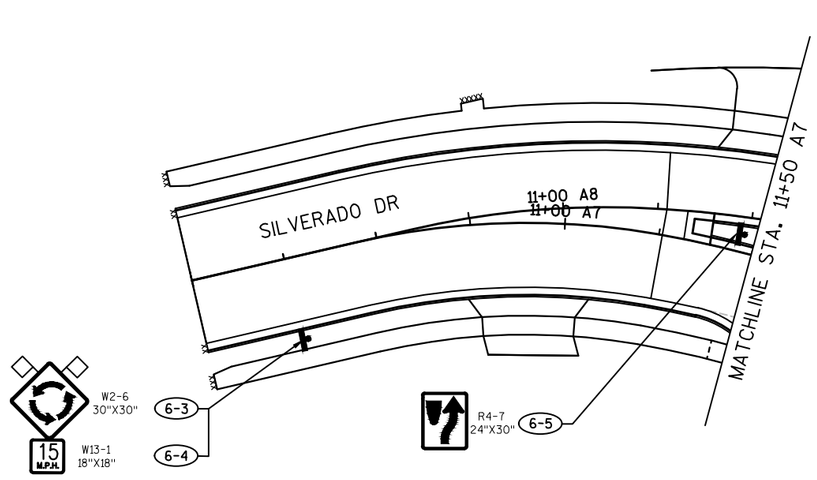
	PROPOSED SIGN MOUNTED ON POST(S)
X-XX	DENOTES SIGN NUMBER
EX-XX	DENOTES EXISTING SIGN NUMBER
	SIGN FLAG TEMPORARY
R	REMOVABLE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 71	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023205
PLOT DATE : 5/28/2021 11:55 AM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2



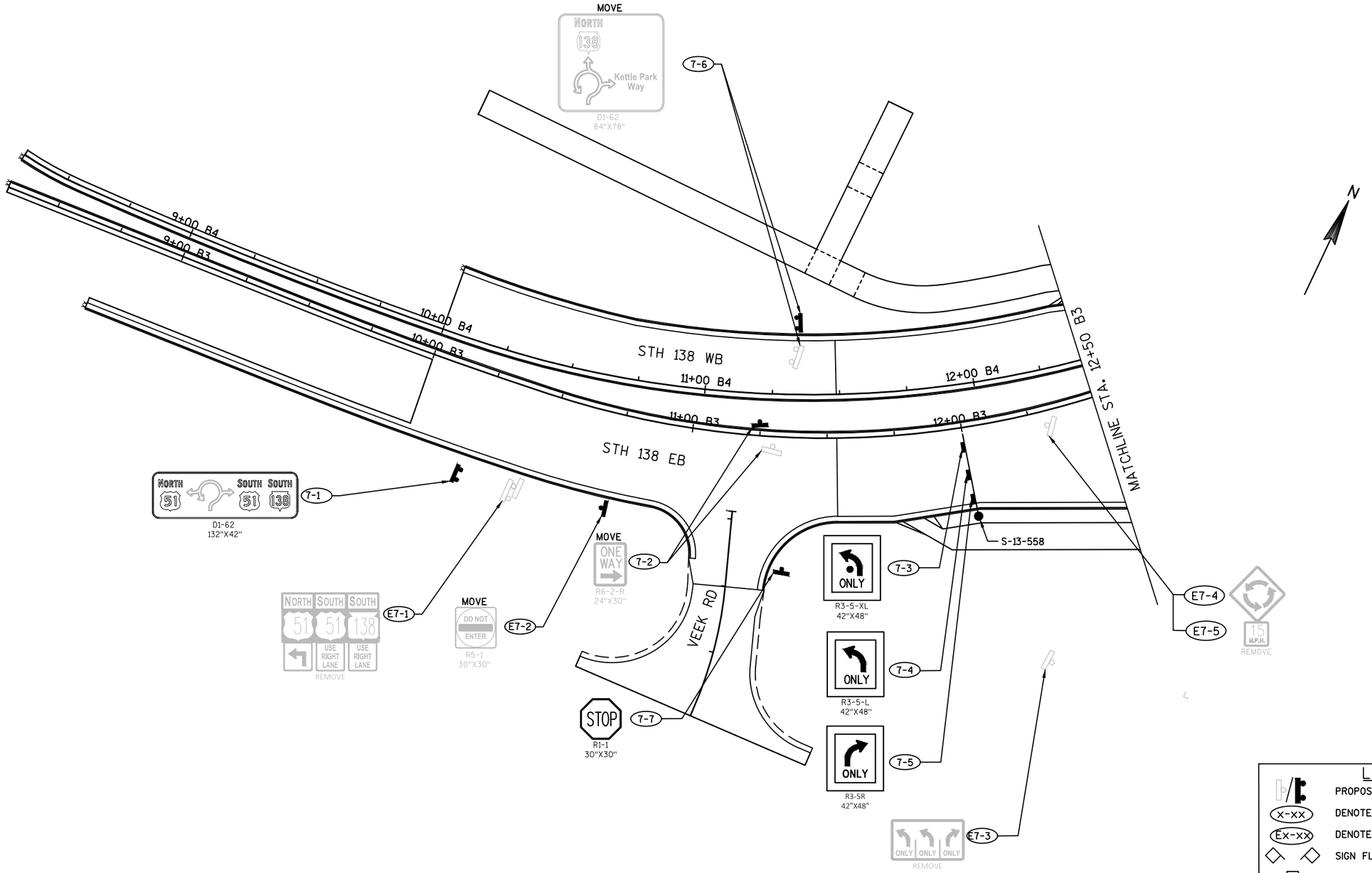


LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- X-XX — DENOTES SIGN NUMBER
- EX-XX — DENOTES EXISTING SIGN NUMBER
- SIGN FLAG TEMPORARY
- R — REMOVABLE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 72	E

2



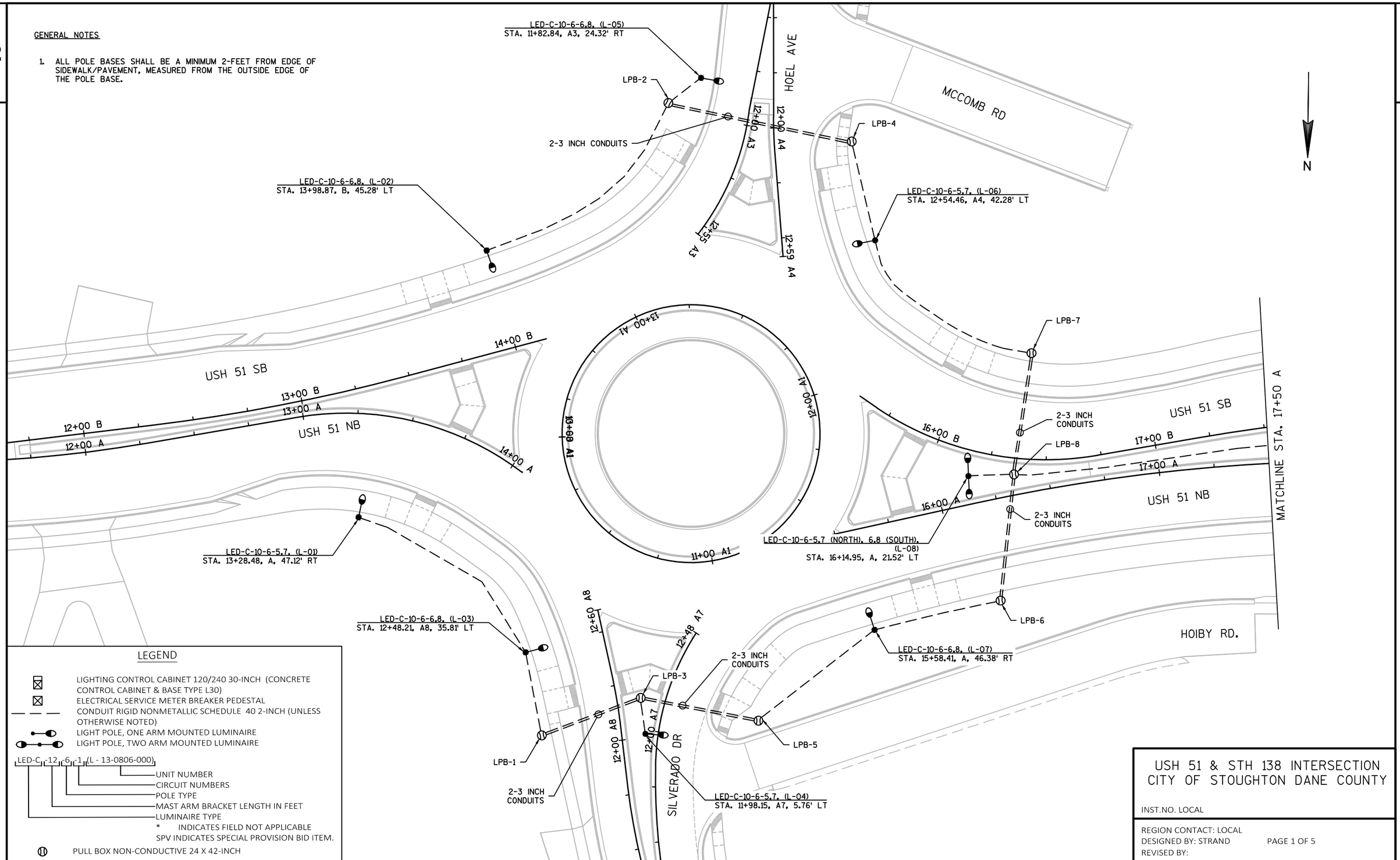
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 73	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023207
PLOT DATE : 4/21/2021 8:46 AM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

GENERAL NOTES

1. ALL POLE BASES SHALL BE A MINIMUM 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.



LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C -12 -6 -1 (L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.
- PULL BOX NON-CONDUCTIVE 24 X 42-INCH

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

INST.NO. LOCAL

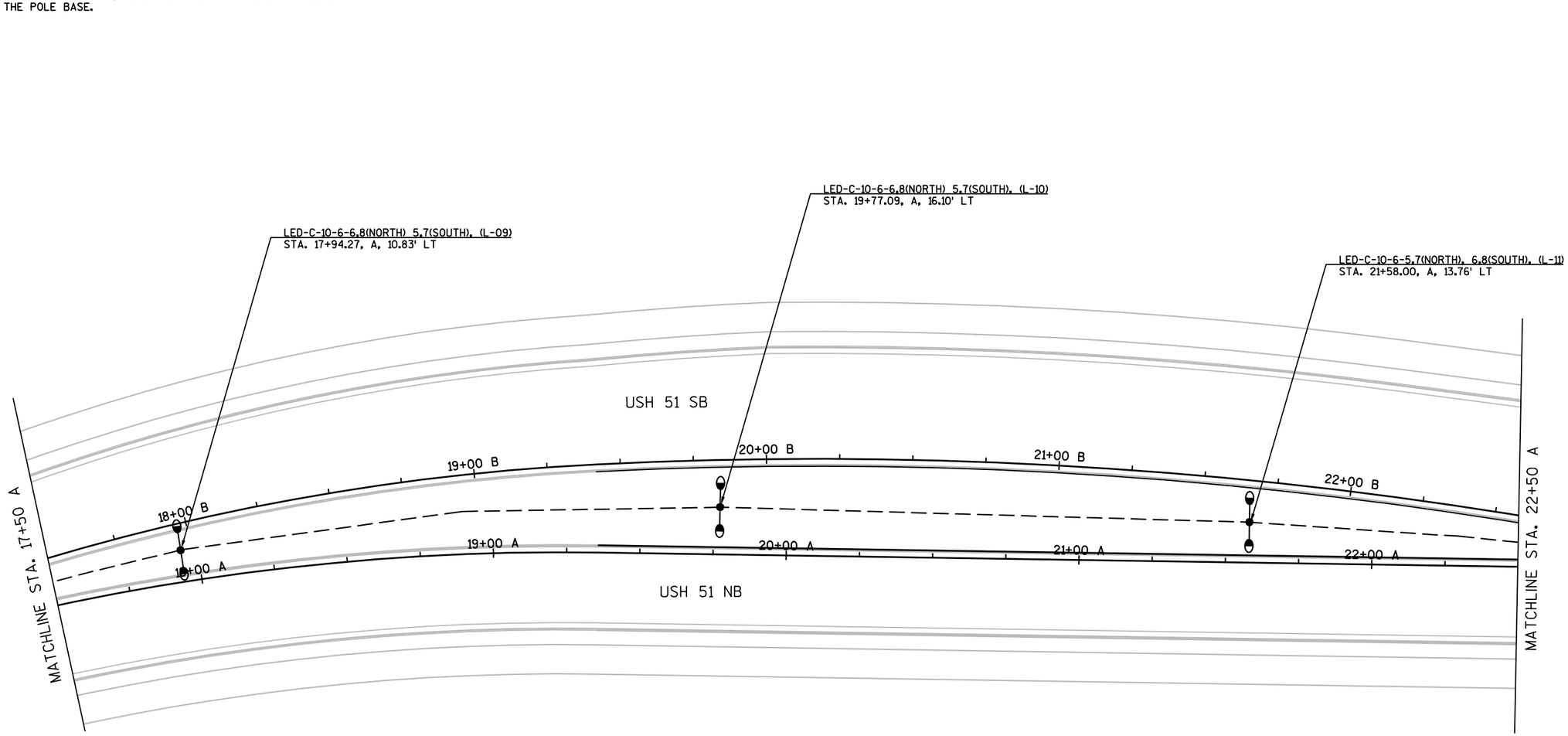
REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING	SHEET 74	E

GENERAL NOTES

1. ALL POLE BASES SHALL BE A MINIMUM 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.



LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C -12 -6 -1 (L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

(11) PULL BOX NON-CONDUCTIVE 24 X 42-INCH

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 2 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING	SHEET 75	E

GENERAL NOTES

1. ALL POLE BASES SHALL BE A MINIMUM 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE
2. COORDINATE WITH UTILITY COMPANY TO PROVIDE A 100-AMP, 120/240-VOLT, SINGLE PHASE 3-WIRE SERVICE TO LC-1.

LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C-12-6-1-(L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.
- PULL BOX NON-CONDUCTIVE 24 X 42-INCH

MATCHLINE STA. 12+50 B3

STH 138 EB

STH 138 WB

13+00 B3

13+00 B4

13+81 B3

13+80 B4

LED-C-10-6-2,4, (L-18)
STA. 13+01.77, B3, 32.53' RT

2-3 INCH CONDUITS

LPB-13

LPB-14

LED-C-10-6-1,3, (L-17)
STA. 13+66.20, B4, 37.82' LT

LED-C-10-6-1,3, (L-14)
STA. 24+17.50, B, 30.61' LT

LPB-12

3-3 INCH CONDUITS

3-3 INCH CONDUITS

LC-1

LPB-11

2-3 INCH CONDUITS

LED-C-10-6-2,4, (L-16)
STA. 26+77.60, B, 48.24' LT

LED-C-10-6-6,8 (NORTH) 5,7(SOUTH) (L-12)
STA. 23+48.22, A, 9.67' LT

LPB-10

11+00 B1

12+00 B1

13+00 B1

13+88 B1

2-3 INCH CONDUITS

24+00 B

LPB-9

24+00 A

2-3 INCH CONDUITS

26+00 B

27+00 B

28+00 B

27+00 A

26+00 A

28+00 A

USH 51 SB

23+00 B

23+00 A

USH 51 NB

USH 51 NB

MATCHLINE STA. 22+50 A

LPB-15

LED-C-10-6-2,4, (L-19)
STA. 28+19.15, A, 39.18' RT

LED-C-10-6-2,4, (L-13)
STA. 12+35.76, B1, 55.30' RT

LED-C-10-6-1,3, (L-15)
STA. 25+61.37, A, 53.02' RT

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 3 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING	SHEET 76	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\023601_LP.DWG
LAYOUT NAME - 023603

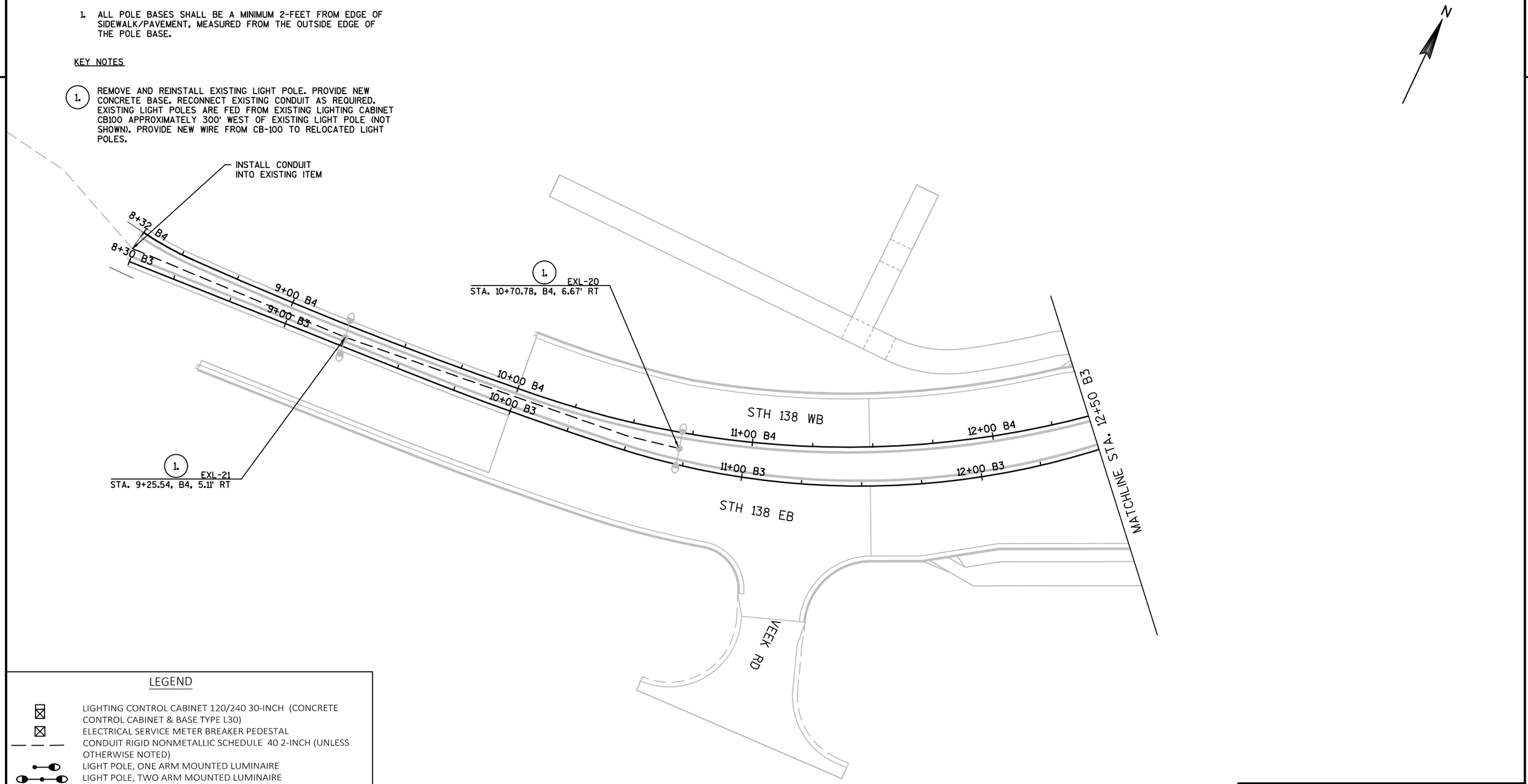
PLOT DATE : 4/21/2021 8:50 AM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : 1"=40 FT

GENERAL NOTES

1. ALL POLE BASES SHALL BE A MINIMUM 2-FEET FROM EDGE OF SIDEWALK/PAVEMENT, MEASURED FROM THE OUTSIDE EDGE OF THE POLE BASE.

KEY NOTES

(1.) REMOVE AND REINSTALL EXISTING LIGHT POLE. PROVIDE NEW CONCRETE BASE. RECONNECT EXISTING CONDUIT AS REQUIRED. EXISTING LIGHT POLES ARE FED FROM EXISTING LIGHTING CABINET CB100 APPROXIMATELY 300' WEST OF EXISTING LIGHT POLE (NOT SHOWN). PROVIDE NEW WIRE FROM CB-100 TO RELOCATED LIGHT POLES.



LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C -12 -6 -1 (L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

PULL BOX NON-CONDUCTIVE 24 X 42-INCH

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

INST.NO. LOCAL

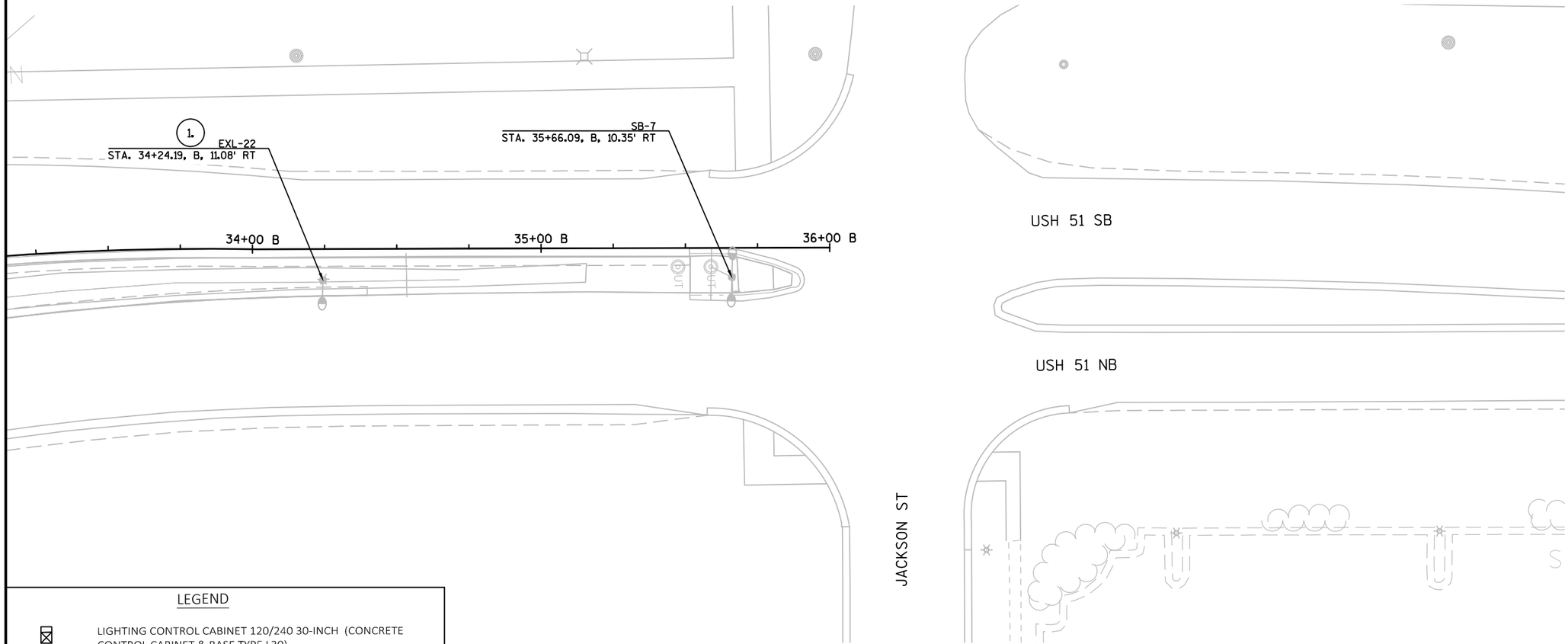
REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING	SHEET 77	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\023601_LP.DWG
LAYOUT NAME - 023604
PLOT DATE : 4/21/2021 8:50 AM
PLOT BY : HENDERSON, KYLE R.
PLOT NAME :
PLOT SCALE : 1"=40 FT
WISDOT/CADDS SHEET 44

KEY NOTES

(1) REMOVE AND REINSTALL EXISTING LIGHT POLE. POLE SHALL BE CENTERED IN THE MEDIAN. PROVIDE NEW CONCRETE BASE. RECONNECT EXISTING CONDUIT AS REQUIRED. EXISTING LIGHT POLE IS FED FROM CB1 ON THE NORTHWEST CORNER OF THE INTERSECTION, (NOT SHOWN). PROVIDE NEW CONDUIT AND UF 10AWG W/GROUND FROM EXISTING LIGHT POLE SB-7 TO REINSTALLED LIGHT POLE EXL-18



LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH (UNLESS OTHERWISE NOTED)
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C 12 6 1 (L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

- PULL BOX NON-CONDUCTIVE 24 X 42-INCH

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 5 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING	SHEET 78 E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\023602_LP.DWG
LAYOUT NAME - 023605

PLOT DATE : 4/21/2021 8:56 AM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : 1"=40 FT

2

LED-C-10-6-6.8, (L-05)
STA. 11+82.84, A3, 24.32' RT

CIRCUIT 6.8
4-#10, 2-#10 GND

HOEL AVE

12+80 A3

12+00 A4

CIRCUIT 6.8
2-#10 #10 GND

MCCOMB RD

CIRCUIT 6.8
2-#10 #10 GND

LED-C-10-6-6.8, (L-02)
STA. 13+98.87, B, 45.28' LT

CIRCUIT 6.8
2-#10, #10 GND

LED-C-10-6-5.7, (L-06)
STA. 12+54.46, A4, 42.28' LT

N

CIRCUITS 5.7 & 6.8
4-#10, #10 GND

USH 51 SB

14+00 B

13+00 B

13+00 A

12+00 B

12+00 A

USH 51 NB

14+00 A

13+00 A1

12+00 A1

11+00 A1

CIRCUITS 5.7 & 6.8
12-#10, 3-#10 GND

16+00 B

17+00 B

17+00 A

USH 51 SB

16+00 A

USH 51 NB

MATCHLINE STA. 17+50 A

LED-C-10-6-5.7, (L-01)
STA. 13+28.48, A, 47.12' RT

CIRCUIT 5.7
2-#10, #10 GND

LED-C-10-6-5.7 (NORTH), 6.8 (SOUTH)
(L-08)
STA. 16+14.95, A, 21.52' LT

CIRCUITS 5.7 & 6.8
4-#10, #10 GND

LED-C-10-6-6.8, (L-03)
STA. 12+48.21, A8, 35.81' LT

HOIBY RD.

CIRCUITS 5.7 & 6.8
4-#10, #10 GND

LED-C-10-6-6.8, (L-07)
STA. 15+58.41, A, 46.38' RT

12+00 A8

12+00 A7

SILVERADO DR

CIRCUIT 5.7 & 6.8
4-#10, #10 GND

CIRCUIT 5.7 & 6.8
4-#10, #10 GND

LED-C-10-6-5.7, (L-04)
STA. 11+98.15, A7, 5.76' LT

CIRCUIT 5.7
4-#10, 2-#10 GND

LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C -12 -6 -1 (L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

PULL BOX NON-CONDUCTIVE, 24 X 42-INCH

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

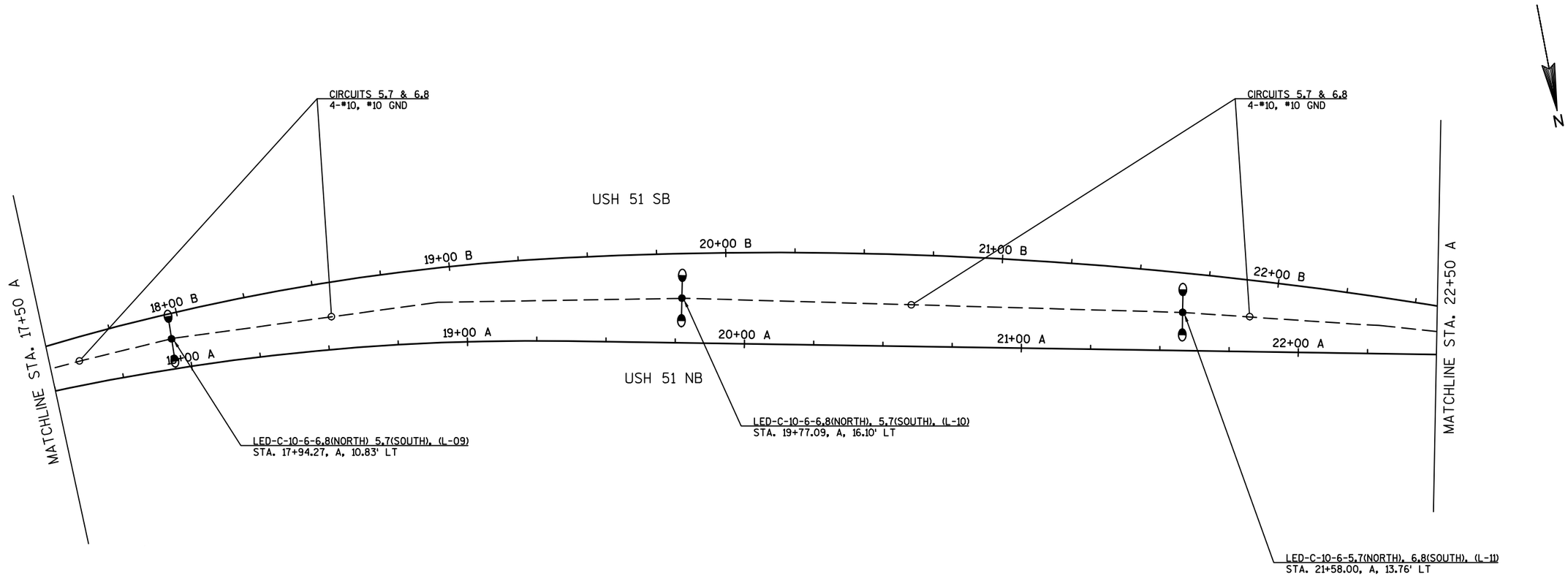
INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 4

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING SCHEMATIC	SHEET 79	E

2



LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C-12-6-1-(L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

- PULL BOX NON-CONDUCTIVE, 24 X 42-INCH

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 2 OF 4

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING SCHEMATIC	SHEET 80	E

2

LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C-12-6-1-(L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE

SPV INDICATES SPECIAL PROVISION BID ITEM.

- PULL BOX NON-CONDUCTIVE, 24 X 42-INCH

N

LED-C-10-6-2.4, (L-18)
STA. 13+01.77, B3, 32.53' RT

CIRCUIT 2.4
4-#10, 2-#10 GND

CIRCUITS 1.3 & 2.4
4-#10, #10 GND

STH 138 EB

13+00 B3

STH 138 WB

13+00 B4

CIRCUITS 1.3 & 2.4
4-#10, #10 GND

LED-C-10-6-1.3, (L-17)
STA. 13+66.20, B4, 37.82' LT

CIRCUITS 1.3 & 2.4
4-#10 2-#10 GND

CIRCUITS 1.3 & 2.4 & 5.7 & 6.8
12-#10, #10 GND

LC-1

CIRCUIT 2.4
2-#10, #10 GND

LED-C-10-6-2.4, (L-16)
STA. 26+77.60, B, 48.24' LT

CIRCUIT 1.3
4-#10, 2-#10 GND

CIRCUITS 1.3 & 2.4 & 5.7 & 6.8
8-#10, #10 GND

11+00 B1

LED-C-10-6-1.3, (L-14)
STA. 24+17.50, B, 30.61' LT

24+00 B

CIRCUITS 5.7 & 6.8
4-#10, #10 GND

CIRCUITS 5.7 & 6.8
4-#10, #10 GND

24+00 A

12+00 B1

13+00 B1

26+00 B

USH 51 SB

27+00 B

28+00 B

27+00 A

26+00 A

28+00 A

USH 51 NB

USH 51 SB

23+00 B

23+00 A

USH 51 NB

MATCHLINE STA. 22+50 A

CIRCUITS 1.3 & 2.4
4-#10, #10 GND

CIRCUIT 2.4
2-#10, #10 GND

LED-C-10-6-2.4, (L-19)
STA. 28+19.15, A, 39.18' RT

LED-C-10-6-6.8 (NORTH) 5.7(SOUTH)
(L-12)
STA. 23+48.22, A, 9.67' LT

LED-C-10-6-2.4, (L-13)
STA. 12+35.76, B1, 55.30' RT

LED-C-10-6-1.3, (L-15)
STA. 25+61.37, A, 53.02' RT

USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

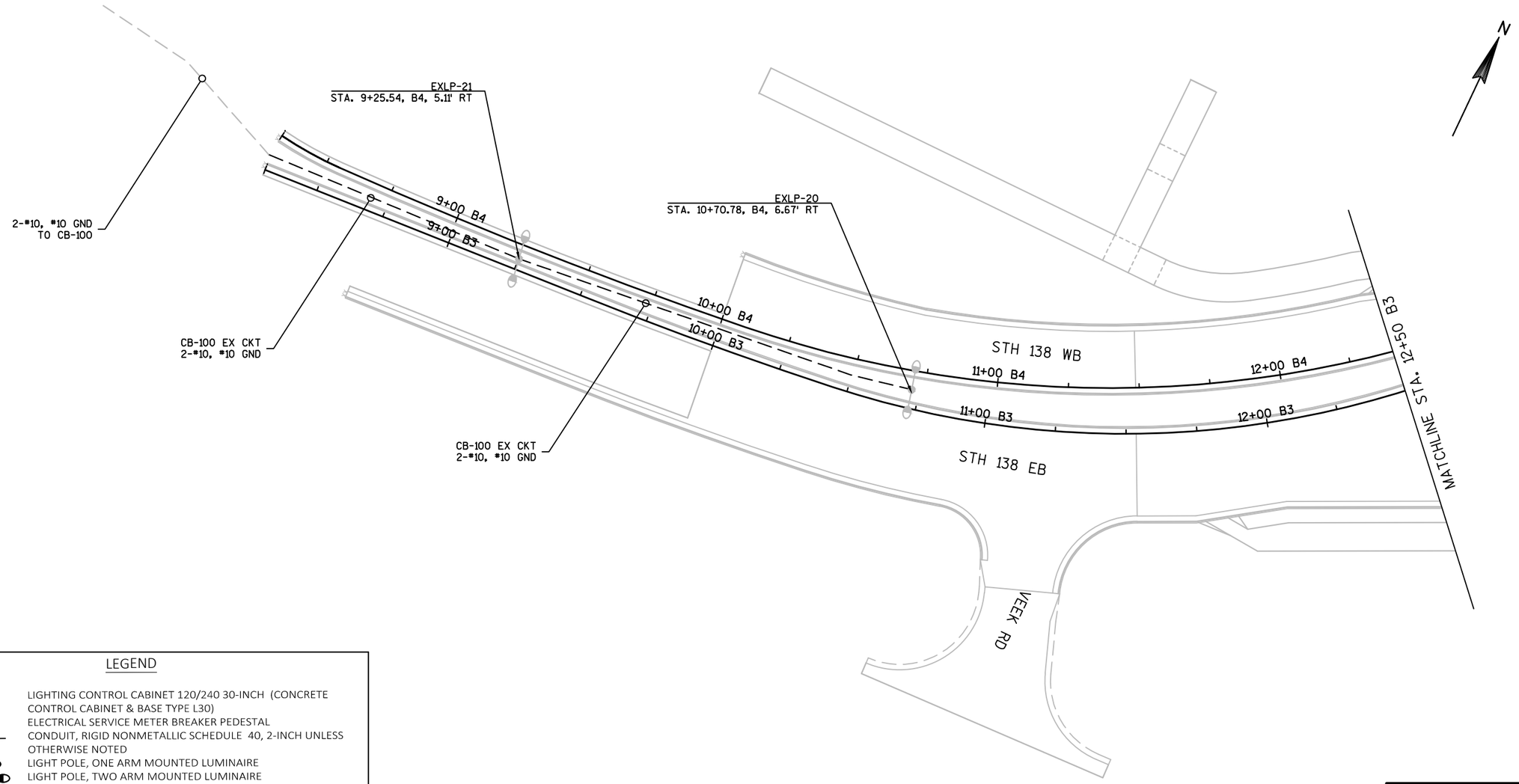
INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING SCHEMATIC	SHEET 81	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\023601_LP_SCHEMATIC.DWG
LAYOUT NAME - 023601_LP_SCHEMATIC - 023603
PLOT DATE : 4/21/2021 9:00 AM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : 1"=40 FT
WISDOT/CADDS SHEET 44

2



LEGEND

- LIGHTING CONTROL CABINET 120/240 30-INCH (CONCRETE CONTROL CABINET & BASE TYPE L30)
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT, RIGID NONMETALLIC SCHEDULE 40, 2-INCH UNLESS OTHERWISE NOTED
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE
- LIGHT POLE, TWO ARM MOUNTED LUMINAIRE

LED-C -12 -6 -1 (L - 13-0806-000)

- UNIT NUMBER
- CIRCUIT NUMBERS
- POLE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYPE
- * INDICATES FIELD NOT APPLICABLE
- SPV INDICATES SPECIAL PROVISION BID ITEM.

PULL BOX NON-CONDUCTIVE, 24 X 42-INCH

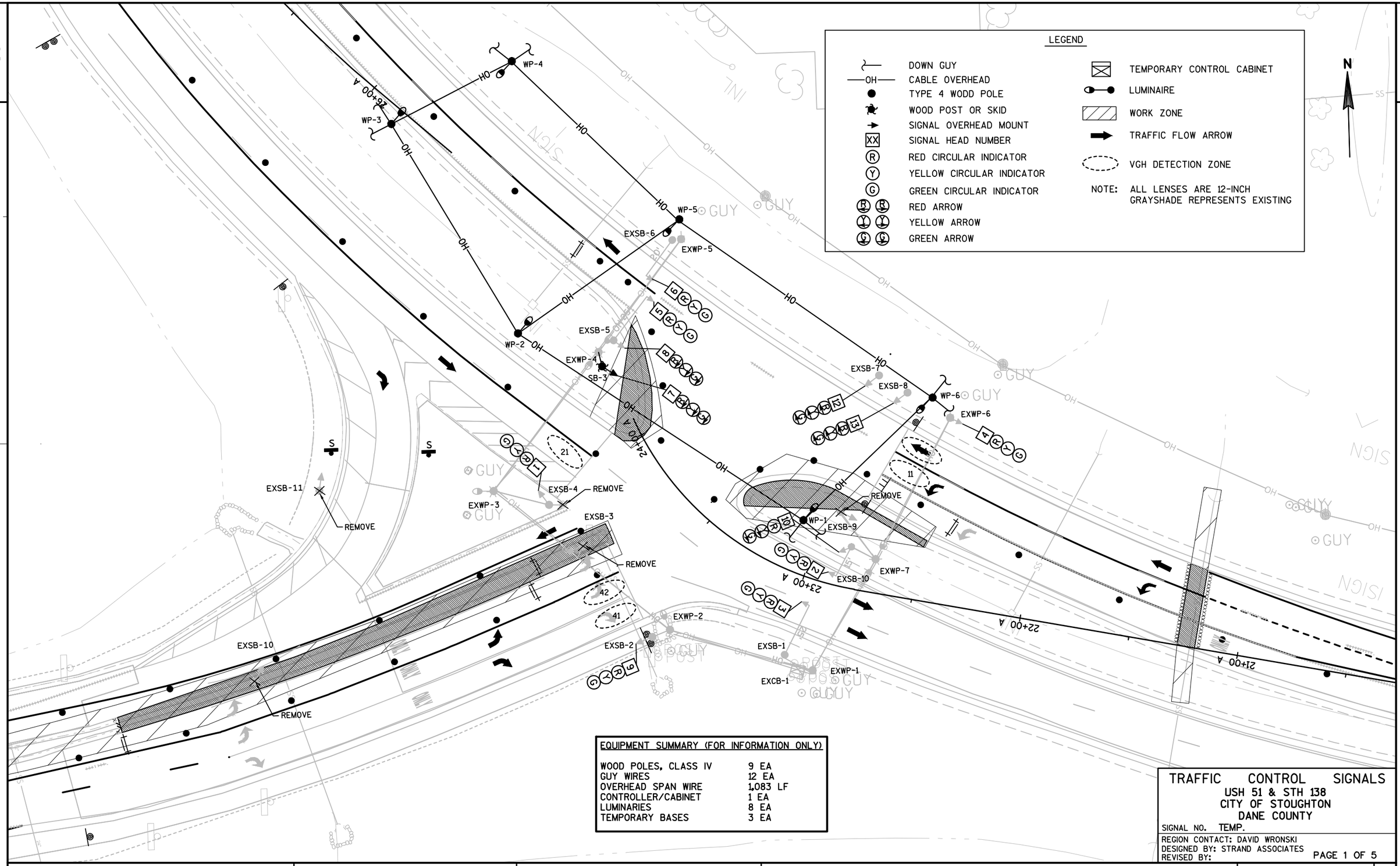
USH 51 & STH 138 INTERSECTION
CITY OF STOUGHTON DANE COUNTY

INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 4 OF 4

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	LIGHTING SCHEMATIC	SHEET 82	E



EQUIPMENT SUMMARY (FOR INFORMATION ONLY)	
WOOD POLES, CLASS IV	9 EA
GUY WIRES	12 EA
OVERHEAD SPAN WIRE	1,083 LF
CONTROLLER/CABINET	1 EA
LUMINARIES	8 EA
TEMPORARY BASES	3 EA

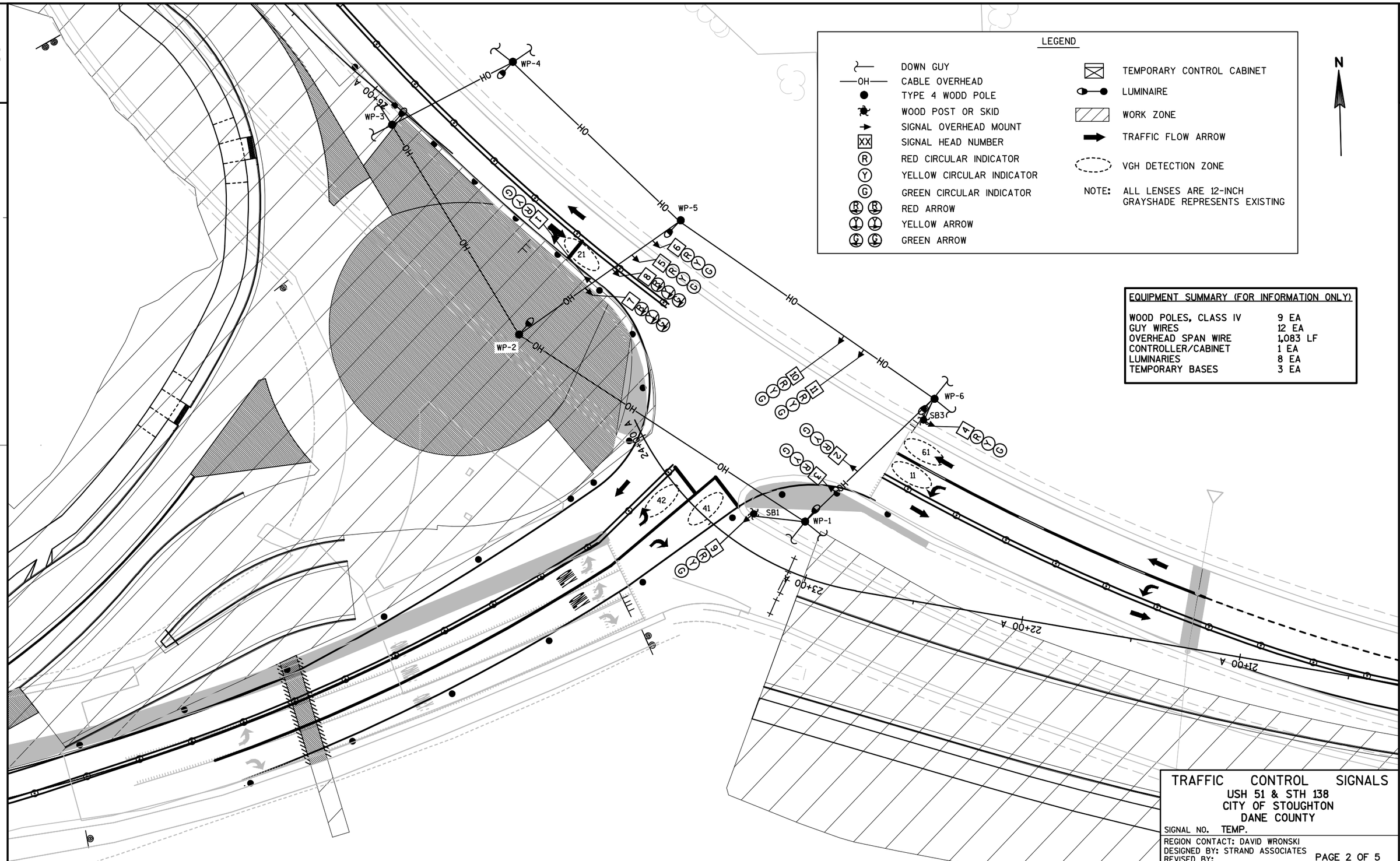
TRAFFIC CONTROL SIGNALS
USH 51 & STH 138
CITY OF STOUGHTON
DANE COUNTY

SIGNAL NO. TEMP.

REGION CONTACT: DAVID WRONSKI
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 1 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 1	SHEET 83	E



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2A	SHEET 84	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\024002_TSP.DWG
LAYOUT NAME - 024002_SP
PLOT DATE : 10/17/2013 2:35 PM PLOT BY : LYNCH, CHRIS PLOT NAME : _____ PLOT SCALE : *********

WISDOT/CADDS SHEET 42

EQUIPMENT SUMMARY (FOR INFORMATION ONLY)	
WOOD POLES, CLASS IV	9 EA
GUY WIRES	15 EA
OVERHEAD SPAN WIRE	1,085 LF
CONTROLLER/CABINET	1 EA
LUMINARIES	8 EA
TEMPORARY BASES	3 EA

LEGEND

DOWN GUY	TEMPORARY CONTROL CABINET
CABLE OVERHEAD	LUMINAIRE
TYPE 4 WOOD POLE	WORK ZONE
WOOD POST OR SKID	TRAFFIC FLOW ARROW
SIGNAL OVERHEAD MOUNT	VGH DETECTION ZONE
SIGNAL HEAD NUMBER	NOTE: ALL LENSES ARE 12-INCH GRAYSHADE REPRESENTS EXISTING
RED CIRCULAR INDICATOR	
YELLOW CIRCULAR INDICATOR	
GREEN CIRCULAR INDICATOR	
RED ARROW	
YELLOW ARROW	
GREEN ARROW	

N

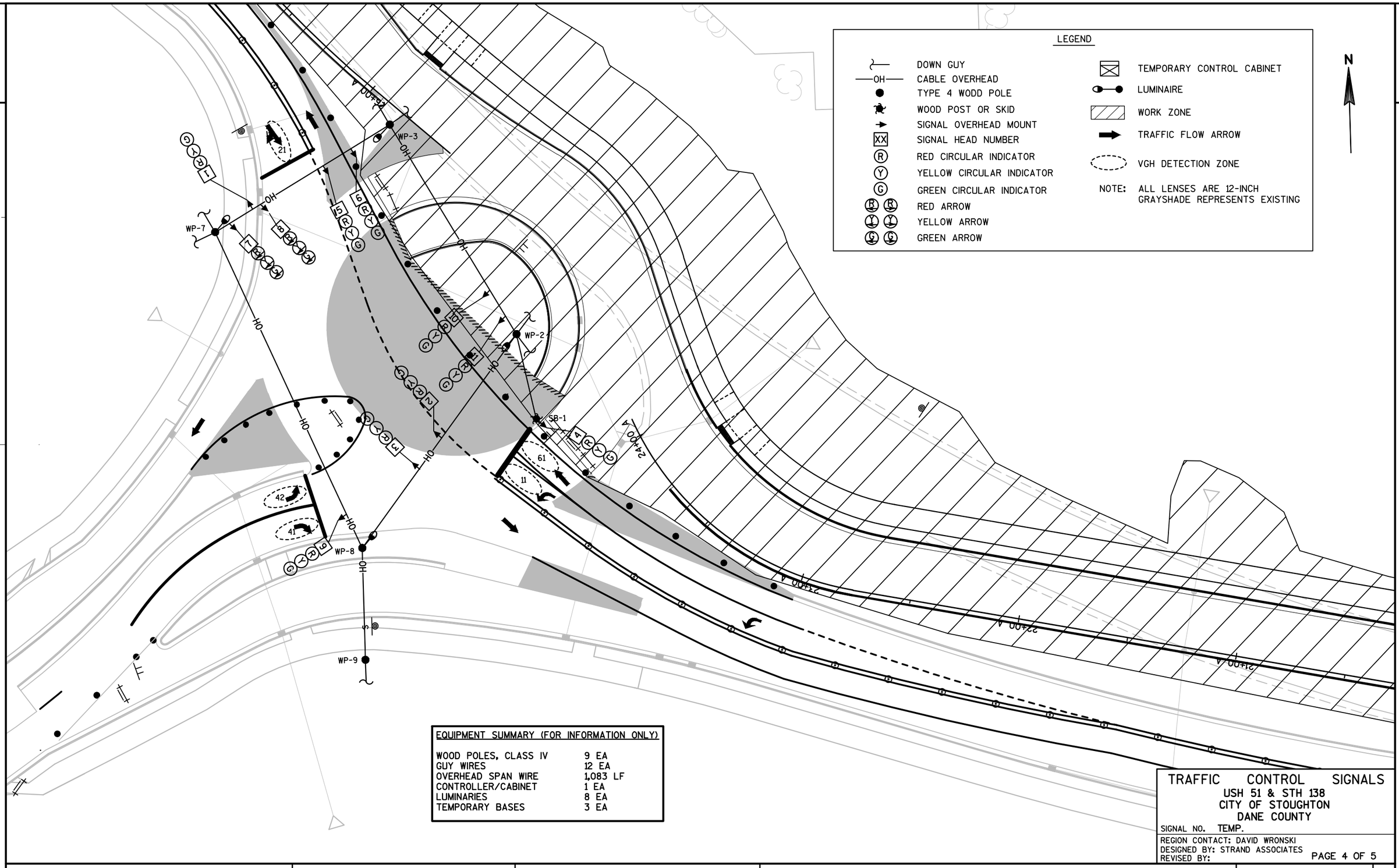
WP-1 WP-2 WP-3 WP-4 WP-5 WP-6 WP-7 WP-8 WP-9 SB-1 SB-2

21 42 41 61 11

26+00 A 24+00 A 23+00 A 22+00 A 21+00 A

TRAFFIC CONTROL SIGNALS
USH 51 & STH 138
CITY OF STOUGHTON
DANE COUNTY
SIGNAL NO. TEMP.
REGION CONTACT: DAVID WRONSKI
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:
PAGE 3 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 2B & 2C	SHEET 85	E



EQUIPMENT SUMMARY (FOR INFORMATION ONLY)	
WOOD POLES, CLASS IV	9 EA
GUY WIRES	12 EA
OVERHEAD SPAN WIRE	1,083 LF
CONTROLLER/CABINET	1 EA
LUMINARIES	8 EA
TEMPORARY BASES	3 EA

TRAFFIC CONTROL SIGNALS
USH 51 & STH 138
CITY OF STOUGHTON
DANE COUNTY

SIGNAL NO. TEMP.

REGION CONTACT: DAVID WRONSKI
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PAGE 4 OF 5

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TEMPORARY TRAFFIC SIGNAL PLAN - STAGE 3	SHEET 86	E

SEQUENCE OF OPERATION

RING 1

	HEAD NUMBERS	02 CLEAR TO R/W	02 CLEAR TO **	01 CLEAR TO R/W	01 CLEAR TO **	03 CLEAR TO R/W	03 CLEAR TO **	04 CLEAR TO R/W	04 CLEAR TO **	FLASH
01	7,8	G*	Y R	R	R R			R	R R	R
02	1-3	R	R R	G	Y R			R	R R	R
03										
04	9-11	R	R R	R	R R			G	Y R	R
05										
06	4-6	R	R R	R	R R			R	R R	R
07										
08										
01P										
02P										
04P										
06P										
08P										

RING 2

	HEAD NUMBERS	05 CLEAR TO R/W	05 CLEAR TO **	06 CLEAR TO R/W	06 CLEAR TO **	07 CLEAR TO R/W	07 CLEAR TO **	08 CLEAR TO R/W	08 CLEAR TO **
01	7,8			R	R R				
02	1-3			R	R R				
03									
04	9-11			R	R R				
05									
06	4-6			G	Y R				
07									
08									
02P									
04P									
06P									
08P									

BARRIER

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

* WHEN CALLED, TIMED STEADY WALK,THEN FLASHING DON'T WALK, THEN GOES TO STEADY DON'T WALK

CONTROLLER LOGIC

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

OVERLAPS

O.L. "A" =
O.L. "B" =
O.L. "C" =
O.L. "D" =
NONE

TYPE OF INTERCONNECT COMMUNICATION	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR*	
CLOSED LOOP FIBER OPTIC*	
RADIO	
*LOCATION OF MASTER CONTROLLER NO: S-	
SIGNAL SYSTEM #: SS- -	

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
3M	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

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

N

GENERAL NOTES:

1. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1).

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
1	6	2,3,4,5
2	5 OR 6	1,3,4
3	NONE	1,2,4,5,6
4	NONE	1,2,5,6,8
5	2	1,3,4,6
6	1 OR 2	3,4,5
7		
8		

USH 51 & STH 138
CITY OF STOUGHTON
DANE COUNTY

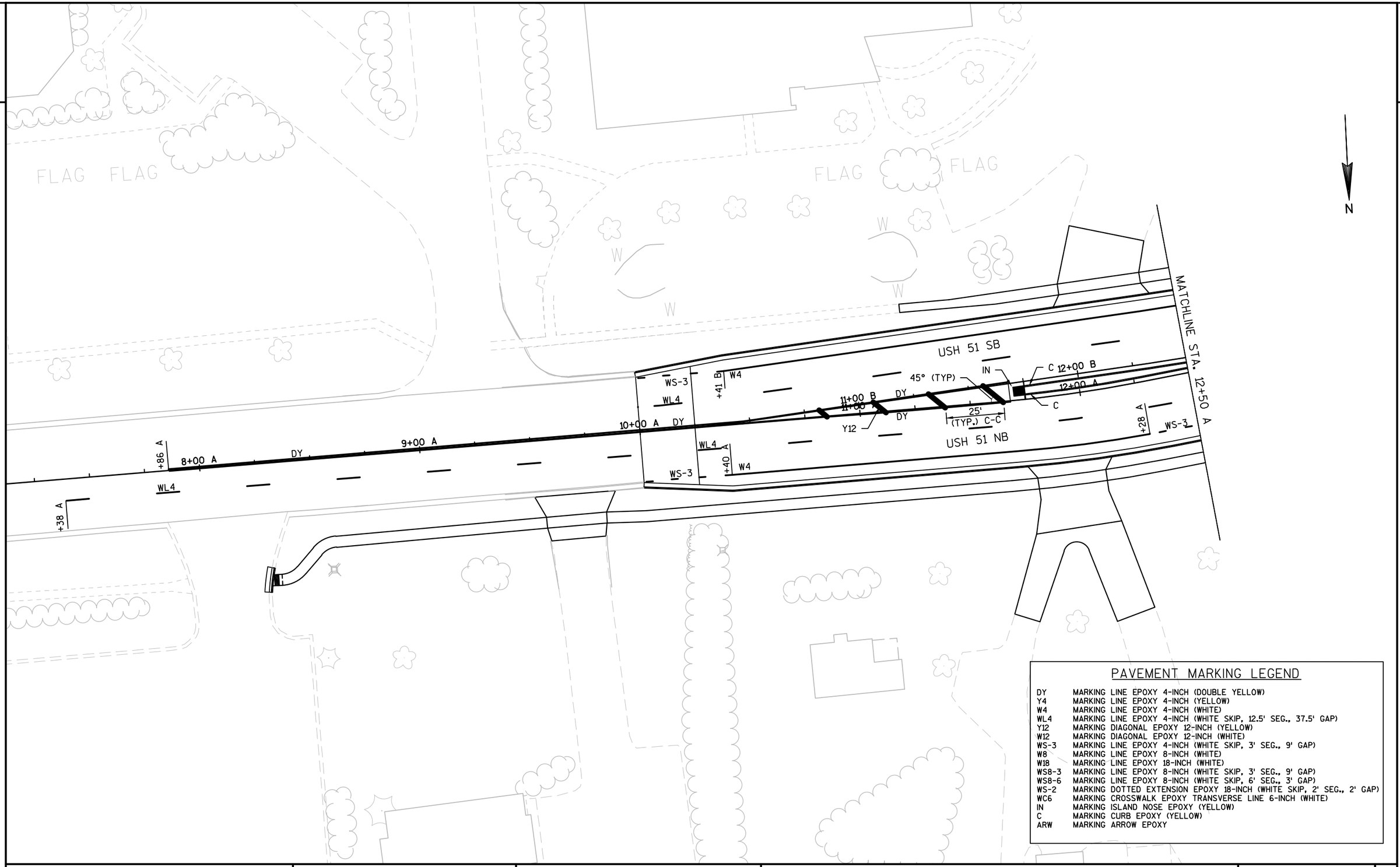
SIGNAL NO. TEMP

REGION CONTACT: DAVID WRONSKI
DESIGNED BY: STRAND ASSOCIATES
REVISED BY:

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	SEQUENCE OF OPERATIONS - STAGE 1 TO STAGE 3	SHEET 87	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\024005_TSP.DWG
LAYOUT NAME - 024021_SP
PLOT DATE : 10/17/2013 2:35 PM PLOT BY : LYNCH, CHRIS PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

2



PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

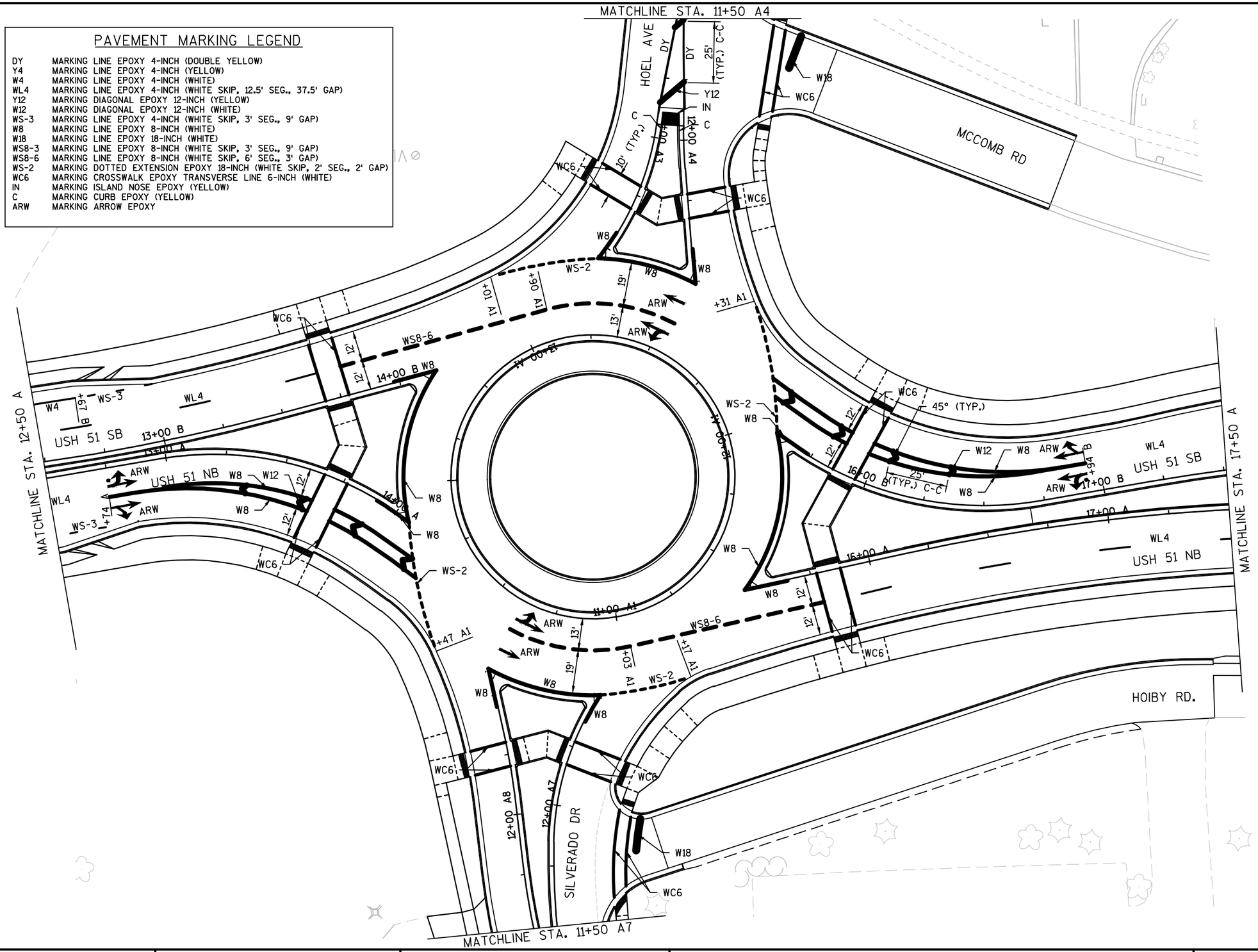
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVEMENT MARKING	SHEET 88	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024501
PLOT DATE : 5/28/2021 12:16 PM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 44

2

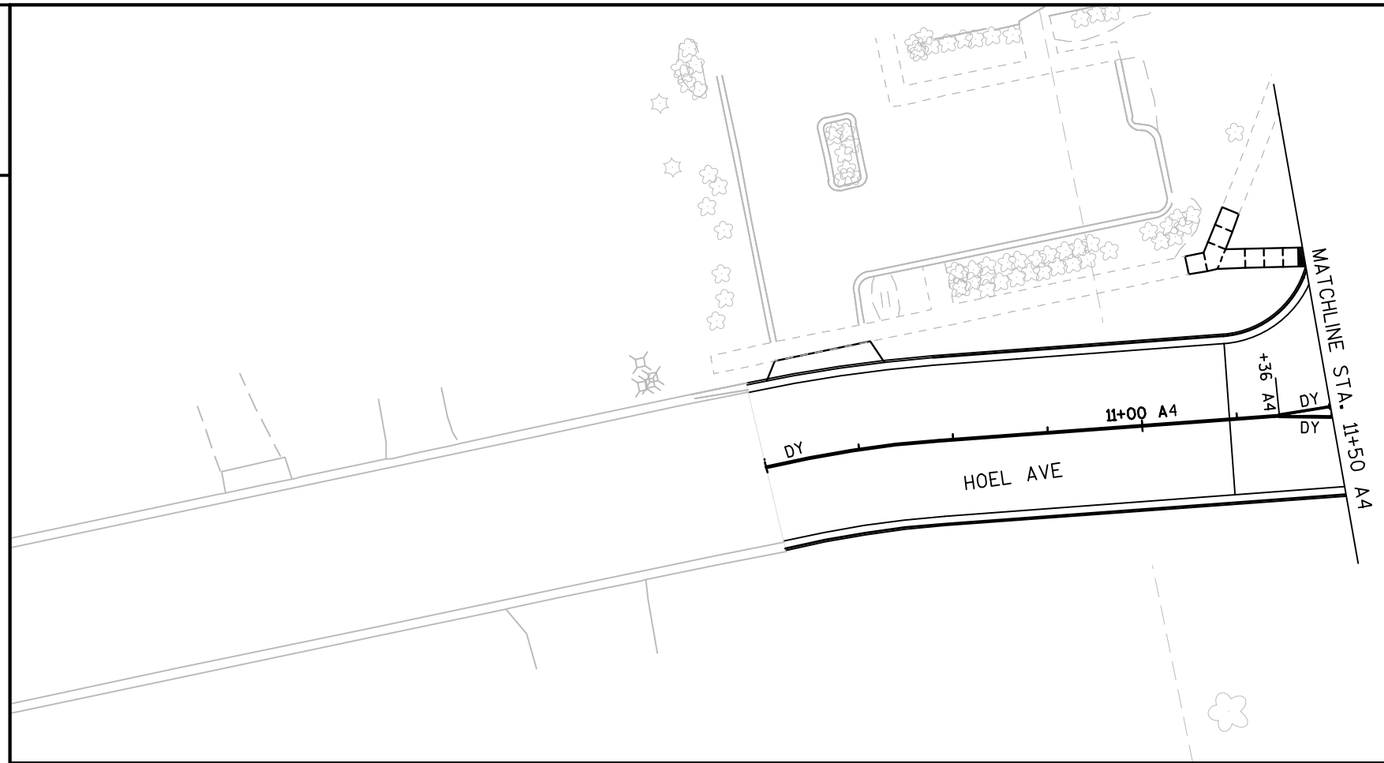
PAVEMENT MARKING LEGEND

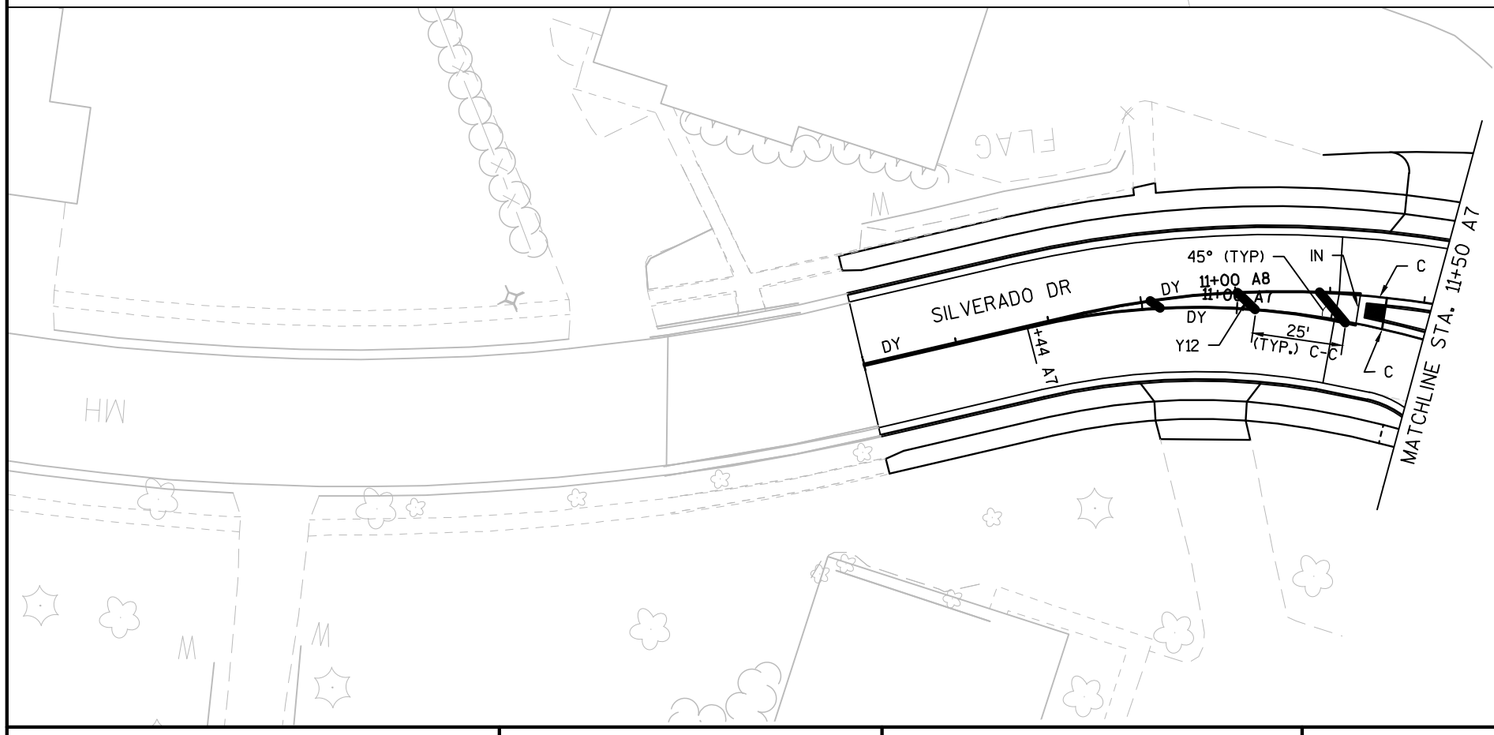
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVEMENT MARKING	SHEET 89 E

2

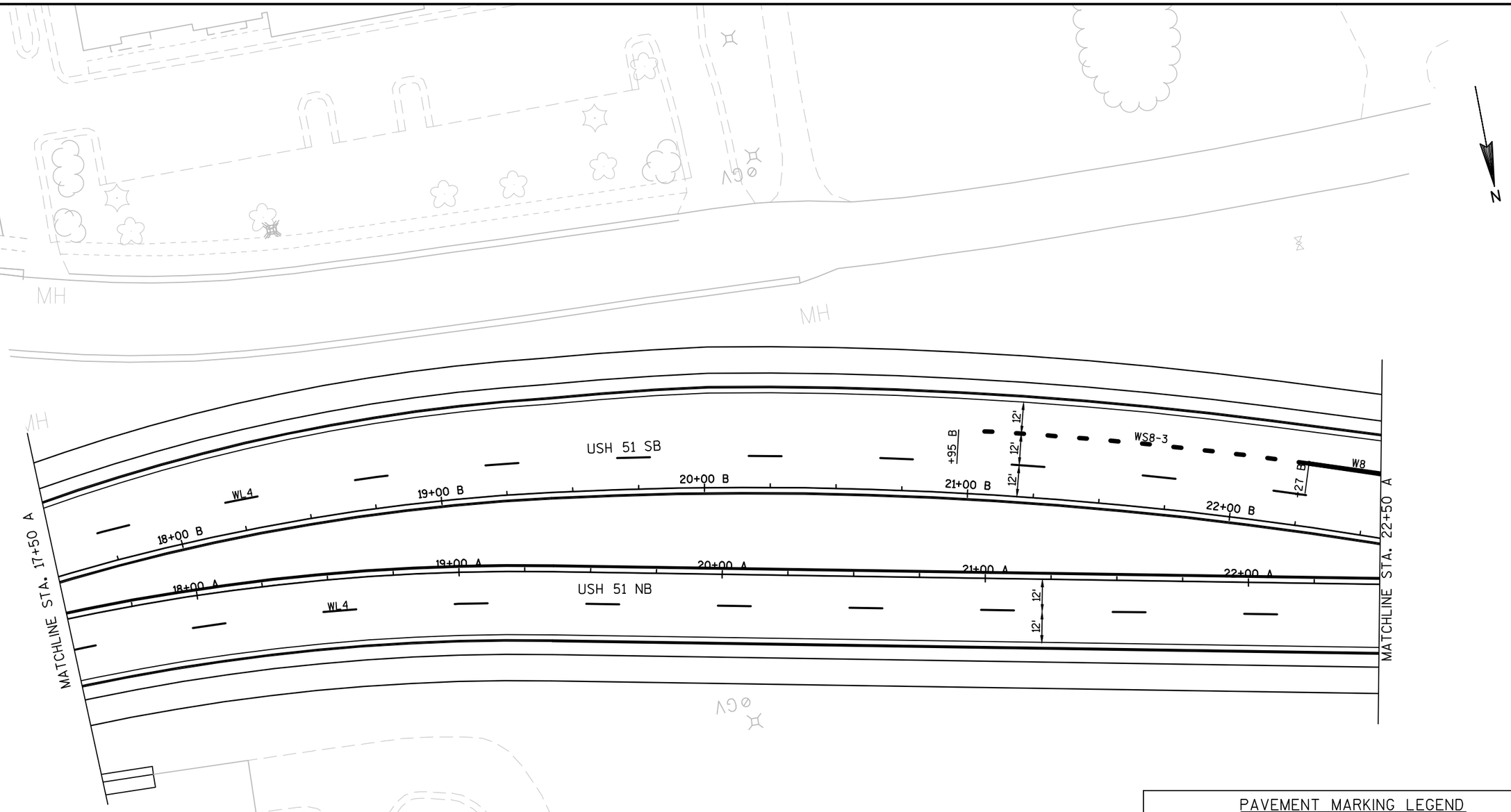




PAVEMENT MARKING LEGEND

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Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
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IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

2



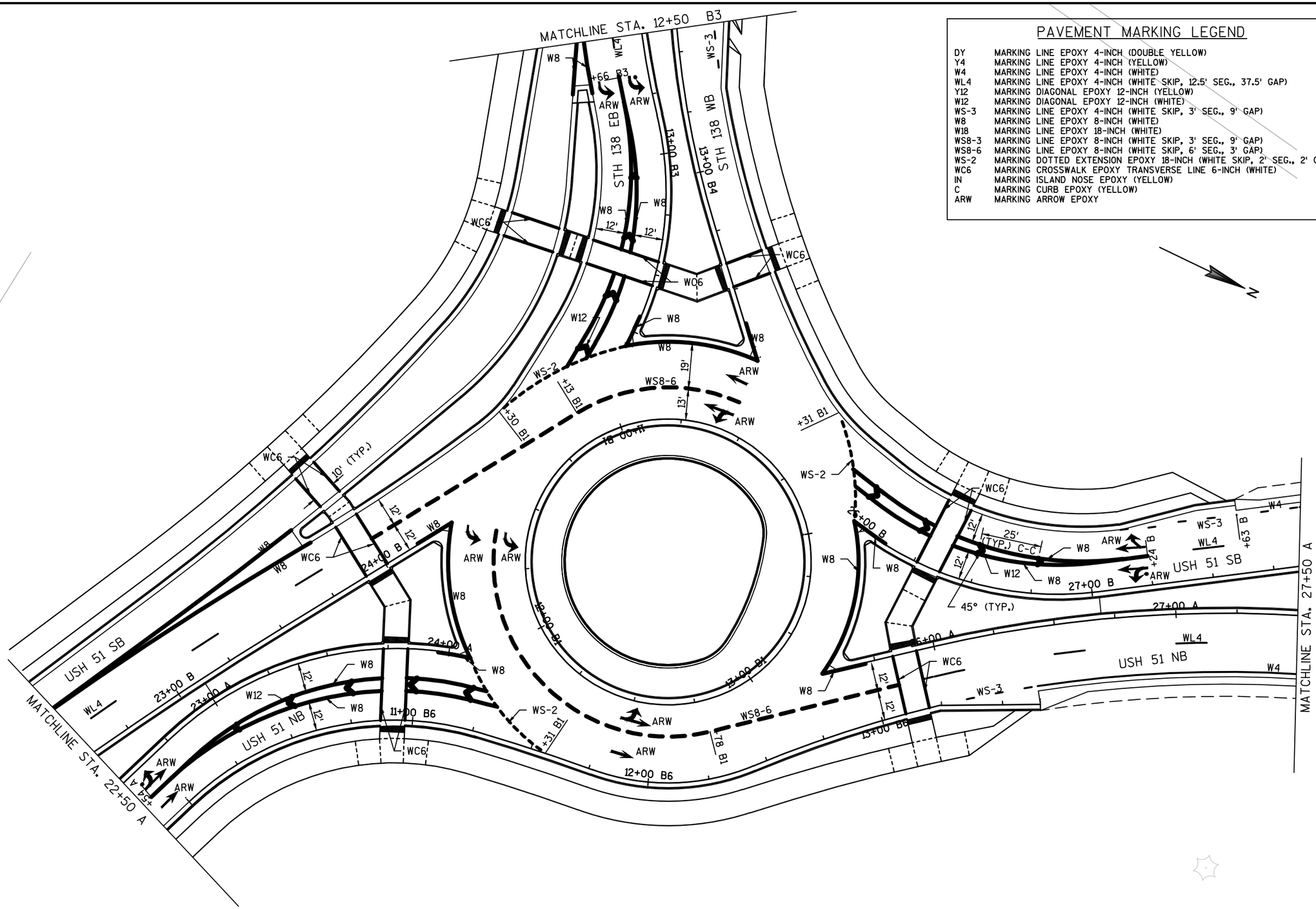
PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
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W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

2

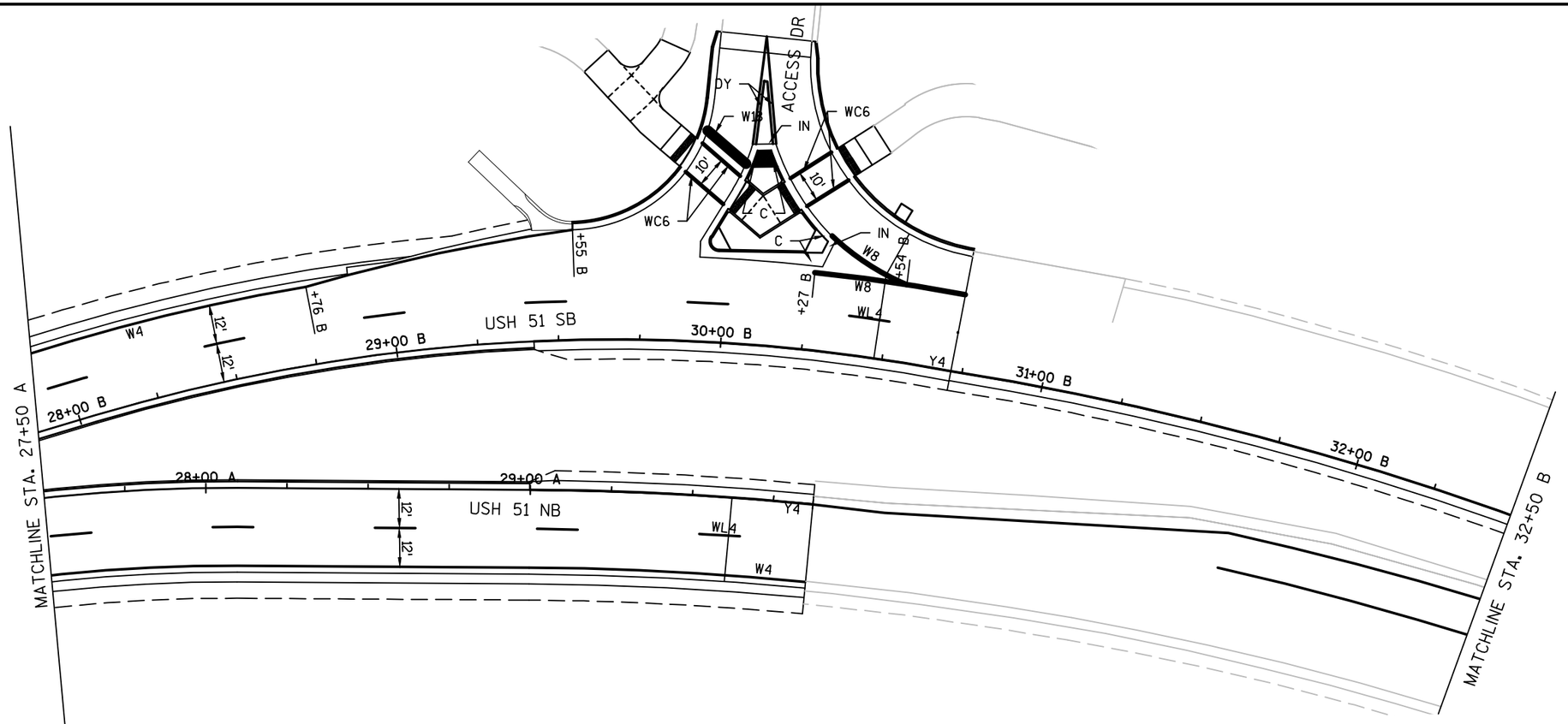
PAVEMENT MARKING LEGEND

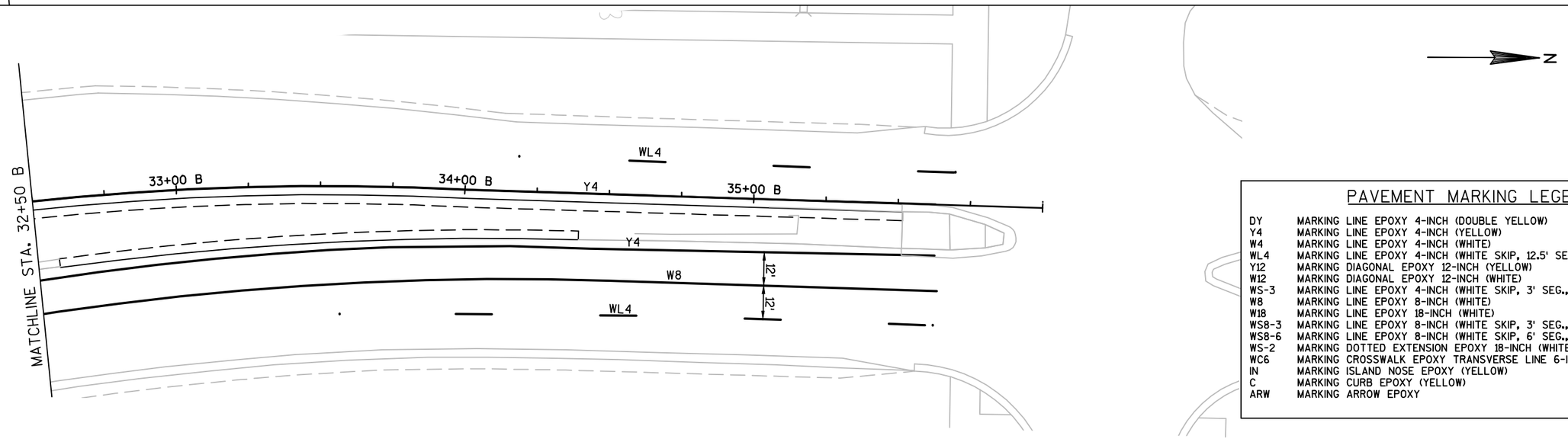
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C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PAVEMENT MARKING	SHEET 92 E

2

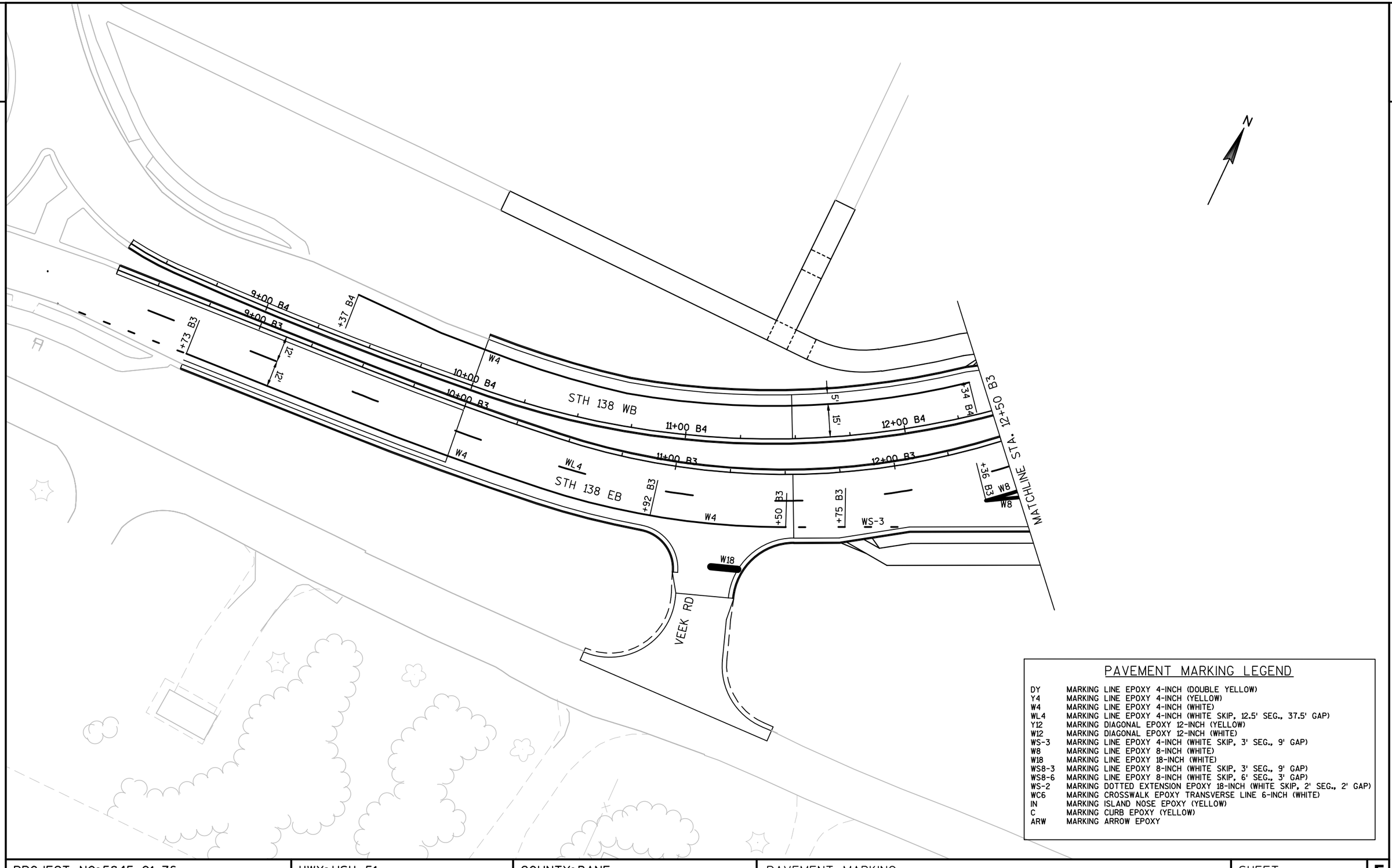




PAVEMENT MARKING LEGEND

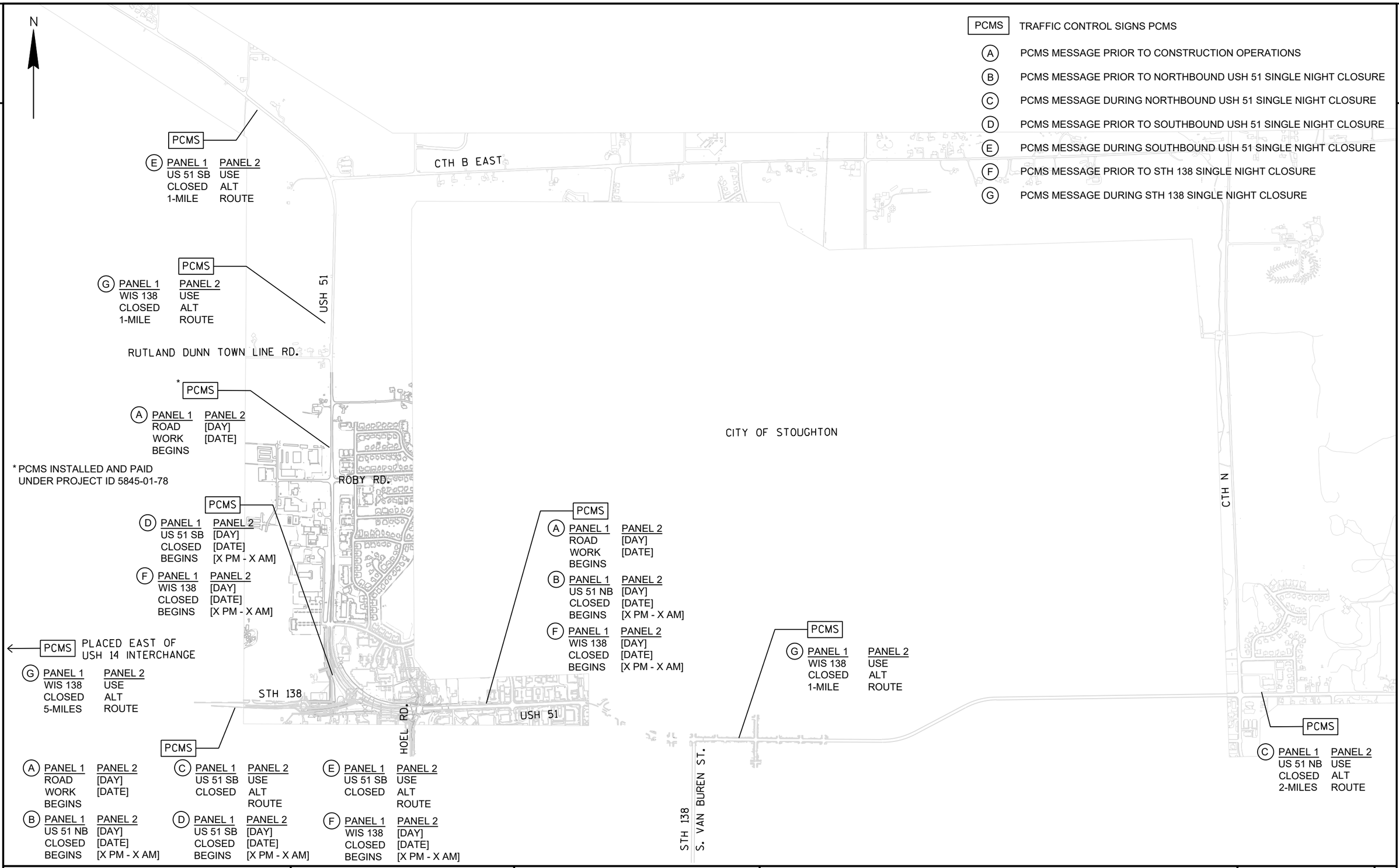
DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY

2



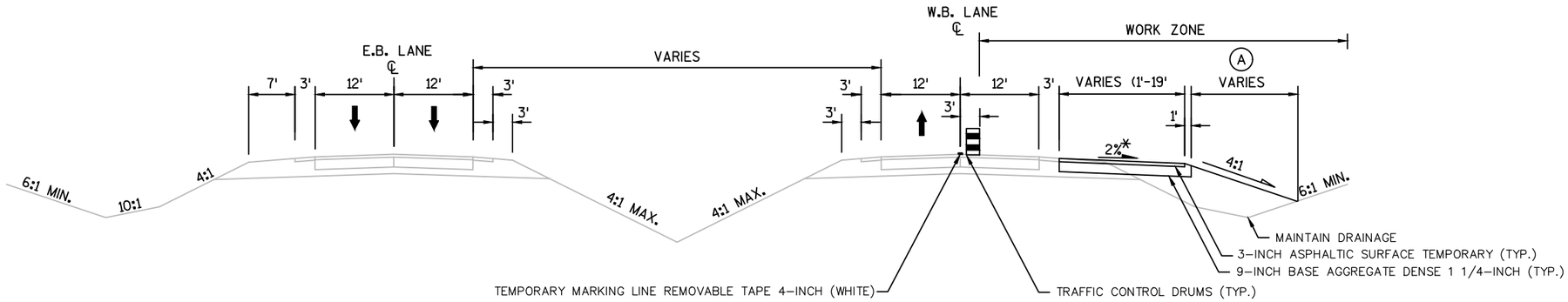
PAVEMENT MARKING LEGEND

DY	MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW)
Y4	MARKING LINE EPOXY 4-INCH (YELLOW)
W4	MARKING LINE EPOXY 4-INCH (WHITE)
WL4	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 12.5' SEG., 37.5' GAP)
Y12	MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
W12	MARKING DIAGONAL EPOXY 12-INCH (WHITE)
WS-3	MARKING LINE EPOXY 4-INCH (WHITE SKIP, 3' SEG., 9' GAP)
W8	MARKING LINE EPOXY 8-INCH (WHITE)
W18	MARKING LINE EPOXY 18-INCH (WHITE)
WS8-3	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 3' SEG., 9' GAP)
WS8-6	MARKING LINE EPOXY 8-INCH (WHITE SKIP, 6' SEG., 3' GAP)
WS-2	MARKING DOTTED EXTENSION EPOXY 18-INCH (WHITE SKIP, 2' SEG., 2' GAP)
WC6	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
IN	MARKING ISLAND NOSE EPOXY (YELLOW)
C	MARKING CURB EPOXY (YELLOW)
ARW	MARKING ARROW EPOXY



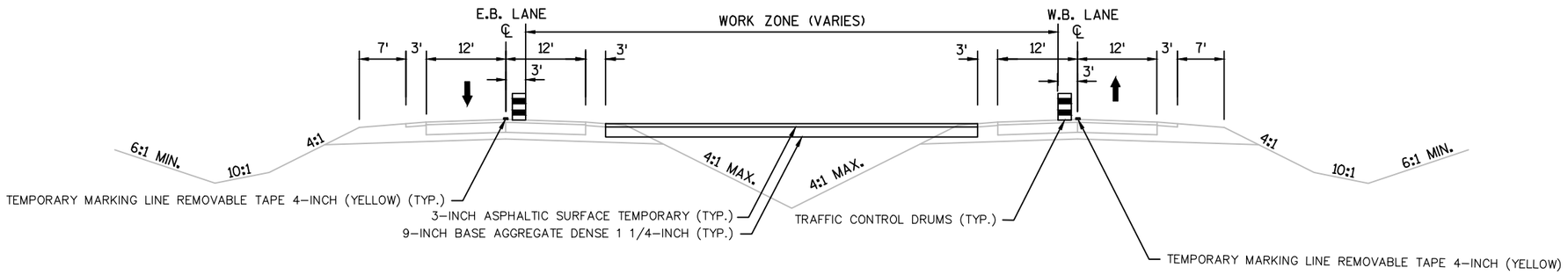
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN: TRAFFIC CONTROL - PCMS ADVANCED WARNING	SHEET 95	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_AW.DWG
LAYOUT NAME - 026001_aw
PLOT DATE : 10/30/2020 10:46 AM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 in : 1300 ft
WISDOT/CADDS SHEET 42



STAGE 1 TYPICAL SECTION - USH 51

STA. 14+45 A - STA. 19+65 A



STAGE 1 TYPICAL SECTION - USH 51

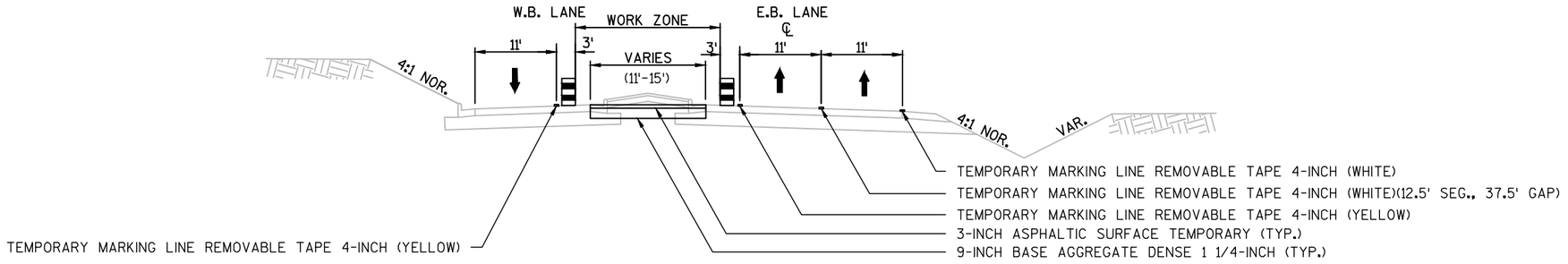
STA. 31+36 B - STA. 35+00 B

(A) TOPSOIL; SEEDING MIXTURE NO. 30; AND MULCHING

* MATCH ADJACENT PAVEMENT CROSS SLOPE

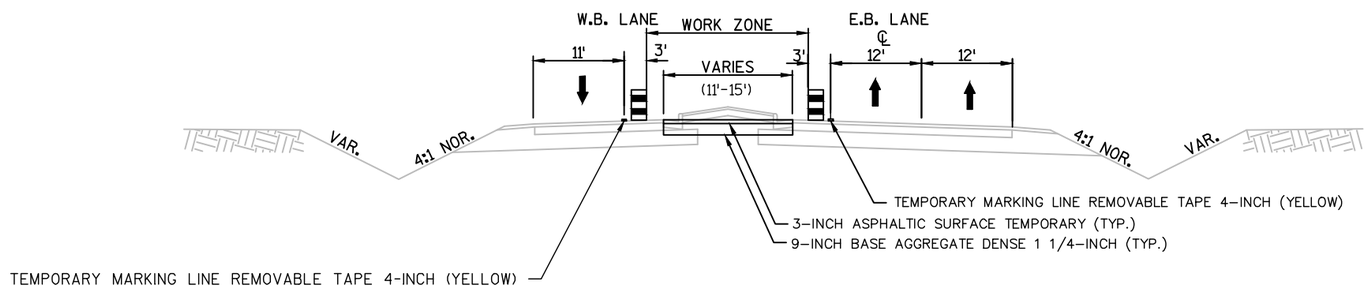
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING TYPICALS -STAGE 1	SHEET 96	E

2



STAGE 1 TYPICAL SECTION - STH 138

STA. 8+31 B3 - STA. 11+31 B3

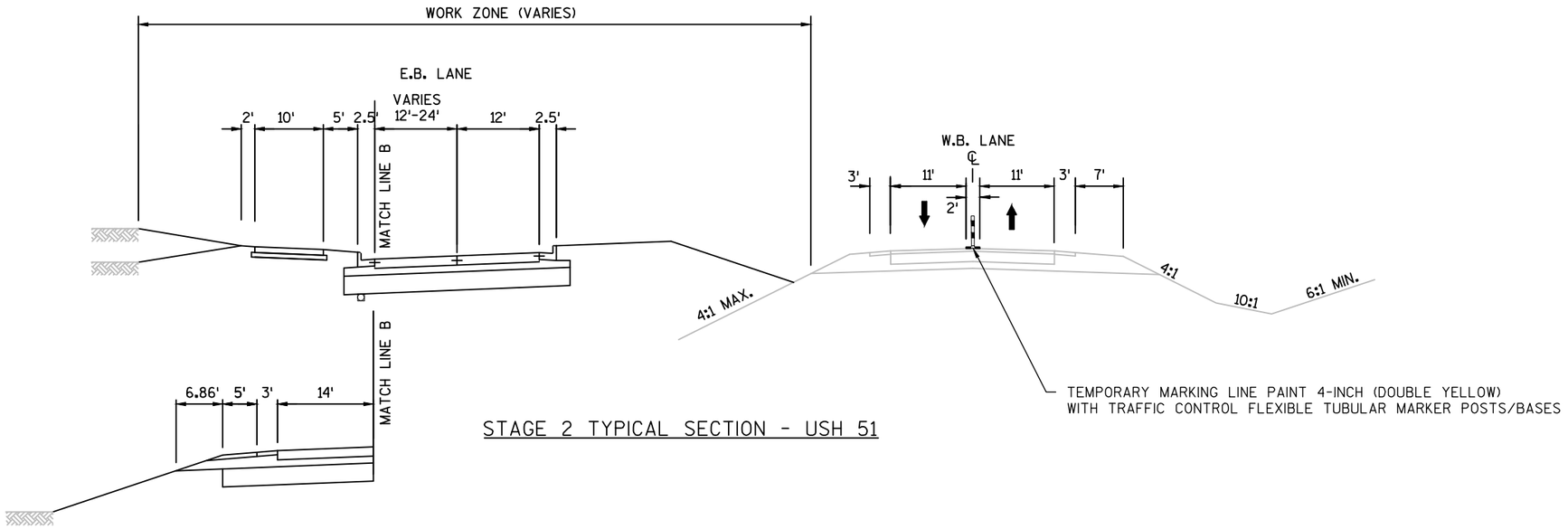


STAGE 1 TYPICAL SECTION - STH 138

STA. 12+31 B3 - STA. 24+00 B

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING TYPICALS -STAGE 1	SHEET 97	E

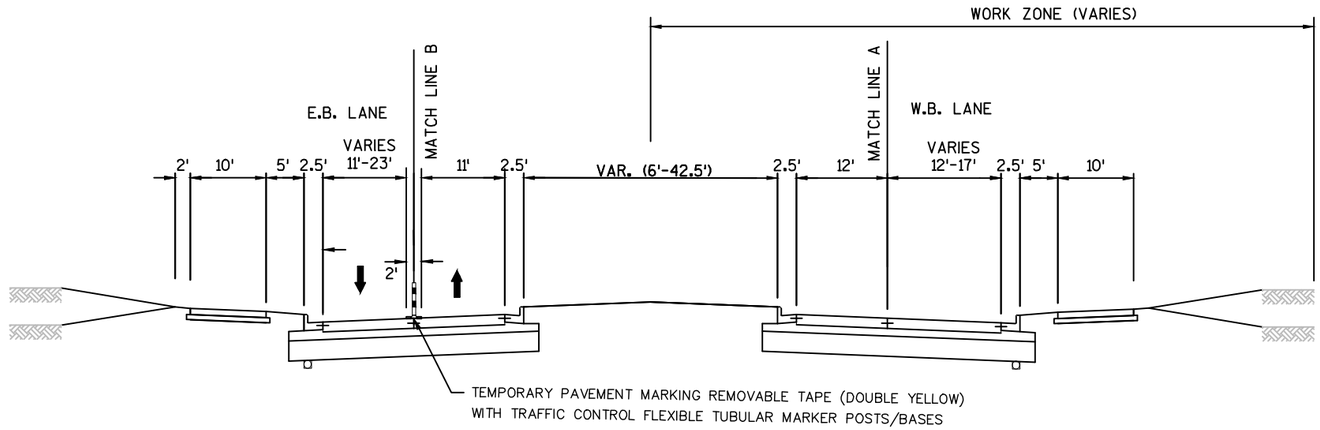
2



STAGE 2 TYPICAL SECTION - USH 51

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING TYPICALS -STAGE 2	SHEET 98	E

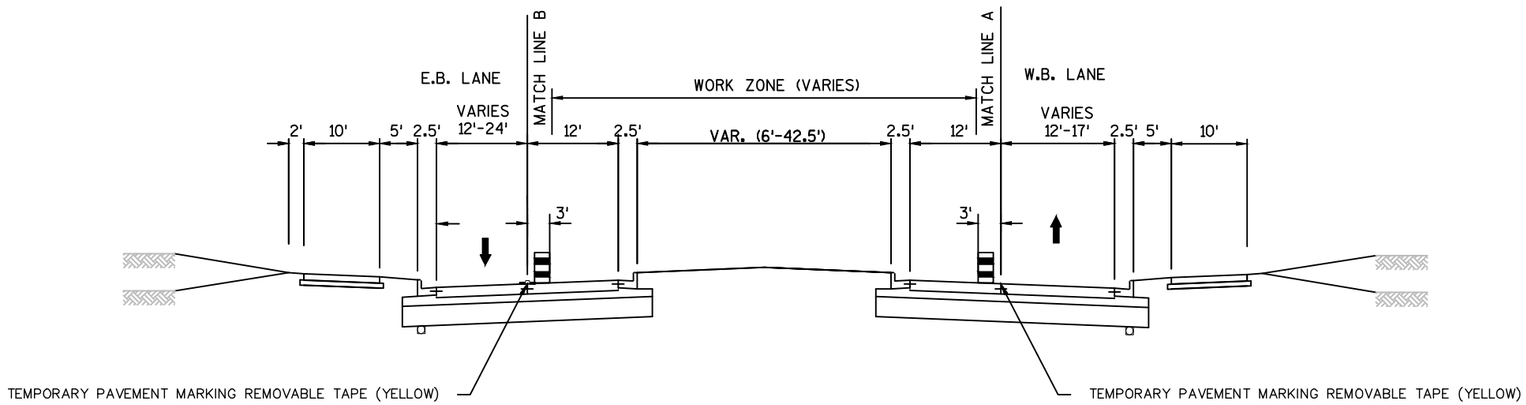
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LAYOUT NAME - 025001_TC - 020303_TS
PLOT DATE : 10/30/2020 10:46 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 42





STAGE 3 TYPICAL SECTION - USH 51

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING TYPICALS -STAGE 3	SHEET 99	E





STAGE 4 TYPICAL SECTION - USH 51

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONSTRUCTION STAGING TYPICALS -STAGE 4	SHEET 100	E

2

ADVANCED WIDTH RESTRICTION SIGNING, ADVANCED WARNING AND END WORK SIGNING IS INCLUDED IN PROJECT ID 5845-01-78

MAINTAIN EXISTING TRAFFIC CONTROL

JACKSON ST

N

COMPLETE STORM SEWER CROSSING DURING NIGHTLY CLOSURE. SEE SPECIAL PROVISIONS FOR ALLOWABLE HOURS

ACCESS DR

SILVERADO DR

12' WIDE LANE

12' WIDE LANE

11' WIDE LANE

MAINTAIN EXISTING TRAFFIC CONTROL

12' WIDE LANE

MAINTAIN ACCESS TO DRIVEWAY

14 CONSECUTIVE DAY CLOSURE OF SILVERADO DRIVE

11' WIDE LANE

COMPLETE STORM SEWER CROSSING DURING NIGHTLY CLOSURE. SEE SPECIAL PROVISIONS FOR ALLOWABLE HOURS

STH 138

12' WIDE LANE

WIDTH RESTRICTION SIGNING REQ'D. SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

MAINTAIN TWO-WAY STOP CONTROL

USH 51

MCCOMB RD

12' WIDE LANE

COMPLETE STORM SEWER CROSSING DURING NIGHTLY CLOSURE. SEE SPECIAL PROVISIONS FOR ALLOWABLE HOURS

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

10' WIDE LANE

HOEL AVENUE

STAGE 1:

TRAFFIC:

1. USH 51 TRAFFIC WILL TRAVEL ON EXISTING ROADWAY, AND BE REDUCED TO ONE LANE IN EACH DIRECTION.
2. TRAFFIC ON STH 138 AND HOEL AVENUE WILL TRAVEL ON EXISTING ROADWAY.
3. TRAFFIC ON SILVERADO DRIVE WILL TRAVEL ON EXISTING ROADWAY DURING STAGE 1, AND TWO-WAY TRAFFIC MUST BE MAINTAINED EXCEPT FOR DURING THE TWO WEEK CLOSURE OF SILVERADO DRIVE, WHEN THE CONSTRUCTION OF THE SILVERADO DRIVE TIE IN AND STORM SEWER CROSSINGS WILL BE COMPLETED.

CONSTRUCT:

1. INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 1.
2. REMOVE ALL EXISTING PAVEMENT MARKING THAT CONFLICTS WITH STAGE 1 TRAFFIC CONTROL.
3. CONSTRUCT TEMPORARY PAVEMENT AND STORM SEWER REQUIRED TO BE IN PLACE FOR STAGE 2.
4. PLACE ALL EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 1 CONSTRUCTION.
5. CONSTRUCT SOUTHBOUND LANE OF HOEL AVENUE ROUNDABOUT APPROACH, SOUTHBOUND LANE OF SILVERADO DRIVE ROUNDABOUT APPROACH, AND THE ASPHALT SECTION OF THE NORTHBOUND LANE OF SILVERADO DRIVE ROUNDABOUT APPROACH IN STAGE 1.

NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKING REQUIRED FOR NEXT STAGE MUST BE IN PLACE PRIOR TO SWITCHING TO THE NEXT STAGE.

TRAFFIC CONTROL NOTES

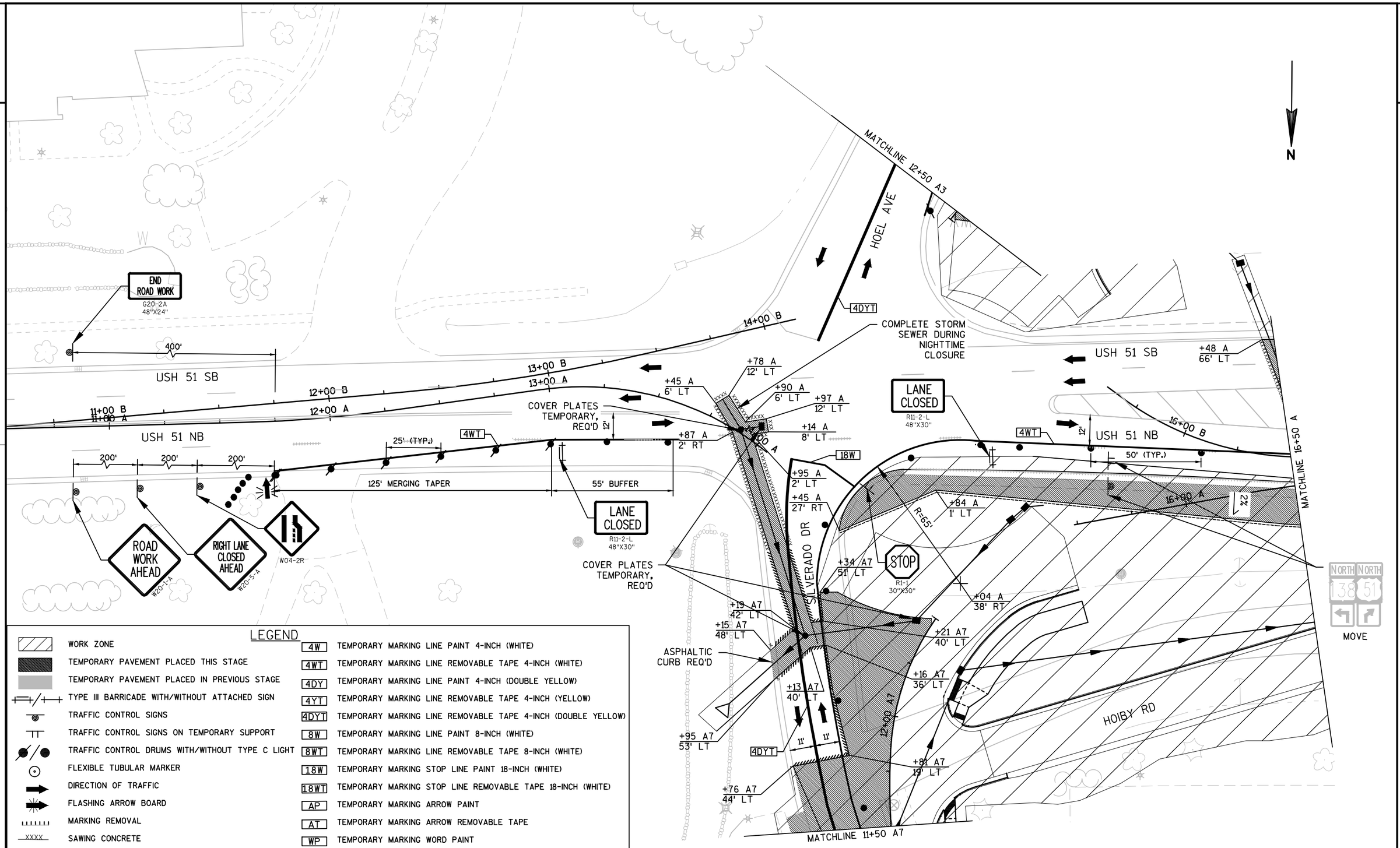
1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. ALL DRUM SPACING IS 50', UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT PLACED IN CURRENT STAGE
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN: STAGING OVERVIEW STAGE 1	SHEET 101	E

2

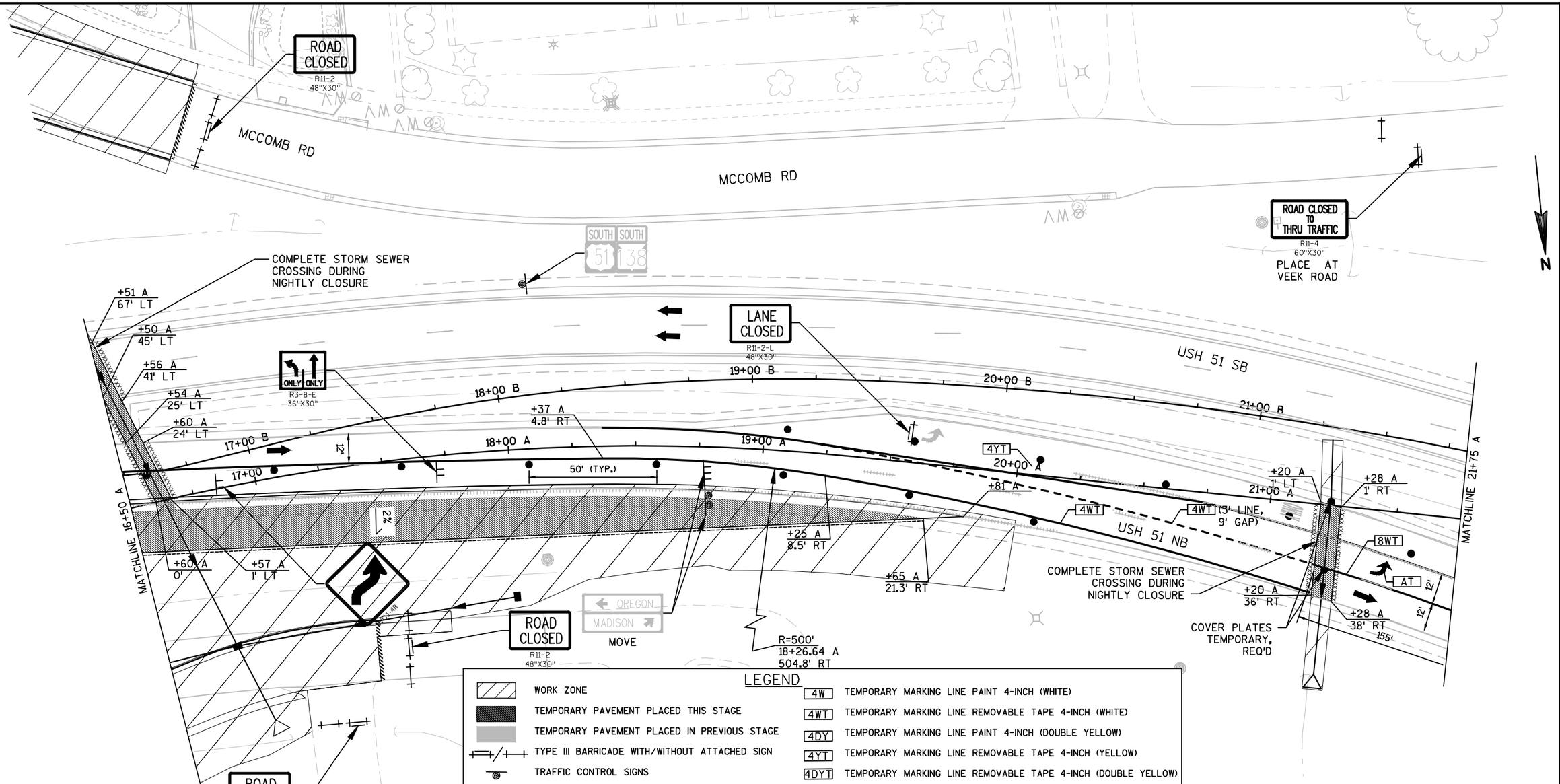


LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 1	SHEET 102	E

2



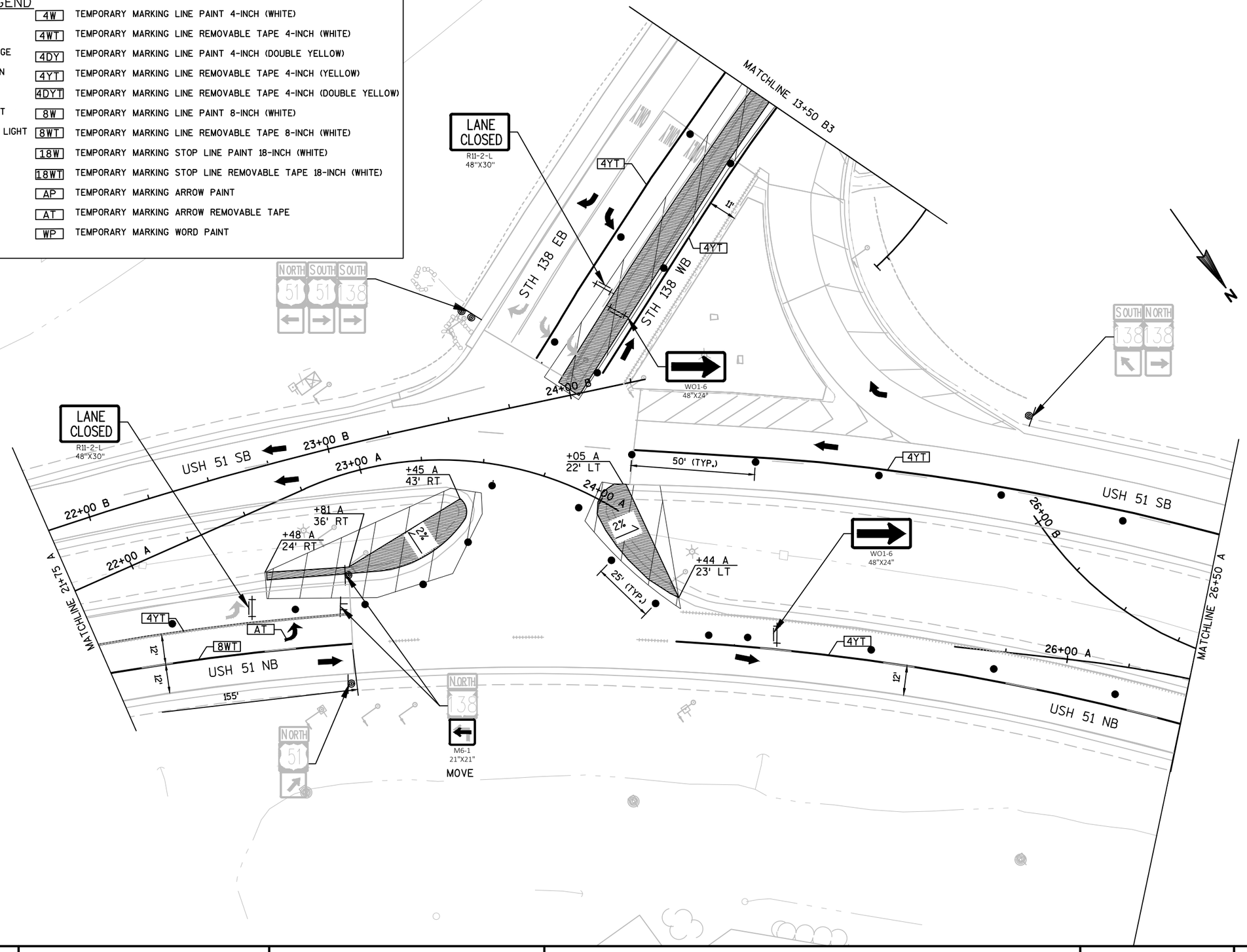
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

2

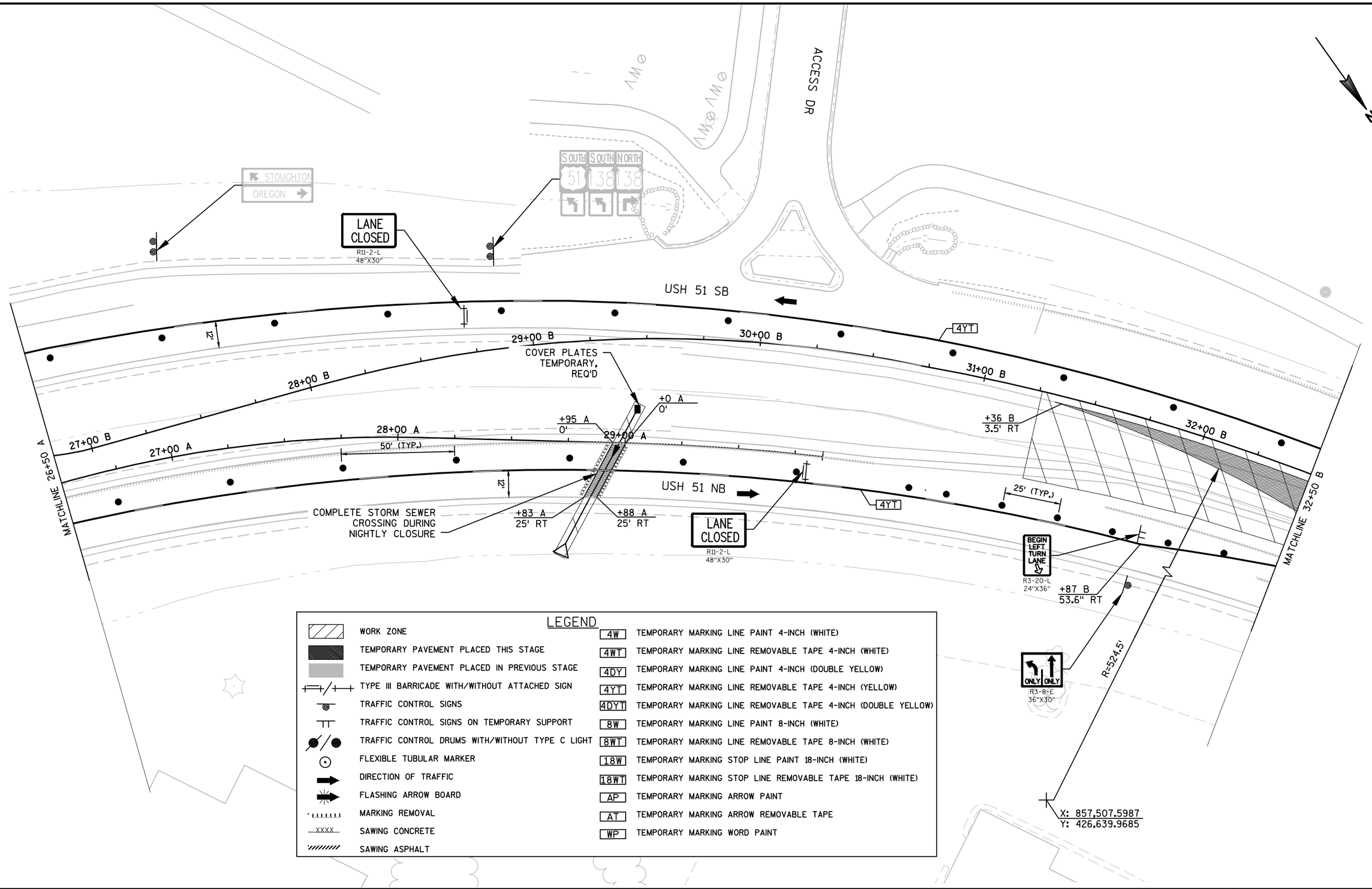
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 1	SHEET 104	E

2



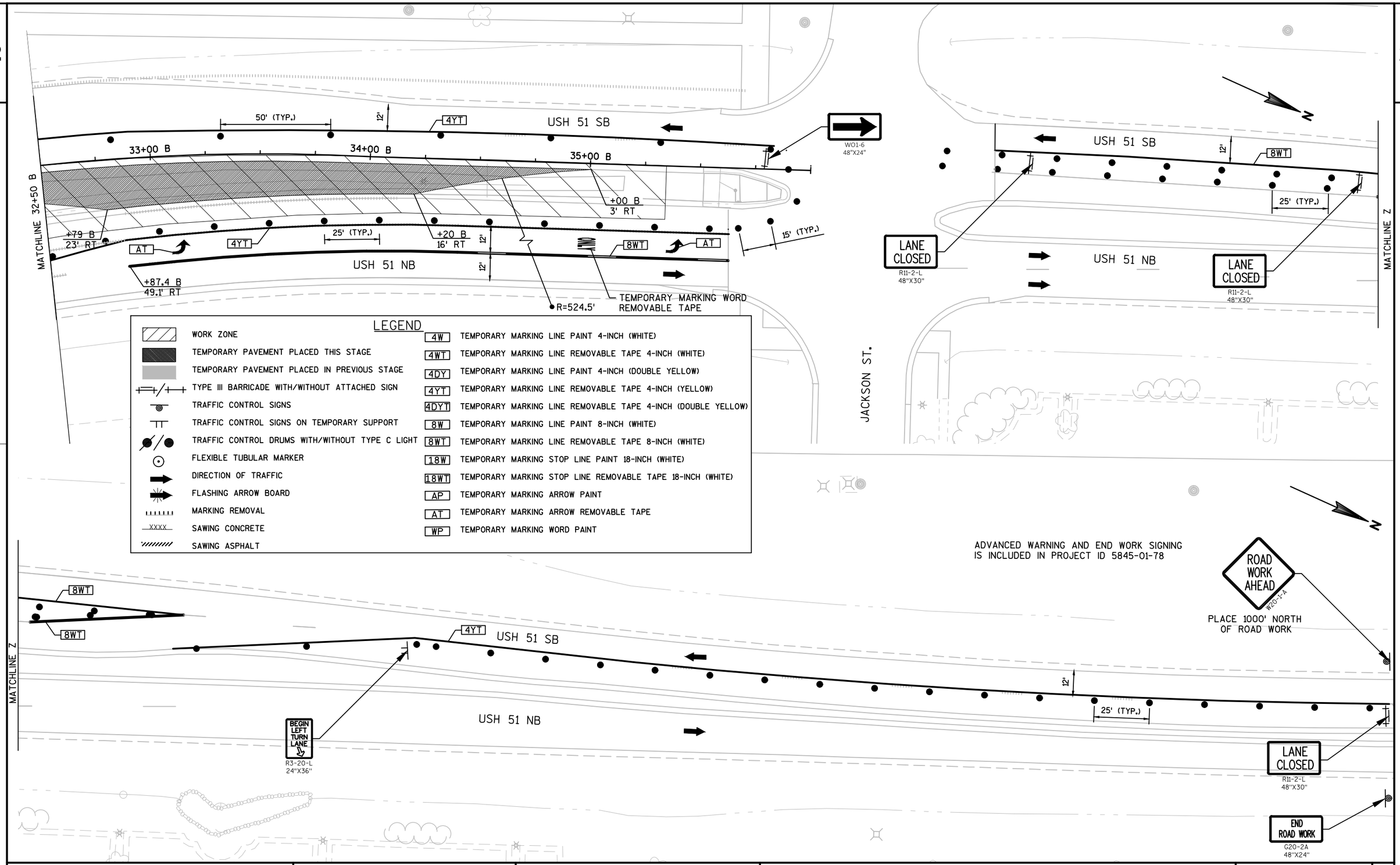
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 1	SHEET 105	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026004_S1
PLOT DATE : 10/30/2020 10:47 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

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LEGEND

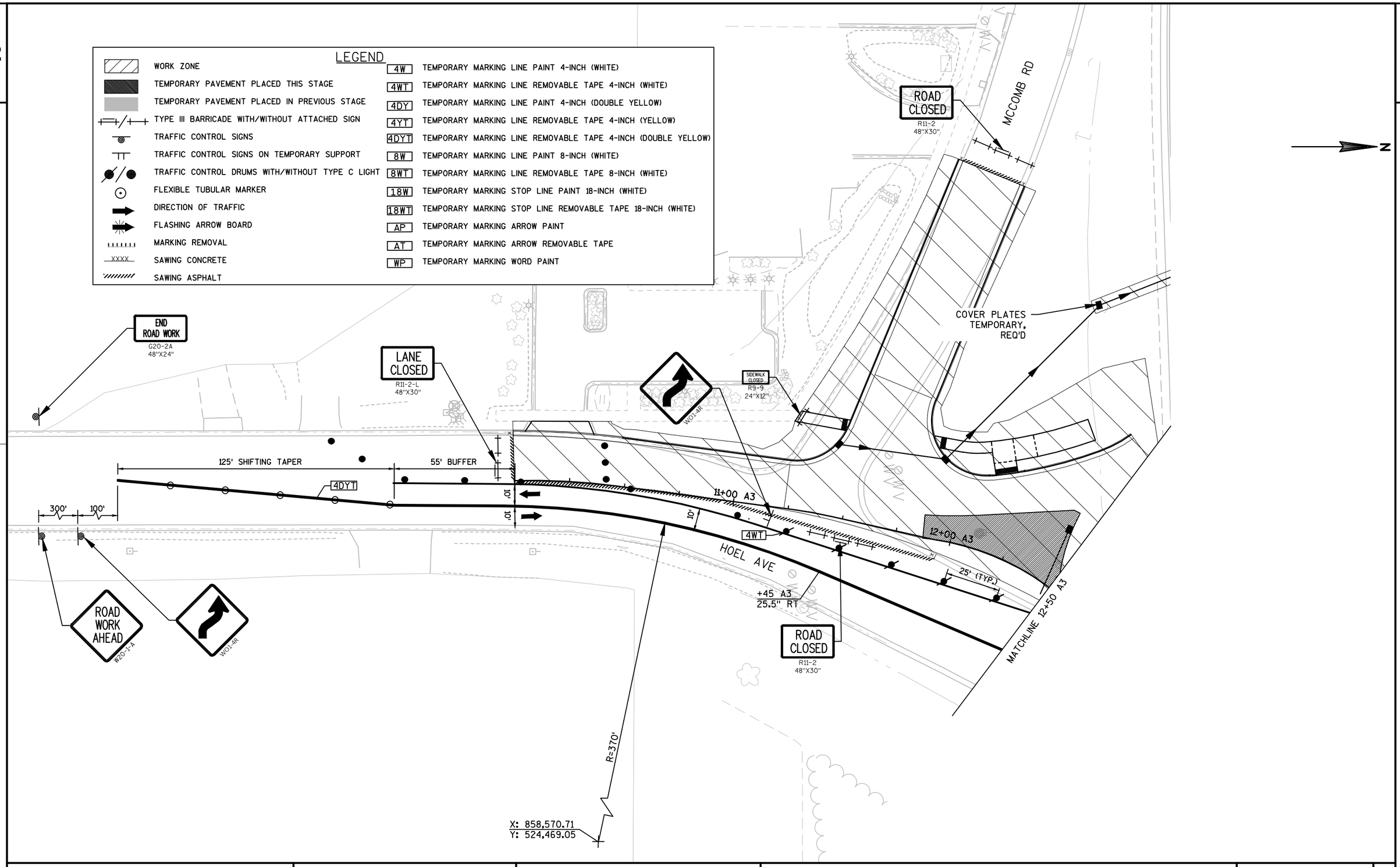
	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

ADVANCED WARNING AND END WORK SIGNING
IS INCLUDED IN PROJECT ID 5845-01-78

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 1	SHEET 106	E

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 1	SHEET 107	E

2

N

PLACE DURING SOUTHBOUND SILVERADO CLOSURE AT JACKSON STREET

W01-4L

ROAD WORK AHEAD
W20-1-A

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

300'

LANE CLOSED
R11-2-L
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

25' (TYP.)

125' SHIFTING TAPER

4WT

4WT

55' BUFFER

4DYT

SILVERADO DR

11+00

11+50

MATCHLINE 11+50 A7

COVER PLATES TEMPORARY, REQ'D

SIDEWALK CLOSED
R9-9
24"X12"

END ROAD WORK
G20-2A
48"X24"

SEE SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 1 FOR ADDITIONAL INFORMATION

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 1	SHEET 108	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026007_S1

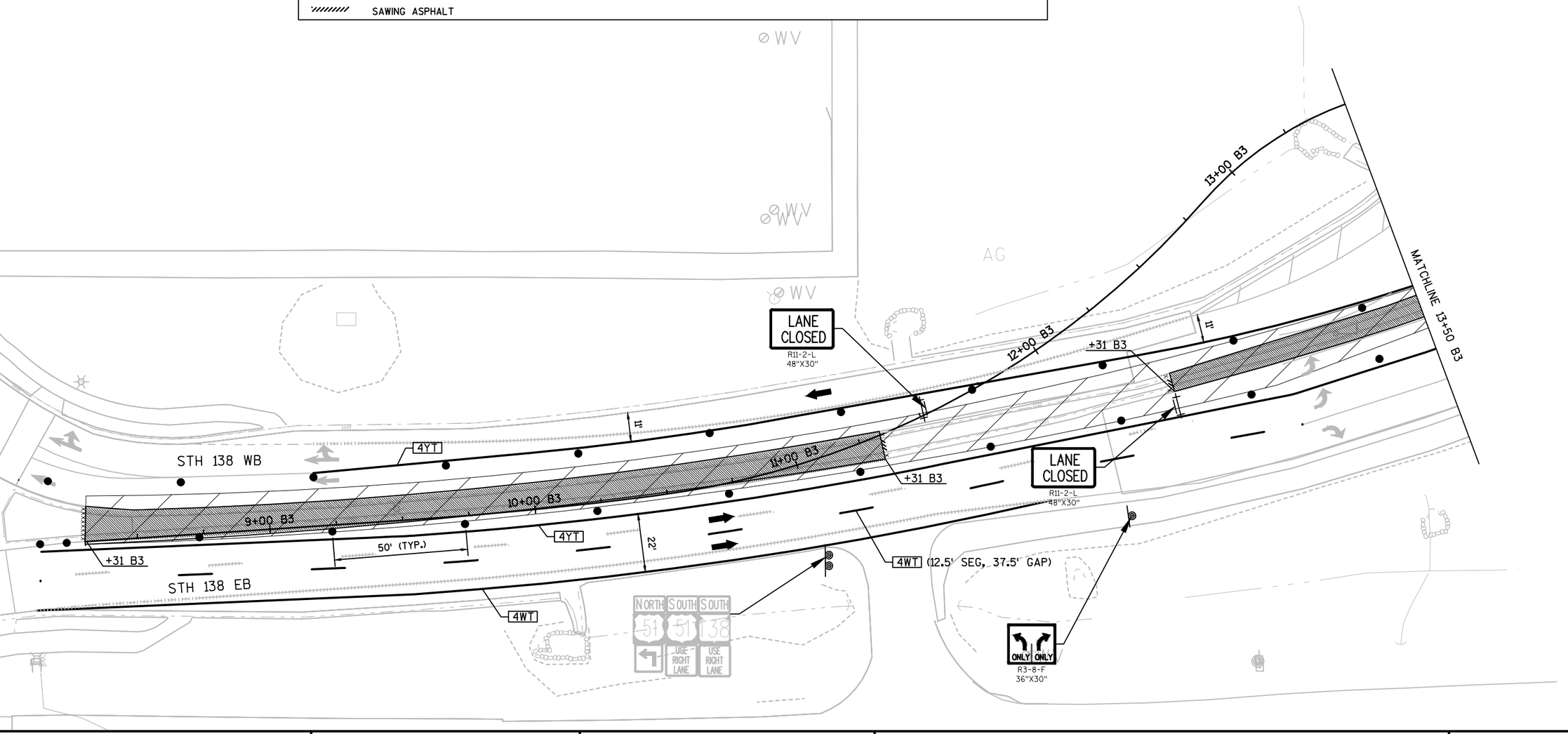
PLOT DATE : 10/30/2020 10:47 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

WORK ZONE	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED THIS STAGE	4WT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TRAFFIC CONTROL SIGNS	4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
FLEXIBLE TUBULAR MARKER	18W TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
FLASHING ARROW BOARD	AP TEMPORARY MARKING ARROW PAINT
MARKING REMOVAL	AT TEMPORARY MARKING ARROW REMOVABLE TAPE
SAWING CONCRETE	WP TEMPORARY MARKING WORD PAINT
SAWING ASPHALT	



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 1	SHEET 109	E

2

ADVANCED WIDTH RESTRICTION SIGNING, ADVANCED WARNING AND END WORK SIGNING IS INCLUDED IN PROJECT ID 5845-01-78

JACKSON ST

15' WIDE LANE

CLOSE DRIVEWAY ACCESS DURING STAGE 2

ACCESS DR

12' WIDE LANE

NEW TEMPORARY TRAFFIC SIGNAL

STH 138

RESTRICT ACCESS TO RIGHT-IN AND RIGHT-OUT ONLY

12' WIDE LANE

MCCOMB RD

COMPLETE STORM SEWER CROSSING DURING NIGHTLY CLOSURE SEE SPECIAL PROVISIONS FOR ALLOWABLE HOURS

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

WIDTH RESTRICTION SIGNING REQ'D. SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

11' WIDE LANE

HOEL AVENUE

SILVERADO DR

11' WIDE LANE

MAINTAIN TWO-WAY STOP CONTROL

SDSH

USH 51

11' WIDE LANE

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

MAINTAIN DRIVEWAY ACCESS

7 CONSECUTIVE DAY CLOSURE OF HOEL AVENUE

WIDTH RESTRICTION SIGNING REQ'D. SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

N

STAGE 2:

TRAFFIC:

1. USH 51 TRAFFIC WILL TRAVEL ON NORTHBOUND EXISTING ROADWAY, AND BE REDUCED TO ONE LANE IN EACH DIRECTION. USH 51 NIGHTTIME CLOSURE REQUIRED TO CONSTRUCT STORM SEWER CROSSINGS IN 3 LOCATIONS. SEE SPECIAL PROVISIONS FOR ALLOWABLE HOURS.
2. HOEL AVENUE WILL BE CLOSED AT INTERSECTION WITH USH 51 FOR APPROXIMATELY SEVEN CONSECUTIVE DAYS. HOEL AVENUE TRAFFIC WILL REMAIN ON EXISTING AND TEMPORARY PAVEMENT FOR THE DURATION OF STAGE 2A, AND SILVERADO DRIVE TRAFFIC WILL TRAVEL ON NEW AND EXISTING ROADWAY.
3. STH 138 TRAFFIC WILL TRAVEL ON EXISTING EASTBOUND ROADWAY IN STAGE 2A. IN STAGE 2B AND 2C STH 138 TRAFFIC WILL TRAVEL ON NEWLY CONSTRUCTED ROADWAY.

CONSTRUCT:

1. INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 2.
2. REMOVE ALL EXISTING PAVEMENT MARKING THAT CONFLICTS WITH STAGE 2 TRAFFIC CONTROL.
3. CONSTRUCT TEMPORARY PAVEMENT AND STORM SEWER REQUIRED TO BE IN PLACE FOR STAGE 3.
4. PLACE ALL EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 2 CONSTRUCTION.
5. CONSTRUCT SOUTHBOUND USH 51.
6. CONSTRUCT STH 138 ROUNDABOUT APPROACH.
7. CONSTRUCT STORM SEWER CROSSING OF USH 51 UNDER NIGHTTIME ROAD CLOSURE.

NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKING REQUIRED FOR NEXT STAGE MUST BE IN PLACE PRIOR TO SWITCHING TO NEXT STAGE.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. ALL DRUM SPACING IS 50', UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT PLACED IN CURRENT STAGE
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN: STAGING OVERVIEW STAGE 2	SHEET 110	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S2A_OV.DWG
1089804 USH 51 - 026001_S2A_OV

PLOT DATE : 10/30/2020 10:48 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

2

N

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1-A

LEFT LANE CLOSED AHEAD
W20-55-A

W04-2L

200'

200'

200'

150' MERGING TAPER

WO1-6
48"X24"

USH 51 SB

USH 51 NB

8+00 A

9+00 A

10+00 A

+00 A

25' (TYP.)

150' SHIFTING TAPER

70' BUFFER

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

4DYT

4DY

4W

11'

11'

MATCHLINE 10+75 A

LEGEND

	WORK ZONE
	TEMPORARY PAVEMENT PLACED THIS STAGE
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
	TRAFFIC CONTROL SIGNS
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT
	FLEXIBLE TUBULAR MARKER
	DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD
	MARKING REMOVAL
XXXX	SAWING CONCRETE
	SAWING ASPHALT

4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AP	TEMPORARY MARKING ARROW PAINT
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
WP	TEMPORARY MARKING WORD PAINT

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 111	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S2A.DWG
LAYOUT NAME - 026001_S2A

PLOT DATE : 10/30/2020 10:49 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

COVER PLATES TEMPORARY, REQ'D

COMPLETE WORK DURING HOEL CLOSURE

MATCHLINE 12+00 A3

+53 A3
27' RT

A3

N

ROAD CLOSED
R11-2
48"X30"

HOEL AVE

25' (TYP.)

4WT

4DYT

SIDEWALK CLOSED
R9-9
24"X12"

+86 A
44' LT

+68 B
16' LT

14+00 B

R=50'

11'

+84 B
7' LT

R=45'

+86 A
19' LT

13+00 B

13+00 A

12+00 B

12+00 A

11+00 B

11+00 A

MATCHLINE 10+75 A

USH 51 SB

USH 51 NB

4DY

4W

18W

+66 A
6' RT

14+00 A

+03 A
40' LT

+33 A
33' LT

16+00 B

16+50 A

MATCHLINE 16+50 A

25' (TYP.)

16+00 A

STOP
R1-1
30"X30"

R3-2
24"X24"

PLACE DURING HOEL CLOSURE

R3-1
24"X24"

R=45'

+87 A
44' RT

SILVERADO DR

+28.2 A7
1.1' RT

R=38'

2+00 A7

+10.0 A7
31' LT

5' TYP.

HOIBY ROAD

SIDEWALK CLOSED
R9-9
24"X12"

+91.4 A7
19.5' RT

MATCHLINE 11+50 A7

NORTH NORTH
138 51
MOVE

SDSH

LEGEND

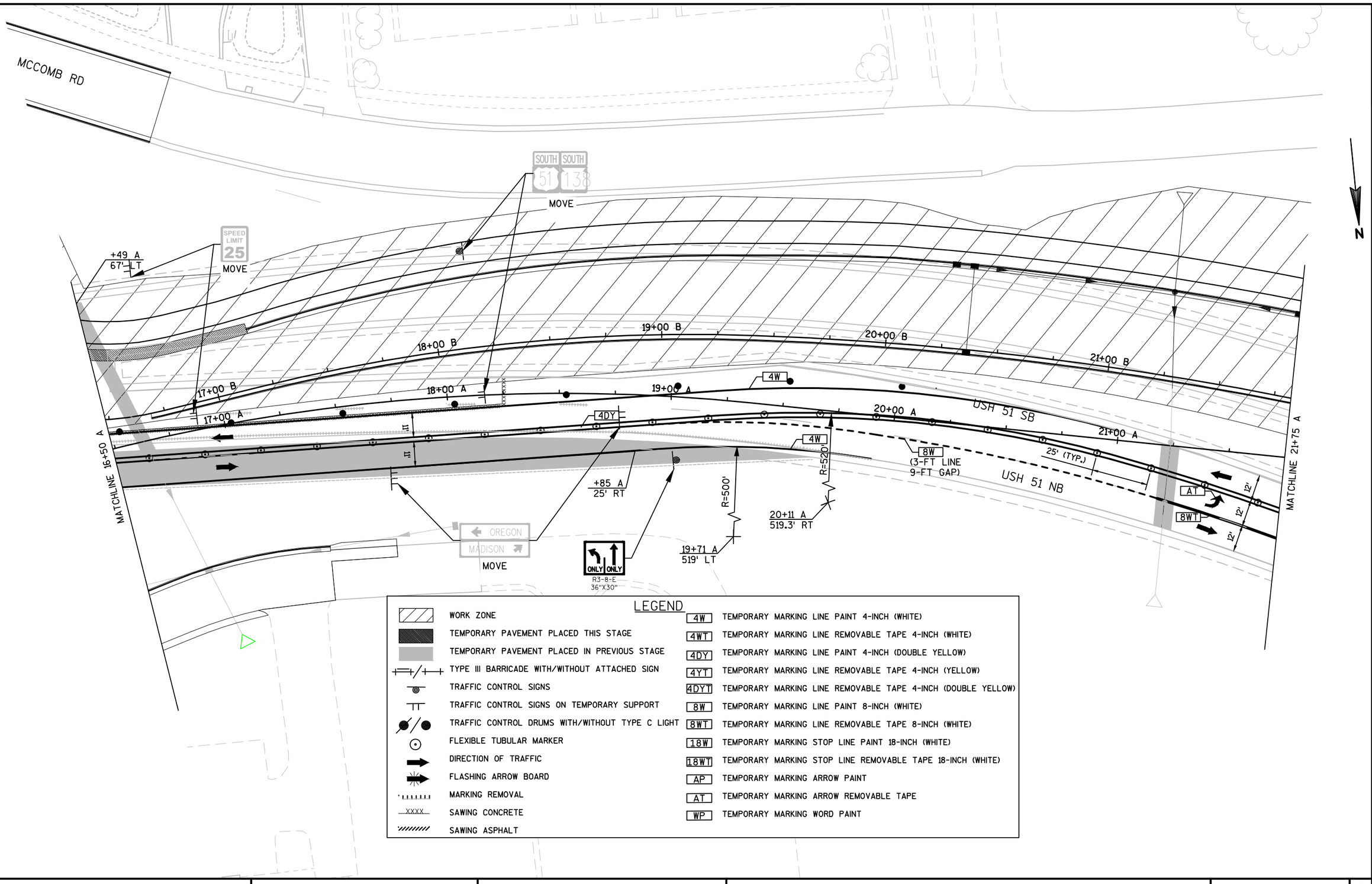
	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 112	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S2A.DWG
LAYOUT NAME - 026001A_S2A

PLOT DATE : 10/30/2020 10:49 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



LEGEND

	WORK ZONE
	TEMPORARY PAVEMENT PLACED THIS STAGE
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
	TRAFFIC CONTROL SIGNS
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT
	FLEXIBLE TUBULAR MARKER
	DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD
	MARKING REMOVAL
XXXX	SAWING CONCRETE
	SAWING ASPHALT

4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AP	TEMPORARY MARKING ARROW PAINT
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
WP	TEMPORARY MARKING WORD PAINT

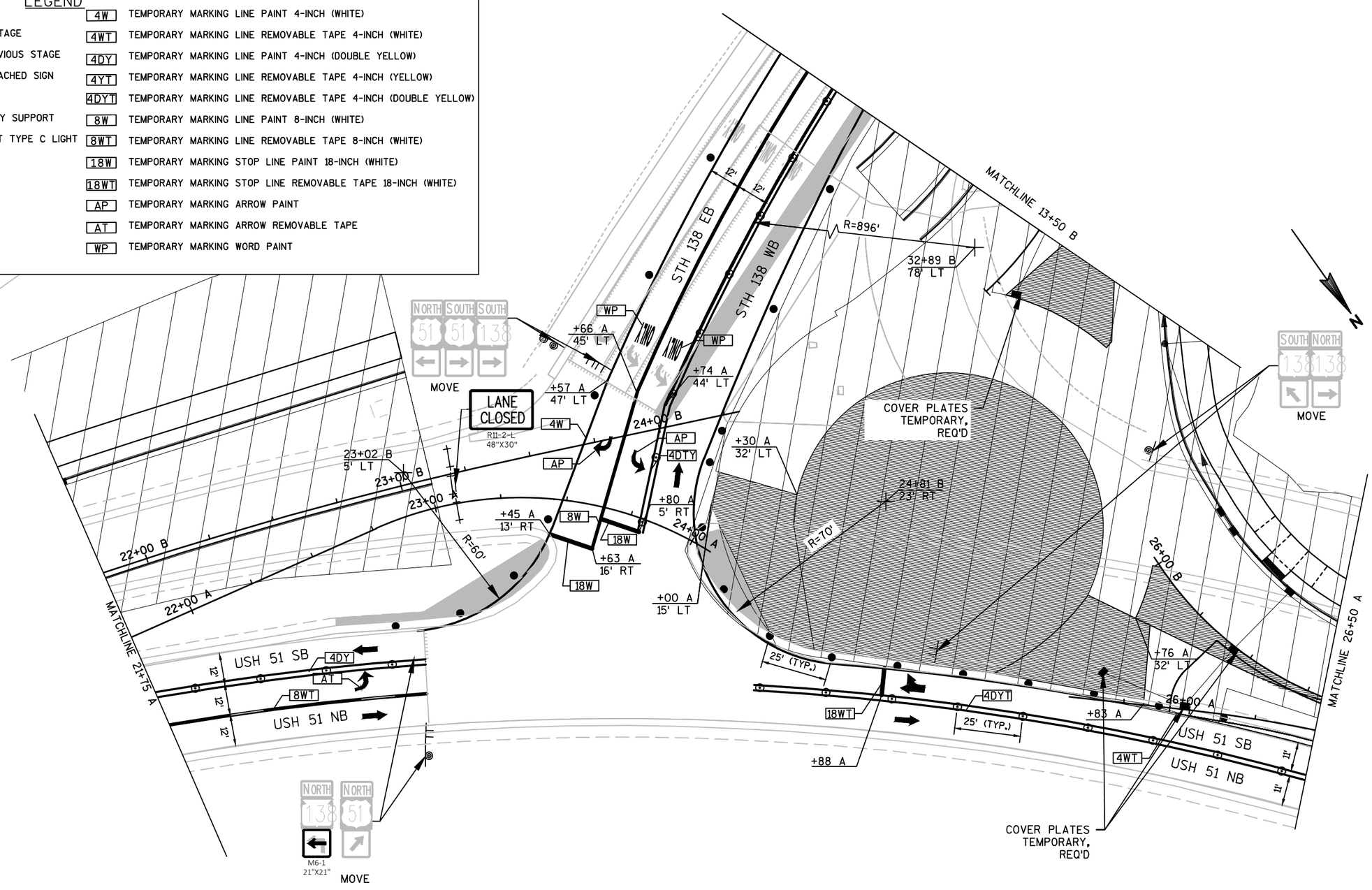
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 113	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S2A.DWG
LAYOUT NAME - 026002_S2A
PLOT DATE : 10/30/2020 10:49 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



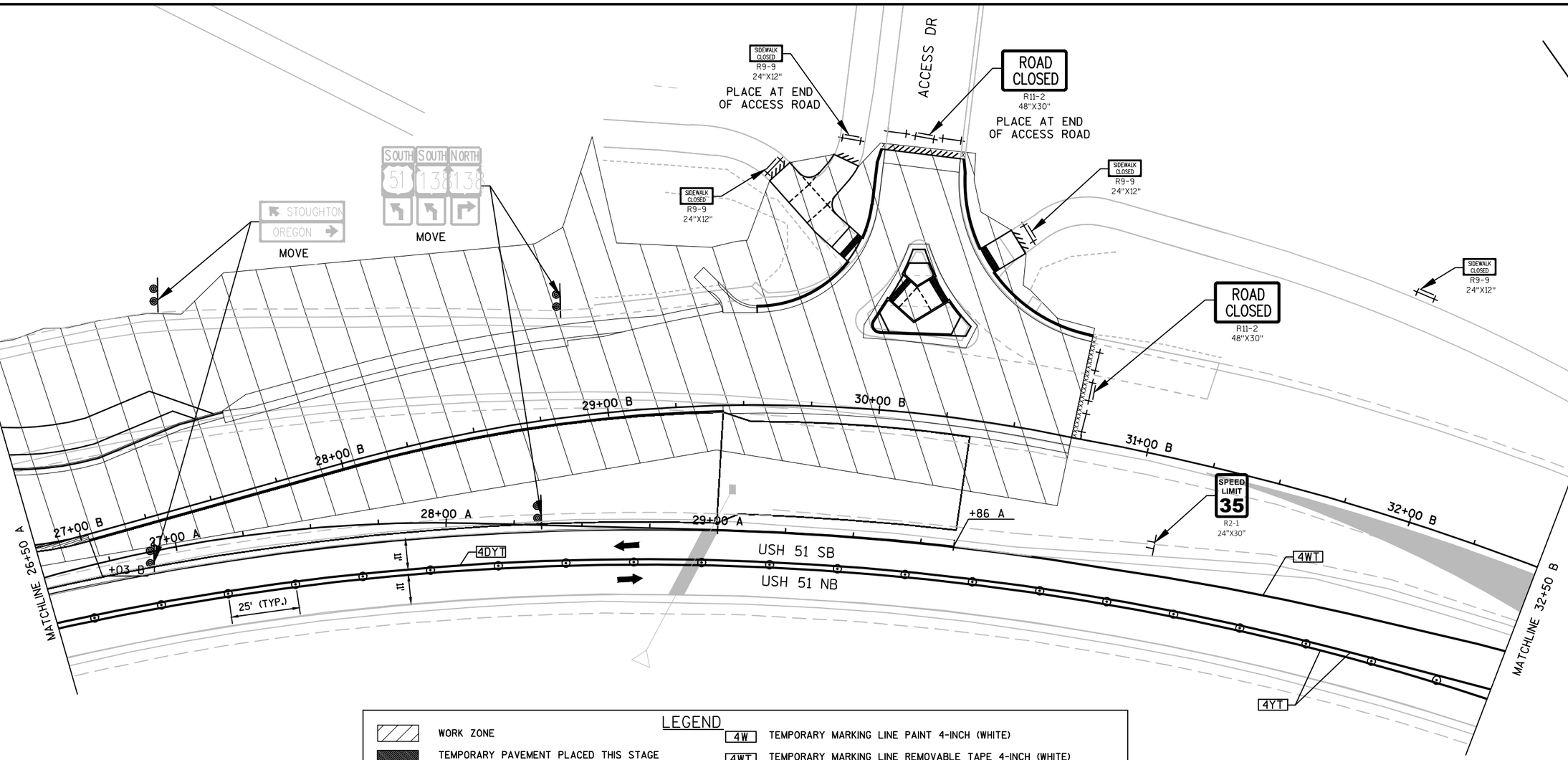
PROJECT NO:5845-01-76	HWY:USH 51	COUNTY:DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 114	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S2A.DWG
LAYOUT NAME - 026003_S2A

PLOT DATE : 10/30/2020 10:49 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

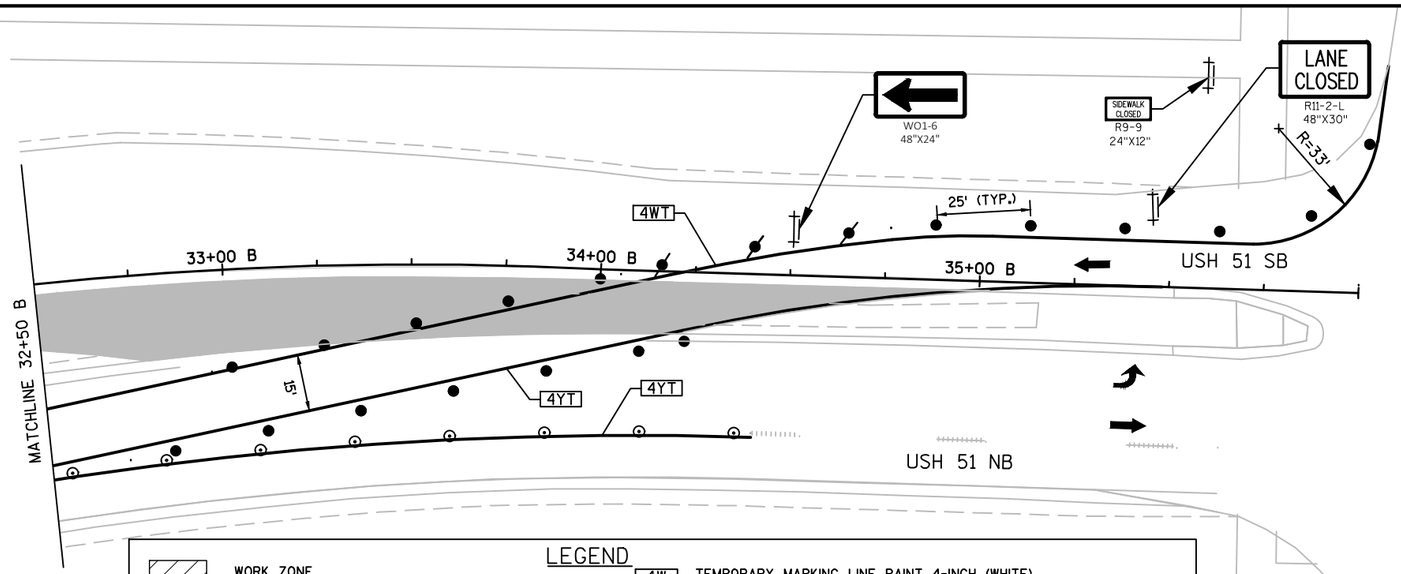


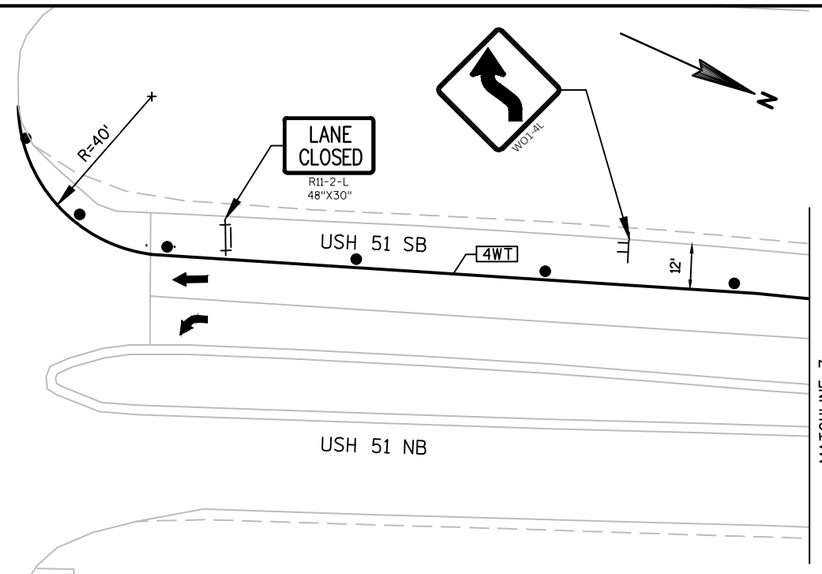
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 115	E

2



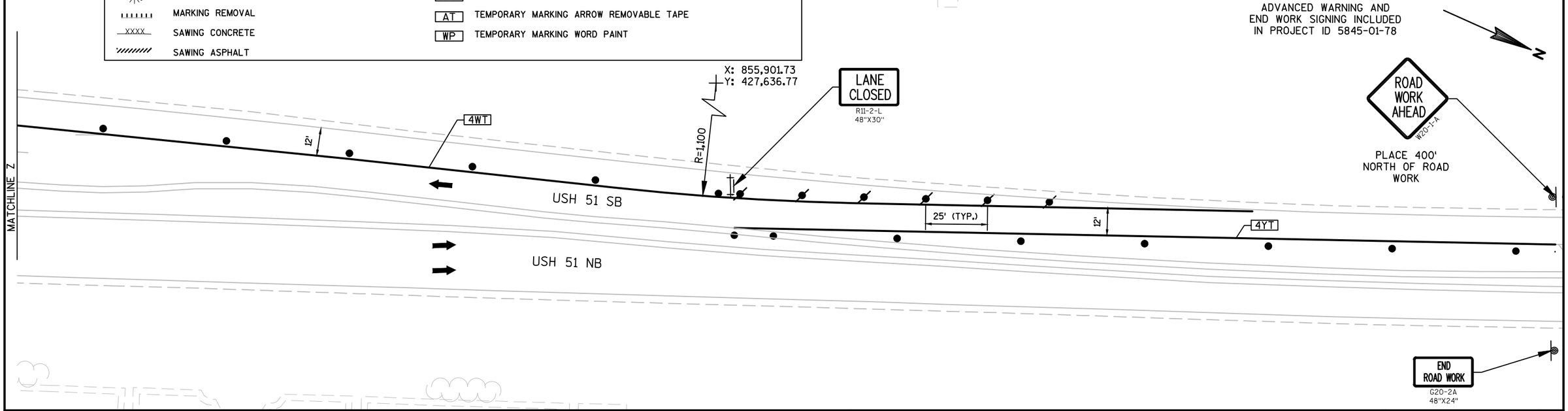


LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
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	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

JACKSON ST.

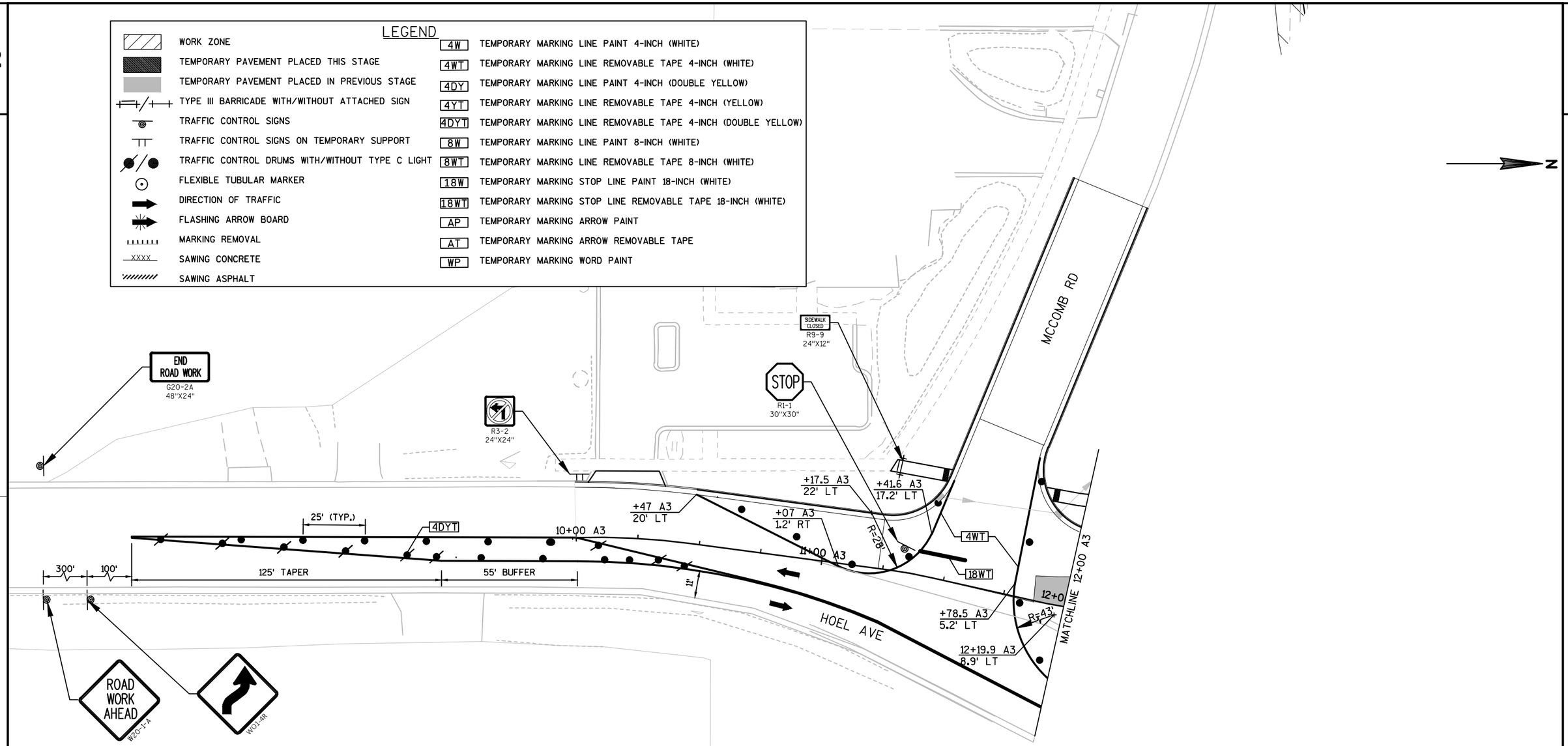
ADVANCED WARNING AND
END WORK SIGNING INCLUDED
IN PROJECT ID 5845-01-78



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 116	E

LEGEND

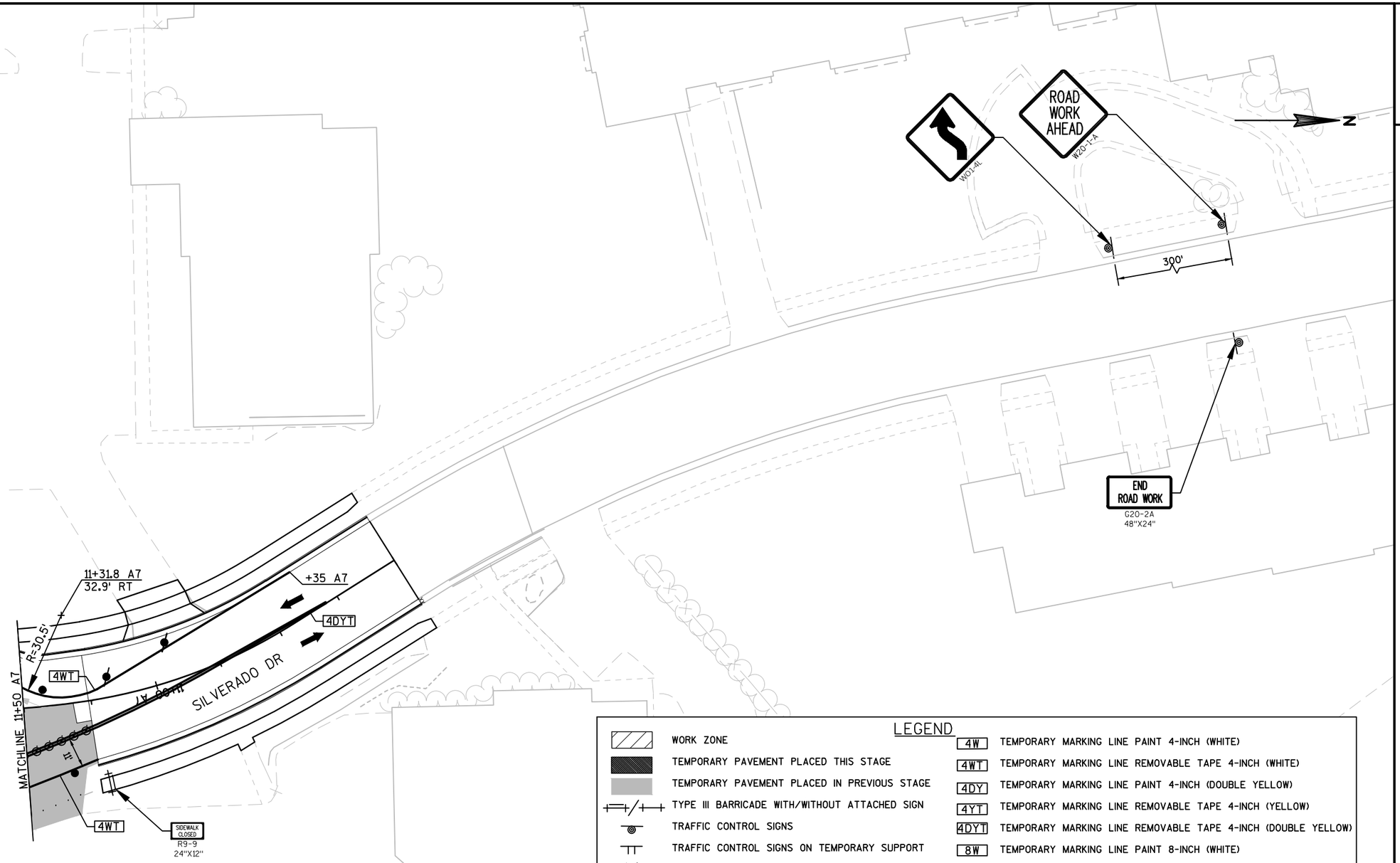
WORK ZONE	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED THIS STAGE	4WT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TRAFFIC CONTROL SIGNS	4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
FLEXIBLE TUBULAR MARKER	18W TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
FLASHING ARROW BOARD	AP TEMPORARY MARKING ARROW PAINT
MARKING REMOVAL	AT TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX SAWING CONCRETE	WP TEMPORARY MARKING WORD PAINT
SAWING ASPHALT	



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 117 E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S2A.DWG
LAYOUT NAME - 026006_S2A
PLOT DATE : 10/30/2020 10:49 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

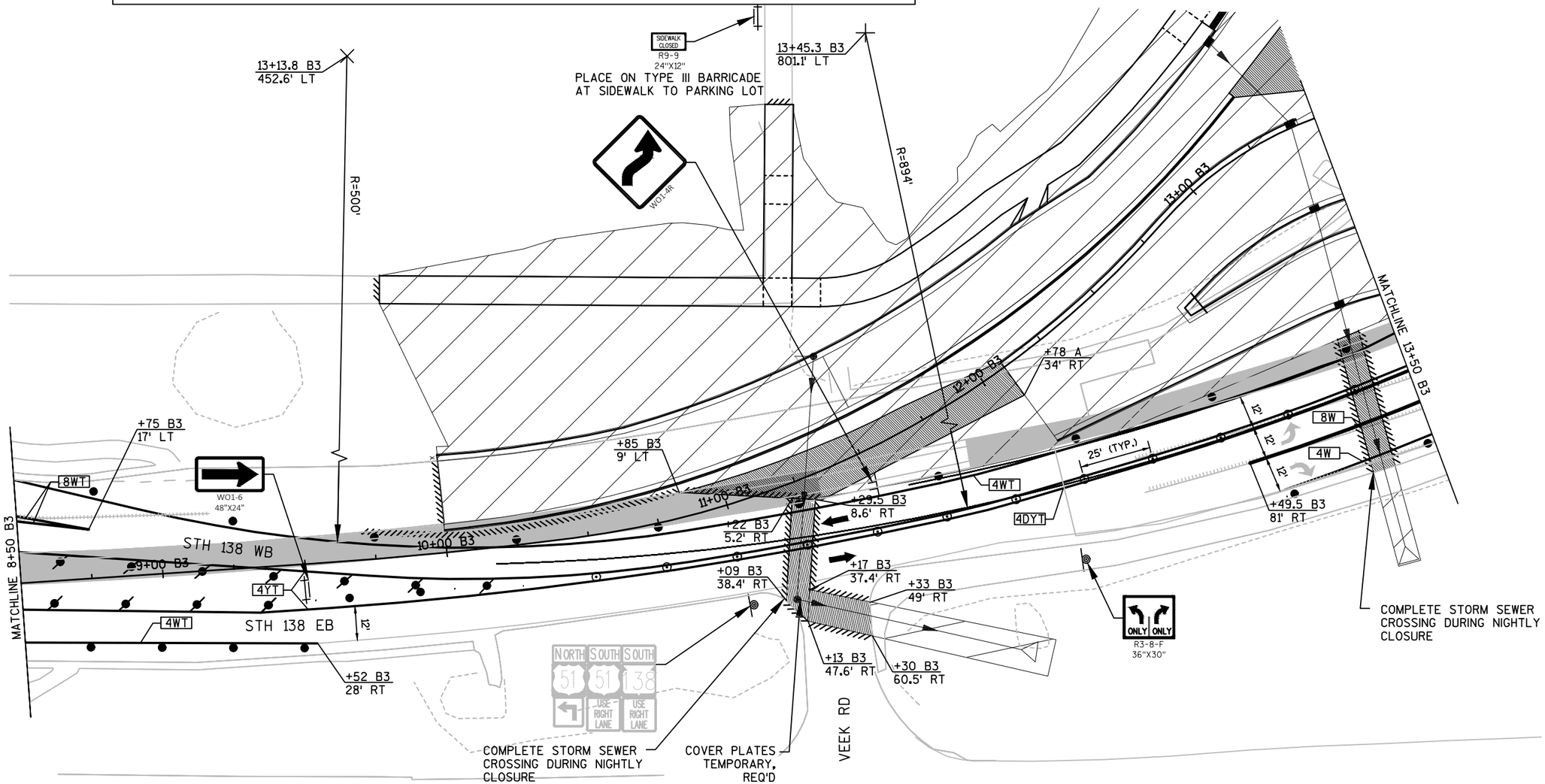
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 118	E

2

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

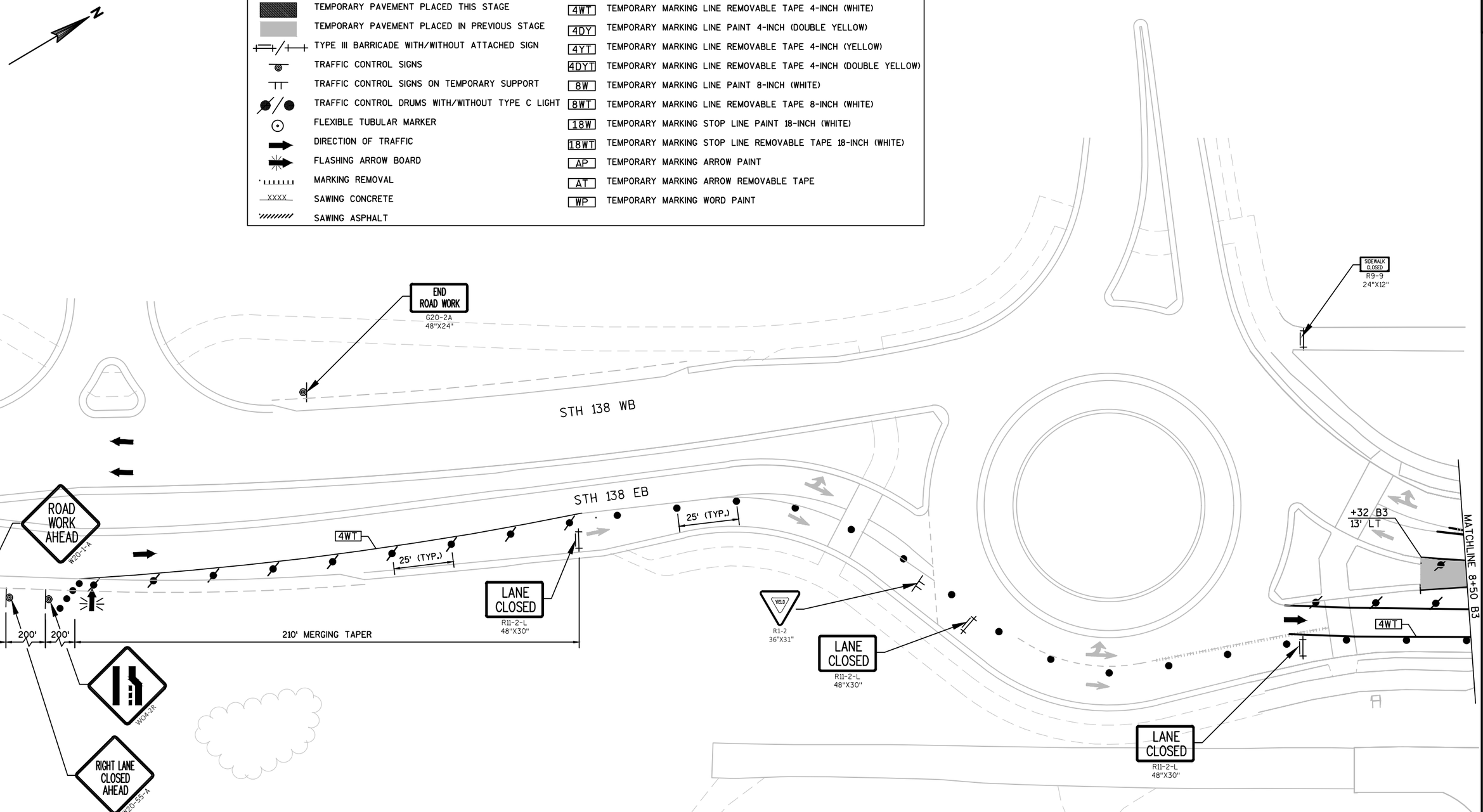


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET 119	E

2

LEGEND

WORK ZONE	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED THIS STAGE	4WT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TRAFFIC CONTROL SIGNS	4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
FLEXIBLE TUBULAR MARKER	18W TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
FLASHING ARROW BOARD	AP TEMPORARY MARKING ARROW PAINT
MARKING REMOVAL	AT TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX SAWING CONCRETE	WP TEMPORARY MARKING WORD PAINT
SAWING ASPHALT	



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2A	SHEET	E

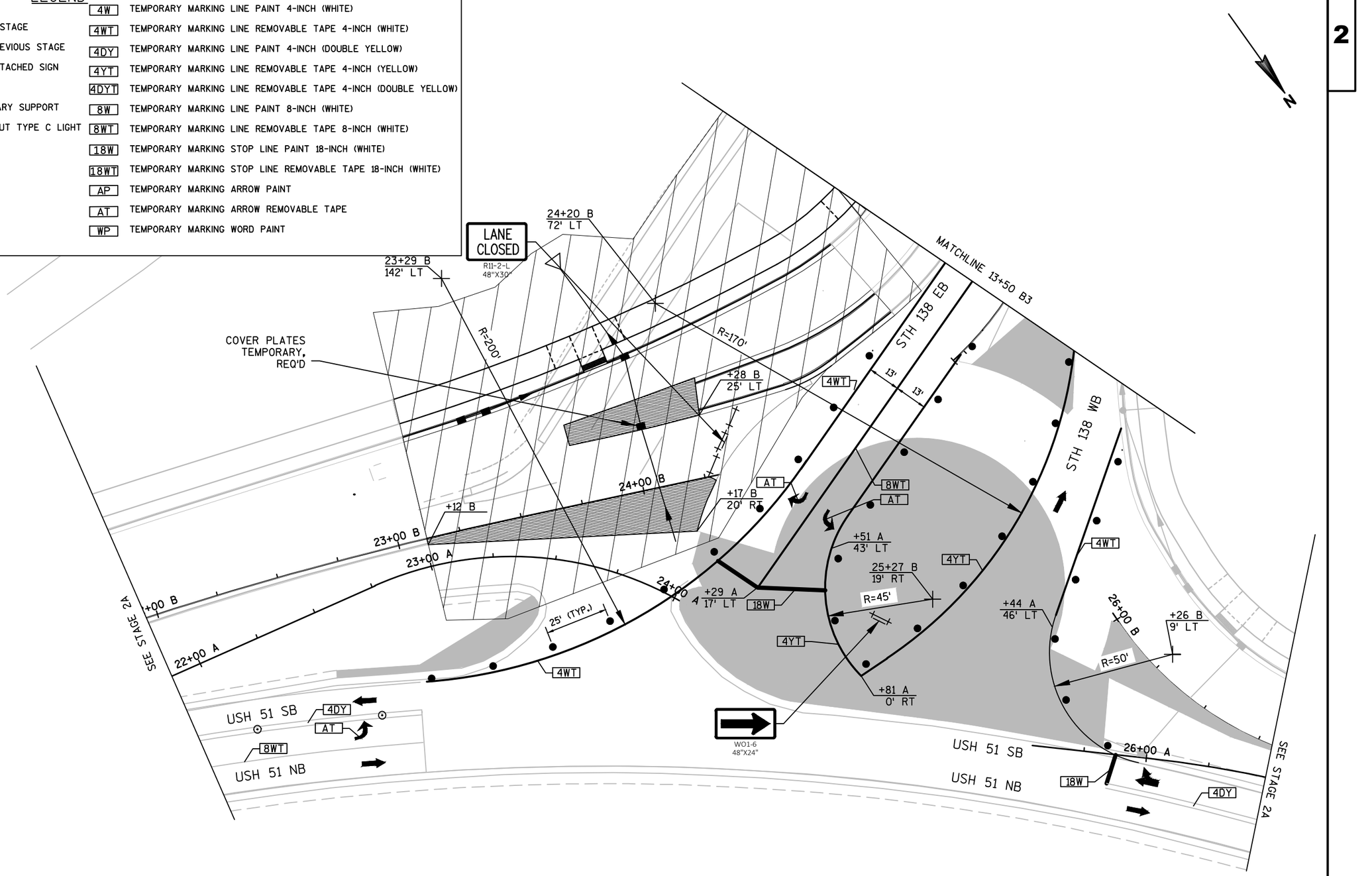
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LAYOUT NAME - 026009_S2A

PLOT DATE : 10/30/2020 10:49 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



2

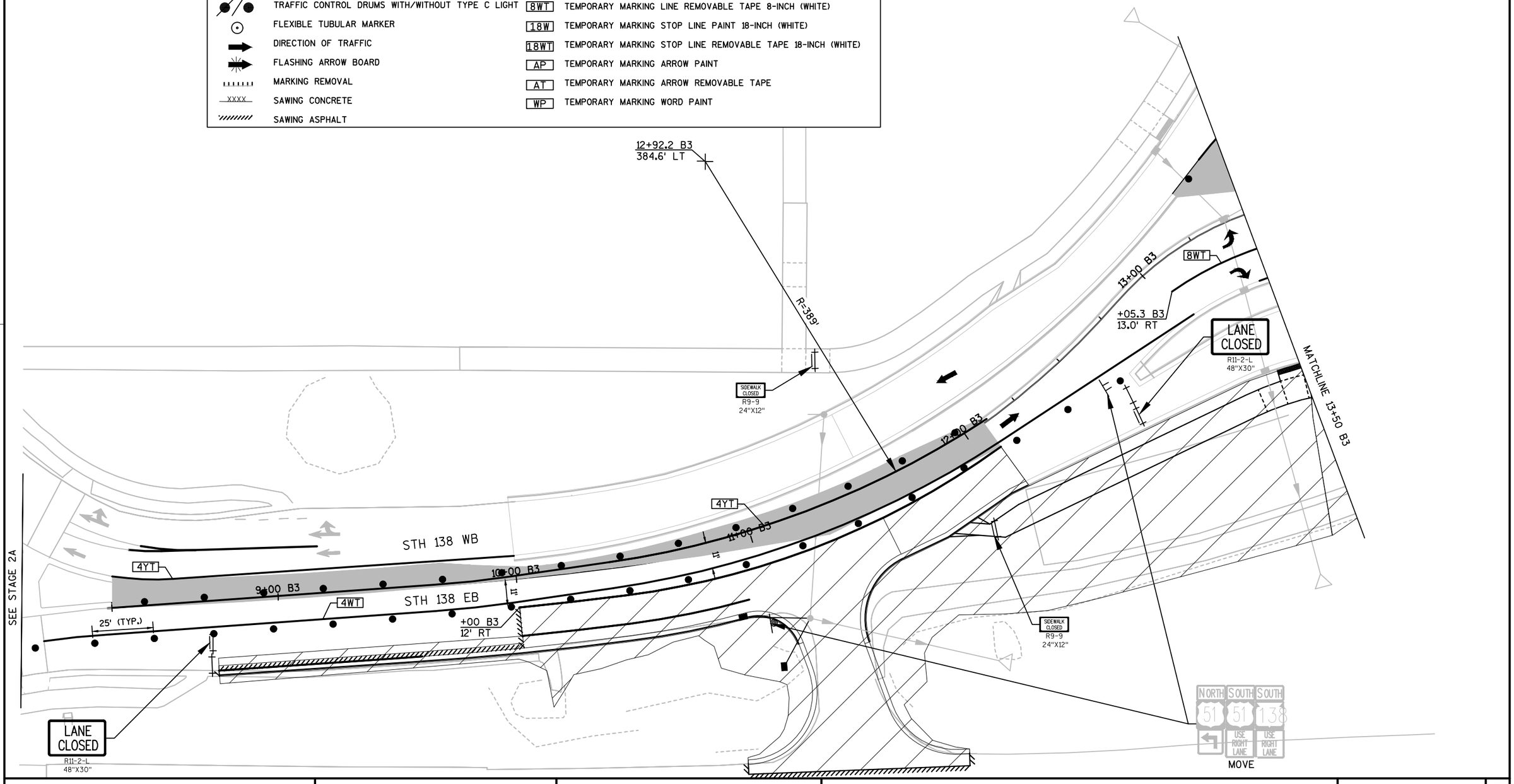
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2B	SHEET 121	E

2

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



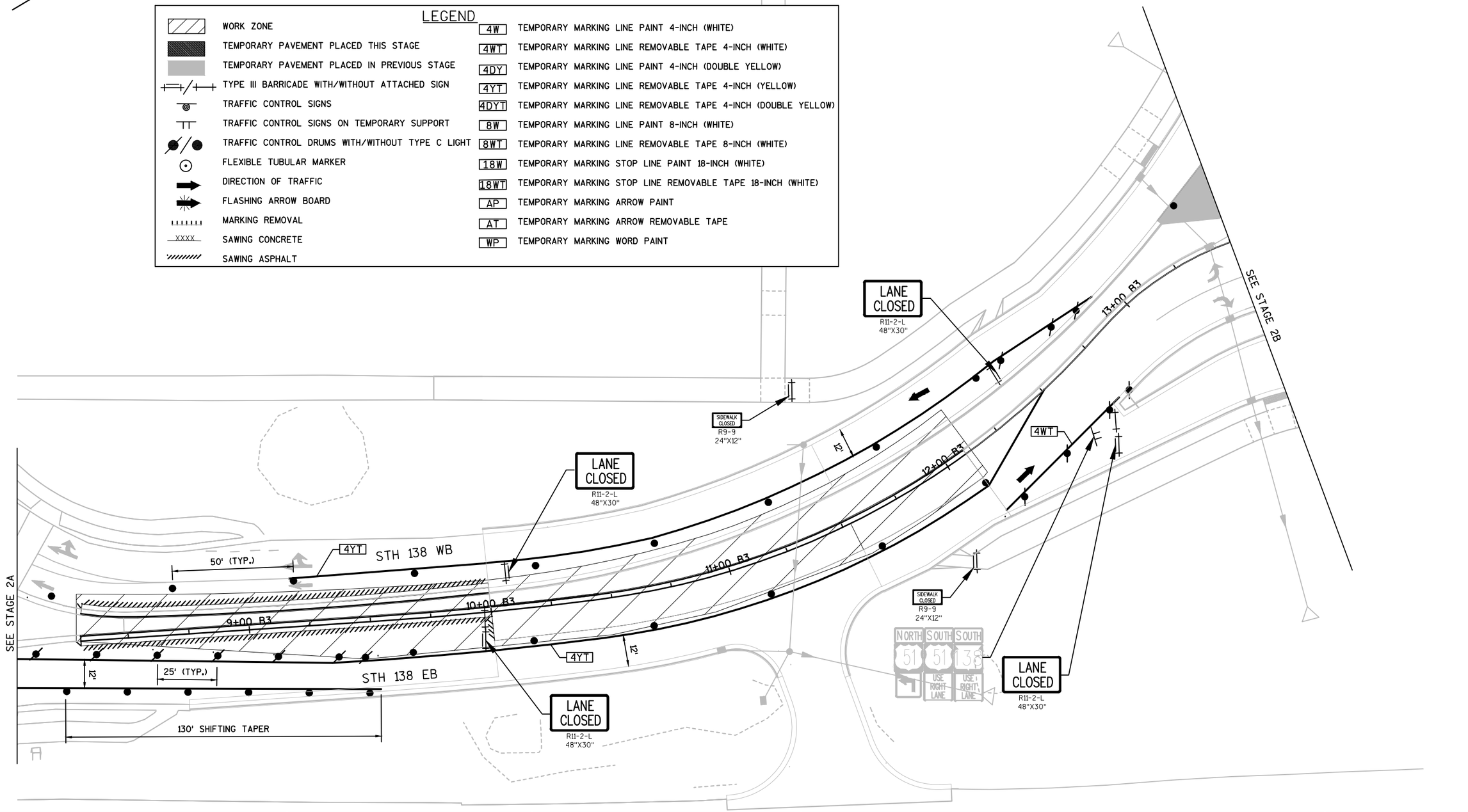
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2B	SHEET 122	E

2

N

LEGEND

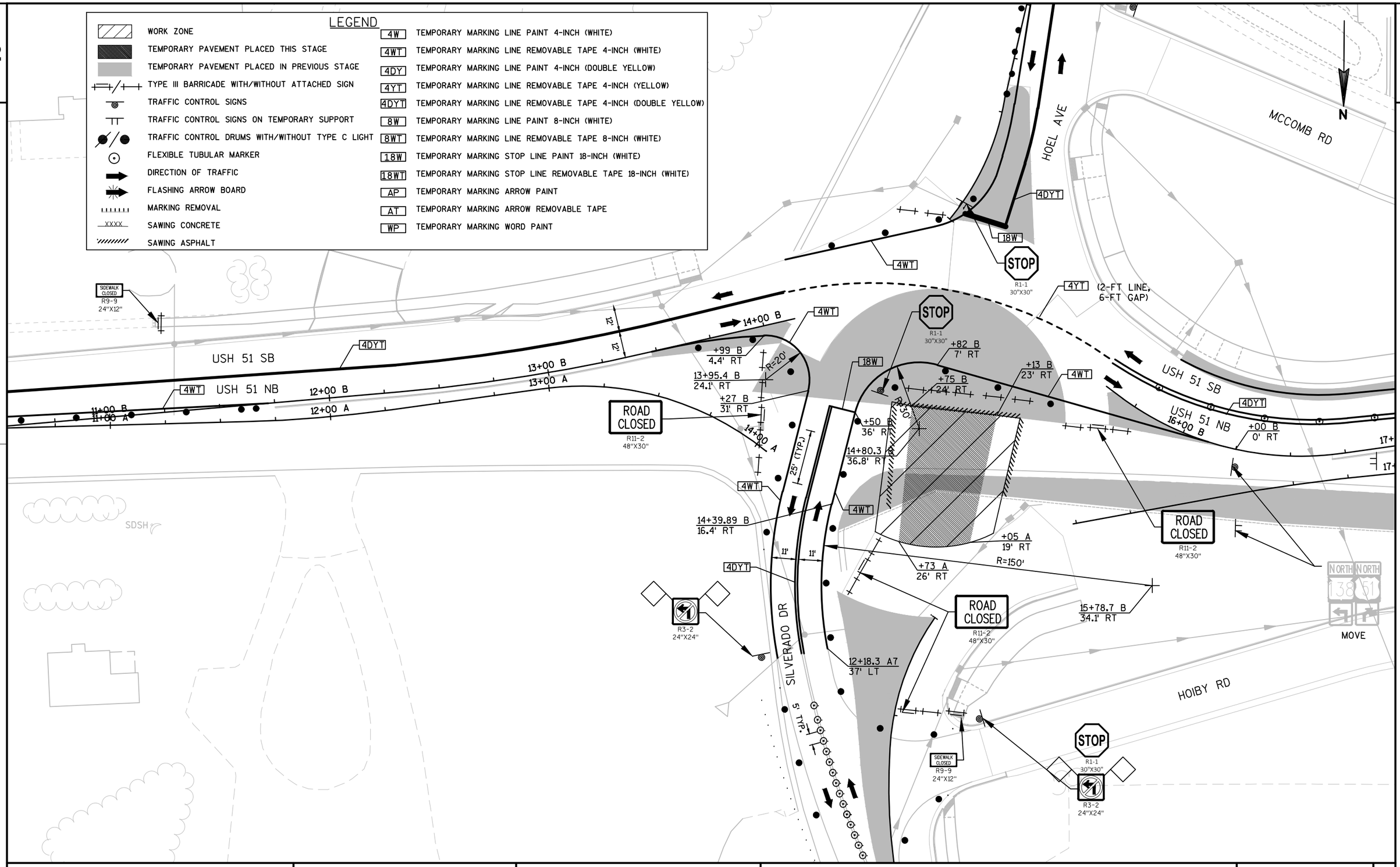
	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 2C	SHEET 123	E

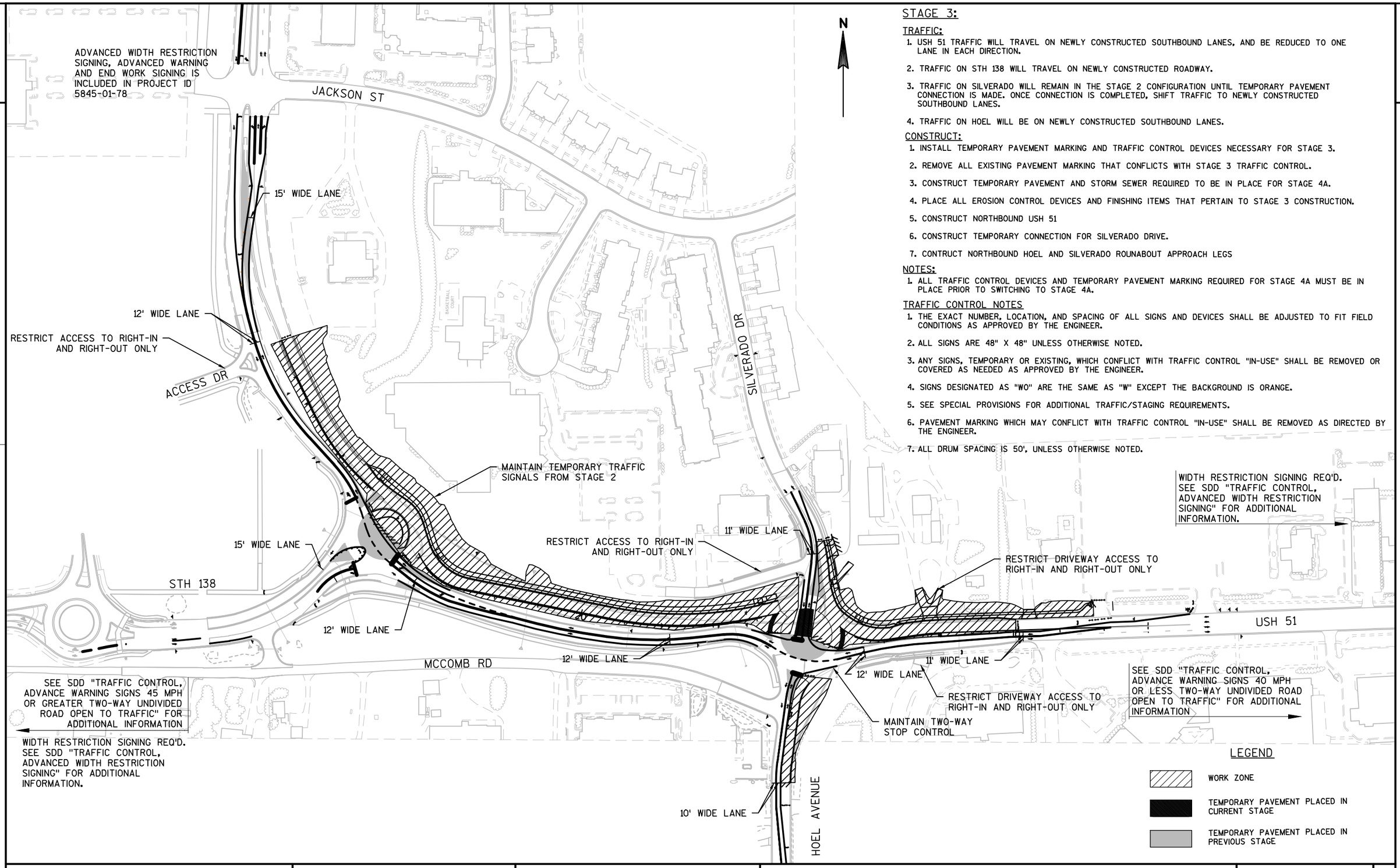
LEGEND

WORK ZONE	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED THIS STAGE	4WT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TRAFFIC CONTROL SIGNS	4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
FLEXIBLE TUBULAR MARKER	18W TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
FLASHING ARROW BOARD	AP TEMPORARY MARKING ARROW PAINT
MARKING REMOVAL	AT TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX SAWING CONCRETE	WP TEMPORARY MARKING WORD PAINT
SAWING ASPHALT	



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: PRE STAGE 3	SHEET 124	E

2



STAGE 3:

TRAFFIC:

1. USH 51 TRAFFIC WILL TRAVEL ON NEWLY CONSTRUCTED SOUTHBOUND LANES, AND BE REDUCED TO ONE LANE IN EACH DIRECTION.
2. TRAFFIC ON STH 138 WILL TRAVEL ON NEWLY CONSTRUCTED ROADWAY.
3. TRAFFIC ON SILVERADO WILL REMAIN IN THE STAGE 2 CONFIGURATION UNTIL TEMPORARY PAVEMENT CONNECTION IS MADE. ONCE CONNECTION IS COMPLETED, SHIFT TRAFFIC TO NEWLY CONSTRUCTED SOUTHBOUND LANES.
4. TRAFFIC ON HOEL WILL BE ON NEWLY CONSTRUCTED SOUTHBOUND LANES.

CONSTRUCT:

1. INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 3.
2. REMOVE ALL EXISTING PAVEMENT MARKING THAT CONFLICTS WITH STAGE 3 TRAFFIC CONTROL.
3. CONSTRUCT TEMPORARY PAVEMENT AND STORM SEWER REQUIRED TO BE IN PLACE FOR STAGE 4A.
4. PLACE ALL EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 3 CONSTRUCTION.
5. CONSTRUCT NORTHBOUND USH 51
6. CONSTRUCT TEMPORARY CONNECTION FOR SILVERADO DRIVE.
7. CONTRUCT NORTHBOUND HOEL AND SILVERADO ROUNABOUT APPROACH LEGS

NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKING REQUIRED FOR STAGE 4A MUST BE IN PLACE PRIOR TO SWITCHING TO STAGE 4A.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. ALL DRUM SPACING IS 50', UNLESS OTHERWISE NOTED.

2

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN: STAGING OVERVIEW STAGE 3	SHEET 125	E

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

N

END ROAD WORK
G20-2A
48"X24"

WO1-6
48"X24"

USH 51 SB

USH 51 NB

4DYT

4WT

55' BUFFER

11'

25' (TYP.)

8+00 A

9+00 A

10+00 A

MATCHLINE 10+75 A

125' MERGING TAPER

55' BUFFER

25' (TYP.)

160' SHIFTING TAPER

200'

200'

200'

ROAD WORK AHEAD
W20-1-A

RIGHT LANE CLOSED AHEAD
W20-5-A

W04-2R

SIDEWALK CLOSED
R9-9
24"X12"

W01-4L

LANE CLOSED
R11-2-L
48"X30"

PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 3	SHEET 126	E

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LAYOUT NAME - 026001_S3

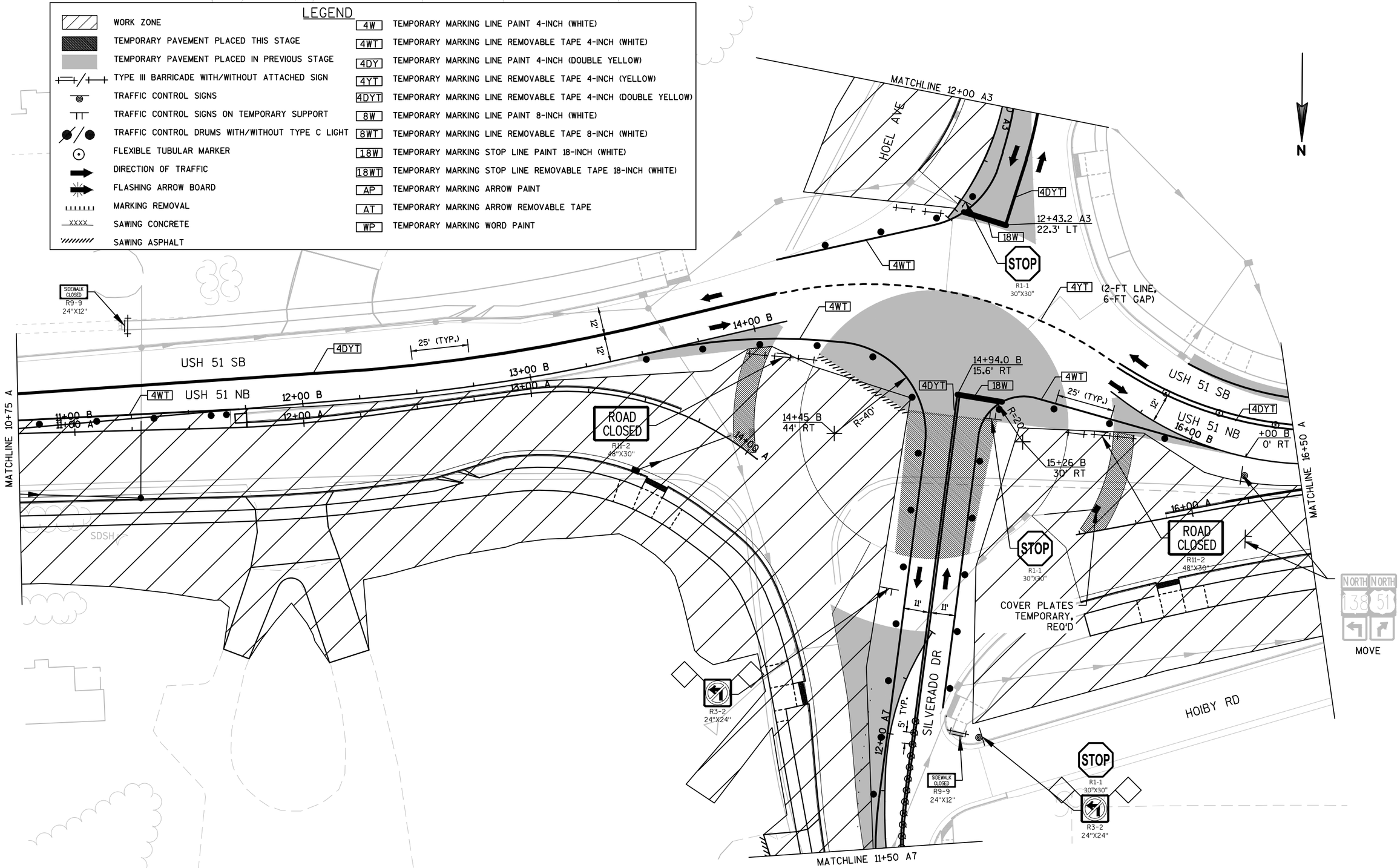
PLOT DATE : 10/30/2020 10:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 3	SHEET 127 E

2

MCCOMB RD

SOUTH 51 SOUTH 138
MOVE

OREGON
MADISON
MOVE

SPEED LIMIT 25
MOVE

N

4WT
4DYT
25' (TYP.)
11'
11'
USH 51 SB
USH 51 NB
+54 B
13' LT
19+00 B
18+00 B
17+00 B
20+00 B
21+00 B
18+00 A
19+00 A
20+00 A
21+00 A
17+00 A

MATCHLINE 16+50 A

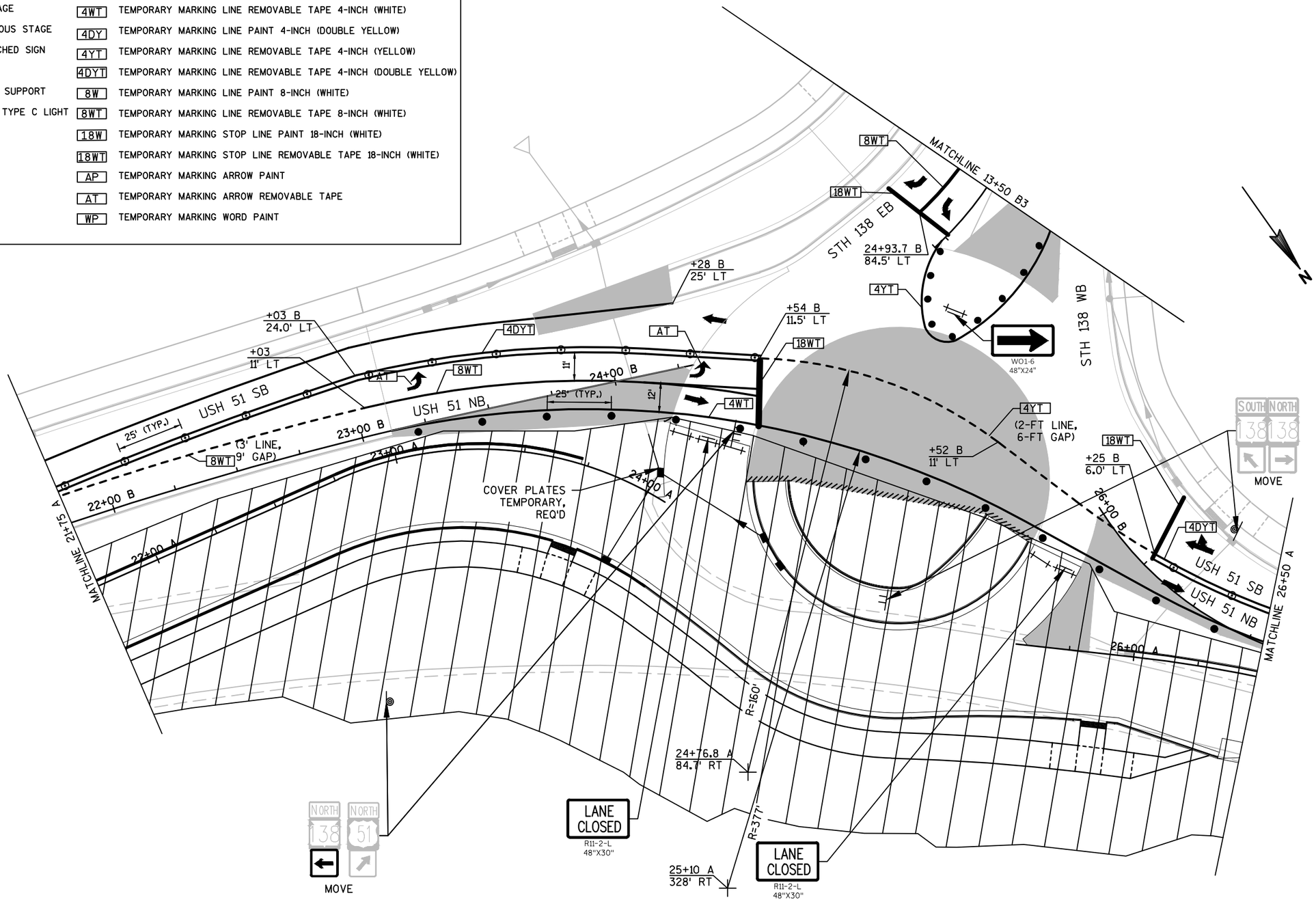
MATCHLINE 21+75 A

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

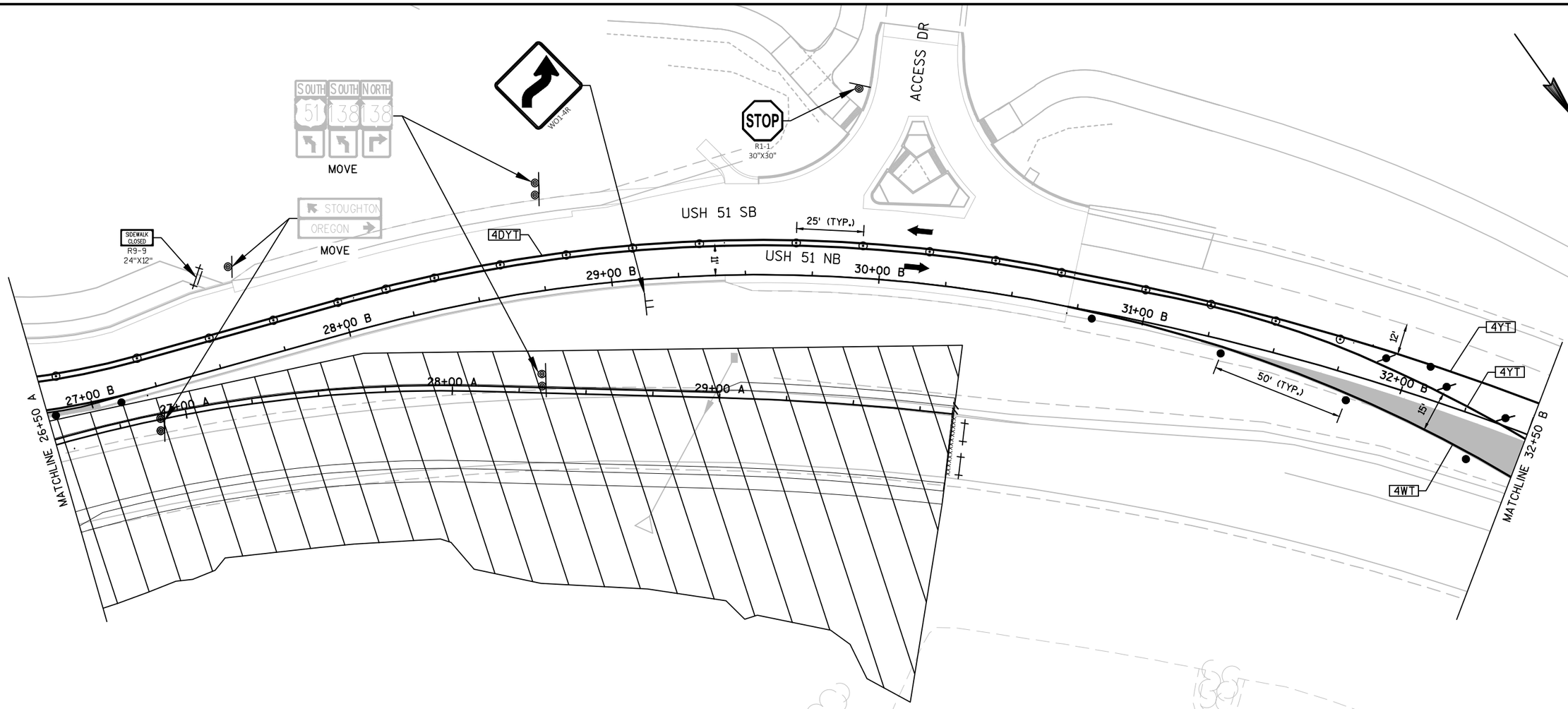
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
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	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



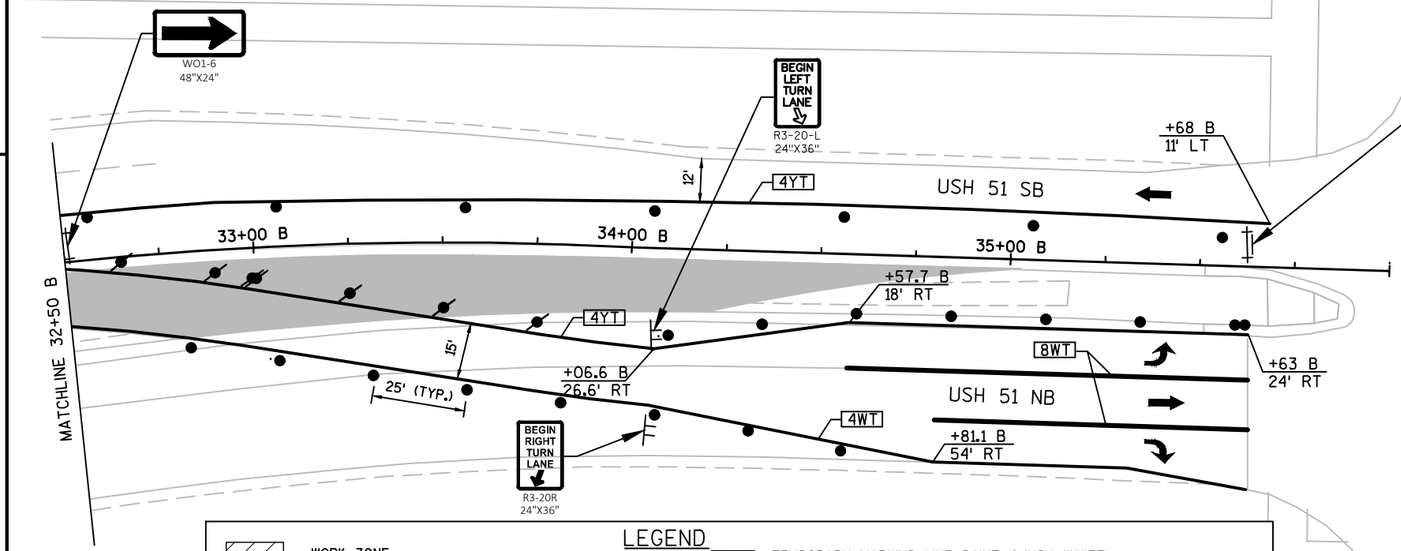
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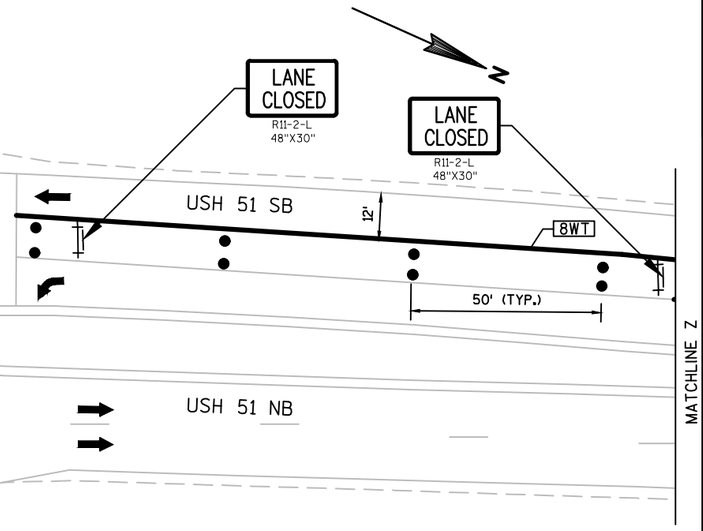
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LEGEND

WORK ZONE	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED THIS STAGE	4WT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TRAFFIC CONTROL SIGNS	4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
FLEXIBLE TUBULAR MARKER	18W TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
FLASHING ARROW BOARD	AP TEMPORARY MARKING ARROW PAINT
MARKING REMOVAL	AT TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX SAWING CONCRETE	WP TEMPORARY MARKING WORD PAINT
SAWING ASPHALT	

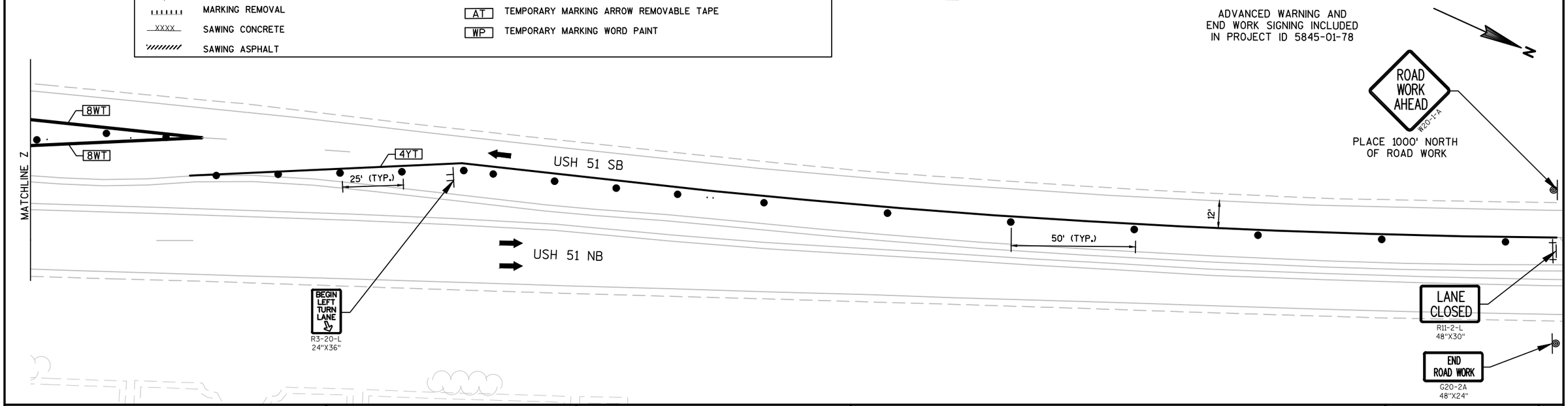




LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

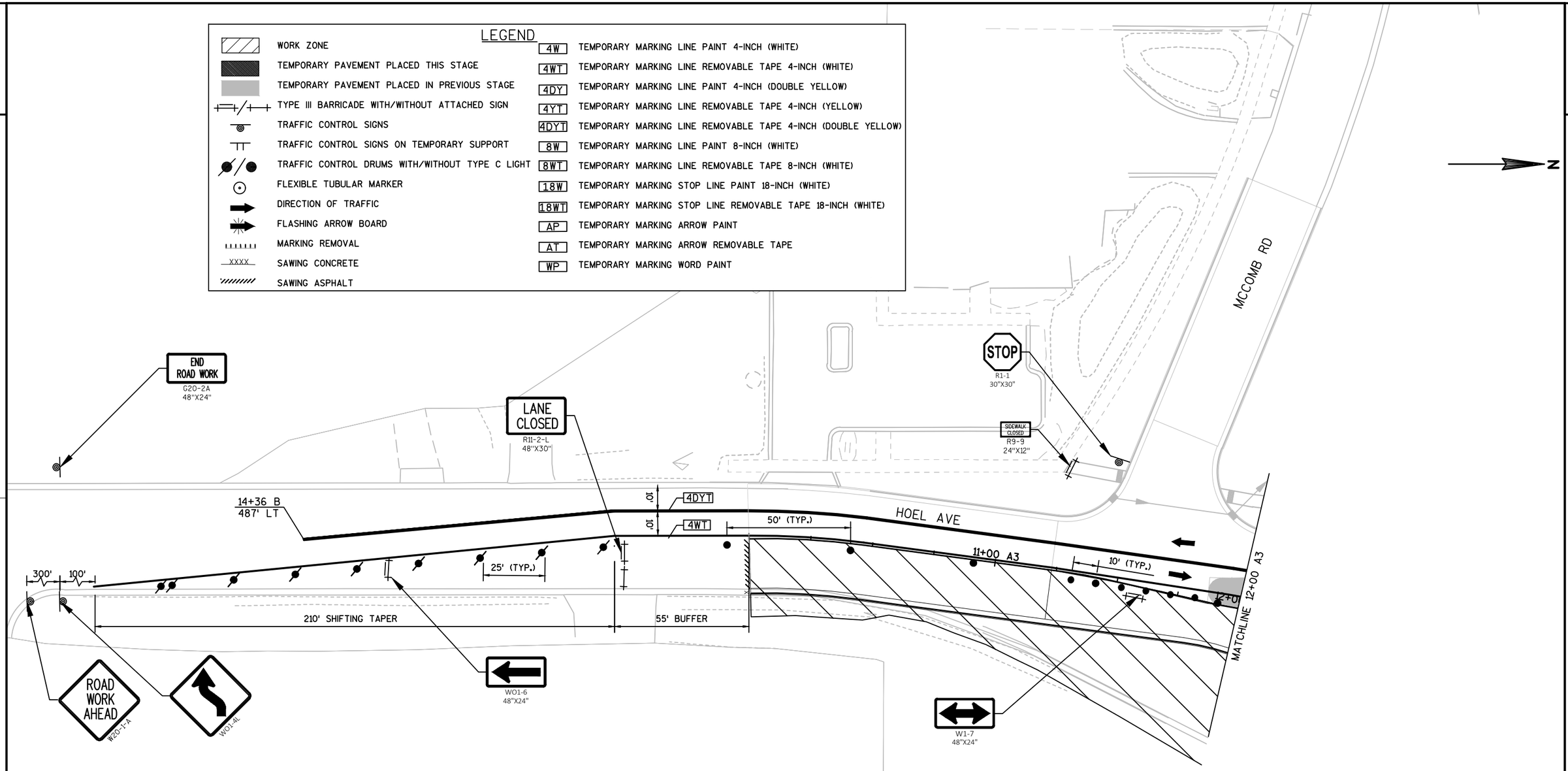
ADVANCED WARNING AND
END WORK SIGNING INCLUDED
IN PROJECT ID 5845-01-78



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 3	SHEET 131	E

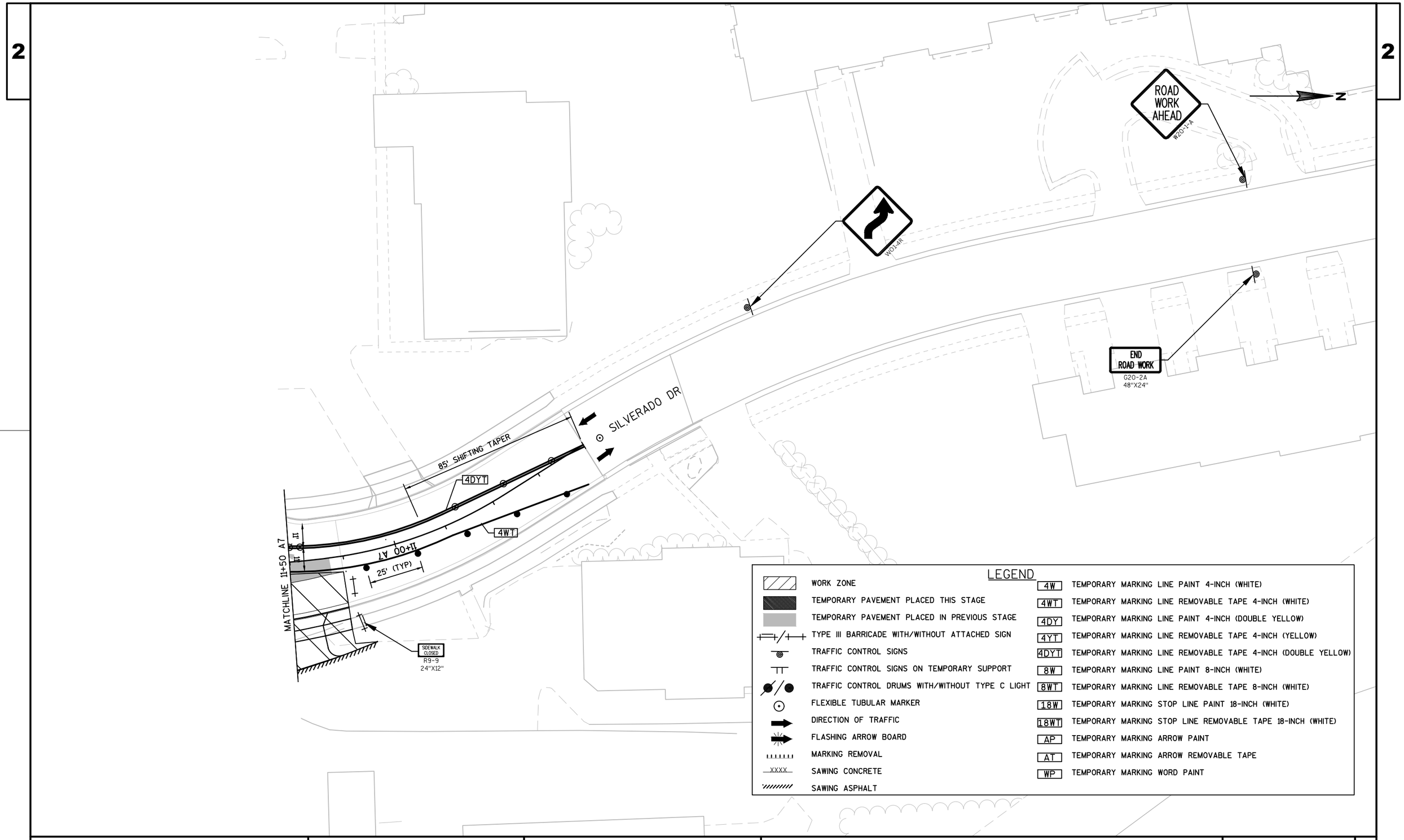
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 3	SHEET 132 E

2



LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

N

SIDEWALK CLOSED
R9-9
24"X12"

MATCHLINE 13+50 B3

13+00 B3

8WT

4WT

25' (TYP.)

12+00 B3

INSTALL PERMANENT PAVEMENT MARKING

END ROAD WORK
G20-2A
48"X24"

STH 138 WB

11+00 B3

10+00 B3

9+00 B3

STH 138 EB

SIDEWALK CLOSED
R9-9
24"X12"

NORTH 51 USE RIGHT LANE
SOUTH 51 USE RIGHT LANE
SOUTH 138 USE RIGHT LANE
MOVE

LANE CLOSED
R11-2-L
48"X30"

ROAD WORK AHEAD
W20-1-A

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 3	SHEET 134	E

ADVANCED WIDTH RESTRICTION SIGNING, ADVANCED WARNING AND END WORK SIGNING IS INCLUDED IN PROJECT ID 5845-01-78

JACKSON ST

ACCESS DR.

MINIMUM 12' WIDE LANE

MINIMUM 12' WIDE LANE

REMOVE TEMPORARY TRAFFIC SIGNAL

15' WIDE LANE

STH 138

12' WIDE LANE

McCOMB RD.

RESTRICT ACCESS TO RIGHT-IN AND RIGHT-OUT ONLY

MINIMUM 12' WIDE LANE

MINIMUM 12' WIDE LANE

SILVERADO DR

17' WIDE LANE

WIDTH RESTRICTION SIGNING REQ'D. SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

USH 51

12' WIDE LANE

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

12' WIDE LANE

HOEL AVENUE

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

WIDTH RESTRICTION SIGNING REQ'D. SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

N

STAGE 4:

TRAFFIC:

1. USH 51 TRAFFIC WILL TRAVEL ON ONE LANE OF NEWLY CONSTRUCTED ROADWAY IN EACH DIRECTION.
2. TRAFFIC ON STH 138, HOEL AVENUE AND SILVERADO DRIVE WILL TRAVEL ON NEWLY CONSTRUCTED ROADWAY.

CONSTRUCT:

1. INSTALL TEMPORARY PAVEMENT MARKING AND TRAFFIC CONTROL DEVICES NECESSARY FOR STAGE 4.
2. REMOVE ALL EXISTING PAVEMENT MARKING THAT CONFLICTS WITH STAGE 4 TRAFFIC CONTROL.
3. PLACE ALL EROSION CONTROL DEVICES AND FINISHING ITEMS THAT PERTAIN TO STAGE 4 CONSTRUCTION.
4. CONSTRUCT ROUNDABOUT CENTRAL ISLANDS AND USH 51 MEDIAN IN STAGE 4A. IN STAGE 4B, CONSTRUCT HOEL AVENUE, SILVERADO DRIVE, AND STH 138 SPLITTER ISLANDS.
5. PLACE HMA PAVEMENT 4 MT 58-28 H, 2 INCHES (UPPER LAYER) UTILIZING SINGLE LANE CLOSURES.

NOTES:

1. ALL TRAFFIC CONTROL DEVICES AND TEMPORARY PAVEMENT MARKING REQUIRED FOR STAGE 4 MUST BE IN PLACE PRIOR TO SWITCHING TO STAGE 4.

TRAFFIC CONTROL NOTES

1. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
2. ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
3. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
4. SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
5. SEE SPECIAL PROVISIONS FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
6. PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
7. ALL DRUM SPACING IS 50', UNLESS OTHERWISE NOTED.

LEGEND

- WORK ZONE
- TEMPORARY PAVEMENT PLACED IN CURRENT STAGE
- TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN: STAGING OVERVIEW STAGE 4	SHEET 135	E

2

LEGEND

WORK ZONE	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED THIS STAGE	4WT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TRAFFIC CONTROL SIGNS	4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
FLEXIBLE TUBULAR MARKER	18W TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
FLASHING ARROW BOARD	AP TEMPORARY MARKING ARROW PAINT
MARKING REMOVAL	AT TEMPORARY MARKING ARROW REMOVABLE TAPE
SAWING CONCRETE	WP TEMPORARY MARKING WORD PAINT
SAWING ASPHALT	

N

END ROAD WORK
G20-2A
48"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

USH 51 SB

8+00

9+00 A

10+00 A

10' (TYP.)

4YT

11'

11'

4YT

25' (TYP.)

50' (TYP.)

MATCHLINE 10+75 A

USH 51 NB

125' MERGING TAPER

200'

200'

LEFT LANE CLOSED AHEAD
W20-55-A

W04-2L

ROAD WORK AHEAD
W20-1-A

LANE CLOSED
R11-2-L
48"X30"

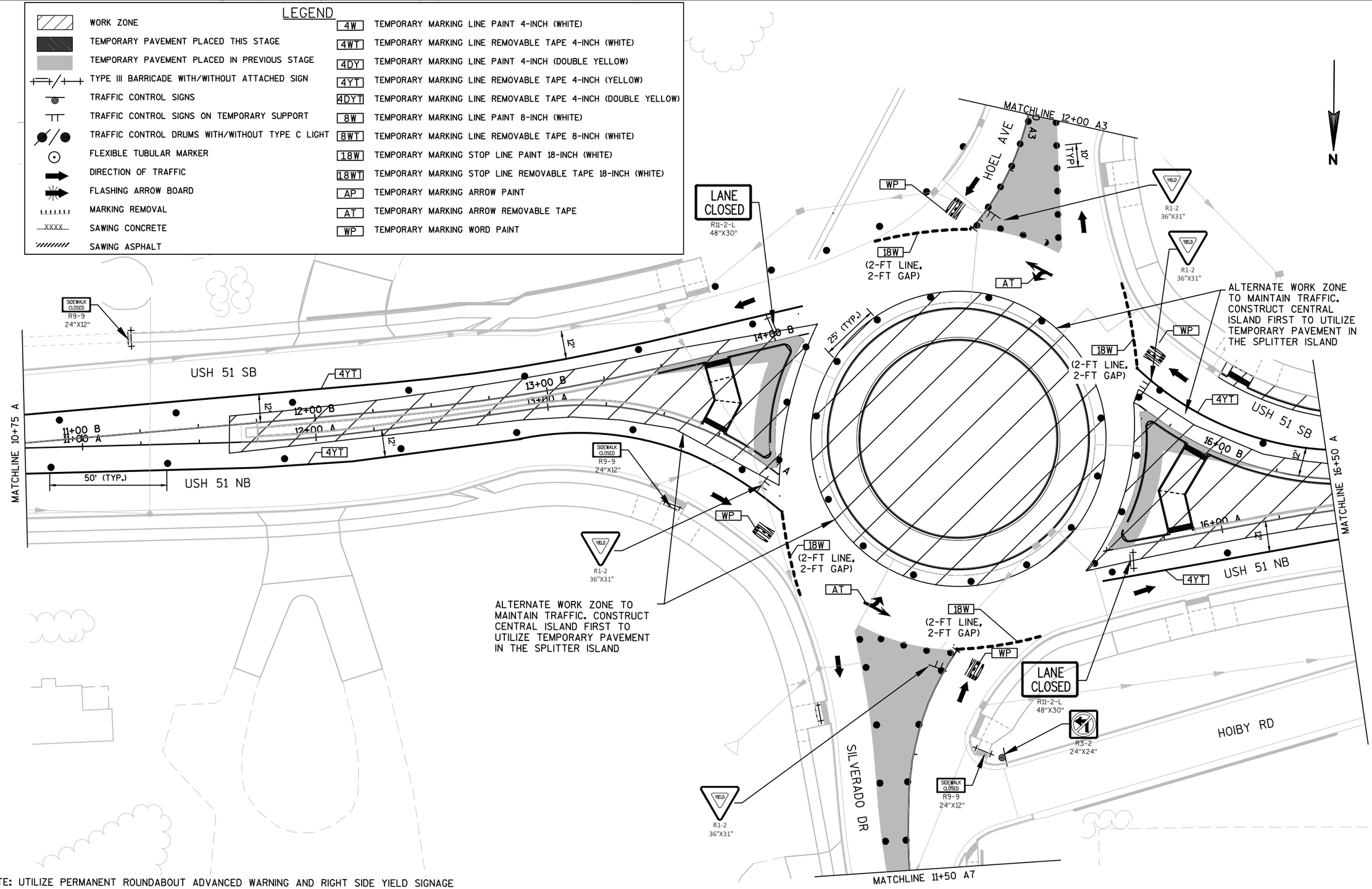
NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING SIGNAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 136	E

2

LEGEND

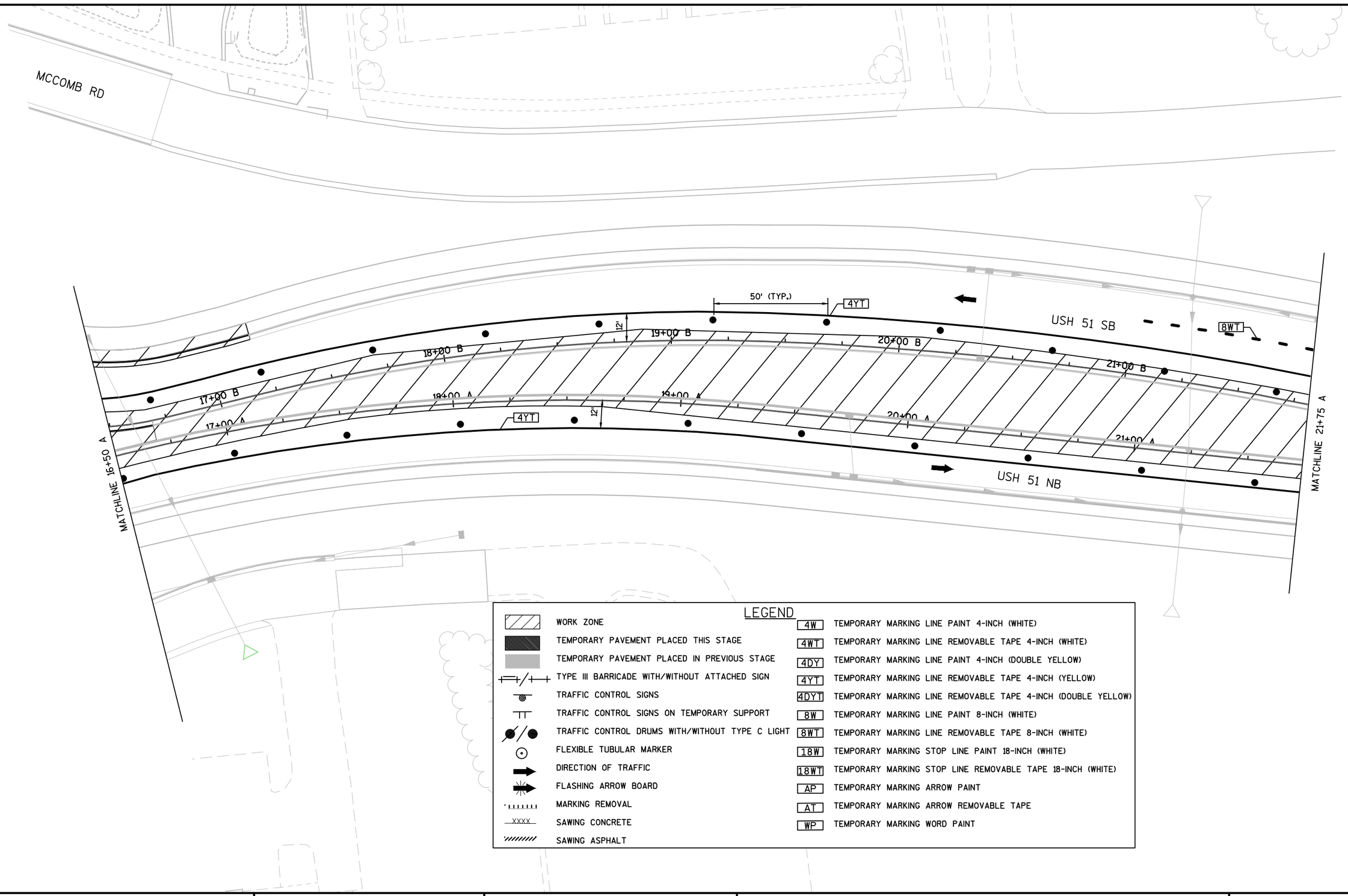
	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING AND RIGHT SIDE YIELD SIGNAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 137	E

2



LEGEND

	WORK ZONE
	TEMPORARY PAVEMENT PLACED THIS STAGE
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
	TRAFFIC CONTROL SIGNS
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT
	FLEXIBLE TUBULAR MARKER
	DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD
	MARKING REMOVAL
XXXX	SAWING CONCRETE
	SAWING ASPHALT

4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AP	TEMPORARY MARKING ARROW PAINT
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
WP	TEMPORARY MARKING WORD PAINT

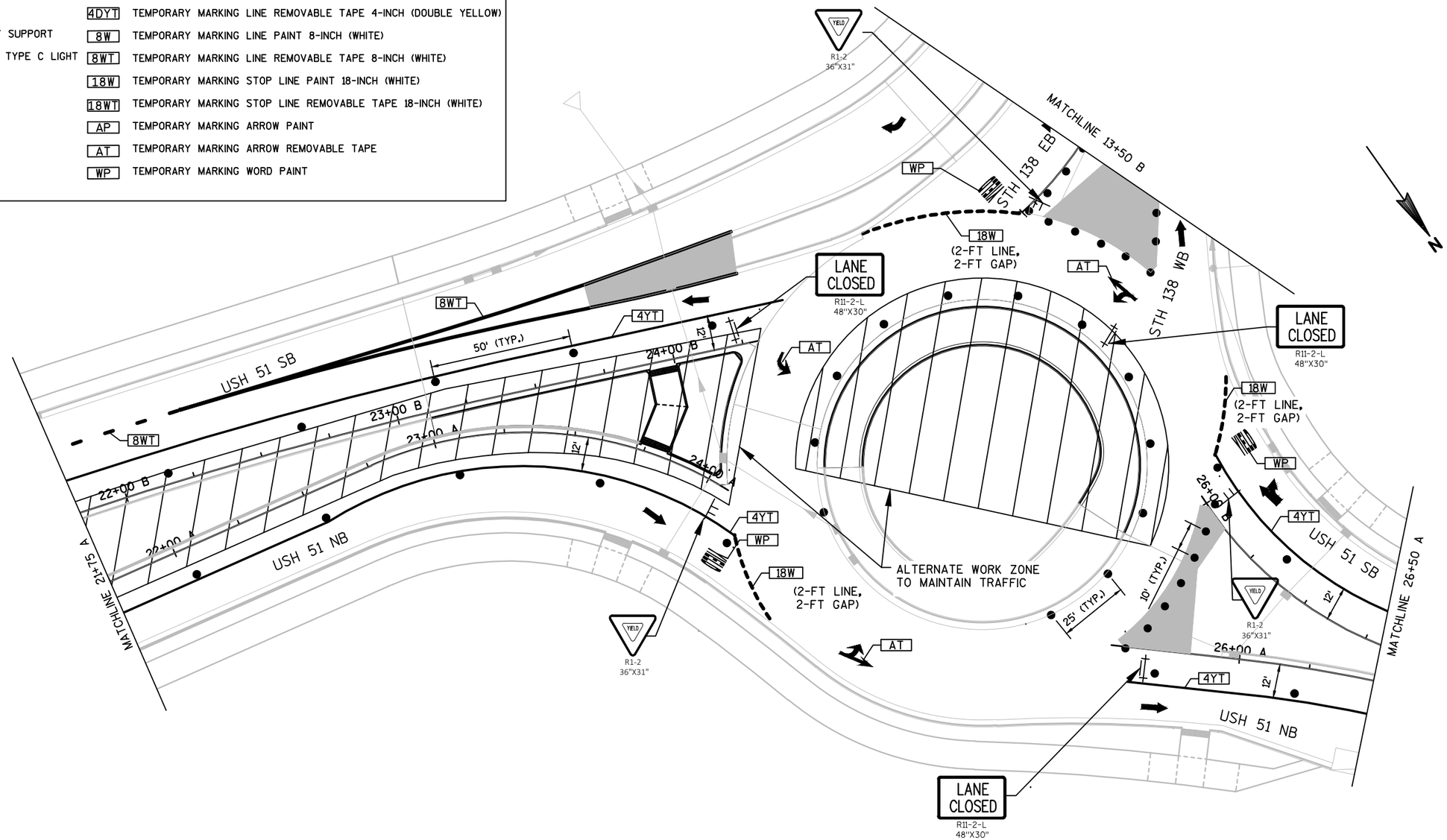
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 138	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S4A.DWG
LAYOUT NAME - 026003_S4A
PLOT DATE : 10/30/2020 10:56 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

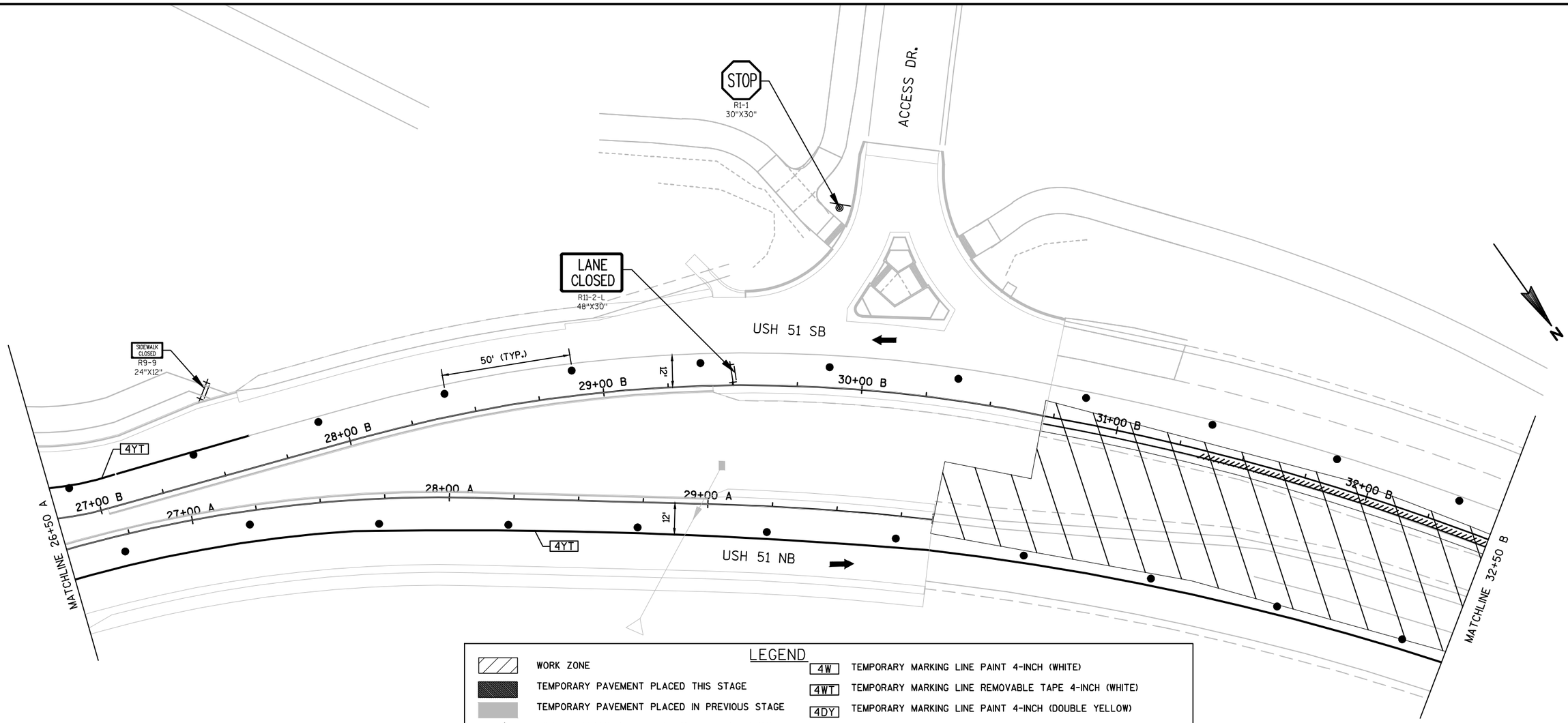
	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING AND RIGHT SIDE YIELD SIGNAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 139	E

2



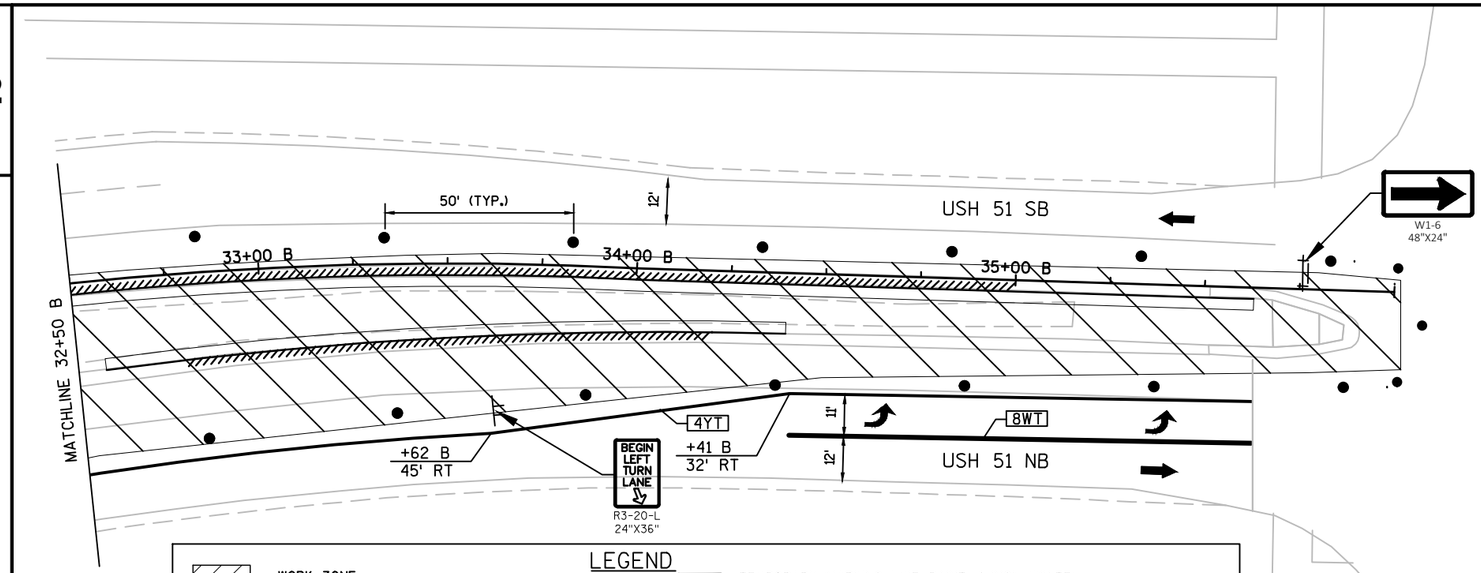
LEGEND

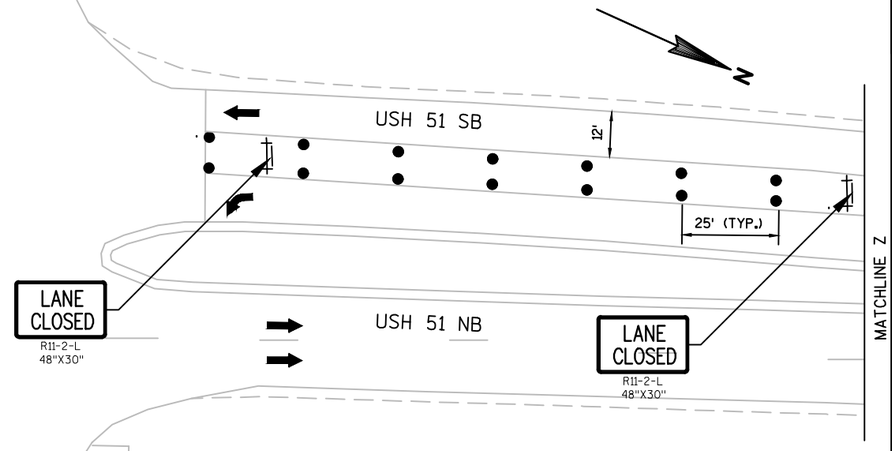
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	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
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	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
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	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING SIGNAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 140	E

2



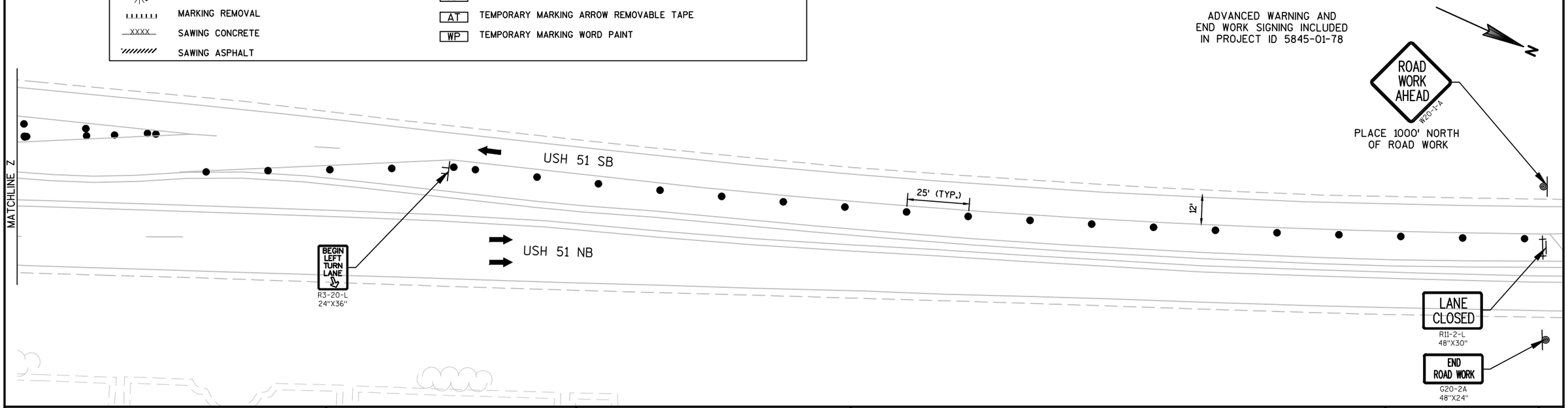


JACKSON ST

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
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	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

ADVANCED WARNING AND
END WORK SIGNING INCLUDED
IN PROJECT ID 5845-01-78



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 141	E

LEGEND

WORK ZONE	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED THIS STAGE	4WT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
TRAFFIC CONTROL SIGNS	4DYT TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
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FLEXIBLE TUBULAR MARKER	18W TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
DIRECTION OF TRAFFIC	18WT TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
FLASHING ARROW BOARD	AP TEMPORARY MARKING ARROW PAINT
MARKING REMOVAL	AT TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX SAWING CONCRETE	WP TEMPORARY MARKING WORD PAINT
SAWING ASPHALT	

N

MCCOMB RD

END ROAD WORK
G20-2A
48"X24"

STOP
R1-1
30"X30"

SIDEWALK CLOSED
R9-9
24"X12"

4DYT HOEL AVE

11+00 A3

4YT

+36.2 A3
0.0' RT

4YT

12+0

MATCHLINE 12+00 A3

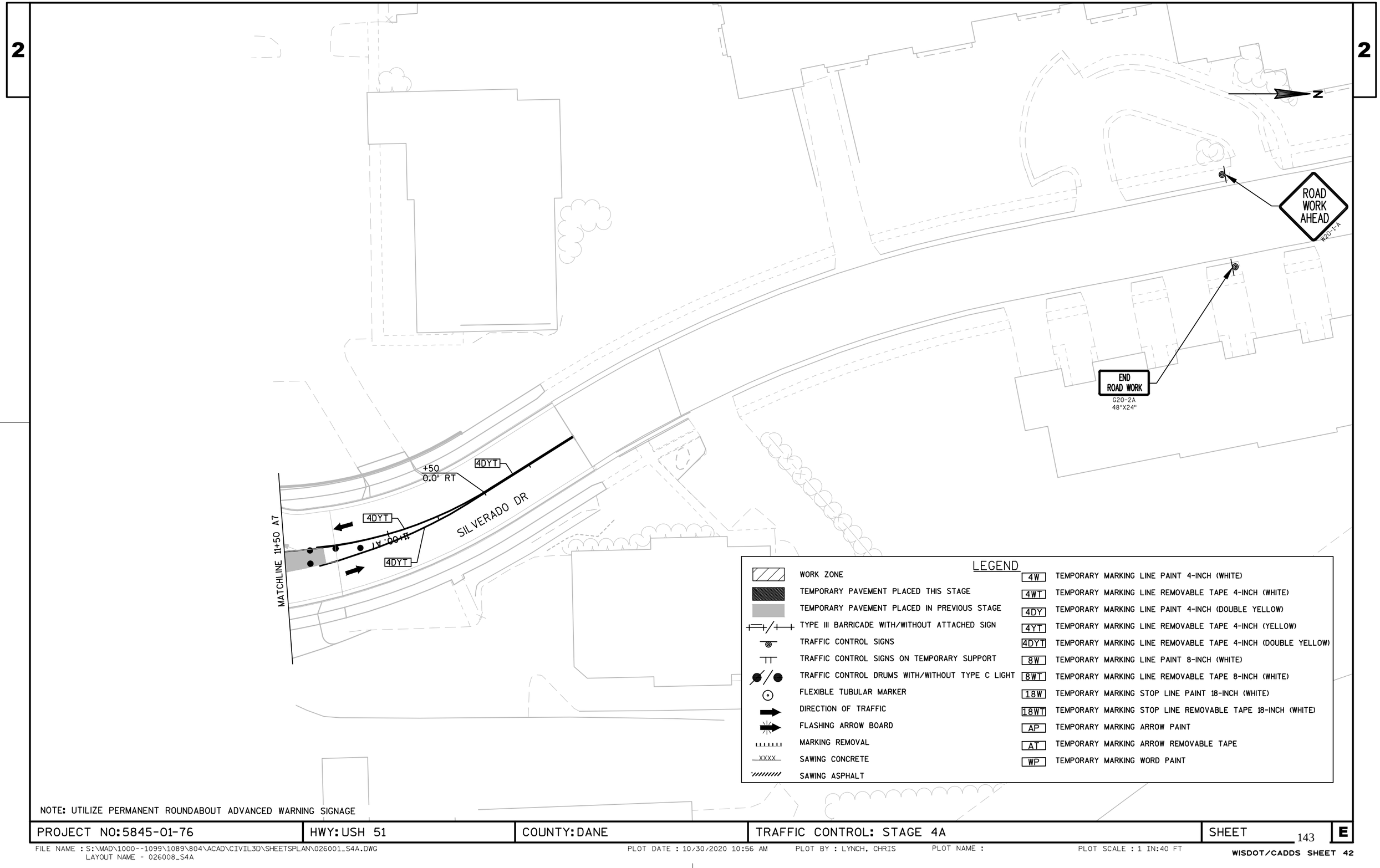
ROAD WORK AHEAD
W20-1-A

NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING SIGNAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 142	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\026001_S4A.DWG
LAYOUT NAME - 026007_S4A
PLOT DATE : 10/30/2020 10:56 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

	WORK ZONE
	TEMPORARY PAVEMENT PLACED THIS STAGE
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN
	TRAFFIC CONTROL SIGNS
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT
	FLEXIBLE TUBULAR MARKER
	DIRECTION OF TRAFFIC
	FLASHING ARROW BOARD
	MARKING REMOVAL
XXXX	SAWING CONCRETE
	SAWING ASPHALT

4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
AP	TEMPORARY MARKING ARROW PAINT
AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
WP	TEMPORARY MARKING WORD PAINT

NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING SIGNAGE

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 143	E

2

2

LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

N

STH 138 WB

STH 138 EB

9+00 B3

10+00 B3

11+00 B3

12+00 B3

13+00 B3

MATCHLINE 13+50 B3

+36.2 B3
24.0' RT

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

AT

AT

8WT

8WT

STOP
R1-1
30"X30"

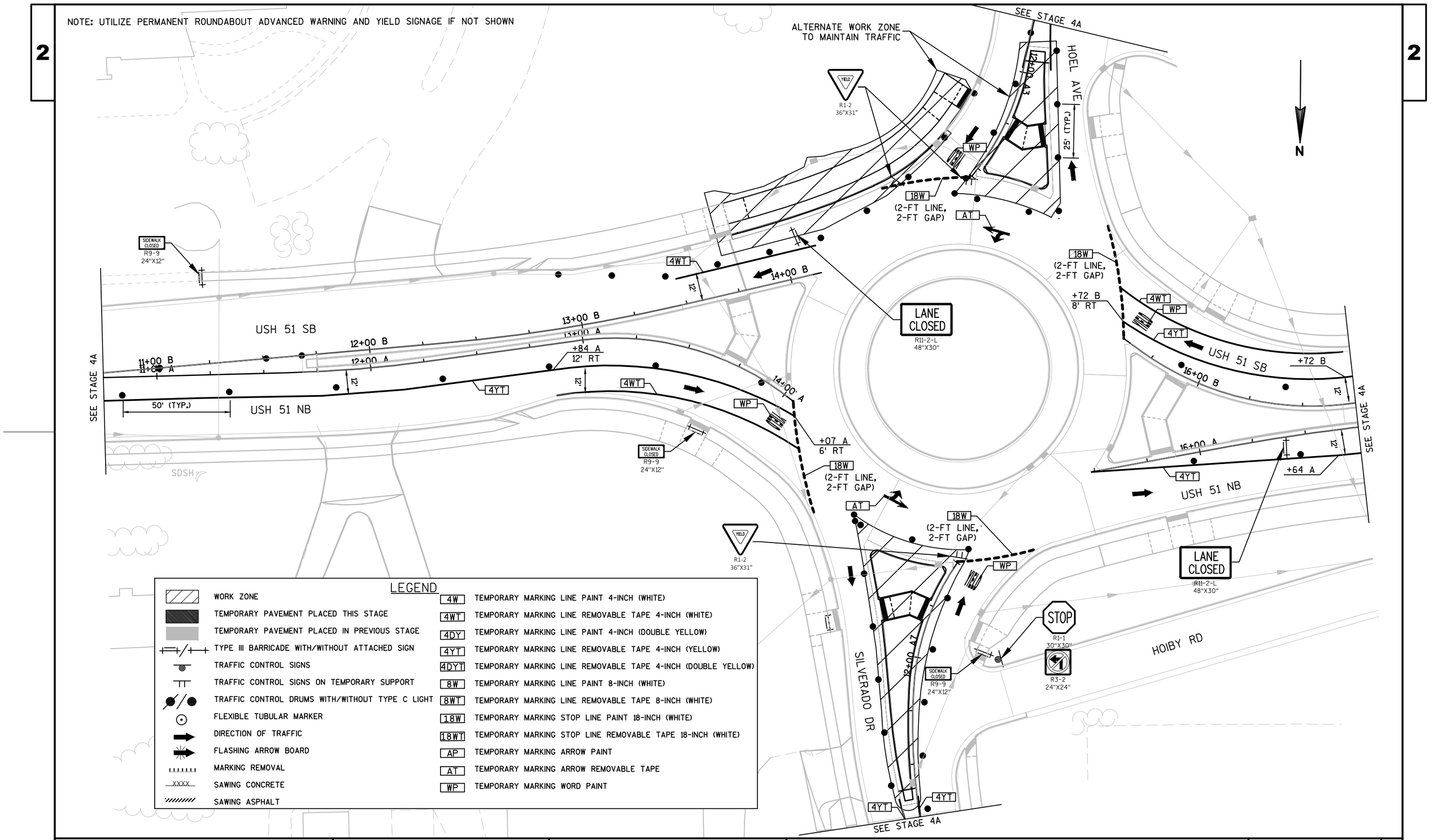
ONLY ONLY
R3-8-HH
36"X30"

VEEK RD

NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING SIGNAGE

PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4A	SHEET 144 E

NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING AND YIELD SIGNAGE IF NOT SHOWN



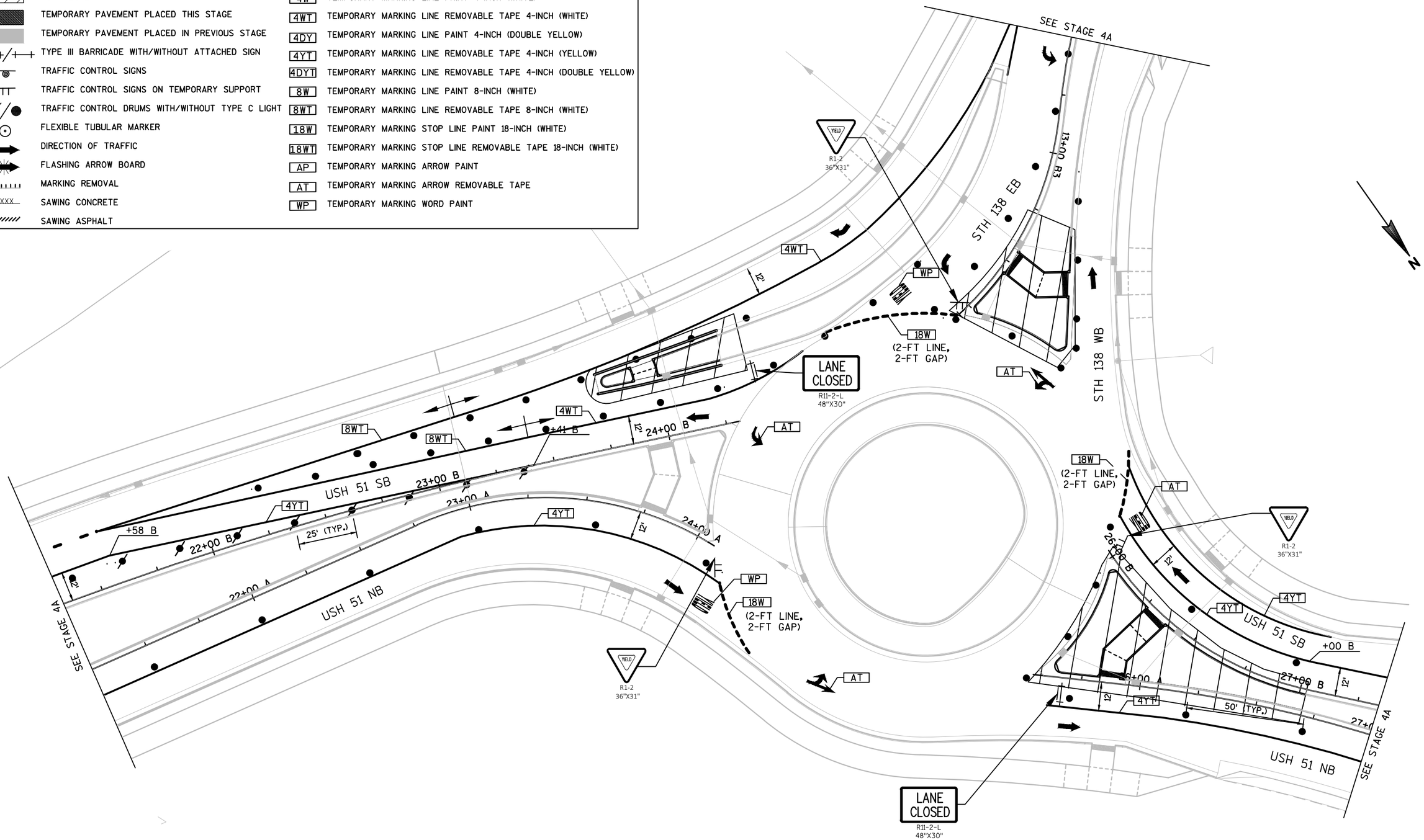
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4B	SHEET 145	E

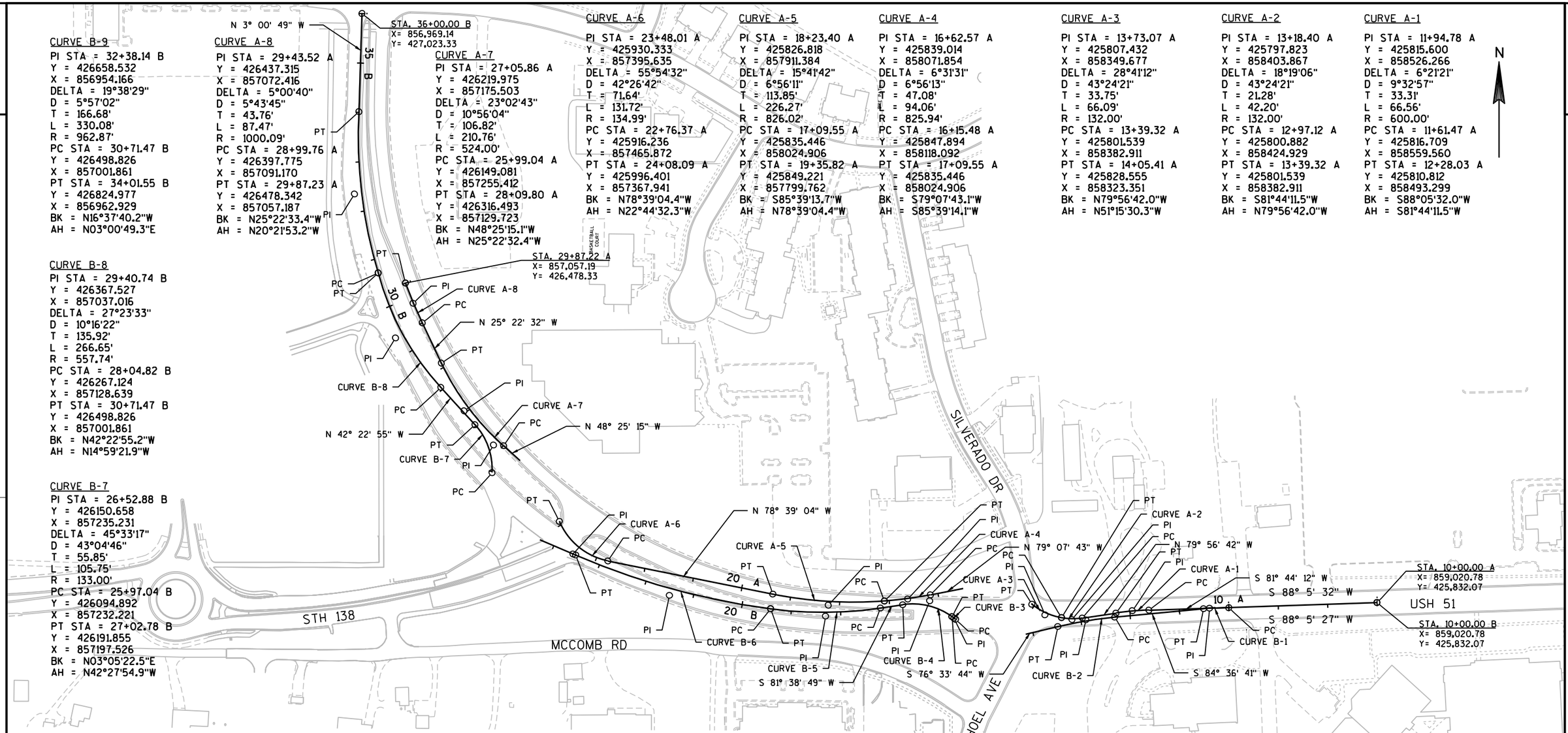
LEGEND

	WORK ZONE	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED THIS STAGE	4WT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	TEMPORARY PAVEMENT PLACED IN PREVIOUS STAGE	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TYPE III BARRICADE WITH/WITHOUT ATTACHED SIGN	4YT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	TRAFFIC CONTROL SIGNS	4DYT	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT	8W	TEMPORARY MARKING LINE PAINT 8-INCH (WHITE)
	TRAFFIC CONTROL DRUMS WITH/WITHOUT TYPE C LIGHT	8WT	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE)
	FLEXIBLE TUBULAR MARKER	18W	TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE)
	DIRECTION OF TRAFFIC	18WT	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE)
	FLASHING ARROW BOARD	AP	TEMPORARY MARKING ARROW PAINT
	MARKING REMOVAL	AT	TEMPORARY MARKING ARROW REMOVABLE TAPE
XXXX	SAWING CONCRETE	WP	TEMPORARY MARKING WORD PAINT
	SAWING ASPHALT		



NOTE: UTILIZE PERMANENT ROUNDABOUT ADVANCED WARNING, CENTRAL ISLAND CHEVRONS AND YIELD SIGNAGE IF NOT SHOWN

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROL: STAGE 4B	SHEET 146	E



CURVE B-9
PI STA = 32+38.14 B
Y = 426658.532
X = 856954.166
DELTA = 19°38'29"
D = 5°57'02"
T = 166.68'
L = 330.08'
R = 962.87'
PC STA = 30+71.47 B
Y = 426498.826
X = 857001.861
PT STA = 34+01.55 B
Y = 426824.977
X = 856962.929
BK = N16°37'40.2"W
AH = N03°00'49.3"E

CURVE A-8
PI STA = 29+43.52 A
Y = 426437.315
X = 857072.416
DELTA = 5°00'40"
D = 5°43'45"
T = 43.76'
L = 87.47'
R = 1000.09'
PC STA = 28+99.76 A
Y = 426397.775
X = 857091.170
PT STA = 29+87.23 A
Y = 426478.342
X = 857057.187
BK = N25°22'33.4"W
AH = N20°21'53.2"W

CURVE A-7
PI STA = 27+05.86 A
Y = 426219.975
X = 857175.503
DELTA = 23°02'43"
D = 10°56'04"
T = 106.82'
L = 210.76'
R = 524.00'
PC STA = 25+99.04 A
Y = 426149.081
X = 857255.412
PT STA = 28+09.80 A
Y = 426316.493
X = 857129.723
BK = N48°25'15.1"W
AH = N25°22'32.4"W

CURVE A-6
PI STA = 23+48.01 A
Y = 425930.333
X = 857395.635
DELTA = 55°54'32"
D = 42°26'42"
T = 71.64'
L = 131.72'
R = 134.99'
PC STA = 22+76.37 A
Y = 425916.236
X = 857465.872
PT STA = 24+08.09 A
Y = 425996.401
X = 857367.941
BK = N78°39'04.4"W
AH = N22°44'32.3"W

CURVE A-5
PI STA = 18+23.40 A
Y = 425826.818
X = 857911.384
DELTA = 15°41'42"
D = 6°56'11"
T = 113.85'
L = 226.27'
R = 826.02'
PC STA = 17+09.55 A
Y = 425835.446
X = 858024.906
PT STA = 19+35.82 A
Y = 425849.221
X = 857799.762
BK = S85°39'13.7"W
AH = N78°39'04.4"W

CURVE A-4
PI STA = 16+62.57 A
Y = 425839.014
X = 858071.854
DELTA = 6°31'31"
D = 6°56'13"
T = 47.08'
L = 94.06'
R = 825.94'
PC STA = 16+15.48 A
Y = 425847.894
X = 858118.092
PT STA = 17+09.55 A
Y = 425835.446
X = 858024.906
BK = S79°07'43.1"W
AH = S85°39'14.1"W

CURVE A-3
PI STA = 13+73.07 A
Y = 425807.432
X = 858349.677
DELTA = 28°41'12"
D = 43°24'21"
T = 33.75'
L = 66.09'
R = 132.00'
PC STA = 13+39.32 A
Y = 425801.539
X = 858382.911
PT STA = 14+05.41 A
Y = 425828.555
X = 858323.351
BK = N79°56'42.0"W
AH = N51°15'30.3"W

CURVE A-2
PI STA = 13+18.40 A
Y = 425797.823
X = 858403.867
DELTA = 18°19'06"
D = 43°24'21"
T = 21.28'
L = 42.20'
R = 132.00'
PC STA = 12+97.12 A
Y = 425800.882
X = 858424.929
PT STA = 13+39.32 A
Y = 425801.539
X = 858382.911
BK = S81°44'11.5"W
AH = N79°56'42.0"W

CURVE A-1
PI STA = 11+94.78 A
Y = 425815.600
X = 858526.266
DELTA = 6°21'21"
D = 9°32'57"
T = 33.31'
L = 66.56'
R = 600.00'
PC STA = 11+61.47 A
Y = 425816.709
X = 858559.560
PT STA = 12+28.03 A
Y = 425810.812
X = 858493.299
BK = S88°05'32.0"W
AH = S81°44'11.5"W

CURVE B-7
PI STA = 26+52.88 B
Y = 426150.658
X = 857235.231
DELTA = 45°33'17"
D = 43°04'46"
T = 55.85'
L = 105.75'
R = 133.00'
PC STA = 25+97.04 B
Y = 426094.892
X = 857232.221
PT STA = 27+02.78 B
Y = 426191.855
X = 857197.526
BK = N03°05'22.5"E
AH = N42°27'54.9"W

CURVE B-6
PI STA = 21+48.12 B
Y = 425846.712
X = 857590.503
DELTA = 15°40'12"
D = 3°49'11"
T = 206.41'
L = 410.24'
R = 1500.00'
PC STA = 19+41.72 B
Y = 425819.477
X = 857795.105
PT STA = 23+51.95 B
Y = 425928.196
X = 857400.862
BK = N82°25'04.5"W
AH = N66°44'52.9"W

CURVE B-5
PI STA = 18+31.19 B
Y = 425804.703
X = 857906.096
DELTA = 15°56'06"
D = 7°09'43"
T = 111.97'
L = 222.50'
R = 800.00'
PC STA = 17+19.22 B
Y = 425820.969
X = 858016.878
PT STA = 19+41.72 B
Y = 425819.477
X = 857795.105
BK = S81°38'49.4"W
AH = N82°25'04.5"W

CURVE B-4
PI STA = 16+23.74 B
Y = 425835.633
X = 858116.751
DELTA = 43°54'28"
D = 41°49'18"
T = 55.22'
L = 104.99'
R = 137.00'
PC STA = 15+68.51 B
Y = 425803.521
X = 858161.678
PT STA = 16+73.50 B
Y = 425827.611
X = 858062.113
BK = N54°26'42.4"W
AH = S81°38'49.4"W

CURVE B-3
PI STA = 15+63.82 B
Y = 425800.794
X = 858165.494
DELTA = 1°15'05"
D = 13°20'24"
T = 4.69'
L = 9.38'
R = 429.50'
PC STA = 15+59.13 B
Y = 425797.984
X = 858169.249
PT STA = 15+68.51 B
Y = 425803.521
X = 858161.678
BK = N53°11'37.5"W
AH = N54°26'42.4"W

CURVE B-2
PI STA = 12+89.94 B
Y = 425797.213
X = 858432.127
DELTA = 8°02'58"
D = 6°57'12"
T = 57.98'
L = 115.76'
R = 824.00'
PC STA = 12+31.96 B
Y = 425802.657
X = 858489.847
PT STA = 13+47.72 B
Y = 425783.740
X = 858375.738
BK = S84°36'41.3"W
AH = S76°33'43.8"W

CURVE B-1
PI STA = 10+38.84 B
Y = 425820.794
X = 858682.124
DELTA = 3°28'46"
D = 14°19'26"
T = 12.15'
L = 24.29'
R = 400.00'
PC STA = 10+26.69 B
Y = 425821.199
X = 858694.266
PT STA = 10+50.98 B
Y = 425819.653
X = 858670.028
BK = S88°05'27.2"W
AH = S84°36'41.3"W

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN: ALIGNMENT DETAIL	SHEET 147	E

2

2

N

USH 51

SILVERADO DR

HOIBY

STH 138

VEEK

MCCOMB RD

USH 51

MCCOMB

HOEL AVE

CURVE H-2

PI STA = 12+28.50H
Y = 425906.656
X = 858029.554
DELTA = 18°44'03"
D = 28°38'52"
T = 32.99'
L = 65.39'
R = 200.00'
PC STA = 11+95.51H
Y = 425916.112
X = 858061.162
PT STA = 12+60.90H
Y = 425907.853
X = 857996.584
BK = S73°20'42.2"W
AH = N87°55'15.1"W

CURVE H-1

PI STA = 10+15.44H
Y = 425967.818
X = 858234.002
DELTA = 23°44'00"
D = 102°00'41"
T = 11.80'
L = 23.27'
R = 56.17'
PC STA = 10+03.64H
Y = 425966.363
X = 858245.714
PT STA = 10+26.90H
Y = 425964.435
X = 858222.695
BK = N82°55'17.5"W
AH = S73°20'42.7"W

CURVE H-1
PC
PI
N82° 55' 18"W
S73° 20' 43"W
N87° 55' 15"W
STA. 10+00.00 H
X= 858,249.32
Y= 425,965.92
STA. 12+64.64 H
X= 857,992.85
Y= 425,907.99
PT
PC
PI
CURVE H-2
PT

STA. 10+77.87 V
X= 857,016.56
Y= 425,811.47
N20° 13' 19"W
PT
PI
CURVE V-1
PC
N2° 11' 41"W
STA. 10+00.00 V
X= 857,035.23
Y= 425,736.37

PT
PC
STA. 11+47.51 M
X= 858,049.60
Y= 425,692.74
N67° 33' 36"W
PI
CURVE M-1
STA. 10+00.00 M
X= 858,187.33
Y= 425,641.03
N82° 23' 47"W

CURVE V-1

PI STA = 10+27.27V
Y = 425763.624
X = 857034.188
DELTA = 18°01'39"
D = 38°11'50"
T = 23.79'
L = 47.20'
R = 150.00'
PC STA = 10+03.48V
Y = 425739.847
X = 857035.099
PT STA = 10+50.67V
Y = 425785.951
X = 857025.963
BK = N02°11'40.7"W
AH = N20°13'19.4"W

CURVE M-1

PI STA = 10+18.65M
Y = 425643.495
X = 858168.847
DELTA = 14°50'11"
D = 54°53'15"
T = 13.59'
L = 27.03'
R = 104.39'
PC STA = 10+05.06M
Y = 425641.696
X = 858182.319
PT STA = 10+32.09M
Y = 425648.683
X = 858156.285
BK = N82°23'47.1"W
AH = N67°33'35.9"W

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PLAN: ALIGNMENT DETAIL	SHEET 148	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\027201A_AD.DWG
1089804 USH 51 - 027201A_AD

PLOT DATE : 10/29/2020 3:17 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

CURVE B5-1

PI STA = 10+97.38 B5
Y = 425,991.74
X = 857,164.91
DELTA = 19°20'27"
D = 15°04'40"
T = 64.75'
L = 128.27'
R = 380.00'
PC STA = 10+32.63 B5
PT STA = 11+60.90 B5

CURVE B5-2

PI STA = 11+76.41 B5
Y = 426,063.54
X = 857,200.80
DELTA = 21°56'29"
D = 71°37'11"
T = 15.51'
L = 30.64'
R = 80.00'
PC STA = 11+60.90 B5
PT STA = 11+91.54 B5

CURVE B5-3

PI STA = 12+00.13 B5
Y = 426,087.55
X = 857,202.73
DELTA = 1°13'48"
D = 7°09'43"
T = 8.59'
L = 17.17'
R = 800.00'
PC STA = 11+91.54 B5
PT STA = 12+08.71 B5

CURVE B5-4

PI STA = 12+59.46 B5
Y = 426,146.79
X = 857,206.24
DELTA = 45°51'01"
D = 47°44'47"
T = 50.75'
L = 96.03'
R = 120.00'
PC STA = 12+08.71 B5
PT STA = 13+04.74 B5

CURVE B6-1

PI STA = 10+70.18 B6
Y = 425,951.20
X = 857,413.65
DELTA = 59°49'15"
D = 46°57'50"
T = 70.18'
L = 127.38'
R = 122.00'
PC STA = 10+00.00 B6
PT STA = 11+27.38 B6

CURVE B6-2

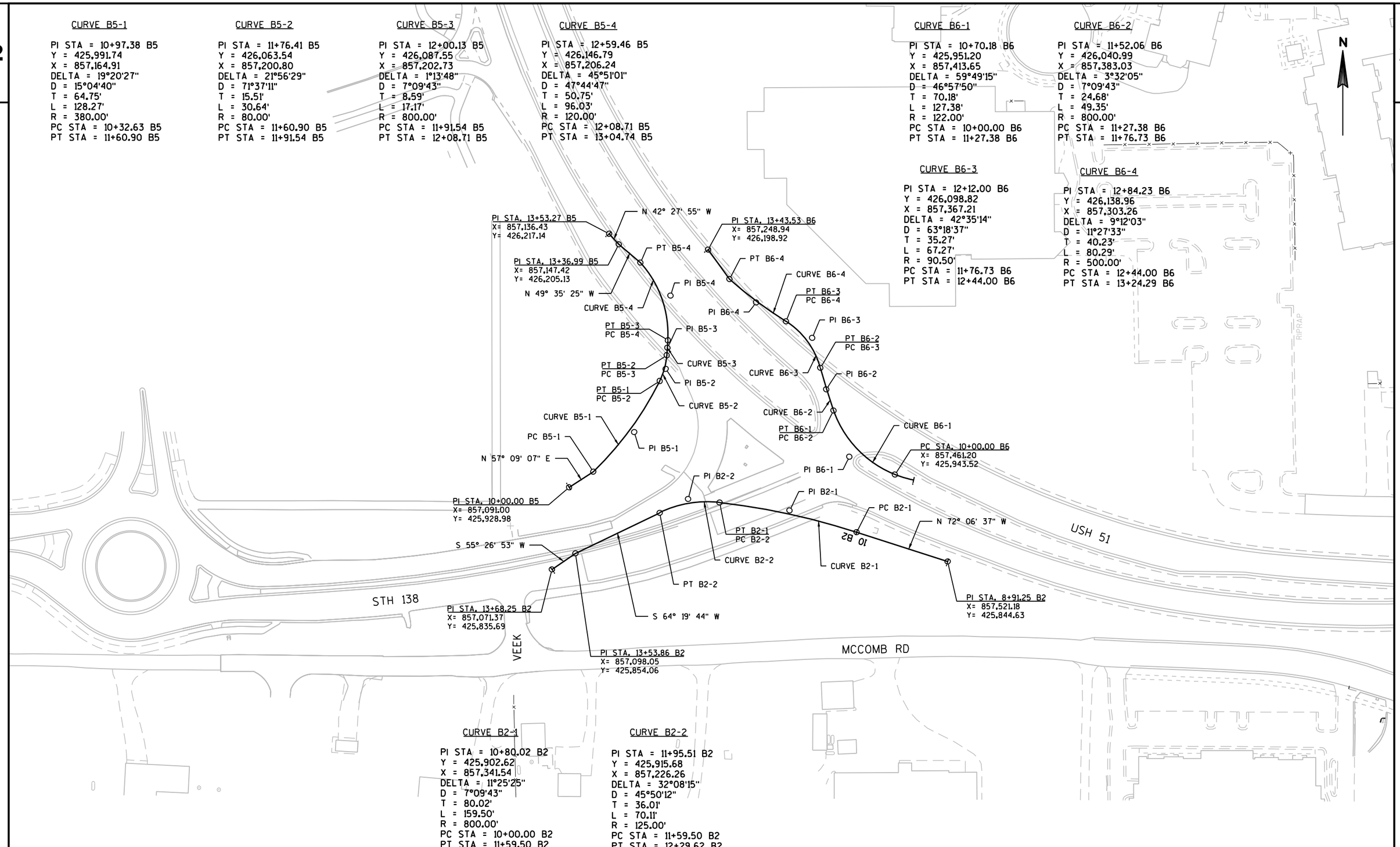
PI STA = 11+52.06 B6
Y = 426,040.99
X = 857,383.03
DELTA = 3°32'05"
D = 7°09'43"
T = 24.68'
L = 49.35'
R = 800.00'
PC STA = 11+27.38 B6
PT STA = 11+76.73 B6

CURVE B6-3

PI STA = 12+12.00 B6
Y = 426,098.82
X = 857,367.21
DELTA = 42°35'14"
D = 63°18'37"
T = 35.27'
L = 67.27'
R = 90.50'
PC STA = 11+76.73 B6
PT STA = 12+44.00 B6

CURVE B6-4

PI STA = 12+84.23 B6
Y = 426,138.96
X = 857,303.26
DELTA = 9°12'03"
D = 11°27'33"
T = 40.23'
L = 80.29'
R = 500.00'
PC STA = 12+44.00 B6
PT STA = 13+24.29 B6



CURVE B2-1

PI STA = 10+80.02 B2
Y = 425,902.62
X = 857,341.54
DELTA = 11°25'25"
D = 7°09'43"
T = 80.02'
L = 159.50'
R = 800.00'
PC STA = 10+00.00 B2
PT STA = 11+59.50 B2

CURVE B2-2

PI STA = 11+95.51 B2
Y = 425,915.68
X = 857,226.26
DELTA = 32°08'15"
D = 45°50'12"
T = 36.01'
L = 70.11'
R = 125.00'
PC STA = 11+59.50 B2
PT STA = 12+29.62 B2

PROJECT NO:5848-01-76	HWY: USH 51	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 149	E

2

CURVE B7-1
PI STA = 10+18.16 B7
Y = 425,891.70
X = 857,137.99
DELTA = 5°51'56"
D = 16°09'51"
T = 18.16'
L = 36.29'
R = 354.46'
PC STA = 10+00.00 B7
PT STA = 10+36.29 B7

CURVE B7-2
PI STA = 10+39.35 B7
Y = 425,907.06
X = 857,152.63
DELTA = 2°14'50"
D = 36°43'55"
T = 3.06'
L = 6.12'
R = 155.98'
PC STA = 10+36.29 B7
PT STA = 10+42.41 B7

CURVE B7-3
PI STA = 10+90.07 B7
Y = 425,944.45
X = 857,186.90
DELTA = 43°17'42"
D = 47°42'41"
T = 47.66'
L = 90.74'
R = 120.09'
PC STA = 10+42.41 B7
PT STA = 11+33.15 B7

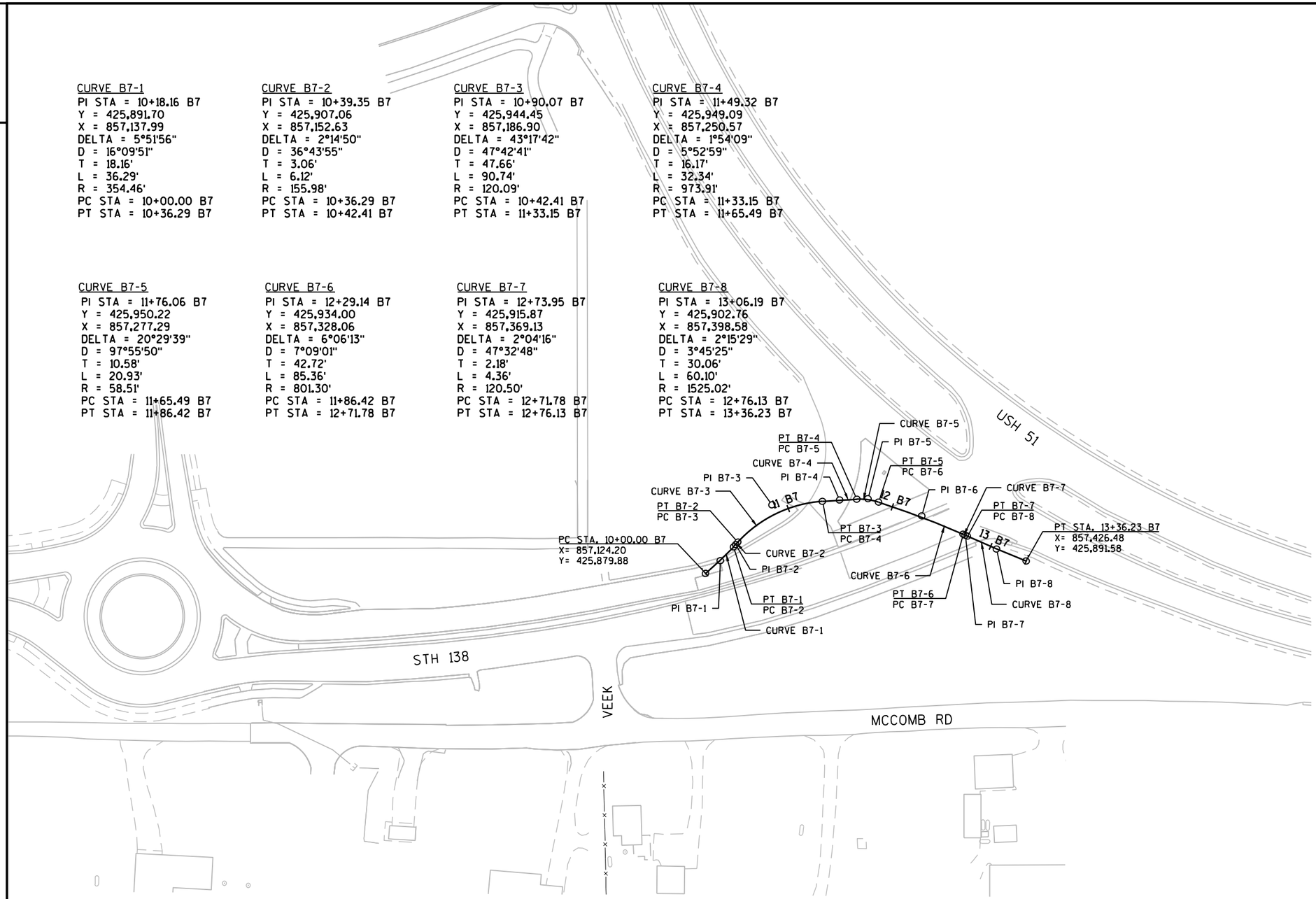
CURVE B7-4
PI STA = 11+49.32 B7
Y = 425,949.09
X = 857,250.57
DELTA = 1°54'09"
D = 5°52'59"
T = 16.17'
L = 32.34'
R = 973.91'
PC STA = 11+33.15 B7
PT STA = 11+65.49 B7

CURVE B7-5
PI STA = 11+76.06 B7
Y = 425,950.22
X = 857,277.29
DELTA = 20°29'39"
D = 97°55'50"
T = 10.58'
L = 20.93'
R = 58.51'
PC STA = 11+65.49 B7
PT STA = 11+86.42 B7

CURVE B7-6
PI STA = 12+29.14 B7
Y = 425,934.00
X = 857,328.06
DELTA = 6°06'13"
D = 7°09'01"
T = 42.72'
L = 85.36'
R = 801.30'
PC STA = 11+86.42 B7
PT STA = 12+71.78 B7

CURVE B7-7
PI STA = 12+73.95 B7
Y = 425,915.87
X = 857,369.13
DELTA = 2°04'16"
D = 47°32'48"
T = 2.18'
L = 4.36'
R = 120.50'
PC STA = 12+71.78 B7
PT STA = 12+76.13 B7

CURVE B7-8
PI STA = 13+06.19 B7
Y = 425,902.76
X = 857,398.58
DELTA = 2°15'29"
D = 3°45'25"
T = 30.06'
L = 60.10'
R = 1525.02'
PC STA = 12+76.13 B7
PT STA = 13+36.23 B7



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 150	E

2

CURVE A6-1
PI STA = 10+22.70 A6
Y = 425,915.40
X = 858,232.00
DELTA = 25°34'42"
D = 57°17'45"
T = 22.70'
L = 44.64'
R = 100.00'
PC STA = 10+00.00 A6
PT STA = 10+44.64 A6

CURVE A6-2
PI STA = 10+52.62 A6
Y = 425,895.74
X = 858,208.46
DELTA = 22°34'04"
D = 143°14'22"
T = 7.98'
L = 15.76'
R = 40.00'
PC STA = 10+44.64 A6
PT STA = 10+60.40 A6

CURVE A6-3
PI STA = 11+05.82 A6
Y = 425,879.87
X = 858,157.46
DELTA = 6°26'37"
D = 7°06'02"
T = 45.42'
L = 90.75'
R = 806.93'
PC STA = 10+60.40 A6
PT STA = 11+51.15 A6

CURVE A9-1
PI STA = 10+80.26 A9
Y = 425,819.59
X = 858,386.75
DELTA = 43°29'48"
D = 47°44'47"
T = 47.87'
L = 91.10'
R = 120.00'
PC STA = 10+32.39 A9
PT STA = 11+23.49 A9

CURVE A9-2
PI STA = 11+34.15 A9
Y = 425,853.36
X = 858,338.94
DELTA = 3°03'17"
D = 14°19'26"
T = 10.67'
L = 21.33'
R = 400.00'
PC STA = 11+23.49 A9
PT STA = 11+44.81 A9

CURVE A9-3
PI STA = 11+59.82 A9
Y = 425,869.26
X = 858,318.79
DELTA = 28°04'57"
D = 95°29'35"
T = 15.01'
L = 29.41'
R = 60.00'
PC STA = 11+44.81 A9
PT STA = 11+74.22 A9

CURVE A9-4
PI STA = 11+96.63 A9
Y = 425,903.54
X = 858,303.79
DELTA = 12°47'03"
D = 28°38'52"
T = 22.41'
L = 44.63'
R = 200.00'
PC STA = 11+74.22 A9
PT STA = 12+18.85 A9

2

SILVERADO DR

N

PC STA, 10+00.00 A6
X= 858,241.44
Y= 426,936.05

CURVE A6-1
PI A6-1
PI A6-35
PT A6-3
PC A6-4
CURVE A6-3
PI STA, 11+51.15 A6
X= 858,112.85
Y= 425,871.33
PI A6-2
CURVE A6-2
PT A6-4
PC A6-5

PT STA, 12+18.85 A9
X= 858,299.58
Y= 426,925.54
PI A9-4
CURVE A9-4
PT A9-3
PC A9-4
CURVE A9-3
PT A9-2
PC A9-3
PT A9-1
PC A9-2
CURVE A9-1
PI A9-3
PI A9-2
CURVE A9-2
PI A9-1
PC A9-1
S72° 51' 21"W
PC STA, 10+00.00 A9
X= 858,465.07
Y= 425,836.02

USH 51

PI A5-4
CURVE A5-4
CURVE A5-3
PI A5-3
PT A5-4
PI A5-2
CURVE A5-2
PT A5-3
PC A5-4
PI STA, 13+09.51 A5
X= 858,030.26
Y= 425,798.68
S 81° 38' 49" W
PT A5-2
PC A5-3
PT A5-1
PC A5-2
PI A5-1
CURVE A5-1
PC A5-1
N7° 36' 12"E
PI STA, 10+00.00 A5
X= 858,182.01
Y= 425,601.18

MCCOMB RD

PI A2-2
PI A2-3
PT A2-2
PC A2-3
PT A2-1
PC A2-2
CURVE A2-2
PI A2-4
CURVE A2-3
PT A2-3
S7° 36' 12"W
PI STA, 13+65.31 A2
X= 858,221.66
Y= 425,595.89
PI STA, 10+00.00 A2
X= 858,459.47
Y= 425,769.96
S89° 54' 23"W
PC A2-1
CURVE A2-1

HOEL AVE

CURVE A5-1
PI STA = 10+95.85 A5
Y = 425,696.18
X = 858,194.69
DELTA = 27°36'54"
D = 28°38'52"
T = 49.15'
L = 96.39'
R = 200.00'
PC STA = 10+46.69 A5
PT STA = 11+43.09 A5

CURVE A5-2
PI STA = 11+60.26 A5
Y = 425,758.50
X = 858,172.00
DELTA = 31°56'14"
D = 95°29'35"
T = 17.17'
L = 33.44'
R = 60.00'
PC STA = 11+43.09 A5
PT STA = 11+76.53 A5

CURVE A5-3
PI STA = 11+87.33 A5
Y = 425,775.73
X = 858,149.98
DELTA = 3°05'29"
D = 14°19'26"
T = 10.79'
L = 21.58'
R = 400.00'
PC STA = 11+76.53 A5
PT STA = 11+98.11 A5

CURVE A5-4
PI STA = 12+45.76 A5
Y = 425,809.22
X = 858,102.08
DELTA = 43°18'46"
D = 47°44'47"
T = 47.65'
L = 90.71'
R = 120.00'
PC STA = 11+98.11 A5
PT STA = 12+88.83 A5

CURVE A2-1
PI STA = 10+84.73 A2
Y = 425,760.75
X = 858,375.56
DELTA = 7°28'16"
D = 7°09'43"
T = 52.23'
L = 104.32'
R = 800.00'
PC STA = 10+32.49 A2
PT STA = 11+36.81 A2

CURVE A2-2
PI STA = 11+58.48 A2
Y = 425,738.45
X = 858,305.10
DELTA = 7°44'53"
D = 17°54'18"
T = 21.67'
L = 43.27'
R = 320.00'
PC STA = 11+36.81 A2
PT STA = 11+80.08 A2

CURVE A2-3
PI STA = 12+34.47 A2
Y = 425,705.92
X = 858,236.35
DELTA = 57°04'50"
D = 57°17'45"
T = 54.39'
L = 99.62'
R = 100.00'
PC STA = 11+80.08 A2
PT STA = 12+79.71 A2

PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 151	E

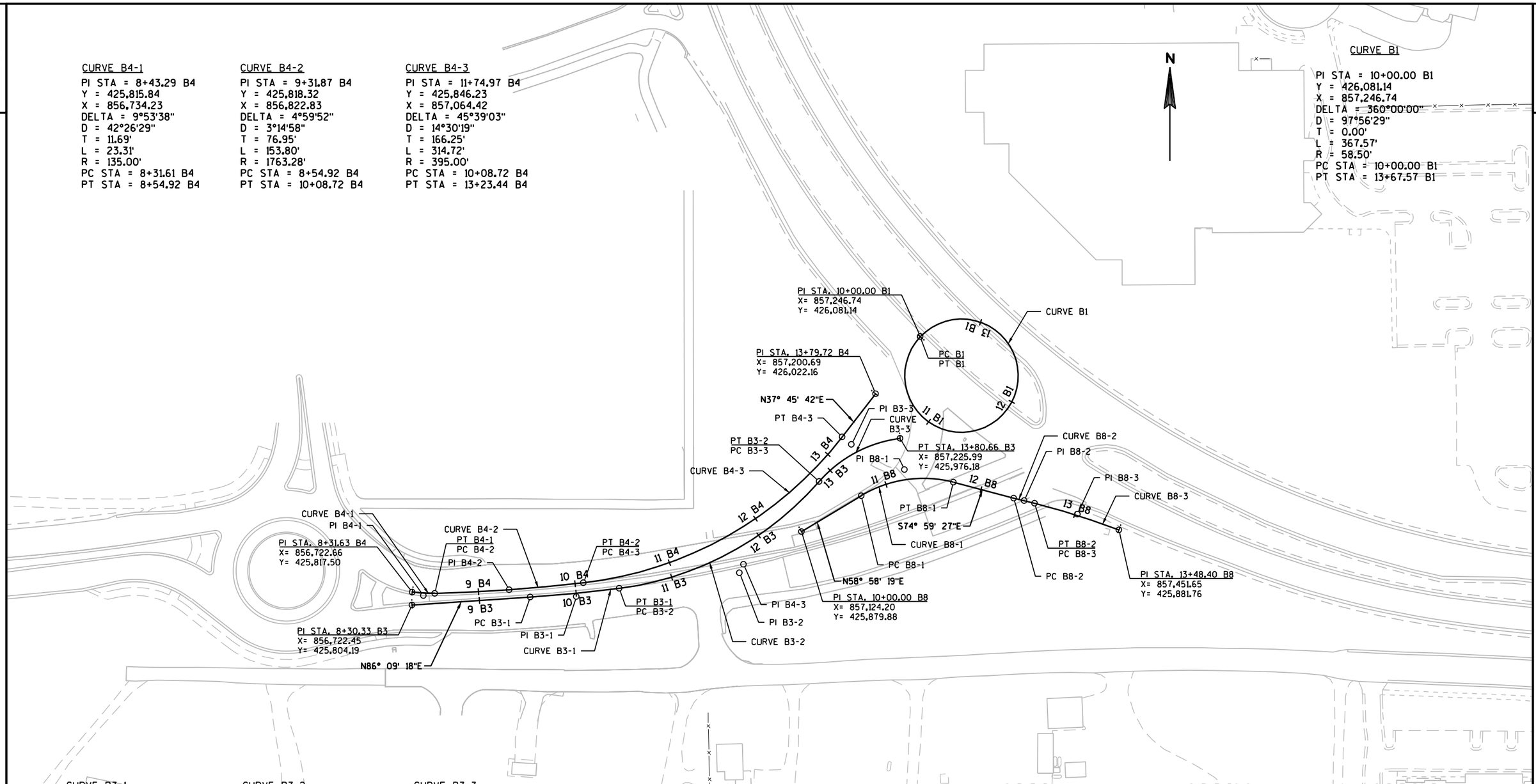
2

CURVE B4-1
PI STA = 8+43.29 B4
Y = 425,815.84
X = 856,734.23
DELTA = 9°53'38"
D = 42°26'29"
T = 11.69'
L = 23.31'
R = 135.00'
PC STA = 8+31.61 B4
PT STA = 8+54.92 B4

CURVE B4-2
PI STA = 9+31.87 B4
Y = 425,818.32
X = 856,822.83
DELTA = 4°59'52"
D = 3°14'58"
T = 76.95'
L = 153.80'
R = 1763.28'
PC STA = 8+54.92 B4
PT STA = 10+08.72 B4

CURVE B4-3
PI STA = 11+74.97 B4
Y = 425,846.23
X = 857,064.42
DELTA = 45°39'03"
D = 14°30'19"
T = 166.25'
L = 314.72'
R = 395.00'
PC STA = 10+08.72 B4
PT STA = 13+23.44 B4

CURVE B1
PI STA = 10+00.00 B1
Y = 426,081.14
X = 857,246.74
DELTA = 360°00'00"
D = 97°56'29"
T = 0.00'
L = 367.57'
R = 58.50'
PC STA = 10+00.00 B1
PT STA = 13+67.57 B1



CURVE B3-1
PI STA = 9+98.74 B3
Y = 425,815.47
X = 856,890.49
DELTA = 3°32'46"
D = 3°50'39"
T = 46.14'
L = 92.24'
R = 1490.42'
PC STA = 9+52.61 B3
PT STA = 10+44.85 B3

CURVE B3-2
PI STA = 11+69.89 B3
Y = 425,837.48
X = 857,060.24
DELTA = 41°30'11"
D = 17°21'44"
T = 125.04'
L = 239.04'
R = 330.00'
PC STA = 10+44.85 B3
PT STA = 12+83.89 B3

CURVE B3-3
PI STA = 13+34.53 B3
Y = 425,969.83
X = 857,175.75
DELTA = 41°41'17"
D = 43°04'46"
T = 50.64'
L = 96.77'
R = 133.00'
PC STA = 12+83.89 B3
PT STA = 13+80.66 B3

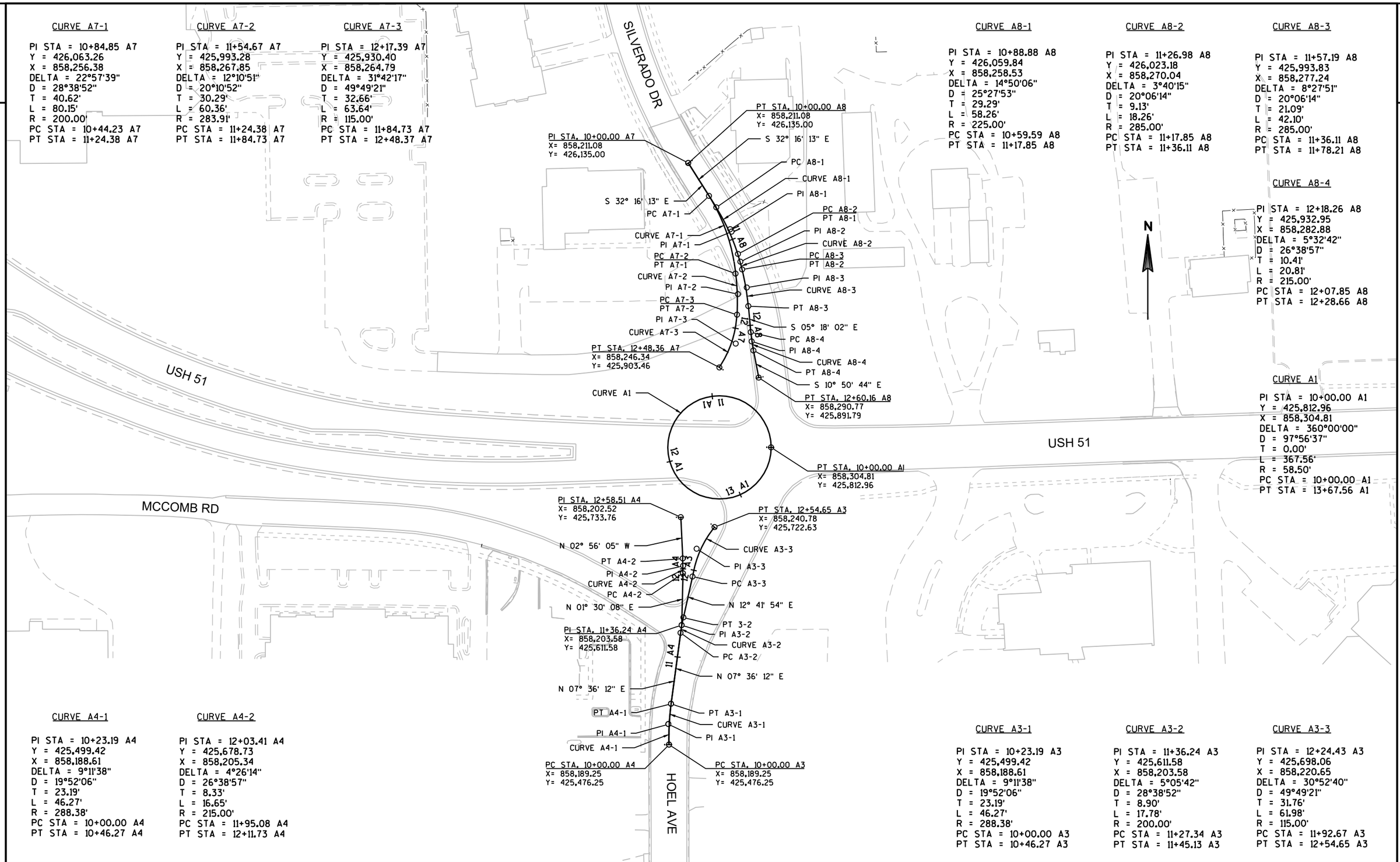
CURVE B8-1
PI STA = 11+24.06 B8
Y = 425,943.83
X = 857,230.51
DELTA = 45°16'25"
D = 45°50'13"
T = 52.13'
L = 98.77'
R = 125.00'
PC STA = 10+71.93 B8
PT STA = 11+70.70 B8

CURVE B8-2
PI STA = 12+46.09 B8
Y = 425,911.95
X = 857,353.96
DELTA = 1°50'53"
D = 8°24'02"
T = 11.00'
L = 22.00'
R = 682.06'
PC STA = 12+35.09 B8
PT STA = 12+57.09 B8

CURVE B8-3
PI STA = 13+02.79 B8
Y = 425,897.98
X = 857,408.92
DELTA = 6°32'20"
D = 7°09'38"
T = 45.71'
L = 91.32'
R = 800.15'
PC STA = 12+57.09 B8
PT STA = 13+48.40 B8

PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 152	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\027204_AD.DWG
LAYOUT NAME - 027205_AD
PLOT DATE : 10/29/2020 3:18 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:100 FT



CURVE A7-1

PI STA = 10+84.85 A7
Y = 426,063.26
X = 858,256.38
DELTA = 22°57'39"
D = 28°38'52"
T = 40.62'
L = 80.15'
R = 200.00'
PC STA = 10+44.23 A7
PT STA = 11+24.38 A7

CURVE A7-2

PI STA = 11+54.67 A7
Y = 425,993.28
X = 858,267.85
DELTA = 12°10'51"
D = 20°10'52"
T = 30.29'
L = 60.36'
R = 283.91'
PC STA = 11+24.38 A7
PT STA = 11+84.73 A7

CURVE A7-3

PI STA = 12+17.39 A7
Y = 425,930.40
X = 858,264.79
DELTA = 31°42'17"
D = 49°49'21"
T = 32.66'
L = 63.64'
R = 115.00'
PC STA = 11+84.73 A7
PT STA = 12+48.37 A7

CURVE A8-1

PI STA = 10+88.88 A8
Y = 426,059.84
X = 858,258.53
DELTA = 14°50'06"
D = 25°27'53"
T = 29.29'
L = 58.26'
R = 225.00'
PC STA = 10+59.59 A8
PT STA = 11+17.85 A8

CURVE A8-2

PI STA = 11+26.98 A8
Y = 426,023.18
X = 858,270.04
DELTA = 3°40'15"
D = 20°06'14"
T = 9.13'
L = 18.26'
R = 285.00'
PC STA = 11+17.85 A8
PT STA = 11+36.11 A8

CURVE A8-3

PI STA = 11+57.19 A8
Y = 425,993.83
X = 858,277.24
DELTA = 8°27'51"
D = 20°06'14"
T = 21.09'
L = 42.10'
R = 285.00'
PC STA = 11+36.11 A8
PT STA = 11+78.21 A8

CURVE A8-4

PI STA = 12+18.26 A8
Y = 425,932.95
X = 858,282.88
DELTA = 5°32'42"
D = 26°38'57"
T = 10.41'
L = 20.81'
R = 215.00'
PC STA = 12+07.85 A8
PT STA = 12+28.66 A8

CURVE A1

PI STA = 10+00.00 A1
Y = 425,812.96
X = 858,304.81
DELTA = 360°00'00"
D = 97°56'37"
T = 0.00'
L = 367.56'
R = 58.50'
PC STA = 10+00.00 A1
PT STA = 13+67.56 A1

CURVE A4-1

PI STA = 10+23.19 A4
Y = 425,499.42
X = 858,188.61
DELTA = 9°11'38"
D = 19°52'06"
T = 23.19'
L = 46.27'
R = 288.38'
PC STA = 10+00.00 A4
PT STA = 10+46.27 A4

CURVE A4-2

PI STA = 12+03.41 A4
Y = 425,678.73
X = 858,205.34
DELTA = 4°26'14"
D = 26°38'57"
T = 8.33'
L = 16.65'
R = 215.00'
PC STA = 11+95.08 A4
PT STA = 12+11.73 A4

CURVE A3-1

PI STA = 10+23.19 A3
Y = 425,499.42
X = 858,188.61
DELTA = 9°11'38"
D = 19°52'06"
T = 23.19'
L = 46.27'
R = 288.38'
PC STA = 10+00.00 A3
PT STA = 10+46.27 A3

CURVE A3-2

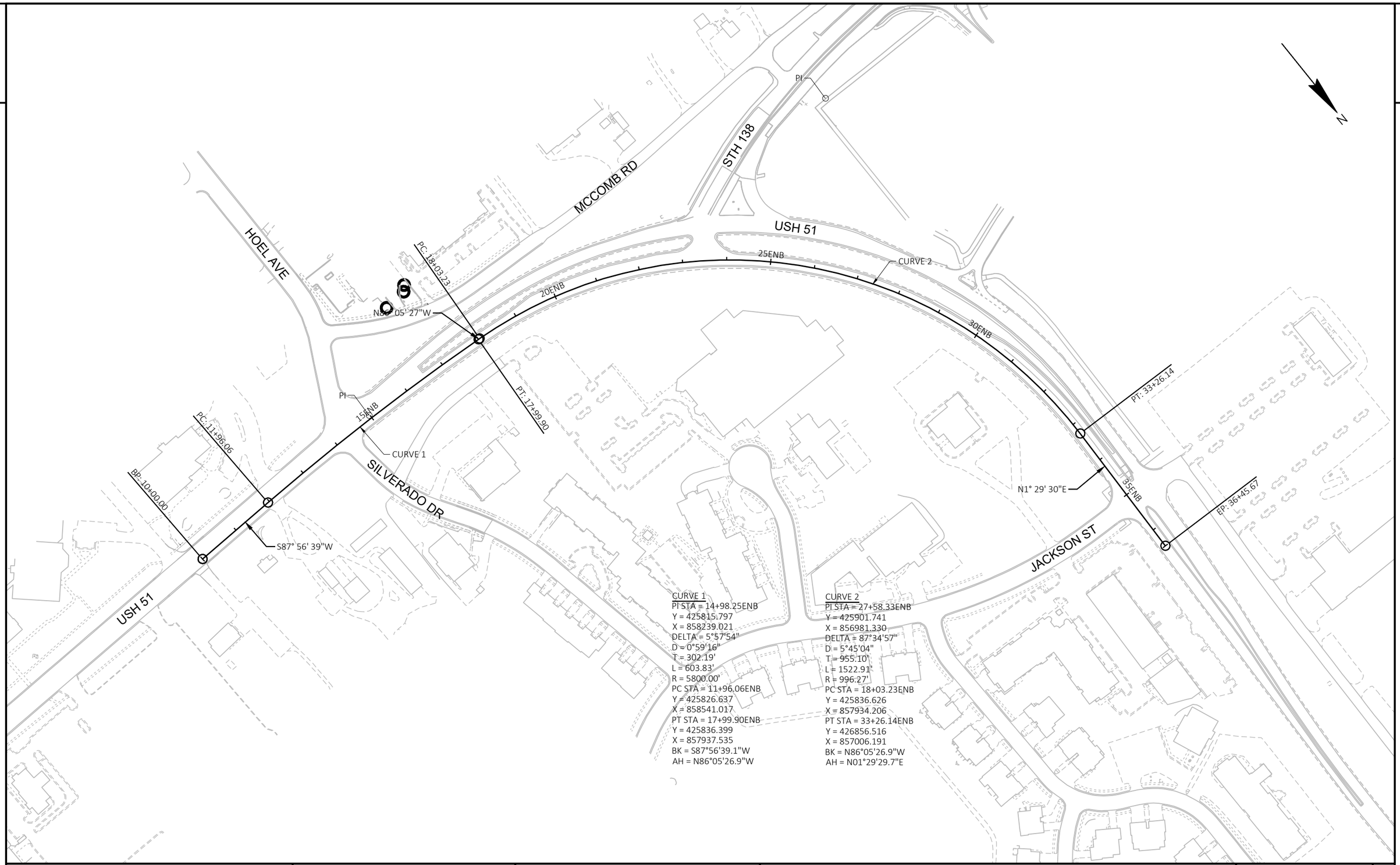
PI STA = 11+36.24 A3
Y = 425,611.58
X = 858,203.58
DELTA = 5°05'42"
D = 28°38'52"
T = 8.90'
L = 17.78'
R = 200.00'
PC STA = 11+27.34 A3
PT STA = 11+45.13 A3

CURVE A3-3

PI STA = 12+24.43 A3
Y = 425,698.06
X = 858,220.65
DELTA = 30°52'40"
D = 49°49'21"
T = 31.76'
L = 61.98'
R = 115.00'
PC STA = 11+92.67 A3
PT STA = 12+54.65 A3

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	ALIGNMENT DETAIL	SHEET 153	E

2



CURVE 1
PI STA = 14+98.25ENB
Y = 425815.797
X = 858239.021
DELTA = 5°57'54"
D = 0°59'16"
T = 302.19'
L = 603.83'
R = 5800.00'
PC STA = 11+96.06ENB
Y = 425826.637
X = 858541.017
PT STA = 17+99.90ENB
Y = 425836.399
X = 857937.535
BK = S87°56'39.1"W
AH = N86°05'26.9"W

CURVE 2
PI STA = 27+58.33ENB
Y = 425901.741
X = 856981.330
DELTA = 87°34'57"
D = 5°45'04"
T = 955.10'
L = 1522.91'
R = 996.27'
PC STA = 18+03.23ENB
Y = 425836.626
X = 857934.206
PT STA = 33+26.14ENB
Y = 426856.516
X = 857006.191
BK = N86°05'26.9"W
AH = N01°29'29.7"E

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	ALIGNMENT DETAIL (STAGE 1 TEMP. WIDENING)	SHEET 154	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\027207_AD.DWG
LAYOUT NAME - 027207_ad
PLOT DATE : 10/29/2020 3:18 PM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

2

CP 15 3/4" REBAR
STA. 28+33.28, 545.76' LT
ELEV = 922.78
Y = 425941.78
X = 856688.62

CP 10 3/4" REBAR
STA. 23+19.24, 160.49' LT
ELEV = 902.22
Y = 425766.81
X = 857370.93

CP 15

CP 10

CP 20 3/4" REBAR
STA. 13+76.48, 77.36' LT
ELEV = 909.56
Y = 425701.81
X = 858365.74

CP 20

N

STH 138

USH 51 SB

USH 51 NB

McCOMB RD

HOEL AVE

HOLBY RD

0+00 1+00 2+00 3+00 3+49

10+00 11+00 12+00 13+00 14+00

16+00 17+00 18+00 19+00 20+00 21+00 22+00 23+00 24+00

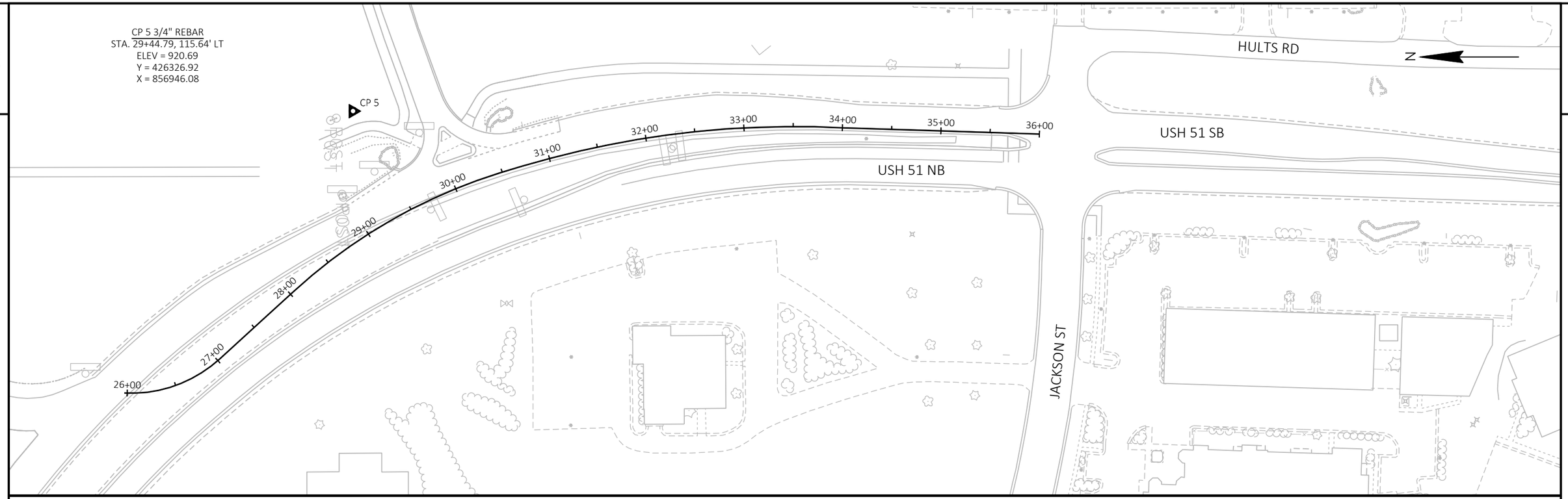
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONTROL POINT DATA	SHEET 155	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\027301_CP.DWG
LAYOUT NAME - 027301_cp

PLOT DATE : 10/29/2020 3:30 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

CP 5 3/4" REBAR
STA. 29+44.79, 115.64' LT
ELEV = 920.69
Y = 426326.92
X = 856946.08



2

PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CONTROL POINT DATA	SHEET 156	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\027301_CP.DWG
LAYOUT NAME - 027302_cp
PLOT DATE : 10/29/2020 3:30 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

5845-01-76

Line	Item	Item Description	Unit	Total	Qty
0004	201.0120	Clearing	ID	15.000	15.000
0008	201.0220	Grubbing	ID	15.000	15.000
0012	204.0100	Removing Concrete Pavement	SY	16,662.000	16,662.000
0014	204.0150	Removing Curb & Gutter	LF	2,466.000	2,466.000
0016	204.0155	Removing Concrete Sidewalk	SY	5,105.000	5,105.000
0020	204.0195	Removing Concrete Bases	EACH	13.000	13.000
0022	204.0220	Removing Inlets	EACH	10.000	10.000
0024	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	696.000	696.000
0026	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	400.000	400.000
0028	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	180.000	180.000
0030	204.0245	Removing Storm Sewer (size) 04. 24-Inch	LF	220.000	220.000
0036	204.9060.S	Removing (item description) 01. Apron Endwalls	EACH	17.000	17.000
0038	205.0100	Excavation Common	CY	33,996.000	33,996.000
0040	209.0300.S	Backfill Coarse Aggregate (size) 01. No. 1	CY	19.600	19.600
0042	213.0100	Finishing Roadway (project) 01. 5845-01-76	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	165.000	165.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	15,487.000	15,487.000
0050	312.0110	Select Crushed Material	TON	23,121.000	23,121.000
0052	405.0100	Coloring Concrete WisDOT Red	CY	527.000	527.000
0054	415.0080	Concrete Pavement 8-Inch	SY	17,010.000	17,010.000
0056	415.4100	Concrete Pavement Joint Filling	SY	19,731.000	19,731.000
0058	415.5110.S	Concrete Pavement Joint Layout 01. ID 5845-01-76	LS	1.000	1.000
0062	416.0160	Concrete Driveway 6-Inch	SY	203.000	203.000
0064	416.0512	Concrete Truck Apron 12-Inch	SY	860.000	860.000
0066	450.4000	HMA Cold Weather Paving	TON	60.000	60.000
0068	455.0605	Tack Coat	GAL	179.000	179.000
0070	460.2000	Incentive Density HMA Pavement	DOL	600.000	600.000
0072	460.6223	HMA Pavement 3 MT 58-28 S	TON	477.000	477.000
0074	460.6224	HMA Pavement 4 MT 58-28 S	TON	37.000	37.000
0076	460.6424	HMA Pavement 4 MT 58-28 H	TON	400.000	400.000
0078	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	36.000	36.000
0080	465.0125	Asphaltic Surface Temporary	TON	961.000	961.000
0082	465.0310	Asphaltic Curb	LF	11.000	11.000
0084	465.0315	Asphaltic Flumes	SY	14.000	14.000
0098	520.8000	Concrete Collars for Pipe	EACH	3.000	3.000
0100	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	1.000	1.000
0102	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	1.000	1.000
0104	522.1024	Apron Endwalls for Culvert Pipe Reinforced Concrete	EACH	2.000	2.000

5845-01-76

Line	Item	Item Description	Unit	Total	Qty
		24-Inch			
0106	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	1.000	1.000
0108	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	1.000	1.000
0110	522.1042	Apron Endwalls for Culvert Pipe Reinforced Concrete 42-Inch	EACH	2.000	2.000
0112	522.2624	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch	EACH	1.000	1.000
0118	531.2042	Drilling Shaft 42-Inch	LF	90.000	90.000
0120	531.5130	Foundation Single-Shaft Type MC-III (structure) 01. S-13-554	EACH	1.000	1.000
0122	531.5130	Foundation Single-Shaft Type MC-III (structure) 02. S-13-555	EACH	1.000	1.000
0124	531.5130	Foundation Single-Shaft Type MC-III (structure) 03. S-13-556	EACH	1.000	1.000
0126	531.5130	Foundation Single-Shaft Type MC-III (structure) 04. S-13-557	EACH	1.000	1.000
0128	531.5130	Foundation Single-Shaft Type MC-III (structure) 05. S-13-558	EACH	1.000	1.000
0130	532.5130	Monotube Cantilever Type III (structure) 01. S-13-554	EACH	1.000	1.000
0132	532.5130	Monotube Cantilever Type III (structure) 02. S-13-555	EACH	1.000	1.000
0134	532.5130	Monotube Cantilever Type III (structure) 03. S-13-556	EACH	1.000	1.000
0136	532.5130	Monotube Cantilever Type III (structure) 04. S-13-557	EACH	1.000	1.000
0138	532.5130	Monotube Cantilever Type III (structure) 05. S-13-558	EACH	1.000	1.000
0140	601.0120	Concrete Curb Type J	LF	470.000	470.000
0142	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	525.000	525.000
0144	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	8,950.000	8,950.000
0146	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	2,125.000	2,125.000
0150	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	705.000	705.000
0152	602.0410	Concrete Sidewalk 5-Inch	SF	57,130.000	57,130.000
0154	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	720.000	720.000
0156	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	15.000	15.000
0158	606.0200	Riprap Medium	CY	34.000	34.000
0162	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	1,221.000	1,221.000
0164	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	514.000	514.000
0166	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	371.000	371.000
0168	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	617.000	617.000

5845-01-76

Line	Item	Item Description	Unit	Total	Qty
0170	608.0430	Storm Sewer Pipe Reinforced Concrete Class IV 30-Inch	LF	156.000	156.000
0172	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	187.000	187.000
0174	608.0442	Storm Sewer Pipe Reinforced Concrete Class IV 42-Inch	LF	157.000	157.000
0178	608.2424	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 24x38-Inch	LF	196.000	196.000
0184	611.0535	Manhole Covers Type J-Special	EACH	2.000	2.000
0188	611.0624	Inlet Covers Type H	EACH	30.000	30.000
0192	611.0639	Inlet Covers Type H-S	EACH	18.000	18.000
0194	611.0642	Inlet Covers Type MS	EACH	7.000	7.000
0198	611.0652	Inlet Covers Type T	EACH	4.000	4.000
0200	611.2004	Manholes 4-FT Diameter	EACH	14.000	14.000
0202	611.2005	Manholes 5-FT Diameter	EACH	7.000	7.000
0204	611.2006	Manholes 6-FT Diameter	EACH	5.000	5.000
0206	611.2007	Manholes 7-FT Diameter	EACH	1.000	1.000
0212	611.3225	Inlets 2x2.5-FT	EACH	2.000	2.000
0214	611.3230	Inlets 2x3-FT	EACH	25.000	25.000
0216	611.3901	Inlets Median 1 Grate	EACH	2.000	2.000
0218	611.3902	Inlets Median 2 Grate	EACH	3.000	3.000
0220	611.8120.S	Cover Plates Temporary	EACH	23.000	23.000
0222	611.9800.S	Pipe Grates	EACH	9.000	9.000
0224	612.0106	Pipe Underdrain 6-Inch	LF	655.000	655.000
0226	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5845-01-76	EACH	1.000	1.000
0230	619.1000	Mobilization	EACH	0.700	0.700
0232	620.0300	Concrete Median Sloped Nose	SF	976.000	976.000
0234	624.0100	Water	MGAL	331.200	331.200
0236	625.0100	Topsoil	SY	26,650.000	26,650.000
0238	627.0200	Mulching	SY	7,050.000	7,050.000
0240	628.1504	Silt Fence	LF	902.000	902.000
0242	628.1520	Silt Fence Maintenance	LF	1,804.000	1,804.000
0244	628.1905	Mobilizations Erosion Control	EACH	12.000	12.000
0246	628.1910	Mobilizations Emergency Erosion Control	EACH	12.000	12.000
0248	628.2004	Erosion Mat Class I Type B	SY	4,750.000	4,750.000
0250	628.2006	Erosion Mat Urban Class I Type A	SY	13,630.000	13,630.000
0252	628.7005	Inlet Protection Type A	EACH	39.000	39.000
0254	628.7015	Inlet Protection Type C	EACH	46.000	46.000
0256	628.7020	Inlet Protection Type D	EACH	18.000	18.000
0262	628.7560	Tracking Pads	EACH	13.000	13.000

5845-01-76

Line	Item	Item Description	Unit	Total	Qty
0264	629.0210	Fertilizer Type B	CWT	21.300	21.300
0266	630.0130	Seeding Mixture No. 30	LB	350.000	350.000
0268	630.0170	Seeding Mixture No. 70	LB	22.000	22.000
0272	630.0300	Seeding Borrow Pit	LB	190.000	190.000
0274	630.0400	Seeding Nurse Crop	LB	22.000	22.000
0276	630.0500	Seed Water	MGAL	628.000	628.000
0278	631.0300	Sod Water	MGAL	129.000	129.000
0280	631.1000	Sod Lawn	SY	5,700.000	5,700.000
0282	633.5200	Markers Culvert End	EACH	9.000	9.000
0286	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	22.000	22.000
0288	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	14.000	14.000
0290	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0292	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	7.000	7.000
0294	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	2.000	2.000
0296	634.0811	Posts Tubular Steel 2x2-Inch X 11-FT	EACH	7.000	7.000
0298	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	7.000	7.000
0300	637.2210	Signs Type II Reflective H	SF	740.300	740.300
0302	637.2230	Signs Type II Reflective F	SF	43.400	43.400
0304	638.2102	Moving Signs Type II	EACH	31.000	31.000
0306	638.2602	Removing Signs Type II	EACH	41.000	41.000
0308	642.5201	Field Office Type C	EACH	0.700	0.700
0310	643.0300	Traffic Control Drums	DAY	41,670.000	41,670.000
0312	643.0420	Traffic Control Barricades Type III	DAY	8,146.000	8,146.000
0314	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	207.000	207.000
0316	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	180.000	180.000
0318	643.0705	Traffic Control Warning Lights Type A	DAY	16,292.000	16,292.000
0320	643.0715	Traffic Control Warning Lights Type C	DAY	7,171.000	7,171.000
0322	643.0800	Traffic Control Arrow Boards	DAY	271.000	271.000
0324	643.0900	Traffic Control Signs	DAY	15,835.000	15,835.000
0326	643.0920	Traffic Control Covering Signs Type II	EACH	3.000	3.000
0328	643.1050	Traffic Control Signs PCMS	DAY	78.000	78.000
0330	643.5000	Traffic Control	EACH	0.700	0.700
0332	645.0111	Geotextile Type DF Schedule A	SY	327.500	327.500
0336	645.0130	Geotextile Type R	SY	110.000	110.000
0338	646.1020	Marking Line Epoxy 4-Inch	LF	6,331.000	6,331.000
0340	646.3020	Marking Line Epoxy 8-Inch	LF	2,501.000	2,501.000
0342	646.5020	Marking Arrow Epoxy	EACH	20.000	20.000
0344	646.6120	Marking Stop Line Epoxy 18-Inch	LF	55.000	55.000
0346	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	170.000	170.000
0348	646.7120	Marking Diagonal Epoxy 12-Inch	LF	204.000	204.000

5845-01-76

Line	Item	Item Description	Unit	Total	Qty
0350	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	849.000	849.000
0352	646.8120	Marking Curb Epoxy	LF	30.000	30.000
0354	646.8220	Marking Island Nose Epoxy	EACH	13.000	13.000
0356	646.9000	Marking Removal Line 4-Inch	LF	5,742.000	5,742.000
0358	646.9100	Marking Removal Line 8-Inch	LF	480.000	480.000
0360	646.9200	Marking Removal Line Wide	LF	51.000	51.000
0362	646.9300	Marking Removal Special Marking	EACH	6.000	6.000
0364	649.0105	Temporary Marking Line Paint 4-Inch	LF	3,711.000	3,711.000
0366	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	43,272.000	43,272.000
0368	649.0205	Temporary Marking Line Paint 8-Inch	LF	319.000	319.000
0370	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	3,631.000	3,631.000
0372	649.0505	Temporary Marking Arrow Paint	EACH	2.000	2.000
0374	649.0550	Temporary Marking Arrow Removable Tape	EACH	14.000	14.000
0376	649.0605	Temporary Marking Word Paint	EACH	9.000	9.000
0378	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	357.000	357.000
0380	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	103.000	103.000
0382	650.4000	Construction Staking Storm Sewer	EACH	69.000	69.000
0384	650.4500	Construction Staking Subgrade	LF	2,370.000	2,370.000
0388	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,830.000	1,830.000
0390	650.6500	Construction Staking Structure Layout (structure) 01. S-13-554	LS	1.000	1.000
0392	650.6500	Construction Staking Structure Layout (structure) 02. S-13-555	LS	1.000	1.000
0394	650.6500	Construction Staking Structure Layout (structure) 03. S-13-556	LS	1.000	1.000
0396	650.6500	Construction Staking Structure Layout (structure) 04. S-13-557	LS	1.000	1.000
0398	650.6500	Construction Staking Structure Layout (structure) 05. S-13-558	LS	1.000	1.000
0400	650.7000	Construction Staking Concrete Pavement	LF	2,470.000	2,470.000
0402	650.8500	Construction Staking Electrical Installations (project) 01. 5845-01-76	LS	1.000	1.000
0406	650.9000	Construction Staking Curb Ramps	EACH	41.000	41.000
0408	650.9910	Construction Staking Supplemental Control (project) 01. 5845-01-76	LS	1.000	1.000
0412	650.9920	Construction Staking Slope Stakes	LF	2,870.000	2,870.000
0414	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	2,459.000	2,459.000
0416	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,274.000	1,274.000
0418	652.0700.S	Install Conduit into Existing Item	EACH	2.000	2.000
0420	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	15.000	15.000
0422	654.0105	Concrete Bases Type 5	EACH	1.000	1.000

5845-01-76

Line	Item	Item Description	Unit	Total	Qty
0424	654.0106	Concrete Bases Type 6	EACH	21.000	21.000
0426	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0428	655.0610	Electrical Wire Lighting 12 AWG	LF	3,456.000	3,456.000
0430	655.0615	Electrical Wire Lighting 10 AWG	LF	16,354.000	16,354.000
0432	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. 23+91 B	LS	1.000	1.000
0436	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	19.000	19.000
0438	657.0327	Poles Type 6-Aluminum	EACH	19.000	19.000
0440	657.0705	Luminaire Arms Truss Type 4 1/2-Inch Clamp 10-FT	EACH	24.000	24.000
0442	659.1125	Luminaires Utility LED C	EACH	24.000	24.000
0444	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0446	661.0200	Temporary Traffic Signals for Intersections (location) 01. USH 51 & STH 138	LS	1.000	1.000
0448	690.0150	Sawing Asphalt	LF	3,290.000	3,290.000
0450	690.0250	Sawing Concrete	LF	1,264.000	1,264.000
0452	715.0415	Incentive Strength Concrete Pavement	DOL	5,100.000	5,100.000
0454	715.0710	Optimized Aggregate Gradation Incentive	DOL	19,136.250	19,136.250
0456	740.0440	Incentive IRI Ride	DOL	3,140.000	3,140.000
0458	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0460	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,160.000	2,160.000
0462	SPV.0060	Special 01. Storm Sewer Tap	EACH	1.000	1.000
0464	SPV.0060	Special 02. Concrete Cutoff Wall	EACH	9.000	9.000
0466	SPV.0060	Special 03. Remove and Reinstall Existing Light Poles	EACH	3.000	3.000
0472	SPV.0060	Special 06. Inlets Type Terrace	EACH	1.000	1.000
0474	SPV.0060	Special 07. Inlet Covers Type Terrace	EACH	1.000	1.000
0476	SPV.0060	Special 08. Adjusting Valve Box	EACH	10.000	10.000
0478	SPV.0060	Special 09. Adjusting Sanitary Manhole Covers	EACH	1.000	1.000
0480	SPV.0060	Special 10. Verify and Replace Existing Land Parcel Monuments	EACH	13.000	13.000
0482	SPV.0060	Special 11. Research and Locate Existing Land Parcel Monuments	EACH	13.000	13.000
0486	SPV.0105	Special 01. Remove and Salvage Traffic Signals, USH 51 & STH 138	LS	1.000	1.000

3

CLEARING AND GRUBBING ITEMS

CATEGORY	STAGE	STATION	LOCATION	201.0120 CLEARING ID	201.0220 GRUBBING ID
0010	2	10+72	35' LT	9	9
		11+27	34' LT	6	6
		TOTALS		15	15

REMOVING CONCRETE PAVEMENT

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0100 SY
0010	1	11+00 A7	RT	23
		11+50 A8	LT	15
		SUBTOTAL (STAGE 1)		38
	2	10+00 B - 30+71 B	RT/LT	10,200
		12+00 B	LT	92
		SUBTOTAL (STAGE 2)		10,292
	3	10+00 A - 29+87 A	RT/LT	6,240
		9+65 A	RT	32
		12+00 A	RT	37
		10+20 A4	LT	23
		SUBTOTAL (STAGE 3)		6,332
		TOTAL		16,662

REMOVING CURB & GUTTER

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0150 LF
0010	1	10+00 A3 - 13+00 A3	RT/LT	550
		10+00 A8 - 13+00 A8	RT/LT	470
		SUBTOTAL (STAGE 1)		1,020
	2	8+30 B3 - 13+00 B3	RT/LT	1,080
		SUBTOTAL (STAGE 2)		1,080
	3	8+25 A	RT	16
		10+00 A3 - 13+00 A3	RT	250
		11+70 A8 - 13+00 A8	LT	100
		SUBTOTAL (STAGE 3)		366
		TOTAL		2,466

REMOVING CONCRETE SIDEWALK

CATEGORY	STAGE	STATION - STATION	LOCATION	204.0155 SF
0010	1	11+15 A3 - 11+30 A3	LT	101
		10+00 A7 - 11+68 A7	RT/LT	1,450
		SUBTOTAL (STAGE 1)		1,551
	2	11+00 B - 30+50 B	LT	1,551
		9+50 B4 - 12+00 B4	LT	2,003
		SUBTOTAL (STAGE 2)		3,554
		TOTAL		5,105

REMOVING STORM SEWER

CATEGORY	STATION - STATION		LOCATION	204.0245 .01 12-INCH LF	.02 15-INCH LF	.03 18-INCH LF	.04 24-INCH LF
0010	10+20 A	10+88 A	RT	---	70	---	---
	10+88 A	13+90 A	RT	---	280	---	---
	10+86 A	10+87 A	LT-RT	---	50	---	---
	11+30 A	12+60 A	LT	---	---	---	150
	13+45 A	13+70 A	LT	40	---	---	---
	13+70 A	13+88 A	LT-RT	65	---	---	---
	13+88 A	14+05 A	RT	25	---	---	---
	16+40 A	16+20 A	LT-RT	130	---	---	---
	16+18 A	16+10 A	RT	40	---	---	---
	21+20 A	21+22 A	LT-RT	160	---	---	---
	22+04 A	21+78 A	RT	80	---	---	---
	23+75 A	23+30 A	LT	70	---	---	---
	24+77 A	24+99 A	LT-RT	80	---	---	---
	1+02 STH 138	1+12 STH 138	LT	---	---	---	10
	1+50 STH 138	1+50 STH 138	RT	6	---	---	---
	1+50 STH 138	1+33 STH 138	RT	---	---	---	60
	+60 STH 138	+94 STH 138	RT	---	---	40	---
	2+90 STH 138	22+50 STH 138	RT	---	---	140	---
			TOTALS	696	400	180	220

REMOVING INLETS

CATEGORY	STATION	OFFSET	204.0220 EACH
0010	10+86 A	26.0' LT	1
	10+87 A	23.5' RT	1
	13+46 A	60.0' LT	1
	13+70 A	40.0' LT	1
	13+88 A	22.5' RT	1
	22+04 A	2.0 RT	1
	23+75 A	43.0 LT	1
	24+77 A	8.0 LT	1
	1+50 STH 138	5.5' RT	1
	1+49 STH 138	11.5' RT	1
		TOTAL	10

REMOVING APRON ENDWALLS

CATEGORY	STATION	OFFSET	204.9060.S.01 EACH
0010	12+58 A	26.0 LT	1
	14+05 A	42.0 RT	1
	16+40 A	100.0 LT	1
	16+20 A	28.0 RT	1
	16+18 A	40.0 RT	1
	16+10 A	82.0 RT	1
	21+20 A	90.0 LT	1
	21+22 A	67.0 RT	1
	21+78 A	79.0 RT	1
	23+30 A	71.0 LT	1
	24+99 A	69.0 RT	1
	1+12 STH 138	48.0 LT	1
	1+33 STH 138	66.0 RT	1
	+60 STH 138	44.0 RT	1
	+94 STH 138	60.0 RT	1
	2+25 STH 138	130.0 RT	1
	2+90 STH 138	1.0 RT	1
		TOTAL	17

EARTHWORK SUMMARY

CATEGORY	STAGE	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) 5% SURFACE AREA CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	EXPANDED EBS BACKFILL (5) FACTOR 1.33 CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FACTOR 1.33 CY	MASS ORDINATE +/- (7) CY	WASTE CY	312.0110* SELECT CRUSHED MATERIAL (8) TON
0010	STAGE 1	TEMPORARY PAVEMENT		761	0	0	761	0	354	471	290	290	0
		A1 ROUNDABOUT		496	0	0	496	0	243	323	173	173	0
		HOIBY ROAD	10+27 H - 12+65 H	151	13	0	151	17	228	303	-152	-152	32
		SILVERADO DRIVE	10+00 A7 - 12+48 A7	191	24	0	191	32	42	56	135	135	61
		MCCOMB ROAD	10+25 M - 11+47 M	181	7	0	181	9	4	5	176	176	17
		HOEL AVE	10+00 A4 - 12+59 A4	408	19	0	408	25	70	93	315	315	48
			SUBTOTALS (STAGE 1)	2,188	63	0	2,188	83	941	1,251	937	937	158
	STAGE 2	USH 51 SOUTHBOUND	10+00 B - 30+71 B	10,858	170	1,852	9,006	226	1,332	1,772	7,234	7,234	429
		STH 138	8+31 B3 - 13+81 B3	8,101	75	414	7,687	100	1,316	1,750	5,937	5,937	190
		A1 ROUNDABOUT		496	0	0	496	0	243	323	173	173	0
		B1 ROUNDABOUT		1,052	0	0	1,052	0	826	1,099	-47	-47	0
			SUBTOTALS (STAGE 2)	20,507	245	2,266	18,241	326	3,717	4,944	13,297	13,297	619
	STAGE 3	USH 51 NORTHBOUND	8+25 A - 29+87 A	7,880	138	1,387	6,493	184	2,490	3,312	3,181	3,181	350
		A1 ROUNDABOUT		558	0	0	558	0	274	364	194	194	0
		B1 ROUNDABOUT		1,052	0	0	1,052	0	826	1,099	-47	-47	0
		SILVERADO DRIVE	11+27 A8 - 12+60 A8	360	6	0	360	8	25	33	327	327	15
		HOEL AVE	10+00 A3 - 12+55 A3	662	11	0	662	15	6	8	654	654	29
			SUBTOTALS (STAGE 3)	10,512	155	1,387	9,125	207	3,621	4,816	4,309	4,309	394
	STAGE 4	MEDIAN GRADING	30+71 B - 35+52 B	326	0	0	326	0	47	63	263	263	0
		TOTALS		33,533	463	3,653	29,880	616	8,326	11,074	18,807	18,807	1,171
		ITEM TOTALS			33,996								1,171

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. EBS = 5% OF THE PAVEMENT SURFACE AREA AT 1-FOOT DEPTH.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
5) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.33.
6) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.33.
7) PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
8) SELECT CRUSHED MATERIAL IS USED FOR BACKFILL OF EBS.
* ADDITIONAL QUANTITIES LISTED ELSEWHERE

FINISHING ROADWAY

CATEGORY	PROJECT	213.0100 EACH
0010	5845-01-76	1

BASE AGGREGATE DENSE

CATEGORY	STAGE	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON
0010	1	15	3,100
	2	70	7,550
	3	80	3,850
	4	---	980
	SUBTOTALS (CATEGORY 0010)	165	15,480
0040	1	--	7
	SUBTOTALS (CATEGORY 0040)	---	7
	TOTALS	165	15,487

SELECT CRUSHED MATERIAL

CATEGORY	STAGE	312.0110* TON
0010	1	1,450
	2	12,100
	3	7,550
	4	850
	TOTAL	21,950

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE ITEMS

CATEGORY	STAGE	602.0410 CONCRETE SIDEWALK 5-INCH SF	416.0512 CONCRETE TRUCK APRON 12-INCH SY	405.0100 COLORING CONCRETE WISDOT RED CY	REMARKS
0010	1	2,590	---	---	
	2	25,900	---	---	
	3	15,000	200	67	COLORING CONCRETE TRUCK APRON
	4	13,400	660	220	COLORING CONCRETE TRUCK APRON
	SUBTOTALS (CATEGORY 0010)	56,890	860	287	
0020	2	---	---	90	COLORING CONCRETE SIDEWALK 5-INCH
	4	---	---	150	COLORING CONCRETE SIDEWALK 5-INCH
	SUBTOTALS (CATEGORY 0020)	---	---	240	
0040	1	240	---	---	
	SUBTOTALS (CATEGORY 0040)	240	---	---	
	TOTALS	57,130	860	527	

CONCRETE PAVEMENT

CATEGORY	STAGE	415.0080 8-INCH SY	415.4100 JOINT FILLING SY
0010	1	1,420	1,513
	2	9,160	10,271
	3	6,430	7,947
	TOTAL	17,010	19,731

CONCRETE DRIVEWAY 6-INCH

CATEGORY	STAGE	416.0160 SY
0010	1	44
	2	44
	3	115
	TOTAL	203

ASPHALTIC CURB

CATEGORY		465.0310 LF
0010	STAGE 1	11

ASPHALTIC ITEMS SUMMARY

CATEGORY	STAGE	450.4000 HMA COLD WEATHER PAVING TON	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON
0010	1	60	85	190	0	190	2	400
	2	0	73	233	8	164	13	505
	3	0	21	54	29	46	21	56
TOTALS		60	179	477	37	400	36	961

NOTES: A UNIT WEIGHT OF 112 POUNDS PER SQUARE YARD PER INCH OF THICKNESS WAS USED TO ESTIMATE
A TACK COAT APPLICATION RATE OF 0.05 GALLONS PER SQUARE YARD OF PAVEMENT AREA WAS USED TO

ASPHALTIC FLUMES

CATEGORY	465.0315 SY
0010	14

CONCRETE CURB & GUTTER ITEMS

CATEGORY	STAGE	601.0120 CONCRETE CURB TYPE J LF	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	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF
0010	1	---	---	335	835	---
	2	60	---	4,000	1,135	---
	3	---	110	3,145	155	150
	4	410	415	1,470	---	555
	TOTALS	470	525	8,950	2,125	705

3

CURB RAMP ITEMS

CATEGORY	STAGE	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH
0010	1	70	15	6
	2	240	---	12
	3	100	---	6
	4	310	---	17
	TOTALS	720	15	41

COVER PLATES TEMPORARY

CATEGORY	STAGE	611.8120.S EACH
0010	1	9
	2	9
	3	5
	TOTAL	23

3

RIPRAP TREATMENT

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	645.0130 GEOTEXTILE TYPE R SY
0010	21+25 A	RT	7	20
	28+75 A	RT	2	9
	12+10 A8	LT	11	34
	10+75 B2	LT	5	16
	12+35 B2	LT	6	20
	12+20 H	RT	3	11
		TOTALS	34	110

MAINTENANCE AND REPAIR OF HAUL ROADS

CATEGORY	PROJECT	618.0100.01 EACH
0020	5845-01-76	1

STORM SEWER PIPE REINFORCED CONCRETE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0442 42-INCH LF	608.2424 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF
0010	105	100	---	---	---	---	---	---	38	---
	110	105	---	---	---	---	---	98	---	---
	115	110	---	---	---	---	---	66	---	---
	120	115	---	---	---	93	---	---	---	---
	125	120	---	---	---	129	---	---	---	---
	130	125	---	66	---	---	---	---	---	---
	135	130	---	108	---	---	---	---	---	---
	140	125	---	---	---	27	---	---	---	---
	145	115	---	---	---	---	74	---	---	---
	150	145	---	58	---	---	---	---	---	---
	155	150	51	---	---	---	---	---	---	---
	160	150	36	---	---	---	---	---	---	---
	165	110	44	---	---	---	---	---	---	---
	170	110	9	---	---	---	---	---	---	---
	175	115	---	---	6	---	---	---	---	---
	180	105	---	50	---	---	---	---	---	---
	185	180	62	---	---	---	---	---	---	---
	190	185	9	---	---	---	---	---	---	---
	195	190	31	---	---	---	---	---	---	---
	305	300	---	---	---	---	---	---	---	26
	310	305	---	---	---	---	---	---	---	170
	315	310	99	---	---	---	---	---	---	---
	320	315	49	---	---	---	---	---	---	---
	325	310	50	---	---	---	---	---	---	---
	330	305	189	---	---	---	---	---	---	---
	335	330	86	---	---	---	---	---	---	---
	340	305	---	112	---	---	---	---	---	---
	405	400	---	---	---	---	---	---	25	---
	410	405	---	---	---	---	---	---	27	---
	415	410	---	---	---	---	---	---	67	---
	420	415	---	---	---	---	---	23	---	---
	425	405	---	---	145	---	---	---	---	---
	430	425	27	---	---	---	---	---	---	---
	435	425	8	---	---	---	---	---	---	---
	440	415	---	---	90	---	---	---	---	---
	445	440	39	---	---	---	---	---	---	---
	450	440	8	---	---	---	---	---	---	---
	455	415	56	---	---	---	---	---	---	---
	505	500	---	---	35	---	---	---	---	---
	510	505	---	---	28	---	---	---	---	---
	515	510	---	64	---	---	---	---	---	---
	520	515	---	47	---	---	---	---	---	---
	525	520	12	---	---	---	---	---	---	---
	530	515	40	---	---	---	---	---	---	---
	535	505	60	---	---	---	---	---	---	---
	540	535	10	---	---	---	---	---	---	---
	545	655	---	---	67	---	---	---	---	---
	550	545	---	9	---	---	---	---	---	---
	555	550	31	---	---	---	---	---	---	---
	560	555	31	---	---	---	---	---	---	---
	SHEET TOTALS		1037	514	371	249	74	187	157	196

CON'T NEXT SHEET

STORM SEWER PIPE REINFORCED CONCRETE (CON'T)

CATEGORY	FROM STRUCTURE	TO STRUCTURE	608.0412 12-INCH LF	608.0415 15-INCH LF	608.0418 18-INCH LF	608.0424 24-INCH LF	608.0430 30-INCH LF	608.0436 36-INCH LF	608.0442 42-INCH LF	608.2424 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 24X38-INCH LF
			STORM SEWER PIPE REINFORCED CONCRETE CLASS IV							
0010	565	560	28	---	---	---	---	---	---	---
	570	565	33	---	---	---	---	---	---	---
	580	575	61	---	---	---	---	---	---	---
	605	600	---	---	---	75	---	---	---	---
	610	605	---	---	---	85	---	---	---	---
	615	610	---	---	---	7	---	---	---	---
	620	605	---	---	---	23	---	---	---	---
	625	605	28	---	---	---	---	---	---	---
	635	630	---	---	---	---	82	---	---	---
	640	635	---	---	---	35	---	---	---	---
	645	640	---	---	---	31	---	---	---	---
	650	645	---	---	---	40	---	---	---	---
	655	650	---	---	---	43	---	---	---	---
	660	655	---	---	---	29	---	---	---	---
	665	645	34	---	---	---	---	---	---	---
		SHEET TOTALS	184	0	0	368	82	0	0	0
		TOTALS	1221	514	371	617	156	187	157	196

MISC. STORM SEWER ITEMS

CATEGORY	STRUCT. NO.	STATION	OFFSET	SPV.0060.01 STORM SEWER TAP EACH	520.8000 CONCRETE COLLARS FOR PIPE EACH
0010	135	10+20.00 A	23.181 ' RT	---	1
	140	11+30.79 A	63.1 ' LT	1	1
	615	1+02.00 STH 138	52.6 ' LT	---	1
			TOTALS	1	3

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	SPV.0060.06 INLETS TYPE TERRACE EACH	611.3225 INLETS 2X2.5-FT EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0642 INLET COVERS TYPE MS EACH	SPV.0060.07 INLET COVERS TYPE TERRACE EACH	611.0652 INLET COVERS TYPE T EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	105	14+48.00 A	83.7 ' RT	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	1
	110	13+90.00 A	1.5 ' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	115	13+43.00 A	40.0 ' LT	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	120	12+63.00 A	36.5 ' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	125	11+30.00 A	36.1 ' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	130	11+28.00 A	29.5 ' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	145	13+72.00 A	76.2 ' LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	1
	150	13+69.00 A	102.1 ' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	155	14+40.00 A	133.6 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	160	14+90.00 A	124.7 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	165	13+55.00 A	29.0 ' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	170	13+55.00 A	30.0 ' RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	175	13+40.00 A	46.4 ' LT	---	---	---	---	---	---	---	1	---	---	---	---	---	1	---	1
	180	13+55.00 A	30.0 ' RT	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	185	14+90.00 A	57.2 ' RT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	1
	190	15+20.00 A	2.2 ' RT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	195	15+60.00 A	8.6 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	200	16+10.00 A	68.4 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	205	15+15.00 A	74.0 ' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	305	16+79.50 A	61.0 ' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	310	16+40.50 A	103.3 ' LT	---	---	---	---	---	---	1	---	---	---	---	---	2	---	---	1
	315	15+88.90 A	183.5 ' LT	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	320	16+05.00 A	231.4 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	325	15+25.00 A	4.9 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	325	18+00.00 A	57.7 ' RT	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	1
	405	21+25.00 A	66.7 ' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	410	21+25.00 A	25.5 ' RT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	415	21+25.00 A	1.5 ' LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	1
	425	18+78.75 A	26.5 ' RT	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	430	19+74.00 A	2.5 ' RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	435	19+70.75 A	26.5 ' RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	440	20+28.75 A	71.8 ' LT	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	445	20+28.75 A	61.1 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	450	20+20.75 A	71.8 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	455	21+75.00 A	65.3 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	505	23+60.00 A	58.9 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	510	23+68.50 A	9.0 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	515	23+99.75 A	30.9 ' RT	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	520	24+49.50 A	57.6 ' LT	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	1
	525	24+59.00 A	2.6 ' LT	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1	1
	530	23+98.00 A	97.5 ' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	535	23+25.00 A	59.1 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	540	23+18.00 A	56.6 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	545	26+03.50 A	76.7 ' LT	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	550	26+08.50 A	70.1 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	555	26+30.50 A	50.7 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	560	26+12.50 A	23.8 ' LT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	565	25+98.00 A	2.5 ' RT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	570	25+67.00 A	10.2 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	580	29+05.00 A	15.0 ' LT	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	1
	605	+70.00 STH 138	27.1 ' RT	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	610	+08.75 STH 138	49.2 ' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	620	+55.00 STH 138	43.0 ' RT	---	---	---	---	---	---	1	---	---	---	---	---	2	---	---	1
	625	+45.00 STH 138	19.5 ' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	635	+82.00 STH 138	52.0 ' RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	640	+95.00 STH 138	18.2 ' RT	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	645	+00.00 STH 138	14.5 ' LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	650	+89.50 STH 138	52.7 ' LT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	655	+13.00 STH 138	75.6 ' LT	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---	1
	665	3+28.50 STH 138	20.3 ' LT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
		TOTALS		14	7	5	1	25	2	3	1	2	2	30	18	7	1	4	60

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

APRON ENDWALLS SUMMARY

CATEGORY	STRUCT. NO.	STATION	OFFSET	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.2624 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 24x38-INCH EACH	SPV.0060.02 CONCRETE CUTOFF WALL EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	100	14+10.00 A	136.3 ' RT	---	---	---	---	---	1	---	1	1	1	1
	300	16+91.00 A	98.6 ' RT	---	---	---	---	---	---	1	1	1	1	1
	400	16+42.00 A	103.4 ' LT	---	---	---	---	---	1	---	1	1	1	1
	420	21+18.75 A	113.0 ' LT	---	---	---	---	1	---	---	1	1	1	1
	500	24+00.00 A	85.0 ' RT	---	1	---	---	---	---	---	1	1	1	1
	575	28+75.00 A	45.0 ' RT	1	---	---	---	---	---	---	1	1	1	1
	600	1+30.00 STH 138	78.5 ' RT	---	---	1	---	---	---	---	1	1	1	1
	630	2+24.50 STH 138	132.5 ' RT	---	---	---	1	---	---	---	1	1	1	1
	660	3+00.00 STH 138	105.6 ' LT	---	---	1	---	---	---	---	1	1	1	1
			TOTALS	1	1	2	1	1	2	1	9	9	9	9

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PIPE UNDERDRAIN SUMMARY

CATEGORY	STATION - STATION	LOCATION	209.0300.S.01 BACKFILL COARSE AGGREGATE SIZE NO. 1 CY	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	612.0106 PIPE UNDERDRAIN 6-INCH LF
0010	13+81 - 14+56	181'LT-92'LT	3.0	50	100
	15+19 - 14+74	4'RT-23'RT	1.5	25	50
	15+24 - 15+30	3'RT-53'LT	1.5	25	50
	18+79 - 19+47	27'RT	1.5	25	50
	19+74 - 19+24	27'RT	1.5	25	50
	20+29 - 20+79	72'LT	1.5	25	50
	20+21 - 19+71	72'LT	1.5	25	50
	24+50 - 24+32	2'LT-49'LT	1.5	25	50
	20+59 - 25+09	5'RT-11'RT	1.5	25	50
	26+09 - 26+46	70'LT-42'LT	1.5	25	50
	26+04 - 3+13 (STH 138)	77'LT-76'LT (STH 138)	1.9	32.5	65
	3+13 (STH 138) - 2+90 (STH 138)	76'LT (STH 138) - 53'LT (STH 138)	1.2	20	40
		TOTALS	19.6	327.5	655

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MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	5845-01-76	0.69

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STAGE	620.0300 SF
0010	2	280
	3	56
	4	640
	TOTAL	976

WATER

CATEGORY	LOCATION		624.0100 (BASE COMPACTION) MGAL	624.0100 (DUST CONTROL) MGAL
0010	US 51	LT/RT	232.2	31.0
	EXCAVATION COMMON	LT/RT	0.0	68.0
		TOTAL	331.2	

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FINISHING ITEMS

CATEGORY	STATION - STATION	LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0300 SEEDING BORROW PIT LB	630.0400 SEEDING NURSE CROP LB	630.0500 SEED WATER MGAL	631.1000 SOD LAWN SY	631.0300 SOD WATER MGAL
0010	8+28 A - 29+87 A	RT	6,090	---	3.8	91	---	---	---	114	1,030	23
	10+00 B - 30+73 B	LT	6,750	---	4.3	104	---	---	---	130	950	21
	14+00 B - 33+26 B	MEDIAN	3,740	---	2.4	21	22	---	22	53	1,360	31
	10+00 A3 - 12+54 A3	RT/LT	870	---	0.5	12	---	---	---	15	220	5
	10+00 A7 - 12+48 A7	RT/LT	660	---	0.4	8	---	---	---	10	200	5
	8+73 B3 - 13+80 B3	RT/LT	3,210	---	2.0	43	---	---	---	54	800	18
	WASTE SITE	---	---	5,640	3.6	---	---	152	---	127	---	---
	UNDISTRIBUTED	---	5,330	1,410	4.3	70	---	38	---	126	1,140	26
	TOTALS		26,650	7,050	21.3	350	22	190	22	628	5,700	129

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SILT FENCE ITEMS

CATEGORY	STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF
0010	8+25 A - 15+00 A	RT	466	932
	18+00 A - 21+00 A	RT	286	572
	UNDISTRIBUTED	LT/RT	150	300
		TOTALS	902	1,804

MOBILIZATIONS EROSION CONTROL

CATEGORY	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	12	12

EROSION MAT

CATEGORY	STATION - STATION	LOCATION	URBAN CLASS 1 TYPE A 628.2006 SY	CLASS 2 TYPE B 628.2004 SY
0010	8+00 B - 33+00 B	LT/RT	8,450	2,810
	10+00 A3 - 12+55 A3	LT/RT	680	0
	10+00 A7 - 11+53 A7	LT/RT	100	0
	10+00 H - 12+33 H	RT	80	160
	8+30 B3 - 13+81 B3	LT/RT	1,590	830
	UNDISTRIBUTED	LT/RT	2,730	950
		TOTAL	13,630	4,750

INLET PROTECTION SUMMARY

CATEGORY	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	11+28 A	29' RT	--	1	--
	13+55 A	29' RT	--	1	--
	13+91 A	0'	--	1	--
	18.00 A	57' RT	1	--	1
	19+71 A	25' RT	1	--	1
	19+74 A	0'	1	1	--
	19+79 A	26' RT	--	--	1
	21+24 A	25' RT	--	1	--
	21+24 A	0'	--	1	--
	23+99 A	29' RT	1	1	--
	25+98 A	0'	--	1	--
	29+05 A	14' LT	1	--	1
	10+03 A1	19' RT	1	1	--
	10+87 A1	33' RT	1	1	--
	11+29 A1	0'	1	--	1
	11+39 A1	0'	--	--	1
	11+57 A1	21' RT	1	1	--
	12+53 A1	32' RT	1	1	--
	13+11 A1	24' RT	1	--	1
	11+41 A3	32' LT	1	1	--
	11+89 A3	36' LT	1	1	--
	12+09 A3	20' RT	1	1	--
	12+53 A3	22' RT	--	--	1
	11+41 A7	0'	1	1	--
	12+20 A7	48' LT	--	1	--
	12+34 A7	22' RT	1	1	--
	11+33 B	28' LT	--	1	--
	12+61 B	28' LT	--	1	--
	13+55 B	24' LT	1	1	--
	15+78 B	31' LT	1	1	--
	15+82 B	81' LT	1	--	1
	20+29 B	38' LT	1	--	1
	20+37 B	0'	1	1	--
	20+36 B	38' LT	--	--	1
	21+24 B	38' LT	--	1	--
	21+79 B	38' LT	1	1	--
	23+35 B	42' LT	1	1	--
	23+45 B	43' LT	1	1	--
	24+03 B	26' LT	1	1	--
	24+04 B	53' LT	1	1	--
	25+97 B	30' LT	--	--	1
	26+07 B	30' LT	1	--	1
	26+43 B	0'	1	1	--
	26+47 B	30' LT	1	1	--
	10+84 B1	34' LT	1	1	--
	11+91 B1	34' LT	--	1	--
	12+16 B1	0'	--	--	1
	12+29 B1	0'	1	--	1
	13+31 B1	21' LT	1	1	--
	10+88 B3	31' RT	1	1	--
	10+98 B3	56' RT	1	--	1
	11+50 B3	37' LT	--	1	--
	13+22 B3	62' RT	--	1	--
	13+30 B3	38' LT	--	1	--
	13+36 B3	28' RT	1	1	--
	13+41 B3	0'	--	1	--
	13+56 B3	62' LT	--	1	--
	12+13 H	12.5' LT	--	1	--
	UNDISTRIBUTED		4	4	2
	TOTALS		39	46	18

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	UNDISTRIBUTED	13

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	5845-01-76	0.69

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	5845-01-76	0.69
	TOTAL	0.69

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PAVEMENT MARKING ITEMS

CATEGORY	STATION - STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH (WHITE) LF	646.1020 MARKING LINE EPOXY 4-INCH (YELLOW) LF	646.1020 MARKING LINE EPOXY 4-INCH (DOUBLE YELLOW) LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	646.6320 MARKING DOTTED EXTENTION EPOXY 18-INCH LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (WHITE) LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH (YELLOW) LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH LF	646.8120 MARKING CURB EPOXY (YELLOW) LF	646.8220 MARKING ISLAND NOSE EPOXY EACH
0010	8+00 B - 36+75 B	LT/RT	2,396	1,226	1,117	2,128	18	16	100	107	34	516	10	11
	10+00 A3 - 12+55 A3	LT/RT	---	---	476	28	---	14	22	---	18	70	10	1
	10+00 A7 - 12+48 A7	LT/RT	---	---	412	29	---	13	20	---	21	134	10	1
	8+30 B3 - 13+81 B3	LT/RT	704	---	---	316	2	12	28	24	---	129	---	---
		TOTALS		6,331		2,501	20	55	170	204		849	30	13

TEMPORARY PAVEMENT MARKING ITEMS

CATEGORY	STAGE	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) LF	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH (WHITE) LF	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH (WHITE) LF	649.0505 TEMPORARY MARKING ARROW PAINT EACH	649.0550 TEMPORARY MARKING ARROW REMOVABLE TAPE EACH	649.0605 TEMPORARY MARKING WORD PAINT EACH	649.0805 TEMPORARY MARKING STOP LINE PAINT 18-INCH (WHITE) LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (WHITE) LF
0010	1	---	---	2,834	7,405	431	---	1,420	---	2	---	32	---
	SUBTOTAL	---	---	2,834	7,405	431	---	1,420	---	2	---	32	---
	2A	2,131	1,580	3,682	2,299	4,730	319	223	2	2	2	75	10
	2B	---	---	951	717	---	---	189	---	2	---	58	---
	2C	---	---	244	849	---	---	---	---	---	---	---	---
	SUBTOTAL	2,131	1,580	4,877	3,865	4,730	319	412	2	4	2	133	10
	3	---	---	4,458	1,777	6,077	---	763	---	2	---	39	93
	SUBTOTAL	---	---	4,458	1,777	6,077	---	763	---	2	---	39	93
	4A	---	---	836	4,405	380	---	686	---	6	7	145	---
	4B	---	---	670	527	---	---	350	---	---	---	8	---
	SUBTOTAL	---	---	1,506	4,932	380	---	1,036	---	6	7	153	---
	GRAND TOTALS	2,131	1,580	13,675	17,979	11,618	319	3,631	2	14	9	357	103
	ITEM TOTALS	3,711		43,272									

REMOVING PAVEMENT MARKING ITEMS

CATEGORY	STAGE	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9100 MARKING REMOVAL LINE 8-INCH LF	646.9200 MARKING REMOVAL LINE WIDE LF	646.9300 MARKING REMOVAL SPECIAL MARKING EACH
0010	1	3,441	---	---	---
	2	2,101	480	51	6
	3	---	---	---	---
	4	---	---	---	---
	UNDISTRIBUTED	200	---	---	---
	TOTALS	5,742	480	51	6

CONSTRUCTION STAKING SUMMARY

CATEGORY	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF
0010	2,370	1,830	2,470	2,870

CONSTRUCTION STAKING

CATEGORY	PROJECT	650.8500.01 ELECTRICAL INSTALLATIONS LS	650.9910.01 SUPPLEMENTAL CONTROL LS
0010	5845-01-76	1	1

REMOVING CONCRETE BASES

CATEGORY	INTERSECTION	BASE NO.	STATION	LOCATION	204.0195 EACH
0010	USH 51 AND STH 138	EXSB-1	22+97 A	36 LT	1
		EXSB-2	23+40 A	58 LT	1
		EXSB-3	23+76 A	50 LT	1
		EXSB-4	23+94 A	52 LT	1
		EXSB-5	24+43 A	12 RT	1
		EXSB-6	24+65 A	60 RT	1
		EXSB-7	22+96 A	97 RT	1
		EXSB-8	22+68 A	92 RT	1
		EXSB-9	22+92 A	33 RT	1
		EXSB-10	22+80 A	19 RT	1
		EXL-16	11+10 B3	1 LT	1
		EXL-17	9+50 B3	5 LT	1
		EXL-18	34+10 B	10 RT	1
		TOTAL			13

TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS

CATEGORY	LOCATION	661.0200.01 LS
0010	USH 51 & STH 138	1

REMOVE AND SALVAGE TRAFFIC SIGNALS

CATEGORY	LOCATION	SPV.0105.01 LS
0010	USH 51 & STH 138	1

SAWING EXISTING PAVEMENT

CATEGORY	STAGE	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	1	1,481	456
	2	1,033	750
	3	270	58
	4	506	---
	TOTALS	3,290	1,264

ADJUSTING VALVE BOX

CATEGORY	STATION	LOCATION	SPV.0060.08 EACH
0030	11+31 A3	RT	1
	11+44 A3	RT	1
	11+65 A3	LT	1
	11+70 A3	LT	1
	12+48 A3	LT	1
	11+32 A7	LT	1
	11+39 A7	LT	1
	11+16 B3	LT	1
	11+23 B3	LT	1
	11+27 B3	LT	1
	TOTAL		10

ADJUSTING SANITARY MANHOLE COVERS

CATEGORY	STATION	LOCATION	SPV.0060.09 EACH
0030	11+60 A8	RT	1

CATEGORY	STATION	LOCATION	SPV.0060.10 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.11 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH
0010	8+61 A	55' RT	1	1
	8+61 A	58' RT	1	1
	9+45 A	57' RT	1	1
	10+27 A	59' RT	1	1
	11+52 A	62' RT	1	1
	11+62 A	62' RT	1	1
	14+05 A	62' RT	1	1
	18+10 A	47' RT	1	1
	10+30 A3	32' RT	1	1
	10+02 A7	30' RT	1	1
	10+67 A7	32' LT	1	1
	11+58 A7	52' LT	1	1
	11+40 B3	76' LT	1	1
	TOTAL		13	13

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TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	DURATION (DAYS)	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	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A 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 DAYS	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	0	ADVANCED NOTIFICATION	7	---	---	---	---	---	---	---	---	---	---	---	---	---	---	2	14
	1-4	ADVANCED WARNING	196	---	---	---	---	---	---	---	---	---	---	---	---	9	1,764	---	---
			SUBTOTALS		0		0	0	0		0		0		0		1,764		14
	1	STAGE 1 TRAFFIC CONTROL	36	200	7,200	37	1,332	6	5	74	2,664	18	648	1	36	50	1,800	3	40
	1	WIDTH RESTRICTION	36	---	---	---	---	---	---	---	---	---	---	---	---	9	324	---	---
			SUBTOTALS		7,200		1,332	6	5		2,664		648		36		2,124		40
	2A	STAGE 2A TRAFFIC CONTROL	66	245	16,170	45	2,970	115	100	90	5,940	56	3,696	2	132	60	3,960	6	24
	2B	STAGE 2B TRAFFIC CONTROL	17	259	4,403	49	833	---	---	98	1,666	41	697	2	34	60	1,020	---	---
	2C	STAGE 2C TRAFFIC CONTROL	4	230	920	47	188	---	---	94	376	55	220	2	8	60	240	---	---
	2	WIDTH RESTRICTION	87	---	---	---	---	---	---	---	---	---	---	---	---	20	1,740	---	---
			SUBTOTALS		21,493		3,991	115	100		7,982		4,613		174		6,960		24
	3	STAGE 3 TRAFFIC CONTROL	61	173	10,553	43	2,623	86	75	86	5,246	30	1,830	1	61	51	3,111	---	---
	3	WIDTH RESTRICTION	61	---	---	---	---	---	---	---	---	---	---	---	---	20	1,220	---	---
			SUBTOTALS		10,553		2,623	86	75		5,246		1,830		61		4,331		0
	4A	STAGE 4A TRAFFIC CONTROL	8	253	2,024	21	168	---	---	42	336	6	48	---	---	45	360	---	---
	4B	STAGE 4B TRAFFIC CONTROL	4	100	400	8	32	---	---	16	64	8	32	---	---	14	56	---	---
	4	WIDTH RESTRICTION	12	---	---	---	---	---	---	---	---	---	---	---	---	20	240	---	---
			SUBTOTALS		2,424		200	0	0		400		80		0		656		0
			TOTALS		41,670		8,146	207	180		16,292		7,171		271		15,835		78

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TRAFFIC CONTROL

CATEGORY	STAGE	638.2102* MOVING SIGNS TYPE II EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II EACH
0010			
	1	3	1
	2A	9	1
	2B	1	---
	3	9	1
	TOTALS	22	3

NOTE: TRAFFIC CONTROL COVERING SIGNS TYPE II HAS ONE CYCLE PER IMPACTED STAGE
*ADDITIONAL QUANTITIES LISTED ESLEWHERE

MOVING/REMOVING SIGN ITEMS

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	* 638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	REMARKS
0010	2 - 12	17+00 A	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	1	---	
	2 - 13	17+05 A	MEDIAN	R2-1	SPEED LIMIT_ MPH	24 x 30	1	---	
	2 - 16	11+79 B	LT	R2-1	SPEED LIMIT_ MPH	24 x 30	1	---	
	2 - 17	17+50 B	LT	R2-1	SPEED LIMIT_ MPH	24 x 30	1	---	
	E2 - 01	13+25 A	RT	W6-1	DIVIDED HIGHWAY AHEAD SYMBOL	36 x 36	---	1	
	E2 - 02	14+10 A	RT	---	HWY 51-138 STREET SIGN	48 x 10	---	---	REMOVAL BY OTHERS
	E2 - 03	14+10 A	RT	---	SILVERADO DRIVE STREET SIGN	48 x 10	---	---	REMOVAL BY OTHERS
	E2 - 04	10+25 A1	MEDIAN	R1-1	STOP	30 x 30	---	1	
	E2 - 05	10+25 A1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	---	---	SAME POST AS E2-04
	E2 - 06	10+25 A1	MEDIAN	R6-1L	ONE WAY LEFT ARROW	36 x 12	---	---	SAME POST AS E2-04
	E2 - 07	10+25 A1	MEDIAN	R6-3	DIVIDED HIGHWAY CROSSING SIGN AND INTERSECTION	30 x 24	---	---	SAME POST AS E2-04
	E2 - 08	12+00 A7	RT	R1-1	STOP	30 x 30	---	1	
	E2 - 09	16+45 A	RT	---	USH 51 AND STH 138 ROUTE MARKER	48 x 48	---	1	
	E2 - 10	16+60 B	MEDIAN	R4-7	KEEP RIGHT	24 x 30	---	1	
	E2 - 11	16+00 B	LT	R5-1	DO NOT ENTER	30 x 30	---	1	
	E2 - 12	12+50 A1	MEDIAN	W6-3	TWOWAY TRAFFIC SYMBOL	36 x 36	---	1	
	E2 - 13	11+50 A4	LT	R1-1	STOP	30 x 30	---	1	
	E2 - 14	14+00 B	LT	R1-1	STOP	30 x 30	---	1	
	E2 - 15	14+00 B	LT	R6-1R	ONE WAY RIGHT ARROW	36 x 12	---	---	SAME POST AS E2-14
	E2 - 16	14+00 B	LT	R6-1L	ONE WAY LEFT ARROW	36 x 12	---	---	SAME POST AS E2-14
	E2 - 17	14+00 B	LT	R6-3	DIVIDED HIGHWAY CROSSING SIGN AND INTERSECTION	30 x 24	---	---	SAME POST AS E2-14
	E2 - 18	14+80 B	LT	---	HWY 51-138 STREET SIGN	48 x 10	---	---	REMOVAL BY OTHERS
	E2 - 19	14+80 B	LT	---	HOEL AVE STREET SIGN	48 x 10	---	---	REMOVAL BY OTHERS
	E2 - 20	13+10 B	LT	---	STOUGHTON POPULATION SIGN	48 x 10	---	1	
	E3 - 01	18+00 A	RT	W3-3	SIGNAL AHEAD	36 x 36	---	1	
	E3 - 02	19+25 A	RT	D1-2	TWO DESTINATIONS (ARROWS)	60 x 30	---	1	
	E3 - 03	21+10 A	RT	R5-1A	WRONG WAY	36 x 24	---	1	
	E3 - 04	22+00 B	LT	W6-2	DIVIDED HIGHWAY ENDS SYMBOL	36 x 36	---	1	
	E3 - 05	18+80 B	LT	R5-1A	WRONG WAY	36 x 24	---	1	
	E3 - 06	18+90 B	MEDIAN	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	---	1	
	E3 - 07	18+05 B	MEDIAN	W3-3	SIGNAL AHEAD	36 x 36	---	1	
	4 - 23	26+90 A	RT	M3-1	NORTH CARDINAL ROUTE MARKER	24 x 12	1	---	
	4 - 24	26+90 A	RT	M1-4	US ROUTE MARKER	24 x 24	---	---	SAME POST AT 4-23
	4 - 25	12+75 B3	RT	---	STOUGHTON SNOW EMERGENCY	--- x ---	---	---	MOVE BY OTHERS
	4 - 26	12+75 B3	RT	---	NO ENGINE BREAKING	--- x ---	---	---	MOVE BY OTHERS
	E4 - 01	22+90 A	MEDIAN	R1-1F	STOP (FOLDING)	30 x 30	---	1	ON SIGNAL POLE
	E4 - 02	23+00 A	RT	R1-1F	STOP (FOLDING)	30 x 30	---	1	ON SIGNAL POLE
	E4 - 03	23+20 A	MEDIAN	R5-1	DO NOT ENTER	30 x 30	---	1	ON SIGNAL POLE
	E4 - 04	23+00 A	RT	R6-2L	ONE WAY LEFT ARROW	24 x 30	---	1	
	E4 - 05	24+100 B	LT	R1-1F	STOP (FOLDING)	30 x 30	---	1	ON SIGNAL POLE
	E4 - 06	12+00 B1	MEDIAN	R5-1	DO NOT ENTER	30 x 30	---	1	
	E4 - 07	12+05 B1	MEDIAN	R4-7	KEEP RIGHT	24 x 30	---	1	
	E4 - 08	12+20 B1	MEDIAN	R3-4	NO UTURN SYMBOL	24 x 24	---	1	ON SIGNAL POLE
	E4 - 09	26+75 B	MEDIAN	R5-1A	WRONG WAY	36 x 24	---	1	
	E4 - 10	10+30 B1	LT	---	USH 51 AND STH 138 ROUTE MARKER	48 x 48	---	1	
					SHEET TOTAL		5	27	

3

MOVING/REMOVING SIGN ITEMS (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	* 638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	REMARKS
0010	E4 - 11	13+75 B3	MEDIAN	R10-11B	NO TURN ON RED	24 x 24	---	1	ON SIGNAL POLE
	E4 - 12	13+75 B3	MEDIAN	R1-1F	STOP (FOLDING)	30 x 30	---	---	ON SIGNAL POLE WITH E4-11
	E4 - 13	23+70 B	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	---	1	
	E4 - 14	23+70 B	LT	R6-3	DIVIDED HIGHWAY CROSSING SIGN AND INTERSECTION	30 x 24	---	---	SAME POST AS E4-13
	E4 - 15	23+70 B	LT	R1-1F	STOP (FOLDING)	30 x 30	---	1	ON SIGNAL POLE
	E4 - 16	23+70 B	LT	---	USH 51 AND STH 138 ROUTE MARKER	36 x 48	---	1	
	E4 - 17	23+50 B	LT	R5-1	DO NOT ENTER	30 x 30	---	1	ON SIGNAL POLE
	E4 - 18	23+00 B	LT	---	USH 51 AND STH 138 ROUTE MARKER	48 x 36	---	1	
	E4 - 19	24+05 B	MEDIAN	R4-7	KEEP RIGHT	24 x 30	---	1	
	5 - 07	29+60 B	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	1	---	
	E5 - 01	30+60 B	MEDIAN	R3-20L	BEGIN LEFT TURN LANE WITH DOWN RIGHT ARROW	24 x 36	---	1	
	E5 - 02	29+00 B	LT	---	USH 51 AND STH 138 ROUTE MARKER	36 x 48	---	1	
	E5 - 03	28+55 B	LT	R3-20R	BEGIN RIGHT TURN LANE WITH DOWN LEFT ARROW	24 x 36	---	1	
	E5 - 04	28+10 B	LT	D1-2	TWO DESTINATIONS (ARROWS)	60 x 30	---	1	
	7 - 02	11+25 B3	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	1	---	
	7 - 06	11+35 B4	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	84 x 60	1	---	
	E7 - 01	10+40 B3	RT	---	USH 51 AND STH 138 ROUTE MARKER	36 x 48	---	1	
	E7 - 02	10+40 B3	RT	R5-1	DO NOT ENTER	30 x 30	1	---	
	E7 - 03	12+20 B3	RT	R3-8CCC	LEFT ONLY/LEFT ONLY/RIGHT ONLY	54 x 30	---	1	
	E7 - 04	12+30 B3	LT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	1	
	E7 - 05	12+30 B3	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	---	SAME POST AT E7-04
					SHEET TOTAL		4	14	
					TOTALS		9	41	

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

PERMANENT SIGNING SUMMARY

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 x 14-FT EACH	634.0616 x 16-FT EACH	634.0618 x 18-FT EACH	634.0620 x 20-FT EACH	634.0622 x 22-FT EACH	634.0811 x 11-FT EACH	634.0814 x 14-FT EACH	REMARKS
									POSTS WOOD 4x6-INCH					POSTS TUBULAR STEEL 2X2-INCH		
0010	1 - 01	9+00 A	RT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	6.3	---	1	---	---	---	---	---	
	1 - 02	9+00 A	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	2.3	---	---	---	---	---	---	---	MOUNT SIGN UNDER 1-01
	1 - 03	11+00 A	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	126 x 78	68.3	---	---	---	---	2	1	---	---	
	1 - 04	11+80 A	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.0	---	1	---	---	---	---	---	---	
	1 - 06	12+20 A	RT	R3-6X	ARROW LEFT AND AHEAD (ROUNDABOUT)	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-554
	1 - 07	12+20 A	RT	R3-6R	ARROW RIGHT AND AHEAD	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-554
	2 - 01	13+93 A	MEDIAN	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	1	
	2 - 02	13+93 A	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-01
	2 - 03	14+10 A	RT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	1	---	
	2 - 04	14+10 A	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.5	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-03
	2 - 05	12+50 A8	MEDIAN	D1-1	ONE DESTINATION (ARROW)	78 x 15	8.1	---	2	---	---	---	---	---	---	
	2 - 06	12+40 A7	MEDIAN	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	1	
	2 - 07	12+40 A7	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-06
	2 - 08	12+05 A7	RT	R1-1	STOP	30 x 30	5.2	---	1	---	---	---	---	---	---	
	2 - 09	12+60 A7	RT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	1	---	
	2 - 10	12+60 A7	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.5	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-09
	2 - 11	15+65 A	MEDIAN	D1-1	ONE DESTINATION (ARROW)	72 x 30	15.0	---	2	---	---	---	---	---	---	
	2 - 14	17+45 B	LT	R3-6R	ARROW RIGHT AND AHEAD	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-555
	2 - 15	17+45 B	LT	R3-6X	ARROW LEFT AND AHEAD (ROUNDABOUT)	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-555
	2 - 18	15+75 B	MEDIAN	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	1	
	2 - 19	15+75 B	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-18
	2 - 20	15+60 B	LT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	1	---	
	2 - 21	15+60 B	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.5	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-20
	2 - 22	12+50 A4	MEDIAN	D1-1	ONE DESTINATION (ARROW)	66 x 15	6.9	---	2	---	---	---	---	---	---	
	2 - 23	11+50 A4	LT	R1-1	STOP	30 x 30	5.2	---	1	---	---	---	---	---	---	
	2 - 24	12+00 A4	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.0	---	1	---	---	---	---	---	---	
	2 - 25	12+45 A3	MEDIAN	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	1	
	2 - 26	12+45 A3	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-25
	2 - 27	12+55 A3	LT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	1	---	
	2 - 28	12+55 A3	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.5	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-27
	2 - 29	10+31 A1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	1	---	---	---	---	---	---	
	2 - 30	10+31 A1	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-29
	2 - 31	11+18 A1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	1	---	---	---	---	---	---	
	2 - 32	11+18 A1	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-31
	2 - 33	12+20 A1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	1	---	---	---	---	---	---	
	2 - 34	12+20 A1	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-33
	2 - 35	13+00 A1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	1	---	---	---	---	---	---	
	2 - 36	13+00 A1	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 2-35
	2 - 37	13+95 B	RT	D1-1	ONE DESTINATION (ARROW)	72 x 30	15.0	---	2	---	---	---	---	---	---	
	2 - 38	11+78 A7	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	1	---	---	---	---	---	---	
	3 - 01	19+90 B	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	126 x 78	68.3	---	---	---	---	2	1	---	---	
	3 - 02	20+00 A	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	84 x 66	39.0	---	---	---	---	2	---	---	---	
	3 - 03	22+00 A	RT	R3-6X	ARROW LEFT AND AHEAD (ROUNDABOUT)	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-556
	3 - 04	22+00 A	RT	R3-5A	ARROW UP/ONLY	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-556
						SHEET TOTAL	443.2	8.6	17	1	0	6	2	4	4	

CON'T NEXT SHEET

PERMANENT SIGNING SUMMARY (CON'T)

CATEGORY	SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0614 x 14-FT EACH	634.0616 x 16-FT EACH	634.0618 x 18-FT EACH	634.0620 x 20-FT EACH	634.0622 x 22-FT EACH	634.0811 x 11-FT EACH	634.0814 x 14-FT EACH	REMARKS
									POSTS WOOD 4x6-INCH					POSTS TUBULAR STEEL 2X2-INCH		
0010	4 - 01	24+00 A	MEDIAN	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	1	
	4 - 02	24+00 A	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-01
	4 - 03	24+25 A	RT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	1	---	
	4 - 04	24+25 A	RT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.5	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-03
	4 - 05	25+65 A	MEDIAN	D1-2	TWO DESTINATIONS (ARROWS)	66 x 36	16.5	---	---	2	---	---	---	---	---	
	4 - 06	26+10 B	MEDIAN	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	1	
	4 - 07	26+10 B	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-06
	4 - 08	25+90 B	LT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	1	---	
	4 - 09	25+90 B	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.5	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-08
	4 - 10	13+90 B4	MEDIAN	D1-2	TWO DESTINATIONS (ARROWS)	66 x 36	16.5	---	---	2	---	---	---	---	---	
	4 - 11	13+90 B3	MEDIAN	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	---	1	
	4 - 12	13+90 B3	MEDIAN	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-11
	4 - 13	13+85 B3	LT	R1-2	YIELD	36 x 31	3.9	---	---	---	---	---	---	1	---	
	4 - 14	13+85 B3	LT	R1-54	TO TRAFFIC FROM LEFT	24 x 15	2.5	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-13
	4 - 15	12+20 B1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	1	---	---	---	---	---	---	
	4 - 16	12+20 B1	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-15
	4 - 17	10+25 B1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	1	---	---	---	---	---	---	
	4 - 18	10+25 B1	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-17
	4 - 19	11+20 B1	MEDIAN	R6-1R	ONE WAY RIGHT ARROW	36 x 12	3.0	---	---	1	---	---	---	---	---	
	4 - 20	11+20 B1	MEDIAN	R6-4B	ROUNDABOUT CHEVRON BANK	60 x 24	10.0	---	---	---	---	---	---	---	---	MOUNT SIGN UNDER 4-19
	4 - 21	24+20 B	MEDIAN	D1-1	ONE DESTINATION (ARROW)	72 x 30	15.0	---	2	---	---	---	---	---	---	
	4 - 22	23+50 B	LT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT	36 x 36	---	9.0	---	1	---	---	---	---	---	
	5 - 01	28+20 B	MEDIAN	R3-6R	ARROW RIGHT AND AHEAD	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-557
	5 - 02	28+20 B	MEDIAN	R3-5A	ARROW UP/ONLY	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-557
	5 - 04	31+00 B	LT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	84 x 78	45.5	---	---	---	1	1	---	---	---	
	5 - 05	32+00 B	LT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	6.3	---	1	---	---	---	---	---	
	5 - 06	32+00 B	LT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	2.3	---	---	---	---	---	---	---	MOUNT SIGN UNDER 5-05
	6 - 01	10+50 A3	RT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	6.3	---	1	---	---	---	---	---	
	6 - 02	10+50 A3	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	2.3	---	---	---	---	---	---	---	MOUNT SIGN UNDER 6-01
	6 - 03	10+25 A7	RT	W2-6	CIRCULAR INTERSECTION SIGN	30 x 30	---	6.3	---	1	---	---	---	---	---	
	6 - 04	10+25 A7	RT	W13-1	ADVISORY SPEED PLATE (YELLOW BACK)	18 x 18	---	2.3	---	---	---	---	---	---	---	MOUNT SIGN UNDER 6-03
	6 - 05	11+45 A7	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.0	---	1	---	---	---	---	---	---	
	7 - 01	10+25 B3	RT	D1-62	ROUNDABOUT DESTINATION - DIRECTION SIGN	132 x 42	38.5	---	---	3	---	---	---	---	---	
	7 - 03	12+00 B3	RT	R3-5X	ARROW UP LEFT/ONLY (ROUNDABOUT)	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-558
	7 - 04	12+00 B3	RT	R3-5L	ARROW UP LEFT/ONLY	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-558
	7 - 05	12+00 B3	RT	R3-5R	ARROW UP RIGHT/ONLY	42 x 48	14.0	---	---	---	---	---	---	---	---	MOUNT ON S-13-558
	7 - 07	11+35 B3	RT	R1-1	STOP	30 x 30	5.2	---	---	1	---	---	---	---	---	
					SHEET TOTAL		297.1	34.8	5	13	1	1	0	3	3	
					TOTALS		740.3	43.4	22	14	1	7	2	7	7	

LIGHTING PULL BOX SUMMARY

CATEGORY	PULL BOX NO.	STATION	LOCATION	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0010	LPB-1	12+06 A8	35.92' LT	1
	LPB-2	11+95 A3	36.80' RT	1
	LPB-3	12+13 A7	10.96' LT	1
	LPB-4	12+08 A4	35.13' LT	1
	LPB-5	12+19 A7	42.93' RT	1
	LPB-6	16+17 A	46.02' RT	1
	LPB-7	16+40 B	48.08' LT	1
	LPB-8	16+35 A	9.07' LT	1
	LPB-9	23+88 A	10.25' LT	1
	LPB-10	24+29 B	32.44' LT	1
	LPB-11	23+70 B	72.88' LT	1
	LPB-12	24+18 B	79.81' LT	1
	LPB-13	13+24 B3	34.23' RT	1
	LPB-14	13+31 B4	38.49' LT	1
	LPB-15	23+78 A	51.67' RT	1
			TOTAL	15

LIGHTING CONTROL SUMMARY

CATEGORY	CABINET NO.	STATION	LOCATION	659.2130 LIGHTING CONTROL CABINETS 120/240 30-INCH EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0200.01 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
0010	LC-1	23+91 B	76.96' LT	1	1	1

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

CATEGORY	LIGHT NO.	STATION	LOCATION	654.0105 CONCRETE BASES TYPE 5 EACH	654.0106 CONCRETE BASES TYPE 6 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	657.0327 POLES TYPE 6-ALUMINUM EACH	657.0705 LUMINAIRE ARMS TRUSS TYPE 4 1/2 INCH CLAMP 10-FT EACH	659.1125 LUMINAIRES UTILITY LED C EACH	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	SPV.0060.03 REMOVE AND REINSTALL EXISTING LIGHT POLES EACH
0010	L-01	13+28 A	47' RT	--	1	96	48	1	1	1	1	--
	L-02	13+99 B	45' LT	--	1	96	48	1	1	1	1	--
	L-03	12+48 A8	36' LT	--	1	96	48	1	1	1	1	--
	L-04	11+98 A7	6' LT	--	1	96	48	1	1	1	1	--
	L-05	11+83 A3	24' RT	--	1	96	48	1	1	1	1	--
	L-06	12+54 A4	42' LT	--	1	96	48	1	1	1	1	--
	L-07	15+58 A	46' RT	--	1	96	48	1	1	1	1	--
	L-08	16+15 A	22' LT	--	1	192	96	1	2	2	1	--
	L-09	17+94 A	11' LT	--	1	192	96	1	2	2	1	--
	L-10	19+77 A	16' LT	--	1	192	96	1	2	2	1	--
	L-11	21+58 A	14' LT	--	1	192	96	1	2	2	1	--
	L-12	23+48 A	10' LT	--	1	192	96	1	2	2	1	--
	L-13	12+36 B1	55' RT	--	1	96	48	1	1	1	1	--
	L-14	24+18 B	31' LT	--	1	96	48	1	1	1	1	--
	L-15	25+61 A	53' RT	--	1	96	48	1	1	1	1	--
	L-16	26+78 B	48' LT	--	1	96	48	1	1	1	1	--
	L-17	13+66 B4	38' LT	--	1	96	48	1	1	1	1	--
	L-18	13+02 B3	33' RT	--	1	96	48	1	1	1	1	--
	L-19	28+19 A	39' RT	--	1	96	48	1	1	1	1	--
	EXL-20	10+71 B4	7' RT	--	1	--	--	--	--	--	--	1
	EXL-21	9+26 B4	5' RT	--	1	--	--	--	--	--	--	1
	EXL-22	34+24 B	11' RT	1	--	--	--	--	--	--	--	1
			SUBTOTALS			2,304	1,152					
			TOTALS	1	21	3,456		19	24	24	19	3

3

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	TO	652.0225 CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH LF	652.0235 CONDUIT RIGID NONMETALLIC SCHEDULE 40 3-INCH LF
0010	LC-1	LPB-11		53
	LC-1	LPB-12	--	81
	LPB-12	LPB-10	--	96
	LPB-10	L-14	11	--
	LPB-10	LPB-13	130	--
	LPB-13	L-18	16	--
	LPB-13	LPB-14	--	186
	LPB-14	L-17	35	--
	L-17	L-16	118	--
	LPB-10	LPB-9	--	134
	LPB-9	LPB-15	--	124
	LPB-15	L-13	60	--
	L-13	L-15	140	--
	L-15	L-19	238	--
	LPB-9	L-12	43	--
	L-12	L-11	194	--
	L-11	L-10	180	--
	L-10	L-09	185	--
	L-09	LPB-8	161	--
	LPB-8	L-08	20	--
	LPB-8	LPB-6	--	114
	LPB-6	L-07	59	--
	L-07	LPB-5	67	--
	LPB-5	LPB-3	--	110
	LPB-3	L-04	16	--
	LPB-3	LPB-1	--	96
	LPB-1	L-03	38	--
	L-03	L-01	102	
	LPB-8	LPB-7	--	110
	LPB-7	L-06	93	--
	L-06	LPB-4	46	--
	LPB-4	LPB-2	--	170
	LPB-2	L-05	19	--
	LPB-2	L-02	110	--
INSTALL CONDUIT INTO EX. ITEM	EXL-21		93	--
	EXL-21	EXL-20	145	--
INSTALL CONDUIT INTO EX. ITEM	EXL-22		140	--
	TOTALS		2,459	1,274

INSTALL CONDUIT INTO EXISTING ITEM

CATEGORY	LOCATION	STATION	652.0700.S EACH
0010	8+32 B4	8.3' RT	1
0010	34+24 B	11.1 RT	1
			2

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	*655.0615 10 AWG LF
0010	LC-1	L-15	900
	LC-1	L-14	218
	L-14	L-17	588
	LC-1	L-13	618
	L-13	L-19	768
	LC-1	L-18	520
	L-18	L-16	582
	LC-1	L-12	908
	L-12	L-11	824
	L-11	L-10	772
	L-10	L-09	788
	L-09	L-08	800
	L-08	L-07	310
	L-07	L-03	468
	L-08	L-05	706
	L-05	L-02	284
	L-08	L-04	616
	L-04	L-01	450
	L-08	L-06	380
	CB-100	EXL-21	578
	EXL-21	EXL-20	304
	SB-07	EXL-22	304
		TOTAL	12,686

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING-SYSTEM GROUNDING CONDUCTOR

CATEGORY	EQUIP. LOCATION FROM	TO	*655.0615 10 AWG LF
0010	LC-1	L-14	128
	L-14	L-18	178
	L-18	L-17	165
	L-17	L-16	118
	L-14	L-12	144
	L-12	L-13	185
	L-13	L-15	141
	L-15	L-19	237
	L-12	L-11	194
	L-11	L-10	181
	L-10	L-09	185
	L-09	L-08	192
	L-08	L-07	158
	L-07	L-04	158
	L-04	L-03	123
	L-03	L-01	101
	L-08	L-06	190
	L-06	L-05	170
	L-05	L-02	139
	CB-100	EXL-21	289
	EXL-21	EXL-20	152
	SB-7	EXL-22	140
		TOTAL	3,668

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

5845-01-22

STOUGHTON - MADISON

SILVERADO DR/HOEL AVE INTERSECTION

USH 51

DANE COUNTY



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 (3/4" REBAR UNLESS NOTED) — IP
FOUND CHISELED X — CX

GEODETIC SURVEY MONUMENT — NGS
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
TLE POINT — TLE100
R/W BOUNDARY PONT — PRW100

CONVENTIONAL ABBREVIATIONS

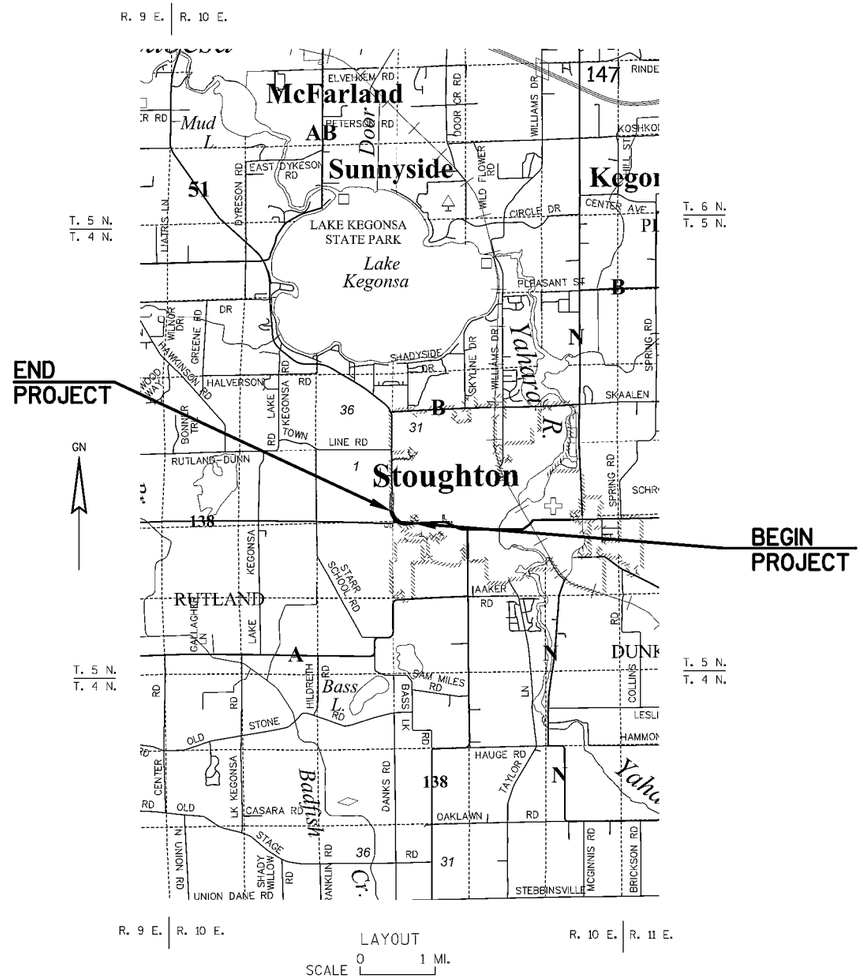
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	REBAR	REBR.
ALUMINUM	ALUM	RECORDED AS	(100')
AND OTHERS	ET AL	REEL / IMAGE	R/I
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
CENTERLINE	C/L	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
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



THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5845-01-22

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 ¾" 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.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING R/W FOR USH 51 BASED ON PREVIOUS PROJECT: T 0250(1), 450-A, 5998-01-01, PLAT OF DVORAK'S ADDITION, CSM 5317, CSM 12150, CSM 12301, CSM 14058, PLAT OF SURVEY 2000-00586.

EXISTING R/W FOR HOEL AVENUE BASED ON PREVIOUS PROJECT: T 0250(1), CSM 6509, CSM 11597, PLAT OF SURVEY 97-00100.

EXISTING R/W FOR MCCOMB ROAD BASED ON PREVIOUS PROJECT: T 0250(1), CSM 10950, CSM 11597, CSM 4659, MCCOMB PLACE CONDOMINIUM, PLAT OF SURVEY MAP NO. 6211 BY GEORGE WEIR.

EXISTING R/W FOR SILVERADO DRIVE BASED ON PLAT OF DVORAK'S ADDITION.

EXISTING R/W FOR STH 138 BASED ON PREVIOUS PROJECT: T 0250(1), CSM 14057, CSM 14058.

EXISTING R/W FOR VEEK ROAD BASED ON CSM 3435 & CSM 14058.

EXISTING ACCESS CONTROL ON USH 51 BASED ON PREVIOUS PROJECT: T 0250(1) AND CSM 14058.

EXISTING ACCESS CONTROL ON STH 138 BASED ON PREVIOUS PROJECT: 5567-01-29 AND CSM 14058.

EXISTING ACCESS CONTROL ON VEEK ROAD BASED ON PREVIOUS PROJECT: T 0250(1) AND CSM 14058.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5845-01-22-4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\RW\DWG\040101_RT.DWG
APPRAISAL PLAT DATE : 10/16/17
PLOT DATE : 10/16/17
PLOT BY : BARTELT, HEATHER PLOT NAME : ----------
USH 51 5845-01-22-4.01
LAYOUT NAME - ****

TRANSPORTATION PROJECT PLAT NO: 5845-01-22 - 4.01

THAT PART OF LOTS 4, 5, & 6 OF DVORAK'S ADDITION IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, AND THAT PART OF LOT 1 OF CSM 5317 IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, AND THAT PART OF LOT 1 OF CSM 12150 IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, AND THAT PART OF LOT 1 OF CSM 12301 IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, AND THAT PART OF NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, AND THAT PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 7, TOWNSHIP 5 NORTH, RANGE 11 EAST, IN THE CITY OF STOUGHTON, AND THAT PART OF THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 5 NORTH, RANGE 11 EAST, IN THE TOWN OF DUNKIRK, ALL IN DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 STOUGHTON - MADISON (SILVERADO DR/HOEL AVE 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.

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

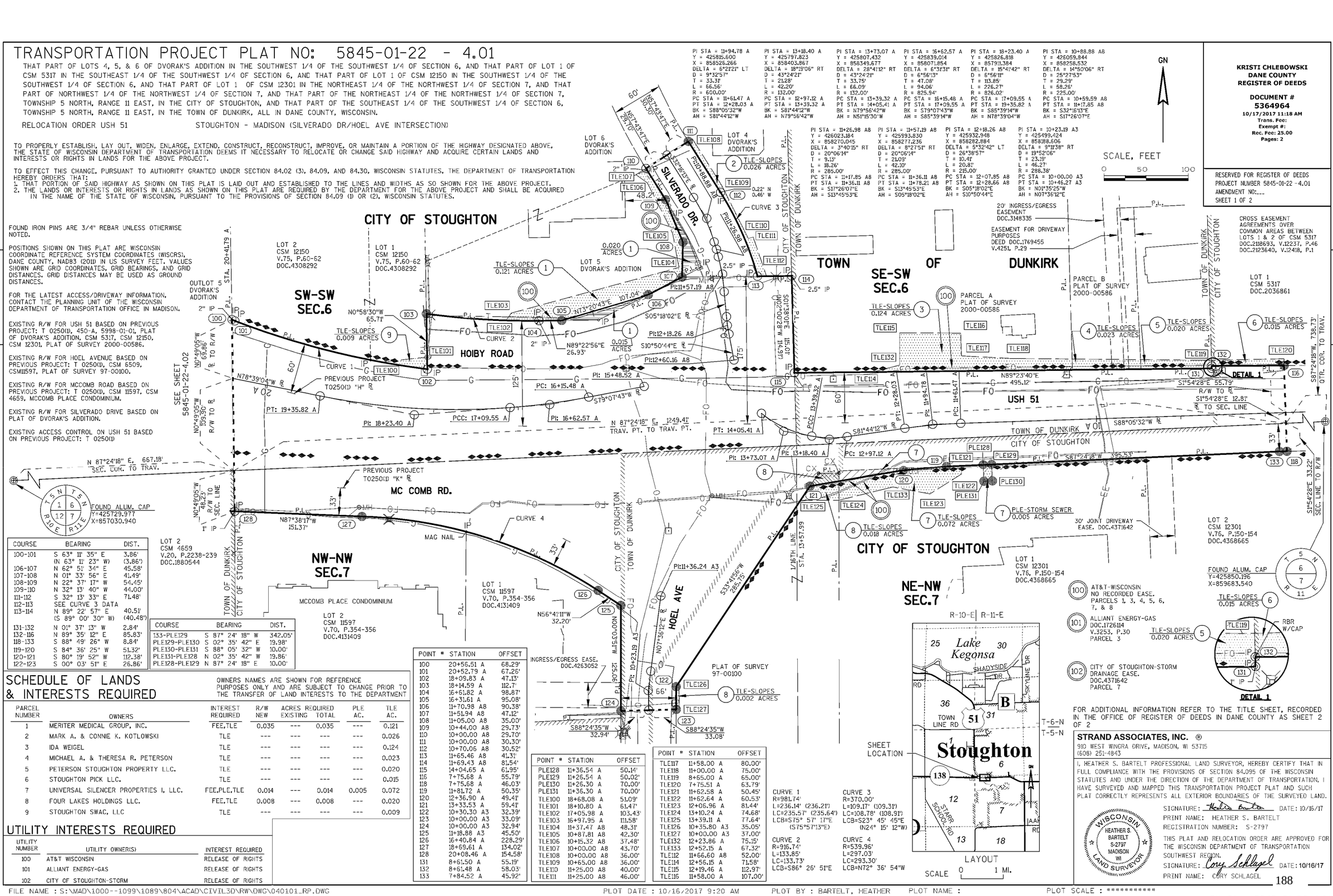
EXISTING R/W FOR USH 51 BASED ON PREVIOUS PROJECT: T 0250(1), 450-A, 5998-01-01, PLAT OF DVORAK'S ADDITION, CSM 5317, CSM 12150, CSM 12301, PLAT OF SURVEY 2000-00586.

EXISTING R/W FOR HOEL AVENUE BASED ON PREVIOUS PROJECT: T 0250(1), CSM 6509, CSM11597, PLAT OF SURVEY 97-00100.

EXISTING R/W FOR MCCOMB ROAD BASED ON PREVIOUS PROJECT: T 0250(1), CSM 11597, CSM 4659, MCCOMB PLACE CONDOMINIUM.

EXISTING R/W FOR SILVERADO DRIVE BASED ON PLAT OF DVORAK'S ADDITION.

EXISTING ACCESS CONTROL ON USH 51 BASED ON PREVIOUS PROJECT: T 0250(1)



COURSE	BEARING	DIST.
100-101	S 63° 11' 35" E	3.86'
	(N 63° 11' 23" W)	(3.86')
106-107	N 62° 51' 34" E	45.58'
107-108	N 01° 33' 56" E	41.49'
108-109	N 22° 37' 17" W	54.45'
109-110	N 32° 13' 40" W	44.00'
111-112	S 32° 13' 33" E	71.48'
112-113	SEE CURVE 3 DATA	
113-114	N 89° 22' 57" E	40.51'
	(S 89° 00' 30" W)	(40.48')
131-132	N 01° 37' 13" W	2.84'
132-116	N 89° 35' 12" E	85.83'
118-133	S 88° 49' 26" W	8.84'
119-120	S 84° 36' 25" W	51.32'
120-121	S 80° 19' 52" W	112.38'
122-123	S 00° 03' 51" E	26.86'

COURSE	BEARING	DIST.
133-PLE129	S 87° 24' 18" W	342.05'
PLE129-PLE130	S 02° 35' 42" E	19.98'
PLE130-PLE131	S 88° 05' 32" W	10.00'
PLE131-PLE128	N 02° 35' 42" W	19.86'
PLE128-PLE129	N 87° 24' 18" E	10.00'

POINT #	STATION	OFFSET
100	20+56.51 A	68.29'
101	20+52.79 A	67.26'
102	18+09.83 A	47.13'
103	18+14.59 A	112.7'
104	16+61.82 A	98.87'
105	16+31.61 A	95.08'
106	11+70.98 A8	90.38'
107	11+51.94 A8	47.12'
108	11+05.00 A8	35.00'
109	10+44.00 A8	29.73'
110	10+00.00 A8	29.70'
111	10+00.00 A8	30.30'
112	10+70.06 A8	30.52'
113	11+65.46 A8	41.31'
114	11+69.43 A8	81.54'
115	14+04.65 A	61.95'
116	7+75.68 A	55.79'
118	7+75.68 A	46.03'
119	11+81.72 A	50.35'
120	12+36.90 A	49.41'
121	13+33.53 A	59.41'
122	10+30.30 A3	32.39'
123	10+00.00 A3	33.09'
124	10+00.00 A3	32.94'
125	11+18.88 A3	45.50'
126	16+40.84 A	228.29'
127	18+69.61 A	134.02'
128	20+08.46 A	154.58'
131	8+61.50 A	55.19'
132	8+61.48 A	58.03'
133	7+84.52 A	45.92'

POINT #	STATION	OFFSET
PLE128	11+36.54 A	50.14'
PLE129	11+26.54 A	50.02'
PLE130	11+26.30 A	70.00'
PLE131	11+36.30 A	70.00'
TLE100	18+68.08 A	51.09'
TLE101	18+10.80 A	61.47'
TLE102	17+05.98 A	103.43'
TLE103	16+97.95 A	111.58'
TLE104	11+37.47 A8	48.31'
TLE105	10+87.81 A8	42.30'
TLE106	10+15.32 A8	37.48'
TLE107	10+00.00 A8	43.70'
TLE108	10+00.00 A8	36.00'
TLE109	10+65.00 A8	36.00'
TLE110	11+25.00 A8	40.00'
TLE111	11+25.00 A8	46.00'

POINT #	STATION	OFFSET
TLE117	11+58.00 A	80.00'
TLE118	11+00.00 A	75.00'
TLE119	8+65.00 A	65.00'
TLE120	7+75.51 A	63.79'
TLE121	11+62.58 A	50.45'
TLE122	11+62.64 A	60.53'
TLE123	12+05.96 A	81.44'
TLE124	13+10.24 A	74.68'
TLE125	13+39.11 A	77.64'
TLE126	10+35.80 A3	35.05'
TLE127	10+00.00 A3	37.00'
TLE132	12+23.86 A	75.15'
TLE133	12+52.15 A	67.32'
TLE112	11+66.60 A8	52.00'
TLE114	12+56.15 A	71.58'
TLE115	12+19.46 A	112.97'
TLE116	11+58.00 A	107.00'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	ACRES REQUIRED EXISTING	ACRES REQUIRED TOTAL	PLE AC.	TLE AC.
1	MERITER MEDICAL GROUP, INC.	FEE,TLE	0.035	---	0.035	---	0.121
2	MARK A. & CONNIE K. KOTLOWSKI	TLE	---	---	---	---	0.026
3	IDA WEIGEL	TLE	---	---	---	---	0.124
4	MICHAEL A. & THERESA R. PETERSON	TLE	---	---	---	---	0.023
5	PETERSON STOUGHTON PROPERTY LLC.	TLE	---	---	---	---	0.020
6	STOUGHTON PICK LLC.	TLE	---	---	---	---	0.015
7	UNIVERSAL SILENCER PROPERTIES I, LLC.	FEE,PLE,TLE	0.014	---	0.014	0.005	0.072
8	FOUR LAKES HOLDINGS LLC.	FEE,TLE	0.008	---	0.008	---	0.020
9	STOUGHTON SWAC, LLC	TLE	---	---	---	---	0.009

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
100	AT&T WISCONSIN	RELEASE OF RIGHTS
101	ALLIANT ENERGY-GAS	RELEASE OF RIGHTS
102	CITY OF STOUGHTON-STORM	RELEASE OF RIGHTS

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN DANE COUNTY AS SHEET 2 OF 2

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

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE 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: Heather Bartelt DATE: 10/16/17
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

WISCONSIN HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.
SIGNATURE: Cory Schlagel DATE: 10/16/17
PRINT NAME: CORY SCHLAGEL

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\RW\DWG\040101_RP.DWG PLOT DATE : 10/16/2017 9:20 AM PLOT BY : BARTELT, HEATHER PLOT NAME : PLOT SCALE : **********
APPRAISAL PLAT DATE : 10/16/17

TRANSPORTATION PROJECT PLAT NO: 5845-01-22 - 4.02

THAT PART LOT 7 OF CSM 14058 IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 OF SECTION 1, TOWNSHIP 5 NORTH, RANGE 10 EAST, AND THAT PART OF LOT 1 OF CSM 12150 IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 OF SECTION 6, TOWNSHIP 5 NORTH, RANGE 11 EAST, ALL IN THE CITY OF STOUGHTON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER USH 51 STOUGHTON - MADISON (SILVERADO DR/HOEL AVE 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.

PI STA = 23+48.01 A
Y = 425930.333
X = 857395.635
DELTA = 55°54'32" RT
D = 42°26'42"
T = 71.64'
L = 131.72'
R = 134.99'
PC STA = 22+76.37 A
PT STA = 24+08.09 A
BK = N78°39'04"W
AH = N22°44'32"W

PI STA = 27+05.86 A
Y = 426219.975
X = 857175.503
DELTA = 23°02'43" RT
D = 10°56'04"
T = 106.82'
L = 210.76'
R = 524.00'
PC STA = 25+99.04 A
PT STA = 28+09.80 A
BK = N48°25'15"W
AH = N25°22'32"W

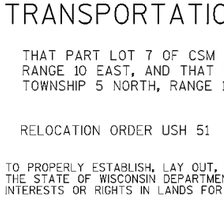
PI STA = 29+43.52 A
Y = 426437.309
X = 857072.418
DELTA = 5°00'38" RT
D = 5°43'45"
T = 43.76'
L = 87.46'
R = 1000.09'
PC STA = 28+99.76 A
PT STA = 29+87.22 A
BK = N25°22'32"W
AH = N20°21'56"W

PI STA = 9+22.70 B3
Y = 425805.635
X = 856814.550
DELTA = 9°23'59" LT
D = 3°50'21"
T = 122.70'
L = 244.85'
R = 1492.45'
PC STA = 8+00.00 B3
PT STA = 10+44.85 B3
BK = S87°59'05"E
AH = N82°36'56"E

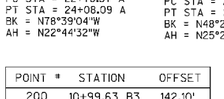
PI STA = 11+69.88 B3
Y = 425837.475
X = 857060.240
DELTA = 41°30'11" LT
D = 17°2144"
T = 125.04'
L = 239.04'
R = 330.00'
PC STA = 10+44.85 B3
PT STA = 12+83.89 B3
BK = N82°36'56"E
AH = N41°06'46"E

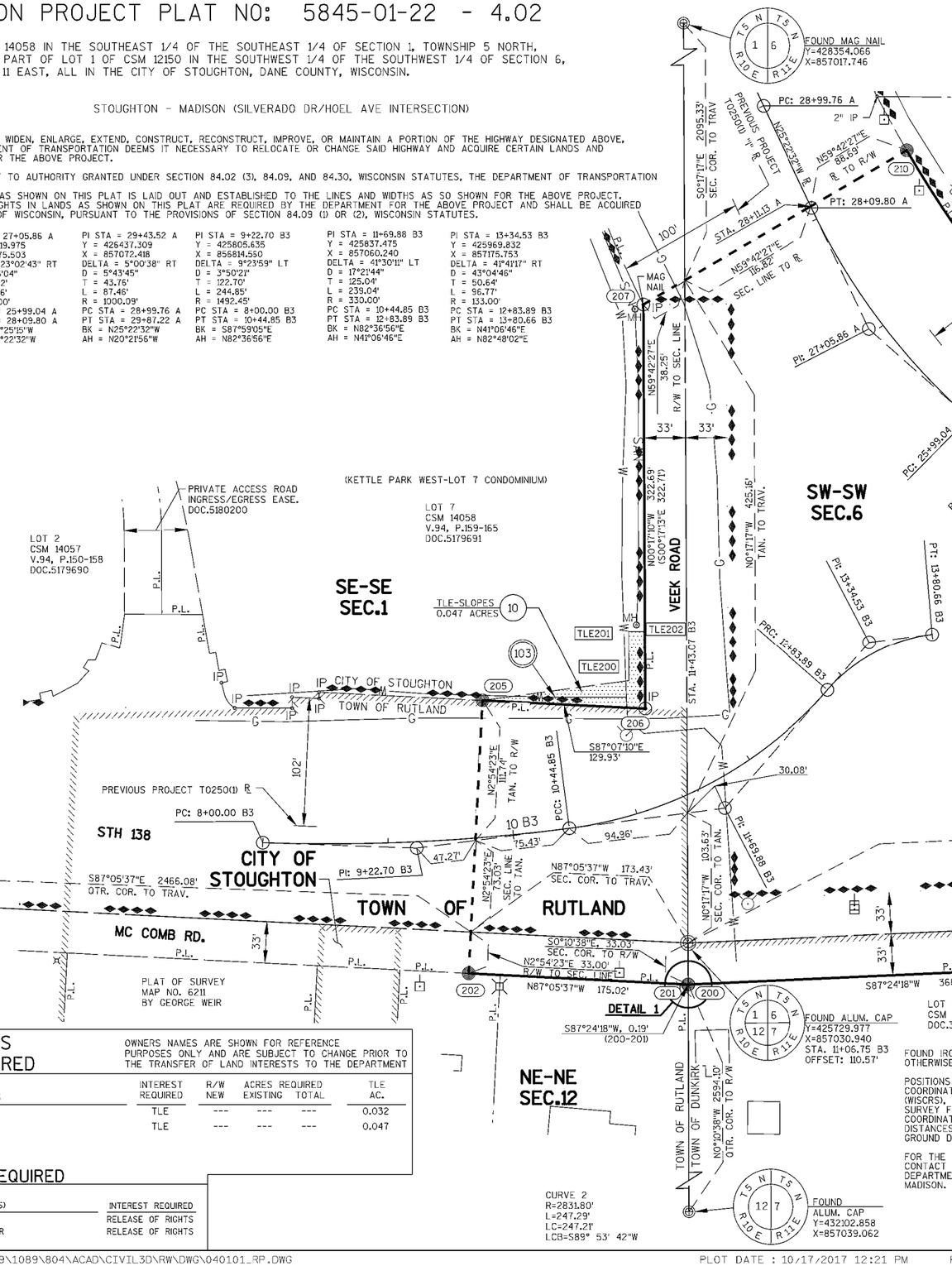
PI STA = 13+34.53 B3
Y = 425969.832
X = 857175.753
DELTA = 41°41'17" RT
D = 43°04'46"
T = 50.64'
L = 96.77'
R = 133.00'
PC STA = 12+83.89 B3
PT STA = 13+80.66 B3
BK = N41°06'46"E
AH = N82°48'02"E

POINT #	STATION	OFFSET
200	10+99.63 B3	142.10'
201	10+99.50 B3	142.05'
202	9+56.74 B3	107.11'
205	9+85.00 B3	108.83'
206	11+40.30 B3	76.25'
207	28+00.56 A	154.61'
210	28+18.73 A	88.36'
211	21+66.05 A	98.58'
212	20+56.51 A	68.29'
215	20+08.46 A	154.58'
216	20+59.53 A	162.66'
217	22+86.26 A	212.68'
TLE200	11+36.08 B3	101.96'
TLE201	11+62.47 B3	137.65'
TLE202	11+81.63 B3	131.31'
TLE203	25+63.71 A	82.28'
TLE204	25+62.98 A	90.24'
TLE205	24+48.69 A	120.69'
TLE206	24+46.11 A	113.12'



DETAIL 1





SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W NEW	ACRES REQUIRED EXISTING	TOTAL	TLE AC.
9	STOUGHTON SWAC, LLC.	TLE	---	---	---	0.032
10	KETTLE PARK WEST LLC.	TLE	---	---	---	0.047

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	UTILITY OWNER(S)	INTEREST REQUIRED
101	ALLIANT ENERGY-GAS	RELEASE OF RIGHTS
103	CITY OF STOUGHTON - WATER	RELEASE OF RIGHTS

FOUND IRON PINS ARE 3/4" REBAR UNLESS OTHERWISE NOTED.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83 (2011) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON.

EXISTING R/W FOR USH 51 BASED ON PREVIOUS PROJECT: T 0250(1), 450-A, PLAT OF DVORAK'S ADDITION, CSM 12150, CSM 14058.

EXISTING R/W FOR STH 138 BASED ON PREVIOUS PROJECT: T 0250(1), CSM 14057, CSM 14058.

EXISTING R/W FOR MC COMB RD. BASED ON PREVIOUS PROJECT: T 0250(1), CSM 10950, CSM 4659, PLAT OF SURVEY MAP NO. 6211 BY GEORGE WEIR.

EXISTING R/W FOR VEEK ROAD BASED ON CSM 3435 & CSM 14058.

EXISTING ACCESS CONTROL ON USH 51 BASED ON PREVIOUS PROJECT: T 0250(1) AND CSM 14058.

EXISTING ACCESS CONTROL ON VEEK ROAD BASED ON PREVIOUS PROJECT: T 0250(1) AND CSM 14058.

EXISTING ACCESS CONTROL ON STH 138 BASED ON PREVIOUS PROJECT: 5567-01-29 AND CSM 14058.

(101) ALLIANT ENERGY-GAS DOC.1343005, V.384, P.286 PARCEL 9

(103) CITY OF STOUGHTON-WATER EASE. ON CSM 14058 PARCEL 10

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

I, HEATHER S. BARTELT PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE 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 HEATHER S. BARTELT S-2797 MADISON WI LAND SURVEYOR

SIGNATURE: Heather Bartelt DATE: 10/17/17
PRINT NAME: HEATHER S. BARTELT
REGISTRATION NUMBER: S-2797

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTHWEST REGION.
SIGNATURE: Cory Schlagel DATE: 10/17/17
PRINT NAME: CORY SCHLAGEL

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NO. 5364964.

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5365588
10/18/2017 2:18 PM
Trans. Fee:
Exempt #:
Rec. Fee: 25.00
Pages: 1

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5845-01-22 -4.02
AMENDMENT NO:---

BEGIN CONSTRUCTION
STA. 10+00.00 A3

CONSTRUCT CE
10+19.08 A3 LT

END CONSTRUCTION
STA. 11+47.51 M

BEGIN CONSTRUCTION
STA. 10+00.00 V

BEGIN PROJECT
STA. 10+00.00 A
X=858720.94
Y=425822.09

BEGIN CONSTRUCTION
STA. 10+00.00 A7

END CONSTRUCTION
STA. 12+64.64 H

BEGIN CONSTRUCTION
STA. 8+30.33 B3

END PROJECT
STA. 29+87.22 A

END CONSTRUCTION
STA. 35+51.64 B

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 1	29+29 A, 143' LT	TOP NUT HYDRANT	921.72
BM 2	26+20 A, 372' LT	TOP NUT HYDRANT	922.69
BM 3	23+80 A, 369' LT	TOP NUT HYDRANT	911.69
BM 4	23+18 A, 189' LT	TOP NUT HYDRANT	904.79
BM 5	20+14 A, 106' LT	TOP NUT HYDRANT	905.87
BM 6	17+83 A, 130' LT	TOP NUT HYDRANT	907.42
BM 7	13+76 A, 229' LT	TOP NUT HYDRANT	911.21
BM 9	14+71 A, 187' RT	TOP NUT HYDRANT	905.83
BM 10	16+35 B, 471' RT	TOP NUT HYDRANT	900.19
BM 11	8+49 A, 52' RT	SET RR SPIKE	918.08

PROFILE A

PROFILE FOR INFORMATION ONLY
SEE ROUNDABOUT DETAILS AND PROFILES
FOR ELEVATIONS THROUGH ROUNDABOUT

VCL = 165.00
K = 127.42

VCL = 150.00
K = 58.54

VCL = 120.00
K = 93.86

VCL = 120.00
K = 75.92

EXISTING GROUND

PROPOSED A PROFILE

BEGIN PROJECT
STA. 10+00.00 A

END PROJECT
STA. 29+87.22 A

-2.20% -0.91% -0.98% 1.28% 1.28% 0.82% 1.60% 2.88% 1.30%

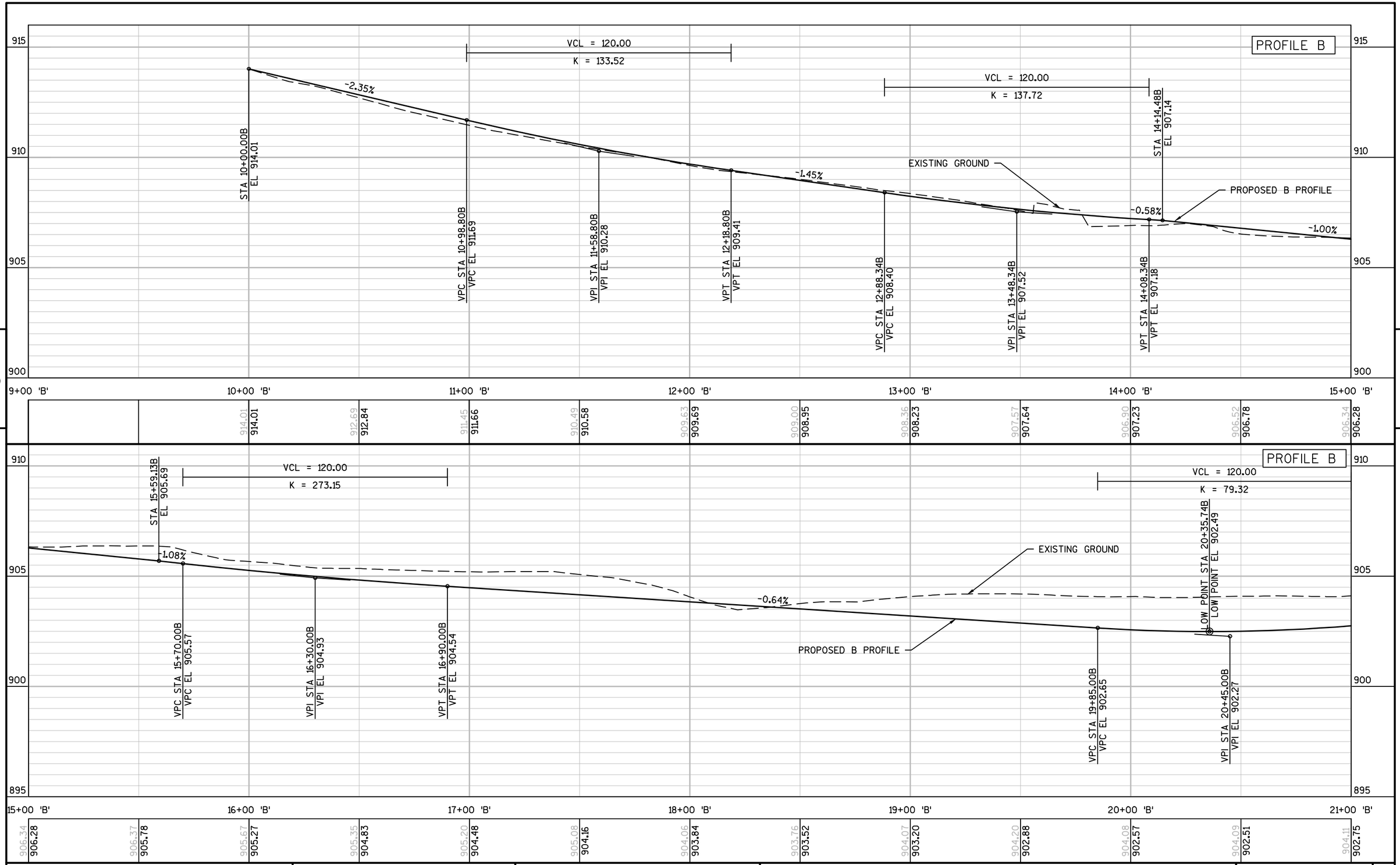
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VPI STA 12+99.69A VPI EL 907.42
VPT STA 13+82.19A VPT EL 906.67
STA 14+05.41A EL 906.46
STA 15+48.52A EL 905.06
VPC STA 18+98.94A VPC EL 900.57
LOW POINT STA 19+73.95A LOW POINT EL 900.09
VPI STA 19+73.94A VPI EL 899.61
VPT STA 20+48.94A VPT EL 900.57
STA 24+08.01A EL 905.17
STA 25+54.35A EL 906.37
VPC STA 27+05.00A VPC EL 908.78
VPI STA 27+65.00A VPI EL 909.74
VPT STA 28+25.00A VPT EL 911.47
VPC STA 28+60.00A VPC EL 912.48
VPI STA 29+20.00A VPI EL 914.20
VPT STA 29+80.00A VPT EL 914.98
STA 29+87.22A EL 915.08

6 'A'	7 'A'	8 'A'	9 'A'	10 'A'	11 'A'	12 'A'	13 'A'	14 'A'	15 'A'	16 'A'	17 'A'	18 'A'	19 'A'	20 'A'	21 'A'	22 'A'	23 'A'	24 'A'	25 'A'	26 'A'	27 'A'	28 'A'	29 'A'	30 'A'	31 'A'	32 'A'	33 'A'	34 'A'	35 'A'	36 'A'
	922.64	921.10	919.81	918.22	916.93	915.54	914.01	912.68	912.91	911.48	911.81	910.55	910.71	909.82	909.61	909.10	908.55	908.41	907.68	907.94	907.00	907.29	906.51	906.36	906.02	904.71	905.53	903.53	905.04	904.39	904.40	904.90	903.76	904.90	903.12	904.83	902.48	904.73	901.84	904.49	901.20	904.32	900.56	904.05	900.14	903.82	900.15	903.70	900.58	903.70	901.22	903.47	901.86	901.90	902.51	904.13	903.15	905.12	903.79	905.42	904.43	906.20	905.07	903.03	905.51	904.73	905.92	905.75	906.33	906.83	907.10	907.73	907.90	908.79	908.70	910.20	909.61	911.45	910.78	912.46	912.19	913.31	913.52	914.65	914.54

PROJECT NO: 5845-01-76 | HWY: USH 51 | COUNTY: DANE | PLAN AND PROFILE: USH 51 | SHEET 190 | E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050101
PLOT DATE : 10/29/2020 3:33 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********

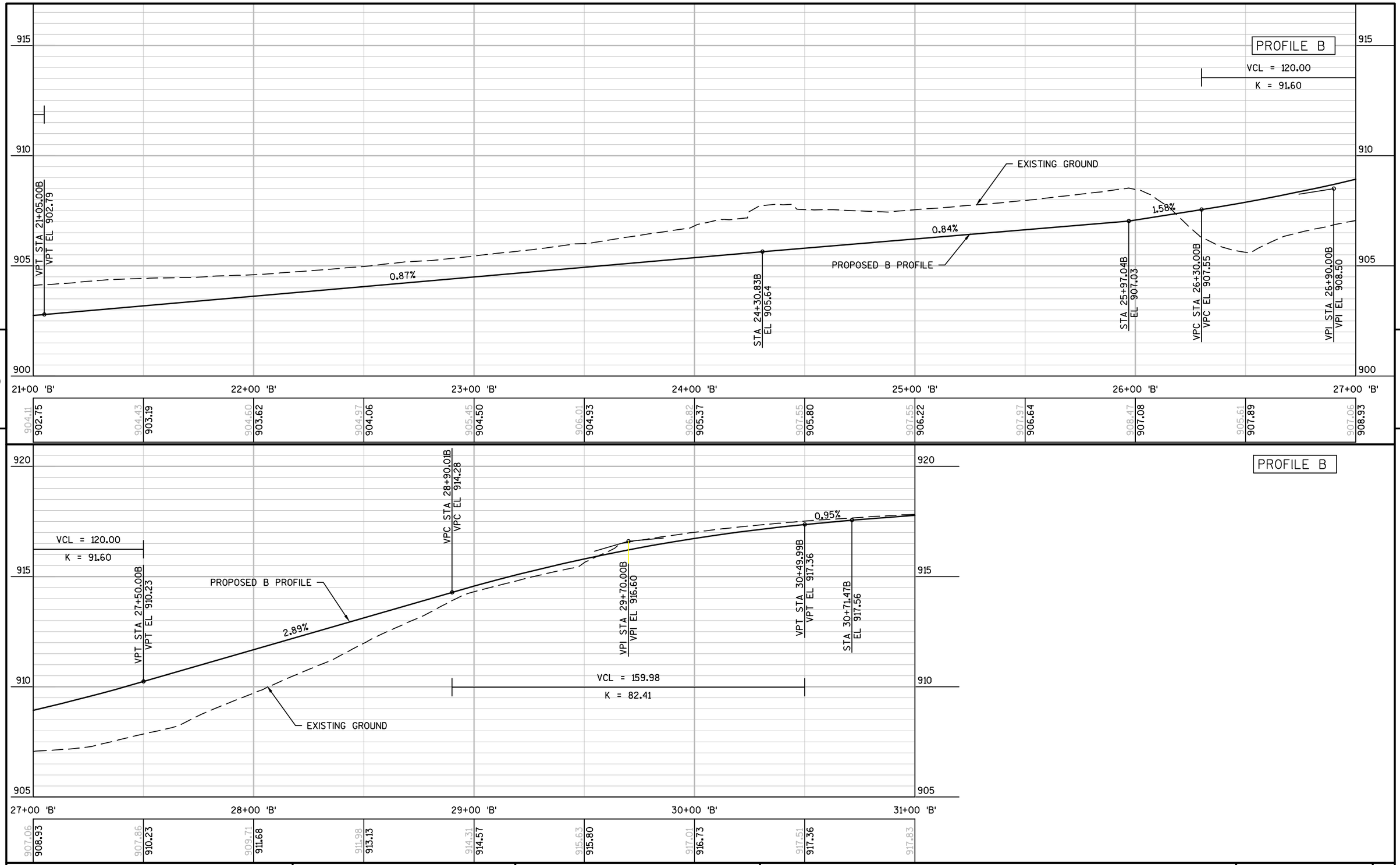
WISDOT/CADDS SHEET 44



5

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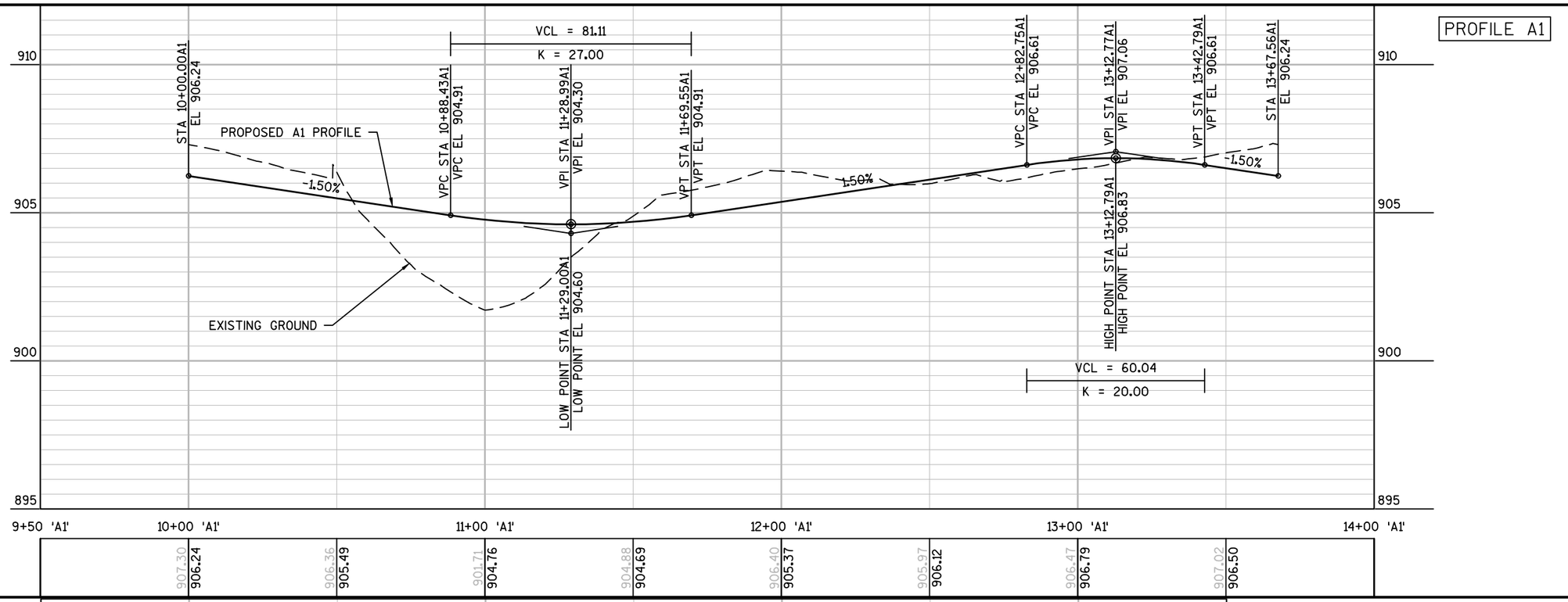
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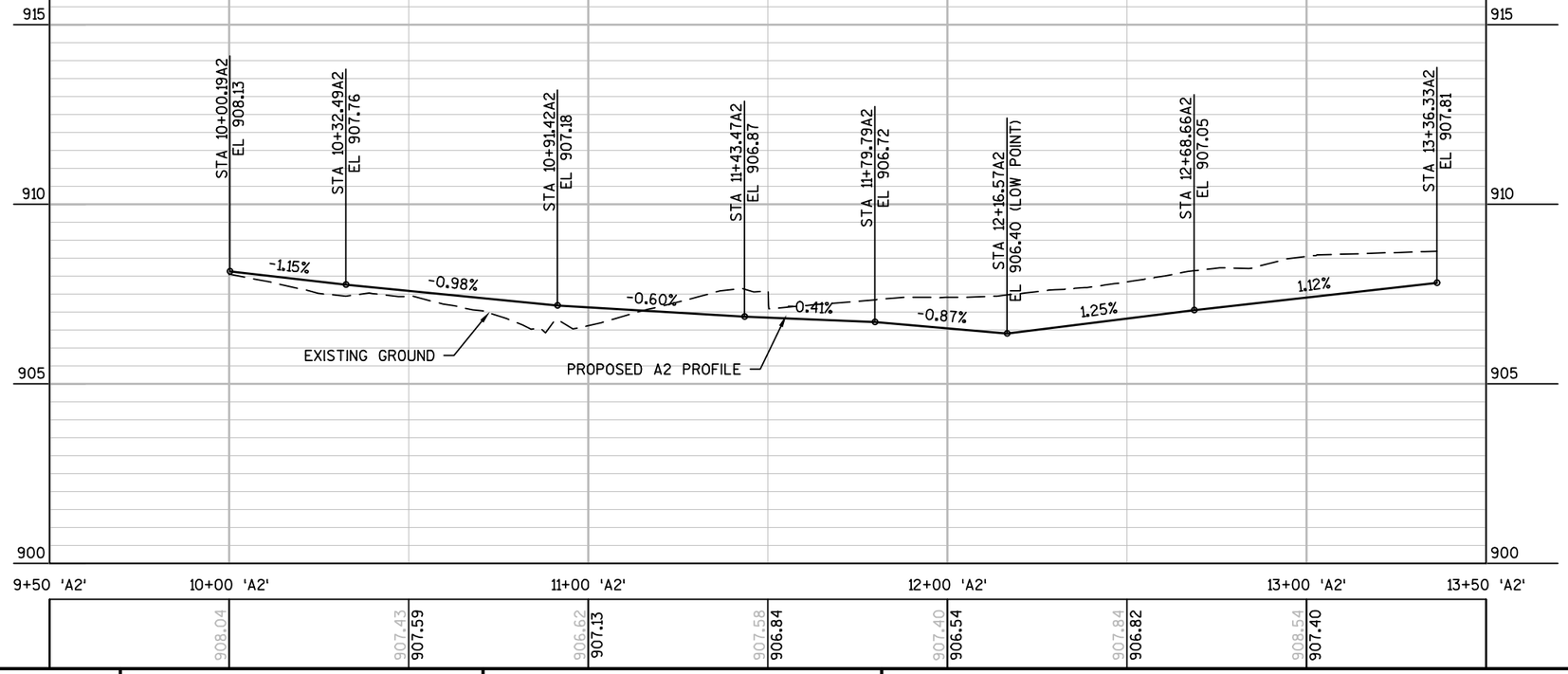


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PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROFILE: USH 51	SHEET 192	E

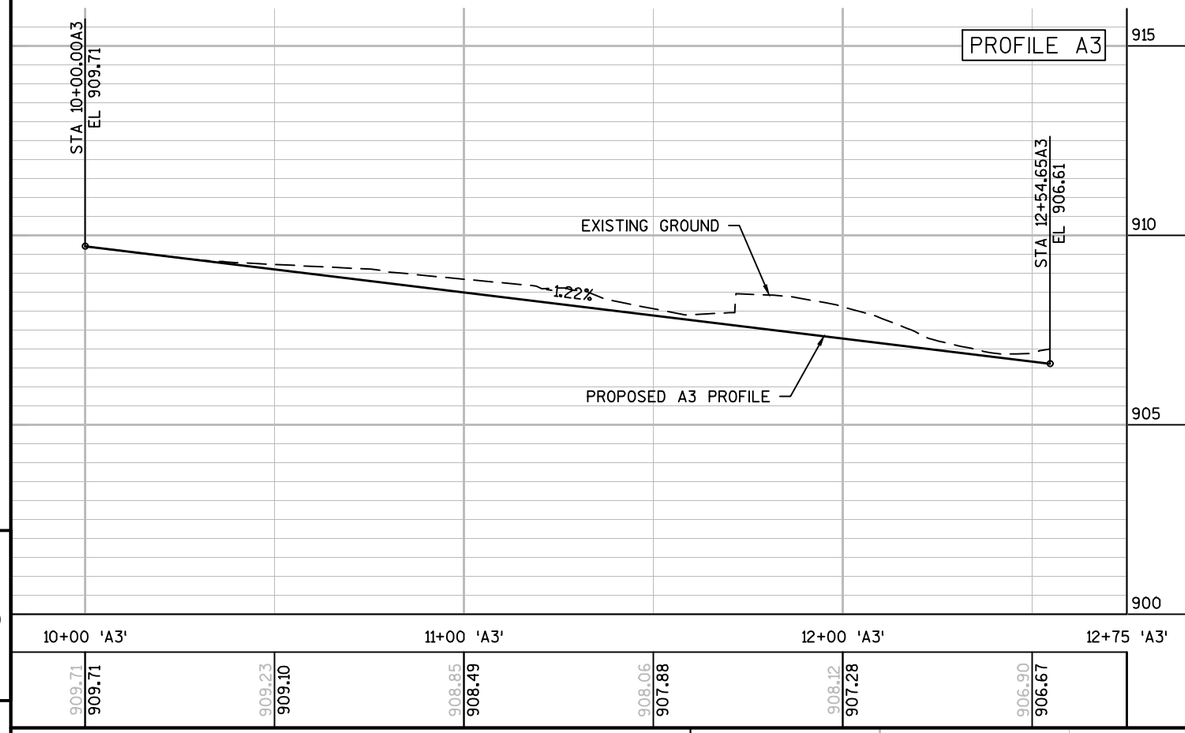


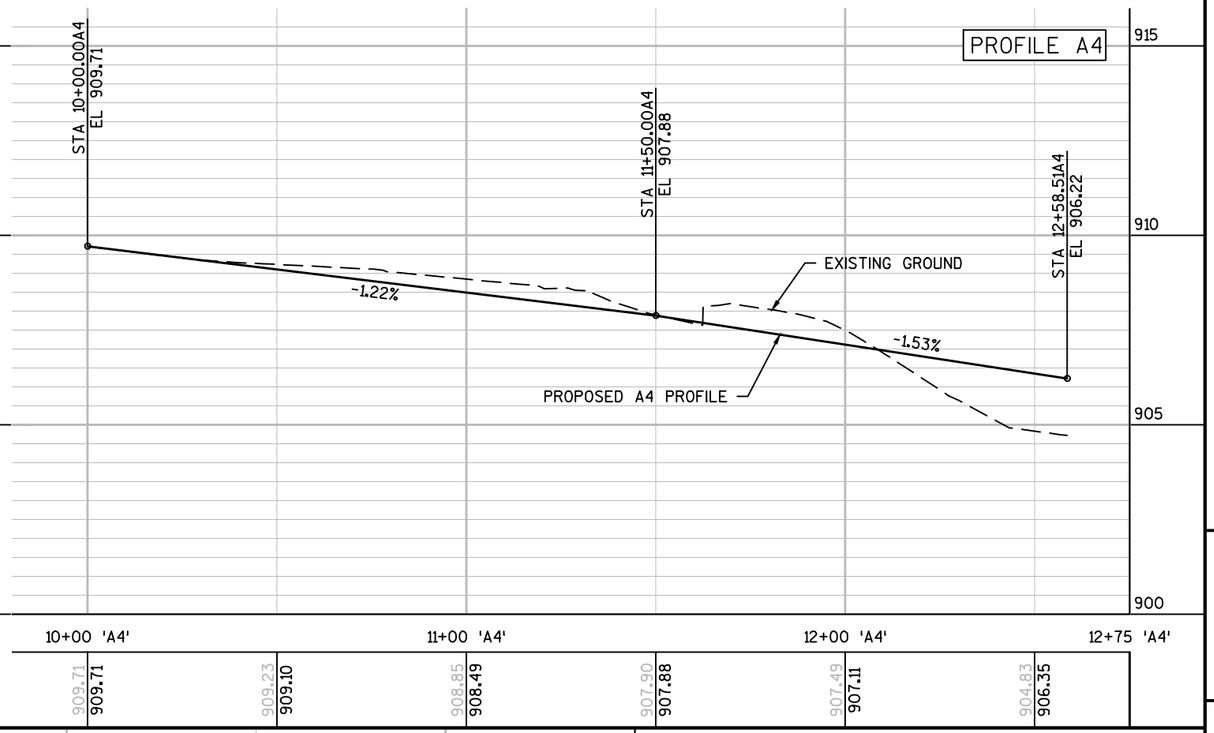


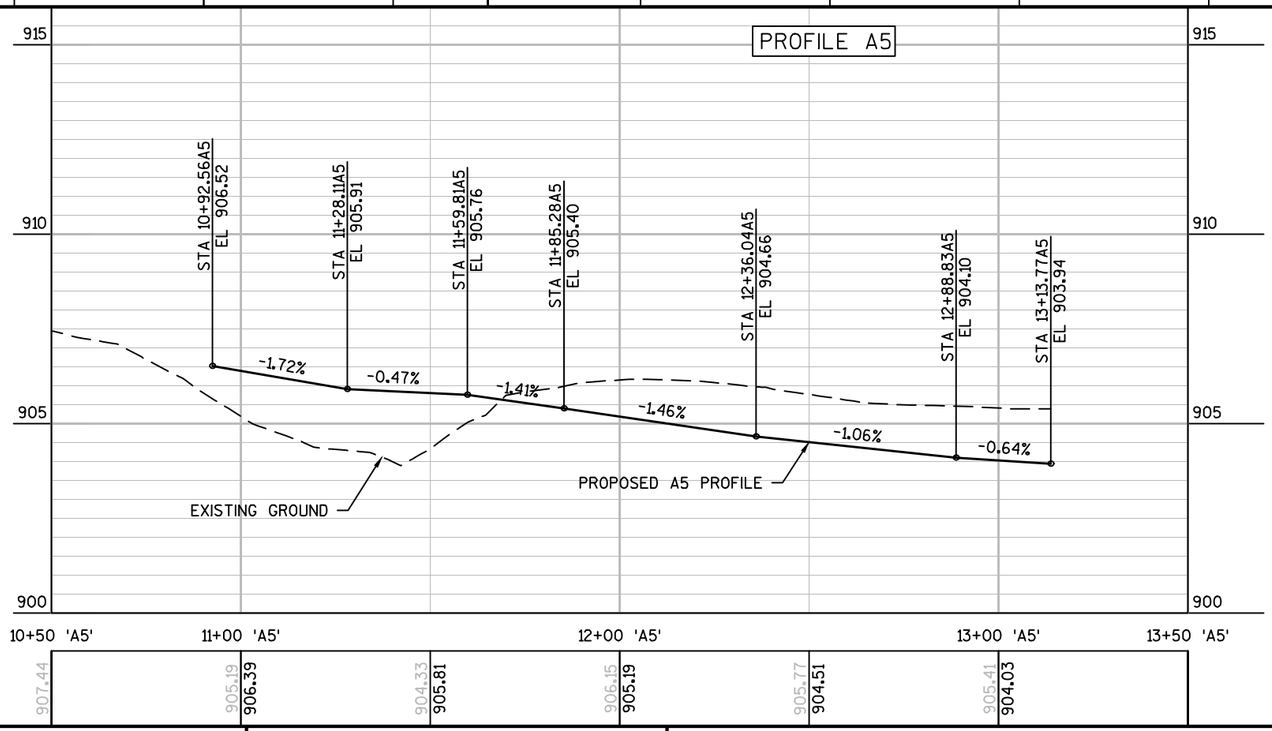
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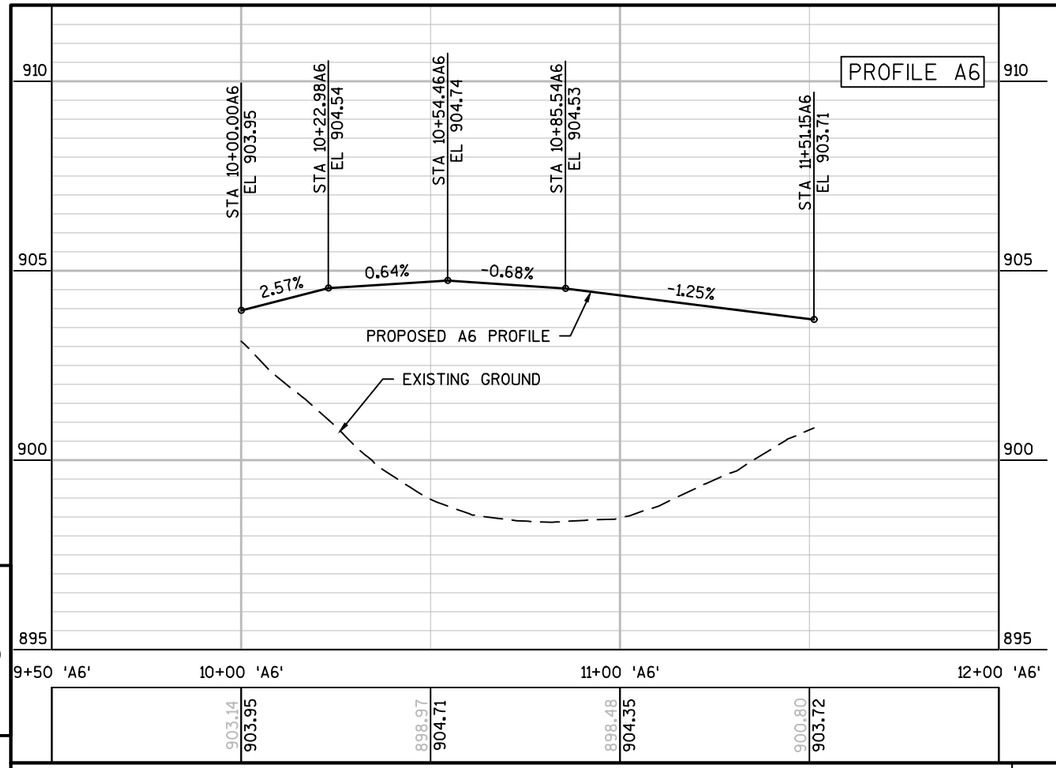
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROFILE: HOEL AVE/SILVERADO DR ROUNDABOUT	SHEET 193	E

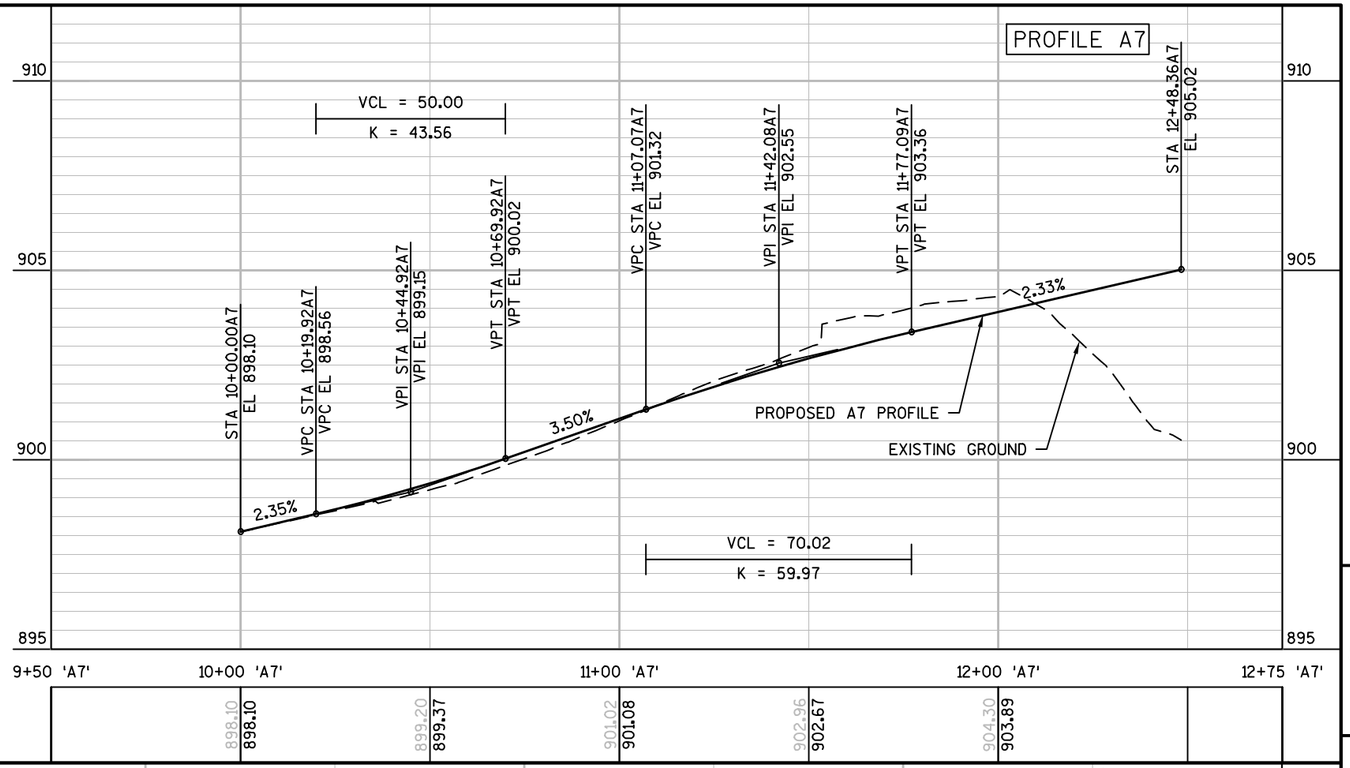


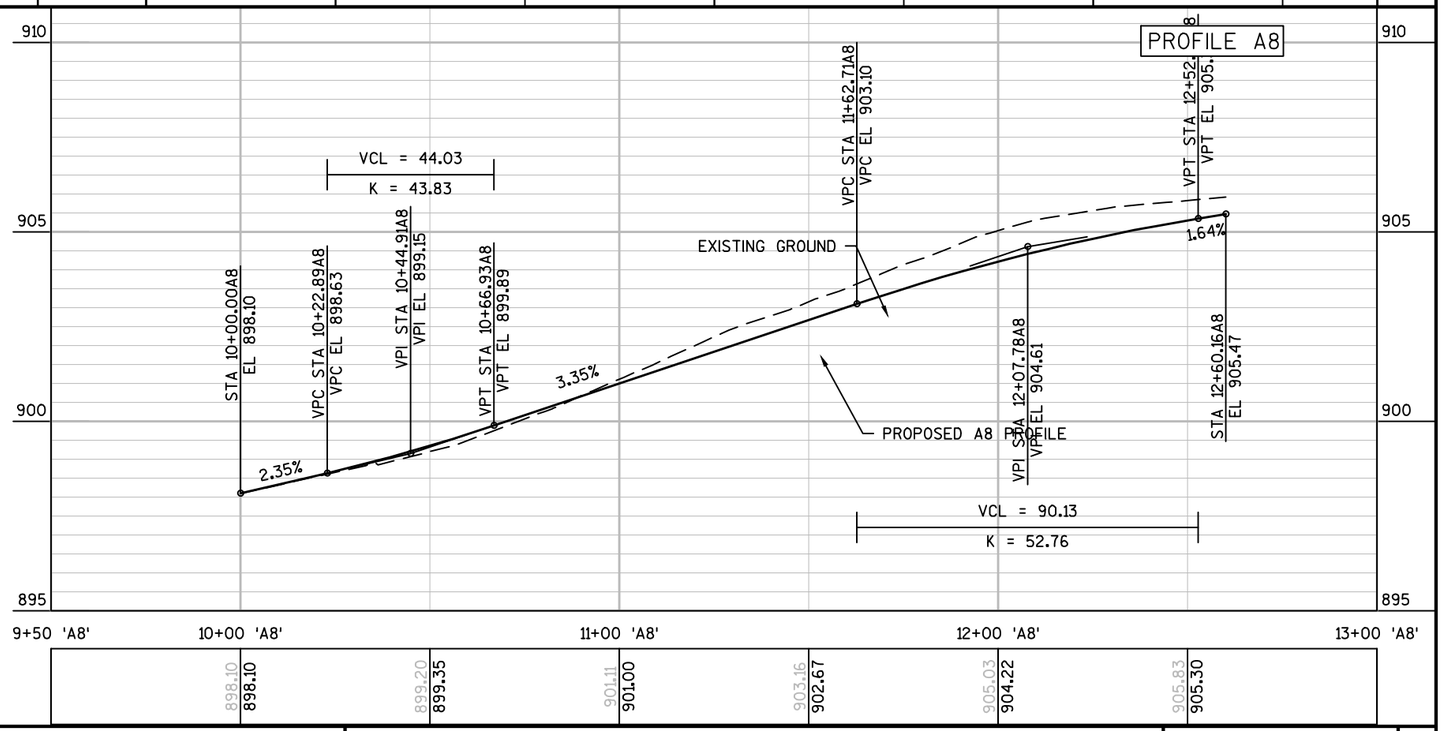




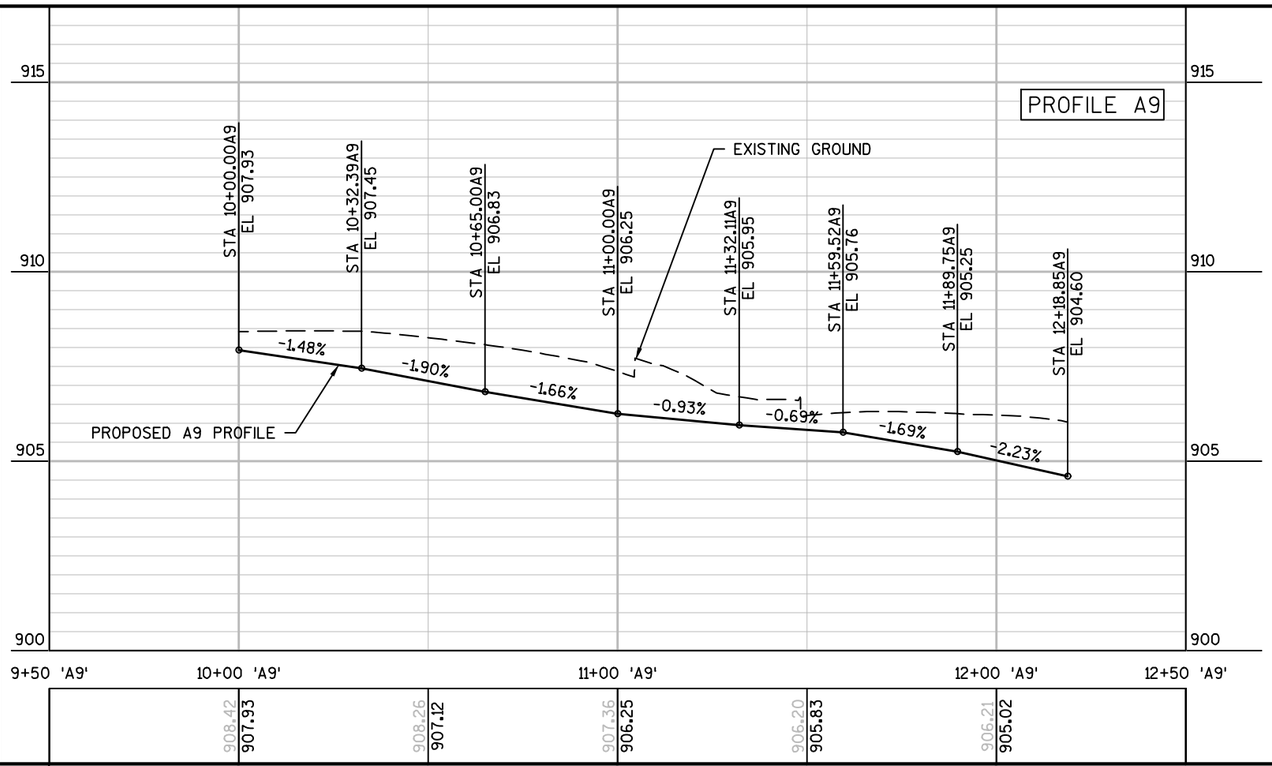
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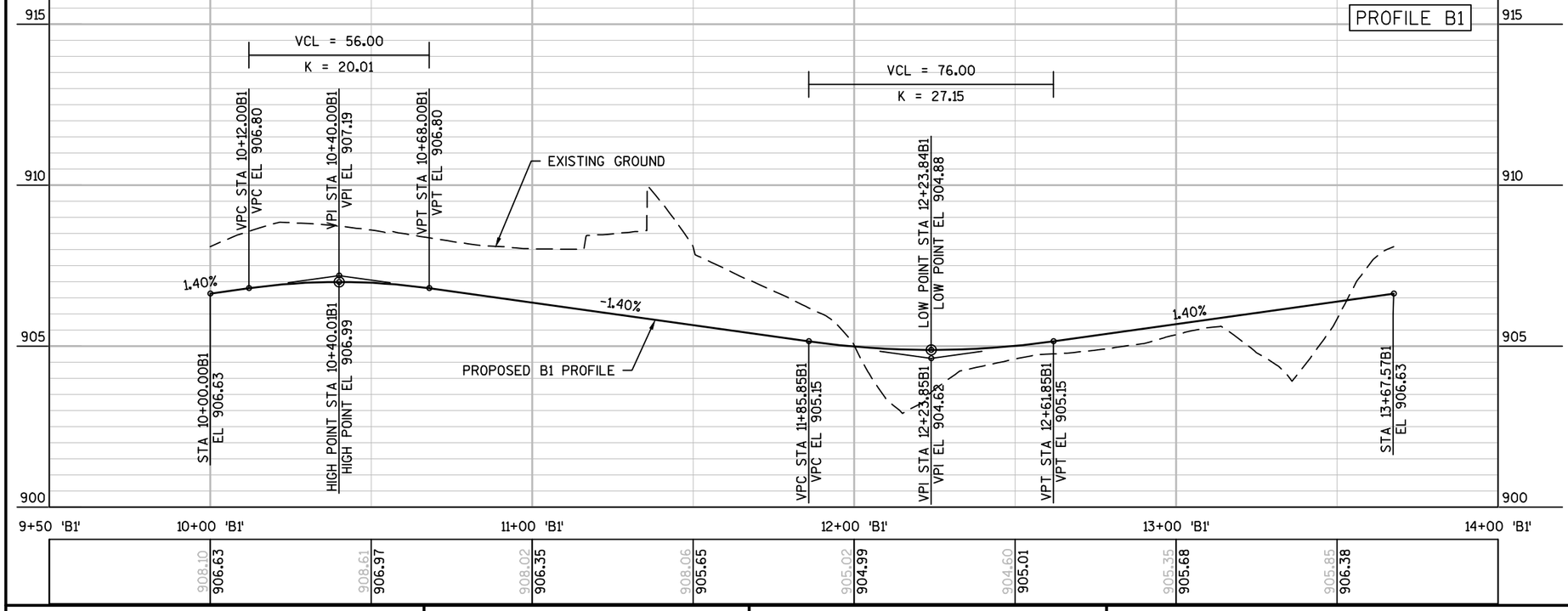




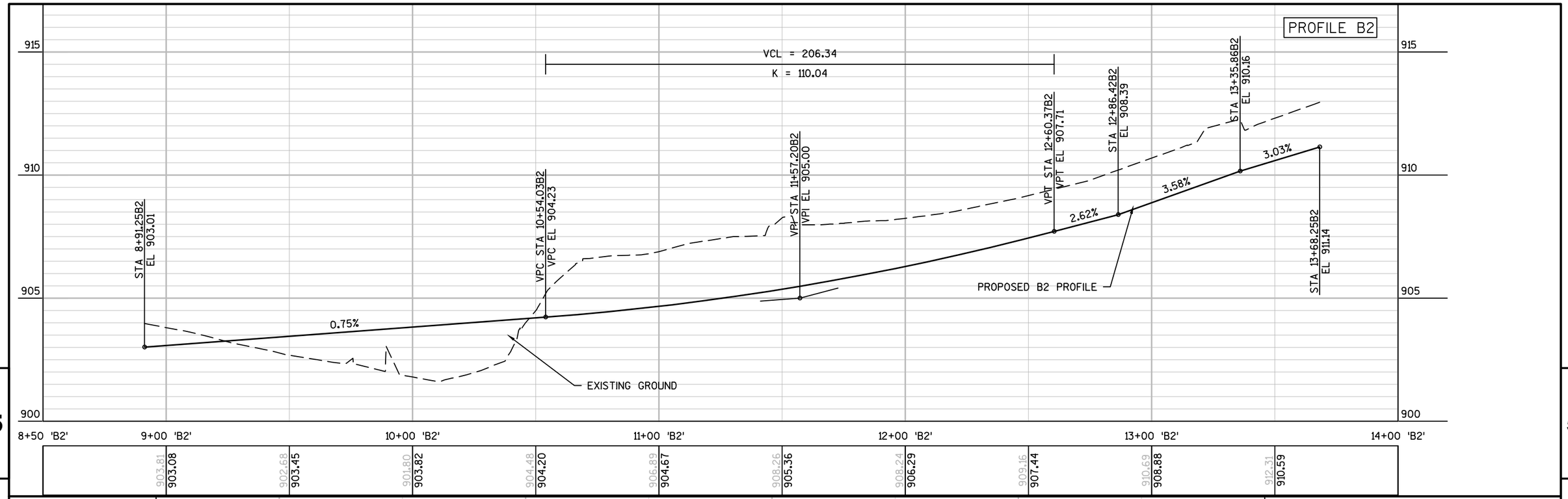


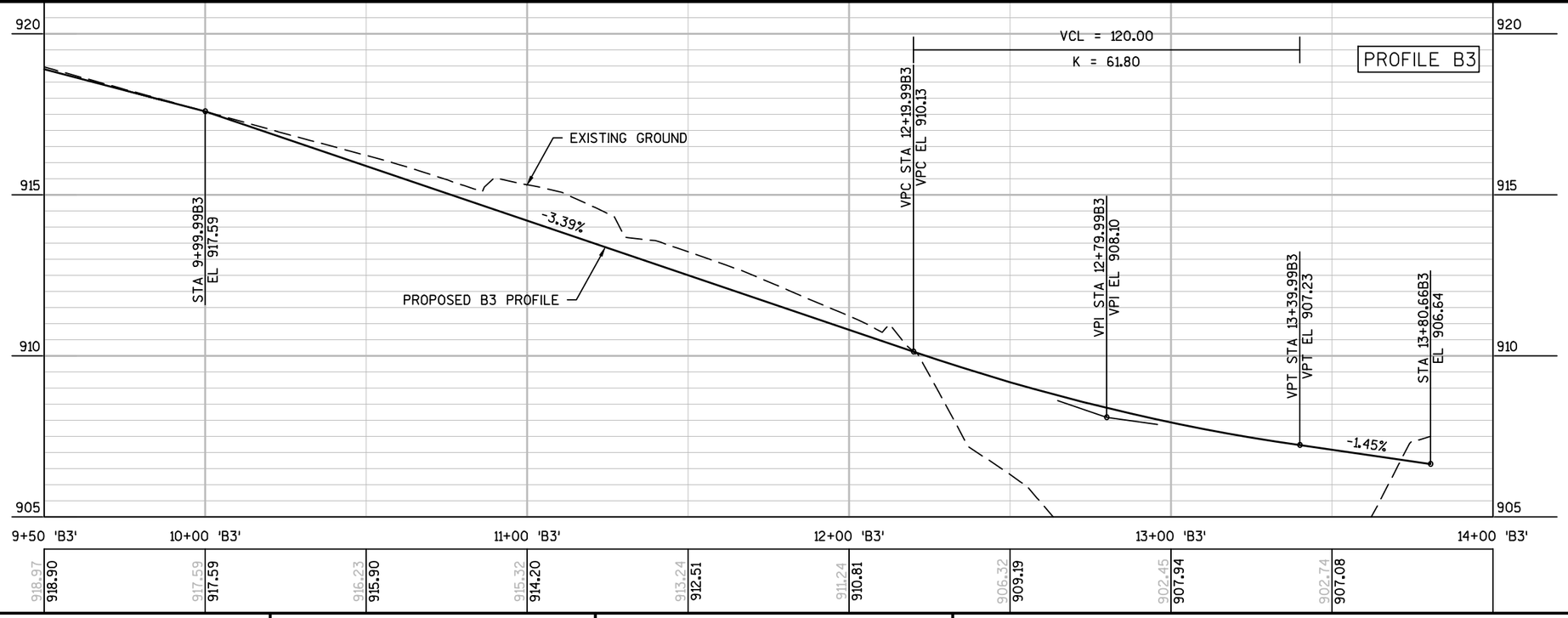
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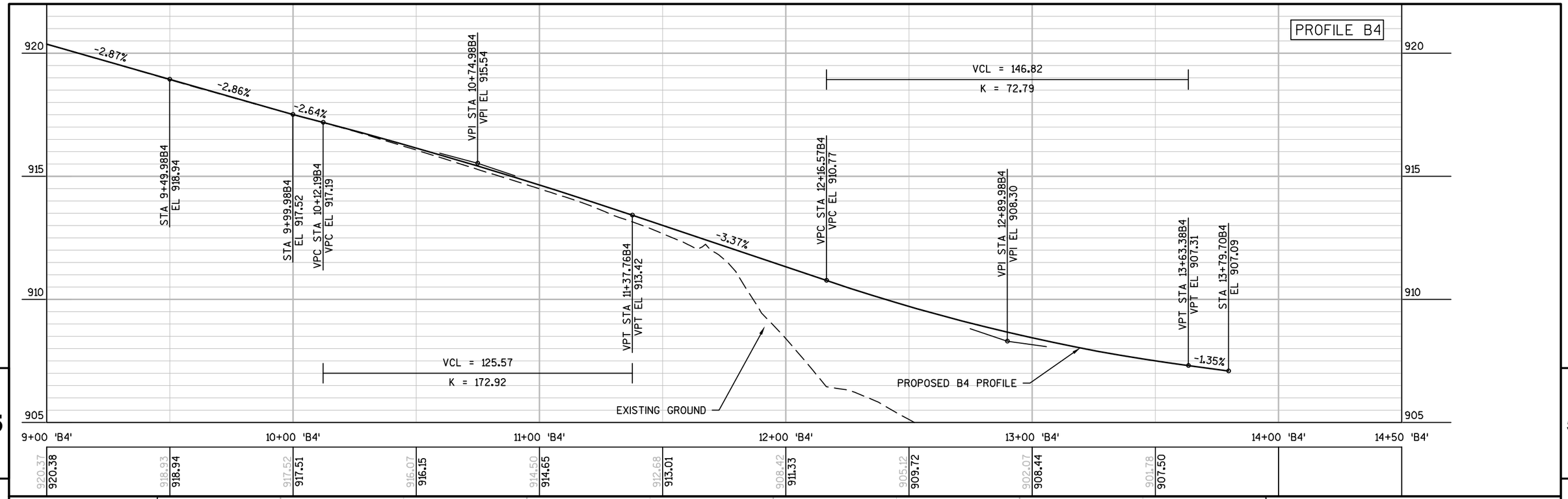


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROFILE: HOEL/SILVERADO AND STH 138 ROUNDABOUT	SHEET 196 E





PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROFILE: STH 138 ROUNDABOUT	SHEET 197	E

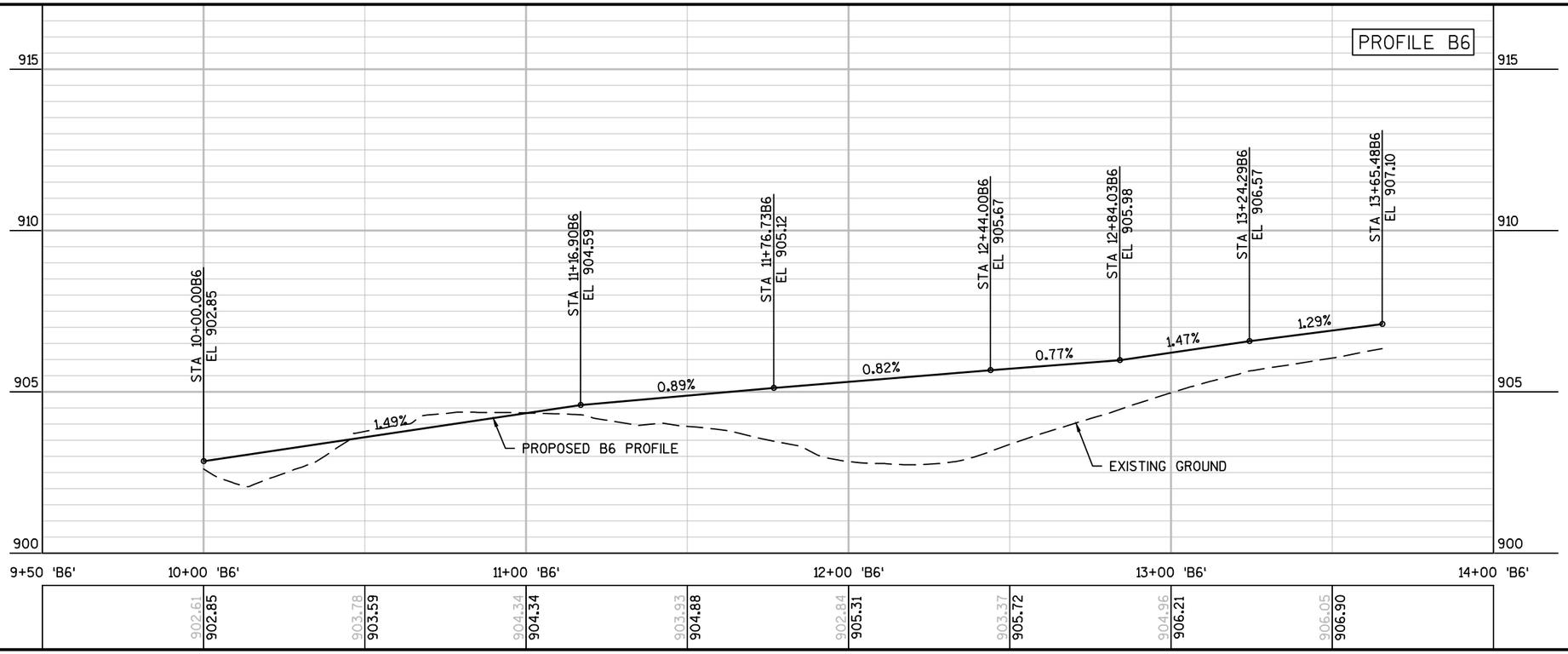


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROFILE: STH 138 ROUNDABOUT	SHEET 198	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050109

PLOT DATE : 10/29/2020 3:33 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********

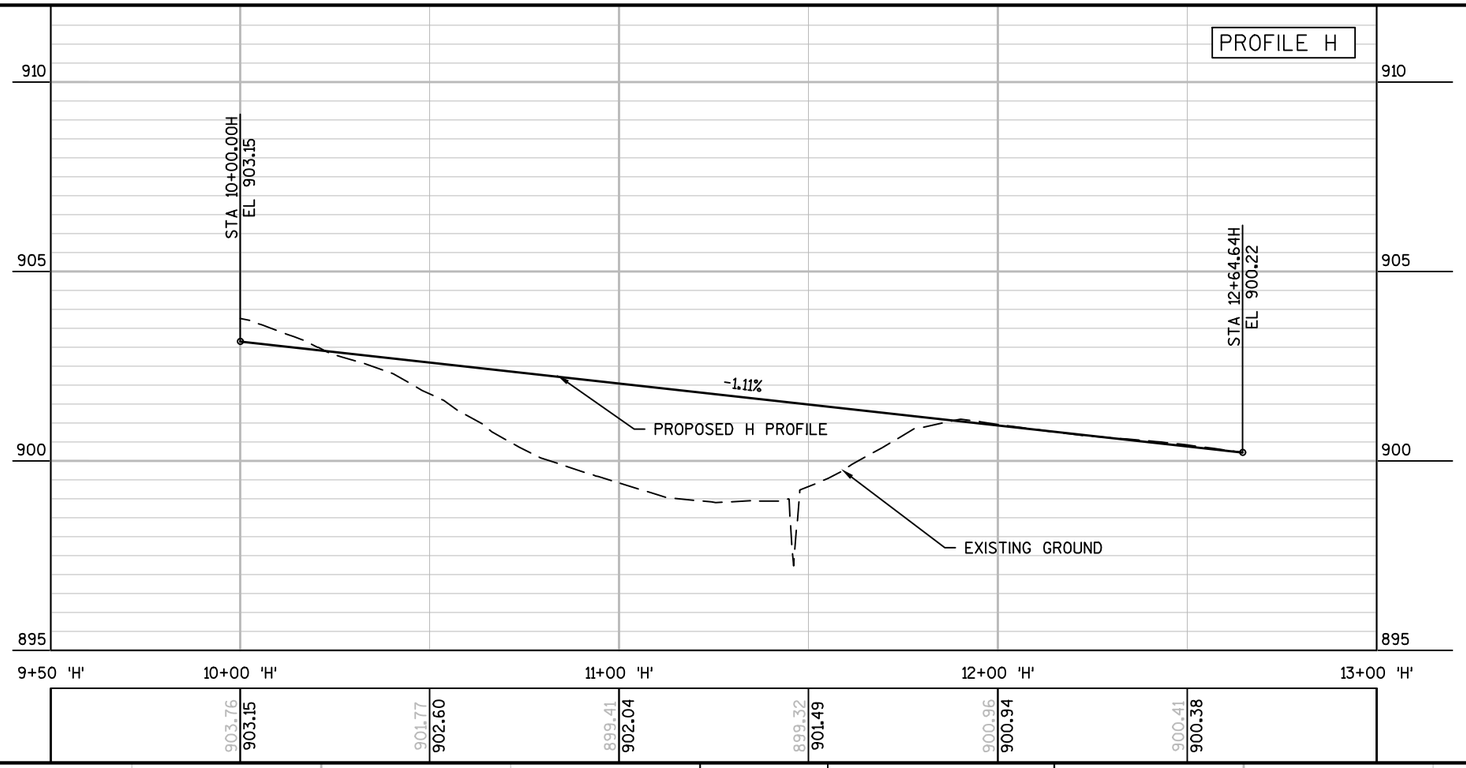
WISDOT/CADDS SHEET 44

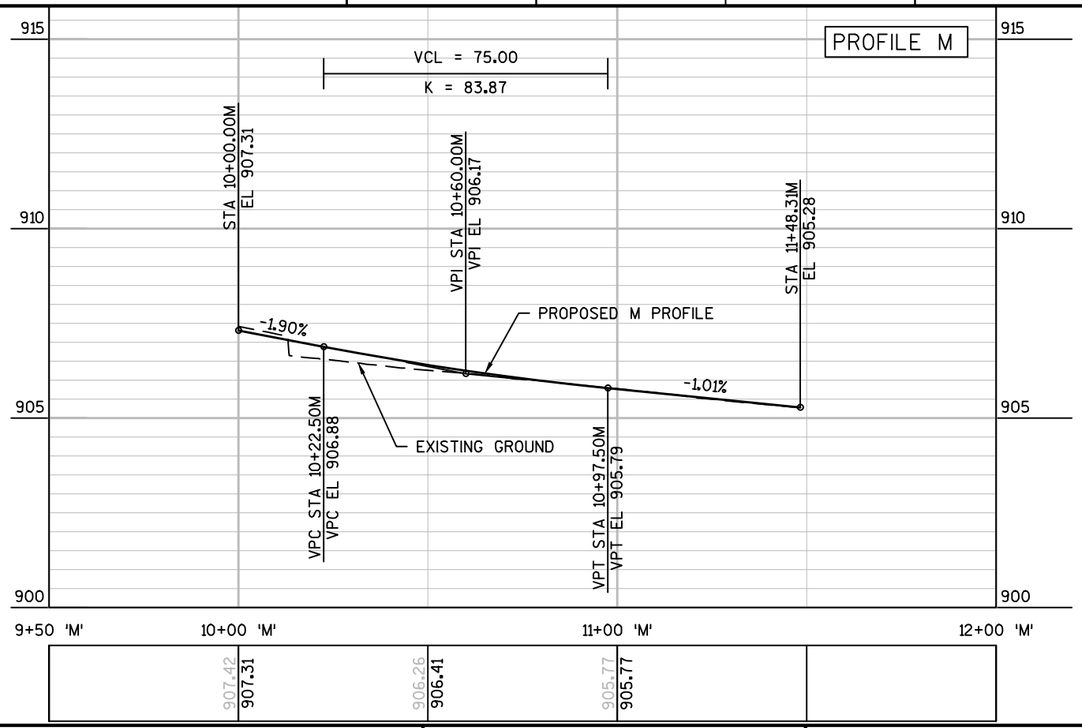


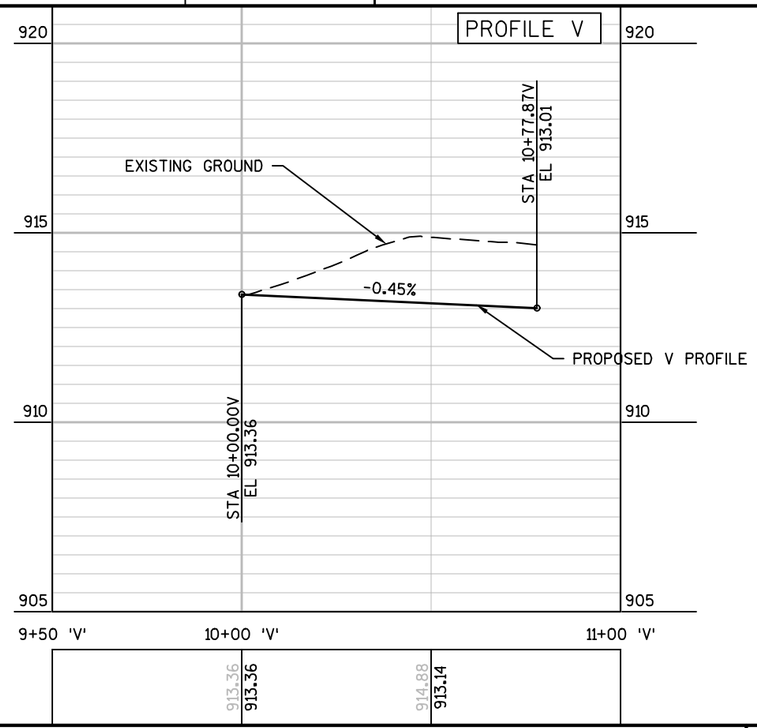
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PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROFILE: STH 138 ROUNDABOUT	SHEET 199	E







PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	PROFILE: HOIBY, McCOMB, AND VEEK	SHEET 200	E

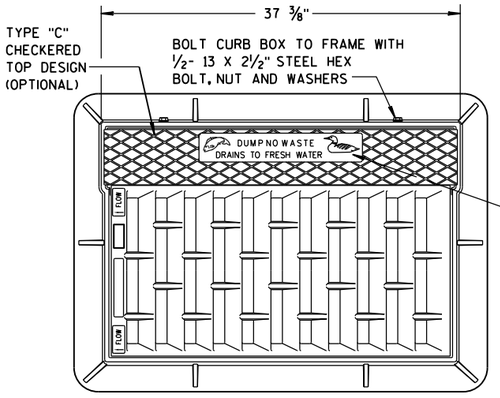
Standard Detail Drawing List

08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	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
08E14-01	TRACKING PAD
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
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
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
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
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
14B29-01	SAFETY EDGE
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
15C02-08F	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
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDABOUT ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)

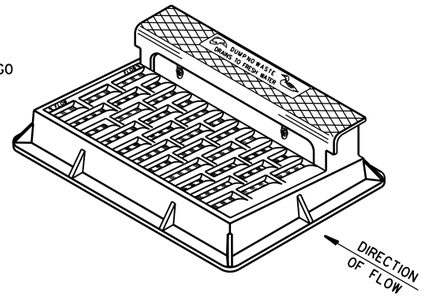
6

Standard Detail Drawing List

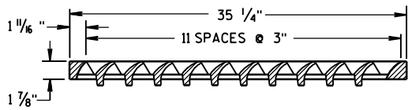
15C11-08A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05A	PAVEMENT MARKINGS, MEDIAN ISLANDS
15C18-05B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
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
15D41-01	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

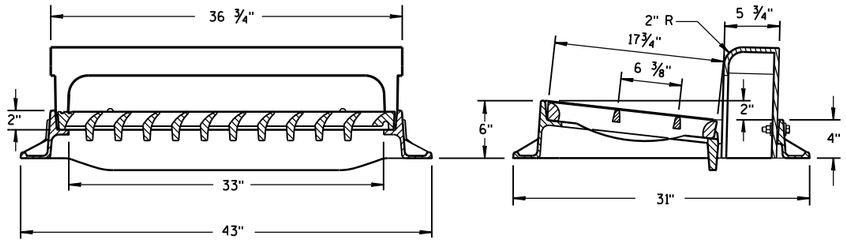


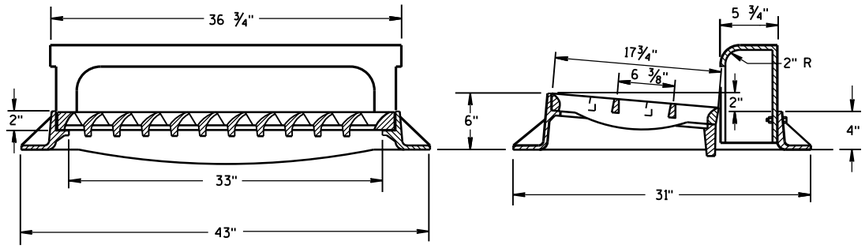
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

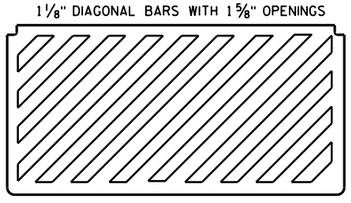






TYPE "H"

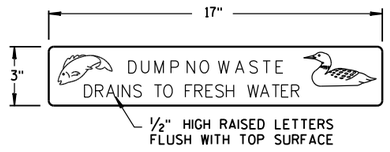
NOTE: EITHER CASTING IS ACCEPTABLE



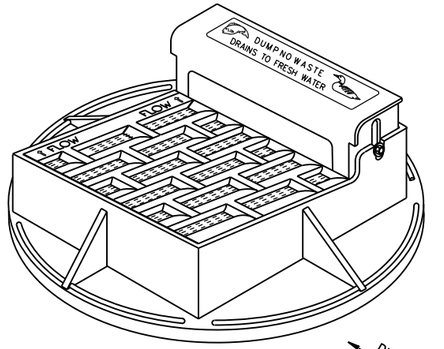
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

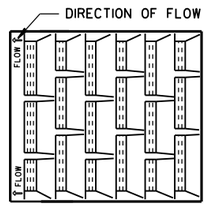
NOTE:
GRATE IS REVERSIBLE.

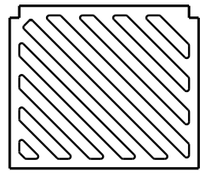
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

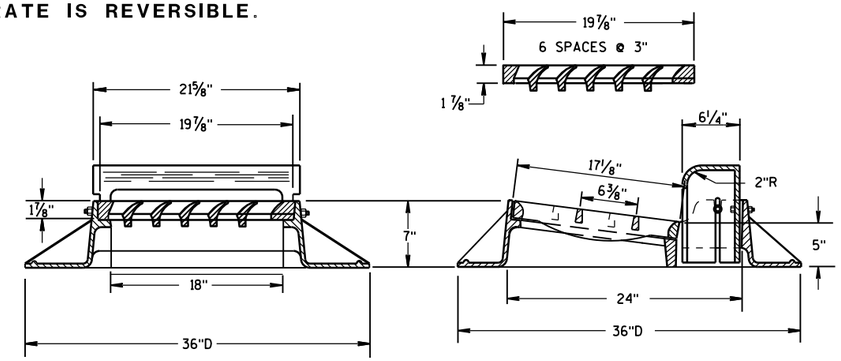




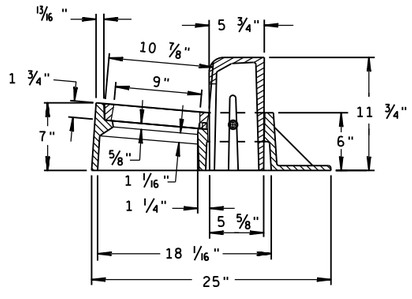
SPECIAL GRATE FOR TYPE "A" COVER

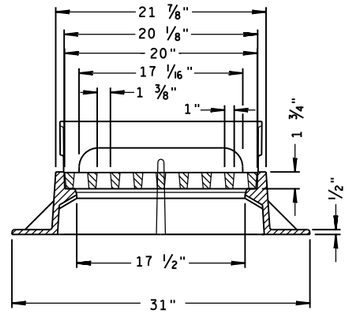
(MEASURES 19 3/4" X 17" X 1 7/8")

(NOTED AS TYPE A-S ON DRAINAGE TABLE)

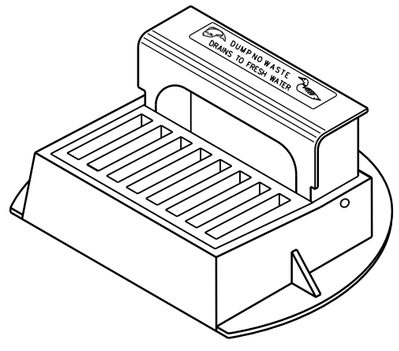


TYPE "A"





TYPE "Z"



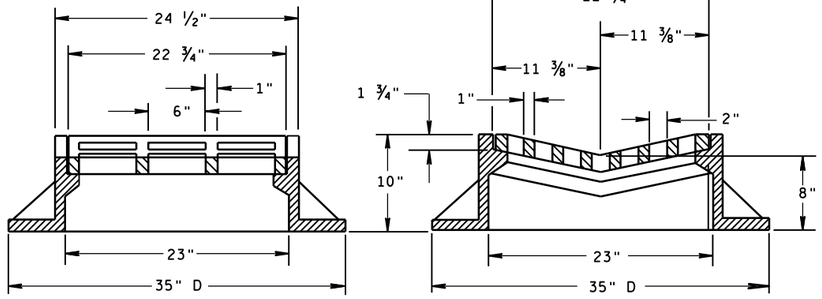
INLET COVERS
TYPE A, H, A-S, H-S & Z

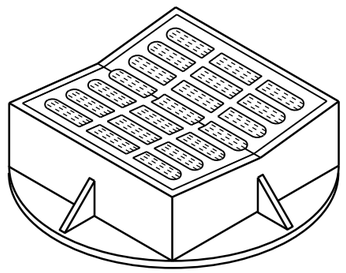
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

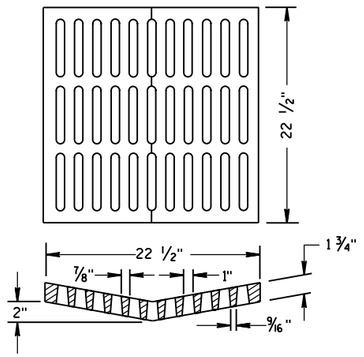
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S.D.D. 8 A 5-19a



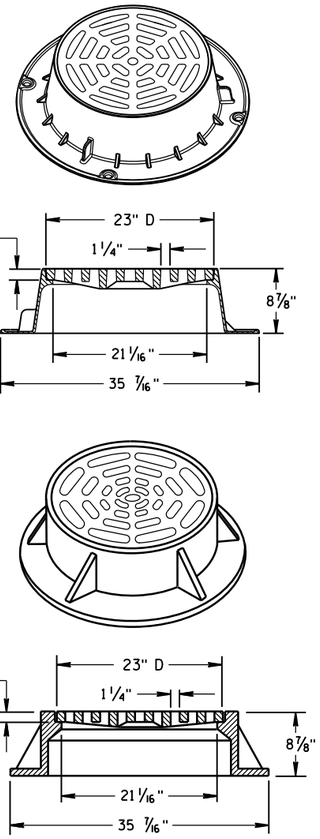


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

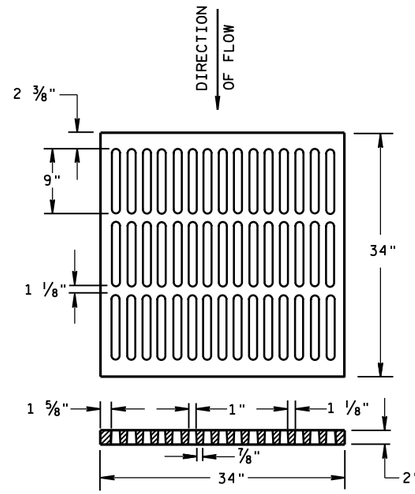
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

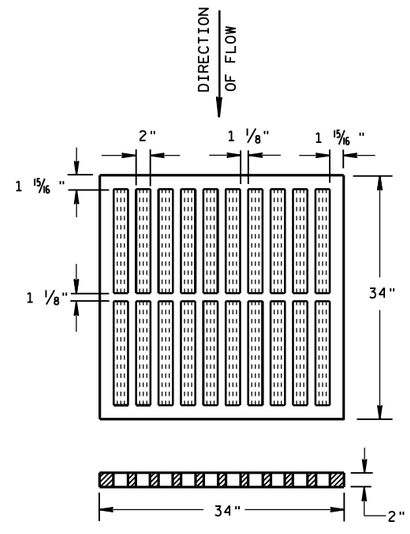
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



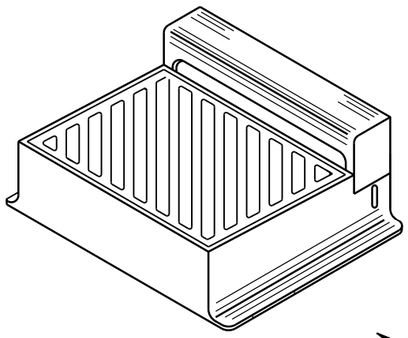
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

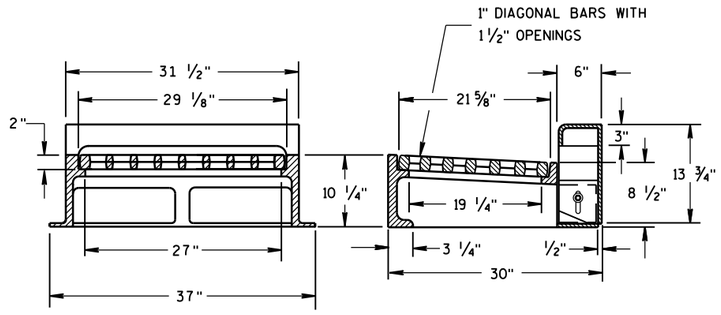


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

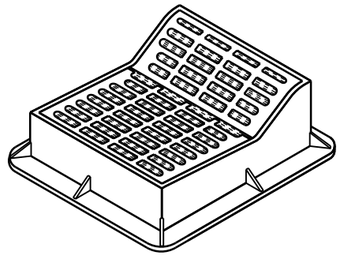
INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

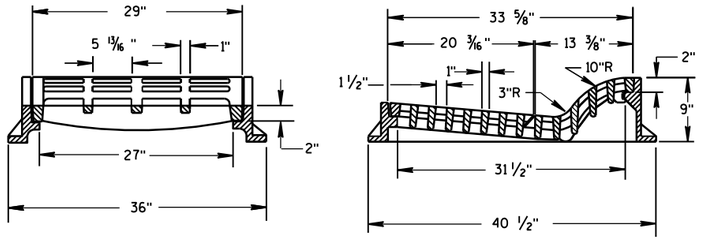
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

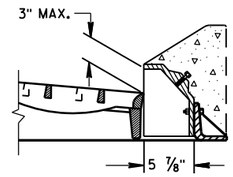
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

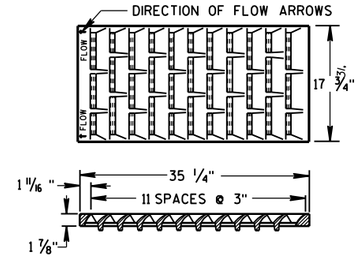
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

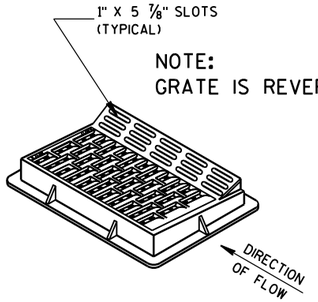
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

GENERAL NOTES

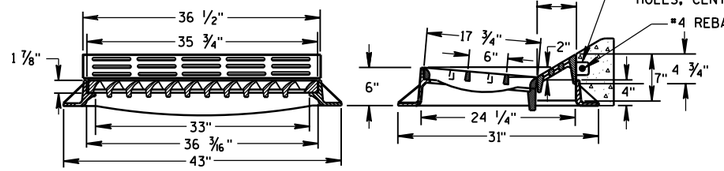
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.





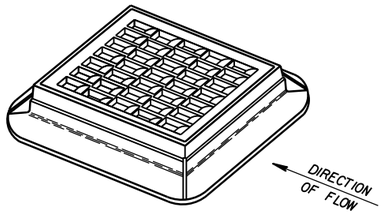
NOTE:
GRATE IS REVERSIBLE.

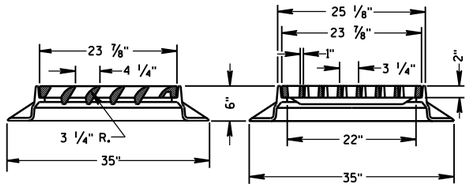


TYPE "HM"

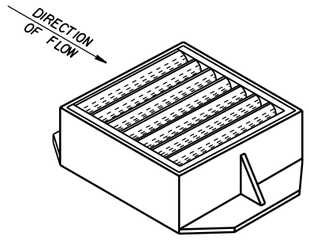
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

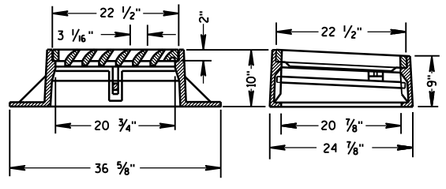
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



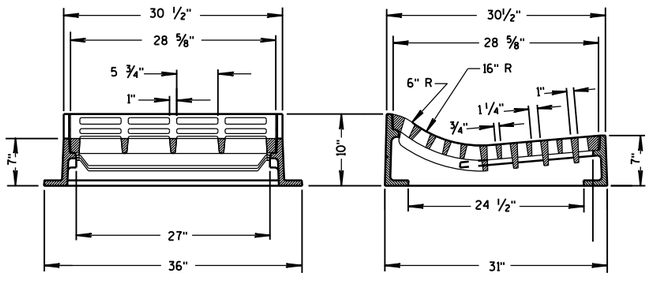


TYPE "S"



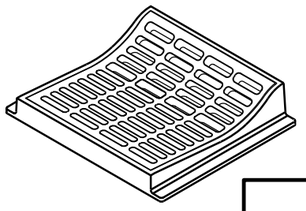


TYPE "V"



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

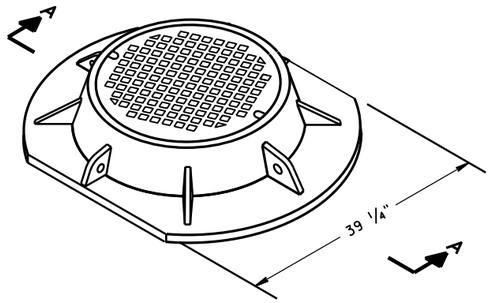
APPROVED
11/27/2013
DATE

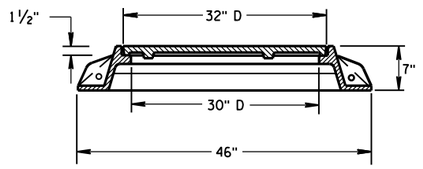
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

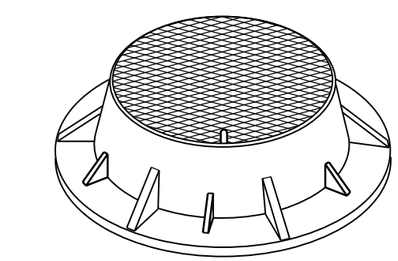
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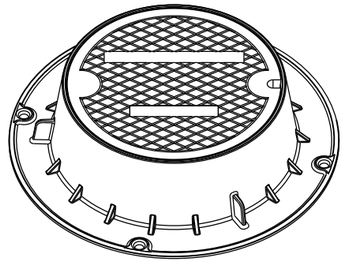
S.D.D. 8 A 5-19c

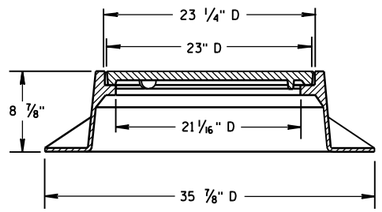


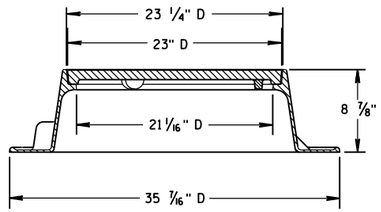


SECTION A-A
TYPE "K"









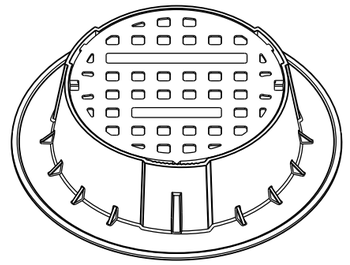
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

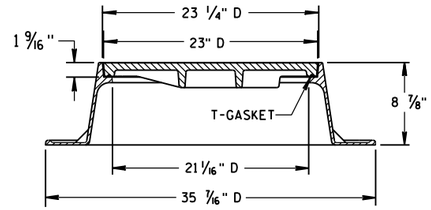
GENERAL NOTES

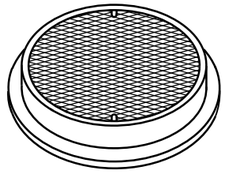
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

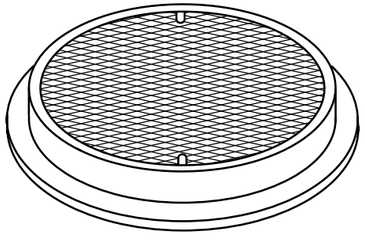
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

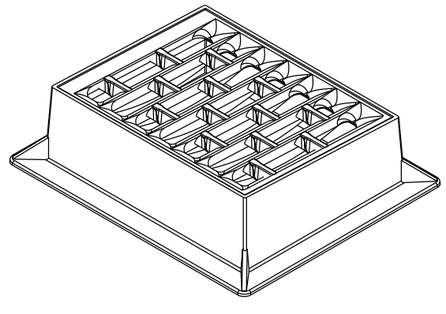
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

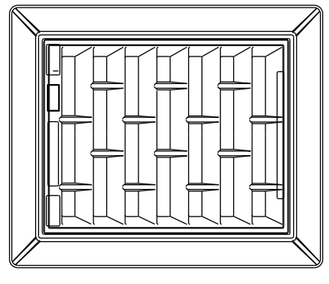


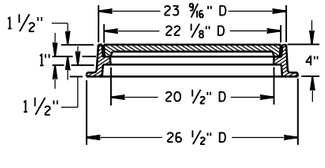




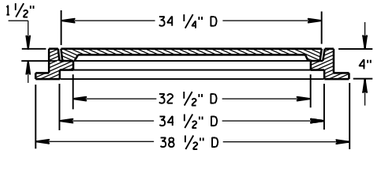




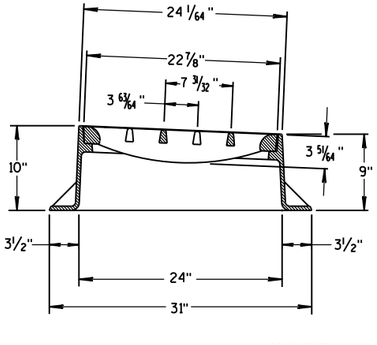


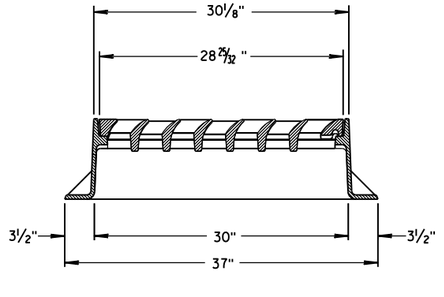


TYPE "L"

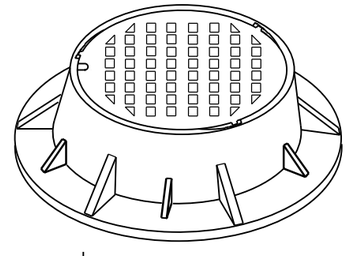


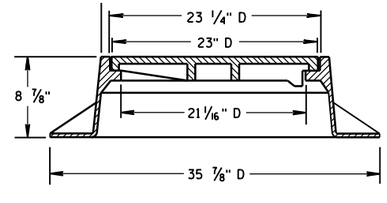
TYPE "M"





INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

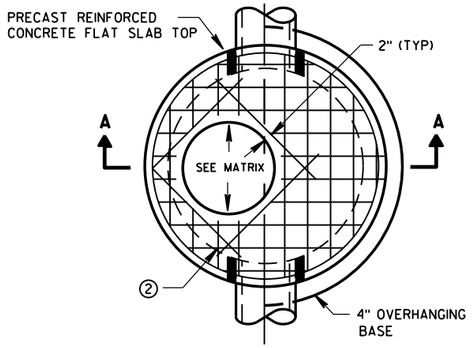
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

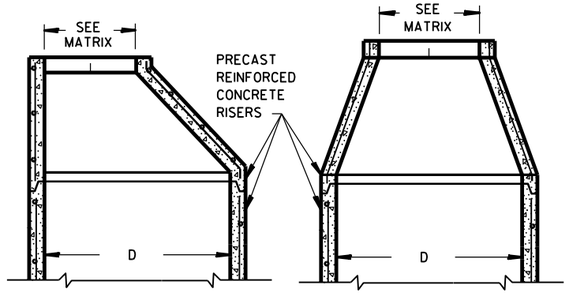
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

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

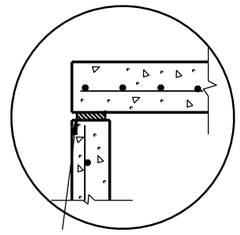


PLAN VIEW CIRCULAR OPENING

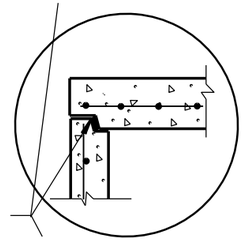


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

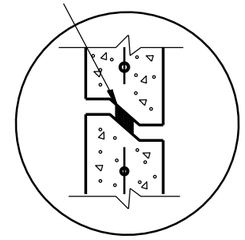


TOP WITH PLAIN END JOINT



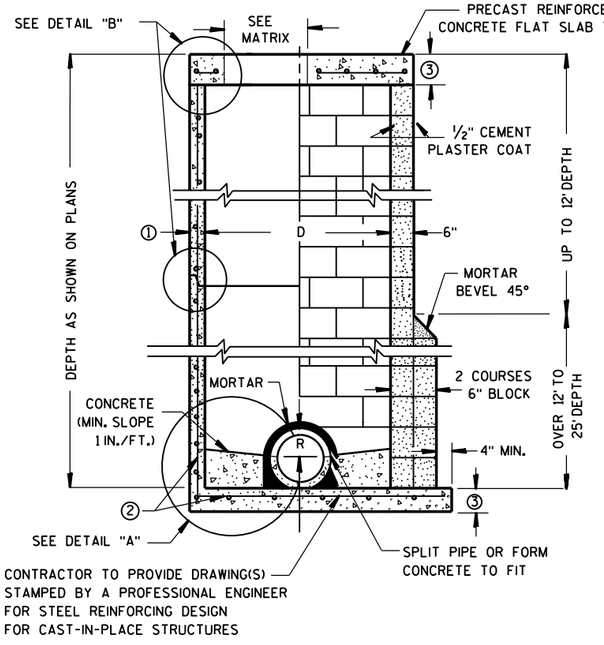
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



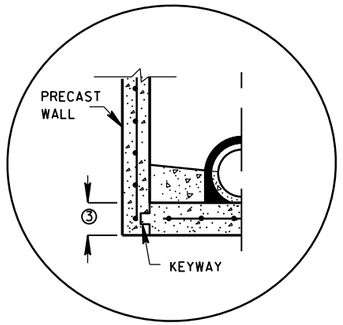
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

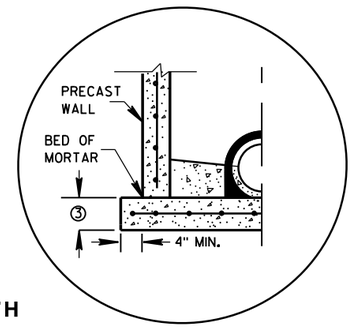


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

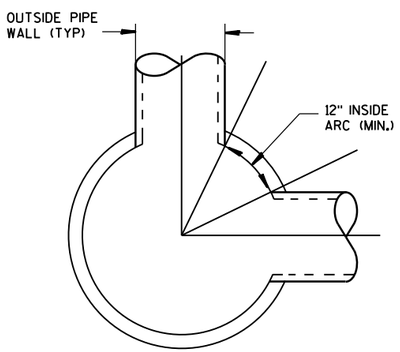


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

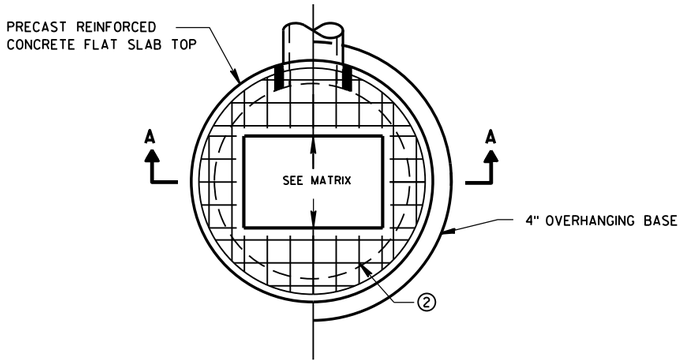
APPROVED

Sept., 2016
DATE

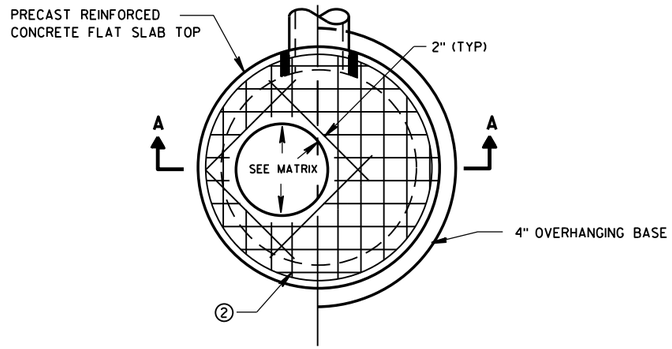
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

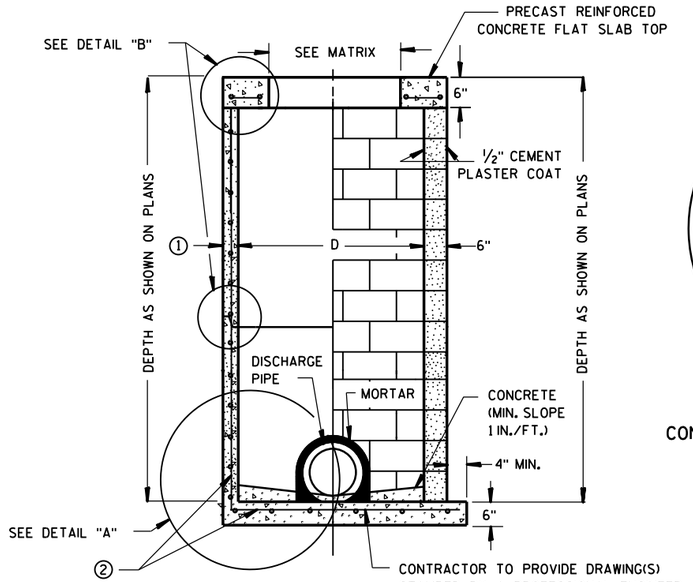
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S.D.D. 8 B 9-2



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

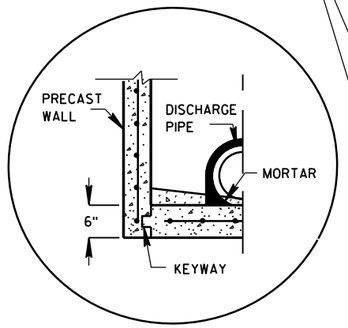


SECTION A-A

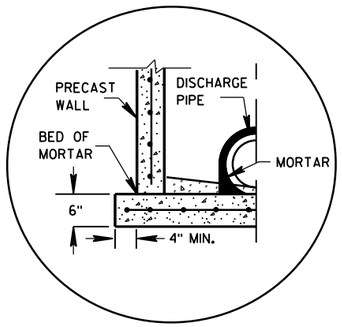
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

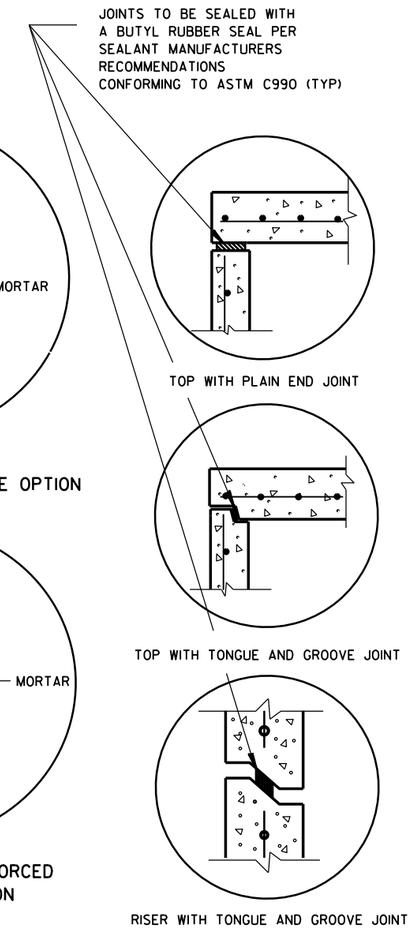


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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

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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.

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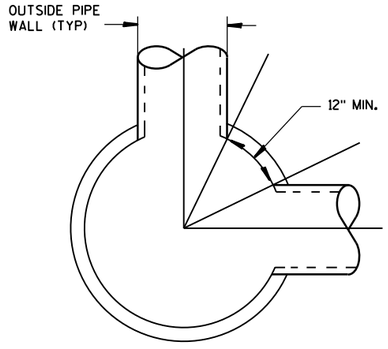
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

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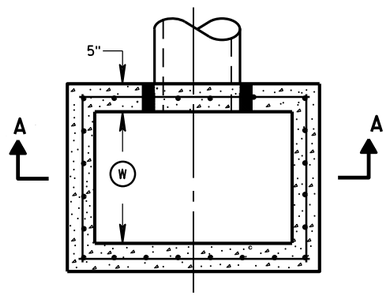
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S.D.D. 8 C 6-2

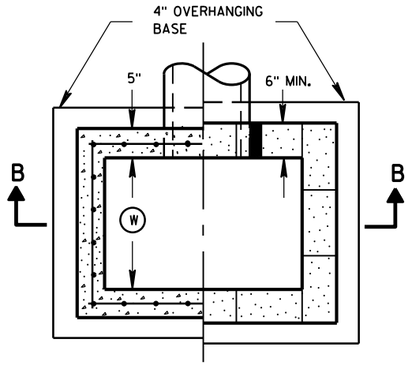
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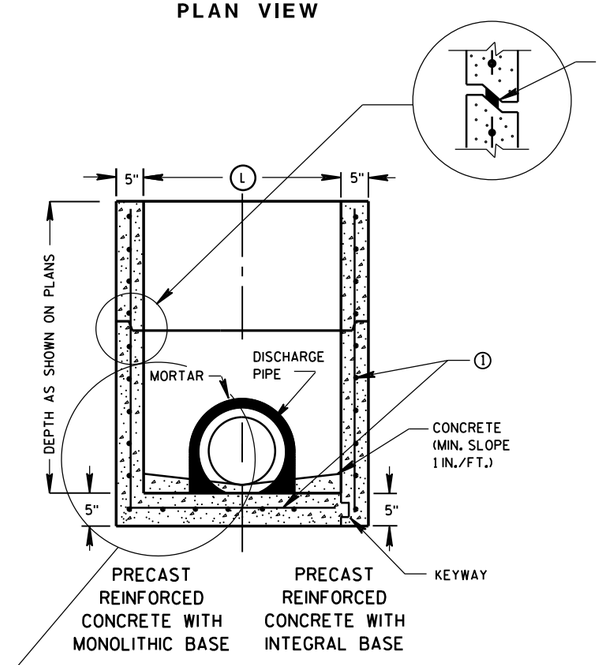
INLETS 3-FT AND 4-FT DIAMETER



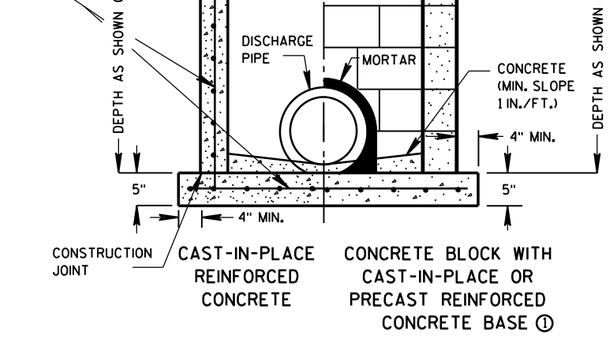
PLAN VIEW



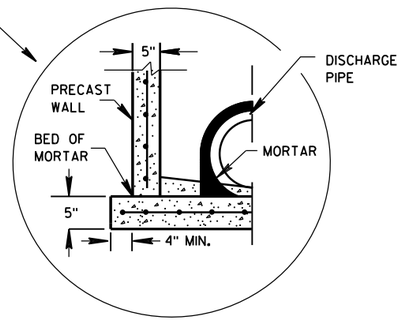
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

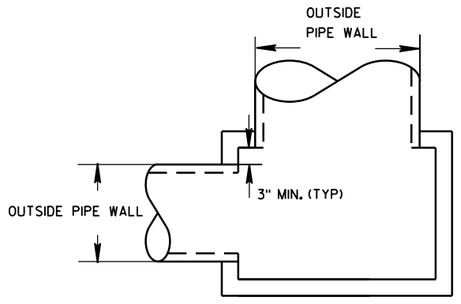
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

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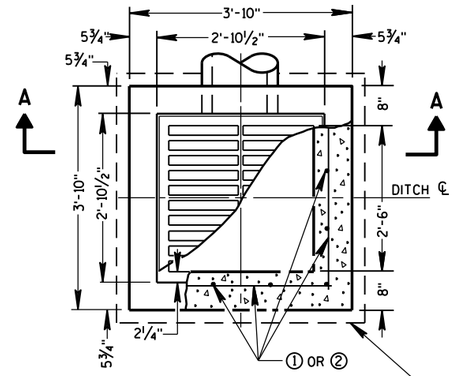
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

6

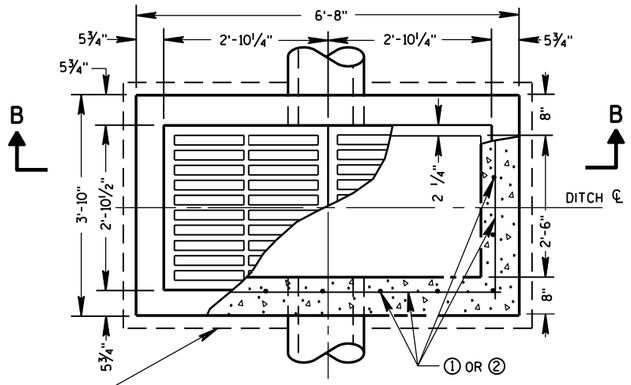
S.D.D. 8 C 7-2

6

S.D.D. 8 C 7-2

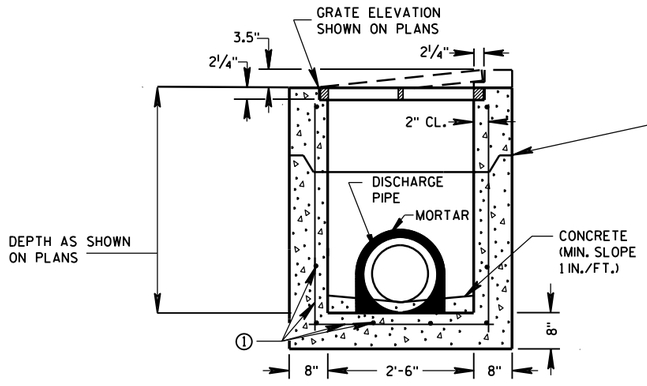


PLAN VIEW

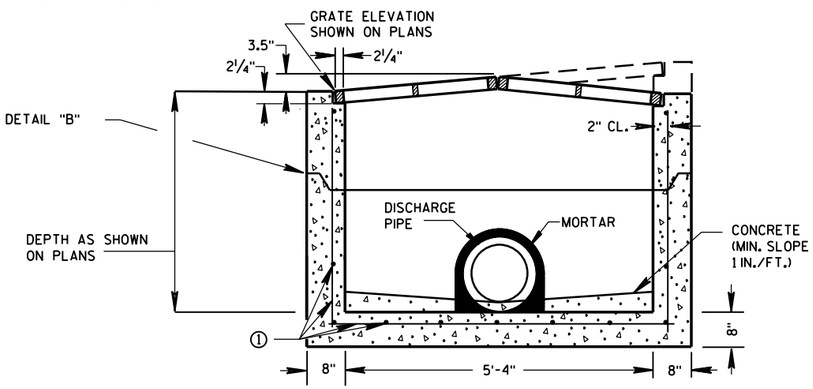


PLAN VIEW

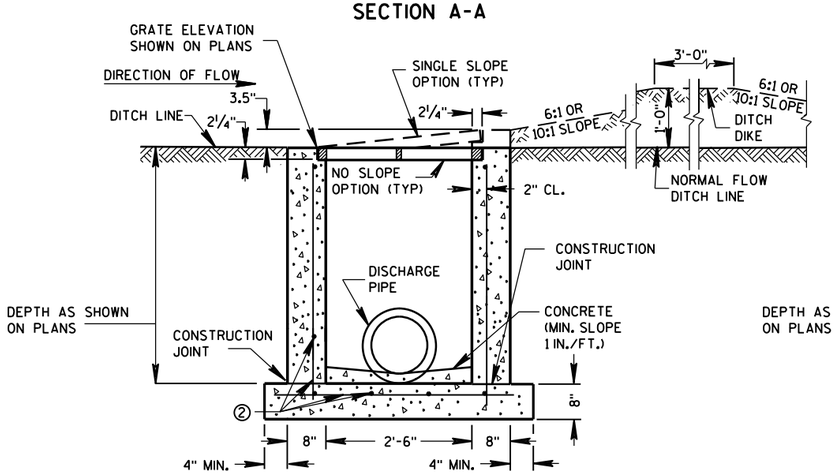
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



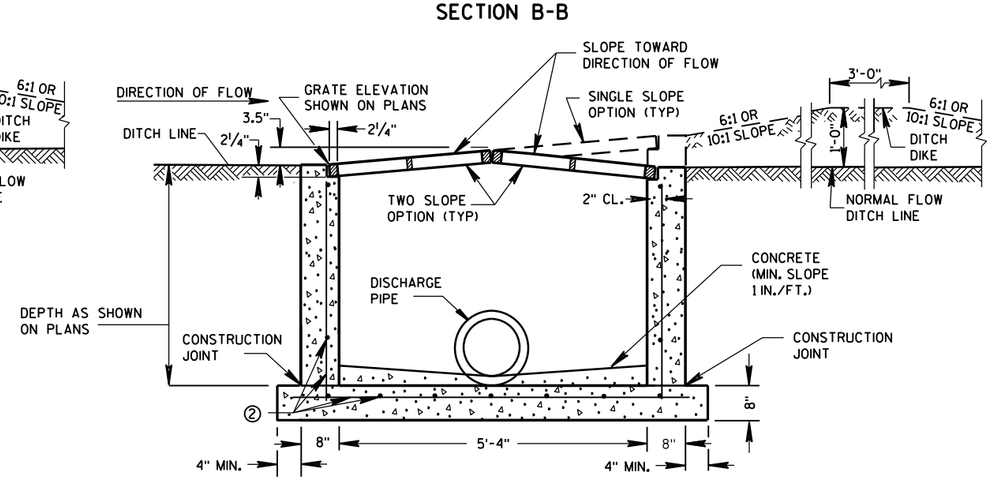
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

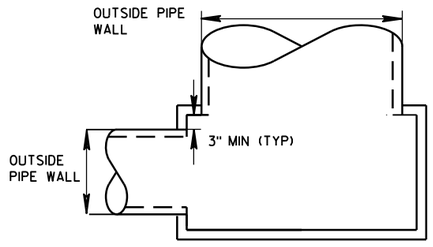
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

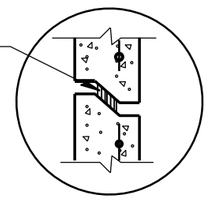
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



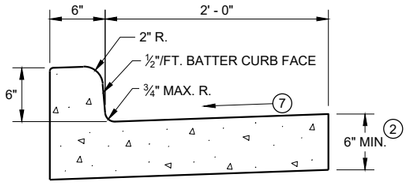
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

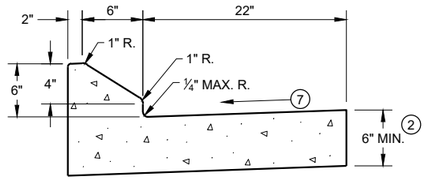
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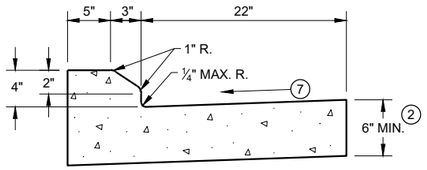
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S.D.D. 8 C 8-2



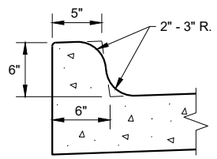
TYPES A (1) & D



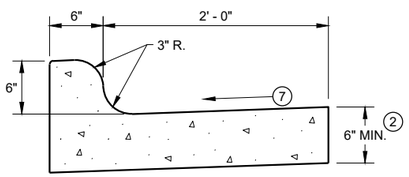
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

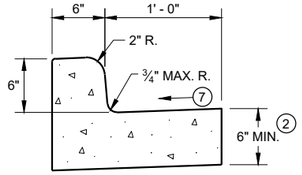


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



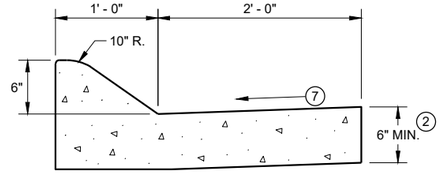
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

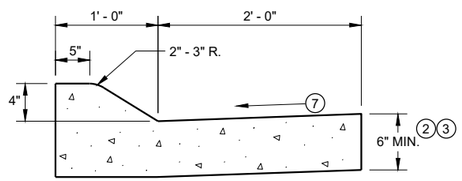


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

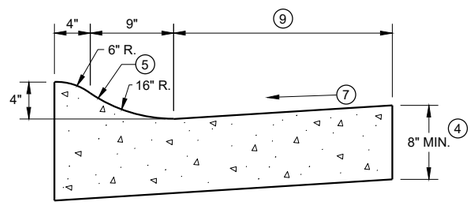


6" SLOPED CURB TYPES A (1) & D



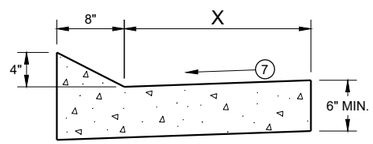
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

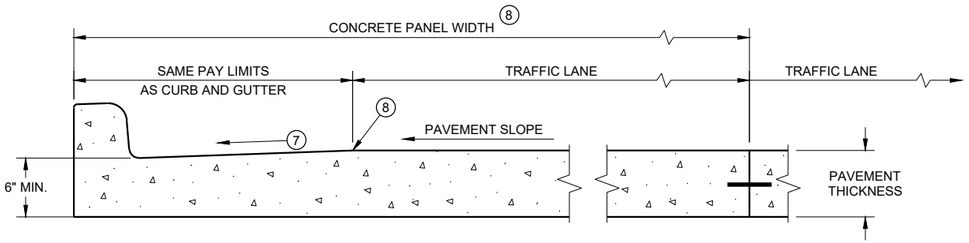


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

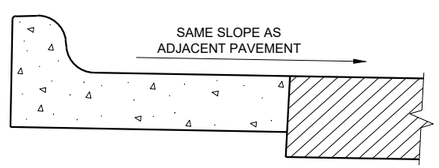
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES 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.

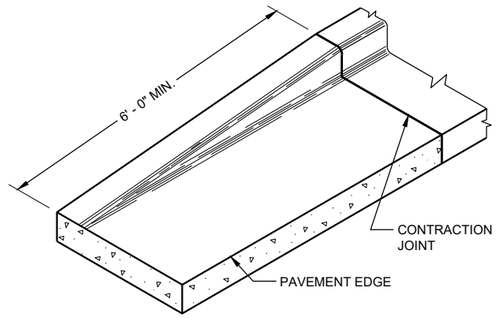
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

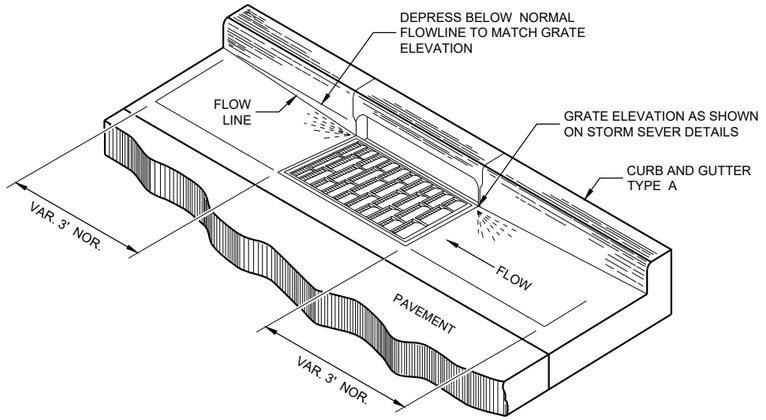
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6

SDD 08D01 - 22a
SDD 08D01 - 22a



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.

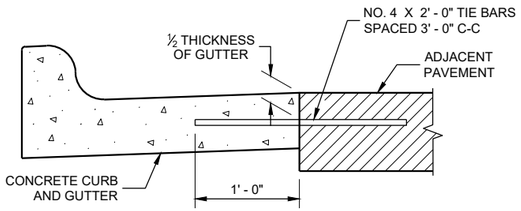
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

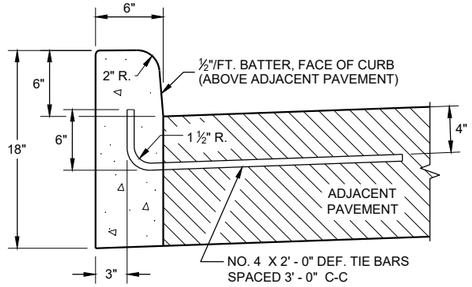
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

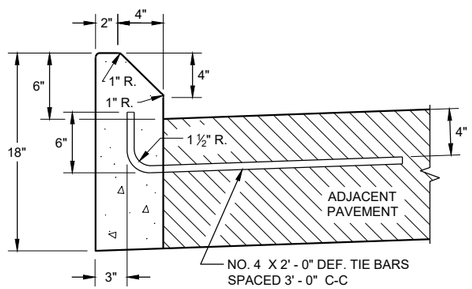
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

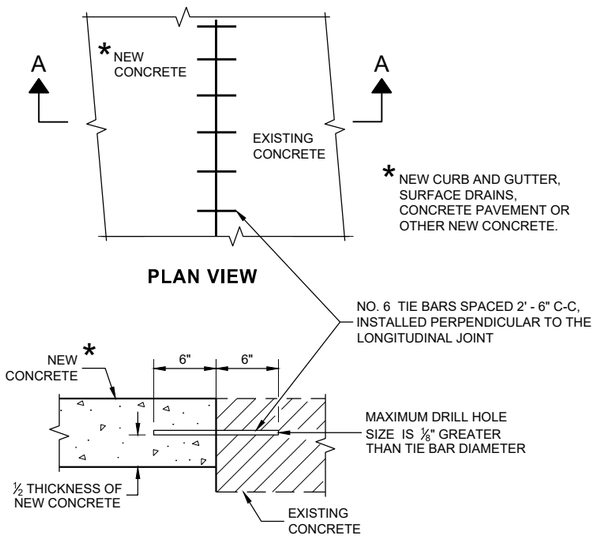


TYPES A (1) & D



TYPES G (1) & J

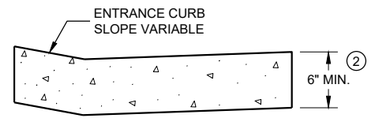
CONCRETE CURB



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

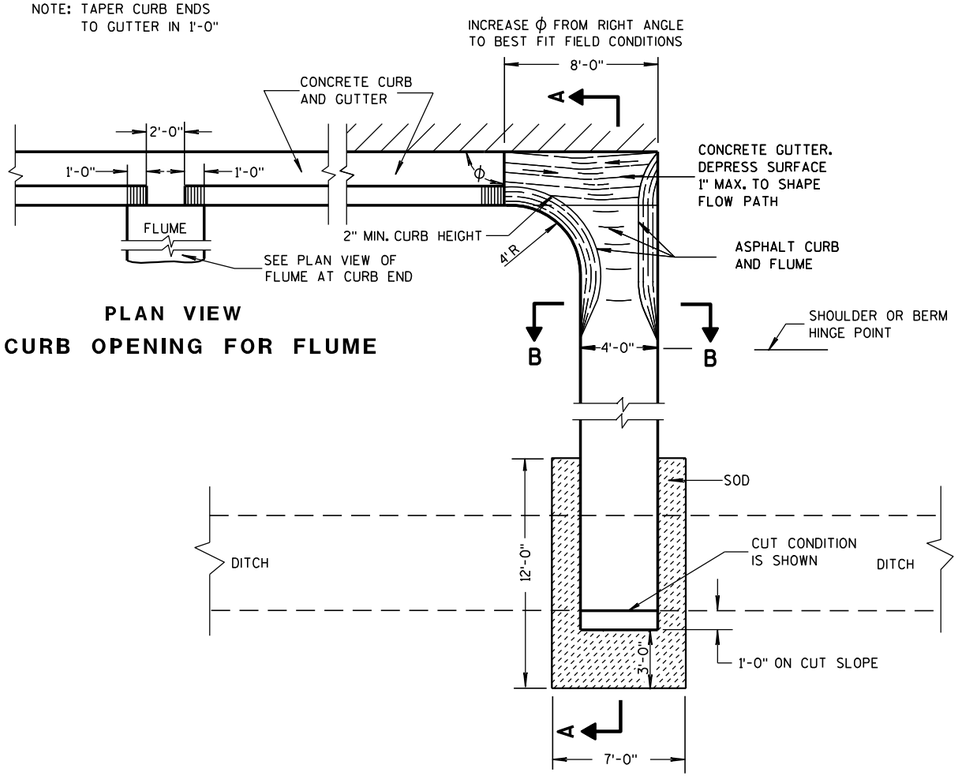
APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

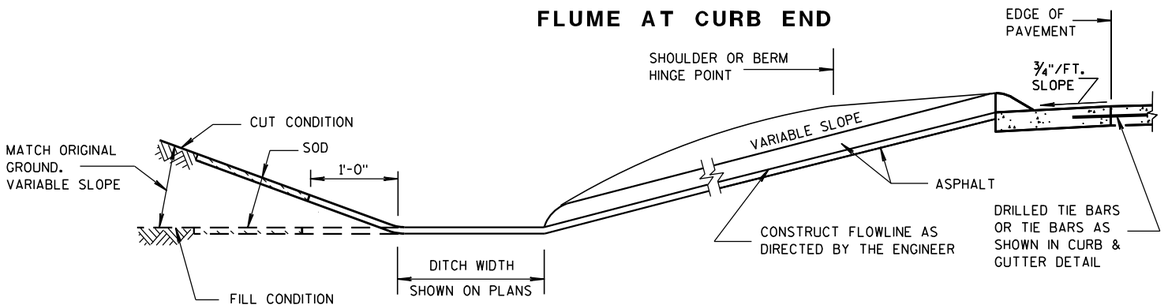
SDD08D01 - 22b

ASPHALTIC FLUME

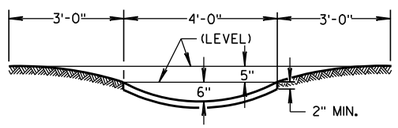


PLAN VIEW
CURB OPENING FOR FLUME

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.

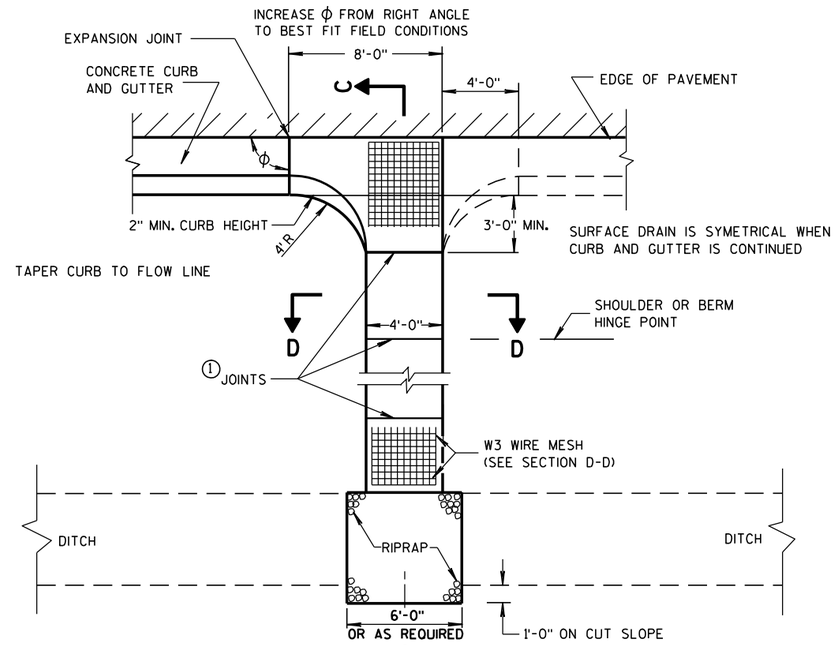
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

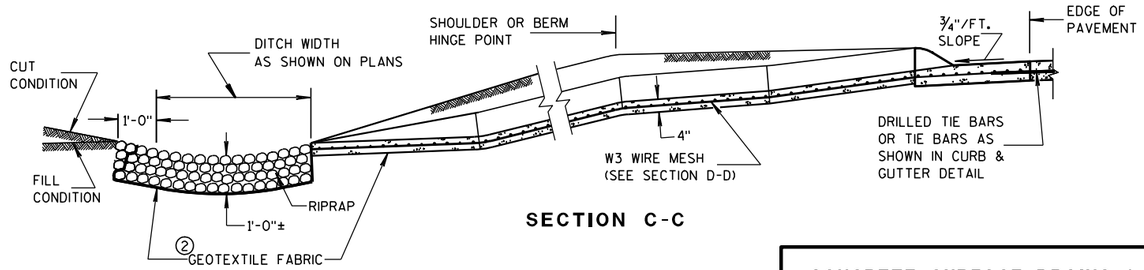
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

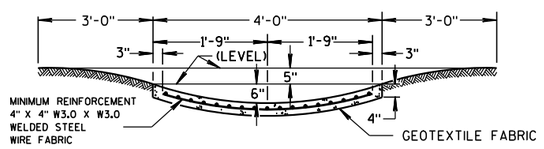
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

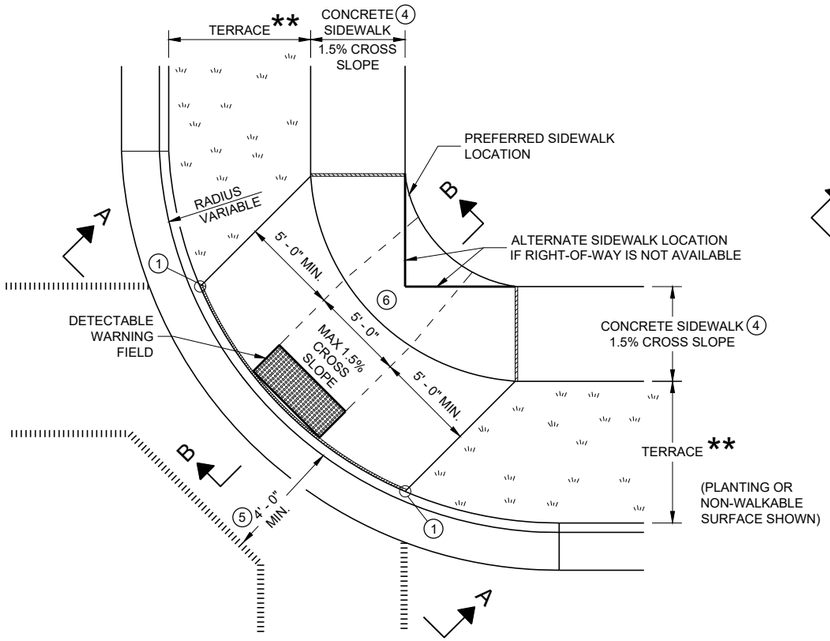
APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6

S.D.D. 8 D 4-5

6

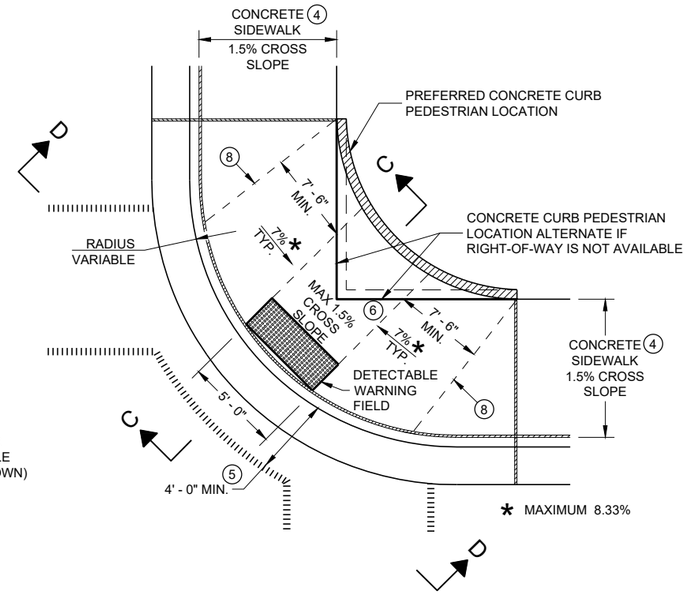
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

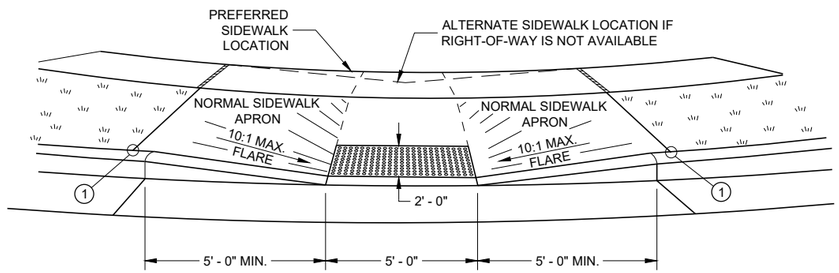
(CENTER OF CORNER RADIUS)



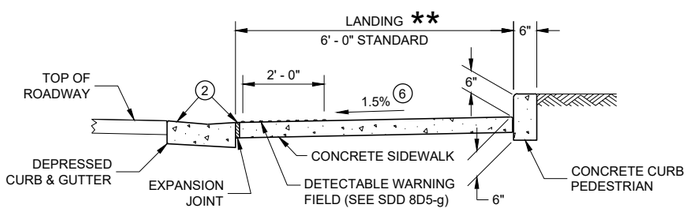
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

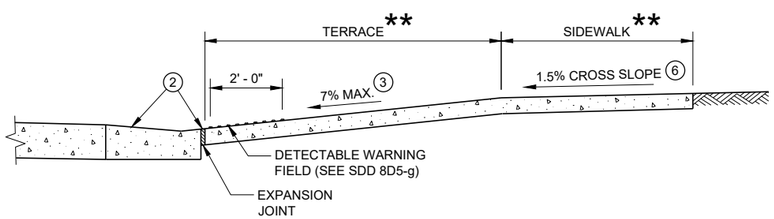


VIEW A - A FOR TYPE 1

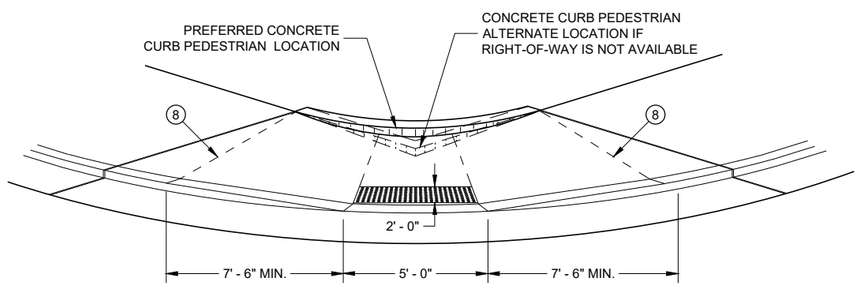


SECTION C - C FOR TYPE 1 - A

** 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

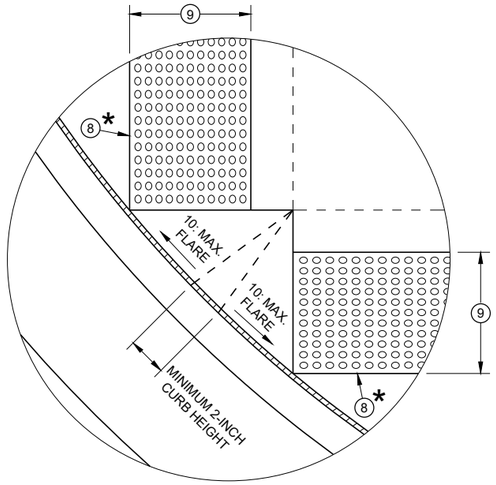
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

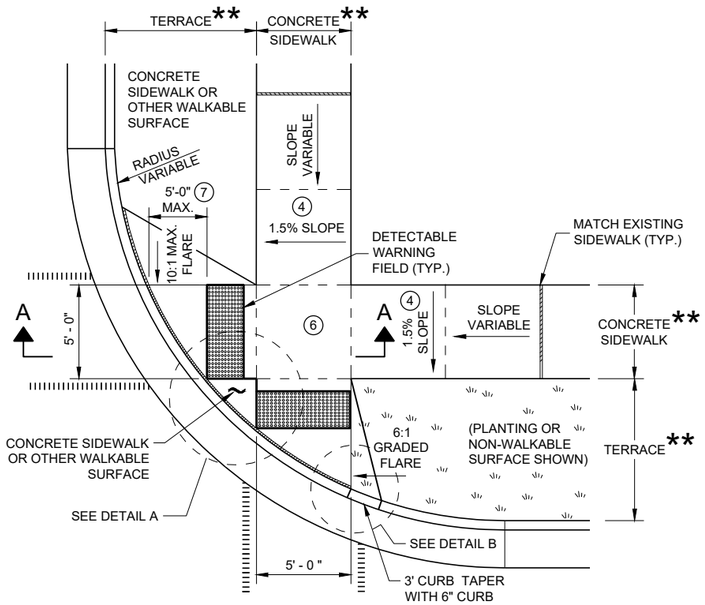
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20a
SDD 08D05 - 20a



DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

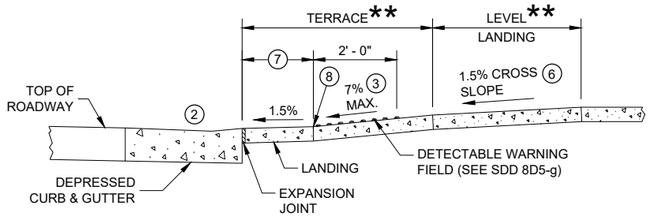
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

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

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

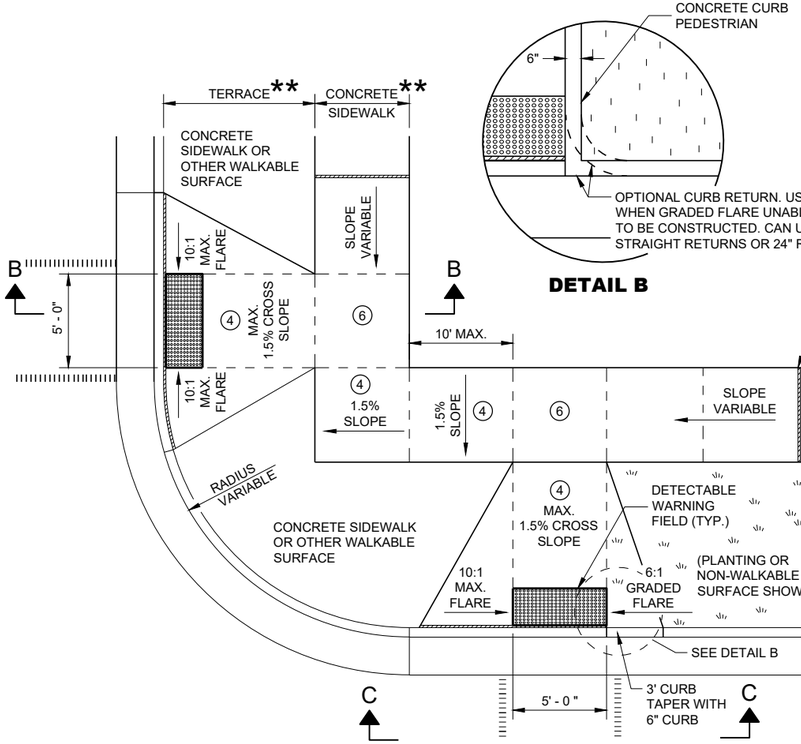
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

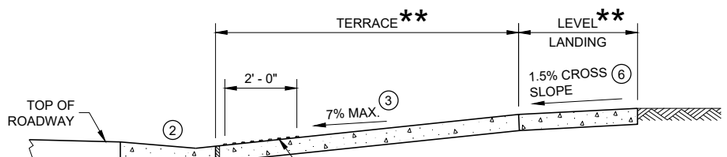
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

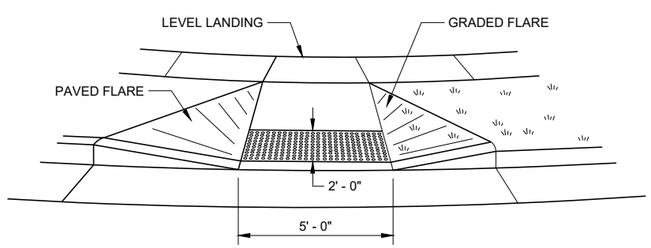


DETAIL B

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



SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

LEGEND

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

CURB RAMPS TYPE 2 AND 3

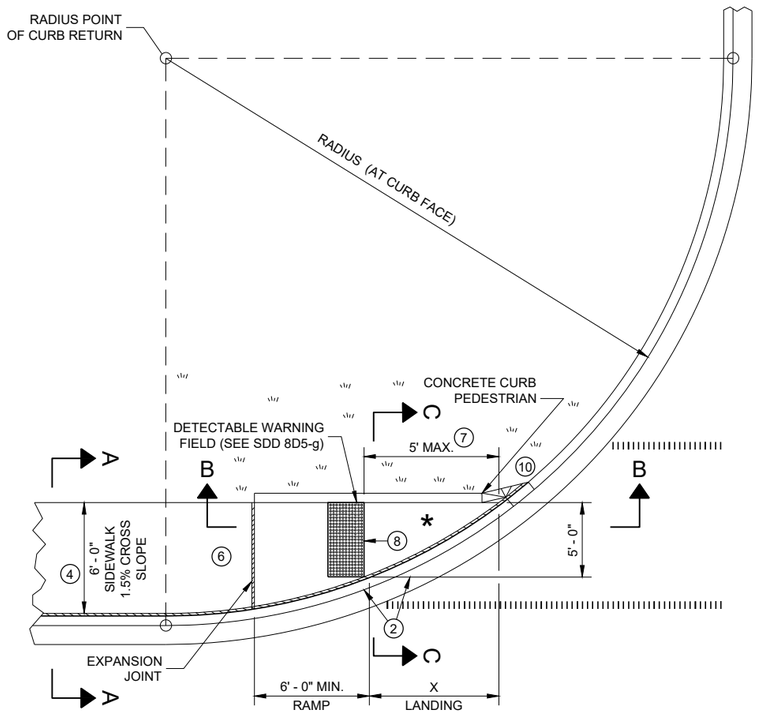
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

6

SDD 08D05 - 20b

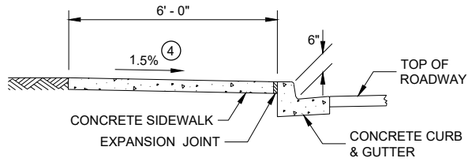


PLAN VIEW

CURB RAMP TYPE 4A

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

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

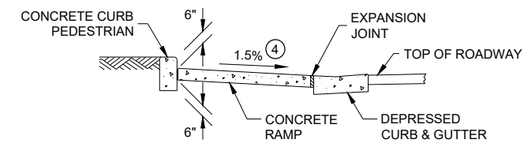
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

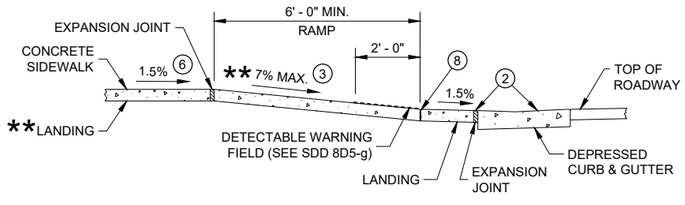
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



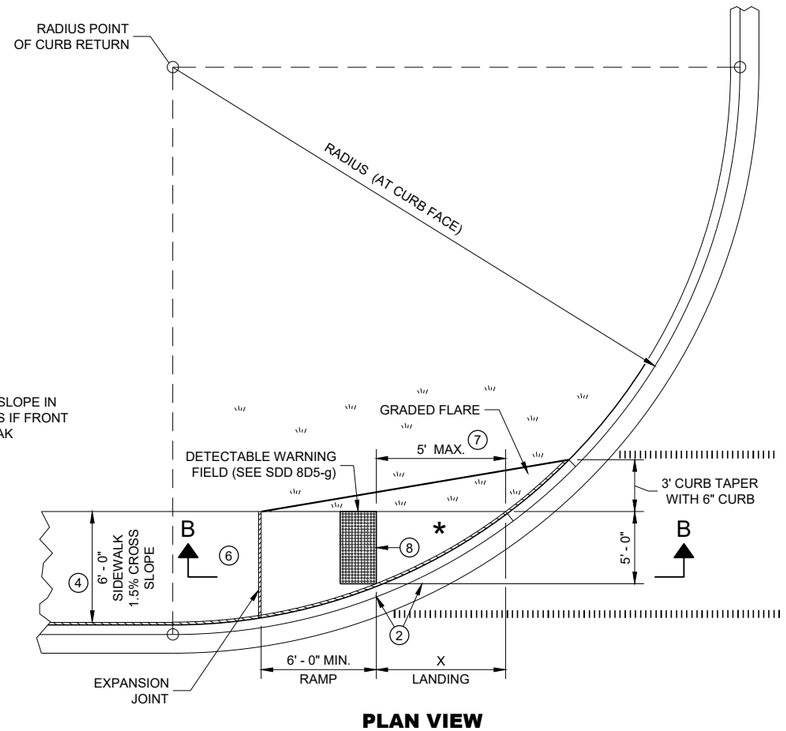
SECTION C - C FOR TYPE 4A



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

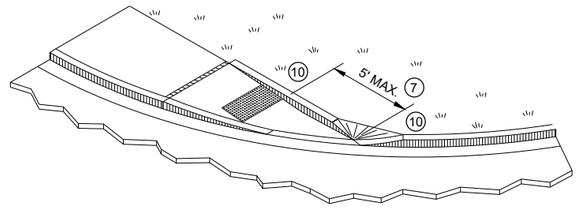
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

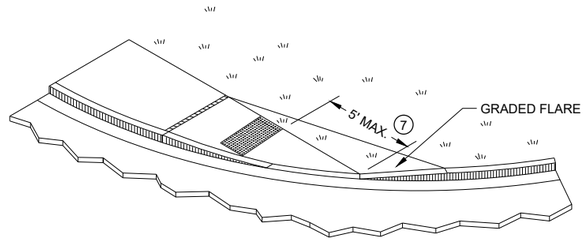


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



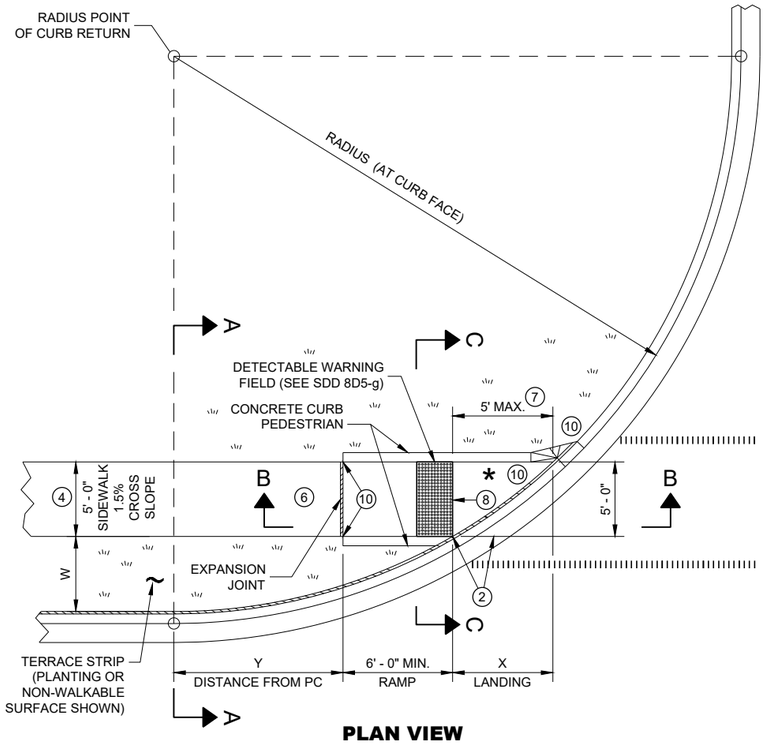
ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS
TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20c

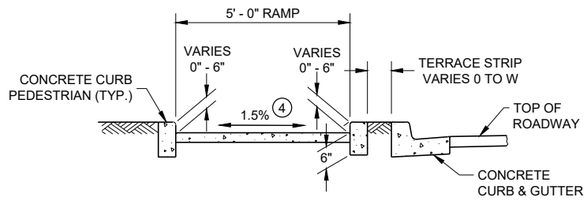


PLAN VIEW

CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 ¼"	0' - 5"	2' - 1"	1' - 4 ½"	1' - 5"	2' - 1"	0' - 10"	2' - 7 ½"	0' - 3 ¼"	3' - 0 ¼"						
15 FEET	4' - 6 ¾"	2' - 1 ¾"	3' - 9"	3' - 5 ¾"	3' - 1 ¼"	4' - 6"	2' - 6 ¾"	5' - 4 ½"	2' - 1"	6' - 1"	1' - 8"	6' - 8 ½"	1' - 3 ¼"	7' - 2 ½"	0' - 10 ¾"	7' - 7 ¼"
20 FEET	5' - 9 ¾"	3' - 6 ½"	4' - 11 ½"	5' - 1 ¾"	4' - 3 ¼"	6' - 5 ½"	3' - 8 ¾"	7' - 7"	3' - 3"	8' - 6 ½"	2' - 10"	9' - 4 ½"	2' - 5 ½"	10' - 1 ¼"	2' - 1 ¼"	10' - 9"
30 FEET			6' - 9 ¼"	7' - 11 ¼"	6' - 0 ¼"	9' - 8"	5' - 5"	11' - 1 ¾"	4' - 10 ¾"	12' - 5 ¾"	4' - 5 ½"	13' - 7 ¾"	4' - 0 ¾"	14' - 8 ½"	3' - 8 ½"	15' - 8 ¼"
40 FEET									6' - 1 ¾"	15' - 8 ½"	5' - 8"	17' - 2"	5' - 3"	18' - 5 ¾"	4' - 10 ¾"	19' - 8 ¼"
50 FEET															5' - 10 ¼"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C - C FOR TYPE 4B

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

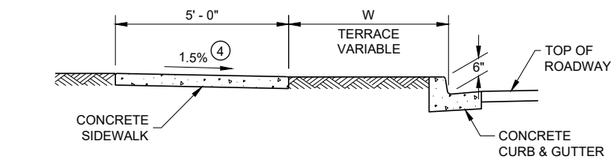
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

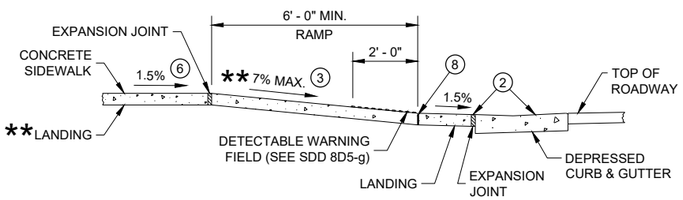
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



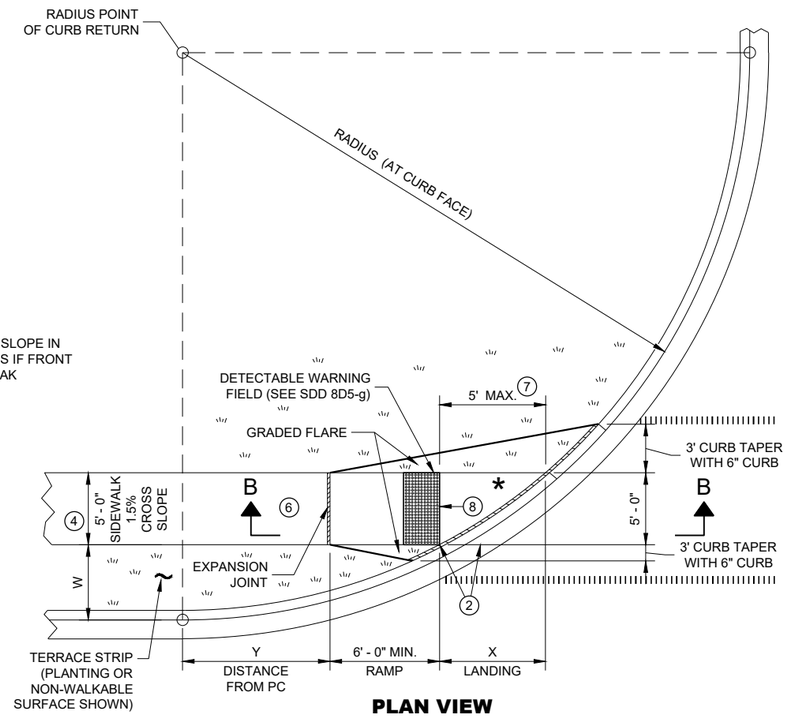
SECTION A - A FOR TYPE 4B



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

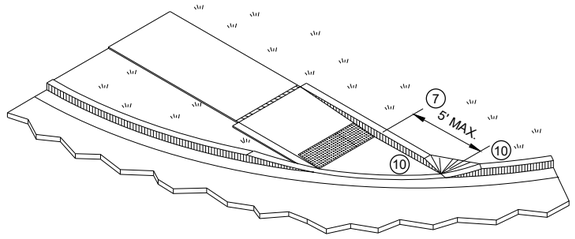
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

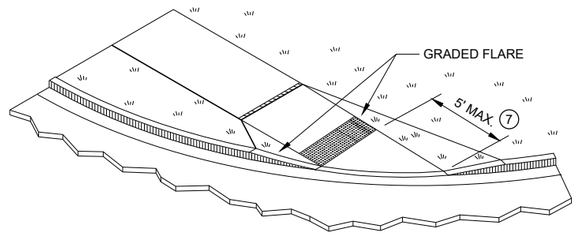


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



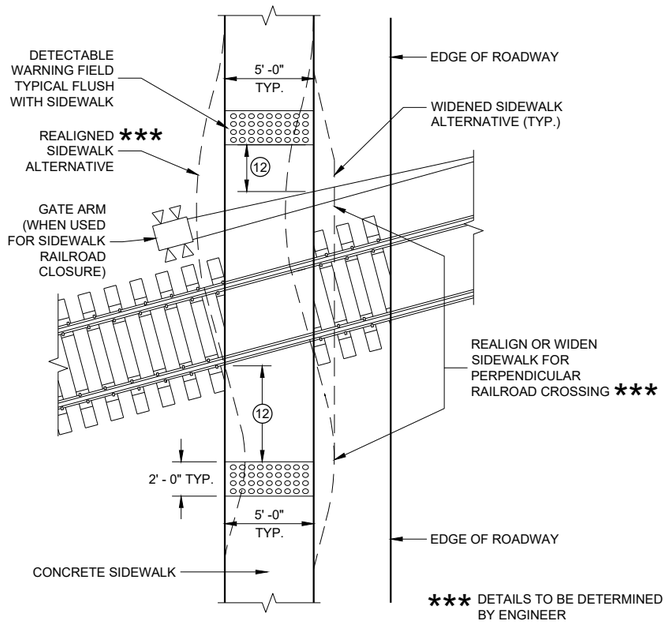
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

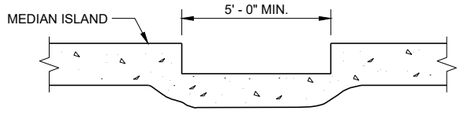
6

SDD 08D05 - 20d

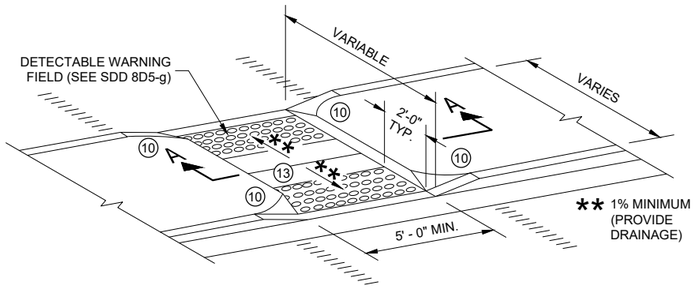


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

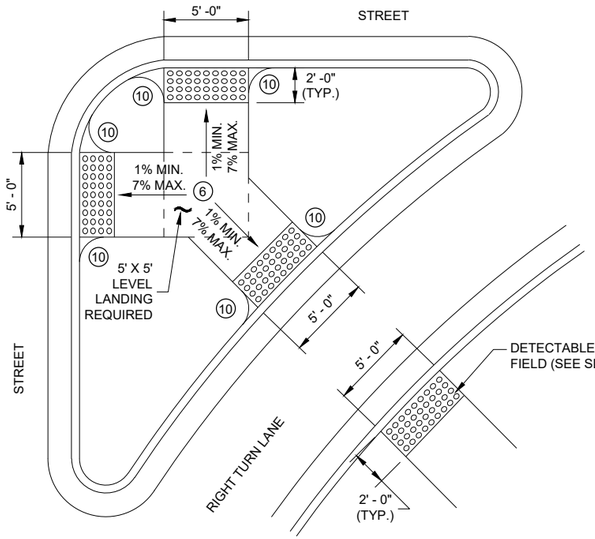
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

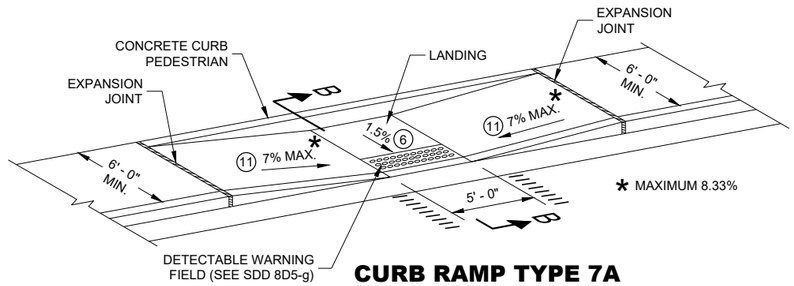
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

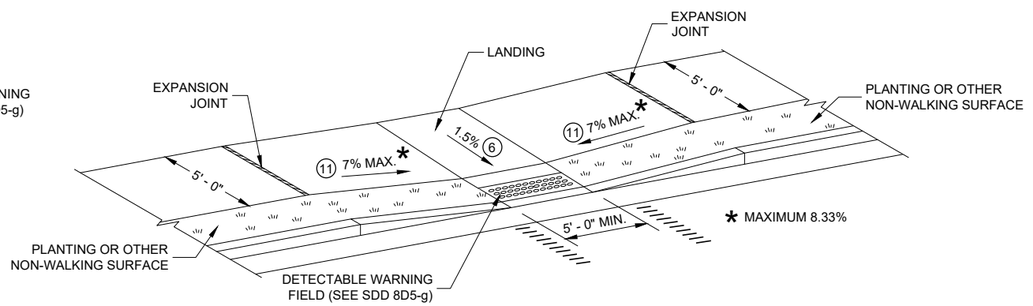
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

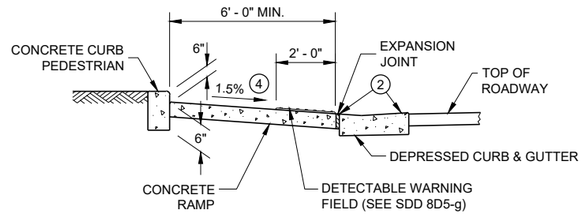
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

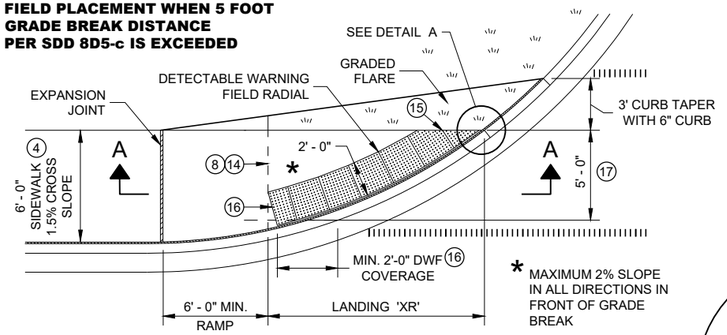
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20e

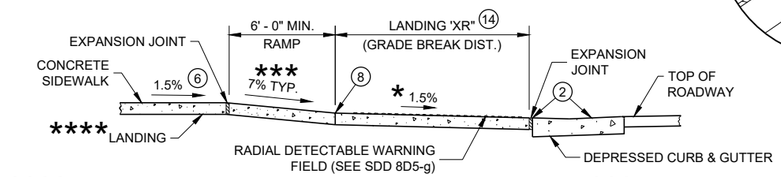
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

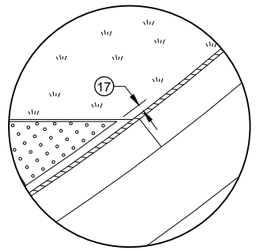
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

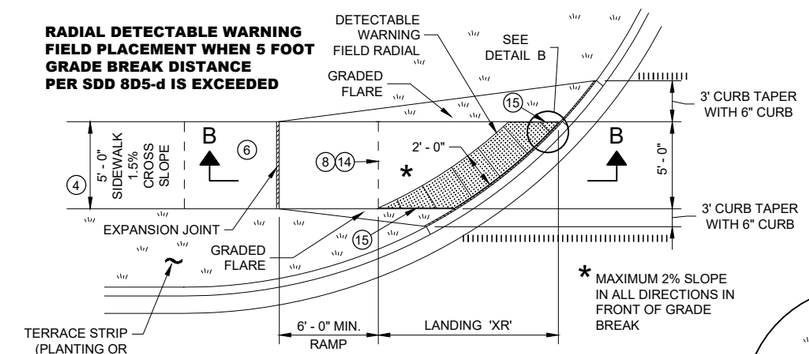
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

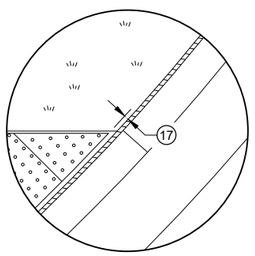
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



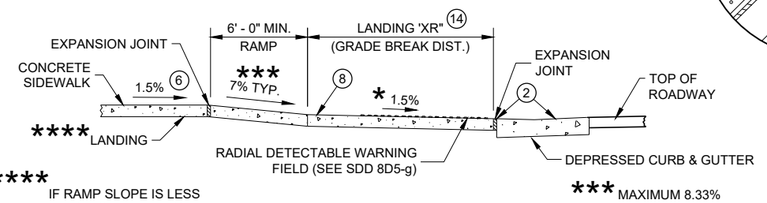
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

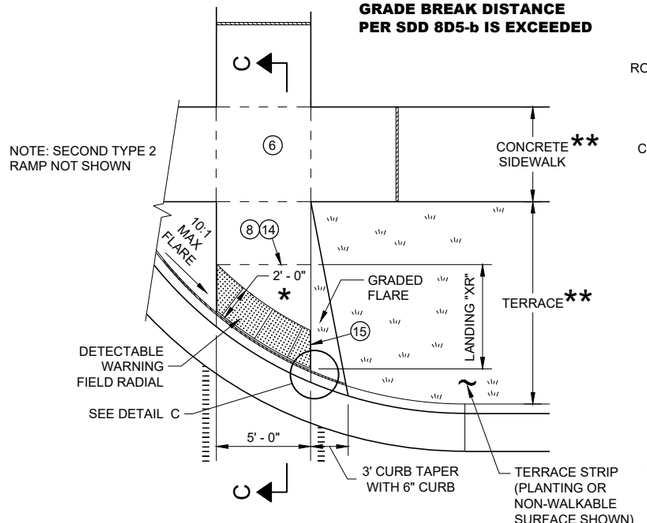


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

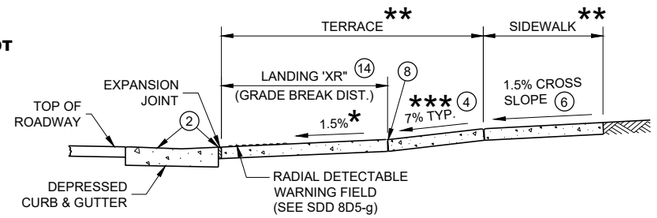


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

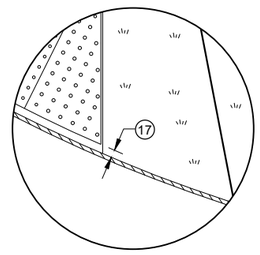


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

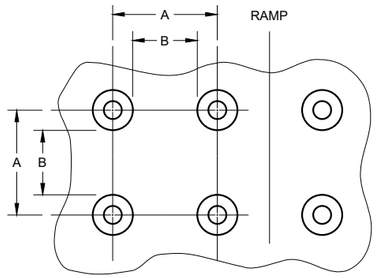
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

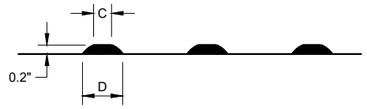
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

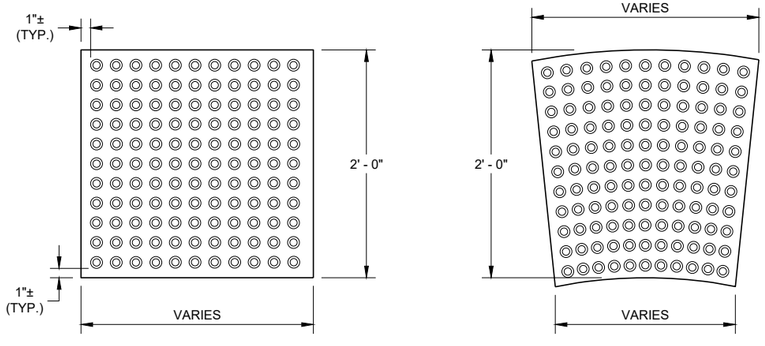


PLAN VIEW



ELEVATION VIEW

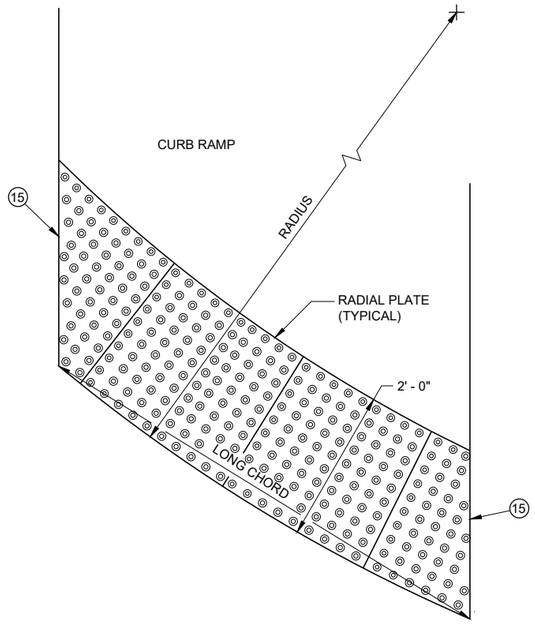
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

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.

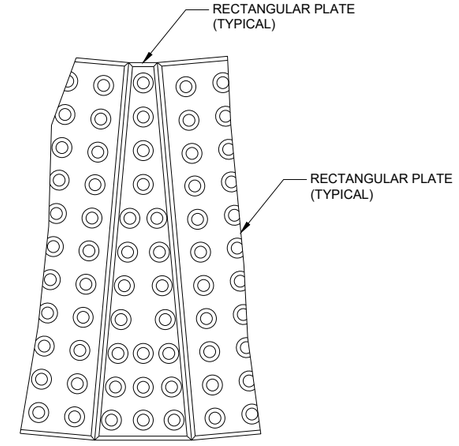
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

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 WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

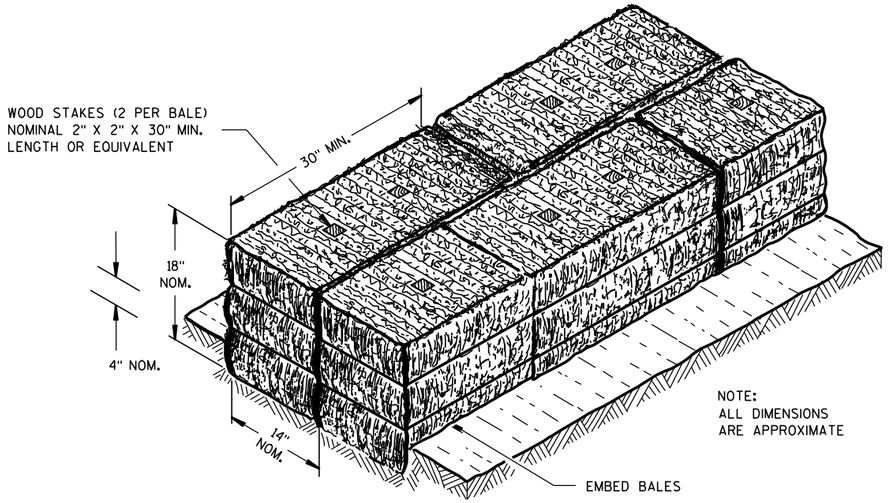
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

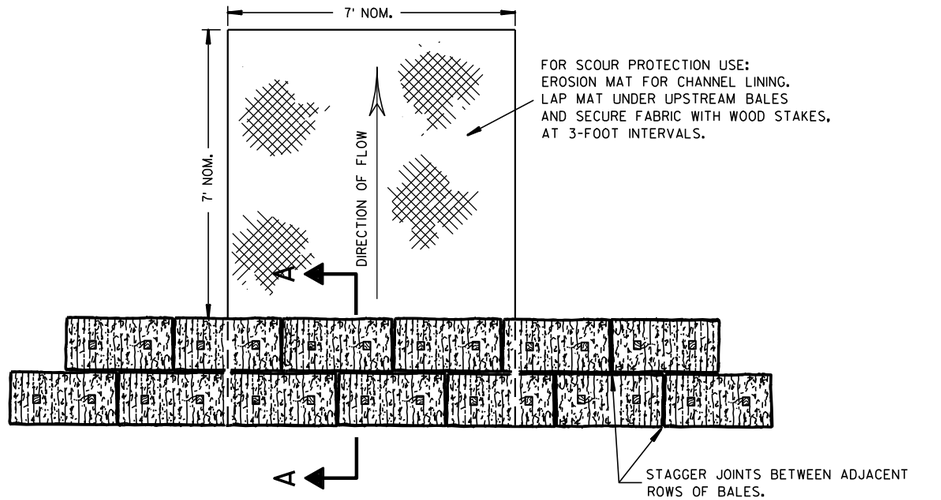
FHWA

6

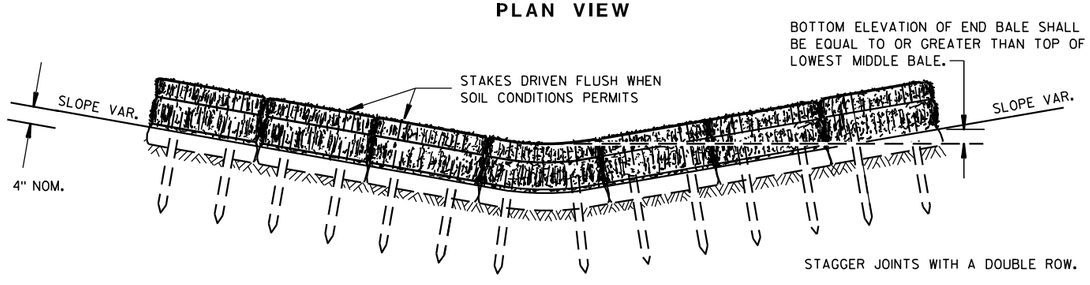
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



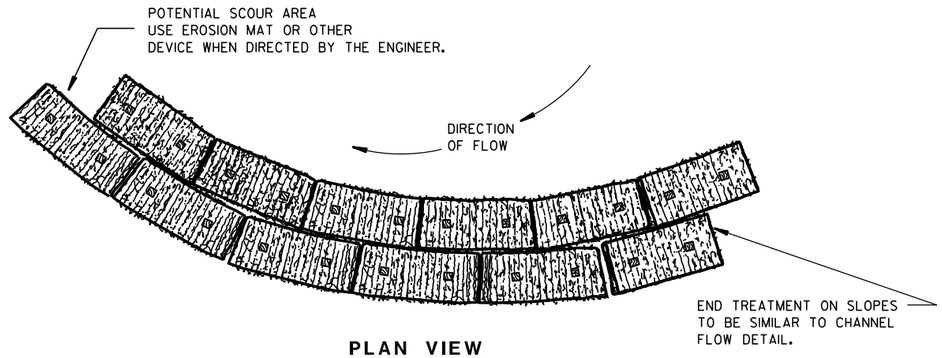
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

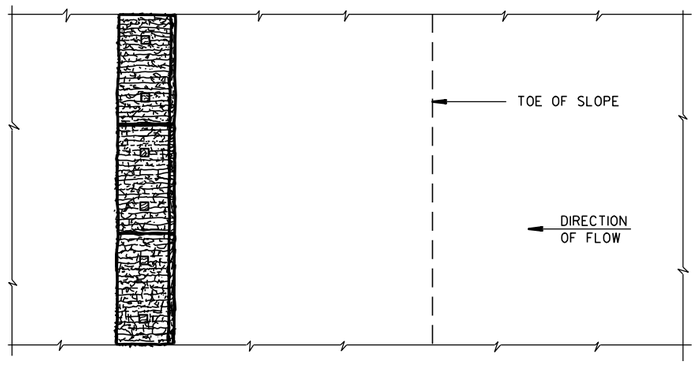
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

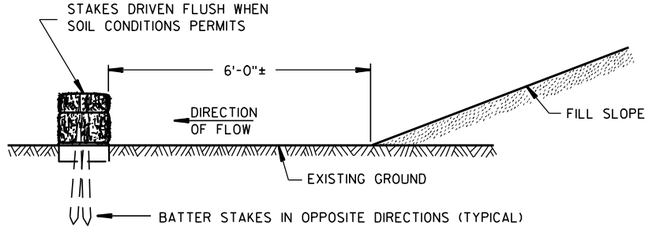


PLAN VIEW

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

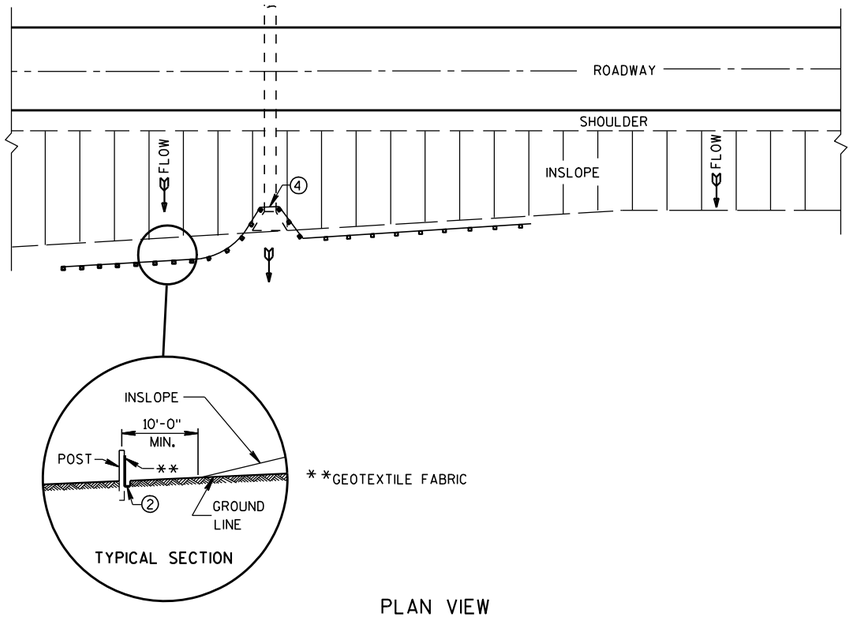
APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 E 8-3

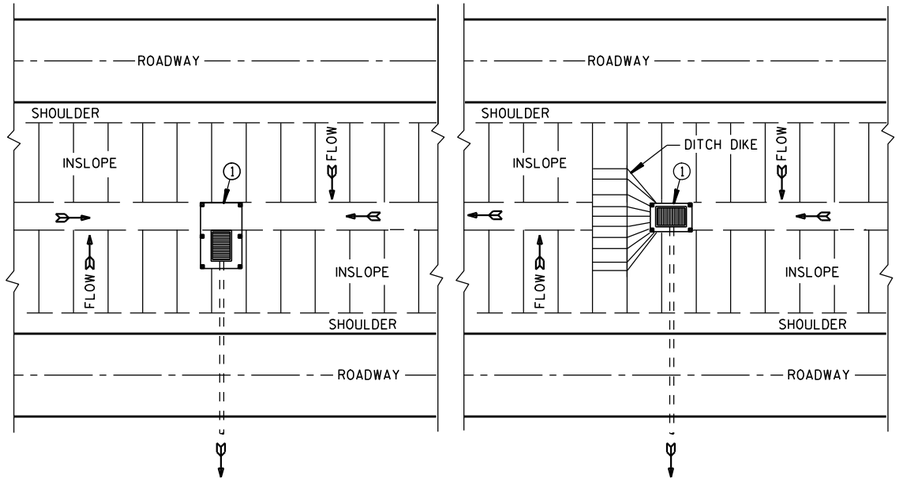
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S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



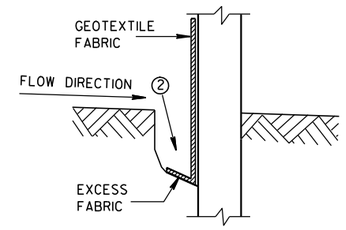
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

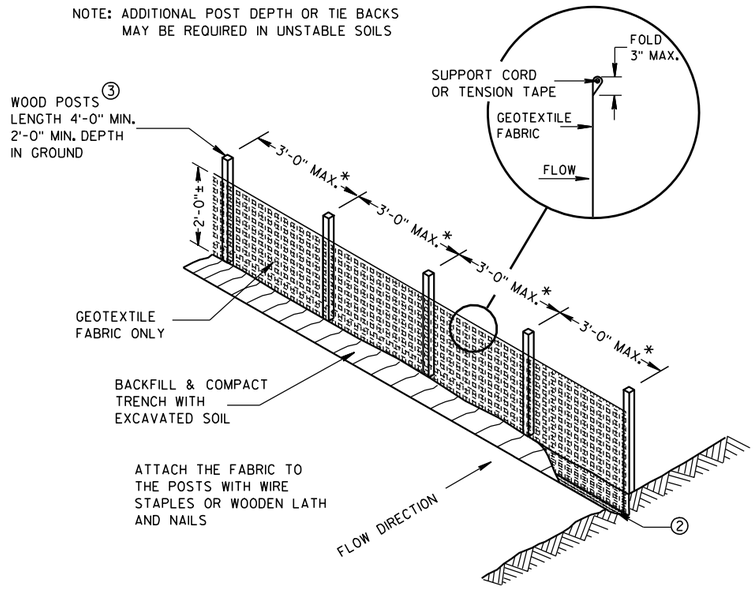
GENERAL NOTES

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.

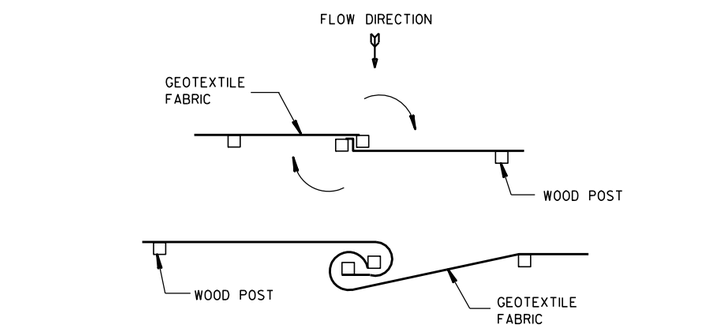


TRENCH DETAIL

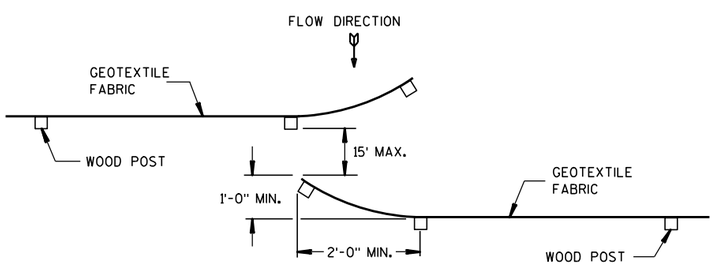


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

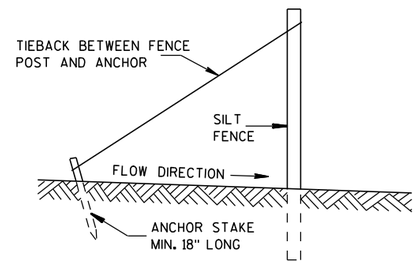


TWIST METHOD



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

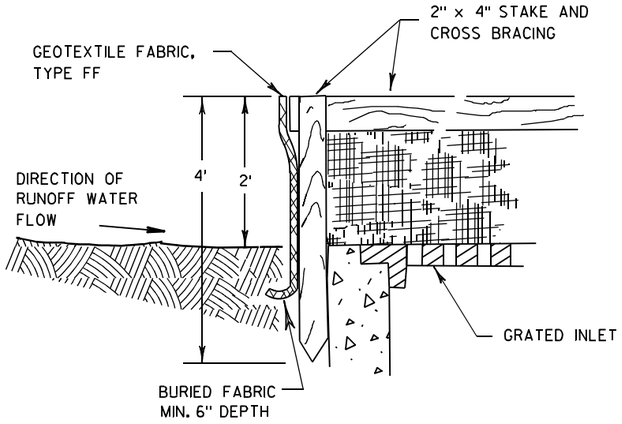
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

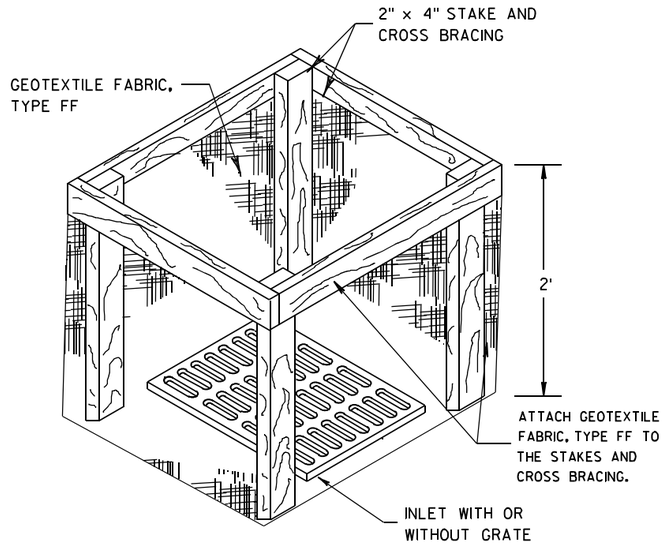
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S.D.D. 8 E 9-6

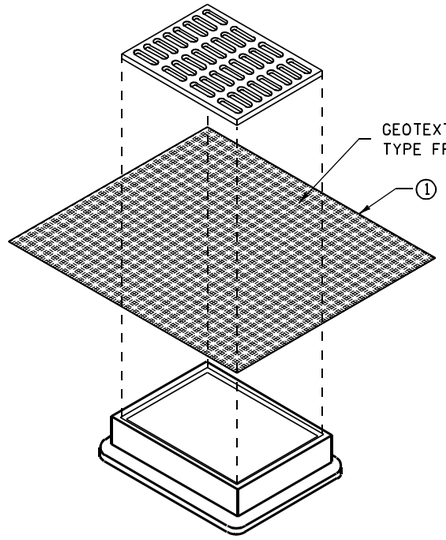
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S.D.D. 8 E 9-6



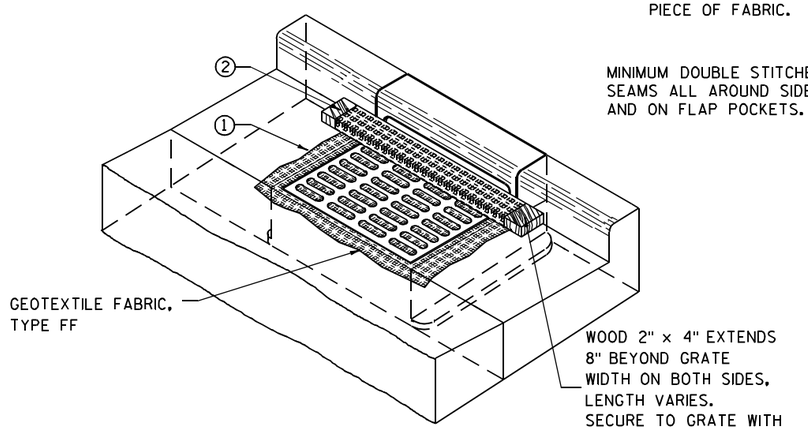


INLET PROTECTION, TYPE A

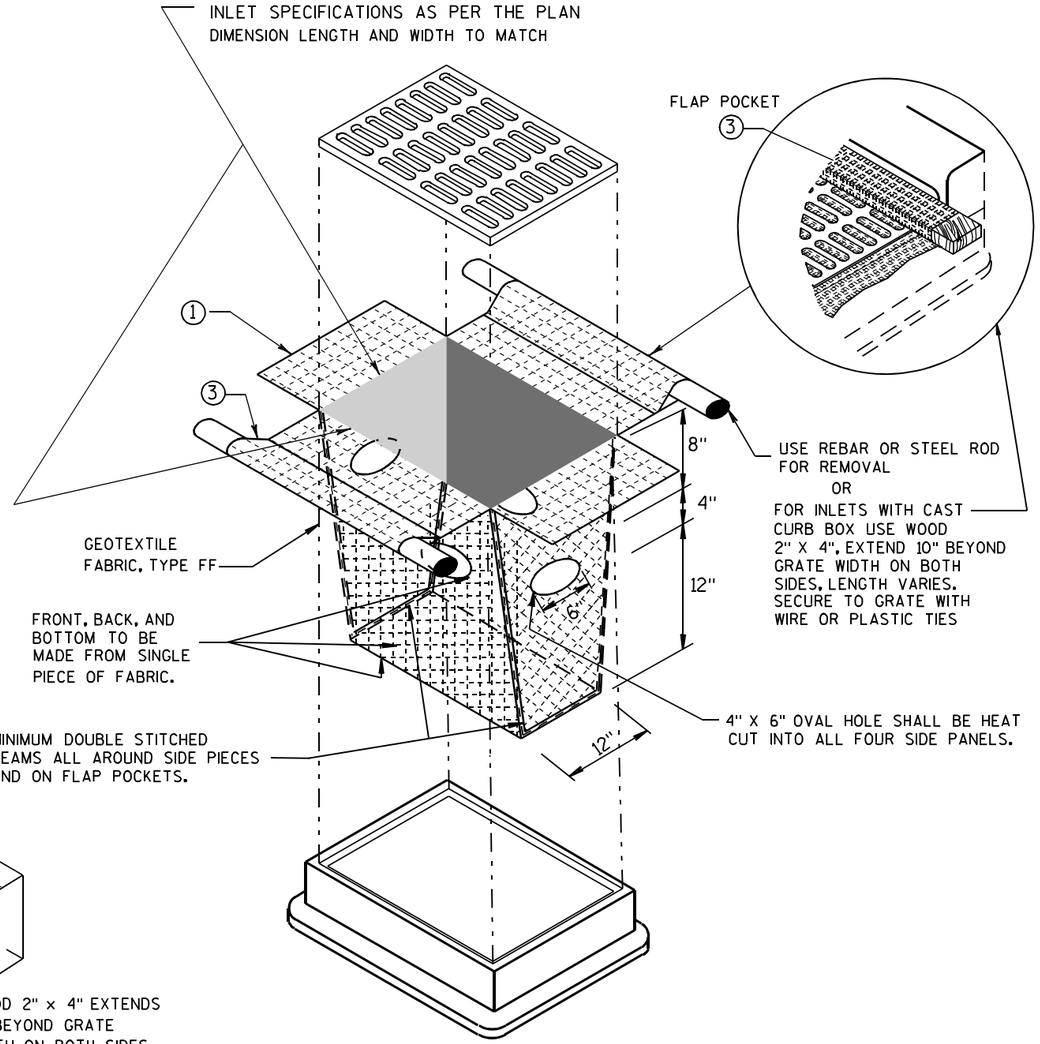


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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.

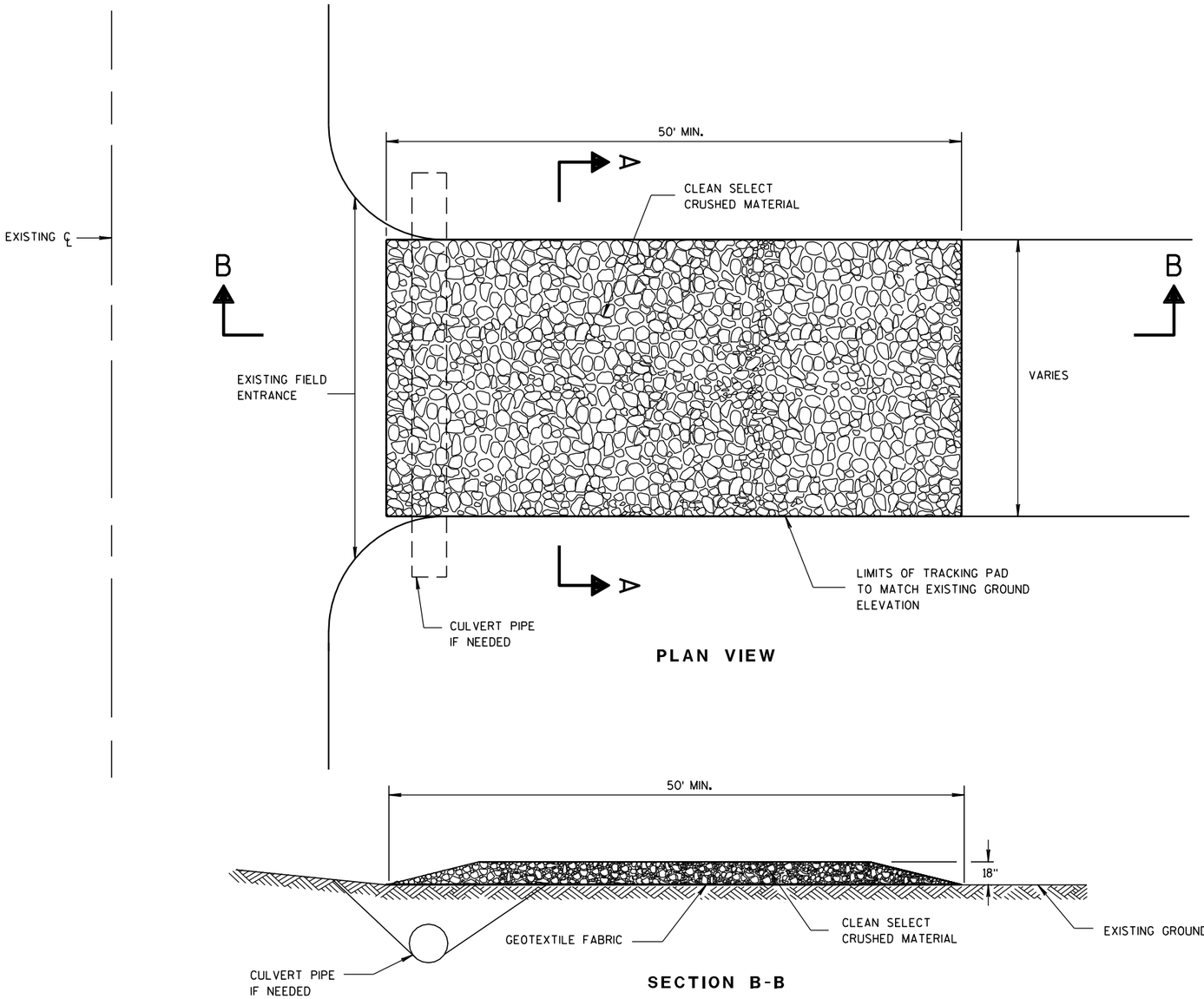
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE 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



PLAN VIEW

SECTION B-B

GENERAL NOTES

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

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

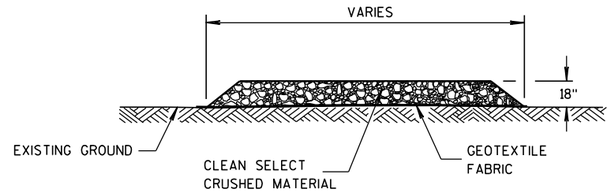
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A-A

TRACKING PAD

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

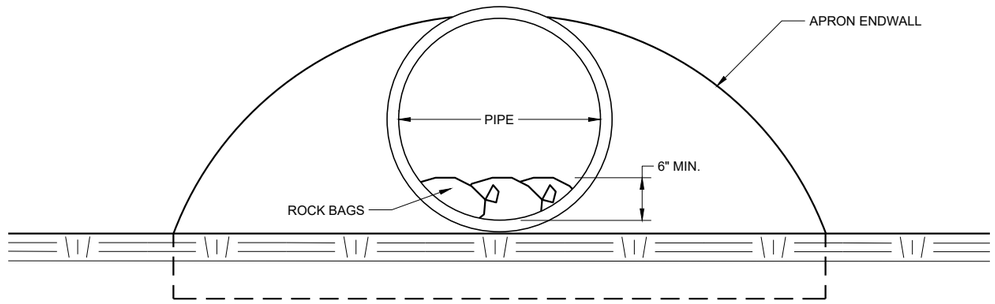
APPROVED
3/24/2011 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS ENGINEER
FHWA

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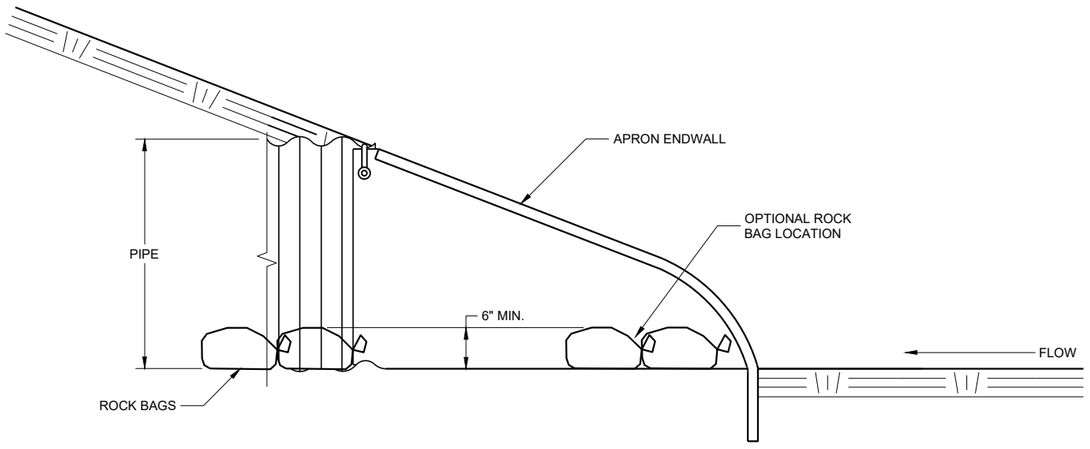
S.D.D. 8 E 14-1

6

S.D.D. 8 E 14-1



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

6

SDD 08E15 - 01

METAL APRON ENDWALLS

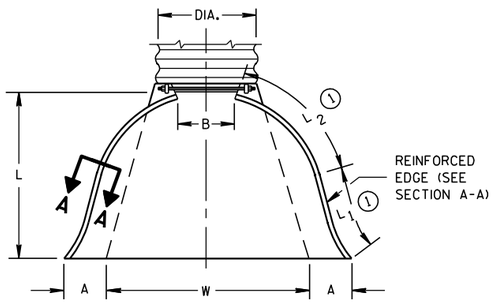
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

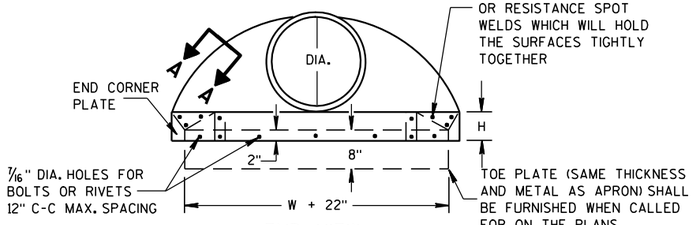
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

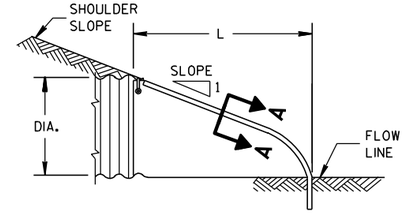
*MINIMUM
**MAXIMUM



PLAN VIEW

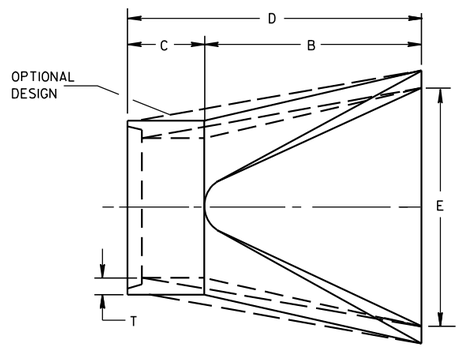


END VIEW

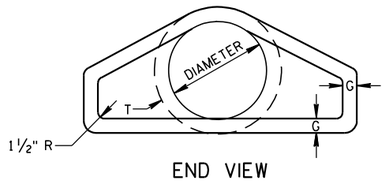


SIDE ELEVATION

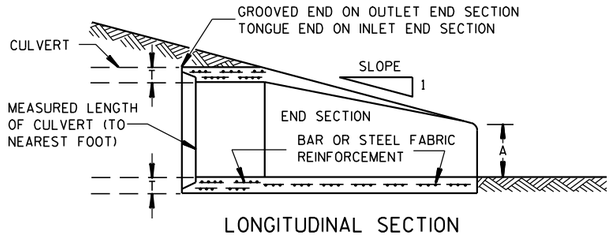
METAL ENDWALLS



PLAN

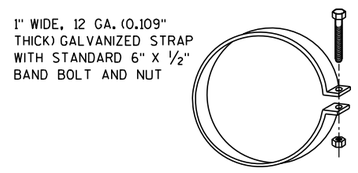


END VIEW



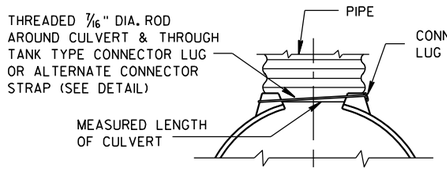
LONGITUDINAL SECTION

CONCRETE ENDWALLS

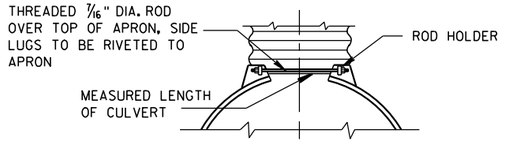


ALTERNATE FOR TYPE 1 CONNECTION

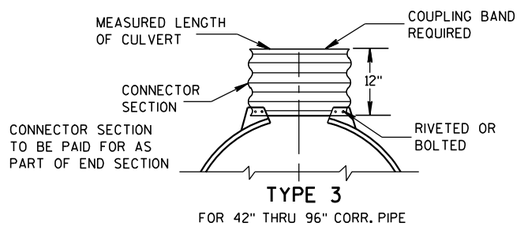
END SECTION CONNECTOR STRAP



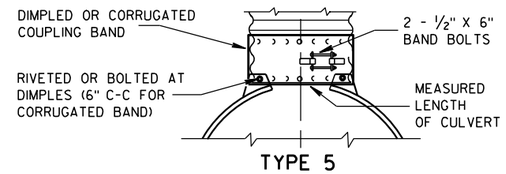
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

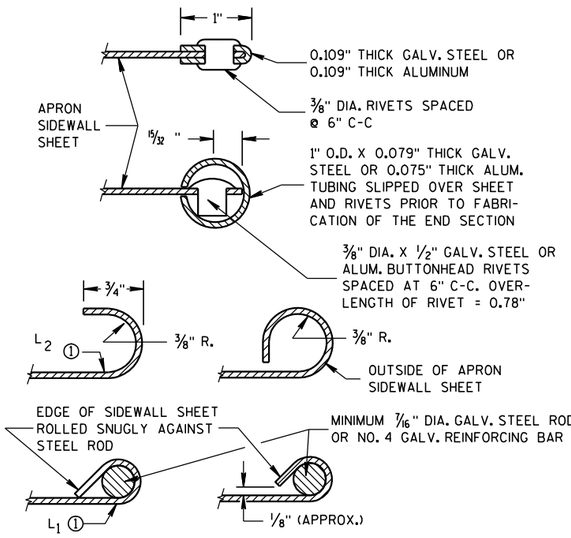
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

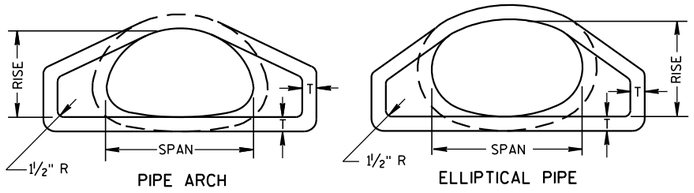
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

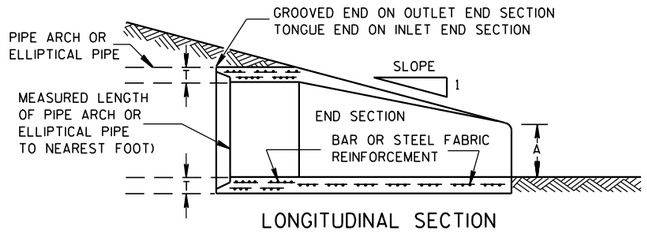
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

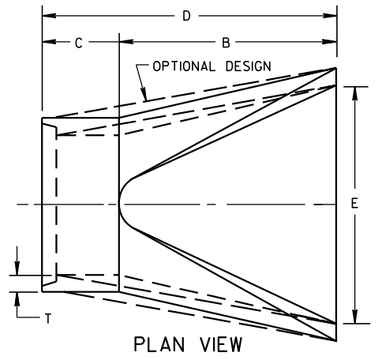
6
S.D.D. 8 F 1-11



END VIEW

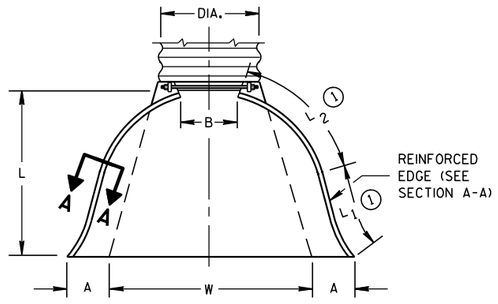


LONGITUDINAL SECTION

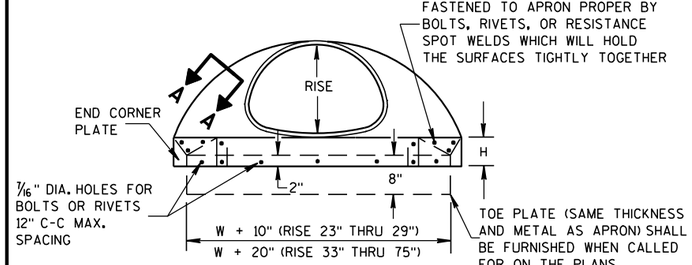


PLAN VIEW

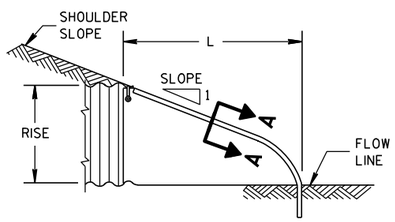
CONCRETE ENDWALLS



PLAN VIEW

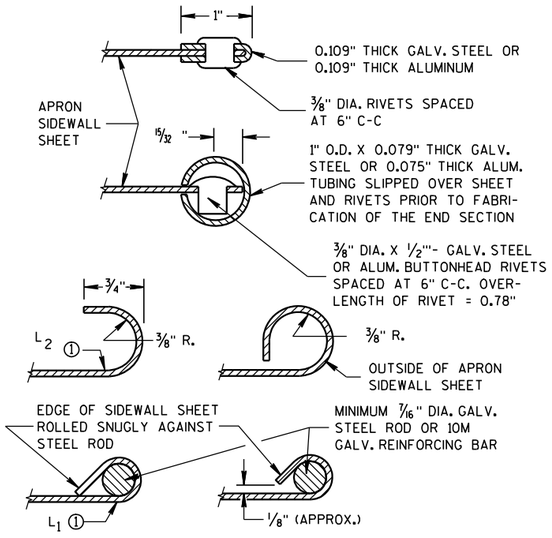


END VIEW



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

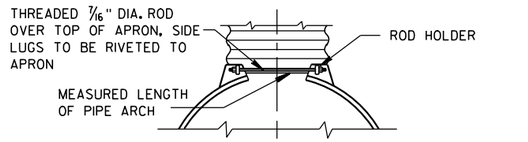
REINFORCED CONCRETE PIPE ARCH

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

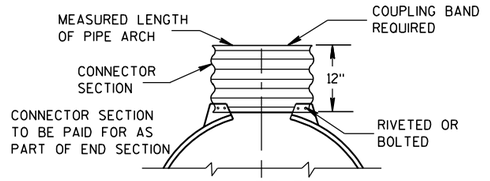
EQUIV. DIA. (Inches)	DIMENSIONS (Inches) ** SPAN	** RISE	T	A	B	C	D	E	APPROX. SLOPE
24	30	19	3¼	8½	39	33	72	48	3 to 1
30	38	24	3¾	9½	54	18	72	60	3 to 1
36	45	29	4½	11⅛	60	24	84	72	2½ to 1
42	53	34	5	15¾	60	36	96	78	2½ to 1
48	60	38	5½	21	60	36	96	84	2½ to 1
54	68	43	6	25½	60	36	96	90	2½ to 1
60	76	48	6½	30	60	36	96	96	2½ to 1

**NOMINAL SIZE



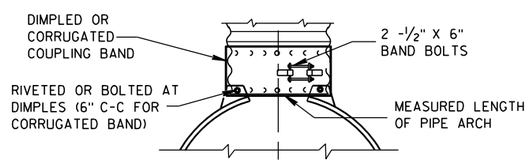
TYPE 2

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

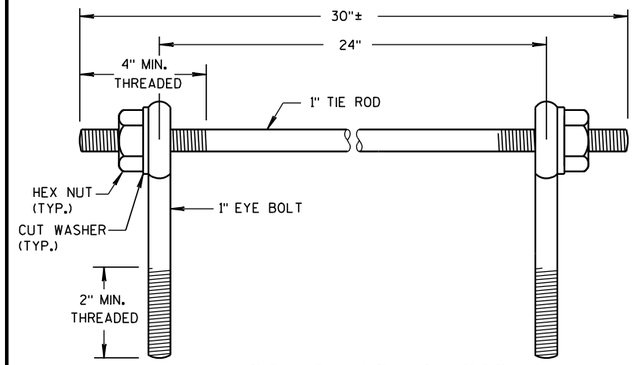
11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

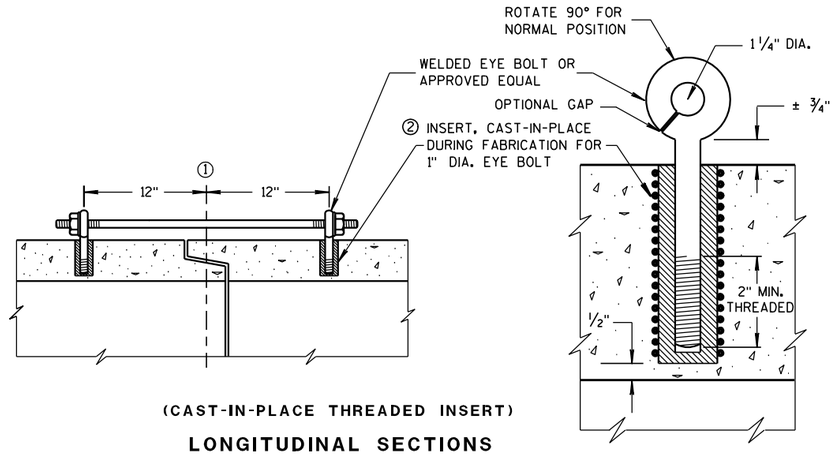
FHWA

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S.D.D. 8 F 2-1



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.

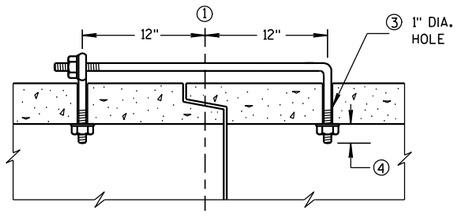
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

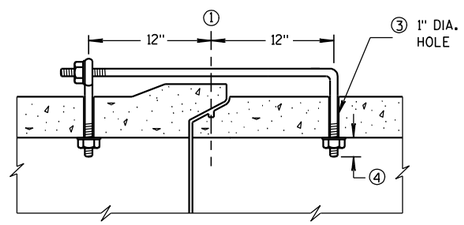
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

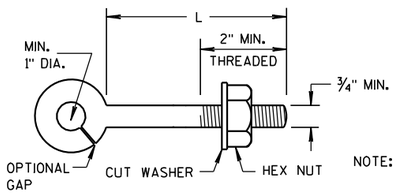


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

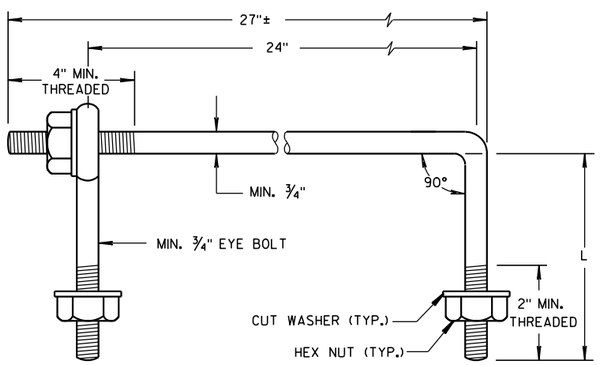
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

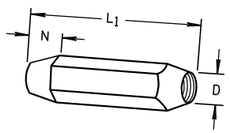
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

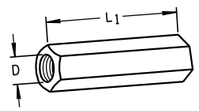
ADJUSTABLE TIE ROD TABLE

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



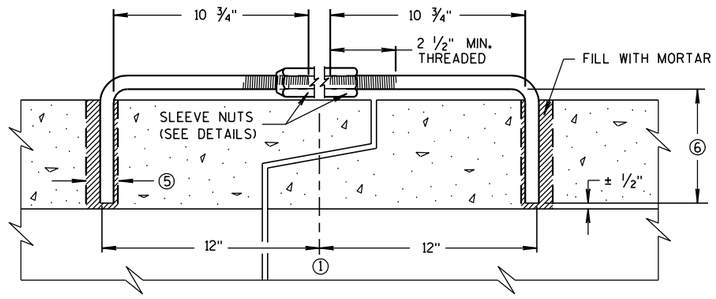
TAPERED



PLAIN

RIGHT AND LEFT THREADS

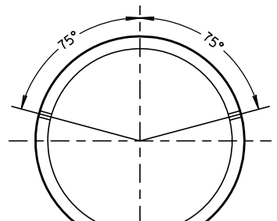
SLEEVE NUTS



LONGITUDINAL SECTION

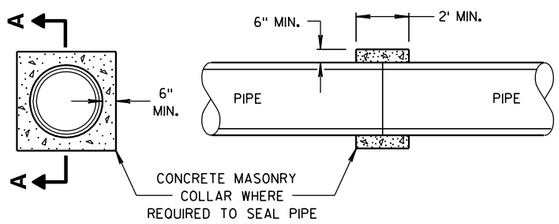
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

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

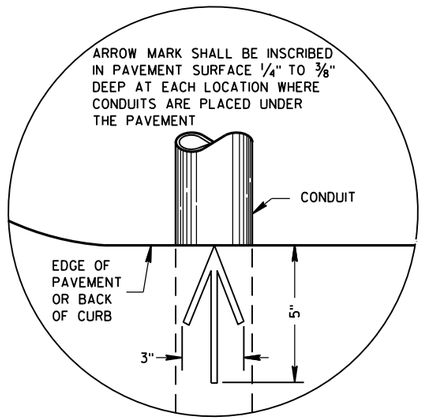
JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
228
FHWA

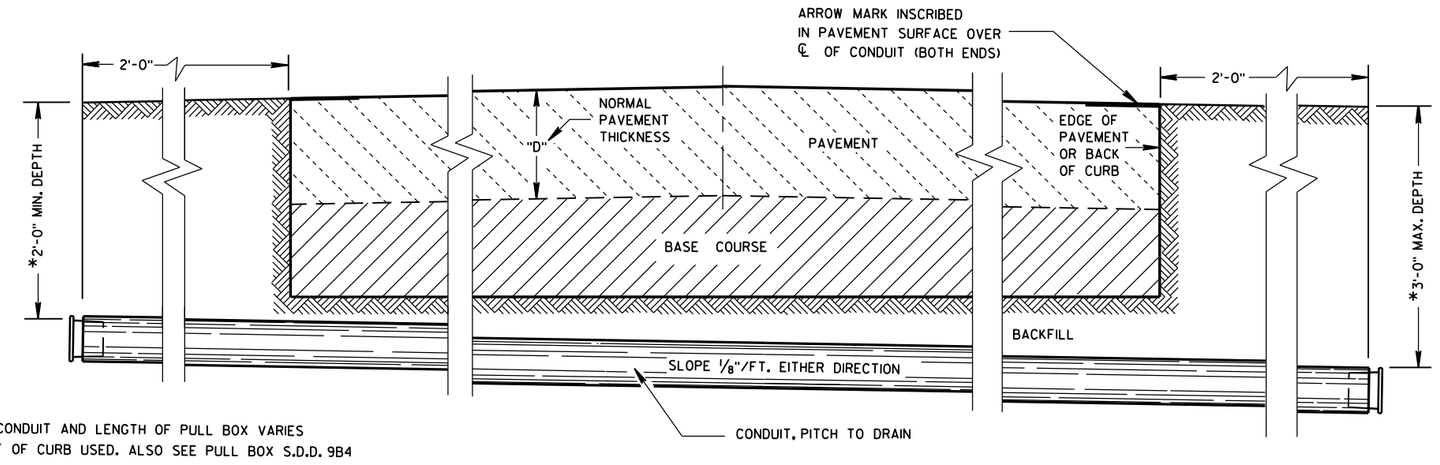
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S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL 229
FHWA

6
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

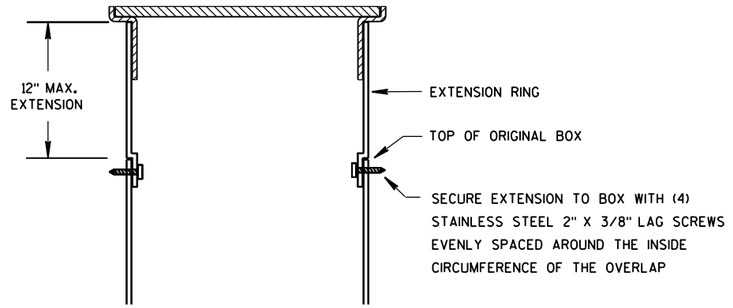
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

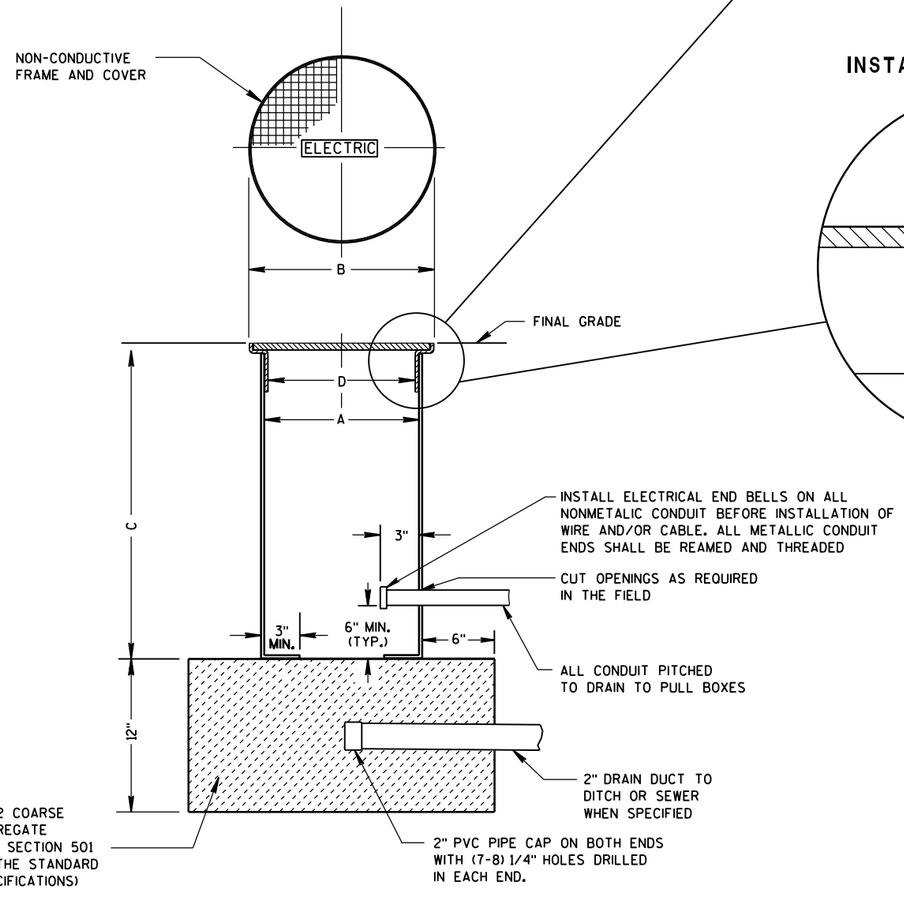
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

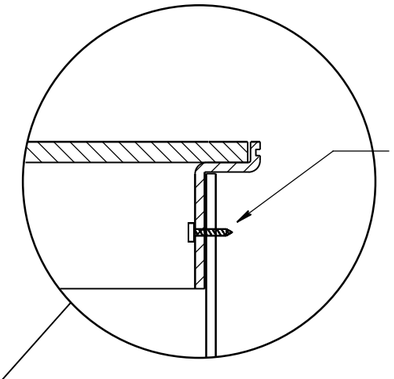


BOX EXTENSION

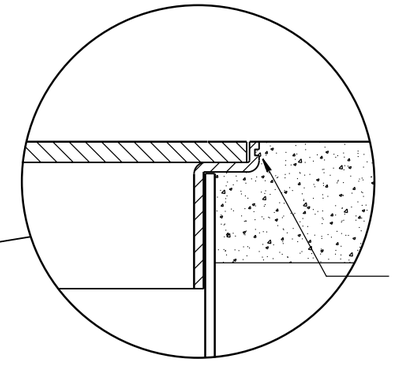


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



PULL BOX NON-CONDUCTIVE

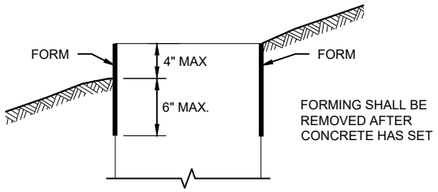
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 16-1

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.

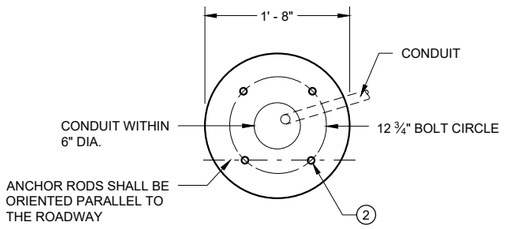
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

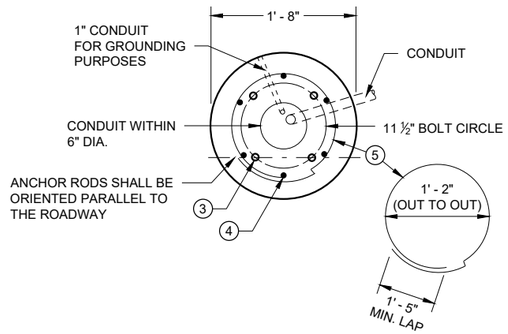
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

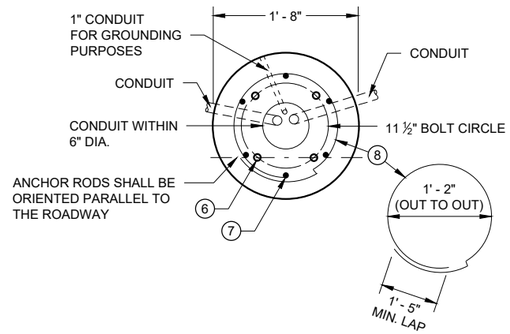
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

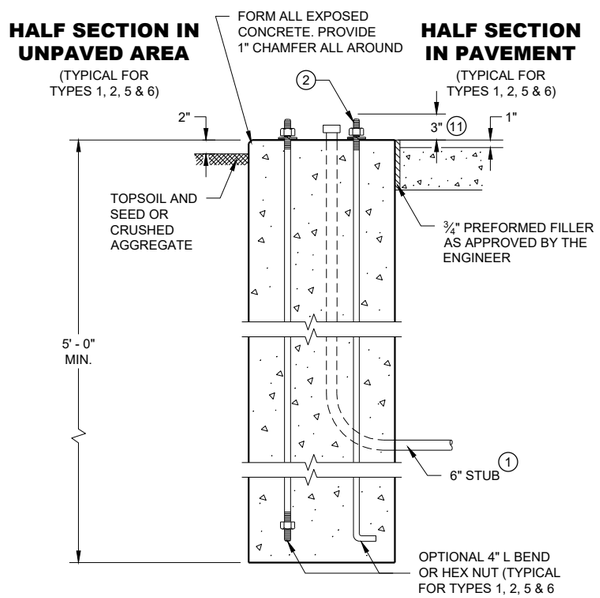
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

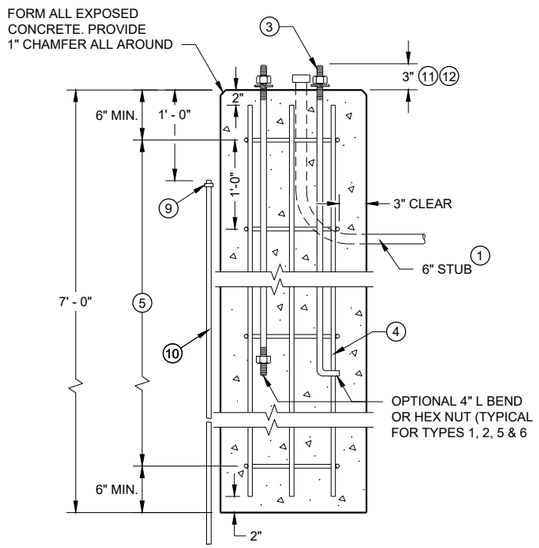




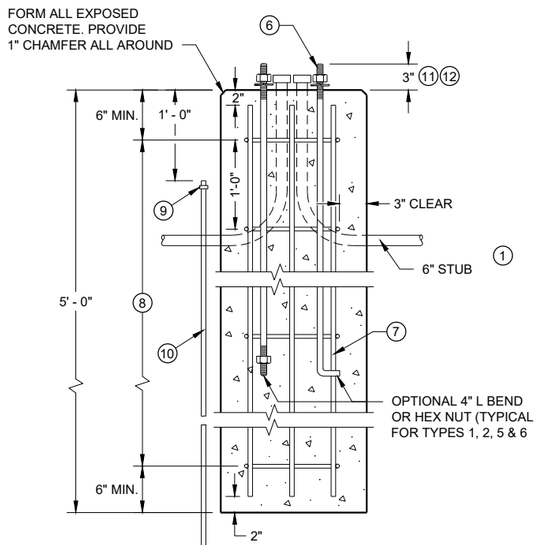




TYPE 1



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
231
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.

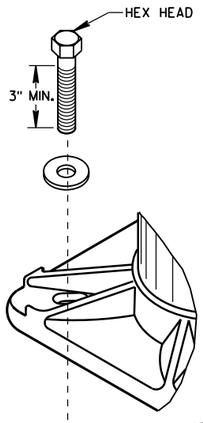
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

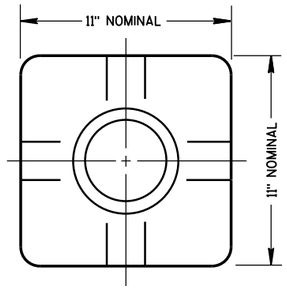
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

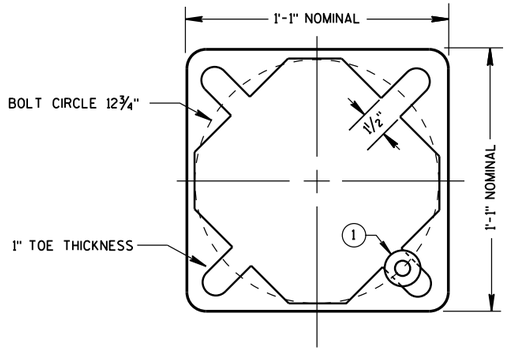
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

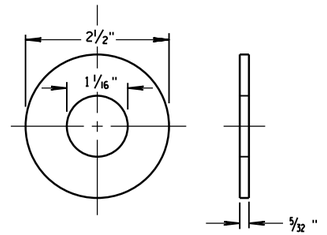




TOP VIEW
(PEDESTAL BASE)

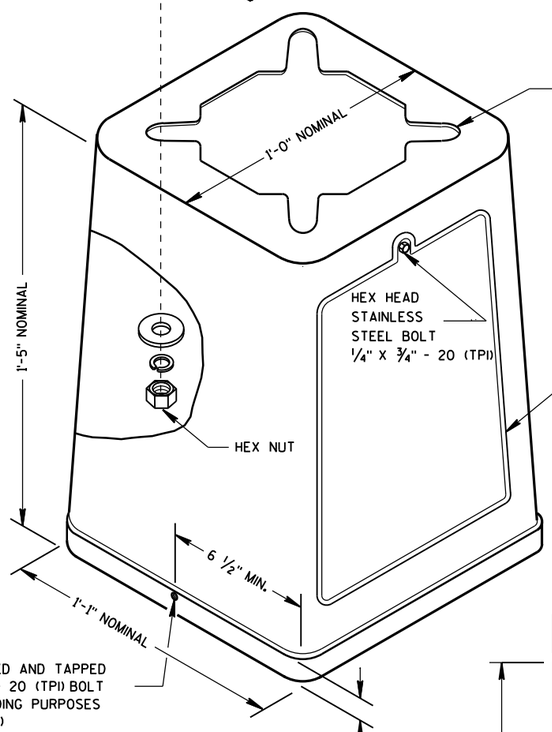


BOTTOM VIEW
(PEDESTAL BASE)

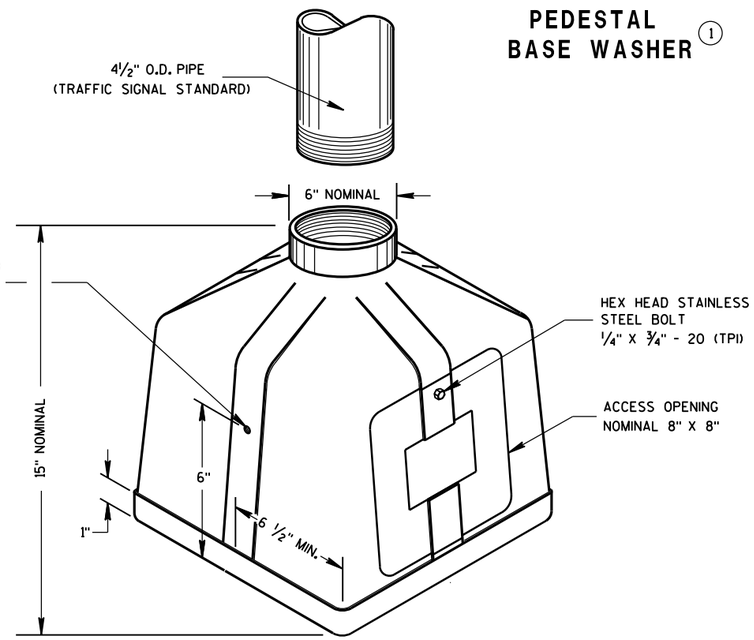


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

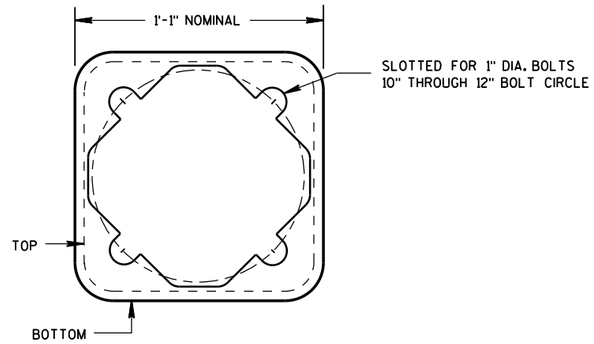


ISOMETRIC VIEW

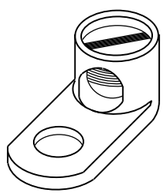


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

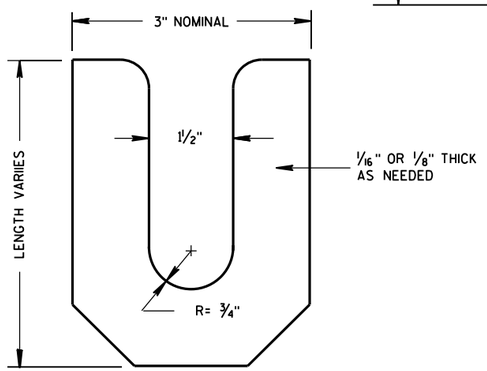


TYPICAL MECHANICAL CONNECTOR LUG

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

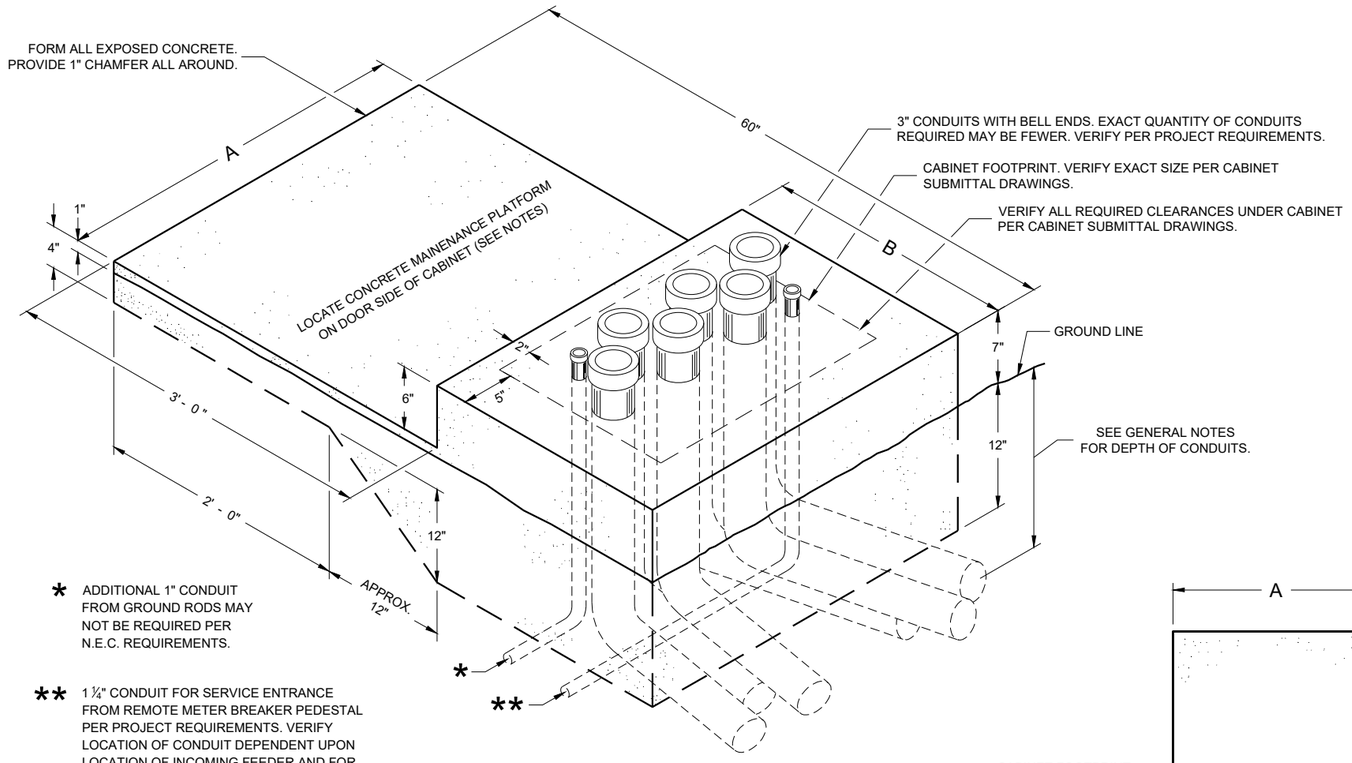
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

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S.D.D. 9 C 3-4



* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

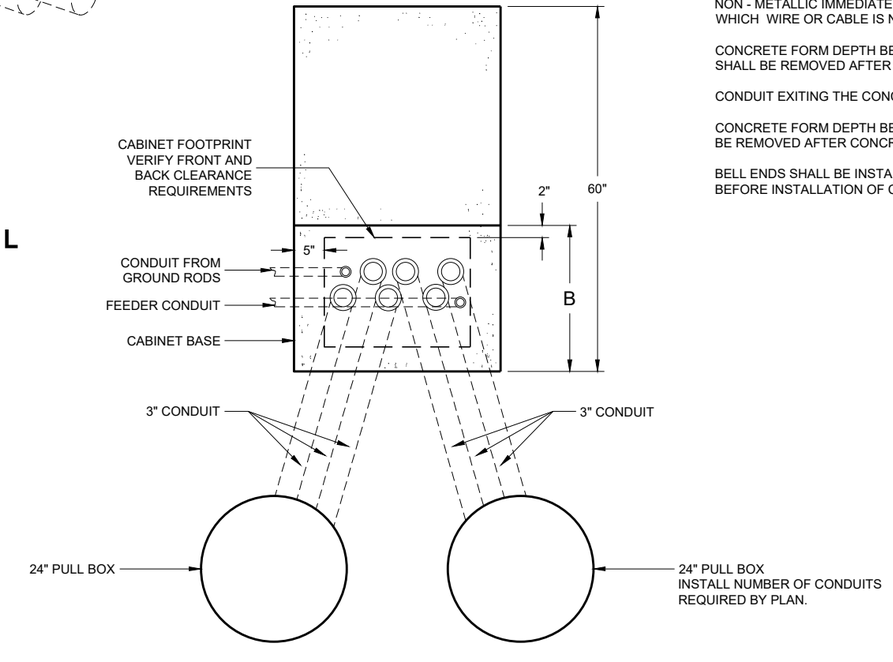
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

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

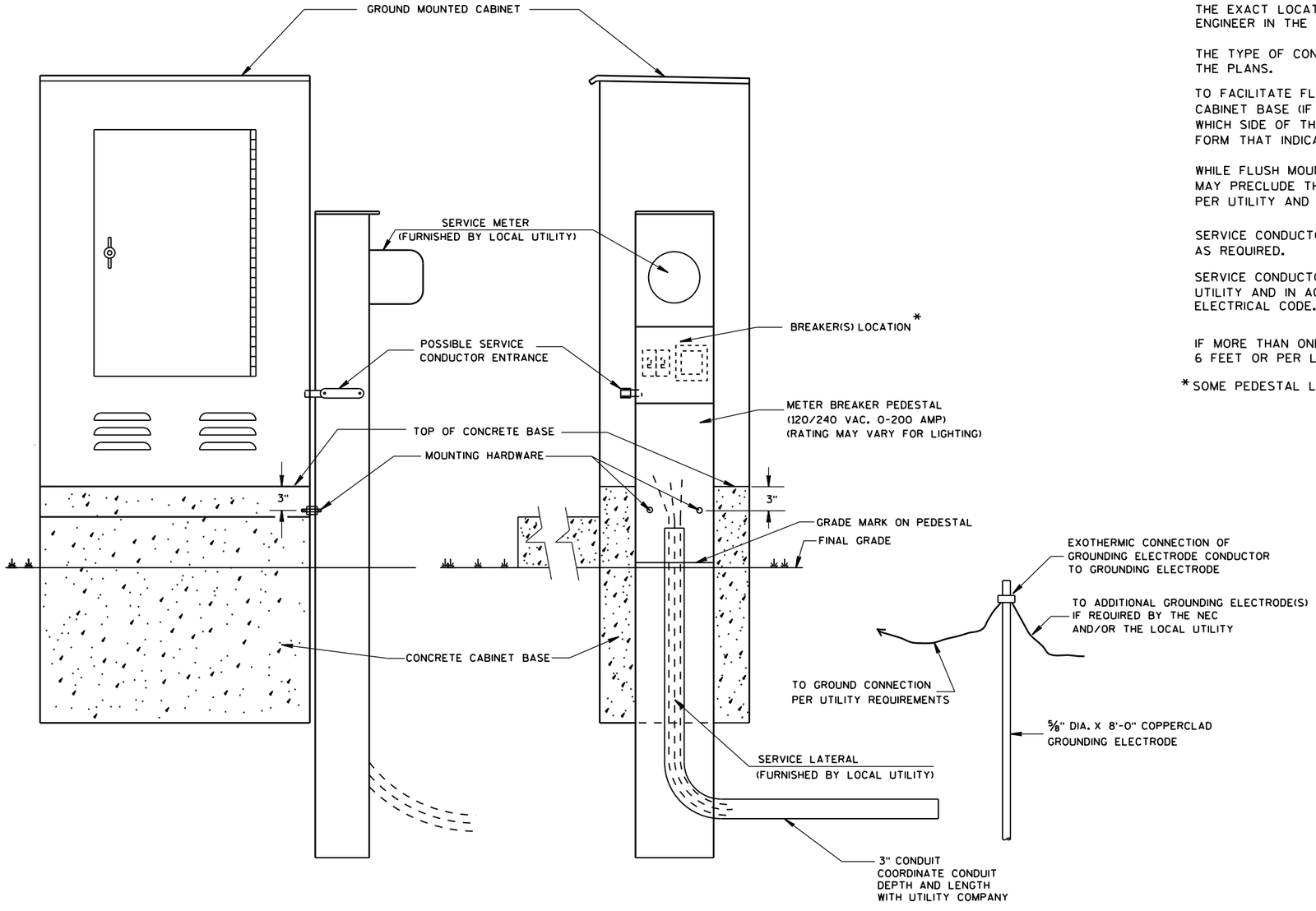
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DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

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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.

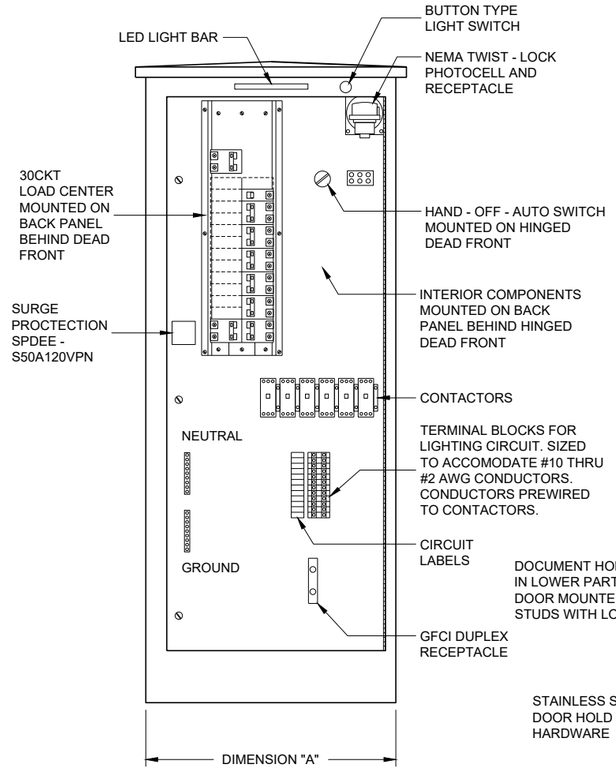
CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
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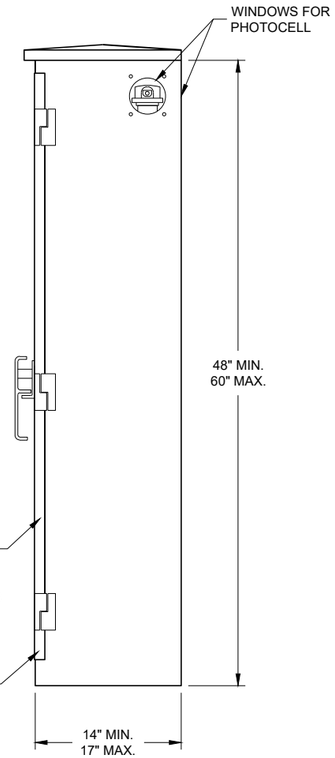
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FRONT INTERIOR ELEVATION



SIDE VIEW



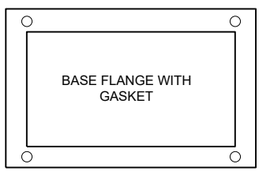
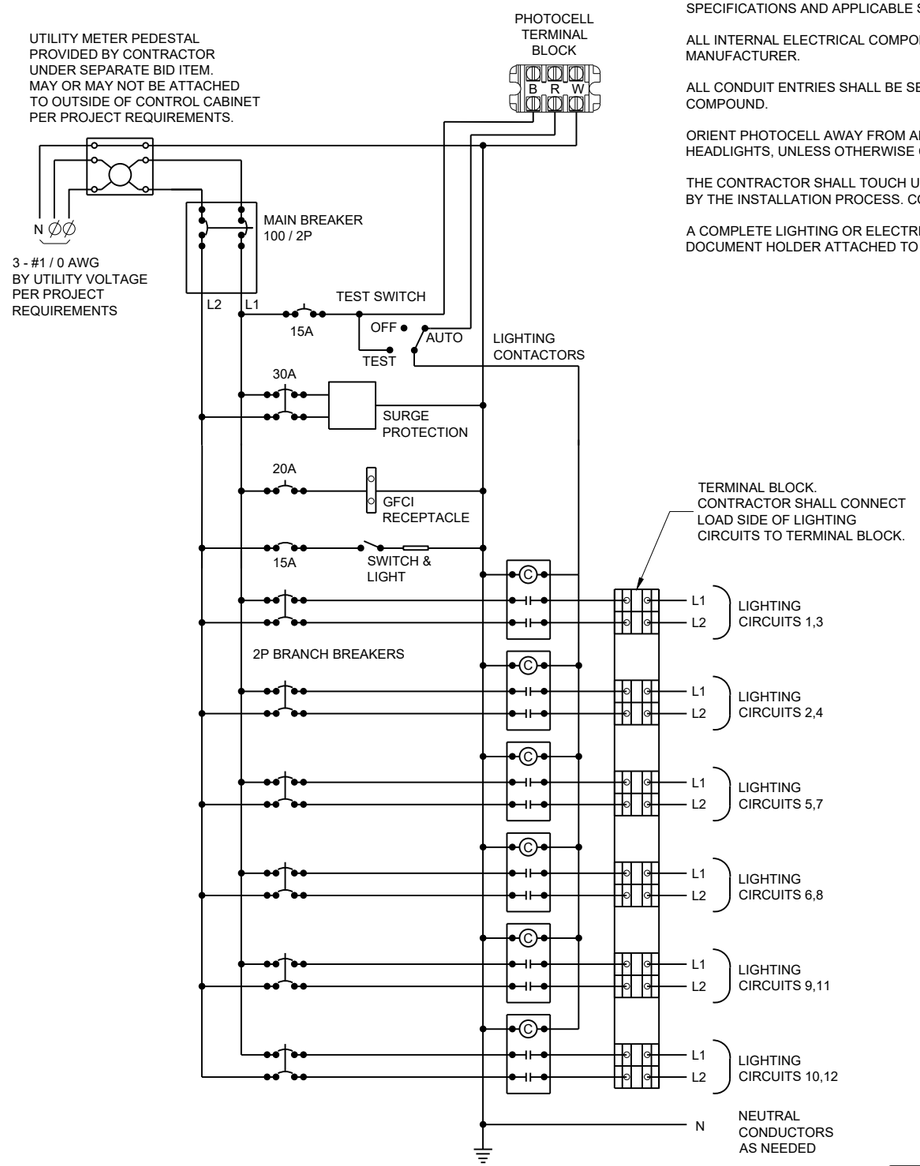


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

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

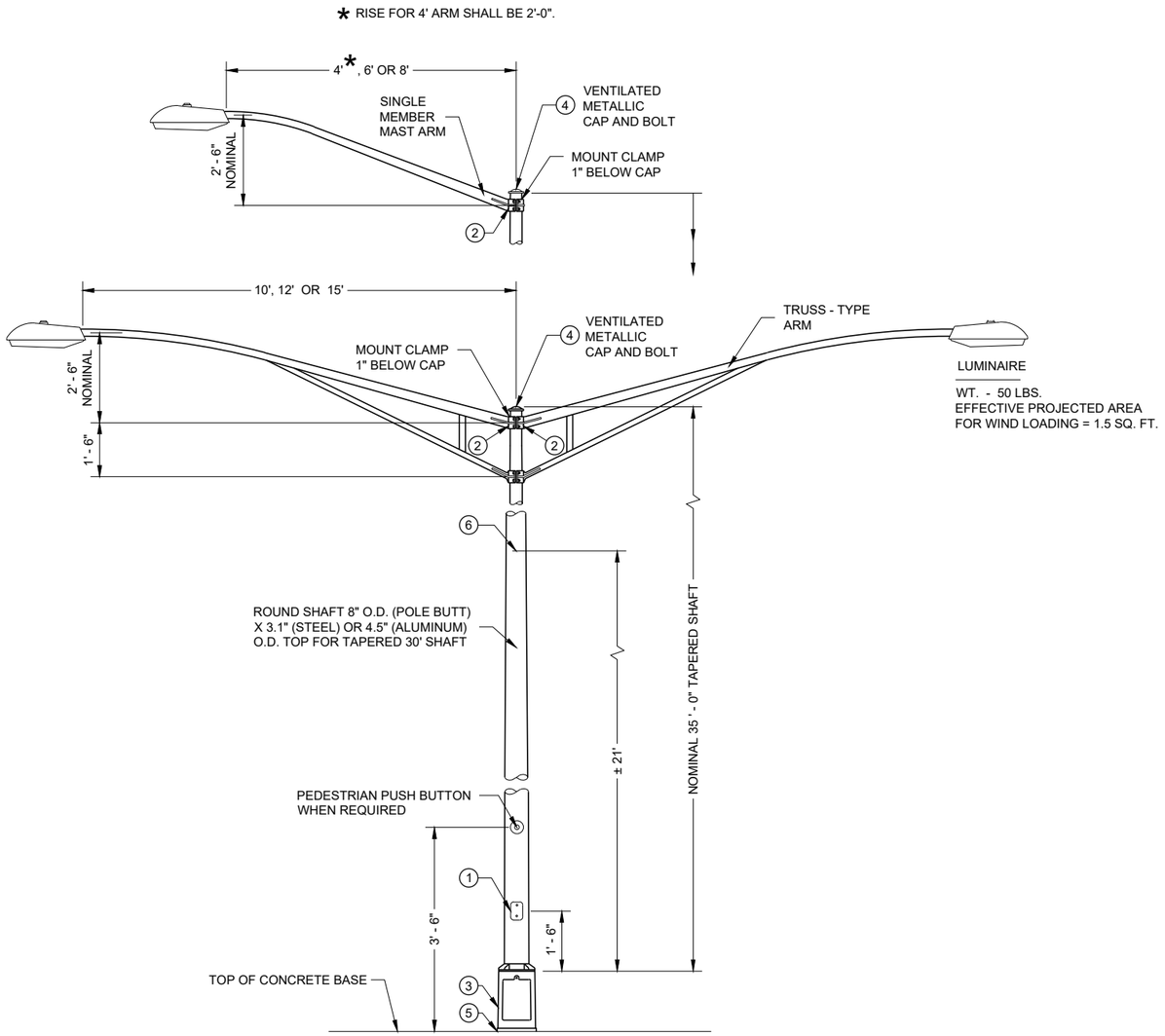
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SDD 09D04 - 03



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.

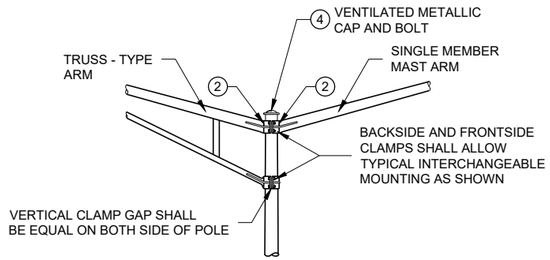
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(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.



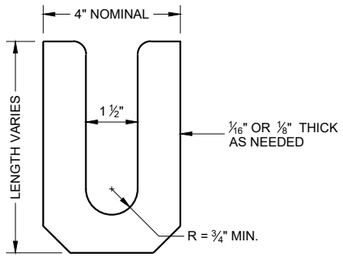
INTERCHANGEABLE MOUNTING DETAIL

POLE MOUNTINGS FOR LIGHTING UNITS, TYPE 6 (35 FEET)

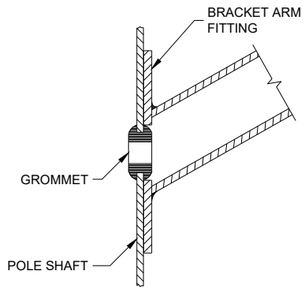
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

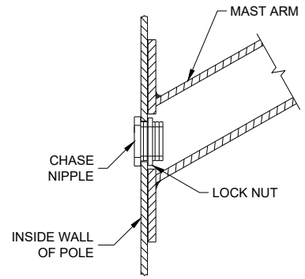
SDD 09E01 - 15e



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.

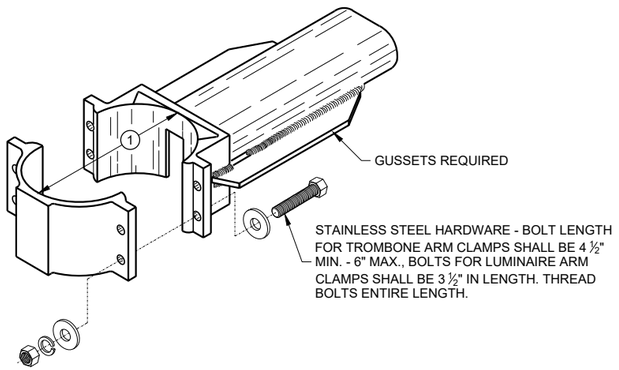
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

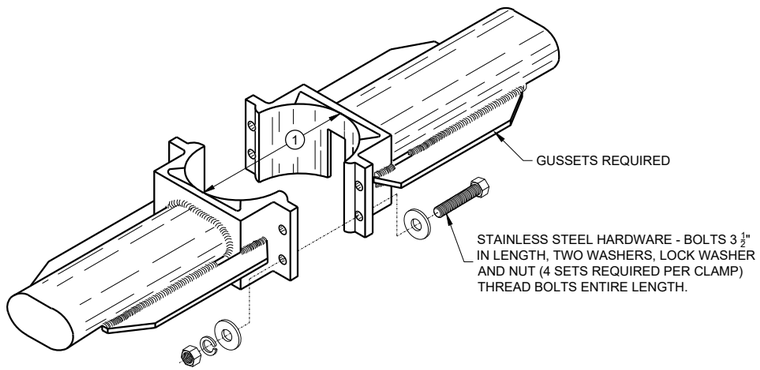
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

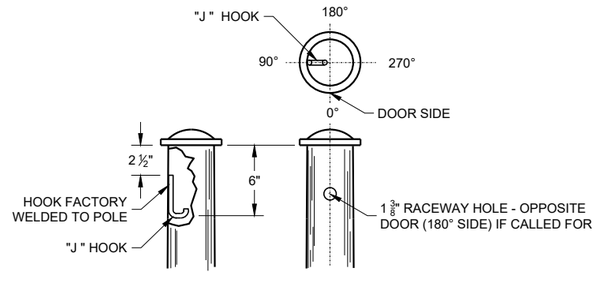
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



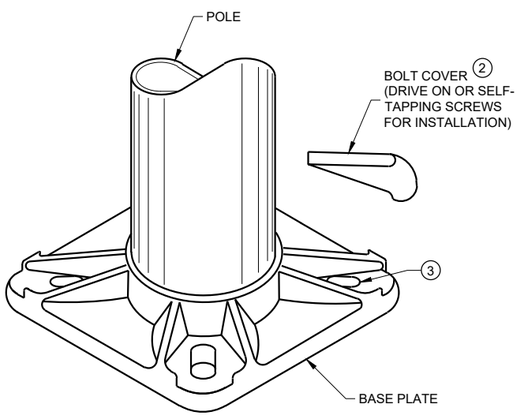
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



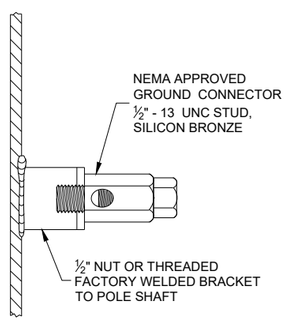
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

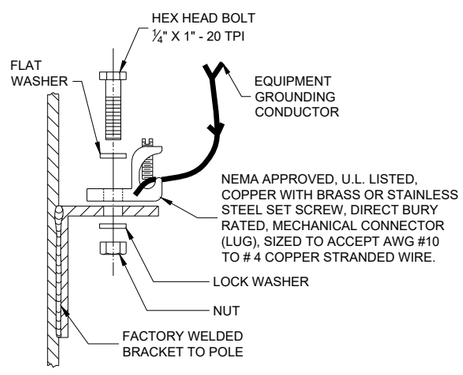


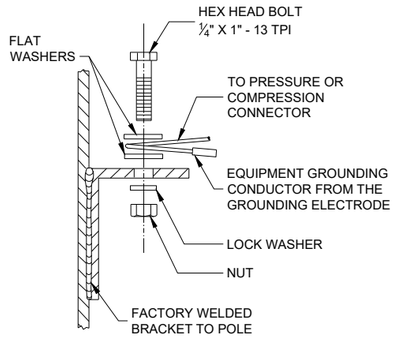
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

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FHWA

6

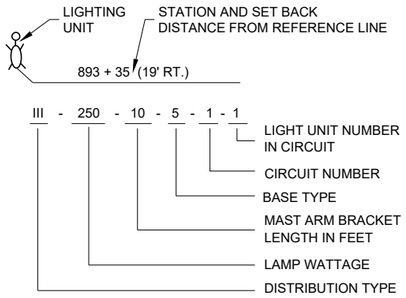
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GENERAL NOTES

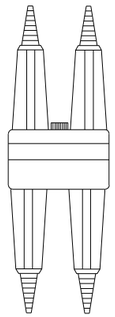
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

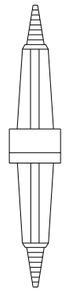
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



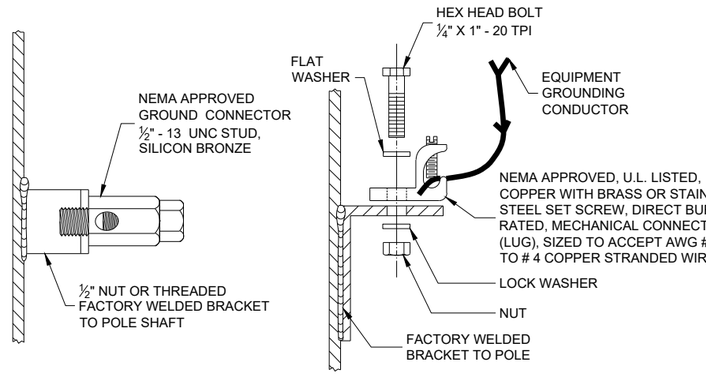
LIGHTING UNIT CODE
(TYPICAL)



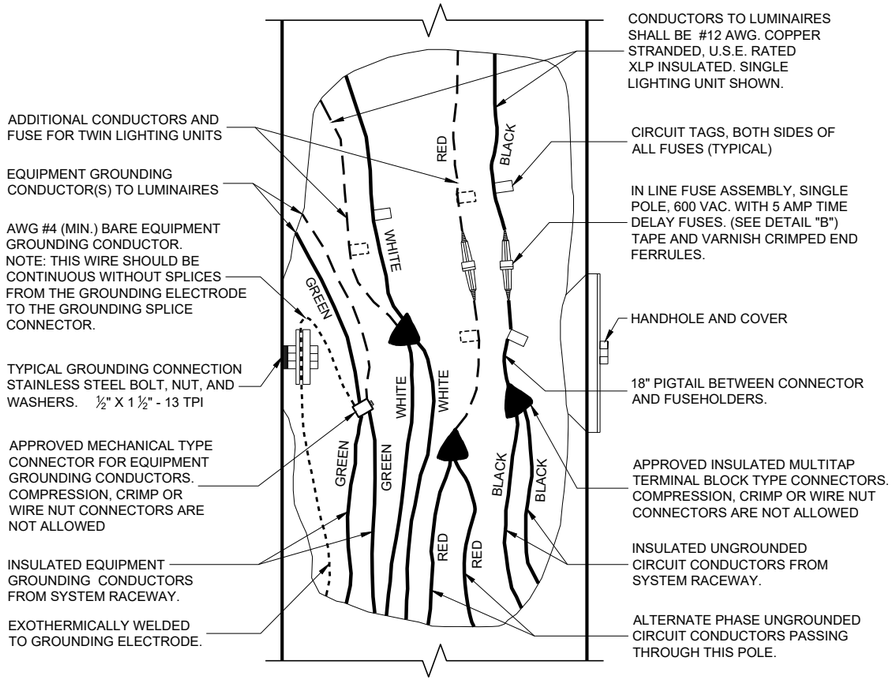
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



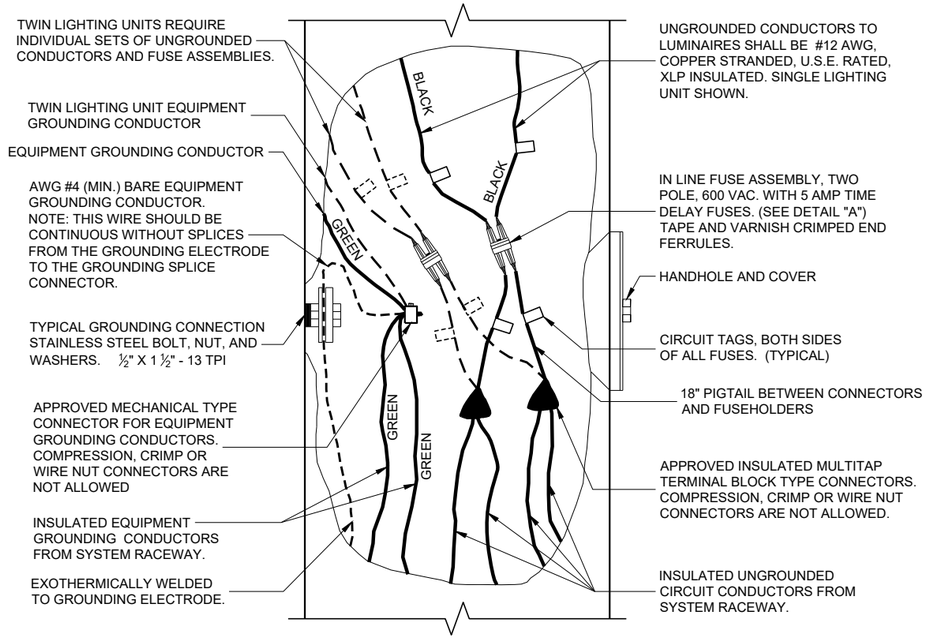
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

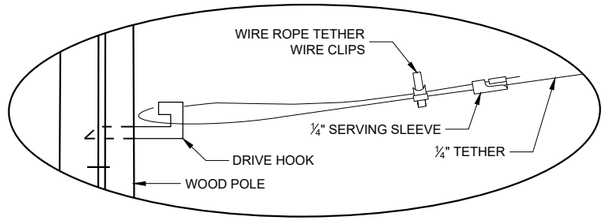
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6
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MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

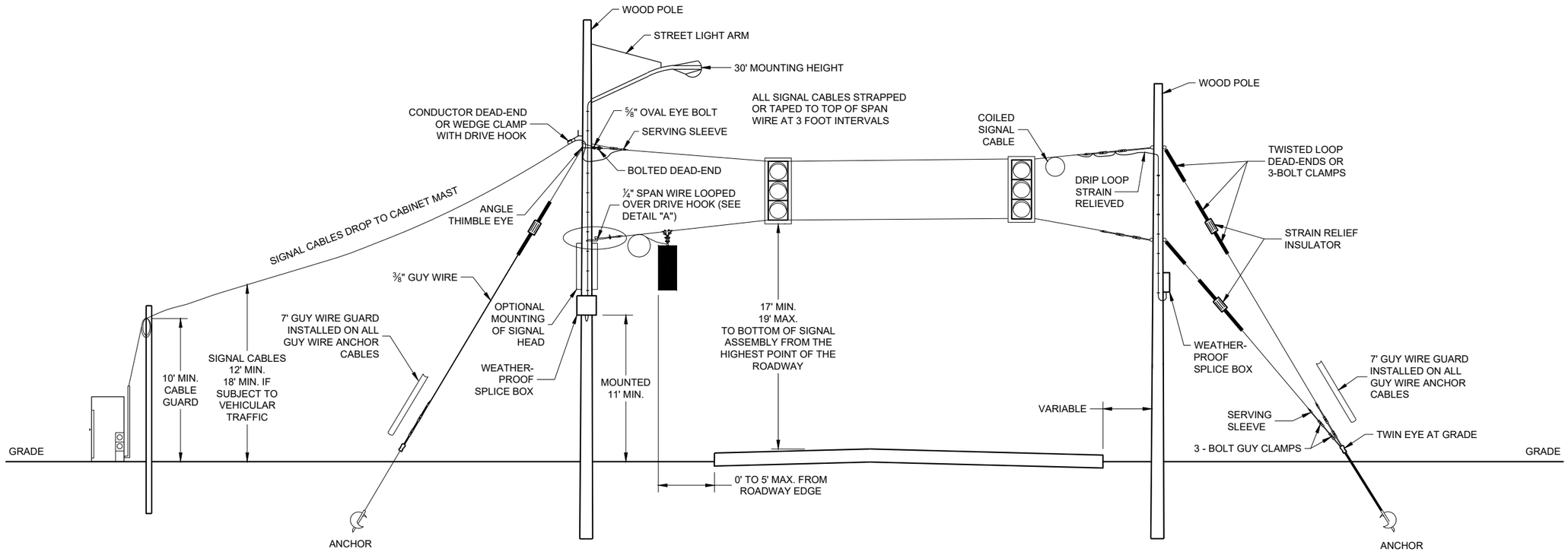


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

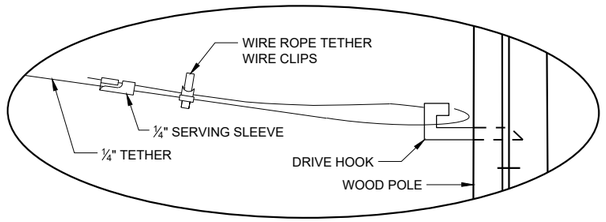
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6

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MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

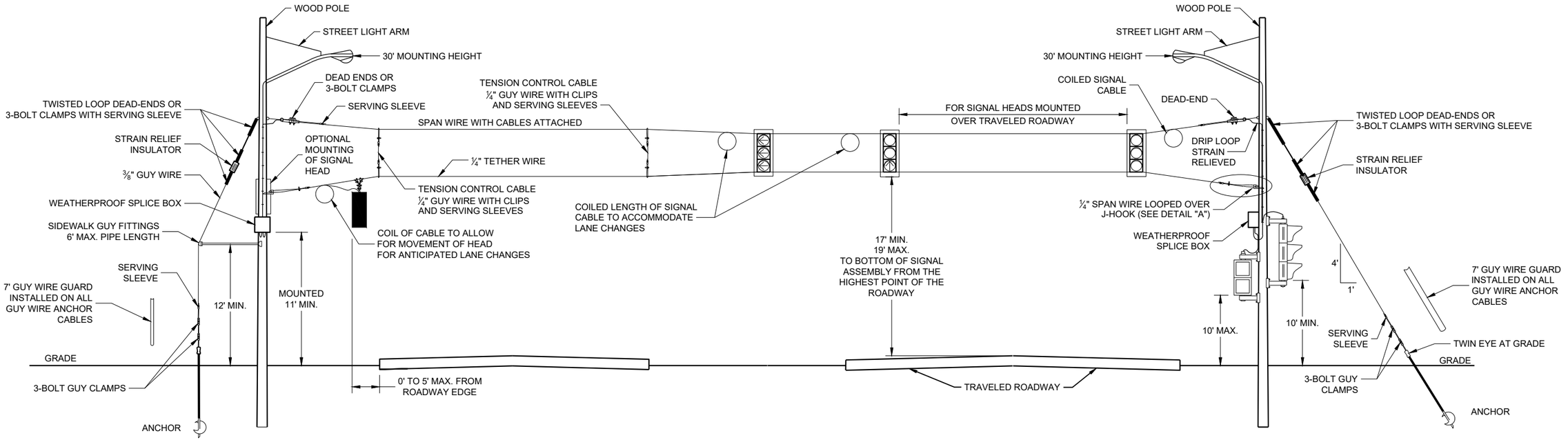


DETAIL "A"

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   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 240
FHWA

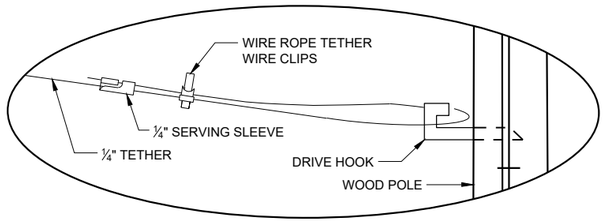
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SDD09G01 - 04b

6

SDD09G01 - 04b

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

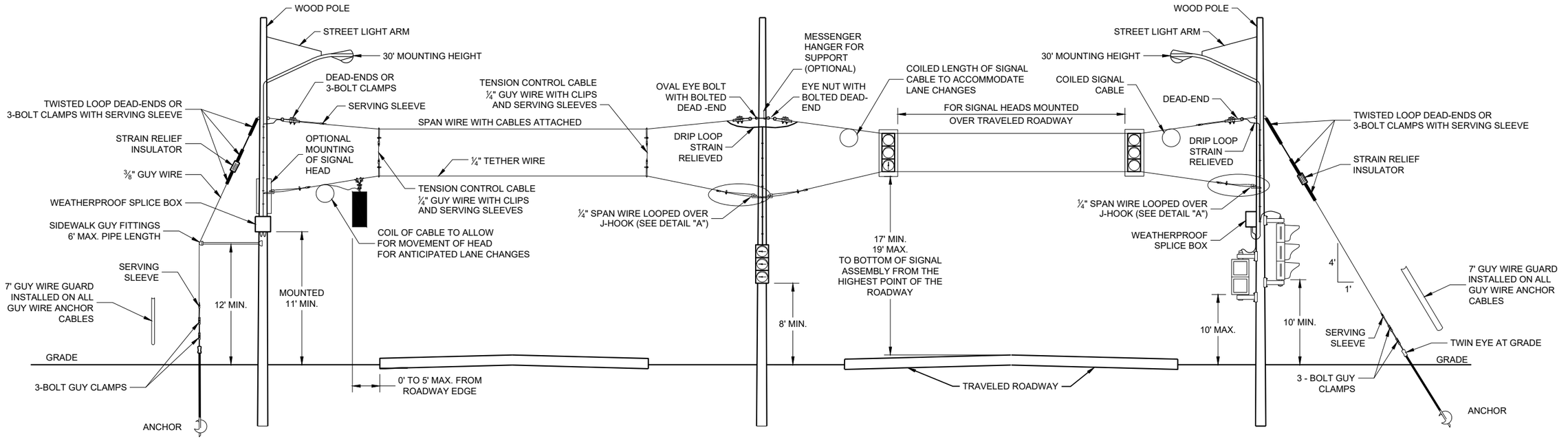


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   - A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   - B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   - C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   - D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   - A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   - B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   - C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGI 241

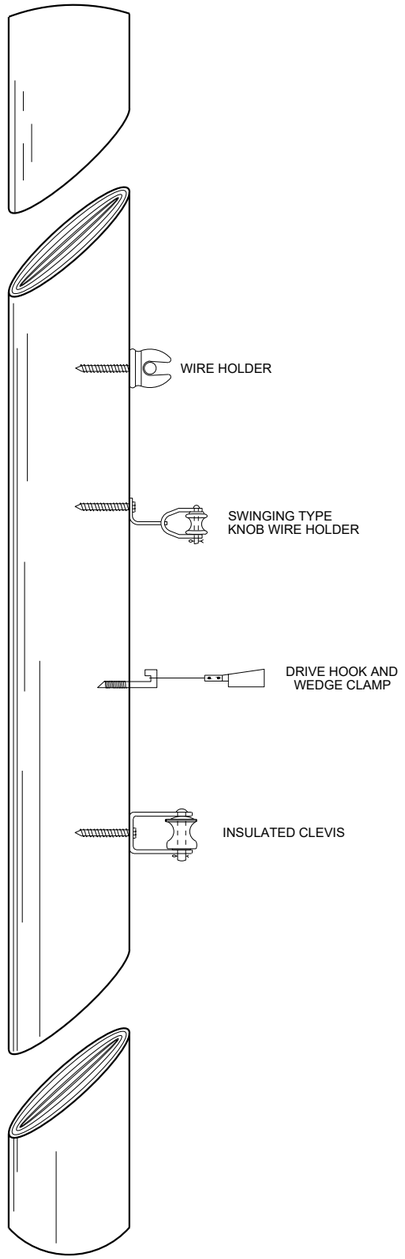
FHWA

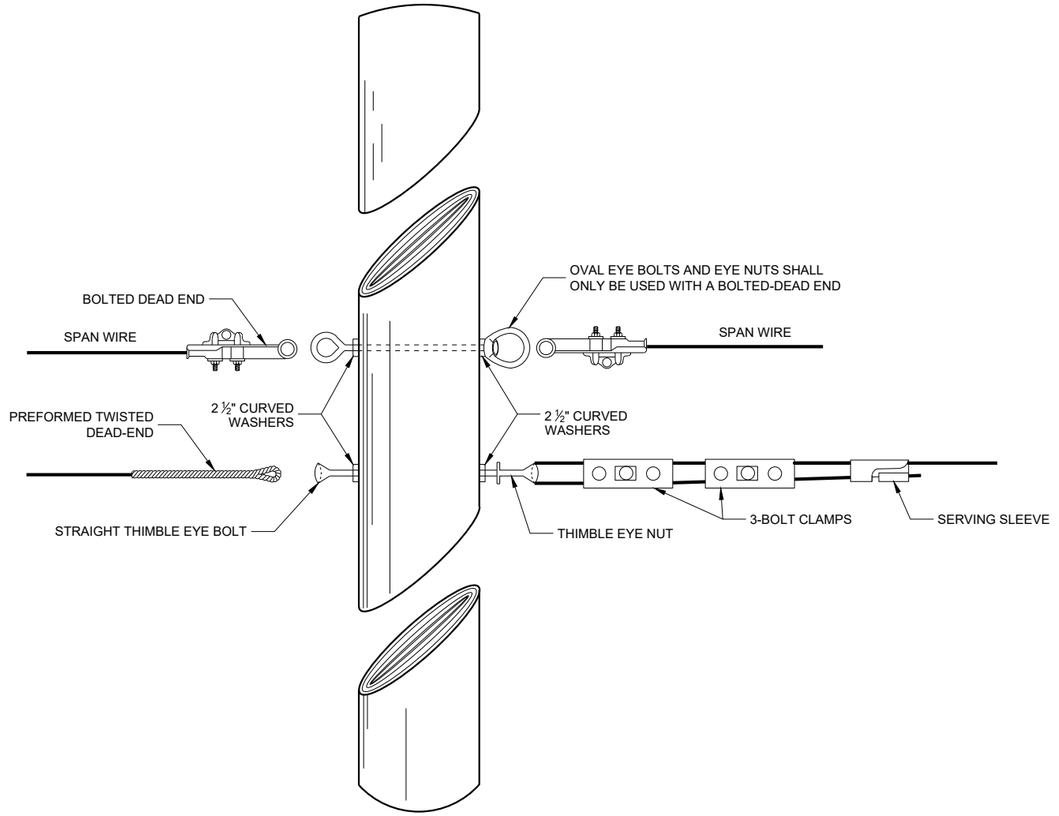
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SDD09G01 - 04c

SDD09G01 - 04c





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SDD 09G01 - 4d

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SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

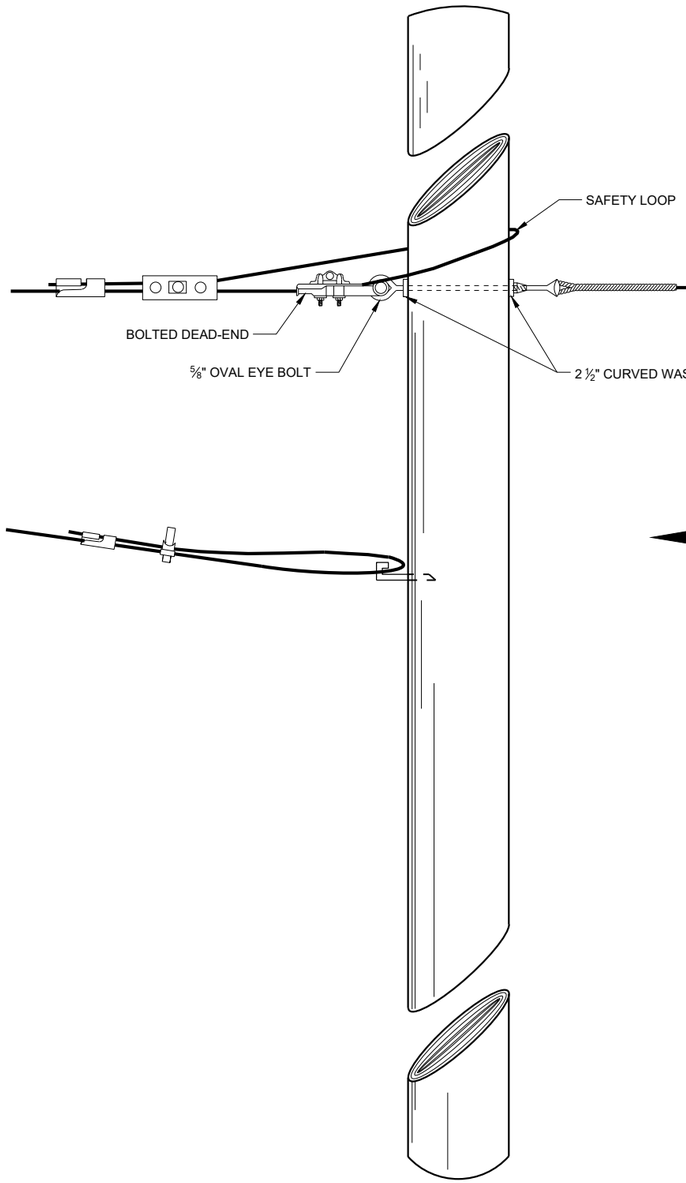
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

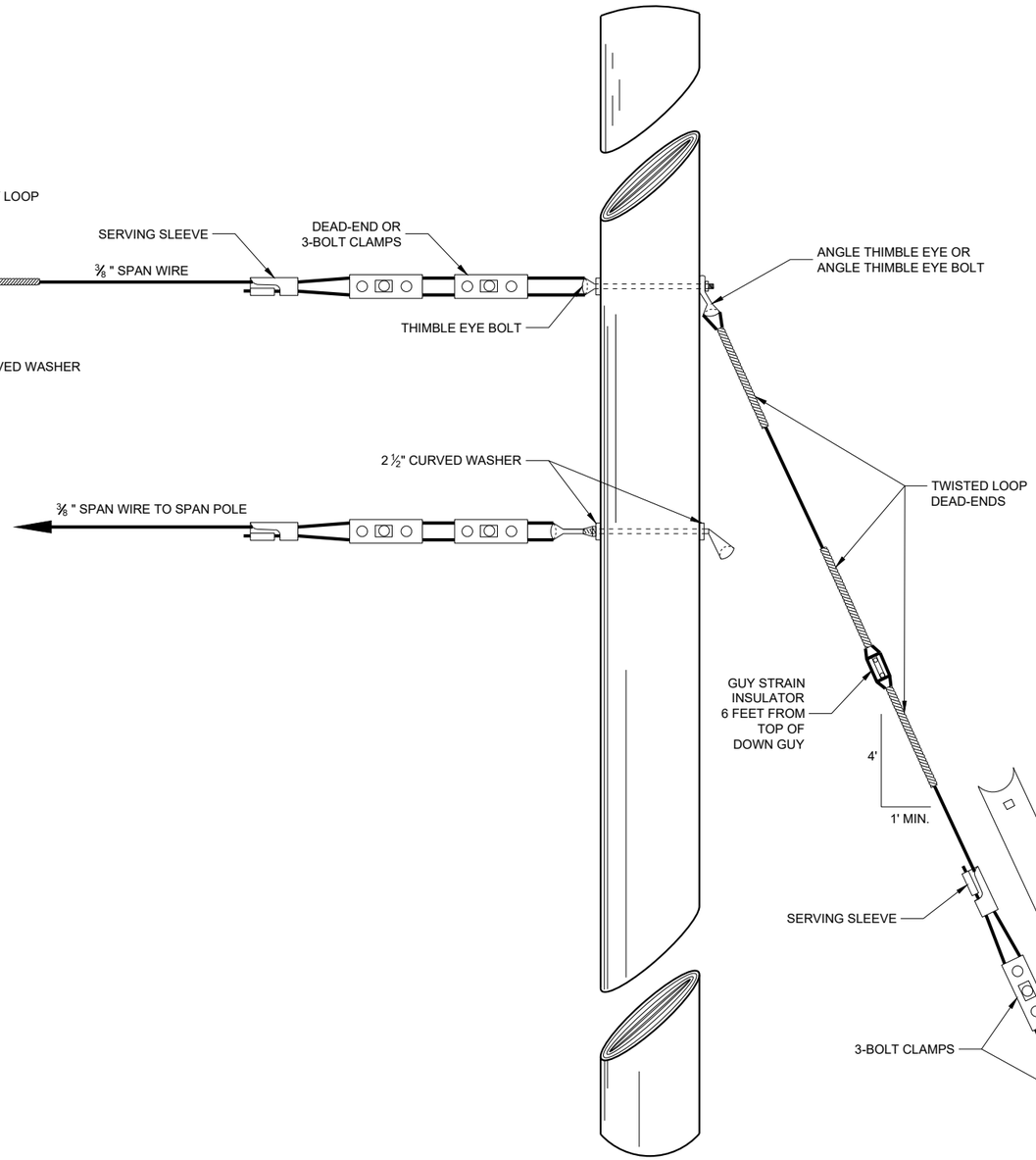
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GENERAL NOTES

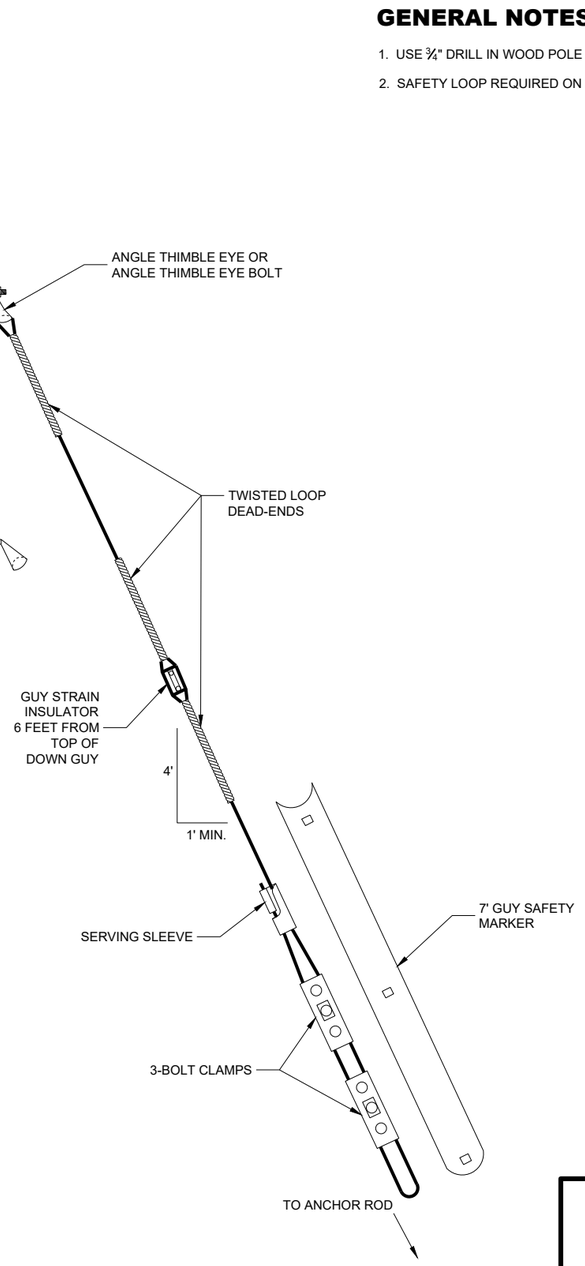
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

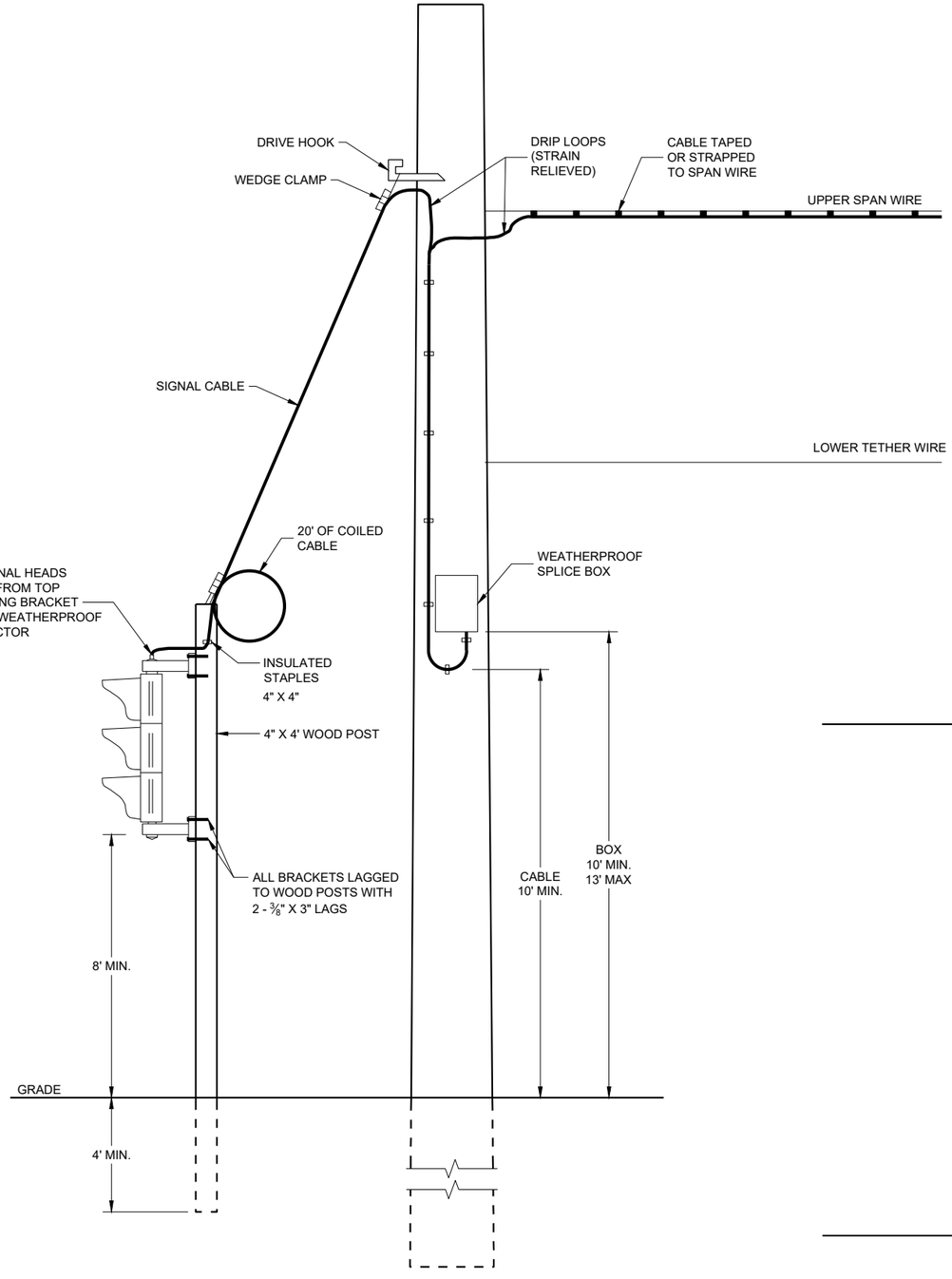
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

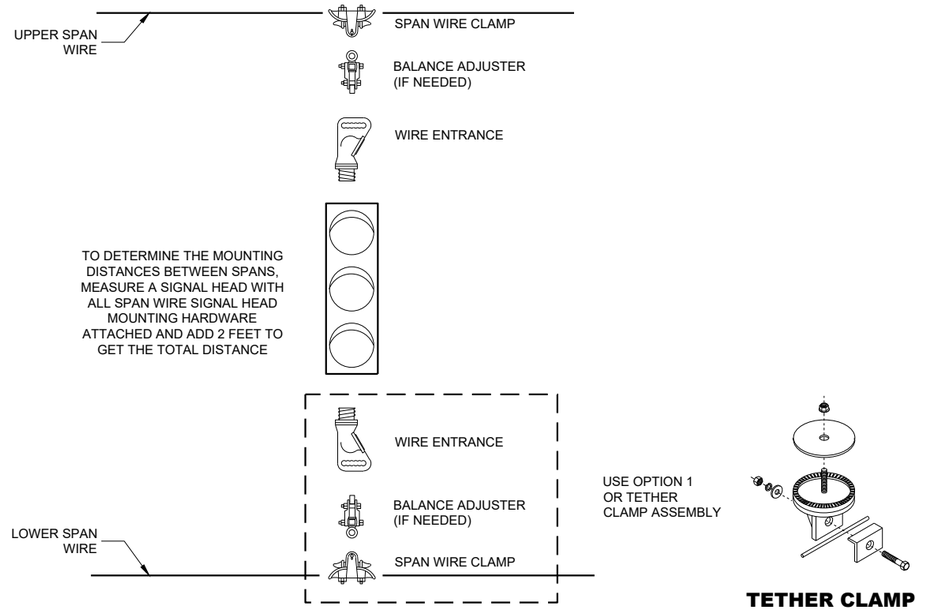
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

FHWA

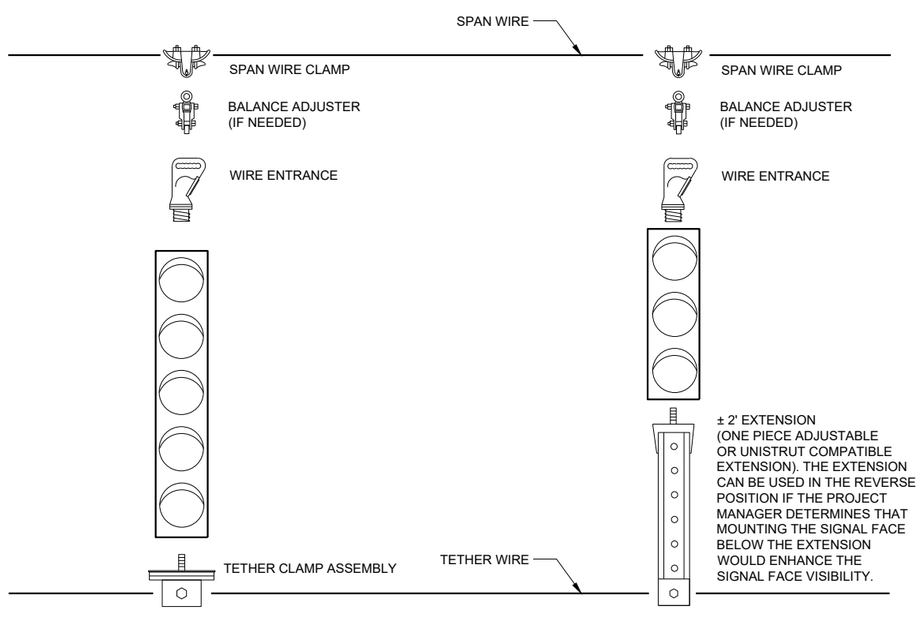
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SDD 09G01 - 4e



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

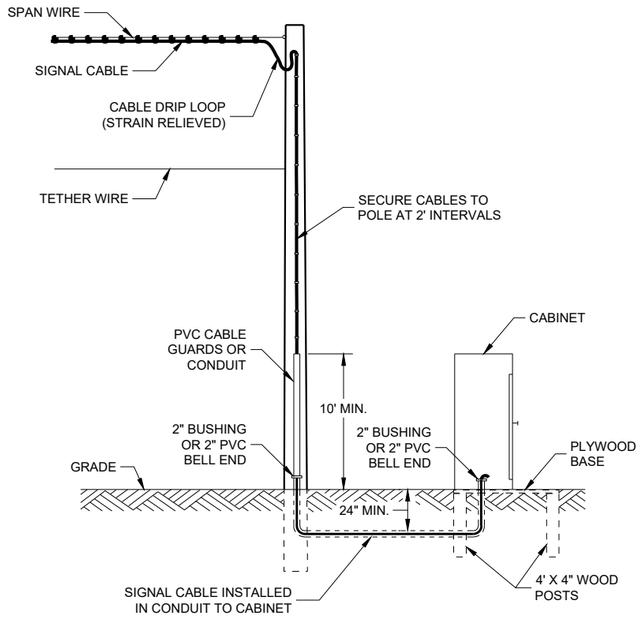
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

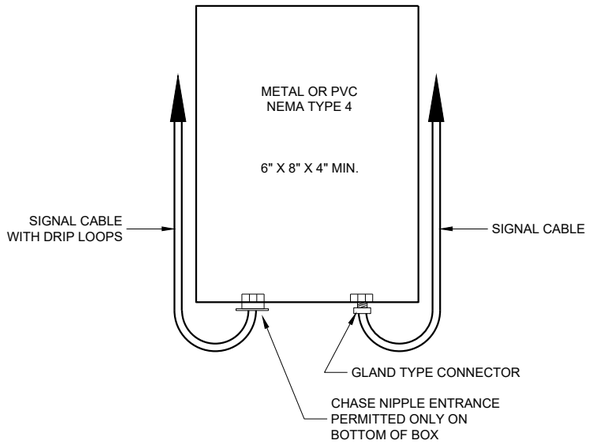
APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

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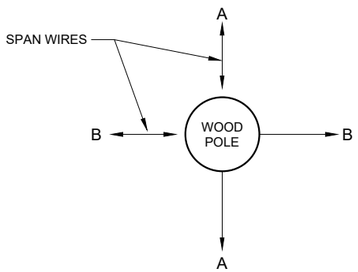
SDD 09G01 - 4f





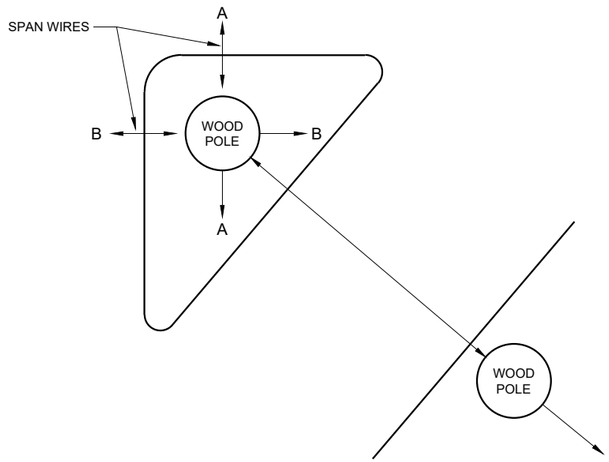
SPLICE BOX

TYPICAL SKID TYPE TEMPORARY

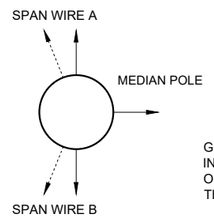


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

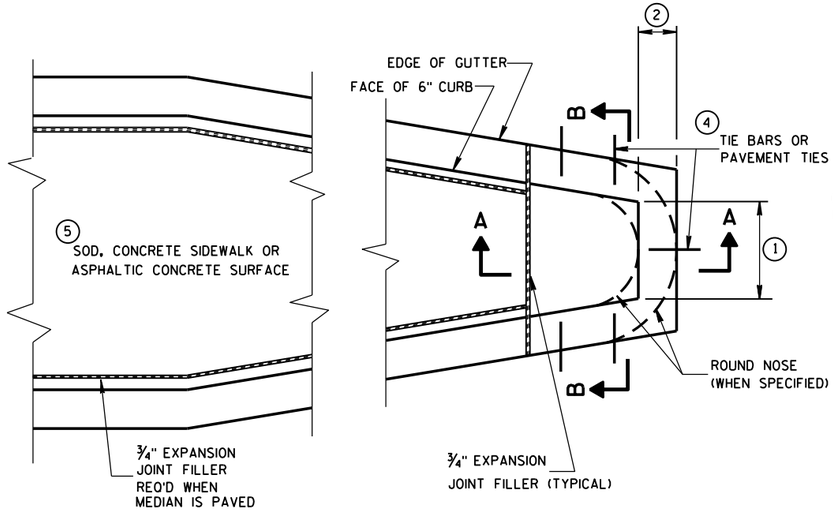
June 2015
DATE

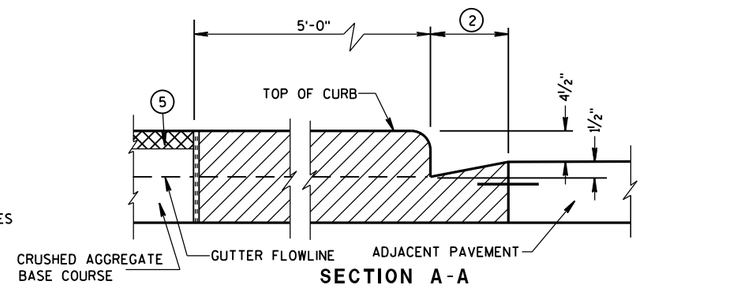
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

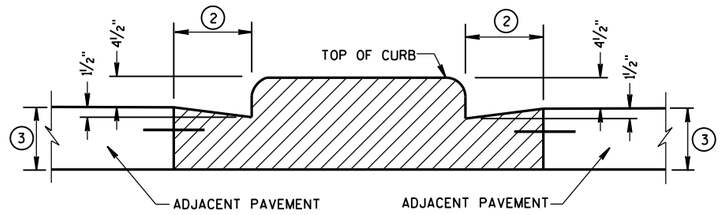
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SDD 09G01 - 4g

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CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

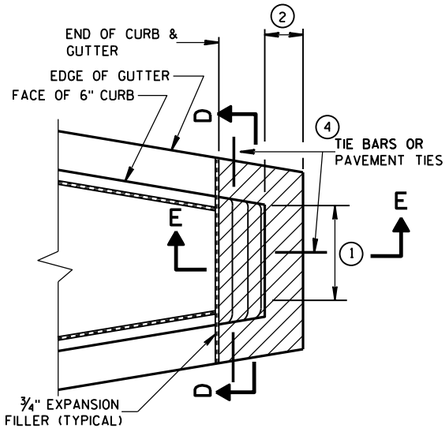
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

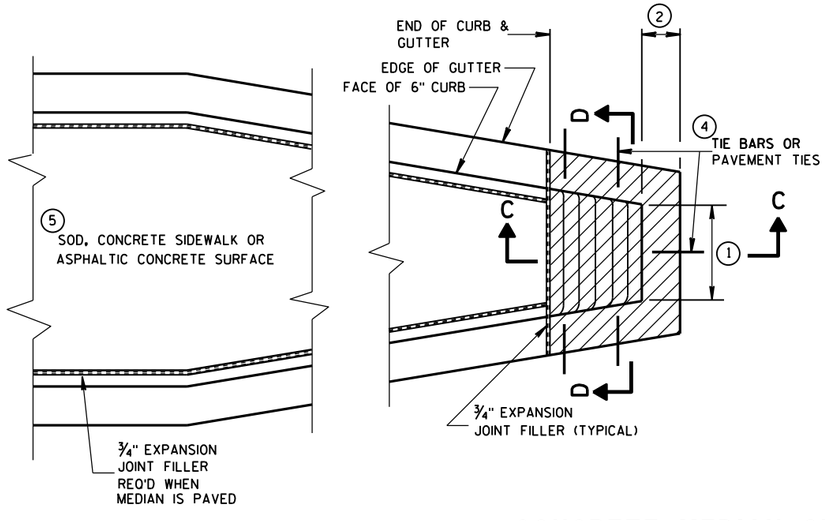
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

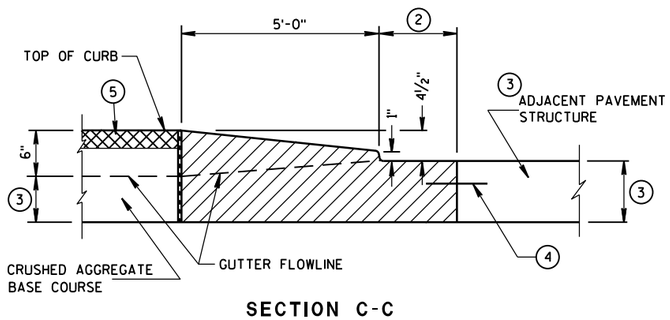
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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

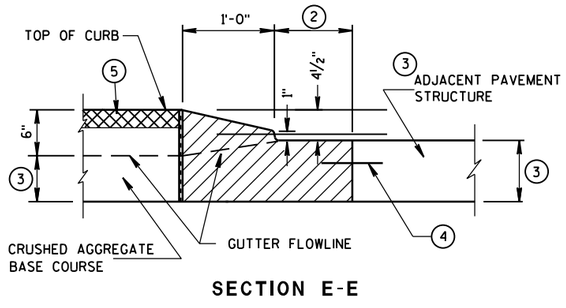
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



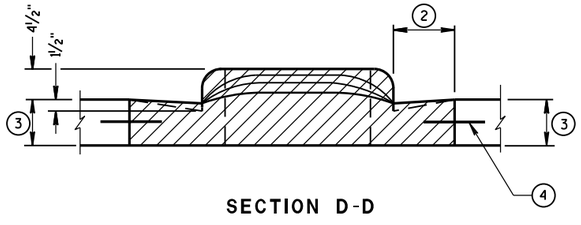




CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

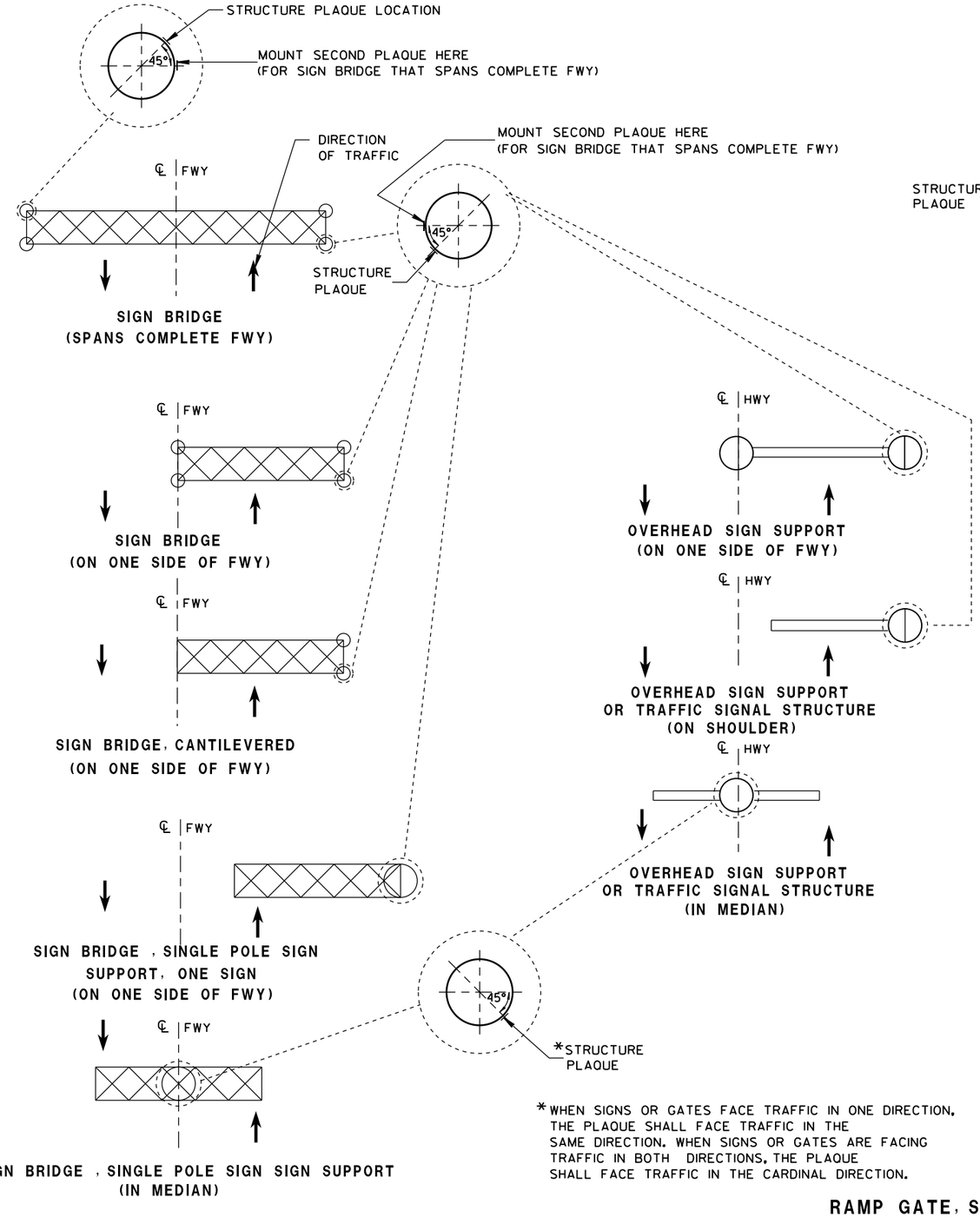
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 11 B 2-2

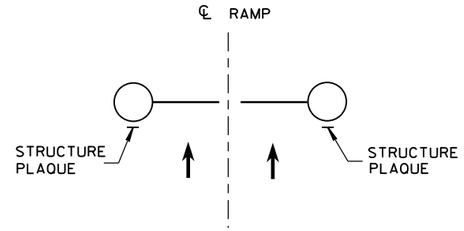
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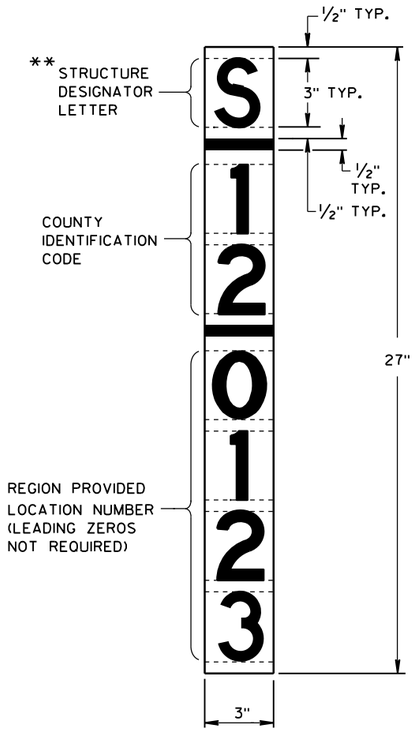


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

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

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

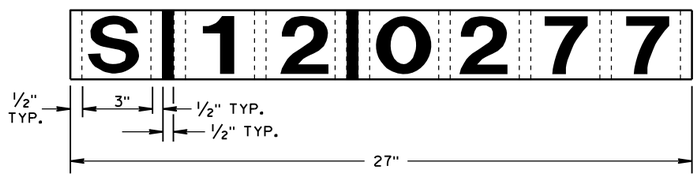
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

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

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

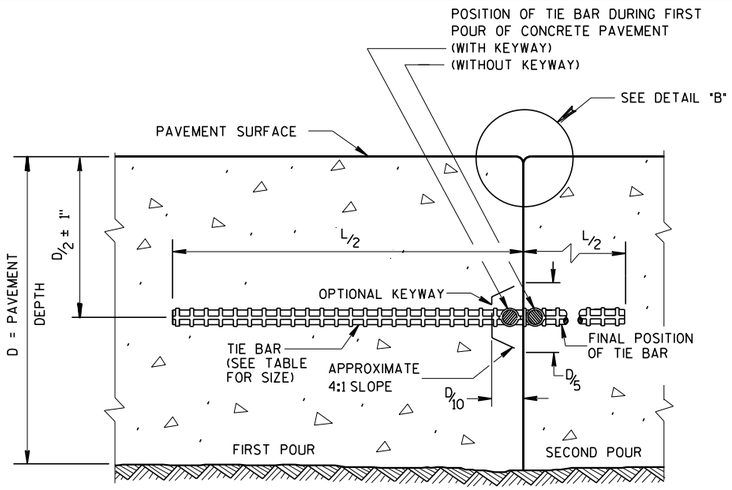
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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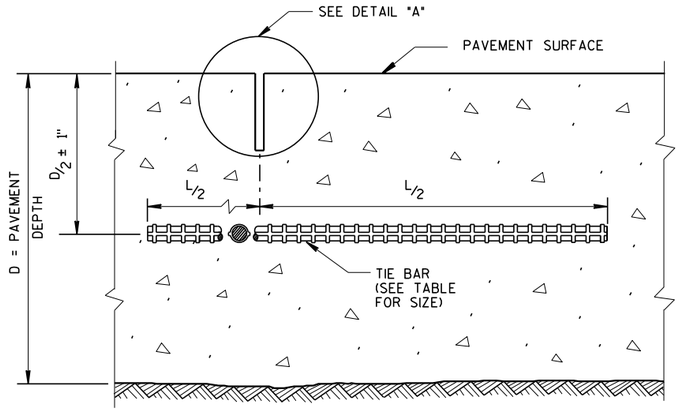
S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

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

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

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

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

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

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

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

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

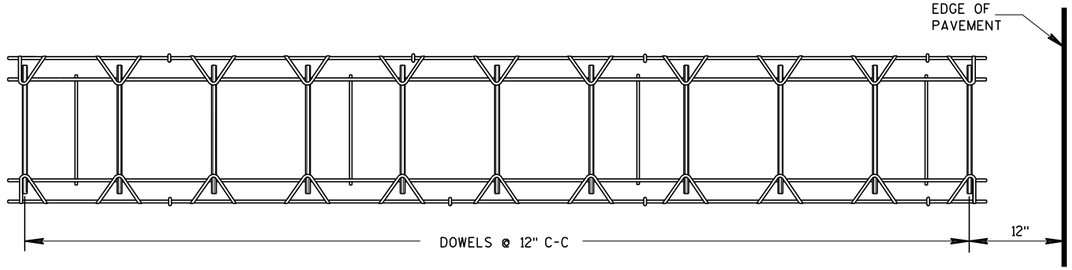
APPROVED
March 2018
DATE
/S/ Peter Kemp PE
PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19

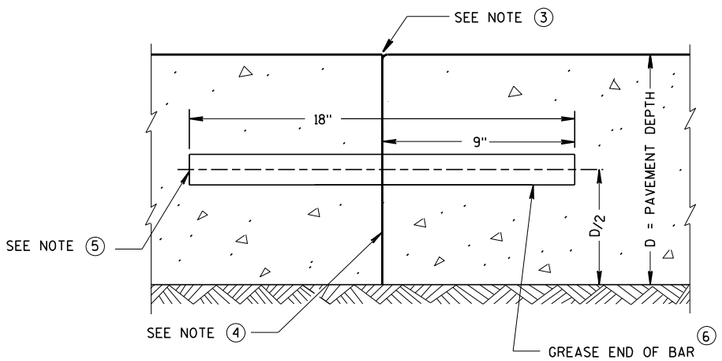


PLAN VIEW

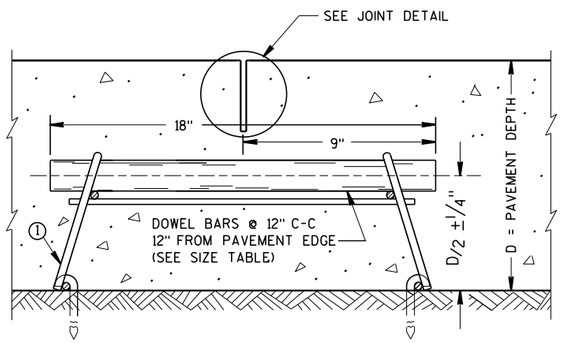


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



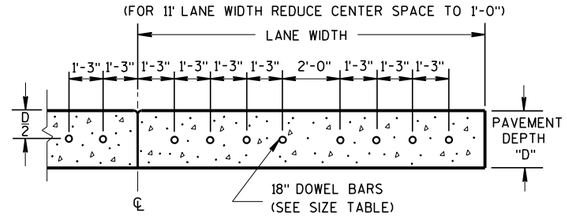
TRANSVERSE CONSTRUCTION JOINT



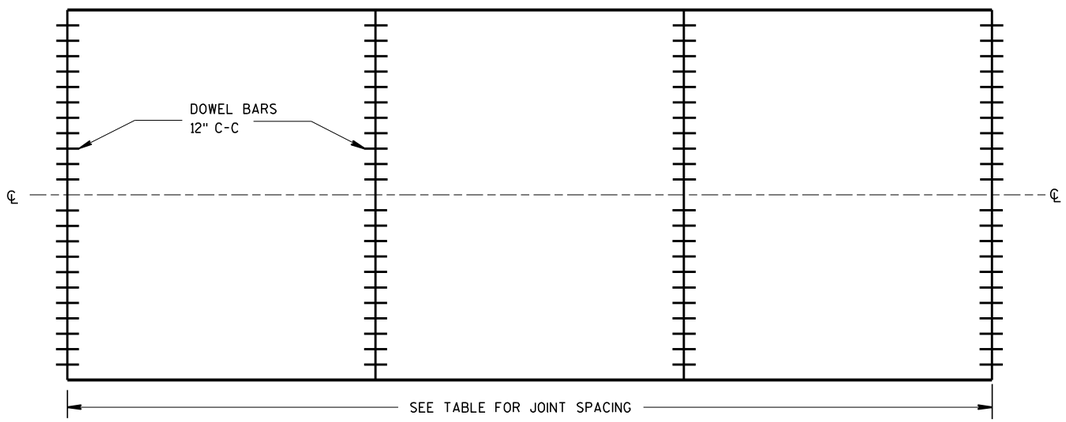
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

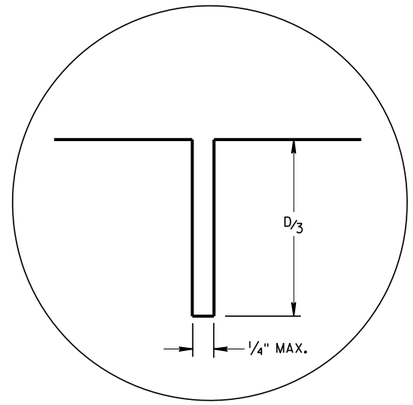
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

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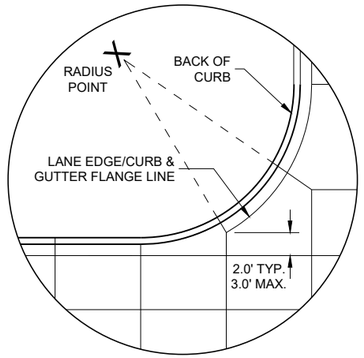
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

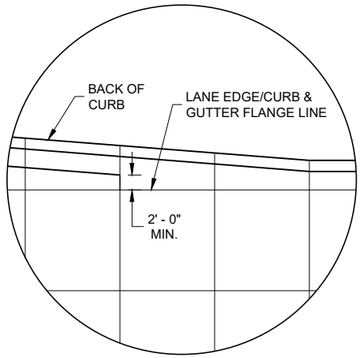
FHWA

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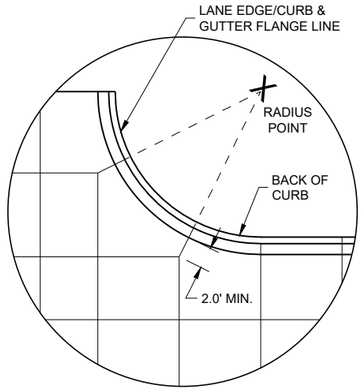
S.D.D. 13 C 13-9



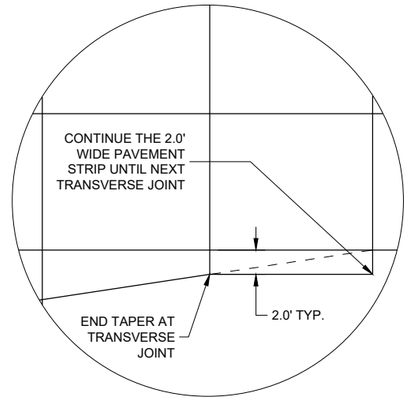
DETAIL "A"



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.

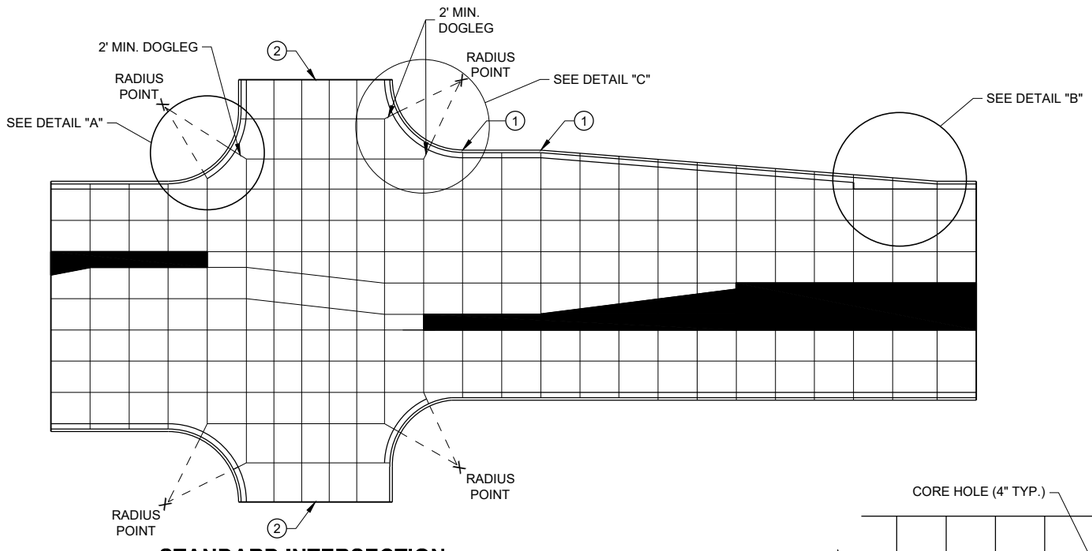
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

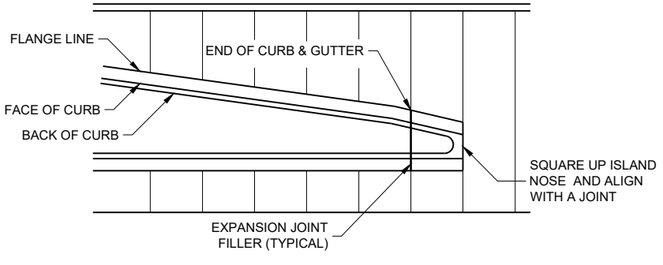


STANDARD INTERSECTION

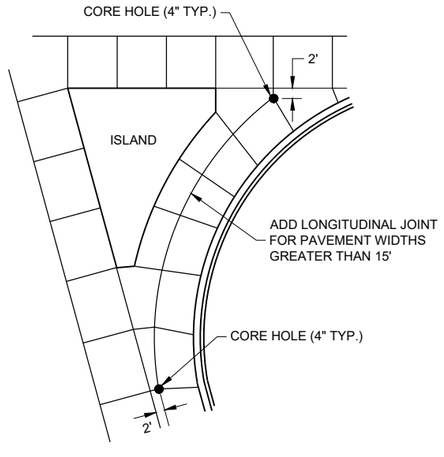
PAVEMENT DEPTH AND JOINT SPACING TABLE

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
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

6

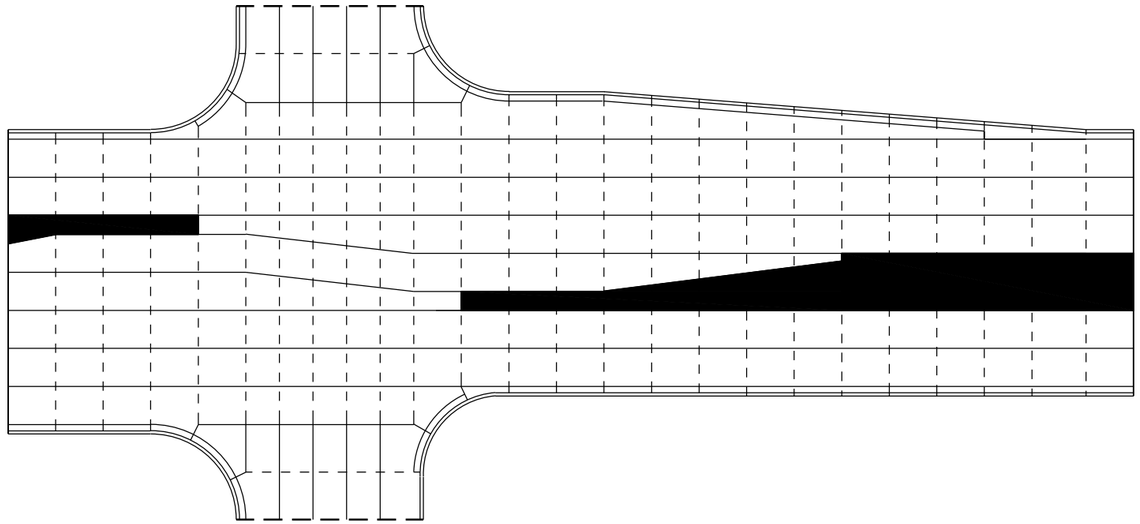
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

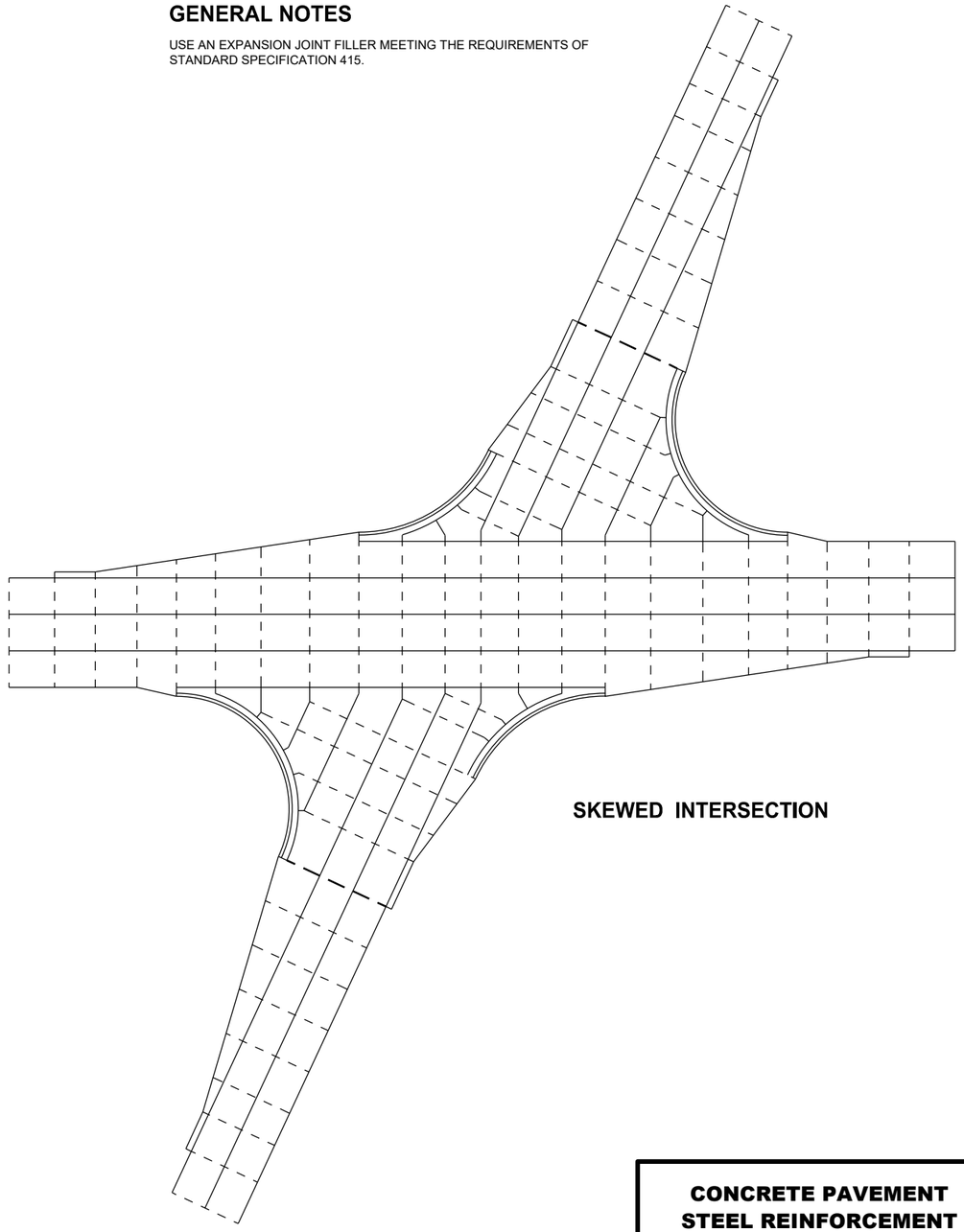
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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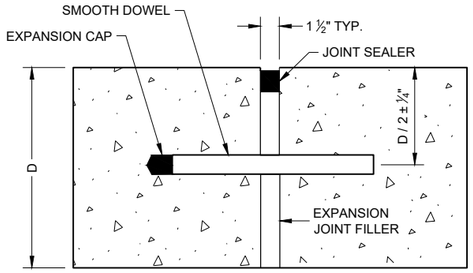
SDD 13C18 - 07b

CONCRETE PAVEMENT
STEEL REINFORCEMENT

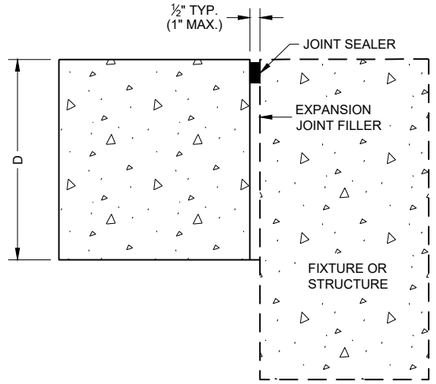
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

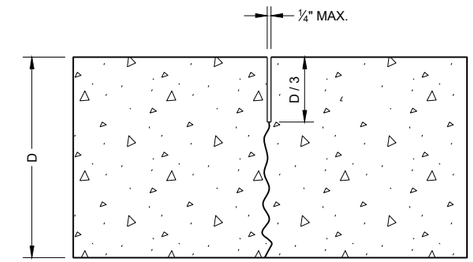
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

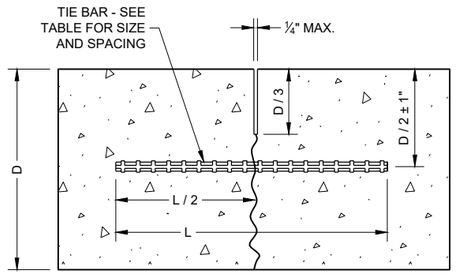
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

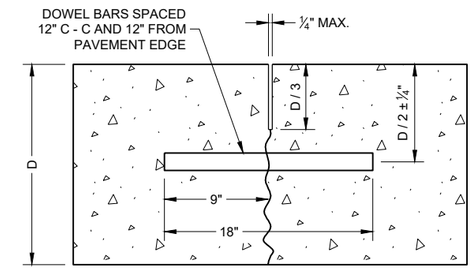
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

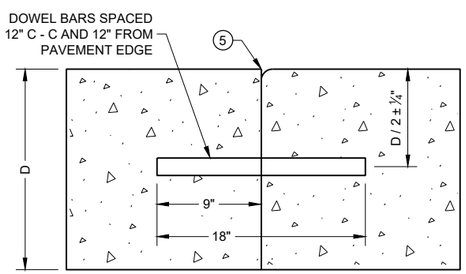


TIED LONGITUDINAL

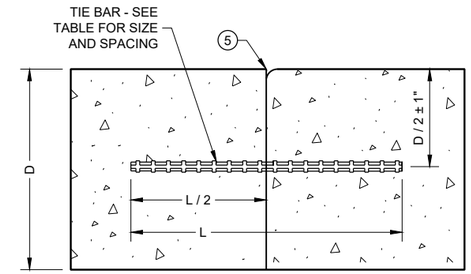


DOWELED TRANSVERSE

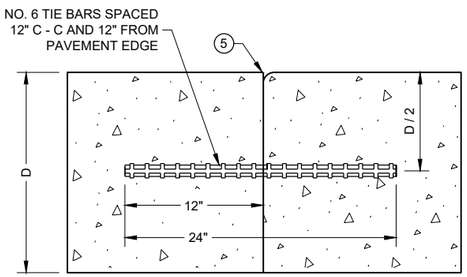
CONTRACTION JOINTS (2)



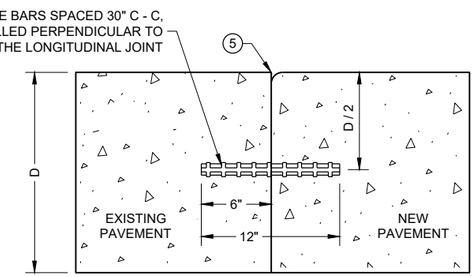
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

CONSTRUCTION JOINTS (4)

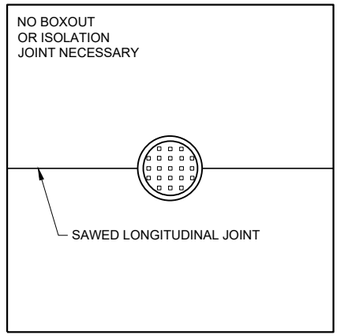
CONCRETE PAVEMENT JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

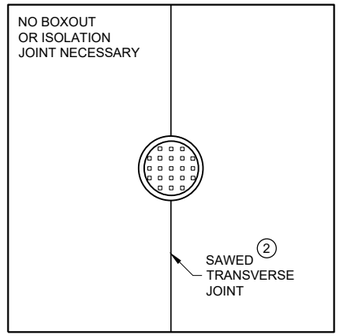
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SDD 13C18 - 07c

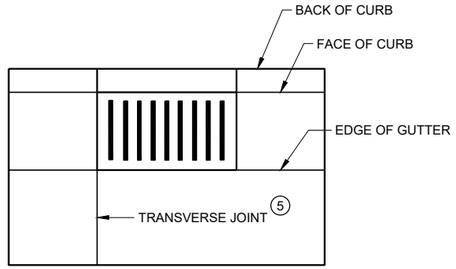
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



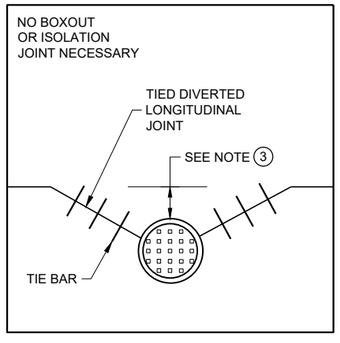
MANHOLE WITH TRANSVERSE JOINT



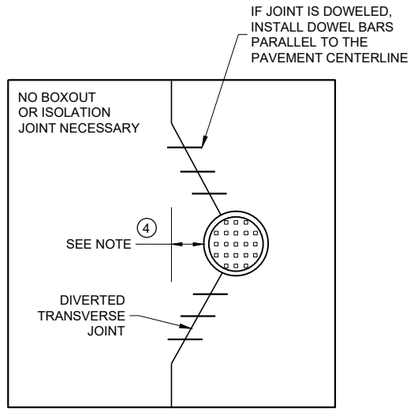
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

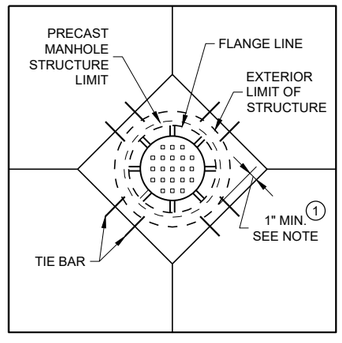
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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

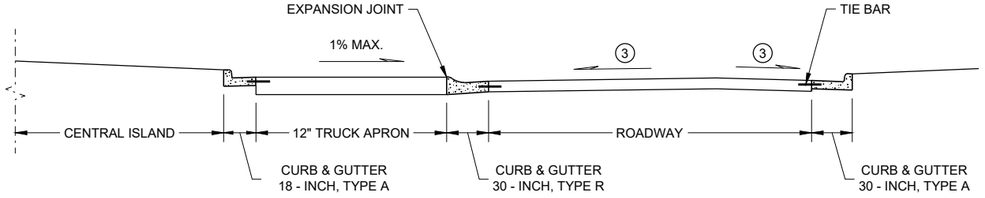
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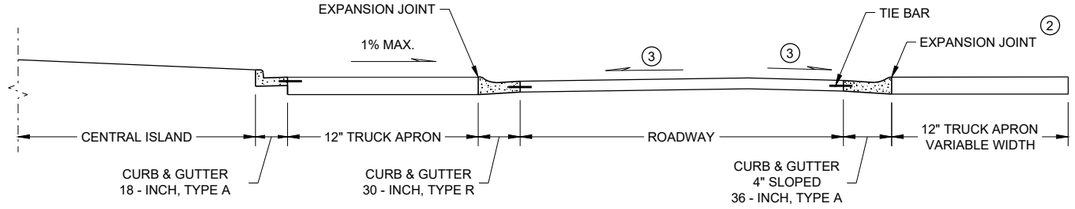
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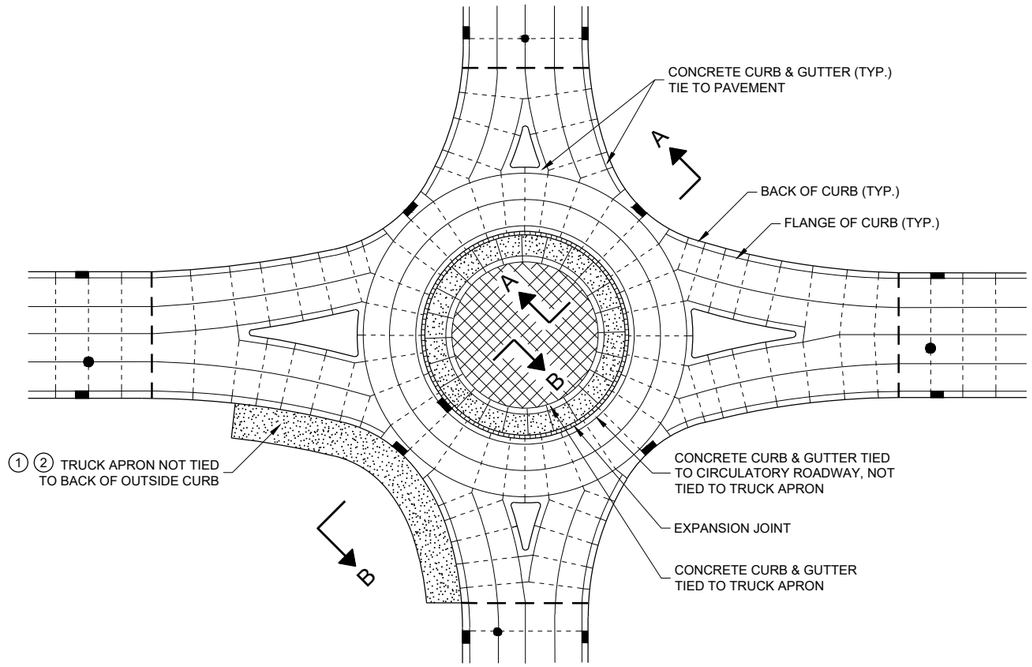
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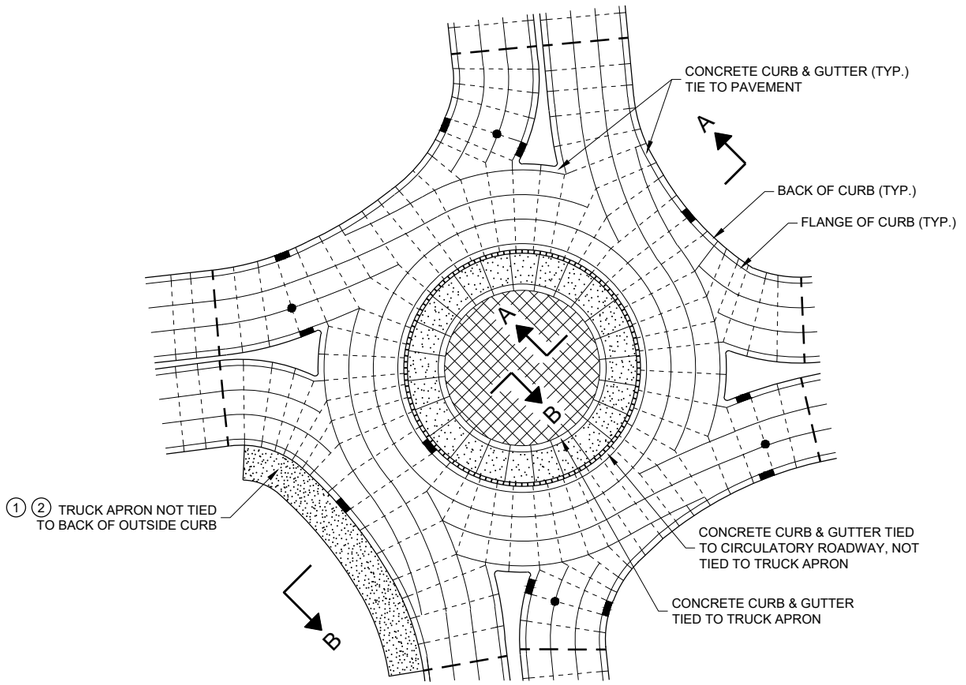
SECTION A - A



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
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

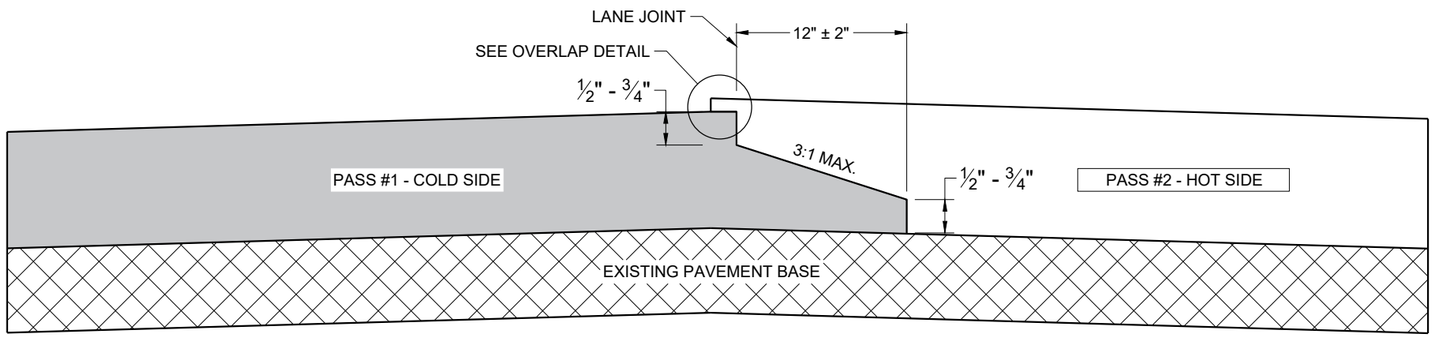
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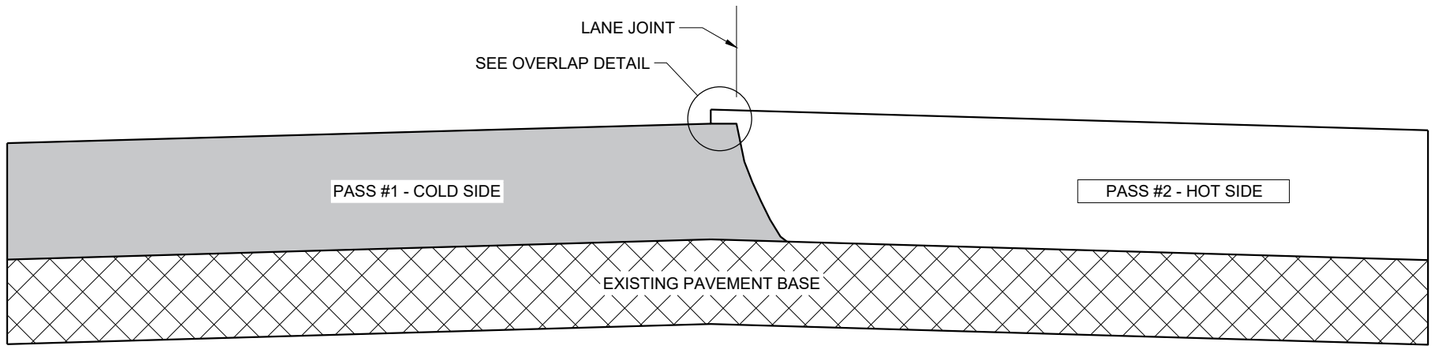
SDD 13C18 - 07e

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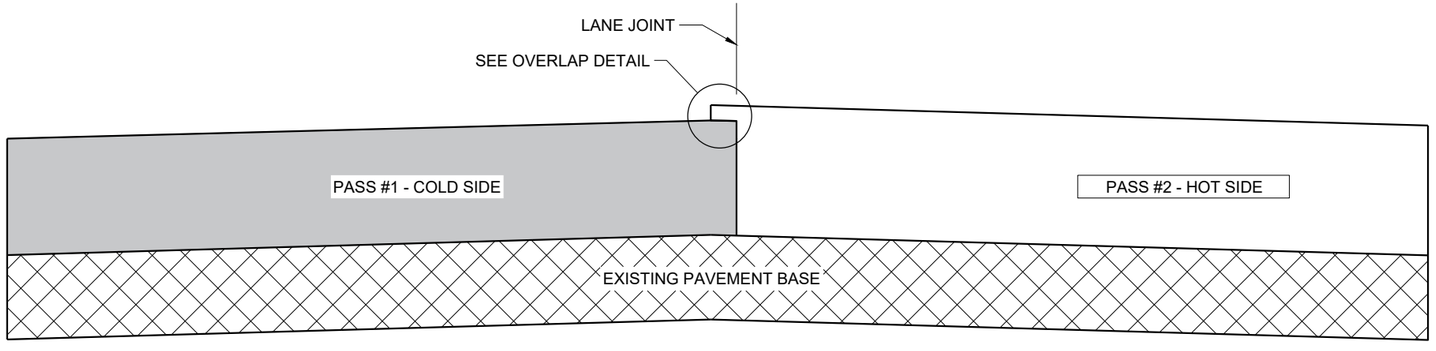
SDD 13C18 - 07e



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

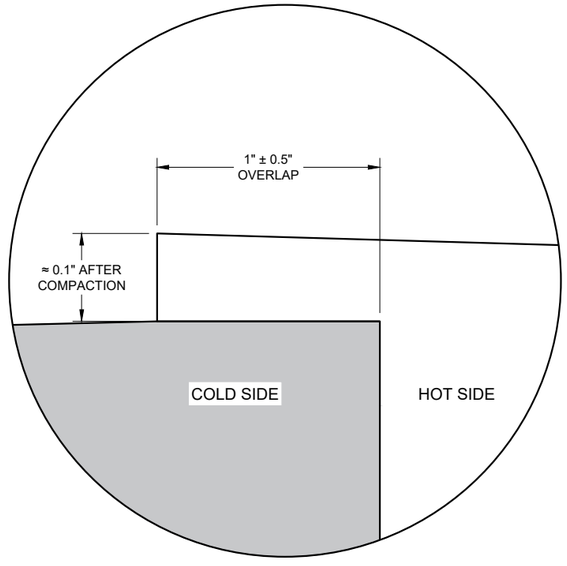
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

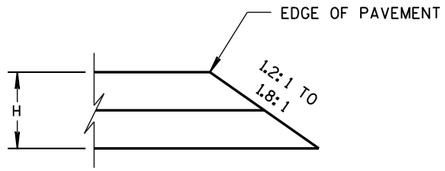
HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGIN
FHWA	255

6

6

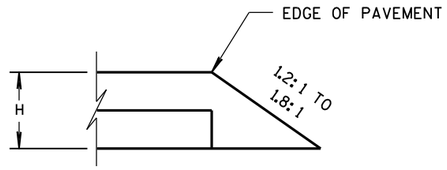
SDD 13C19 - 03

SDD 13C19 - 03



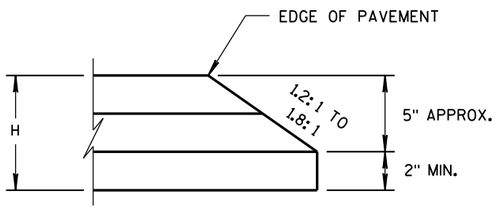
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



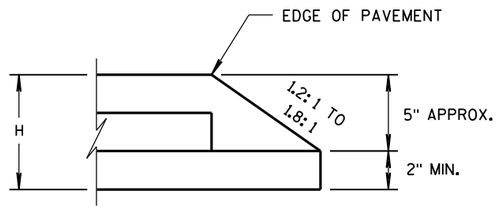
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

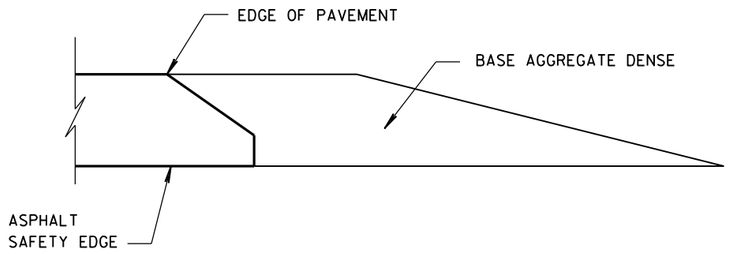
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

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S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

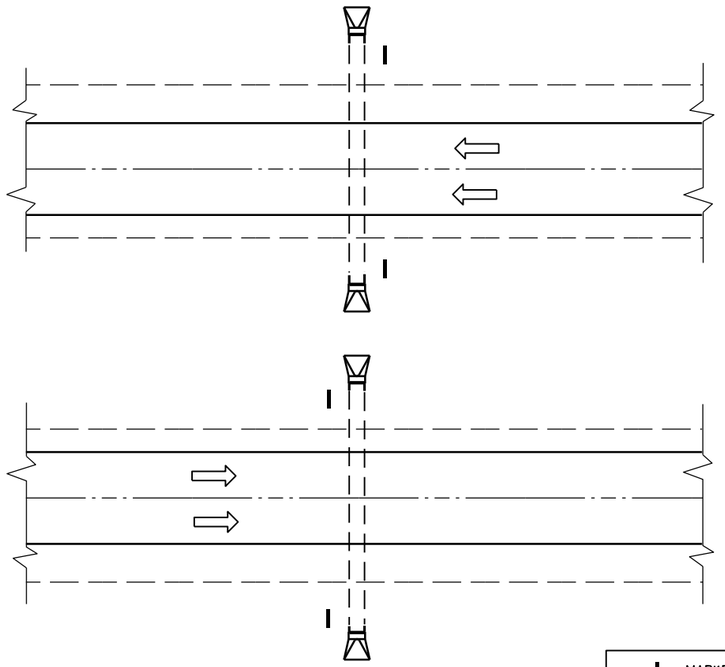
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

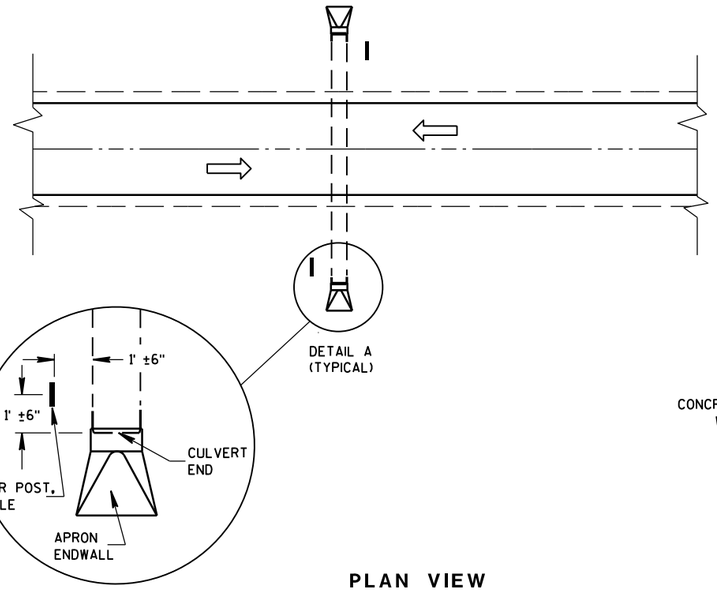
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

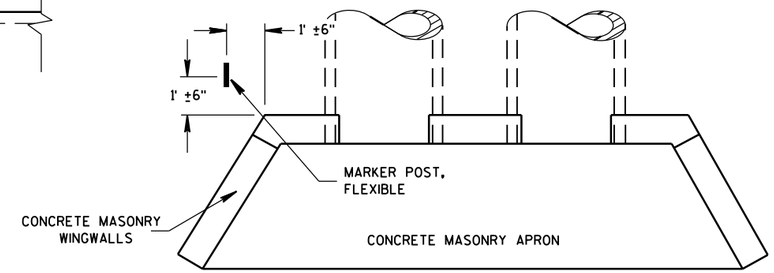
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

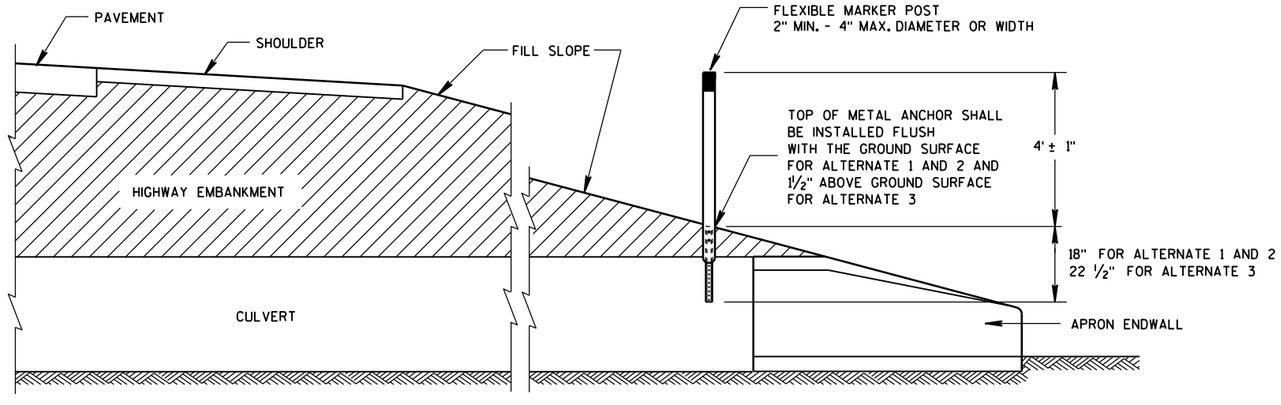
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST FOR CULVERT END

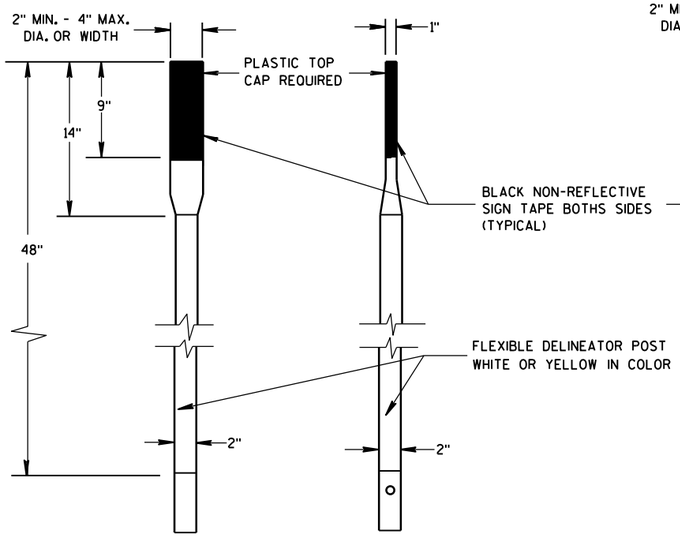
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

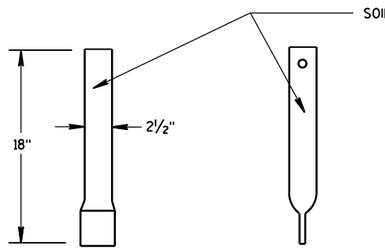
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S.D.D. 15 A 3-2a

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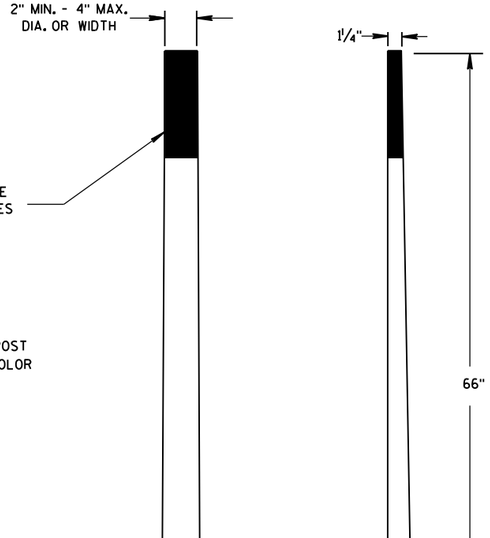
S.D.D. 15 A 3-2a





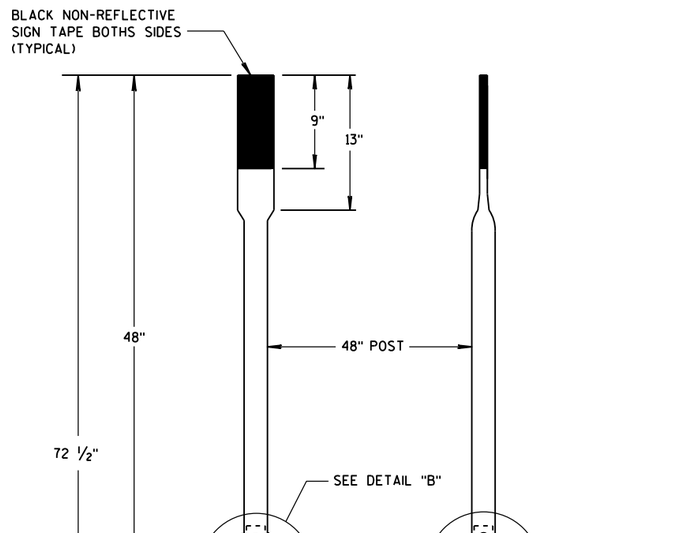
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

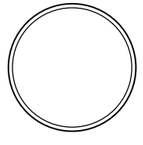
ALTERNATE 2



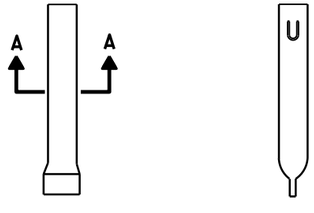
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POSTS

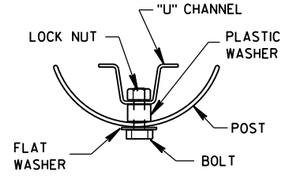


SECTION A-A

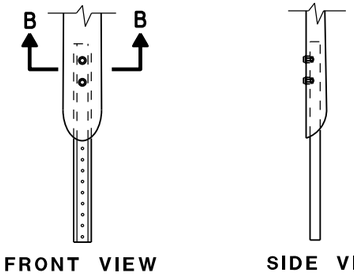


FRONT VIEW SIDE VIEW

ALTERNATE 1

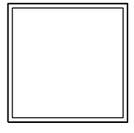


SECTION B-B

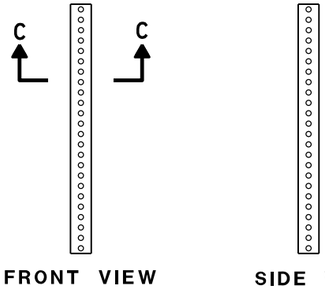


FRONT VIEW SIDE VIEW

ALTERNATE 2



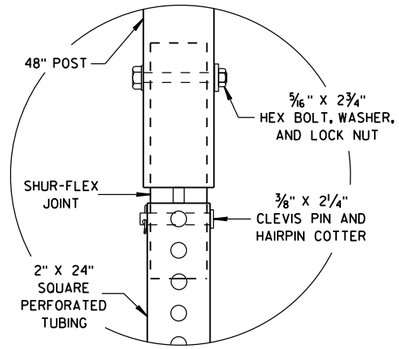
SECTION C-C



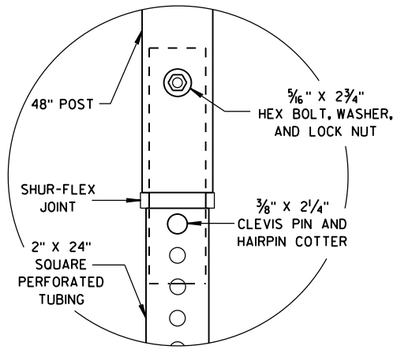
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



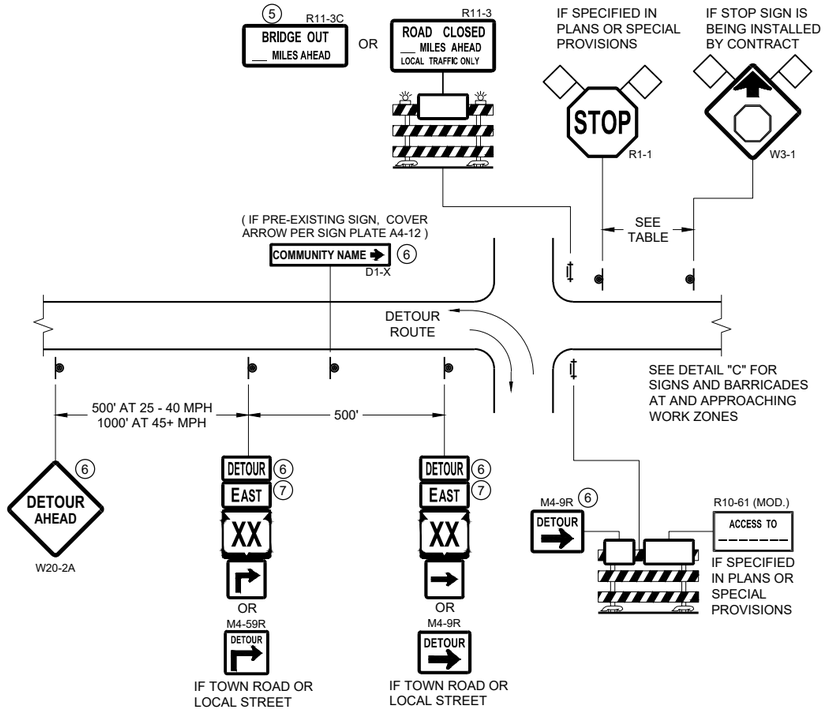
DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

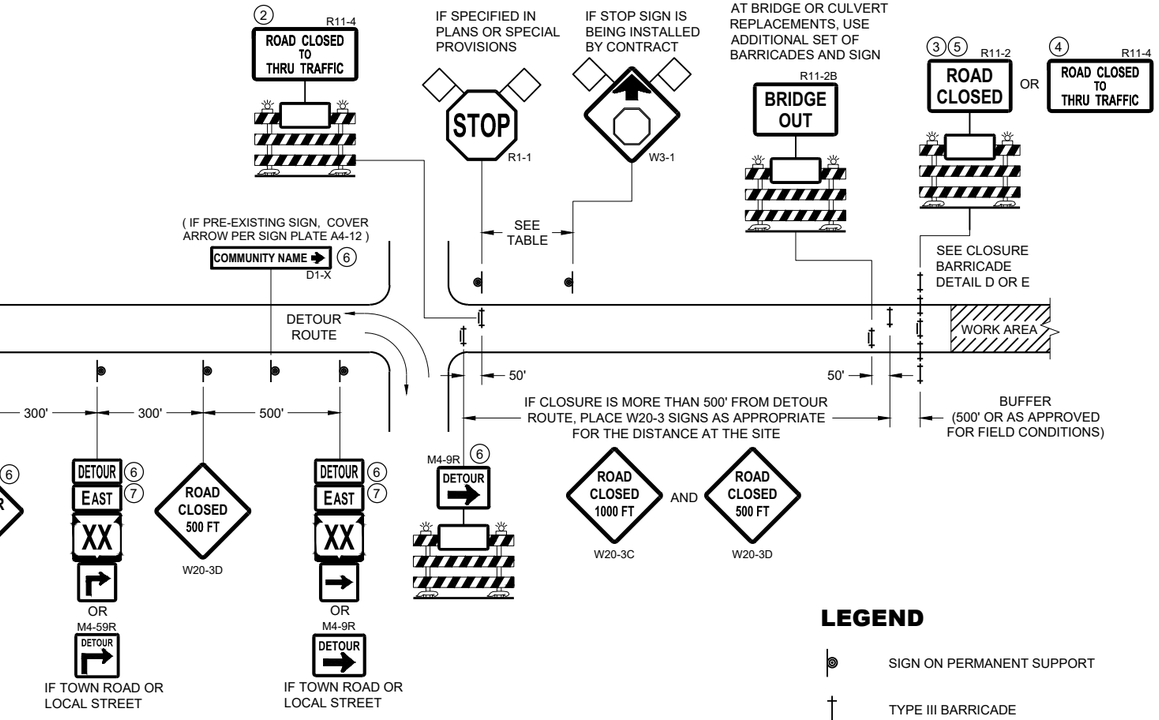
APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

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)



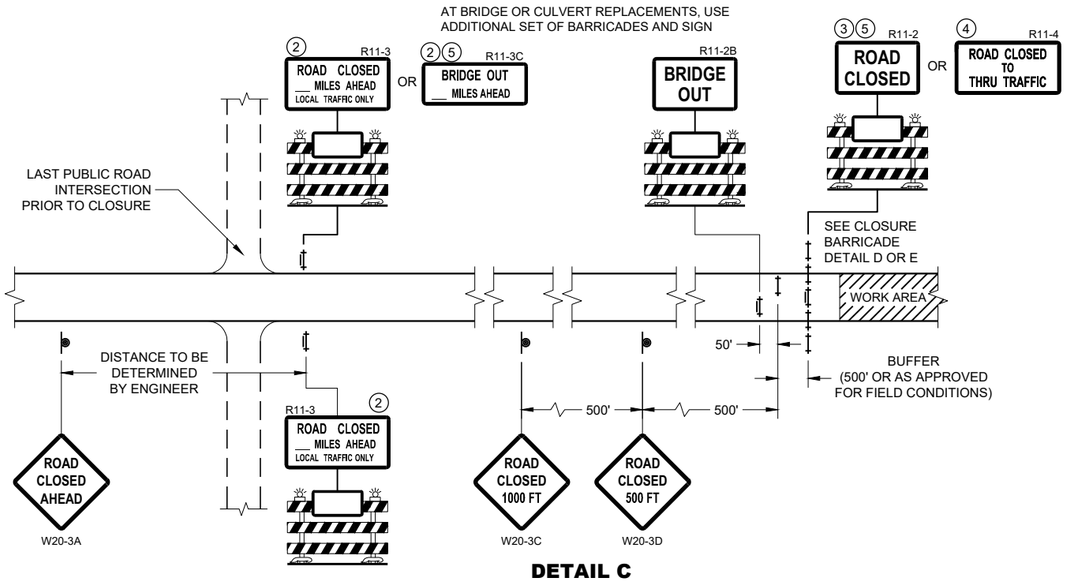
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ □ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

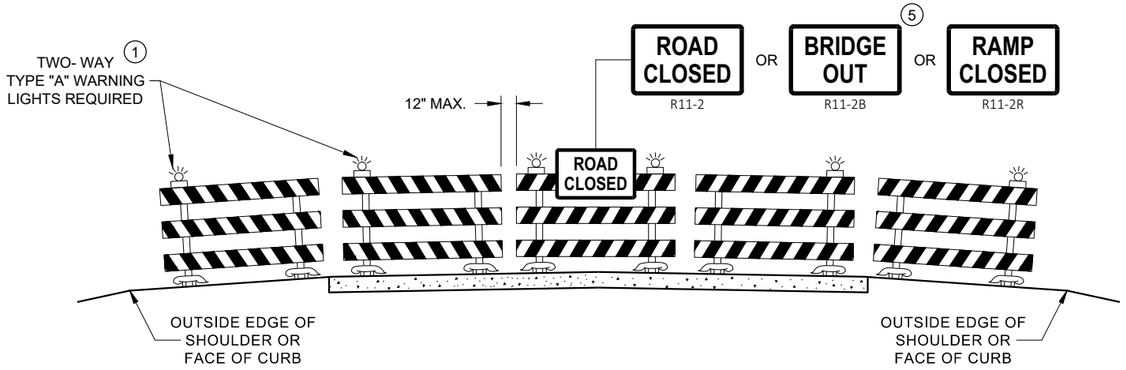
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

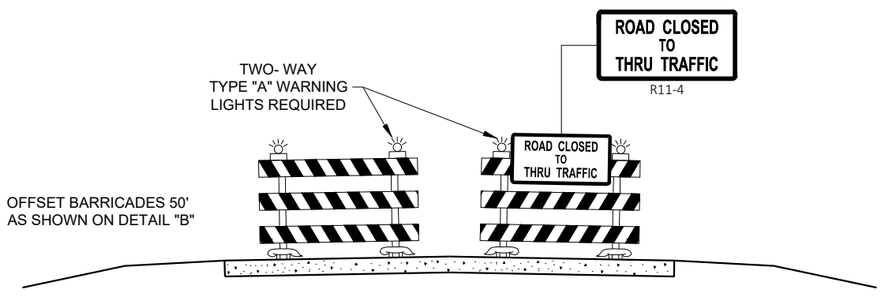
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SDD 15C02 - 08a

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

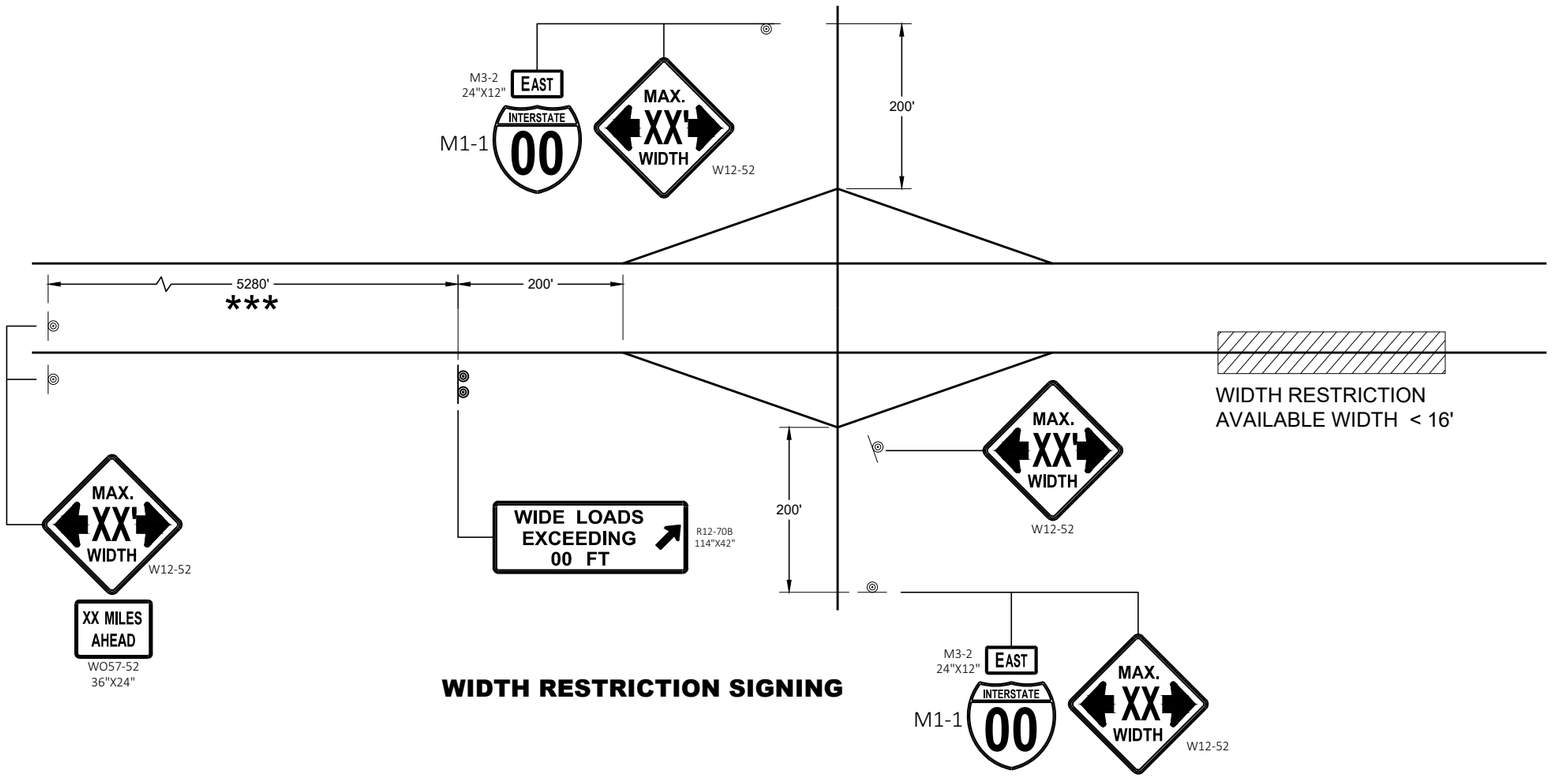
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

6

SDD 15C02 - 08b



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.

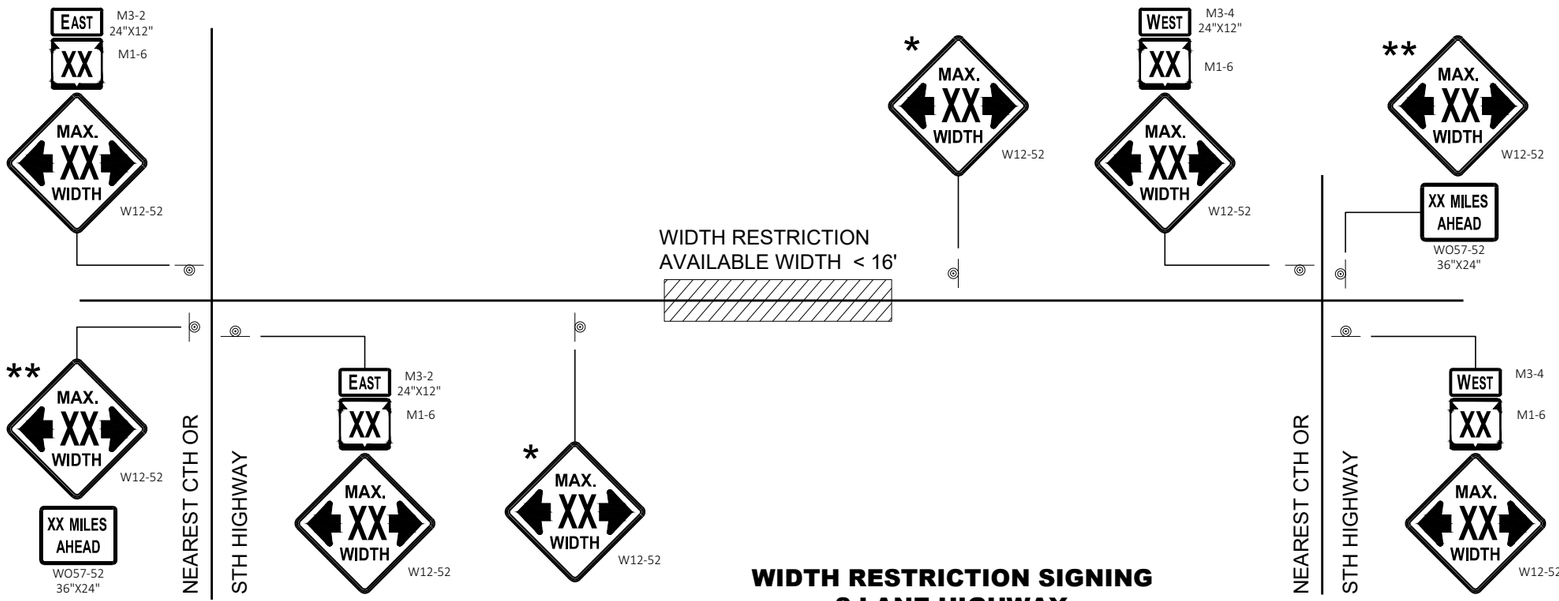
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** 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

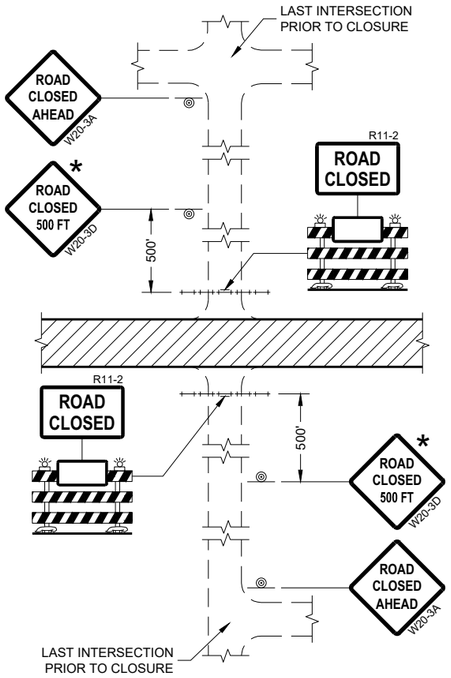
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

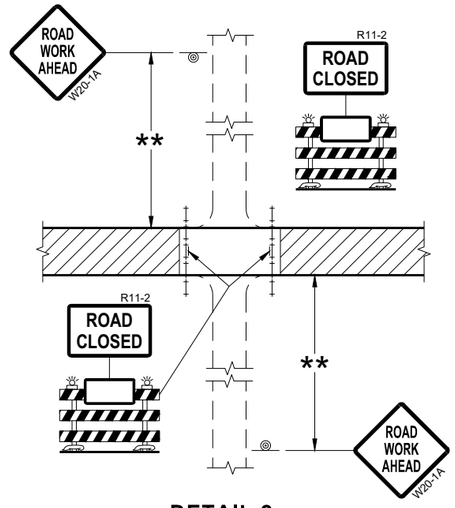
FHWA

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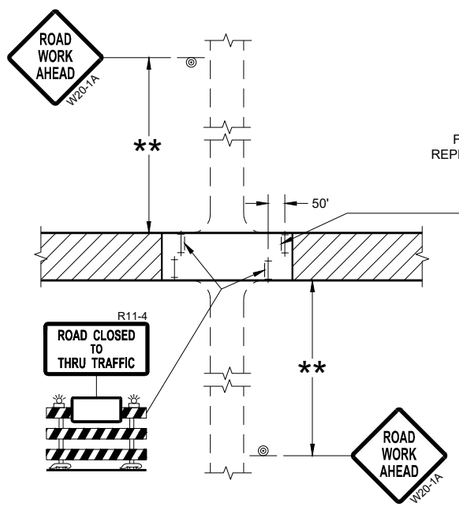
SDD 15C02 - 08f



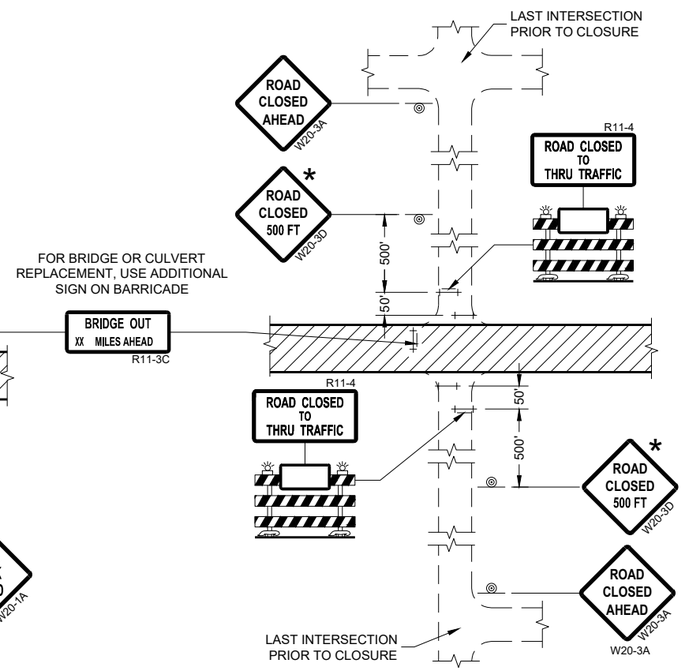
DETAIL 1
(NO ACCESS TO PROJECT)



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 ENGINEE

FHWA

6

SDD 15C03 - 05

6

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.

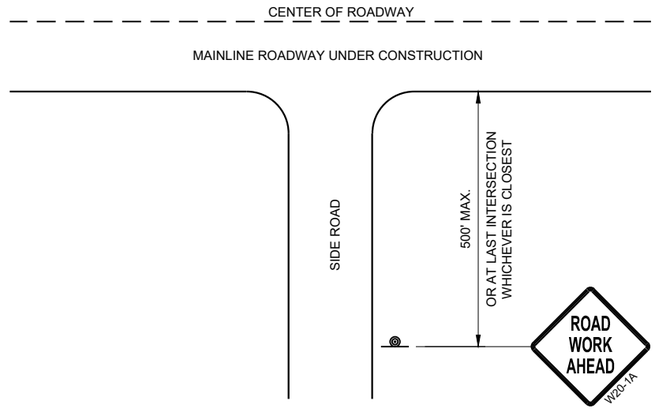
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



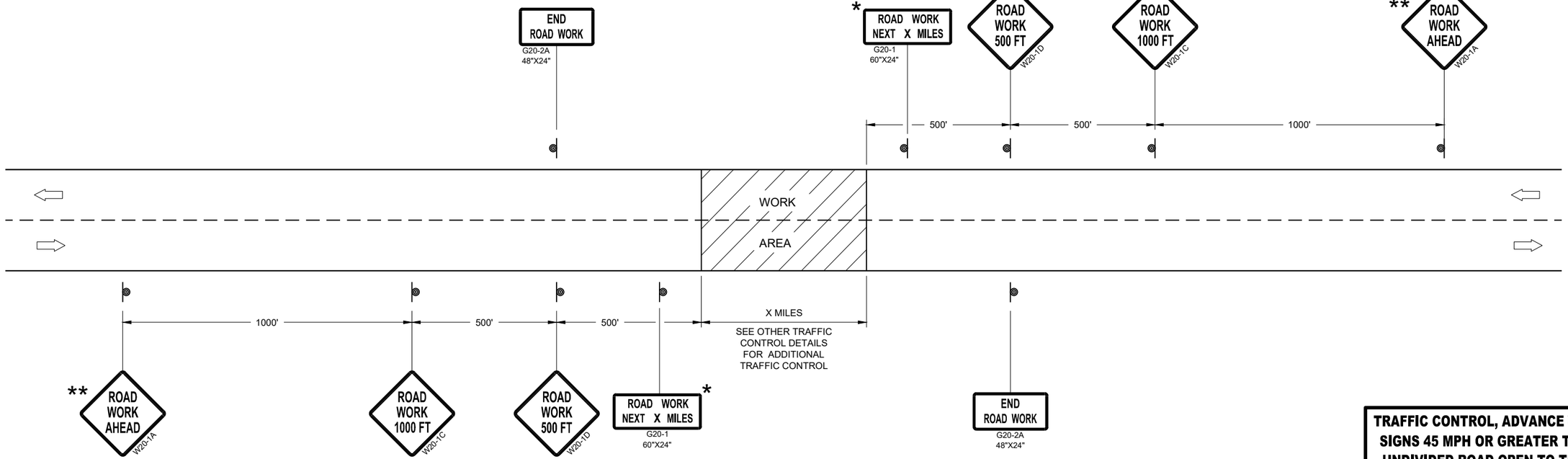
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

6

SDD 15C04 - 05

GENERAL NOTES

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

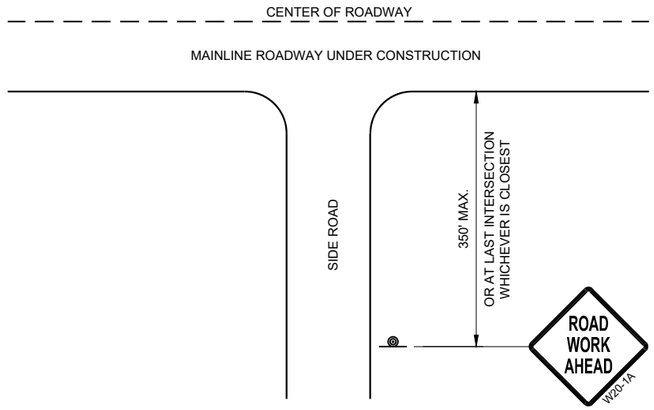
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

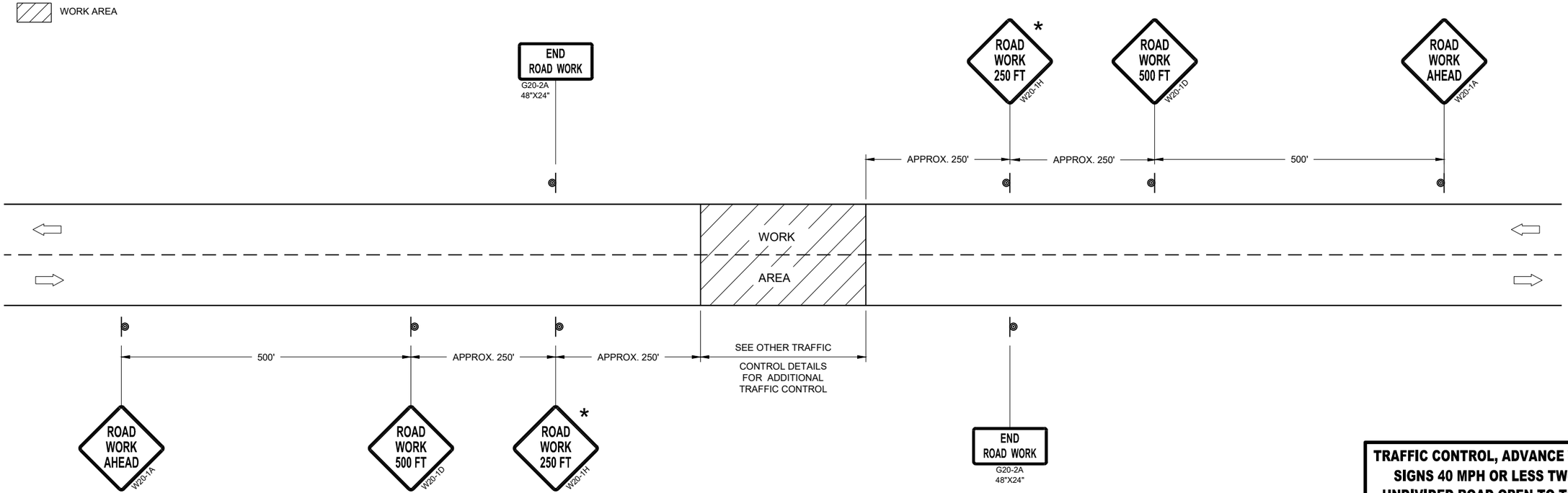
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

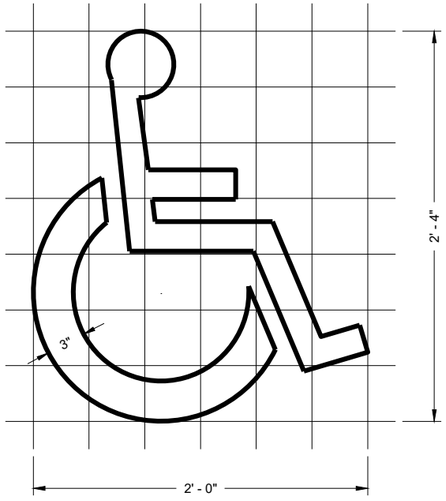
FHWA

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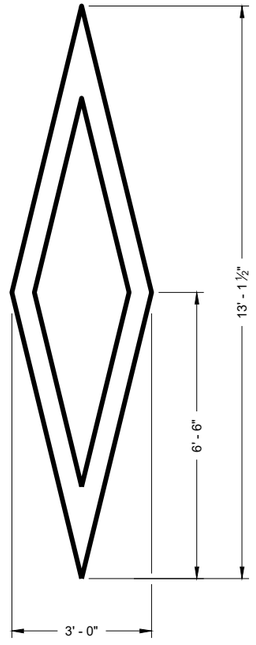
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

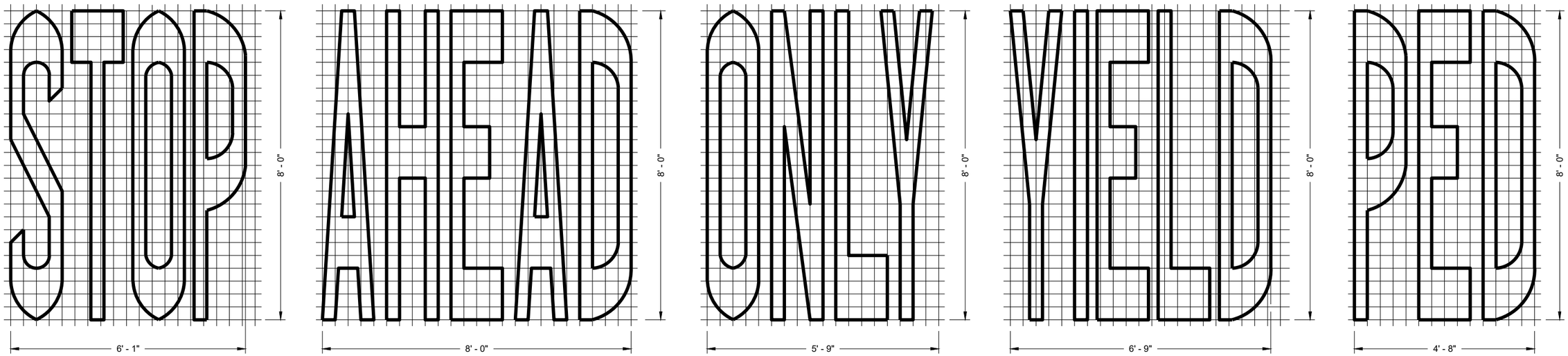
PAVEMENT MARKING SYMBOLS

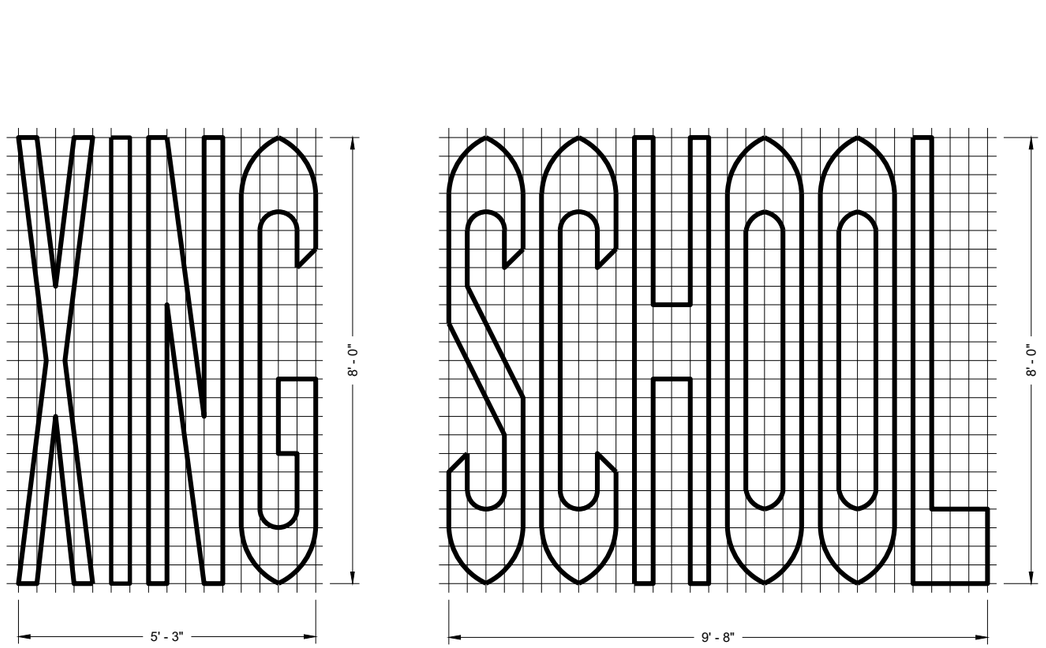
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

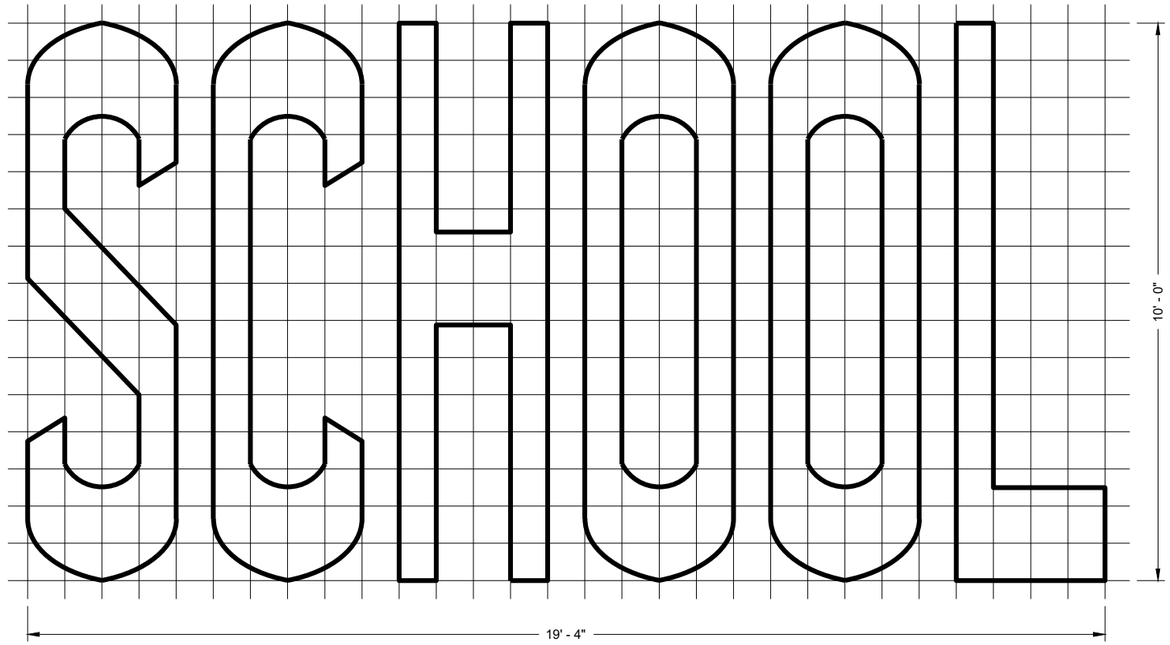
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA





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

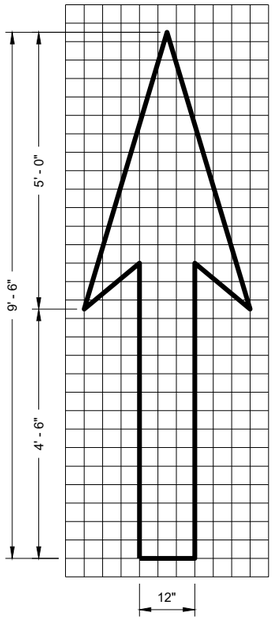
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SDD 15C07 - 15b

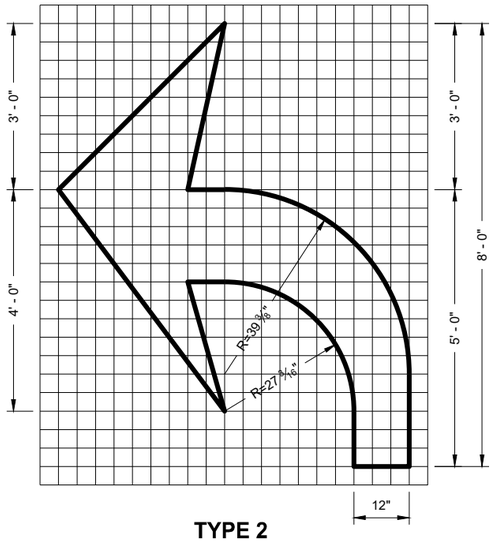
SDD 15C07 - 15b

GENERAL NOTES

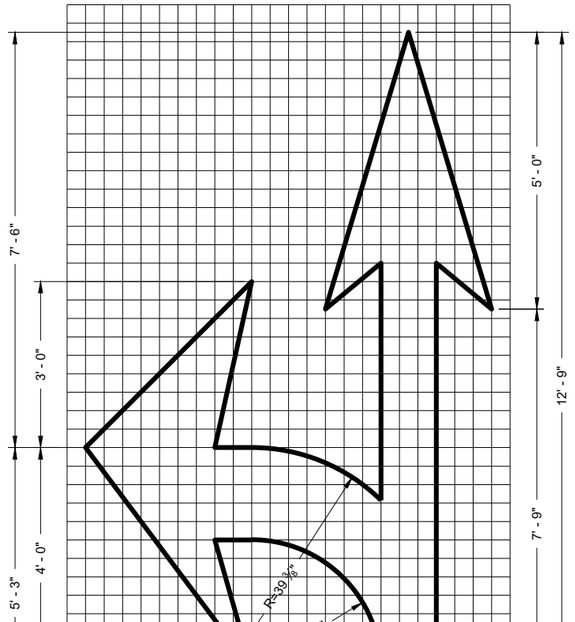
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



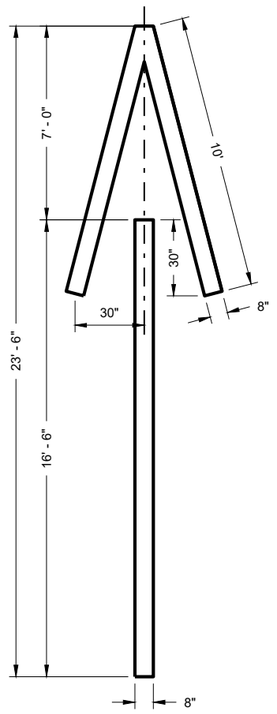
TYPE 1



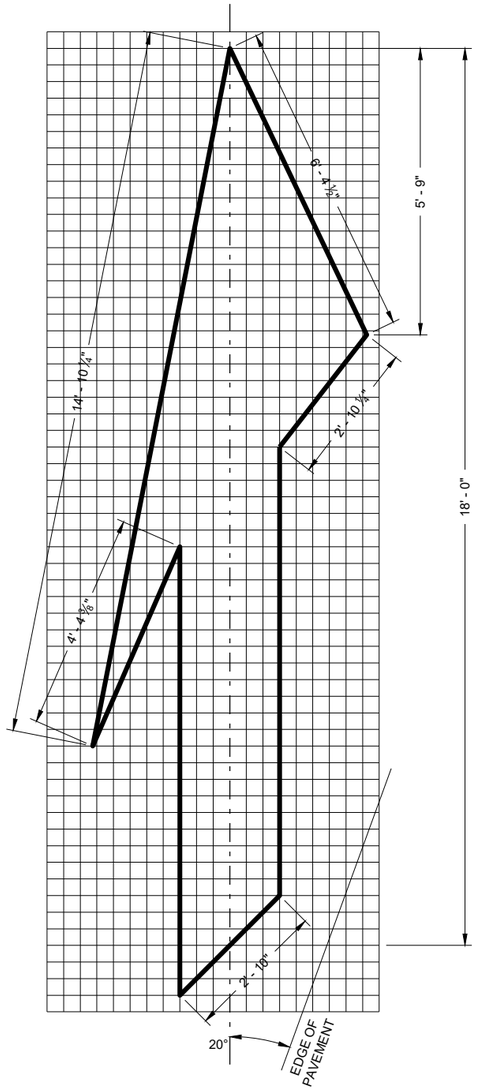
TYPE 2



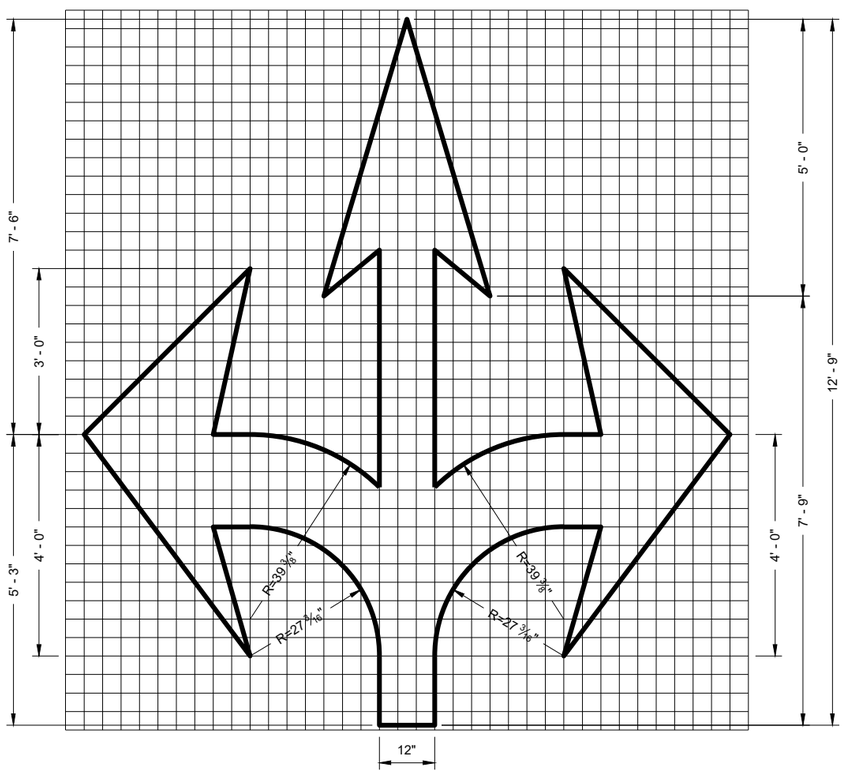
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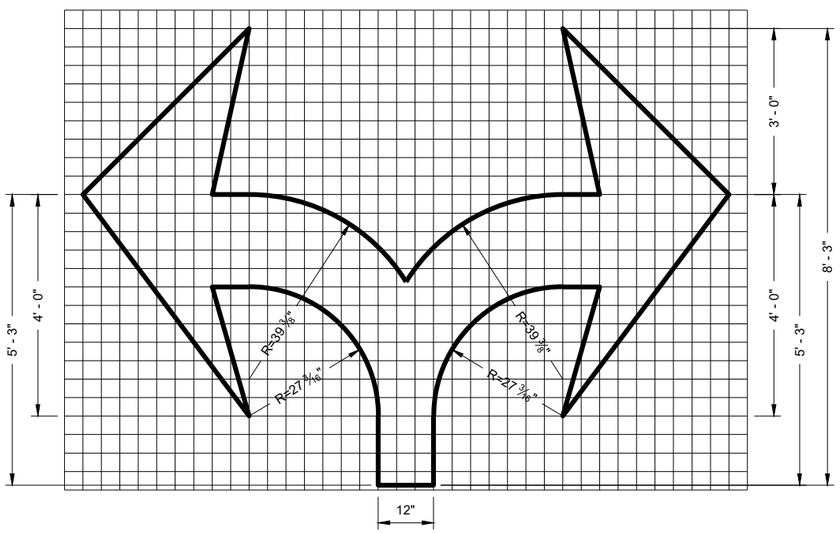
TYPE 4



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

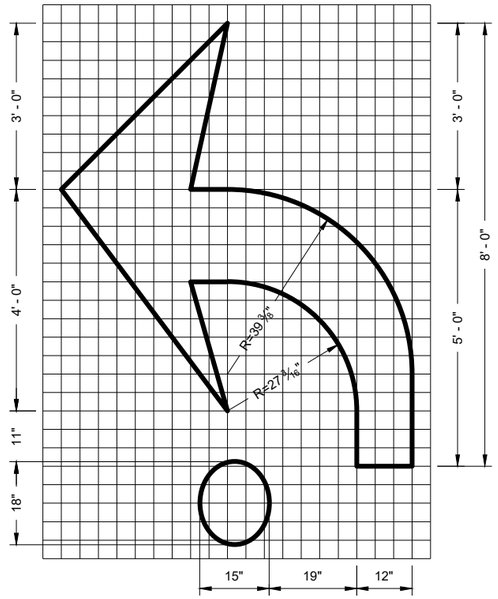
FHWA

SDD 15C07 - 15c

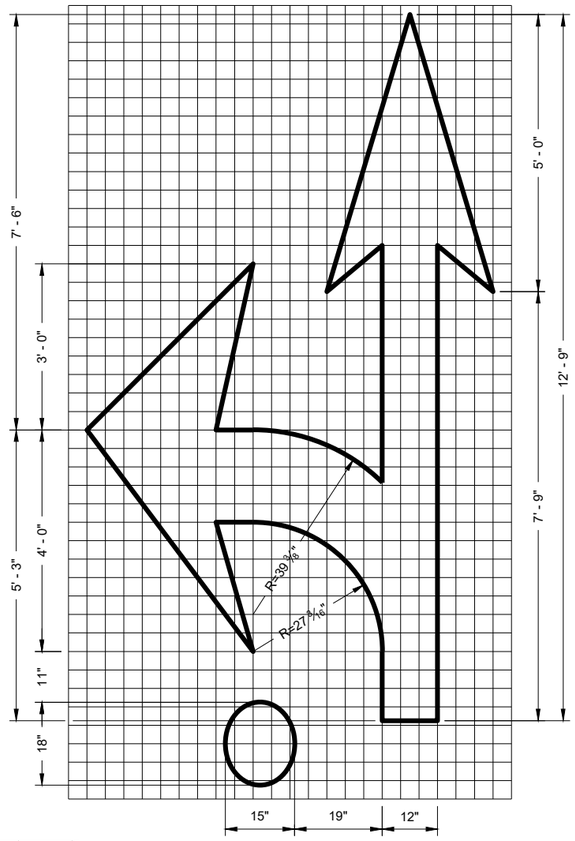
SDD 15C07 - 15c

GENERAL NOTES

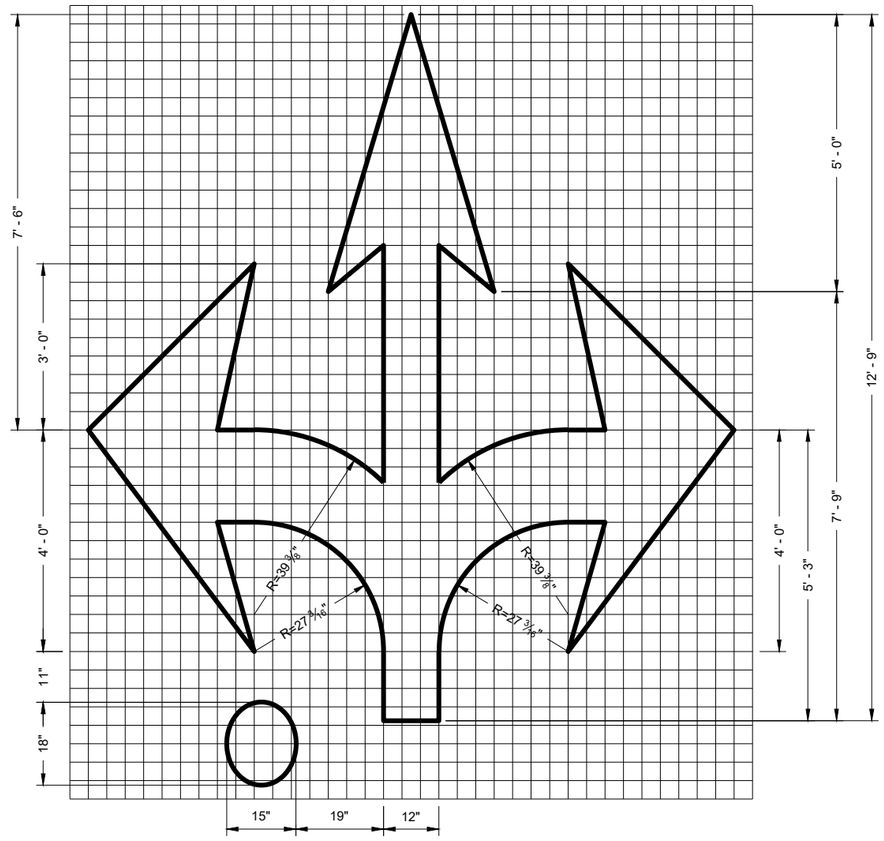
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



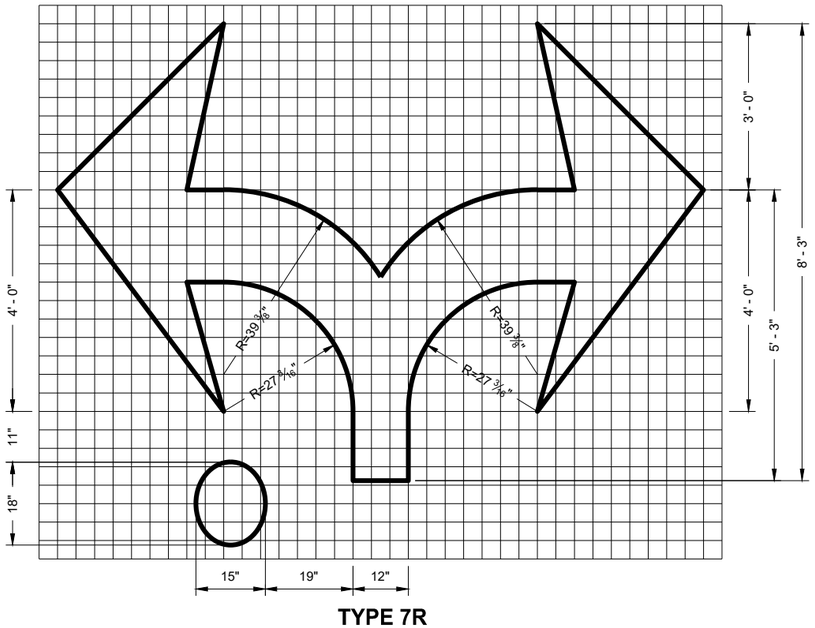
TYPE 2R



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

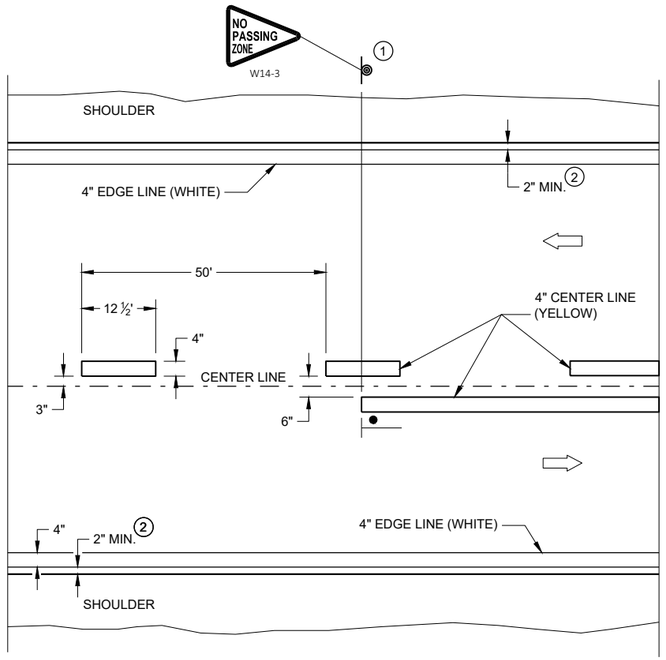
FHWA

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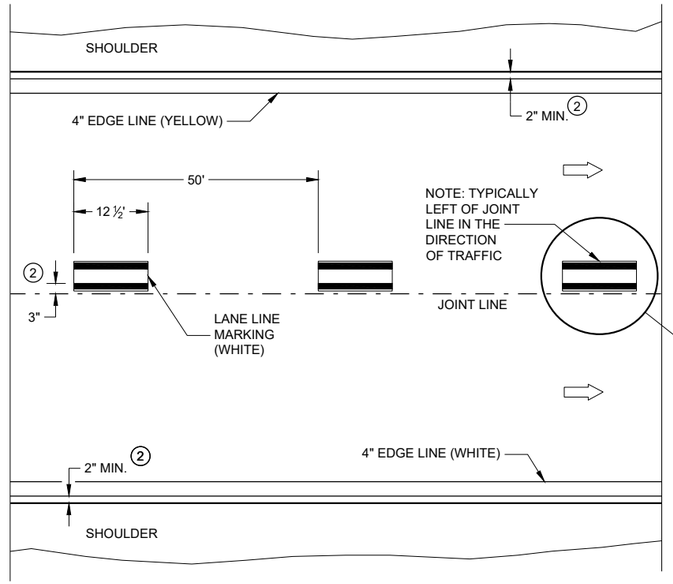
SDD 15C07 - 15d

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SDD 15C07 - 15d

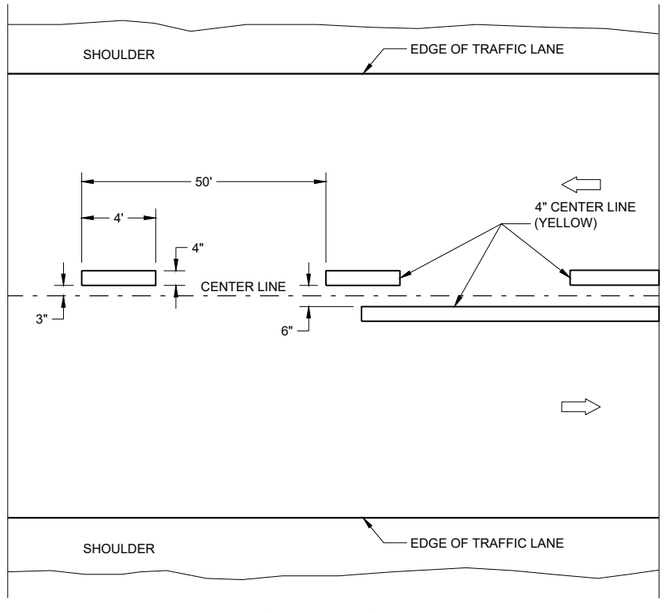


TWO WAY TRAFFIC

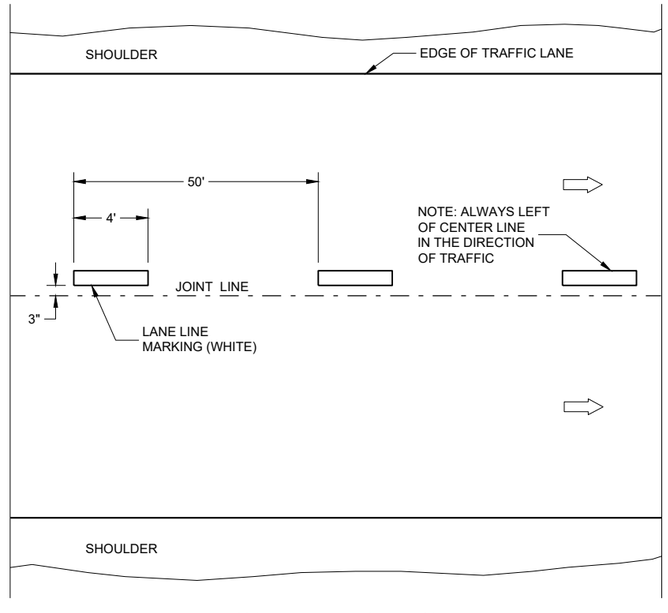


ONE WAY TRAFFIC

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.

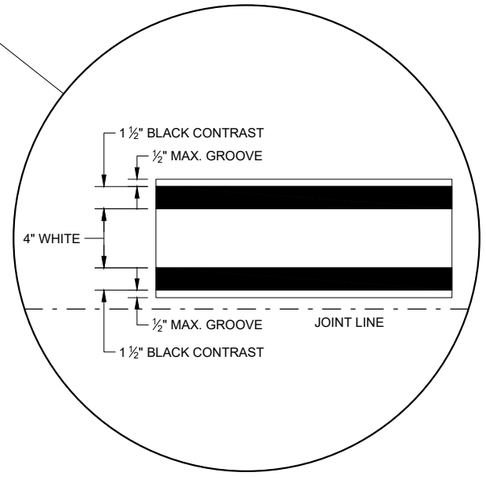
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

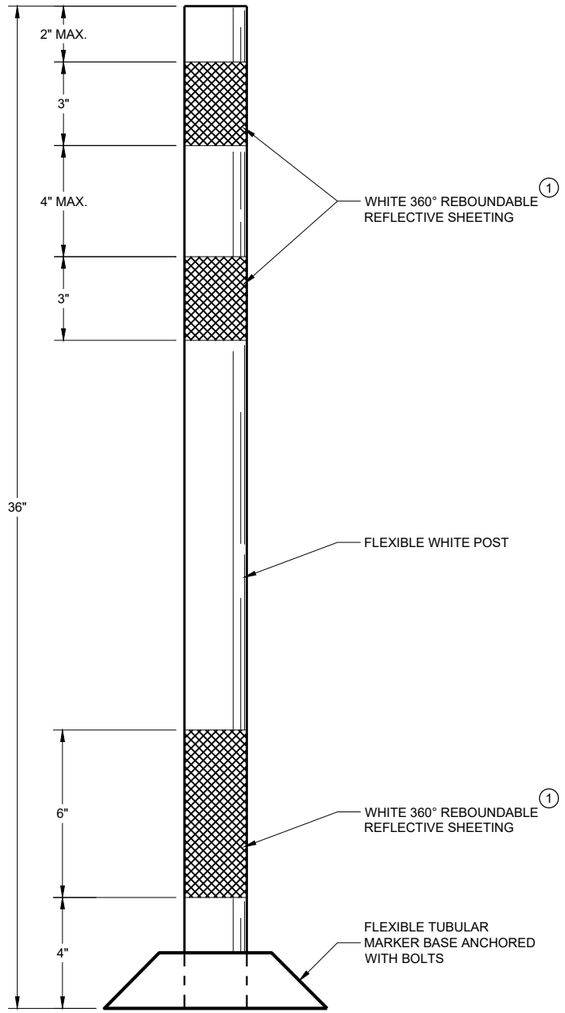
APPROVED
February 2020
DATE

/S/ Matthew Rauch
STATEWIDE SIGNING AND M
ENGINEER

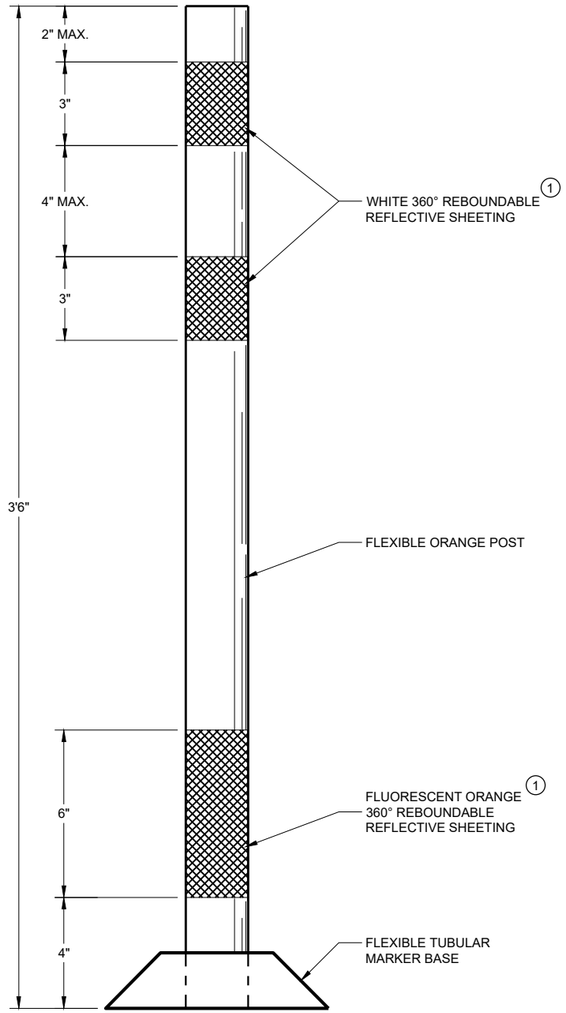
FHWA

SDD 15C08 - 20a

SDD 15C08 - 20a



FLEXIBLE TUBULAR MARKER POST PERMANENT CROSSOVER



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 08a

CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

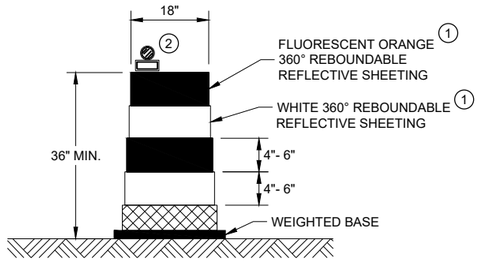
FHWA

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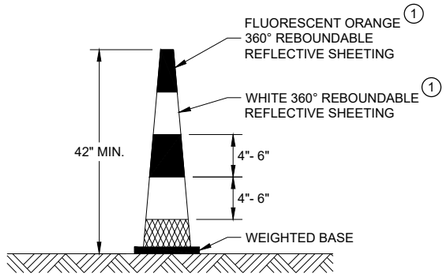
SDD 15C11 - 08a

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.

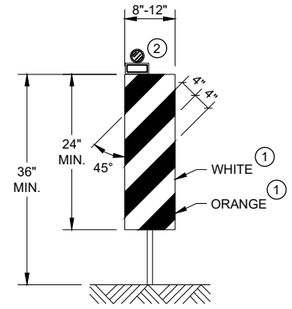


DRUM



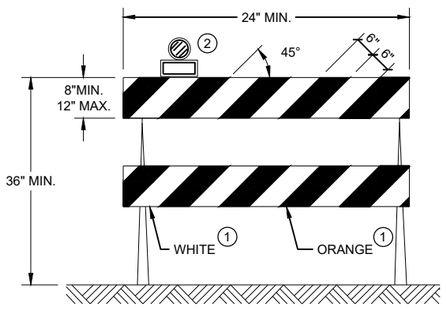
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



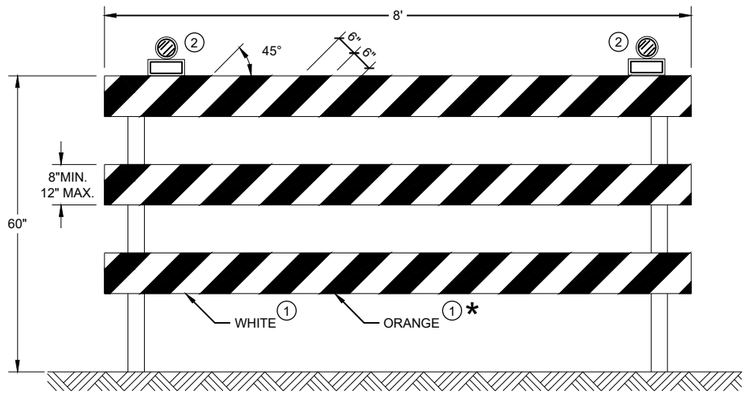
VERTICAL PANEL

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.

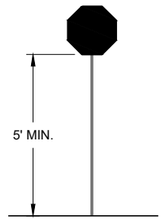
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

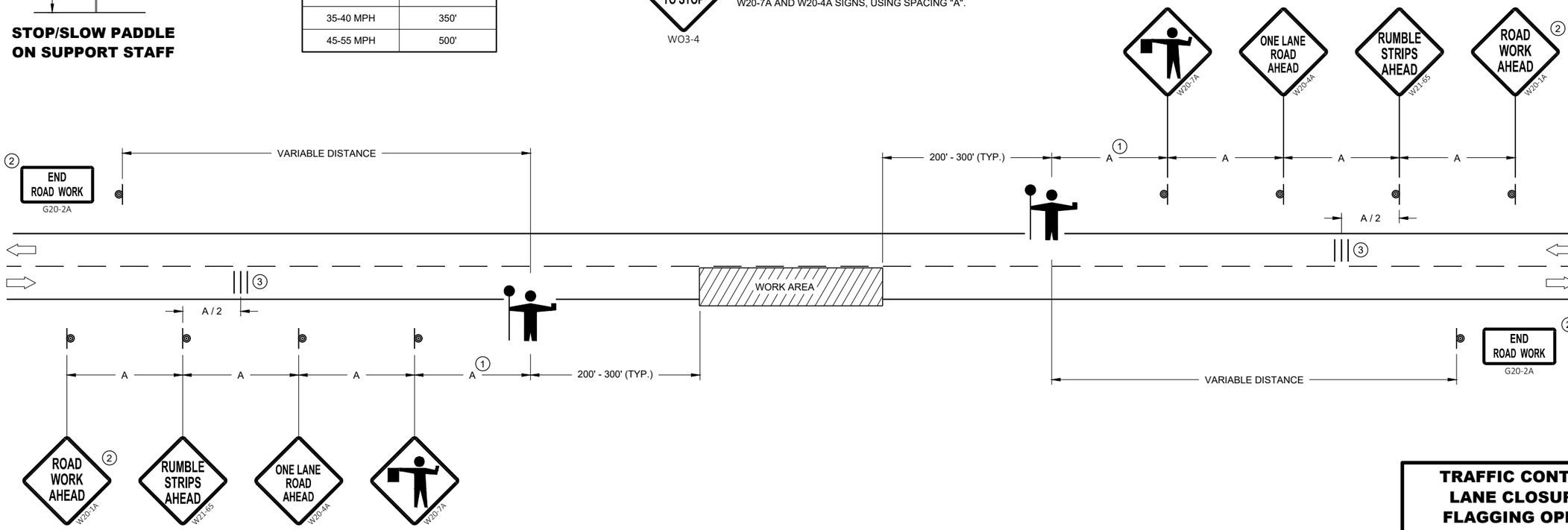
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

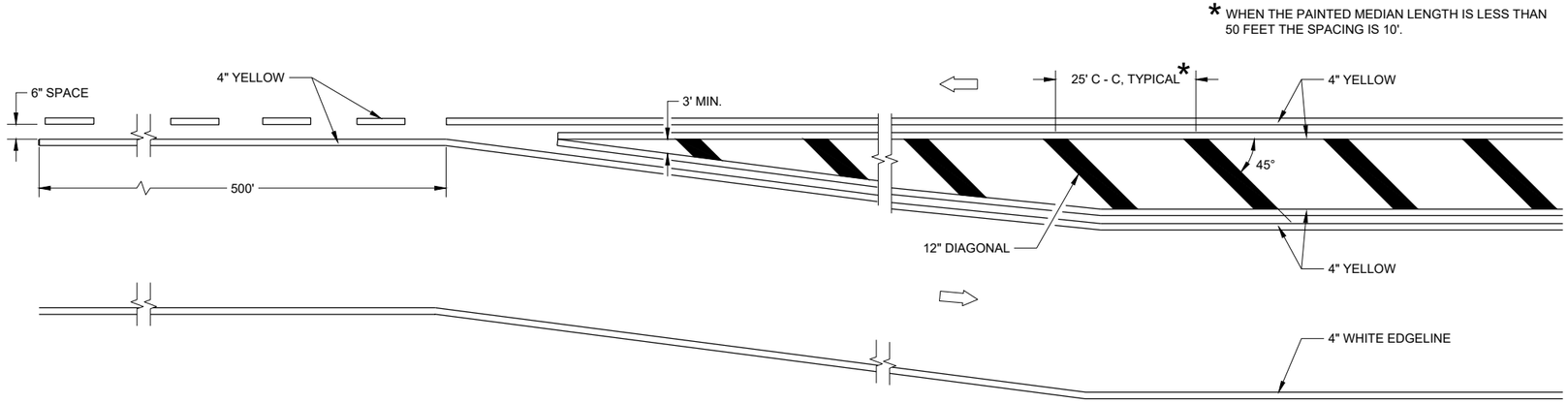
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 07

SDD 15C12 - 07

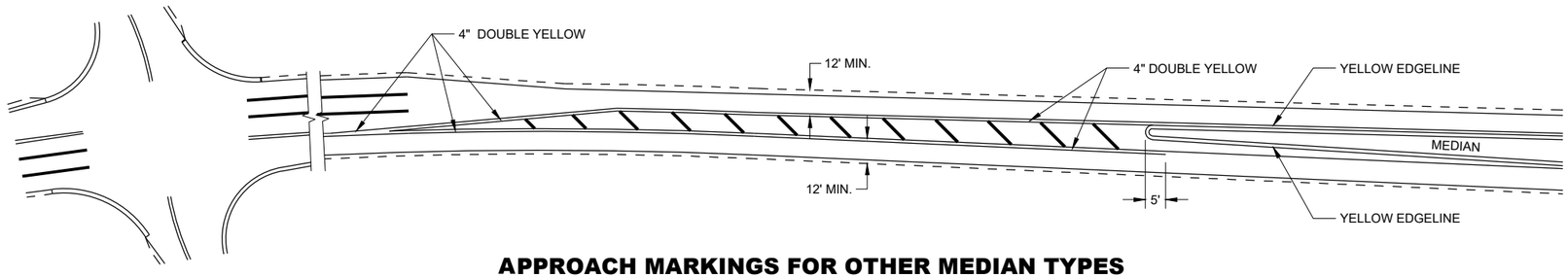


MEDIAN ISLAND DETAIL

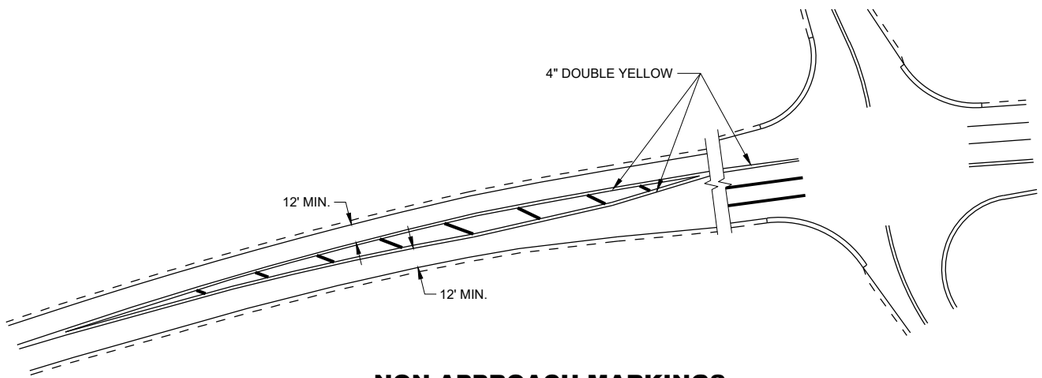
GENERAL NOTES

DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

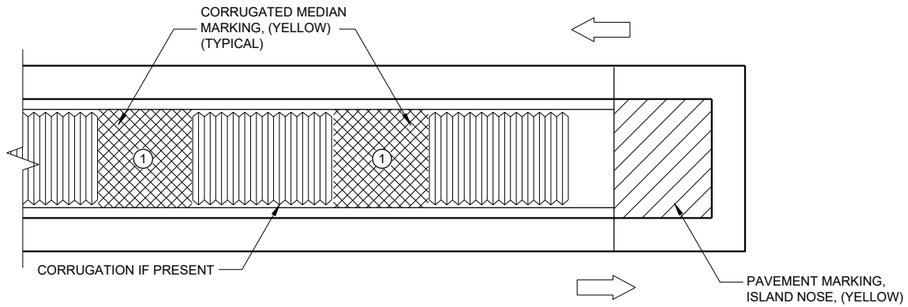
FHWA

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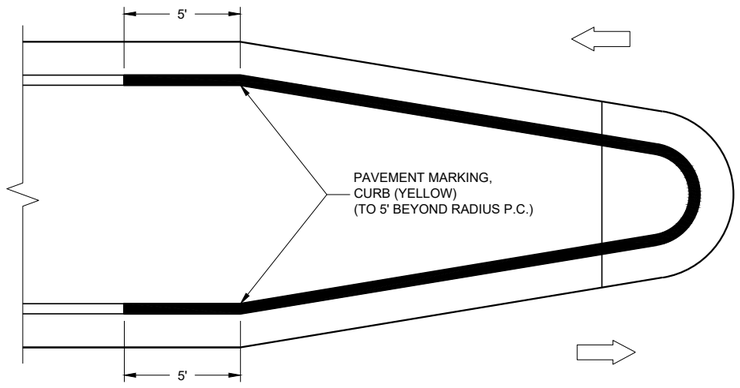
SDD 15C18 - 05a

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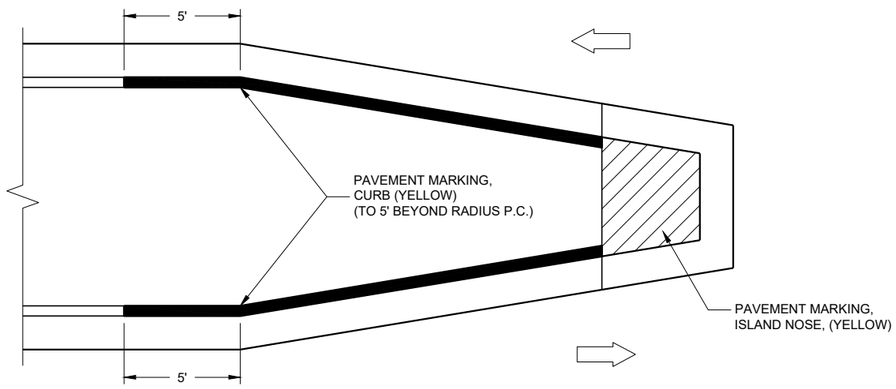
SDD 15C18 - 05a



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, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

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SDD 15C18 - 05b

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SDD15C18 - 05b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

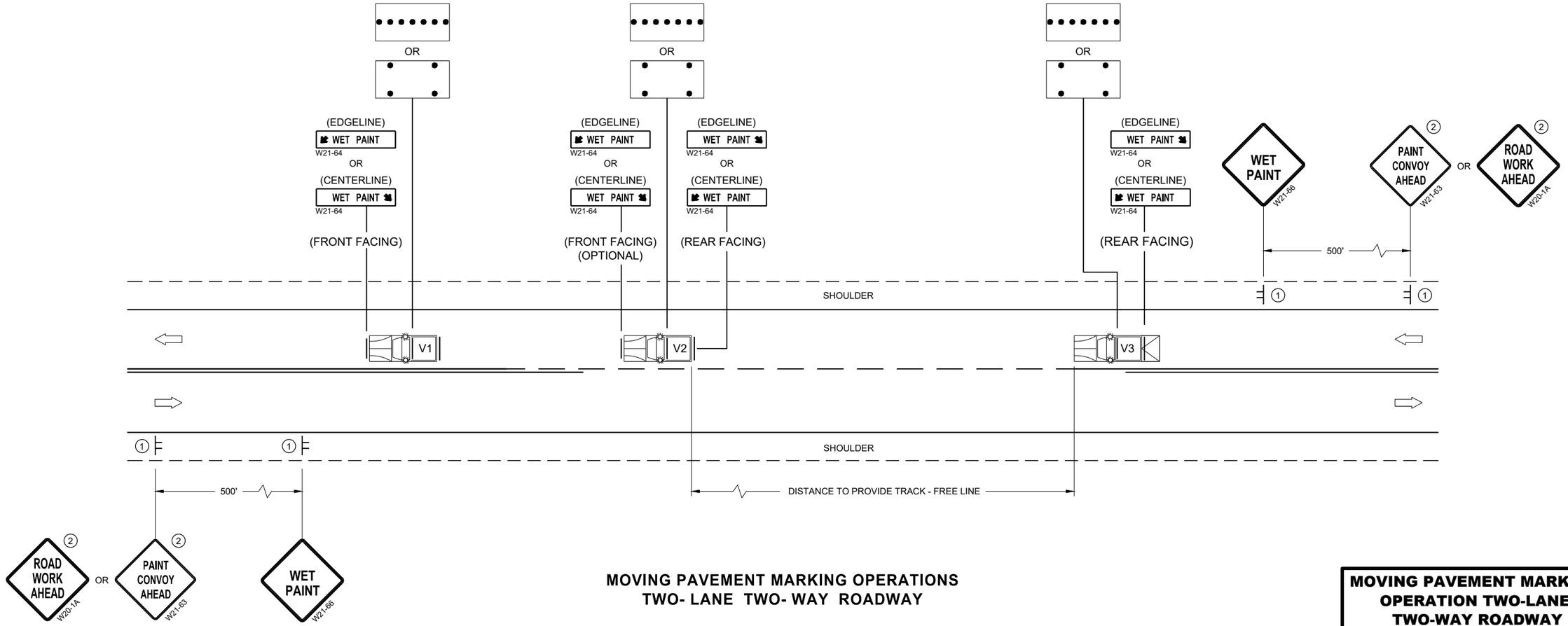
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

275

FHWA

6

SDD 15C19 - 06a

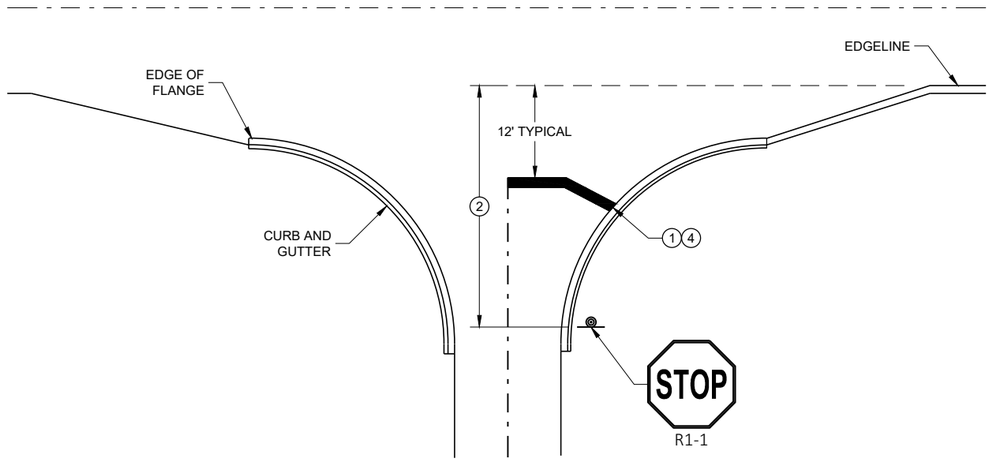
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SDD 15C19 - 06a

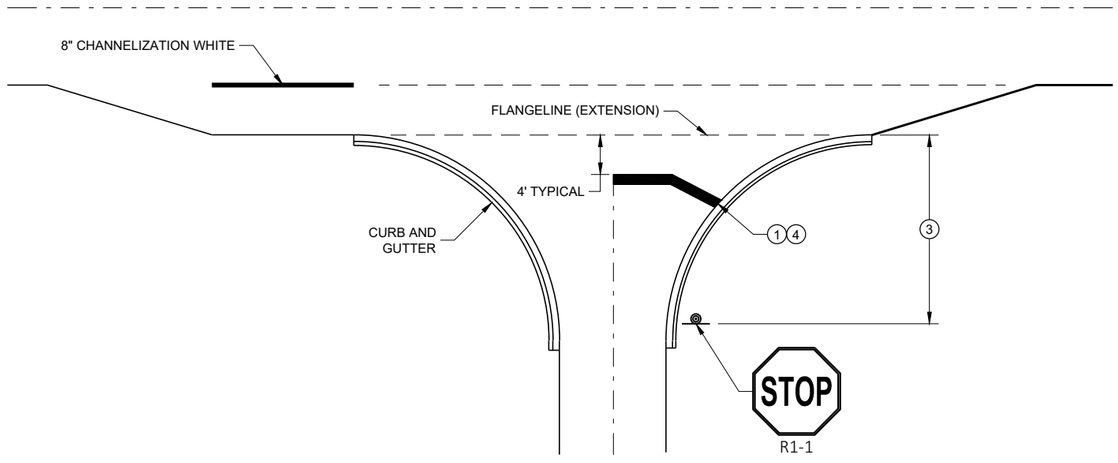
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

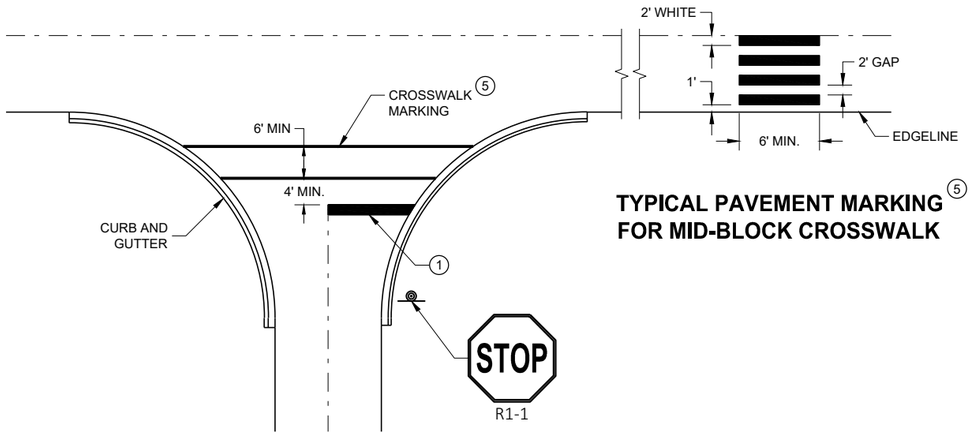
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

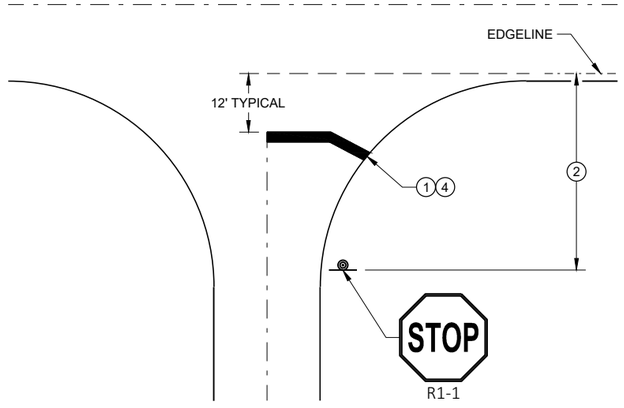


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



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

FHWA

6

SDD 15C33 - 04
SDD 15C33 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

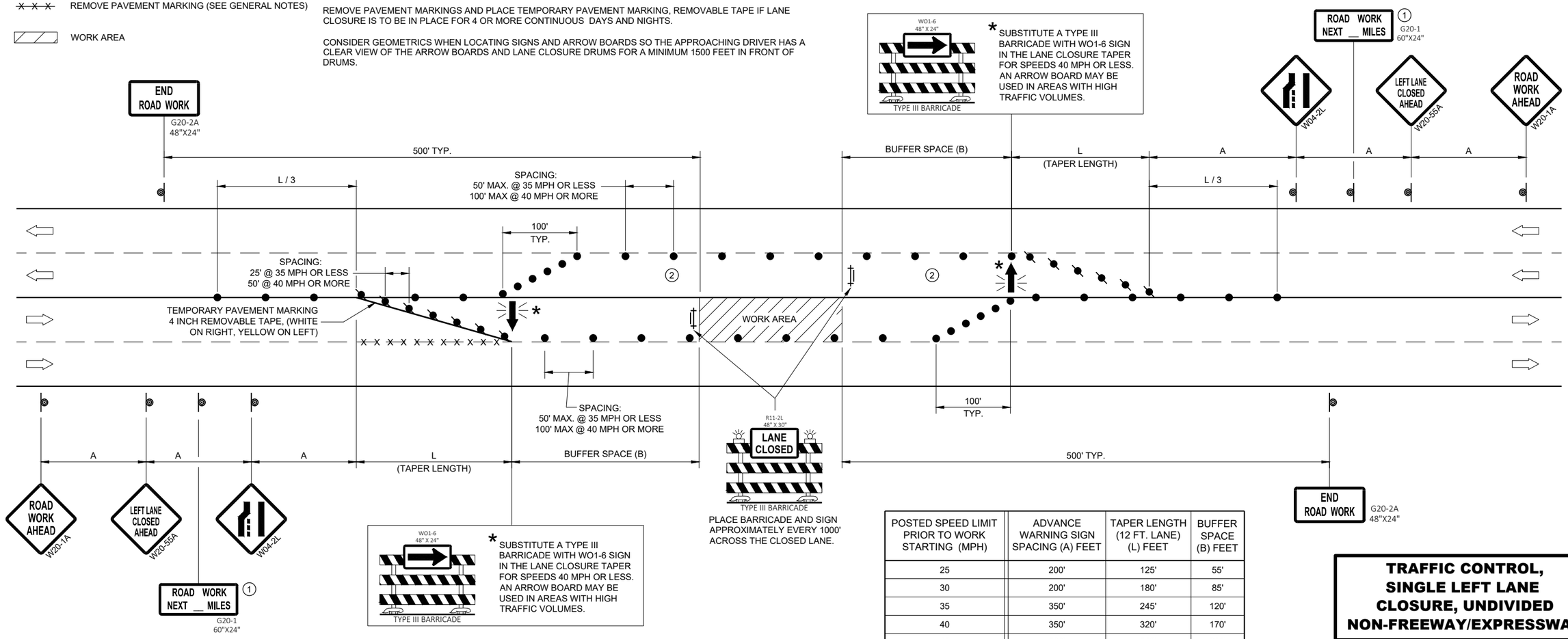
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



WO1-6 48" X 24"

TYPE III BARRICADE

* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

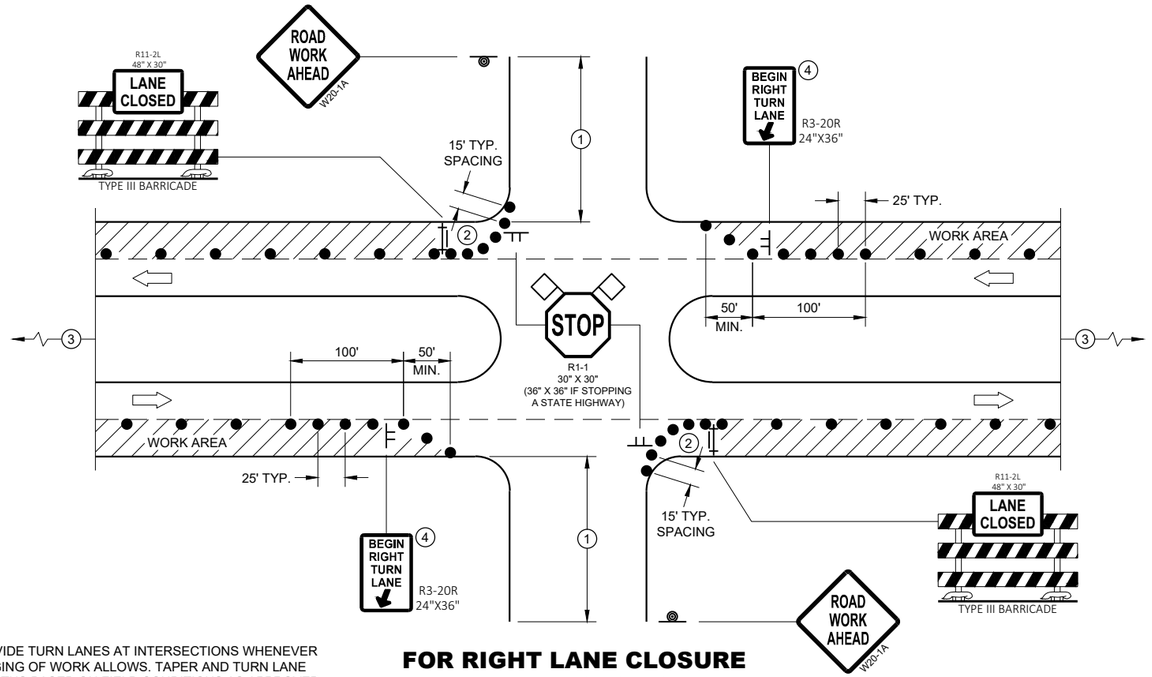
TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

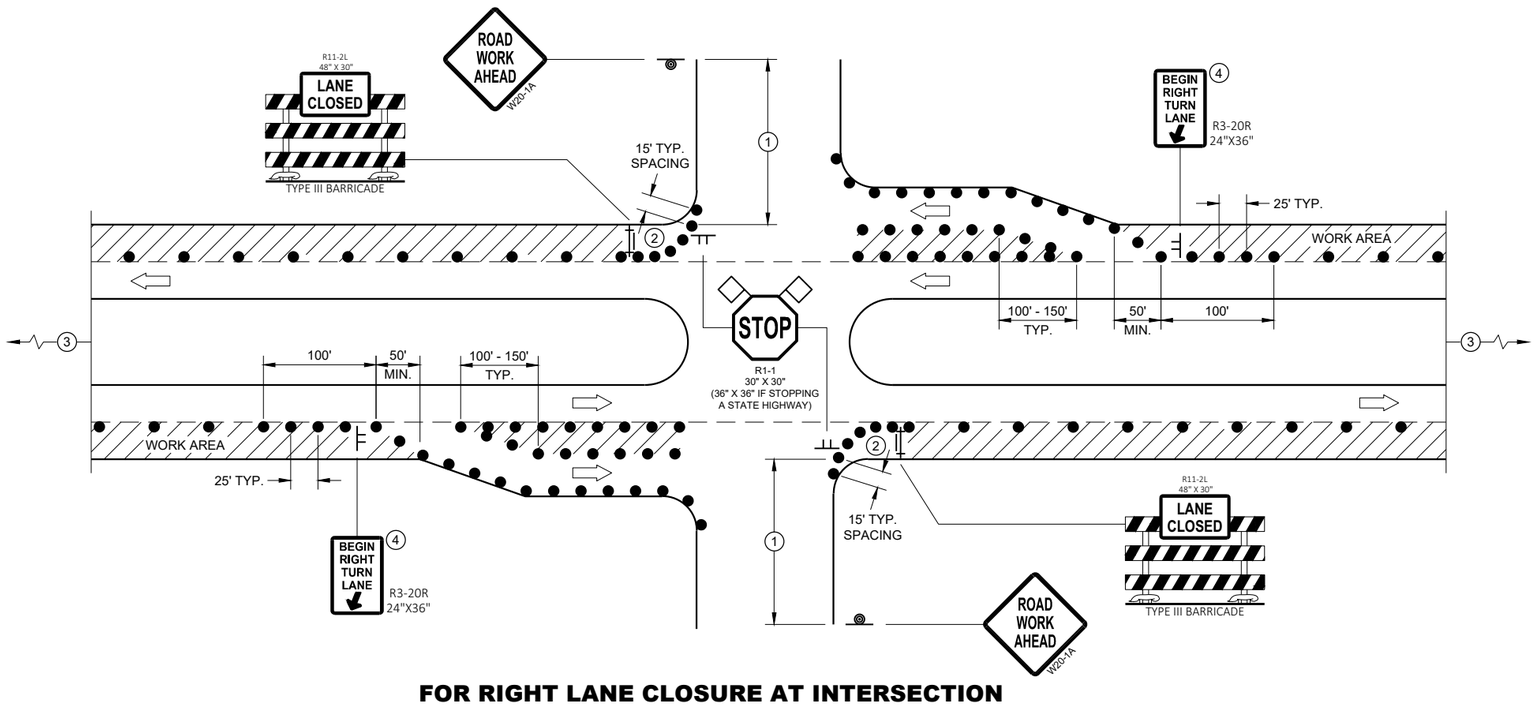
SDD 15D20 - 05c

SDD 15D20 - 05c



FOR RIGHT LANE CLOSURE AT INTERSECTION

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

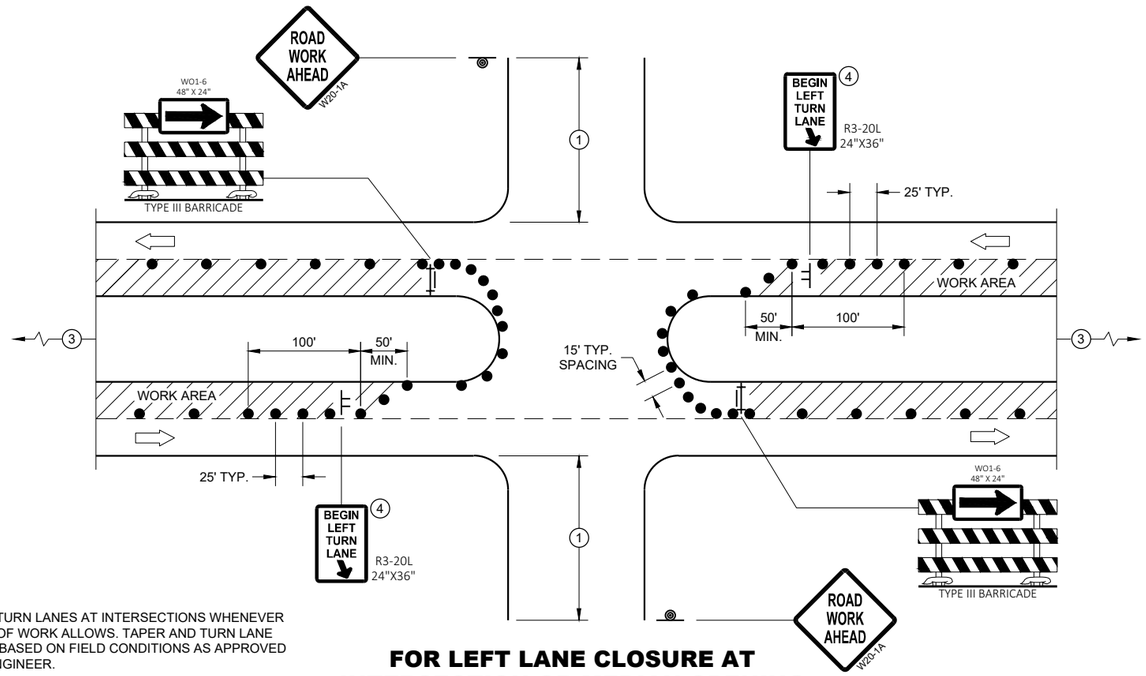
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

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SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

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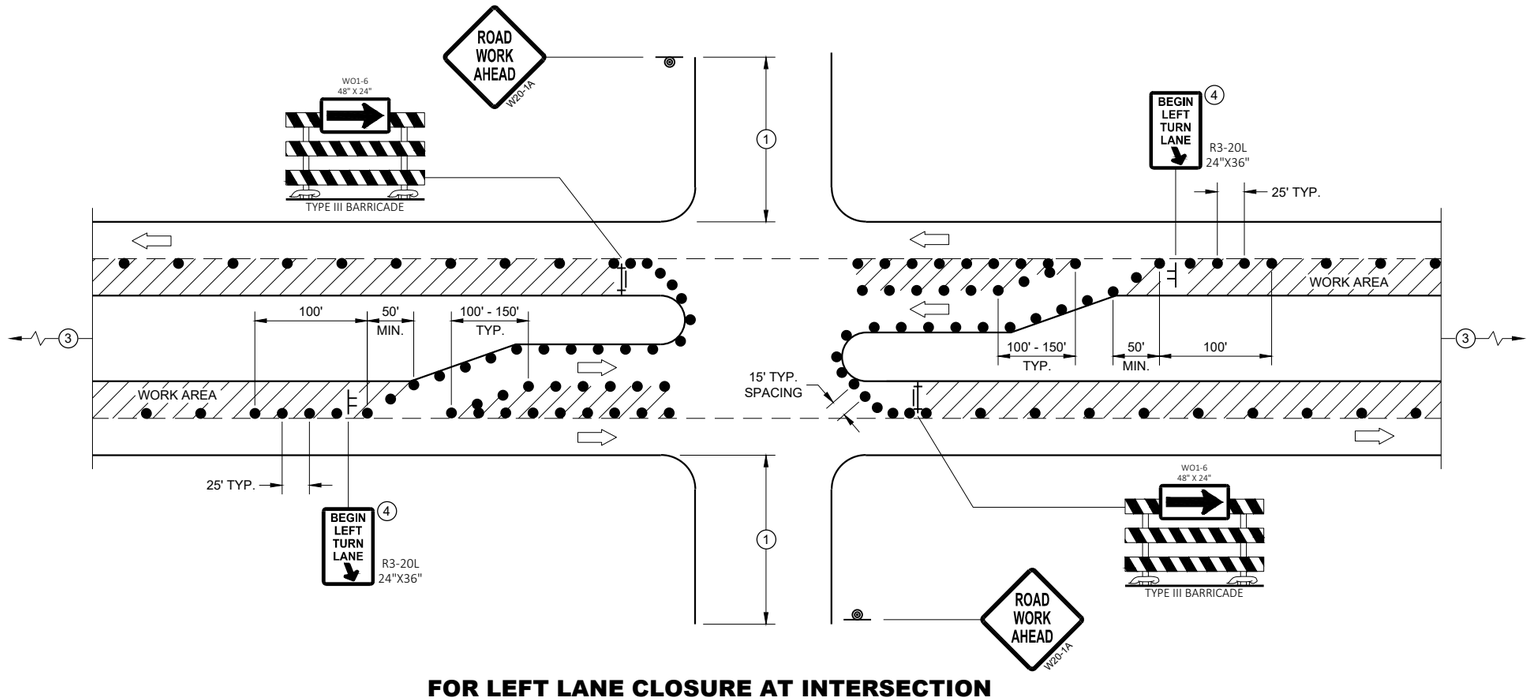
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

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.

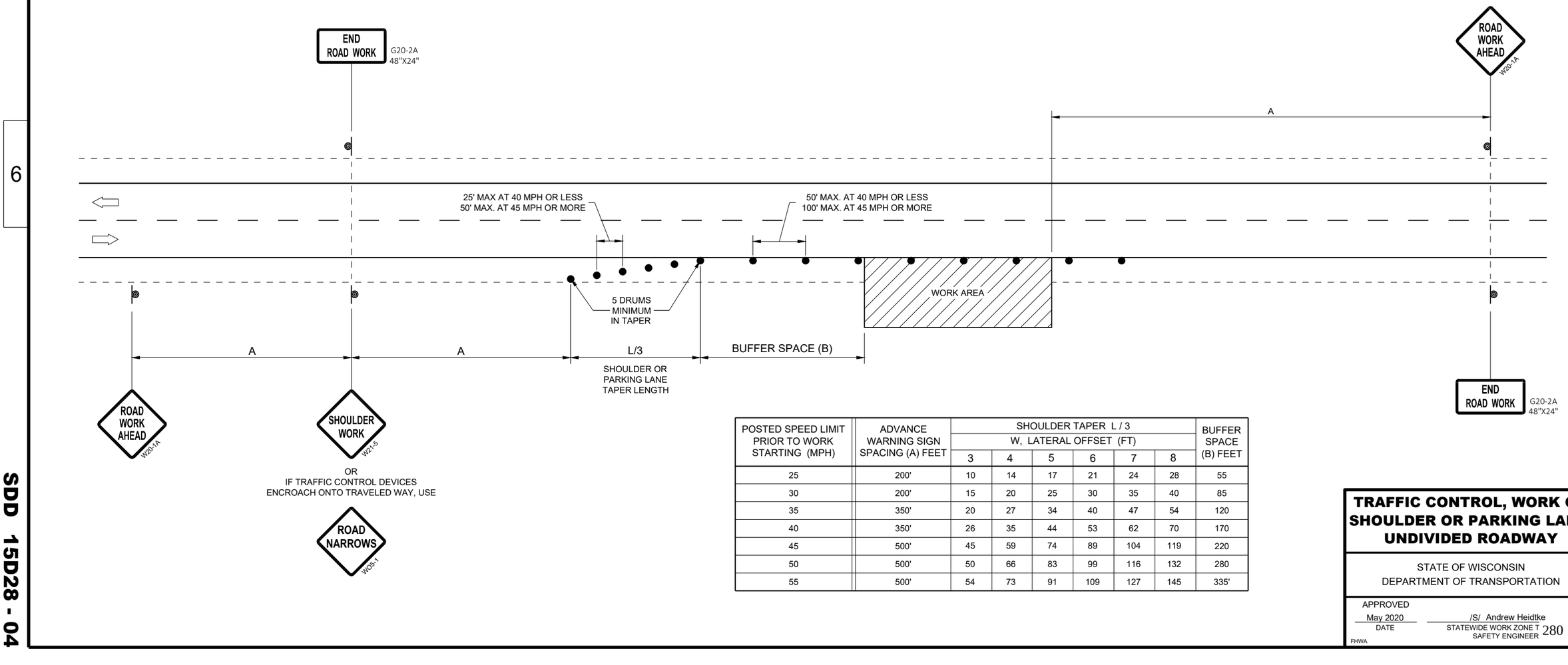
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

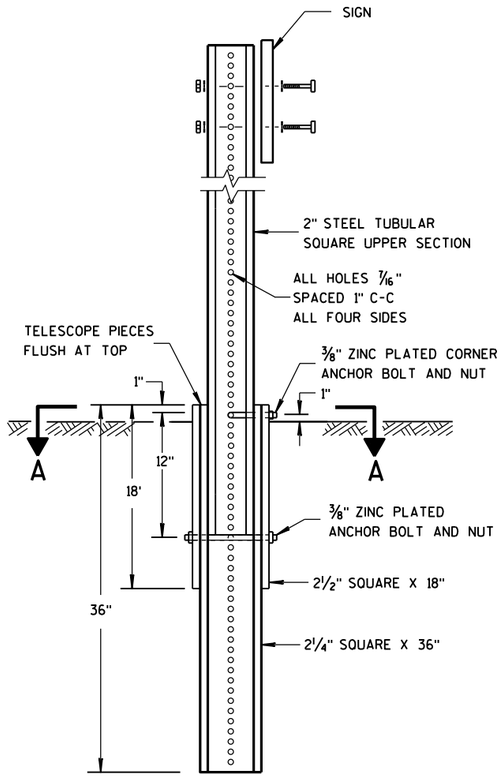
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

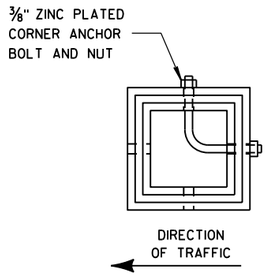
FHWA

SDD 15D28 - 04

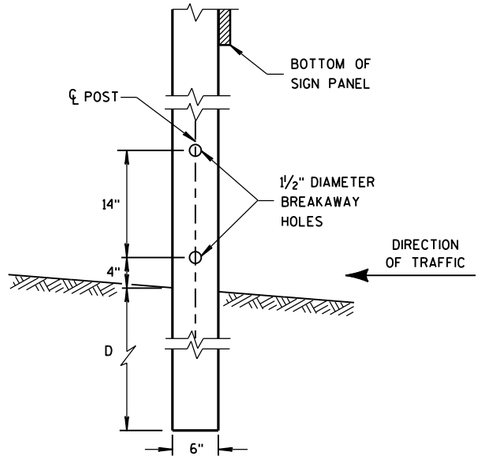
SDD 15D28 - 04



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



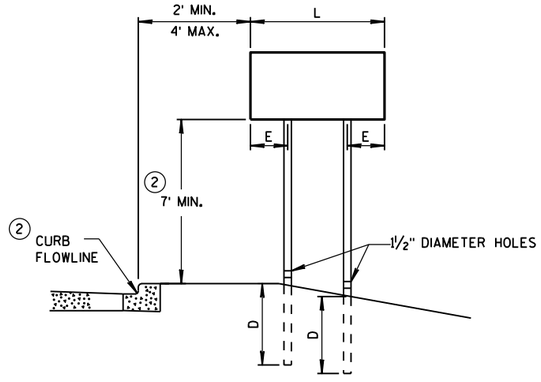
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

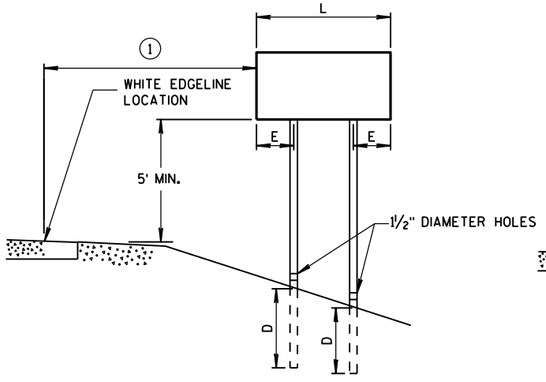
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

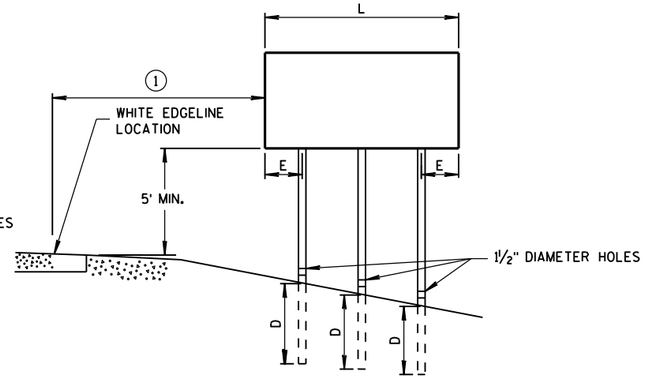
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

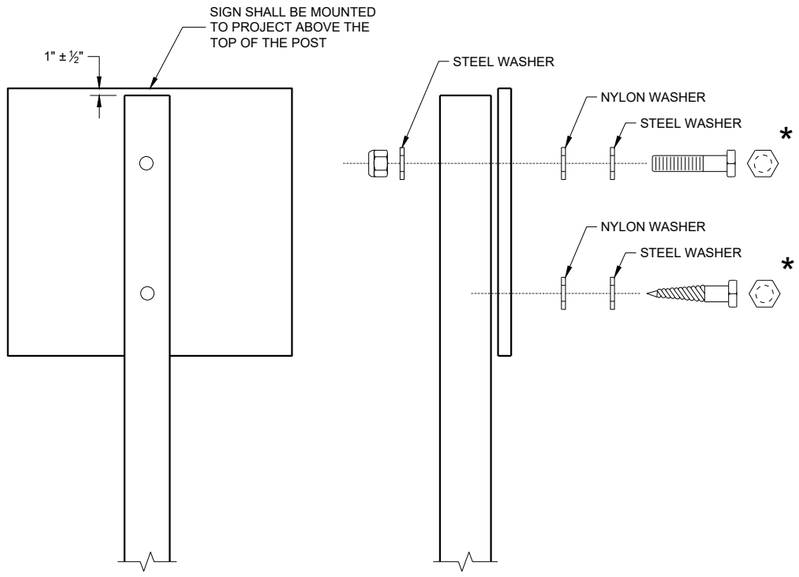
SEE NOTE (3)

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

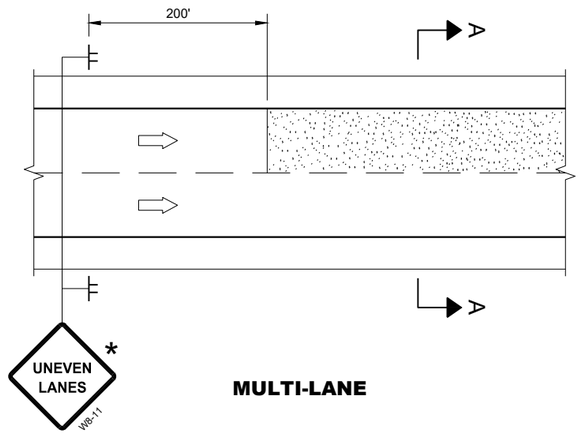
SDD15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

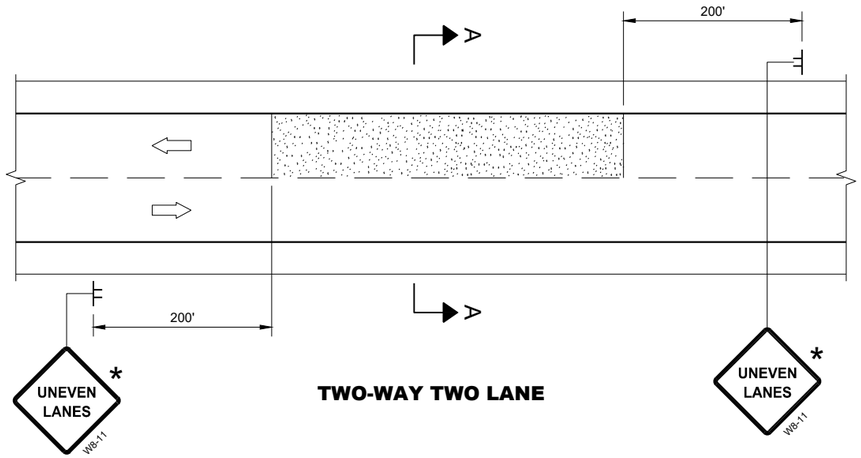
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

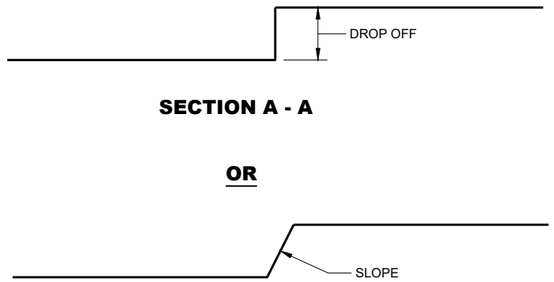
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

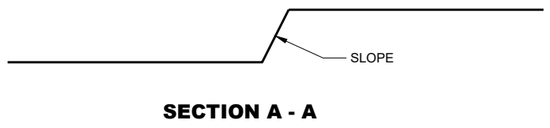
LEGEND

- 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

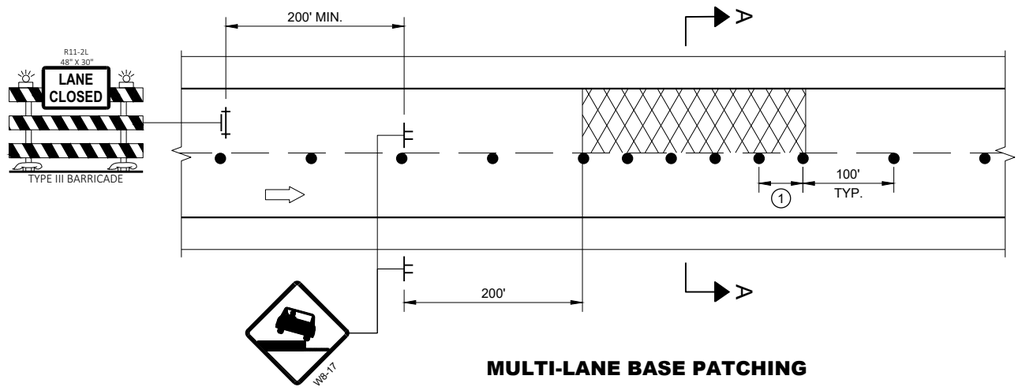


SECTION A - A

OR

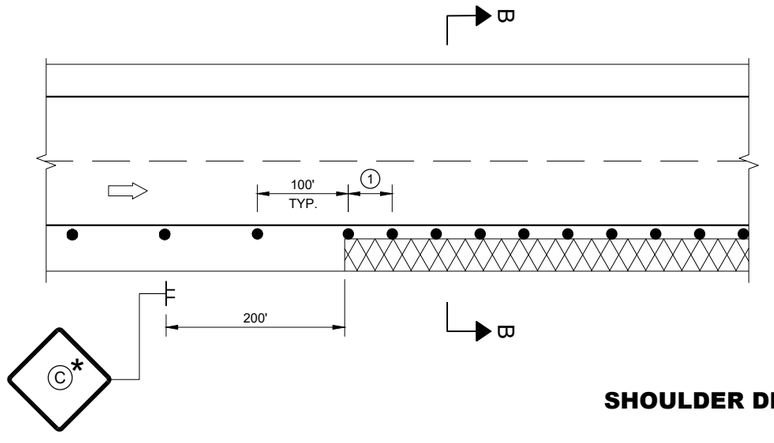


SECTION A - A

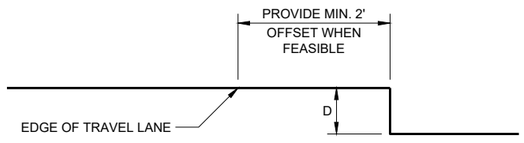


MULTI-LANE BASE PATCHING

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

6

SDD 15D39 - 02

6

SDD 15D39 - 02

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

CONCRETE BARRIER TEMPORARY PRECAST

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

L, TAPER LENGTH (MPH)							
SPEED (MPH)	W, LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120



OR



LOCATED 3000 FEET BEYOND THE "ROAD WORK 1 MILE" (W20-1F) SIGN



R2-1
48"X60"

OR



R2-1
48"X60"

(BLACK AND WHITE) LOCATED 700 FEET BEYOND THE W03-5 SIGN

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 INCORPORATED A MINIMUM OF EVERY 3 MILES.

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

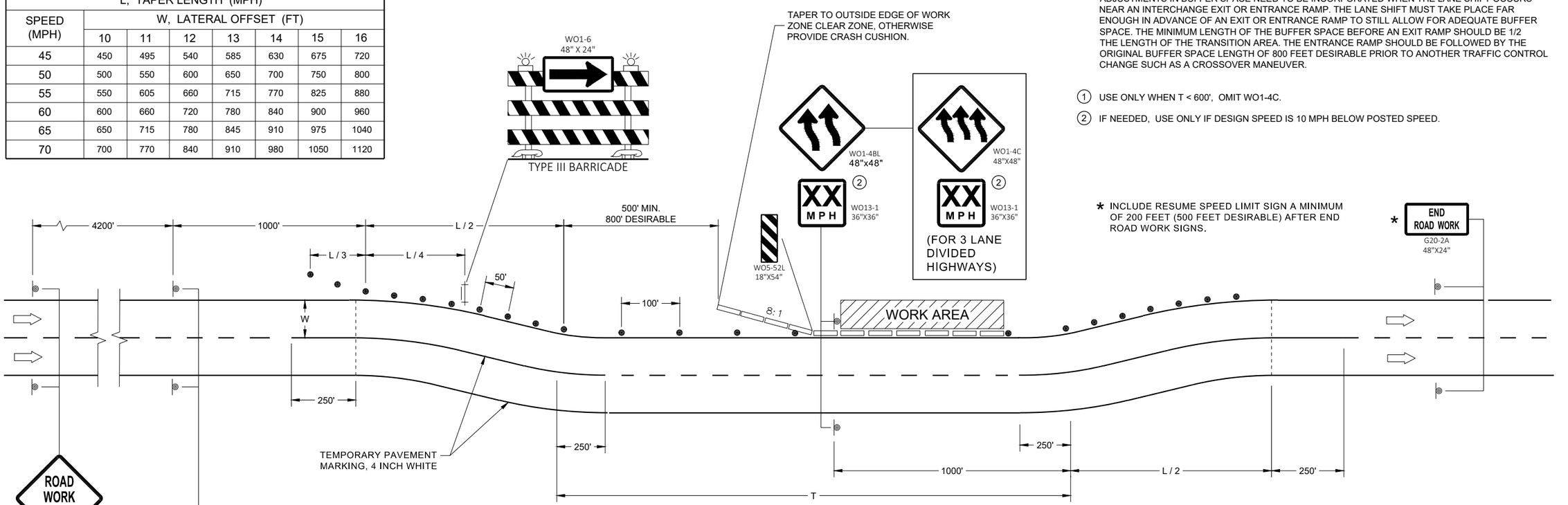
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T < 600', OMIT WO1-4C.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.



MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD

TRAFFIC CONTROL
MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
284

FHWA

6

SDD 15D41 - 01

6

SDD 15D41 - 01

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

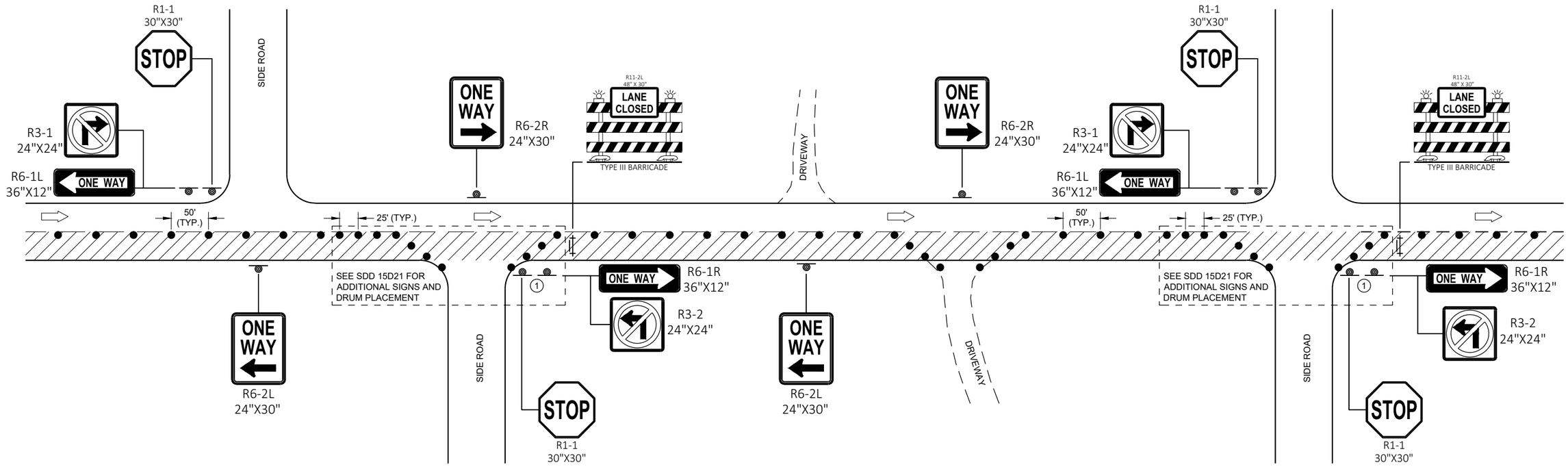
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



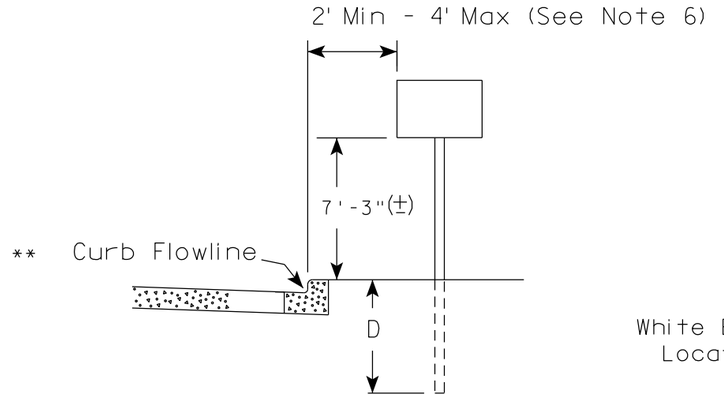
TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

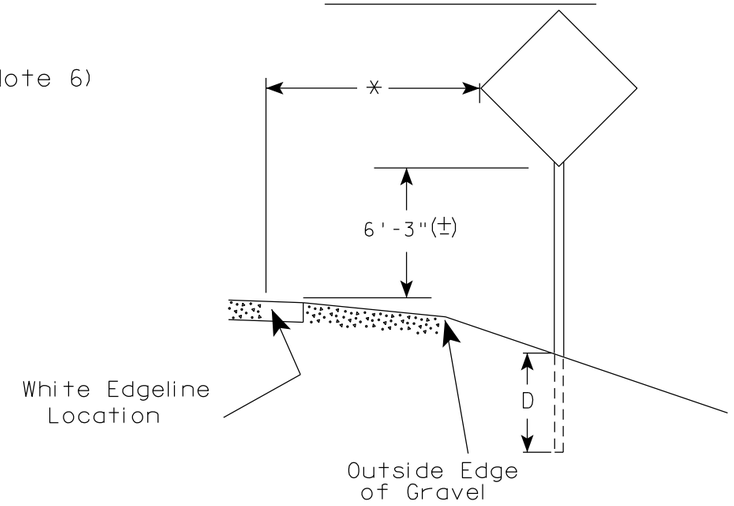
SDD 15D46 - 01

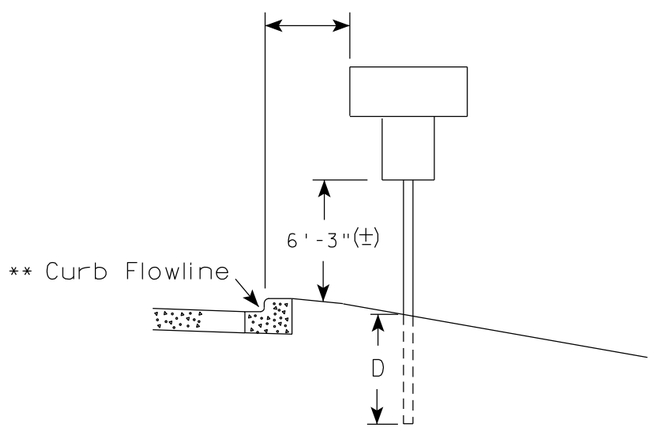
SDD 15D46 - 01

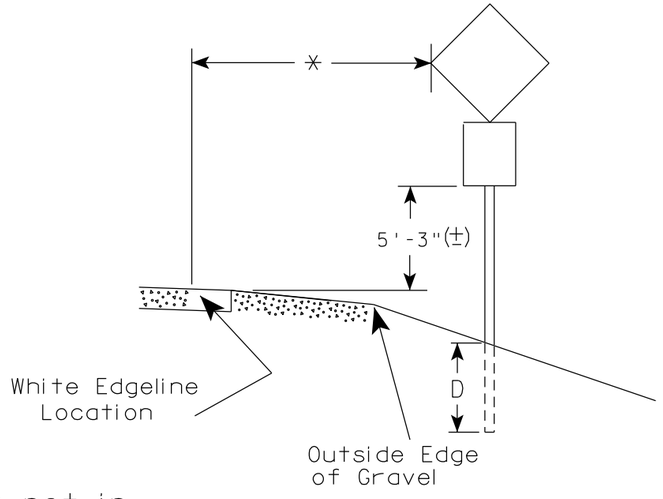
URBAN AREA



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.

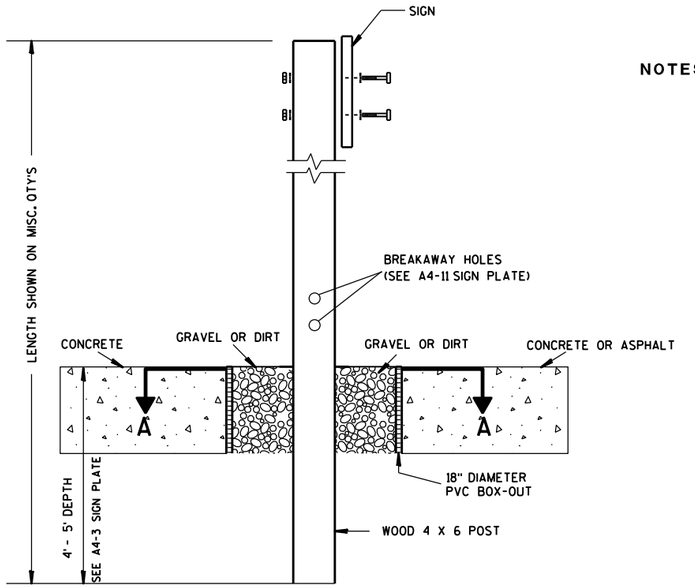
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

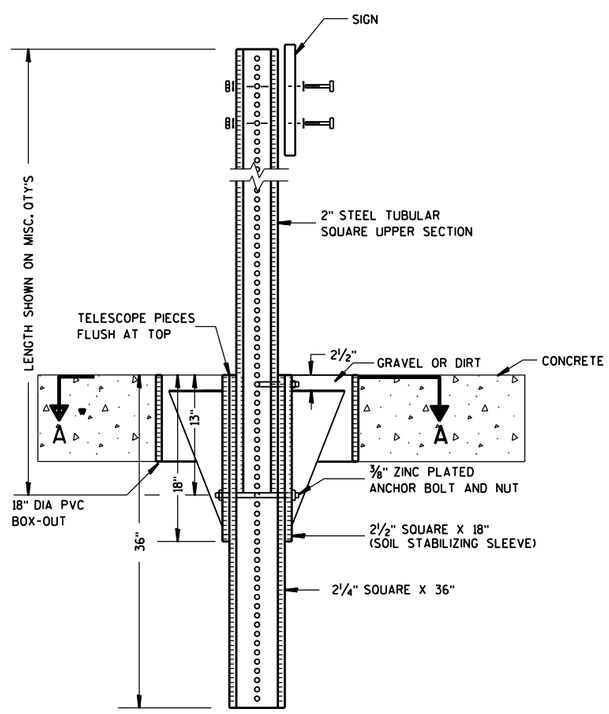
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 286	E



ELEVATION VIEW

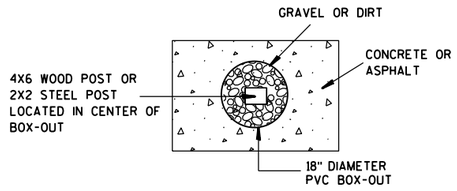
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

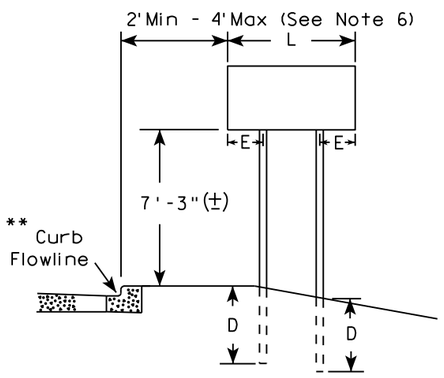
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

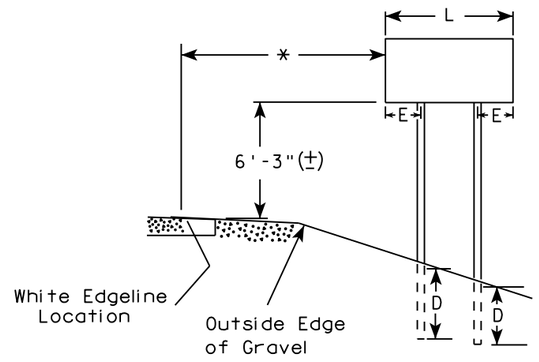
DATE 1/27/14 PLATE NO. A4-3B.1

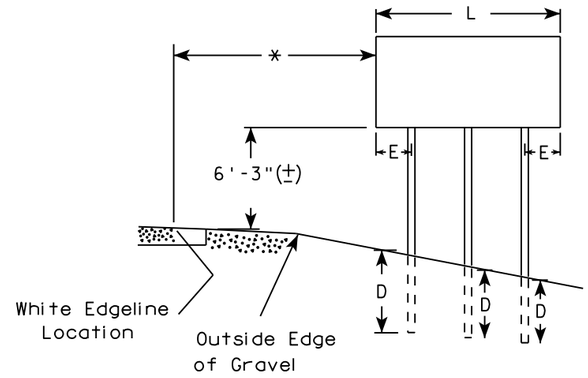
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

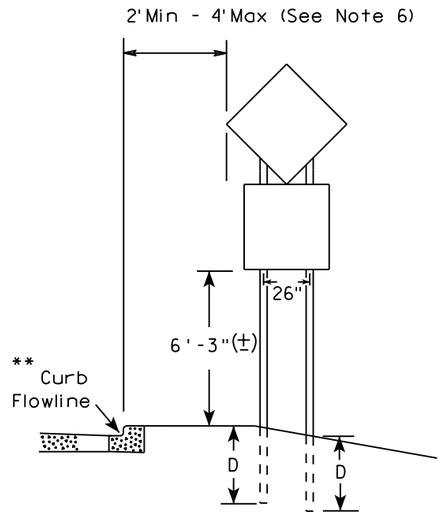
URBAN AREA



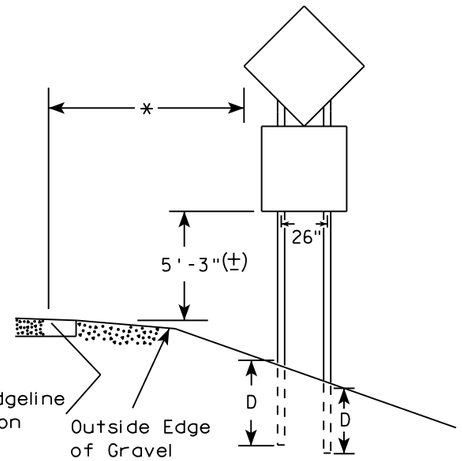
RURAL AREA (See Note 3)







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'

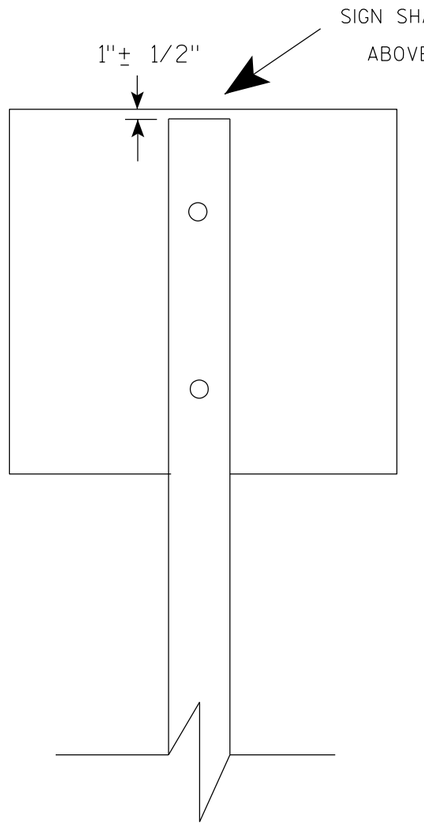
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

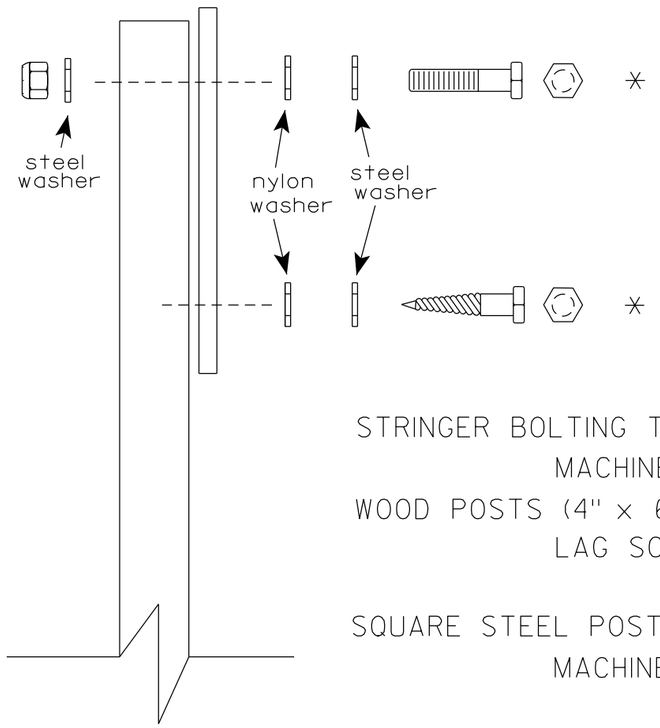
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	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: 289 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 01-APRIL-2020 PLOT BY : dotc4c

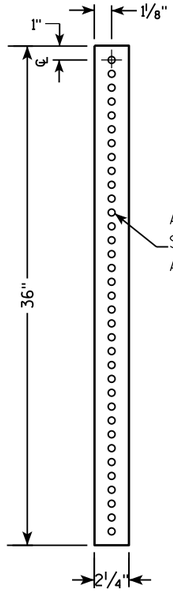
WISDOT/CADDS SHEET 42

7

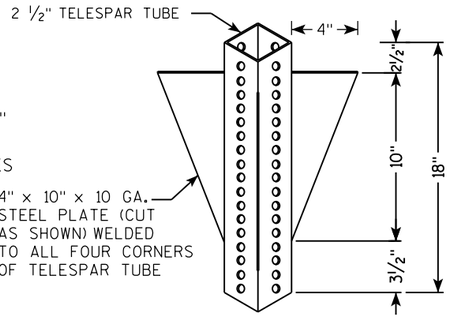
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TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

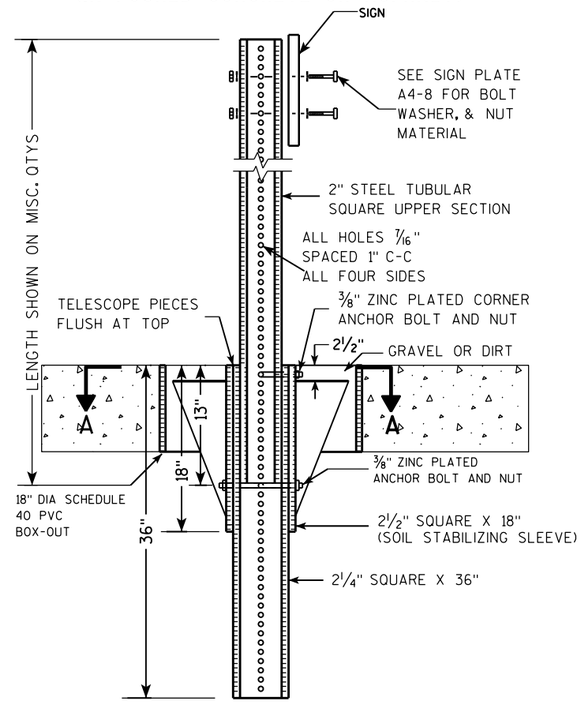
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



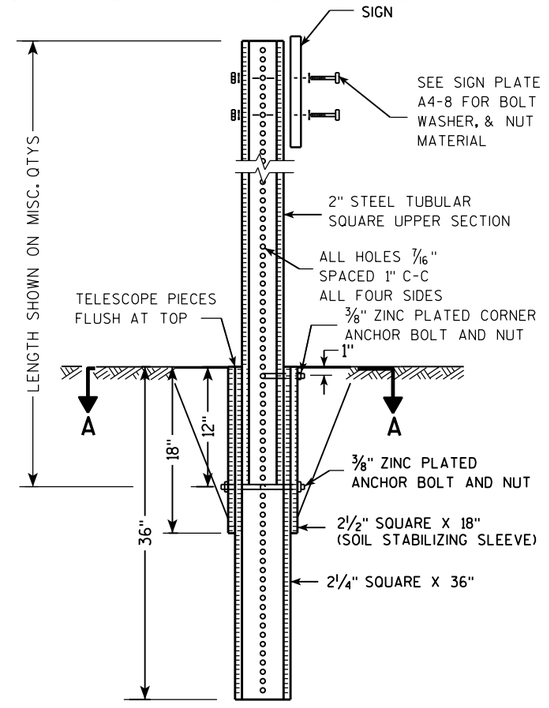
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

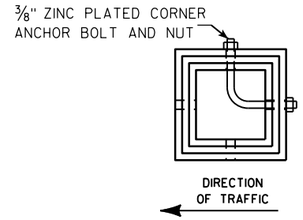


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

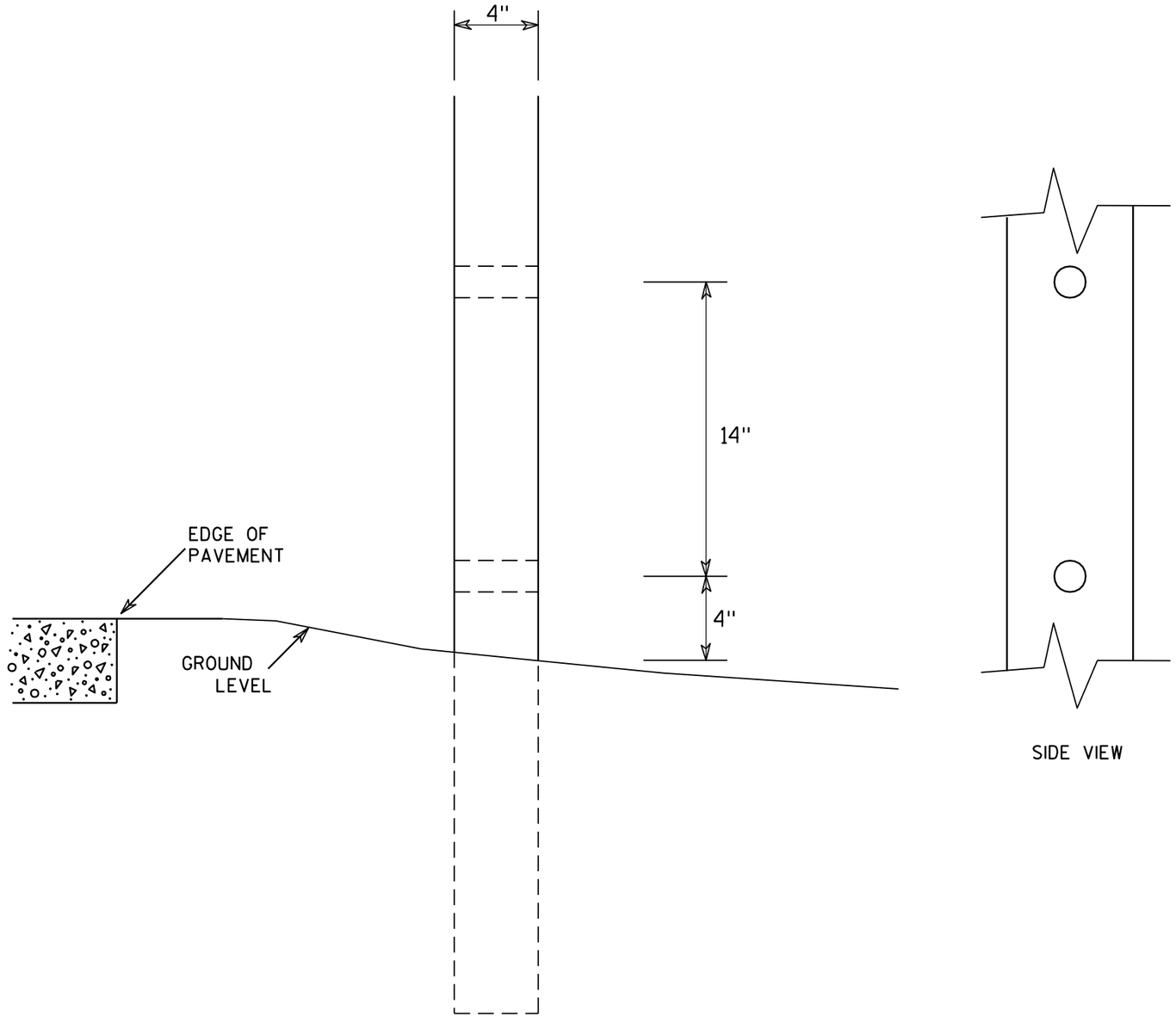
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 290 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.

7

7

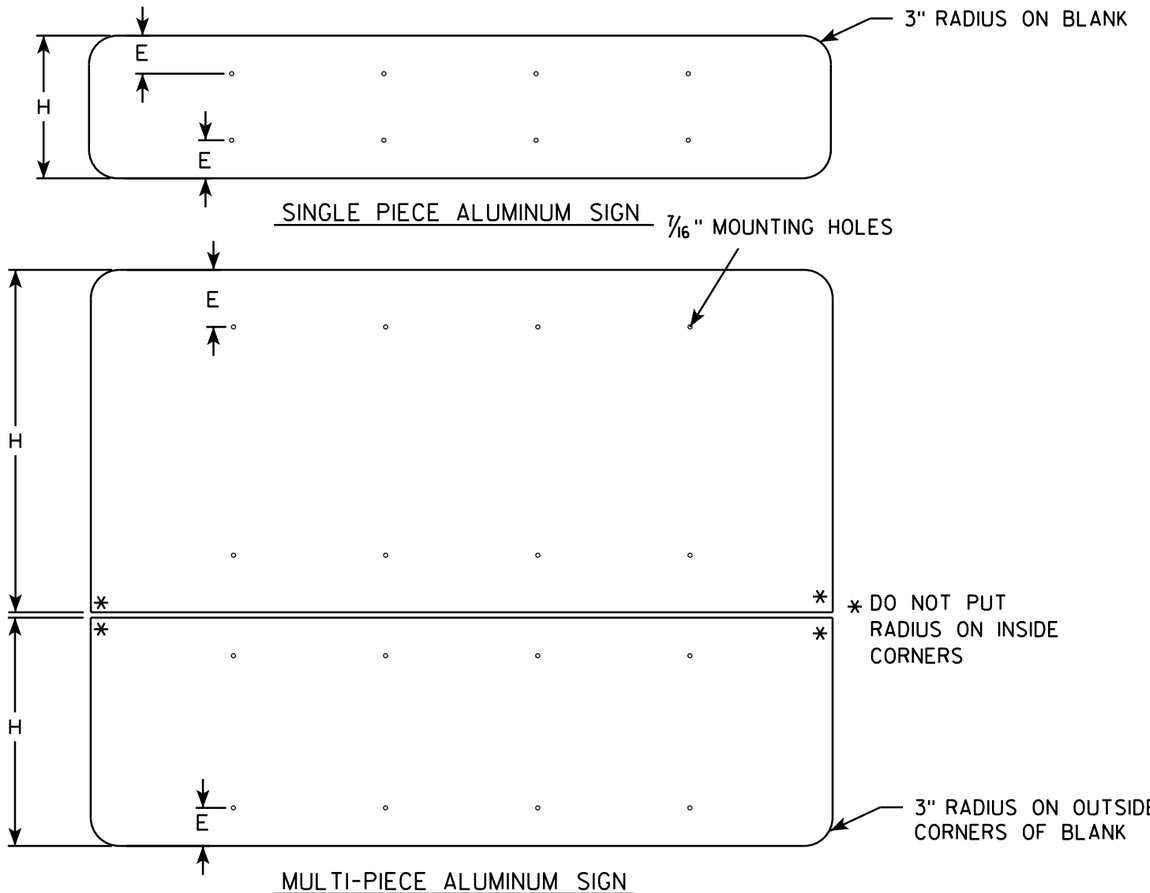
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

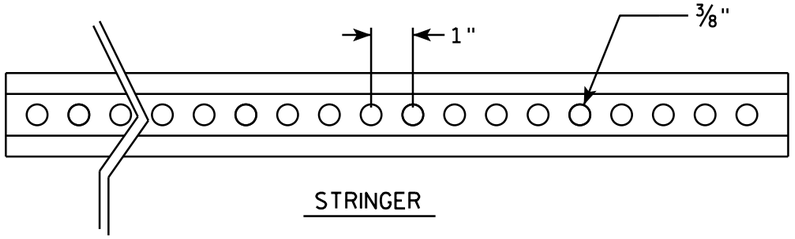
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 291	E



GENERAL NOTES

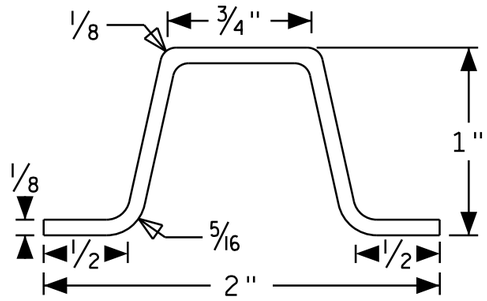
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

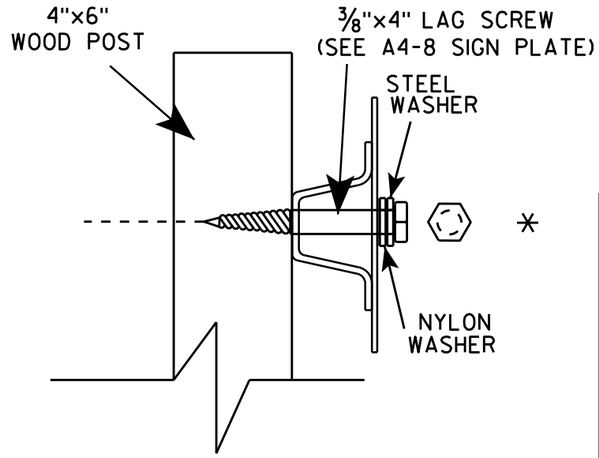


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

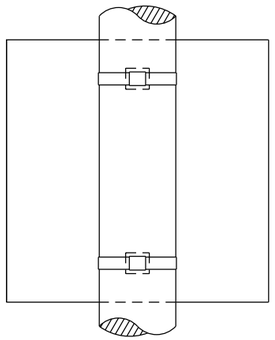
DATE 4/26/16 PLATE NO A4-18.1

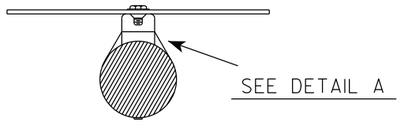
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

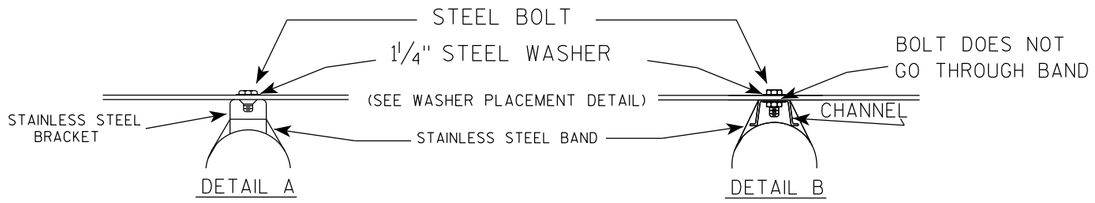
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BANDING

SINGLE SIGN



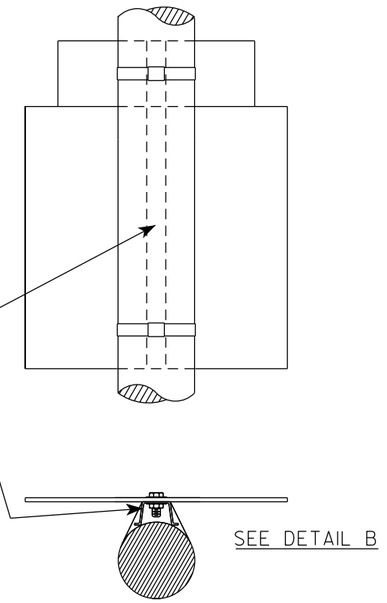




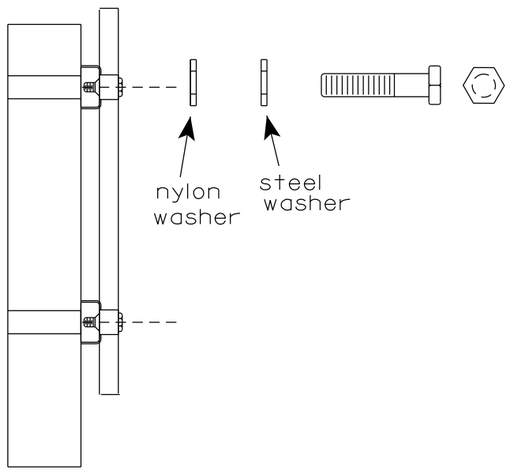
GENERAL NOTES

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

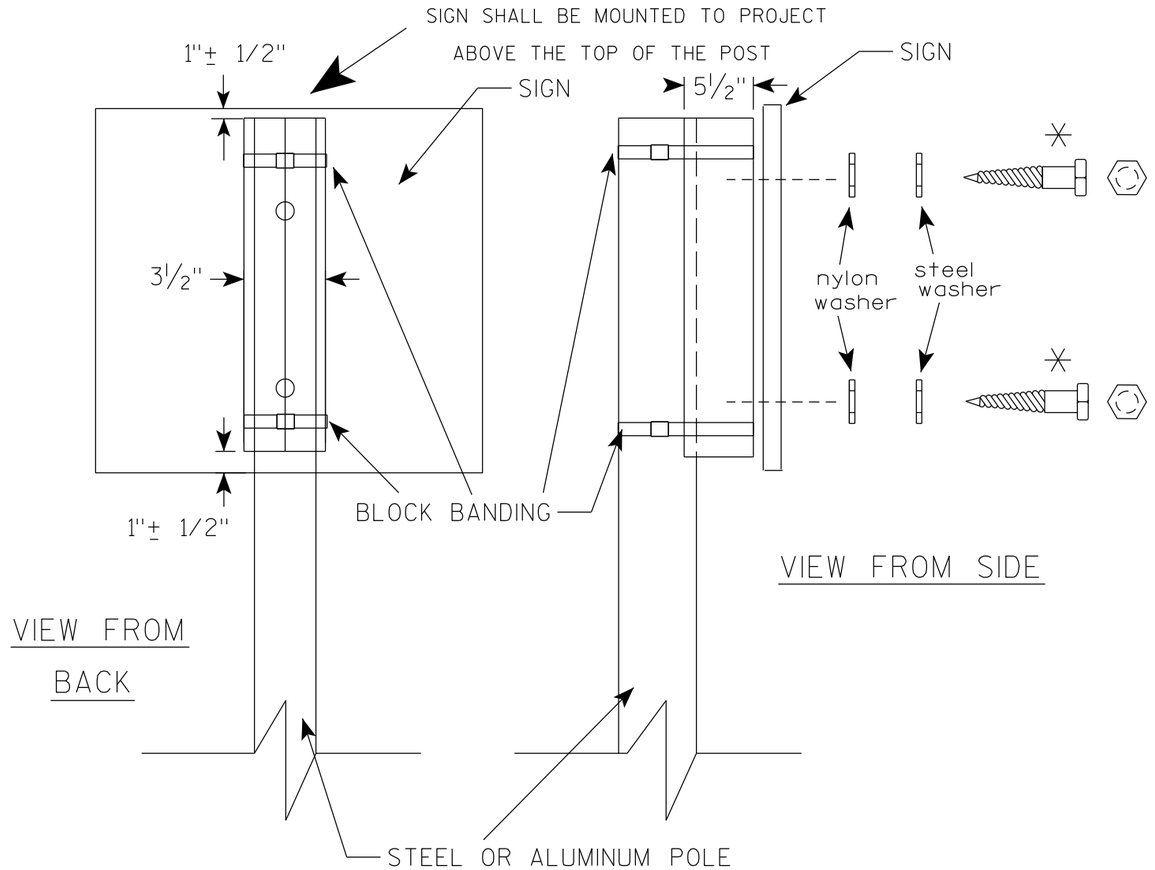
WISCONSIN DEPT OF TRANSPORTATION

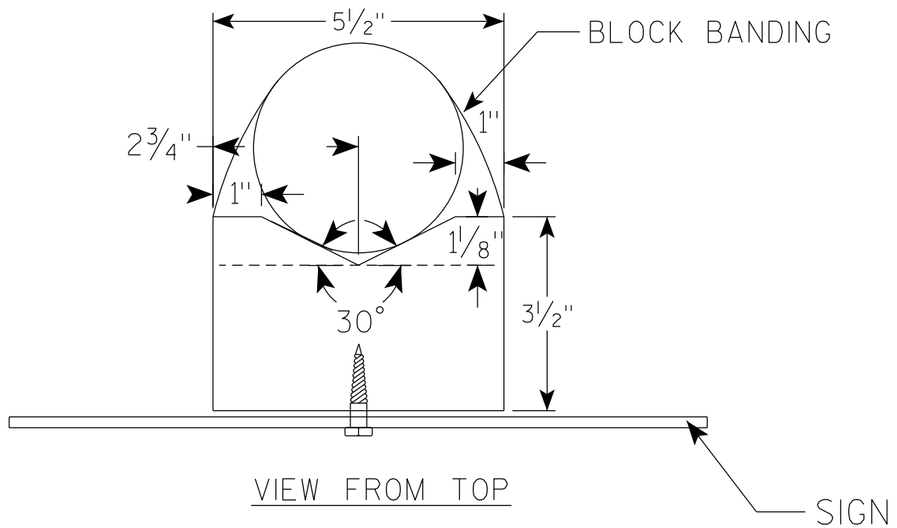
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 293	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"

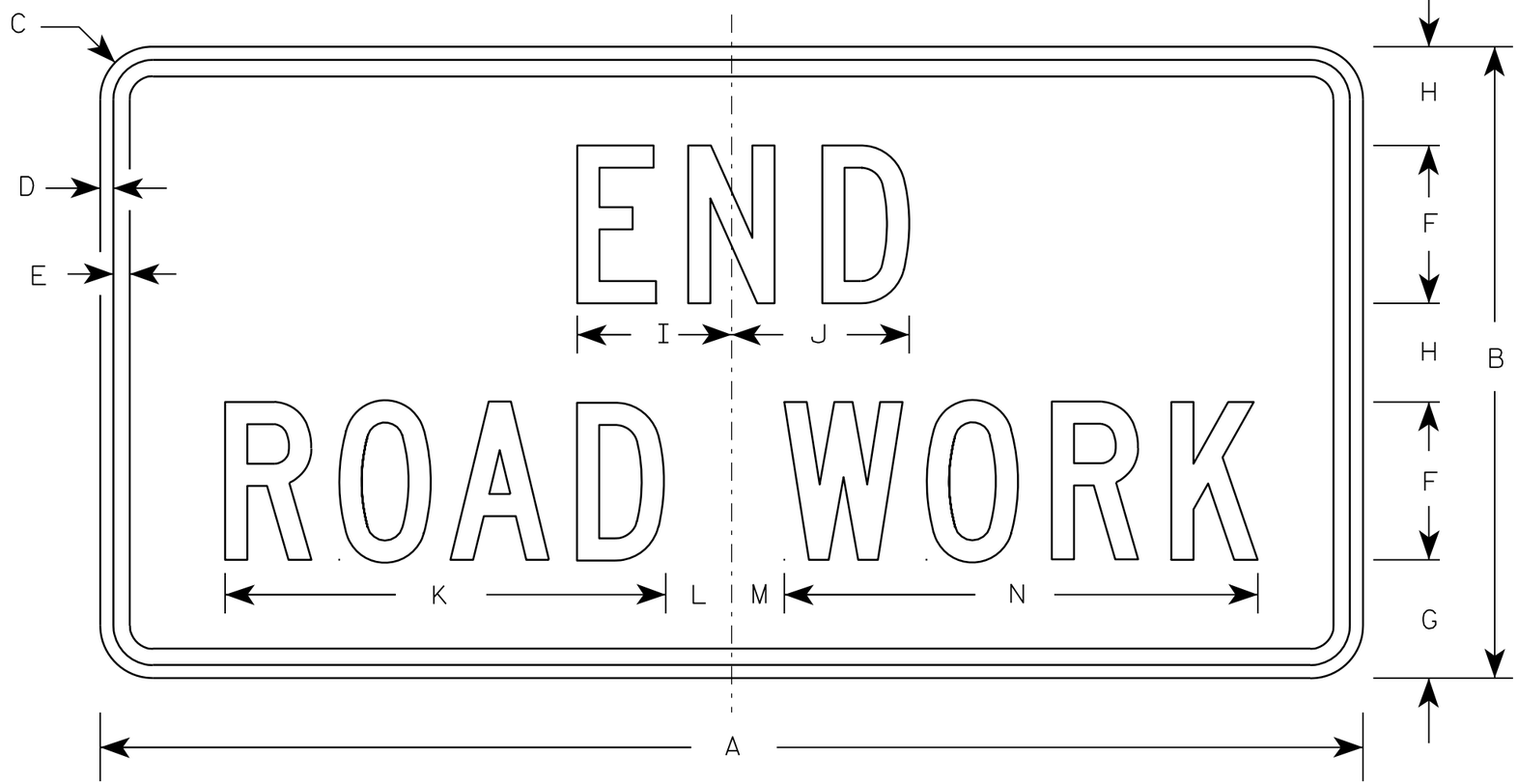
BLOCK BANDING DETAIL (V-BLOCK OPTION)

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: 294	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

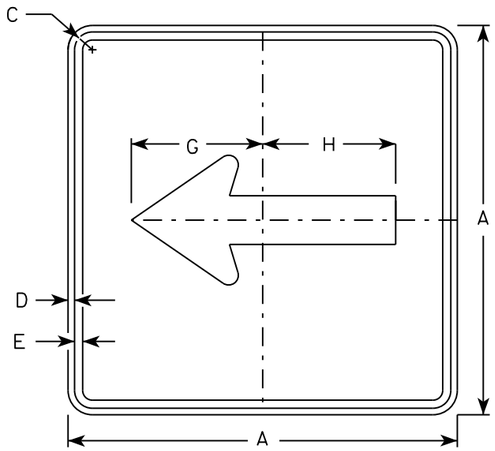
STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

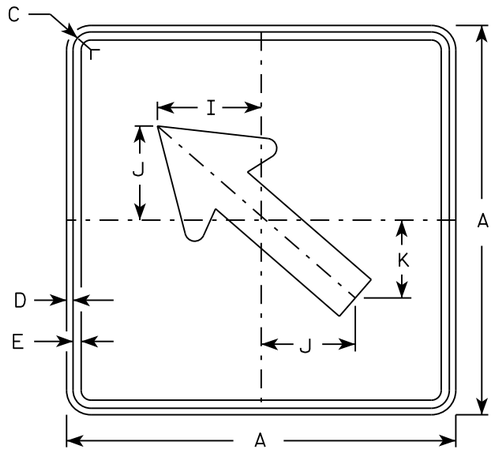
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 295	E



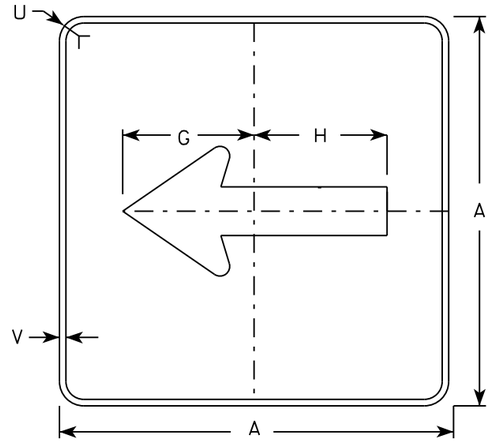
M6-1
MM6-1
MO6-1
MP6-1



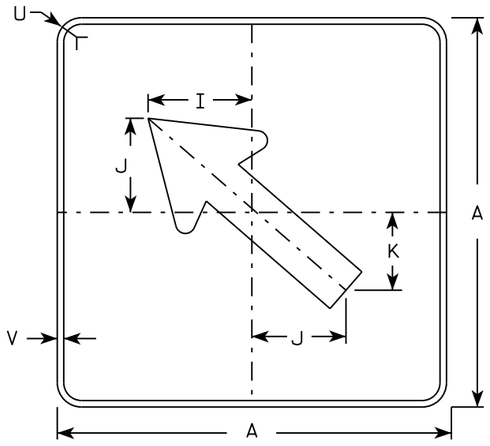
M6-2
MM6-2
MO6-2
MP6-2

NOTES

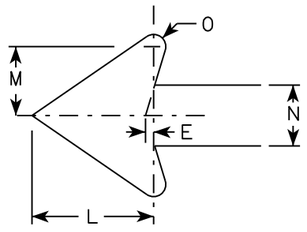
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

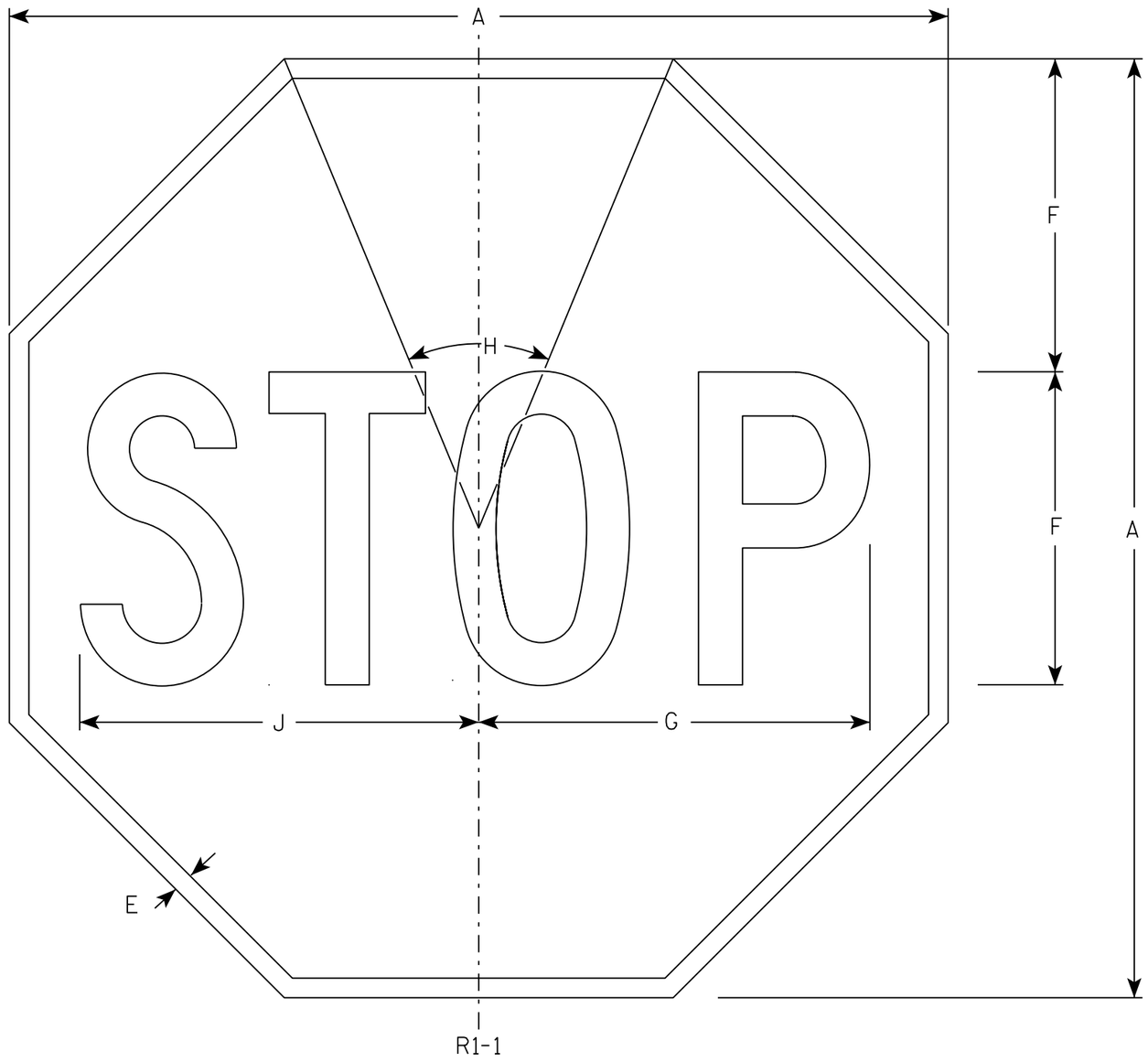
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 296 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

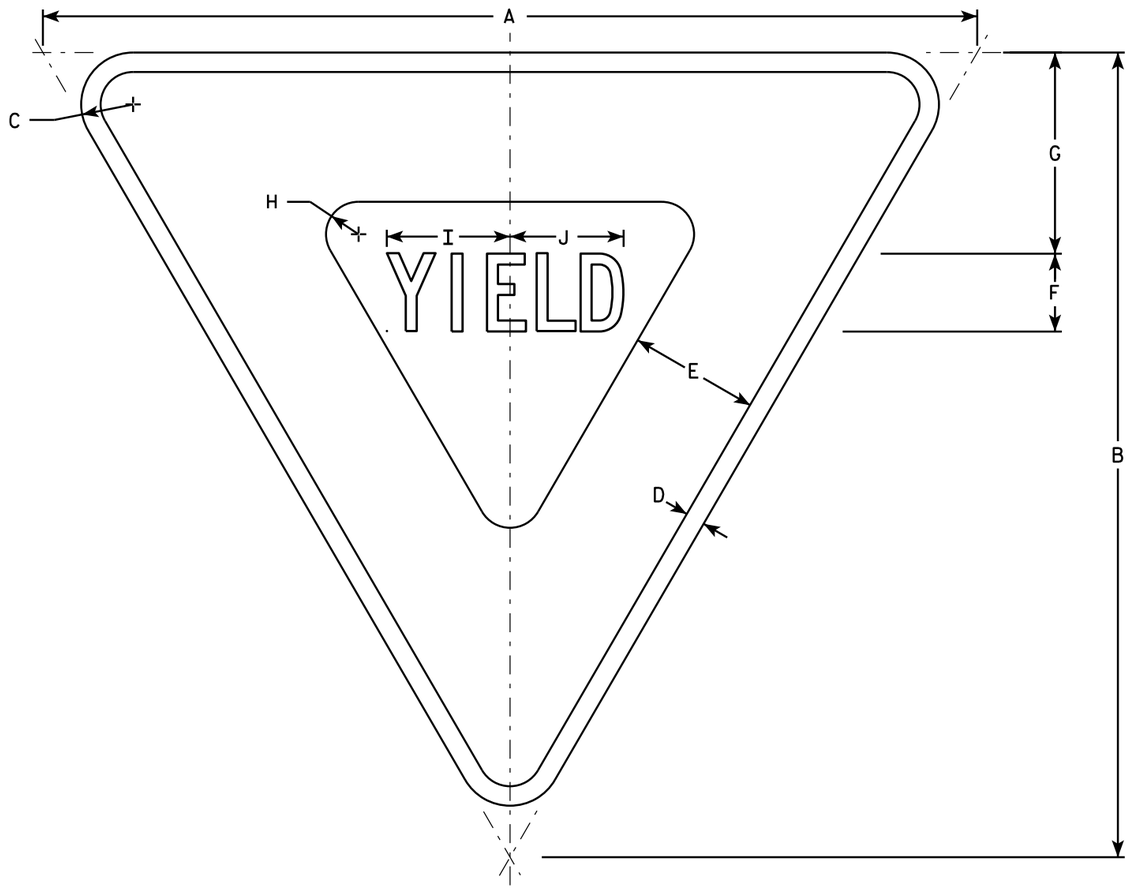
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E



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

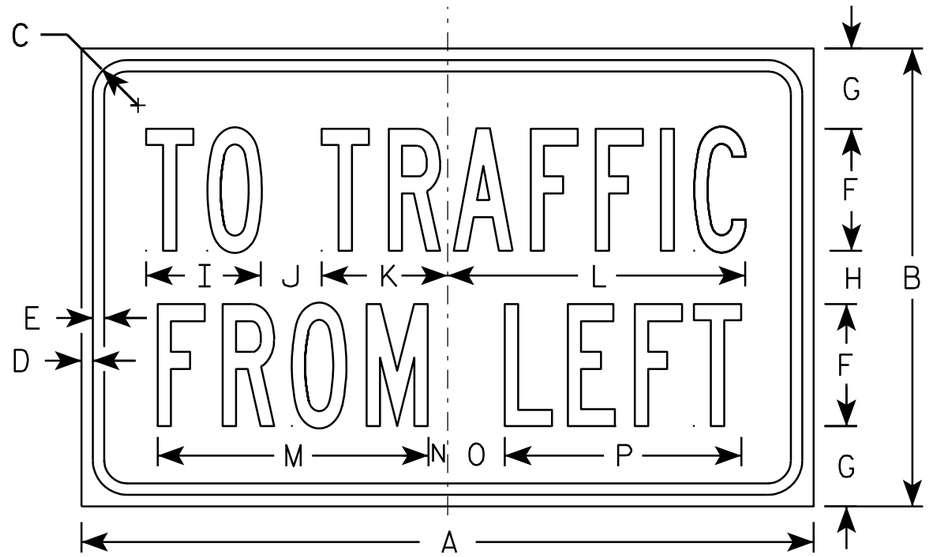
WISCONSIN DEPT OF TRANSPORTATION

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																											

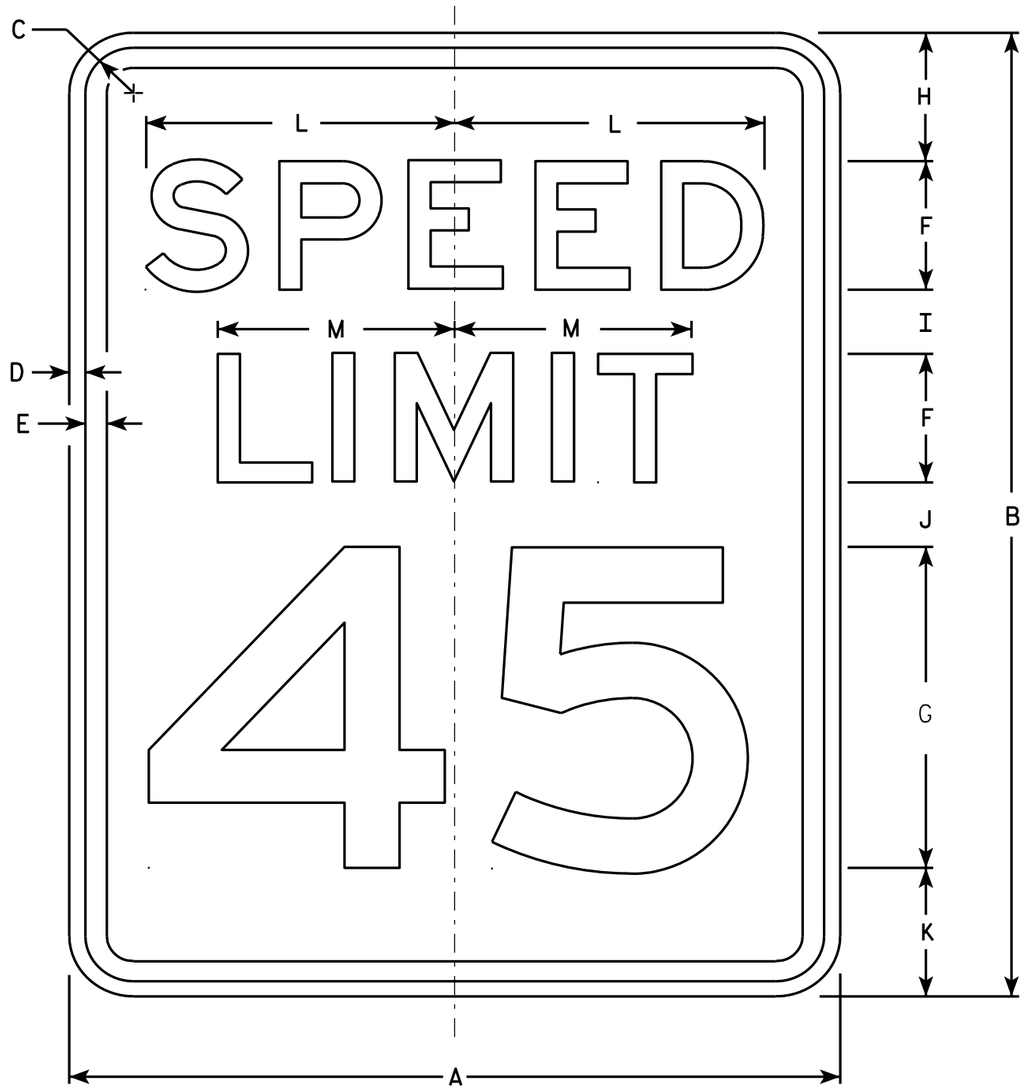
STANDARD SIGN
R1-54

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: 299	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

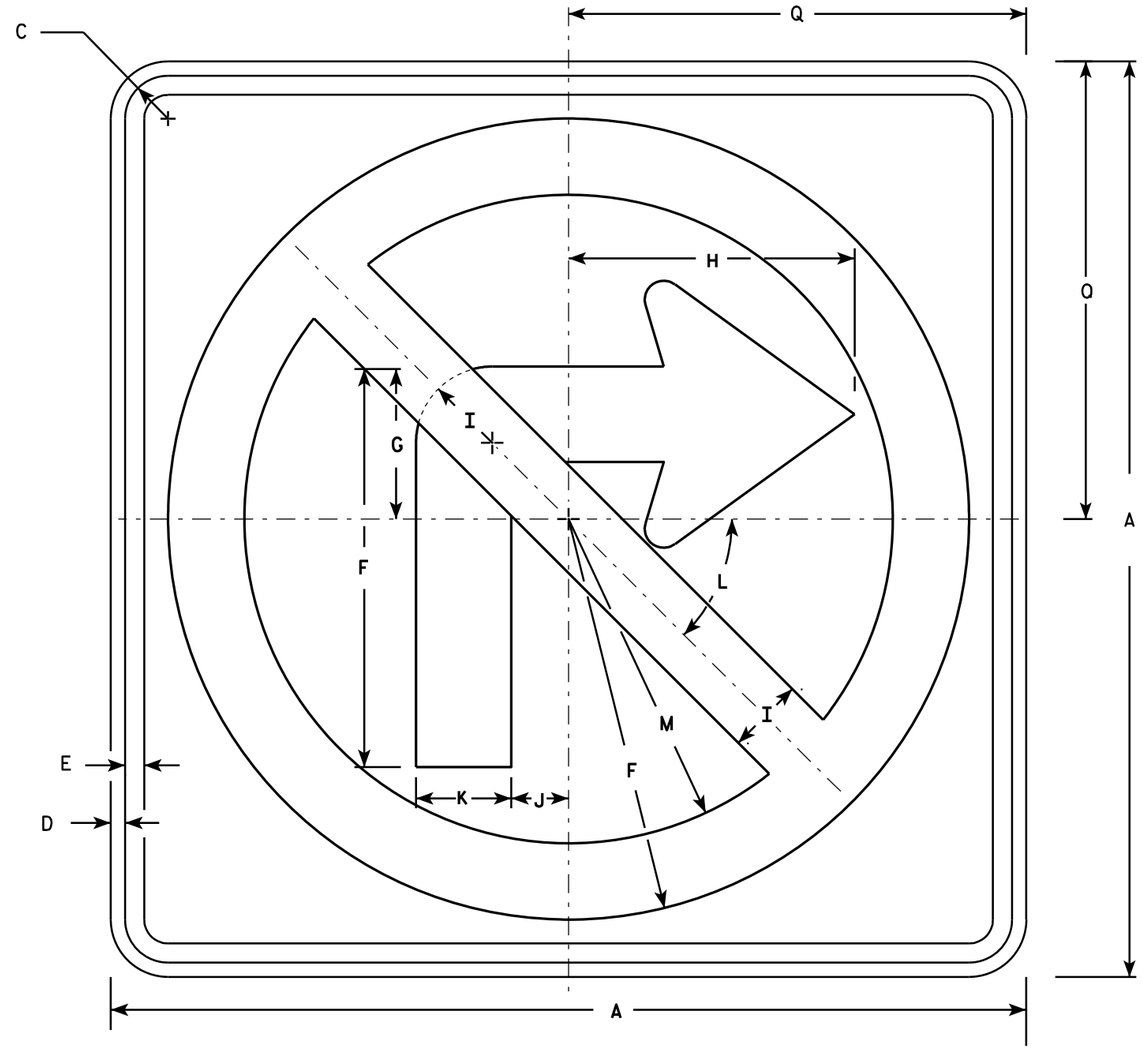
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

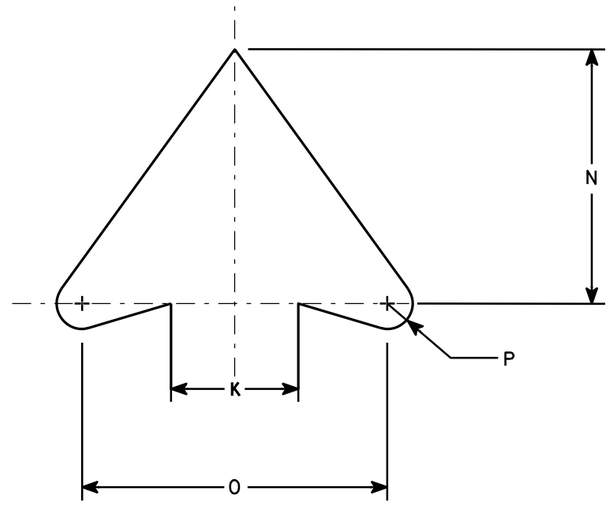
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E



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

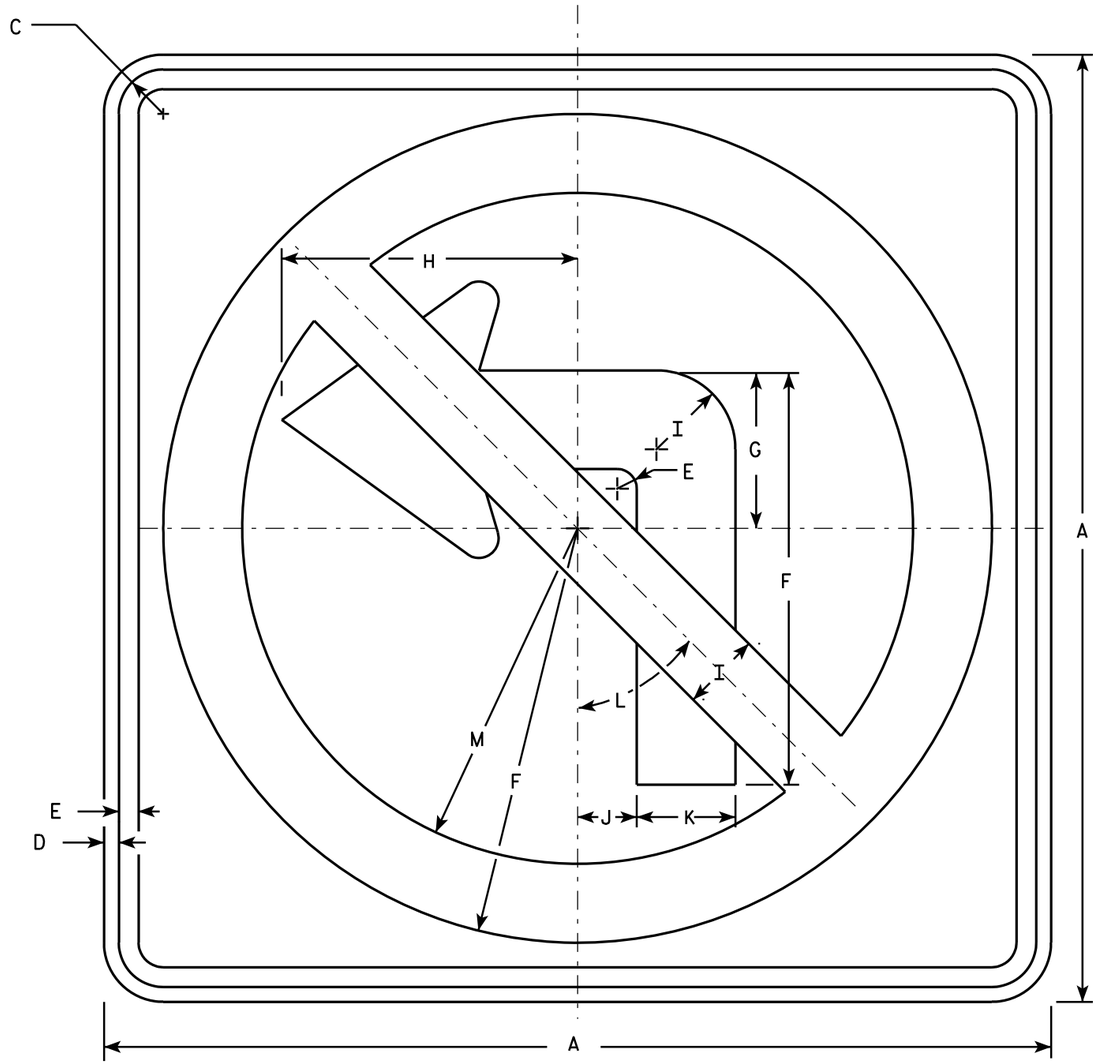
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

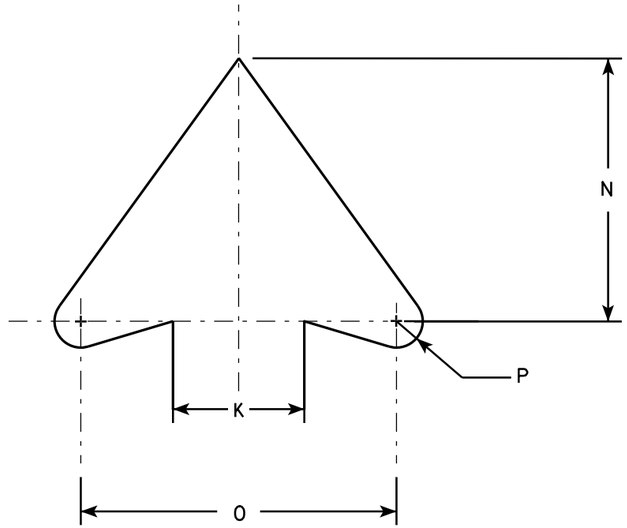
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 301	E



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

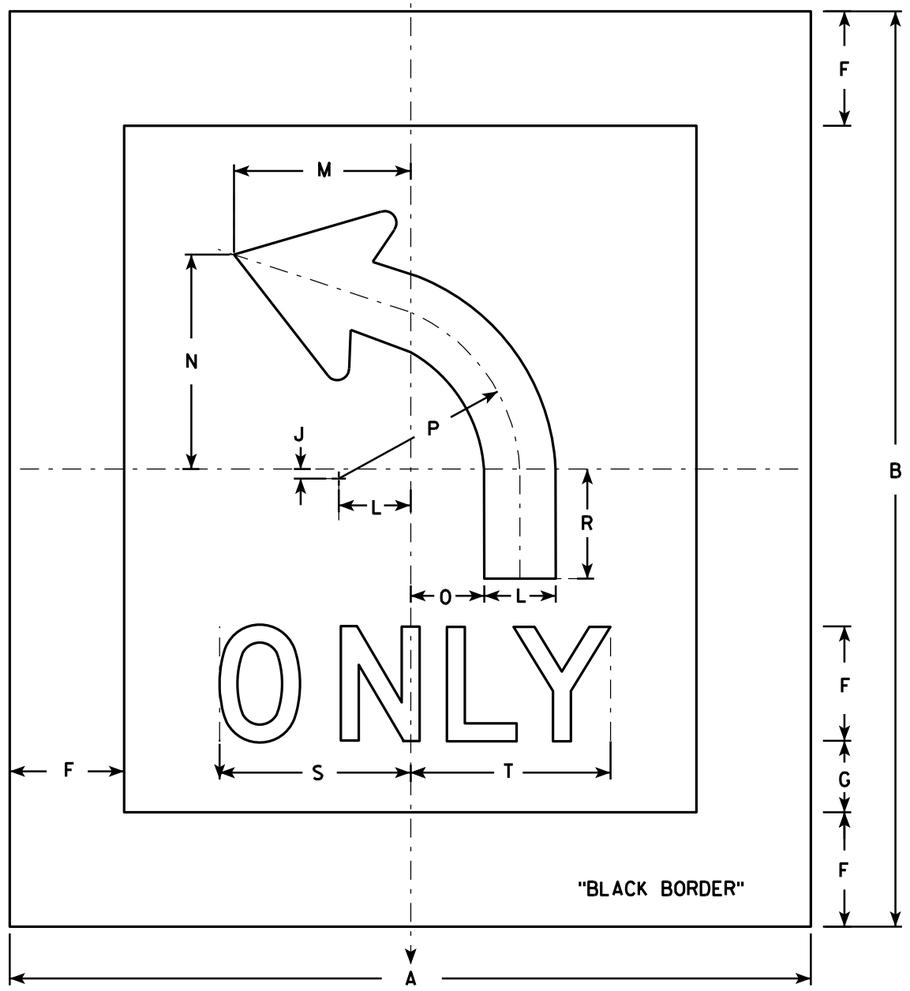
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

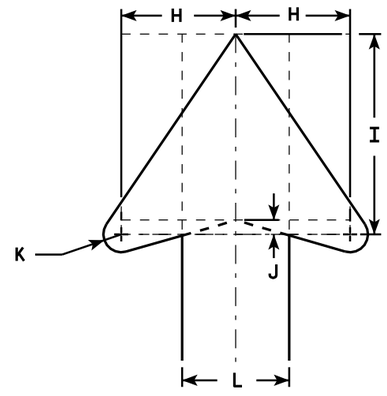
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 302	E



R3-5L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

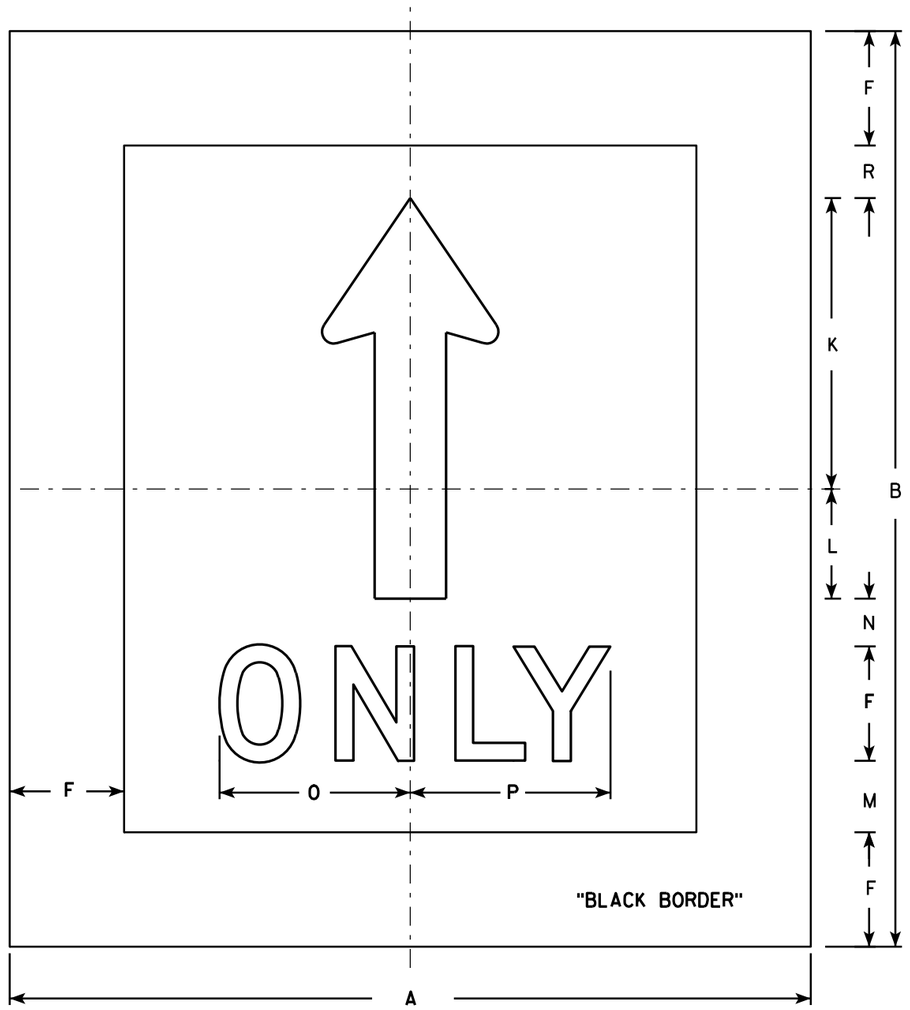
STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

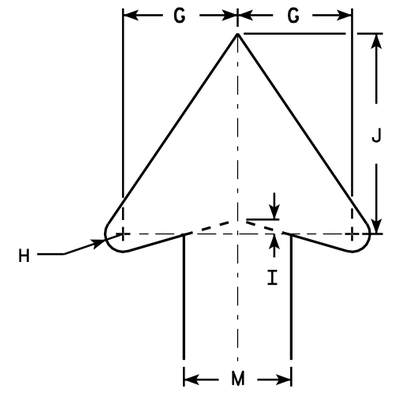
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E



R3-5A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
2M	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
3																											
4																											
5																											

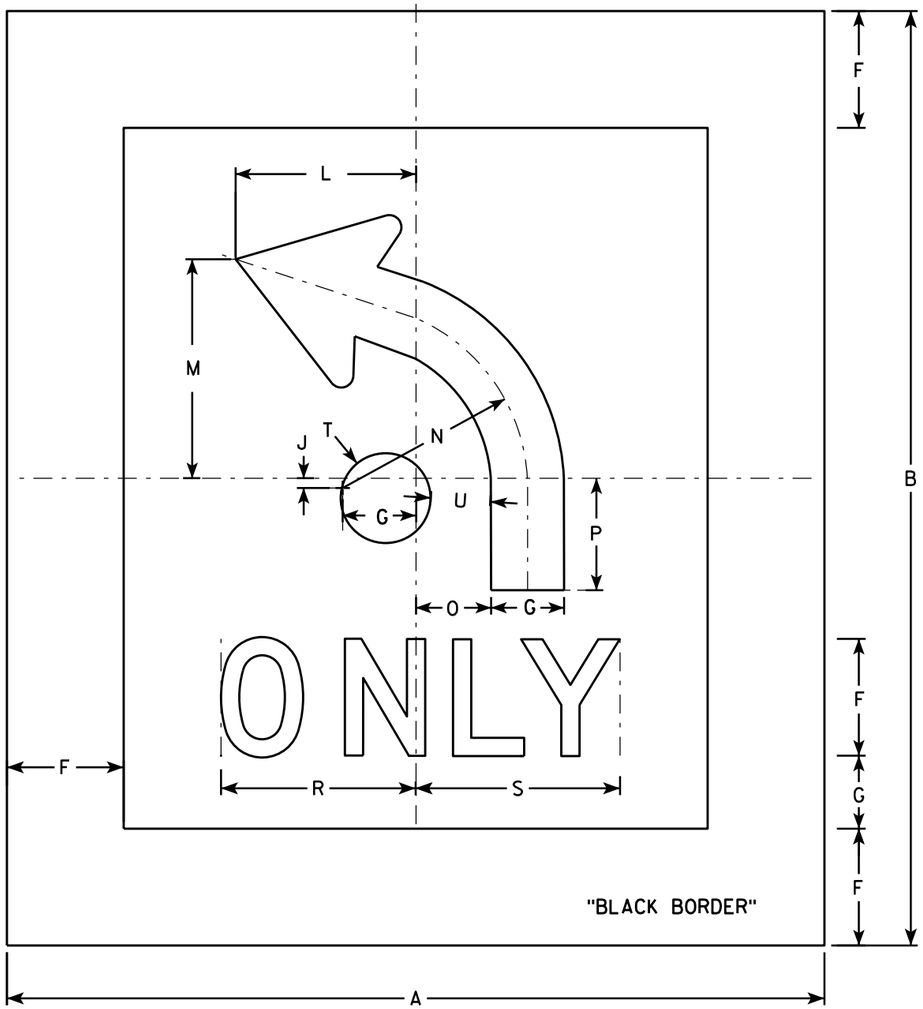
STANDARD SIGN
R3-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5A.5

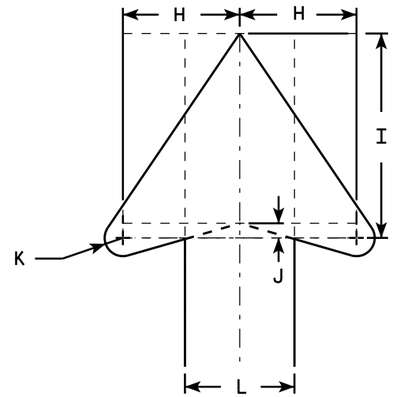
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	E



R3-5X

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
2M	42	48				6	3 3/4	4	7	1/2	5/8	9 1/4	11 1/4	9 1/2	3 7/8	5 3/4		10	10 1/2	4 1/2	3						14.0
3																											
4																											
5																											

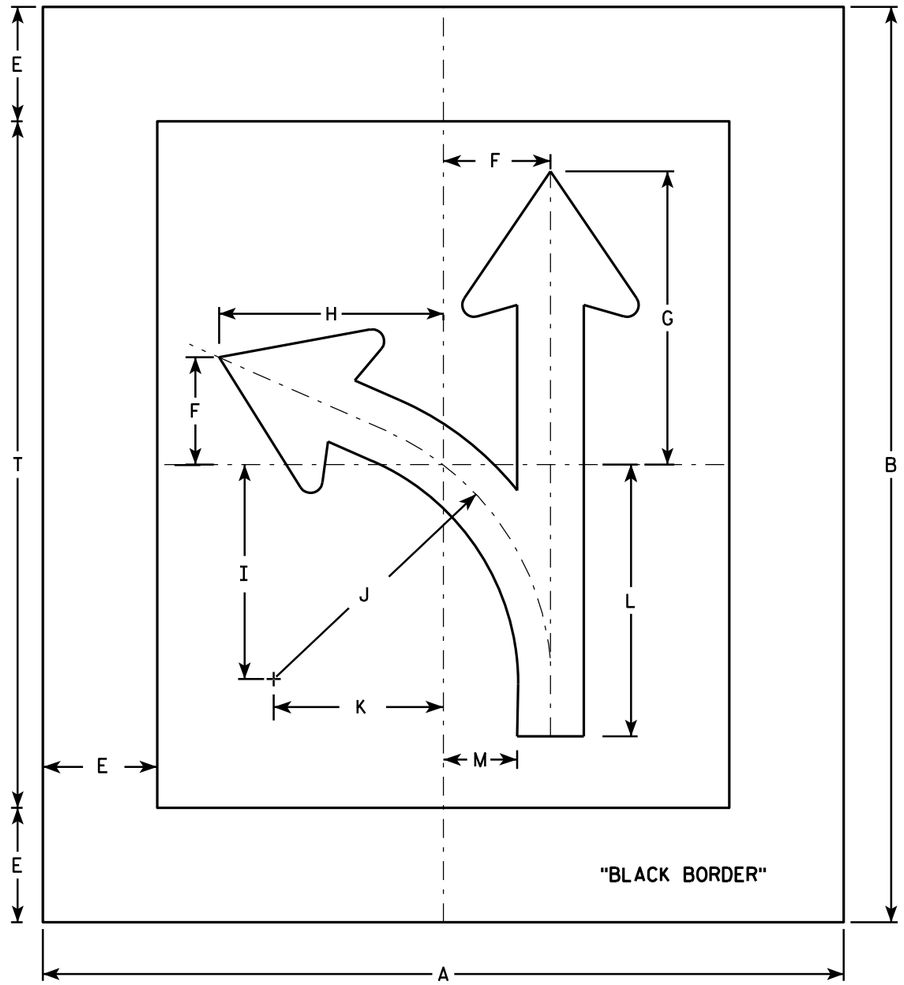
STANDARD SIGN
R3-5X

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 305 R3-5X.3

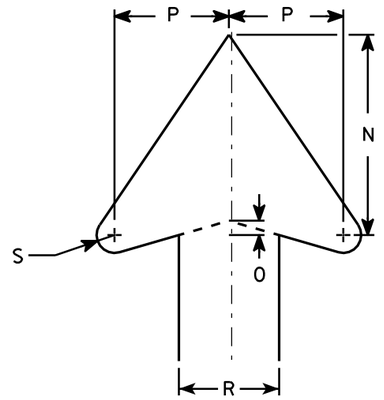
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



R3-6L

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. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. R3-6R is the same as R3-6L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

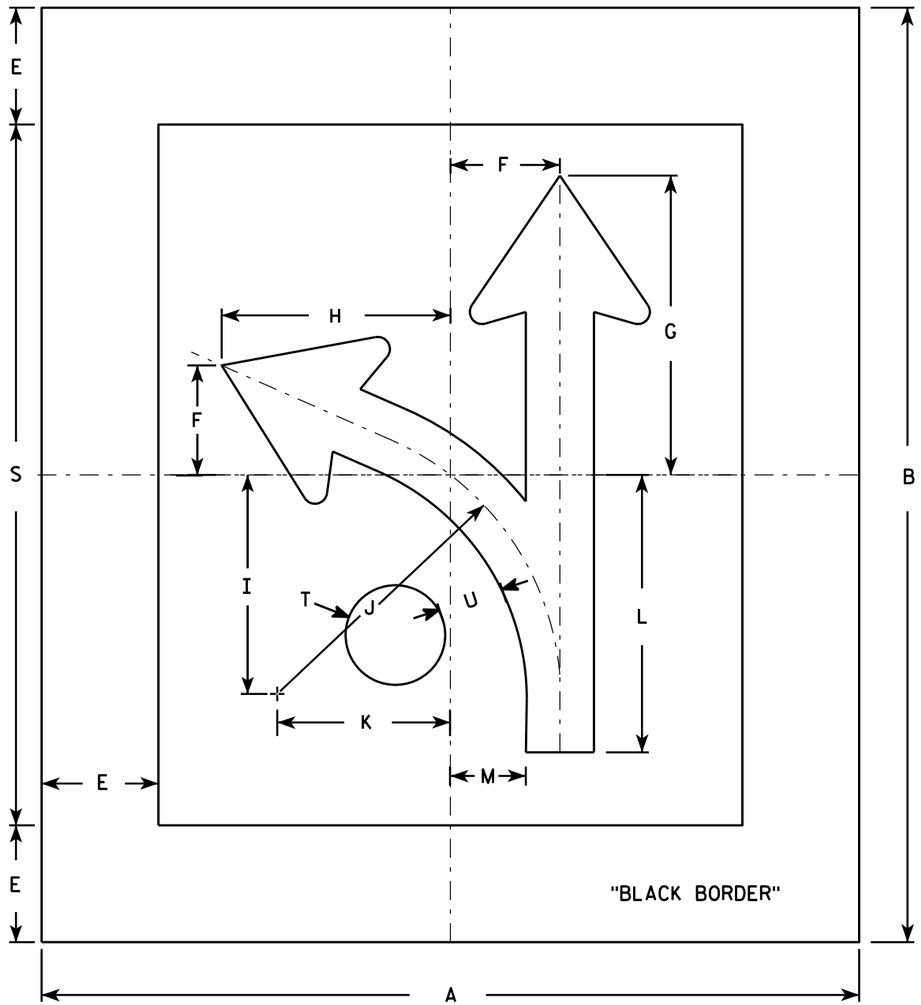
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5

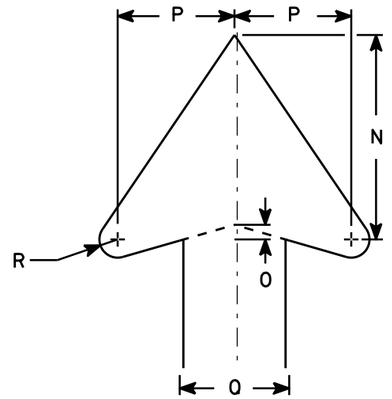
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 306 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
4. The 6" border is non-reflective black.



R3-6X



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4	3 1/2	5/8	36	5	3 1/2						14.0
3																											
4																											
5																											

STANDARD SIGN
R3-6X

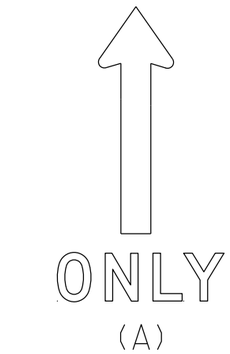
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE R3-6X.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

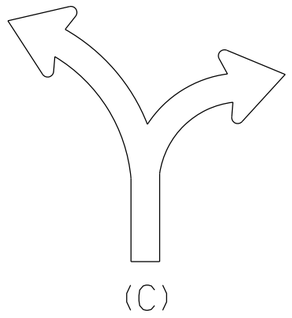
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R36X.DGN PLOT DATE : 05-FEB-2015 14:49 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.783368:1.000000 WISDOT/CADDS SHEET 42

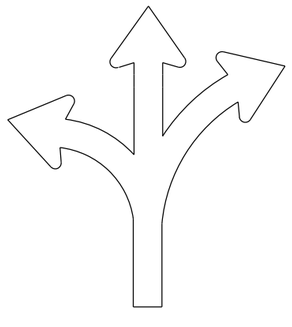


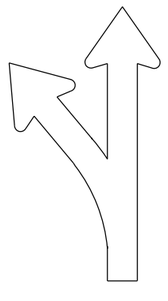
(A)

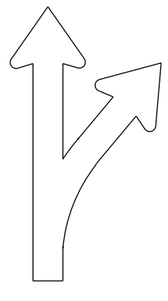


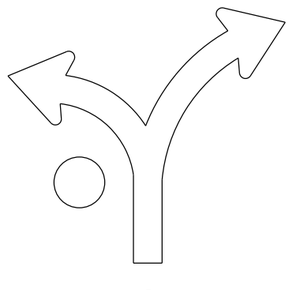
(B)

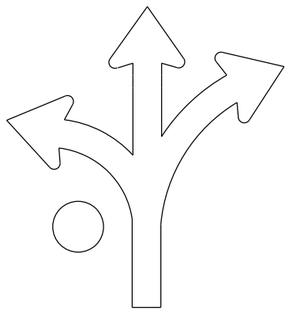

(C)

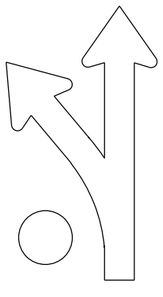

(D)

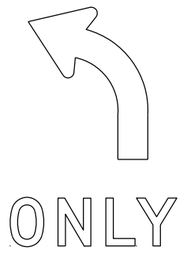

(E)


(F)

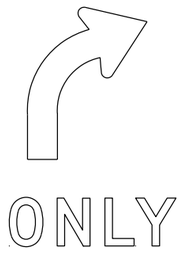

(G)


(H)

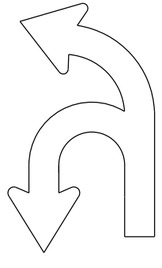

(I)



(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

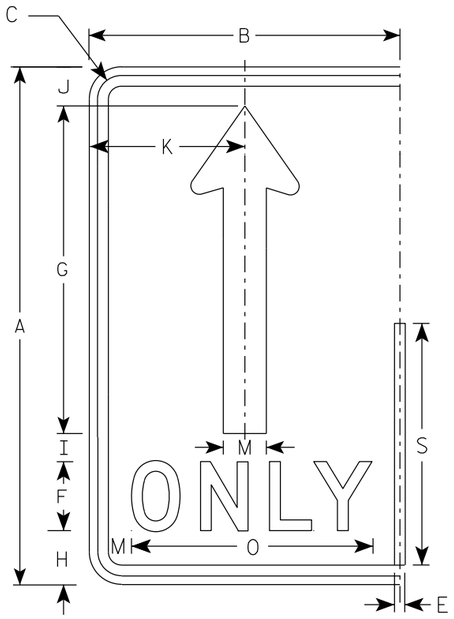
7

PROJECT NO:

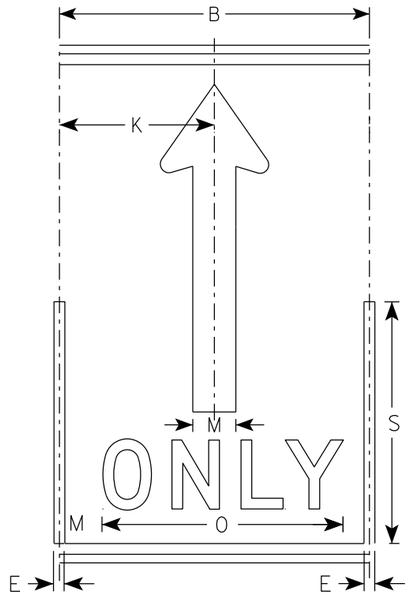
SHEET NO: 308 E

NOTES

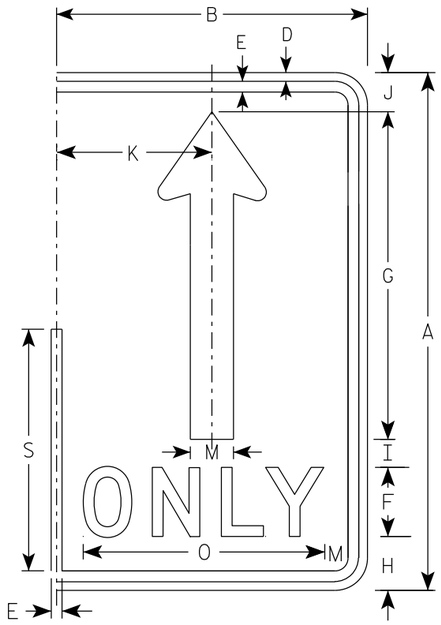
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



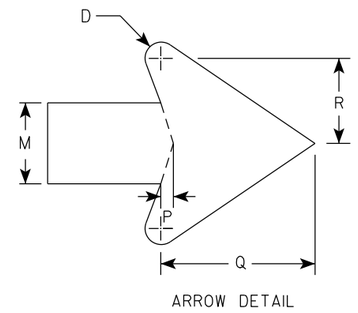
(A)



(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

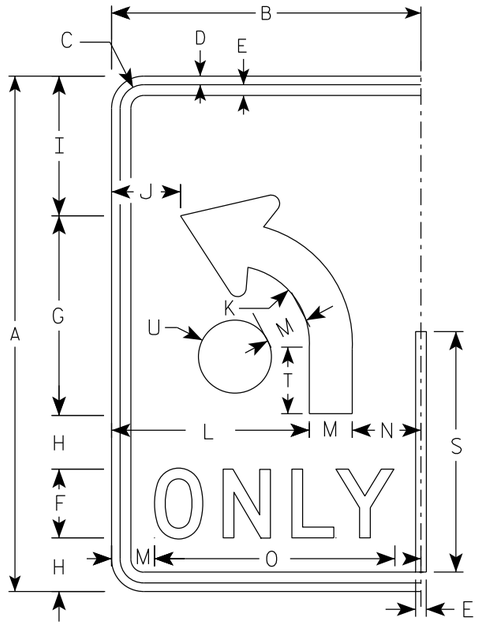
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

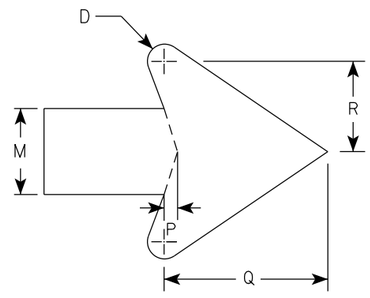
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 309 | E

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

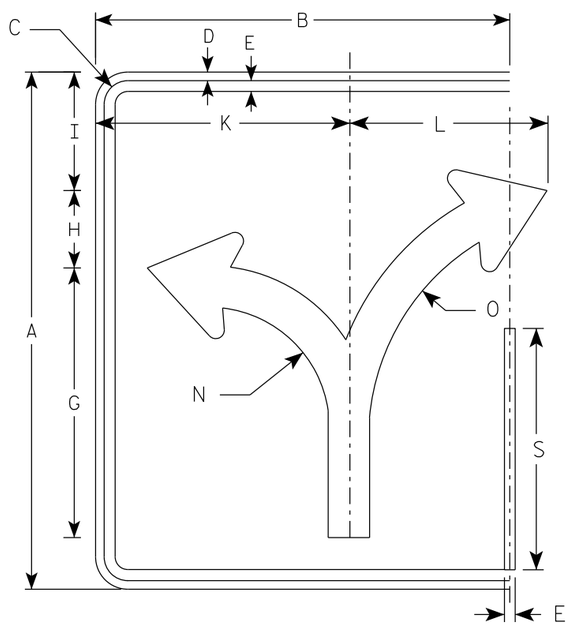
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

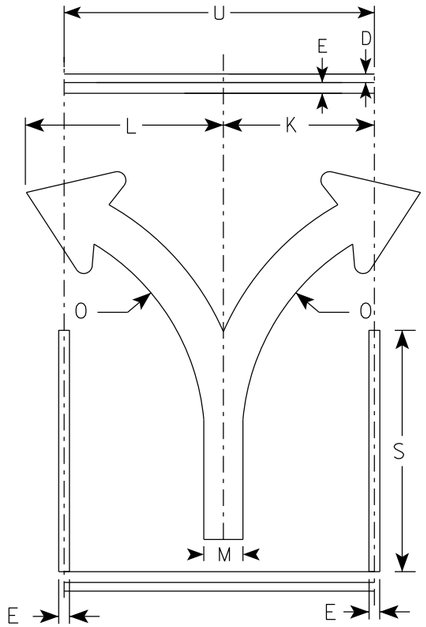
SHEET NO: 310 E

NOTES

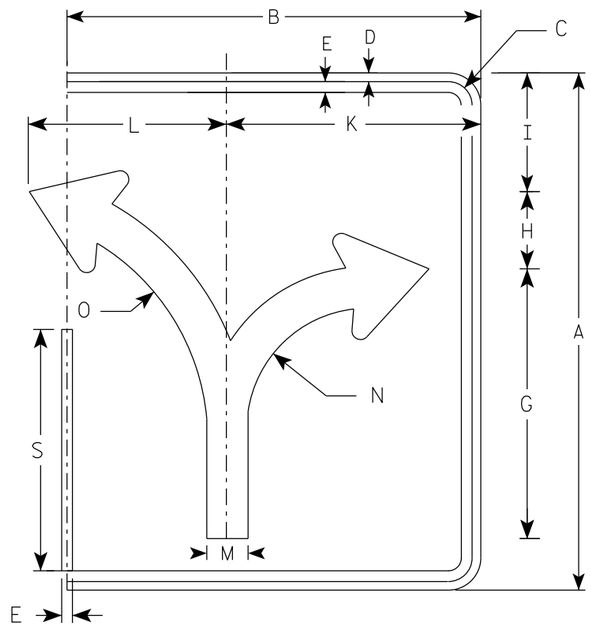
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



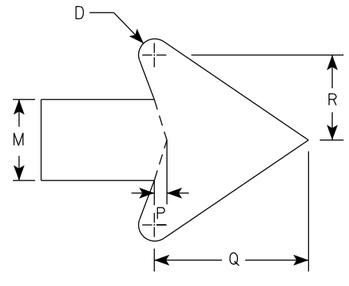
(C)



(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

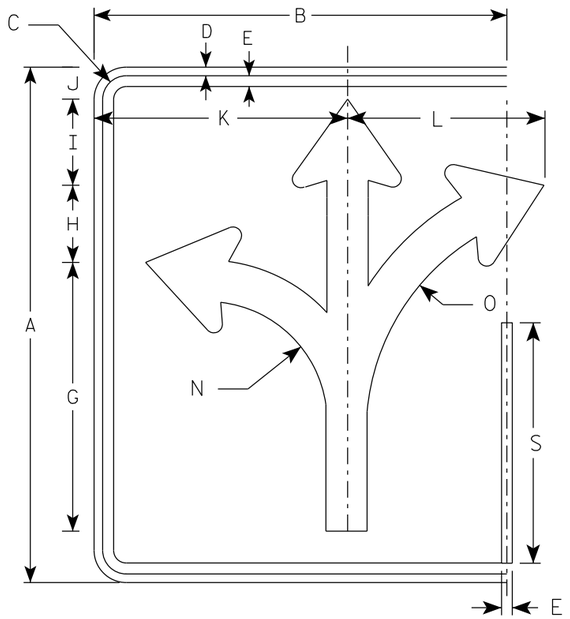
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

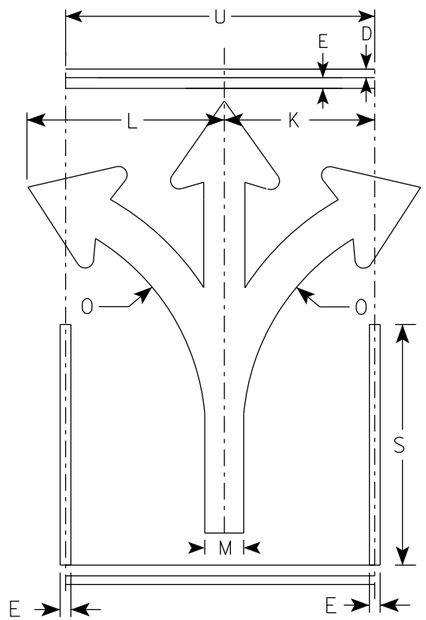
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 311 | E

NOTES

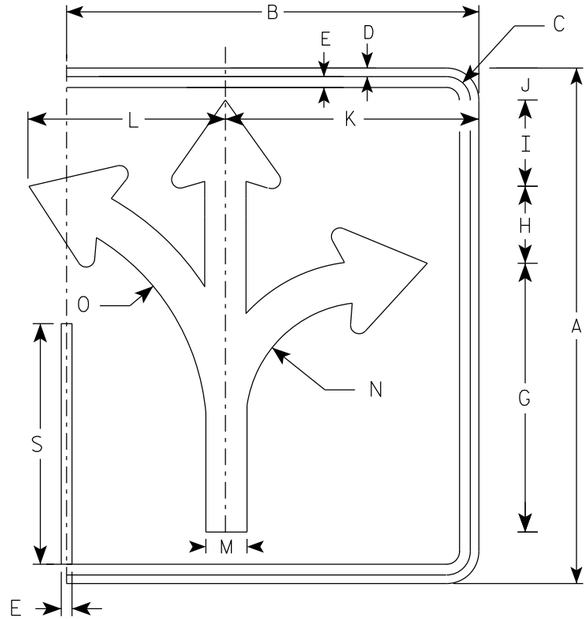
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



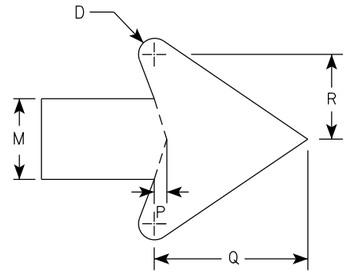
(D)



(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

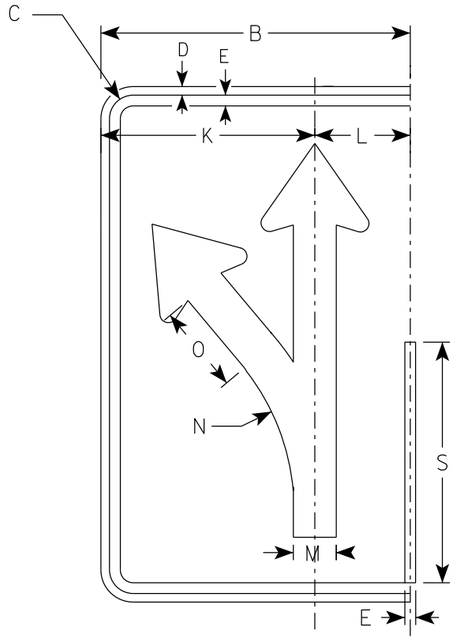
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

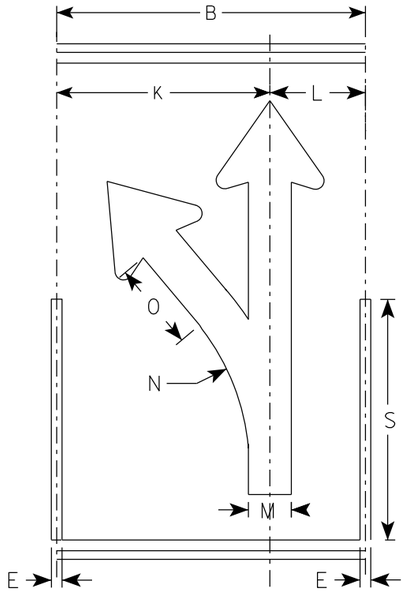
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E

NOTES

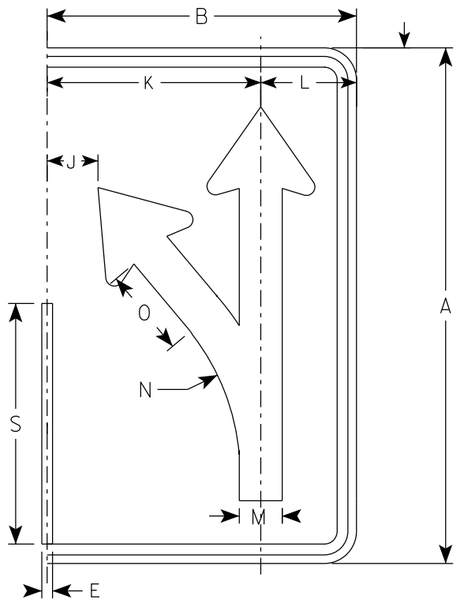
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



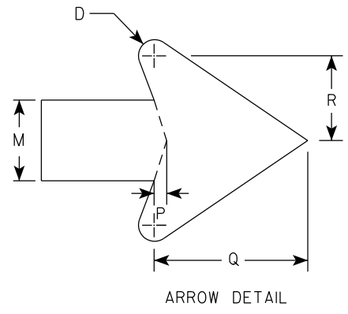
(E)



(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

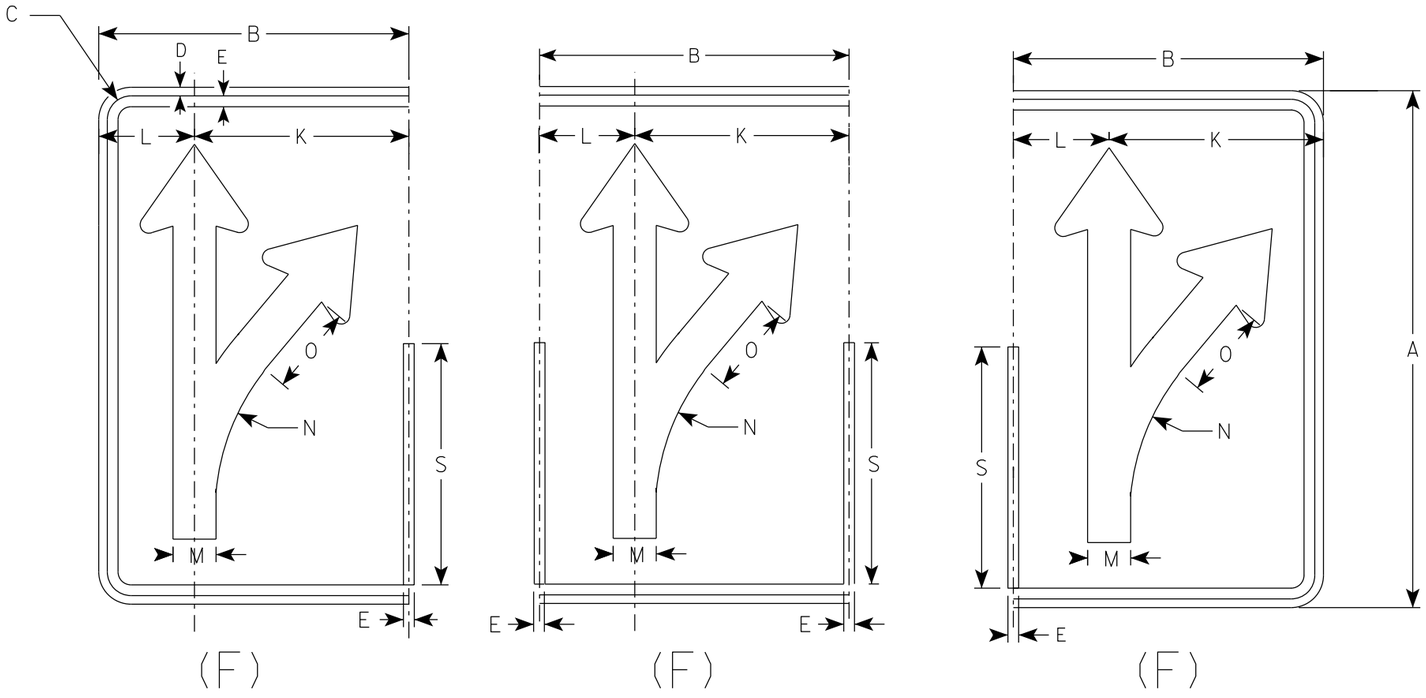
APPROVED Matthew R Rauch
For State Traffic Engineer

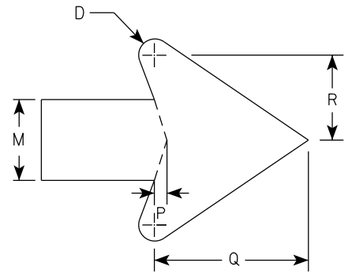
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 313 | 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

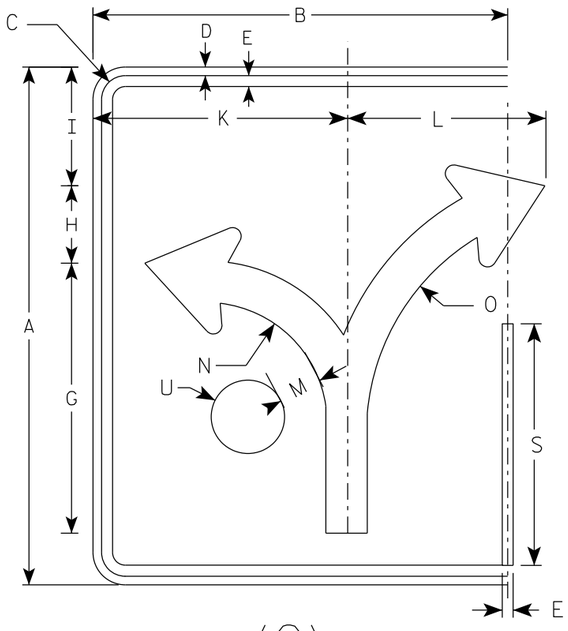
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

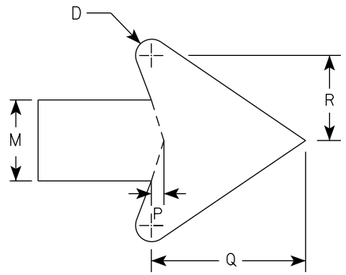
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 314	E

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

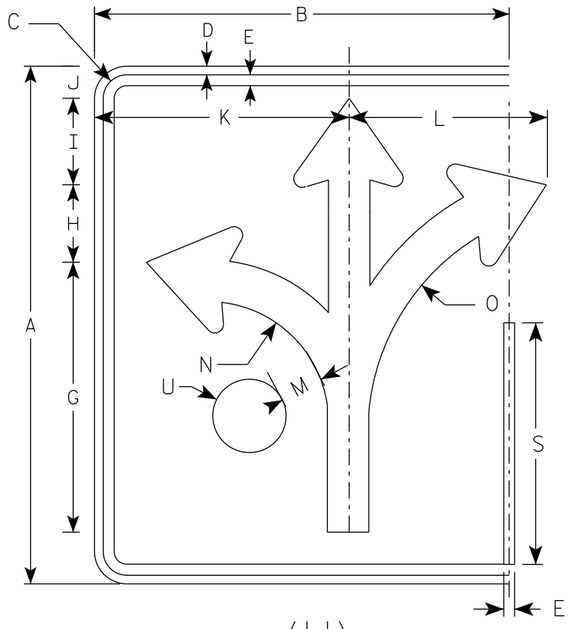
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E

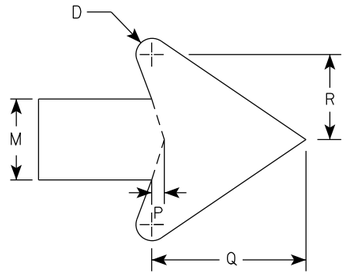
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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

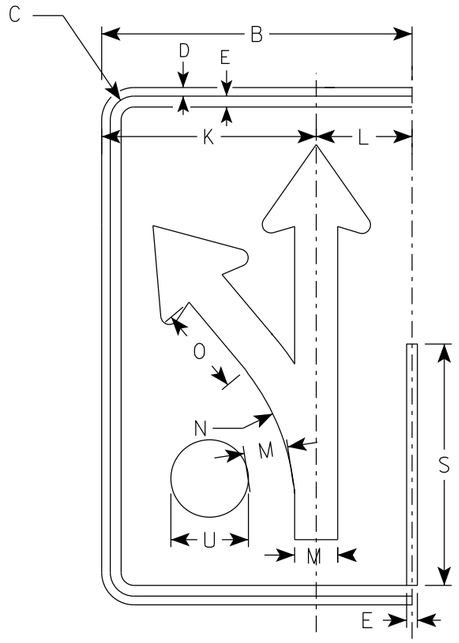
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

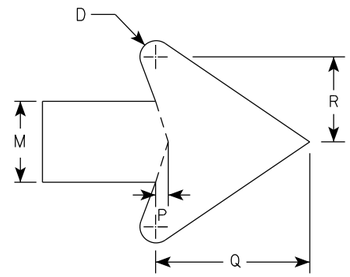
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 316	E

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

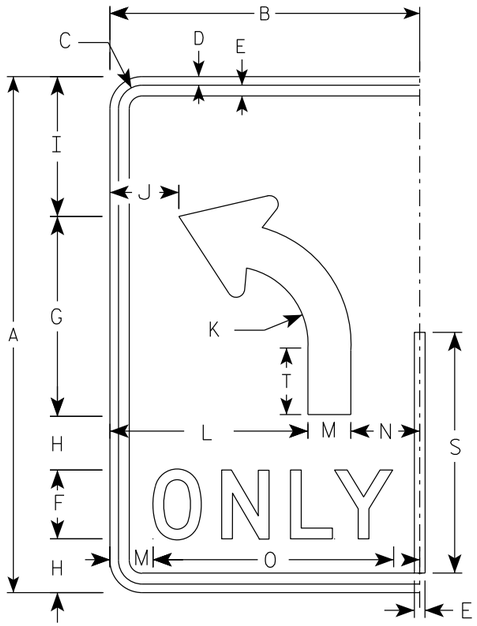
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

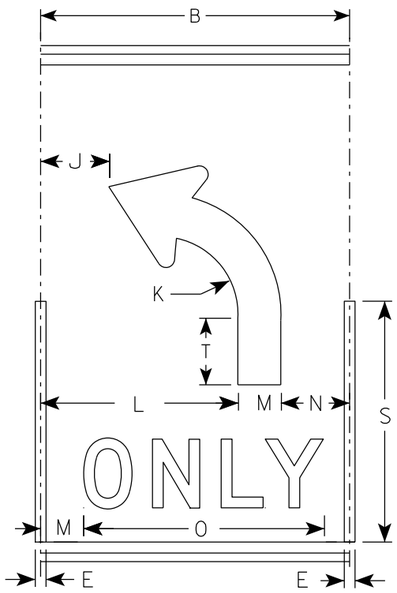
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E

NOTES

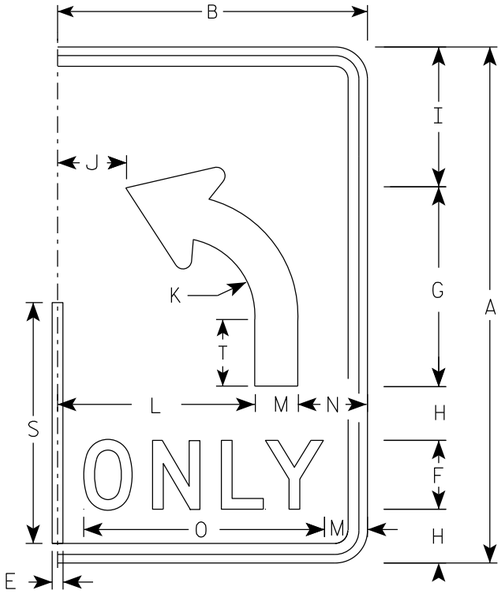
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



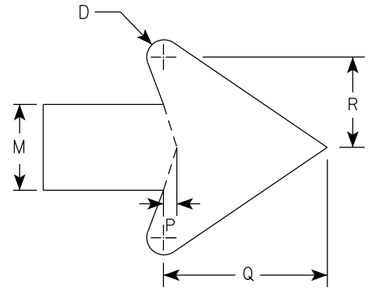
(L)



(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

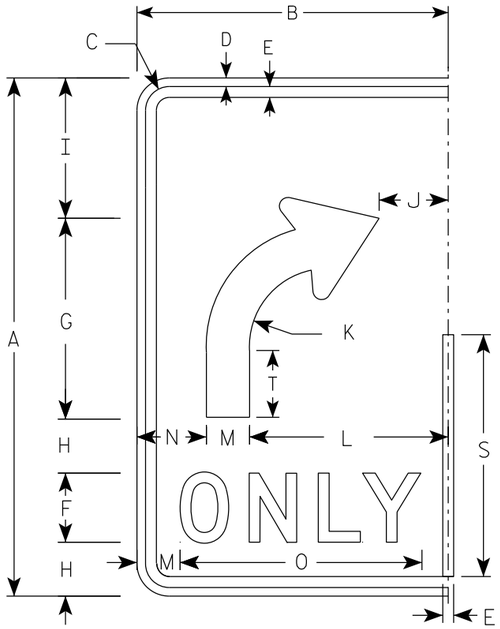
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

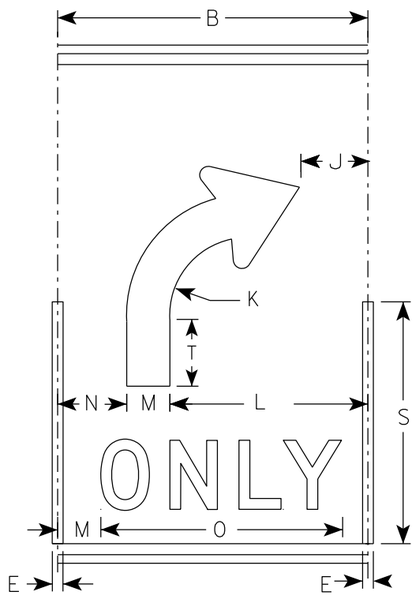
SHEET NO: 318 E

NOTES

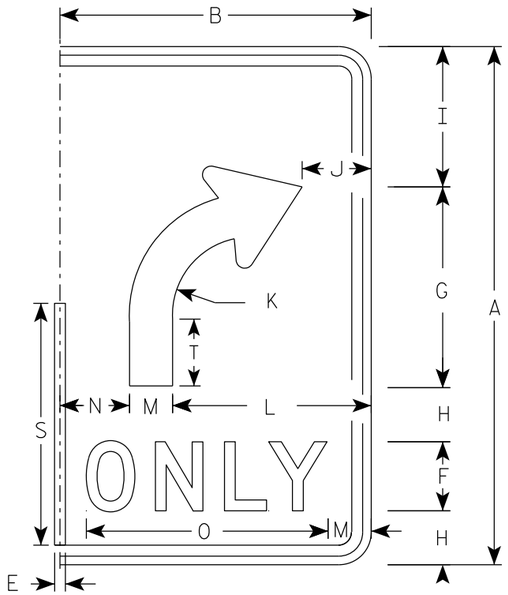
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



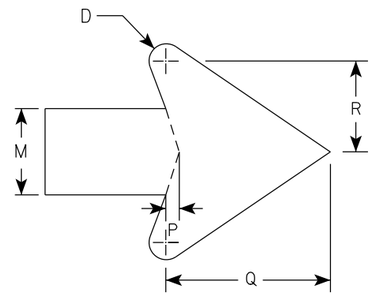
(R)



(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

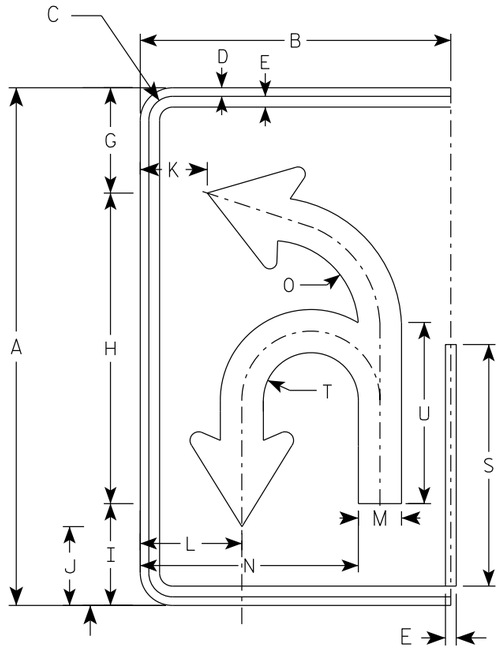
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

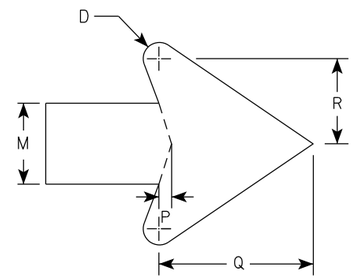
SHEET NO: 319 E

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

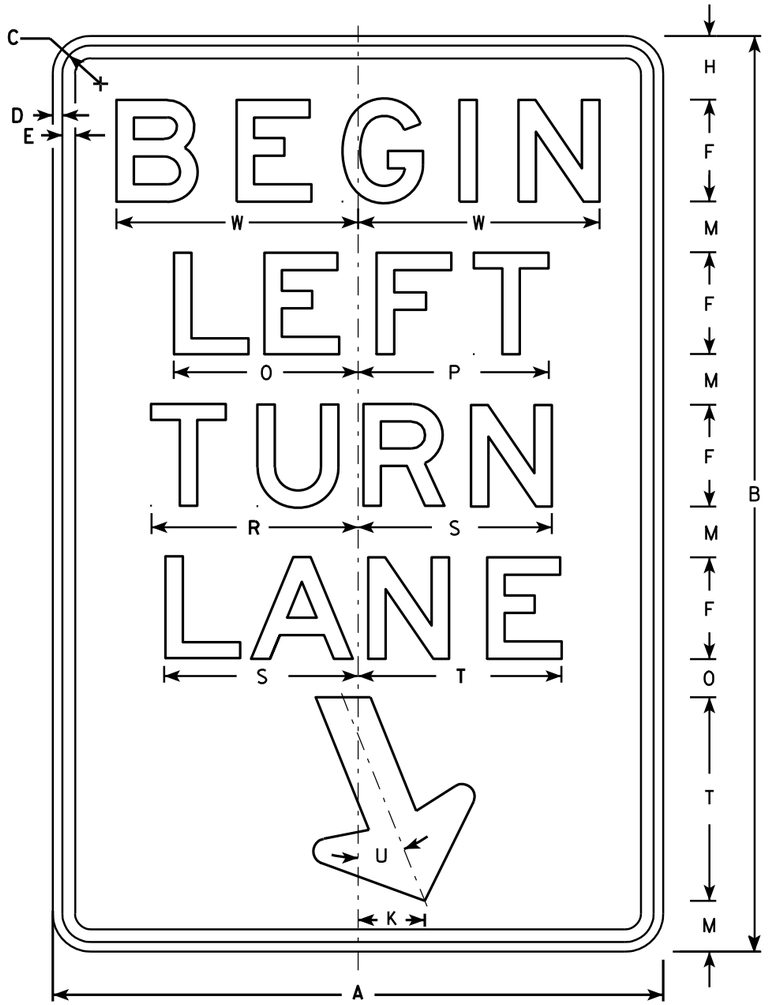
STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

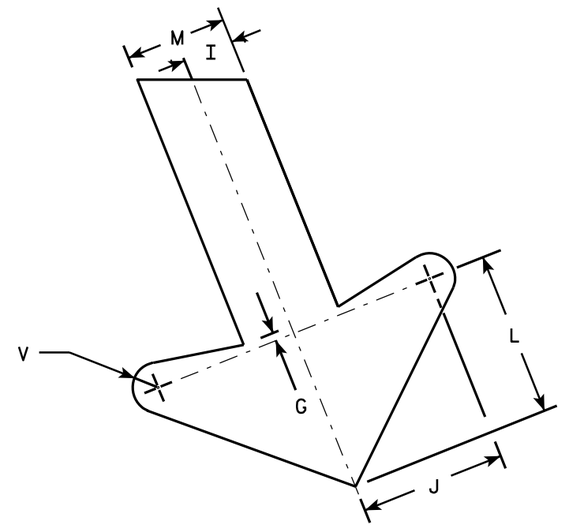
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 | E



R3-20L

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

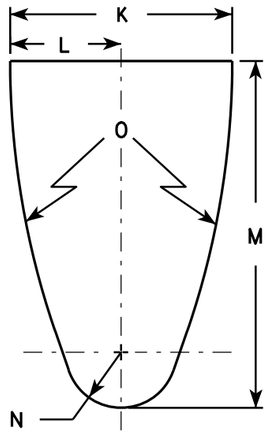
STANDARD SIGN
R3-20L

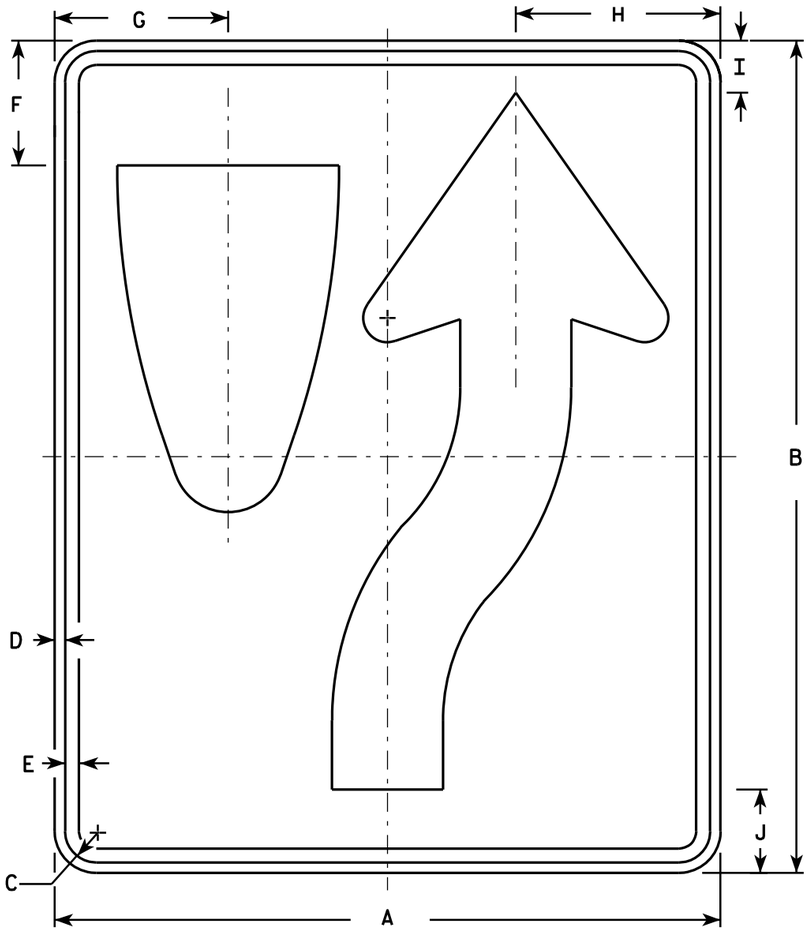
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 321 | E

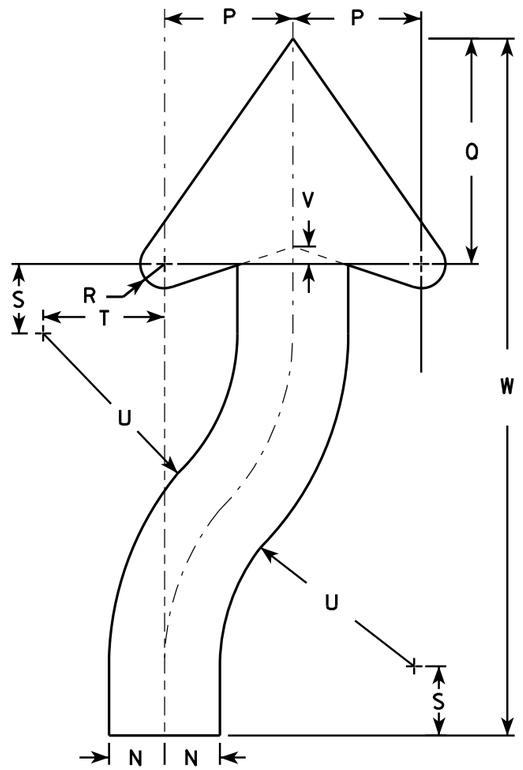




R4-7

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

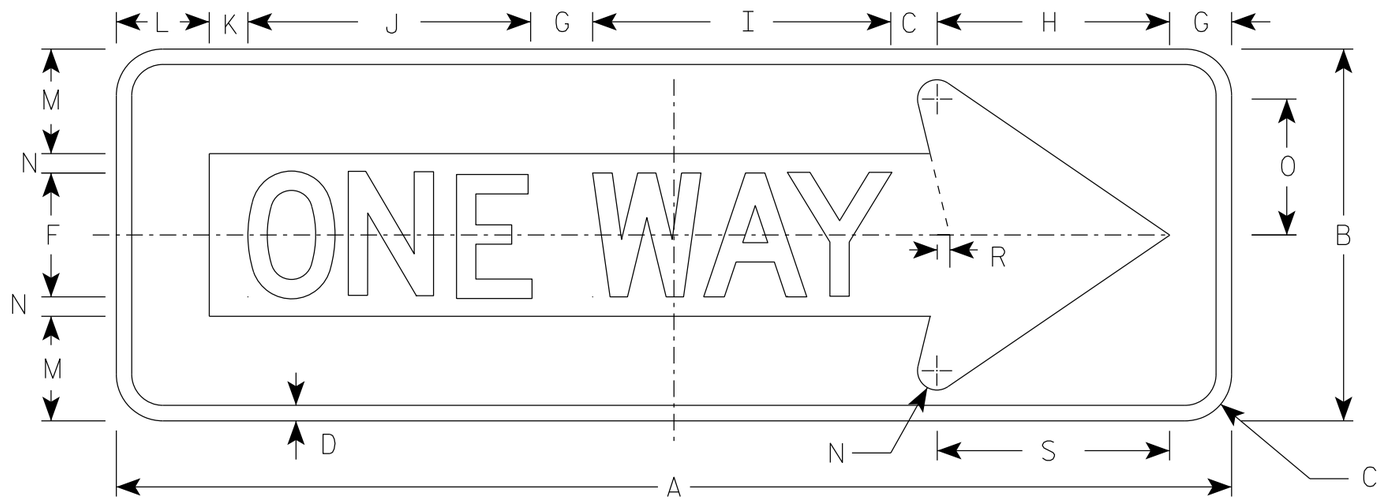
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

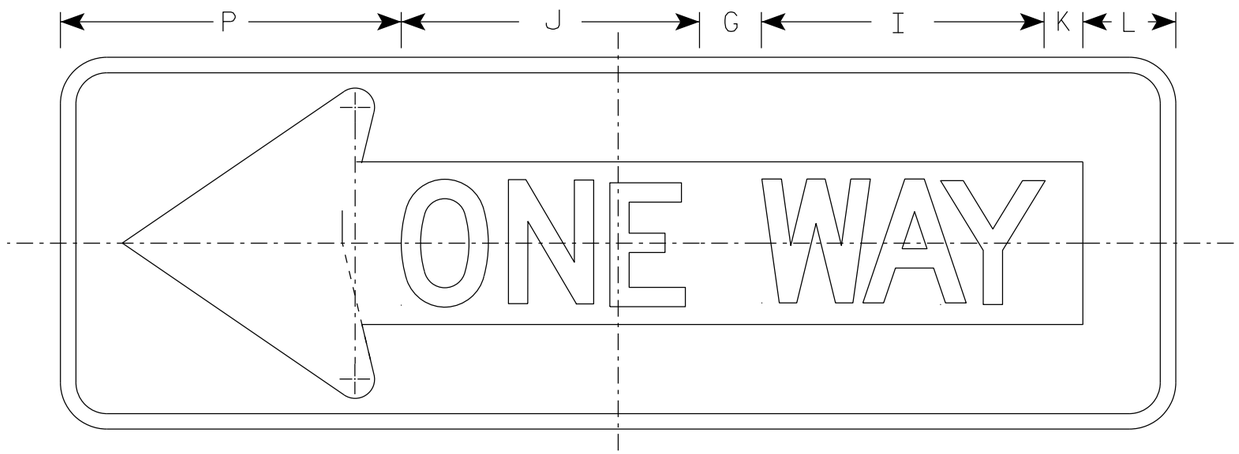
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 322	E



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

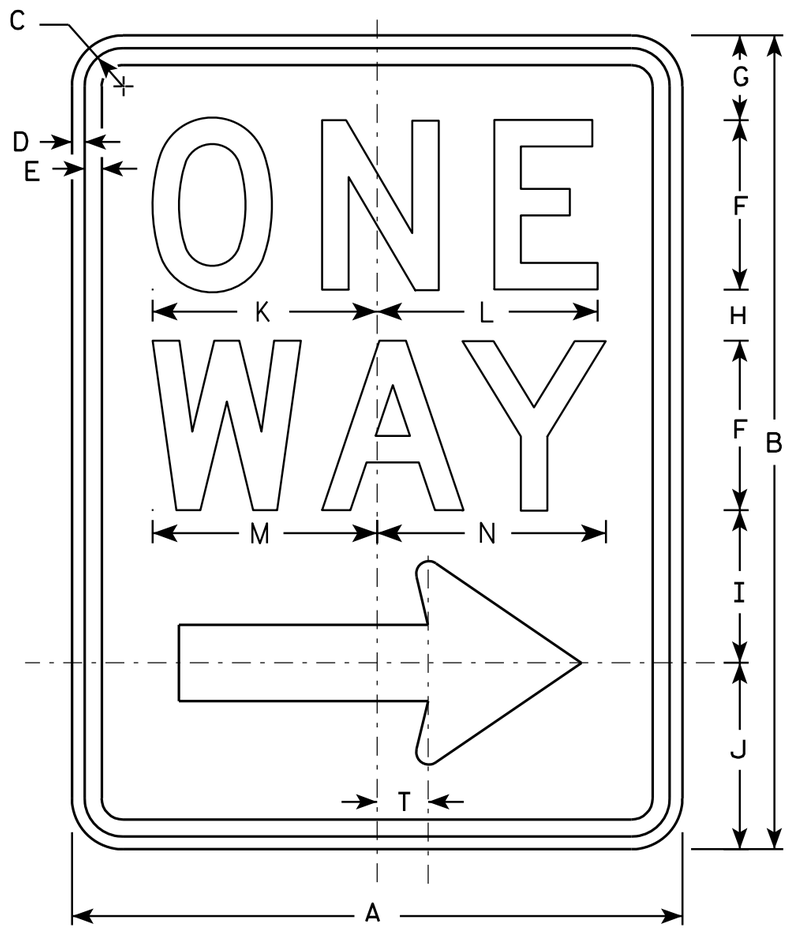
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

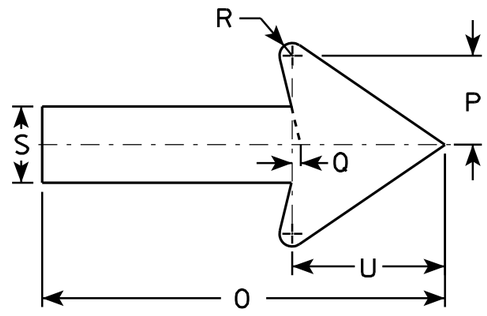
SHEET NO: 323 E



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

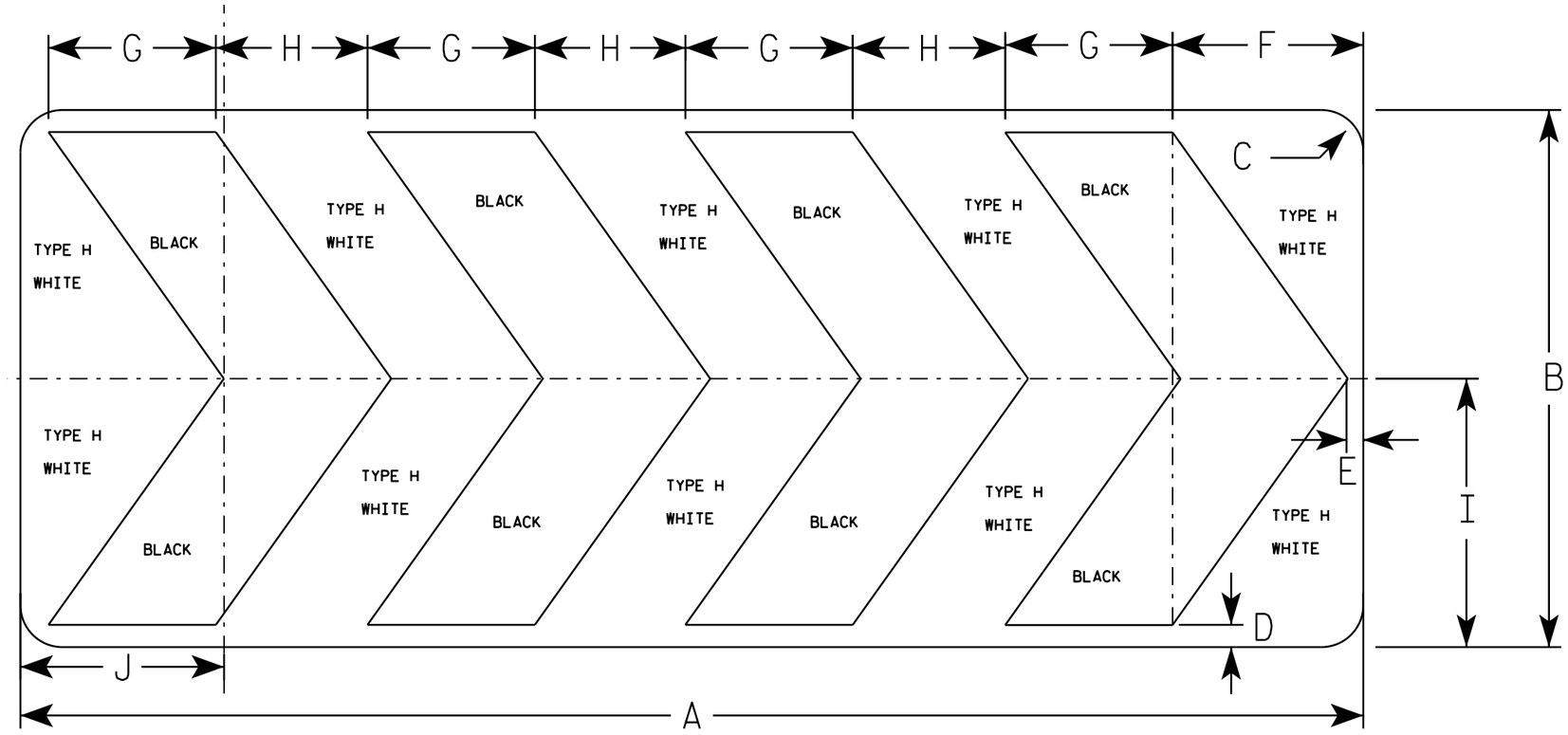
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 324	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

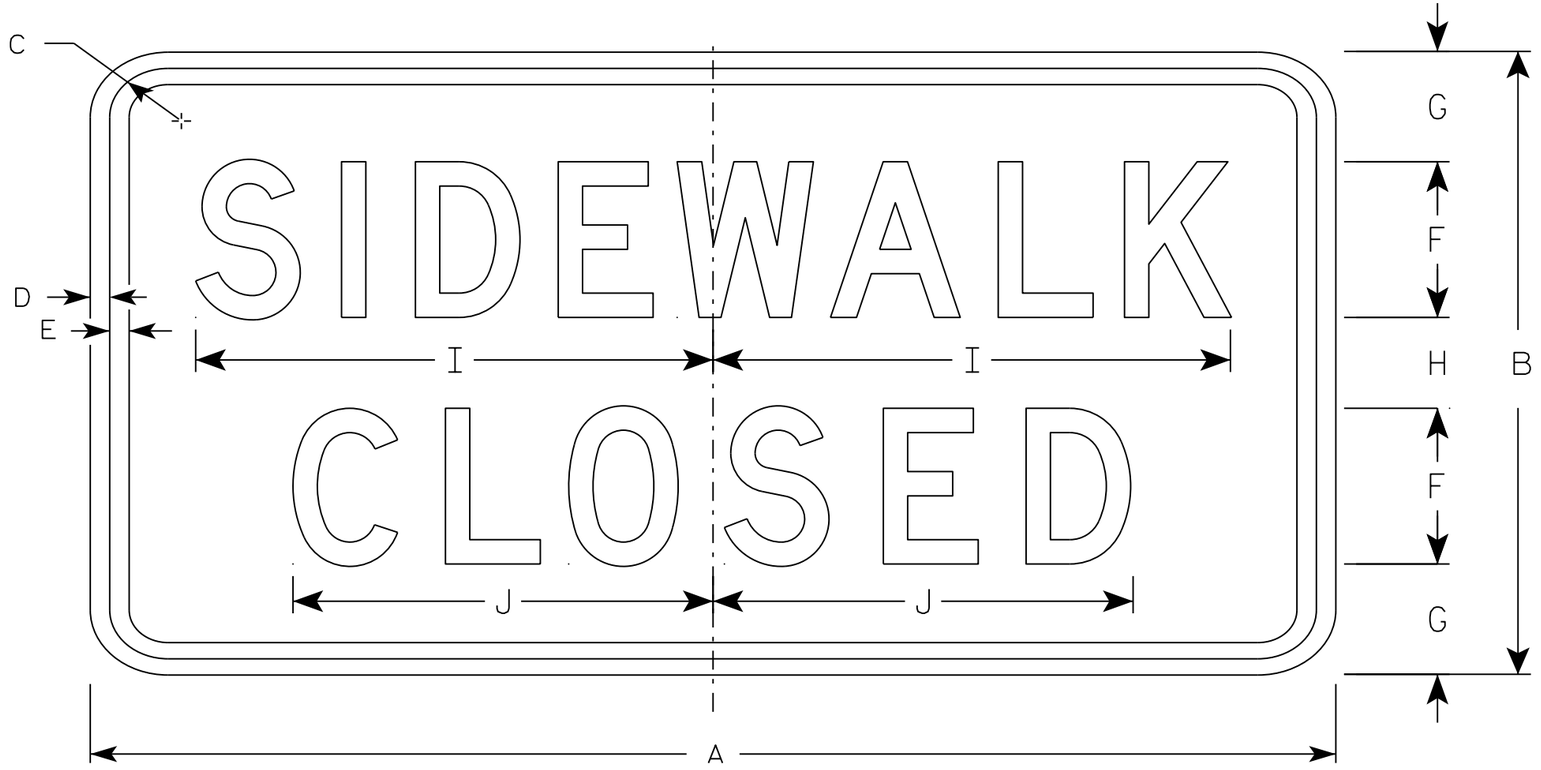
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

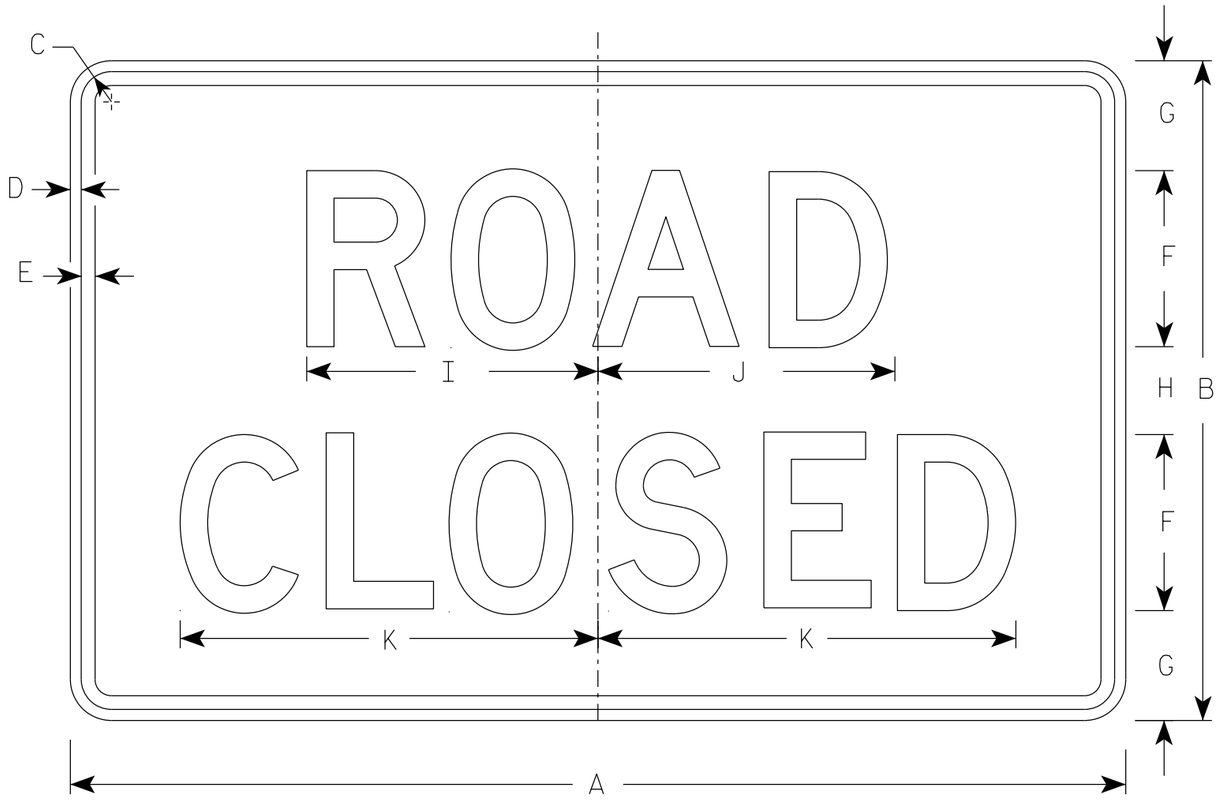
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/11/16 PLATE 326 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

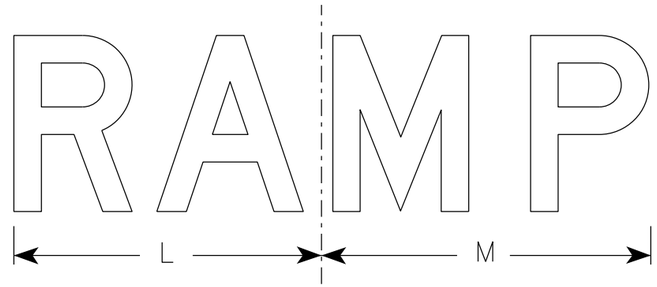
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



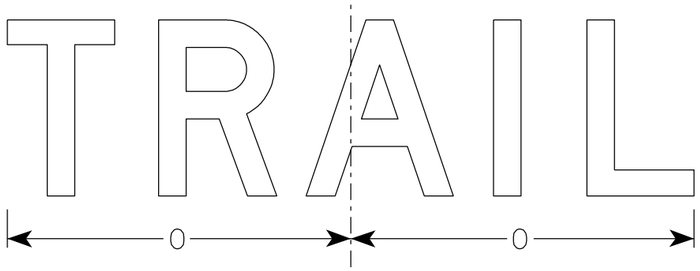
R11-2

NOTES

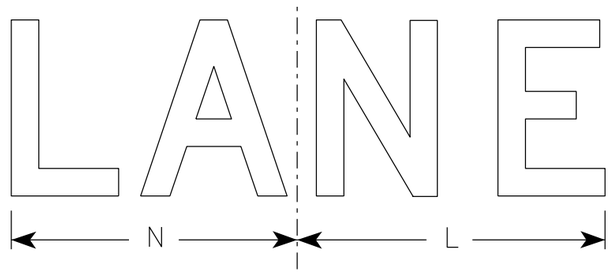
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



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	15 5/8												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	15 5/8												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	15 5/8												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	15 5/8												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	15 5/8												10.0

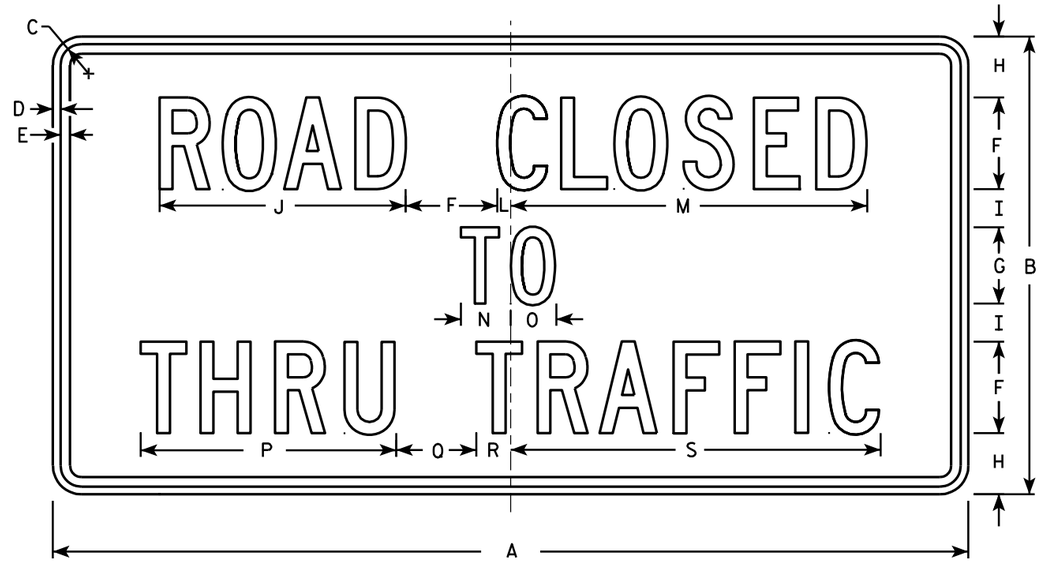
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 327	E



R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 3/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

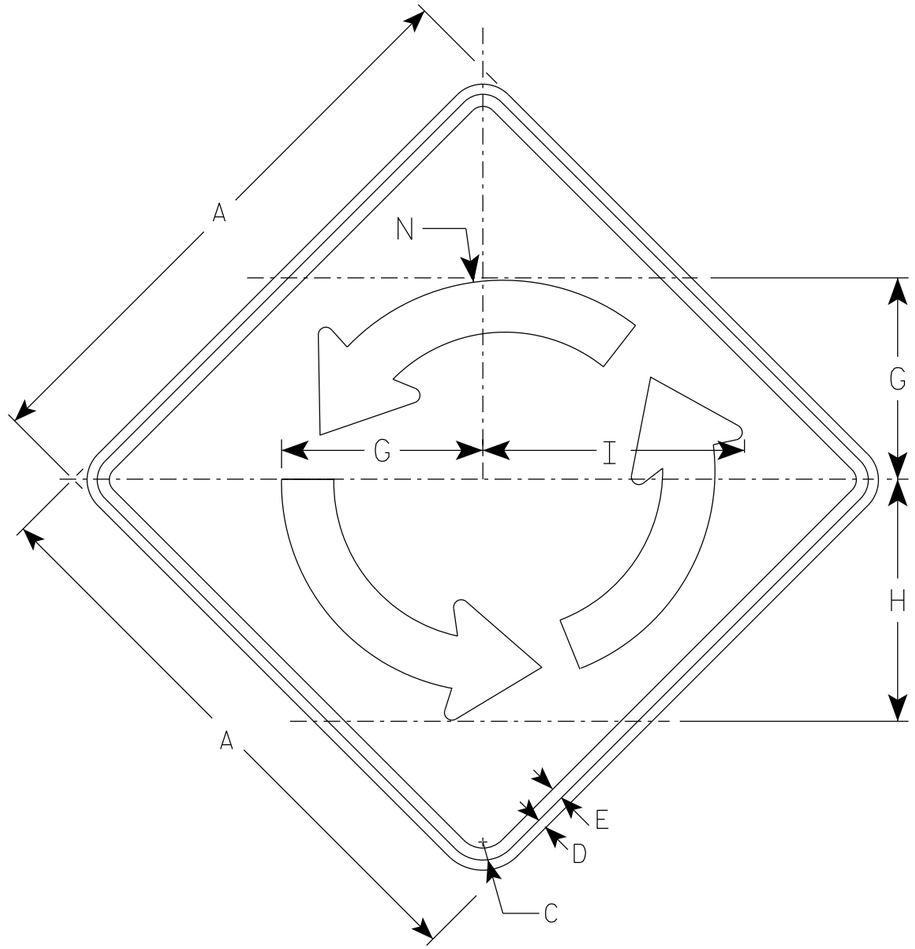
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 328	E

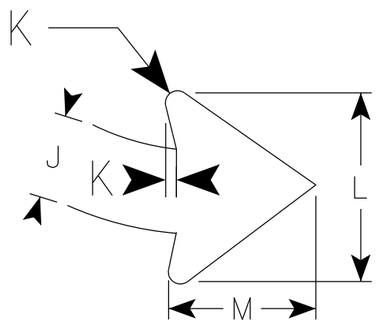


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

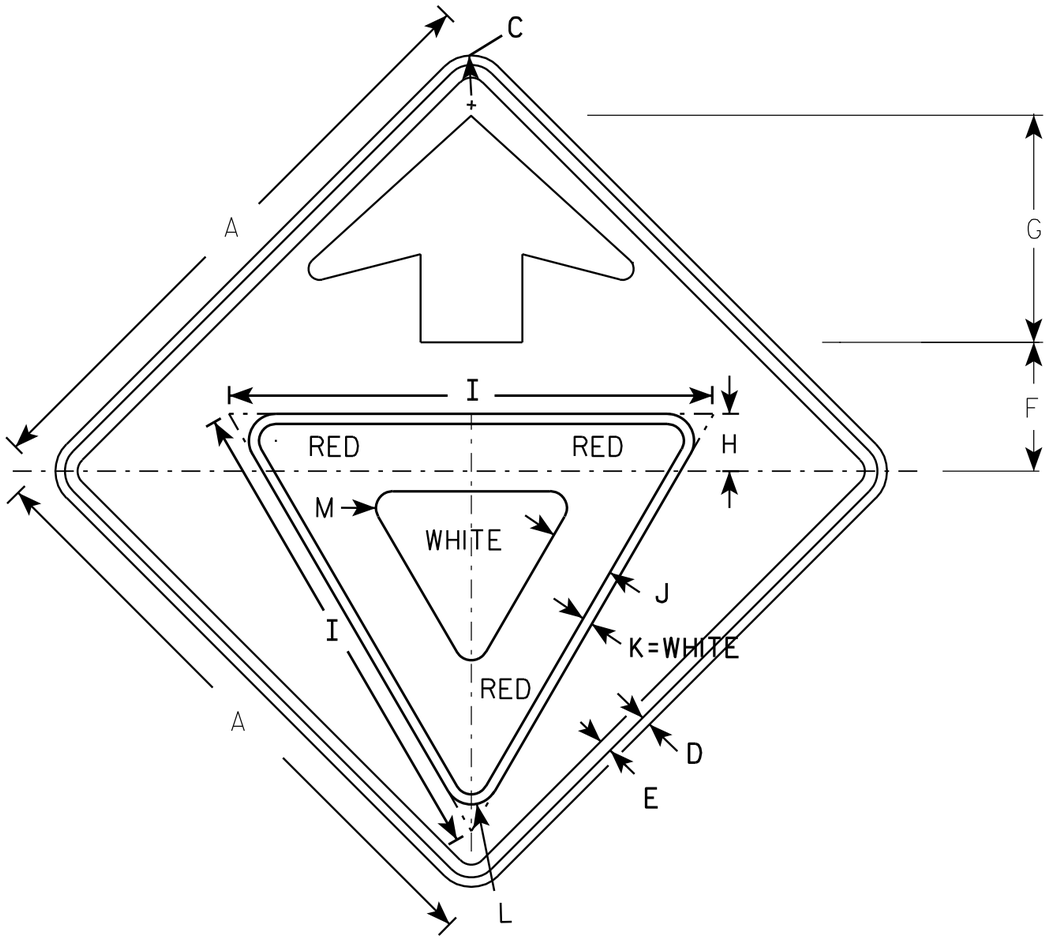
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

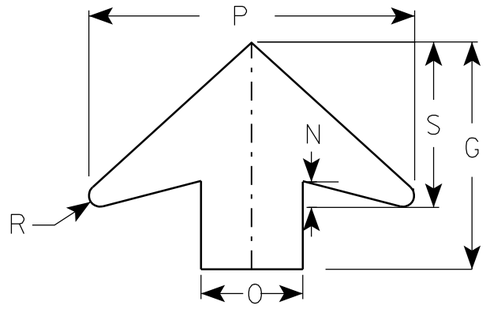
SHEET NO: 329 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

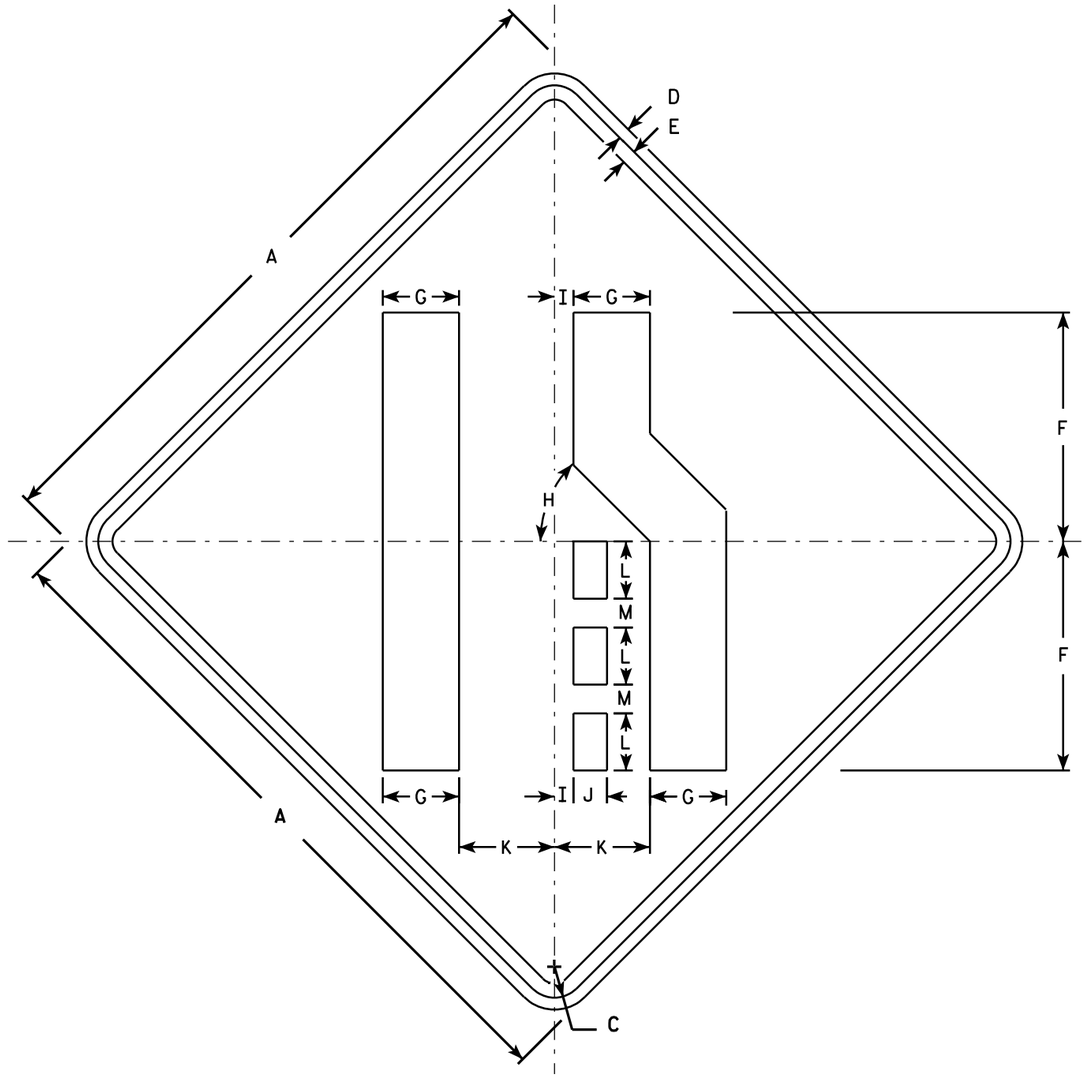
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 330 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

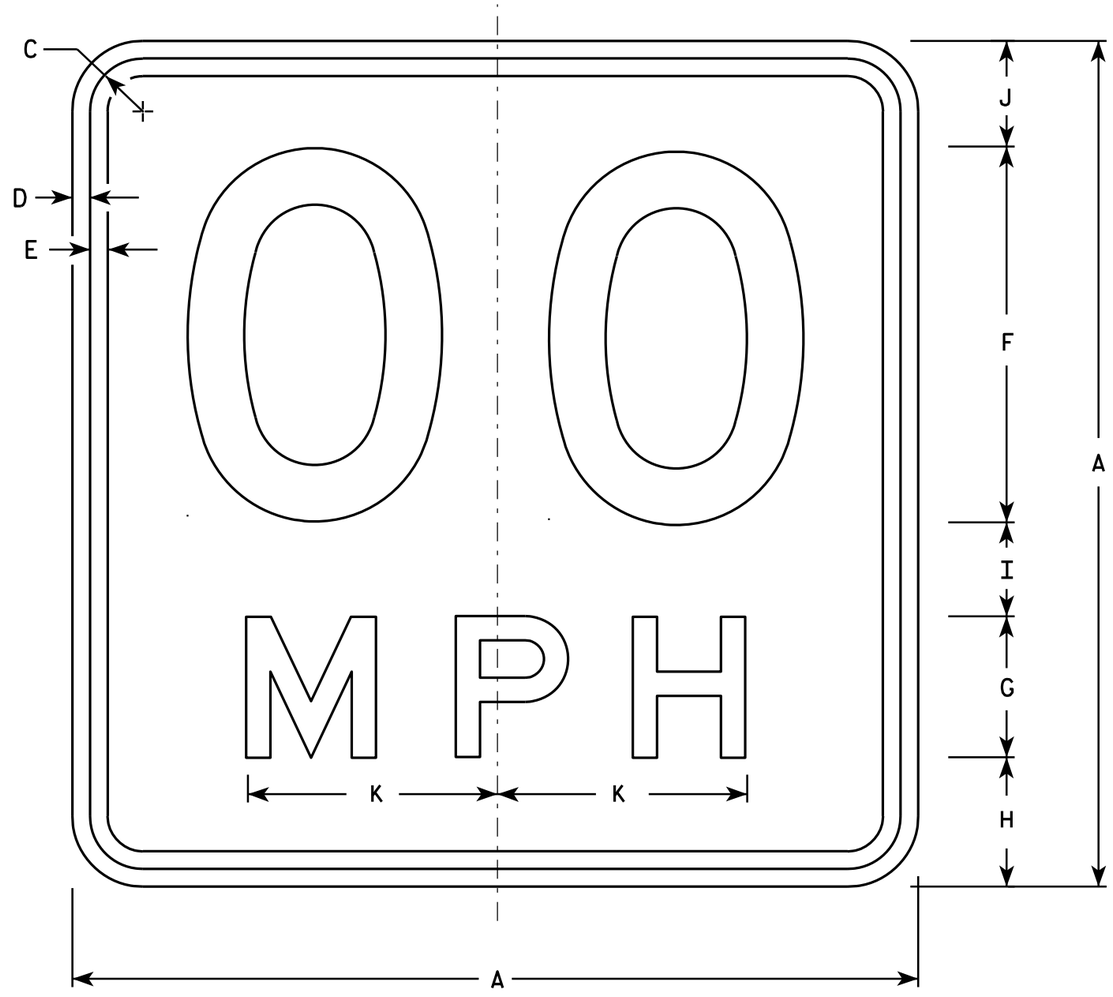
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 331 E



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

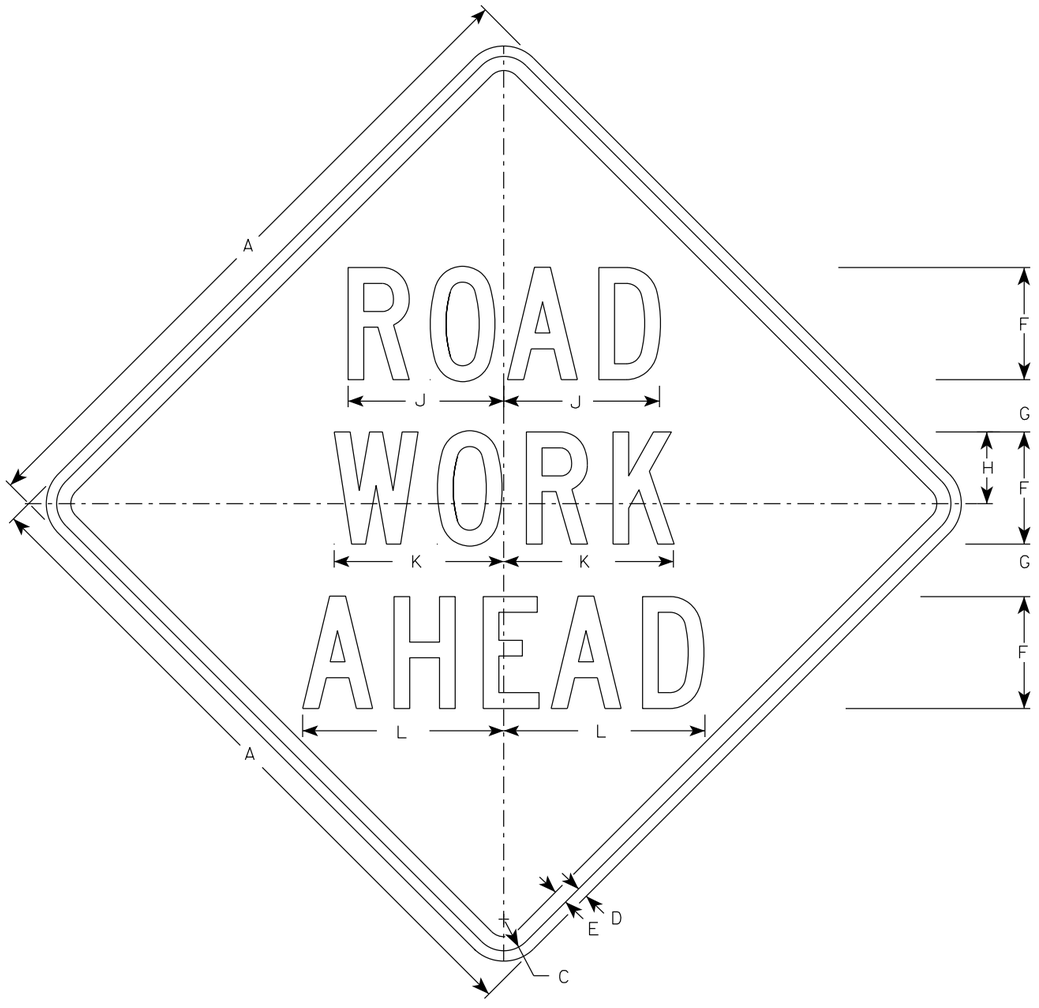
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

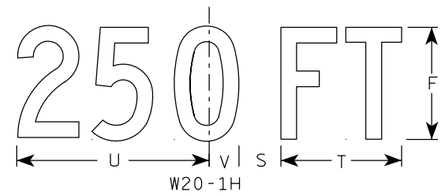
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

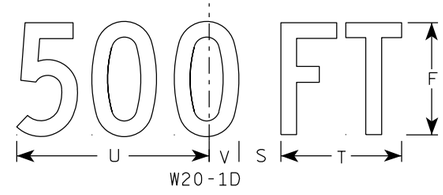
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 332 | E



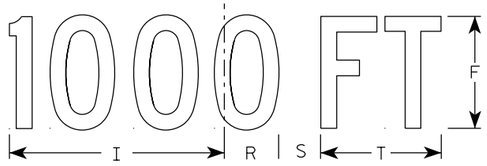
W20-1A



W20-1H



W20-1D



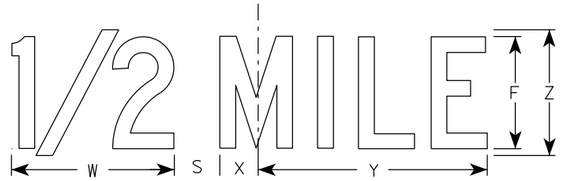
W20-1C



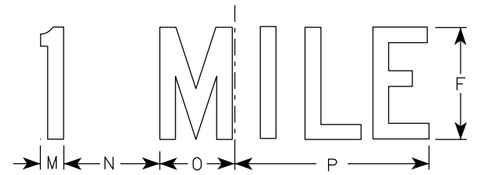
W20-1B

NOTES

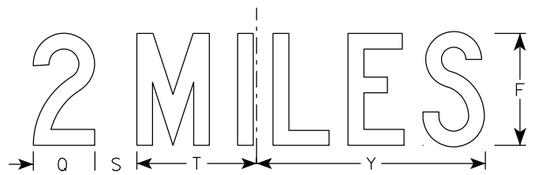
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

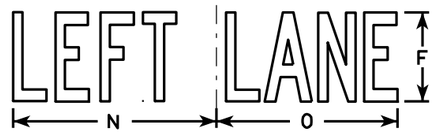
WISDOT/CADDS SHEET 42

7

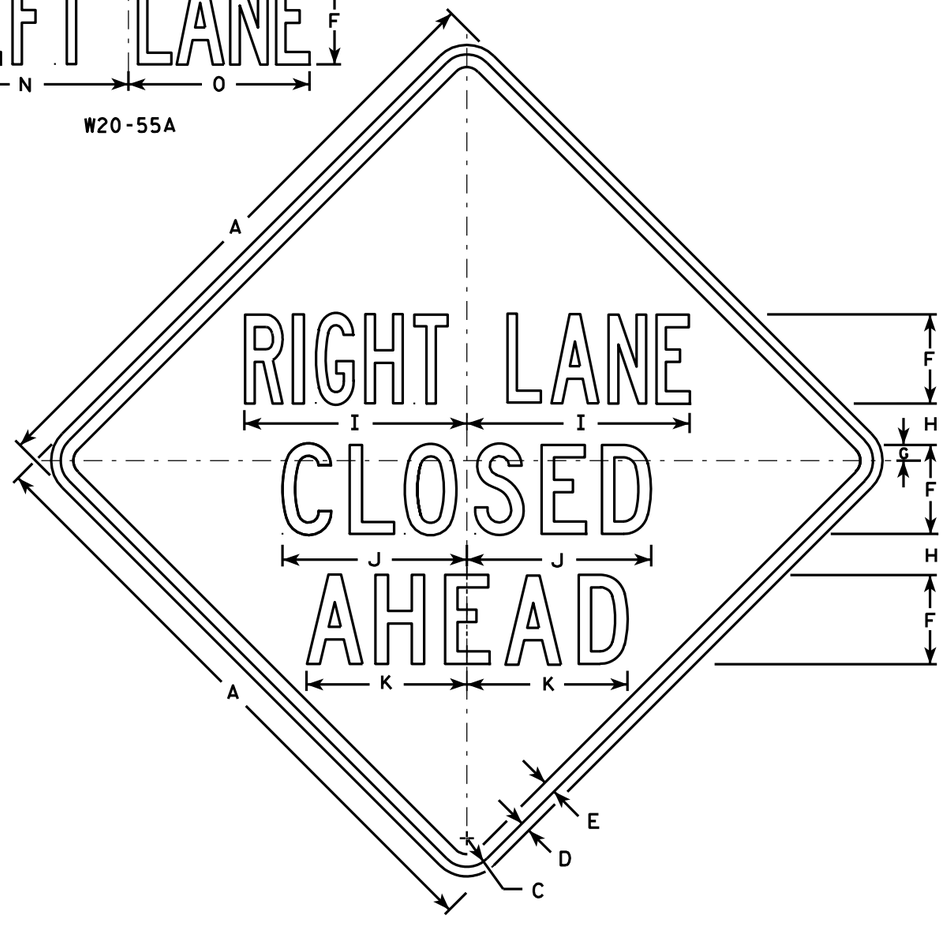
7



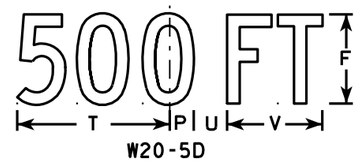
W20-56A



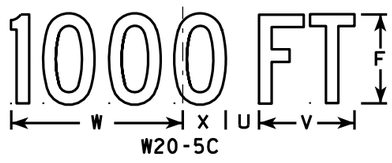
W20-55A



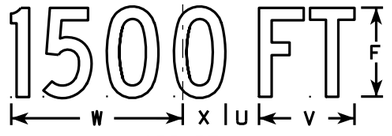
W20-5A



W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

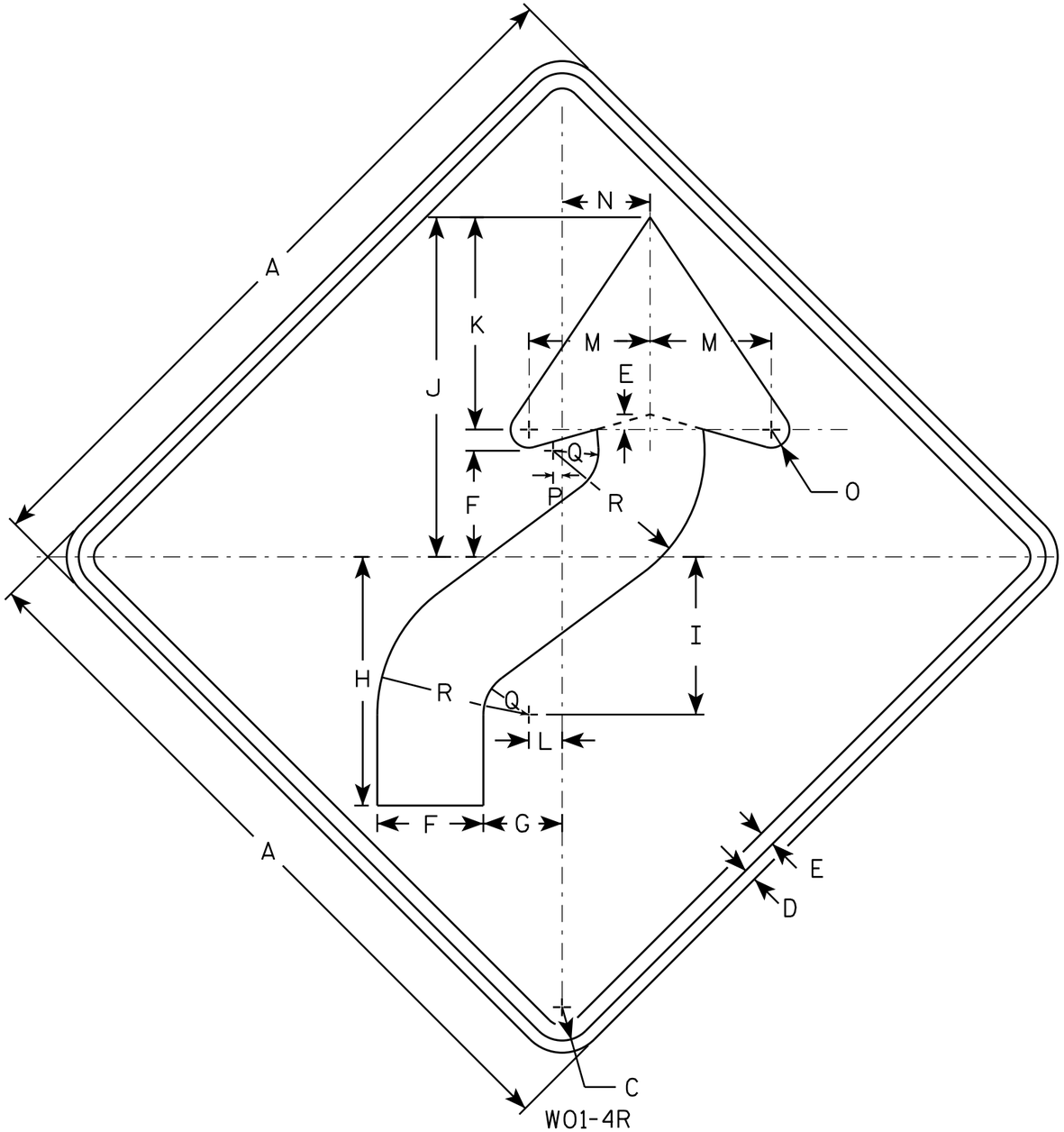
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 334	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42



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

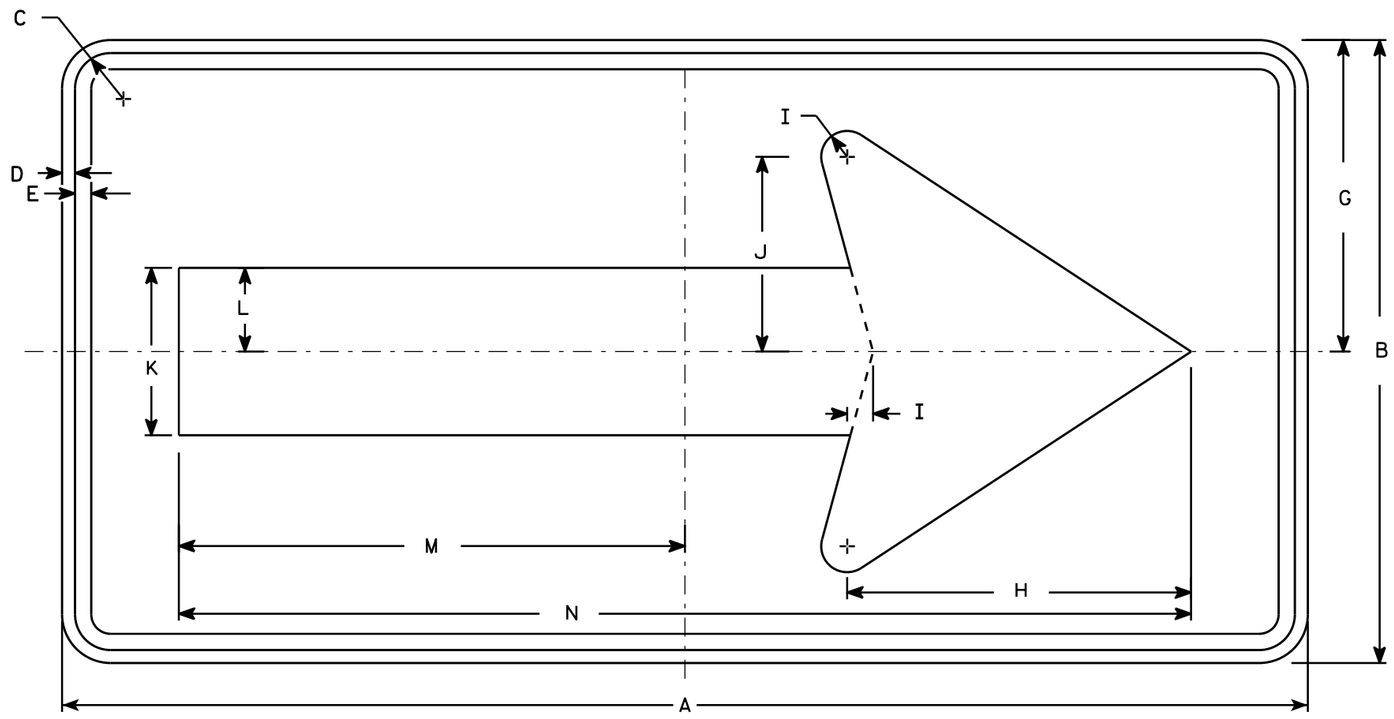
WISCONSIN DEPT OF TRANSPORTATION

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

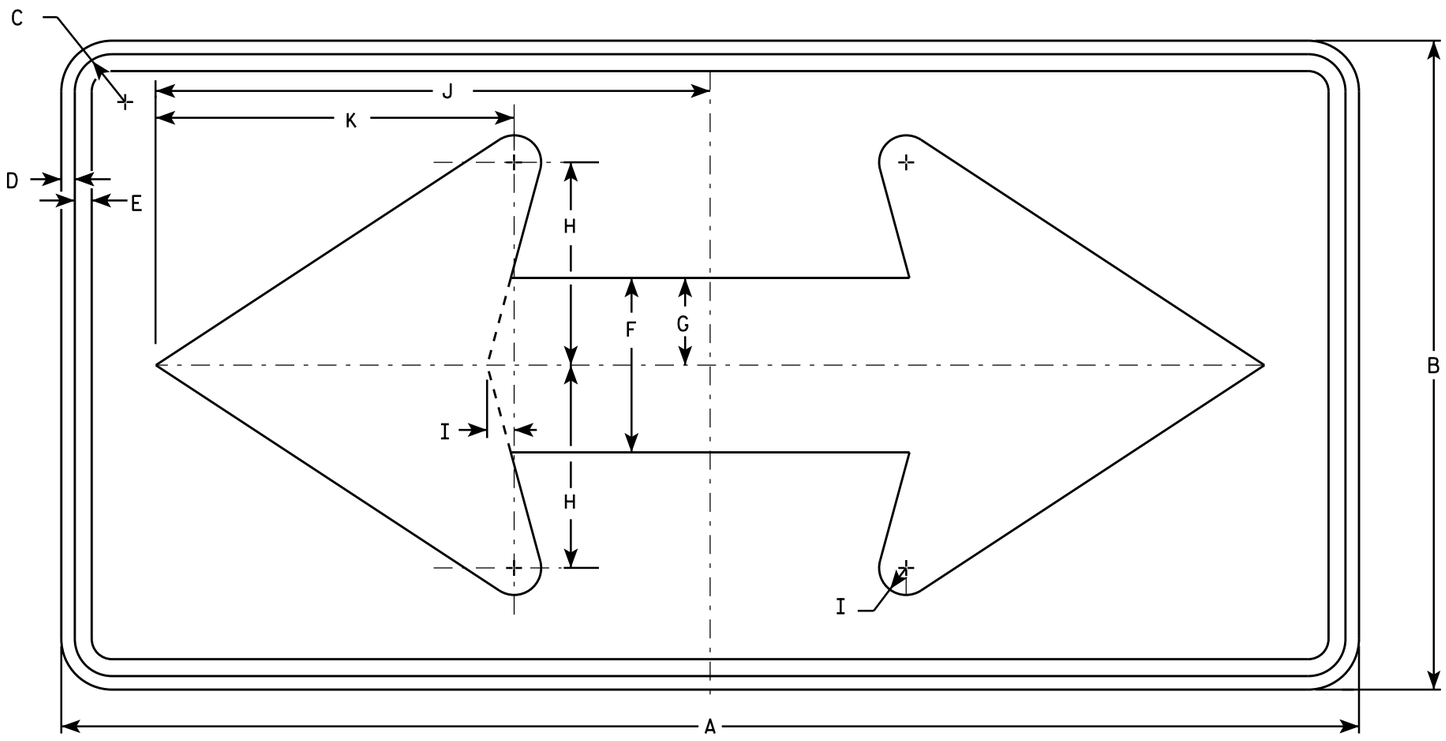
WISCONSIN DEPT OF TRANSPORTATION

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

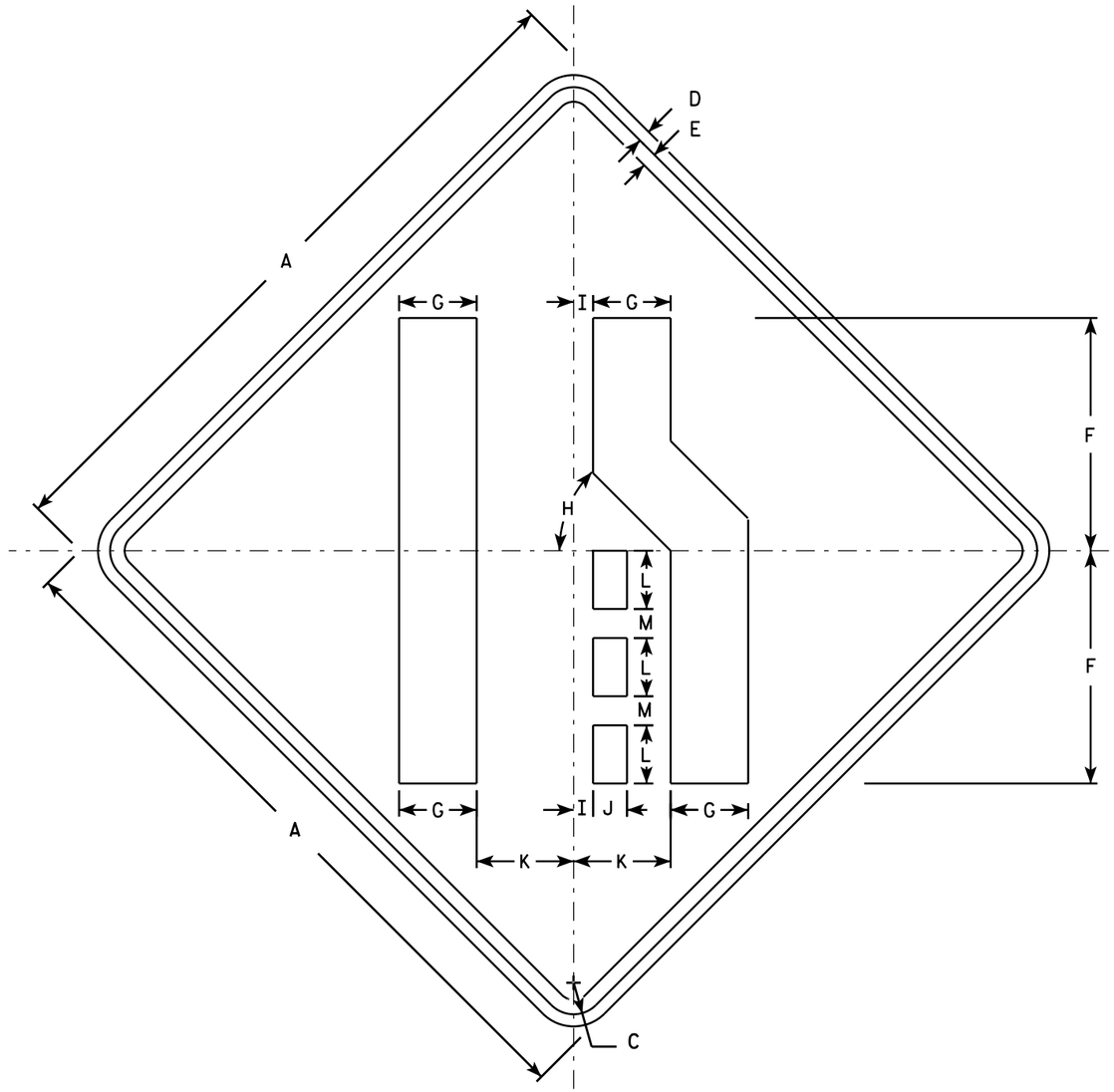
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE 1337 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



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

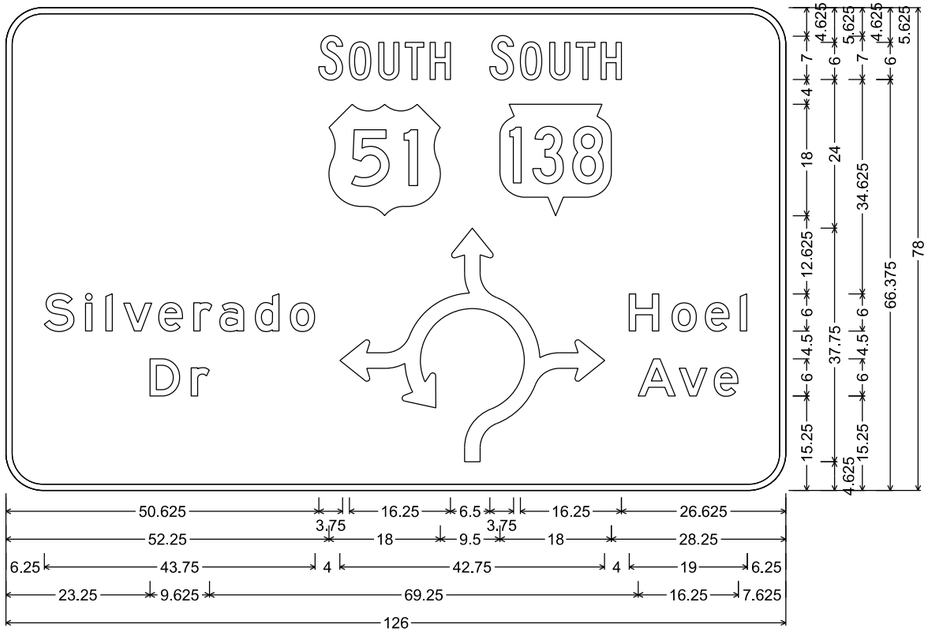
STANDARD SIGN
W04-2

WISCONSIN DEPT OF TRANSPORTATION

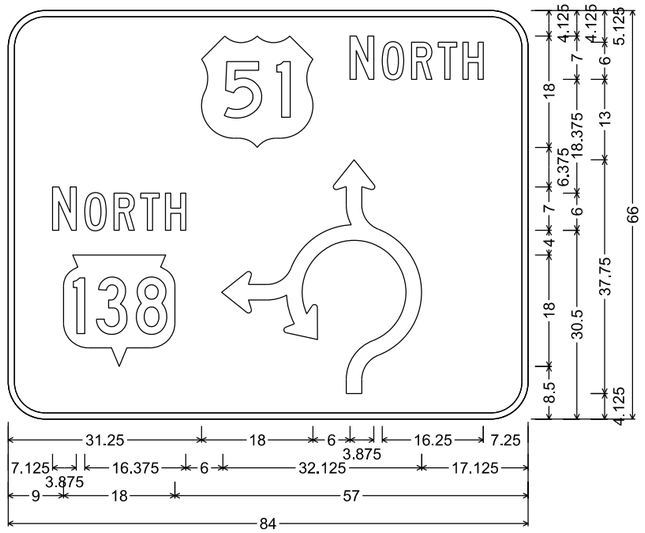
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE 338 W04-2.1

PROJECT NO: | SHEET NO: E



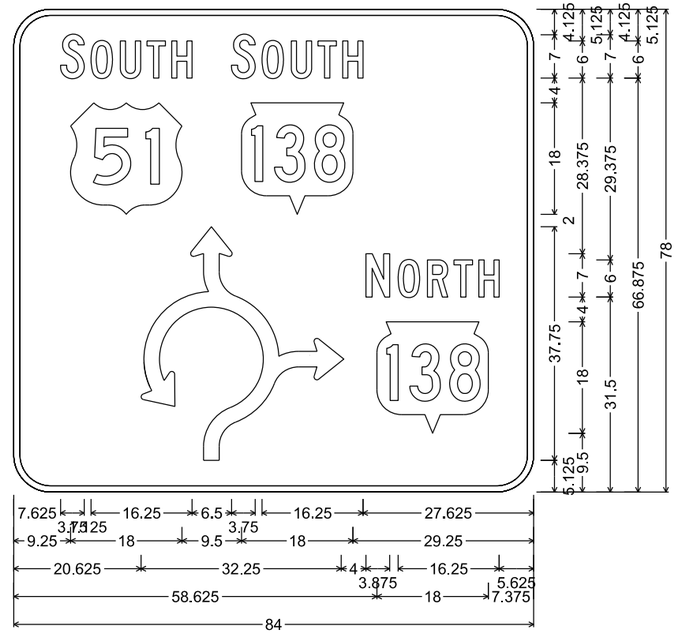
D1-62; 6.000" Radius, 1.000" Border,
"SOUTH", C; "SOUTH", C; "Silverado", E; "Dr", E; "Hoel", E; "Ave", E



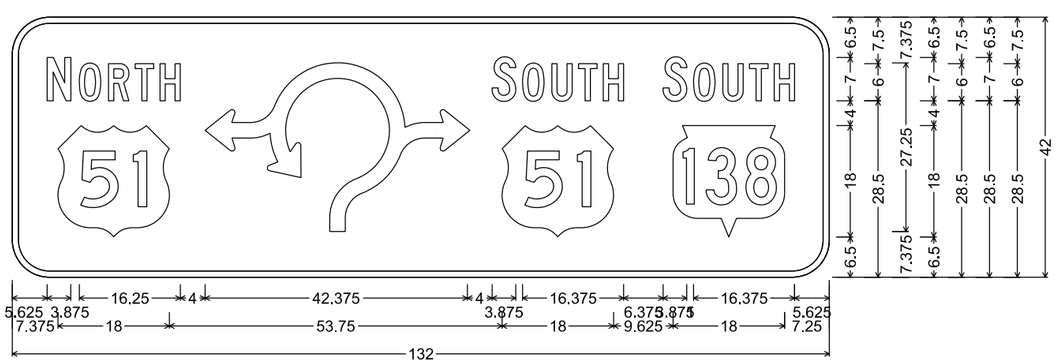
D1-62; 6.000" Radius, 1.000" Border,
"NORTH", C; "NORTH", C

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



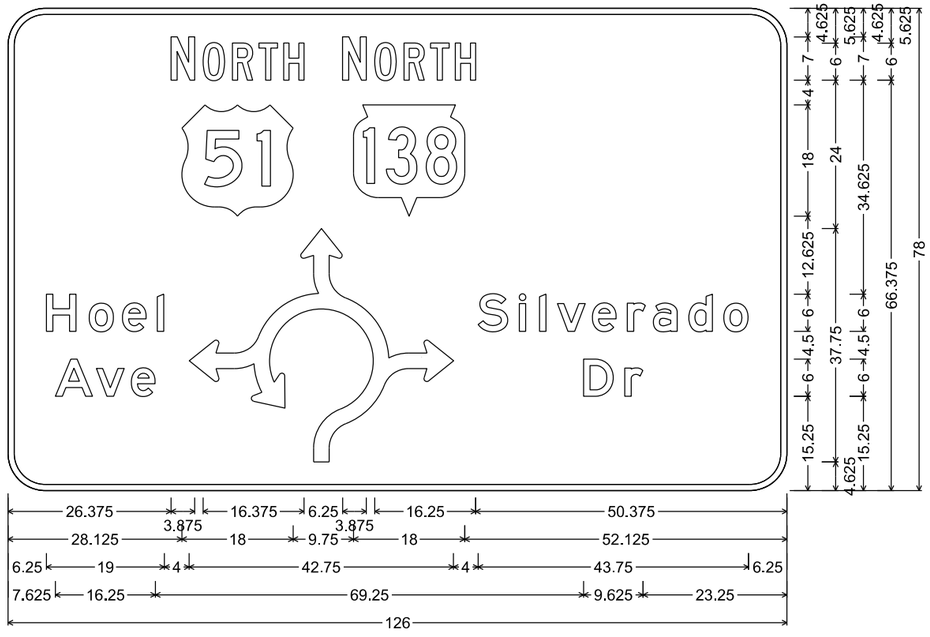
D1-62; 6.000" Radius, 1.000" Border,
"SOUTH", C; "SOUTH", C; "NORTH", C



D1-62; 6.000" Radius, 1.000" Border,
"NORTH", C; "SOUTH", C; "SOUTH", C

NOTES

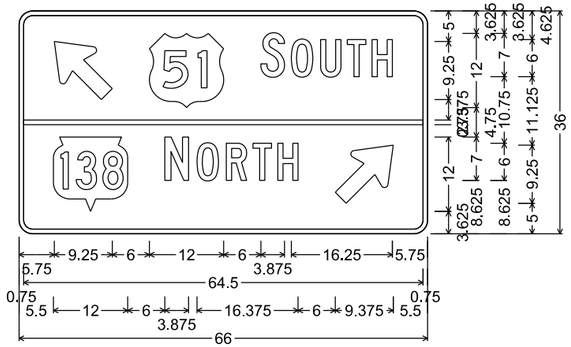
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



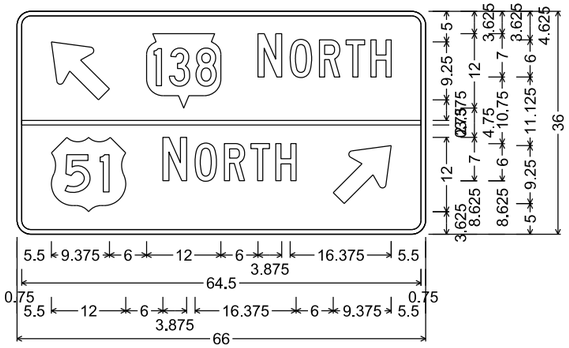
D1-62; 6.000" Radius, 1.000" Border

NOTES

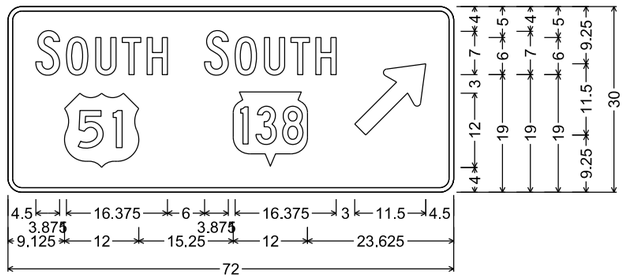
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - As noted



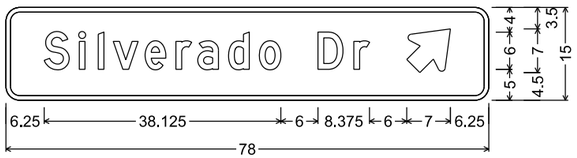
D1-2; 2.250" Radius, 0.750" Border,
"SOUTH", C; "NORTH", C



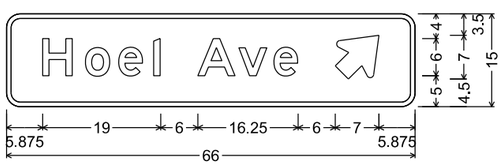
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"NORTH", C; "NORTH", C



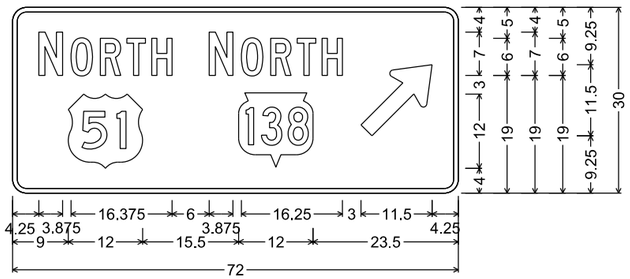
D1-1; 2.250" Radius, 0.750" Border,
"SOUTH", C; "SOUTH", C



D1-1; 2.250" Radius, 0.750" Border,
"Silverado", D; "Dr", D



D1-1; 2.250" Radius, 0.750" Border,
"Hoel", E; "Ave", E



D1-1; 2.250" Radius, 0.750" Border,
"NORTH", C; "NORTH", C

7

7

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:	0.0	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
EXTREME 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 88 (2007). 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 " 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-13-554	37 SF	4'-0"	N/A
S-13-555	28 SF	4'-0"	N/A
S-13-556	28 SF	4'-0"	N/A
S-13-557	28 SF	4'-0"	N/A
S-13-558	42 SF	4'-0"	N/A

LIST OF DRAWINGS

1. GENERAL NOTES & DESIGN DATA
2. GENERAL LAYOUT S-13-554
3. GENERAL LAYOUT S-13-555
4. GENERAL LAYOUT S-13-556
5. GENERAL LAYOUT S-13-557
6. GENERAL LAYOUT S-13-558

LIST OF OSS STANDARD DESIGN DRAWINGS

7. I. MONOTUBE & 2-CHORD TRUSS DETAILS 1
8. II. MONOTUBE & 2-CHORD TRUSS DETAILS 2
9. IV. MONOTUBE & 2-CHORD TRUSS FOUNDATIONS

STATE PROJECT NUMBER

5845-01-76

TRAFFIC VOLUME

A.D.T. (2042) = 18,200
R.D.S. = 40 MPH

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-13-554	S-13-555	S-13-556	S-13-557	S-13-558
531.2042	DRILLING SHAFT 42-INCH	LF	18	18	18	18	18
531.5130	FOUNDATION SINGLE-SHAFT TYPE MC-III	EA	1	1	1	1	1
532.5130	MONOTUBE CANTILEVER TYPE III	EA	1	1	1	1	1

STRUCTURE DESIGN CONTACTS

BUREAU OF STRUCTURES:
AARON BONK: (608) 261-0261

CONSULTANT:
BRETT OFTEDAHL (608) 251-4843

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
BRETT M. OFTEDAHL
E-41123
MADISON, WI
PROFESSIONAL ENGINEER
9/1/2020

NO.	DATE	REVISION	BY

STRAND ASSOCIATES®
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

ACCEPTED _____ SDR 05/07/21
CHIEF STRUCTURES DESIGN ENGINEER DATE

MONOTUBE AND
2-CHORD TRUSS PLANS

STH 138 INTERSECTION

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
DANE	STOUGHTON

DESIGN SPEC.
AASHTO LRFD LTS-1 W/INTERIMS

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
BOS	BOS	RAJ	BMO

GENERAL NOTES
& DESIGN DATA

SHEET 1 OF 6

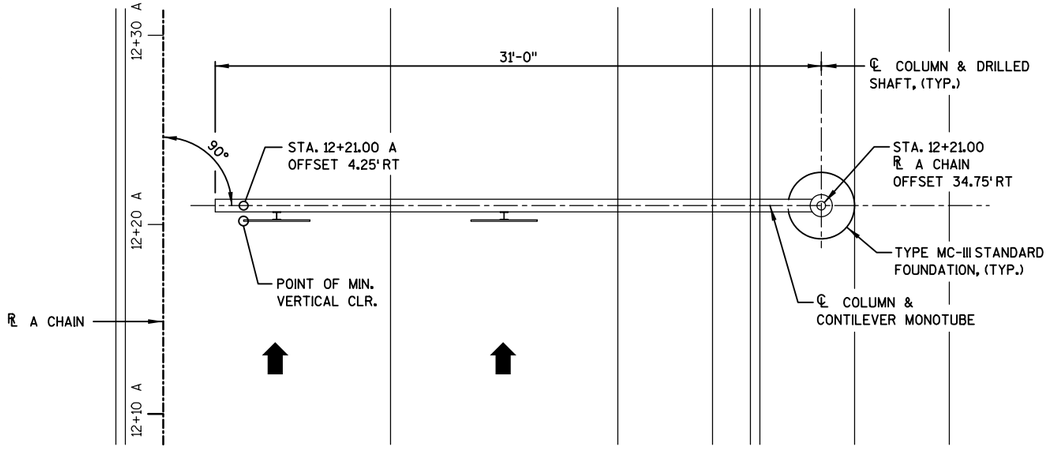
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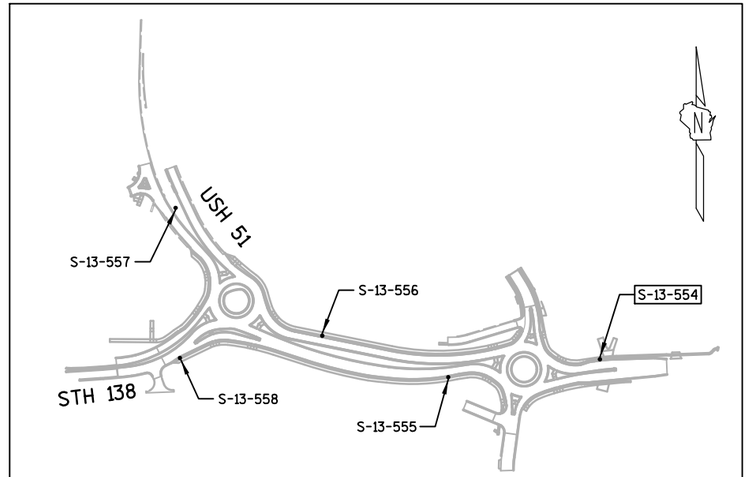
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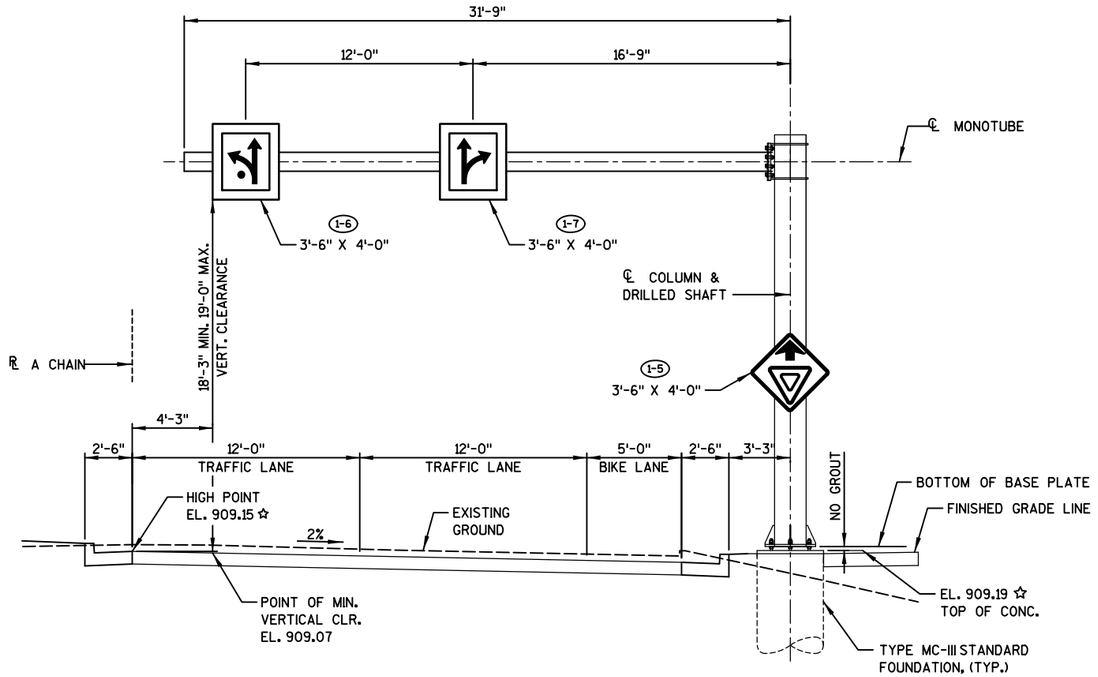
5845-01-76



PLAN



LOCATION MAP



ELEVATION

STA. 12+21.00 A
(LOOKING UPSTATION AT FRONT OF SIGN)

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA 12+21.00 A, 4.25' RT
EL 909.07

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ MONOTUBE

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-554

DRAWN BY RAJ | PLANS CK'D. BMO

GENERAL LAYOUT
S-13-554

SHEET 2 OF 6
343

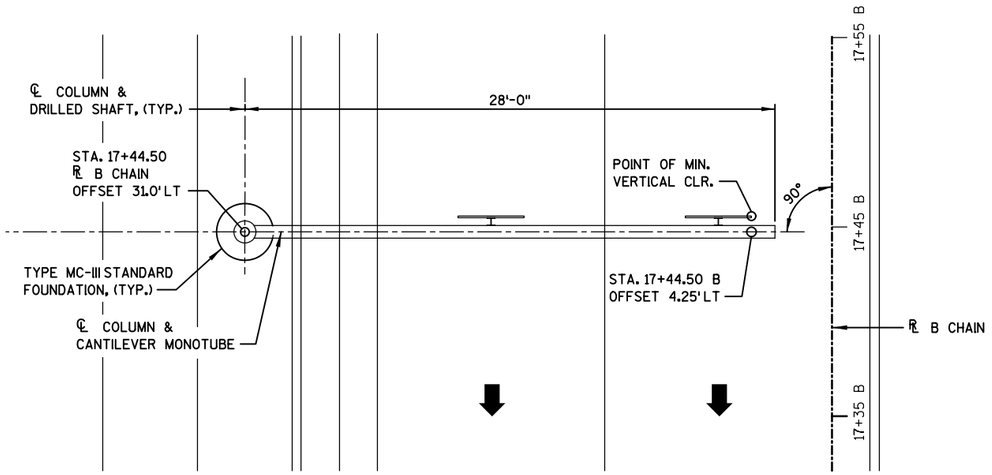
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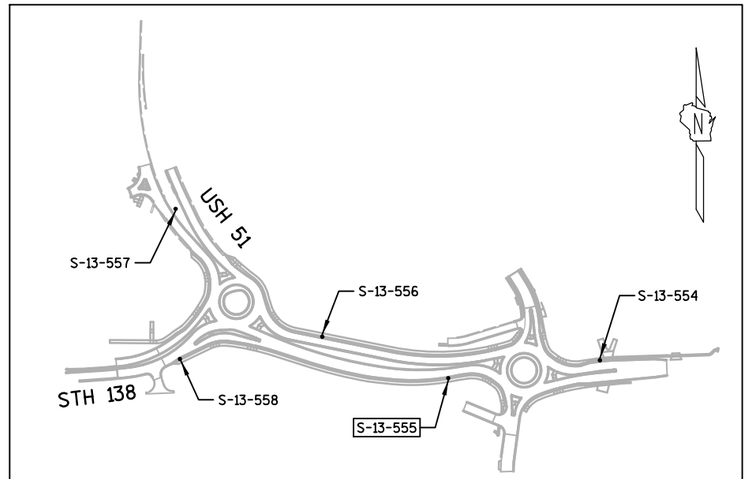
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5845-01-76

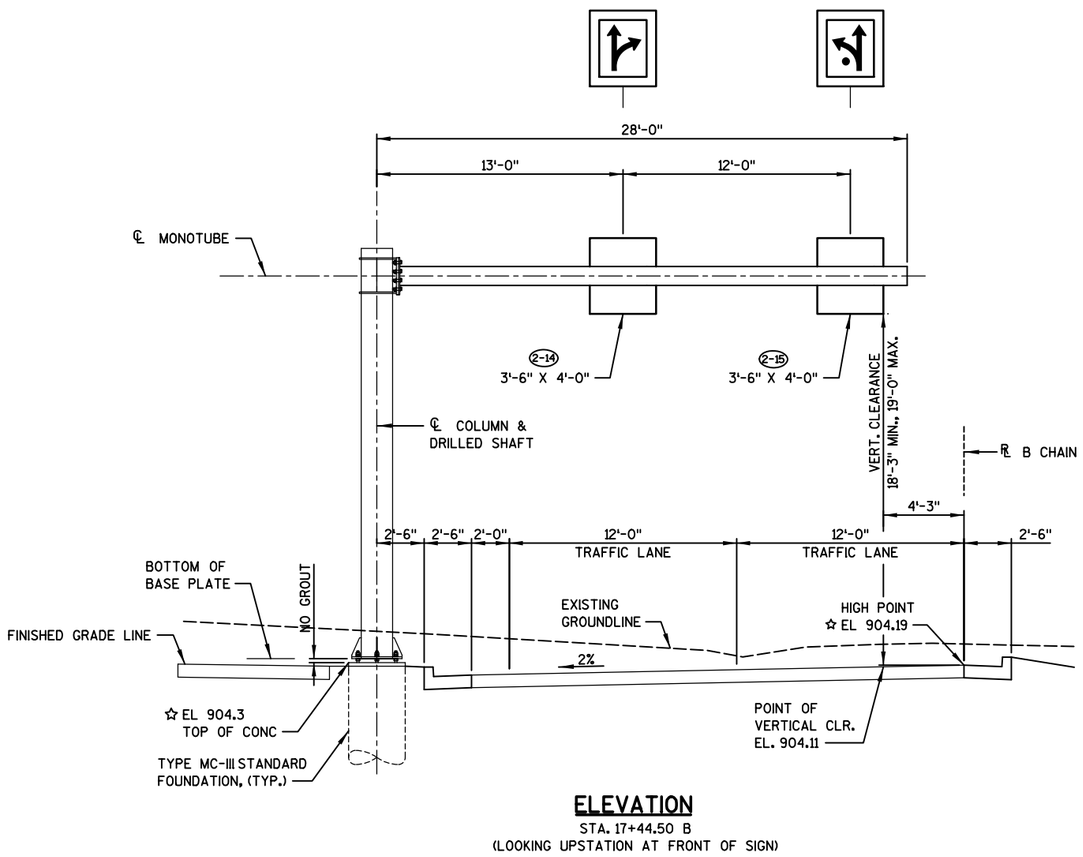


PLAN



LOCATION MAP

LOOKING EAST AT FRONT OF SIGN



ELEVATION

STA. 17+44.50 B
(LOOKING UPSTATION AT FRONT OF SIGN)

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA 17+44.50 B, 4.25' RT
EL 904.11

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ MONOTUBE

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-555

DRAWN BY RAJ | PLANS CK'D. BMO

GENERAL LAYOUT
S-13-555

SHEET 3 OF 6
344

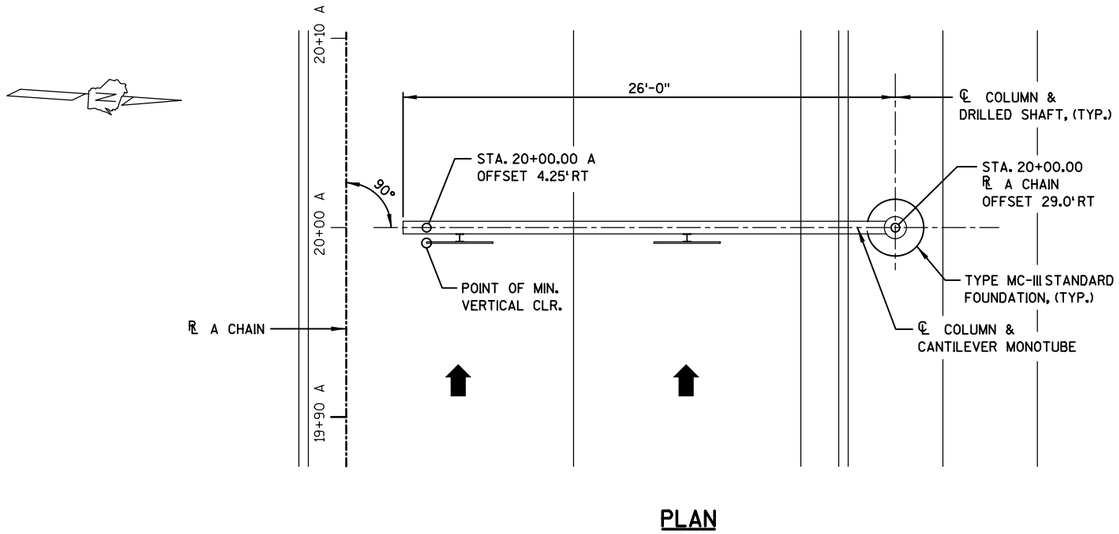
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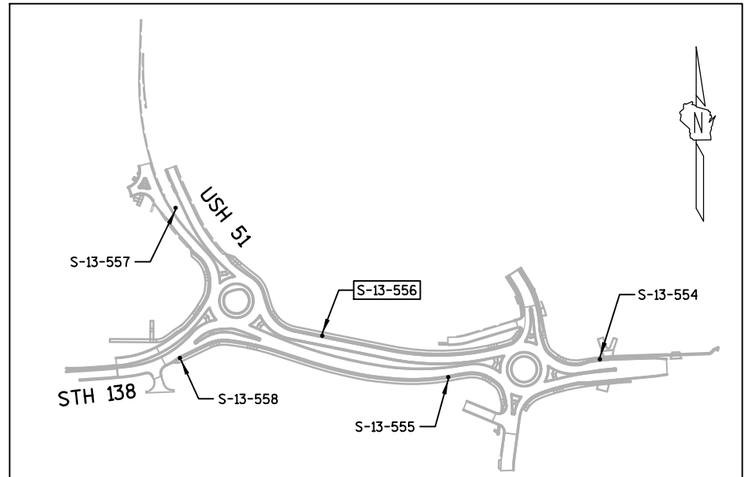
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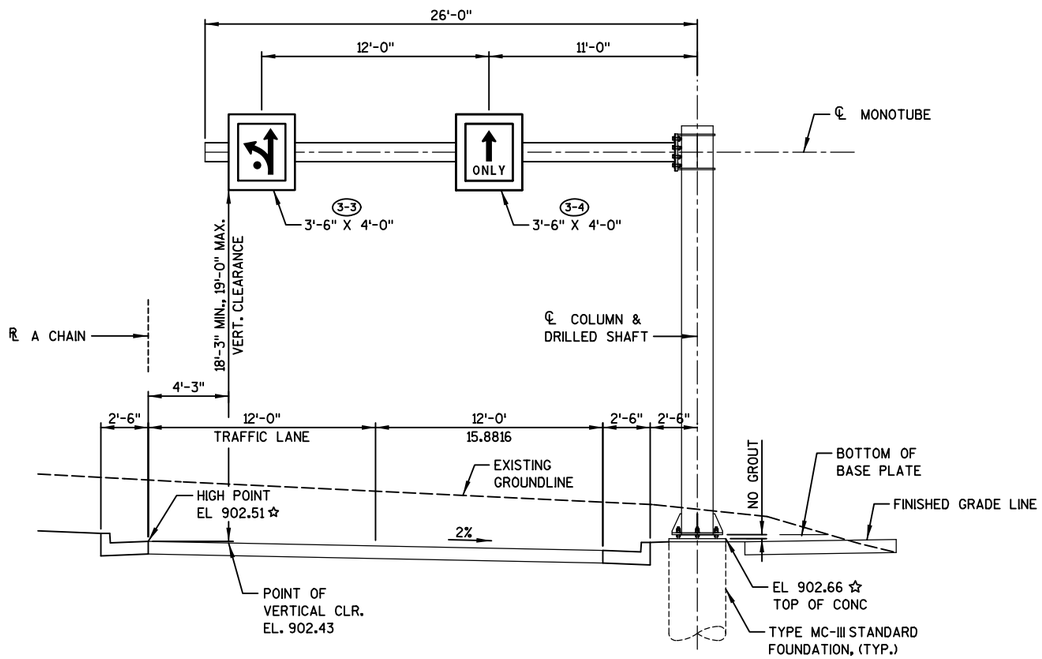
5845-01-76



PLAN



LOCATION MAP



ELEVATION

STA. 22+00.00 A
(LOOKING UPSTATION AT FRONT OF SIGN)

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA 22+00.00 A, 4.25' RT
EL 902.43

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ MONOTUBE

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-556

DRAWN BY RAJ | PLANS CK'D. BMO

GENERAL LAYOUT
S-13-556

SHEET 4 OF 6
345

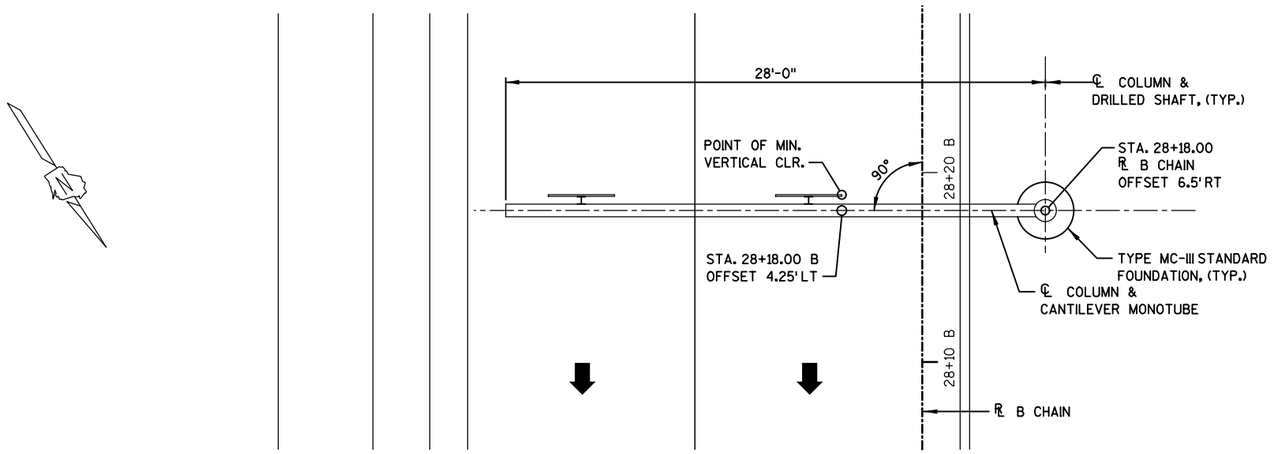
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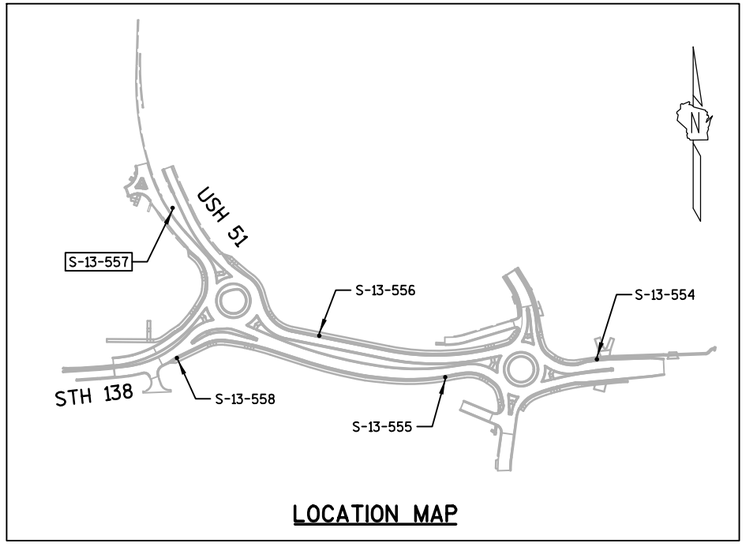
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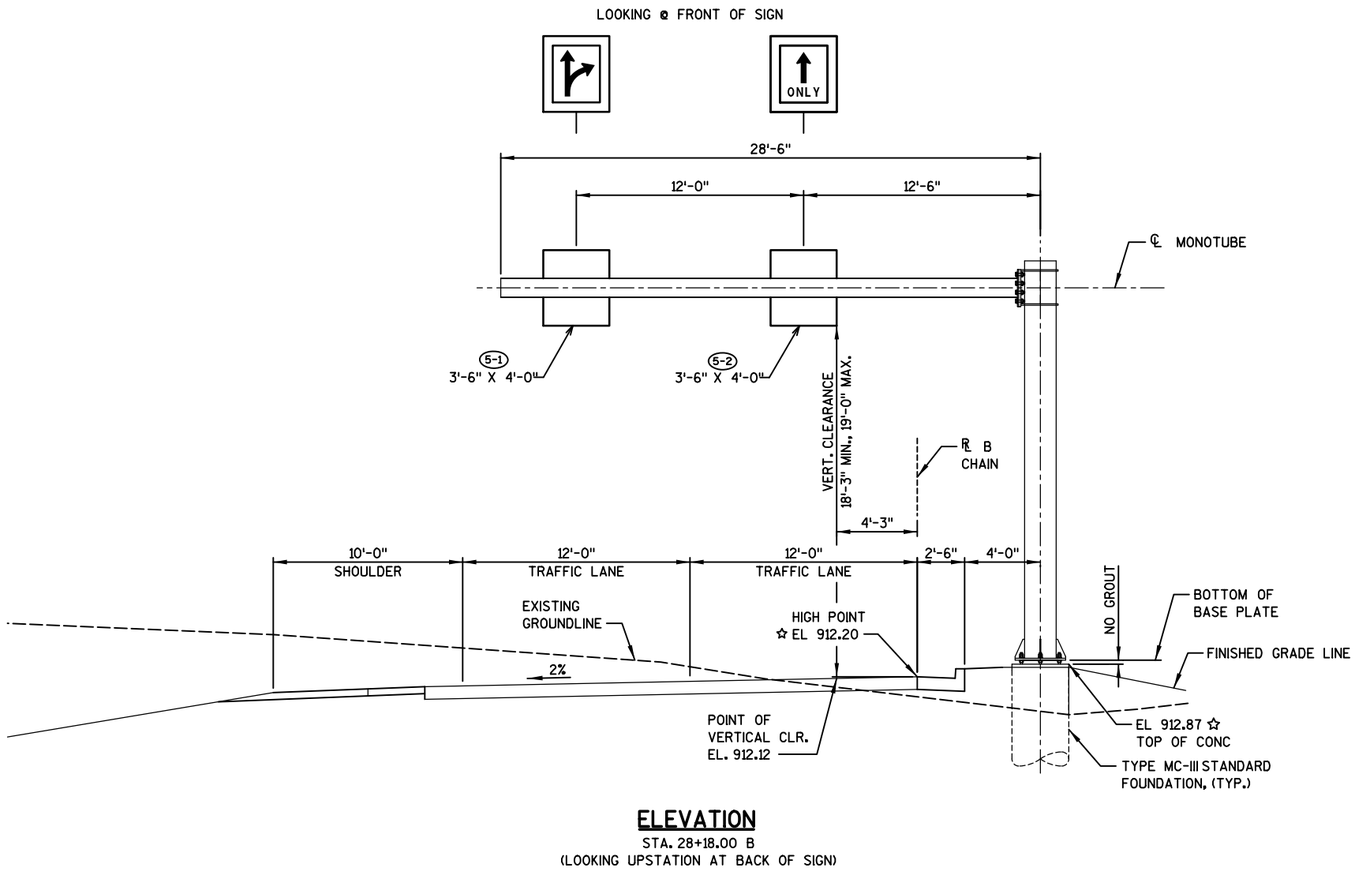
5845-01-76



PLAN



LOCATION MAP



ELEVATION

STA. 28+18.00 B
(LOOKING UPSTATION AT BACK OF SIGN)

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA 28+18.00 B, 4.25' RT
EL 912.12

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ MONOTUBE

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-557

DRAWN BY RAJ | PLANS CK'D. BMO

GENERAL LAYOUT
S-13-557

SHEET 5 OF 6
346

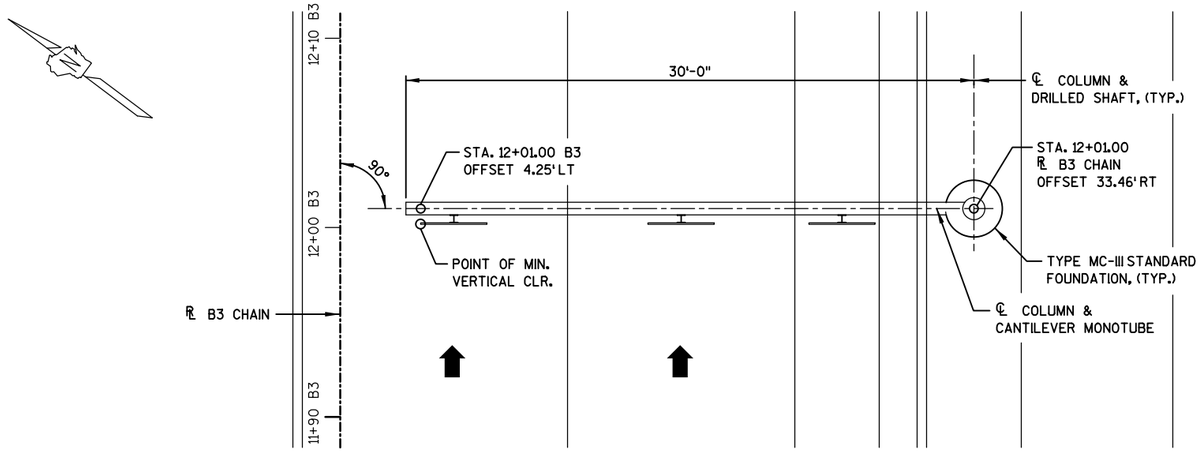
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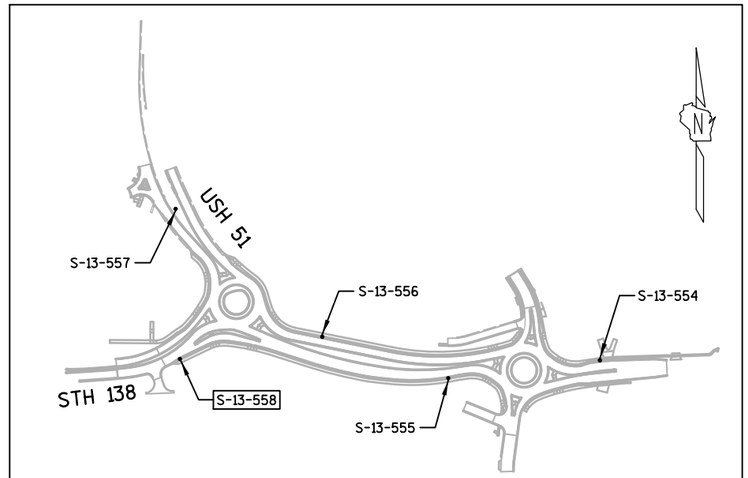
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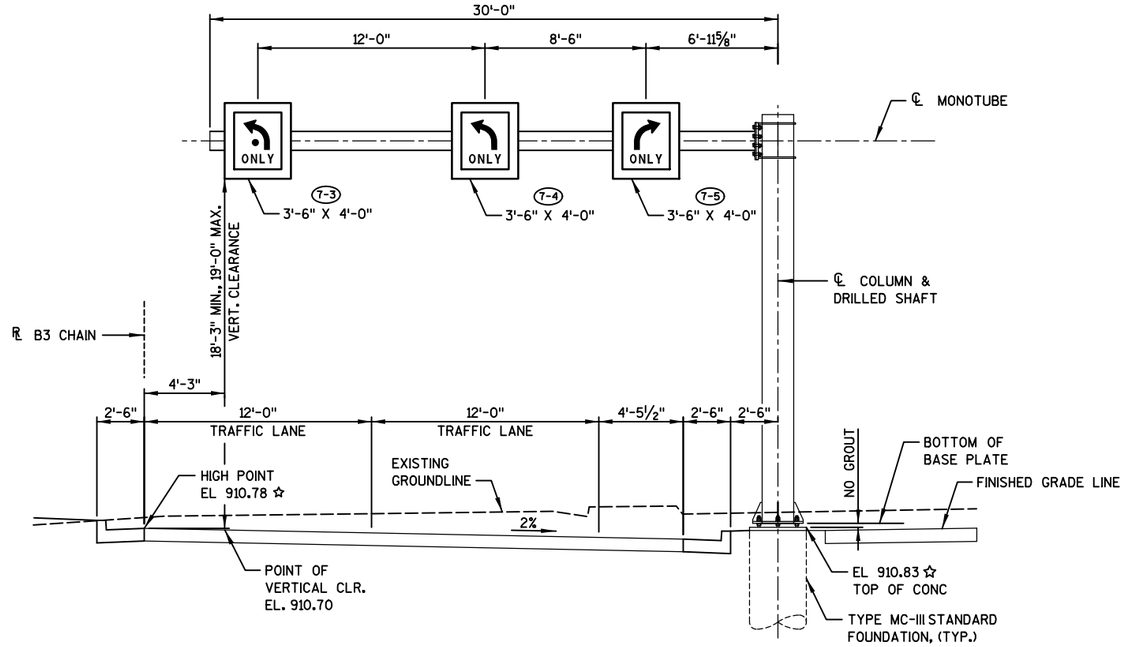
5845-01-76



PLAN



LOCATION MAP



ELEVATION

STA. 12+01.00 B3
(LOOKING UPSTATION AT FRONT OF SIGN)

NOTE

POINT OF MIN VERTICAL CLEARANCE
STA 12+01.00 B3, 4.25' RT
EL 910.70

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ MONOTUBE

(XXX) SIGN NUMBERS (PERMANENT SIGNING PLAN)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE S-13-558

DRAWN BY RAJ | PLANS CK'D. BMO

GENERAL LAYOUT
S-13-558

SHEET 6 OF 6
347

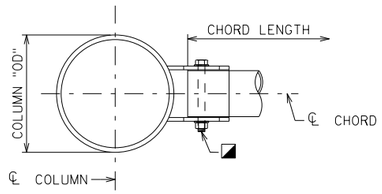
8

8

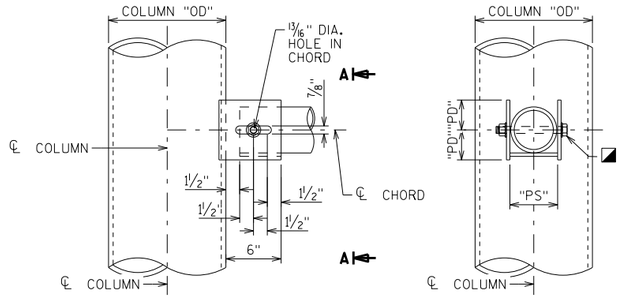
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STATE PROJECT NUMBER

STANDARD



PLAN



ELEVATION SECTION A-A

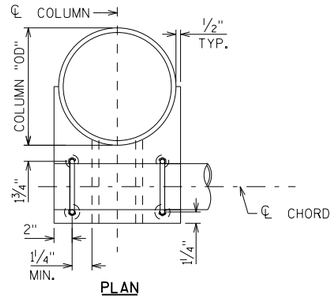
FULL SPAN SADDLE CONNECTION

PREFERRED

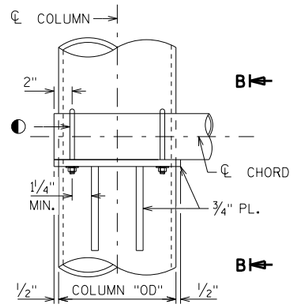
¾" GALVANIZED A325 OR A449 HEAVY HEX BOLT, NUT, WASHER

"PD" = (CHORD "OD")/2 + ¾"

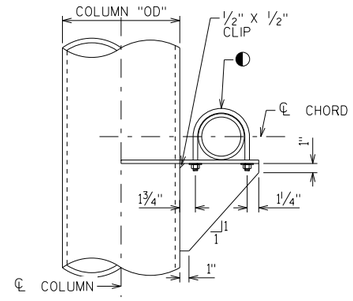
"PS" = CHORD "OD" + 3/16"



PLAN



ELEVATION

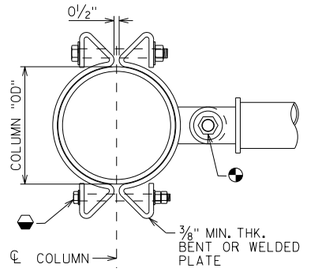


SECTION B-B

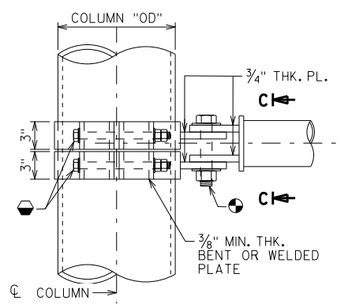
FULL SPAN STIFFENED BEARING CONNECTION

ALTERNATE 1

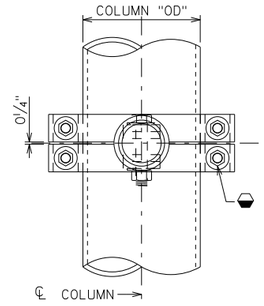
◐ (2) - ½" MIN. GALVANIZED U-BOLT, NUT, WASHER AND LOCK WASHER



PLAN



ELEVATION



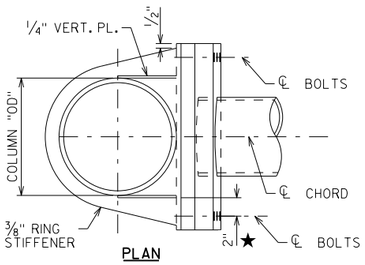
SECTION C-C

FULL SPAN CLAMP CONNECTION

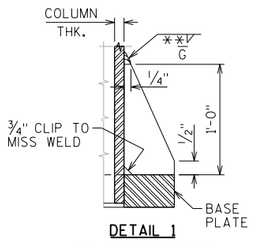
ALTERNATE 2 - TAPERED COLUMNS ONLY

1¼" GALVANIZED A325 HEAVY HEX BOLT, NUT AND WASHER

1" GALVANIZED A449 HEAVY HEX BOLT, NUT AND WASHER

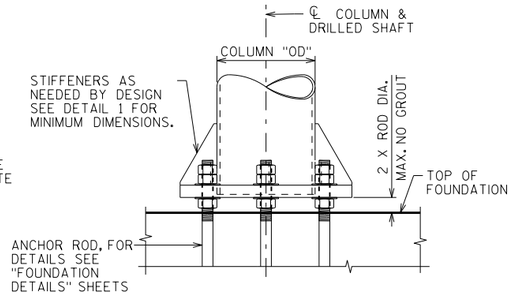


PLAN



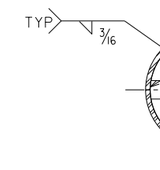
DETAIL 1

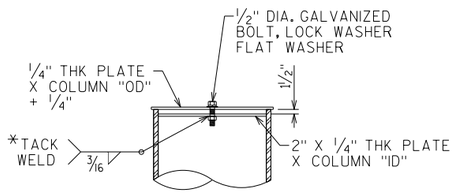
** SIZE AS NEEDED



BASE PLATE & COLUMN DETAIL

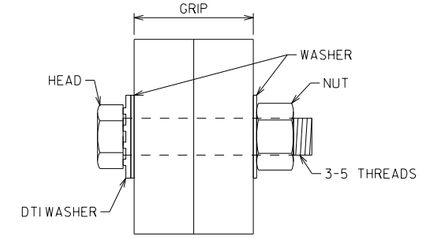
LOOKING AT FRONT FACE OF STRUCTURE



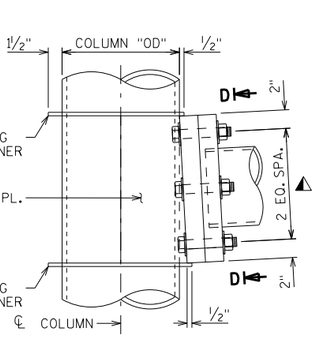


COLUMN/CHORD CAP DETAIL

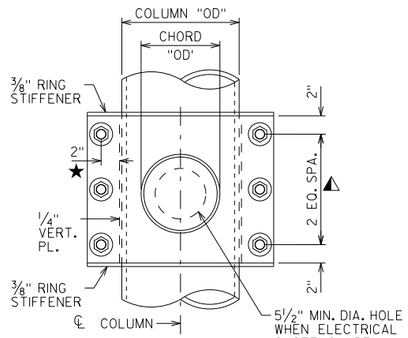
*PLACE TACK EVERY OTHER FLAT TO SECURE NUT OR USE ½" THICK AND TAP PLATE HOLE FOR BOLT THREADS



RECOMMENDED BOLT DETAIL WITH DTI



ELEVATION

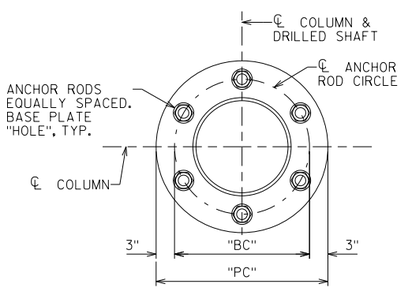


SECTION D-D

CANTILEVER POST TO CHORD CONNECTION

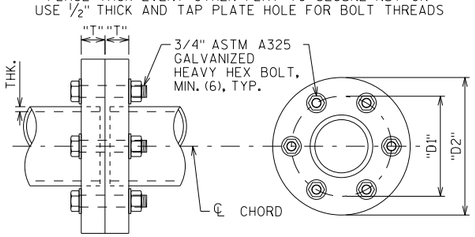
◭ MIN. CONNECTION = (6) - 1" GALVANIZED A325 BOLTS, NUT, WASHER AND DTI

★ 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

DRAWN BY: BOS | PLANS CK'D.: BOS

MONOTUBE & 2-CHORD TRUSS DETAILS 1

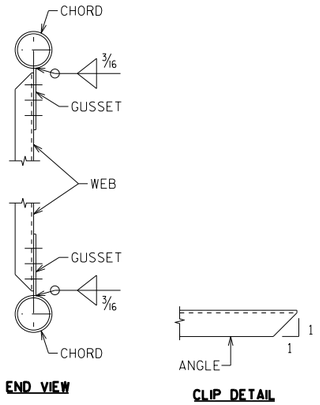
SHEET 1 OF IV

348

8

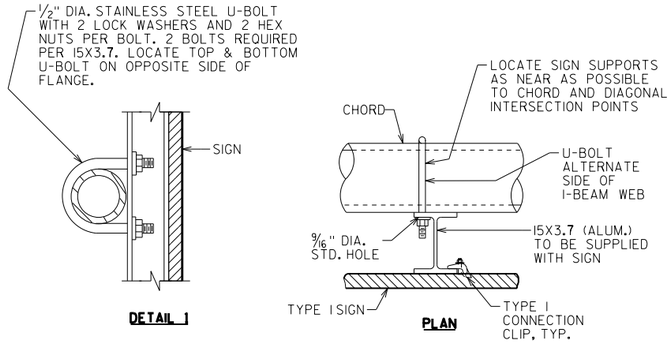
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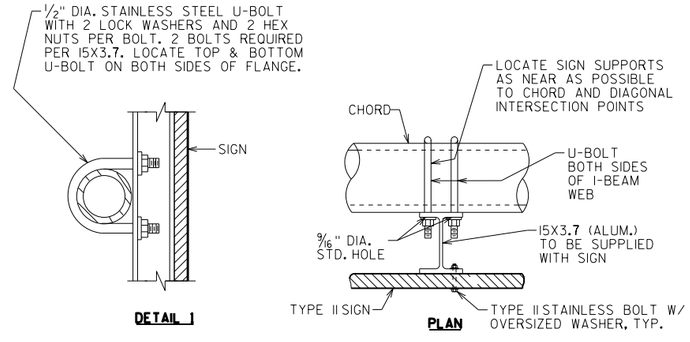
TRUSS CONNECTION DETAILS

BOLTED CONNECTIONS SHOWN, NUMBER OF BOLTS BY DESIGN
WELDED CONNECTIONS SIMILAR



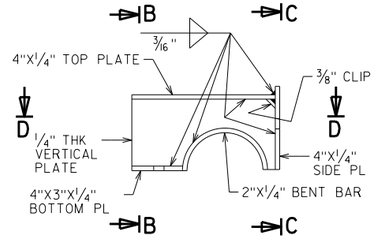
2-CHORD TRUSS SIGN CONNECTION

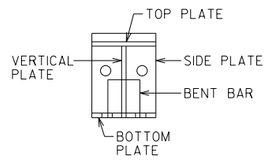
SEE SIGN PLATE MANUAL A4-7A FOR DETAILS

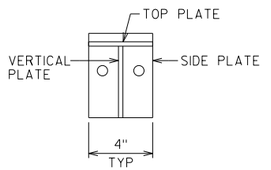


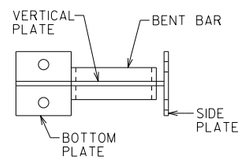
MONOTUBE SIGN CONNECTION

SEE SIGN PLATE MANUAL A4-7B FOR DETAILS



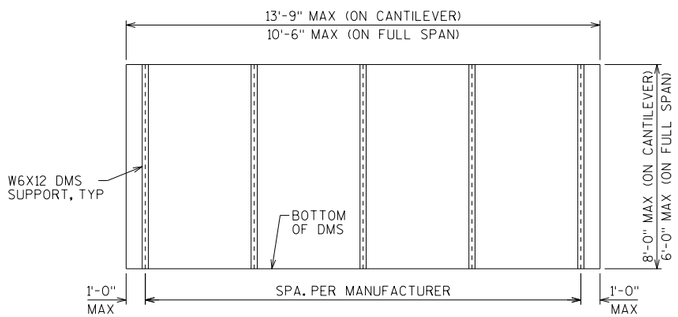






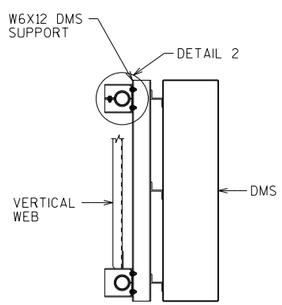
DMS WELDED PLATE CONNECTION DETAILS

TOP PLATE CLAMP SHOWN
BOTTOM PLATE CLAMP SIMILIAR



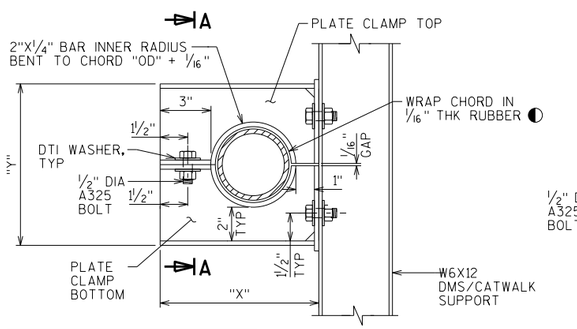
DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF CONFLICT WITH TRUSS IS ENCOUNTERED.

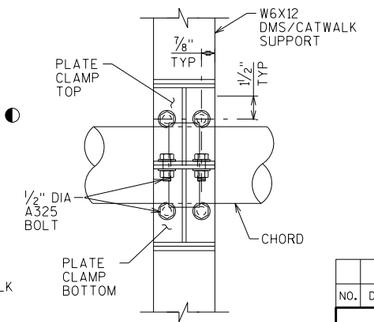


SECTION THRU TRUSS

FOR DMS CONNECTION

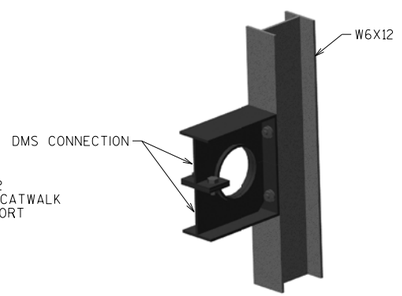


CHORD OUTER DIA	"X"	"Y"
"OD"	"OD"+4 13/16"	"OD"+5 1/16"



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

349

8

8

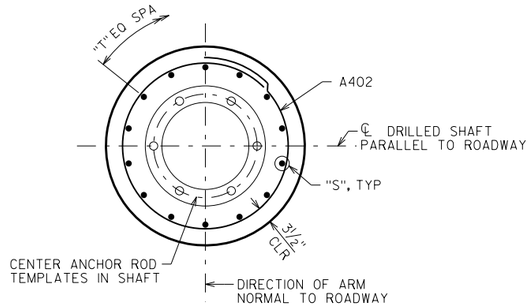
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STATE PROJECT NUMBER

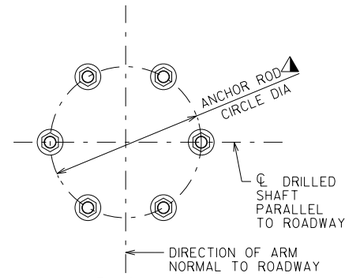
STANDARD

FOUNDATION & REINFORCING DATA

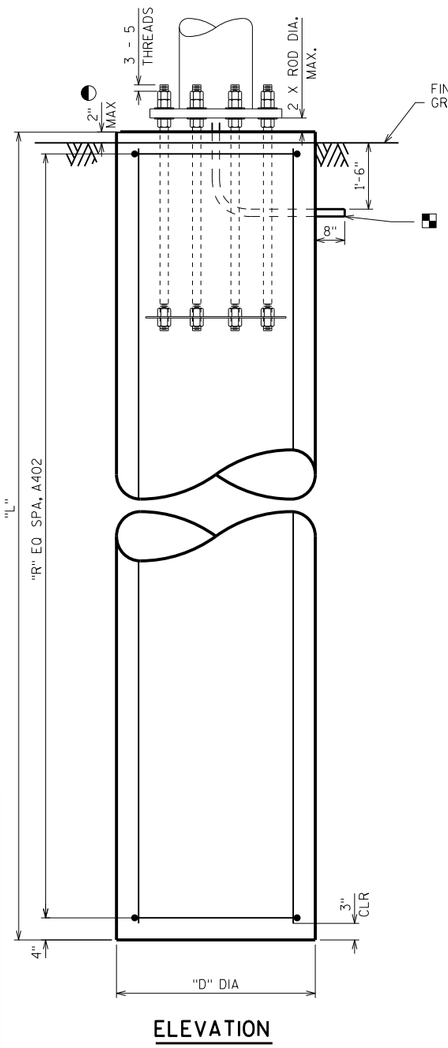
STANDARD FOUNDATION TYPE	SHAFT VARIABLES					
	"D"	"L"	"R"	"S"	"T"	"BC" MAX
MFI	2'-0"	12'-0"	12	A801	6	12"
MFII	2'-6"	13'-0"	13	A801	10	17"
MCI/MCII/TFI	2'-6"	17'-0"	17	A801	10	17"
TCI	3'-0"	18'-0"	18	A801	14	22"
TFII	3'-0"	20'-0"	20	A801	14	22"
MCIII/TCII/TFIII	3'-6"	18'-0"	18	A901	14	28"
MCIV/TFIV	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"



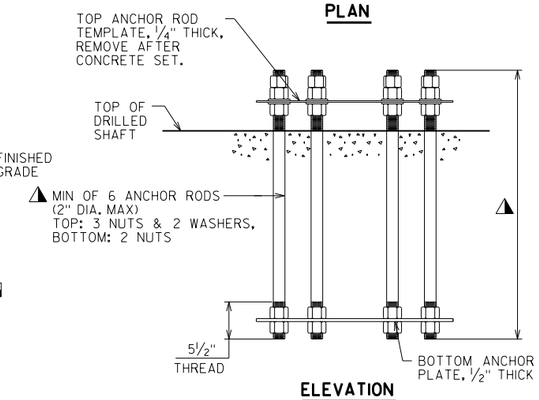
PLAN



PLAN



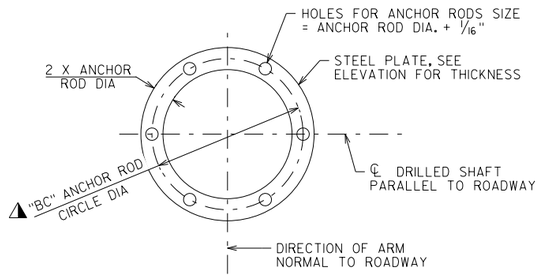
ELEVATION



ELEVATION

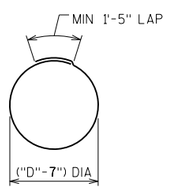
ANCHOR ROD ASSEMBLY DETAILS

△ 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

350

SCALE = 1.67

8

8

NB USH 51								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
8+30.67		6	3	0	0	0	0	0
8+31.00	0	7	3	0	0	0	0	0
8+50.00	19	0	35	2	10	2	13	-10
9+00.00	50	0	53	0	82	2	121	-119
9+50.00	50	0	15	0	63	2	206	-203
9+70.00	20	21	0	8	6	10	213	-203
10+00.00	30	69	33	50	18	61	238	-177
10+25.00	25	71	65	65	45	129	298	-169
10+50.00	25	71	75	66	65	191	384	-193
11+00.00	50	73	83	133	49	324	449	-125
11+50.00	50	86	98	147	167	471	671	-200
11+94.75	45	100	29	155	106	626	812	186
12+00.00	5	102	27	20	6	645	819	-174
12+17.61	18	96	66	64	30	710	960	-150
12+50.00	32	111	40	124	64	834	945	-111
13+00.00	50	122	19	0	0	834	945	-111
13+50.00	50	149	13	250	30	1,084	984	100
14+00.00	50	116	44	245	53	1,329	1,055	274
14+05.41	5	107	66	22	11	1,351	1,070	282
15+48.52	---	3	174	0	0	1,351	1,070	282
15+50.00	1	3	171	0	9	1,352	1,082	269
16+00.00	50	41	112	40	263	1,390	1,431	-39
16+50.00	50	61	98	94	194	1,486	1,690	-204
17+00.00	50	127	41	175	128	1,661	1,861	-199
17+50.00	50	157	54	263	88	1,924	1,977	53
18+00.00	50	187	39	319	86	2,243	2,091	152
18+50.00	50	214	6	371	41	2,614	2,146	468
19+00.00	50	244	3	424	9	3,038	2,158	881
19+50.00	50	260	1	466	4	3,504	2,163	1,341
20+00.00	50	252	2	473	3	3,978	2,167	1,811
20+50.00	50	226	2	444	3	4,422	2,171	2,251
21+00.00	50	190	2	388	4	4,809	2,176	2,633
21+50.00	50	154	2	319	3	5,128	2,181	2,948
22+00.00	50	120	2	253	4	5,382	2,186	3,196
22+50.00	50	125	2	227	4	5,608	2,190	3,418
23+00.00	50	135	6	241	7	5,849	2,199	3,650
23+50.00	50	144	10	258	14	6,107	2,219	3,889
24+00.00	50	119	24	244	32	6,351	2,261	4,090
24+08.09	8	101	27	33	8	6,384	2,271	4,113
25+54.35		22	194	0	0	6,384	2,271	4,113
26+00.00	46	65	148	73	289	6,457	2,656	3,802
26+50.00	50	88	10	142	147	6,599	2,851	3,748
27+00.00	50	107	7	181	16	6,780	2,872	3,908
27+50.00	50	125	17	215	23	6,995	2,902	4,093
28+00.00	50	118	40	225	53	7,220	2,973	4,247
28+50.00	50	91	68	194	100	7,414	3,106	4,307
29+00.00	50	70	45	150	105	7,563	3,246	4,317
29+50.00	50	130	4	186	46	7,749	3,307	4,442
29+87.22	37	59	1	131	3	7,880	3,312	4,568
			COLUMN TOTALS	7,880	2,490			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL EXPANSION FACTOR = 1.30

SB USH 51								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
10+00.00		91	0	0	0	0	0	0
10+50.00	50	86	0	164	0	164	0	164
11+00.00	50	84	0	158	0	322	0	321
11+50.00	50	101	0	0	0	322	0	321
12+00.00	50	116	1	201	1	522	1	521
12+20.00	20	176	1	108	1	630	2	628
12+50.00	30	140	0	175	0	806	3	803
13+00.00	50	113	0	0	0	806	3	803
13+50.00	50	93	3	190	3	996	7	989
14+00.00	50	94	3	173	6	1,169	14	1,155
14+14.48	14	86	3	0	0	1,169	14	1,155
15+59.14	--	109	5	0	0	1,169	14	1,155
16+00.00	41	143	0	190	4	1,359	20	1,340
16+50.00	50	148	0	269	0	1,628	20	1,609
17+00.00	50	148	0	0	0	1,628	20	1,609
17+50.00	50	177	0	301	0	1,929	20	1,910
18+00.00	50	203	0	352	0	2,282	20	2,262
18+50.00	50	227	0	399	0	2,680	20	2,661
19+00.00	50	259	0	450	0	3,130	20	3,111
19+50.00	50	272	0	492	0	3,622	20	3,602
20+00.00	50	291	0	522	0	4,144	20	4,124
20+50.00	50	279	0	528	0	4,672	20	4,653
21+00.00	50	245	56	486	52	5,158	88	5,070
21+50.00	50	215	107	426	151	5,584	289	5,296
22+00.00	50	187	133	372	223	5,956	585	5,372
22+50.00	50	163	144	324	257	6,280	926	5,354
23+00.00	50	154	147	293	264	6,573	1,278	5,296
23+50.00	50	163	112	294	235	6,867	1,591	5,276
24+00.00	50	139	0	280	104	7,147	1,729	5,418
24+30.83	31	131	0	154	0	7,301	1,729	5,572
25+97.04		228	0	0	0	7,301	1,729	5,572
26+00.00	3	229	0	25	0	7,326	1,729	5,597
26+50.00	50	141	0	343	0	7,669	1,729	5,940
27+00.00	50	90	0	214	0	7,883	1,729	6,154
27+50.00	50	139	0	212	0	8,095	1,729	6,366
28+00.00	50	318	0	423	0	8,518	1,729	6,789
28+50.00	50	264	0	538	0	9,056	1,729	7,327
29+00.00	50	208	0	437	0	9,493	1,729	7,764
29+50.00	50	169	6	349	6	9,842	1,736	8,106
30+00.00	50	320	1	453	7	10,295	1,745	8,550
30+32.97	33	187	6	310	4	10,605	1,751	8,854
30+50.00	17	190	0	119	2	10,724	1,754	8,971
30+71.47	21	148	33	134	13	10,858	1,771	9,087
31+00.00	29	1	4	79	20	10,937	1,797	9,140
31+50.00	50	1	2	2	5	10,939	1,804	9,135
32+00.00	50	1	1	225	13	10,520	1,762	8,758
32+50.00	50	2	0	2	2	10,522	1,764	8,758
33+00.00	50	2	2	3	2	10,525	1,767	8,759
33+50.00	50	2	1	3	3	10,529	1,771	8,758
34+00.00	50	2	0	3	1	10,532	1,773	8,760
34+50.00	50	2	0	3	0	10,535	1,773	8,762
35+00.00	50	2	0	3	0	10,538	1,773	8,765
35+50.00	50	0	1	1	1	10,540	1,774	8,766
35+51.64	2	0	0	0	0	10,540	1,774	8,766
			COLUMN TOTALS	11,184	1,378			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EXPANDED FBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. FBS BACKFILL EXPANSION FACTOR = 1.30

A1								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
10+00.00		133	46	0	0	0	0	0
10+50.00	50	213	45	321	84	321	112	209
11+00.00	50	1	126	199	134	520	290	229
11+50.00	50	78	42	73	155	593	497	96
12+00.00	50	145	41	206	77	799	599	200
12+50.00	50	74	51	203	85	1,002	712	290
13+00.00	50	161	56	218	98	1,220	843	378
13+50.00	50	110	48	251	96	1,471	970	501
13+67.56	18	133	46	79	30	1,550	1,011	539
			COLUMN TOTALS	1,550	760			

HOEL AVE (A3)								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
20+00.00		25	4	0	0	0	0	0
20+25.00	25	28	2	24	3	24	4	21
20+50.00	25	30	2	27	2	51	6	45
21+00.00	50	40	0	66	2	117	9	108
21+50.00	50	90	0	120	0	237	9	229
22+00.00	50	116	0	290	0	427	9	419
22+50.00	50	117	0	215	0	642	9	634
22+54.65	5	115	0	20	0	662	9	654
			COLUMN TOTALS	662	6			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL : THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = ;CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

HOEL AVE (A4)								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
10+00.00		25	0	0	0	0	0	0
10+20.00	20	26	0	19	0	19	0	19
10+50.00	30	33	0	32	0	51	0	51
11+00.00	50	39	0	66	0	117	0	117
11+50.00	50	61	2	93	2	210	3	207
12+00.00	50	59	1	111	3	321	7	315
12+50.00	50	26	51	79	48	400	70	330
12+58.51	9	23	58	8	17	408	93	315
			COLUMN TOTALS	408	70			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL EXPANSION FACTOR = 1.30

SILVERADO DRIVE (A7)								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
10+00.00		20	1	0	0	0	0	0
10+50.00	50	18	0	35	1	35	2	34
11+00.00	50	31	0	45	1	80	3	77
11+50.00	50	20	0	47	1	127	3	123
12+00.00	50	25	0	42	0	168	4	165
12+48.37	48	0	43	22	38	191	59	136
			COLUMN TOTALS	191	42			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

SILVERADO DRIVE (A8)								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
21+27.40		41	0	0	0	0	0	0
21+50.00	23	74	0	48	0	48	0	48
22+00.00	50	67	0	130	0	178	0	177
22+50.00	50	94	16	149	15	327	20	304
22+60.16	10	81	38	33	10	360	34	321
			COLUMN TOTALS	360	25			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EXPANDED LBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. LBS BACKFILL EXPANSION FACTOR = 1.30

B1								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
10+00.00		131	59	0	0	0	0	0
10+50.00	50	152	38	262	71	262	94	268
11+00.00	50	261	31	382	64	644	179	465
11+50.00	50	351	34	566	60	1,210	259	951
12+00.00	50	108	44	425	72	1,635	355	1,280
12+50.00	50	66	375	161	388	1,796	871	925
13+00.00	50	70	316	126	640	1,922	1,722	200
13+50.00	50	59	47	120	332	2,041	2,163	-122
13+67.57	18	131	39	62	26	2,103	2,198	-95
			COLUMN TOTALS	2,103	1,653			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STH 138 BYPASS LANE (B2)								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
20+50.00		99	79	0	0	0	0	0
21+00.00	50	258	0	331	73	331	97	234
21+50.00	50	534	0	733	0	1,064	97	967
22+00.00	50	589	0	1,040	0	2,104	97	2,007
22+50.00	50	550	0	1,055	0	3,159	97	3,062
23+00.00	50	441	0	918	0	4,077	97	3,980
			COLUMN TOTALS	4,077	73			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STH 138 (B3)								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
8+31.00		33	0	0	0	0	0	0
8+50.00	19	25	0	20	0	20	0	20
9+00.00	50	23	0	44	0	64	0	64
9+50.00	50	23	0	42	0	107	0	107
10+00.00	50	182	10	190	9	296	22	284
10+50.00	50	303	5	449	13	746	29	726
11+00.00	50	467	0	713	4	1,459	35	1,423
11+20.00	20	580	0	388	0	1,846	35	1,811
11+50.00	30	370	0	537	0	2,374	35	2,338
12+00.00	50	455	33	763	30	3,137	76	3,061
12+50.00	50	51	70	468	95	3,605	203	3,403
13+00.00	50	62	230	105	278	3,710	572	3,138
13+50.00	50	99	22	149	233	3,858	882	2,977
13+80.65	31	193	0	166	13	4,024	898	3,126
			COLUMN TOTALS	4,024	675			

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) EXPANDED LBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL . LBS BACKFILL EXPANSION FACTOR = 1.30

STH 138 (B4)								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
13+00.00		0	194	0	0	0	0	0
13+50.00	50	0	220	0	384	0	510	-510
13+79.72	30	0	114	0	184	0	755	-755
			COLUMN TOTALS	0	568			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

MCCOMB ROAD								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
10+25.00		44	1	0	0	0	0	0
10+50.00	25	40	1	39	1	39	2	37
11+00.00	50	40	0	74	1	113	4	109
11+47.51	48	38	1	68	1	181	5	176
			COLUMN TOTALS	181	4			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

9

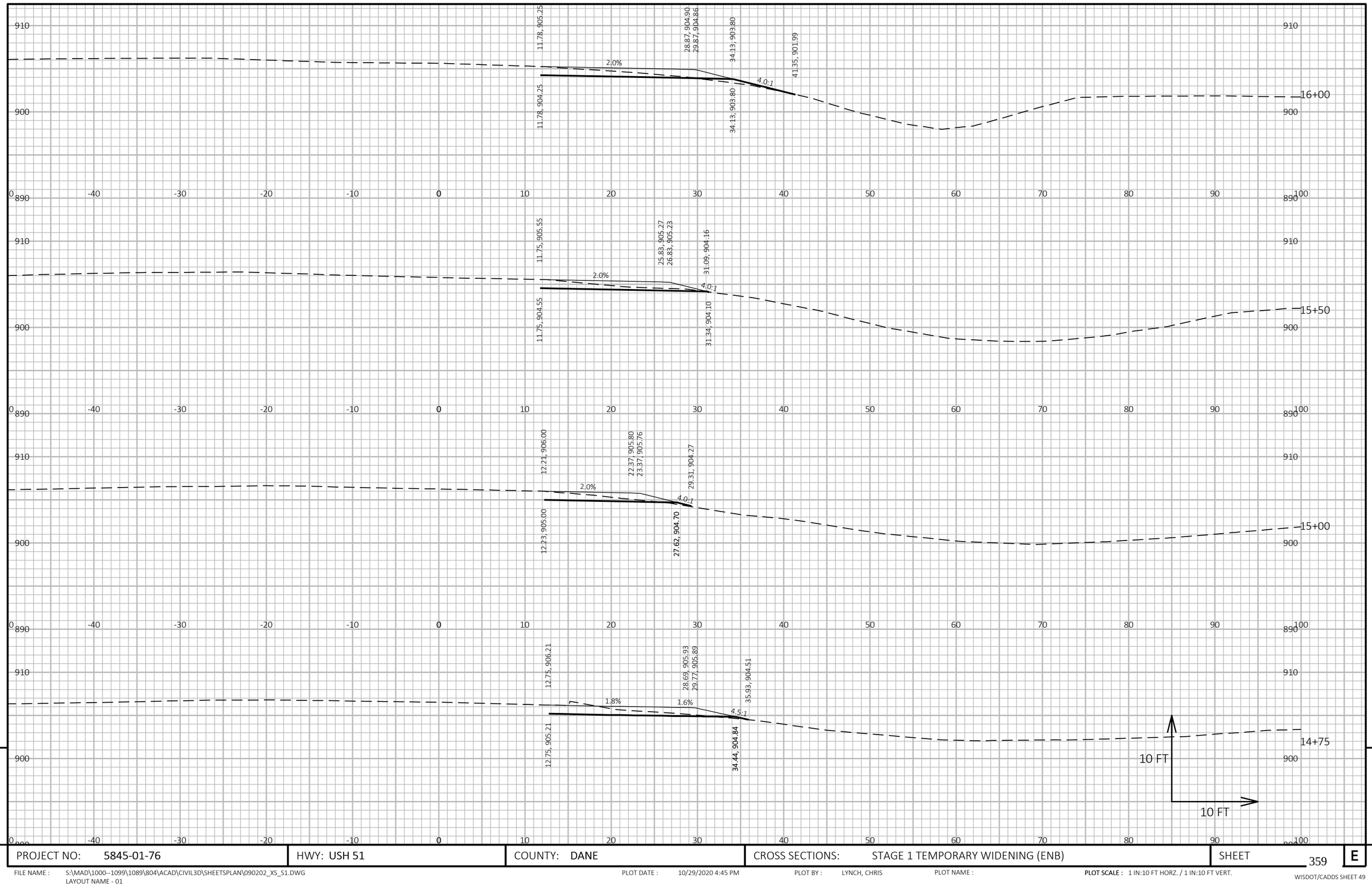
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HOIBY ROAD								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
10+26.90		29	4	0	0	0	0	0
10+50.00	23	11	4	14	3	14	5	10
11+00.00	50	8	36	18	37	33	54	-22
11+50.00	50	11	59	18	88	50	171	-121
12+00.00	50	27	24	35	77	85	273	-188
12+50.00	50	28	0	51	22	136	303	-167
12+64.64	15	28	0	15	0	151	303	-152
			COLUMN TOTALS	151	228			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

EXISTING NB USH 51								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.33	MASS ORDINATE NOTE 4
14+75.00		12	0	0	0	0	0	0
15+00.00	25	7	0	9	0	9	0	8
15+50.00	50	9	0	15	0	24	1	23
16+00.00	50	10	2	18	2	42	4	38
16+50.00	50	9	32	18	32	60	45	24
17+00.00	50	10	40	17	67	77	134	-58
17+50.00	50	9	49	17	83	94	244	-150
18+00.00	50	7	53	15	94	109	369	-260
18+50.00	50	7	18	14	65	123	456	-333
19+00.00	50	8	5	14	7	137	465	-328
19+50.00	50	8	0	15	4	152	471	-319
19+83.68	34	9	0	5	0	157	471	-314
			COLUMN TOTALS	157	354			

NOTES:
1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

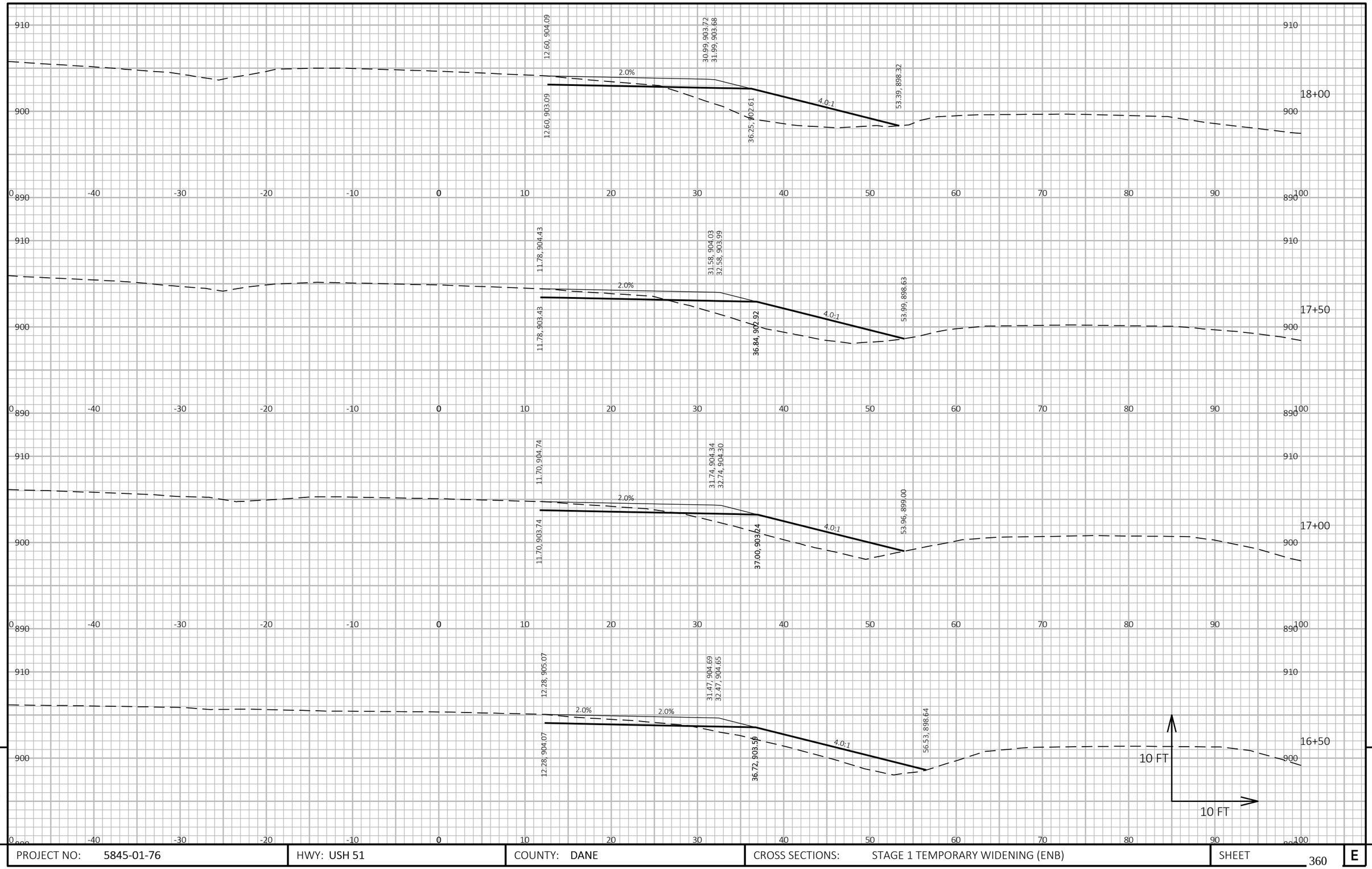


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING (ENB)	SHEET 359	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090202_XS_S1.DWG
LAYOUT NAME - 01

PLOT DATE : 10/29/2020 4:45 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

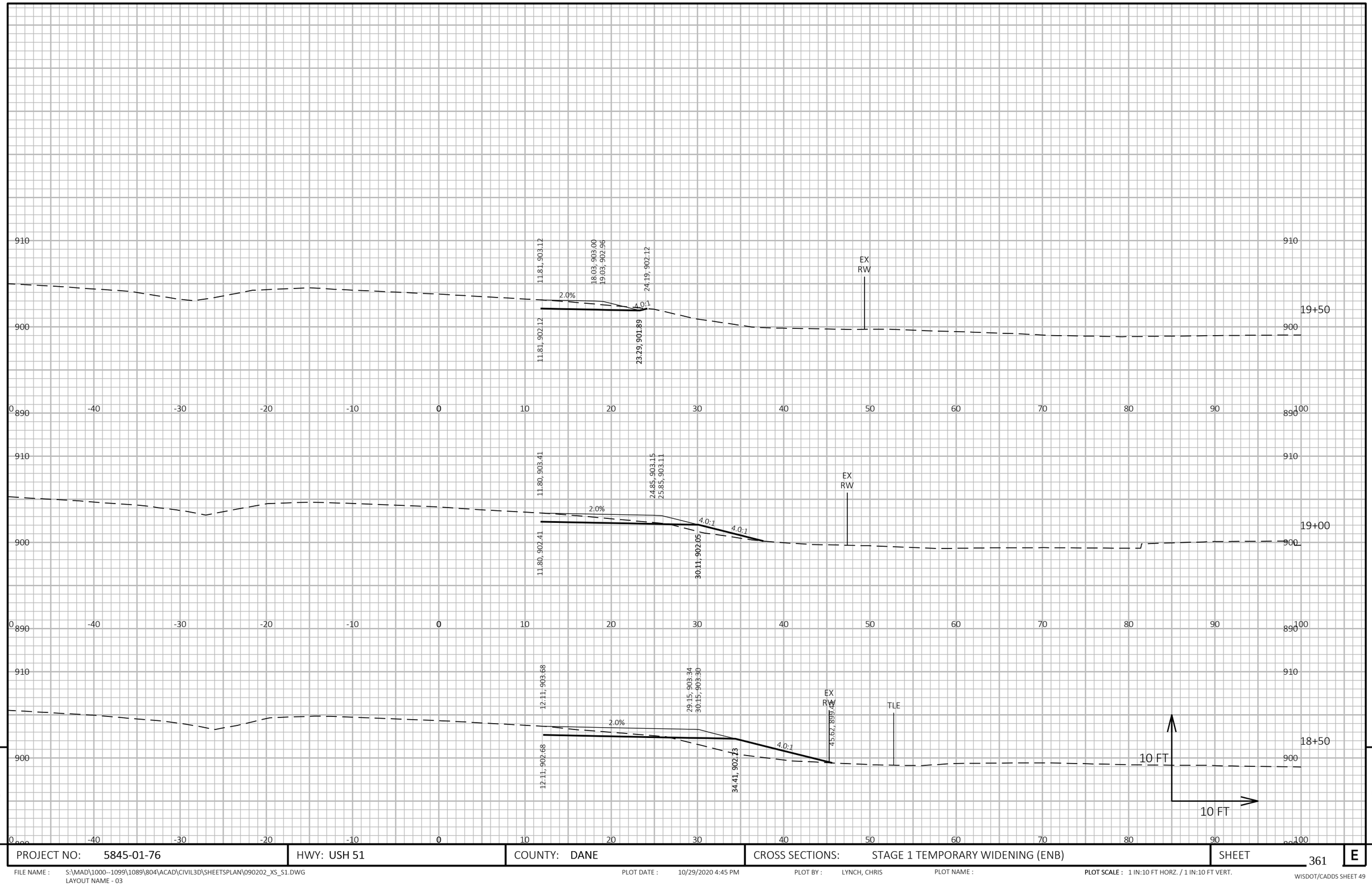
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PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING (ENB)	SHEET 360	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090202_XS_S1.DWG
LAYOUT NAME - 02

PLOT DATE : 10/29/2020 4:45 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1 TEMPORARY WIDENING (ENB)	SHEET 361	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090202_XS_S1.DWG
LAYOUT NAME - 03

PLOT DATE : 10/29/2020 4:45 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

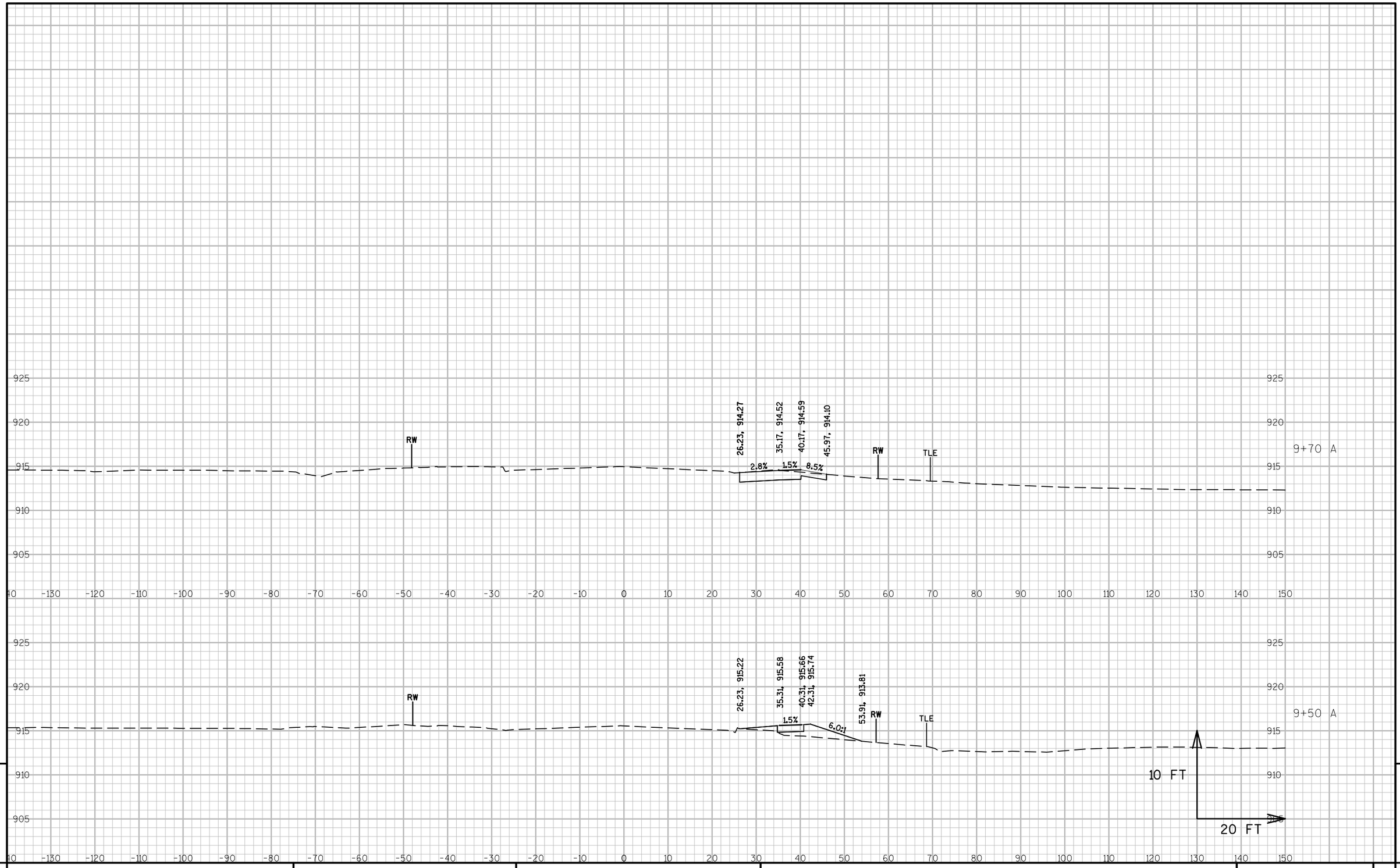
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 362	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201_XS (A)

PLOT DATE : 10/29/2020 4:30 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

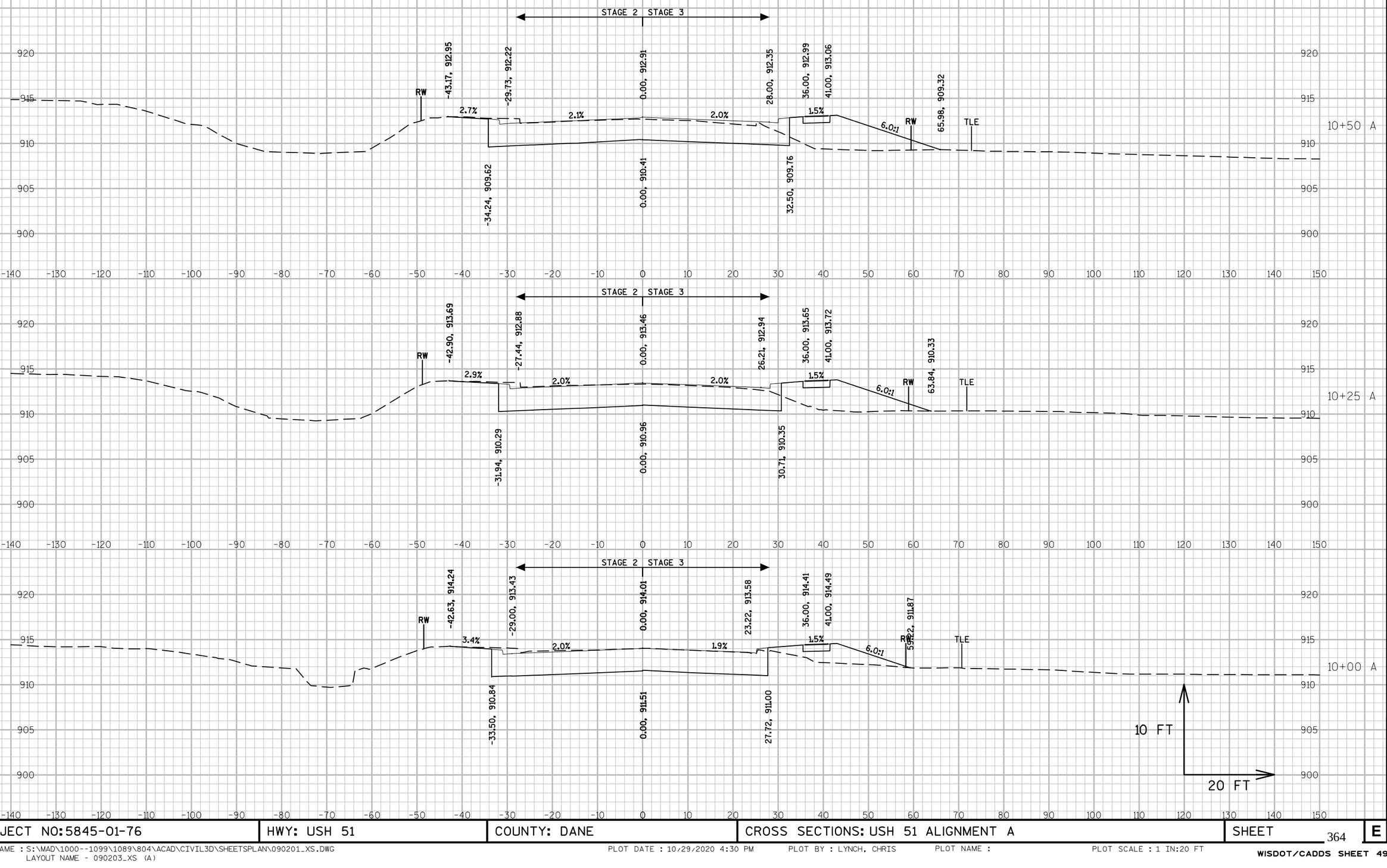


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 363	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090202_XS (A)

PLOT DATE : 10/29/2020 4:30 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

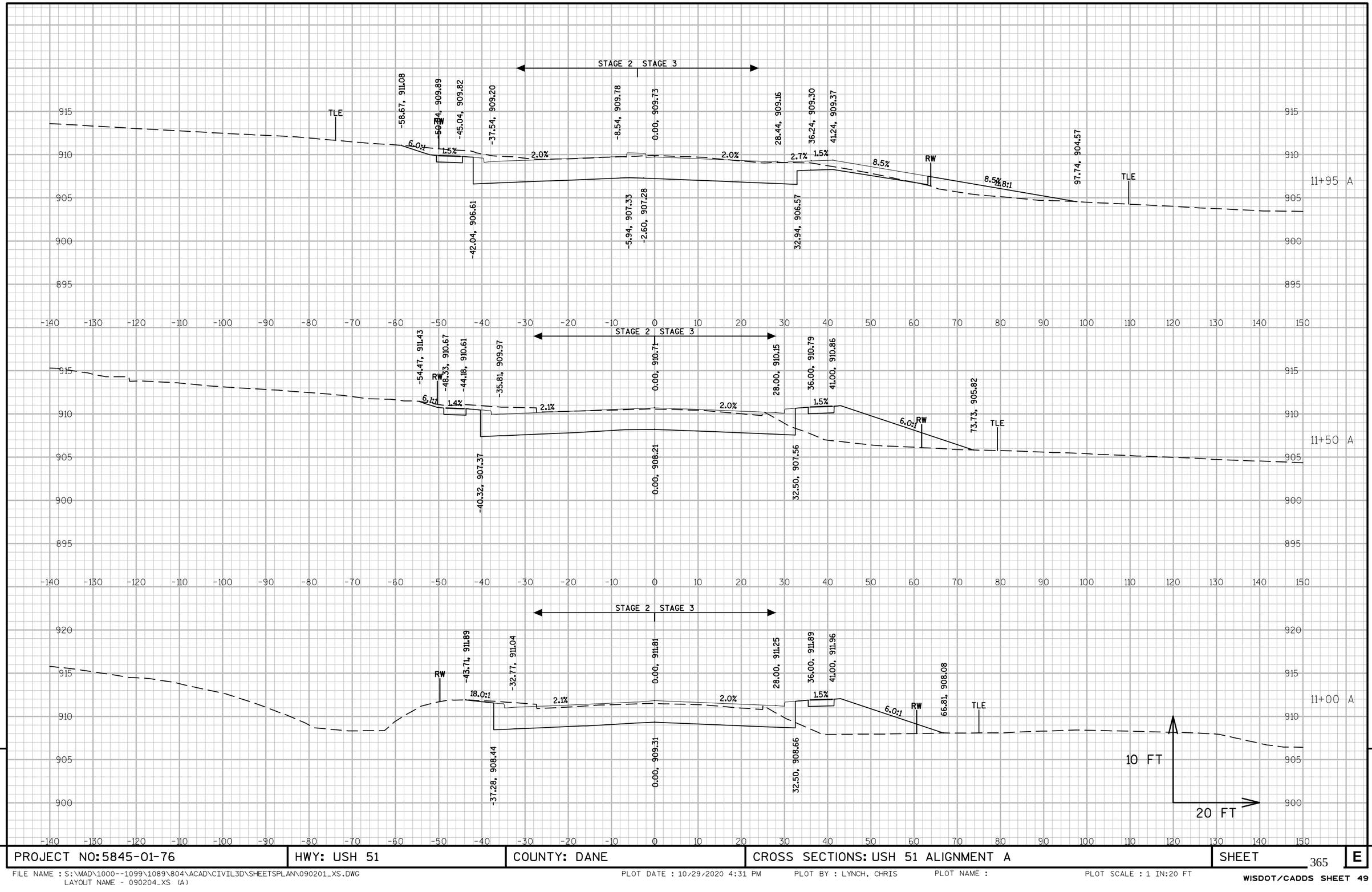
WISDOT/CADDS SHEET 49



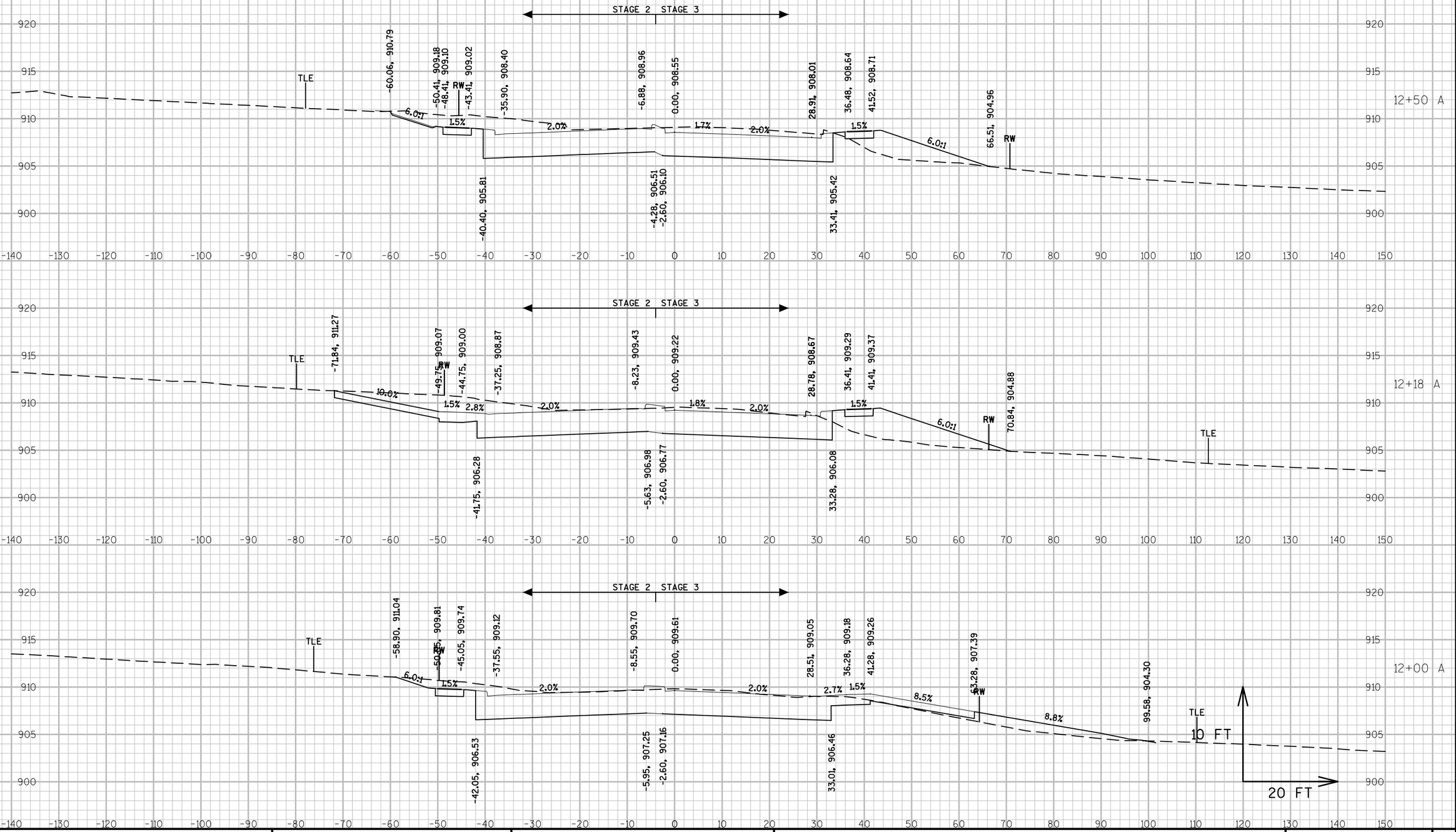
PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 364	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090203_XS (A)

PLOT DATE : 10/29/2020 4:30 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 365	E

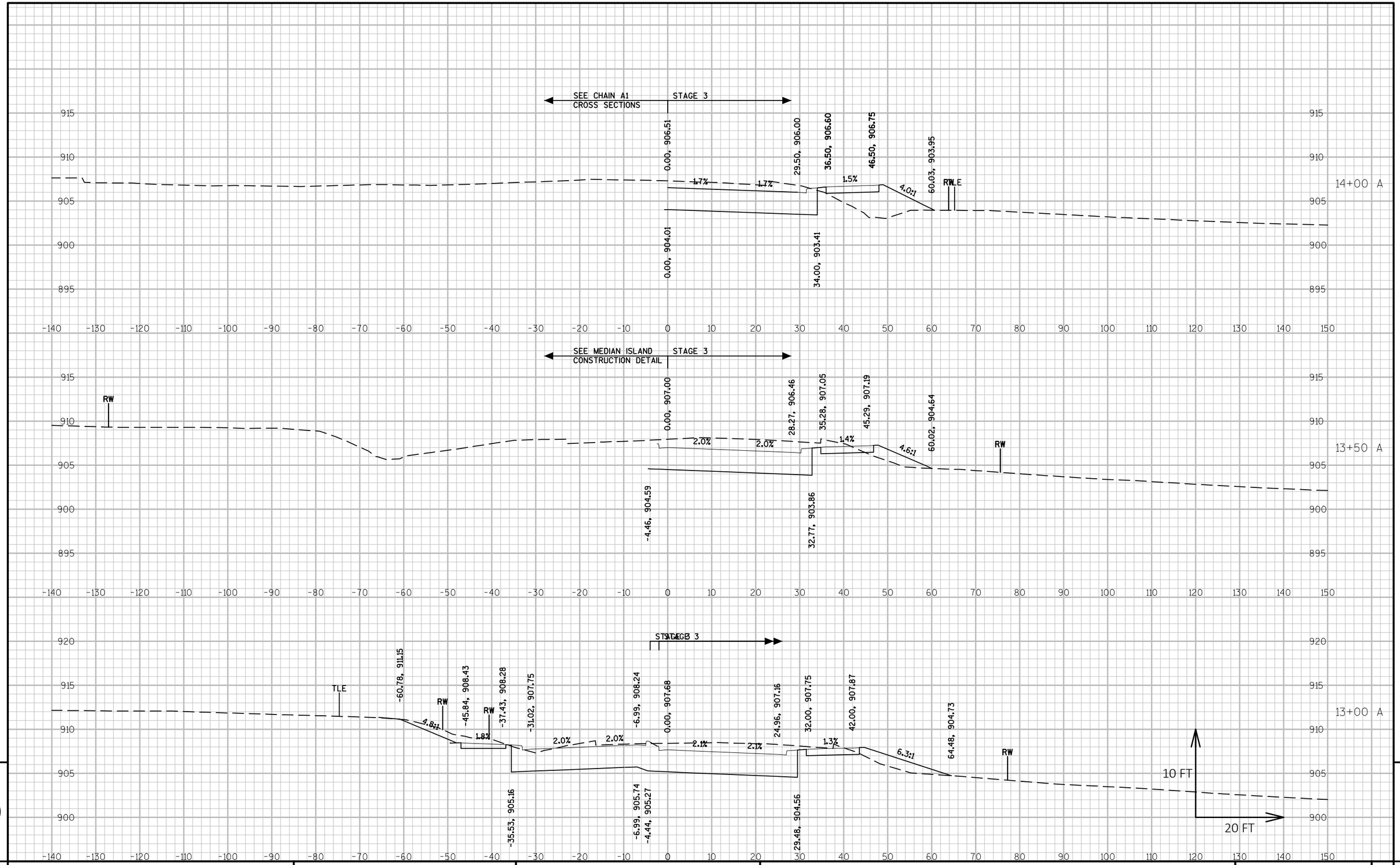


PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 366	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090205_XS (A)

PLOT DATE : 10/29/2020 4:31 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

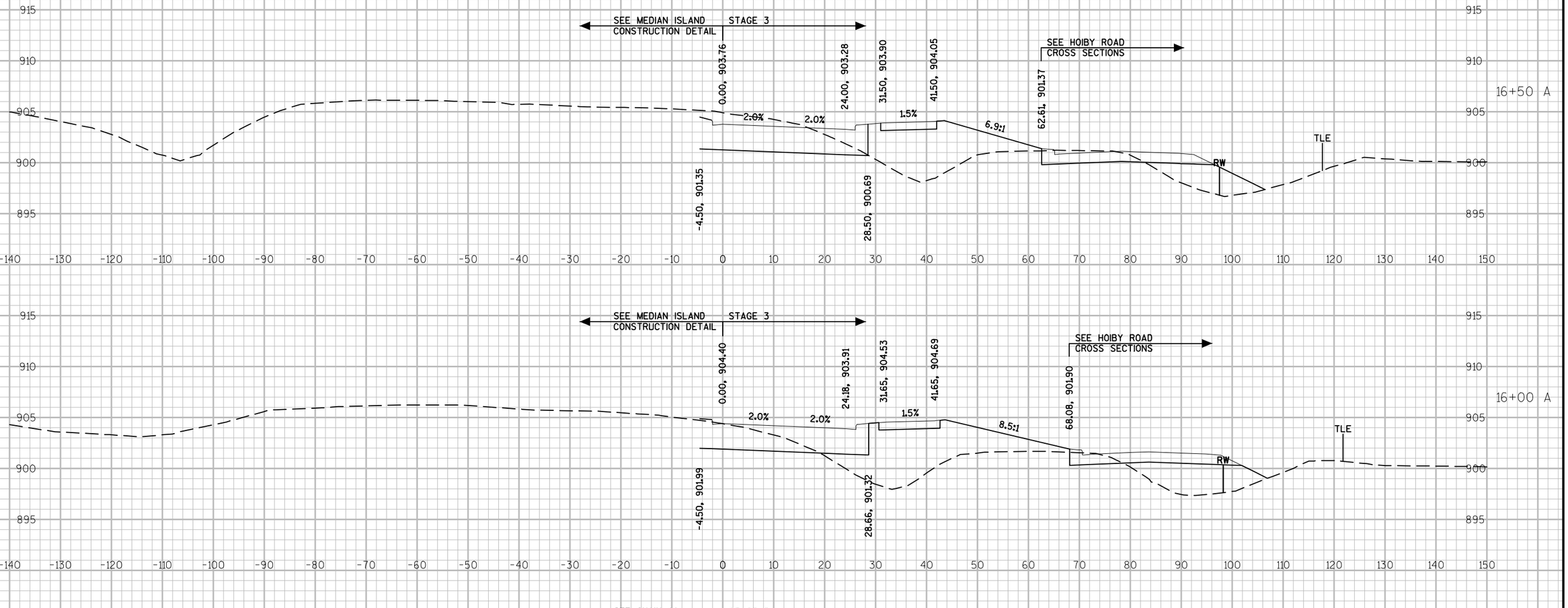
WISDOT/CADDS SHEET 49



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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 367	E



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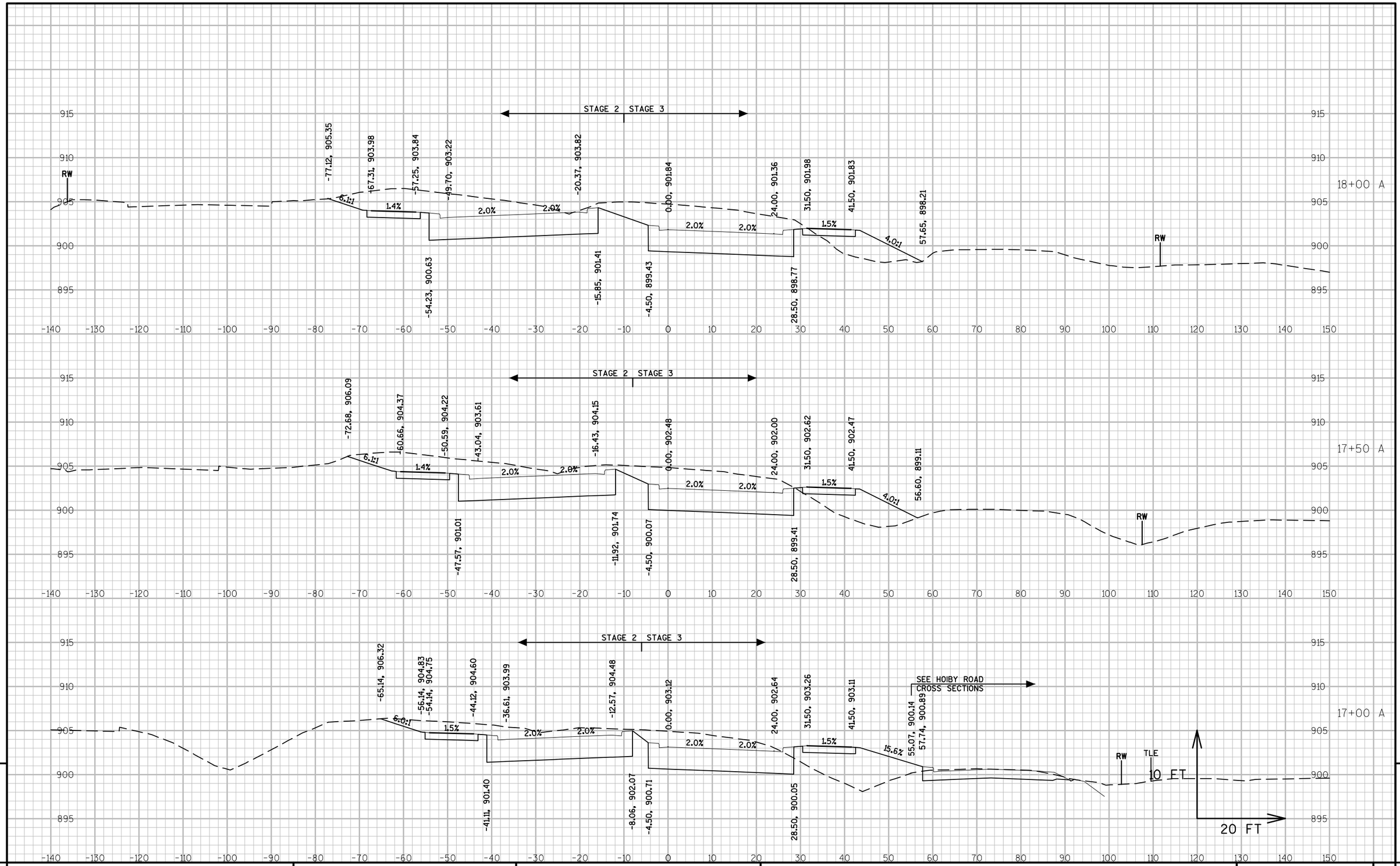
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 368	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090207_XS (A)

PLOT DATE : 10/29/2020 4:32 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 49



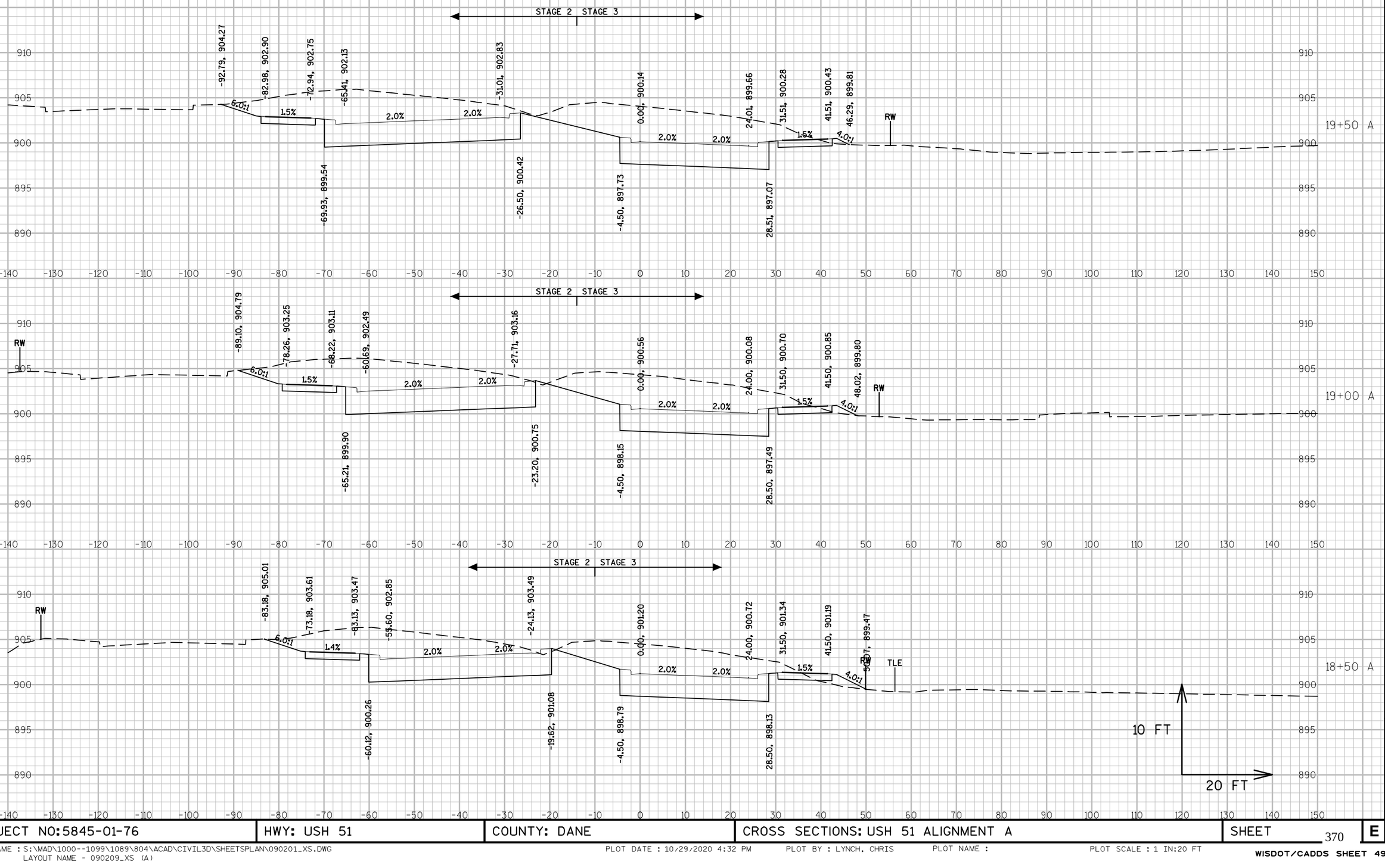
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 369 E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090208_XS (A)

PLOT DATE : 10/29/2020 4:32 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

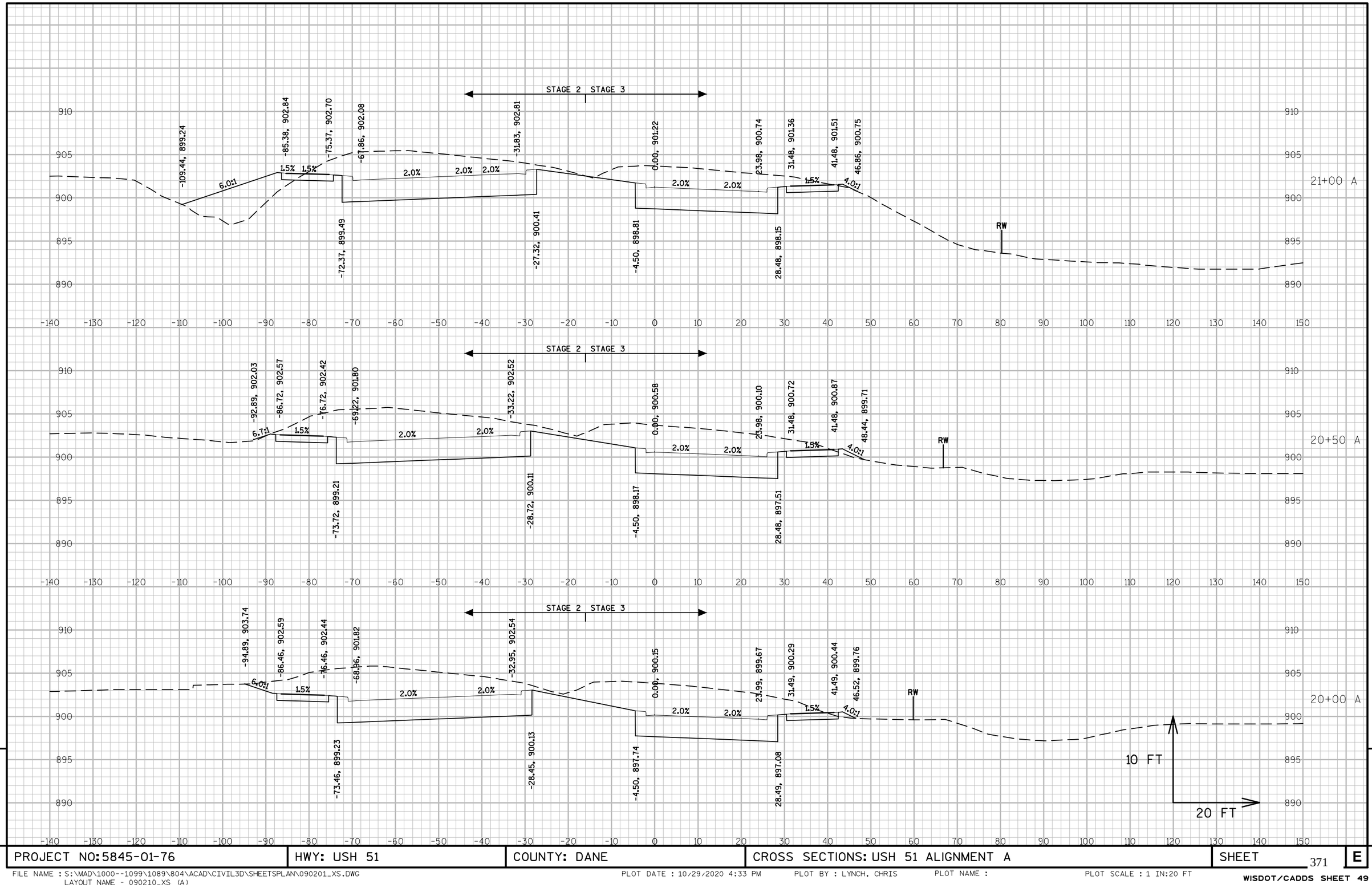


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 370	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090209_XS (A)

PLOT DATE : 10/29/2020 4:32 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

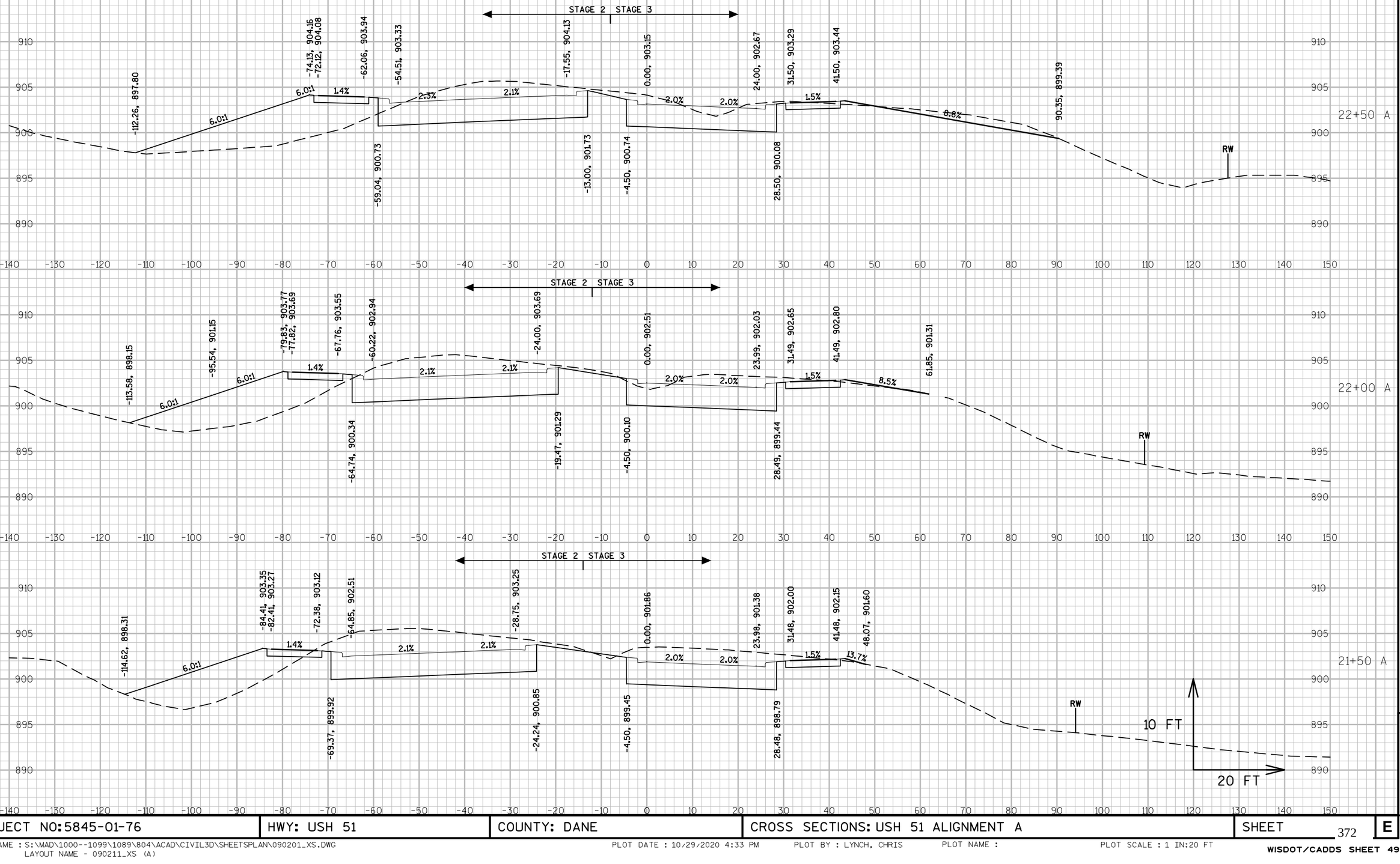


PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 371	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090210_XS (A)

PLOT DATE : 10/29/2020 4:33 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

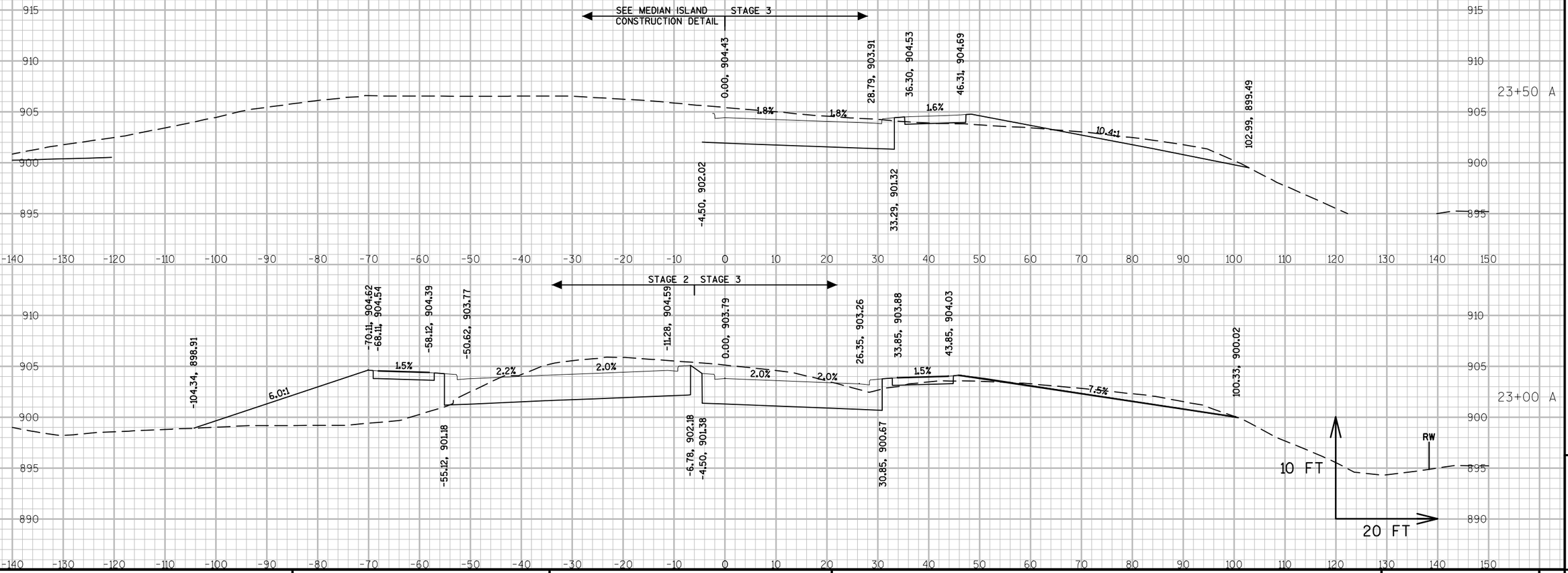


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 372	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090211_XS (A)

PLOT DATE : 10/29/2020 4:33 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

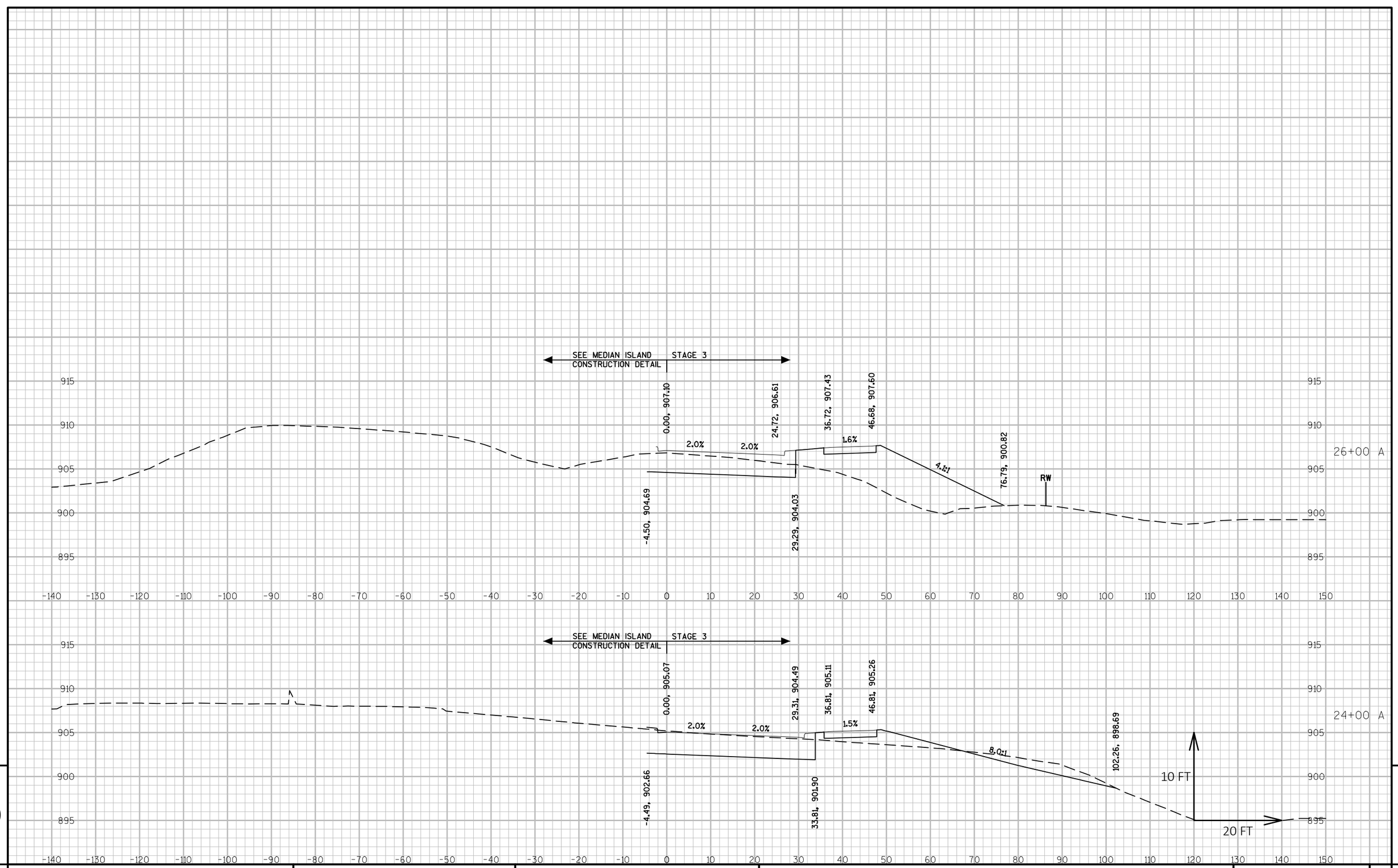
WISDOT/CADDS SHEET 49



PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 373	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090212_XS (A)

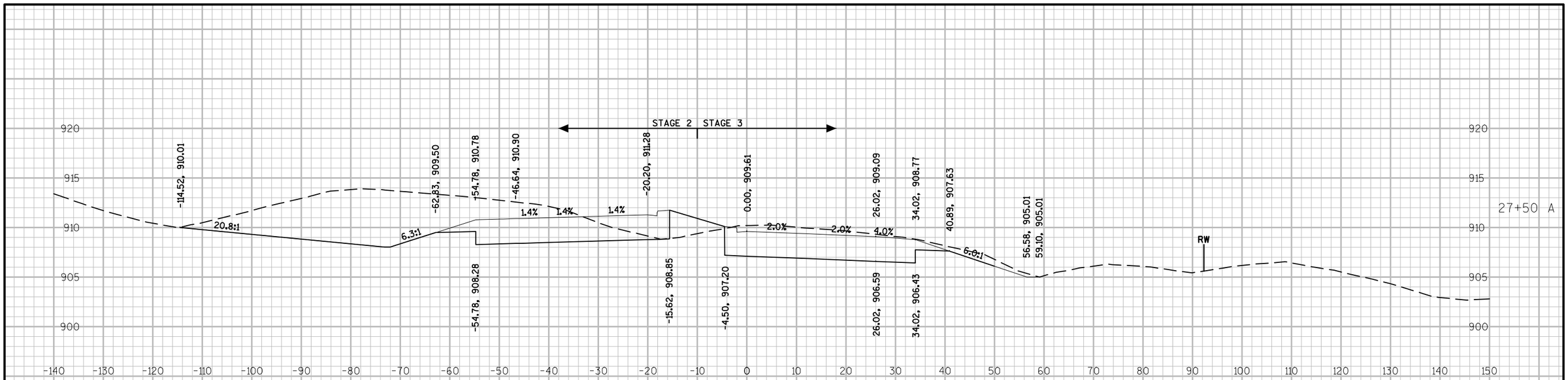
PLOT DATE : 10/29/2020 4:33 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

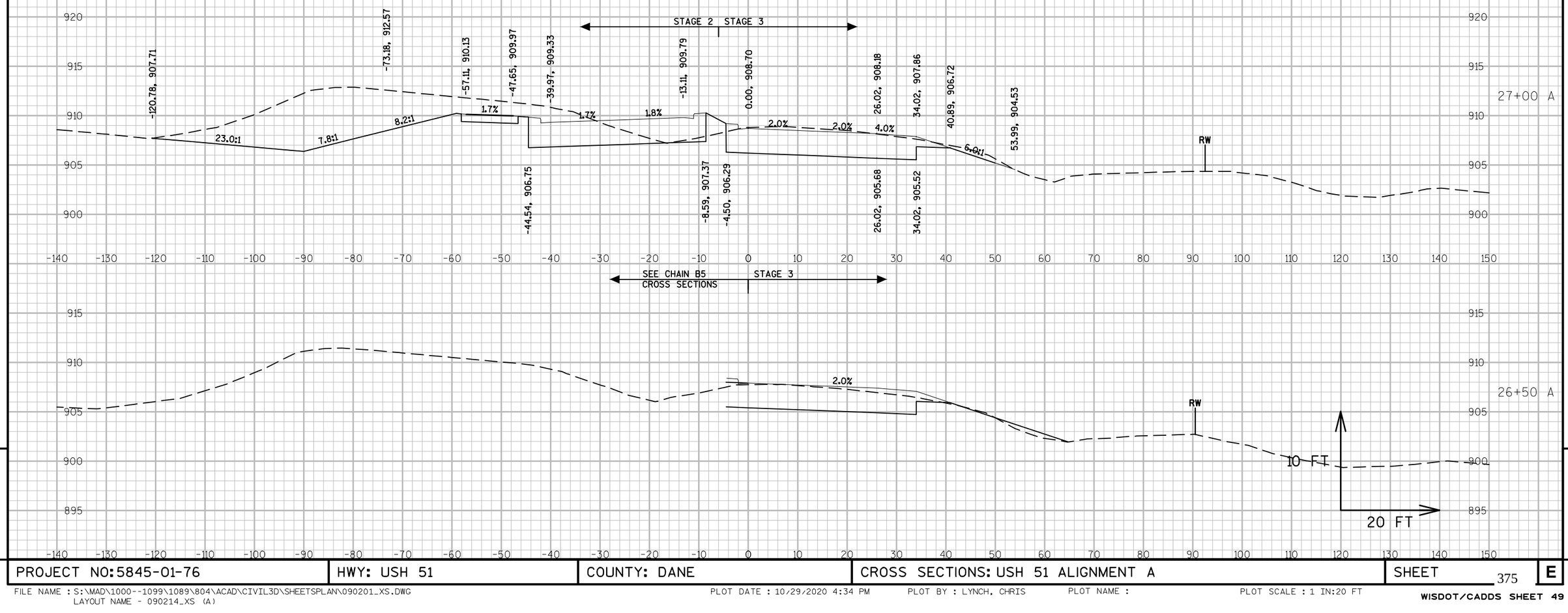


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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 374	E





PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 375	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090214_XS (A)
PLOT DATE : 10/29/2020 4:34 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49

9

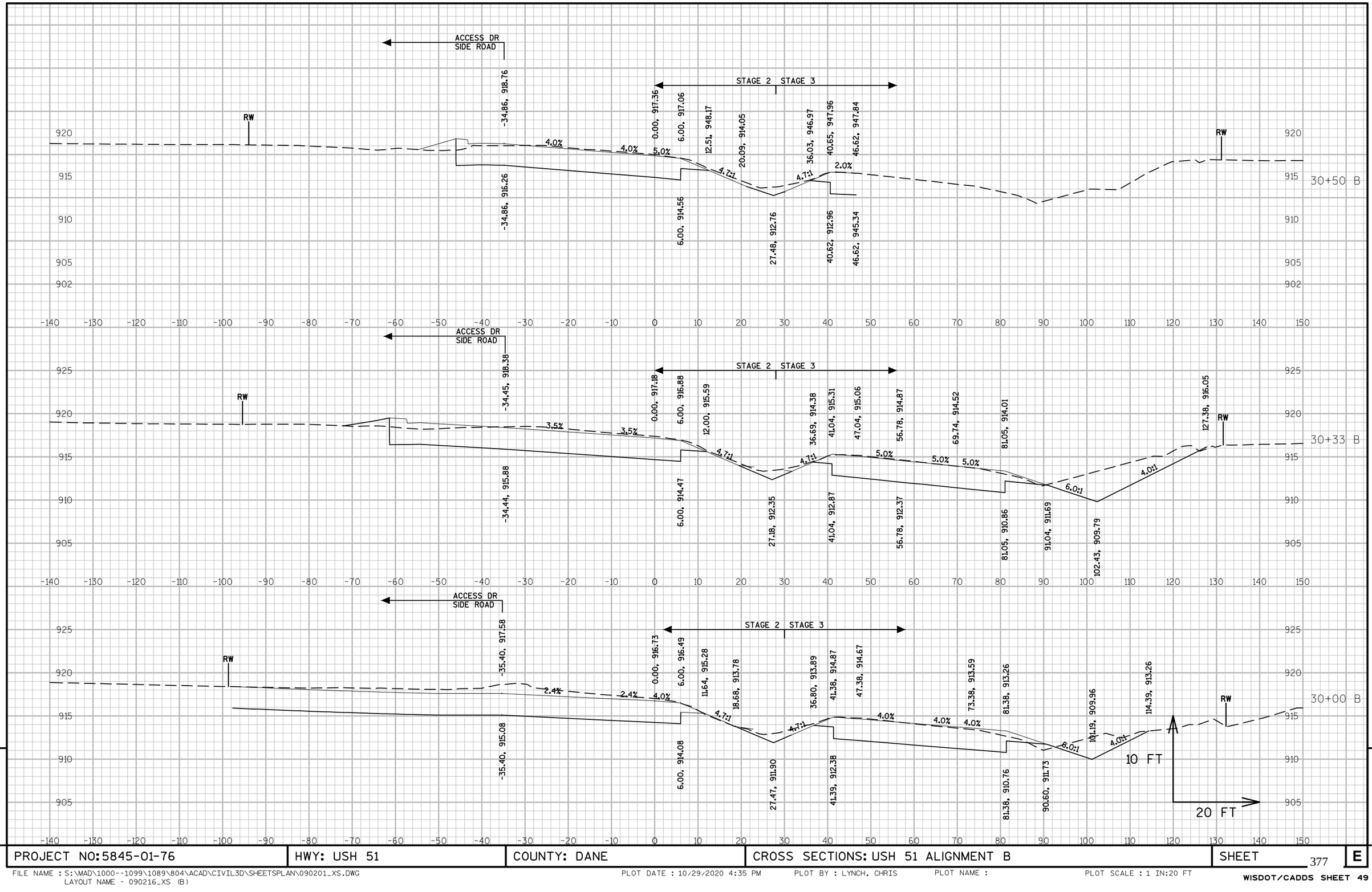
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT A	SHEET 376	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090215_XS (A)

PLOT DATE : 10/29/2020 4:34 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

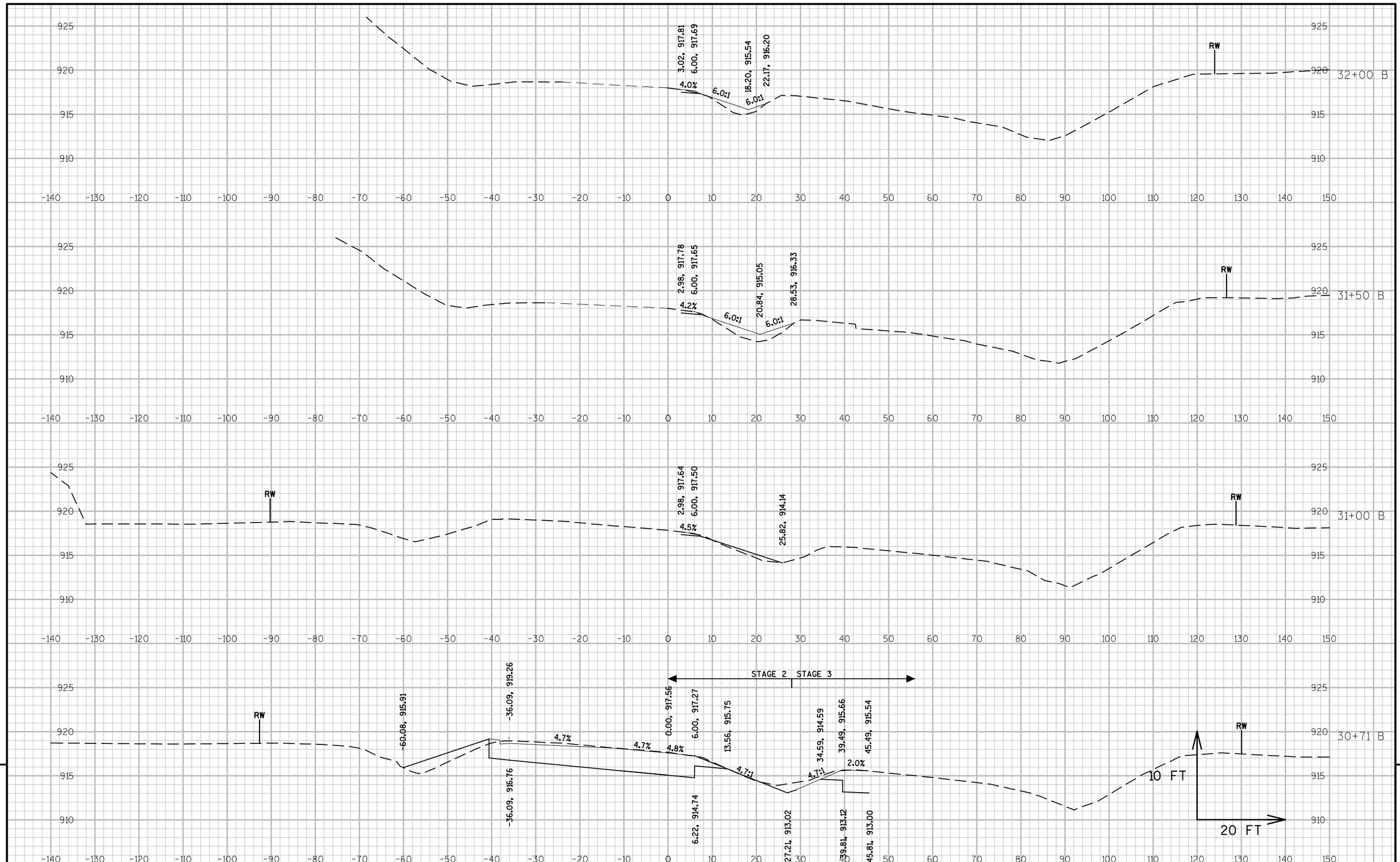


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT B	SHEET 377	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090216_XS (B)

PLOT DATE : 10/29/2020 4:35 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

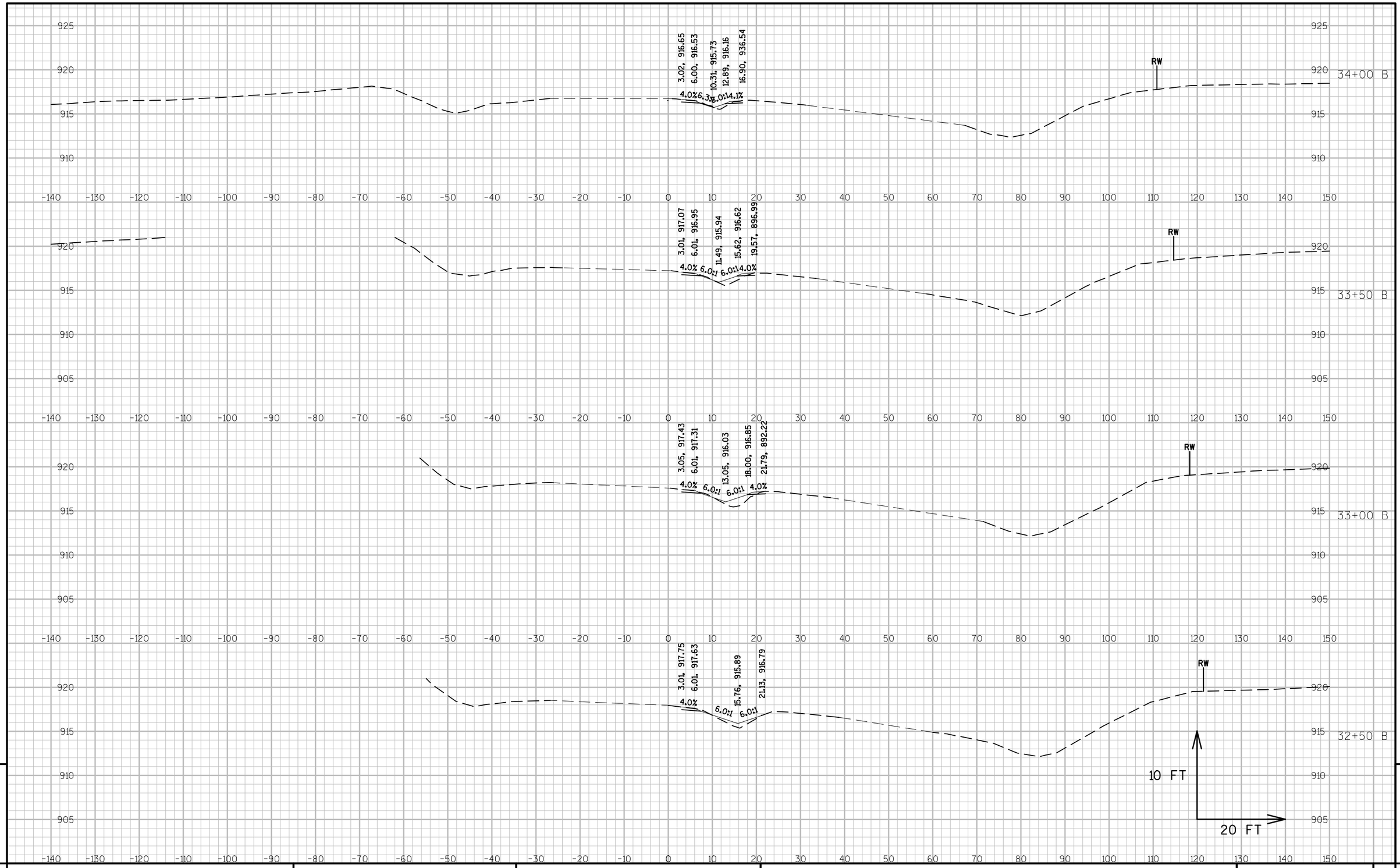


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT B	SHEET 378 E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090217_XS (B)

PLOT DATE : 10/29/2020 4:35 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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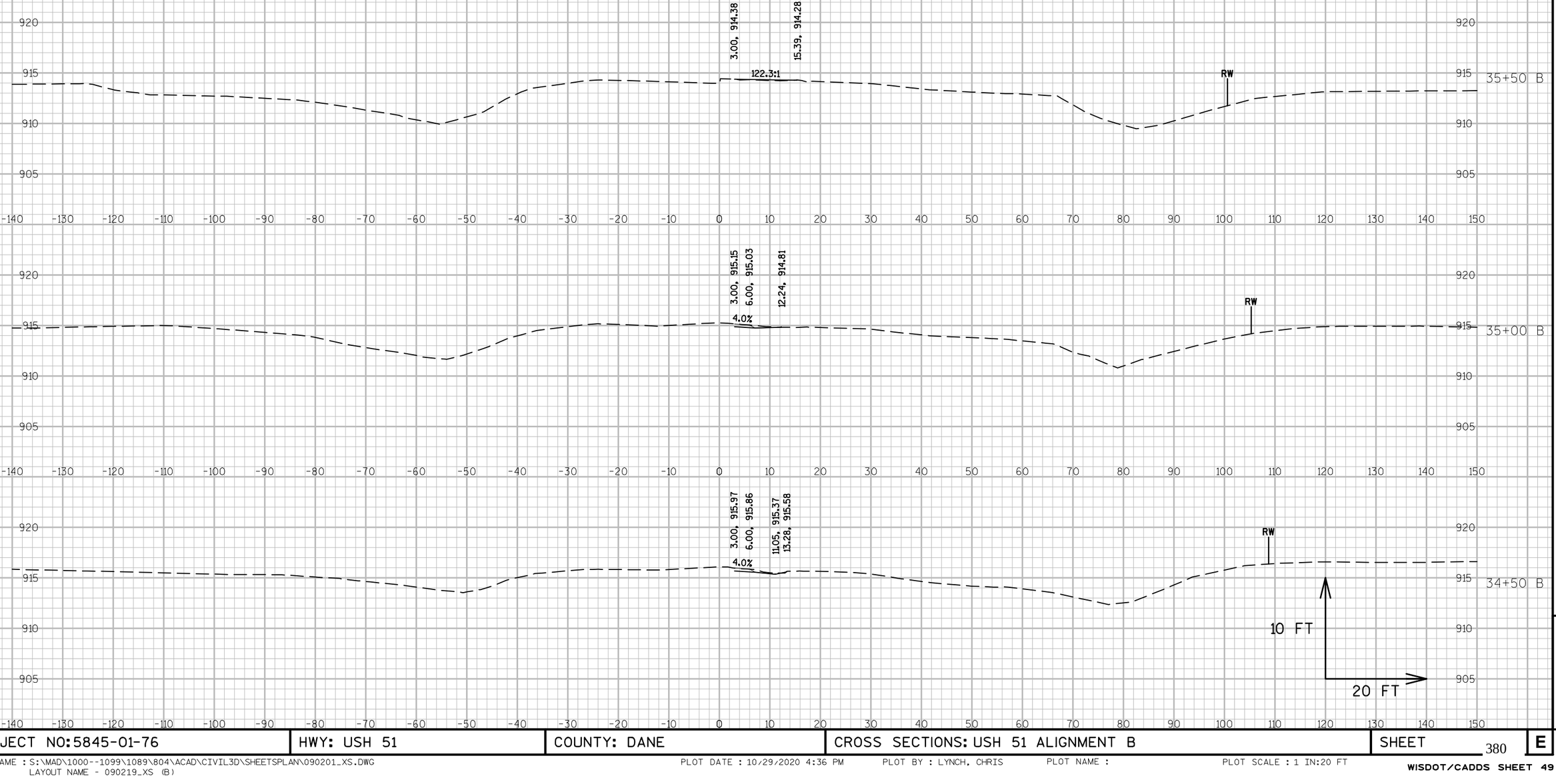
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PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT B	SHEET 379	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090218_XS (B)

PLOT DATE : 10/29/2020 4:35 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



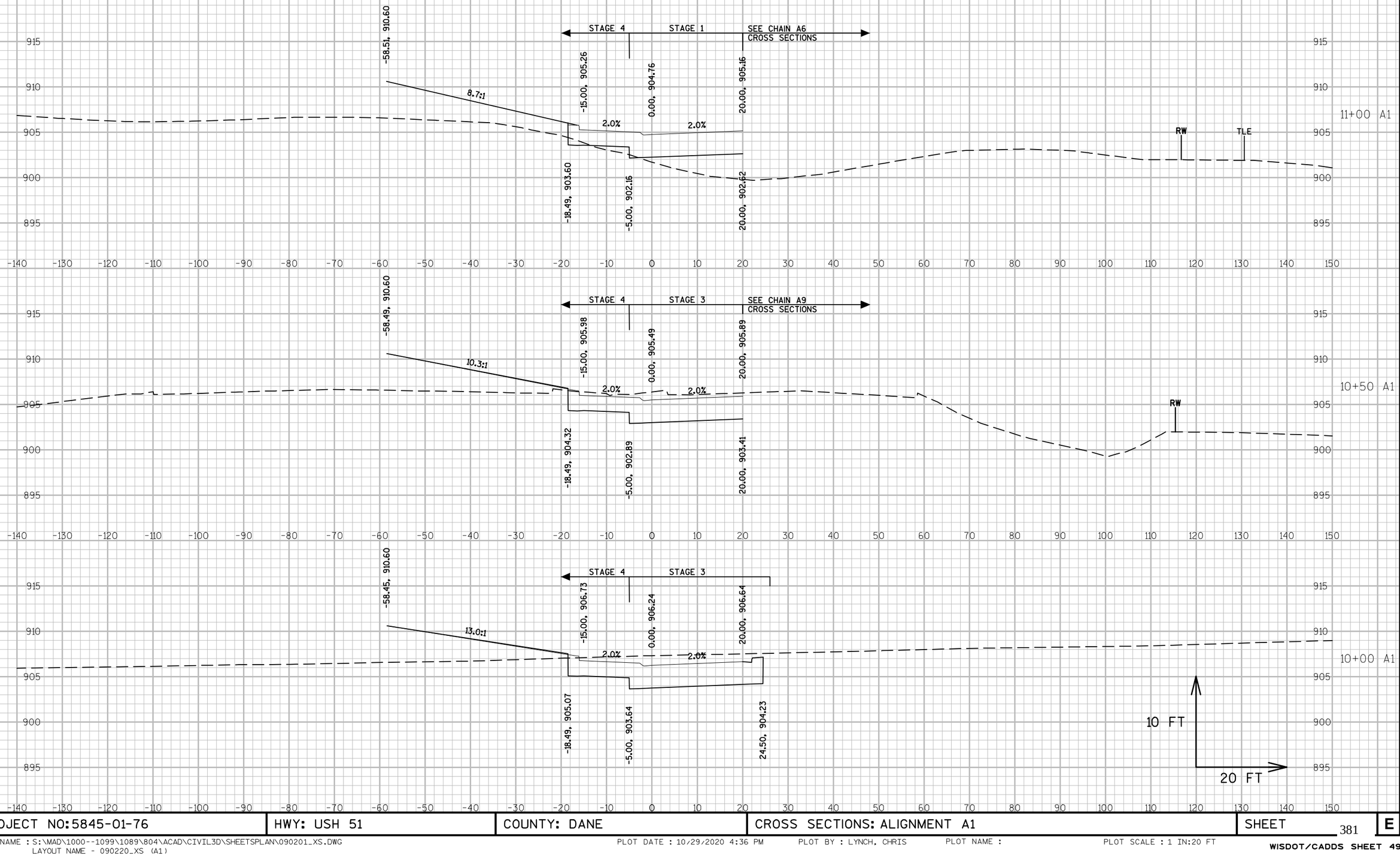
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PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 ALIGNMENT B	SHEET 380	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090219_XS (B)

PLOT DATE : 10/29/2020 4:36 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT



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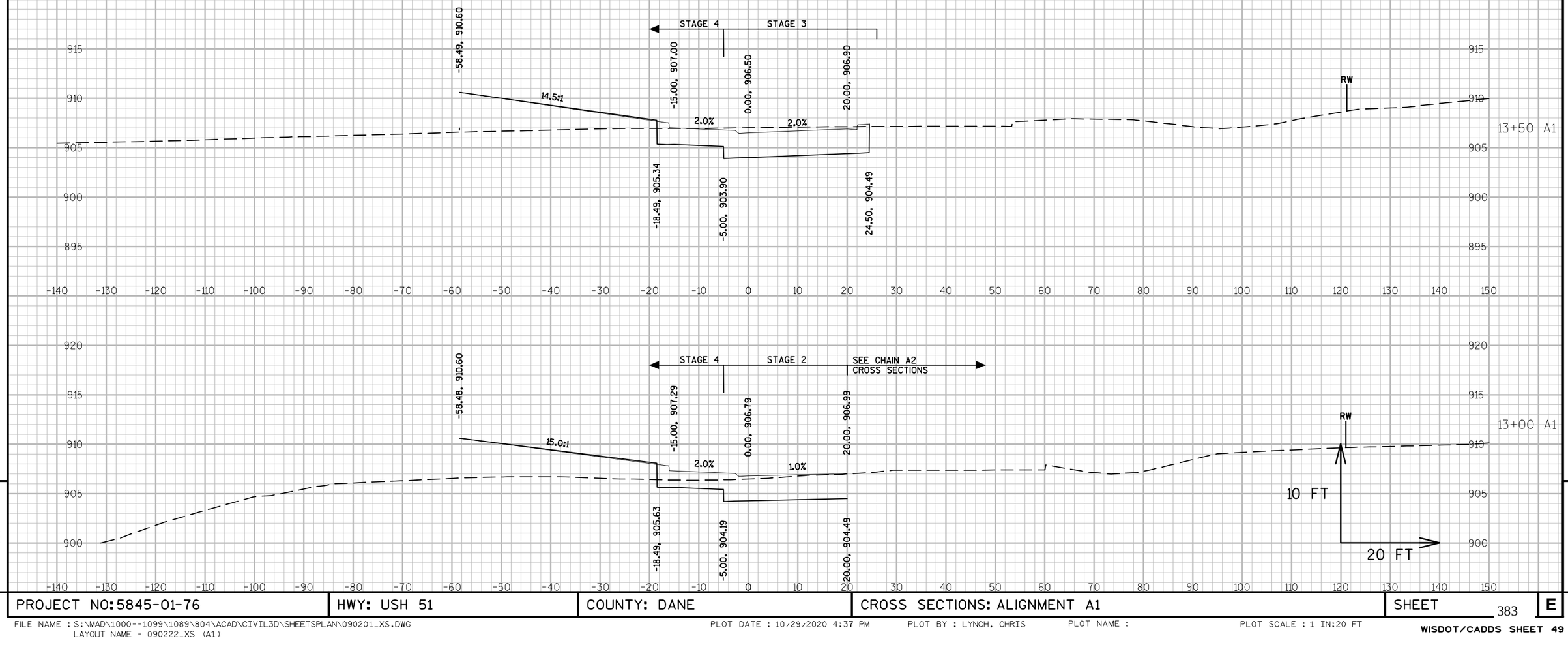
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A1	SHEET 381	E

PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A1	SHEET 382 E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090221_XS (A1)

PLOT DATE : 10/29/2020 4:36 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT



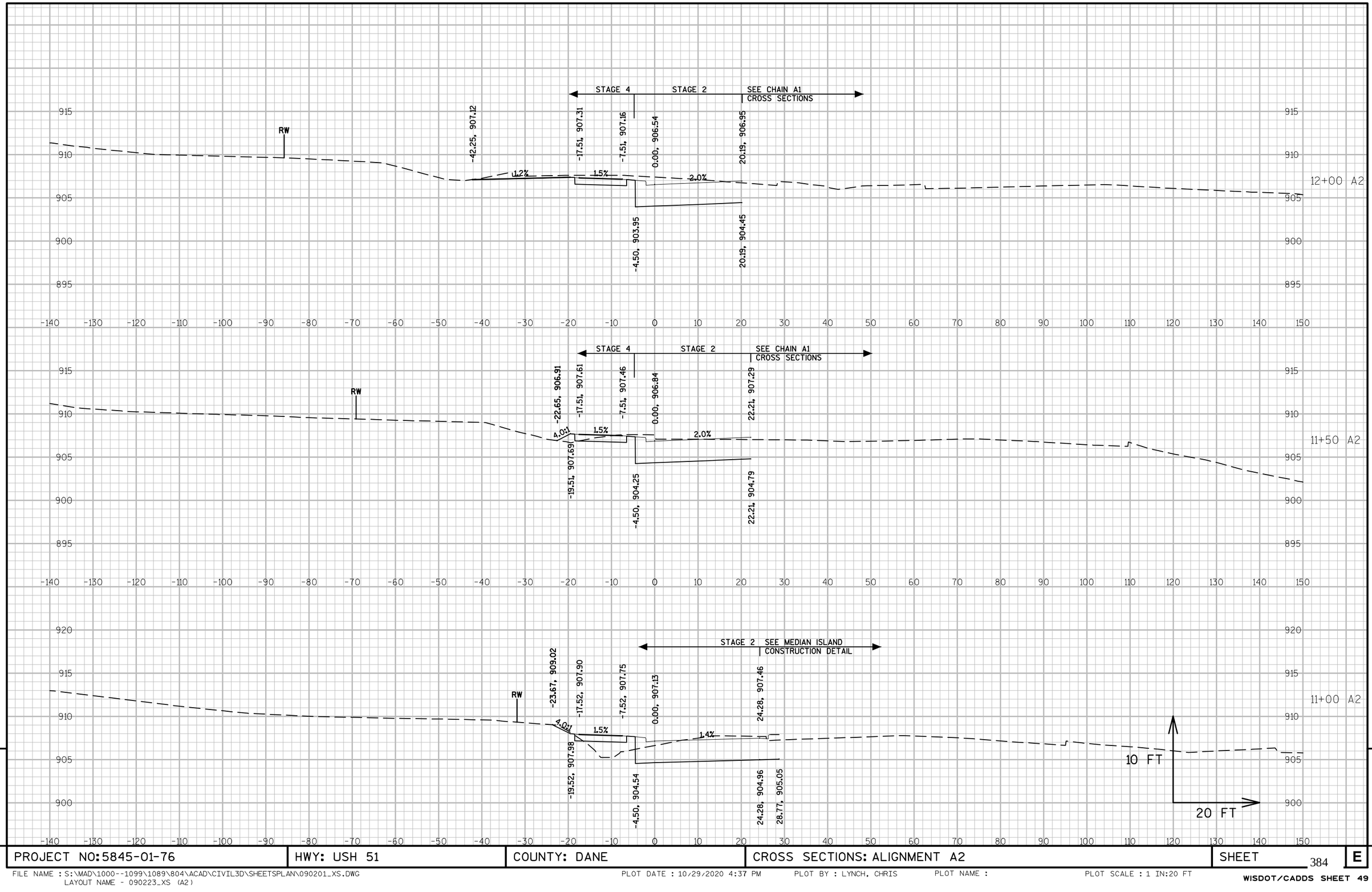
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A1	SHEET 383	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090222_XS (A1)

PLOT DATE : 10/29/2020 4:37 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

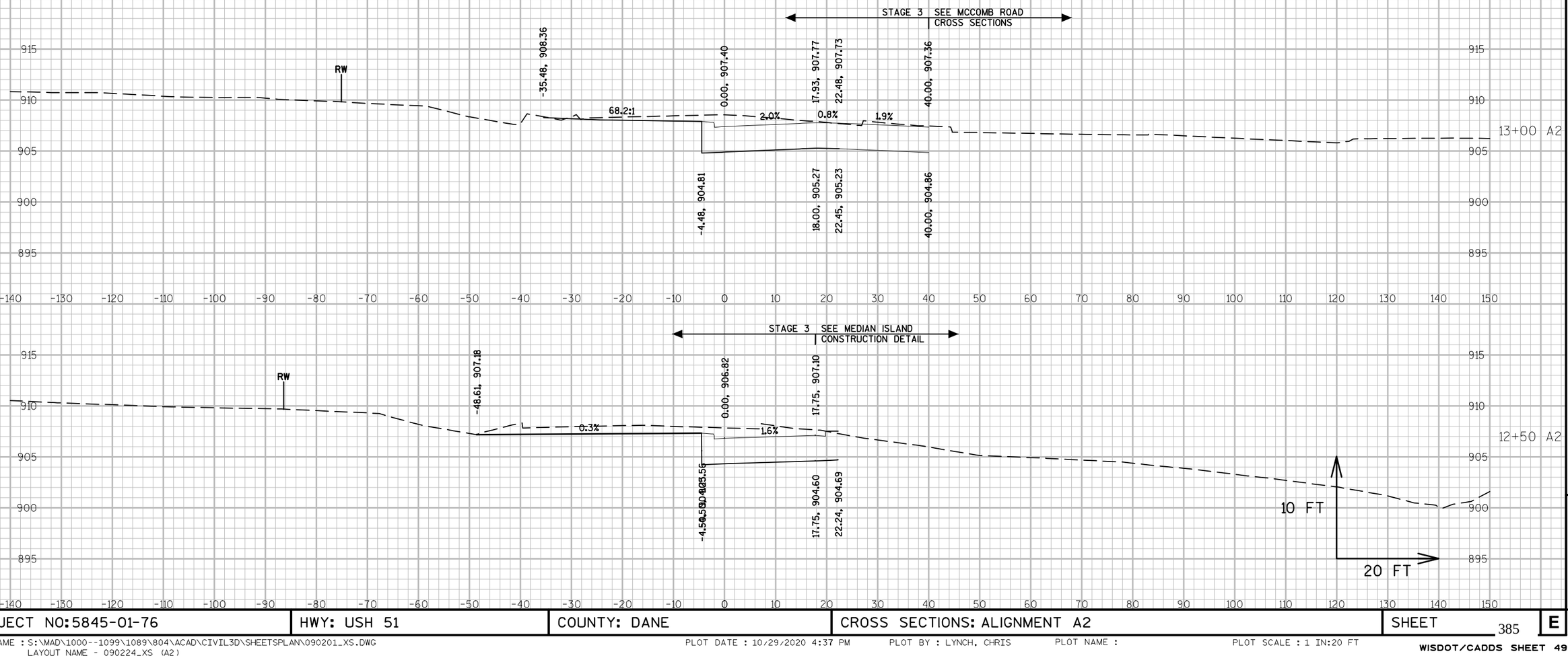


PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A2	SHEET 384	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090223_XS (A2)

PLOT DATE : 10/29/2020 4:37 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

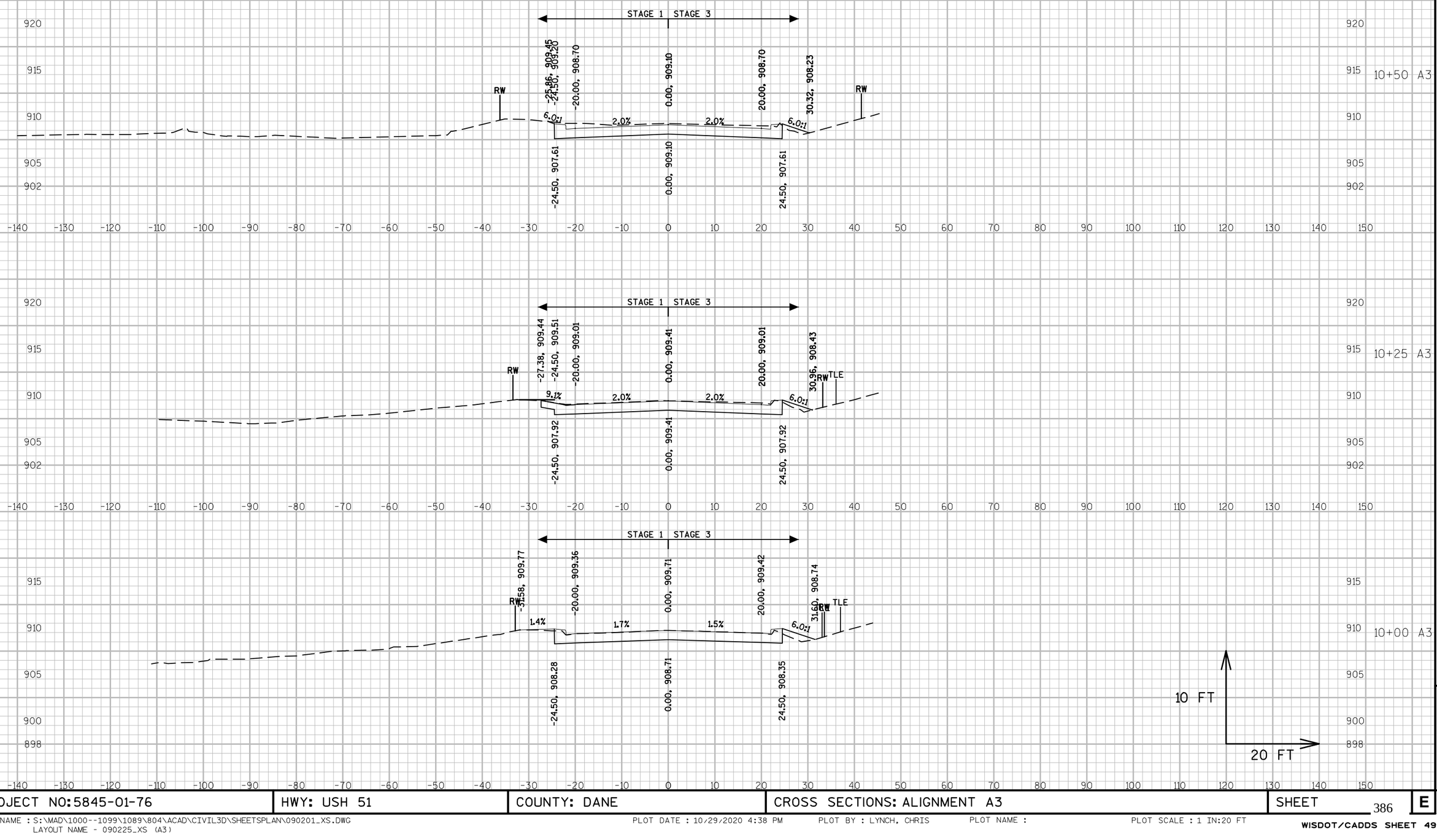
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A2	SHEET 385	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090224_XS (A2)

PLOT DATE : 10/29/2020 4:37 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

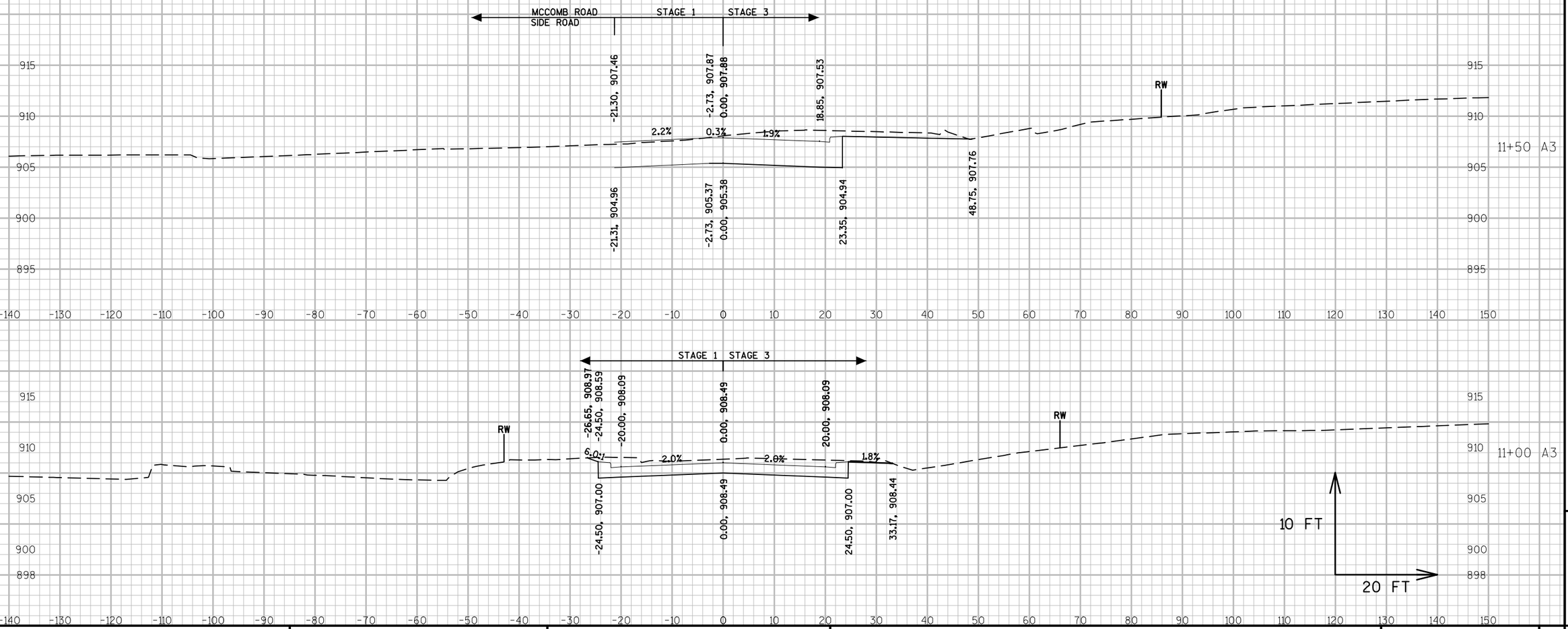
WISDOT/CADDS SHEET 49



9

9

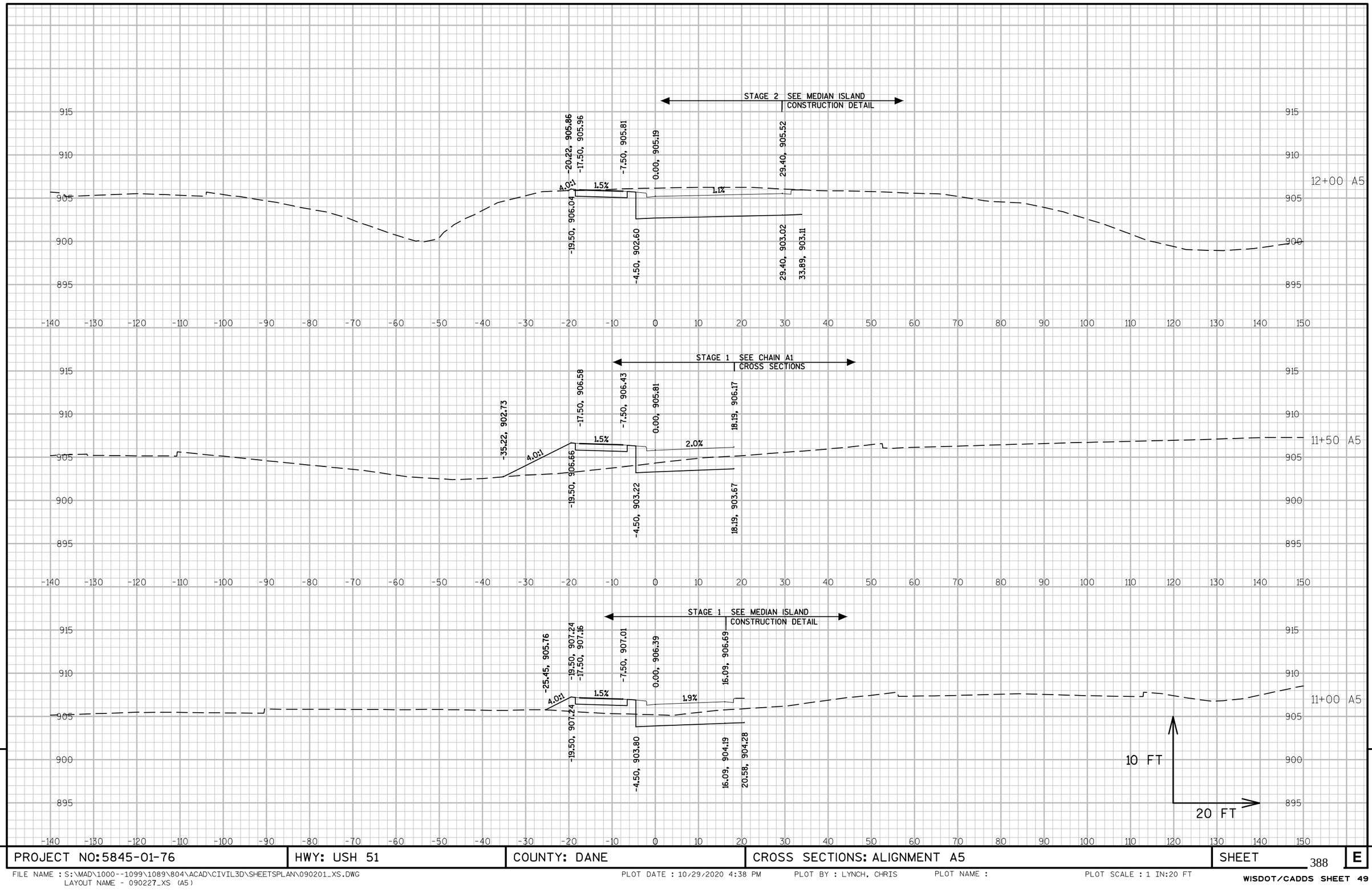
PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A3	SHEET 386	E



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: A3	SHEET 387	E

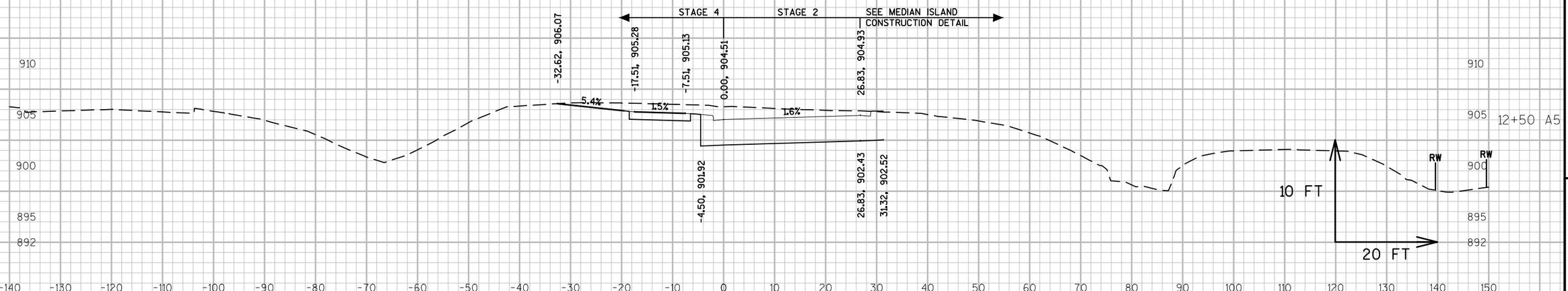
FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090226_XS (A3)

PLOT DATE : 10/29/2020 4:38 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT



9 9

PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A5	SHEET 388	E

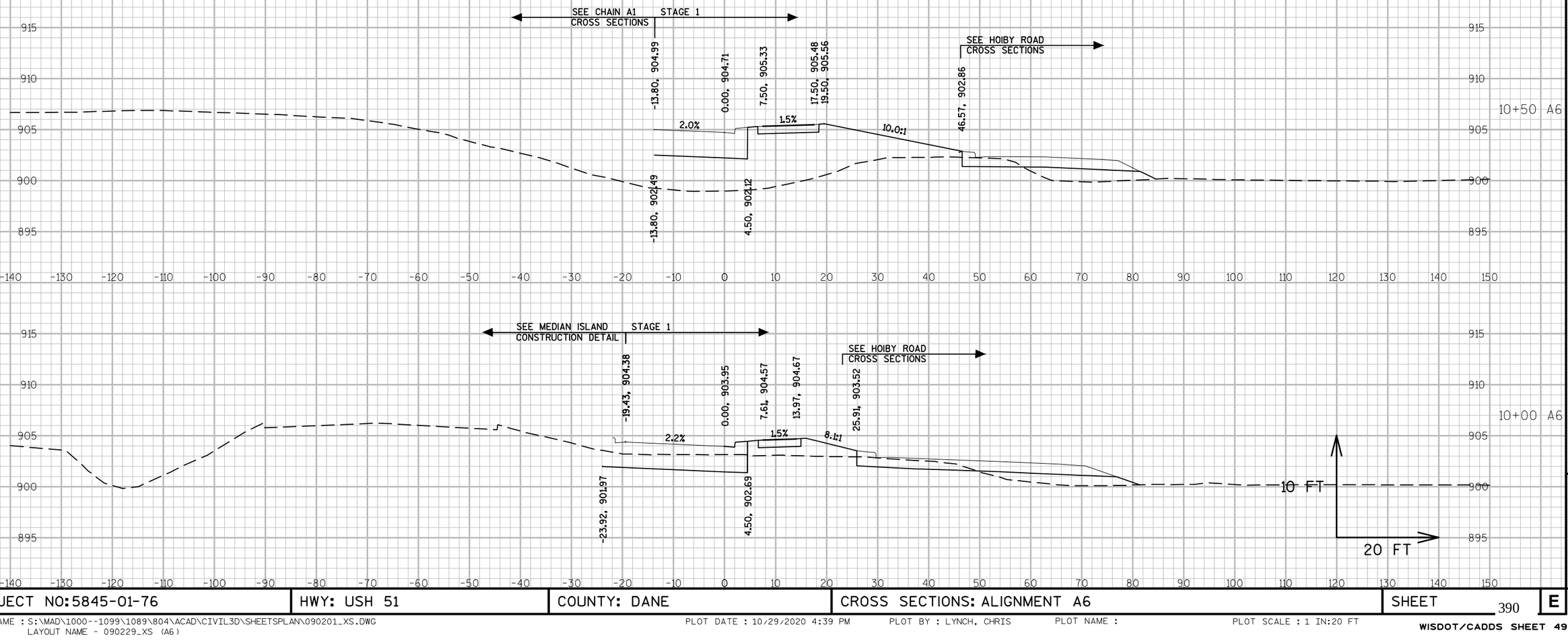


PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A5	SHEET 389 E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090228_XS (A5)

PLOT DATE : 10/29/2020 4:39 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

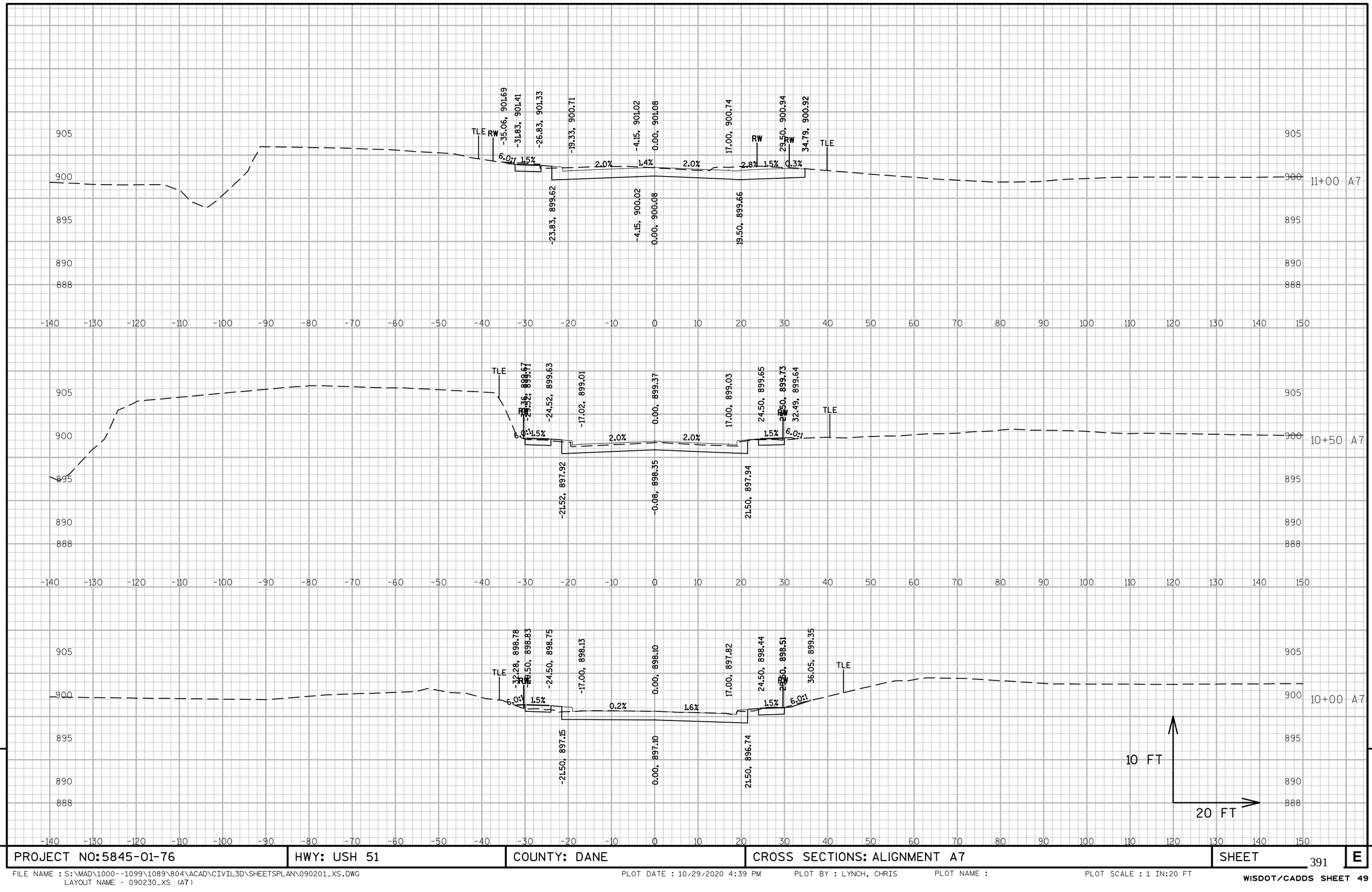
WISDOT/CADDS SHEET 49



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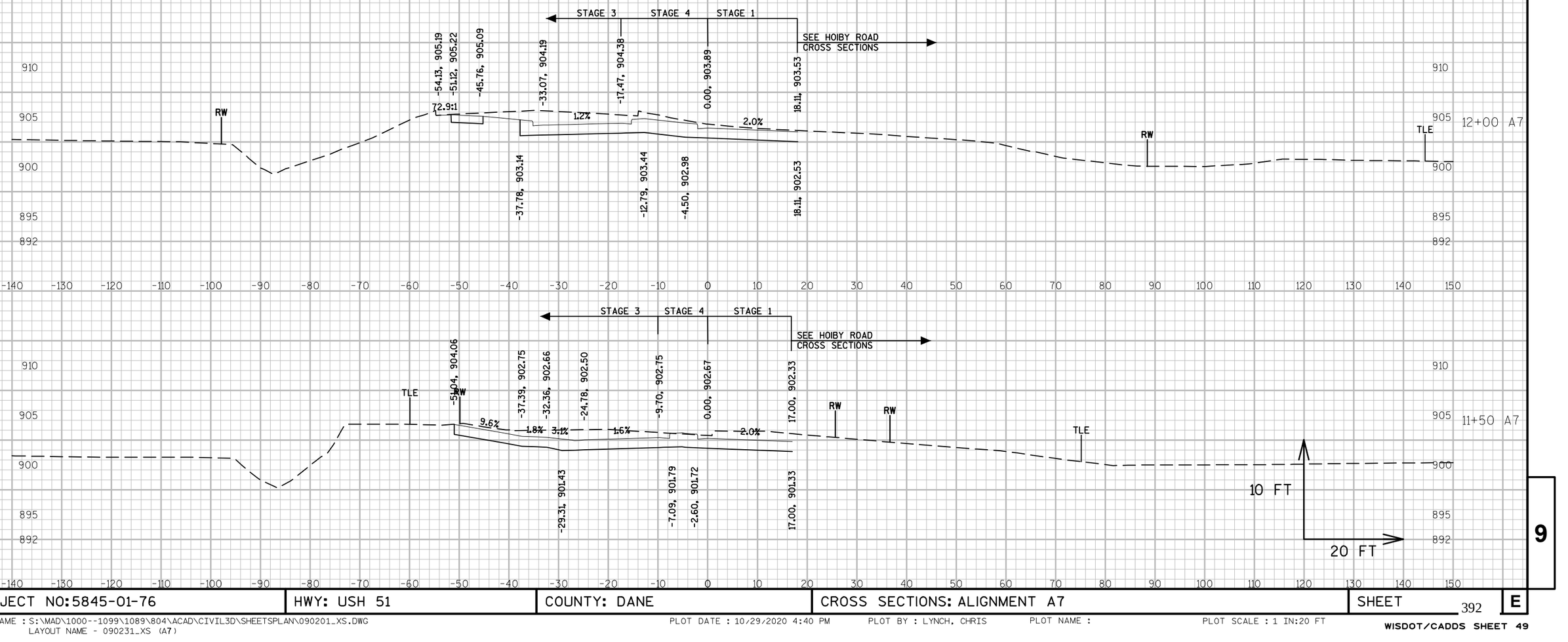
PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A6	SHEET 390	E



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A7	SHEET 391	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090230_XS (A7)

PLOT DATE : 10/29/2020 4:39 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

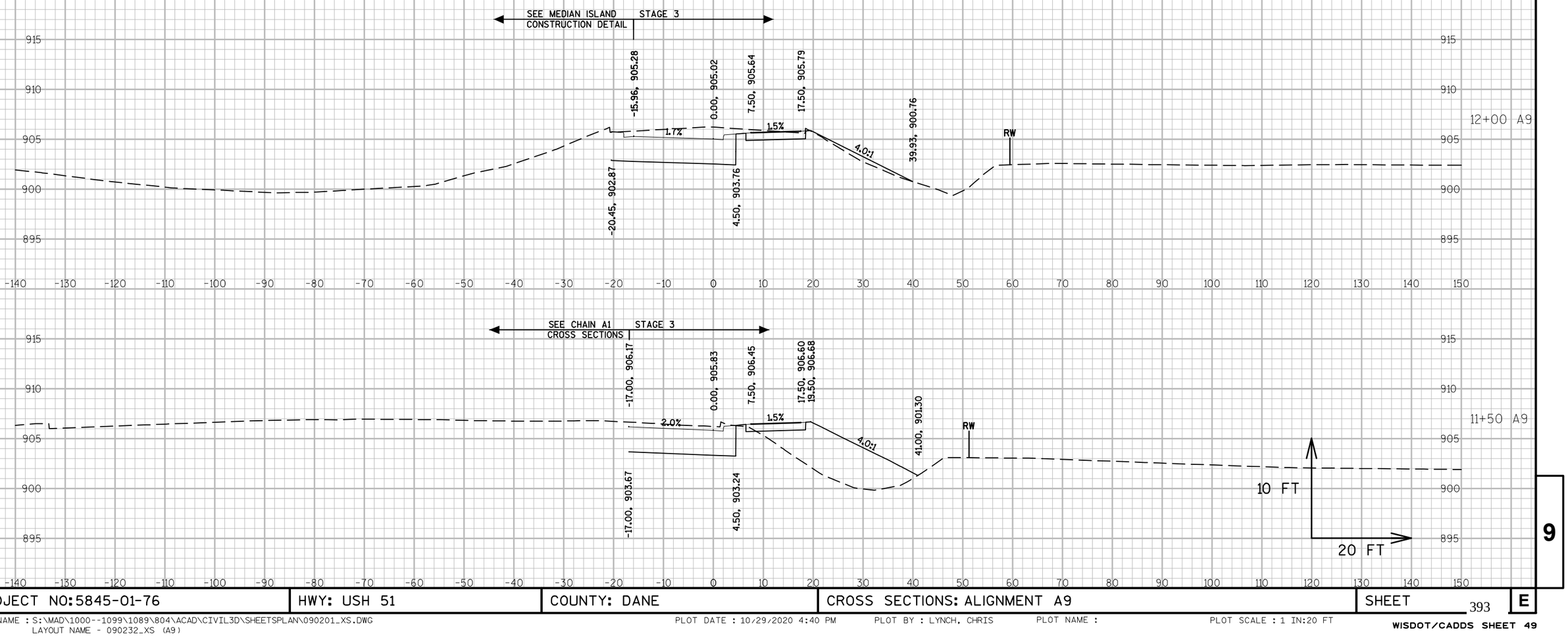


PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A7	SHEET 392	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090231_XS (A7)

PLOT DATE : 10/29/2020 4:40 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

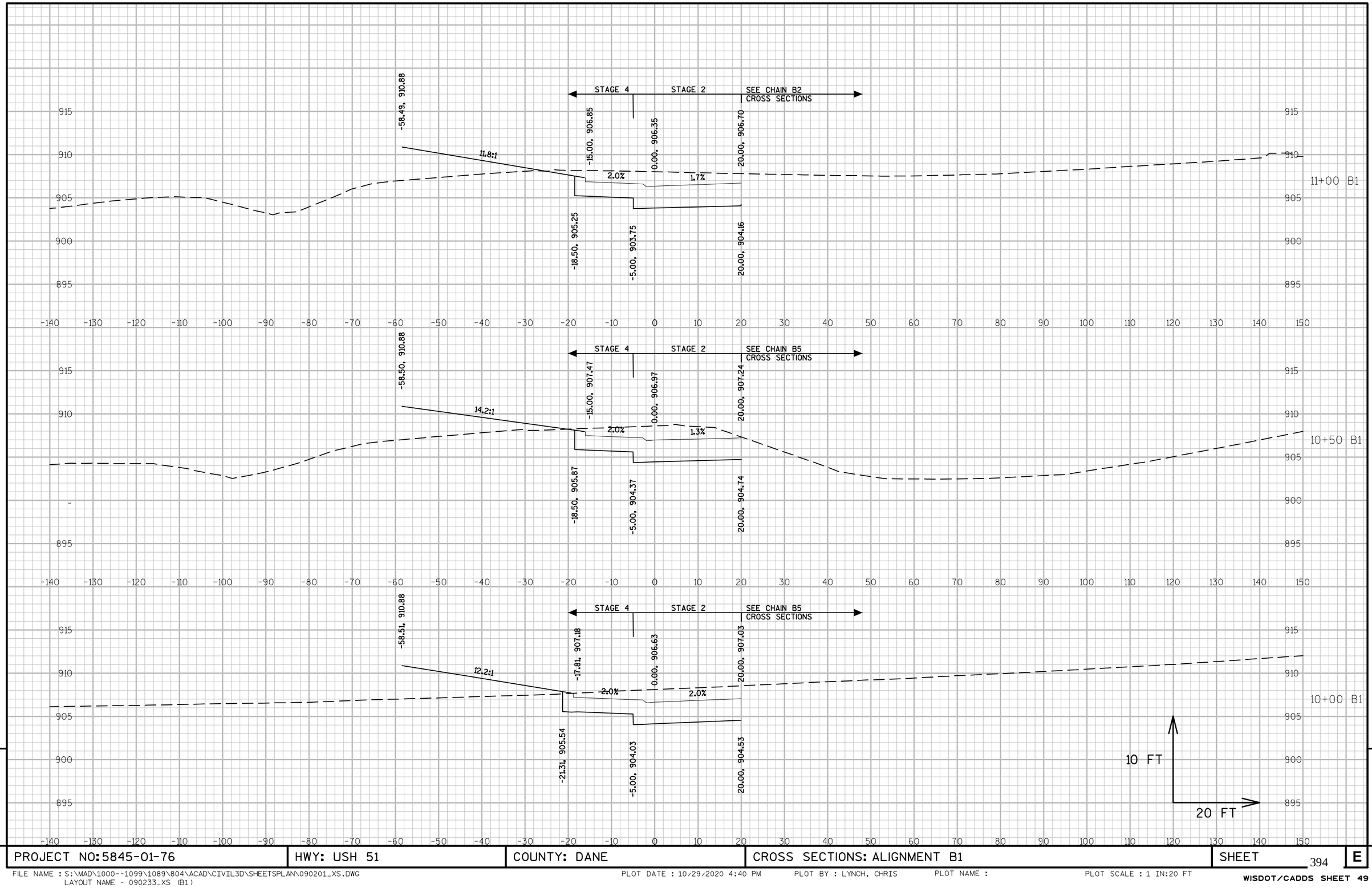
WISDOT/CADDS SHEET 49



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT A9	SHEET 393 E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090232_XS (A9)

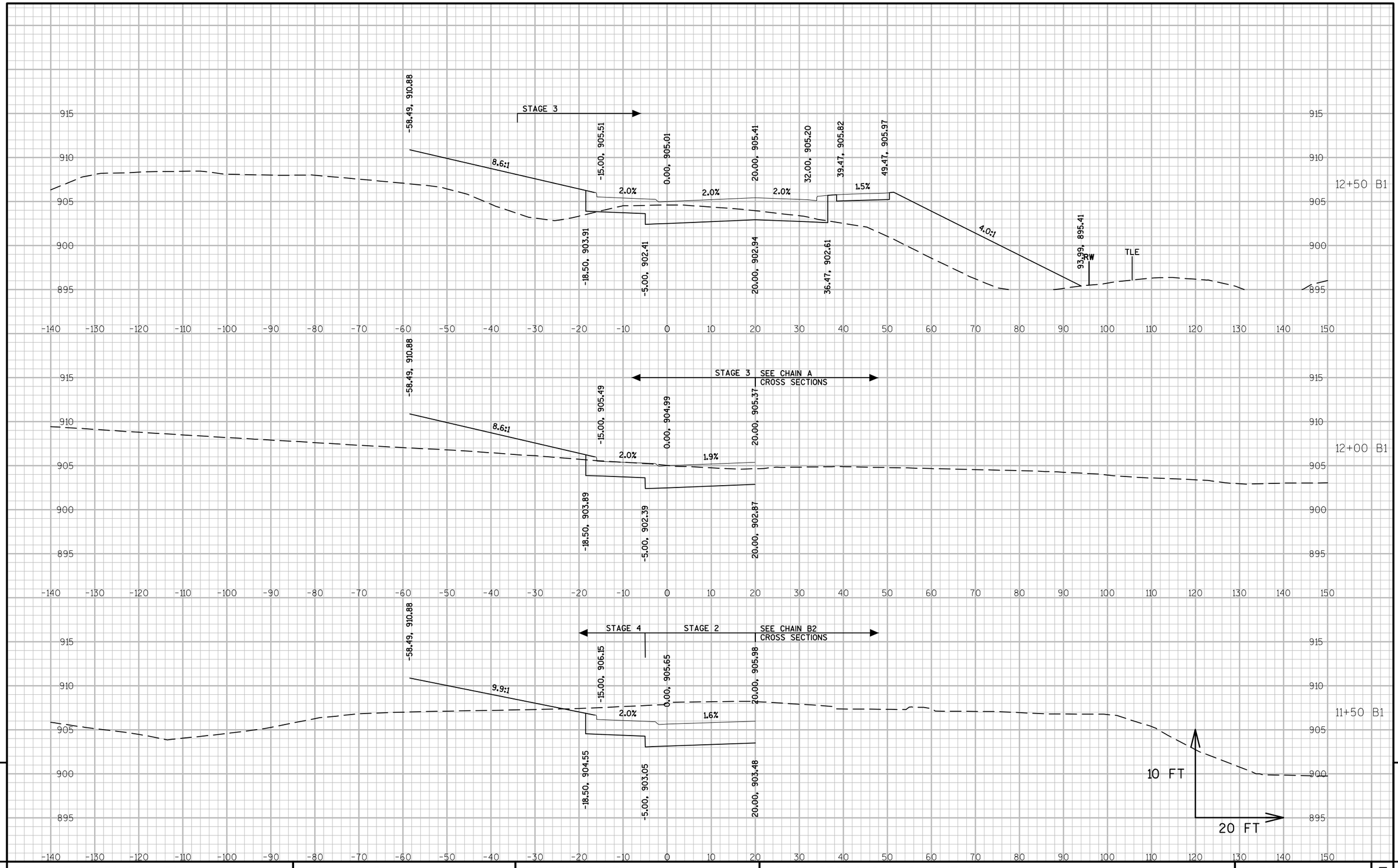
PLOT DATE : 10/29/2020 4:40 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT



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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B1	SHEET 394	E

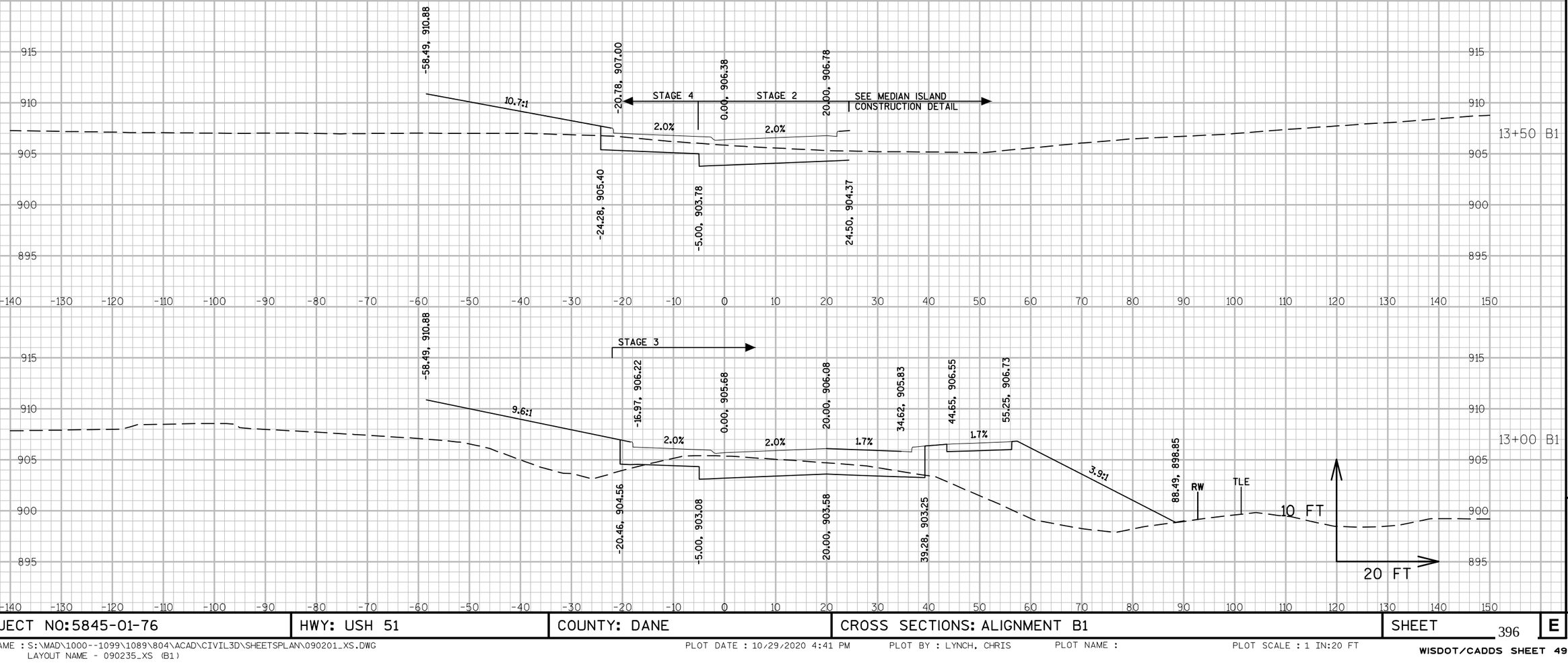


PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B1	SHEET 395	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090234_XS (B1)

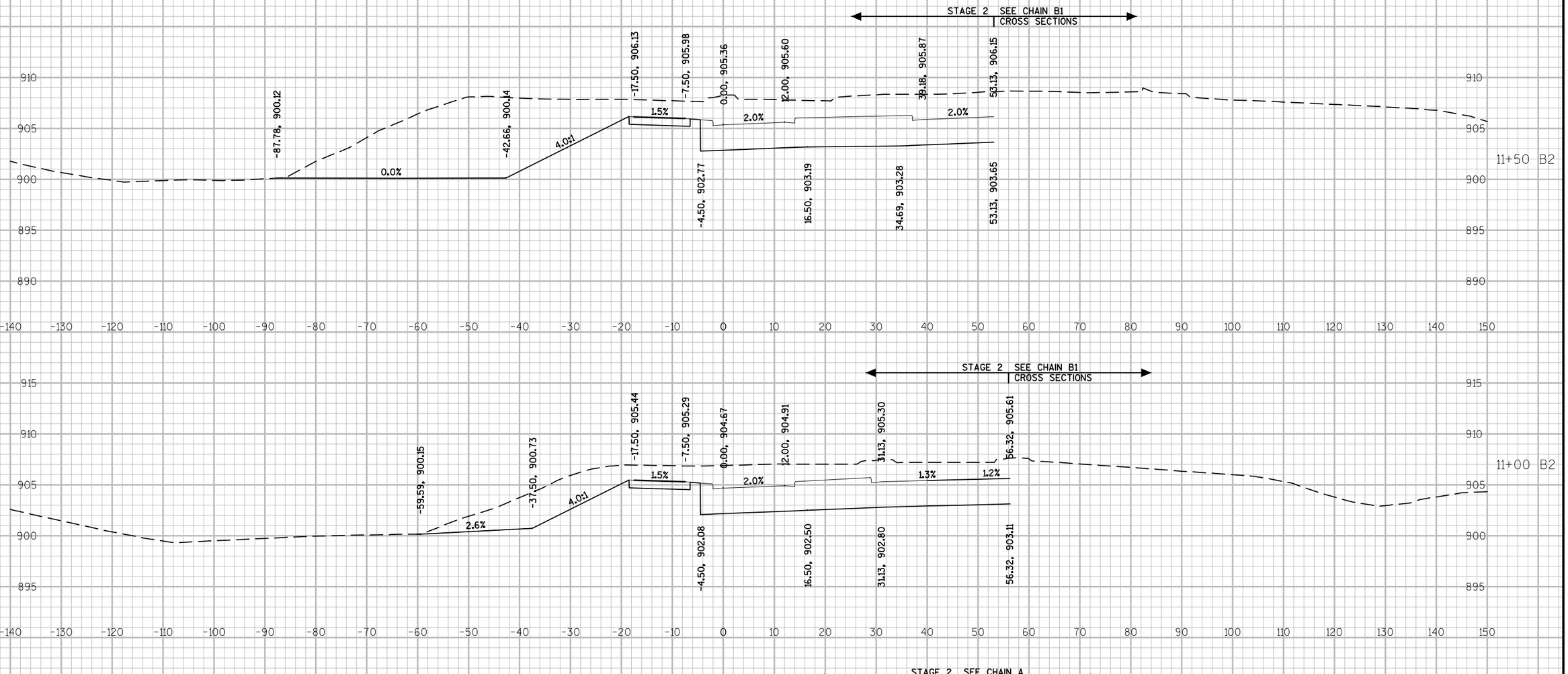
PLOT DATE : 10/29/2020 4:41 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B1	SHEET 396	E



PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B2	SHEET 397	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090236_XS (B2)

PLOT DATE : 10/29/2020 4:41 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

STAGE 2 SEE CHAIN B3 CROSS SECTIONS

-17.50, 909.65
-7.50, 909.50
0.00, 908.88
12.00, 909.12
-91.18, 902.24
-45.50, 902.94
-4.50, 906.29
12.24, 906.60
1.5%
2.0%
4.0:1
1.5%

13+00 B2

-17.50, 908.21
-7.50, 908.06
0.00, 907.44
12.00, 907.68
29.03, 907.73
55.27, 908.00
68.75, 908.64
84.98, 908.25
93.12, 908.79
104.04, 908.83
127.85, 904.36
-32.60, 900.54
-45.50, 901.50
-4.50, 904.85
16.50, 905.27
24.33, 905.17
59.94, 905.57
63.91, 906.27
89.86, 905.41
1.5%
2.0%
4.0:1
2.0%
1.0%
1.1%
2.4%
0.4%
4.8:1

12+50 B2

STAGE 2 SEE MEDIAN ISLAND CONSTRUCTION DETAIL

-17.50, 907.06
-7.50, 906.91
0.00, 906.29
12.00, 906.53
35.82, 906.40
64.46, 906.90
-95.29, 900.05
-45.62, 900.32
-4.50, 903.70
16.50, 904.12
31.33, 903.76
69.15, 904.50
1.5%
2.0%
4.0:1
0.5%
1.9%

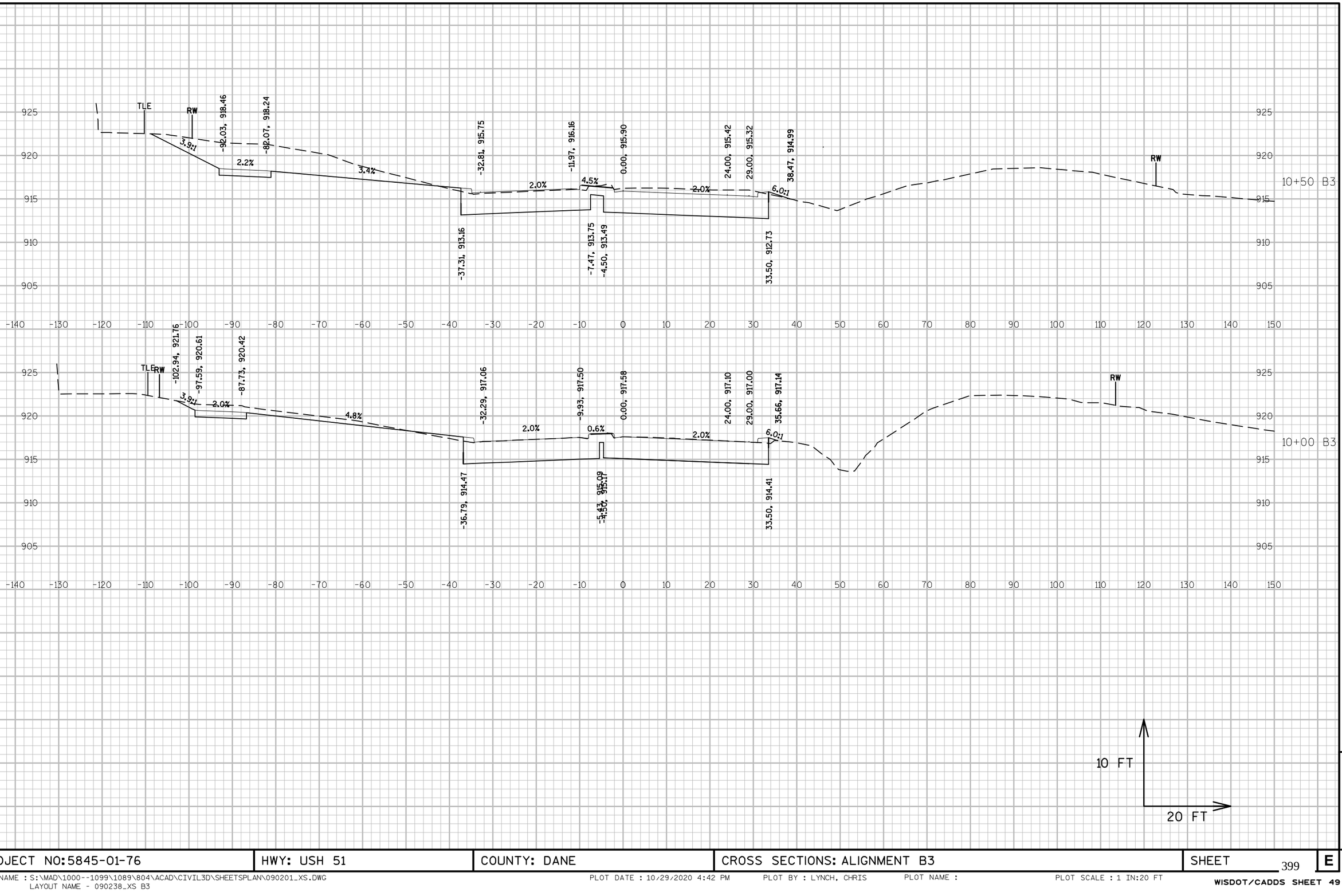
12+00 B2

10 FT
20 FT

9

9

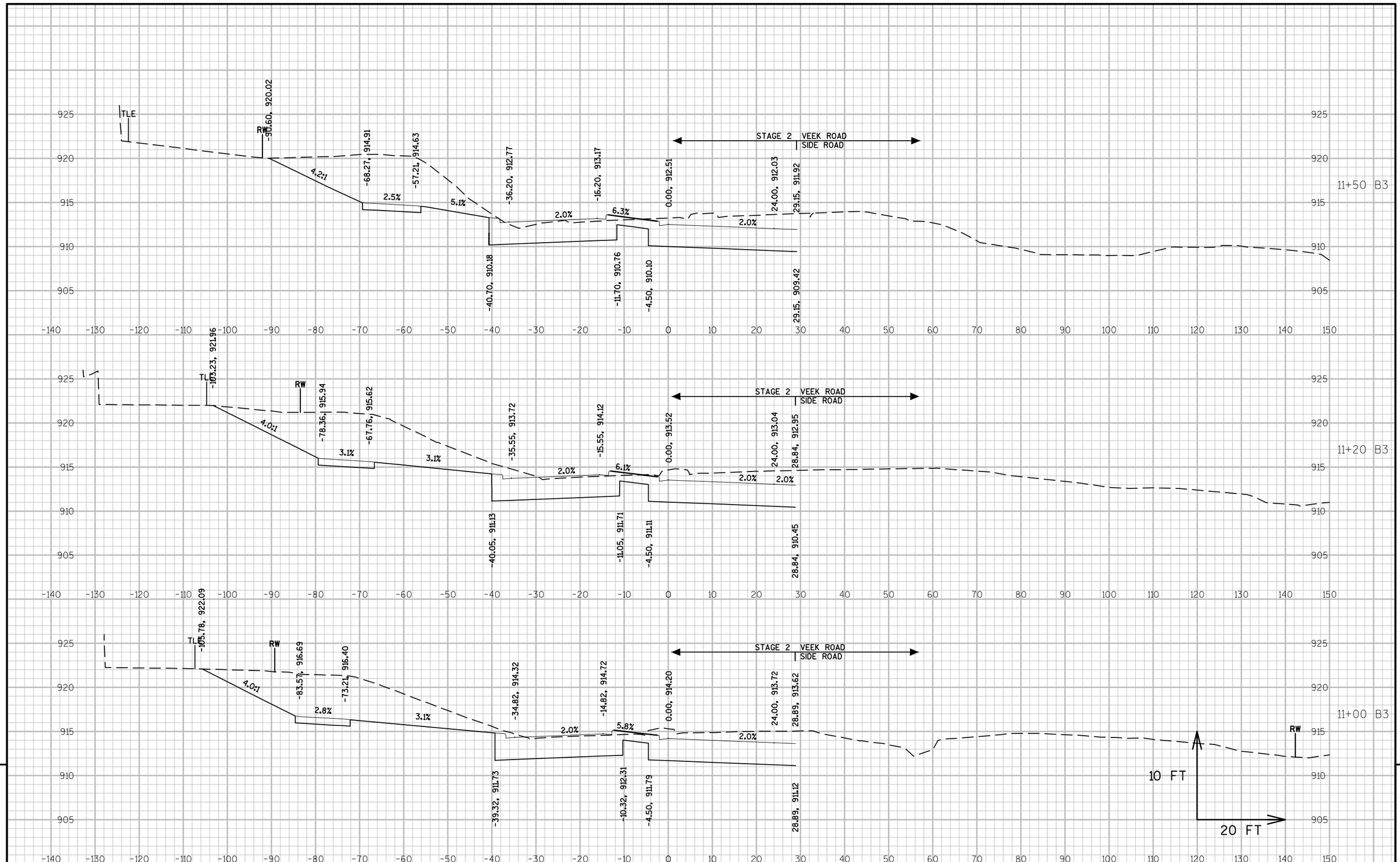
PROJECT NO: 5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B2	SHEET 398 E



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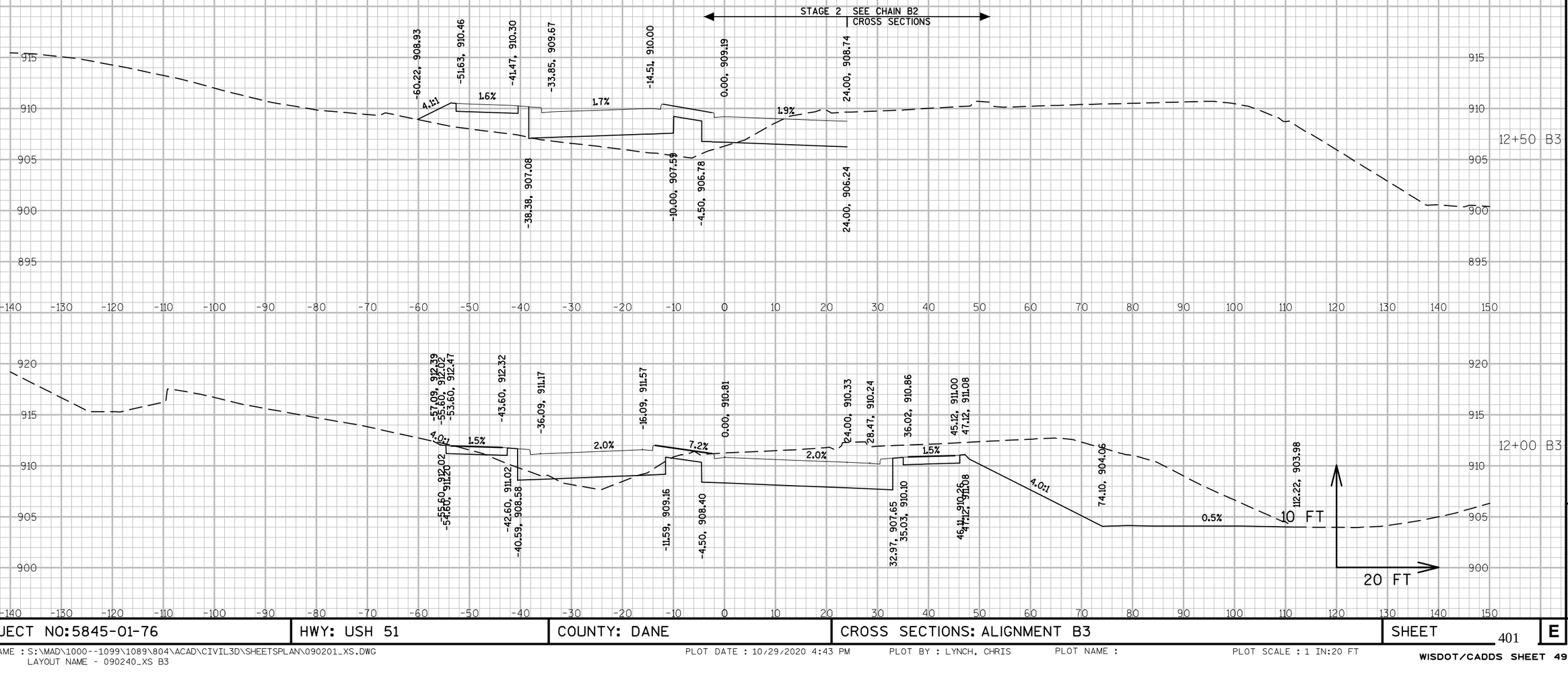
PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B3	SHEET 399	E



9 9

PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B3	SHEET 400	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090239_XS B3
PLOT DATE : 10/29/2020 4:42 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49



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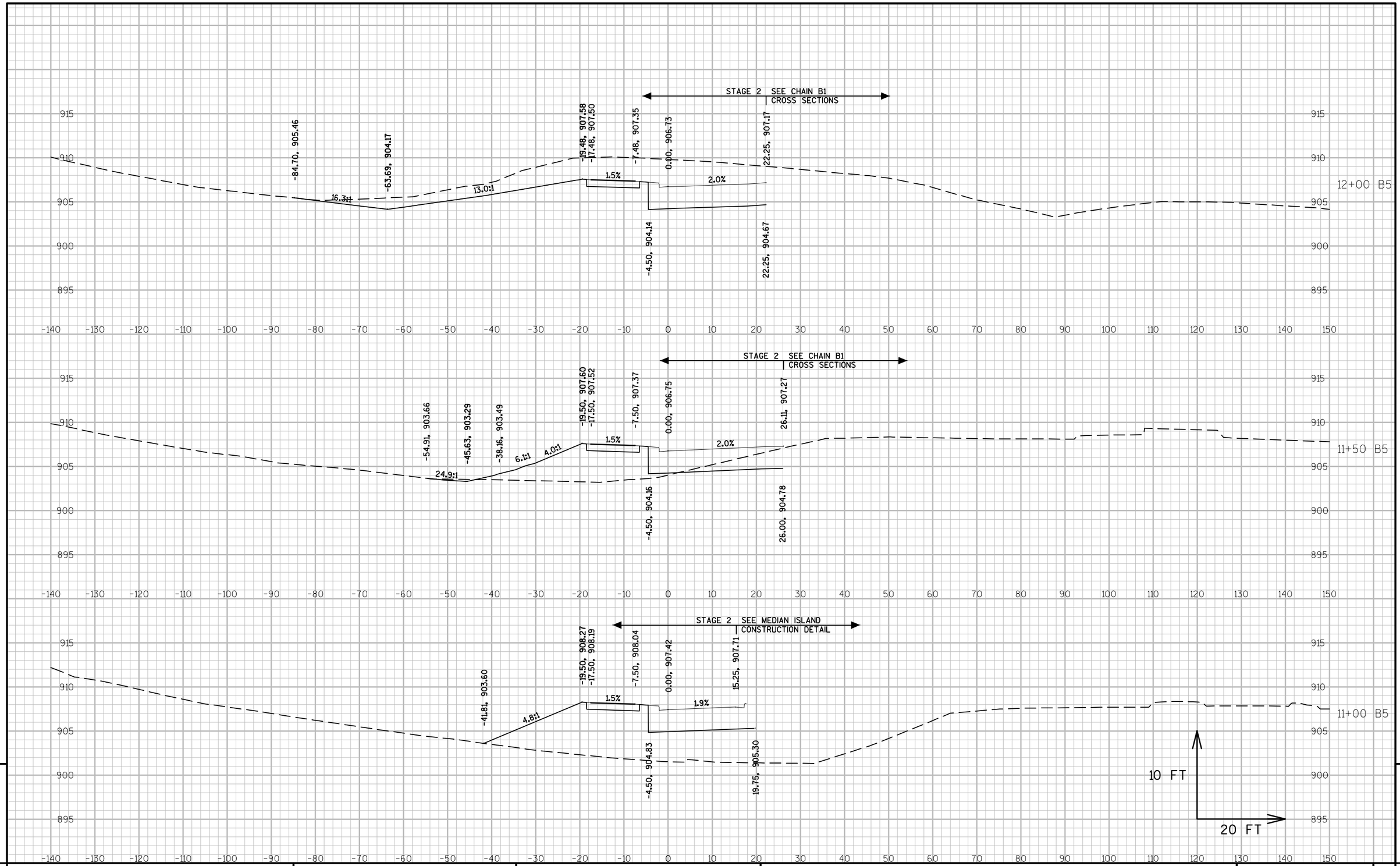
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B3	SHEET 401	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090240_XS B3

PLOT DATE : 10/29/2020 4:43 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

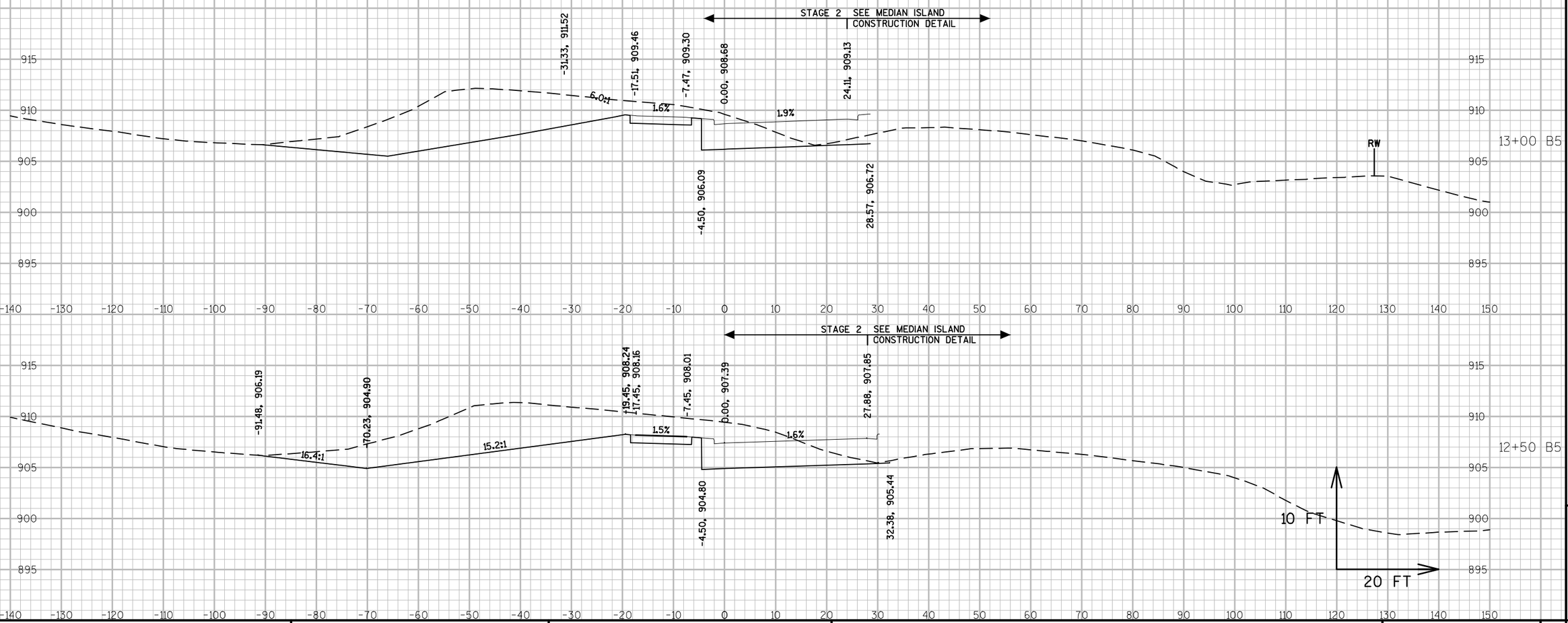
WISDOT/CADDS SHEET 49



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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B5	SHEET 402	E

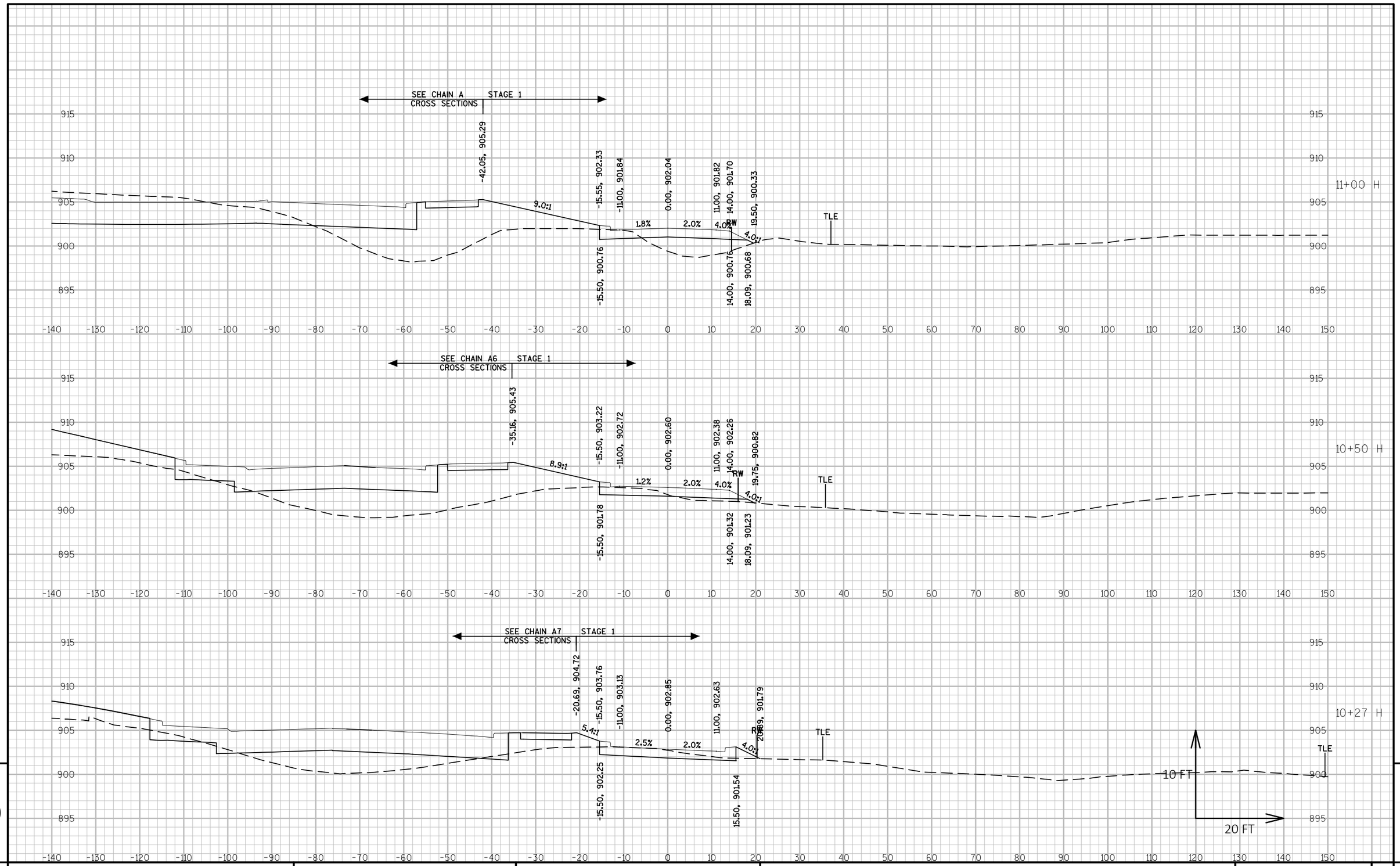


PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: ALIGNMENT B5	SHEET 403	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090242_XS_B5

PLOT DATE : 10/29/2020 4:43 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

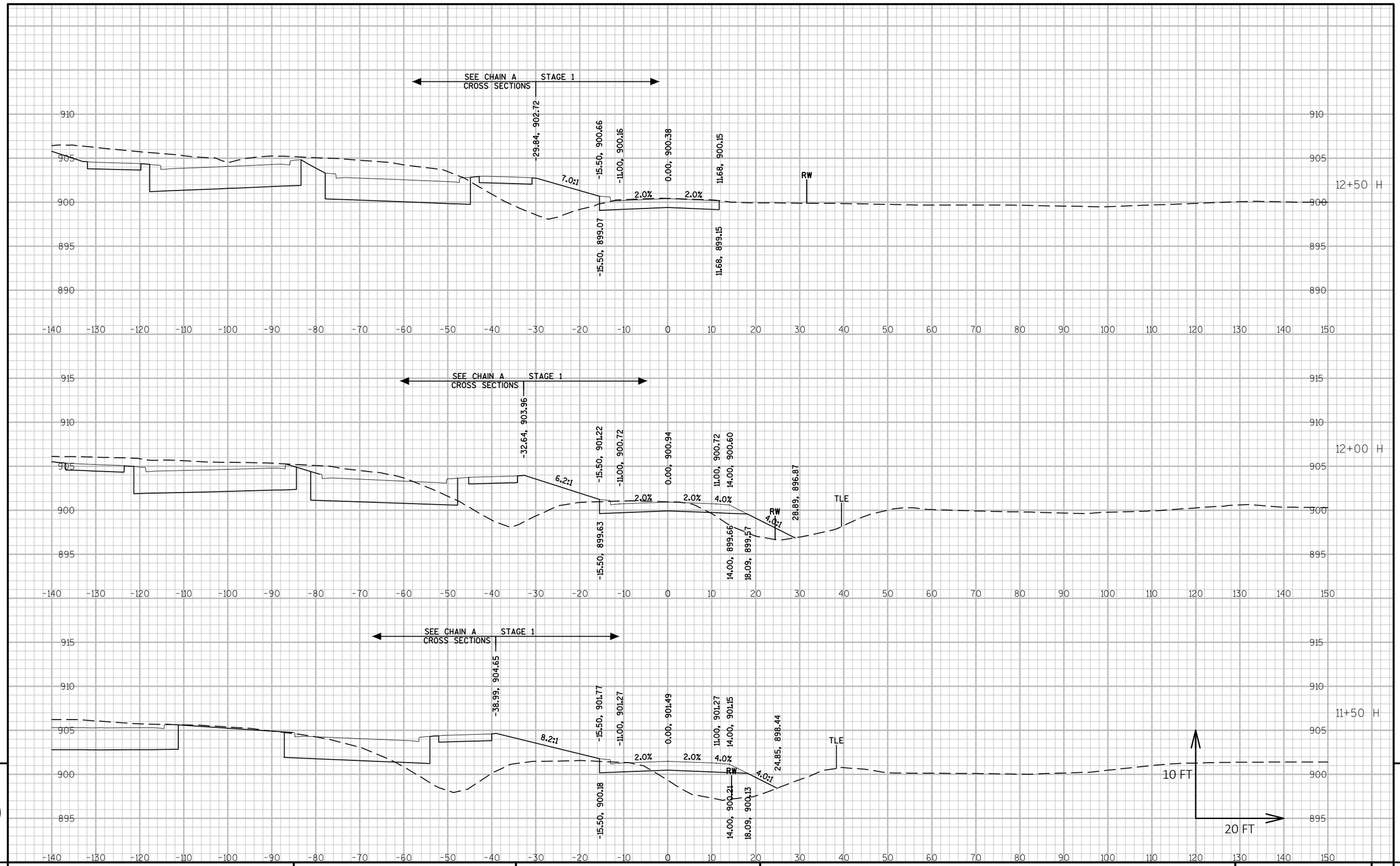


9

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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: HOIBY ROAD	SHEET 404	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090243_XS (H)
PLOT DATE : 10/29/2020 4:44 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 49

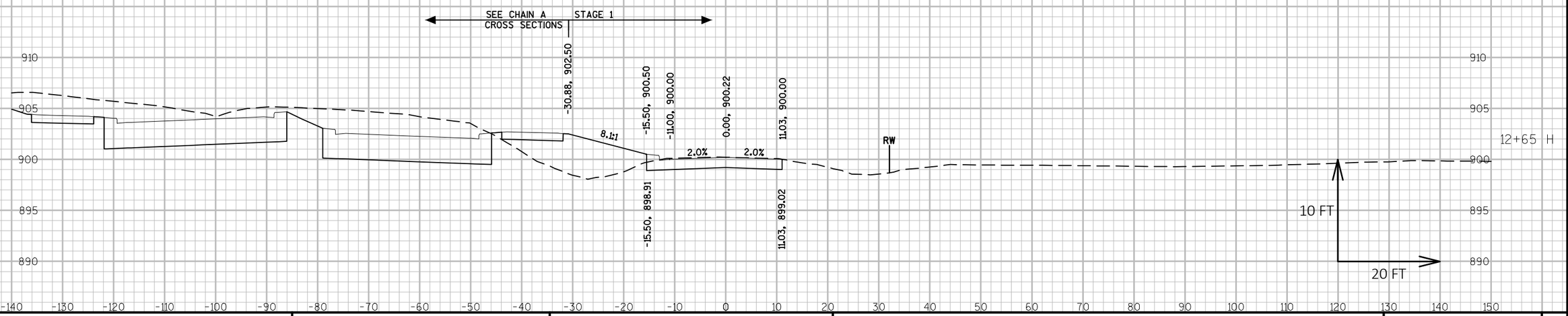


9

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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: HOIBY ROAD	SHEET 405	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090244_XS (H)
PLOT DATE : 10/29/2020 4:44 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********
WISDOT/CADDS SHEET 49



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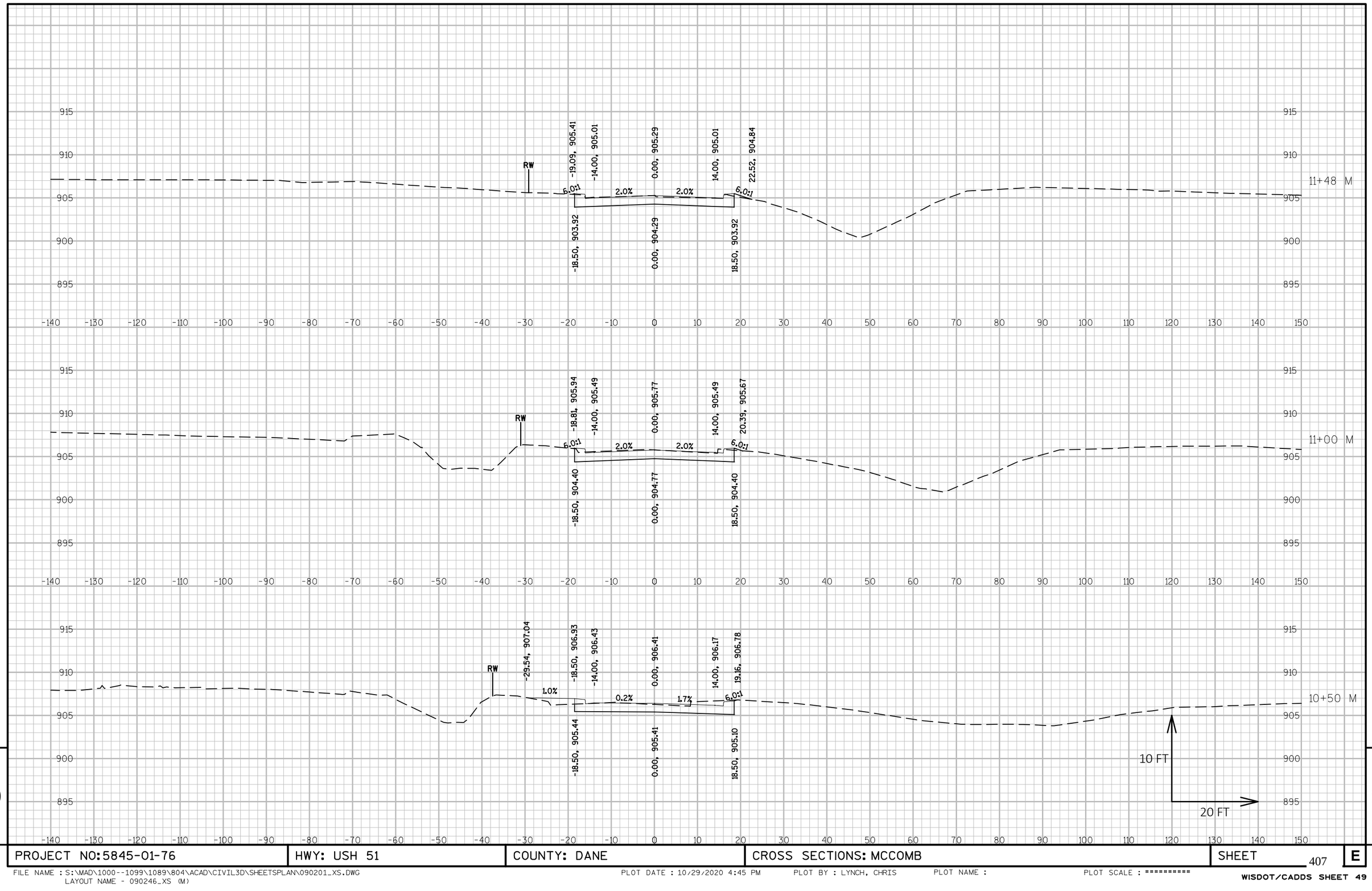
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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: HOIBY ROAD	SHEET 406	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090245_XS (H)

PLOT DATE : 10/29/2020 4:45 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 49



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PROJECT NO:5845-01-76	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: MCCOMB	SHEET 407	E

FILE NAME : S:\MAD\1000--1099\1089\804\ACAD\CIVIL3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090246_XS (M)

PLOT DATE : 10/29/2020 4:45 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

http://www.dot.wisconsin.gov

MAD AUGUST 2021

PROJECT ID: 5845-01-78

WITH: 5845-01-76

COUNTY: DANE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5845-01-78	WISC 2021440	1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STOUGHTON-MADISON

ROBY ROAD INTERSECTION

USH 51

DANE COUNTY

STATE PROJECT NUMBER

5845-01-78

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 = 326







BEGIN PROJECT
STA 49NB+80.00
Y = 428462.011
X = 857017.396

END PROJECT
STA 64NB+00.00

DESIGN DESIGNATION

A.A.D.T.	2022	=	11,400
A.A.D.T.	2042	=	13,700
D.H.V.		=	891
D.D.		=	59/41
T.		=	7.6%
DESIGN SPEED		=	50 MPH
ESALS		=	1,800,000

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
- 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

LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.269 MILES

HORIZONTAL POSITIONS SHOWN ON THE PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. ELEVATION SHOWN ON THE PLAN REFERENCE TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, NAVD88 (2012).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	MSA PROFESSIONAL SERVICES
Designer	RW REGION
Project Manager	ALEX HAGEN
Regional Examiner	SW REGION
Regional Supervisor	KARLA KNORR

APPROVED FOR THE DEPARTMENT

DATE: 10/22/2020 (Signature)

E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\010100_TI.DWG PLOT DATE : 10/21/2020 8:53 AM PLOT BY : JACK, ROBERT A. PLOT NAME :

GENERAL NOTES

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

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 CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNTIL CONSTRUCTION OPERATIONS REQUIRE THEIR REMOVAL OR UNLESS THE ENGINEER APPROVES THEIR REMOVAL.

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

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

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

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

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

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

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

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

CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.

SECTION 2 ORDER OF SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
REMOVAL DETAILS
PLAN DETAILS
PAVEMENT GRADES
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING
LIGHTING PLAN
PAVEMENT MARKINGS
STAGE CONSTRUCTIONS
ALIGNMENT DETAILS

ALIGNMENT IDENTIFIER

ENB	EXISTING USH 51 NORTHBOUND
ESB	EXISTING USH 51 SOUTHBOUND
ERD	EXISTING ROBY ROAD/DEER POINT DRIVE
EB	PROPOSED ROBY ROAD/DEER POINT DRIVE EASTBOUND
NB	PROPOSED USH 51 NORTHBOUND
RBT	PROPOSED ROBY ROAD/DEER POINT DRIVE ROUNDABOUT
SB	PROPOSED USH 51 SOUTHBOUND
WB	PROPOSED ROBY ROAD/DEER POINT DRIVE WESTBOUND

WISCONSIN DEPARTMENT OF NATURAL RESOURCES CONTACT

ERIC HEGGELUND
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISDNR-SOUTH CENTRAL REGION HEADQUARTERS
2911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PH: 608-275-3301
ERIC.HEGGELUND@WISCONSIN.GOV

WISCONSIN DEPARTMENT OF TRANSPORTATION CONTACT

ALEX J. HAGEN, P.E.
PROJECT MANAGER
WISDOT SOUTHWEST REGION
2101 WRIGHT STREET
MADISON, WI 53704
PH: 608-516-6501
ALEX.HAGEN@DOT.WI.GOV

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

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ALLIANT ENERGY - GAS/PETROLEUM
200 FIRST ST
CEDAR RAPIDS, IA 52401
(319) 786-4768
MARYMONTGOMERY@ALLIANTENERGY.COM

CAROL ANASON
AT&T WISCONSIN - COMMUNICATION LINE
316 W WASHINGTON AVE
MADISON, WI 53701
(608) 252-2385
CA2624@ATT.COM

SEAN GRADY
CITY OF STOUGHTON UTILITIES - ELECTRICITY
600 S 4TH ST
P.O. BOX 383
STOUGHTON, WI 53589-0383
(608) 873-3379
SOGRADY@STOUGHTONUTILITIES.COM

LUKAS LACROSSE
CHARTER COMMUNICATIONS - COMMUNICATION LINE
2701 DANIELS ST.
MADISON, WI 53718
(608) 709-1562 X41562
LUKAS.LACROSSE@CHARTER.COM

JILL WEISS
CITY OF STOUGHTON UTILITIES - SEWER
600 S 4TH ST
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STOUGHTON, WI 53589-0383
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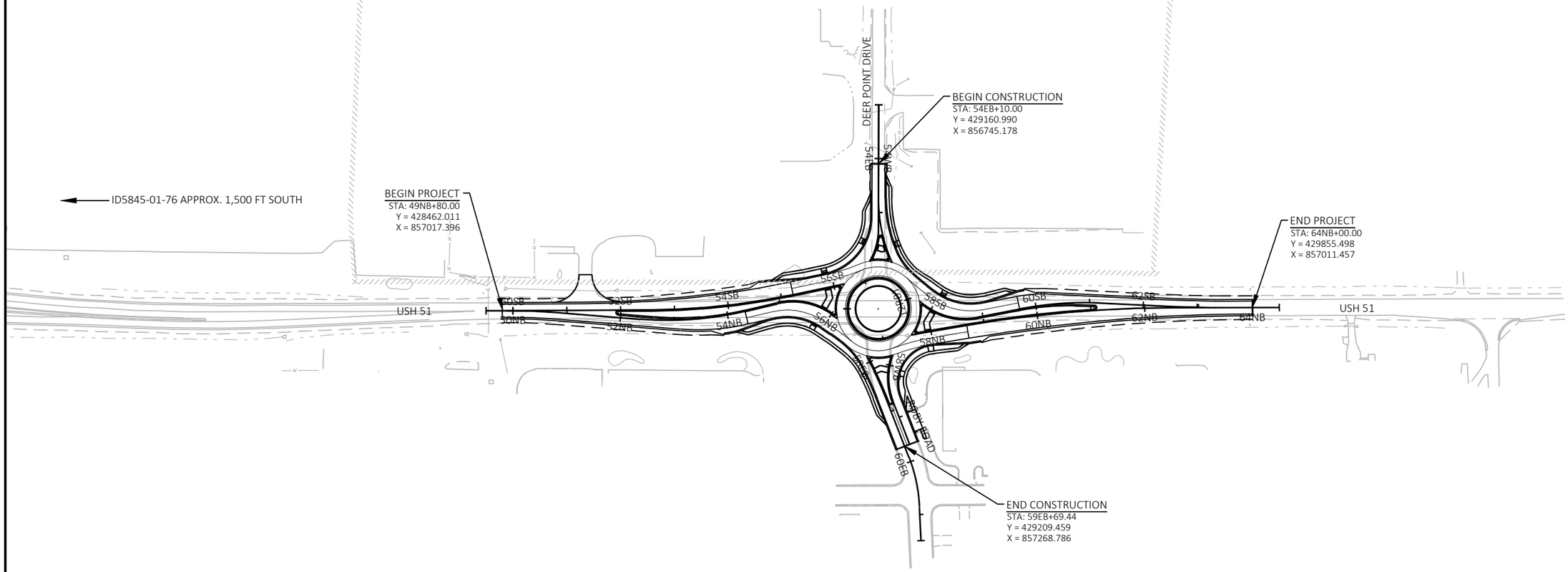
STEVE KLICKER (PRIMARY CONTACT)
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(608) 400-7091
STEVEN.KLICKER@VERIZON.COM
INVESTIGATIONS@VERIZON.COM

2

CITY OF STOUGHTON

TOWN OF RUTLAND

CITY OF STOUGHTON



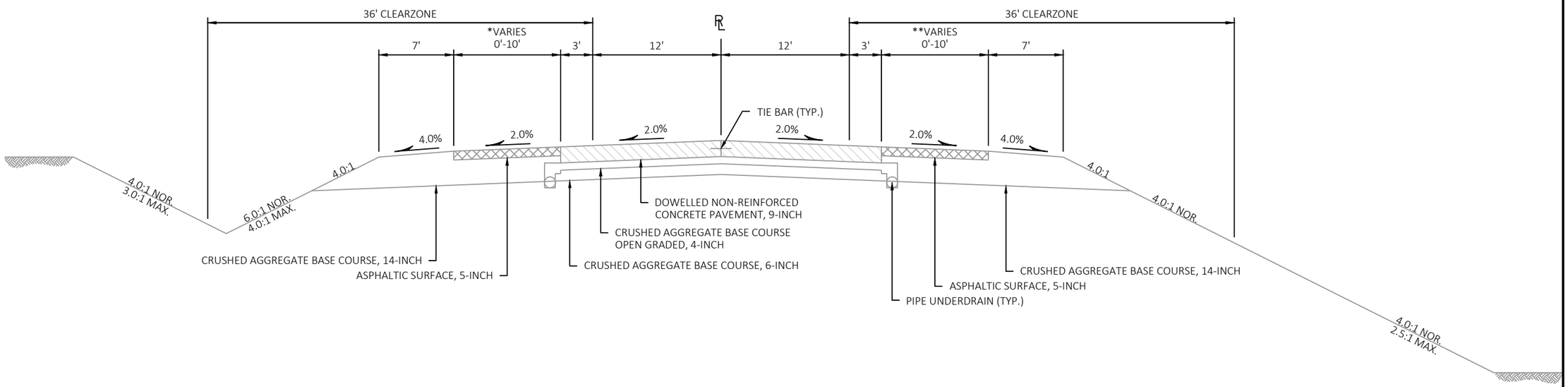
CITY OF STOUGHTON

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PROJECT OVERVIEW	SHEET 3	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\020200_PO.DWG
LAYOUT NAME - 020201_po

PLOT DATE : 10/30/2020 4:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : Custom

2



*
STA 52NB+84 TO STA 56NB+00 TAPER 0' TO 10'
STA 56NB+00 TO STA 58NB+41 10'
STA 58NB+41 TO STA 60NB+26 TAPER 10' TO 0'

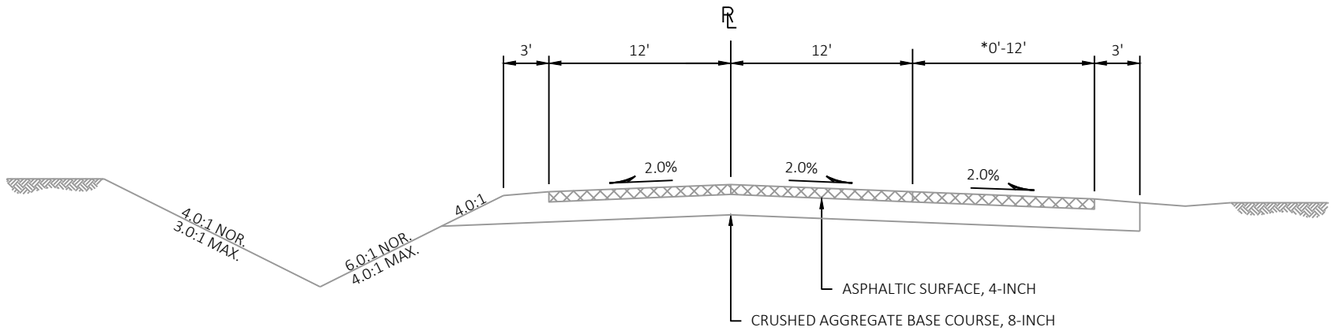
**
STA 51NB+10 TO STA 52NB+81 TAPER 0' TO 10'
STA 52NB+81 TO STA 57NB+78 10'
STA 57NB+78 TO STA 60NB+25 TAPER 10' TO 0'

EXISTING TYPICAL SECTION USH 51

STA 49NB+80.00 TO STA 64NB+00.00

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: EXISTING TYPICAL SECTIONS	SHEET 4	E

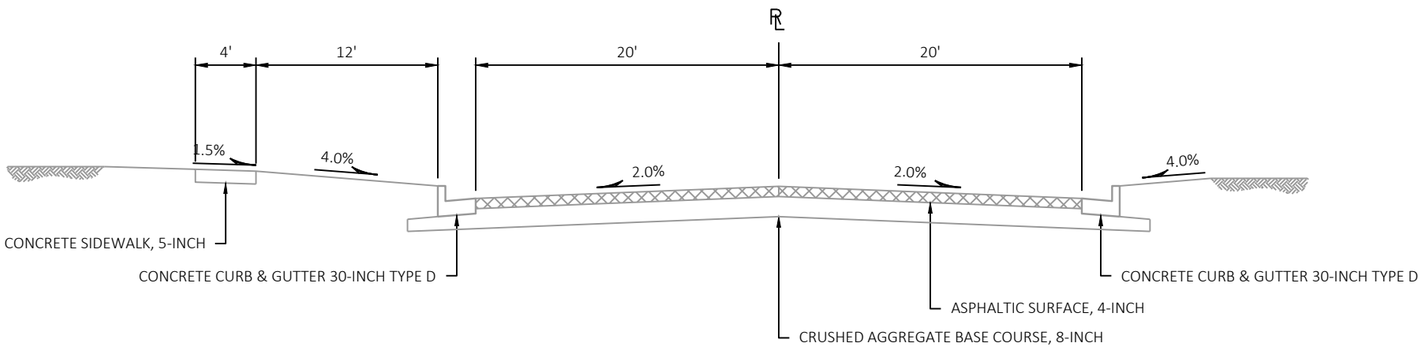
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EXISTING TYPICAL SECTION DEER POINT DRIVE

STA 54EB+10.00 TO STA 56EB+53.50

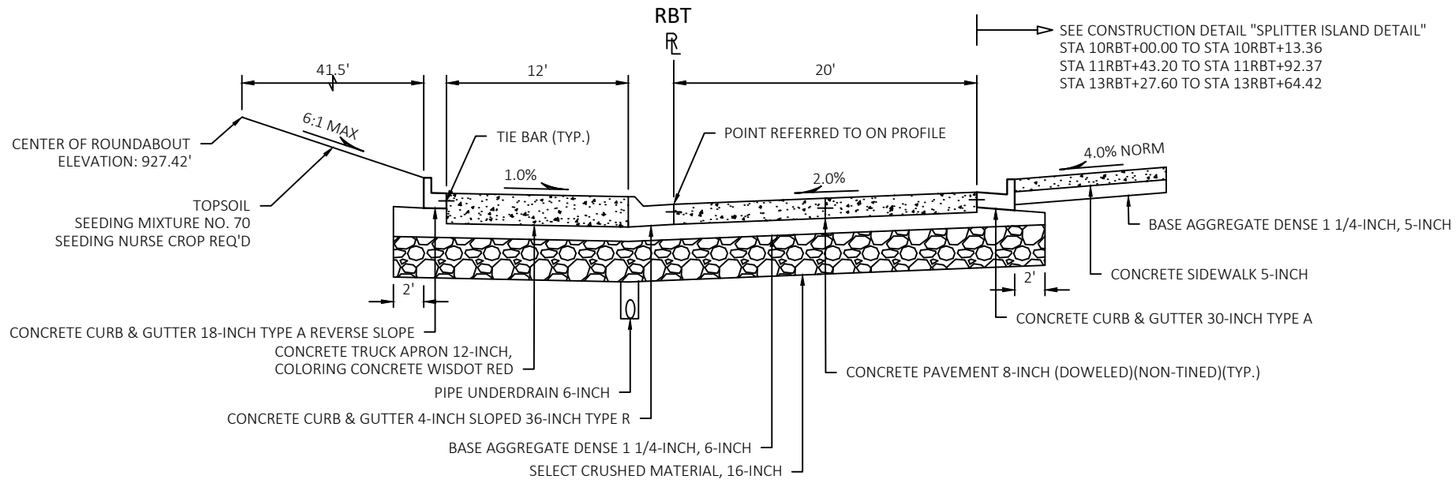
*
STA 55EB+11 TO STA 55EB+46 TAPER 0' TO 12'
STA 55EB+46 TO STA 56EB+37 12'



EXISTING TYPICAL SECTION ROBY ROAD

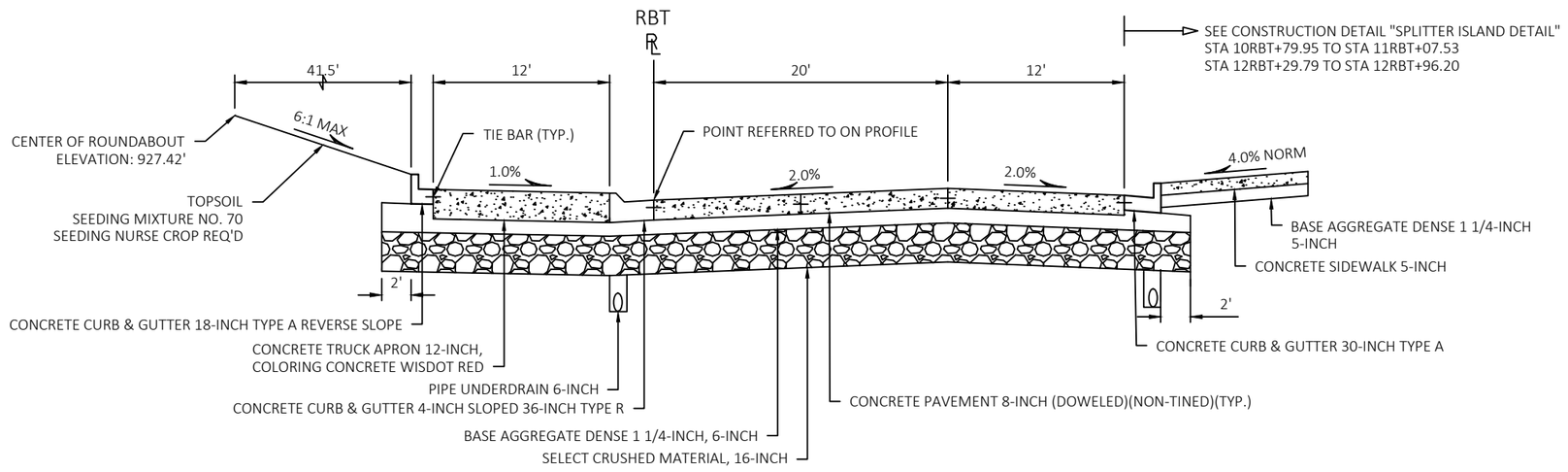
STA 57EB+03.50 TO STA 59EB+70.00

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: EXISTING TYPICAL SECTIONS	SHEET 5	E



PROPOSED TYPICAL SECTION: ROBY ROAD/DEER POINT DRIVE ROUNDABOUT (RBT)

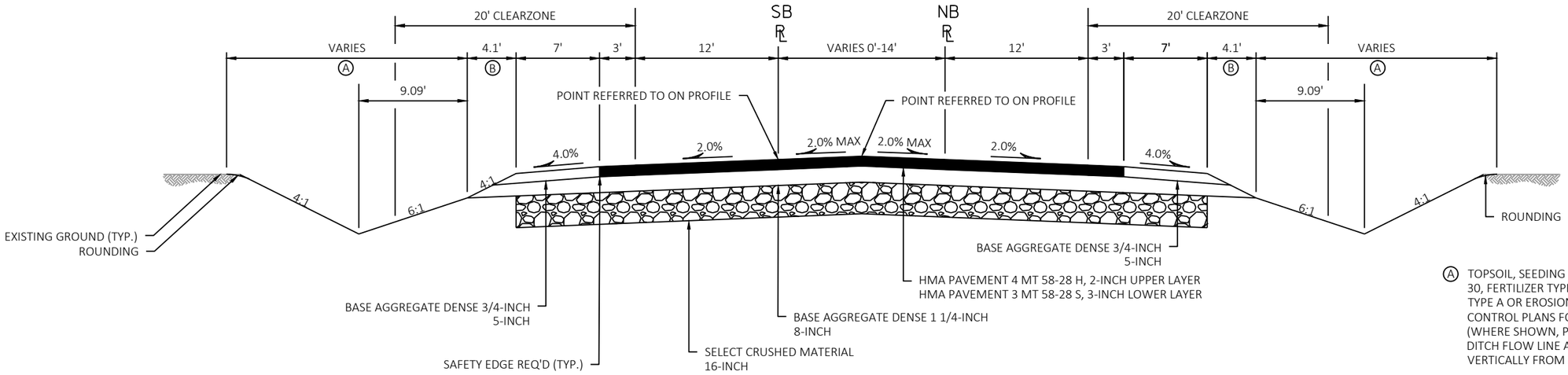
STA 10RBT+00.00 TO STA 10RBT+50.78
STA 11RBT+11.80 TO STA 12RBT+29.79
STA 12RBT+96.20 TO STA 13RBT+64.42



PROPOSED TYPICAL SECTION: ROBY ROAD/DEER POINT DRIVE ROUNDABOUT (RBT)

STA 10RBT+50.78 TO STA 11RBT+11.80
STA 12RBT+29.79 TO STA 12RBT+96.20

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: PROPOSED TYPICAL SECTIONS	SHEET 6	E



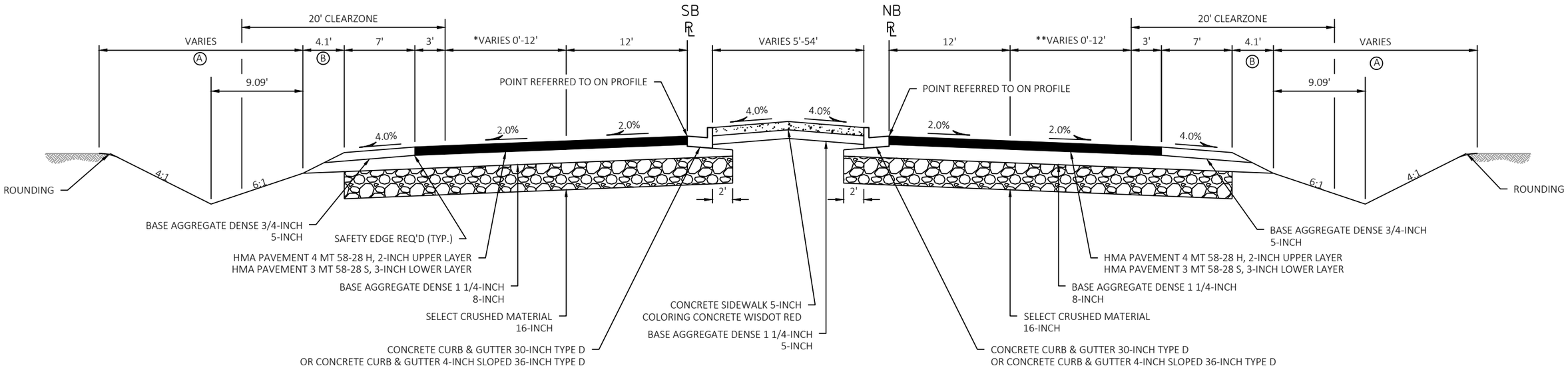
Ⓐ TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A OR EROSION MAT CLASS I TYPE B (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION). (WHERE SHOWN, PLACE EROSION MAT CLASS I TYPE B IN DITCH FLOW LINE AND EXTEND UPSLOPE 1 FOOT MIN. VERTICALLY FROM DITCH BOTTOM)

Ⓑ SEEDING TEMPORARY, SEEDING MIXTURE NO. 30 FERTILIZER TYPE B

PROPOSED TYPICAL SECTION: USH 51

STA 49SB+87.19 TO STA 51SB+95.63
STA 61SB+08.77 TO STA 63SB+35.83

STA 49NB+80.00 TO STA 51NB+95.40
STA 61NB+06.02 TO STA 64NB+00.00



*
STA 51SB+37.53 TO STA 55SB+22.10 TAPER 0' TO 12'
STA 59SB+69.36 TO STA 61SB+21.83 TAPER 12' TO 0'

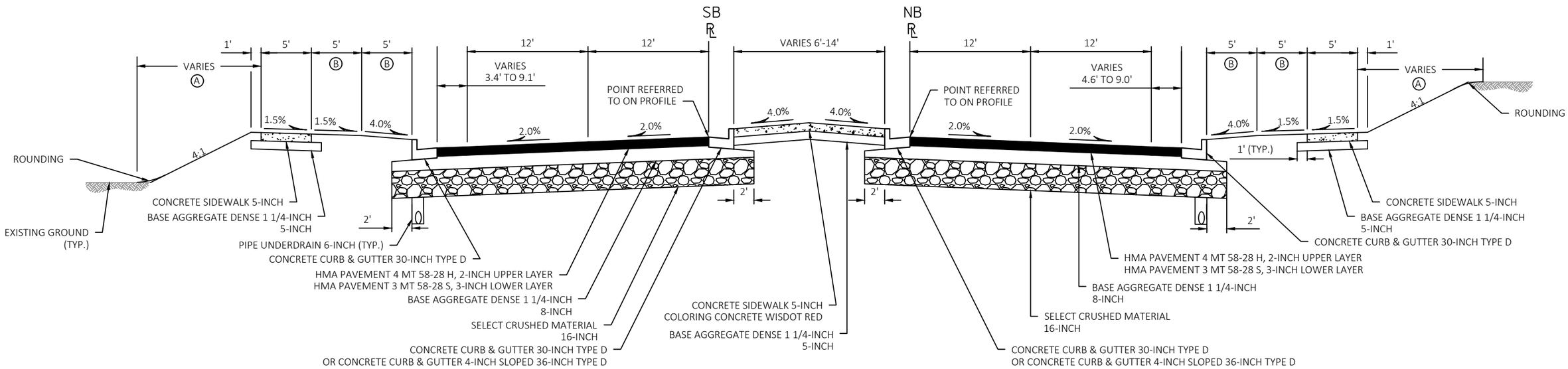
PROPOSED TYPICAL SECTION: USH 51

STA 51SB+95.63 TO STA 54SB+64.83
STA 59SB+83.96 TO STA 61SB+08.77

STA 51NB+95.40 TO STA 53NB+87.85
STA 58NB+89.13 TO STA 61NB+06.02

**
STA 52NB+37.39 TO STA 54NB+33.45 TAPER 0' TO 12'
STA 58NB+67.67 TO STA 63NB+90.45 TAPER 12' TO 0'

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: PROPOSED TYPICAL SECTIONS	SHEET 7	E

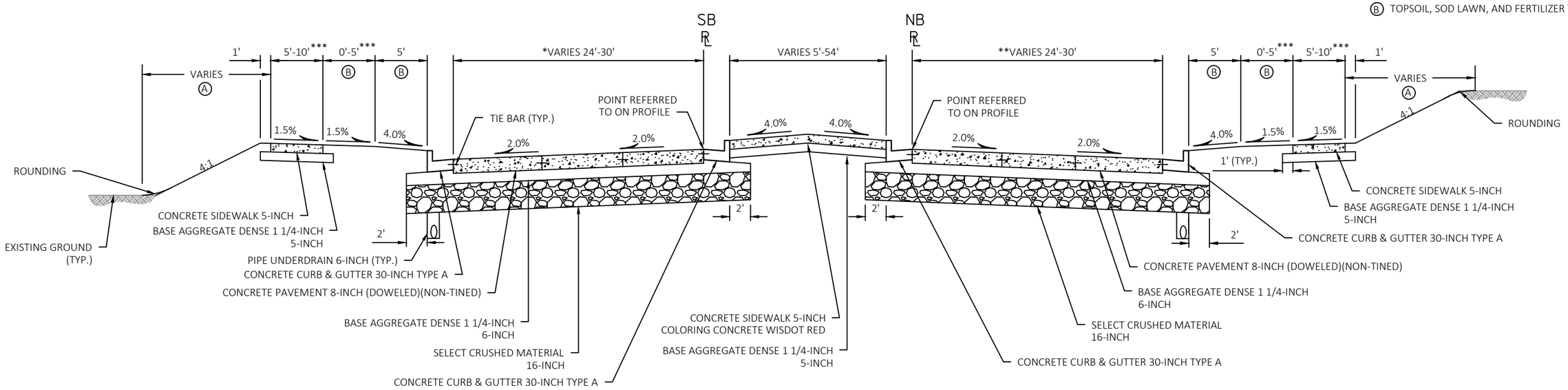


PROPOSED TYPICAL SECTION: USH 51

STA 54SB+64.83 TO STA 55SB+22.08 STA 53NB+87.85 TO STA 54NB+33.42
STA 59SB+69.37 TO STA 59SB+83.96 STA 58NB+69.10 TO STA 58NB+89.13

Ⓐ TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A OR EROSION MAT CLASS I TYPE B (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION). (WHERE SHOWN, PLACE EROSION MAT CLASS I TYPE B IN DITCH FLOW LINE AND EXTEND UPSLOPE 1 FOOT MIN. VERTICALLY FROM DITCH BOTTOM)

Ⓑ TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B



PROPOSED TYPICAL SECTION: USH 51

* STA 55SB+88.20 TO STA 56SB+19.57 TAPER 24' TO 25'
STA 57SB+74.15 TO STA 59SB+03.61 TAPER 30' TO 24'

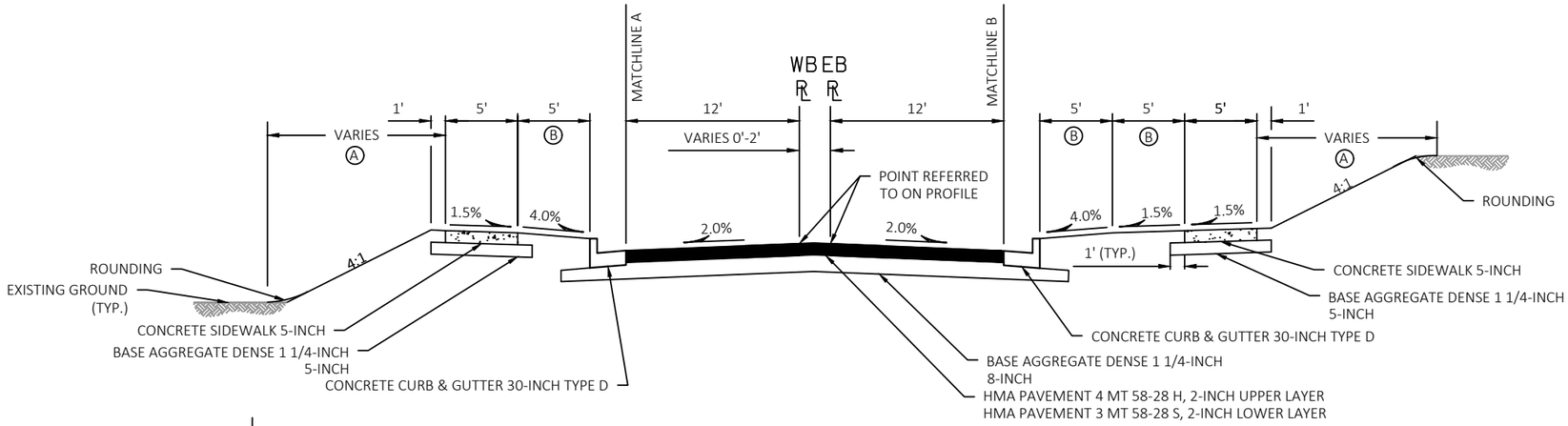
STA 55SB+22.08 TO STA 56SB+19.57 STA 54NB+33.42 TO STA 56NB+13.35
STA 57SB+74.15 TO STA 59SB+69.37 STA 57NB+62.90 TO STA 58NB+69.10

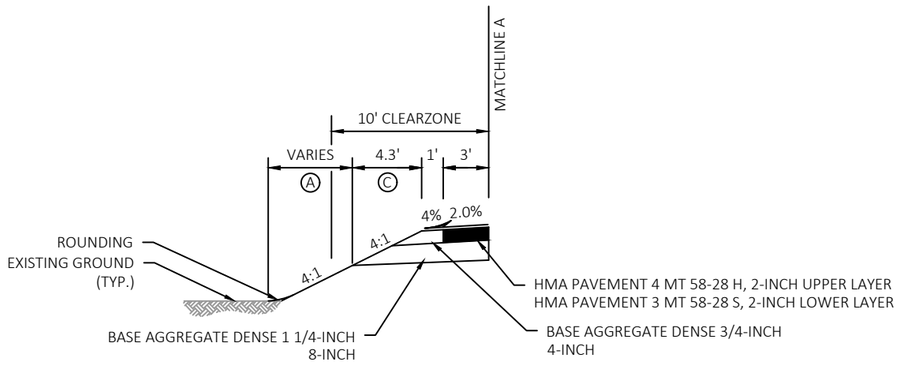
** STA 54NB+81.36 TO STA 56NB+13.35 TAPER 24' TO 30'
STA 57NB+62.90 TO STA 57NB+94.22 TAPER 25' TO 24'

*** STA 55NB+86.54 TO STA 56NB+13.35 0' TERRACE; 10' SIDEWALK
STA 55SB+92.73 TO STA 56SB+19.57 0' TERRACE; 10' SIDEWALK
STA 57NB+62.90 TO STA 57NB+89.69 0' TERRACE; 10' SIDEWALK
STA 57SB+74.15 TO STA 58SB+01.04 0' TERRACE; 10' SIDEWALK

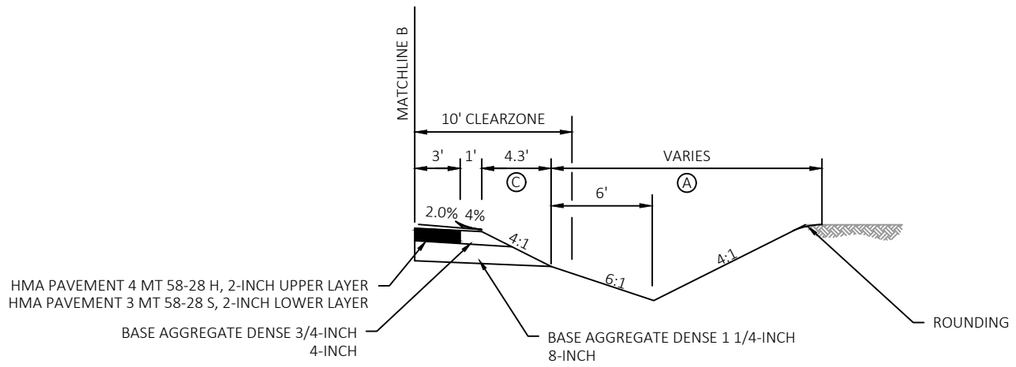
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: PROPOSED TYPICAL SECTIONS	SHEET 8	E

2





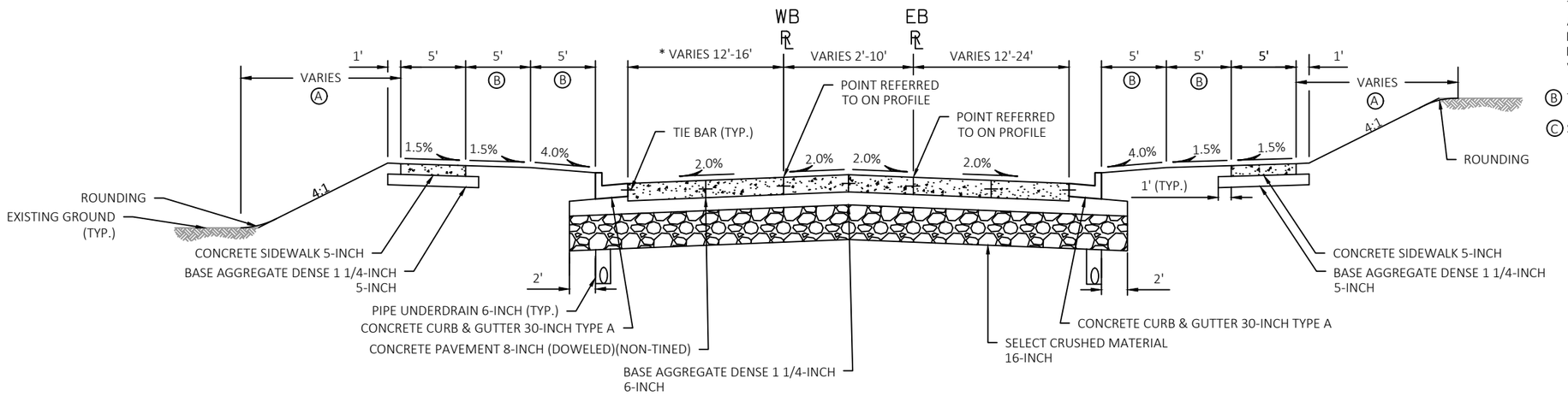
STA 54WB+10.00 TO STA 54WB+30.231



STA 54EB+10.00 TO STA 54EB+64.39

PROPOSED TYPICAL SECTION: ROBY ROAD/DEER POINT DRIVE

STA 54WB+10.00 TO STA 55WB+07.91 STA 54EB+10.00 TO STA 55EB+08.06



PROPOSED TYPICAL SECTION: ROBY ROAD/DEER POINT DRIVE

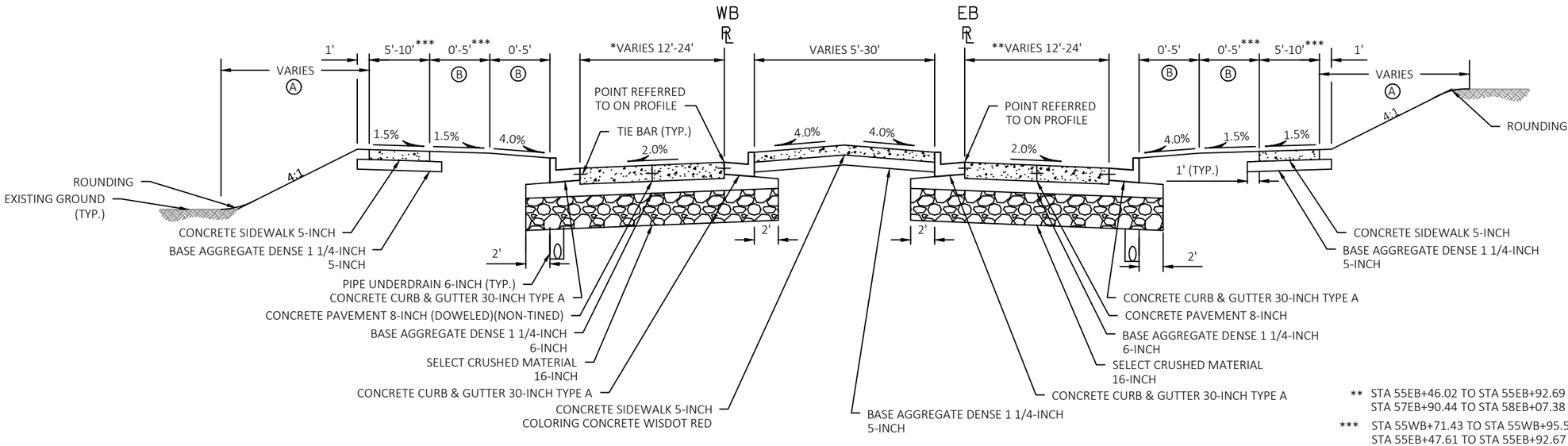
STA 55WB+07.91 TO STA 55WB+41.99 STA 55EB+08.06 TO STA 55EB+41.89

(A) TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A OR EROSION MAT CLASS I TYPE B (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION). (WHERE SHOWN, PLACE EROSION MAT CLASS I TYPE B IN DITCH FLOW LINE AND EXTEND UPSLOPE 1 FOOT MIN. VERTICALLY FROM DITCH BOTTOM)

(B) TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

(C) SEEDING MIXTURE NO. 30, FERTILIZER TYPE B

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: PROPOSED TYPICAL SECTIONS	SHEET 9	E



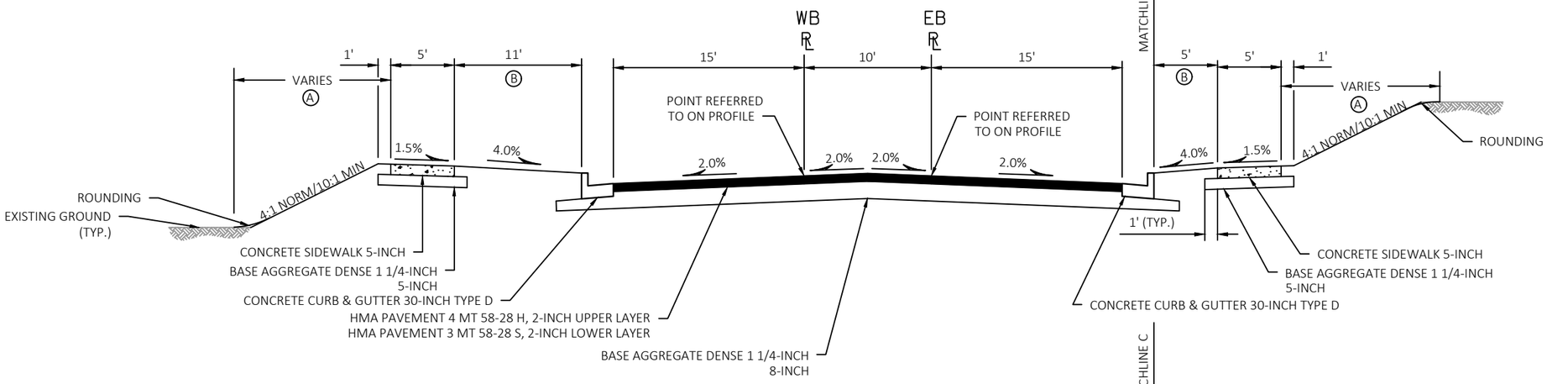
* STA 55WB+46.12 TO STA 55WB+95.53 TAPER 12' TO 16'
STA 57WB+81.48 TO STA 58WB+27.43 TAPER 24' TO 15'

PROPOSED TYPICAL SECTION: ROBY ROAD/DEER POINT DRIVE

STA 55WB+41.99 TO STA 55WB+95.53 STA 55EB+41.89 TO STA 55EB+92.67
STA 57WB+76.38 TO STA 58WB+73.53 STA 57EB+87.35 TO STA 58EB+89.24

** STA 55EB+46.02 TO STA 55EB+92.69 TAPER 12' TO 24'
STA 57EB+90.44 TO STA 58EB+07.38 TAPER 16' TO 15'

*** STA 55WB+71.43 TO STA 55WB+95.53 0' TERRACE; 10' SIDEWALK
STA 55EB+47.61 TO STA 55EB+92.67 0' TERRACE; 10' SIDEWALK
STA 57WB+67.38 TO STA 58WB+70.09 0' TERRACE; 10' SIDEWALK
STA 57EB+87.35 TO STA 58SB+14.79 0' TERRACE; 10' SIDEWALK



PROPOSED TYPICAL SECTION: ROBY ROAD/DEER POINT DRIVE

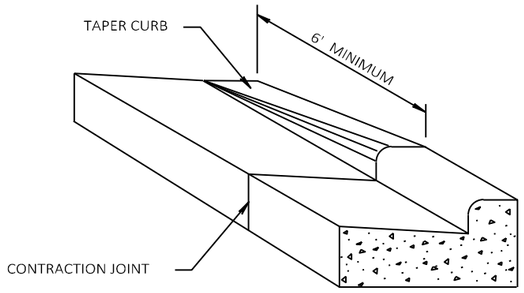
STA 58WB+73.53 TO STA 59WB+53.73 STA 58EB+89.24 TO STA 59EB+70.00

STA 59EB+20.58 TO STA 59EB+70.00

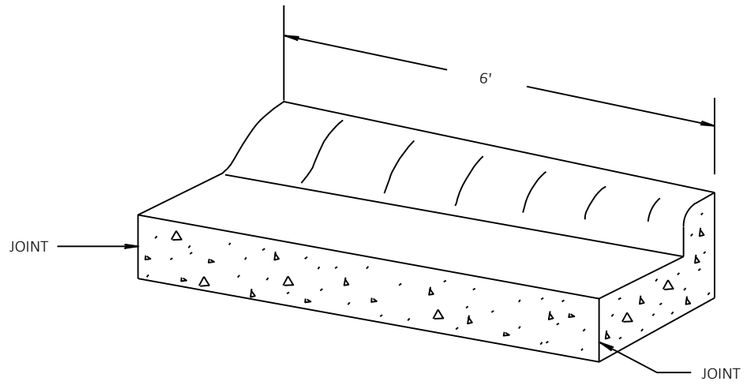
Ⓐ TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A OR EROSION MAT CLASS I TYPE B (SEE EROSION CONTROL PLANS FOR ADDITIONAL INFORMATION). (WHERE SHOWN, PLACE EROSION MAT CLASS I TYPE B IN DITCH FLOW LINE AND EXTEND UPSLOPE 1 FOOT MIN. VERTICALLY FROM DITCH BOTTOM)

Ⓑ TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: PROPOSED TYPICAL SECTIONS	SHEET 10	E

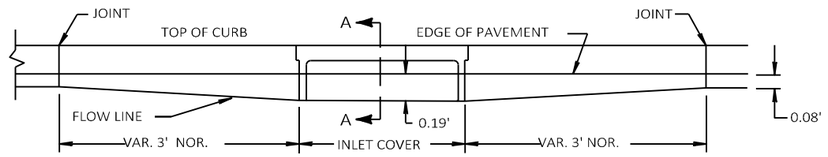


DETAIL OF CURB & GUTTER TERMINI

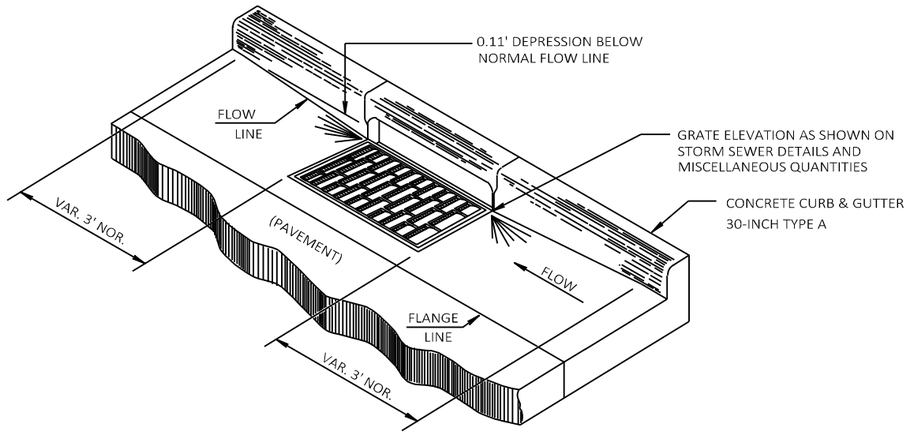


TRANSITION DETAIL

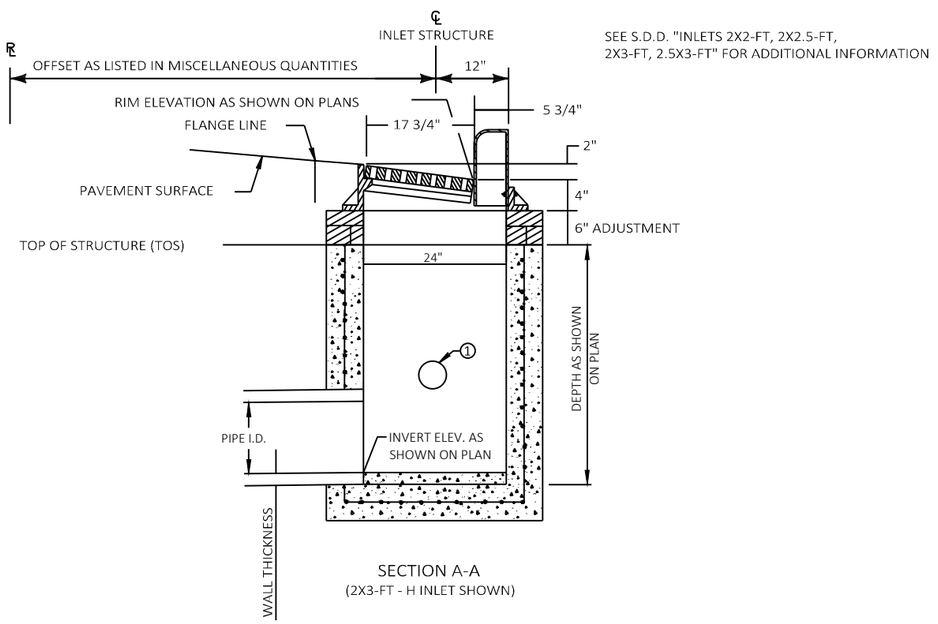
CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D TO CONCRETE CURB & GUTTER 30-INCH TYPE D
(TO BE MEASURED AND PAID FOR AS CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D)



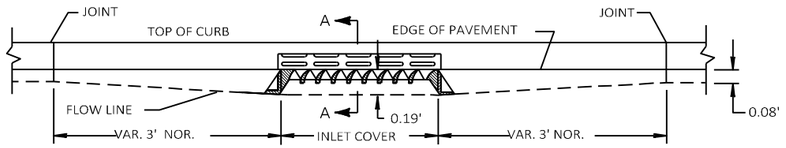
ELEVATION



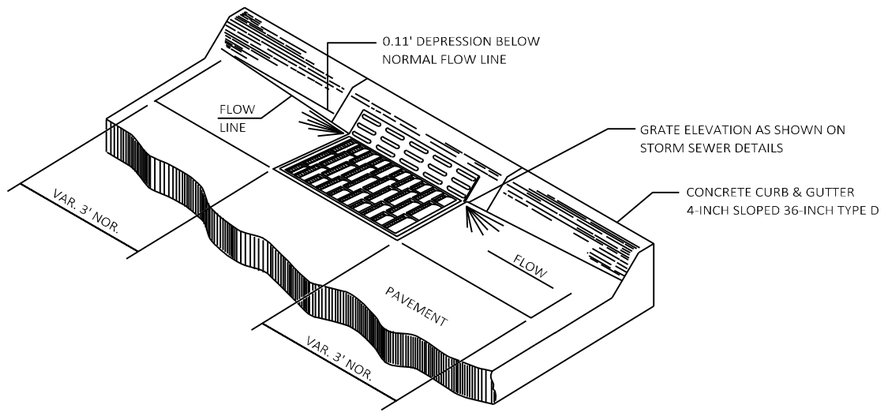
DETAIL FOR CURB AND GUTTER AT INLETS
(2x3-FT - H INLET SHOWN)



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

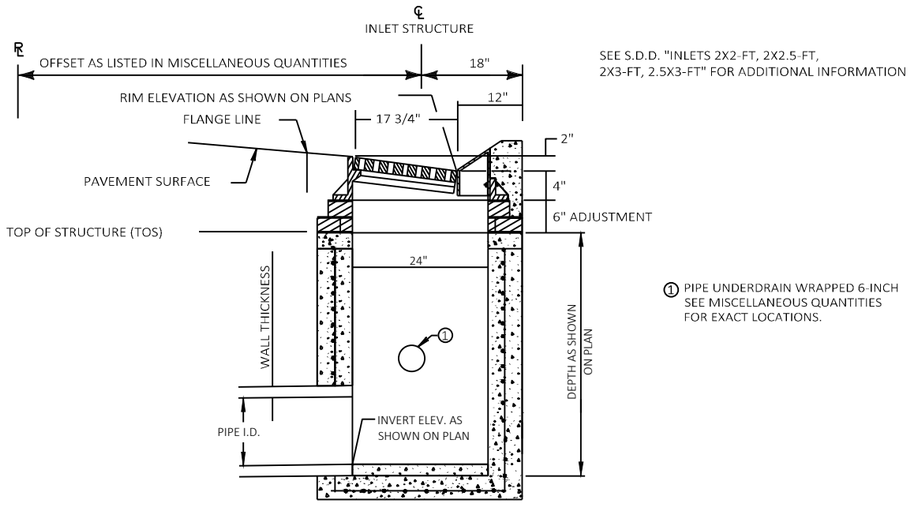


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

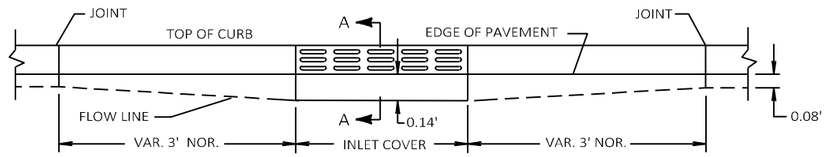
(2x3-FT - HM INLET SHOWN)



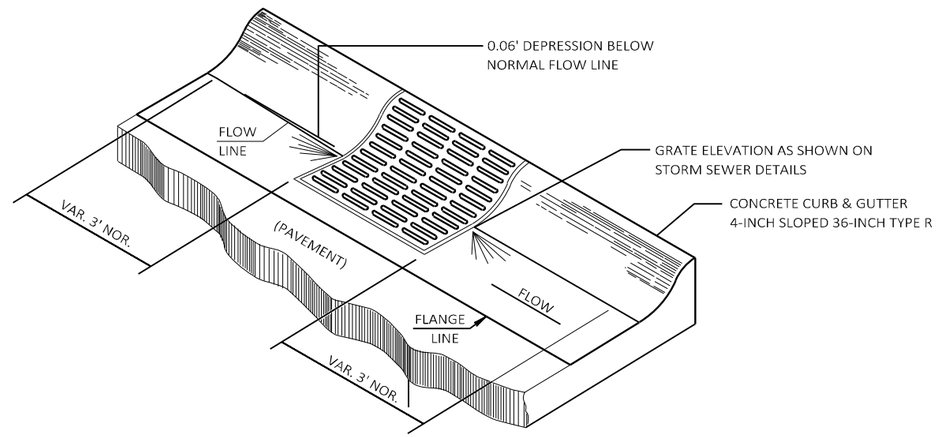
SECTION A-A

(2X3-FT - HM INLET SHOWN)

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

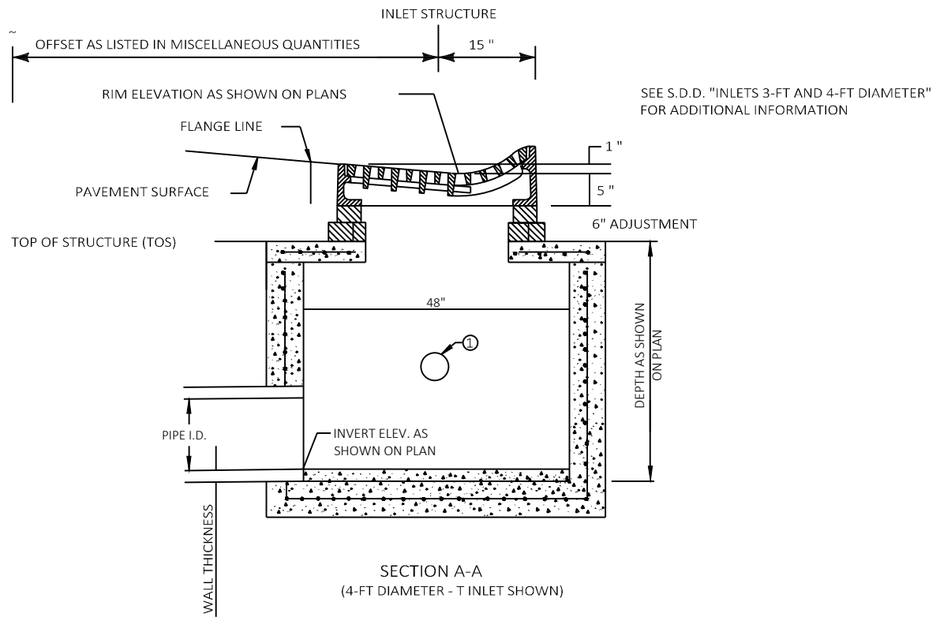


ELEVATION



DETAIL FOR CURB AND GUTTER AT INLETS

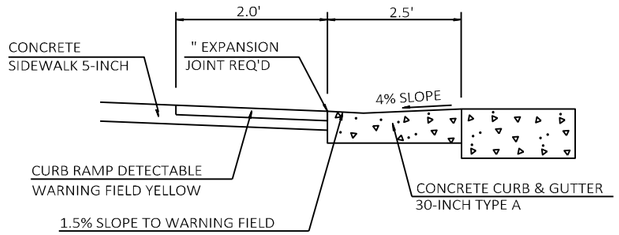
(2x3-FT - T INLET SHOWN)



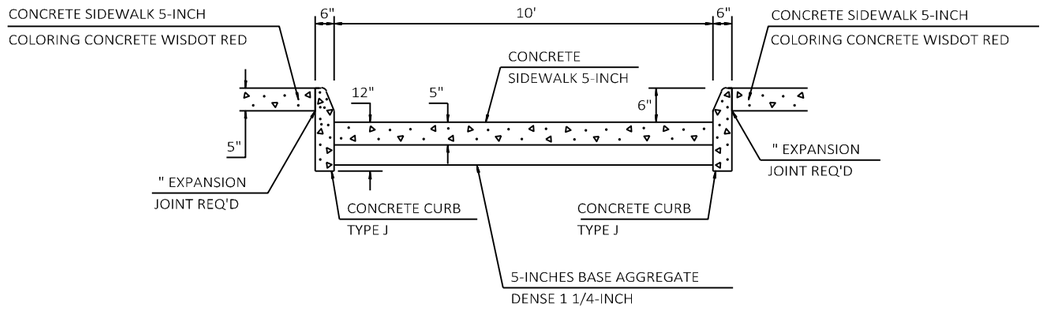
SECTION A-A

(4-FT DIAMETER - T INLET SHOWN)

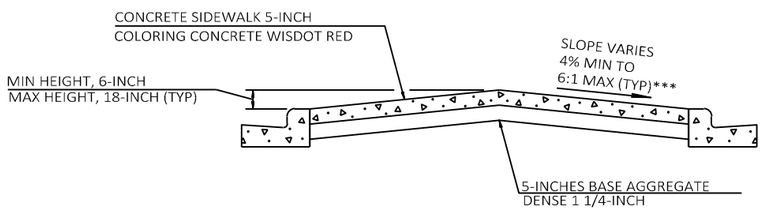
DETAIL FOR CONCRETE CURB AND GUTTER 36-INCH TYPE R AT INLETS



SECTION A-A

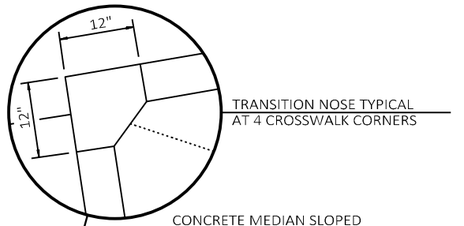


SECTION B-B

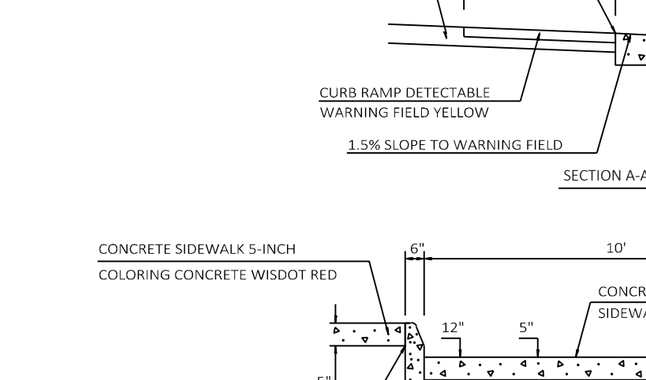


*** SEE CROSS SECTIONS

SECTION C-C



TRANSITION NOSE TYPICAL
AT 4 CROSSWALK CORNERS

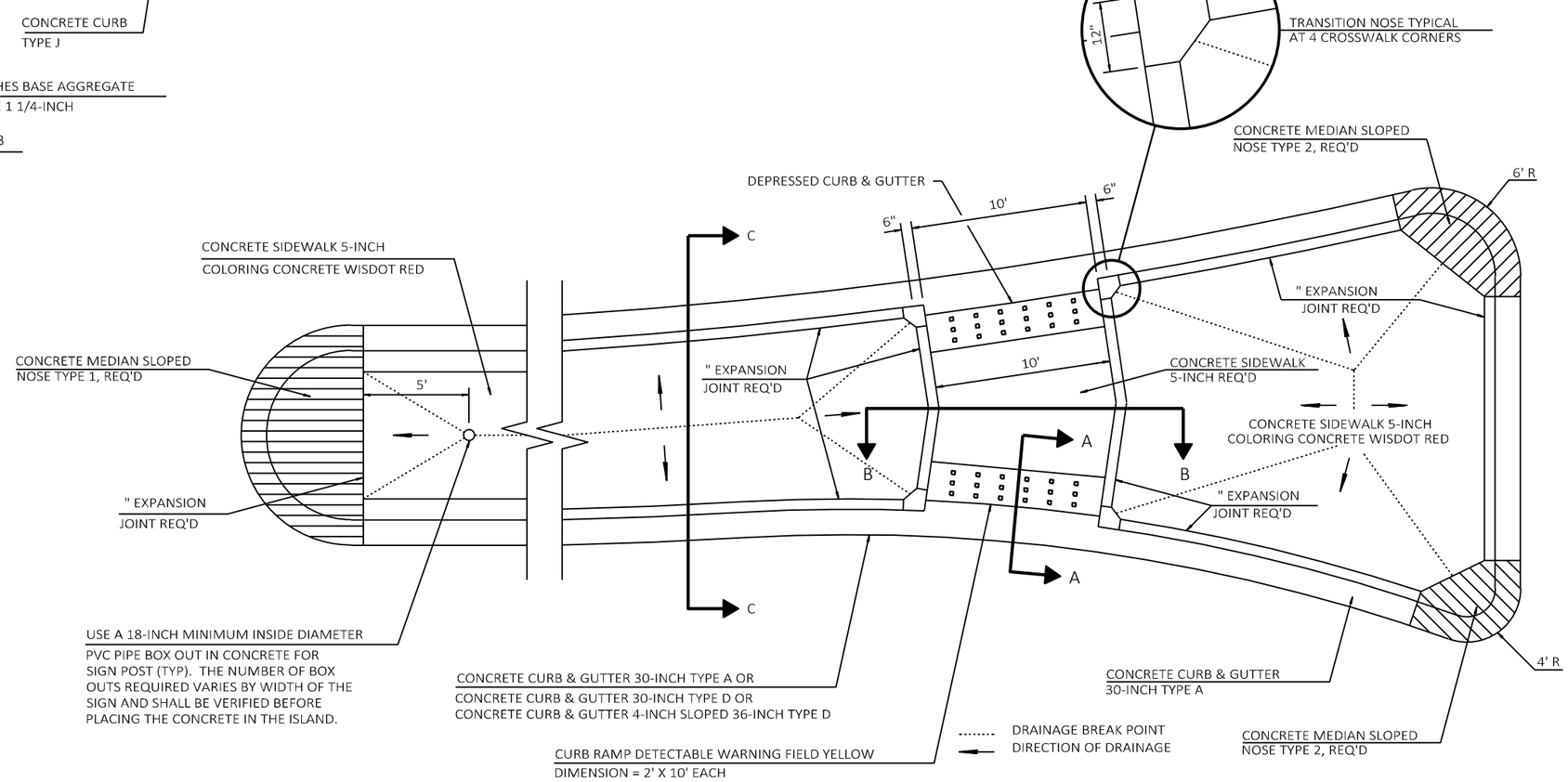


* DISTANCE TO BE LAID OUT IN THE FIELD BASED ON SIGN SIZE. TWO FOOT MINIMUM CLEARANCE BETWEEN THE EDGE OF SIGN AND THE FACE OF CURB.

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

USE A 18-INCH MINIMUM INSIDE DIAMETER PVC PIPE BOX OUT IN CONCRETE FOR SIGN POST (TYP). PVC BOX OUT DEPTH SHOULD MATCH ADJACENT PAVEMENT DEPTH. THE NUMBER OF BOX OUTS REQUIRED VARIES BY WIDTH OF THE SIGN AND SHALL BE VERIFIED BEFORE PLACING THE CONCRETE IN THE ISLAND. GRAVEL BACKFILL IS INCIDENTAL TO POSTS WOOD BID ITEM.

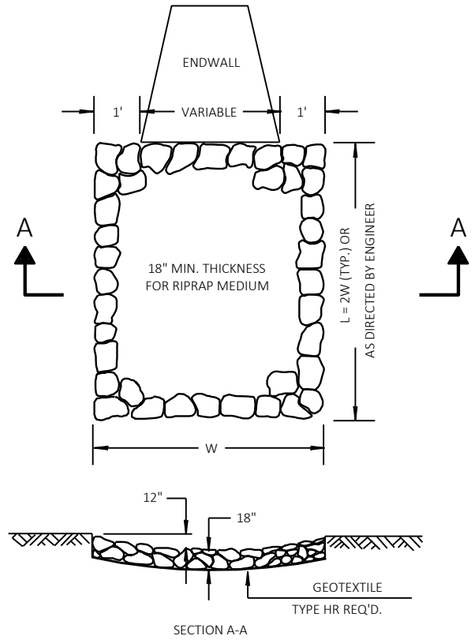
CENTER AND SPLITTER ISLAND SIGN LOCATION DETAIL (TYP)



SPLITTER ISLAND DETAIL

SEE CURB RAMP DETAILS FOR ADDITIONAL LAYOUT INFORMATION

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



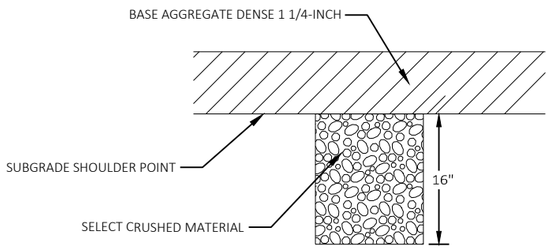
RIPRAP MEDIUM TREATMENT AT CULVERTS

RUNOFF COEFFICIENT TABLE

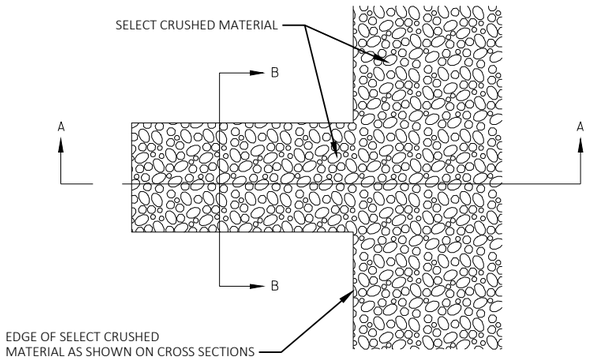
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33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

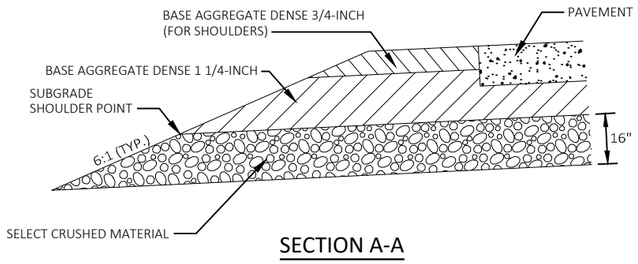
TOTAL PROJECT AREA = 7.20 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 5.44 ACRES

2



SECTION B-B





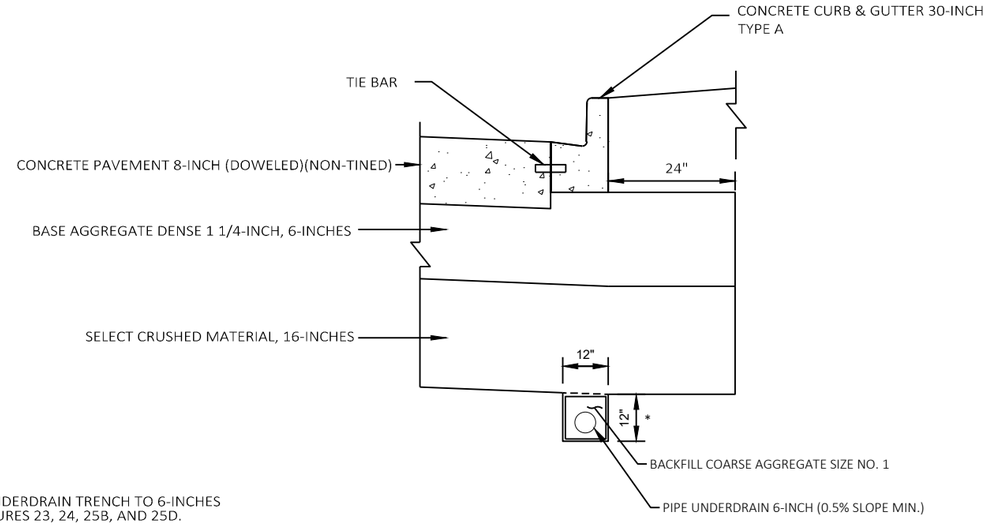
SECTION A-A

RELIEF TRENCH DETAIL

CONSTRUCT RELIEF TRENCHES AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

(LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER)

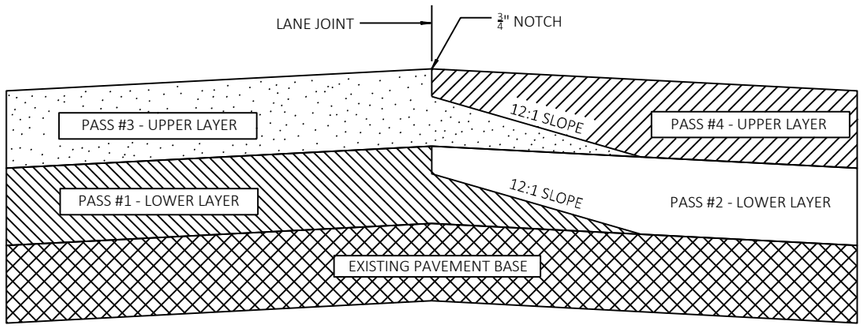
EXCAVATION REQUIRED TO CONSTRUCT RELIEF TRENCH
IS INCLUDED IN BID ITEM SELECT CRUSHED MATERIAL.



* REDUCE UNDERDRAIN TRENCH TO 6-INCHES
AT STRUCTURES 23, 24, 25B, AND 25D.

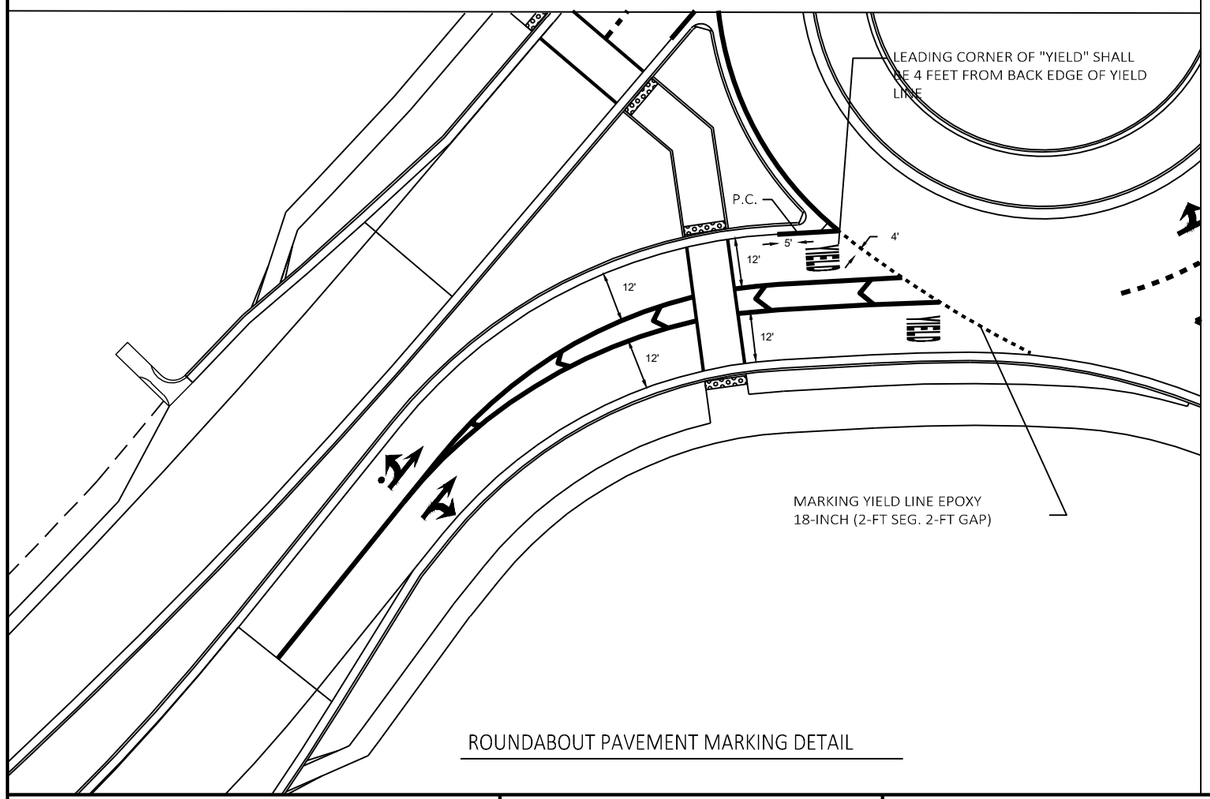
DETAIL FOR PIPE UNDERDRAIN 6-INCH

NOTE: PIPE UNDERDRAIN IS TO BE DISCHARGED INTO THE INLET STRUCTURES.

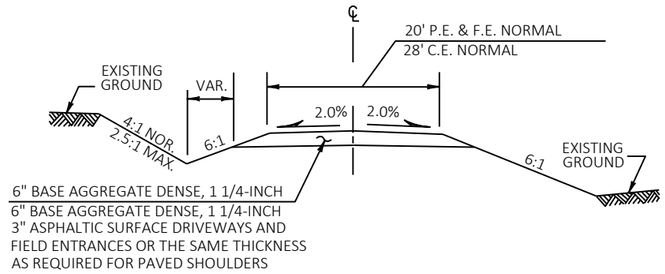


(LOWER AND UPPER LAYERS)

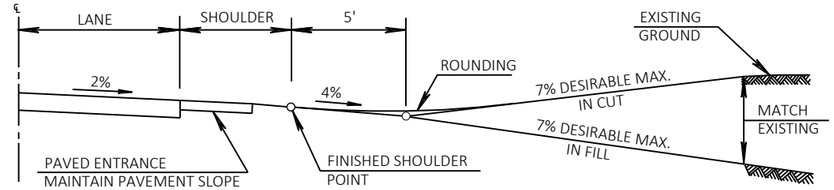
TYPICAL PAVEMENT CROSS SECTIONS OF
TAPERED AND NOTCHED LONGITUDINAL JOINTS



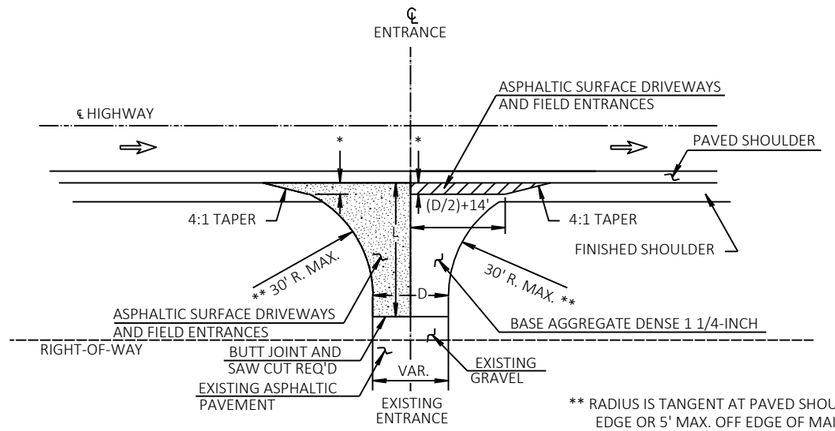
ROUNDABOUT PAVEMENT MARKING DETAIL



TYPICAL CROSS SECTION



PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE DETERMINED
IN THE FIELD BY THE ENGINEER.
BLEND BACK ON THE ENTRANCE FAR
ENOUGH TO GET A SMOOTH PROFILE.

D=DRIVEWAY WIDTH
D=20'TYP.(PE's & FE's) (16'MIN.-24'MAX.)
D=28'TYP.(CE's & FARM ENT.) (24'MIN.-35'MAX.)

** RADIUS IS TANGENT AT PAVED SHOULDER EDGE OR 5' MAX. OFF EDGE OF MAIN LINE PAVEMENT WHICH EVER IS LESS.

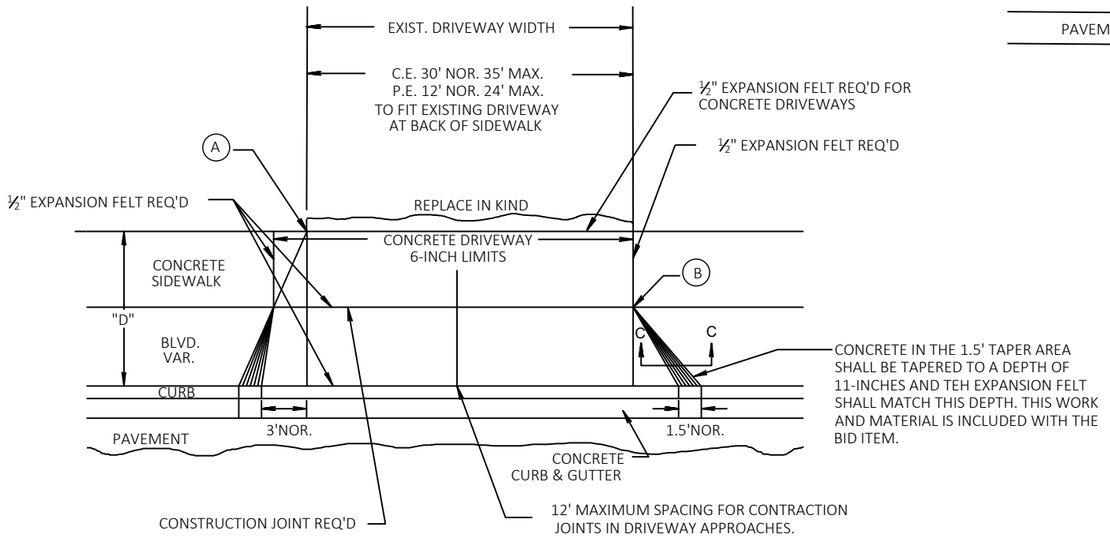
* 3' MAX. OR TO FINISHED SHOULDER WHICH EVER IS LESS.

PLAN VIEW

RURAL DRIVEWAY INTERSECTION DETAIL
(PE's, FE's & CE'S)
(FOR NEW CONSTRUCTION)

2

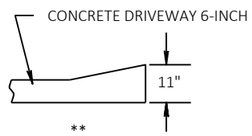
DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER



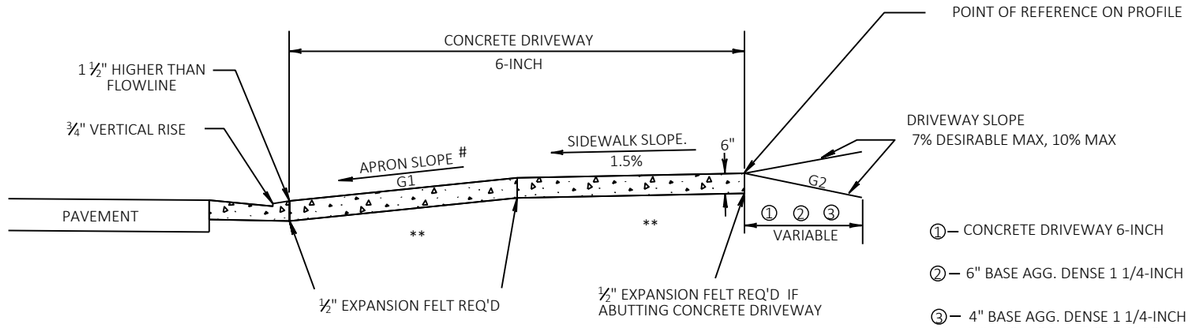
PLAN VIEW

(A) WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

(B) WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

① — CONCRETE DRIVEWAY 6-INCH

② — 6" BASE AGG. DENSE 1 1/4-INCH

③ — 4" BASE AGG. DENSE 1 1/4-INCH BASE WITH 2" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

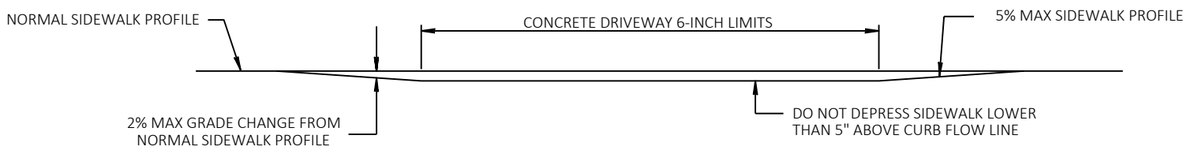
** = 6" BASE AGG. DENSE 1 1/4-INCH REQ'D UNDER CONCRETE DRIVEWAY 6-INCH

\#

TERRACE WIDTH	APRON SLOPE (G1)		
	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

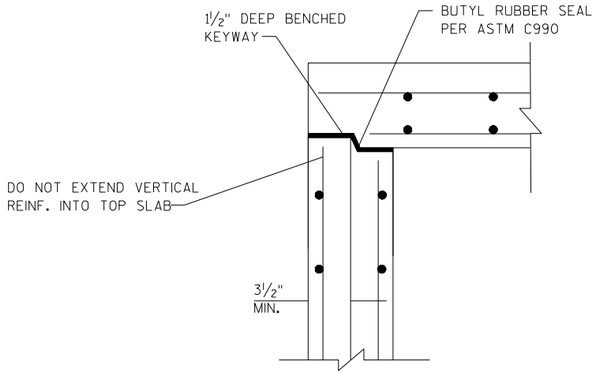
NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



DEPRESSED SIDEWALK PROFILE DETAIL

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 16	E



ALTERNATE CONSTRUCTION JOINT

GENERAL NOTES

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

A PRECAST CONCRETE STRUCTURE MAY BE PROVIDED IN LIEU OF CAST-IN-PLACE CONCRETE STRUCTURE. DETAILS OF PRECAST STRUCTURE SHALL COMPLY WITH STANDARD DETAIL DRAWING "MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER" EXCEPT THAT A MINIMUM 4" OVERHANG IS REQUIRED FOR ALL STRUCTURES WITH INTEGRAL OR MONOLITHIC BASES. PRECAST CONCRETE STRUCTURE WALL AND SLAB THICKNESSES AND REINFORCING SHALL MATCH THAT FOR CAST-IN-PLACE STRUCTURE, AS DETAILED ON THIS DRAWING. ALTERNATIVELY, CONTRACTOR MAY PROVIDE AN ALTERNATE DESIGN, COMPLETE WITH DESIGN CALCULATIONS PREPARED BY AND BEARING THE SEAL OF A STATE OF WISCONSIN LICENSED PROFESSIONAL ENGINEER. ALTERNATE DESIGN WILL BE SUBJECT TO APPROVAL BY ENGINEER.

TOP SLAB MAY BE CAST IN ANOTHER LOCATION ON-SITE OR OFF-SITE ON TOP OF A FORMED SURFACE APPROVED BY ENGINEER, AND THEN LIFTED INTO PLACE ON THE STRUCTURE. USE ALTERNATE CONSTRUCTION JOINT DETAIL FOR THIS OPTION.

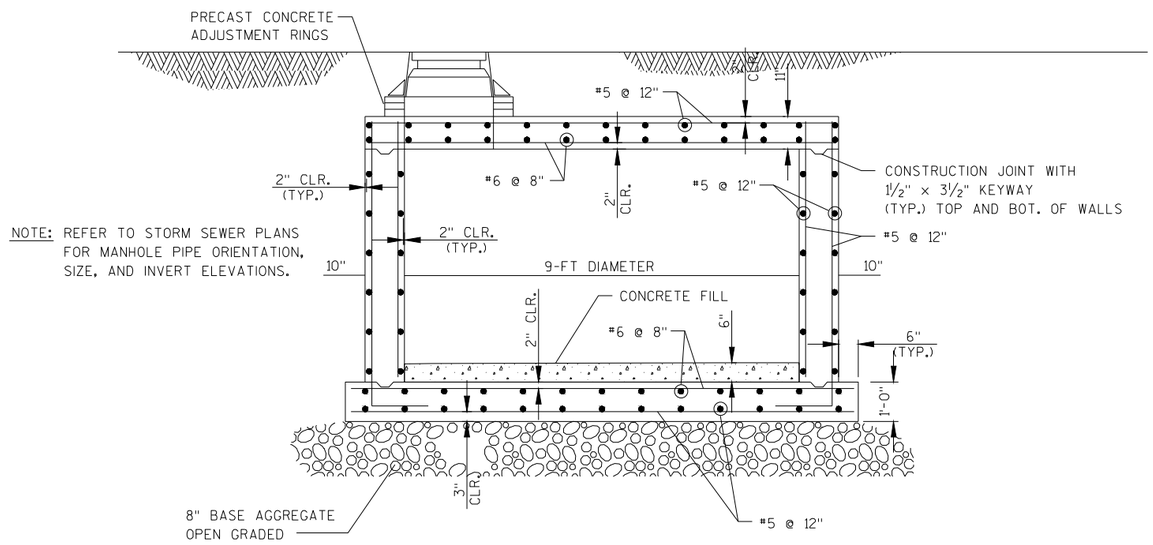
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

REFER TO STORM SEWER PLANS FOR MANHOLE PIPE ORIENTATION, SIZE, AND INVERT ELEVATIONS.

REFER TO STANDARD DETAIL DRAWING "MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER" FOR ADDITIONAL INFORMATION.

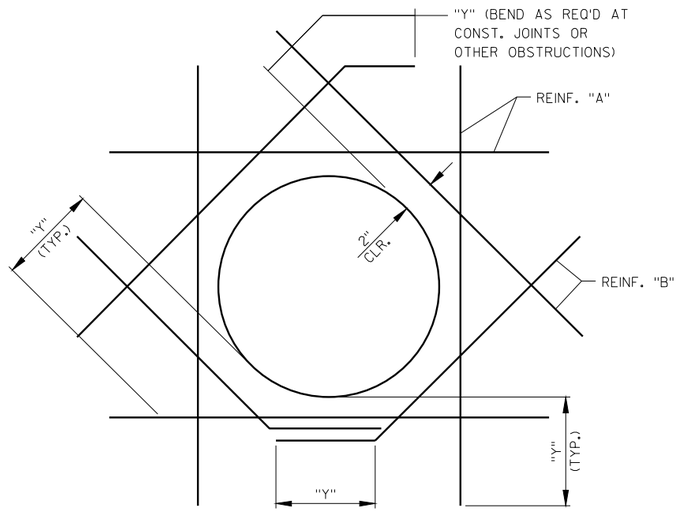
DESIGN DATA:

CONCRETE MASONRY: f'c = 4000 psi
STEEL REINFORCING: Fy = 60 ksi



MANHOLES 9-FT DIAMETER

(NOT TO SCALE)



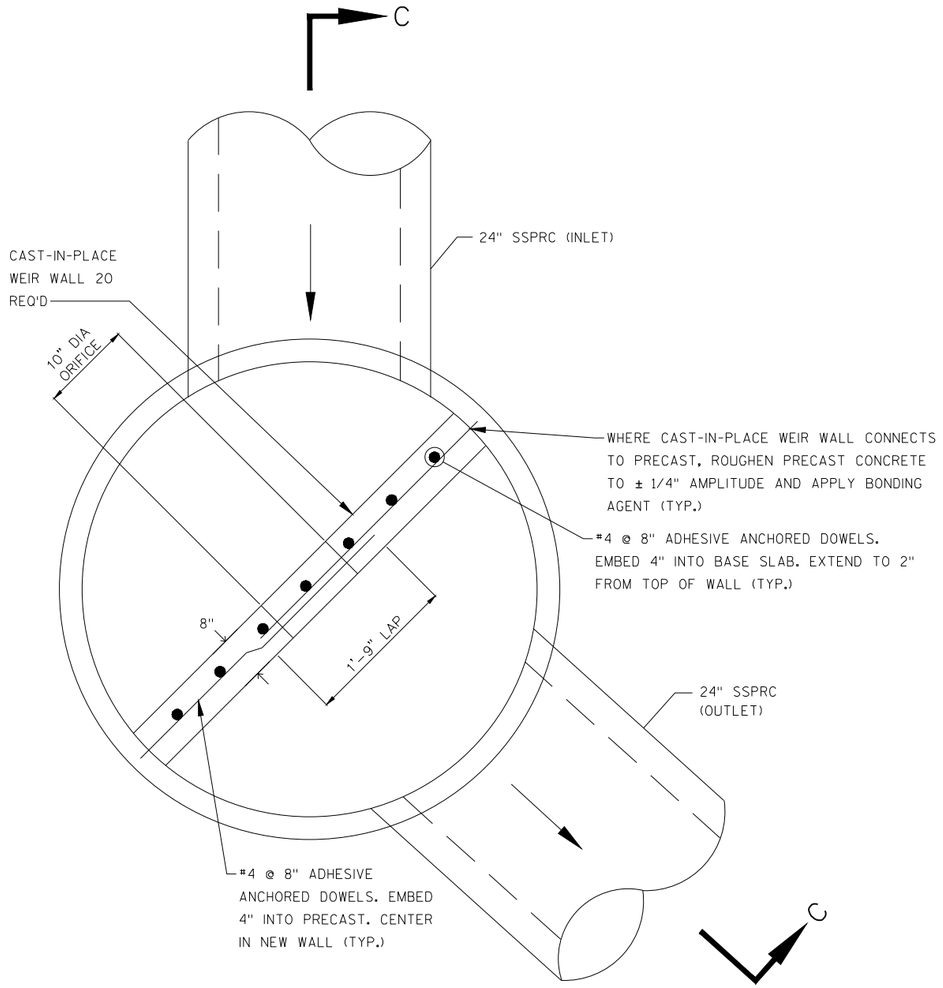
ADDITIONAL REINFORCEMENT AT CONCRETE OPENINGS

NOTES (SLABS):

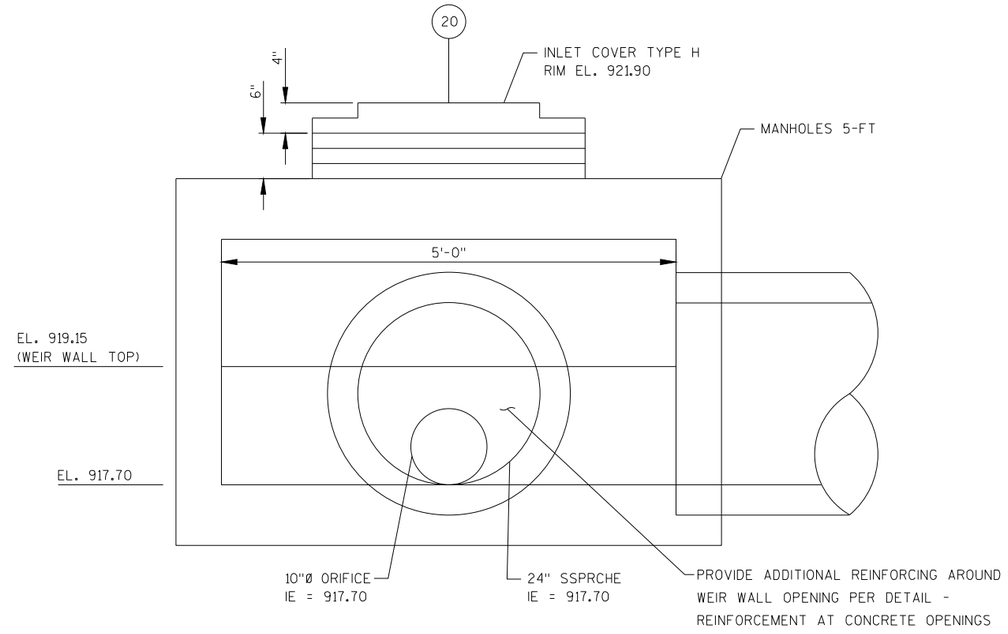
1. MOVE REINF. MAX. OF 2" TO CLEAR OPENING TO AVOID CUTTING REINF. CUT REMAINING BARS THAT PASS THROUGH OPENING.
2. WHERE REINF. MUST BE CUT, ADD REINF. "A" AT LEAST EQUAL IN AREA TO THAT WHICH WAS CUT AND EXTEND BEYOND OPENING DISTANCE "Y".
3. DIAGONAL BARS "B" TO BE PLACED:
   A. AT EACH FACE OF WALL WHERE TWO LAYERS OF REINF. ARE PROVIDED.
   B. AT TOP & BOTTOM OF ALL SLABS.
4. UNLESS OTHERWISE NOTED, SIZE OF REINF. "B" SHALL BE THE SIZE OF THE LARGEST REINF. BAR CUT.
5. Y = CLASS B LAP { #5 BAR = 1'-10" ; #6 BAR = 2'-3" }

NOTES (WALLS):

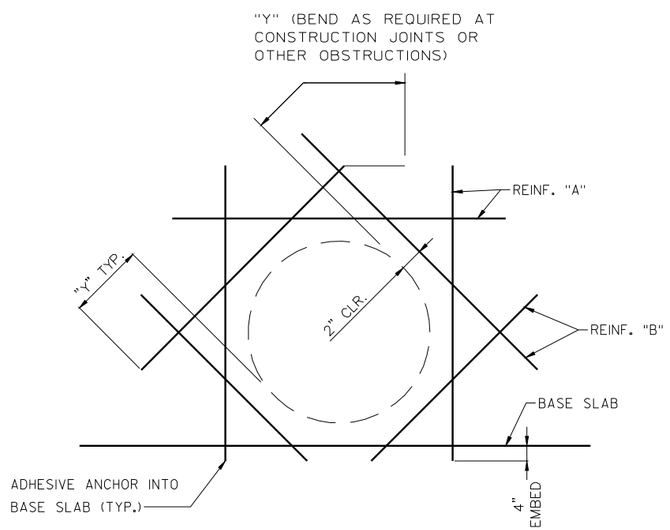
1. MOVE REINF. MAX. OF 2" TO CLEAR OPENING TO AVOID CUTTING REINF. CUT REMAINING BARS THAT PASS THROUGH OPENING.
2. REINF. "A" SHALL BE ONE BAR OF SAME SIZE AS CUT BARS. EXTEND REINF. "A" BEYOND OPENING DISTANCE "Y".
3. ADDITIONAL DIAGONAL REINF. BARS "B" ARE NOT REQUIRED.



PLAN VIEW



SECTION C-C



NOTES:

1. MOVE REINFORCEMENT MAXIMUM OF 2" TO CLEAR OPENING. CUT REMAINING BAR THROUGH OPENING. WHERE REINFORCMENT MUST BE CUT, ADD REINFORCEMENT "A" AT LEAST EQUAL IN AREA TO THAT WHICH WAS CUT AND EXTEND BEYOND OPENING DISTANCE "Y".

2. DIAGONAL BARS "B" TO BE PLACED:
   A. AT ℄ OF WALL WHERE ONE LAYER OF REINFORCEMENT IS PROVIDED.
   B. AT EACH FACE OF WALL WHERE TWO LAYERS OF REINFORCEMENT ARE PROVIDED.
   C. AT TOP AND BOTTOM OF ALL SLABS.

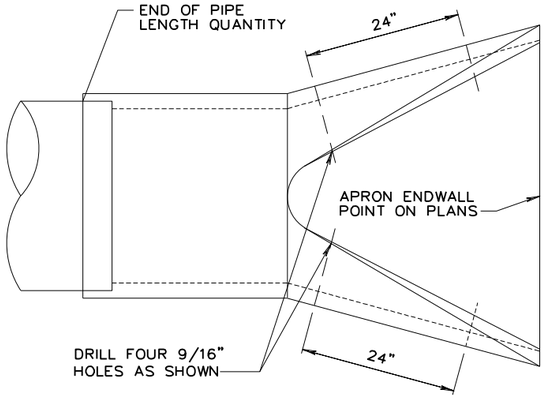
3. UNLESS OTHERWISE NOTED, SIZE OF REINFORCEMENT "B" SHALL BE SIZE OF LARGEST REINFORCEMENT BAR CUT.

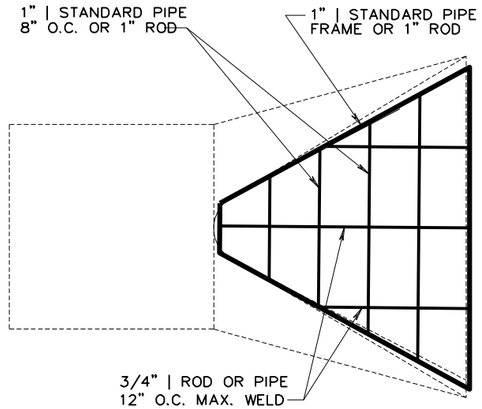
4. "Y" = CLASS B LAP.

5. THIS DETAIL IS TO BE USED WHEN NO OTHER DETAIL IS SPECIFIED.

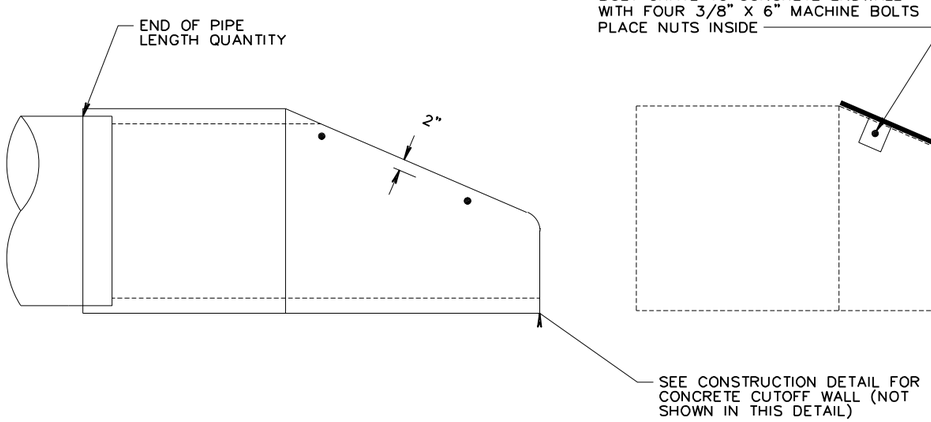
6. MINIMUM REINFORCEMENT "A" AND "B" AROUND AT ALL OPENINGS SHALL BE #4.

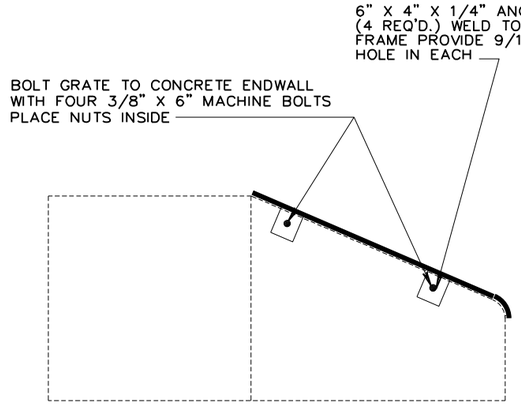
DETAIL - REINFORCEMENT AT CONCRETE OPENINGS

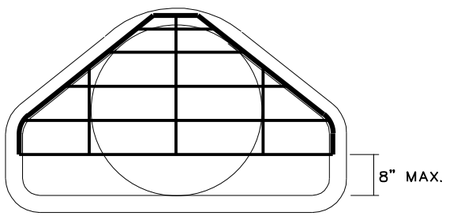




AT EACH PIPE

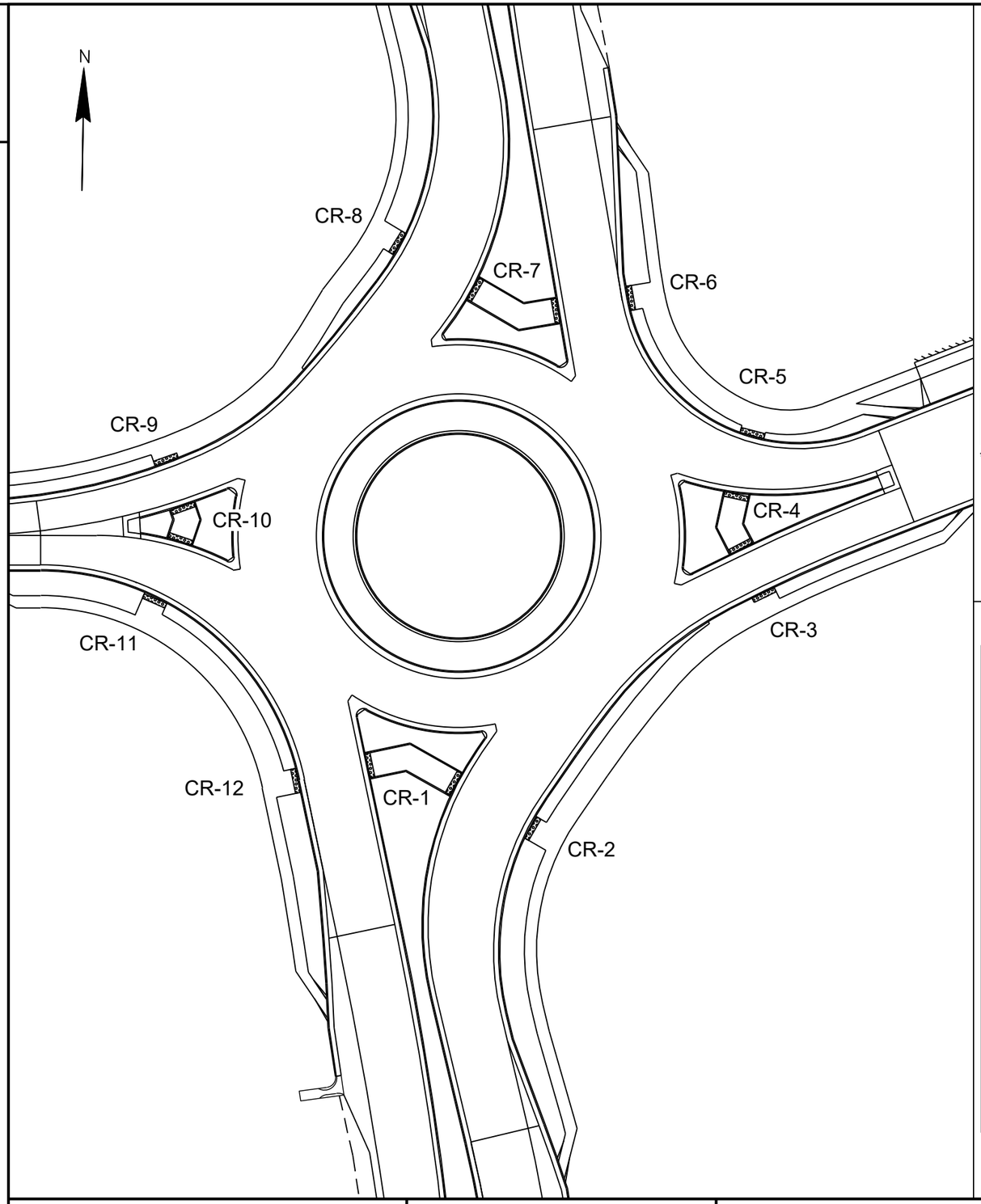






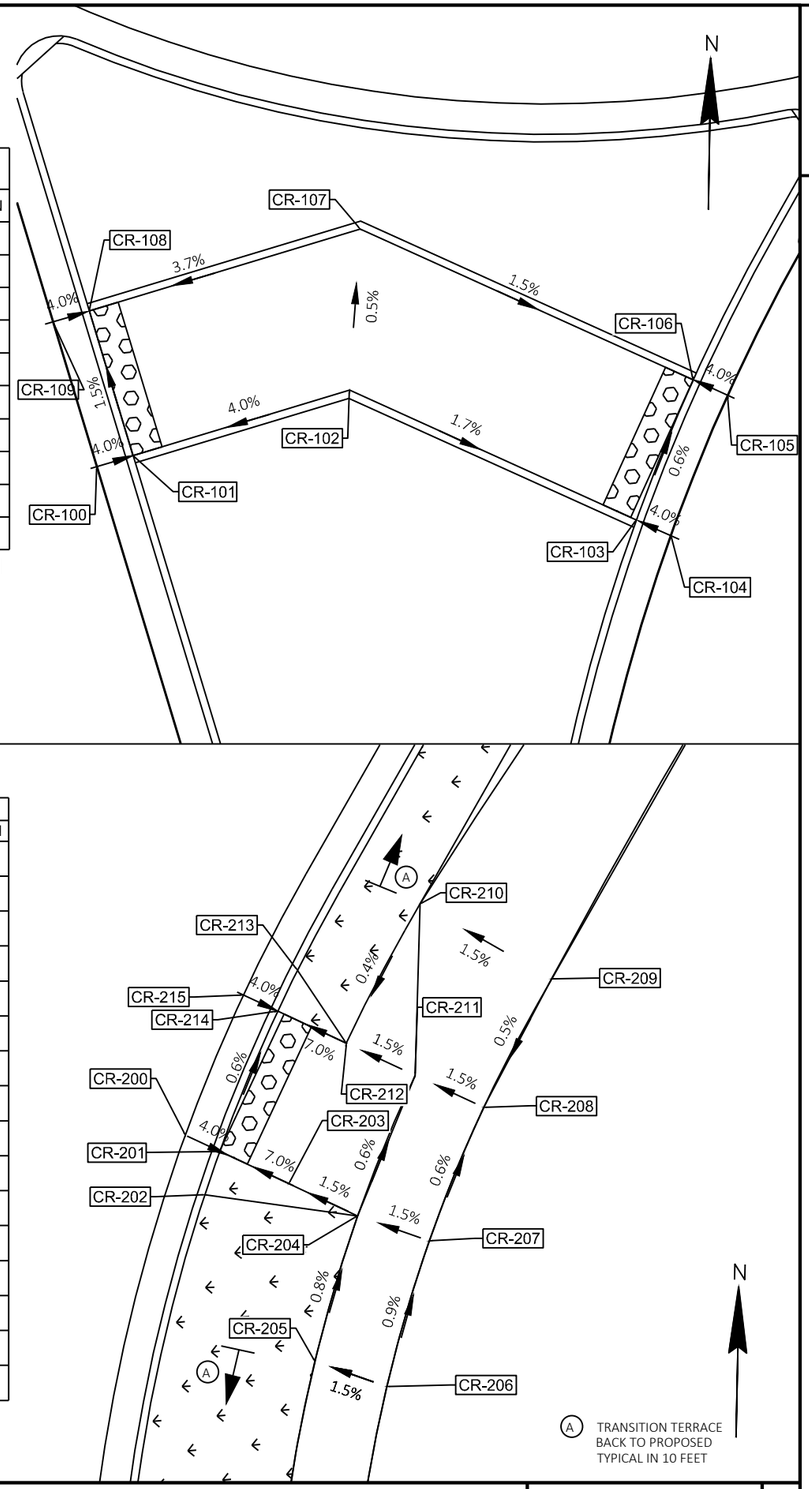
APRON ENDWALL AND PIPE GRATE DETAILS

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 19	E



CR - 1 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 100	55+82.73	0' RT NB	922.50
CR - 101	55+82.73	2.5' RT NB	922.42
CR - 102	55+78.76	23.25' LT SB	923.02
CR - 103	55+77.38	2.5' LT SB	922.67
CR - 104	55+78.18	0' LT SB	922.75
CR - 105	55+87.19	0' LT SB	922.69
CR - 106	55+87.19	2.5' LT SB	922.61
CR - 107	55+87.19	26.67' LT SB	922.97
CR - 108	55+92.73	2.5' RT NB	922.27
CR - 109	55+92.73	0' RT NB	922.35

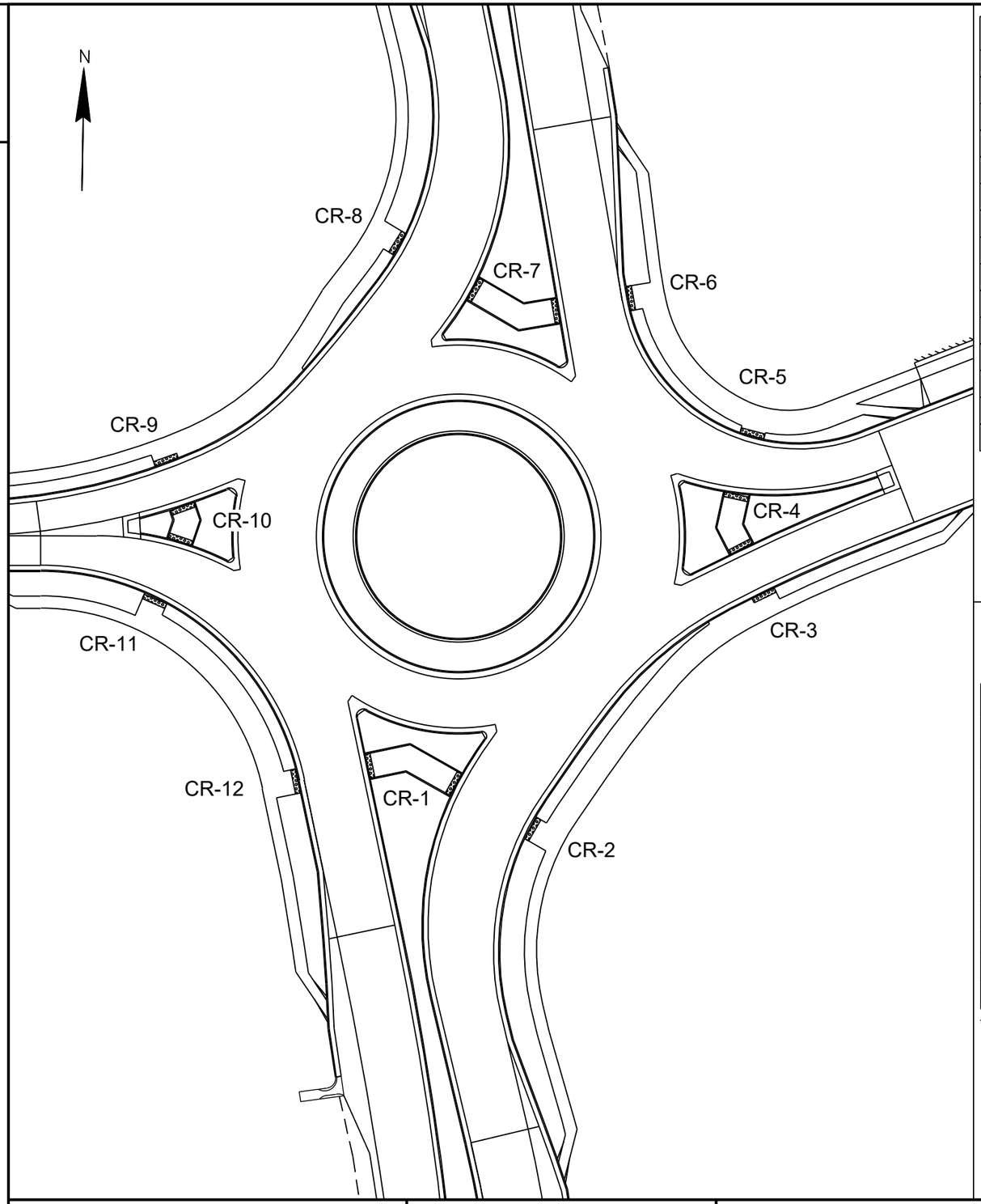
*CONCRETE SIDEWALK FOR MEDIAN



CR - 2 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 200	55+73.53	29.68' RT NB	922.17
CR - 201	55+69.05	32.06' RT NB	922.09
CR - 202	55+73.12	32.17' RT NB	922.59
CR - 203	55+72.22	37.15' RT NB	922.44
CR - 204	55+71.21	42.13' RT NB	922.51
CR - 205	55+56.10	41.62' RT NB	922.60
CR - 206	55+54.80	46.58' RT NB	922.67
CR - 207	55+70.90	47.12' RT NB	922.59
CR - 208	55+86.26	47.42' RT NB	922.53
CR - 209	56+00.60	47.50' RT NB	922.57
CR - 210	56+00.60	37.50' RT NB	922.42
CR - 211	55+86.41	42.42' RT NB	922.45
CR - 212	55+86.54	37.42' RT NB	922.38
CR - 213	55+90.72	32.47' RT NB	922.53
CR - 214	55+86.55	32.43' RT NB	922.03
CR - 215	55+86.71	29.93' RT NB	922.11

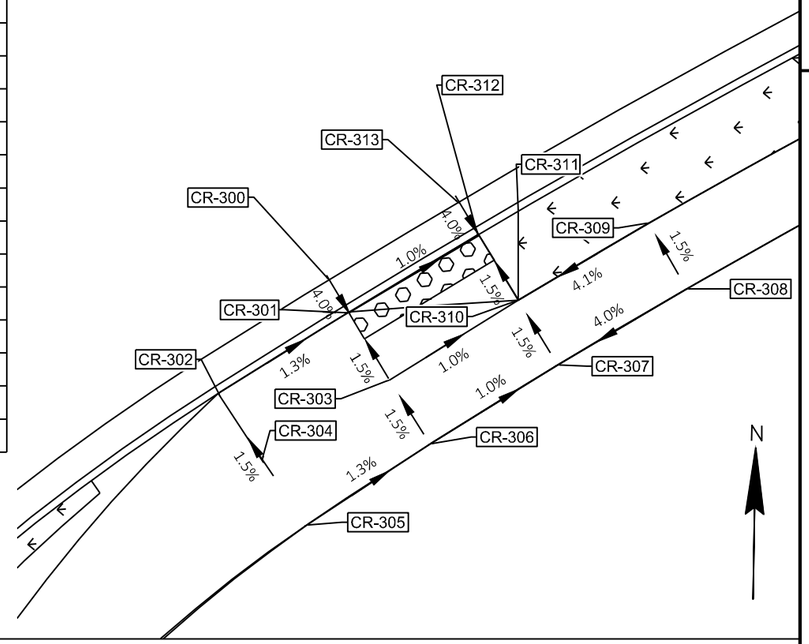
*GRASS TERRACE

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 20	E



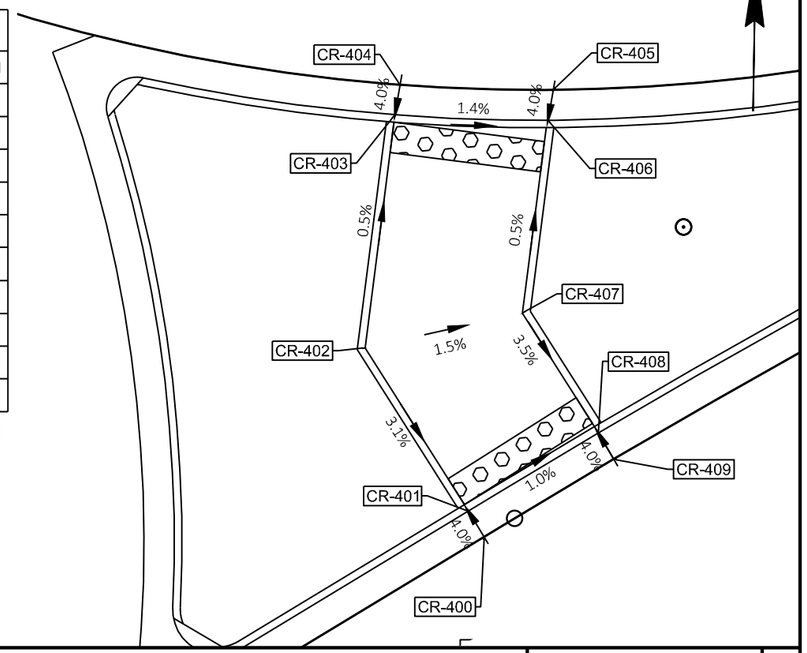
CR - 3 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 300	58+14.73	15.00' RT EB	922.52
CR - 301	58+14.81	17.54' RT EB	922.45
CR - 302	58+04.67	17.63' RT EB	922.58
CR - 303	58+14.78	22.72' RT EB	922.53
CR - 304	58+04.90	22.85' RT EB	922.66
CR - 305	58+05.05	28.08' RT EB	922.73
CR - 306	58+14.89	27.73' RT EB	922.60
CR - 307	58+25.14	27.58' RT EB	922.50
CR - 308	58+35.49	27.48' RT EB	922.90
CR - 309	58+35.45	22.48' RT EB	922.83
CR - 310	58+25.07	22.58' RT EB	922.42
CR - 311	58+28.10	17.58' RT EB	922.81
CR - 312	58+25.01	17.58' RT EB	922.35
CR - 313	58+24.98	15.00' RT EB	922.42

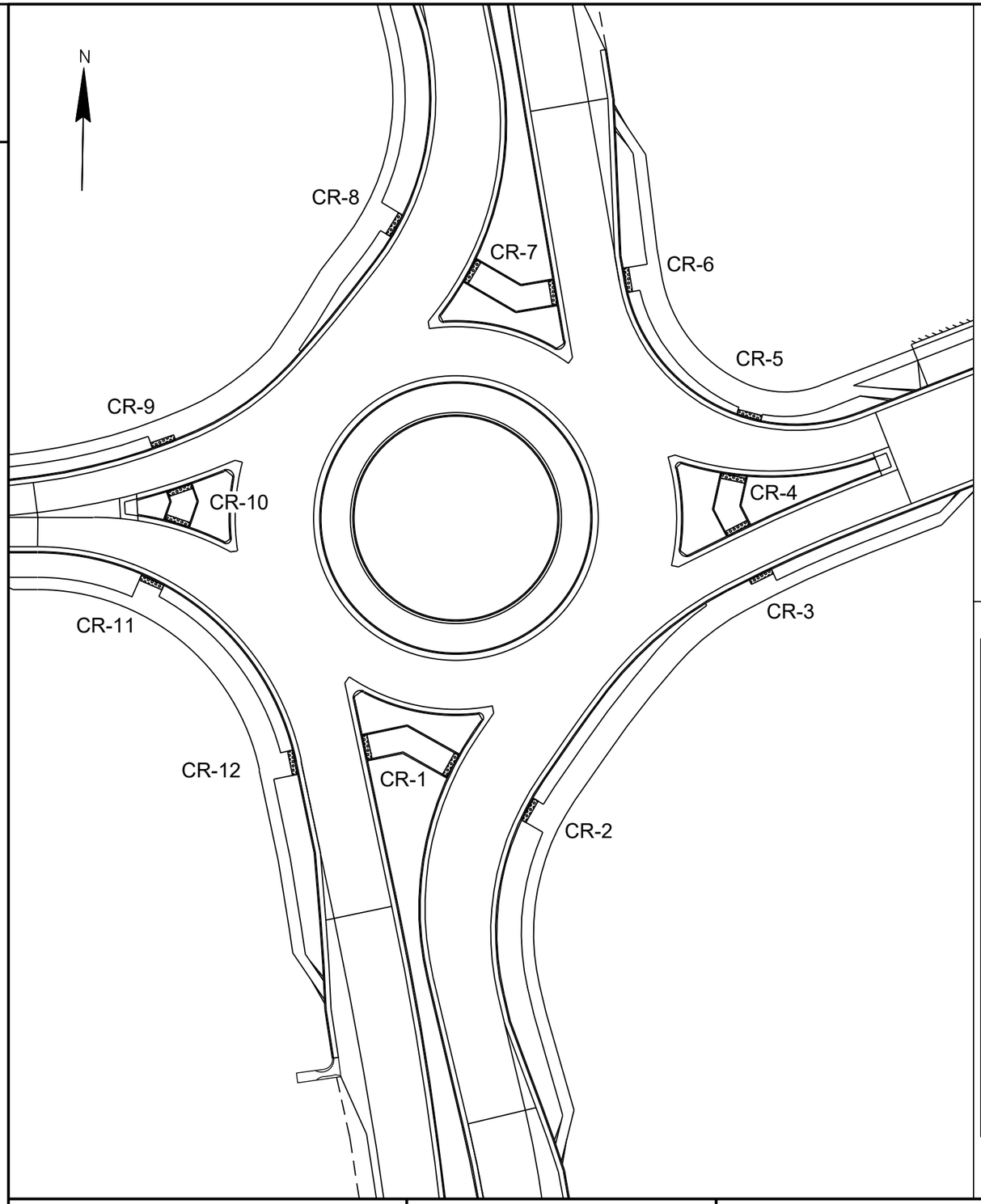
*GRASS TERRACE



CR - 4 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 400	58+14.85	0.00' LT EB	922.82
CR - 401	58+14.85	2.00' LT EB	922.74
CR - 402	58+14.60	14.73' LT EB	922.13
CR - 403	58+04.27	2.00' RT WB	923.05
CR - 404	58+04.46	0.00' RT WB	923.13
CR - 405	58+14.55	0.00' RT WB	922.99
CR - 406	58+14.20	2.00' RT WB	922.91
CR - 407	58+24.54	11.37' LT EB	922.97
CR - 408	58+24.82	2.00' LT EB	922.64
CR - 409	58+24.82	0.00' LT EB	922.72

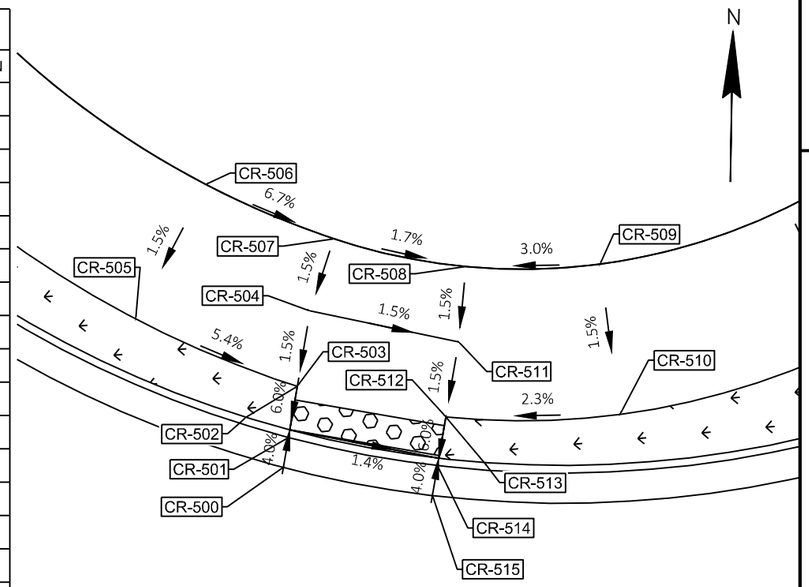
*CONCRETE SIDEWALK FOR MEDIAN





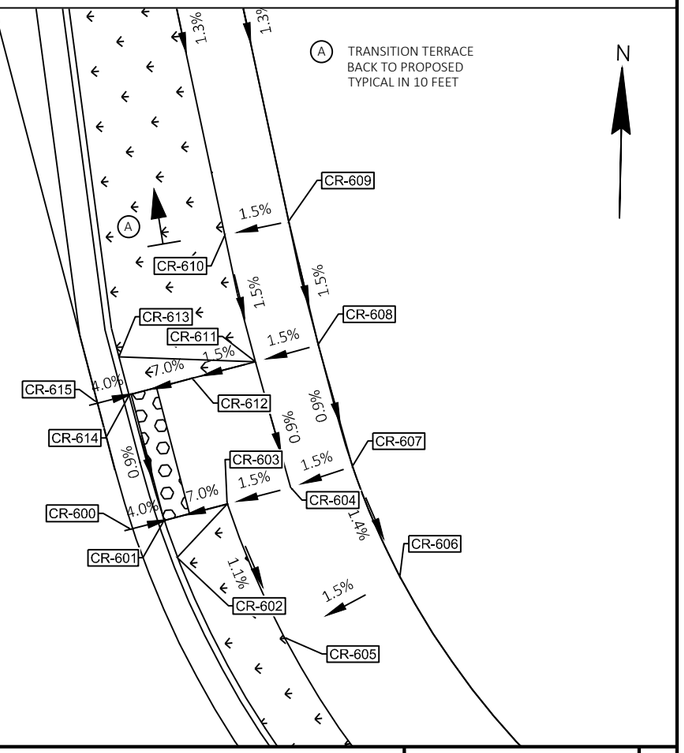
CR - 5 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 500	58+06.70	19.81' LT WB	922.69
CR - 501	58+06.97	21.81' LT WB	922.61
CR - 502	58+03.40	22.94' LT WB	923.16
CR - 503	58+07.47	25.21' LT WB	922.82
CR - 504	58+08.27	30.22' LT WB	922.89
CR - 505	57+93.19	28.47' LT WB	923.44
CR - 506	57+97.67	37.94' LT WB	923.59
CR - 507	58+10.19	35.02' LT WB	922.97
CR - 508	58+22.27	33.00' LT WB	922.82
CR - 509	58+34.36	32.07' LT WB	923.09
CR - 510	58+33.83	22.07' LT WB	922.94
CR - 511	58+21.18	28.06' LT WB	922.74
CR - 512	58+19.75	23.18' LT WB	922.67
CR - 513	58+22.59	20.02' LT WB	922.92
CR - 514	58+18.89	19.99' LT WB	922.47
CR - 515	58+18.39	18.03' LT WB	922.55

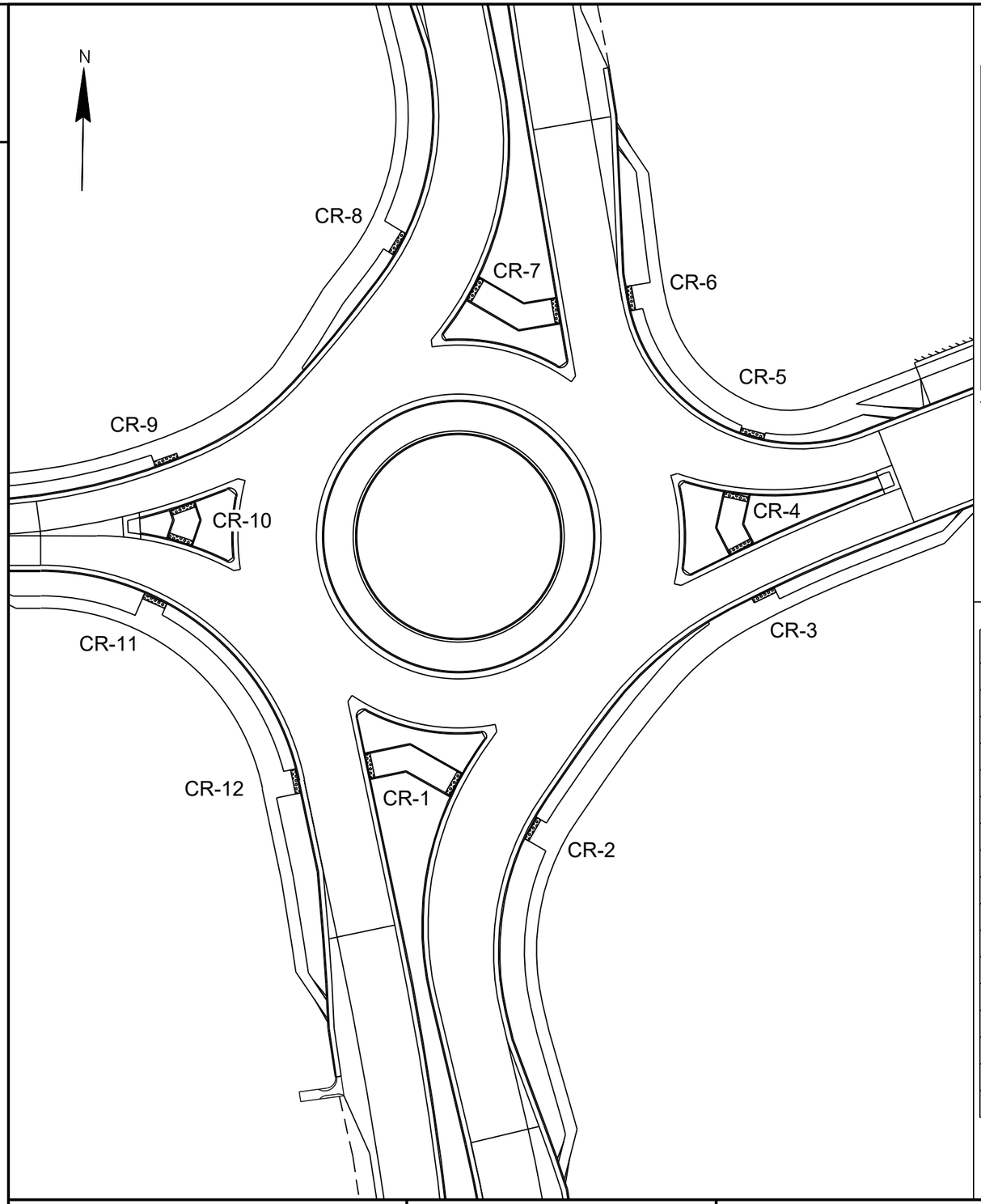
*GRASS TERRACE



CR - 6 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 600	57+89.69	24.14' RT NB	923.49
CR - 601	57+89.69	26.69' RT NB	923.41
CR - 602	57+86.69	26.90' RT NB	923.91
CR - 603	57+89.69	31.66' RT NB	923.76
CR - 604	57+89.69	36.67' RT NB	923.84
CR - 605	57+78.68	33.30' RT NB	923.64
CR - 606	57+80.94	43.04' RT NB	923.79
CR - 607	57+90.05	41.66' RT NB	923.91
CR - 608	57+99.69	41.50' RT NB	924.00
CR - 609	58+09.45	41.70' RT NB	924.15
CR - 610	58+09.68	36.72' RT NB	924.08
CR - 611	57+99.69	36.50' RT NB	923.93
CR - 612	57+99.69	31.50' RT NB	923.85
CR - 613	58+02.69	26.50' RT NB	924.00
CR - 614	57+99.69	26.50' RT NB	923.50
CR - 615	57+99.69	24.00' RT NB	923.58

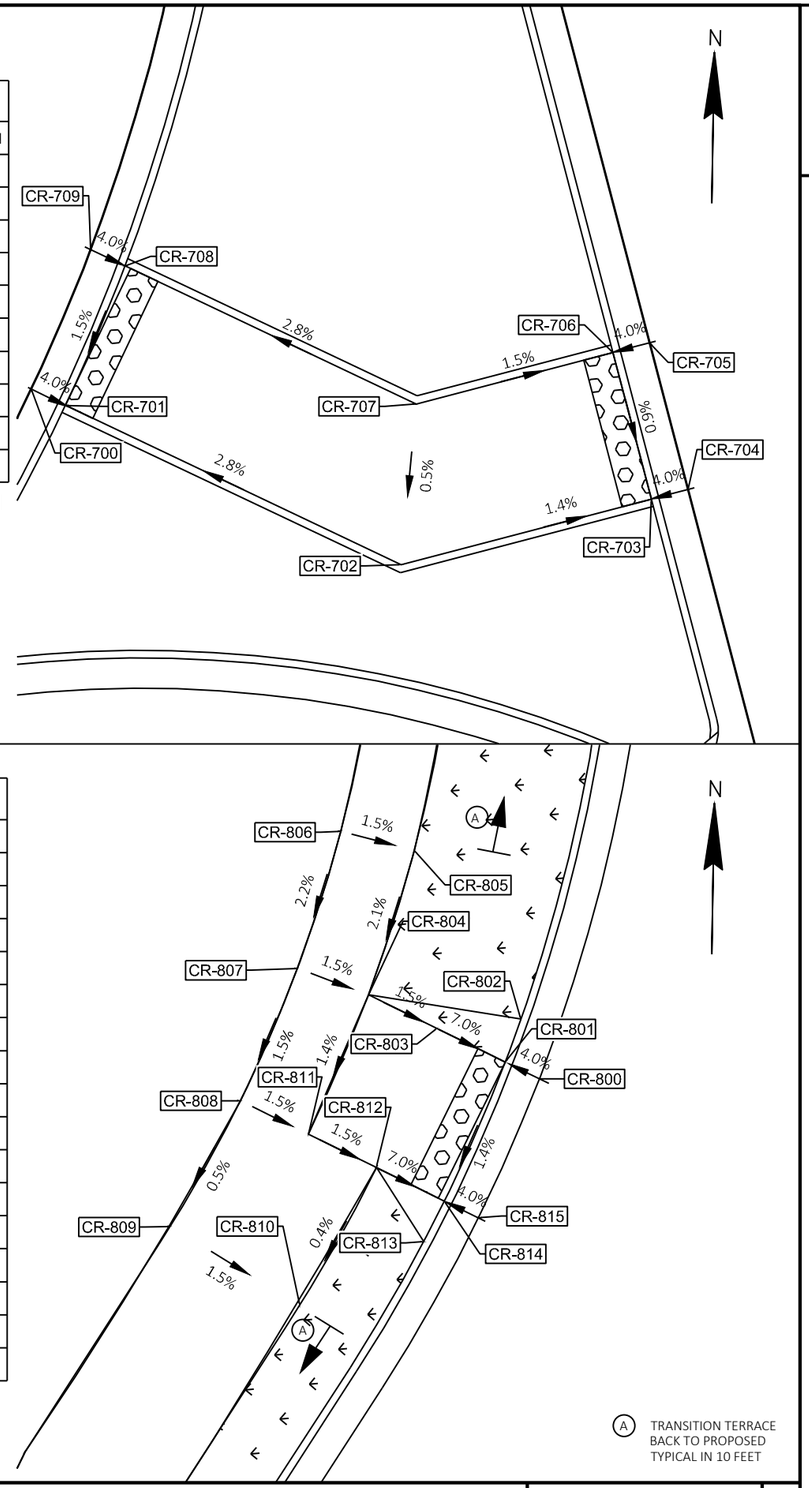
*GRASS TERRACE





CR - 7 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 700	58+00.25	0' RT NB	923.52
CR - 701	58+00.25	2.50' RT NB	923.44
CR - 702	57+89.69	19.55' LT SB	924.13
CR - 703	57+89.69	2.50' LT SB	923.89
CR - 704	57+89.69	0' LT SB	923.97
CR - 705	57+99.69	0' LT SB	924.06
CR - 706	57+99.69	2.50' LT SB	923.98
CR - 707	57+99.69	15.91' LT SB	924.18
CR - 708	58+10.04	2.5' RT NB	923.59
CR - 709	58+10.27	0' RT NB	923.67

*CONCRETE SIDEWALK FOR MEDIAN



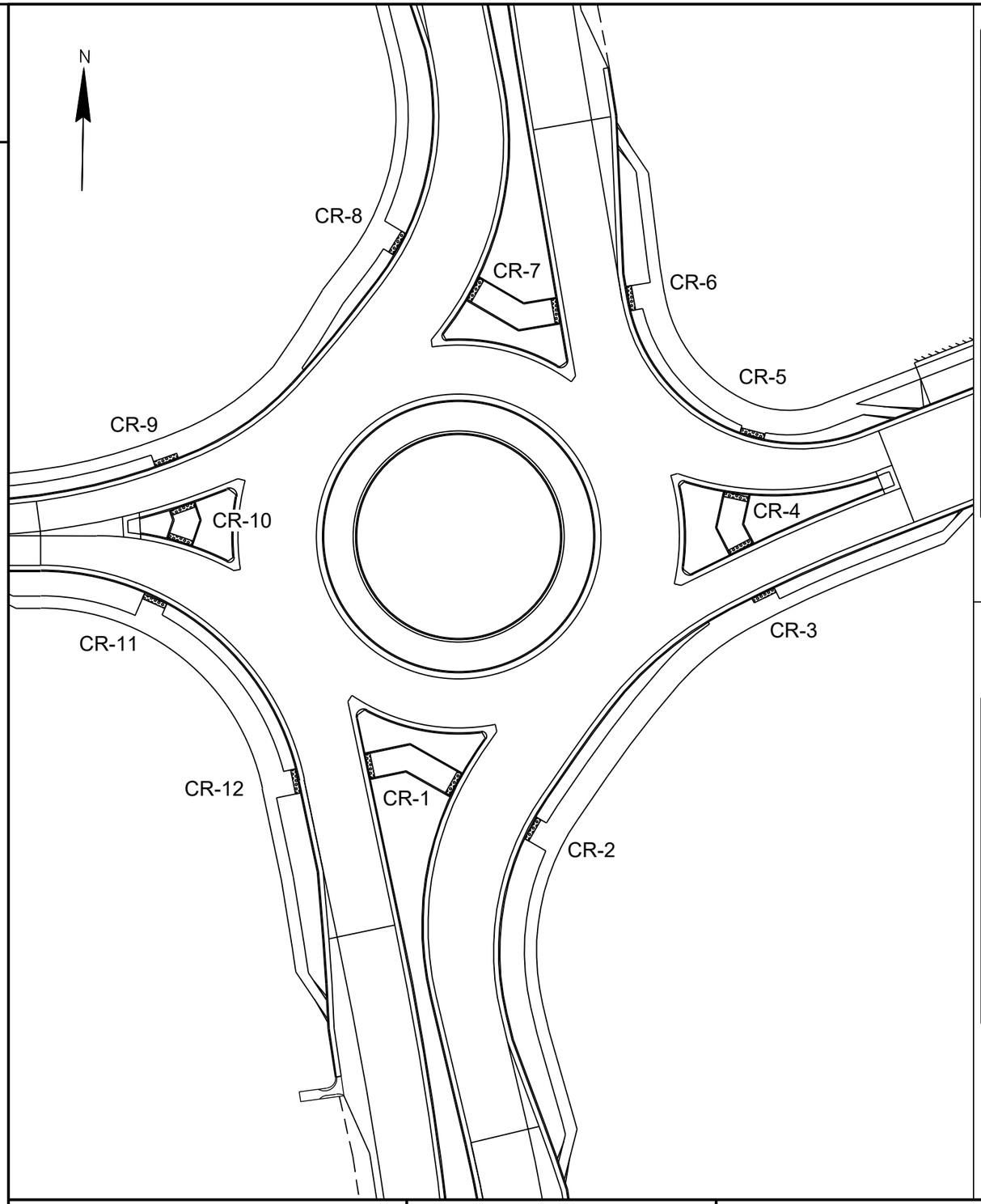
CR - 8 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 800	58+14.00	29.61' LT SB	923.15
CR - 801	58+14.43	32.10' LT SB	923.07
CR - 802	58+18.49	31.98' LT SB	923.57
CR - 803	58+15.35	37.08' LT SB	923.42
CR - 804	58+16.38	42.06' LT SB	923.50
CR - 805	58+31.45	41.51' LT SB	923.70
CR - 806	58+31.97	46.50' LT SB	923.78
CR - 807	58+16.74	47.05' LT SB	923.57
CR - 808	58+01.38	47.39' LT SB	923.43
CR - 809	58+01.20	42.39' LT SB	923.39
CR - 810	57+86.12	37.51' LT SB	923.24
CR - 811	57+85.99	42.50' LT SB	923.36
CR - 812	58+01.04	37.39' LT SB	923.28
CR - 813	57+96.84	32.44' LT SB	923.43
CR - 814	58+00.90	32.39' LT SB	922.93
CR - 815	58+00.83	29.91' LT SB	923.01

*GRASS TERRACE

A TRANSITION TERRACE BACK TO PROPOSED TYPICAL IN 10 FEET

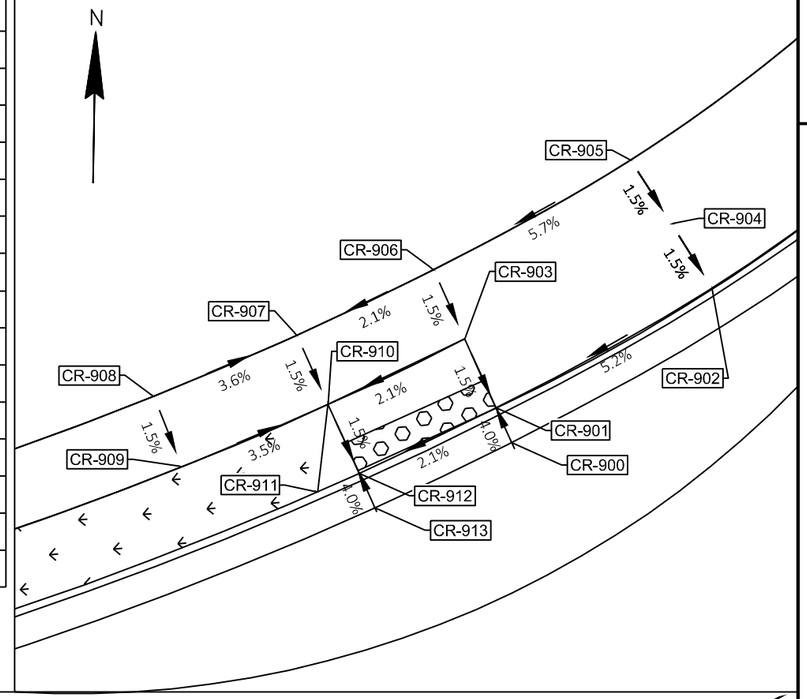
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 23	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021100_CD_CODY_FINAL.DWG
LAYOUT NAME - 021110_cdramp
PLOT DATE : 10/30/2020 4:28 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



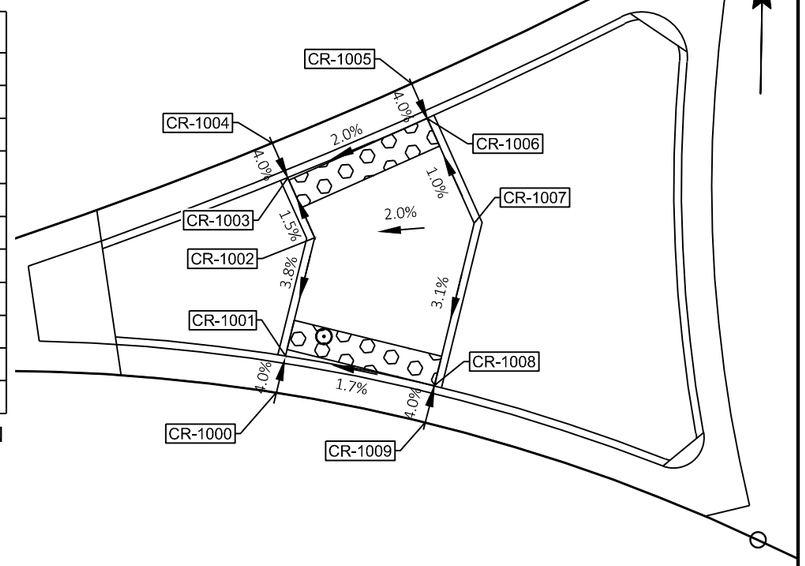
CR - 9 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 900	55+71.44	14.22' LT WB	921.39
CR - 901	55+71.43	16.73' LT WB	921.32
CR - 902	55+88.72	17.66' LT WB	922.17
CR - 903	55+71.41	21.73' LT WB	921.40
CR - 904	55+88.27	22.63' LT WB	922.25
CR - 905	55+87.79	27.61' LT WB	922.33
CR - 906	55+71.38	26.74' LT WB	921.48
CR - 907	55+60.38	26.28' LT WB	921.27
CR - 908	55+49.11	25.87' LT WB	921.64
CR - 909	55+49.31	20.87' LT WB	921.56
CR - 910	55+60.61	21.29' LT WB	921.19
CR - 911	55+57.65	16.17' LT WB	921.53
CR - 912	55+60.83	16.31' LT WB	921.11
CR - 913	55+60.94	13.79' LT WB	921.18

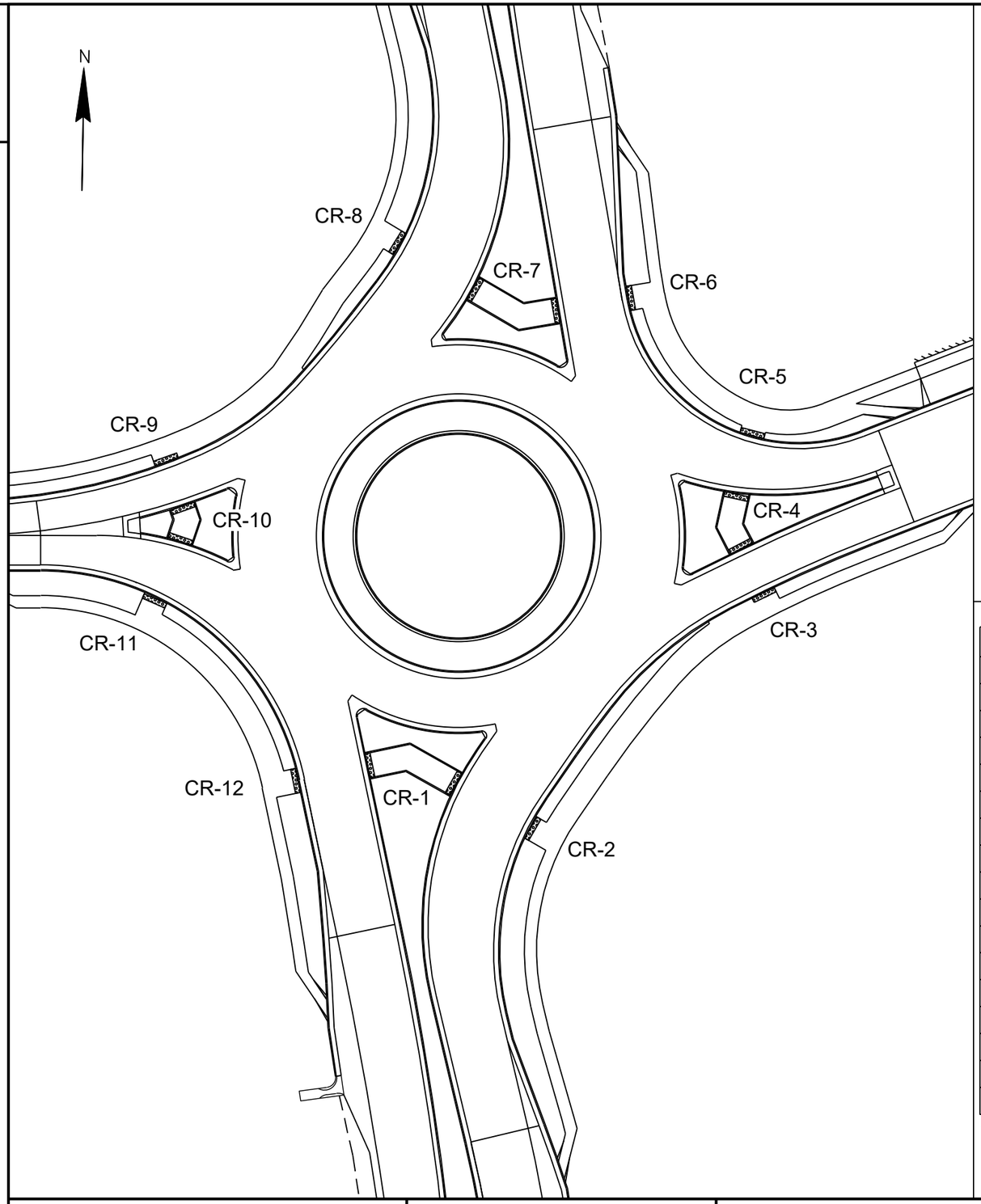
*GRASS TERRACE



CR - 10 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 1000	55+59.34	0' LT EB	921.18
CR - 1001	55+59.55	2.5' LT EB	921.10
CR - 1002	55+60.17	10.44' LT EB	921.41
CR - 1003	55+61.59	2.5' RT WB	921.34
CR - 1004	55+61.50	0' RT WB	921.42
CR - 1005	55+71.50	0' RT WB	921.62
CR - 1006	55+71.50	2.5' RT WB	921.54
CR - 1007	55+69.35	6.45' LT EB	921.62
CR - 1008	55+69.35	2.5' LT EB	921.28
CR - 1009	55+69.35	0' LT EB	921.36

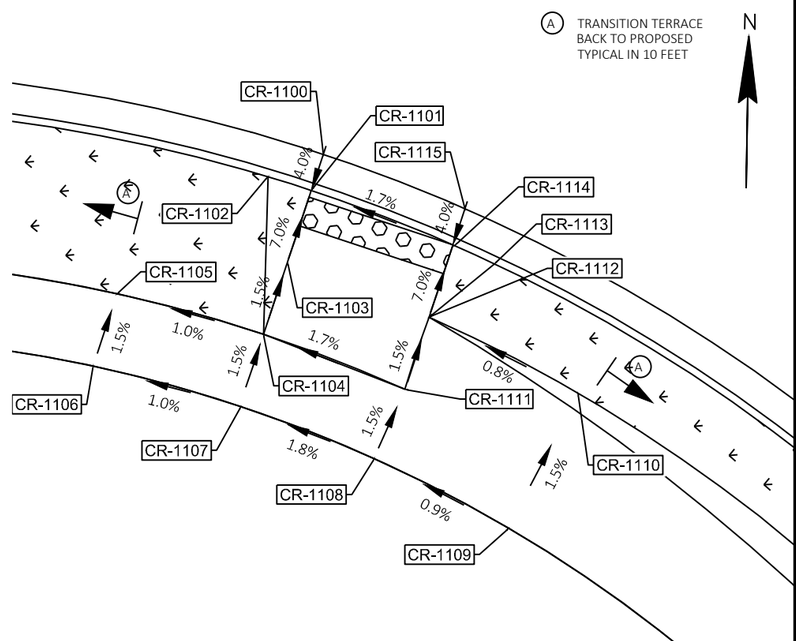
*CONCRETE SIDEWALK FOR MEDIAN





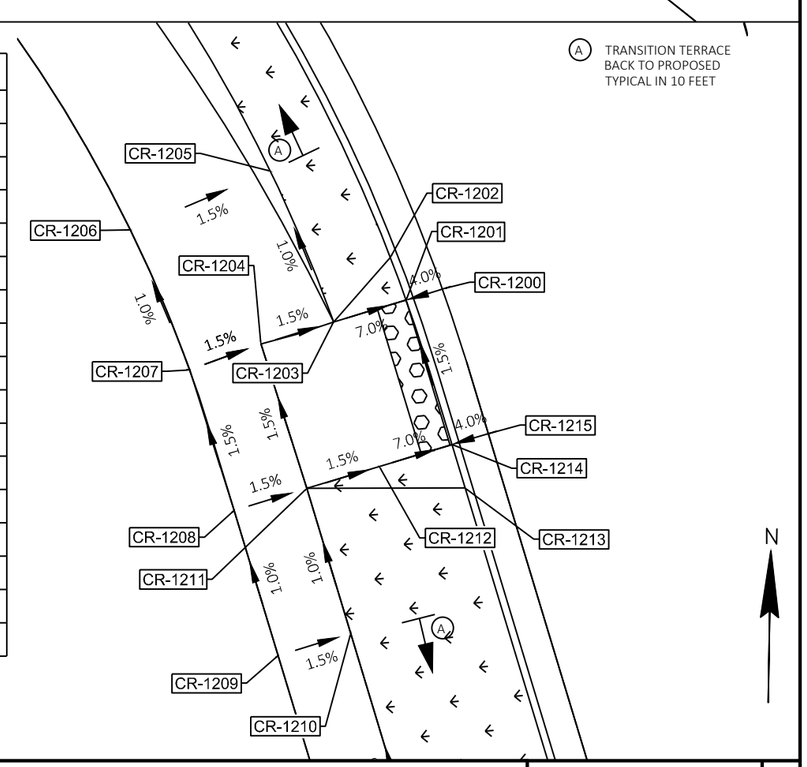
CR - 11 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 1100	55+55.61	18.78' RT EB	920.90
CR - 1101	55+55.00	21.33' RT EB	920.82
CR - 1102	55+51.44	20.63' RT EB	921.32
CR - 1103	55+53.73	26.12' RT EB	921.17
CR - 1104	55+52.23	30.99' RT EB	921.25
CR - 1105	55+39.24	28.73' RT EB	921.15
CR - 1106	55+36.92	33.46' RT EB	921.22
CR - 1107	55+50.70	35.87' RT EB	921.32
CR - 1108	55+64.17	38.06' RT EB	921.49
CR - 1109	55+78.81	40.24' RT EB	921.58
CR - 1110	55+80.87	30.33' RT EB	921.43
CR - 1111	55+65.73	33.19' RT EB	921.42
CR - 1112	55+66.46	28.19' RT EB	921.34
CR - 1113	55+70.81	23.76' RT EB	921.49
CR - 1114	55+67.12	23.19' RT EB	920.99
CR - 1115	55+67.42	20.69' RT EB	921.07

*GRASS TERRACE

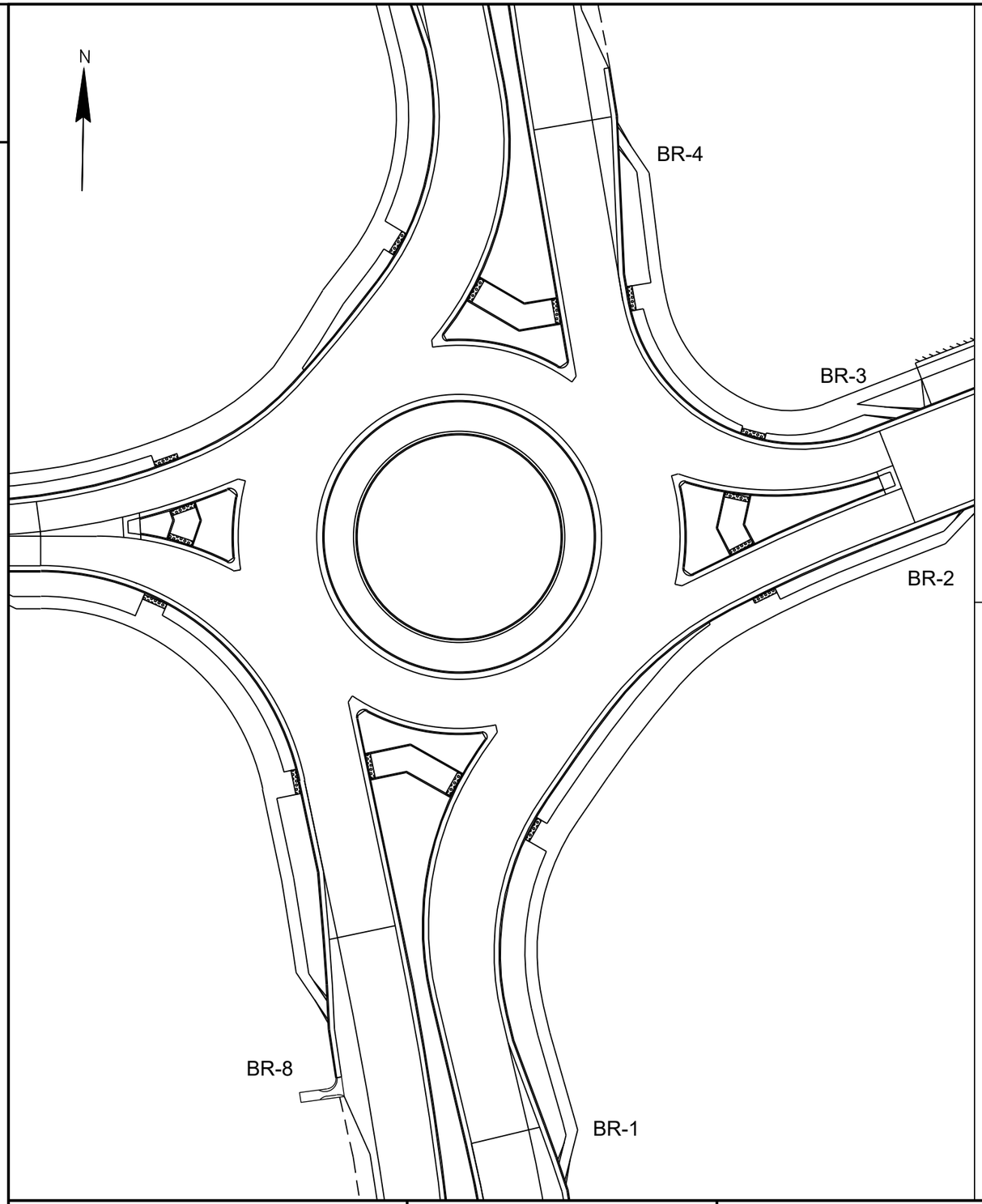


CR - 12 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
CR - 1200	55+92.73	24.12' LT SB	921.87
CR - 1201	55+92.73	26.62' LT SB	921.79
CR - 1202	55+95.73	26.80' LT SB	922.30
CR - 1203	55+92.73	31.63' LT SB	922.15
CR - 1204	55+92.73	36.63' LT SB	922.92
CR - 1205	56+03.46	32.73' LT SB	922.04
CR - 1206	56+02.43	42.69' LT SB	922.19
CR - 1207	55+92.47	41.63' LT SB	922.30
CR - 1208	55+82.73	41.50' LT SB	922.44
CR - 1209	55+72.73	41.50' LT SB	922.54
CR - 1210	55+72.73	36.50' LT SB	922.47
CR - 1211	55+82.73	36.50' LT SB	922.37
CR - 1212	55+82.73	31.50' LT SB	922.29
CR - 1213	55+79.73	26.50' LT SB	922.44
CR - 1214	55+82.73	26.50' LT SB	921.94
CR - 1215	55+82.73	24.00' LT SB	922.02

*GRASS TERRACE

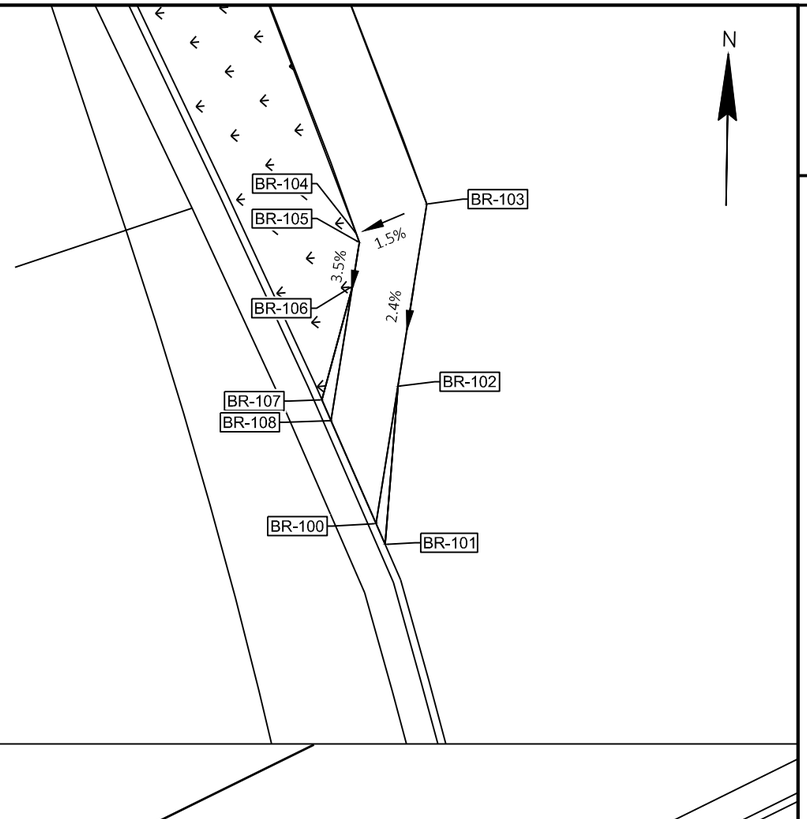


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 25	E



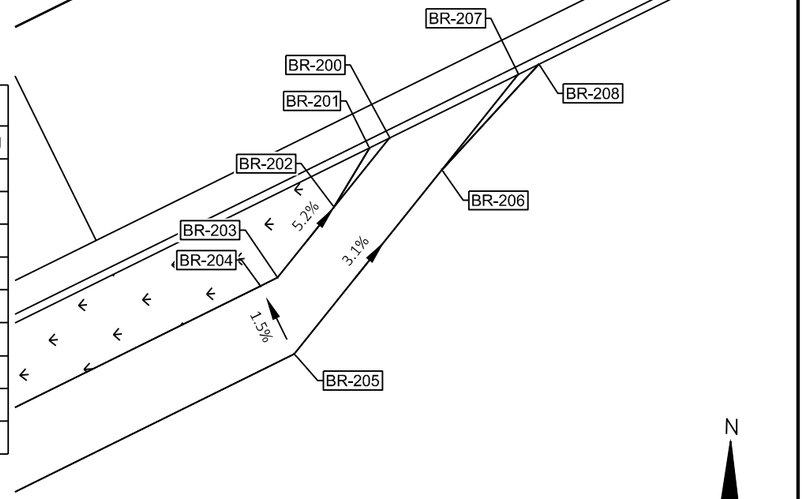
BR - 1 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 100	54+11.09	33.97' RT NB	922.86
BR - 101	54+09.68	34.16' RT NB	923.12
BR - 102	54+18.91	37.95' RT NB	923.08
BR - 103	54+29.13	43.40' RT NB	923.38
BR - 104	54+28.72	38.36' RT NB	923.30
BR - 105	54+28.16	38.38' RT NB	923.31
BR - 106	54+25.68	37.05' RT NB	923.20
BR - 107	54+19.49	32.90' RT NB	923.44
BR - 108	54+18.08	33.07' RT NB	922.88

*GRASS TERRACE



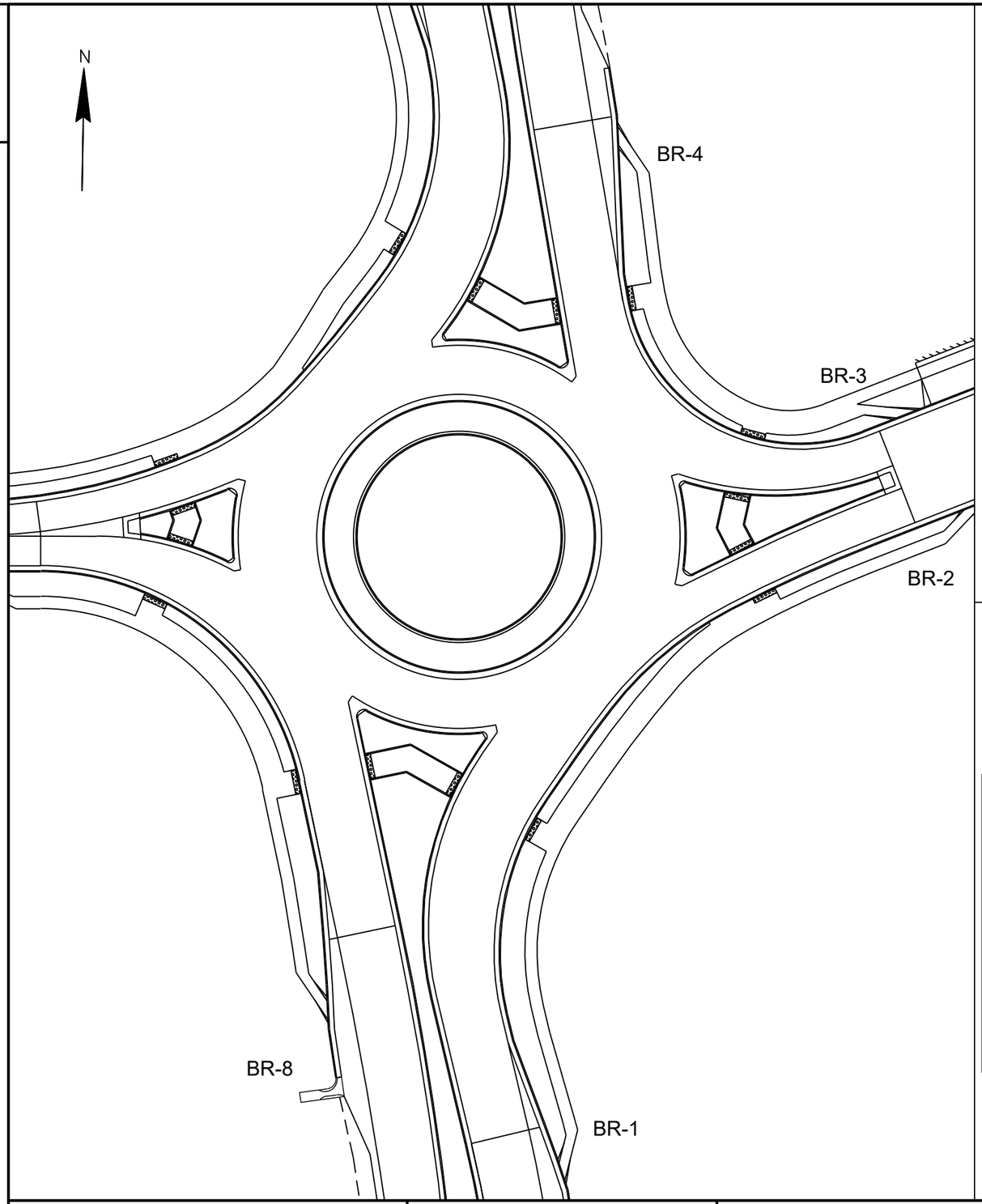
BR - 2 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 200	59+09.62	17.50' RT EB	921.79
BR - 201	59+08.12	17.50' RT EB	922.28
BR - 202	59+04.26	20.00' RT EB	922.09
BR - 203	58+98.89	22.50' RT EB	922.40
BR - 204	58+97.64	22.50' RT EB	922.41
BR - 205	58+97.64	27.50' RT EB	922.48
BR - 206	59+11.76	20.92' RT EB	921.99
BR - 207	59+19.08	17.50' RT EB	921.74
BR - 208	59+20.58	17.50' RT EB	922.22

*GRASS TERRACE



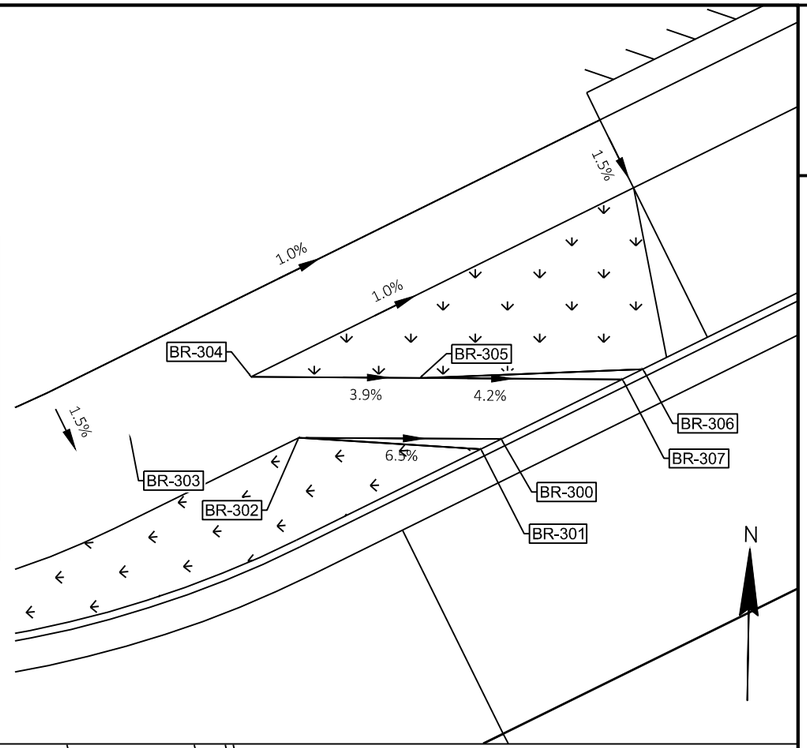
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 26	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021100_CD_CODY_FINAL.DWG
LAYOUT NAME - 021113_bikeramp
PLOT DATE : 10/30/2020 4:28 PM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



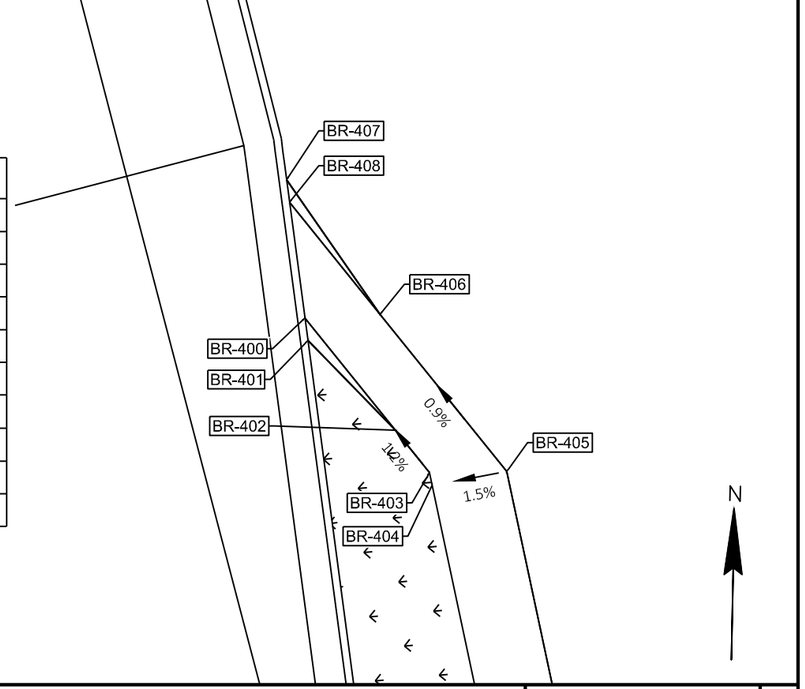
BR - 3 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 300	58+82.03	17.50' LT WB	921.82
BR - 301	58+80.53	17.50' LT WB	922.32
BR - 302	58+70.09	23.50' LT WB	922.66
BR - 303	58+57.57	28.12' LT WB	922.84
BR - 304	58+69.05	28.50' LT WB	922.75
BR - 305	58+79.00	23.50' LT WB	922.30
BR - 306	58+92.43	17.50' LT WB	922.24
BR - 307	58+90.93	17.50' LT WB	921.76

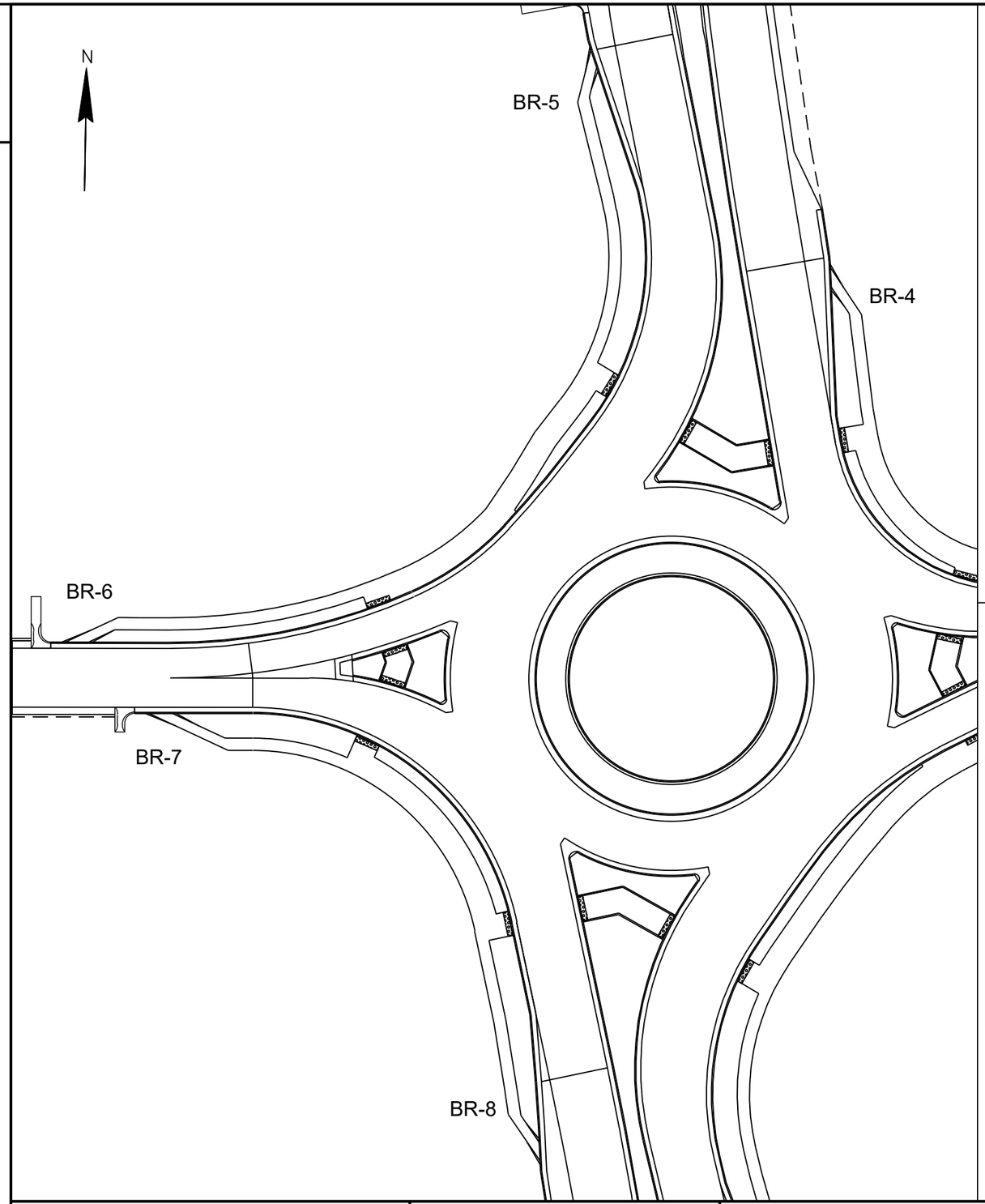
*GRASS TERRACE



BR - 4 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 400	58+57.06	33.02' RT NB	924.38
BR - 401	58+55.57	32.83' RT NB	924.63
BR - 402	58+48.38	36.91' RT NB	924.50
BR - 403	58+45.12	38.38' RT NB	924.54
BR - 404	58+44.25	38.34' RT NB	924.54
BR - 405	58+43.88	43.32' RT NB	924.61
BR - 406	58+56.02	37.87' RT NB	924.50
BR - 407	58+66.19	34.16' RT NB	924.66
BR - 408	58+64.70	33.97' RT NB	924.41

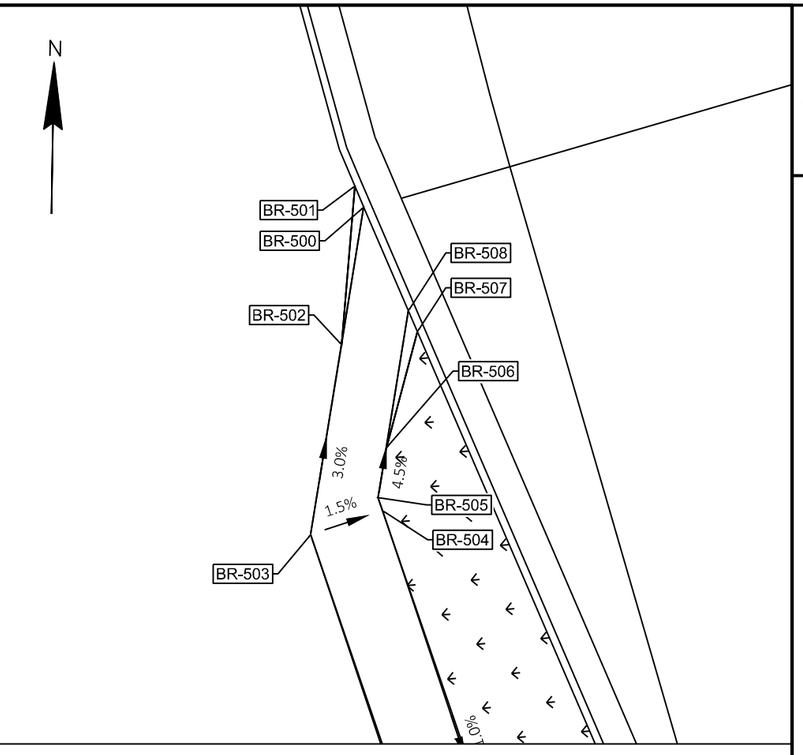
*GRASS TERRACE





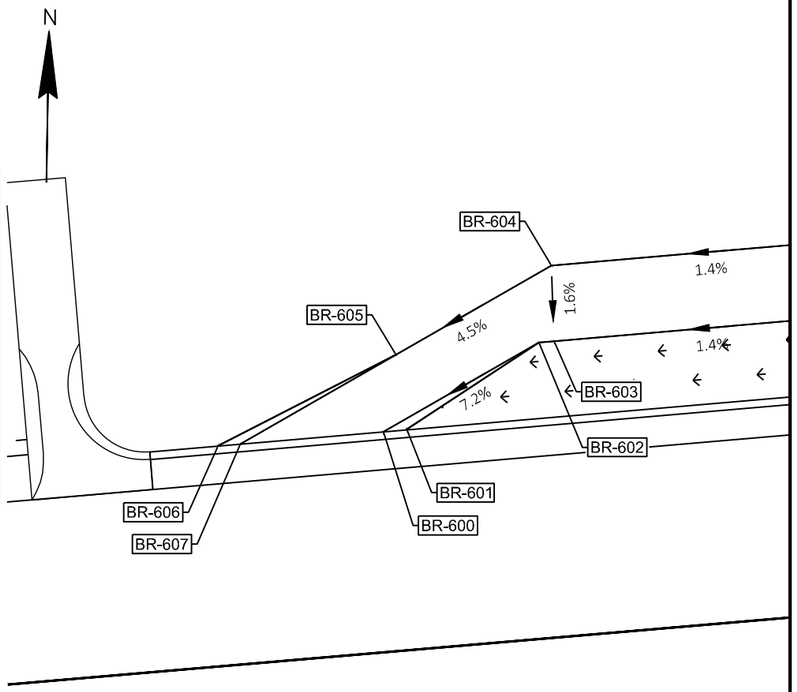
BR - 5 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 500	59+69.47	34.00' RT SB	924.43
BR - 501	59+70.89	34.18' RT SB	924.68
BR - 502	59+61.17	37.94' RT SB	924.71
BR - 503	59+49.79	43.34' RT SB	925.10
BR - 504	59+49.91	38.39' RT SB	925.02
BR - 505	59+50.80	38.43' RT SB	925.03
BR - 506	59+53.78	37.02' RT SB	924.88
BR - 507	59+60.60	32.89' RT SB	924.72
BR - 508	59+62.09	33.07' RT SB	924.47

*GRASS TERRACE



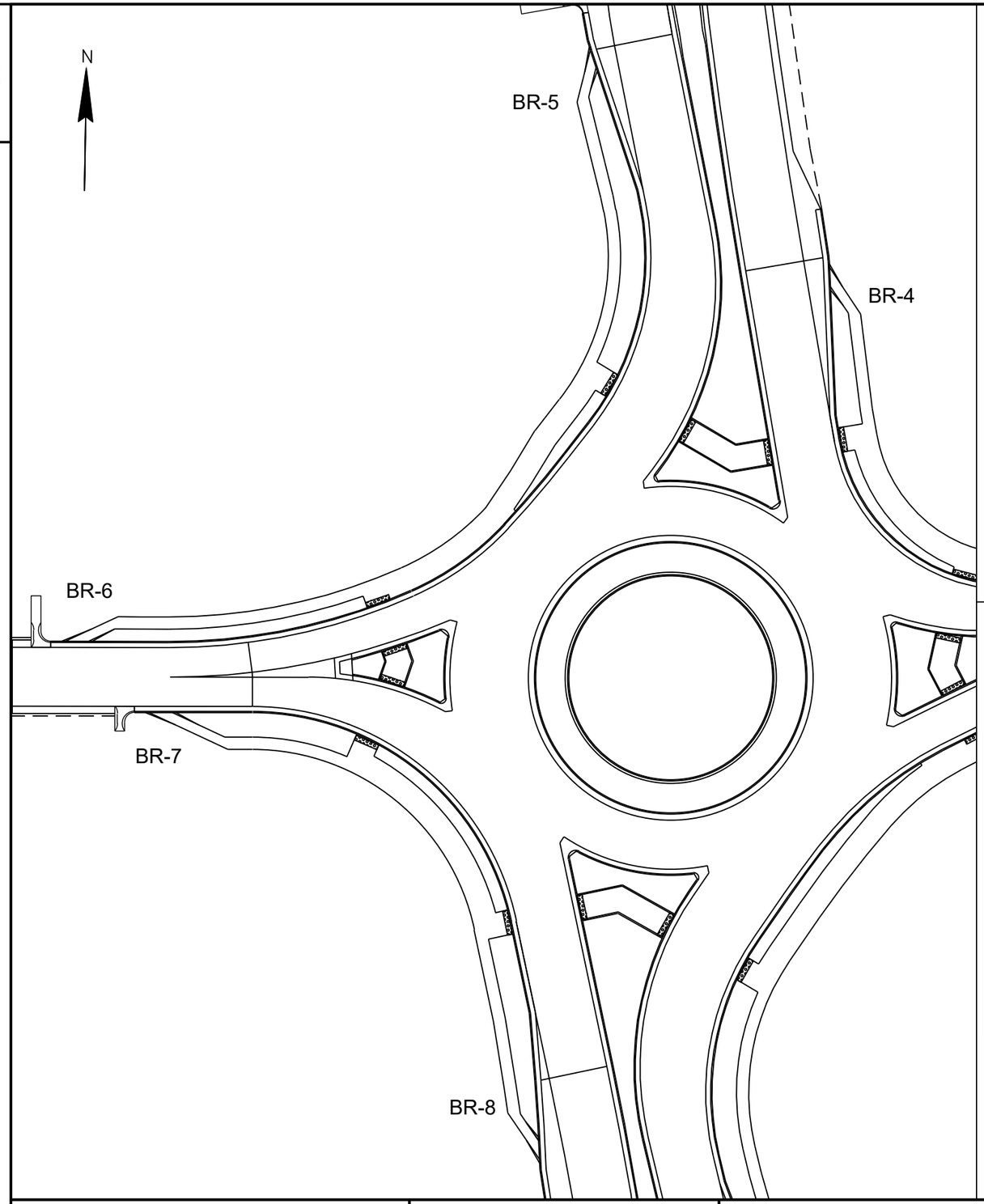
BR - 6 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 600	54+41.20	14.5' LT WB	918.98
BR - 601	54+42.70	14.5' LT WB	919.24
BR - 602	54+51.92	19.5' LT WB	919.83
BR - 603	54+52.92	19.5' LT WB	919.85
BR - 604	54+53.18	24.5' LT WB	919.92
BR - 605	54+42.45	19.5' LT WB	919.39
BR - 606	54+30.23	14.5' LT WB	919.11
BR - 607	54+31.73	14.5' LT WB	918.86

*GRASS TERRACE



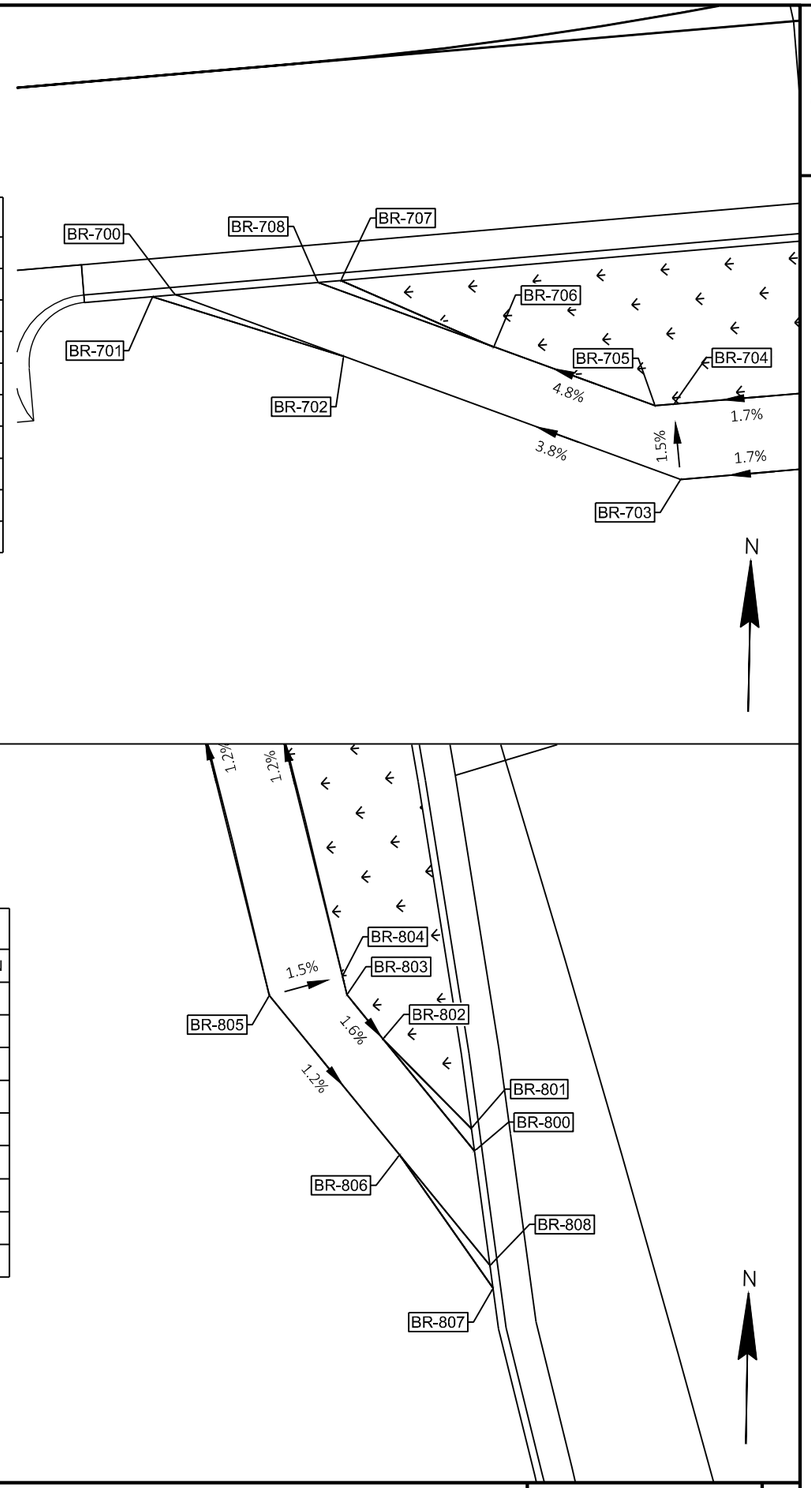
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET 28	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021100_CD_CODY_FINAL.DWG
LAYOUT NAME - 021115_bikeramp
PLOT DATE : 10/30/2020 4:28 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42



BR - 7 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 700	54+65.94	14.5' RT EB	919.30
BR - 701	54+64.39	14.5' RT EB	920.07
BR - 702	54+76.62	19.5' RT EB	919.75
BR - 703	54+98.06	29.5' RT EB	920.65
BR - 704	54+98.05	24.5' RT EB	920.58
BR - 705	54+96.80	24.5' RT EB	920.56
BR - 706	54+86.08	19.5' RT EB	920.31
BR - 707	54+76.86	14.5' RT EB	920.20
BR - 708	54+75.36	14.5' RT EB	919.43

*GRASS TERRACE



BR - 8 POINTS			
POINT NO.	STATION	OFFSET	ELEVATION
BR - 800	54+97.39	33.20' RT SB	923.052
BR - 801	54+98.91	32.99' RT SB	923.303
BR - 802	55+06.39	36.97' RT SB	923.203
BR - 803	55+09.95	38.44' RT SB	923.262
BR - 804	55+11.25	38.38' RT SB	923.260
BR - 805	55+11.38	43.36' RT SB	923.335
BR - 806	54+98.50	38.03' RT SB	923.169
BR - 807	54+88.09	34.45' RT SB	923.303
BR - 808	54+89.62	34.25' RT SB	923.053

*GRASS TERRACE

2

REMOVING CONCRETE PAVEMENT

REMOVING ASPHALTIC SURFACE (INCLUDED WITH EXCAVATION COMMON)

N

REMOVING SMALL PIPE CULVERTS, REQ'D (24-INCH)

REMOVING MANHOLES REQ'D

49ENB 50ENB 51ENB 52ENB 53ENB 54ENB 55

MATCHLINE STA: 55ENB+00

USH 51

BOOST

TILE

GUY

SIGN

BLDG

BLDG

BLDG

SIGN

2

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	REMOVAL DETAILS	SHEET 30	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021200_RM.DWG
LAYOUT NAME - 021201_rm

PLOT DATE : 10/29/2020 8:33 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

REMOVING CONCRETE PAVEMENT

REMOVING ASPHALTIC SURFACE (INCLUDED WITH EXCAVATION COMMON)

REMOVING CURB & GUTTER

REMOVING CONCRETE SIDEWALK

MATCHLINE STA: 58ENB+50

REMOVING SMALL PIPE CULVERTS, REQ'D (21-INCH)
(2) REMOVING DELINEATORS AND MARKERS REQ'D

ROBY ROAD

54ERD

55ERD

56ERD

57ERD

58ERD

59ERD

60ERD

DEER POINT DRIVE

USH 51

REMOVING SMALL PIPE CULVERTS, REQ'D (24-INCH)
(2) REMOVING DELINEATORS AND MARKERS REQ'D

MATCHLINE STA: 55NB+00

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	REMOVAL DETAILS	SHEET 31	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021200_RM.DWG
LAYOUT NAME - 021202_rm

PLOT DATE : 10/29/2020 8:33 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

REMOVING CONCRETE PAVEMENT

REMOVING ASPHALTIC SURFACE (INCLUDED WITH EXCAVATION COMMON)

N

MATCHLINE STA: 58ENB+50

59ENB 60ENB 61ENB 62ENB 63ENB 64ENB

USH 51

SIGN

SIGN

2

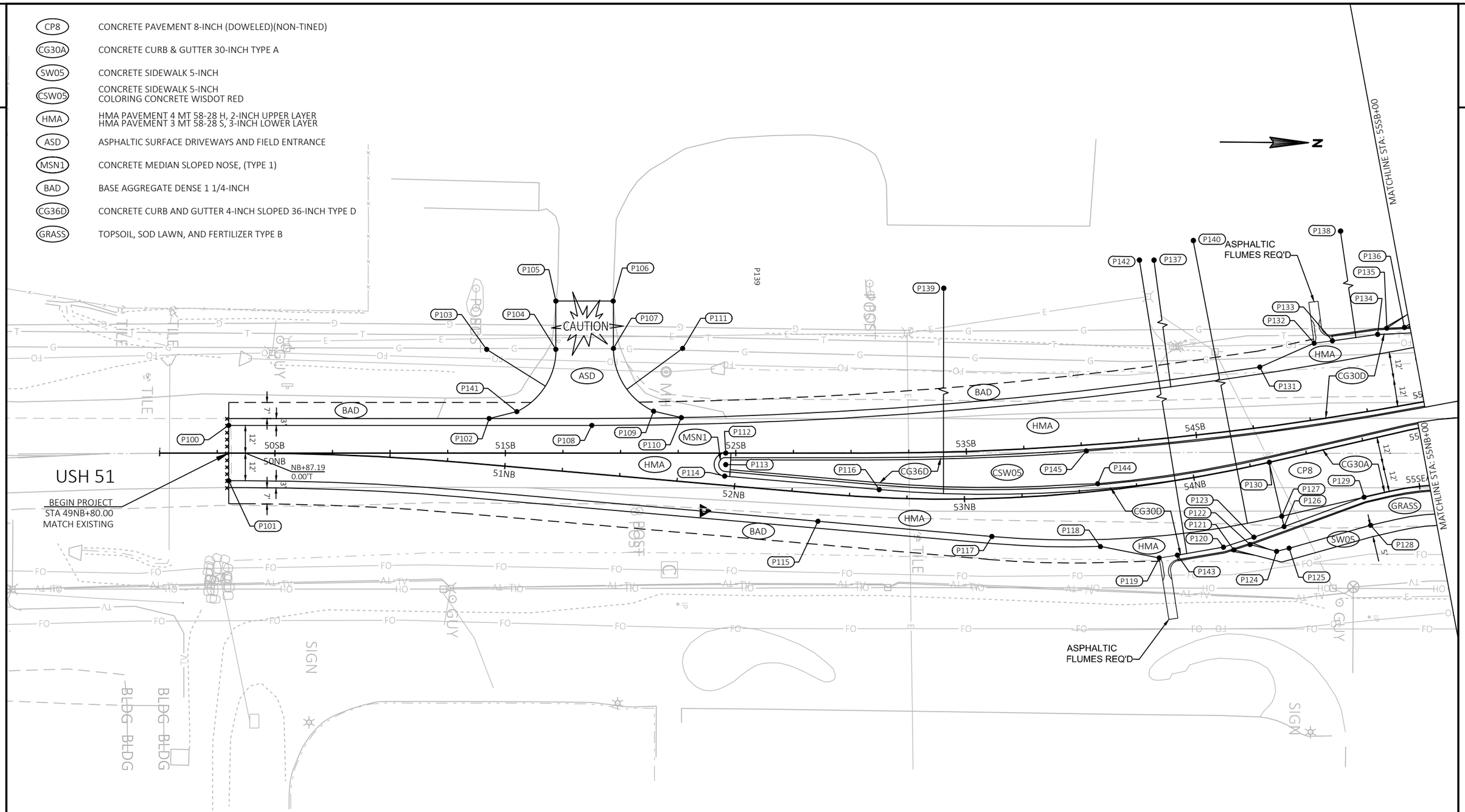
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	REMOVAL DETAILS	SHEET 32	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021200_RM.DWG
LAYOUT NAME - 021203_rm

PLOT DATE : 10/29/2020 8:33 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

CP8	CONCRETE PAVEMENT 8-INCH (DOWELED)(NON-TINED)
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
SW05	CONCRETE SIDEWALK 5-INCH
CSW05	CONCRETE SIDEWALK 5-INCH COLORING CONCRETE WISDOT RED
HMA	HMA PAVEMENT 4 MT 58-28 H, 2-INCH UPPER LAYER HMA PAVEMENT 3 MT 58-28 S, 3-INCH LOWER LAYER
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCE
MSN1	CONCRETE MEDIAN SLOPED NOSE, (TYPE 1)
BAD	BASE AGGREGATE DENSE 1 1/4-INCH
CG36D	CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE D
GRASS	TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 33 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021300_PD.DWG
LAYOUT NAME - 021301_pd

PLOT DATE : 10/29/2020 8:34 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

CP8	CONCRETE PAVEMENT 8-INCH (DOWELED)(NON-TINED)
CG30A	CONCRETE CURB & GUTTER 30-INCH TYPE A
SW05	CONCRETE SIDEWALK 5-INCH
CSW05	CONCRETE SIDEWALK 5-INCH COLORING CONCRETE WISDOT RED
DW06	CONCRETE DRIVEWAY 6-INCH
HMA	HMA PAVEMENT 4 MT 58-28 H, 2-INCH UPPER LAYER HMA PAVEMENT 3 MT 58-28 S, 3-INCH LOWER LAYER
HMAS	HMA PAVEMENT 4 MT 58-28 H, 2-INCH UPPER LAYER HMA PAVEMENT 3 MT 58-28 S, 2-INCH LOWER LAYER
ASD	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCE
MSN1	CONCRETE MEDIAN SLOPED NOSE, (TYPE 1)
MSN2	CONCRETE MEDIAN SLOPED NOSE, (TYPE 2)
CG36R	CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R
CG18A	CONCRETE CURB & GUTTER 18-INCH TYPE A
TA12	CONCRETE TRUCK APRON 12-INCH
CJ	CONCRETE CURB TYPE J
GRASS	TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

CURB RAMP DECTECTABLE WARNING FIELD YELLOW

SAWING ASPHALT

SAWING CONCRETE

N

MATCHLINE STA: 58SB+75

MATCHLINE STA: 58NB+75

MATCHLINE STA: 55SB+00

MATCHLINE STA: 55NB+00

ROBY ROAD

DEER POINT DRIVE

BEGIN CONSTRUCTION
STA 54EB+10.00
MATCH EXISTING

END CONSTRUCTION
STA 59EB+70.00
MATCH EXISTING

ASPHALTIC
FLUMES REQ'D

ASPHALTIC
FLUMES REQ'D

EXISTING HYDRANT TO BE
RELOCATED BY OTHERS

ADJUSTING VALVE
BOX REQ'D

DRIVEWAY CURB
OPENING REQ'D

ADJUSTING SANITARY
MANHOLE COVERS REQ'D

CAUTION

CAUTION

CAUTION

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 34 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021300_PD.DWG
LAYOUT NAME - 021302_pd

PLOT DATE : 10/29/2020 8:34 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

CP8 CONCRETE PAVEMENT 8-INCH (DOWELED)(NON-TINED)

CG30A CONCRETE CURB & GUTTER 30-INCH TYPE A

SW05 CONCRETE SIDEWALK 5-INCH

CSW05 CONCRETE SIDEWALK 5-INCH
COLORING CONCRETE WISDOT RED

HMA HMA PAVEMENT 4 MT 58-28 H, 2-INCH UPPER LAYER
HMA PAVEMENT 3 MT 58-28 S, 3-INCH LOWER LAYER

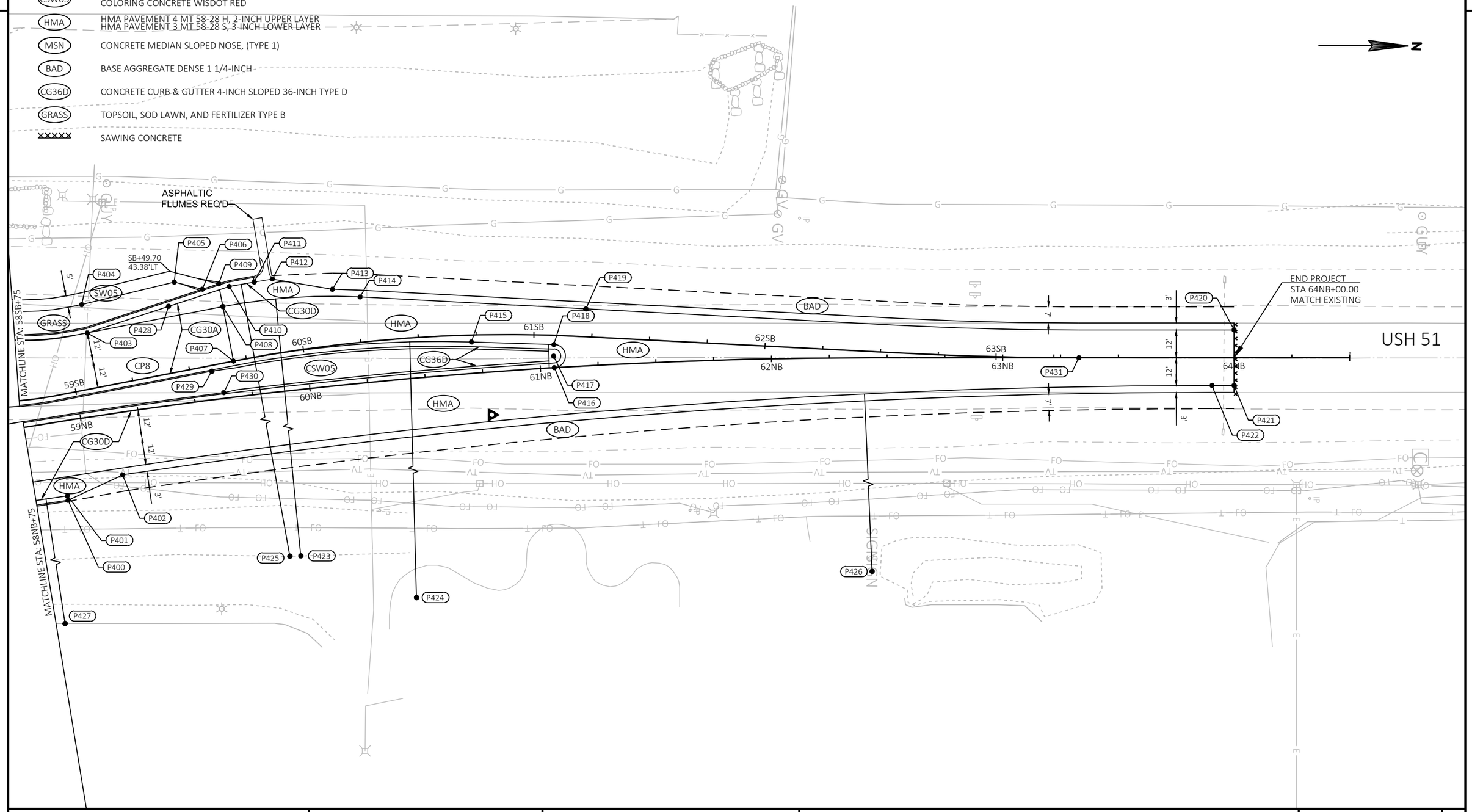
MSN CONCRETE MEDIAN SLOPED NOSE, (TYPE 1)

BAD BASE AGGREGATE DENSE 1 1/4-INCH

CG36D CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D

GRASS TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

XXXXX SAWING CONCRETE



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN DETAILS	SHEET 35	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021300_PD.DWG
LAYOUT NAME - 021303_pd

PLOT DATE : 10/29/2020 8:34 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
P100	49+80.00 NB	12.0 LT	428461.94	857005.40	---	MATCH EXISTING
P101	49+80.00 NB	12.0 RT	428462.08	857029.40	---	MATCH EXISTING
P102	50+91.41 NB	20.0 LT	428574.92	857001.72	919.58	EDGE OF PAVED SHOULDER
P103	50+87.73 NB	49.8 LT	428573.67	856971.73	---	R=30'
P104	51+17.61 NB	52.4 LT	428603.67	856971.55	---	BEGIN RADIUS
P105	51+15.79 NB	73.3 LT	428603.54	856950.59	---	MATCH EXISTING
P106	51+40.57 NB	75.4 LT	428628.42	856950.44	---	MATCH EXISTING
P107	51+42.48 NB	55.0 LT	428628.66	856970.98	---	BEGIN RADIUS
P108	51+36.04 NB	20.9 LT	428619.47	857004.45	920.06	EOP
P109	51+62.19 NB	29.4 LT	428646.23	856998.10	---	END RADIUS
P110	51+74.43 NB	27.6 LT	428658.28	857000.82	920.39	EDGE OF PAVED SHOULDER
P111	51+72.37 NB	57.6 LT	428658.66	856970.80	---	R=30'
P112	51+94.96 NB	14.0 LT	428677.64	857016.11	920.89	CURB AND GUTTER
P113	51+95.40 NB	9.0 LT	428677.67	857021.11	---	R=5'
P114	51+95.40 NB	4.0 LT	428677.26	857026.09	920.99	CURB AND GUTTER
P115	52+37.39 NB	12.0 RT	428717.82	857045.45	921.10	EOP
P116	52+62.83 NB	3.5 LT	428744.33	857031.55	---	CURB AND GUTTER
P117	53+11.35 NB	16.5 RT	428793.30	857051.60	921.78	EOP
P118	53+56.56 NB	24.0 RT	428840.40	857055.67	922.10	BEGIN TAPER
P119	53+80.24 NB	32.0 RT	428865.97	857060.46	---	END TAPER
P120	54+07.11 NB	32.0 RT	428893.81	857055.65	922.41	CURB AND GUTTER
P121	54+11.09 NB	34.0 RT	428898.30	857056.78	---	BOC; BIKE RAMP OPENING
P122	54+18.08 NB	33.1 RT	428905.33	857054.42	---	BOC; BIKE RAMP OPENING

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
P123	54+20.27 NB	30.3 RT	428907.00	857051.22	922.49	CURB AND GUTTER
P124	54+28.16 NB	38.4 RT	428916.88	857057.31	---	FOS
P125	54+33.42 NB	38.2 RT	428922.28	857055.89	---	FOS
P126	54+33.42 NB	28.6 RT	428920.06	857046.52	922.57	PAVEMENT TYPE TRANSITION
P127	54+33.45 NB	24.0 RT	428919.03	857042.05	---	PAVEMENT TYPE TRANSITION
P128	54+70.10 NB	36.5 RT	428957.57	857045.75	---	FOS
P129	54+70.10 NB	24.0 RT	428954.69	857033.59	922.78	CURB AND GUTTER
P130	54+33.42 NB	0.0	428913.46	857018.70	---	PAVEMENT TYPE TRANSITION
P131	54+38.73 NB	41.2 LT	428909.12	856977.41	922.67	BEGIN TAPER
P132	54+56.63 SB	33.0 LT	428932.62	856966.92	---	END TAPER
P133	54+64.83 SB	32.8 LT	428940.55	856965.83	922.45	END CURB AND GUTTER
P134	54+85.13 SB	32.3 LT	428960.14	856962.90	922.54	CURB AND GUTTER
P135	54+89.62 SB	34.3 LT	428964.09	856960.21	---	BOC; BIKE RAMP OPENING
P136	54+97.39 SB	33.2 LT	428971.73	856959.85	---	BOC; BIKE RAMP OPENING
P137	50+42.12 NB	1911.8 LT	428608.13	855108.49	---	R=1896'
P138	55+22.08 SB	824.0 LT	428833.04	856181.16	---	R=792'
P139	54+33.42 NB	624.0 LT	428769.46	856411.55	---	R=542'
P140	54+33.45 NB	379.0 LT	428826.02	856649.93	---	R=403'
P141	51+03.11 NB	24.0 LT	428586.90	856998.65	---	END RADIUS
P142	54+33.42 NB	624.0 LT	428769.46	856411.55	---	R=656'
P143	53+87.85 NB	32.0 RT	428873.87	857059.18	922.26	END OF CURB AND GUTTER
P144	53+58.26 NB	3.2 LT	428839.11	857028.45	---	CURB AND GUTTER TYPE TRANSITION
P145	53+51.97 SB	2.5 RT	428834.06	857014.24	---	CURB AND GUTTER TYPE TRANSITION

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
P200	54+10.00 EB	12.0 RT	429148.99	856745.16	---	MATCH EXISTING
P201	54+10.00 EB	12.0 LT	429172.99	856745.20	---	MATCH EXISTING
P202	54+25.73 EB	12.0 LT	429172.96	856760.93	---	END CURB AND GUTTER
P203	54+31.73 EB	14.5 LT	429175.45	856766.94	---	BOC; BIKE RAMP OPENING
P204	54+41.20 EB	14.5 LT	429175.43	856776.40	---	BOC; BIKE RAMP OPENING
P205	54+51.92 EB	19.5 LT	429180.41	856787.13	---	FOS
P206	54+59.89 EB	12.0 RT	429148.90	856795.05	919.31	END CURB AND GUTTER
P207	54+65.89 EB	14.5 RT	429146.39	856801.05	---	BOC; BIKE RAMP OPENING
P208	54+75.36 EB	14.5 RT	429146.37	856810.51	---	BOC; BIKE RAMP OPENING
P209	54+96.80 EB	24.5 RT	429136.33	856831.94	---	FOS
P210	55+52.30 EB	31.0 RT	429128.31	856881.71	---	FOS
P211	55+66.46 EB	28.2 RT	429128.48	856892.67	---	FOS
P212	55+67.12 EB	23.2 RT	429133.09	856894.67	---	BOC; CURB RAMP OPENING
P213	55+55.02 EB	21.2 RT	429137.49	856885.67	---	BOC; CURB RAMP OPENING
P214	55+41.89 EB	0.0	429160.24	856877.06	---	EOP
P215	55+59.55 EB	2.5 LT	429159.68	856895.05	---	BOC; CURB RAMP OPENING
P216	55+69.35 EB	2.5 LT	429156.85	856904.65	---	BOC; CURB RAMP OPENING
P217	55+88.86 EB	0.0	429146.71	856921.71	---	--
P218	55+85.00 EB	4.0 LT	429152.07	856920.06	---	R=2'
P219	55+91.22 EB	1.8 LT	429147.16	856924.67	---	--
P220	55+94.05 WB	1.9 RT	429183.35	856926.63	---	--
P221	55+85.81 WB	5.0 RT	429177.22	856920.16	---	R=3'
P222	55+91.69 WB	0.0	429184.12	856923.72	---	--
P223	55+71.50 WB	2.5 RT	429174.48	856905.72	---	BOC; CURB RAMP OPENING
P224	55+71.50 WB	10.1 RT	429167.31	856908.20	---	EDGE OF SIDEWALK
P225	55+61.73 WB	6.8 RT	429167.28	856897.63	---	EDGE OF SIDEWALK
P226	55+61.59 WB	2.7 RT	429171.20	856896.27	---	BOC; CURB RAMP OPENING
P227	55+41.99 WB	0.0	429168.60	856876.57	---	EOP
P228	55+60.83 WB	16.3 LT	429189.11	856889.98	---	BOC; CURB RAMP OPENING
P229	55+60.61 WB	21.3 LT	429193.82	856888.33	---	FOS
P230	59+32.58 EB	17.0 RT	429180.24	857240.61	---	CURB OPENING
P231	55+71.43 WB	16.7 LT	429192.62	856899.35	---	BOC; CURB RAMP OPENING
P232	55+77.02 EB	81.0 LT	429229.23	856949.81	---	FOS
P233	57+68.37 SB	37.5 LT	429255.72	856966.65	---	FOS
P234	58+01.04 SB	37.4 LT	429277.88	856983.01	---	FOS
P235	58+16.38 SB	42.1 LT	429289.28	856983.48	---	FOS
P236	58+14.43 SB	32.1 LT	429284.08	856992.08	---	BOC; CURB RAMP OPENING
P237	58+00.90 SB	32.4 LT	429275.29	856987.29	---	BOC; CURB RAMP OPENING
P238	58+10.07 SB	2.5 RT	429266.06	857021.86	---	BOC; CURB RAMP OPENING
P239	58+00.25 SB	2.5 RT	429257.23	857017.15	---	BOC; CURB RAMP OPENING
P240	57+78.54 SB	0.0	429240.73	857002.53	---	--

2

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
P241	57+83.70 SB	4.0 RT	429242.36	857008.86	---	R=2'
P242	57+76.44 SB	2.1 RT	429237.76	857002.94	---	--
P243	57+65.14 NB	2.1 LT	429223.57	857059.58	---	--
P244	57+74.57 NB	5.0 LT	429232.39	857055.18	---	R=3'
P245	57+67.24 NB	0.0	429226.00	857061.34	---	--
P246	57+89.69 NB	2.5 LT	429247.71	857055.10	---	BOC; CURB RAMP OPENING
P247	57+89.69 NB	19.6 LT	429244.84	857038.29	---	EDGE OF SIDEWALK
P248	57+99.69 NB	15.9 LT	429255.31	857040.20	---	EDGE OF SIDEWALK
P249	57+99.69 NB	2.5 LT	429257.57	857053.42	---	BOC; CURB RAMP OPENING
P250	58+69.10 NB	0.0	429326.41	857044.21	---	PAVEMENT TYPE TRANSITION
P251	58+67.67 NB	24.0 RT	429329.04	857068.11	924.16	EOP
P252	58+69.10 NB	32.0 RT	429331.78	857075.76	924.00	PAVEMENT TYPE TRANSITION
P253	58+64.70 NB	34.0 RT	429327.79	857078.43	---	BOC; BIKE RAMP OPENING
P254	58+57.06 NB	33.0 RT	429320.10	857078.78	---	BOC; BIKE RAMP OPENING
P255	58+45.12 NB	38.4 RT	429309.23	857086.07	---	FOS
P256	58+05.10 NB	24.0 RT	429267.36	857078.63	923.63	CURB AND GUTTER
P257	57+99.69 NB	26.7 RT	429262.47	857082.17	---	BOC; CURB RAMP OPENING
P258	57+89.69 NB	26.7 RT	429252.62	857083.86	---	BOC; CURB RAMP OPENING
P259	57+89.69 NB	31.7 RT	429253.45	857088.77	---	FOS
P260	57+35.87 NB	63.5 RT	429205.77	857129.23	---	FOS
P261	57+99.74 NB	36.5 RT	429264.18	857091.85	---	FOS
P262	58+05.10 NB	36.5 RT	429269.46	857090.95	---	FOS
P263	58+70.83 WB	87.0 LT	429269.75	857156.33	---	R=69.5'
P264	58+38.59 WB	71.5 LT	429251.52	857148.11	---	R=44.5'
P265	58+05.49 WB	25.6 LT	429206.41	857127.75	---	FOS
P266	58+07.04 WB	22.3 LT	429202.94	857128.49	---	BOC; CURB RAMP OPENING
P267	58+19.01 WB	20.5 LT	429200.23	857138.11	---	BOC; CURB RAMP OPENING
P268	58+19.75 WB	23.2 LT	429202.90	857138.81	---	FOS
P269	58+53.71 WB	22.8 LT	429205.40	857166.07	---	FOS
P270	58+70.09 WB	23.5 LT	429210.32	857178.69	---	FOS
P271	58+69.05 WB	28.5 LT	429214.60	857175.91	---	FOS
P272	58+82.03 WB	17.5 LT	429209.06	857191.99	---	BOC; BIKE RAMP OPENING
P273	58+90.93 WB	17.5 LT	429212.29	857200.29	---	BOC; BIKE RAMP OPENING
P274	58+97.18 WB	28.5 LT	429224.81	857202.12	---	FOS; DRIVEWAY LIMITS
P275	59+35.18 WB	28.5 LT	429238.60	857237.53	---	FOS; DRIVEWAY LIMITS
P276	59+53.73 WB	28.5 LT	429245.33	857254.81	---	FOS; MATCH EXISTING
P277	59+69.44 EB	25.0 LT	429232.75	857259.71	---	MATCH EXISTING
P278	59+69.44 EB	15.0 RT	429195.48	857274.23	---	MATCH EXISTING
P279	59+19.08 EB	17.5 RT	429174.87	857228.21	---	BOC; BIKE RAMP OPENING
P280	59+09.62 EB	17.5 RT	429171.44	857219.39	---	BOC; BIKE RAMP OPENING
P281	58+98.89 EB	22.5 RT	429162.89	857211.22	---	FOS

STATION & OFFSET TABLE

POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
P282	58+89.24 EB	0.0	429180.35	857194.05	---	PAVEMENT TYPE TRANSITION
P283	58+73.53 WB	0.0	429189.67	857190.42	---	PAVEMENT TYPE TRANSITION
P284	58+14.09 WB	2.5 RT	429177.58	857132.15	---	BOC; CURB RAMP OPENING
P285	58+04.25 WB	2.5 RT	429178.81	857122.18	---	BOC; CURB RAMP OPENING
P286	57+84.06 WB	0.0	429186.24	857103.05	---	--
P287	57+87.74 WB	4.0 RT	429181.27	857105.36	---	R=2'
P288	57+81.64 WB	1.8 RT	429185.41	857100.16	---	--
P289	57+88.89 EB	1.9 LT	429141.25	857101.59	---	--
P290	57+97.38 EB	5.0 LT	429147.81	857107.83	---	R=3'
P291	57+91.23 EB	0.0	429140.61	857104.52	---	--
P292	58+14.60 EB	14.7 LT	429164.16	857118.98	---	EDGE OF SIDEWALK
P293	58+24.54 EB	11.4 LT	429165.55	857129.52	---	EDGE OF SIDEWALK
P294	58+24.82 EB	2.5 LT	429157.67	857133.60	---	BOC; CURB RAMP OPENING
P295	58+14.85 EB	2.5 LT	429153.29	857124.60	---	BOC; CURB RAMP OPENING
P296	58+25.01 EB	17.5 RT	429139.70	857142.38	---	BOC; CURB RAMP OPENING
P297	58+25.07 EB	22.6 RT	429135.14	857144.62	---	FOS
P298	59+44.58 EB	17.0 RT	429184.59	857251.79	---	CURB OPENING
P299	58+14.79 EB	17.5 RT	429135.29	857133.41	---	BOC; CURB RAMP OPENING
P300	57+94.60 EB	19.2 RT	429124.87	857116.04	---	FOS
P301	56+67.48 NB	40.3 RT	429106.96	857096.13	---	FOS
P302	56+19.98 NB	37.5 RT	429068.50	857066.17	---	FOS
P303	55+86.54 NB	37.4 RT	429043.82	857049.52	---	FOS
P304	55+71.21 NB	42.1 RT	429032.41	857049.28	---	FOS
P305	55+73.12 NB	32.2 RT	429037.44	857040.58	---	BOC; CURB RAMP OPENING
P306	55+86.66 NB	32.4 RT	429046.33	857045.19	---	BOC; CURB RAMP OPENING
P307	55+77.38 NB	2.5 LT	429054.88	857010.39	---	BOC; CURB RAMP OPENING
P308	55+87.19 NB	2.5 LT	429063.79	857014.95	---	BOC; CURB RAMP OPENING
P309	56+09.27 NB	0.0	429081.01	857029.23	---	--
P310	56+04.10 NB	4.0 LT	429079.04	857023.00	---	R=2'
P311	56+11.36 NB	2.1 LT	429083.96	857028.66	---	--
P312	56+17.28 SB	2.1 RT	429095.75	856970.19	---	--
P313	56+07.85 SB	5.0 RT	429087.11	856974.91	---	R=3'
P314	56+15.18 SB	0.0	429093.26	856968.52	---	--
P315	55+92.73 SB	2.5 RT	429071.80	856975.57	---	BOC; CURB RAMP OPENING
P316	55+82.73 SB	2.5 RT	429062.02	856977.62	---	BOC; CURB RAMP OPENING
P317	55+92.73 SB	26.6 LT	429065.83	856947.07	---	BOC; CURB RAMP OPENING
P318	55+92.73 SB	31.6 LT	429064.80	856942.17	---	FOS
P319	55+82.73 SB	36.5 LT	429054.01	856939.45	---	FOS
P320	55+82.73 SB	26.0 LT	429056.17	856949.73	---	BOC; CURB RAMP OPENING
P321	55+49.66 SB	24.0 LT	429024.22	856958.47	922.42	CURB AND GUTTER
P322	55+49.66 SB	36.5 LT	429021.65	856946.24	---	FOS

2

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
P323	55+22.08 SB	37.8 LT	428994.39	856950.63	---	FOS
P324	55+22.08 SB	27.4 LT	428996.51	856960.76	922.62	PAVEMENT TYPE TRANSITION
P325	55+22.08 SB	24.0 LT	428997.22	856964.13	---	PAVEMENT TYPE TRANSITION
P326	55+09.95 SB	38.4 LT	428982.72	856952.37	---	FOS
P327	55+03.59 SB	29.8 LT	428978.31	856962.04	922.62	CURB AND GUTTER
P328	55+92.73 SB	21.2 RT	429075.64	856993.88	---	EDGE OF SIDEWALK
P329	55+82.73 SB	17.4 RT	429065.08	856992.25	---	EDGE OF SIDEWALK
P330	57+00.89 NB	57.9 LT	429160.51	857013.74	927.42	R=43'
P331	58+12.04 EB	130.3 RT	429032.89	857180.80	---	R=112.5'
P332	59+69.47 EB	412.8 RT	428824.83	857418.64	---	R=428.5'
P333	55+15.00 SB	28.4 LT	428989.54	856961.25	922.67	EOP; HIGH POINT
P334	55+08.06 EB	12.0 RT	429148.81	856843.22	920.06	PAVEMENT TYPE TRANSITION
P335	55+06.21 EB	14.1 LT	429174.96	856841.42	920.10	PAVEMENT TYPE TRANSITION
P336	59+35.18 WB	35.5 LT	429245.12	857234.99	---	MATCH EXISTING
P337	58+97.18 WB	35.5 LT	429231.33	857199.58	---	MATCH EXISTING
P338	54+51.89 EB	12.0 RT	429148.91	856787.05	---	EOP
P339	54+17.73 EB	12.0 LT	429172.98	856752.93	---	EOP

STATION & OFFSET TABLE						
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
P400	58+89.13 NB	34.2 RT	429351.60	857074.69	---	END CURB AND GUTTER
P401	58+89.18 NB	32.2 RT	429351.34	857072.71	924.09	END CURB AND GUTTER
P402	59+14.44 NB	26.9 RT	429375.16	857063.63	---	END TAPER
P403	59+09.66 SB	24.0 LT	429359.69	857002.34	924.12	CURB AND GUTTER
P404	59+09.66 SB	36.5 LT	429357.27	856990.08	---	FOS
P405	59+50.80 SB	38.4 LT	429397.25	856980.20	---	FOS
P406	59+62.09 SB	33.1 LT	429409.36	856983.27	---	BOC; BIKE RAMP OPENING
P407	59+69.37 SB	0.0	429422.92	857014.30	---	PAVEMENT TYPE TRANSITION
P408	59+69.37 SB	24.0 LT	429418.26	856990.76	---	PAVEMENT TYPE TRANSITION
P409	59+69.47 SB	34.0 LT	429416.43	856980.93	---	BOC; BIKE RAMP OPENING
P410	59+73.50 SB	32.0 LT	429420.98	856982.08	923.87	CURB AND GUTTER
P411	59+83.96 SB	32.0 LT	429431.79	856980.11	923.80	END CURB AND GUTTER
P412	59+91.56 SB	32.0 LT	429439.67	856978.74	---	END TAPER
P413	60+15.53 SB	24.1 LT	429465.58	856983.13	923.97	BEGIN TAPER
P414	60+26.68 SB	19.5 LT	429477.57	856986.42	924.01	EOP
P415	60+72.92 SB	3.0 RT	429525.79	857005.70	924.24	CURB AND GUTTER
P416	61+06.02 NB	0.0	429561.62	857016.69	924.02	CURB AND GUTTER
P417	61+06.02 NB	5.0 LT	429561.30	857011.70	---	R=5'
P418	61+08.77 SB	4.0 RT	429561.44	857006.70	924.09	CURB AND GUTTER
P419	61+21.04 NB	24.6 LT	429575.18	856991.22	923.71	EOP
P420	64+00.00 NB	12.0 LT	429855.46	856999.46	---	MATCH EXISTING
P421	64+00.00 NB	12.0 RT	429855.54	857023.46	---	MATCH EXISTING
P422	63+90.45 NB	12.0 RT	429845.99	857023.49	923.81	EOP
P423	59+85.60 NB	203.9 RT	429465.58	857230.13	---	R=244'
P424	60+09.10 NB	446.1 RT	429512.71	857468.51	---	R=463'
P425	60+28.39 NB	606.4 RT	429543.93	857626.46	---	R=656'
P426	63+90.45 NB	3145.0 RT	429856.00	860156.46	---	R=3133'
P427	58+67.64 NB	824.0 RT	429463.57	857856.71	---	R=792'
P428	59+46.34 SB	28.6 LT	429394.78	856990.73	924.23	EOP; HIGH POINT
P429	59+59.37 SB	2.5 RT	429413.59	857018.69	---	CURB AND GUTTER TYPE TRANSITION
P430	59+62.83 NB	2.5 LT	429418.79	857027.92	---	CURB AND GUTTER TYPE TRANSITION
P431	63+32.90 NB	0.0	429788.40	857011.67	923.85	CENTERLINE

2

N

MATCHLINE STA: 55SB+00

HIGH POINT
SB+70.93, 923.29'

USH 51

50NB 50SB 51NB 51SB 52SB 52NB 53SB 53NB 54SB 54NB 55SB 55NB

MATCHLINE STA: 55NB+00

HIGH POINT
NB+68.17, 923.26'

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PAVEMENT GRADES	SHEET 39	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021400_PG.DWG
LAYOUT NAME - 021401_pg

PLOT DATE : 10/29/2020 8:35 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

MATCHLINE STA: 58SB+75

MATCHLINE STA: 58NB+75

N

ROBY ROAD

DEER POINT DRIVE

USH 51

HIGH POINT
RBT+27.76, 923.39'

LOW POINT
RBT+09.92, 921.42'

HIGH POINT
SEA+55.00, 922.85'

LOW POINT
SEA+79.08, 922.09'

MATCHLINE STA: 55SB+00

MATCHLINE STA: 55NB+00

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PAVEMENT GRADES	SHEET 40	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021400_PG.DWG
LAYOUT NAME - 021402_pg

PLOT DATE : 10/29/2020 8:35 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

USH 51

MATCHLINE STA: 58SB+75

MATCHLINE STA: 58NB+75

924.08 924.20 924.30 924.18 923.87 923.80 924.07 924.01 923.96 923.89 923.80 923.69 923.57 923.48 923.41 923.38 923.38 923.42 923.48 923.58 923.67 923.76 923.84

+1.0% -2.0% +1.5% -2.0%

924.56 924.65 924.68 924.63 924.53 924.41 924.29 924.17 924.17 924.05 923.93 923.81 923.72 923.65 923.62 923.62 923.66 923.73 923.82 923.91 924.00 924.08

59SB 59NB 60SB 60NB 61SB 61NB 62SB 62NB 63SB 63NB 64NB

HIGH POINT
SB+46.34, 924.68'

HIGH POINT
NB+19.48, 924.79'

LOW POINT
SB+36.44,
923.61'

LOW POINT
NB+35.55, 923.62'

924.42 924.77 924.79 924.74 924.63 924.51 924.40 924.28 924.16 924.05 923.93 923.82 923.72 923.66 923.63 923.63 923.66 923.73 923.82 923.91 924.00 924.08

924.68 924.30 924.27 924.16 924.05 923.95 923.84 923.74 923.63 923.53 923.43 923.35 923.31 923.30 923.33 923.38 923.47 923.57 923.66 923.76 923.84

-2.0%

924.20 924.29 924.31

924.09

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PAVEMENT GRADES	SHEET 41	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\021400_PG.DWG
LAYOUT NAME - 021403_pg
PLOT DATE : 10/29/2020 8:35 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND SEEDING NURSE CROP

INLET PROTECTION (TYPE)

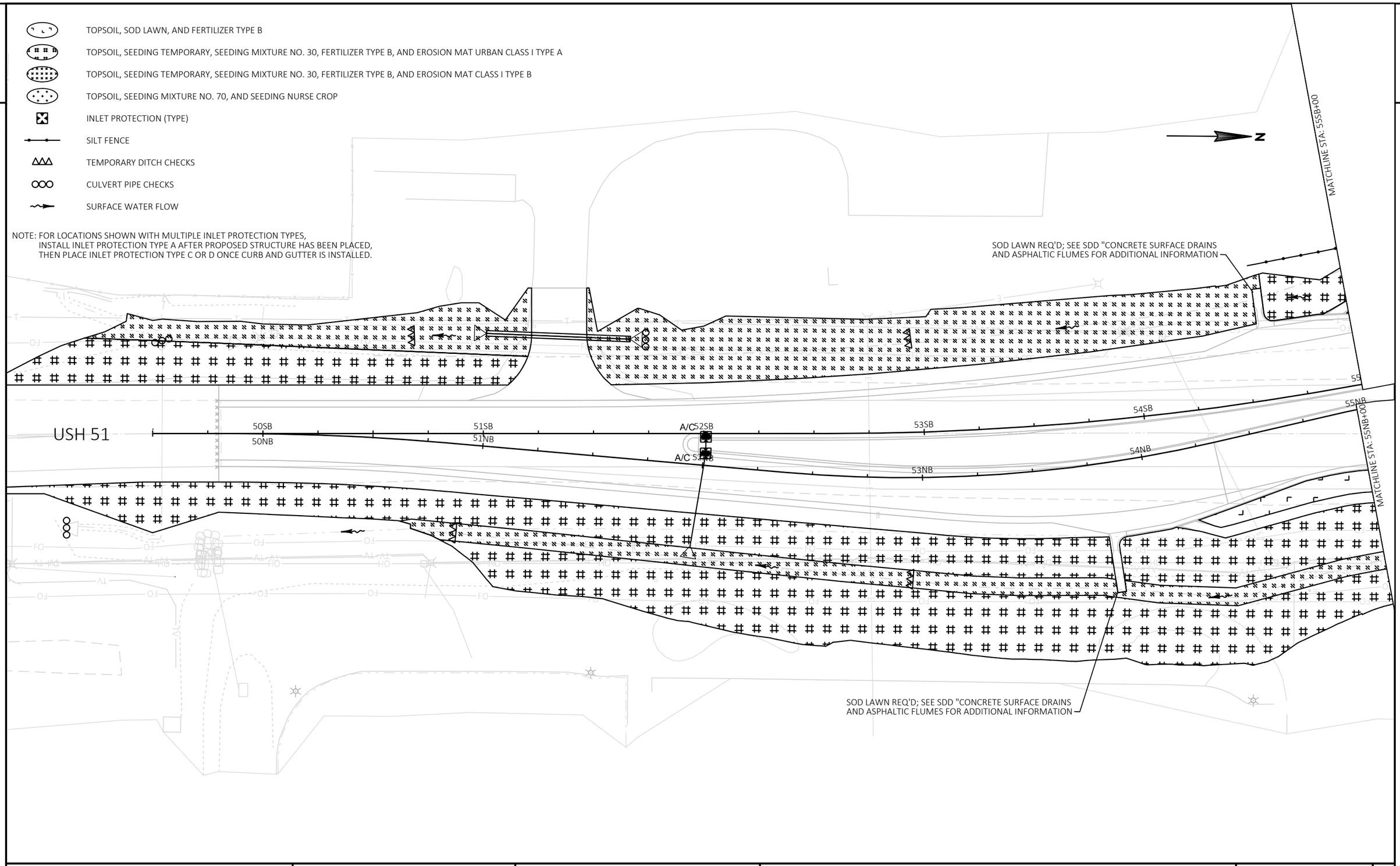
SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.



2

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 42	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\022100_EC.DWG
LAYOUT NAME - 022101_ec

PLOT DATE : 10/29/2020 8:39 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND SEEDING NURSE CROP

INLET PROTECTION (TYPE)

SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES, INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED, THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.

SOD LAWN REQ'D; SEE SDD "CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES FOR ADDITIONAL INFORMATION

SOD LAWN REQ'D; SEE SDD "CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES FOR ADDITIONAL INFORMATION

MATCHLINE STA: 58SB+75

MATCHLINE STA: 58NB+75

MATCHLINE STA: 55SB+00

MATCHLINE STA: 55NB+00

DEER POINT DRIVE

ROBY ROAD

PLACED TOPSOIL IN ROUNDABOUT CENTRAL ISLAND

CITY OF STOUGHTON TO PLACE LANDSCAPE AFTER COMPLETION OF PROJECT

A/C

A/D

54WB

54EB

55WB

55EB

56WB

56EB

57WB

57EB

58WB

58EB

59WB

59EB

60EB

55SB

55NB

56SB

58SB

58NB

12RBT

11RBT

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 43	E

2

2

TOPSOIL, SOD LAWN, AND FERTILIZER TYPE B

TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT URBAN CLASS I TYPE A

TOPSOIL, SEEDING TEMPORARY, SEEDING MIXTURE NO. 30, FERTILIZER TYPE B, AND EROSION MAT CLASS I TYPE B

TOPSOIL, SEEDING MIXTURE NO. 70, AND SEEDING NURSE CROP

INLET PROTECTION (TYPE)

SILT FENCE

TEMPORARY DITCH CHECKS

CULVERT PIPE CHECKS

SURFACE WATER FLOW

NOTE: FOR LOCATIONS SHOWN WITH MULTIPLE INLET PROTECTION TYPES,
INSTALL INLET PROTECTION TYPE A AFTER PROPOSED STRUCTURE HAS BEEN PLACED,
THEN PLACE INLET PROTECTION TYPE C OR D ONCE CURB AND GUTTER IS INSTALLED.

N

SOD LAWN REQ'D; SEE SDD "CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES FOR ADDITIONAL INFORMATION

MATCHLINE STA: 58SB+75

59SB

60SB

61SB

A/C

62SB

63SB

64NB

59NB

60NB

61NB

A/C

62NB

63NB

USH 51

MATCHLINE STA: 58NB+75

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	EROSION CONTROL	SHEET 44	E

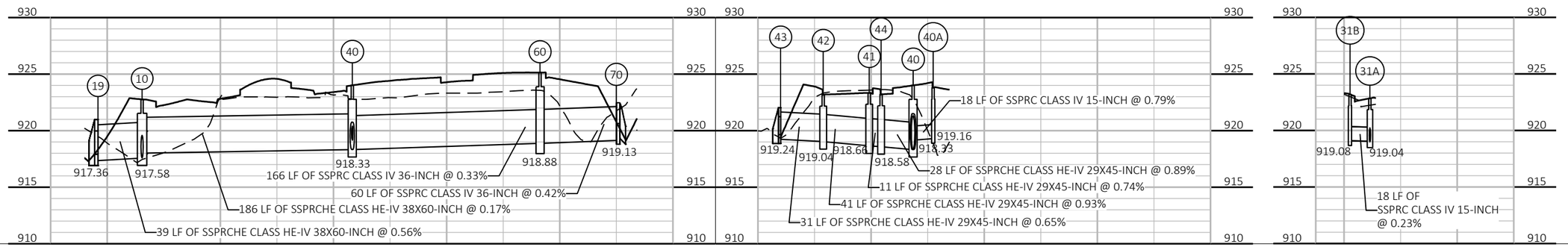
FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\022100_EC.DWG
LAYOUT NAME - 022103_ec

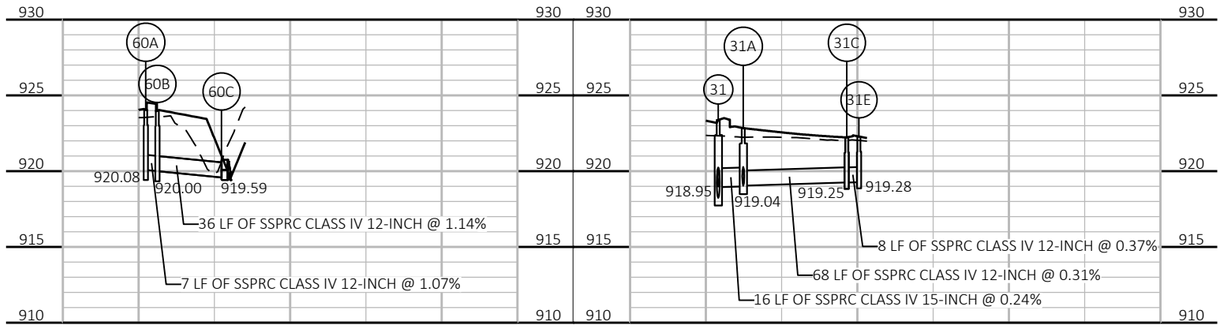
PLOT DATE : 10/30/2020 7:38 AM PLOT BY : JACK, ROBERT A. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

ALLIANT ENERGY (GAS)
AT&T WI
TLE
PROPOSED R/W
EXISTING R/W
C1
C2
50NB
52SB
52NB
54SB
54NB
56SB
56NB
CAUTION
MCI METRO (COMM)
CHARTER (COMM)
AT&T WI
CITY OF STOUGHTON (ELECTRIC)
19
10
31
31B
31A
31C
31E
58EB
58WB
60EB
60NB
60SB
62SB
62NB
64NB
44
41
43
42
40A
40
60
60A
60B
60C
70
CITY OF STOUGHTON (SANITARY)
CITY OF STOUGHTON (WATER)





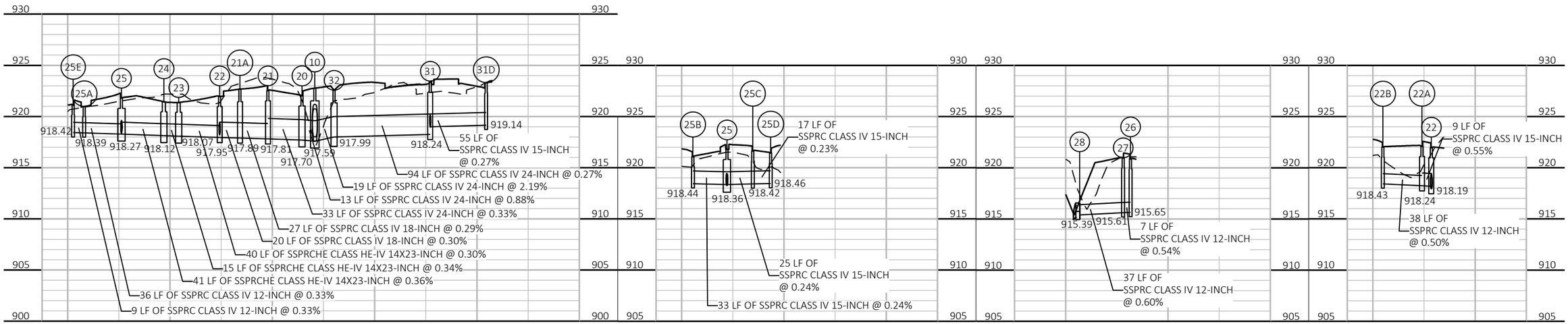
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	STORM SEWER	SHEET 45	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\022501_SS.DWG
LAYOUT NAME - 022501_ss
PLOT DATE : 5/18/2021 2:34 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 41

2

N

ALLIANT ENERGY (GAS)
AT&T WI
TLE
EXISTING R/W
PROPOSED R/W
50NB
50SB
52SB
52NB
54SB
54NB
56SB
56NB
58SB
58NB
60SB
60NB
62SB
62NB
64NB
CAUTION
C1
C2
22B
22A
23
24
25
25A
25B
25C
25D
25E
26
27
28
20
21
21A
22
31
31D
32
MCI METRO (COMM)
CHARTER (COMM)
CITY OF STOUGHTON (ELECTRIC)
CITY OF STOUGHTON (SANITARY)
CITY OF STOUGHTON (WATER)



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	STORM SEWER	SHEET 46	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\022502_SS.DWG
LAYOUT NAME - 022502_ss
PLOT DATE : 5/18/2021 2:19 PM
PLOT BY : SCHAUB, ALEX
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

STRUCT NO.	STATION		OFFSET	C-C (FT)	TO STRUCT	INLET TYPE	COVER	MH TYPE	COVER	RIM/ GRATE ELEV.	T.O.S. ELEV.	DEPTH (FT)	DISCHARGE PIPE					PIPE TABLE REMARKS
													SIZE (IN)	INLET ELEV.	DISCHARGE ELEV.	LENGTH (FT)	SLOPE (%)	
10	56+06.08	NB	40.0 'RT	31.0	19	-	-	8-FT	L	922.77	922.27	4.69	38x60	917.58	917.36	31	0.71%	2-INCHES ADJUSTING RINGS REQ'D
19	55+20.68	SB	83.9 'RT	-	-	-	-	-	-	-	-	-	38x60	917.36	-	-	-	APRON ENDWALLS FOR RCCP HORIZONTAL ELLIPTICAL 38X60-INCH REQ'D
20	55+96.24	NB	31.5 'RT	12.5	10	-	H	5-FT	-	921.90	921.07	3.37	24	917.70	917.59	13	0.88%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D; WEIR WALL 20 REQ'D
21	56+01.60	NB	1.5 'LT	33.3	20	4-FT	H	-	-	922.40	921.57	3.76	24	917.81	917.70	33	0.33%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D
TEMP	56+11.86	NB	32.0 'LT	24.4	21A	2x2.5-FT	S	-	-	921.50	920.50	2.49	12	918.01	917.89	24	0.50%	STAGE 2 TEMPORARY DRAINAGE STRUCTURE; CULVERT PIPE REQ'D
21A	55+90.14	NB	25.7 'LT	27.3	21	-	-	4-FT	J	922.68	921.43	3.54	18	917.89	917.81	27	0.29%	
22	55+90.38	NB	45.6 'LT	19.9	21A	4-FT	H	-	-	921.84	921.34	3.38	18	917.95	917.89	20	0.30%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
22A	56+04.93	SB	1.5 'RT	9.1	22	4-FT	H	-	-	921.97	921.14	2.90	15	918.24	918.19	9	0.55%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D
22B	55+77.78	SB	25.5 'LT	38.3	22A	4-FT	H	-	-	921.90	921.07	2.64	12	918.43	918.24	38	0.50%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D
23	13+09.95	RBT	1.5 'LT	40.0	22	-	T	5-FT	-	921.28	920.69	2.62	14X23	918.07	917.95	40	0.30%	FLAT TOP SLAB WITH 2'X2.5' OPENING REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
24	12+95.00	RBT	1.5 'LT	14.5	23	-	T	5-FT	-	921.34	920.75	2.63	14X23	918.12	918.07	15	0.34%	FLAT TOP SLAB WITH 2'X2.5' OPENING REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
25	55+85.87	EB	8.1 'LT	41.5	24	-	H-S	6-FT	-	921.66	921.16	2.89	14X23	918.27	918.12	41	0.36%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
25A	55+51.29	EB	1.5 'LT	36.4	25	2x3-FT	H	-	-	920.82	920.32	1.93	12	918.39	918.27	36	0.33%	2-INCHES ADJUSTING RINGS REQ'D
25B	55+73.49	EB	23.2 'RT	33.3	25	2x3-FT	H	-	-	920.96	920.46	2.01	15	918.44	918.36	33	0.24%	2-INCHES ADJUSTING RINGS REQ'D
25C	55+76.00	WB	1.5 'RT	25.3	25	2x3-FT	H	-	-	921.52	920.69	2.27	15	918.42	918.36	25	0.24%	
25D	55+76.77	WB	16.0 'LT	17.5	25C	2x3-FT	H	-	-	921.31	920.48	2.02	15	918.46	918.42	17	0.23%	
25E	55+51.35	WB	1.5 'RT	9.0	25A	2x3-FT	H	-	-	920.98	920.48	2.06	12	918.42	918.39	9	0.33%	2-INCHES ADJUSTING RINGS REQ'D
26	52+00.97	SB	1.5 'RT	7.5	27	2x3-FT	HM	-	-	920.73	919.90	4.25	12	915.65	915.61	7	0.54%	
27	52+00.94	NB	5.5 'LT	36.6	28	2x3-FT	HM	-	-	920.83	920.00	4.39	12	915.61	915.39	37	0.60%	
28	51+97.54	NB	37.0 'RT	-	-	-	-	-	-	-	-	-	12	915.39	-	-	-	APRON ENDWALLS FOR RCCP 12" REQ'D
31	57+96.50	EB	10.9 'LT	94.0	32	4-FT	H	-	-	922.99	922.16	3.92	24	918.24	917.99	94	0.27%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D
31A	58+09.72	EB	1.1 'LT	16.5	31	4-FT	H-S	-	-	922.63	921.80	2.81	15	918.99	918.95	16	0.24%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D
31B	58+09.30	EB	16.6 'RT	17.6	31A	2x3-FT	H	-	-	922.94	922.11	3.03	15	919.08	919.04	18	0.23%	
31C	58+77.91	EB	1.1 'LT	68.3	31A	2x3-FT	H	-	-	922.02	921.19	1.94	12	919.25	919.04	68	0.31%	
31D	57+99.53	WB	22.6 'LT	54.6	31	2x3-FT	H	-	-	922.59	921.76	2.61	15	919.14	918.99	55	0.27%	
31E	58+62.31	WB	1.0 'RT	8.1	31C	2x3-FT	H	-	-	922.08	921.25	1.97	12	919.28	919.25	8	0.37%	
32	10+33.42	RBT	59.0 'RT	18.8	10			5-FT	J	922.56	921.31	3.32	24	917.99	917.58	19	2.19%	
40	57+84.81	NB	17.6 'LT	185.7	10	-	-	9-FT	J	924.01	923.09	4.76	38x60	918.33	917.59	186	0.40%	2-INCHES ADJUSTING RINGS REQ'D
40A	57+77.50	NB	1.5 'LT	17.7	40	2x3-FT	H	-	-	923.67	922.84	3.54	15	919.30	919.16	18	0.79%	
41	57+92.12	SB	1.5 'RT	10.8	44	-	H	7-FT	-	923.15	922.65	3.99	29X45	918.66	918.58	11	0.73%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
42	58+20.59	SB	30.9 'LT	40.8	41	-	H	7-FT	-	923.04	922.54	3.50	29X45	919.04	918.66	41	0.93%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
43	58+42.57	SB	66.2 'LT	30.6	42	-	-	-	-	-	-	-	29X45	919.24	919.04	31	0.65%	APRON ENDWALLS FOR RCCP HORIZONTAL ELLIPTICAL 29X45-INCH REQ'D
44	57+84.38	SB	8.7 'RT	28.0	40	-	H-S	8-FT	-	923.07	922.57	3.99	29X45	918.58	918.33	28	0.89%	FLAT TOP SLAB WITH 2'X3' OPENING REQ'D; 2-INCHES ADJUSTING RINGS REQ'D
60	59+50.00	NB	6.0 'LT	165.9	40	-	-	6-FT	J	925.13	923.88	5.00	36	918.88	918.33	166	0.33%	
60A	61+01.85	NB	8.9 'LT	7.4	60B	2x3-FT	HM	-	-	923.91	923.08	3.00	12	920.08	920.00	7	1.07%	
60B	61+01.14	NB	1.5 'LT	36.3	60C	2x3-FT	HM	-	-	923.84	923.01	3.01	12	920.00	919.59	36	1.14%	
60C	60+96.02	NB	40.5 'RT	-	-	-	-	-	-	-	-	-	12	919.59	-	-	-	APRON ENDWALLS FOR RCCP 12" REQ'D
70	59+94.23	NB	45.4 'RT	59.5	60	-	-	-	-	-	-	-	36	919.13	918.88	60	0.42%	APRON ENDWALLS FOR RCCP 36" REQ'D
C2	51+66.59	SB	42.8 'LT	58.2	C1	-	-	-	-	-	-	-	24	917.18	915.74	58	2.48%	APRON ENDWALLS FOR CULVERT PIPE 24-INCH; CULVERT PIPE CLASS III-A
C1	51+01.41	SB	45.4 'LT	-	-	-	-	-	-	-	-	-	24	915.74	-	-	-	APRON ENDWALLS FOR CULVERT PIPE 24-INCH

2

PIPE UNDERDRAIN 6-INCH

STORM SEWER STRUCTURE

N

DEER POINT DRIVE

BEGIN CONSTRUCTION
STA 54EB+10.00
MATCH EXISTING

ROBY ROAD

END CONSTRUCTION
STA 59EB+70.00
MATCH EXISTING

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PIPE UNDERDRAINS	SHEET 48	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\022600_PU.DWG
LAYOUT NAME - 022601_pu

PLOT DATE : 10/29/2020 8:43 AM PLOT BY : LYNCH, CHRIS 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)
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- R REMOVABLE

N

MATCHLINE STA: 55SB+00

MATCHLINE STA: 55NB+00

USH 51

50SB 50NB 51SB 51NB 52SB 52NB 53SB 53NB 54SB 54NB

MOVE
1-09

DO NOT ENTER
R5-1
30"X30"
1-08

SOUTH
51
J4-1
24"X36"
1-07

SPEED LIMIT 45
MOVE
(SEE SHEET 3)
3-08

200-FT

W2-6
30"X30"
1-01B

15 MPH
W13-1
18"X18"
1-01A

51 NORTH
Deer Point Dr
Roby Rd
D1-1
132"X60"
1-02

R4-7
24"X30"
1-03B

W5-56
18"X18"
1-03A

1-05

1-06

R3-8CC
36"X30"

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 49	E

2

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

(XXX) DENOTES SIGN NUMBER

(X) INDICATES SIGN SIZE

[R] REMOVABLE

MATCHLINE STA: 58SB+75

MATCHLINE STA: 58NB+75

N

2-19B [R] R1-2 36"X31"

2-19A [R] ONE WAY R6-2R 24"X30"

2-20B [R] R1-2 36"X31"

2-20A [R] TO TRAFFIC FROM LEFT R1-54 24"X15"

2-18 W4-2R 36"X36" 2-17

2-15 NORTH 51 D1-1 42"X30"

2-13B [R] R1-2 36"X31"

2-13A [R] TO TRAFFIC FROM LEFT R1-54 24"X15"

2-12B [R] R1-2 36"X31"

2-12A [R] ONE WAY R6-2R 24"X30"

2-11 1 HOUR PARKING 8AM-6PM REMOVE BY OTHERS

2-27A W2-6 30"X30"

2-27B 15 MPH W13-1 18"X18"

PLACE IN NORTHWEST QUADRANT OF ROBY ROAD AND NYGAARD STREET

ROBY ROAD

2-21 Deer Point Dr D1-1 90"X15"

2-16 NO PASSING ZONE REMOVE

STOP REMOVE 2-14

2-25A

2-25B

2-24B

2-24A

R6-1R 36"X12" ONE WAY

2-22A

R6-4B 60"X24"

2-22B

2-23B

2-23A

DEER POINT DRIVE

500-FT

W2-6 30"X30" 2-26A

15 MPH W13-1 18"X18" 2-26B

R4-7 24"X30" 2-01

R1-2 36"X31" 2-02B [R]

ONE WAY R6-2R 24"X30" 2-02A [R]

R1-2 36"X31" 2-03B [R]

TO TRAFFIC FROM LEFT R1-54 24"X15" 2-03A [R]

2-04 STOP REMOVE

STREET SIGN REMOVE BY OTHERS

REMOVE BY OTHERS

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

2-05 SOUTH 51 D1-1 42"X30"

R1-2 36"X31" 2-08B [R]

ONE WAY R6-2R 24"X30" 2-08A [R]

R1-2 36"X31" 2-09B [R]

TO TRAFFIC FROM LEFT R1-54 24"X15" 2-09A [R]

2-10 Roby Rd D1-1 60"X15"

R4-7 24"X30" 2-28

MATCHLINE STA: 55NB+00

MATCHLINE STA: 55SB+00

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 50	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023300_PS.DWG
LAYOUT NAME - 023302_ps

PLOT DATE : 5/28/2021 1:17 PM PLOT BY : HENDERSON, KYLE R. 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)
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- R — REMOVABLE

N

MATCHLINE STA: 58SB+75

3-06
R3-8CC
36"X30"
3-05

SPEED LIMIT 45
MOVE
(SEE SHEET 1)
3-08

51 SOUTH
Roby Rd
Deer Point Dr
D1-1
132"X60"
3-09

W2-6
30"X30"
15 MPH
W13-1
18"X18"
3-10B
3-10A

200-FT

60SB
61SB
62SB
63SB
64NB
59SB
60NB
61NB
62NB
63NB
59NB

USH 51

NORTH
51
J4-1
24"X36"
3-01

DO NOT ENTER
R5-1
30"X30"
3-03

R4-7
24"X30"
3-02B

W5-56
18"X18"
3-02A

SPEED LIMIT 55
MOVE
3-04

MATCHLINE STA: 58NB+75

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PERMANENT SIGNING	SHEET 51	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023300_PS.DWG
LAYOUT NAME - 023303_ps

PLOT DATE : 5/28/2021 1:18 PM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- LIGHTING CONTROL CABINETS. 120/240 30-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOXES NON-CONDUCTIVE 24x42-INCH
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE

LED-C-10-6-13-(L-XX-XXXX-XXXX)

- UNIT NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYP

GENERAL NOTES

1. CONDUIT SHALL BE PLACED 2 FEET BELOW GRADE AND RUN PARALLEL TO CURB AND/OR ROADWAY.
2. COORDINATE WITH UTILITY TO PROVIDE A 100-AMP ELECTRIC SERVICE TO LC-1. THE ANTICIPATED VOLTAGE IS 120/208 VOLT.

N

2

DEER POINT DR.

LED-C-10-6-2,4 (L-07)
STA. 55+40.36 'EB', 35.64' RT

LED-C-10-6-1,3 (L-08)
STA. 56+10.95 'SB', 47.35' LT

LED-C-10-6-1,3 (L-06)
STA. 55+88.90 'WB', 29.77' LT

LED-C-10-6-2,4 (L-05)
STA. 58+27.54 'SB', 48.75' LT

LED-C-10-6-1,3 (L-04)
STA. 60+47.75 'SB', 31.58' LT

LED-C-10-6-2,4 (L-09)
STA. 54+49.84 'SB', 42.16' LT

LPB-4

LPB-3

LPB-5

LPB-2

LPB-1

LPB-6

LPB-7

2-3 INCH CONDUITS

3-3 INCH CONDUITS

LED-C-10-6-1,3 (L-10)
STA. 53+48.88 'NB', 35.66' RT

LED-C-10-6-2,4 (L-11)
STA. 55+51.36 'NB', 48.43' RT

LED-C-10-6-1,3 (L-12)
STA. 57+97.50 'EB', 39.74' RT

LED-C-10-6-2,4 (L-03)
STA. 59+39.05 'NB', 29.47' RT

LED-C-10-6-1,3 (L-02)
STA. 57+78.41 'NB', 45.01' RT

LED-C-10-6-2,4 (L-01)
STA. 58+29 'WB', 33.59' LT

LC-1
STA. 59+26.83 'NB', 63.65' RT

USH 51

ROBY RD.

54SB
54NB
56SB
56NB
58EB
58WB
58SB
58NB
60SB
60NB

ROUNDABOUT LIGHTING
USH 51 & DEER POINT DR./ ROBY ROAD
CITY OF STOUGHTON, DANE COUNTY

INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	LIGHTING PLAN	SHEET 52	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023501_LP.DWG
LAYOUT NAME - 023501_lp

PLOT DATE : 10/29/2020 8:47 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

LEGEND

- LIGHTING CONTROL CABINETS. 120/240 30-INCH
- ELECTRICAL SERVICE METER BREAKER PEDESTAL
- CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH, UNLESS NOTED OTHERWISE
- PULL BOXES NON-CONDUCTIVE 24x42-INCH
- LIGHT POLE, ONE ARM MOUNTED LUMINAIRE

LED-C-10-6-13-(L-XX-XXXX-XXXX)

- UNIT NUMBER
- CIRCUIT NUMBER
- BASE TYPE
- MAST ARM BRACKET LENGTH IN FEET
- LUMINAIRE TYP

DEER POINT DR.

N

LED-C-10-6-2,4 (L-07)
STA. 55+27.16 'EB', 36.79' RT

CIRCUIT 2,4
2~#10, #10 GND

LED-C-10-6-1,3 (L-08)
STA. 56+10.70 'SB', 48.25' LT

CIRCUITS 1,3 & 2,4
4~#10, #10 GND

LED-C-10-6-2,4 (L-09)
STA. 54+49.84 'SB', 42.16' LT

CIRCUIT 2,4
4~#10, 2~ #10 GND

LED-C-10-6-1,3 (L-06)
STA. 55+88.53 'WB', 32.19' LT

CIRCUIT 1,3
2~#10, #10 GND

LED-C-10-6-2,4 (L-05)
STA. 58+28.38 'SB', 50.71' LT

CIRCUITS 1,3 & 2,4
4~#10, 2~#10 GND

CIRCUIT 1,3
4~#10, #10 GND

LED-C-10-6-1,3 (L-04)
STA. 60+47.75 'SB', 31.58' LT

USH 51

US 51

US 51

US 51

CIRCUITS 1,3 & 2,4
4~#10, #10 GND

CIRCUITS 1,3
4~#10, #10 GND

CIRCUITS 1,3 & 2,4
4~#10, 2~#10 GND

LED-C-10-6-1,3 (L-10)
STA. 53+48.88 'NB', 35.66' RT

LED-C-10-6-2,4 (L-11)
STA. 55+50.85 'NB', 52.46' RT

CIRCUITS 1,3 & 2,4
4~#10, #10 GND

LED-C-10-6-1,3 (L-12)
STA. 57+97.50 'EB', 39.74' RT

CIRCUIT 2,4
4~#10, 2~#10 GND

CIRCUITS 1,3 & 2,4
4~#10, #10 GND

LED-C-10-6-2,4 (L-03)
STA. 59+39.06 'NB', 29.85' RT

LC-1
STA. 58+05.74 'WB', 59.56' LT

LED-C-10-6-1,3 (L-02)
STA. 57+76.13 'NB', 47.56' RT

CIRCUITS 1,3 & 2,4
8~#10, 2~#10 GND

CIRCUITS 1,3 & 2,4
4~#10, #10 GND

LED-C-10-6-2,4 (L-01)
STA. 58+33.85 'WB', 41.97' LT

CIRCUITS 1,3 & 2,4
4~#10, #10 GND

ROBY RD.

ROUNDABOUT LIGHTING
USH 51 & DEER POINT DR./ ROBY ROAD
CITY OF STOUGHTON, DANE COUNTY

INST.NO. LOCAL

REGION CONTACT: LOCAL
DESIGNED BY: STRAND
REVISED BY:

PAGE 1 OF 1

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	LIGHTING WIRING DIAGRAM	SHEET 53	E

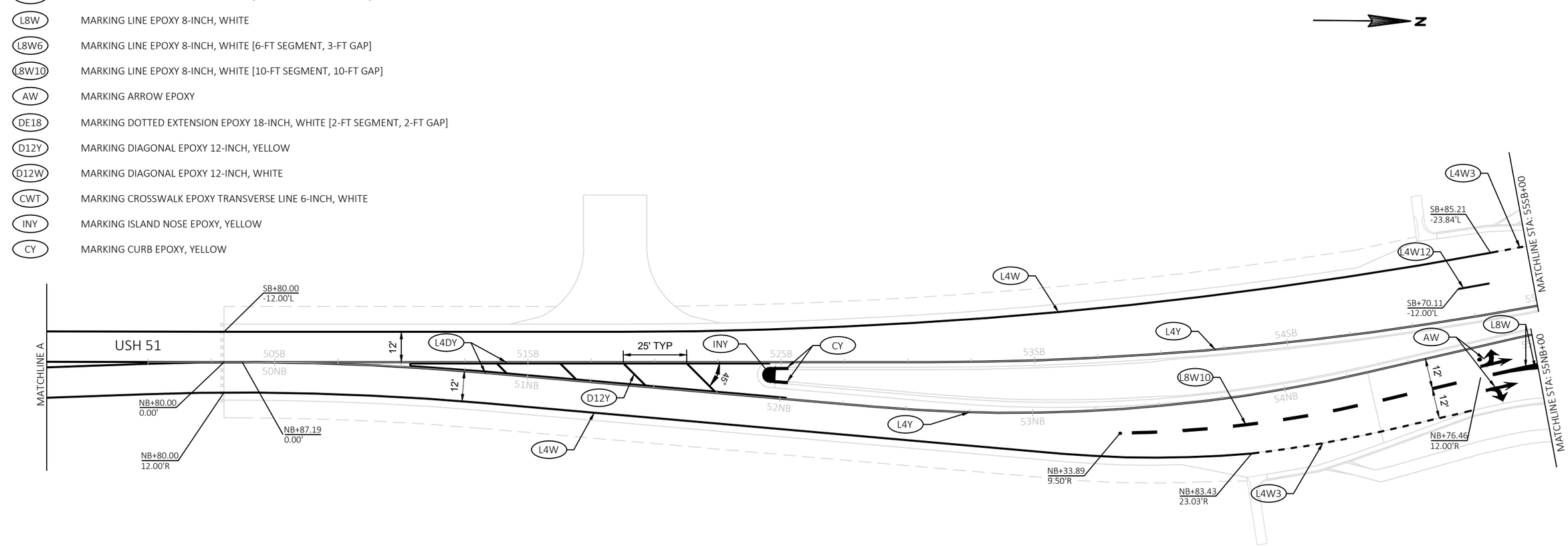
FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\023502_LP.DWG
LAYOUT NAME - 023502_lp

PLOT DATE : 10/29/2020 8:47 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

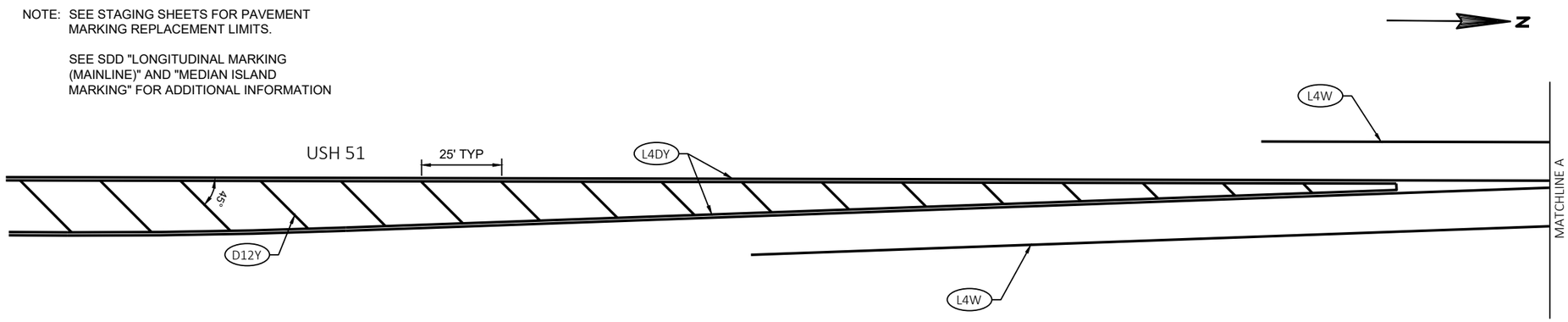
2

L4Y	MARKING LINE EPOXY 4-INCH, YELLOW
L4DY	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
L4W	MARKING LINE EPOXY 4-INCH, WHITE
L4W12	MARKING LINE EPOXY 4-INCH, WHITE [12.5-FT SEGMENT, 37.5-FT GAP]
L4W3	MARKING LINE EPOXY 4-INCH, WHITE [3-FT SEGMENT, 9-FT GAP]
L8W	MARKING LINE EPOXY 8-INCH, WHITE
L8W6	MARKING LINE EPOXY 8-INCH, WHITE [6-FT SEGMENT, 3-FT GAP]
L8W10	MARKING LINE EPOXY 8-INCH, WHITE [10-FT SEGMENT, 10-FT GAP]
AW	MARKING ARROW EPOXY
DE18	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE [2-FT SEGMENT, 2-FT GAP]
D12Y	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
D12W	MARKING DIAGONAL EPOXY 12-INCH, WHITE
CWT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CY	MARKING CURB EPOXY, YELLOW



NOTE: SEE STAGING SHEETS FOR PAVEMENT MARKING REPLACEMENT LIMITS.

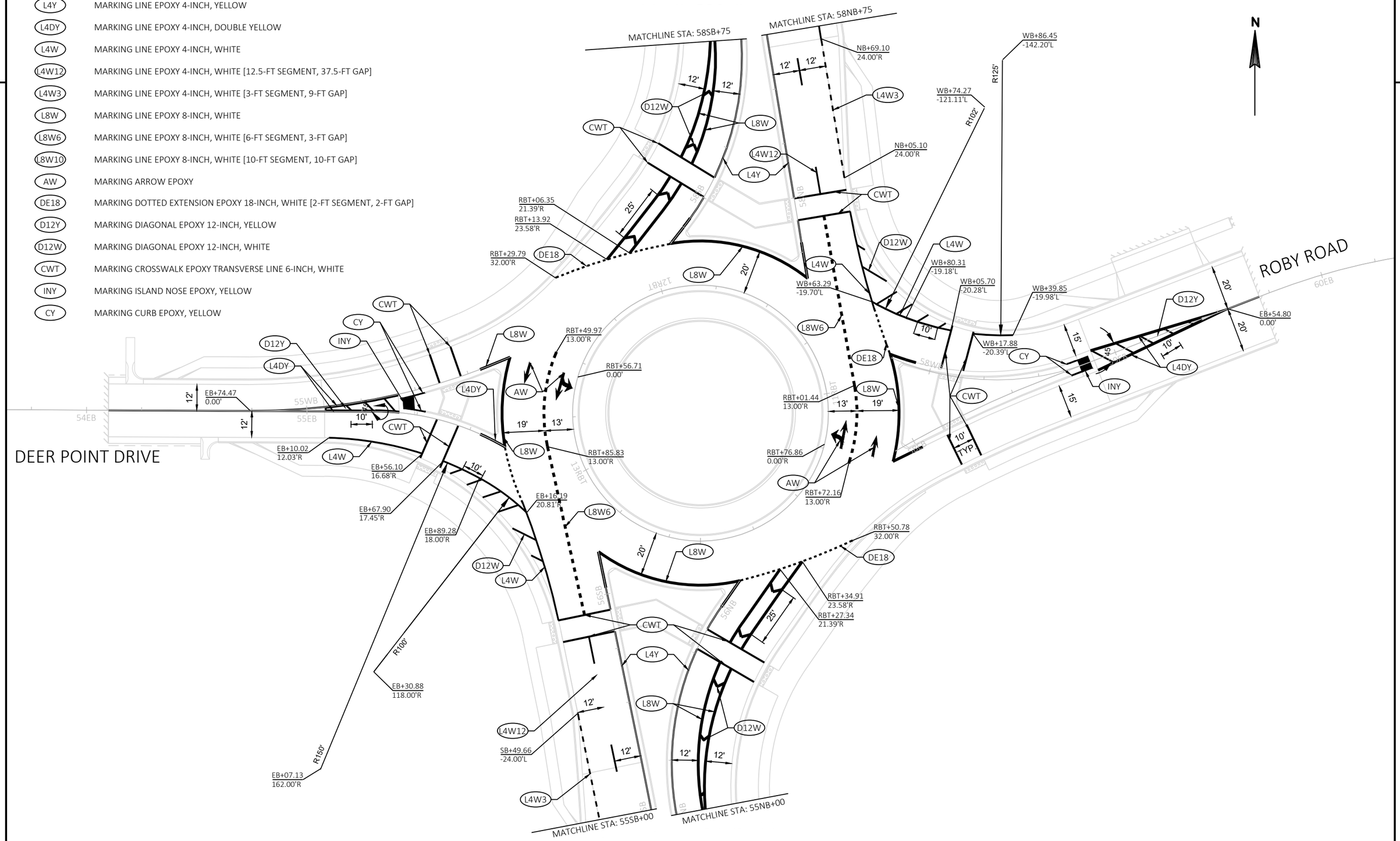
SEE SDD "LONGITUDINAL MARKING (MAINLINE)" AND "MEDIAN ISLAND MARKING" FOR ADDITIONAL INFORMATION



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 54	E

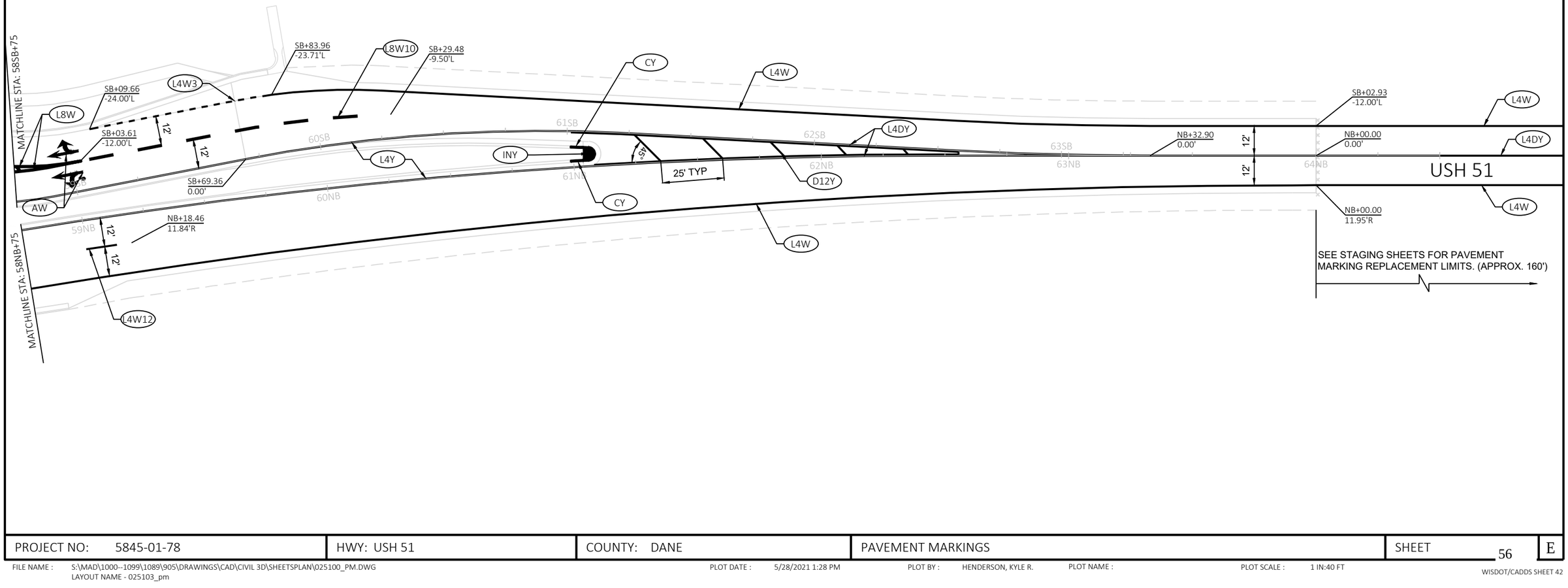
2

L4Y	MARKING LINE EPOXY 4-INCH, YELLOW
L4DY	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
L4W	MARKING LINE EPOXY 4-INCH, WHITE
L4W12	MARKING LINE EPOXY 4-INCH, WHITE [12.5-FT SEGMENT, 37.5-FT GAP]
L4W3	MARKING LINE EPOXY 4-INCH, WHITE [3-FT SEGMENT, 9-FT GAP]
L8W	MARKING LINE EPOXY 8-INCH, WHITE
L8W6	MARKING LINE EPOXY 8-INCH, WHITE [6-FT SEGMENT, 3-FT GAP]
L8W10	MARKING LINE EPOXY 8-INCH, WHITE [10-FT SEGMENT, 10-FT GAP]
AW	MARKING ARROW EPOXY
DE18	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE [2-FT SEGMENT, 2-FT GAP]
D12Y	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
D12W	MARKING DIAGONAL EPOXY 12-INCH, WHITE
CWT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CY	MARKING CURB EPOXY, YELLOW



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 55 E

L4Y	MARKING LINE EPOXY 4-INCH, YELLOW
L4DY	MARKING LINE EPOXY 4-INCH, DOUBLE YELLOW
L4W	MARKING LINE EPOXY 4-INCH, WHITE
L4W12	MARKING LINE EPOXY 4-INCH, WHITE [12.5-FT SEGMENT, 37.5-FT GAP]
L4W3	MARKING LINE EPOXY 4-INCH, WHITE [3-FT SEGMENT, 9-FT GAP]
L8W	MARKING LINE EPOXY 8-INCH, WHITE
L8W6	MARKING LINE EPOXY 8-INCH, WHITE [6-FT SEGMENT, 3-FT GAP]
L8W10	MARKING LINE EPOXY 8-INCH, WHITE [10-FT SEGMENT, 10-FT GAP]
AW	MARKING ARROW EPOXY
DE18	MARKING DOTTED EXTENSION EPOXY 18-INCH, WHITE [2-FT SEGMENT, 2-FT GAP]
D12Y	MARKING DIAGONAL EPOXY 12-INCH, YELLOW
D12W	MARKING DIAGONAL EPOXY 12-INCH, WHITE
CWT	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
INY	MARKING ISLAND NOSE EPOXY, YELLOW
CY	MARKING CURB EPOXY, YELLOW



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PAVEMENT MARKINGS	SHEET 56 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\025100_PM.DWG
LAYOUT NAME - 025103_pm

PLOT DATE : 5/28/2021 1:28 PM PLOT BY : HENDERSON, KYLE R. PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

PCMS TRAFFIC CONTROL SIGNS PCMS

(A) PCMS MESSAGE PRIOR TO CONSTRUCTION OPERATIONS

(B) PCMS MESSAGE PRIOR TO USH 51 SINGLE NIGHT CLOSURE

(C) PCMS MESSAGE DURING USH 51 SINGLE NIGHT CLOSURE

CTH B EAST

USH 51

RUTLAND DUNN TOWN LINE RD.

PCMS
(A) PANEL 1: ROAD WORK BEGINS | PANEL 2: [DAY] [DATE]

PCMS
(B) PANEL 1: US 51 CLOSED BEGINS | PANEL 2: [DAY] [DATE] [X PM - X AM]

ROBY RD.

PCMS
(B) PANEL 1: US 51 CLOSED BEGINS | PANEL 2: [DAY] [DATE] [X PM - X AM]

PCMS *
(A) PANEL 1: ROAD WORK BEGINS | PANEL 2: [DAY] [DATE]

* PCMS INSTALLED AND PAID UNDER PROJECT ID 5845-01-76

CITY OF STOUGHTON

STH 138

USH 51

PCMS
(C) PANEL 1: US 51 NB CLOSED 1-MILE | PANEL 2: USE ALT ROUTE

HOEL RD.

CTH N

PCMS
(C) PANEL 1: US 51 CLOSED 3-MILES | PANEL 2: USE ALT ROUTE

2

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN: TRAFFIC CONTROL - PCMS ADVANCED WARNING	SHEET 57	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026001_AW.DWG
LAYOUT NAME - 026001_aw

PLOT DATE : 10/29/2020 8:52 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 in : 1300 ft

WISDOT/CADDS SHEET 42

2

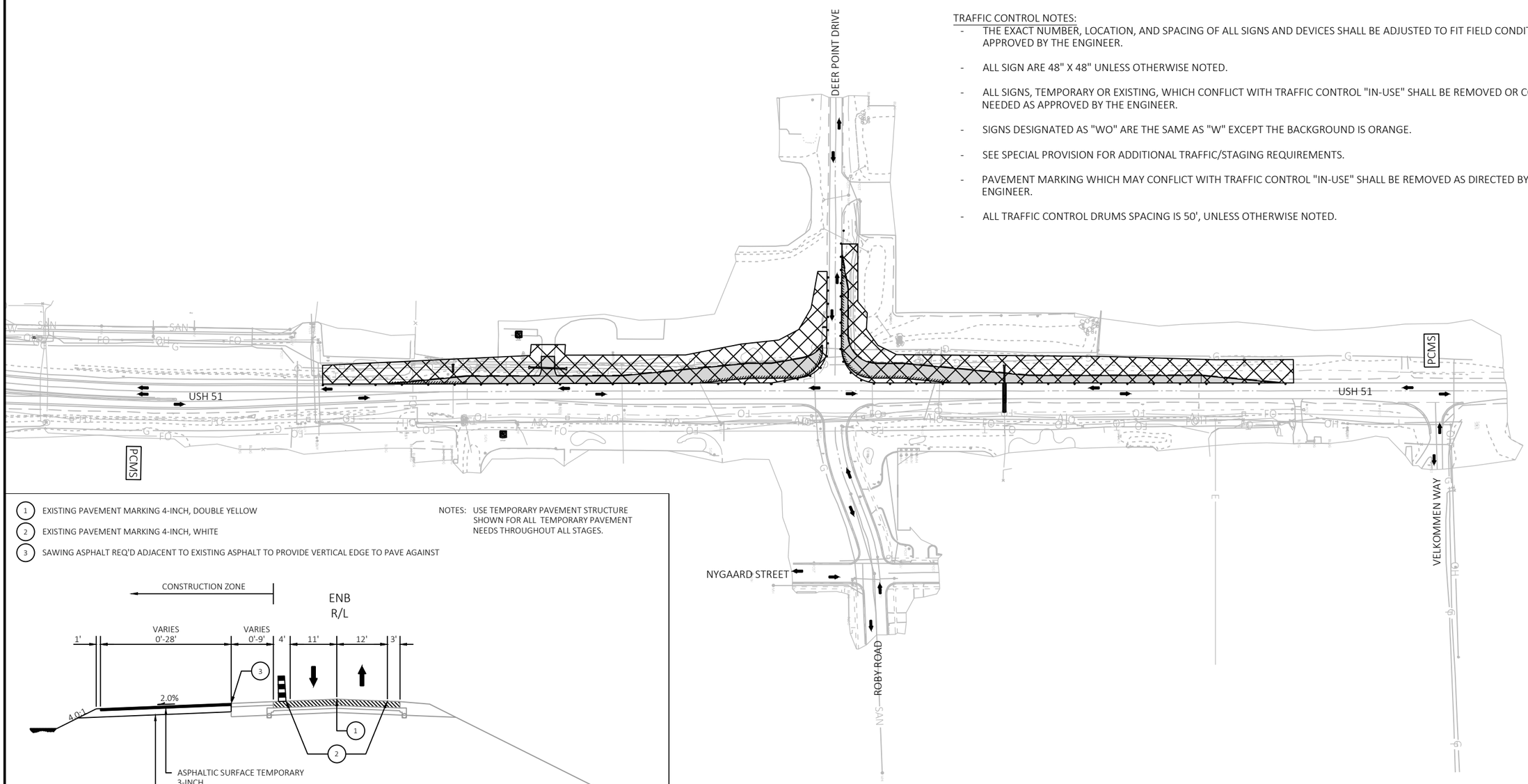
WORK ZONE - CRITICAL CONSTRUCTION THIS STAGE

TRAFFIC:
- MAINTAIN USH 51 NORTHBOUND AND SOUTHBOUND TRAFFIC ON EXISTING ROADWAY
- DEERPOINT DRIVE OPEN TO TRAFFIC
- ROBY ROAD OPEN TO TRAFFIC

CONSTRUCTION:
- CRITICAL CONSTRUCTION:
  CONSTRUCT TEMPORARY HMA PAVEMENT AND TEMPORARY CULVERT PIPE

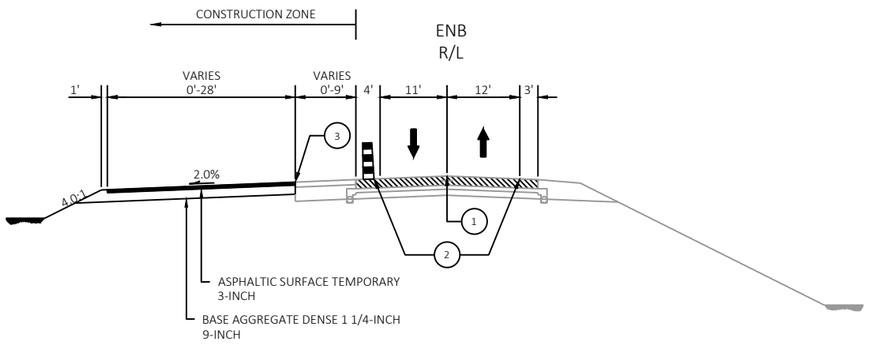
TRAFFIC CONTROL NOTES:
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGN ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISION FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DRUMS SPACING IS 50', UNLESS OTHERWISE NOTED.

N



1. EXISTING PAVEMENT MARKING 4-INCH, DOUBLE YELLOW
2. EXISTING PAVEMENT MARKING 4-INCH, WHITE
3. SAWING ASPHALT REQ'D ADJACENT TO EXISTING ASPHALT TO PROVIDE VERTICAL EDGE TO PAVE AGAINST

NOTES: USE TEMPORARY PAVEMENT STRUCTURE SHOWN FOR ALL TEMPORARY PAVEMENT NEEDS THROUGHOUT ALL STAGES.



CONSTRUCTION STAGE 1 TYPICAL SECTION

STA 49ENB+80.00 TO STA 64ENB+23.50

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 1	SHEET 58	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026110_SC1.DWG
LAYOUT NAME - 026111_sc1
PLOT DATE : 10/30/2020 6:15 AM
PLOT BY : JACK, ROBERT A.
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

ADVANCED WARNING AND END WORK SIGNING IS INCLUDED IN PROJECT ID 5845-01-76

ENB+31.31
-19.30'L

50' TYP.

12'

11'

USH 51 SB

USH 51 NB

43ENB 44ENB 45ENB 46ENB 47ENB 48ENB

MATCHLINE STA: 49ENB+00

BLDG

BLDG

SIGN

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 1	SHEET 59	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026210_TC1.DWG
LAYOUT NAME - 026212_tc1

PLOT DATE : 10/29/2020 8:52 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES

N

58 L.F. CULVERT PIPE CLASS III-A 24-INCH REQ'D
2 EA APRON ENDWALLS FOR CULVERT PIPE 24-INCH REQ'D
STA. 50ENB+98.00, 45.53' LT, I.E. = 915.74
STA. 51ENB+70.00, 42.68' LT, I.E. = 917.18

R3-2
24"X24"

15 L.F. CULVERT PIPE TEMPORARY 24-INCH REQ'D
1 EA APRON ENDWALL FOR CULVERT PIPE 24-INCH REQ'D
STA. 49ENB+54.29 51.85'L I.E. = 912.46
CONCRETE COLLARS FOR PIPE REQ'D

ENB+73.47
-29.00'L

ENB+18.96
-32.00'L

ENB+50.09
-32.00'L

ENB+17.30
-29.00'L

ENB+51.82
-29.00'L

2%

50' TYP.

MATCHLINE STA: 49ENB+00

ENB

50ENB

USH 51 SB

51ENB

52ENB

53ENB

11'

54ENB

55E

MATCHLINE STA: 55ENB+00

12'

USH 51 NB

ENB+80.00
-29.00'L

ENB+19.56
-15.00'L

CONSTRUCT ASPHALTIC SURFACE DRIVEWAYS
AND FIELD ENTRANCES TO ASPHALTIC
SURFACE TEMPORARY. SEE PLAN DETAILS FOR
ADDITIONAL INFORMATION.

R3-2
24"X24"

SIGN

BLDG

BLDG

BLDG

GUY

GUY

TILE

BASE

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 1	SHEET 60	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026210_TC1.DWG
LAYOUT NAME - 026213_tc1

PLOT DATE : 10/29/2020 8:52 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA: 58ENB+50

ENB+06.50
-52.00'L

ENB+58.04
-52.00'L

ENB+58.04
-107.00'L
R=55.00'

ERD+20.71
-12.00'L

ERD+85.00
-24.00'L

ERD+71.10
-24.00'L

58ENB

11'

USH 51 NB

57ENB

25' TYP.

54ERD

55ERD

56ERD

57ERD

58ERD

59ERD

60ERD

DEER POINT DRIVE

10'

10'

2'

20'

20'

ROBY ROAD

MATCHLINE STA: 53ERD+75

STOP
R1-1
30"X30"

LANE CLOSED
R11-2L
48"X30"

ENB+54.94
-86.71'L

ENB+07.10
-119.51'L
R=58.00'

ENB+17.17
-62.39'L

USH 51 SB

56ENB

12'

ENB+58.41
-51.00'L

ENB+13.41
-52.00'L

28'

50' TYP.

NB

MATCHLINE STA: 55ENB+00

N

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

LEGEND

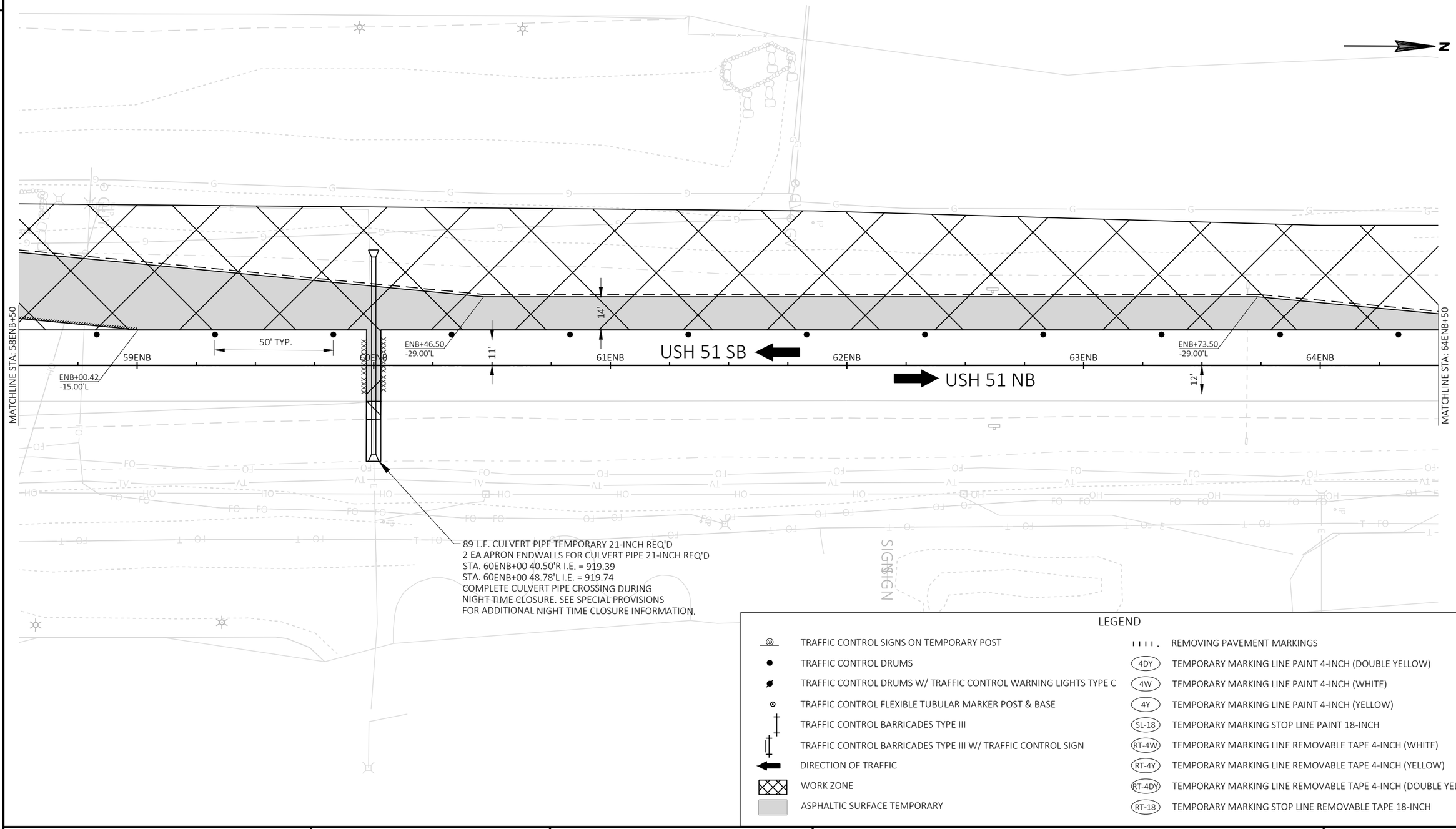
- TRAFFIC CONTROL SIGNS ON TEMPORARY POST
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- REMOVING PAVEMENT MARKINGS
- (4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (SL-18) TEMPORARY MARKING STOP LINE PAINT 18-INCH
- (RT-4W) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (RT-4Y) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (RT-4DY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (RT-18) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 1	SHEET 61	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026210_TC1.DWG
LAYOUT NAME - 026214_tc1

PLOT DATE : 10/29/2020 8:52 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

2

N

WIDTH RESTRICTION SIGNING REQUIRED.
SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.
USE SHOULDER CLOSURE. SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION.

ENB+22.83
-15.00'L

MATCHLINE STA: 64ENB+50

50' TYP.

11'

12'

12'

12'

65ENB

66ENB

67ENB

68ENB

69ENB

USH 51 SB

USH 51 NB

VELKOMMEN WAY

500'

ROAD WORK AHEAD
W20-1A

POST

SIGN

BLDG

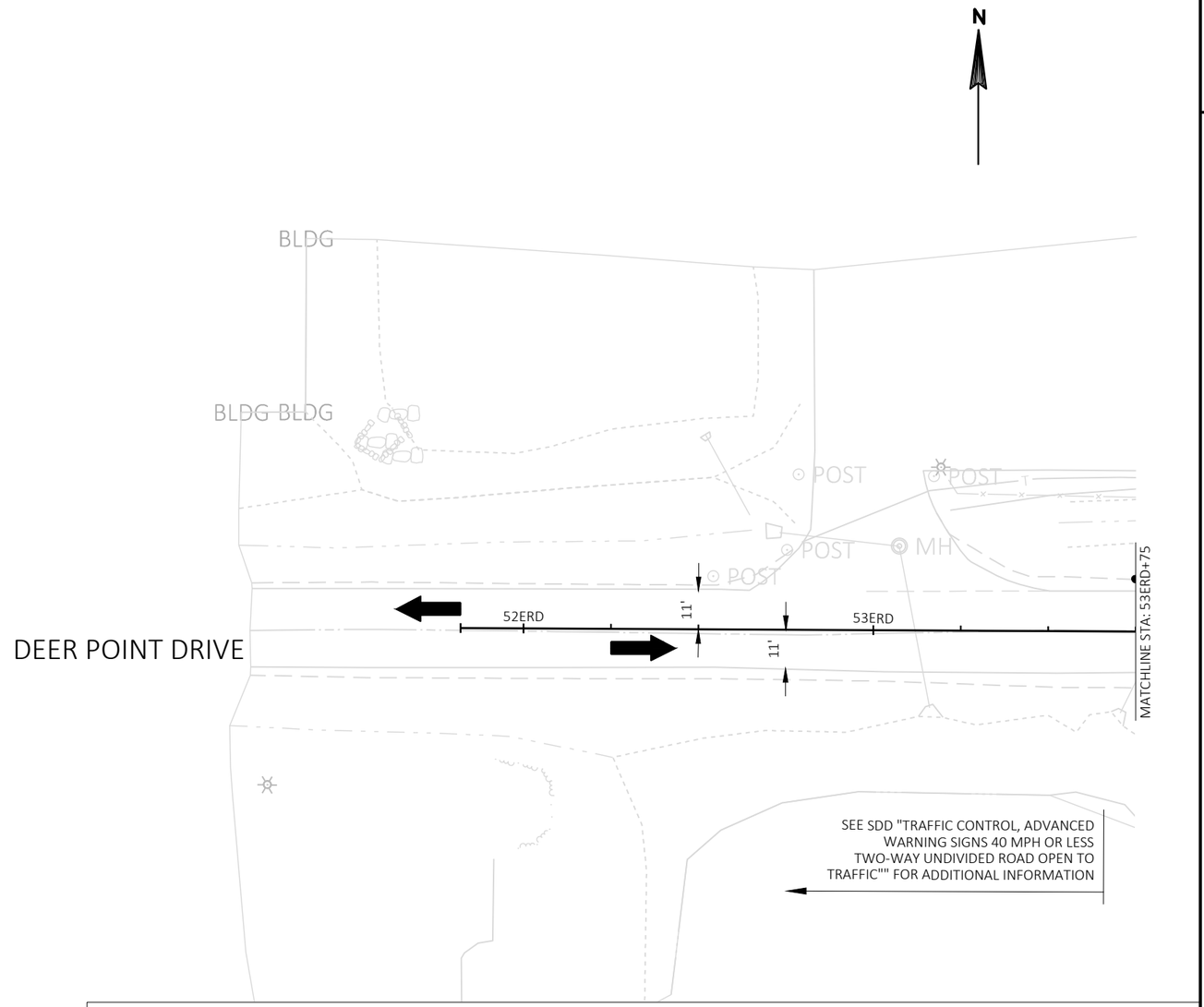
LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 1	SHEET 63	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026210_TC1.DWG
LAYOUT NAME - 026216_tc1
PLOT DATE : 10/29/2020 8:52 AM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

2

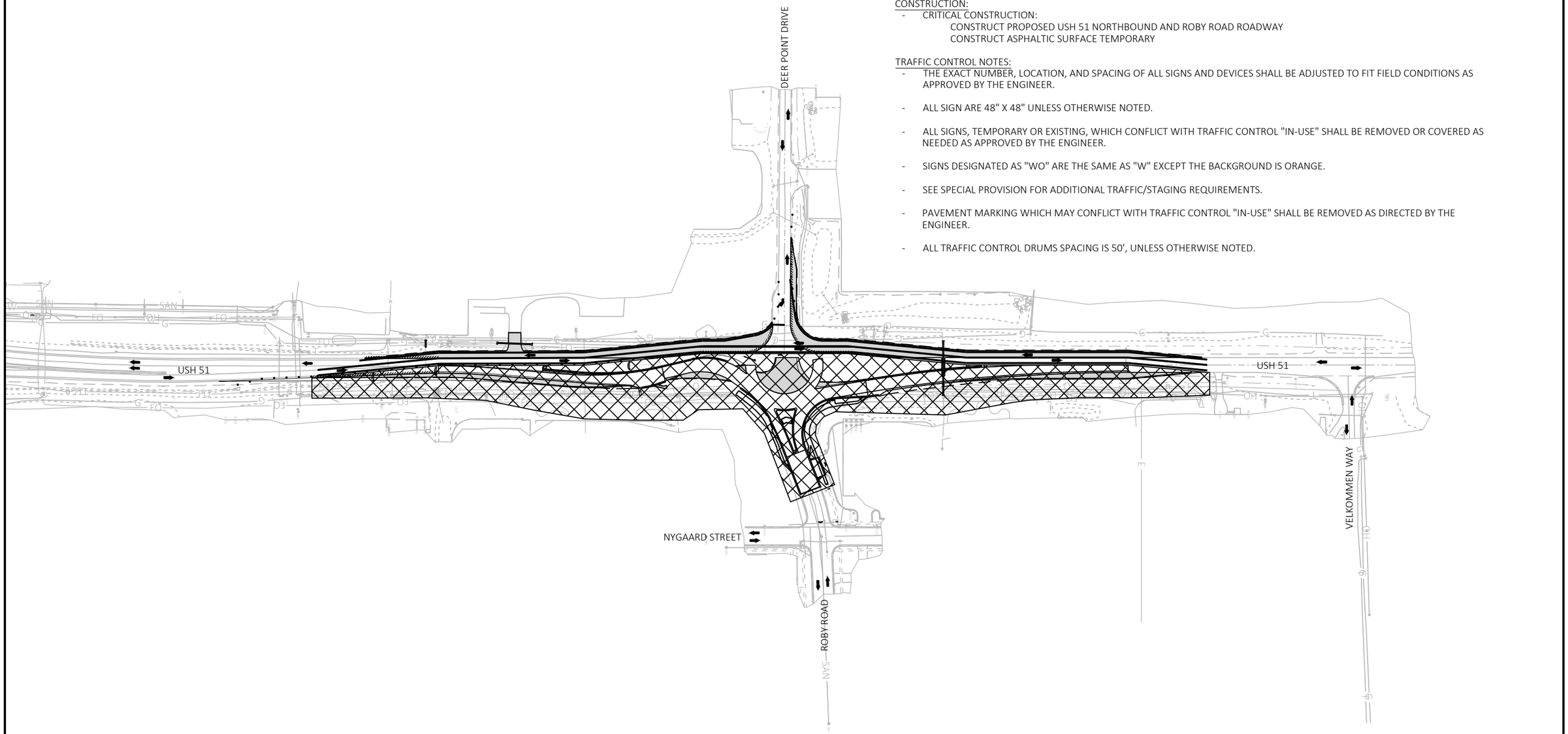
WORK ZONE - CRITICAL CONSTRUCTION THIS STAGE

TRAFFIC:
- SHIFT USH 51 NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO ASPHALTIC SURFACE TEMPORARY
- DEER POINT DRIVE OPEN TO TRAFFIC
  RIGHT IN, RIGHT OUT ACCESS ONLY FROM USH 51 SOUTHBOUND
  NO LEFT TURN FROM USH 51 NORTHBOUND
- ROBY ROAD CLOSED TO TRAFFIC
  ROBY ROAD TRAFFIC CAN UTILIZE NYGAARD STREET TO JACKSON STREET THEN ONTO USH 51

N

CONSTRUCTION:
- CRITICAL CONSTRUCTION:
  CONSTRUCT PROPOSED USH 51 NORTHBOUND AND ROBY ROAD ROADWAY
  CONSTRUCT ASPHALTIC SURFACE TEMPORARY

TRAFFIC CONTROL NOTES:
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGN ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISION FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DRUMS SPACING IS 50', UNLESS OTHERWISE NOTED.



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 2	SHEET 65	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026120_SC2.DWG
LAYOUT NAME - 026121_sc2
PLOT DATE : 10/29/2020 8:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

ADVANCED WIDTH RESTRICTION SIGNING, ADVANCED WARNING, AND END WORK SIGNING IS INCLUDED IN PROJECT ID 5845-01-76

USH 51 SB

USH 51 NB

43ENB 44ENB 45ENB 46ENB 47ENB

12' 12' 12'

25' TYP.

400'

W01-4L
48"X48"

W013-1
36"X36"

35 MPH

ENB+35.13
10.99'R

ENB+35.54
0.00'

ENB+20.50
-15.71'L

ENB+23.20
15.38'R

11' 11'

WO1-6
48"X24"

4DY

4W

48ENB

MATCHLINE STA: 49ENB+00

BLDG BLDG

SIGN

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 2	SHEET 66	E

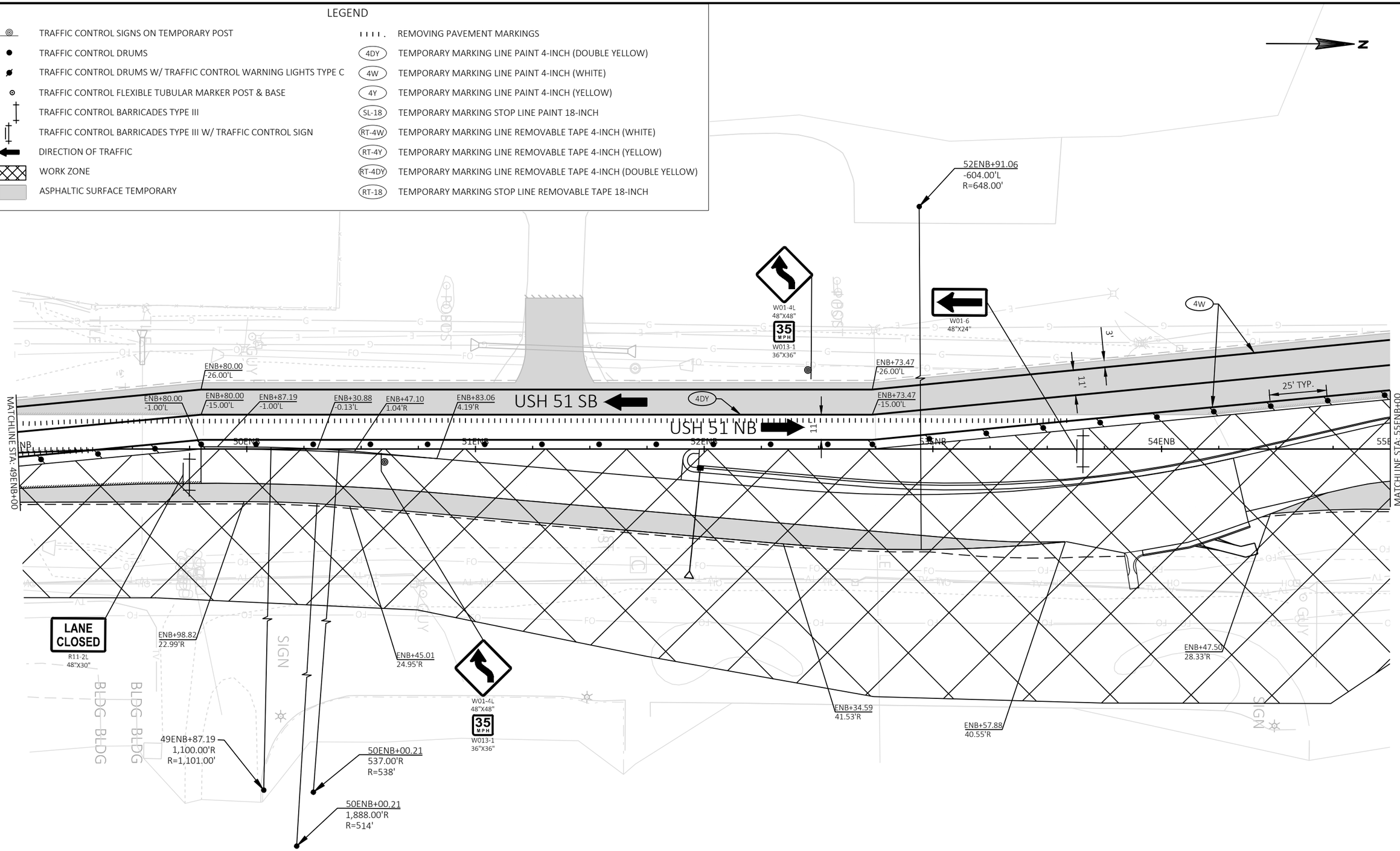
FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026220_TC2.DWG
LAYOUT NAME - 026222_tc2

PLOT DATE : 10/29/2020 8:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH



2

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 2	SHEET 67	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026220_TC2.DWG
LAYOUT NAME - 026223_tc2

PLOT DATE : 10/29/2020 8:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE STA: 58ENB+50

MATCHLINE STA: 53ERD+75

MATCHLINE STA: 55ENB+00

MATCHLINE STA: 59ERD+75

N

4DY
ENB+16.94
-26.00'L

ENB+16.94
-37.00'L

ENB+06.50
-38.00'L

ENB+06.50
-49.00'L

R3-2
24"X24"

57ENB+77.78
478.88'L
R=514.00'

TRAFFIC CONTROL FLEXIBLE TUBULAR POST & BASE REQ'D STA. 55ENB+13 TO STA. 57ENB+58 AT 5 FOOT SPACING.

4W
ENB+75.70
-21.89'L
R=68.00'

ENB+58.04
-49.00'L

W01-4L
48"X48"

35 MPH
W013-1
36"X36"

ROAD CLOSED
R11-2
48"X30"

USH 51 NB

11'

3'

1'

58ENB

ENB+42.85
30.99'R

ENB+48.56
34.29'R

ENB+29.37
27.88'R

ENB+08.05
-15.00'L

ENB+14.81
8.38'R
922.59

57ENB

ENB+84.81
11.01'R
922.43

57ERD

ROAD CLOSED
R11-2
48"X30"

SIDEWALK CLOSED
R9-9
24"X12"

COVER PLATES TEMPORARY REQ'D

59ERD

ROBY ROAD

ERD+05.00
-11.00'L

ERD+79.29
-21.58'L

54ERD

55ERD

56ERD

DEER POINT DRIVE

11'

12'

4Y
ENB+61.58
-15.00'L

SL-18

ERD+96.99
24.00'R

3'

STOP
R1-1
30"X30"

R3-2
24"X24"

W01-4R
48"X48"

35 MPH
W013-1
36"X36"

USH 51 SB

25' TYP.

A

ENB+17.69
-59.44'L

ENB+00.51
0.57'R

ENB+79.09
2.32'R

56ENB

ENB+37.97
15.13'R
922.20

ENB+31.58
-14.18'L
R=38.00'

ENB+22.31
14.36'R

COVER PLATES TEMPORARY REQ'D

4W

NO TURNS
R3-3
24"X24"

ENB+58.41
-49.00'L

11'

ENB+13.41
-27.00'L

ENB+13.41
-49.00'L

ENB+13.41
-38.00'L

ENB+03.37
-37.03'L

ENB+70.28
31.95'R

54ENB+93.12
540.30'R
R=514.00'

NB

Ⓐ SEE STORM SEWER QUANTITIES FOR TEMPORARY INLET AND PIPE INFORMATION

LEGEND

- TRAFFIC CONTROL SIGNS ON TEMPORARY POST
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- REMOVING PAVEMENT MARKINGS
- (4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (SL-18) TEMPORARY MARKING STOP LINE PAINT 18-INCH
- (RT-4W) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (RT-4Y) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (RT-4DY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (RT-18) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 2	SHEET 68	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026220_TC2.DWG
LAYOUT NAME - 026224_tc2
PLOT DATE : 10/29/2020 8:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

W01-4R
48"X48"

35
MPH

W013-1
36"X36"

4DY

4W

25' TYP.

ENB+46.50
-26.00'L

ENB+46.50
-15.00'L

3'

11'

USH 51 SB

USH 51 NB

ENB+73.50
-26.00'L

ENB+73.50
-15.00'L

MATCHLINE STA: 58ENB+50

59ENB

60ENB

61ENB

62ENB

63ENB

64ENB

MATCHLINE STA: 64ENB+50

ENB+46.50
-4.00'L

11'

ENB+73.50
-4.00'L

ENB+83.46
27.00'R

ENB+73.50
27.00'R

ENB+32.66
32.58'R

REMOVING APRON ENDWALLS REQ'D
21 L.F. CULVERT PIPE TEMPORARY 21-INCH REQ'D
1 EA APRON ENDWALLS FOR CULVERT PIPE 21-INCH REQ'D
STA. 60ENB+00 60.50'R I.E. = 919.22

61ENB+83.46
2,066.50'R
R=2,039.50'

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 2	SHEET 69	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026220_TC2.DWG
LAYOUT NAME - 026225_tc2

PLOT DATE : 10/29/2020 8:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

N

W01-4R
48"X48"

35 MPH
W013-1
36"X36"

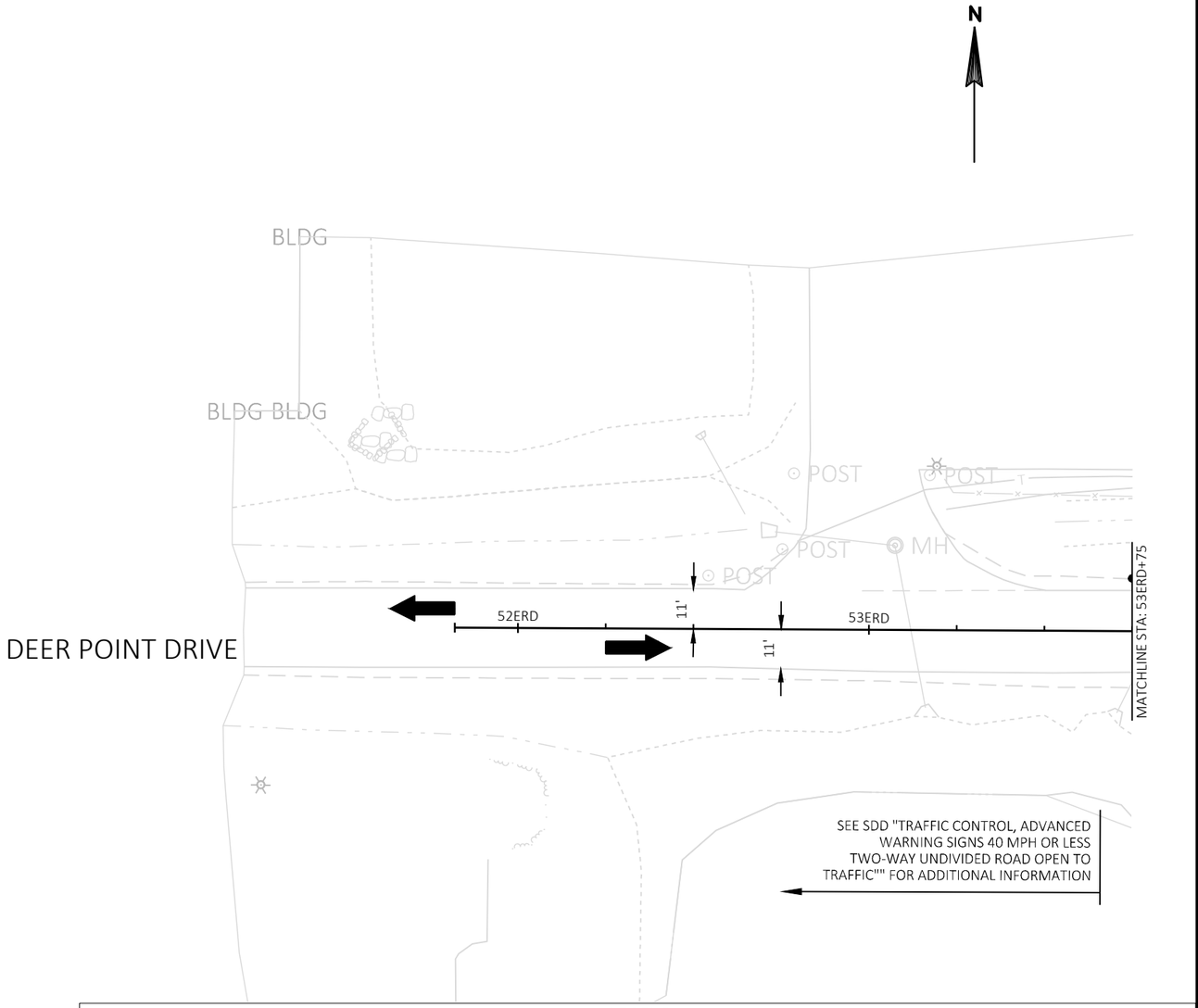
WIDTH RESTRICTION SIGNING REQUIRED.
SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.
SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

4DY
4W
500'
ENB+33.50
-11.00'L
ENB+33.50
0.00'
ENB+33.50
11.00'R
ENB+01.50
15.00'R
MATCHLINE STA: 64ENB+50
65ENB
66ENB
67ENB
68ENB
69ENB
25' TYP.
11'
12'
USH 51 SB
USH 51 NB
VELKOMMEN WAY
500'
ROAD WORK AHEAD
W20-1A
SIGN
BLDG
POST
FO
OH
T
G

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 2	SHEET 70	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026220_TC2.DWG
LAYOUT NAME - 026226_tc2
PLOT DATE : 10/29/2020 8:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

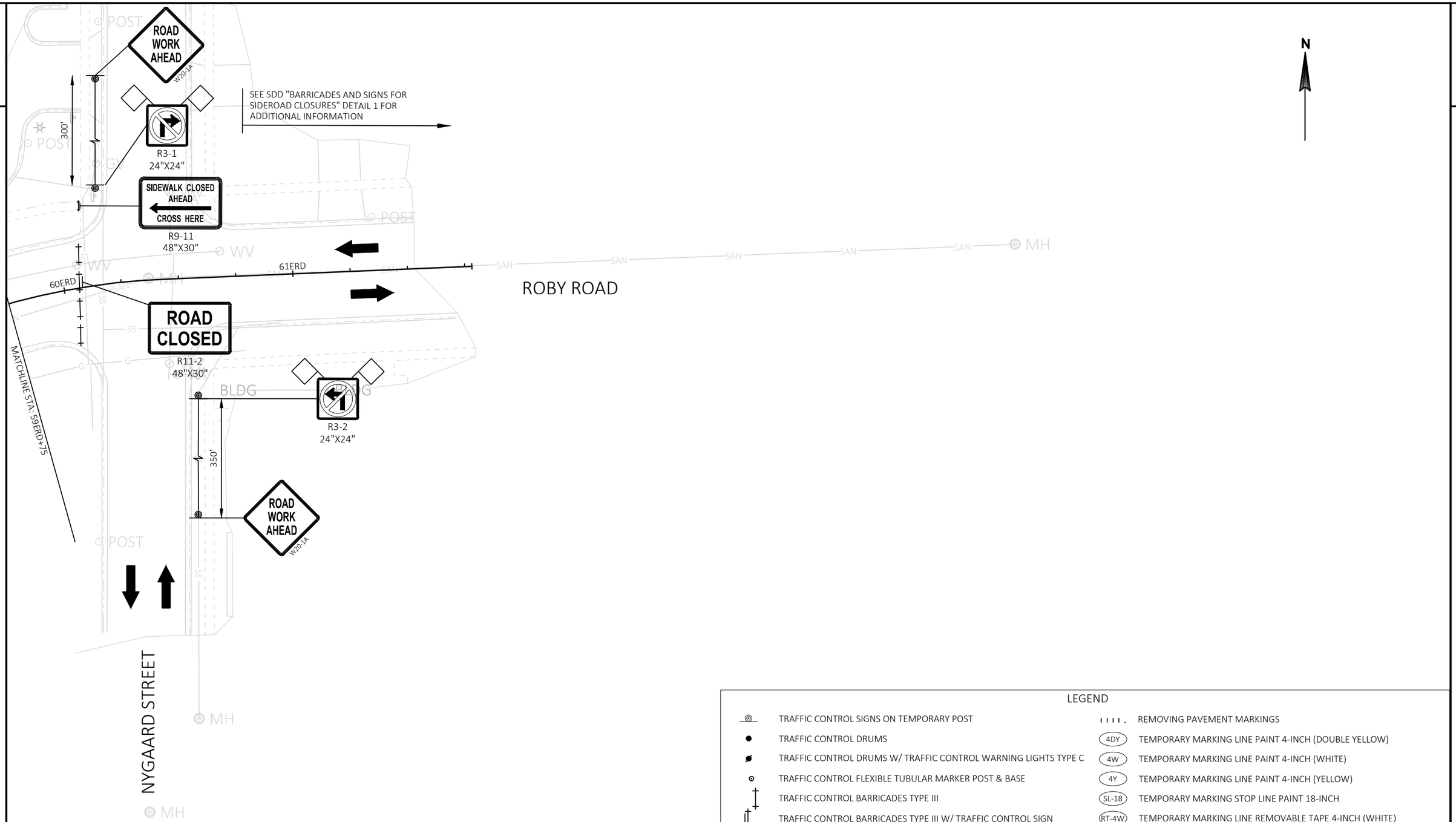
2



LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

2



LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

2

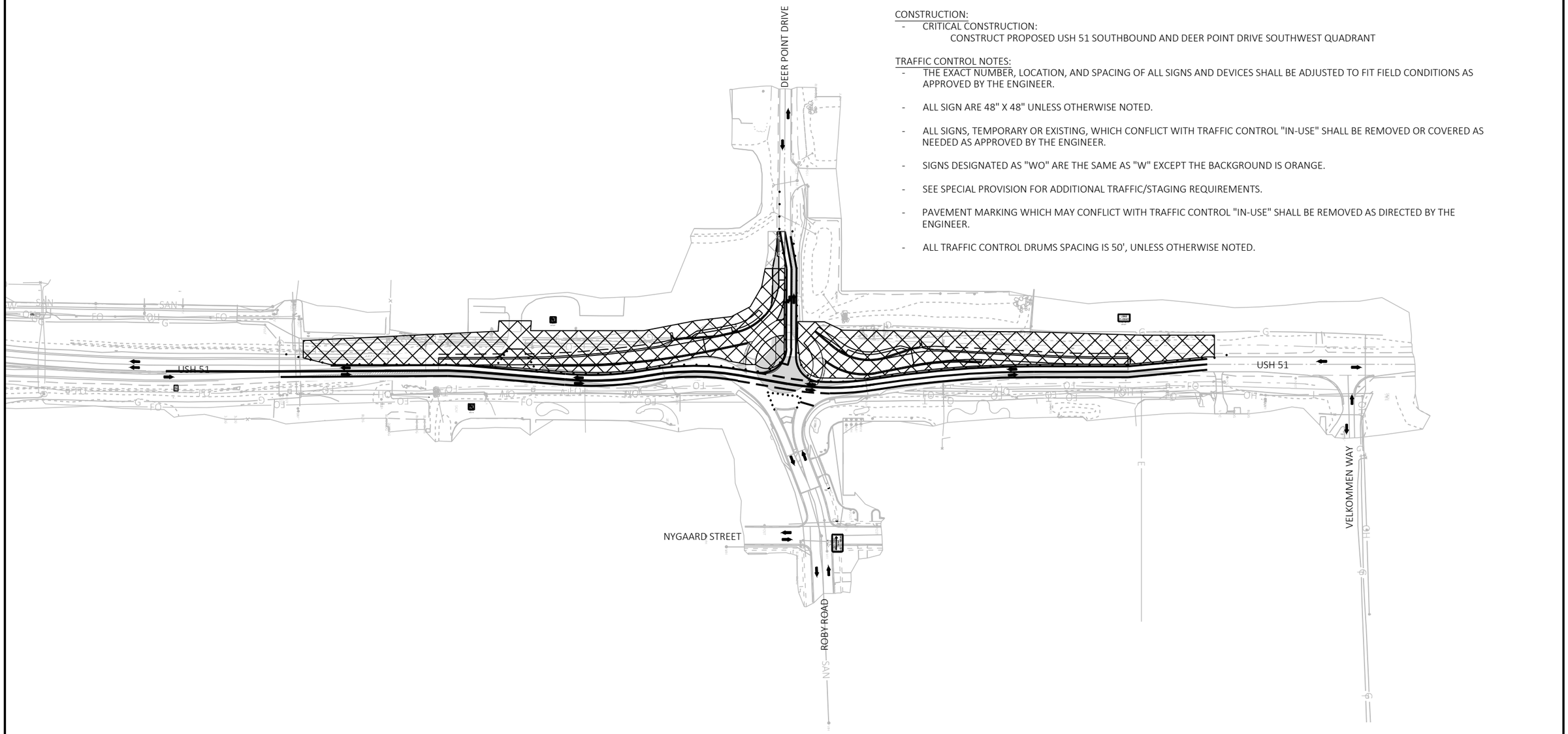
WORK ZONE - CRITICAL CONSTRUCTION THIS STAGE

TRAFFIC:
- SHIFT USH 51 NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO PROPOSED USH 51 NORTHBOUND PAVEMENT
- DEERPOINT DRIVE OPEN TO TRAFFIC; ALLOW 1 LANE, WITH FLAGGING OPERATION, DURING CONSTRUCTION HOURS
  RIGHT IN, RIGHT OUT ACCESS ONLY FROM USH 51 SOUTHBOUND
  NO LEFT TURN FROM USH 51 NORTHBOUND
- ROBY ROAD OPEN TO TRAFFIC
  RIGHT IN, RIGHT OUT ACCESS ONLY FROM USH 51 NORTHBOUND
  NO LEFT TURN FROM USH 51 SOUTHBOUND

N

CONSTRUCTION:
- CRITICAL CONSTRUCTION:
  CONSTRUCT PROPOSED USH 51 SOUTHBOUND AND DEER POINT DRIVE SOUTHWEST QUADRANT

TRAFFIC CONTROL NOTES:
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGN ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISION FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DRUMS SPACING IS 50', UNLESS OTHERWISE NOTED.



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3A	SHEET 73	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026130_SC3A.DWG
LAYOUT NAME - 026131_sc3A
PLOT DATE : 10/29/2020 8:53 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

ADVANCED WIDTH RESTRICTION SIGNING, ADVANCED WARNING, AND END WORK SIGNING IS INCLUDED IN PROJECT ID 5845-01-76

USH 51 SB

USH 51 NB

25' TYP.

12'

12'

12'

11'

11'

43ENB

44ENB

45ENB

46ENB

47ENB

48ENB

4DY

+29.26
-4.89'L

+49.85
0.00'R

+28.08
0.04'R

+60.27
12.17'R

+62.15
6.27'L

MATCHLINE A

MB NEW TRAFFIC PATTERN AHEAD, REDUCE SPEED. USE PCMS FOR FIRST 7 DAYS OF NEW TRAFFIC PATTERN.

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3A	SHEET 74	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026230_TC3A.DWG
LAYOUT NAME - 026232_tc3A
PLOT DATE : 10/29/2020 8:54 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROPOSED WORK TO BE CONSTRUCTED UNDER FLAGGING OPERATION.
SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION ON TIME RESTRICTIONS
FOR FLAGGING OPERATION. ONCE EXCAVATION BEGINS, FLAGGING OPERATION CANNOT BE REMOVED
UNTIL A DROP OFF OF LESS THAN 2 INCHES IS
ESTABLISHED ADJACENT TO TRAFFIC LANES. SEE SDD
"TRAFFIC CONTROL FOR LANE CLOSURE USING
FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.

N

R3-2
24"X24"

MATCHLINE A

50NB
NB+98.76
-0.07'L
NB+98.90
10.93'R
NB+99.05
21.93'R

NB+47.06
0.41'R
NB+46.70
11.40'R
NB+46.33
22.40'R

4W
4DY

51NB
11'
11'
10' TYP.

52NB
NB+37.39
1.00'R
NB+37.39
12.00'R
NB+37.39
23.00'R

USH 51 SB
USH 51 NB

53NB
25' TYP.

54NB
NB+02.45
1.00'R
NB+02.45
12.00'R
NB+00.90
12.00'R
NB+00.90
23.00'R

4Y
RT-4Y
RT-4W

PAINT | TAPE
NB+33.38

MATCHLINE STA: 55NB+00

R3-2
24"X24"

SIGN
SIGN
BLDG
BLDG
BLDG

50ENB+00.21
537.00'R
R=515.00'

56NB+82.05
512.78'R
R=515.00'

56NB+82.31
511.39'R
R=526.00'

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3A	SHEET 75	E

2

MATCHLINE STA: 58NB+75

WIDENING CAN BE COMPLETED USING TEMPORARY PAVEMENT STRUCTURE OR WITH 12-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH, AREA IS INTENDED TO BE USED FOR TRUCK OVERTRACKING IN FUTURE STAGES AND NOT FOR THROUGH TRAFFIC.

N

SIDEWALK CLOSED
R9-9
24"X12"

58NB+79.96
503.00'L
R=515.00'

58NB+83.97
513.99'L
R=515.00'

R3-2
24"X24"

USH 51 NB

58NB

NB+91.85
15.14'R
RADIUS MID PT

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

COVER PLATES
TEMPORARY REQ'D

WO1-4L
48"X48"

NB+75.24
-11.34'L

NB+56.22
34.89'R

RT-18

NB+30.31
22.13'R

ROBY ROAD
59ERD

MATCHLINE STA: 59ERD+75

DEER POINT DRIVE

4DY

4W

4Y

RT-4W

ERD+63.57
-24.00'L

ERD+85.00
-24.00'L

ERD+19.63
-11.80'L

ERD+85.00
-14.00'L

ERD+88.50
0.00'

ERD+46.38
-14.00'L

ERD+61.07
-12.18'L

NB+15.32
-28.61'L

ERD+79.29
-7.58'L

ERD+10.00
0.00'
54ERD

ERD+85.00
-4.00'L

55ERD

56ERD

ERD+46.38
-4.00'L

SL-18

57ERD

NB+10.18
-17.64'L

58ERD

10'

11'

1'

56ERD+46.38
46.00'R
R=50.00'

2' SEG.,
6' GAP

ERD+25.96
24.58'R

ERD+54.94
31.11'R
923.13

10' TYP.

MATCHLINE STA: 53ERD+75

ERD+10.00
10.00'R

ERD+36.79
15.00'R

ERD+59.89
15.00'R

ERD+85.00
24.00'R

ERD+30.88
0.00'

ERD+40.56
24.00'R

ERD+40.56
84.00'R
R=60.00'

ERD+79.55
38.40'R

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

A

NB+30.67
-12.97'L

NB+05.07
10.97'R

NB+05.49
11.88'R

NB+07.64
23.00'R

56NB

NB+15.98
-28.32'L

4'

COVER PLATES
TEMPORARY REQ'D

PROPOSED WORK TO BE CONSTRUCTED UNDER FLAGGING OPERATION WITH ONE LANE ON DEER POINT DRIVE. ONCE EXCAVATION BEGINS, FLAGGING OPERATION CANNOT BE REMOVED UNTIL LOWER HMA LAYER IS CONSTRUCTED. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.

(A) ONCE ROUNDABOUT CIRCULATORY LOW POINT INLETS ARE INSTALLED; REMOVE TEMPORARY 12-INCH PIPE, REMOVING INLETS, AND SEALING PIPES REQ'D

COVER PLATES
TEMPORARY REQ'D

WIDENING CAN BE COMPLETED USING TEMPORARY PAVEMENT STRUCTURE OR WITH 12-INCHES OF BASE AGGREGATE DENSE 1 1/4-INCH, AREA IS INTENDED TO BE USED FOR TRUCK OVERTRACKING IN FUTURE STAGES AND NOT FOR THROUGH TRAFFIC.

RT-4Y

RT-4W

25' TYP.

USH 51 SB

R3-2
24"X24"

MATCHLINE STA: 55NB+00

TRAFFIC CONTROL FLEXIBLE TUBULAR POST & BASE REQ'D STA. 56NB+25 TO STA. 58NB+00 AT 5 FOOT SPACING.

LEGEND

- TRAFFIC CONTROL SIGNS ON TEMPORARY POST
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- REMOVING PAVEMENT MARKINGS
- (4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (SL-18) TEMPORARY MARKING STOP LINE PAINT 18-INCH
- (RT-4W) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (RT-4Y) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (RT-4DY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (RT-18) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3A	SHEET 76	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026230_TC3A.DWG
LAYOUT NAME - 026234_tc3A
PLOT DATE : 10/29/2020 8:54 AM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

LANE CLOSED
R11-2L
48"X30"

MATCHLINE B

USH 51 SB

USH 51 NB

25' TYP.

11'

11'

59NB

60NB

61NB

62NB

63NB

64NB

NB+83.66
1.01'R

NB+83.65
12.01'R

NB+79.72
12.00'R

NB+79.71
23.00'R

MATCHLINE STA: 58NB+75

NB+09.89
3.71'R

NB+09.72
14.71'R

NB+09.54
25.71'R

NB+00.00
4.00'R

NB+00.00
15.00'R

NB+00.00
26.00'R

4DY

4W

2 EA REMOVING APRON ENDWALLS REQ'D
REMOVE CULVERT PIPE TEMPORARY TO
2' OUTSIDE THE SELECT CRUSHED MATERIAL
FOR NORTHBOUND US 51.
ABANDONING CULVERT PIPES REQ'D FOR REMAINING
CULVERT PIPE TEMPORARY LEFT IN PLACE.

58NB+67.65
2,063.50'R
R=2,040.50'

SIGN

LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3A	SHEET 77	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026230_TC3A.DWG
LAYOUT NAME - 026235_tc3A

PLOT DATE : 10/29/2020 8:54 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

N

WIDTH RESTRICTION SIGNING REQUIRED.
SEE SDD "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.
SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

WO1-4L
48"X48"

35 MPH
WO13-1
18"X18"

500'

+33.50
-11.00'L

25' TYP.

+33.50
0.00'

+33.50
11.00'R

MATCHLINE B

65ENB 66ENB 67ENB 68ENB 69ENB

12' 12'

USH 51 SB

USH 51 NB

4W 4DY

POST POST POST

BLDG BLDG BLDG

SIGN SIGN

500'

ROAD WORK AHEAD
W20-1A

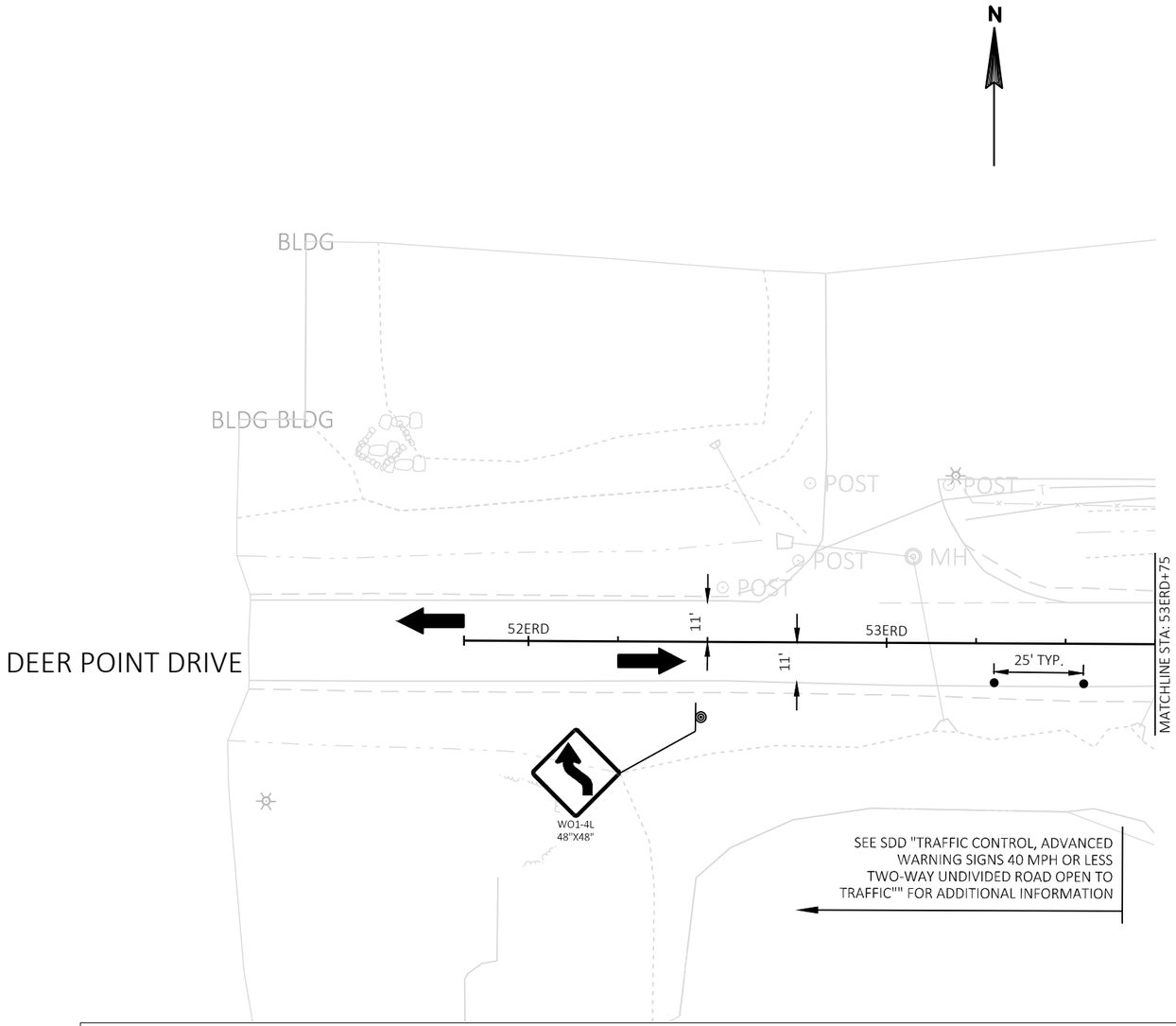
VELKOMMEN WAY

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3A	SHEET 78	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026230_TC3A.DWG
LAYOUT NAME - 026236_tc3A

PLOT DATE : 10/29/2020 8:54 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

2

N

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

ROAD WORK AHEAD
W20-1A
300'

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X30"

60ERD
61ERD
ROBY ROAD

MATCHLINE STA: 59ERD+75

350'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

NYGAARD STREET

BLDG
BLDG

POST
MH
WV
SAN
SS
G
GV

LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
●	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3A	SHEET 80	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026230_TC3A.DWG
LAYOUT NAME - 026239_tc3A
PLOT DATE : 10/29/2020 8:54 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

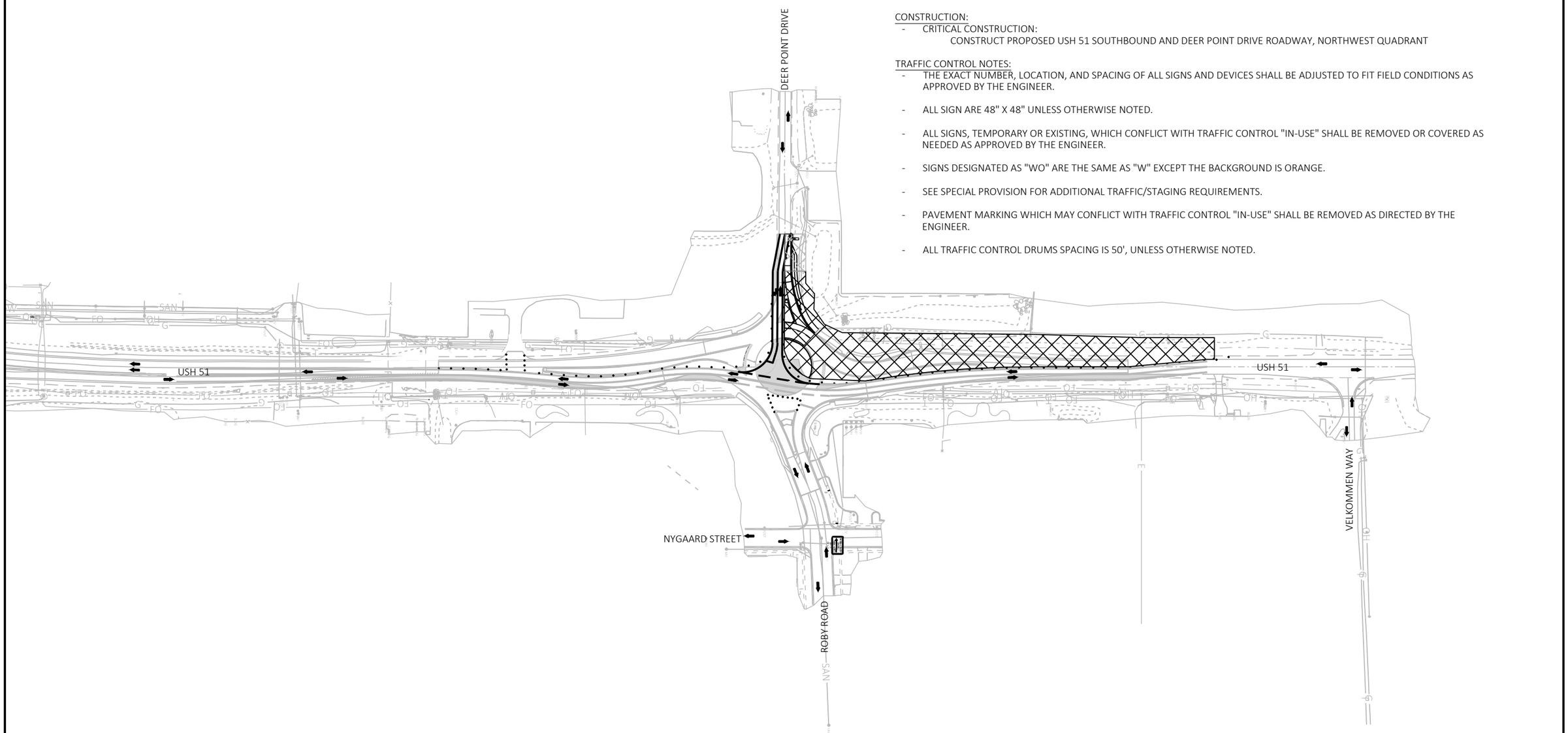
WORK ZONE - CRITICAL CONSTRUCTION THIS STAGE

TRAFFIC:
- SHIFT USH 51 NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO PROPOSED USH 51 NORTHBOUND PAVEMENT
- DEERPOINT DRIVE OPEN TO TRAFFIC, ALLOW 1 LANE, WITH FLAGGING OPERATION, DURING CONSTRUCTION HOURS
  RIGHT IN, RIGHT OUT ACCESS ONLY FROM USH 51 SOUTHBOUND
  NO LEFT TURN FROM USH 51 NORTHBOUND
- ROBY ROAD OPEN TO TRAFFIC
  RIGHT IN, RIGHT OUT ACCESS ONLY FROM USH 51 NORTHBOUND
  NO LEFT TURN FROM USH 51 SOUTHBOUND

N

CONSTRUCTION:
- CRITICAL CONSTRUCTION:
  CONSTRUCT PROPOSED USH 51 SOUTHBOUND AND DEER POINT DRIVE ROADWAY, NORTHWEST QUADRANT

TRAFFIC CONTROL NOTES:
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGN ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISION FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DRUMS SPACING IS 50', UNLESS OTHERWISE NOTED.



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3B	SHEET 81	E

2

MATCHLINE STA: 58NB+75
STAGE 3A

USH 51 NB

R3-2
24"X24"

SIDEWALK CLOSED
R9-9
24"X12"

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

58SB

58NB

57NB+70.34
74.35'L
R=60.00'

NB+75.24
-11.34'L

NB+54.86
-16.33'L

PROPOSED WORK TO BE CONSTRUCTED UNDER FLAGGING OPERATION WITH ONE LANE ON DEER POINT DRIVE. ONCE EXCAVATION BEGINS, FLAGGING OPERATION CANNOT BE REMOVED UNTIL LOWER HMA LAYER IS CONSTRUCTED. SEE SDD TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR ADDITIONAL INFORMATION.

ROBY ROAD

59ERD

MATCHLINE STA: 59ERD+75
STAGE 3A

MATCHLINE STA: 53ERD+75
STAGE 2

ERD+10.00
-10.00'L

54ERD

ERD+10.00
0.00'

ERD+10.00
10.00'R

RT-4DY

RT-4W

55ERD

ERD+85.00
4.00'R

ERD+85.00
14.00'R

ERD+85.00
24.00'R

10'

10'

56ERD

ERD+40.56
24.00'R

ERD+52.29
4.00'R

ERD+29.74
14.00'R

ERD+49.49
16.84'R

11'

57ERD

58ERD

ERD+70.44
23.01'R

SL-18

RT-4W
2' SEG.,
6' GAP

10' TYP.

DEER POINT DRIVE

ERD+29.74
24.00'R

STOP
R1-1
30"X30"

ONE WAY
R6-2R
24"X30"

56SB

56NB

NB+94.65
3.59'R

55NB+77.76
53.02'L
R=60.00'

25' TYP.

USH 51 SB

R3-2
24"X24"

55SB

55NB

MATCHLINE STA: 55NB+00
STAGE 3A

LEGEND

- TRAFFIC CONTROL SIGNS ON TEMPORARY POST
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- REMOVING PAVEMENT MARKINGS
- (4DY) TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- (4W) TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- (4Y) TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- (SL-18) TEMPORARY MARKING STOP LINE PAINT 18-INCH
- (RT-4W) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- (RT-4Y) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- (RT-4DY) TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- (RT-18) TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 3B	SHEET 82	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026230_TC3B.DWG
LAYOUT NAME - 026234_tc3B

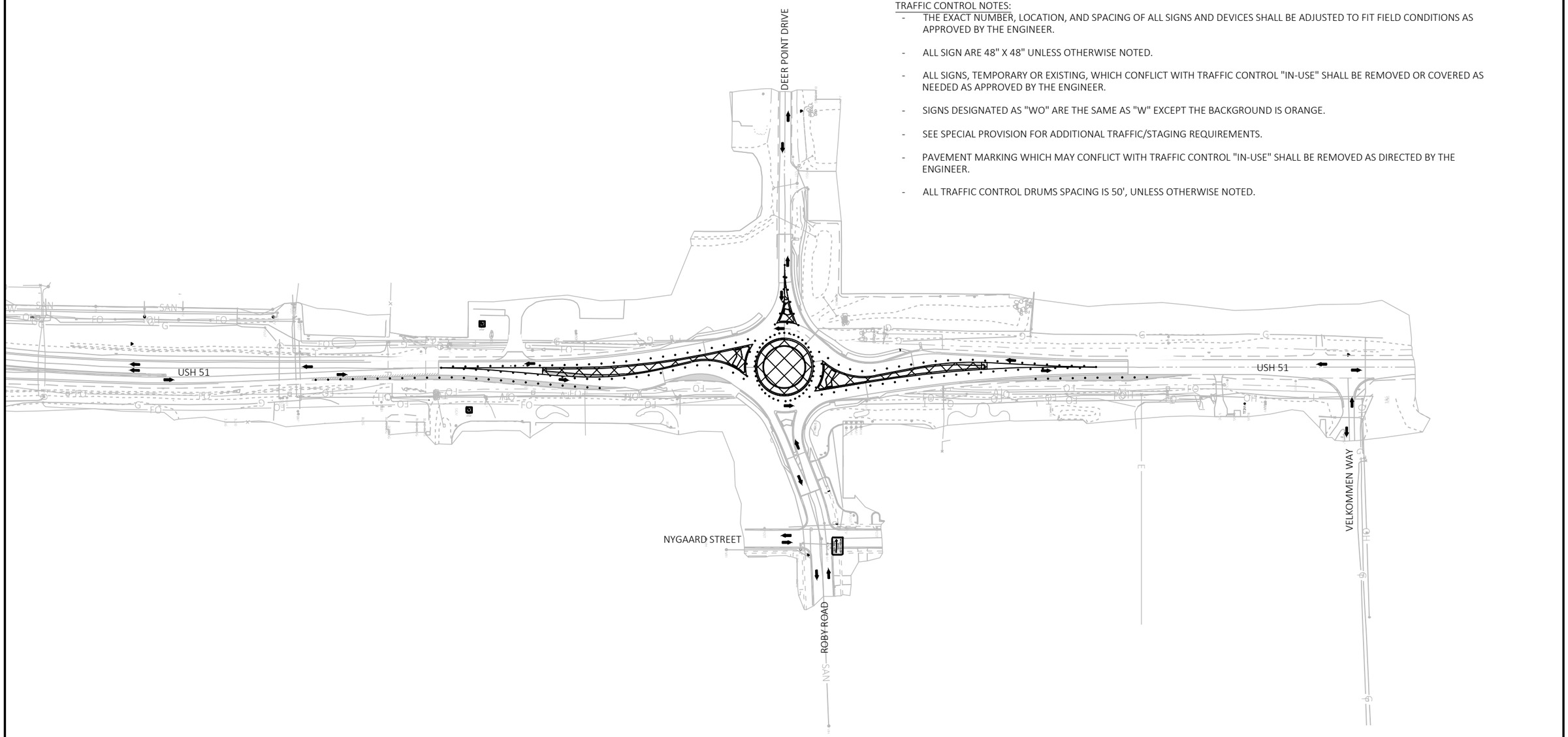
PLOT DATE : 10/29/2020 8:55 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WORK ZONE - CRITICAL CONSTRUCTION THIS STAGE

TRAFFIC:
- SHIFT USH 51 NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO PROPOSED ROADWAY
- DEERPOINT DRIVE OPEN TO TRAFFIC
- ROBY ROAD OPEN TO TRAFFIC

CONSTRUCTION:
- CRITICAL CONSTRUCTION:
  CONSTRUCT ROUNDABOUT CENTER ISLAND, CURB & GUTTER AND CONCRETE MEDIAN ISLANDS

TRAFFIC CONTROL NOTES:
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGN ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISION FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DRUMS SPACING IS 50', UNLESS OTHERWISE NOTED.



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4A	SHEET 83	E

2

INSTALL PERMANENT SIGNING IN ALL AREAS THAT FINAL RESTORATION HAS BEEN COMPLETED PRIOR TO CONVERTING THE USH 51 AND ROBY ROAD INTERSECTION TO A ROUNDABOUT.

APPLY PERMANENT PAVEMENT MARKINGS. SEE PAVEMENT MARKING DETAILS.

USH 51 SB

USH 51 NB

43ENB 44ENB 45ENB 46ENB 47ENB 48ENB 49

12' 12' 12' 12' 12'

MATCHLINE A

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4A	SHEET 84	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4A.DWG
LAYOUT NAME - 026242_tc4a
PLOT DATE : 10/29/2020 8:56 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

R3-2
24"X24"

MATCHLINE A

50SB

51SB
51NB

52SB
52NB

53SB
53NB

54SB
54NB

12'

25' TYP.

USH 51 SB

USH 51 NB

MATCHLINE STA: 55NB+00

R3-2
24"X24"

SIGN

BLDG

GUY

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

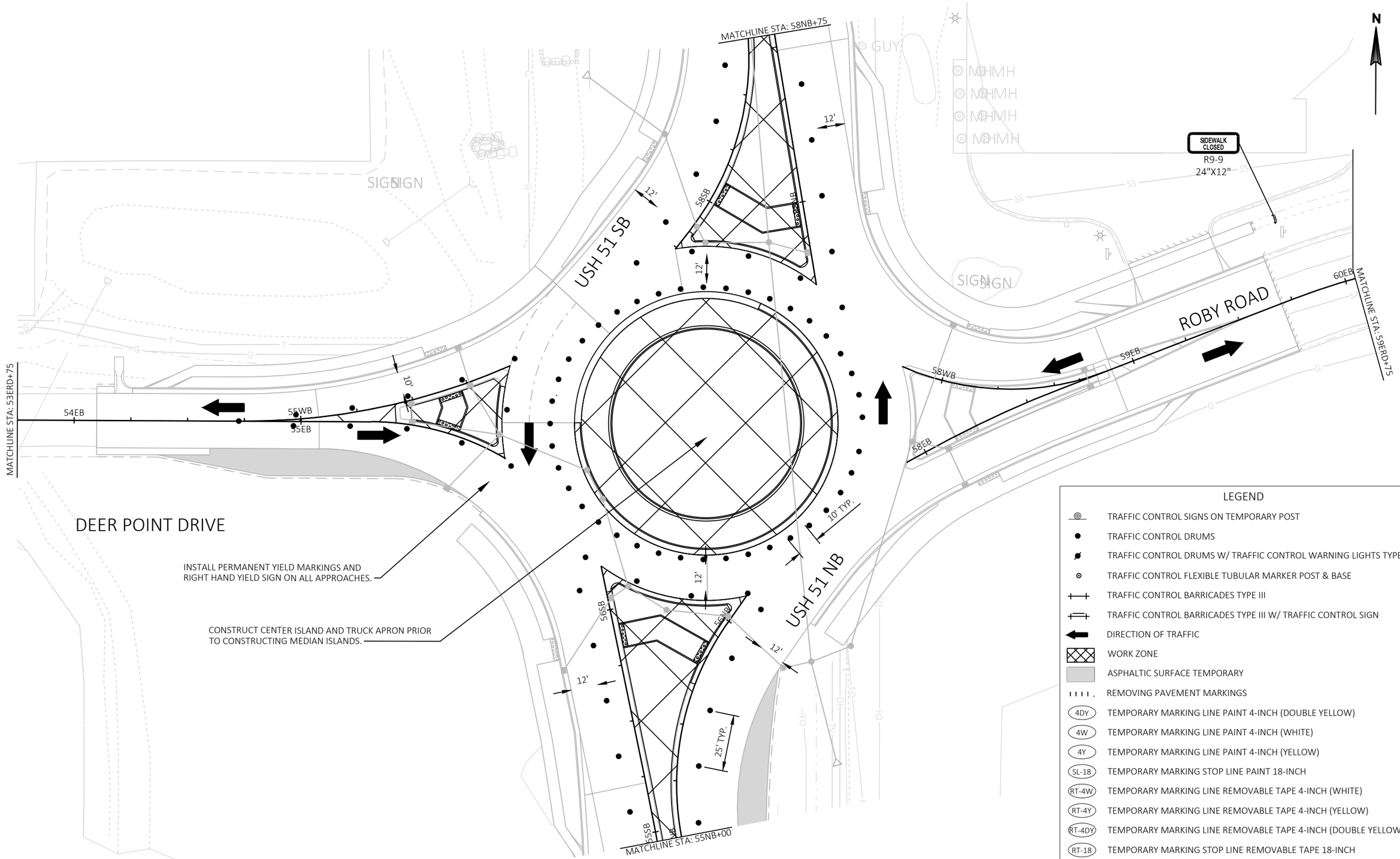
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4A	SHEET 85	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4A.DWG
LAYOUT NAME - 026243_tc4a

PLOT DATE : 10/29/2020 8:56 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

- TRAFFIC CONTROL SIGNS ON TEMPORARY POST
- TRAFFIC CONTROL DRUMS
- TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C
- TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE
- TRAFFIC CONTROL BARRICADES TYPE III
- TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN
- DIRECTION OF TRAFFIC
- WORK ZONE
- ASPHALTIC SURFACE TEMPORARY
- REMOVING PAVEMENT MARKINGS
- 4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
- 4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
- 4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
- SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
- RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
- RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
- RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
- RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4A	SHEET 86	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4A.DWG
LAYOUT NAME - 026244_tc4A
PLOT DATE : 10/29/2020 8:56 AM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

N

SIDEWALK CLOSED
R9-9
24"X12"

USH 51 SB

USH 51 NB

60SB
61SB
62SB
62NB
63SB
63NB
64NB
59SB
59NB
60NB
61NB

12'
11'
25' TYP.

MATCHLINE STA. 58NB+75

MATCHLINE B

SIGN

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4A	SHEET 87	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4A.DWG
LAYOUT NAME - 026245_tc4A
PLOT DATE : 10/29/2020 8:56 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

N

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION

MATCHLINE B

65ENB 66ENB 67ENB 68ENB 69ENB

12' 12'

USH 51 SB

USH 51 NB

VELKOMMEN WAY

500'

ROAD WORK AHEAD W20-1A

POST POST POST

SIGN SIGN

BLDG BLDG BLDG

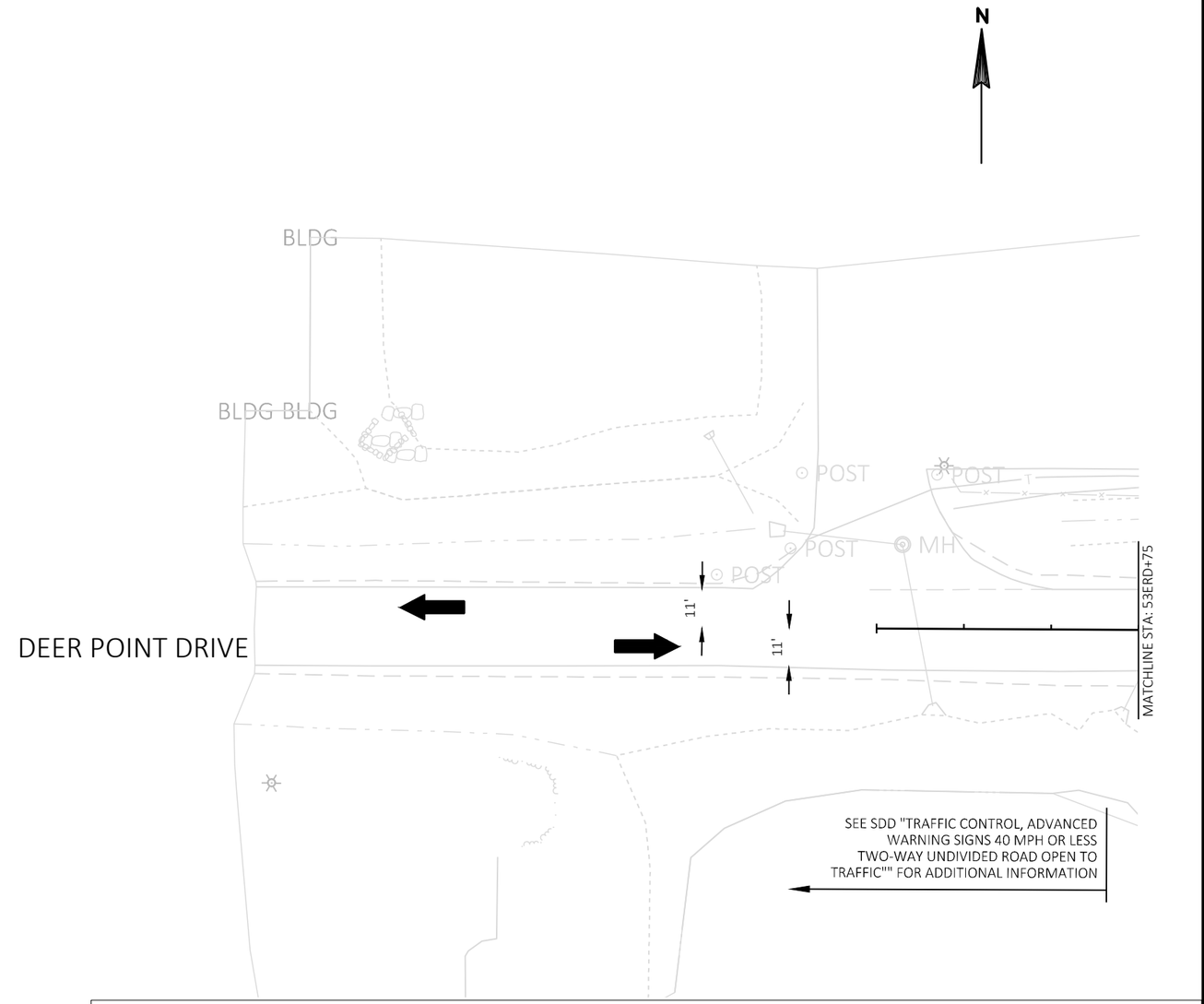
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4A	SHEET 88	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4A.DWG
LAYOUT NAME - 026246_tc4A

PLOT DATE : 10/29/2020 8:56 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

2

N

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

ROAD WORK AHEAD
W20-1A
300'

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X30"

61EB

ROBY ROAD

MATCHLINE STA: 59ERD+75

350'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

NYGAARD STREET

BLDG BLDG

POST MH WV SAN SS G GV

LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4A	SHEET 90	E

2

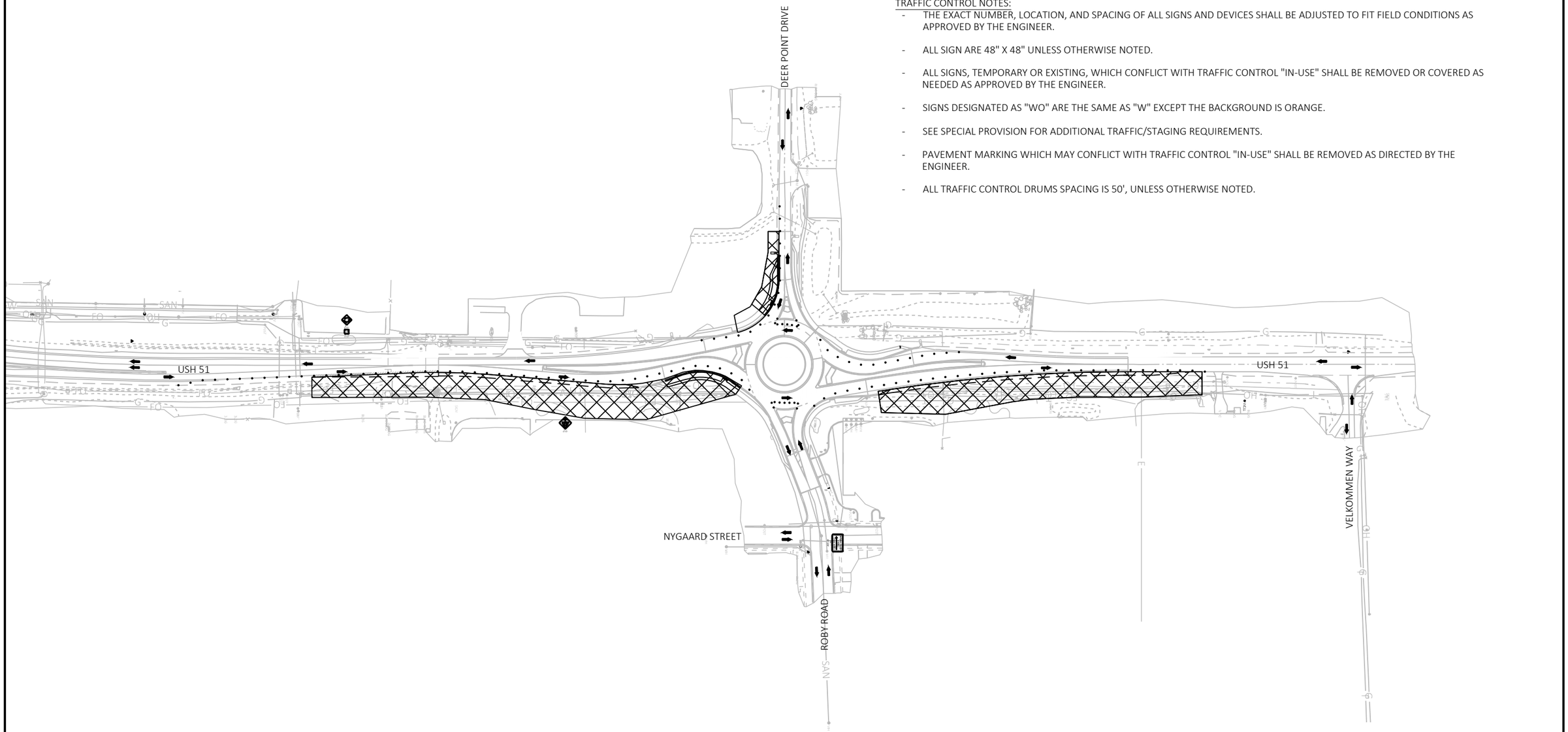
WORK ZONE - CRITICAL CONSTRUCTION THIS STAGE

TRAFFIC:
- SHIFT USH 51 NORTHBOUND AND SOUTHBOUND TRAFFIC ONTO PROPOSED ROADWAY
- DEERPOINT DRIVE OPEN TO TRAFFIC
- ROBY ROAD OPEN TO TRAFFIC

CONSTRUCTION:
- CRITICAL CONSTRUCTION:
  REMOVE ASPHALTIC SURFACE TEMPORARY, CONSTRUCT SHOULDERS, CURB & GUTTER AND SIDEWALK

TRAFFIC CONTROL NOTES:
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- ALL SIGN ARE 48" X 48" UNLESS OTHERWISE NOTED.
- ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED OR COVERED AS NEEDED AS APPROVED BY THE ENGINEER.
- SIGNS DESIGNATED AS "WO" ARE THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SPECIAL PROVISION FOR ADDITIONAL TRAFFIC/STAGING REQUIREMENTS.
- PAVEMENT MARKING WHICH MAY CONFLICT WITH TRAFFIC CONTROL "IN-USE" SHALL BE REMOVED AS DIRECTED BY THE ENGINEER.
- ALL TRAFFIC CONTROL DRUMS SPACING IS 50', UNLESS OTHERWISE NOTED.

N



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4B	SHEET 91	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026140_SC4B.DWG
LAYOUT NAME - 026141_sc4B
PLOT DATE : 10/29/2020 8:57 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

2

ADVANCED WIDTH RESTRICTION SIGNING, ADVANCED WARNING, AND END WORK SIGNING IS INCLUDED IN PROJECT ID 5845-01-76

N

W2-6
30"X30"

15 MPH
W13-1
18"X18"

43ENB 44ENB 45ENB 46ENB 47ENB 48ENB 49E

12' 12' 12' 12' 12'

25' TYP.

USH 51 SB

USH 51 NB

MATCHLINE A

REMOVE EXISTING 3-INCHES ASPHALTIC SURFACE TEMPORARY AND PLACE 3-INCHES BASE AGGREGATE DENSE 3/4-INCH

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4B	SHEET 92	E

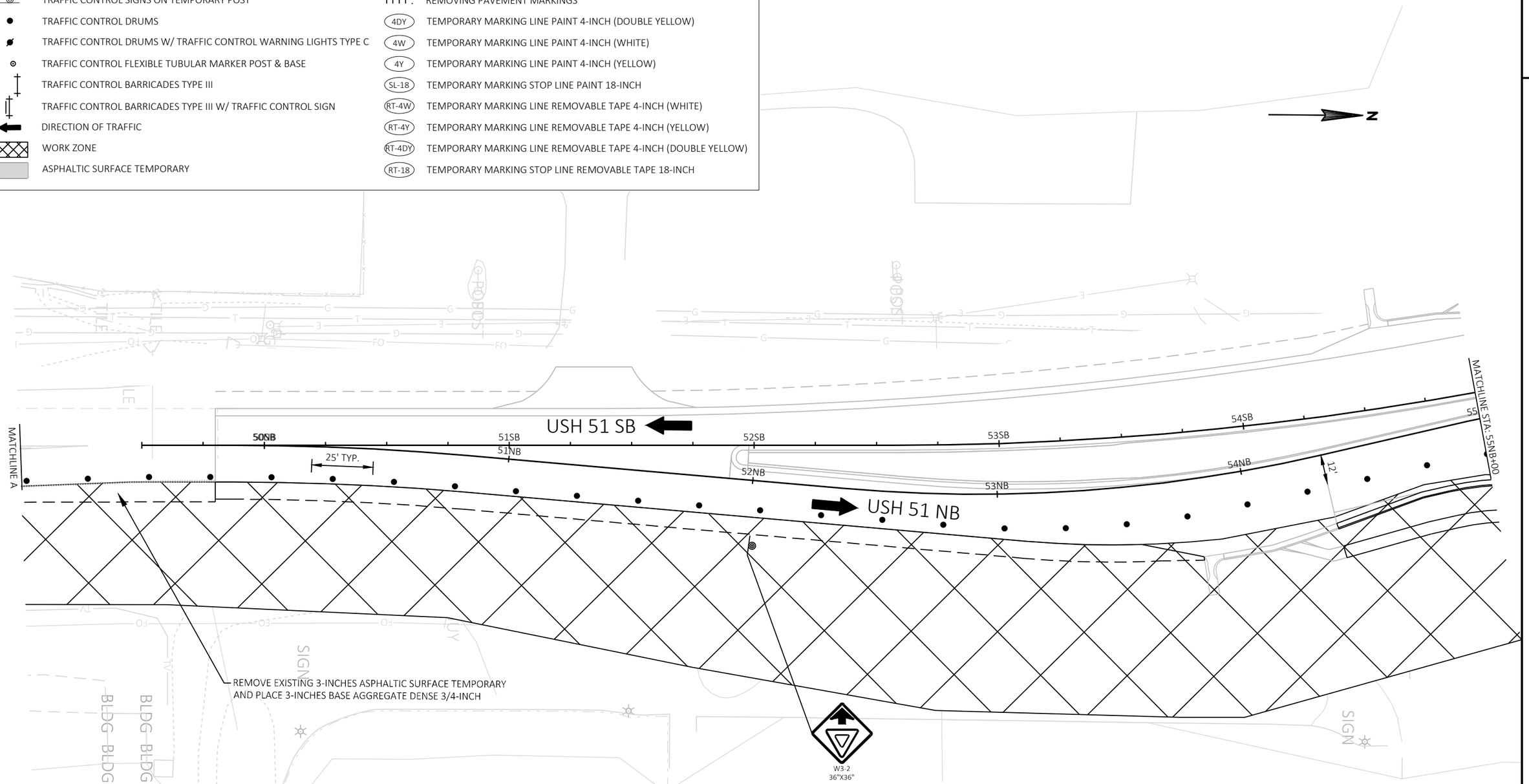
FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4B.DWG
LAYOUT NAME - 026242_tc4b

PLOT DATE : 10/29/2020 8:57 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH



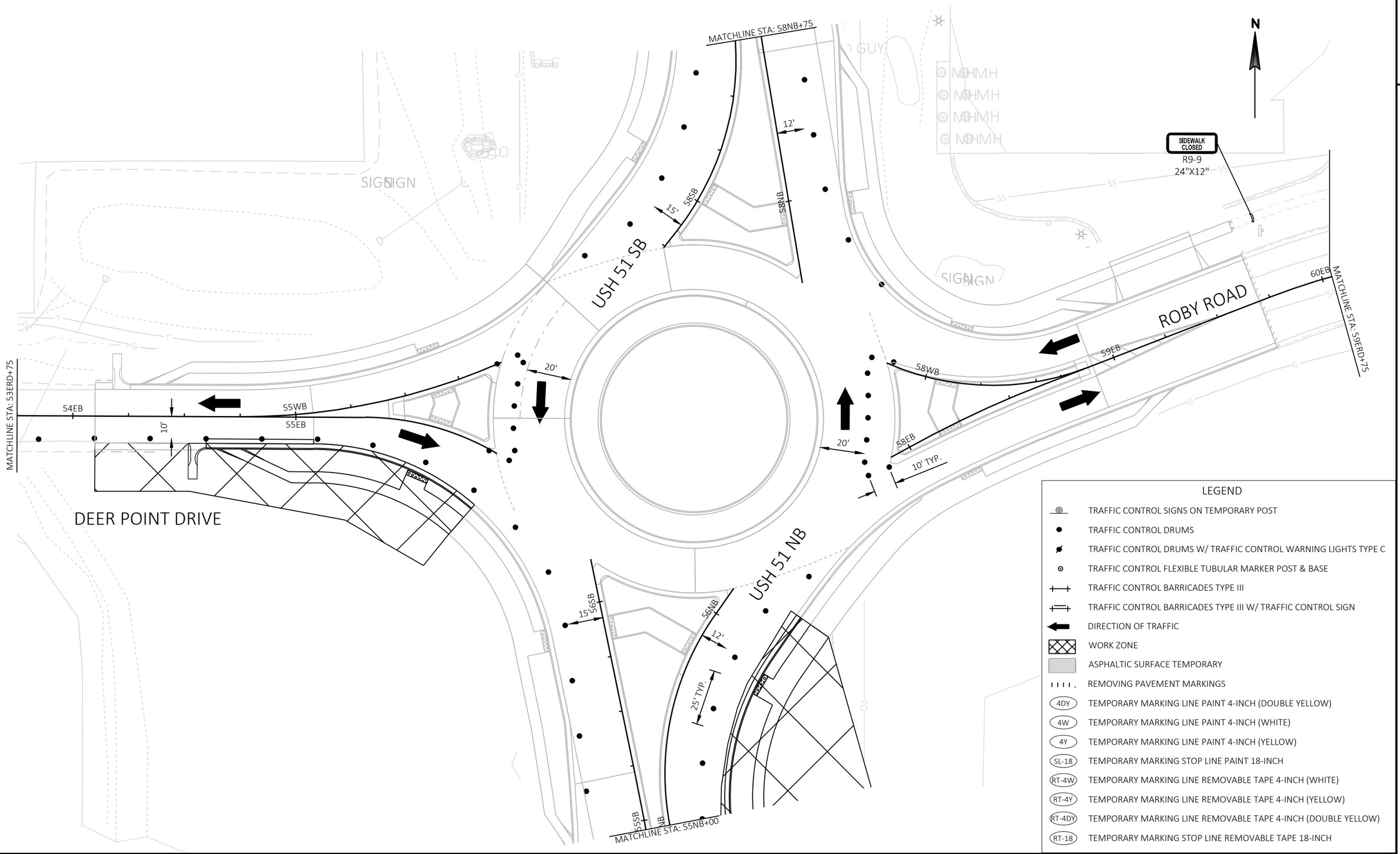
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4B	SHEET 93	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4B.DWG
LAYOUT NAME - 026243_tc4B

PLOT DATE : 10/29/2020 8:57 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

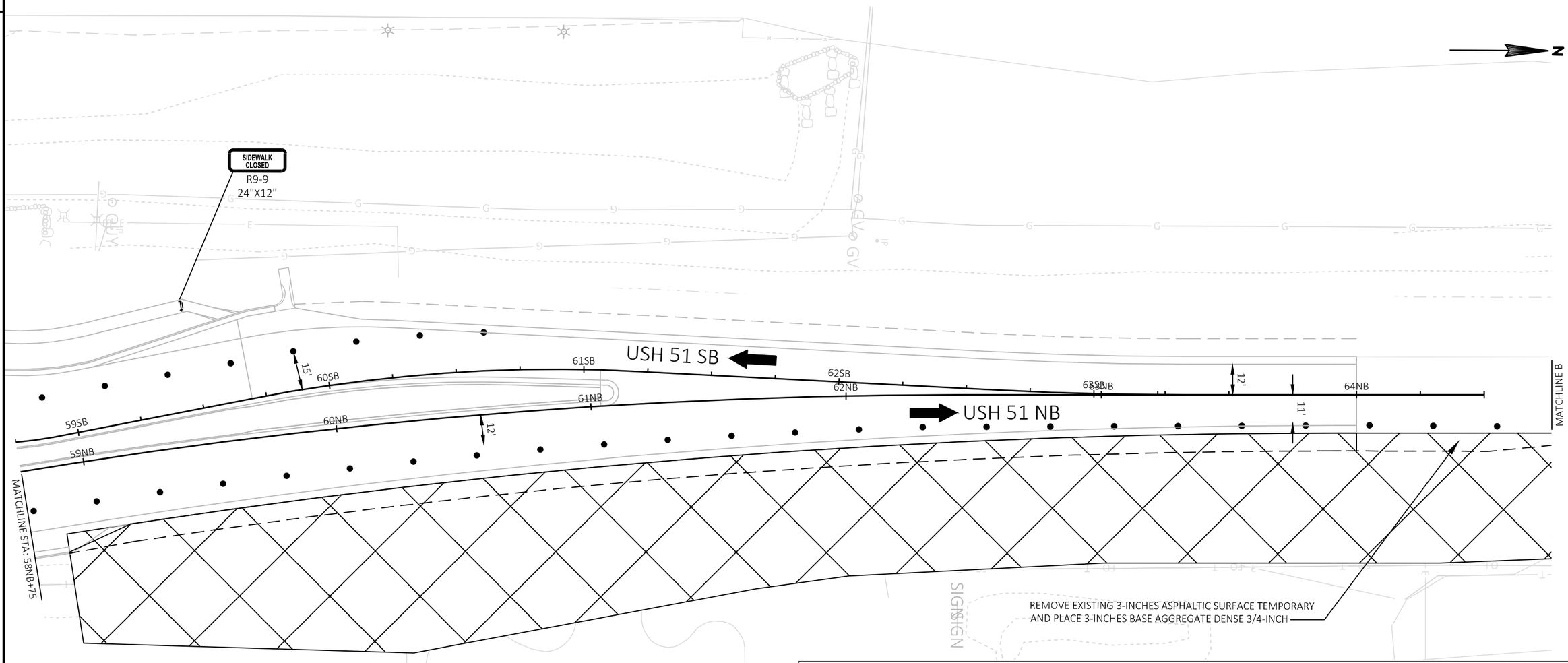


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4B	SHEET 94	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4B.DWG
LAYOUT NAME - 026244_tc4B

PLOT DATE : 10/29/2020 8:57 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

2



LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4B	SHEET 95	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4B.DWG
LAYOUT NAME - 026245_tc4B
PLOT DATE : 10/29/2020 8:57 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

TRAFFIC CONTROL SIGNS ON TEMPORARY POST	REMOVING PAVEMENT MARKINGS
TRAFFIC CONTROL DRUMS	4DY — TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W — TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y — TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
TRAFFIC CONTROL BARRICADES TYPE III	SL-18 — TEMPORARY MARKING STOP LINE PAINT 18-INCH
TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
DIRECTION OF TRAFFIC	RT-4Y — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
WORK ZONE	RT-4DY — TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
ASPHALTIC SURFACE TEMPORARY	RT-18 — TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

N

SEE SDD "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" FOR ADDITIONAL INFORMATION

MATCHLINE B

65ENB 66ENB 67ENB 68ENB 69ENB

12' 12'

USH 51 SB

USH 51 NB

REMOVE EXISTING 3-INCHES ASPHALTIC SURFACE TEMPORARY AND PLACE 3-INCHES BASE AGGREGATE DENSE 3/4-INCH

VELKOMMEN WAY

500'

ROAD WORK AHEAD W20-1A

BLDG BLDG BLDG

SIGN

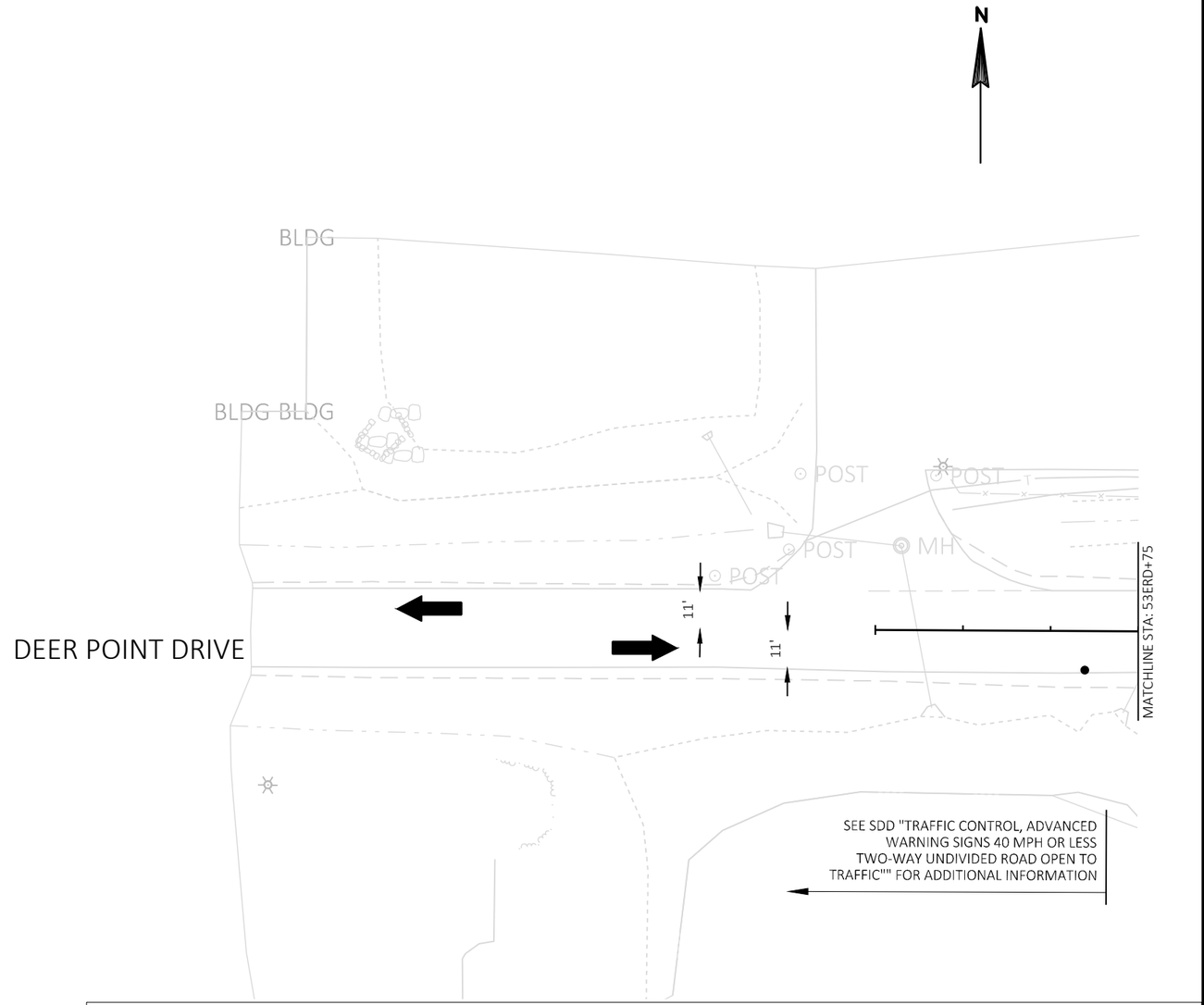
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4B	SHEET 96	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\026240_TC4B.DWG
LAYOUT NAME - 026246_tc4B

PLOT DATE : 10/29/2020 8:57 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

2

N

SEE SDD "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" FOR ADDITIONAL INFORMATION

ROAD WORK AHEAD
W20-1A
300'

SIDEWALK CLOSED AHEAD
CROSS HERE
R9-11
48"X30"

61EB

ROBY ROAD

MATCHLINE STA: 59ERD+75

350'

END ROAD WORK
G20-2A
48"X24"

ROAD WORK AHEAD
W20-1A

NYGAARD STREET

BLDG BLDG

POST MH WV SAN SS G GV

LEGEND

	TRAFFIC CONTROL SIGNS ON TEMPORARY POST		REMOVING PAVEMENT MARKINGS
	TRAFFIC CONTROL DRUMS	4DY	TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW)
	TRAFFIC CONTROL DRUMS W/ TRAFFIC CONTROL WARNING LIGHTS TYPE C	4W	TEMPORARY MARKING LINE PAINT 4-INCH (WHITE)
	TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POST & BASE	4Y	TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW)
	TRAFFIC CONTROL BARRICADES TYPE III	SL-18	TEMPORARY MARKING STOP LINE PAINT 18-INCH
	TRAFFIC CONTROL BARRICADES TYPE III W/ TRAFFIC CONTROL SIGN	RT-4W	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE)
	DIRECTION OF TRAFFIC	RT-4Y	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW)
	WORK ZONE	RT-4DY	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW)
	ASPHALTIC SURFACE TEMPORARY	RT-18	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	TRAFFIC CONTROLS - STAGE 4B	SHEET 98	E

2

2

N

X:857017.61
Y:428427.04
PI: 49+45.03ENB

X:857014.21
Y:428995.41
PI: 55+13.41ENB

49ENB 50ENB 51ENB 52ENB 53ENB 54ENB 55ENB 56ENB 57ENB 58ENB 59ENB 60ENB 61ENB 62ENB 63ENB 64ENB

PI

N0° 20' 34"W

PI

N0° 10' 59"W

N0° 10' 59"W

BEGIN PROJECT
STA: 49ENB+80.00 = 49NB+80.00
Y = 428462.011
X = 857017.396

STA. 56ENB+78.50=
STA. 56ERD+78.50

END PROJECT
STA: 63ENB+73.50 = 64NB+00.00
Y = 429855.498
X = 857011.457

52ERD 53ERD 54ERD N89° 53' 48"W 55ERD 56ERD 57ERD

BEGIN CONSTRUCTION
STA: 54ERD+10.00 = 54EB+10.00
Y = 429160.990
X = 856745.178

PC: ERD1

PI: ERD1

58ERD

PT: ERD1

N68° 43' 02"E

59ERD

PI: ERD2

PI: ERD2

60ERD

PT: ERD2

61ERD

N87° 26' 56"E

END CONSTRUCTION
STA: 59ERD+40.54 = 59EB+70.00
Y = 429214.117
X = 857266.971

MH

MH

CURVE: ERD1
PC STA = 57ERD+35.10
Y = 429160.404
X = 857070.274
PI STA = 57ERD+93.63
Y = 429160.298
X = 857128.810
PT STA = 58ERD+50.81
Y = 429181.545
X = 857183.354
DELTA = 21°23'10"
D = 18°28'57"
T = 58.54'
L = 115.71'
R = 310.00'
BK = S89°53'48.2"E
AH = N68°43'01.7"E

CURVE: ERD2
PC STA = 59ERD+46.01
Y = 429216.100
X = 857272.061
PI STA = 59ERD+95.49
Y = 429234.061
X = 857318.168
PT STA = 60ERD+44.09
Y = 429236.263
X = 857367.600
DELTA = 18°43'55"
D = 19°05'55"
T = 49.48'
L = 98.08'
R = 300.00'
BK = N68°43'01.7"E
AH = N87°26'56.4"E

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	EXISTING ALIGNMENT DETAILS	SHEET 99	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027201_AD.DWG
LAYOUT NAME - 027201_ad

PLOT DATE : 10/29/2020 9:01 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

CURVE: SB1
PC STA = 52SB+56.73
Y = 428738.734
X = 857015.741
PI STA = 53SB+89.85
Y = 428871.850
X = 857014.945
PT STA = 55SB+22.07
Y = 429002.136
X = 856987.625
DELTA = 11°30'00"
D = 4°20'02"
T = 133.12'
L = 265.34'
R = 1322.00'
BK = N00°20'33.9"W
AH = N11°50'33.9"W

CURVE: EB1
PC STA = 55EB+30.88
Y = 429160.772
X = 856866.060
PI STA = 55EB+62.50
Y = 429160.715
X = 856897.678
PT STA = 55EB+92.67
Y = 429144.857
X = 856925.032
DELTA = 30°00'00"
D = 48°33'21"
T = 31.62'
L = 61.78'
R = 118.00'
BK = S89°53'48.2"E
AH = S59°53'48.1"E

CURVE: WB1
PC STA = 54WB+74.47
Y = 429160.874
X = 856809.651
PI STA = 55WB+35.90
Y = 429160.763
X = 856871.080
PT STA = 55WB+95.53
Y = 429185.647
X = 856927.243
DELTA = 24°00'00"
D = 19°49'32"
T = 61.43'
L = 121.06'
R = 289.00'
BK = S89°53'48.2"E
AH = N66°06'11.9"E

BEGIN ROBY ROAD/DEER POINT DRIVE EASTBOUND (EB) ALIGNMENT
STA: 53EB+00.00
Y = 429161.188
X = 856635.178

BEGIN ROBY ROAD/DEER POINT DRIVE WESTBOUND (WB) ALIGNMENT
STA: 54WB+74.47 = 54EB+74.47
Y = 429160.874
X = 856809.651

BEGIN CONSTRUCTION
STA: 54EB+10.00

CURVE: SB2
PC STA = 57SB+84.15
Y = 429245.168
X = 857005.969
PI STA = 58SB+40.66
Y = 429289.810
X = 857040.618
PT STA = 58SB+90.19
Y = 429345.247
X = 857029.658
DELTA = 49°00'00"
D = 46°12'23"
T = 56.51'
L = 106.05'
R = 124.00'
BK = N37°49'01.1"E
AH = N11°10'58.9"W

CURVE: SB3
PC STA = 59SB+69.36
Y = 429422.910
X = 857014.304
PI STA = 60SB+45.98
Y = 429498.073
X = 856999.444
PT STA = 61SB+21.83
Y = 429574.598
X = 857003.210
DELTA = 14°00'00"
D = 9°10'55"
T = 76.62'
L = 152.47'
R = 624.00'
BK = N11°10'58.9"W
AH = N02°49'00.9"E

CURVE: SB4
PC STA = 62SB+57.29
Y = 429709.888
X = 857009.867
PI STA = 62SB+96.57
Y = 429749.120
X = 857011.797
PT STA = 63SB+35.83
Y = 429788.398
X = 857011.672
DELTA = 3°00'00"
D = 3°49'11"
T = 39.28'
L = 78.54'
R = 1500.00'
BK = N02°49'00.9"E
AH = N00°10'59.1"W

BEGIN USH 51 SOUTHBOUND (SB) ALIGNMENT
STA: 49SB+87.19 = 49NB+87.19
Y = 428469.201
X = 857017.353

END USH 51 SOUTHBOUND (SB) ALIGNMENT
STA: 63SB+35.83 = 63NB+32.90
Y = 429788.398
X = 857011.672

BEGIN PROJECT
STA: 49NB+80.00

END PROJECT
STA: 64NB+00.00

BEGIN USH 51 NORTHBOUND (NB) ALIGNMENT
STA: 49NB+50.00
Y = 428432.012
X = 857017.576

END USH 51 NORTHBOUND (NB) ALIGNMENT
STA: 64NB+50.00
Y = 429905.498
X = 857011.297

CENTER OF ROBY ROAD/DEERPOINT DRIVE ROUNDABOUT
RADIUS = 58.00'
Y = 429160.506
X = 857013.678

BEGIN AND END ROBY ROAD/DEER POINT ROUNDABOUT (RBT) ALIGNMENT
BEGIN STA: 10RBT+00.00
END STA: 13RBT+64.42
Y = 429102.506
X = 857013.863

END CONSTRUCTION
STA: 59EB+69.44

END ROBY ROAD/DEER POINT DRIVE WESTBOUND (WB) ALIGNMENT
STA: 59WB+53.73
Y = 429218.776
X = 857265.156

END ROBY ROAD/DEER POINT DRIVE EASTBOUND (EB) ALIGNMENT
STA: 61EB+48.65
Y = 429239.666
X = 857443.985

CURVE: NB1
PC STA = 49NB+87.19
Y = 428469.201
X = 857017.353
PI STA = 50NB+35.22
Y = 428517.228
X = 857017.066
PT STA = 50NB+83.18
Y = 428565.096
X = 857020.965
DELTA = 5°00'00"
D = 5°12'31"
T = 48.03'
L = 95.99'
R = 1100.00'
BK = N00°20'33.9"W
AH = N04°39'26.1"E

CURVE: NB2
PC STA = 52NB+37.39
Y = 428718.790
X = 857033.486
PI STA = 53NB+36.22
Y = 428817.295
X = 857041.511
PT STA = 54NB+33.42
Y = 428913.459
X = 857018.703
DELTA = 18°00'00"
D = 9°10'55"
T = 98.83'
L = 196.04'
R = 624.00'
BK = N04°39'26.1"E
AH = N13°20'33.8"W

CURVE: NB3
PC STA = 54NB+94.77
Y = 428973.154
X = 857004.544
PI STA = 55NB+49.98
Y = 429026.872
X = 856991.804
PT STA = 55NB+98.65
Y = 429072.285
X = 857023.199
DELTA = 48°00'00"
D = 46°12'23"
T = 55.21'
L = 103.88'
R = 124.00'
BK = N13°20'33.8"W
AH = N34°39'26.2"E

CURVE: EB2
PC STA = 58EB+17.18
Y = 429152.081
X = 857127.804
PI STA = 58EB+43.76
Y = 429163.825
X = 857151.640
PT STA = 58EB+70.30
Y = 429173.470
X = 857176.400
DELTA = 4°56'53"
D = 9°18'59"
T = 26.57'
L = 53.11'
R = 615.00'
BK = N63°46'08.7"E
AH = N68°43'01.7"E

CURVE: EB3
PC STA = 59EB+91.30
Y = 429217.392
X = 857289.152
PI STA = 60EB+39.13
Y = 429234.754
X = 857333.722
PT STA = 60EB+86.11
Y = 429236.883
X = 857381.507
DELTA = 18°43'55"
D = 19°45'26"
T = 47.83'
L = 94.81'
R = 290.00'
BK = N68°43'01.7"E
AH = N87°26'56.4"E

CURVE: WB2
PC STA = 57WB+76.38
Y = 429188.975
X = 857095.869
PI STA = 58WB+24.86
Y = 429170.253
X = 857140.590
PT STA = 58WB+68.53
Y = 429187.851
X = 857185.765
DELTA = 43°59'56"
D = 47°44'47"
T = 48.48'
L = 92.15'
R = 120.00'
BK = S67°17'02.4"E
AH = N68°43'01.7"E

CURVE: NB4
PC STA = 58NB+67.67
Y = 429325.001
X = 857044.448
PI STA = 60NB+57.29
Y = 429511.919
X = 857012.555
PT STA = 62NB+46.04
Y = 429701.537
X = 857011.949
DELTA = 9°30'00"
D = 2°30'39"
T = 189.62'
L = 378.37'
R = 2282.00'
BK = N09°40'59.0"W
AH = N00°10'59.1"W

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PROPOSED ALIGNMENT DETAILS	SHEET 100	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027202_AD.DWG
LAYOUT NAME - 027202_ad
PLOT DATE : 10/29/2020 9:02 AM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

CURVE: SWA1
PC STA = 55SWA+87.64
Y = 429061.388
X = 856950.678
PI STA = 56SWA+76.80
Y = 429148.652
X = 856932.380
PT STA = 57SWA+37.49
Y = 429148.813
X = 856843.218
DELTA = 78°03'14"
D = 52°05'13"
T = 89.16'
L = 149.85'
R = 110.00'
BK = N11°50'33.9"W
AH = N89°53'48.2"W

CURVE: NWA1
PC STA = 55NWA+98.37
Y = 429172.875
X = 856809.099
PI STA = 56NWA+50.47
Y = 429172.781
X = 856861.197
PT STA = 57NWA+01.04
Y = 429193.894
X = 856908.826
DELTA = 24°00'36"
D = 23°23'10"
T = 52.10'
L = 102.67'
R = 245.00'
BK = S89°53'48.2"E
AH = N66°05'35.7"E

CURVE: NWA2
PC STA = 57NWA+01.04
Y = 429193.894
X = 856908.826
PI STA = 57NWA+25.32
Y = 429203.733
X = 856931.023
PT STA = 57NWA+48.93
Y = 429221.536
X = 856947.531
DELTA = 23°15'13"
D = 48°33'21"
T = 24.28'
L = 47.89'
R = 118.00'
BK = N66°05'35.7"E
AH = N42°50'22.7"E

CURVE: NWA3
PC STA = 57NWA+48.93
Y = 429221.536
X = 856947.531
PI STA = 57NWA+68.05
Y = 429235.557
X = 856960.533
PT STA = 57NWA+87.15
Y = 429250.662
X = 856972.257
DELTA = 5°01'21"
D = 13°08'28"
T = 19.12'
L = 38.22'
R = 436.00'
BK = N42°50'22.7"E
AH = N37°49'02.1"E

CURVE: NWA4
PC STA = 58NWA+03.22
Y = 429263.362
X = 856982.114
PI STA = 58NWA+54.26
Y = 429303.684
X = 857013.410
PT STA = 58NWA+99.01
Y = 429353.756
X = 857003.511
DELTA = 49°00'01"
D = 51°09'25"
T = 51.04'
L = 95.78'
R = 112.00'
BK = N37°49'02.1"E
AH = N11°10'58.9"W

BEGIN CONSTRUCTION
STA: 54EB+10.00

END SOUTHWEST (SWA) ALIGNMENT
STA: 57SWA+37.49 = 55EB+08.06 OFFSET: 12'
Y = 429148.813
X = 856843.218

PT: SWA1

BEGIN SOUTHWEST (SWA) ALIGNMENT
STA: 55SWA+87.64 = 55SB+87.64 OFFSET: 24'
Y = 429061.388
X = 856950.679

PI: SWA1

PC: SWA1

N11° 50' 34"W

N89° 53' 48"W

BEGIN NORTHWEST (NWA) ALIGNMENT
STA: 55NWA+98.37 = 54WB+73.90 OFFSET: 12'
Y = 429172.875
X = 856809.099

PI: NWA1

PCC: NWA1

PI: NWA2

PCC: NWA2

PI: NWA3

PT: NWA3

PC: NWA4

N37° 49' 02"E

BEGIN NORTHWEST (NWA) ALIGNMENT
STA: 58NWA+99.01 = 59SB+03.61 OFFSET: 24'
Y = 429353.756
X = 857003.511

N11° 10' 59"W

PI: NWA4

BEGIN PROJECT
STA: 49NB+80.00

PC: SEA1

PI: SEA1

N34° 39' 26"E

BEGIN SOUTHEAST (SEA) ALIGNMENT
STA: 54SEA+86.70 = 54NB+81.36 OFFSET: 24'
Y = 428965.638
X = 857030.993

PT: SEA1

PC: SEA2

PCC: SEA3

PI: SEA3

PCC: SEA4

PI: SEA4

PT: SEA4

N68° 43' 02"E

END SOUTHEAST (SEA) ALIGNMENT
STA: 57SEA+73.54 = 58EB+89.24 OFFSET: 15'
Y = 429166.370
X = 857199.450

END CONSTRUCTION
STA: 59EB+69.44

PT: NEA1

N9° 40' 59"W

PT: NEA1

END NORTHEAST (NEA) ALIGNMENT
STA: 57NEA+10.88 = 57NB+94.39 OFFSET: 15'
Y = 429256.803
X = 857080.432

S68° 43' 02"W

PC: NEA1

BEGIN NORTHEAST (NEA) ALIGNMENT
STA: 56NEA+81.43 = 58WB+73.37 OFFSET: 15'
Y = 429198.005
X = 857184.284

END PROJECT
STA: 64NB+00.00

CURVE: SEA1
PC STA = 54SEA+86.70
Y = 428965.638
X = 857030.993
PI STA = 55SEA+36.57
Y = 429014.158
X = 857019.485
PT STA = 55SEA+80.53
Y = 429055.176
X = 857047.842
DELTA = 48°00'00"
D = 51°09'25"
T = 49.87'
L = 93.83'
R = 112.00'
BK = N13°20'33.8"W
AH = N34°39'26.1"E

CURVE: SEA2
PC STA = 56SEA+01.92
Y = 429072.768
X = 857060.004
PI STA = 56SEA+13.67
Y = 429082.437
X = 857066.689
PT STA = 56SEA+25.42
Y = 429091.732
X = 857073.885
DELTA = 3°05'19"
D = 13°08'28"
T = 11.75'
L = 23.50'
R = 436.00'
BK = N34°39'26.1"E
AH = N37°44'45.4"E

CURVE: SEA3
PC STA = 56SEA+25.42
Y = 429091.732
X = 857073.885
PI STA = 56SEA+58.47
Y = 429117.862
X = 857094.114
PT STA = 56SEA+90.47
Y = 429133.073
X = 857123.450
DELTA = 24°50'52"
D = 38°11'50"
T = 33.05'
L = 65.05'
R = 150.00'
BK = N37°44'45.4"E
AH = N62°35'37.7"E

CURVE: SEA4
PC STA = 56SEA+90.47
Y = 429133.073
X = 857123.450
PI STA = 57SEA+22.56
Y = 429147.845
X = 857151.941
PT STA = 57SEA+54.60
Y = 429159.493
X = 857181.844
DELTA = 6°07'24"
D = 9°32'57"
T = 32.09'
L = 64.12'
R = 600.00'
BK = N62°35'37.7"E
AH = N68°43'01.7"E

CURVE: NEA1
PC STA = 55NEA+81.43
Y = 429201.257
X = 857178.855
PI STA = 56NEA+70.94
Y = 429168.768
X = 857095.453
PT STA = 57NEA+10.88
Y = 429257.000
X = 857080.398
DELTA = 101°35'59"
D = 78°29'15"
T = 89.51'
L = 129.45'
R = 73.00'
BK = S68°43'01.7"W
AH = N09°40'59.0"W

PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PROPOSED ALIGNMENT DETAILS	SHEET 101	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027203_AD.DWG
LAYOUT NAME - 027203_ad
PLOT DATE : 10/29/2020 9:02 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

CP 907 3/4" REBAR
STA. 35+21.65, 66.10' RT
ELEV = 912.28
Y = 427003.026
X = 857064.658

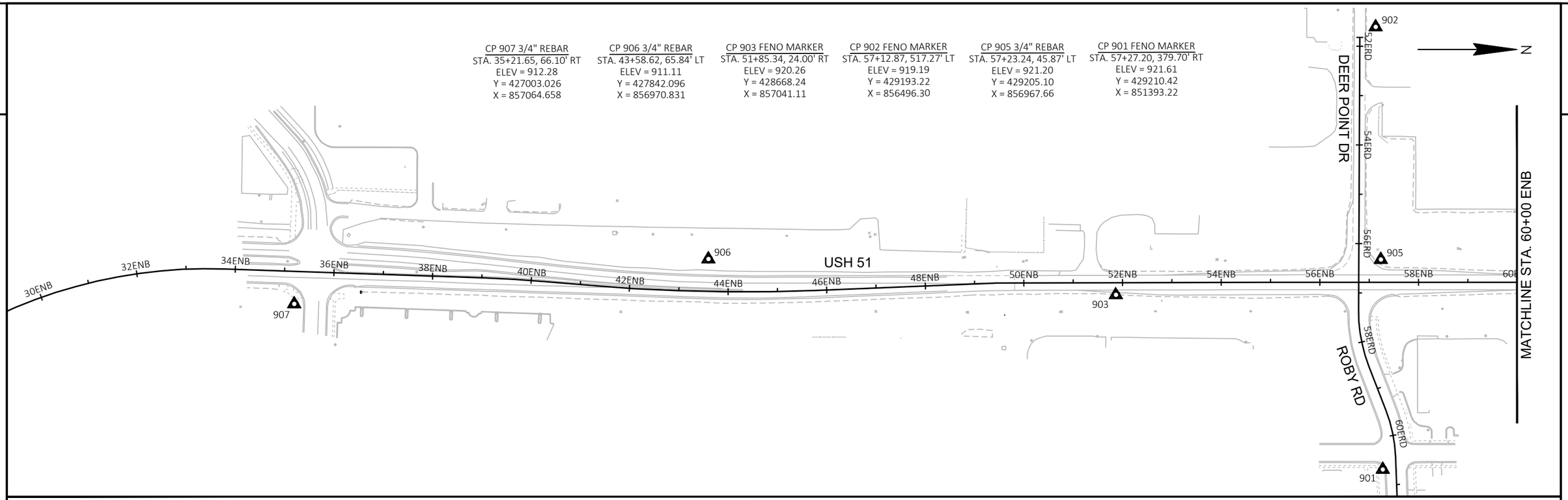
CP 906 3/4" REBAR
STA. 43+58.62, 65.84' LT
ELEV = 911.11
Y = 427842.096
X = 856970.831

CP 903 FENO MARKER
STA. 51+85.34, 24.00' RT
ELEV = 920.26
Y = 428668.24
X = 857041.11

CP 902 FENO MARKER
STA. 57+12.87, 517.27' LT
ELEV = 919.19
Y = 429193.22
X = 856496.30

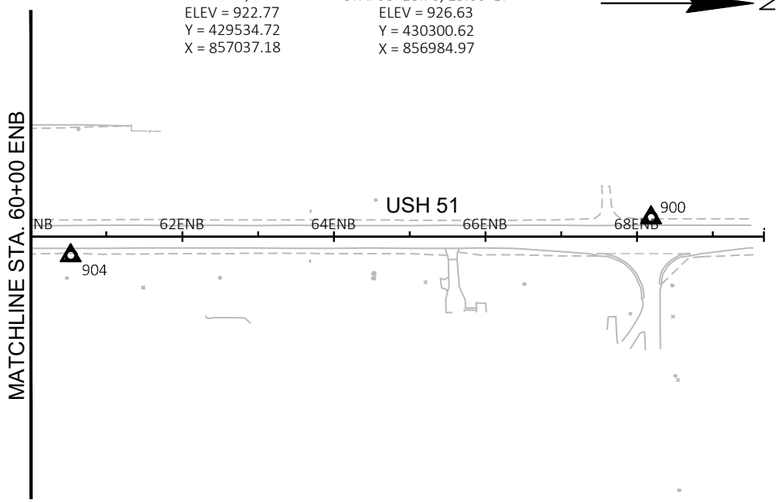
CP 905 3/4" REBAR
STA. 57+23.24, 45.87' LT
ELEV = 921.20
Y = 429205.10
X = 856967.66

CP 901 FENO MARKER
STA. 57+27.20, 379.70' RT
ELEV = 921.61
Y = 429210.42
X = 851393.22



CP 904 3/4" REBAR
STA. 60+52.65, 24.70' RT
ELEV = 922.77
Y = 429534.72
X = 857037.18

CP 900 3/4" REBAR
STA. 68+18.70, 25.06' LT
ELEV = 926.63
Y = 430300.62
X = 856984.97



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CONTROL POINT DATA	SHEET 102	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\027301_CP.DWG
LAYOUT NAME - 027301_cp
PLOT DATE : 10/29/2020 9:02 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : ##########

5845-01-78

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	2.000	2.000
0006	201.0205	Grubbing	STA	2.000	2.000
0010	203.0100	Removing Small Pipe Culverts	EACH	3.000	3.000
0012	204.0100	Removing Concrete Pavement	SY	4,717.000	4,717.000
0014	204.0150	Removing Curb & Gutter	LF	529.000	529.000
0016	204.0155	Removing Concrete Sidewalk	SY	88.000	88.000
0018	204.0180	Removing Delineators and Markers	EACH	4.000	4.000
0022	204.0220	Removing Inlets	EACH	1.000	1.000
0032	204.0270	Abandoning Culvert Pipes	EACH	1.000	1.000
0034	204.0280	Sealing Pipes	EACH	1.000	1.000
0036	204.9060.S	Removing (item description) 01. Apron Endwalls	EACH	4.000	4.000
0038	205.0100	Excavation Common	CY	13,203.000	13,203.000
0040	209.0300.S	Backfill Coarse Aggregate (size) 01. No. 1	CY	10.900	10.900
0044	213.0100	Finishing Roadway (project) 02. 5845-01-78	EACH	1.000	1.000
0046	305.0110	Base Aggregate Dense 3/4-Inch	TON	445.000	445.000
0048	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	9,151.000	9,151.000
0050	312.0110	Select Crushed Material	TON	10,814.000	10,814.000
0052	405.0100	Coloring Concrete WisDOT Red	CY	302.000	302.000
0054	415.0080	Concrete Pavement 8-Inch	SY	3,958.000	3,958.000
0056	415.4100	Concrete Pavement Joint Filling	SY	4,514.000	4,514.000
0060	415.5110.S	Concrete Pavement Joint Layout 02. ID 5845-01-78	LS	1.000	1.000
0062	416.0160	Concrete Driveway 6-Inch	SY	71.000	71.000
0064	416.0512	Concrete Truck Apron 12-Inch	SY	409.000	409.000
0068	455.0605	Tack Coat	GAL	258.000	258.000
0070	460.2000	Incentive Density HMA Pavement	DOL	570.000	570.000
0072	460.6223	HMA Pavement 3 MT 58-28 S	TON	825.000	825.000
0076	460.6424	HMA Pavement 4 MT 58-28 H	TON	578.000	578.000
0078	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	22.000	22.000
0080	465.0125	Asphaltic Surface Temporary	TON	940.000	940.000
0084	465.0315	Asphaltic Flumes	SY	52.000	52.000
0086	520.1021	Apron Endwalls for Culvert Pipe 21-Inch	EACH	2.000	2.000
0088	520.1024	Apron Endwalls for Culvert Pipe 24-Inch	EACH	4.000	4.000
0090	520.2012	Culvert Pipe Temporary 12-Inch	LF	23.000	23.000
0092	520.2021	Culvert Pipe Temporary 21-Inch	LF	110.000	110.000
0094	520.2024	Culvert Pipe Temporary 24-Inch	LF	15.000	15.000
0096	520.3324	Culvert Pipe Class III-A 24-Inch	LF	58.000	58.000
0098	520.8000	Concrete Collars for Pipe	EACH	1.000	1.000
0100	522.1012	Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch	EACH	2.000	2.000
0108	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete	EACH	1.000	1.000

5845-01-78

Line	Item	Item Description	Unit	Total	Qty
		36-Inch			
0114	522.2629	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 29x45-Inch	EACH	1.000	1.000
0116	522.2638	Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 38x60-Inch	EACH	1.000	1.000
0140	601.0120	Concrete Curb Type J	LF	235.000	235.000
0142	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	264.000	264.000
0144	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	2,002.000	2,002.000
0146	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	674.000	674.000
0148	601.0553	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D	LF	602.000	602.000
0150	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	349.000	349.000
0152	602.0410	Concrete Sidewalk 5-Inch	SF	20,355.000	20,355.000
0154	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	320.000	320.000
0158	606.0200	Riprap Medium	CY	40.000	40.000
0160	606.0300	Riprap Heavy	CY	75.000	75.000
0162	608.0412	Storm Sewer Pipe Reinforced Concrete Class IV 12-Inch	LF	246.000	246.000
0164	608.0415	Storm Sewer Pipe Reinforced Concrete Class IV 15-Inch	LF	191.000	191.000
0166	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	47.000	47.000
0168	608.0424	Storm Sewer Pipe Reinforced Concrete Class IV 24-Inch	LF	159.000	159.000
0172	608.0436	Storm Sewer Pipe Reinforced Concrete Class IV 36-Inch	LF	226.000	226.000
0176	608.2414	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 14x23-Inch	LF	96.000	96.000
0180	608.2429	Storm Sewer Pipe Reinforced Concrete Horizontal Elliptical Class HE-IV 29x45-Inch	LF	111.000	111.000
0182	611.0530	Manhole Covers Type J	EACH	4.000	4.000
0186	611.0545	Manhole Covers Type L	EACH	1.000	1.000
0188	611.0624	Inlet Covers Type H	EACH	18.000	18.000
0190	611.0627	Inlet Covers Type HM	EACH	4.000	4.000
0192	611.0639	Inlet Covers Type H-S	EACH	3.000	3.000
0196	611.0651	Inlet Covers Type S	EACH	1.000	1.000
0198	611.0652	Inlet Covers Type T	EACH	2.000	2.000
0200	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0202	611.2005	Manholes 5-FT Diameter	EACH	4.000	4.000
0204	611.2006	Manholes 6-FT Diameter	EACH	2.000	2.000
0206	611.2007	Manholes 7-FT Diameter	EACH	2.000	2.000
0208	611.2008	Manholes 8-FT Diameter	EACH	2.000	2.000
0210	611.3004	Inlets 4-FT Diameter	EACH	6.000	6.000

5845-01-78

Line	Item	Item Description	Unit	Total	Qty
0212	611.3225	Inlets 2x2.5-FT	EACH	1.000	1.000
0214	611.3230	Inlets 2x3-FT	EACH	14.000	14.000
0220	611.8120.S	Cover Plates Temporary	EACH	3.000	3.000
0222	611.9800.S	Pipe Grates	EACH	7.000	7.000
0224	612.0106	Pipe Underdrain 6-Inch	LF	500.000	500.000
0228	618.0100	Maintenance And Repair of Haul Roads (project) 02. 5845-01-78	EACH	1.000	1.000
0230	619.1000	Mobilization	EACH	0.300	0.300
0232	620.0300	Concrete Median Sloped Nose	SF	514.000	514.000
0234	624.0100	Water	MGAL	156.000	156.000
0236	625.0100	Topsoil	SY	13,850.000	13,850.000
0238	627.0200	Mulching	SY	2,725.000	2,725.000
0240	628.1504	Silt Fence	LF	825.000	825.000
0242	628.1520	Silt Fence Maintenance	LF	1,650.000	1,650.000
0244	628.1905	Mobilizations Erosion Control	EACH	15.000	15.000
0246	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0248	628.2004	Erosion Mat Class I Type B	SY	3,538.000	3,538.000
0250	628.2006	Erosion Mat Urban Class I Type A	SY	8,588.000	8,588.000
0252	628.7005	Inlet Protection Type A	EACH	25.000	25.000
0254	628.7015	Inlet Protection Type C	EACH	23.000	23.000
0256	628.7020	Inlet Protection Type D	EACH	2.000	2.000
0258	628.7504	Temporary Ditch Checks	LF	259.000	259.000
0260	628.7555	Culvert Pipe Checks	EACH	25.000	25.000
0262	628.7560	Tracking Pads	EACH	9.000	9.000
0264	629.0210	Fertilizer Type B	CWT	9.900	9.900
0266	630.0130	Seeding Mixture No. 30	LB	218.000	218.000
0268	630.0170	Seeding Mixture No. 70	LB	3.000	3.000
0270	630.0200	Seeding Temporary	LB	262.000	262.000
0272	630.0300	Seeding Borrow Pit	LB	74.000	74.000
0274	630.0400	Seeding Nurse Crop	LB	5.000	5.000
0276	630.0500	Seed Water	MGAL	334.000	334.000
0278	631.0300	Sod Water	MGAL	21.000	21.000
0280	631.1000	Sod Lawn	SY	963.000	963.000
0282	633.5200	Markers Culvert End	EACH	7.000	7.000
0284	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	8.000	8.000
0286	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	19.000	19.000
0288	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	10.000	10.000
0290	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	2.000	2.000
0292	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	3.000	3.000
0294	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	1.000	1.000

5845-01-78

Line	Item	Item Description	Unit	Total	Qty
0298	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	8.000	8.000
0300	637.2210	Signs Type II Reflective H	SF	350.580	350.580
0302	637.2230	Signs Type II Reflective F	SF	66.000	66.000
0304	638.2102	Moving Signs Type II	EACH	3.000	3.000
0306	638.2602	Removing Signs Type II	EACH	3.000	3.000
0308	642.5201	Field Office Type C	EACH	0.300	0.300
0310	643.0300	Traffic Control Drums	DAY	19,811.000	19,811.000
0312	643.0420	Traffic Control Barricades Type III	DAY	1,203.000	1,203.000
0314	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	86.000	86.000
0316	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	75.000	75.000
0318	643.0705	Traffic Control Warning Lights Type A	DAY	2,239.000	2,239.000
0320	643.0715	Traffic Control Warning Lights Type C	DAY	448.000	448.000
0324	643.0900	Traffic Control Signs	DAY	6,242.000	6,242.000
0328	643.1050	Traffic Control Signs PCMS	DAY	32.000	32.000
0330	643.5000	Traffic Control	EACH	0.300	0.300
0332	645.0111	Geotextile Type DF Schedule A	SY	226.100	226.100
0334	645.0120	Geotextile Type HR	SY	285.000	285.000
0338	646.1020	Marking Line Epoxy 4-Inch	LF	9,536.000	9,536.000
0340	646.3020	Marking Line Epoxy 8-Inch	LF	1,332.000	1,332.000
0342	646.5020	Marking Arrow Epoxy	EACH	8.000	8.000
0346	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	128.000	128.000
0348	646.7120	Marking Diagonal Epoxy 12-Inch	LF	544.000	544.000
0350	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	352.000	352.000
0352	646.8120	Marking Curb Epoxy	LF	40.000	40.000
0354	646.8220	Marking Island Nose Epoxy	EACH	4.000	4.000
0356	646.9000	Marking Removal Line 4-Inch	LF	2,645.000	2,645.000
0364	649.0105	Temporary Marking Line Paint 4-Inch	LF	14,666.000	14,666.000
0366	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	2,528.000	2,528.000
0378	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	53.000	53.000
0380	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	29.000	29.000
0382	650.4000	Construction Staking Storm Sewer	EACH	40.000	40.000
0384	650.4500	Construction Staking Subgrade	LF	3,339.000	3,339.000
0386	650.5000	Construction Staking Base	LF	2,139.000	2,139.000
0388	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	1,511.000	1,511.000
0400	650.7000	Construction Staking Concrete Pavement	LF	1,298.000	1,298.000
0404	650.8500	Construction Staking Electrical Installations (project) 02. 5845-01-78	LS	1.000	1.000
0406	650.9000	Construction Staking Curb Ramps	EACH	16.000	16.000
0410	650.9910	Construction Staking Supplemental Control (project) 02. 5845-01-78	LS	1.000	1.000

5845-01-78

Line	Item	Item Description	Unit	Total	Qty
0412	650.9920	Construction Staking Slope Stakes	LF	3,363.000	3,363.000
0414	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,109.000	1,109.000
0416	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	702.000	702.000
0420	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	7.000	7.000
0424	654.0106	Concrete Bases Type 6	EACH	12.000	12.000
0426	654.0230	Concrete Control Cabinet Bases Type L30	EACH	1.000	1.000
0428	655.0610	Electrical Wire Lighting 12 AWG	LF	1,728.000	1,728.000
0430	655.0615	Electrical Wire Lighting 10 AWG	LF	8,082.000	8,082.000
0434	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. 5845-01-78	LS	1.000	1.000
0436	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	12.000	12.000
0438	657.0327	Poles Type 6-Aluminum	EACH	12.000	12.000
0440	657.0705	Luminaire Arms Truss Type 4 1/2-Inch Clamp 10-FT	EACH	12.000	12.000
0442	659.1125	Luminaires Utility LED C	EACH	12.000	12.000
0444	659.2130	Lighting Control Cabinets 120/240 30-Inch	EACH	1.000	1.000
0448	690.0150	Sawing Asphalt	LF	1,661.000	1,661.000
0450	690.0250	Sawing Concrete	LF	1,074.000	1,074.000
0452	715.0415	Incentive Strength Concrete Pavement	DOL	1,190.000	1,190.000
0454	715.0710	Optimized Aggregate Gradation Incentive	DOL	4,452.750	4,452.750
0468	SPV.0060	Special 04. Manholes 9-FT Diameter	EACH	1.000	1.000
0470	SPV.0060	Special 05. Weir Wall 20	EACH	1.000	1.000
0476	SPV.0060	Special 08. Adjusting Valve Box	EACH	2.000	2.000
0478	SPV.0060	Special 09. Adjusting Sanitary Manhole Covers	EACH	1.000	1.000
0480	SPV.0060	Special 10. Verify and Replace Existing Land Parcel Monuments	EACH	12.000	12.000
0482	SPV.0060	Special 11. Research and Locate Existing Land Parcel Monuments	EACH	12.000	12.000
0484	SPV.0090	Special 01. Storm Sewer Pipe Rein. Concrete Horizontal Elliptical Class HE-IV 38x60-Inch	LF	225.000	225.000

REMOVAL

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA	204.0180 REMOVING DELINEATORS AND MARKERS EACH
0010	54+00	-	56+00	SB	2	2	0
		57+48		ENB	---	---	2
		57+27		ERD	---	---	2
				TOTAL 0010	**2**	**2**	**4**

REMOVING CULVERT

CATEGORY	STATION	LOCATION	203.0100 REMOVING SMALL PIPE CULVERTS EACH	REMARKS
STAGE 1				
0010	51+25	ENB	1	DRIVEWAY PIPE
STAGE 2				
0010	57+28	ERD	1	CROSS PIPE
0010	57+49	ENB	1	CROSS PIPE
STAGE 2 SUBTOTAL			2	
		TOTAL 0010	**3**	

REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0150 REMOVING CURB & GUTTER LF	REMARKS
STAGE 2							
0010	49+80	-	63+74	ENB	3,369	--	MAINLINE
0010	54+32	-	58+90	ENB	--	--	DEER POINT DRIVE AND MAINLINE
0010	51+09	-	60+00	ENB	--	--	ROBY ROAD AND MAINLINE
0010	57+04	-	59+41	ERD	--	269	SOUTH EAST QUAD
0010	57+03	-	59+41	ERD	--	260	NORTH EAST QUAD
0010	58+78	-	59+28	ERD	61	--	GAS STATION DRIVEWAY
STAGE 2 SUBTOTAL					**3,430**	**529**	
STAGE 3A							
0010	49+80	-	63+74	ENB	1,241	--	MAINLINE
0010	50+71	-	51+96	ENB	--	--	DRIVEWAY
STAGE 3A SUBTOTAL					**1,241**	**0**	
STAGE 3B							
0010	49+80	-	63+74	ENB	**46**	**--**	MAINLINE
				TOTAL 0010	**4,717**	**529**	

REMOVING SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 REMOVING CONCRETE SIDEWALK SY
STAGE 2					
0010	57+48	-	59+41	ERD	88
				TOTAL 0010	**88**

3

3

EARTHWORK SUMMARY

CATEGORY	STAGE	LOCATION	STATION - STATION	205.0100 EXCAVATION COMMON (1) CUT (2) CY	205.0100 EXCAVATION COMMON (1) EBS EXCAVATION (3) CY	SALVAGED/ UNUSABLE PAVEMENT MATERIAL CY	AVAILABLE MATERIAL (4) CY	EXPANDED EBS BACKFILL (5) FACTOR 1.25 CY	UNEXPANDED FILL CY	EXPANDED FILL (6) FACTOR 1.25 CY	MASS ORDINATE +/- (7)	WASTE CY	* 312.0110 SELECT CRUSHED MATERIAL (8) TON
0010	STAGE 1	USH 51 SB TEMP WIDENING	48+31 ENB - 65+50 ENB	922	56	0	922	70	1,037	1,296	-374	-374	133
		DEER POINT DRIVE TEMP WIDENING	54+21 ERD - 55+71 ERD	29	5	0	29	6	7	9	20	20	11
			SUBTOTALS (STAGE 1)	951	61	0	951	76	1,044	1,305	-354	-354	144
	STAGE 2	USH 51 NORTHBOUND	49+80 NB - 64+00 NB	5,366	49	636	4,730	61	2,002	2,503	2,227	2,227	116
		NORTHEAST DITCH EBS (9)	57+58 NB - 60+48 NB	43	0	0	43	0	43	54	-11	-11	0
		USH 51 NB TEMP WIDENING	47+24 ENB - 49+80 ENB;63+74 ENB - 65+01 ENB	93	0	0	93	0	18	23	70	70	0
		ROUNDABOUT		641	9	130	511	11	31	39	472	472	21
		ROBY ROAD - EASTBOUND	57+90 EB - 59+69 EB	182	1	0	182	1	0	0	182	182	2
		ROBY ROAD - WESTBOUND	57+81 WB - 58+73 WB	287	1	0	287	1	0	0	287	287	2
			SUBTOTALS (STAGE 2)	6,612	60	766	5,846	74	2,094	2,619	3,227	3,227	141
	STAGE 3	USH 51 SOUTHBOUND	49+80 SB - 64+03 SB	3,921	1	396	3,525	1	387	484	3,041	3,041	2
		SOUTHWEST DITCH EBS (9)	53+66 SB - 55+06 SB	36	0	0	36	0	36	45	-9	-9	0
		REMOVE USH 51 SB TEMP WIDENING	48+31 ENB - 49+50 ENB;64+00 ENB - 65+23 ENB	70	0	0	70	0	0	0	70	70	0
		ROUNDABOUT		641	2	0	641	3	31	39	602	602	6
		DEER POINT DRIVE - EASTBOUND	54+10 EB - 55+93 EB	115	0	0	115	0	39	49	66	66	0
		DEER POINT DRIVE- WESTBOUND	54+74 WB - 55+96 WB	136	0	0	136	0	91	114	22	22	0
			SUBTOTALS (STAGE 3)	4,919	3	396	4,523	4	584	731	3,792	3,792	8
	STAGE 4	REMOVE USH 51 NB TEMP WIDENING	47+24 ENB - 49+80 ENB;63+74 ENB - 65+01 ENB	64	0	0	64	0	1	1	63	63	0
		ROUNDABOUT TEMPORARY PAVEMENT REMOVAL		533	0	0	533	0	0	0	533	533	0
			SUBTOTALS (STAGE 4)	597	0	0	597	0	1	1	596	596	0
		TOTALS		13,079	124	1,162	11,917	154	3,723	4,656	7,261	7,261	293
		ITEM TOTALS			13,203								293

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

1) EXCAVATION COMMON IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100.
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT CRUSHED MATERIAL. EBS = 5% OF THE SURFACE AREA OF THE NEW WIDENING AT 1-FOOT DEPTH.
4) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL.
5) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH SELECT CRUSHED MATERIAL. EBS BACKFILL FACTOR = 1.25.
6) EXPANDED FILL = UNEXPANDED FILL * EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
7) MASS ORDINATE: MASS ORDINATE = (AVAILABLE MATERIAL - EXPANDED FILL)
   PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
8) SELECT CRUSHED MATERIAL IS USED FOR BACKFILL OF EBS.
9) TOP 12-INCHES OF EXISTING DITCHES UNDER NEW PAVEMENT STRUCTURE TO BE REMOVED AND REPLACED WITH COMMON EXCAVATION FILL.

MISC

213.0100.01 FINISHING ROADWAY (PROJECT) (01. 5845-01-78)

CATEGORY	STATION	LOCATION	EACH
0010	5845-01-78		1
		TOTAL 0010	**1**

MISC

618.0100.02 MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) (02. 5845-01-78)

CATEGORY	STATION	LOCATION	EACH
0020	5845-01-78		1
		TOTAL 0020	**1**

CATEGORY	STATION	TO	STATION	LOCATION	ROCK 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	REMARKS
STAGE 1									
0010	48+80	-	56+66	SB	--	1,003	--	17	EXISTING SB USH 51 TEMPORARY WIDENING
0010	56+91	-	65+50	SB	--	1,034	--	18	EXISTING SB USH 51 TEMPORARY WIDENING
0010	50+98	-	51+73	SB	--	33	--	1	DRIVEWAY
STAGE 1 SUBTOTAL					**0**	**2,070**	**0**	**36**	
STAGE 2									
0010	49+80	-	54+33	NB	--	757	1,324	13	NB USH 51 - HMA PAVEMENT SECTION
0010	54+33	-	58+68	NB	--	516	1,188	9	NB USH 51 - CONCRETE PAVEMENT SECTION
0010	58+68	-	64+00	NB	--	912	1,596	16	NB USH 51 - HMA PAVEMENT SECTION
0010	10+00	-	11+92	RBT	--	315	726	5	ROUNDABOUT
0010	56+58	-	58+66	NB - EB	--	113	261	2	SE QUADRANT
0010	54+94	-	58+73	NB - WB	--	122	282	2	NE QUADRANT
0010	58+73	-	59+56	EB	--	107	--	2	EB ROBY RD - HMA PAVEMENT SECTION
0010	58+73	-	59+56	WB	--	107	--	2	WB ROBY RD - HMA PAVEMENT SECTION
0010	58+97	-	59+41	WB	--	17	--	0	GAS STATION DRIVEWAY
0010	56+63	-	57+36	ERD	--	203	--	3	CENTER ISLAND TEMPORARY PAVEMENT
0010	47+23	-	52+96	NB	--	142	--	2	NB USH 51 TEMPORARY WIDENING
0010	55+12	-	56+03	NB	--	52	--	1	NB USH 51 TEMPORARY WIDENING
0010	61+70	-	65+02	NB	--	116	--	2	NB USH 51 TEMPORARY WIDENING
0010	54+10	-	59+22	NB - EB	--	40	--	1	SE QUADRANT SIDEWALK
0040	56+20		56+89	NB	--	17	--	0	SE QUADRANT SIDEWALK
0010	58+66	-	59+56	NB - WB	--	62	--	1	NE QUADRANT SIDEWALK
0040	57+90	-	58+72	NB - WB	--	17	--	0	NE QUADRANT SIDEWALK
0010	58+00	-	58+41	EB	--	41	--	1	ROBY RD MEDIAN ISLAND
STAGE 2 SUBTOTAL					**0**	**3,656**	**5,377**	**62**	
STAGE 3A									
0010	49+80	-	55+22	SB	93	908	1,583	15	SB USH 51 - HMA PAVEMENT SECTION
0010	55+22	-	12+73	SB - RBT	--	171	393	3	SB USH 51 - CONCRETE PAVEMENT SECTION
0010	12+30	-	59+69	RBT - SB	--	313	721	5	SB USH 51 - CONCRETE PAVEMENT SECTION
0010	59+69	-	64+03	SB	98	680	1,193	12	SB USH 51 - HMA PAVEMENT SECTION
0010	11+92	-	12+30	RBT	--	60	137	1	ROUNDABOUT
0010	12+73	-	10+00	RBT	--	153	351	3	ROUNDABOUT
0010	54+10	-	55+08	EB	2	87	--	1	EB DEER POINT DR - HMA PAVEMENT SECTION
0010	55+08	-	55+88	EB - SB	--	115	265	2	EB DEER POINT DR - CONCRETE PAVEMENT SECTION
0010	54+42	-	56+63	EB - ERD	--	126	--	2	TEMPORARY PAVEMENT
0010	57+30	-	59+71	SB	--	44	--	1	NW QUADRANT SIDEWALK
0040	57+30	-	58+01	SB	--	12	--	0	NW QUADRANT SIDEWALK
0010	54+85	-	55+92	SB	--	35	--	1	SW QUADRANT SIDEWALK
0040	55+93	-	56+49	SB	--	11	--	0	SW QUADRANT SIDEWALK
STAGE 3A SUBTOTAL					**193**	**2,715**	**4,643**	**46**	
STAGE 3B									
0010	54+10		54+74	WB	1	57	--	1	WB DEER POINT DR - HMA PAVEMENT SECTION
0010	54+74	-	12+30	RBT - WB	--	116	267	2	WB DEER POINT DR - CONCRETE PAVEMENT SECTION
0010	12+30	-	12+73	RBT	--	102	234	2	ROUNDABOUT
0010	54+30	-	56+25	WB	--	39	--	1	NW QUADRANT SIDEWALK
0040	55+71	-	56+28	WB	--	8	--	0	NW QUADRANT SIDEWALK
STAGE 3B SUBTOTAL					**1**	**322**	**501**	**6**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T NEXT SHEET

ROCK

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 312.0110 SELECT CRUSHED MATERIAL TON	624.0100 WATER MGAL	REMARKS
STAGE 4A									
0010	51+95	-	56+08	NB	--	167	--	3	SOUTH MEDIAN ISLAND
0010	55+46	-	55+85	EB	--	127	--	2	NORTH MEDIAN ISLAND
0010	57+75	-	61+09	NB	--	19	--	0	DEER POINT DR MEDIAN ISLAND
STAGE 4A SUBTOTALS					**0**	**313**	**0**	**5**	
STAGE 4B									
0010	47+23		53+88	NB	120	--	--	0	NB USH 51 SHOULDER
0010	58+89		65+02	NB	131	--	--	0	NB USH 51 SHOULDER
0010	54+64	-	55+92	EB - SB	--	26	--	0	SW QUADRANT SIDEWALK
0040	55+93	-	56+65	SB	--	4	--	0	SW QUADRANT SIDEWALK
0010	54+10	-	59+22	NB - EB	--	40	--	1	SE QUADRANT SIDEWALK
0040	55+87	-	56+20	NB	--	5	--	0	SE QUADRANT SIDEWALK
STAGE 4B SUBTOTALS					**251**	**75**	**0**	**1**	
				TOTAL 0010	**445**	**9,077**	**10,521**	**156**	
				TOTAL 0040	**0**	**74**	**0**	**0**	

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CONCRETE PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	405.0100 COLORING CONCRETE WISDOT RED CY	415.0080 CONCRETE PAVEMENT 8-INCH SY	415.4100 CONCRETE PAVEMENT JOINT FILLING SY	416.0160 CONCRETE DRIVEWAY 6-INCH SY	416.0512 CONCRETE TRUCK APRON 12-INCH SY	REMARKS
STAGE 2										
0010	59+13	-	59+51	WB	--	--	--	71	--	GAS STATION DRIVEWAY
0010	54+33	-	58+68	NB	--	1,099	1,296	--	--	NB USH 51
0010	10+00	-	11+92	RBT	--	500	500	--	--	ROUNDABOUT LANE
0010	10+51		58+66	RBT - EB	--	192	192	--	--	EASTBOUND ROBY RD
0010	57+94		58+73	NB - WB	--	221	221	--	--	WESTBOUND ROBY RD
0020	58+00	-	58+41	EB	17	--	--	--	--	ROBY RD MEDIAN ISLAND SIDEWALK
STAGE 2 SUBTOTAL					**17**	**2,012**	**2,209**	**71**	**0**	
STAGE 3A										
0010	55+22	-	12+73	SB - RBT	--	378	378	--	--	SB USH 51
0010	12+30	-	59+69	RBT - SB	--	654	824	--	--	SB USH 51
0010	55+08	-	55+88	EB - SB	--	215	215	--	--	EB DEER POINT DR
0010	11+92	-	12+30	RBT	--	98	98	--	--	ROUNDABOUT LANE
0010	12+73	-	10+00	RBT	--	239	239	--	--	ROUNDABOUT LANE
STAGE 3A SUBTOTAL					**0**	**1,584**	**1,754**	**0**	**0**	
STAGE 3B										
0010	12+30	-	54+74	RBT - WB	--	166	166	--	--	WB DEER POINT DR
0010	12+30	-	12+73	RBT	--	196	385	--	--	2 ROUNDABOUT LANES
STAGE 3B SUBTOTAL					**0**	**362**	**551**	**0**	**0**	
STAGE 4A										
0010	ROUNDABOUT			RBT	136	--	--	--	409	CENTRAL ISLAND
0020	51+95	-	56+08	NB	77	--	--	--	--	SOUTH USH 51 MEDIAN ISLAND SIDEWALK
0020	57+75	-	61+09	NB	65	--	--	--	--	NORTH USH 51 MEDIAN ISLAND SIDEWALK
0020	58+00	-	58+41	EB	7	--	--	--	--	DEER POINT DR MEDIAN ISLAND SIDEWALK
STAGE 4A SUBTOTAL					**285**	**0**	**0**	**0**	**409**	
				TOTAL 0010	**136**	**3,958**	**4,514**	**71**	**409**	
				TOTAL 0020	**166**	**0**	**0**	**0**	**0**	

HMA

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	REMARKS
STAGE 1										
0010	48+80	-	56+66	SB	--	--	--	--	283	EXISTING SB USH 51 TEMPORARY WIDENING
0010	56+91	-	65+50	SB	--	--	--	--	308	EXISTING SB USH 51 TEMPORARY WIDENING
0010	50+73	-	51+96	SB	--	--	--	11	--	DRIVEWAY
STAGE 1 SUBTOTAL					**0**	**0**	**0**	**11**	**591**	
STAGE 2										
0010	47+23	-	53+70	NB	--	--	--	--	75	NB USH 51 TEMPORARY WIDENING
0010	49+80	-	54+33	NB	50	167	111	--	--	NB USH 51
0010	54+48	-	56+03	NB	--	--	--	--	23	NB USH 51 TEMPORARY WIDENING
0010	56+36	-	57+47	NB	--	--	--	--	96	CENTER ISLAND TEMPORARY PAVEMENT
0010	57+63	-	58+68	NB	--	--	--	--	10	NB USH 51 TEMPORARY WIDENING
0010	58+68	-	64+00	NB	65	218	146	--	--	NB USH 51
0010	60+33	-	65+02	NB	--	--	--	--	75	NB USH 51 TEMPORARY WIDENING
0010	58+66	-	59+70	EB	9	20	20	--	--	EB ROBY RD
0010	58+73	-	59+56	WB	9	20	20	--	--	WB ROBY RD
0010	59+13	-	59+51	WB	--	--	--	1	--	GAS STATION DRIVEWAY
STAGE 2 SUBTOTAL					**133**	**425**	**297**	**1**	**279**	
STAGE 3A										
0010	49+80	-	55+22	SB	61	206	137	--	--	SB USH 51
0010	50+73	-	51+96	SB	--	--	--	10	--	DRIVEWAY
0010	59+69	-	64+03	SB	43	146	97	--	--	SB USH 51
0010	54+37	-	55+64	WB	--	--	--	--	19	DEER POINT DR TEMPORARY WIDENING
0010	55+30	-	55+79	WB	--	--	--	--	5	DEER POINT DR MEDIAN TERPORARY PAVEMENT
0010	12+73	-	12+90	RBT	--	--	--	--	46	CENTER ISLAND TEMPORARY PAVEMENT
0010	54+10	-	55+08	EB	7	17	17	--	--	EB DEER POINT DR
STAGE 3A SUBTOTAL					**111**	**369**	**251**	**10**	**70**	
STAGE 3B										
0010	54+10		54+74	WB	**7**	**15**	**15**	**--**	**--**	WB DEER POINT DR
STAGE 4A										
0010	49+87		54+33	NB	1	2	1	--	--	GORE
0010	59+69		63+36	SB	6	14	14	--	--	GORE
STAGE 4A SUBTOTAL					**7**	**16**	**15**	**0**	**0**	
TOTAL 0010					**258**	**825**	**578**	**22**	**940**	

ASPHALIC FLUMES

CATEGORY	STATION	LOCATION	465.0315 SY	REMARKS
STAGE 2				
0010	53+83	NB	13	SE QUADRANT
STAGE 3A				
0010	54+59	SB	9	SW QUADRANT
0010	59+89	SB	13	NW QUADRANT
STAGE 3A SUBTOTAL			**22**	
STAGE 3B				
0010	54+20	WB	11	NW QUADRANT
STAGE 4B				
0010	56+04	NB	6	SW QUADRANT
TOTAL 0010			**52**	

C & G

CATEGORY	STATION	TO	STATION	LOCATION	601.0120 CONCRETE CURB TYPE J LF	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	601.0553 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D LF	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF	REMARKS
STAGE 2											
0010	51+98	-	55+68	NB	--	--	136	75	160	--	SOUTH USH 51 MEDIAN
0010	53+88	-	54+34	NB	--	--	--	48	--	--	SE QUADRANT
0010	57+21	-	59+70	EB	--	--	170	80	--	--	SE QUADRANT
0010	57+89	-	58+27	WB	--	--	80	--	--	--	ROBY RD MEDIAN
0010	58+00	-	58+41	EB	--	--	85	--	--	--	ROBY RD MEDIAN
0010	58+68	-	59+89	NB	--	--	--	--	141	--	NORTH USH 51 MEDIAN
0010	58+76	-	58+89	WB - NB	--	--	206	21	--	--	NE QUADRANT
0010	58+76	-	59+56	WB	--	--	--	80	--	--	NE QUADRANT
0010	10+83	-	11+04	RBT	--	--	33	--	--	--	ROBY RD MEDIAN
0010	58+15	-	--	EB	27	--	--	--	--	--	ROBY RD MEDIAN
0010	58+25	-	--	EB	21	--	--	--	--	--	ROBY RD MEDIAN
STAGE 2 SUBTOTAL					**48**	**0**	**710**	**304**	**301**	**0**	
STAGE 3A											
0010	51+98	-	56+08	SB	--	--	85	170	154	--	SOUTH USH 51 MEDIAN
0010	54+65	-	56+54	SB	--	--	135	56	--	--	SW QUADRANT
0010	57+30	-	59+84	SB	--	--	214	16	--	--	NW QUADRANT
0010	57+84	-	61+07	SB	--	--	177	--	147	--	NORTH USH 51 MEDIAN
STAGE 3A SUBTOTAL					**0**	**0**	**611**	**242**	**301**	**0**	
STAGE 3B											
0010	54+26	-	56+29	WB	--	--	117	80	--	--	NW QUADRANT
0010	11+57	-	12+73	RBT	--	--	--	--	--	111	ROUNDABOUT
0010	55+49	-	55+86	WB			37	--	--	--	DEER POINT DR MEDIAN
STAGE 3B SUBTOTAL					**0**	**0**	**154**	**80**	**0**	**111**	
STAGE 4A											
0010	55+60	-	55+89	NB	--	--	36	--	--	--	SOUTH USH 51 MEDIAN
0010	13+36	-	10+06	RBT	--	--	48	--	--	--	SOUTH USH 51 MEDIAN
0010	55+49	-	55+85	EB	--	--	37	--	--	--	DEER POINT DR MEDIAN
0010	12+63	-	12+78	RBT	--	--	25	--	--	--	DEER POINT DR MEDIAN
0010	57+75	-	58+69	NB	--	--	95	--	--	--	NORTH USH 51 MEDIAN
0010	11+52	-	11+85	RBT	--	--	47	--	--	--	NORTH USH 51 MEDIAN
0010	ROUNDABOUT			RBT	--	264	--	--	--	238	ROUNDABOUT
0010	55+77	-	--	NB	36	--	--	--	--	--	SOUTH USH 51 MEDIAN
0010	55+87	-	--	NB	43	--	--	--	--	--	SOUTH USH 51 MEDIAN
0010	57+90	-	--	NB	42	--	--	--	--	--	NORTH USH 51 MEDIAN
0010	58+00	-	--	NB	35	--	--	--	--	--	NORTH USH 51 MEDIAN
0010	55+60	-	--	EB	12	--	--	--	--	--	DEER POINT DR MEDIAN
0010	55+69	-	--	EB	19	--	--	--	--	--	DEER POINT DR MEDIAN
STAGE 4A SUBTOTAL					**187**	**264**	**288**	**0**	**0**	**238**	
STAGE 4B											
0010	54+60	-	55+96	EB	--	--	77	48	--	--	SW QUADRANT
0010	54+33	-	56+20	NB	--	--	162	--	--	--	SE QUADRANT
STAGE 4B SUBTOTAL					**0**	**0**	**239**	**48**	**0**	**0**	
TOTAL 0010					**235**	**264**	**2,002**	**674**	**602**	**349**	

SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	REMARKS
STAGE 2							
0010	56+20	-	59+13	NB - EB	103	--	NB USH 51
0010	56+20	-	59+13	NB - EB	991	20	SE ROUNDABOUT QUAD
0040	56+20	-	58+14	NB - EB	485	--	SE ROUNDABOUT QUAD
0010	59+38	-	59+56	WB	93	--	ROBY ROAD SIDEWALK BEFORE DRIVEWAY
0010	57+95	-	58+83	EB	1,070	--	ROBY ROAD MEDIAN ISLAND
0010	59+00	-	58+66	WB - NB	1,284	40	NE ROUNDABOUT QUAD
0040	57+90	-	58+72	WB - NB	487	--	NE ROUNDABOUT QUAD
0010	58+15	-	58+25	EB	241	40	ROBY ROAD MEDIAN CROSSWALK
STAGE 2 SUBTOTAL					**4,754**	**100**	
STAGE 3A							
0010	57+30	-	59+71	SB	1,093	20	NW PARTIAL ROUNDABOUT QUAD
0040	57+30	-	58+01	SB	326	---	NW PARTIAL ROUNDABOUT QUAD
0010	54+88	-	56+46	SB	869	20	SW PARTIAL ROUNDABOUT QUAD
0040	55+93	-	56+49	SB	297	--	SW PARTIAL ROUNDABOUT QUAD
STAGE 3A SUBTOTAL					**2,585**	**40**	
STAGE 3B							
0010	54+30	-	56+25	WB	**944**	**20**	NW PARTIAL ROUNDABOUT QUAD
0040	55+71	-	56+28	WB	**274**	**--**	NW PARTIAL ROUNDABOUT QUAD
STAGE 3B SUBTOTAL					**1,218**	**20**	
STAGE 4A							
0010	51+95	-	56+08	NB	4,980	--	SOUTH USH 51 MEDIAN
0010	55+46	-	55+85	EB	460	--	DEER POINT DR MEDIAN
0010	57+75	-	61+09	NB	3,710	--	NORTH USH 51 MEDIAN
0010	55+77	-	55+87	NB	393	40	SOUTH USH 51 MEDIAN CROSSWALK
0010	57+90	-	58+00	NB	380	40	NORTH USH 51 MEDIAN CROSSWALK
0010	55+60	-	55+70	EB	154	40	DEER POINT DR MEDIAN CROSSWALK
STAGE 4A SUBTOTAL					**10,077**	**120**	
STAGE 4B							
0010	54+64	-	56+46	EB - SB	617	20	SW PARTIAL ROUNDABOUT QUAD
0040	55+93	-	56+65	SB	107	--	SW PARTIAL ROUNDABOUT QUAD
0010	54+34	-	56+20	EB - NB	852	20	SE PARTIAL ROUNDABOUT QUAD
0040	55+87	-	56+20	NB	145	--	SE PARTIAL ROUNDABOUT QUAD
STAGE 4B SUBTOTAL					**1,721**	**40**	
TOTAL 0010					**18,234**	**320**	
TOTAL 0040					**2,121**	**0**	

UNDERDRAIN

CATEGORY	STATION	TO	STATION		LOCATION	209.0300.S.01 BACKFILL COARSE AGGREGATE SIZE NO.1 CY	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY	612.0106 PIPE UNDERDRAIN 6-INCH LF
STAGE 2								
0010	55+30	-	56+49	NB	RT	3.00	50.00	100
0010	57+75	-	58+09	EB	RT	1.00	17.50	35
0010	57+35	-	57+74	NB	RT	1.50	25.00	50
STAGE 2 SUBTOTAL						**5.5**	**92.5**	**185**
STAGE 3A								
0010	55+27	-	55+77	SB	LT	1.50	25.00	50
0010	55+75	-	56+25	EB	RT	0.60	19.44	50
0010	58+21	-	58+84	SB	LT	1.50	25.00	50
0010	12+73	-	10+00	RBT	LT	1.00	34.22	88
STAGE 3A SUBTOTAL						**4.6**	**103.7**	**238**
STAGE 3B								
0010	55+78	-	56+26	WB	LT	0.50	19.06	49
0010	12+44	-	12+73	RBT	LT	0.30	10.89	28
STAGE 3B SUBTOTAL						**0.8**	**29.9**	**77**
TOTAL 0010						**10.9**	**226.1**	**500**

MARKING

CATEGORY	STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY WHITE EACH	646.6320 MARKING DOTTED EXTENSION EPOXY 18-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH
0010	44+30	-	56+00	NB & SB	1713	3991	330	2	--	34	287	108	10	1
	56+00	-	57+50	RBT	--	--	689	4	128	--	--	--	--	--
	57+50	-	66+00	NB & SB	1434	1840	313	2	--	34	43	108	10	1
	54+00	-	55+90	WB & EB	88	128	--	--	--	50	16	68	10	1
	57+60	-	60+00	WB & EB	76	266	--	--	--	46	34	68	10	1
				TOTALS	**9,536**		**1,332**	**8**	**128**	**544**		**352**	**40**	**4**

TRACKING PADS

CATEGORY	LOCATION	628.7560 EACH
0010	UNDISTRIBUTED	9

MOBILIZATION

CATEGORY	PROJECT	619.1000 EACH
0010	5845-01-78	0.31

CATEGORY	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
0010	SOUTH LEG	5	5	--
	NORTH LEG	6	6	--
	WEST LEG	6	6	--
	EAST LEG	6	6	--
	ROUNDABOUT	2	--	2
	TOTALS	**25**	**23**	**2**

FIELD OFFICE TYPE C

CATEGORY	PROJECT	642.5201 EACH
0010	5845-01-78	0.31

TRAFFIC CONTROL

CATEGORY	PROJECT	643.5000 EACH
0010	5845-01-78	0.31
	TOTAL	0.31

3

			STORM SEWER PIPE								CULVERT PIPE			
			608.0412	608.0415	608.0418	608.0424	608.0436	608.2414	608.2429	SPV.0090.01	520.3324	520.2012	520.2021	520.2024
			REINFORCED CONCRETE CLASS IV					HORIZONTAL ELLIPTICAL CLASS HE-IV			CLASS III-A	TEMPORARY	TEMPORARY	TEMPORARY
CATEGORY	FROM STRUCTURE	TO STRUCTURE	12-INCH LF	15-INCH LF	18-INCH LF	24-INCH LF	36-INCH LF	14X23-INCH LF	29X45-INCH LF	38X60-INCH LF	24-INCH LF	12-INCH LF	21-INCH LF	24-INCH LF
0010	10	19	---	---	---	---	---	---	---	39	---	---	---	---
	20	10	---	---	---	13	---	---	---	---	---	---	---	---
	21	20	---	---	---	33	---	---	---	---	---	---	---	---
	TEMP	21A	---	---	---	---	---	---	---	---	---	23	---	---
	21A	21	---	---	27	---	---	---	---	---	---	---	---	---
	22	21A	---	---	20	---	---	---	---	---	---	---	---	---
	22A	22	---	9	---	---	---	---	---	---	---	---	---	---
	22B	22A	38	---	---	---	---	---	---	---	---	---	---	---
	23	22	---	---	---	---	---	40	---	---	---	---	---	---
	24	23	---	---	---	---	---	15	---	---	---	---	---	---
	25	24	---	---	---	---	---	41	---	---	---	---	---	---
	25A	25	36	---	---	---	---	---	---	---	---	---	---	---
	25B	25	---	33	---	---	---	---	---	---	---	---	---	---
	25C	25	---	25	---	---	---	---	---	---	---	---	---	---
	25D	25C	---	17	---	---	---	---	---	---	---	---	---	---
	25E	25A	9	---	---	---	---	---	---	---	---	---	---	---
	26	27	7	---	---	---	---	---	---	---	---	---	---	---
	27	28	37	---	---	---	---	---	---	---	---	---	---	---
	31	32	---	---	---	94	---	---	---	---	---	---	---	---
	31A	31	---	16	---	---	---	---	---	---	---	---	---	---
	31B	31A	---	18	---	---	---	---	---	---	---	---	---	---
	31C	31A	68	---	---	---	---	---	---	---	---	---	---	---
	31D	31	---	55	---	---	---	---	---	---	---	---	---	---
	31E	31C	8	---	---	---	---	---	---	---	---	---	---	---
	32	10	---	---	---	19	---	---	---	---	---	---	---	---
	40	10	---	---	---	---	---	---	---	186	---	---	---	---
	40A	40	---	18	---	---	---	---	---	---	---	---	---	---
	41	44	---	---	---	---	---	---	11	---	---	---	---	---
	42	41	---	---	---	---	---	---	41	---	---	---	---	---
	43	42	---	---	---	---	---	---	31	---	---	---	---	---
	44	40	---	---	---	---	---	---	28	---	---	---	---	---
	60	40	---	---	---	---	166	---	---	---	---	---	---	---
	60A	60B	7	---	---	---	---	---	---	---	---	---	---	---
	60B	60C	36	---	---	---	---	---	---	---	---	---	---	---
	70	60	---	---	---	---	60	---	---	---	---	---	---	---
	C2	C1	---	---	---	---	---	---	---	---	58	---	---	---
	STAGE 1	-	---	---	---	---	---	---	---	---	---	---	89	15
	STAGE 2	-	---	---	---	---	---	---	---	---	---	---	21	---
	TOTALS		246	191	47	159	226	96	111	225	58	23	110	15

3

MANHOLES AND INLETS SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	STRUCTURE OFFSET	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2007 MANHOLES 7-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	SPV.0060.04 MANHOLES 9-FT DIAMETER EACH	611.3230 INLETS 2X3-FT EACH	611.3225 INLETS 2X2.5-FT EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.0545 MANHOLE COVERS TYPE L EACH	611.0530 MANHOLE COVERS TYPE J EACH	611.0639 INLET COVERS TYPE H-S EACH	611.0624 INLET COVERS TYPE H EACH	611.0627 INLET COVERS TYPE HM EACH	611.0651 INLET COVERS TYPE S EACH	611.0652 INLET COVERS TYPE T EACH	SPV.0060.05 WEIR WALL 20 EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH
0010	10	56+06.08 NB	40.0 'RT	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	---	1
	20	55+96.24 NB	31.5 'RT	---	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---	1	1
	21	56+01.60 NB	1.5 'LT	---	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1
	TEMP	56+11.86 NB	32.0 'LT	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	1
	21A	55+90.14 NB	25.7 'LT	1	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	22	55+90.38 NB	45.6 'LT	---	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1
	22A	56+04.93 SB	1.5 'RT	---	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1
	22B	55+77.78 SB	25.5 'LT	---	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1
	23	13+09.95 RB1	1.5 'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	24	12+95.00 RB1	1.5 'LT	---	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1	---	1
	25	55+85.87 EB	8.1 'LT	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	1
	25A	55+51.29 EB	1.5 'LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	25B	55+73.49 EB	23.2 'RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	25C	55+76.00 WB	1.5 'RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	25D	55+76.77 WB	16.0 'LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	25E	55+51.35 WB	1.5 'RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	26	52+00.97 SB	1.5 'RT	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	27	52+00.94 NB	5.5 'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	31	57+96.50 EB	10.9 'LT	---	---	---	---	---	---	---	---	1	---	---	---	1	---	---	---	---	1
	31A	58+09.72 EB	1.1 'LT	---	---	---	---	---	---	---	---	1	---	---	1	---	---	---	---	---	1
	31B	58+09.30 EB	16.6 'RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	31C	58+77.91 EB	1.1 'LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	31D	57+99.53 WB	22.6 'LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	31E	58+62.31 WB	1.0 'RT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	32	10+33.42 RB1	59.0 'RT	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	40	57+84.81 NB	17.6 'LT	---	---	---	---	---	1	---	---	---	---	1	---	---	---	---	---	---	1
	40A	57+77.50 NB	1.5 'LT	---	---	---	---	---	---	1	---	---	---	---	---	1	---	---	---	---	1
	41	57+92.12 SB	1.5 'RT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	42	58+20.59 SB	30.9 'LT	---	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---	---	1
	44	57+84.38 SB	8.7 'RT	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	---	---	1
	60	59+50.00 NB	6.0 'LT	---	---	1	---	---	---	---	---	---	---	1	---	---	---	---	---	---	1
	60A	61+01.85 NB	8.9 'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	60B	61+01.14 NB	1.5 'LT	---	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---	---	1
	TOTALS			1	4	2	2	2	1	14	1	6	1	4	3	18	4	1	2	1	33

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

APRON ENDWALLS SUMMARY

CATEGORY	STRUCT. NO.	STATION	OFFSET	522.1012 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 12-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.2629 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 29X45-INCH EACH	522.2638 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 38X60-INCH EACH	520.1021 APRON ENDWALLS FOR CULVERT PIPE 21-INCH EACH	520.1024 APRON ENDWALLS FOR CULVERT PIPE 24-INCH EACH	611.9800.S PIPE GRATES EACH	633.5200 MARKERS CULVERT END EACH	* 650.4000 CONSTRUCTION STAKING STORM SEWER EACH	MISC. STORM SEWER ITEMS 520.8000 CONCRETE COLLARS FOR PIPE EACH	204.9060.S.01 REMOVING APRON ENDWALLS EACH	204.0220 REMOVING INLETS EACH	204.0270 ABANDONING CULVERT PIPES EACH	204.0280 SEALING PIPES EACH
0010	19	55+20.68 SB	83.9 'RT	---	---	---	1	---	---	1	1	1	---	---	---	---	---
	28	51+97.54 NB	37.0 'RT	1	---	---	---	---	---	1	1	1	---	---	---	---	---
	43	58+42.57 SB	66.2 'LT	---	---	1	---	---	---	1	1	1	---	---	---	---	---
	60C	60+96.02 NB	40.5 'RT	1	---	---	---	---	---	1	1	1	---	---	---	---	---
	70	59+94.23 NB	45.4 'RT	---	1	---	---	---	---	1	1	1	---	---	---	---	---
	C1	51+01.41 SB	45.4 'LT	---	---	---	---	---	1	1	1	1	---	---	---	---	---
	C2	51+66.59 SB	42.8 'LT	---	---	---	---	---	1	1	1	1	---	---	---	---	---
	STAGE 1	-	-	---	---	---	---	1	2	---	---	---	1	---	---	---	---
	STAGE 2	-	-	---	---	---	---	1	---	---	---	---	---	1	---	---	---
	STAGE 3	-	-	---	---	---	---	---	---	---	---	---	---	3	1	1	1
			TOTALS	2	1	1	1	2	4	7	7	7	1	4	1	1	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

RIPRAP ITEMS

CATEGORY	STATION	OFFSET	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE FABRIC TYPE HR SY
0010	55+20.68 SB	84 'RT	-	25	55
	51+97.54 NB	37 'RT	10	-	30
	58+42.57 SB	66 'LT	-	25	55
	60+96.02 NB	41 'RT	10	-	30
	59+94.23 NB	45.4 'RT	-	25	55
	51+01.41 SB	45.4 'LT	10	-	30
	51+66.59 SB	42.8 'LT	10	-	30
		TOTALS	40	75	285

COVER PLATES TEMPORARY

CATEGORY	STAGE	611.8120.S EACH
0010		
	2	1
	3A	2
	TOTAL	3

CATEGORY	STATION	LOCATION	SPV.0060.10 VERIFY AND REPLACE EXISTING LAND PARCEL MONUMENTS EACH	SPV.0060.11 RESEARCH AND LOCATE EXISTING LAND PARCEL MONUMENTS EACH
0010	49+72 NB	65' RT	1	1
	50+01 NB	62' RT	1	1
	62+99 NB	61' RT	1	1
	64+33 NB	61' RT	1	1
	51+20 SB	50' LT	1	1
	59+28 SB	76' LT	1	1
	61+02 SB	56' FT	1	1
	62+12 SB	56' LT	1	1
	62+50 SB	59' FT	1	1
	54+52 EB	34' RT	1	1
	59+14 EB	35' RT	1	1
	58+58 WB	35' LT	1	1
	TOTAL		12	12

EC

CATEGORY	STATION	TO	STATION		LOCATION	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2006 EROSION MAT URBAN CLASS I TYPE A SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0170 SEEDING MIXTURE NO. 70 LB	630.0200 SEEDING TEMPORARY LB	630.0300 SEEDING BORROW PIT LB	630.0400 SEEDING NURSE CROP LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY	REMARKS
0010	47+81	-	56+89	NB	RT	3,220	--	410	2,630	56	5	2.0	55	0	82	--	0	68	4	180	NB USH 51
0010	58+14	-	59+70	EB	RT	90	--	0	40	---	---	0.1	1	0	1	--	0	1	1	40	ROBY ROAD
0010	57+29	-	65+00	NB	RT	2,460	--	490	1,880	62	5	1.5	43	0	64	--	0	53	2	80	NB USH 51
0010	58+19	-	59+56	WB	LT	130	--	0	70	---	---	0.1	1	0	2	--	0	1	1	60	ROBY ROAD
0010	48+31	-	56+69	SB	LT	1,980	--	1,170	690	78	6	1.2	33	0	50	--	0	42	3	130	SB USH 51
0010	54+10	-	55+64	EB	RT	150	--	0	80	---	---	0.1	1	0	2	--	0	2	2	70	DEER POINT DR
0010	57+03	-	65+23	SB	LT	2,220	--	760	1,310	63	7	1.4	37	0	56	--	0	47	3	150	SB USH 51
0010	54+10	-	55+72	WB	LT	230	--	0	170	---	2	0.1	3	0	5	--	0	4	1	60	DEER POINT DR
0010	ROUNDABOUT				LT	600	--	0	---	---	---	0.0	0	2	0	--	4	0	0	0	ROUNDABOUT
0010	WASTE SITE					--	2,180	0	--	---	---	1.4	0	0	0	59	0	49	0	0	WASTE SITE
0010	UNDISTRIBUTED					2,770	545	708	1,718	---	---	2.0	44	1	---	15	1	67	4	193	
					TOTAL 0010	**13,850**	**2,725**	**3,538**	**8,588**	**259**	**25**	**9.9**	**218**	**3**	**262**	**74**	**5**	**334**	**21**	**963**	

CONCRETE MEDIAN SLOPED NOSE

CATEGORY	STATION	TO	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF	REMARKS
STAGE 2						
0010	51+90	-	51+98	NB	60	SOUTH MEDIAN ISLAND
0010	57+82	-	57+88	WB	24	ROBY RD MEDIAN ISLAND
0010	58+69	-	58+76	WB	70	ROBY RD MEDIAN ISLAND
0010	57+89	-	57+97	EB	35	ROBY RD MEDIAN ISLAND
	STAGE 2 SUBTOTAL				**189**	
STAGE 3B						
0010	55+42	-	55+49	WB	67	DEER POINT DR MEDIAN ISLAND
0010	55+86	-	55+94	WB	34	DEER POINT DR MEDIAN ISLAND
	STAGE 3B SUBTOTAL				**101**	
STAGE 4A						
0010	56+04	-	56+11	NB	29	SOUTH MEDIAN ISLAND
0010	56+08	-	56+17	SB	40	SOUTH MEDIAN ISLAND
0010	57+65	-	57+74	NB	41	NORTH MEDIAN ISLAND
0010	57+76	-	57+83	SB	29	NORTH MEDIAN ISLAND
0010	61+07	-	61+14	SB	60	NORTH MEDIAN ISLAND
0010	55+85	-	55+91	EB	25	DEER POINT DR MEDIAN ISLAND
	STAGE 4A SUBTOTAL				**224**	
				TOTAL 0010	**514**	

SILT FENCE

CATEGORY	STATION	TO	STATION		LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	REMARKS
0010	48+31	-	56+69	SB	LT	195	390	SB USH 51
0010	54+10	-	55+64	EB	RT	305	610	DEER POINT DR
0010	57+03	-	65+23	SB	LT	100	200	SB USH 51
0010	54+10	-	55+72	WB	LT	60	120	DEER POINT DR
0010	UNDISTRIBUTED					165	330	
					TOTAL 0010	**825**	**1,650**	

EC MOB

CATEGORY	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	15	6
	TOTAL 0010	15	6

SIGNS

CATEGORY	SIGN #	STATION	SIGN CODE	SIZE (IN.)	LOCATION	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	634.0622 POSTS WOOD 4X6-INCH X 22-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	SIGN MESSAGE
0010	1-01A	48+51	W13-1	18"x18"	NB	--	--	1	--	--	--	--	2.25	--	--	--	SPEED ADVISORY 15 MPH
	1-01B	48+51	W2-6	30"x30"	NB	--	--	--	--	--	--	--	6.25	--	--	--	ROUNDABOUT SIGN
	1-02	50+51	D1-1	132"x66"	NB	--	--	--	1	1	1	60.50	--	--	--	--	ROUNDABOUT DIRECTIONAL SIGNING
	1-03A	51+92	W5-56	18"x18"	NB	--	--	1	--	--	--	--	2.25	--	--	--	REFLECTIVE DIAMOND
	1-03B	51+92	R4-7	24"x30"	NB	--	--	--	--	--	--	5.00	--	--	--	--	KEEP RIGHT SYMBOL
	1-05	53+33	R3-8CC	36"x30"	NB	--	1	--	--	--	--	7.50	--	--	--	--	ROUNDABOUT LANE CONTROL
	1-06	53+33	R3-8CC	36"x30"	NB	--	1	--	--	--	--	7.50	--	--	--	--	ROUNDABOUT LANE CONTROL
	1-07	54+25	J4-1	24"X36"	SB	--	1	--	--	--	--	6.00	--	--	--	--	US ROUTE MARKER
	1-08	51+95	R5-1	30"x30"	SB	--	1	--	--	--	--	6.25	--	--	--	--	DO NOT ENTER
	1-09	50+00	W6-1	36"X36"	SB	--	--	--	--	--	--	--	--	--	1	--	DIVIDED HIGHWAY AHEAD SYMBOL
	2-01	55+45	R4-7	24"x30"	EB	--	1	--	--	--	--	5.00	--	--	--	--	KEEP RIGHT SYMBOL
	2-02A	55+84	R6-2R	24"x30"	EB	--	--	--	--	--	--	5.00	--	1	--	--	ONE WAY RIGHT ARROW
	2-02B	55+84	R1-2	36"x31"	EB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-03A	55+87	R1-54	24"x15"	EB	--	--	--	--	--	--	2.50	--	1	--	--	TO TRAFFIC FROM LEFT
	2-03B	55+87	R1-2	36"x31"	EB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-04	56+41	--	--	SB	--	--	--	--	--	--	--	--	--	--	1	STOP
	2-05	56+08	D1-1	42"x30"	SB	--	2	--	--	--	--	8.75	--	--	--	--	SOUTH US 51 DIRECTIONAL ARROW
	2-06	55+23	W4-2R	36"x36"	SB	--	--	1	--	--	--	--	9.00	--	--	--	RIGHT LANE ENDS
	2-07	55+22	W4-2R	36"x36"	SB	--	--	1	--	--	--	--	9.00	--	--	--	RIGHT LANE ENDS
	2-08A	56+02	R6-2R	24"x30"	NB	--	--	--	--	--	--	5.00	--	1	--	--	ONE WAY RIGHT ARROW
	2-08B	56+02	R1-2	36"x31"	NB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-09A	56+13	R1-54	24"x15"	NB	--	--	--	--	--	--	2.50	--	1	--	--	TO TRAFFIC FROM LEFT
	2-09B	56+13	R1-2	36"x31"	NB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-10	58+00	D1-1	60"x15"	EB	--	2	--	--	--	--	6.25	--	--	--	--	ROBY ROAD DIRECTIONAL ARROW
	2-11	58+71	R4-7	24"x30"	EB	--	1	--	--	--	--	5.00	--	--	--	--	KEEP RIGHT SYMBOL
	2-12A	57+89	R6-2R	24"x30"	WB	--	--	--	--	--	--	5.00	--	1	--	--	ONE WAY RIGHT ARROW
	2-12B	57+89	R1-2	36"x31"	WB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-13A	57+89	R1-54	24"x15"	WB	--	--	--	--	--	--	2.50	--	1	--	--	TO TRAFFIC FROM LEFT
	2-13B	57+89	R1-2	36"x31"	WB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-14	57+25	--	--	NB	--	--	--	--	--	--	--	--	--	--	1	STOP
	2-15	57+75	D1-1	42"x30"	NB	--	2	--	--	--	--	8.75	--	--	--	--	NORTH US 51 DIRECTIONAL ARROW
	2-16	57+70	--	--	NB	--	--	--	--	--	--	--	--	--	--	1	NO PASSING ZONE
	2-17	58+30	W4-2R	36"x36"	NB	--	--	1	--	--	--	--	9.00	--	--	--	RIGHT LANE ENDS
	2-18	58+30	W4-2R	36"x36"	NB	--	--	1	--	--	--	--	9.00	--	--	--	RIGHT LANE ENDS
	2-19A	57+84	R6-2R	24"x30"	SB	--	--	--	--	--	--	5.00	--	1	--	--	ONE WAY RIGHT ARROW
	2-19B	57+84	R1-2	36"x31"	SB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-20A	57+75	R1-54	24"x15"	SB	--	--	--	--	--	--	2.50	--	1	--	--	TO TRAFFIC FROM LEFT
	2-20B	57+75	R1-2	36"x31"	SB	--	--	--	--	--	--	3.90	--	--	--	--	YIELD
	2-21	55+86	D1-1	90"x15"	WB	--	2	--	--	--	--	9.38	--	--	--	--	DEER POINT DR DIRECTIONAL ARROW
	2-22A	12+84	R6-1R	36"x12"	RBT	2	--	--	--	--	--	3.00	--	--	--	--	ONE WAY RIGHT ARROW ROUNDABOUT
	2-22B	12+84	R6-4B	60"x24"	RBT	--	--	--	--	--	--	10.00	--	--	--	--	ROUNDABOUT CHEVRON
	2-23A	10+15	R6-1R	36"x12"	RBT	2	--	--	--	--	--	3.00	--	--	--	--	ONE WAY RIGHT ARROW ROUNDABOUT
	2-23B	10+15	R6-4B	60"x24"	RBT	--	--	--	--	--	--	10.00	--	--	--	--	ROUNDABOUT CHEVRON
	2-24A	11+06	R6-1R	36"x12"	RBT	2	--	--	--	--	--	3.00	--	--	--	--	ONE WAY RIGHT ARROW ROUNDABOUT
	2-24B	11+06	R6-4B	60"x24"	RBT	--	--	--	--	--	--	10.00	--	--	--	--	ROUNDABOUT CHEVRON
	2-25A	11+93	R6-1R	36"x12"	RBT	2	--	--	--	--	--	3.00	--	--	--	--	ONE WAY RIGHT ARROW ROUNDABOUT
	2-25B	11+93	R6-4B	60"x24"	RBT	--	--	--	--	--	--	10.00	--	--	--	--	ROUNDABOUT CHEVRON
	2-26A	51+00	W2-6	30"X30"	EB	--	--	1	--	--	--	--	6.25	--	--	--	CIRCULAR INTERSECTION SIGN
	2-26B	51+00	W13-1	18"X18"	EB	--	--	--	--	--	--	--	2.25	--	--	--	ADVISORY SPEED SIGN 15 MPH
	2-27A	63+00	W2-6	30"X30"	WB	--	--	1	--	--	--	--	6.25	--	--	--	CIRCULAR INTERSECTION SIGN
	2-27B	63+00	W13-1	18"X18"	WB	--	--	--	--	--	--	--	2.25	--	--	--	ADVISORY SPEED SIGN 15 MPH
	2-28	58+80	R4-7	24"X30"	WB	--	1	--	--	--	--	5.00	--	--	--	--	KEEP RIGHT SYMBOL
	3-01	59+90	J4-1	24"X36"	NB	--	1	--	--	--	--	6.00	--	--	--	--	US ROUTE MARKER
	3-02A	61+07	W5-56	18"x18"	NB	--	--	1	--	--	--	--	2.25	--	--	--	REFLECTIVE DIAMOND
					SHEET TOTAL	8	16	9	1	1	1	260.08	66.00	8	1	3	

SIGNS

CATEGORY	SIGN #	STATION	SIGN CODE	SIZE (IN.)	LOCATION	634.0612 POSTS WOOD 4X6-INCH X 12-FT EACH	634.0614 POSTS WOOD 4X6-INCH X 14-FT EACH	634.0616 POSTS WOOD 4X6-INCH X 16-FT EACH	634.0618 POSTS WOOD 4X6-INCH X 18-FT EACH	634.0620 POSTS WOOD 4X6-INCH X 20-FT EACH	634.0622 POSTS WOOD 4X6-INCH X 22-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	634.0814 POSTS TUBULAR STEEL 2X2-INCH X 14-FT EACH	638.2102 MOVING SIGNS TYPE II EACH	638.2602 REMOVING SIGNS TYPE II EACH	SIGN MESSAGE
0010	3-02B	61+07	R4-7	24" x 30"	NB	--	--	--	--	--	--	5.00	--	--	--	--	KEEP RIGHT SYMBOL
	3-03	61+06	R5-1	30" x 30"	NB	--	1	--	--	--	--	6.25	--	--	--	--	DO NOT ENTER
	3-04	62+87	R2-1	24"X30"	NB	--	--	--	--	--	--	--	--	--	1	--	SPEED LIMIT 55 MPH
	3-05	60+44	R3-8CC	36" x 30"	SB	--	1	--	--	--	--	7.50	--	--	--	--	ROUNDABOUT LANE CONTROL
	3-06	60+44	R3-8CC	36" x 30"	SB	--	1	--	--	--	--	7.50	--	--	--	--	ROUNDABOUT LANE CONTROL
	3-08	62+89	R2-1	24"X30"	SB	--	--	--	--	--	--	--	--	--	1	--	SPEED LIMIT 45 MPH
	3-09	63+33	D1-1	132" x 60"	SB	--	--	--	1	2	--	55.00	--	--	--	--	ROUNDABOUT DIRECTIONAL SIGNING
	3-10A	65+33	W13-1	30" x 30"	SB	--	--	1	--	--	--	6.25	--	--	--	--	SPEED ADVISORY 15 MPH
	3-10B	65+33	W2-6	18" x 18"	SB	--	--	--	--	--	--	3.00	--	--	--	--	ROUNDABOUT
					SHEET TOTAL	--	3	1	1	2	--	90.50	0.00	0	2	0	
					TOTAL 0010	**8**	**19**	**10**	**2**	**3**	**1**	**350.58**	**66.00**	**8**	**3**	**3**	

CONSTRUCTION STAKING

CATEGORY	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	650.9910.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (02. 5848-01-78) LS
0010	STAGE 1	--	--	--	--	--	--	1
0010	STAGE 2	1,724	1,065	653	659	5	1,680	--
0010	STAGE 3A	1,484	1,074	543	508	2	1,554	--
0010	STAGE 3B	131	--	80	131	1	129	--
0010	STAGE 4A	--	--	187	--	6	--	--
0010	STAGE 4B	--	--	48	--	2	--	--
	TOTAL 0010	**3,339**	**2,139**	**1,511**	**1,298**	**16**	**3,363**	**1**

UTILITY ADJUSTMENT SUMMARY

CATEGORY	STATION	LOCATION	SPV.0060.08 ADJUSTING VALVE BOX EACH	SPV.0060.09 ADJUSTING SANITARY MANHOLE COVERS EACH
0030	59+08	EB	--	1
0030	11+02	RBT	1	--
0030	11+04	RBT	1	--
		TOTALS 0030	**2**	**1**

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
STAGE 1							
0010	48+31	-	49+81	ENB	150	--	SB USH 51 TEMPORARY PAVEMENT
0010	51+23	-	51+47	SB	24	--	DRIVEWAY TIE-IN
0010	54+20	-	56+54	ENB	275	--	SB USH 51 TEMPORARY PAVEMENT
0010	54+21	-	59+00	ERD, ENB	240	--	SB USH 51 TEMPORARY PAVEMENT
0010	60+00			ENB	--	60	TEMPORARY STORM SEWER
STAGE 1 SUBTOTAL					**689**	**60**	
STAGE 2							
0010	49+80			NB	--	15	NB USH 51 TIE-IN
0010	49+80	-	54+20	ENB	--	455	EXISTING PAVEMENT REMOVAL
0010	59+00	-	64+00	ENB	--	490	EXISTING PAVEMENT REMOVAL
0010	64+00			NB	--	15	NB USH 51 TIE-IN
0010	59+70			EB	40	9	ROBY RD TIE-IN
0010	59+00	-	59+38	WB	38	--	GAS STATION DRIVEWAY TIE-IN
STAGE 2 SUBTOTAL					**78**	**984**	
STAGE 3A							
0010	49+80			SB	--	15	SB USH 51 TIE-IN
0010	64+03			SB	--	15	SB USH 51 TIE-IN
0010	54+10			EB	12	--	EB DEER POINT DR TIE-IN
0010	54+10	-	54+85	EB	75	--	EB DEER POINT DR STAGING SAWCUT
STAGE 3A SUBTOTAL					**87**	**30**	
STAGE 3B							
0010	54+10			WB	**12**	**--**	WB DEER POINT DR TIE-IN
STAGE 4B							
0010	49+80	-	53+56	NB	380	--	REMOVAL OF TEMPORARY WIDENING
0010	60+57	-	64+00	NB	340	--	REMOVAL OF TEMPORARY WIDENING
0010	54+37	-	55+08	NB	75	--	REMOVAL OF TEMPORARY WIDENING
STAGE 4B SUBTOTAL					**795**	**0**	
				TOTAL 0010	**1,661**	**1,074**	

LIGHTING CONDUIT SUMMARY

CATEGORY	EQUIP. LOCATION FROM	TO	652.0225 SCHEDULE 40 2-INCH LF	652.0235 SCHEDULE 40 3-INCH LF
0010	LC-1	LPB-1	---	54
	LC-1	LPB-2	---	84
	LPB-2	LPB-3	---	202
	LPB-3	L-04	136	---
	LPB-3	L-05	65	---
	L-05	L-06	114	---
	LPB-2	L-02	131	---
	L-02	L-01	56	---
	L-01	LPB-7	15	---
	LPB-7	LPB-6	---	134
	LPB-6	L-12	56	---
	L-12	L-11	121	---
	L-11	LPB-5	26	---
	LPB-5	L-10	160	---
	LPB-5	LPB-4	---	228
	LPB-4	L-09	70	---
	LPB-4	L-08	91	---
	L-08	L-07	68	---
		TOTALS	1,109	702

LIGHTING PULL BOXES

CATEGORY	NO.	653.0164 PULL BOXES NON-CONDUCTIVE 24X42-INCH EACH
0010	LPB-1	1
	LPB-2	1
	LPB-3	1
	LPB-4	1
	LPB-5	1
	LPB-6	1
	LPB-7	1
	TOTAL	7

STREET LIGHTING SUMMARY (POLE LUMINAIRE)

CATEGORY	BASE NO.	STATION	LOCATION	654.0106 CONCRETE BASES TYPE 6 EACH	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG LF	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG (GROUND) LF	657.0255 TRANSFORMER BASES BREAKAWAY 11 1/2-INCH BOLT CIRCLE EACH	659.1125 LUMINAIRES UTILITY LED C EACH	657.0327 POLES TYPE 6 ALUMINUM EACH	657.0705 LUMINAIRE ARMS TRUSS TYPE 4 1/2-INCH CLAMP 10-FT EACH
0010	L-01	58+29.00 WB	33.59 LT	1	96	48	1	1	1	1
	L-02	57+78.41 NB	45.01 RT	1	96	48	1	1	1	1
	L-03	59+39.05 NB	29.47 RT	1	96	48	1	1	1	1
	L-04	60+47.75 SB	31.58 LT	1	96	48	1	1	1	1
	L-05	58+27.54 SB	48.75 LT	1	96	48	1	1	1	1
	L-06	55+88.90 WB	29.77 LT	1	96	48	1	1	1	1
	L-07	55+40.36 EB	35.64 RT	1	96	48	1	1	1	1
	L-08	56+10.95 SB	47.35 LT	1	96	48	1	1	1	1
	L-09	54+49.84 SB	42.16 LT	1	96	48	1	1	1	1
	L-10	53+48.88 NB	35.66 RT	1	96	48	1	1	1	1
	L-11	55+51.36 NB	48.43 RT	1	96	48	1	1	1	1
	L-12	57+97.50 EB	39.74 RT	1	96	48	1	1	1	1
			TOTALS	12	1,728		12	12	12	12

ELECTRICAL WIRE LIGHTING

CATEGORY	EQUIP. LOCATION FROM	TO	655.0615 * 10 AWG LF
0010	LC-1	L-04	618
	L-04	L-06	658
	LC-1	L-03	184
	L-03	L-05	446
	LC-1	L-02	386
	L-02	L-12	440
	L-12	L-10	622
	L-12	L-08	748
	LC-1	L-01	500
	L-01	L-11	558
	L-11	L-09	466
	L-09	L-07	470
		TOTAL	6,096

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

ELECTRICAL WIRE LIGHTING-SYSTEM GROUND CONDUCTOR

CATEGORY	EQUIP. LOCATION FROM	TO	655.0615 * 10 AWG LF
0010	LC-1	L-03	92
	L-03	L-05	223
	L-05	L-04	222
	L-05	L-06	216
	LC-1	L-02	193
	L-02	L-01	63
	L-01	L-12	165
	L-12	L-11	124
	L-11	L-10	202
	L-11	L-09	233
	L-09	L-08	176
	L-08	L-07	77
		TOTAL	1,986

* ADDITIONAL QUANTITIES LISTED ELSEWHERE

3

LIGHTING CONTROL SUMMARY

CATEGORY	CABINET NO.	STATION	EQUIPMENT LOCATION	659.2130 LIGHTING CONTROL CABINETS 120/240V 30-IN EACH	654.0230 CONCRETE CONTROL CABINET BASES TYPE L30 EACH	656.0200 ELECTRICAL SERVICE METER BREAKER PEDESTAL LS
0010	LC-1	59+26.83 NB	63.65 RT	1	1	1
			TOTALS	1	1	1

TRAFFIC CONTROL

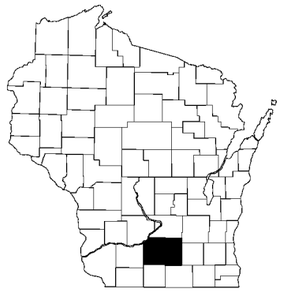
CATEGORY	STAGE	LOCATION	DURATION (DAYS)	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0500 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER POSTS EACH	643.0600 TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER BASES EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A 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 DAYS	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY
0010	0	ADVANCED NOTIFICATION	7	---	---	---	---	---	---	---	---	---	---	---	---	2	14
	0	WIDTH RESTRICTION SIGNING	131	---	---	---	---	---	---	---	---	---	---	5	655	---	---
			SUBTOTALS		0		0	0	0		0		0		655		14
	1	MAINLINE CLOSURE	7	---	---	14	98	---	---	28	196	---	---	12	84	2	18
	1	STAGE 1 TRAFFIC CONTROL	7	69	483	1	7	---	---	0	0	---	---	14	98	---	---
			SUBTOTALS		483		105	0	0		196		0		182		18
	2	STAGE 2 TRAFFIC CONTROL	60	98	5,880	15	900	47	41	30	1,800	---	---	46	2,760	---	---
			SUBTOTALS		5,880		900	47	41		1,800		0		2,760		0
	3A	STAGE 3A TRAFFIC CONTROL	45	123	5,535	1	45	39	34	2	90	7	315	30	1,350	---	---
	3B	STAGE 3B TRAFFIC CONTROL	19	115	2,185	3	57	---	---	3	57	7	133	30	570	---	---
			SUBTOTALS		7,720		102	39	34		147		448		1,920		0
	4A	STAGE 4A TRAFFIC CONTROL	21	201	4,221	3	63	---	---	3	63	---	---	23	483	---	---
	4B	STAGE 4B TRAFFIC CONTROL	11	137	1,507	3	33	---	---	3	33	---	---	22	242	---	---
			SUBTOTALS		5,728		96	0	0		96		0		725		0
			TOTALS		19,811		1,203	86	75		2,239		448		6,242		32

NOTE: ADDITIONAL QUANTITY OF TRAFFIC CONTROL FLEXIBLE TUBULAR POSTS IS TO ACCOUNT FOR KNOCKDOWNS DURING CONSTRUCTION

TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	646.9000 MARKING REMOVAL LINE 4-INCH LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (WHITE) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (DOUBLE YELLOW) LF	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH (YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE SKIP) (3' SEG, 9' GAP) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (WHITE) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (DOUBLE YELLOW) LF	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH (YELLOW) LF	649.0805 TEMPORARY MARKING STOP LINE PAINT 18-INCH LF	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH LF
0010	1	STAGE 1 TRAFFIC CONTROL	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS	0	0	0	0	0	0	0	0	0	0
	2	STAGE 2 TRAFFIC CONTROL	1,592	3,581	3,016	606	---	---	---	---	25	---
		SUBTOTALS	1,592	3,581	3,016	606	0	0	0	0	25	0
	3A	STAGE 3A TRAFFIC CONTROL	1,053	3,519	3,852	92	85	532	---	825	14	29
	3B	STAGE 3B TRAFFIC CONTROL	0	---	---	---	145	678	263	0	14	---
		SUBTOTALS	1,053	3,519	3,852	92	230	1,210	263	825	28	29
	4A	STAGE 4A TRAFFIC CONTROL	---	---	---	---	---	---	---	---	---	---
	4B	STAGE 4B TRAFFIC CONTROL	---	---	---	---	---	---	---	---	---	---
		SUBTOTALS	0	0	0	0	0	0	0	0	0	0
		TOTALS	2,645		14,666			2,528			53	29

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
5845-01-23
STOUGHTON - MADISON
(ROBY ROAD INTERSECTION)
USH 51
DANE COUNTY



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)
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
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
OFF-PREMISE SIGN

R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP

	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

CONVENTIONAL ABBREVIATIONS

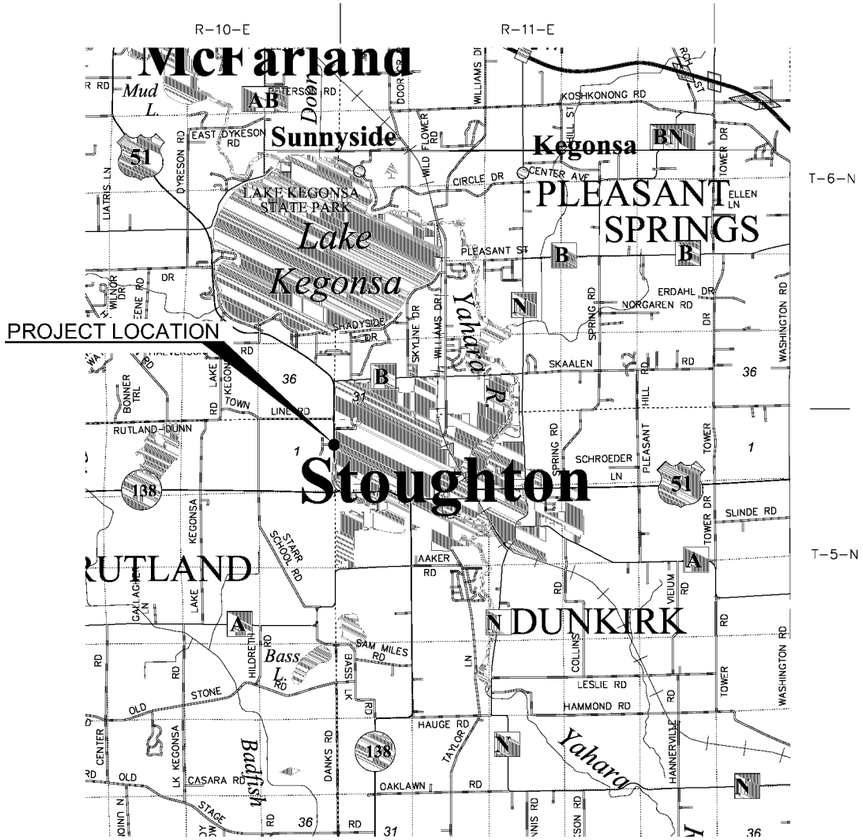
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	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

W	WATER
G	GAS
T	TELEPHONE
OH	OVERHEAD TRANSMISSION LINES
E	ELECTRIC
TV	CABLE TELEVISION
FO	FIBER OPTIC
SAN	SANITARY SEWER
SS	STORM SEWER



LAYOUT
SCALE 0 1.0 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5845-01-23

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83(2011) IN U.S. 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 ¾" 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.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

A HIGHWAY EASEMENT (HE) IS AN EASEMENT FOR HIGHWAY PURPOSES, AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON, WI.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG USH 51 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT 5845-00-21.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
PREVIOUS PROJECT 5845-00-21
JOHN NYGAARD'S VIRGIN LAKE ESTATES
JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION
CSM #5515, CSM #8116, CSM #8144, CSM #11371, CSM #11949, CSM #12431, AND CSM #15110

EXISTING DEER POINT DRIVE RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
CSM #5515, CSM #8116, AND CSM #11949

EXISTING ROBY ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
JOHN NYGAARD'S VIRGIN LAKE ESTATES
JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION

PROJECT NUMBER 5845-01-23 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : P:\90S\93\00093488\CADD\RW\5845-01-08 USH 51 TPP_TITLE.DWG
LAYOUT NAME: TPP Title 34x22
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : KEVIN LORD PLOT NAME : _____ APPRAISAL PLAT DATE : _____
5845-01-23 4.01

TRANSPORTATION PROJECT PLAT NO: 5845-01-23 - 4.01

THAT PART OF LOT 1 OF CSM 11949, LOT 1 OF CSM 15110, LOT 3 OF CSM 8116, AND LOT 1 OF CSM 5515 LOCATED IN THE NE 1/4 OF THE SE 1/4 AND THE SE 1/4 OF THE NE 1/4 OF SECTION 1, T5N, R10E, IN THE TOWN OF RUTLAND, DANE COUNTY, WISCONSIN. ALSO THAT PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 1, T5N, R10E, IN THE CITY OF STOUGHTON, DANE COUNTY, WISCONSIN. ALSO THAT PART OF LOTS 1, 2, 3, 4, 5, 6, AND 7 OF JOHN NYGAARD'S VIRGIN LAKE ESTATES AND LOTS 1 AND 2 OF JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION AND LOTS 1, 2, AND 3 OF CSM 12431 LOCATED IN THE SW 1/4 OF THE NW 1/4 AND THE NW 1/4 OF THE NW 1/4 OF SECTION 6, T5N, R11E, CITY OF STOUGHTON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER: USH 51 STOUGHTON-MADISON, (ROBY ROAD INTERSECTION) DANE COUNTY

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 ALONG ROUTE HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT 5845-00-21.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83(2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON, WI.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN DANE COUNTY, AS SHEET 2 OF 2 OF THIS DOCUMENT.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
PREVIOUS PROJECT 5845-00-21, JOHN NYGAARD'S VIRGIN LAKE ESTATES, JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION, CSM *5515, CSM *8116, CSM *8144, CSM *11371, CSM *11949, CSM *12431, AND CSM *15110.

EXISTING DEER POINT DRIVE AND ROBY ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
CSM *5515, CSM *8116, CSM *11949, JOHN NYGAARD'S VIRGIN LAKE ESTATES, JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION.

R/W POINT	STATION	OFFSET	R/W POINT	STATION	OFFSET
100	47+08.96ENB	59.24' L	121	60+04.21ENB	96.08' R
101	48+76.69ENB	52.70' L	122	57+77.64ENB	85.31' R
102	52+41.79ENB	49.26' L	123	57+51.67ENB	96.60' R
103	53+95.13ENB	61.92' L	124	58+09.23ERD	48.70' L
104	55+01.39ENB	78.68' L	125	58+33.86ERD	39.80' L
105	55+75.85ENB	81.43' L	126	58+47.09ERD	39.89' L
106	55+73.72ERD	58.27' R	127	59+47.38ERD	39.79' L
107	55+29.65ERD	33.08' R	128	59+47.69ERD	40.21' R
108	54+00.18ERD	33.78' R	129	58+47.85ERD	40.10' R
109	53+99.83ERD	32.22' L	130	58+00.24ERD	40.16' R
110	55+06.02ERD	32.79' L	131	57+90.21ERD	43.58' R
111	55+66.06ERD	50.10' L	132	56+17.33ENB	90.46' R
112	57+52.36ENB	79.48' L	133	56+02.62ENB	78.10' R
113	57+70.11ENB	63.80' L	134	55+04.57ENB	80.57' R
114	60+74.27ENB	63.96' L	135	54+74.19ENB	101.25' R
115	62+24.27ENB	59.05' L	136	53+74.19ENB	101.03' R
116	65+38.13ENB	59.22' L	137	52+74.24ENB	98.30' R
117	65+38.13ENB	60.78' R	138	51+74.48ENB	85.58' R
118	62+74.41ENB	60.93' R	139	50+74.87ENB	65.36' R
119	61+74.41ENB	65.98' R	140	48+72.15ENB	62.21' R
120	61+38.23ENB	66.00' R	141	47+08.96ENB	55.85' R

COURSE	BEARING	DISTANCE
102-103	N05°03'40"W	153.87'
103-104	N09°18'26"W	107.57'
104-105	N02°19'05"W	74.73'
105-106	N27°56'39"W	50.75'
106-107	N60°08'49"W	50.75'
108-109	N00°12'23"W	66.00'

COURSE	BEARING	DISTANCE
110-111	N74°01'17"E	62.48'
111-112	N54°28'13"E	40.09'
112-113	N41°17'39"E	23.69'
119-120	S00°12'52"E	36.18'
122-123	S23°41'23"E	28.32'
123-124	S51°42'11"E	28.32'
124-125	S83°01'02"E	22.91'
126-127	N68°47'21"E	100.00'
127-128	S21°12'40"E	80.00'
130-131	S62°16'34"W	11.88'
131-132	S51°24'58"W	36.34'
132-133	S39°51'30"W	19.22'
134-135	S34°35'13"E	36.75'
138-139	S11°07'59"W	101.65'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	G & N LAND HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	--	--	--	0.101
2	KUNES STOUGHTON ABS PROPERTY LLC	FEE/TLE	0.023	--	0.023	0.120
3	GREGORY M. SHAW AND DAWN SHAW, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	0.189	--	0.189	0.085
4	GERBER INVESTMENTS LLC	FEE/TLE	0.051	--	0.051	0.109
5	RHD PROPERTIES LLC	TLE	--	--	--	0.015
6	ALB RESTAURANTS PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	0.023	--	0.023	0.018
7	MACO, LTD	FEE/TLE	0.195	--	0.195	0.063
8	ADAMS PROPERTY HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	0.062	--	0.062	0.069
9	KWIK TRIP, INC., A WISCONSIN CORPORATION	FEE/TLE	0.177	--	0.177	0.078
10	JARLAND, LLC	FEE/TLE	0.046	--	0.046	0.023
11	STOUGHTON ACORN LLC	TLE	--	--	--	0.033
12	CRR OF REEDSBURG LLC	TLE	--	--	--	0.008

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
80	ALLIANT ENERGY (WISCONSIN POWER AND LIGHT) VOL. 14707, PG. 31 DOC. *2221646 (GAS) - PARCEL 1 VOL. 14707, PG. 38, DOC. *2221649 (GAS) - PARCEL 1 VOL. 14707, PG. 33 DOC. *2221647 (GAS) - PARCEL 3 VOL. 14746, PG. 8, DOC. *2223002 (GAS) - PARCEL 2,4	RELEASE OF RIGHTS
82	AT&T WISCONSIN - COMM (WISCONSIN BELL) VOL. 16690, PG. 7, DOC. *2288385 - PARCELS 6,7,8,9,10,11,12 NO EASEMENT OF RECORD - PARCELS 1,2,3,4	RELEASE OF RIGHTS
83	STOUGHTON UTILITIES - ELECTRIC DOC. *3490964 - PARCEL 9 NO EASEMENT OF RECORD - PARCEL 11	RELEASE OF RIGHTS

CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
125-126	11.52'	240.00'	N70°09'52"E	11.52'
129-130	53.78'	320.00'	S73°36'13"W	53.72'

TLE POINT	STATION	OFFSET
T51	51+00.98ENB	67.99' L
T52	51+02.52ENB	88.93' L
T53	51+67.69ENB	88.78' L
T54	51+66.21ENB	68.78' L
T55	53+95.15ENB	68.27' L
T56	55+01.05ENB	88.68' L
T57	55+71.88ENB	96.30' L
T58	56+09.94ENB	116.33' L
T59	55+22.21ERD	46.11' R
T60	54+52.31ERD	33.50' R
T61	53+99.77ERD	42.22' L
T62	55+09.42ERD	42.81' L
T63	55+30.50ERD	60.66' L
T64	55+61.64ERD	59.23' L
T65	57+59.85ENB	86.21' L
T66	57+95.80ENB	68.81' L
T67	60+74.35ENB	68.96' L
T68	62+24.43ENB	64.04' L
T69	64+00.00ENB	59.14' L
T70	64+06.13ENB	65.86' R
T71	62+74.53ENB	65.93' R
T72	61+74.54ENB	70.98' R

TLE POINT	STATION	OFFSET
T73	61+38.23ENB	76.00' R
T74	60+04.21ENB	101.08' R
T75	57+81.48ENB	94.54' R
T76	57+57.95ENB	104.78' R
T77	58+16.76ERD	57.01' L
T78	58+36.84ERD	49.66' L
T79	59+47.35ERD	49.79' L
T80	59+47.72ERD	45.21' R
T81	58+06.03ERD	48.76' R
T82	55+94.77ENB	88.30' R
T83	55+04.80ENB	90.57' R
T84	54+74.00ENB	111.25' R
T85	53+74.00ENB	111.03' R
T86	52+74.05ENB	108.30' R
T87	51+74.39ENB	90.58' R
T88	50+74.77ENB	70.36' R
T89	49+60.47ENB	65.11' R

ALIGNMENT INFORMATION

BP = STA 43+48.71ENB
Y = 427,830.690
X = 857,043.695

DA = N02°30'18"W

PI = STA 49+45.03ENB
Y = 428,427.043
X = 857,017.605
Δ = 02°09'44" RT

DA = N00°20'34"W

PI = STA 55+13.41ENB
Y = 428,395.408
X = 857,014.206
Δ = 00°09'35" RT

DA = N00°10'59"W

EP = STA 69+67.59ENB
Y = 430,449.582
X = 857,009.559

ALIGNMENT INFORMATION

BP = STA 51+82.00ERD
Y = 429,161.401
X = 856,517.179

DA = S89°53'48"E

CURVE 1
PI = STA 57+93.63ERD
Y = 429,160.298
X = 857,128.810
Δ = 21°23'10" LT
D = 18°28'57"
T = 58.54'
L = 115.71'
R = 310.00'
LC = 115.04'
LCB = N79°24'37"E
PC = 57+35.10ERD
PT = 58+50.81ERD

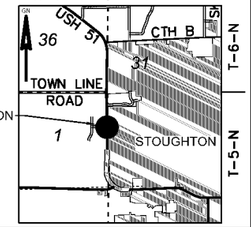
DA = N68°43'02"E

CURVE 2
PI = STA 59+95.49ERD
Y = 429,234.061
X = 857,318.168
Δ = 18°43'55" RT
D = 19°05'55"
T = 49.48'
L = 98.08'
R = 300.00'
LC = 97.64'
LCB = N78°04'59"E
PC = 59+46.01ERD
PT = 60+44.09ERD

DA = N87°26'56"E

EP = STA 61+78.12ERD
Y = 429,242.228
X = 857,501.498

PROJECT LOCATION (NOT TO SCALE)



KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5488208
05/16/2019 08:57 AM
Trans Fee:
Exempt #:
Rec. Fee: 25.00
Pages:

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5845-01-23 4.01
SHEET 1 OF 2
AMENDMENT NO:

FOUND BRASS MONUMENT
Y = 430,973.510
X = 857,008.250

0 50 100
SCALE, FEET

I, KEVIN C. LORD 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: Kevin Lord DATE: 05/15/19
PRINT NAME: KEVIN C. LORD
REGISTRATION NUMBER: S-2645

KEVIN C. LORD S-2645 MADISON, WIS.

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SIGNATURE: Cory Schlagel DATE: 5/15/2019
PRINT NAME: CORY SCHLAGEL

MSA

FILE NAME : P:\905\93\00093488\CADD\RW\5845-01-08 USH 51 TPP REV030419.DWG
PLOT DATE : 5/14/2019 4:17 PM
PLOT BY : KEVIN LORD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
APPRAISAL PLAT DATE : MAY 13, 2019

5845-01-23 4.01

TRANSPORTATION PROJECT PLAT NO: 5845-01-23 - 4.01 AMENDMENT NO. 1

AMENDS UTILITY NUMBER 83 TO REMOVE REFERENCE TO PARCEL 11 AND ADD REFERENCE TO PARCEL 7 OF TPP NO: 5845-01-23-4.01 RECORDED AS DOCUMENT NO: 5488208.

THAT PART OF LOT 1 OF CSM 11949, LOT 1 OF CSM 15110, LOT 3 OF CSM 8116, AND LOT 1 OF CSM 5515 LOCATED IN THE NE 1/4 OF THE SE 1/4 AND THE SE 1/4 OF THE NE 1/4 OF SECTION 1, T5N, R10E, IN THE TOWN OF RUTLAND, DANE COUNTY, WISCONSIN. ALSO THAT PART OF THE NE 1/4 OF THE NE 1/4 OF SECTION 1, T5N, R10E, IN THE CITY OF STOUGHTON, DANE COUNTY, WISCONSIN. ALSO THAT PART OF LOTS 1, 2, 3, 4, 5, 6, AND 7 OF JOHN NYGAARD'S VIRGIN LAKE ESTATES AND LOTS 1 AND 2 OF JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION AND LOTS 1, 2, AND 3 OF CSM 12431 LOCATED IN THE SW 1/4 OF THE NW 1/4 AND THE NW 1/4 OF THE NW 1/4 OF SECTION 6, T5N, R11E, CITY OF STOUGHTON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER: USH 51 STOUGHTON-MADISON, (ROBY ROAD INTERSECTION) DANE COUNTY

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 ALONG ROUTE HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT 5845-00-21.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), DANE COUNTY, NAD83(2011) IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN MADISON, WI.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN DANE COUNTY, AS SHEET 2 OF 2 OF DOCUMENT *5488208.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
PREVIOUS PROJECT 5845-00-21, JOHN NYGAARD'S VIRGIN LAKE ESTATES, JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION, CSM *5515, CSM *8116, CSM *8144, CSM *11371, CSM *11949, CSM *12431, AND CSM *15110.

EXISTING DEER POINT DRIVE AND ROBY ROAD RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:
CSM *5515, CSM *8116, CSM *11949, JOHN NYGAARD'S VIRGIN LAKE ESTATES, JOHN NYGAARD'S VIRGIN LAKE ESTATES COMMERCE ADDITION.

R/W POINT	STATION	OFFSET	R/W POINT	STATION	OFFSET
100	47+08.96ENB	59.24' L	121	60+04.21ENB	96.08' R
101	48+76.69ENB	52.70' L	122	57+77.64ENB	85.31' R
102	52+41.79ENB	49.26' L	123	57+51.67ENB	96.60' R
103	53+95.13ENB	61.92' L	124	58+09.23ERD	48.70' L
104	55+01.39ENB	78.68' L	125	58+33.86ERD	39.80' L
105	55+75.85ENB	81.43' L	126	58+47.09ERD	39.89' L
106	55+73.72ERD	58.27' R	127	59+47.38ERD	39.79' L
107	55+29.65ERD	33.08' R	128	59+47.69ERD	40.21' R
108	54+00.18ERD	33.78' R	129	58+47.85ERD	40.10' R
109	53+99.83ERD	32.22' L	130	58+00.24ERD	40.16' R
110	55+06.02ERD	32.79' L	131	57+90.21ERD	43.58' R
111	55+66.06ERD	50.10' L	132	56+17.33ENB	90.46' R
112	57+52.36ENB	79.48' L	133	56+02.62ENB	78.10' R
113	57+70.11ENB	63.80' L	134	55+04.57ENB	80.57' R
114	60+74.27ENB	63.96' L	135	54+74.19ENB	101.25' R
115	62+24.27ENB	59.05' L	136	53+74.19ENB	101.03' R
116	65+38.13ENB	59.22' L	137	52+74.24ENB	98.30' R
117	65+38.13ENB	60.78' R	138	51+74.48ENB	85.58' R
118	62+74.41ENB	60.93' R	139	50+74.87ENB	65.36' R
119	61+74.41ENB	65.98' R	140	48+72.15ENB	62.21' R
120	61+38.23ENB	66.00' R	141	47+08.96ENB	55.85' R

COURSE	BEARING	DISTANCE
102-103	N05°03'40"W	153.87'
103-104	N09°18'26"W	107.57'
104-105	N02°19'05"W	74.73'
105-106	N27°56'39"W	50.75'
106-107	N60°08'49"W	50.75'
108-109	N00°12'23"W	66.00'

COURSE	BEARING	DISTANCE
110-111	N74°01'17"E	62.48'
111-112	N54°28'13"E	40.09'
112-113	N41°17'39"E	23.69'
119-120	S00°12'52"E	36.18'
122-123	S23°41'23"E	28.32'
123-124	S51°42'11"E	28.32'
124-125	S83°01'02"E	22.91'
126-127	N68°47'21"E	100.00'
127-128	S21°12'40"E	80.00'
130-131	S62°16'34"W	11.88'
131-132	S51°24'58"W	36.34'
132-133	S39°51'30"W	19.22'
134-135	S34°35'13"E	36.75'
138-139	S11°07'59"W	101.65'

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	G & N LAND HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	TLE	--	--	--	0.101
2	KUNES STOUGHTON ABS PROPERTY LLC	FEE/TLE	0.023	--	0.023	0.120
3	GREGORY M. SHAW AND DAWN SHAW, HUSBAND AND WIFE, AS SURVIVORSHIP MARITAL PROPERTY	FEE/TLE	0.189	--	0.189	0.085
4	GERBER INVESTMENTS LLC	FEE/TLE	0.051	--	0.051	0.109
5	RHD PROPERTIES LLC	TLE	--	--	--	0.015
6	ALB RESTAURANTS PROPERTIES LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	0.023	--	0.023	0.018
7	MACO, LTD	FEE/TLE	0.195	--	0.195	0.063
8	ADAMS PROPERTY HOLDINGS, LLC, A WISCONSIN LIMITED LIABILITY COMPANY	FEE/TLE	0.062	--	0.062	0.069
9	KWIK TRIP, INC., A WISCONSIN CORPORATION	FEE/TLE	0.177	--	0.177	0.078
10	JARLAND, LLC	FEE/TLE	0.046	--	0.046	0.023
11	STOUGHTON ACORN LLC	TLE	--	--	--	0.033
12	CRR OF REEDSBURG LLC	TLE	--	--	--	0.008

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
80	ALLIANT ENERGY (WISCONSIN POWER AND LIGHT) VOL. 14707, PG. 31 DOC. *2221646 (GAS) - PARCEL 1 VOL. 14707, PG. 38, DOC. *2221649 (GAS) - PARCEL 1 VOL. 14707, PG. 33 DOC. *2221647 (GAS) - PARCEL 3 VOL. 14746, PG. 8, DOC. *2223002 (GAS) - PARCEL 2,4	RELEASE OF RIGHTS
82	AT&T WISCONSIN - COMM (WISCONSIN BELL) VOL. 16690, PG. 7, DOC. *2288385 - PARCELS 6,7,8,9,10,11,12 NO EASEMENT OF RECORD - PARCELS 1,2,3,4	RELEASE OF RIGHTS
83	STOUGHTON UTILITIES - ELECTRIC DOC. *3490964 - PARCEL 9 EASEMENT PER JOHN NYGAARD'S VIRGIN LAKE ESTATES - PARCEL 7	RELEASE OF RIGHTS

TLE POINT	STATION	OFFSET
T51	51+00.98ENB	67.99' L
T52	51+02.52ENB	88.93' L
T53	51+67.69ENB	88.78' L
T54	51+66.21ENB	68.78' L
T55	53+95.15ENB	68.27' L
T56	55+01.05ENB	88.68' L
T57	55+71.88ENB	96.30' L
T58	56+09.94ENB	116.33' L
T59	55+22.21ERD	46.11' R
T60	54+52.31ERD	33.50' R
T61	53+99.77ERD	42.22' L
T62	55+09.42ERD	42.81' L
T63	55+30.50ERD	60.66' L
T64	55+61.64ERD	59.23' L
T65	57+59.85ENB	86.21' L
T66	57+95.80ENB	68.81' L
T67	60+74.35ENB	68.96' L
T68	62+24.43ENB	64.04' L
T69	64+00.00ENB	59.14' L
T70	64+06.13ENB	65.86' R
T71	62+74.53ENB	65.93' R
T72	61+74.54ENB	70.98' R

TLE POINT	STATION	OFFSET
T73	61+38.23ENB	76.00' R
T74	60+04.21ENB	101.08' R
T75	57+81.48ENB	94.54' R
T76	57+57.95ENB	104.78' R
T77	58+16.76ERD	57.01' L
T78	58+36.84ERD	49.66' L
T79	59+47.35ERD	49.79' L
T80	59+47.72ERD	45.21' R
T81	58+06.03ERD	48.76' R
T82	55+94.77ENB	88.30' R
T83	55+04.80ENB	90.57' R
T84	54+74.00ENB	111.25' R
T85	53+74.00ENB	111.03' R
T86	52+74.05ENB	108.30' R
T87	51+74.39ENB	90.58' R
T88	50+74.77ENB	70.36' R
T89	49+60.47ENB	65.11' R

CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
125-126	11.52'	240.00'	N70°09'52"E	11.52'
129-130	53.78'	320.00'	S73°36'13"W	53.72'

ALIGNMENT INFORMATION

BP = STA 43+48.71ENB
Y = 427,830.690
X = 857,043.695

DA = N02°30'18"W

PI = STA 49+45.03ENB
Y = 428,427.043
X = 857,017.605
Δ = 02°09'44" RT

DA = N00°20'34"W

PI = STA 55+13.41ENB
Y = 428,395.408
X = 857,014.206
Δ = 00°09'35" RT

DA = N00°10'59"W

EP = STA 69+67.59ENB
Y = 430,449.582
X = 857,009.559

ALIGNMENT INFORMATION

BP = STA 51+82.00ERD
Y = 429,161.401
X = 856,517.179

DA = S89°53'48"E

CURVE 1
PI = STA 57+93.63ERD
Y = 429,160.298
X = 857,128.810
Δ = 21°23'10" LT
D = 18°28'57"
T = 58.54'
L = 115.71'
R = 310.00'
LC = 115.04'
LCB = N79°24'37"E
PC = 57+35.10ERD
PT = 58+50.81ERD

DA = N68°43'02"E

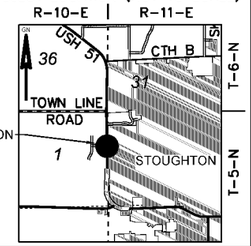
CURVE 2
PI = STA 59+95.49ERD
Y = 429,234.061
X = 857,318.168
Δ = 18°43'55" RT
D = 19°05'55"
T = 49.48'
L = 98.08'
R = 300.00'
LC = 97.64'
LCB = N78°04'59"E
PC = 59+46.01ERD
PT = 60+44.09ERD

DA = N87°26'56"E

EP = STA 61+78.12ERD
Y = 429,242.228
X = 857,501.498

PROJECT LOCATION (NOT TO SCALE)

R-10-E | R-11-E



I, KEVIN C. LORD 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: Kevin Lord DATE: 12/19/19
PRINT NAME: KEVIN C. LORD
REGISTRATION NUMBER: S-2645

WISCONSIN KEVIN C. LORD S-2645 MADISON, WIS. LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

SIGNATURE: Cory Schlagel DATE: 12/26/19
PRINT NAME: CORY SCHLAGEL

MSA

KRISTI CHLEBOWSKI
DANE COUNTY
REGISTER OF DEEDS

DOCUMENT #
5553552
01/06/2020 11:53 AM
Trans Fee:
Exempt #:
Rec. Fee: 25.00
Pages:
The above recording information verifies that this document has been electronically recorded and returned to the submitter.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5845-01-23 4.01
SHEET 1 OF 1
AMENDMENT NO: 1

FOUND BRASS MONUMENT
Y = 430,973.510
X = 857,008.250

0 50 100
SCALE, FEET

FILE NAME : P:\905\93\00093488\CADD\RW\5845-01-08 USH 51 TPP_AMENDMENTNO1.DWG
PLOT DATE : 12/19/2019 3:21 PM
PLOT BY : KEVIN LORD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
APPRAISAL PLAT DATE : DECEMBER 11, 2019

STA. 51+28 NB LT.
CONSTRUCT C.E.
1 - CULVERT PIPE CLASS III-A 24-INCH REQ'D

LOT 1
CSM NO. 8144

PART LOT 3
CSM NO. 8116

LOT 1
CSM NO. 5515

LOT 1
CSM NO. 11949

N

DEER POINT RD

PROPOSED R/W

TLE

ALLIANT ENERGY (GAS)

AT&T WI

EXISTING R/W

USH 51

MCI METRO

LOTS 1 & 2
JOHN NYGARRDS
VIRGIN LAKE ESTATES

CITY OF STOUGHTON (ELECTRIC)

CHARTER (COMM)

LOTS 3, 4, & 5
JOHN NYGARRDS
VIRGIN LAKE ESTATES

LOTS 6 & 7
JOHN NYGARRDS
VIRGIN LAKE ESTATES

LOTS 1
JOHN NYGARRDS
VIRGIN LAKE ESTATES
COMMERCE ADDITION

LOTS 2
JOHN NYGARRDS
VIRGIN LAKE ESTATES
COMMERCE ADDITION

LOT 2 & 3
CSM NO. 12431

BEGIN PROJECT
STA 49NB+80.00
MATCH EXISTING
SAW CUT REQ'D

END PROJECT
STA 64NB+00.00
MATCH EXISTING
SAW CUT REQ'D

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78

VCL = 150.00
K = 89.57

VCL = 120.00
K = 87.51

VCL = 62.00
K = 192.06

VCL = 154.00
K = 189.09

VPC STA 50NB+69.00
VPC EL 919.69

VPI STA 51NB+00.00
VPI EL 919.91

VPT STA 51NB+31.00
VPT EL 920.24

STA 49NB+80.00
EL 919.05

VPC STA 58NB+75.00
VPC EL 922.77

VPI STA 54NB+50.00
VPI EL 923.555

VPT STA 55NB+25.00
VPT EL 923.08

HIGH POINT STA 54NB+68.17
HIGH POINT EL 923.26

STA 56NB+13.65
EL 922.52

STA 57NB+62.85
EL 923.73

VPC STA 58NB+40.00
VPC EL 924.43

VPI STA 59NB+00.00
VPI EL 924.974

VPT STA 59NB+60.00
VPT EL 924.70

HIGH POINT STA 59NB+19.48
HIGH POINT EL 924.79

VPC STA 61NB+48.00
VPC EL 923.83

VPI STA 62NB+25.00
VPI EL 923.47

VPT STA 63NB+02.00
VPT EL 923.74

LOW POINT STA 62NB+35.55
LOW POINT EL 923.62

STA 64NB+00.00
EL 924.08

1.04%
0.72%
-0.63%
0.91%
-0.46%
0.35%

PROPOSED NB PROFILE
EXISTING NB PROFILE

EXISTING NB PROFILE
PROPOSED NB PROFILE

| | | |

STA. 51+28 NB LT.
CONSTRUCT C.E.
1 - CULVERT PIPE CLASS III-A 24-INCH REQ'D

LOT 1
CSM NO. 8144

PART LOT 3
CSM NO. 8116

LOT 1
CSM NO. 5515

LOT 1
CSM NO. 11949

DRIVEWAY EASEMENT

GAS EASEMENT

ALLIANT ENERGY (GAS)

AT&T WI

TLE

EXISTING R/W

PROPOSED R/W

DEER POINT RD

USH 51

MCI METRO

TELEPHONE EASEMENT

LOTS 1 & 2
JOHN NYGARRDS
VIRGIN LAKE ESTATES

CITY OF STOUGHTON (ELECTRIC)

CHARTER (COMM)

LOTS 3, 4, & 5
JOHN NYGARRDS
VIRGIN LAKE ESTATES

LOTS 6 & 7
JOHN NYGARRDS
VIRGIN LAKE ESTATES

LOTS 1
JOHN NYGARRDS
VIRGIN LAKE ESTATES
COMMERCE ADDITION

LOTS 2
JOHN NYGARRDS
VIRGIN LAKE ESTATES
COMMERCE ADDITION

CITY OF STOUGHTON (WATER)

CITY OF STOUGHTON (SANITARY)

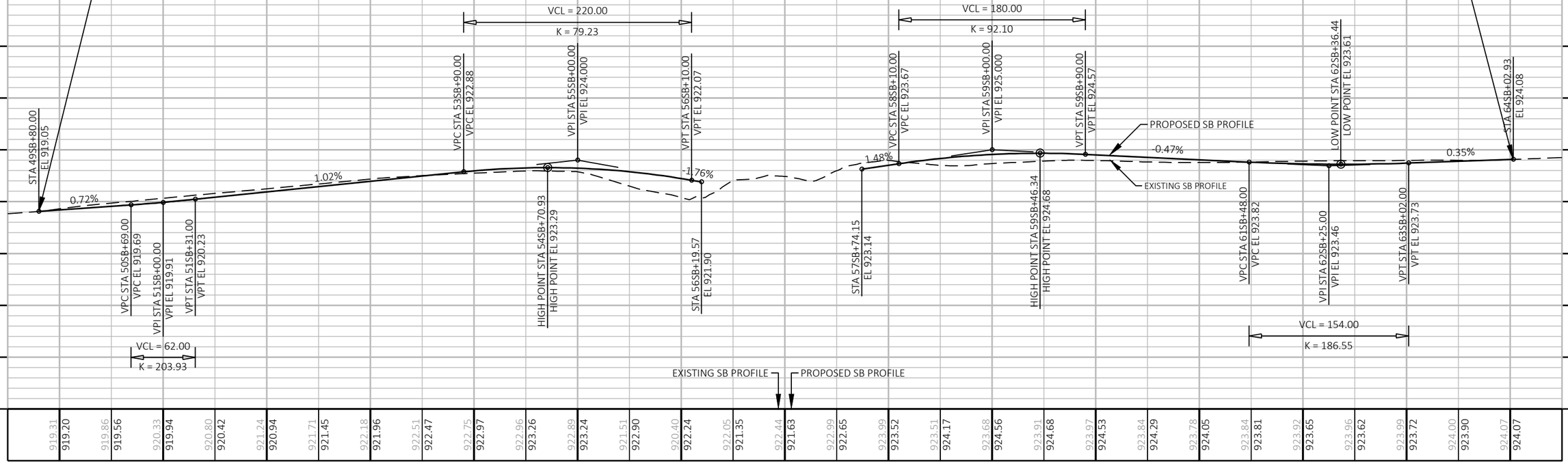
LOT 2 & 3
CSM NO. 12431

BEGIN PROJECT
STA 495B+80.00
MATCH EXISTING
SAW CUT REQ'D

END CONSTRUCTION
STA 645B+02.93
MATCH EXISTING
SAW CUT REQ'D

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE: USH 51 SOUTHBOUND (SB)	SHEET 129	E

STA. 59+16 WB LT.
CONSTRUCT C.E.

N

EXISTING R/W
CHARTER (COMM)
MCI METRO
AT&T WI
CITY OF STOUGHTON (ELECTRIC)
ALLIANT ENERGY (GAS)
PROPOSED R/W
TLE
EXISTING R/W
CITY OF STOUGHTON (WATER)
ROBY ROAD
DEER POINT RD
DEER POINT DRIVE
ROBY RD
CITY OF STOUGHTON (SANITARY)
UTILITY EASEMENT

BEGIN CONSTRUCTION
STA 54EB+10.00
MATCH EXISTING
SAW CUT REQ'D

END CONSTRUCTION
STA 59EB+73.62
MATCH EXISTING
SAW CUT REQ'D

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78
BM 7513	60+85 EB, 42' RT	TOP NUT HYDRANT	924.32

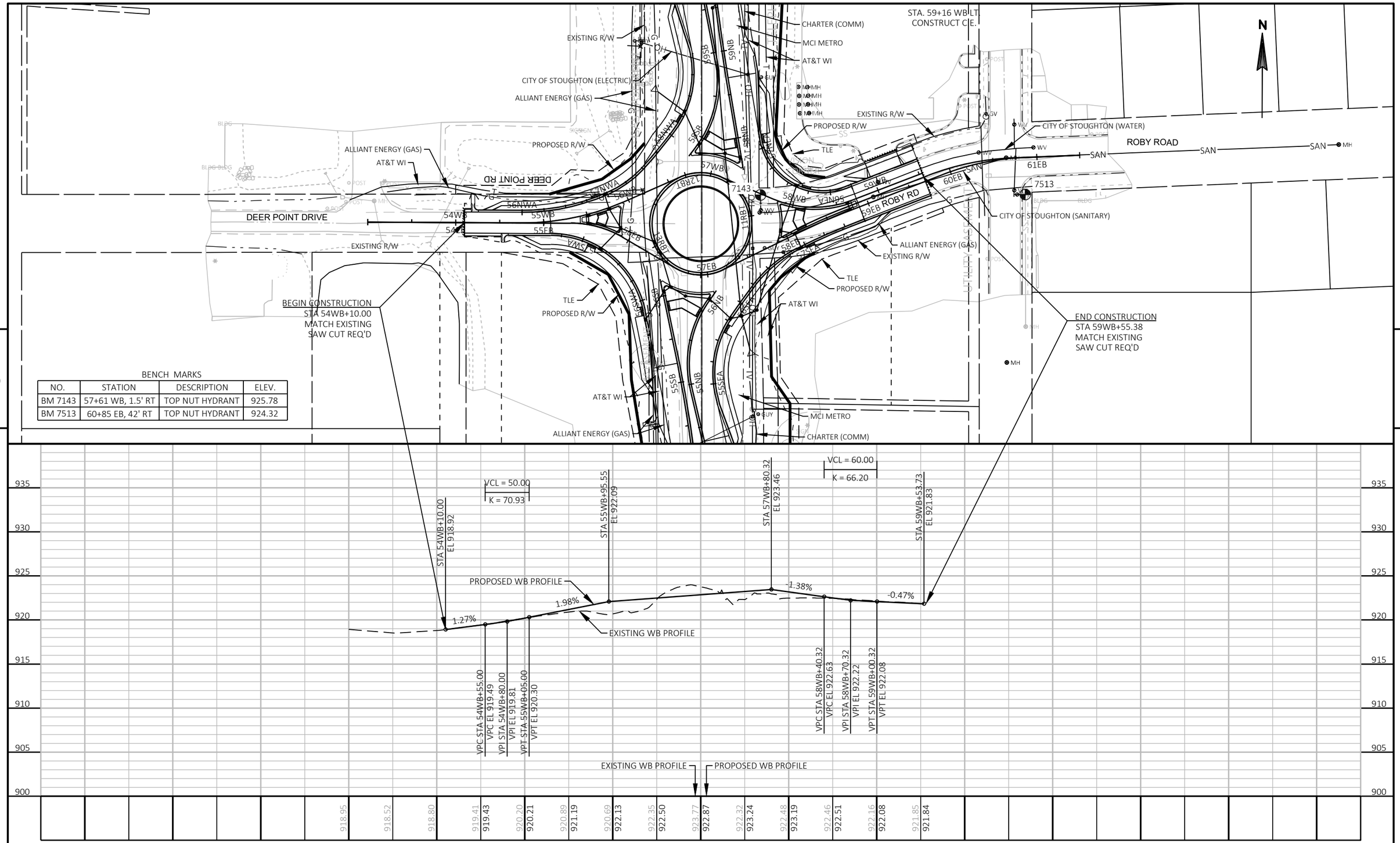
VCL = 50.00
K = 108.61
VCL = 60.00
K = 115.79

STA 54EB+10.00
EL 918.92
STA 55EB+92.69
EL 921.76
STA 57EB+87.35
EL 923.09
STA 59EB+69.45
EL 921.88

PROPOSED EB PROFILE
EXISTING EB PROFILE
1.27%
1.73%
-0.99%
-0.47%

VPC STA 54EB+55.00
VPC EL 919.49
VPI STA 54EB+80.00
VPI EL 919.81
VPT STA 55EB+05.00
VPT EL 920.24
VPC STA 58EB+27.35
VPC EL 922.70
VPI STA 58EB+57.35
VPI EL 922.40
VPT STA 58EB+87.35
VPT EL 922.26

| | | |

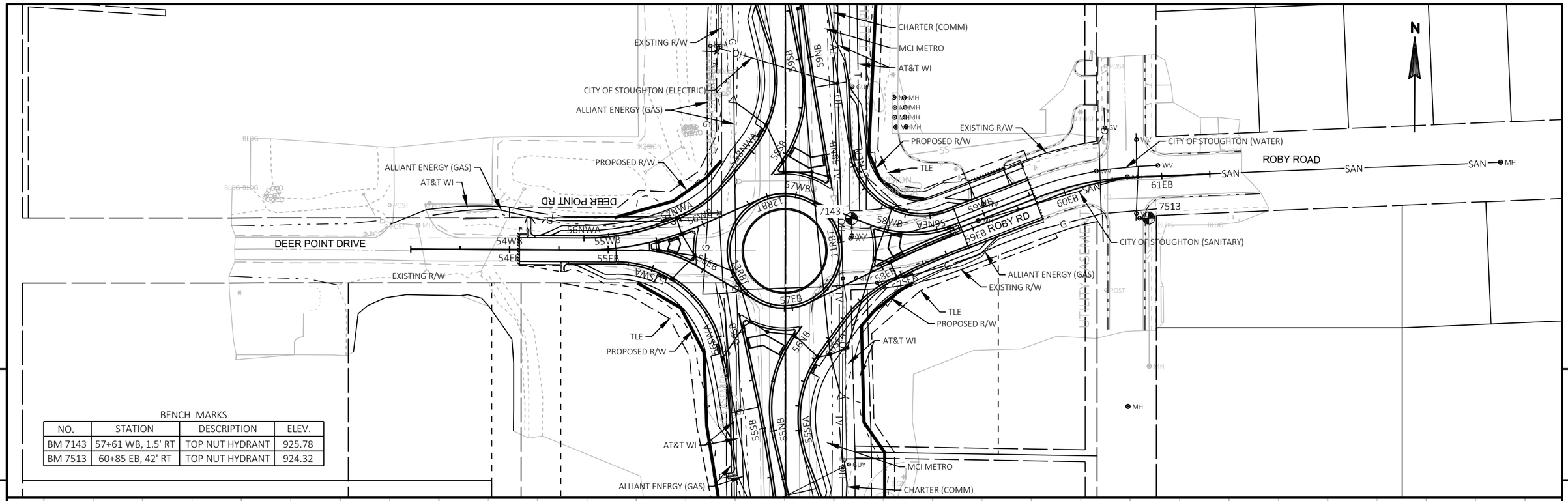


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78
BM 7513	60+85 EB, 42' RT	TOP NUT HYDRANT	924.32

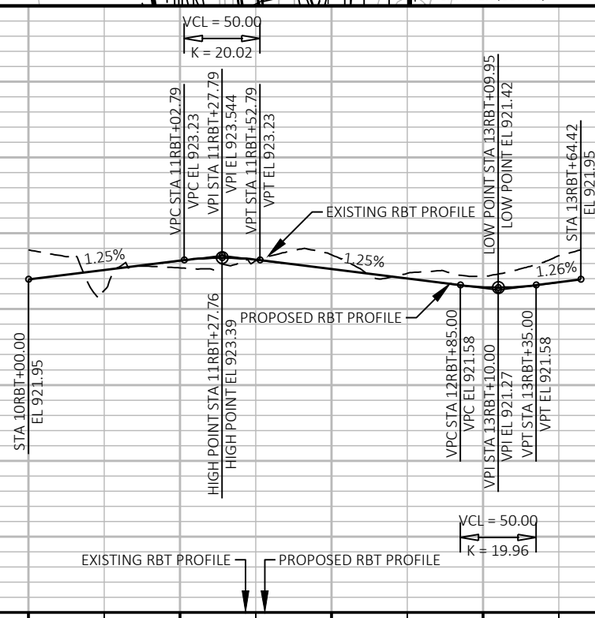
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE: ROBY ROAD/DEER POINT DRIVE WESTBOUND (WB)	SHEET 131	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\050100_PP.DWG
LAYOUT NAME - 050104_pp
PLOT DATE : 10/29/2020 9:03 AM
PLOT BY : LYNCH, CHRIS
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

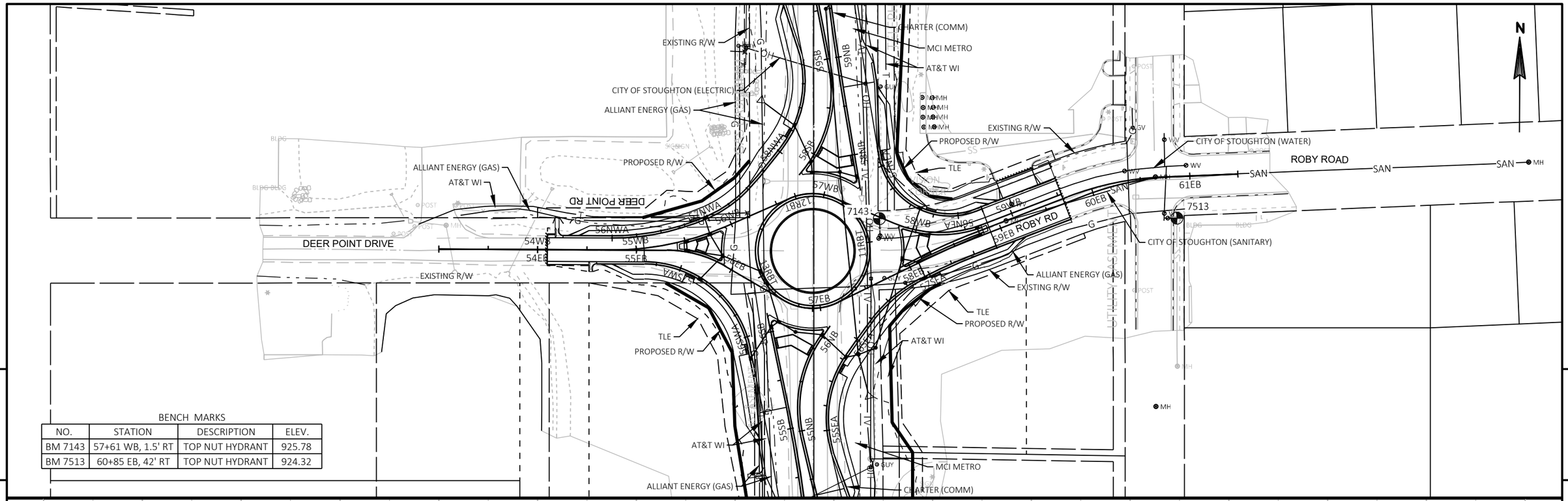


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78
BM 7513	60+85 EB, 42' RT	TOP NUT HYDRANT	924.32

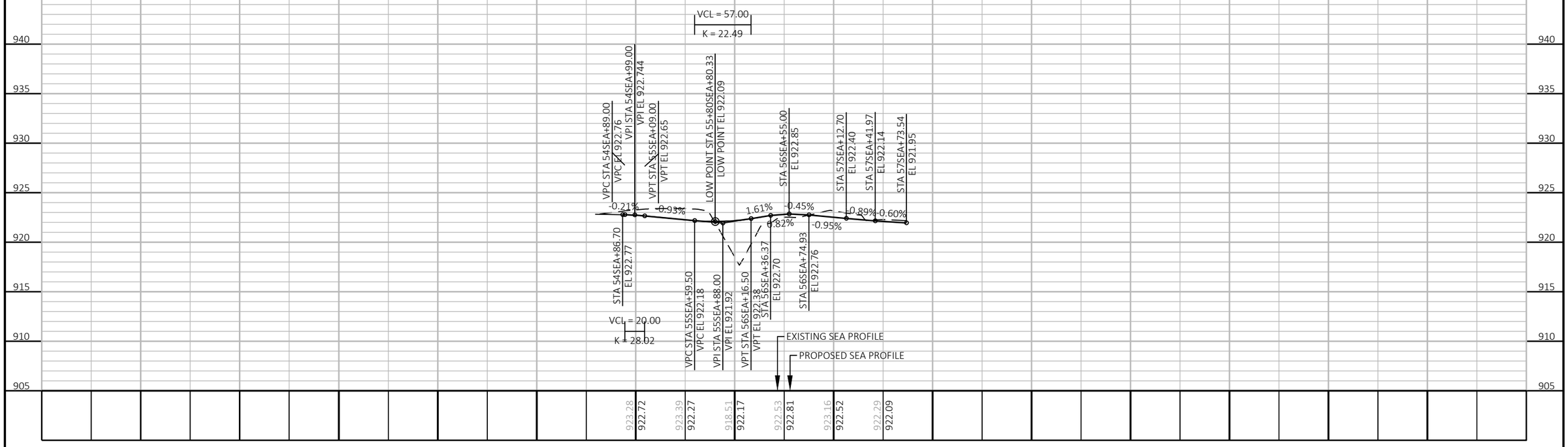


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE: ROBY ROAD/DEER POINT DRIVE ROUNDABOUT (RBT)	SHEET 132	E



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78
BM 7513	60+85 EB, 42' RT	TOP NUT HYDRANT	924.32

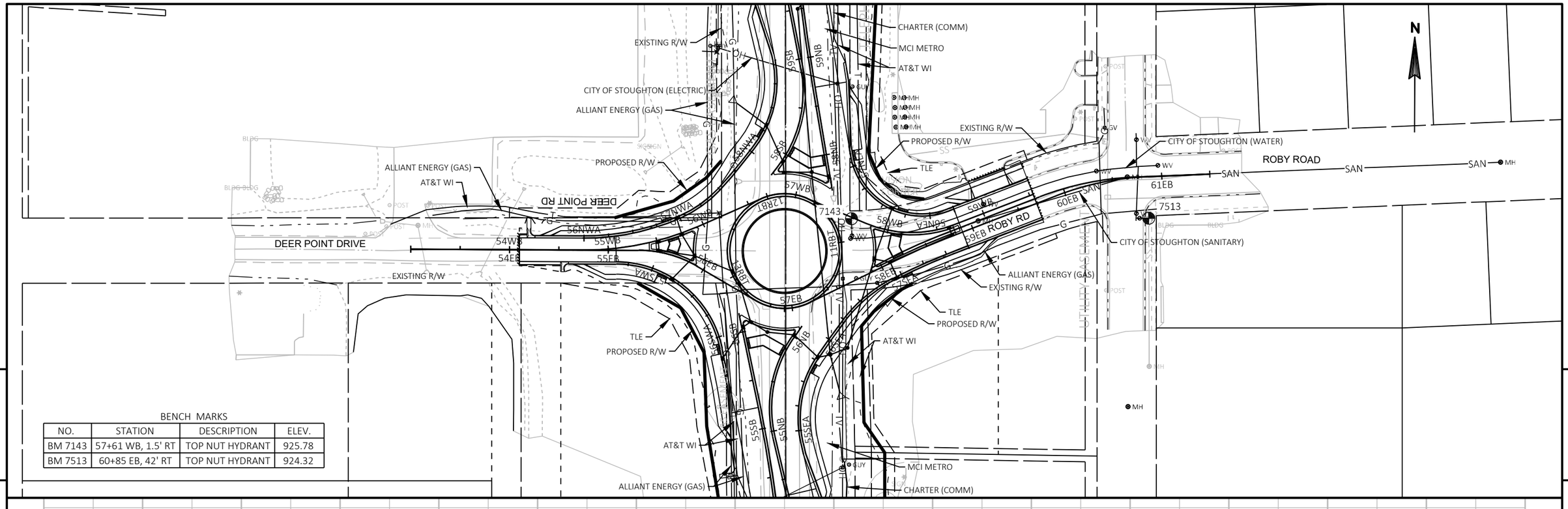


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE: SOUTHEAST ALIGNMENT (SEA)	SHEET 133	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\050100_PP.DWG
LAYOUT NAME - 050106_pp

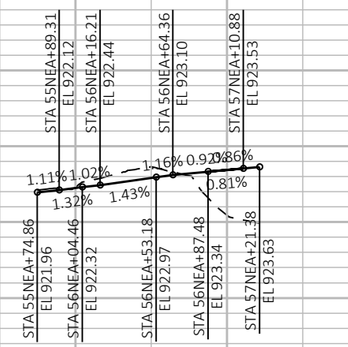
PLOT DATE : 10/29/2020 9:04 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78
BM 7513	60+85 EB, 42' RT	TOP NUT HYDRANT	924.32

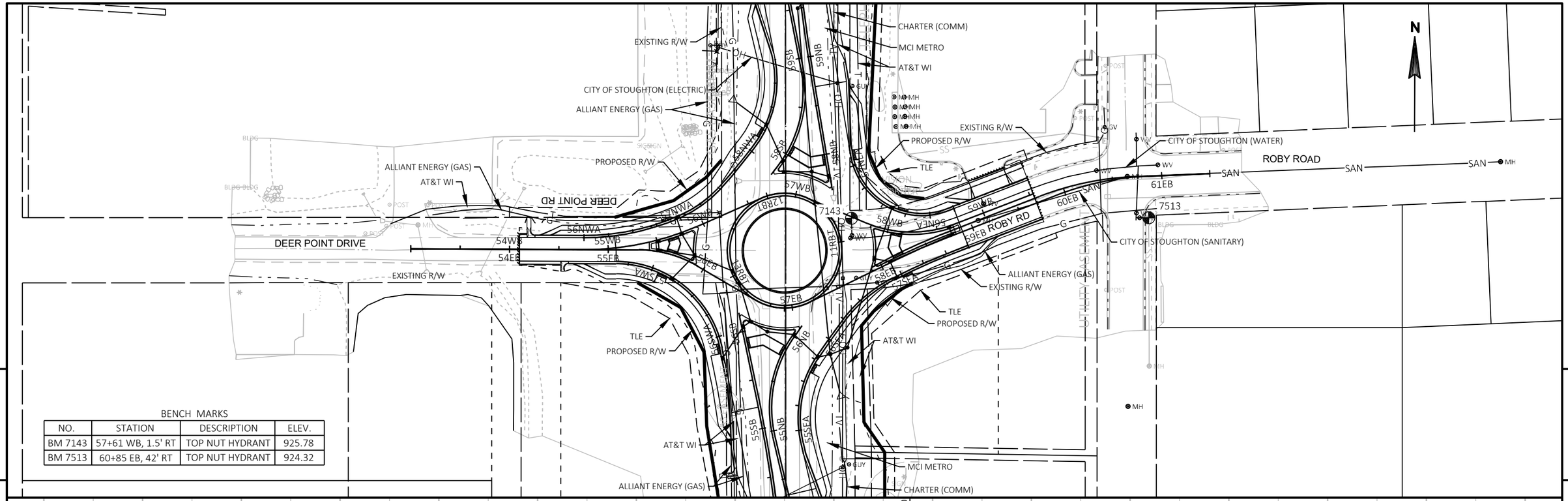


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE: NORTHEAST ALIGNMENT (NEA)	SHEET 134	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\050100_PP.DWG
LAYOUT NAME - 050107_pp

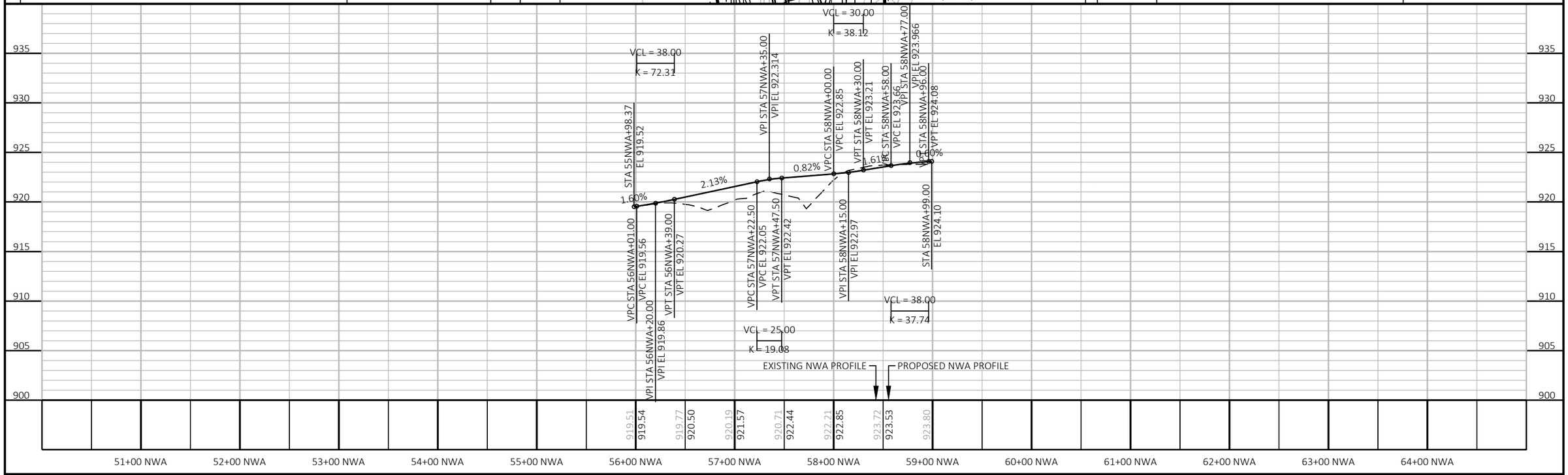
PLOT DATE : 10/29/2020 9:04 AM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

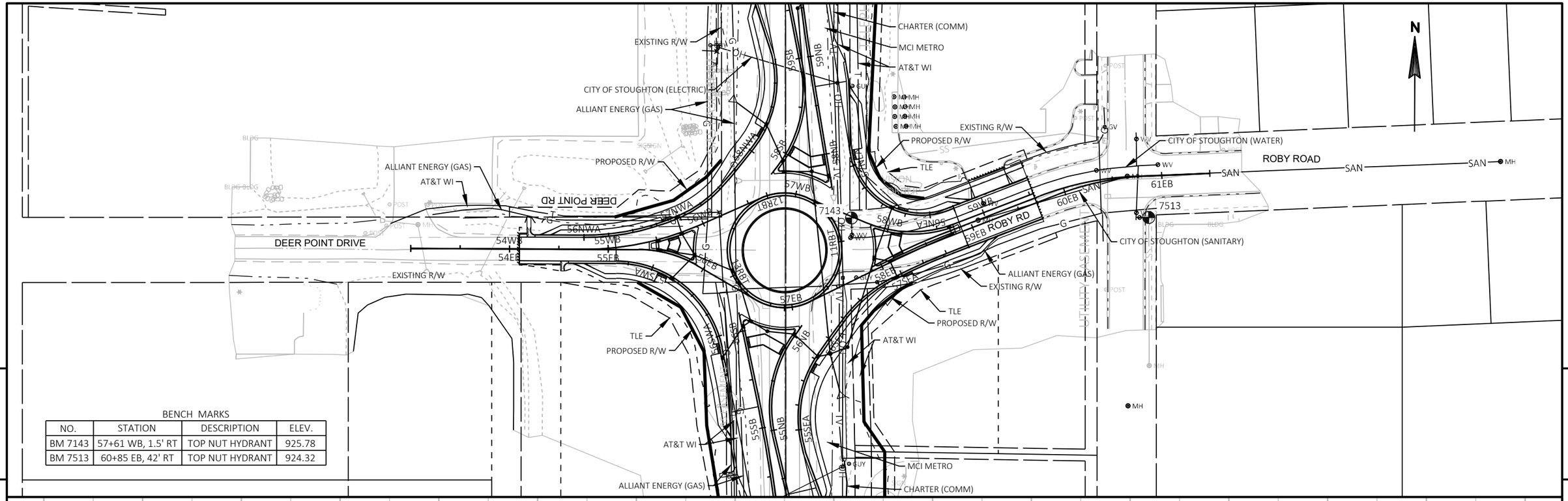


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78
BM 7513	60+85 EB, 42' RT	TOP NUT HYDRANT	924.32

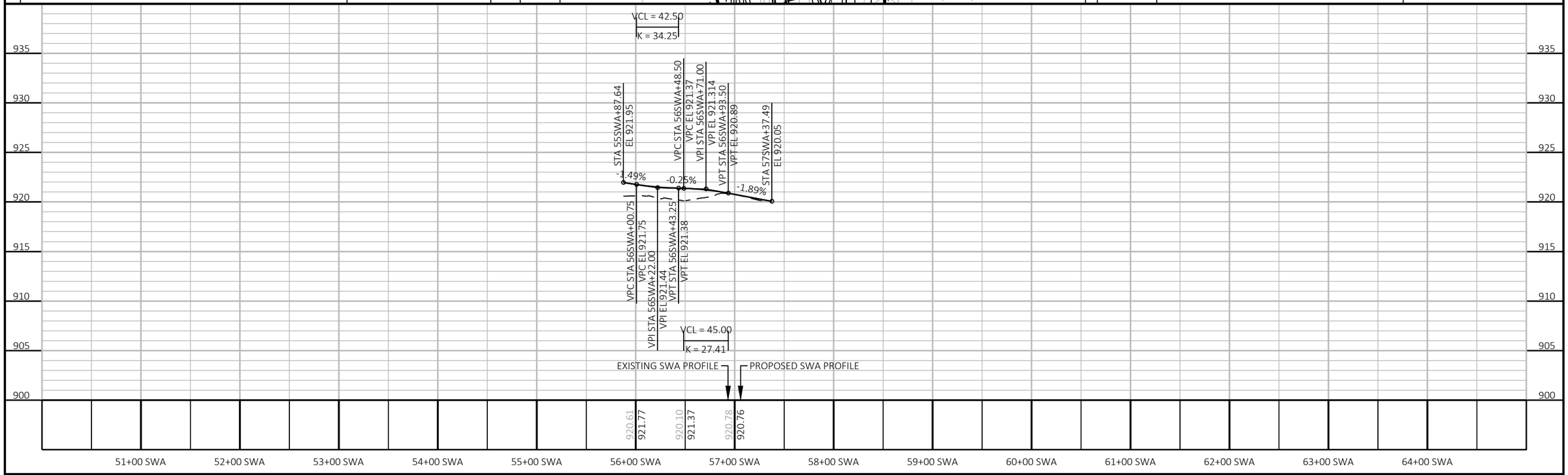


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE: NORTHWEST ALIGNMENT (NWA)	SHEET 135	E



BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
BM 7143	57+61 WB, 1.5' RT	TOP NUT HYDRANT	925.78
BM 7513	60+85 EB, 42' RT	TOP NUT HYDRANT	924.32



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	PLAN AND PROFILE: SOUTHWEST ALIGNMENT (SWA)	SHEET 136	E

Standard Detail Drawing List

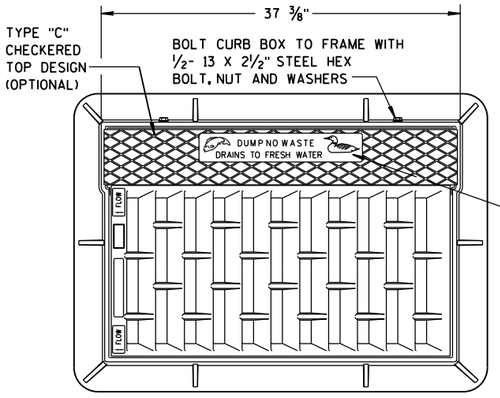
08A05-19A	INLET COVERS TYPE A, H, A-S, H-S & Z
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-22A	CONCRETE CURB & GUTTER
08D01-22B	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
08E14-01	TRACKING PAD
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
09B02-10	CONDUIT
09B16-01	PULL BOX NON-CONDUCTIVE
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
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
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
14B29-01	SAFETY EDGE
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
15C02-08F	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
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDABOUT ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)

6

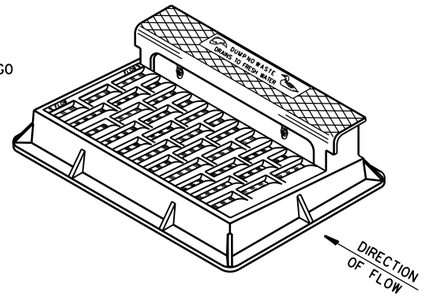
Standard Detail Drawing List

15C11-08A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05A	PAVEMENT MARKINGS, MEDIAN ISLANDS
15C18-05B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
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
15D41-01	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING

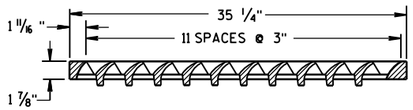
6

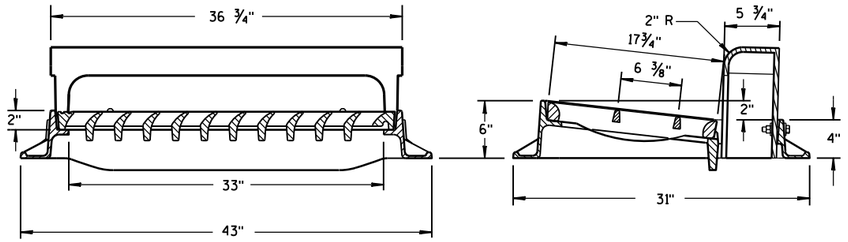


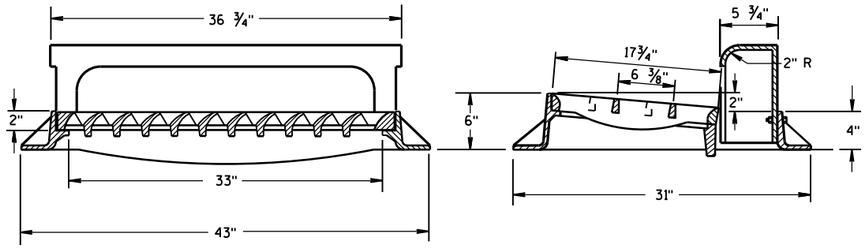
NOTE:
GRATE IS REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

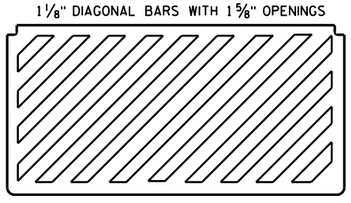






TYPE "H"

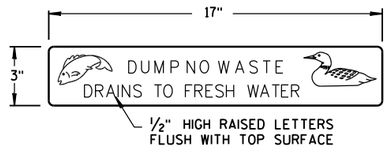
NOTE: EITHER CASTING IS ACCEPTABLE



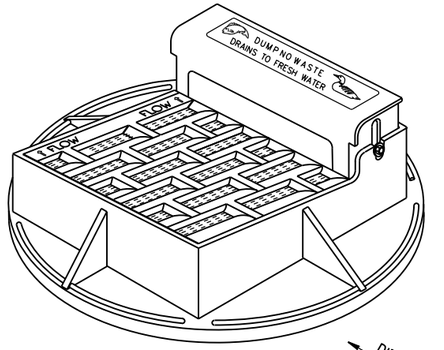
SPECIAL GRATE FOR TYPE "H" COVER

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

(NOTED AS TYPE H-S ON DRAINAGE TABLE)



LOGO DETAIL



NOTE: CURB BOX ADJUSTABLE 4" TO 9"

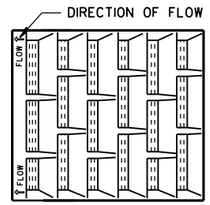
NOTE:
GRATE IS REVERSIBLE.

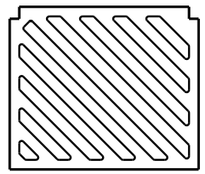
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

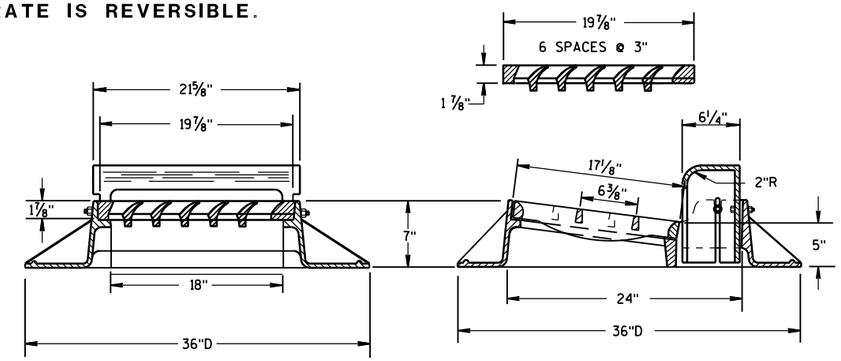




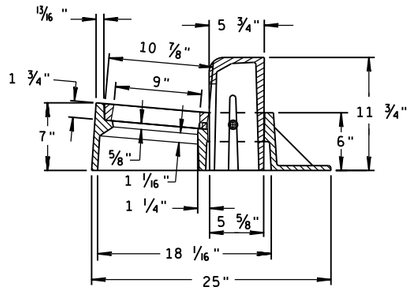
SPECIAL GRATE FOR TYPE "A" COVER

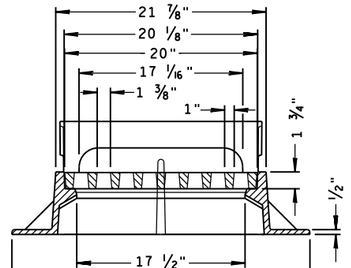
(MEASURES 19 3/4" X 17" X 1 7/8")

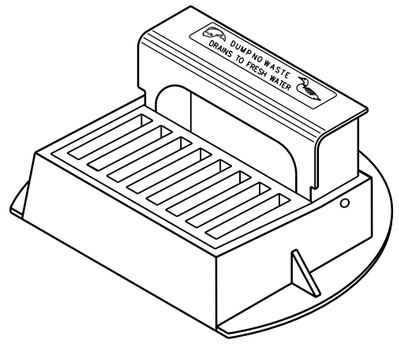
(NOTED AS TYPE A-S ON DRAINAGE TABLE)



TYPE "A"







TYPE "Z"

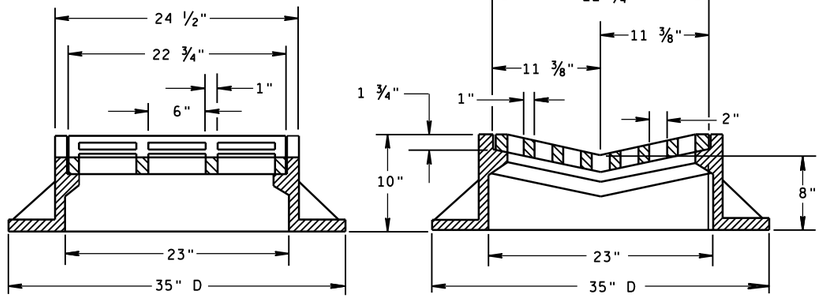
INLET COVERS
TYPE A, H, A-S, H-S & Z

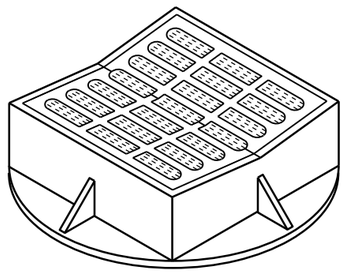
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

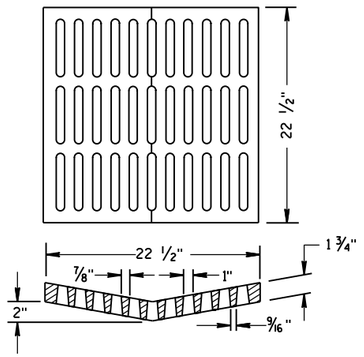
6

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



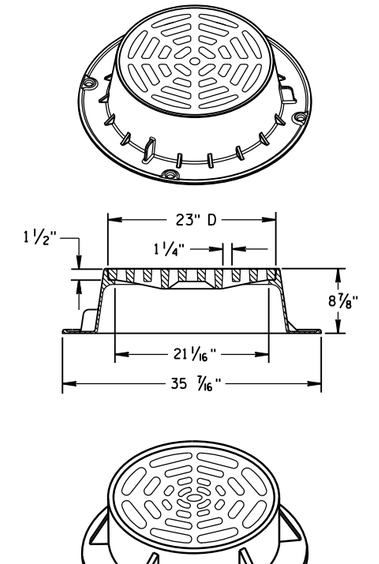


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

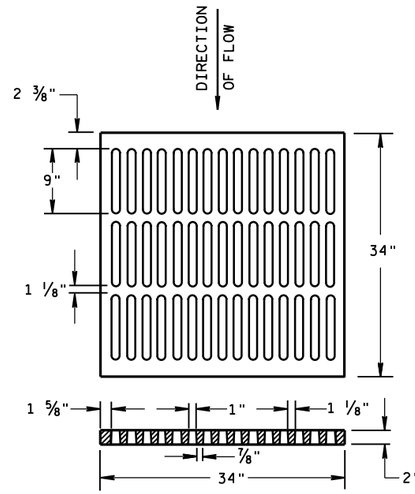
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

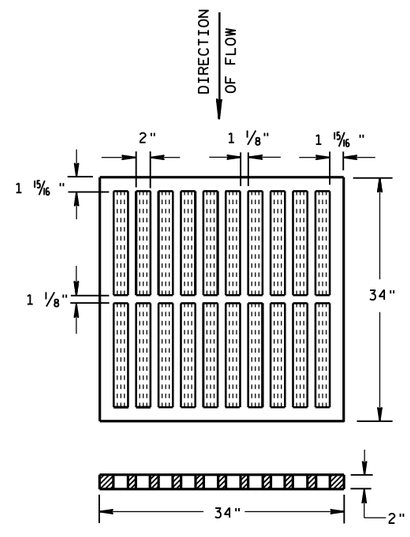
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



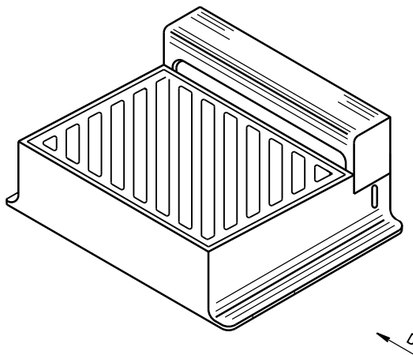
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

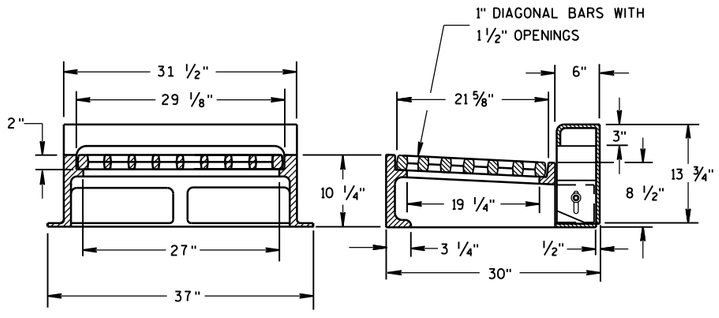


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

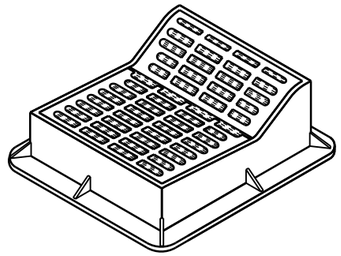
INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM

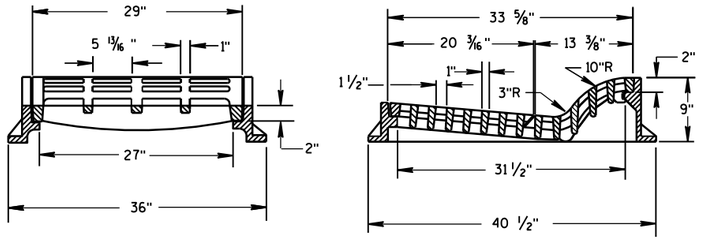
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

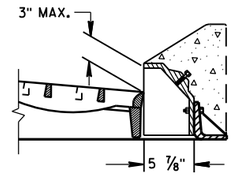
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

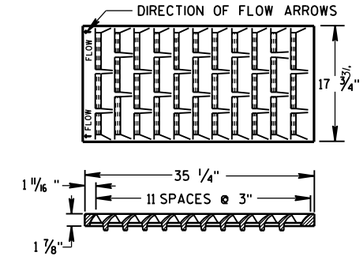
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

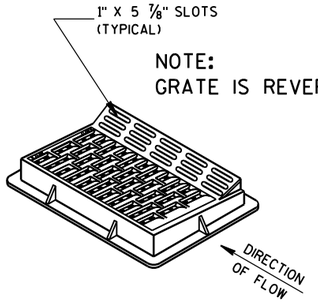
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

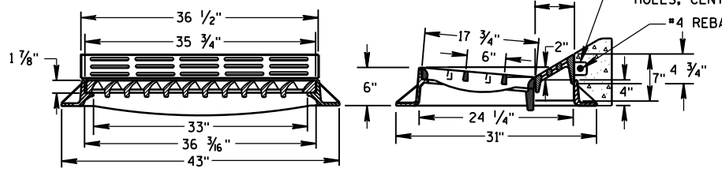
GENERAL NOTES

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

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



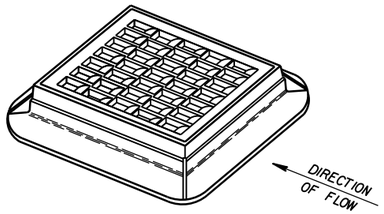


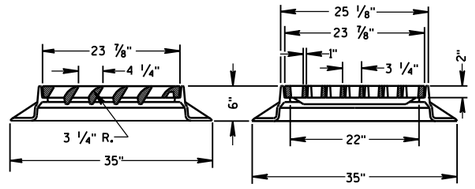


TYPE "HM"

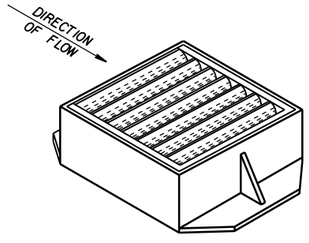
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

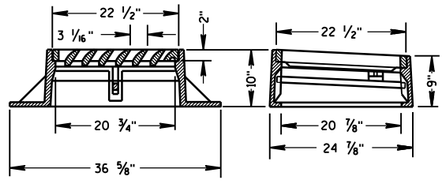
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



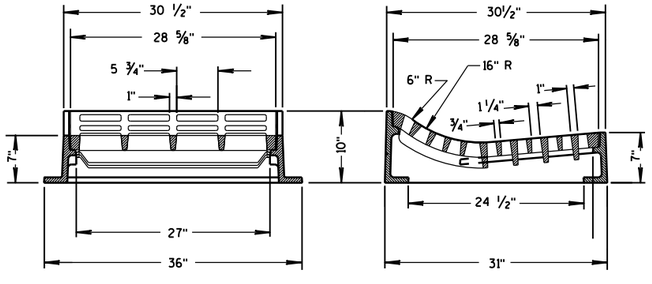


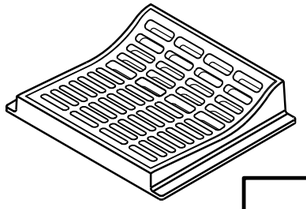
TYPE "S"





TYPE "V"





TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

INLET COVERS
TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

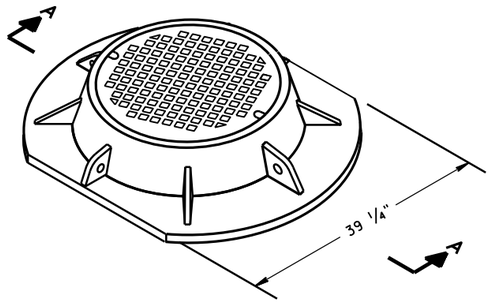
APPROVED
11/27/2013
DATE

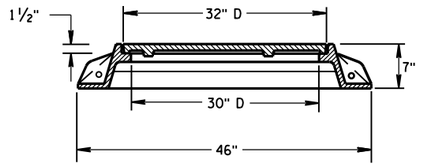
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

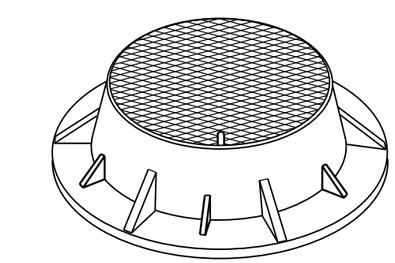
6

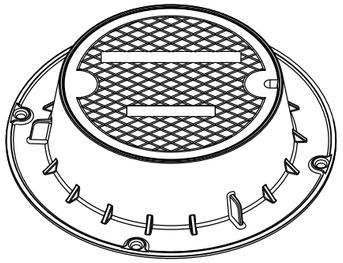
S.D.D. 8 A 5-19c

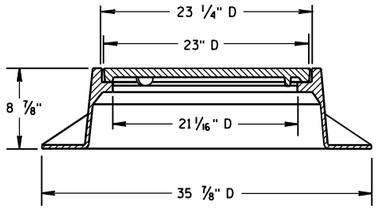


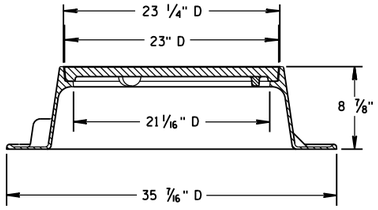


SECTION A-A
TYPE "K"









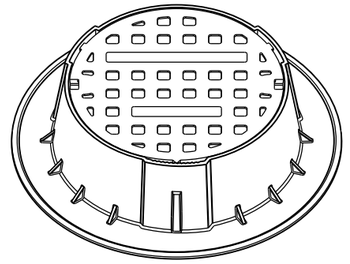
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

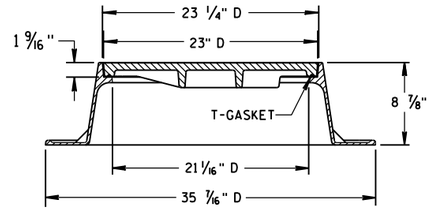
GENERAL NOTES

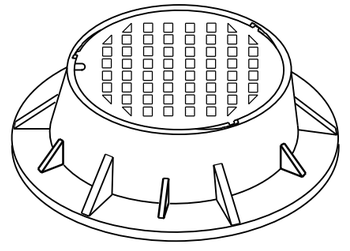
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

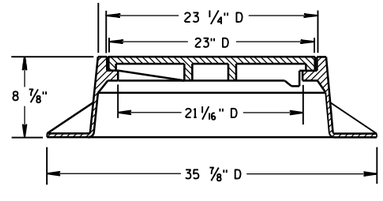
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

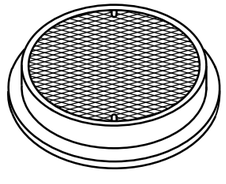


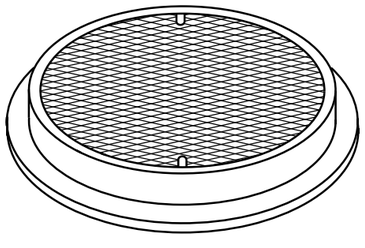


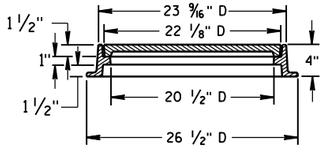




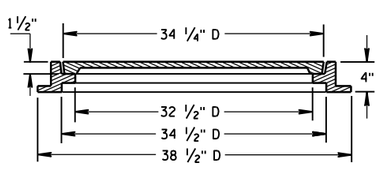
TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



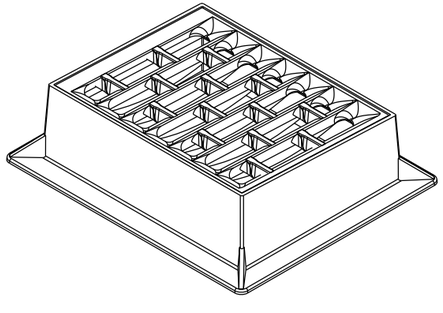


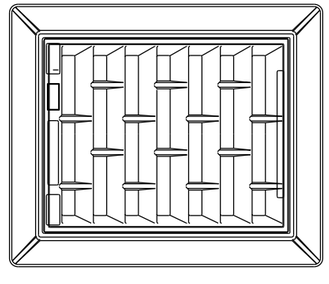


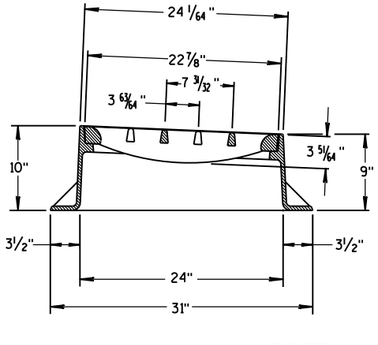
TYPE "L"

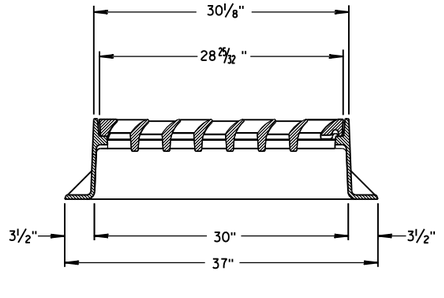


TYPE "M"









INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

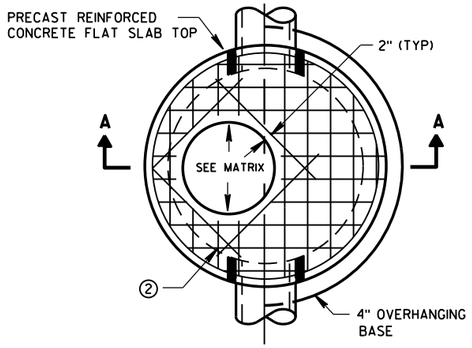
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
FHWA

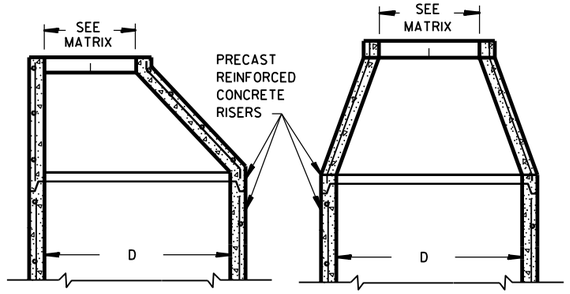
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

6

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

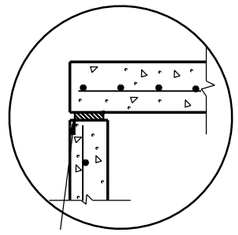


PLAN VIEW CIRCULAR OPENING

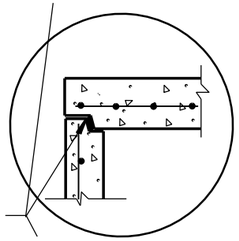


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

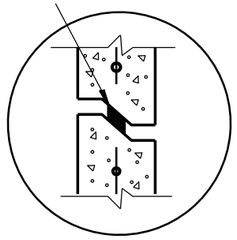


TOP WITH PLAIN END JOINT



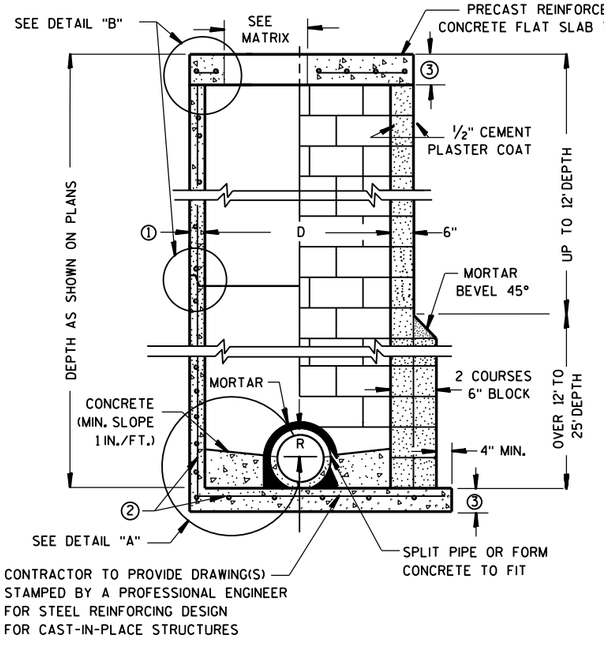
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



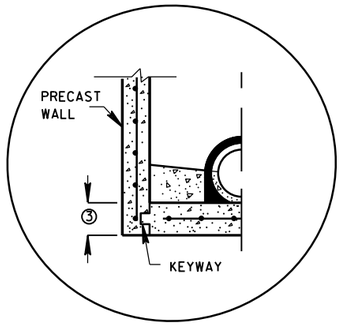
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

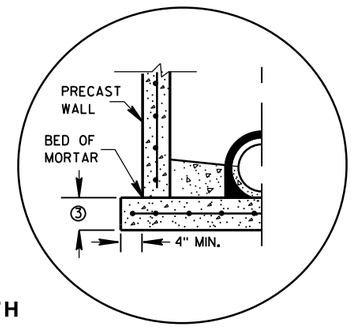


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

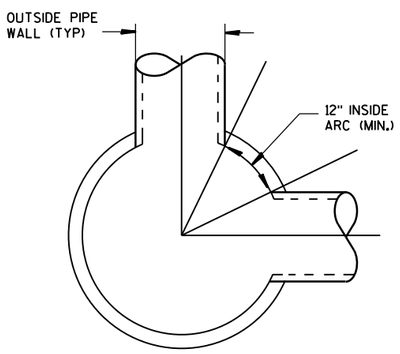


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
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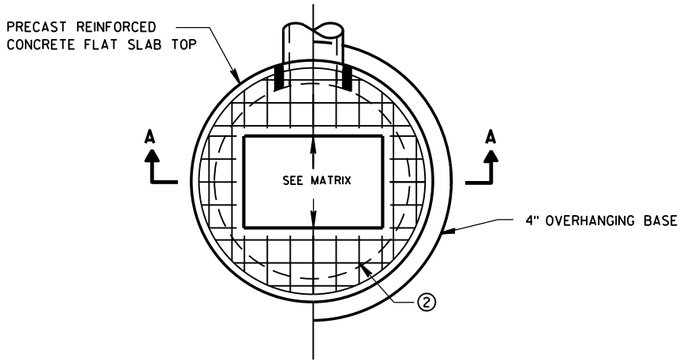
APPROVED

Sept., 2016
DATE

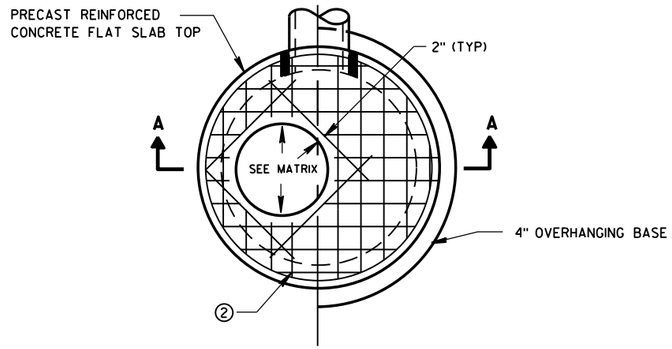
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
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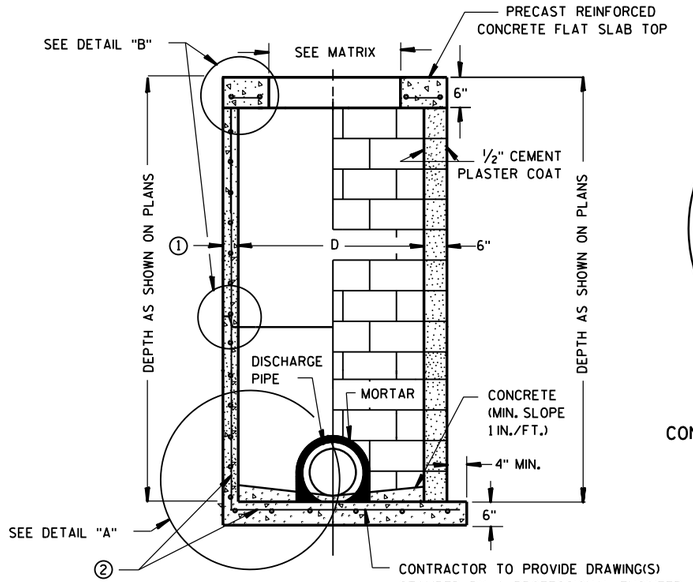
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PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

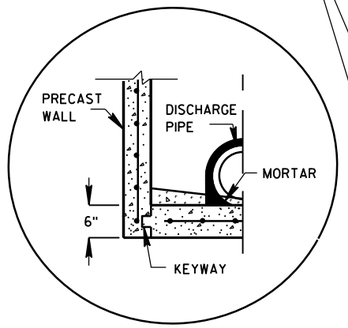


SECTION A-A

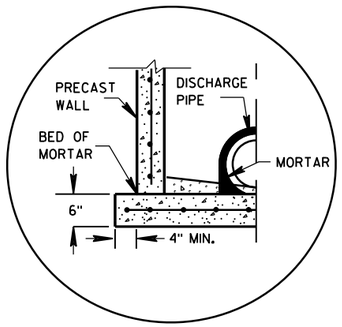
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

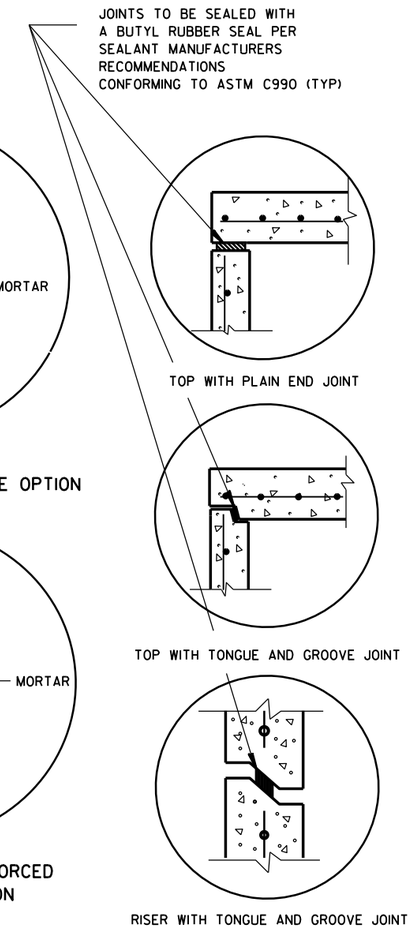


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



TOP WITH PLAIN END JOINT

TOP WITH TONGUE AND GROOVE JOINT

RISER WITH TONGUE AND GROOVE JOINT

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.

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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.

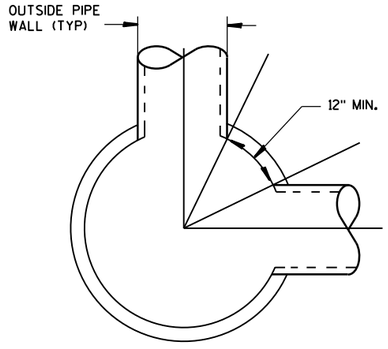
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

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

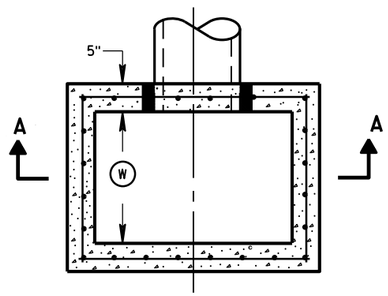
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept.. 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

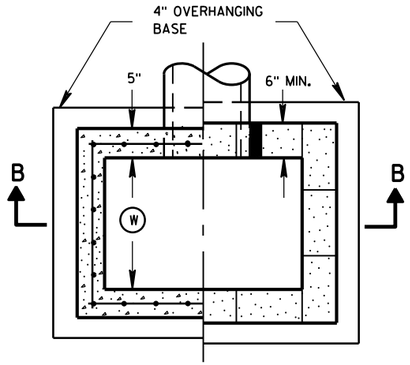
INLETS 3-FT AND 4-FT DIAMETER

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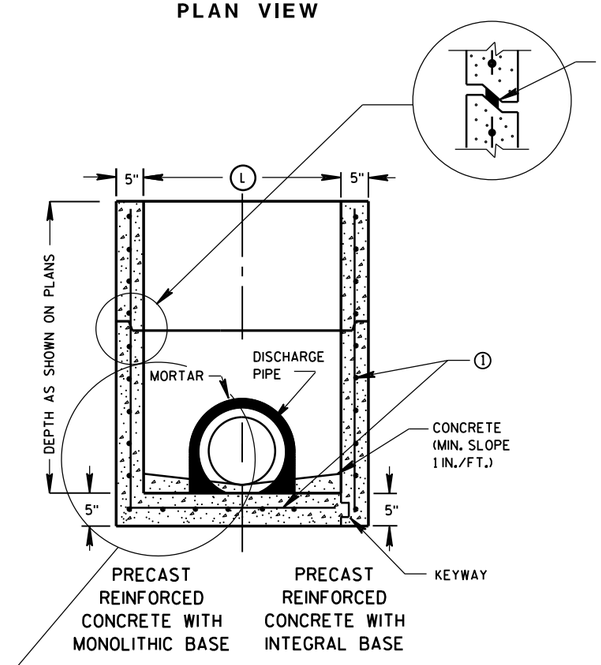
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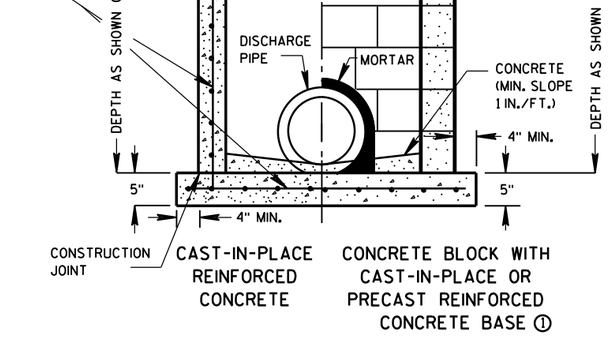
PLAN VIEW



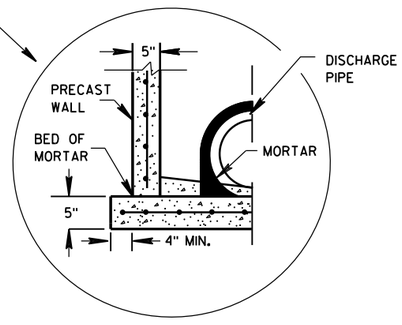
PLAN VIEW



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

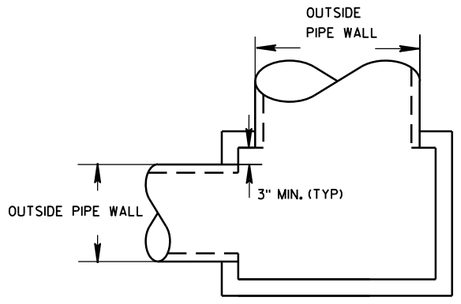
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE		INLET COVER TYPE	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
	WIDTH (W) (FT)	LENGTH (L) (FT)									
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



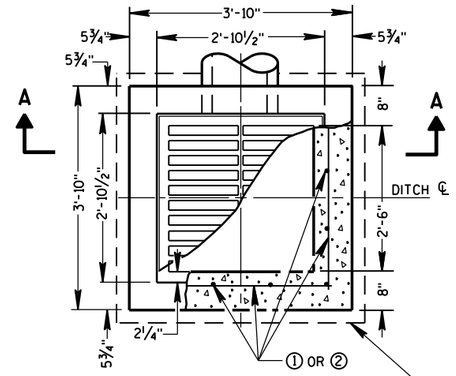
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

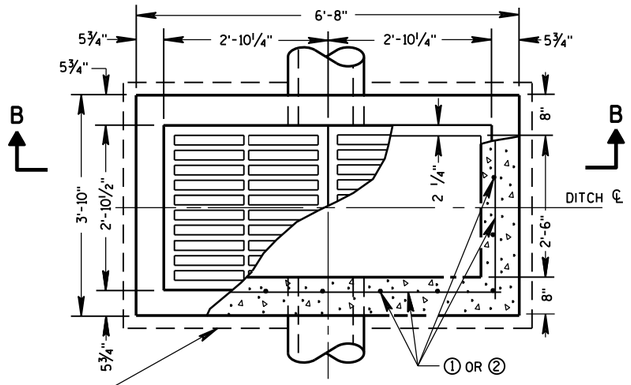
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT UNIT SUPERVIS
FHWA

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S.D.D. 8 C 7-2

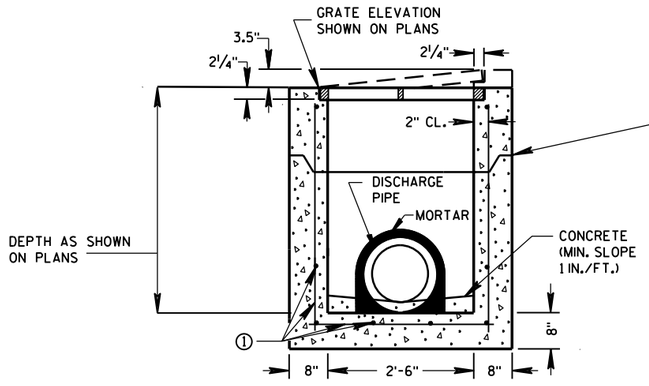


PLAN VIEW

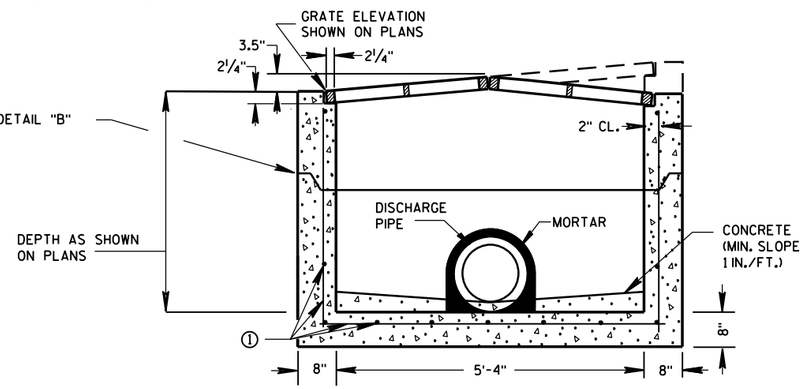


PLAN VIEW

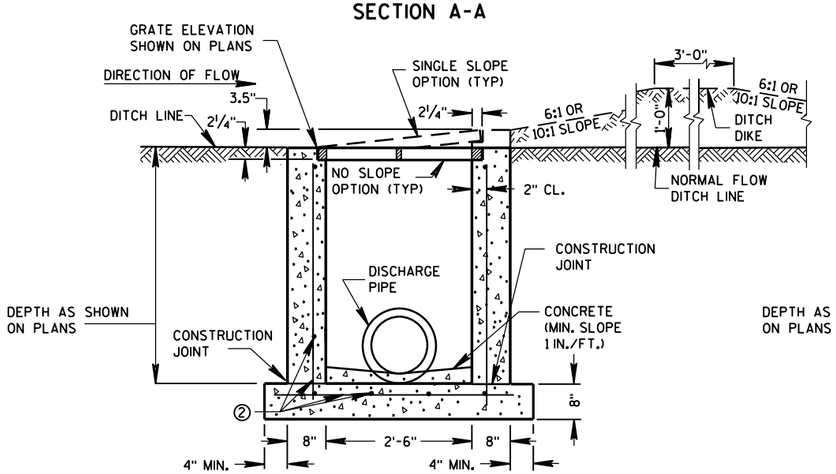
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



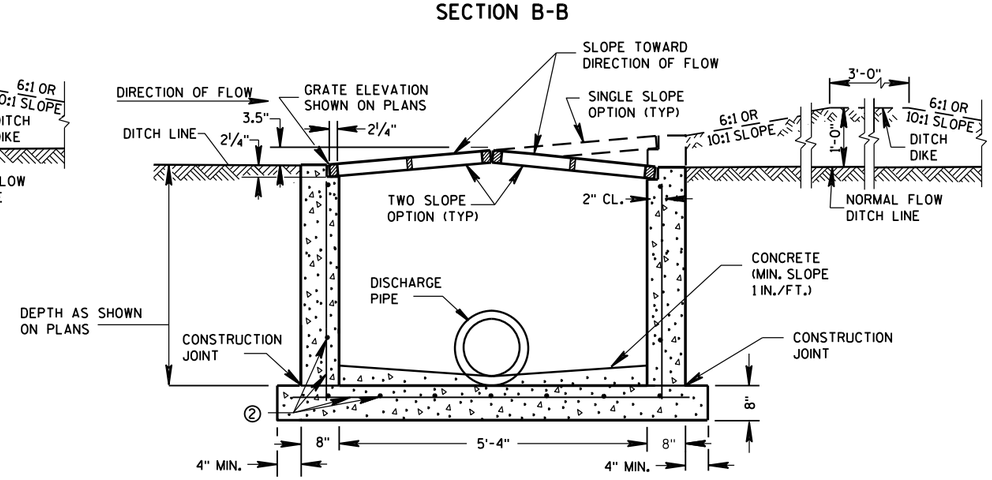
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

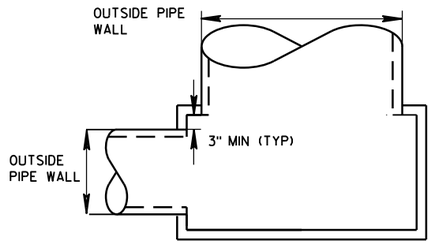
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

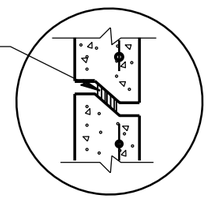
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



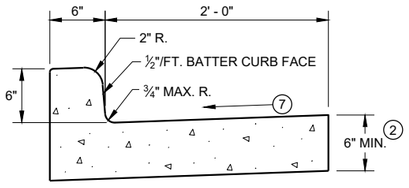
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

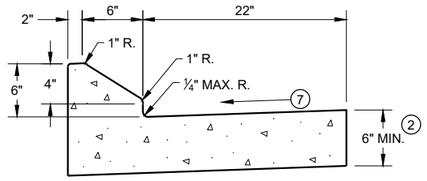
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

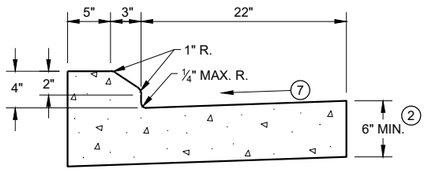
6
S.D.D. 8 C 8-2



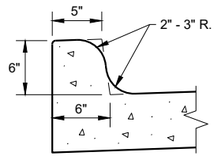
TYPES A (1) & D



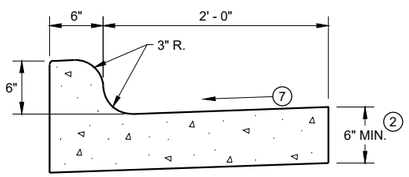
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

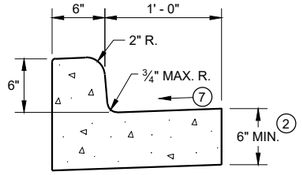


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



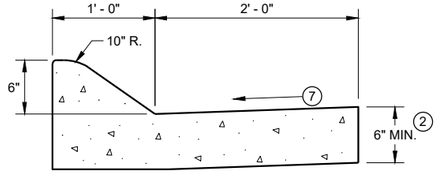
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"



TYPES A (1) & D

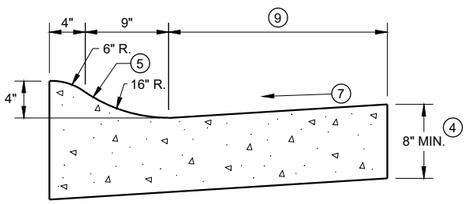
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

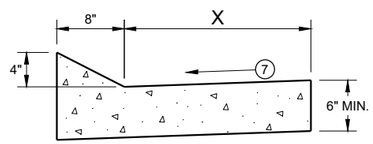
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

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

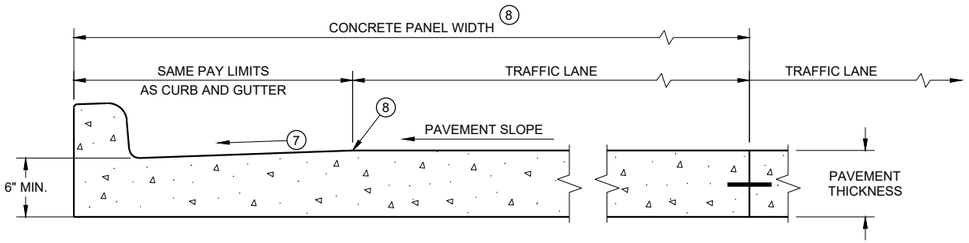


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

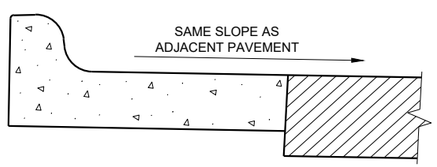
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

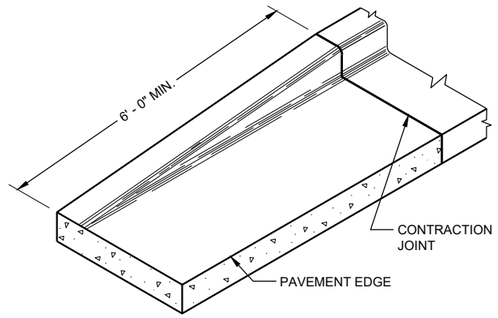
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

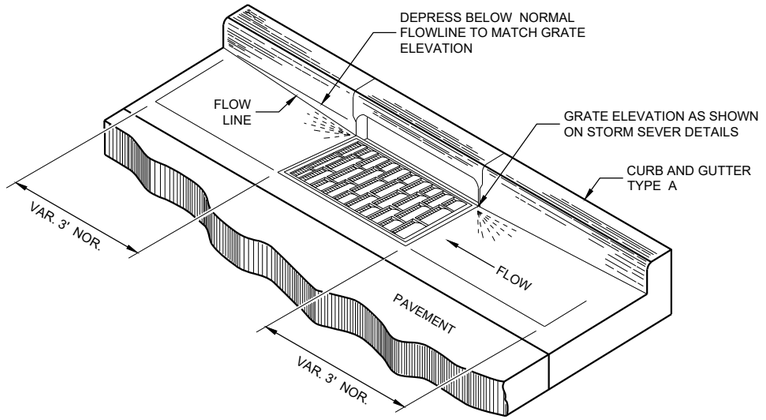
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER



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.

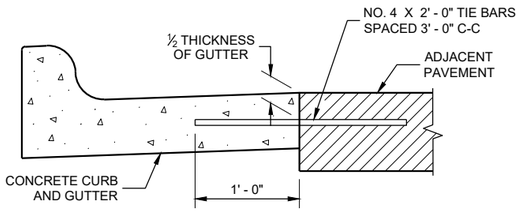
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

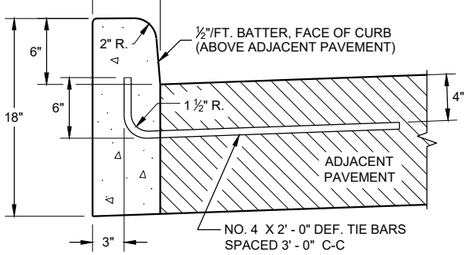
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(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.

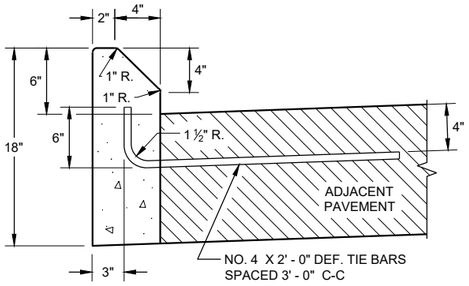
(9) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION (1)

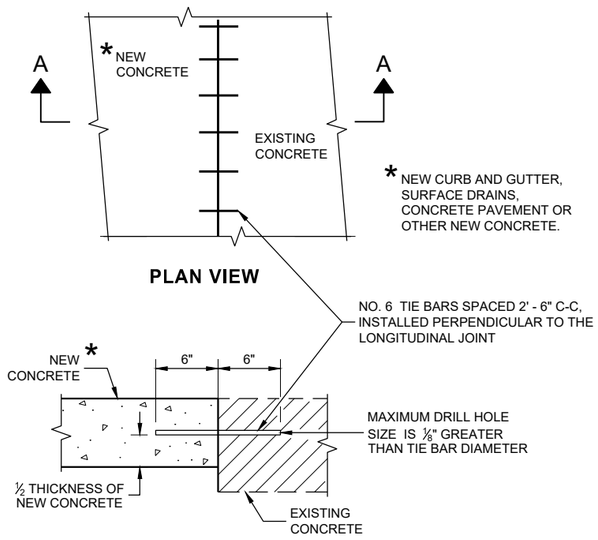


TYPES A (1) & D

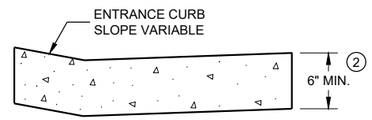


TYPES G (1) & J

CONCRETE CURB



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

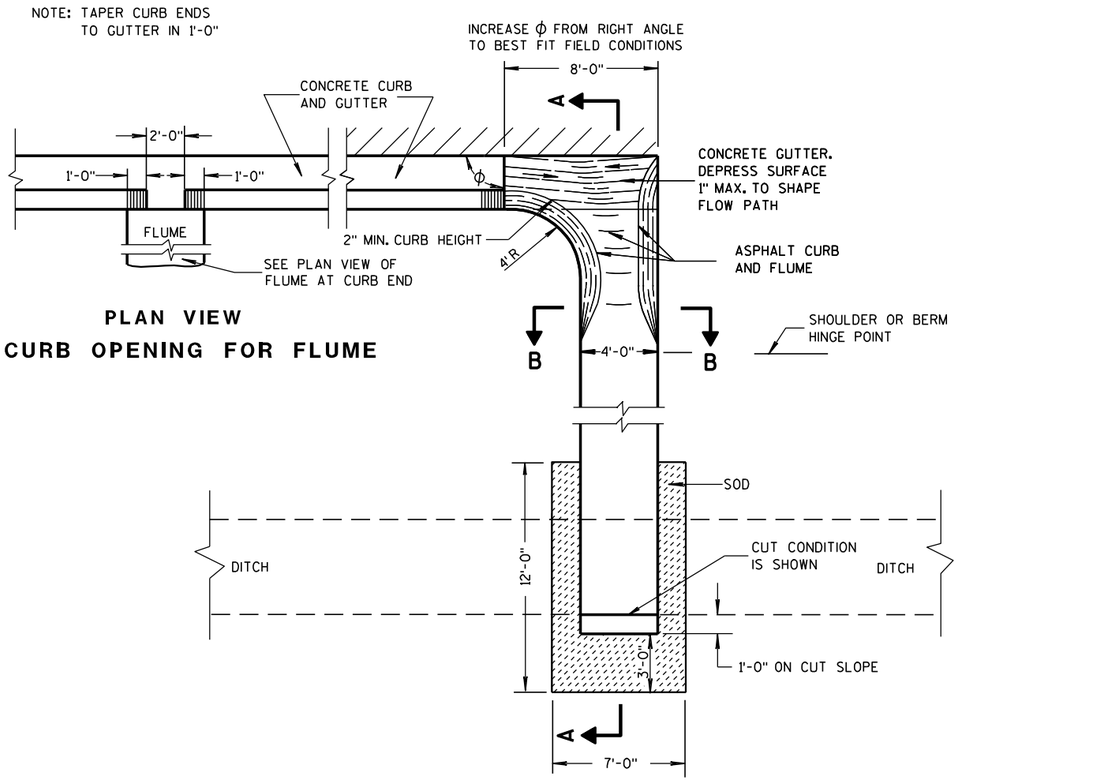
APPROVED
February 2021 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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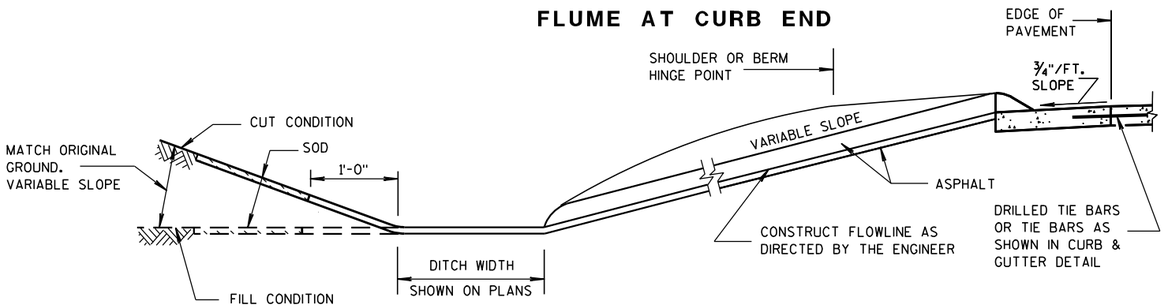
SDD08D01 - 22b

ASPHALTIC FLUME

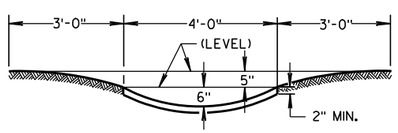


PLAN VIEW
CURB OPENING FOR FLUME

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.

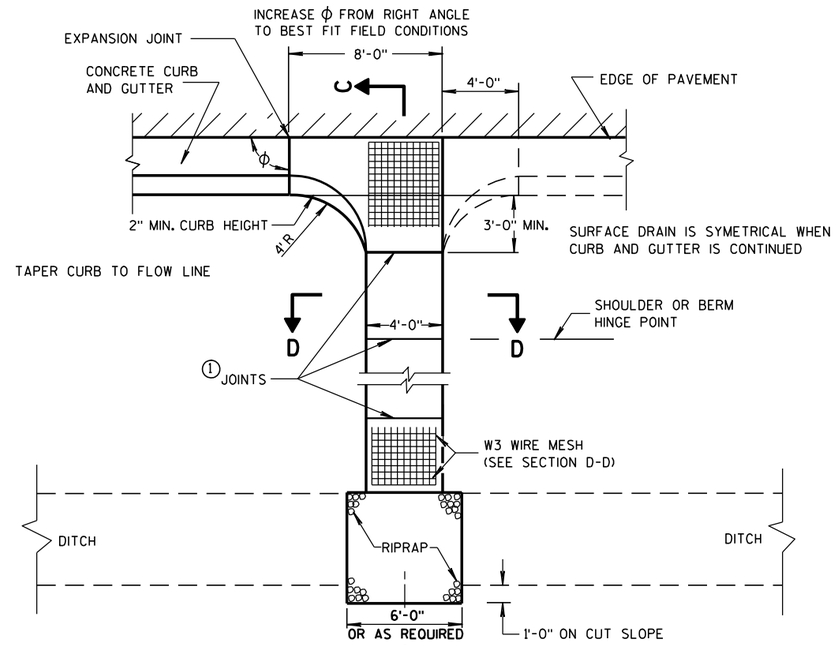
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

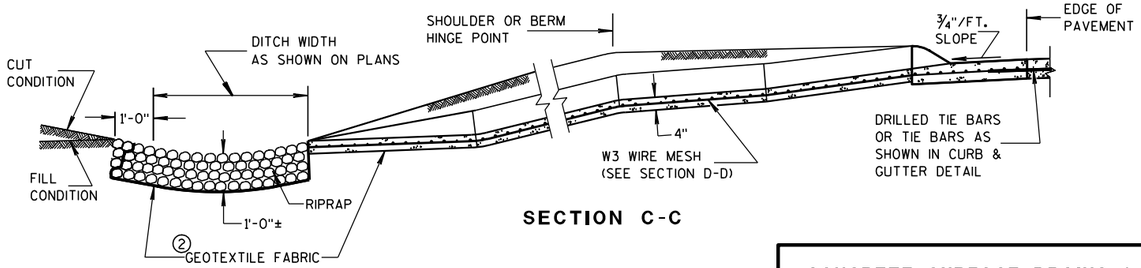
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

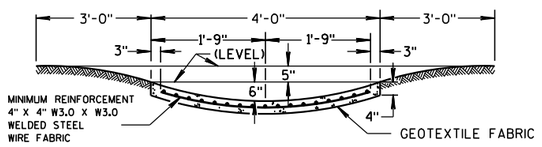
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

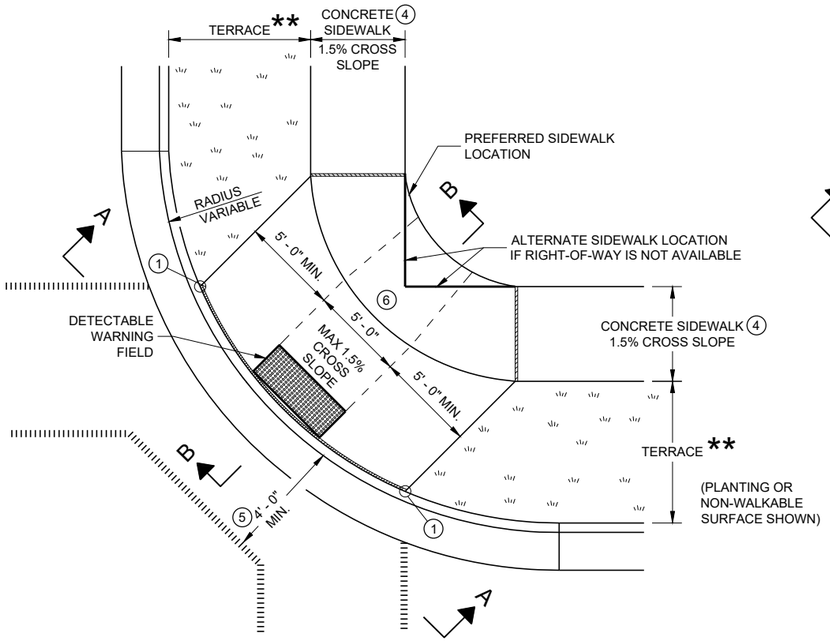
APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
MENT
FHWA

6

S.D.D. 8 D 4-5

6

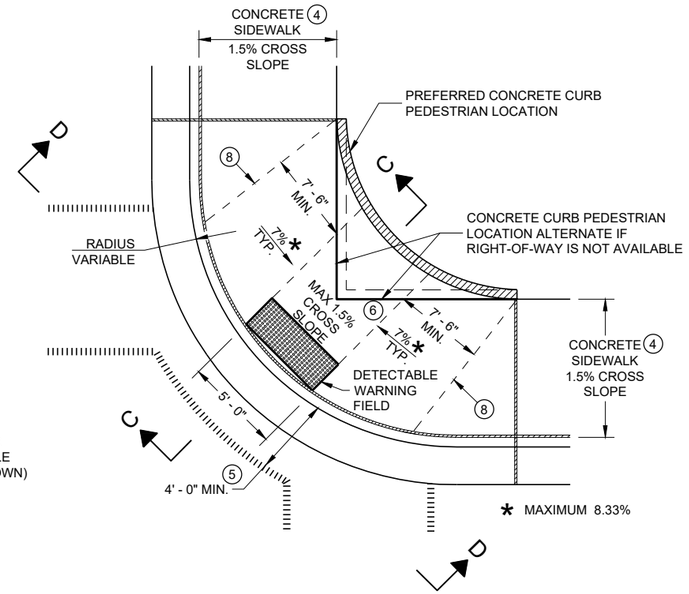
S.D.D. 8 D 4-5



PLAN VIEW

CURB RAMP TYPE 1

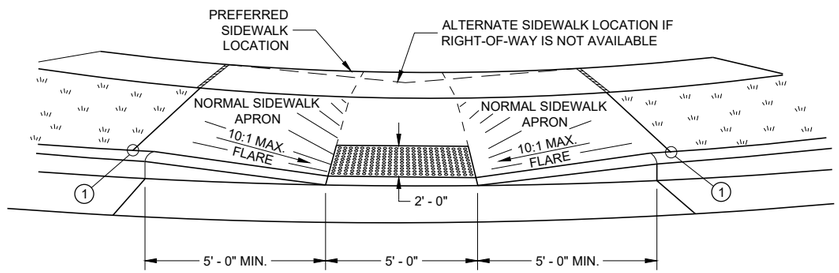
(CENTER OF CORNER RADIUS)



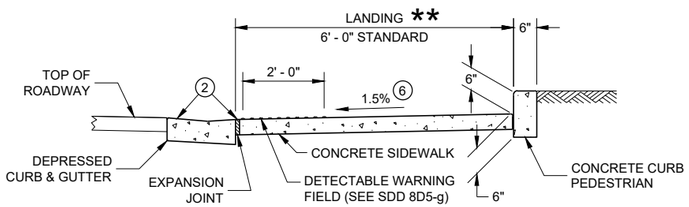
PLAN VIEW

CURB RAMP TYPE 1 - A

(NO TERRACE)

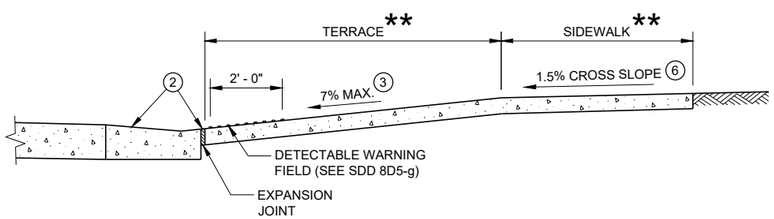


VIEW A - A FOR TYPE 1

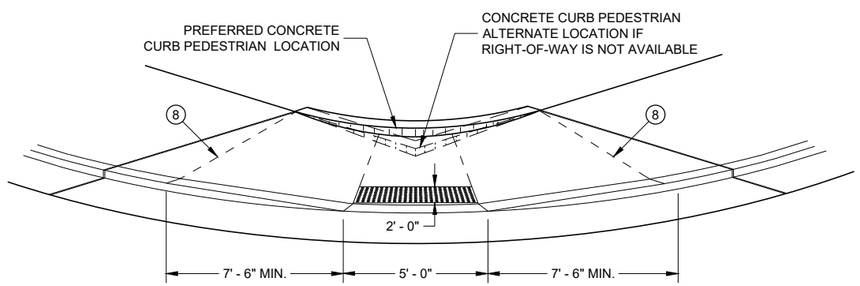


SECTION C - C FOR TYPE 1 - A

** 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

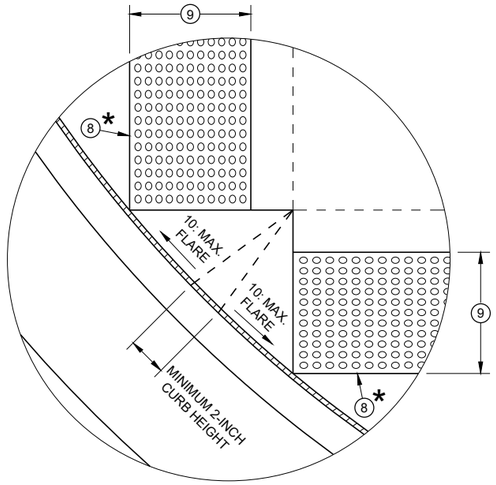
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPE 1 AND 1-A

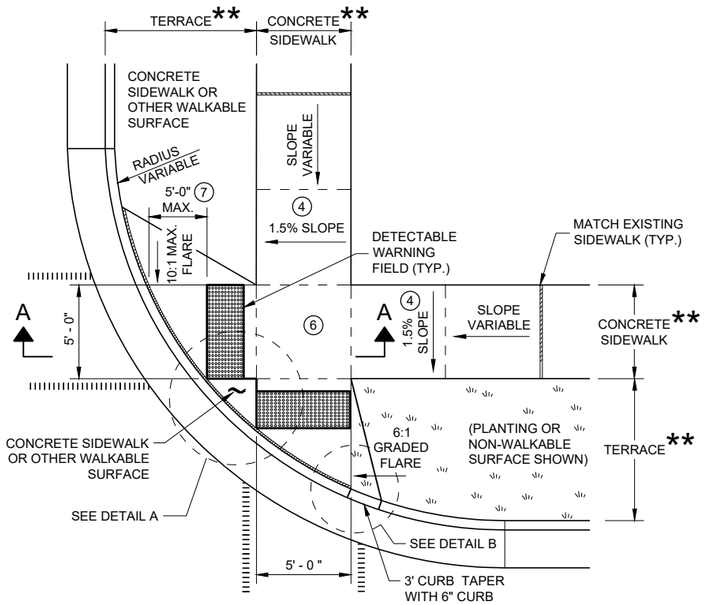
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

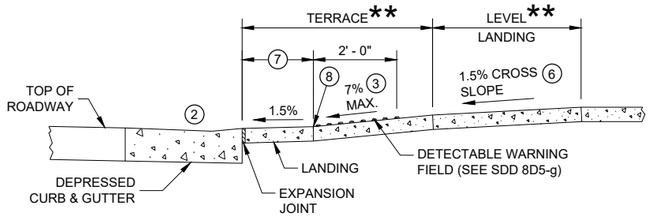
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(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.

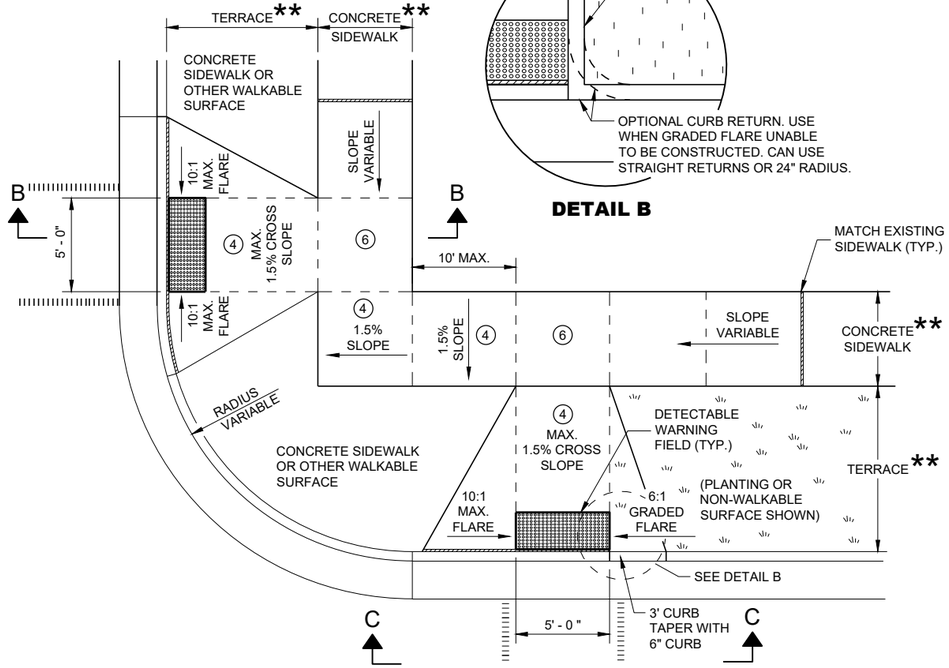
(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



SECTION A - A FOR TYPE 2

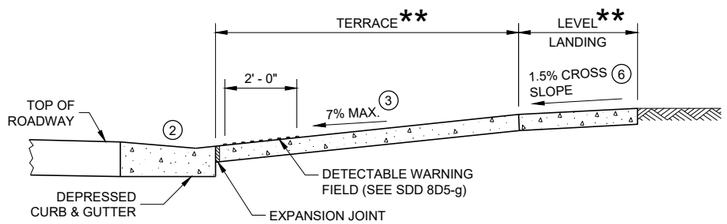
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS



DETAIL B

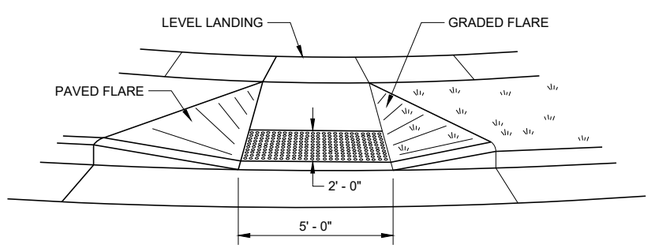
PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)



SECTION B - B FOR TYPE 3

LEGEND

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



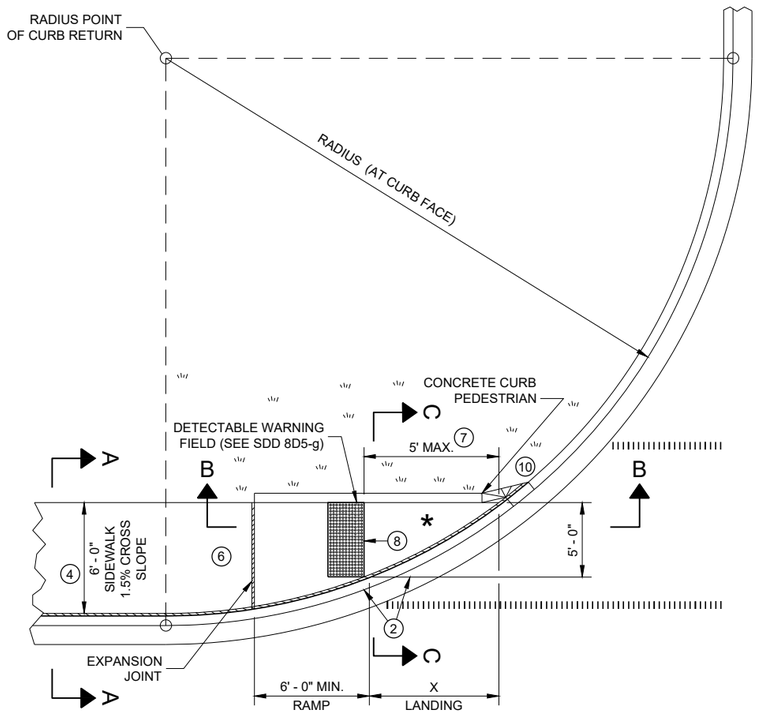
VIEW C - C FOR TYPE 3

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 08D05 - 20b

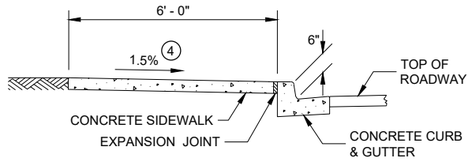


PLAN VIEW

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.

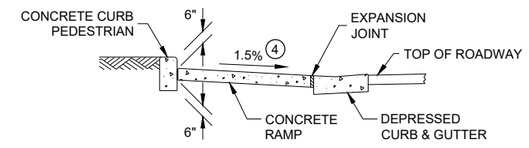
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

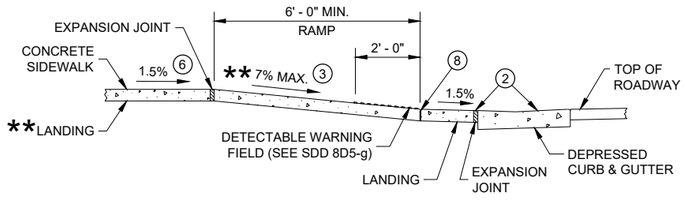
½" EXPANSION JOINT SIDEWALK

CONTRACTION JOINT SIDEWALK

PAVEMENT MARKING CROSSWALK (WHITE)



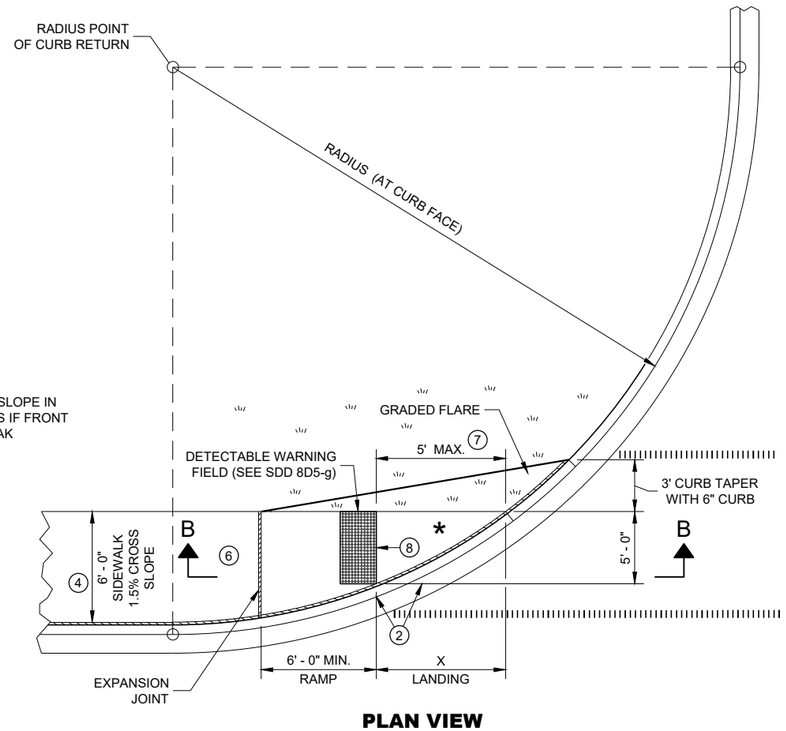
SECTION C - C FOR TYPE 4A



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

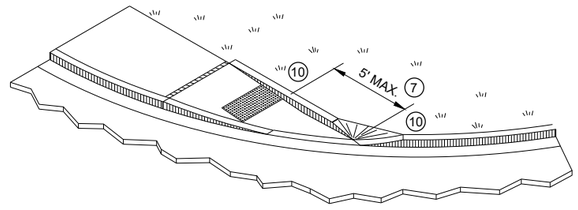
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

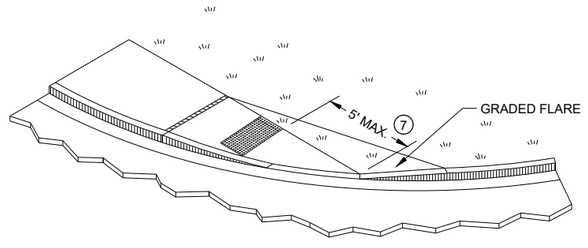


PLAN VIEW

CURB RAMP TYPE 4A1



ISOMETRIC VIEW FOR TYPE 4A



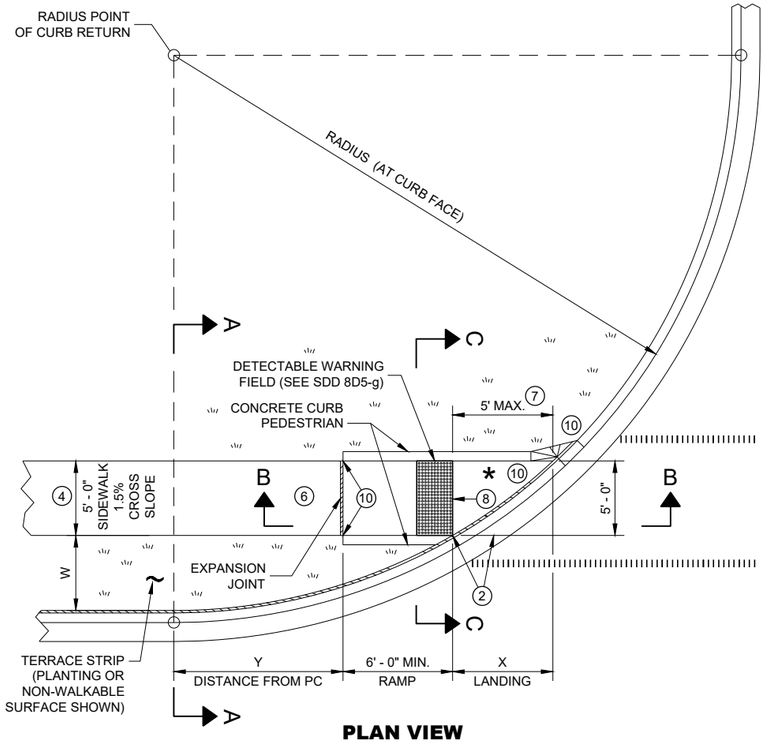
ISOMETRIC VIEW FOR TYPE 4A1

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.

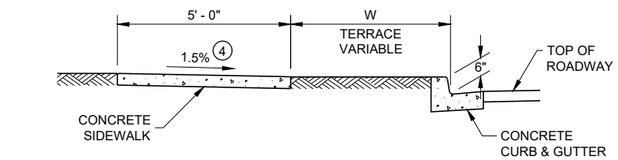
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

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

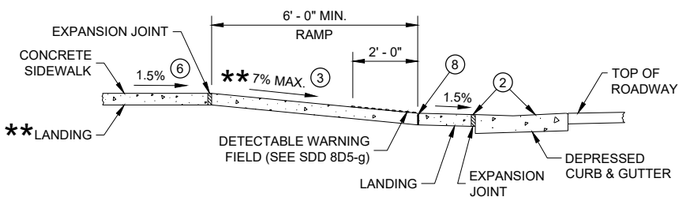
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

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

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



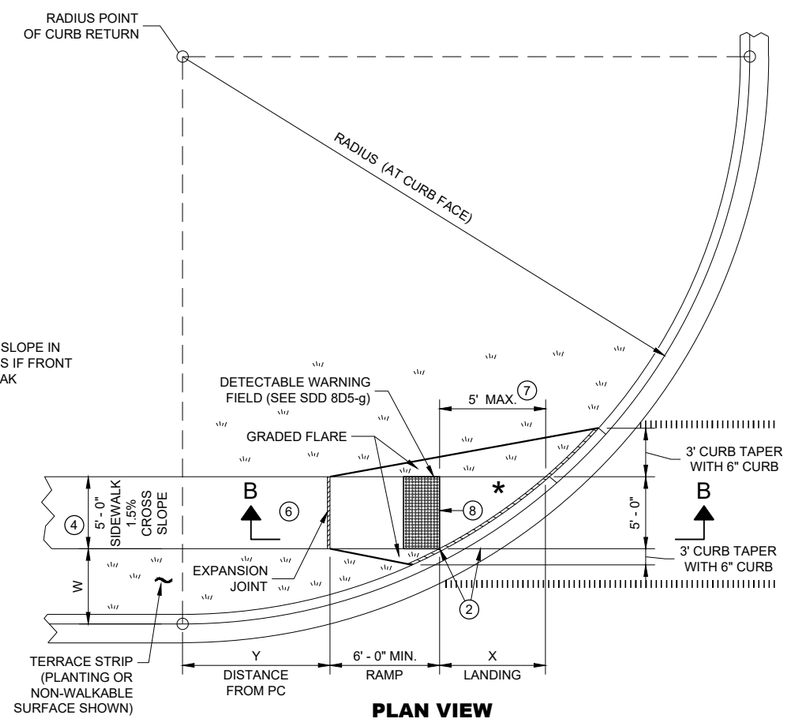
SECTION A - A FOR TYPE 4B



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

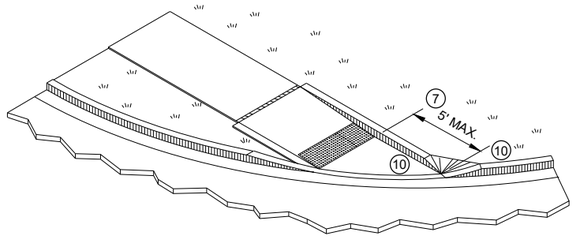
SECTION B - B FOR TYPE 4B AND TYPE 4B1

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

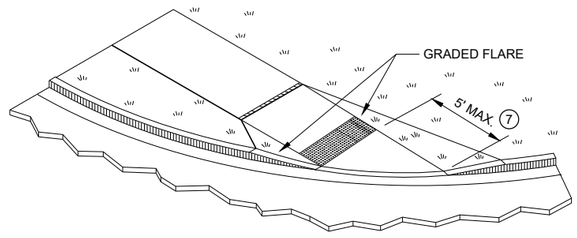


PLAN VIEW

CURB RAMP TYPE 4B1



ISOMETRIC VIEW FOR TYPE 4B



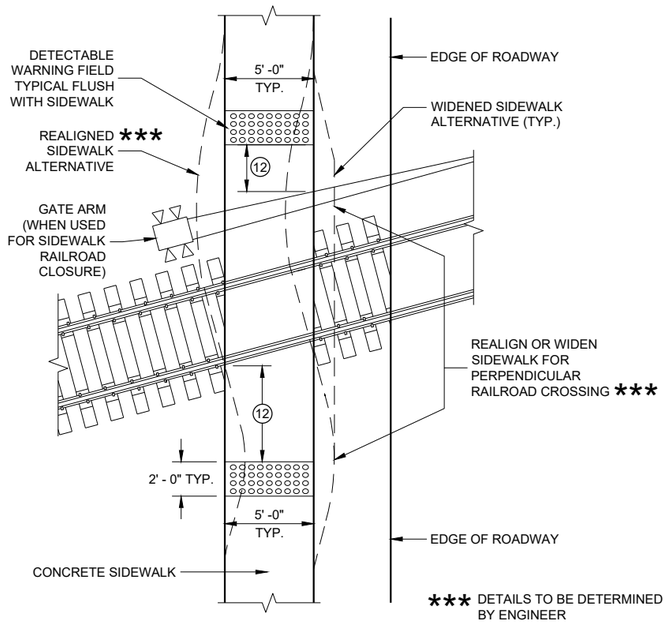
ISOMETRIC VIEW FOR TYPE 4B1

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

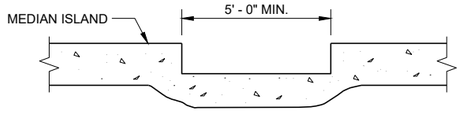
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SDD 08D05 - 20d

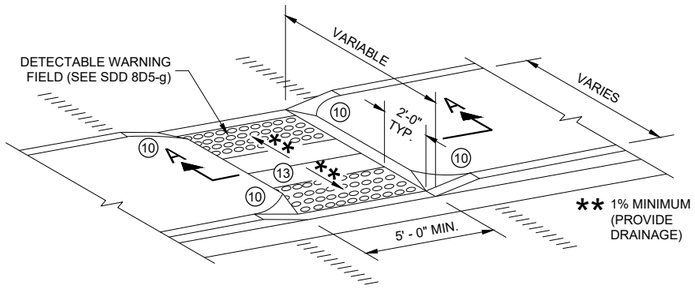


CURB RAMP TYPE 8

DETECTABLE WARNINGS AT RAILROAD CROSSING



SECTION A - A FOR TYPE 5



CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ½ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

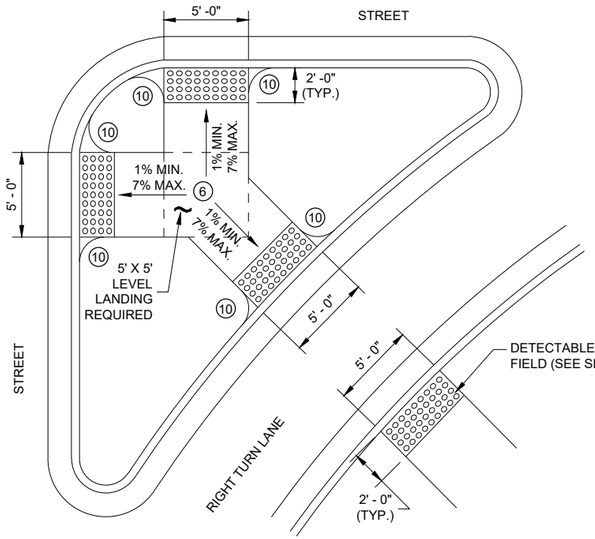
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

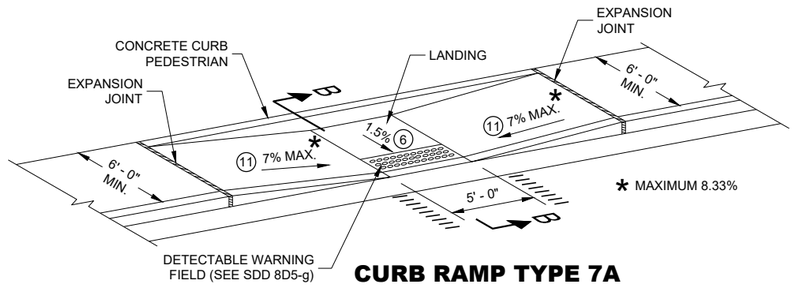
- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



CURB RAMP TYPE 6

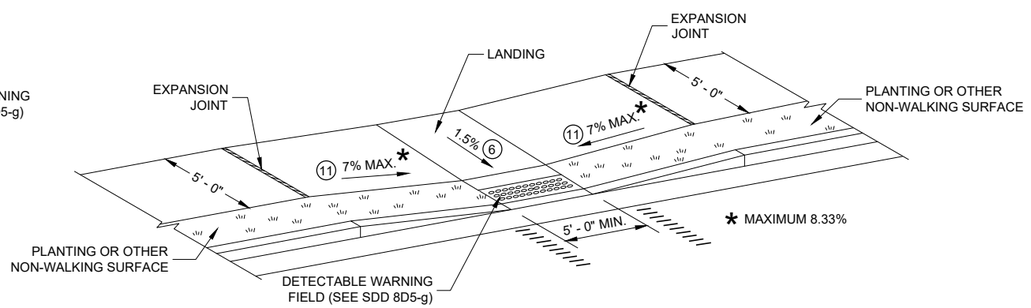
DETECTABLE WARNING AT ISLANDS

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



CURB RAMP TYPE 7A

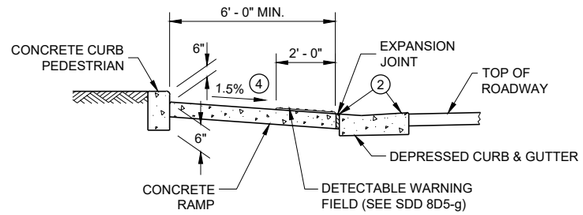
MID BLOCK CROSSING



CURB RAMP TYPE 7B

MID BLOCK CROSSING

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.



SECTION B - B FOR TYPE 7A

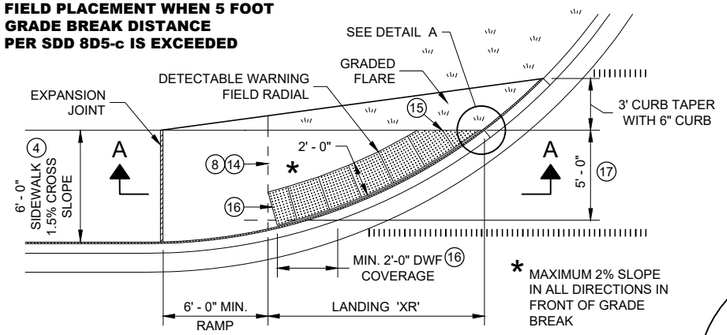
CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20e

SDD 08D05 - 20e

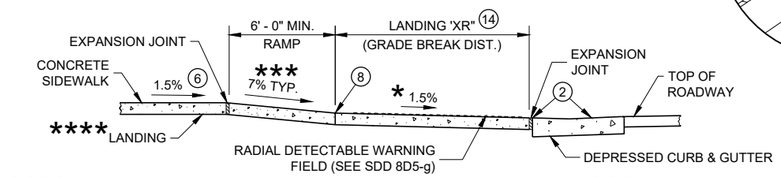
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED



PLAN VIEW

CURB RAMP TYPE 4A1

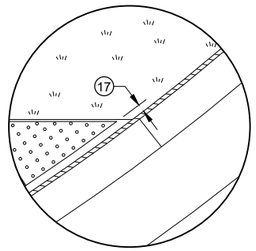
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



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

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1



DETAIL A

LEGEND

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

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

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

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

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

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

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

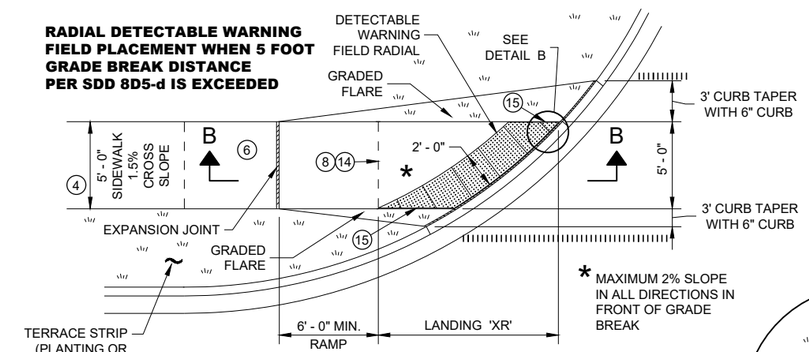
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

(17) A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

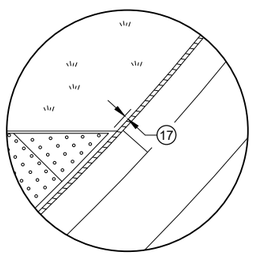
RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED



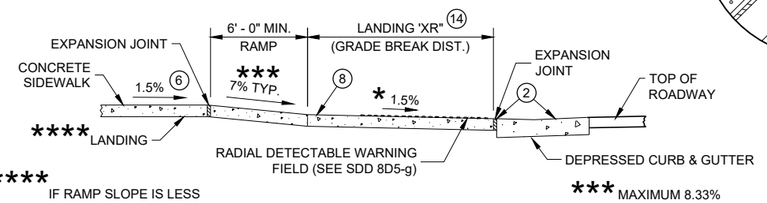
PLAN VIEW

CURB RAMP TYPE 4B1

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

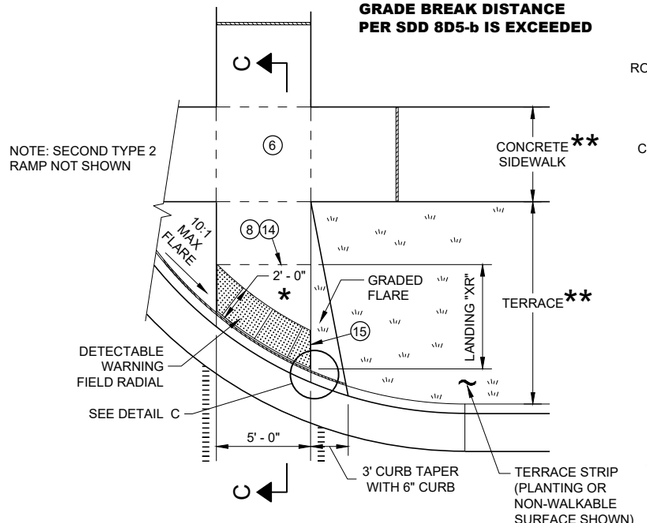


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION B - B FOR TYPE 4B1

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

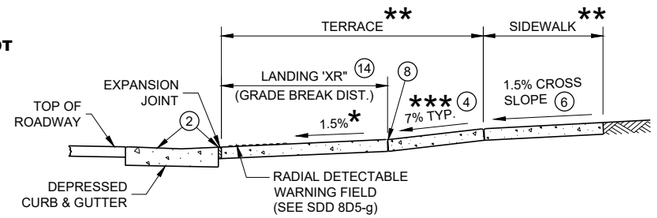


PLAN VIEW

CURB RAMP TYPE 2

(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

(ON LINE WITH SIDEWALK)

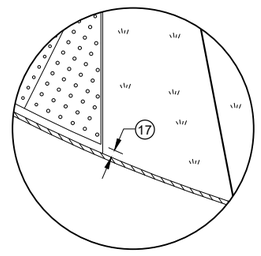


SECTION C - C FOR TYPE 2

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%



DETAIL C

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

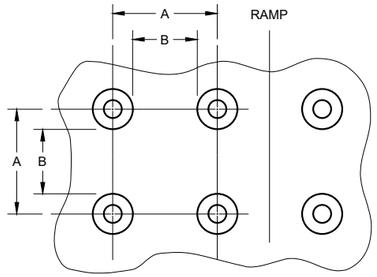
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D05 - 20f

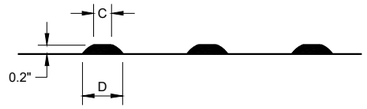
SDD 08D05 - 20f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

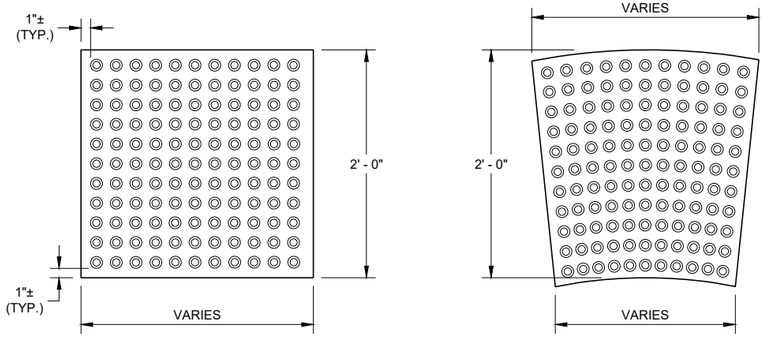


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

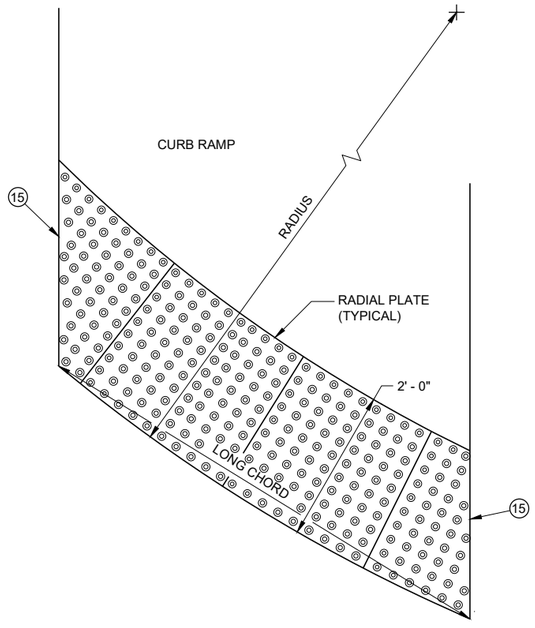
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

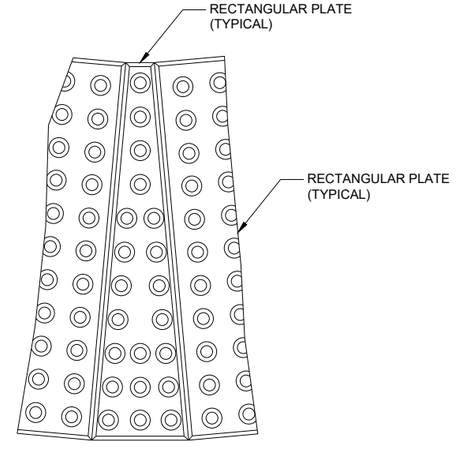
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

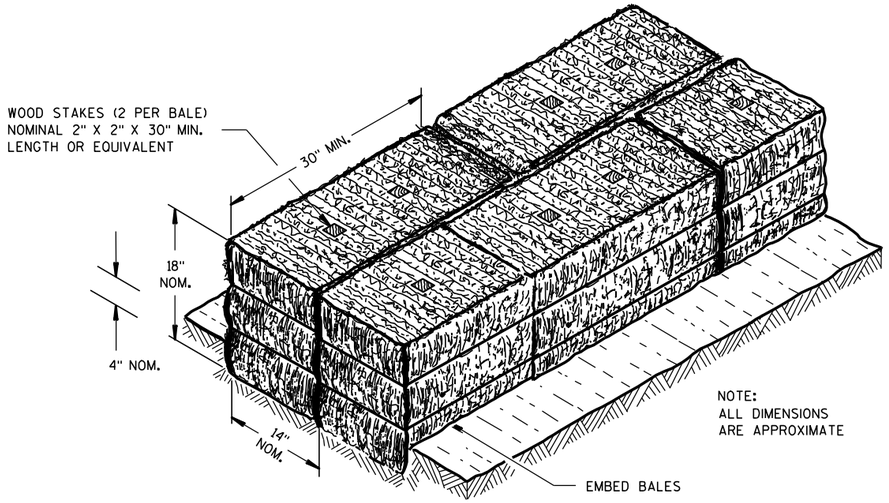
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

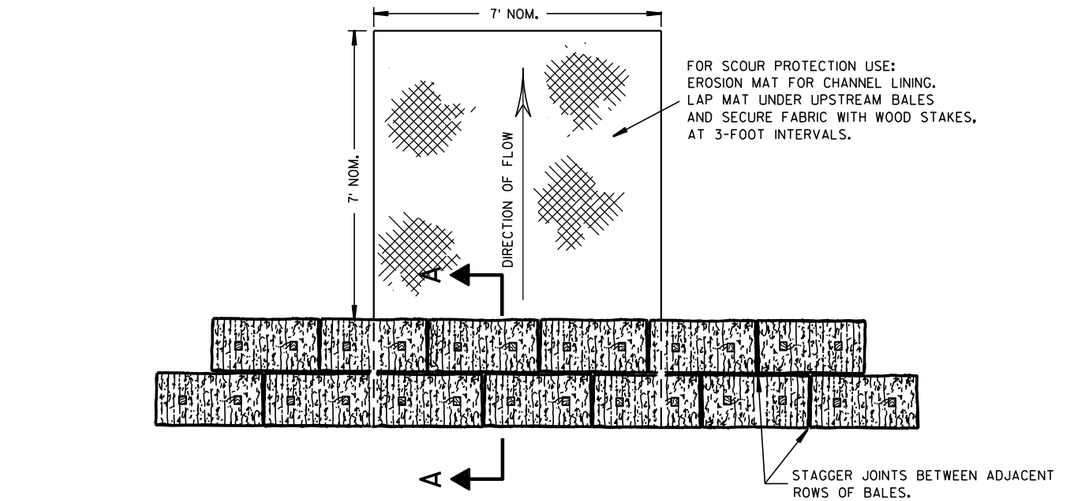
FHWA

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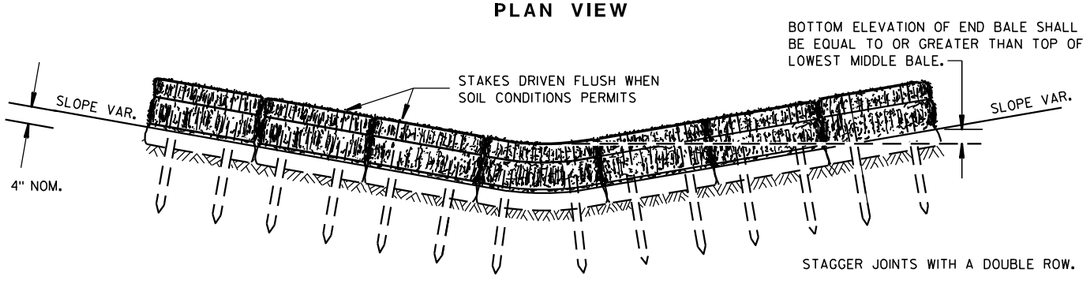
SDD 08D05 - 20g



SECTION A-A



PLAN VIEW



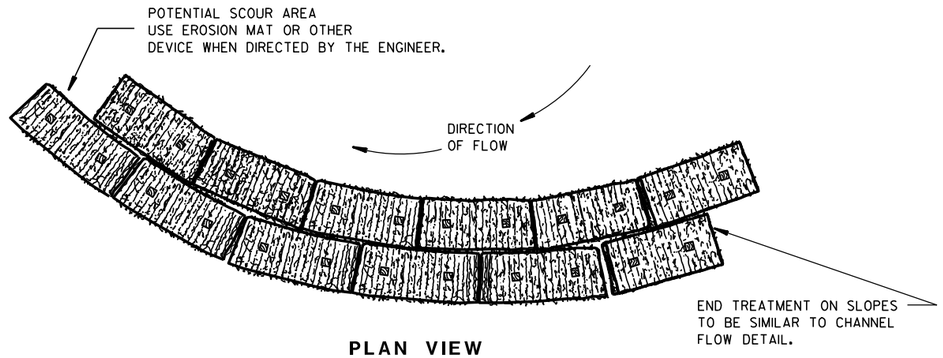
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

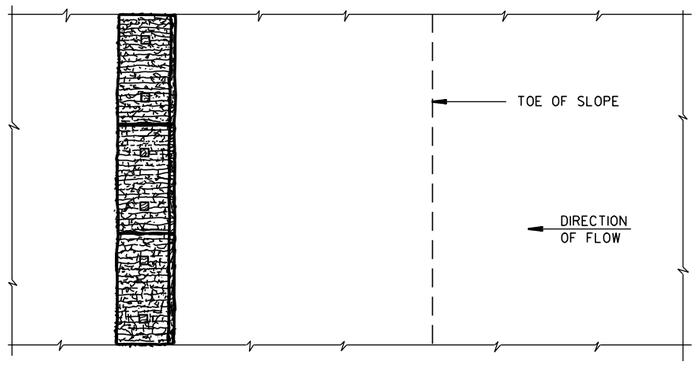
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

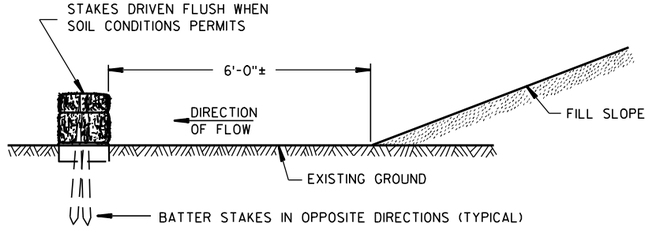


PLAN VIEW

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

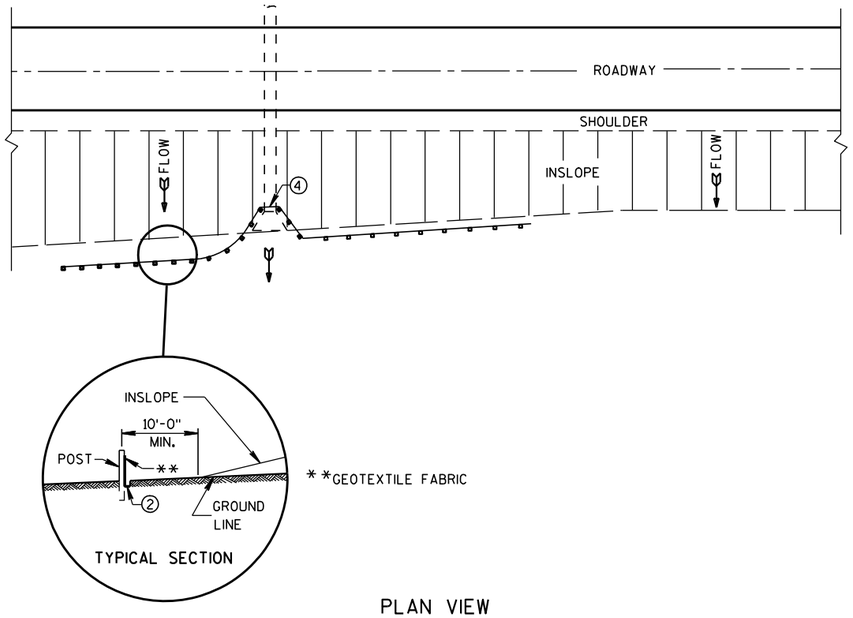
FHWA

6

S.D.D. 8 E 8-3

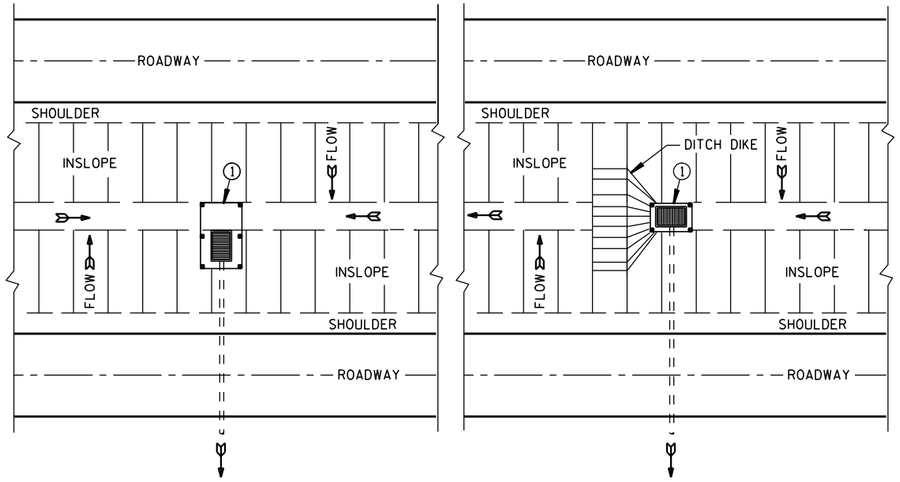
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PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



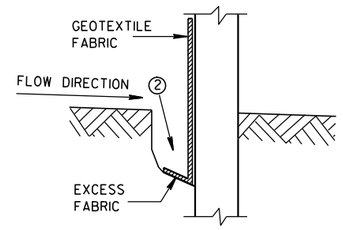
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

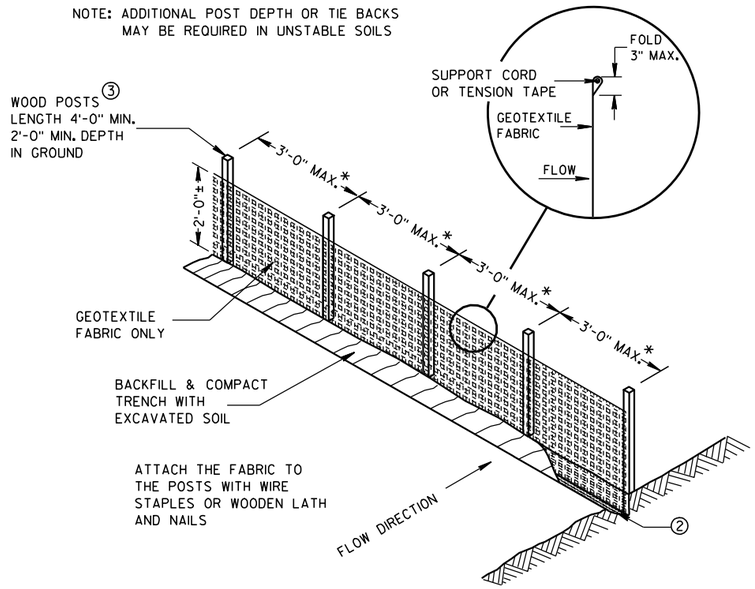
GENERAL NOTES

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.

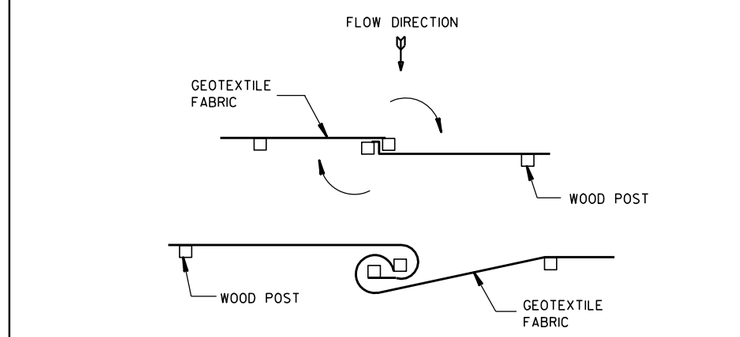


TRENCH DETAIL

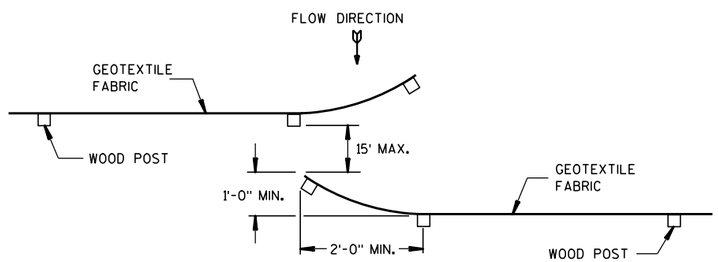


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

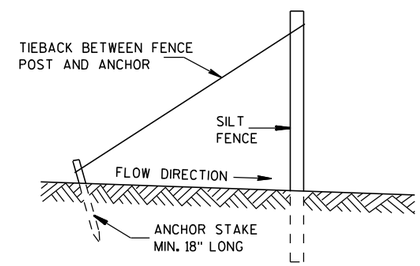


TWIST METHOD



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

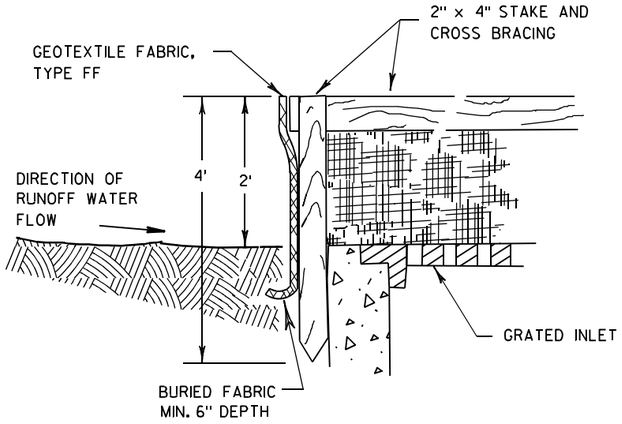
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

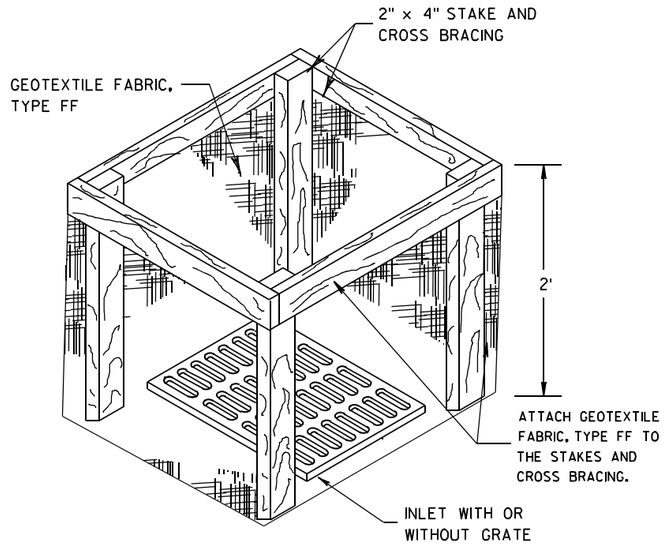
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S.D.D. 8 E 9-6

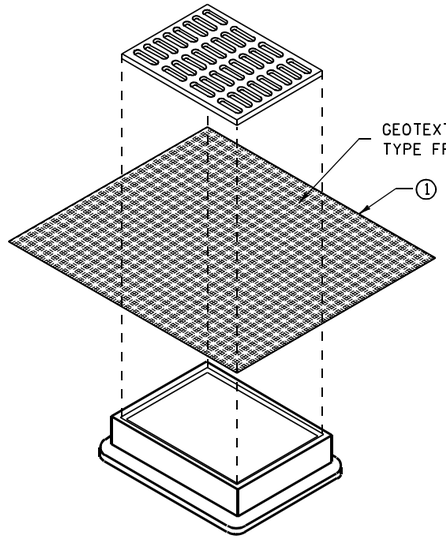
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S.D.D. 8 E 9-6



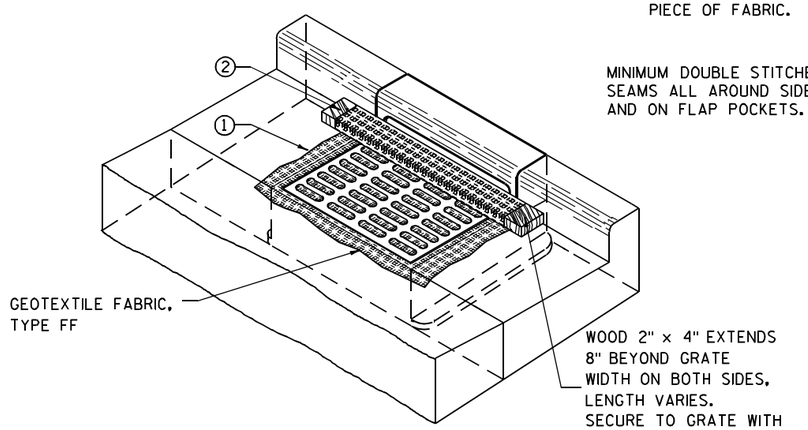


INLET PROTECTION, TYPE A

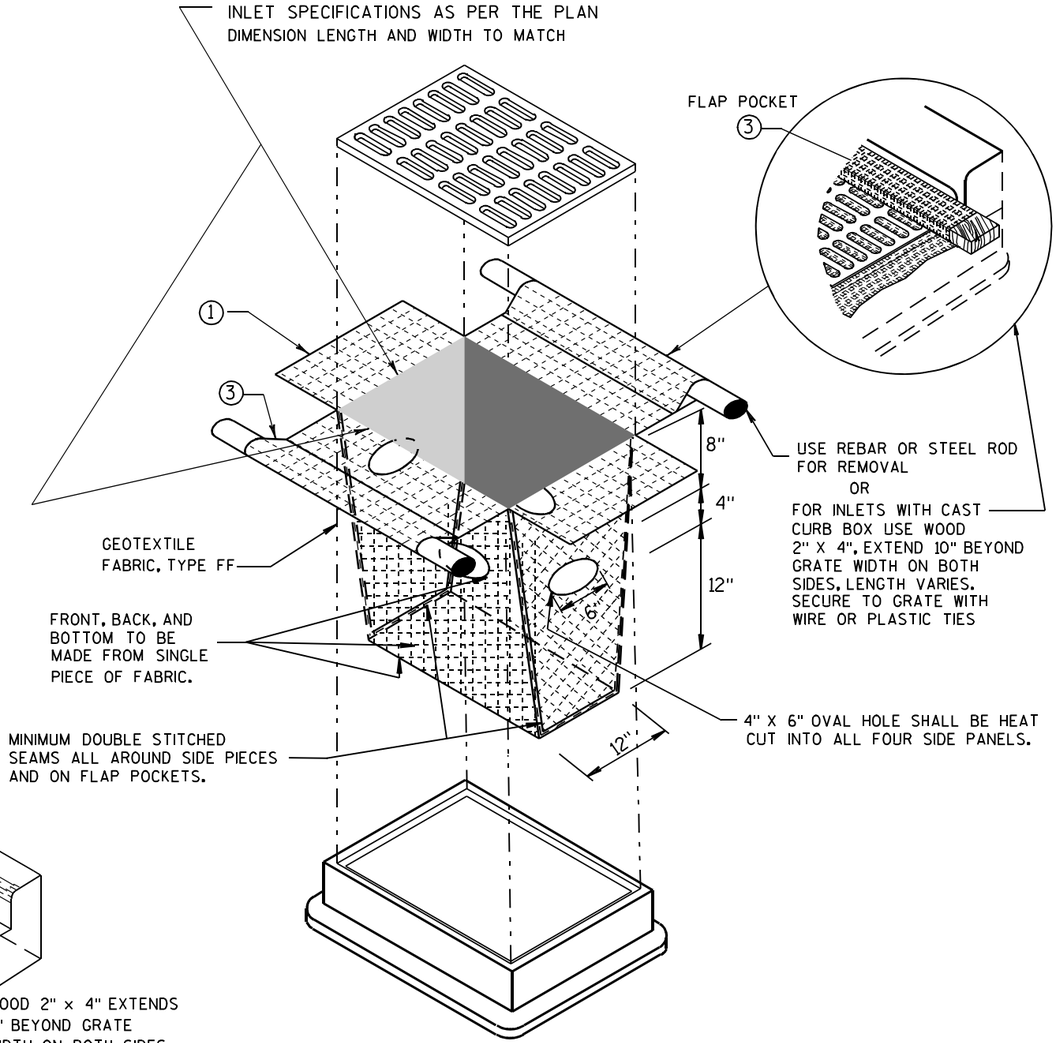


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

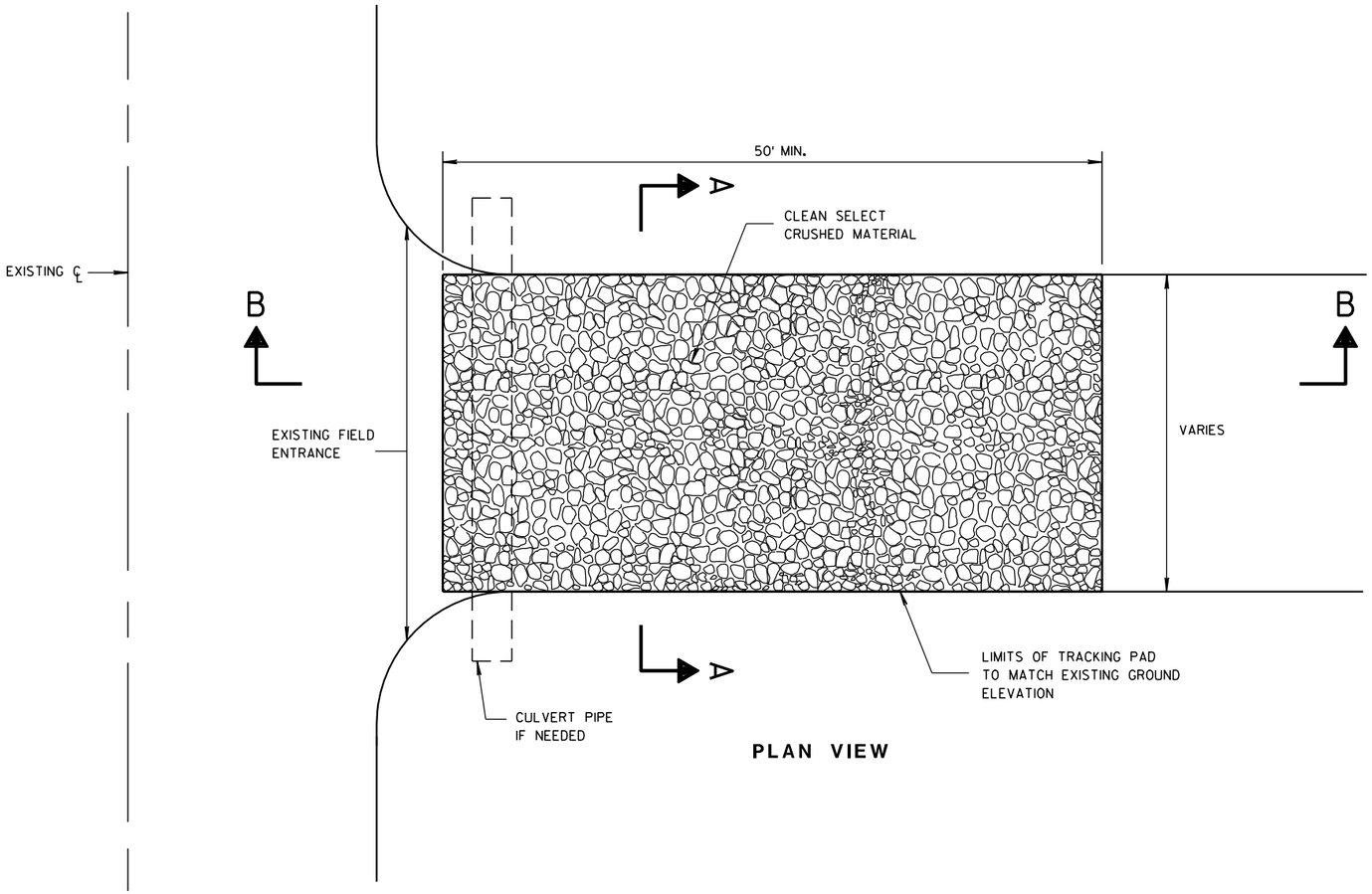
APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

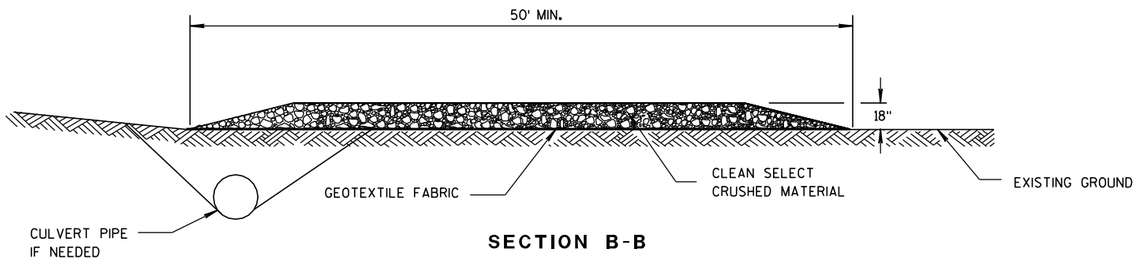
S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2



PLAN VIEW



SECTION B-B

GENERAL NOTES

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

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

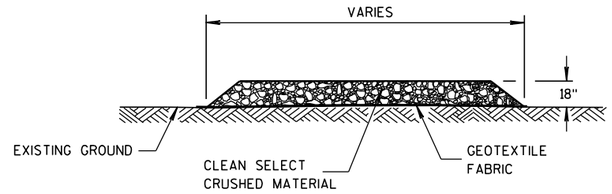
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

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

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

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

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



SECTION A-A

TRACKING PAD

6

S.D.D. 8 E 14-1

TRACKING PAD

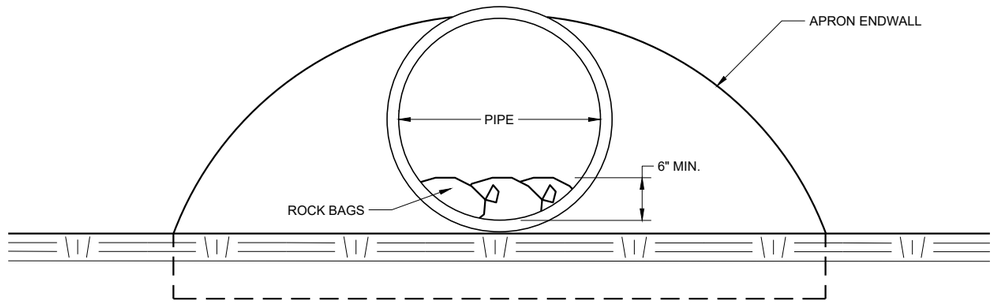
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/24/2011 DATE
/S/ Jerry H. Zoda ROADWAY STANDARDS ENGINEER
FHWA

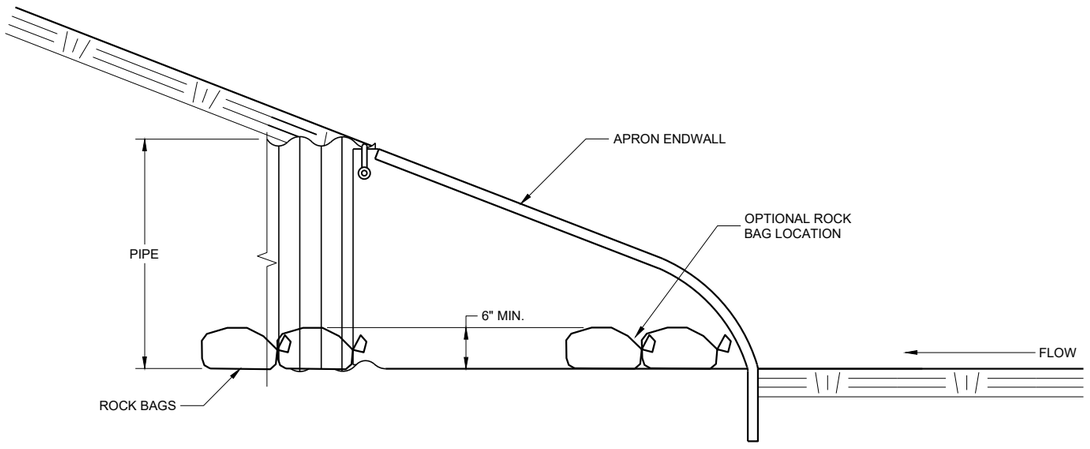
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S.D.D. 8 E 14-1



END VIEW



SIDE VIEW

CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Daniel Schave
EROSION CONTROL ENGI

FHWA

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SDD 08E15 - 01

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SDD 08E15 - 01

METAL APRON ENDWALLS

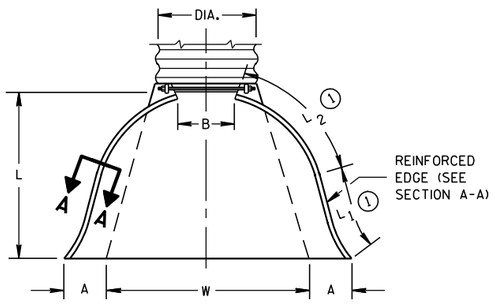
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

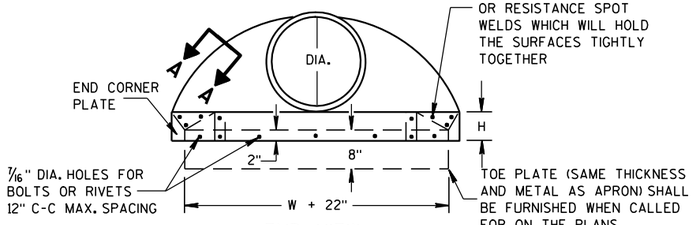
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

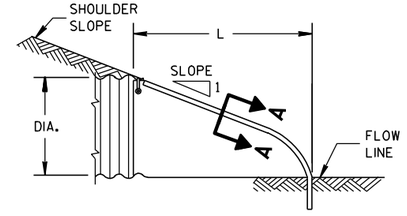
*MINIMUM
**MAXIMUM



PLAN VIEW

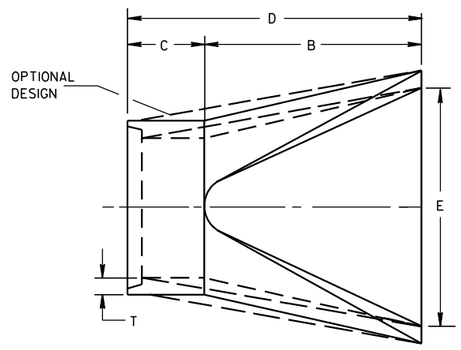


END VIEW

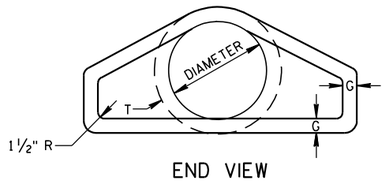


SIDE ELEVATION

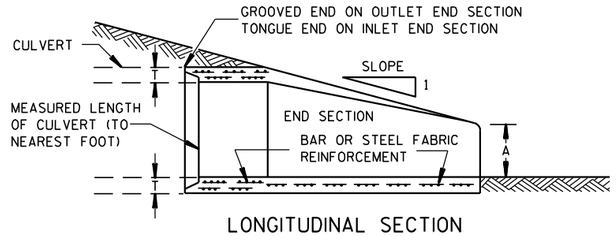
METAL ENDWALLS



PLAN

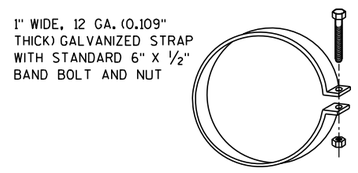


END VIEW



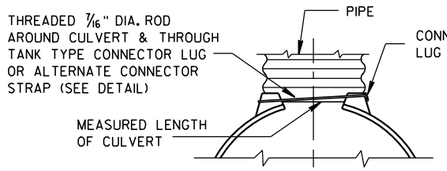
LONGITUDINAL SECTION

CONCRETE ENDWALLS

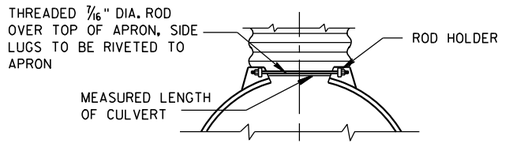


ALTERNATE FOR TYPE 1 CONNECTION

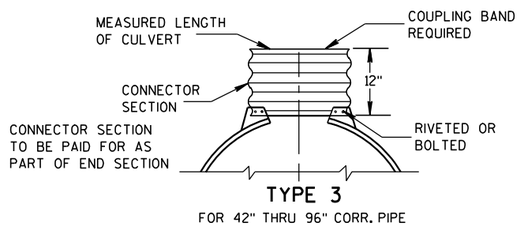
END SECTION CONNECTOR STRAP



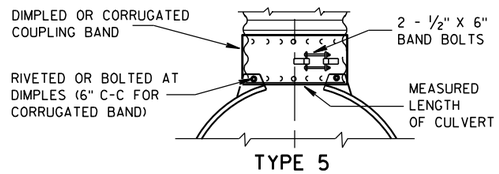
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

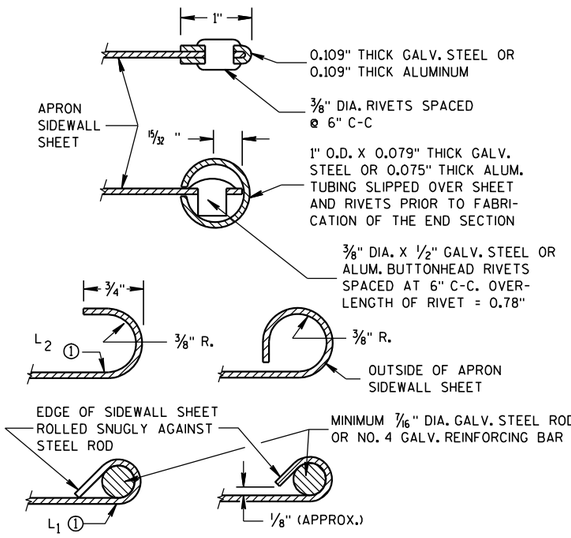
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

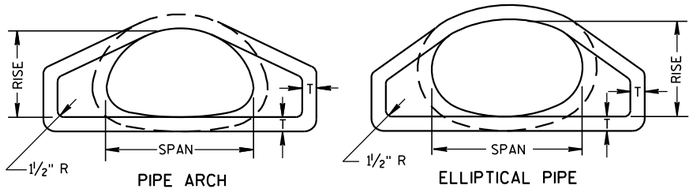
APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

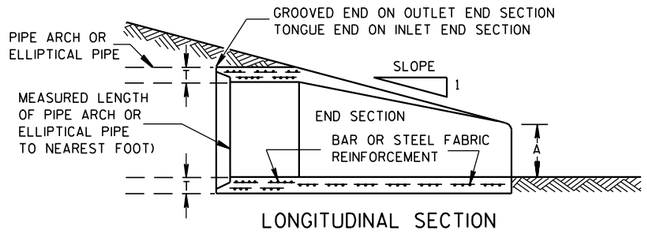
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

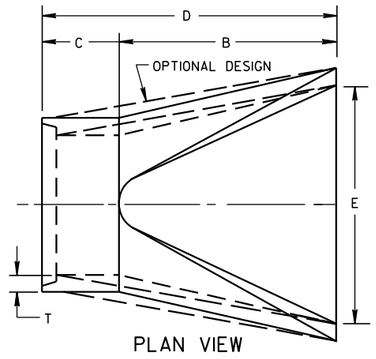
S.D.D. 8 F 1-11



END VIEW

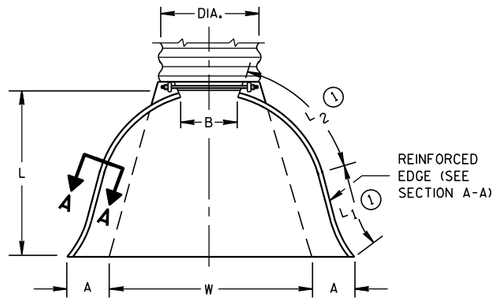


LONGITUDINAL SECTION

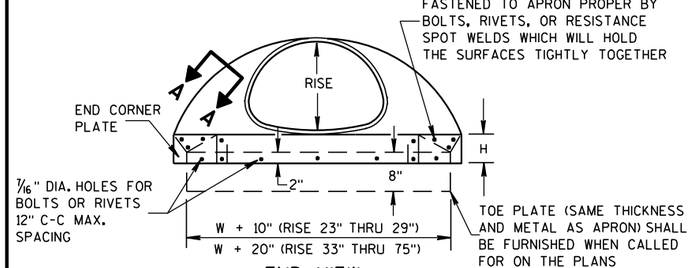


PLAN VIEW

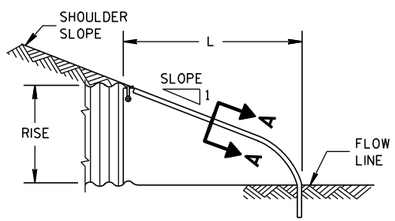
CONCRETE ENDWALLS



PLAN VIEW

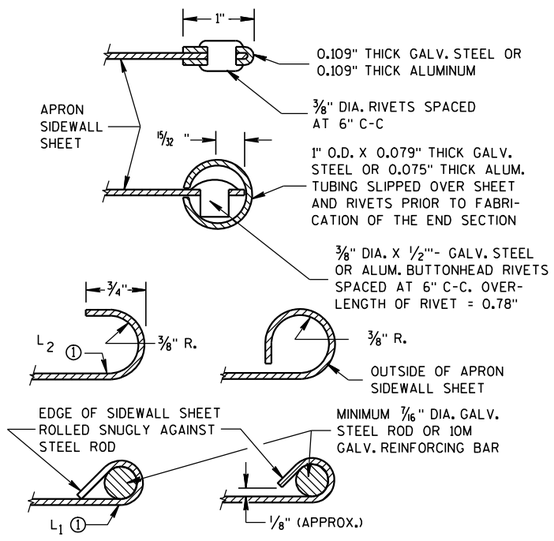


END VIEW



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

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.

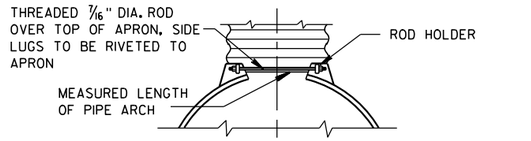
CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

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.

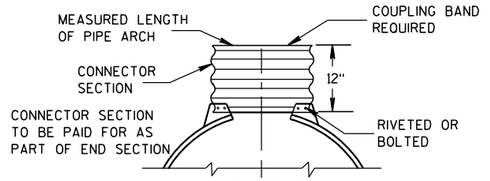
WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

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.



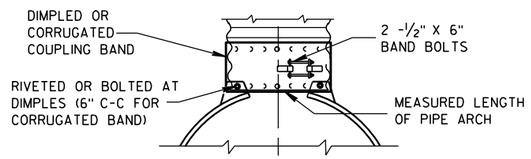
TYPE 2

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

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

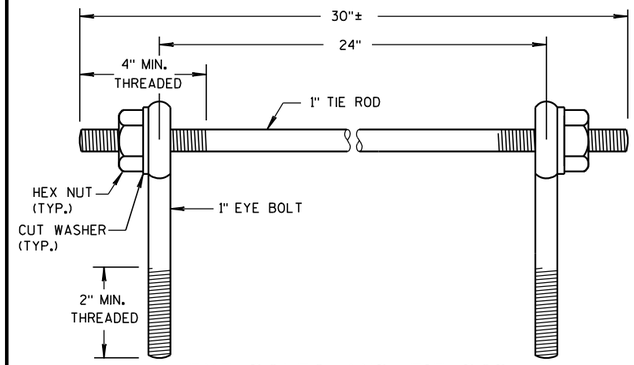
FHWA

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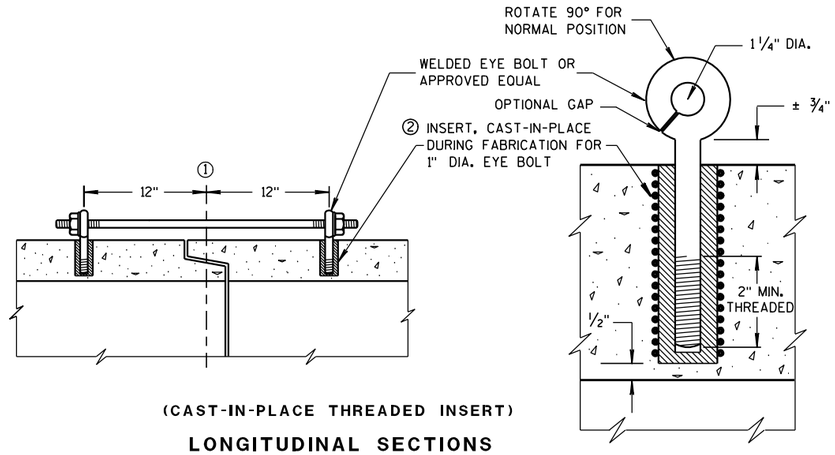
S.D.D. 8 F 2-1

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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.

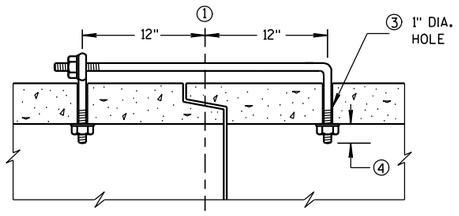
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

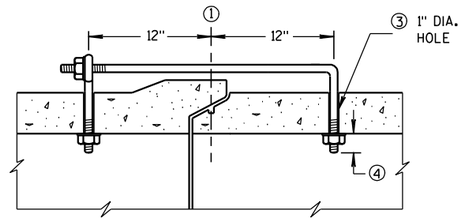
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

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)

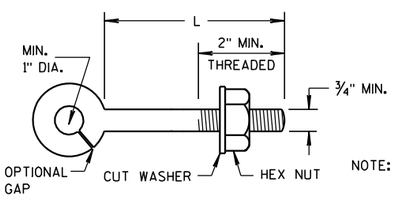


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

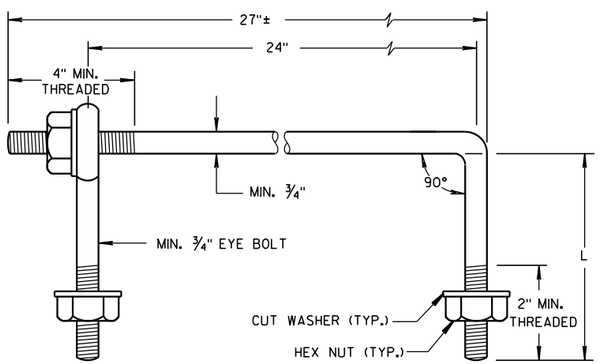
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



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

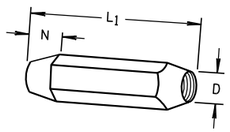
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

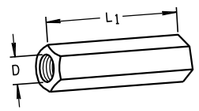
ADJUSTABLE TIE ROD TABLE

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



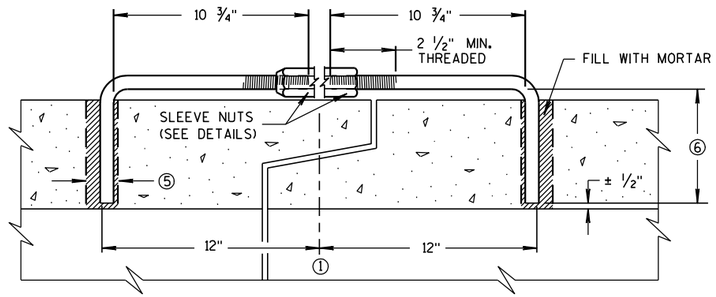
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PLAIN

RIGHT AND LEFT THREADS

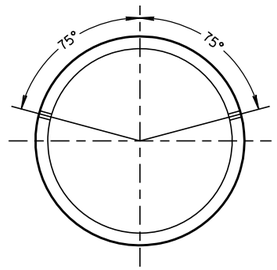
SLEEVE NUTS



LONGITUDINAL SECTION

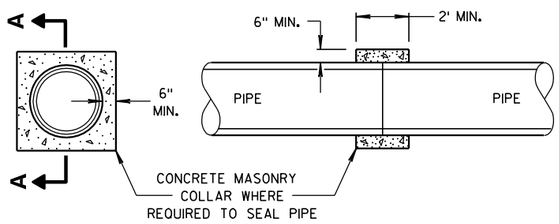
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

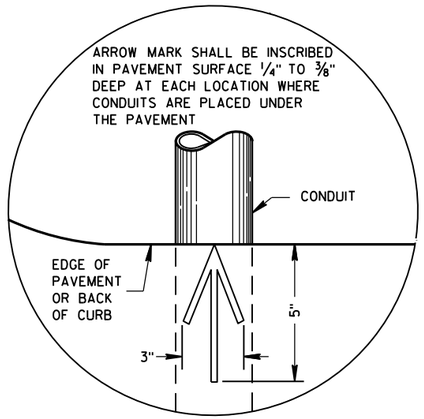
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 4-7

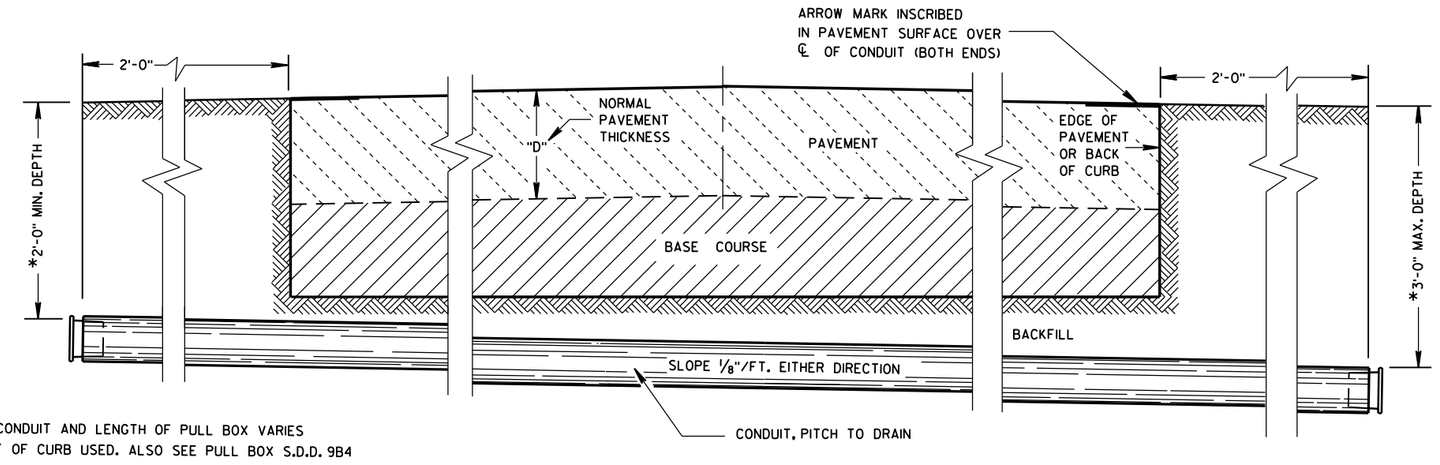
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S.D.D. 8 F 4-7



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

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

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

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

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

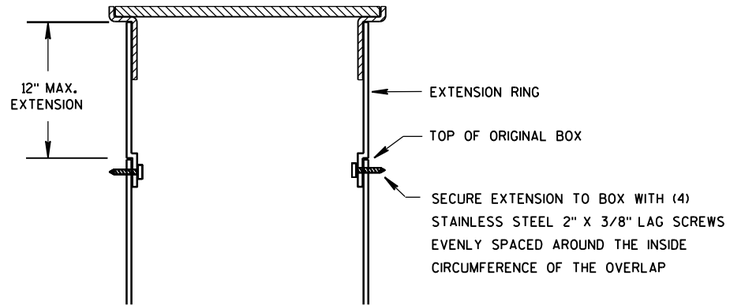
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

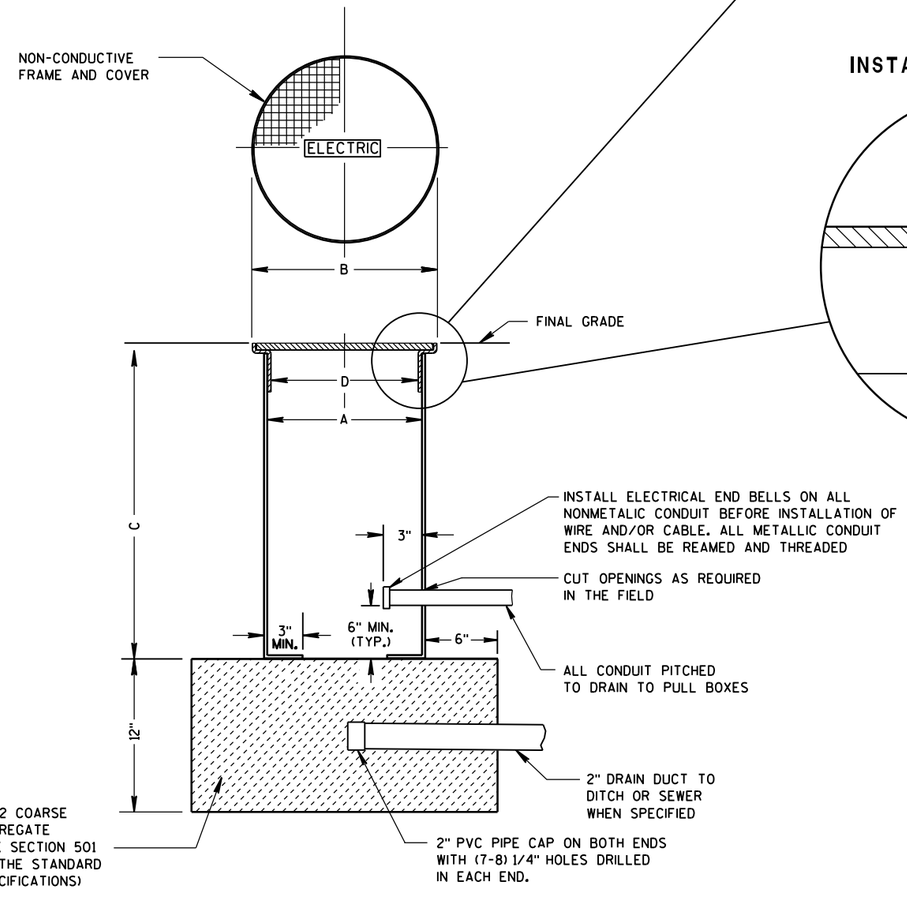
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

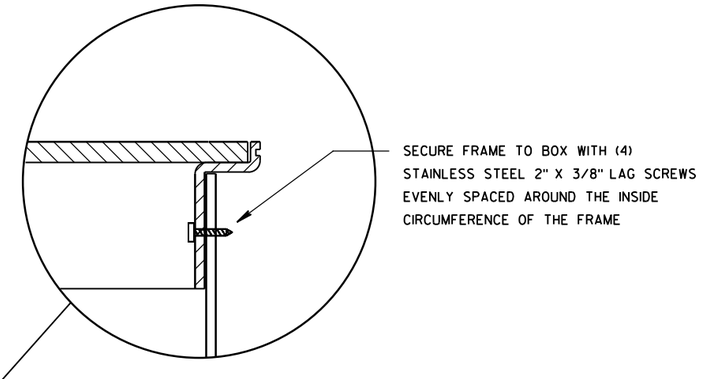


BOX EXTENSION

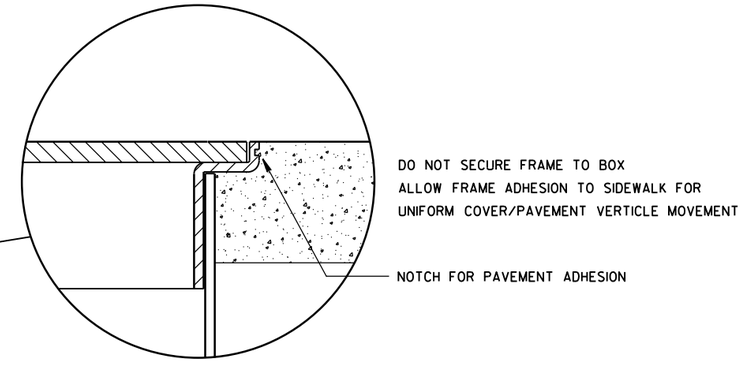


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



PULL BOX
NON-CONDUCTIVE

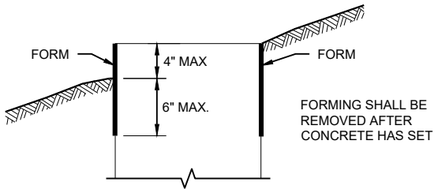
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 16-1

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.

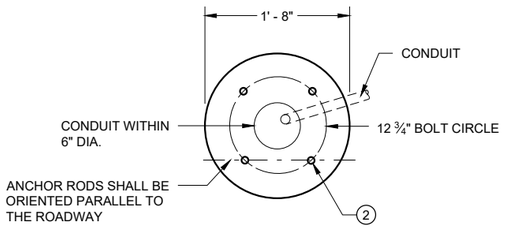
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

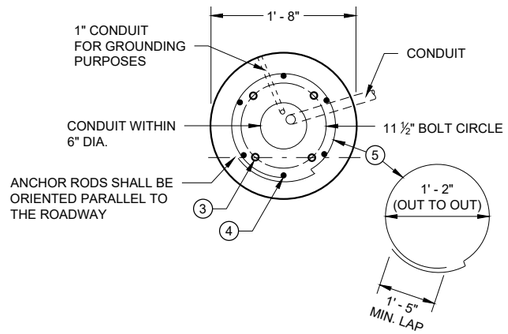
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

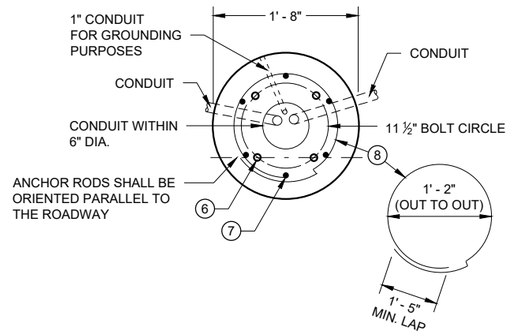
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).







1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

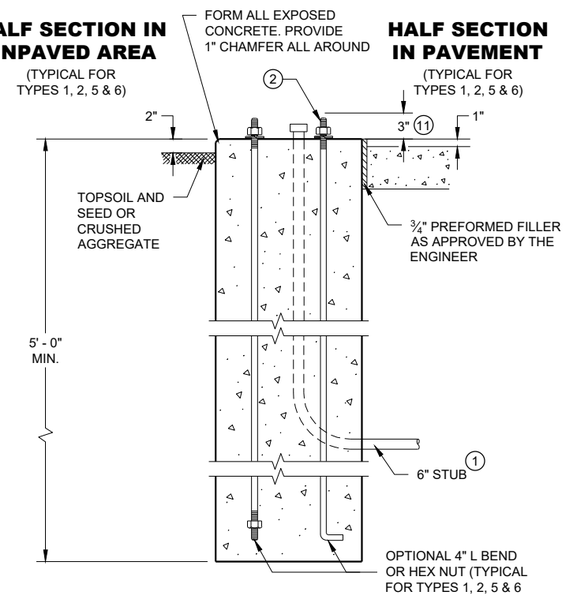
10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

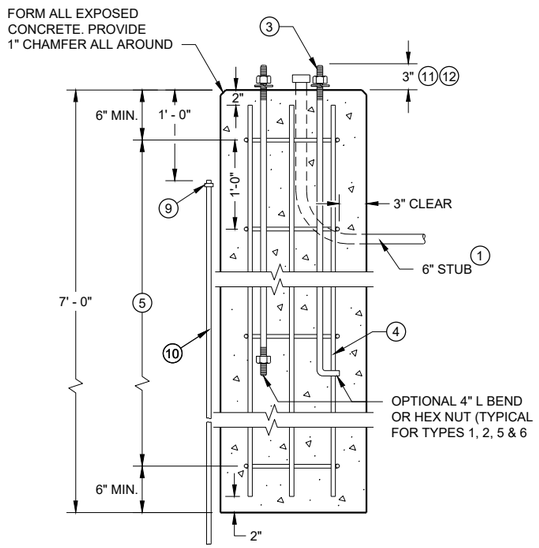
12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5 & 6)

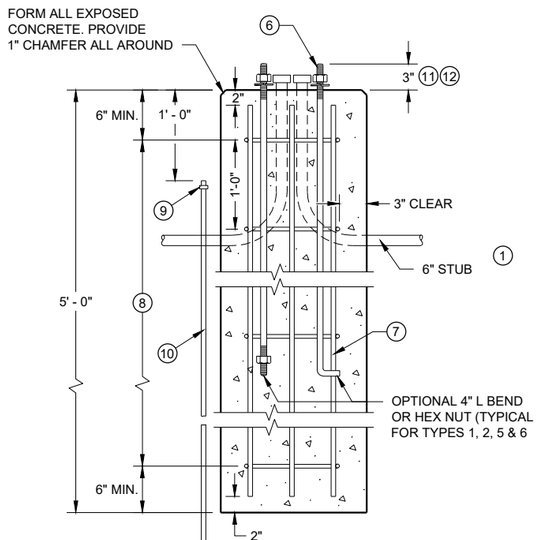
HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5 & 6)



TYPE 1



TYPE 2



TYPE 5 & 6

CONCRETE BASES

CONCRETE BASES
TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 167
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.

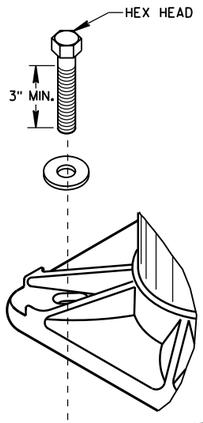
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

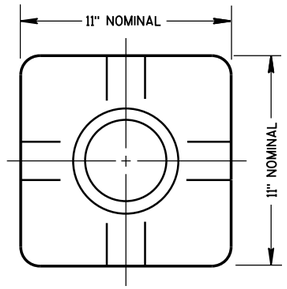
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

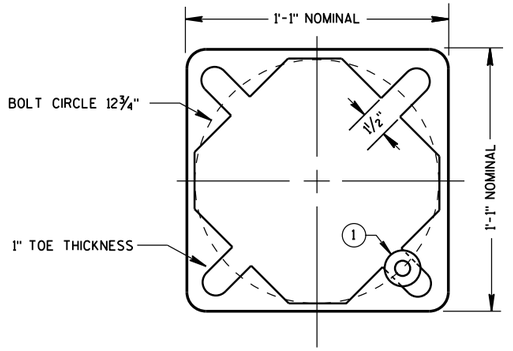
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

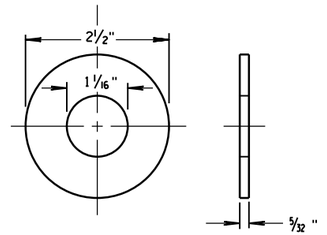




TOP VIEW
(PEDESTAL BASE)

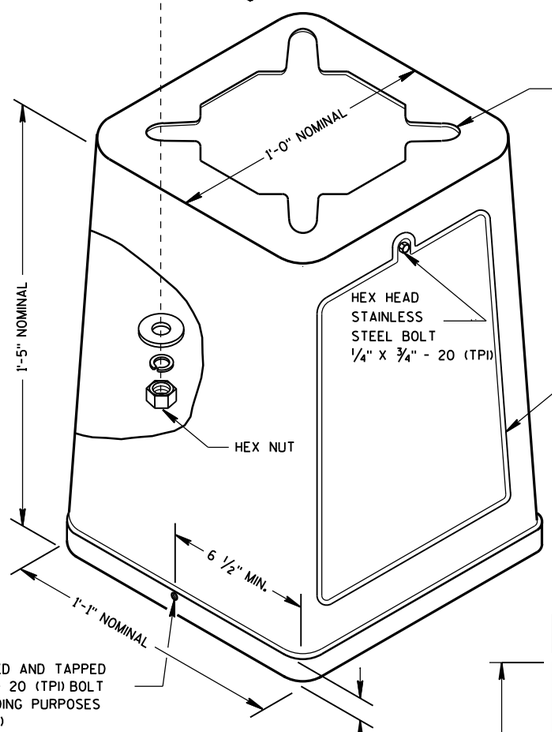


BOTTOM VIEW
(PEDESTAL BASE)

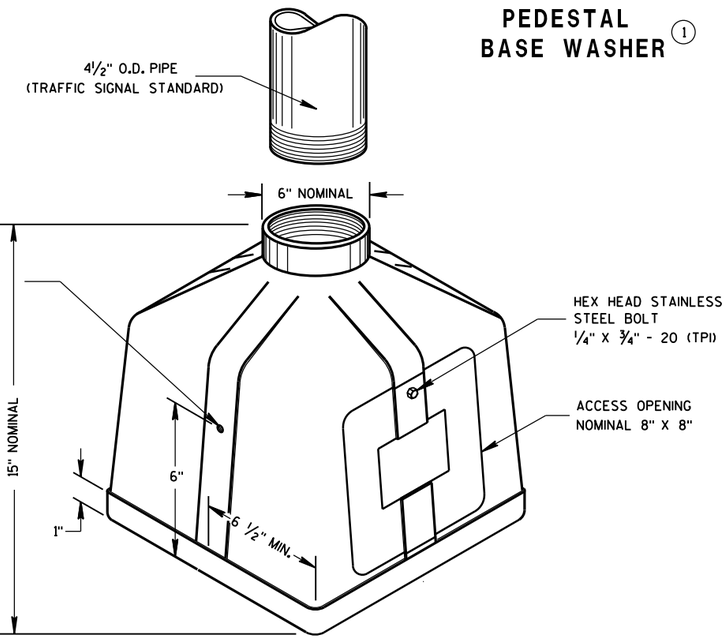


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

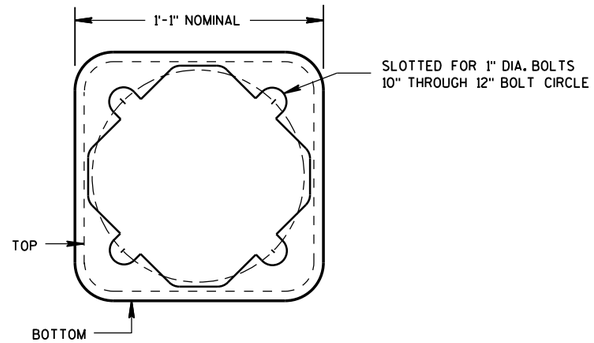


ISOMETRIC VIEW

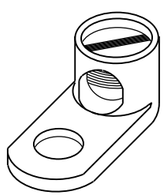


ISOMETRIC VIEW

PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

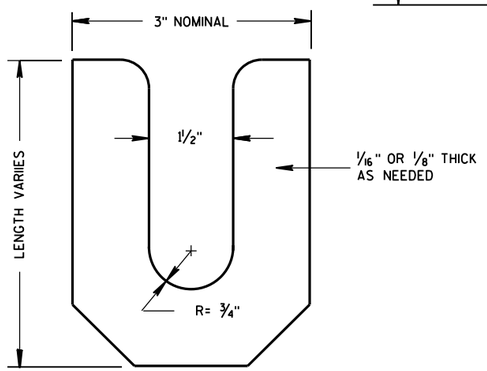


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

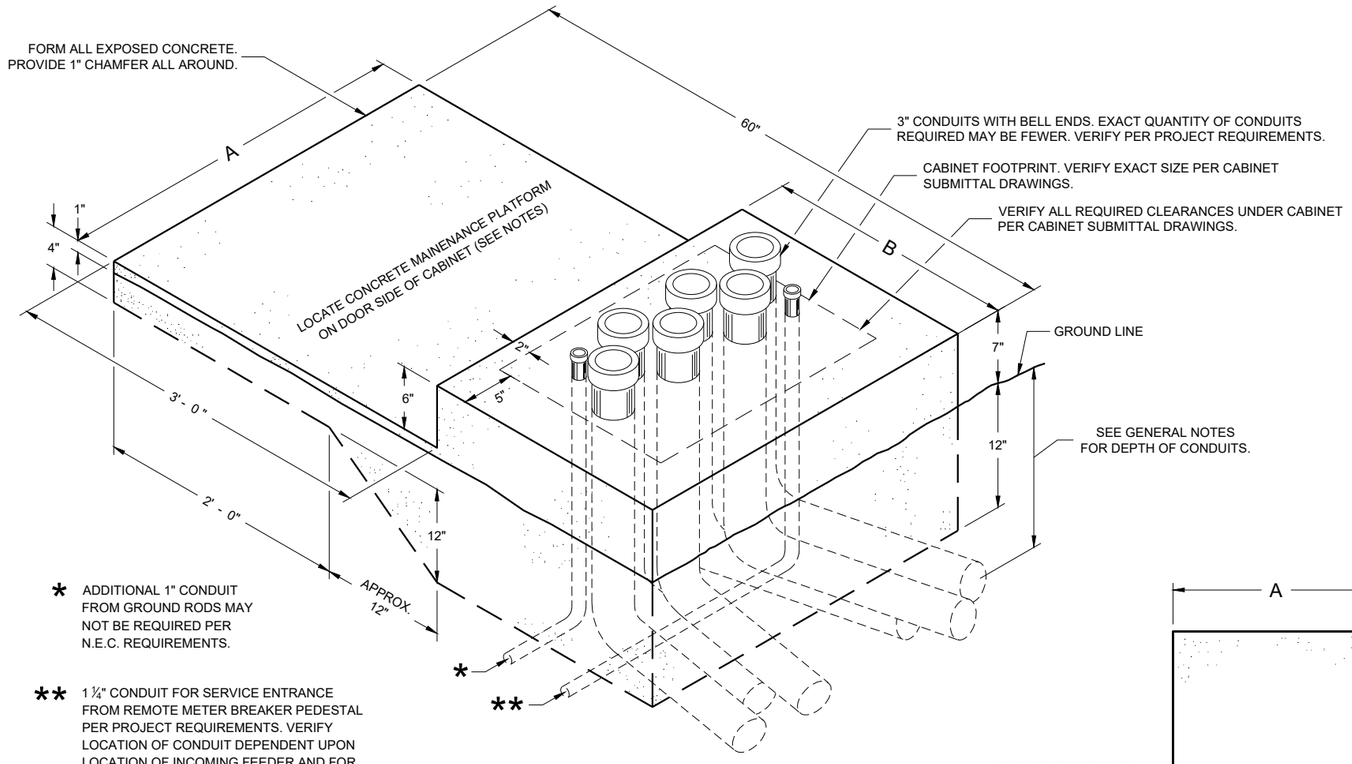
TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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* ADDITIONAL 1" CONDUIT FROM GROUND RODS MAY NOT BE REQUIRED PER N.E.C. REQUIREMENTS.

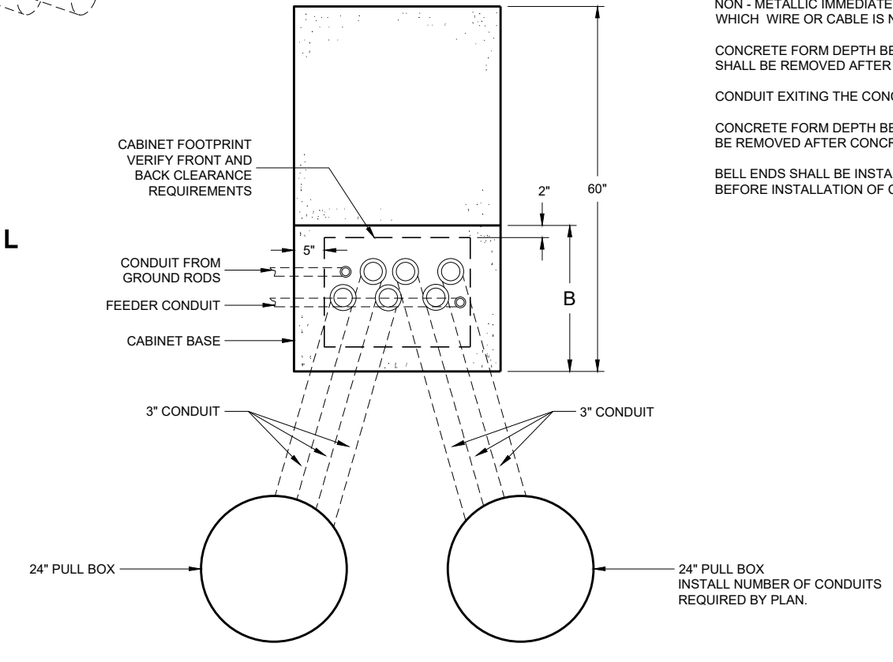
** 1 ¼" CONDUIT FOR SERVICE ENTRANCE FROM REMOTE METER BREAKER PEDESTAL PER PROJECT REQUIREMENTS. VERIFY LOCATION OF CONDUIT DEPENDENT UPON LOCATION OF INCOMING FEEDER AND FOR EASE OF CONNECTION TO LOAD CENTER.

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

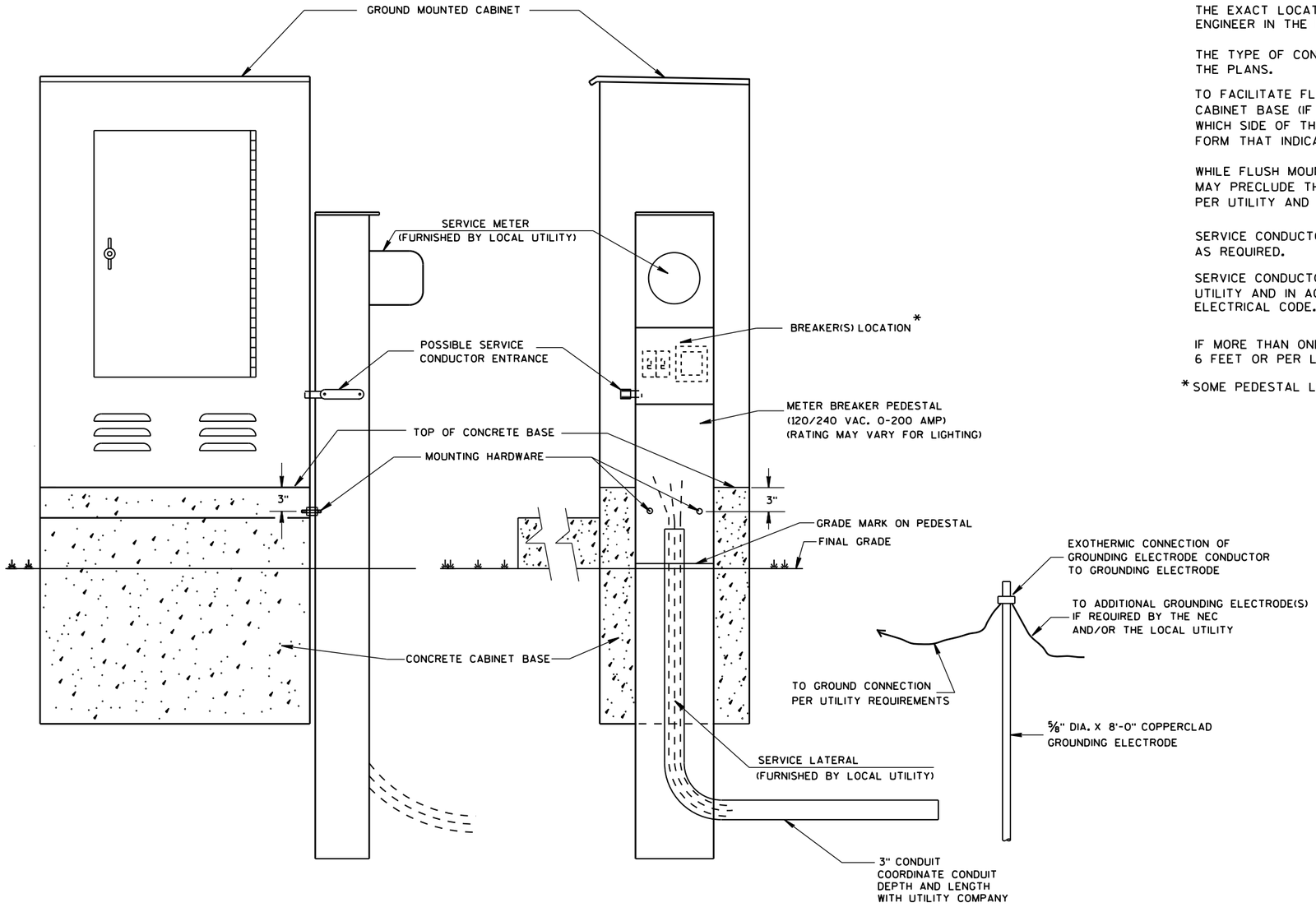
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

FHWA

SDD 09C14 - 03



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.

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S.D.D. 9 D 1-5

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

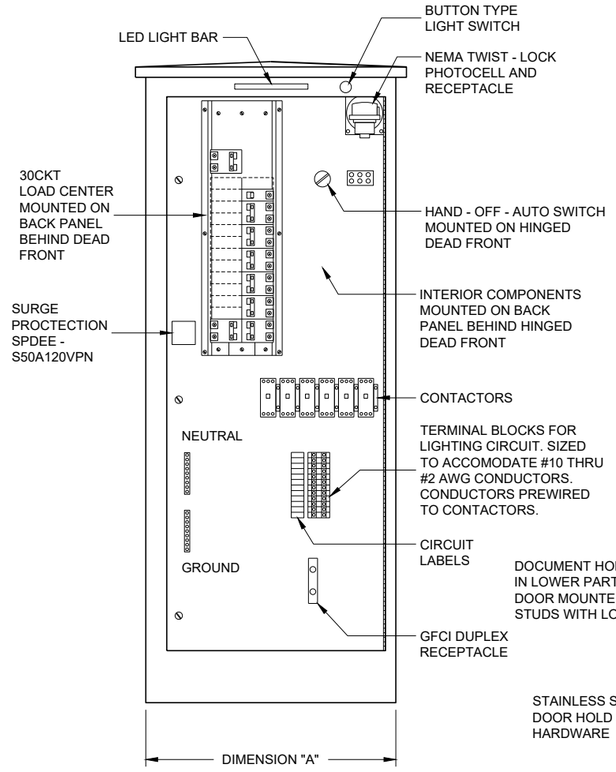
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE

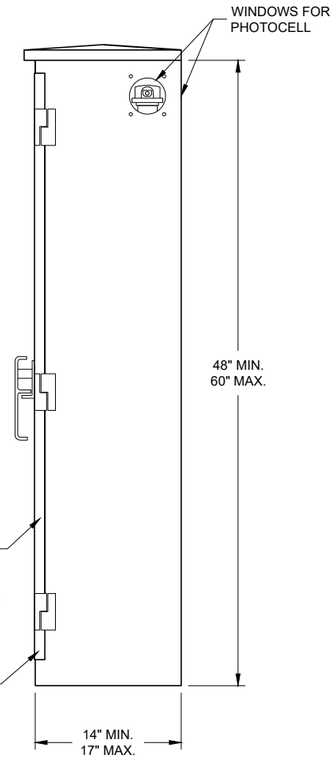
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FRONT INTERIOR ELEVATION



SIDE VIEW



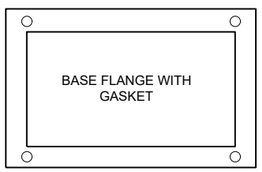
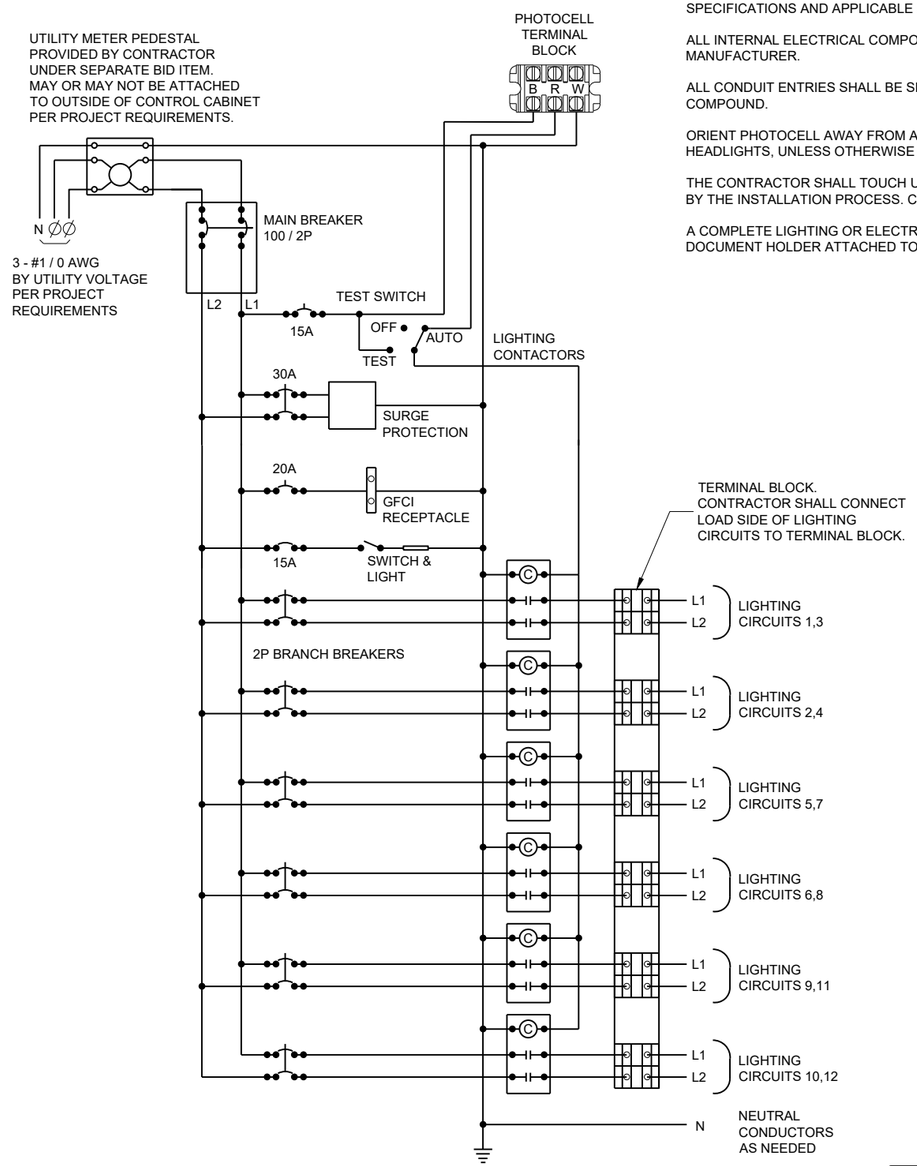


TABLE OF DIMENSIONS (INCHES)		
CONCRETE BASE TYPE	CABINET WIDTH	DIMENSION "A"
L24	24"	24"
L30	30"	30"

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

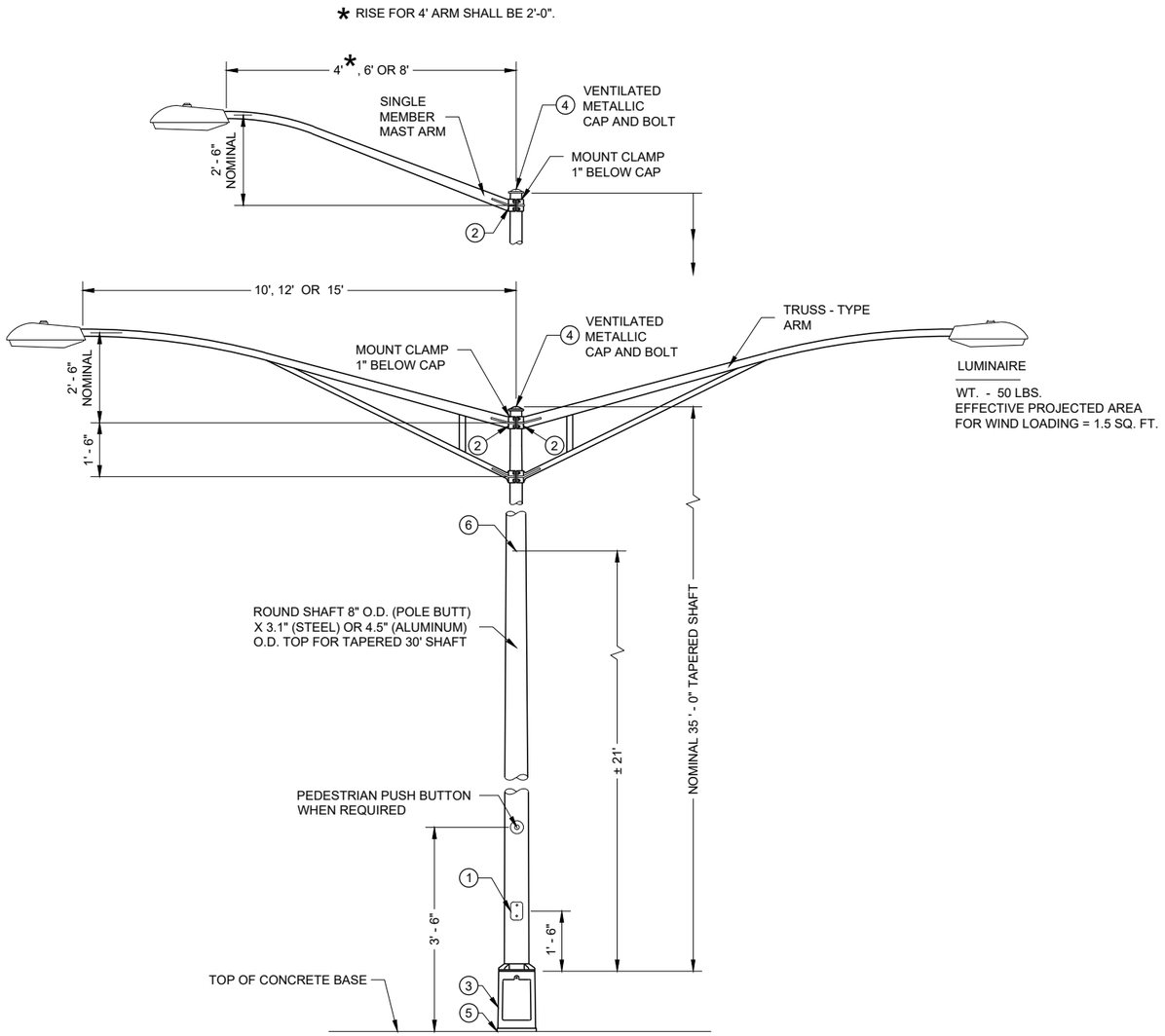
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
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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.

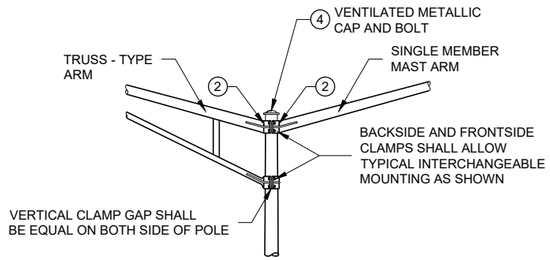
(2) GROMMETS. 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1 ⅜" HOLE IN POLE SHAFT FOR WIRING.

(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)

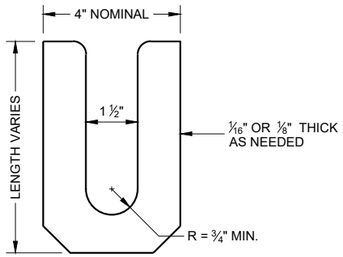
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 172

6

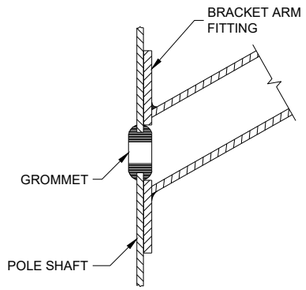
SDD 09E01 - 15e

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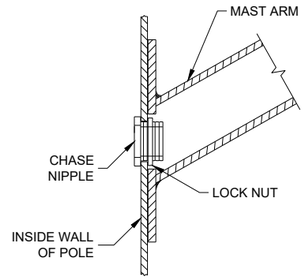
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LEVELING SHIM (1)
SHALL BE ALUMINUM



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.

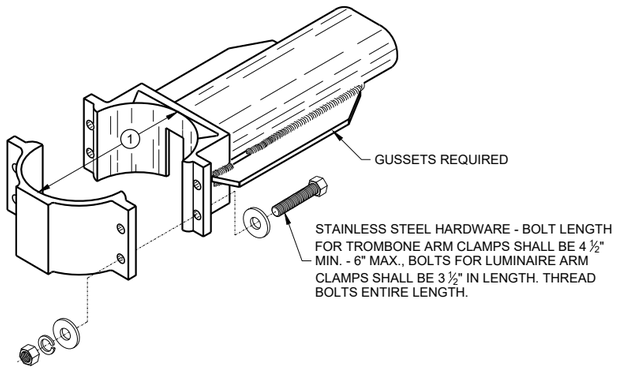
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

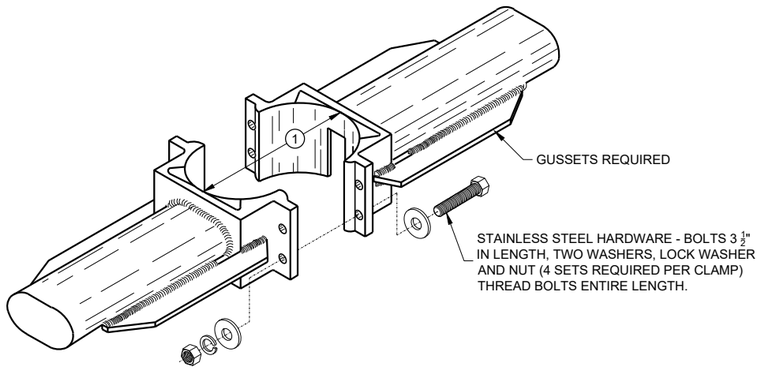
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(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.

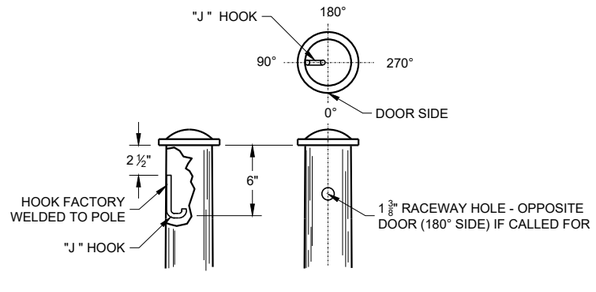
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



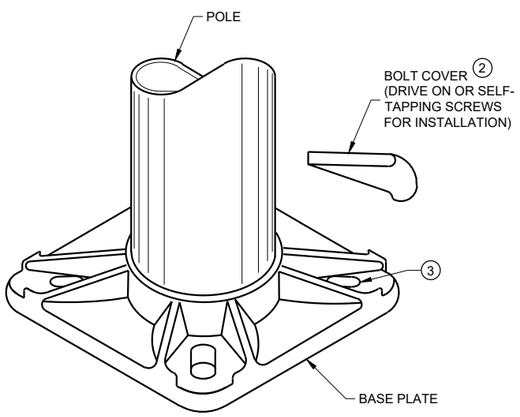
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



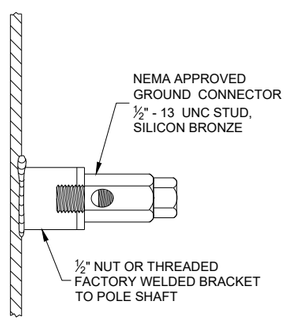
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

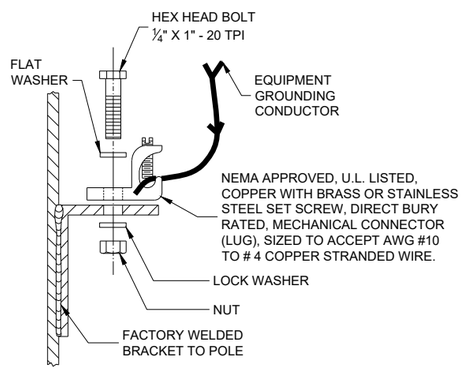


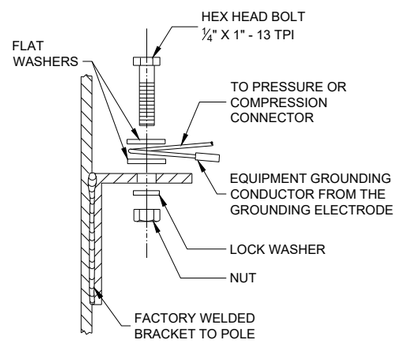
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

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November 2018
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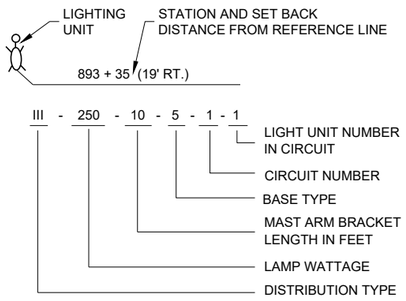
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GENERAL NOTES

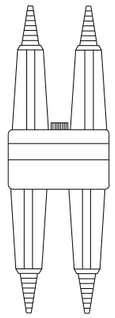
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

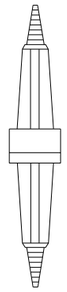
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



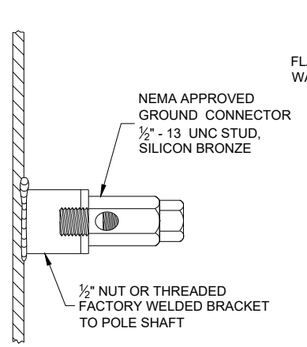
LIGHTING UNIT CODE
(TYPICAL)



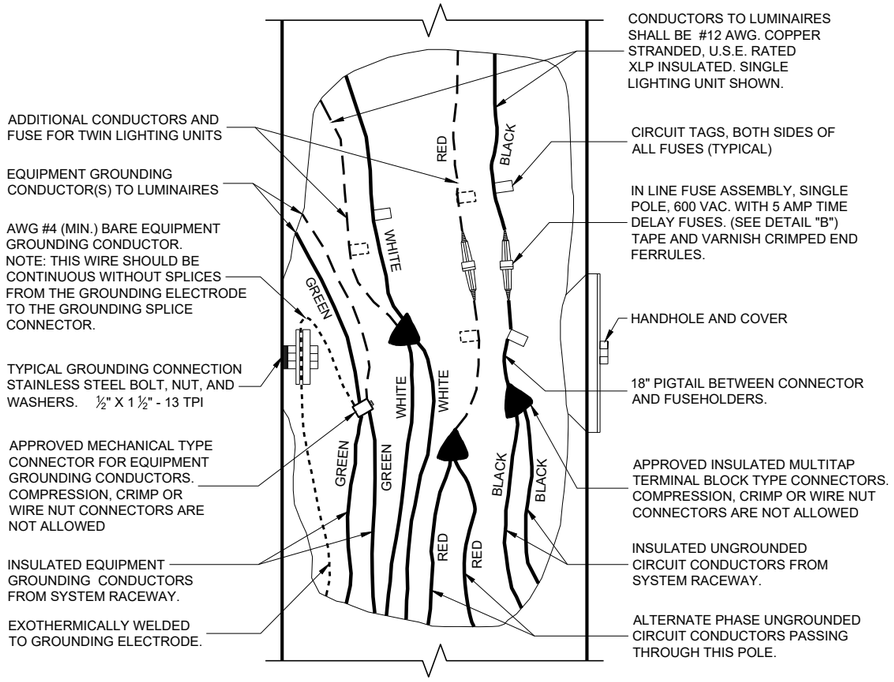
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



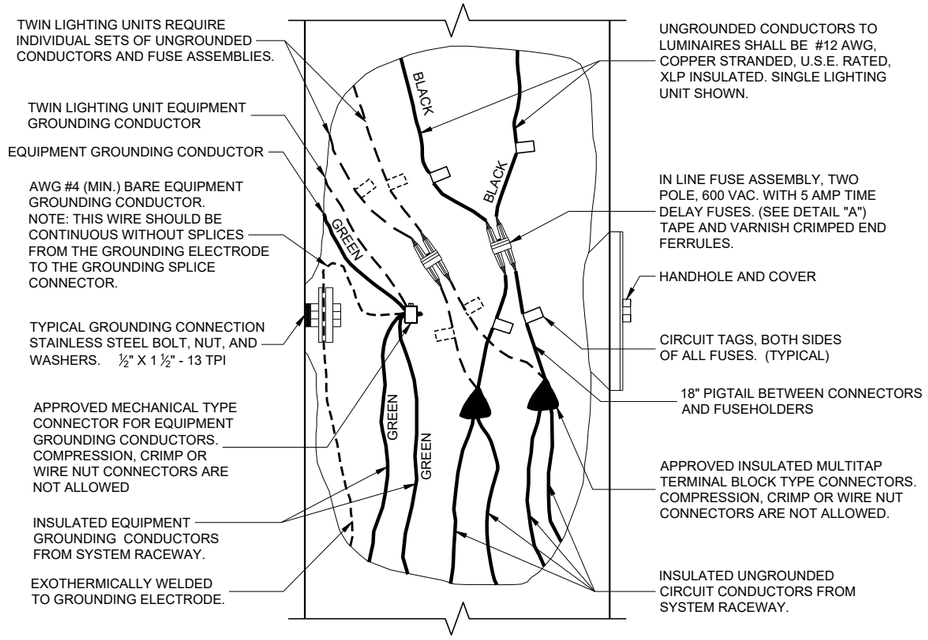
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



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

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DEPARTMENT OF TRANSPORTATION

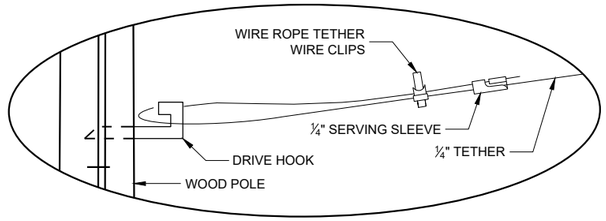
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MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

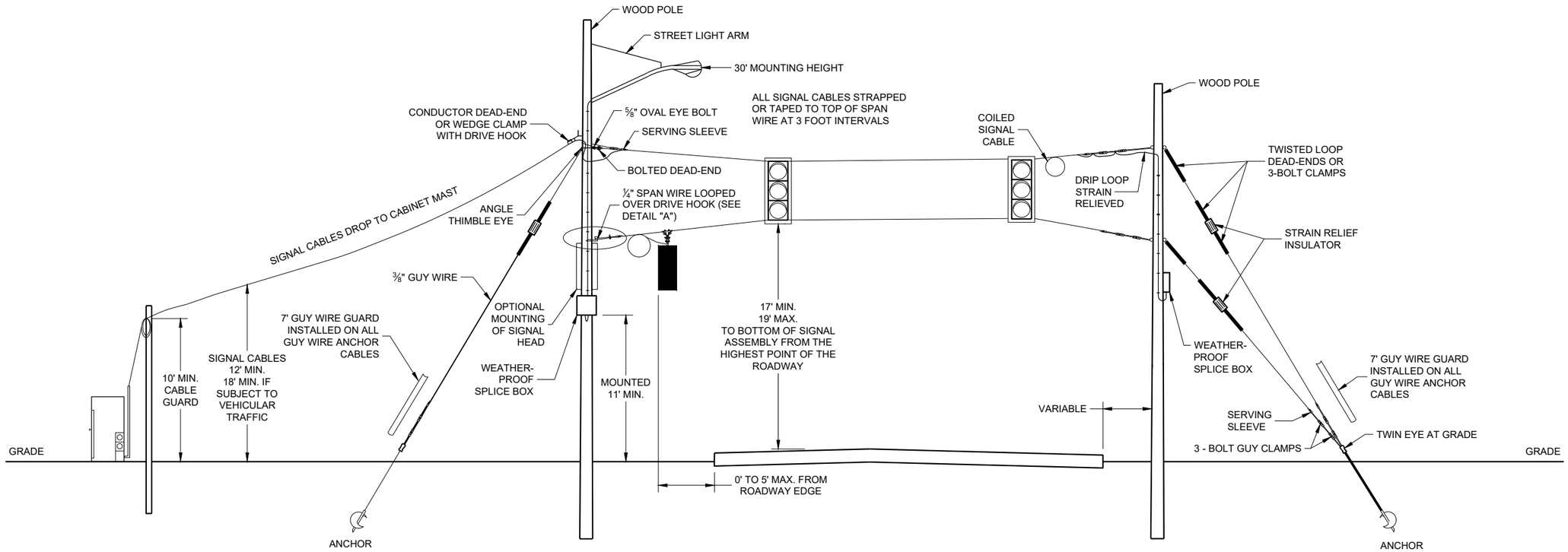


DETAIL "A"

GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBLY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
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DATE
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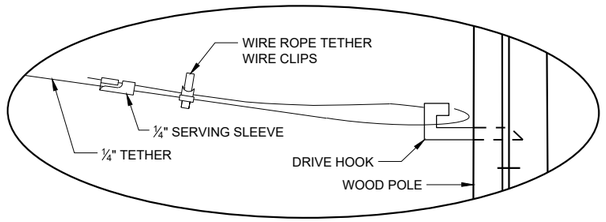
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SDD09G01 - 04a

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SDD09G01 - 04a

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

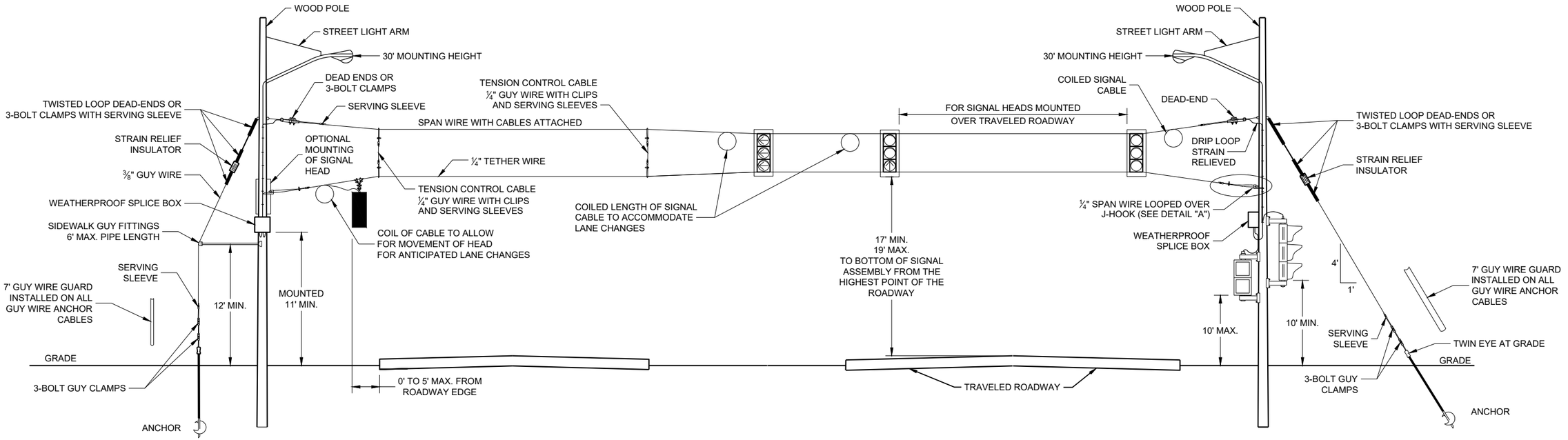


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   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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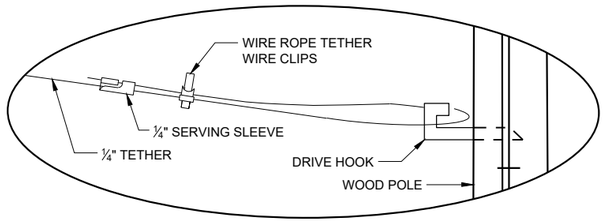
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MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

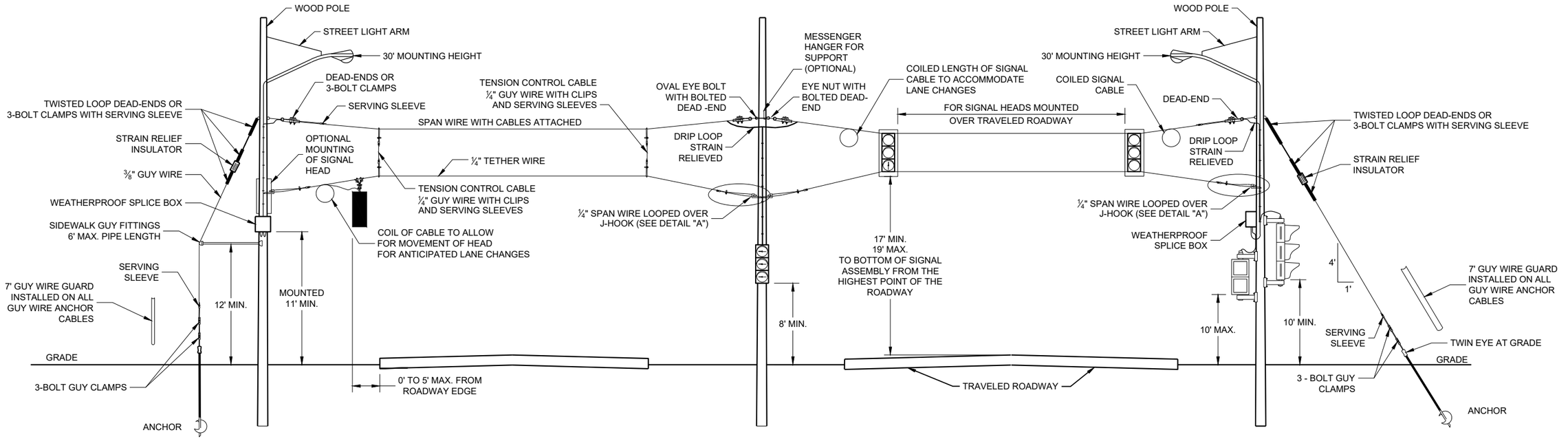


DETAIL "A"

GENERAL NOTES

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   - E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
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SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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177

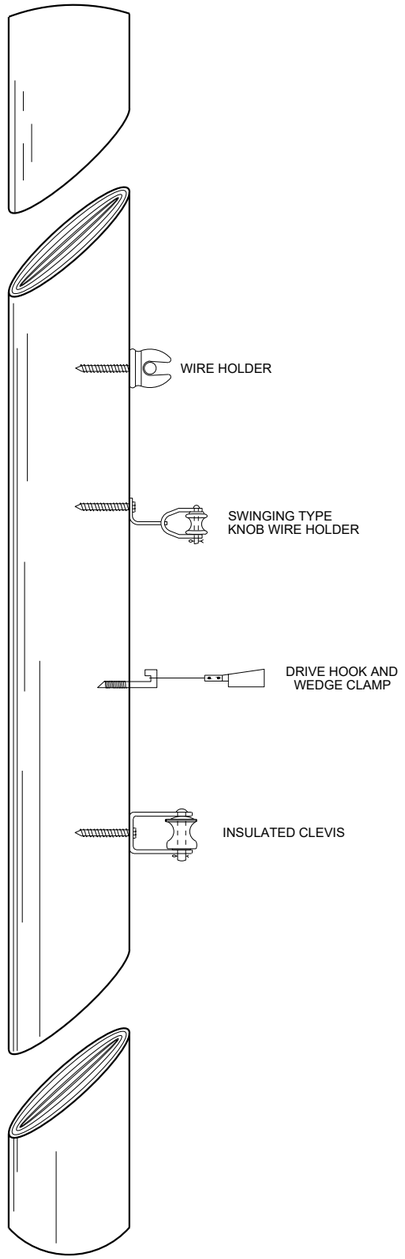
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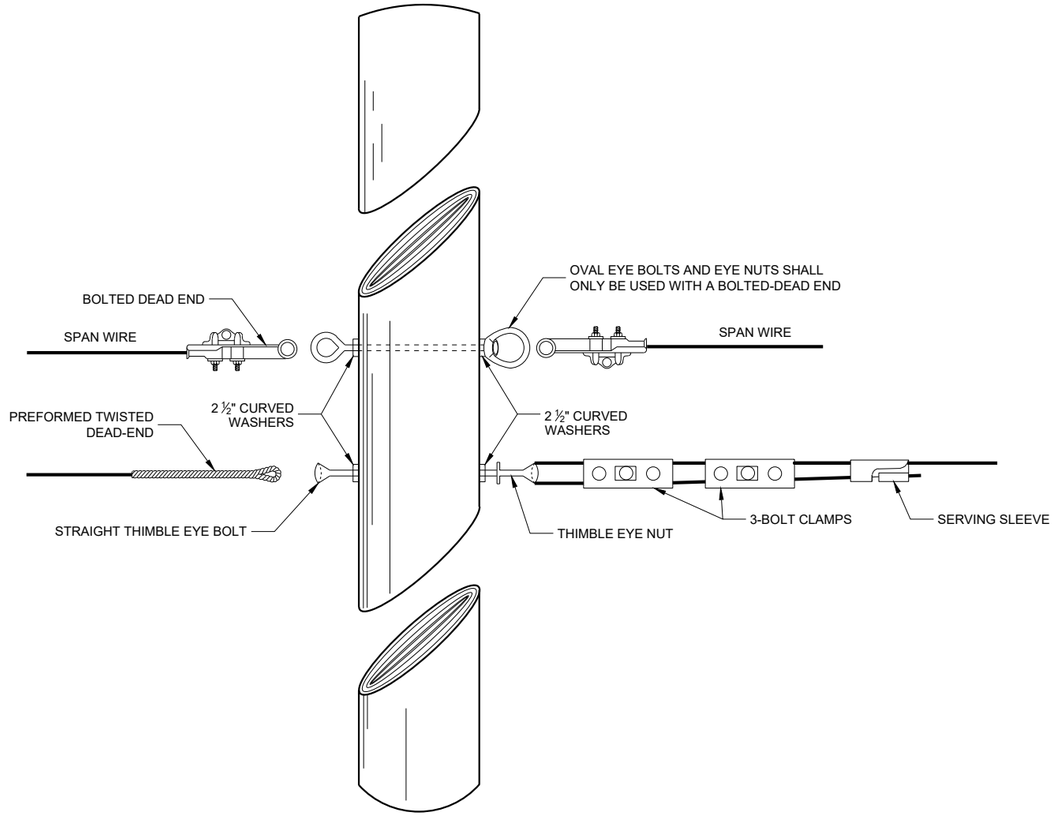
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SDD09G01 - 04c





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SDD 09G01 - 4d

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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June 2015
DATE

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ROADWAY STANDARDS DEVE ENGINEER

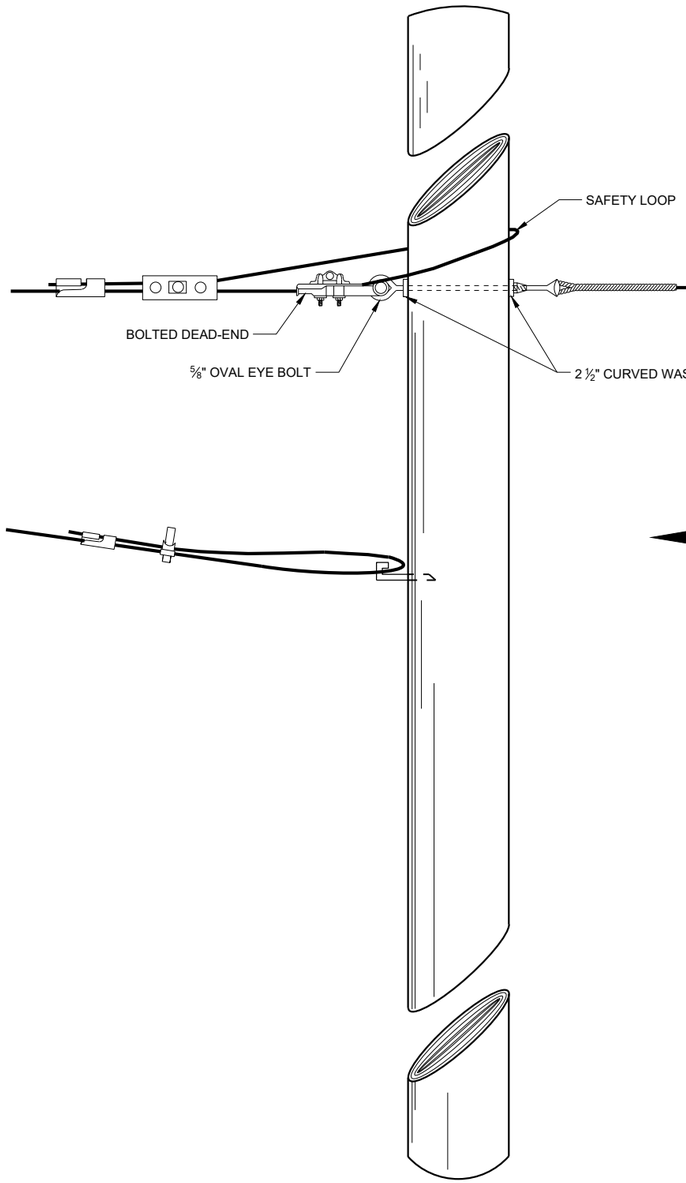
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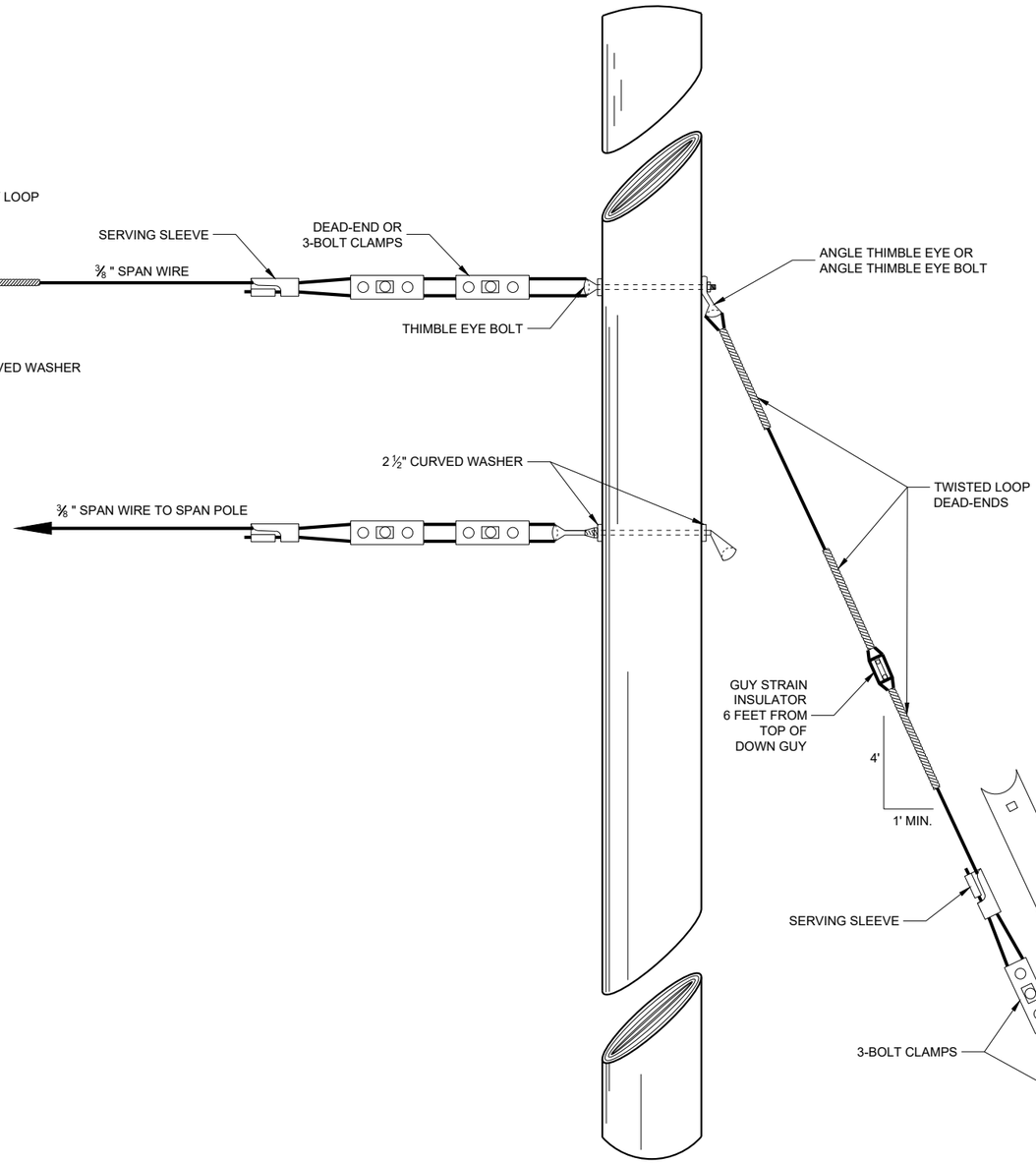
SDD 09G01 - 4d

GENERAL NOTES

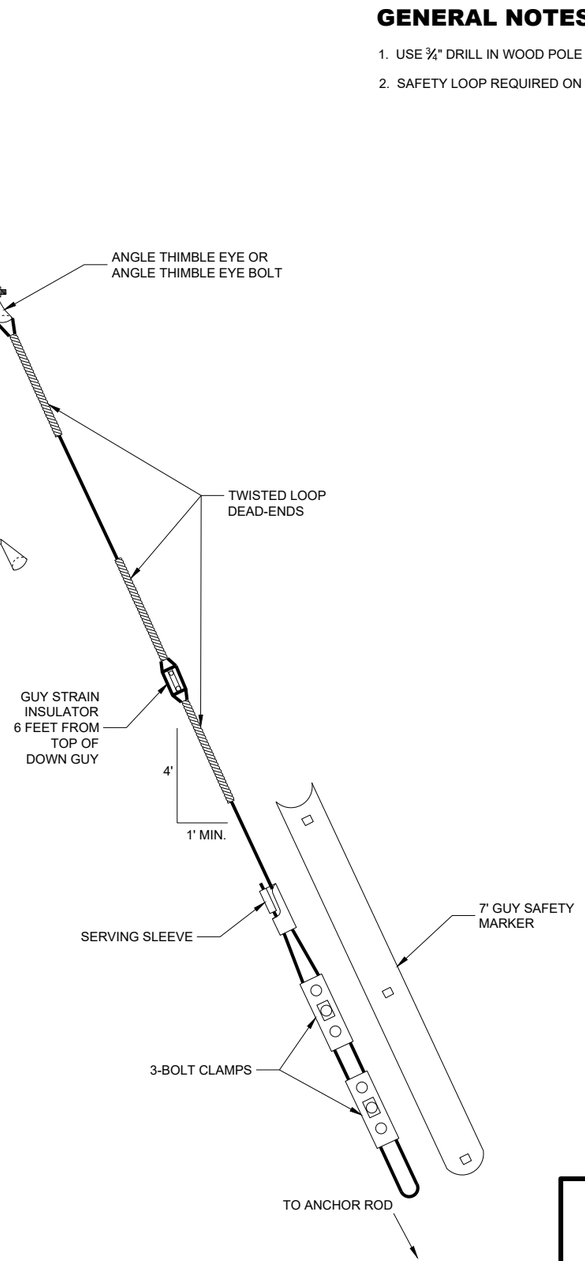
1. USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



SPAN WIRE POLE



GUY POLE



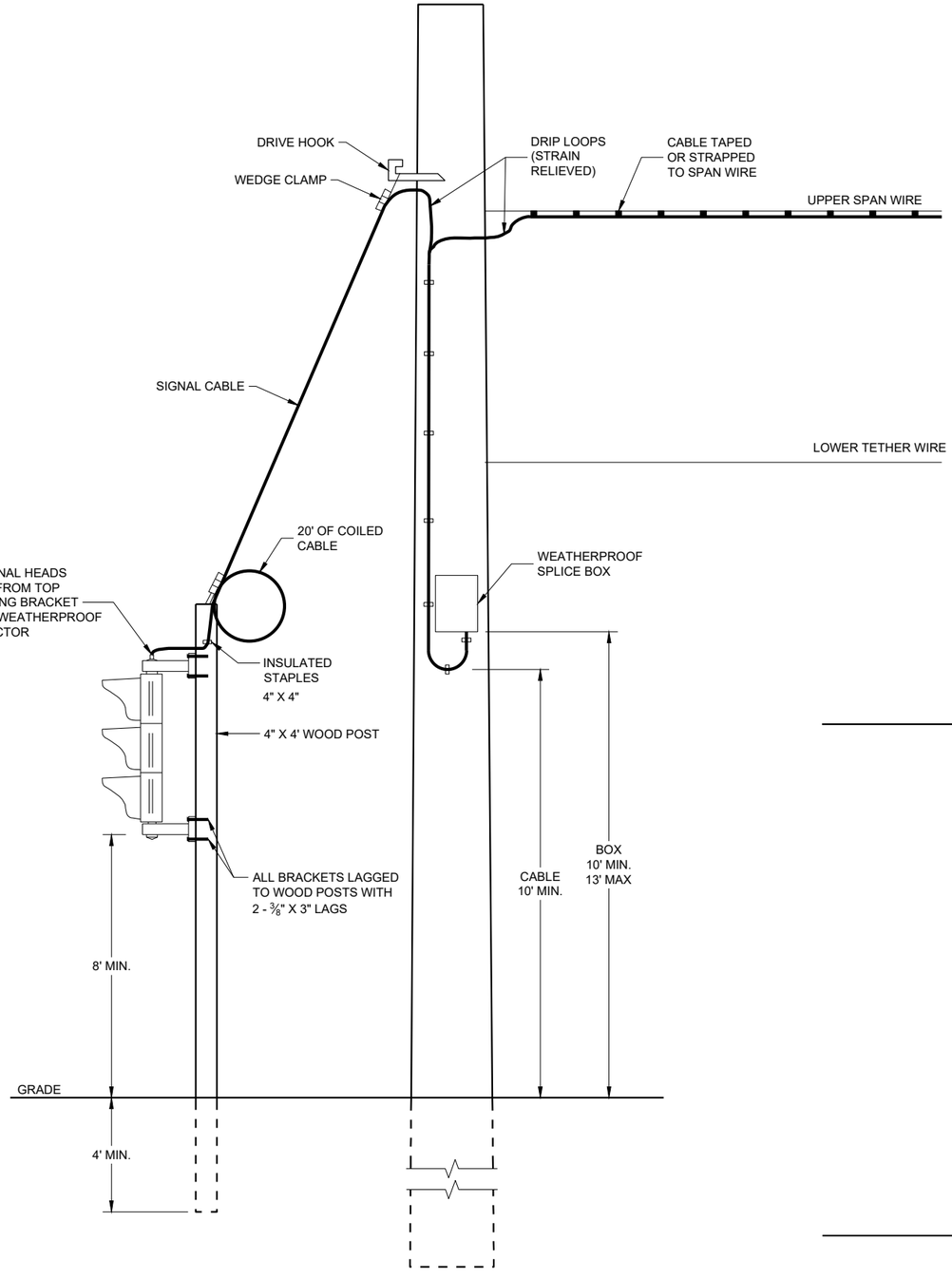
TYPICAL DEAD-ENDINGS OR GUYING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

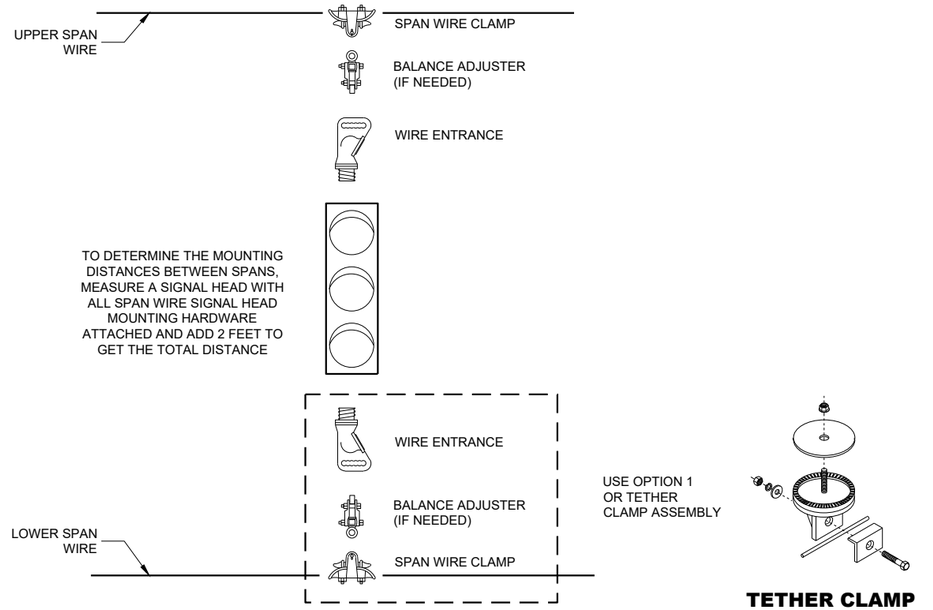
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June 2015 — DATE
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FHWA

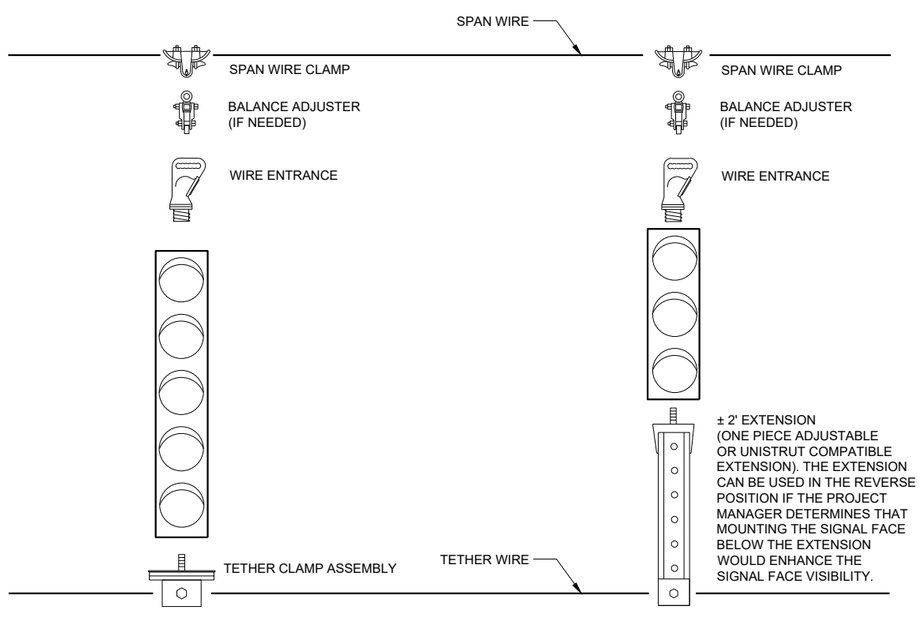
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TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

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DEPARTMENT OF TRANSPORTATION

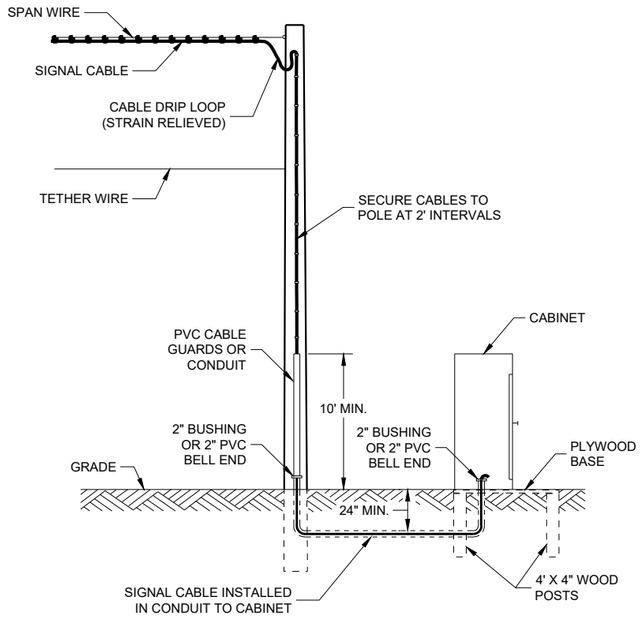
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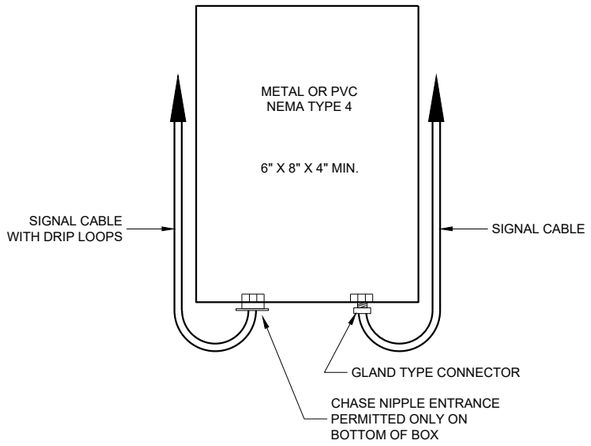
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ROADWAY STANDARDS DEVE ENGINEER

FHWA

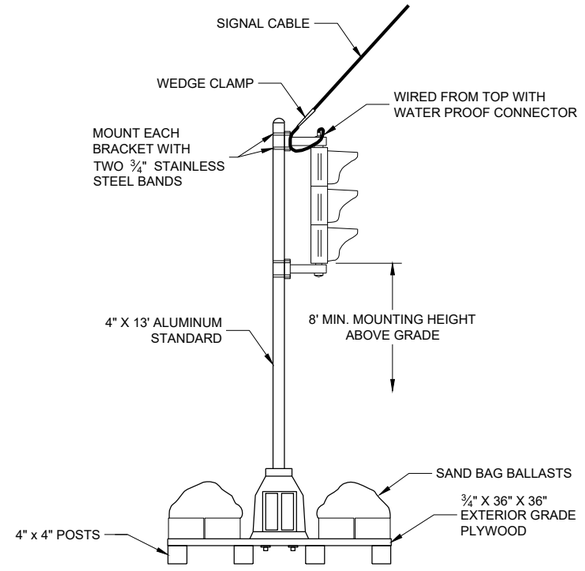
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SDD 09G01 - 4f

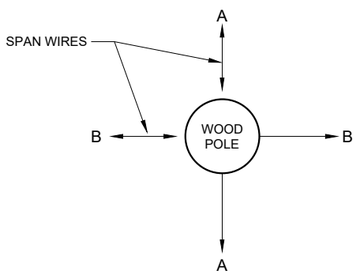




SPLICE BOX

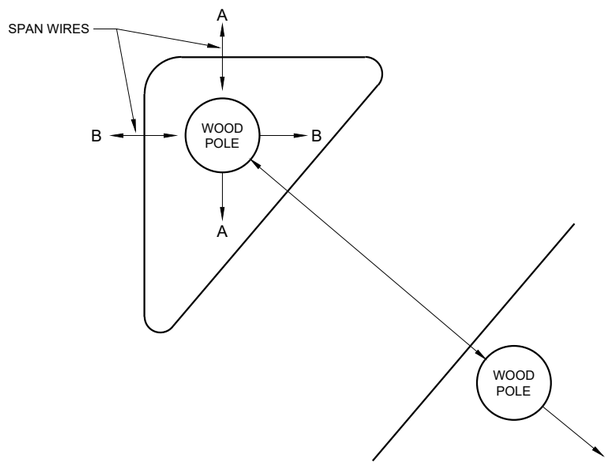


TYPICAL SKID TYPE TEMPORARY

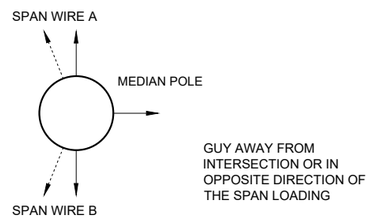


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF
THE SPAN LOADING

MEDIAN POLES

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

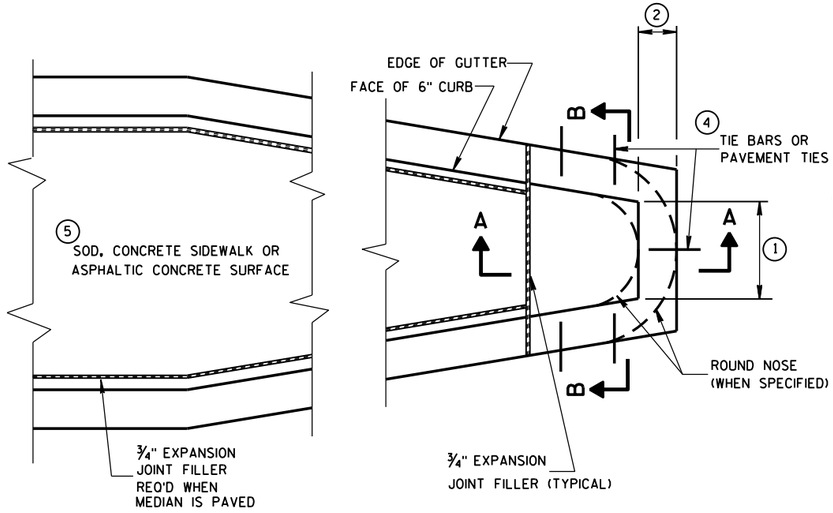
APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

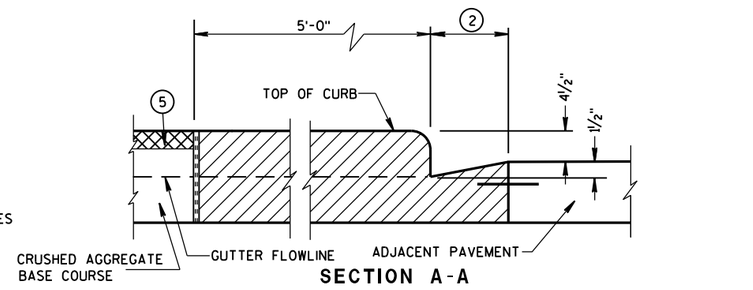
FHWA

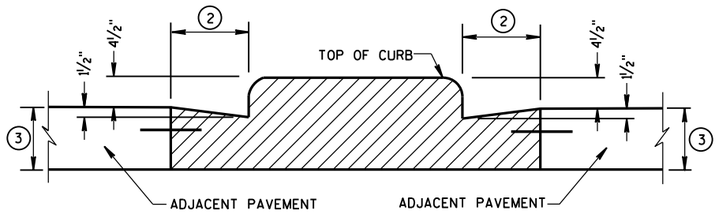
SDD 09G01 - 4g

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CONCRETE MEDIAN BLUNT NOSE DETAIL





GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

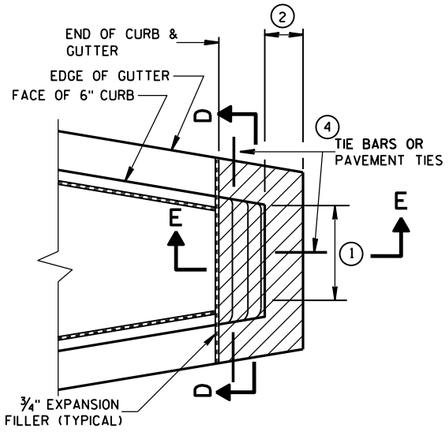
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

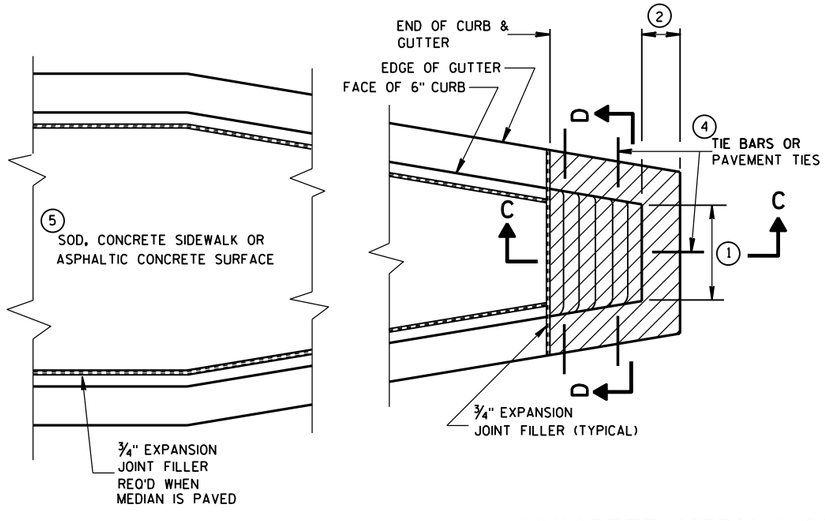
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

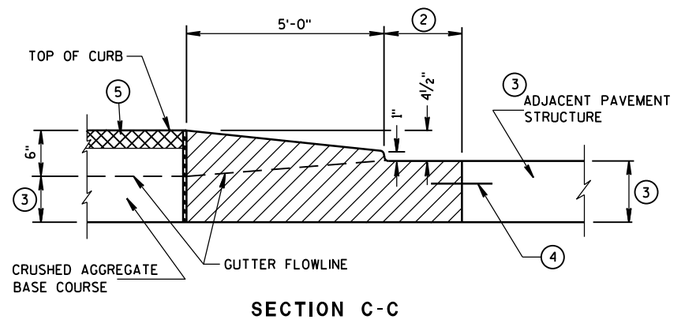
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

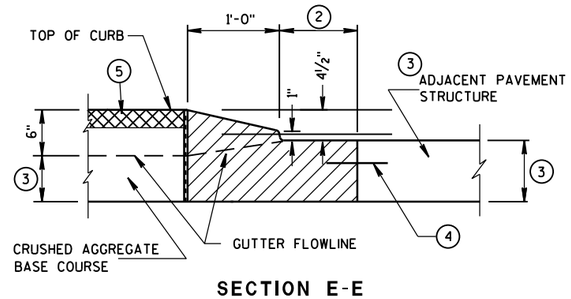
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



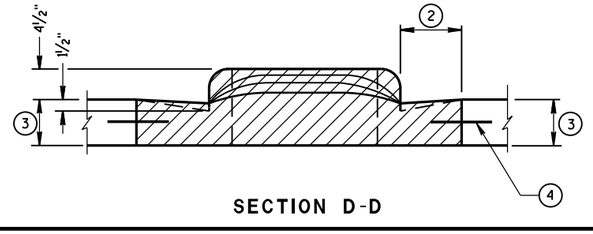


CONCRETE MEDIAN SLOPED NOSE TYPE 1





CONCRETE MEDIAN SLOPED NOSE TYPE 2



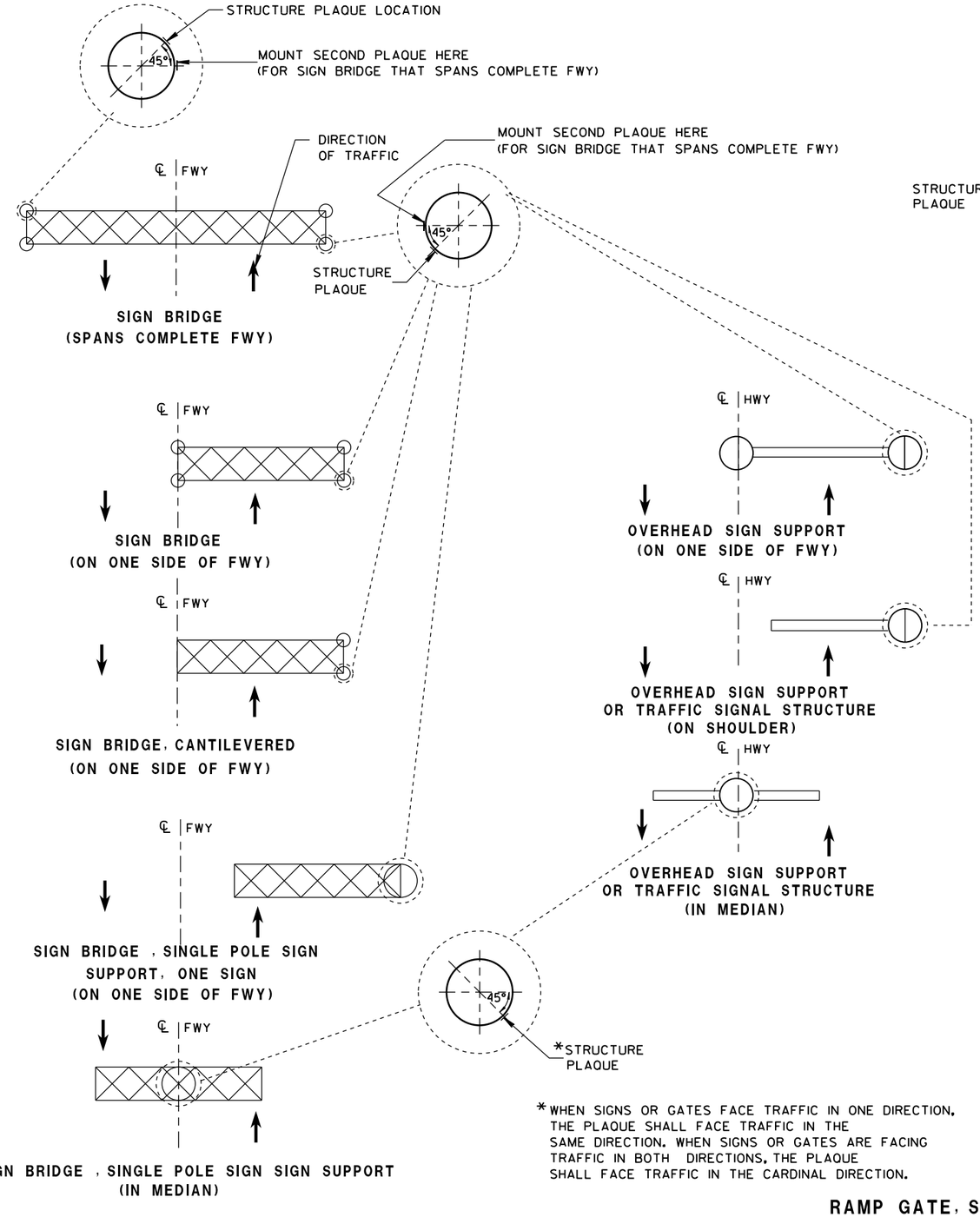
CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS D ENGINEER
FHWA

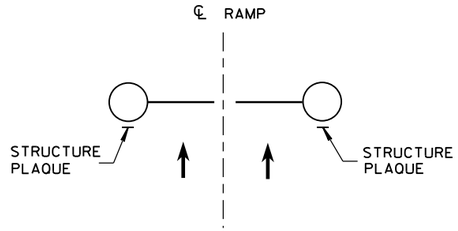
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S.D.D. 11 B 2-2

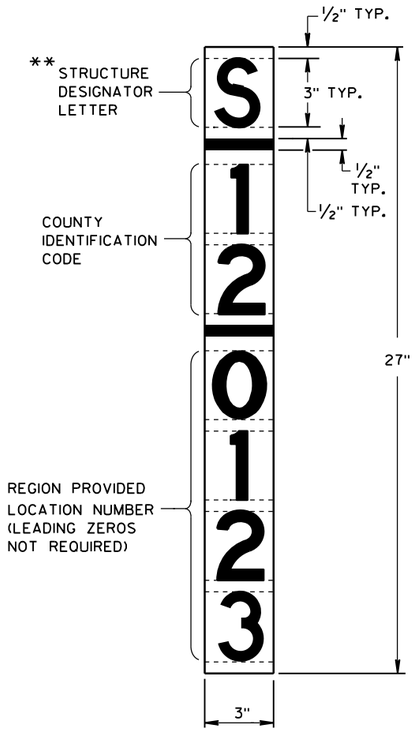


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

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.

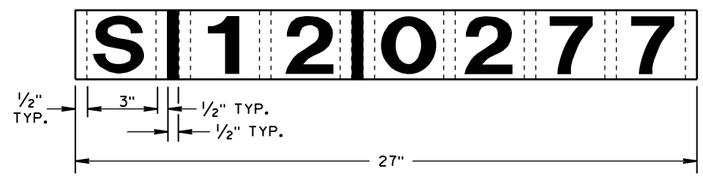
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

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

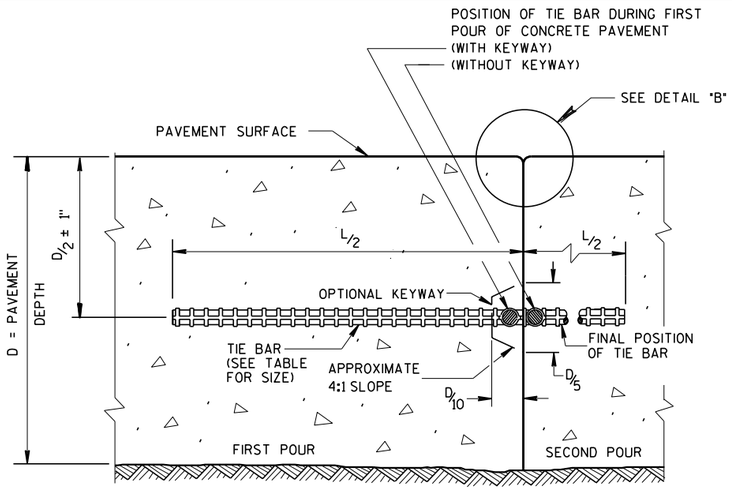
APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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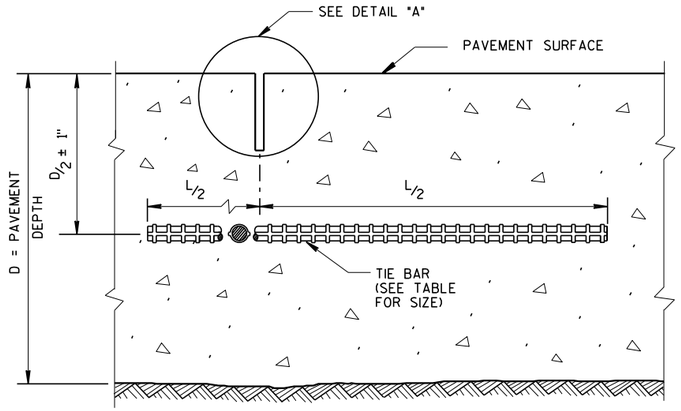
S.D.D. 12 A 4-3

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S.D.D. 12 A 4-3



CONSTRUCTION JOINT



SAWED JOINT

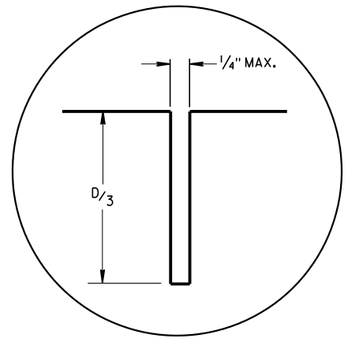
GENERAL NOTES

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

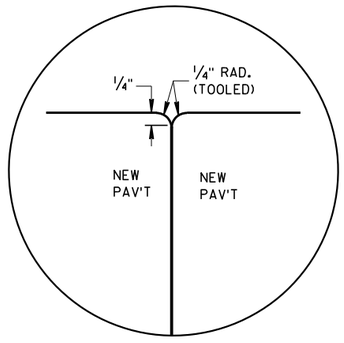
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

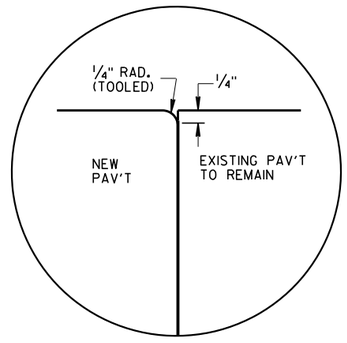
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



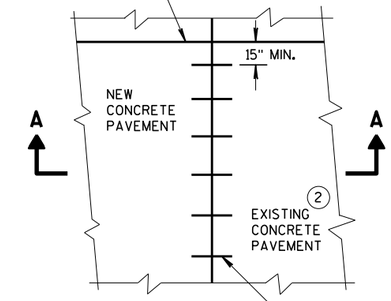
DETAIL "A"



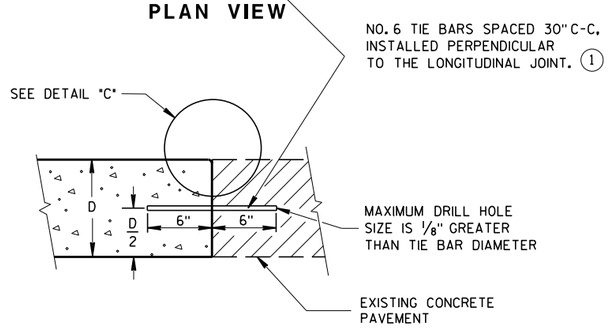
DETAIL "B"



DETAIL "C"



PLAN VIEW



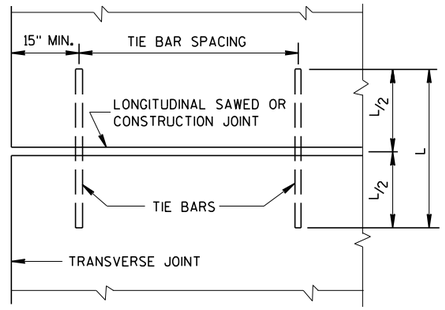
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

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

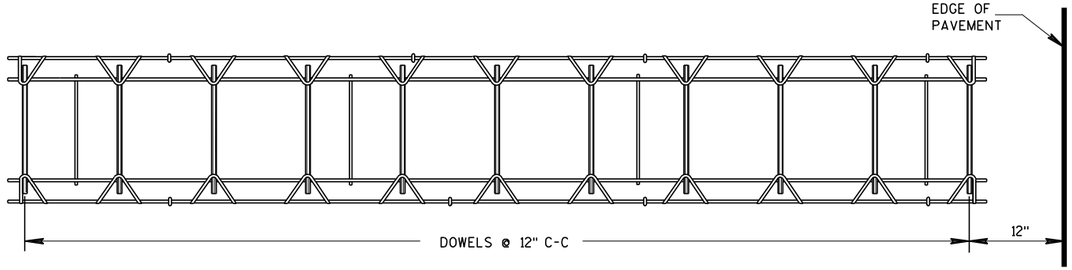
APPROVED
March 2018 — DATE
/S/ Peter Kerr, P.E. — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19

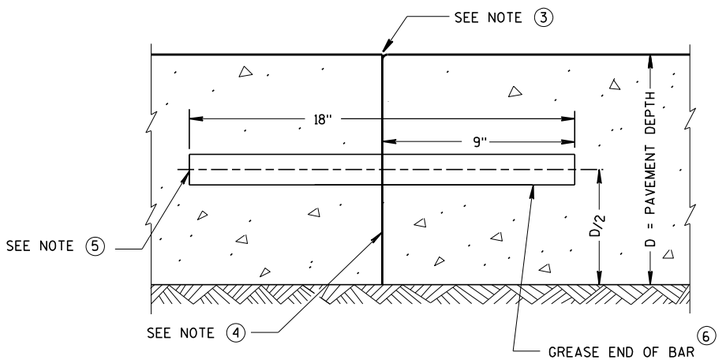


PLAN VIEW

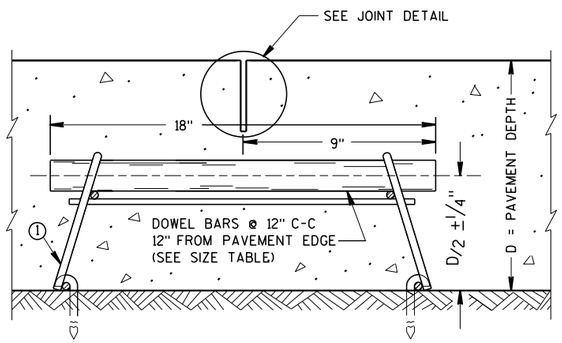


SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY ①



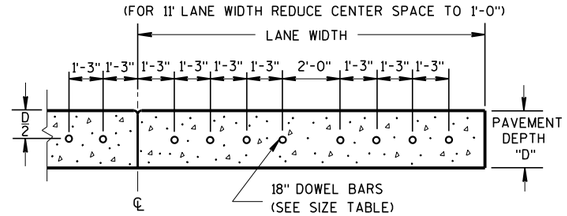
TRANSVERSE CONSTRUCTION JOINT



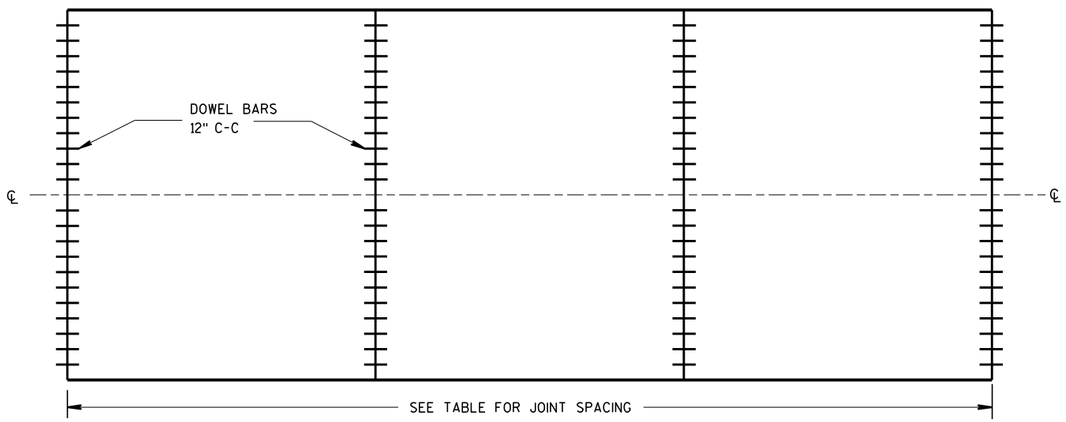
DOWELED CONTRACTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦



CONTRACTION JOINT LOCATIONS

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE LONGITUDINAL JOINT AND THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

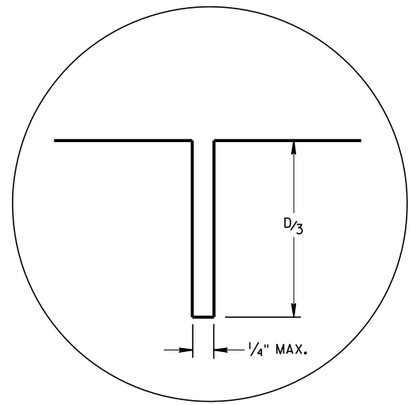
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



JOINT DETAIL

URBAN DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

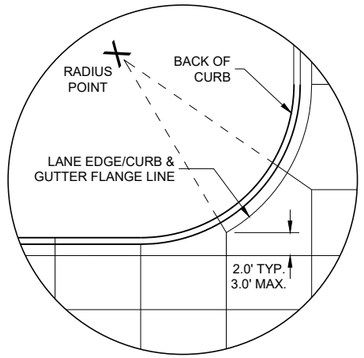
APPROVED
March 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUP

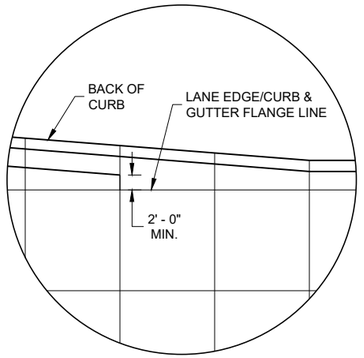
FHWA

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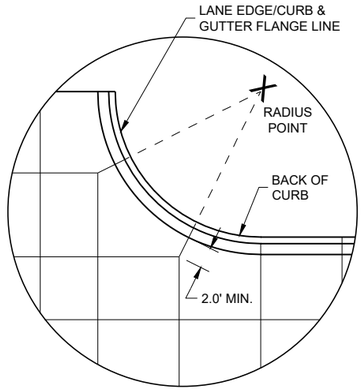
S.D.D. 13 C 13-9



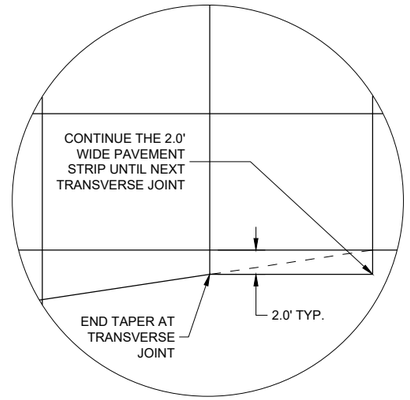
DETAIL "A"



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.

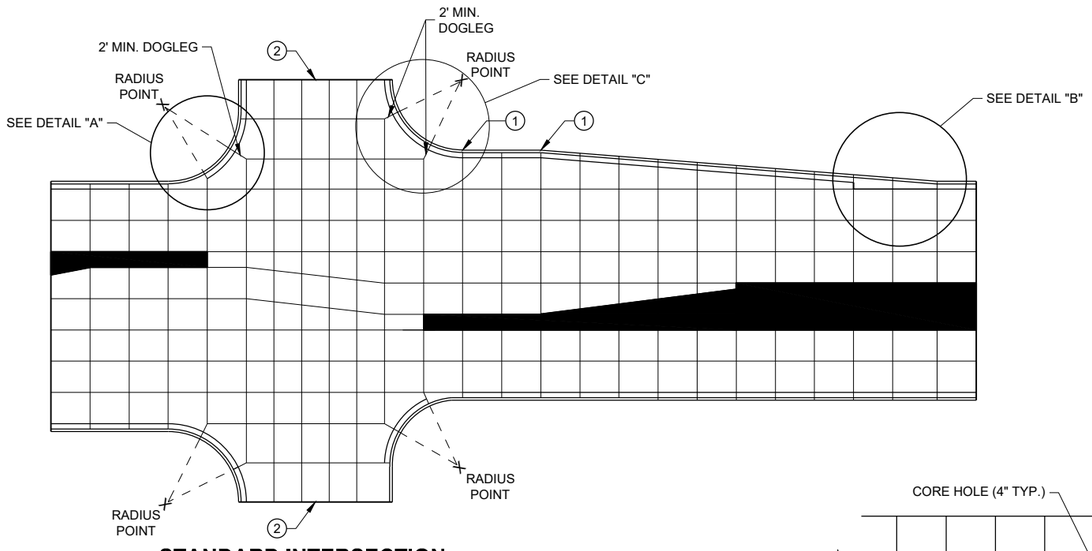
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

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.

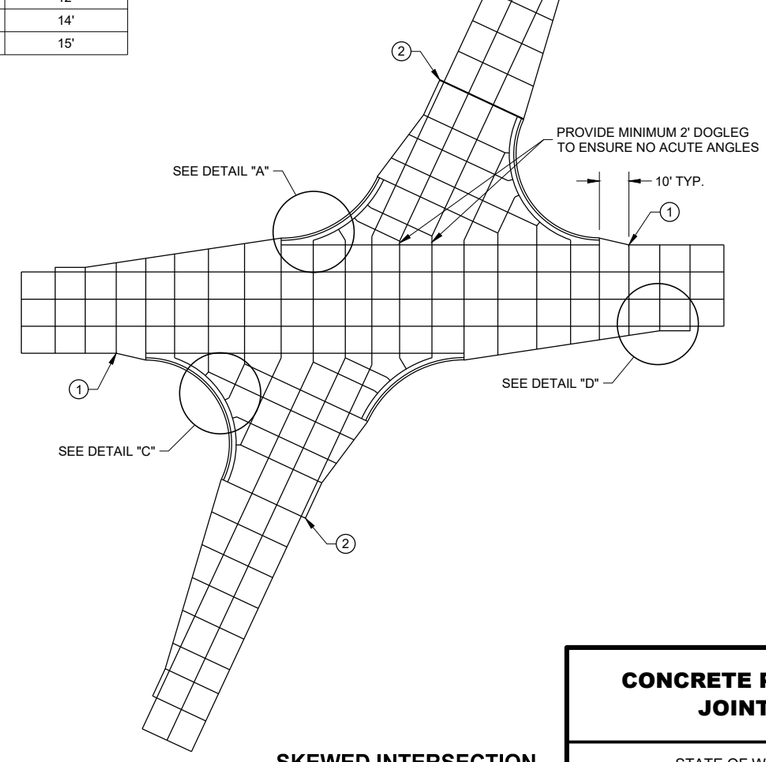
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



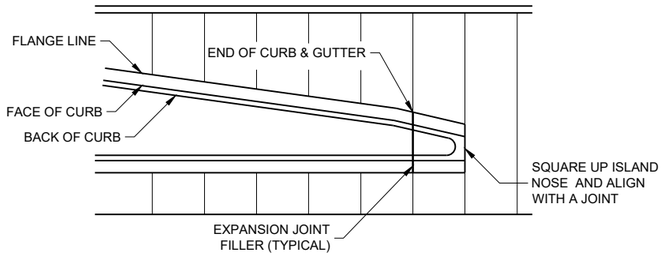
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

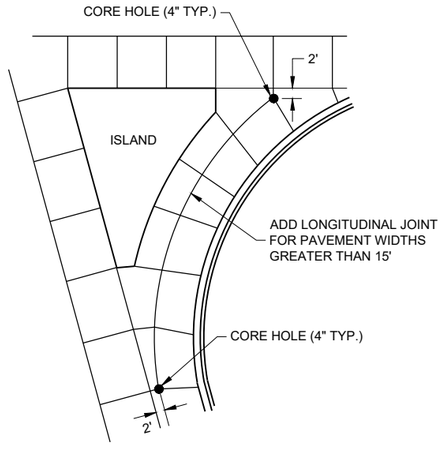
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07a

6

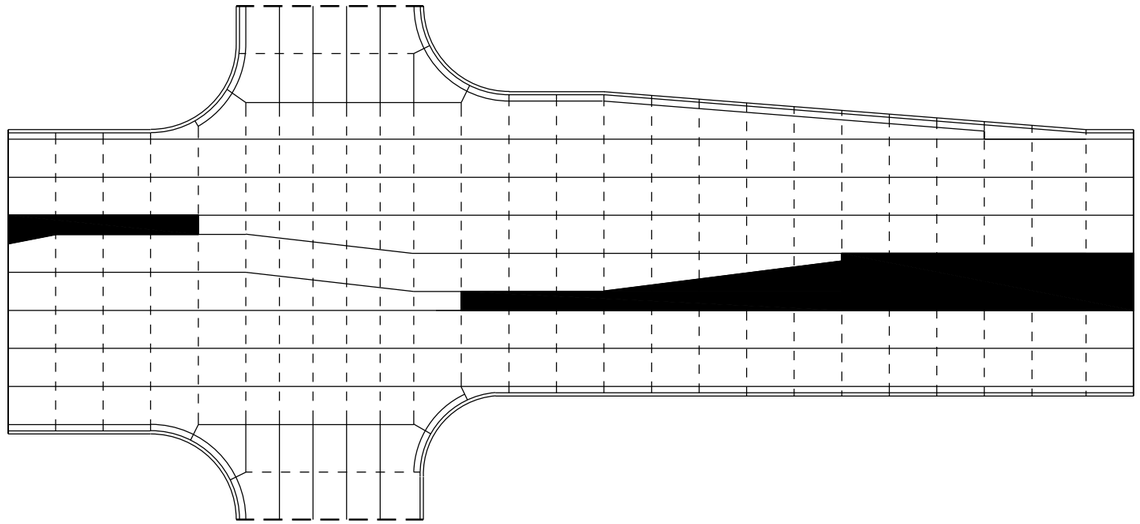
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

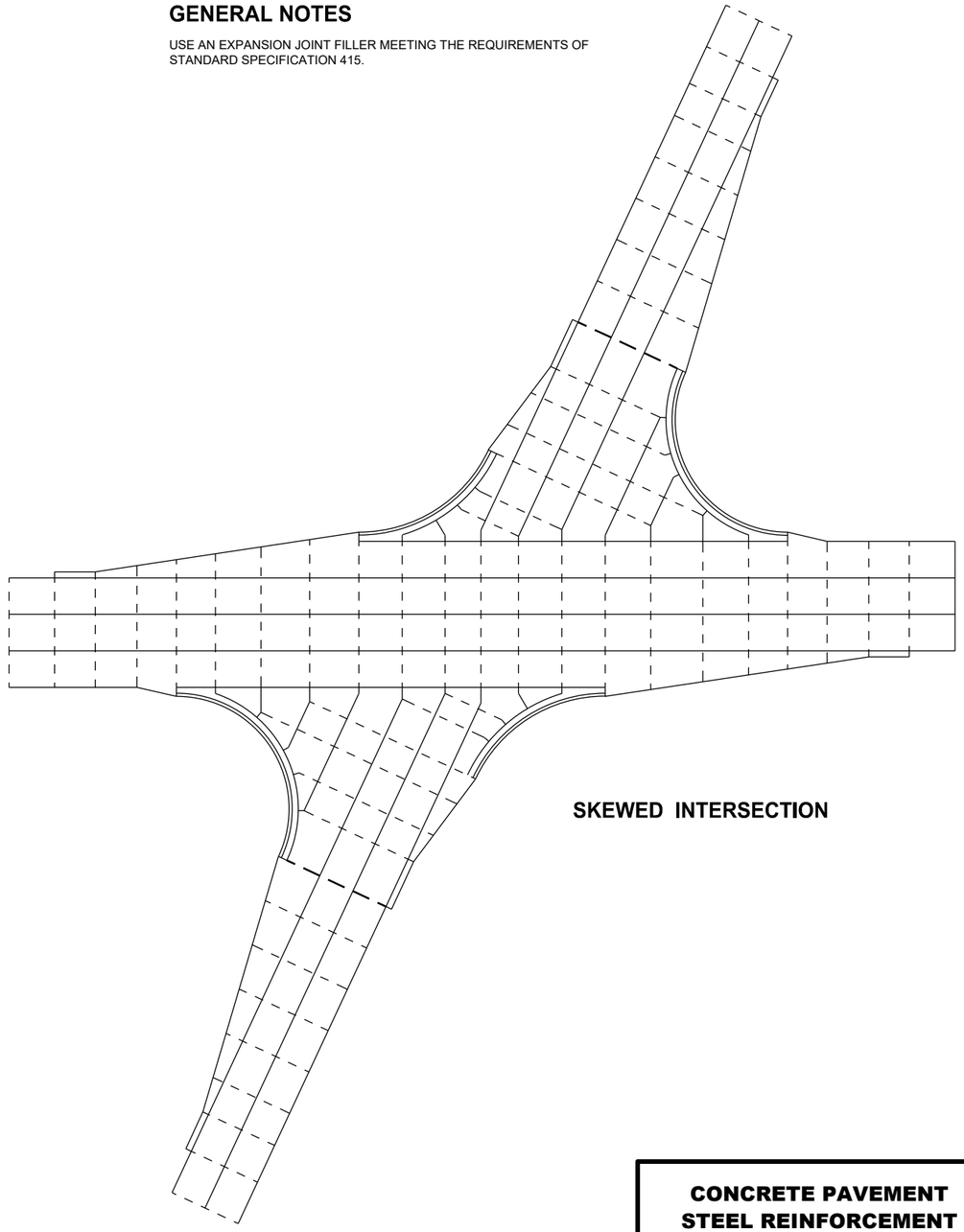
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

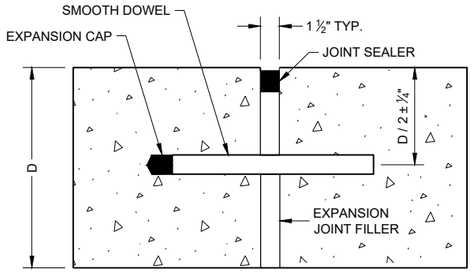
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SDD 13C18 - 07b

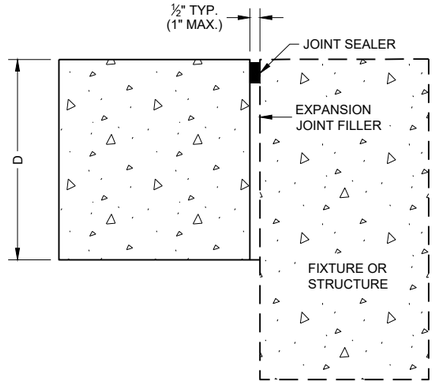
CONCRETE PAVEMENT
STEEL REINFORCEMENT

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

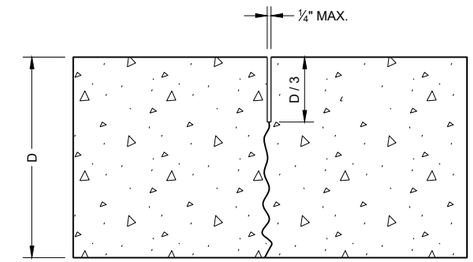
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

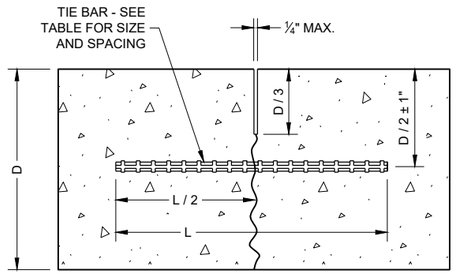
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

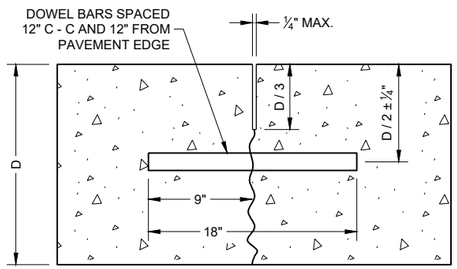
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM 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

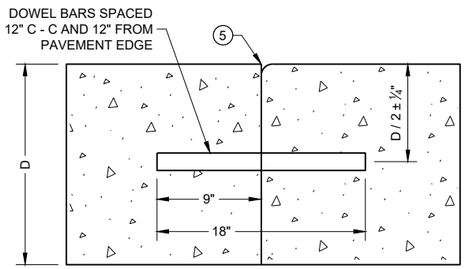


TIED LONGITUDINAL

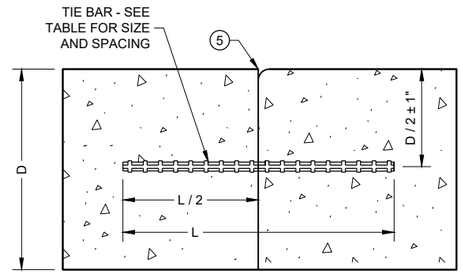


DOWELED TRANSVERSE

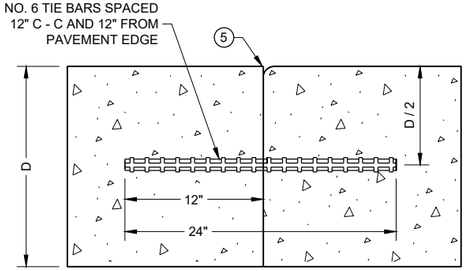
CONTRACTION JOINTS (2)



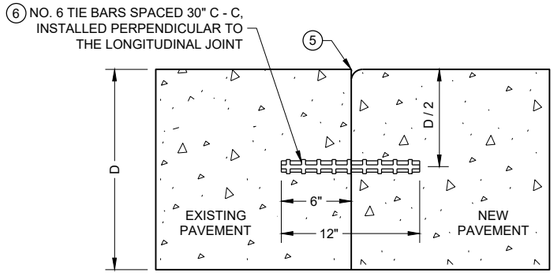
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

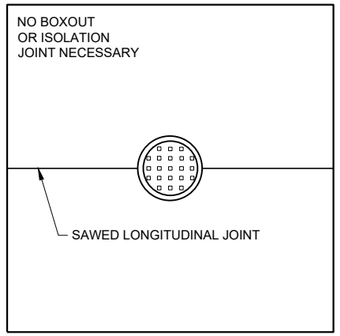
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

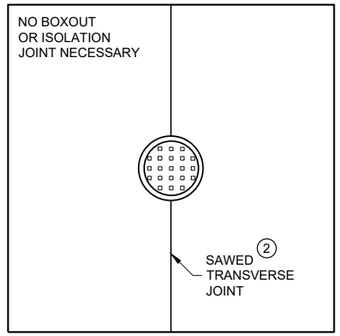
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

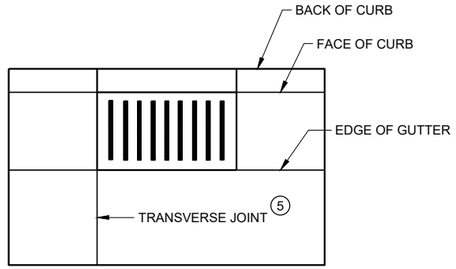
SDD 13C18 - 07c



MANHOLE WITH LONGITUDINAL JOINT



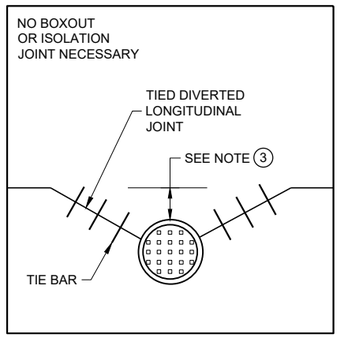
MANHOLE WITH TRANSVERSE JOINT



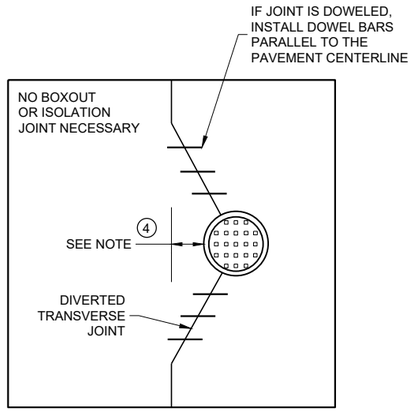
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

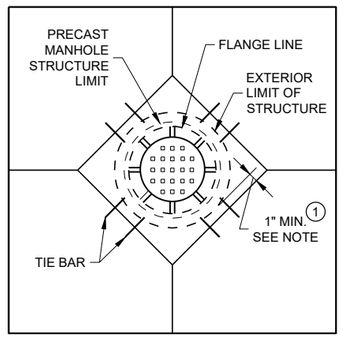
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF 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

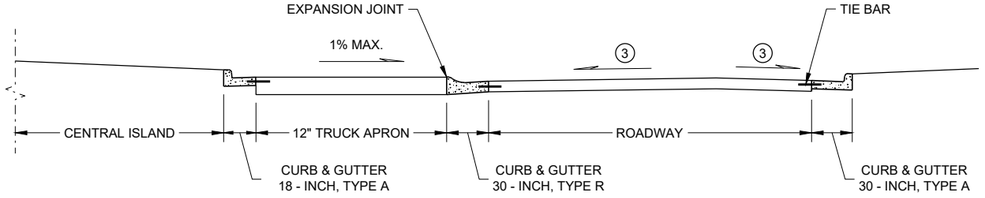
APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

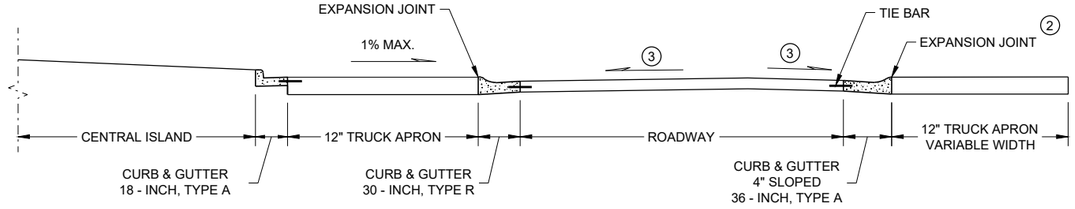
FHWA

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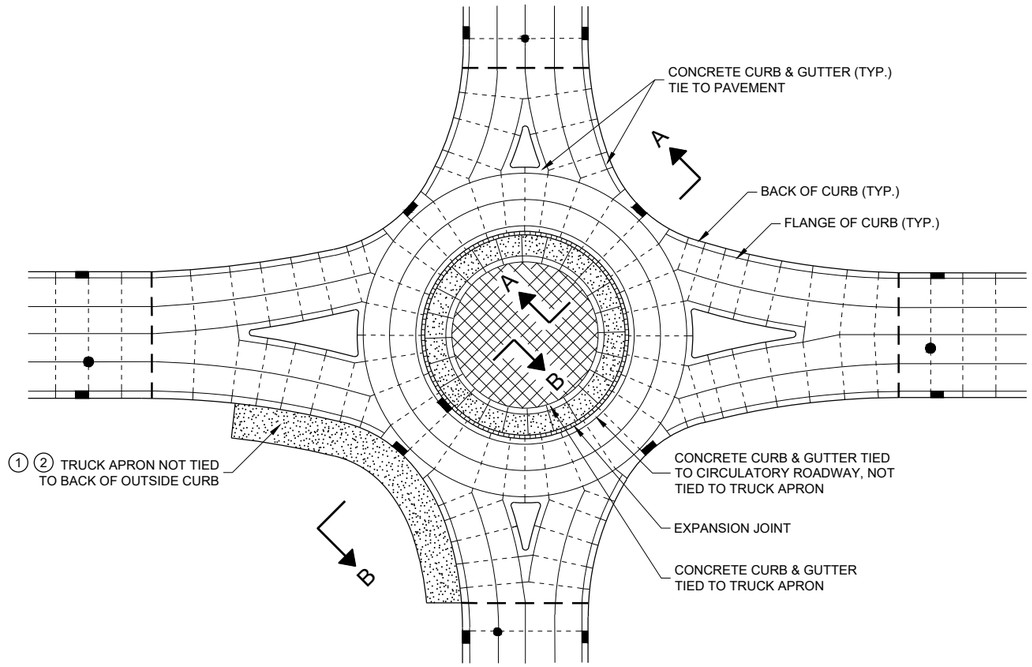
SDD13C18 - 07d
SDD13C18 - 07d



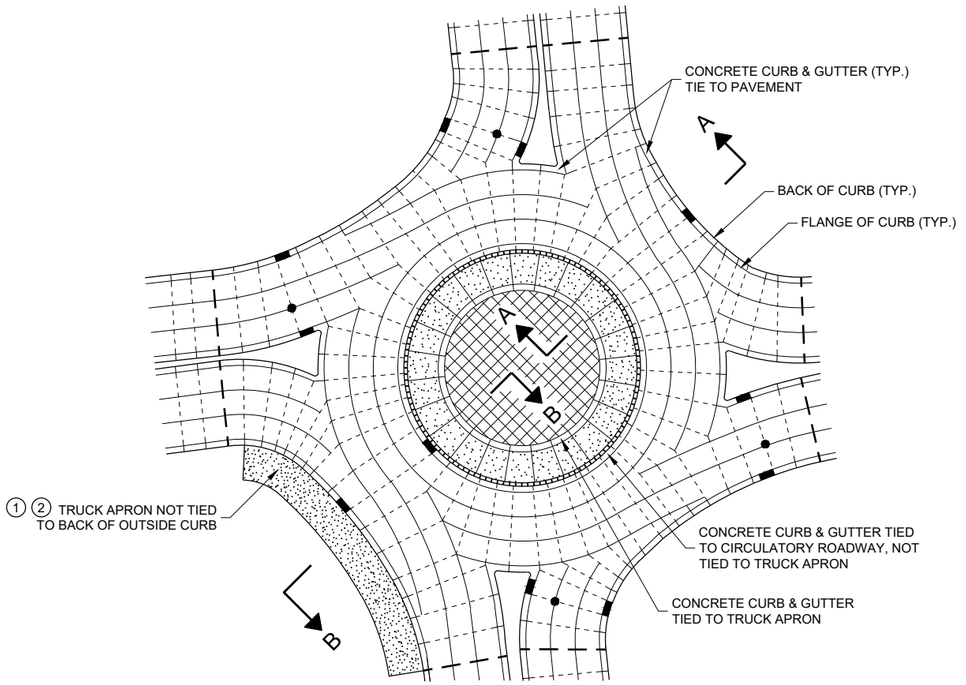
SECTION A - A



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
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

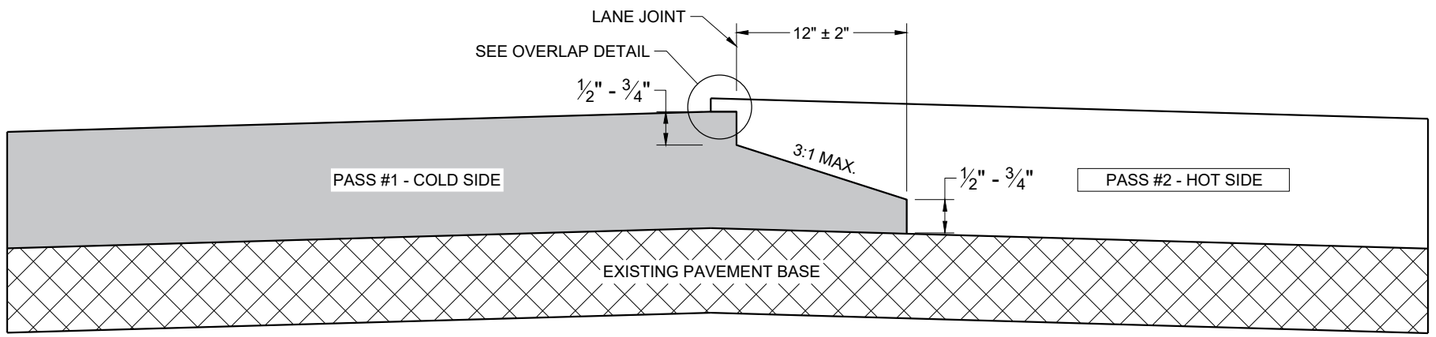
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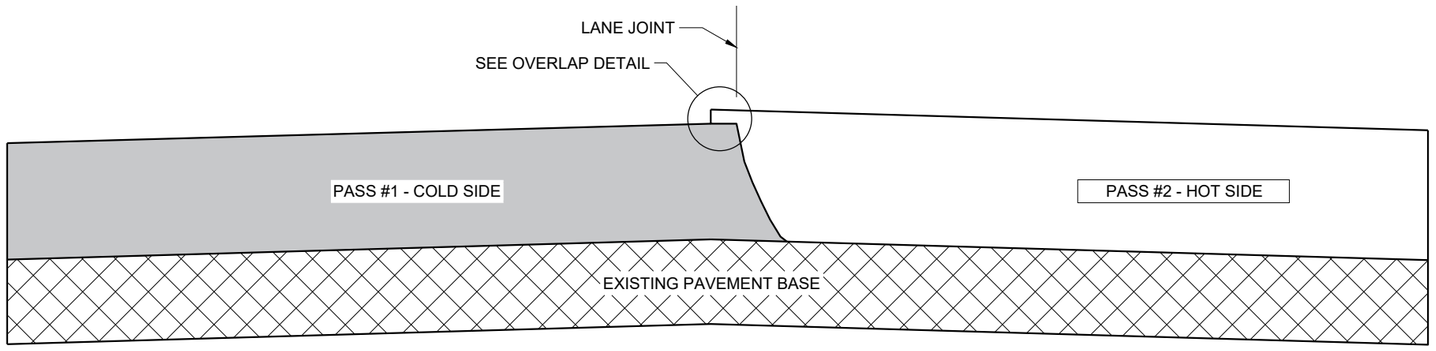
SDD 13C18 - 07e

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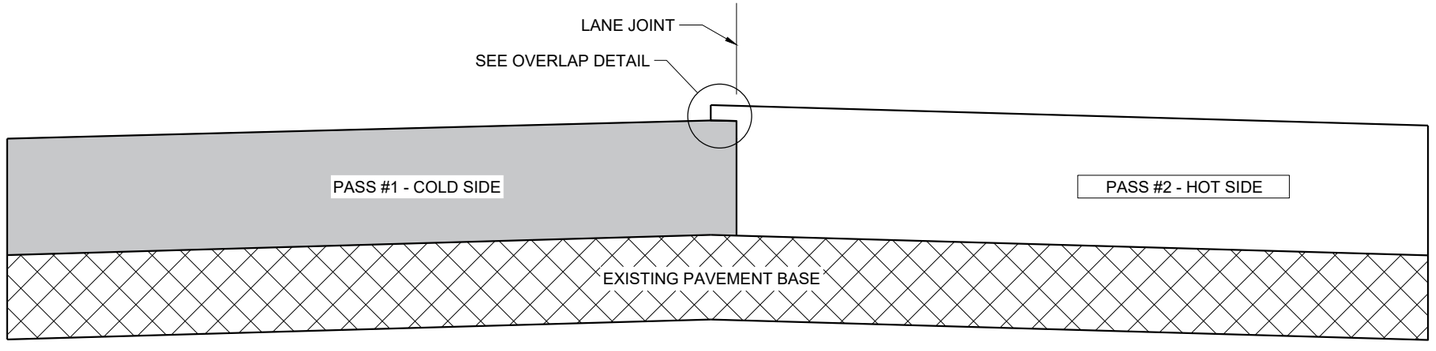
SDD 13C18 - 07e



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

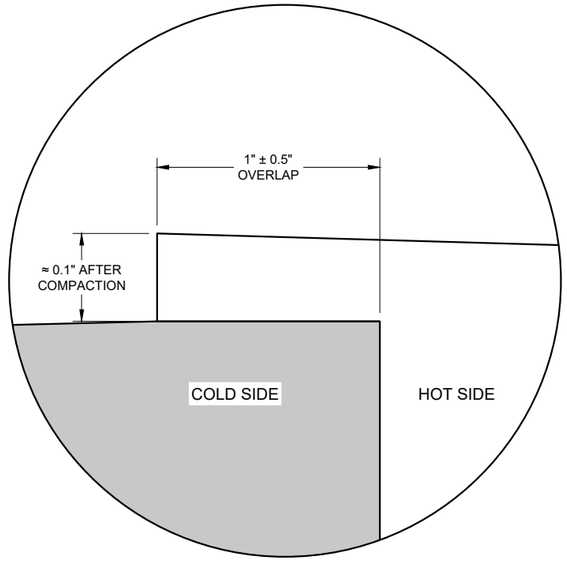
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

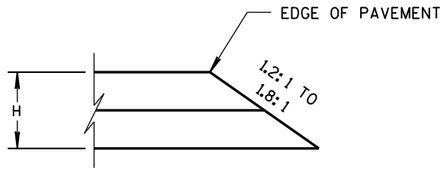
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

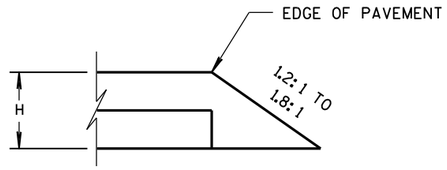
/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



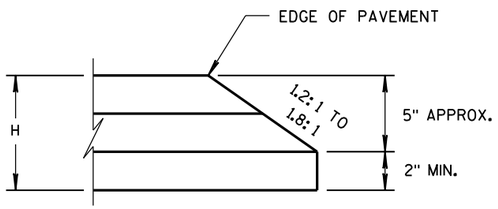
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



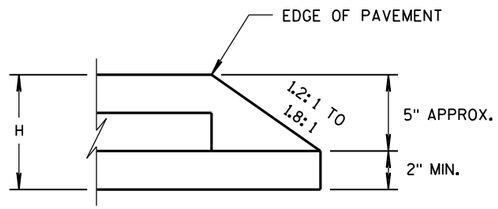
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

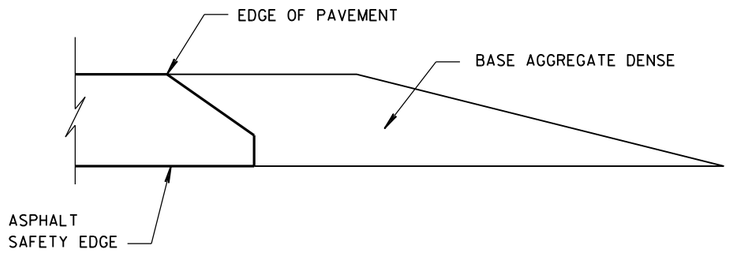
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

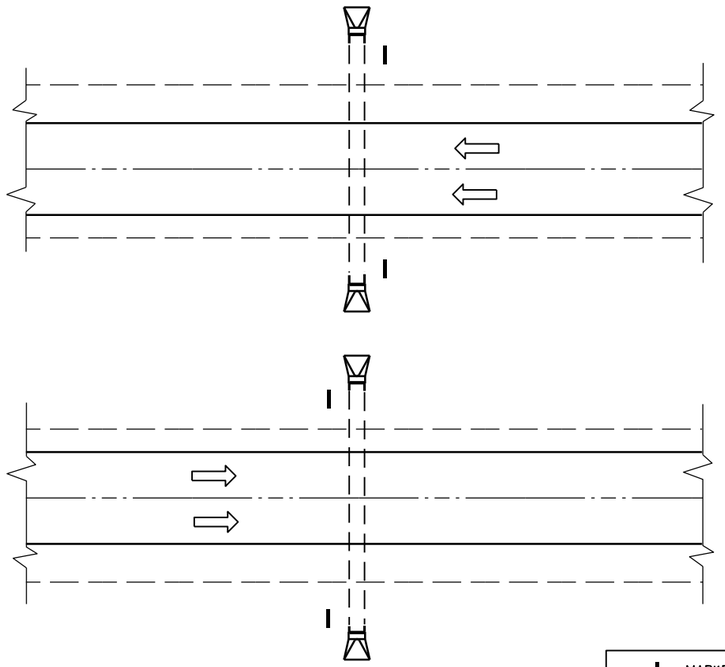
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

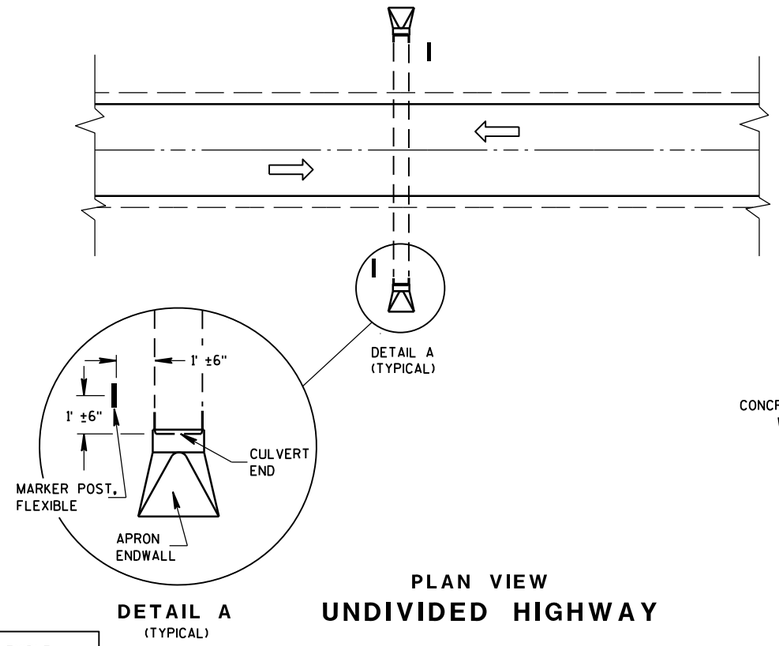
/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

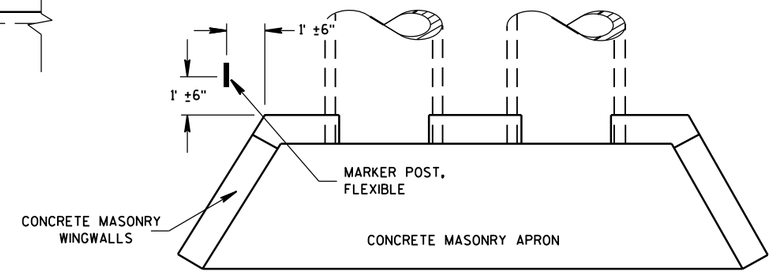
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

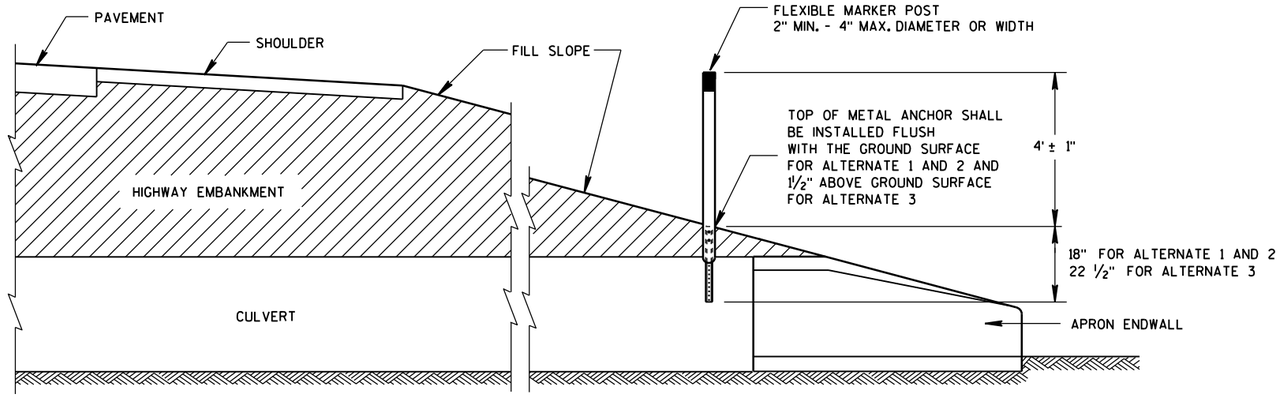
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN VIEW

CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

FLEXIBLE MARKER POST LOCATION



CROSS SECTION

FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

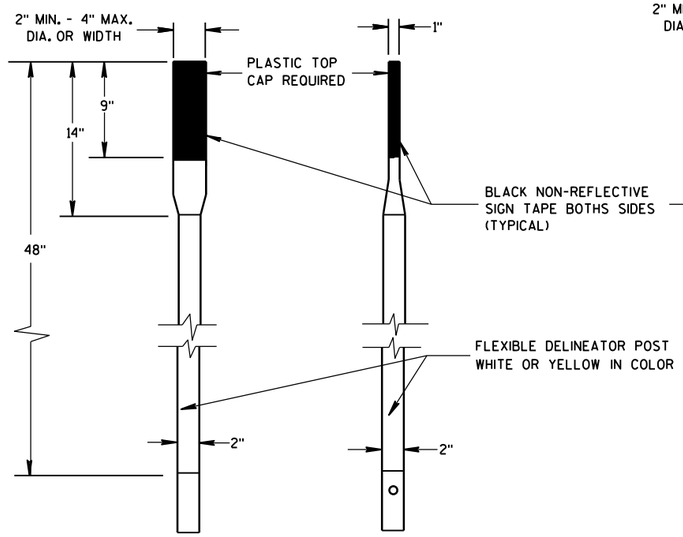
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

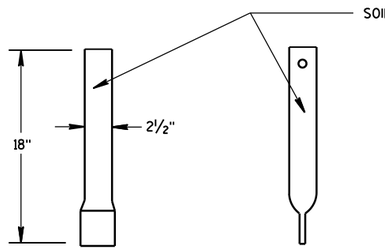
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S.D.D. 15 A 3-2a

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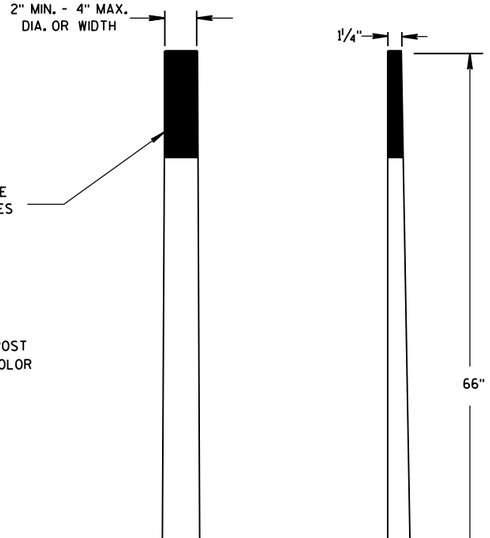
S.D.D. 15 A 3-2a





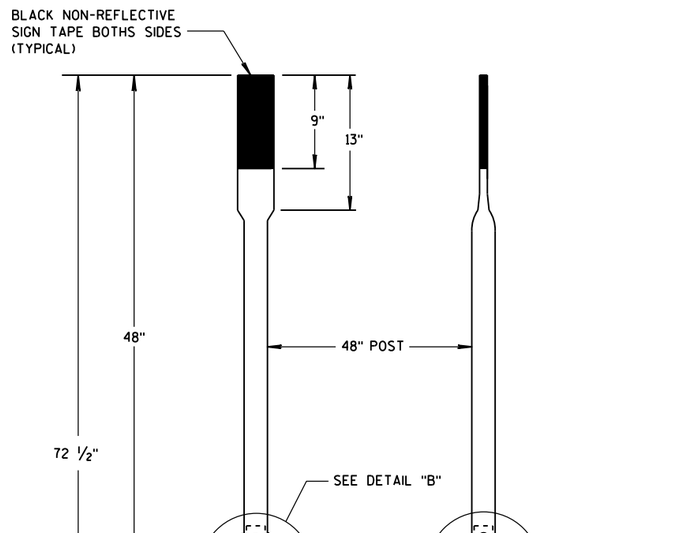
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

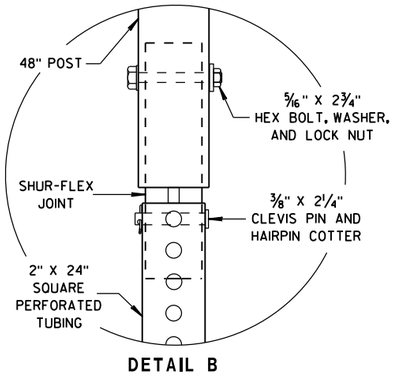
ALTERNATE 2



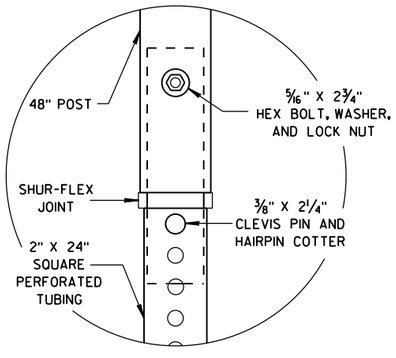
FRONT VIEW SIDE VIEW

ALTERNATE 3

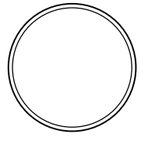
FLEXIBLE MARKER POSTS



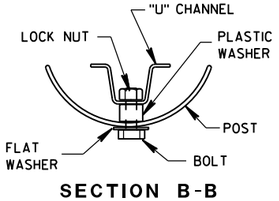
DETAIL B



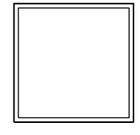
DETAIL C



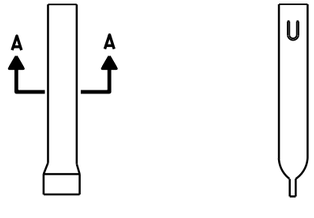
SECTION A-A



SECTION B-B

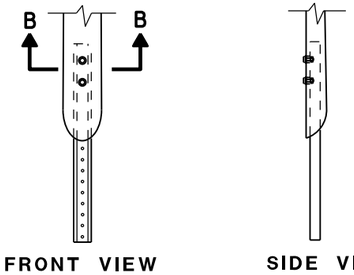


SECTION C-C



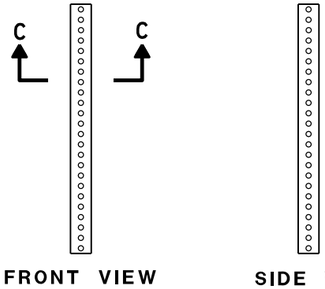
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS

FLEXIBLE MARKER POST FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

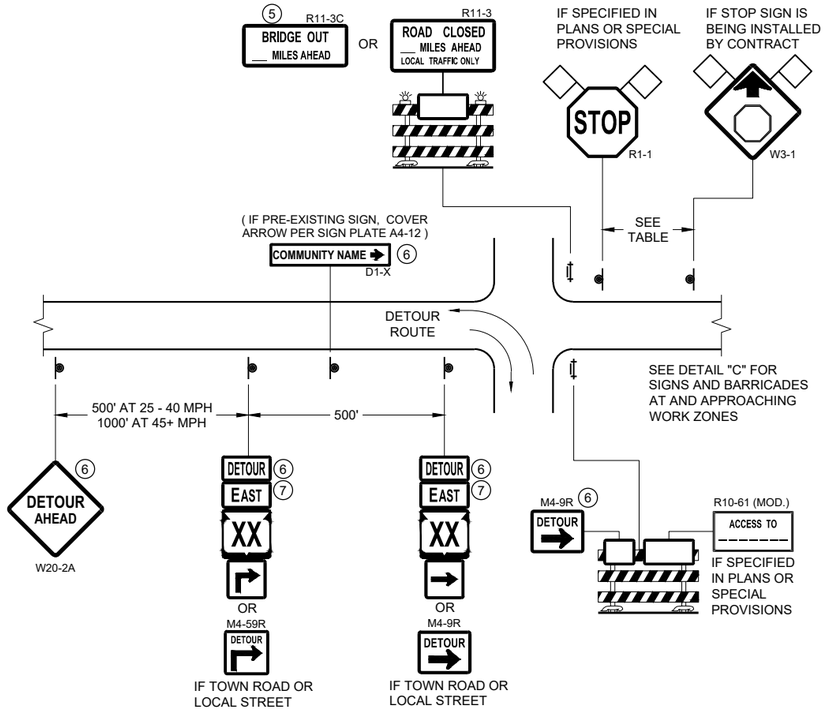
APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 A 3-2b

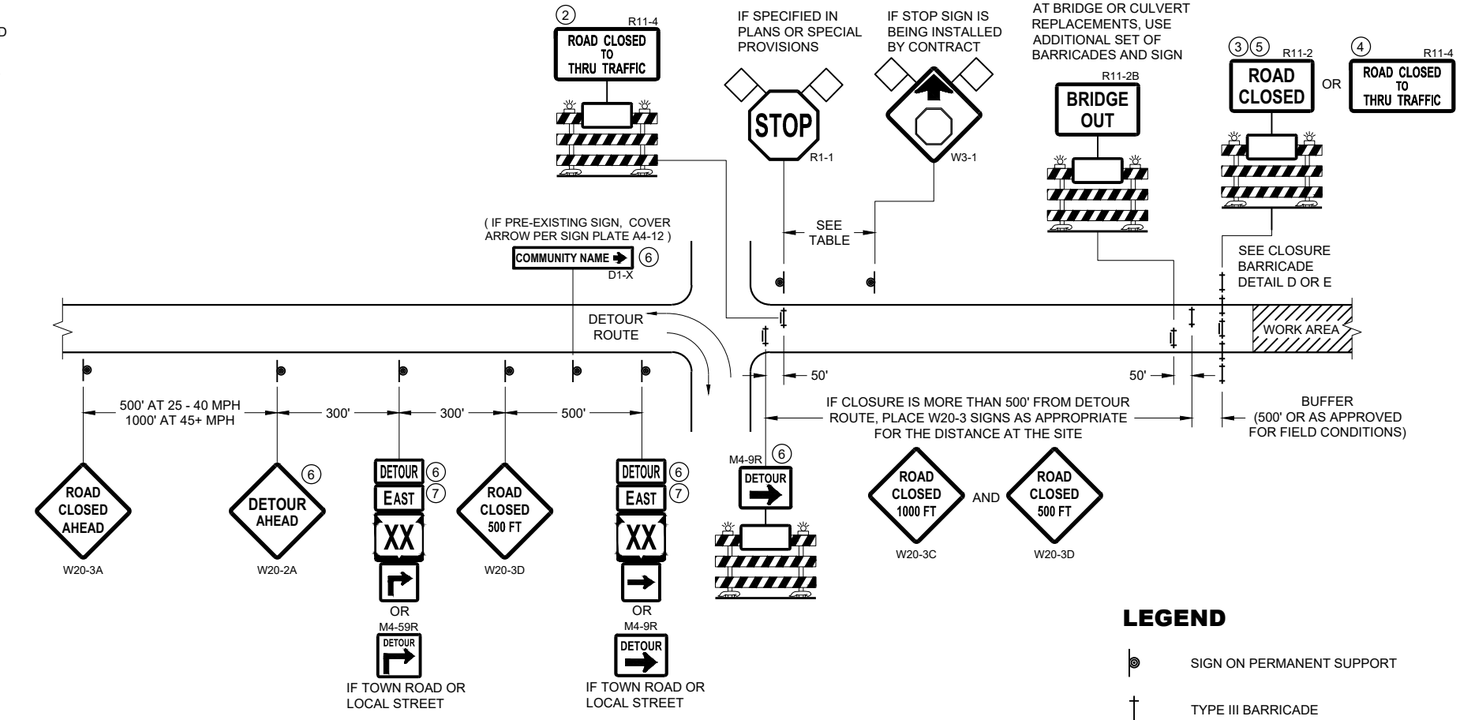
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S.D.D. 15 A 3-2b



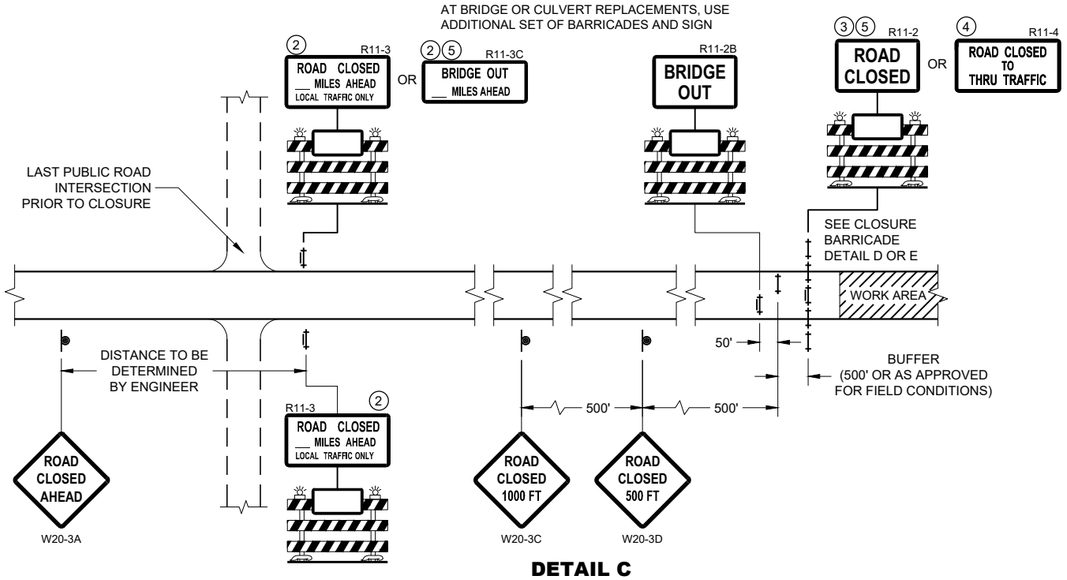
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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

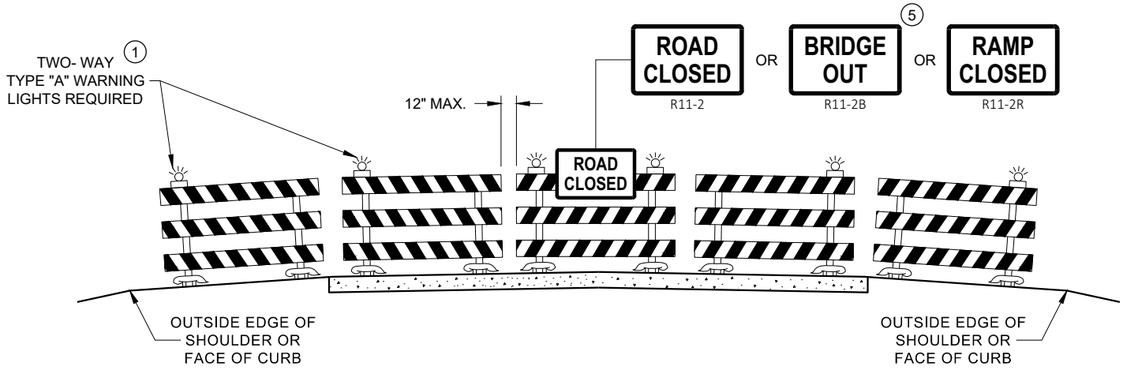
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

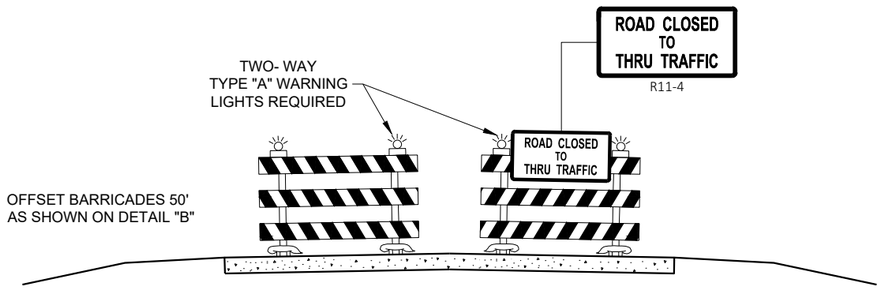
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SDD 15C02 - 08a

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

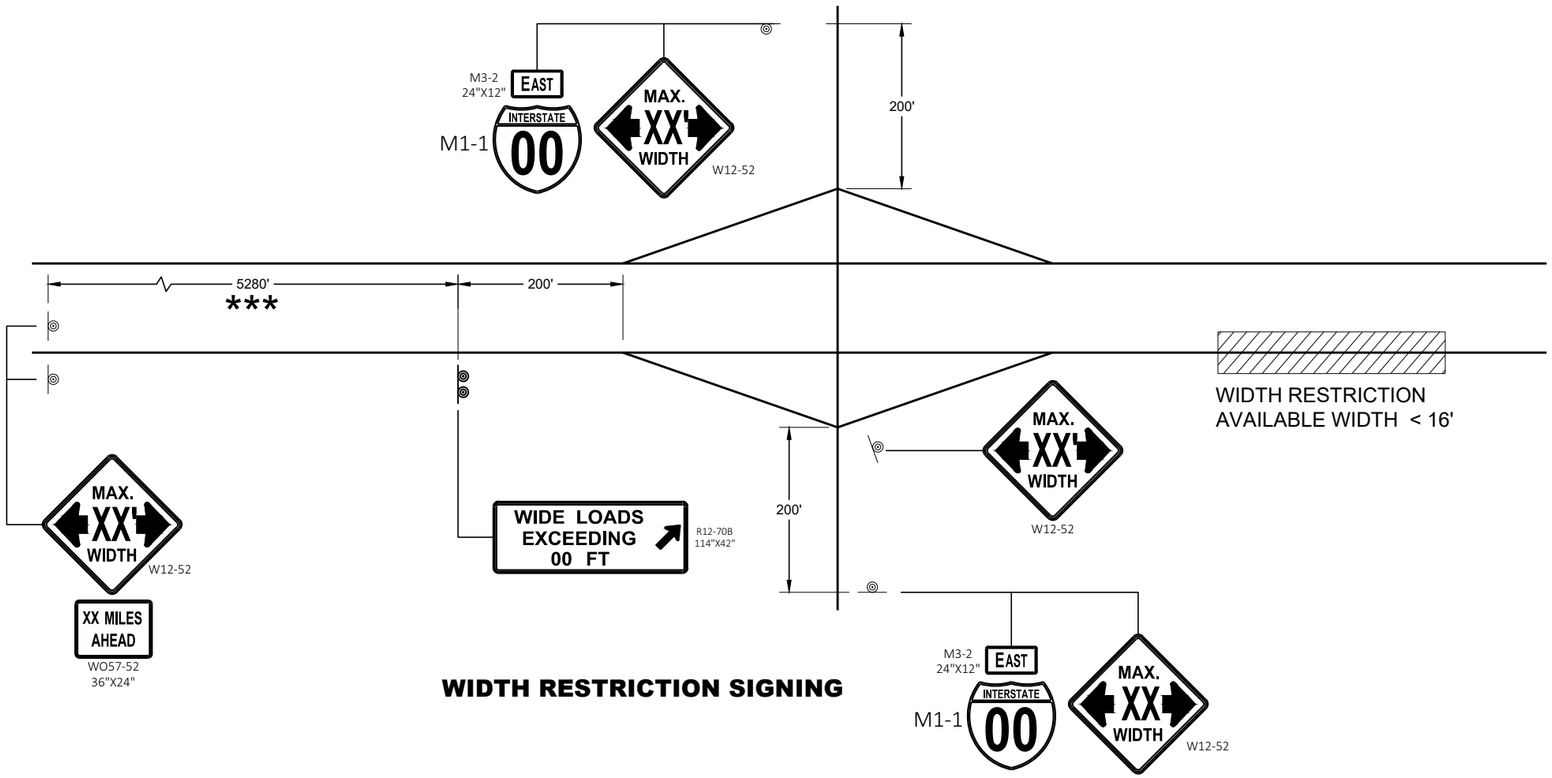
APPROVED
February 2020
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15C02 - 08b

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SDD 15C02 - 08b



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.

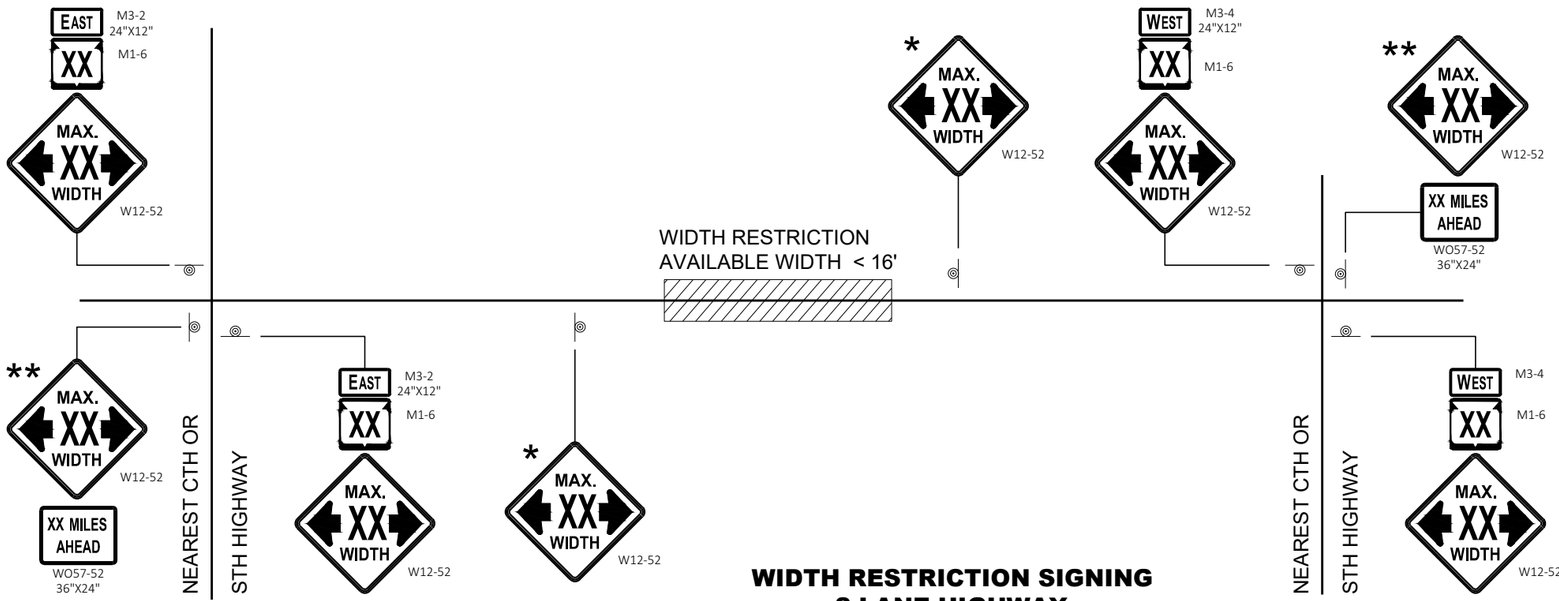
* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** 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

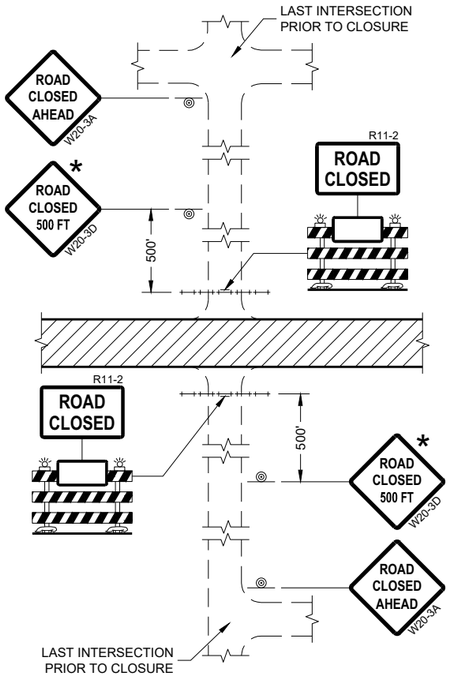
APPROVED
February 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

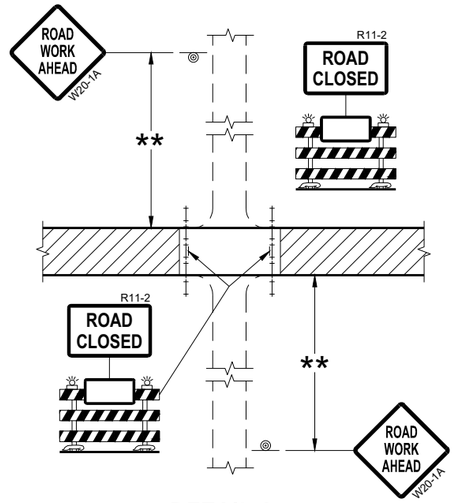
FHWA

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SDD 15C02 - 08f



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)

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.

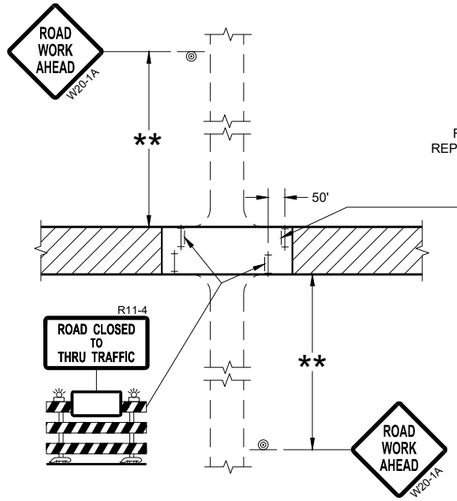
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

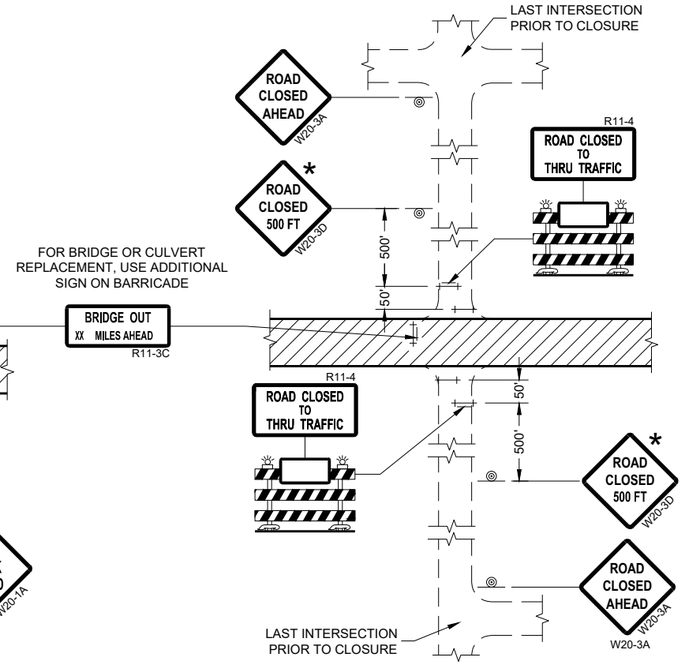
** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C03 - 05

6

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.

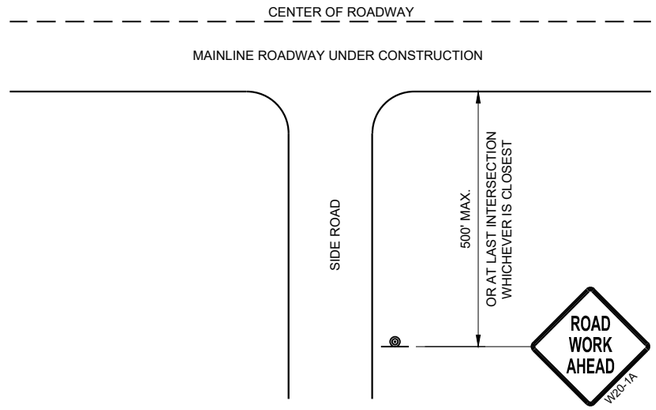
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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.



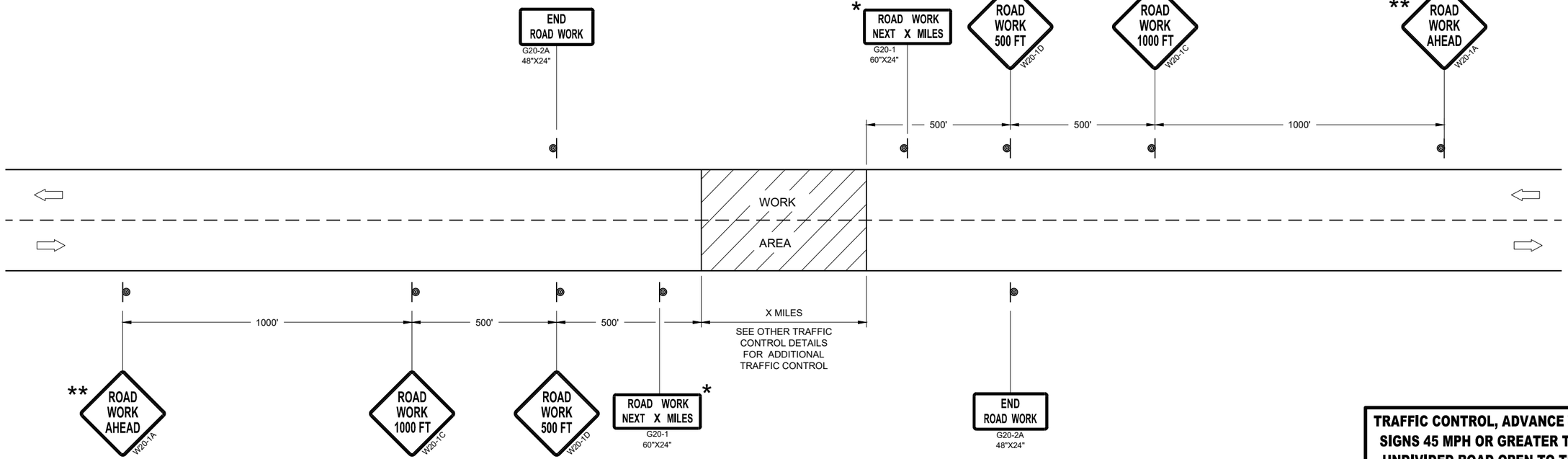
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

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

GENERAL NOTES

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

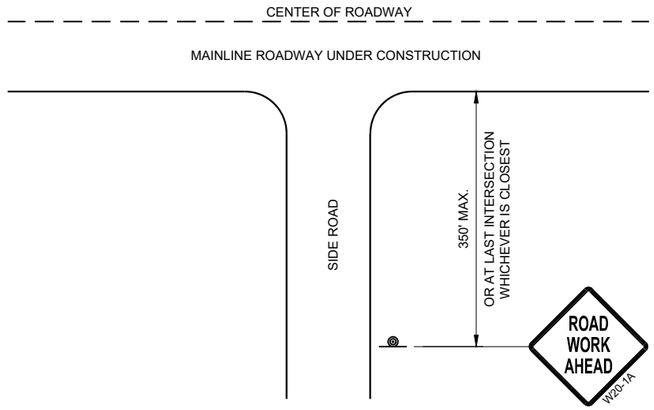
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



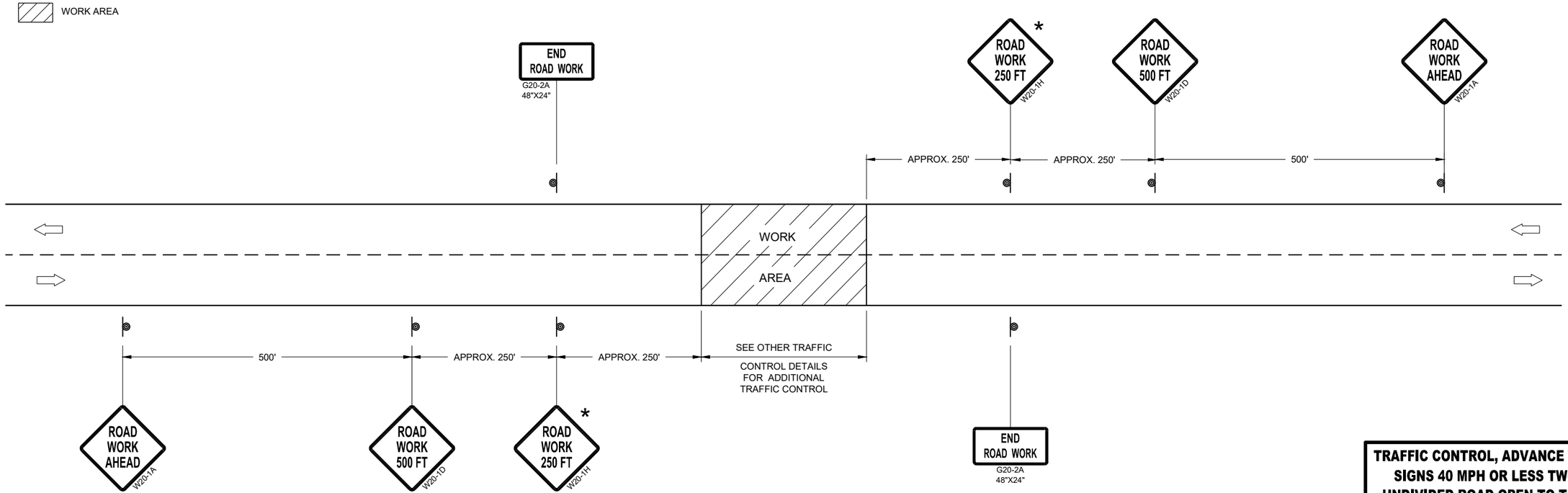
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

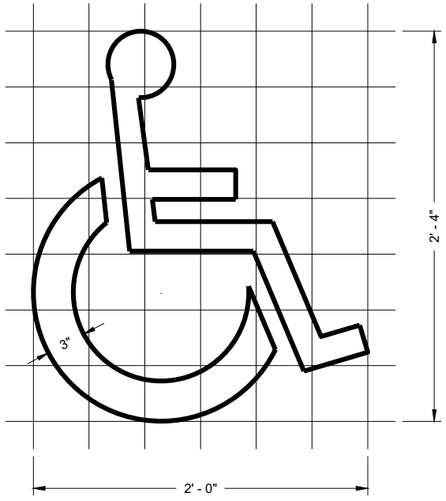
FHWA

6

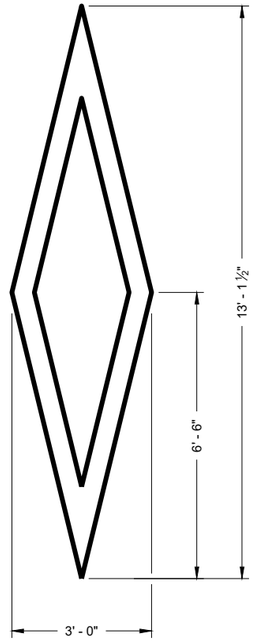
SDD 15C05 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

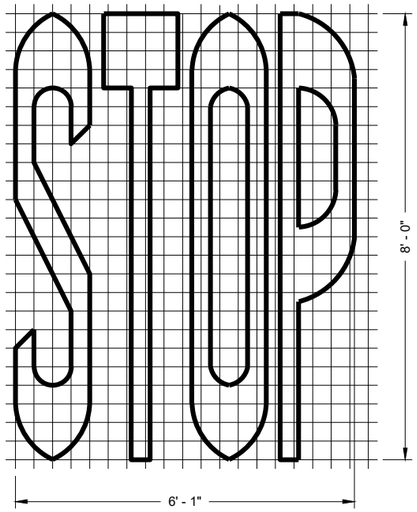
PAVEMENT MARKING SYMBOLS

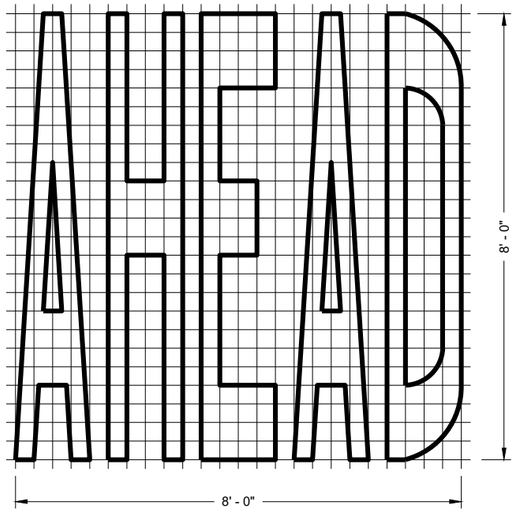
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

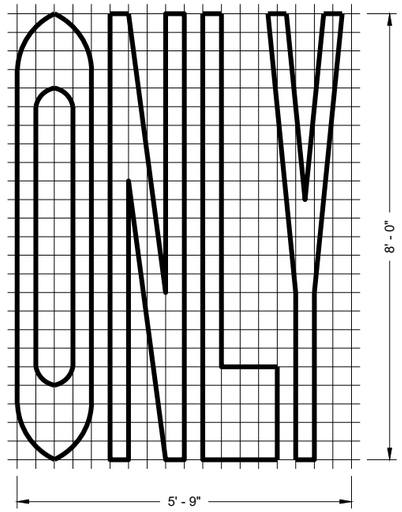
APPROVED
November 2019
DATE

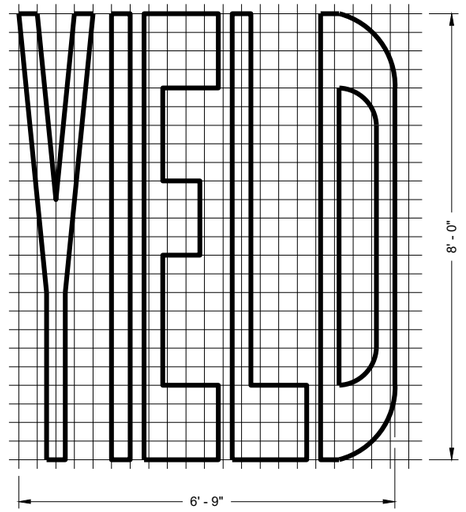
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

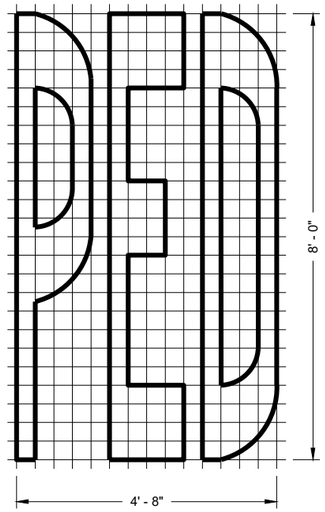
FHWA

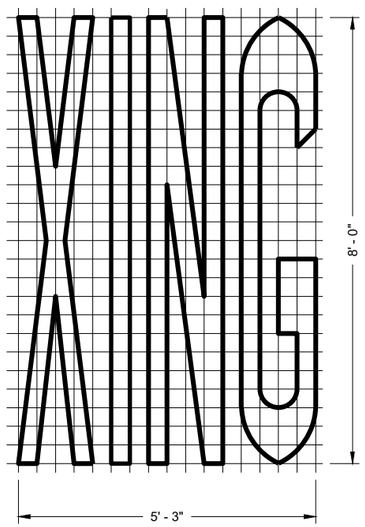


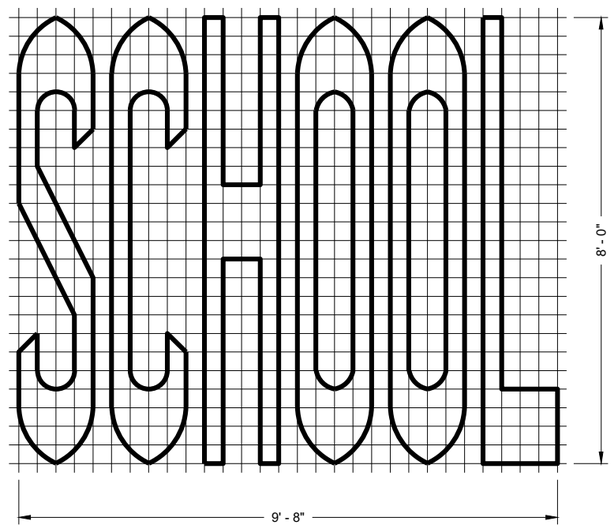




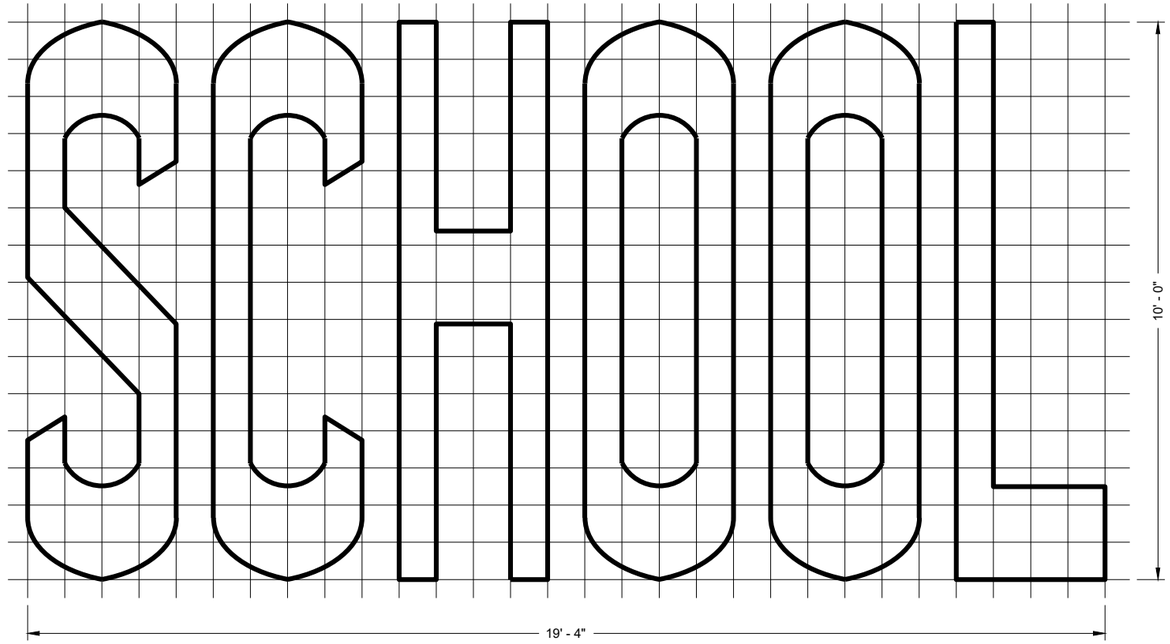








SINGLE LANE



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

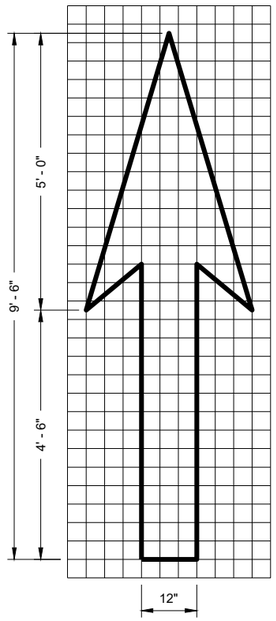
APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

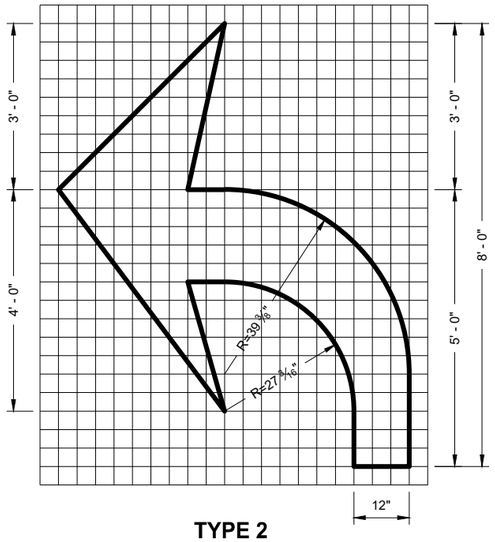
FHWA

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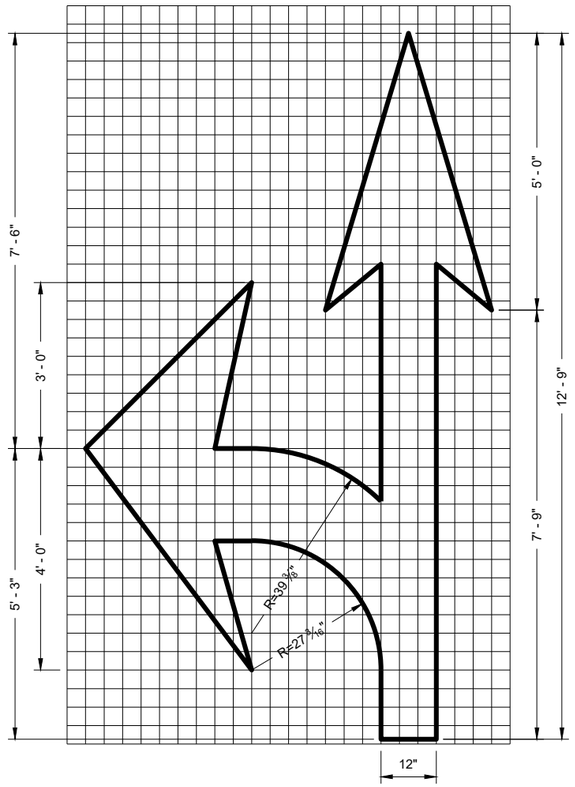
SDD 15C07 - 15b



TYPE 1



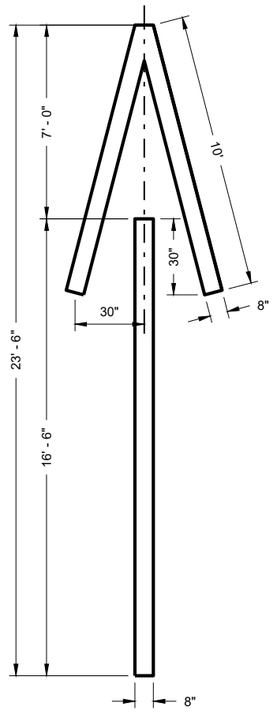
TYPE 2



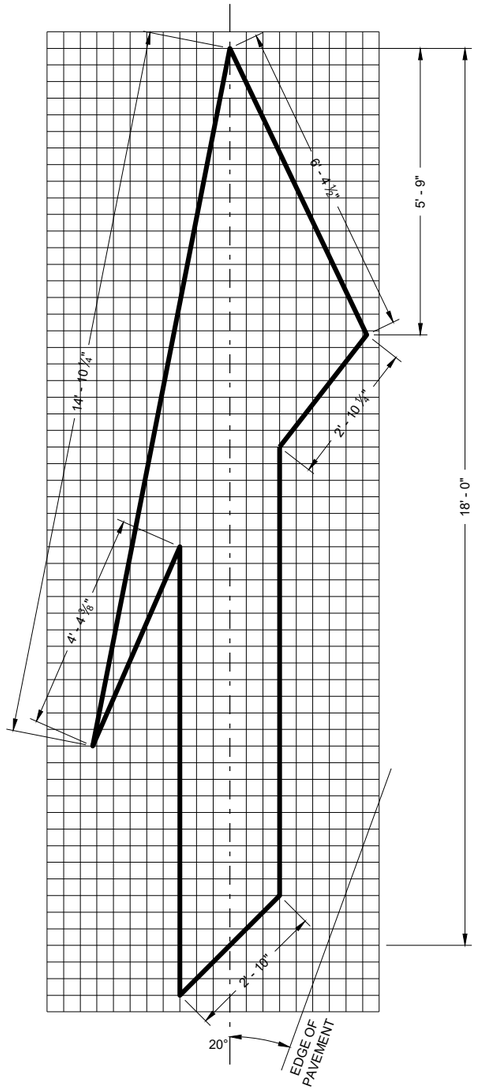
TYPE 3

GENERAL NOTES

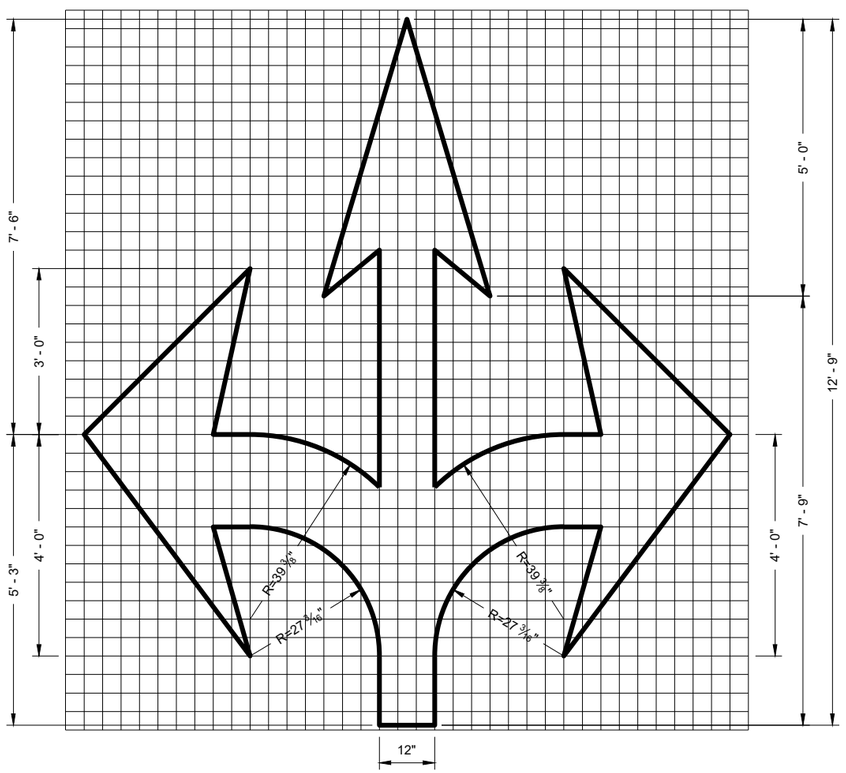
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



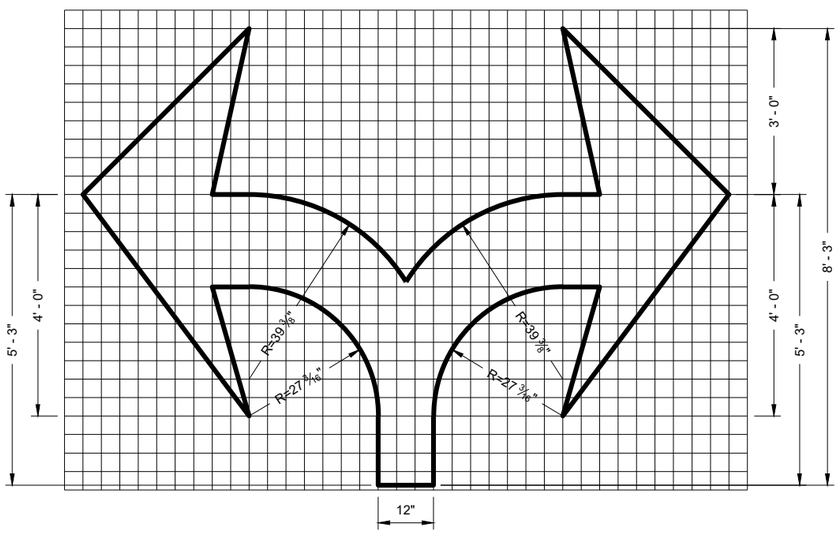
TYPE 4



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

6

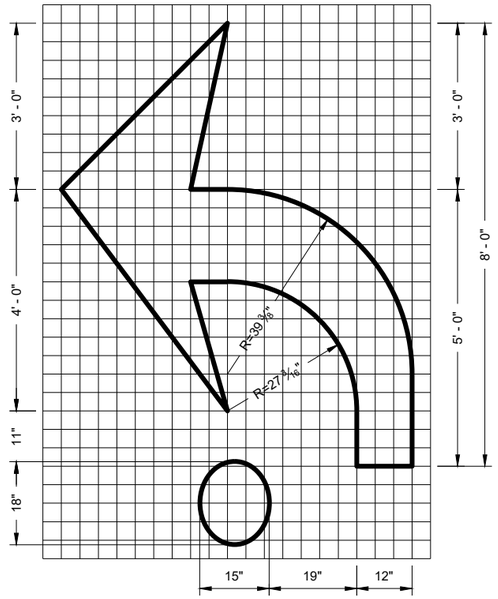
SDD 15C07 - 15c

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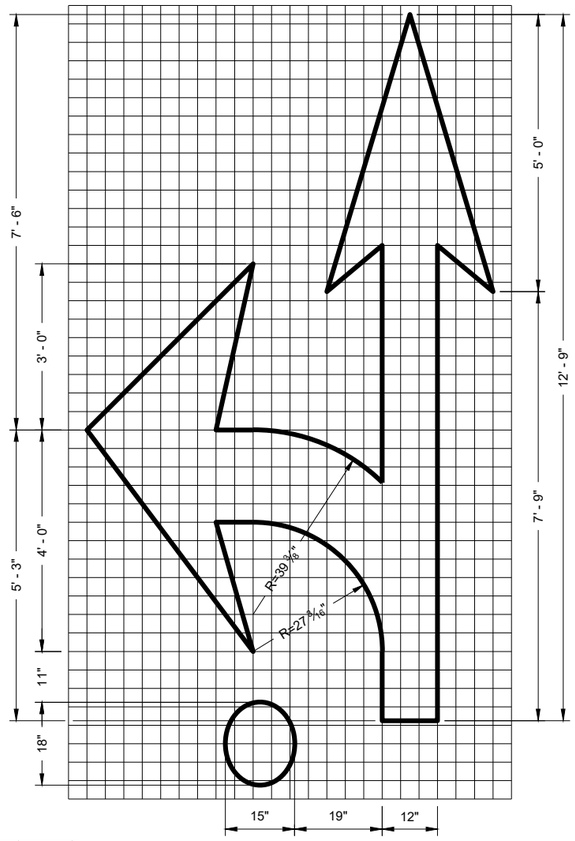
SDD 15C07 - 15c

GENERAL NOTES

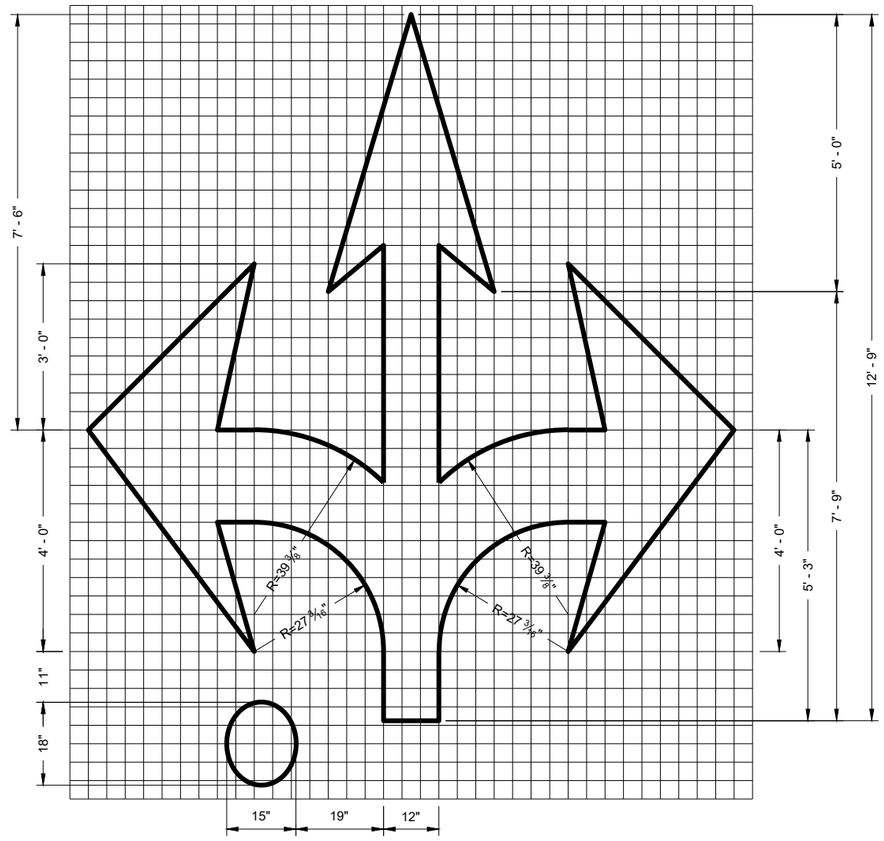
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



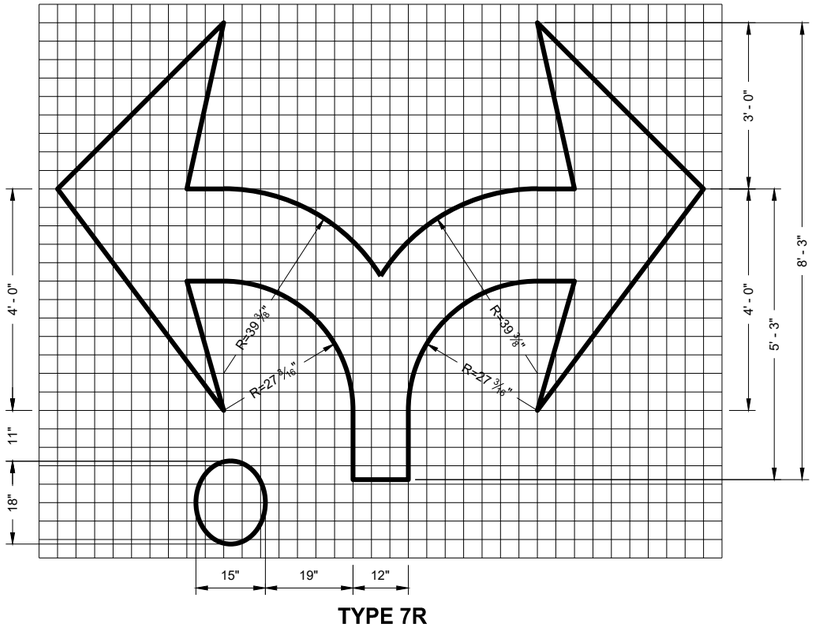
TYPE 2R



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

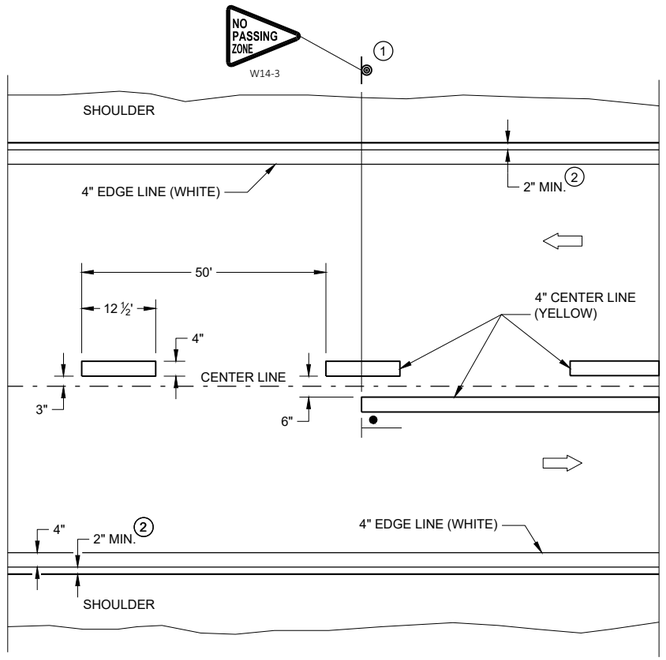
FHWA

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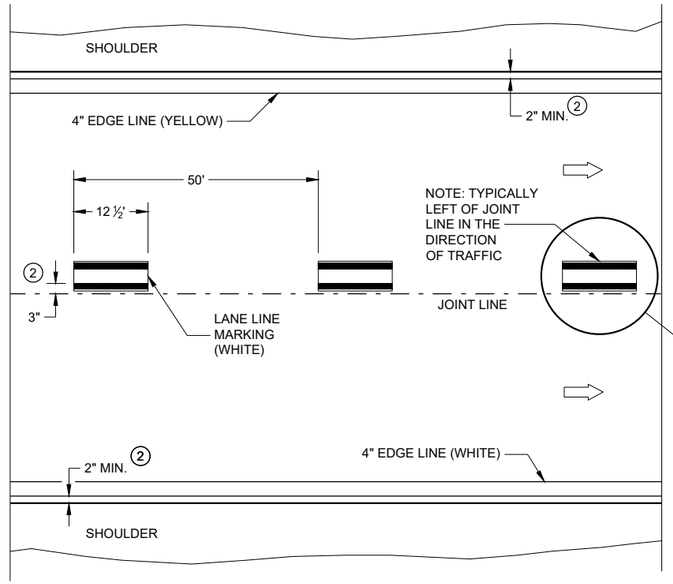
SDD 15C07 - 15d

6

SDD 15C07 - 15d

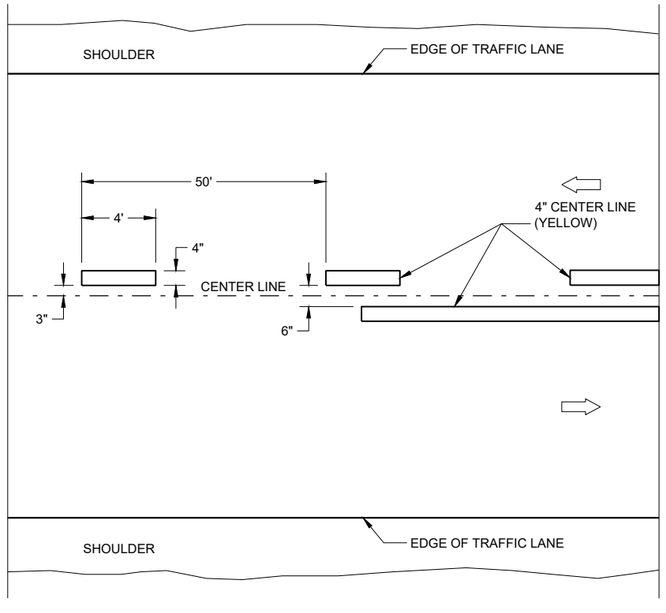


TWO WAY TRAFFIC

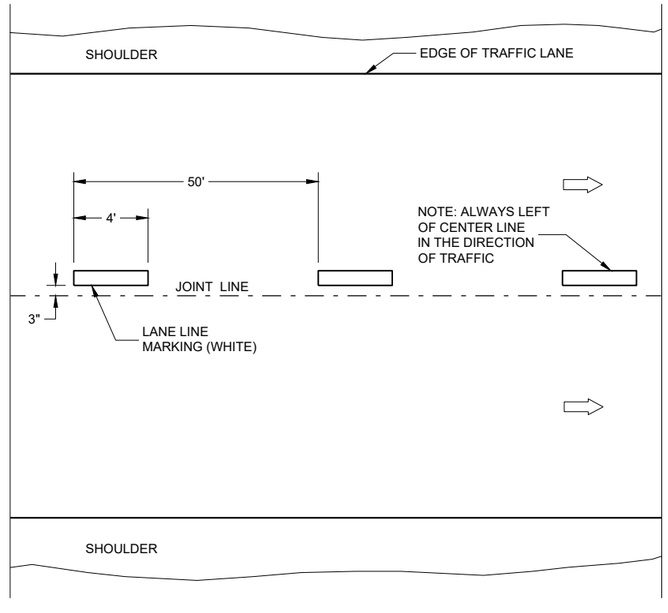


ONE WAY TRAFFIC

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.

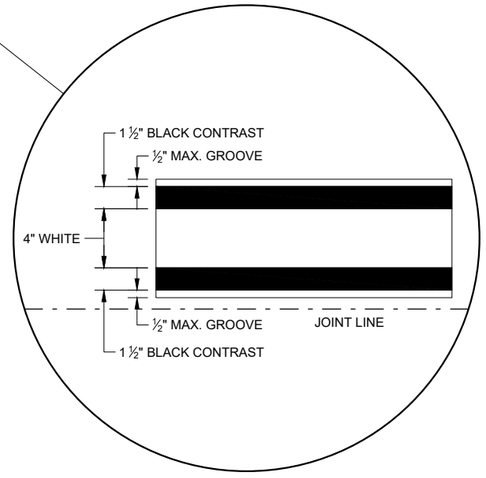
1. LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
2. MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

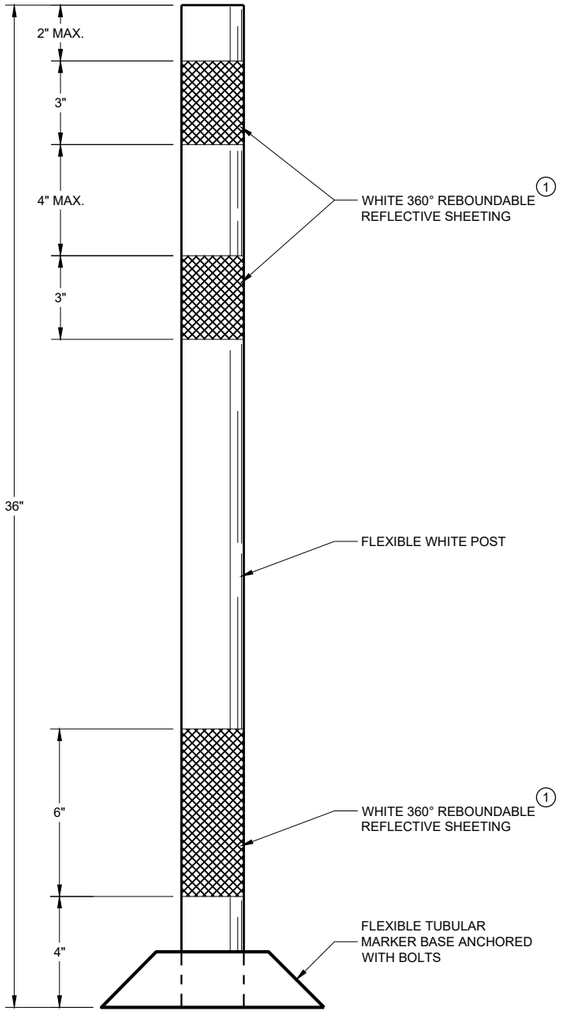
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND M ENGINEER

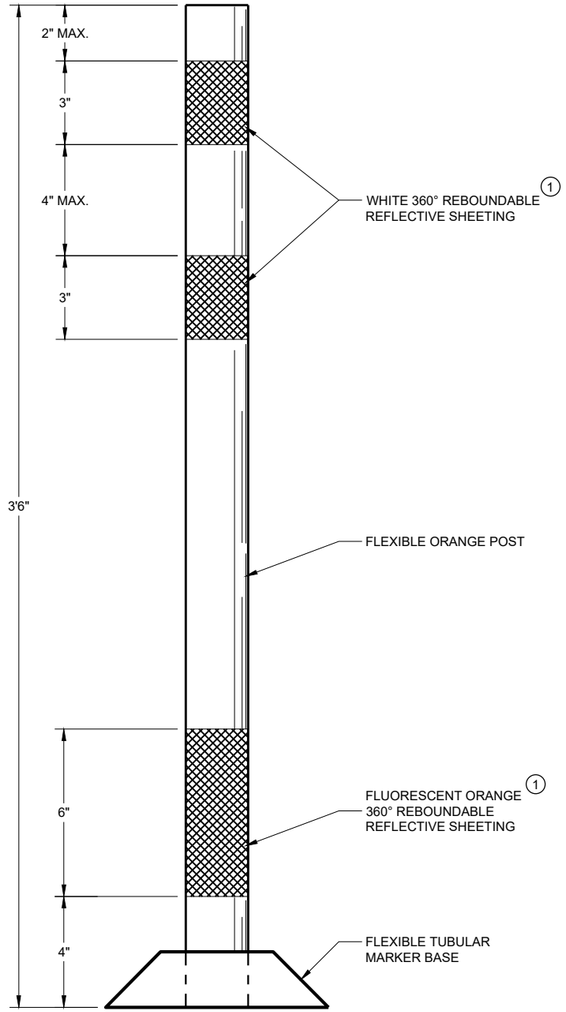
FHWA

SDD 15C08 - 20a

SDD 15C08 - 20a



FLEXIBLE TUBULAR MARKER POST PERMANENT CROSSOVER



FLEXIBLE TUBULAR MARKER POST WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15C11 - 08a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

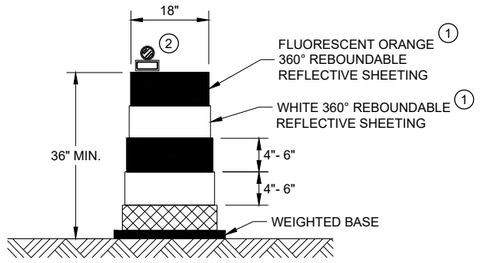
FHWA

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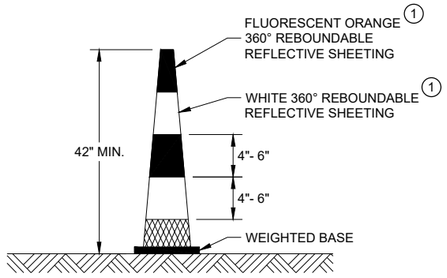
SDD 15C11 - 08a

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.

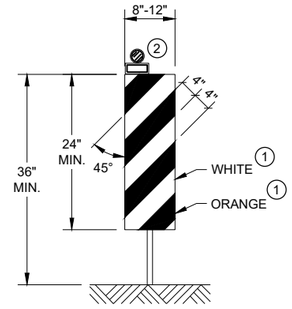


DRUM



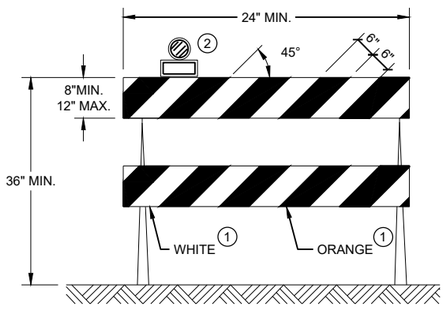
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



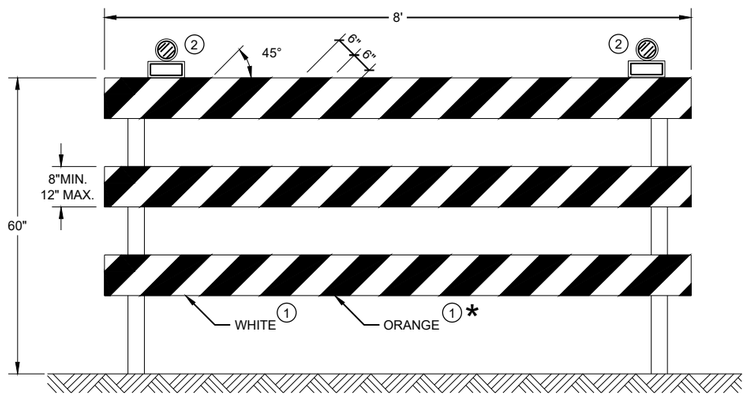
VERTICAL PANEL

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 ENGINEER
FHWA

6

SDD15C11 - 08b

6

SDD15C11 - 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.

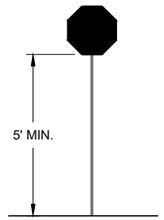
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

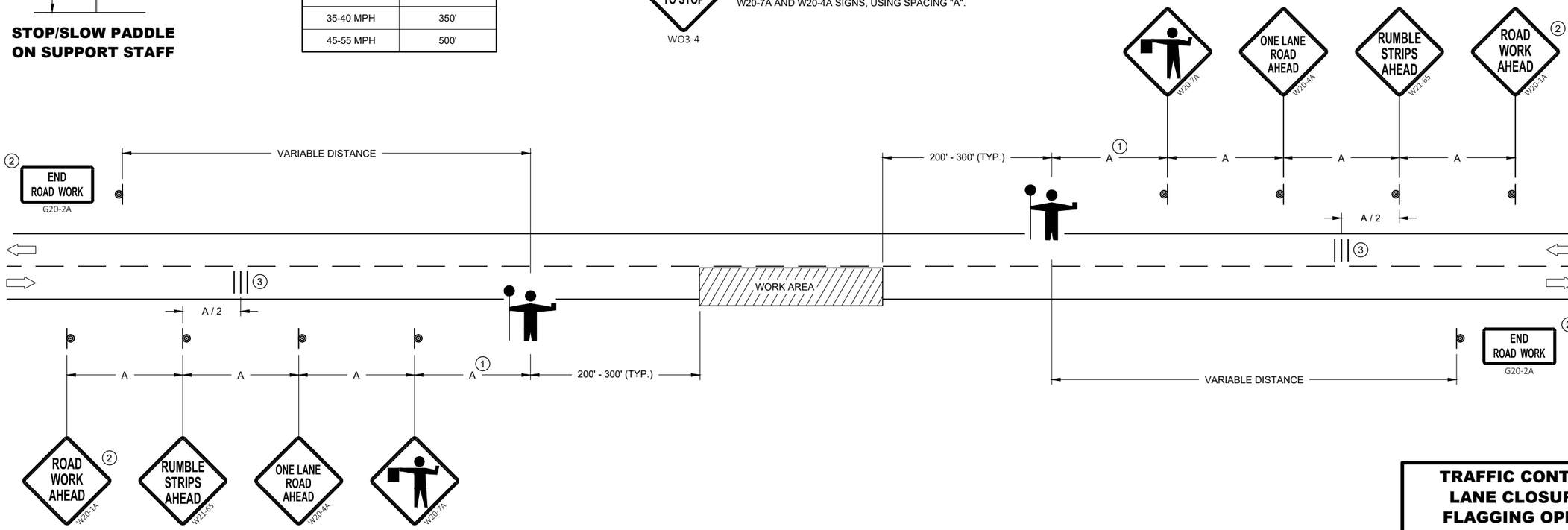
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

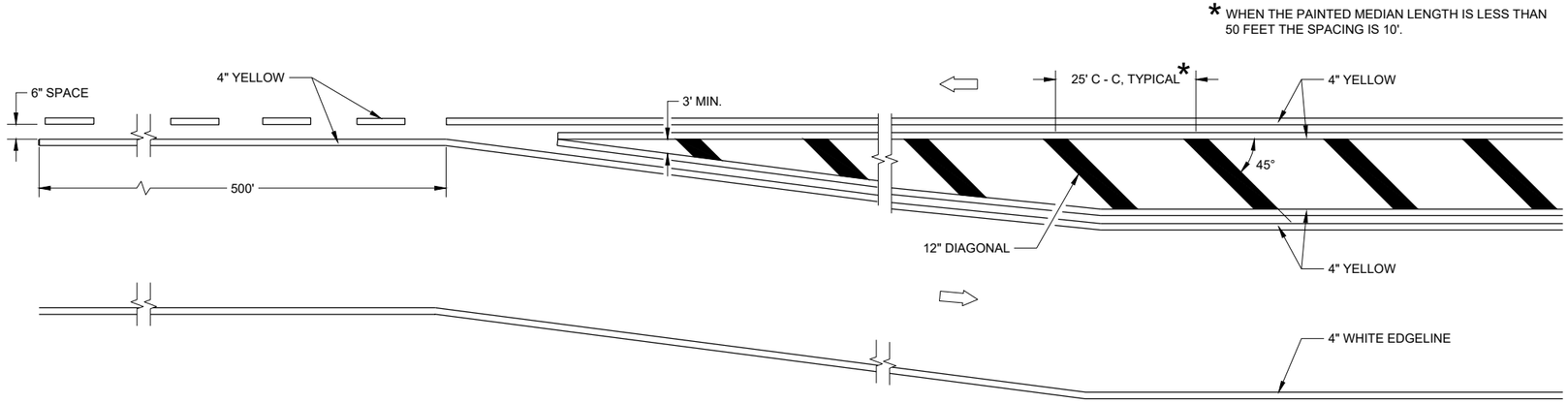
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 07

SDD 15C12 - 07

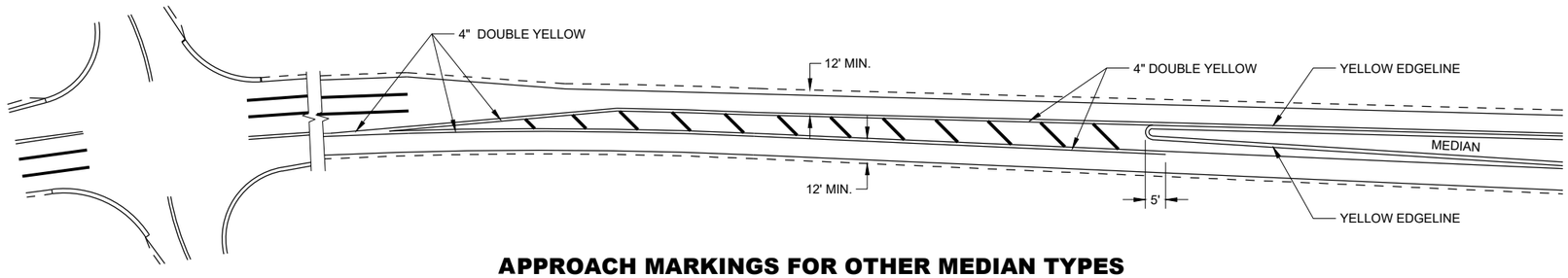


MEDIAN ISLAND DETAIL

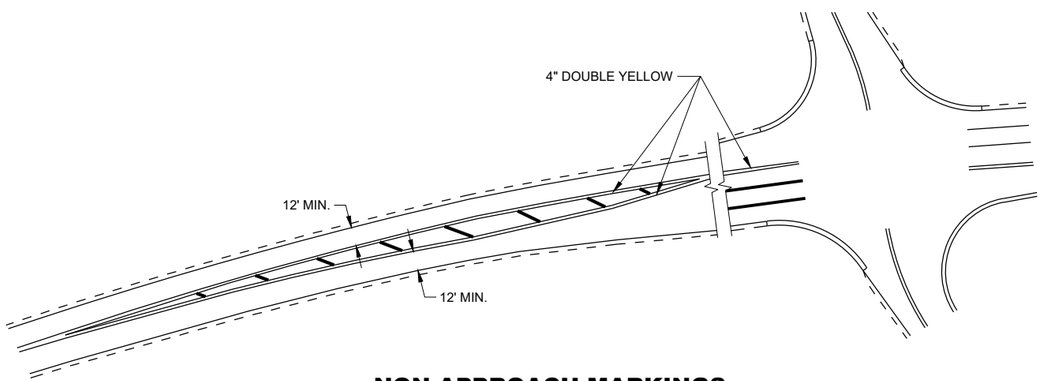
GENERAL NOTES

DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

MEDIAN ISLAND PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

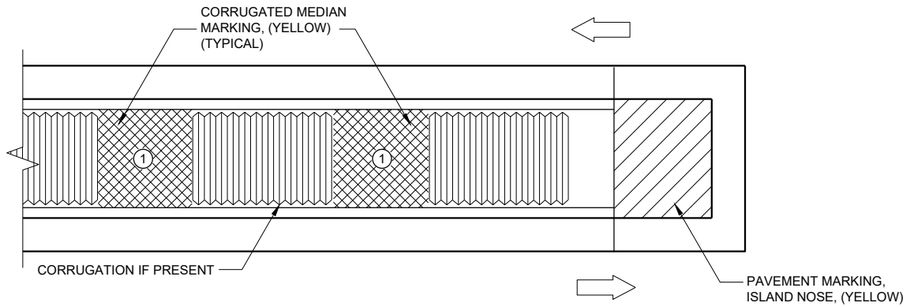
February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAF ENGINEER

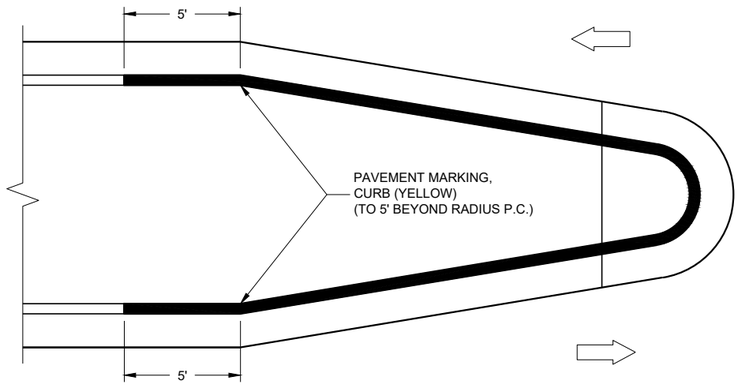
FHWA

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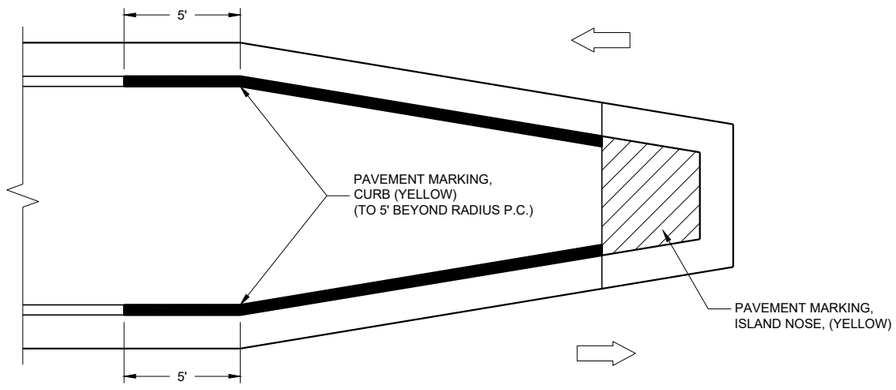
SDD 15C18 - 05a



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,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2021
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

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SDD 15C18 - 05b

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SDD15C18 - 05b

LEGEND

V1 LEAD VEHICLE

V2 MARKING VEHICLE

V3 SHADOW VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

FLASHING ARROW PANEL (CAUTION)

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

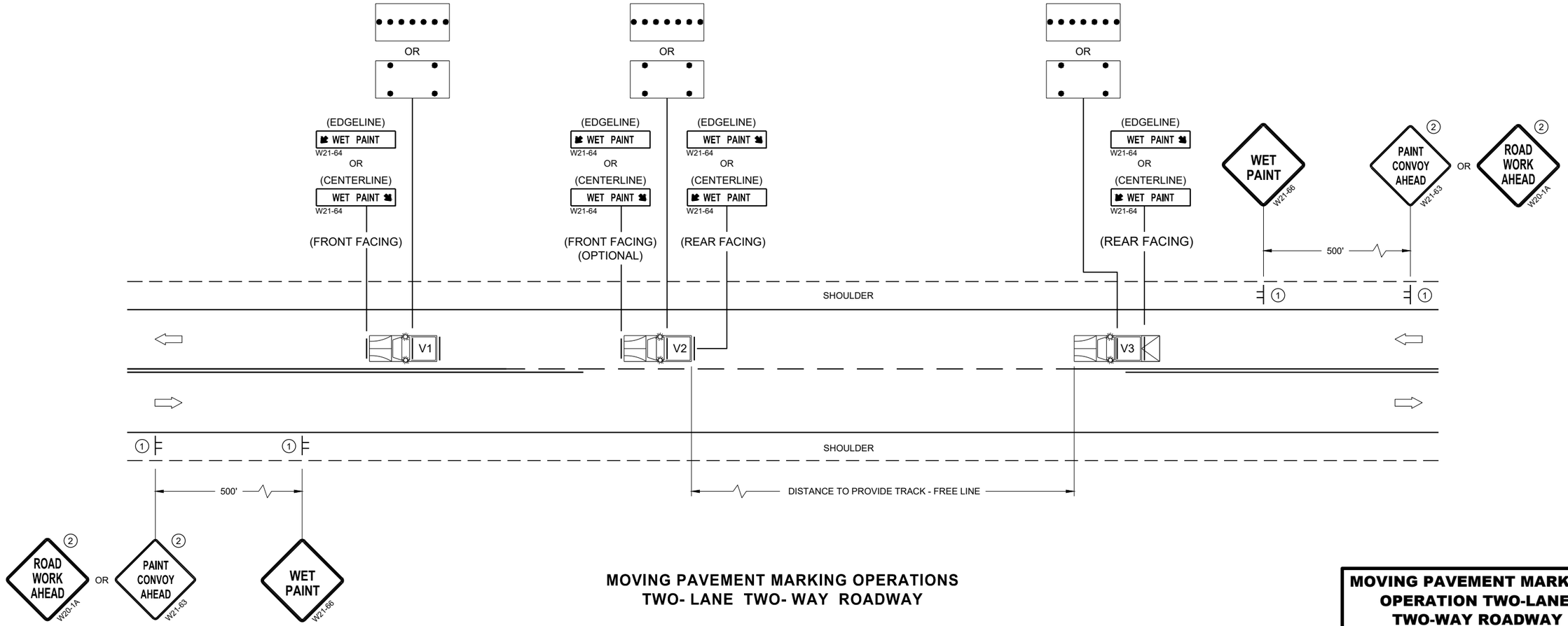
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING .

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C19 - 06a

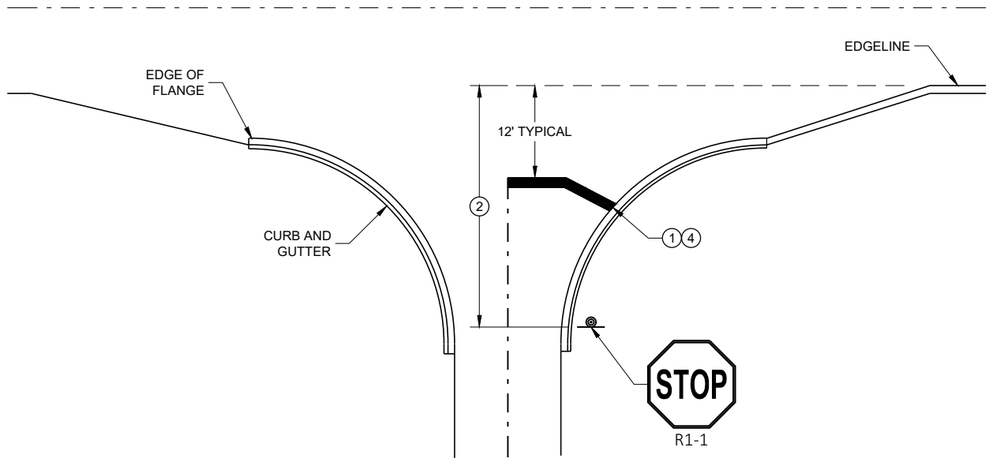
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SDD 15C19 - 06a

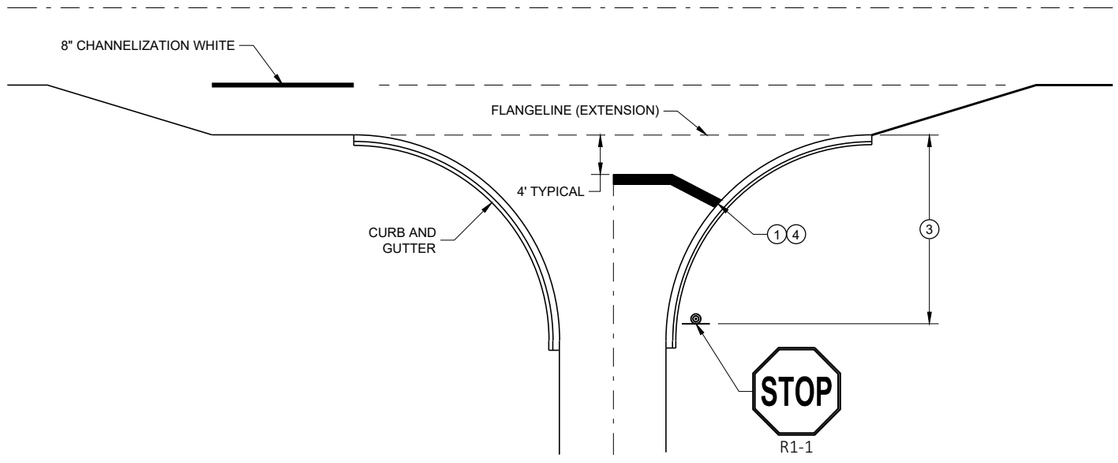
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

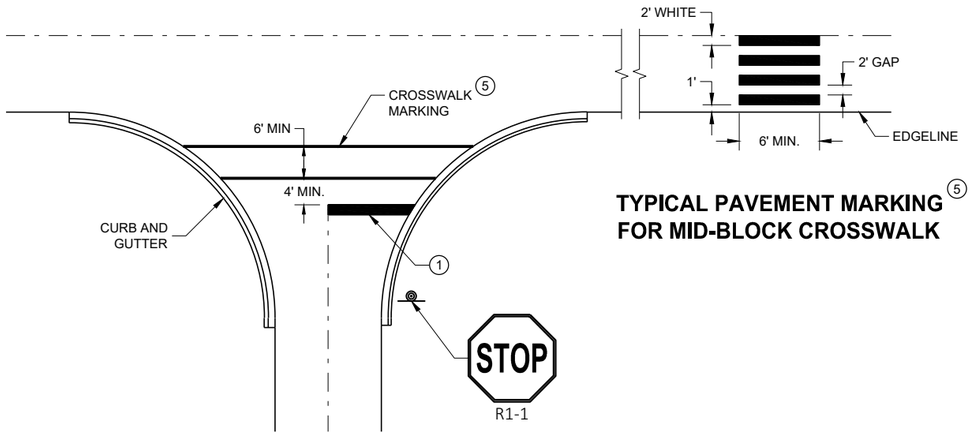
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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

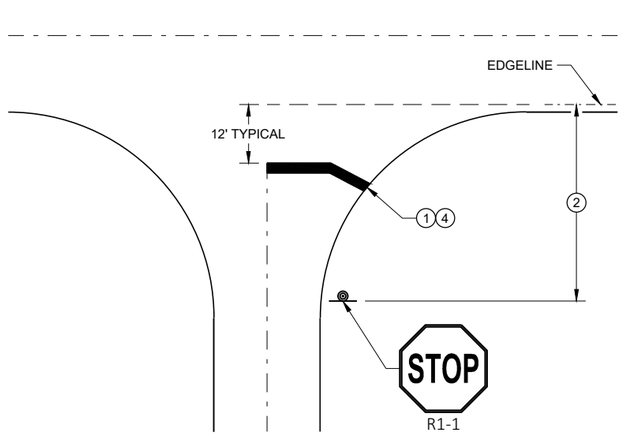


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING 5 FOR MID-BLOCK CROSSWALK



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 MAF ENGINEER

FHWA

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SDD 15C33 - 04

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SDD 15C33 - 04

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 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. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

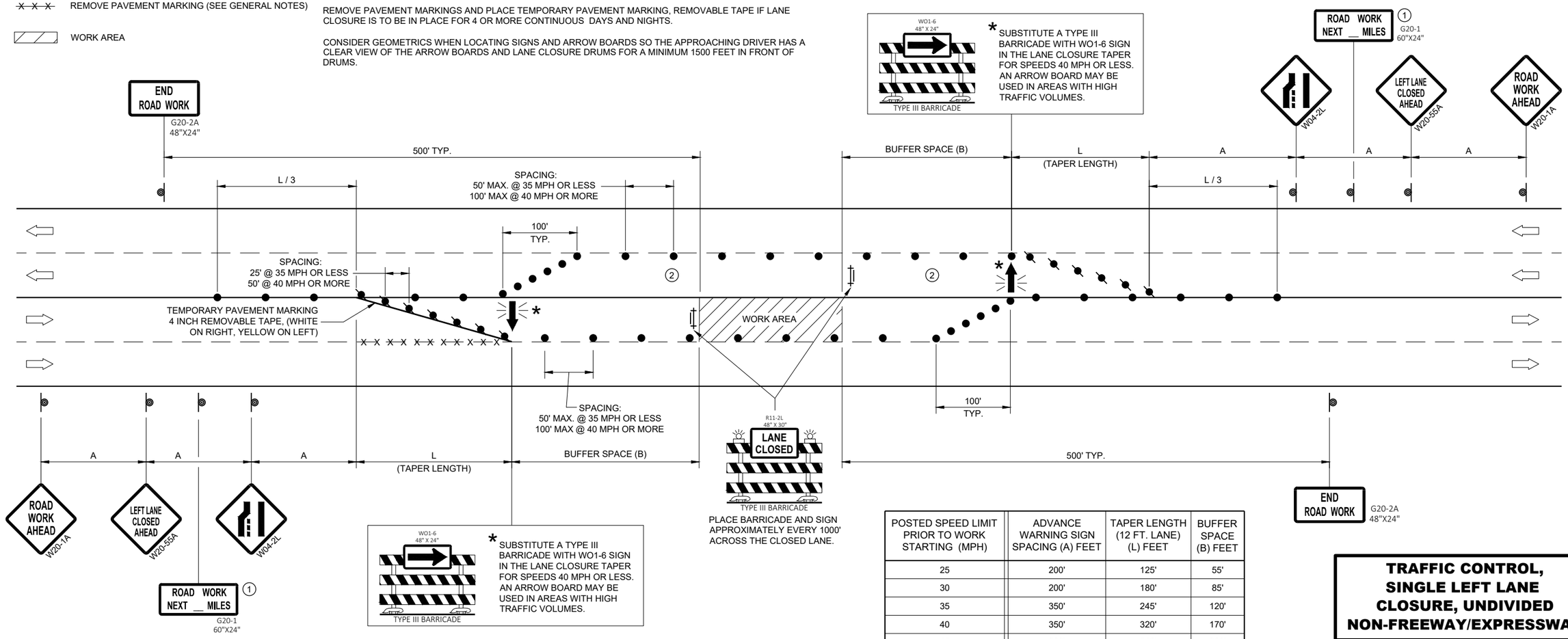
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

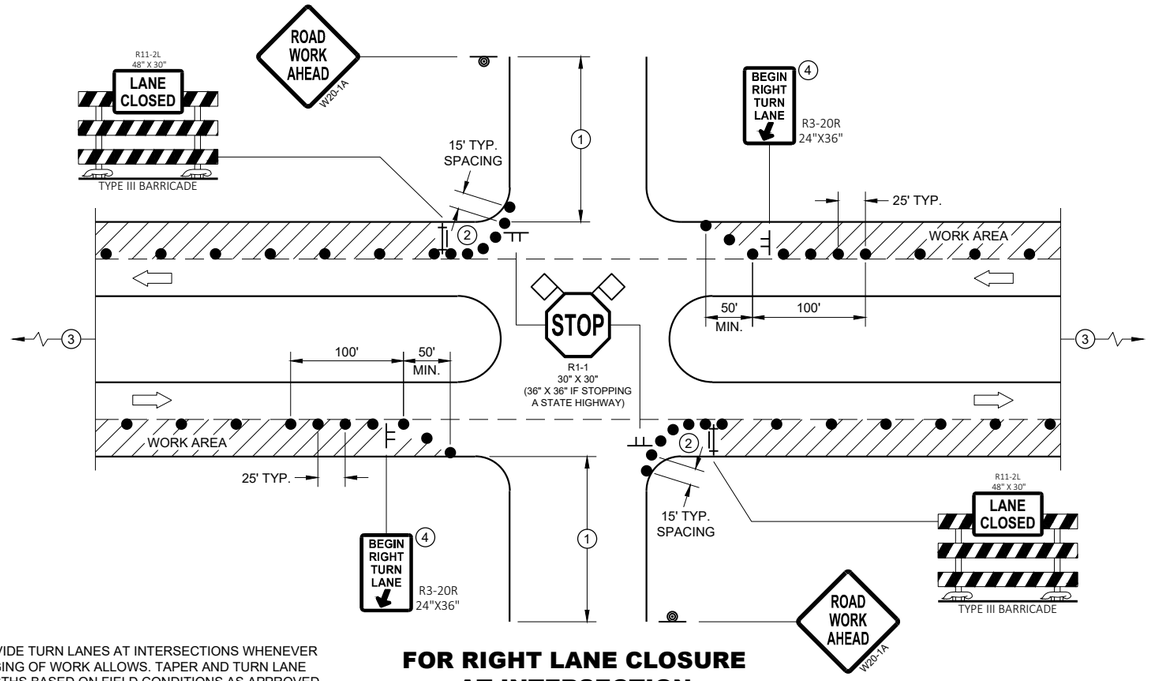
APPROVED
May 2020 — DATE
/S/ Andrew Heidtke — STATEWIDE WORK ZONE T SAFETY ENGINEER
FHWA

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SDD 15D20 - 05c

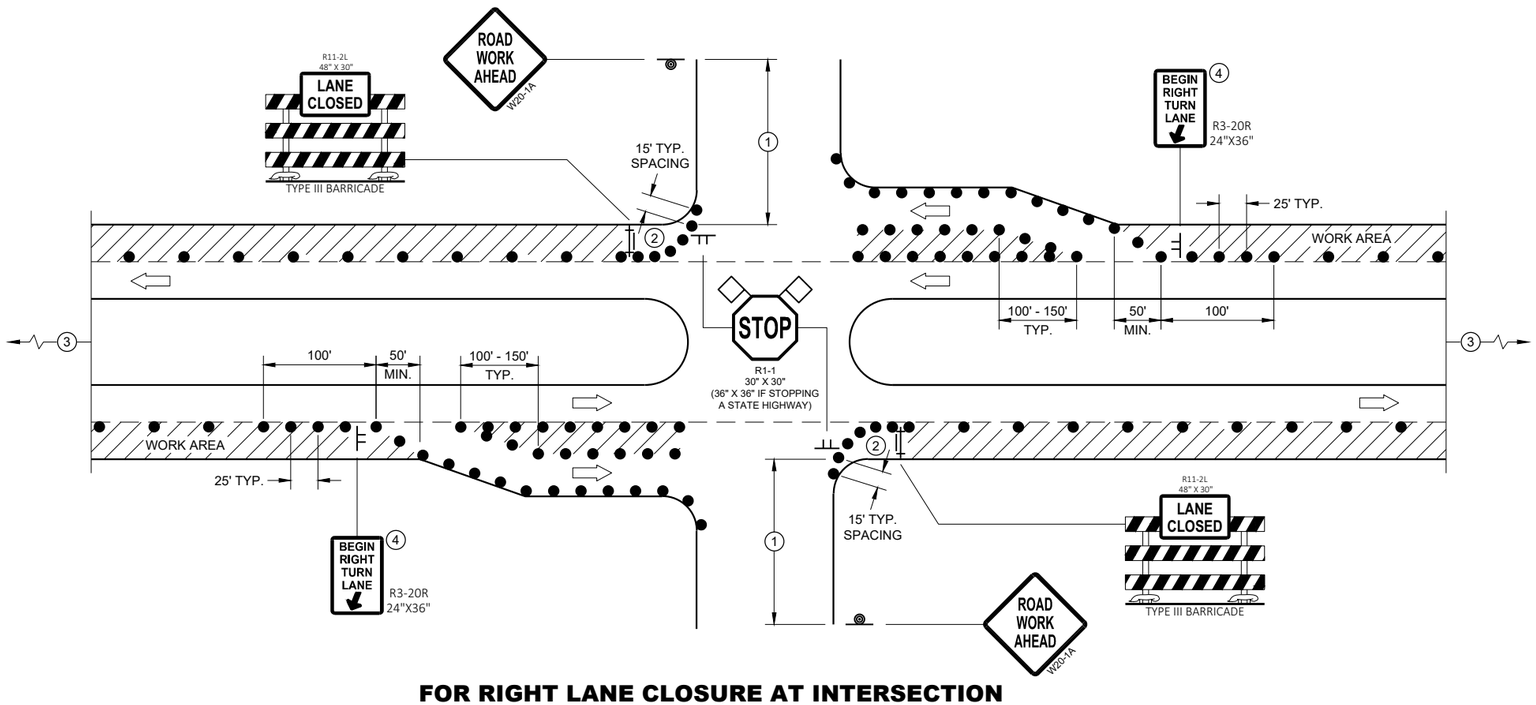
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SDD 15D20 - 05c



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION



FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL REMAIN IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE

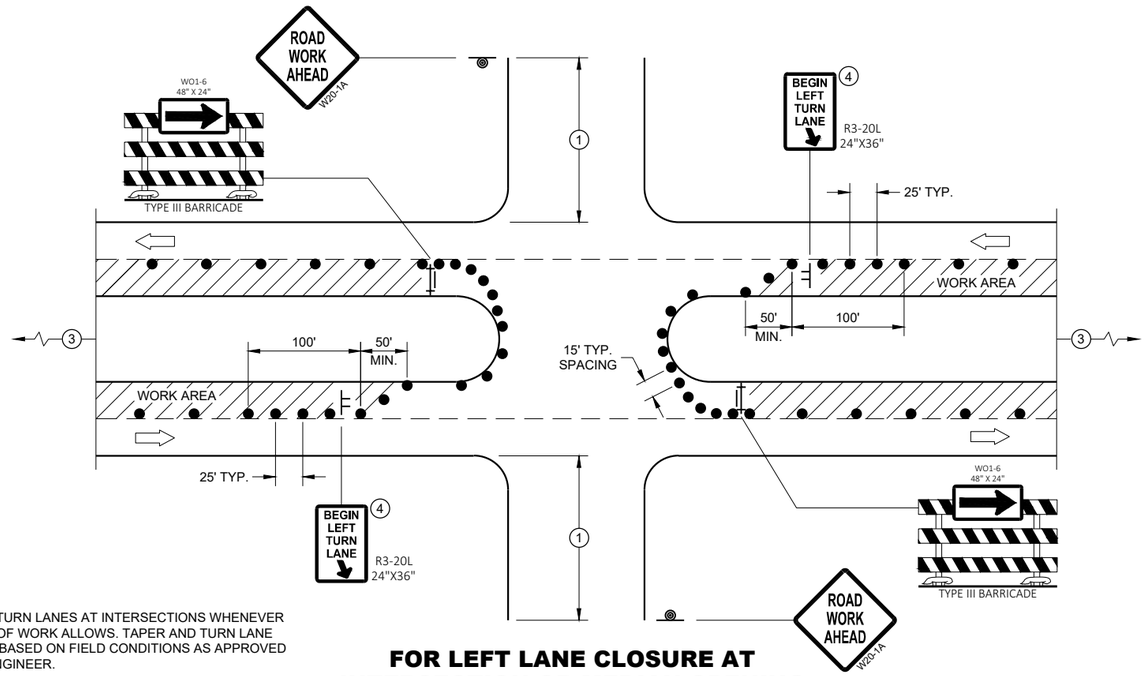
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D21 - 07a

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SDD 15D21 - 07a



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

GENERAL NOTES

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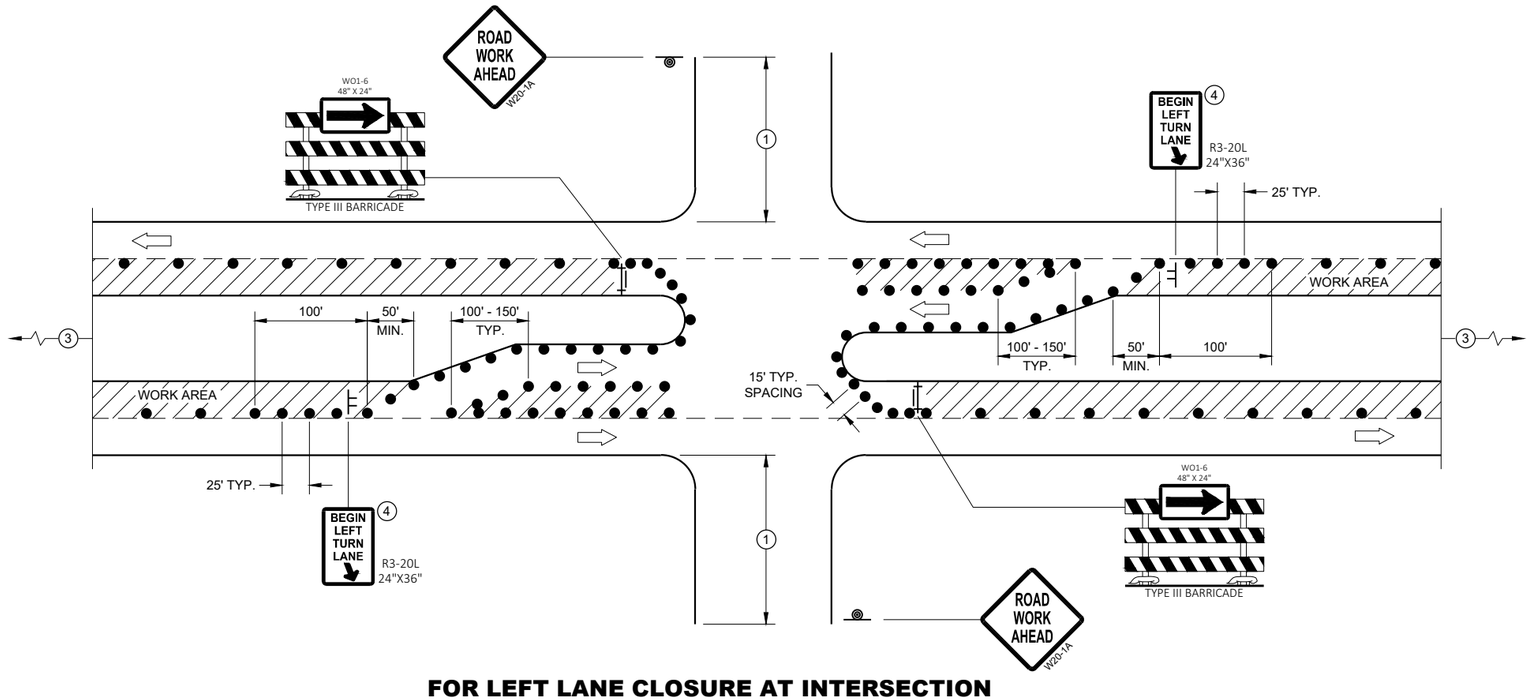
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350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.

(2) ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS

(3) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

(4) MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D21 - 07b

6

SDD 15D21 - 07b

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.

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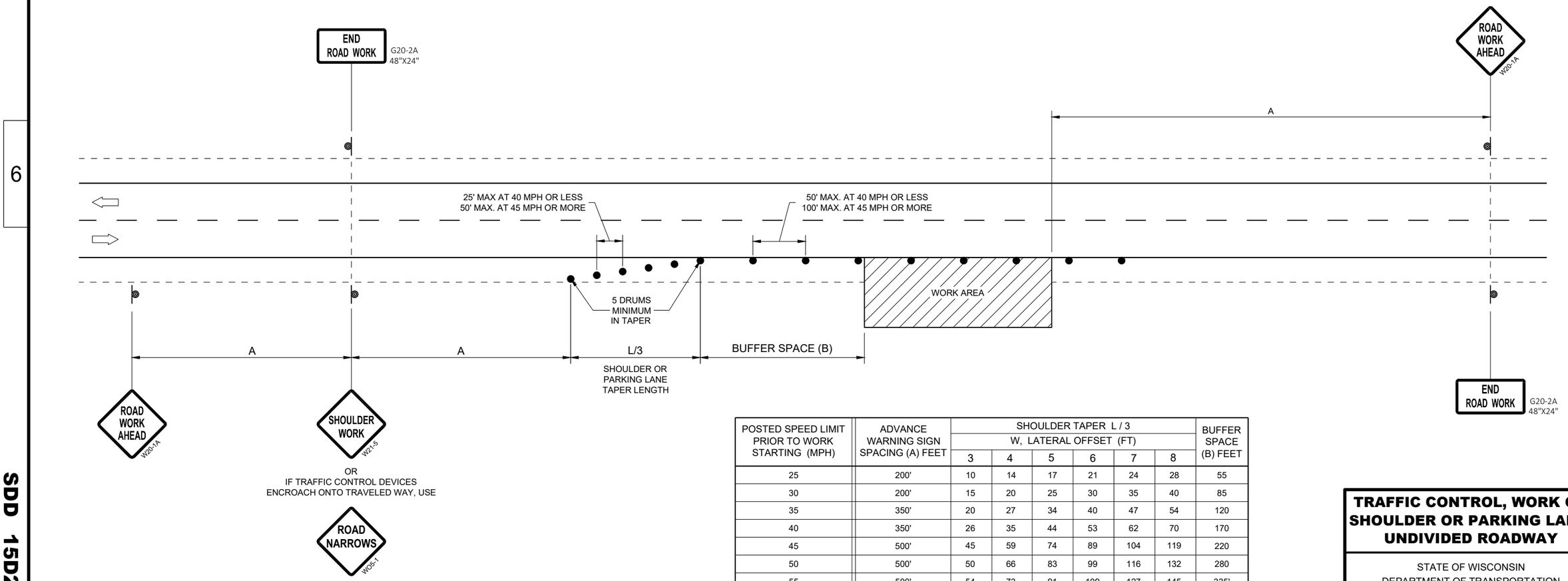
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

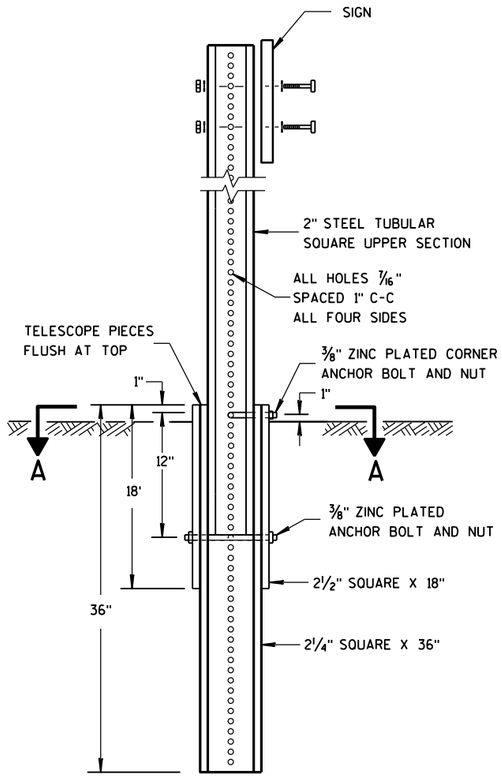
APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE T SAFETY ENGINEER

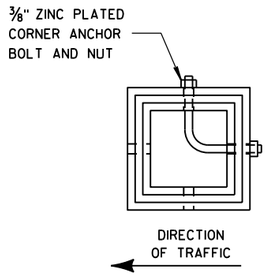
FHWA

SDD 15D28 - 04

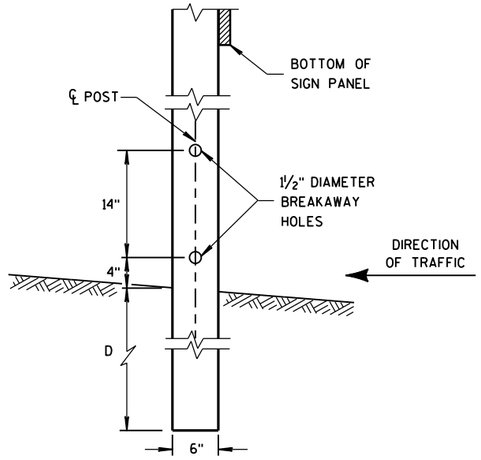
SDD 15D28 - 04



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



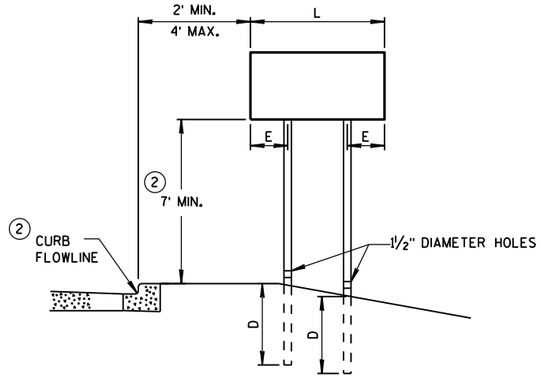
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

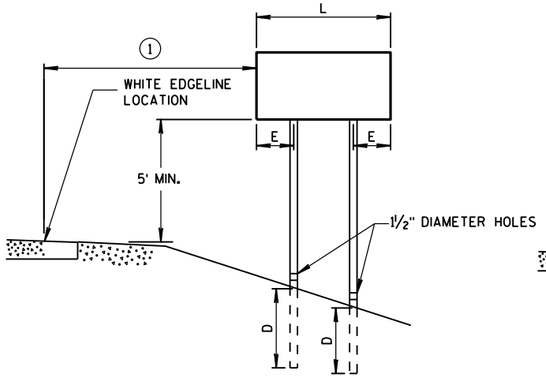
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

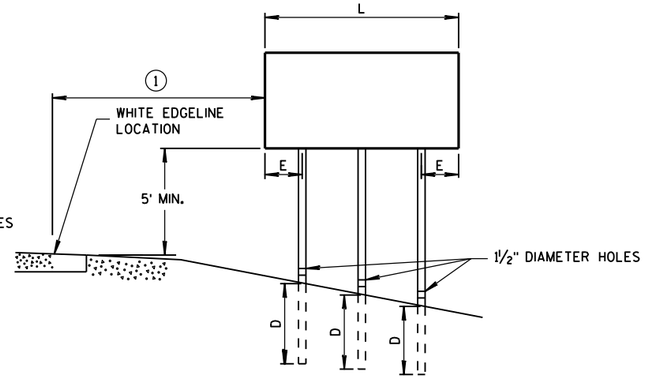
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

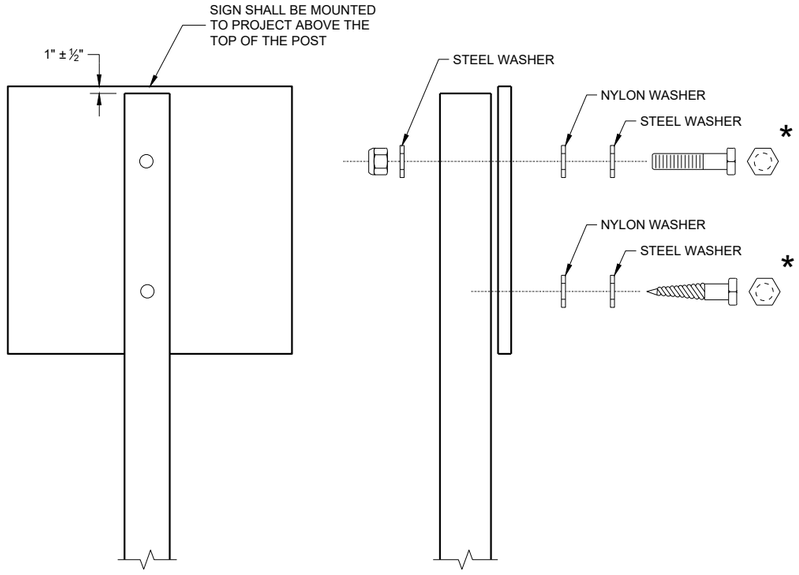
POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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

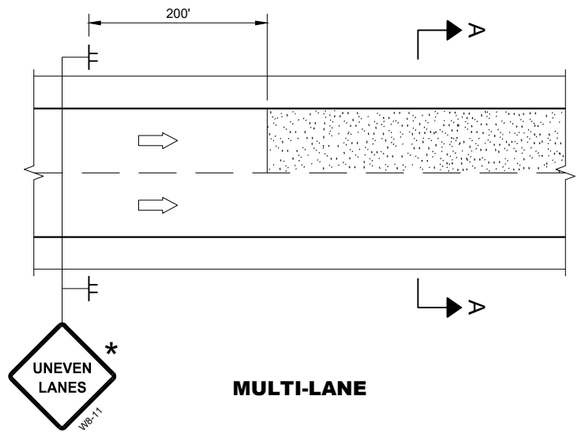
SDD 15D38 - 02b

ATTACHMENT OF SIGNS TO POSTS

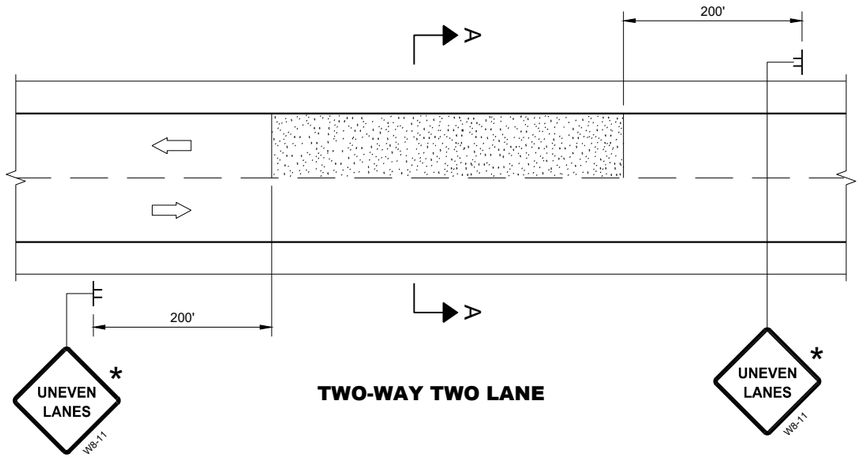
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

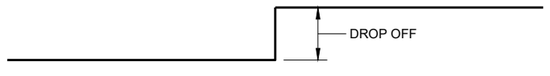
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* 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.

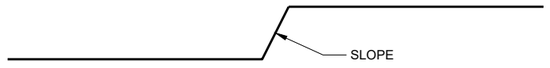
LEGEND

- 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

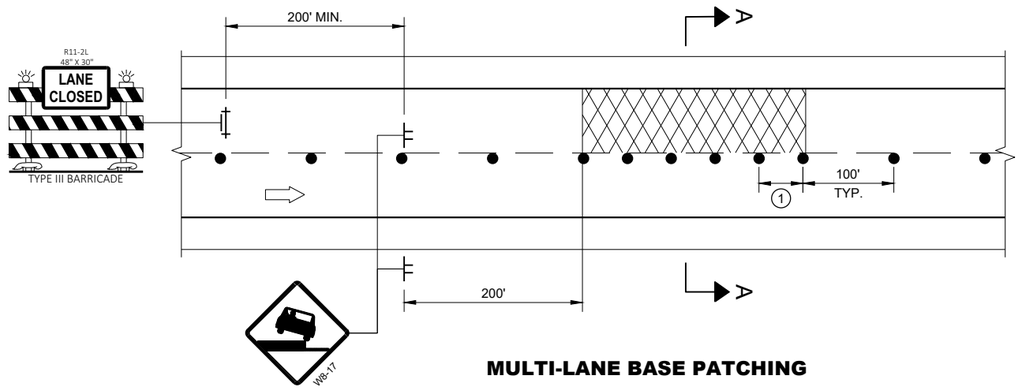


SECTION A - A

OR

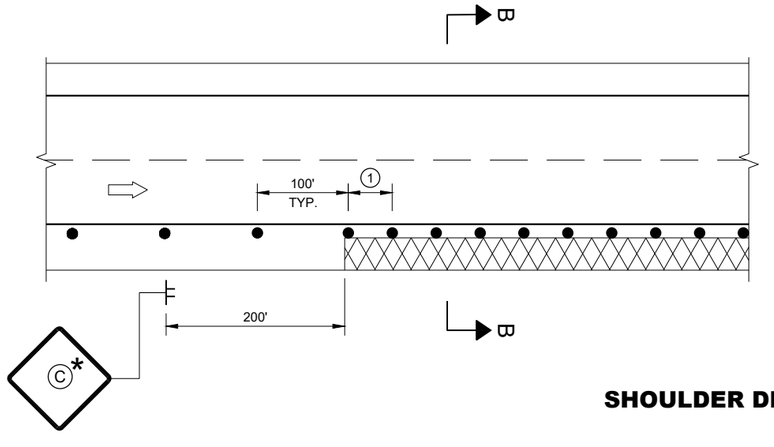


SECTION A - A

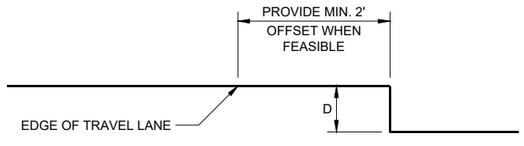


MULTI-LANE BASE PATCHING

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

6

SDD 15D39 - 02

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

CONCRETE BARRIER TEMPORARY PRECAST

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

L, TAPER LENGTH (MPH)							
SPEED (MPH)	W, LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120



OR



LOCATED 3000 FEET BEYOND THE "ROAD WORK 1 MILE" (W20-1F) SIGN



R2-1
48"X60"

OR



R2-1
48"X60"

(BLACK AND WHITE) LOCATED 700 FEET BEYOND THE W03-5 SIGN

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 INCORPORATED A MINIMUM OF EVERY 3 MILES.

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

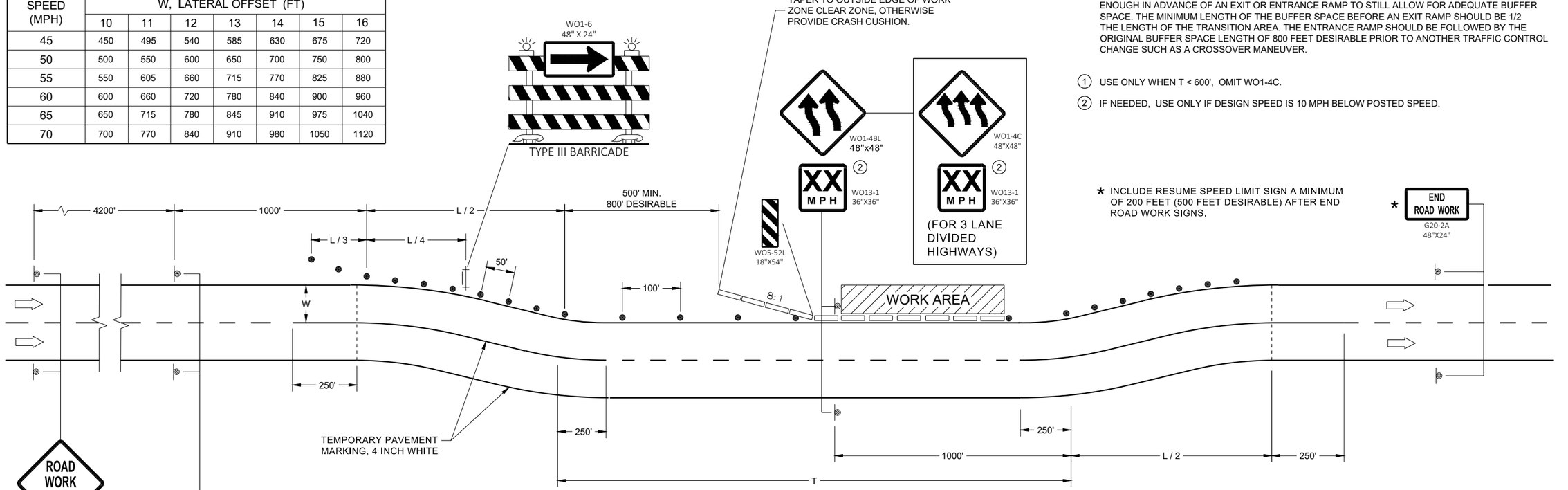
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T < 600', OMIT WO1-4C.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.



MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD

TRAFFIC CONTROL
MULTIPLE LANE SHIFT
MULTILANE DIVIDED ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
220

FHWA

6

SDD 15D41 - 01

6

SDD 15D41 - 01

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

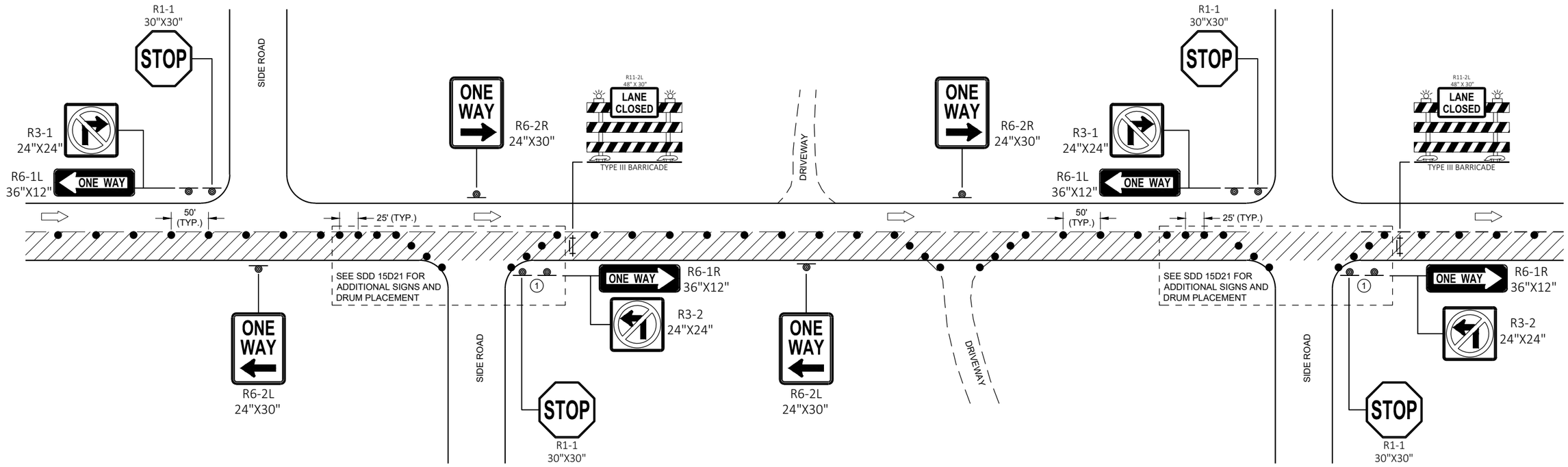
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



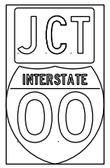
TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	221

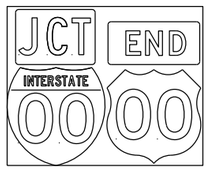
SDD 15D46 - 01

SDD 15D46 - 01

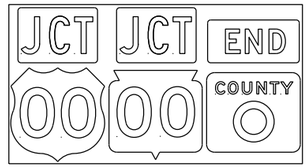
TYPICAL ASSEMBLIES



J1-1



J1-2



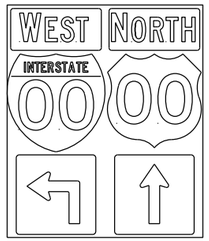
J1-3



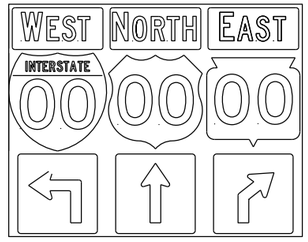
JR1-1



J2-1



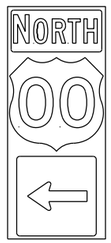
J2-2



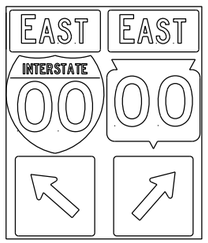
J2-3



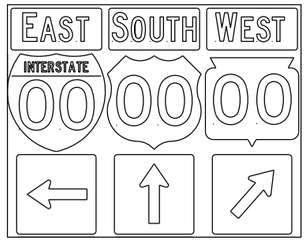
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



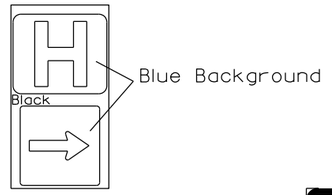
J3-1



J3-2



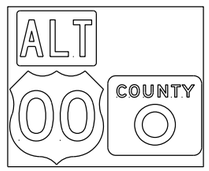
J3-3



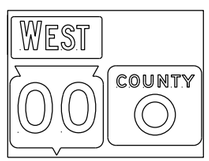
Blue Background
JH-1



J4-1



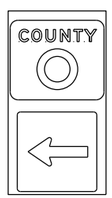
J4-2



J4-2



J12-1



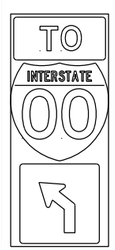
J13-1



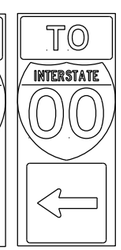
J32-1



J33-1



J22-1



J23-1



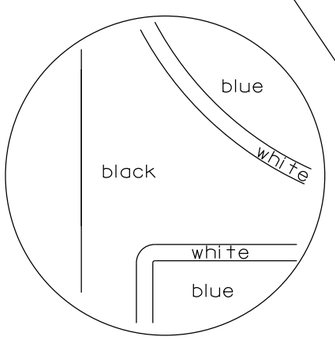
JR13-1

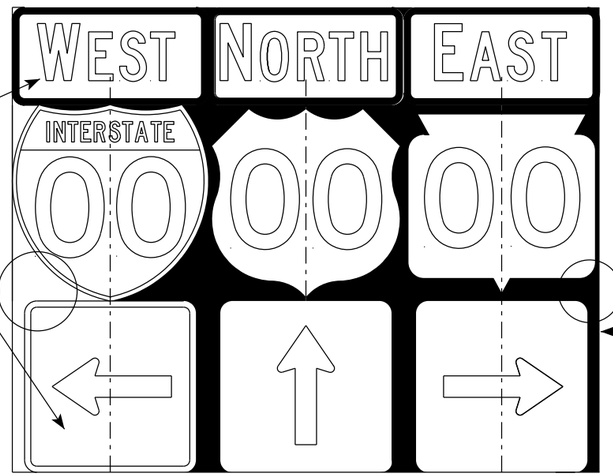


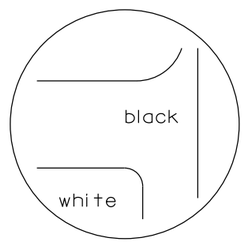
JR23-1



JR99-1







black background

NOTES

1. Signs are Type II - Type H Reflective
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 3/18/21 PLATE NO. A2-1S.9

PROJECT NO:

SHEET NO: 222 **E**

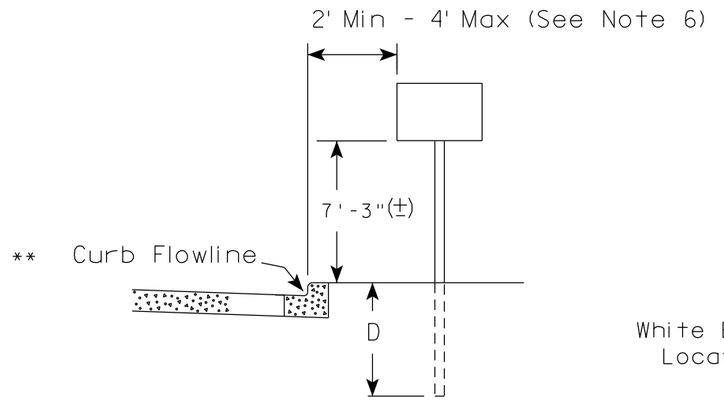
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_A21S.dgn PLOT DATE : 18-MAR 2021 1:37 PLOT BY : mscj9h PLOT NAME :

WISDOT/CADDS SHEET 42

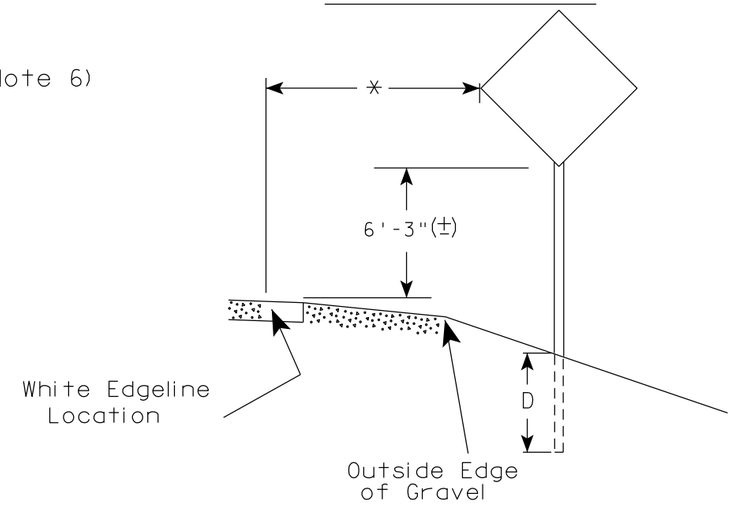
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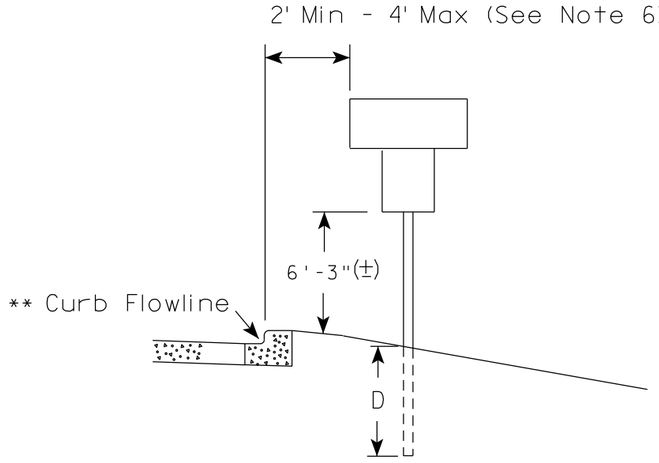
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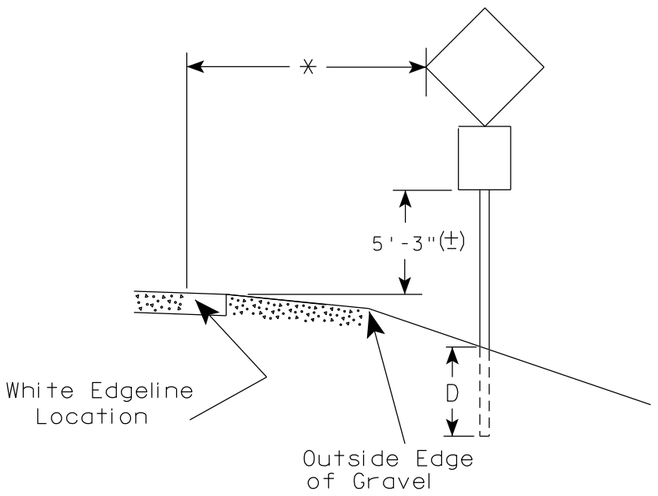
URBAN AREA



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.

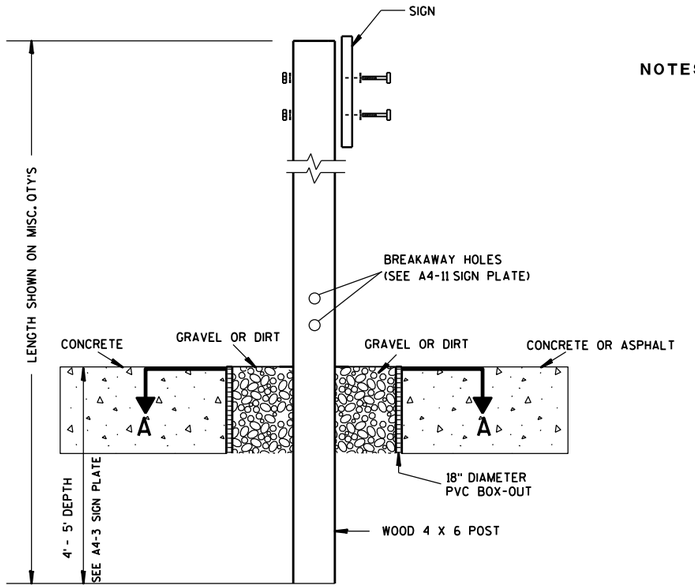
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/13/2020 PLATE NO. A4-3.22

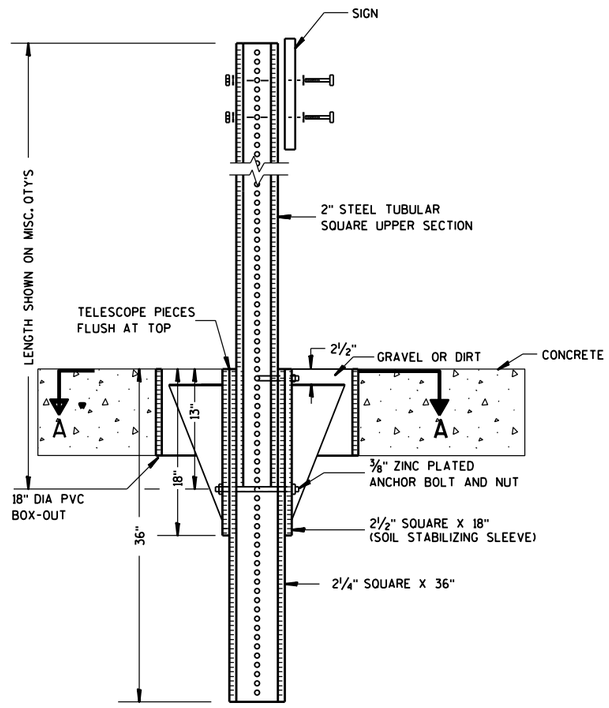
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 223	E



ELEVATION VIEW

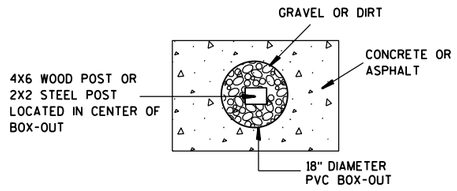
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

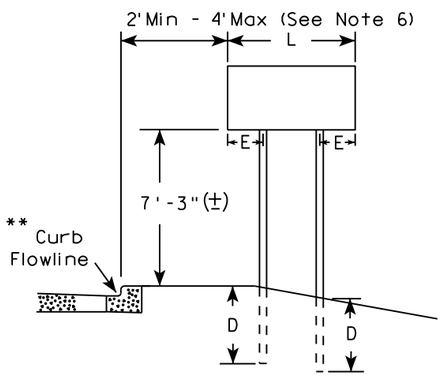
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

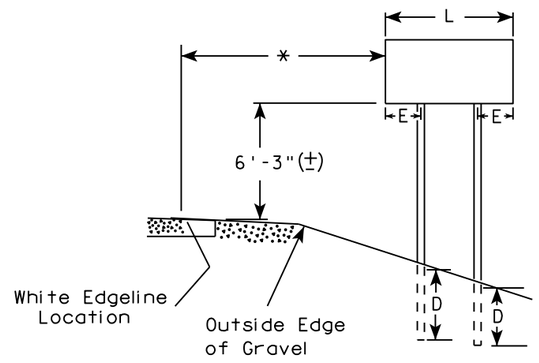
DATE 1/27/14 PLATE NO. A4-3B.1

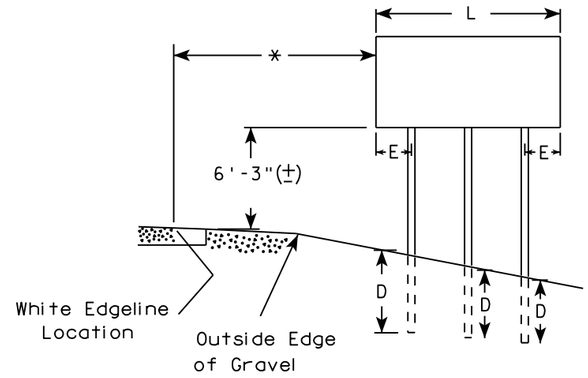
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

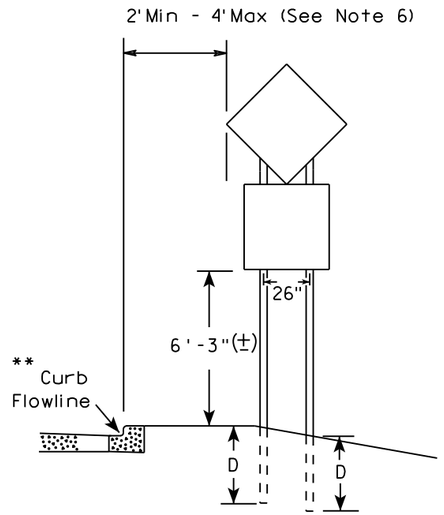
URBAN AREA



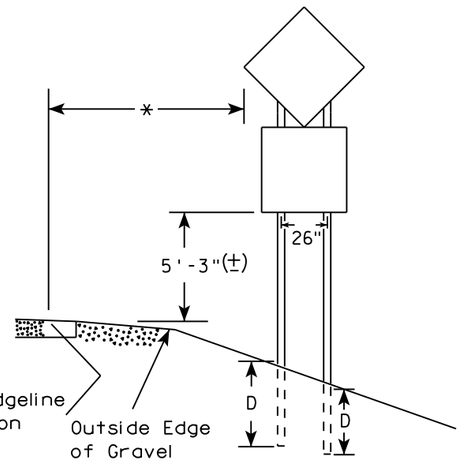
RURAL AREA (See Note 3)







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'

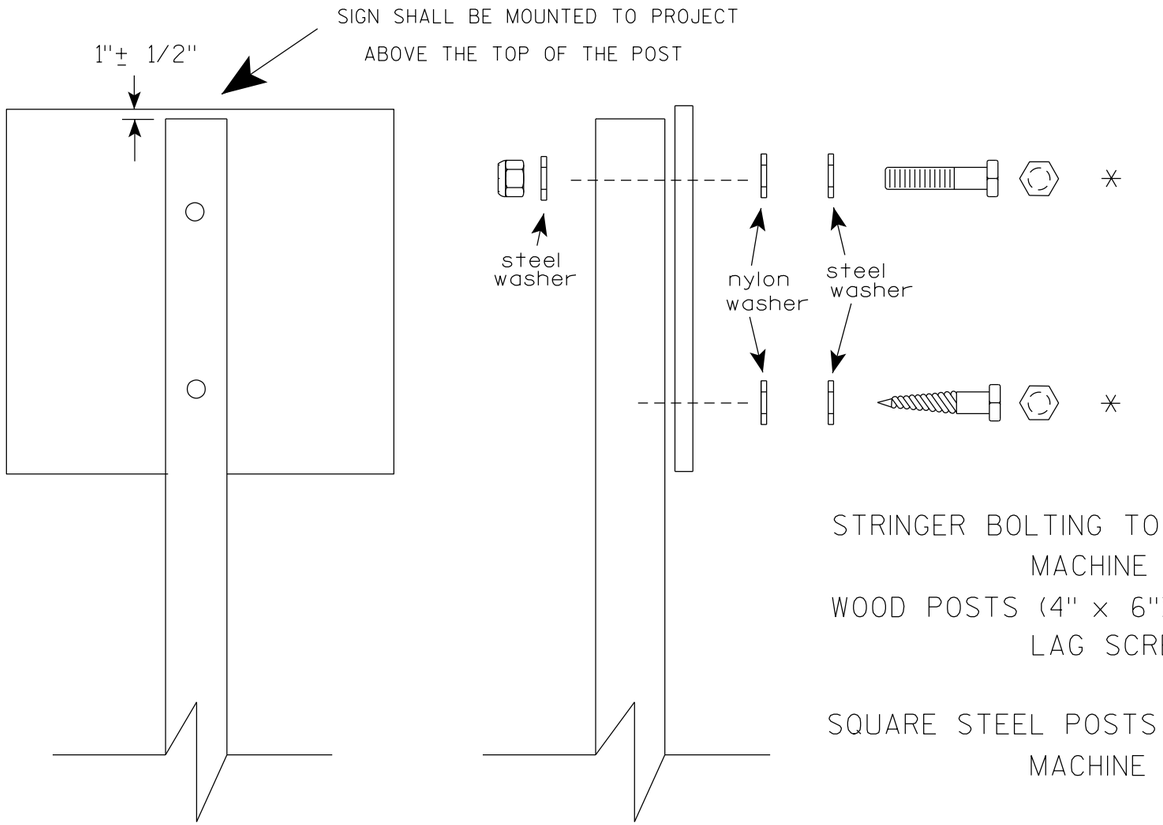
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

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: 225	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:

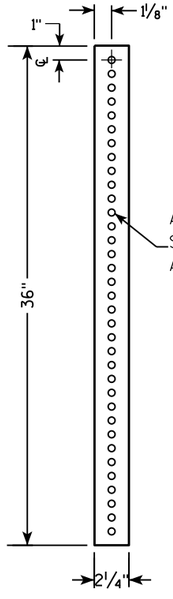
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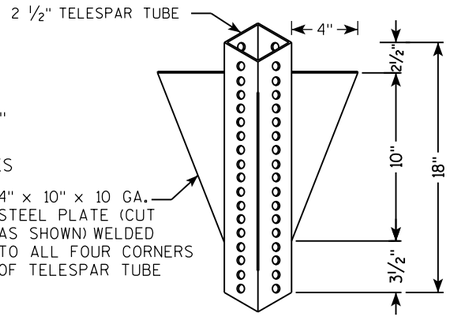
WISDOT/CADDS SHEET 42

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

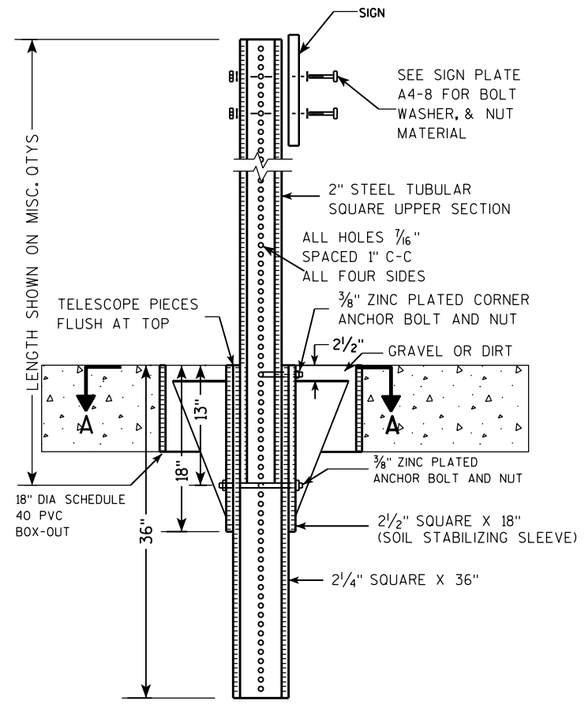
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



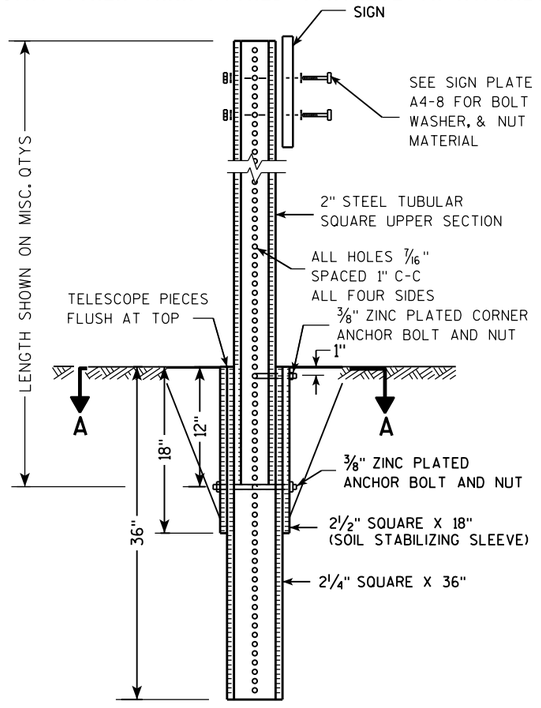
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

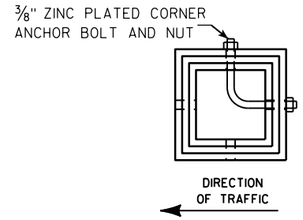


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

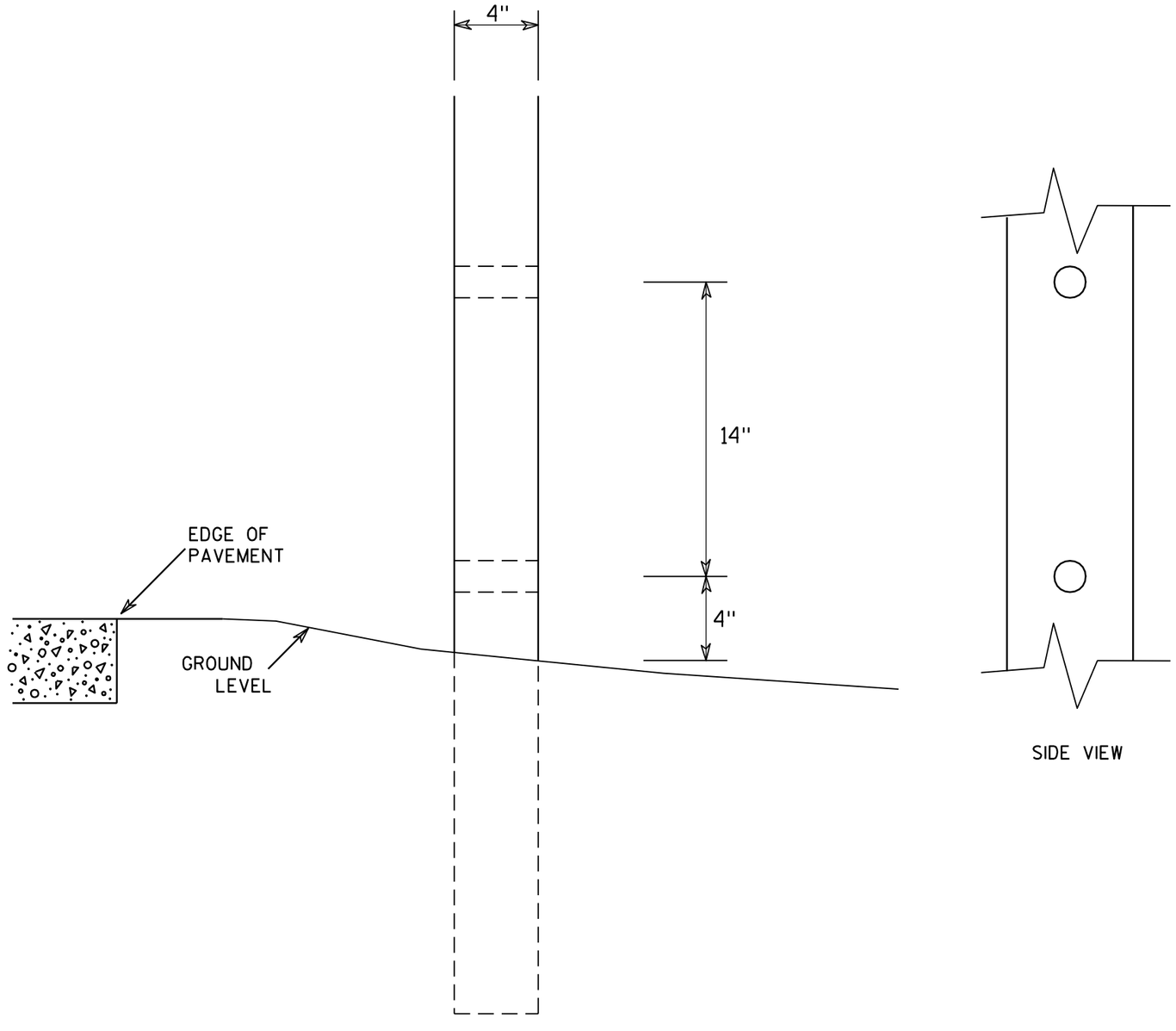
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 227 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.

7

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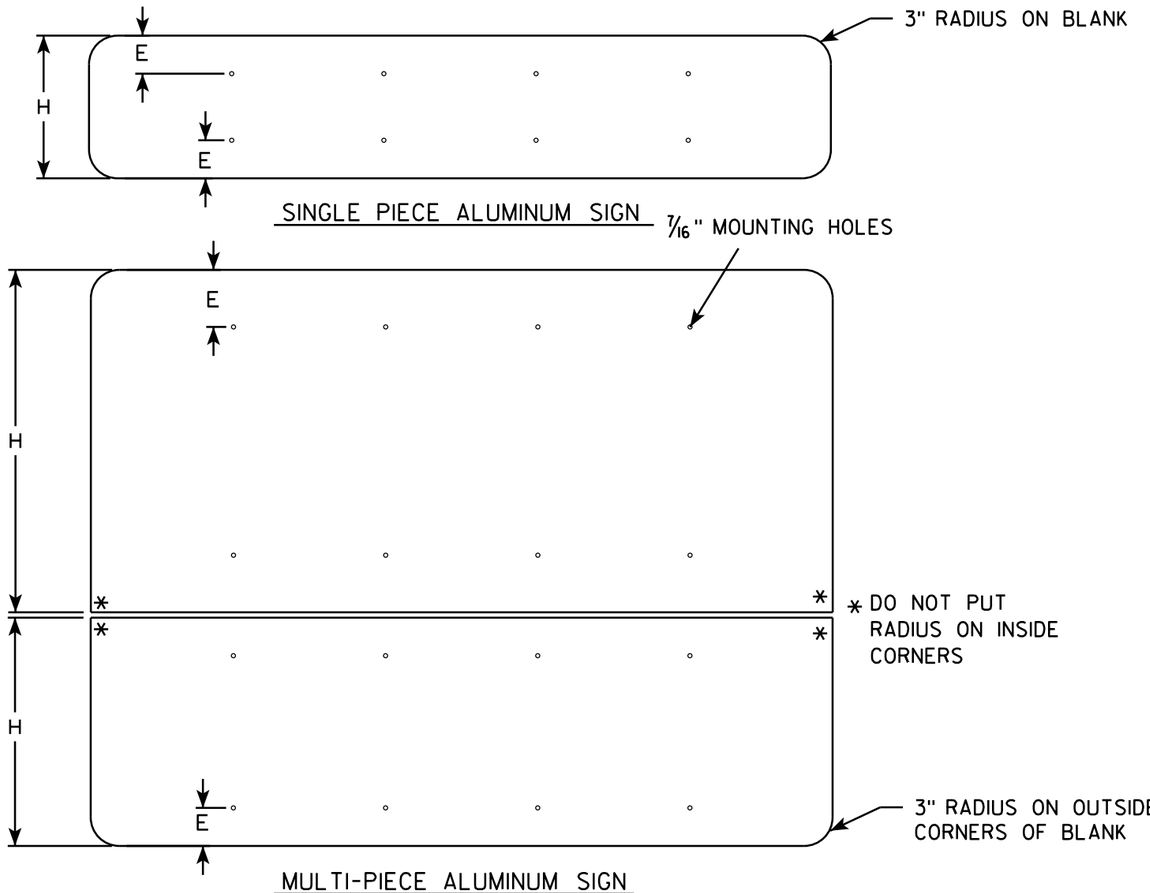
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

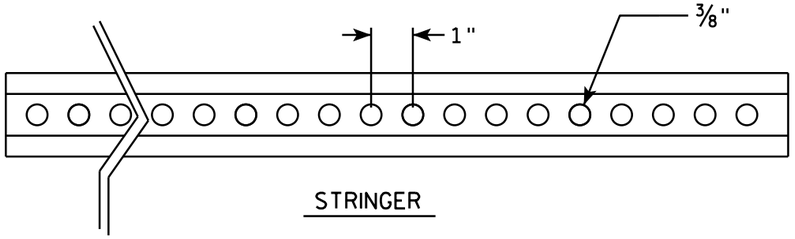
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 228	E



GENERAL NOTES

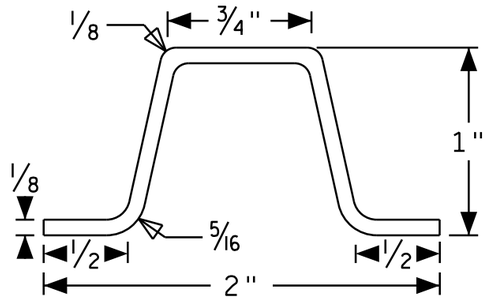
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

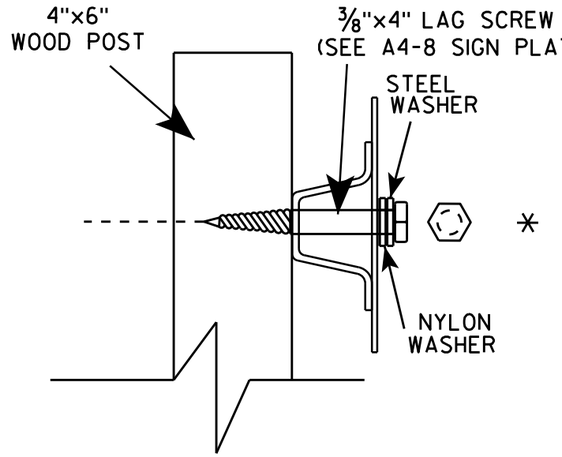


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

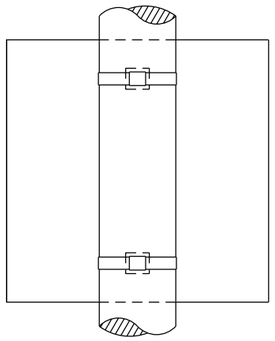
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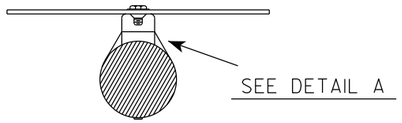
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

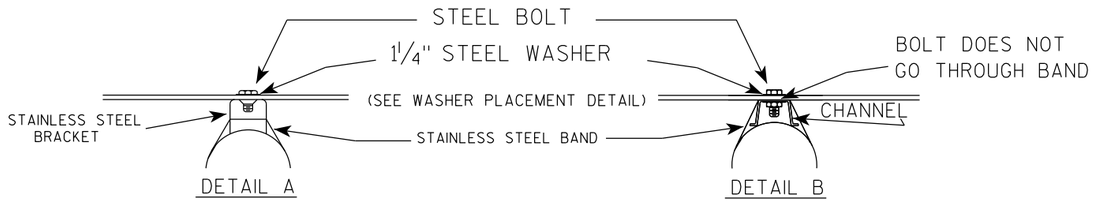
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BANDING

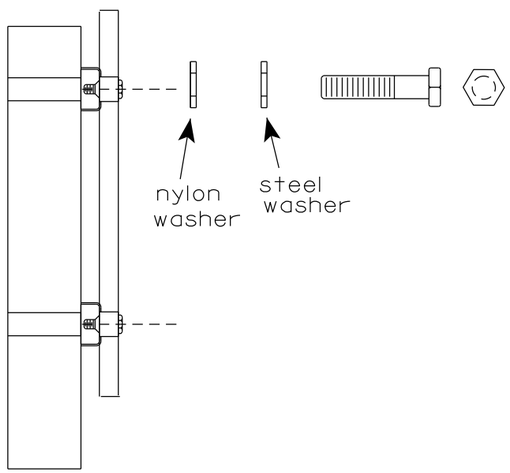
SINGLE SIGN







WASHER PLACEMENT

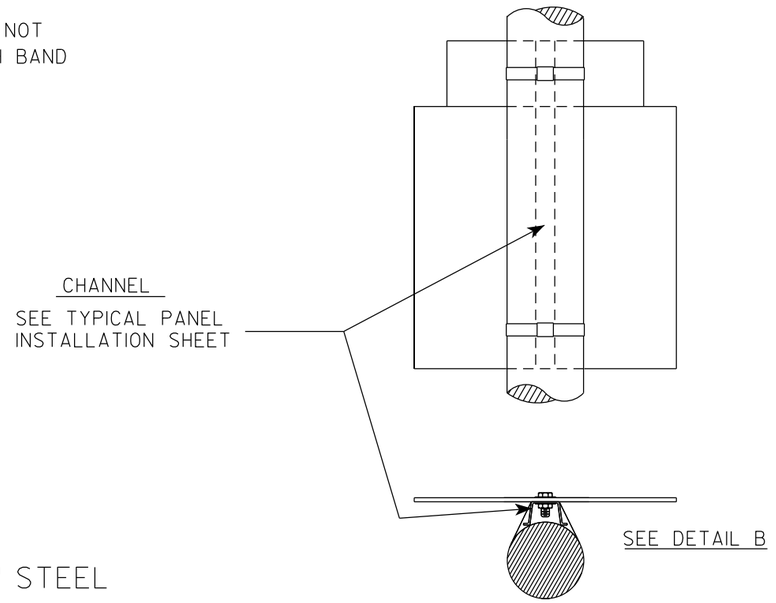


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 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



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

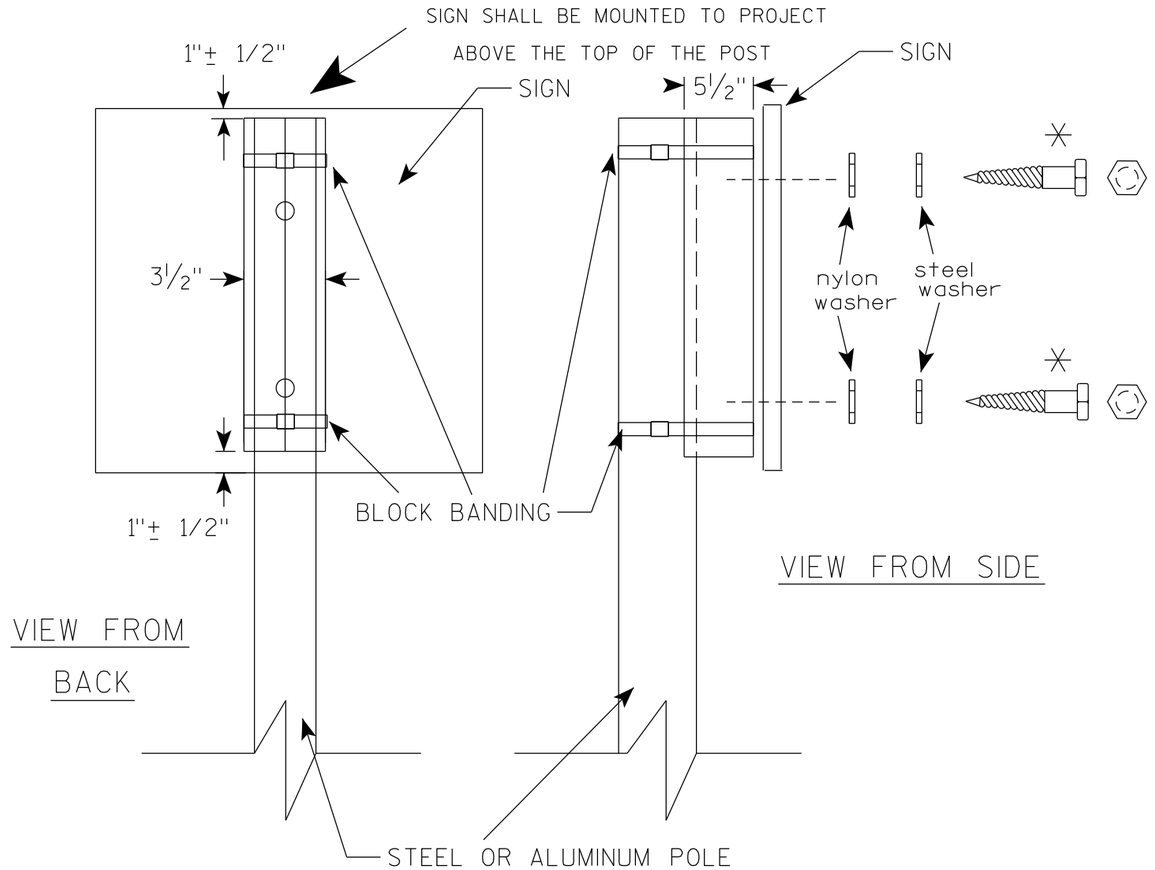
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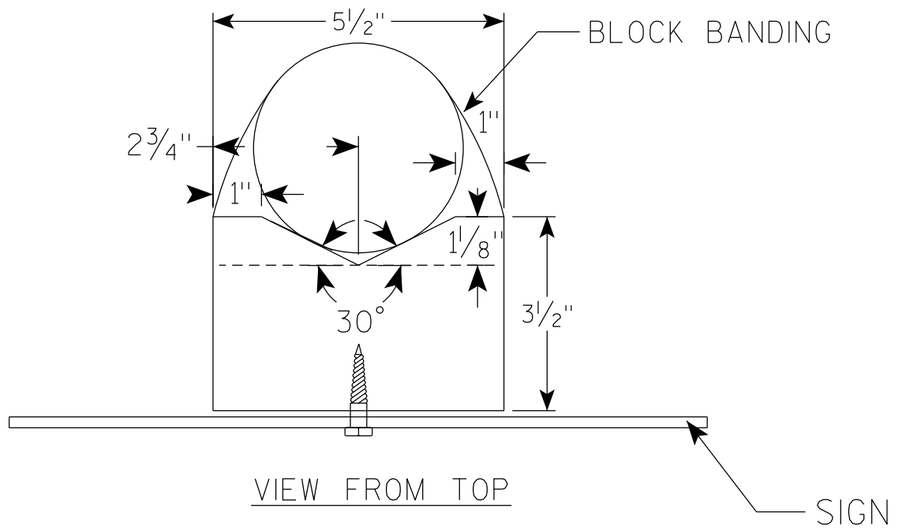
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7

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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"

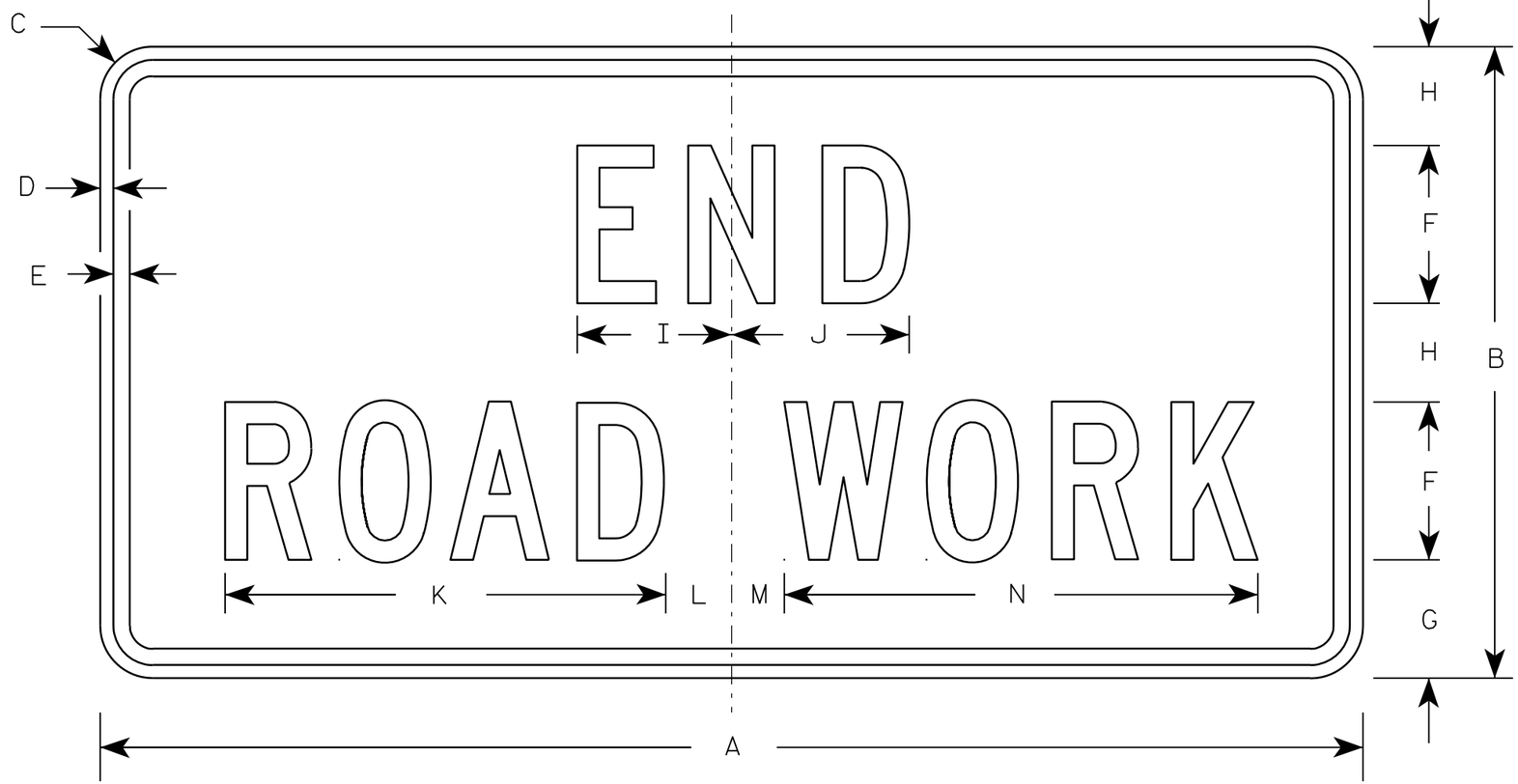
BLOCK BANDING DETAIL (V-BLOCK OPTION)

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: 231	E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

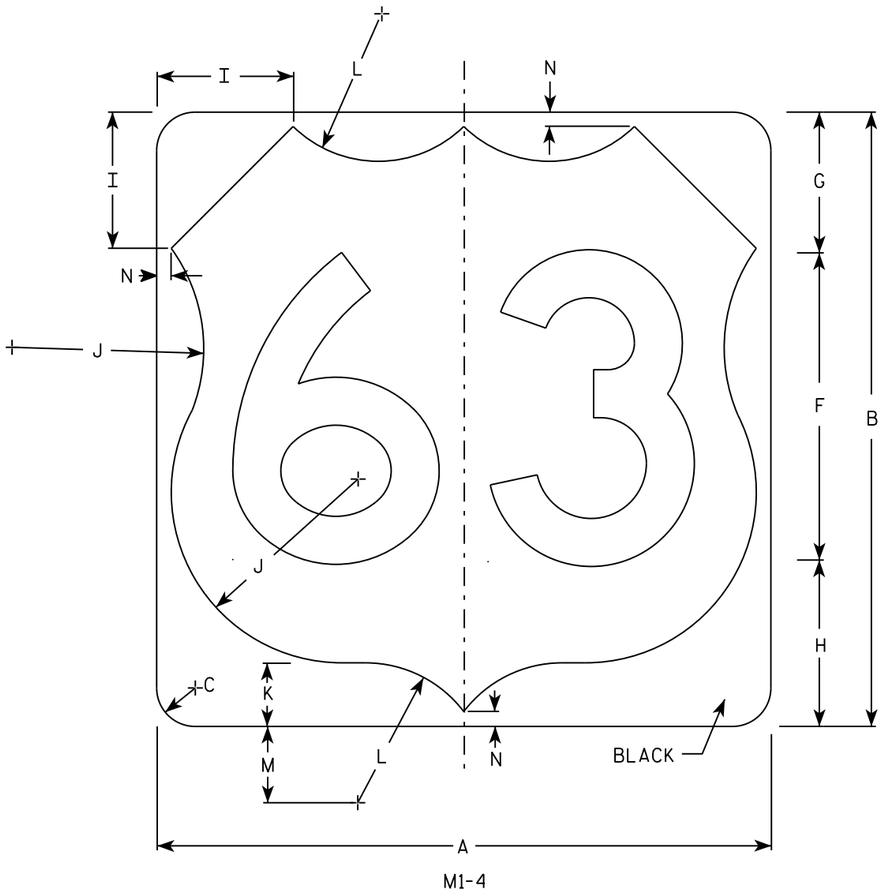
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

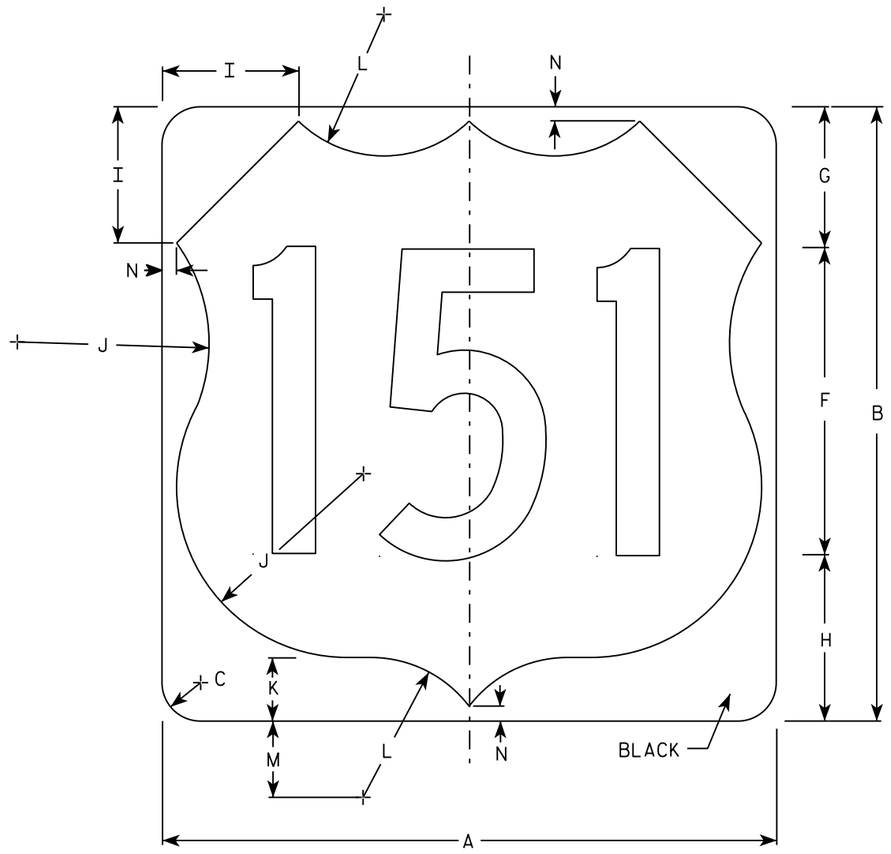
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 232	E

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

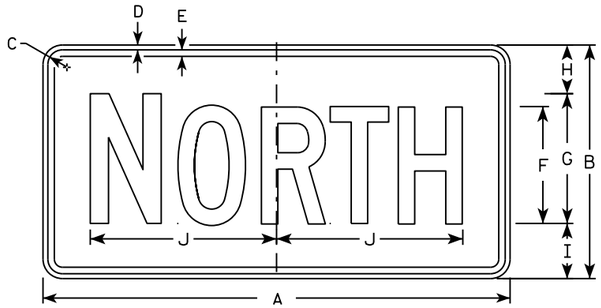
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

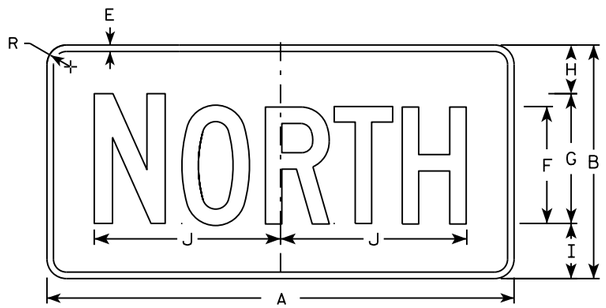
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 | E



M3-1
MM3-1
MP3-1



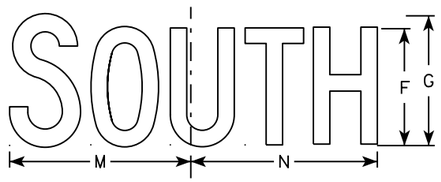
MB3-1
MK3-1
MN3-1



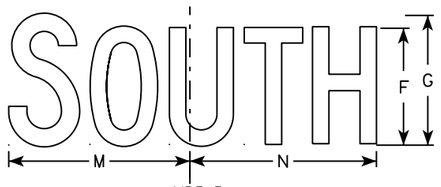
M3-2
MM3-2
MP3-2



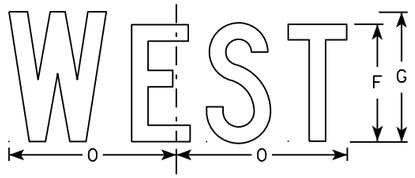
MB3-2
MK3-2
MN3-2



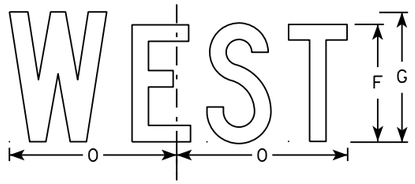
M3-3
MM3-3
MP3-3



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

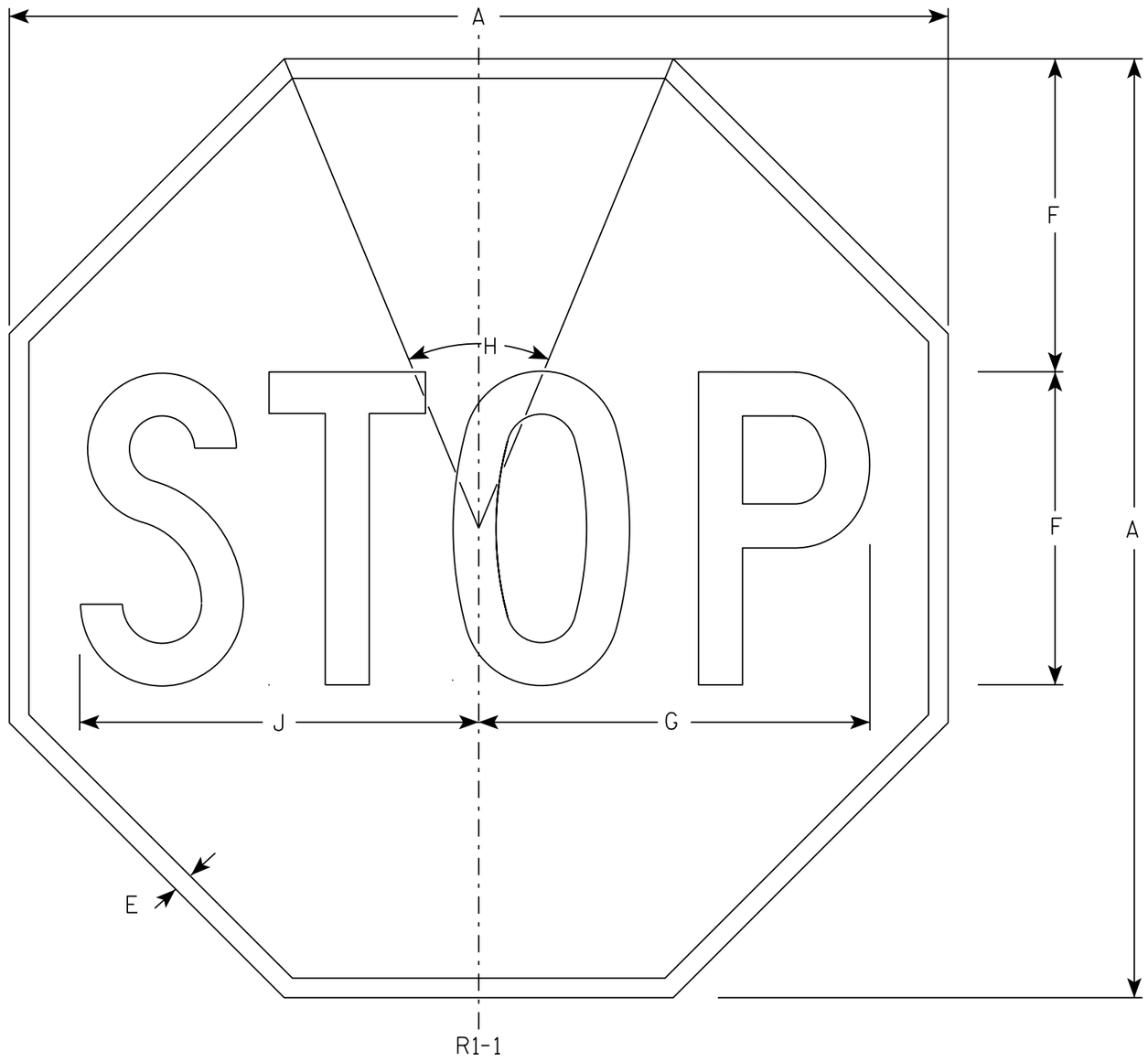
WISCONSIN DEPT OF TRANSPORTATION

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



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN

R1-1

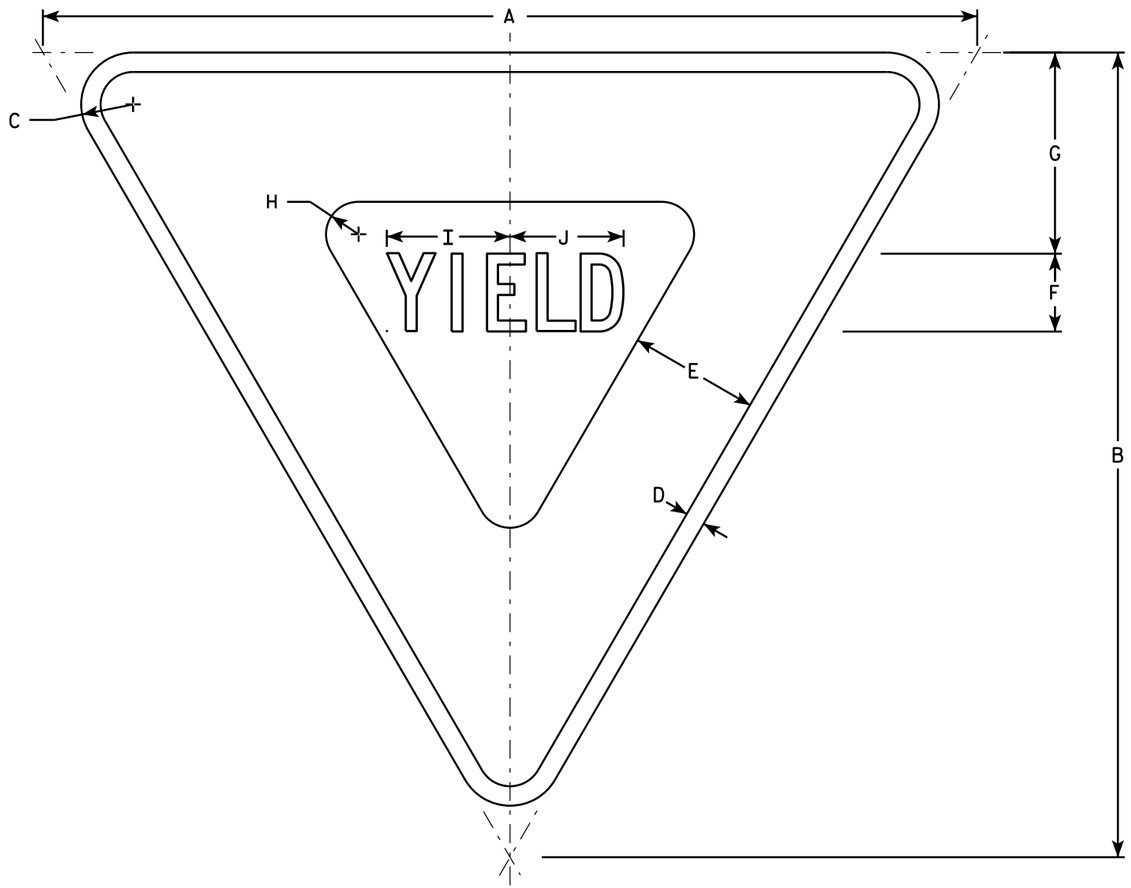
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 235	E



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

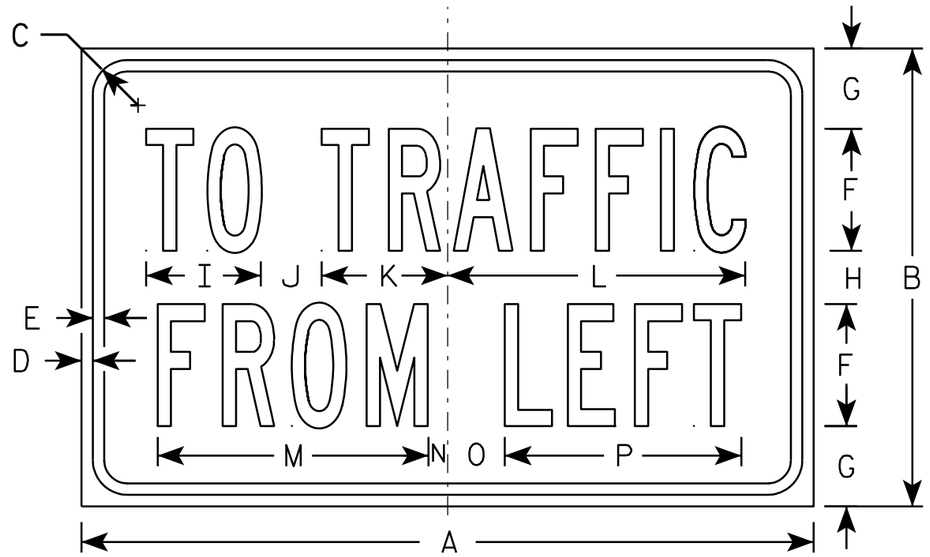
WISCONSIN DEPT OF TRANSPORTATION

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																											

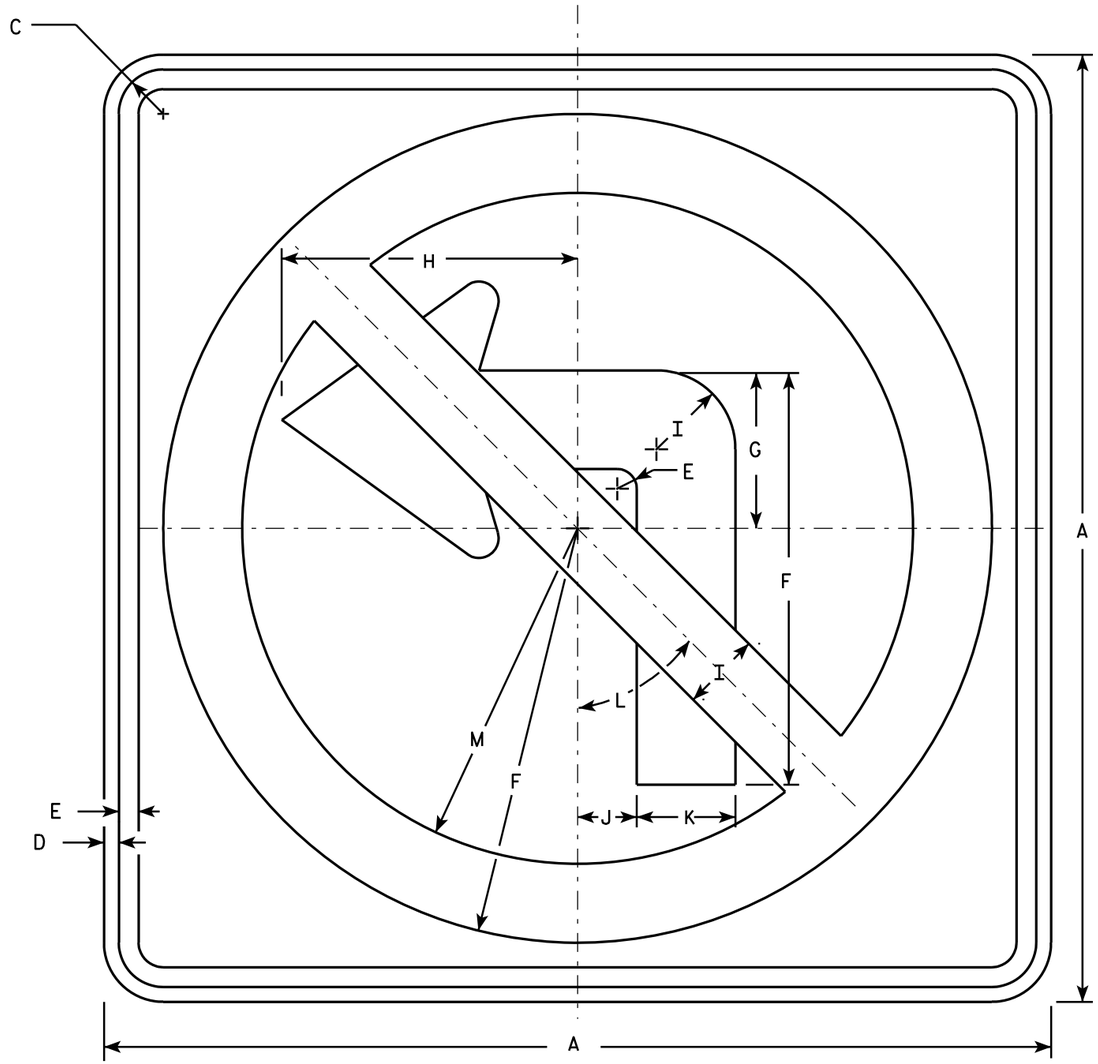
STANDARD SIGN
R1-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-54.2

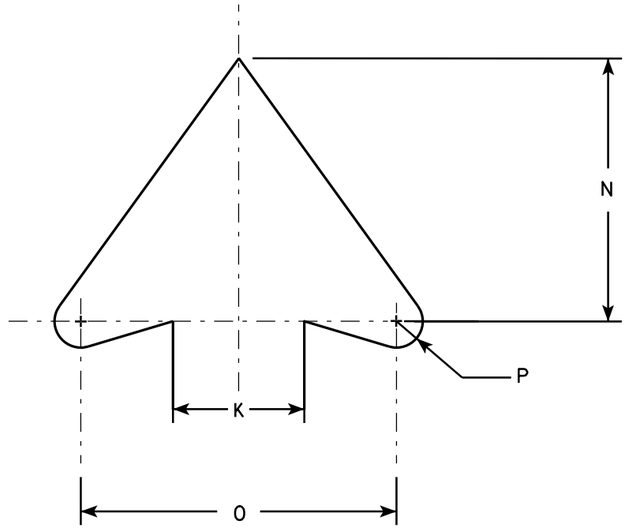
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 237	E



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

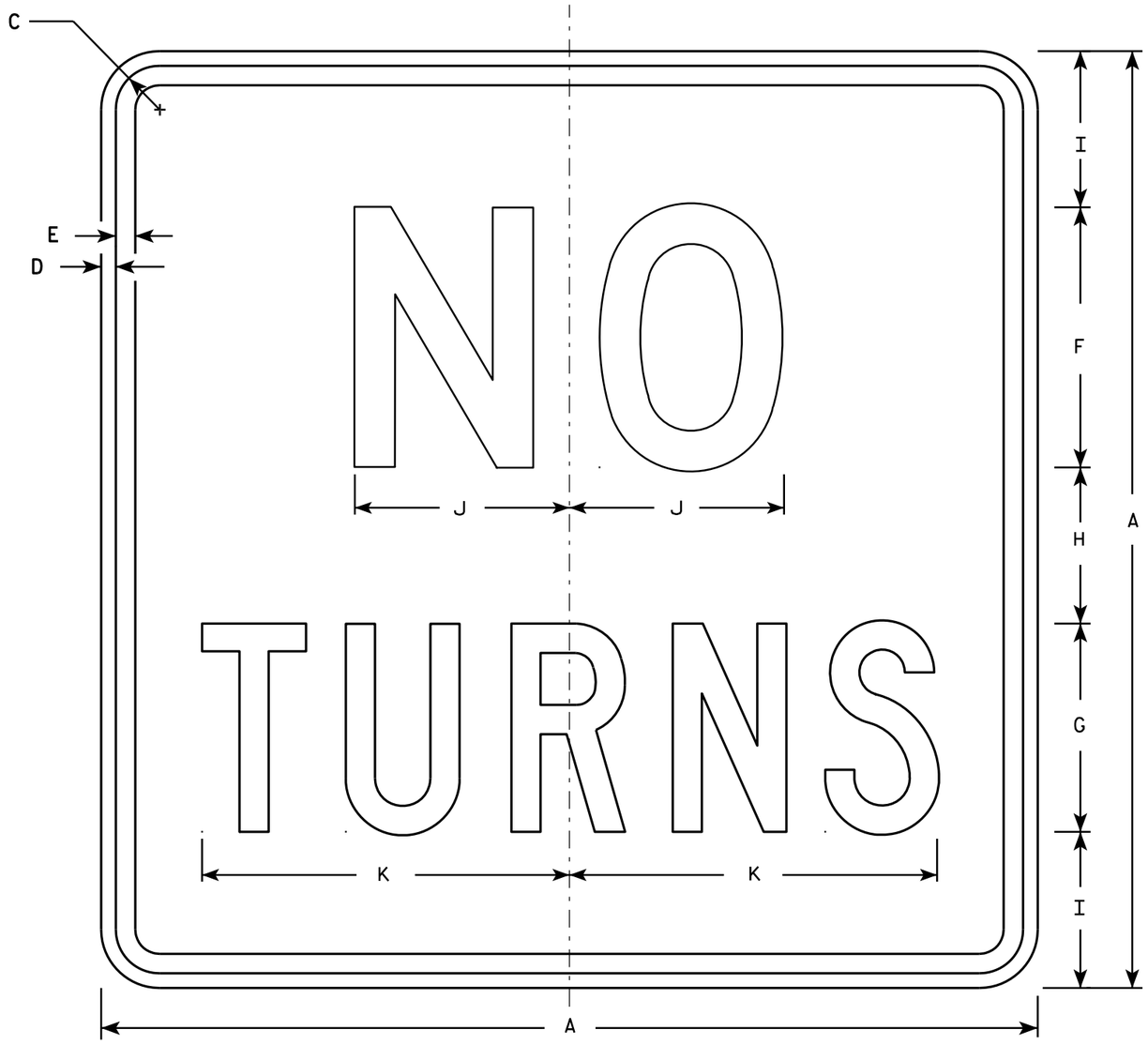
STANDARD SIGN
R3-2

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: 238	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

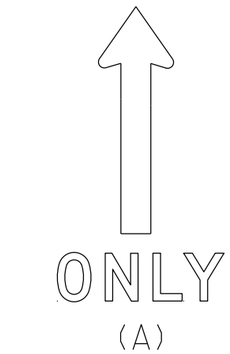
STANDARD SIGN
R3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-3.10

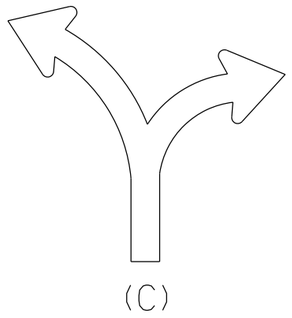
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 239 | E

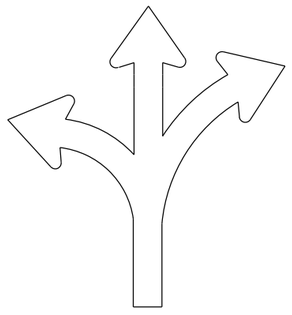


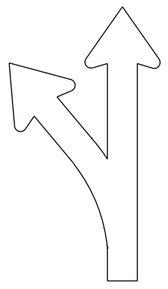
(A)

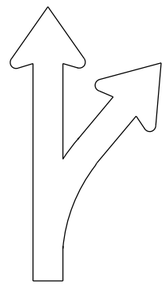


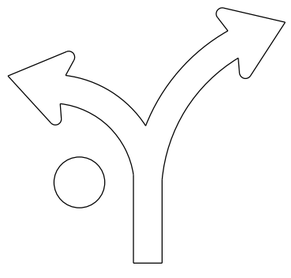
(B)

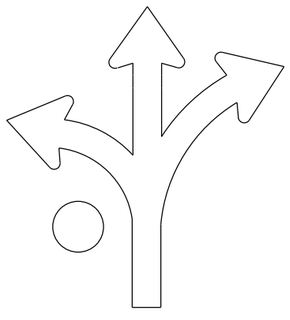

(C)

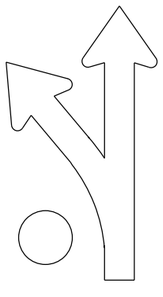

(D)

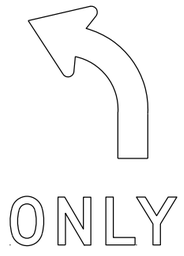

(E)


(F)

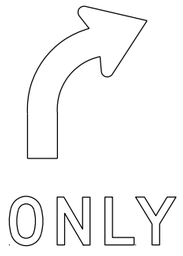

(G)


(H)

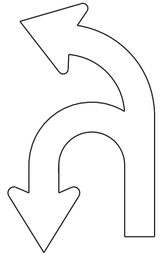

(I)



(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

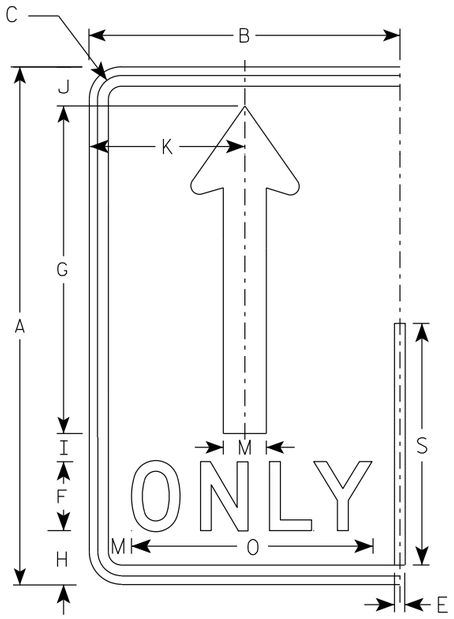
7

PROJECT NO:

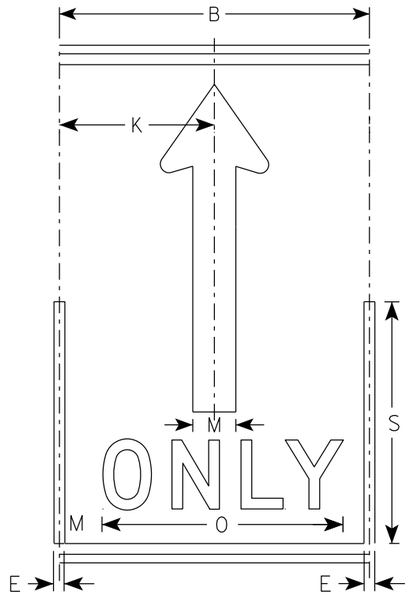
SHEET NO: 240 E

NOTES

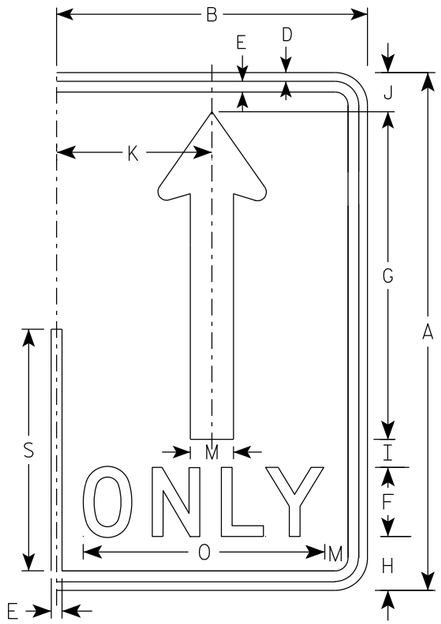
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



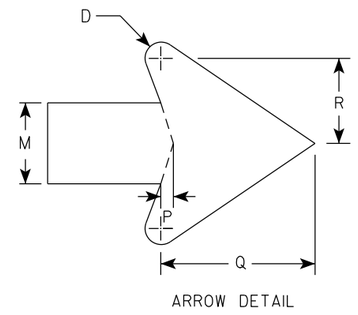
(A)



(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

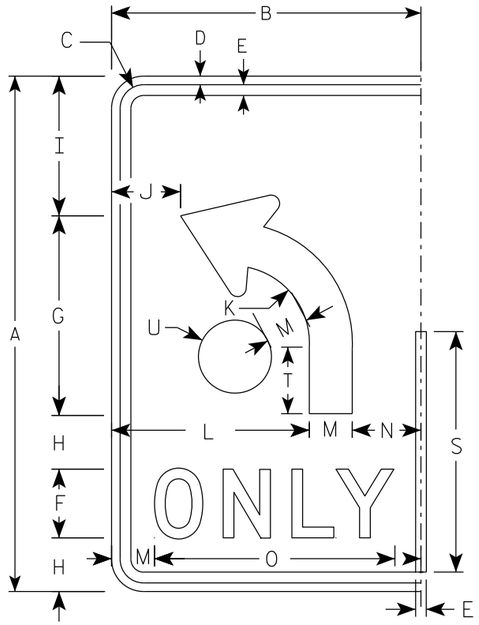
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

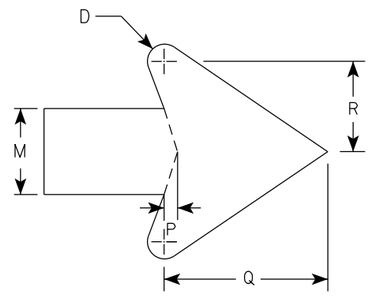
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 | E

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

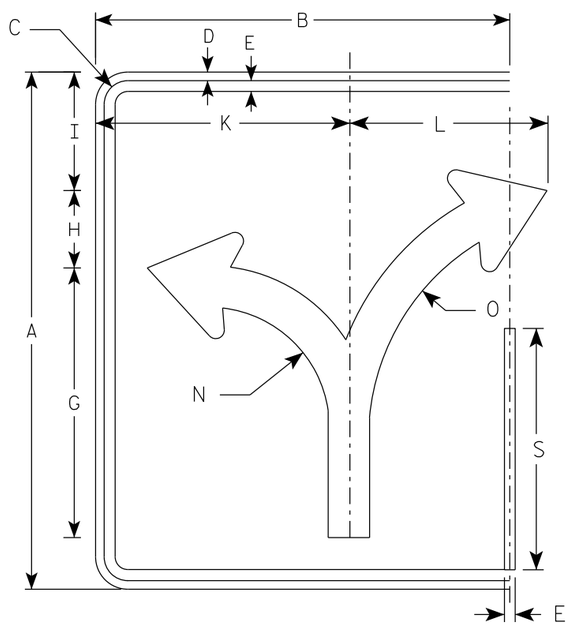
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

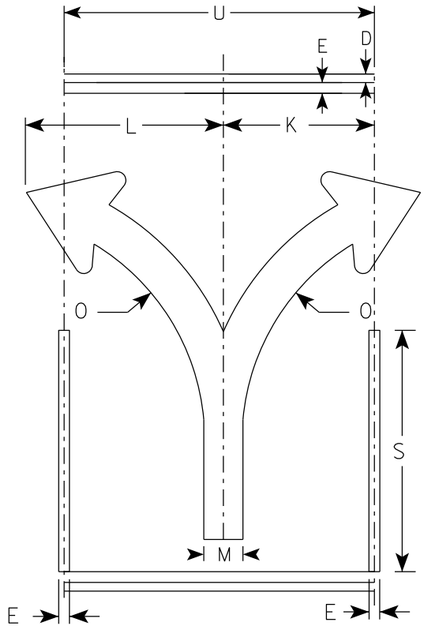
SHEET NO: 242 E

NOTES

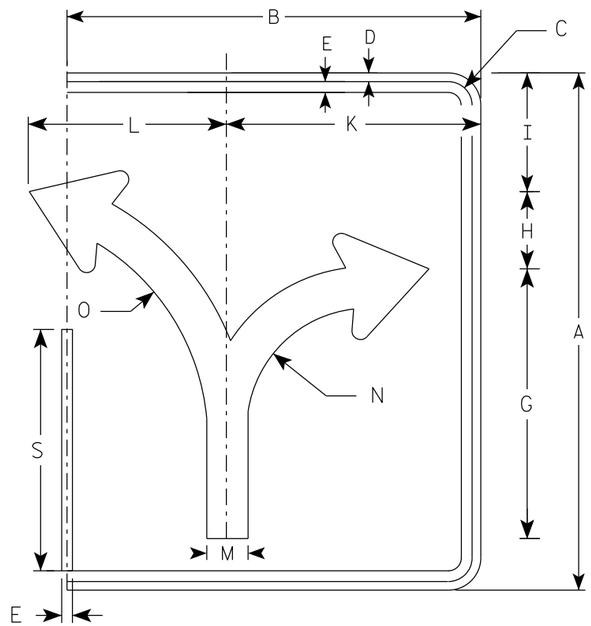
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



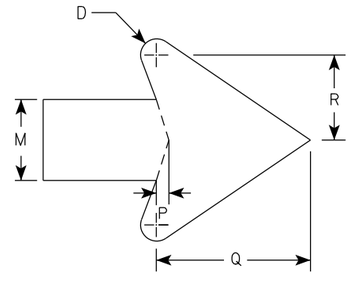
(C)



(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

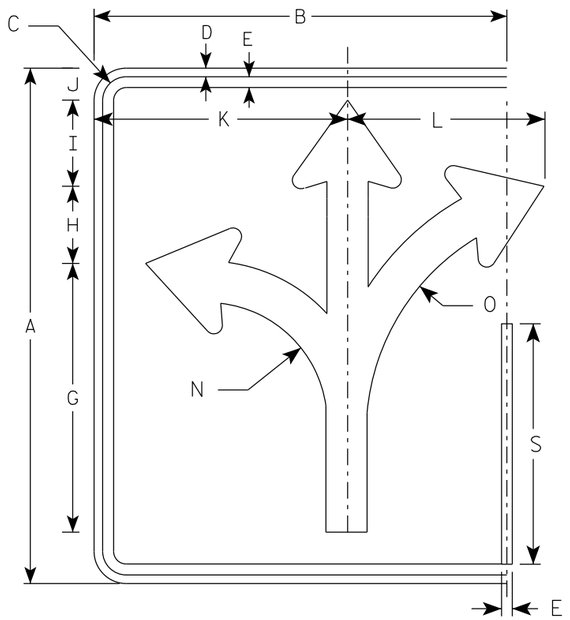
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

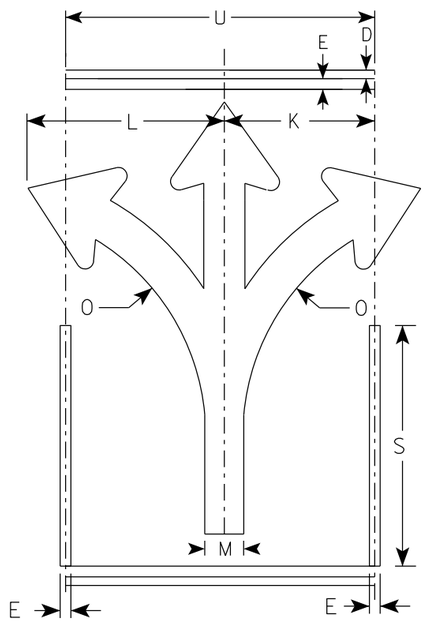
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 243 | E

NOTES

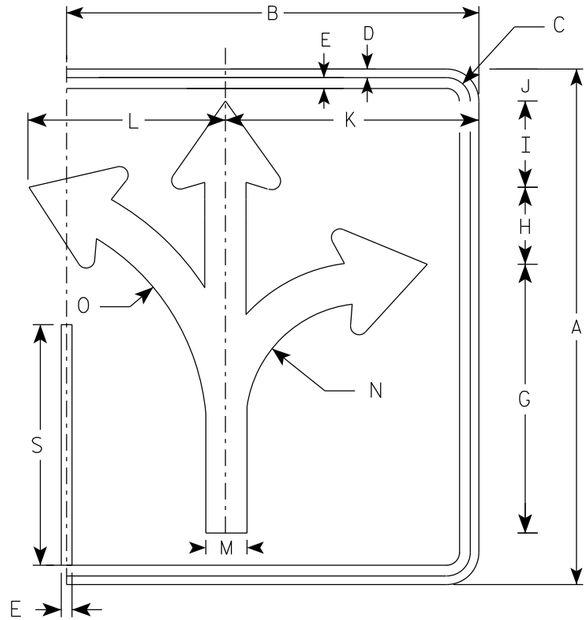
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



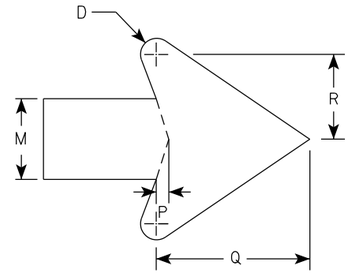
(D)



(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

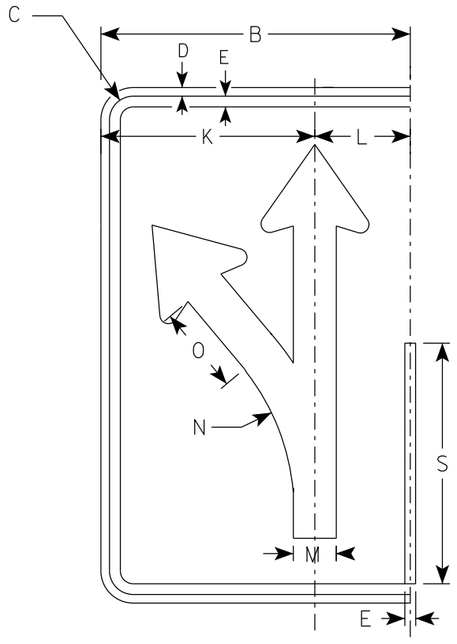
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E

7

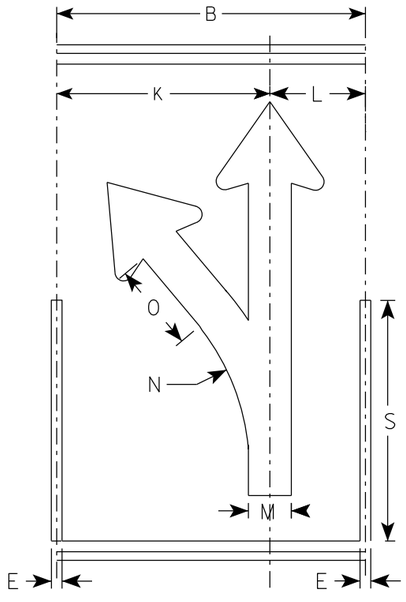
7

NOTES

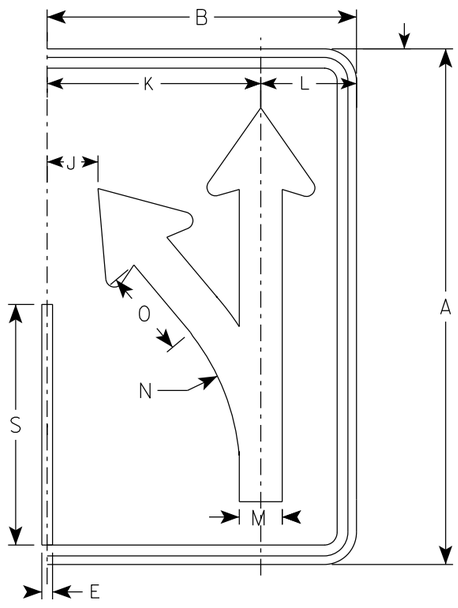
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



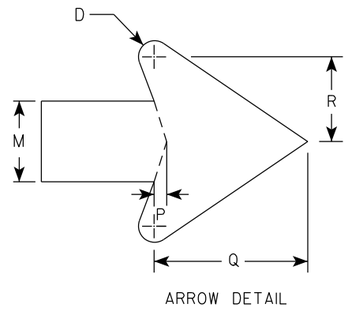
(E)



(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

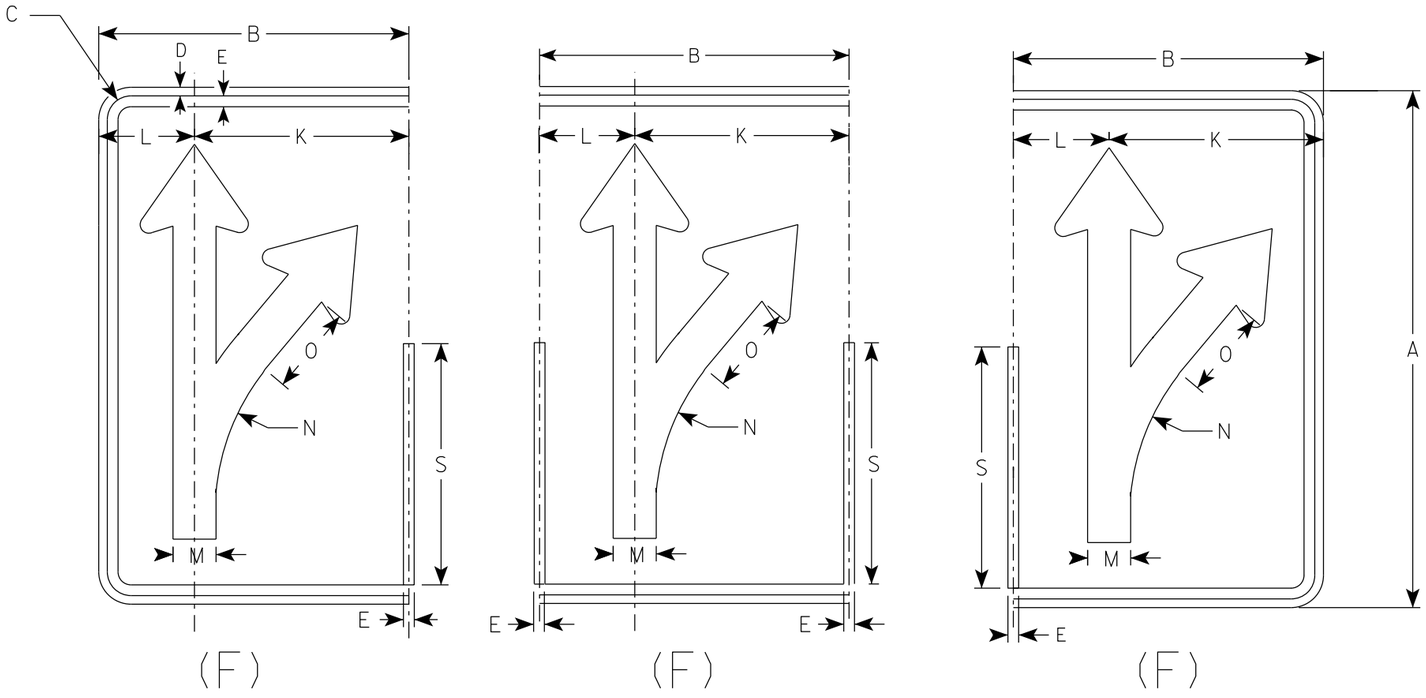
APPROVED Matthew R Rauch
For State Traffic Engineer

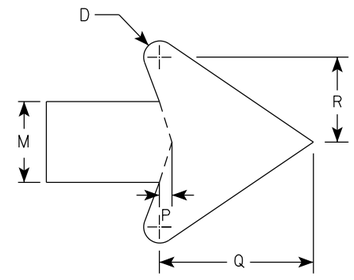
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 245 | 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

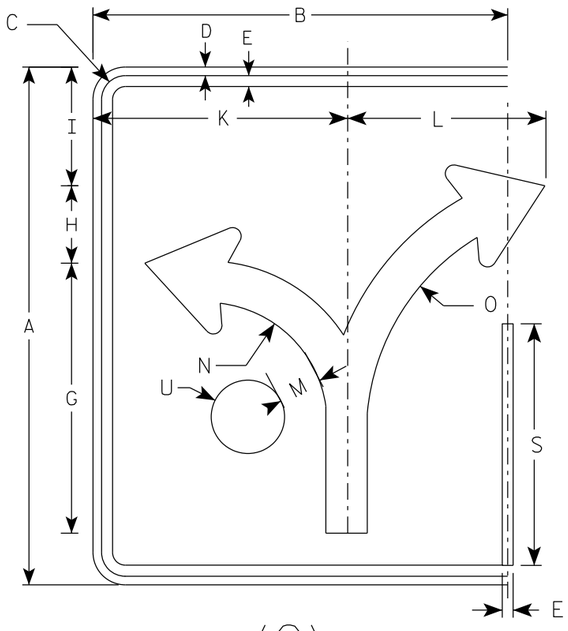
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

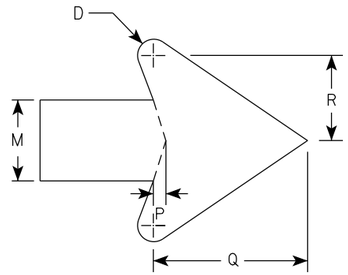
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 | E

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

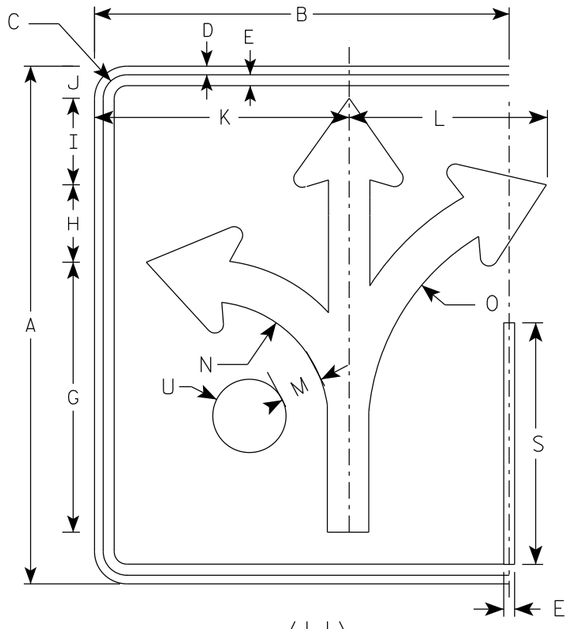
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

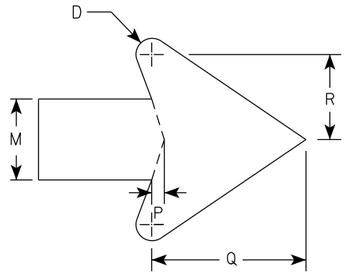
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 247 | E

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

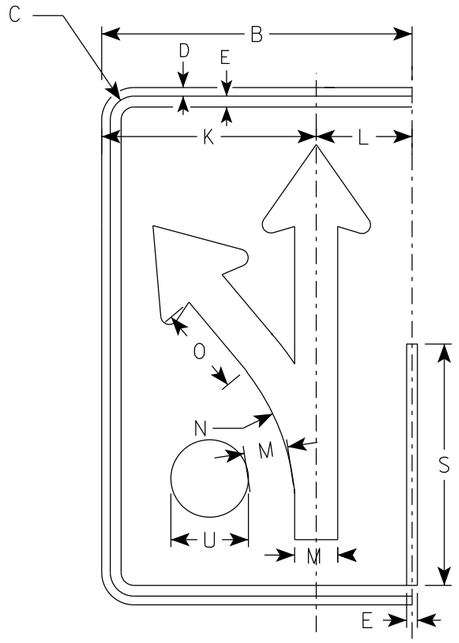
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

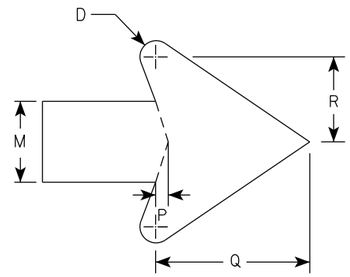
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 248	E

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

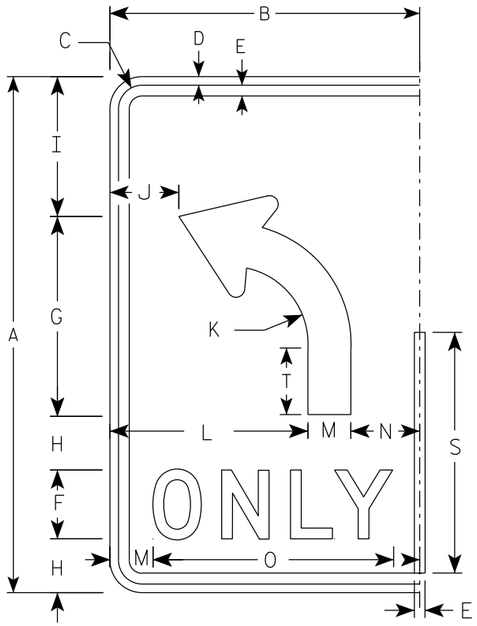
APPROVED Matthew R Rauch
For State Traffic Engineer

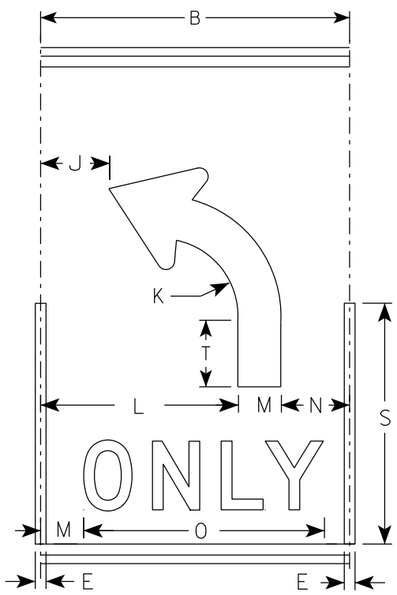
DATE 5/21/19 PLATE NO. R3-8.1

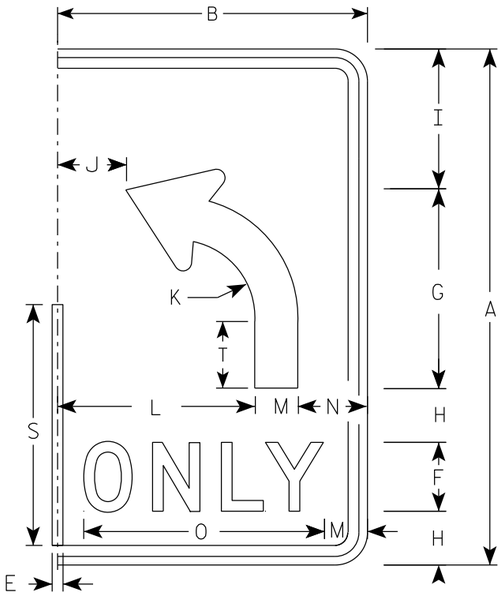
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 249 | E

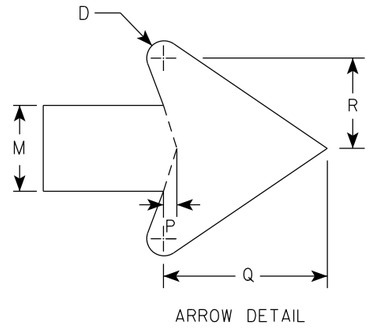
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - 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	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

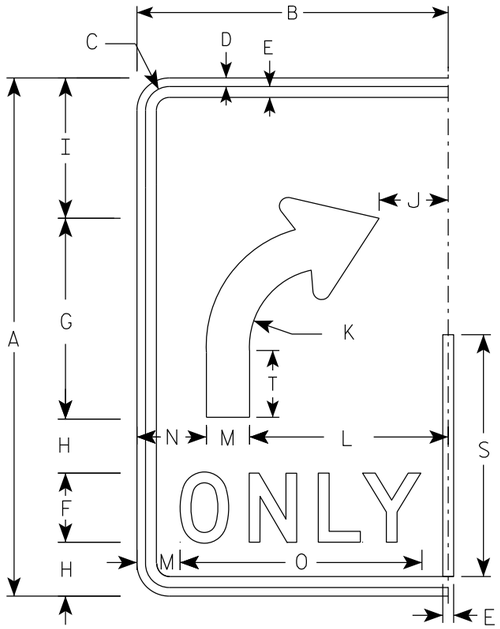
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

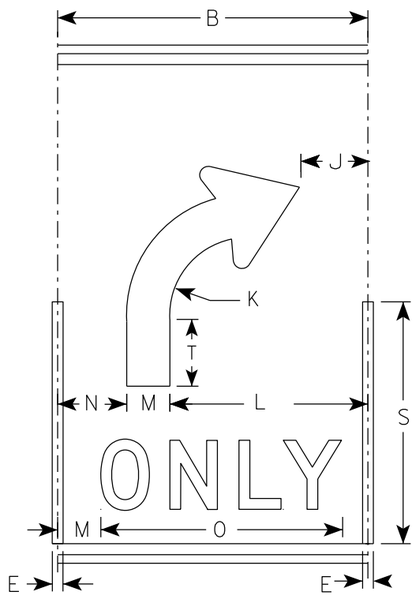
SHEET NO: 250 **E**

NOTES

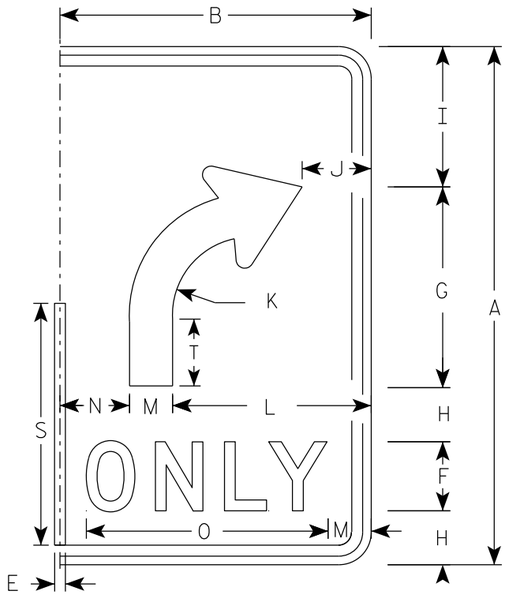
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



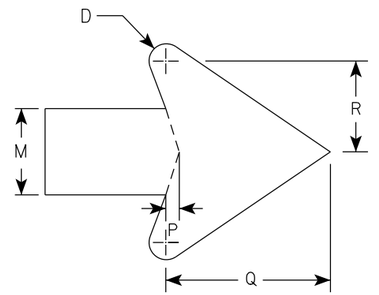
(R)



(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

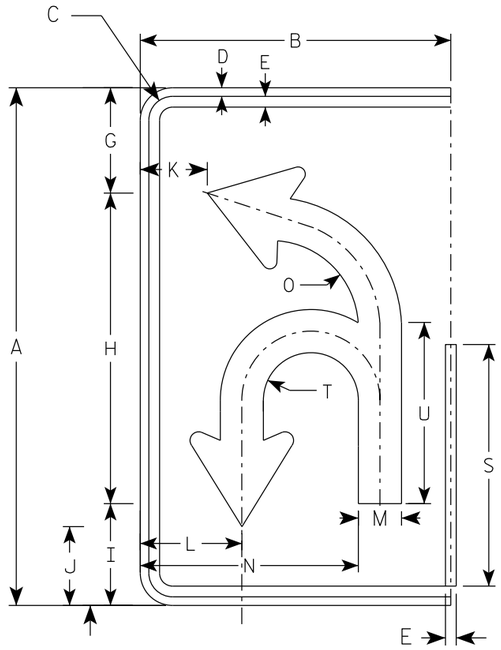
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

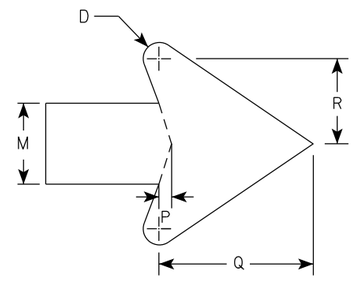
SHEET NO: 251 **E**

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

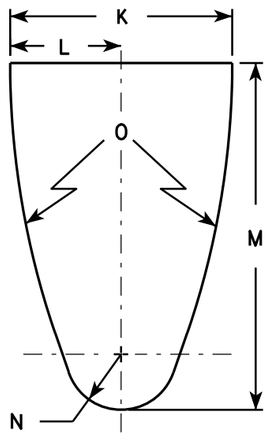
STANDARD SIGN
R3-8 (U) Arrow

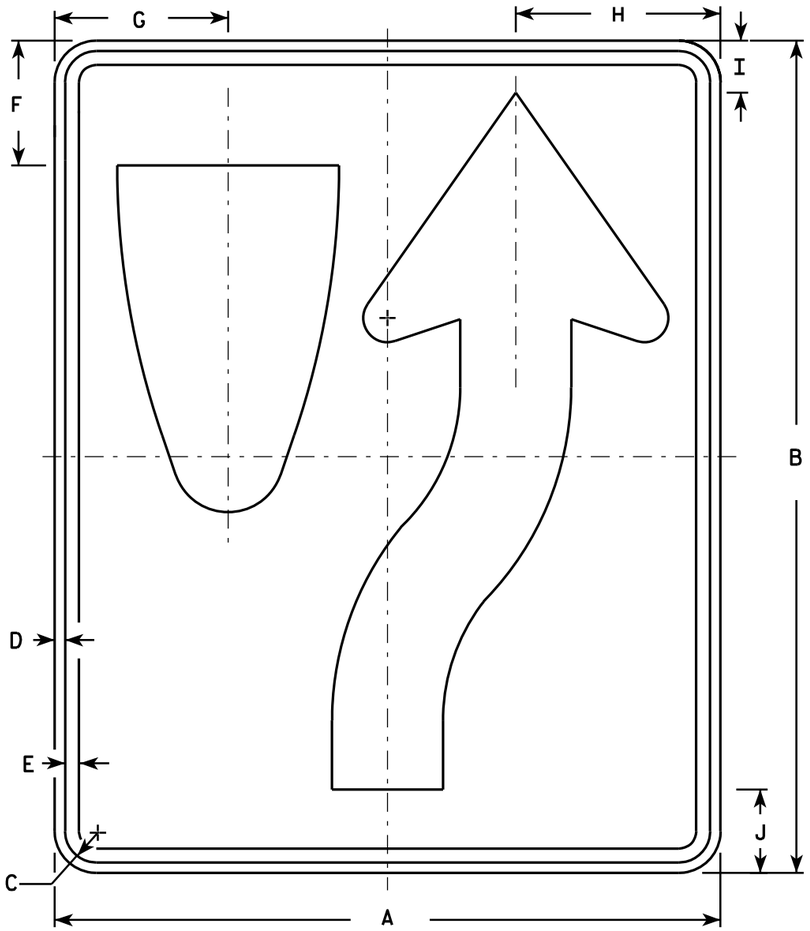
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 252 | E

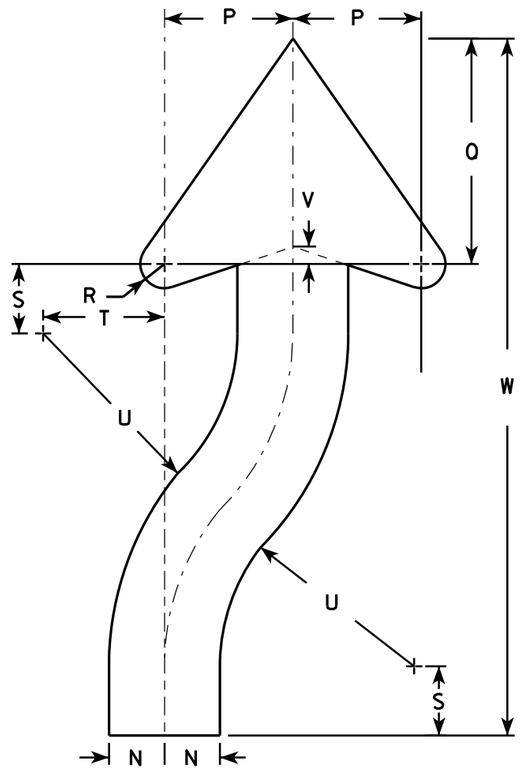




R4-7

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

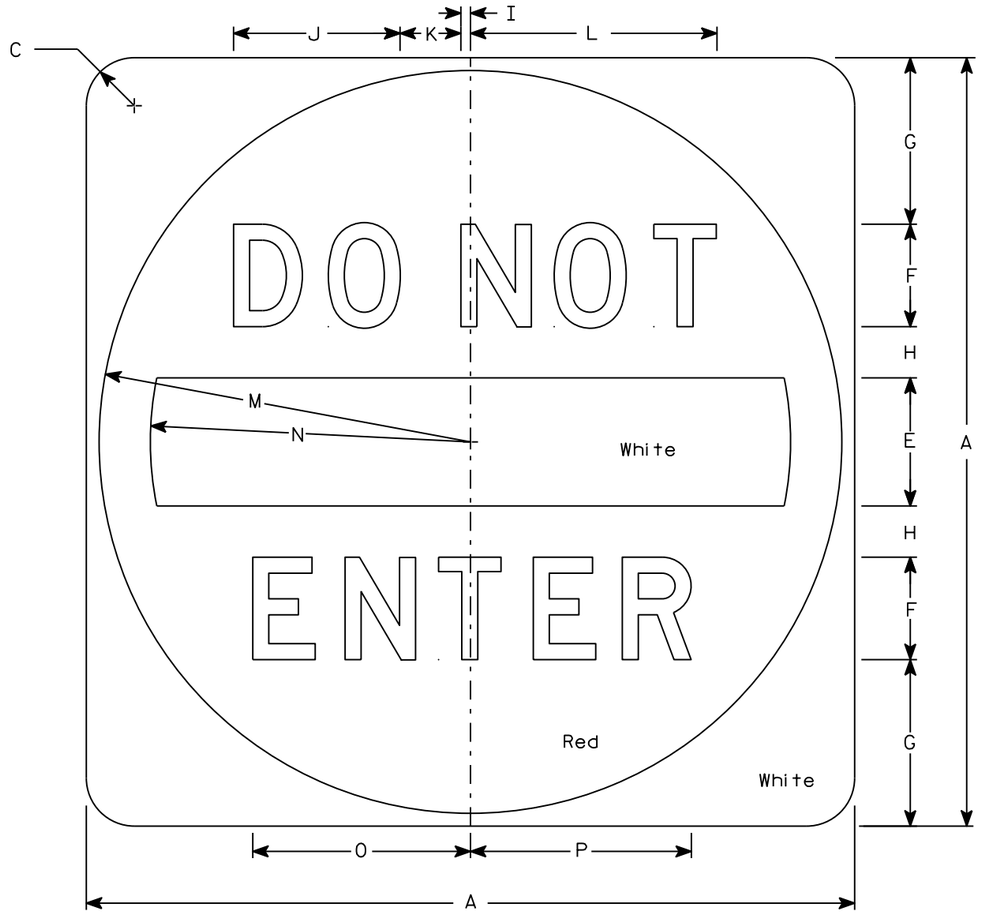
STANDARD SIGN
R4-7 & R4-8

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: 253	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

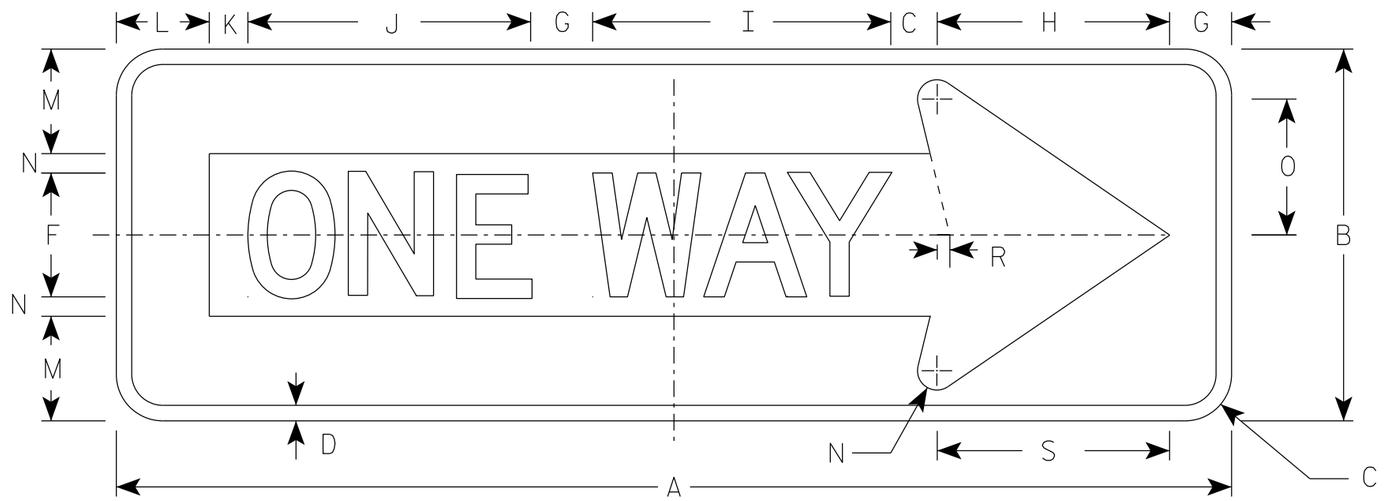
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

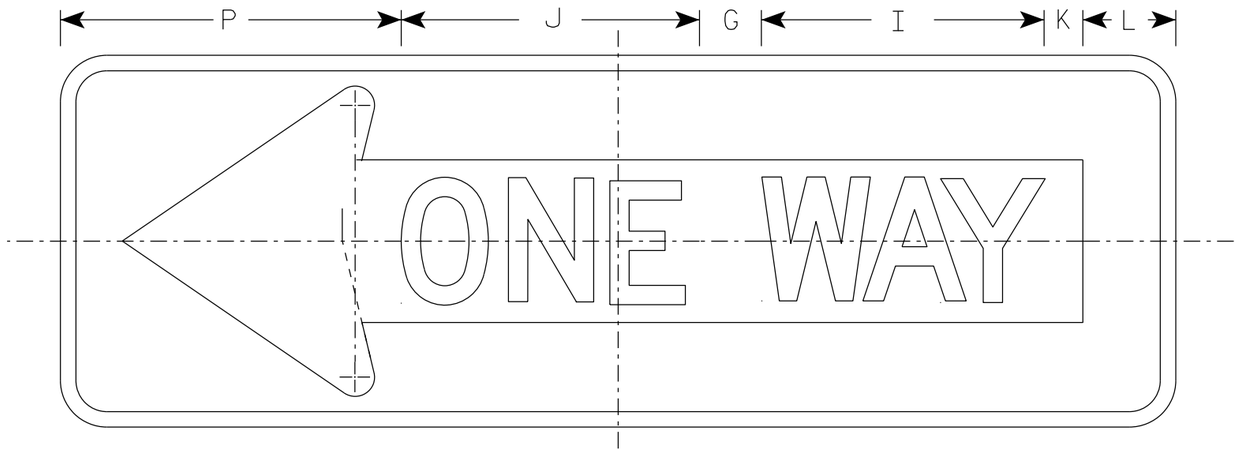
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 254 | E



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

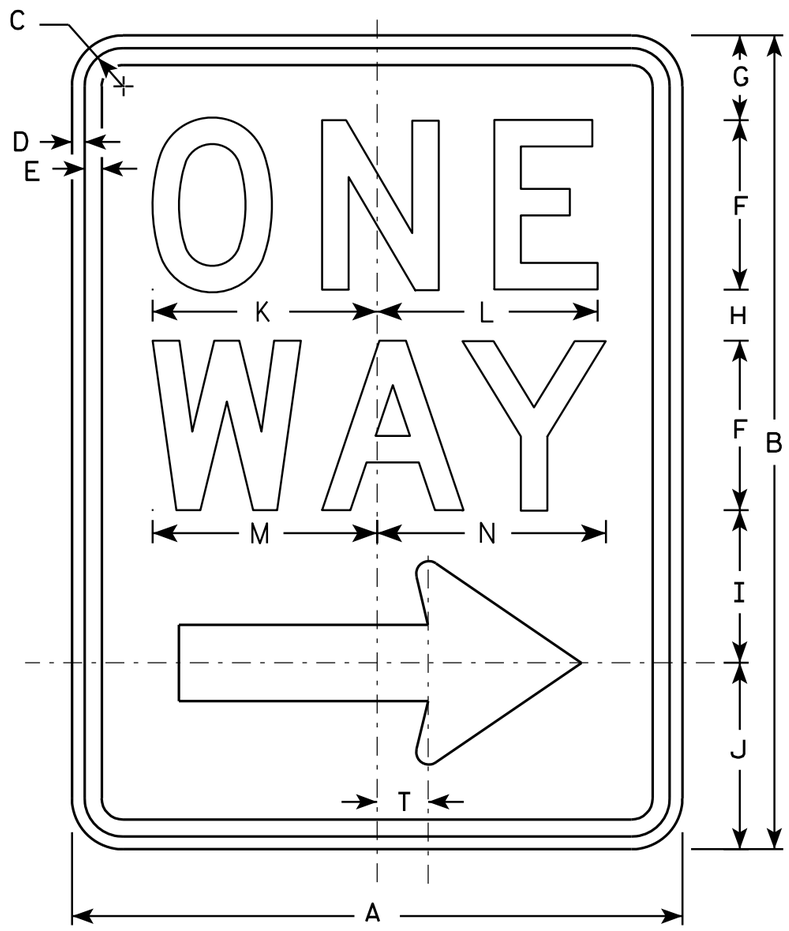
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 07/11/18 PLATE NO. R6-1.3

PROJECT NO:

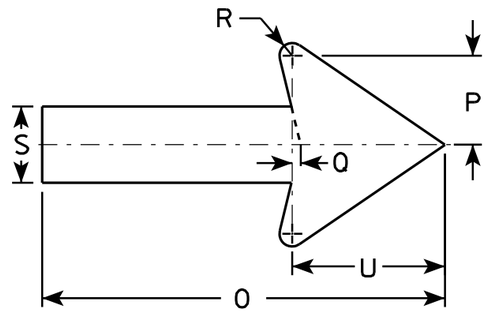
SHEET NO: 255 E



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	O	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

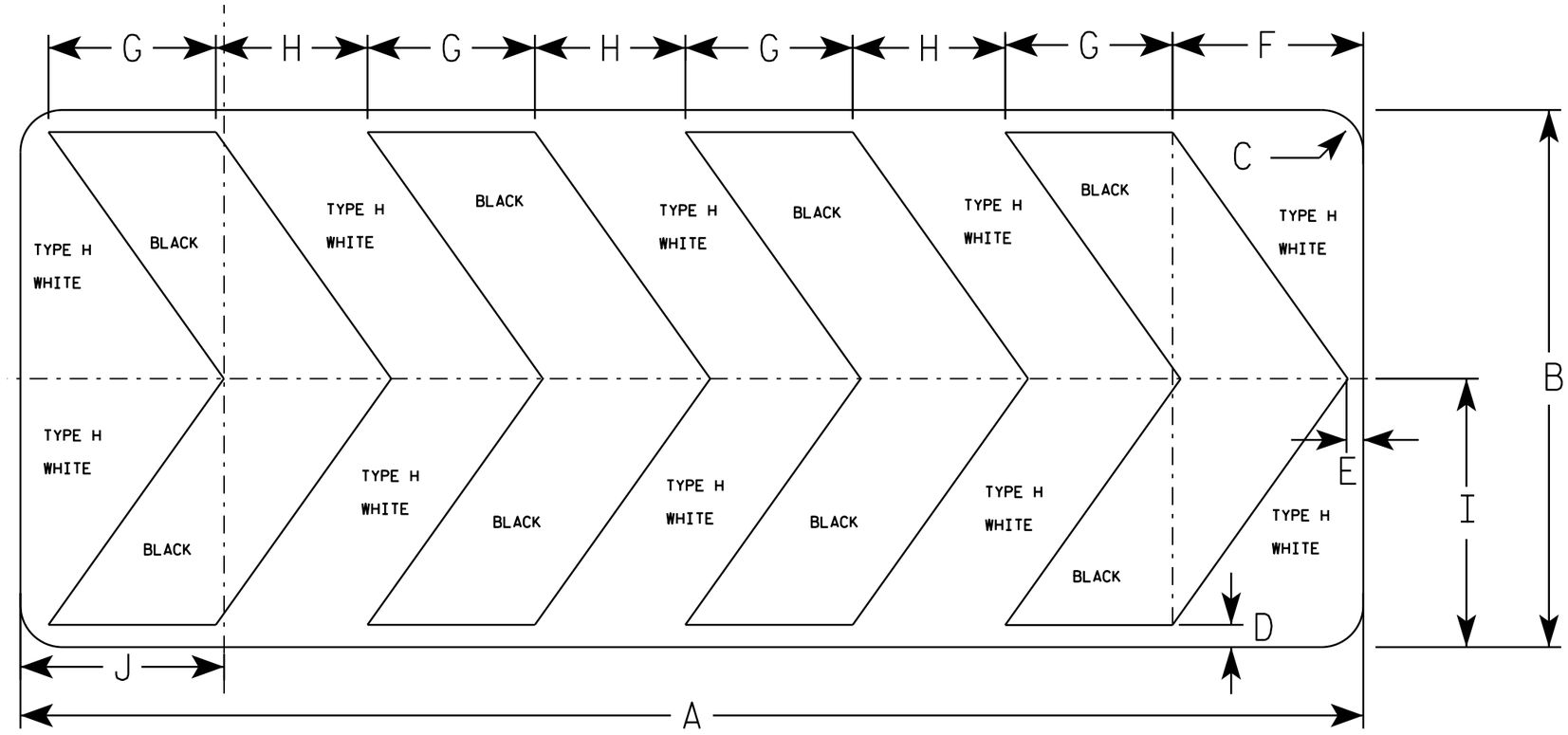
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 256 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - WHITE
   Message - BLACK
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-4B

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
2M	60	24	1 7/8	1	3/4	8 1/2	7 1/2	6 3/4	12	9 1/8																	10.0
3																											
4																											
5																											

STANDARD SIGN
R6-4B

WISCONSIN DEPT OF TRANSPORTATION

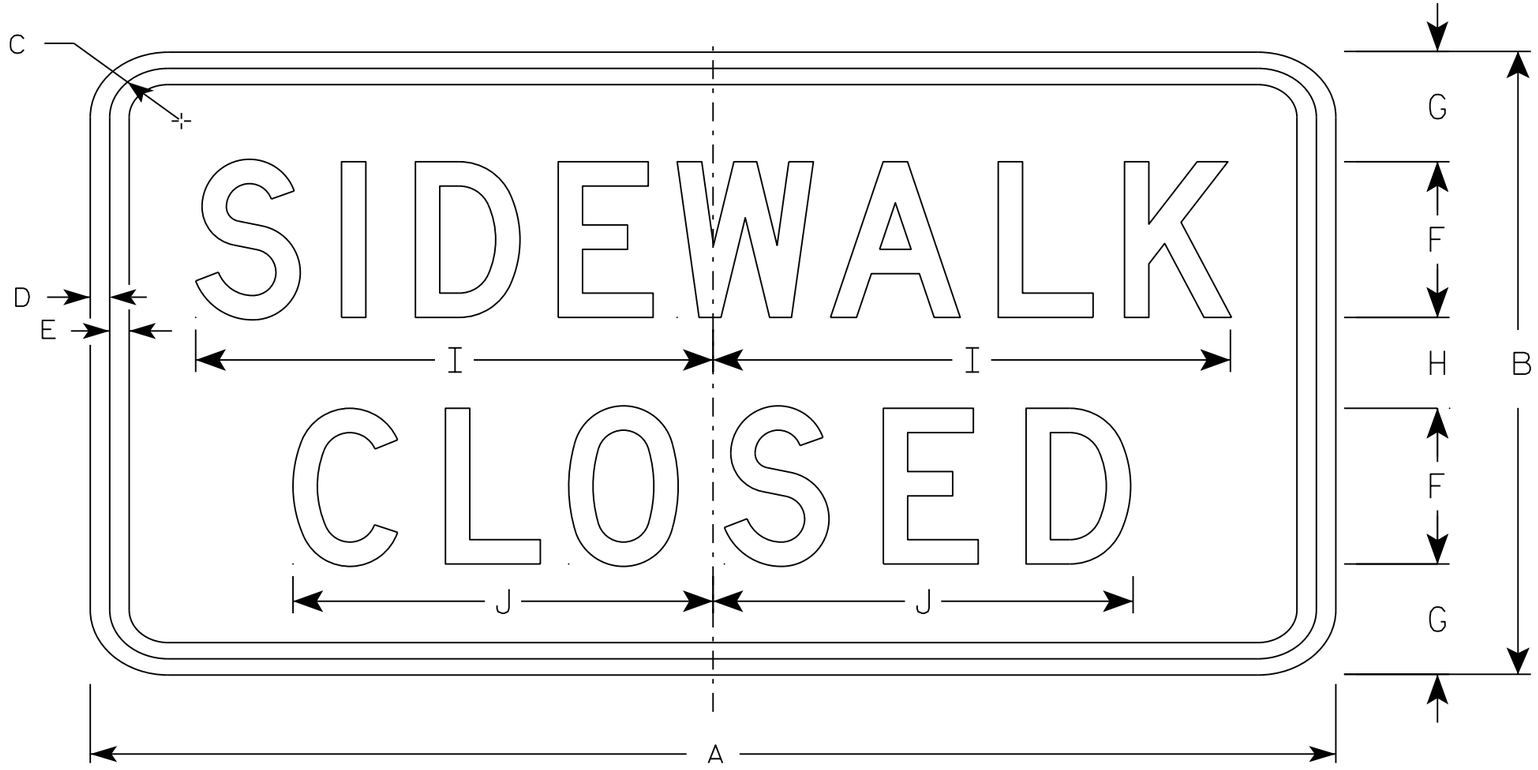
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/14 PLATE NO. R6-4.3

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R64B.DGN PLOT DATE : 21-AUG-2014 15:01 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 3/4	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 3/4	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

STANDARD SIGN
R9-9

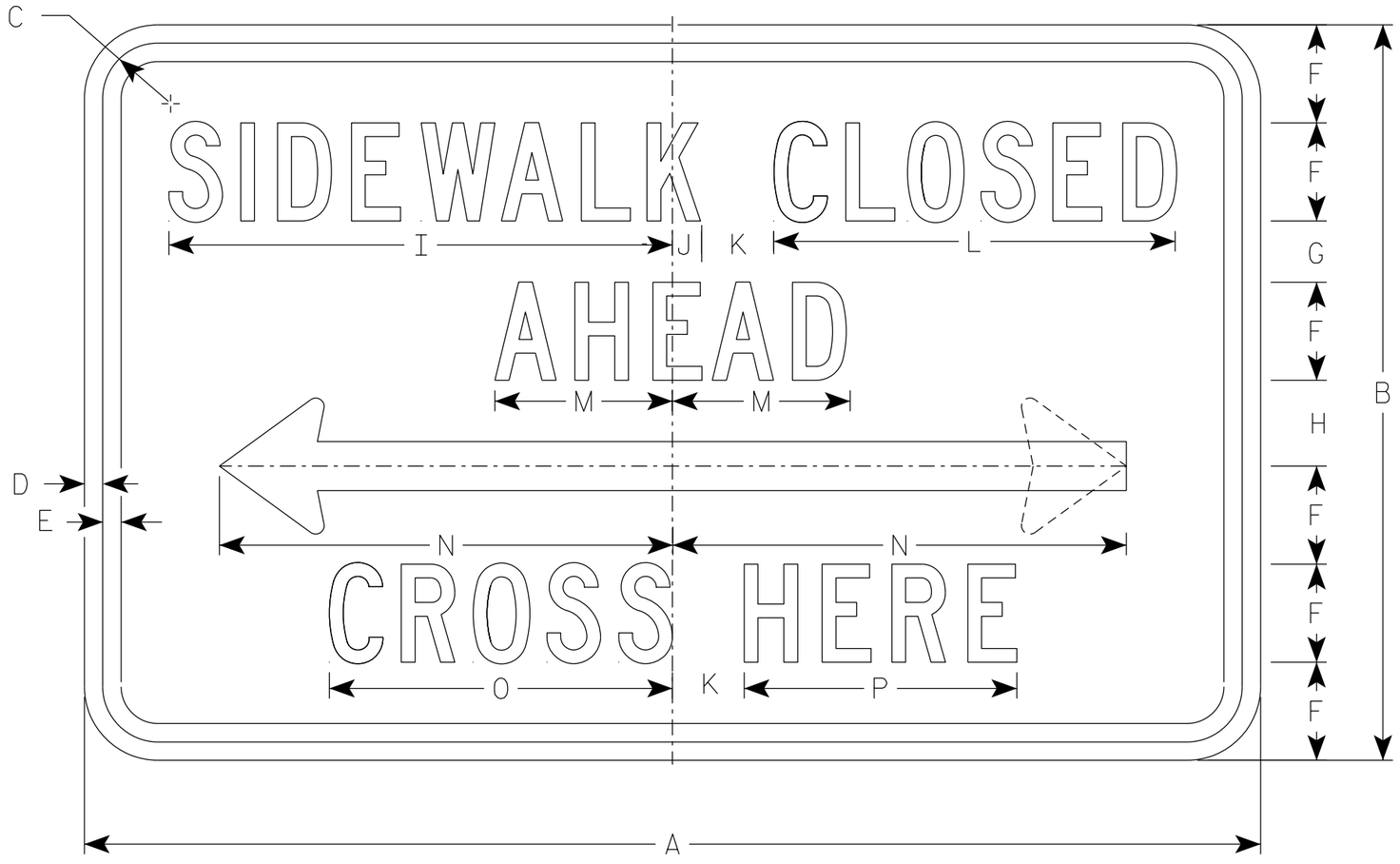
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

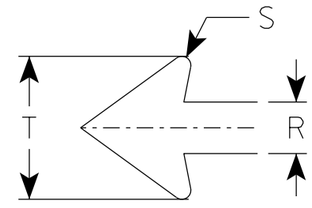
DATE 8/11/16 PLATE 258 R9-9.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R99.DGN PLOT DATE : 11-AUG-2016 11:33 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 2.918761:1.000000



R9-11



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C except Size 1 is Series D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
6. R9-11 D (double arrow)
   R9-11 L (left arrow)
   R9-11 R (right arrow)

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/8	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

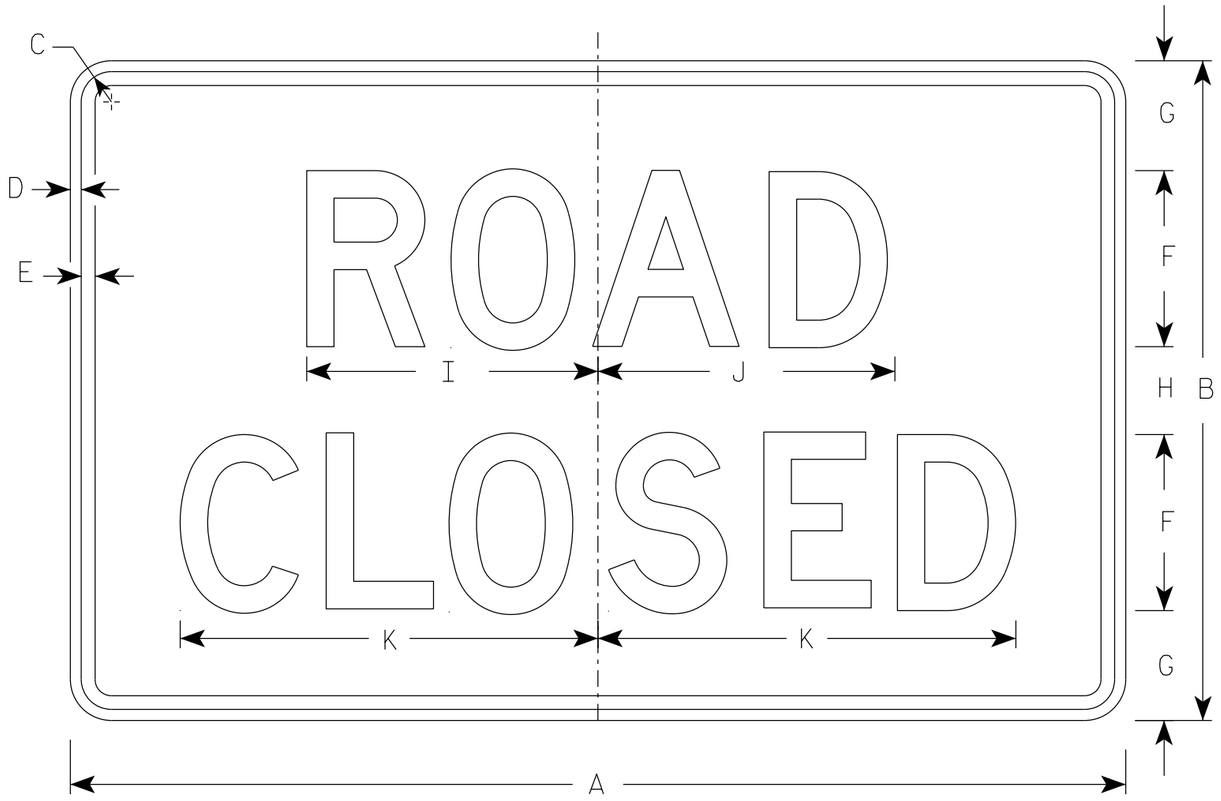
STANDARD SIGN
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/30/2021 PLATE NO. R9-11.4

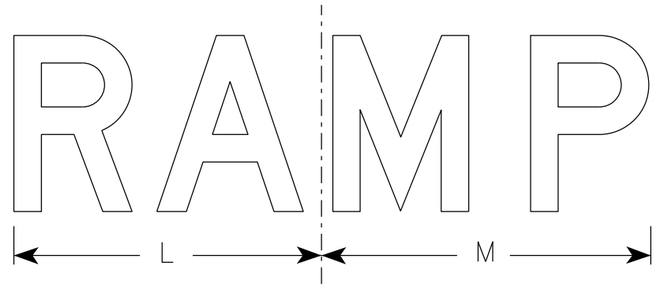
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 259 | E



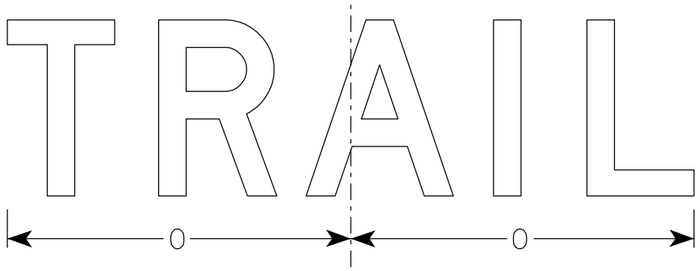
R11-2

NOTES

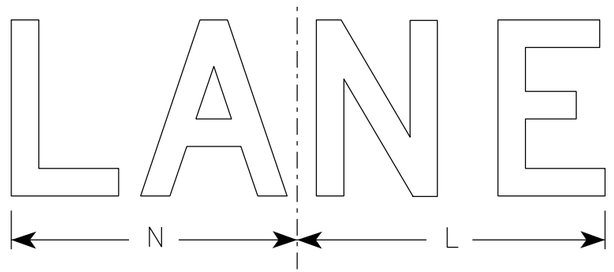
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



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	15 5/8												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	15 5/8												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	15 5/8												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	15 5/8												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	15 5/8												10.0

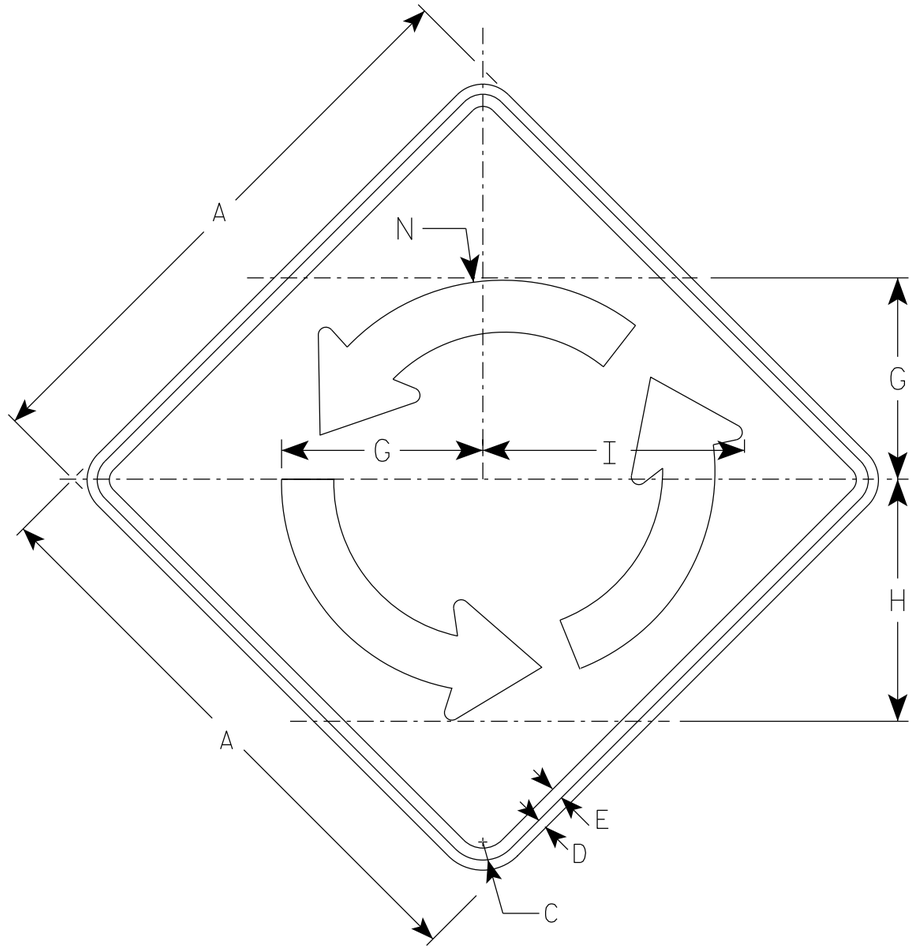
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2021 PLATE NO. R11-2.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 260	E

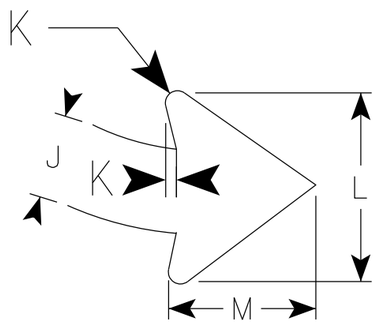


W2-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black

Arrow Detail



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Area sq. ft.
1																									
2S	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
2M	30		1 3/8	1/2	5/8		10 3/8	12 1/2	13 1/2	2 3/4	3/8	6	4 3/4	11 1/8											6.25
3	36		1 5/8	5/8	3/4		12 1/2	15	16 1/4	3 1/4	1/2	7 3/8	5 3/4	13 3/8											9.00
4	48		2 1/4	3/4	1		16 5/8	20	16 1/4	4 3/8	5/8	9 3/4	7 5/8	17 7/8											16.0
5																									

STANDARD SIGN
W2-6

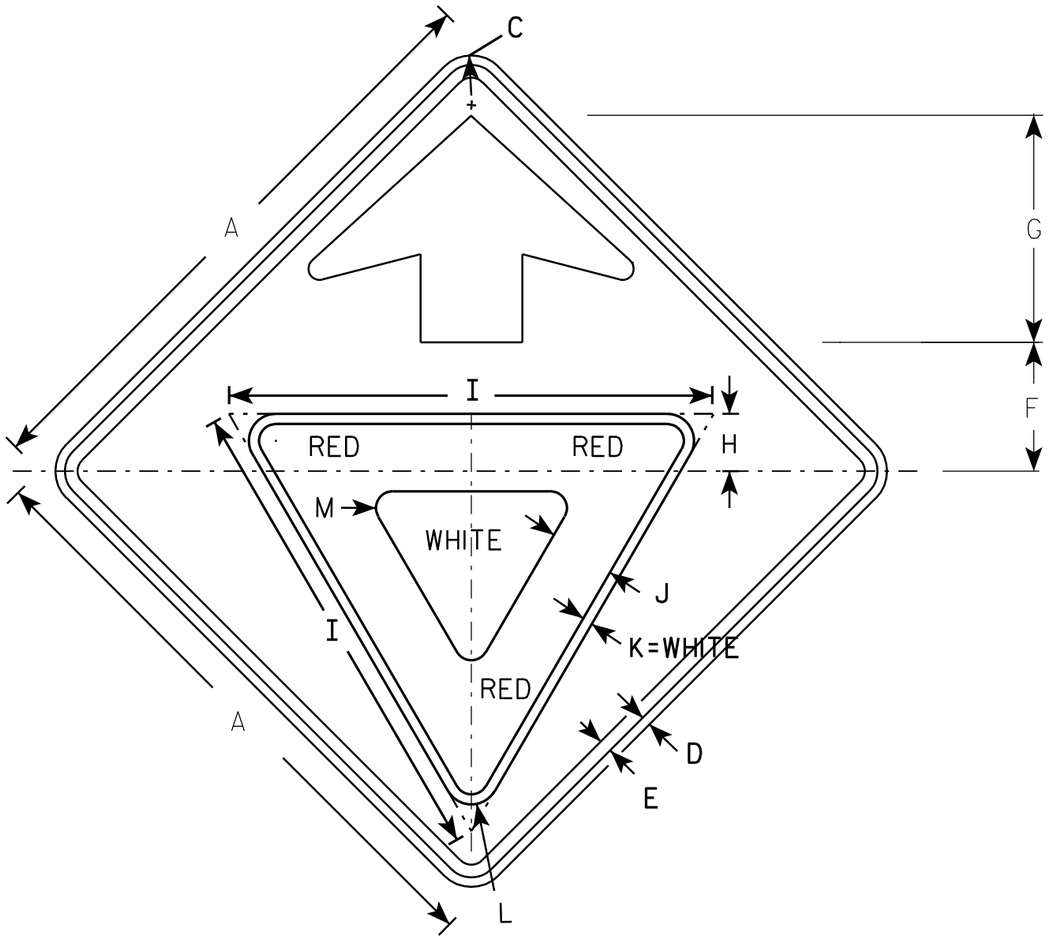
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/21 PLATE NO. W2-6.7

PROJECT NO:

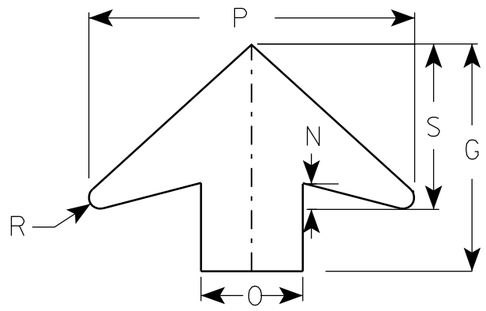
SHEET NO: 261 E



W3-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	3	25	3 3/8	1/2	1 3/8	7/8	1 1/4	5	16		1/2	8								6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W3-2

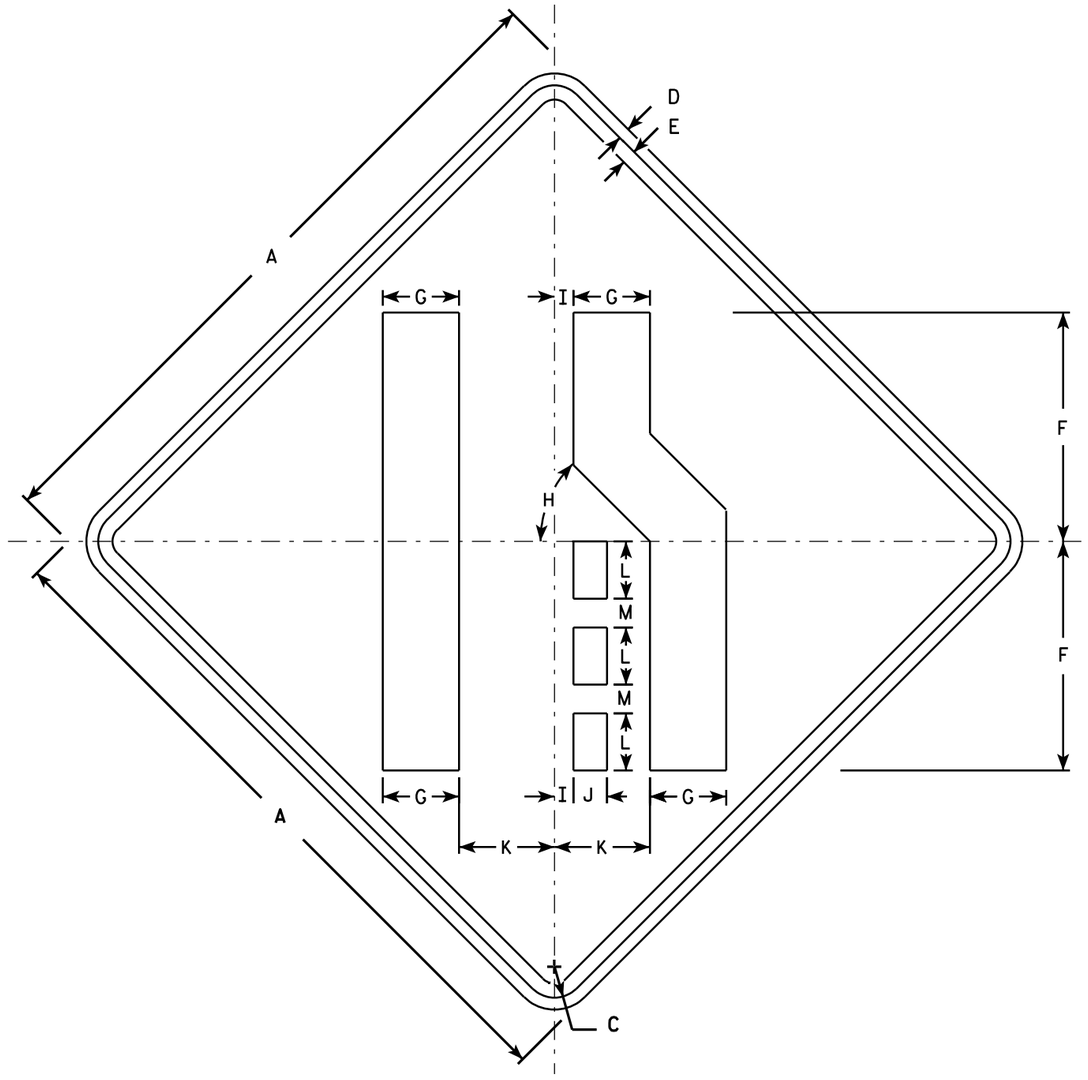
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-2..9

PROJECT NO:

SHEET NO: 262 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

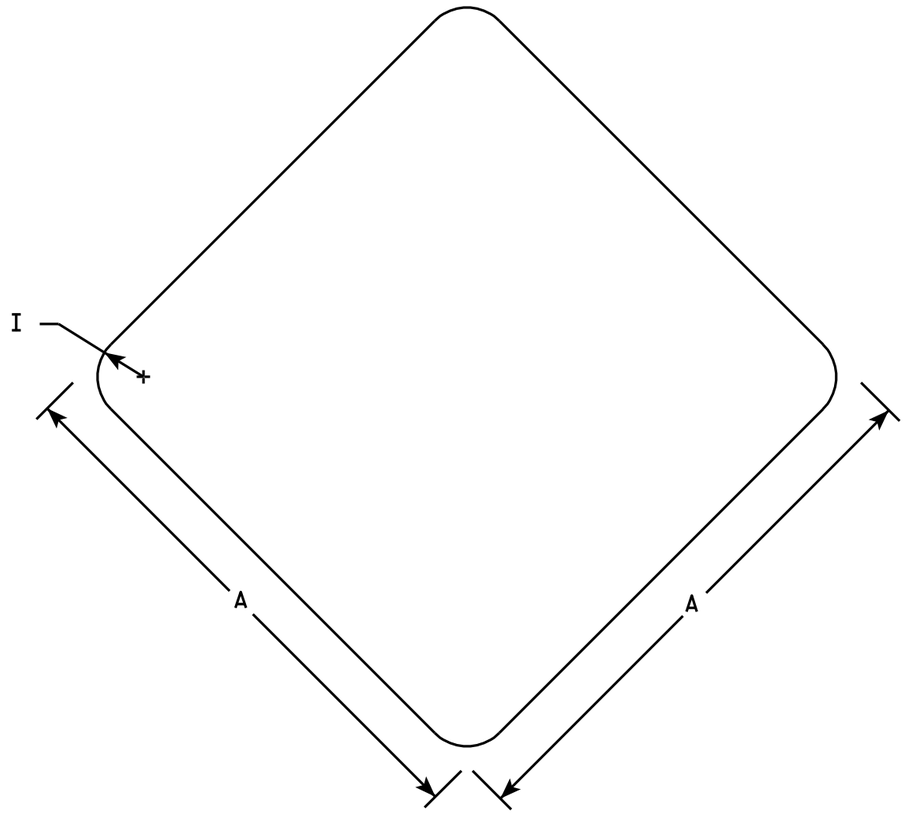
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 263 E



W5-56

NOTES

1. Sign is Type II - Type SH Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
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																											

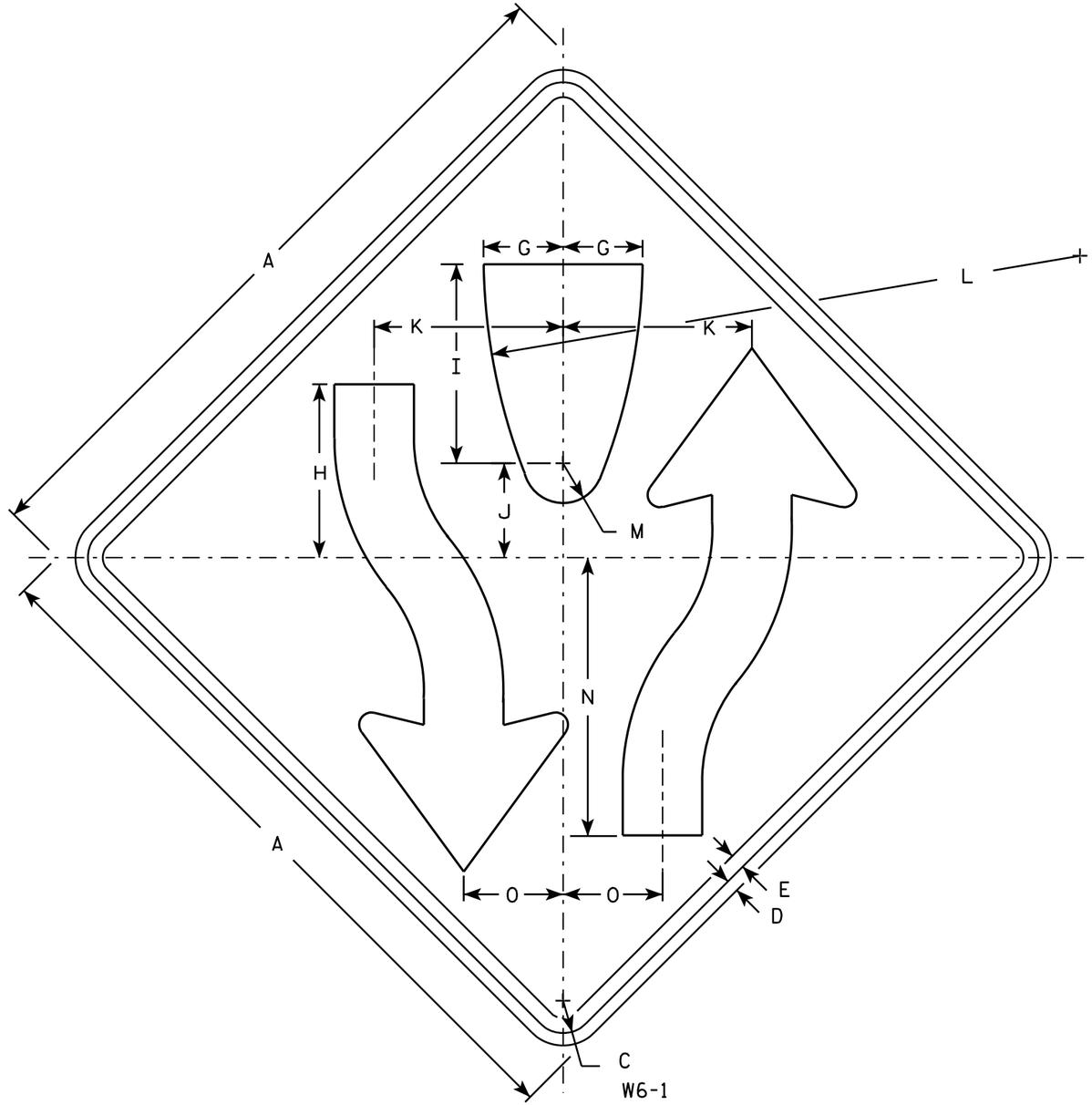
STANDARD SIGN
W5-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

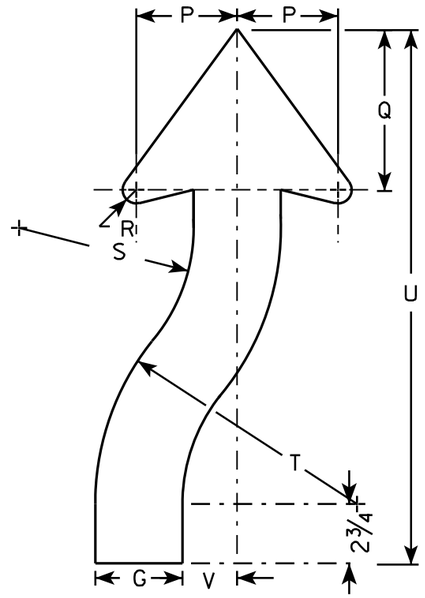
DATE 11/2/10 PLATE NO. W5-56.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 264	E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		3 1/4	8	8 1/4	4 1/8	7 7/8	25	1 3/4	11 5/8	4 1/8	3 7/8	6 3/4	5/8	6 5/8	9 7/8	21 5/8	2					6.25
2S	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
2M	36		1 5/8	5/8	3/4		4	8 3/4	10	4 3/4	9 1/2	30	2	14	5	4 5/8	7 3/8	7/8	8	12	24 1/2	2 1/2					9.0
3																											
4	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0
5	48		2 1/4	3/4	1		5 3/8	11 5/8	13 3/8	6 3/8	12 5/8	40	2 5/8	18 5/8	6 5/8	6 1/4	9 7/8	1 1/4	10 5/8	16	32 5/8	3 3/8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

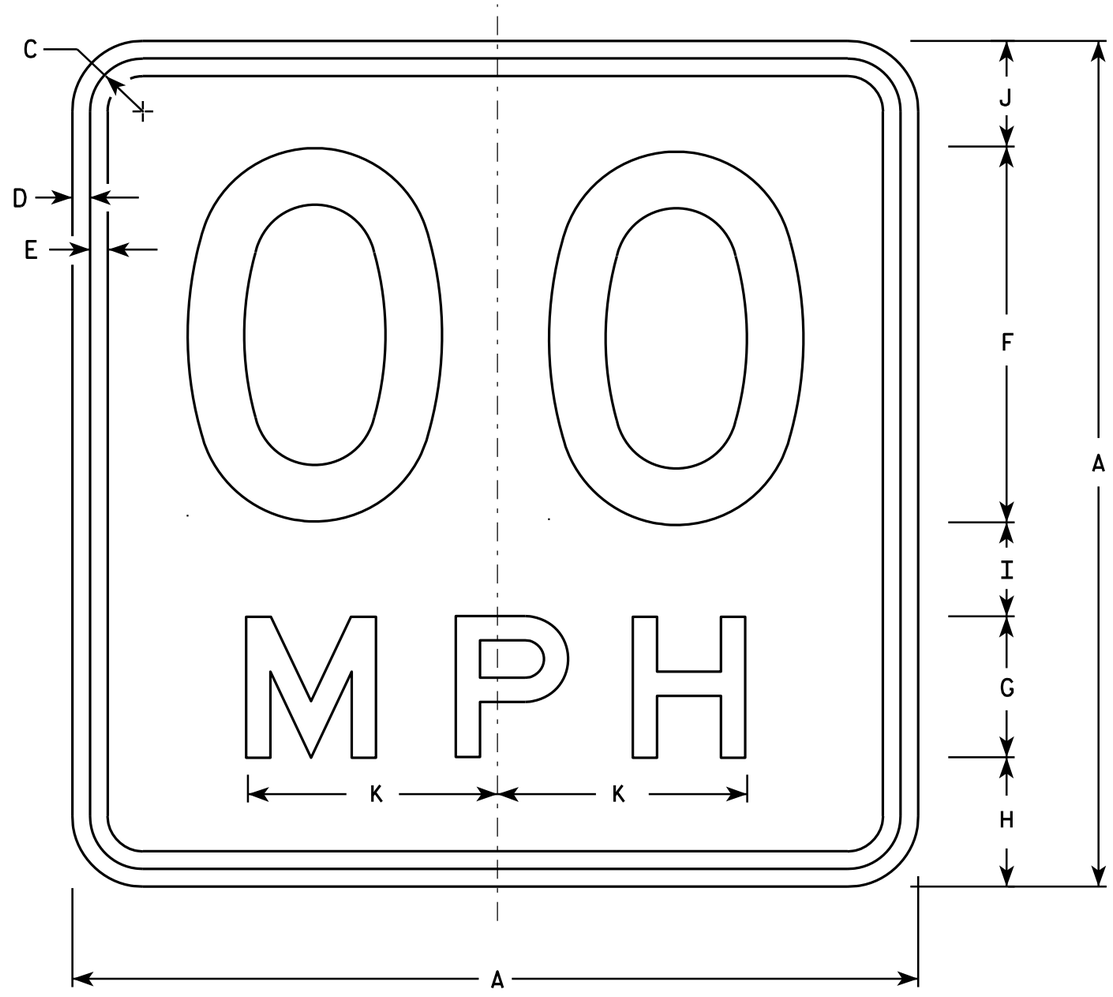
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 265	E

7

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W61.DGN PLOT DATE : 12-MAR-2013 14:02 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.946657:1.000000
WISDOT/CADDS SHEET 42



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

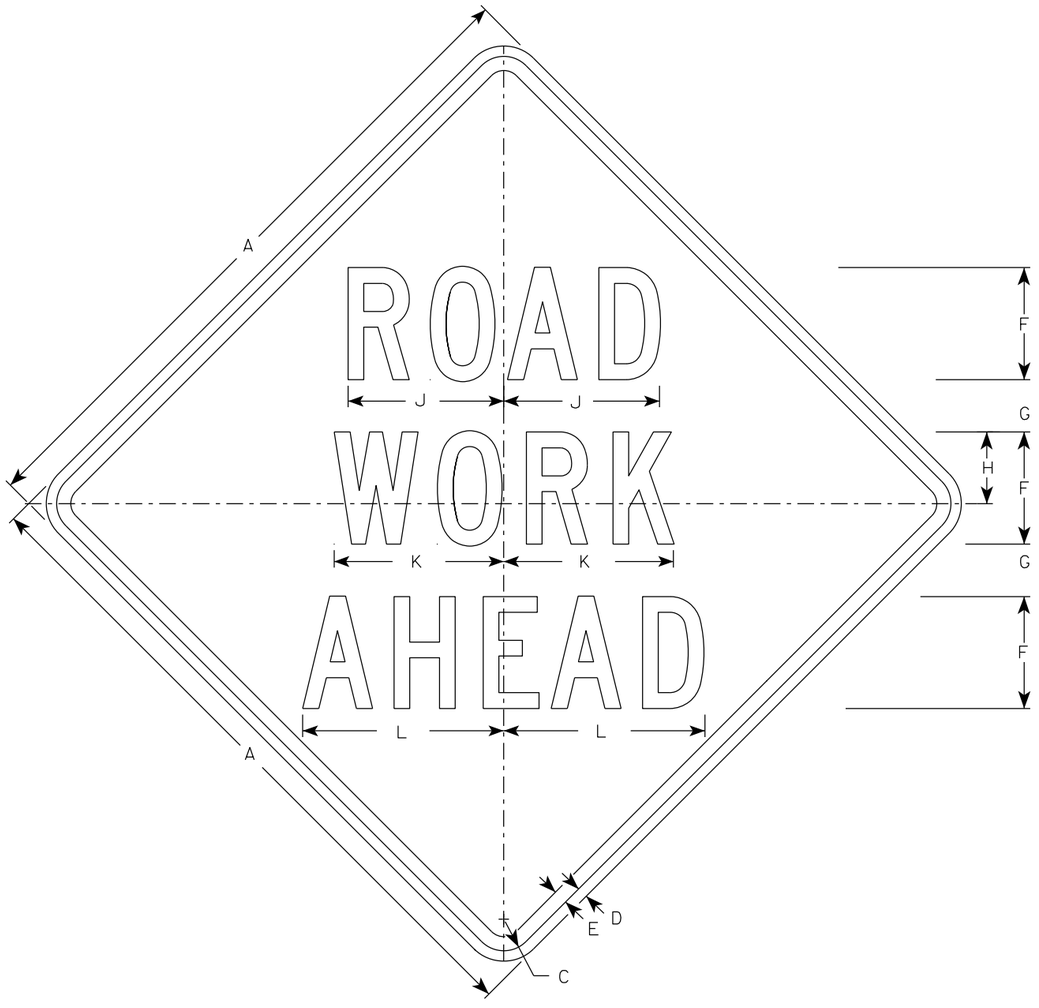
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

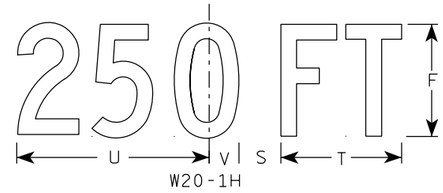
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

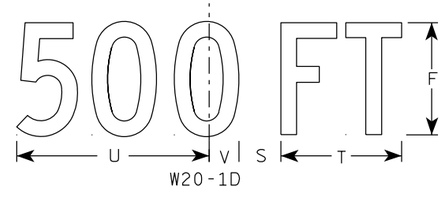
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 266 | E



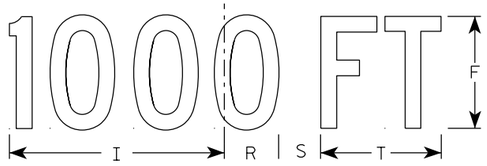
W20-1A



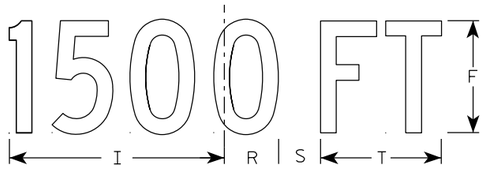
W20-1H



W20-1D



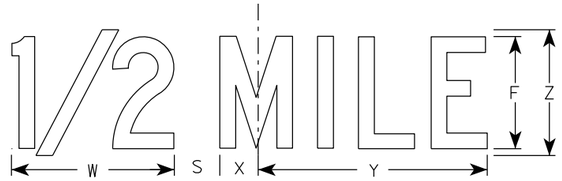
W20-1C



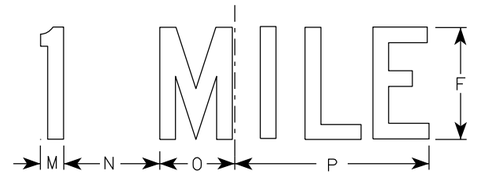
W20-1B

NOTES

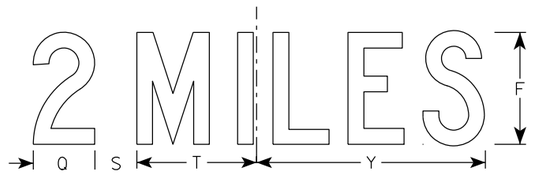
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2020 PLATE NO. W20-1.11

PROJECT NO:

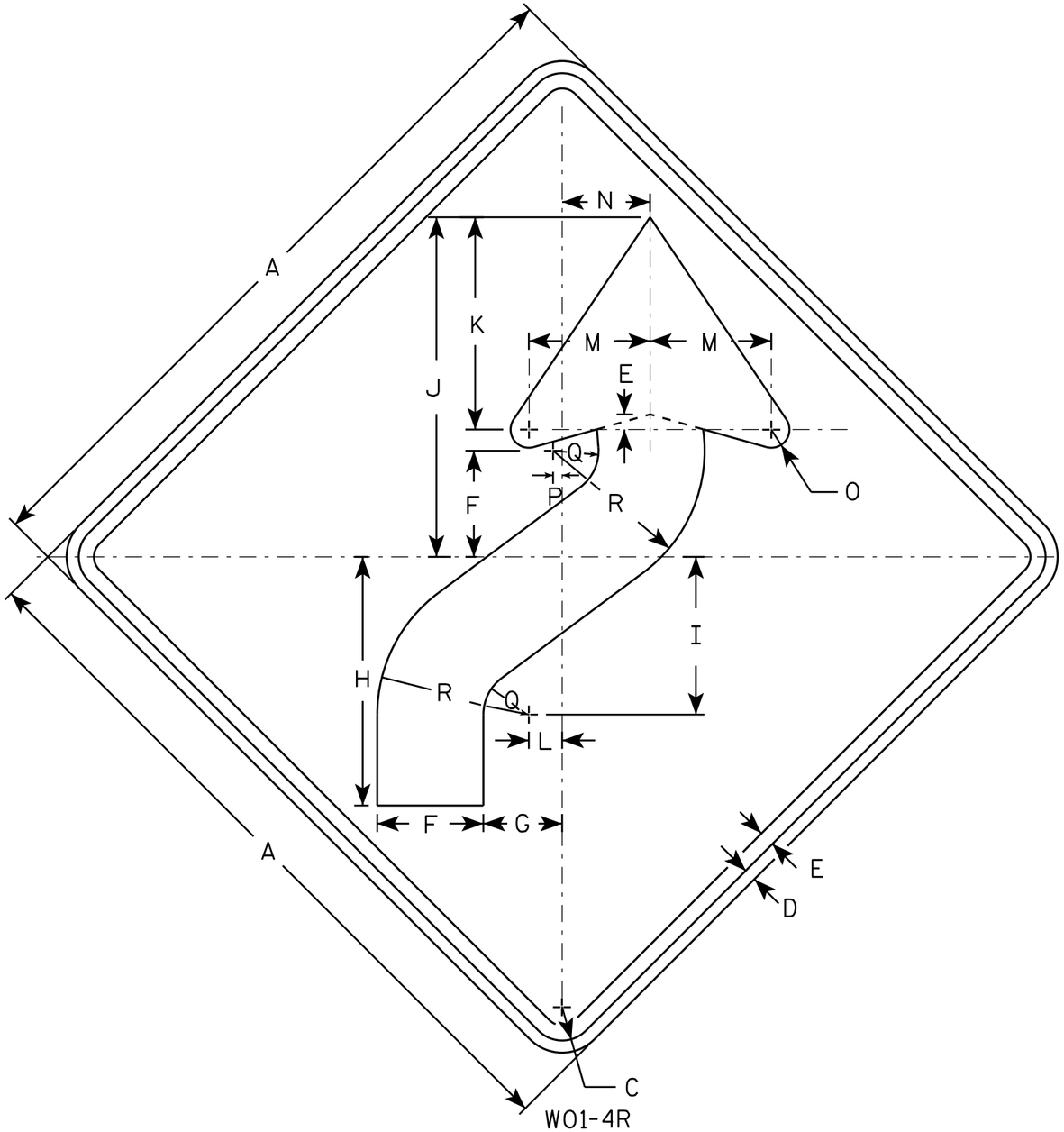
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 25-MARCH-2020 PLOT BY : dotc4c

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

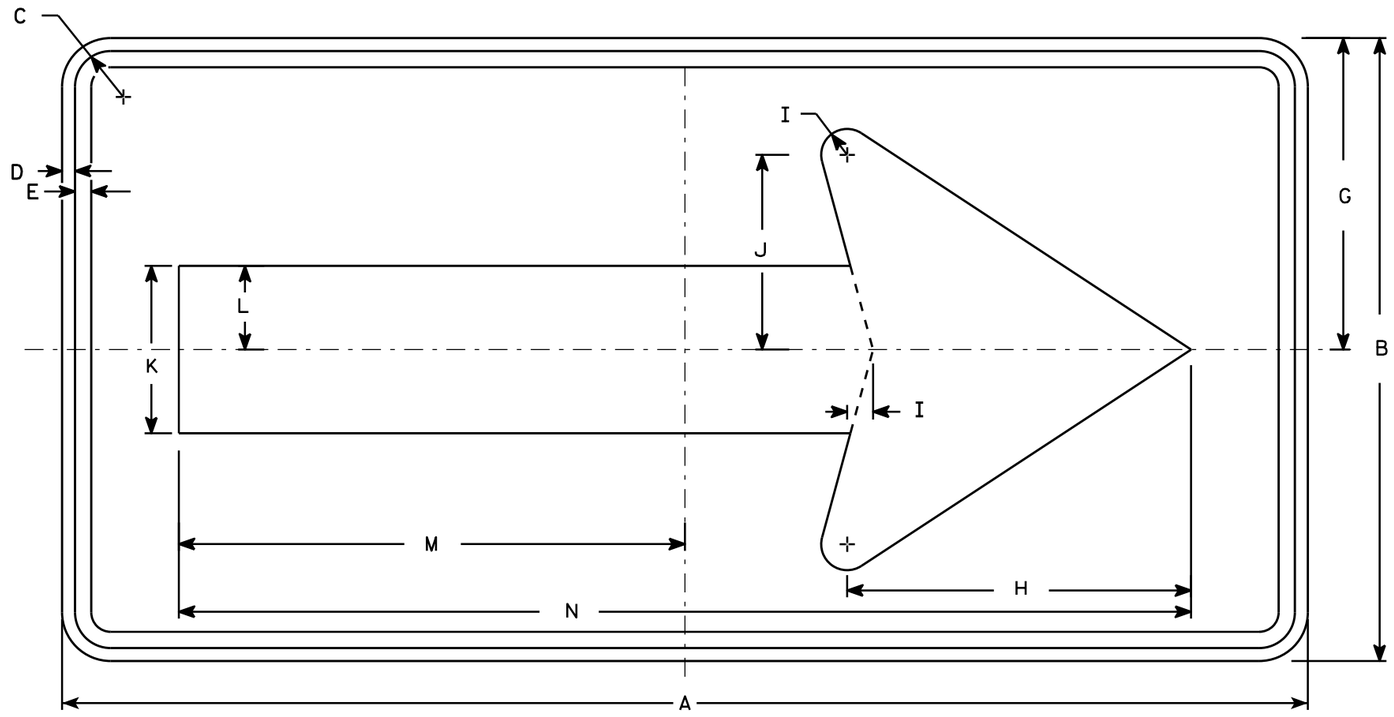
WISCONSIN DEPT OF TRANSPORTATION

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

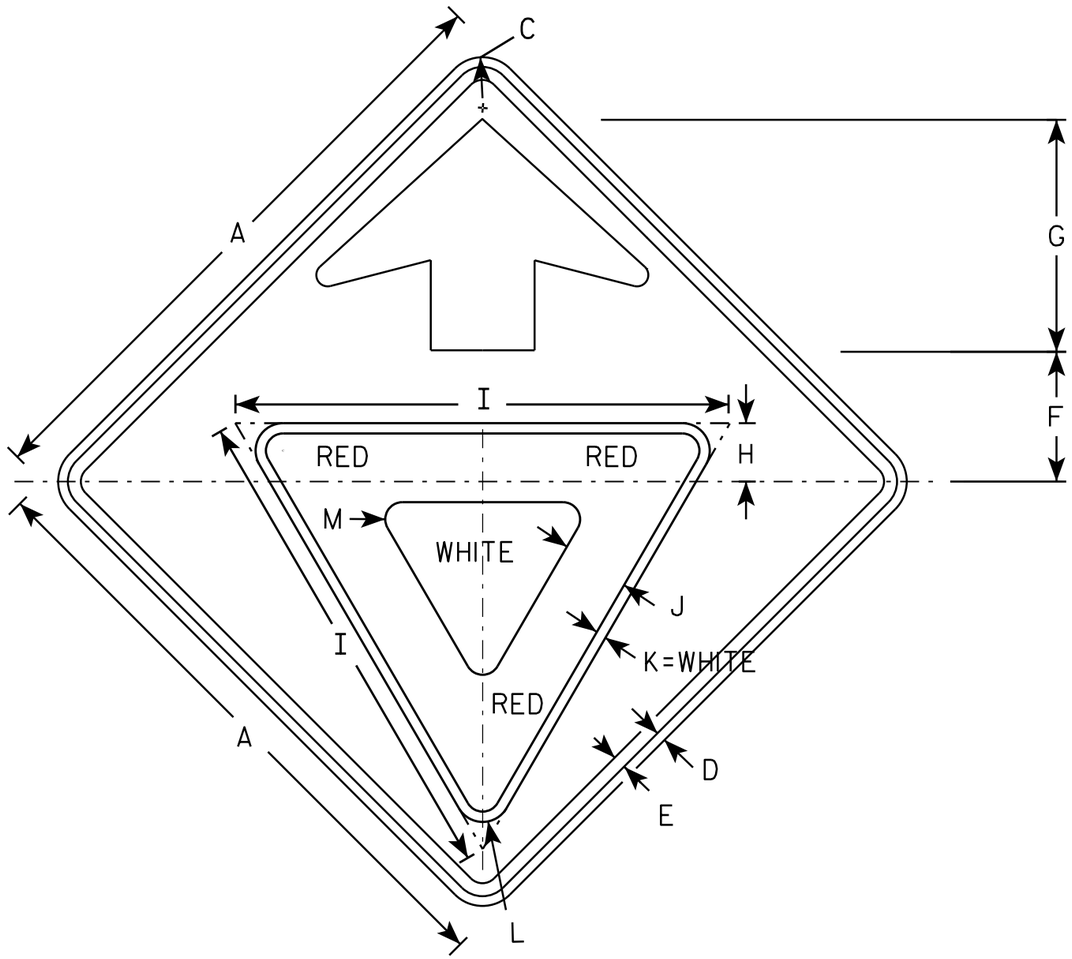
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

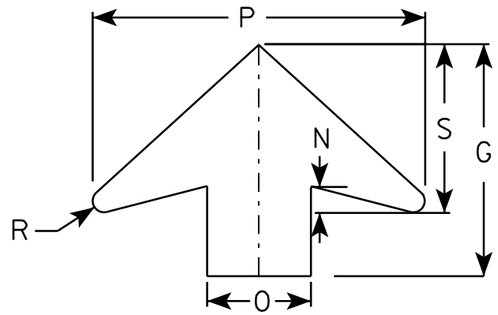
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

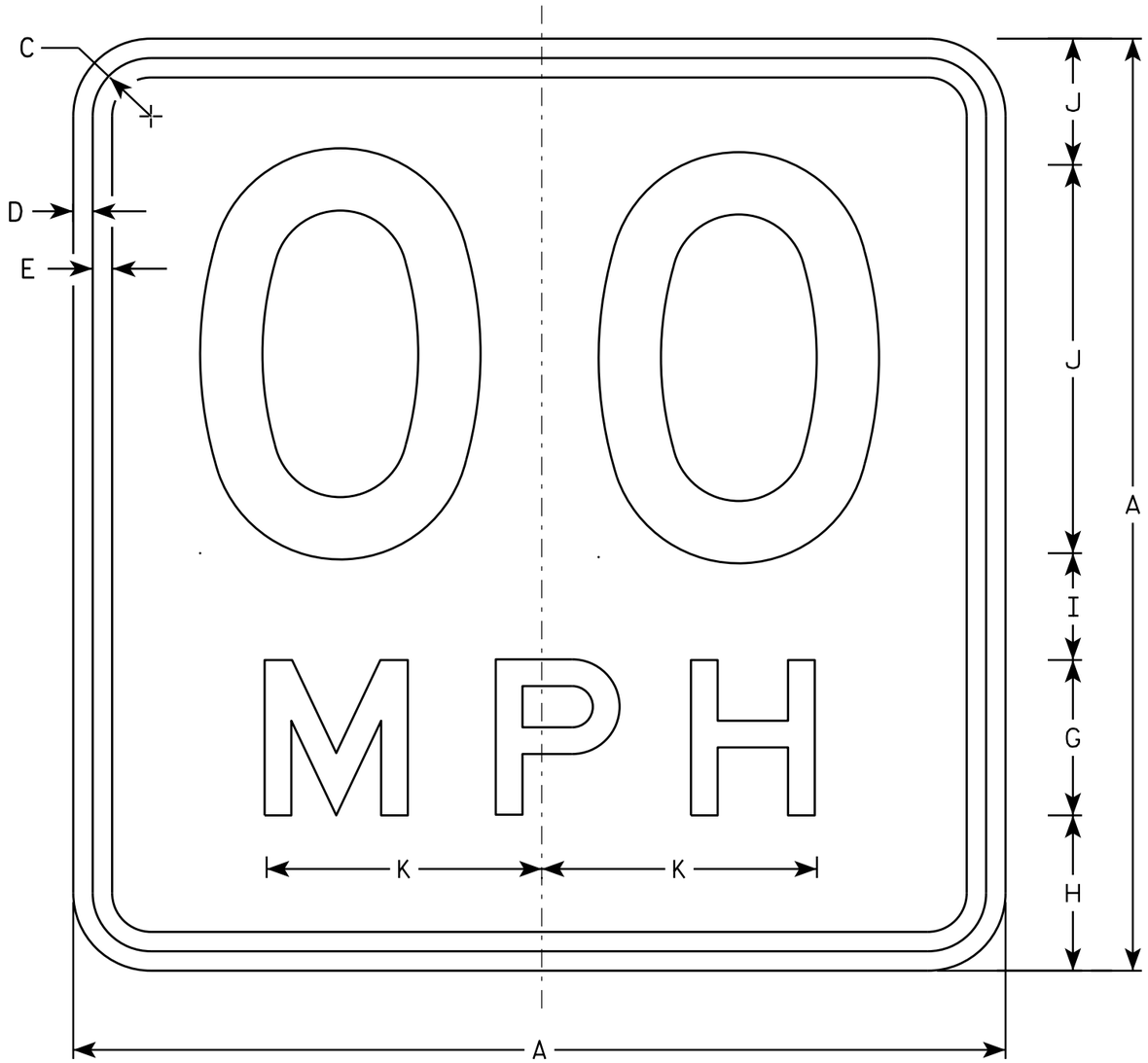
STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-2.1

PROJECT NO: SHEET NO: E



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

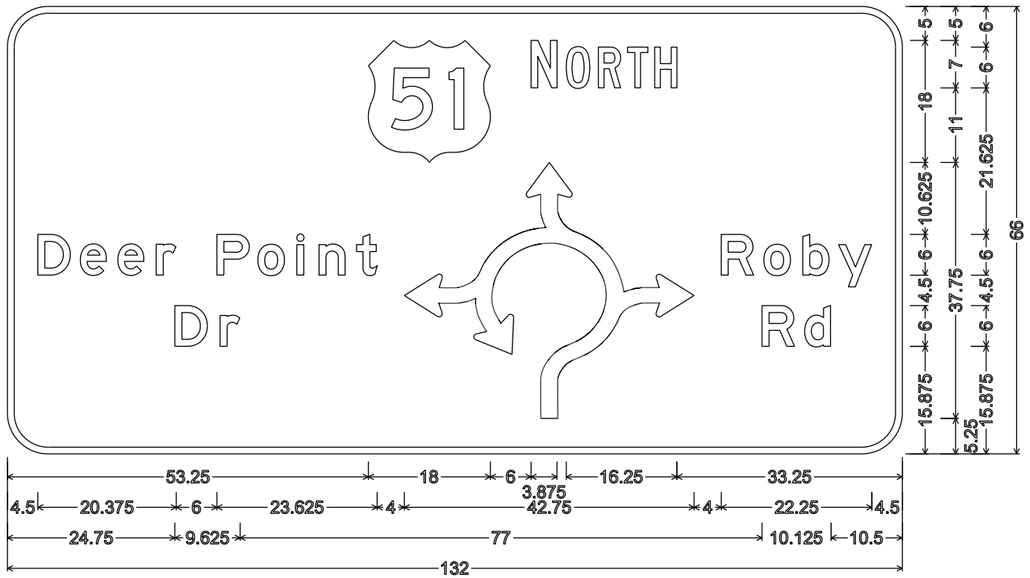
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/13 PLATE 271 W013-1.1

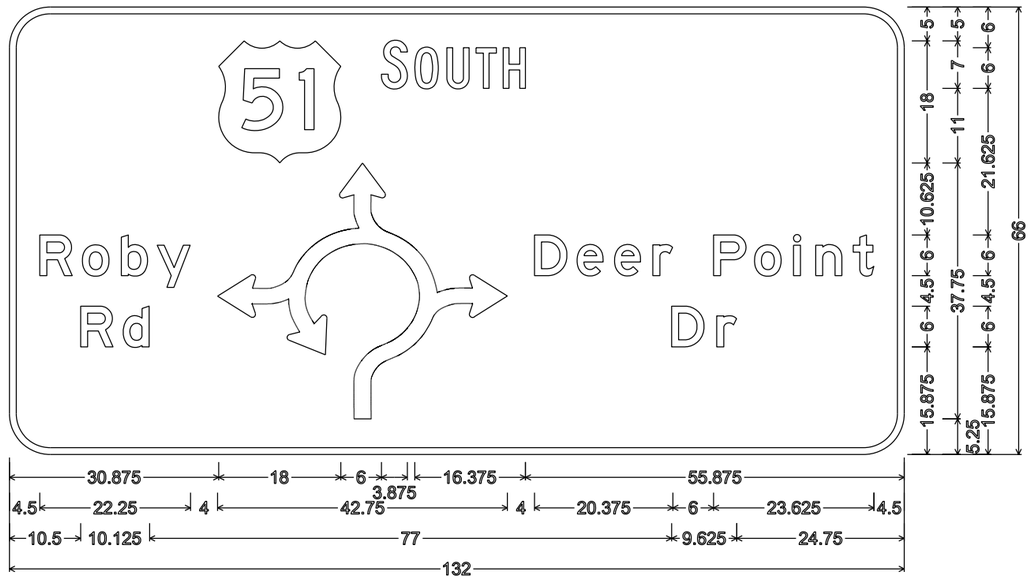
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

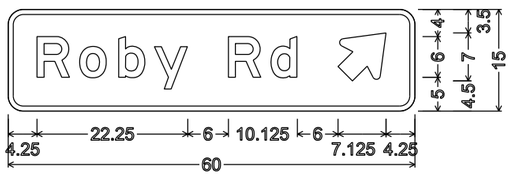
1. All Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



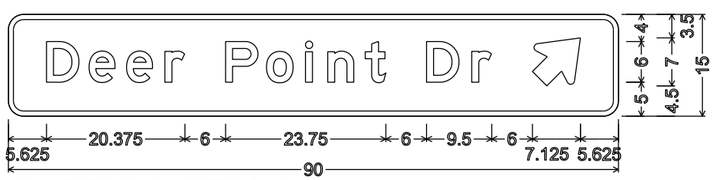
6.000" Radius, 1.000" Border
"NORTH" C;



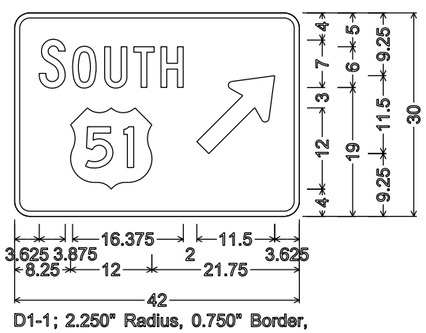
6.000" Radius, 1.000" Border
"SOUTH" C



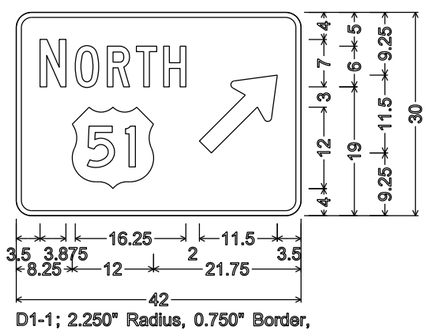
D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border,
"SOUTH" C



D1-1; 2.250" Radius, 0.750" Border,
"NORTH" C

USH 51 SB TEMP WIDENING								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
48+31.31		0	0	0	0	0	0	0
48+50.00	19	7	0	2	0	2	0	2
49+00.00	50	7	7	12	6	14	8	6
49+50.00	50	7	34	12	38	27	55	-29
50+00.00	50	4	28	10	57	37	127	-91
50+50.00	50	9	18	12	43	49	181	-132
51+00.00	50	54	0	59	17	107	202	-94
51+35.00	35	60	0	74	0	181	202	-20
51+50.00	15	18	0	22	0	203	202	2
52+00.00	50	13	14	29	13	232	217	14
52+50.00	50	13	11	24	23	256	246	10
53+00.00	50	16	16	27	24	283	277	6
53+50.00	50	19	18	33	31	315	315	0
54+00.00	50	27	15	43	31	358	353	4
54+50.00	50	24	20	47	33	405	394	11
55+00.00	50	7	34	29	50	434	457	-23
55+50.00	50	5	44	11	72	445	547	-102
56+00.00	50	5	43	10	80	455	647	-193
56+50.00	50	55	0	56	40	511	697	-186
57+50.00	100	7	36	114	66	625	780	-155
58+00.00	50	5	37	11	67	636	864	-228
58+50.00	50	5	32	10	64	646	944	-298
59+00.00	50	6	32	10	59	656	1,018	-362
59+50.00	50	7	29	12	56	669	1,088	-420
60+00.00	50	10	21	16	47	685	1,147	-462
60+50.00	50	11	9	19	27	704	1,181	-477
61+00.00	50	12	7	21	14	725	1,199	-474
61+50.00	50	14	9	24	15	749	1,218	-468
62+00.00	50	17	8	29	16	778	1,237	-459
62+50.00	50	15	6	29	13	807	1,253	-446
63+00.00	50	15	5	27	10	835	1,266	-432
63+50.00	50	15	7	27	12	862	1,281	-419
64+00.00	50	9	3	22	9	884	1,293	-409
64+50.00	50	8	0	16	2	900	1,296	-396
65+00.00	50	7	0	14	0	914	1,296	-382
65+22.83	23	6	0	6	0	919	1,296	-377
65+50.00	27	0	0	3	0	922	1,296	-374
			COLUMN TOTALS	922	1,037			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

DEER POINT DRIVE TEMP WIDENING								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
54+20.72		5	0	0	0	0	0	0
54+50.00	29	5	1	5	0	5	0	5
55+00.00	50	5	2	9	2	14	3	11
55+50.00	50	5	2	10	4	24	8	16
55+71.13	21	8	0	5	1	29	9	20
			COLUMN TOTALS	29	7			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5845-01-78 | HWY: USH 51 | COUNTY: DANE | EARTHWORK - STAGE 1 (DEER POINT) | SHEET 274 | E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 090102_ew

PLOT DATE : 10/30/2020 4:57 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:1 FT

WISDOT/CADDS SHEET 42

USH 51 NORTHBOUND								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
49+80.00		108	0	0	0	0	0	0
50+00.00	20	53	1	60	0	60	0	59
50+50.00	50	53	3	99	3	158	4	154
51+00.00	50	55	10	100	12	258	19	240
51+50.00	50	83	19	128	28	386	53	333
52+00.00	50	137	24	204	40	590	104	486
52+50.00	50	160	31	275	51	865	168	697
53+00.00	50	157	37	293	63	1,159	246	912
53+50.00	50	168	43	300	74	1,459	338	1,121
54+00.00	50	192	58	333	31	1,792	377	1,415
54+50.00	50	191	78	354	126	2,146	534	1,612
55+00.00	50	297	71	452	138	2,598	707	1,891
55+50.00	50	271	137	526	193	3,123	948	2,175
56+00.00	50	237	192	470	305	3,593	1,329	2,264
56+13.65	14	147	148	97	86	3,690	1,436	2,254
57+62.85	---	28	39	0	0	3,690	1,436	2,254
58+00.00	37	0	97	19	94	3,710	1,553	2,157
58+50.00	50	3	113	3	194	3,713	1,796	1,917
59+00.00	50	10	90	13	188	3,726	2,030	1,695
59+50.00	50	46	64	52	142	3,778	2,208	1,570
60+00.00	50	107	42	142	98	3,920	2,331	1,588
60+50.00	50	120	22	210	60	4,129	2,406	1,723
61+00.00	50	120	16	221	36	4,351	2,451	1,900
61+50.00	50	92	9	196	23	4,547	2,480	2,066
62+00.00	50	98	3	176	11	4,723	2,494	2,229
62+50.00	50	90	2	174	4	4,897	2,500	2,397
63+00.00	50	81	0	159	2	5,056	2,502	2,554
63+50.00	50	69	0	139	0	5,196	2,502	2,694
64+00.00	50	115	1	171	1	5,366	2,503	2,864
			COLUMN TOTALS	5,366	2,002			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

USH 51 NB TEMP WIDENING								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
47+24.00		0	0	0	0	0	0	0
47+50.00	26	3	0	2	0	2	0	2
48+00.00	50	7	0	9	0	11	0	11
48+50.00	50	7	0	12	0	24	0	24
49+00.00	50	7	0	12	0	36	0	36
49+50.00	50	7	10	12	9	48	11	37
49+80.00	30	7	3	8	7	56	20	36
63+74.00	—	6	4	0	0	56	20	36
64+00.00	26	9	0	7	2	63	22	41
64+50.00	50	8	0	15	0	78	22	56
65+00.00	50	8	0	15	0	93	22	71
65+01.00	1	1	0	0	0	93	22	71
			COLUMN TOTALS	93	18			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5845-01-78 | HWY: USH 51 | COUNTY: DANE | EARTHWORK - STAGE 2 (USH 51 NB TEMP. WIDENING) | SHEET 276 | E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 090104_ew

PLOT DATE : 10/30/2020 4:57 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:1 FT

WISDOT/CADDS SHEET 42

USH 51 SOUTHBOUND								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
49+80.00		78	0	0	0	0	0	0
50+00.00	20	82	0	59	0	59	0	59
50+50.00	50	88	0	157	0	216	0	216
51+00.00	50	91	0	165	0	381	0	381
51+50.00	50	107	0	183	0	565	0	565
52+00.00	50	91	0	184	0	748	0	748
52+50.00	50	90	0	167	0	916	0	916
53+00.00	50	92	0	169	0	1,084	0	1,084
53+50.00	50	93	0	172	0	1,256	0	1,256
54+00.00	50	80	2	160	1	1,416	1	1,415
54+50.00	50	72	7	141	9	1,557	12	1,545
55+00.00	50	75	35	136	40	1,693	61	1,632
55+50.00	50	69	36	133	66	1,826	144	1,682
56+00.00	50	82	26	140	57	1,966	215	1,750
56+19.57	20	81	23	59	18	2,025	238	1,787
57+74.15	---	96	8	0	0	2,025	238	1,787
58+00.00	26	132	6	109	7	2,134	246	1,887
58+50.00	50	129	12	242	16	2,375	267	2,109
59+00.00	50	100	20	212	30	2,588	303	2,284
59+50.00	50	69	29	157	45	2,745	360	2,384
60+00.00	50	73	9	131	35	2,876	404	2,472
60+50.00	50	67	15	129	23	3,005	432	2,573
61+00.00	50	69	11	126	25	3,131	463	2,668
61+50.00	50	59	3	118	13	3,249	480	2,769
62+00.00	50	68	0	118	3	3,367	484	2,883
62+50.00	50	76	0	134	0	3,501	484	3,017
63+00.00	50	77	0	142	0	3,643	484	3,159
63+50.00	50	72	0	139	0	3,782	484	3,298
64+02.93	53	70	0	139	0	3,921	484	3,437
			COLUMN TOTALS	3,921	387			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

STAGE 3 - ENB								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
48+31.00		0	0	0	0	0	0	0
48+50.00	19	3	0	1	0	1	0	1
49+00.00	50	4	0	7	0	8	0	8
49+50.00	50	37	0	38	0	46	0	46
64+00.00	---	12	0	0	0	46	0	46
64+50.00	50	5	0	16	0	62	0	62
65+00.00	50	3	0	7	0	69	0	69
65+23.00	23	0	0	1	0	70	0	70
			COLUMN TOTALS	70	0			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5845-01-78 | HWY: USH 51 | COUNTY: DANE | EARTHWORK - STAGE 3 (USH 51 SB WIDENING REMOVAL) | SHEET 278 | E

EB								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
54+10.00		14	0	0	0	0	0	0
54+25.00	15	14	0	8	0	8	0	8
54+50.00	25	13	7	12	3	20	4	16
55+00.00	50	7	4	18	11	38	18	21
55+50.00	50	31	7	35	11	74	31	43
55+92.69	43	21	11	41	14	115	49	66
57+90.44	---	21	1	0	0	115	49	66
58+00.00	10	25	0	8	0	123	49	74
58+50.00	50	30	0	51	0	174	49	124
59+00.00	50	29	0	55	0	229	49	179
59+50.00	50	29	0	54	0	283	49	233
59+69.44	19	10	0	14	0	297	49	247
			COLUMN TOTALS	297	40			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5845-01-78 | HWY: USH 51 | COUNTY: DANE | EARTHWORK - STAGE 2/3 (DEER POINT & ROBY ROAD EB) | SHEET 279 | E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 090107_ew
PLOT DATE : 10/30/2020 4:57 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:1 FT
WISDOT/CADDS SHEET 42

WB								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
54+74.47		33	12	0	0	0	0	0
55+00.00	26	16	8	23	10	23	12	11
55+50.00	50	43	33	55	39	79	61	18
55+95.55	46	25	17	57	42	136	113	22
57+81.39	—	87	0	0	0	136	113	22
58+00.00	19	86	0	60	0	195	113	82
58+50.00	50	68	0	143	0	338	113	224
58+73.37	23	128	0	85	0	423	113	309
			COLUMN TOTALS	423	91			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5845-01-78 | HWY: USH 51 | COUNTY: DANE | EARTHWORK - STAGE 2/3 (DEER POINT & ROBY ROAD WB) | SHEET 280 | E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 090108_ew

PLOT DATE : 10/30/2020 4:57 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:1 FT

RBT								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
10+00.00		126	0	0	0	0	0	0
10+50.00	50	72	15	184	14	184	17	167
11+00.00	50	82	0	143	14	327	34	293
11+50.00	50	61	1	133	1	461	36	425
12+00.00	50	96	0	145	1	606	37	569
12+50.00	50	96	0	178	0	784	37	747
13+00.00	50	125	18	205	17	989	57	931
13+50.00	50	121	0	228	17	1,217	78	1,139
13+64.43	14	126	0	66	0	1,283	78	1,205
			COLUMN TOTALS	1,283	63			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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PROJECT NO: 5845-01-78 | HWY: USH 51 | COUNTY: DANE | EARTHWORK - RBT CHAIN | SHEET 281 | E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090101_EW.DWG
LAYOUT NAME - 090109_ew

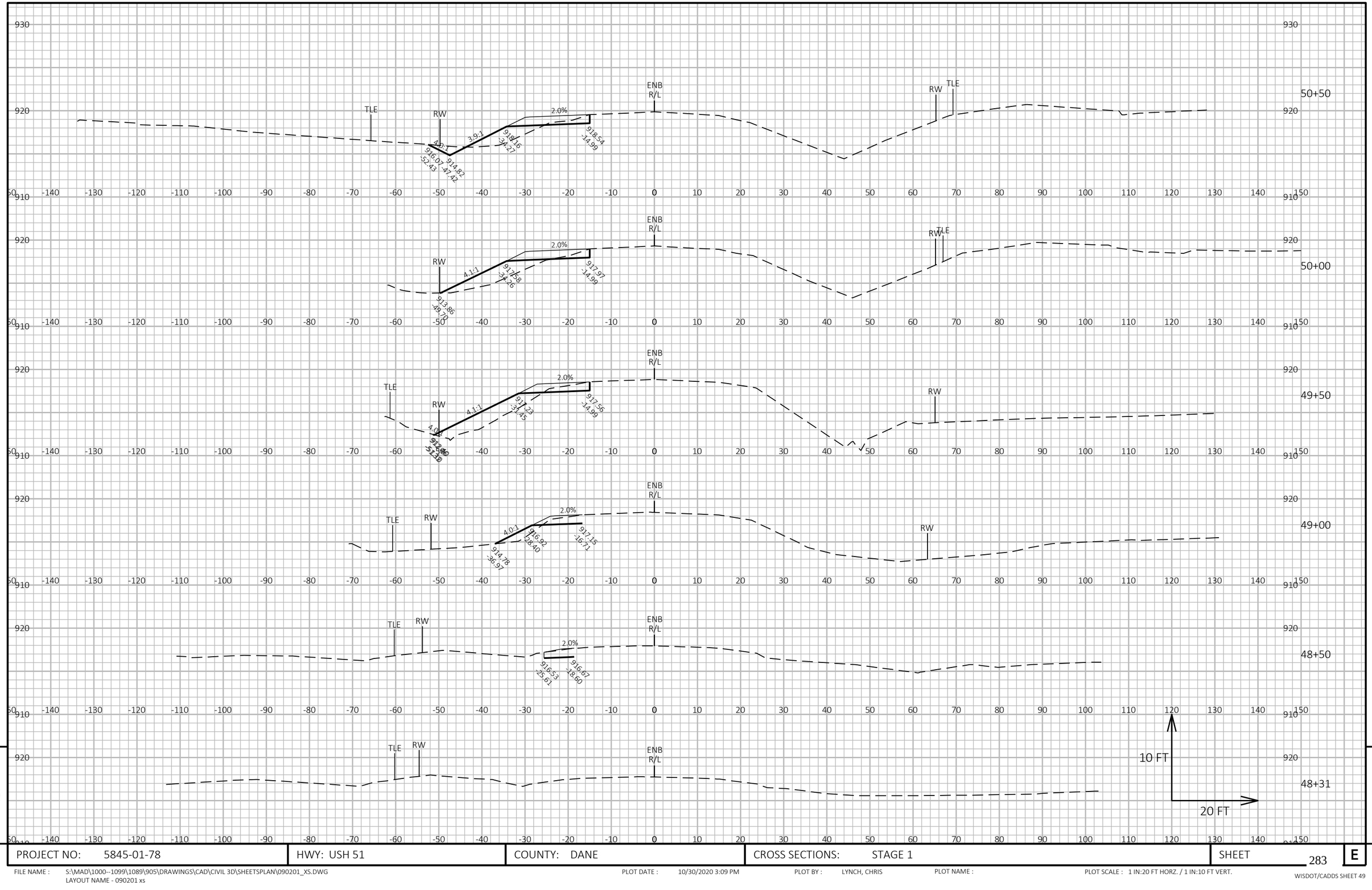
PLOT DATE : 10/30/2020 4:57 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:1 FT

WISDOT/CADDS SHEET 42

REMOVE USH 51 TEMP WIDENING								
		AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)		
STATION	DISTANCE	CUT	FILL	CUT NOTE 1	FILL NOTE 3	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	MASS ORDINATE NOTE 4
47+24.00		2	1	0	0	0	0	0
47+50.00	26	2	0	2	1	2	1	1
48+00.00	50	3	0	5	0	7	1	6
48+50.00	50	4	0	6	0	13	1	13
49+00.00	50	4	0	7	0	21	1	20
49+50.00	50	6	0	9	0	30	1	30
49+80.00	30	8	0	8	0	38	1	37
63+74.00	—	11	0	0	0	38	1	37
64+00.00	26	7	0	9	0	47	1	46
64+50.00	50	4	0	10	0	57	1	57
65+00.00	50	3	0	6	0	64	1	63
65+01.00	1	0	0	0	0	64	1	63
			COLUMN TOTALS	64	1			

NOTES:

1) CUT: CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: THIS IS NOT SHOWN IN THE CROSS SECTIONS
3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)



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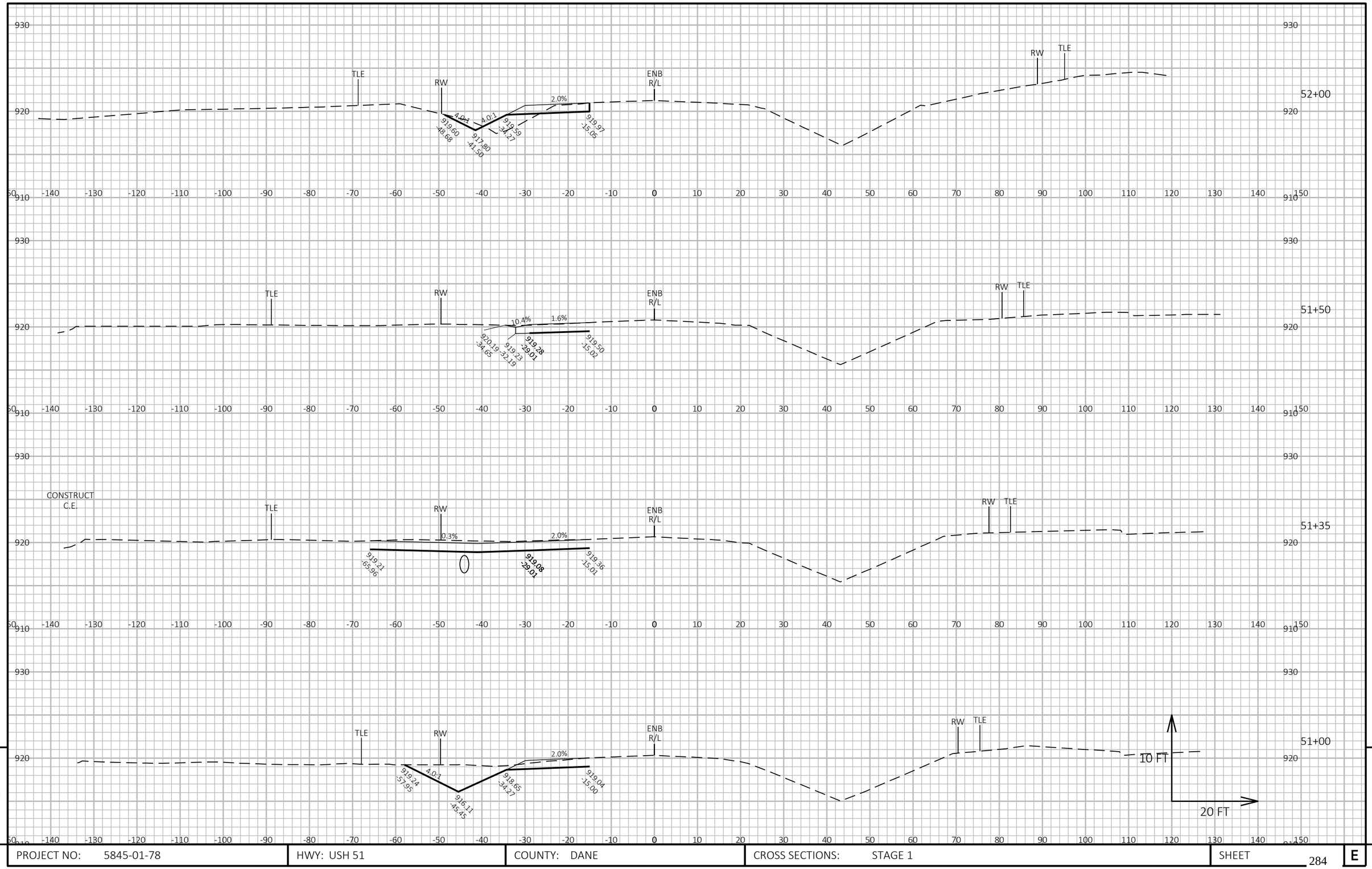
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 283	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090201 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

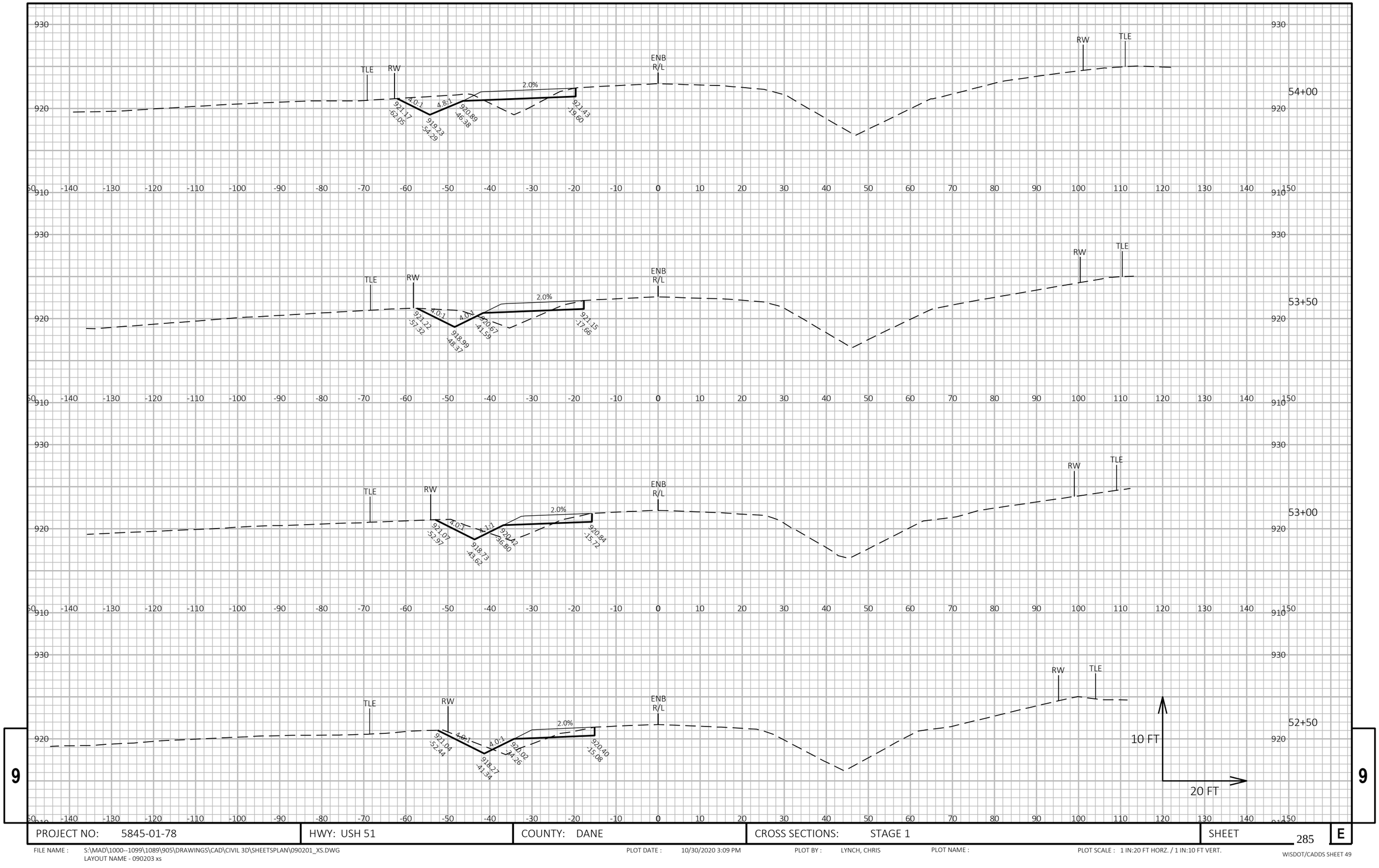
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 284 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090202 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

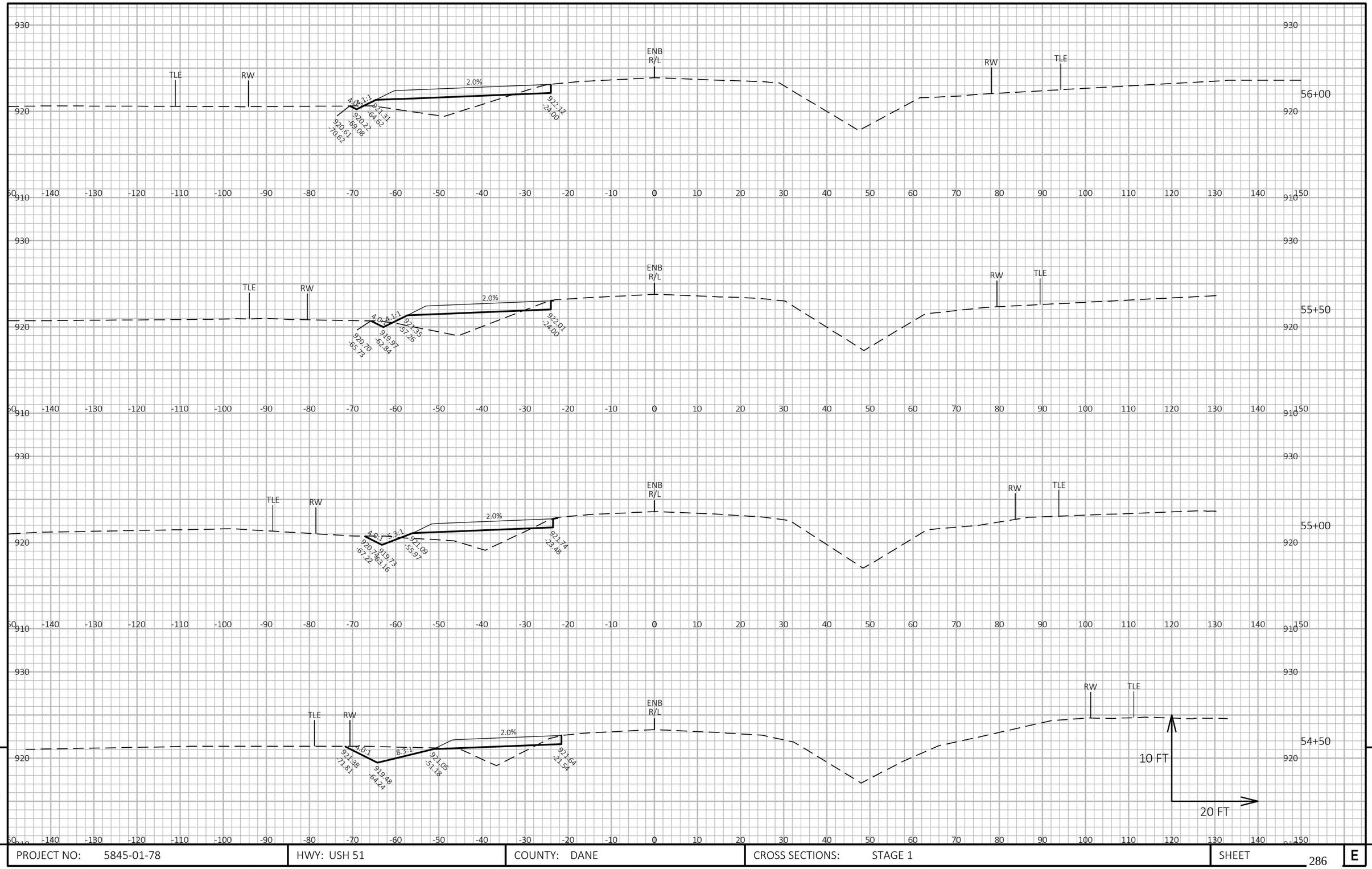


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 285 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090203 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

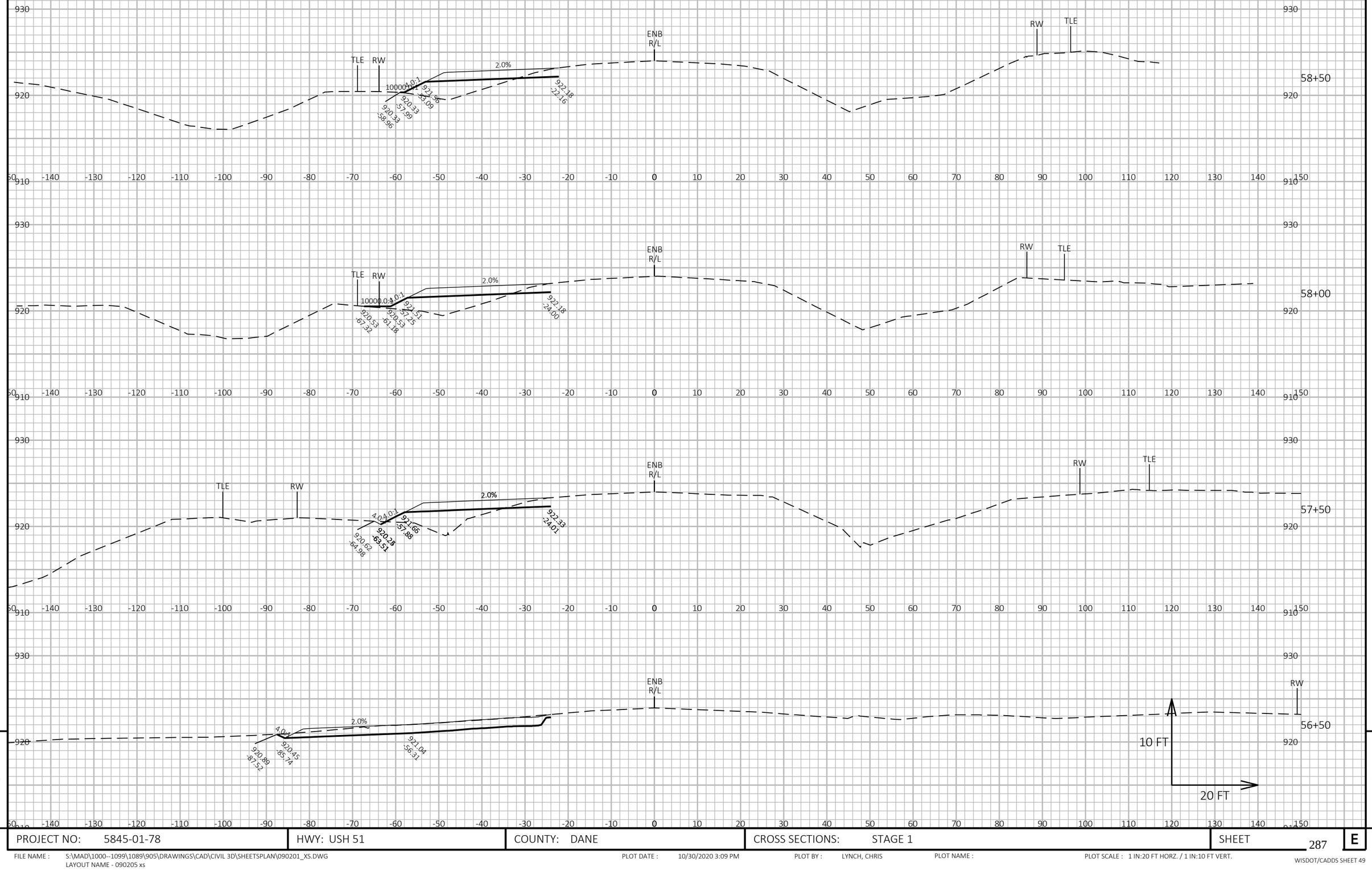
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 286	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090204 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

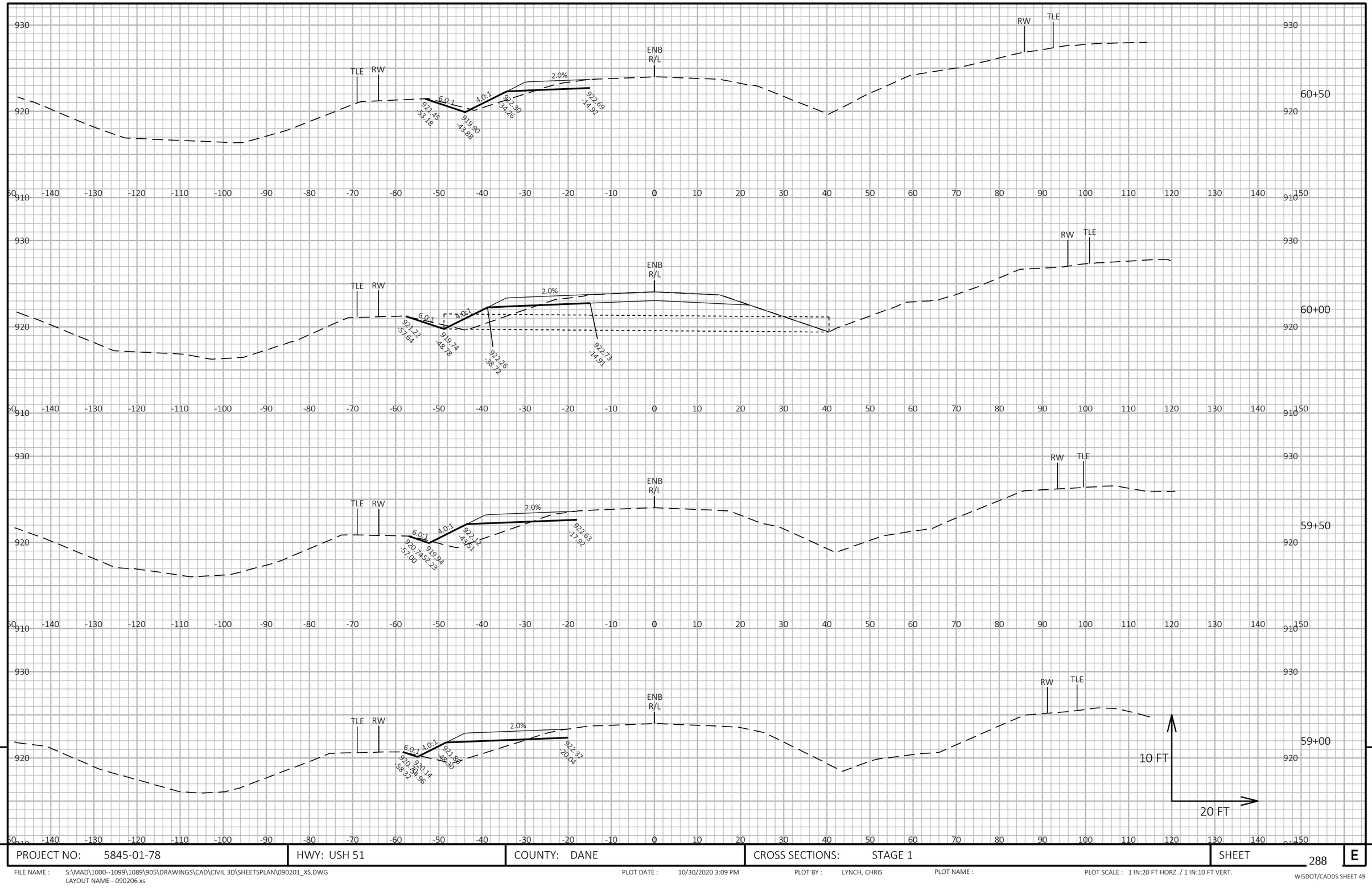


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 287	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090205 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

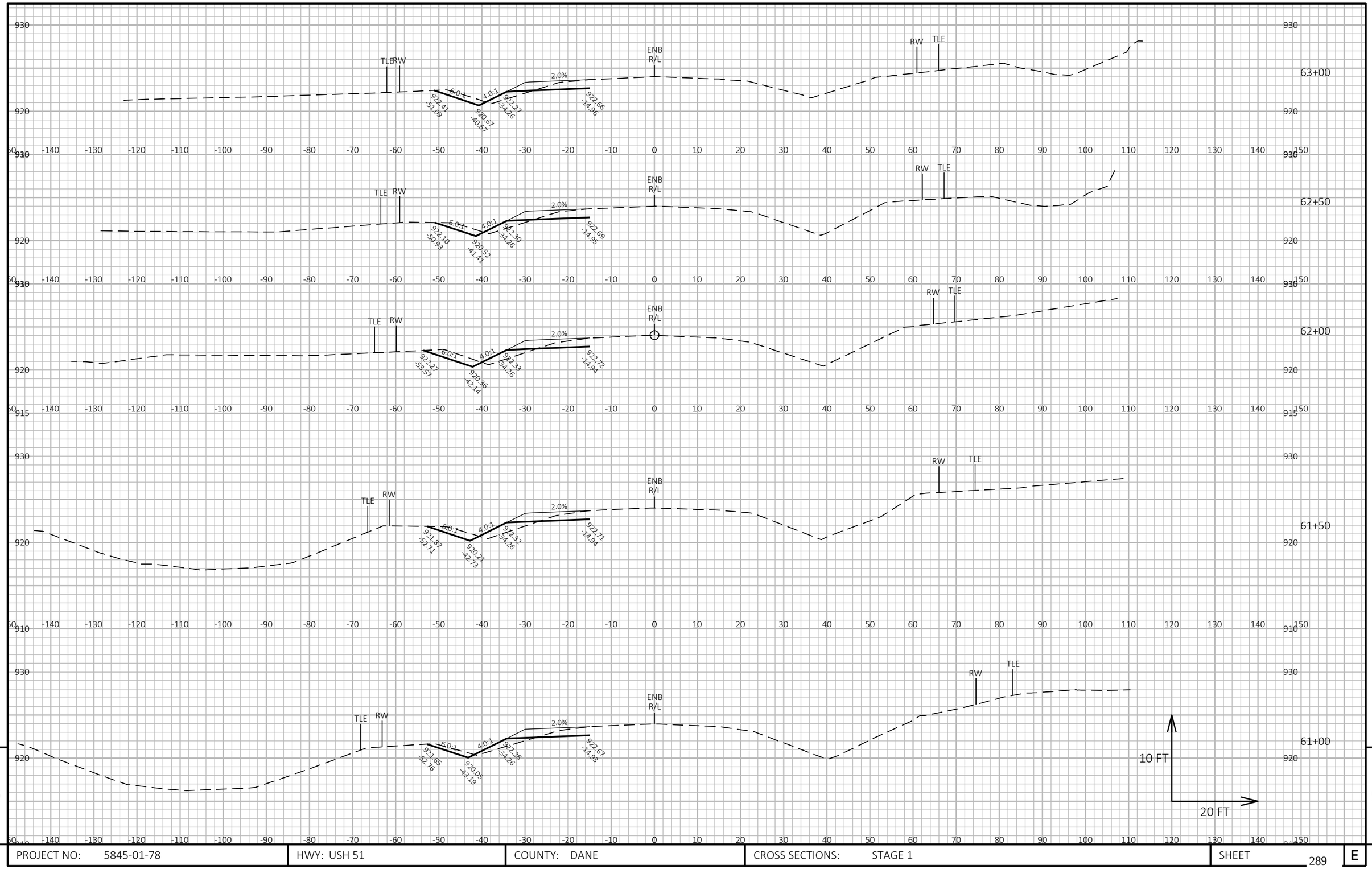
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 288	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090206 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

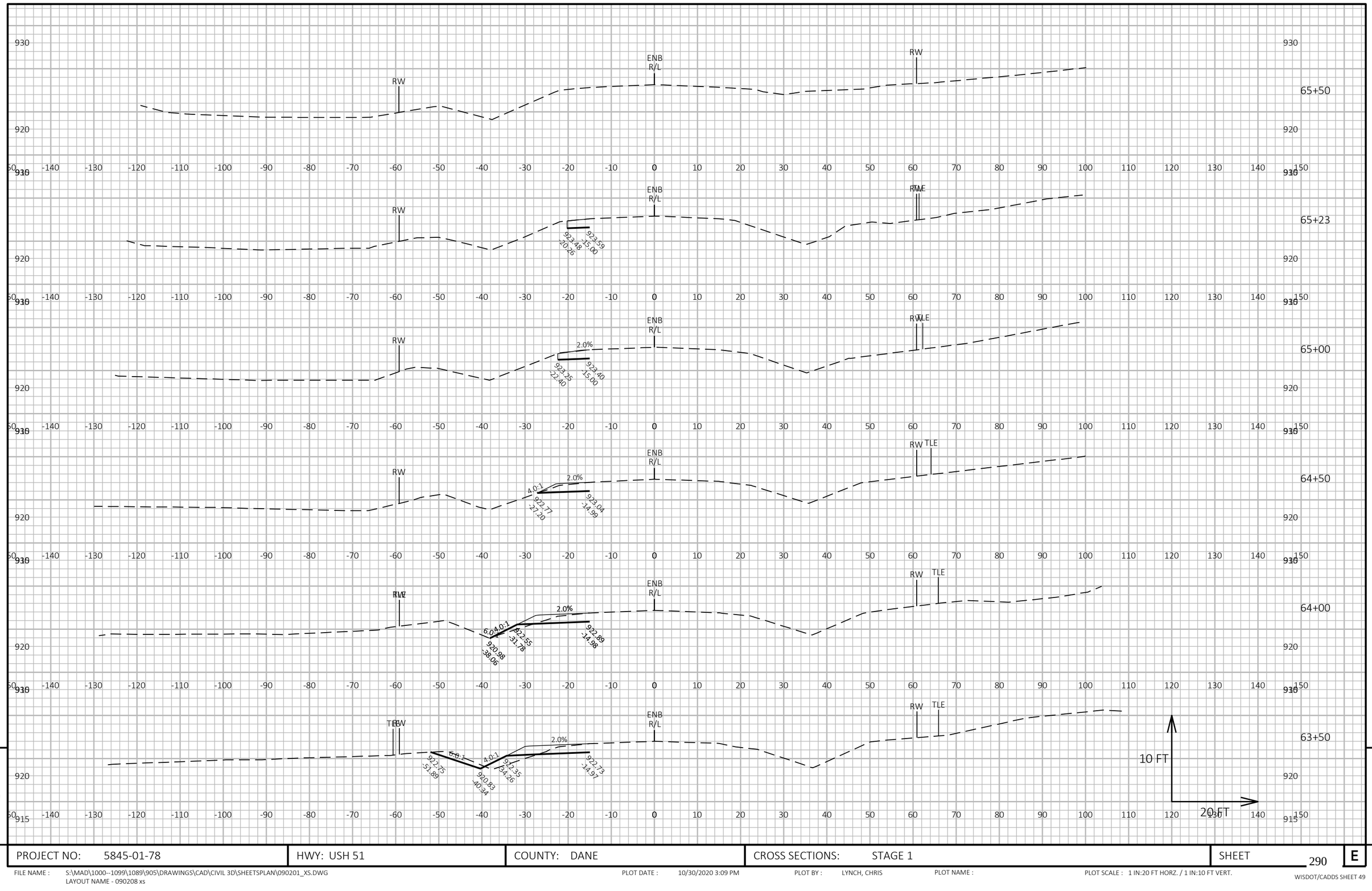
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 289	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090207 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

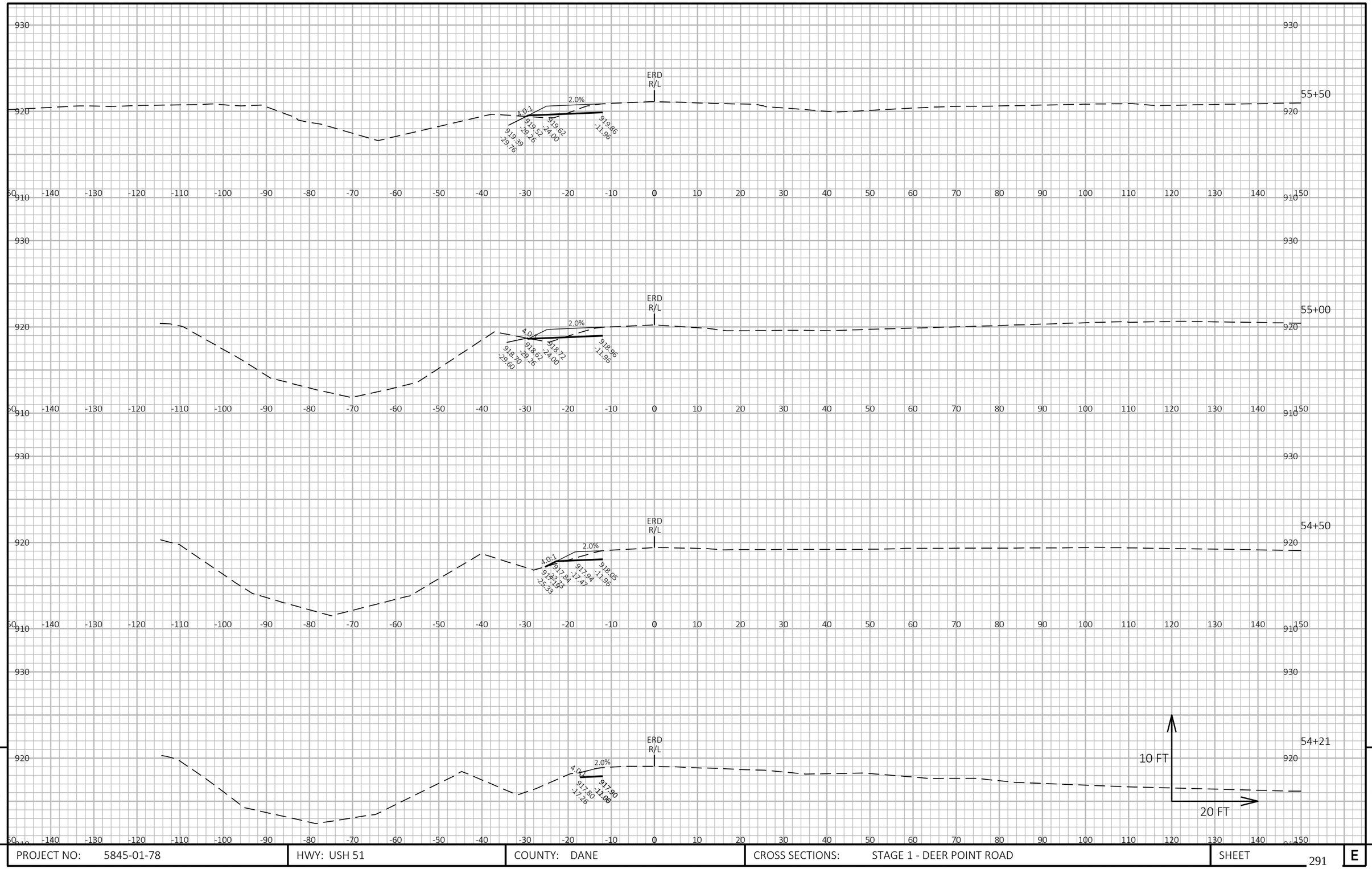


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1	SHEET 290	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090208 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

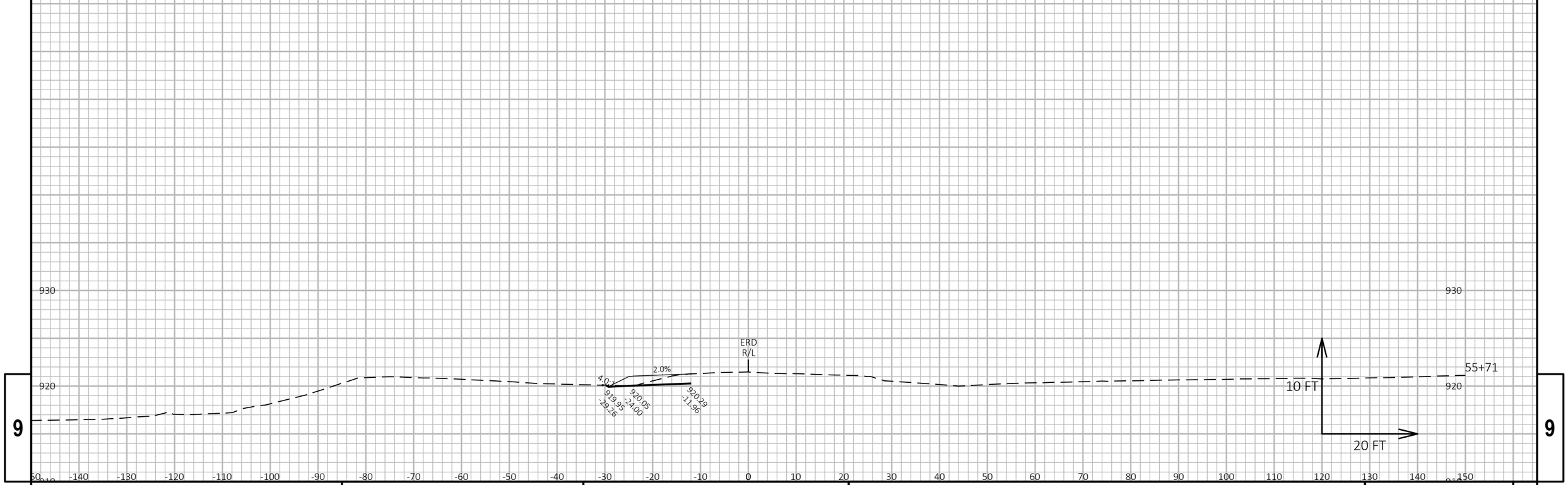


PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1 - DEER POINT ROAD	SHEET 291 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090209 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

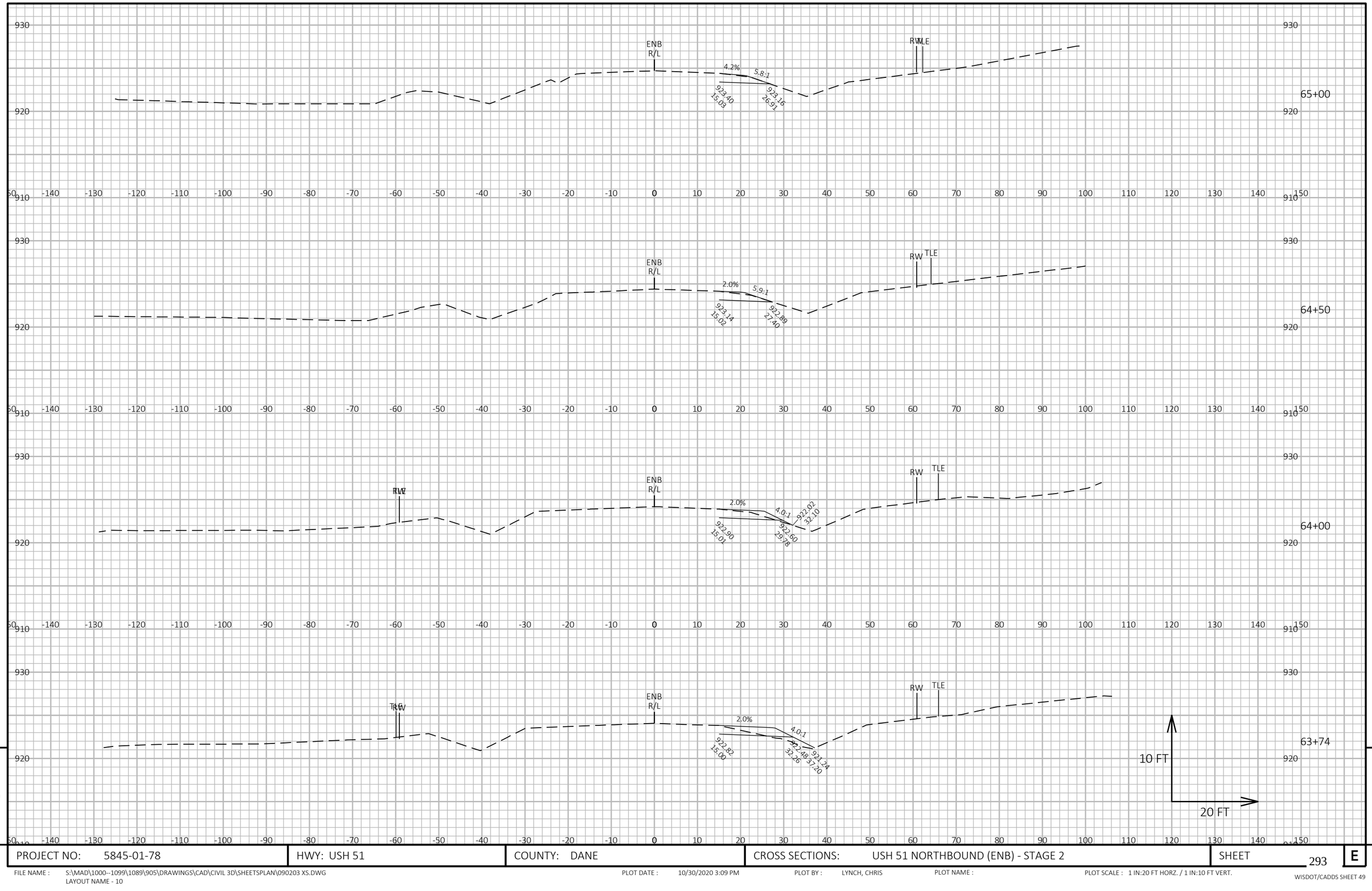
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: STAGE 1 - DEER POINT ROAD	SHEET 292	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090201_XS.DWG
LAYOUT NAME - 090210 xs

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) - STAGE 2	SHEET 293 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090203 XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

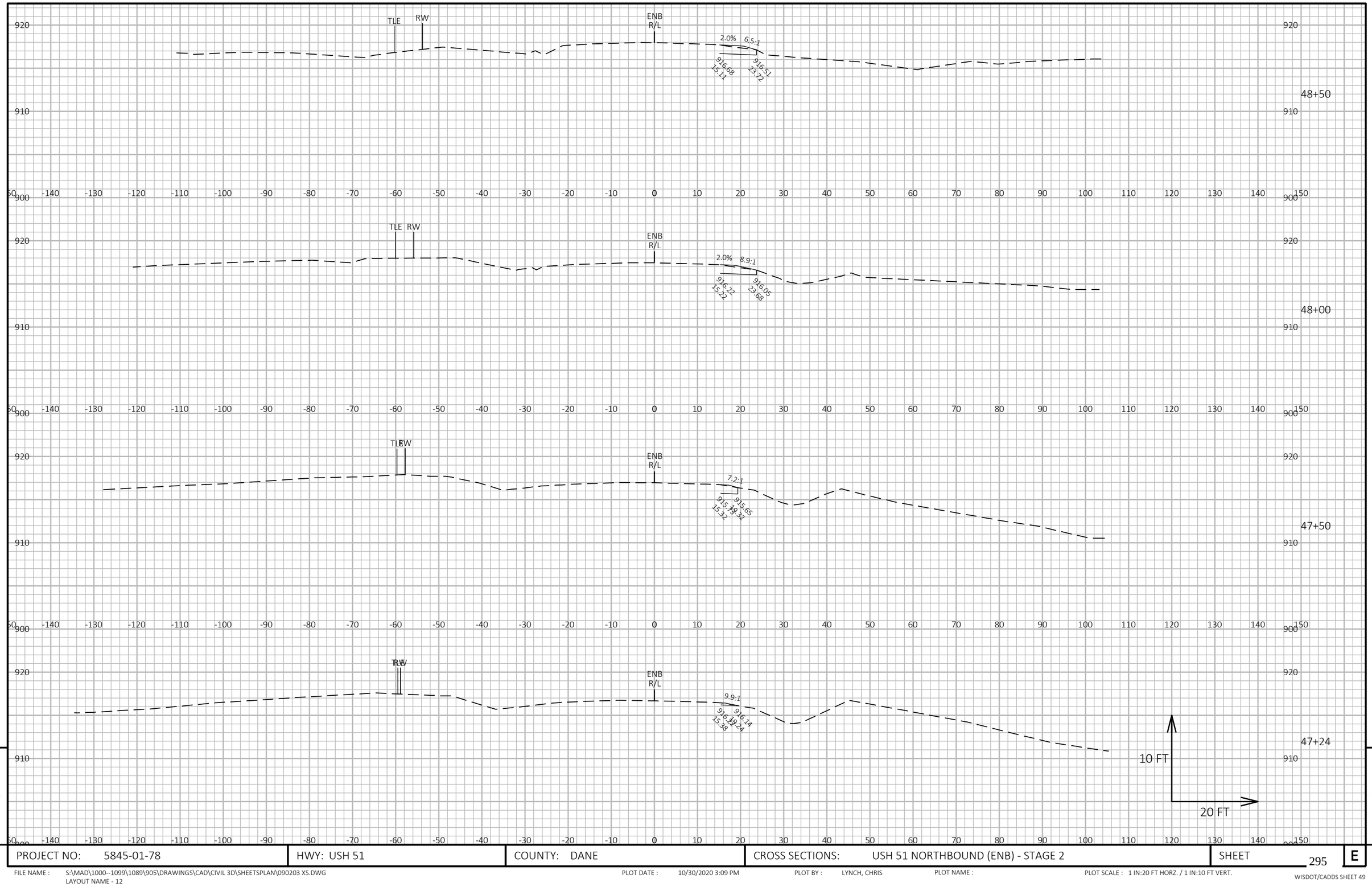
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) - STAGE 2	SHEET 294	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090203 XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

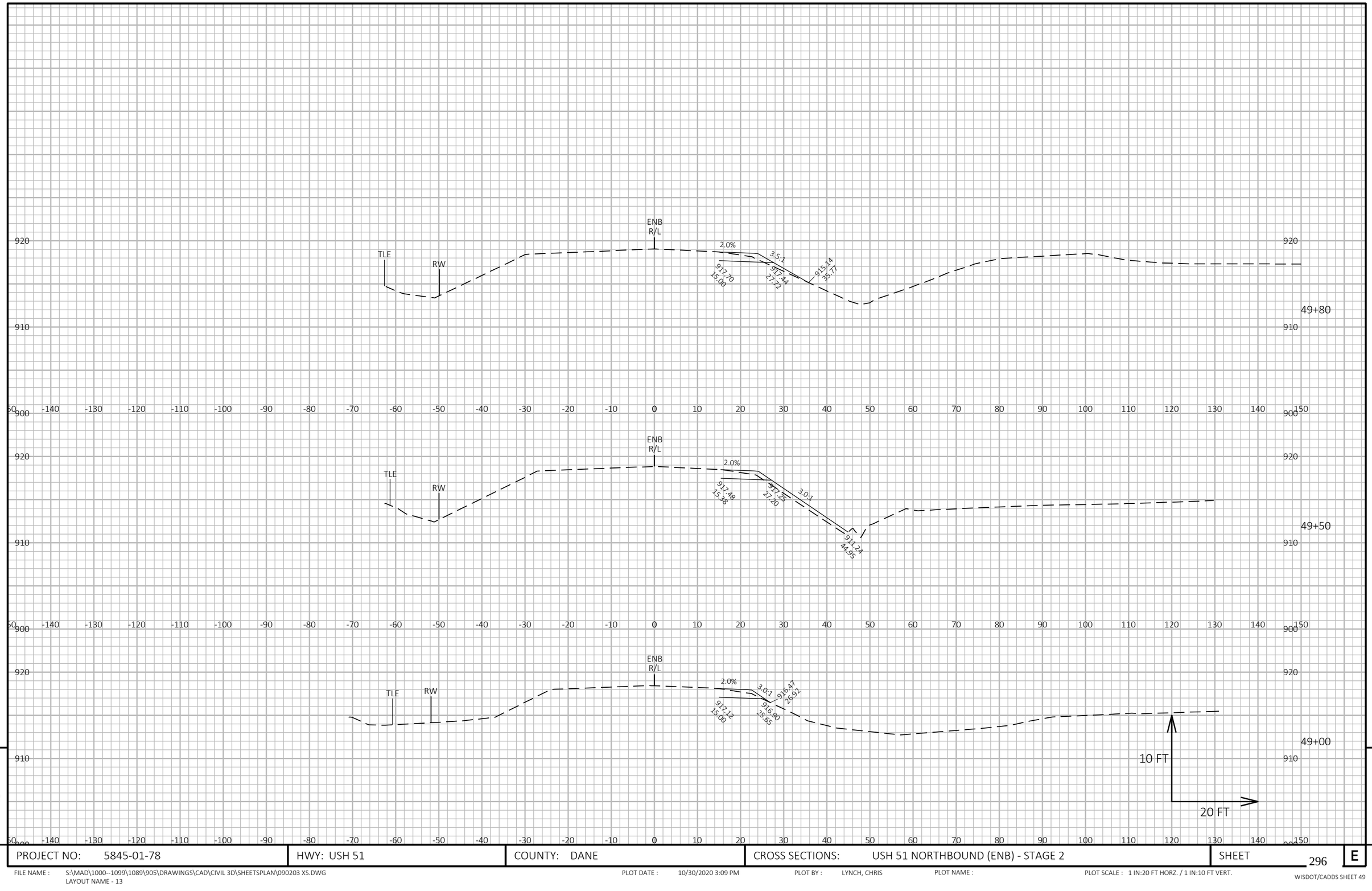
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) - STAGE 2	SHEET 295	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090203 XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

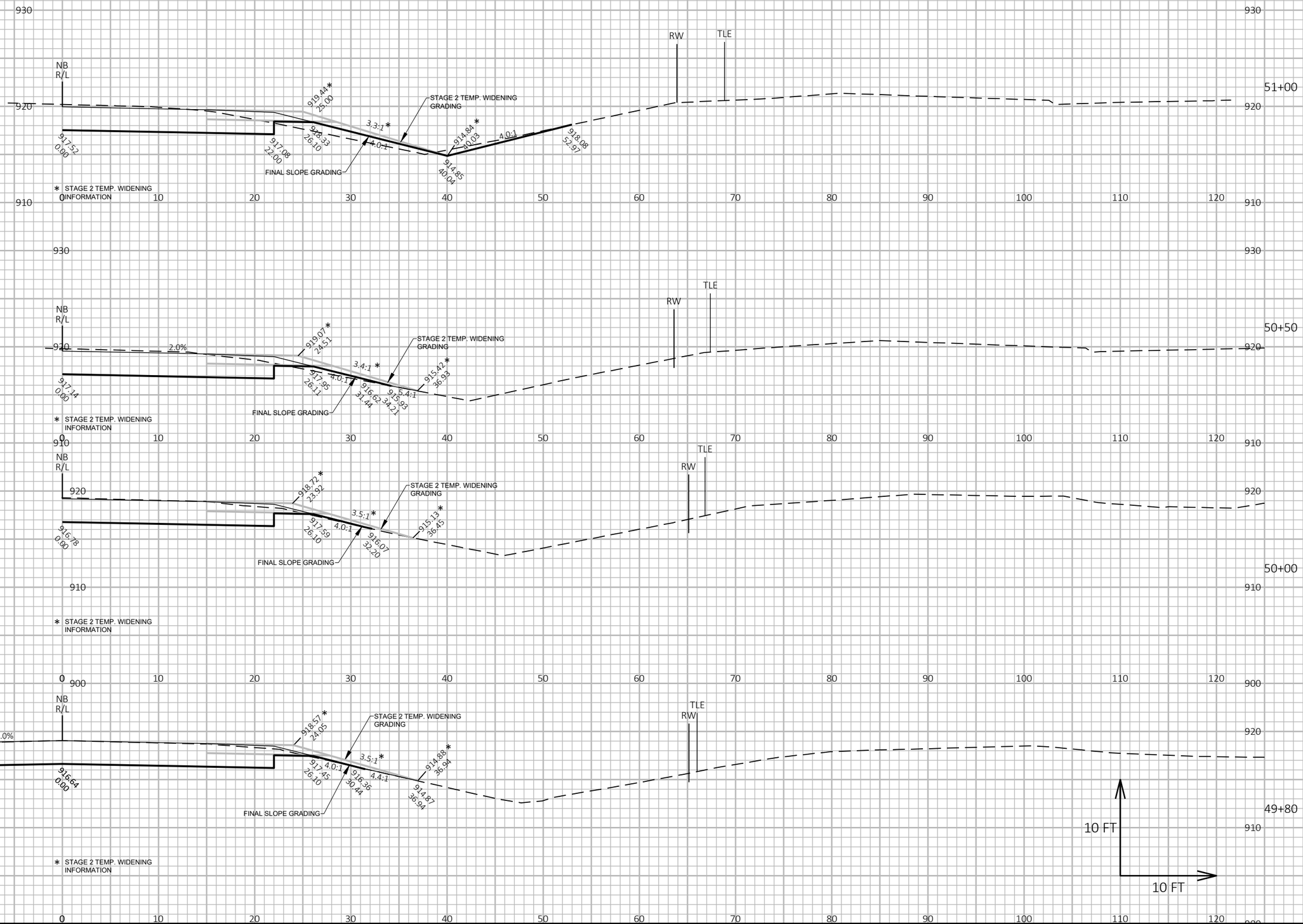
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) - STAGE 2	SHEET 296	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090203 XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/30/2020 3:09 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

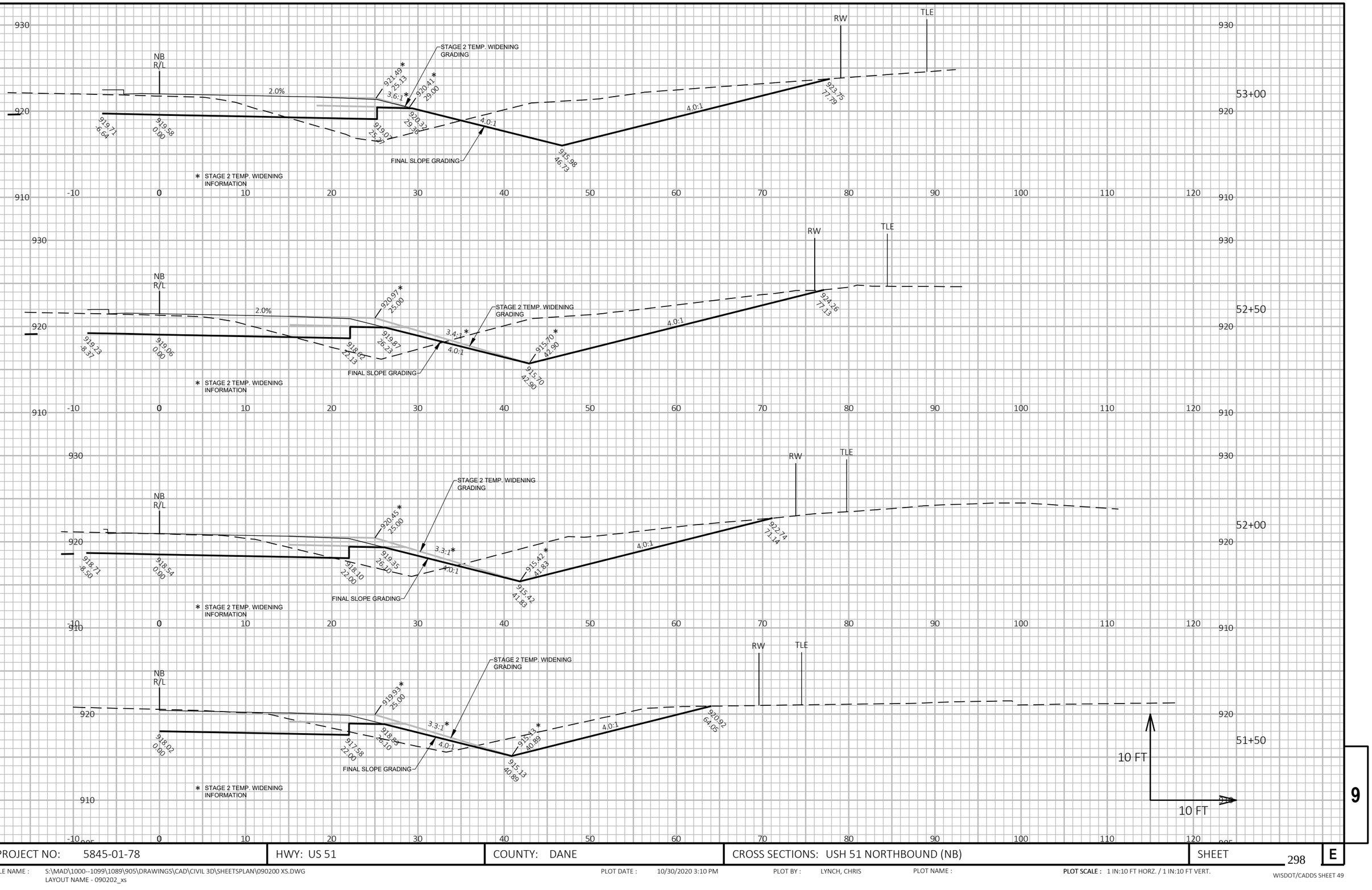


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 297	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090201_xs

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

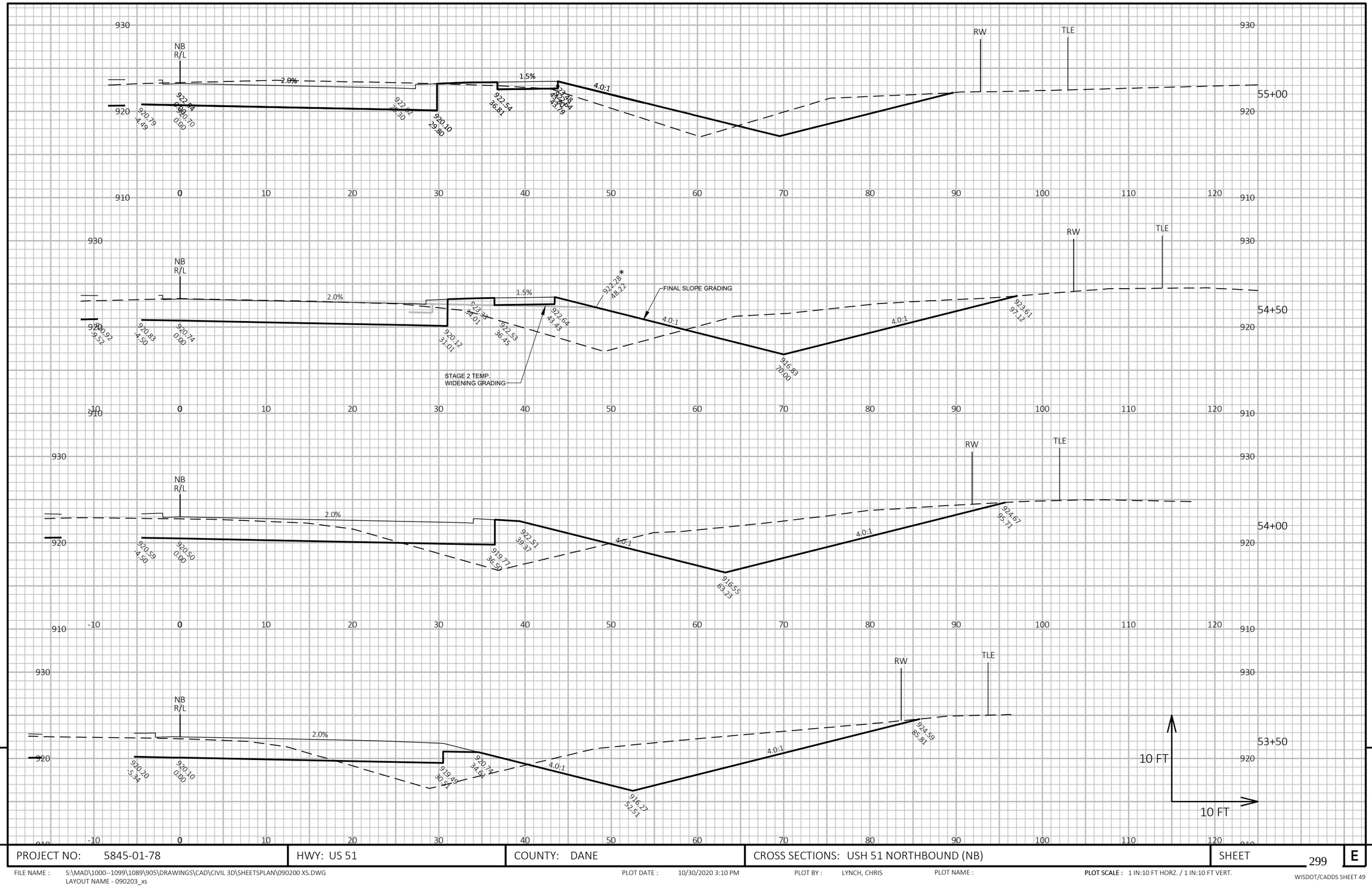
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 298	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090202_xs

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

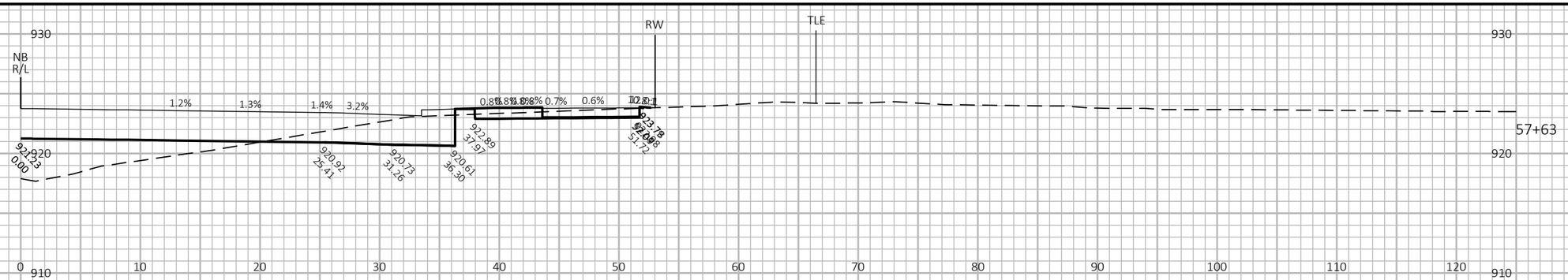


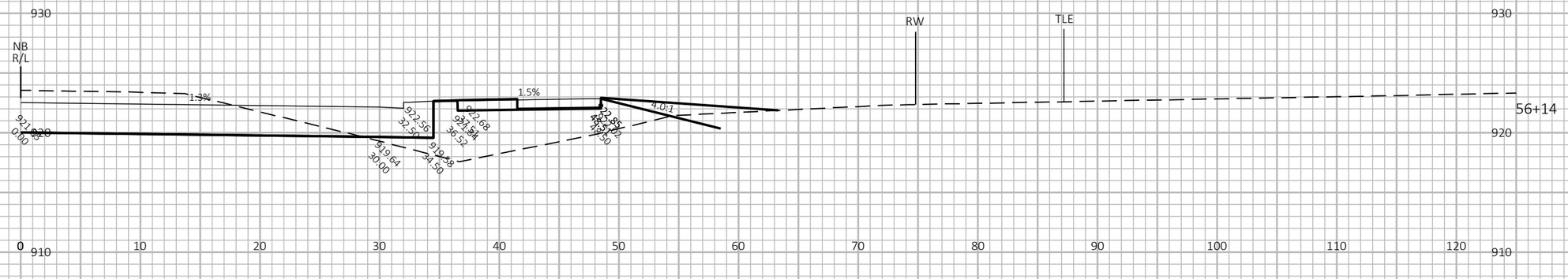
PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 299 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090203_xs

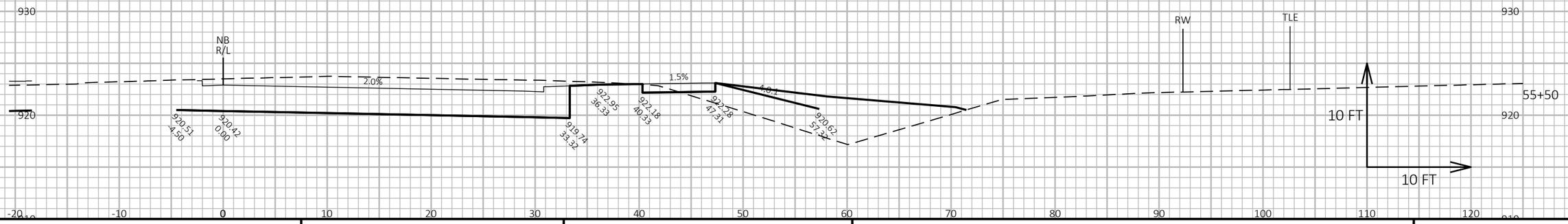
PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







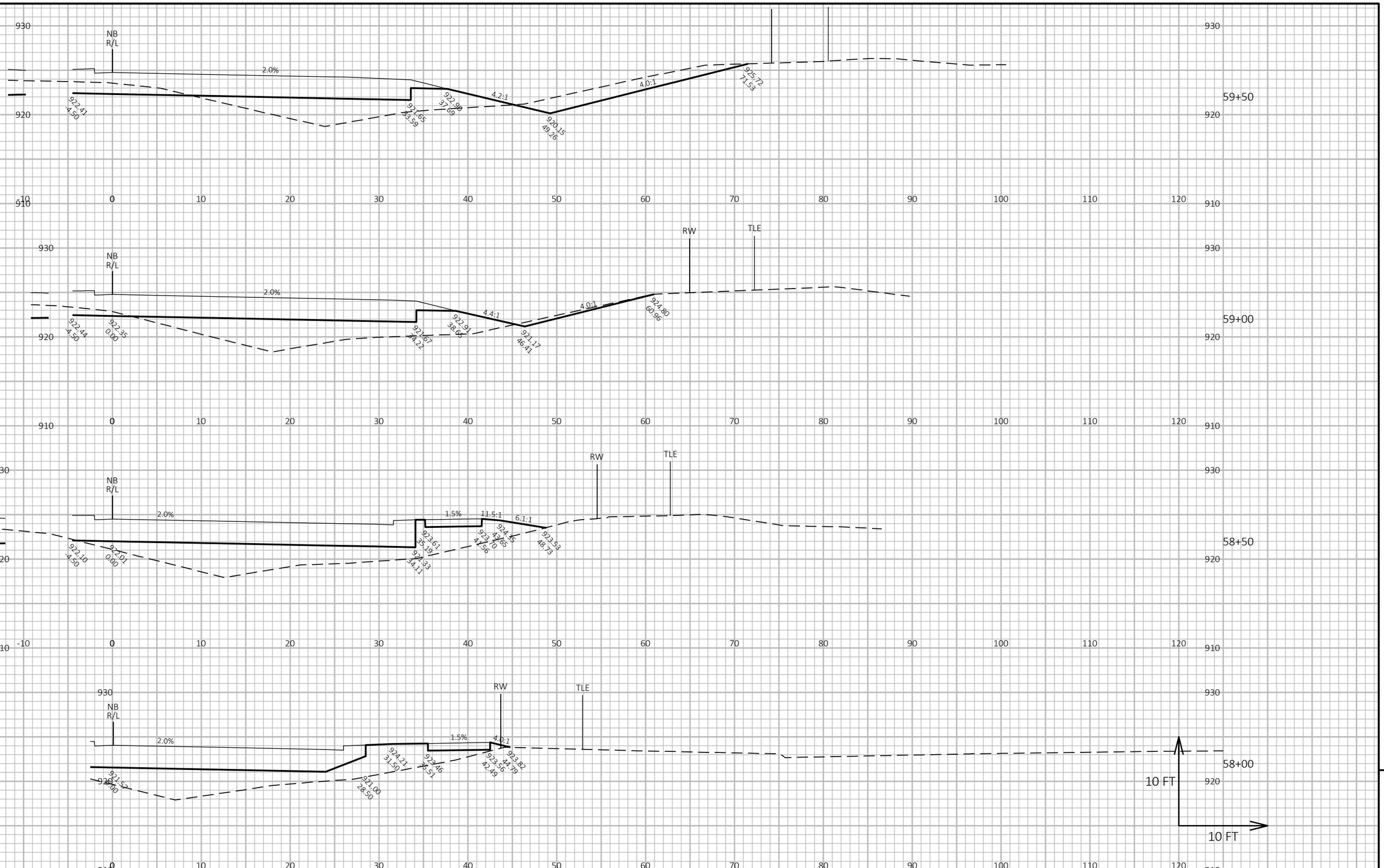


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 300	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090204_xs

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

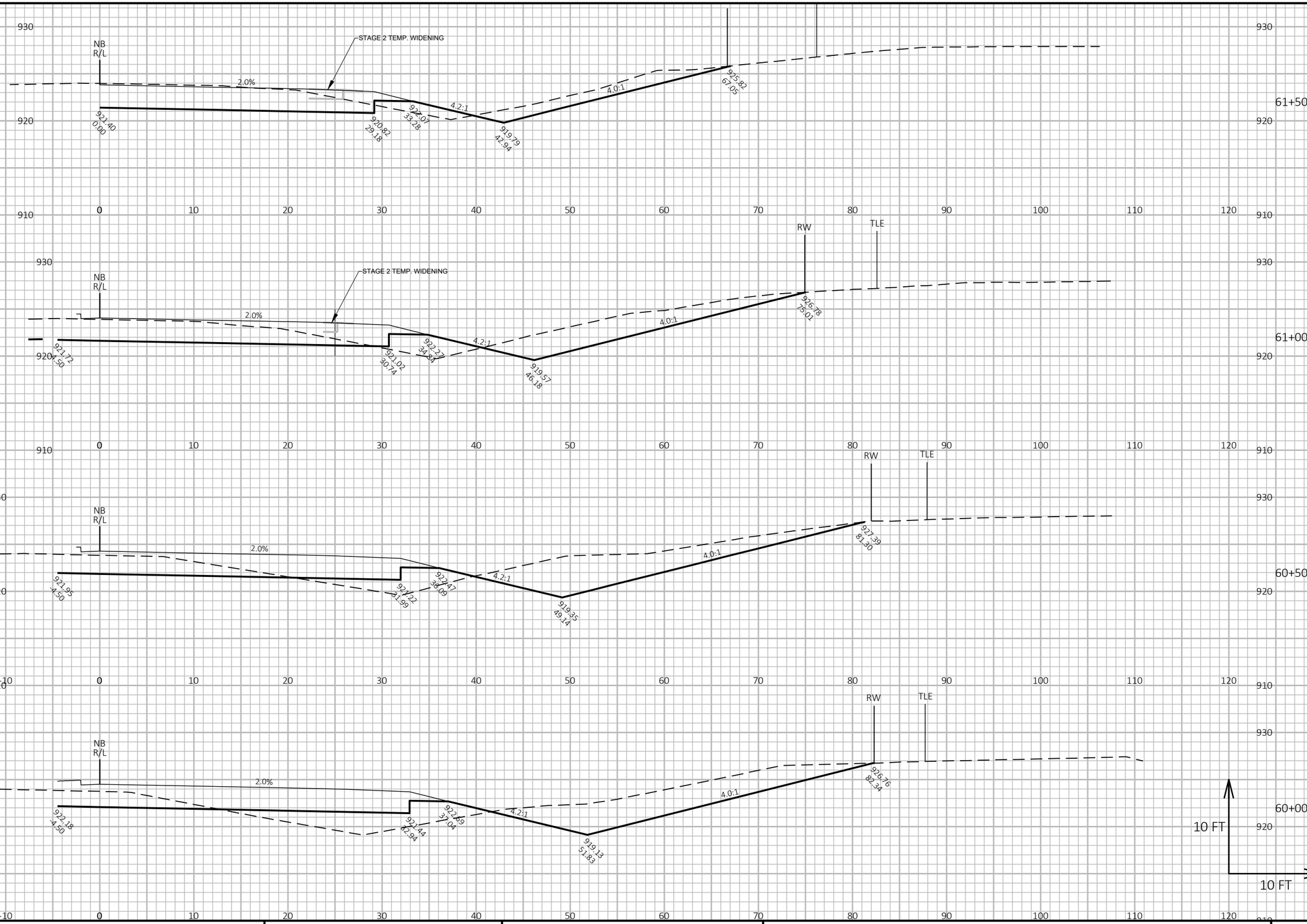
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 301	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090205_xs

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 302	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090206_xs

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

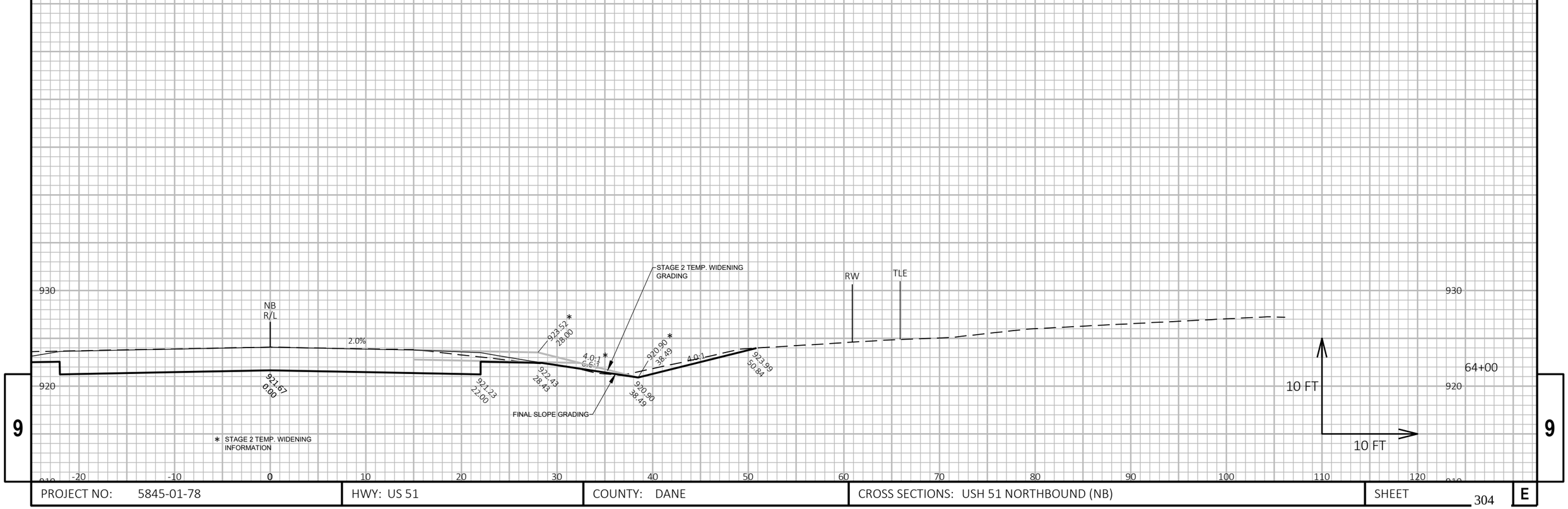
PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 303	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090207_xs

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

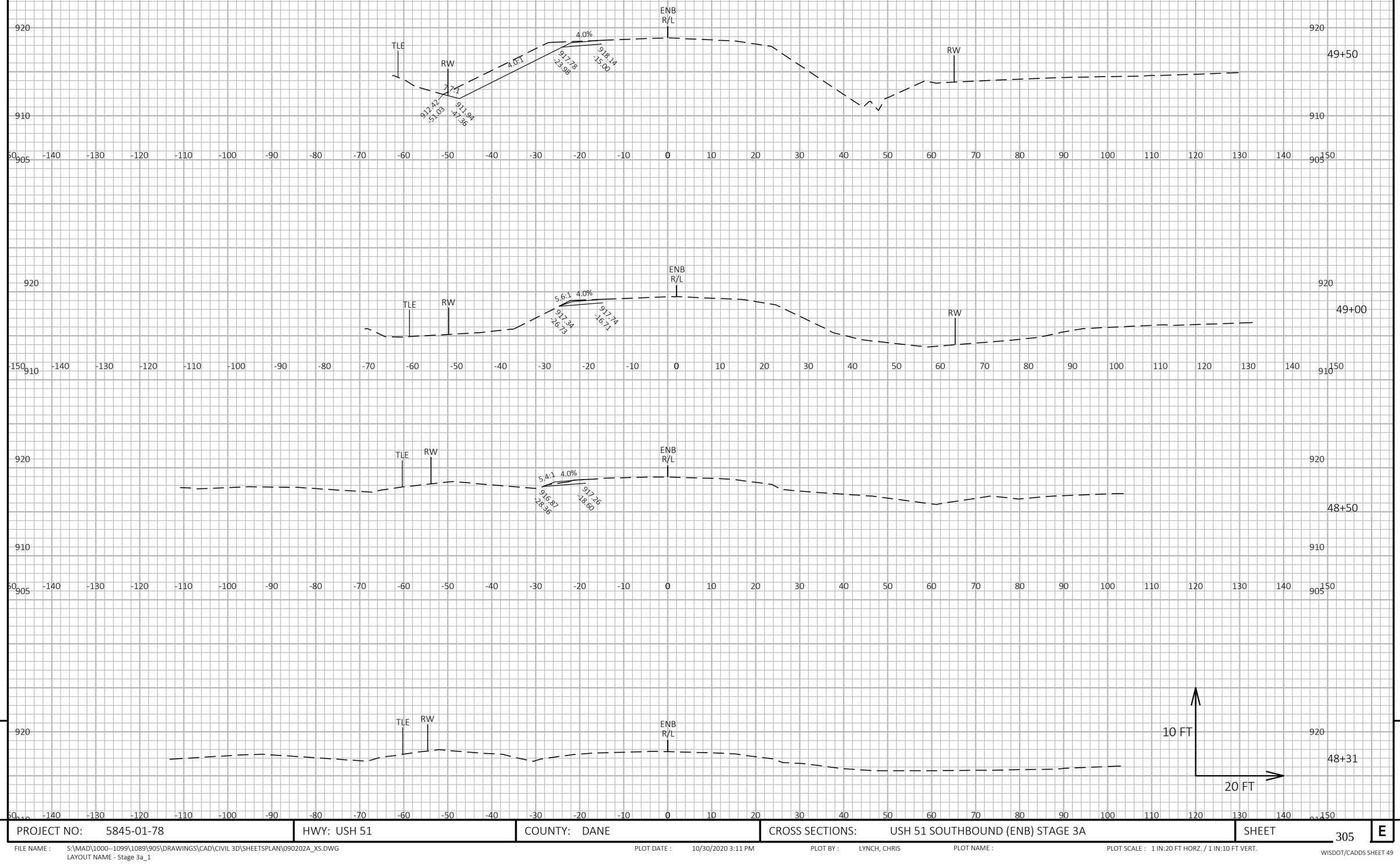


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (NB)	SHEET 304	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090208_xs

PLOT DATE : 10/30/2020 3:10 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

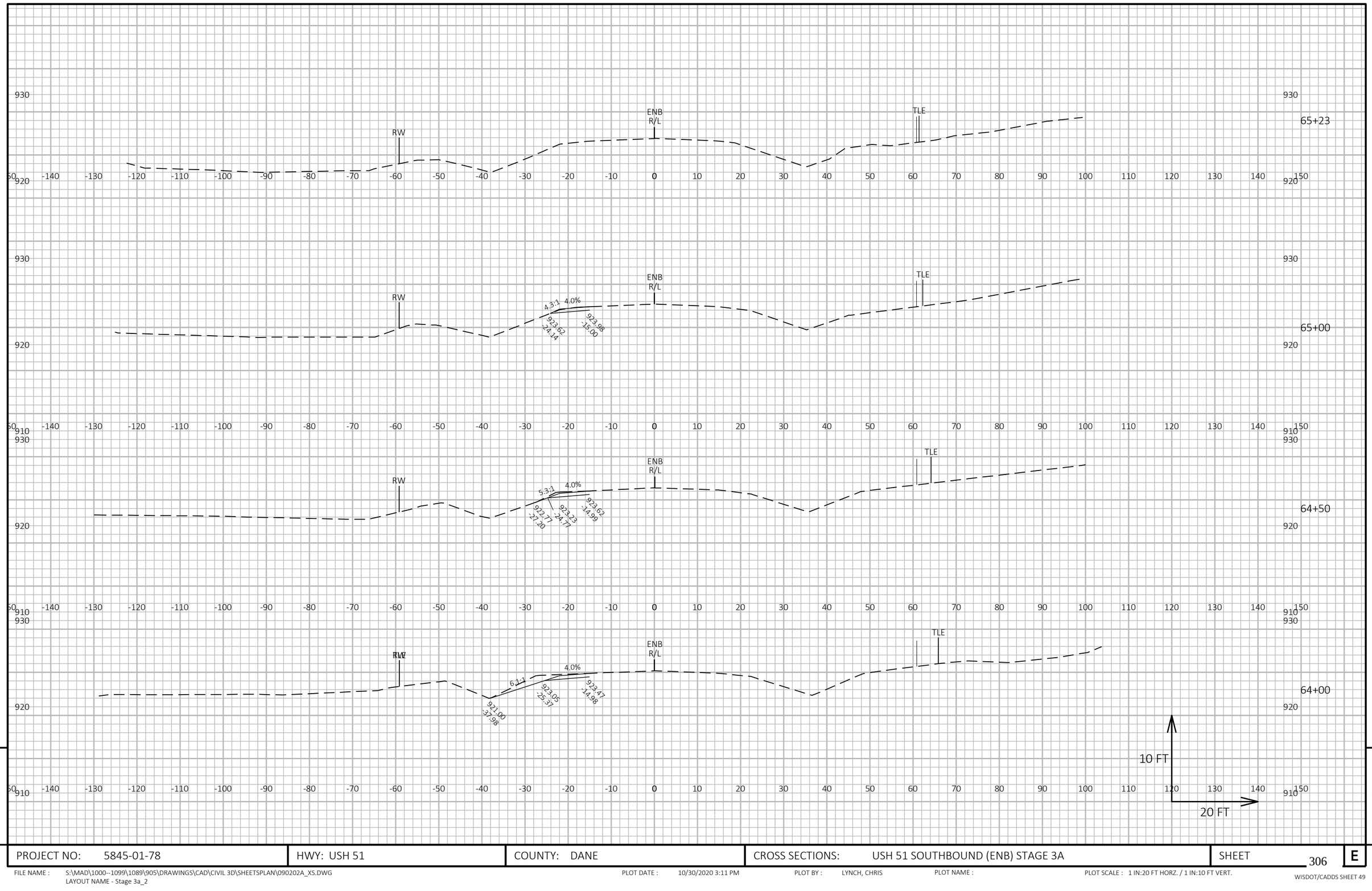
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (ENB) STAGE 3A	SHEET 305	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090202A_XS.DWG
LAYOUT NAME - Stage 3a_1

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

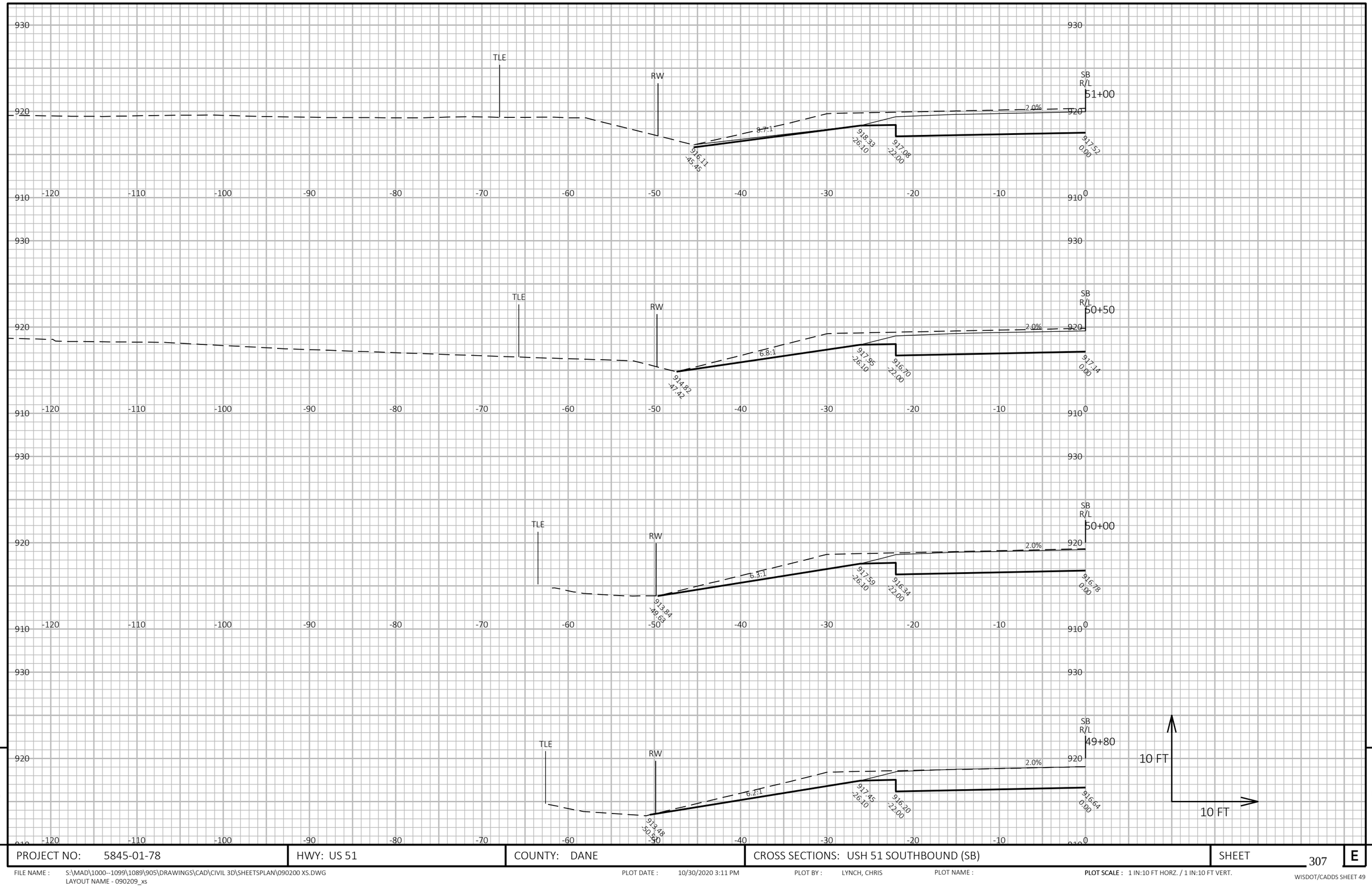
PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (ENB) STAGE 3A	SHEET 306	E

9

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090202A_XS.DWG
LAYOUT NAME - Stage 3a_2

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

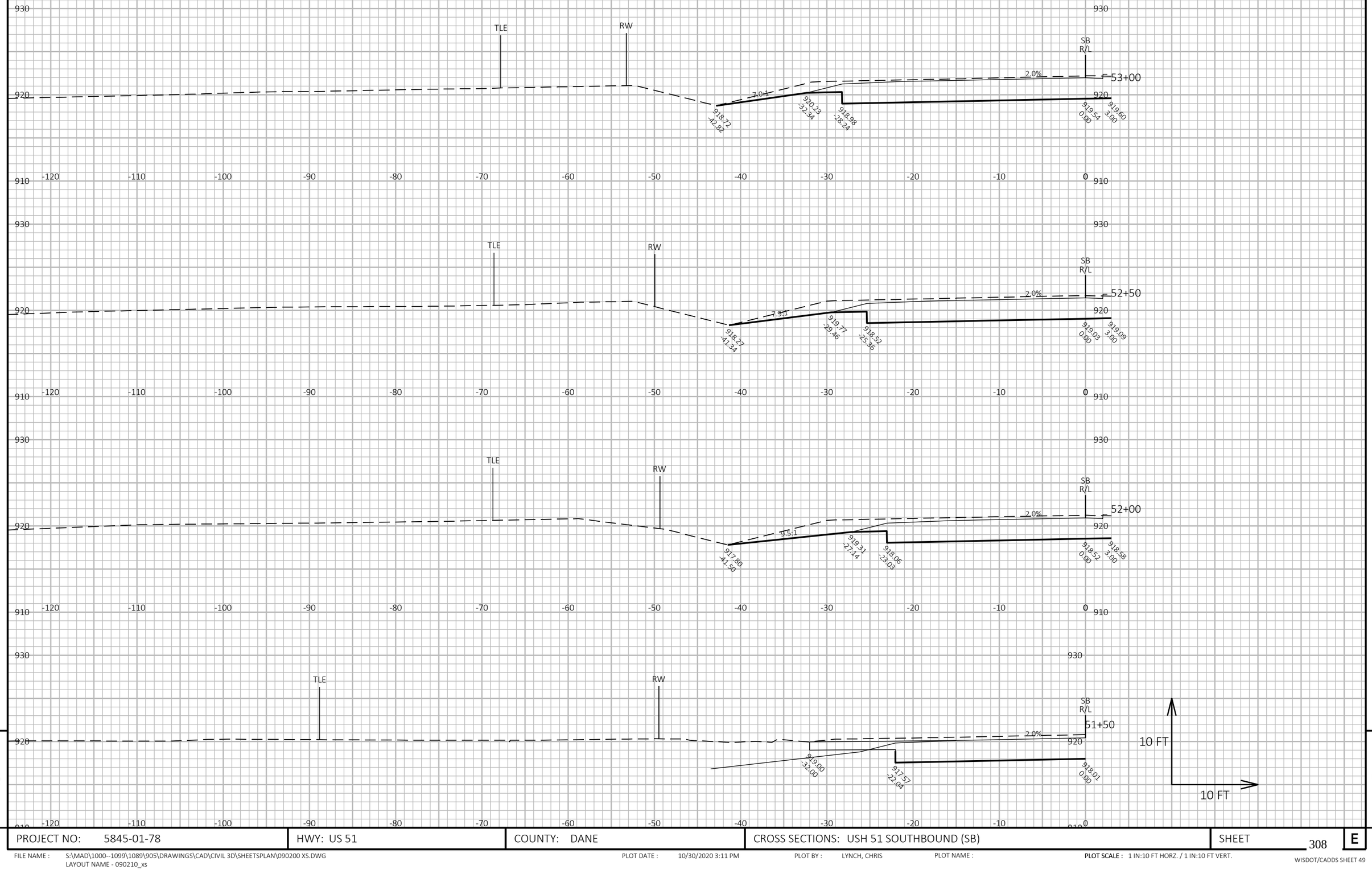


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 307	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090209_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

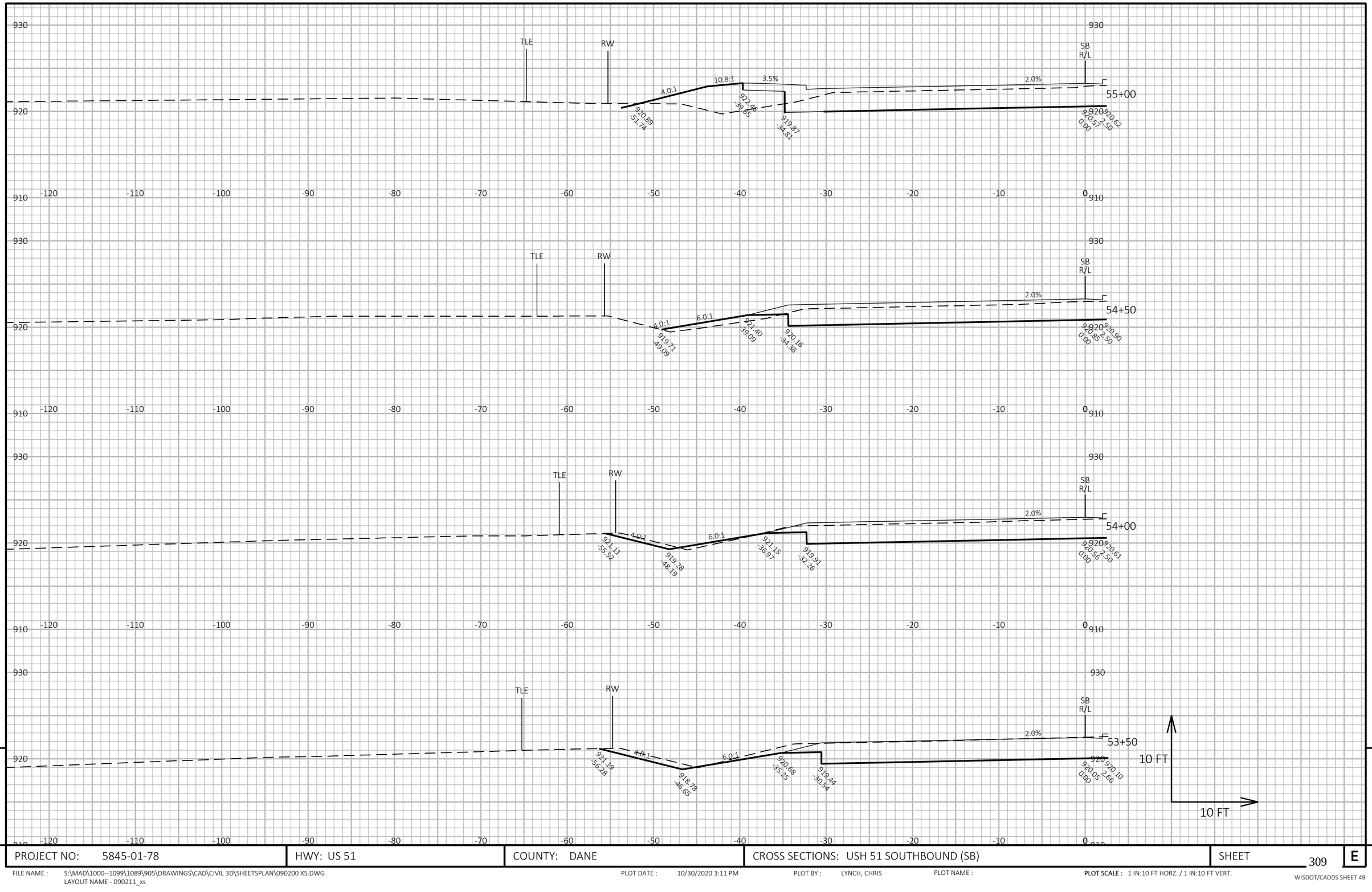


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 308	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090210_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

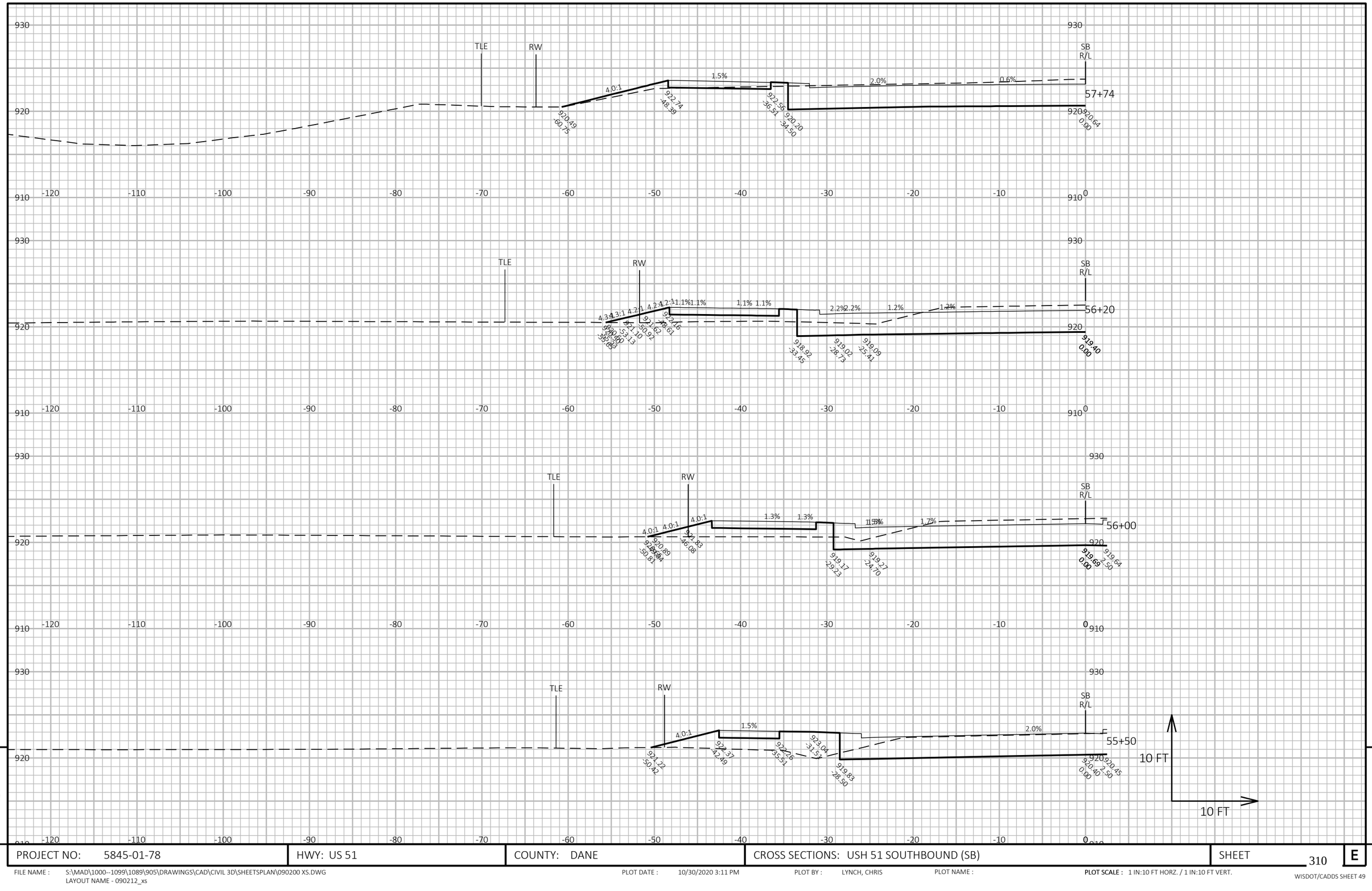


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 309	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090211_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

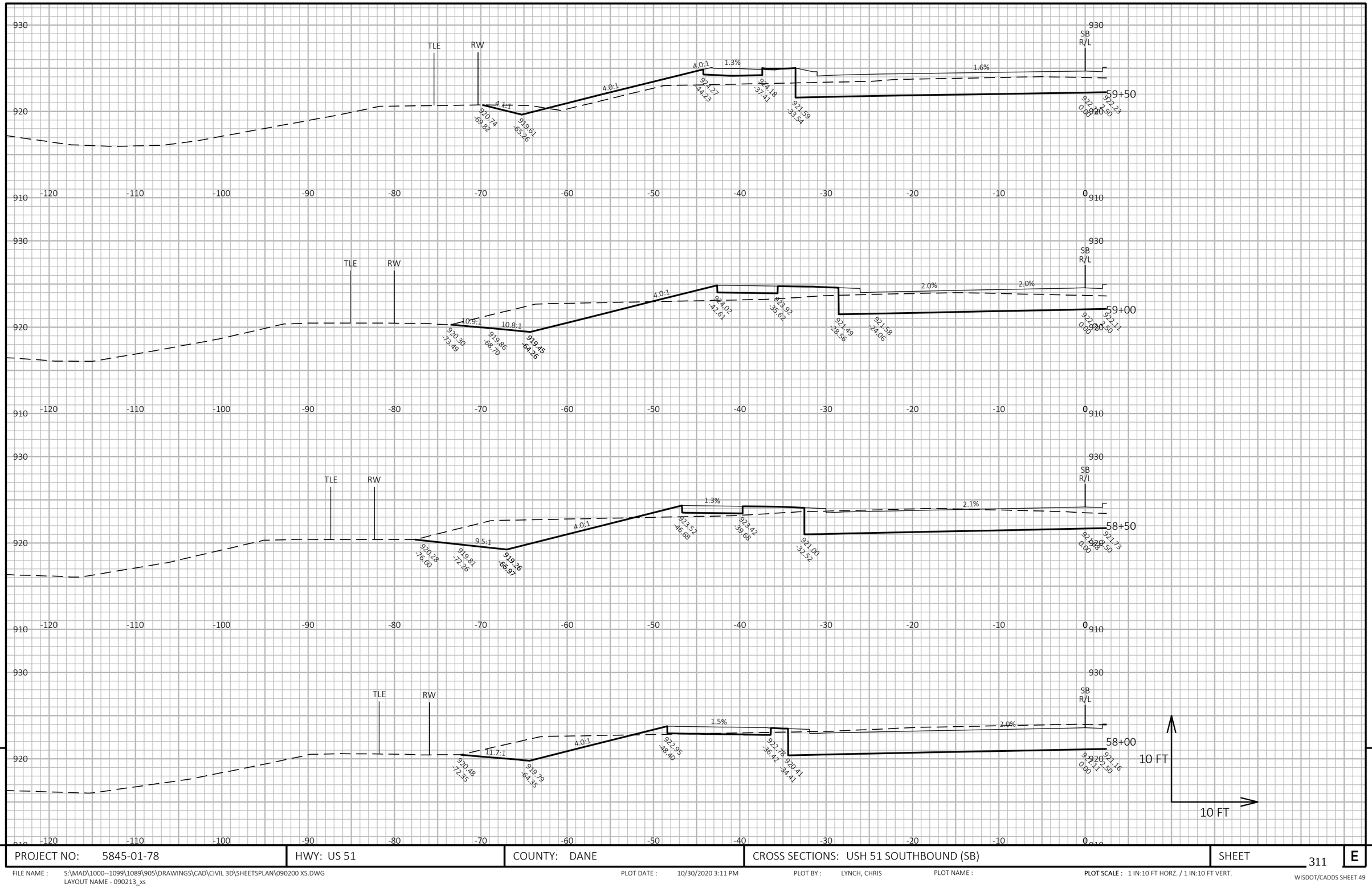
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 310	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090212_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

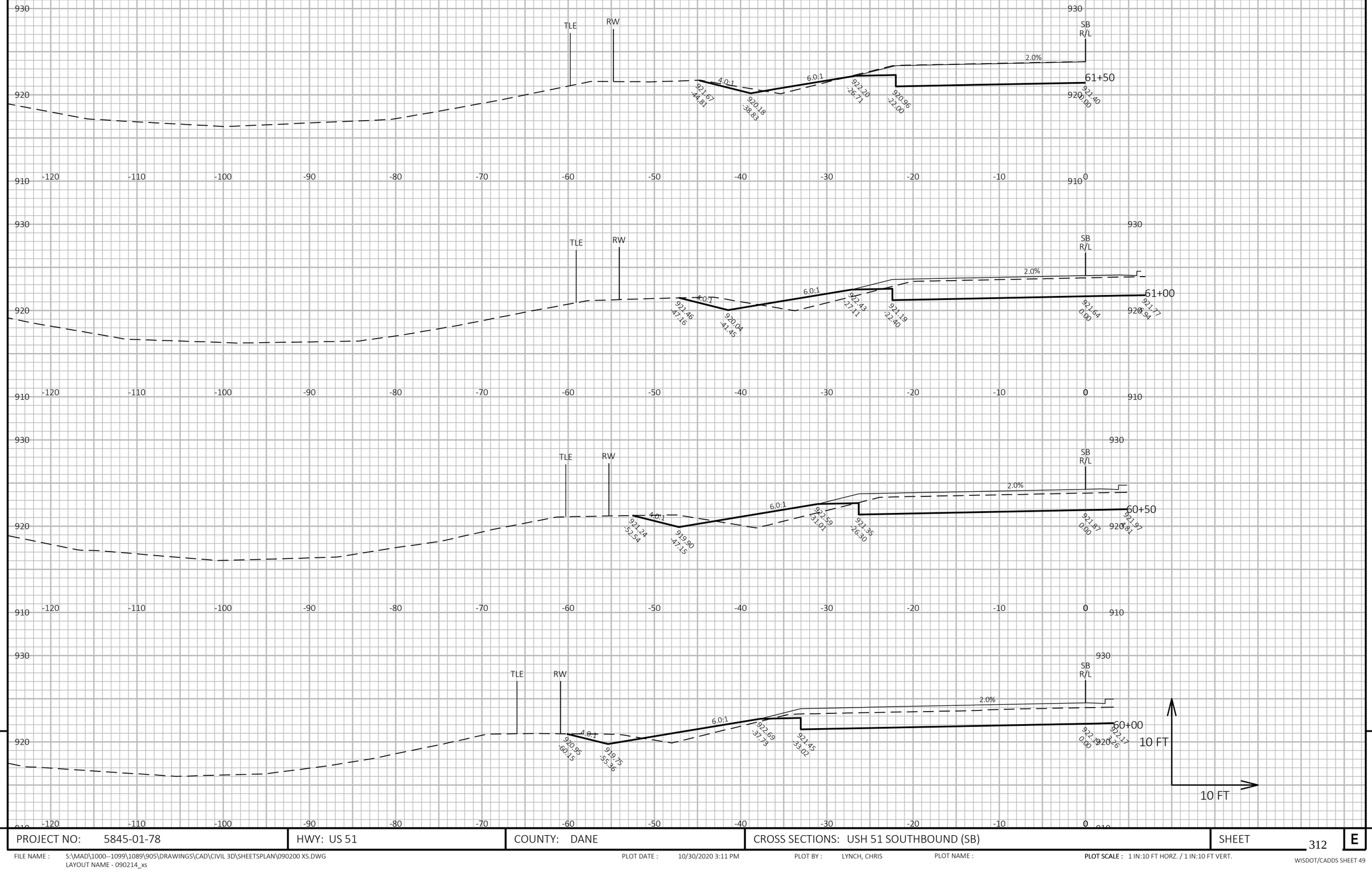


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 311 E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090213_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

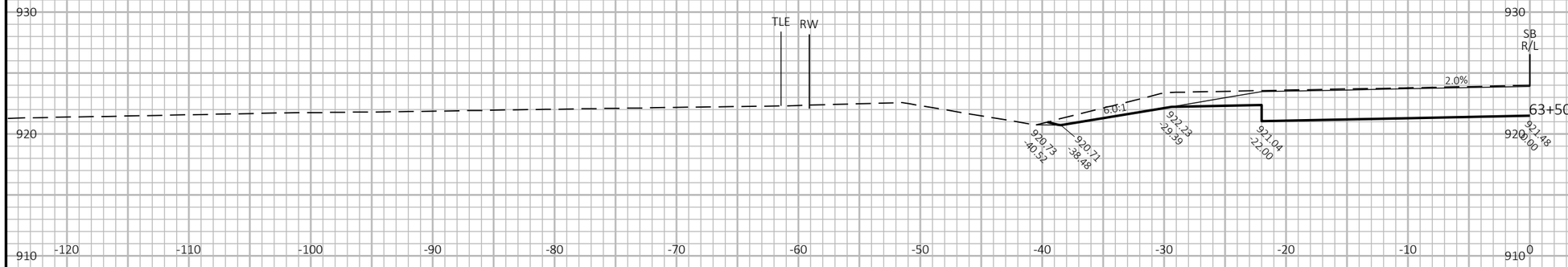


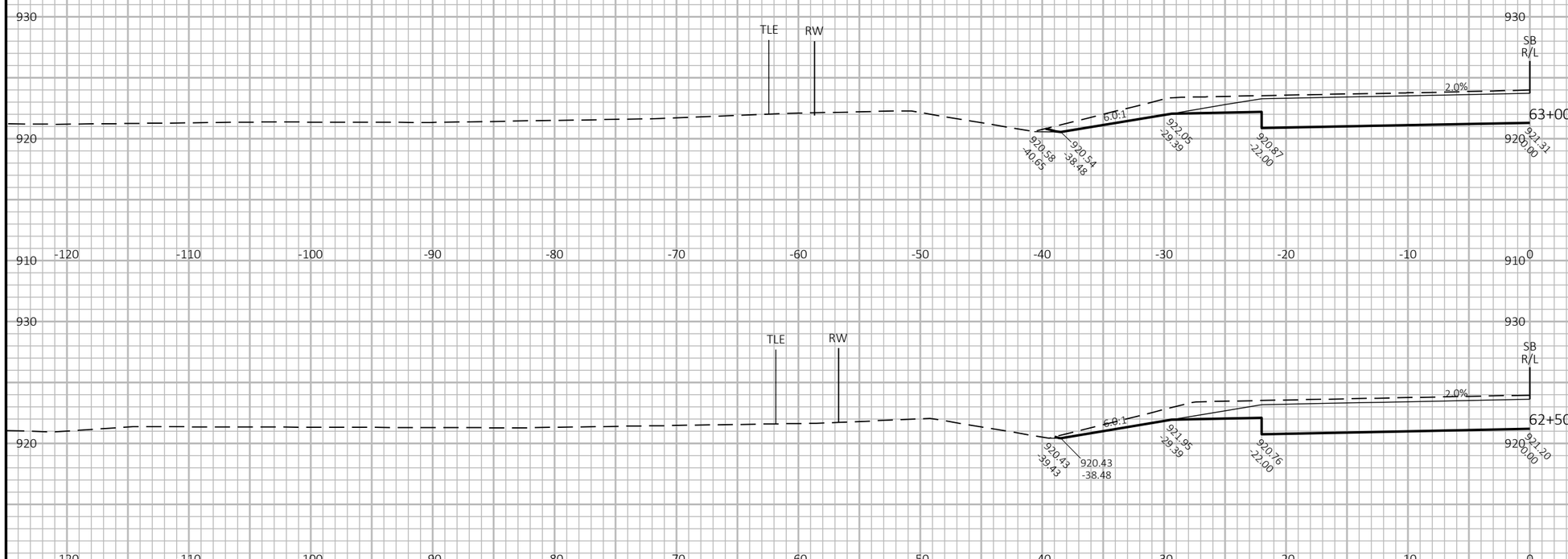
PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 312	E

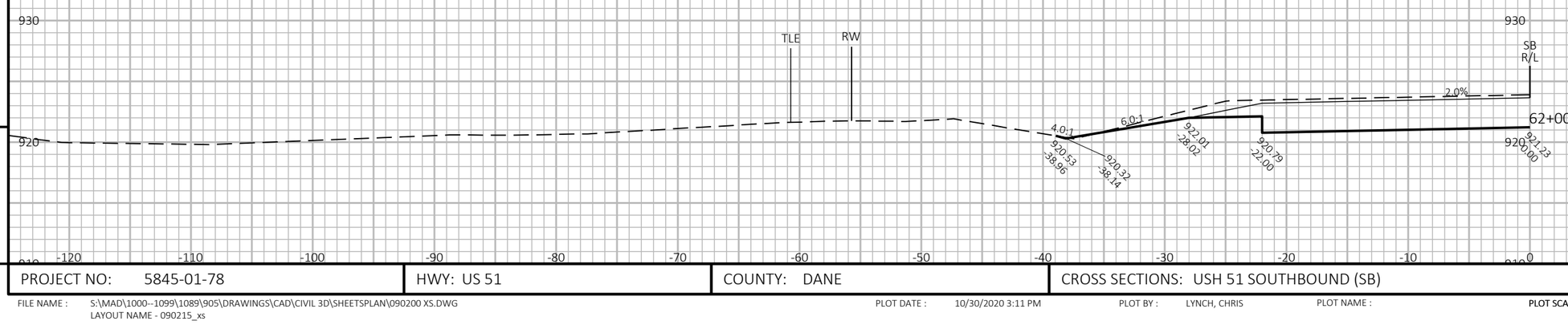
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LAYOUT NAME - 090214_xs

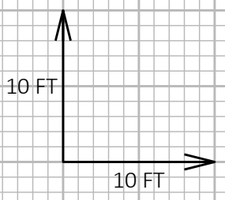
PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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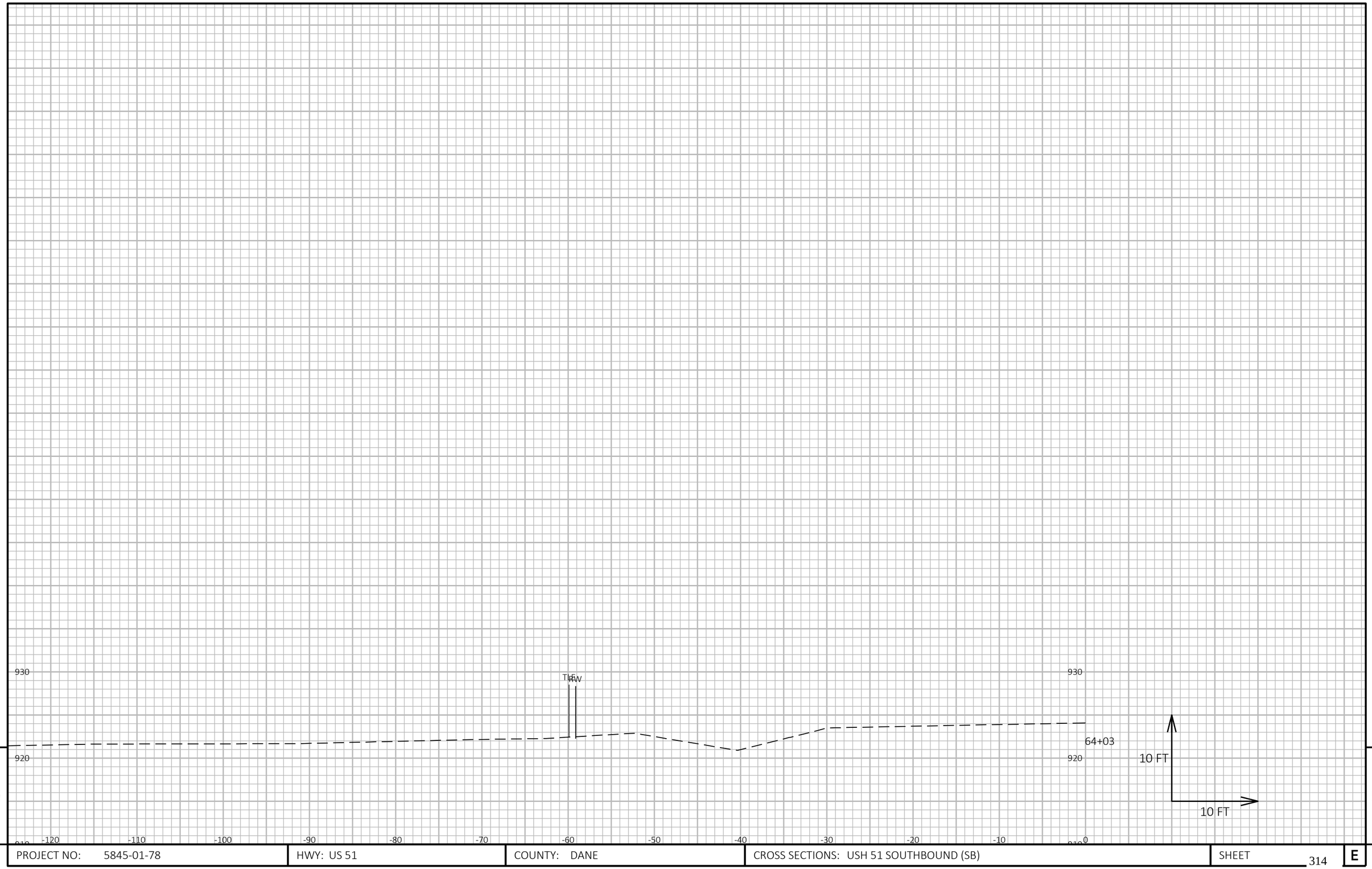
PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 313	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090215_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



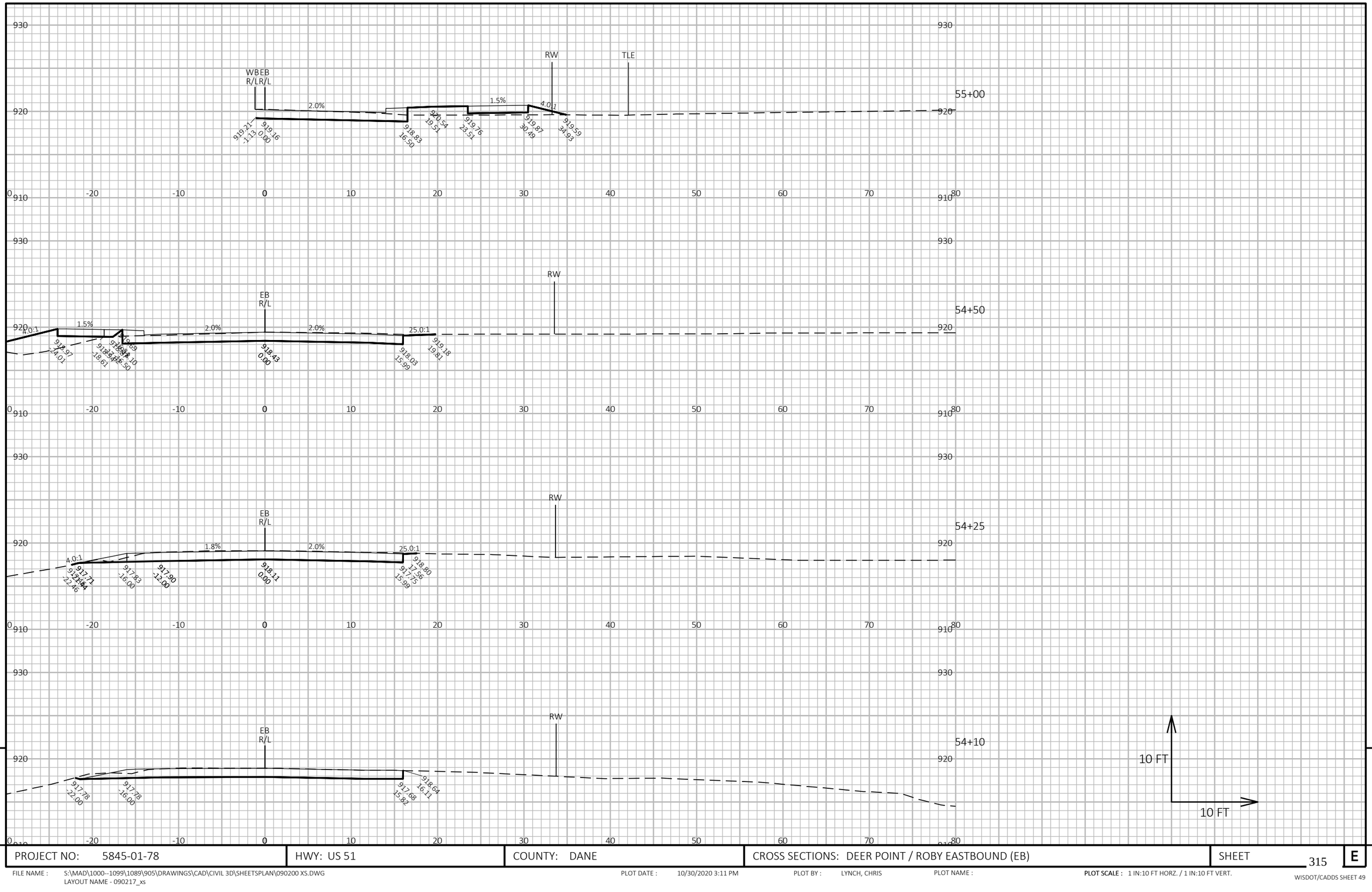
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: USH 51 SOUTHBOUND (SB)	SHEET 314	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090216_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

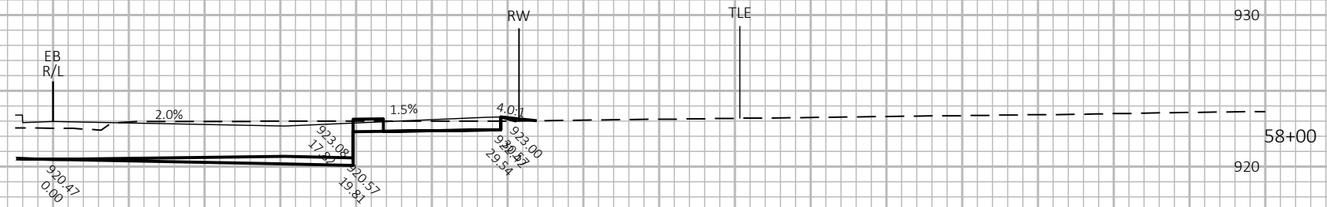


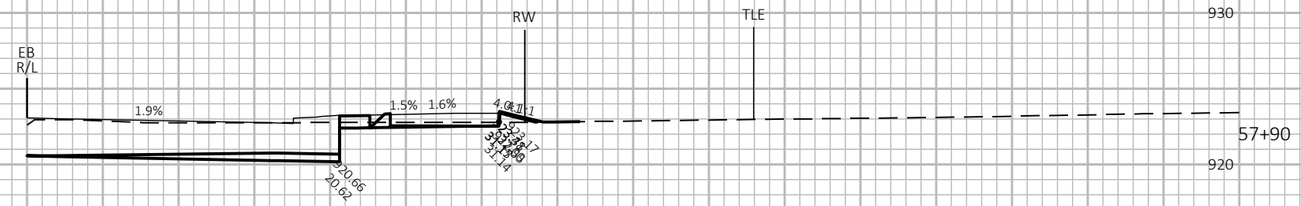
PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: DEER POINT / ROBY EASTBOUND (EB)	SHEET 315	E

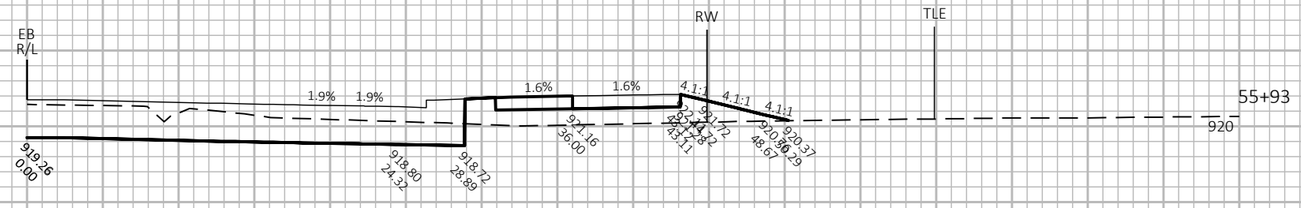
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LAYOUT NAME - 090217_xs

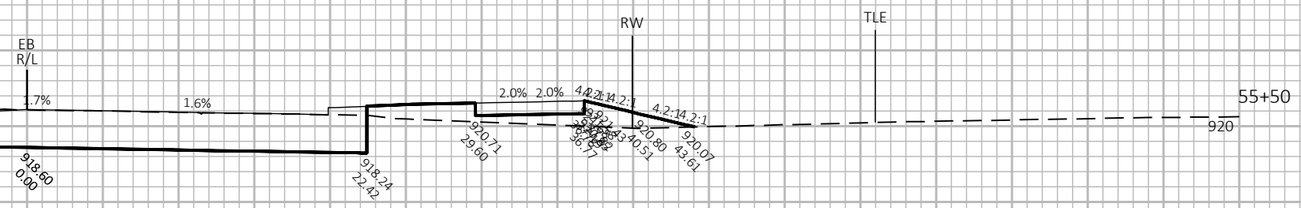
PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49









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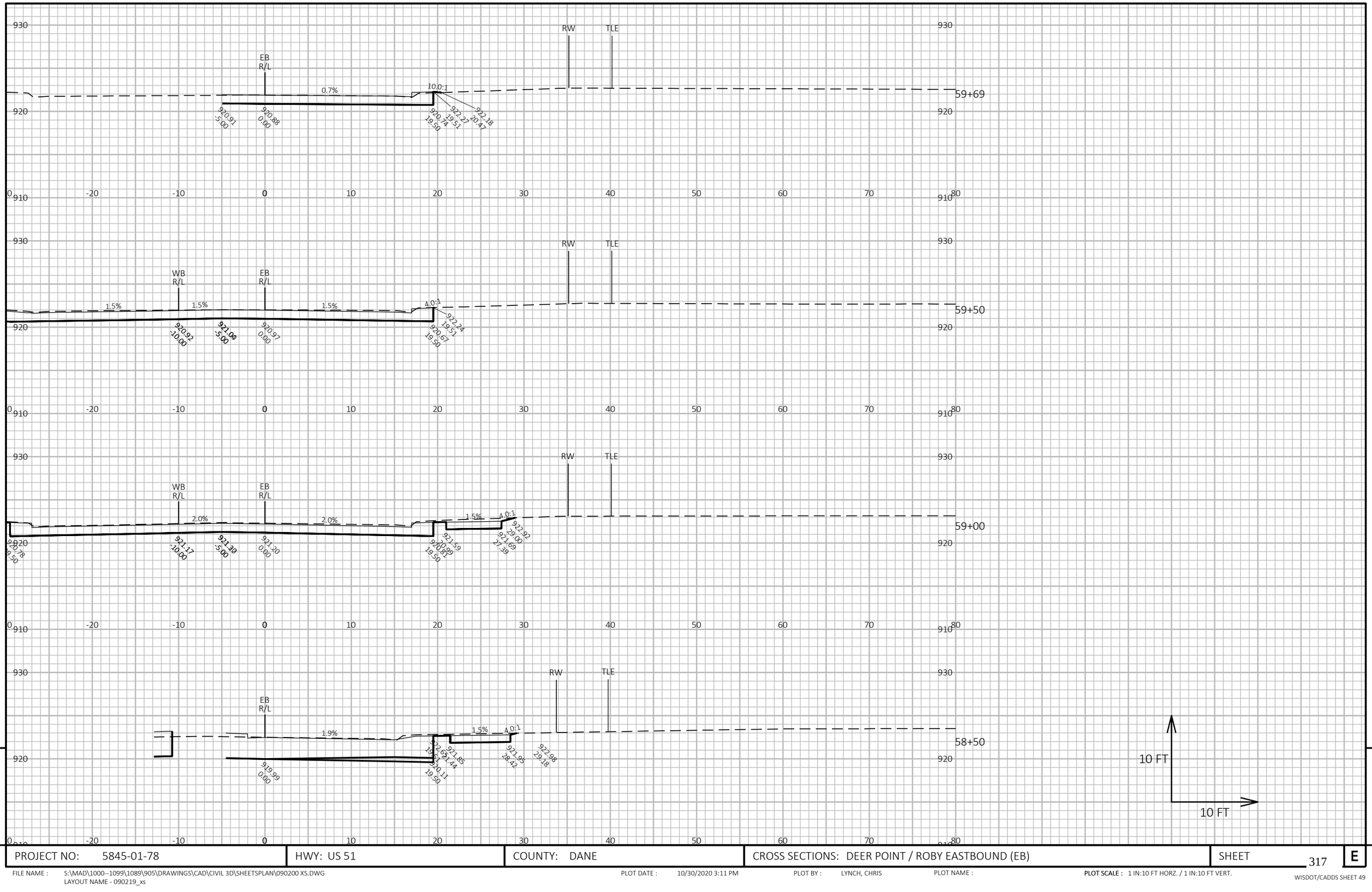
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: DEER POINT / ROBY EASTBOUND (EB)	SHEET 316	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090218_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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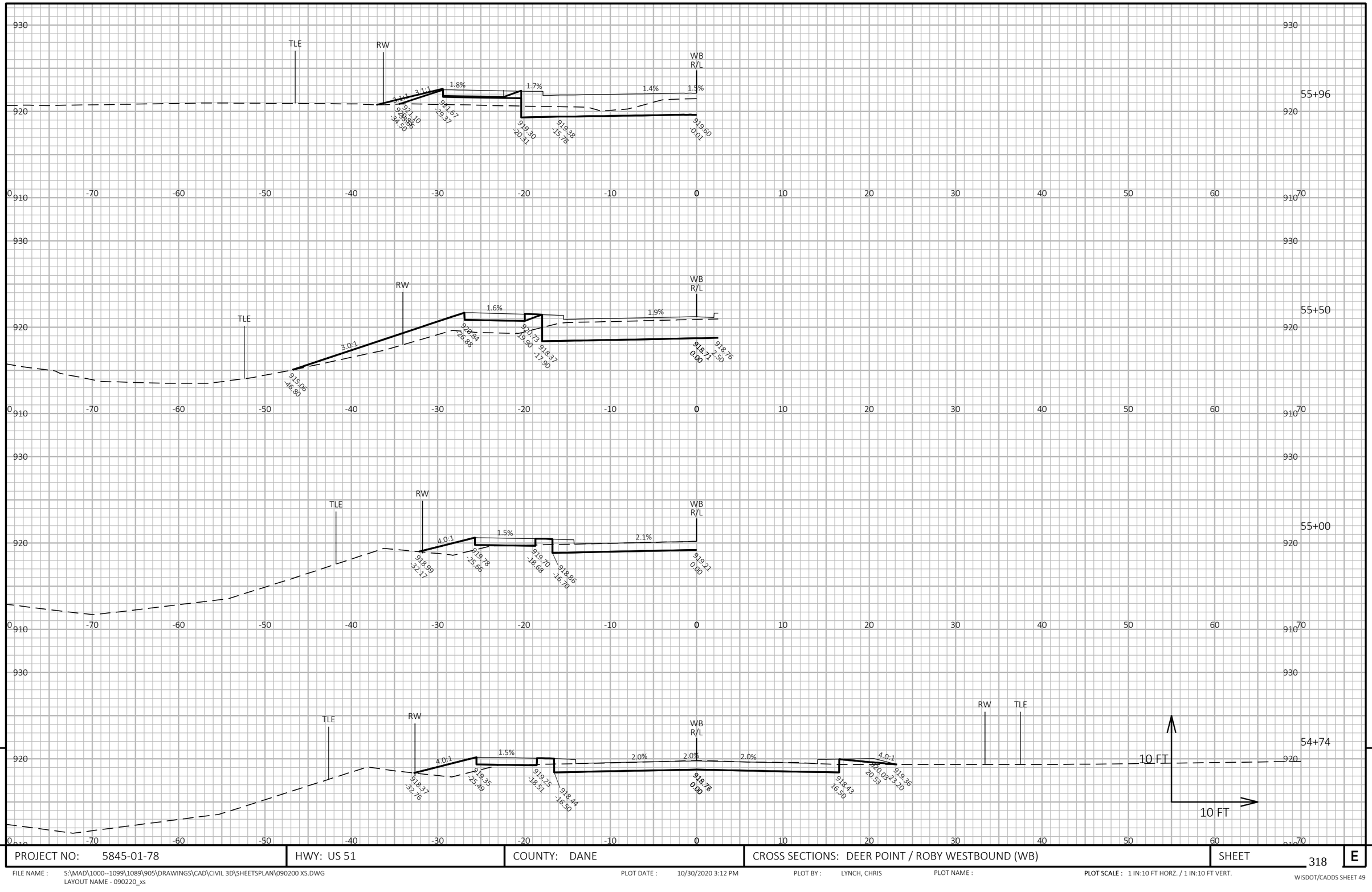
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: DEER POINT / ROBY EASTBOUND (EB)	SHEET 317	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090219_xs

PLOT DATE : 10/30/2020 3:11 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



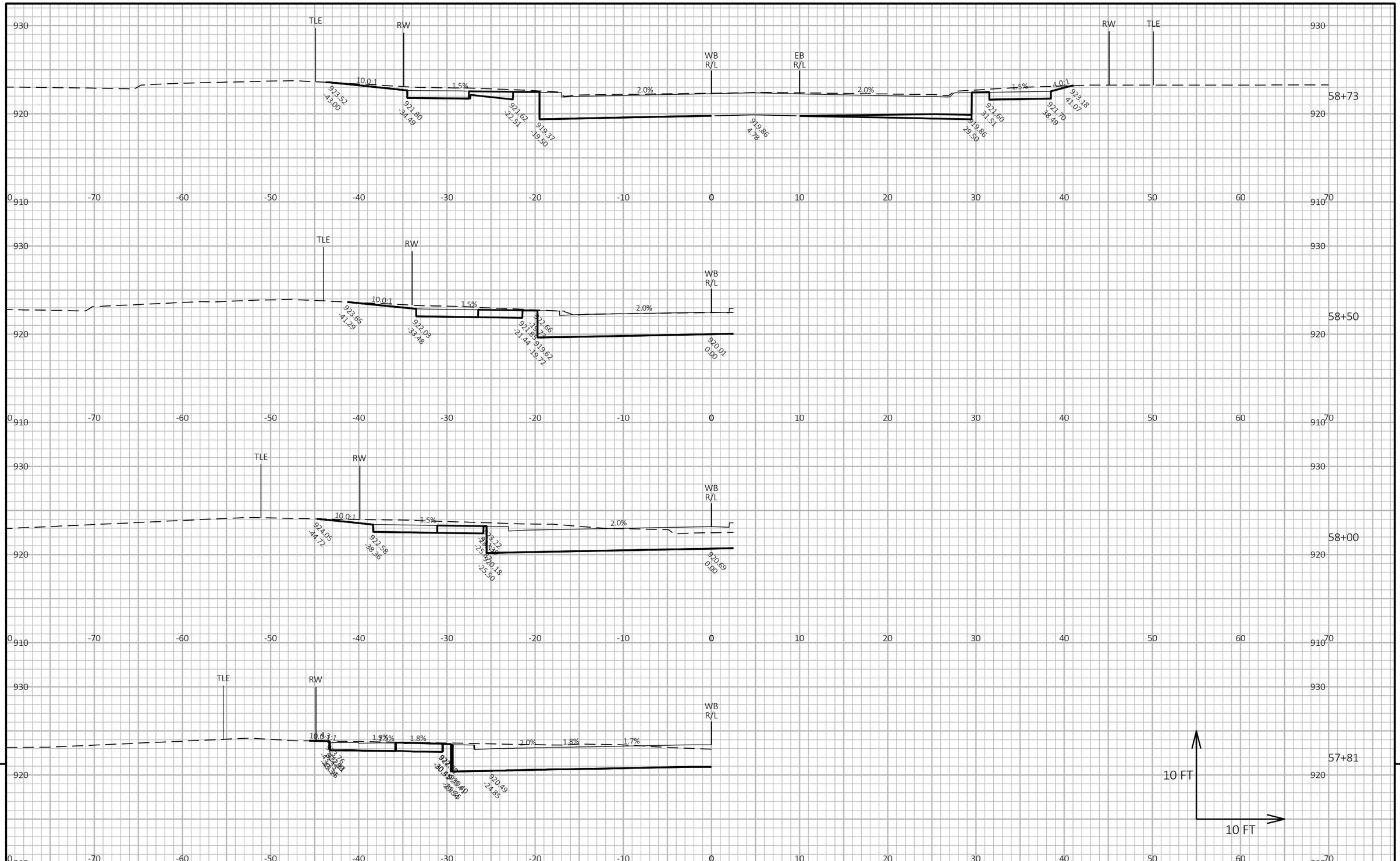
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: DEER POINT / ROBY WESTBOUND (WB)	SHEET 318	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090220_xs

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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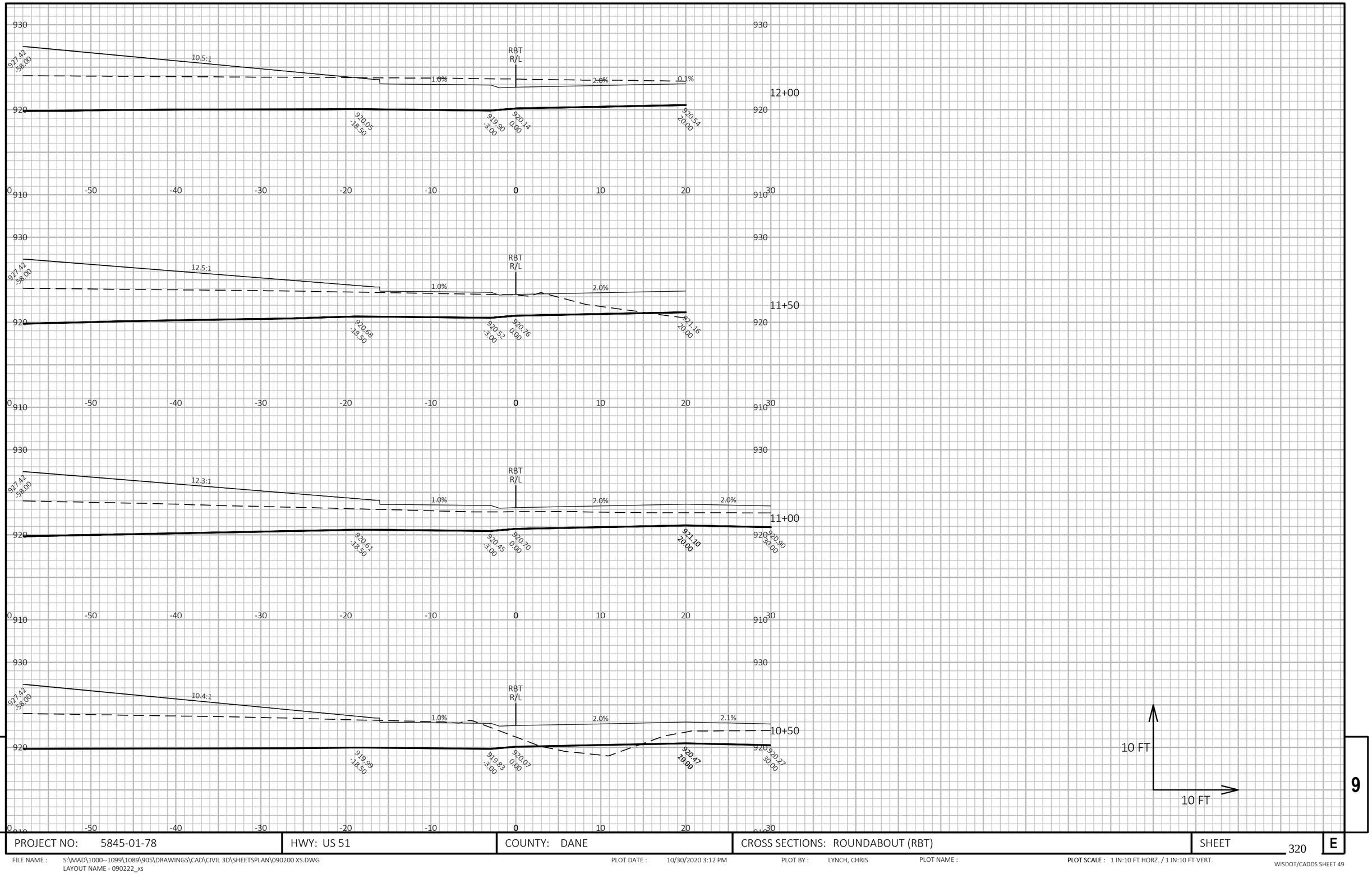
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: DEER POINT / ROBY WESTBOUND (WB)	SHEET 319	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090221_xs

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

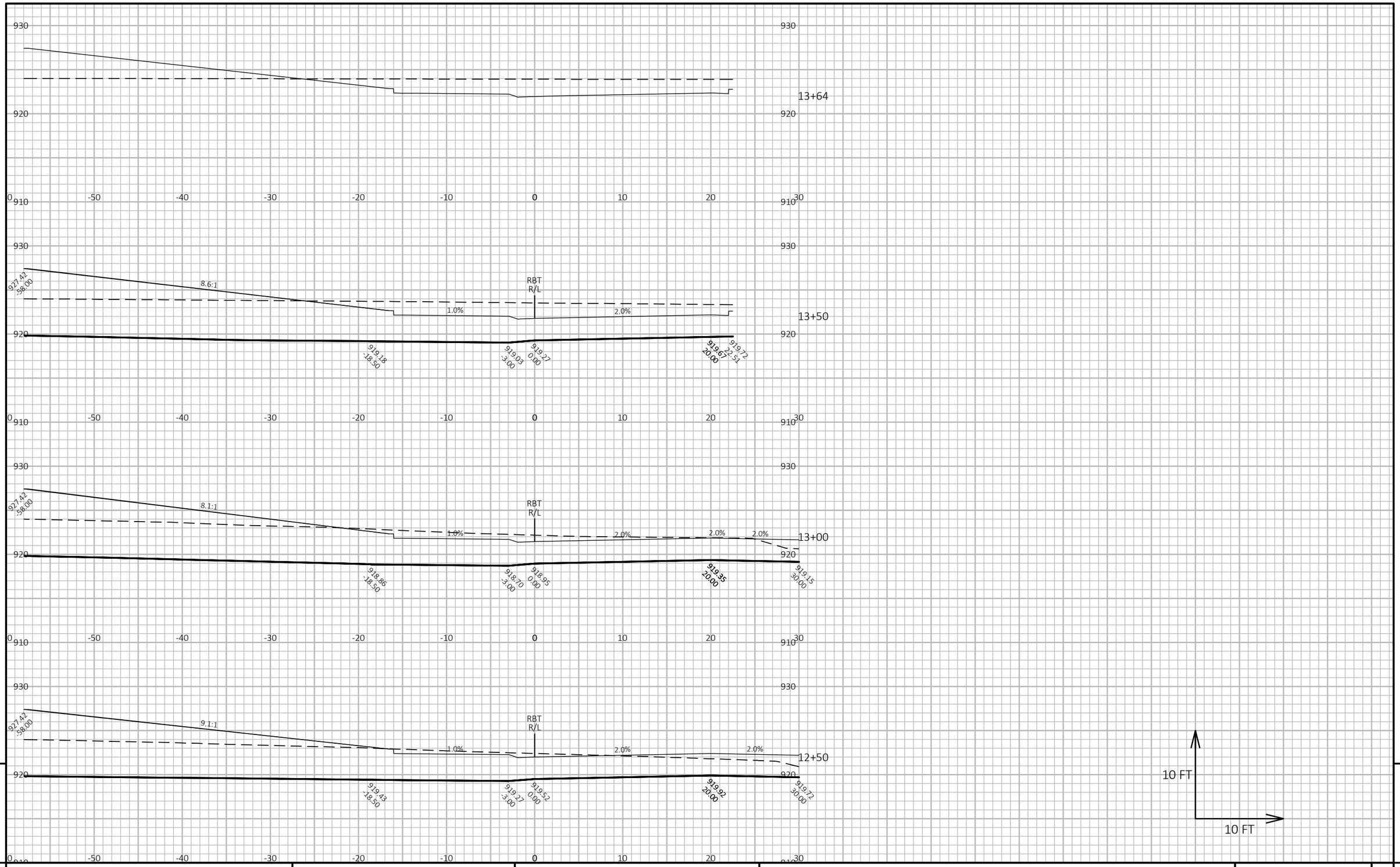


PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT (RBT)	SHEET 320	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090222_xs

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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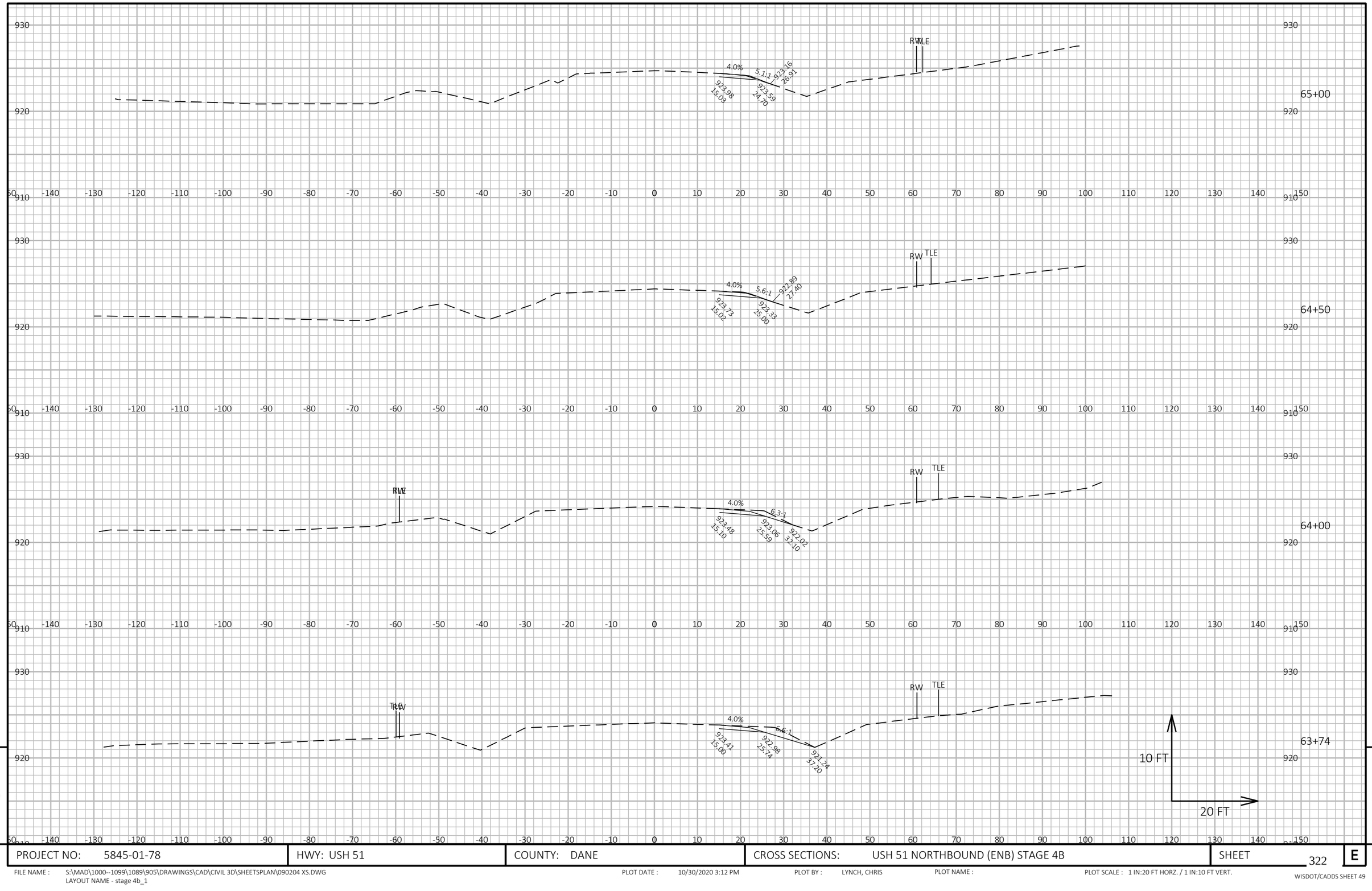
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PROJECT NO: 5845-01-78	HWY: US 51	COUNTY: DANE	CROSS SECTIONS: ROUNDABOUT (RBT)	SHEET 321	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090200 XS.DWG
LAYOUT NAME - 090223_xs

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) STAGE 4B	SHEET 322	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090204 XS.DWG
LAYOUT NAME - stage 4b_1

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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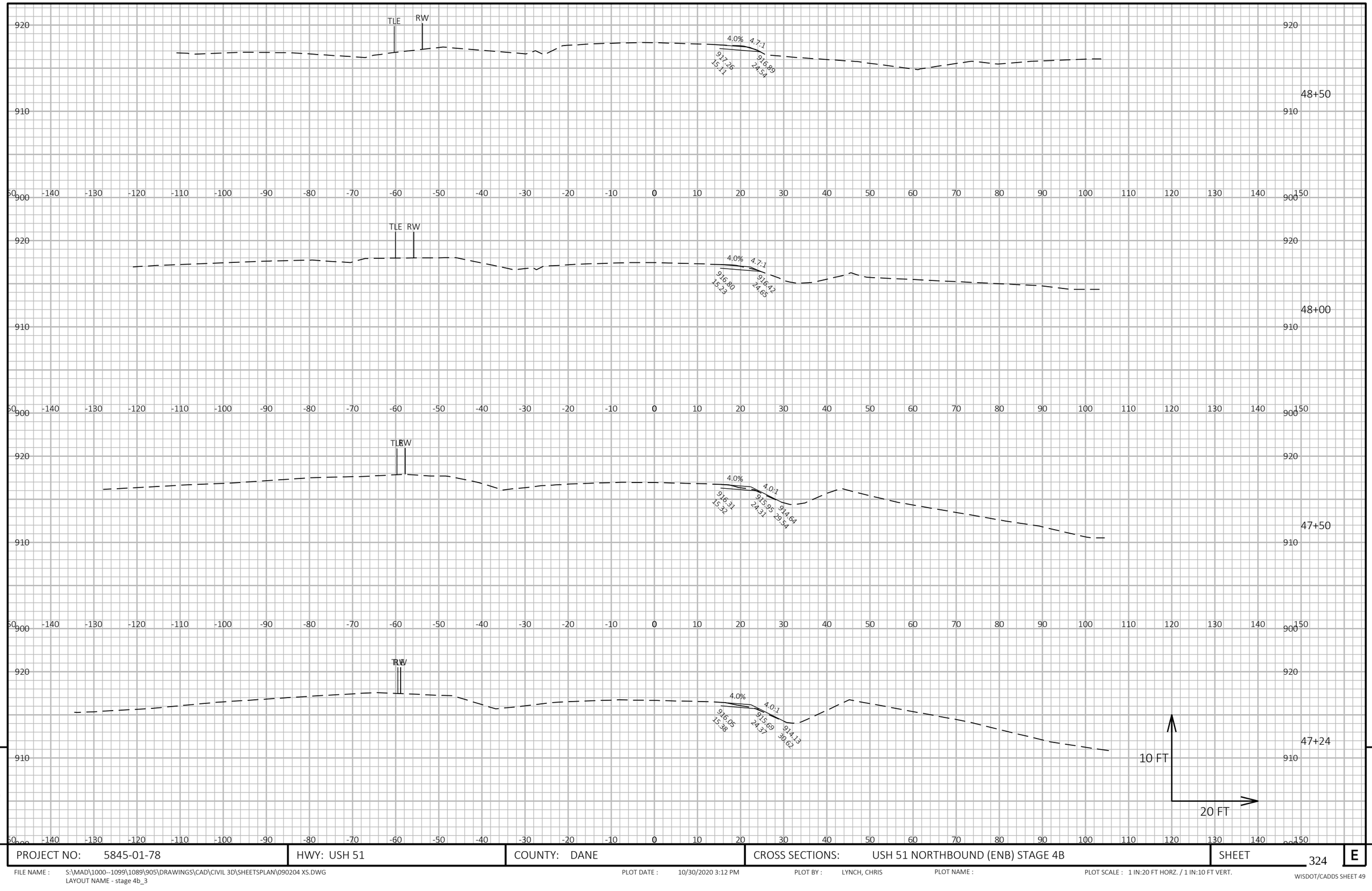
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) STAGE 4B	SHEET 323	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090204 XS.DWG
LAYOUT NAME - stage 4b_2

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

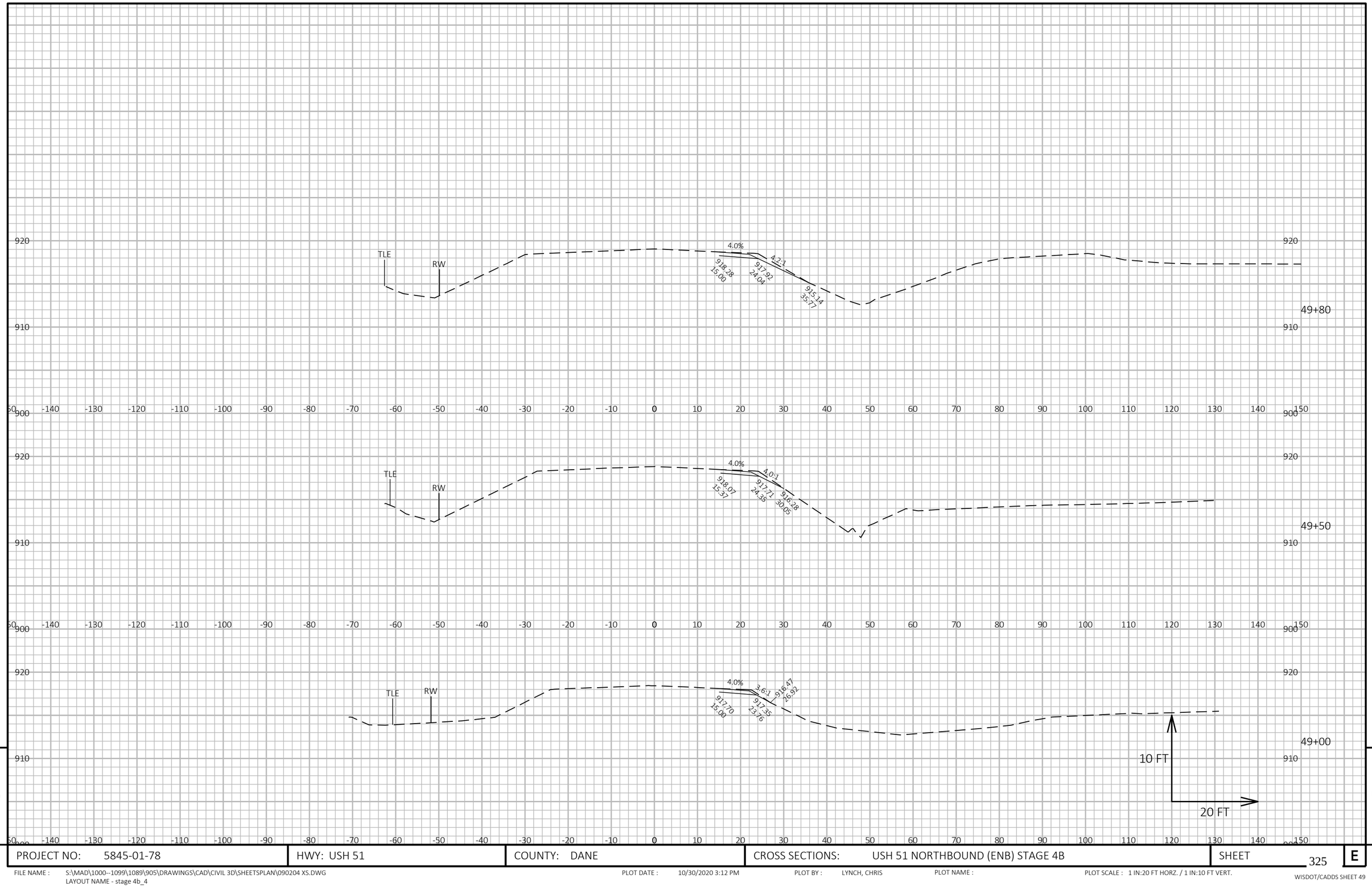
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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) STAGE 4B	SHEET 324	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090204 XS.DWG
LAYOUT NAME - stage 4b_3

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 5845-01-78	HWY: USH 51	COUNTY: DANE	CROSS SECTIONS: USH 51 NORTHBOUND (ENB) STAGE 4B	SHEET 325	E

FILE NAME : S:\MAD\1000--1099\1089\905\DRAWINGS\CAD\CIVIL 3D\SHEETSPLAN\090204 XS.DWG
LAYOUT NAME - stage 4b_4

PLOT DATE : 10/30/2020 3:12 PM PLOT BY : LYNCH, CHRIS 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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