AS-BUILT PLAN

RHI

APRIL 2018

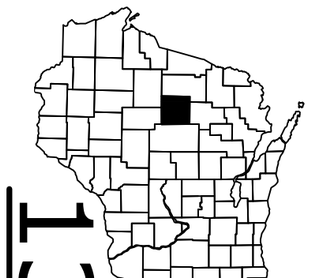
PROJECT ID: 1590-14-70

COUNTY: LINCOLN

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 = 426



N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

BRADLEY - RHINELANDER

KLADE ROAD TO GATEWOOD HEIGHTS ROAD

USH 8
LINCOLN COUNTY

STATE PROJECT NUMBER
1590-14-70

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1590-14-70	WISC 2018197	1

CONTRACTOR: Musson Brothers

SUPERVISOR: Robin Stafford

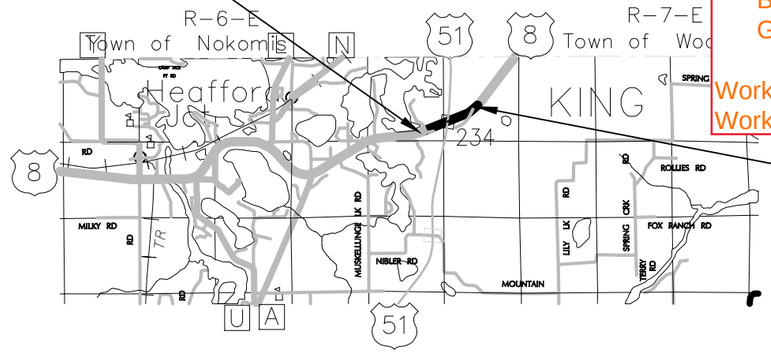
PROJECT MANAGER: Jim Volkmann

PROJECT LEADER: Forrest Van Asten

PROJECT STAFF:
- Aaron Wallner, WisDOT - Materials Coordination, Construction Inspection
- Bret Pugliese, WisDOT (SET) - Construction Inspection
- Todd Deloria, WisDOT - Construction Inspection
- Bryce Cibulka, WisDOT - Material Sampling & Testing, HMA Inspection
- Gerry Baier, WisDOT - Material Sampling & Testing, Concrete Inspection

Work Started: 5/29/2018
Work Substantially Complete: 11/21/2018

BEGIN PROJECT
STA 70+00



END PROJECT
STA 128+00

DESIGN DESIGNATION

A.A.D.T.	2018	=	5,900
A.A.D.T.	2038	=	7,300
D.H.V.		=	1,051
D.D.		=	60/40
T.		=	14.7%
DESIGN SPEED		=	60 MPH
ESALS		=	3,412,129

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 = 1.098 MILES

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), ONEIDA COUNTY, NAD 1983 (91).

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 NAVD 88 (91).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NORTH CENTRAL REGION
Designer	FORREST A VAN ASTEN
Project Manager	JED P PETERS
Regional Examiner	CHERYL L SIMON
Regional Supervisor	ROBIN W STAFFORD

APPROVED FOR THE DEPARTMENT
DATE: 2/6/2018 (Signature)

E

GENERAL NOTES

1. DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE FERTILIZED, SEEDED AND MULCHED OR COVERED WITH EROSION MAT AS DIRECTED BY THE ENGINEER.

2. 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.

3. ALL CURB AND GUTTER RADII ARE REFERENCED TO FLANGE LINE OF CURB AND GUTTER.

4. UTILITIES SHOWN IN PLAN VIEWS AND CROSS-SECTIONS ARE EXISTING FACILITIES THAT WILL BE ABANDONED IN PLACE PRIOR TO CONSTRUCTION. REFER TO UTILITY WORK PLANS ON FILE AT THE WISDOT NORTH CENTRAL REGIONAL OFFICE.

ENVIRONMENTAL CONTACTS

WISCONSIN DEPARTMENT OF NATURAL RESOURCES

WENDY HENNIGES
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
(715) 365-8916

US ARMY CORPS OF ENGINEERS

ERIC NORTON
1314 CONTRACTORS BLVD
PLOVER, WI 54467
(715) 345-7911
ERIC.M.NORTON@USACE.ARMY.MIL

WISCONSIN VALLEY IMPROVEMENT COMPANY (WVIC)

PETER HANSEN
(715) 848-2976 EXT 311
hansen@wvic.com

UTILITIES

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRIC

CLAYTON VIRCKS
P.O. BOX 1166
WAUSAU, WI 54402
OFFICE: (715) 848-7317
CELL: (715) 573-7806
chvircks@wisconsinpublicservice.com

WISCONSIN PUBLIC SERVICE CORPORATION - GAS

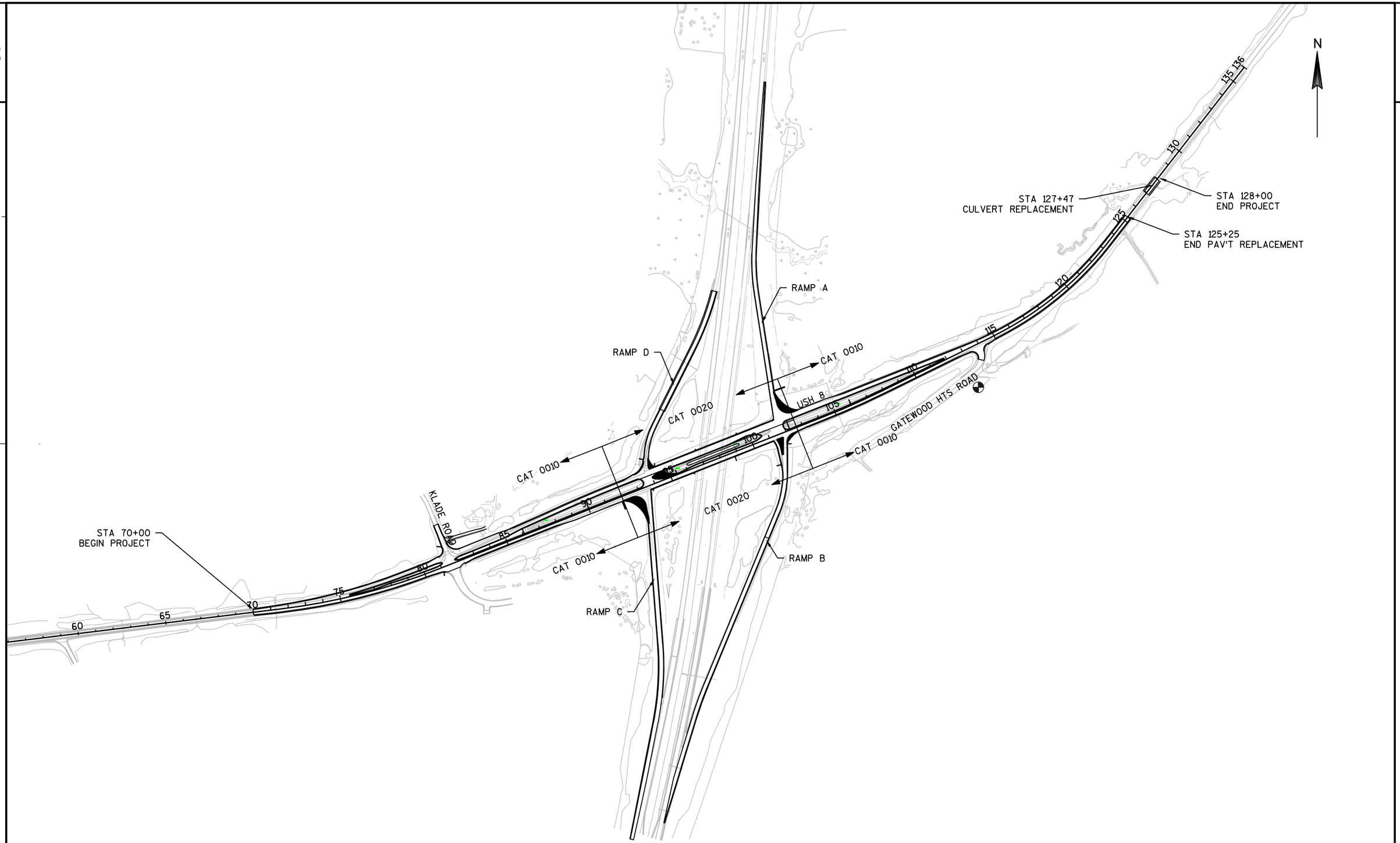
MATTHEW CURTIN
1700 SHERMAN STREET
P.O. BOX 1166
WAUSAU, WI 54402-1166
OFFICE: (715) 848-7463
CELL: (920) 493-0050
MJCurtin@wisconsinpublicservice.com

FRONTIER COMMUNICATIONS

CALVIN KLADE
1851 N. 14TH AVE
WAUSAU, WI 54401
OFFICE: (715) 847-1525
CELL: (715) 573-2110
calvin.klade@ftr.com

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

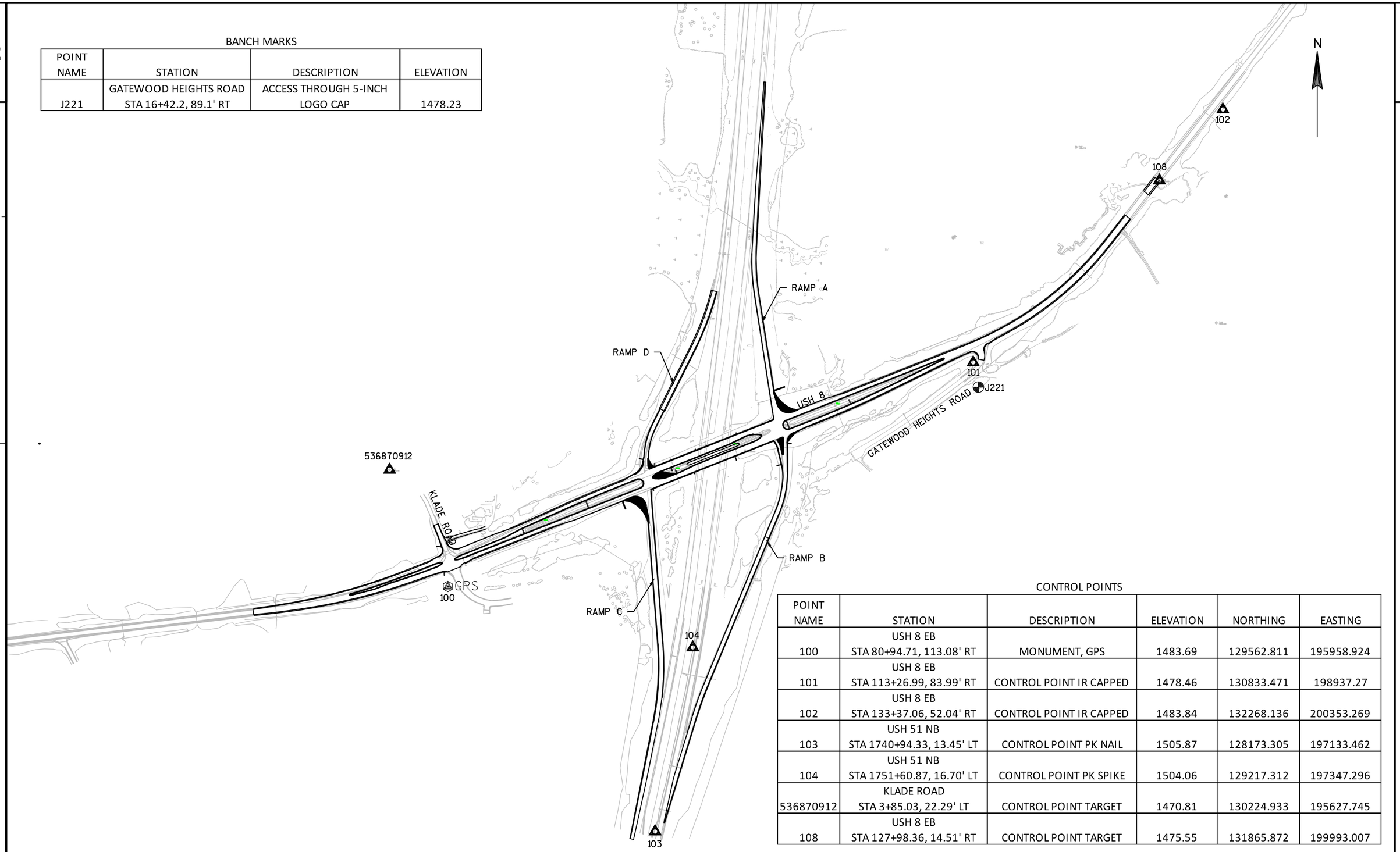
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\020101-GN.DWG
LAYOUT NAME - 020101-GN - 020101-GN
PLOT DATE : 10/31/2017 2:12 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PROJECT OVERVIEW	SHEET 3	E

BANCH MARKS

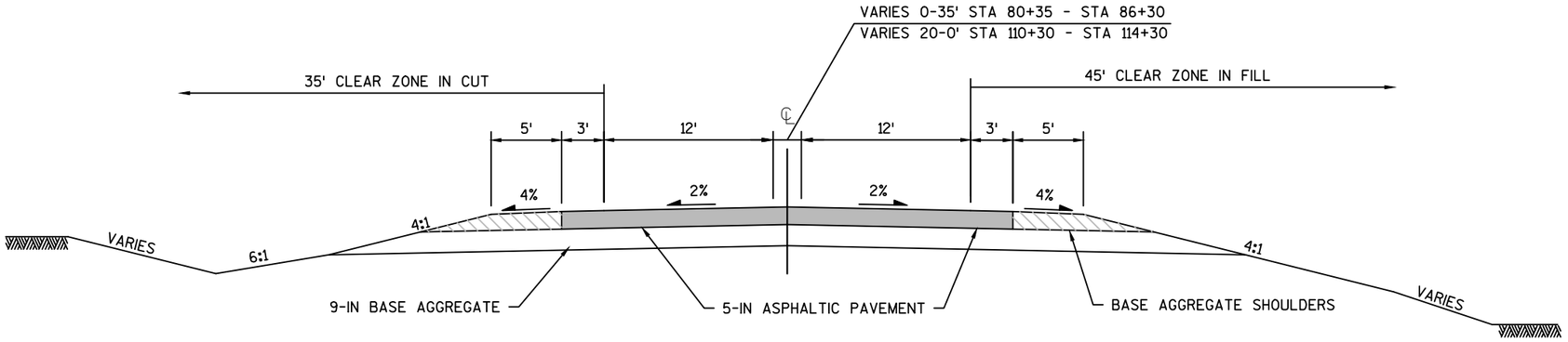
POINT NAME	STATION	DESCRIPTION	ELEVATION
J221	GATEWOOD HEIGHTS ROAD STA 16+42.2, 89.1' RT	ACCESS THROUGH 5-INCH LOGO CAP	1478.23



CONTROL POINTS

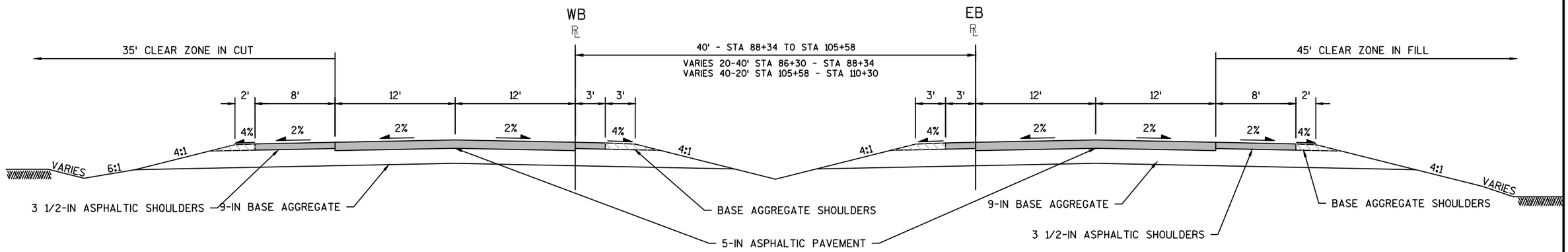
POINT NAME	STATION	DESCRIPTION	ELEVATION	NORTHING	EASTING
100	USH 8 EB STA 80+94.71, 113.08' RT	MONUMENT, GPS	1483.69	129562.811	195958.924
101	USH 8 EB STA 113+26.99, 83.99' RT	CONTROL POINT IR CAPPED	1478.46	130833.471	198937.27
102	USH 8 EB STA 133+37.06, 52.04' RT	CONTROL POINT IR CAPPED	1483.84	132268.136	200353.269
103	USH 51 NB STA 1740+94.33, 13.45' LT	CONTROL POINT PK NAIL	1505.87	128173.305	197133.462
104	USH 51 NB STA 1751+60.87, 16.70' LT	CONTROL POINT PK SPIKE	1504.06	129217.312	197347.296
536870912	KLADE ROAD STA 3+85.03, 22.29' LT	CONTROL POINT TARGET	1470.81	130224.933	195627.745
108	USH 8 EB STA 127+98.36, 14.51' RT	CONTROL POINT TARGET	1475.55	131865.872	199993.007

2



EXISTING TYPICAL SECTION USH 8

STA 70+00 TO STA 86+30
STA 110+30 TO STA 128+00

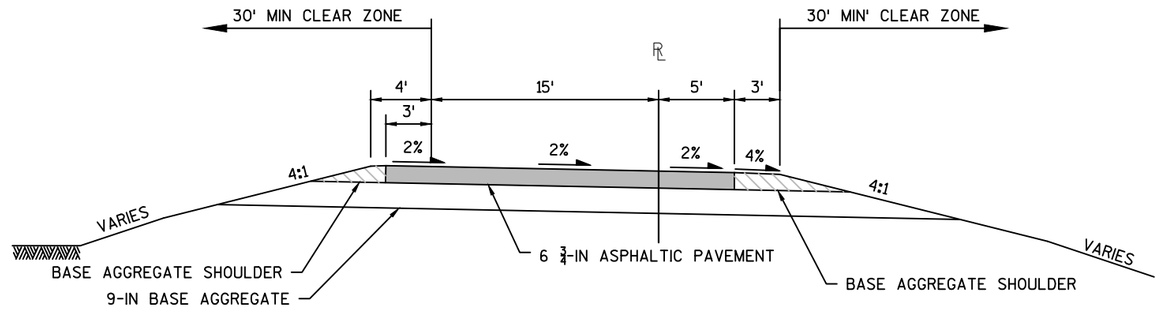


EXISTING TYPICAL SECTION USH 8

STA 86+30 TO STA 110+30

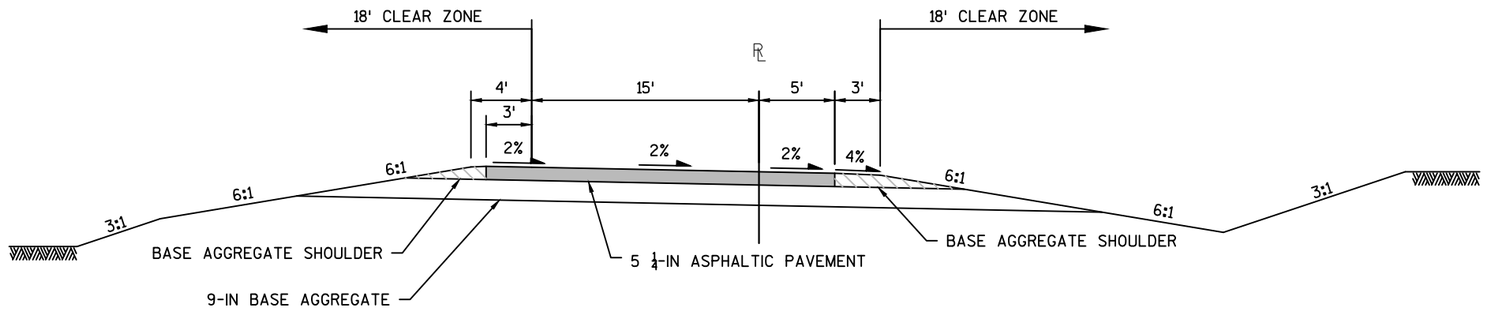
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 5	E

2



EXISTING TYPICAL SECTION A RAMP

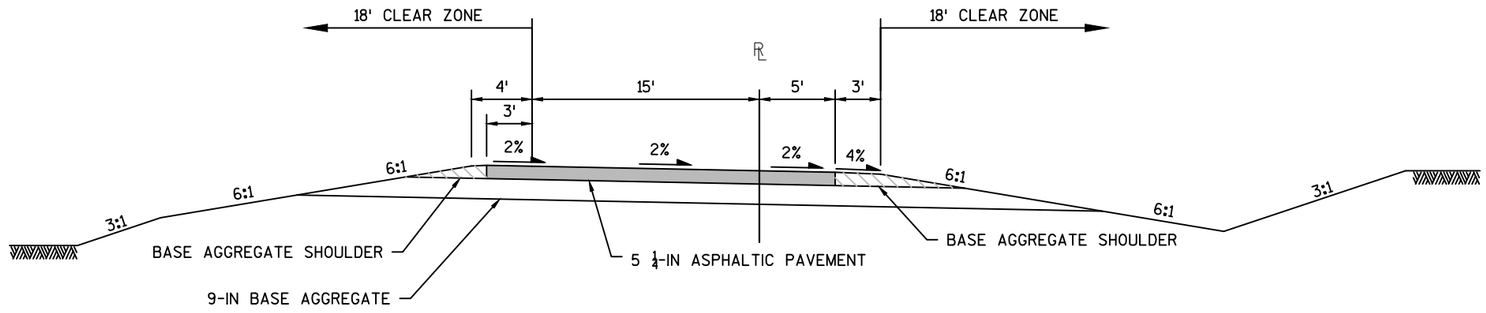
A RAMP: STA 1764+58 TO STA 1766+88



EXISTING TYPICAL SECTION A RAMP

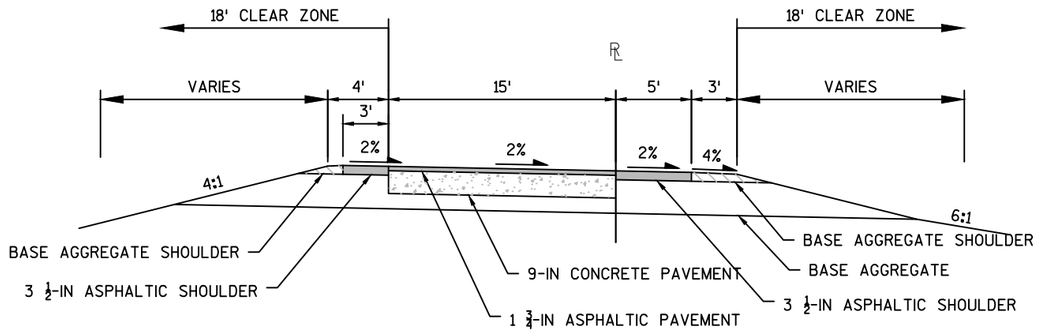
A RAMP: STA 1766+88 TO STA 1775+02.44
USH 51/RAMP A GORE: STA 1775+46.34 TO STA 1783+94.39 (USH 51 NB STATIONING)

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 6	E



EXISTING TYPICAL SECTION B RAMP

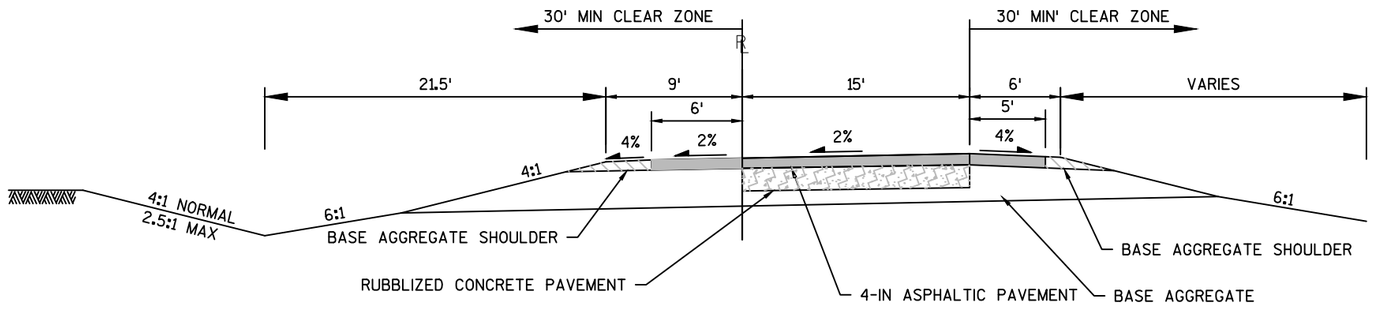
USH 51/RAMP B GORE: STA 1741+55 TO STA 1742+25.3 (USH 51 NB STATIONING)
B RAMP: STA 1736+49.32 TO STA 1746+46



EXISTING TYPICAL SECTION B RAMP

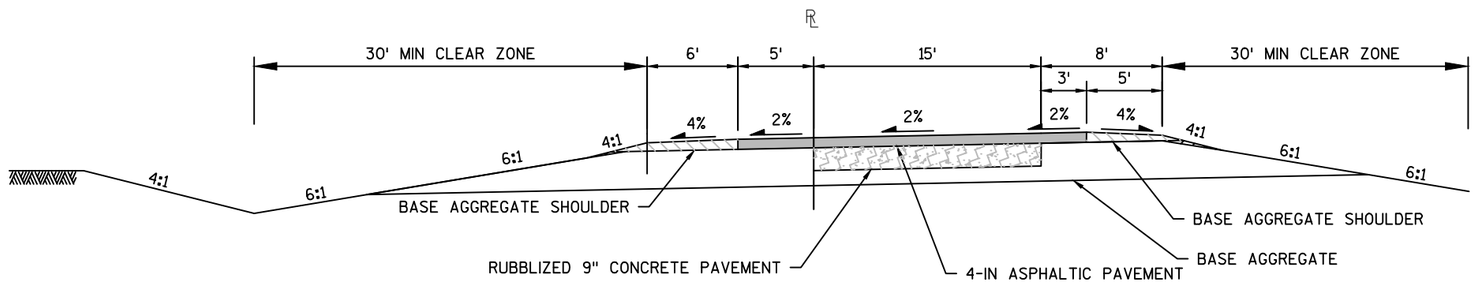
B RAMP: STA 1746+46 TO STA 1758+95

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 7	E



EXISTING TYPICAL SECTION C RAMP

USH 51/RAMP C GORE: STA 1740+00 TO STA 1744+73.59 (USH 51 SB STATIONING)
C RAMP: STA 1745+00 TO STA 1760+43.32

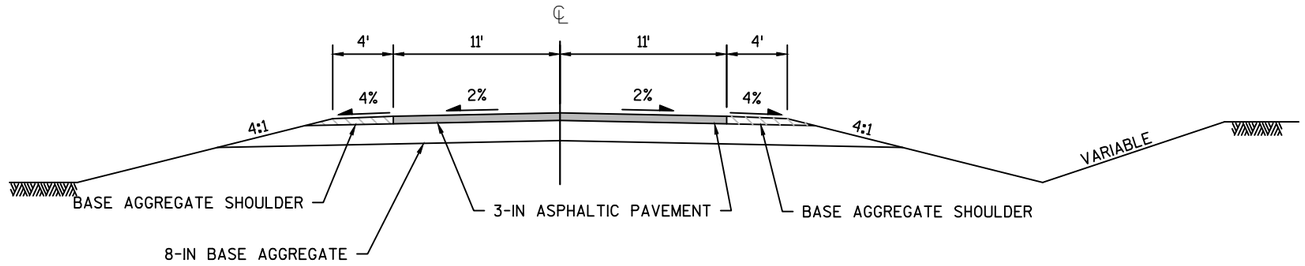


EXISTING TYPICAL SECTION D RAMP

D RAMP: STA 1760+61.72 TO STA 1773+34.72

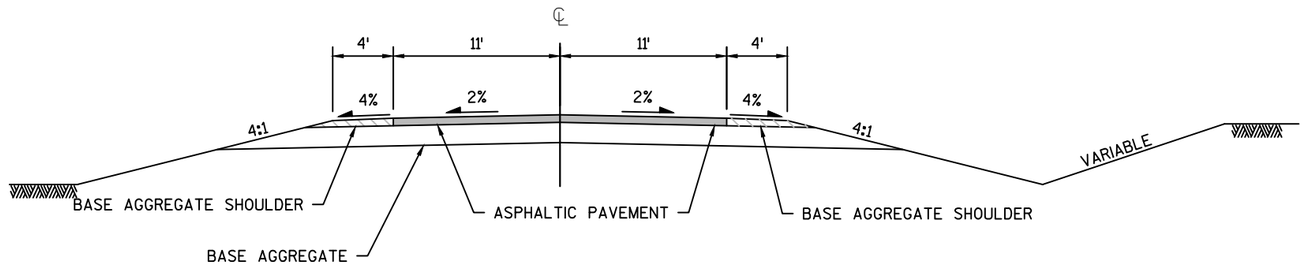
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 8	E

2



EXISTING TYPICAL SECTION

GATEWOOD HEIGHTS ROAD: STA 10+00 TO STA 16+00



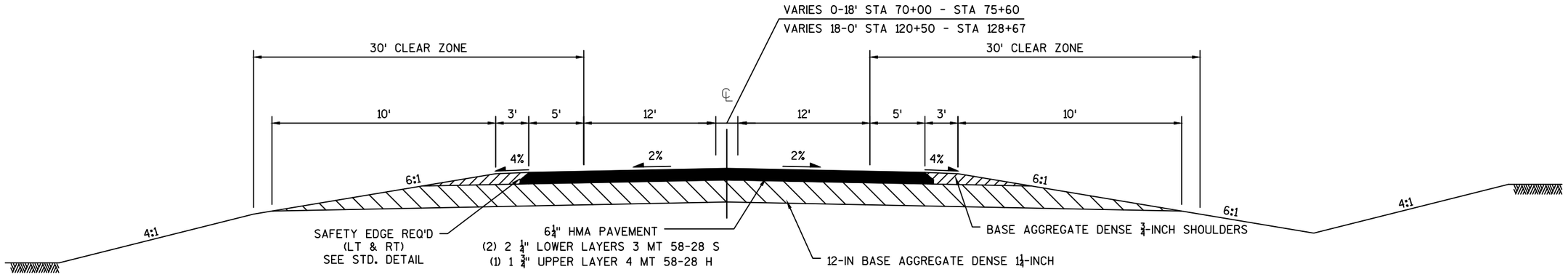
EXISTING TYPICAL SECTION

KLADE ROAD: STA 8+00 - 10+00

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 9	E

NOTES:

SEED, FERTILIZE, AND MULCH FROM 5' OUTSIDE SI TO, AND INCLUDING, GRAVEL SHOULDER



PROPOSED TYPICAL SECTION - USH 8

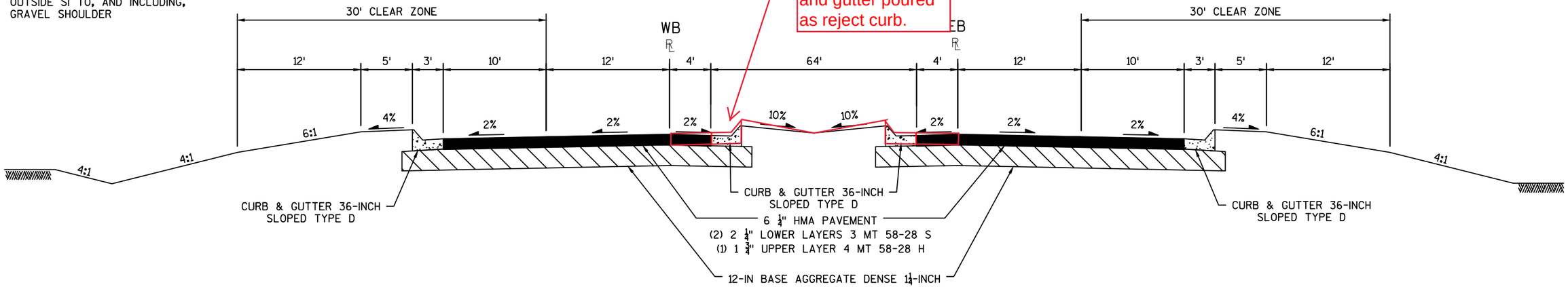
STA 70+00 TO STA 75+60
STA 111+90 TO STA 125+25

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 10	E

NOTES:

SEED, FERTILIZE, AND MULCH FROM 5' OUTSIDE SI TO, AND INCLUDING, GRAVEL SHOULDER

Inside shoulder was built at a -2.0% slope instead and curb and gutter poured as reject curb.

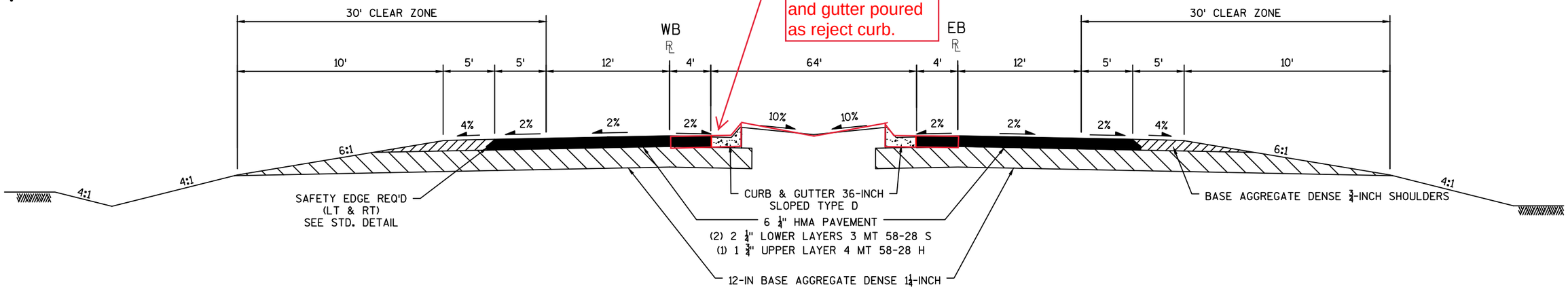


PROPOSED TYPICAL SECTION - USH 8

STA 93+64 TO STA 103+28

Inside shoulder was built at a -2.0% slope instead and curb and gutter poured as reject curb.

64-18' STA 106+33.80 - STA 120+50



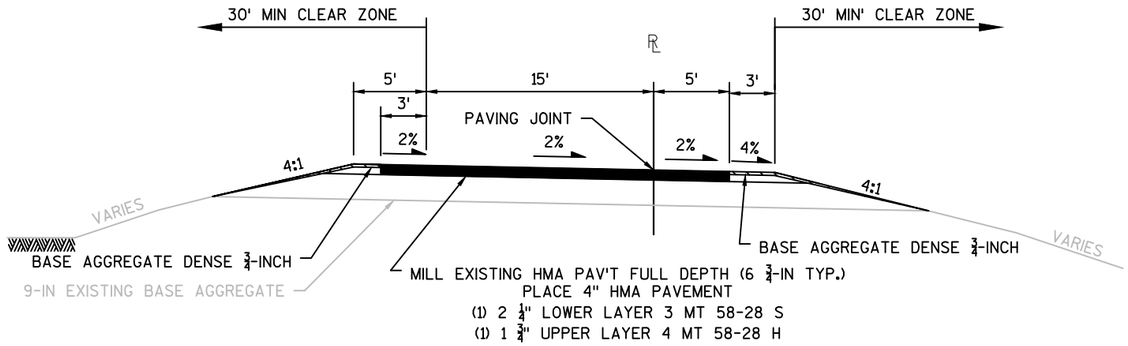
PROPOSED TYPICAL SECTION - USH 8

STA 75+60 TO STA 93+64
STA 103+28 TO 111+90

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 11	E

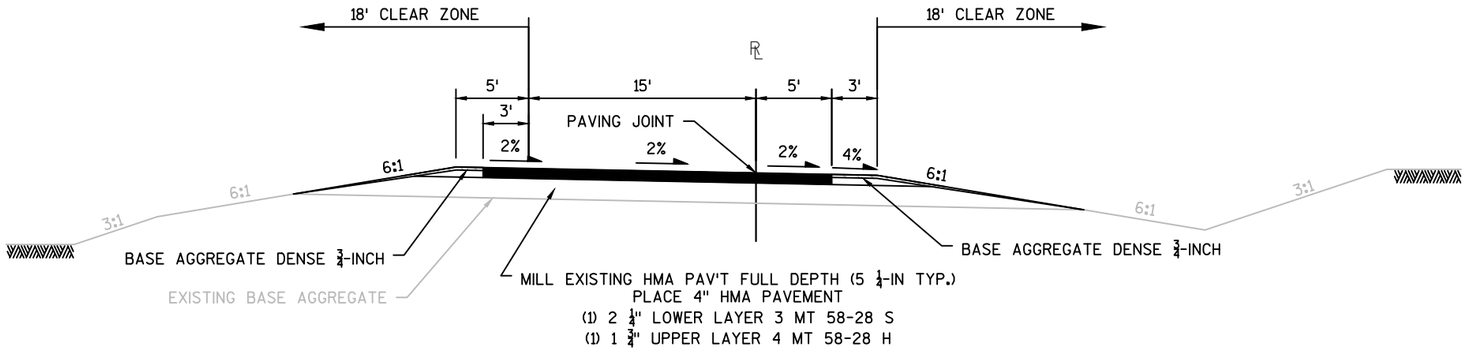
NOTES:

SEED, FERTILIZE, AND MULCH FROM 5' OUTSIDE SI TO, AND INCLUDING, GRAVEL SHOULDER



PROPOSED TYPICAL SECTION - RAMP "A"

A RAMP: STA 1764+58 TO STA 1766+88

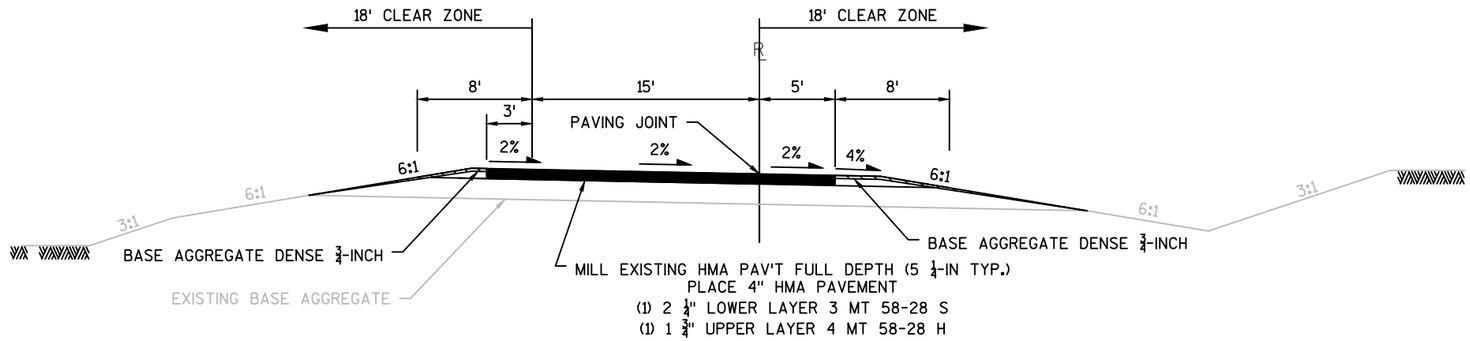


PROPOSED TYPICAL SECTION - RAMP "A"

A RAMP: STA 1766+88 TO STA 1775+02.44
USH 51/RAMP A GORE: STA 1775+46.34 TO STA 1783+94.39 (USH 51 NB STATIONING)

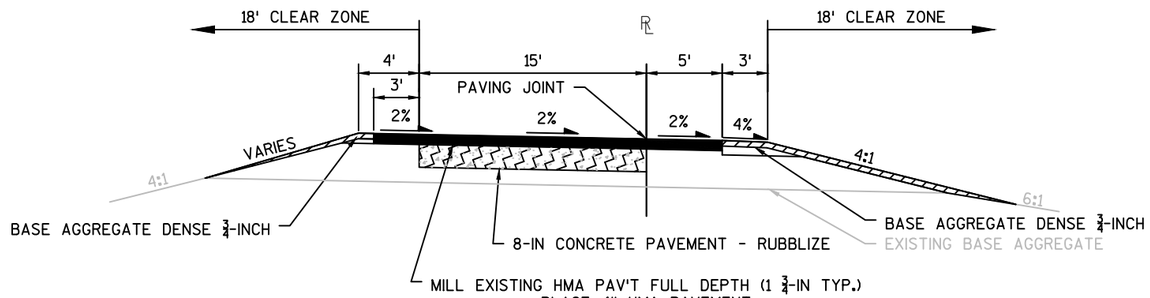
NOTES:

SEED, FERTILIZE, AND MULCH FROM 5' OUTSIDE SI TO, AND INCLUDING, GRAVEL SHOULDER



PROPOSED TYPICAL SECTION - RAMP "B"

USH 51/RAMP B GORE: STA 1741+55 TO STA 1742+25.3 (USH 51 NB STATIONING)
B RAMP: STA 1736+49.32 TO STA 1746+46



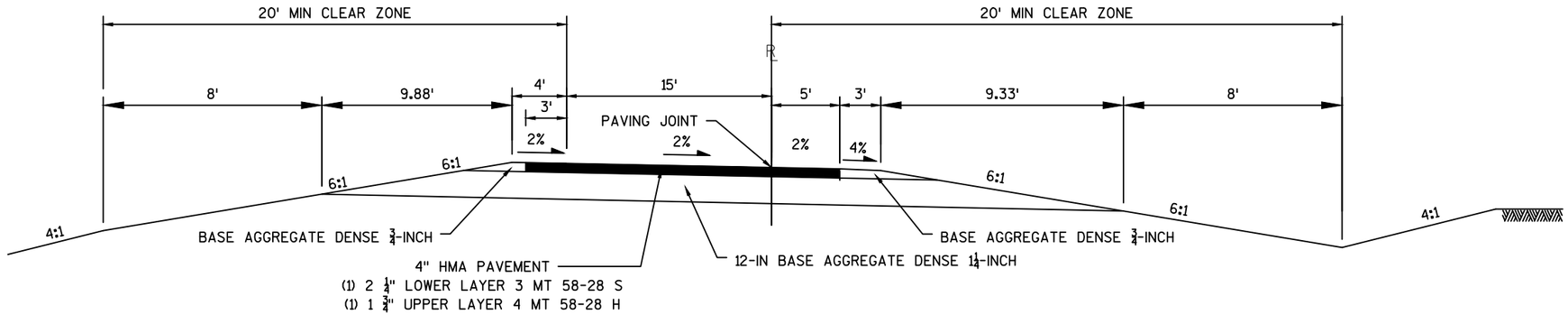
PROPOSED TYPICAL SECTION - RAMP "B"

B RAMP: STA 1746+46 TO STA 1753+00

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 13	E

NOTES:

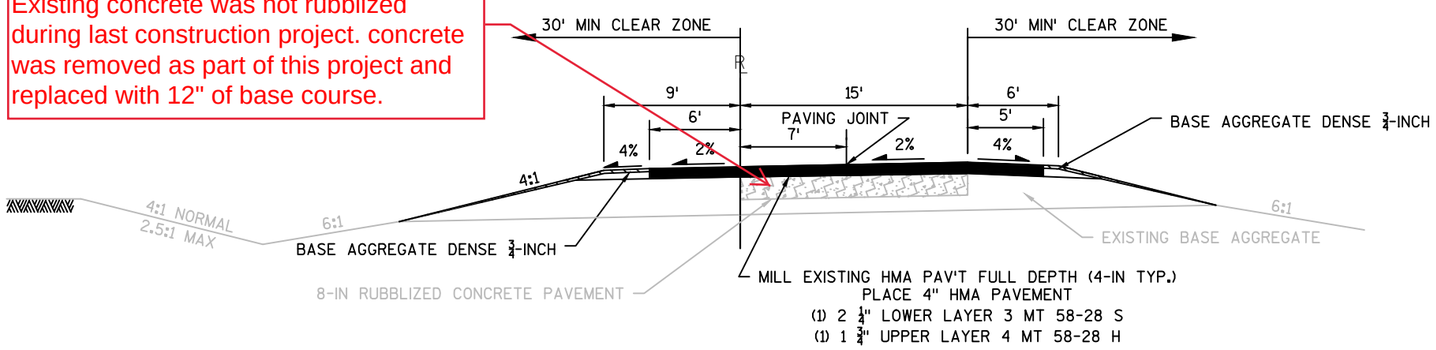
SEED, FERTILIZE, AND MULCH FROM 5' OUTSIDE SI TO, AND INCLUDING, GRAVEL SHOULDER



PROPOSED TYPICAL SECTION - RAMP "B"

B RAMP: STA 1753+00 TO STA 1758+95

STA 1758+21 - 1760+21:
Existing concrete was not rubblized during last construction project. concrete was removed as part of this project and replaced with 12" of base course.

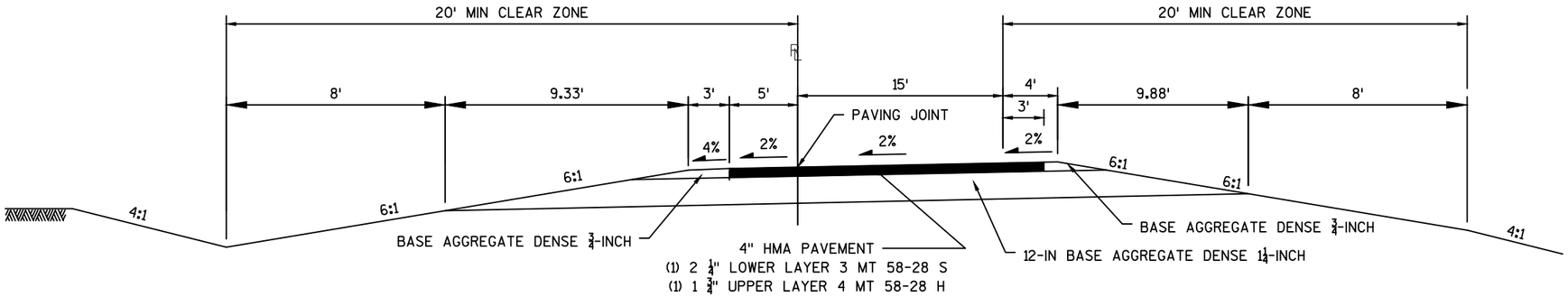


PROPOSED TYPICAL SECTION - RAMP "C"

USH 51/RAMP C GORE: STA 1740+00 TO STA 1744+73.59 (USH 51 SB STATIONING)
C RAMP: STA 1745+00 TO STA 1760+43.32

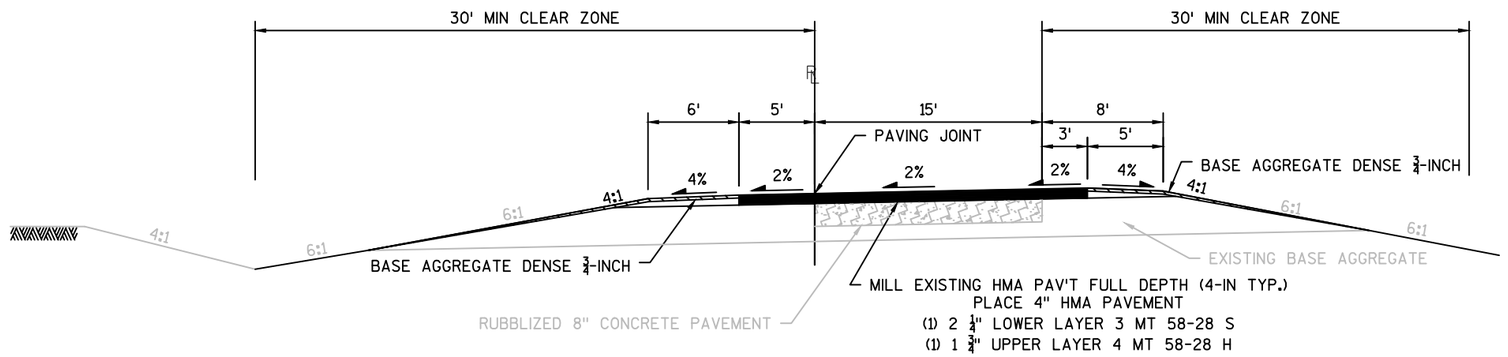
NOTES:

SEED, FERTILIZE, AND MULCH FROM 5' OUTSIDE SI TO, AND INCLUDING, GRAVEL SHOULDER



PROPOSED TYPICAL SECTION - RAMP "D"

D RAMP: STA 1760+61.72 TO STA 1764+50



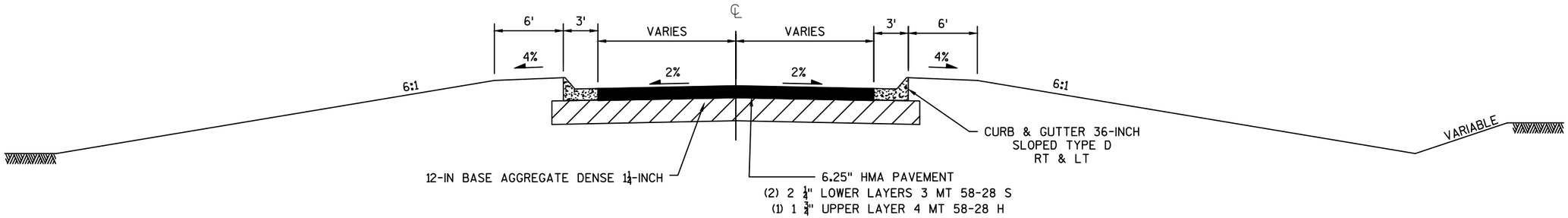
PROPOSED TYPICAL SECTION - RAMP "D"

D RAMP: STA 1764+50 TO STA 1771+84

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 15	E

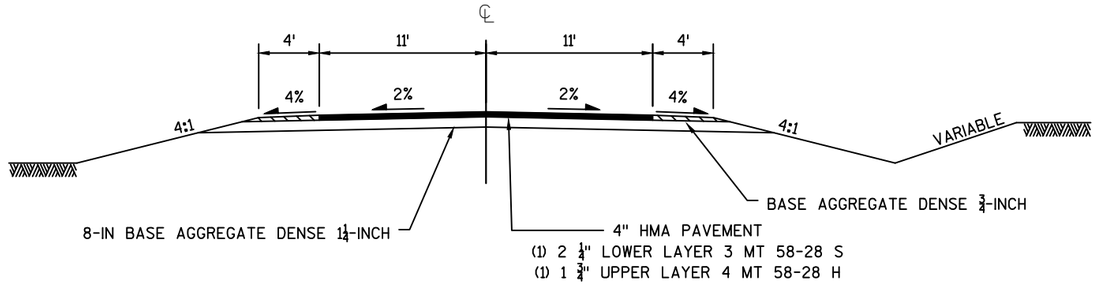
NOTES:

SEED, FERTILIZE, AND MULCH FROM 5' OUTSIDE SI TO, AND INCLUDING, GRAVEL SHOULDER



PROPOSED TYPICAL SECTION

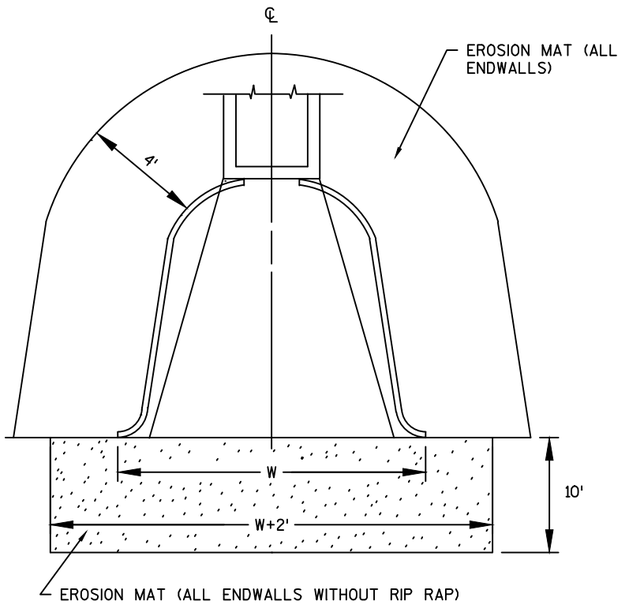
GATEWOOD HEIGHTS ROAD: STA 17+50 TO STA 18+40



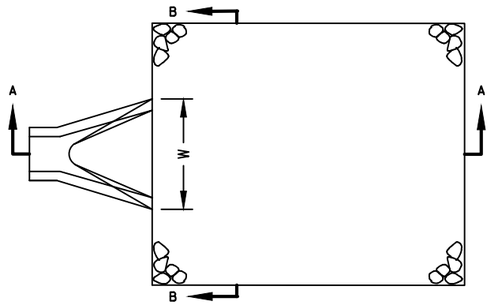
PROPOSED TYPICAL SECTION

KLADE ROAD: STA 8+00 - 9+25

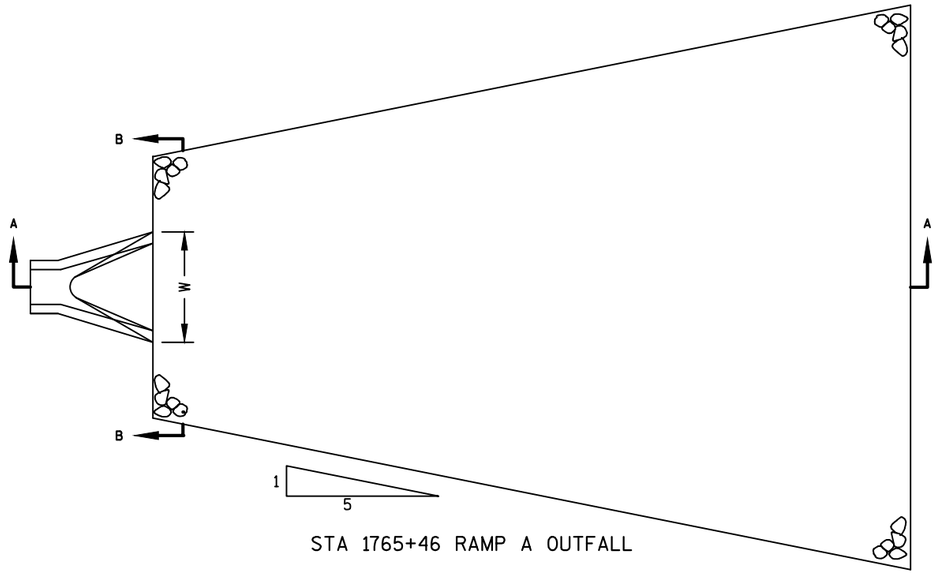
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TYPICAL SECTIONS	SHEET 16	E



EROSION CONTROL AT PIPE ENDS

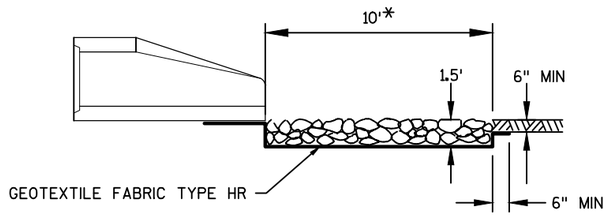


TYPICAL OUTFALL

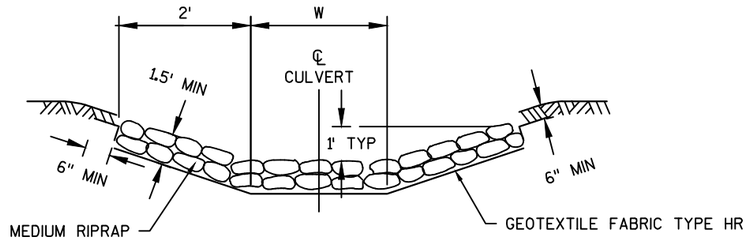


STA 1765+46 RAMP A OUTFALL

* 29' AT STA 1765+46 RAMP A OUTFALL



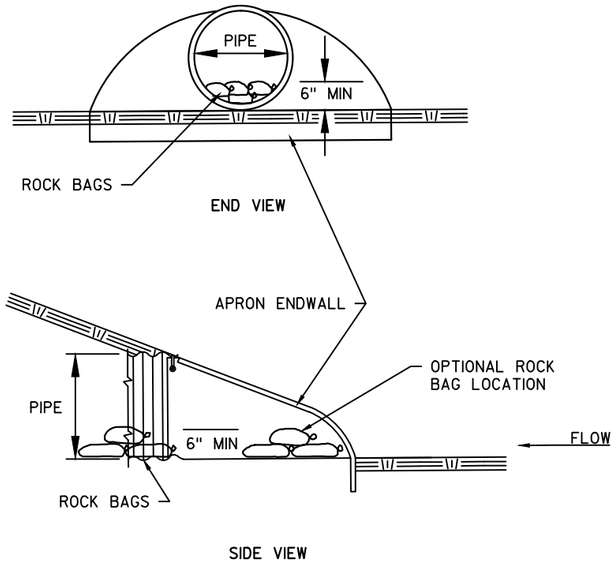
SECTION A-A



SECTION B-B

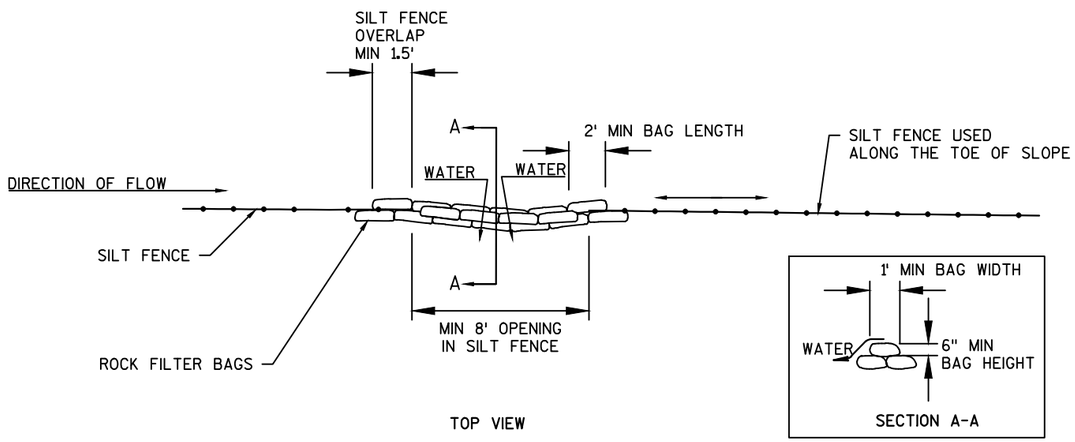
RIP RAP AND GEOTEXTILE FABRIC

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

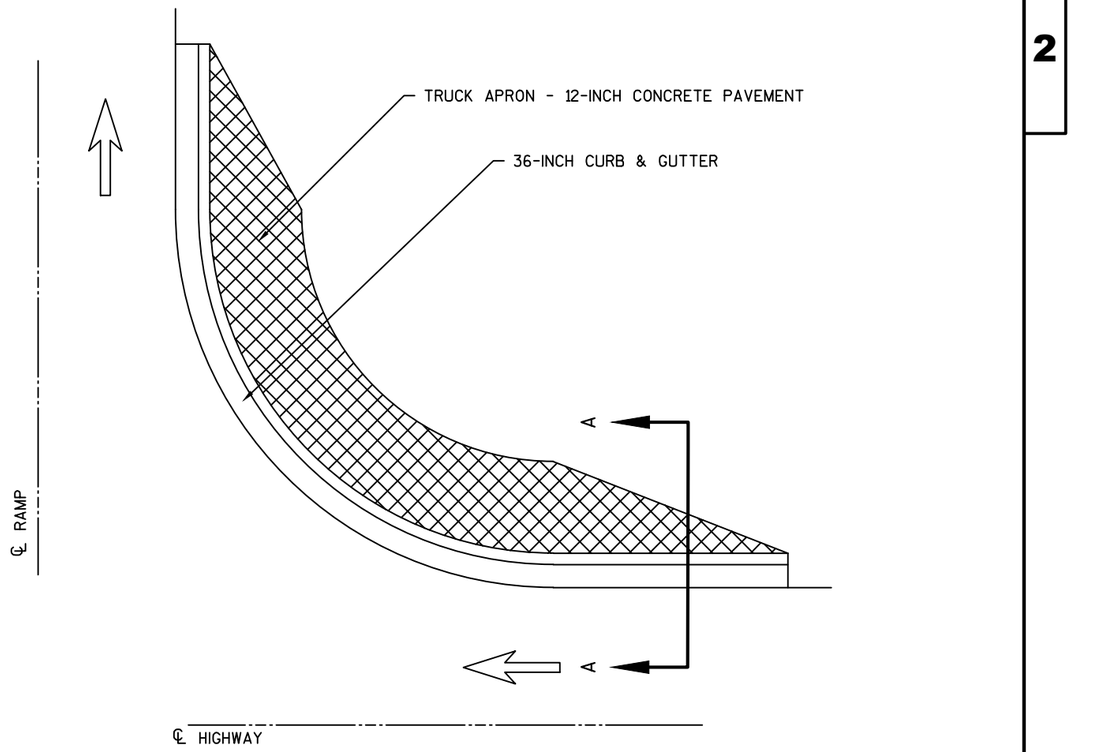


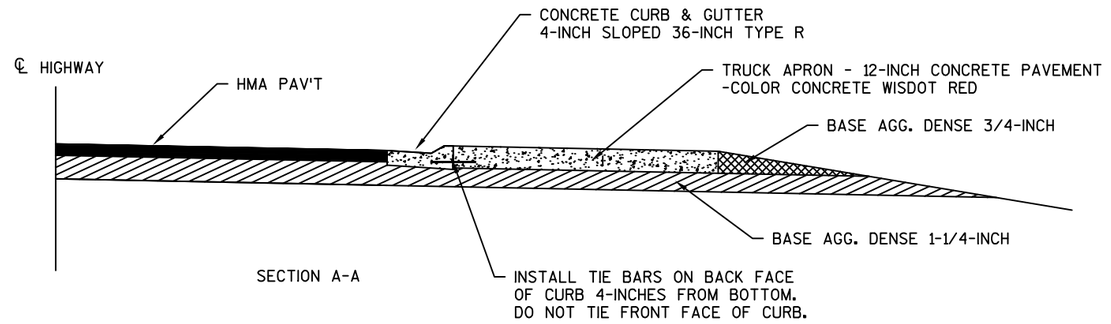
CULVERT PIPE CHECK

(INSTALL ON INLET END ONLY)



ROCK BAGS USED FOR SILT FENCE RELIEF



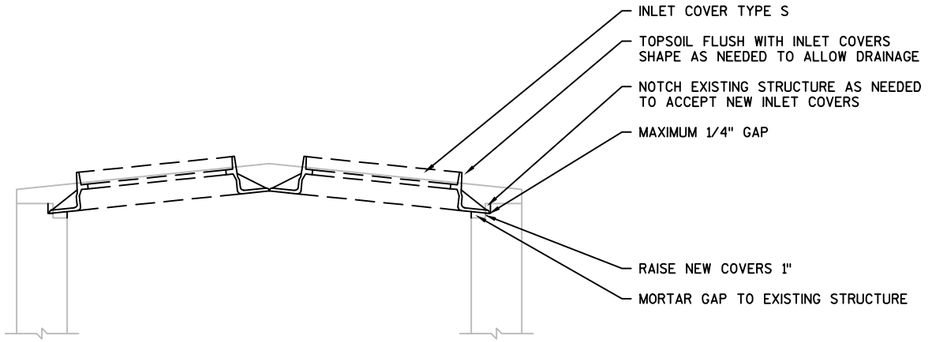


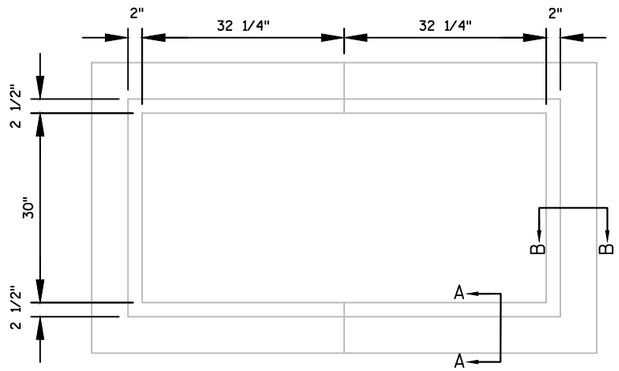
CONCRETE TRUCK APRON DETAIL

NOT TO SCALE

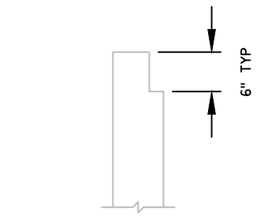
WIDTHS AND PAVEMENT SLOPES VERY

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN: CONSTRUCTION DETAILS	SHEET 18	E

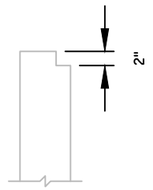




OPENING IN EXISTING STRUCTURE
DIMENSIONS ARE APPROXIMATE



SECTION A-A
DIMENSIONS ARE APPROXIMATE

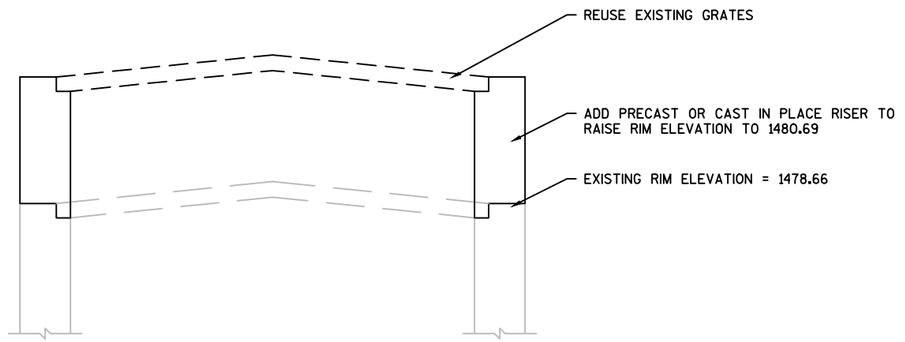


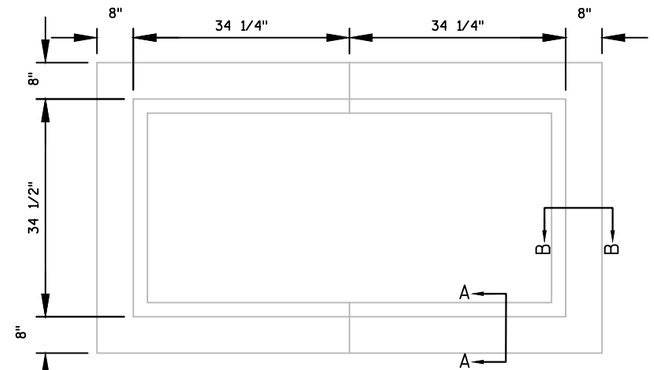
SECTION B-B
DIMENSIONS ARE APPROXIMATE

STA 95+33 EB MEDIAN INLET COVER DETAIL

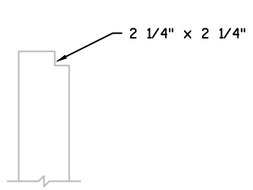
NOT TO SCALE

REMOVE EXISTING GRATES AND MODIFY
INLET AS NEEDED TO ACCEPT NEW
COVERS UNDER RECONSTRUCTING INLETS BID ITEM

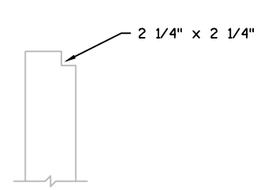




OPENING IN EXISTING STRUCTURE
DIMENSIONS ARE APPROXIMATE



SECTION A-A
DIMENSIONS ARE APPROXIMATE



SECTION B-B
DIMENSIONS ARE APPROXIMATE

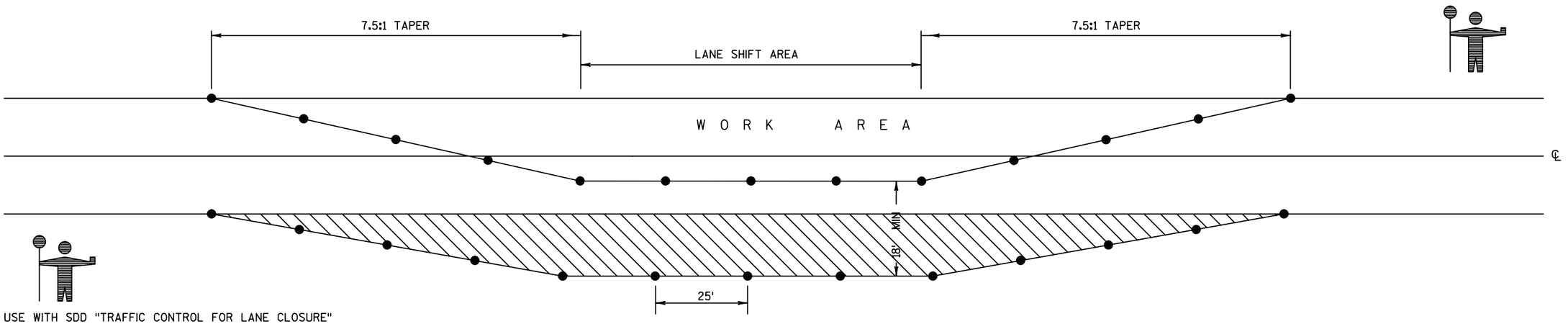
STA 105+15 EB MEDIAN INLET COVER DETAIL

NOT TO SCALE

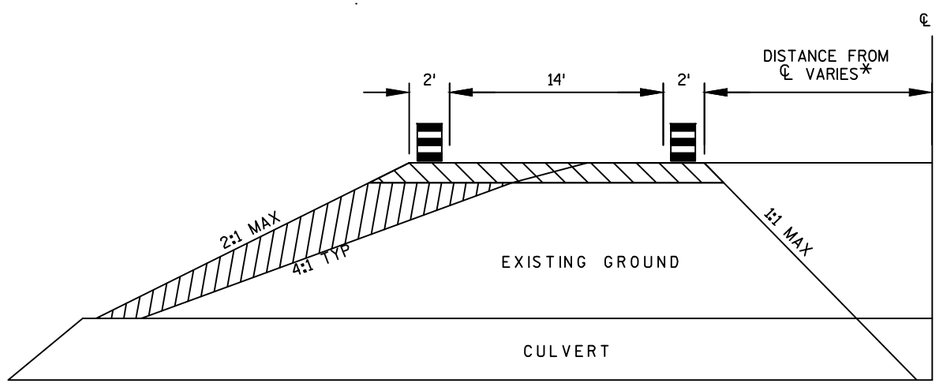
MODIFY INLET AS NEEDED TO PROPOSED RIM ELEVATION
UNDER RECONSTRUCTING INLETS BID ITEM

2

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"



USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"



* = STA 71+29 CROSS DRAIN - 10' MIN
STA 127+33 CROSS DRAIN - 13' MIN

NOTES

1. THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION
2. ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION
3. CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS
4. USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

KEY

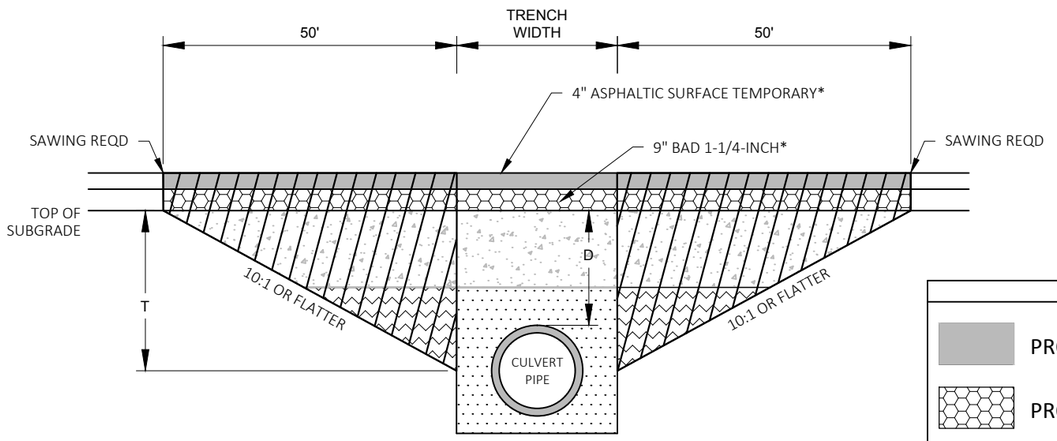
- ● DRUM WITHOUT WARNING LIGHT
- 6" BASE AGGREGATE DENSE 1 1 /4 INCH - INCIDENTAL TO LANE SHIFT ITEM
- FILL - INCIDENTAL TO LANE SHIFT ITEM

LANE SHIFT DETAIL

STA 71+29 CROSS DRAIN
STA 127+47 CROSS DRAIN

2

* = STA 127+47 CROSS DRAIN - INSTALL FULL PERMANENT PAVEMENT STRUCTURE

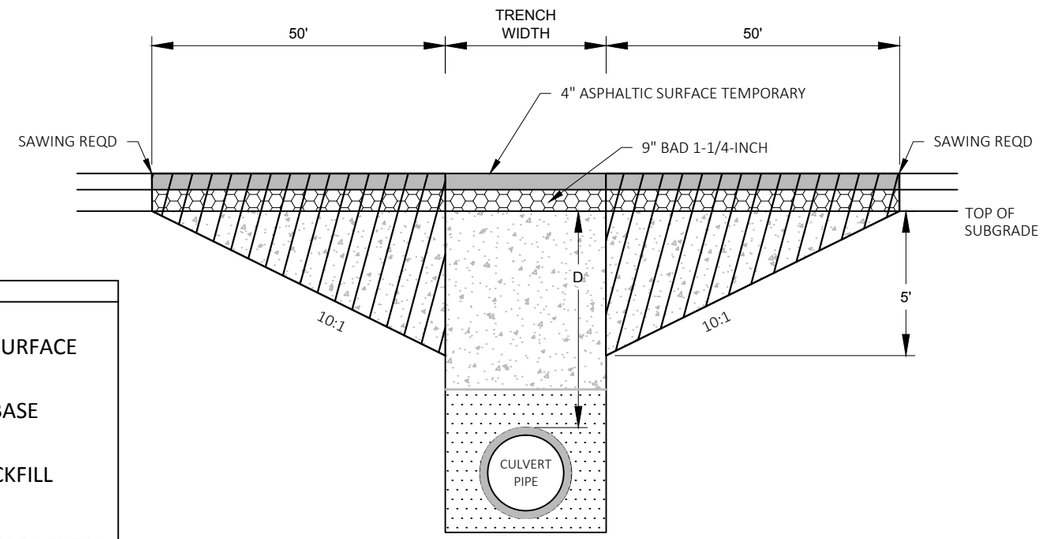


TRANSITION CUT DEPTH (T) = THE LESSER OF DEPTH TO CENTER OF PIPE OR 5 FT.
DO NOT EXTEND TRANSITION CUT BELOW HORIZONTAL CENTER OF PIPE.

DEPTH D < 6 FT

KEY

- PROPOSED SURFACE
- PROPOSED BASE
- TRENCH BACKFILL
- TRENCH OR FOUNDATION BACKFILL
- FOUNDATION BACKFILL
- TRANSITION CUT



DEPTH D ≥ 6 FT

2

NOTES

TRANSITION CUT IS PAID AS EXCAVATION COMMON.
TRANSITION CUT WIDTH IS FROM SUBGRADE SHOULDER POINT TO SUBGRADE SHOULDER POINT.
TRENCH BACKFILL AND FOUNDATION BACKFILL USED IN TRANSITION CUT AREA IS INCIDENTAL TO CULVERT PIPE BID ITEMS.
PERFORM CULVERT PIPE INSTALLATION BEFORE PERMANENT MAINLINE PAVING.
PLACE ASPHALTIC SURFACE TEMPORARY AFTER CULVERT PIPE INSTALLATION AND BEFORE PERMANENT MAINLINE PAVING.

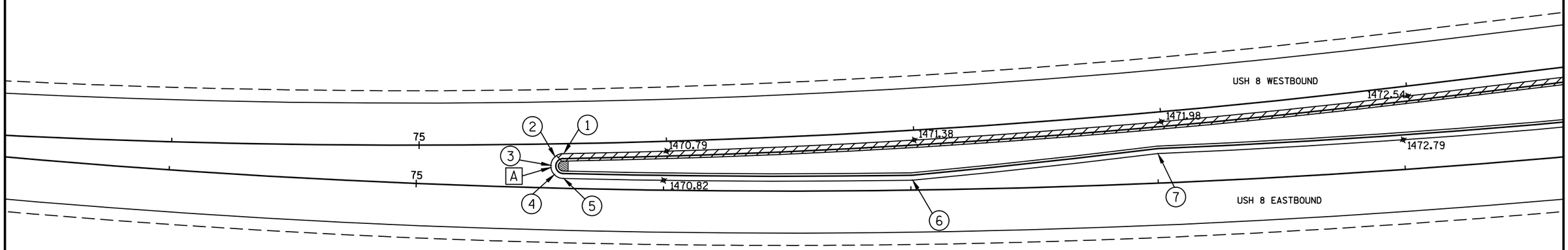
CULVERT PIPE TRANSITION

ROUTE	STA (CL)	DEPTH D (FT)	PIPE DIA (IN)	REMARKS
USH 8	71+29	1.5	36	C 35-008-500
USH 8	82+82	0.5	36	C 35-008-510
USH 8	127+47	0.8	48	C 35-008-560
RAMP A	1765+46	8.5	30	
RAMP B	1758+30	1.5	30	

2

USH 8 EB STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
1	75+59.08	-14.00	1470.59
2	75+55.63	-12.42	1470.58
3	75+54.28	-8.89	1470.57
4	75+55.88	-5.34	1470.56
5	75+59.54	-4.00	1470.55
6	77+00.40	-4.00	1471.51
7	78+00.40	-12.00	1471.98

USH 8 EB STATIONING RADII			
POINT NO.	STATION	OFFSET	RADIUS
A	75+59.29	-9.00	5'



NOTE: ELEVATIONS SHOWN ARE THE APPROXIMATE ELEVATION AT THE FLAG LINE, UNLESS OTHERWISE NOTED

T.O.C.= TOP OF CONCRETE

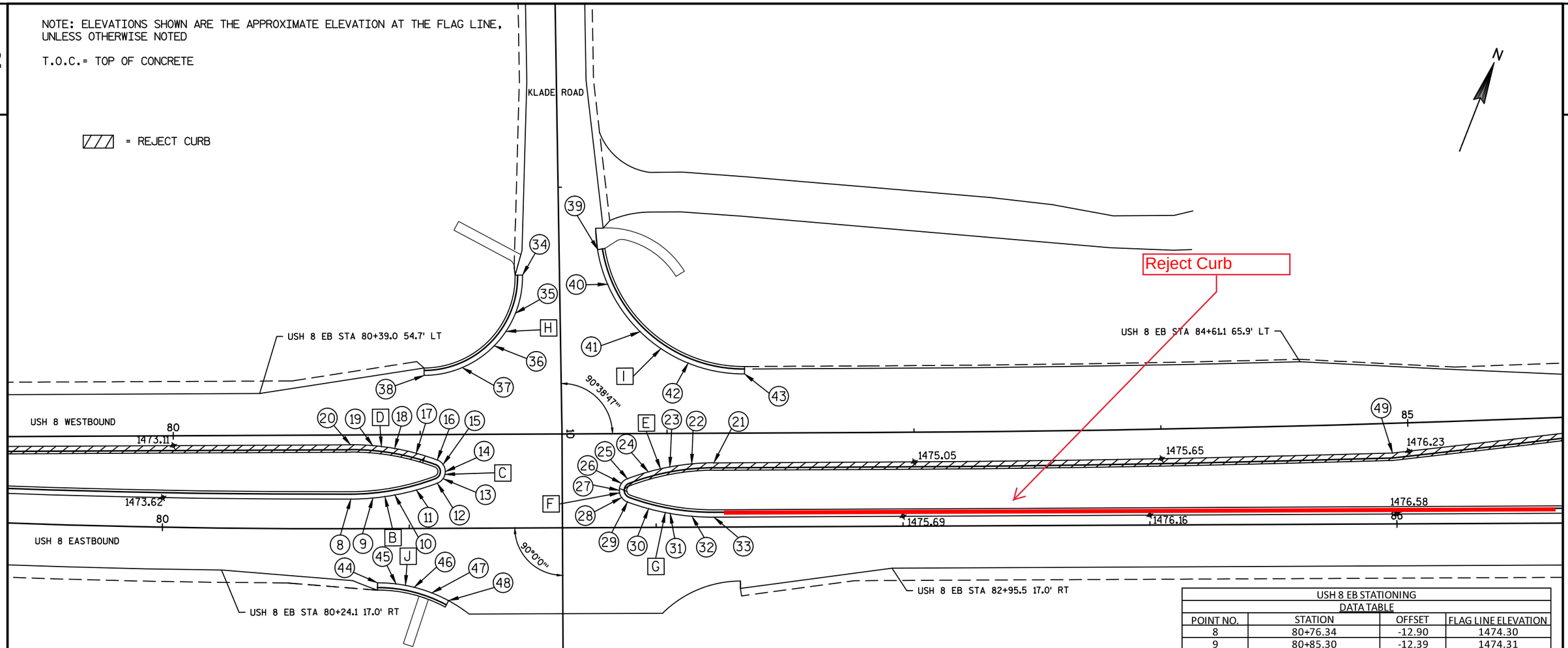
= REJECT CURB

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	INTERSECTION DETAILS	SHEET 22	E

NOTE: ELEVATIONS SHOWN ARE THE APPROXIMATE ELEVATION AT THE FLAG LINE, UNLESS OTHERWISE NOTED

T.O.C.= TOP OF CONCRETE

= REJECT CURB



KLADE ROAD STATIONING
DATA TABLE

POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
34	9+35.38	15.00	1472.70
35	9+50.79	18.09	1472.83
36	9+63.82	26.88	1472.96
37	9+72.46	40.00	1473.10
38	9+75.37	55.45	1473.23
39	9+16.84	-15.00	1472.61
40	9+39.65	-19.50	1472.82
41	9+59.03	-32.33	1473.10
42	9+72.08	-51.57	1473.52
43	9+76.84	-74.32	1473.98
44	10+60.00	75.00	1474.57
45	10+60.47	67.52	1474.50
46	10+61.87	60.16	1474.44
47	10+64.17	53.02	1474.44
48	10+67.34	46.23	1474.48

USH 8 EB STATIONING
RADII

POINT NO.	STATION	OFFSET	RADIUS
B	80+76.30	-112.00	100'
C	81+09.70	-23.00	5'
D	80+76.5	66.00	100'
E	82+23.40	74.00	100'
F	81+90.20	-15.00	5'
G	82+23.40	-104.00	100'
H	81+06.30	-102.00	40'
I	82+36.1	-122.00	60'
J	70+80.00	82.00	60'

USH 8 EB STATIONING
DATA TABLE

POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
8	80+76.34	-12.90	1474.30
9	80+85.30	-12.39	1474.31
10	80+94.17	-13.57	1474.32
11	81+02.90	-15.54	1474.30
12	81+11.42	-18.28	1474.22
13	81+13.78	-20.11	1474.19
14	81+14.68	-22.96	1474.14
15	81+13.79	-25.81	1474.09
16	81+11.43	-27.65	1474.03
17	81+02.91	-30.41	1473.84
18	80+94.18	-32.40	1473.67
19	80+85.31	-33.60	1473.61
20	80+76.30	-33.99	1473.54
21	82+23.42	-26.00	1474.57
22	82+14.50	-25.60	1474.59
23	82+05.65	-24.41	1474.60
24	81+96.94	-22.43	1474.62
25	81+88.44	-19.68	1474.70
26	81+86.08	-17.85	1474.75
27	81+85.19	-15.00	1474.80
28	81+86.08	-12.15	1474.85
29	81+88.44	-10.32	1474.90
30	81+96.94	-7.57	1475.05
31	82+05.65	-5.59	1475.18
32	82+14.50	-4.40	1475.26
33	82+23.42	-4.00	1475.33
49	82+23.42	-4.00	1475.33

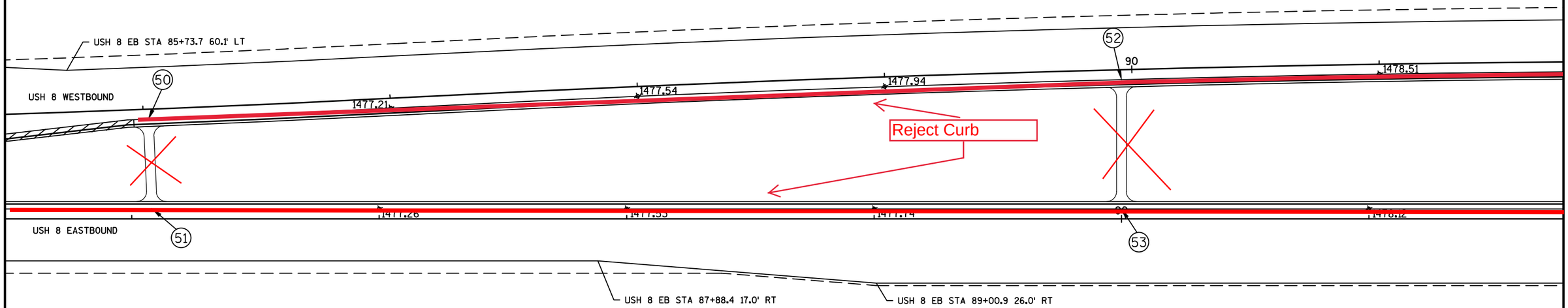
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	INTERSECTION DETAILS	SHEET 23	E

NOTE: ELEVATIONS SHOWN ARE THE APPROXIMATE ELEVATION AT THE FLAG LINE, UNLESS OTHERWISE NOTED

T.O.C.= TOP OF CONCRETE

= REJECT CURB

USH 8 EB STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
50	86+06.70	-40.30	1476.67
51	86+08.30	-4.00	1476.95
52	90+00.00	-53.30	1478.26
53	90+00.00	-4.00	1477.93

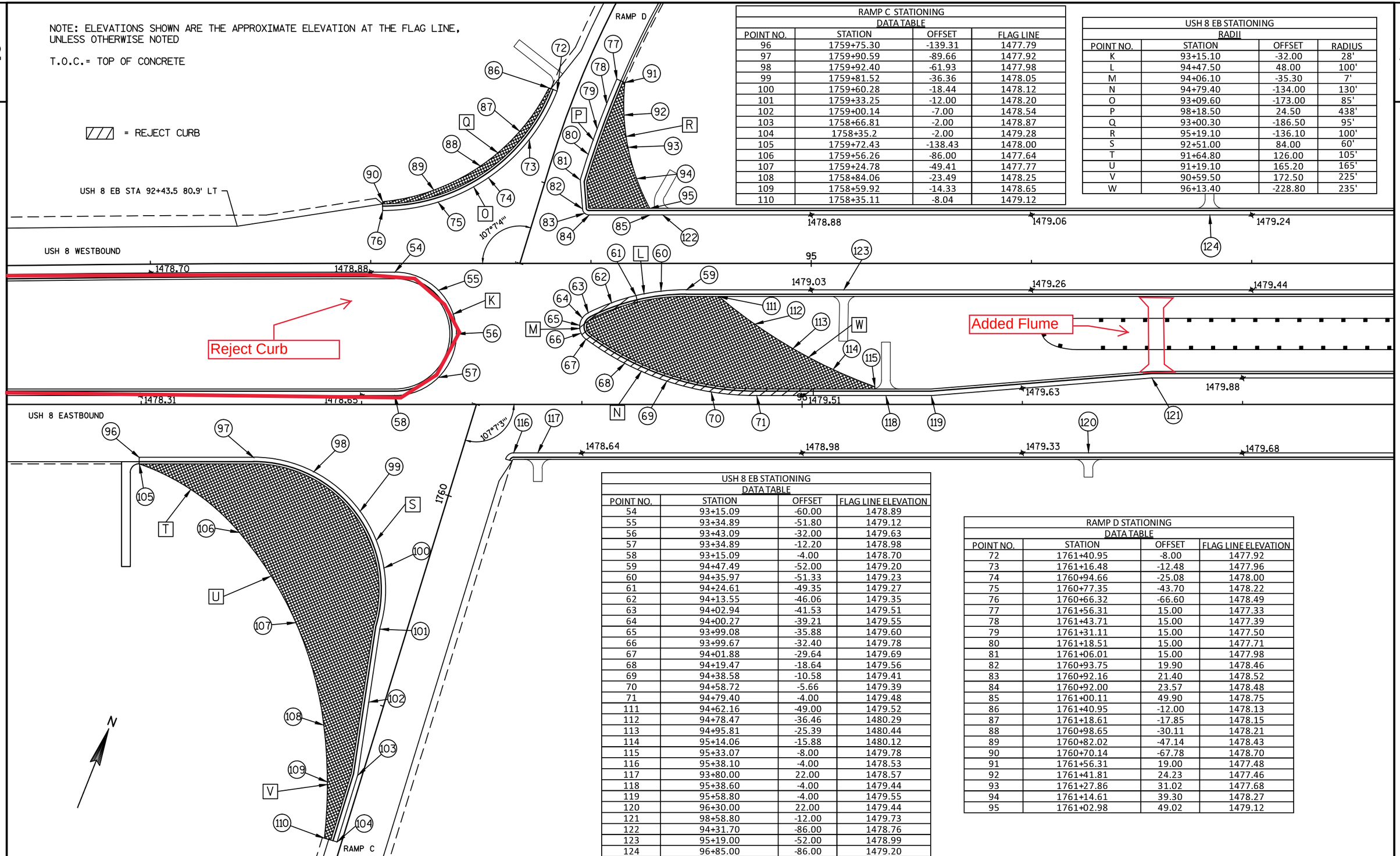


PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	INTERSECTION DETAILS	SHEET 24	E

NOTE: ELEVATIONS SHOWN ARE THE APPROXIMATE ELEVATION AT THE FLAG LINE, UNLESS OTHERWISE NOTED

T.O.C.= TOP OF CONCRETE

= REJECT CURB



RAMP C STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE
96	1759+75.30	-139.31	1477.79
97	1759+90.59	-89.66	1477.92
98	1759+92.40	-61.93	1477.98
99	1759+81.52	-36.36	1478.05
100	1759+60.28	-18.44	1478.12
101	1759+33.25	-12.00	1478.20
102	1759+00.14	-7.00	1478.54
103	1758+66.81	-2.00	1478.87
104	1758+35.2	-2.00	1479.28
105	1759+72.43	-138.43	1478.00
106	1759+56.26	-86.00	1477.64
107	1759+24.78	-49.41	1477.77
108	1758+84.06	-23.49	1478.25
109	1758+59.92	-14.33	1478.65
110	1758+35.11	-8.04	1479.12

USH 8 EB STATIONING RADII			
POINT NO.	STATION	OFFSET	RADIUS
K	93+15.10	-32.00	28'
L	94+47.50	48.00	100'
M	94+06.10	-35.30	7'
N	94+79.40	-134.00	130'
O	93+09.60	-173.00	85'
P	98+18.50	24.50	438'
Q	93+00.30	-186.50	95'
R	95+19.10	-136.10	100'
S	92+51.00	84.00	60'
T	91+64.80	126.00	105'
U	91+19.10	165.20	165'
V	90+59.50	172.50	225'
W	96+13.40	-228.80	235'

USH 8 EB STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
54	93+15.09	-60.00	1478.89
55	93+34.89	-51.80	1479.12
56	93+43.09	-32.00	1479.63
57	93+34.89	-12.20	1478.98
58	93+15.09	-4.00	1478.70
59	94+47.49	-52.00	1479.20
60	94+35.97	-51.33	1479.23
61	94+24.61	-49.35	1479.27
62	94+13.55	-46.06	1479.35
63	94+02.94	-41.53	1479.51
64	94+00.27	-39.21	1479.55
65	93+99.08	-35.88	1479.60
66	93+99.67	-32.40	1479.78
67	94+01.88	-29.64	1479.69
68	94+19.47	-18.64	1479.56
69	94+38.58	-10.58	1479.41
70	94+58.72	-5.66	1479.39
71	94+79.40	-4.00	1479.48
111	94+62.16	-49.00	1479.52
112	94+78.47	-36.46	1480.29
113	94+95.81	-25.39	1480.44
114	95+14.06	-15.88	1480.12
115	95+33.07	-8.00	1479.78
116	95+38.10	-4.00	1478.53
117	93+80.00	22.00	1478.57
118	95+38.60	-4.00	1479.44
119	95+58.80	-4.00	1479.55
120	96+30.00	22.00	1479.44
121	98+58.80	-12.00	1479.73
122	94+31.70	-86.00	1478.76
123	95+19.00	-52.00	1478.99
124	96+85.00	-86.00	1479.20

RAMP D STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
72	1761+40.95	-8.00	1477.92
73	1761+16.48	-12.48	1477.96
74	1760+94.66	-25.08	1478.00
75	1760+77.35	-43.70	1478.22
76	1760+66.32	-66.60	1478.49
77	1761+56.31	15.00	1477.33
78	1761+43.71	15.00	1477.39
79	1761+31.11	15.00	1477.50
80	1761+18.51	15.00	1477.71
81	1761+06.01	15.00	1477.98
82	1760+93.75	19.90	1478.46
83	1760+92.16	21.40	1478.52
84	1760+92.00	23.57	1478.48
85	1761+00.11	49.90	1478.75
86	1761+40.95	-12.00	1478.13
87	1761+18.61	-17.85	1478.15
88	1760+98.65	-30.11	1478.21
89	1760+82.02	-47.14	1478.43
90	1760+70.14	-67.78	1478.70
91	1761+56.31	19.00	1477.48
92	1761+41.81	24.23	1477.46
93	1761+27.86	31.02	1477.68
94	1761+14.61	39.30	1478.27
95	1761+02.98	49.02	1479.12

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	INTERSECTION DETAILS	SHEET 25	E

2

RAMP A STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
147	1765+83.06	2.03	1480.15
148	1765+49.84	7.02	1480.23
149	1765+16.84	12.00	1480.30
150	1764+88.70	18.40	1480.39
151	1764+66.07	36.41	1480.65
152	1764+53.50	62.41	1481.38
153	1764+56.43	91.30	1481.69
154	1764+60.23	121.47	1481.81
155	1765+83.93	7.87	1480.30
156	1765+56.60	18.53	1480.10
157	1765+31.44	32.74	1479.61
158	1765+10.95	48.24	1479.06
159	1764+92.57	66.18	1479.65
160	1764+74.56	91.71	1481.03
161	1764+63.16	120.81	1482.02

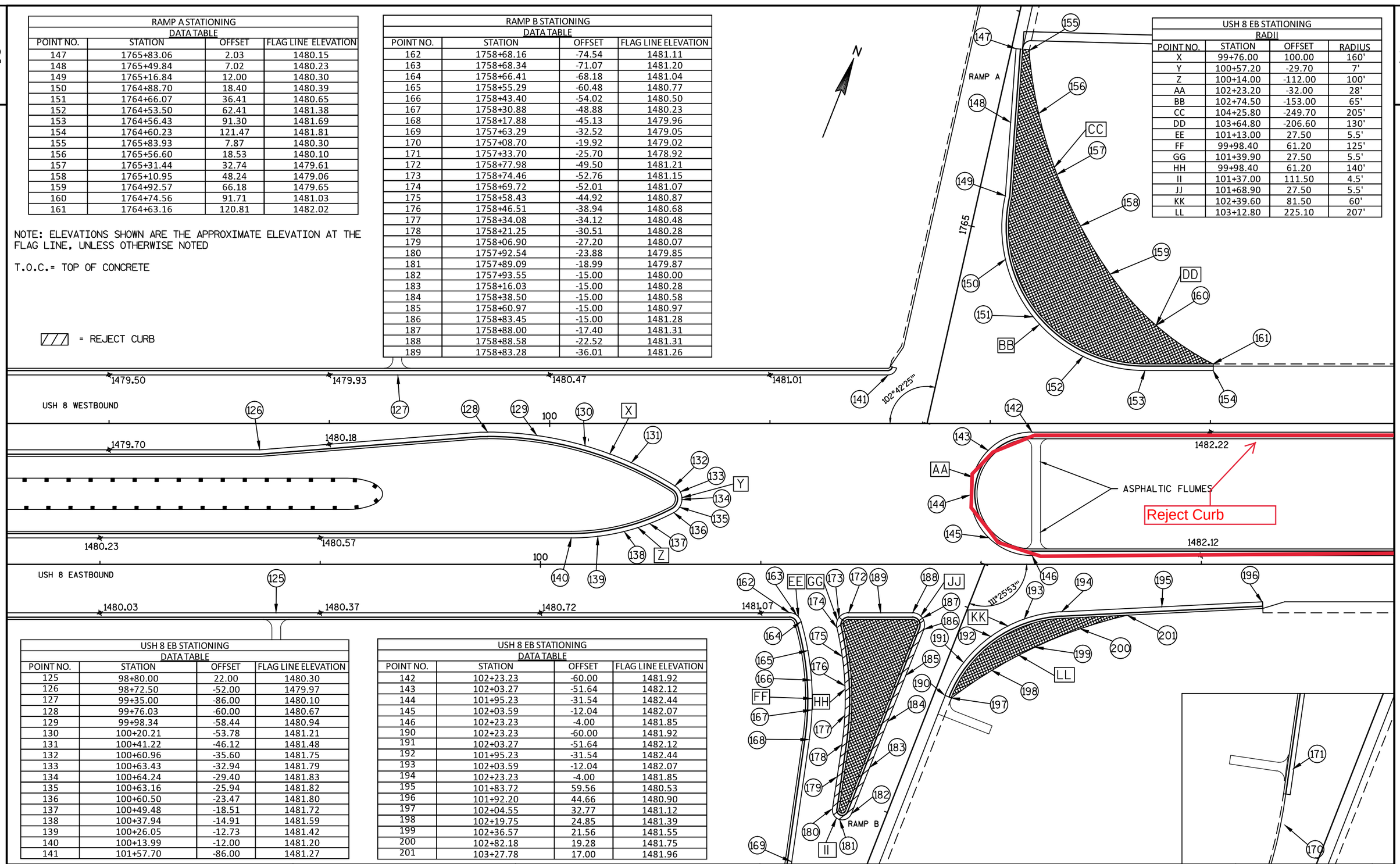
NOTE: ELEVATIONS SHOWN ARE THE APPROXIMATE ELEVATION AT THE FLAG LINE, UNLESS OTHERWISE NOTED

T.O.C.= TOP OF CONCRETE

= REJECT CURB

RAMP B STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
162	1758+68.16	-74.54	1481.11
163	1758+68.34	-71.07	1481.20
164	1758+66.41	-68.18	1481.04
165	1758+55.29	-60.48	1480.77
166	1758+43.40	-54.02	1480.50
167	1758+30.88	-48.88	1480.23
168	1758+17.88	-45.13	1479.96
169	1757+63.29	-32.52	1479.05
170	1757+08.70	-19.92	1479.02
171	1757+33.70	-25.70	1478.92
172	1758+77.98	-49.50	1481.21
173	1758+74.46	-52.76	1481.15
174	1758+69.72	-52.01	1481.07
175	1758+58.43	-44.92	1480.87
176	1758+46.51	-38.94	1480.68
177	1758+34.08	-34.12	1480.48
178	1758+21.25	-30.51	1480.28
179	1758+06.90	-27.20	1480.07
180	1757+92.54	-23.88	1479.85
181	1757+89.09	-18.99	1479.87
182	1757+93.55	-15.00	1480.00
183	1758+16.03	-15.00	1480.28
184	1758+38.50	-15.00	1480.58
185	1758+60.97	-15.00	1480.97
186	1758+83.45	-15.00	1481.28
187	1758+88.00	-17.40	1481.31
188	1758+88.58	-22.52	1481.31
189	1758+83.28	-36.01	1481.26

USH 8 EB STATIONING RADII			
POINT NO.	STATION	OFFSET	RADIUS
X	99+76.00	100.00	160'
Y	100+57.20	-29.70	7'
Z	100+14.00	-112.00	100'
AA	102+23.20	-32.00	28'
BB	102+74.50	-153.00	65'
CC	104+25.80	-249.70	205'
DD	103+64.80	-206.60	130'
EE	101+13.00	27.50	5.5'
FF	99+98.40	61.20	125'
GG	101+39.90	27.50	5.5'
HH	99+98.40	61.20	140'
II	101+37.00	111.50	4.5'
JJ	101+68.90	27.50	5.5'
KK	102+39.60	81.50	60'
LL	103+12.80	225.10	207'



USH 8 EB STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
125	98+80.00	22.00	1480.30
126	98+72.50	-52.00	1479.97
127	99+35.00	-86.00	1480.10
128	99+76.03	-60.00	1480.67
129	99+98.34	-58.44	1480.94
130	100+20.21	-53.78	1481.21
131	100+41.22	-46.12	1481.48
132	100+60.96	-35.60	1481.75
133	100+63.43	-32.94	1481.79
134	100+64.24	-29.40	1481.83
135	100+63.16	-25.94	1481.82
136	100+60.50	-23.47	1481.80
137	100+49.48	-18.51	1481.72
138	100+37.94	-14.91	1481.59
139	100+26.05	-12.73	1481.42
140	100+13.99	-12.00	1481.20
141	101+57.70	-86.00	1481.27

USH 8 EB STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
142	102+23.23	-60.00	1481.92
143	102+03.27	-51.64	1482.12
144	101+95.23	-31.54	1482.44
145	102+03.59	-12.04	1482.07
146	102+23.23	-4.00	1481.85
190	102+23.23	-60.00	1481.92
191	102+03.27	-51.64	1482.12
192	101+95.23	-31.54	1482.44
193	102+03.59	-12.04	1482.07
194	102+23.23	-4.00	1481.85
195	101+83.72	59.56	1480.53
196	101+92.20	44.66	1480.90
197	102+04.55	32.77	1481.12
198	102+19.75	24.85	1481.39
199	102+36.57	21.56	1481.55
200	102+82.18	19.28	1481.75
201	103+27.78	17.00	1481.96

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	INTERSECTION DETAILS	SHEET 26	E

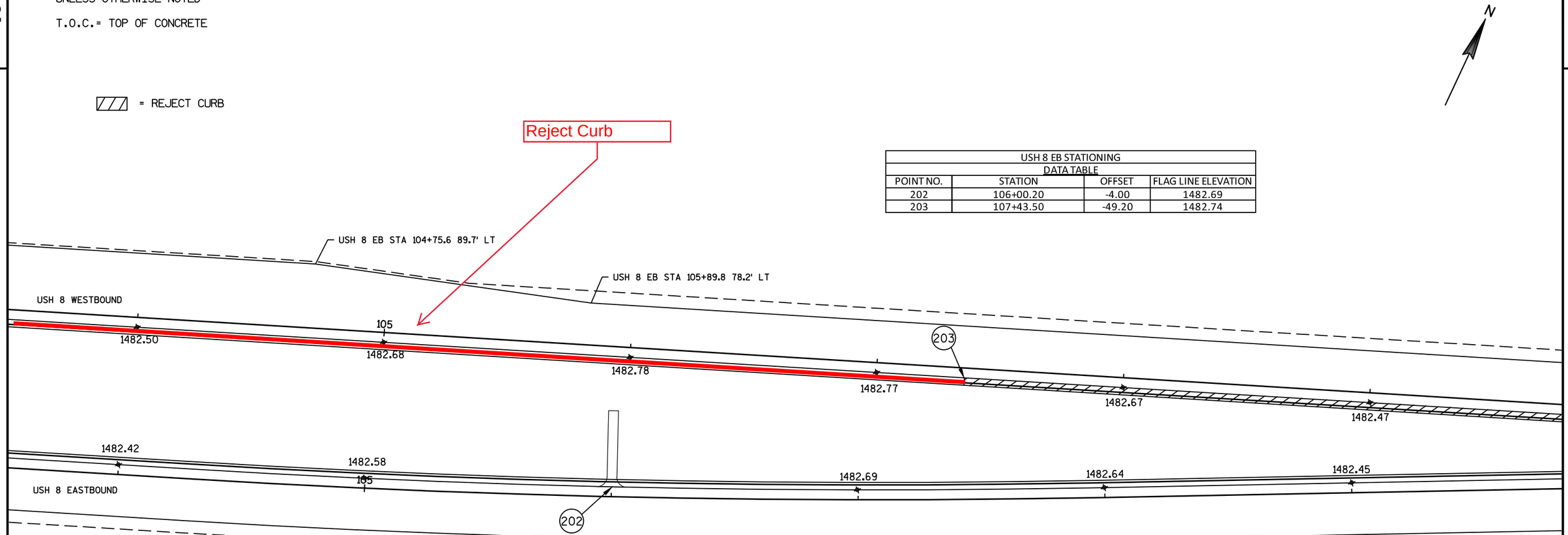
NOTE: ELEVATIONS SHOWN ARE THE APPROXIMATE ELEVATION AT THE FLAG LINE, UNLESS OTHERWISE NOTED

T.O.C.= TOP OF CONCRETE

= REJECT CURB

Reject Curb

USH 8 EB STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
202	106+00.20	-4.00	1482.69
203	107+43.50	-49.20	1482.74



PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	INTERSECTION DETAILS	SHEET 27	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\021101-ID.DWG
LAYOUT NAME - 06

PLOT DATE : 10/23/2017 2:56 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

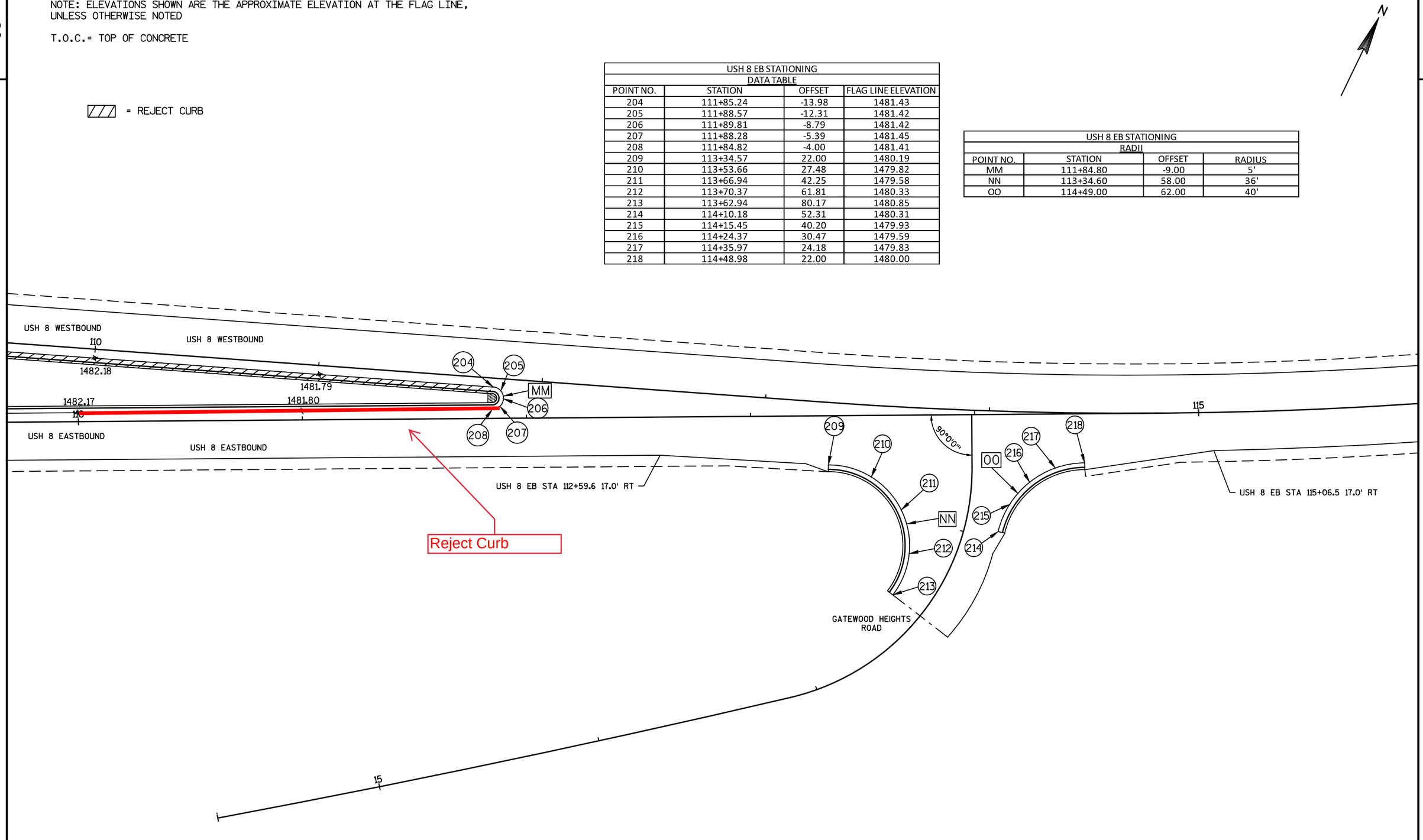
NOTE: ELEVATIONS SHOWN ARE THE APPROXIMATE ELEVATION AT THE FLAG LINE, UNLESS OTHERWISE NOTED

T.O.C.= TOP OF CONCRETE

= REJECT CURB

USH 8 EB STATIONING DATA TABLE			
POINT NO.	STATION	OFFSET	FLAG LINE ELEVATION
204	111+85.24	-13.98	1481.43
205	111+88.57	-12.31	1481.42
206	111+89.81	-8.79	1481.42
207	111+88.28	-5.39	1481.45
208	111+84.82	-4.00	1481.41
209	113+34.57	22.00	1480.19
210	113+53.66	27.48	1479.82
211	113+66.94	42.25	1479.58
212	113+70.37	61.81	1480.33
213	113+62.94	80.17	1480.85
214	114+10.18	52.31	1480.31
215	114+15.45	40.20	1479.93
216	114+24.37	30.47	1479.59
217	114+35.97	24.18	1479.83
218	114+48.98	22.00	1480.00

USH 8 EB STATIONING RADII			
POINT NO.	STATION	OFFSET	RADIUS
MM	111+84.80	-9.00	5'
NN	113+34.60	58.00	36'
OO	114+49.00	62.00	40'



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	INTERSECTION DETAILS	SHEET 28	E

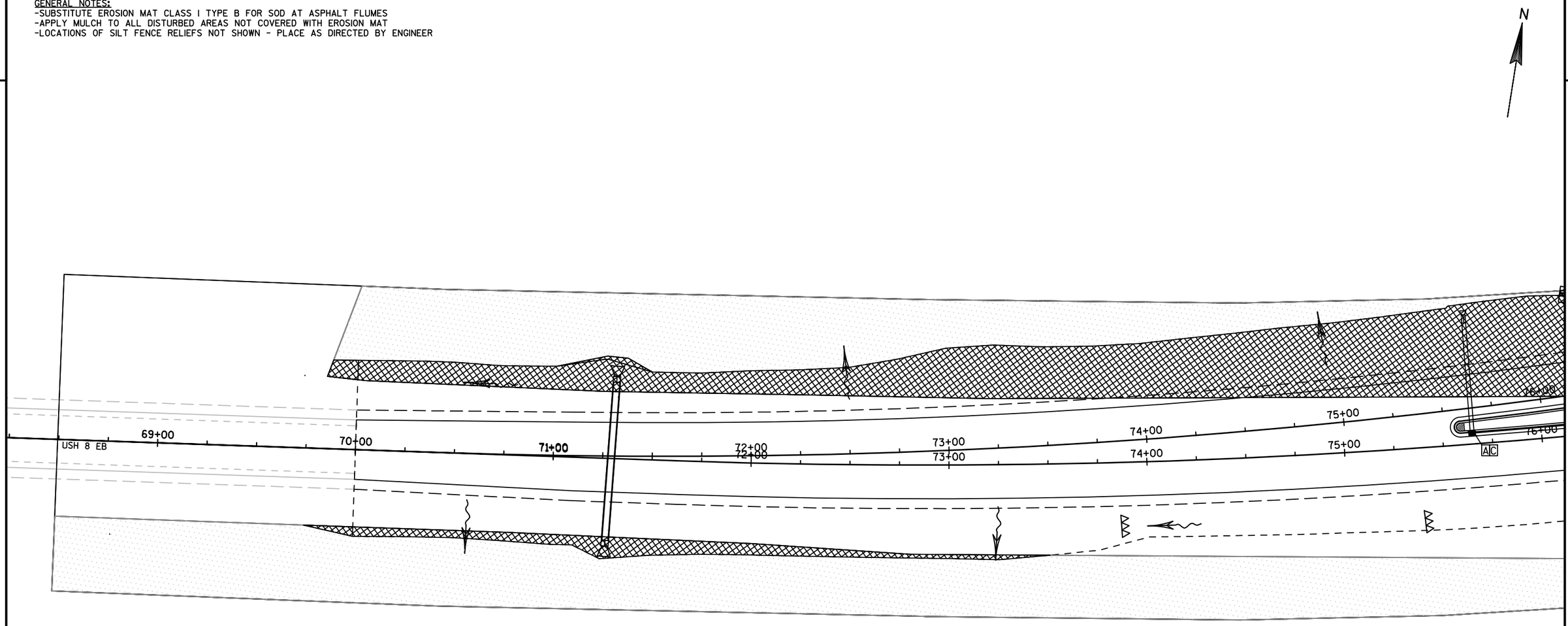
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\021101-ID.DWG
LAYOUT NAME - 07

PLOT DATE : 10/23/2017 2:56 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER

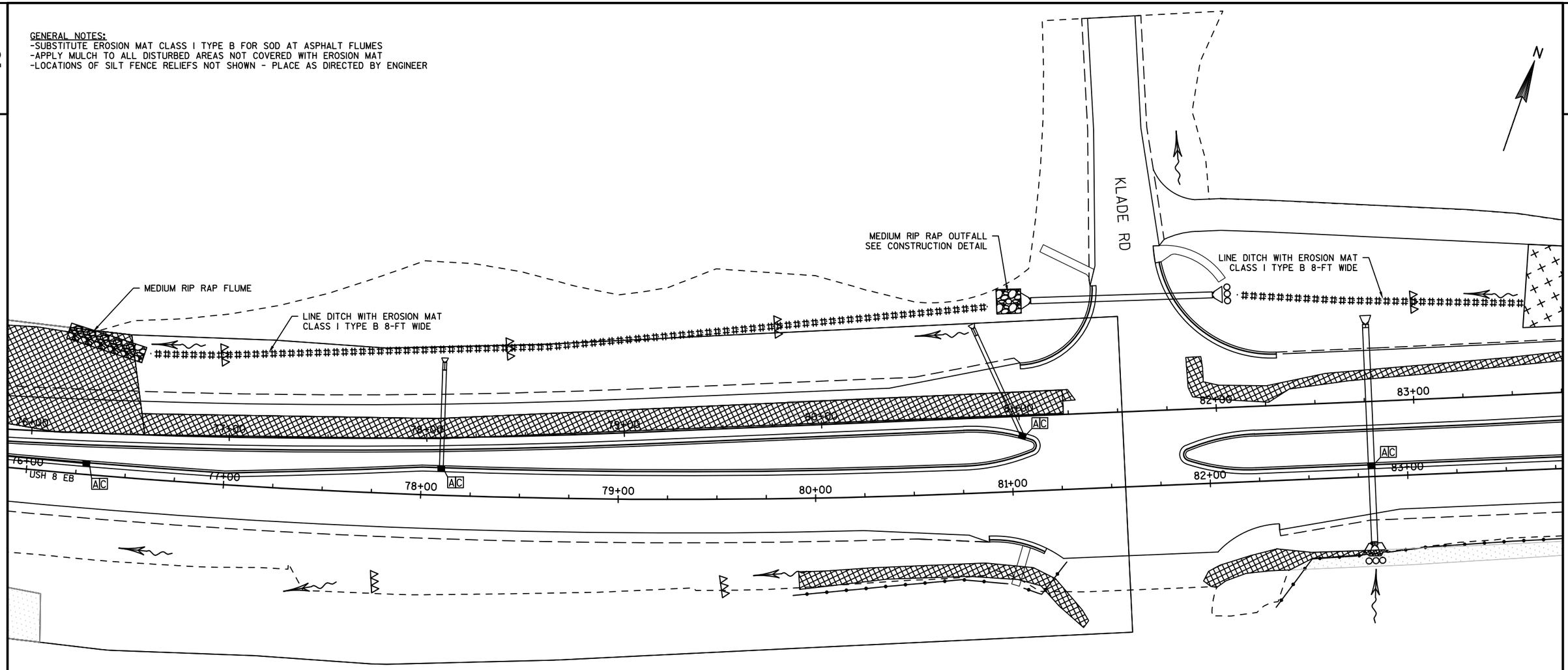


LEGEND

- CULVERT CHECK
- DELINITATED WETLAND - DO NOT DISTURB
- DITCH CHECK
- ABC INLET PROTECTION (LETTER DENOTES TYPE)
- PERMITTED WETLAND IMPACT
- SILT FENCE
- SLOPE INTERCEPT

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 29	E

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER

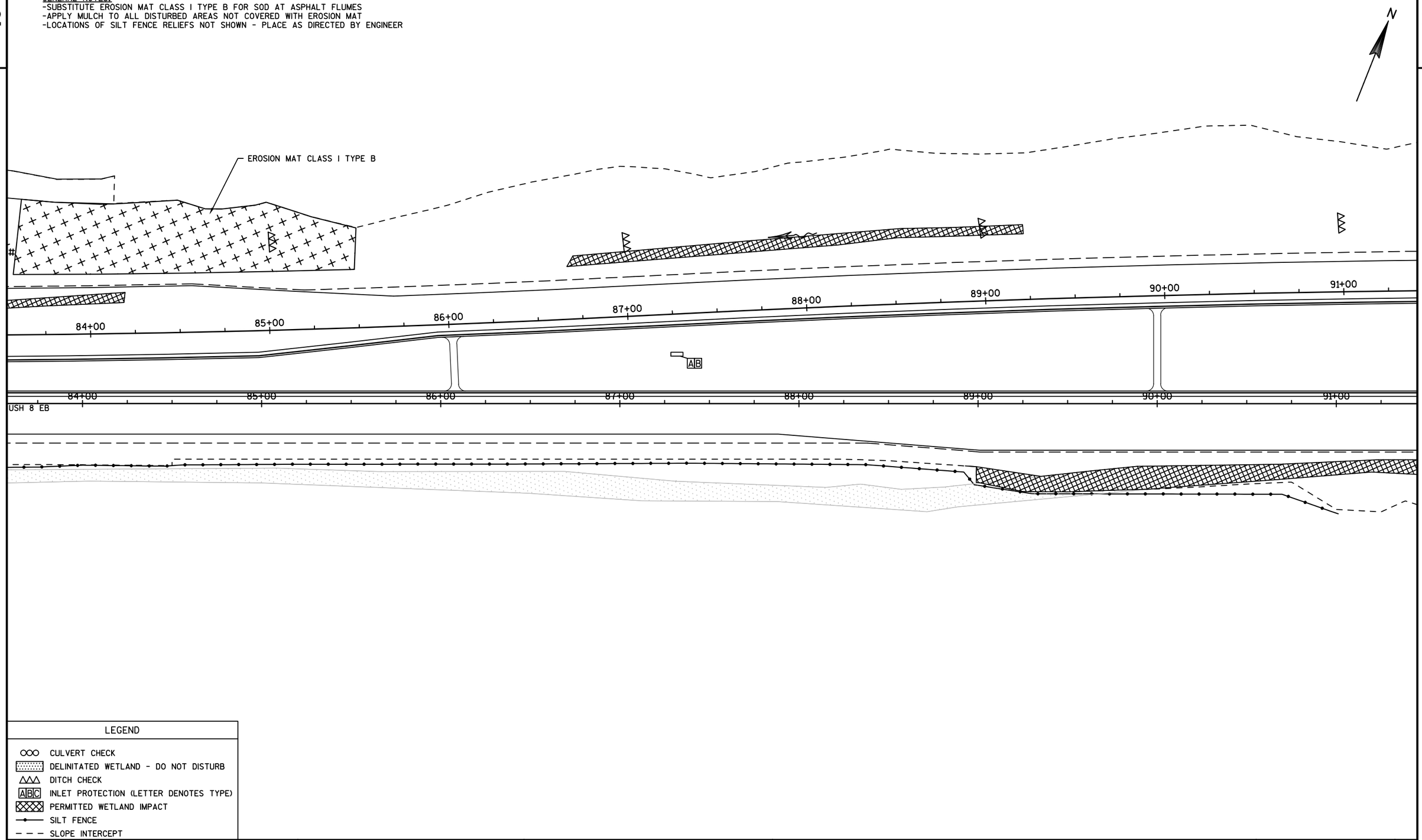


LEGEND

- CULVERT CHECK
- DELINITATED WETLAND - DO NOT DISTURB
- DITCH CHECK
- ABC INLET PROTECTION (LETTER DENOTES TYPE)
- PERMITTED WETLAND IMPACT
- SILT FENCE
- SLOPE INTERCEPT

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 30	E

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER



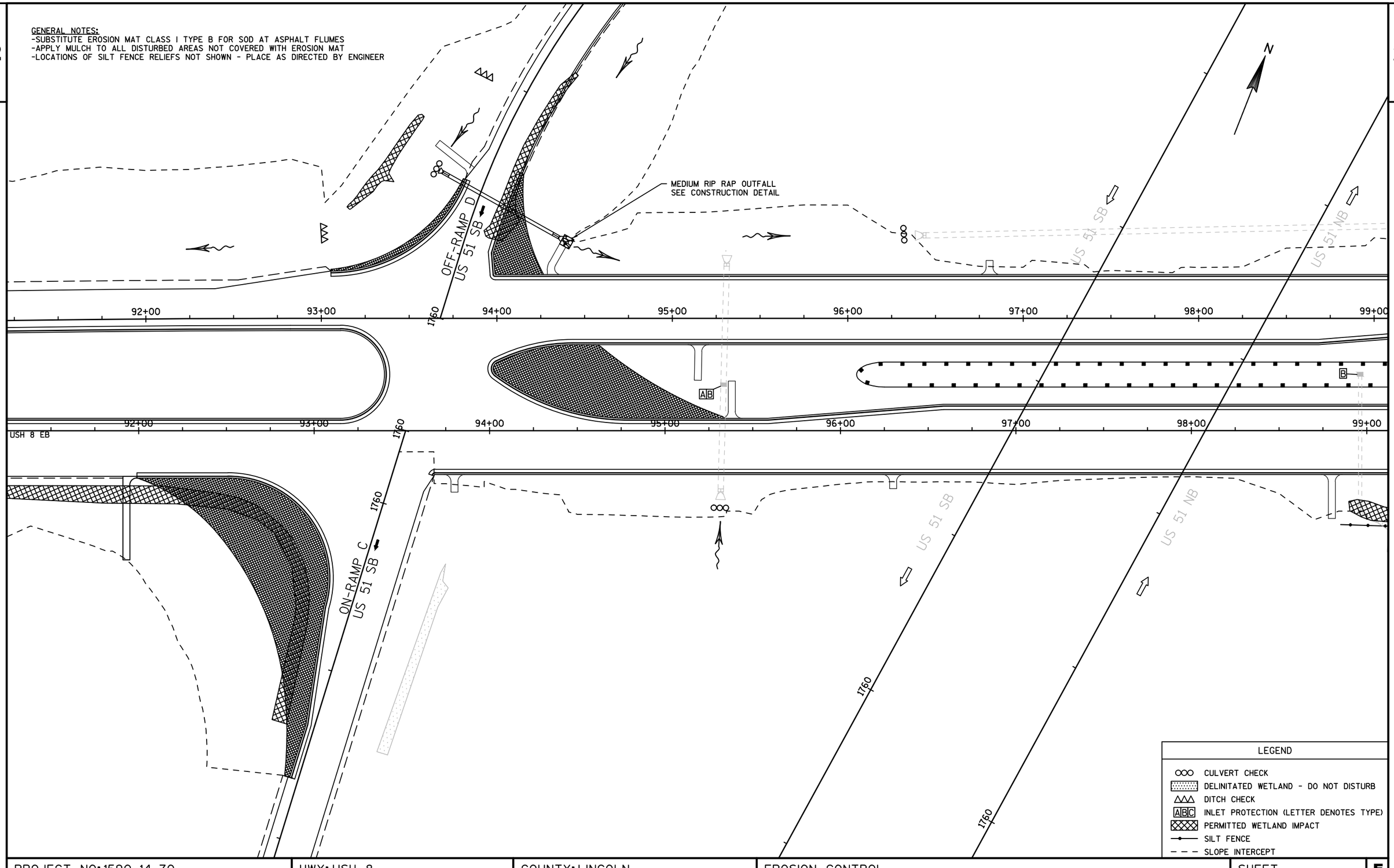
LEGEND

- CULVERT CHECK
- DELINITATED WETLAND - DO NOT DISTURB
- DITCH CHECK
- ABC INLET PROTECTION (LETTER DENOTES TYPE)
- PERMITTED WETLAND IMPACT
- SILT FENCE
- SLOPE INTERCEPT

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 31	E

2

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 32	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\022001-EC_USH_8.DWG
LAYOUT NAME - 04

PLOT DATE : 10/25/2017 11:01 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:50 FT

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER

MEDIUM RIP RAP OUTFALL
SEE CONSTRUCTION DETAIL

ON-RAMP A
US 51 NB

1764

99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00

AB

99+00 100+00 101+00 102+00 103+00 104+00 105+00 106+00

USH 8 EB

2+21

1759+00

AC

2+00

1758+00

OFF-RAMP B
US 51 NB

1+00

1757+00

MEDIUM RIP RAP OUTFALL
SEE CONSTRUCTION DETAIL

SOW TEMPORARY SEED ON GRADING
FOR TEMPORARY WIDENING

LEGEND

- CULVERT CHECK
- DELINITATED WETLAND - DO NOT DISTURB
- DITCH CHECK
- ABC INLET PROTECTION (LETTER DENOTES TYPE)
- PERMITTED WETLAND IMPACT
- SILT FENCE
- SLOPE INTERCEPT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 33	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\022001-EC_USH_8.DWG
LAYOUT NAME - 05

PLOT DATE : 10/25/2017 11:01 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER

N

MEDIUM RIP RAP OUTFALL
SEE CONSTRUCTION DETAIL

107+00
108+00
109+00
110+00
111+00
112+00
113+00
114+00

USH 8 EB

107+00
108+00
109+00
110+00
111+00
112+00
113+00
114+00

GATEWOOD
HEIGHTS RD

LEGEND

- CULVERT CHECK
- DELINITATED WETLAND - DO NOT DISTURB
- DITCH CHECK
- ABC INLET PROTECTION (LETTER DENOTES TYPE)
- PERMITTED WETLAND IMPACT
- SILT FENCE
- SLOPE INTERCEPT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 34	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\022001-EC_USH_8.DWG
LAYOUT NAME - 06

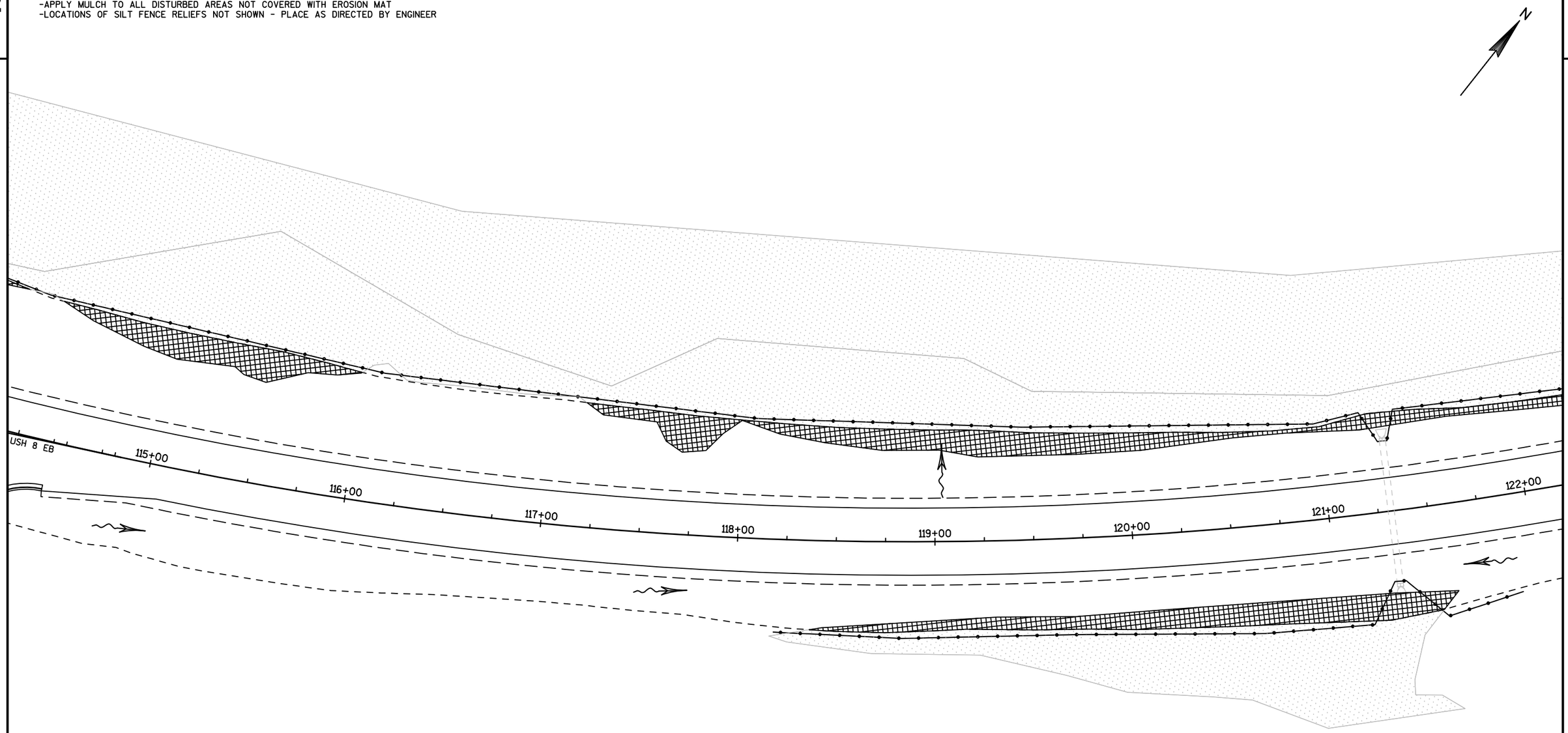
PLOT DATE : 10/25/2017 11:01 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:50 FT

2

2

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER



LEGEND

- CULVERT CHECK
- DELINITATED WETLAND - DO NOT DISTURB
- DITCH CHECK
- ABC INLET PROTECTION (LETTER DENOTES TYPE)
- PERMITTED WETLAND IMPACT
- SILT FENCE
- SLOPE INTERCEPT

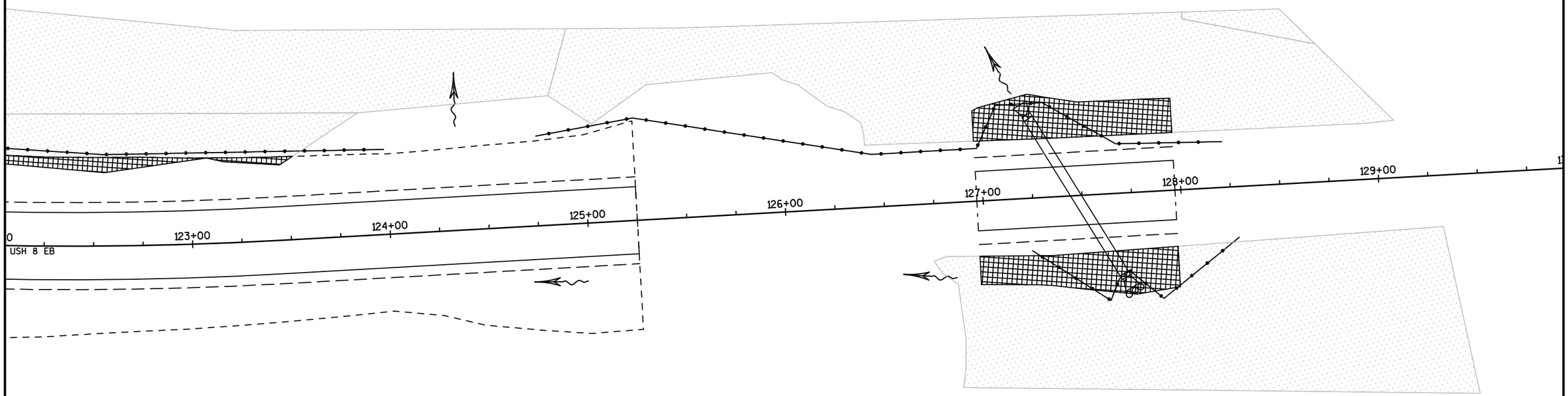
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 35	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\022001-EC_USH_8.DWG
LAYOUT NAME - 07

PLOT DATE : 10/25/2017 11:01 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

2

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER



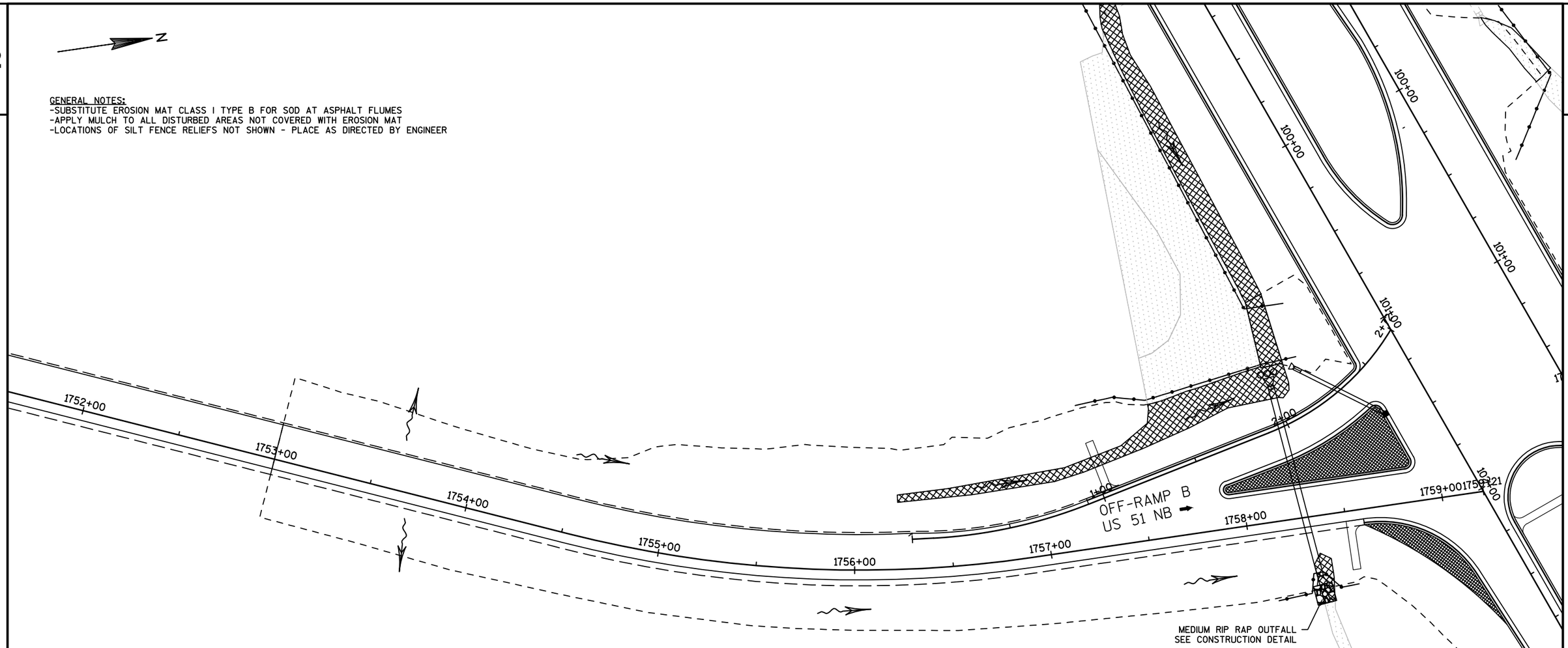
LEGEND
CULVERT CHECK
DELINITATED WETLAND - DO NOT DISTURB
DITCH CHECK
INLET PROTECTION (LETTER DENOTES TYPE)
PERMITTED WETLAND IMPACT
SILT FENCE
SLOPE INTERCEPT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 36	E

2

N

GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER



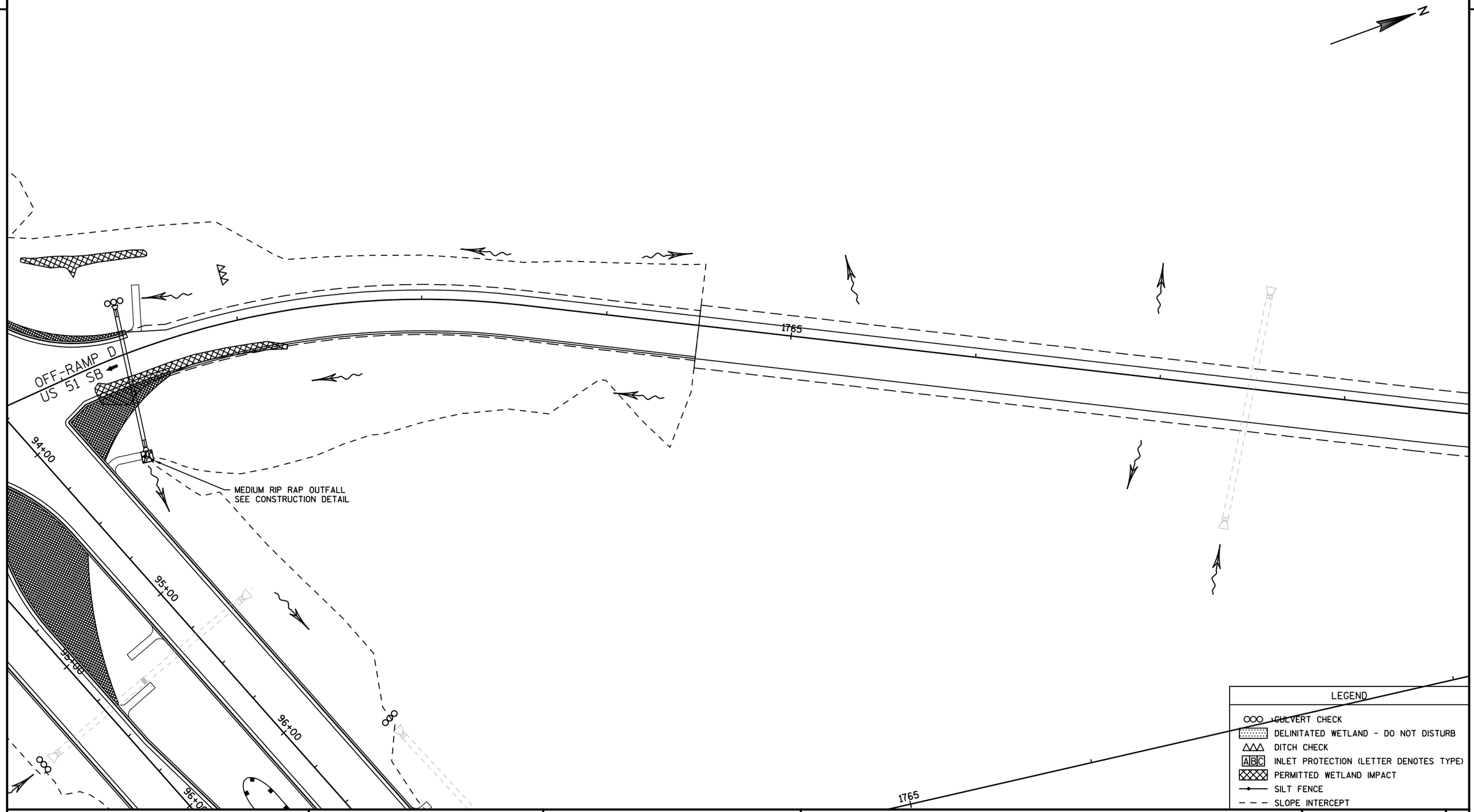
LEGEND

- CULVERT CHECK
- DELINITATED WETLAND - DO NOT DISTURB
- DITCH CHECK
- INLET PROTECTION (LETTER DENOTES TYPE)
- PERMITTED WETLAND IMPACT
- SILT FENCE
- SLOPE INTERCEPT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 37	E

2

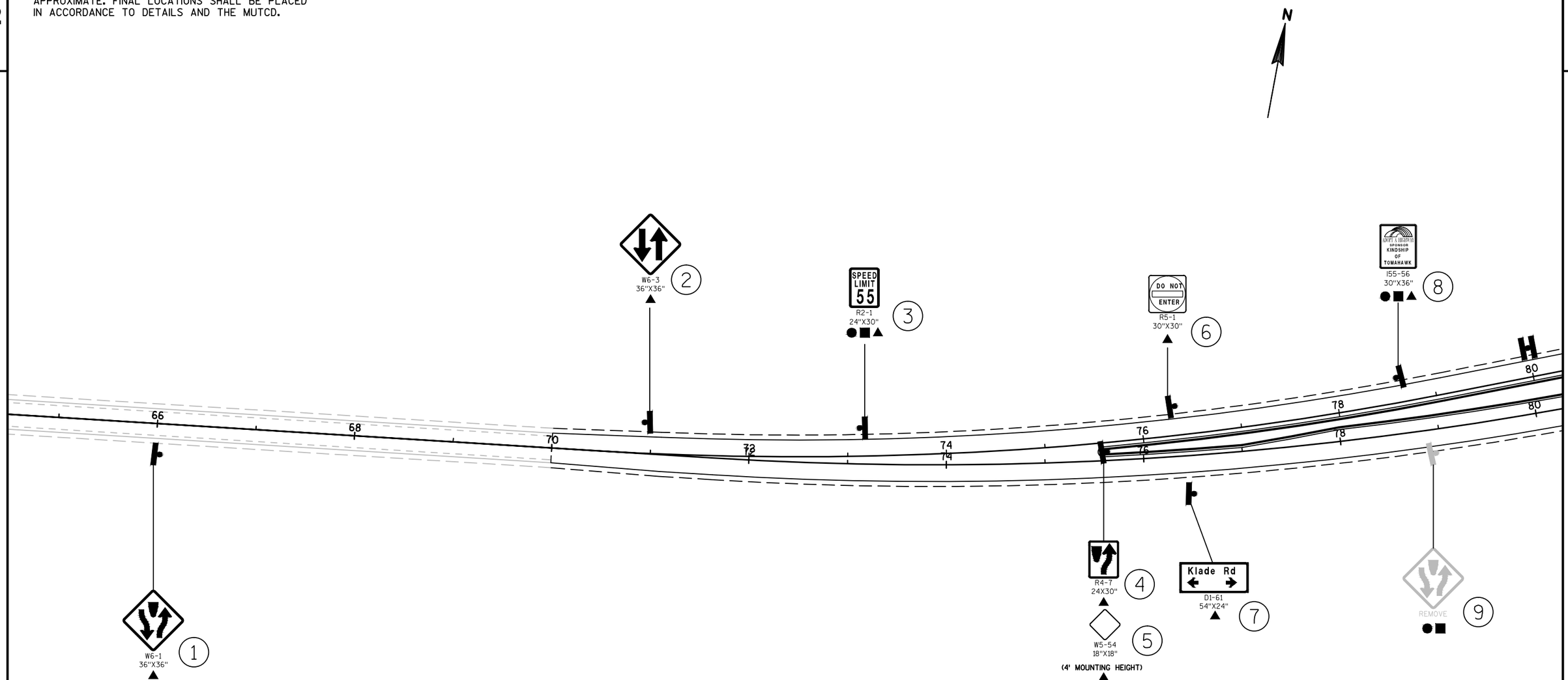
GENERAL NOTES:
-SUBSTITUTE EROSION MAT CLASS I TYPE B FOR SOD AT ASPHALT FLUMES
-APPLY MULCH TO ALL DISTURBED AREAS NOT COVERED WITH EROSION MAT
-LOCATIONS OF SILT FENCE RELIEFS NOT SHOWN - PLACE AS DIRECTED BY ENGINEER



PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	EROSION CONTROL	SHEET 38	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\022001-EC_USH_8.DWG
LAYOUT NAME - 10
PLOT DATE : 10/25/2017 11:01 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:50 FT

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.



KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET 39	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\023201-PS.DWG
LAYOUT NAME - 023201-PS - 023201-PS

PLOT DATE : 10/26/2017 3:09 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.

N

16 ONE WAY R6-1-R 36"X12"
14 STOP R1-1 30"X30"
DIVIDED HIGHWAY R6-3 30"X24" 15
WRONG WAY R5-1A 30"X24" 10
W6-2 36"X36" 11
ONE WAY R6-1-L 36"X12" 17
R4-7 24"X30" 18
DO NOT ENTER R5-1 30"X30" 23
REMOVE 24
WRONG WAY R5-1A 36"X24" 26
DO NOT ENTER REMOVE 28
Klade Rd D1-61 54"X24" 29
ONLY ONLY ONLY R3-8-W 54"X30" 32
33 WRONG WAY REMOVE
34 REMOVE
WEST 8 J4-1 24"X36" 37
41 SOUTH 51 REMOVE
42 WRONG WAY REMOVE
REMOVE 43
REMOVE 44
47 R3-2 24"X24"
SOUTH 51 J3-1 24"X57" 46
49 R4-7 24"X30"
INSTALL BOX OUT WITH SLEEVED POST

80 82 84 86 88 90 92 94
10 12 14 16 18
1762 1760 1758 1756

DO NOT ENTER R5-1 30"X30" 12
R4-7 24"X30" 13
ONE WAY R6-1-R 36"X12" 21
ONE WAY R6-1-L 36"X12" 22
STOP R1-1 30"X30" 19
DIVIDED HIGHWAY R6-3 30"X24" 20
JCT 51 J1-1 24"X36" 25
EAST 8 NORTH 51 SOUTH 51 J2-3 72"X57" 27
REMOVE 30
Rhinelander Merrill Wausau D1-3 84"X36" 31
WRONG WAY REMOVE 35
Rhinelander Merrill Wausau REMOVE 36
WRONG WAY R5-1A 36"X24" 38
SOUTH 51 J3-1 24"X57" 39
DO NOT ENTER R5-1 30"X30" 40
ONE WAY R6-2-L 24"X30" 48
DO NOT ENTER R5-1 30"X30" 45

KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
SIGNS ON DOUBLE SUPPORT
SIGNS ON SINGLE SUPPORT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET 40	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\023201-PS.DWG
LAYOUT NAME - 023201-PS - 023202-PS
PLOT DATE : 10/26/2017 3:09 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

1768 1766 1764 1762 1758 1756 1754

94 96 98 100 102 104 106 108

50 SOUTH 51 / SOUTH 51 WEST 8 — J3-1 24"X57" — REMOVE

59 Prentice / Tomahawk Merrill — D1-3 72"X36"

62 SOUTH 51 WEST 8 — REMOVE

65 DO NOT ENTER — R5-1 30"X30"

60 WRONG WAY — R5-1A 36"X24"

SOUTH 51 — J3-1 24"X57"

66 WRONG WAY — REMOVE

68 — R4-7 24"X30"

73 ONE WAY — R6-2-L 24"X30"

72 — REMOVE

75 NORTH 51 — REMOVE

79 DO NOT ENTER — R5-1 30"X30"

DO NOT ENTER — REMOVE

76 — R3-2 36"X36"

78 NORTH 51 — J3-1 24"X57"

Tomahawk Merrill / Minocqua — REMOVE

82

80 — REMOVE

87 WEST 8 SOUTH 51 NORTH 51 — REMOVE

Tomahawk Merrill / Minocqua — D1-3 72"X36"

88

WRONG WAY — REMOVE

84

51 — R3-1 24"X24"

52 DO NOT ENTER — REMOVE

54 NORTH 51 — REMOVE

56 WRONG WAY — R5-1A 36"X24"

53 DO NOT ENTER — R5-1 30"X30"

55 NORTH 51 — J3-1 24"X57"

57 WRONG WAY — R5-1A 36"X24"

61 WRONG WAY — R5-1A 36"X24"

63 NORTH 51 — J3-1 24"X57"

64 DO NOT ENTER — R5-1 30"X30"

67 WRONG WAY — REMOVE

69 DO NOT ENTER — REMOVE

70 — R3-1 24"X24"

74 — REMOVE

77 ONE WAY — R6-2-R 24"X30"

81-A — REMOVE

81-B EAST 8 — J4-1 24"X36"

Rhinelander 16 / Crandon 43 / Laona 54 — D2-3 90"X36"

83

85 — W6-2 36"X36"

86 WRONG WAY — REMOVE

58 Rhinelander / Minocqua Woodruff — D1-3 84"X36"

71 NORTH 51 EAST 8 — REMOVE

KEY

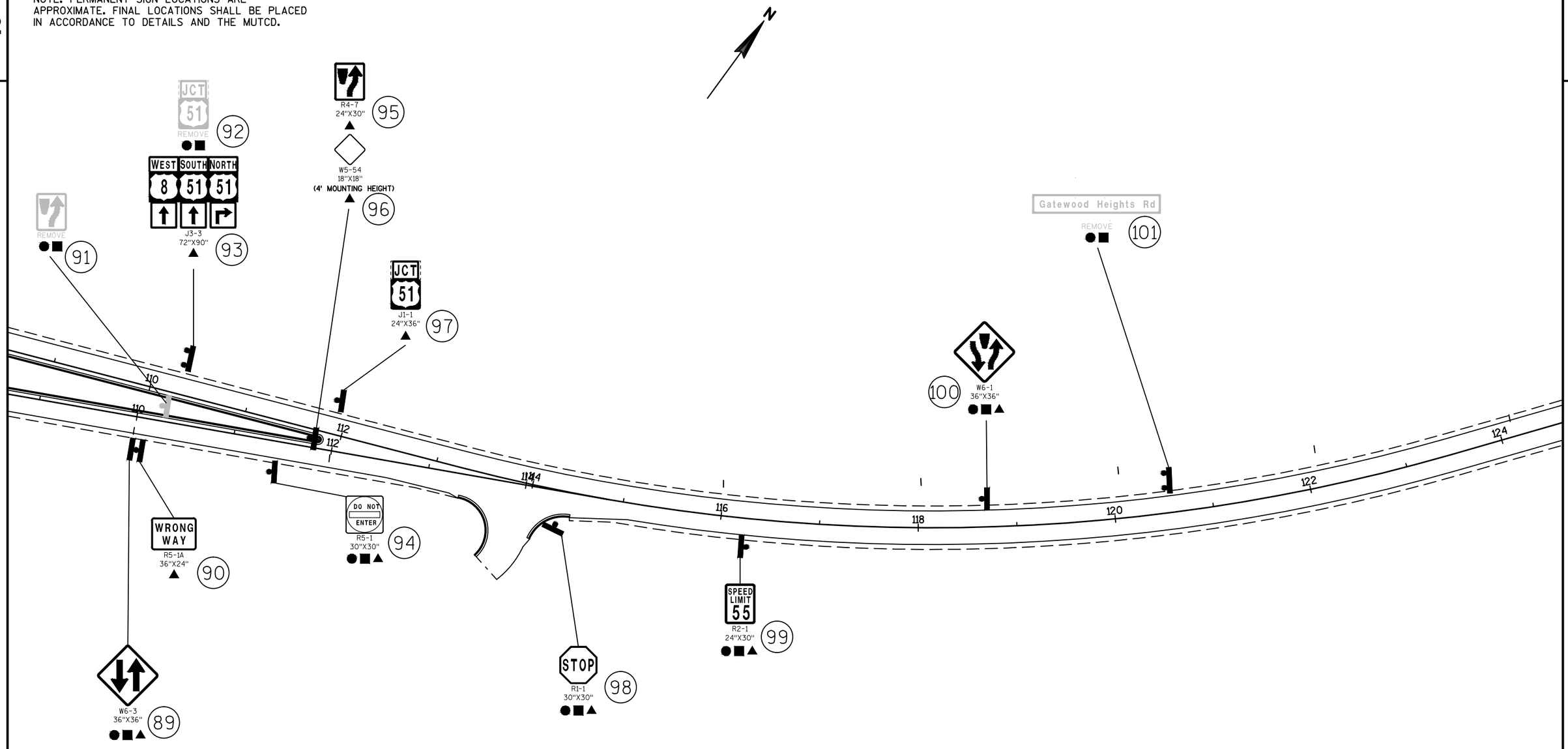
- REMOVING SIGNS TYPE 2
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE 2
- SIGNS ON DOUBLE SUPPORT
- SIGNS ON SINGLE SUPPORT

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET 41	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\023201-PS.DWG
LAYOUT NAME - 023201-PS - 023203-PS
PLOT DATE : 10/26/2017 3:09 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.



KEY
● REMOVING SIGNS TYPE 2
■ REMOVING SMALL SIGN SUPPORTS
▲ SIGNS REFLECTIVE TYPE 2
⊢ SIGNS ON DOUBLE SUPPORT
⊢ SIGNS ON SINGLE SUPPORT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET 42	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\023201-PS.DWG
LAYOUT NAME - 023201-PS - 023204-PS

PLOT DATE : 10/26/2017 3:09 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:100 FT

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.

N

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
R5-57
36"X36"
102

1744 1746 1748 1750 1752 1754 1756 1758 1760 1762 1764

94 96 98 100

W3-1
36"X36"
103

RHINELANDER-ONEIDA
COUNTY AIRPORT
D9-52
60"X36"
104

Prentice
Rhinelander
D1-2
84"X30"
105

SIS
TO REMAIN
106

WAYSIDE
REMOVE
108

WRONG
WAY
REMOVE
107

WRONG
WAY
R5-1A
36"X24"
109

WRONG
WAY
R5-1A
36"X24"
118

W12-1D
24"X24"
(2' MOUNTING HEIGHT)
INSTALL BOX OUT
WITH SLEEVED POST
110

DO NOT
ENTER
R5-1
30"X30"
117

WEST EAST
8 8
J3-2
48"X57"
(EXISTING SIGN HAS 1 POST, NEW SIGN TO HAVE 2 POSTS)
116

STOP
R1-1
36"X36"
114

DIVIDED
HIGHWAY
R6-3
30"X24"
INSTALL BOX OUT
WITH SLEEVED POST
115

STOP
R1-1
36"X36"
111

DIVIDED
HIGHWAY
R6-3
30"X24"
INSTALL BOX OUT
WITH SLEEVED POST
112

STOP
R1-1
36"X36"
119

DIVIDED
HIGHWAY
R6-3
30"X24"
120

DO NOT
ENTER
R5-1
30"X30"
113

KEY
- REMOVING SIGNS TYPE 2
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE 2
- SIGNS ON DOUBLE SUPPORT
- SIGNS ON SINGLE SUPPORT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET 43	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\023201-PS.DWG
LAYOUT NAME - 023201-PS - 023210-PS

PLOT DATE : 10/26/2017 3:09 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

NOTE: PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.

DO NOT ENTER
REMOVE
127

DO NOT ENTER
R5-1
30"X30"
129

WRONG WAY
R5-1A
36"X24"
130

WRONG WAY
R5-1A
36"X24"
131

WRONG WAY
REMOVE
132

Rhinelander
Prentice
D1-2
84"X30"
133

W3-1
36"X36"
136

EAST 8 WEST 8
J3-2
24"X57"
128

DO NOT ENTER
R5-1
36"X36"
124

DO NOT ENTER
REMOVE
123

STOP
R1-1
36"X36"
121

STOP
R1-1
36"X36"
125

DIVIDED HIGHWAY
R6-3
30"X24"
INSTALL BOX OUT WITH SLEEVED POST
122

DIVIDED HIGHWAY
R6-3
30"X24"
126

WRONG WAY
REMOVE
134

SIS
TO REMAIN
135

PEDESTRIANS
BICYCLES
NON MOTORIZED TRAFFIC
MOTOR BICYCLES
PROHIBITED
R5-57
36"X36"
137

1762 1764 1766 1768 1770 1772 1774

94 96 98 100 102

1756 1758

KEY

- REMOVING SIGNS TYPE 2
- REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE 2
- SIGNS ON DOUBLE SUPPORT
- SIGNS ON SINGLE SUPPORT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET 44	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\023201-PS.DWG
LAYOUT NAME - 023201-PS - 023211-PS

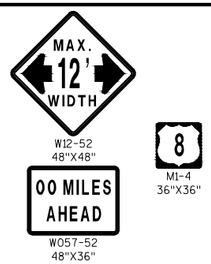
PLOT DATE : 10/26/2017 3:09 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

WIDTH RESTRICTION ADVANCE WARNING:
1: USH 8 @ STH 13 - 32 MILES
2: USH 8 @ CTH L - 2 MILES
3: USH 8 @ STH 17 - 15 MILES
4: USH 8 @ N. RIFLE ROAD - 11 MILES
5: USH 8 @ CTH N - 2 MILES
6: USH 51 SB @ CTH L - 7 MILES
7: USH 51 NB* @ CTH A - 4 MILES

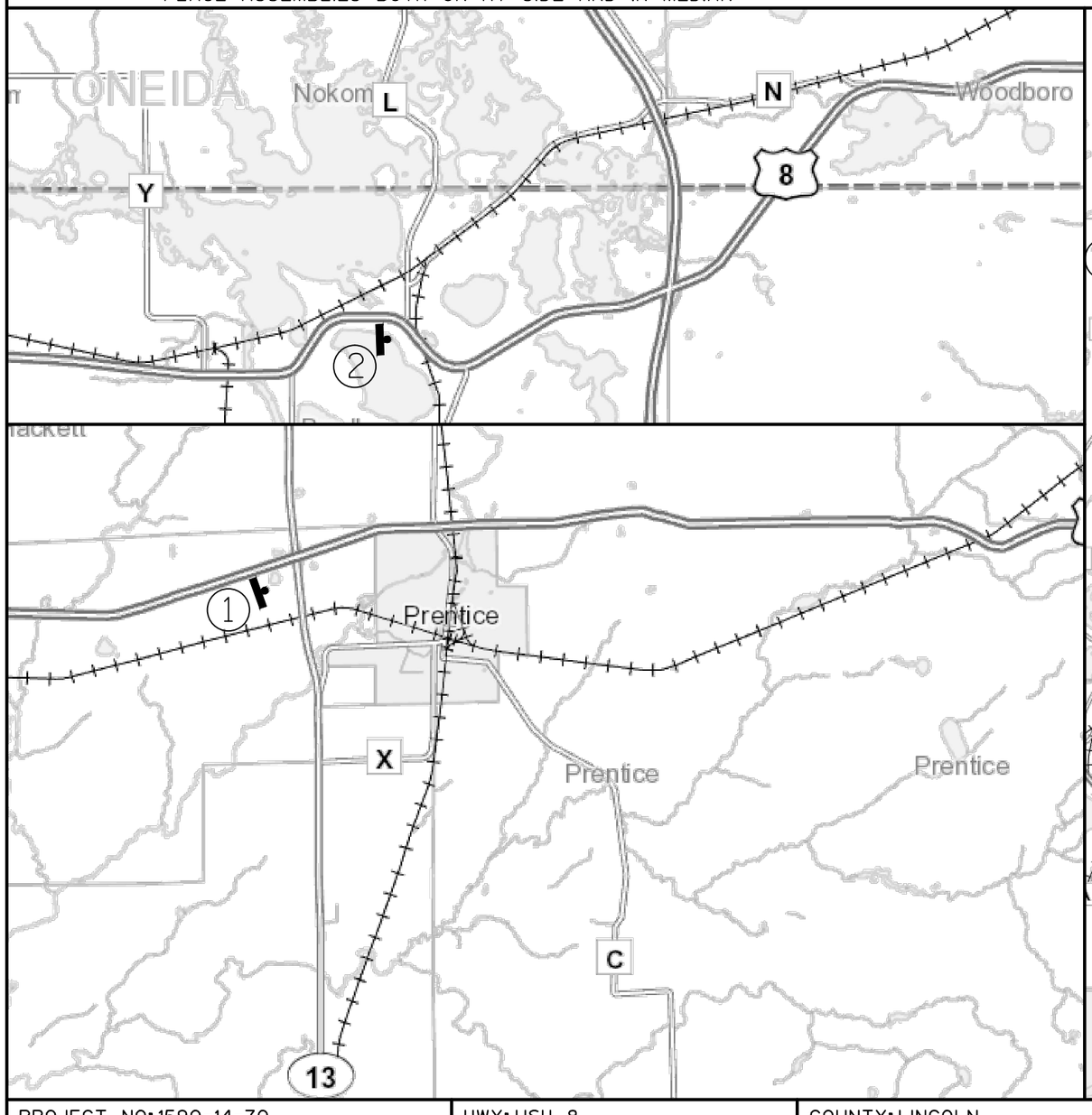
* PLACE ASSEMBLIES BOTH ON RT SIDE AND IN MEDIAN

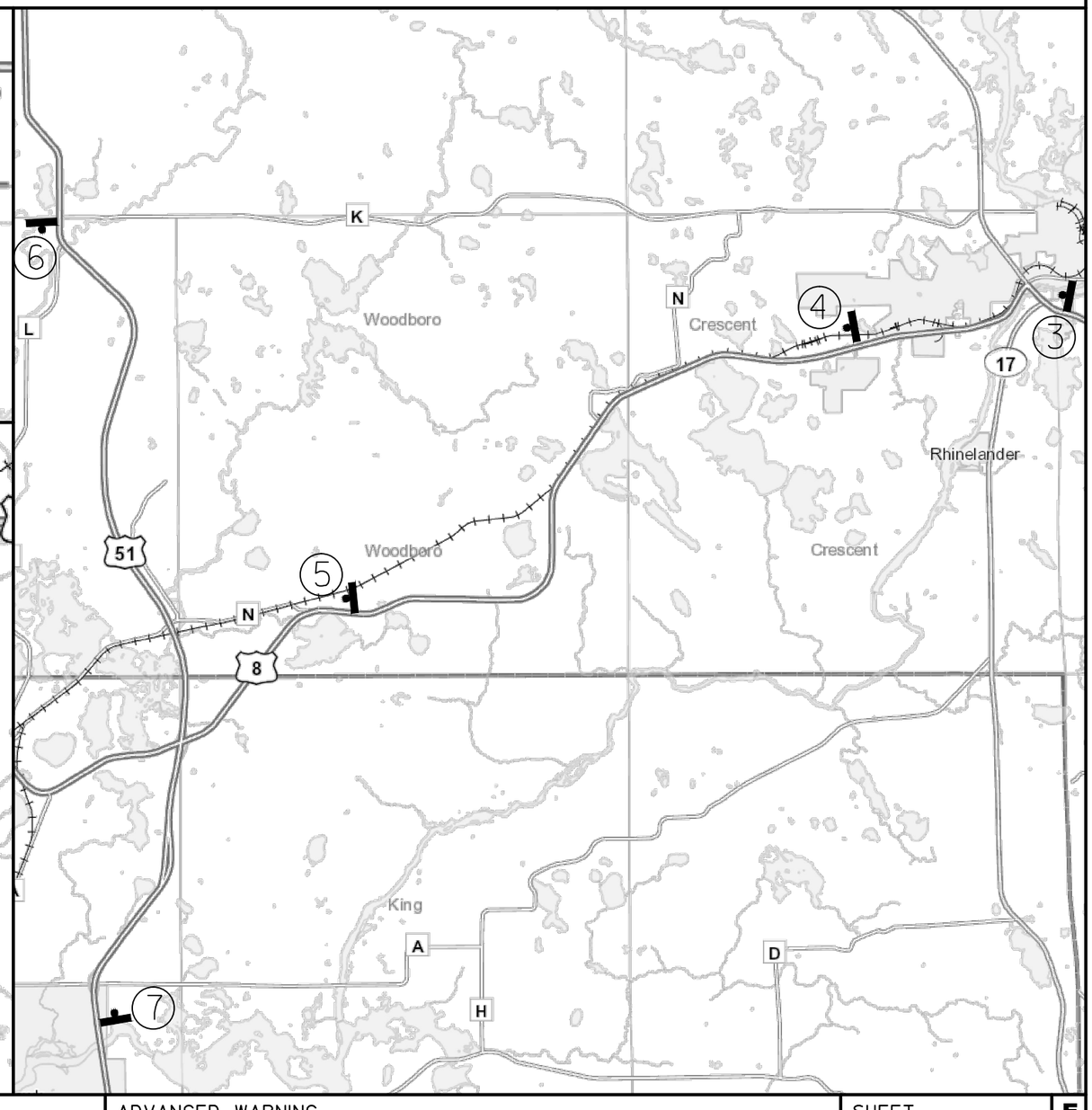


NOTES:
ALL ASSEMBLIES TO BE PLACED ON NEW POSTS

INCLUDE M1-4 OVER THE W12-52 AT ALL ASSEMBLIES NOT PLACED ON USH 8

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





PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	ADVANCED WARNING	SHEET 45	E

2

WIDTH RESTRICTION ADVANCE WARNING:
8: USH 51 NB* @ STH 64 - 27 MILES
9: USH 51 SB @ CTH J - 26 MILES

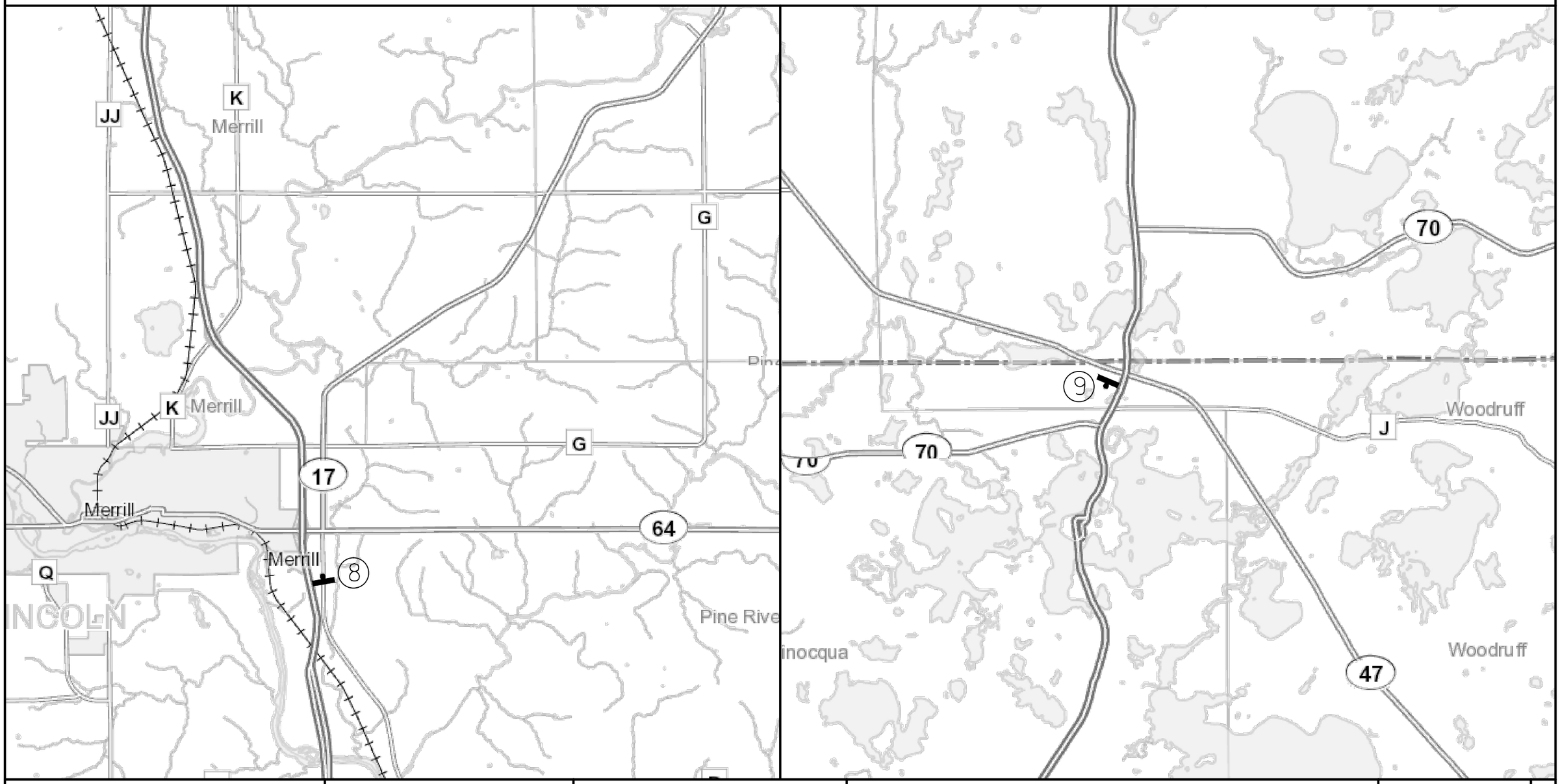
* PLACE ASSEMBLIES BOTH ON RT SIDE AND IN MEDIAN

NOTES:
ALL ASSEMBLIES TO BE PLACED ON NEW POSTS

INCLUDE M1-4 OVER THE W12-52 AT ALL ASSEMBLIES NOT PLACED ON USH 8

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

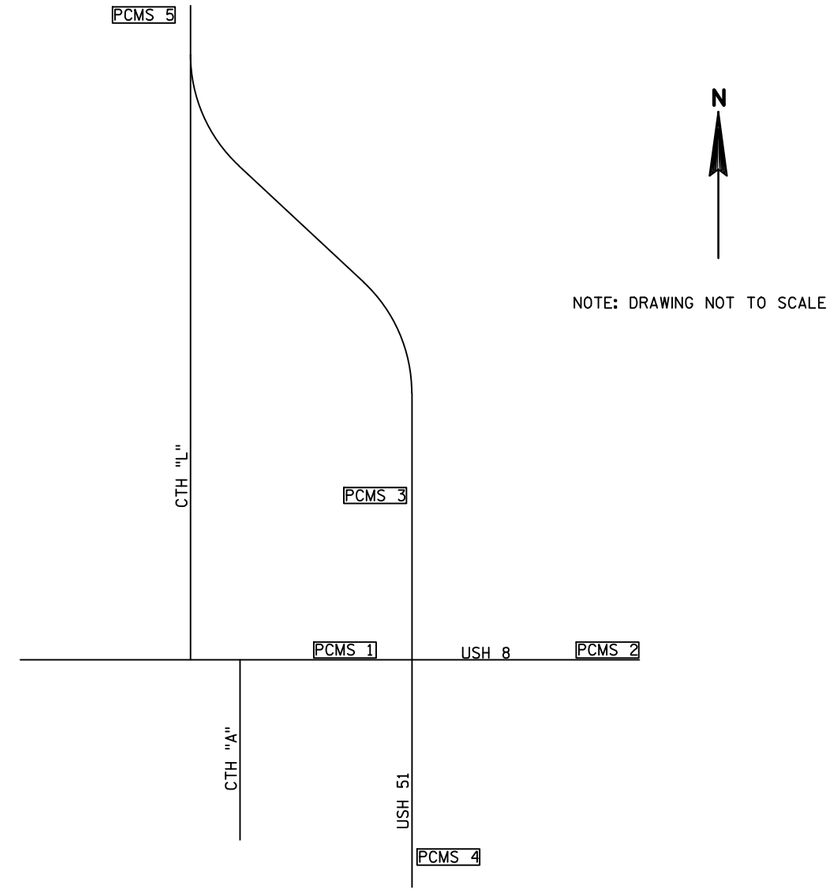
2



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	ADVANCED WARNING	SHEET	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\025003-TC-WIDTH.DWG
LAYOUT NAME - 025003-TC-WIDTH - 03
PLOT DATE : 6/16/2017 10:16 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : NOT TO SCALE

ACTIVITY	BOARD LOCATION	MESSAGES		DURATION	NOTES
START OF CONSTRUCTION	1, 2, 3, 4	US 8 ROAD WORK	BEGINS DAY X/XX	7 DAYS PRIOR TO BEGINNING WORK	
STAGE 2 - RAMP A DETOUR	1, 2	US 51 N ON RAMP CLOSED	DAY X/XX THROUGH DAY X/XX	7 DAYS PRIOR TO DETOUR	
	1, 2	US 51 N ON RAMP CLOSED	FOLLOW DETOUR	DURATION OF DETOUR	
	4	US 51 N ON RAMP CLOSED	NO RE-ENTRY TO HWY	DURATION OF DETOUR	
STAGE 2 - RAMP D DETOUR	5	US 8 RAMP CLOSED	DAY X/XX THROUGH DAY X/XX	7 DAYS PRIOR TO DETOUR	
	5	US 8 RAMP CLOSED	FOLLOW DETOUR	DURATION OF DETOUR	
STAGE 3 - RAMP B WORK	4	US 8 RAMP WORK	BEGINS <DAY> <DATE>	7 DAYS PRIOR TO BEGINNING WORK	
STAGE 3 - RAMP C DETOUR	1, 2	US 51 S ON RAMP CLOSED	NIGHT OF DAY X/XX xPM - xAM	7 DAYS PRIOR TO DETOUR	USE IF DETOURS OCCUR MORE THAN 7 DAYS APART
	1, 2	US 51 S ON RAMP CLOSED	NIGHT OF DAY X/XX xPM - xAM	7 DAYS PRIOR TO DETOUR	
	1, 2	US 51 S ON RAMP CLOSED	DAY X/XX DAY X/XX xPM - xAM	7 DAYS PRIOR TO DETOUR & BETWEEN DETOURS	USE IF DETOURS OCCUR WITHIN 7 DAYS
	1, 2	US 51 S ON RAMP CLOSED	FOLLOW DETOUR	DURATION OF DETOUR	
	3	US 51 S ON RAMP CLOSED	NO RE-ENTRY TO HWY	DURATION OF DETOUR	
PROJECT	1, 2	VARIES	VARIES	DURATION OF PROJECT	WHEN NOT OTHERWISE IN USE AVAILABLE FOR SHORT-TERM MESSAGES

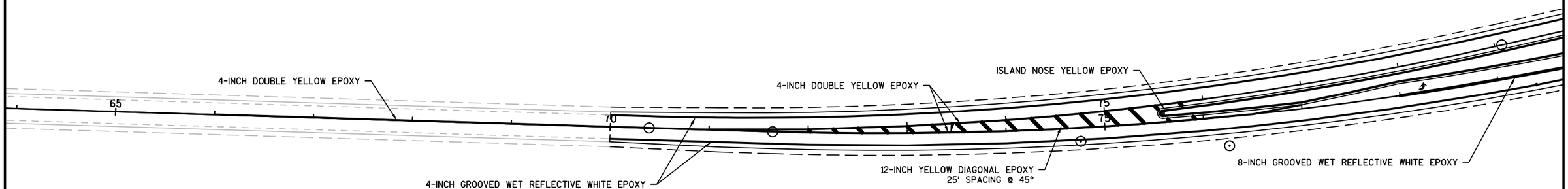


PCMS LOCATIONS
PCMS 1: 100' EAST OF WOLFF RD ON USH 8 RT
PCMS 2: EAST OF PROJECT AT LINCOLN COUNTY LINE ON USH 8 LT
PCMS 3: 3,500' NORTH OF SB EXIT RAMP GORE ON USH 51 LT
PCMS 4: 3,000' SOUTH OF NB EXIT RAMP GORE ON USH 51 RT
PCMS 5: 500' PRIOR TO FIRST DETOUR SIGN ON USH 51 LT

PCMS INFORMATION

2

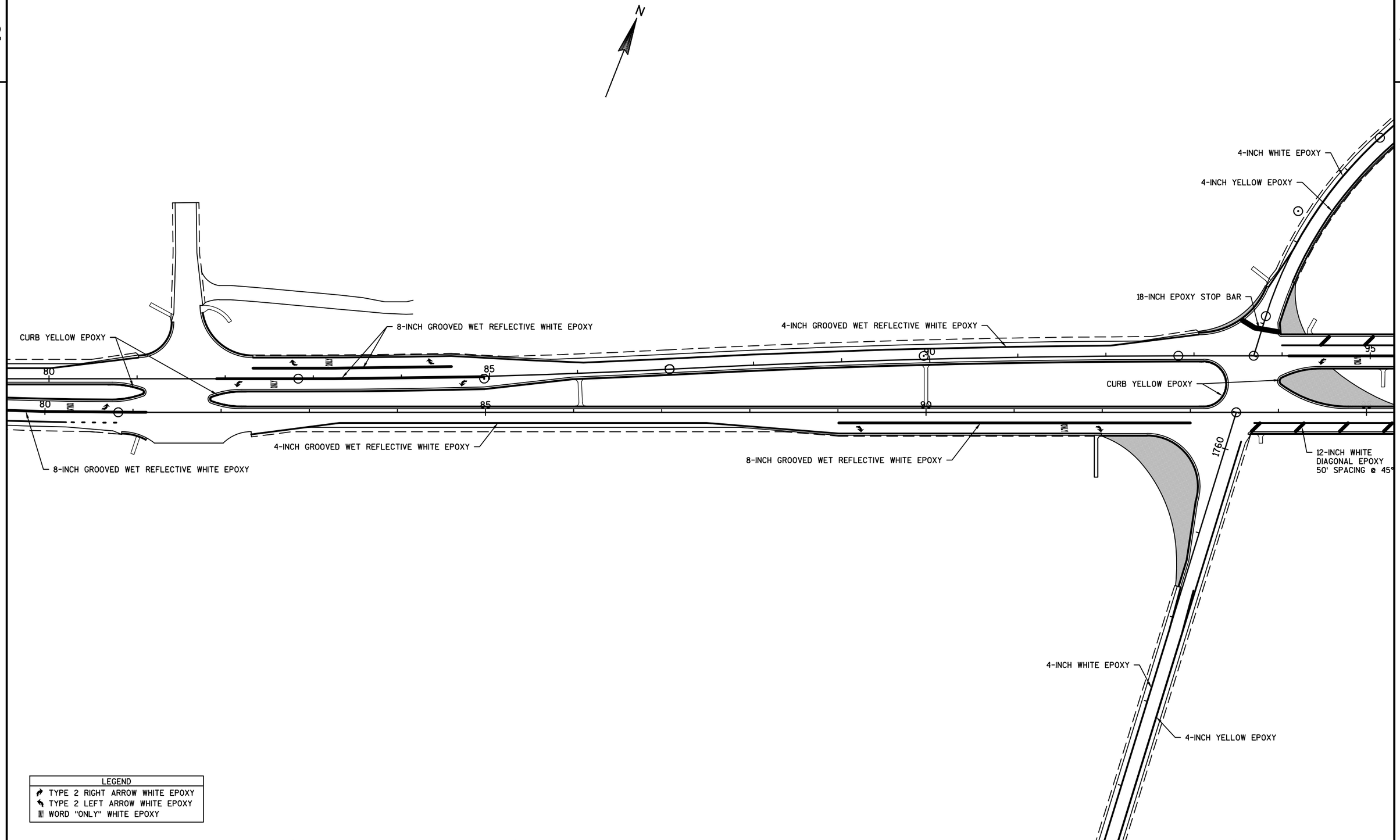
N



LEGEND
TYPE 2 RIGHT ARROW WHITE EPOXY
TYPE 2 LEFT ARROW WHITE EPOXY
WORD "ONLY" WHITE EPOXY

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PAVEMENT MARKING	SHEET 48	E

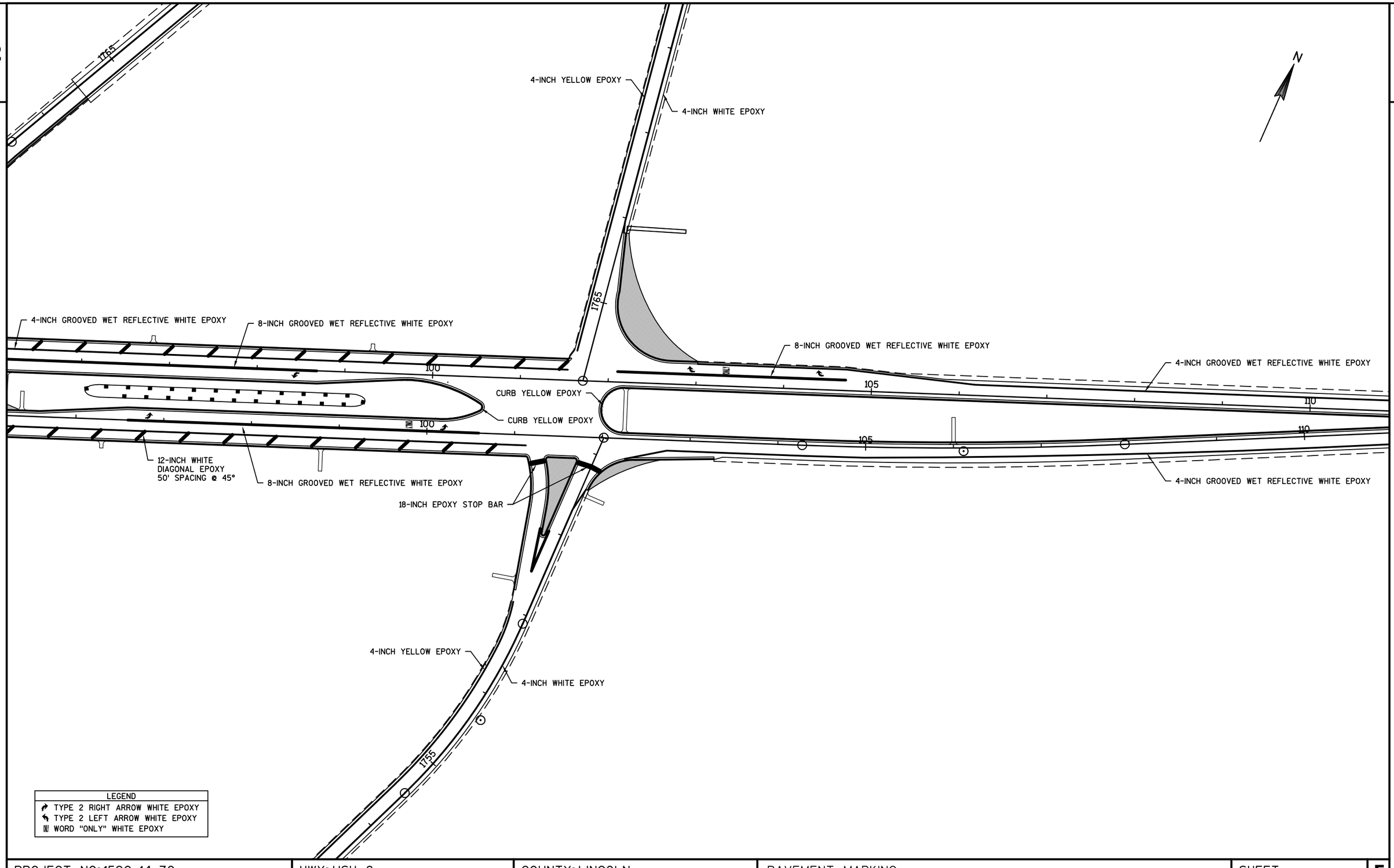
2



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PAVEMENT MARKING	SHEET 49	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\024501-PM.DWG
LAYOUT NAME - 024501-PM - 02
PLOT DATE : 10/25/2017 1:33 PM PLOT BY : KILEN, KAI M PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

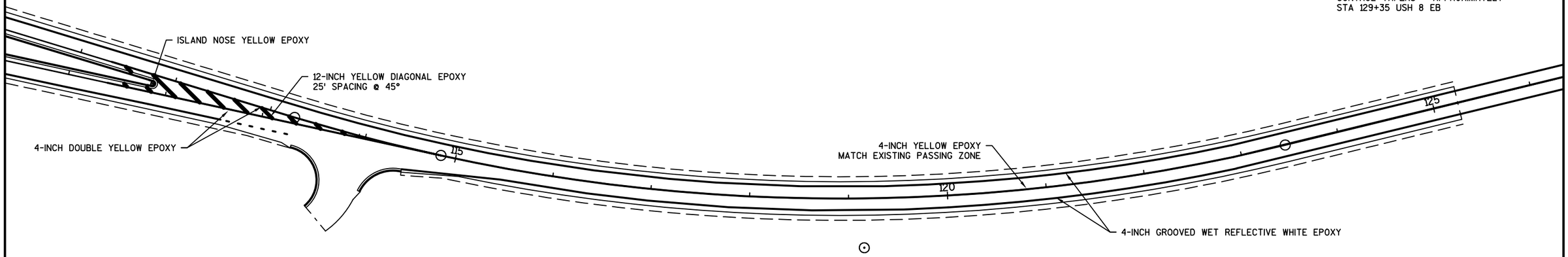


PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PAVEMENT MARKING	SHEET 50	E

2

N

NOTE: EXTEND PROPOSED PAVEMENT MARKING TO END OF TRAFFIC CONTROL TAPERS - APPROXIMATELY STA 129+35 USH 8 EB



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PAVEMENT MARKING	SHEET 51	E

2

N

8-INCH WHITE GROOVED WET REFLECTIVE EPOXY

4-INCH WHITE EPOXY

1750

1755

4-INCH YELLOW EPOXY

RAMP C

USH 51

8-INCH WHITE GROOVED CONTRAST PERMANENT TAPE

24-INCH WHITE CHEVRON EPOXY
25' SPACING

4-INCH WHITE EPOXY 3' SKIPS

USH 51

1740

RAMP B

8-INCH WHITE GROOVED PERMANENT TAPE

1745

4-INCH YELLOW EPOXY

4-INCH WHITE EPOXY

1750

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PAVEMENT MARKING	SHEET 52	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\024501-PM.DWG
LAYOUT NAME - 024501-PM - 06

PLOT DATE : 10/25/2017 1:33 PM PLOT BY : KILEN, KAI M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

4-INCH YELLOW EPOXY

4-INCH WHITE EPOXY

1770

8-INCH WHITE GROOVED WET REFLECTIVE EPOXY

RAMP D

1775

USH 51

8-INCH WHITE GROOVED WET REFLECTIVE EPOXY

USH 51

RAMP A

1775

4-INCH YELLOW EPOXY

1770

4-INCH WHITE EPOXY

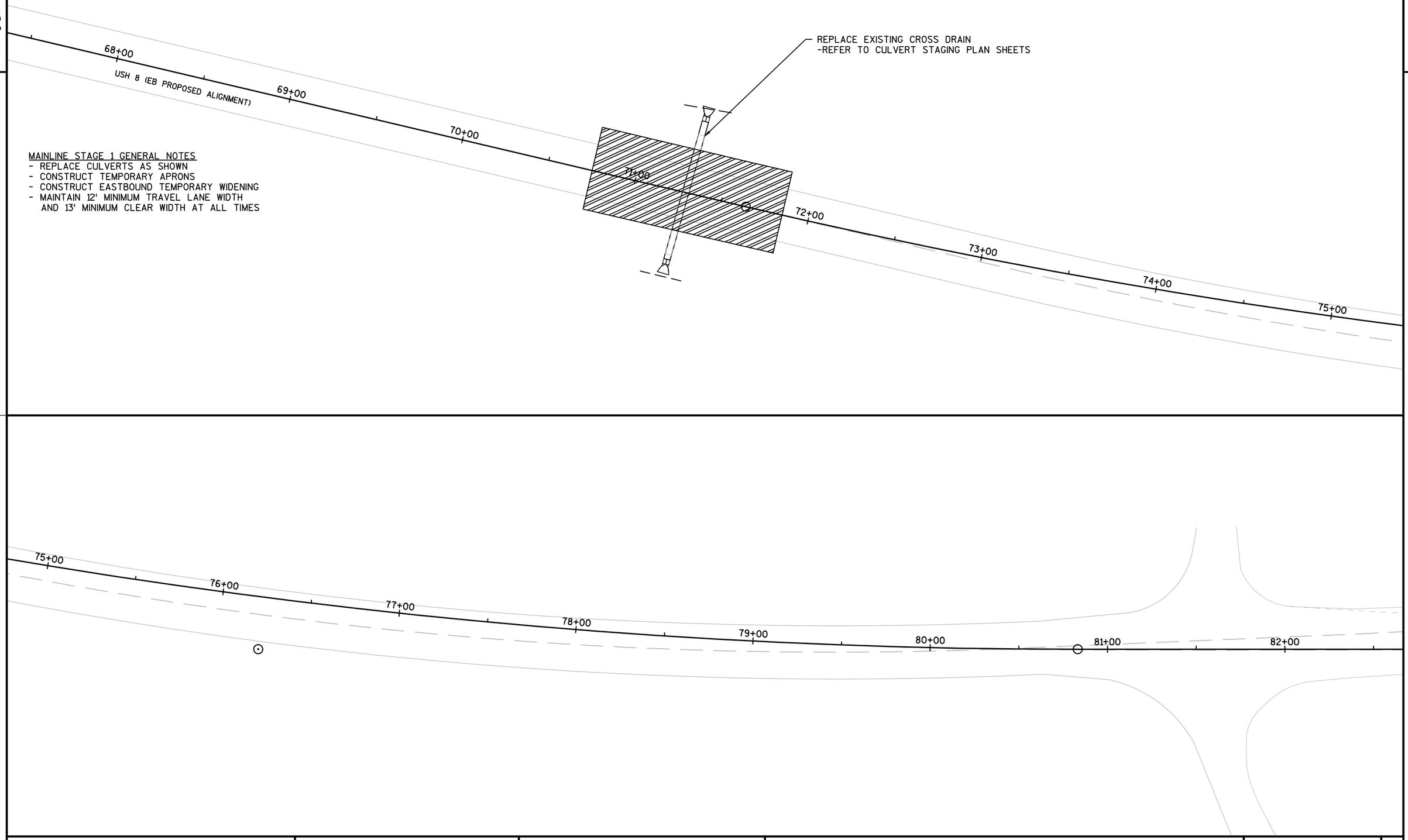
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PAVEMENT MARKING	SHEET 53	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\024501-PM.DWG
LAYOUT NAME - 024501-PM - 08

PLOT DATE : 10/25/2017 1:33 PM PLOT BY : KILEN, KAI M PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



MAINLINE STAGE 1 GENERAL NOTES
- REPLACE CULVERTS AS SHOWN
- CONSTRUCT TEMPORARY APRONS
- CONSTRUCT EASTBOUND TEMPORARY WIDENING
- MAINTAIN 12' MINIMUM TRAVEL LANE WIDTH AND 13' MINIMUM CLEAR WIDTH AT ALL TIMES

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 1	SHEET 54	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S1.DWG
LAYOUT NAME - 026001-S1 - 01 (2)
PLOT DATE : 10/30/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

KLADE
ROAD

81+00
82+00
83+00
84+00
85+00
86+00
87+00
88

USH 8 (EB PROPOSED ALIGNMENT)

RAMP D

TIE-IN AT CORNER

STA 93+05 30' LT

GRADE AND PLACE 1 1/4-INCH BAD PAD
12" DEEP FOR TURNING TRUCK TRAFFIC

STA 92+25

RIGHT SHOULDER CLOSED
W21-5-A

88+00
89+00
90+00
91+00
92+00
93+00
94+00
95+00

RIGHT SHOULDER CLOSED
W21-5-A

RIGHT SHOULDER CLOSED AHEAD
W21-5-B

PLACE AT STA 82+00 RT

RAMP C

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 1	SHEET 55	E

2

2

RAMP A

96+00 97+00 98+00 99+00 100+00 101+00 102+00 103+00

USH 8 (EB PROPOSED ALIGNMENT)

STA 101+35 USH 8 EB

GRADE AND PLACE 12 INCHES OF 1 1/4-INCH
BAD PAD FOR TURNING TRUCK TRAFFIC

STA 1758+45 RAMP B 29' LT

STA 1757+85 RAMP B

RAMP B

3+00 104+00 105+00 106+00 107+00 108+00 109+00 110+00

RIGHT
SHOULDER
CLOSED
W21-5-A

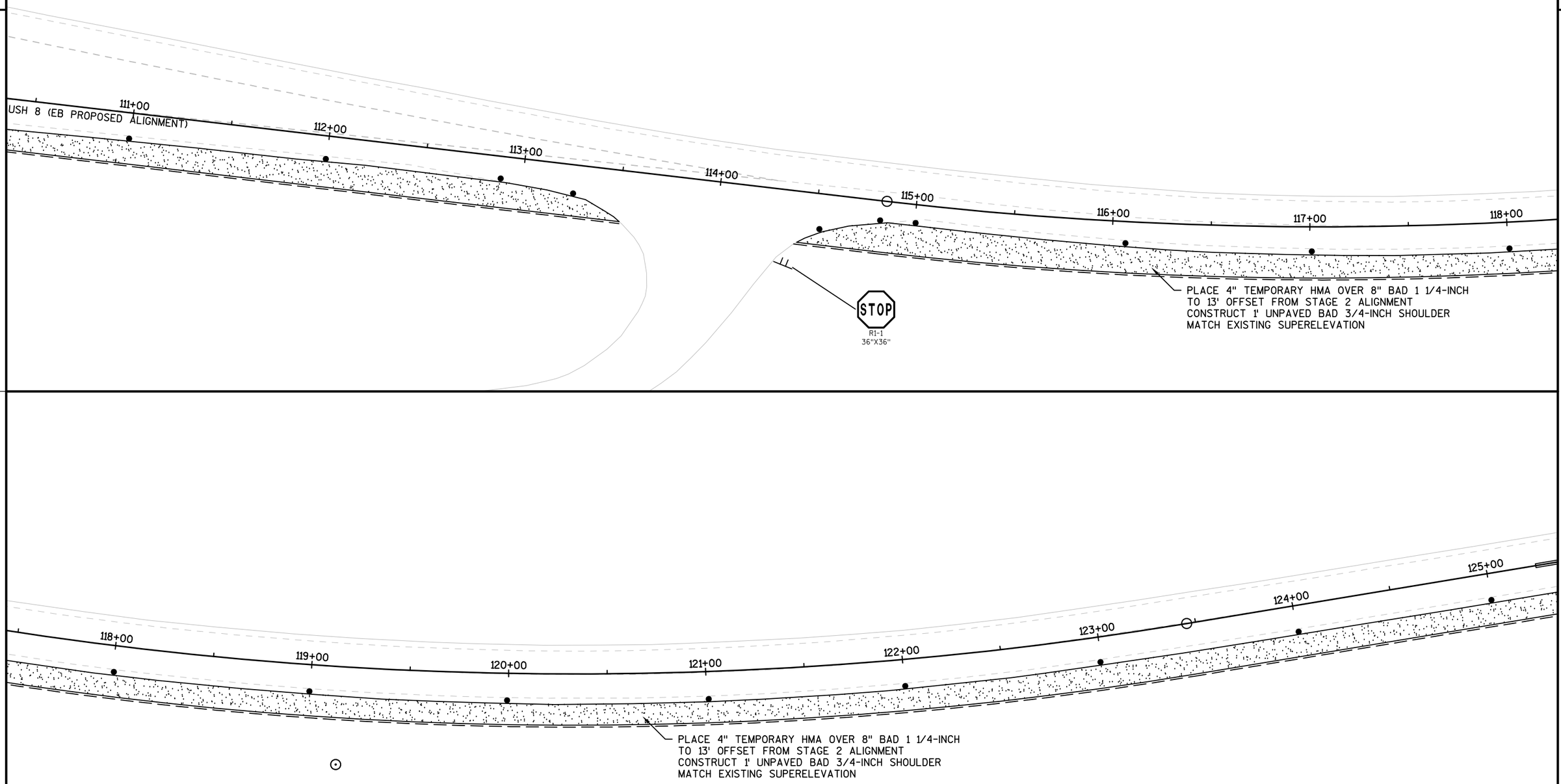
PLACE 4" TEMPORARY HMA OVER 8" BAD 1 1/4-INCH
TO 13' OFFSET FROM STAGE 2 ALIGNMENT
CONSTRUCT 1' UNPAVED BAD 3/4-INCH SHOULDER
MATCH EXISTING SUPERELEVATION

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 1	SHEET 56	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S1.DWG
LAYOUT NAME - 03

PLOT DATE : 10/30/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

2

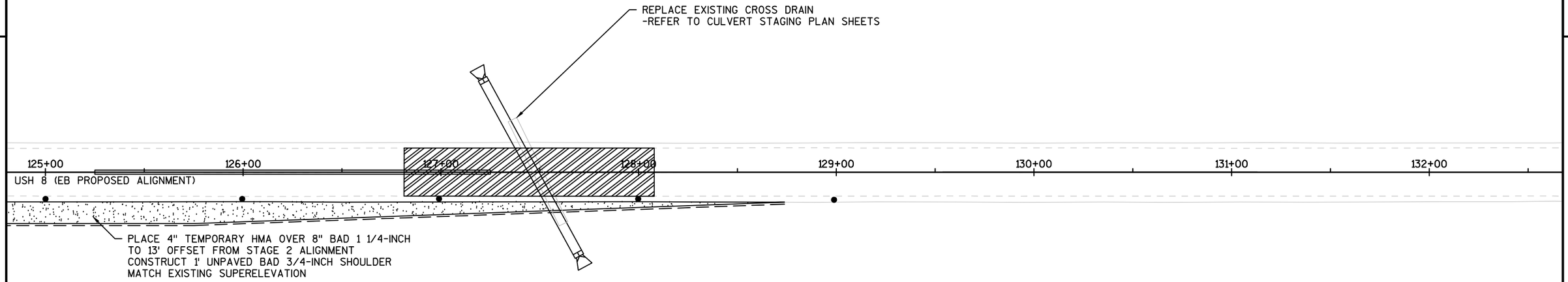


2

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 1	SHEET 57	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S1.DWG
LAYOUT NAME - 05
PLOT DATE : 10/30/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

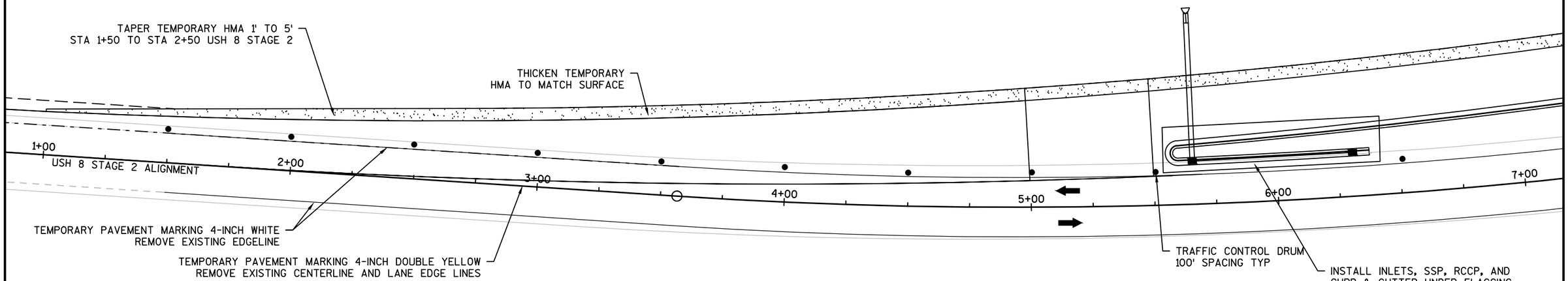

REPLACE EXISTING CROSS DRAIN
-REFER TO CULVERT STAGING PLAN SHEETS
125+00
126+00
127+00
128+00
129+00
130+00
131+00
132+00
USH 8 (EB PROPOSED ALIGNMENT)
PLACE 4" TEMPORARY HMA OVER 8" BAD 1 1/4-INCH
TO 13' OFFSET FROM STAGE 2 ALIGNMENT
CONSTRUCT 1' UNPAVED BAD 3/4-INCH SHOULDER
MATCH EXISTING SUPERELEVATION

2

MAINLINE STAGE 2 GENERAL NOTES
- REMOVE ALL SIGNS (WRONG WAY PREVENTION ETC.) THAT CONFLICT WITH CHANGED TRAFFIC PATTERN
- INSTALL CURB AND GUTTER INDICATED
- PLACE LOWER TWO LIFTS OF HMA PAVEMENT ON WESTBOUND LANE(S)
- CONSTRUCT WESTBOUND TEMPORARY WIDENING
- COMPLETE LANDSCAPING AT FINISH GRADED AREAS

N

TIE-IN TO EXISTING ROADWAY
UNDER FLAGGING IN A SINGLE DAY, PERFORM THE FOLLOWING:
- RECONSTRUCT WESTBOUND LANES TO THE PROPOSED EASTBOUND REFERENCE LINE
- PLACE LOWER TWO LIFTS OF HMA PAVEMENT TO FINAL PROFILE AND CROSS SLOPES
- PLACE SURFACE LIFT OF HMA FROM BEGINNING OF PROJECT TO STA 5+00 (USH 8 STAGE 2 ALIGNMENT);
  MATCH EXISTING PROFILE AND SLOPES TO PROVIDE A SMOOTH TRANSITION. TAPER SURFACE LIFT AS NEEDED FOR 50' BEYOND TO PROVIDE A SMOOTH TRANSITION FOR STAGE 2 AND STAGE 3 TRAFFIC.
- REPLACE TEMPORARY PAVEMENT MARKINGS AS NEEDED.



2

2

N

PAVE LOWER 2 LIFTS ONLY WITHIN CURB RADIUS
PAVE LOWER AND UPPER LIFT BEYOND CURB RADIUS

RECONSTRUCT KLADE ROAD INTERSECTION

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

INSTALL CURB INLET AND CULVERT

INSTALL MEDIAN INLET AND CULVERT

STOP
R1-1
36"X36"

APPROXIMATE STAGE 2
PAVING LIMITS

TRAFFIC CONTROL DRUM
100' SPACING TYP

SAWCUT

17'

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

00
USH 8 STAGE 2 ALIGNMENT

8+00

9+00

10+00

11+00

12+00

13+00

REMOVE EXISTING CENTERLINE MARKING

TEMPORARY PAVEMENT MARKING 4-INCH WHITE
REMOVE EXISTING EDGELINE

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
REMOVE EXISTING CENTERLINE AND LANE EDGE LINES

REPLACE EXISTING CROSS DRAIN
-REFER TO CULVERT STAGING PLAN SHEETS

PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 60	E

2

2

N

TRAFFIC CONTROL DRUM
100' SPACING TYP

14+00 15+00 16+00 17+00 18+00 19+00

USH 8 STAGE 2 ALIGNMENT

EXISTING EDGELINE TO REMAIN

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 61	E

2

2

RAMP D - SEE SEPARATE
STAGING SHEETS

N

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

TYPE III BARRICADE

DO NOT INSTALL CURB & GUTTER
ACROSS TEMPORARY TRUCK ACCOMMODATION UNTIL
RAMP D STAGE 2 HAS BEEN COMPLETED

STAGE PAVING LIMIT

STOP
R1-1
36"X36"

SAWCUT

STOP
R1-1
36"X36"

TEMPORARY PAVEMENT
MARKING 4-INCH WHITE

TRAFFIC CONTROL DRUM
100' SPACING TYP

18-INCH STOP BAR

20+00 21+00 22+00 23+00 24+00 25+00

USH 8 STAGE 2 ALIGNMENT

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
REMOVE EXISTING LANE EDGE LINES

EXISTING EDGELINE TO REMAIN

RAMP C

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 62	E

2

2

N

REPLACE BEAMGUARD

TRAFFIC CONTROL DRUM
100' SPACING TYP

TEMPORARY PAVEMENT
MARKING 4-INCH WHITE

STAGE PAVING LIMITS

SAWCUT

14'

26+00 27+00 28+00 29+00 30+00 31+00

USH 8 STAGE 2 ALIGNMENT

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
REMOVE EXISTING LANE EDGELINES

EXISTING EDGELINE TO REMAIN

USH 51 OVER

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 63	E

2

2

RAMP A (USH 51 NB ON RAMP) NOTES:
- AFTER PLACEMENT OF NEW CURB & GUTTER PERFORM THE FOLLOWING UNDER DETOUR
  - CLOSE RIGHT LANE OF USH 51 NB PER SDD 15D12 SHEET A: TRAFFIC CONTROL, LANE CLOSURE
    - EXTEND CLOSURE UNTIL 2 LANE SECTION STARTS
  - MILL EXISTING HMA SURFACE
  - PAVE BOTTOM 2 LIFTS HMA PAVEMENT TO END OF CURB RADIUS AND BOTH LIFTS BEYOND
  - APPLY PAVEMENT MARKINGS TO FINISHED AREA

N

AFTER GRADING WORK FOR TRUCK APRON HAS BEEN COMPLETED,
REMOVE EXISTING AND INSTALL NEW CULVERT
PATCH OVER CULVERT WITH 9" BAD 1 1/4-INCH AND 4" HMA PAVEMENT

PLACE CURB & GUTTER AND TRUCK APRON

EXTEND CULVERT

RAMP A

PLACE 4" TEMPORARY HMA OVER
8" 1-1/4-INCH BAD FOR
TEMPORARY TRUCK APRON

PERFORM GRADING WORK
WITHIN INTERSECTION
DURING RAMP DETOUR

STA 32+75 USH 8 STAGE 2 57' LT

STAGE PAVING LIMITS

STA 32+00 USH 8 STAGE 2 26' LT

SAWCUT

TEMPORARY PAVEMENT
MARKING 4-INCH WHITE

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

USH 8 STAGE 2 ALIGNMENT

RAMP B

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
REMOVE EXISTING LANE EDGELINES

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

REMOVE EXISTING EDGELINE

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 64	E

2

2

N

PLACE 4" TEMPORARY HMA TO
13' O/S FROM USH 8 STAGE 3 ALIGNMENT

TRAFFIC CONTROL DRUM
100' SPACING TYP

SAWCUT

TEMPORARY PAVEMENT
MARKING 4-INCH WHITE

PLACE LOWER TWO LIFTS OF HMA
TO USH 8 EB ALIGNMENT

38+00

39+00

40+00

41+00

42+00

43+00

USH 8 STAGE 2 ALIGNMENT

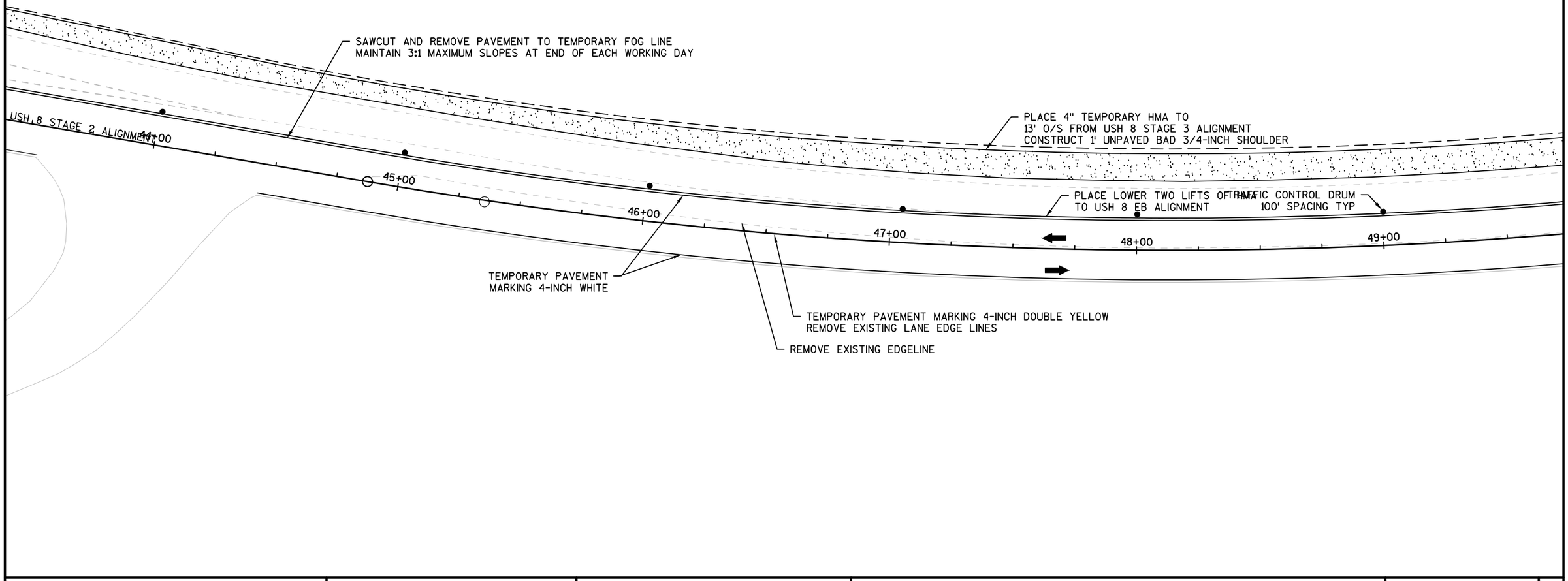
TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW
REMOVE EXISTING LANE EDGE LINES

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 65	E

2

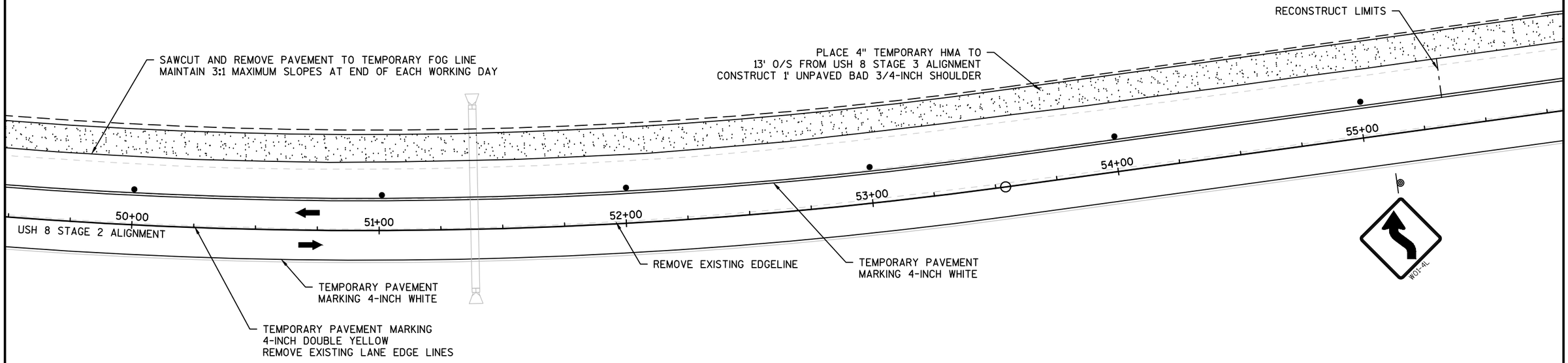
N



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 66	E

2

N



PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 67	E

2

N

RIGHT SHOULDER CLOSED AHEAD
W21-5-B

PLACE 250' BEFORE ROAD WORK AHEAD SIGN

W1-6
48"X24"

RIGHT SHOULDER CLOSED
W21-5-A

W01-4L

PLACE 50' TAPER FROM EXISTING PAVEMENT TO MIDDLE LIFT OF PROPOSED HMA. MILL OFF TAPER DURING STAGE 4.

PLACE 4" TEMPORARY HMA TO 13' O/S FROM USH 8 STAGE 3 ALIGNMENT
CONSTRUCT 1' UNPAVED BAD 3/4-INCH SHOULDER

TRAFFIC CONTROL DRUM
W/ TYPE C LIGHT
50' SPACING TYP

55+00 56+00 57+00 58+00 59+00

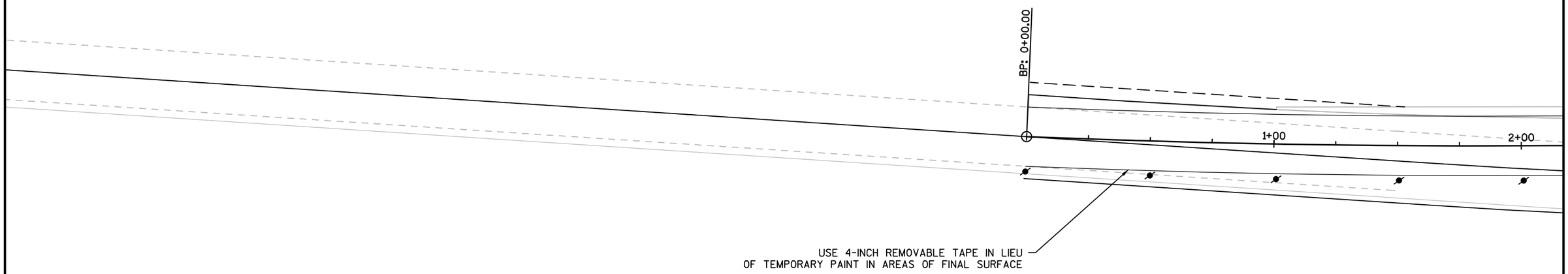
NOTE: USE REMOVABLE TAPE IN LIEU OF TEMPORARY PAINT ON ALL FINAL SURFACES

PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	USH 8 MAINLINE - STAGE 2	SHEET 68	E

MAINLINE STAGE 3 GENERAL NOTES
- INSTALL REMAINING CURB AND GUTTER
- PAVE ALL LIFTS OF HMA PAVEMENT ON EASTBOUND LANES

N

TIE-IN TO EXISTING ROADWAY
UNDER FLAGGING IN A SINGLE DAY, PERFORM THE FOLLOWING:
- RECONSTRUCT EASTBOUND LANE TO THE PROPOSED EASTBOUND REFERENCE LINE
- PLACE ALL LIFTS OF HMA PAVEMENT TO FINAL PROFILE AND CROSS SLOPES
- REPLACE TEMPORARY PAVEMENT MARKINGS AS NEEDED.



2

N

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

PT: 4+59.33

PC: 4+72.70

TEMPORARY PAVEMENT MARKING
4-INCH WHITE

1+00 2+00 3+00 4+00 5+00 6+00 7+00

USH 8 STAGE 3 ALIGNMENT

TRAFFIC CONTROL DRUM
W/ TYPE A WARNING LIGHT
50' SPACING TYP

W1-6
48"X24"

PAVE SURFACE LIFT HMA TO FINAL USH 8 EB ALIGNMENT

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 70	E

2

N

PT: 9+05.58

PC: 12+81.22

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

7+00
USH 8 STAGE 3 ALIGNMENT

8+00

9+00

10+00

11+00

12+00

13+00

PAVING LIMITS FROM STAGE 2

REMOVAL LIMITS FROM STAGE 2

TRAFFIC CONTROL DRUM

UNCOVER AND INSTALL INLET

STOP
R1-1
36"X36"

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

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

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 71	E

2

2

N

PRC: 17+02.34

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

00

USH 8 STAGE 3 ALIGNMENT

14+00

15+00

16+00

17+00

18+00

19+00

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 72	E

2

N

PT: 22+80.54

RAMP D

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

20+00 21+00 22+00 23+00 24+00 25+00

USH 8 STAGE 3 ALIGNMENT

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

PAVING LIMIT FROM STAGE 2

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

REMOVAL LIMIT FROM STAGE 2

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

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

TYPE III BARRICADE

TRAFFIC CONTROL DRUM

RAMP C (USH 51 SB ON RAMP) NOTES:
- CONSTRUCT CURB & GUTTER AND TRUCK APRON
- MILL & PAVE LOWER LIFT(S) OF HMA DURING OVERNIGHT DETOUR
- PAVE SURFACE LIFT HMA DURING OVERNIGHT DETOUR

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 73	E

2

2

N

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

26+00 27+00 28+00 29+00 30+00 31+00

USH 8 STAGE 3 ALIGNMENT

TEMPORARY PAVEMENT
MARKING 4-INCH WHITE

PAVING LIMITS FROM STAGE 2

REMOVAL LIMITS FROM STAGE 2

USH 51 OVER

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 74	E

2

2

N

RAMP A

32+00

33+00

34+00

35+00

36+00

37+00

USH 8 STAGE 3 ALIGNMENT

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

RAMP B
SEE SEPARATE STAGING
DETAILS

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 75	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S3.DWG
LAYOUT NAME - 026001-S3 - 07

PLOT DATE : 10/18/2017 11:37 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:40 FT

2

2

N

USH 8 STAGE 3 ALIGNMENT

38+00

39+00

40+00

41+00

42+00

43+00

PI: 42+67.01

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

PAVING LIMITS FROM STAGE 2

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 76	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S3.DWG
LAYOUT NAME - 026001-S3 - 08

PLOT DATE : 10/18/2017 11:37 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

PC: 44+13.70

USH 8 STAGE 3 ALIGNMENT

44+00

45+00

46+00

47+00

48+00

49+00

STOP
R1-1
36"X36"

TRAFFIC CONTROL DRUM

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT
MARKING 4-INCH WHITE

RECONSTRUCT GATEWOOD HEIGHTS INTERSECTION
MAINTAIN ONE LANE OF TRAFFIC AT ALL TIMES

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 77	E

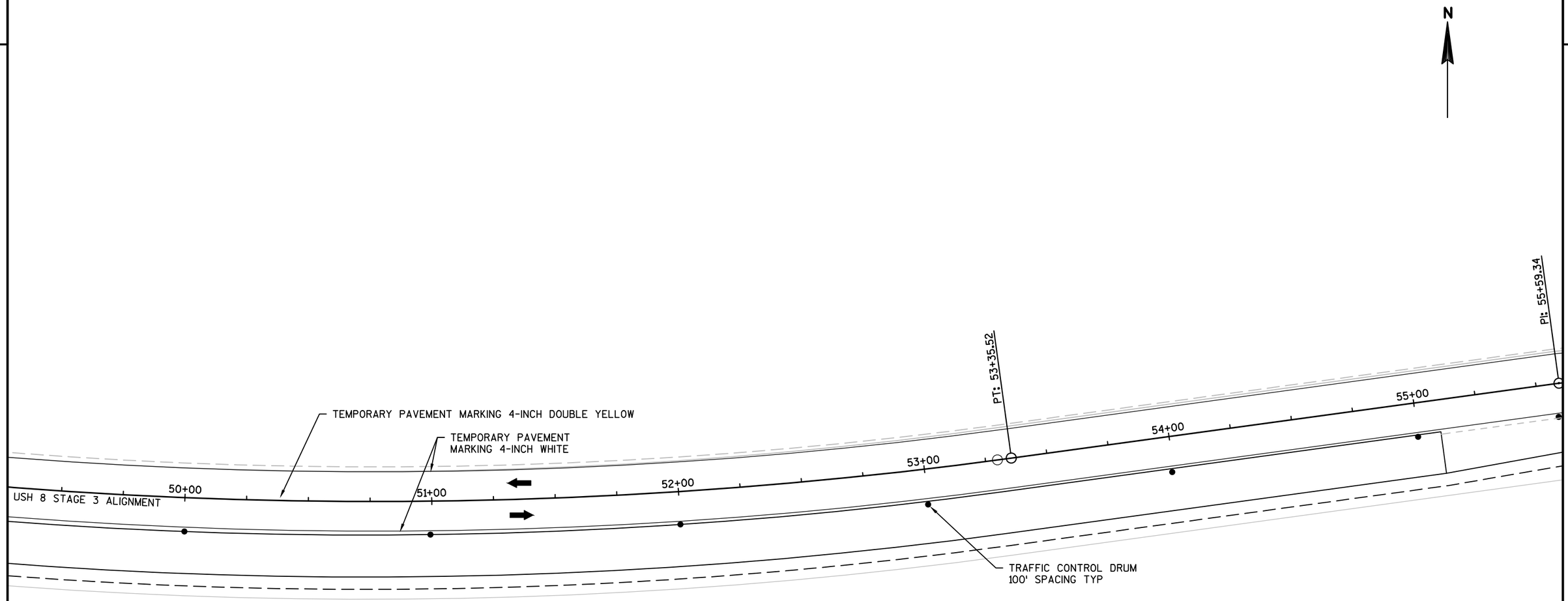
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S3.DWG
LAYOUT NAME - 026001-S3 - 09

PLOT DATE : 10/18/2017 11:37 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 78	E

2

N

NOTE: USE REMOVABLE TAPE IN LIEU OF TEMPORARY PAINT ON ALL FINAL SURFACES.

PI: 55+59.34

TEMPORARY PAVEMENT MARKING 4-INCH DOUBLE YELLOW

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

EP: 59+19.58

55+00

56+00

57+00

58+00

59+00

USH 8 STAGE 3 ALIGNMENT

RECONSTRUCT LIMITS

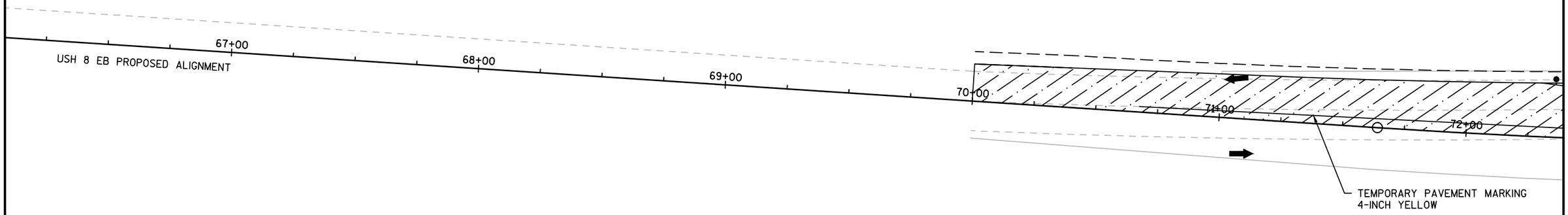
REMOVE TEMPORARY WIDENING TRANSITION AND RESTORE SHOULDER

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 3	SHEET 79	E

2

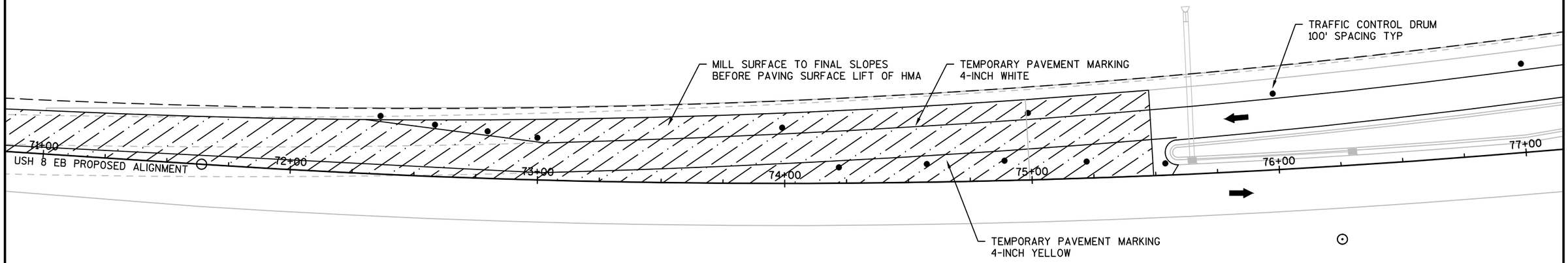
2

MAINLINE STAGE 4 GENERAL NOTES:
- SHIFT BOTH LANES OF TRAFFIC ONTO PERMANENT ALIGNMENT
- REMOVE TEMPORARY WIDENING ON WB LANES
- REMOVE TEMPORARY TRUCK APRON AND FINISH MEDIAN
- FLAG TRAFFIC ONTO EB LANES TO
    - REMOVE TEMPORARY WIDENING ON SHOULDER
    - MILL WEST AND EAST PROJECT TIE-INS
    - PAVE SURFACE LIFT OF HMA ON WB LANES
    - SHOULDER WB LANES
- MAINTAIN 12' MINIMUM TRAVEL LANE WIDTH AND 13' MINIMUM CLEAR WIDTH AT ALL TIMES



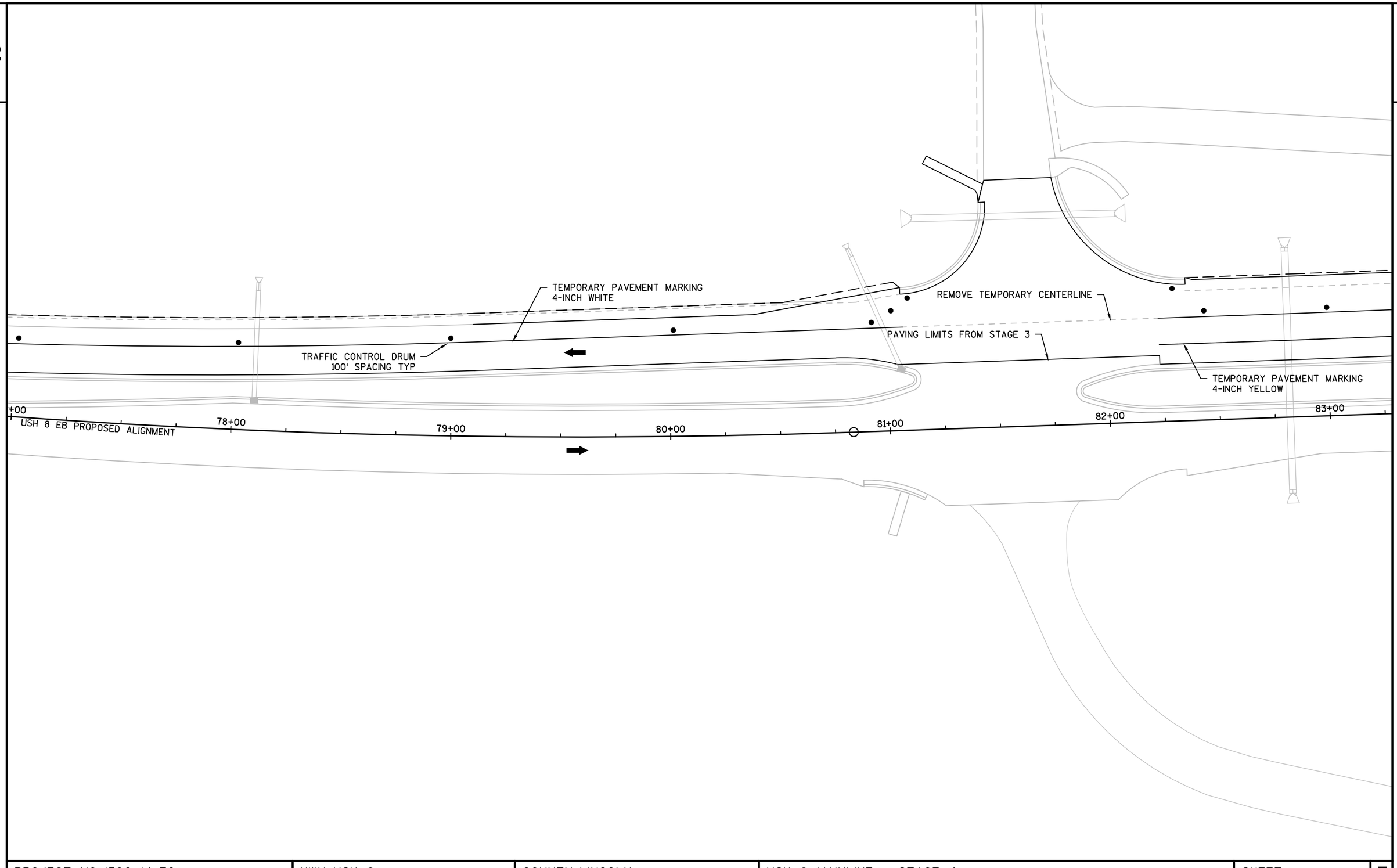
PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 80	E

2



PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 81	E

2



2

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 82	E

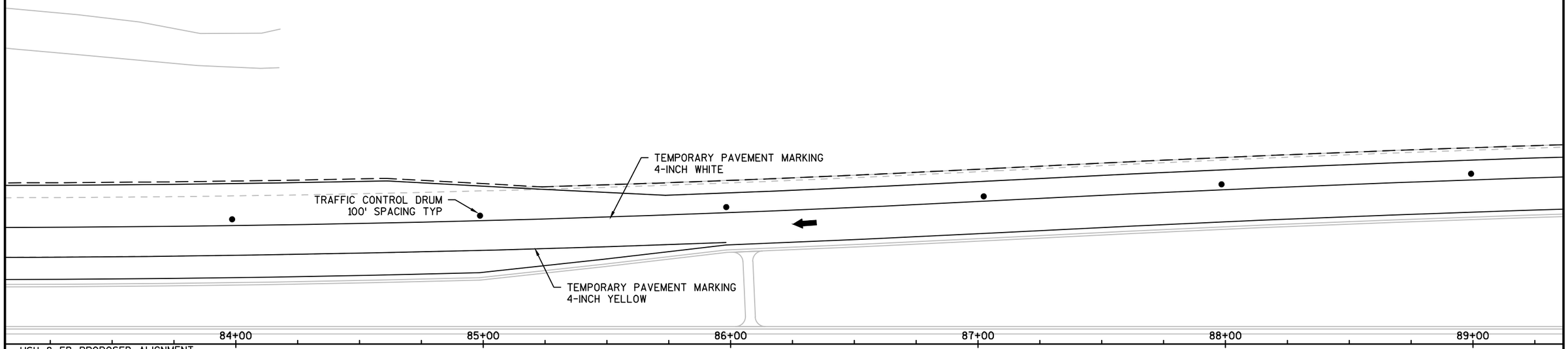
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S4.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

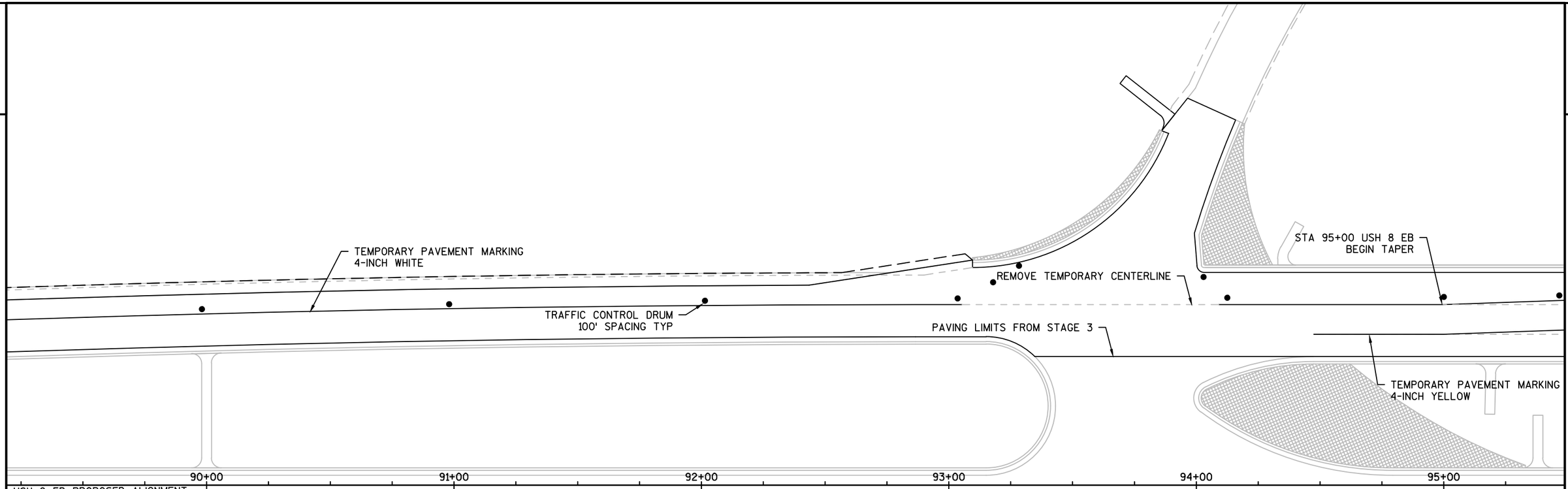


PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 83	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S4.DWG
LAYOUT NAME - 03

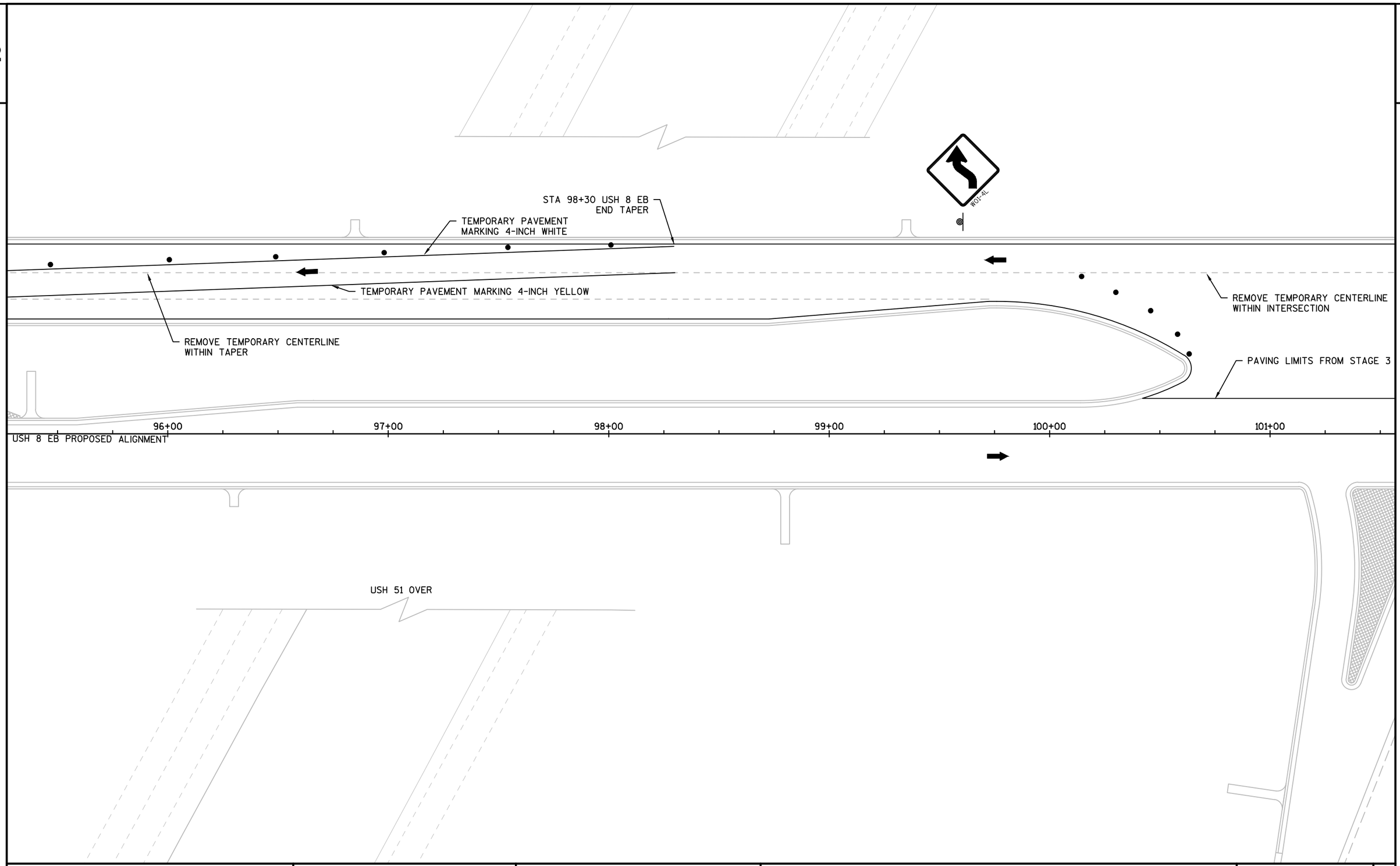
PLOT DATE : 10/30/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

2



PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 84	E

2



PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 85	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S4.DWG
LAYOUT NAME - 05
PLOT DATE : 10/30/2017 11:36 AM
PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

2

PAVE SURFACE LIFT HMA

RAMP A

REMOVE TEMPORARY CENTERLINE
WITHIN INTERSECTION

STA 105+00 USH 8 EB
BEGIN TAPER

TRAFFIC CONTROL DRUM

TEMPORARY PAVEMENT MARKING 4-INCH WHITE

REMOVE TEMPORARY PAVEMENT
MARKING WITHIN TAPER

REMOVE TEMPORARY TRUCK APRON
FINISH MEDIAN

TEMPORARY PAVEMENT MARKING 4-INCH YELLOW

102+00 103+00 104+00 105+00 106+00 107+00

USH 8 EB PROPOSED ALIGNMENT

RAMP B

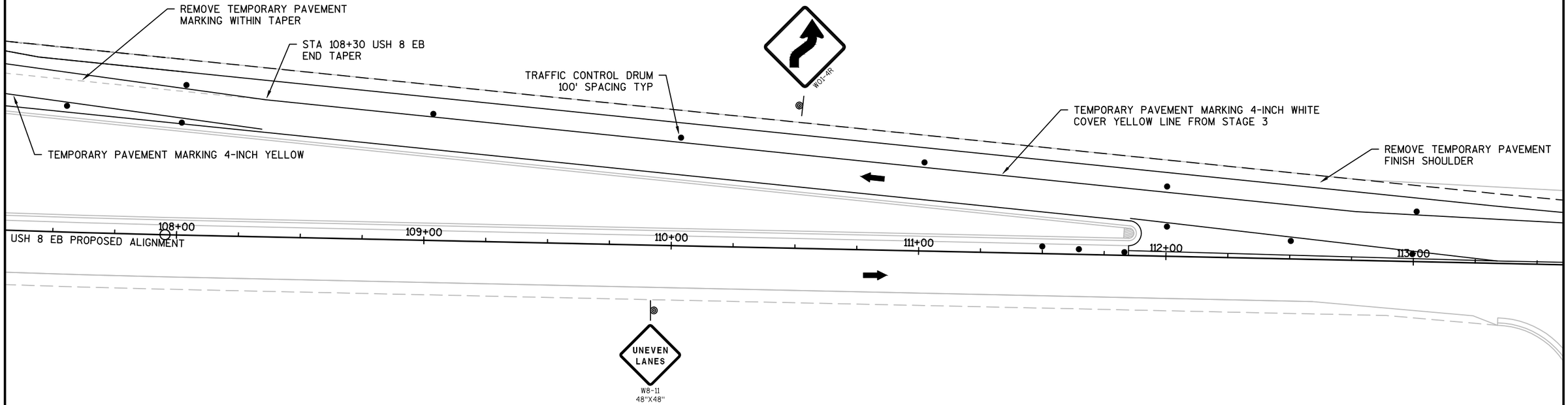
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 86	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S4.DWG
LAYOUT NAME - 06

PLOT DATE : 10/30/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

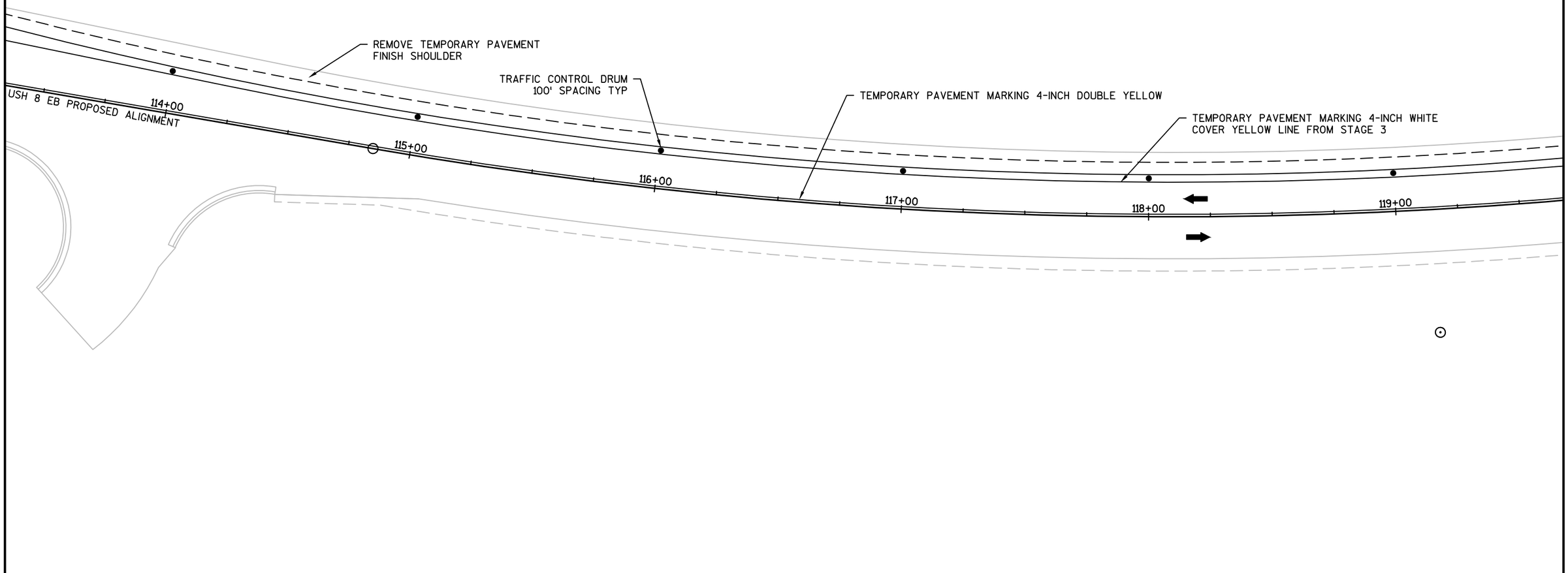
WISDOT/CADDS SHEET 42

2



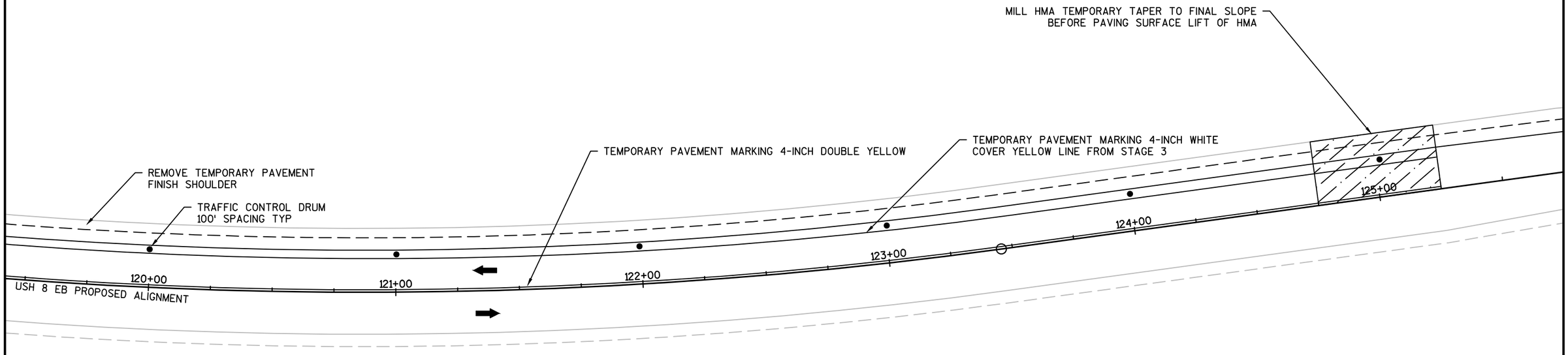
PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 87	E

2



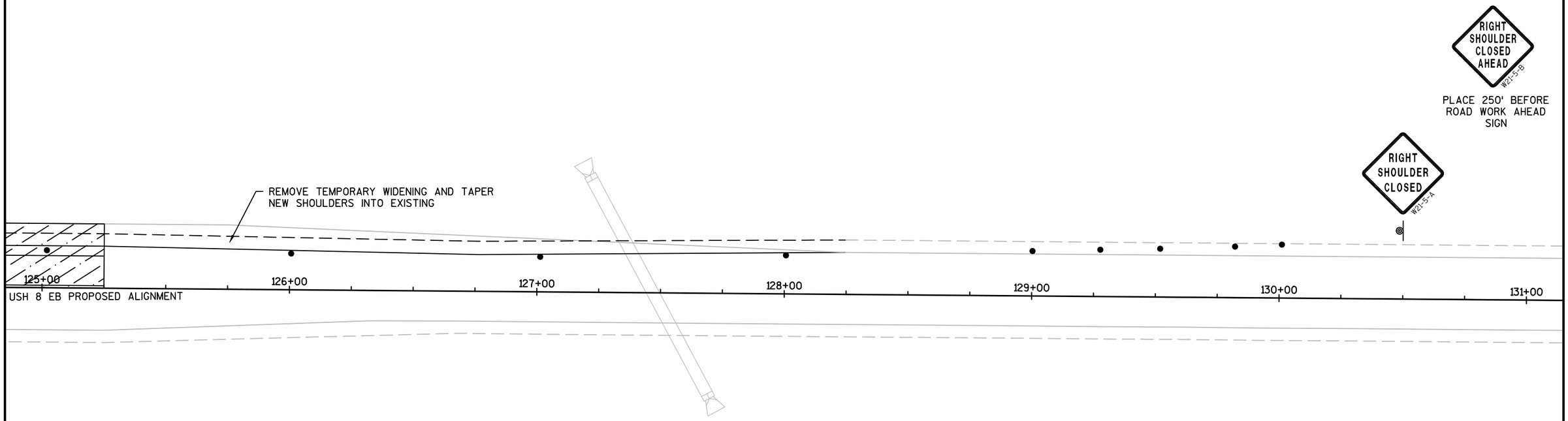
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 88	E

2



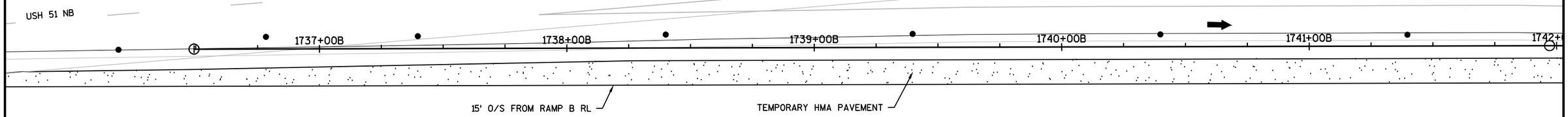
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 89	E

2

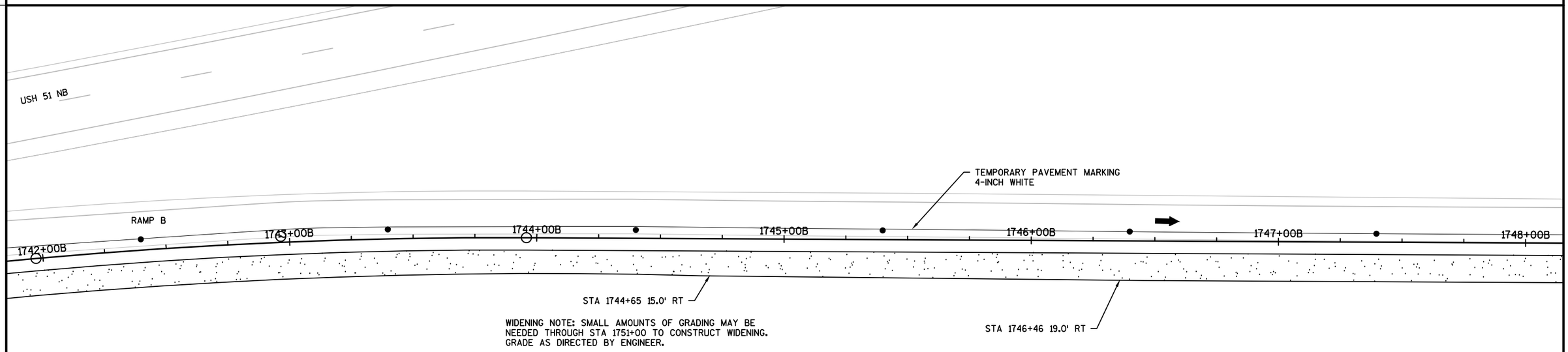


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 8 MAINLINE - STAGE 4	SHEET 90	E

RAMP B (USH 51 NB OFF RAMP) STEP 1:
- SHIFT TRAFFIC TO LEFT SIDE OF RAMP
- PLACE TEMPORARY WIDENING



USH 51 NB TRAFFIC CONTROL:
CLOSE SHOULDER OF USH 51 NB PER SDD 15D27: TRAFFIC CONTROL,
SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH



WIDENING NOTE: SMALL AMOUNTS OF GRADING MAY BE NEEDED THROUGH STA 1751+00 TO CONSTRUCT WIDENING. GRADE AS DIRECTED BY ENGINEER.

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP B STEP 1	SHEET 91	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026301-S1-RAMP B.DWG
LAYOUT NAME - 01
PLOT DATE : 10/10/2017 4:08 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

EXISTING LANE EDGELINES

TRAFFIC CONTROL DRUM
100' SPACING TYP

8+00B

1749+00B

1750+00B

1751+00B

1752+00B

1753+00B

1754+00B

STA 1750+00 19.0' RT

PAVE TEMPORARY HMA

STA 1753+00 20.5' RT

1754+00B

1755+00B

1756+00B

1757+00B

1758+00B

1759+00B

18-INCH STOP BAR
TEMPORARY TAPE

W01-6
48"X24"

STOP
R1-1
36"X36"

SLOPE-INTERCEPT FOR WIDENING GRADING
PLACE TEMPORARY SEED

REMOVE EXISTING CULVERT
INSTALL NEW CULVERT AND TEMPORARY EXTENSION
PATCH EXISTING RAMP WITH 4" TEMPORARY HMA
OVER 8" 1 1/4-INCH BAD

REMOVE CURB & GUTTER AS NEEDED
TYPE III BARRICADE

W01-6
48"X24"

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP B STEP 1	SHEET	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026301-S1-RAMP B.DWG
LAYOUT NAME - 02

PLOT DATE : 10/10/2017 4:08 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

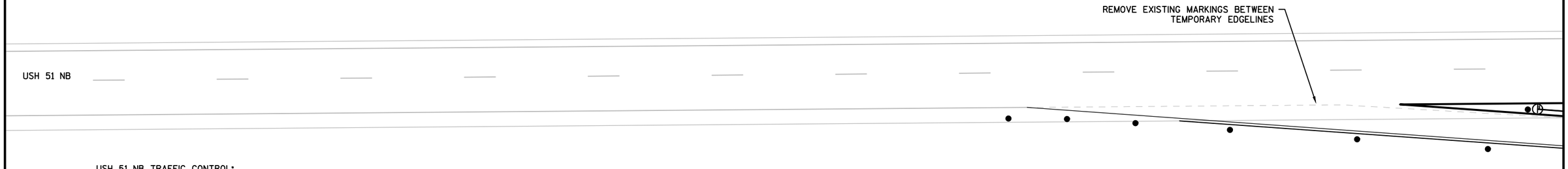
PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

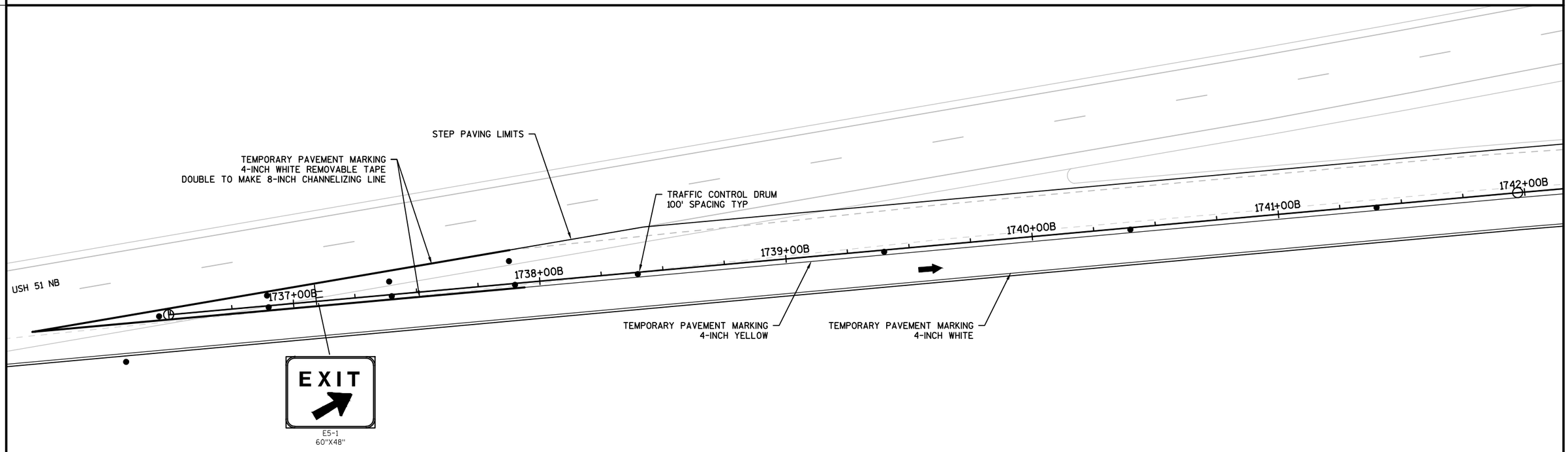
RAMP B (USH 51 NB OFF RAMP) STEP 2:
STEP 2-A:
- SHIFT RAMP TRAFFIC ONTO TEMPORARY WIDENING
- RUBBILIZE CONCRETE BASE AND RECONSTRUCT WHERE INDICATED ON PLAN SHEETS
- CONSTRUCT NW QUADRANT AND ISLAND CURB & GUTTER AND TRUCK APRON
- CONSTRUCT CULVERT PIPE TRANSITION EXCAVATION OVER CROSS DRAIN INSTALLED IN STEP 1

STEP 2-B:
- REMOVE PAVEMENT FROM REMAINDER OF RAMP
- PLACE LOWER AND SURFACE LIFTS HMA PAVEMENT



USH 51 NB TRAFFIC CONTROL:
STEP 2-A:
- RIGHT SHOULDER CLOSURE FROM STAGE 1 TO REMAIN IN PLACE

STEP 2-B:
- CLOSE RIGHT LANE PER SDD 15D12 SHEET A: TRAFFIC CONTROL, LANE CLOSURE
- MAINTAIN RAMP ACCESS PER SDD 15D15 SHEET E: TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP B STEP 2	SHEET 93	E

2

2

TRAFFIC CONTROL DRUM
100' SPACING TYP

1743+00B

1744+00B

1745+00B

1746+00B

1747+00B

1748+00B

TEMPORARY PAVEMENT MARKING
4-INCH YELLOW

TEMPORARY PAVEMENT MARKING
4-INCH WHITE

1748+00B

1749+00B

1750+00B

1751+00B

1752+00B

1753+00B

1754+00B

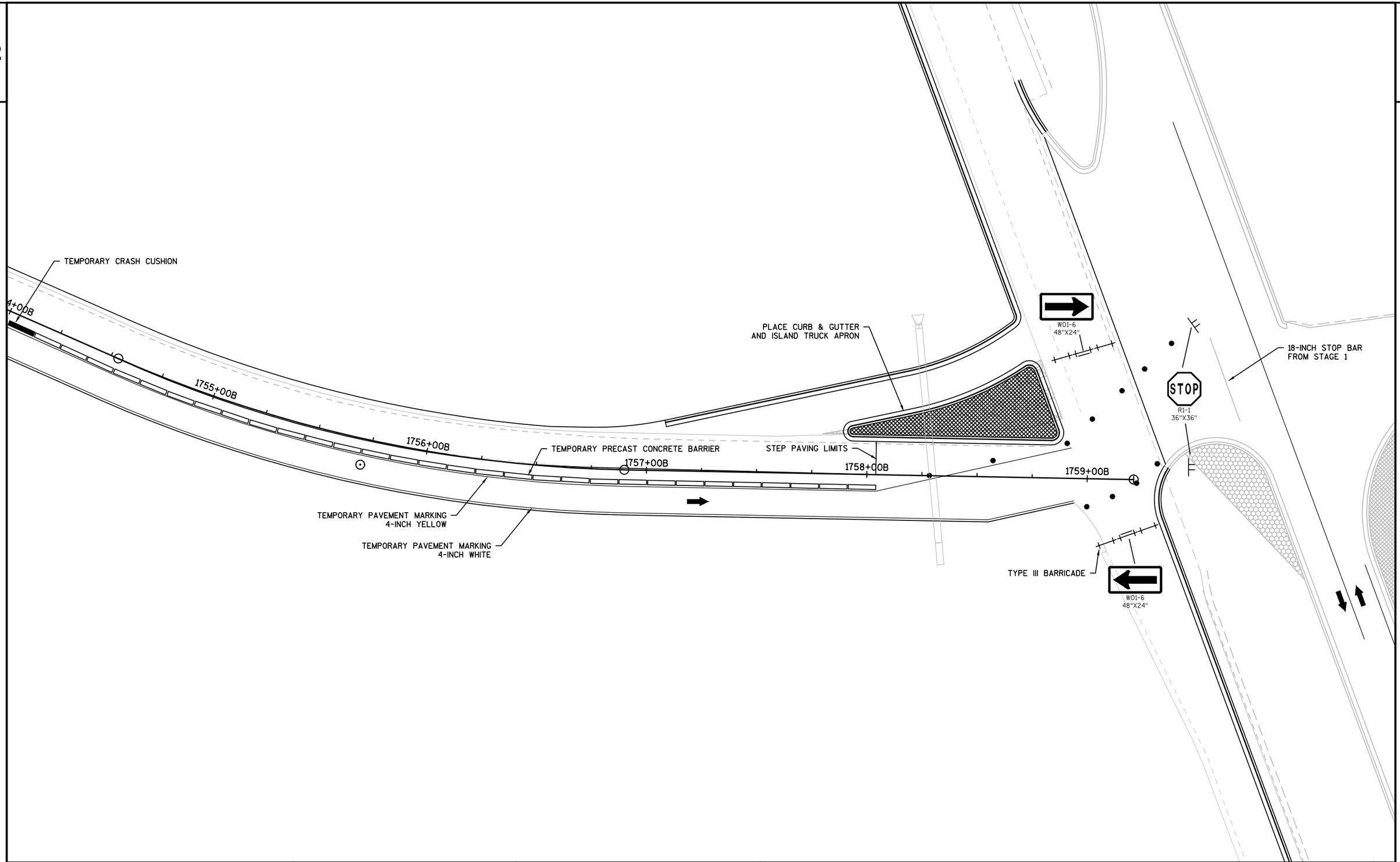
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP B STEP 2	SHEET 94	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026301-S2-RAMP B.DWG
LAYOUT NAME - 02

PLOT DATE : 10/10/2017 4:08 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

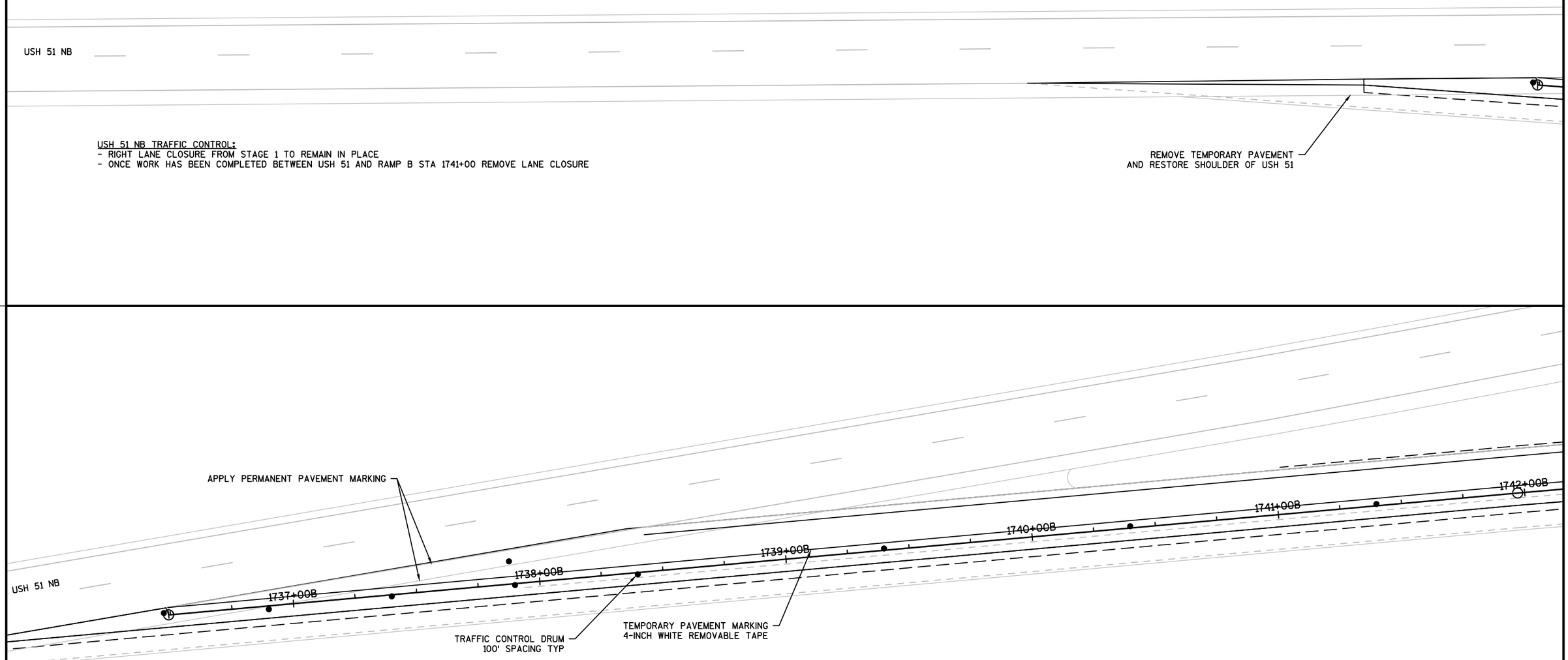
2



PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	RAMP B STEP 2	SHEET 95	E

2

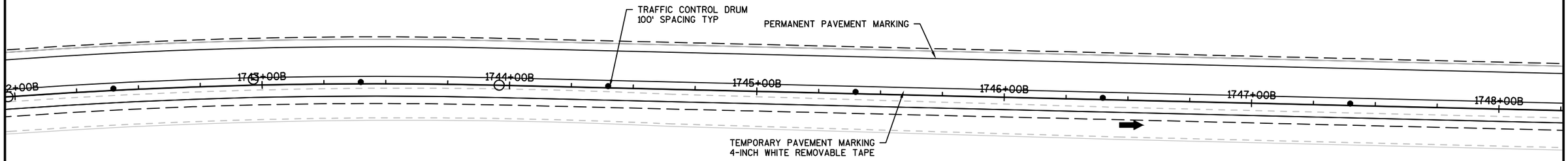
RAMP B (USH 51 NB OFF RAMP) STEP 3:
- SHIFT TRAFFIC ONTO PERMANENT RAMP
- PRIOR TO PERFORMING ANY FURTHER WORK:
  - COMPLETE ALL WORK BETWEEN USH 51 AND RAMP B STA 1741+00
  - REMOVE LANE CLOSURE FROM USH 51
- REMOVE AND RESTORE TEMPORARY WIDENING
- PAVE AND SHOULDER REMAINING AREAS

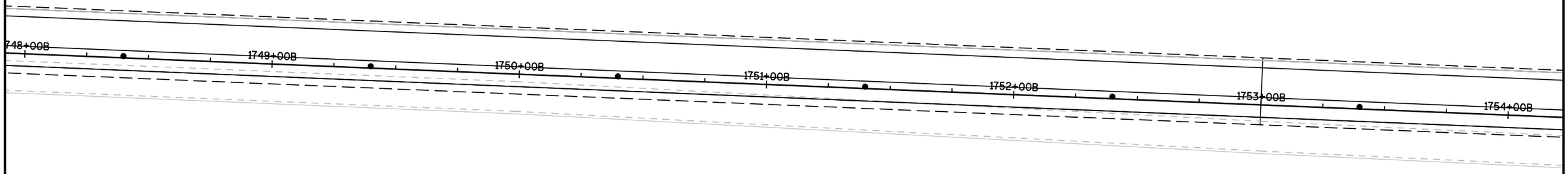


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP B STEP 3	SHEET 96	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026301-S3-RAMP B.DWG
LAYOUT NAME - 01
PLOT DATE : 10/10/2017 4:08 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

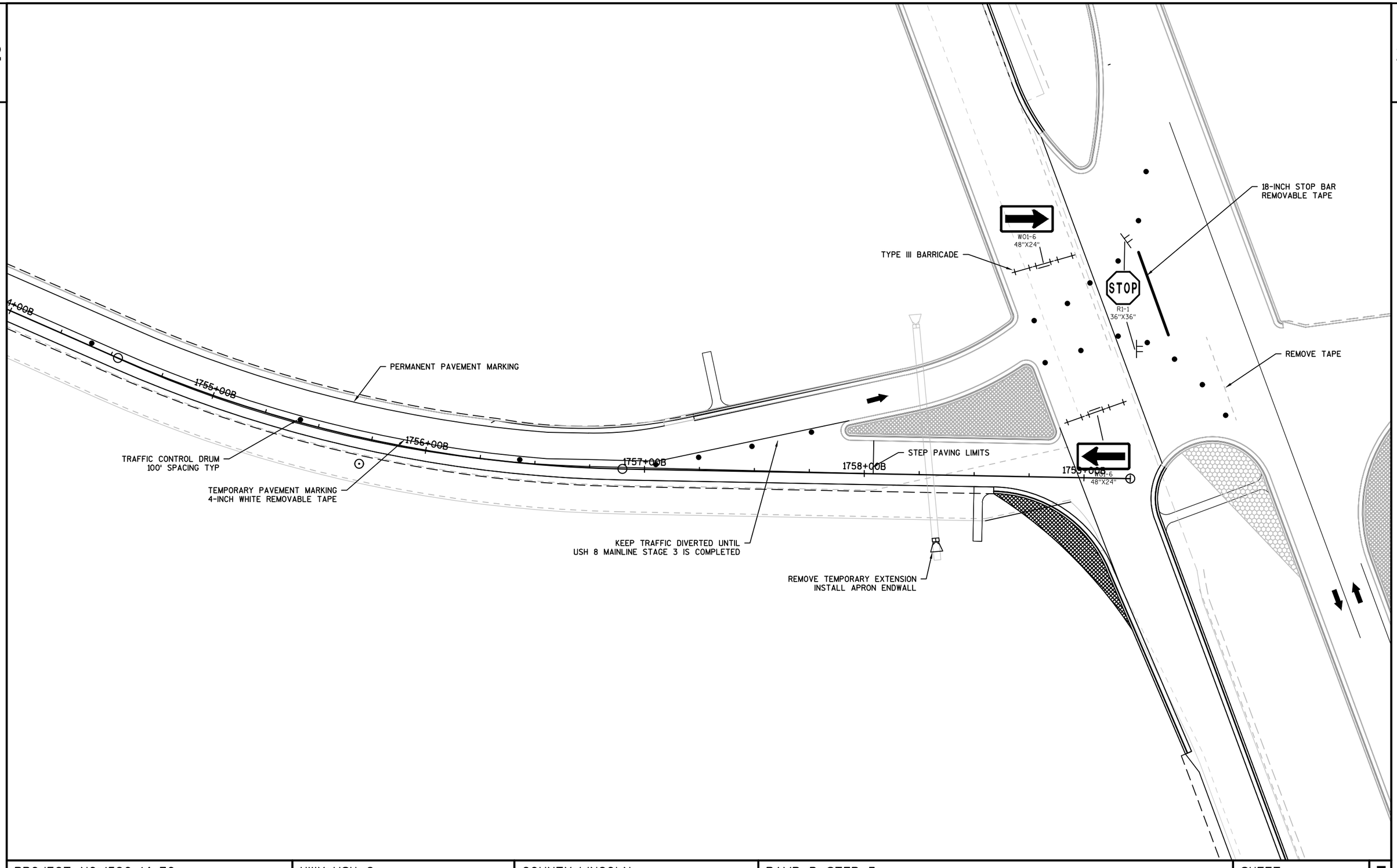




PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP B STEP 3	SHEET 97	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026301-S3-RAMP B.DWG
LAYOUT NAME - 02
PLOT DATE : 10/10/2017 4:08 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

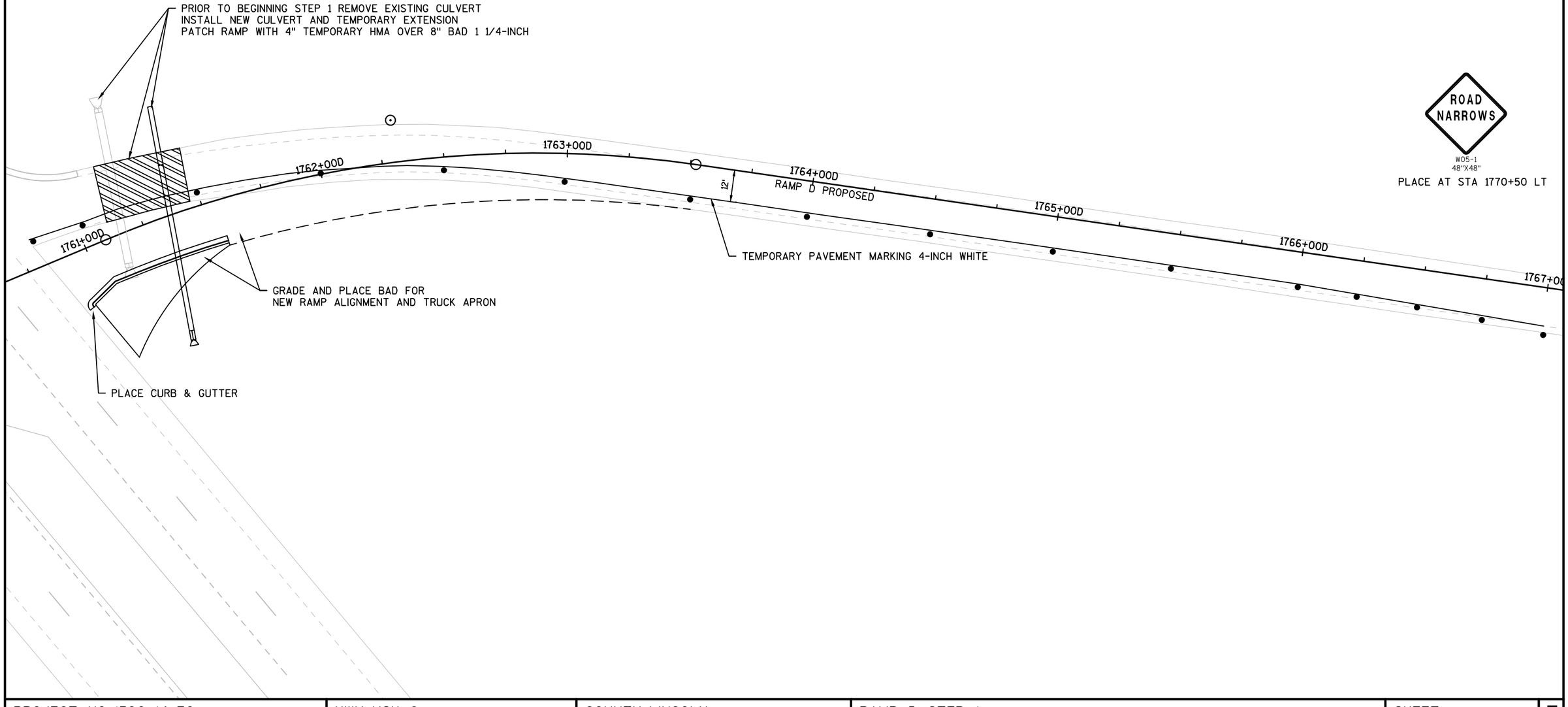
2



PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP B STEP 3	SHEET 98	E

RAMP D (USH 51 SB OFF) STEP 1
- STAGE TO OCCUR DURING USH 8 STAGE 2
- REMOVE AND REPLACE CULVERT (WITH EXTENSION) PRIOR TO STARTING WORK ON STEP 1
- PLACE BASE AGGREGATE FOR RAMP TERMINAL REALIGNMENT AND NE QUADRANT TRUCK APRON
- PLACE NE QUADRANT CURB & GUTTER

2



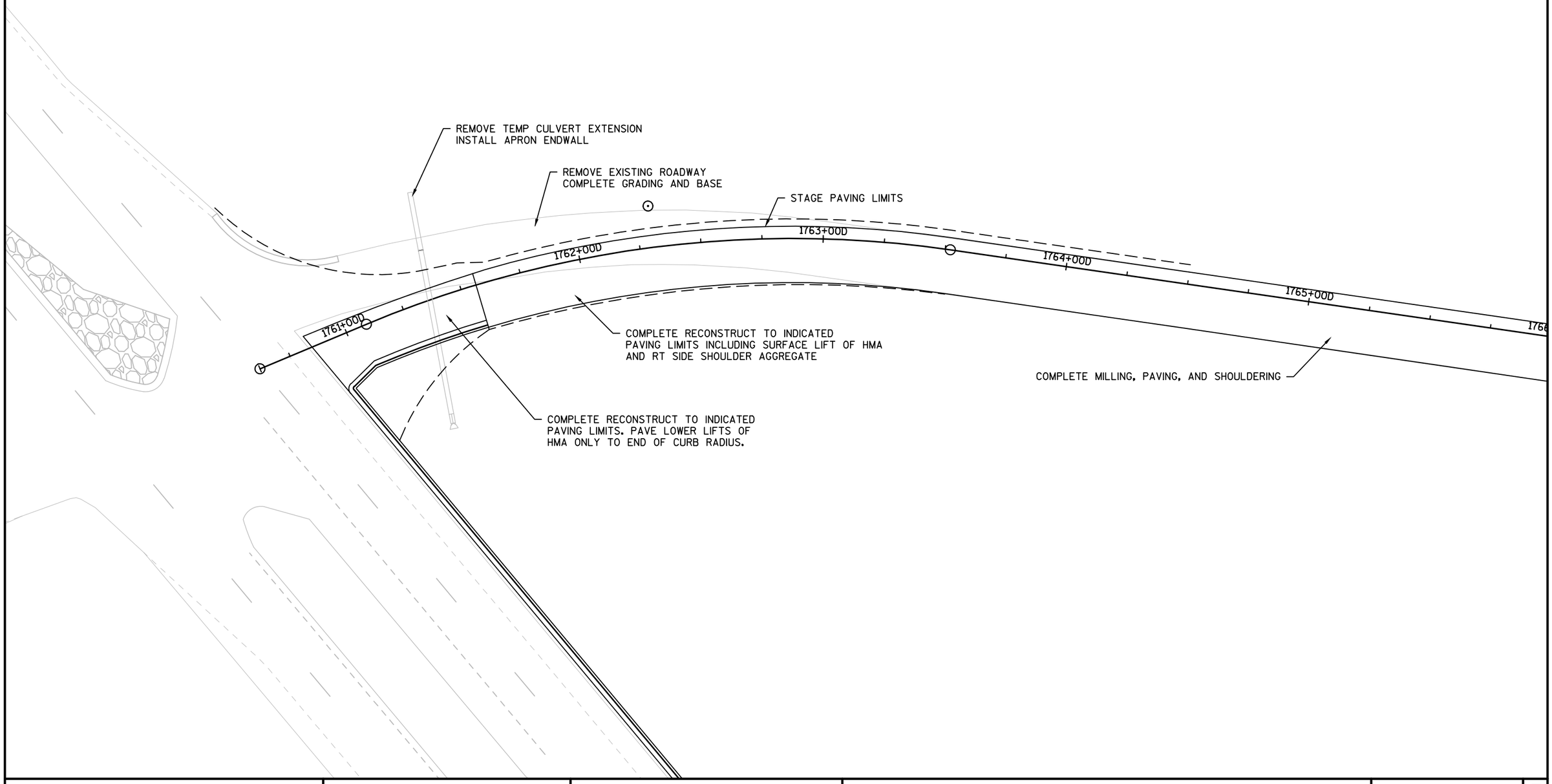
W05-1
48"X48"

PLACE AT STA 1770+50 LT

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP D STEP 1	SHEET 99	E

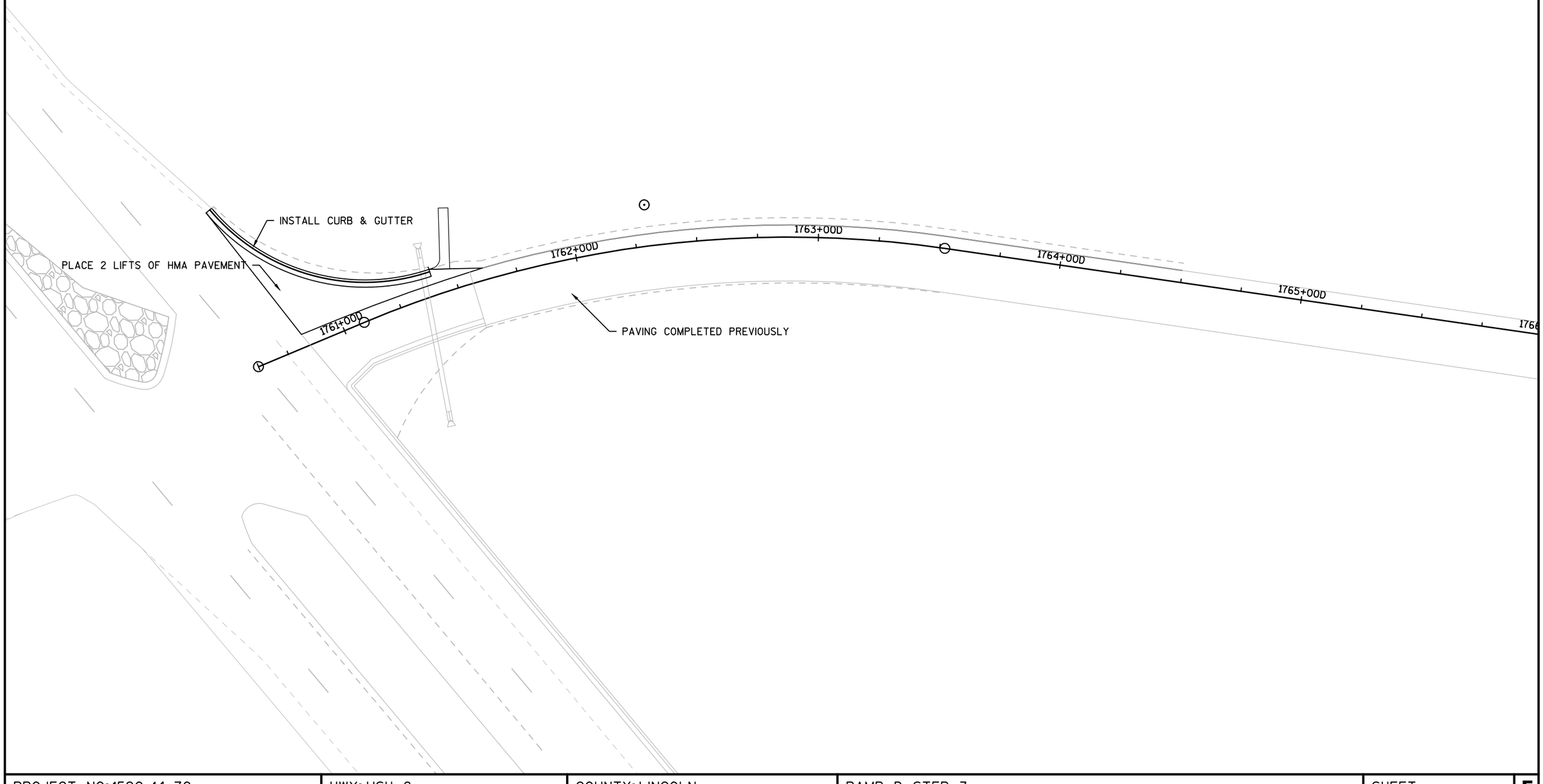
2

RAMP D (USH 51 SB OFF) STEP 2
- CLOSE AND DETOUR RAMP
  - PLACE TRAFFIC CONTROL ON USH 51 SB PER SDD 15D16: TRAFFIC CONTROL, EXIT RAMP CLOSURE
  - SEE DETAIL SHEET FOR DETOUR INFORMATION
- COMPLETE RECONSTRUCTION FROM STA 1760+72 TO STA 1764+50 AS SHOWN
- COMPLETE MILLING, PAVING, AND SHOULDERING FROM STA 1764+50 TO STA 1771+84

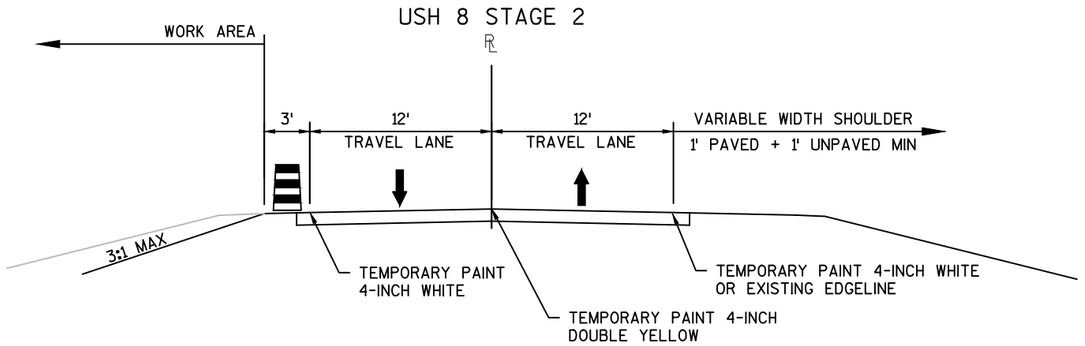


PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP D STEP 2	SHEET 100	E

RAMP D (USH 51 SB OFF) STEP 3
- COMPLETE ALL INTERSECTION WORK EXCEPT TRUCK APRONS
- INSTALL PERMANENT PAVEMENT MARKINGS

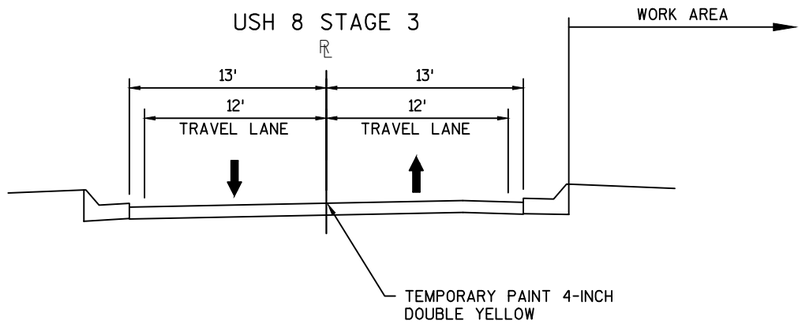


PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	RAMP D STEP 3	SHEET 101	E



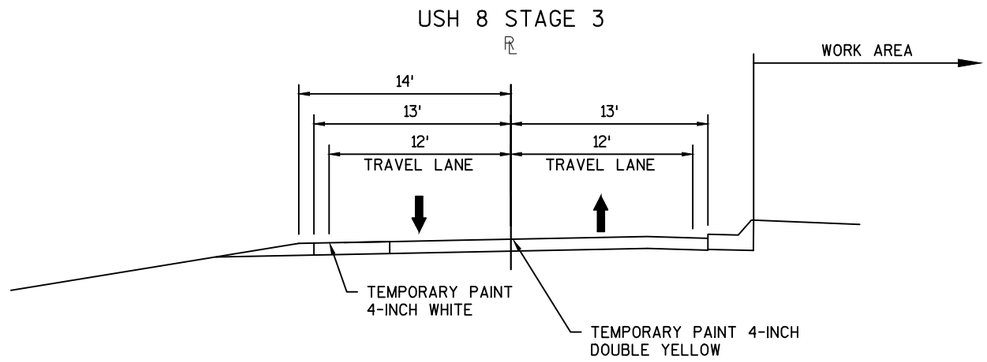
STAGING TYPICAL SECTION

USH 8 MAINLINE STAGE 2
STA 0+00 TO STA 59+50
(STAGE 2 ALIGNMENT)
MAINTAIN 13' MINIMUM CLEAR WIDTH



STAGING TYPICAL SECTION

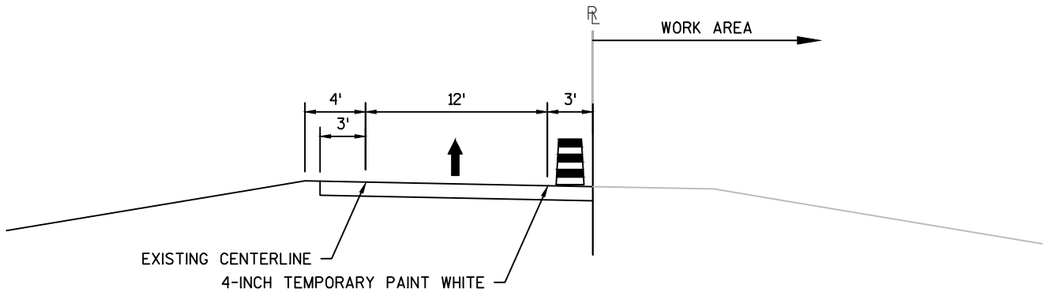
USH 8 MAINLINE STAGE 3
DOUBLE CURB & GUTTER SECTION
WIDTHS VARIABLE - MINIMUM 13' CLEAR WIDTH SHOWN
STA 23+00 TO STA 33+00
(STAGE 3 ALIGNMENT)



STAGING TYPICAL SECTION

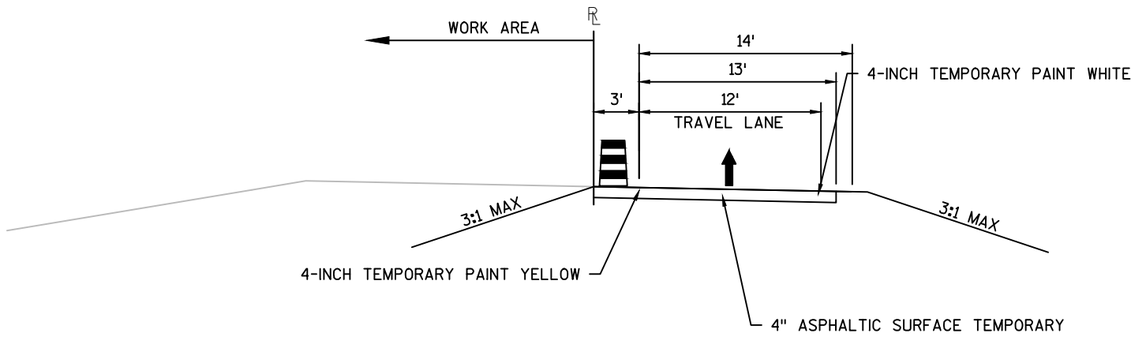
USH 8 MAINLINE STAGE 3
TEMPORARY WIDENING SECTION
WIDTHS VARIABLE - MINIMUM 13' CLEAR WIDTH SHOWN
STA 0+00 TO STA 23+00
STA 33+00 TO STA 59+20

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STAGING TYPICAL SECTIONS	SHEET 102	E



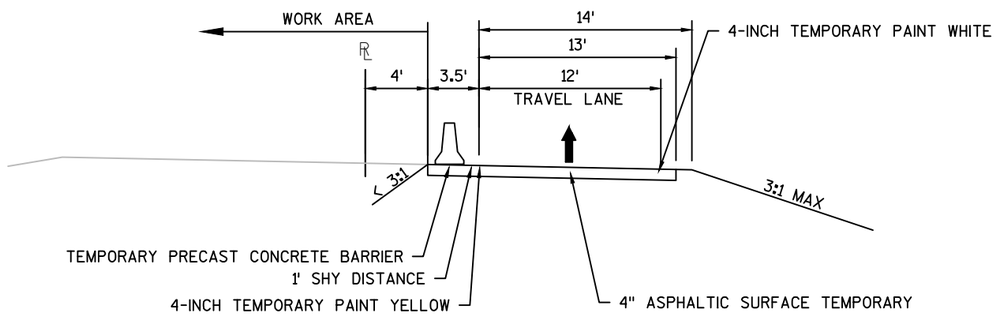
STAGING TYPICAL SECTION

RAMP B - STEP 1
STA 1736+50 TO STA 1759+00



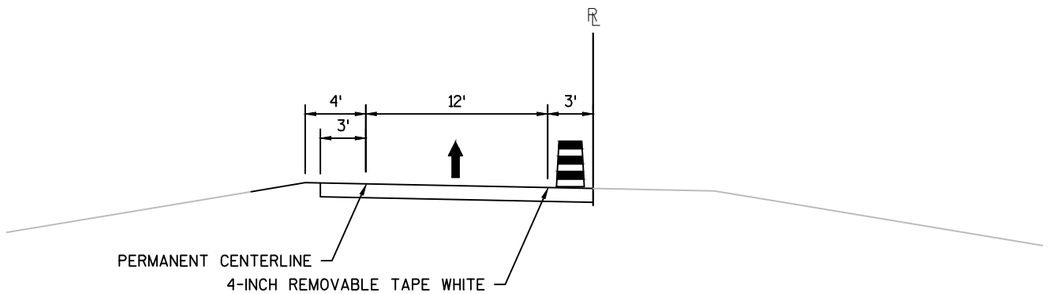
STAGING TYPICAL SECTION

RAMP B - STEP 2
STA 1736+50 TO STA 1754+00



STAGING TYPICAL SECTION

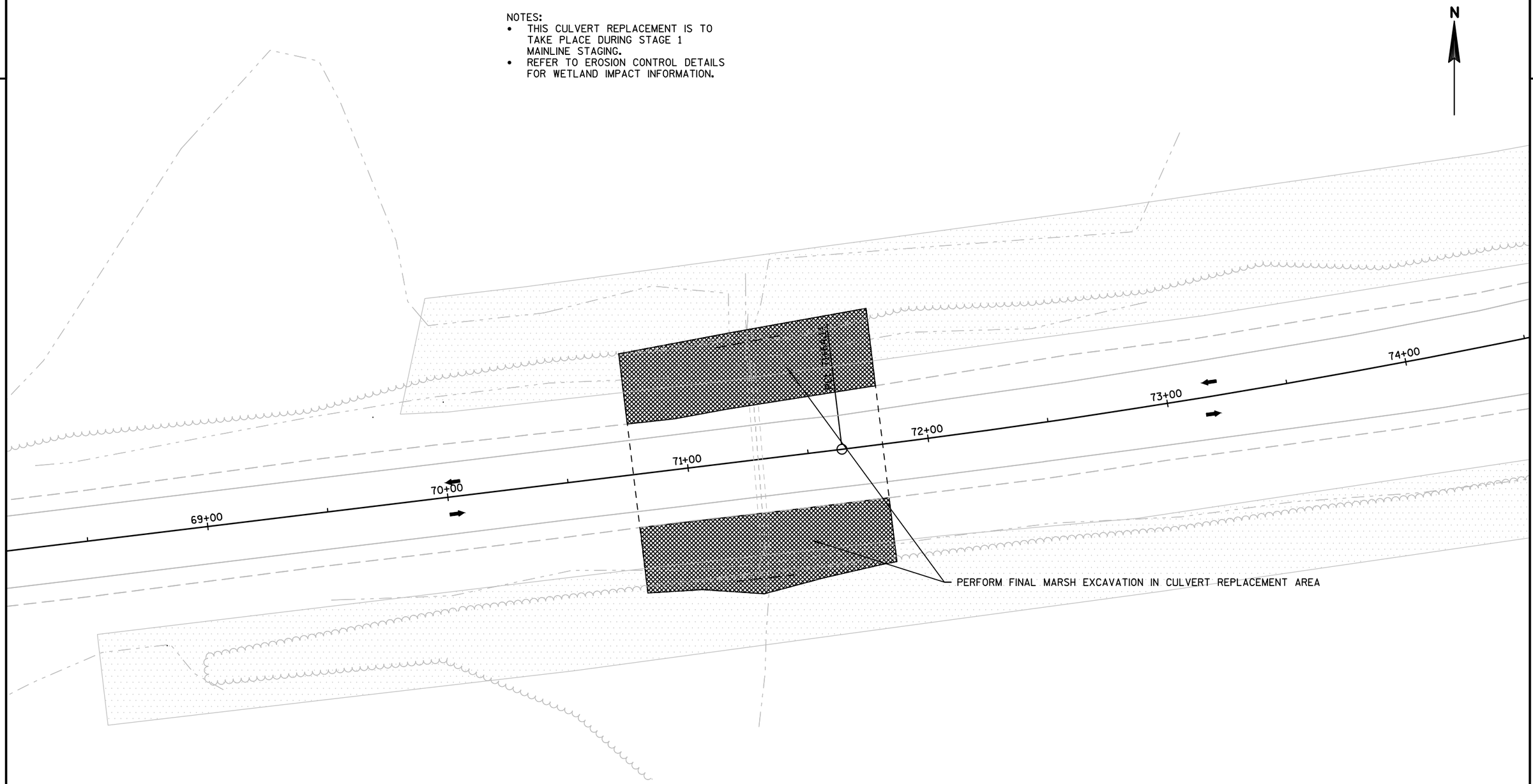
RAMP B - STEP 2
STA 1754+00 TO STA 1758+00



STAGING TYPICAL SECTION

RAMP B - STEP 3
STA 1736+50 TO STA 1759+00

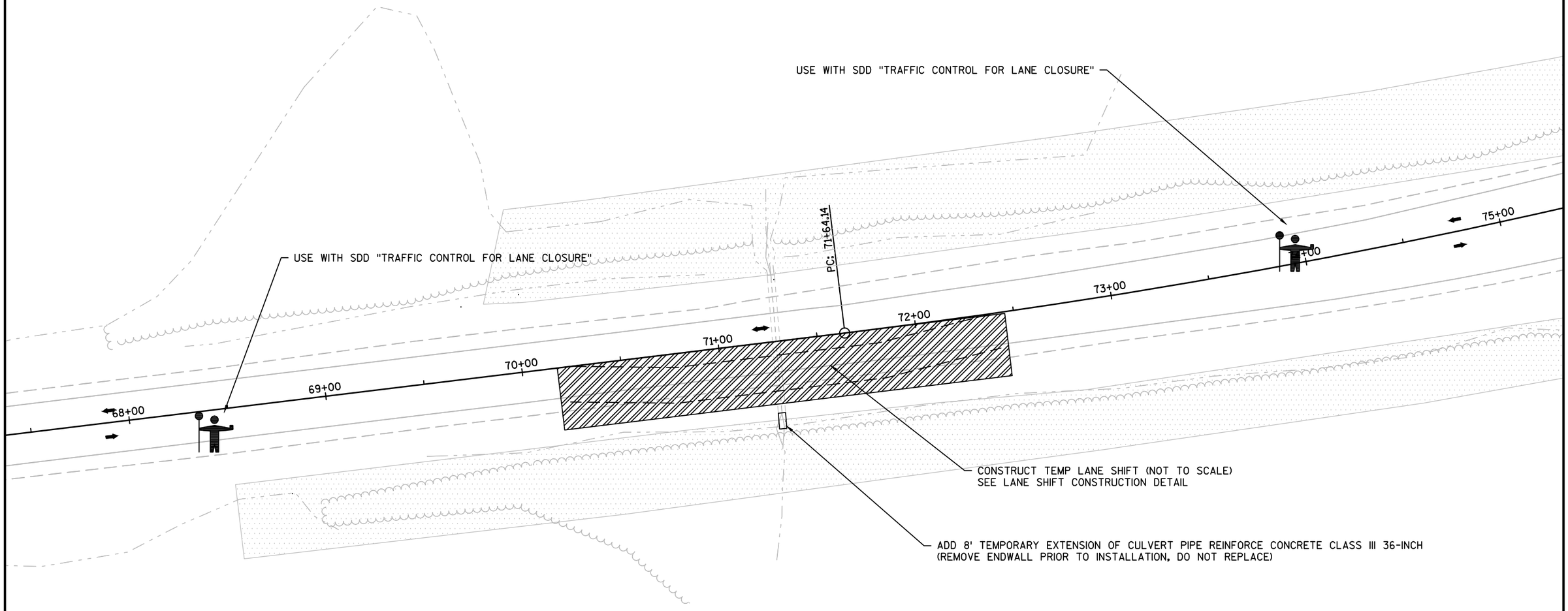
NOTES:
- THIS CULVERT REPLACEMENT IS TO TAKE PLACE DURING STAGE 1 MAINLINE STAGING.
- REFER TO EROSION CONTROL DETAILS FOR WETLAND IMPACT INFORMATION.



PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	STA 71+29 CROSS DRAIN - STEP 1	SHEET 104	E

2

N



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 71+29 CROSS DRAIN - STEP 2	SHEET 105	E

2

N

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

INSTALL DEWATERING DEVICES PRIOR TO CULVERT REPLACEMENT (INCIDENTAL TO LANE SHIFT ITEM)

REMOVE EXISTING CULVERT ON LT SIDE
INSTALL APRON ENDWALL AND FIRST 48' OF RCCP

CONSTRUCT CULVERT PIPE TANSITION

PC: 71+64.14

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

74+00

73+00

72+00

71+00

70+00

69+00

SAWCUT HMA

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 71+29 CROSS DRAIN - STEP 3	SHEET 106	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S3 71+30 CULVERT.DWG
LAYOUT NAME - 026001-S3 71+30 CULVERT - PLAN 1 IN 40 FT

PLOT DATE : 10/20/2017 11:05 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

N

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

SAWCUT HMA

PC= 71+64.14

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

74+00

73+00

72+00

71+00

70+00

69+00

INSTALL REMAINING CULVERT PIPE
REMOVE COFFERDAMS

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY:LINCOLN	STA 71+29 CROSS DRAIN - STEP 4	SHEET 107	E

2

2

CONSTRUCT CULVERT PIPE TANSITION

INSTALL FIRST 56' OF RCCP
(DURING STAGE 2 MAINLINE TRAFFIC CONTROL)

PT: 80+83.27

80+00

81+00

82+00

83+00

84+00

85+00

T102
1475.510

GPS

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 82+82 CROSS DRAIN - STEP 1	SHEET 108	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S1 71+30 CULVERT.DWG
LAYOUT NAME - STA 82+82 STAGE 1

PLOT DATE : 10/20/2017 11:07 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

CONSTRUCT CULVERT PIPE TANSITION

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

PT: 80+83.27

80+00

81+00

82+00

83+00

84+00

85+00

GPS

(THIS STAGE OF CROSS DRAIN INSTALLATION OCCURS WITHIN STAGE 2 MAINLINE TRAFFIC CONTROL)
INSTALL ADDITIONAL RCCP AND INLET.
INSTALL TEMP STEEL PLATE OVER INLET AND PAVE ASPHALTIC SURFACE TEMPORARY.

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 82+82 CROSS DRAIN - STEP 2	SHEET 109	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S2 71+30 CULVERT.DWG
LAYOUT NAME - STA 82+82 STAGE 2

PLOT DATE : 10/20/2017 11:07 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

PLACE BASE AGGREGATE DENSE FOR TEMP SURFACE

SAWCUT HMA

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

PT: 80+83.27

80+00

81+00

82+00

83+00

84+00

85+00

TEMPORARY DIVERT TRAFFIC THROUGH MAINLINE STAGE 2
CONSTRUCTION AREA ON TEMPORARY BASE AGG. 1-1/4" SURFACE

INSTALL REMAINING RCCP

CONSTRUCT CULVERT PIPE TANSITION

REMOVE EXISTING RCCP

GPS

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 82+82 CROSS DRAIN - STEP 3	SHEET 110	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S3 71+30 CULVERT.DWG
LAYOUT NAME - STA 82+82 STAGE 3

PLOT DATE : 10/20/2017 11:07 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

PT: 80+83.27

80+00

81+00

82+00

83+00

84+00

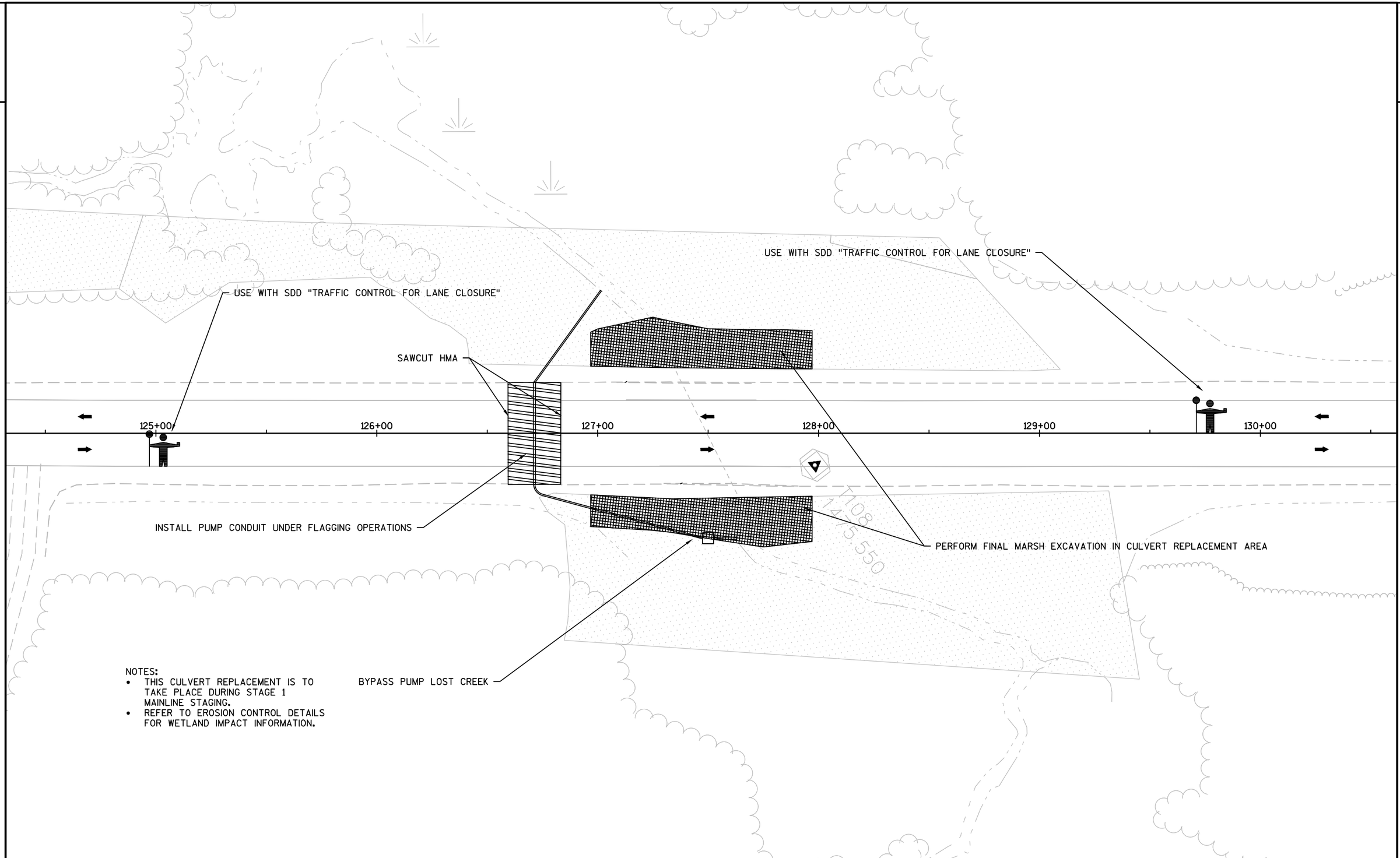
85+00

REMOVE REMAINING RCCP

GPS

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY:LINCOLN	STA 82+82 CROSS DRAIN - STEP 4	SHEET 111	E

2

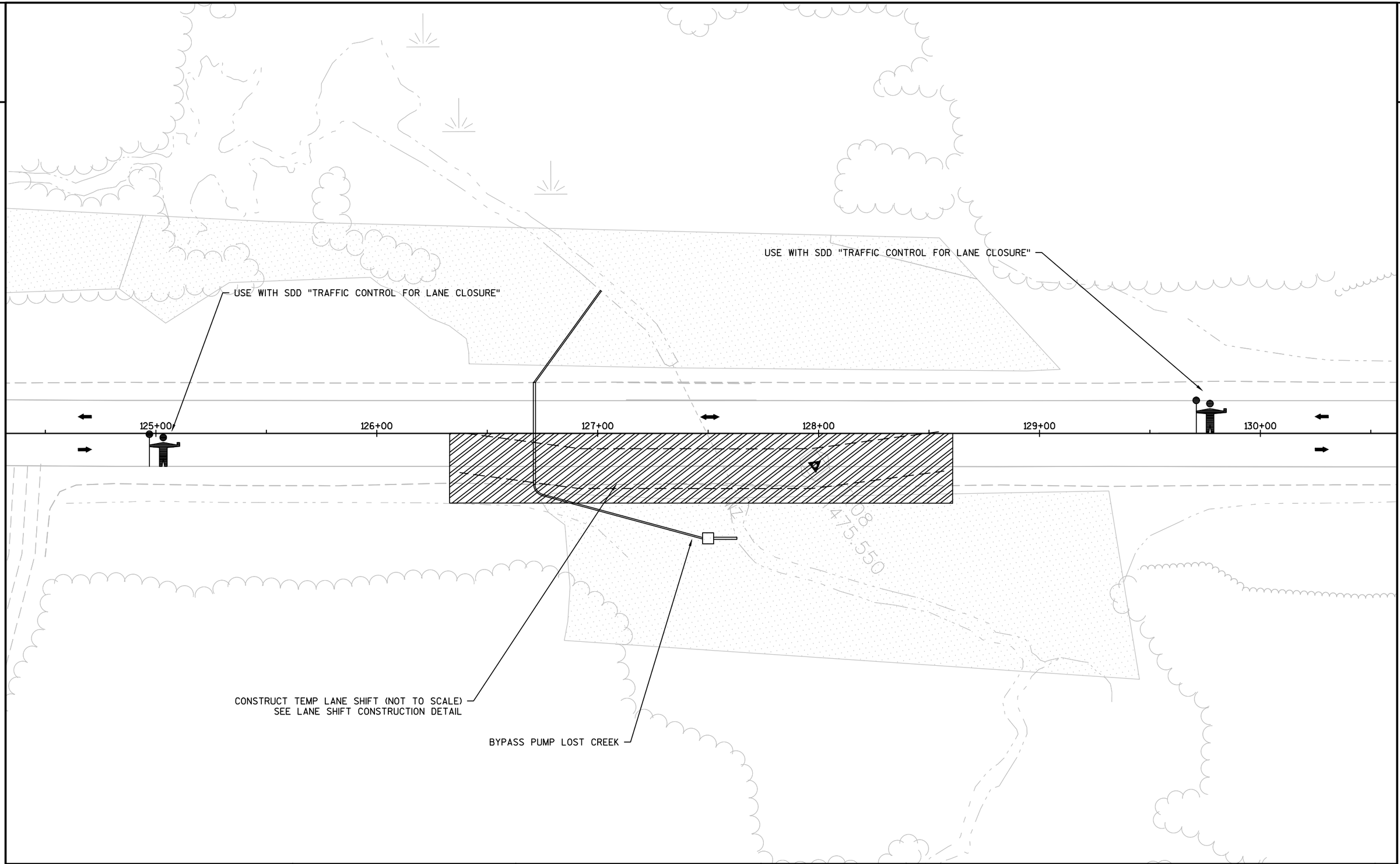


NOTES:
- THIS CULVERT REPLACEMENT IS TO TAKE PLACE DURING STAGE 1 MAINLINE STAGING.
- REFER TO EROSION CONTROL DETAILS FOR WETLAND IMPACT INFORMATION.

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 127+47 CROSS DRAIN - STEP 1	SHEET 112	E

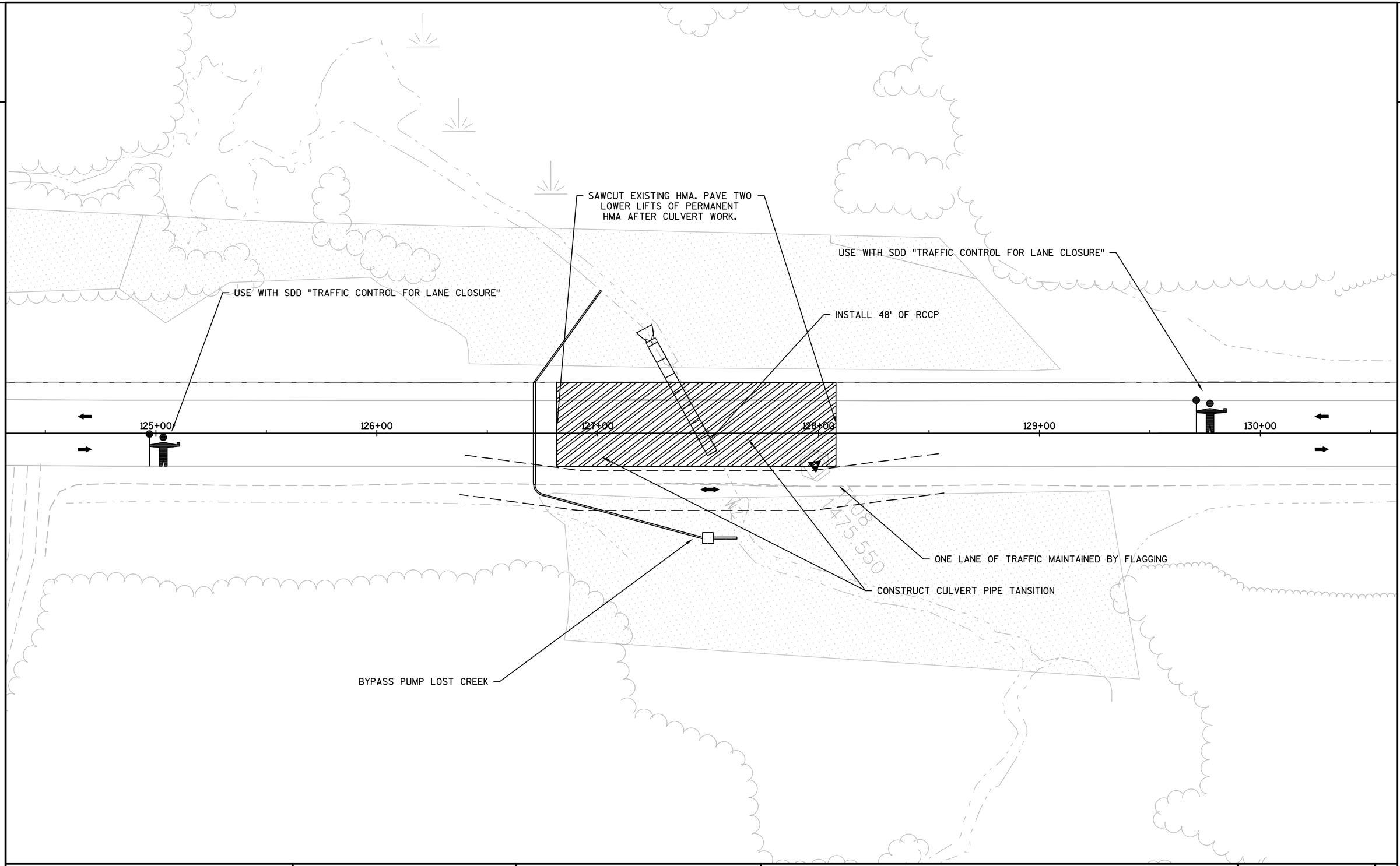
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S1 71+30 CULVERT.DWG
LAYOUT NAME - STAGE 1
PLOT DATE : 10/23/2017 10:30 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2



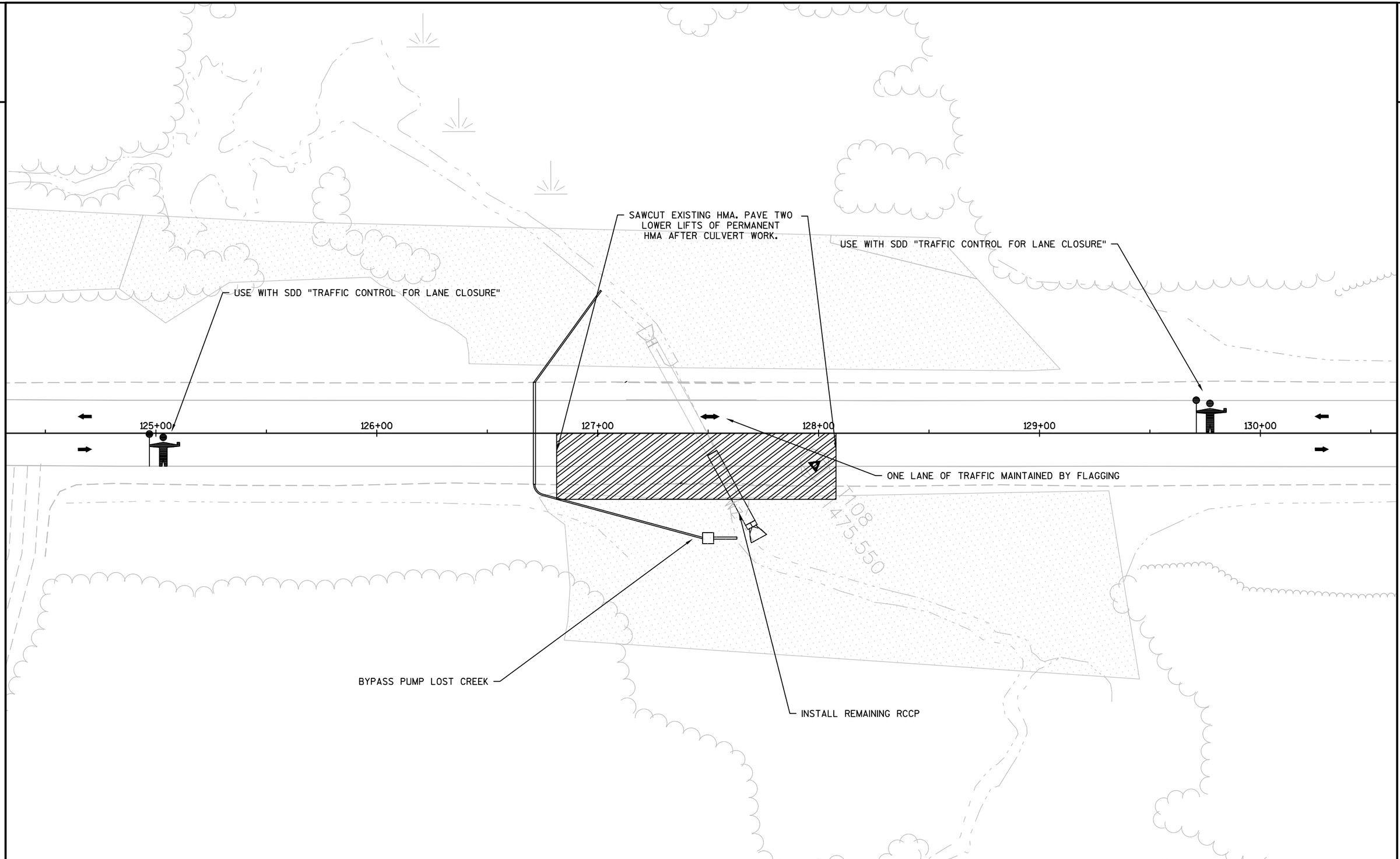
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 127+47 CROSS DRAIN - STEP 2	SHEET 113 E

2



PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 127+47 CROSS DRAIN - STEP 3	SHEET 114	E

2



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 127+47 CROSS DRAIN - STEP 4	SHEET 115	E

2

SAWCUT HMA

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

USE WITH SDD "TRAFFIC CONTROL FOR LANE CLOSURE"

125+00 126+00 127+00 128+00 129+00 130+00

REMOVE PUMP CONDUIT UNDER FLAGGING OPERATIONS
PAVE (2) LOWER LAYERS OF PERMANENT HMA PAVEMENT

PAVE FINAL SURFACE LIFT OF HMA PAVEMENT OVER PREVIOUS WORK AREA AND CONDUIT REMOVAL AREA IN SINGLE OPERATION AFTER CONDUIT REMOVAL OPERATIONS.

WZ RD 1108 1475.550

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	STA 127+47 CROSS DRAIN - STEP 5	SHEET 116	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\026001-S5 71+30 CULVERT.DWG
LAYOUT NAME - STAGE 5

PLOT DATE : 10/23/2017 10:30 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

1

2

3

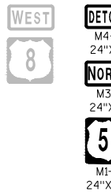
4

COVER SIGN OVER AREA
SHOWN BY CROSS HATCH

5

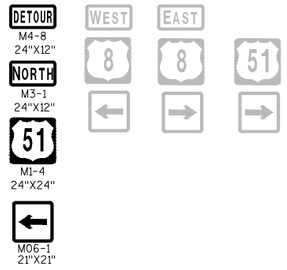
6

7

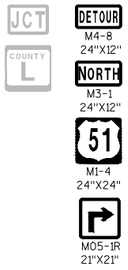


8

9



10



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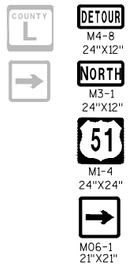

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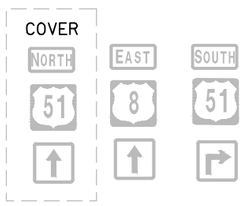

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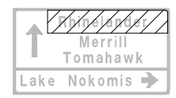
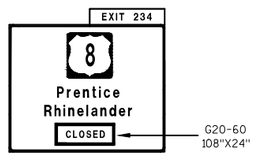


COVER SIGN OVER AREA
SHOWN BY CROSS HATCH

22



PLACE SIGN G20-60 OVER
MILEAGE ON EXISTING E1-1A SIGN

23

COVER ARROW ON
EXISTING E4-1A SIGN
(COVERING SIGNS TYPE I)

24

COVER EXISTING
EXIT SIGN

25

26

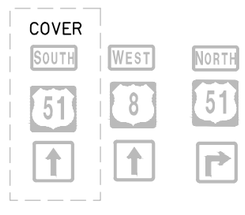
27

28

29

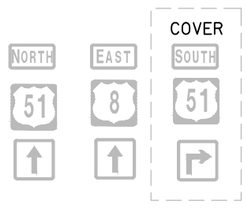
30

31



32

33



34

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	DETOUR SIGNING INFORMATION	SHEET 117	E

2

Little Rice

Nokomis

ONEIDA

Woodboro

Y

K

L

N

8

51

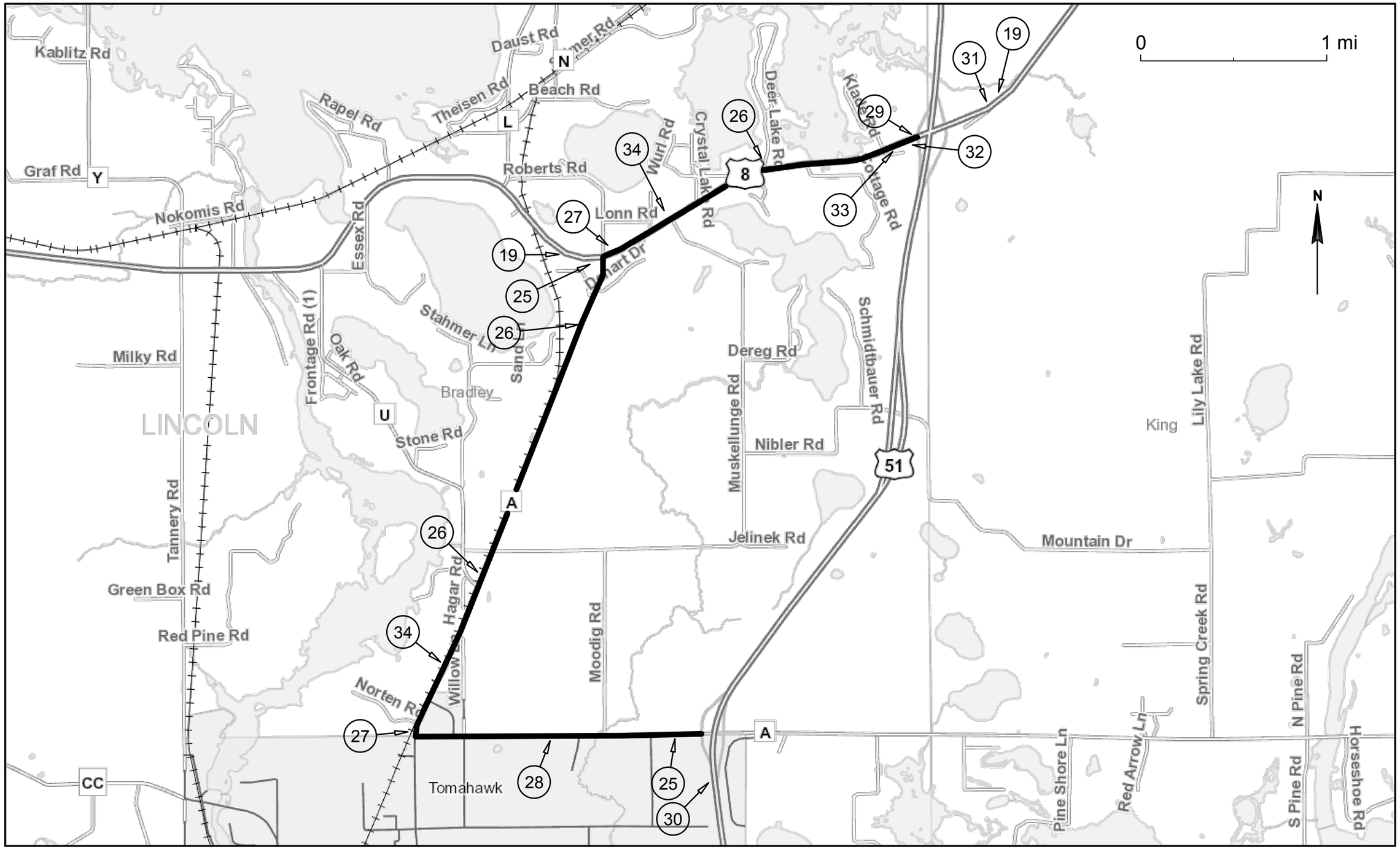
12

16

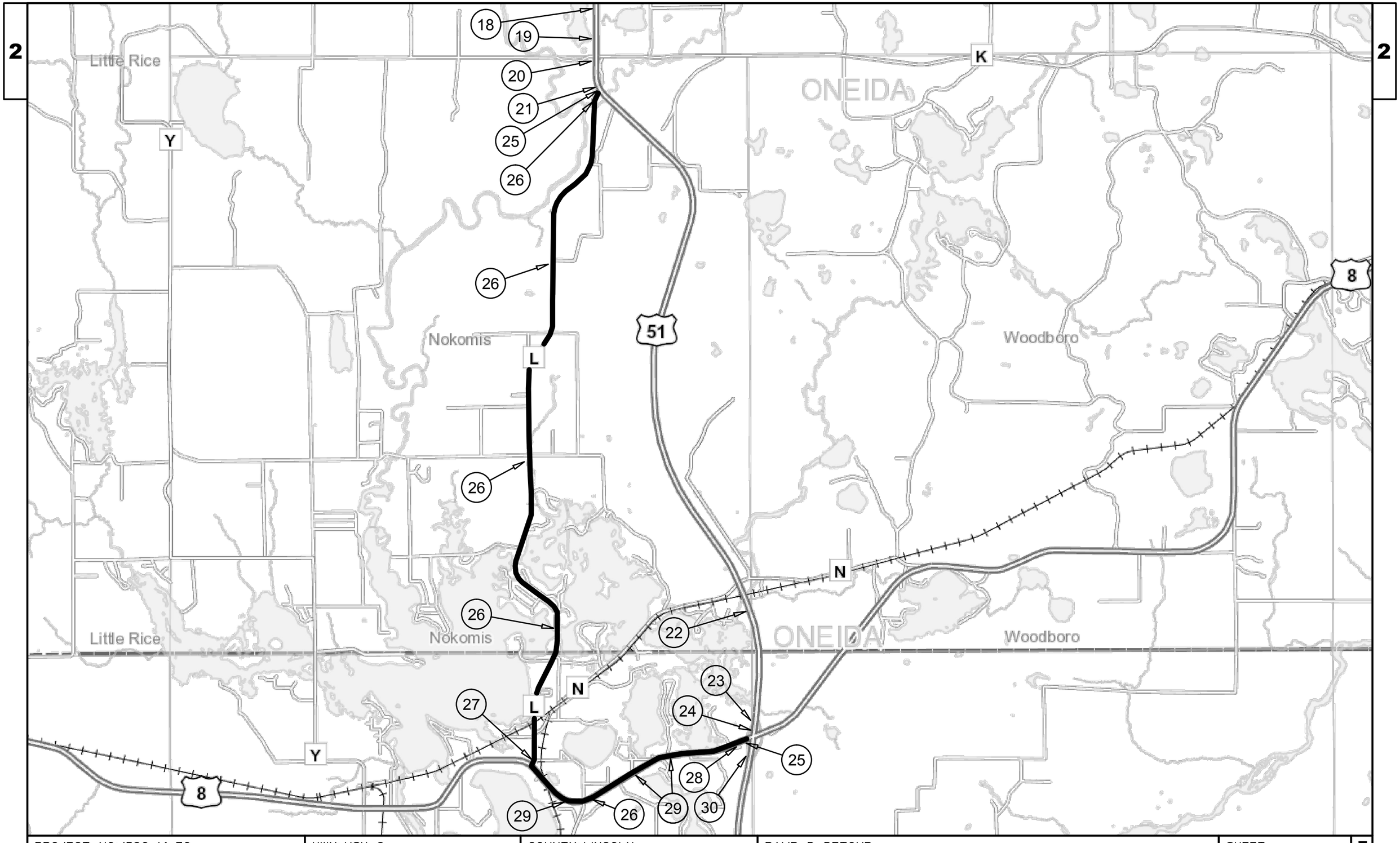
1 2 3 4 5 6 7 8 9 10 11 13 14 15 17

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP A DETOUR	SHEET 118	E

2



PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	RAMP C DETOUR	SHEET 119	E



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	RAMP D DETOUR	SHEET 120	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\027003-DT-RAMP D.DWG
LAYOUT NAME - 01

PLOT DATE : 10/25/2017 11:13 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : NOT TO SCALE

WISDOT/CADDS SHEET 42

2

2

PI STA = 2+29.87
Y = 129451.594
X = 195082.800
DELTA = 5°54'42"
D = 1°17'13"
T = 229.87'
L = 459.33'
R = 4451.85'
PC STA = 0+00.00
PT STA = 4+59.33

POT 0+00.00

X=194855.364
Y=129418.243

PC: 3+56.67

PT: 4+59.33
PC: 4+72.70

N75° 44' 45"E
13.37'

PT: 8+92.83
PT: 9+05.58

PI: 10+85.36

N68° 25' 54"E
375.64'

PC: 12+81.22

PI STA = 14+91.83
Y = 129860.036
X = 196275.371
DELTA = 2°58'56"
D = 0°42'29"
T = 210.61'
L = 421.12'
R = 8091.00'
PC STA = 12+81.22
PT STA = 17+02.34

PRC: 17+02.34

PI STA = 19+91.50
Y = 130067.687
X = 196729.959
DELTA = 2°58'56"
D = 0°30'57"
T = 289.16'
L = 578.20'
R = 11109.00'
PC STA = 17+02.34
PT STA = 22+80.54

PT: 22+80.54

USH 8 STAGE 2 WB

N68° 25' 54"E
1986.47'

N83° 03' 36"E
356.67'

N68° 25' 54"E
192.53'

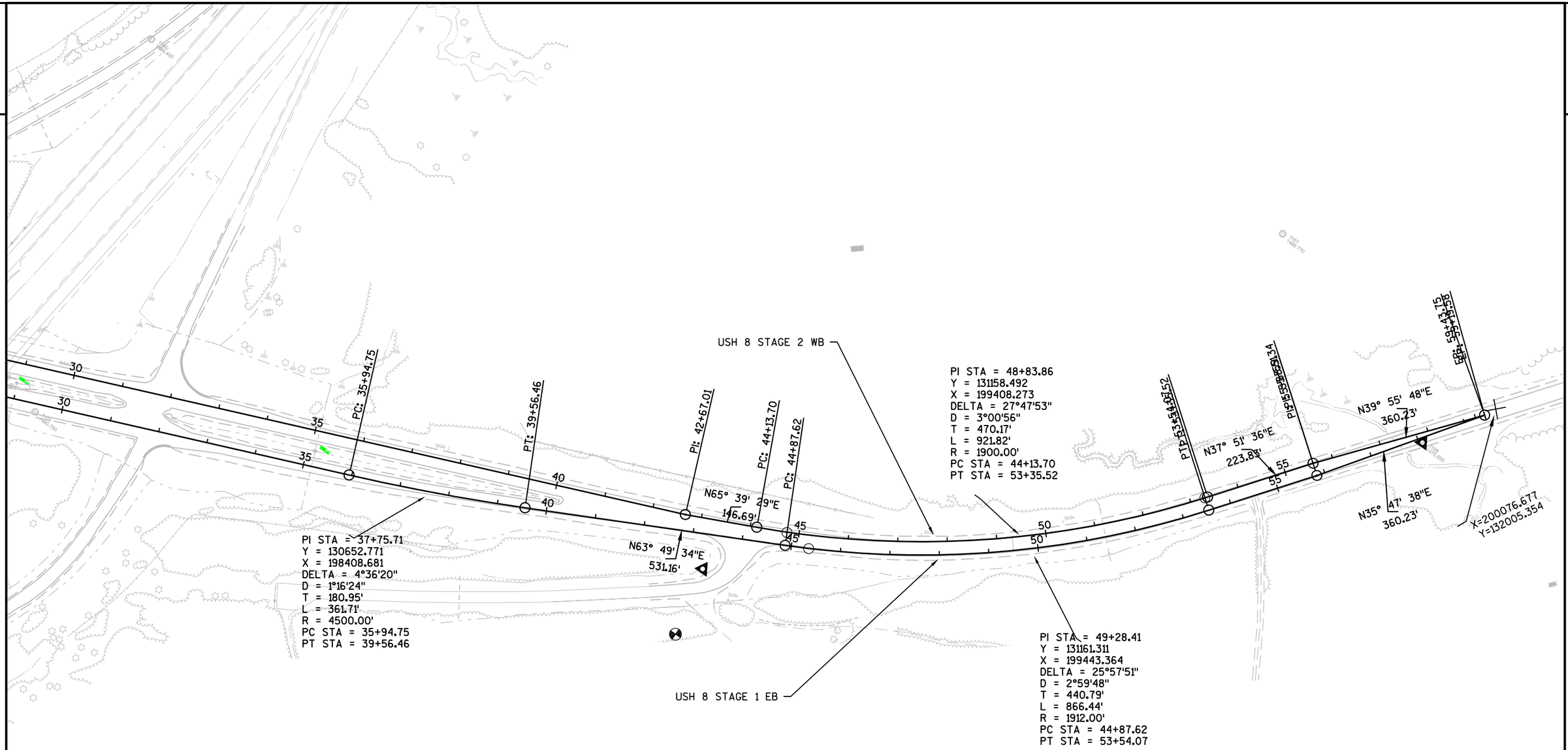
GPS

PI STA = 6+26.22
Y = 129493.908
X = 195476.994
DELTA = 14°37'42"
D = 2°43'42"
T = 269.54'
L = 536.16'
R = 2100.00'
PC STA = 3+56.67
PT STA = 8+92.83

USH 8 STAGE 1 EB

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TRAFFIC CONTROL ALIGNMENT OVERVIEW	SHEET 121	E

2

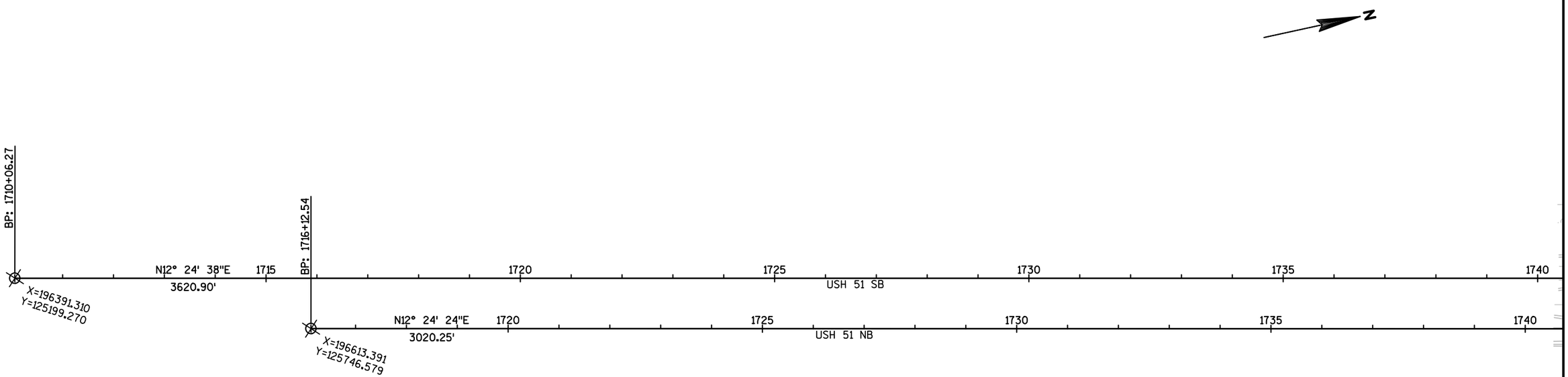


PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	TRAFFIC CONTROL ALIGNMENT OVERVIEW	SHEET	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\020201-PO_ALIGNMENT_TC.DWG
LAYOUT NAME - 020207 (1)

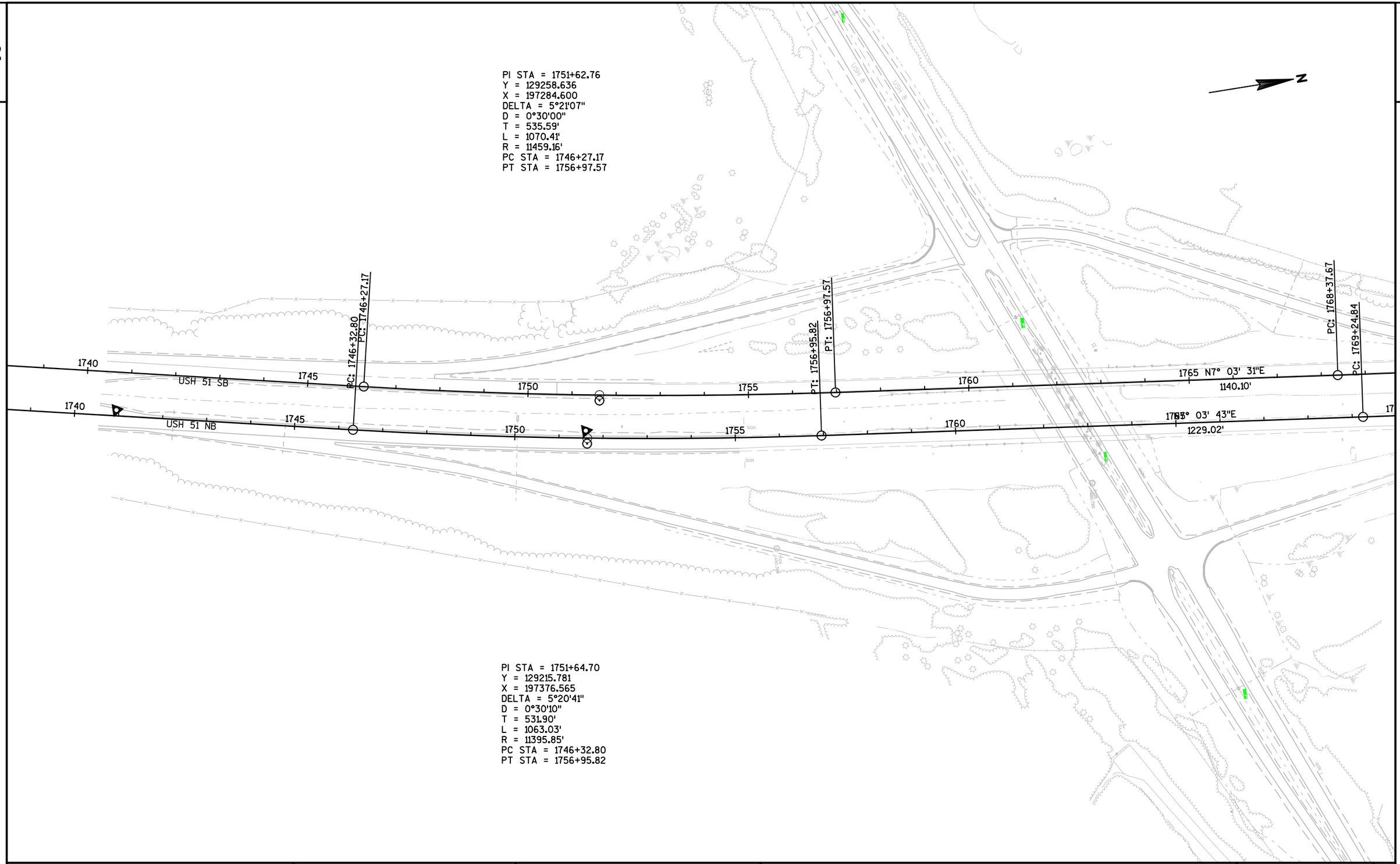
PLOT DATE : 2/2/2018 12:52 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO:1590-14-70	HWY:USH 8	COUNTY:LINCOLN	USH 51 ALIGNMENT OVERVIEW	SHEET 123	E

PI STA = 1751+62.76
Y = 129258.636
X = 197284.600
DELTA = 5°21'07"
D = 0°30'00"
T = 535.59'
L = 1070.41'
R = 11459.16'
PC STA = 1746+27.17
PT STA = 1756+97.57

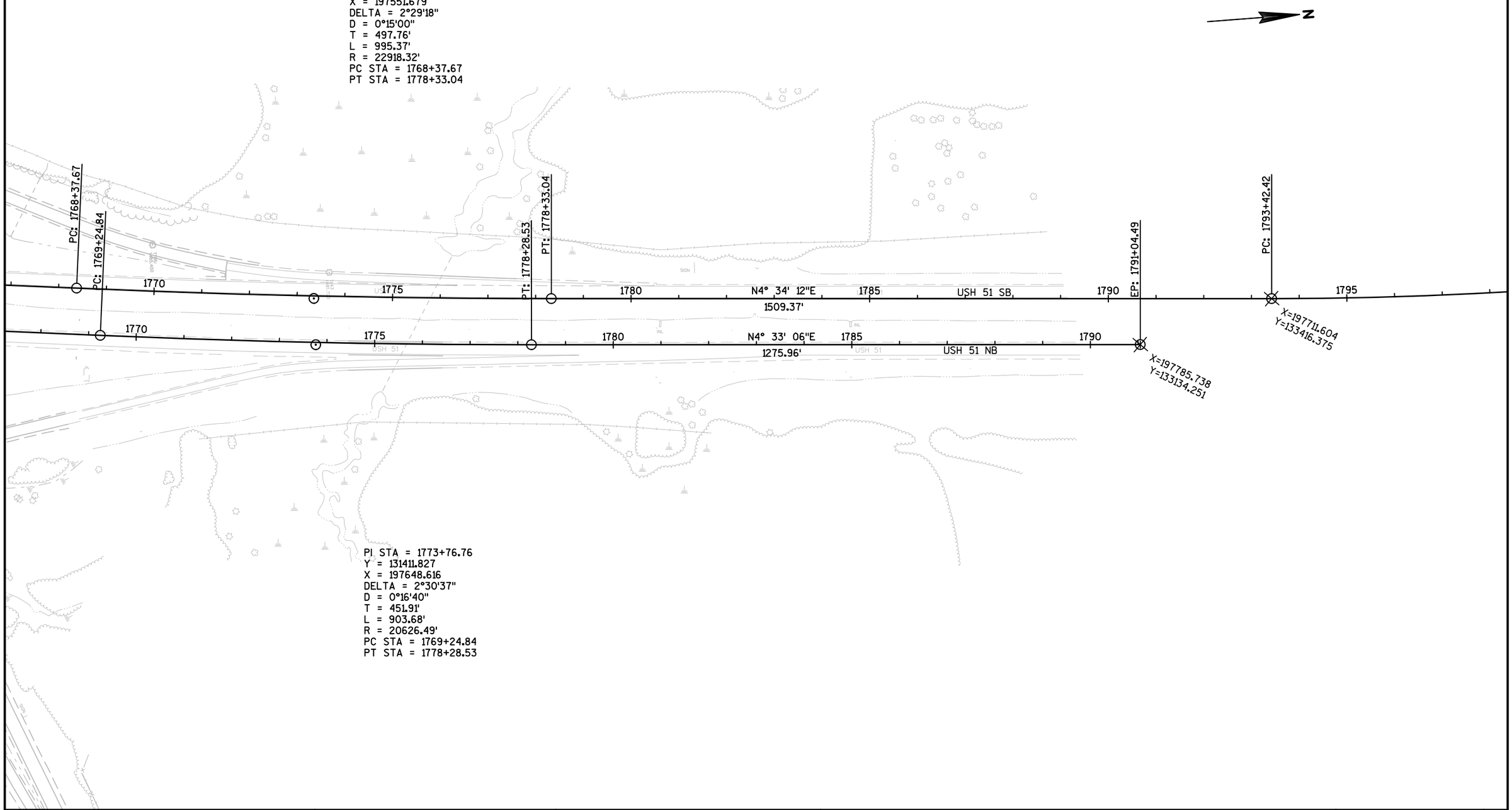


PI STA = 1751+64.70
Y = 129215.781
X = 197376.565
DELTA = 5°20'41"
D = 0°30'10"
T = 531.90'
L = 1063.03'
R = 11395.85'
PC STA = 1746+32.80
PT STA = 1756+95.82

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 51 ALIGNMENT OVERVIEW	SHEET 124	E

2

PI STA = 1773+35.44
Y = 131415.619
X = 197551.679
DELTA = 2°29'18"
D = 0°15'00"
T = 497.76'
L = 995.37'
R = 22918.32'
PC STA = 1768+37.67
PT STA = 1778+33.04



PI STA = 1773+76.76
Y = 131411.827
X = 197648.616
DELTA = 2°30'37"
D = 0°16'40"
T = 451.91'
L = 903.68'
R = 20626.49'
PC STA = 1769+24.84
PT STA = 1778+28.53

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	USH 51 ALIGNMENT OVERVIEW	SHEET 125	E

1590-14-70

Line	Item	Item Description	Unit	Total	Qty
0002	201.0105	Clearing	STA	36.000	36.000
0004	201.0205	Grubbing	STA	36.000	36.000
0006	203.0100	Removing Small Pipe Culverts	EACH	6.000	6.000
0008	204.0120	Removing Asphaltic Surface Milling	SY	18,665.000	18,665.000
0010	204.0150	Removing Curb & Gutter	LF	390.000	390.000
0012	204.0165	Removing Guardrail	LF	620.000	620.000
0014	204.0180	Removing Delineators and Markers	EACH	102.000	102.000
0016	204.0220	Removing Inlets	EACH	1.000	1.000
0018	204.9060.S	Removing (item description) 01. Apron Endwalls	EACH	1.000	1.000
0020	205.0100	Excavation Common	CY	39,970.000	39,970.000
0022	205.0400	Excavation Marsh	CY	6,916.000	6,916.000
0024	208.0100	Borrow	CY	842.000	842.000
0026	208.1100	Select Borrow	CY	10,374.000	10,374.000
0028	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1590-14-70 - Category 0010	LS	1.000	1.000
0030	211.0100	Prepare Foundation for Asphaltic Paving (project) 02. 1590-14-70 - Category 0020	LS	1.000	1.000
0032	213.0100	Finishing Roadway (project) 01. 1590-14-70	EACH	1.000	1.000
0034	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,220.000	4,220.000
0036	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	37,902.000	37,902.000
0038	305.0500	Shaping Shoulders	STA	108.000	108.000
0040	335.0100	Rubblizing	SY	1,090.000	1,090.000
0042	405.0100	Coloring Concrete WisDOT Red	CY	441.000	441.000
0044	416.0512	Concrete Truck Apron 12-Inch	SY	1,314.000	1,314.000
0046	440.4410	Incentive IRI Ride	DOL	7,800.000	7,800.000
0048	450.4000	HMA Cold Weather Paving	TON	2,230.000	2,230.000
0050	455.0605	Tack Coat	GAL	6,000.000	6,000.000
0052	460.2000	Incentive Density HMA Pavement	DOL	13,510.000	13,510.000
0054	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	16,173.000	16,173.000
0056	460.6223	HMA Pavement 3 MT 58-28 S	TON	10,780.000	10,780.000
0058	460.6424	HMA Pavement 4 MT 58-28 H	TON	5,100.000	5,100.000
0060	465.0125	Asphaltic Surface Temporary	TON	2,440.000	2,440.000
0062	465.0315	Asphaltic Flumes	SY	314.000	314.000
0064	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	7,109.000	7,109.000
0066	465.0475	Asphalt Centerline Rumble Strips 2-Lane Rural	LF	1,400.000	1,400.000
0068	520.2018	Culvert Pipe Temporary 18-Inch	LF	24.000	24.000
0070	520.2030	Culvert Pipe Temporary 30-Inch	LF	12.000	12.000
0072	520.2036	Culvert Pipe Temporary 36-Inch	LF	8.000	8.000
0074	520.8700	Cleaning Culvert Pipes	EACH	6.000	6.000
0076	521.3136	Culvert Pipe Corrugated Steel 36-Inch	LF	6.000	6.000

1590-14-70

Line	Item	Item Description	Unit	Total	Qty
0078	522.0130	Culvert Pipe Reinforced Concrete Class III 30-Inch	LF	154.000	154.000
0080	522.0418	Culvert Pipe Reinforced Concrete Class IV 18-Inch	LF	68.000	68.000
0082	522.0430	Culvert Pipe Reinforced Concrete Class IV 30-Inch	LF	204.000	204.000
0084	522.0436	Culvert Pipe Reinforced Concrete Class IV 36-Inch	LF	80.000	80.000
0086	522.0448	Culvert Pipe Reinforced Concrete Class IV 48-Inch	LF	92.000	92.000
0088	522.1018	Apron Endwalls for Culvert Pipe Reinforced Concrete 18-Inch	EACH	6.000	6.000
0090	522.1030	Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch	EACH	7.000	7.000
0092	522.1036	Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch	EACH	2.000	2.000
0094	522.1048	Apron Endwalls for Culvert Pipe Reinforced Concrete 48-Inch	EACH	2.000	2.000
0096	524.0136	Culvert Pipe Salvaged 36-Inch	LF	86.000	86.000
0098	524.0636	Apron Endwalls for Culvert Pipe Salvaged 36-Inch	EACH	2.000	2.000
0100	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	8,599.000	8,599.000
0102	601.0580	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type R	LF	1,184.000	1,184.000
0104	603.8000	Concrete Barrier Temporary Precast Delivered	LF	375.000	375.000
0106	603.8125	Concrete Barrier Temporary Precast Installed	LF	375.000	375.000
0108	606.0200	Riprap Medium	CY	59.400	59.400
0110	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	62.000	62.000
0112	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	56.000	56.000
0114	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	154.000	154.000
0116	611.0430	Reconstructing Inlets 01. STA 105+15	EACH	1.000	1.000
0118	611.0430	Reconstructing Inlets 02. STA 95+33	EACH	1.000	1.000
0120	611.0627	Inlet Covers Type HM	EACH	5.000	5.000
0122	611.0642	Inlet Covers Type MS	EACH	2.000	2.000
0124	611.0651	Inlet Covers Type S	EACH	2.000	2.000
0126	611.0652	Inlet Covers Type T	EACH	1.000	1.000
0128	611.1005	Catch Basins 5-FT Diameter	EACH	1.000	1.000
0130	611.3004	Inlets 4-FT Diameter	EACH	2.000	2.000
0132	611.3230	Inlets 2x3-FT	EACH	3.000	3.000
0134	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0136	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	2.000	2.000
0138	614.0230	Steel Thrie Beam	LF	425.000	425.000
0140	614.0905	Crash Cushions Temporary	EACH	1.000	1.000
0142	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1590-14-70	EACH	1.000	1.000

1590-14-70

Line	Item	Item Description	Unit	Total	Qty
0144	619.1000	Mobilization	EACH	1.000	1.000
0146	620.0300	Concrete Median Sloped Nose	SF	140.000	140.000
0148	624.0100	Water	MGAL	820.000	820.000
0150	625.0100	Topsoil	SY	50,400.000	50,400.000
0152	627.0200	Mulching	SY	48,610.000	48,610.000
0154	628.1504	Silt Fence	LF	5,440.000	5,440.000
0156	628.1520	Silt Fence Maintenance	LF	5,440.000	5,440.000
0158	628.1905	Mobilizations Erosion Control	EACH	11.000	11.000
0160	628.1910	Mobilizations Emergency Erosion Control	EACH	6.000	6.000
0162	628.2004	Erosion Mat Class I Type B	SY	1,790.000	1,790.000
0164	628.7005	Inlet Protection Type A	EACH	11.000	11.000
0166	628.7010	Inlet Protection Type B	EACH	6.000	6.000
0168	628.7015	Inlet Protection Type C	EACH	6.000	6.000
0170	628.7504	Temporary Ditch Checks	LF	312.000	312.000
0172	628.7555	Culvert Pipe Checks	EACH	75.000	75.000
0174	628.7570	Rock Bags	EACH	280.000	280.000
0176	629.0210	Fertilizer Type B	CWT	31.700	31.700
0178	630.0120	Seeding Mixture No. 20	LB	611.000	611.000
0180	630.0130	Seeding Mixture No. 30	LB	516.000	516.000
0182	630.0200	Seeding Temporary	LB	90.000	90.000
0184	633.0100	Delineator Posts Steel	EACH	110.000	110.000
0186	633.0500	Delineator Reflectors	EACH	110.000	110.000
0188	633.5200	Markers Culvert End	EACH	34.000	34.000
0190	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	1.000	1.000
0192	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	58.000	58.000
0194	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	12.000	12.000
0196	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	14.000	14.000
0198	634.0812	Posts Tubular Steel 2x2-Inch X 12-FT	EACH	3.000	3.000
0200	637.2210	Signs Type II Reflective H	SF	732.750	732.750
0202	637.2230	Signs Type II Reflective F	SF	80.500	80.500
0204	638.2602	Removing Signs Type II	EACH	80.000	80.000
0206	638.3000	Removing Small Sign Supports	EACH	95.000	95.000
0208	642.5201	Field Office Type C	EACH	1.000	1.000
0210	643.0300	Traffic Control Drums	DAY	20,363.000	20,363.000
0212	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0214	643.0420	Traffic Control Barricades Type III	DAY	1,568.000	1,568.000
0216	643.0705	Traffic Control Warning Lights Type A	DAY	1,168.000	1,168.000
0218	643.0715	Traffic Control Warning Lights Type C	DAY	1,741.000	1,741.000
0220	643.0800	Traffic Control Arrow Boards	DAY	65.000	65.000
0222	643.0900	Traffic Control Signs	DAY	7,889.000	7,889.000

1590-14-70

Line	Item	Item Description	Unit	Total	Qty
0224	643.0910	Traffic Control Covering Signs Type I	EACH	8.000	8.000
0226	643.0920	Traffic Control Covering Signs Type II	EACH	8.000	8.000
0228	643.1050	Traffic Control Signs PCMS	DAY	345.000	345.000
0230	643.5000	Traffic Control	EACH	1.000	1.000
0232	645.0120	Geotextile Type HR	SY	174.900	174.900
0234	646.1020	Marking Line Epoxy 4-Inch	LF	16,811.000	16,811.000
0236	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	10,756.000	10,756.000
0238	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	3,412.000	3,412.000
0240	646.3050	Marking Line Grooved Permanent Tape 8-Inch	LF	265.000	265.000
0242	646.3555	Marking Line Grooved Contrast Permanent Tape 8-Inch	LF	260.000	260.000
0244	646.5020	Marking Arrow Epoxy	EACH	14.000	14.000
0246	646.5120	Marking Word Epoxy	EACH	7.000	7.000
0248	646.6120	Marking Stop Line Epoxy 18-Inch	LF	84.000	84.000
0250	646.7120	Marking Diagonal Epoxy 12-Inch	LF	753.000	753.000
0252	646.7220	Marking Chevron Epoxy 24-Inch	LF	110.000	110.000
0254	646.8120	Marking Curb Epoxy	LF	706.000	706.000
0256	646.8220	Marking Island Nose Epoxy	EACH	2.000	2.000
0258	646.9000	Marking Removal Line 4-Inch	LF	9,175.000	9,175.000
0260	649.0105	Temporary Marking Line Paint 4-Inch	LF	51,800.000	51,800.000
0262	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	9,050.000	9,050.000
0264	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	120.000	120.000
0266	650.4000	Construction Staking Storm Sewer	EACH	8.000	8.000
0268	650.4500	Construction Staking Subgrade	LF	11,725.000	11,725.000
0270	650.5000	Construction Staking Base	LF	11,725.000	11,725.000
0272	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	9,803.000	9,803.000
0274	650.6000	Construction Staking Pipe Culverts	EACH	11.000	11.000
0276	650.9910	Construction Staking Supplemental Control (project) 01. 1590-14-70	LS	1.000	1.000
0278	650.9920	Construction Staking Slope Stakes	LF	13,275.000	13,275.000
0280	690.0150	Sawing Asphalt	LF	8,783.000	8,783.000
0282	690.0250	Sawing Concrete	LF	61.000	61.000
0284	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	500.000	500.000
0286	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	360.000	360.000
0288	SPV.0060	Special 01. Lane Shift STA 71+29	EACH	1.000	1.000
0290	SPV.0060	Special 02. Lane Shift STA 127+47	EACH	1.000	1.000
0292	SPV.0105	Special 01. Temporary Bypass Pumping STA 127+47	LS	1.000	1.000

ITEMS ADDED DURING CONSTRUCTION

		Unit	Plan Qty
520.8000	Concrete Collars for Pipe	Each	1.0
204.0170	Removing Fence	LF	334.0
204.0100	Removing Pavement	SY	630
SPV.0060.03	Moving Small Signs and Supports	Each	12.0
SPV.0105.02	Mobilization Culvert Pipe Delivery	LS	1.0
SPV.0105.03	STA 127+47 Culvert Re-Work	LS	1.0
620.0300	Geotextile Type SAS	SY	763.0
204.0110	Removing Asphaltic Surface	SY	6,838.0
208.1100	Select Borrow	CY	210.9
SPV.0195.01	3-Inch Dense Graded Stone	Ton	831.5
SPV.0105.04	Ramp B Temporary Grading Work	LS	1.0
SPV.0105	Mobilization for Temporary HMA Paving	LS	1.0
SPV.0105	US 8 Meidan Topsoil Re-grading	LS	1.0

Division	From/To Station	Location	Category	205.0100 Common Excavation Cut (1)	Salvaged/ Unusable Pavement Material (2)	Available Material (3)	205.0500 Marsh Excavation (5)	Expanded Marsh Backfill (6) Factor 1.50	Unexpanded Fill	Expanded Fill (7) Factor 1.20	Waste (8)	208.0100 Borrow	208.1100 Select Borrow
Stage 1 - TEMP/CULVERT													
USH 8 EB TEMP WIDENING	111+00 - 128+00	RT	10	0	0	0	0	0	632	758	0	758	0
LOST CREEK CULVERT AREA	127+00 - 128+00	RT/LT	10	315	46	269	1,553	2,329	197	237	32	0	2,329
CULVERT PIPE TRANSITION	71+29 EB USH 8	RT/LT	10	630	49	581	0	0	547	656	0	75	0
CULVERT PIPE TRANSITION	127+47 EB USH 8	RT/LT	10	646	49	597	0	0	531	637	0	40	0
Stage 1 Subtotal				1,591	145	1,447	1,553	2,329	1,907	2,289	32	842	2,329
Stage 2 - WB USH 8													
USH 8 WB	70+00 - 93+05	RT & LT	10	12,767	660	12,107	1,480	2,220	4,070	4,884	7,224	0	2,220
USH 8 WB	93+05 - 103+01	RT & LT	20	2,895	617	2,278	0	0	448	537	1,741	0	0
USH 8 WB	103+01 - 114+93	RT & LT	10	1,786	484	1,302	1,692	2,538	4,070	4,884	0	3,582	2,538
USH 8 WB	114+93 - 125+25	RT & LT	10	1,372	238	1,134	39	58	1,194	1,433	0	299	58
RAMP A	1764+10 - 1766+00	RT	20	241	53	188	0	0	428	513	0	325	0
RAMP D	1760+65 - 1765+00	RT & LT	20	2,122	317	1,805	0	0	198	238	1,567	0	0
KLADE ROAD N.	7+75 - 9+95	RT & LT	10	608	88	521	0	0	80	96	425	0	0
Stage 2 TEMP WIDENING	125+00 - 127+50	LT	10	0	0	0	0	0	31	37	0	37	0
CULVERT PIPE TRANSITION	82+82 EB USH 8	RT/LT	10	780	85	695	0	0	693	832	0	137	0
CULVERT PIPE TRANSITION	1765+46 RAMP A	RT/LT	20	518	44	474	0	0	470	564	0	90	0
Stage 2 Subtotal				23,089	2,585	20,505	3,211	4,816	11,681	14,018	10,956	0	4,816
Stage 3 - EB USH 8													
USH 8 EB	70+00 - 91+99	RT & LT	10	4,520	666	3,854	1,941	2,911	683	820	3,034	0	2,911
USH 8 EB	91+99 - 102+66	RT & LT	20	2,991	678	2,313	0	0	475	570	1,744	0	0
USH 8 EB	102+66 - 125+25	RT & LT	10	3,316	649	2,667	212	317	1,392	1,671	996	0	317
GATEWOOD HTS RD	17+50 - 18+53	RT & LT	10	226	47	179	0	0	15	18	160	0	0
RAMP B TEMP WIDENING	1752+00 - 1759+00	RT	20	0	0	0	0	0	610	732	0	732	0
RAMP B	1752+00 - 1759+20	RT & LT	20	1,883	460	1,423	0	0	189	227	1,196	0	0
RAMP B TURN LANE	0+00 - 2+45	RT & LT	20	601	0	601	0	0	183	220	381	0	0
RAMP C	1758+00 - 1760+40	LT	20	975	39	936	0	0	4	5	931	0	0
CULVERT PIPE TRANSITION	1758+30 RAMP B	RT/LT	20	777	49	728	0	0	692	830	0	102	0
Stage 3 Subtotal				15,289	2,588	12,700	2,152	3,229	4,244	5,093	8,443	0	3,229
Grand Total				39,969	5,318	34,652	6,916	10,374	17,832	21,399	19,399	842	10,374
		CAT 10		**26,967**		CAT 10	**6,916**				CAT 10	**842**	**10,374**
		CAT 20		**13,003**		CAT 20	**0**				CAT 20	**0**	**0**

Notes:

(1) Salvaged/Unsuable Pavement Material is included in Cut.
(2) Salvaged/Unsuable Pavement Material
(3) Available Material = Cut - Salvaged/Unsuable Pavement Material
(5) Marsh Excavation - to be backfilled with Select Borrow Material.
(6) Expanded Marsh Backfill - This is to be filled with Select Borrow material. Marsh Backfill Factor = 1.5. Item number 208.1100"
(7) Expanded Fill Factor = 1.2
(8) Waste is the Available Material - Expanded Fill
(9) Borrow quantities shown in grey will not be paid as borrow - surplus material from within balance will be used.

BASE AGGREGATE DENSE			305.0110 3/4-INCH TON		305.0120 1 1/4-INCH TON		305.0500 SHAPING SHOULDERS STA
LOCATION			0010	0020	0010	0020	0020
USH 8 EB							
70+00	-	91+99	517.00	--	6245	--	--
91+99	-	102+66	--	--	--	3355	--
102+66	-	111+90	257.00	--	2511	--	--
111+90	-	114+85	51.00	--	670	--	--
USH 8 WB							
70+00	-	93+05	562.00	--	6447	--	--
93+05	-	103+01	--	--	--	3253	--
103+01	-	111+83	189.00	--	2526	--	--
111+83	-	114+79	83.00	--	693	--	--
USH 8							
114+85	-	125+25	578.00	--	4362	--	--
RAMP "A"							
TRUCK APRON			--	55.00	--	199	--
1764+34	-	1765+83	--	13.00	--	0	3
1765+83	-	1766+88	--	21.00	--		2
1766+88	-	RAMP TERMINIAL	--	268.00	--	0	24
RAMP "B"							
RAMP TERMINIAL	-	1746+46	--	202.00	0	0	17
1746+46	-	1753+00	--	122.00	0	0	14
1753+00	-	1758+95	--	111.00	--	1654	--
TRUCK APRON EAST			--	29.00	--	51	--
CONCRETE ISLAND			--	--	--	89	--
RAMP "B" TURN LANE							
0+00	-	2+49	--	--	--	328	--
RAMP "C"							
RAMP TERMINIAL	-	1748+50	--	82.00	--	--	9
1748+50	-	1758+34	--	154.00	--	--	20
1758+34	-	1760+18	--	12.00	--	--	3
TRUCK APRON WEST			--	65.00	--	268	
RAMP "D"							
TRUCK APRON WEST			--	31.00	--	40	--
TRUCK APRON EAST			--	19.00	--	49	--
1760+90	-	1764+50	--	60.00	--	1051	--
1764+50	-	1771+84	--	194.00	0	0	16
		SUBTOTAL	2,237	1,438	23,454	10,337	108

BASE AGGREGATE DENSE			305.0110 3/4-INCH TON		305.0120 1 1/4-INCH TON		305.0500 SHAPING SHOULDERS STA
LOCATION			0010	0020	0010	0020	0020
KLADE ROAD							
8+00	-	9+75	28.00	--	387	--	--
GATEWOOD HIEGHTS ROAD							
17+58	-	18+40	--	--	266	--	--
PRIVATE ENTRANCES			0				
STA 9+10 KLADE ROAD			0	--	16	--	--
CULVERT PATCHES							
STA 71+29 CULVERT REPLACEMENT			64	--	300	--	--
STA 82+82 CULVERT REPLACEMENT			64	--	632	--	--
STA 127+34 BYPASS CONDUIT PATCH			3	--	11	--	--
STA 127+34 CULVERT REPLACEMENT			64	--	288	--	--
STA 127+34 BYPASS CONDUIT REMOVAL			3	--	11	--	--
STA 1765+46 RAMP A CULVERT REPLACEMENT			--	64	--	360	--
STA 1485+22 RAMP B CULVERT REPLACEMENT			--	10	--	30	--
STA 1761+37 RAMP D CULVERT REPLACEMENT			--	10	--	30	--
TEMPORARY							
RAMP C/D CROSSOVER TRUCK APRON			--	--	--	115	--
RAMP B TRUCK APRON			--	--	--	95	--
MAINLINE STAGE 1 WIDENING			65	--	425	--	--
MAINLINE STAGE 2 WIDENING			105	--	450	--	--
RAMP A/B CROSSOVER TRUCK APRON			--	--	45	--	--
RAMP B TEMPORARY WIDENING			--	65	--	650	--
		SUBTOTAL	396	149	2,831	1,280	0
		CATEGORY TOTAL	2,633	1,587	26,285	11,617	108
		PROJECT TOTAL	4,220		37,902		108

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MISC PAVEMENT

LOCATION	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY 0010	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY 0020	335.0100 RUBBILIZING SY 0020
WEST PROJECT TIE IN -STAGE 4	1,425	--	--
RAMP A	--	4,330	--
RAMP B	--	4,080	--
STA 1746+46 - 1753+00 RAMP B	--	--	1,090
RAMP C	--	5,790	--
RAMP D	--	2,820	--
EAST PROJECT TIE-IN - STAGE 4	150	--	--
STA 125+25 - 129+35	70	--	--
SUBTOTAL	1,645	17,020	1,090
TOTAL	18,665		1,090

CLEARING AND GRUBBING

LOCATION		LOCATION	201.0105 CLEARING STA 0010	201.0105 CLEARING STA 0020	201.0205 GRUBBING STA 0010	201.0205 GRUBBING STA 0020
USH 8						
STA 70+00 -	STA 74+00	LT & RT	4	--	4	--
STA 74+00 -	STA 81+00	LT	7	--	7	--
STA 82+00 -	STA 93+00	LT	11	--	11	--
STA 104+00 -	STA 114+00	LT	10	--	10	--
STA 109+00 -	STA 111+00	RT	2	--	2	--
RAMP B						
STA 1754+00 -	STA 1755+00	LT & RT	--	1	--	1
RAMP D						
STA 1762+00 -	STA 1763+00	RT	--	1	--	1
		SUBTOTAL	34	2	34	2
		TOTAL	36		36	

TRUCK APRON

LOCATION	405.0100 COLORING CONCRETE CY 0020	416.0512 CONCRETE TRUCK APRON 12-INCH SY 0020
RAMP A	144	431
RAMP B - ISLAND	53	157
RAMP B - RADII	23	67
RAMP C	68	203
RAMP D - WEST RADII	10	29
RAMP D - EAST RADII	30	89
MEDIAN	113	338
SUBTOTAL	441	1,314
TOTAL	441	1,314

ASPHALTIC SURFACE TEMPORARY

LOCATION	465.0125 ASPHALTIC SURFACE TEMPORARY TON 0010	465.0125 ASPHALTIC SURFACE TEMPORARY TON 0020
USH 8 (EB STATIONING)		
STA 71+29 CULVERT REPLACEMENT	90	--
STA 82+82 CULVERT REPLACEMENT	160	--
STA 127+34 BYPASS CONDUIT INSTALLATION	20	--
STA 127+34 CULVERT REPLACEMENT	100	--
STA 127+34 BYPASS CONDUIT REMOVAL	20	--
USH 8 MAINLINE STAGE 1 WIDENING	560	--
USH 8 MAINLINE STAGE 2 WIDENING	660	--
USH 8 MAINLINE STAGE 2 TEMPORARY TRUCK APRON	30	--
RAMPS		
STA 1765+38 RAMP A CULVERT REPLACEMENT	--	70
STA 1485+22 RAMP B CULVERT REPLACEMENT	--	20
STA 1761+37 RAMP D CULVERT REPLACEMENT	--	20
RAMP B TEMPORARY WIDENING	--	690
SUBTOTAL	1,640	800
TOTAL	2,440	

DRAINAGE STRUCTURE REMOVAL

LOCATION	ROADWAY	203.0100 REMOVING SMALL PIPE CULVERTS EACH 0010	203.0100 REMOVING SMALL PIPE CULVERTS EACH 0020	204.9060.S REMOVING APRON ENDWALLS EACH 0010	204.0220 REMOVING INLETS EACH 0010	COMMENTS	PIPE LENGTH (FOR BIDDING PURPOSES ONLY) FT
71+25	USH 8 EB	1	--	--	--	36" RCCP	70
82+32	USH 8 EB	1	--	--	--	30" RCCP	88
87+32	USH 8 EB	--	--	--	1	MEDIAN INLET	--
105+17	USH 8 EB	--	--	1	--	30" RCCP	--
127+36	USH 8 EB	1	--	--	--	48" RCCP	60
1765+46	RAMP A	--	1	--	--	30" RCCP	134
1758+35	RAMP B	--	1	--	--	30" RCCP	96
1761+16	RAMP D	--	1	--	--	24" RCCP	74
	SUBTOTAL	3	3	1	1		
	TOTAL	6		1	1		

ASPHALT FLUMES

LOCATION	RADII	465.0315 ASPHALTIC FLUMES SY 0010	465.0315 ASPHALTIC FLUMES SY 0020
USH 8 (EB STATIONING)			
STA 86+08 LT		15	--
STA 90+00 LT		23	--
STA 93+80 RT		--	5
STA 94+35 LT		--	9
STA 95+19 LT		--	10
STA 95+38 LT		--	11
STA 96+30 RT		--	4
STA 96+85 LT		--	4
STA 98+80 RT		--	12
STA 99+35 LT		--	4
STA 102+25 LT		24	--
STA 106+00 LT		15	--
STA 110+00 LT		12	--
STA 111+00 LT		11	--
STA 112+00 LT		10	--
STA 113+00 LT		9	--
INTERSECTIONS			
RAMP A	EAST	--	31
RAMP B	WEST	--	13
RAMP B	EAST	--	14
RAMP C	WEST	--	22
RAMP D	WEST	--	12
KLADE RD	NW	14	--
KLADE RD	NE	21	--
KLADE RD	SW	9	--
	SUBTOTAL	163	151
	TOTAL	314	

RUMBLE STRIPS

CATEGORY 0010

LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF
STA 70+00 - 80+24, RT	1,024	--
STA 70+00 - 80+35, LT	1,035	--
STA 82+95 - 87+90, RT	495	--
STA 85+70 - 92+40, LT	670	--
STA 103+37 - 112+60, RT	923	--
STA 105+82 - 125+25, LT	1,943	--
STA 115+06 - 125+25, RT	1,019	--
STA 115+00 - 129+00, CL	--	1,400
TOTAL	7,109	1,400

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PAVING ITEMS

STATION			211.0100 PREPARE FOUNDATION FOR ASPHALT PAVING LS		455.0605 TACK COAT GAL		450.4000 COLD WEATHER PAVING TON		460.6223 HMA PAVEMENT 3 MT 58-28 S TON		460.6424 HMA PAVEMENT 4 MT 58-28 H TON		460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS* LF	
			0010	0020	0010	0020	0010	0020	0010	0020	0010	0020	0010	0020
PROJECT			1.00	1.00	--	--	1180	1050	--	--	--	--	--	--
USH 8 EB														
70+00	-	91+99	--	--	880	--	--	--	1610	--	620	--	2199	--
91+99	-	102+66	--	--	--	590	--	--	--	1070	--	420	--	1067
102+66	-	111+90	--	--	310	--	--	--	560	--	220	--	924	--
111+90	-	114+85	--	--	110	--	--	--	200	--	80	--	295	--
125+25	-	129+35	--	--	10	--	--	--	--	--	10	--	--	--
USH 8 WB														
70+00	-	93+05	--	--	900	--	--	--	1650	--	640	--	2305	--
93+05	-	103+01	--	--	--	590	--	--	--	1060	--	410	--	996
103+01	-	111+83	--	--	350	--	--	--	630	--	250	--	882	--
111+83	-	114+79	--	--	100	--	--	--	180	--	70	--	296	--
USH 8														
114+85	-	125+25	--	--	560	--	--	--	1030	--	390	--	515	--
RAMP A														
1764+34	-	1765+83	--	--	--	90	--	--	--	150	--	70	--	149
1765+83	-	USH 51	--	--	--	260	--	--	--	470	--	360	--	1240
RAMP B														
USH 51	-	1757+10	--	--	--	370	--	--	--	660	--	510	--	2110
1757+10	-	1758+98	--	--	--	110	--	--	--	170	--	80	--	100
RAMP C														
USH 51	-	1758+35	--	--	--	350	--	--	--	630	--	490	--	1810
1758+35	-	1760+18	--	--	--	110	--	--	--	170	--	80	--	183
RAMP D														
1760+85	-	1761+56	--	--	--	40	--	--	--	60	--	30	--	71
1761+56	-	1771+87	--	--	--	190	--	--	--	340	--	260	--	1031
KLADE ROAD														
8+00	-	9+76	--	--	50	--	--	--	90	--	70	--	--	--
GATEWOOD HEIGHTS ROAD														
RADII MATCH AREA			--	--	30	--	--	--	50	--	40	--	--	--
STA 127+34 CULVERT														
FINAL PATCH			--	--	30	--	--	--	80	--	40	--	--	--
		SUBTOTAL	1.00	1.00	3,300	2,700	1,180	1,050	6,000	4,780	2,390	2,710	7,416	8,757
		TOTAL	1.00	1.00	6,000		2,230		10,780		5,100		16,173	

CULVERT PIPE REINFORCED CONCRETE

								522.0130	522.0418	522.0430	522.0436	522.0448	522.1018	522.1030	522.1036	522.1048	
								CULVERT PIPE REINFORCED CONCRETE					APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE				
								CLASS III	CLASS IV								JOINT TIES*
	UPSTREAM			DOWNSTREAM				30-INCH	18-INCH	30-INCH	36-INCH	48-INCH	18-INCH	30-INCH	36-INCH	48-INCH	
ROADWAY	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV	SLOPE	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	(EACH)
CATEGORY 0010																	
USH 8 EB	71+27.5	41.4' RT	1462.15	71+30.8	38.5' LT	1462.15	0.00%	--	--	--	80	--	--	--	2	--	22
USH 8 EB	STORM SEWER OUTFALL			75+65.0	61.5' LT	--	--	--	--	--	--	--	1	--	--	--	2
USH 8 EB	STORM SEWER OUTFALL			78+10.0	63.5' LT	--	--	--	--	--	--	--	1	--	--	--	2
USH 8 EB	STORM SEWER OUTFALL			80+84.8	79.8' LT	--	--	--	--	--	--	--	1	--	--	--	2
USH 8 EB	82+81.8	32.5' RT	1471.10	82+81.8	75.5' LT	1470.10	0.93%	--	--	108	--	--	--	2	--	--	30
USH 8 EB	105+17.6	124.9' LT	1465.92	105+18.3	148.8' LT	1465.92	0.00%	24	--	--	--	--	--	1	--	--	8**
USH 8 EB	127+56.5	40.8' RT	1469.00	127+08.2	44.5' LT	1468.30	0.76%	--	--	--	--	92	--	--	--	2	26
						CATEGORY 10 SUBTOTAL		24	0	108	80	92	3	3	2	2	
CATEGORY 0020																	
RAMP A	1765+38.1	61.7' LT	1467.50	1765+55.1	67.2' RT	1467.50	0.00%	130	--	--	--	--	--	2	--	--	36
RAMP B	1758+36.1	41.1' LT	1474.20	1758+32.0	54.8' RT	1474.10	0.10%	--	--	96	--	--	--	2	--	--	26
RAMP B	STORM SEWER OUTFALL			2+21.3	19.8' LT	--	--	--	--	--	--	--	1	--	--	--	2
RAMP D	1761+39.6	20.4' LT	1474.20	1761+28.7	46.8' RT	1474.10	0.15%	--	68	--	--	--	2	--	--	--	20
						CATEGORY 20 SUBTOTAL		130	68	96	0	0	3	4	0	0	
							TOTAL	154	68	204	80	92	6	7	2	2	

* NOT A BID ITEM, FOR INFORMATIONAL PURPOSES ONLY. TOTALS ARE APPROXIMATE. **TIE EVERY JOINT IN ALL CONCRETE CULVERT PIPES.**

** TIE TO EXISTING CULVERT. IF NO HOLES IN EXISTING PIPE DRILLING WILL BE INCIDENTAL TO CULVERT PIPE ITEM.

STORM SEWER

								608.0312 608.0318	608.0418	
								STORM SEWER PIPE REINFORCED CONCRETE CLASS III	STORM SEWER PIPE REINFORCED CONCRETE CLASS IV	JOINT TIES*
	UPSTREAM			DOWNSTREAM				12-INCH	18-INCH	18-INCH	
ROADWAY	STATION	OFFSET	ELEV	STATION	OFFSET	ELEV	SLOPE	LF	LF	LF	(EACH)
CATEGORY 0010											
USH 8 EB	75+65.0	5.5' LT	1464.76	75+65.0	61.5' LT	1464.25	0.91%	--	56	--	14
USH 8 EB	76+30.0	5.2' LT	1465.90	75+65	5.5' LT	1465.25	1.05%	62	--	--	14
USH 8 EB	78+10.0	13.5' LT	1467.82	78+10.0	63.5' LT	1467.52	0.60%	--	--	50	14
USH 8 EB	81+05.9	28.0' LT	1468.60	80+84.8	79.8' LT	1468.10	0.89%	--	--	56	14
						CATEGORY 10 SUBTOTAL		62	56	106	
CATEGORY 0020											
RAMP B TURN LANE	2+39.9	24.5' RT	1476.35	2+21.3	19.8' LT	1475.85	1.04%	--		48	12
						CATEGORY 20 SUBTOTAL		0	0	48	
							TOTAL	62	56	154	

* NOT A BID ITEM, FOR INFORMATIONAL PURPOSES ONLY. TOTALS ARE APPROXIMATE. **TIE EVERY JOINT IN ALL STORM SEWER PIPES.**

OTHER CULVERT PIPE

ROADWAY	UPSTREAM STATION	UPSTREAM OFFSET	UPSTREAM ELEV	DOWNSTREAM STATION	DOWNSTREAM OFFSET	DOWNSTREAM ELEV	SLOPE	521.3136 CULVERT PIPE CORRUGATED STEEL 36-INCH LF	524.0136 CULVERT PIPE SALVAGED 36-INCH LF	524.0636 APRON ENDWALLS FOR CULVERT PIPE SALVAGED 36-INCH EACH	STEEL PIPE MINIMUM WALL THICKNESS IN	COMMENTS
CATEGORY 0010												
KLADE ROAD	9+43.1	43.6' LT	1468.20	9+41.2	48.4' RT	1468.10	0.11%	6	86	2	0.079	SALVAGE EXISTING KLADE RD CULVERT
							TOTAL	**6**	**86**	**2**		

INLETS

STRUCTURE NUMBER	USH 8 EB STATION	USH 8 EB OFFSET	RIM ELEVATION	611.0627 INLET COVERS TYPE HM EACH 0010	611.0651 INLET COVERS TYPE S EACH 0020	611.0642 INLET COVERS TYPE MS* EACH 0010	611.0652 INLET COVERS TYPE T EACH 0020	611.1005 CATCH BASINS 5-FT DIAMETER** EACH 0010	611.3004 INLETS 4-FT DIAMETER EACH 0010	611.3004 INLETS 4-FT DIAMETER EACH 0020	611.3230 INLETS 2x3-FT EACH 0010	611.3902 INLETS MEDIAN 2 GRATE EACH 0010	650.4000 CONSTRUCTION STAKING STORM SEWER EACH 0010	COMMENTS
IN-2.1	75+65.0	5.5' LT	1470.49	1	--	--	--	--	--	--	1	--	1	
IN-2.2	76+30.0	5.5' LT	1470.93	1	--	--	--	--	--	--	1	--	1	
IN-3.1	78+10.0	13.5' LT	1471.97	1	--	--	--	--	--	--	1	--	1	
IN-4.1	81+05.9	28.0' LT	1473.82	1	--	--	--	--	1	--	--	--	1	
IN-5.1	82+81.8	5.5' LT	1475.51	1	--	--	--	1	--	--	--	--	1	
IN-6.1	87+31.9	27.6' LT	1476.29	--	--	2	--	--	--	--	--	1	1	CONNECT TO EXISTING PIPES
IN-7.1	95+33.3	26.3' LT	1477.45	--	2	--	--	--	--	--	--	--	1	
IN-10.1	101+43.0	23.5' RT	1481.12	--	--	--	1	--	--	1	--	--	1	
			SUBTOTAL	5	2	2	1	1	1	1	3	1	8	
			TOTAL	**5**	**2**	**2**	**1**	**1**	**2**		**3**	**1**	**8**	

* TWO SLOPE AT 10:1

** NO SUMP

TEMPORARY CULVERT PIPE

LOCATION	520.2018 18-INCH LF CAT 0020	520.2030 30-INCH LF CAT 0020	520.2036 36-INCH LF CAT 0010	COMMENTS
STA 71+29 USH 8 EB	--	--	8	CONNECT TO 36" RCCP
STA 1758+32 RAMP B RT	--	12	--	CONNECT TO 30" RCCP
STA 1761+40 RAMP D LT	24	--	--	CONNECT TO 18" RCCP
TOTAL	**24**	**12**	**8**	

RECONSTRUCTING INLETS

STRUCTURE NUMBER	USH 8 EB STATION	USH 8 EB OFFSET	RIM ELEVATION	611.0430 RECONSTRUCTING INLETS 01. STA 105+15 EACH 0010	611.0430 RECONSTRUCTING INLETS 02. STA 95+33 EACH 0020
IN-7.1	95+33.3	26.3' LT	1477.45	--	1
IN-11.1	105+15.2	31.2' LT	1480.69	1	--
		TOTAL		**1**	**1**

MISCELLANEOUS CULVERT ITEMS

ROADWAY	STATION	633.5200 MARKERS CULVERT END EACH 0010	633.5200 MARKERS CULVERT END EACH 0020	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH 0010	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH 0020	520.8700 CLEANING CULVERT PIPES EACH 0010	520.8700 CLEANING CULVERT PIPES EACH 0020
USH 8 EB	71+25	2	--	1	--	--	--
USH 8 EB	75+65	1	--	1	--	--	--
USH 8 EB	78+10	1	--	1	--	--	--
USH 8 EB	81+00	1	--	1	--	--	--
USH 8 EB	82+82	2	--	1	--	--	--
USH 8 EB	87+32	2	--	--	--	1	--
USH 8 EB	95+33	--	3	--	--	--	1
USH 8 EB	96+44	--	2	--	--	--	1
USH 8 EB	98+95	--	2	--	--	--	1
USH 8 EB	101+43	--	1	--	1	--	--
USH 8 EB	105+15	3	--	--	--	--	--
USH 8 EB	121+31	2	--	--	--	1	--
USH 8 EB	127+20	2	--	1	--	--	--
RAMP A	1765+46	--	2	--	1	--	--
RAMP B	1758+22	--	2	--	1	--	--
RAMP D	1761+37	--	2	--	1	--	--
RAMP D	1767+50	--	2	--	--	--	1
KLADE ROAD	9+43	2	--	1	--	--	--
	SUBTOTAL	18	16	7	4	2	4
	TOTAL	**34**		**11**		**6**	

3

CURB AND GUTTER

STATION	–	STATION	LOCATION	204.0150 REMOVING CURB AND GUTTER LF 0020	601.0557 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF 0010	601.0557 LF 0020	601.0580 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE R LF 0010	601.0580 LF 0020	650.5500 CURB & GUTTER STAKING LF 0010	650.5500 LF 0020	620.0300 CONCRETE MEDIAN SLOPED NOSE SF 0010
75+56	–	81+15	MEDIAN	--	1107	--	--	--	1117	--	70
81+85	–	93+43	MEDIAN	--	2344	--	--	--	2344	--	--
94+00	–	100+64	MEDIAN	--	--	1344	--	--	--	1344	--
93+66	–	101+16	EB RT	--	--	746	--	--	--	746	--
94+02	–	101+60	WB LT	--	--	757	--	--	--	757	--
101+95	–	111+90	MEDIAN	--	2002	--	--	--	2012	--	70
RAMP A			EAST RADII	126	--	--	--	211	--	211	--
RAMP B			WEST RADII	--	--	--	--	170	--	170	--
RAMP B			ISLAND	--	--	--	--	223	--	223	--
RAMP B			EAST RADII	66	--	--	--	158	--	158	--
RAMP C			WEST RADII	139	--	--	--	260	--	260	--
RAMP D			WEST RADII	59	--	--	--	100	--	100	--
RAMP D			EAST RADII	--	--	--	--	62	--	62	--
KLADE RD			NE RADII	--	82	--	--	--	82	--	--
KLADE RD			SW RADII	--	29	--	--	--	29	--	--
KLADE RD			NW RADII	--	61	--	--	--	61	--	--
GATEWOOD HEIGHTS			EAST RADII	--	51	--	--	--	51	--	--
GATEWOOD HEIGHTS			WEST RADII	--	76	--	--	--	76	--	--
			SUBTOTAL	390	5,752	2,847	0	1,184	5,772	4,031	140
			TOTAL	**390**	**8,599**		**1,184**		**9,803**		**140**

WATER

USE	624.0100 WATER MGAL 0010	0020
DUST CONTROL	120	60
BASE AGGREGATE COMPACTION	440	200
SUBTOTAL	560	260
TOTAL	**820**	

BEAM GUARD

CATEGORY 0020

LOCATION	204.0165 REMOVING GUARDRAIL LF	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF
USH 8 BULLNOSE			
STA 96+16 – STA 99+24, RT	620	2	425
TOTAL	620	2	425

3

RIP RAP

ROADWAY	LOCATION	STA	CULVERT SIZE (IN)	606.0200 RIPRAP MEDIUM CY 0010	606.0200 CY 0020	645.0120 GEOTEXTILE FABRIC TYPE HR SY 0010	645.0120 SY 0020
USH 8 EB	FLUME	76+25		17.8	--	41.0	--
RAMP A	CROSS DRAIN OUTLET	1765+46	30	--	24.8	--	69.5
RAMP B	CROSS DRAIN OUTLET	1758+30	30	--	5.2	--	20.4
RAMP D	CROSS DRAIN OUTLET	1761+37	18	--	3.1	--	14.4
KLADE ROAD	CROSS DRAIN OUTLET	9+43	36	8.5	--	29.6	--
			SUBTOTAL	26.3	33.1	70.6	104.3
			TOTAL	**59.4**		**174.9**	

SPV ITEMS

CATEGORY 0010	SPV.0060.01 LANE SHIFT STA 71+29 EACH	FILL REQUIRED CY	BASE AGGREGATE DENSE 1-1/4-INCH TON	SPV.0060.02 LANE SHIFT STA 127+47 EACH	FILL REQUIRED CY	BASE AGGREGATE DENSE 1-1/4-INCH TON	SPV.0105.01 TEMPORARY BYPASS PUMPING STA 127+47 LS
STA 71+29 CULVERT REPLACEMENT	1	55	135	--	--	--	--
STA 127+47 CULVERT REPLACEMENT	--	--	--	1	250	104	1
TOTAL	1	55	135	1	250	104	1
		ESTIMATE ONLY FOR BIDDING PURPOSES. INCIDENTAL TO LANE SHIFT ITEM.			ESTIMATE ONLY FOR BIDDING PURPOSES. INCIDENTAL TO LANE SHIFT ITEM.		

3

LANDSCAPING

STATION	TO	STATION		ROADWAY	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE #20 LB	630.0130 SEEDING MIXTURE #30 LB
CATEGORY 0010										
70+00	–	81+50	RT	USH 8	2,370	2,370	--	1.5	30	24
70+00	–	81+50	LT	USH 8	4,220	3,760	460	2.7	80	24
75+50	–	81+50	MED	USH 8	580	580	--	0.4	--	11
81+50	–	92+50	RT	USH 8	1,570	1,570	--	1.0	--	29
81+50	–	93+05	LT	USH 8	6,130	5,180	950	3.9	131	24
81+50	–	93+50	MED	USH 8	4,400	4,400	--	2.8	--	80
102+35	–	113+20	RT	USH 8	2,390	2,340	50	1.5	32	22
102+70	–	128+65	LT	USH 8	10,090	10,040	50	6.4	195	52
102+00	–	120+50	MED	USH 8	3,910	3,910	--	2.5	--	71
114+45	–	128+65	RT	USH 8	2,440	2,350	90	1.5	24	29
				CATEGORY 10 SUBTOTAL	38,100	36,500	1,600	24.0	492	366
CATEGORY 0020										
93+50	–	101+35	RT	USH 8	1,180	1,140	40	0.7	--	22
94+25	–	101+50	LT	USH 8	1,330	1,280	50	0.8	7	20
94+50	–	100+75	MED	USH 8	2,280	2,280	--	1.4	--	42
1764+70	–	1765+95	RT	RAMP A	670	660	10	0.4	19	--
1765+10	–	1765+70	LT	RAMP A	190	170	20	0.1	6	--
1753+10	–	1759+00	RT	RAMP B	1,420	1,410	10	0.9	--	26
1753+10	–	1758+80	LT	RAMP B	1,920	1,880	40	1.2	36	12
1758+20	–	1759+75	LT	RAMP C	730	730	--	0.5	20	--
1761+25	–	1764+50	RT	RAMP D	1,380	1,380	--	0.9	18	14
1760+70	–	1764+50	LT	RAMP D	1,200	1,180	20	0.8	13	14
				CATEGORY 20 SUBTOTAL	12,300	12,110	190	7.7	119	150
				TOTAL	**50,400**	**48,610**	**1,790**	**31.7**	**611**	**516**

TEMPORARY LANDSCAPING

CATEGORY 0020

LOCATION	630.0200 SEEDING TEMPORARY LB
RAMP B TEMP WIDENING	30
STAGE 1 – MAINLINE WIDENING	50
STAGE 2 – MAINLINE WIDENING	10
TOTAL	**90**

3

CONSTRUCTION STAKING

LOCAION	650.4500 SUBGRADE LF 0010	650.4500 SUBGRADE LF 0020	650.5000 BASE LF 0010	650.5000 BASE LF 0020	650.9910 SUPP. CONTROL LS 0010	650.9920 SLOPE STAKE LF 0010	650.9920 SLOPE STAKE LF 0020
PROJECT	--	--	--	--	1	--	--
USH 8 EB	4,557	1,068	4,557	1,068	--	4,557	1,068
USH 8 WB	3,525	1,075	3,525	1,075	--	3,525	1,075
RAMP A	--	200	--	200	--	--	100
RAMP B	--	620	--	620	--	--	1,900
RAMP C	--	150	--	150	--	--	150
RAMP D	--	380	--	380	--	--	600
KLADE ROAD	--	150	--	150	--	--	300
SUBTOTAL	8,082	3,643	8,082	3,643	1	8,082	5,193
TOTAL	**11,725**		**11,725**		**1**	**13,275**	

EROSION CONTROL

LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENCE LF	628.1905 MOBILIZATIONS FOR EROSION CONTROL EACH	628.1910 MOBILIZATIONS FOR EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7570 ROCK BAGS EACH	628.7555 CULVERT PIPE CHECKS EACH
CATEGORY 0010										
STA 70+00 – 93+00	1,035	1,035	--	--	7	2	5	144	60	15
STA 102+25 – 129+00	3,130	3,130	--	--	1	1	--	72	150	25
UNDISTRIBUTED	500	500	7	4	--	--	--	48	20	10
CATEGORY 10 SUBTOTAL	4,665	4,665	7	4	8	3	5	264	230	50
CATEGORY 0020										
USH 8	290	290	--	--	3	3	1	--	30	5
RAMP A	165	165	--	--	--	--	--	--	--	5
RAMP B	170	170	--	--	--	--	--	--	--	5
RAMP C	--	--	--	--	--	--	--	--	--	--
RAMP D	--	--	--	--	--	--	--	24	--	2
UNDISTRIBUTED	150	150	4	2	--	--	--	24	20	8
CATEGORY 20 SUBTOTAL	775	775	4	2	3	3	1	48	50	25
TOTAL	**5,440**	**5,440**	**11**	**6**	**11**	**6**	**6**	**312**	**280**	**75**

PERMANENT SIGNING
CATEGORY 0010

STATION	LOCATION	SIGN #	SIGN CODE	SIZE IN x IN	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II SF	637.2230 SIGNS REFLECTIVE F TYPE II SF	634.0612 WOOD POSTS 4X6 INCH 12 FOOT EACH	634.0616 WOOD POSTS 4X6 INCH 16 FOOT EACH	634.0618 WOOD POSTS 4X6 INCH 18 FOOT EACH	634.0620 WOOD POSTS 4X6 INCH 20 FOOT EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS
66+00	EB RT	1	W6-1	36x36	--	--	--	9.00	--	1	--	--	--	--	Divided Highway Ahead Symbol	
70+92	WB LT	2	W6-3	36x36	--	--	--	9.00	--	1	--	--	--	--	Two-Way Traffic Symbol	
73+14	WB LT	3	R2-1	24x30	1	1	5.00	--	--	1	--	--	--	--	Speed Limit 55	
75+65	EB LT	4	R4-7	24x30	--	--	5.00	--	--	1	--	--	--	--	Keep Right	
		5	W5-54	18x18	--	--	--	2.25	--	--	--	--	--	4	Clearance Marker With Yellow Type F Sheeting	4' Mounting Height
76+35	WB LT	6	R5-1	30x30	--	--	5.18	--	--	1	--	--	--	--	Do Not Enter	
76+45	EB RT	7	D1-61	54x24	--	--	9.00	--	--	1	--	--	--	--	Klade Rd	
78+65	WB LT	8	I55-56	30x36	1	1	7.50	--	--	1	--	--	--	--	Adopt-A-Highway Kindship of Tomahawk	
78+93	EB RT	9	W6-1	--	1	1	--	--	--	--	--	--	--	--	Divided Highway Ahead Symbol	To Be Removed
80+00	WB LT	10	R5-1A	30x24	--	--	5.00	--	--	1	--	--	--	--	Wrong Way	
		11	W6-2	36x36	--	--	--	9.00	--	--	--	--	--	10	Divided Highway Ends Symbol	
80+33	EB RT	12	R5-1	30x30	--	--	5.18	--	--	1	--	--	--	--	Do Not Enter	
81+00	EB LT	13	R4-7	24x30	--	--	5.00	--	--	1	--	--	--	--	Keep Right	
81+20	WB LT	14	R1-1	30x30	1	1	5.18	--	--	--	1	--	--	--	Stop	
		15	R6-3	30x24	--	--	5.00	--	--	--	--	--	--	14	Divided Highway Crossing Sign and Intersection	
		16	R6-1-R	36x12	--	--	3.00	--	--	--	--	--	--	14	One Way Right Arrow	Mount Above Stop
		17	R6-1-L	36x12	--	--	3.00	--	--	--	--	--	--	14	One Way Left Arrow	
82+00	EB LT	18	R4-7	24x30	--	--	5.00	--	--	1	--	--	--	--	Keep Right	
82+18	EB RT	19	R1-1	30x30	1	1	5.18	--	--	--	1	--	--	--	Stop	
		20	R6-3	30x24	--	--	5.00	--	--	--	--	--	--	19	Divided Highway Crossing Sign and Intersection	
		21	R6-1-R	36x12	--	--	3.00	--	--	--	--	--	--	19	One Way Right Arrow	Mount Above Stop
		22	R6-1-L	36x12	--	--	3.00	--	--	--	--	--	--	19	One Way Left Arrow	
83+02	WB LT	23	R5-1	30x30	--	--	5.18	--	--	1	--	--	--	--	Do Not Enter	
83+28	WB LT	24	W6-3	--	1	1	--	--	--	--	--	--	--	--	Two-Way Traffic Symbol	To Be Removed
83+32	EB RT	25	J1-1	24x39	1	1	6.50	--	--	--	1	--	--	--	J Assembly	
			M1-4	24x24											USH 51	
			M2-1	21x15											JCT	
83+97	WB LT	26	R5-1A	36x24	--	--	6.00	--	--	1	--	--	--	--	Wrong Way	
85+02	EB RT	27	J3-3	72x57	1	2	28.50	--	--	--	--	2	--	--	J Assembly	
			M1-4	24x24											USH 51	
			M1-4	24x24											USH 8	
			M1-4	24x24											USH 51	
			M3-1	24x12											North	
			M3-2	24x12											East	
			M3-3	24x12											South	
			M6-1	21x21											UA	
			M6-1	21x21											UA	
			M5-1-R	21x21											RT	
86+20	WB LT	28	R5-1	--	1	--	--	--	--	--	--	--	--	--	Do Not Enter	To Be Removed
86+20	WB LT	29	D1-61	54x24	1	1	9.00	--	--	1	--	--	--	28	Klade Rd	
86+27	EB LT	30	R4-7	--	1	1	--	--	--	--	--	--	--	--	Keep Right	To Be Removed
86+72	EB RT	31	D1-3	84x36	--	--	21.00	--	--	2	--	--	--	--	Destination	
87+68	WB LT	32	R3-8-W	54x30	--	--	11.25	--	--	1	--	--	--	--	Left Only / Ahead Only / Right Only	
88+50	WB LT	33	R5-1A	--	1	1	--	--	--	--	--	--	--	--	Wrong Way	To Be Removed
		34	W6-2	--	--	--	--	--	--	--	--	--	--	33	Two-Way Traffic Symbol	To Be Removed
88+50	WB RT	35	R5-1A	--	1	1	--	--	--	--	--	--	--	--	Wrong Way	To Be Removed
89+42	EB RT	36	D1-3	--	1	2	--	--	--	--	--	--	--	--	Destination	To Be Removed
			SUB TOTAL		14	15	171.65	29.25	0	17	3	2	0			

PERMANENT SIGNING
CATEGORY 0010

STATION	LOCATION	SIGN #	SIGN CODE	SIZE IN x IN	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II SF	637.2230 SIGNS REFLECTIVE F TYPE II SF	634.0612 WOOD POSTS 4X6 INCH 12 FOOT EACH	634.0616 WOOD POSTS 4X6 INCH 16 FOOT EACH	634.0618 WOOD POSTS 4X6 INCH 18 FOOT EACH	634.0620 WOOD POSTS 4X6 INCH 20 FOOT EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS
90+57	WB LT	37	J4-1	24x36	1	1	6.00	--	--	--	1	--	--	--	J Assembly	
			M1-4	24x24											USH 8	
			M3-4	24x12											West	
90+80	EB LT	38	R5-1A	36x24	--	--	6.00	--	--	1	--	--	--	--	Wrong Way	
92+02	EB RT	39	J3-1	24x57	1	1	9.50	--	--	--	--	1	--	--	J Assembly	
			M1-4	24x24											USH 51	
			M3-3	24x12											South	
			M6-1	21x21											RA	
92+02	EB RT	40	R5-1	30x30			5.18	--	--	--	--	--	--	39	Do Not Enter	
92+17	EB LT	41	J3-1	--	1	1	--	--	--	--	--	--	--	--	J Assembly	To Be Removed
			M1-4	--											USH 51	
			M3-3	--											South	
			M6-1	--											RA	
92+17	EB LT	42	R5-1A	--	--	--	--	--	--	--	--	--	--	--	Wrong Way	
92+22	WB LT	43	W4-2L	--	1	1	--	--	--	--	--	--	--	--	Lane Reduction (Left Lane)	To Be Removed
92+22	WB RT	44	W4-2L	--	1	1	--	--	--	--	--	--	--	--	Lane Reduction (Left Lane)	To Be Removed
92+77	EB LT	45	R5-1	30X30	1	1	6.26	--	--	1	--	--	--	--	Do Not Enter	
102+12	EB LT	75	J3-1	--	1	1	--	--	--	--	--	--	--	--	J Assembly	To Be Removed
			M1-4	--											USH 51	
			M3-1	--											North	
			M6-1	--											LA	
102+12	EB LT	76	R3-2	36x36	1	--	9.00	--	--	--	--	--	--	75	No Left Turn Symbol	
102+22	EB LT	77	R6-2-R	24X30	--	--	5.00	--	--	1	--	--	--	--	One Way Right Arrow	
103+08	WB LT	78	J3-1	24X57	1	1	9.50	--	--	--	--	1	--	--	J Assembly	
			M1-4	24X24											USH 51	
			M3-1	24X12											North	
			M6-1	21X21											RA	
103+08	WB LT	79	R5-1	30X30	1	1	6.26	--	--	--	--	--	--	78	Do Not Enter	
103+62	EB LT	80	W4-2L	--	1	1	--	--	--	--	--	--	--	--	Lane Reduction (Left Lane)	To Be Removed
103+62	EB RT	81-A	W4-2L	--	1	1	--	--	--	--	--	--	--	--	Lane Reduction (Left Lane)	To Be Removed
104+00	EB RT	81-B	J4-1	24X36	--	--	6.00	--	--	1	--	--	--	--	J Assembly	
			M1-4	24X24											USH 8	
			M3-4	24X12											East	
105+30	WB LT	82	D1-3	--	1	2	--	--	--	--	--	--	--	--	Destination	To Be Removed
105+75	EB RT	83	D2-3	90x36	1	2	22.50	--	--	--	2	--	--	--	Destination	
107+40	EB LT	84	R5-1A	--	1	1	--	--	--	--	--	--	--	--	Wrong Way	To Be Removed
107+40	EB RT	85	W6-2	36x36	1	1	--	9.00	--	1	--	--	--	--	Divided Highway Ends Symbol	
		86	R5-1A	--	1	--	--	--	--	--	--	--	--	--	Wrong Way	To Be Removed
107+70	WB LT	87	J2-3	--	1	2	--	--	--	--	--	--	--	--	J Assembly	To Be Removed
		88	D1-3	72x36	--	--	18.00	--	--	2	--	--	--	--	Destination	
			SUB TOTAL		**17**	**18**	**103.20**	**9.00**	**0**	**7**	**2**	**1**	**0**			

3

PERMANENT SIGNING
CATEGORY 0010

STATION	LOCATION	SIGN #	SIGN CODE	SIZE IN x IN	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II SF	637.2230 SIGNS REFLECTIVE F TYPE II SF	634.0612 WOOD POSTS 4X6 INCH 12 FOOT EACH	634.0616 WOOD POSTS 4X6 INCH 16 F00T EACH	634.0618 WOOD POSTS 4X6 INCH 18 F00T EACH	634.0620 WOOD POSTS 4X6 INCH 20 F00T EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS
110+05	EB RT	89	W6-3	36x36	1	1	--	9.00	--	1	--	--	--	--	Two-Way Traffic Symbol	
		90	R5-1A	36X24	--	--	6.00	--	--	--	--	--	--	89	Wrong Way	
110+26	EB LT	91	R4-7	--	1	1	--	--	--	--	--	--	--	--	Keep Right	To Be Removed
110+30	WB LT	92	J1-1	--	1	1	--	--	--	--	--	--	--	--	J Assembly	To Be Removed
110+30	WB LT	93	J3-3	72X57	--	--	28.50	--	--	--	--	2	--	--	J Assembly	
			M1-4	24X24											USH 8	
			M1-4	24X24											USH 51	
			M1-4	24X24											USH 51	
			M3-4	24X12											West	
			M3-3	24X12											South	
			M3-1	24X12											North	
			M6-1	21X21											UA	
			M6-1	21X21											UA	
			M6-1	21X21											UA	
			M5-1-R	21X21											RT	
111+41	EB RT	94	R5-1	30X30	1	1	5.18	--	--	1	--	--	--	--	Do Not Enter	
111+76	WB RT	95	R4-7	24X30	--	--	5.00	--	--	1	--	--	--	--	Keep Right	
		96	W5-54	18x18	--	--	--	2.25	--	--	--	--	--	95	Clearance Marker with Yellow Type F Sheeting	4' Mounting Height
112+00	WB LT	97	J1-1	24X39	--	--	6.50	--	--	--	1	--	--	--	J Assembly	
			M1-4	24X24											USH 51	
			M2-1	21X15											Junction Marker	
114+25	EB RT	98	R1-1	30x30	1	1	5.18	--	--	1	--	--	--	--	Stop	
116+25	EB RT	99	R2-1	24X30	1	1	5.00	--	--	1	--	--	--	--	Speed Limit 55	
118+45	WB LT	100	W6-1	36x36	1	1	--	9.00	--	1	--	--	--	--	Divided Highway Ahead Symbol	
120+53	WB LT	101	D1-1	--	1	2	--	--	--	--	--	--	--	--	Destination	To Be Removed
			SUB TOTAL		8	9	61.36	20.25	0	6	1	2	0			
			CATEGORY 10 TOTAL		39	42	336.21	58.50	0	30	6	5	0			

PERMANENT SIGNING
CATEGORY 0020

STATION	LOCATION	SIGN #	SIGN CODE	SIZE IN x IN	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II SF	637.2230 SIGNS REFLECTIVE F TYPE II SF	634.0612 WOOD POSTS 4X6 INCH 12 FOOT EACH	634.0616 WOOD POSTS 4X6 INCH 16 F00T EACH	634.0618 WOOD POSTS 4X6 INCH 18 F00T EACH	634.0620 WOOD POSTS 4X6 INCH 20 F00T EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS
93+28	EB LT	46	J3-1	24X57	1	1	9.50	--	--	--	--	1	--	--	J Assembly	
			M1-4	24X24											USH 51	
			M3-3	24X12											South	
			M6-1	21X21											LA	
93+28	EB LT	47	R3-2	24X24	--	--	--	--	--	--	--	--	--	46	No Left Turn Symbol	
93+80	EB RT	48	R6-2-L	24X30	1	1	5.00	--	--	1	--	--	--	--	One Way Left Arrow	
94+17	EB LT	49	R4-7	24X30	1	1	5.00	--	--	--	--	--	1	--	Keep Right	Box Out With Sleeved Post
94+57	WB LT	50	J3-1		1	2	9.50	--	--	--	--	1	--	--	J Assembly	
			M1-4	24X24											USH 51	
			M1-4												To Be Removed	
			M3-3	24X12											South	
			M3-4												To Be Removed	
			M6-1	21X21											LA	
			M6-1												To Be Removed	
94+57	WB LT	51	R3-1	24X24	1	1	4.00	--	--	--	1	--	--	--	No Right Turn	
95+08	WB LT	52	R5-1	--	1	1	--	--	--	--	--	--	--	--	Do Not Enter	To Be Removed
95+08	WB RT	53	R5-1	30X30	1	1	5.18	--	--	1	--	--	--	--	Do Not Enter	
95+62	EB LT	54	J3-1	--	1	1	--	--	--	--	--	--	--	--	J Assembly	To Be Removed
			M1-4	--											USH 51	
			M3-1	--											North	
			M5-1-L	--											LT	
95+62	EB RT	55	J3-1	24X57	1	1	9.50	--	--	--	--	1	--	--	J Assembly	
			M1-4	24X24											USH 51	
			M3-1	24X12											North	
			M5-1-L	21X21											LT	
96+58	WB LT	56	R5-1A	36X24	1	1	6.00	--	--	1	--	--	--	--	Wrong Way	
96+58	WB RT	57	R5-1A	36X24	1	1	6.00	--	--	1	--	--	--	--	Wrong Way	
97+52	EB RT	58	D1-3	84x36	1	2	21.00	--	--	2	--	--	--	--	Destination	
97+97	WB LT	59	D1-3	72x36	1	2	18.00	--	--	2	--	--	--	--	Destination	
98+86	EB LT	60	R5-1A	36X24	--	--	6.00	--	--	1	--	--	--	--	Wrong Way	
98+86	EB RT	61	R5-1A	36X24	--	--	6.00	--	--	1	--	--	--	--	Wrong Way	
99+87	WB LT	62	J3-1	24x57	1	2	9.50	--	--	--	--	1	--	--	J Assembly	
			M1-4	24x24											USH 51	
			M1-4	--											To Be Removed	
			M3-3	24x12											South	
			M3-4	--											To Be Removed	
			M5-1-L	21x21											LT	
			M6-1	--											To Be Removed	
100+17	EB RT	63	J3-1	24x57	1	2	9.50	--	--	--	--	1	--	--	J Assembly	
			M1-4	24x24											USH 51	
			M1-4												To Be Removed	
			M3-1	24x12											North	
			M3-2												To Be Removed	
			M6-1	21x21											LA	
			M6-1												To Be Removed	
100+17	EB RT	64	R5-1	30X30	--	--	6.26	--	--	--	--	--	--	63	Do Not Enter	
			SUB TOTAL		**15**	**20**	**135.94**	**0**	**0**	**10**	**1**	**5**	**1**			

PERMANENT SIGNING
CATEGORY 0020

STATION	LOCATION	SIGN #	SIGN CODE	SIZE IN x IN	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II SF	637.2230 SIGNS REFLECTIVE F TYPE II SF	634.0612 WOOD POSTS 4X6 INCH 12 FOOT EACH	634.0616 WOOD POSTS 4X6 INCH 16 FOOT EACH	634.0618 WOOD POSTS 4X6 INCH 18 FOOT EACH	634.0620 WOOD POSTS 4X6 INCH 20 FOOT EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS
100+07	EB LT	65	R5-1	30X30	--	--	6.26	--	--	1	--	--	--	--	Do Not Enter	
100+28	EB LT	66	R5-1A	--	1	1	--	--	--	--	--	--	--	--	Wrong Way	To Be Removed
100+28	EB RT	67	R5-1A	--	1	1	--	--	--	--	--	--	--	--	Wrong Way	To Be Removed
100+50	EB LT	68	R4-7	24X30	--	--	5.00	--	--	--	1	--	--	--	Keep Right	
100+77	WB RT	69	R5-1	--	1	1	--	--	--	--	--	--	--	--	Do Not Enter	To Be Removed
100+83	EB RT	70	R3-1	24X24	--	--	4.00	--	--	1	--	--	--	--	No Right Turn Symbol	
100+97	EB RT	71	J3-2	--	1	2	--	--	--	--	--	--	--	--	J Assembly	To Be Removed
101+12	WB RT	72	R4-7	--	1	1	--	--	--	--	--	--	--	--	Keep Right	To Be Removed
101+24	WB LT	73	R6-2-L	24X30	1	1	5.00	--	--	1	--	--	--	--	One Way Left Arrow	
101+45	EB RT	74	R3-1	--	1	1	--	--	--	--	--	--	--	--	No Right Turn Symbol	To Be Removed
1757+62	LT	102	R5-57	36X36	1	1	9.00	--	--	1	--	--	--	--	Pedestrians Bicycles Non Motorized Traffic Motor Bicycles Prohibited	RAMP C
1746+76	RT	103	W3-1	36X36	1	2	--	9.00	--	--	1	--	--	--	Stop Ahead	RAMP B
1751+38	RT	104	D9-52	60x36	1	2	15.00	--	--	2	--	--	--	--	Rhinelander- Oneida County Airport	RAMP B
1753+48	RT	105	D1-2	84x30	1	2	17.50	--	--	2	--	--	--	--	Destination	RAMP B
1753+83	LT	106	SIS	--	--	--	--	--	--	--	--	--	--	--	Lodging / Camping / Attraction	RAMP B Do Not Remove
1755+95	RT	107	R5-1A	--	1	1	--	--	--	--	--	--	--	--	Wrong Way	RAMP B To Be Removed
1757+00	RT	108	D5-62-R	--	1	1	--	--	--	--	--	--	--	--	Wayside Right Arrow	To Be Removed
1757+00	RT	109	R5-1A	36X24	--	--	6.00	--	--	1	--	--	--	108	Wrong Way	
1758+10	ISLAND	110	W12-1D	24X24	--	--	--	4.00	1	--	--	--	--	--	Double Down Arrows	2' Mount. Ht. - Box Out W/ Sleeved Post
1758+80	ISLAND	111	R1-1	36x36	1	1	7.46	--	--	1	--	--	--	--	Stop	RAMP B Box Out With
		112	R6-3	30x24	--	--	5.00	--	--	--	--	--	--	111	Divided Highway Crossing	Sleeved Post
1758+90	LT	113	R5-1	30X30	1	1	6.26	--	--	1	--	--	--	--	Do Not Enter	RAMP B
1758+91	RT	114	R1-1	36x36	1	1	7.46	--	--	--	--	--	1	--	Stop	RAMP B Box Out With Sleeved Post
		115	R6-3	30x24	--	--	5.00	--	--	--	--	--	--	114	Divided Highway Crossing	
1758+91	RT	116	J3-2	48X57	1	2	42.00	--	--	--	--	2	--	--	J Assembly	RAMP B
			M1-4	24X24											USH 8	
			M1-4	24X24											USH 8	
			M3-2	24X12											East	
			M3-4	24X12											West	
			M6-1	21X21											LA	
			M6-1	21X21											RA	
1758+91	RT	117	R5-1	30X30	--	--	6.26	--	--	--	--	--	--	116	Do Not Enter	RAMP B
0+72	LT	118	R5-1A	36X24	--	--	6.00	--	--	1	--	--	--	--	Wrong Way	
2+42	LT	119	R1-1	36x36	--	--	7.46	--	--	1	--	--	--	--	Stop	RAMP B
		120	R6-3	30x24	--	--	5.00	--	--	--	--	--	--	119	Divided Highway Crossing	
			SUB TOTAL		**17**	**22**	**165.66**	**13.00**	**1**	**13**	**2**	**2**	**1**			

PERMANENT SIGNING
CATEGORY 0020

STATION	LOCATION	SIGN #	SIGN CODE	SIZE IN x IN	638.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	637.2210 SIGNS REFLECTIVE H TYPE II SF	637.2230 SIGNS REFLECTIVE F TYPE II SF	634.0612 WOOD POSTS 4X6 INCH 12 FOOT EACH	634.0616 WOOD POSTS 4X6 INCH 16 F00T EACH	634.0618 WOOD POSTS 4X6 INCH 18 F00T EACH	634.0620 WOOD POSTS 4X6 INCH 20 F00T EACH	634.0812 POSTS TUBULAR STEEL 2"x2"x12' EACH	MOUNT ON SAME POST AS SIGN #	DESCRIPTION	COMMENTS
1761+00	RT	121	R1-1	36x36	1	1	7.46	--	--	--	--	--	1	--	Stop	RAMP D Box Out With Sleeved Post
		122	R6-3	30x24	--	--	5.00	--	--	--	--	--	--	121	Divided Highway Crossing	
		123	R5-1	--	--	--	--	--	--	--	--	--	--	121	Do Not Enter	To Be Removed
1761+00	RT	124	R5-1	30x30	--	--	6.26	--	--	1	--	--	--	--	Do Not Enter	
1761+05	LT	125	R1-1	36x36	1	1	7.46	--	--	1	--	--	--	--	Stop	RAMP D
		126	R6-3	30x24	--	--	5.00	--	--	--	--	--	--	125	Divided Highway Crossing	
		127	R5-1	--	--	--	--	--	--	--	--	--	--	125	Do Not Enter	To Be Removed
1761+05	LT	128	J3-2	48x57	1	2	19.00	--	--	--	--	2	--	--	J Assembly	RAMP D
			M1-4	24x24											USH 8	
			M1-4	24x24											USH 8	
			M3-2	24x12											East	
			M3-4	24x12											West	
			M6-1	21x21											LA	
			M6-1	21x21											RA	
1761+05	LT	129	R5-1	30x30	--	--	6.26	--	--	--	--	--	--	128	Do Not Enter	RAMP D
1762+96	LT	130	R5-1A	36x24	1	1	6.00	--	--	1	--	--	--	--	Wrong Way	
1763+00	RT	131	R5-1A	36x24	1	1	6.00	--	--	1	--	--	--	--	Wrong Way	RAMP D
1766+75	LT	132	R5-1A	--	--	--	--	--	--	--	--	--	--	133	Wrong Way	RAMP D To Be Removed
1766+75	LT	133	D1-2	84x30	1	2	17.50	--	--	--	2	--	--	--	Destination	RAMP D
1766+77	RT	134	R5-1A	--	1	1	--	--	--	--	--	--	--	--	Wrong Way	RAMP D To Be Removed
1767+95	RT	135	SIS	--	--	--	--	--	--	--	--	--	--	--	Lodging / Camping	RAMP D Do Not Remove
1768+92	LT	136	W3-1	36X36	1	1	--	9.00	--	--	1	--	--	--	Stop Ahead	RAMP D
1766+21	RT	137	R5-57	36X36	1	1	9.00	--	--	1	--	--	--	--	Pedestrians Bicycles Non Motorized Traffic Motor Bicycles Prohibited	RAMP A
		SUB TOTAL			9	11	94.94	9.00	0	5	3	2	1			
		CATEGORY 20 TOTAL			41	53	396.54	22.00	1	28	6	9	3			
		PROJECT TOTAL			80	95	732.75	80.50	1	58	12	14	3			

TRAFFIC CONTROL	643.5000 TRAFFIC CONTROL	643.0300 DRUMS	643.0420 BARRICADES TYPE III	643.0705 WARNING LIGHTS TYPE A	643.0715 WARNING LIGHTS TYPE C	643.0800 ARROW BOARDS	643.0900 SIGNS	643.0910 COVERING SIGNS TYPE I	643.0920 COVERING SIGNS TYPE II	643.1050 SIGNS PCMS
LOCATION	EA	DAYS	DAYS	DAYS	DAYS	DAYS	DAYS	EACH	EACH	DAYS
CATEGORY 0010										
ADVANCED WARNING		1,280	--	--	--	--	1,210	--	--	256
WIDTH RESTRICTION SIGNING		--	--	--	--	--	605	--	--	--
USH 8 MAINLINE STAGES										
STAGE 1		420	--	--	--	--	70	--	--	--
STAGE 2		3,408	144	--	432	--	288	--	--	--
STAGE 3		2,303	188	282	564	--	282	--	--	--
STAGE 4		900	--	72	--	--	48	--	--	--
UNDISTRIBUTED		2,078	83	89	249	--	626	--	--	--
CATEGORY 10 TOTAL	0.5	10,389	415	443	1,245	0	3,129	0	0	256
CATEGORY 0020										
ADVANCED WARNING		70	--	--	--	--	1,936	--	--	14
WIDTH RESTRICTION SIGNING		--	--	--	--	--	726	--	--	--
USH 8 MAINLINE STAGES										
STAGE 1		168	--	--	--	--	--	--	--	--
STAGE 2		1,728	384	384	--	--	288	--	--	--
STAGE 3		1,551	282	--	--	--	94	--	--	--
STAGE 4		264	--	--	--	--	12	--	--	--
RAMP A										
DETOUR		132	12	12	45	6	156	1	3	3
RAMP B										
STEP 1		658	84	--	--	14	112	--	--	21
STEP 2		2,268	84	140	322	28	182	1	--	14
STEP 3		280	42	--	--	--	28	--	--	7
RAMP C										
DETOUR		126	14	4	30	4	60	--	3	2
RAMP D										
STEP 1		336	--	--	--	--	14	--	--	--
STEP 2		230	20	40	--	--	200	4	--	10
STEP 3		168	--	--	--	--	--	--	--	--
UNDISTRIBUTED		1,995	231	145	99	13	952	2	2	18
CATEGORY 20 TOTAL	0.5	9,974	1,153	725	496	65	4,760	8	8	89
PROJECT TOTAL	**1**	**20,363**	**1,568**	**1,168**	**1,741**	**65**	**7,889**	**8**	**8**	**345**

REMOVING PAVEMENT MARKINGS	646.9000 MARKING REMOVAL LINE 4- INCH LF	
LOCATION	0010	0020
USH 8 MAINLINE		
STAGE 2	6,695	225
STAGE 3	275	--
STAGE 4	435	555
RAMP B		
STAGE 2	--	990
SUBTOTAL	7,405	1,770
TOTAL	**9,175**	

TEMPORARY MARKING LINE	649.0105 4- INCH WHITE LF		649.0105 4- INCH YELLOW LF		649.0150 REMOVABLE TAPE 4- INCH WHITE LF		649.0150 REMOVABLE TAPE 4- INCH YELLOW LF	649.0805 STOP LINE PAINT 18- INCH LF
LOCATION	0010	0020	0010	0020	0010	0020	0010	0020
USH 8 MAINLINE								
STAGE 2	7,585	720	9,270	1,800	865	--	820	40
STAGE 3	6,450	525	9,200	1,800	740	--	840	--
STAGE 4	4,390	420	2,195	385	--	--	--	--
RAMP A								
LANE CLOSURE ON USH 51	--	--	--	--	--	660	--	--
RAMP B								
LANE CLOSURE ON USH 51	--	--	--	--	--	860	--	--
STAGE 1	--	2,290	--	--	--	--	--	40
STAGE 2	--	2,460	--	2,100	--	800	--	--
STAGE 3	--	--	--	--	2,145	--	--	40
RAMP C								
LANE CLOSURE ON USH 51	--	--	--	--	--	660	--	--
LANE CLOSURE ON USH 51	--	--	--	--	--	660	--	--
RAMP D								
STAGE 1	--	210	--	--	--	--	--	--
SUBTOTAL	18,425	6,625	20,665	6,085	3,750	3,640	1,660	120
TOTAL	**51,800**				**9,050**			**120**

4-INCH MARKING LINE

STATION	TO	STATION	LOCATION	646.1020 MARKING LINE EPOXY 4- INCH (YELLOW) 0010 LF	646.1020 MARKING LINE EPOXY 4- INCH (YELLOW) 0020 LF	646.1020 MARKING LINE EPOXY 4- INCH (WHITE) 0020 LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4- INCH (WHITE) 0010 LF	646.1040 MARKING LINE GROOVED WET REFLECTIVE EPOXY 4- INCH (WHITE) 0020 LF	COMMENTS
PROJECT									
70+00	-	79+37	EB EDGE LINE	--	--	--	940	--	
82+35	-	92+52		--	--	--	1,018	--	
93+74	-	101+13		--	--	--	--	741	
102+26	-	111+84		--	--	--	908	--	
114+48	-	129+35		--	--	--	1,487	--	
70+00	-	81+00	WB EDGE LINE	--	--	--	1,100	--	
82+31	-	93+05		--	--	--	1,074	--	
94+00	-	101+55		--	--	--	--	755	
102+74	-	129+35		--	--	--	2,661	--	
79+46	-	80+87	EB SKIPS	--	--	--	36	--	3' SKIPS
111+93	-	113+28		--	--	--	36	--	3' SKIPS
66+00	-	76+10	CENTERLINE	3,030	--	--	--	--	
111+40	-	129+35		1,742	--	--	--	--	
117+75	-	129+35		290	--	--	--	--	12.5' SKIPS
1765+17	-	1784+00	USH 51 NB ON RAMP RT	--	--	1,769	--	--	RAMP A
1764+40	-	1773+27	USH 51 NB ON RAMP LT	--	890	--	--	--	
1761+41	-	1771+87	USH 51 SB OFF RAMP LT	--	--	1,047	--	--	RAMP D
1761+06	-	1771+87	USH 51 SB OFF RAMP RT	--	977	--	--	--	
1736+49	-	1758+59	USH 51 NB OFF RAMP RT	--	--	2,242	--	--	RAMP B
1740+70	-	1758+66	USH 51 NB OFF RAMP LT	--	1,801	--	--	--	
1740+41	-	1759+33	USH 51 SB ON RAMP LT	--	--	1,867	--	--	RAMP C
1748+60	-	1760+13	USH 51 SB ON RAMP RT	--	1,156	--	--	--	
			SUBTOTAL	5,062	4,824	6,925	9,260	1,496	
			TOTAL	16,811			10,756		

GROOVED MARKING LINE

STATION	TO	STATION	LOCATION	646.3040 8-INCH WHITE MARKING LINE GROOVED WET REFLECTIVE EPOXY LF 0010	646.3040 8-INCH WHITE MARKING LINE GROOVED WET REFLECTIVE EPOXY LF 0020	646.3050 8-INCH WHITE MARKING LINE GROOVED PERMANENT TAPE LF 0020	646.3555 8-INCH WHITE MARKING LINE GROOVED CONTRAST PERMANENT TAPE LF 0020
78+00	-	81+15	EB LEFT TURN LANE	315	--	--	--
89+00	-	93+00	EB RIGHT TURN LANE	400	--	--	--
96+60	-	100+38	EB LEFT TURN LANE	--	379	--	--
82+30	-	84+55	WB RIGHT TURN LANE	225	--	--	--
82+20	-	84+93	WB LEFT TURN LANE	275	--	--	--
94+19	-	98+68	WB LEFT TURN LANE	--	448	--	--
102+18	-	106+20	WB RIGHT TURN LANE	402	--	--	--
1757+50	-	1758+00	RAMP B ISLAND	--	50	--	--
1+15	-	1+65	RAMP B ISLAND	--	50	--	--
1773+27	-	1779+28	RAMP A	--	559	--	--
1738+06	-	1740+70	RAMP B	--	--	265	--
1743+83	-	1746+46	USH 51 NB RT	--	--	--	260
1746+02	-	1748+60	RAMP C	--	259	--	--
1771+37	-	1771+87	RAMP D	--	50	--	--
1742+03	-	1743+80	USH 51 NB	--	--	--	--
			SUBTOTAL	1,617	1,795	265	260
			TOTAL	3,412		265	260

OTHER MARKING

STATION	TO	STATION	LOCATION	646.7120 MARKING DIAGONAL EPOXY 12- INCH (YELLOW) 0010 LF	646.7120 MARKING DIAGONAL EPOXY 12- INCH (WHITE) 0020 LF	646.6120 MARKING STOP LINE EPOXY 18 INCH (WHITE) 0020 LF	646.7220 MARKING CHEVRON EPOXY 24 INCH (WHITE) 0020 LF
USH 8 EB STATIONING							
72+00	-	75+75	MEDIAN	208	--	--	--
111+55	-	113+85	MEDIAN	125	--	--	--
93+60	-	94+00	RAMP D	--	--	43	--
101+20	-	101+35	RAMP B TURN LANE	--	--	15	--
101+70	-	102+10	RAMP B	--	--	26	--
93+72	-	100+78	USH 8 EASTBOUND	--	210	--	--
94+47	-	101+57	USH 8 WESTBOUND	--	210	--	--
USH 51 NB STATIONING							
1743+83	-	1746+46	USH 51 NB	--	--	--	110
			SUBTOTAL	333	420	84	110
			TOTAL	753		84	110

TEMPORARY PRECAST CONCRETE BARRIER

CATEGORY 0020

LOCATION	603.8000 DELIVERED LF	603.8125 INSTALLED LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
STA 1754+25 - STA 1758+00 RAMP B	375	375	1	2	OM-3L	TL-2	UNIDIRECTIONAL	RT	BLUNT END TEMP BARRIER
TOTAL	375	375	1						

MARKING OBJECTS

STATION	LOCATION	646.5020 MARKING ARROW EPOXY (WHITE) 0010 EACH	646.5020 MARKING ARROW EPOXY (WHITE) 0020 EACH	646.5120 MARKING WORD EPOXY (WHITE) 0010 EACH	646.5120 MARKING WORD EPOXY (WHITE) 0020 EACH	COMMENTS
78+24 LT	EB LEFT TURN LANE ONTO KLADE ROAD	1	--	--	--	
80+28 LT		--	--	1	--	WORD ONLY
80+69 LT		1	--	--	--	
82+14 RT	WB LEFT TURN LANE ONTO KLADE ROAD	1	--	--	--	
82+55 RT		--	--	1	--	WORD ONLY
84+70 RT		1	--	--	--	
82+77 LT	WB RIGHT TURN LANE ONTO KLADE ROAD	1	--	--	--	
83+17 LT		--	--	1	--	WORD ONLY
84+32 LT		1	--	--	--	
89+38 RT	EB RIGHT TURN LANE ONTO USH 51 SB	1	--	--	--	
91+56 RT		--	--	1	--	WORD ONLY
91+97 RT		1	--	--	--	
94+44 RT	WB LEFT TURN LANE ONTO USH 51 SB	--	1	--	--	
94+85 RT		--	--	--	1	WORD ONLY
98+42 RT		--	1	--	--	
96+83 LT	EB LEFT TURN LANE ONTO USH 51 NB	--	1	--	--	
99+79 LT		--	--	--	1	WORD ONLY
100+20 LT		--	1	--	--	
102+93 LT	WB RIGHT TURN LANE ONTO USH 51 NB	1	--	--	--	
102+33 LT		--	--	1	--	WORD ONLY
105+96 LT		1	--	--	--	
	SUBTOTAL	10	4	5	2	
	TOTAL	14		7		

SAWING

LOCATION	690.0150 SAWING ASPHALT 0010 LF	690.0150 SAWING ASPHALT 0020 LF	690.0250 SAWING CONCRETE 0020 LF
STAGE 1			
STA 71+29 CULVERT REPLACEMENT	60	--	--
STA 127+34 CULVERT & TEMP CULVERT	180	--	--
STAGE 2			
STA 82+82 CULVERT REPLACEMENT	254	--	--
WEST TIE-IN	665	--	--
EAST TIE-IN	1,530	--	--
RAMP A CULVERT REPLACEMENT	--	65	--
RAMP A @ USH 51	--	375	--
RAMP D CULVERT REPLACEMENT	--	46	--
KLADE ROAD CROSSOVER	550	--	--
KLADE ROAD NORTH	24	--	--
RAMP C/D CROSSOVER	70	--	--
RAMP A/B CROSSOVER	240	--	--
RAMP A @ USH 51	--	375	--
STAGE 3			
WEST TIE-IN	435	--	--
EAST TIE-IN	470	--	--
KLADE ROAD SOUTH	80	--	--
RAMP B @ USH 51	--	190	--
RAMP B STA 1753+00	--	--	15
RAMP B STAGE 2 LONGITUDINAL CUT	--	2,300	--
RAMP B CULVERT REPLACEMENT	--	--	46
RAMP C @ USH 51	--	840	--
GATEWOOD HEIGHTS ROAD TIE-IN	34	--	--
SUBTOTAL	4,592	4,191	61
TOTAL	8,783		61

CURB MARKING

STATION	LOCATION	646.8120 MARKING CURB CURB EPOXY (YELLOW) 0010 LF	646.8120 MARKING CURB CURB EPOXY (YELLOW) 0020 LF	646.8220 MARKING ISLAND NOSE EPOXY 0010 EACH
75+56	BEGINNING OF MEDIAN	24	--	1
81+12	WEST MEDIAN AT KLADE ROAD	88	--	--
81+87	EAST MEDIAN AT KLADE ROAD	88	--	--
93+41	WEST MEDIAN AT USH 51 SB INTERSECTION	--	92	--
94+01	EAST MEDIAN AT USH 51 SB INTERSECTION	--	147	--
100+62	WEST MEDIAN AT USH 51 NB INTERSECTION	--	156	--
101+97	EAST MEDIAN AT USH 51 NB INTERSECTION	--	92	--
111+85	BEGINNING OF MEDIAN	19	--	1
	SUBTOTAL	219	487	2
	TOTAL	706		2

DELINEATOR ITEMS

ROADWAY	STATION		STATION	LOCATION	204.0180 REMOVING DELINEATORS AND MARKERS EACH 0010	204.0180 REMOVING DELINEATORS AND MARKERS EACH 0020	633.0100 DELINEATOR POSTS STEEL EACH 0010	633.0100 DELINEATOR POSTS STEEL EACH 0020	633.0500 DELINEATOR REFLECTORS EACH 0010	633.0500 DELINEATOR REFLECTORS EACH 0020	DESCRIPTION
USH 8	87+60	-	91+55	EB RT	4	--	4	--	4	--	WHITE RFLECTORS
USH 8	115+35	-	118+50	EB RT	5	--	5	--	5	--	WHITE RFLECTORS
USH 8	86+20	-	92+40	WB LT	4	--	4	--	4	--	WHITE RFLECTORS
RAMP A	1765+00	-	1775+00	LT	--	--	--	8	--	8	YELLOW REFLECTORS
RAMP A	1765+00	-	1775+00	RT	--	7	--	7	--	7	WHITE RFLECTORS
RAMP B	1736+00	-	1758+00	RT	--	20	--	20	--	20	WHITE RFLECTORS
RAMP B	1742+00	-	1758+50	LT	--	18	--	18	--	18	YELLOW REFLECTORS
RAMP C	1745+00	-	1760+00	LT	--	22	--	22	--	22	WHITE RFLECTORS
RAMP D	1761+00	-	1775+00	LT	--	14	--	14	--	14	WHITE RFLECTORS
RAMP D	1761+00	-	1772+00	RT	--	8	--	8	--	8	YELLOW REFLECTORS
				SUBTOTAL	13	89	13	97	13	97	
				TOTAL	102		110		110		

DOT COMPOSTE ORIGINAL LOCATED AT THE REGISTER OF DEEDS OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET

1590-14-20

BRADLEY TO RHINELANDER

KLADE ROAD TO GATEWOOD HEIGHTS ROAD

USH 8
LINCOLN 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)

	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

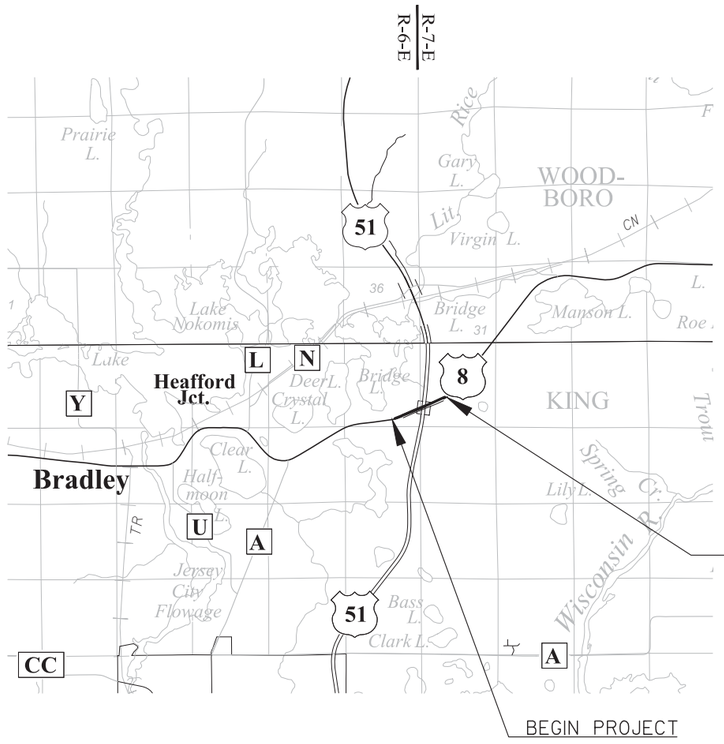
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS



LAYOUT
SCALE 0 1 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1590-14-20

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS),(ONEIDA) COUNTY, NAD 83 (1991) 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.

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 RHINELANDER.

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 8 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECTS: RW PLAT 1173-03-21, CSM 2518 & ACCESS COVENANT DOC.222966.

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RW PLAT 1173-03-21, CSM'S 986, 1041, 1435 & 2518.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1590-14-20 - 4.01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : P:\48XX\4843.4699WO47.SP.14.USH8.LIN\CADDS\REFS\SHEETSPLAN\040100_RP.DWG
APPRAISAL PLAT DATE :
PLOT DATE : 12/14/2012 7:46 PM
PLOT BY : TIM RUTZEN
PLOT NAME : ----------
LAYOUT NAME - ****

DOT COMPOSTE ORIGINAL LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1590-14-20-4.01

THAT PART OF THE SW 1/4 OF THE SE 1/4 AND THE SE 1/4 OF THE SE 1/4, ALL LOCATED IN SECTION 1, TOWNSHIP 35 NORTH, RANGE 6 EAST, TOWN OF BRADLEY, LINCOLN COUNTY, WISCONSIN.

RELOCATION ORDER USH 8 LINCOLN COUNTY (KLADE ROAD TO GATEWOOD HEIGHTS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

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 INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
1	WISCONSIN VALLEY IMPROVEMENT COMPANY	FEE/TLE	0.424	---	0.424	0.129
2	DIANNE LADICK	TLE	---	---	---	0.221

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
201	FRONTIER NORTH, INC	RELEASE OF RIGHTS

(201) FRONTIER NORTH, INC
DOC. 338366 - PAR 1,2

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, FOR ADDITIONAL INFORMATION.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP2000	129873.974	195861.615	0.75" IRON ROD W CAP
IP2002	130213.131	196881.920	0.75" IRON ROD W CAP
IP2003	130007.634	196362.507	0.75" IRON ROD W CAP
IP2004	129933.604	196284.205	0.75" IRON ROD W CAP
IP2006	129517.064	196403.266	1.00" IRON ROD W CAP
IP2010	129529.547	196469.118	1.50" O.D. IRON PIPE
IP2012	129991.586	195815.060	0.75" IRON ROD
IP2013	130056.429	195937.489	0.75" IRON ROD

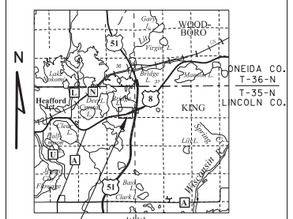
STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
100	90+87.54	0.00'
101	87+04.64	0.00'
102	82+83.06	0.00'
103	79+07.42	0.00'
104	75+00.00	0.00'
★ 105	81+13.94	-174.25'
★ 106	82+51.55	-316.11'
107	83+01.17	-74.43'
★ 108	85+31.21	-70.67'
109	86+33.74	-106.94'
PRW120	75+99.61	-55.07'
PRW121	77+99.60	-97.16'
PRW122	80+25.97	-90.53'
IP2002	91+88.74	-88.80'
IP2012	81+13.94	-300.55'

★ NO TYPE 2 MONUMENT WAS SET DUE TO CLOSE PROXIMITY TO EXISTING MONUMENT. USE COURSE TABLE AND STATION & OFFSET DATA FOR ULTIMATE R/W

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE126	75+00.00	-69.86'
TLE127	76+25.00	-71.39'
TLE128	77+99.16	-107.25'
TLE129	80+36.09	-100.16'
TLE130	80+91.61	-153.00'
TLE131	81+13.94	-214.00'
TLE132	82+93.28	-112.90'
TLE133	84+25.61	-102.76'
TLE134	85+43.98	-75.27'
TLE135	89+41.65	-93.69'
TLE136	89+42.04	-106.61'
TLE137	92+03.14	-101.62'

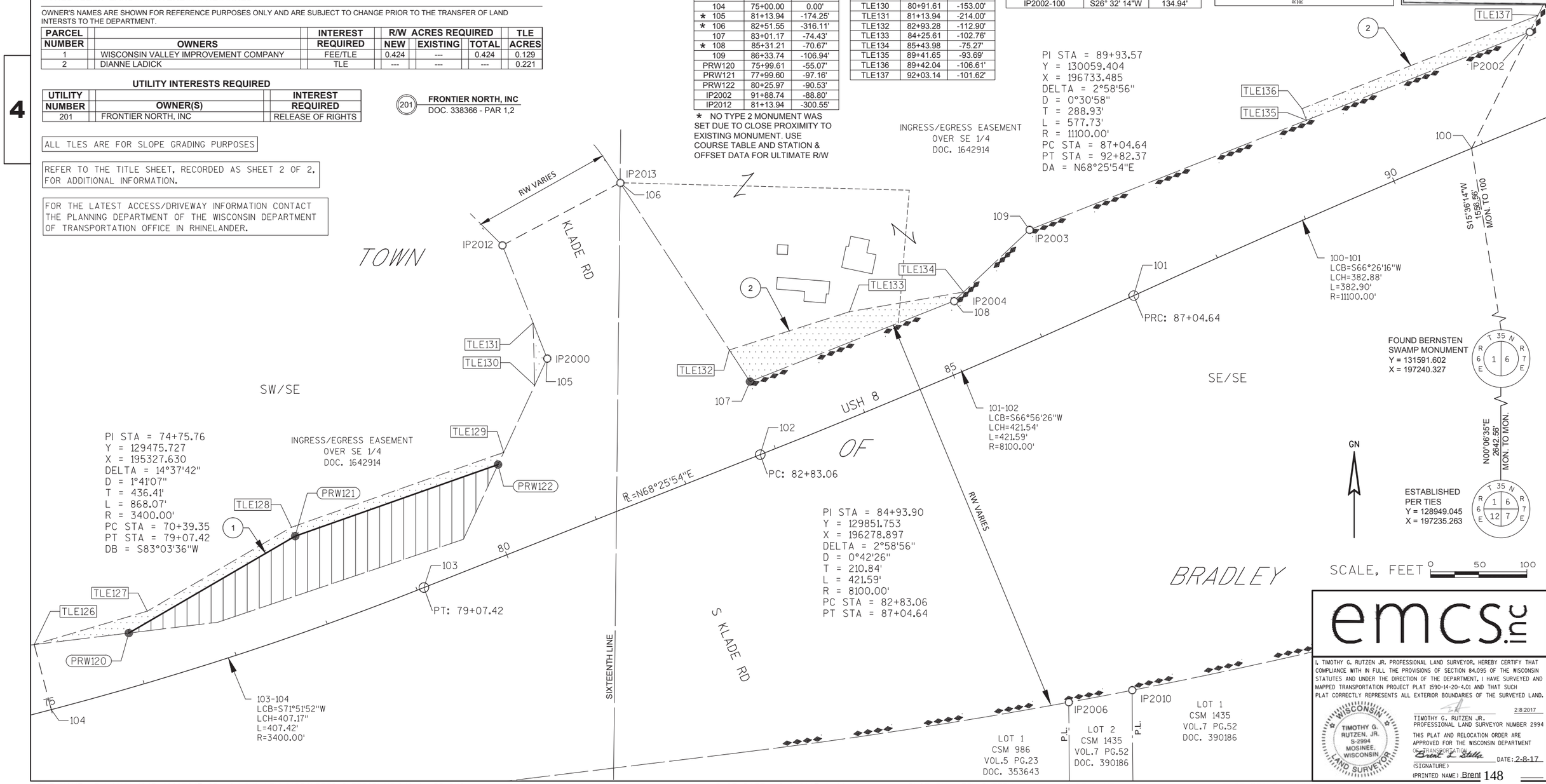
COURSE TABLE		
COURSE	BEARING	DISTANCE
100-101	SEE CURVE DATA ON SHEET	
101-102	SEE CURVE DATA ON SHEET	
102-103	S68°25' 54"W	375.64'
103-104	SEE CURVE DATA ON SHEET	
104-TLE126	N14° 42' 10"W	69.86'
TLE126-PRW120	N83° 03' 40"E	98.89'
PRW120-PRW121	N59° 47' 13"E	199.96'
PRW121-PRW122	N70° 33' 32"E	223.43'
PRW122-105	N24° 50' 44"E	121.44'
105-IP2012	N21° 33' 54"W	126.30'
IP2012-106	N61° 58' 55"E	138.48'
106-107	S33° 08' 05"E	246.67'
107-108	N68° 26' 06"E	228.00'
108-109	N46° 38' 01"E	107.70'
109-IP2002	N68° 26' 06"E	558.54'
IP2002-100	S26° 32' 14"W	134.94'

LOCATION SKETCH NOT TO SCALE



523177
SARAH L. KOSS
LINCOLN COUNTY, WI
REGISTER OF DEEDS
02/15/2017 01:34:17PM
REC FEE: 50.00
PAGES: 2

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1590-14-20-4.01
AMENDMENT NO:___
SHEET 1 OF 2



emcs.inc

I, TIMOTHY G. RUTZEN JR. PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT COMPLIANCE WITH IN FULL THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1590-14-20-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TIMOTHY G. RUTZEN, JR. S-2994 MOSINEE, WISCONSIN LAND SURVEYOR

2-8-2017
TIMOTHY G. RUTZEN JR.
PROFESSIONAL LAND SURVEYOR NUMBER 2994

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

(SIGNATURE) DATE: 2-8-17
(PRINTED NAME) Brent

148

FILE NAME : P:\48XX\4843.4699WO47.SP.14.USH8.LIN\CADDS\REFS\SHEETSPLAN\040101_RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 2/8/2017 8:44 AM PLOT BY : TIM RUTZEN PLOT NAME : PLOT SCALE : **********

1590-14-20-4.01

DOT COMPOSTE ORIGINAL LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1590-14-20-4.02

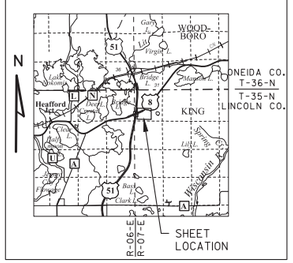
THAT PART OF LOT 1, CSM 2518, LOCATED IN PART OF THE NE 1/4 OF THE SW 1/4 AND SW 1/4 OF THE SW 1/4, ALL LOCATED IN SECTION 6, TOWNSHIP 35 NORTH, RANGE 7 EAST, TOWN OF KING, LINCOLN COUNTY, WISCONSIN.

RELOCATION ORDER USH 8 LINCOLN COUNTY (KLADE ROAD TO GATEWOOD HEIGHTS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

LOCATION SKETCH NOT TO SCALE



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 INTERSTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
3	FLOYD MANNINEN & GARY WILLFAHRT	TLE	---	---	---	0.043
4	STATTON REVOCABLE LIVING TRUST	TLE	---	---	---	0.140

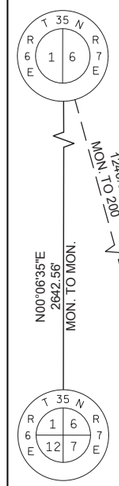
EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP2005	130046.32	197976.881	0.75" IRON ROD W CAP
IP2014	130235.469	198627.872	1.50" O.D IRON PIPE
IP2015	130507.605	198622.231	1.25" O.D IRON PIPE
IP2016	130793.605	199001.873	1.25" O.D IRON PIPE

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
200	101+00.00	0.00'
201	107+92.62	0.00'
202	113+46.90	0.00'
* 203	113+46.90	193.56'
* 204	109+06.40	279.65'
206	105+47.57	418.21'
* 207	101+45.12	469.10'
IP2014	108+16.59	532.75'

* NO TYPE 2 MONUMENT WAS SET DUE TO CLOSE PROXIMITY TO EXISTING MONUMENT. USE COURSE TABLE AND STATION & OFFSET DATA FOR ULTIMATE R/W

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE220	113+85.00	199.57'
TLE221	108+98.00	301.99'
TLE222	105+86.00	434.36'
TLE223	105+50.00	455.00'
TLE224	105+30.00	428.79'
TLE225	104+38.08	443.88'
TLE226	104+36.82	435.06'

523439
SARAH L. KOSS
LINCOLN COUNTY, WI
REGISTER OF DEEDS
03/07/2017 08:20:41AM
REC FEE: 25.00
PAGES: 1
V-1 P-21
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1590-14-20-4.02
AMENDMENT NO:___



FOUND BERNSTEN SWAMP MONUMENT
Y = 131591.602
X = 197240.327

S24°53'35"E 1240.68' MON TO 200

N00°06'35"E 2642.58' MON. TO MON.

ESTABLISHED PER TIES
Y = 128949.045
X = 197235.263

TOWN OF KING

USH 8

R=N68°25'54"E

NW/SW

SE/SW

SW/SW

NE/SW

SIXTEENTH LINE

GATEWOOD HEIGHTS RD

200 — 105 — 110 — 201 PC: 107+92.62 — 202 — 203 IP2016 — TLE220 — 204 IP2015 — TLE221 — IP2014 — 206 — IP2005 — 207

201-202
LCB=N64°18'26"E
LCH=553.80'
L=554.28'
R=3850.00'

203-204
LCB=S53°02'22"W
LCH=475.15'
L=475.28'
R=5762.58'

206-207
LCB=S61°13'29"W
LCH=405.65'
L=405.74'
R=5820.58'

50' INGRESS/EGRESS EASEMENT (PER CSM 2518)
DOC. 516035
MAINTENANCE AGREEMENT
DOC. 516036

PI STA = 118+45.44
Y = 131107.828
X = 199385.785
DELTA = 30°35'18"
D = 1°29'18"
T = 1052.82'
L = 2055.39'
R = 3850.00'
PC STA = 107+92.62
PT STA = 128+48.01
DA = N37°50'36"E

LOT 1
CSM 2518
VOL.14 PG.178
DOC. 516035

P.L.

SIXTEENTH LINE

TLE226 TLE225 TLE222 TLE223 TLE224

FRONTIER NORTH, INC
DOC. 299501 - PAR 3
DOC. 298836 - PAR 4

KING

GN

SCALE, FEET 0 50 100

COURSE TABLE		
COURSE	BEARING	DISTANCE
200-201	N68° 25' 54"E	692.62'
201-202	SEE CURVE DATA ON SHEET	
202-203	S29° 49' 02"E	193.56'
203-204	SEE CURVE DATA ON SHEET	
204-IP2014	S01° 10' 23"E	271.85'
IP2014-206	N88° 46' 27"W	295.41'
206-207	SEE CURVE DATA ON SHEET	
207-200	N27° 03' 43"W	471.26'

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
201	FRONTIER NORTH, INC	RELEASE OF RIGHTS

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. 523177 FOR ADDITIONAL INFORMATION.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION CONTACT THE PLANNING DEPARTMENT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN RHINELANDER.

emcs inc

I, TIMOTHY G. RUTZEN JR. PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT COMPLIANCE WITH IN FULL THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1590-14-20-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

TIMOTHY G. RUTZEN, JR. S-2994 MOSINEE, WISCONSIN LAND SURVEYOR

2-27-2017
TIMOTHY G. RUTZEN JR.
PROFESSIONAL LAND SURVEYOR NUMBER 2994

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

Brent L Stella DATE: 2-27-17
(SIGNATURE)
(PRINTED NAME) Brent L Stella

FILE NAME : P:\48XX\4843.4699WO47.SP.14.USH8.LIN\CADDS\REFS\SHEETSPLAN\040102_RP.DWG
APPRAISAL PLAT DATE : ----------
PLOT DATE : 2/27/2017 12:50 PM PLOT BY : TIM RUTZEN PLOT NAME : PLOT SCALE : **********

DOT COMPOSTE ORIGINAL LOCATED AT THE REGISTER OF DEEDS OFFICE

TRANSPORTATION PROJECT PLAT NO: 1590-14-20-4.03

THAT PART OF PARCEL 1, CSM 1041, LOCATED IN PART OF THE NE 1/4 OF THE SW 1/4 AND NW 1/4 OF THE SW 1/4, ALL LOCATED IN SECTION 6, TOWNSHIP 35 NORTH, RANGE 7 EAST, TOWN OF KING, LINCOLN COUNTY, WISCONSIN.

RELOCATION ORDER USH 8 LINCOLN COUNTY (KLADE ROAD TO GATEWOOD HEIGHTS ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

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SCHEDULE OF LANDS & INTERESTS REQUIRED

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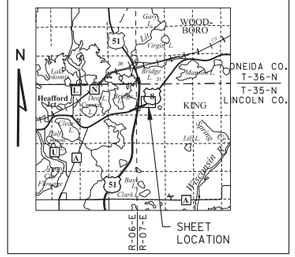
PARCEL NUMBER	OWNERS	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE ACRES
6	STATTON REVOCABLE LIVING TRUST	FEE/TLE	1.077	---	1.077	0.277

523440
SARAH L. KOSS
LINCOLN COUNTY, WI
REGISTER OF DEEDS
03/07/2017 08:22:40AM
REC FEE: 25.00
PAGES: 1
V-1 P-22
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1590-14-20-4.03
AMENDMENT NO:___

LOCATION SKETCH NOT TO SCALE



T 35 N R 6 E 1 6 R 7 E

FOUND BERNSTEN SWAMP MONUMENT
Y = 131591.602
X = 197240.327

S88°34'07"E
2338.14'
MON TO 300

P.L. QUARTER LINE

FOUND 1.50" IRON PIPE
Y = 131524.223
X = 199936.623

EXISTING MONUMENTS			
POINT	Y (NORTHING)	X (EASTING)	DESCRIPTION
IP2016	130793.605	199001.873	1.25" O.D IRON PIPE
IP2017	130870.348	199195.853	1.25" O.D IRON PIPE
IP2018	130947.836	199282.324	0.75" IRON ROD
IP2019	131354.404	199938.654	0.75" IRON ROD
IP2021	131119.474	199173.832	0.75" IRON ROD
IP2022	130898.373	198614.270	0.75" IRON ROD

COURSE TABLE		
COURSE	BEARING	DISTANCE
300-301	S88° 34' 07"E	87.33'
301-CEN SECT. 6	S88° 34' 07"E	271.67'
CEN SECT. 6-302	S00° 38' 05"E	170.26'
302-303	SEE CURVE DATA ON SHEET	
303-304	S48° 09' 08"W	116.33'
304-305	S68° 26' 06"W	208.57'
305-306	N29° 49' 02"W	193.56'
306-307	SEE CURVE DATA ON SHEET	
307-308	N31° 45' 49"W	84.33'
308-PRW320	N67° 31' 15"W	20.05'
PRW320-PRW321	SEE CURVE DATA ON SHEET	
PRW321-300	SEE CURVE DATA ON SHEET	

STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
300	122+36.53	-61.70'
301	122+98.83	0.00'
* 302	123+67.04	317.95'
* 303	116+50.69	211.89'
* 304	115+41.81	228.73'
* 305	113+46.90	193.56'
306	113+46.90	0.00'
307	109+94.49	0.00'
308	109+83.70	-83.65'
PRW320	109+69.64	-98.26'
PRW321	121+98.62	-57.97'

* NO TYPE 2 MONUMENT WAS SET DUE TO CLOSE PROXIMITY TO EXISTING MONUMENT. USE COURSE TABLE AND STATION & OFFSET DATA FOR ULTIMATE R/W

TLE STATION & OFFSET TABLE		
POINT NO.	STATION	OFFSET
TLE330	109+59.57	-108.62'
TLE331	121+98.93	-67.97'

PRW321-300
LCB=N41°31'07"E
LCH=37.51'
L=37.51'
R=5629.58'

TLE331 300 301 PRW321

PARCEL 1
CSM 1041
VOL.5 PG.127
DOC. 358390

PRW320-PRW321
LCB=N58°33'10"E
LCH=1199.60'
L=1204.90'
R=3707.87'

PI STA = 118+45.44
Y = 131107.828
X = 199385.785
DELTA = 30°35'18"
D = 1°29'18"
T = 1052.82'
L = 2055.39'
R = 3850.00'
PC STA = 107+92.62
PT STA = 128+48.01
DA = N37°50'36"E
DB = N68°25'54"E

302 IP2019

302-303
LCB=S58°11'46"W
LCH=771.79'
L=775.18'
R=2391.83'

P.L. QUARTER LINE

N00°38'05"W
1147.78'
1/16 CORN. TO 302

LOT 4
CSM 2518
VOL.14 PG.178
DOC. 516035

GN

C-S 1/16 CORNER
ESTABLISHED PER
CSM 2518
Y = 130206.259
X = 199951.226

50' INGRESS/EGRESS EASEMENT
(PER CSM 2518)
DOC. 516035

LOT 3
CSM 2518
VOL.14 PG.178
DOC. 516035

KING

SCALE, FEET 0 50 100

TOWN OF KING

NW/SW NE/SW

SIXTEENTH LINE

USH 8

TLE330 PRW320 IP2022 308 307 306 IP2021 IP2018 303 IP2017 304 305 IP2016

306-307
LCB=S62°48'19"W
LCH=352.28'
L=352.41'
R=3850.00'

LOT 2
CSM 2518
VOL.14 PG.178
DOC. 516035

LOT 1
CSM 2518
VOL.14 PG.178
DOC. 516035

ALL TLES ARE FOR SLOPE GRADING PURPOSES

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF TRANSPORTATION PROJECT PLATS AS DOCUMENT NO. 523177 FOR ADDITIONAL INFORMATION.

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emcs.inc

I, TIMOTHY G. RUTZEN JR. PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT COMPLIANCE WITH IN FULL THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 1590-14-20-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN TIMOTHY G. RUTZEN, JR. S-2994 MOSINEE, WISCONSIN LAND SURVEYOR

2-27-2017
TIMOTHY G. RUTZEN JR.
PROFESSIONAL LAND SURVEYOR NUMBER 2994

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
(SIGNATURE) Brent L Stella DATE: 2-27-17
(PRINTED NAME) Brent L Stella

FILE NAME : P:\48XX\4843.4699WO47.SP.14.USH8.LIN\CADDS\REFS\SHEETSPLAN\040103_RP.DWG
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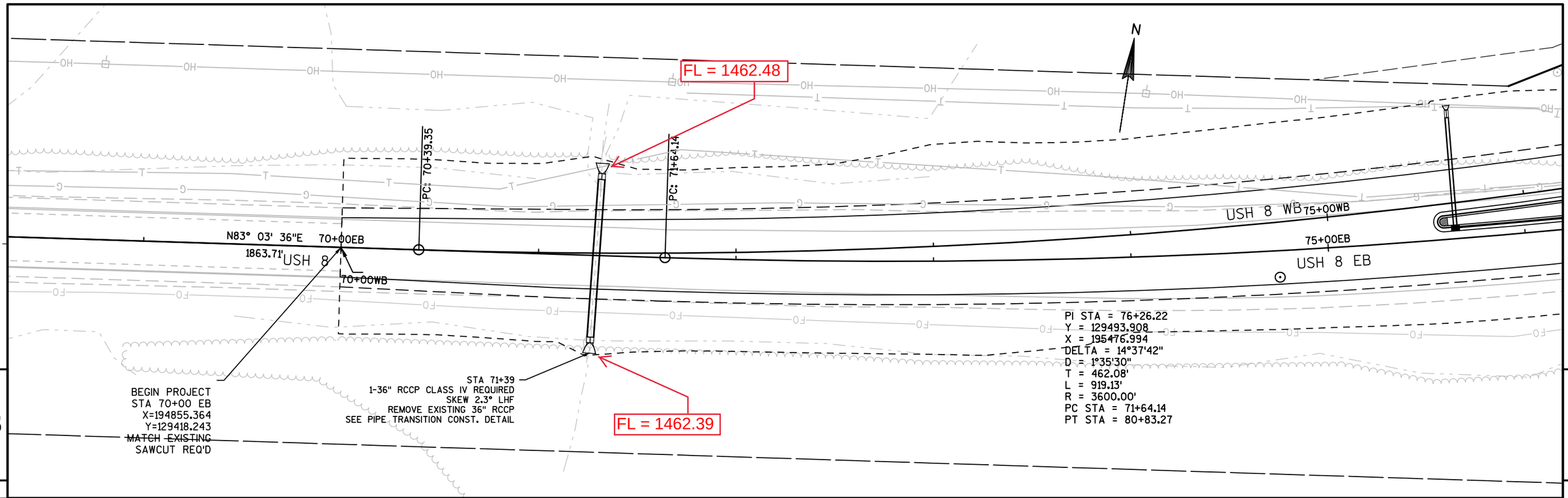
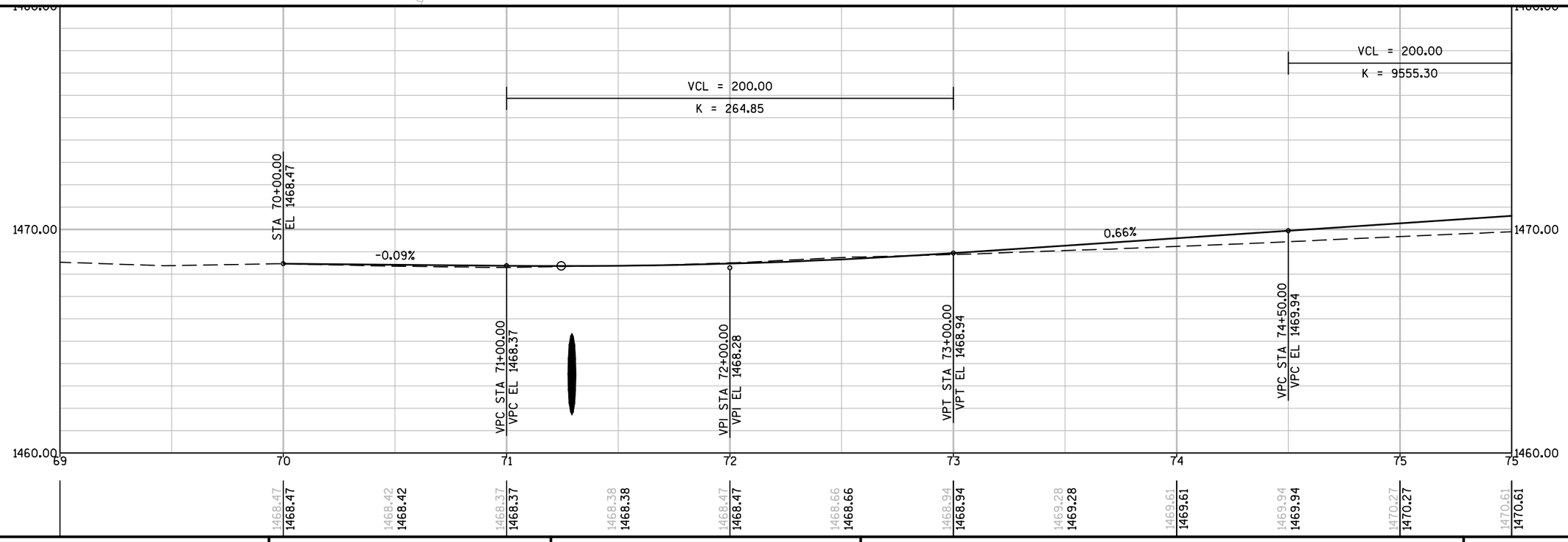
PLOT DATE : 2/27/2017 12:52 PM PLOT BY : TIM RUTZEN PLOT NAME : PLOT SCALE : **********





PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 151	E

Approximate outlet location

***All intersections throughout job (ramps and sideroads) were paved 6.25" thick within curb radii.

Underdrain system was uncovered under existing US 8 WB shoulder between STA 75+00 - 85+00 (approximately). System consisted of plastic drain tile buried in small trench filled with clean stone. System was mostly undisturbed and left in place, however outlets were not draining anymore.

5

5

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 152 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_EB.DWG
LAYOUT NAME - 050101_PP (1)

PLOT DATE : 10/31/2017 2:20 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

First location where underdrain was discovered.

KLADE RD

10+00.00

PI: 10+00.00

PC: 82+33.06

STA 82+82 5.5' LT
IN-5.1 5-FT DIA CATCH BASIN REQUIRED

25' 54"E
44.56'

STA 82+82
1-30" RCCP CLASS IV REQUIRED
SKEW 0°

STA 82+32
REMOVE EXISTING 30" RCCP

Inlet abandoned/ paved over after it was installed (not needed after curb changed to reject curb).

KLADE

PC: 11+42.43

X=196018.359
Y=129595.588

USH 8 WB 85+00WB

85+00EB
USH 8 EB

IP200+

PC: 87+04.64

STA 87+32
IN-6.1 MEDIAN INLET 2 GRATE REQUIRED
REMOVE EXISTING MEDIAN INLET AND
CONNECT TO EXISTING PIPE

STA 87+32
EXISTING 18" RCCP TO REMAIN

5

5

VPC STA 83+42.92
VPC EL 1475.97

VPI STA 86+17.92
VPI EL 1477.28

0.48%

VCL = 550.00

K = 1935.51

1480.00

1470.00

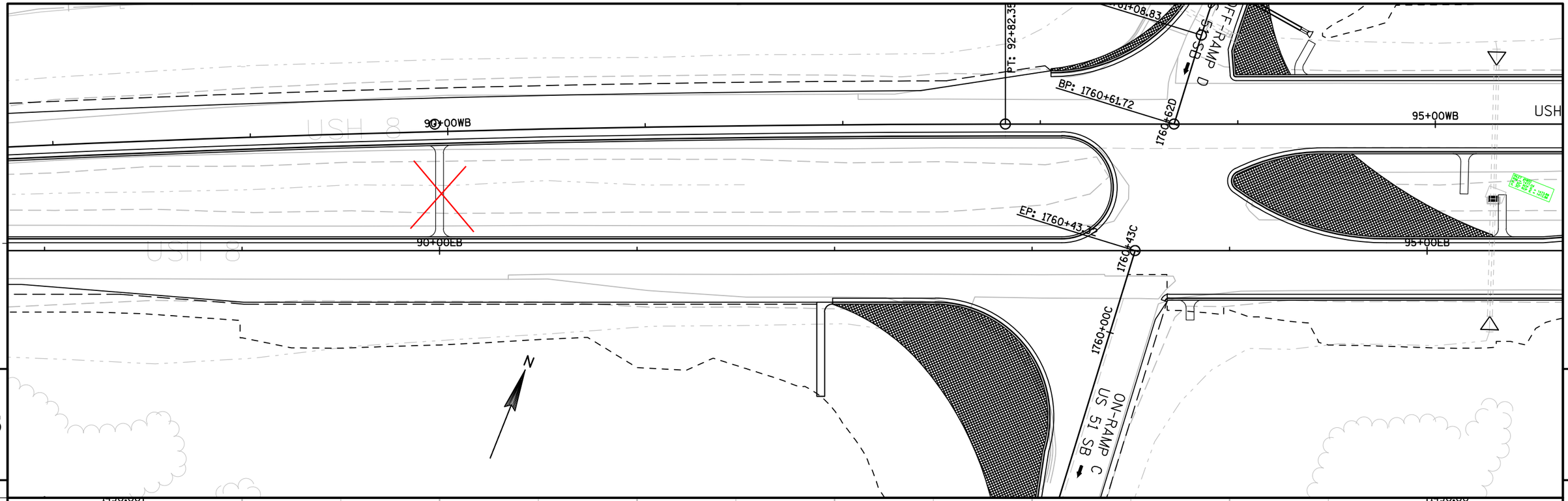
82 83 84 85 86 87 88

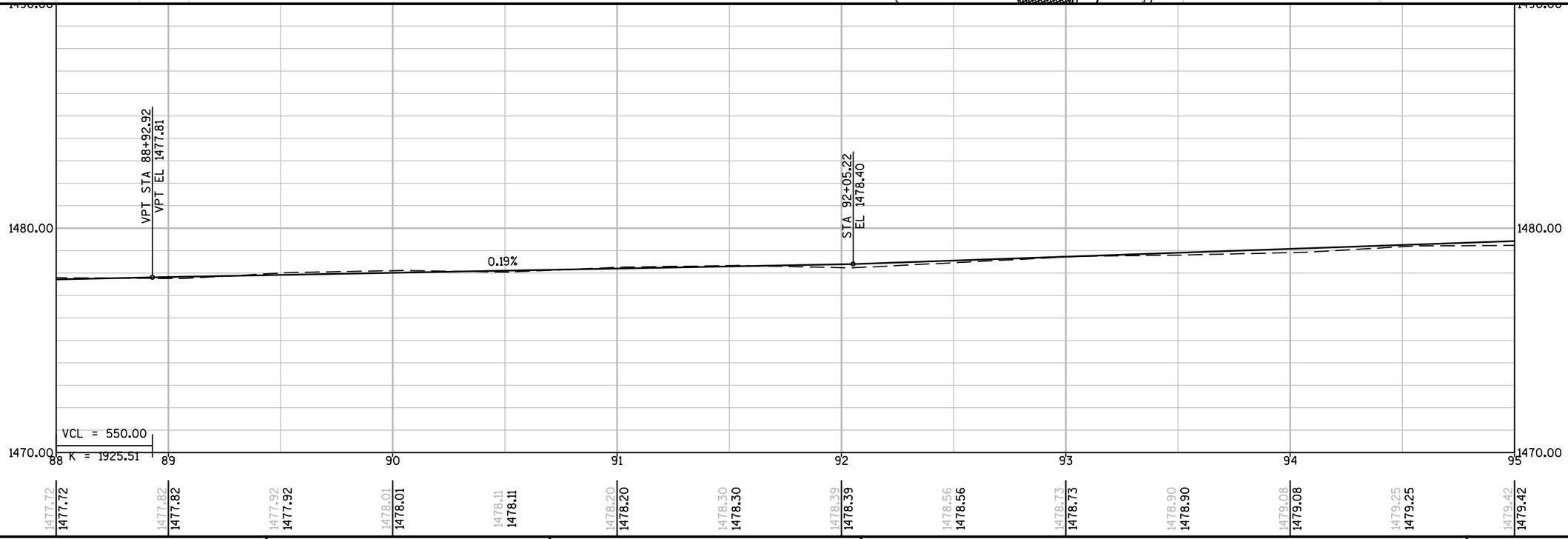
1475.29 1475.53 1475.77 1476.01 1476.24 1476.45 1476.66 1476.85 1477.03 1477.19 1477.34 1477.48 1477.61 1477.72

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 153	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_EB.DWG
LAYOUT NAME - 050101_PP (2)

PLOT DATE : 10/31/2017 2:20 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT





PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 154	E

95+00WB

USH 8 WB

USH 8 WB 100+00WB

EXISTING 30" RCCP TO REMAIN

US 51 SB

US 51 NB

ON-RAMP

US 51 NB

BP: 1764+08.24

1764+08A

STA 95+33
IN-7.1 RECONSTRUCTING INLET REQUIRED
SEE CONSTRUCTION DETAIL

STA 96+09.2 EB

STA 99+28.3 EB

EP: 1759+21.05

STA 101+43 23.5' RT
IN-10.1 4-FT DIA INLET REQUIRED

95+00EB

USH 8 EB

100+00EB

USH 8 EB

1759+21B

FL = 1475.98

EP: 2+71.99

STA 98+95
EXISTING MEDIAN INLET IN-9.1
& 18" RCCP TO REMAIN

STA 101+21 RT
1-18" RCCP CLASS IV REQUIRED

STA 95+33
EXISTING 30" RCCP TO REMAIN

STA 96+09 - STA 99+28 EB
REMOVE EXISTING GUARDRAIL
INSTALL STEEL THRIE BEAM BULLNOSE TERMINAL

FL = 1475.10

PC: 1+89.62

OFF-RAMP

Random boulders discovered while pounding longer bullnose posts at east and west ends of thrie beam.

5

5

0.35%

1480.00

1470.00

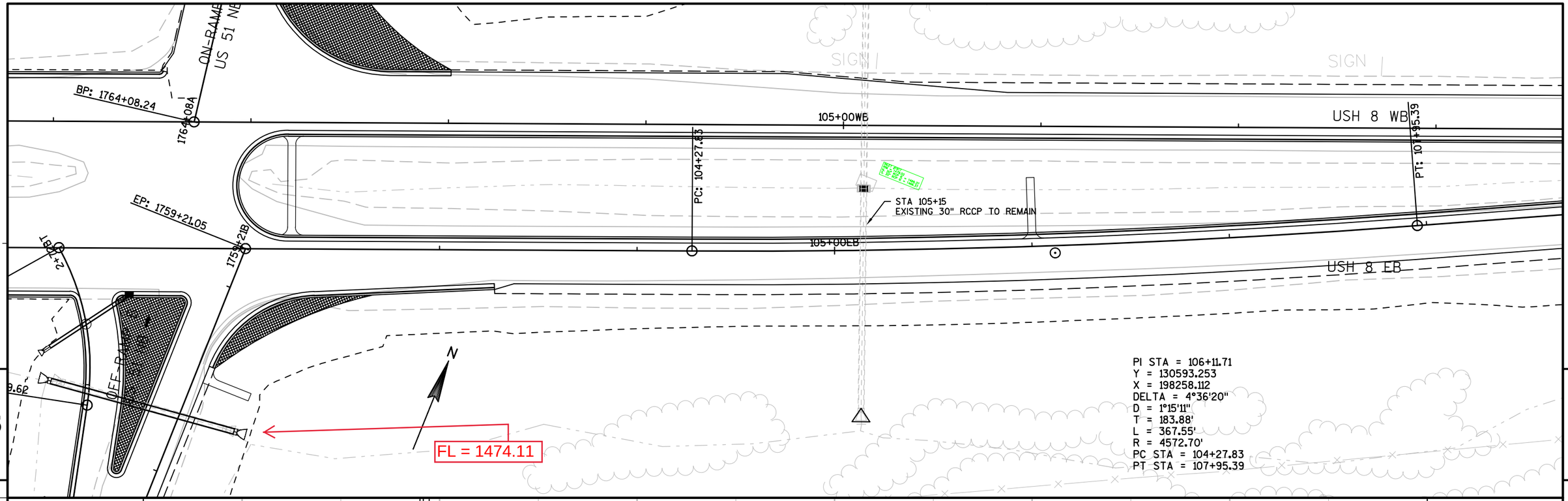
95 96 97 98 99 100 101

1479.42 1479.60 1479.77 1479.95 1480.12 1480.29 1480.47 1480.64 1480.81 1480.99 1481.16 1481.33 1481.51 1481.68

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 155	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_EB.DWG
LAYOUT NAME - 050101_PP (4)

PLOT DATE : 10/31/2017 2:20 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 156	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_EB.DWG
LAYOUT NAME - 050101_PP (5)

PLOT DATE : 10/31/2017 2:21 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

EBS (due to groundwater and dirty sand (Backfilled w/ select borrow)

SIGN

USH 8 WB

PT: 107+95.39

110+00WB

110+00EB

N63° 49' 34"E

689.62'

USH 8 EB

PC: 113+2

EP: 18+52.52

PC: 114+85.00

115+00EB

18+53GT

PT: 18+29.31

GATEWOOD HEIGHTS ROAD PAV'T MATCH AREA

SAW EXISTING ASPHALT

PC: 16+81.59

GATEWOOD HEIGHTS RD

5

5

VPI STA 10

VPI EL 14

1480.00

1470.00

VCL = 1300.00

K = 1046.31

108 109 110 111 112 113 114

1482.72 1482.64 1482.53 1482.41 1482.25 1482.08 1481.88 1481.66 1481.41 1481.14 1480.84 1480.52 1480.18 1479.81

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 157	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_EB.DWG
LAYOUT NAME - 050101_PP (6)

PLOT DATE : 10/31/2017 2:21 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

EBS (due to groundwater and dirty sand (Backfilled w/ select borrow)

N

SIGN

SIGN

PC: 114+85.00

115+00EB

18+43GT

USH 8 WB
USH 8 EB

PI STA = 119+22.80
Y = 131171.656
X = 199434.940
DELTA = 25°57'51"
D = 3°01'02"
T = 437.79'
L = 860.55'
R = 1899.00'
PC STA = 114+85.00
PT STA = 123+45.56

120+00EB

USH 8 WB
USH 8 EB

STA 119+45
EXISTING PAVEMENT JOINT

Old US 8 Concrete Pavement still exists under roadway along this stretch until the curve that brings it off the old alignment. Pavement was left in place during the project as the new pavement structure still fit over the top of it. Existing pavement structure was base course, concrete, base course, and then asphalt.

VPT STA 115+9
VPT EL 1478

-0.90%

VCL = 1300.00
K = 1046.31

VPC STA 119+00.33
VPC EL 1475.88

1480.00
1470.00
1465.00

114 115 116 117 118 119 120 121

1479.81 1479.42 1479.01 1478.57 1478.12 1477.68 1477.23 1476.78 1476.33 1475.89 1475.46 1475.09 1474.77 1474.50

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 158 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_EB.DWG
LAYOUT NAME - 050101_PP (7)
PLOT DATE : 10/31/2017 2:21 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:50 FT

Per plan, this stretch of roadway was not to be reconstructed as part of the project. However, portions of it had the pavement structure removed and replaced, and some did not as the area fell in between different stages. Varying HMA thicknesses/ages now exist here in different patches.

EBS (due to groundwater and dirty sand (Backfilled w/ select borrow)

END RECONSTRUCT
STA 125+25 EB
X=199813.778
Y=131658.960
MATCH EXISTING
SAWCUT REQ'D

PT: 123+45.56

SIGN

USH 8 WB
USH 8 EB

STA 121+32
EXISTING 30" RCCP TO REMAIN

N37° 51' 43"E
1255.56'

125+00EB

STA 127+47
1-48" RCCP CLASS IV REQUIRED
SKEW 29° RHF
REMOVE EXISTING 48" RCCP
SEE PIPE TRANSITION CONST. DETAIL

Old US 8 Concrete Pavement still exist under roadway along this stretch until the curve that brings it off the old alignment. Pavement was left in place during the project as the new pavement structure still fit over the top of it.

5

5

VCL = 1250.00
K = 493.90

1480.00
1470.00
1465.00

121 122 123 124 125 126 127

VPI STA 125+25.33
VPI EL 1470.29

| | | |

FL = 1466.60

FL = 1467.20

130+00EB

USH 8 EB

N

1108
1475.650

VCL = 1250.00

K = 493.90

VPT STA 131+50.33
VPT EL 1480.51

1480.00

1470.00

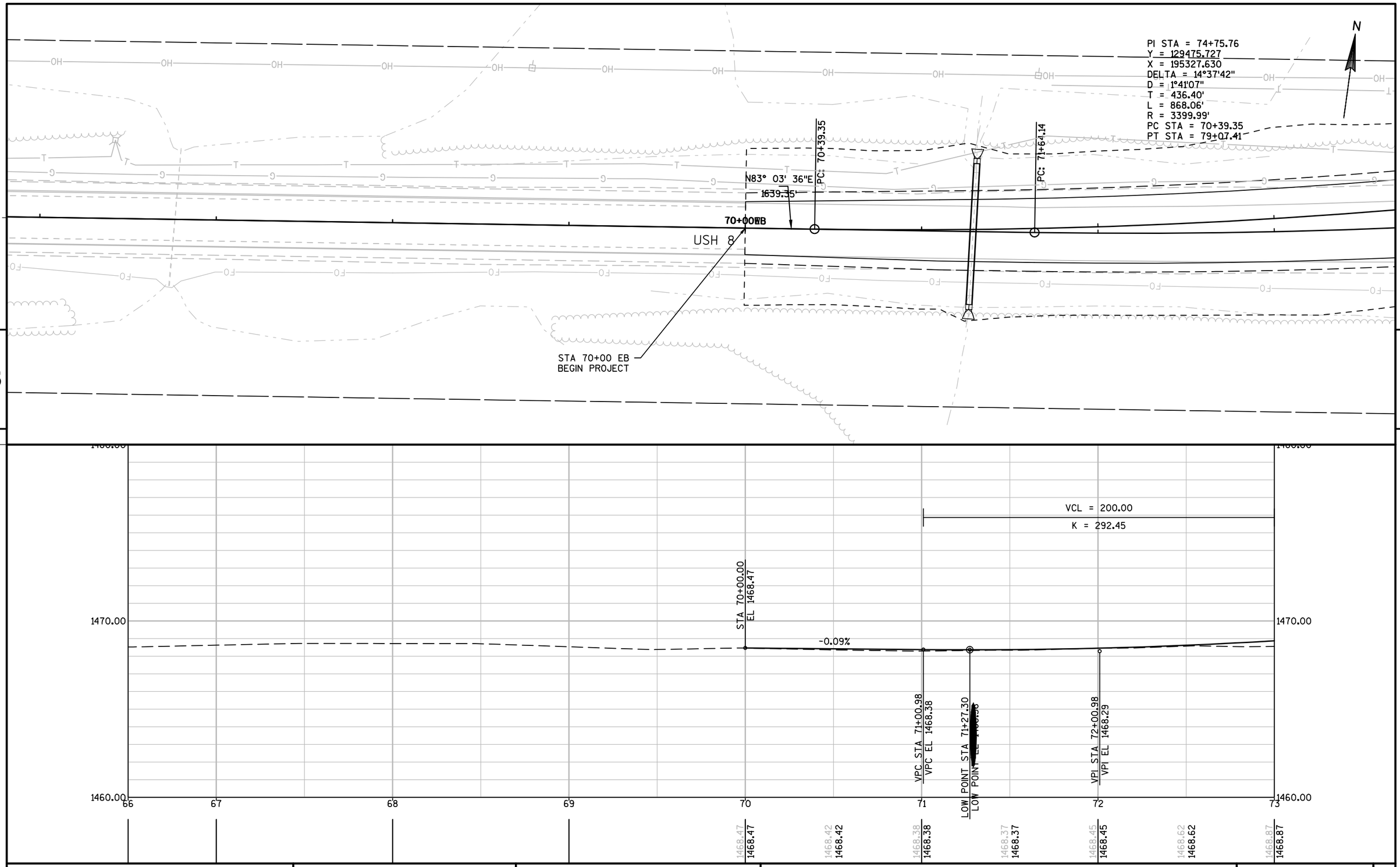
126 127 128 129 130 131 132

1474.57 1474.57
1474.86 1474.86
1475.20 1475.20
1475.58 1475.58
1476.02 1476.02
1476.51 1476.51
1477.05 1477.05
1477.64 1477.64
1478.28 1478.28
1478.97 1478.97
1479.71 1479.71
1480.50 1480.50
1481.32 1481.32

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 EB	SHEET 160	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_EB.DWG
LAYOUT NAME - 050101_PP (9)

PLOT DATE : 10/31/2017 2:21 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 161	E

PI STA = 74+75.76
Y = 129475.727
X = 195327.630
DELTA = 14°37'42"
D = 1°41'07"
T = 436.40'
L = 868.06'
R = 3399.99'
PC STA = 70+39.35
PT STA = 79+07.41

FL = 1464.22

EBS (due to groundwater and dirty sand (Backfilled w/ select borrow)

FL = 1467.42

STA 75+65
SSP CLASS III 18-INCH REQUIRED
SKEW 0°

STA 78+10
SSP CLASS IV 18-INCH REQUIRED
SKEW 0°

PT: 79+07.41

USH 8 WB 75+00WB

75+00EB

USH 8 EB

USH 8 WB 80+00WB

80+00EB

USH 8 EB

Cut along hillside from 76+50 to Klade Road uncovered bad soils that were deposited here likely when US 8 was first built.

VCL = 200.00
K = 292.45

0.59%

VPT STA 73+00.98
VPT EL 1468.88

1470.00
1460.00

73 74 75 76 77 78 79

1468.87 1469.17 1469.47 1469.77 1470.06 1470.36 1470.66 1470.95 1471.25 1471.55 1471.84 1472.14 1472.44 1472.73

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 162	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_WB.DWG
LAYOUT NAME - 050115_PP

PLOT DATE : 10/27/2017 10:32 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

FL = 1468.32

FL = 1468.06

FL = 1468.58

FL = 1470.06

FL = 1470.95

PI: 79+07.41

STA 80+91
SSP CLASS IV 18-INCH REQUIRED
SKEW 22° RHF

PI: 80+83.27

USH 8 WB 80+00WB

80+00EB
USH 8 EB

KLADE RD 10+00KL

PI: 10+00.00

N68° 25' 54"E
375.64'

PC: 82+83.06

STA 82+77
1-30" RCCP CLASS IV REQUIRED
SKEW 0°

USH 8 WB 85+00WB

85+00EB
USH 8 EB

IP2004

IP2003

PI STA = 84+93.90
Y = 129851.753
X = 196278.897
DELTA = 2°58'56"
D = 0°42'26"
T = 210.84'
L = 421.59'
R = 8100.00'
PC STA = 82+83.06
PT STA = 87+04.64

N

VPC STA 85+92.41
VPC EL 1476.55

VCL = 550.00
K = 1327.21

1480.00
1470.00
1465.00

79 80 81 82 83 84 85 86

1472.73 1473.03 1473.33 1473.63 1473.92 1474.22 1474.52 1474.81 1475.11 1475.41 1475.70 1476.00 1476.30 1476.59

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 163 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_WB.DWG
LAYOUT NAME - 050116_PP

PLOT DATE : 10/27/2017 10:32 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

PI STA = 84+93.90
Y = 129851.753
X = 196278.897
DELTA = 2°58'56"
D = 0°42'26"
T = 210.84'
L = 421.59'
R = 8100.00'
PC STA = 82+83.06
PT STA = 87+04.64

PI STA = 89+93.56
Y = 130059.398
X = 196733.474
DELTA = 2°58'55"
D = 0°30'58"
T = 288.92'
L = 577.70'
R = 11099.99'
PC STA = 87+04.64
PT STA = 92+82.35

IP2003

IP2002

PC: 87+04.64

PT: 92+82.35

USH 8

90+00WB

90+00EB

EP: 1760+43

VPI STA 88+67.41
VPI EL 1478.18

VPT STA 91+42.41
VPT EL 1478.68

VCL = 550.00

K = 1327.21

1480.00

1470.00

86 87 88 89 90 91 92

1476.59 1476.59
1476.88 1476.88
1477.14 1477.14
1477.39 1477.39
1477.62 1477.62
1477.83 1477.83
1478.02 1478.02
1478.19 1478.19
1478.34 1478.34
1478.48 1478.48
1478.59 1478.59
1478.69 1478.69
1478.78 1478.78
1478.87 1478.87

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 164	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_WB.DWG
LAYOUT NAME - 050117_PP

PLOT DATE : 10/27/2017 10:32 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

CULVERT EXTENDED 6'
FL = 1473.15

FL = 1474.19

FL = 1474.22

Trenches were cut along both abutments and backfilled with clean sand to drain water seeping up into grade from behind abutments.

WISDOT WEATHER STATION

WISDOT WEATHER SENSORS - REMOVE WITH PAV'T REMOVAL OPERATIONS AFTER DISCONNECTION

IP 2002

PC: 1761+08.83

PT: 92+82.35

BP: 1760+61.72

1760+62D

US 51 SB OFF-RAMP

N68° 25' 54"E
2043.42'

95+00WB

USH 8 WB

USH 8

EP: 1760+43.32

1760+43C

95+00EB

USH 8 EB

1760+00C

US 51 SB

US 51 NB

US 51 NB

VCL = 200.00
K = 558.84

0.18%

VPC STA 97+05.88
VPC EL 1479.69

VPI STA 98+05.88
VPI EL 1479.87

1480.00

1470.00

92 93 94 95 96 97 98 99

1478.87 1478.87
1478.96 1478.96
1479.05 1479.05
1479.14 1479.14
1479.23 1479.23
1479.32 1479.32
1479.41 1479.41
1479.50 1479.50
1479.59 1479.59
1479.68 1479.68
1479.78 1479.78
1479.94 1479.94
1480.13 1480.13
1480.37 1480.37

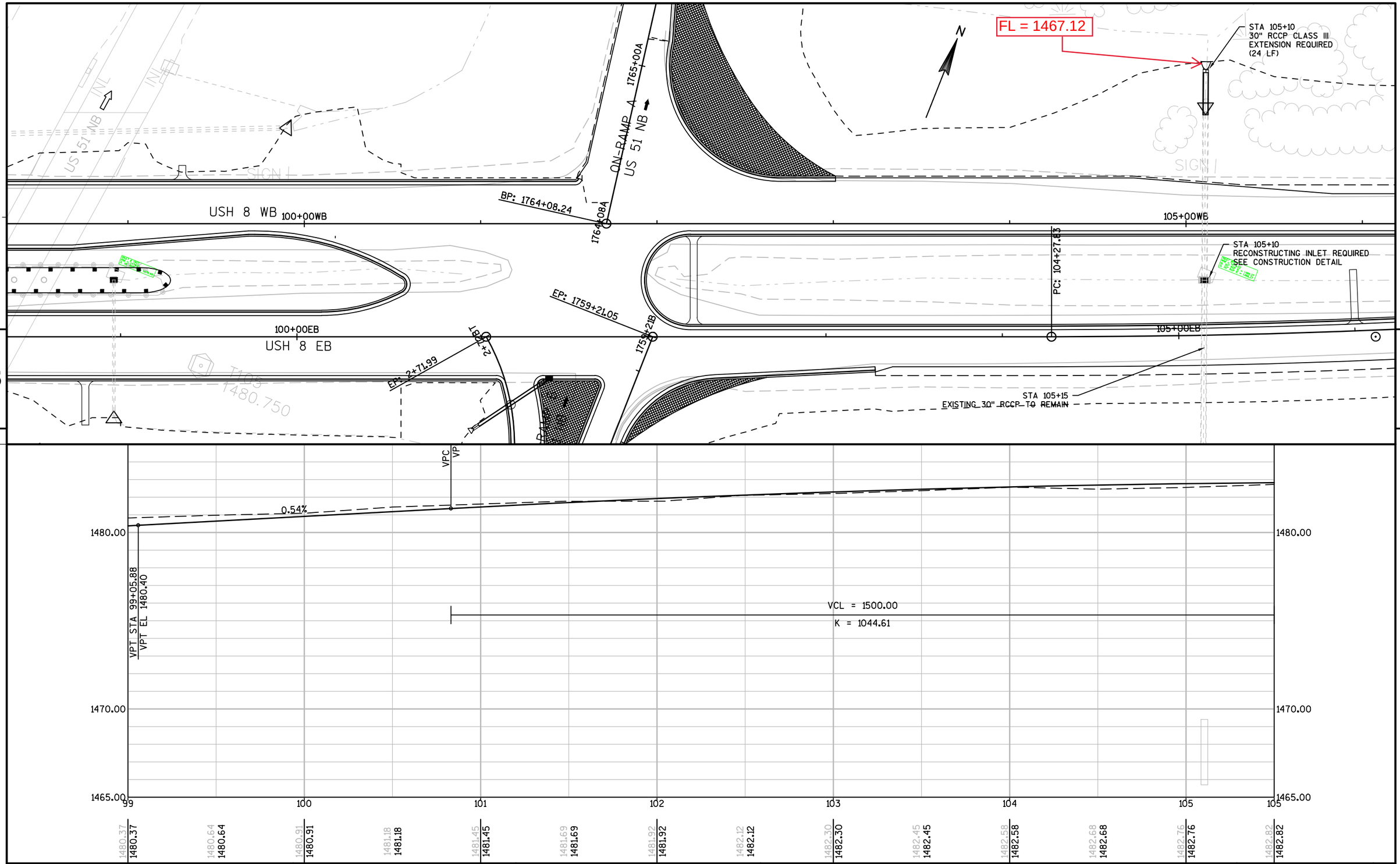
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 165	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_WB.DWG
LAYOUT NAME - 050118_PP

PLOT DATE : 10/27/2017 10:33 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:50 FT

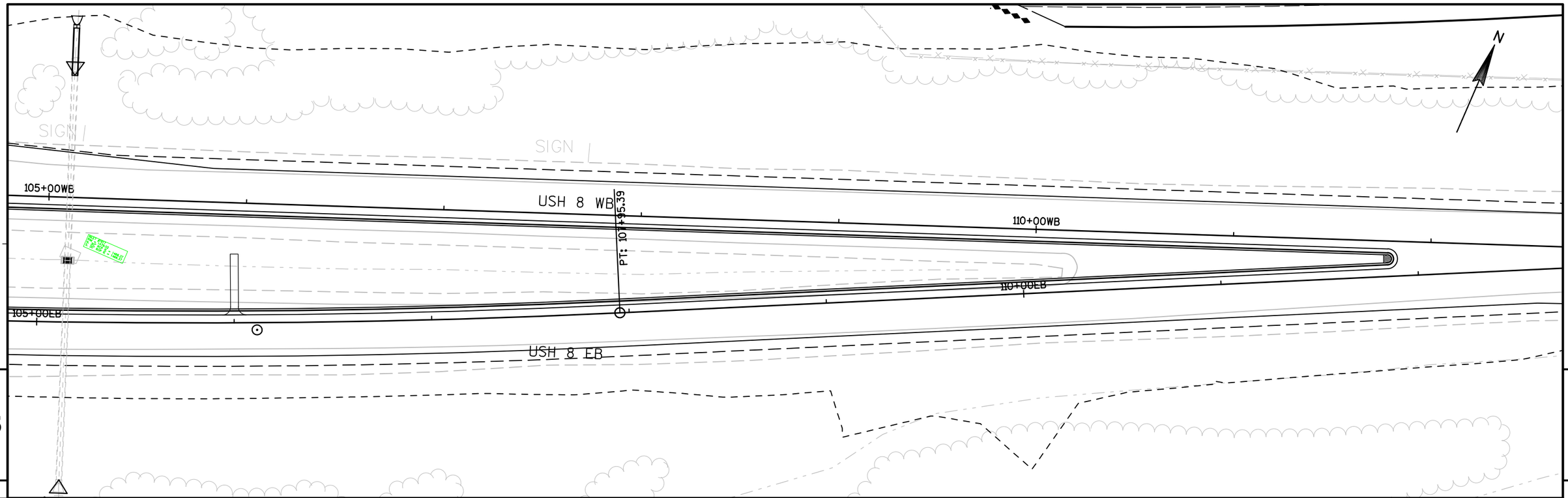
WISDOT/CADDS SHEET 44

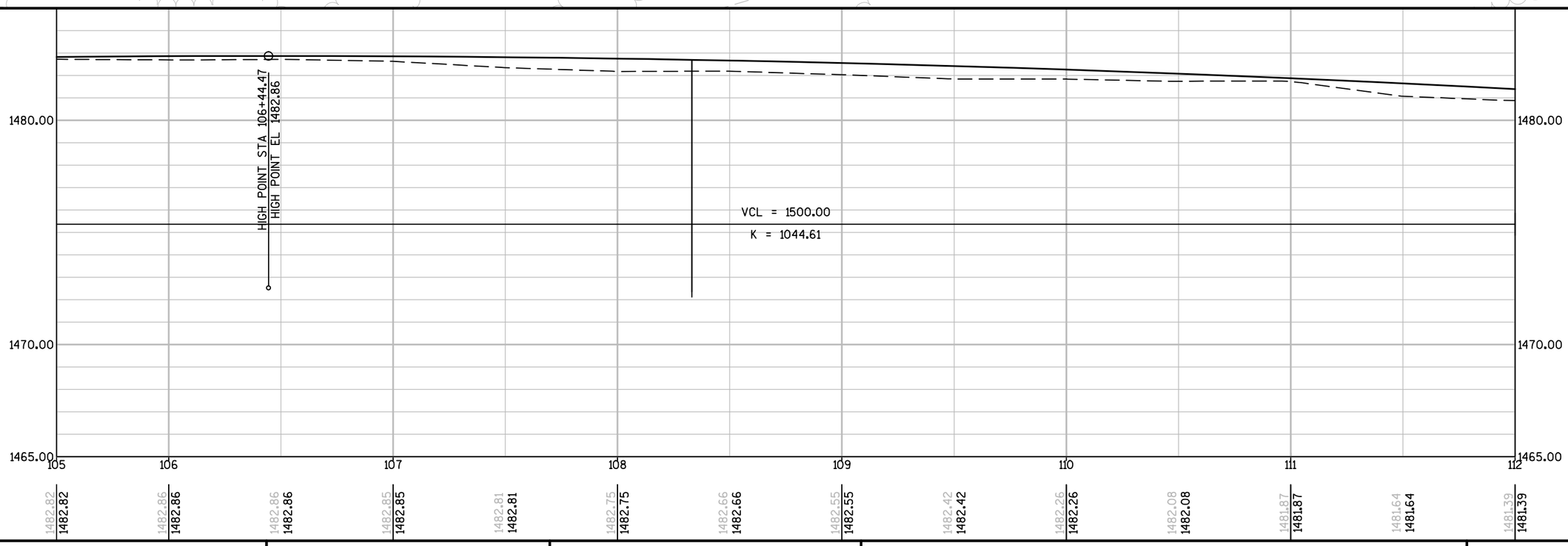


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 166	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_USH_8_WB.DWG
LAYOUT NAME - 050119_PP

PLOT DATE : 10/27/2017 10:33 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT





PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 167	E

PI STA = 118+44.73
Y = 131107.572
X = 199385.121
DELTA = 30°34'10"
D = 3°01'02"
T = 518.96'
L = 1013.19'
R = 1899.00'
PC STA = 113+25.76
PT STA = 123+38.95

PC: 113+25.76
EP: 18+52.52
18+52 GT
PT: 18+29.31
PC: 114+85.00
115+00EB
PC: 16+87.59
SIGN
USH 8 WB
USH 8 EB
GATEWOOD
TS RD

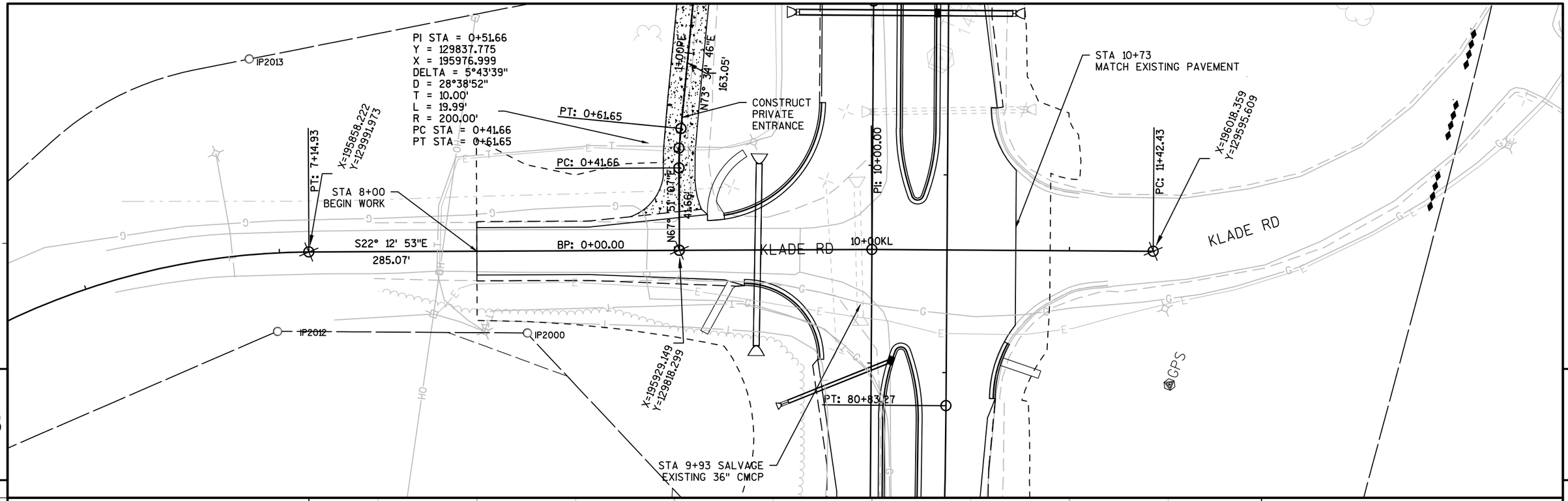
5 5

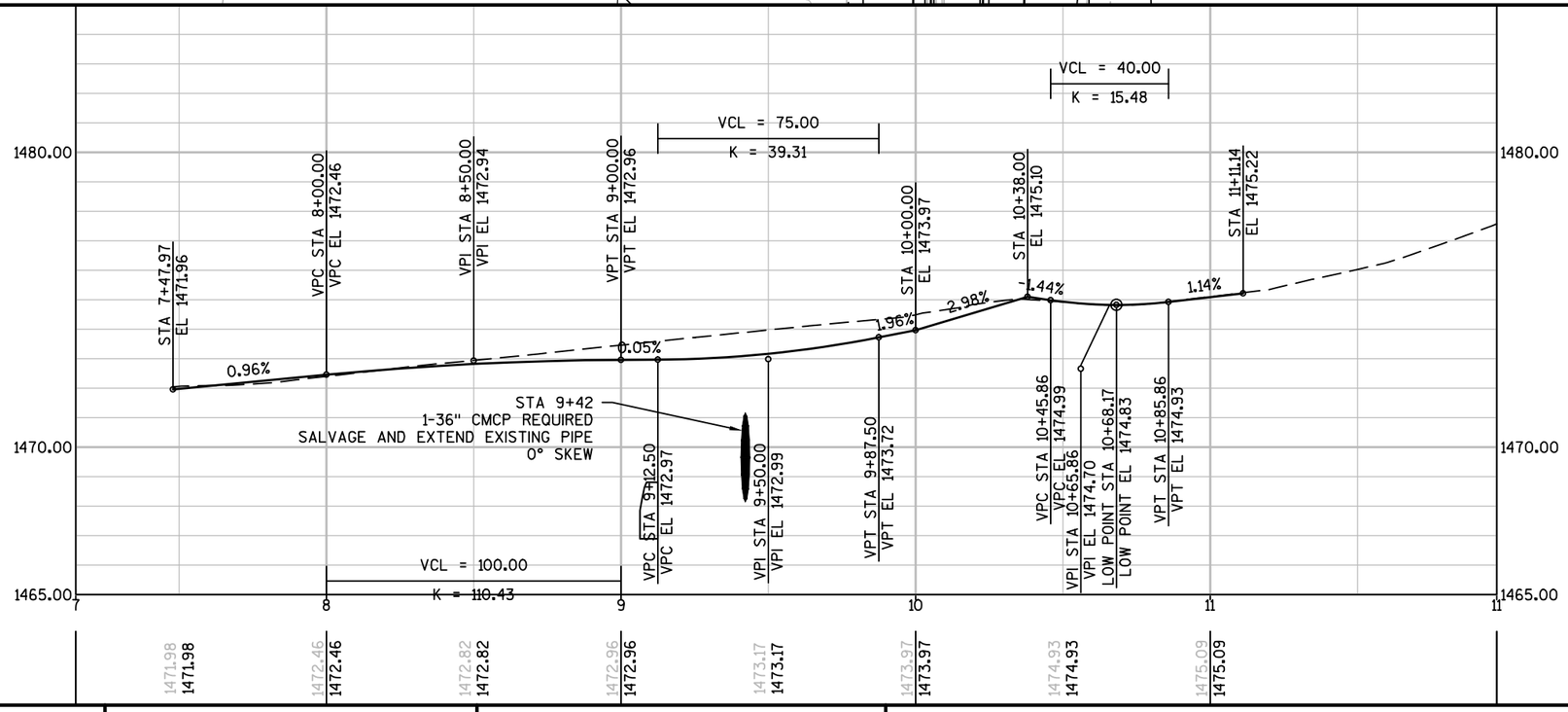
VPT STA 115+
VPT EL 1478
STA 117+43.10
EL 1477.21
-0.90%
VCL = 1500.00
K = 1044.61

1480.00
1470.00
1465.00
112 113 114 115 116 117 118

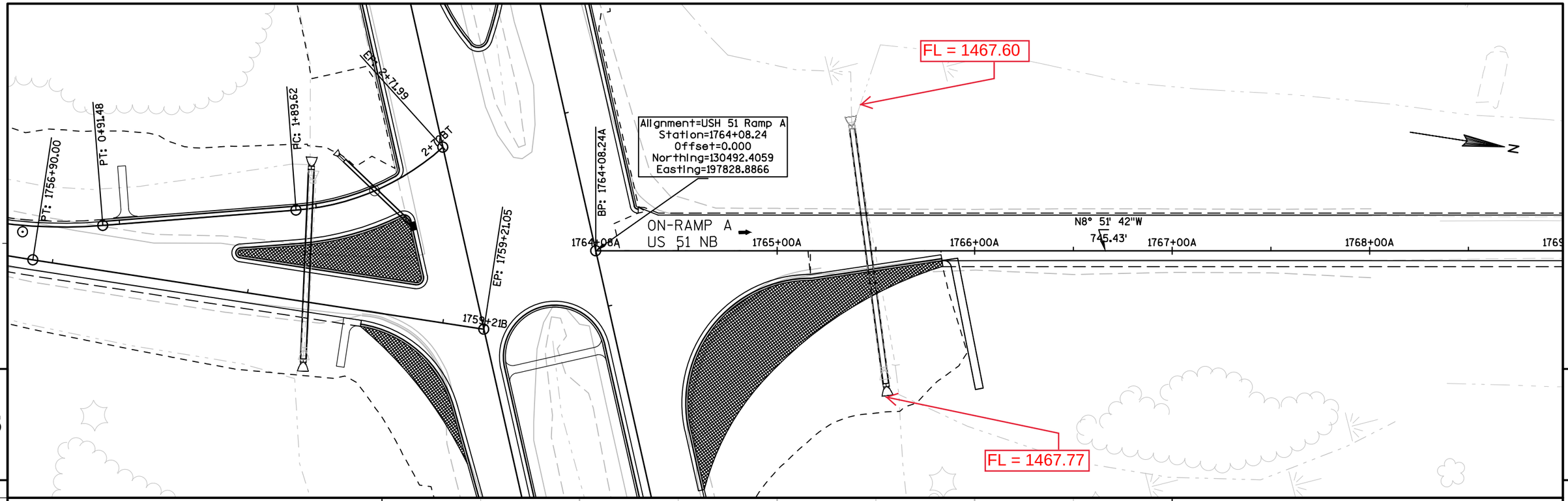
1481.39 1481.39
1481.11 1481.11
1480.81 1480.81
1480.48 1480.48
1480.13 1480.13
1479.76 1479.76
1479.36 1479.36
1478.94 1478.94
1478.50 1478.50
1478.05 1478.05
1477.60 1477.60

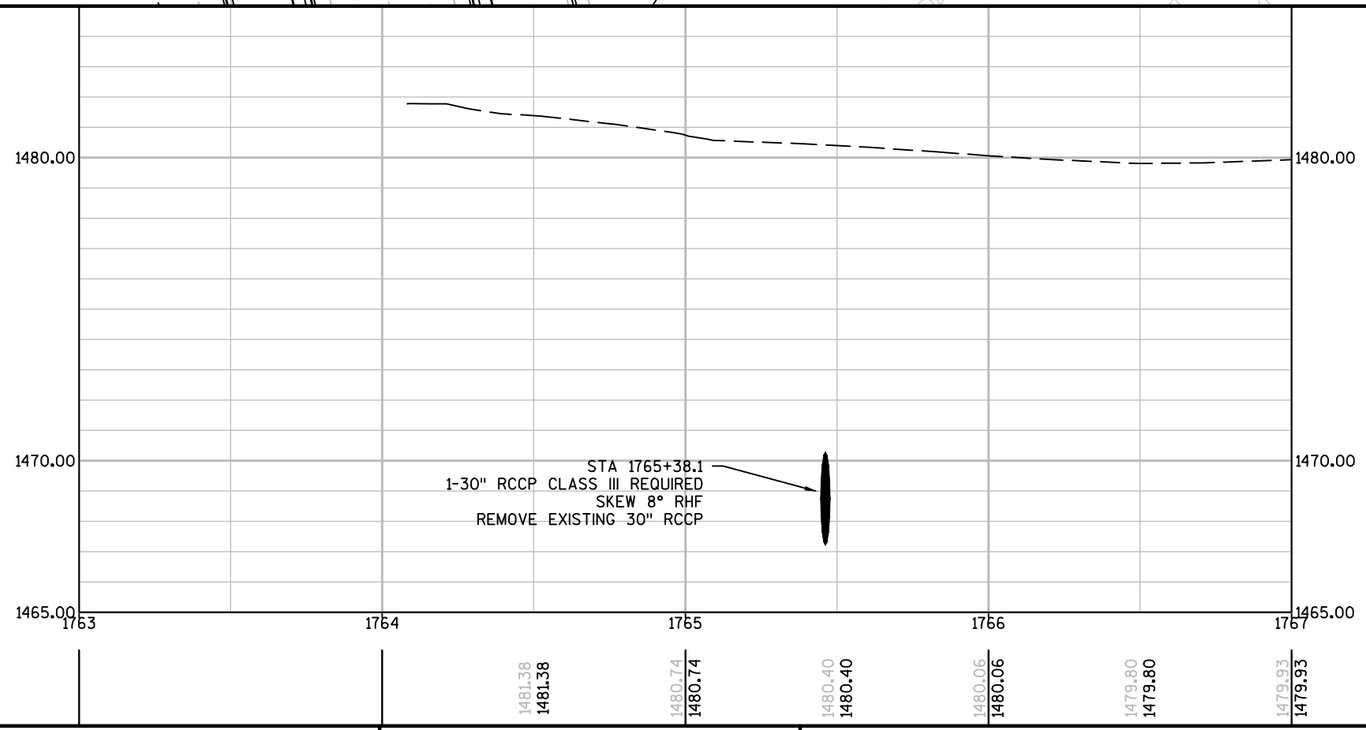
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: USH 8 WB	SHEET 168	E





PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: KLADE ROAD	SHEET 169	E

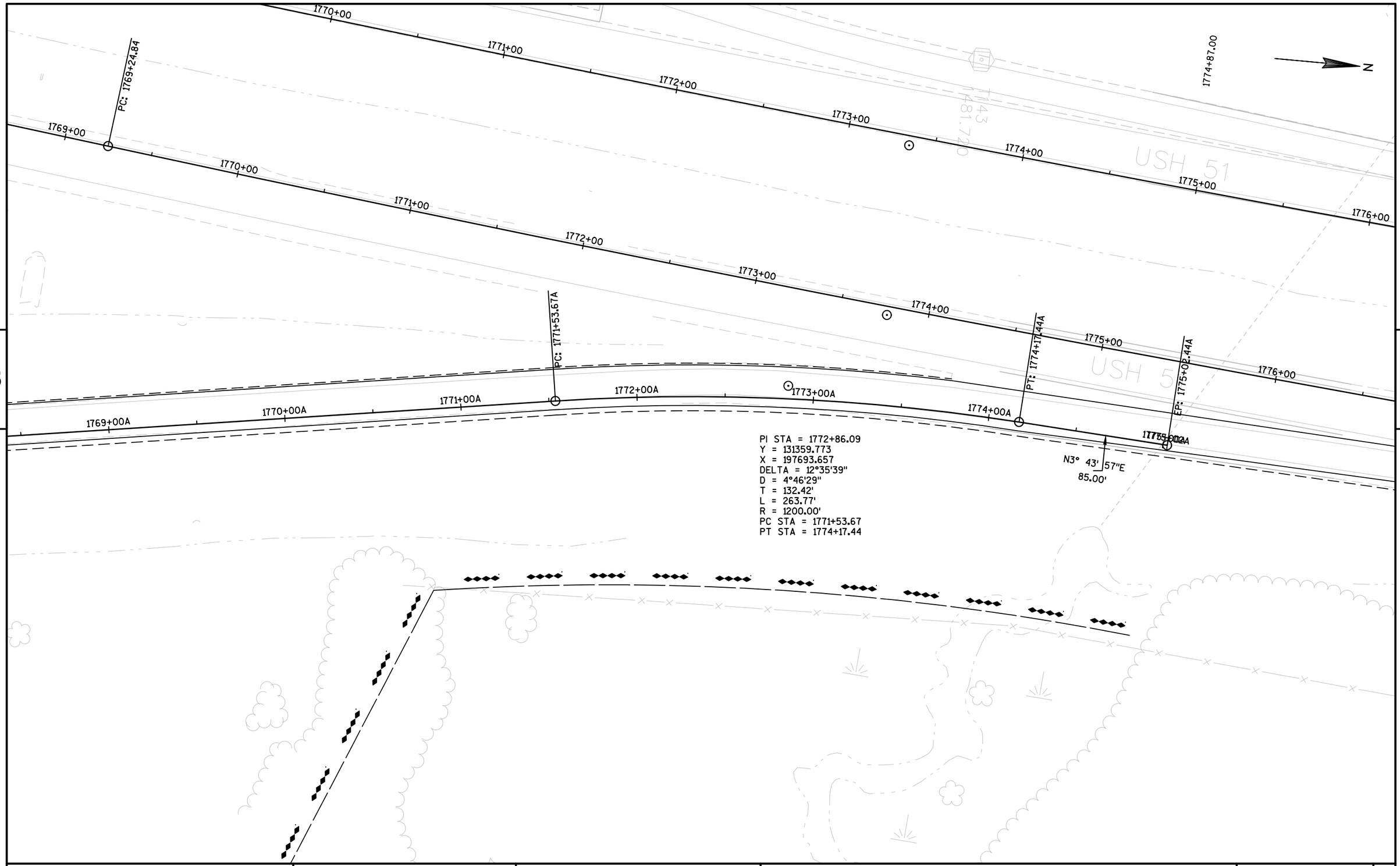




PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP A	SHEET 170	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_A.DWG
LAYOUT NAME - 050130

PLOT DATE : 10/26/2017 10:26 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT



5

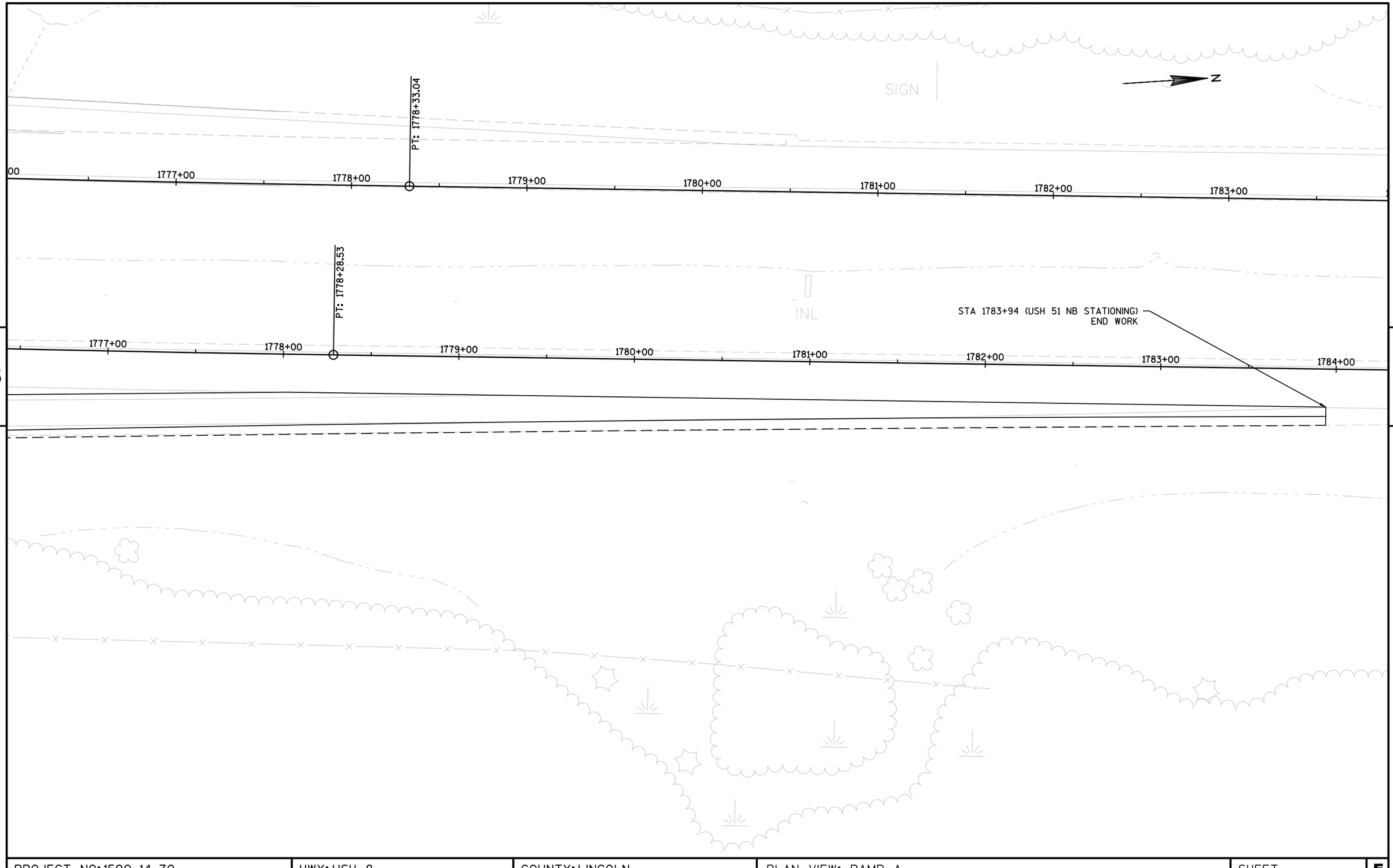
5

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN VIEW: RAMP A	SHEET	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_A.DWG
LAYOUT NAME - 050100_PP_RAMP_A - 050131

PLOT DATE : 10/26/2017 10:26 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:50 FT



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN VIEW: RAMP A	SHEET 172	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_A.DWG
LAYOUT NAME - 050100_PP_RAMP_A - 050132

PLOT DATE : 10/26/2017 10:26 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

Alignment=USH 51 Ramp B Exist
Station=1736+49.32
Offset=0.000
Northing=128292.5068
Easting=197201.1019

BP: 1736+49.32

1736+49B

N16° 58' 51"E
547.87'

1740+00B

PC: 1741+97.19

STA 1750+00.00
EL 1491.23

STA 1753+00
BEGIN RECONSTRUCT WORK

-1.73%

VCL = 250.00
K = 67.01

VPC STA 1756+19.22
VPC EL 1480.50

1500.00
1490.00
1480.00

1749 1750 1751 1752 1753 1754 1755 1756

1491.23	1490.36	1489.50	1488.63	1487.76	1486.90	1486.03	1485.16	1484.30	1483.43	1482.56	1481.70	1480.83	1480.03
1491.23	1490.36	1489.50	1488.63	1487.76	1486.90	1486.03	1485.16	1484.30	1483.43	1482.56	1481.70	1480.83	1480.03

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP B	SHEET 173 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_B.DWG
LAYOUT NAME - 050126A_PP

PLOT DATE : 10/11/2017 11:38 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

PT: 1743+95.84

1745+00B

1750+00B

PI STA = 1742+96.59
Y = 128911.562
X = 197390.141
DELTA = 5°27'56"
D = 2°45'05"
T = 99.40'
L = 198.66'
R = 2082.48'
PC STA = 1741+97.19
PT STA = 1743+95.84

Base course added to outside shoulder for temporary widening/HMA during construction was left in place for future projects to potentially use for temporary traffic accommodations.

STA 1750+00.00
EL 1491.23

STA 1753+00
BEGIN RECONSTRUCT WORK

-1.73%

VCL = 250.00
K = 67.01

VPC STA 1756+19.22
VPC EL 1480.50

1500.00
1490.00
1480.00

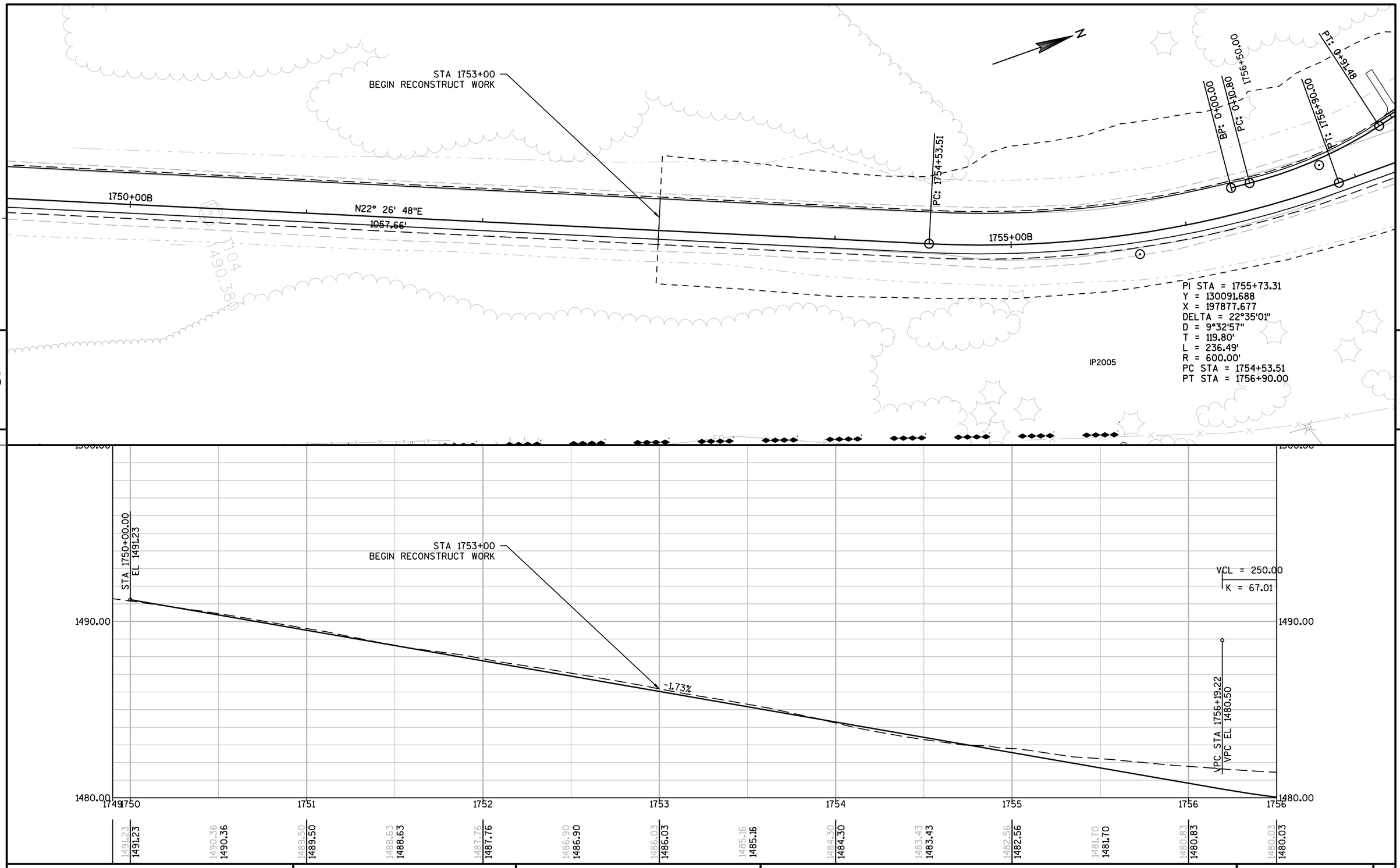
1749 1750 1751 1752 1753 1754 1755 1756

1491.23	1490.36	1489.50	1488.63	1487.76	1486.90	1486.03	1485.16	1484.30	1483.43	1482.56	1481.70	1480.83	1480.03
1491.23	1490.36	1489.50	1488.63	1487.76	1486.90	1486.03	1485.16	1484.30	1483.43	1482.56	1481.70	1480.83	1480.03

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP B	SHEET 174 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_B.DWG
LAYOUT NAME - 050126B_PP

PLOT DATE : 10/11/2017 11:38 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

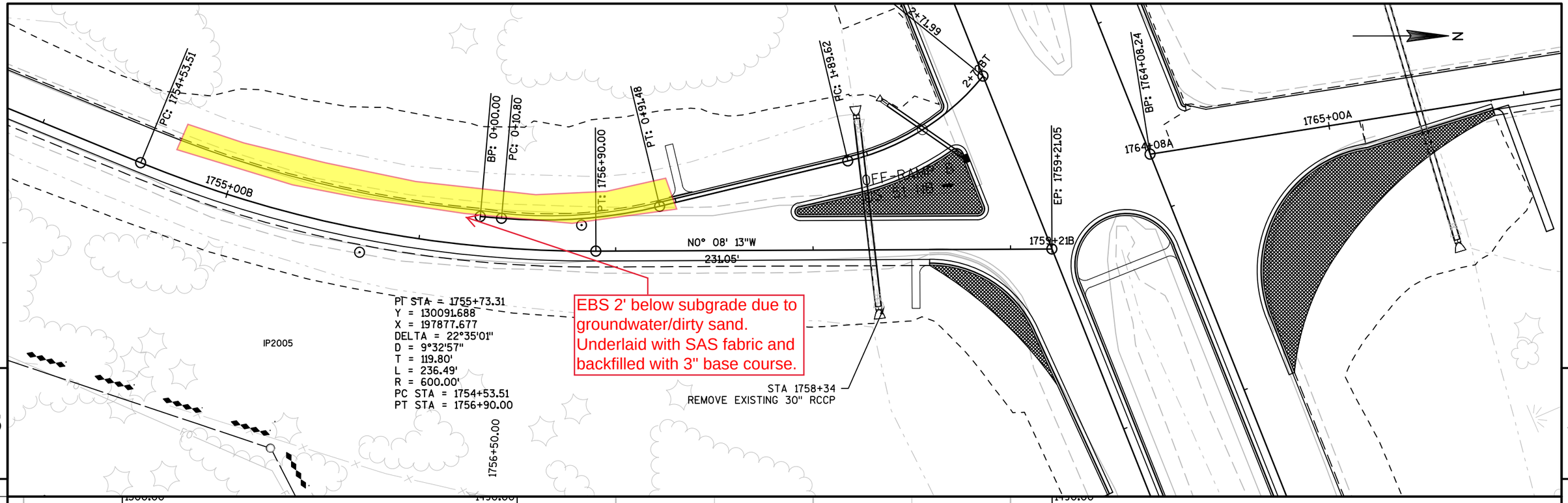


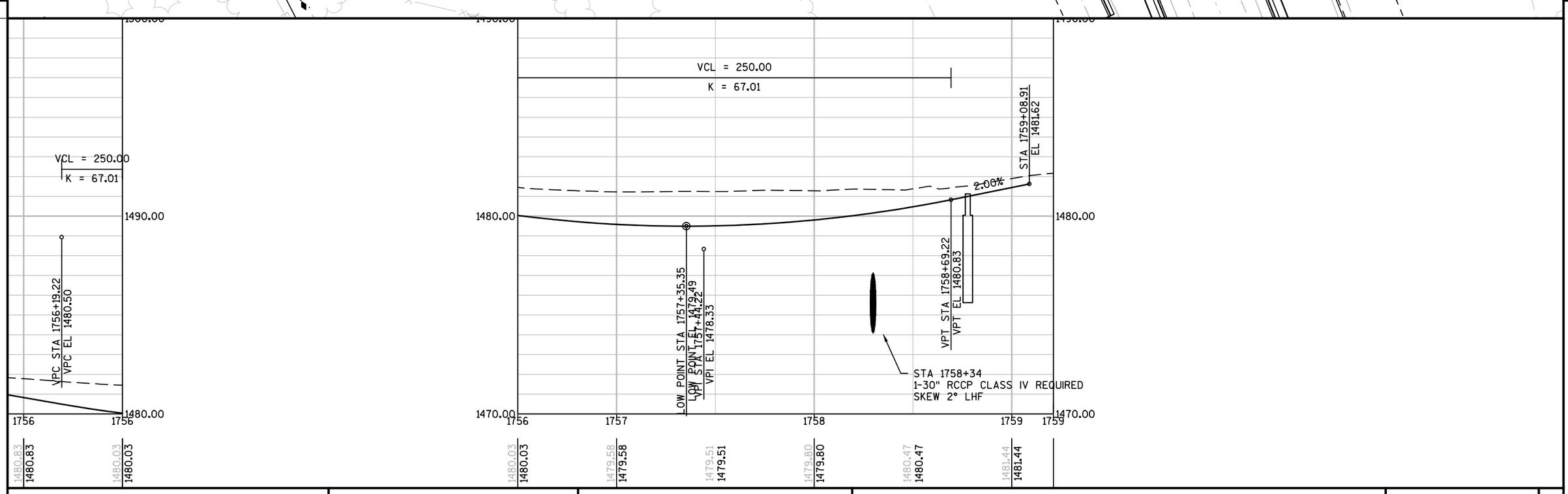
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP B	SHEET 175	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_B.DWG
LAYOUT NAME - 050126_PP

PLOT DATE : 10/11/2017 11:38 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP B	SHEET 176	E

PI STA = 0+51.50
Y = 130204.218
X = 197864.156
DELTA = 18°29'23"
D = 22°55'06"
T = 40.69'
L = 80.68'
R = 250.00'
PC STA = 0+10.80
PT STA = 0+91.48

PI STA = 2+32.36
Y = 130380.886
X = 197822.245
DELTA = 87°45'29"
D = 45°50'12"
T = 42.75'
L = 82.38'
R = 125.00'
PC STA = 1+89.62
PT STA = 2+71.99

1755+00B
Y=130154.923
X=197899.596
BP: 0+00.00
PC: 0+10.80
PT: 1756+90.00
PT: 0+91.48
PC: 1+89.62
EP: 2+71.99
2+70BT
IP2005
N5° 04' 48"E
10.80'
N13° 24' 36"W
98.13'
STA 2+31.4
SSF CLASS IV 18-INCH REQUIRED
SKEW 23.2° RHF
EP: 1759+21.05
BP: 1764+08.24
1764+08A
1765+00A
1754+21B
HWY 8 EB
100
100

5
5

VCL = 75.00
K = 43.47
VCL = 50.00
K = 38.05
STA 0+47.65
EL 1479.19
STA 2+53.77
EL 1481.13
1.93%
-1.11%
0.62%
1480.00
1480.00
1470.00
1470.00
VPC STA 0+47.84
VPC EL 1479.19
VPI STA 0+85.34
VPI EL 1478.77
LOW POINT STA 0+95.90
LOW POINT EL 1478.92
VPT STA 1+22.84
VPT EL 1479.01
VPC STA 1+29.19
VPC EL 1479.05
VPI STA 1+54.19
VPI EL 1479.20
VPT STA 1+79.19
VPT EL 1479.68
0
2
2
1479.16
1479.16
1478.92
1478.92
1479.23
1479.23
1480.09
1480.09
1481.05
1481.05

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP B TURN LANE	SHEET 177	E

5

5

STA 1740+00 (USH 51 SB STATIONING)
END WORK

Alignment=USH 51 Ramp C
Station=1745+00.00
Offset=0.000
Northing=128595.6560
Easting=197090.6433

BP: 1745+00.00C

N11° 15' 33"E
200.03'

PC: 1747+00.03C

1745+00C

1746+00C

1747+00C

PC: 1746+27.17

1740+00

1741+00

1742+00

1743+00

1744+00

1745+00

1746+00

1747+00

BP: 1736+59.42

PC: 1746+32.80

1736

1740

PC: 1742+06.62

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN VIEW: RAMP C	SHEET	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_C.DWG
LAYOUT NAME - 050134

PLOT DATE : 10/26/2017 10:24 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:50 FT

PI STA = 1749+25.53
Y = 129012.998
X = 197173.728
DELTA = 15°42'36"
D = 3°30'19"
T = 225.50'
L = 448.17'
R = 1634.52'
PC STA = 1747+00.03
PT STA = 1751+48.20

IP2009

PC: 1747+00.03C

PT: 1751+48.20C

1746+87.17

1747+00C

1748+00C

1749+00C

1750+00C

1751+00C

1752+00C

1753+00C

1754+00C

1747+00

1748+00

1749+00

1750+00

1751+00

1752+00

1753+00

1754+00

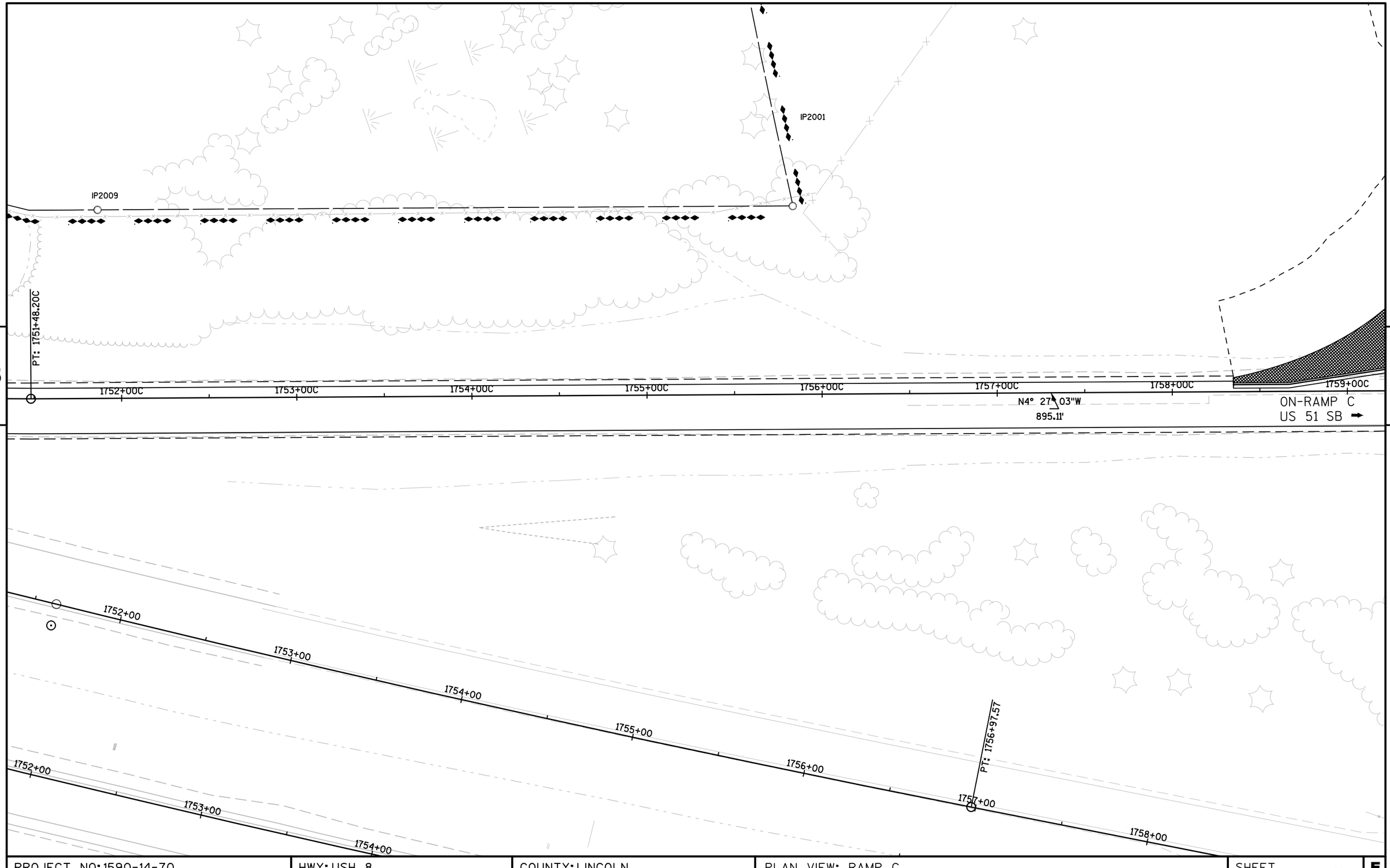
PC: 1742+06.62

PT: 1744+04.85

5

5

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN VIEW: RAMP C	SHEET 179	E



5

5

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN VIEW: RAMP C	SHEET 180	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_C.DWG
LAYOUT NAME - 050136

PLOT DATE : 10/26/2017 10:24 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

EBS (1' deep, due to groundwater and dirty sand (Backfilled w/ 1' select borrow)

Existing unrubblized concrete removed. Replaced with 12' base course and 6.25" HMA. Start at STA 1758+21 going to the north.

EBS 2' below subgrade, 50' wide due to groundwater/dirty sand. Underlaid with SAS fabric and backfilled with 3" base course (in order to try to drain groundwater to ditch behind truck apron). Aprrox. location.

1756+00C 1757+00C 1758+00C 1759+00C 1760+00C 1760+43C 1760+62D

N4° 27' 03"W 895.11'

ON-RAMP C
US 51 SB

EP: 1760+43.32C

BP: 1760+61.72

PC: 1761+08.83

PT: 92+82.35

N4° 27' 03"W 47.11'

Y=130196.998
X=197081.569

N

1480.00

1470.00

1756 1757 1758 1759 1760

1484.60 1484.60
1483.01 1483.01
1481.67 1481.67
1480.75 1480.75
1479.85 1479.85
1479.05 1479.05
1478.70 1478.70
1478.45 1478.45
1478.35 1478.35
1478.80 1478.80

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP C	SHEET 181	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_C.DWG
LAYOUT NAME - 050133

PLOT DATE : 10/26/2017 10:24 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

STA 1761+16
REMOVE EXISTING 30" RCCP

PT: 92+82.35

PC: 1761+08.83

BP: 1760+61.72

N4° 27' 03"W
47.1'

1760+62D

X=1503196.998
Y=197085.569

PT: 1763+52.20

N26° 32' 09"E
488.33'

STA 1764+50
END RECONSTRUCTION
BEGIN PAV'T REPLACEMENT

1765+00D

OFF-RAMP D
US 51 SB

1767+11.00

EBS due to groundwater/ dirty sand. (Backfilled w/ select borrow)

= 1762+33.57
368.328
068.234
30°59'11"
13'57"
74'
.37'
R = 450.00'
PC STA = 1761+08.83
PT STA = 1763+52.20

5

5

VCL = 200.00
K = 52.85

VPC STA 1760+61.72
VPC EL 1479.08

2.00%

STA 1761+37
1- 18" RCCP CLASS IV REQUIRED
SKEW 9° LHF

VPC STA 1760+67.44
VPC EL 1478.97

VPI STA 1761+67.44
LOW POINT STA 1761+73.37
LOW POINT EL 1477.90

VPT STA 1762+67.44
VPT EL 1478.74

1.78%

VPC STA 1763+75.01
VPC EL 1480.66

STA 1764+50
END RECONSTRUCTION
BEGIN PAV'T REPLACEMENT

VCL = 1050.00
K = 310.18

1480.00

1470.00

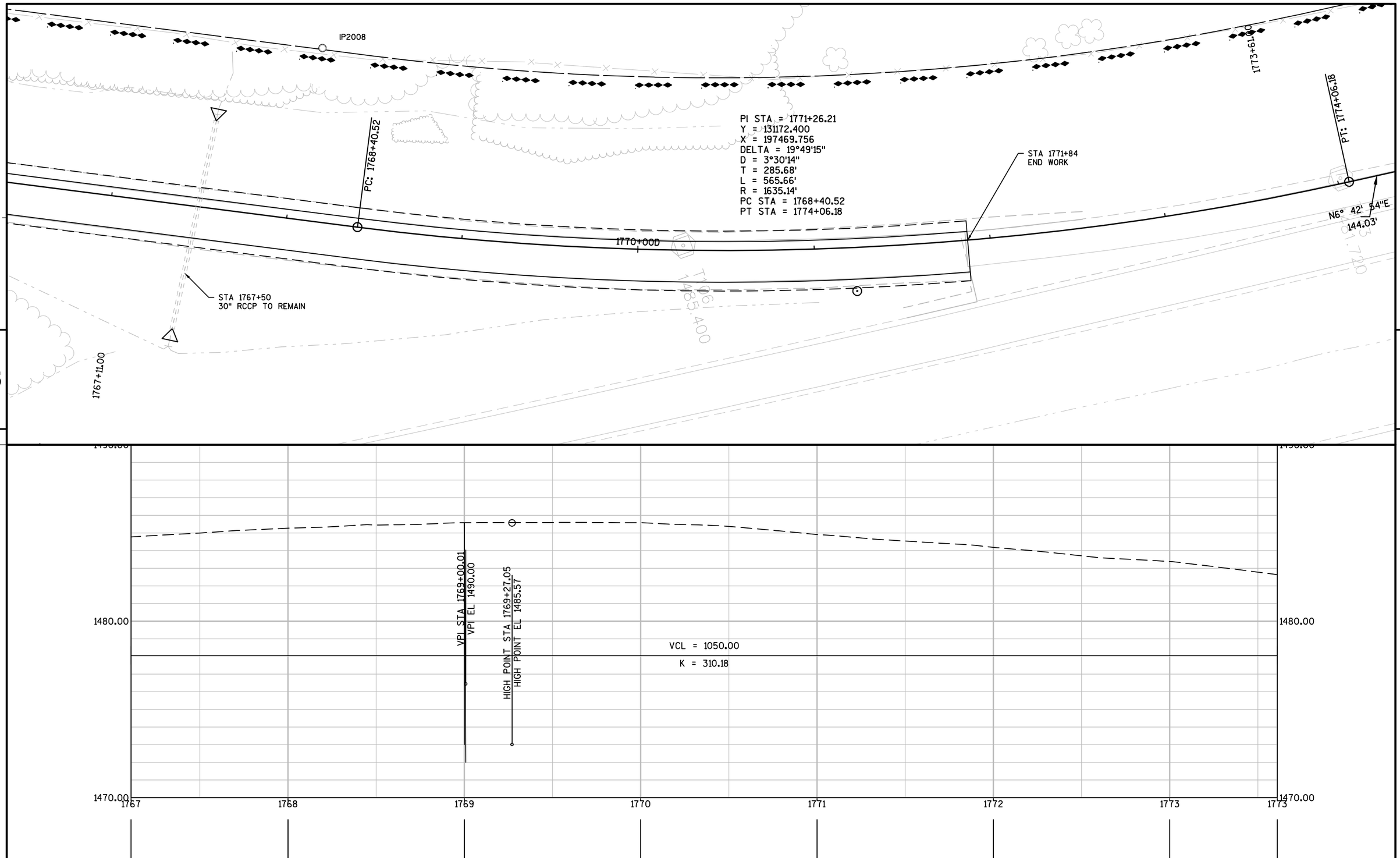
1760 1761 1762 1763 1764 1765 1766 1767

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP D	SHEET 182	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_D.DWG
LAYOUT NAME - 050128_PP

PLOT DATE : 10/2/2017 3:34 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: RAMP D	SHEET 183	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_RAMP_D.DWG
LAYOUT NAME - 050129_PP

PLOT DATE : 10/2/2017 3:35 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 44

Alignment=USH 8 EB Stage 2 Traffic Control
Station=34+00.00
Offset=0.000
Northing=130514.6574
Easting=198059.2809

N68° 25' 54"E
2509.39'
35+00TC
PC: 35+94.75
PT: 39+56.46
40+00TC
N63° 49' 34"E
531.16'
PC: 44+87.62
45+00TC
48+00.00

PI STA = 37+75.71
Y = 130652.771
X = 198408.681
DELTA = 4°36'20"
D = 1°16'24"
T = 180.95'
L = 361.71'
R = 4500.00'
PC STA = 35+94.75
PT STA = 39+56.46

IP2015
IP2016
IP2017
IP2018

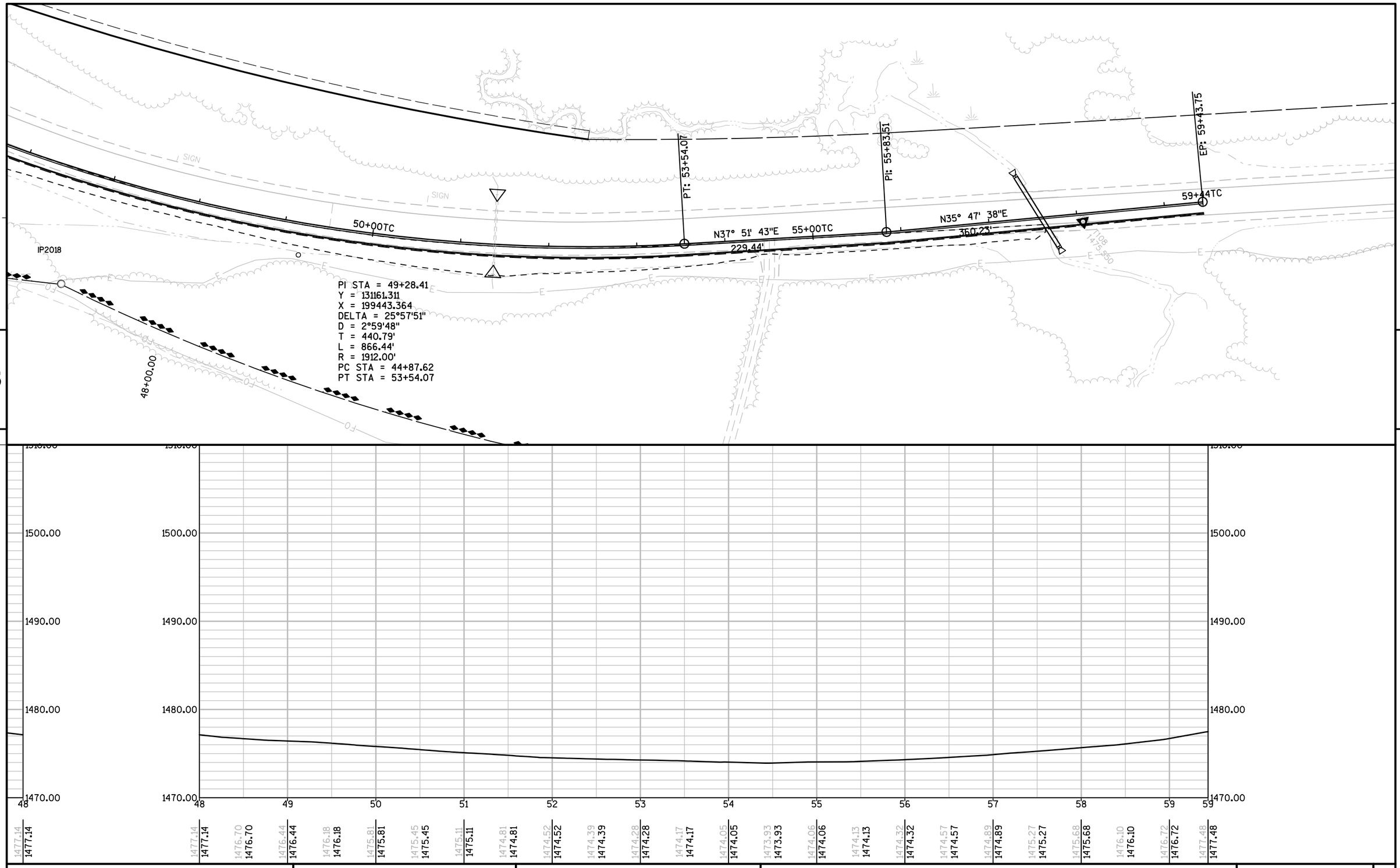
SIGN
F0

5

34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
1482.61	1482.78	1482.90	1482.91	1482.90	1483.05	1483.09	1482.79	1482.53	1482.41	1482.13	1481.93	1481.66	1481.12	1481.00	1480.74	1480.76	1480.78	1480.59	1480.61	1480.30	1479.84	1479.47	1479.23	1478.82	1478.57	1478.28	1477.73	1477.14

1500.00
1490.00
1480.00
1470.00

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: STAGE 2 TRAFFIC CONTROL	SHEET 184	E



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: STAGE 2 TRAFFIC CONTROL	SHEET 185 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_TRAFFIC_CONTROL.DWG
LAYOUT NAME - 050132

PLOT DATE : 10/2/2017 4:01 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Alignment=USH 8 Stage 3 Traffic Control
Station=41+99.90
Offset=0.000
Northing=130879.5669
Easting=198783.8475

PI STA = 48+83.86
Y = 131158.492
X = 199408.273
DELTA = 27°47'53"
D = 3°00'56"
T = 476.17'
L = 921.82'
R = 1900.00'
PC STA = 44+13.70
PT STA = 53+35.52

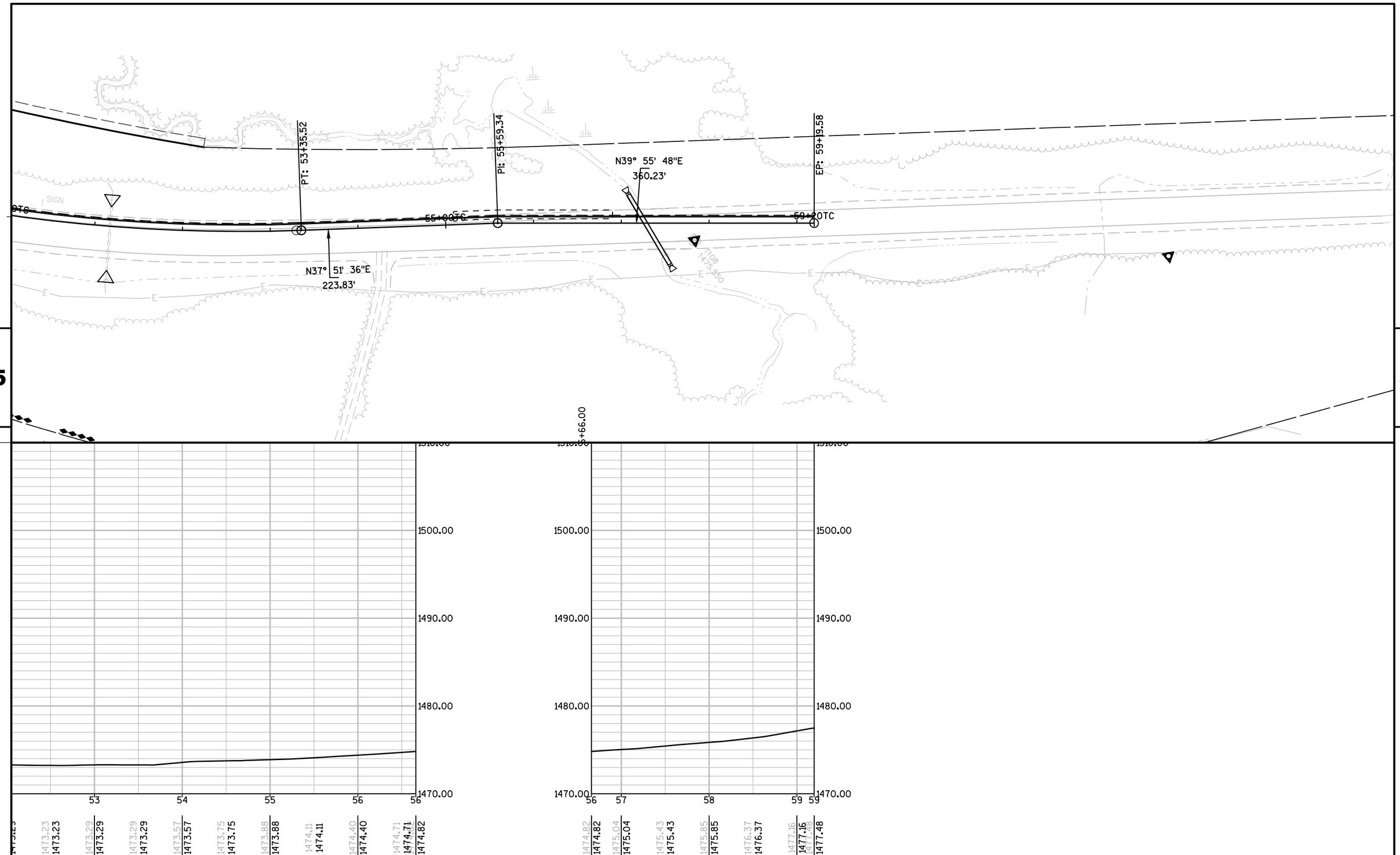
PI: 42+67.01
PC: 44+13.70
PT: 53+35.52
PI: 58+59.34
56+66.00
N68° 25' 54"E
1986.47'
N65° 39' 29"E
146.69'
45+00 TC
50+00 TC
55+00 TC
N37° 51' 36"E
223.83'
N39° 55' 48"E
360.23'
IP2016
IP2017
IP2018
SIGN
FO
E

5

1510.00
1500.00
1490.00
1480.00
1470.00

42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 56

| | | |



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PLAN AND PROFILE: STAGE 3 TRAFFIC CONTROL	SHEET 187	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\PLAN_PROFILE\050100_PP_TRAFFIC_CONTROL_STAGE_3.DWG
LAYOUT NAME - 050134
PLOT DATE : 10/2/2017 4:15 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:100 FT

Standard Detail Drawing List

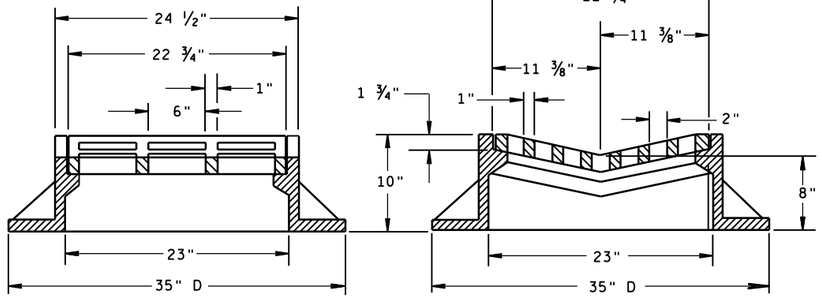
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19C	INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S
08A08-02	CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER
08C06-02	INLETS 3-FT AND 4-FT DIAMETER
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-05	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F01-11	APRON ENDWALLS FOR CULVERT PIPE
08F04-07	JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
11B02-02	CONCRETE MEDIAN NOSE
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13C01-18	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C18-05A	CONCRETE PAVEMENT JOINTING
14B07-15A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-15I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B29-01	SAFETY EDGE
15A02-09	DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15A03-02A	FLEXIBLE MARKER POST FOR CULVERT END
15A03-02B	FLEXIBLE MARKER POST FOR CULVERT END
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-04	MEDIAN ISLAND MARKING
15C19-04C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-08	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C27-02B	PAVEMENT MARKING (ISLANDS)
15C31-02A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-02C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15D11-06	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D15-03E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-03	TRAFFIC CONTROL, EXIT RAMP CLOSURE

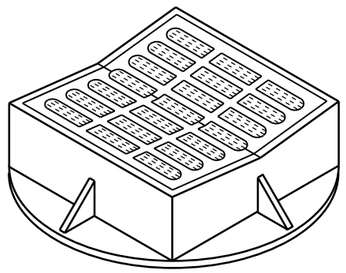
6

Standard Detail Drawing List

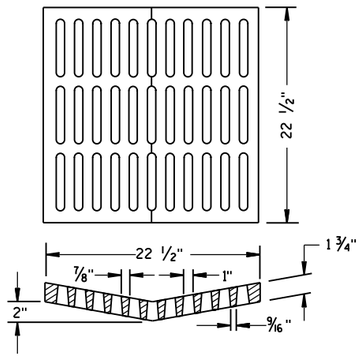
15D21-04	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

6



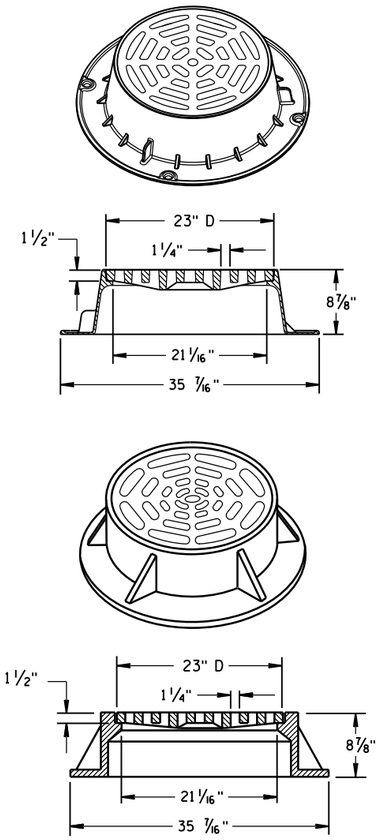


TYPE "B"



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"

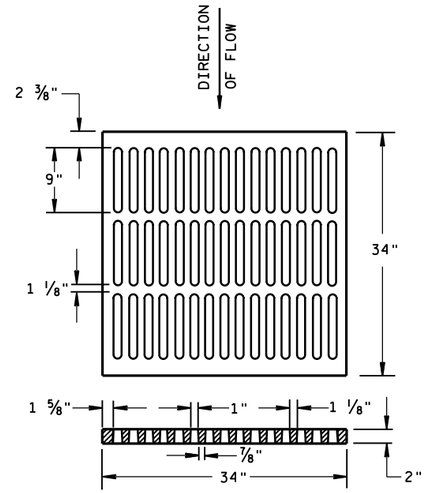
NOTE: EITHER CASTING IS ACCEPTABLE

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.

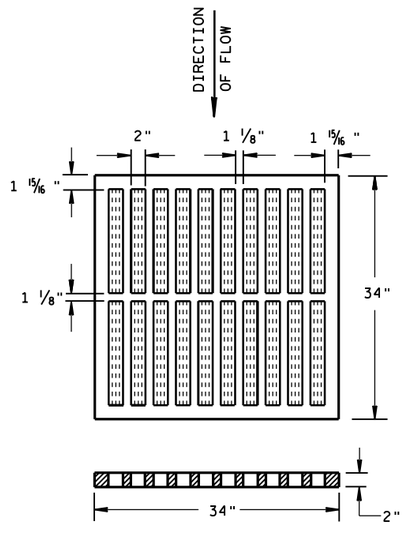
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



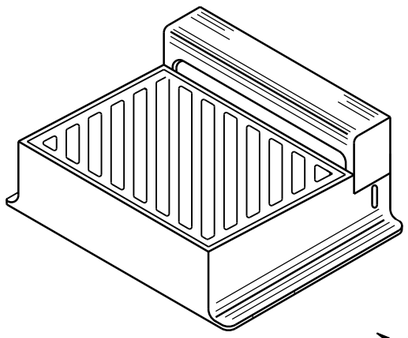
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

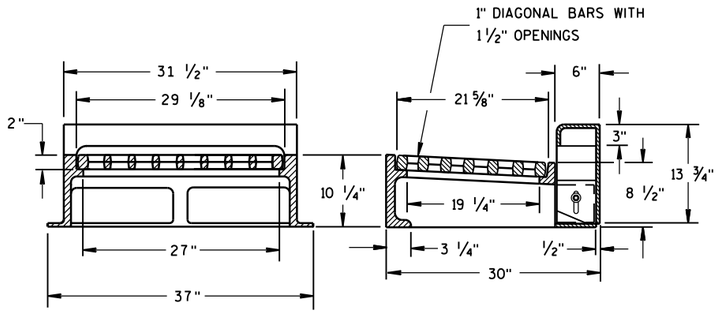


TYPE "MS"

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

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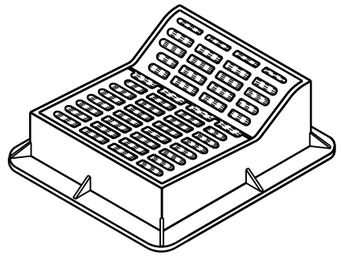
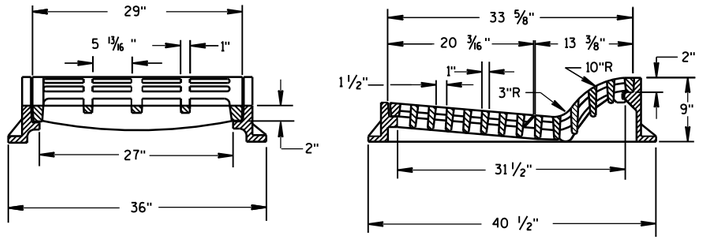
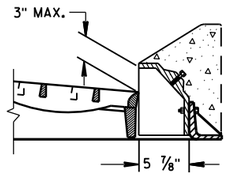
S.D.D. 8 A 5-19b





TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.



ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

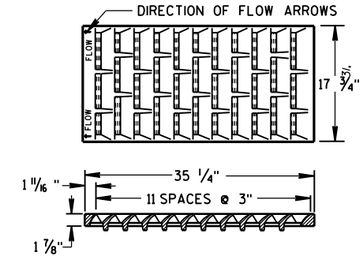
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

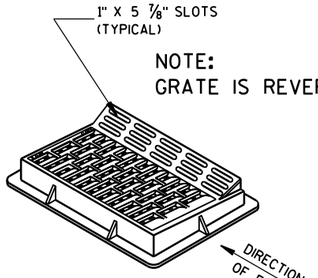
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

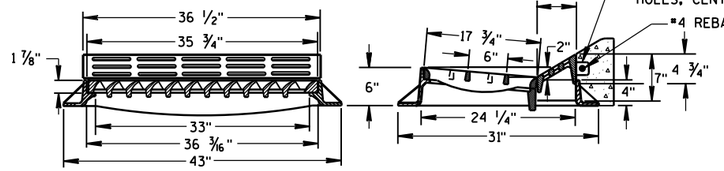
GENERAL NOTES

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.



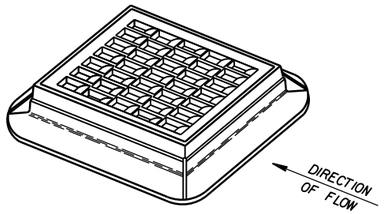


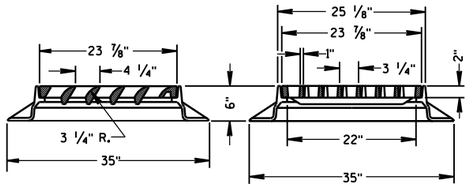


TYPE "HM"

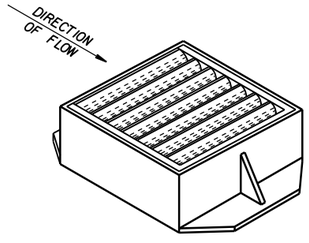
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

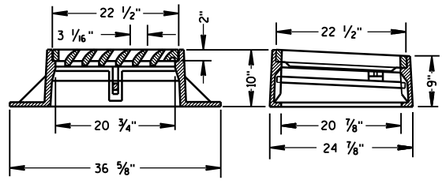
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



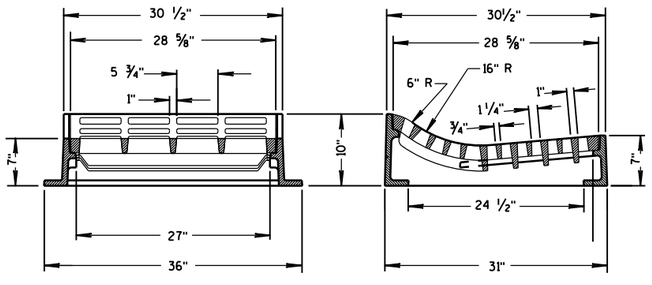


TYPE "S"



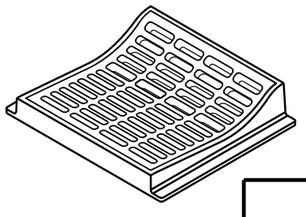


TYPE "V"



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

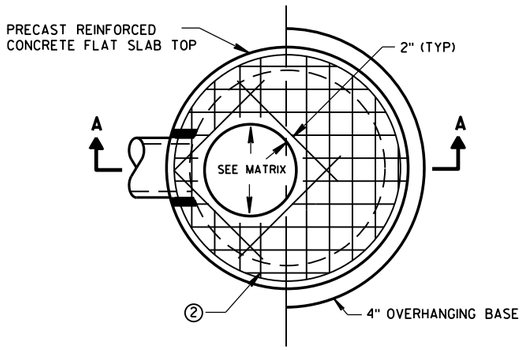
APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

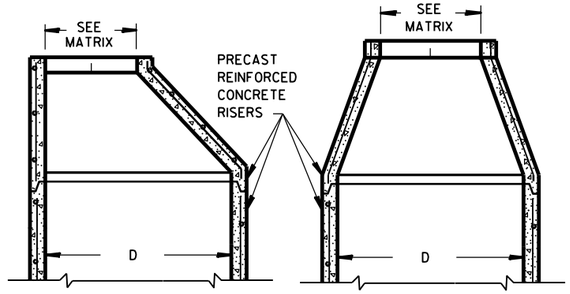
FHWA

6

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

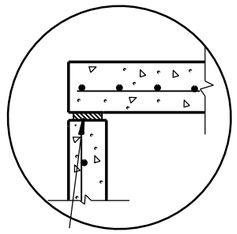


PLAN VIEW CIRCULAR OPENING

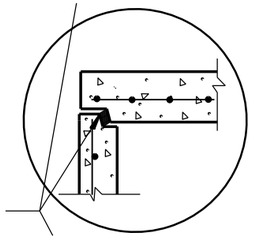


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

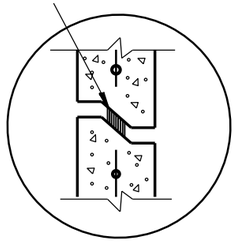
OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP



TOP WITH PLAIN END JOINT

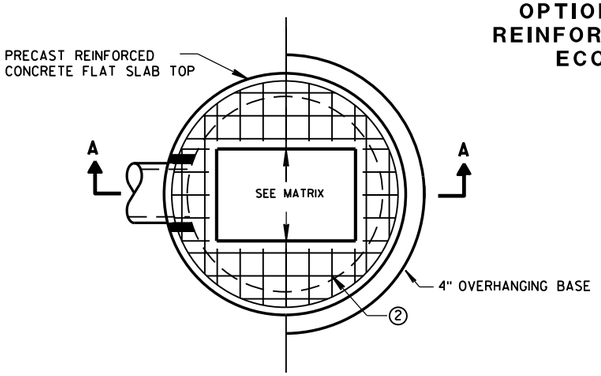


TOP WITH TONGUE AND GROOVE JOINT

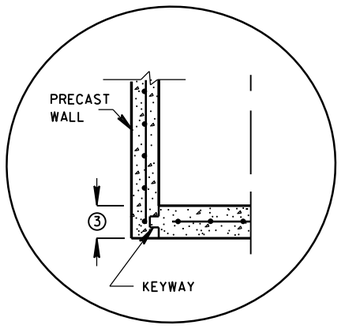


RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

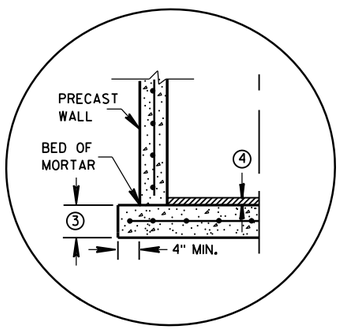


PLAN VIEW RECTANGULAR OPENING



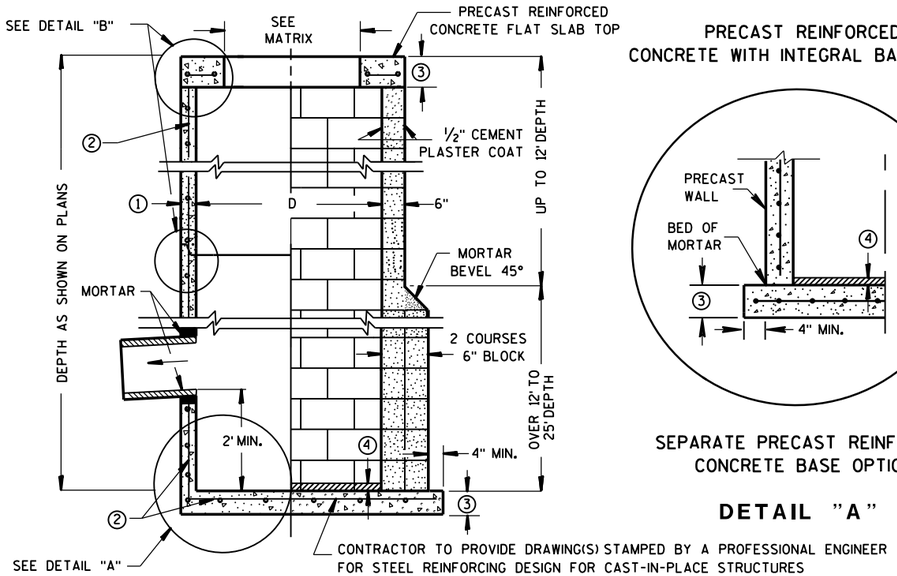
PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

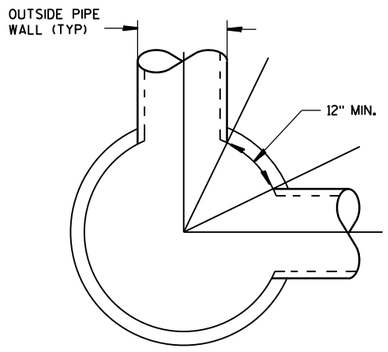
DETAIL "A"



SECTION A-A

PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②



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 CATCH BASIN UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL 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 CONCRETE CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED CONCRETE 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 INCH 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.

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.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

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 AND 7 INCHES FOR 6-FT DIAMETER PRECAST CATCH BASINS.

② FOR PRECAST CATCH BASINS 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".

④ 1" CONCRETE KEY POURED AFTER INSTALLATION. 2' SUMP MEASURED FROM TOP OF KEY.

CATCH BASIN COVER OPENING MATRIX

CATCH BASIN SIZE	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
	OPENING SIZE (FT)											
3-FT	2X2	X	X					X		X		
	2 DIA.				X							X
4-FT-6-FT	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2 DIA.				X							X
	2X3						X					
	2.5X3					X						

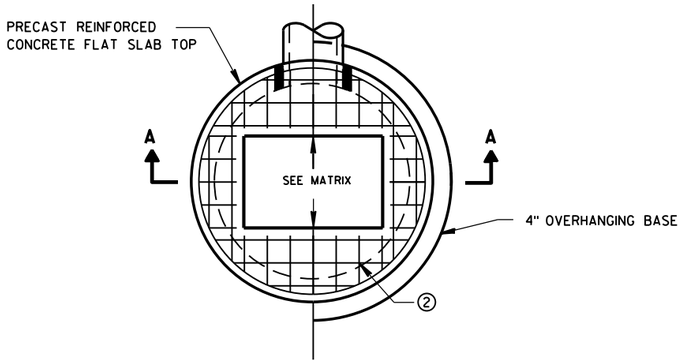
PIPE MATRIX

CATCH BASIN 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	30

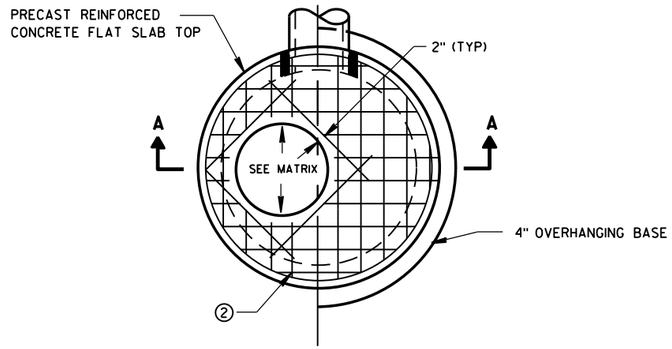
CATCH BASINS 3-FT, 4-FT, 5-FT AND 6-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

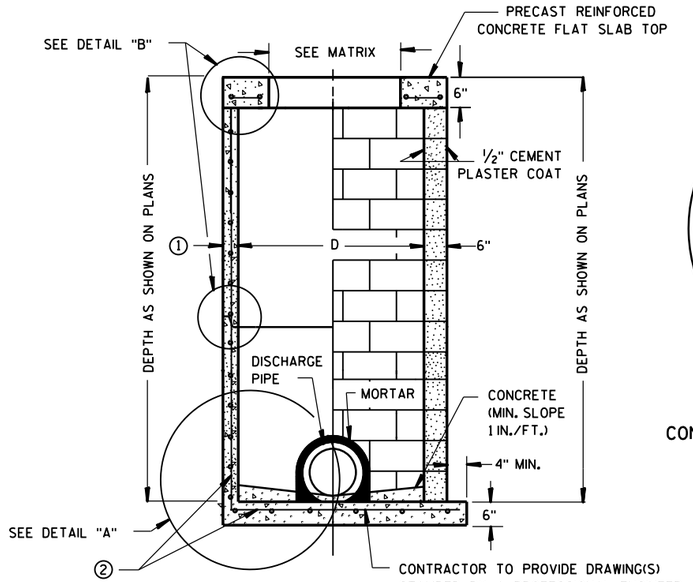
APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA



PLAN VIEW RECTANGULAR OPENING



PLAN VIEW CIRCULAR OPENING

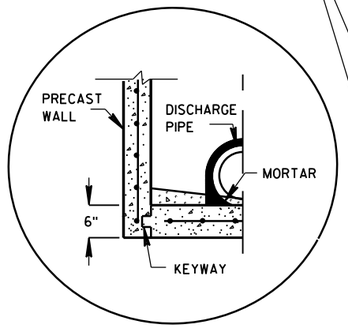


SECTION A-A

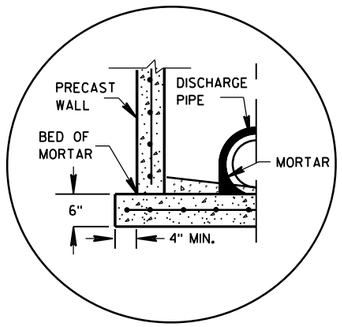
PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

CIRCULAR INLETS W/ FLAT TOP

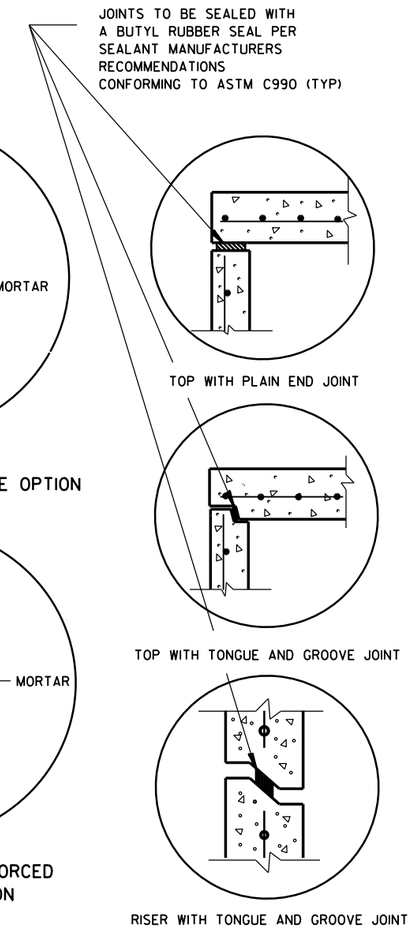


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "B"

GENERAL NOTES

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ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

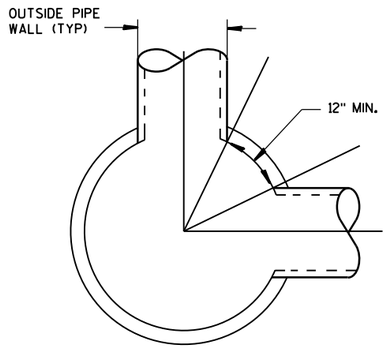
FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4-IN FOR 3-FT DIAMETER AND 5-IN FOR 4-FT DIAMETER PRECAST INLETS.

② FOR PRECAST CATCH BASINS PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

INLET COVER OPENING MATRIX

	INLET COVER TYPE	ALL A'S	ALL B'S	BW	C	F	ALL H'S	S	T	V	WM	Z
INLET SIZE	OPENING SIZE (FT)											
3-FT	2 DIA.				X							X
	2X2	X	X					X		X		
4-FT	2 DIA.				X							X
	2X2	X	X					X		X		
	2X2.5			X				X	X	X	X	
	2X3						X					
	2.5X3					X						



DETAIL "C"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18

INLETS 3-FT AND 4-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — /S/ Rodney Taylor
DATE — ROADWAY STANDARDS | UNIT SUPERVI ENT
FHWA

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S.D.D. 8 C 6-2

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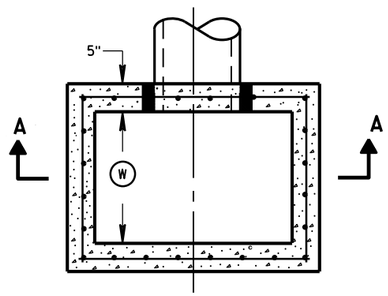
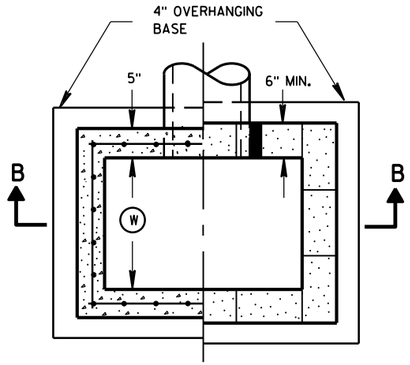
S.D.D. 8 C 6-2

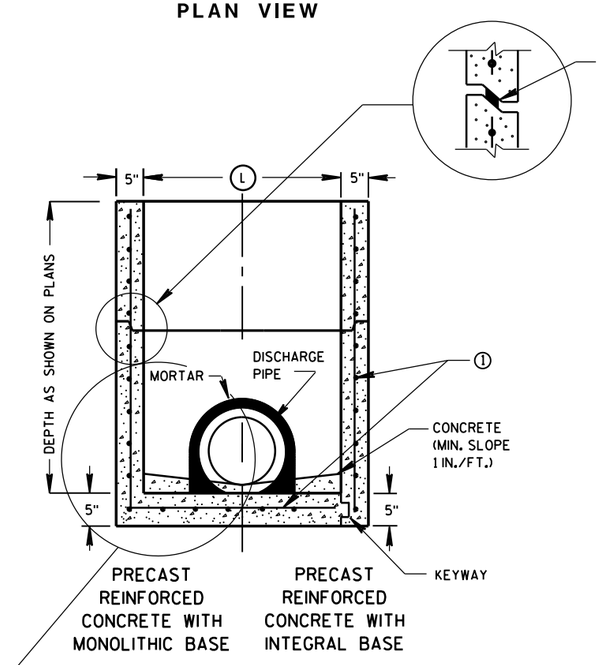
INLETS 3-FT AND 4-FT DIAMETER



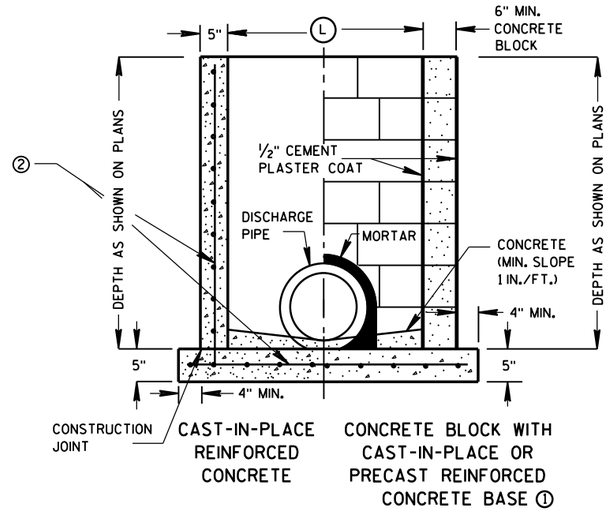
PLAN VIEW



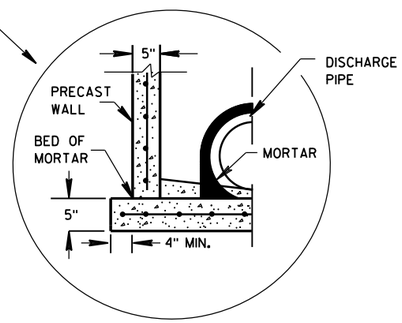
PLAN VIEW



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.

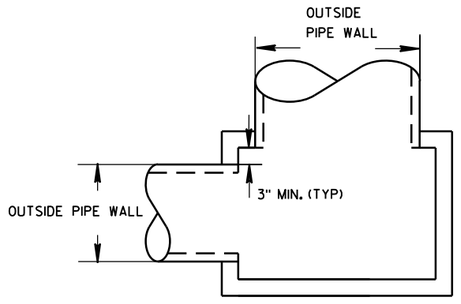
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

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



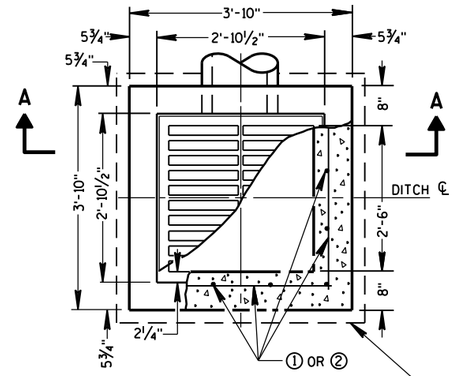
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

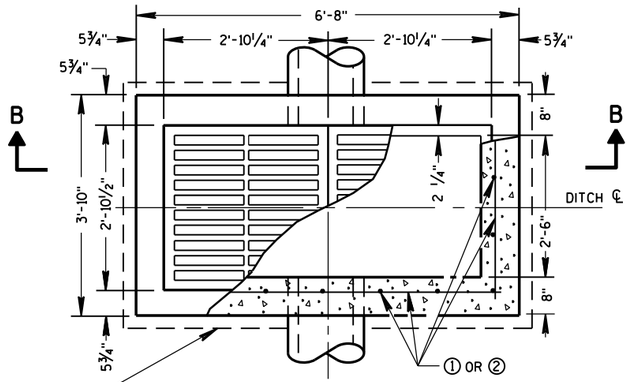
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D IT
UNIT SUPERVIS
FHWA

6
S.D.D. 8 C 7-2

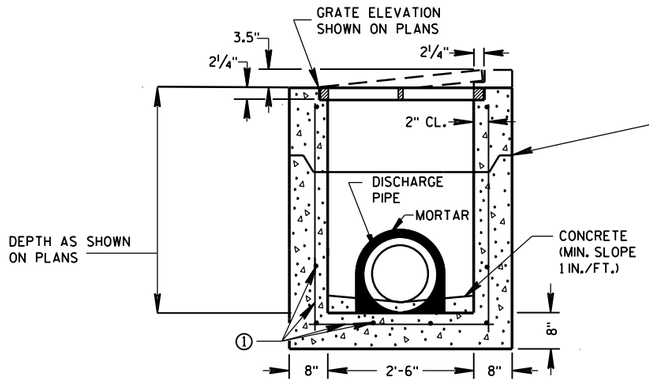


PLAN VIEW

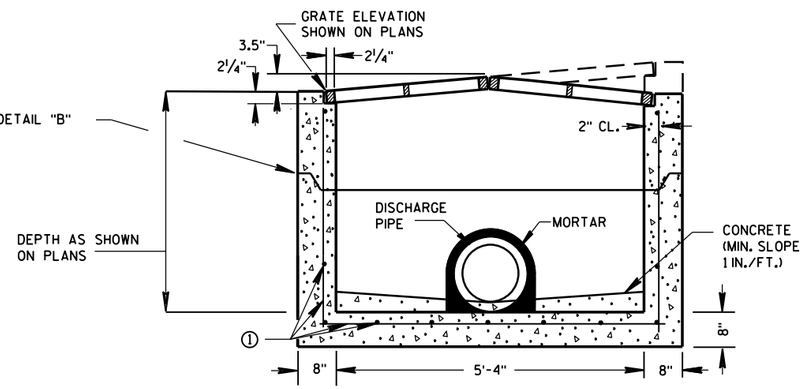


PLAN VIEW

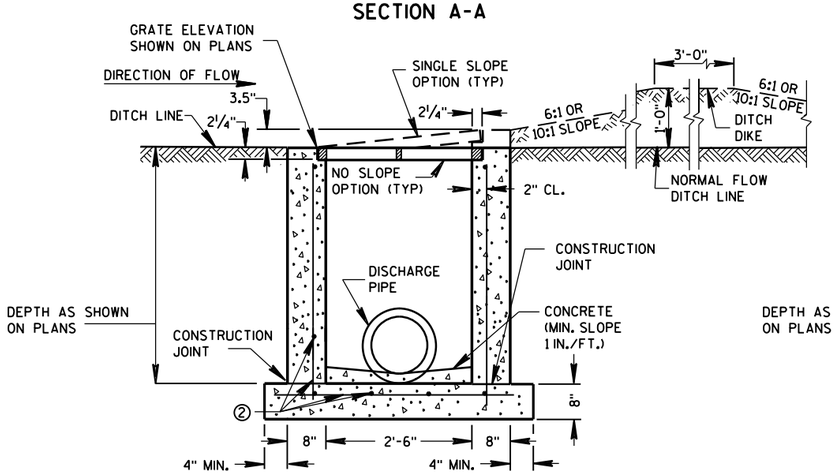
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



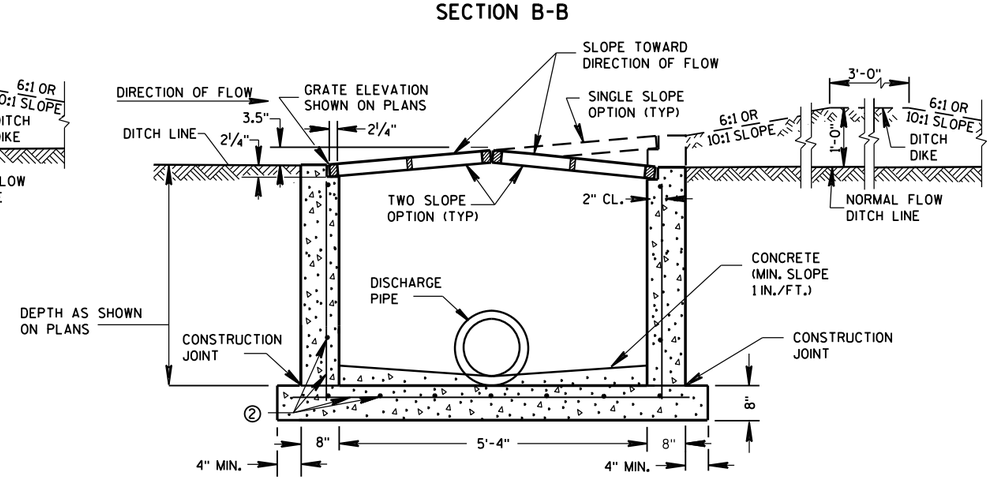
PRECAST REINFORCED CONCRETE SECTION A-A



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.

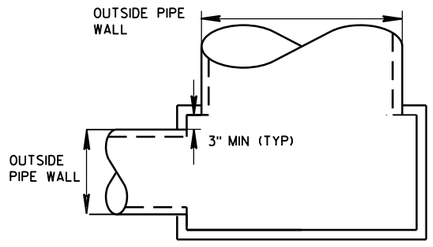
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

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.

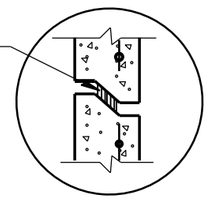
PIPE MATRIX

	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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

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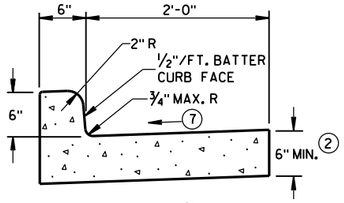
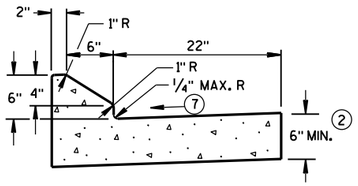
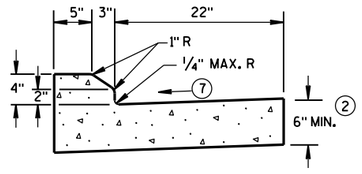
S.D.D. 8 C 8-2



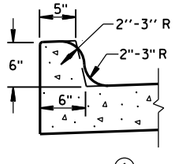
TYPES A (1) & D



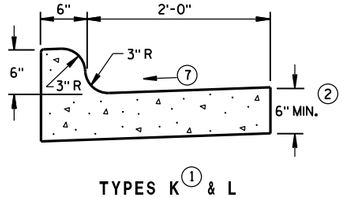
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

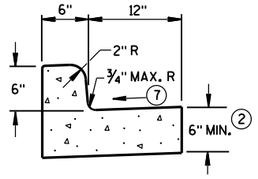


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



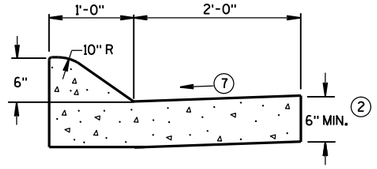
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

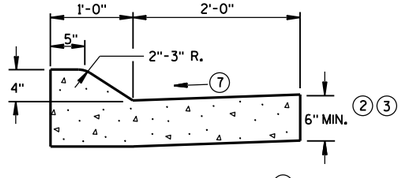


TYPES A (1) & D

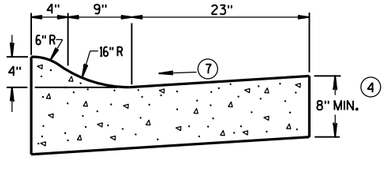
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

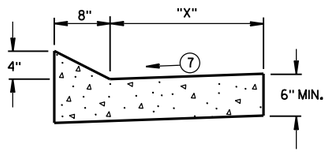


4" SLOPED CURB TYPES A (1) & D



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

CONCRETE CURB & GUTTER 36"



TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

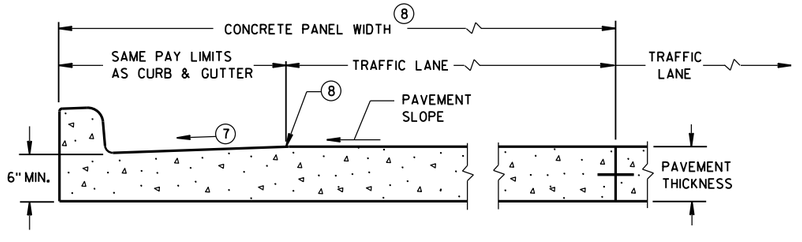
(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

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

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

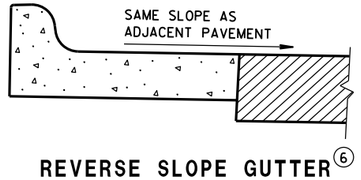
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB & GUTTER

* BIKE LANE IS NOT SHOWN.



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

CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

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

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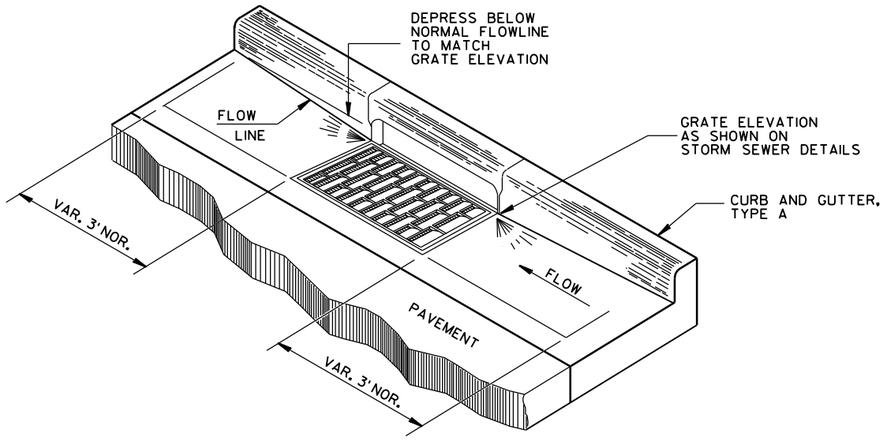
S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

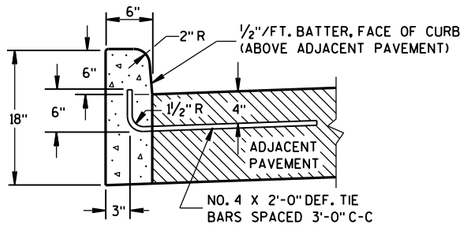
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

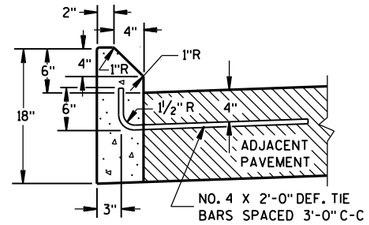
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

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

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

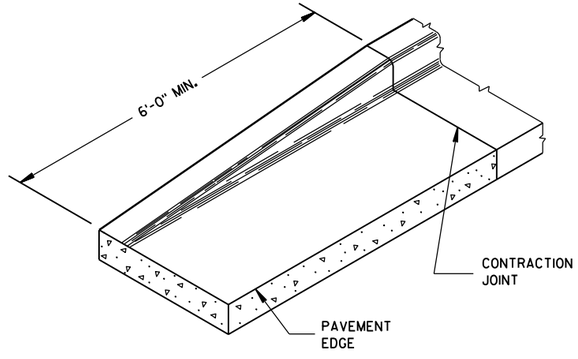


TYPES A(1) & D

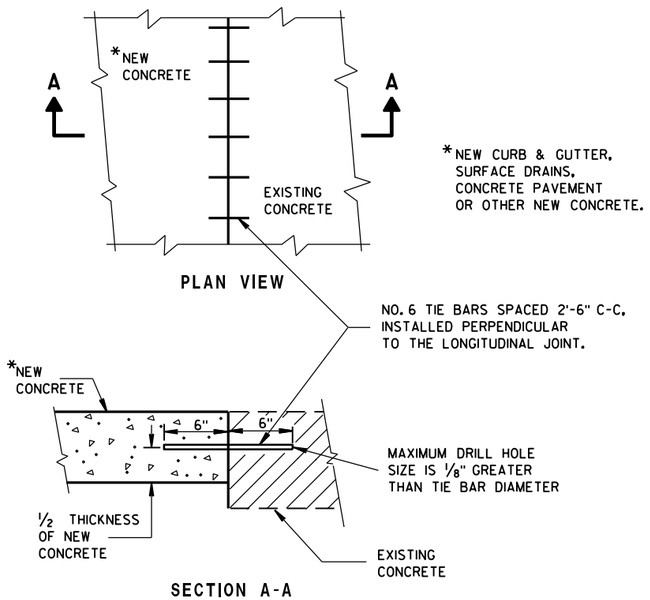


TYPES G(1) & J

CONCRETE CURB



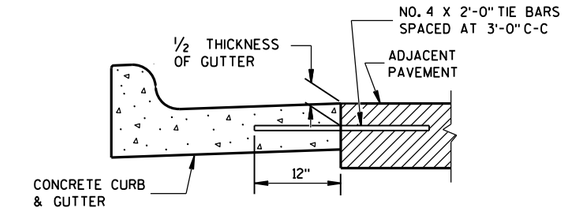
END SECTION CURB & GUTTER



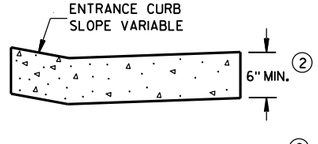
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS 197 ENT
UNIT SUPERVISOR
FHWA

6

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

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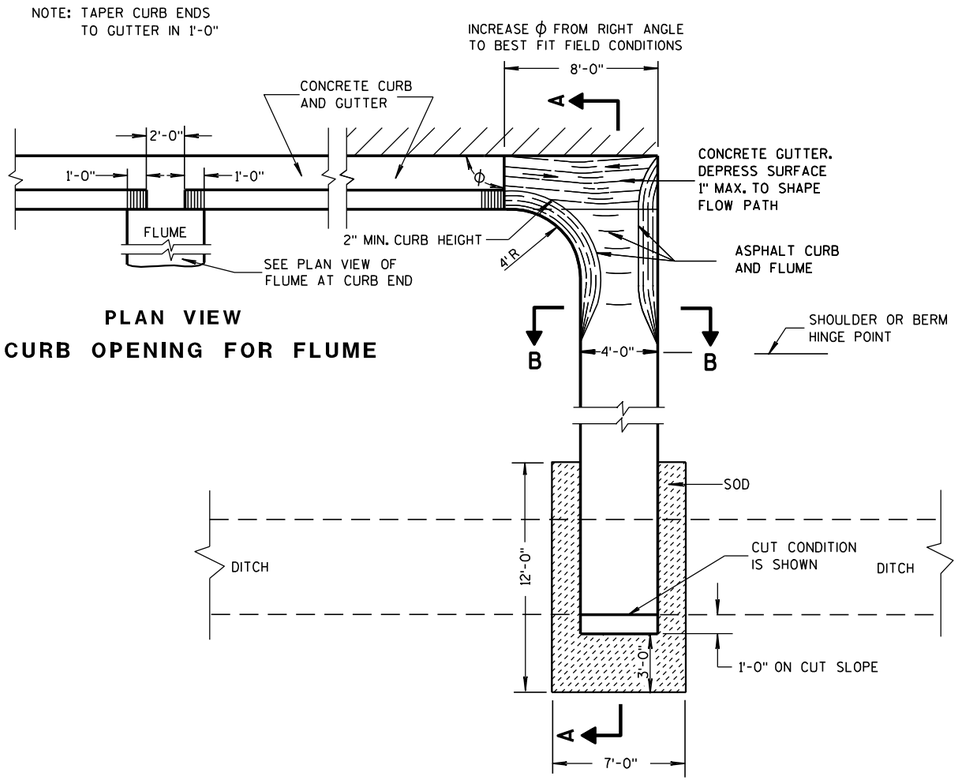
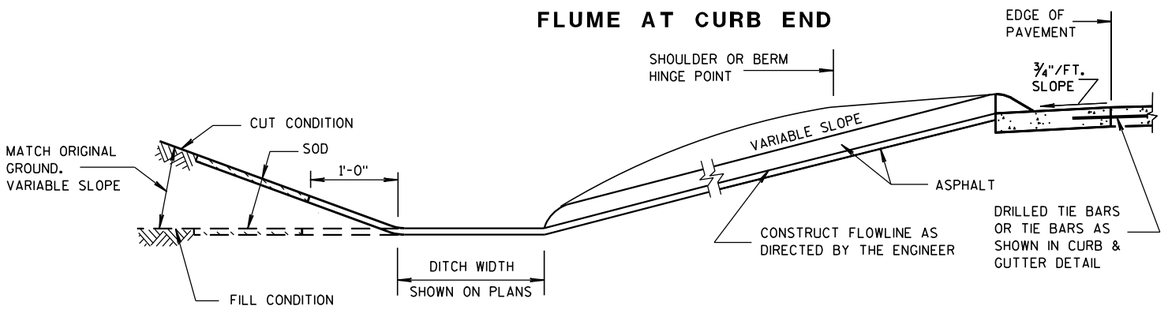
S.D.D. 8 D 1-20b

ASPHALTIC FLUME

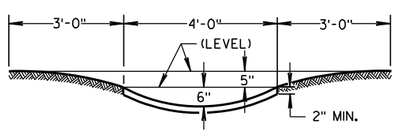


PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



SECTION A-A



SECTION B-B

GENERAL NOTES

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

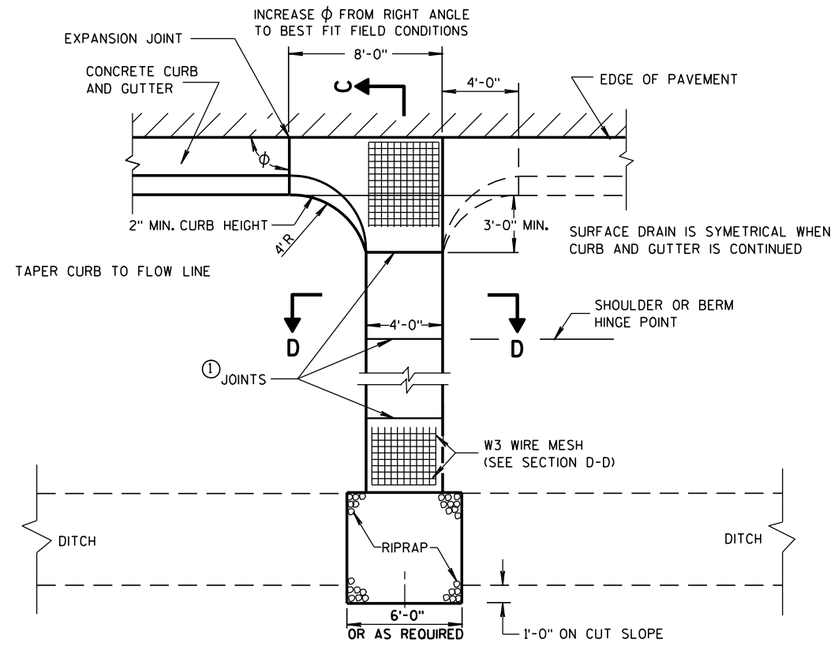
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE $\frac{1}{8}$ TO $\frac{1}{4}$ INCH WIDE BY $1\frac{1}{2}$ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

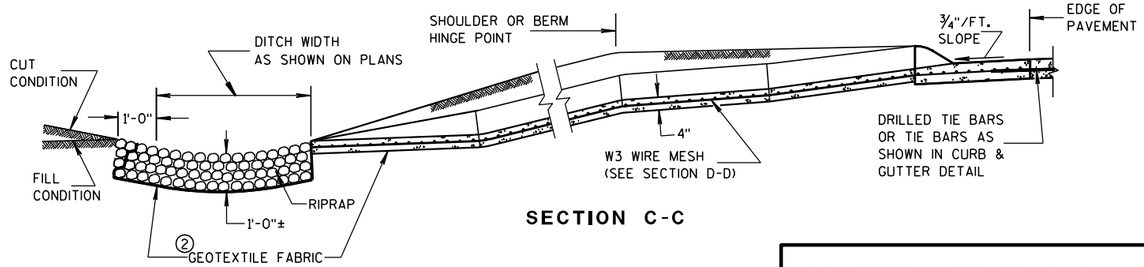
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

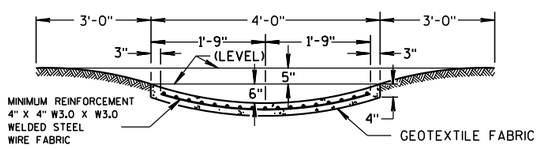
③ CONCRETE SURFACE DRAIN



PLAN VIEW



SECTION C-C



SECTION D-D

CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9-4-08 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
198
MENT
FHWA

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S.D.D. 8 D 4-5

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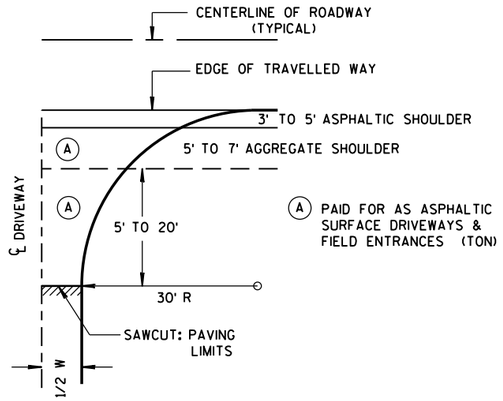
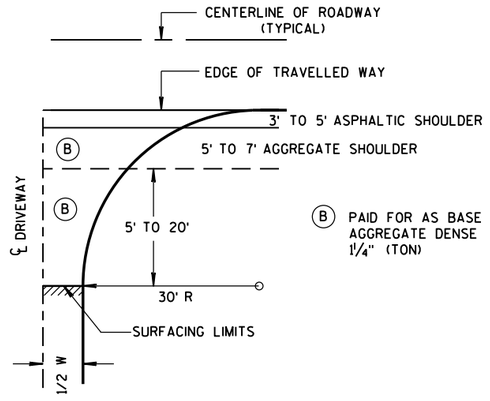
S.D.D. 8 D 4-5



PLAN VIEW
HALF SECTION

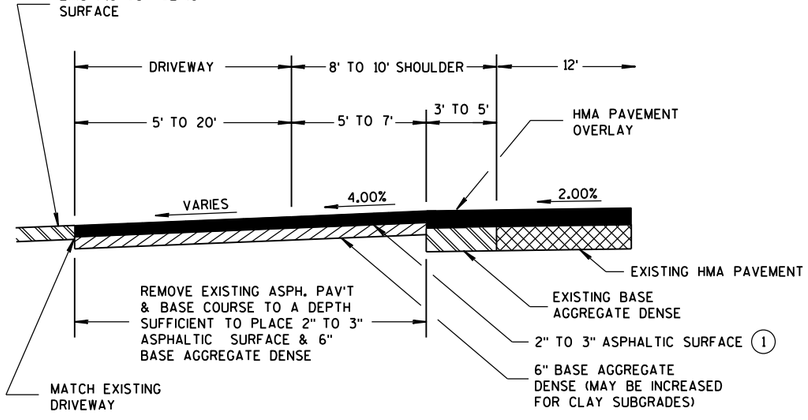
W MIN. = 16'
W MAX. = 24'



PLAN VIEW
HALF SECTION

GENERAL NOTES

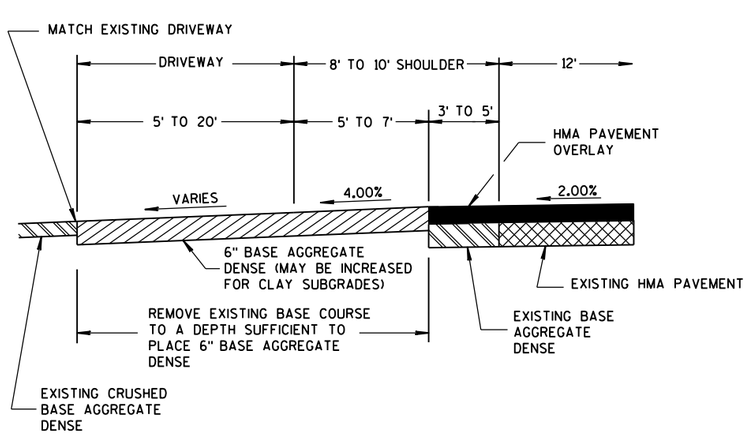
(1) DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.



PROFILE VIEW

RURAL ENTRANCE WITH ASPHALTIC SURFACE

RESURFACING PROJECTS



PROFILE VIEW

RURAL ENTRANCE WITH AGGREGATE SURFACE

6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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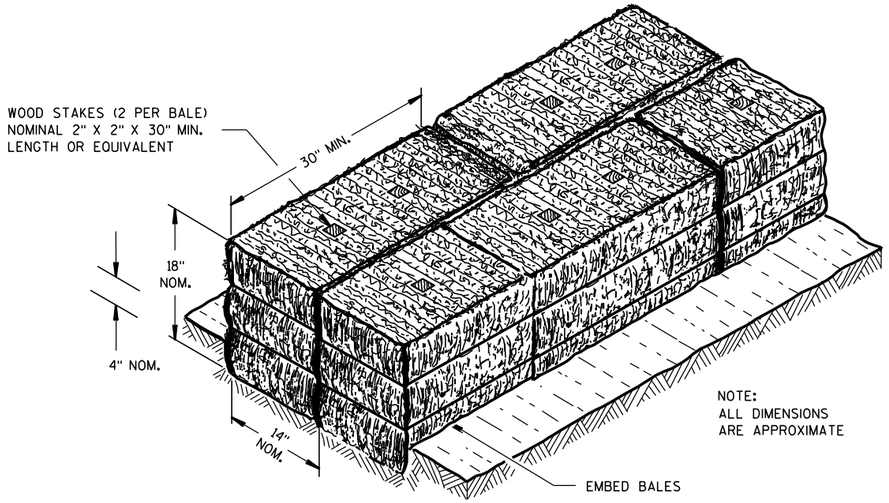
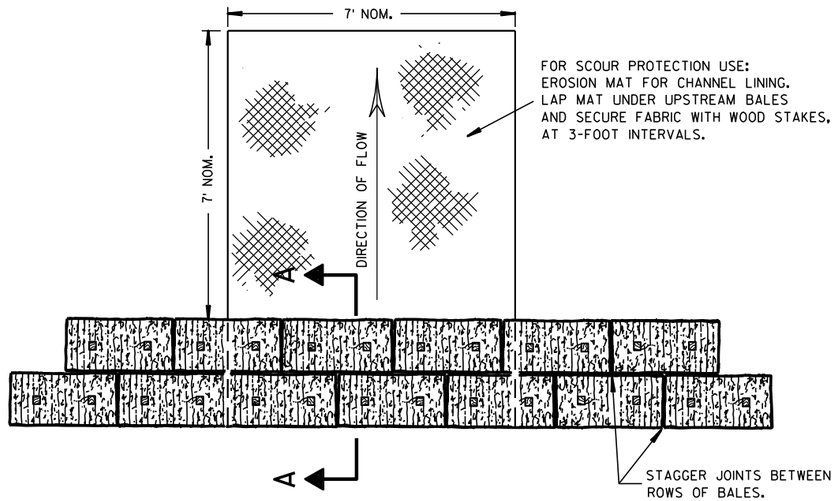
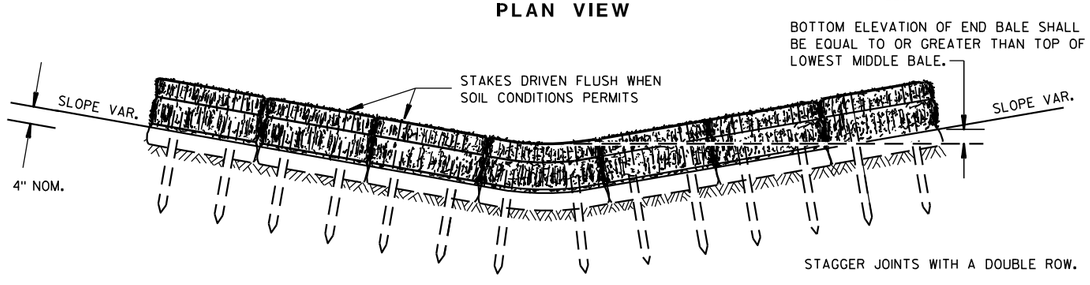
S.D.D. 8 D 22-1



SECTION A-A



PLAN VIEW



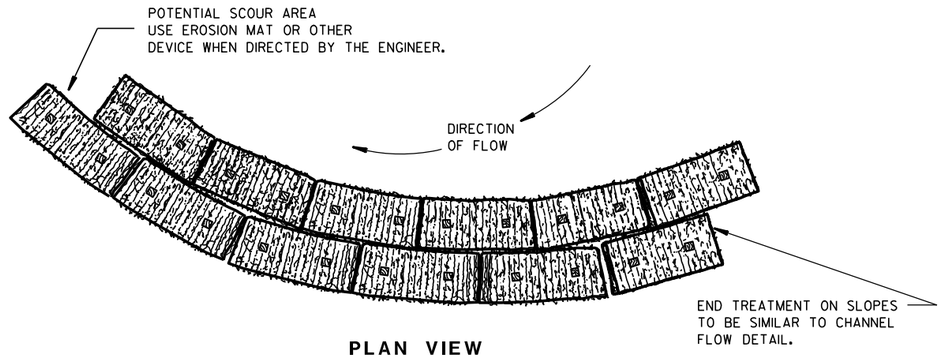
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES (1)

GENERAL NOTES

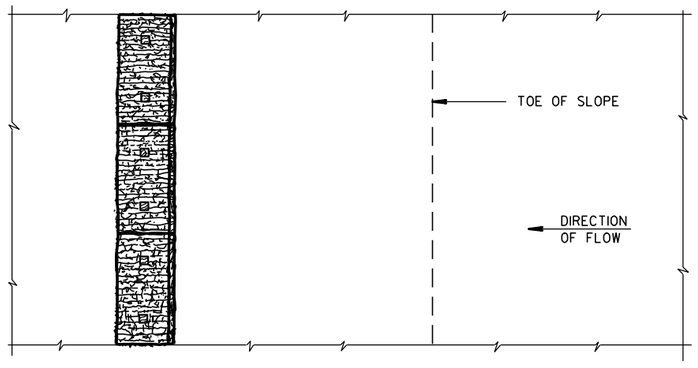
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(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.

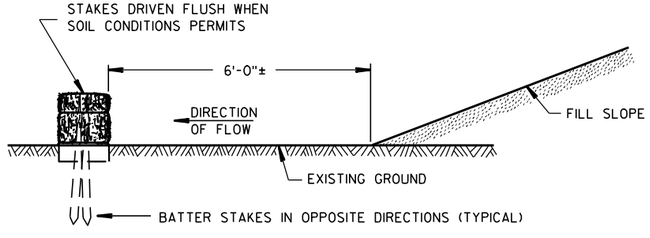


PLAN VIEW

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

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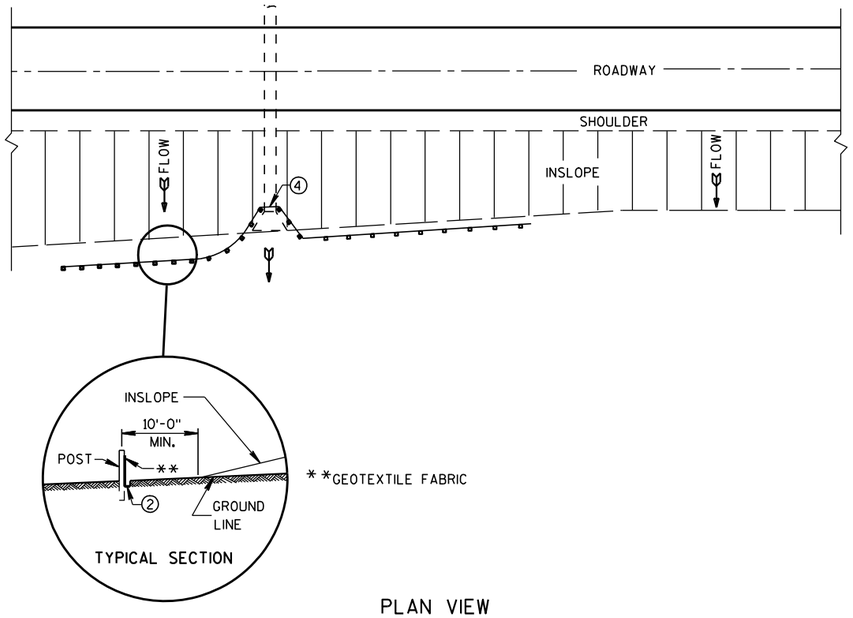
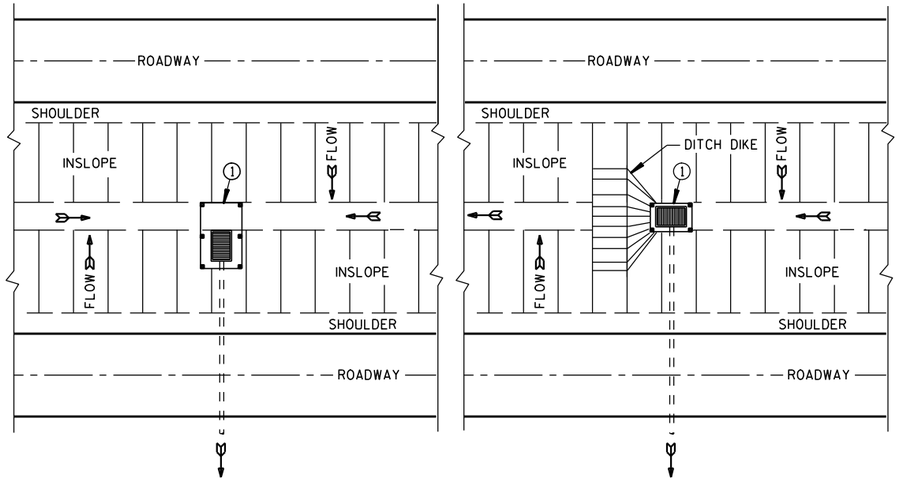
S.D.D. 8 E 8-3



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



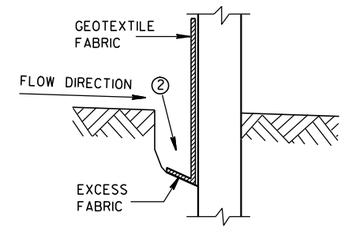
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

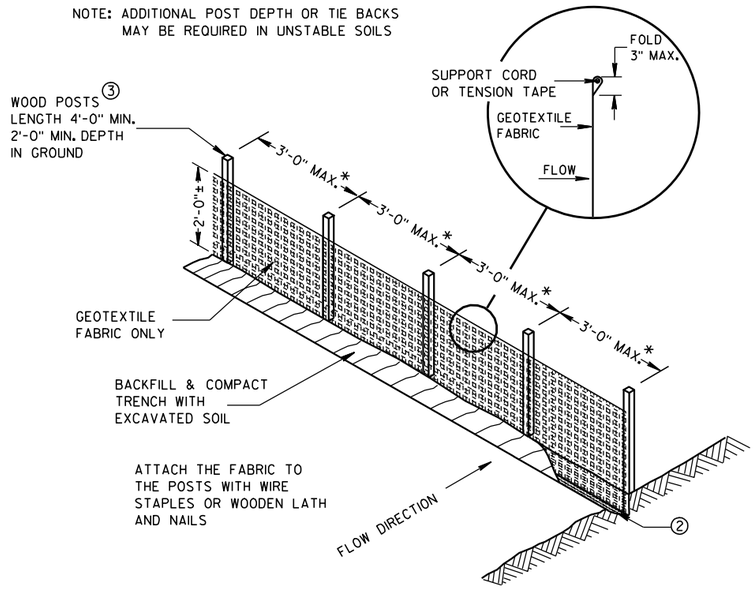
GENERAL NOTES

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.

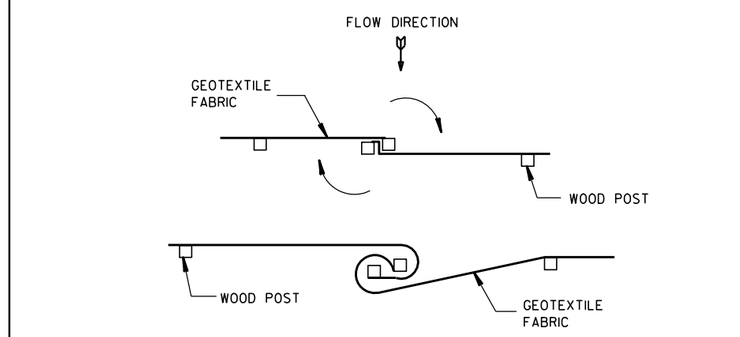


TRENCH DETAIL

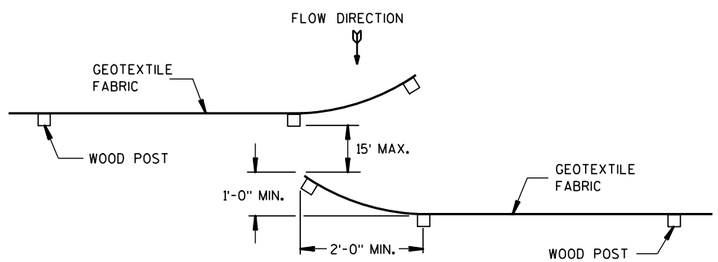


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

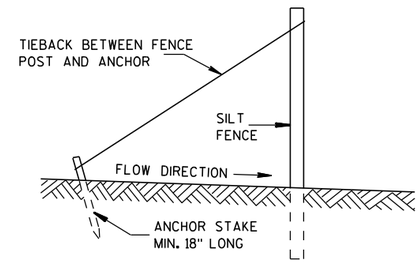


TWIST METHOD



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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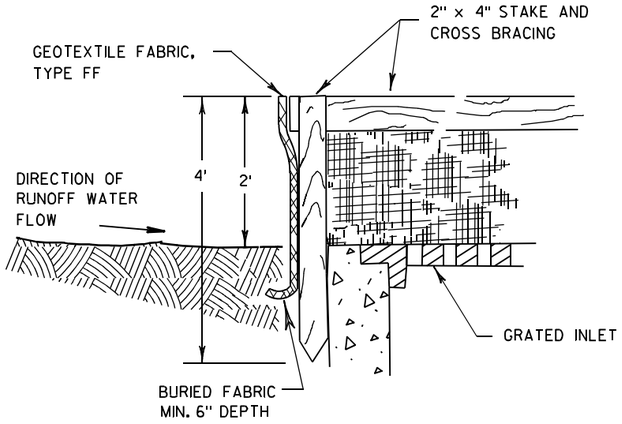
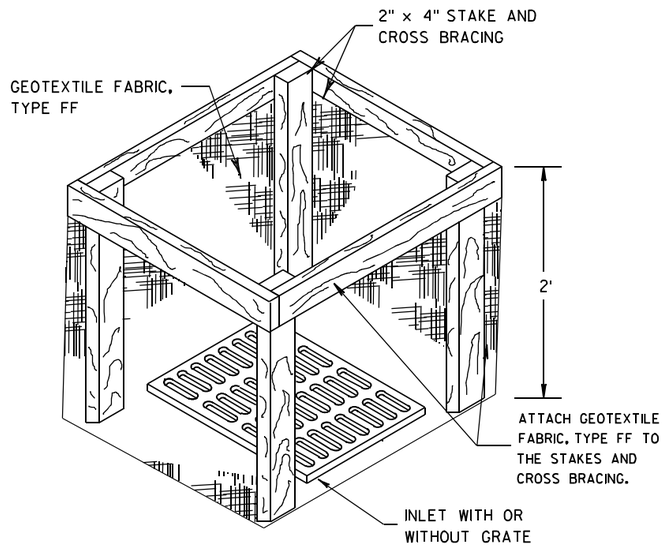
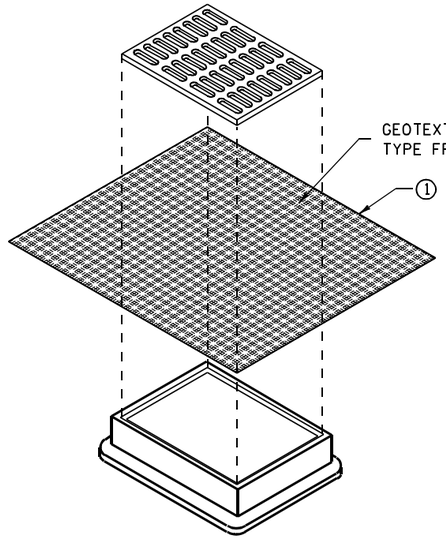
S.D.D. 8 E 9-6



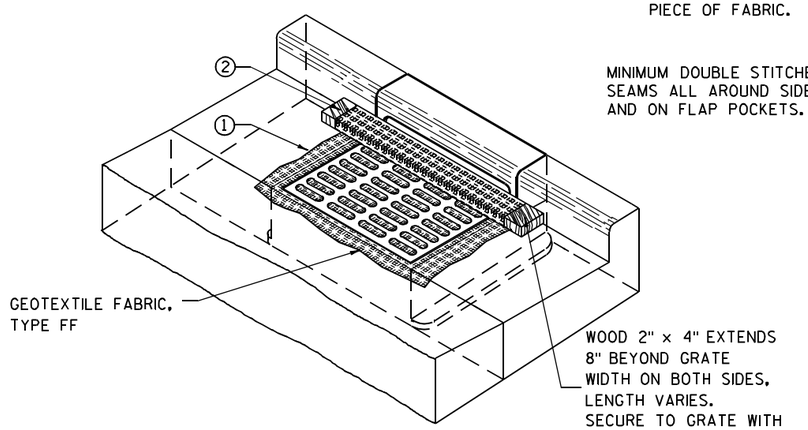


INLET PROTECTION, TYPE A

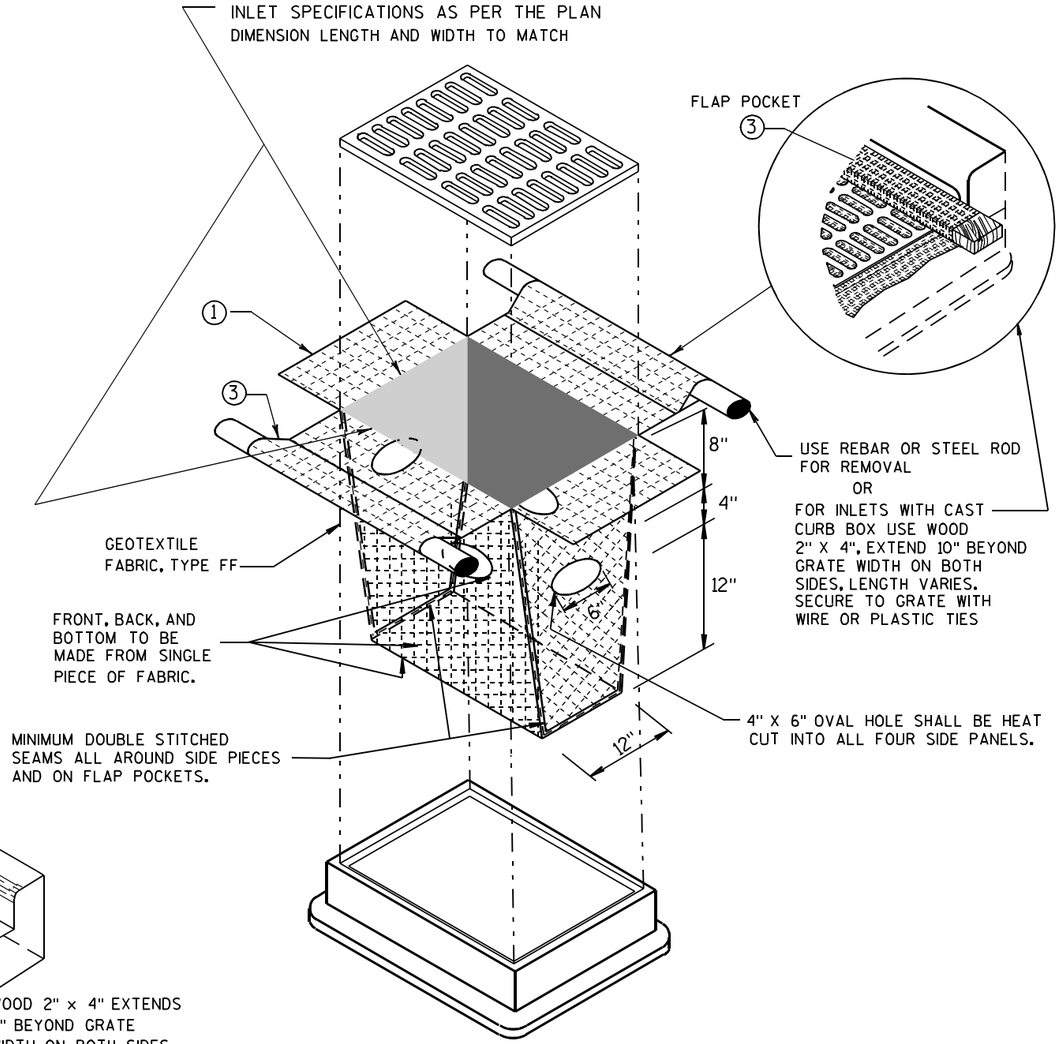


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(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

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S.D.D. 8 E 10-2

6

S.D.D. 8 E 10-2

METAL APRON ENDWALLS

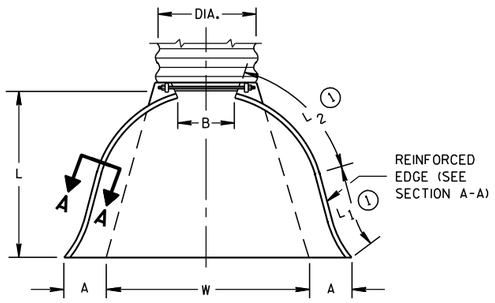
PIPE DIA. (IN.)	MIN. THICK. (Inches) STEEL	MIN. THICK. (Inches) ALUM.	DIMENSIONS (Inches) A (±1")	B (MAX.)	H (±1")	L (±1 1/2")	L1 ①	L2 ①	W (±2")	APPROX. SLOPE	BODY
12	.064	.060	6	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.
21	.064	.060	9	12	6	36	18	29 5/8	42	2 1/2 to 1	1 Pc.
24	.064	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.
36	.079	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.
42	.109	.105	16	22	11	69	24	75 5/8	84	2 1/2 to 1	2 Pc.
48	.109	.105	18	27	12	78	24	81	90	2 1/4 to 1	3 Pc.
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/4 to 1	3 Pc.
60	.109×	.105×	18	33	12	87	—	—	114	2 to 1	3 Pc.
66	.109×	.105×	18	36	12	87	—	—	120	2 to 1	3 Pc.
72	.109×	.105×	18	39	12	87	—	—	126	2 to 1	3 Pc.
78	.109×	.105×	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.
84	.109×	.105×	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.
90	.109×	.105×	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.
96	.109×	.105×	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.

× EXCEPT CENTER PANEL SEE GENERAL NOTES

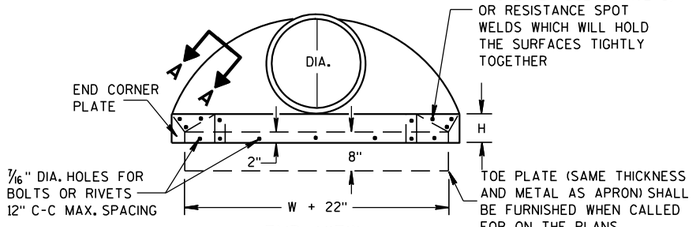
REINFORCED CONCRETE APRON ENDWALLS

PIPE DIA. (IN.)	DIMENSIONS (Inches) T	A	B	C	D	E	G	APPROX. SLOPE
12	2	4	24	48 7/8	72 1/8	24	2	3 to 1
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1
30	3 1/2	12	54	19 3/4	73 1/2	60	3 1/2	3 to 1
36	4	15	63	34 3/4	97 3/4	72	4	3 to 1
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1
48	5	24	72	26	98	84	5	3 to 1
54	5 1/2	27	65	* 33 1/4 - ** 35	* 98 1/4 - ** 100	90	5 1/2	2 2/5 to 1
60	6	* 30 - ** 35	60	39	99	96	5	2 to 1
66	6 1/2	* 24 - ** 30	* 72 - ** 78	* 21 - ** 27	99	102	5 1/2	2 to 1
72	7	* 24 - ** 36	78	21	99	108	6	2 to 1
78	7 1/2	* 24 - ** 36	78	21	99	114	6 1/2	2 to 1
84	8	36	90 1/2	21	111 1/2	120	6 1/2	1 1/2 to 1
90	8 1/2	41	87 1/2	24	111 1/2	132	6 1/2	1 1/2 to 1

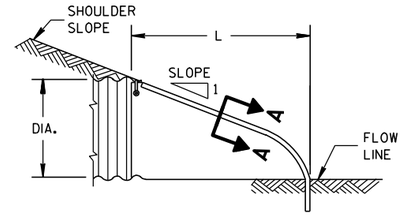
* MINIMUM
** MAXIMUM



PLAN VIEW

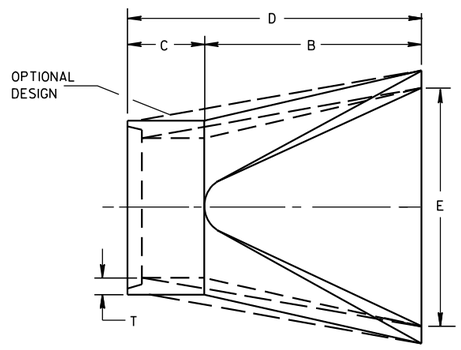


END VIEW

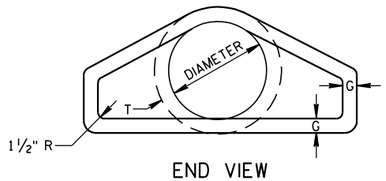


SIDE ELEVATION

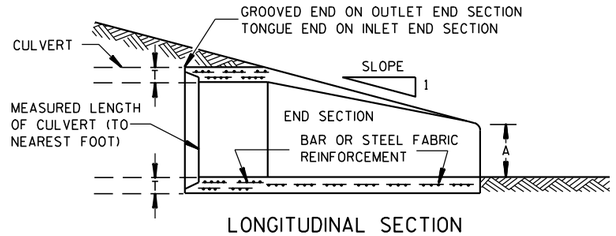
METAL ENDWALLS



PLAN

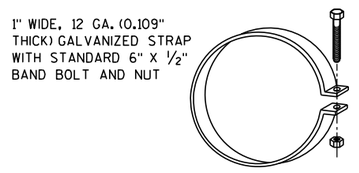


END VIEW



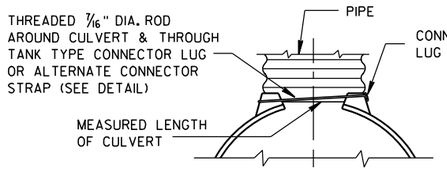
LONGITUDINAL SECTION

CONCRETE ENDWALLS

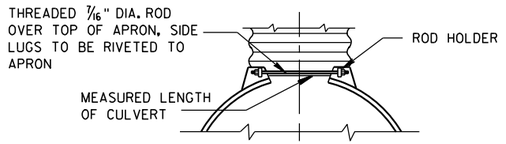


ALTERNATE FOR TYPE 1 CONNECTION

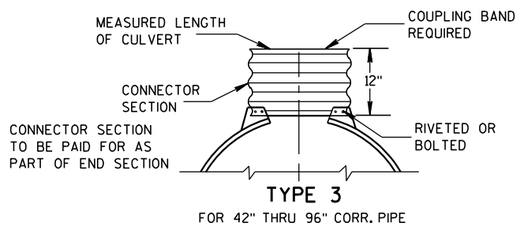
END SECTION CONNECTOR STRAP



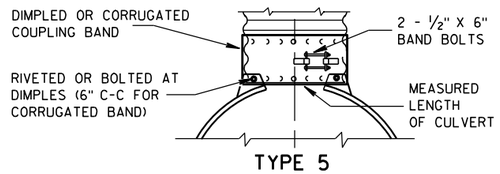
TYPE 1
FOR 12" THRU 24" CORR. PIPE



TYPE 2
FOR 30" THRU 96" CORR. PIPE



TYPE 3
FOR 42" THRU 96" CORR. PIPE



TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

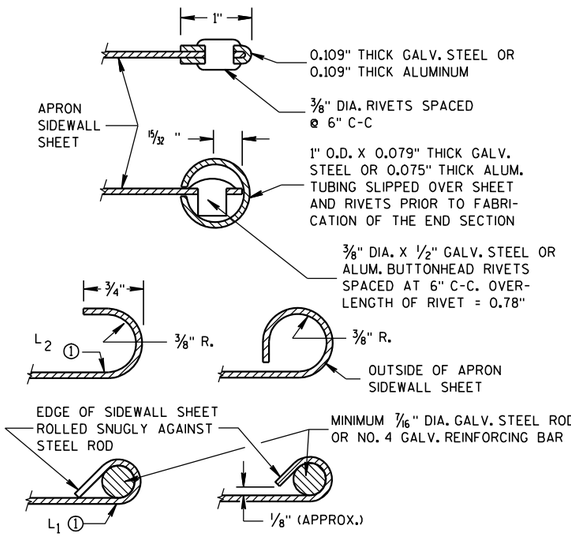
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

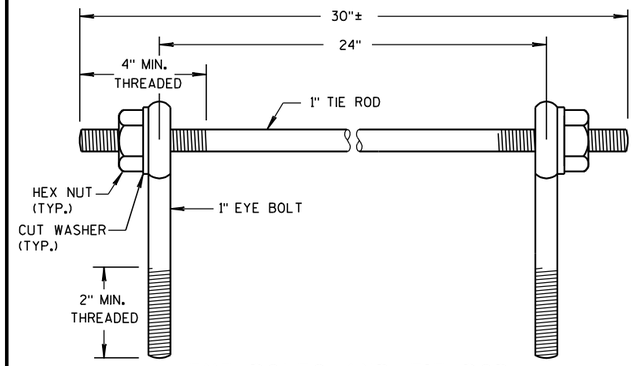
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

APRON ENDWALLS FOR CULVERT PIPE

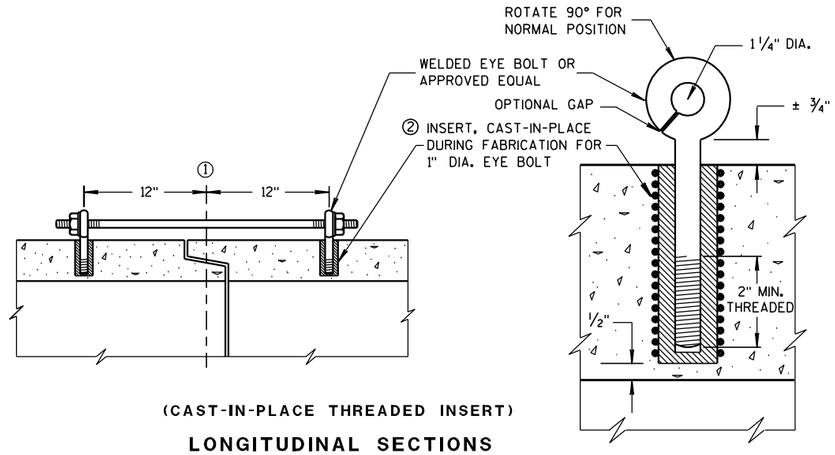
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 F 1-11



EYE BOLTS AND TIE ROD



(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

GENERAL NOTES

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

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

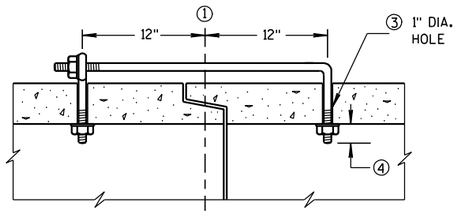
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

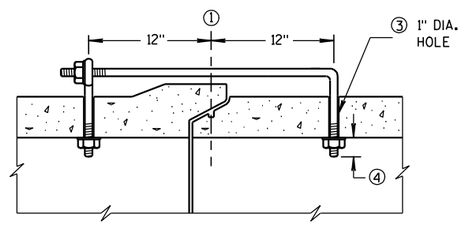
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.



(TONGUE & GROOVE PIPE)

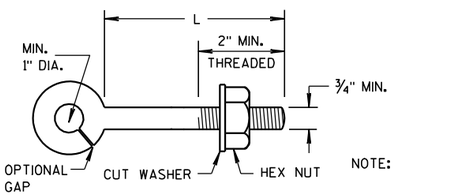


(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

EYE BOLT DIMENSION TABLE

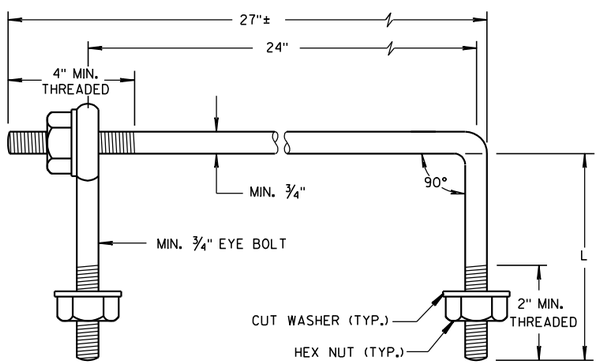
PIPE SIZE	L = LENGTH	
	TONGUE & GROOVE PIPE	MODIFIED BELL PIPE
18" TO 24"	4 1/2"	6 1/4"
30"	5"	7"
36"	5 1/2"	7"
42"	6"	
48"	6 1/2"	
60"	7 1/2"	
66"	8"	



NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.



EYE BOLT AND TIE ROD

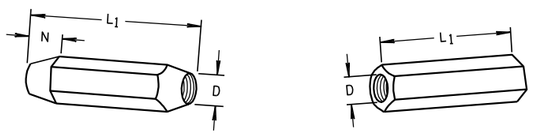
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

ADJUSTABLE TIE ROD TABLE

PIPE DIAMETER	TIE ROD DIAMETER	D	L_1	N
12-60	5/8	5/8	5	1/2
66-84	3/4	3/4	5	1/2
90-108	1	1	7	1 1/16

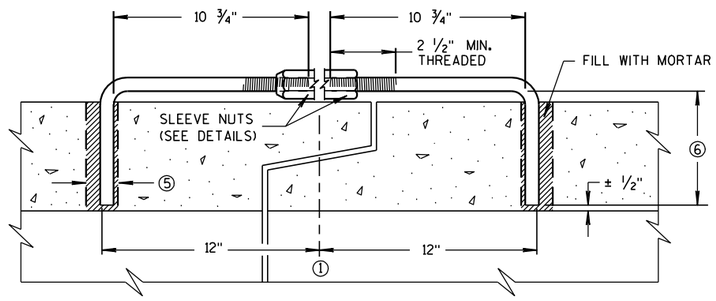
DIMENSIONS SHOWN ARE IN INCHES



TAPERED PLAIN

RIGHT AND LEFT THREADS

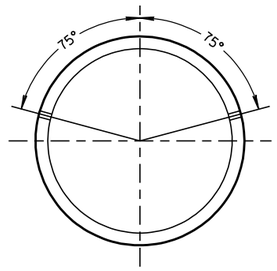
SLEEVE NUTS



LONGITUDINAL SECTION

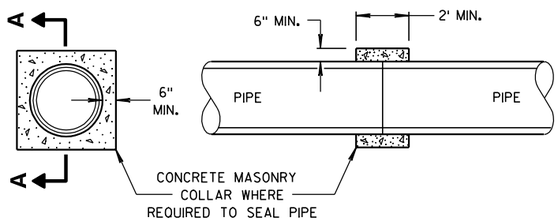
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

ADJUSTABLE TIE ROD (ALTERNATE NO. 3)



PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION



SECTION A-A

CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

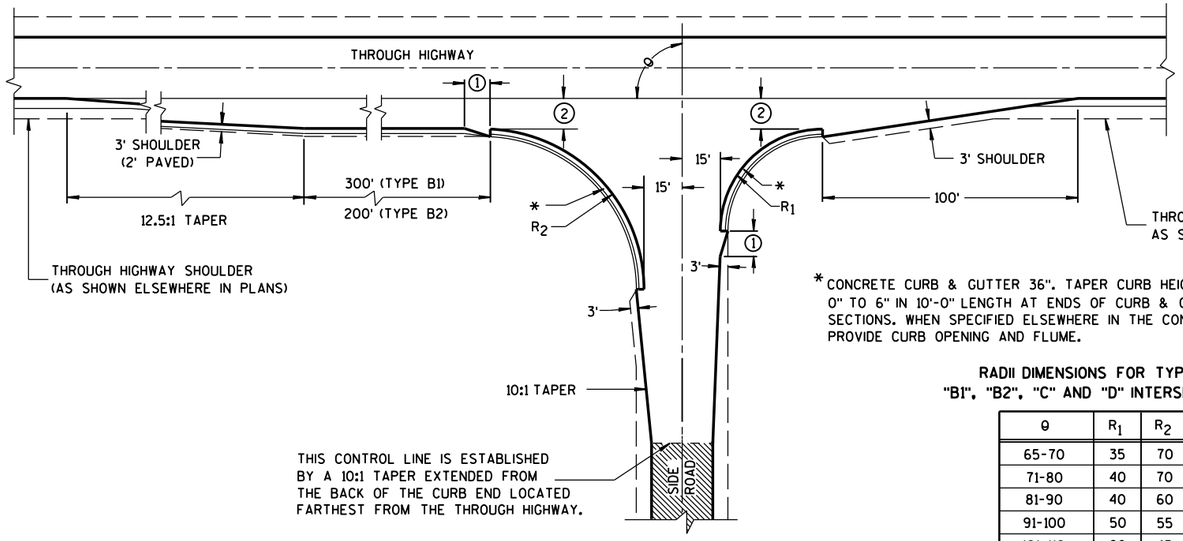
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA

6

S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

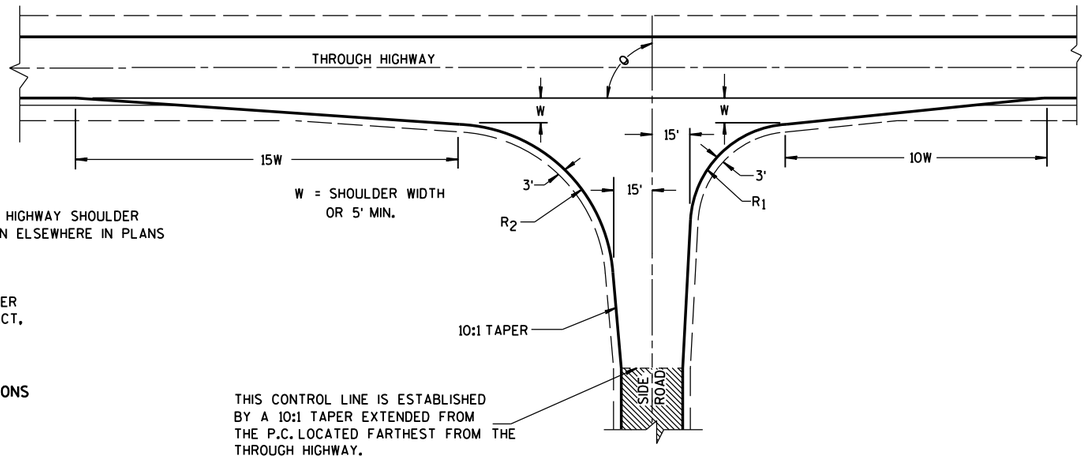


TYPE "B1" AND "B2"

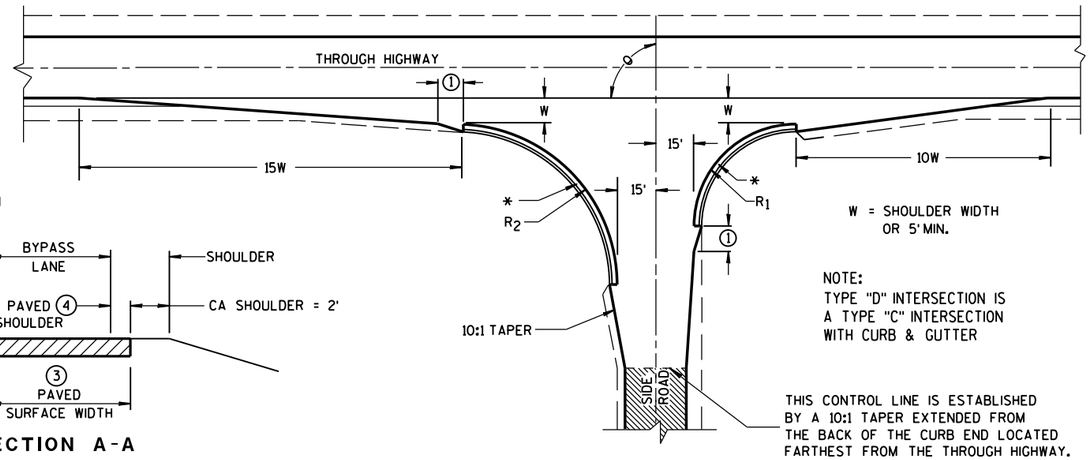
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

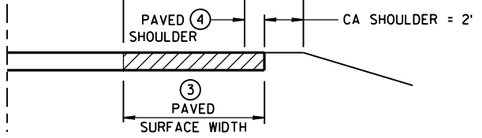
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

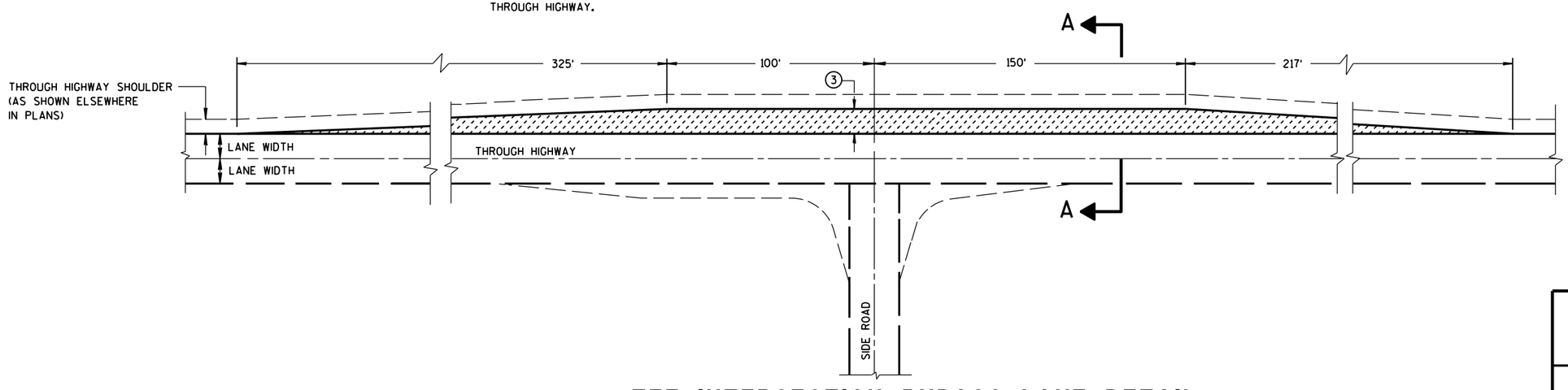
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



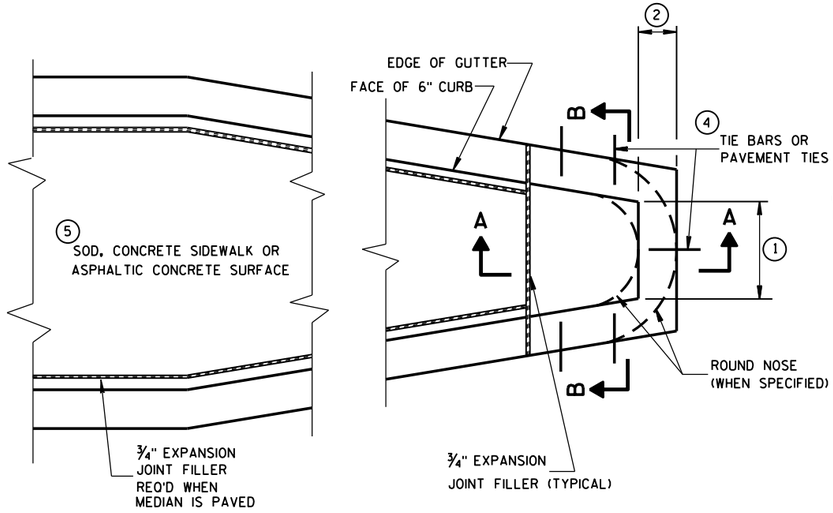
TEE INTERSECTION BYPASS LANE DETAIL

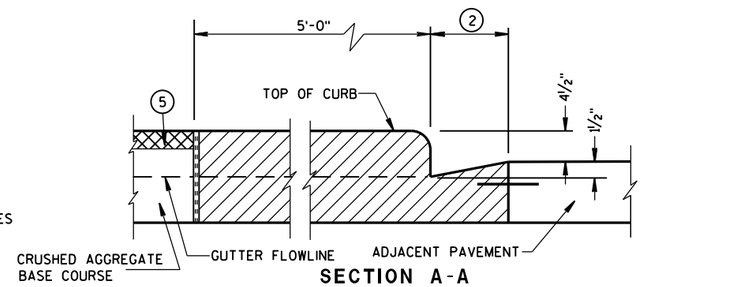
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 9 A 1-13a





CONCRETE MEDIAN BLUNT NOSE DETAIL

GENERAL NOTES

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

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

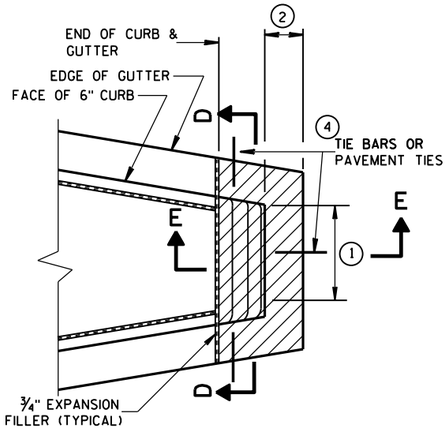
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

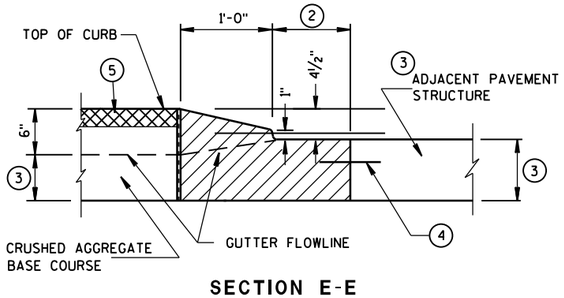
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

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

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

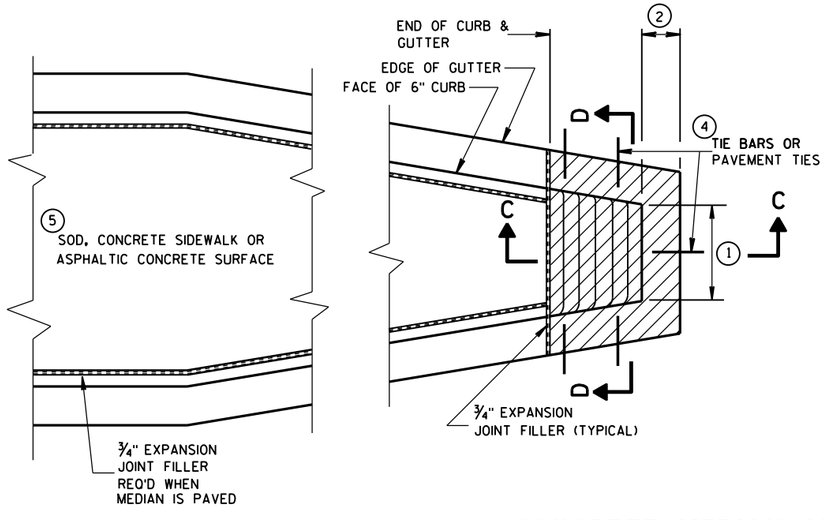
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

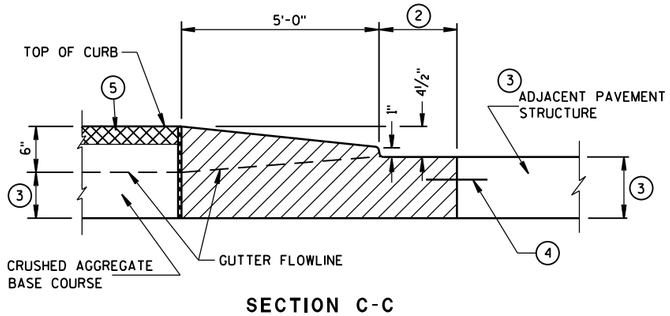




SECTION E-E

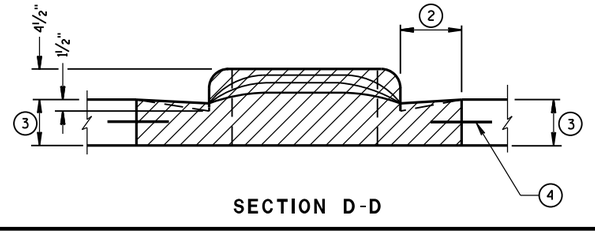
CONCRETE MEDIAN SLOPED NOSE TYPE 2





SECTION C-C

CONCRETE MEDIAN SLOPED NOSE TYPE 1



SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 11 B 2-2

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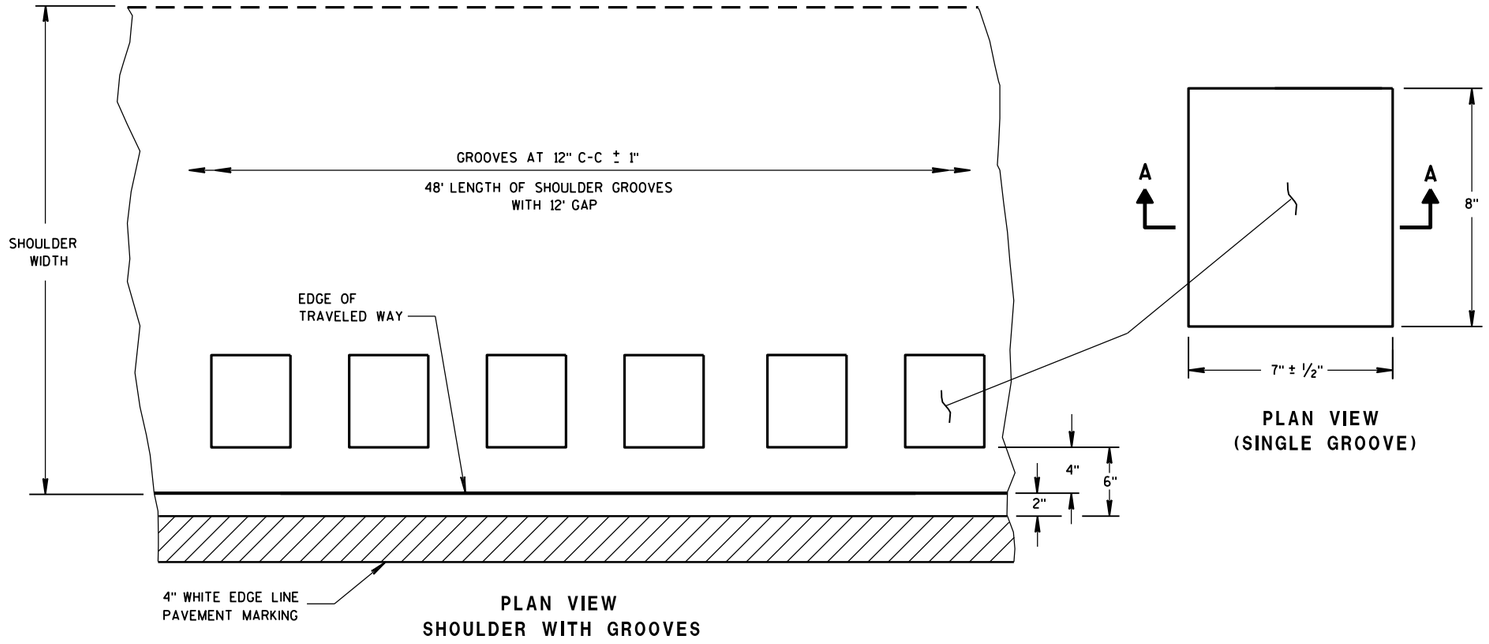
S.D.D. 11 B 2-2



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

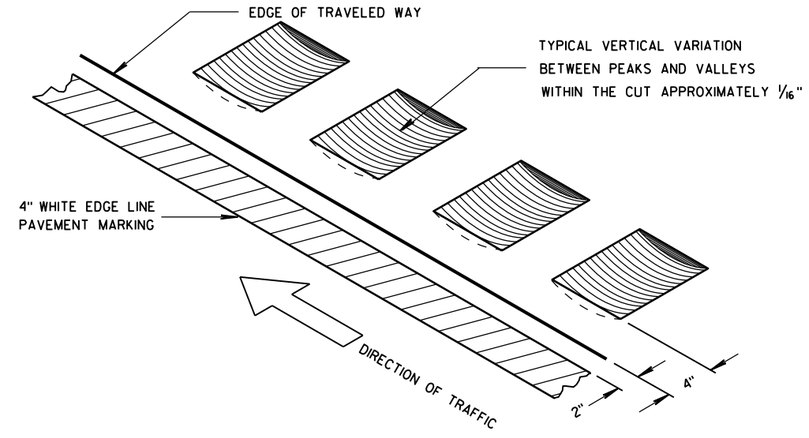
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



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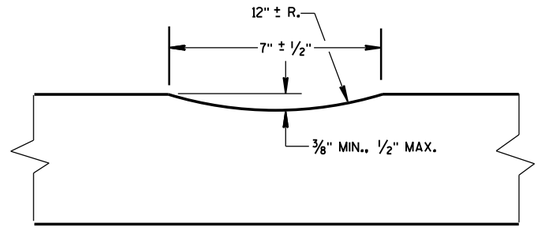
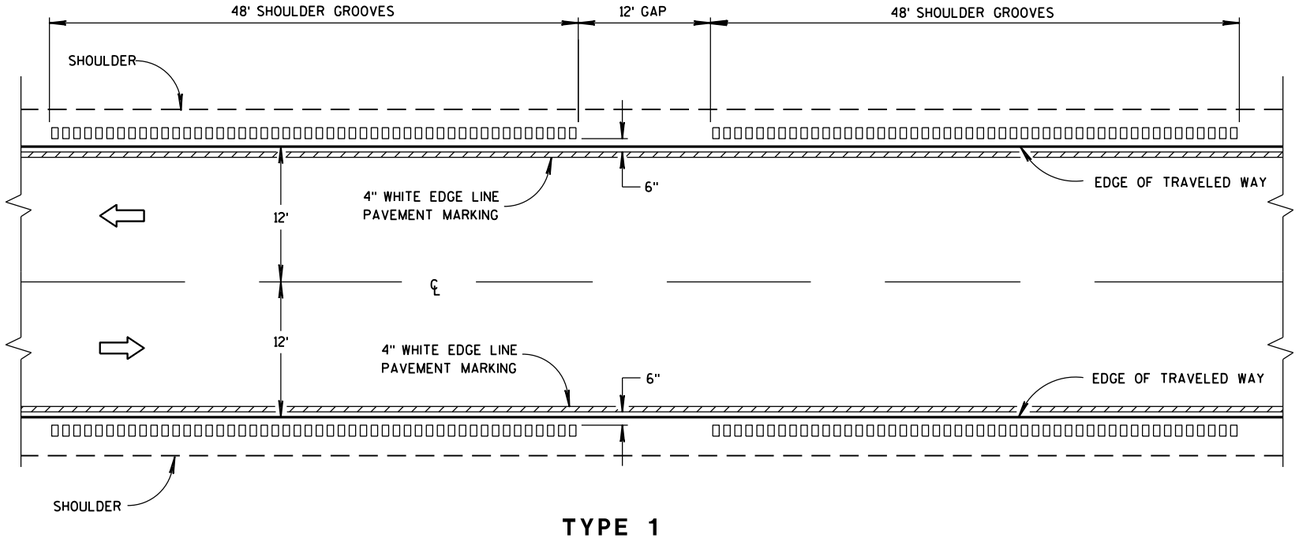


SECTION A-A



TYPE 1
2-LANE SHOULDER RUMBLE STRIP

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

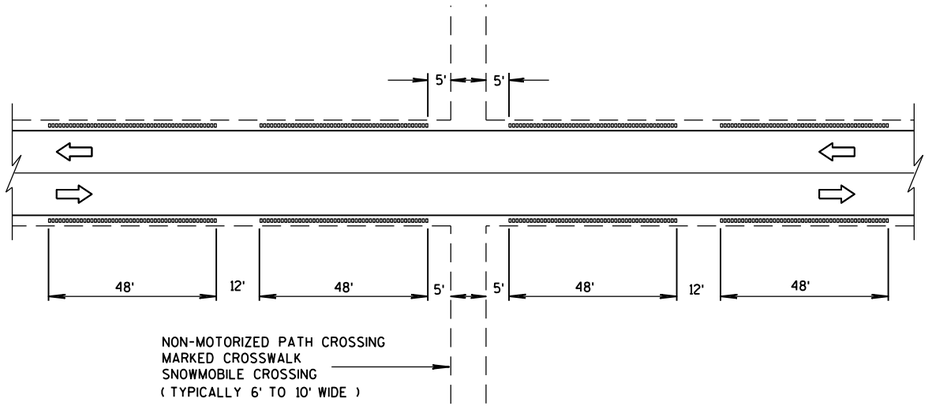
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

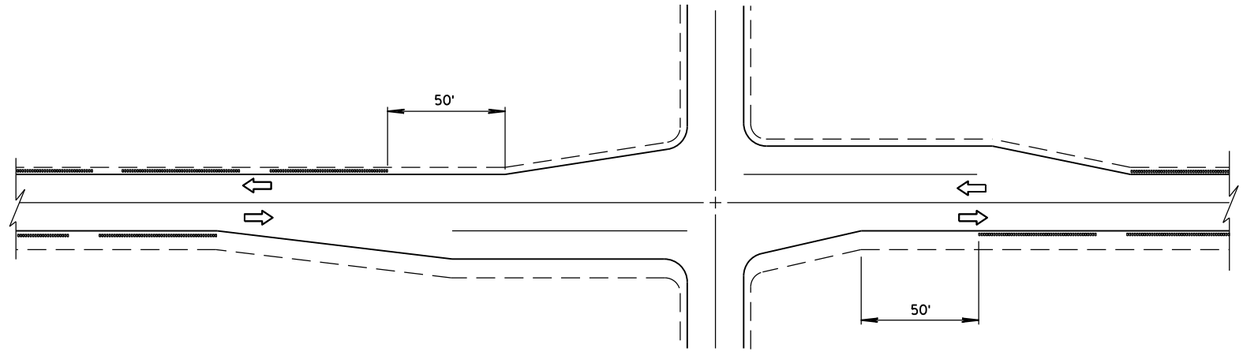
S.D.D. 13 A 10-1a

6

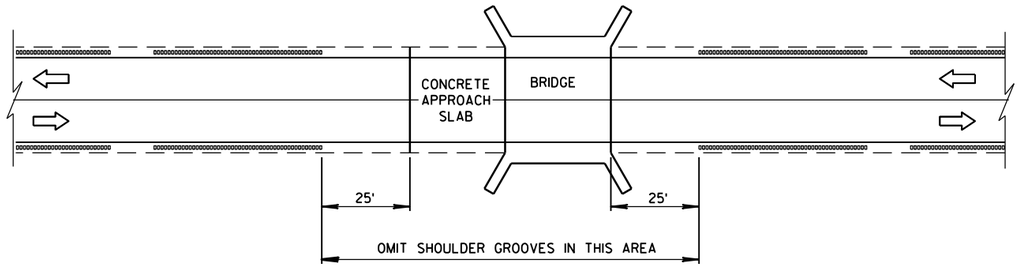
S.D.D. 13 A 10-1a



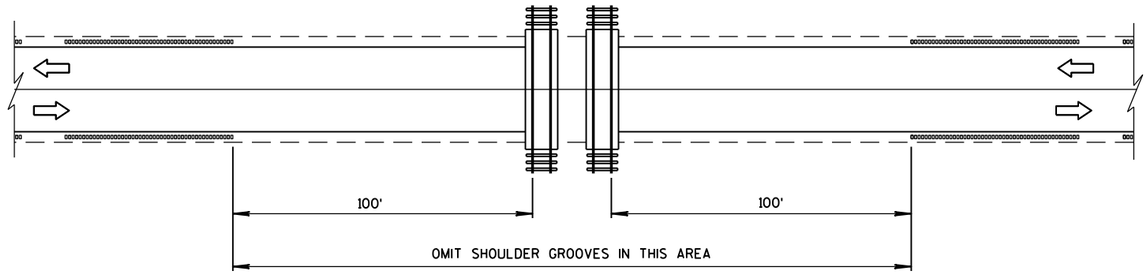
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



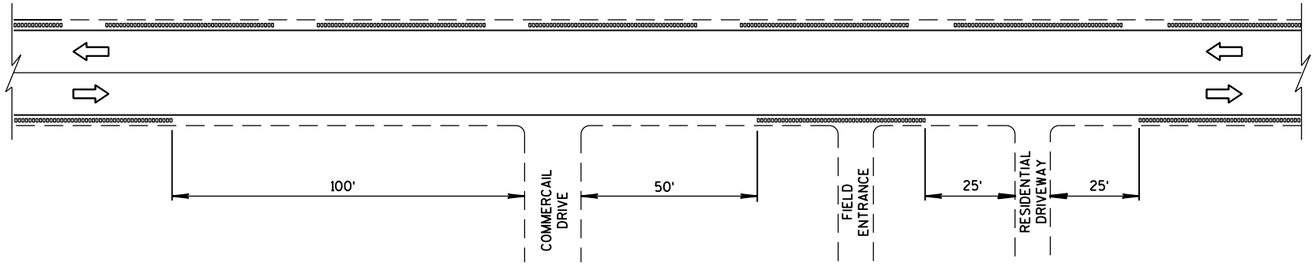
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT RAILROADS



SHOULDER GROOVES AT DRIVEWAYS (1)

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

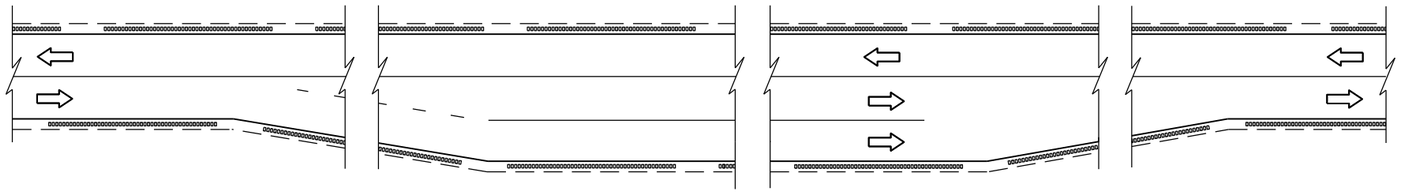
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

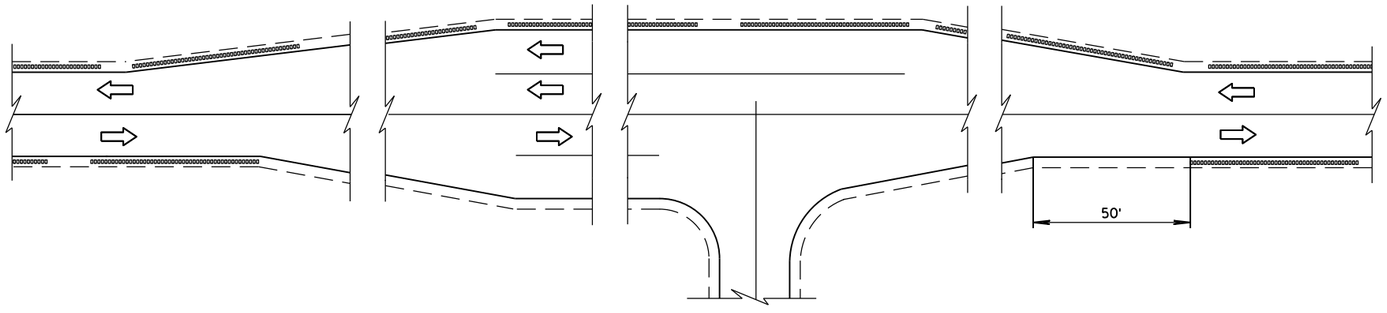
S.D.D. 13 A 10-1c

6

S.D.D. 13 A 10-1c



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

6

6

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

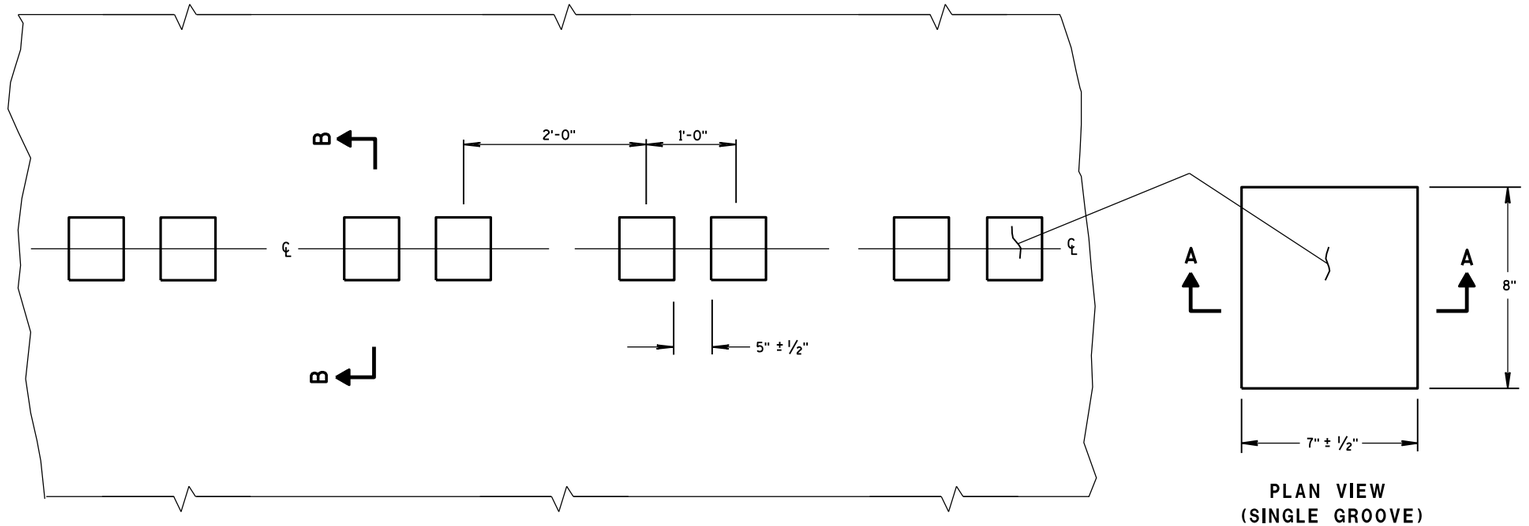
12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

S.D.D. 13 A 10-1d

S.D.D. 13 A 10-1d



PLAN VIEW
CENTER LINE WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

GENERAL NOTES

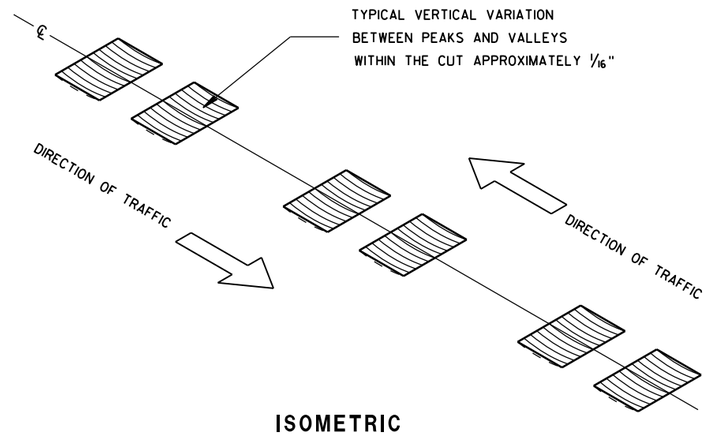
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

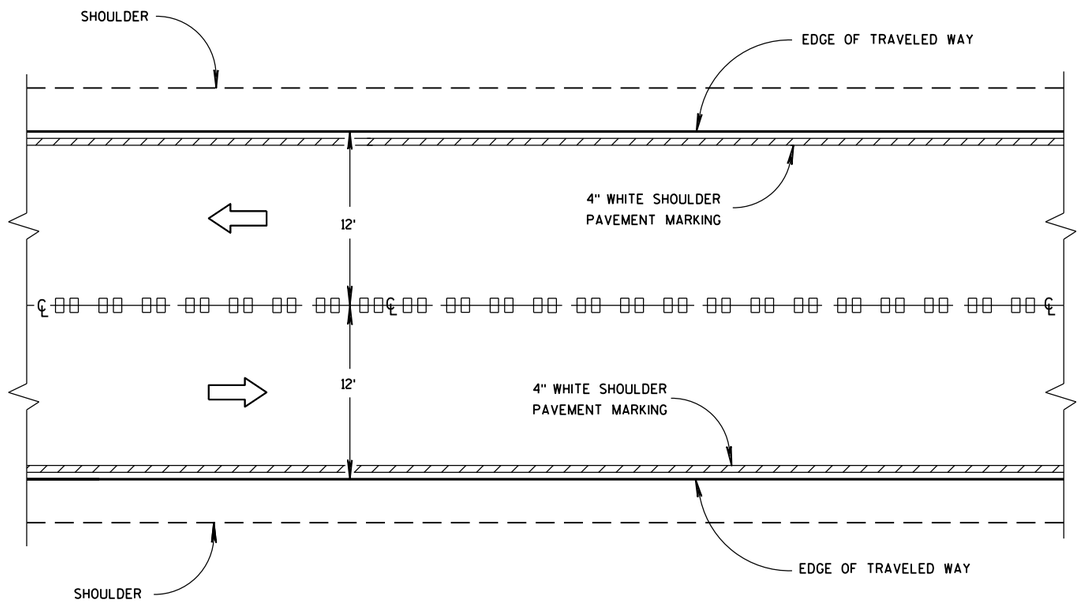
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

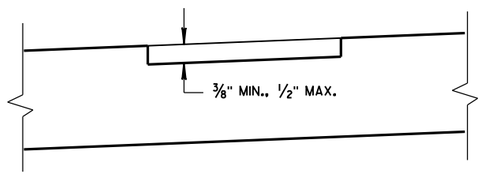
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



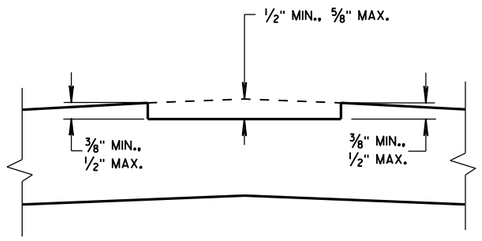
ISOMETRIC



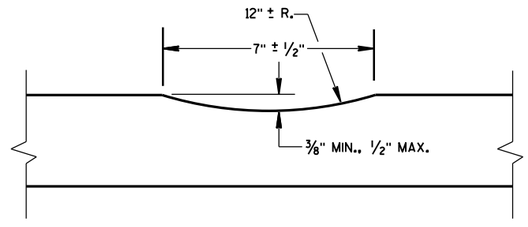
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



SECTION B-B
CROWNED ROADWAY



SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

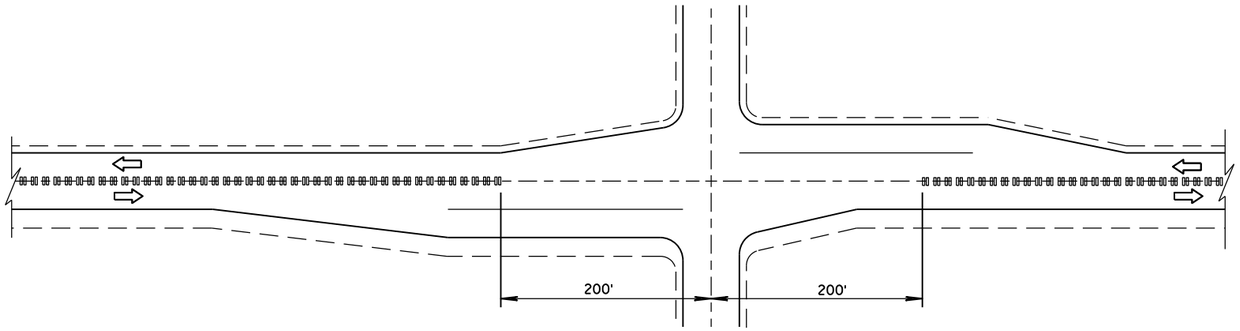
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

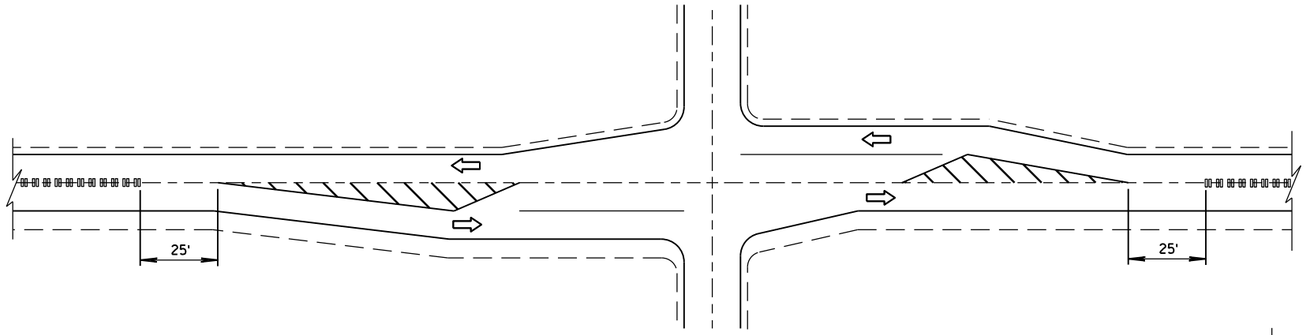
S.D.D. 13 A 11-2a

6

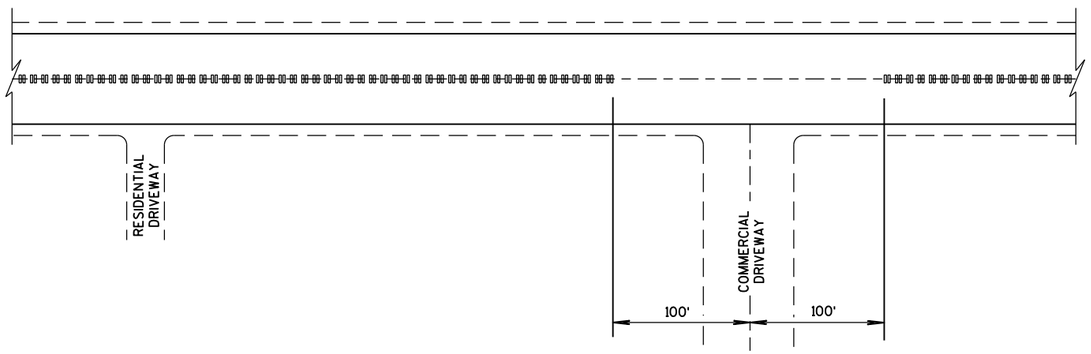
S.D.D. 13 A 11-2a



CENTER LINE GROOVES AT INTERSECTIONS

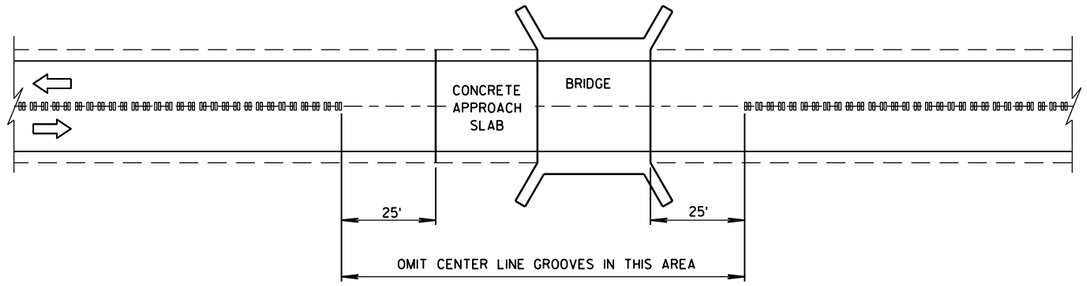


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

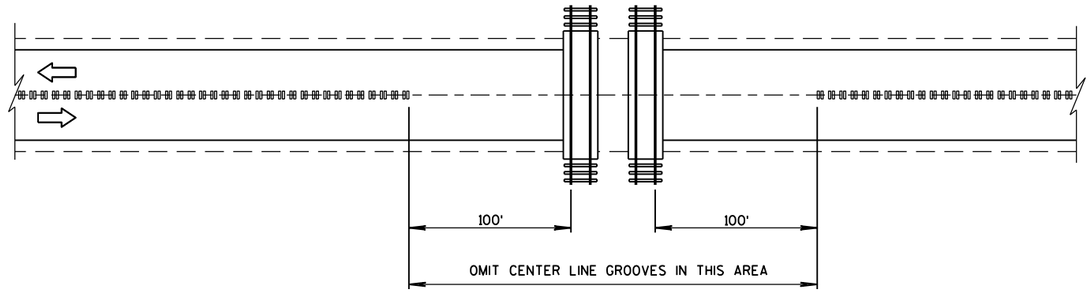


CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES



CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

6

S.D.D. 13 A 11-2b

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

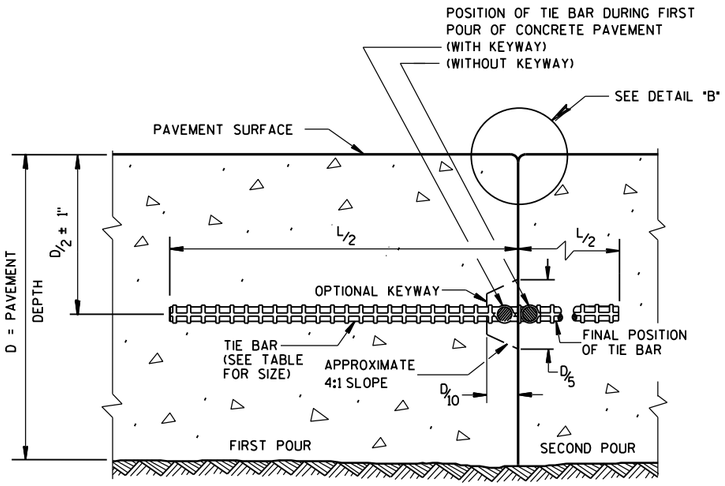
5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

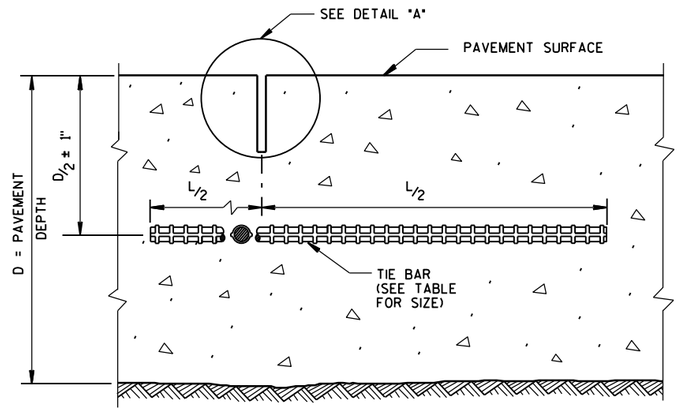
211

NT

FHWA



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

DO NOT SEAL OR FILL LONGITUDINAL JOINTS.

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"

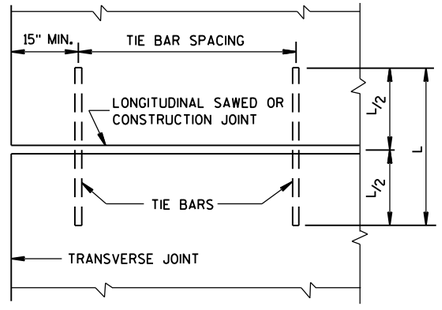
DETAIL "C"

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

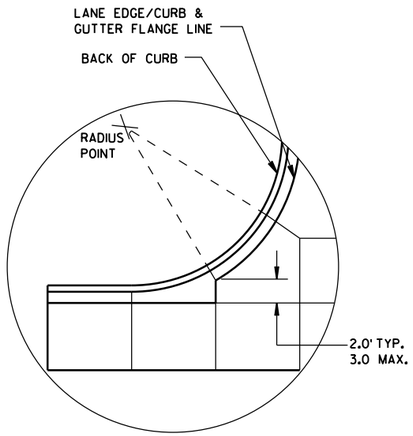
CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

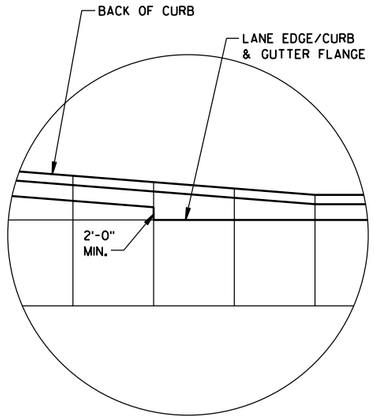
APPROVED
June, 2015 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

6

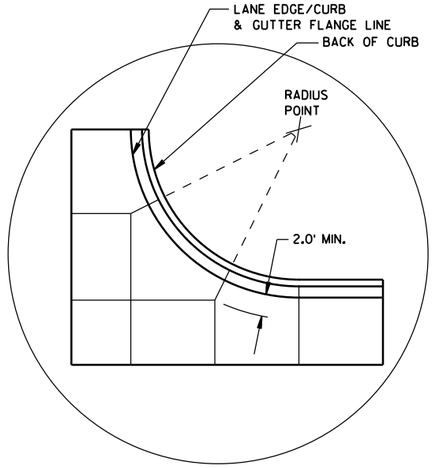
S.D.D. 13 C 1-18



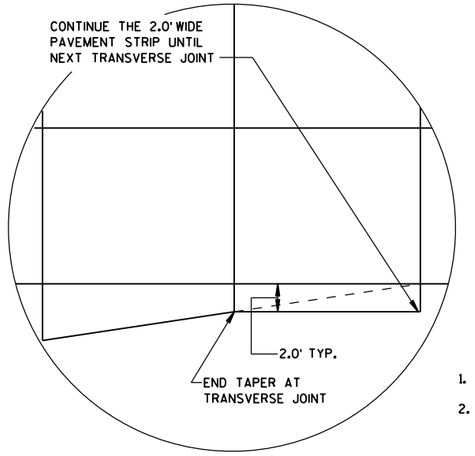
DETAIL "A"



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.

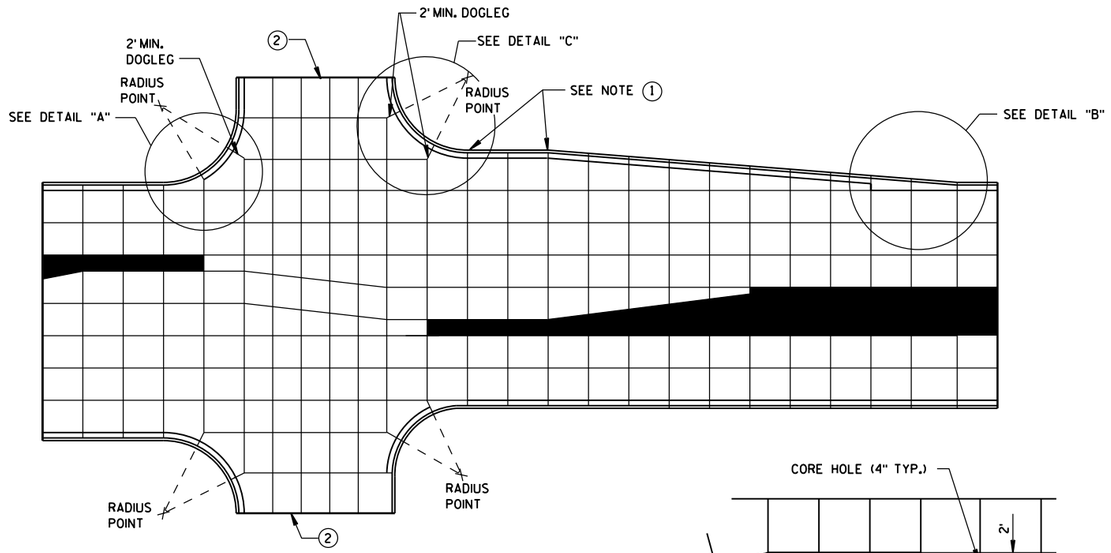
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

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.

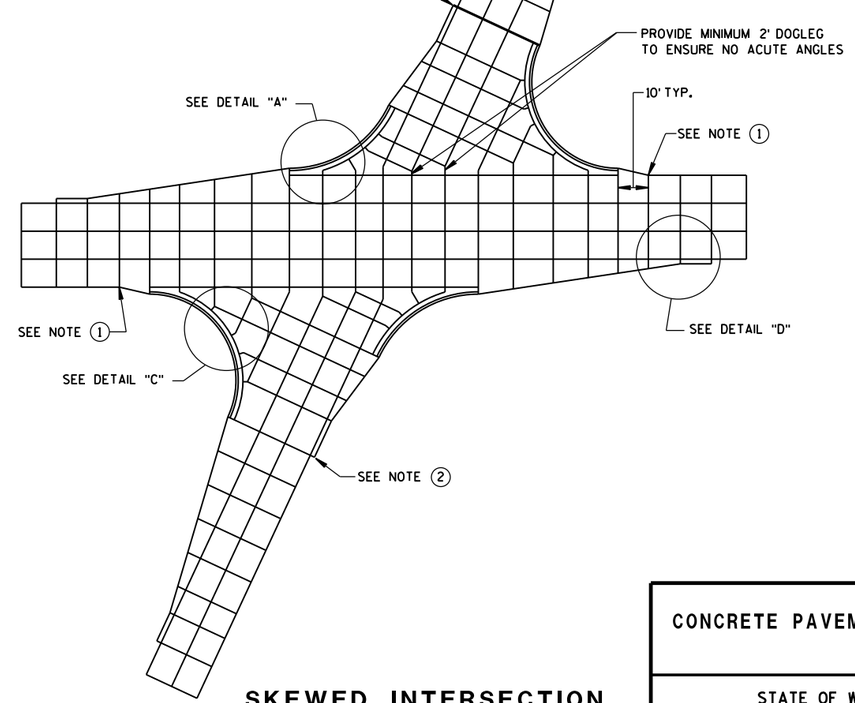
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



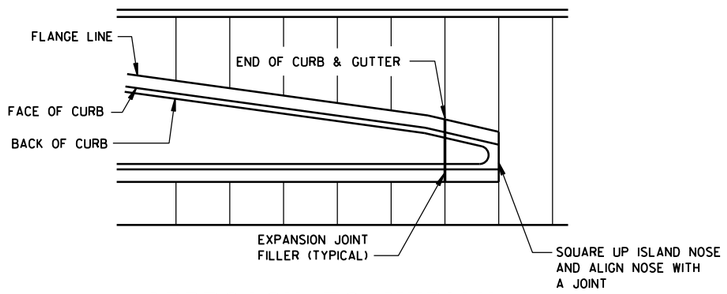
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

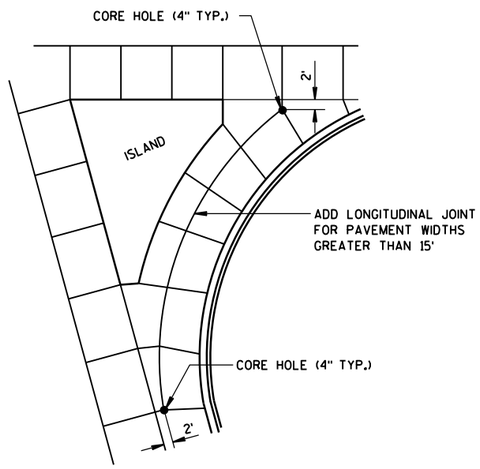
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6½"	12'
7", 7½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN

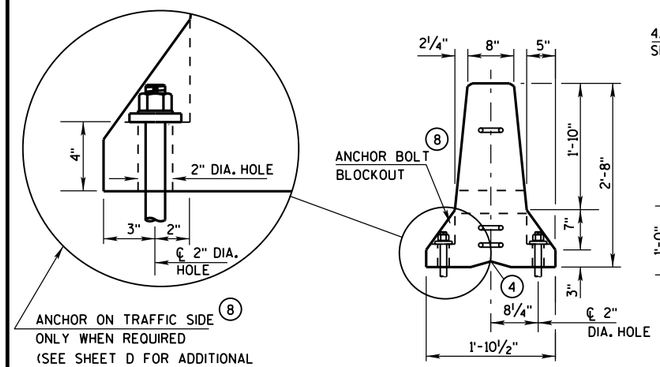


LARGE RIGHT TURN

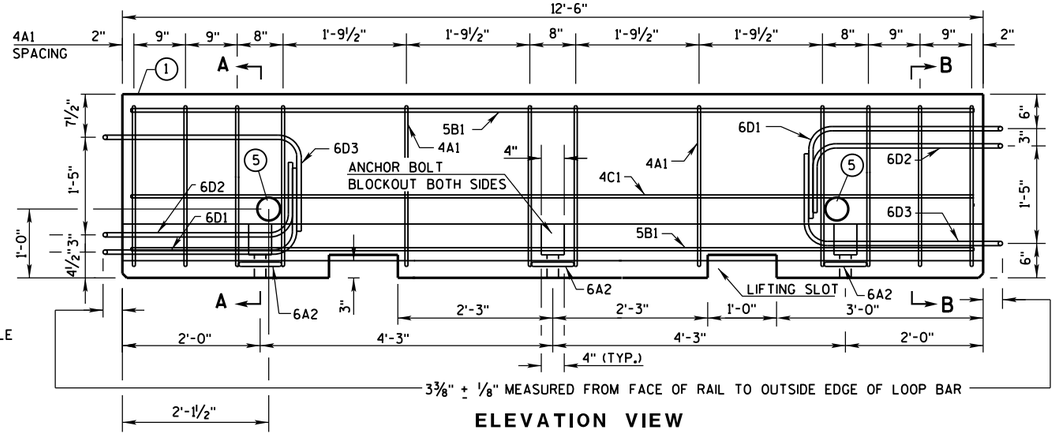
CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

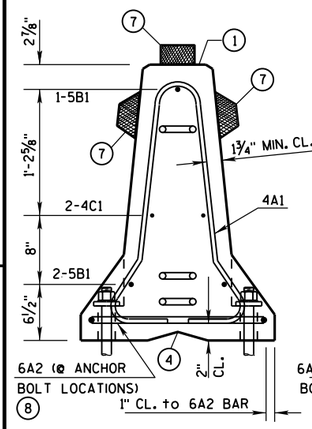
6
S.D.D. 13 C 18-5a



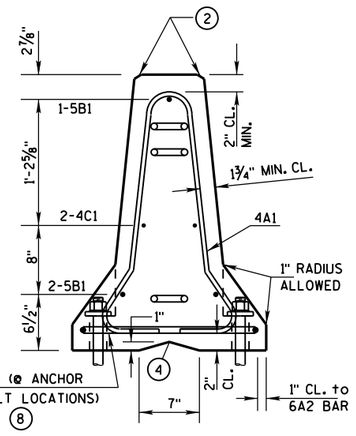
END VIEW



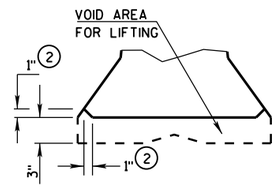
ELEVATION VIEW



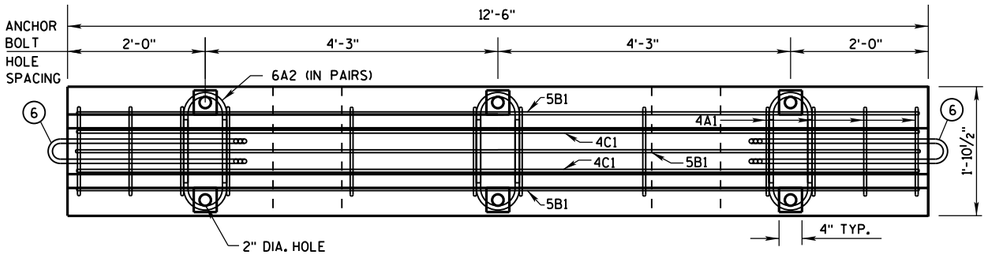
SECTION A-A
(STIRRUP PLACEMENT)



SECTION B-B
(STIRRUP PLACEMENT)

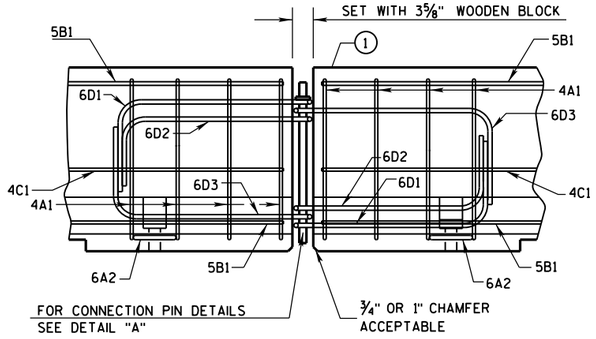


DETAIL "B"
LIFTING SLOT DETAIL

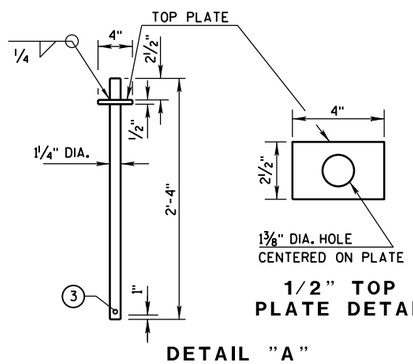


PLAN VIEW

DETAILS OF BARRIER SECTION

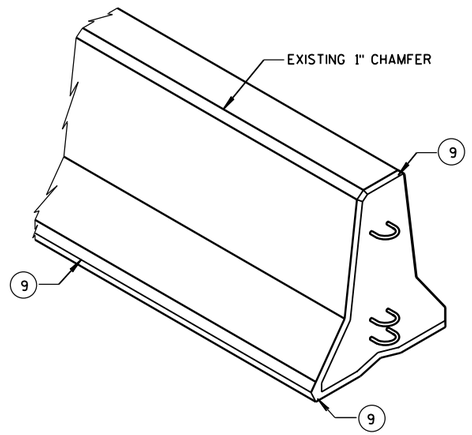


DETAILS OF BARRIER CONNECTION



1/2" TOP
PLATE DETAIL

DETAIL "A"
CONNECTION PIN
(A36 STEEL (10.9 LB EACH))



GENERAL NOTES

THESE GENERAL NOTES APPLY TO SHEETS 14B7-15(a) THRU 14B7-15(i).

DO NOT INTERMIX CONCRETE BARRIER TEMPORARY PRCAST, 12'-6" (CBTP12.5) WITH OTHER TEMPORARY CONCRETE BARRIERS.

USE ASTM A-615, GRADE 60, DEFORMED STEEL BARS FOR BARS 4A1, 6A2, 5B1 AND 4C1 IN THE BARRIER SECTION AND FOR 4V1, 4V2, 4V3, 4V4, 4V5, 4V6, 4F1, 4F2 AND 5F3 IN THE BARRIER TAPER SECTION.

LOOP BARS 6D1, 6D2 AND 6D3 SHALL BE ¾" SMOOTH STEEL BARS WITH A MINIMUM YIELD STRENGTH OF 60 KSI, A TENSILE STRENGTH OF NOT LESS THAN 1.25 TIMES THE YIELD STRENGTH BUT A MINIMUM OF 80 KSI, A MINIMUM 14% ELONGATION IN 8 INCHES AND PASSING A 180 DEGREE BEND TEST USING A 3-½" PIN BEND DIAMETER FOR BEND TESTS. THE LOOPS SHALL BE INSTALLED WITHIN ⅛" OF THE PLAN DIMENSION.

CONSTRUCT LIFTING SLOTS AS SPECIFIED ON THE PLANS TO FACILITATE THE DRAINAGE OF WATER AFTER INSTALLATION.

PLACE BARRIER ON A PAVED SURFACE. REMOVE ALL LOOSE DIRT AND SAND FROM THE ROADWAY SURFACE PRIOR TO PLACEMENT OF THE BARRIER.

INSTALL MECHANICAL OR ADHESIVE ANCHORS PER MANUFACTURER'S RECOMMENDATIONS. PROVIDE MANUFACTURER'S INFORMATION TO PROJECT ENGINEER.

(1) MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
- a. TYPE: WI CBTP
- b. MANUFACTURER
- c. DATE MANUFACTURED (MONTH AND YEAR)

(2) 1" CHAMFER TO PREVENT SPALLING.

(3) A ⅜" HOLE IN THE CONNECTION PIN, AT THE LOCATION SHOWN, IS ACCEPTABLE, BUT NOT REQUIRED..

(4) "V" NOTCH IS OPTIONAL.

(5) THE 4" DIAMETER, 11 GAUGE STEEL, ROUND MECHANICAL TUBING SLEEVE FOR LIFTING (OPTIONAL).

(6) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

(7) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MAY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURES INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED TO THE LEFT OF TRAFFIC AND WHITE REFLECTORS WHEN BARRIER IS LOCATED TO THE RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART. PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO THE SIDE MOUNTED DELINEATORS ON ALL BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAN 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

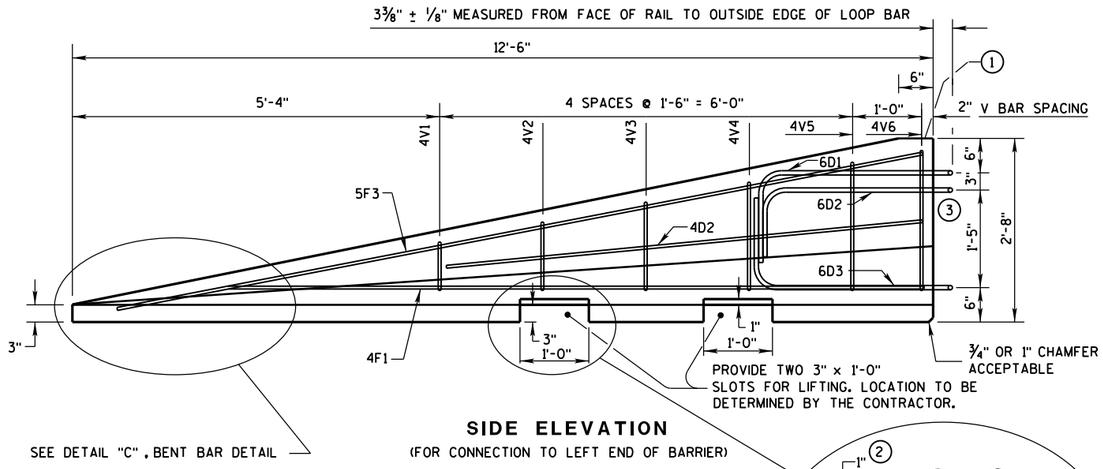
(8) SEE SHEET D FOR HOW TO ANCHOR BARRIER. SEE SHEET E FOR WHEN TO ANCHOR BARRIER.

(9) 1" CHAMFER OPTIONAL.

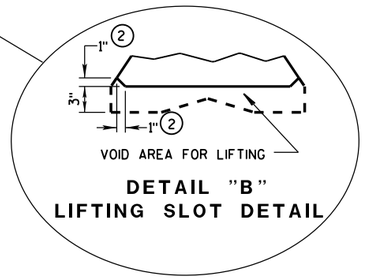
f'c = 4,000 psi

CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"

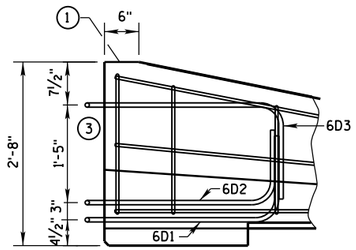
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 214



SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



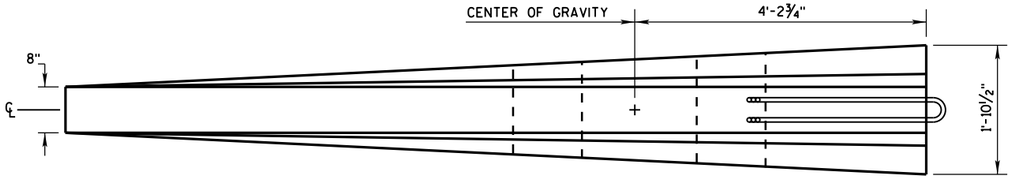
DETAIL "B"
LIFTING SLOT DETAIL



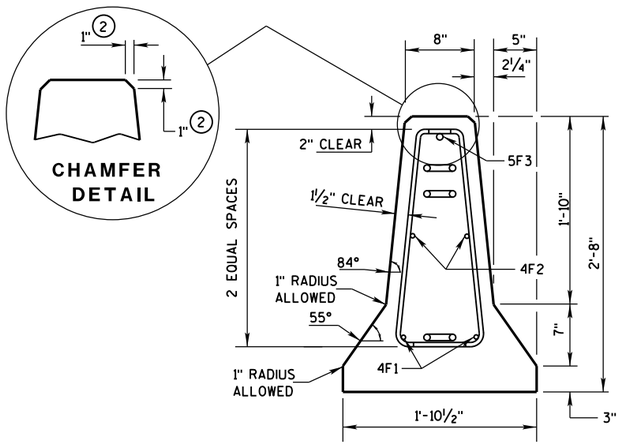
SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED
FOR OPPOSITE END.
(FOR CONNECTION TO RIGHT END OF BARRIER)

GENERAL NOTES

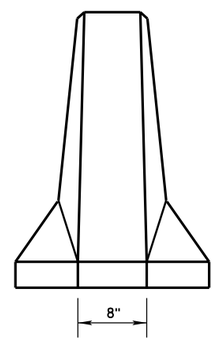
1. MARK ONE END OF EACH BARRIER PERMANENTLY BY FORMING INTO THE BARRIER THE FOLLOWING INFORMATION:
   a. TYPE WICBTP
   b. MANUFACTURER
   c. DATE MANUFACTURED (MONTH AND YEAR)
2. 1" CHAMFER TO PREVENT SPALLING.
3. NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.



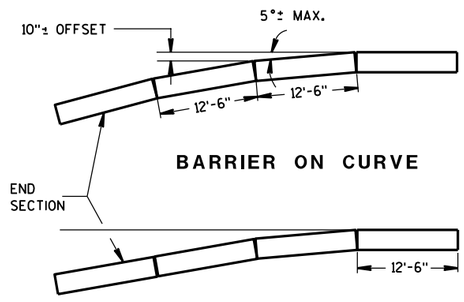
PLAN VIEW



END SECTION



FRONT ELEVATION



BARRIER ON CURVE

FLARE AT BARRIER END

POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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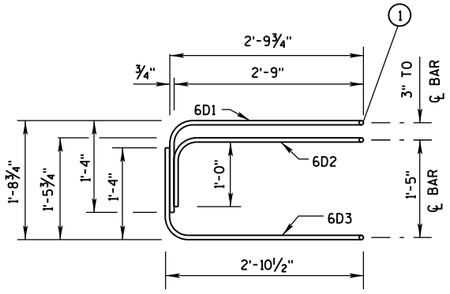
S.D.D. 14 B 7-15b

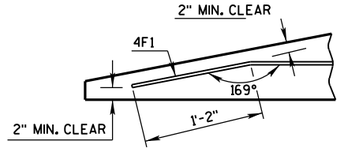
BARRIER TAPER SECTION BILL OF MATERIALS

(PER 12'-6" BARRIER TAPER SECTION)

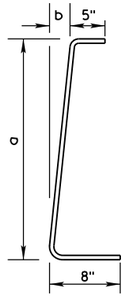
BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4V1	4	2	1'-11"
4V2	4	2	2'-2"
4V3	4	2	2'-6"
4V4	4	2	2'-9"
4V5	4	2	3'-2"
4V6	4	2	3'-4"
4F1	4	2	12'-0"
4F2	4	2	7'-6"
5F3	5	1	11'-9"
LOOP ASSEMBLY			
6D1	6	1	8'-5"
6D2	6	1	7'-7"
6D3	6	1	8'-6"



ELEVATION
LOOP BAR ASSEMBLY



DETAIL "C"
BENT BAR DETAIL



BAR	a	b
V1	10"	1"
V2	1'-1"	1¼"
V3	1'-5"	1⅝"
V4	1'-8"	1⅞"
V5	2'-0½"	2⅜"
V6	2'-3"	2¾"

4V BARS
2 AT EACH SIZE REQUIRED
FOR STIRRUP ASSEMBLY

TAPER BARRIER SECTION

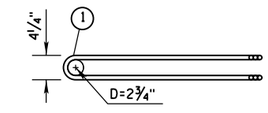
GENERAL NOTES

(1) NEVER USE LOOP BARS (6D1, 6D2 OR 6D3) TO LIFT, MOVE OR REPOSITION THE BARRIER.

BARRIER SECTION BILL OF MATERIALS

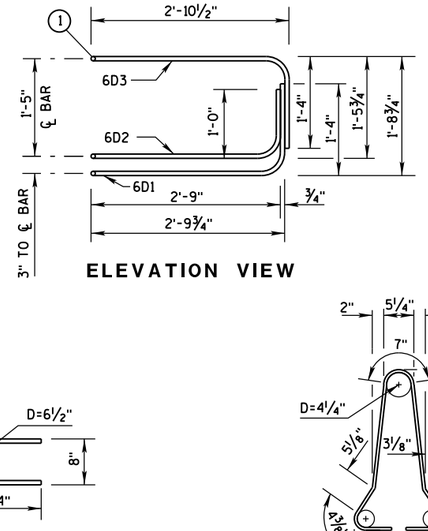
(PER 12'-6" BARRIER SECTION)

BAR	BAR SIZE	NO. OF BARS	LENGTH FT.
4A1	4	12	6'-0"
6A2	6	6	2'-11"
5B1	5	3	12'-2"
4C1	4	2	12'-2"
LOOP ASSEMBLY			
6D1	6	2	8'-5"
6D2	6	2	7'-7"
6D3	6	2	8'-6"

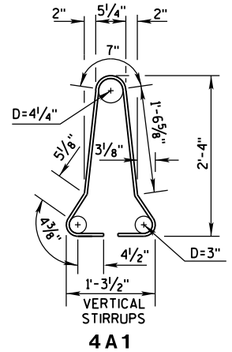


PLAN VIEW
LOOP BAR ASSEMBLY
(MARKED END SHOWN, INVERT FOR OTHER END)

6A2



ELEVATION VIEW



4A1

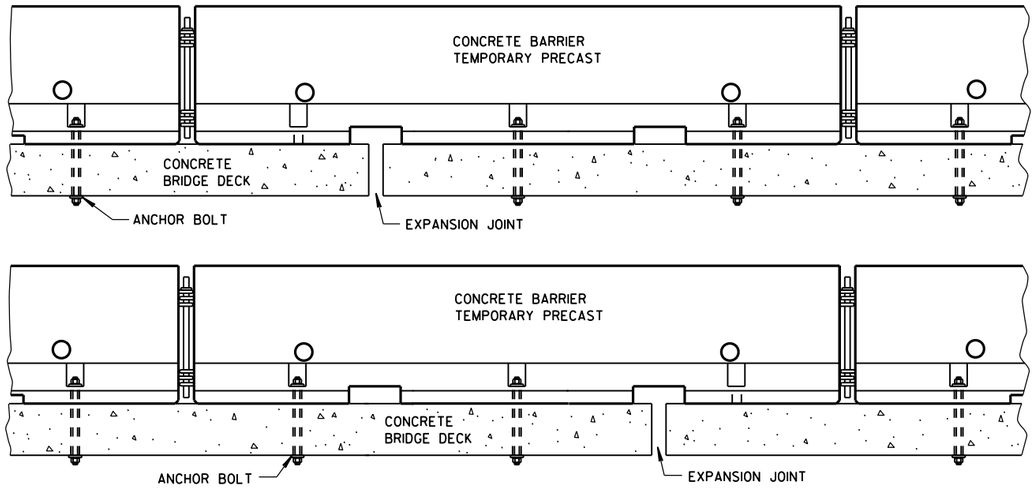
BARRIER SECTION

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

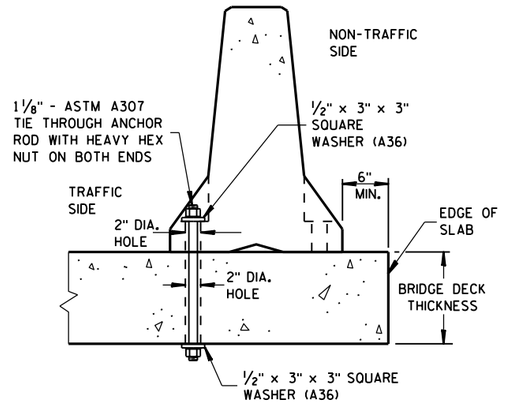
6

S.D.D. 14 B 7-15c



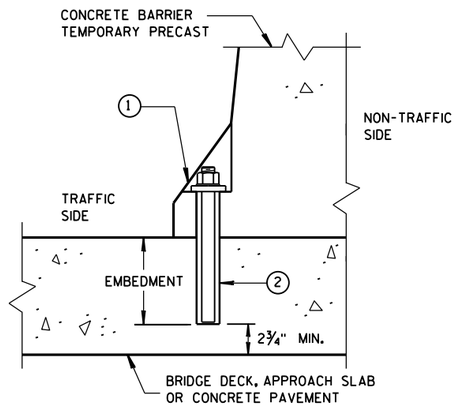
TREATMENT AT BRIDGE DECK EXPANSION JOINTS

(NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.)



THROUGH BOLTED ANCHOR INSTALLATION ON BRIDGE DECK

(DO NOTUSE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY)



REMOVABLE ADHESIVE ANCHOR INSTALLATION ON CONCRETE BRIDGE DECK, CONCRETE APPROACH SLAB, OR CONCRETE PAVEMENT

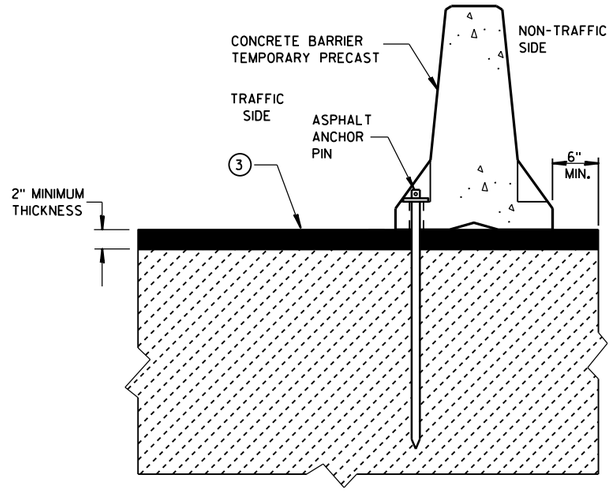
(DO NOT USE ON CONCRETE WITH AN ASPHALTIC OVERLAY)

GENERAL NOTES

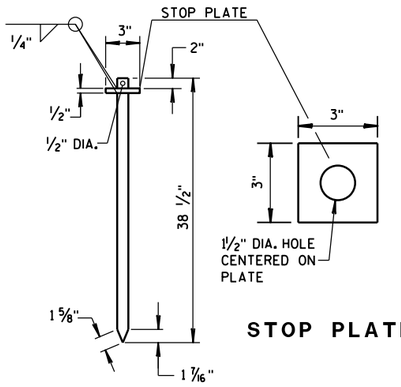
SEE SHEET E FOR WHEN TO ANCHOR. OTHER PARTS OF THE PLAN MAY SHOW ADDITIONAL LOCATIONS REQUIRING ANCHORING.

REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERICAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

1. 1⅛" DIAMENTER A307 THREADED ROD. ½" X 3" X 3" SQUARE PLATE WASHER WITH ASTM A36 STEEL. ASTM A563A HEAVY HEX NUT.
2. ADHESIVE ANCHORS WITH A MINIMUM BOND STRENGTH OF 1,800 PSI AND 5¼" EMBEDMENT. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.
3. ASPHALT SURFACE SHOWN. CONTRACTOR MAY DRILL THROUGH CONCRETE PAVEMENT AND THAN DRIVE ASPHALT ANCHOR PIN.



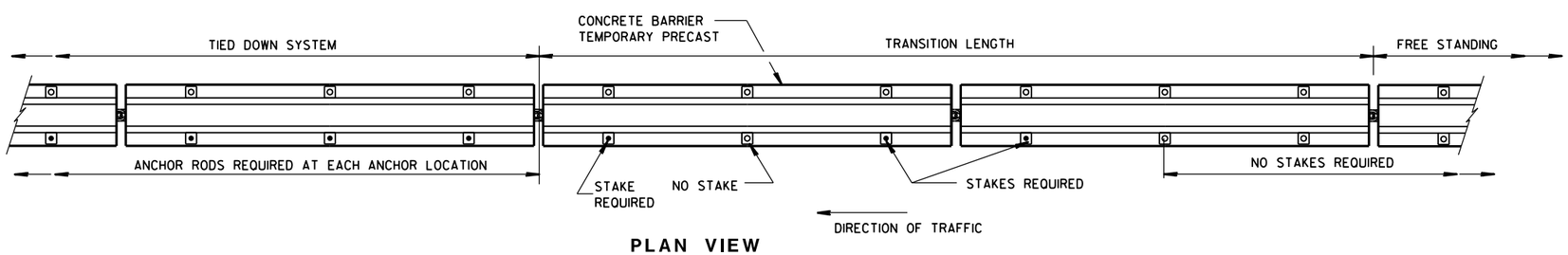
STAKE DOWN INSTALLATION FOR ASPHALTIC SURFACE



STOP PLATE

ASPHALT ANCHOR PIN

(ASTM A36 STEEL)



PLAN VIEW

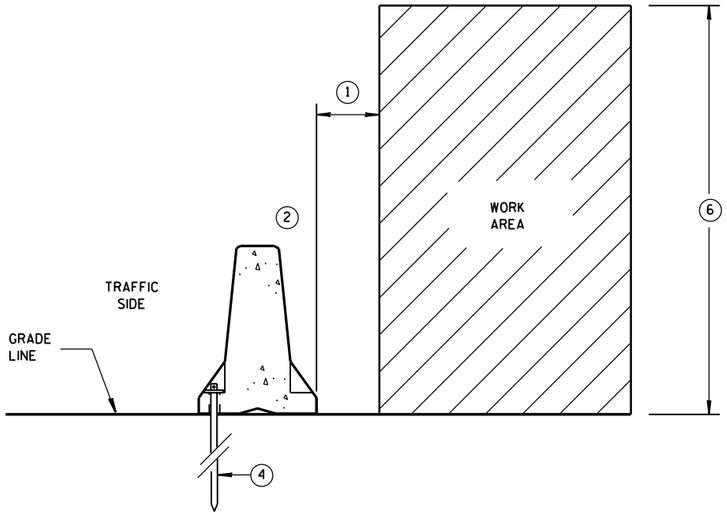
FREE STANDING TRANSITION TO TIED-DOWN SYSTEM

(PLACE TRANSITION IN A TANGENT SECTION OF BARRIER PARALLEL TO THE ROADWAY. IF TRANSITION OCCURS ON STRUCTURAL SLAB, ANCHOR AS SHOWN.)

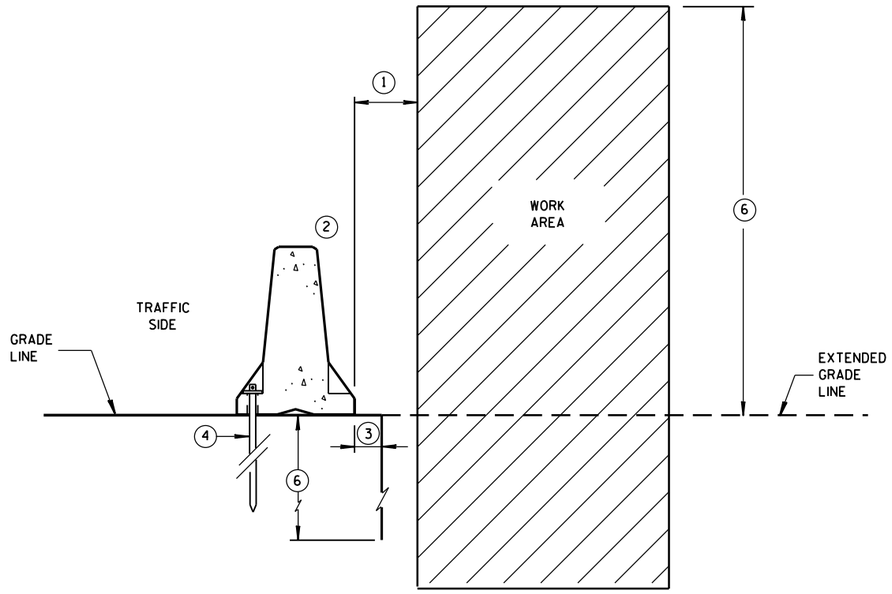
CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 7-15d



ANCHORED BARRIER SPACE REQUIREMENTS FOR HAZARDS EXTENDED ABOVE THE GRADE LINE

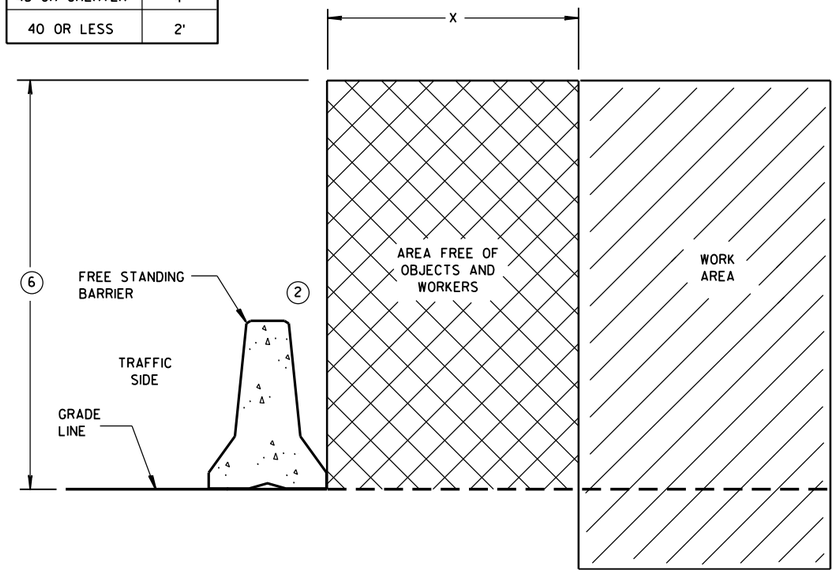


ANCHORED BARRIER SPACE REQUIREMENTS ON VERTICAL DROP OFFS

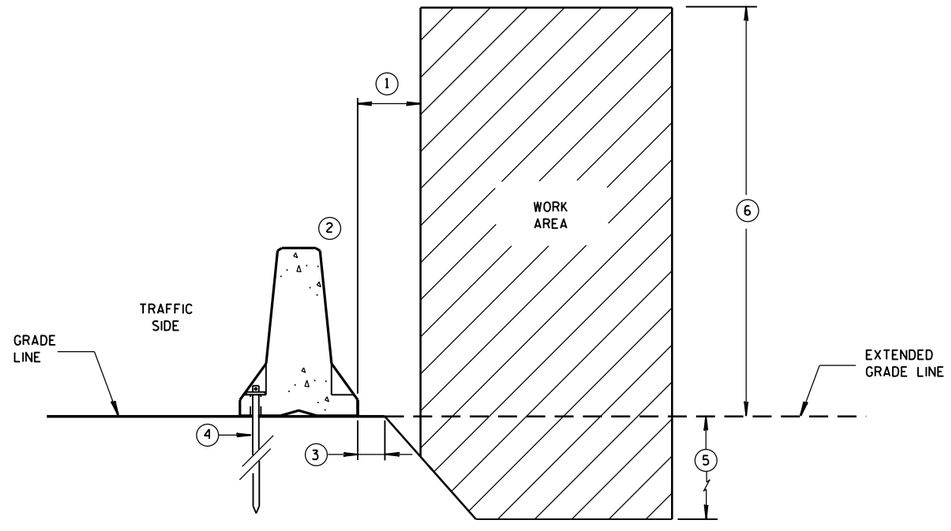
GENERAL NOTES

1. WHEN OBJECTS EXTEND ABOVE THE GRADE, A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT. SEE OTHER DETAILS FOR FOR THE MINIMUM OFFSET FROM BACK OF BARRIER TO SLOPES OR VERTICAL DROPS.
2. OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR LEANED AGAINST THE BARRIER WITHOUT PERMISSION OF THE PROJECT ENGINEER.
3. SEE OTHER DETAIL ON SHEET "D" FOR SPACE REQUIREMENTS.
4. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR A STAKE DOWN FOR ASPHALTIC SURFACE TREATMENT DETAILS. ASPHALTIC ANCHOR SHOWN.
5. DEPTH OF 3 FEET OR MORE.
6. Y = 6'-6".

POSTED SPEED MPH	X
45 OR GREATER	4'
40 OR LESS	2'



FREE STANDING BARRIER SPACE REQUIREMENTS



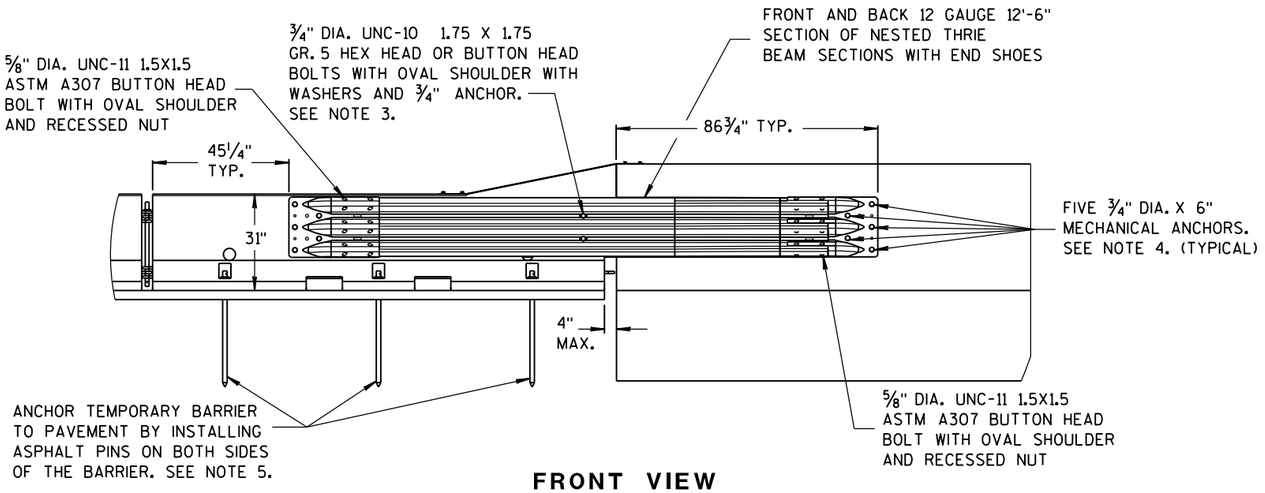
ANCHORED BARRIER SPACE REQUIREMENTS ON SLOPES

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

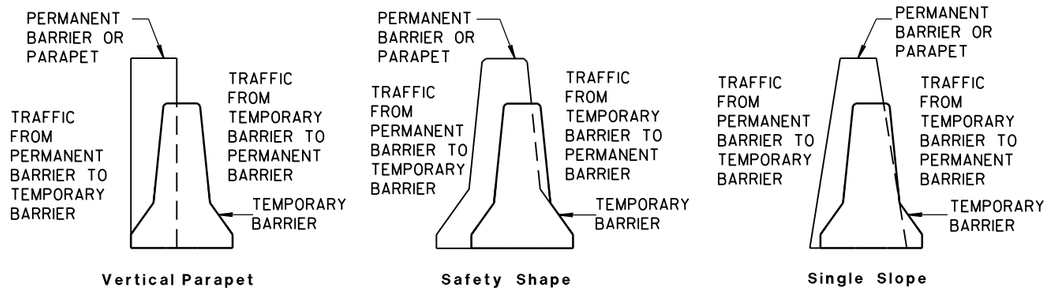
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 7-15e



FRONT VIEW

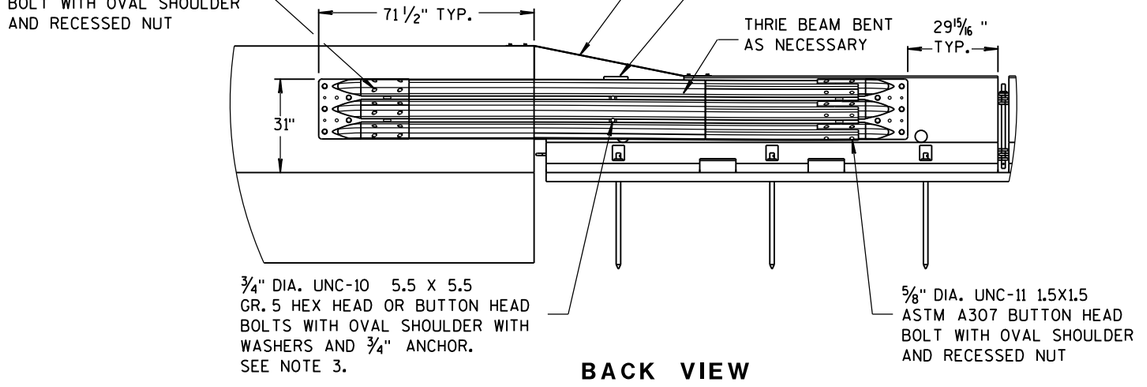


TEMPORARY BARRIER PLACEMENT FOR BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

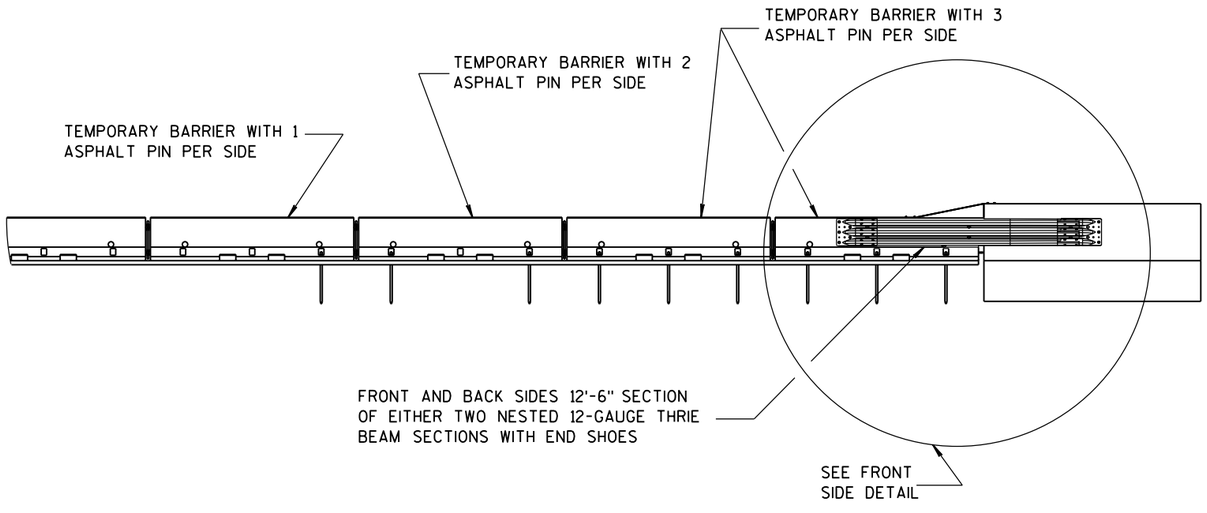
NOTES

NESTED THRIE BEAM IS REQUIRED ON BOTH SIDES OF THE TEMPORARY BARRIER FOR ALL INSTALLATIONS REGARDLESS OF TRAFFIC.

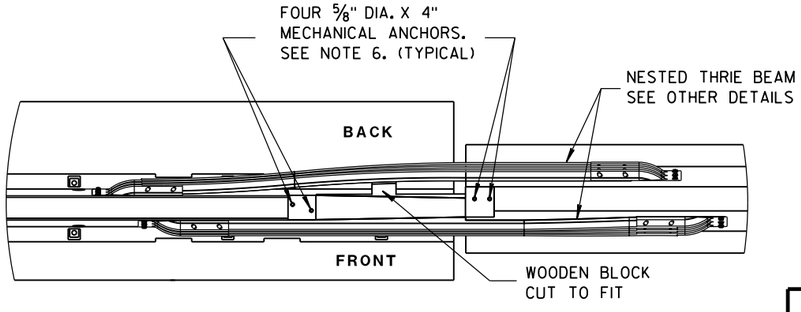
1. CAP END PLATE PLACED FLUSH WITH UPSTREAM END OF PERMANENT BARRIER OR PARAPET.
2. THRIE BEAM PIECES ARE OFFSET 15 1/4" TO PREVENT INTERFERENCE FROM THE ANCHORS ON OPPOSING SIDES.
3. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS.
4. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS.
5. MAY BE USED ON CONCRETE OR ASPHALT PAVEMENTS. ASPHALT OPTION SHOWN. FOR CONCRETE OPTION SEE OTHER DETAILS.
6. MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.



BACK VIEW



FRONT VIEW



PLAN VIEW

BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

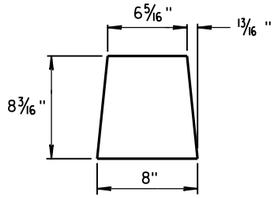
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

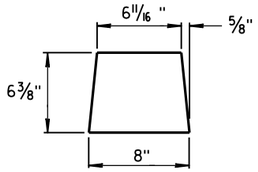
S.D.D. 14 B 7-15f

6

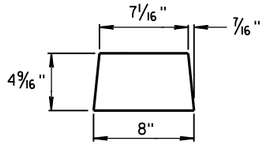
S.D.D. 14 B 7-15f



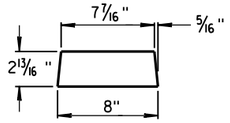
GUSSET 1



GUSSET 2

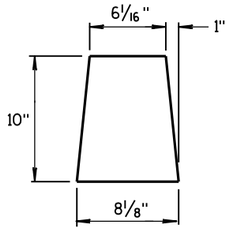


GUSSET 3

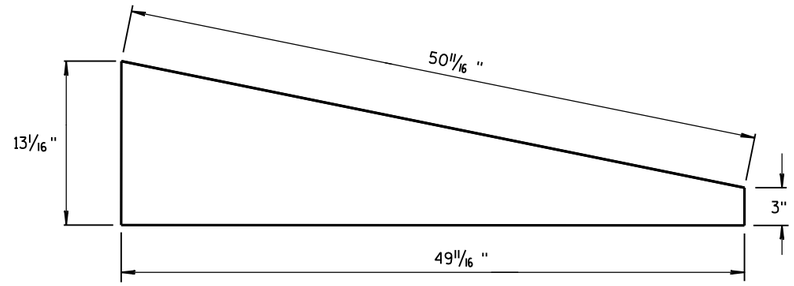


GUSSET 4

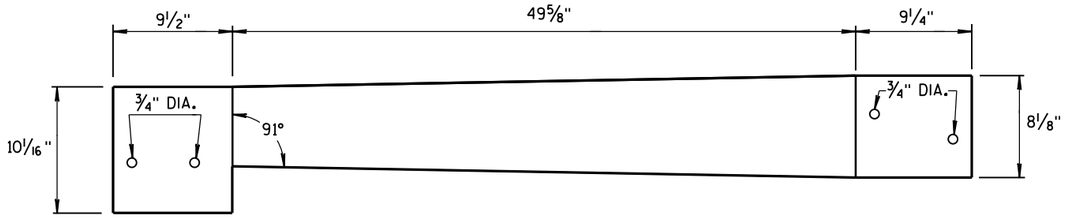
GUSSETS

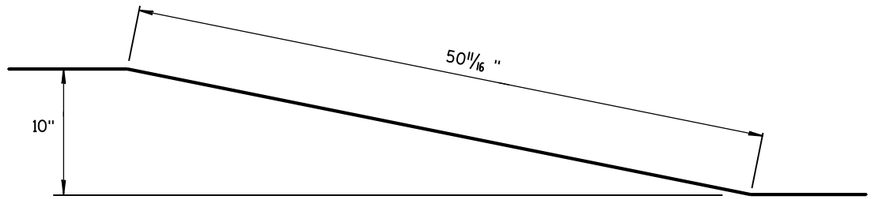


END PLATE



SIDE PLATE

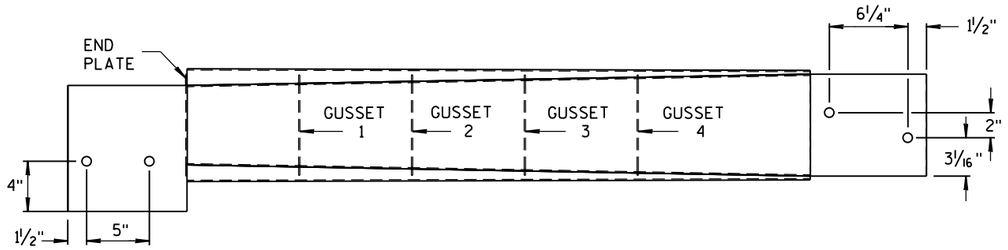


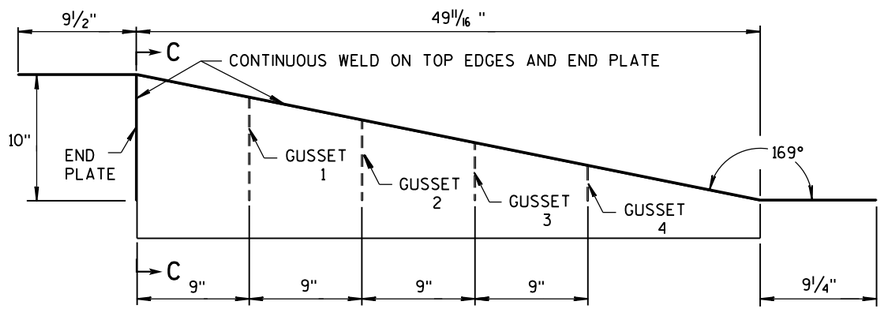


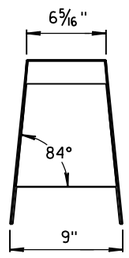
TOP PLATE

SIDE, TOP AND END PLATES FOR CAP FROM TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.







SECTION C-C

NOTES

1. FOUR GUSSETS AND END PLATE ARE STITCH WELDED ON THREE SIDES.
2. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE, AND GUSSETS.

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 42" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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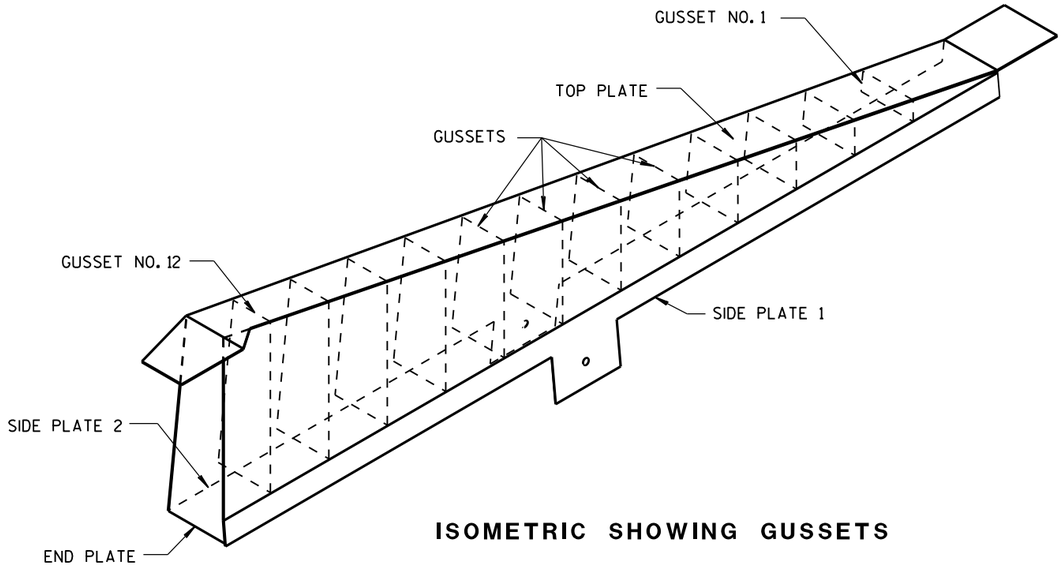
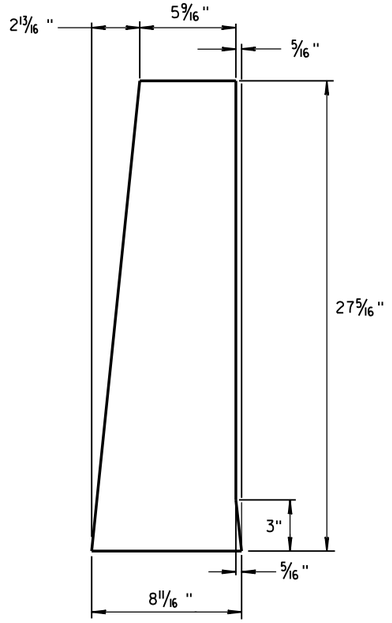
S.D.D. 14 B 7-15g

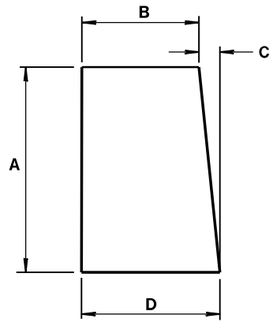


ISOMETRIC SHOWING GUSSETS



END PLATE

1/8" STEEL PLATE



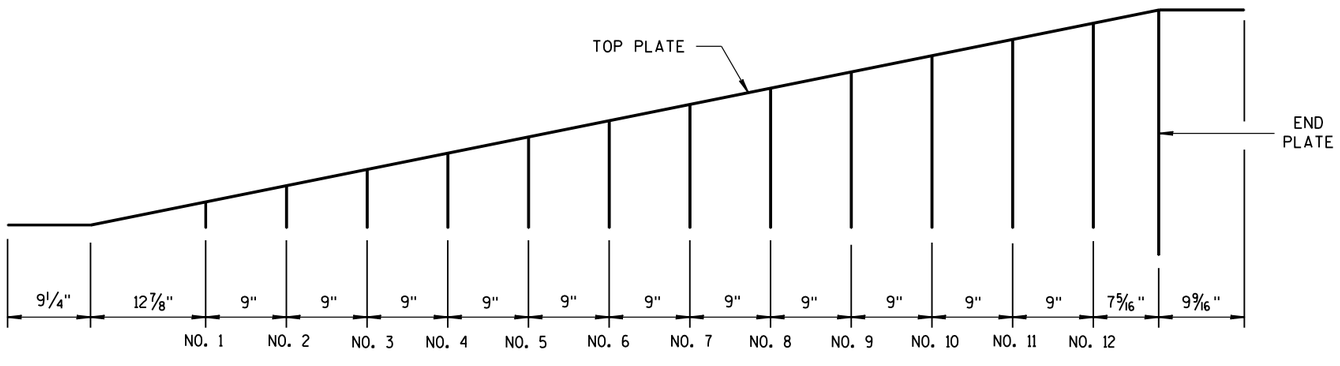
GUSSETS 1 - 12

ALL GUSSETS 1/8" STEEL PLATE

GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
1	2 7/8"	7 3/4"	1/4"	8
2	4 11/16 "	7 9/16 "	1/2"	8
3	6 1/2"	7 3/8"	11/16 "	8 1/16 "
4	8 5/16 "	7 3/16 "	7/8"	8 1/16 "
5	10 1/8"	7"	1 1/16 "	8 1/16 "
6	11 15/16 "	6 13/16 "	1 1/4"	8 1/16 "
7	13 3/4"	6 5/8"	1 7/16 "	8 1/16 "
8	15 9/16 "	6 7/16 "	1 9/16 "	8 1/16 "
9	17 3/8"	6 1/4"	1 13/16 "	8 1/16 "
10	19 3/16 "	6 1/16 "	1 15/16 "	8 1/16 "
11	21"	5 7/8"	2 3/16 "	8 1/16 "
12	22 13/16 "	5 11/16 "	2 5/16 "	8 1/16 "

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 STEEL AND GALVANIZED.

GUSSETS AND END PLATE ARE STITCH WELDED ON 3 SIDES. TWO TRIANGULAR SIDE PLATES ARE STITCH WELDED TO TOP PLATE, END PLATE AND GUSSETS.



GUSSET LOCATION

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 7-15h

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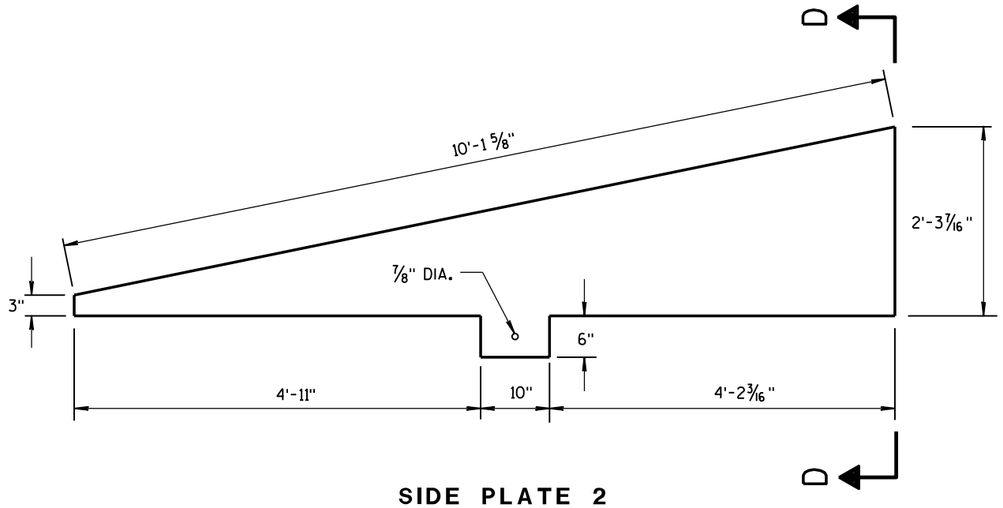
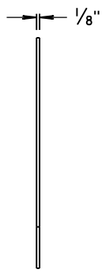
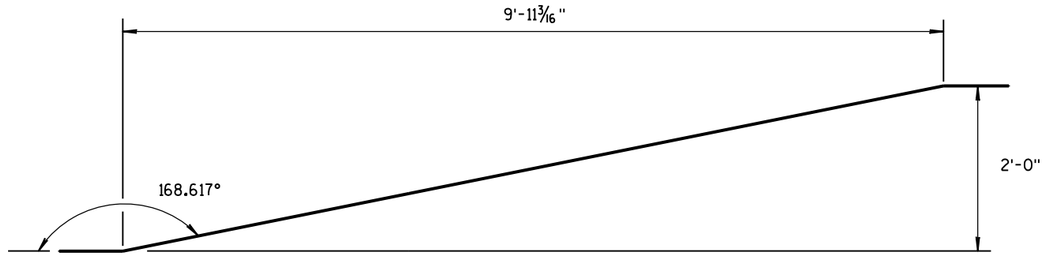
S.D.D. 14 B 7-15h



SIDE PLATE 2

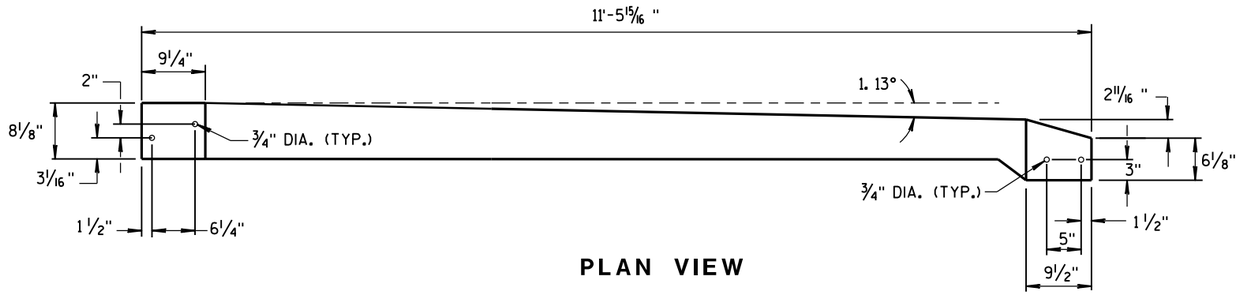


END VIEW



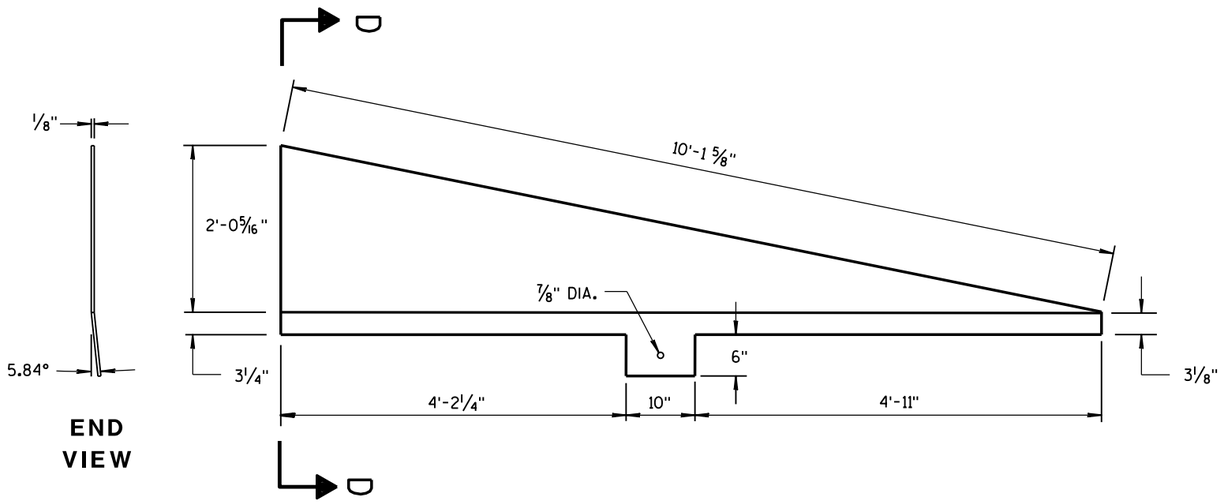
SIDE VIEW

TOP PLATE



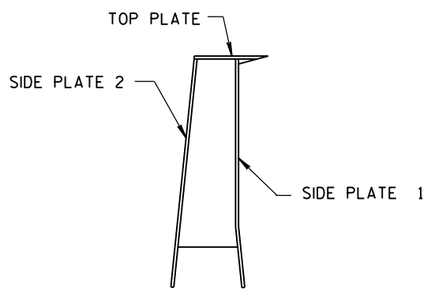
PLAN VIEW

TOP PLATE



END VIEW

SIDE PLATE 1



SECTION D-D

CAP DETAILS FOR TEMPORARY CONCRETE BARRIER TO 56" PERMANENT CONCRETE BARRIER

CONCRETE BARRIER
TEMPORARY PRECAST, 12'-6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERV
222
ENT
FHWA

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S.D.D. 14 B 7-15i

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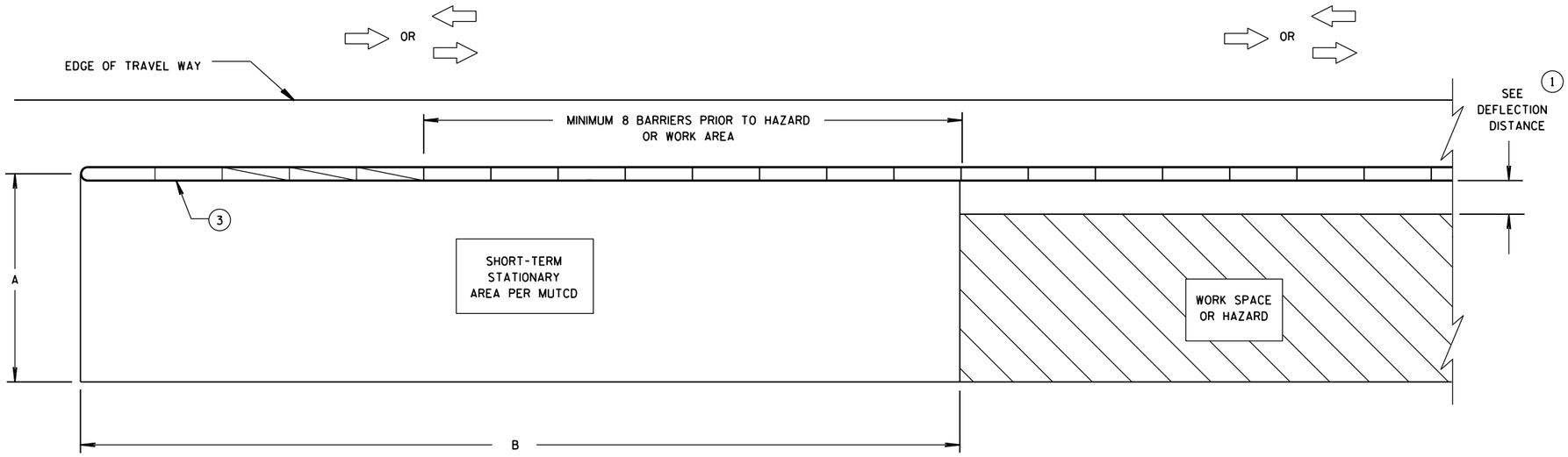
S.D.D. 14 B 7-15i



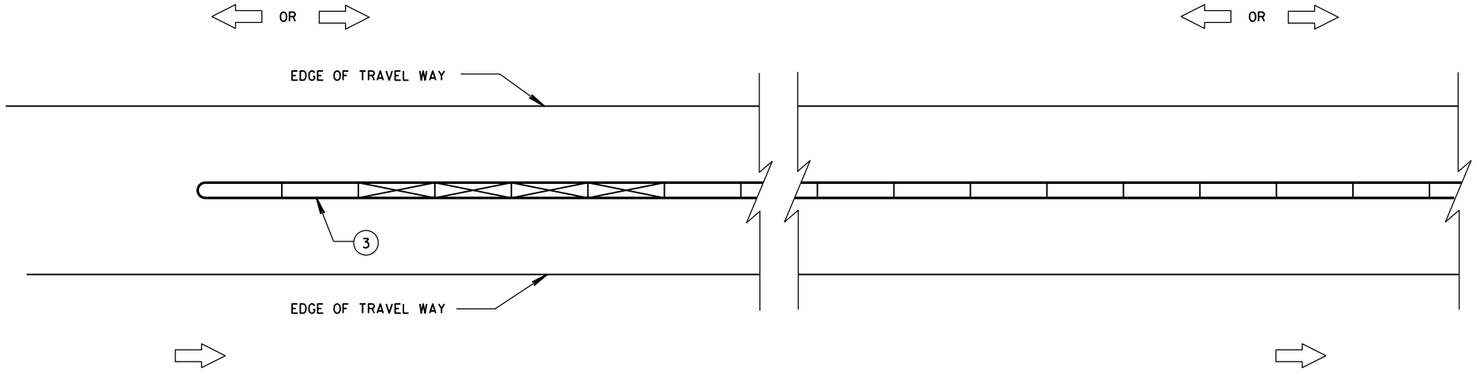
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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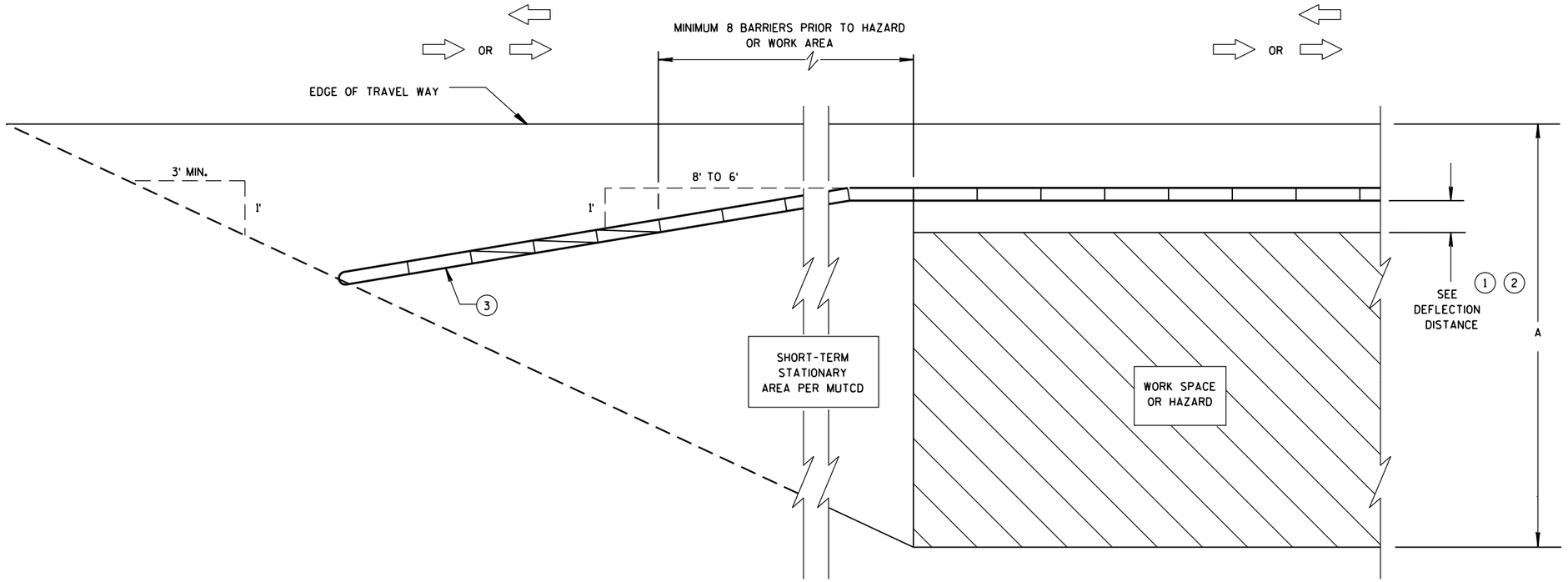
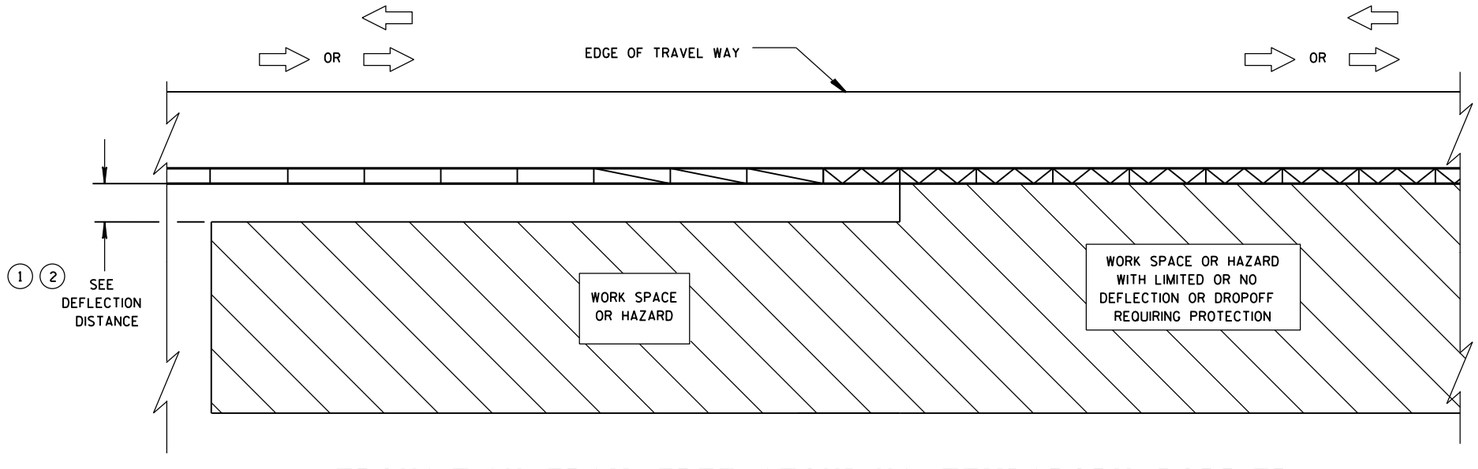
S.D.D. 14 B 8-2a
S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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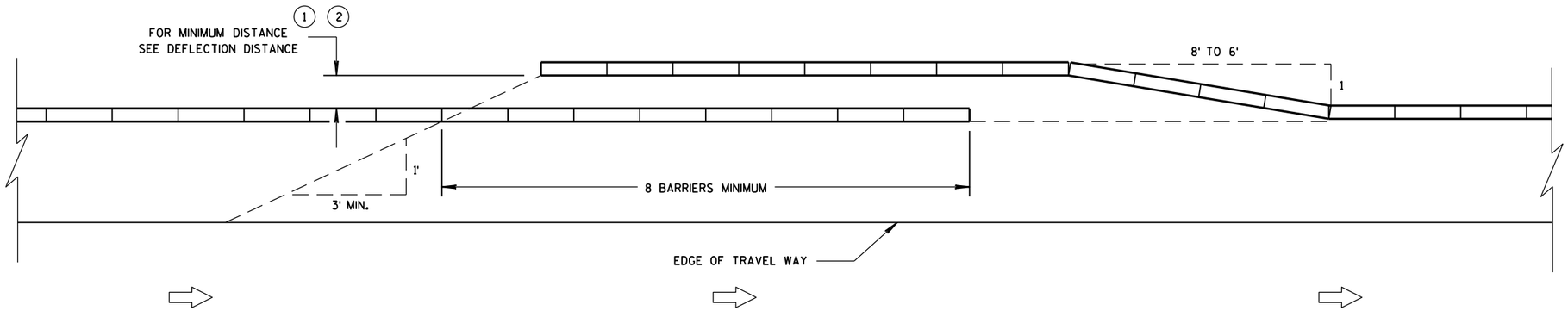
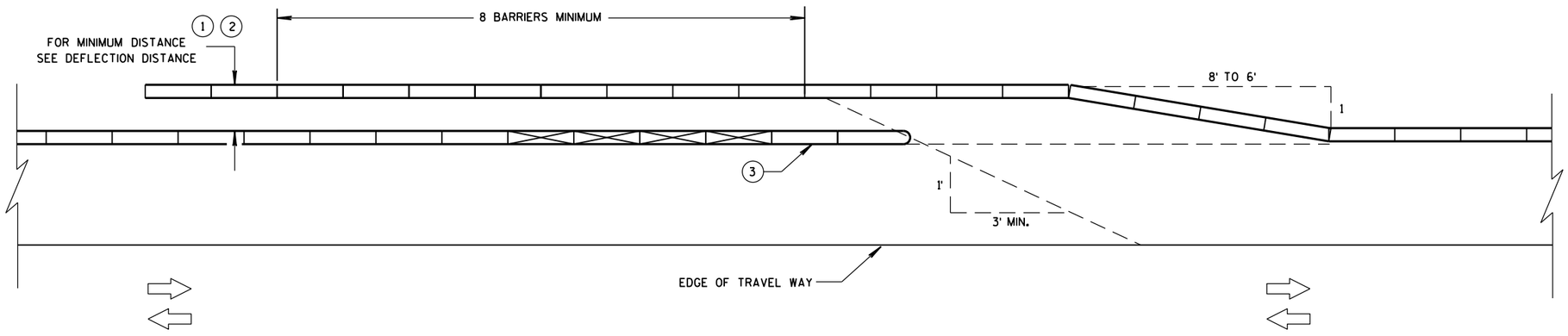
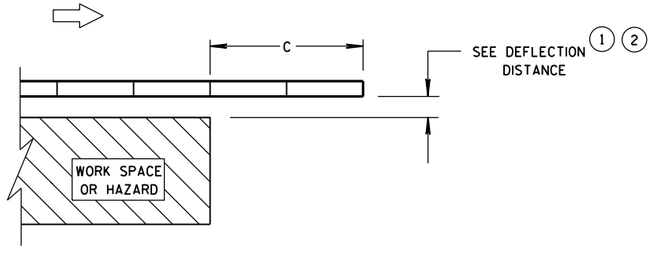
S.D.D. 14 B 8-2b



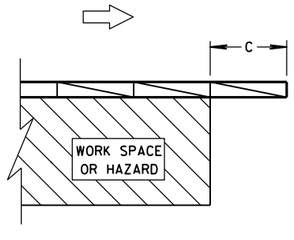
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

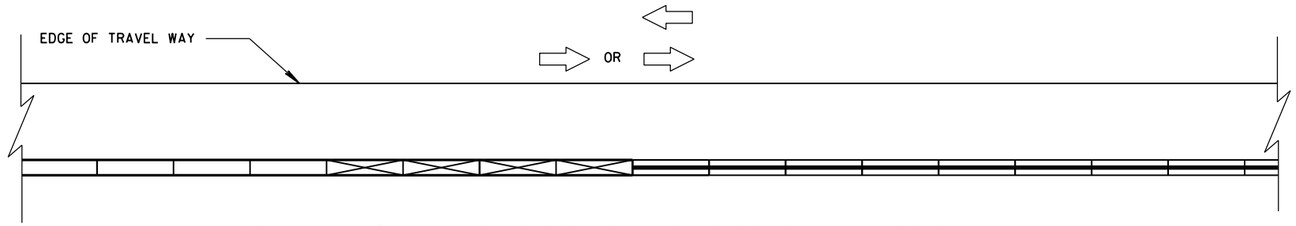
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

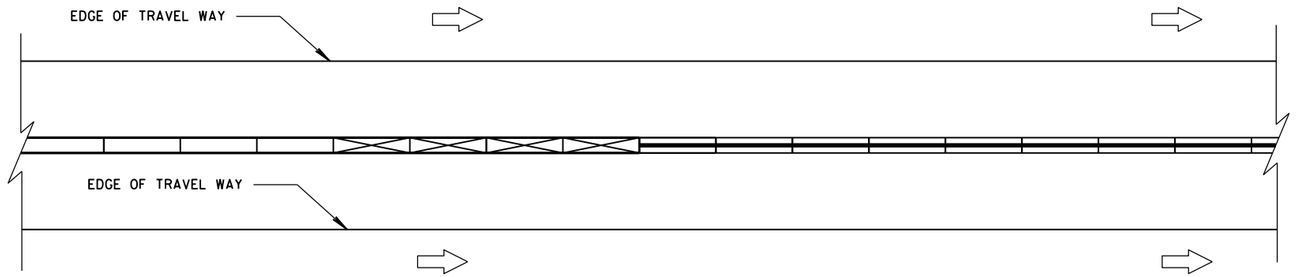
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 14 B 8-2c



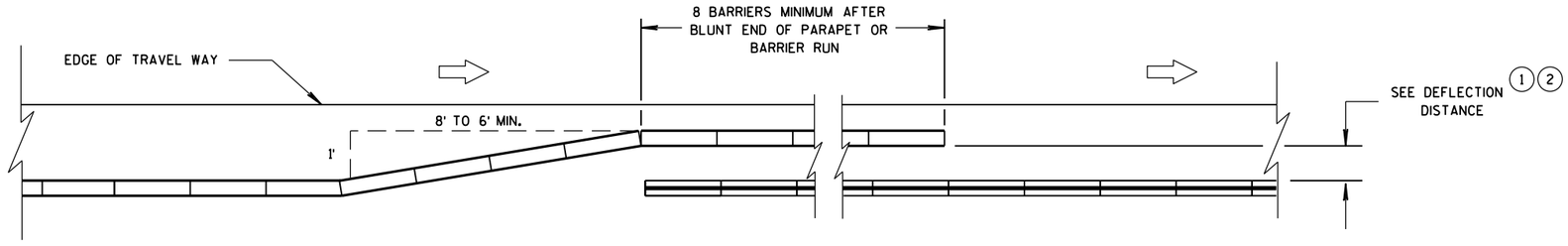
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



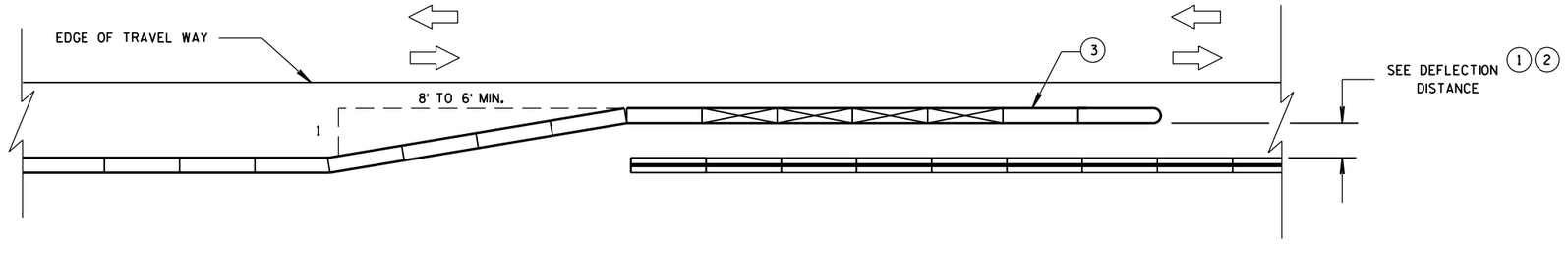
CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

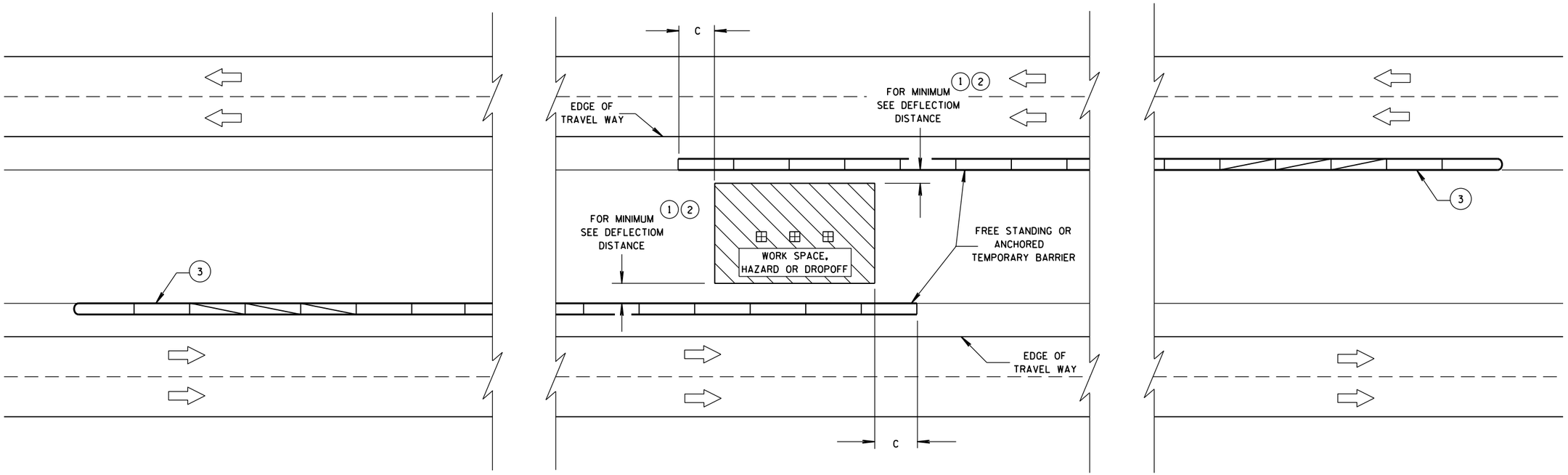
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINNER
FHWA

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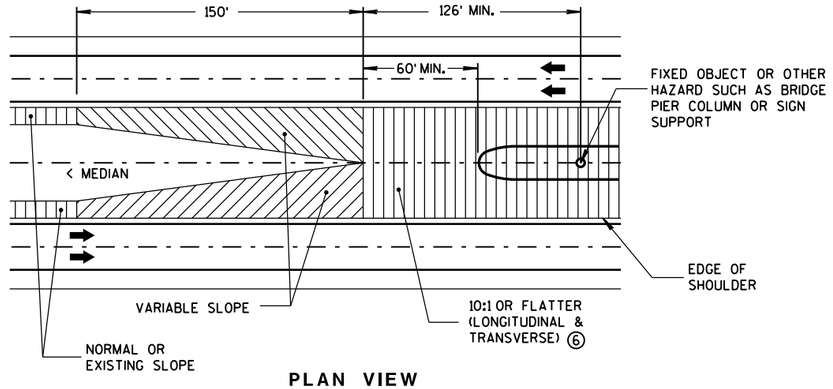
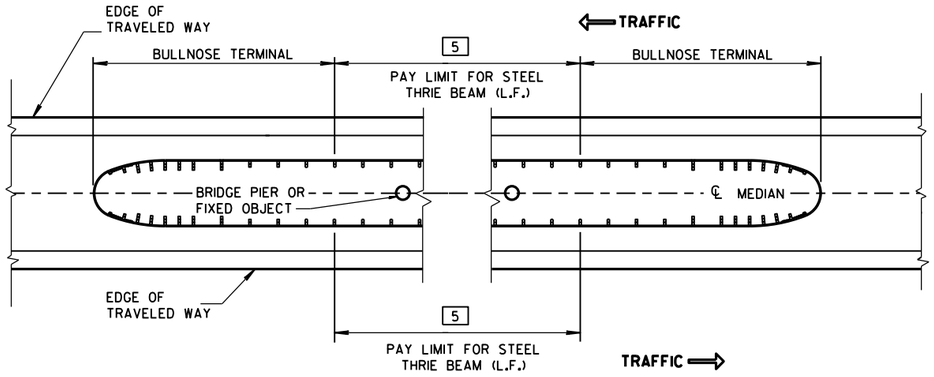
S.D.D. 14 B 8-2e

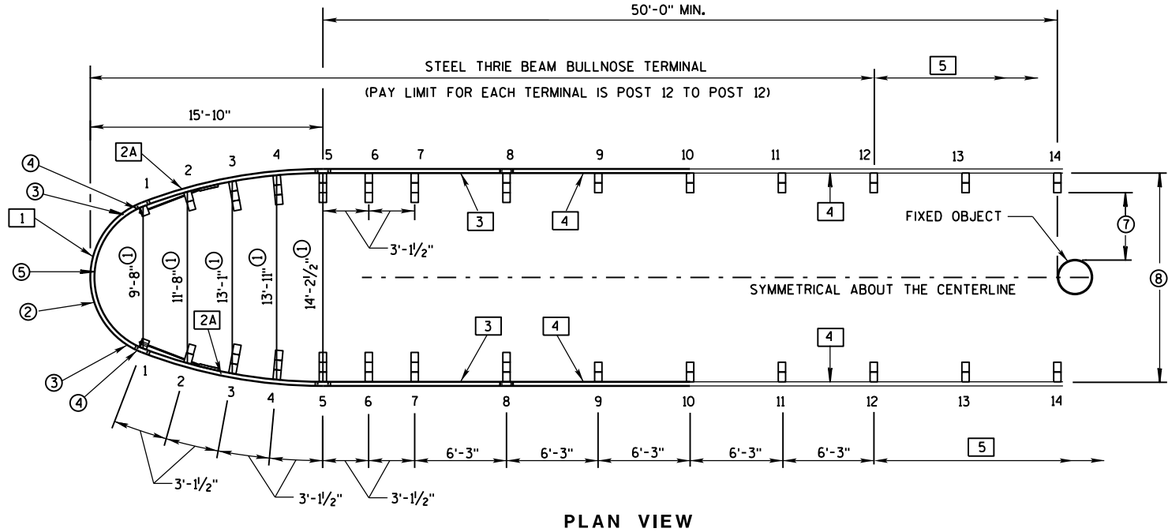


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

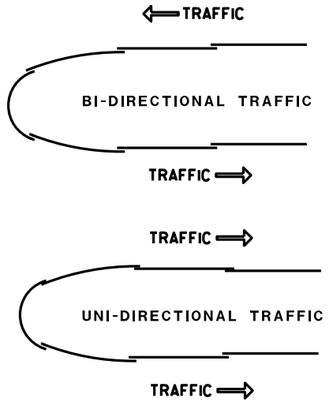


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

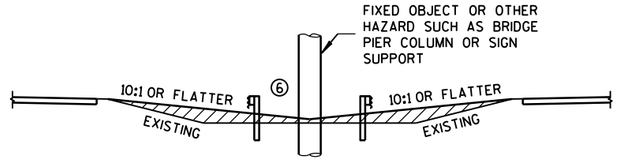
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

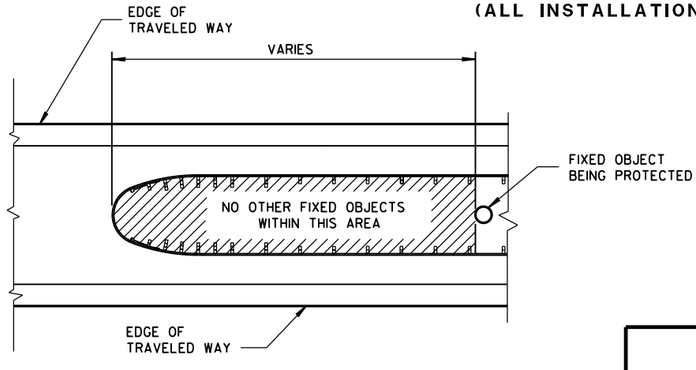
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)

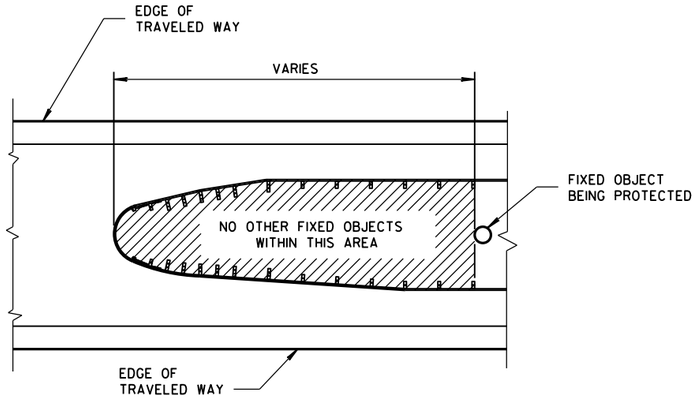


HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

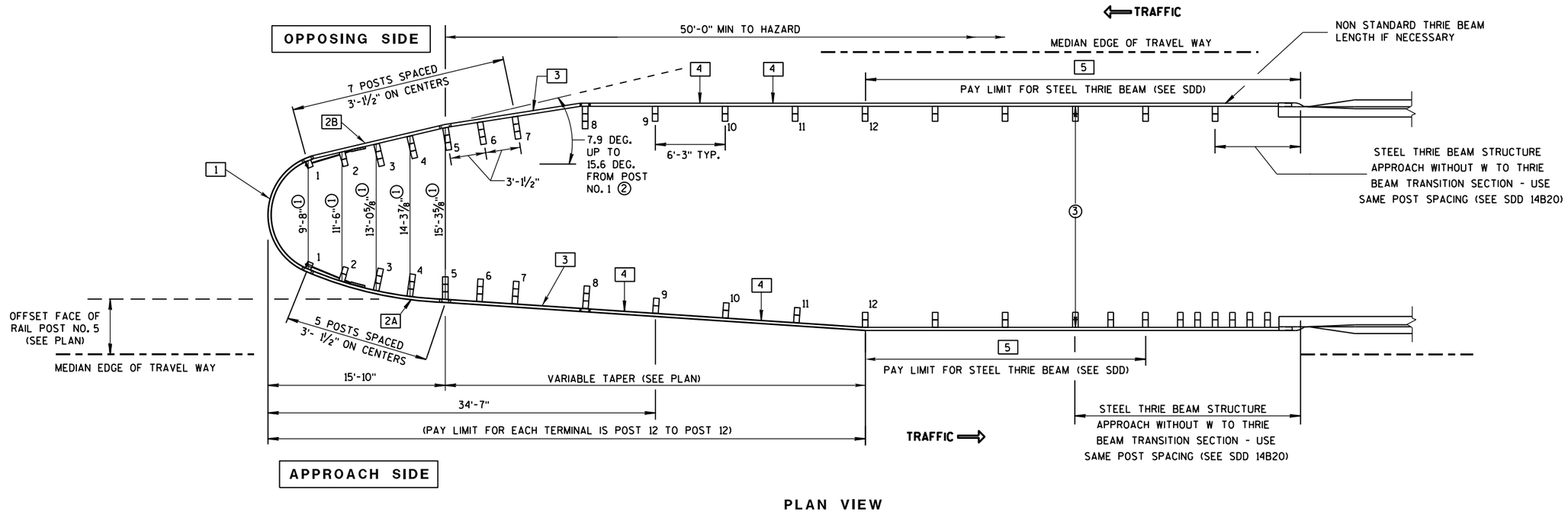
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

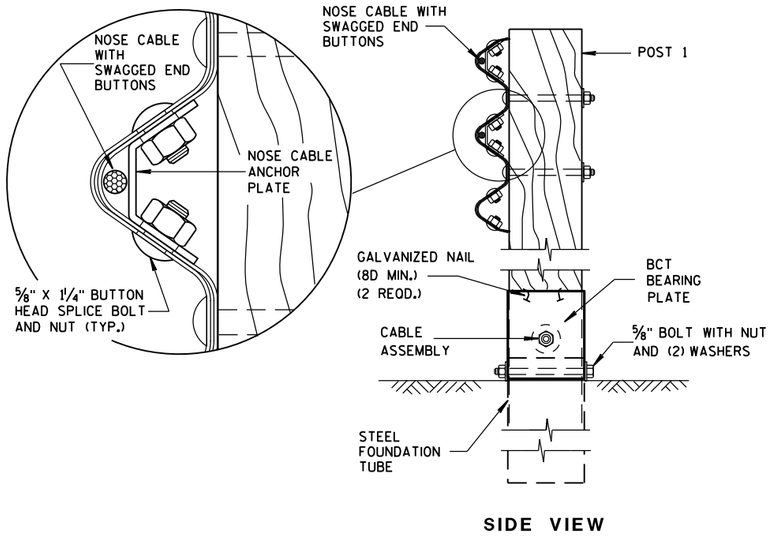
(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

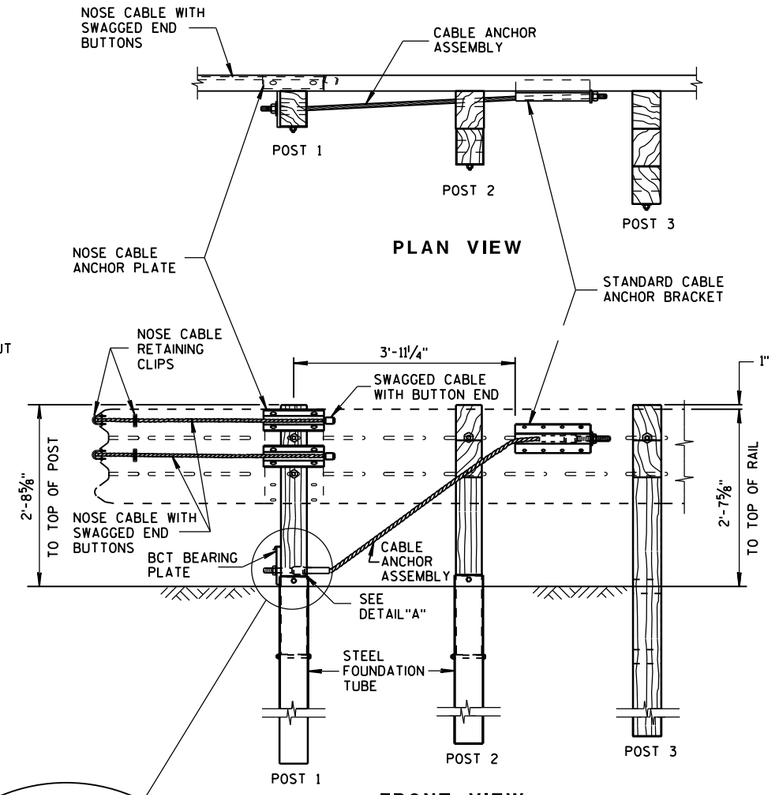
6

S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



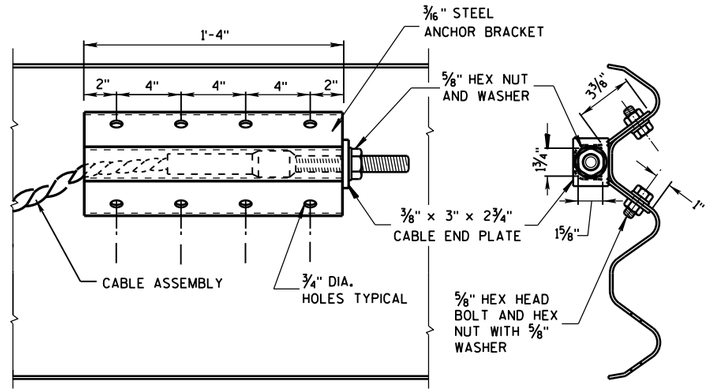
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

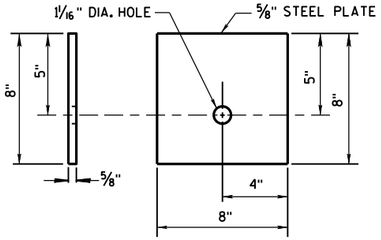
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

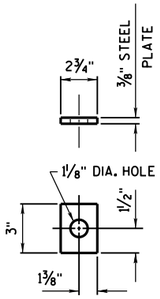


FRONT VIEW END VIEW

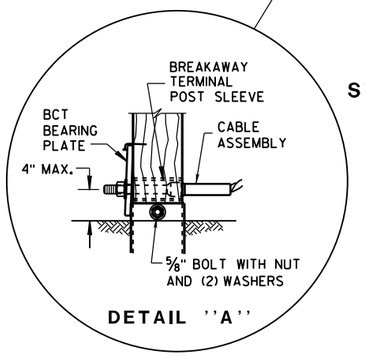
DETAILS OF CABLE ANCHOR BRACKET



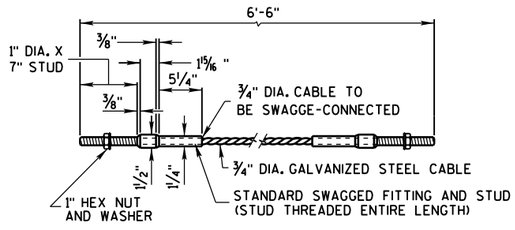
BCT BEARING PLATE



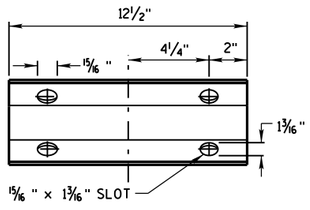
CABLE END PLATE



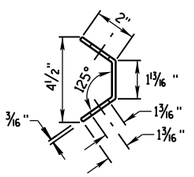
DETAIL ''A''



DETAILS OF CABLE ANCHOR ASSEMBLY



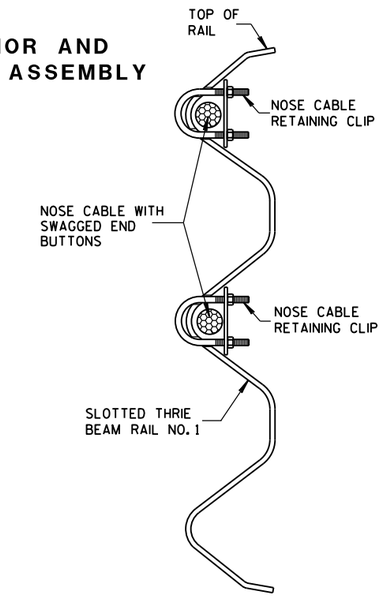
ELEVATION VIEW



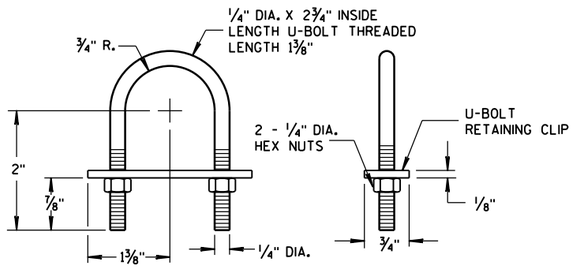
END VIEW

NOSE CABLE ANCHOR PLATE

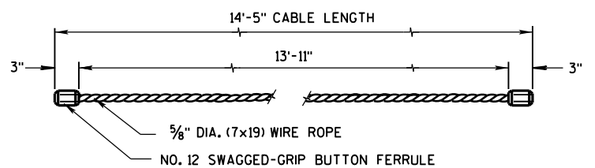
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



NOSE CABLE WITH SWAGGED END BUTTONS

TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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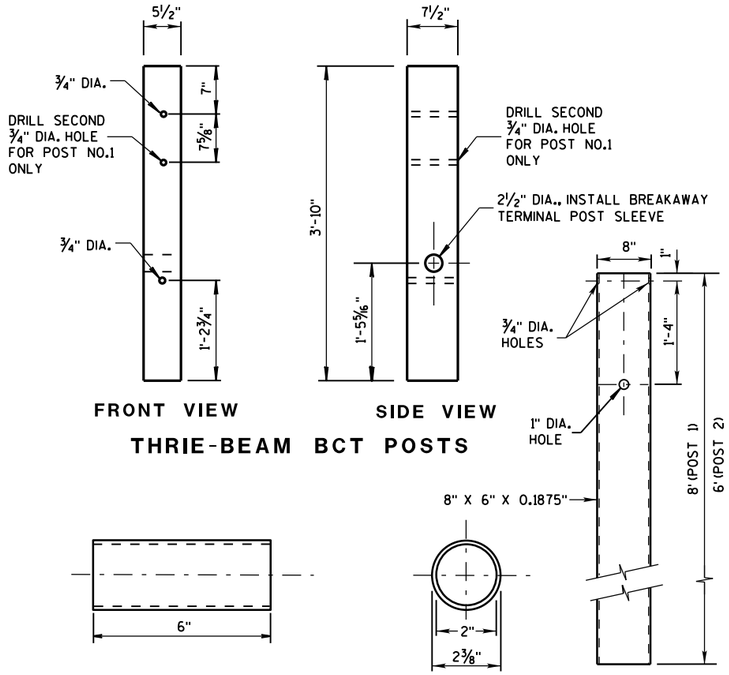
S.D.D. 14 B 26-3c

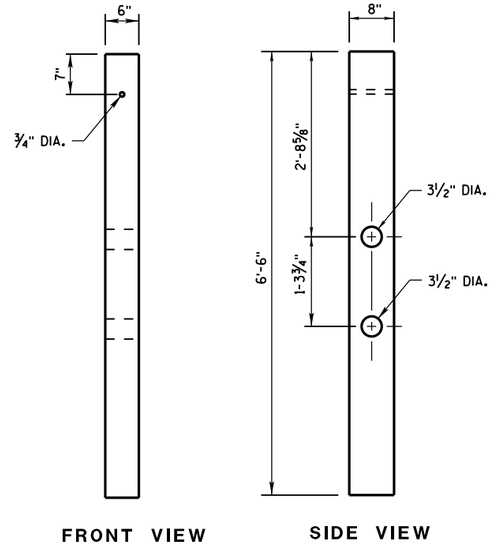


FRONT VIEW SIDE VIEW

THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

STEEL FOUNDATION TUBE

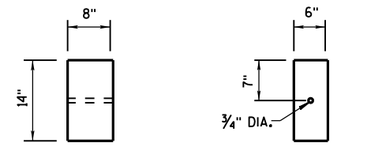


FRONT VIEW SIDE VIEW

THRIE-BEAM CRT WOOD POSTS

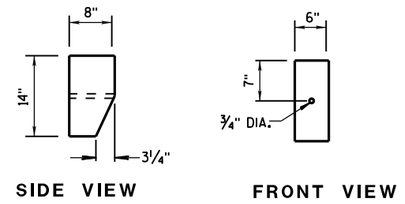
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



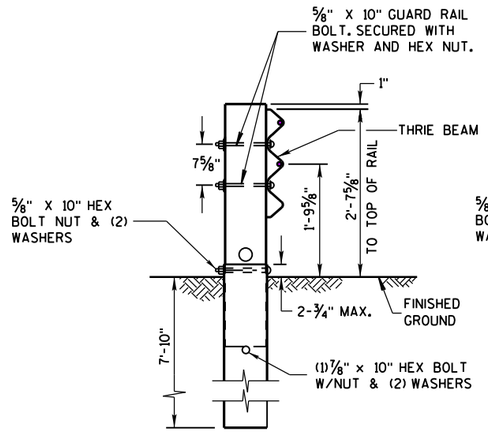
SIDE VIEW FRONT VIEW

STANDARD WOOD BLOCK



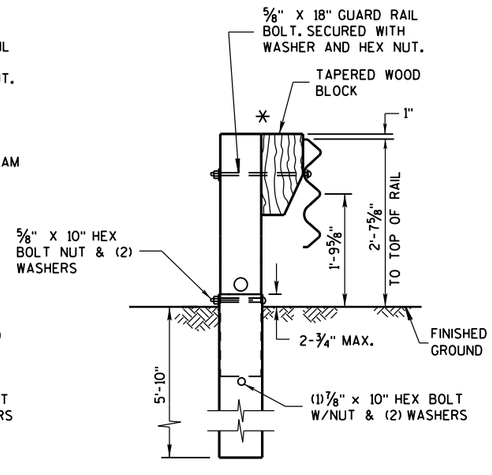
SIDE VIEW FRONT VIEW

TAPERED WOOD BLOCK



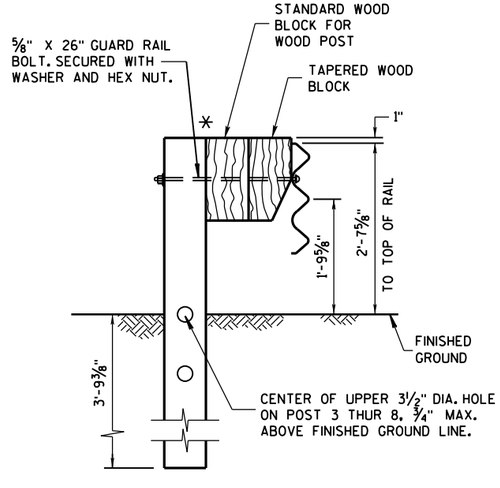
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



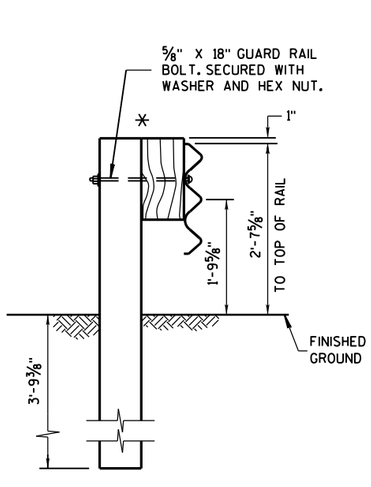
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12
(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 231

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S.D.D. 14 B 26-3d

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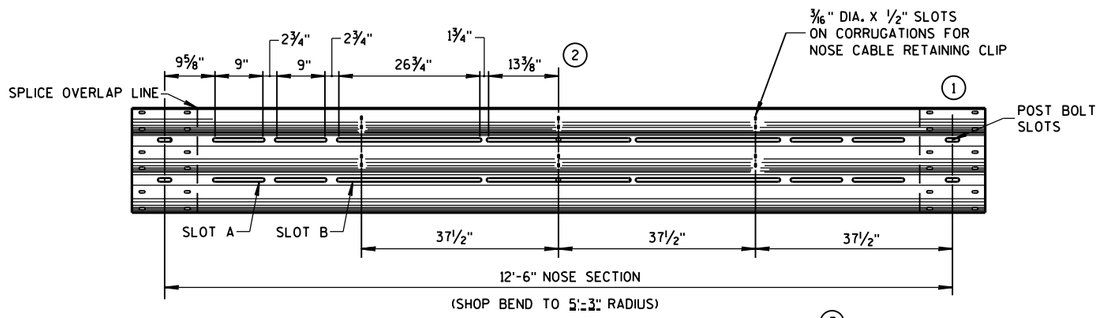
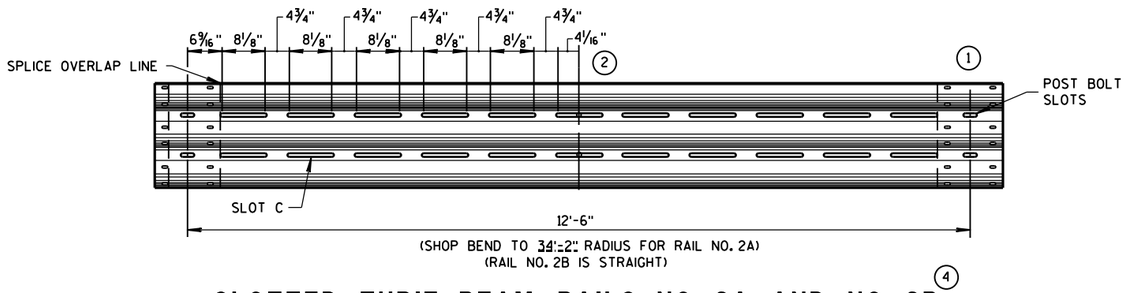
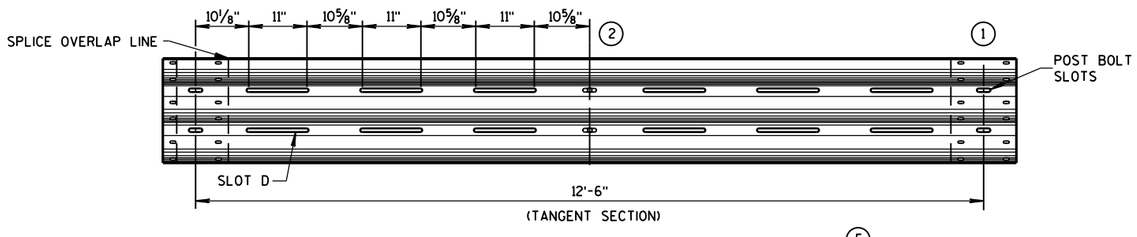
S.D.D. 14 B 26-3d



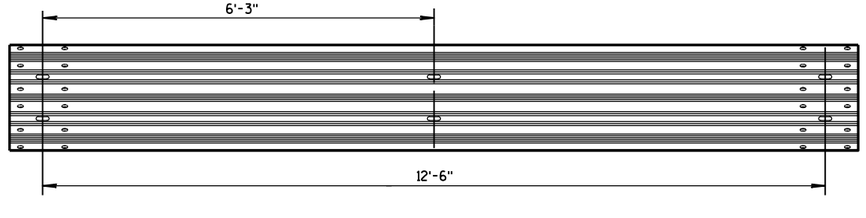
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

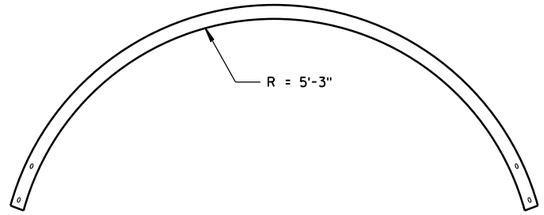
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

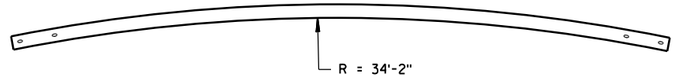
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



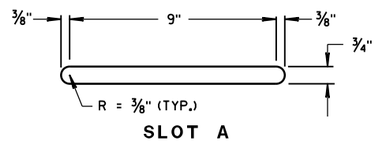
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

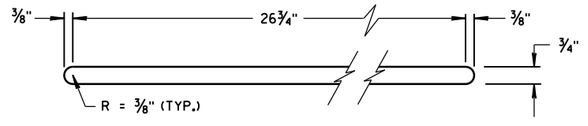


PLAN VIEW

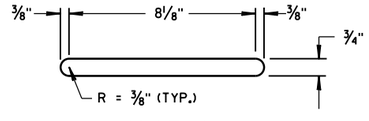
SLOTTED THRIE BEAM RAIL NO. 2A



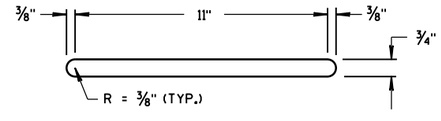
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
NT
FHWA

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S.D.D. 14 B 26-3e

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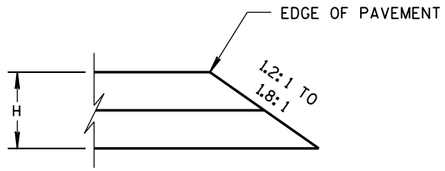
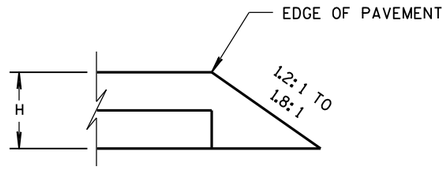
S.D.D. 14 B 26-3e



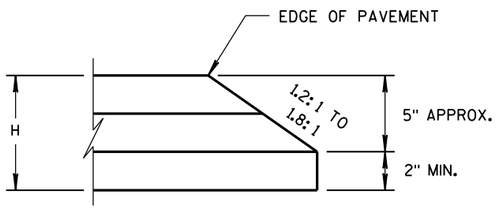
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



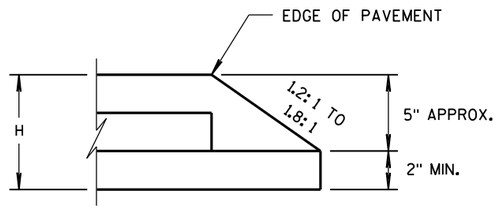
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

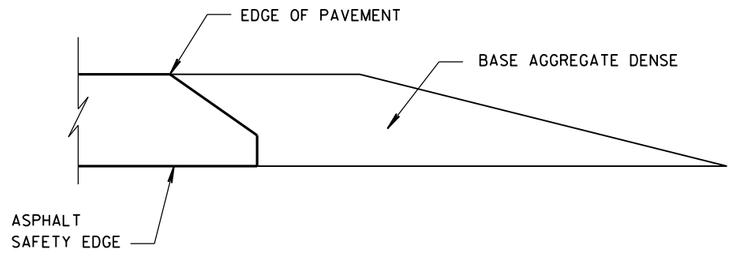
FOR H GREATER THAN 5"



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

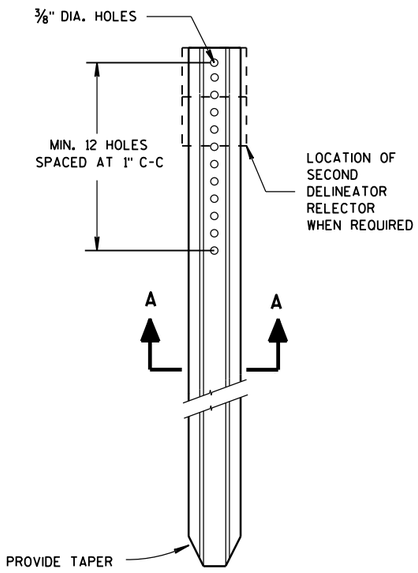
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

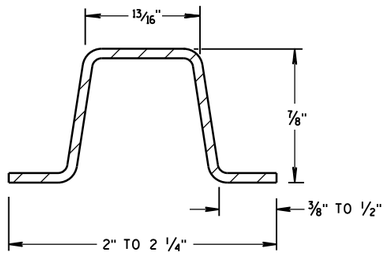
11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

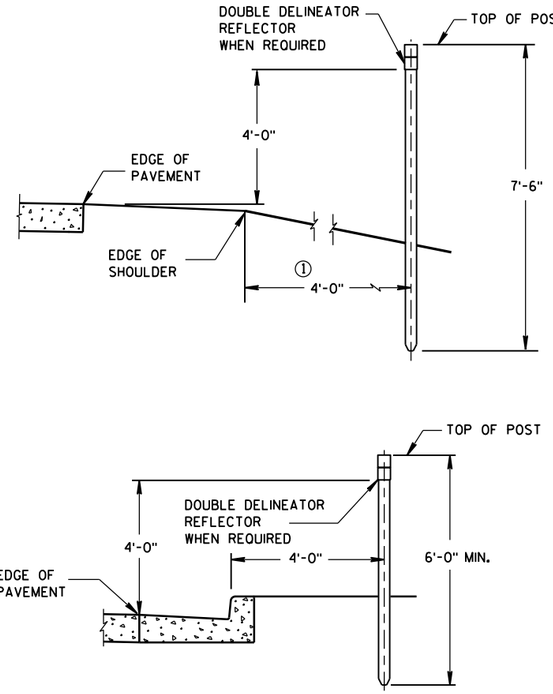


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

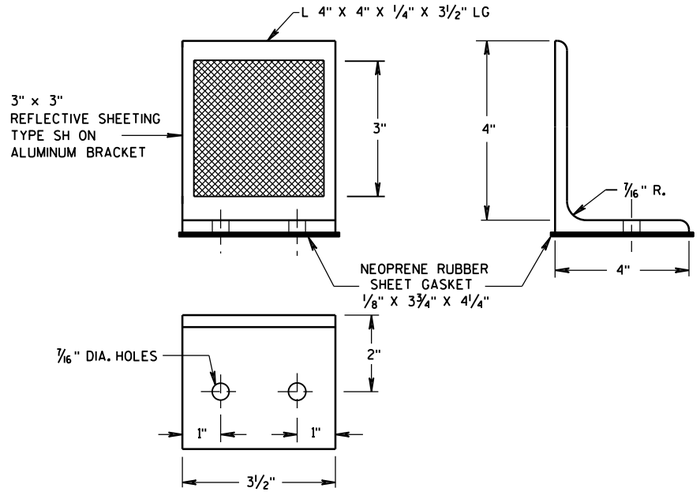


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

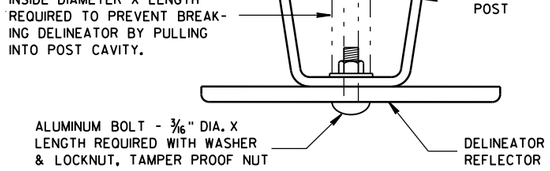
GENERAL NOTES

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

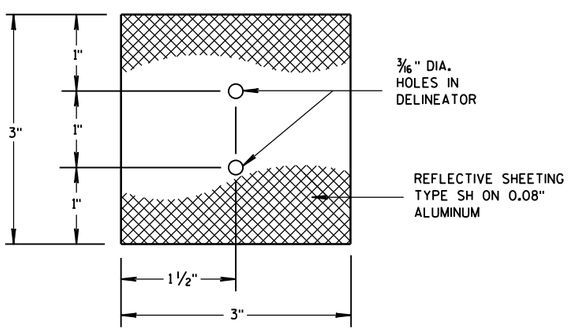
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



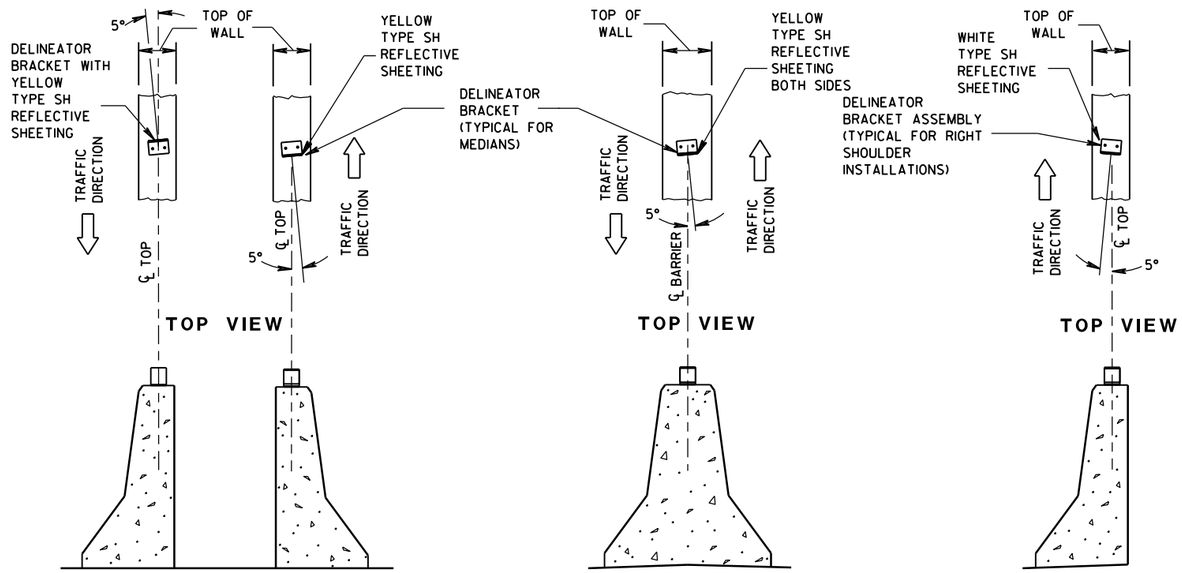
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR REFLECTOR

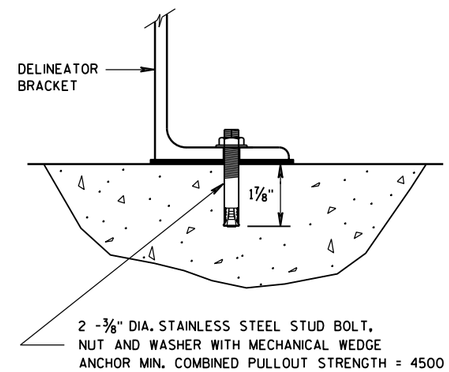


3"x 3" DELINEATOR REFLECTOR



DOUBLE BARRIERS IN MEDIAN | **MEDIAN BARRIER** | **BARRIER LOCATED TO RT. OF TRAFFIC FLOW**

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] ENGINEER
FHWA

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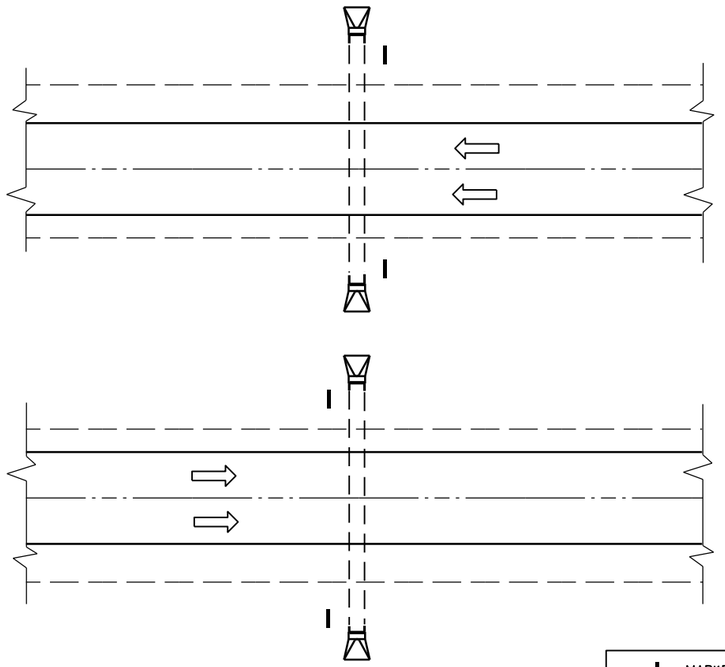
S.D.D. 15 A 2-9

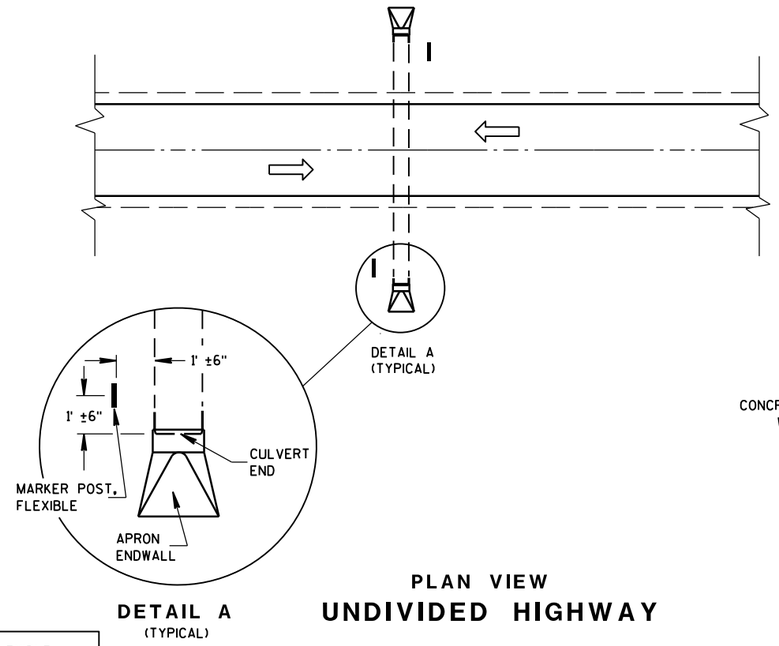
6

S.D.D. 15 A 2-9



PLAN VIEW

DIVIDED HIGHWAY



DETAIL A
(TYPICAL)

PLAN VIEW

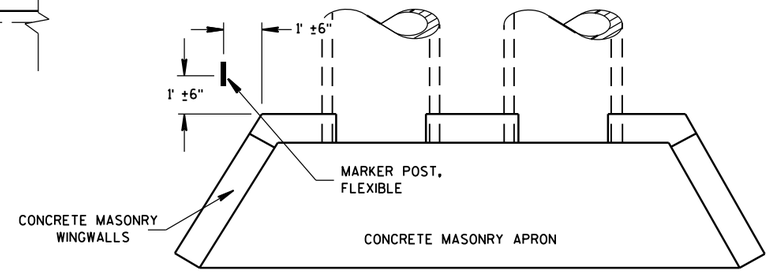
UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

GENERAL NOTES

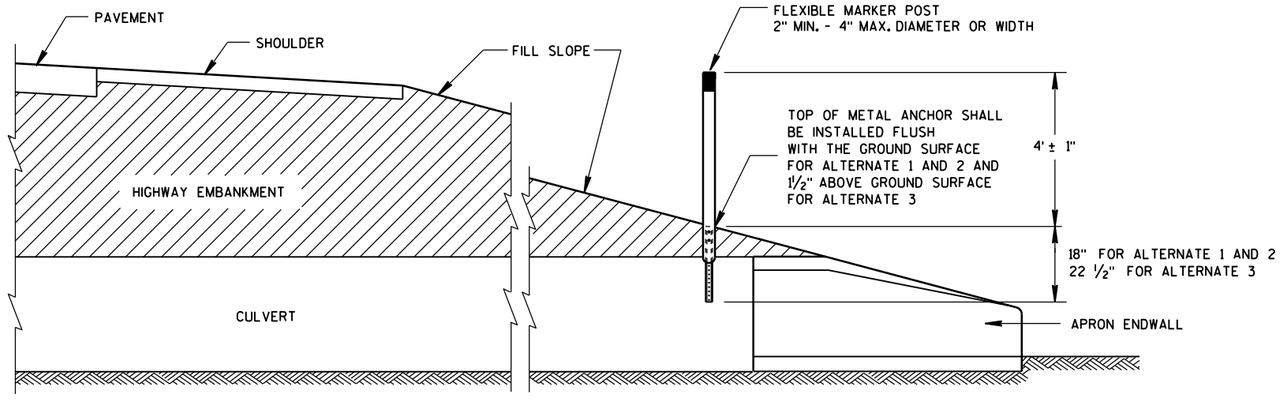
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



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

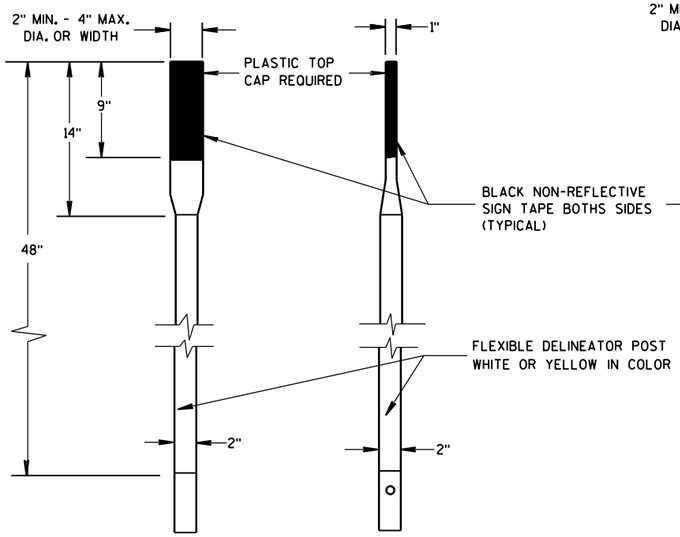
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

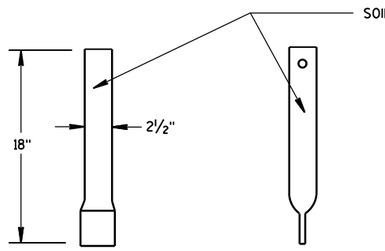
6

S.D.D. 15 A 3-2a

6

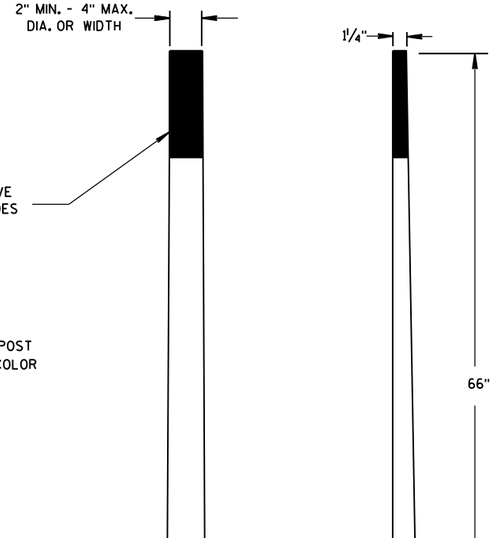
S.D.D. 15 A 3-2a





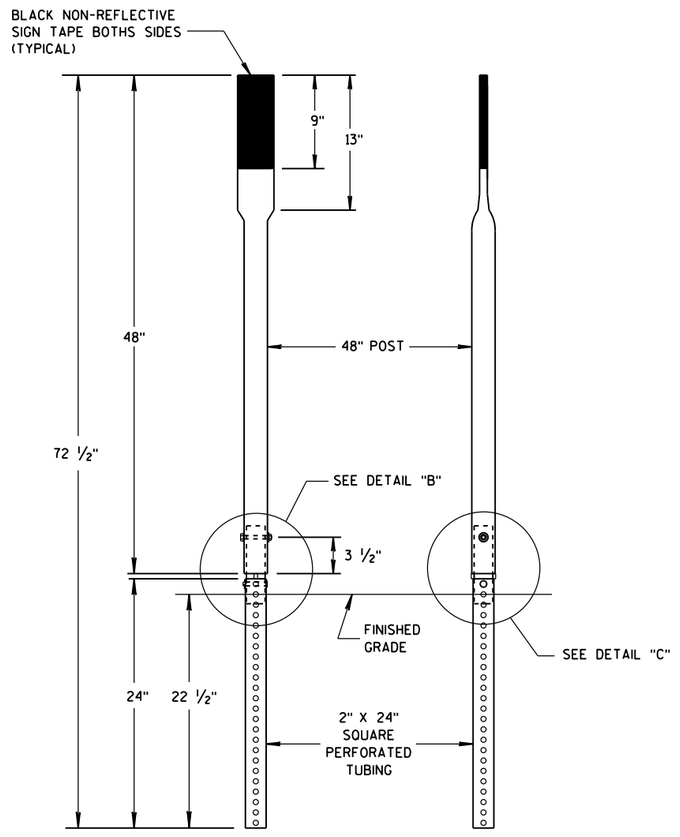
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

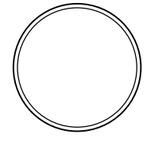
ALTERNATE 2



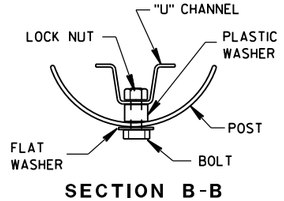
FRONT VIEW SIDE VIEW

ALTERNATE 3

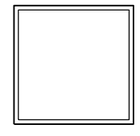
FLEXIBLE MARKER POSTS



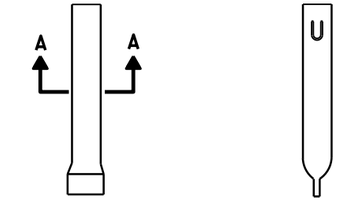
SECTION A-A



SECTION B-B

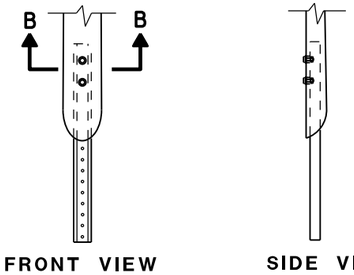


SECTION C-C



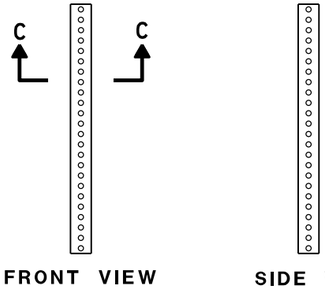
FRONT VIEW SIDE VIEW

ALTERNATE 1



FRONT VIEW SIDE VIEW

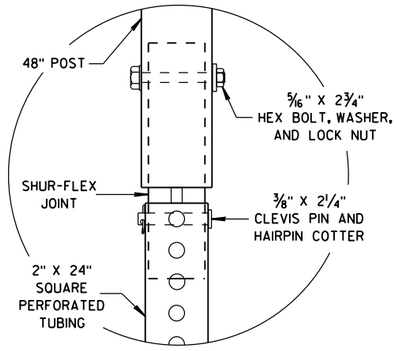
ALTERNATE 2



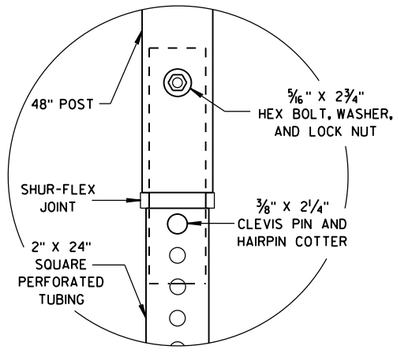
FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE MARKER POST ANCHORS



DETAIL B



DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012
DATE
/S/ Travis Feltes
STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 15 A 3-2b

6

S.D.D. 15 A 3-2b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

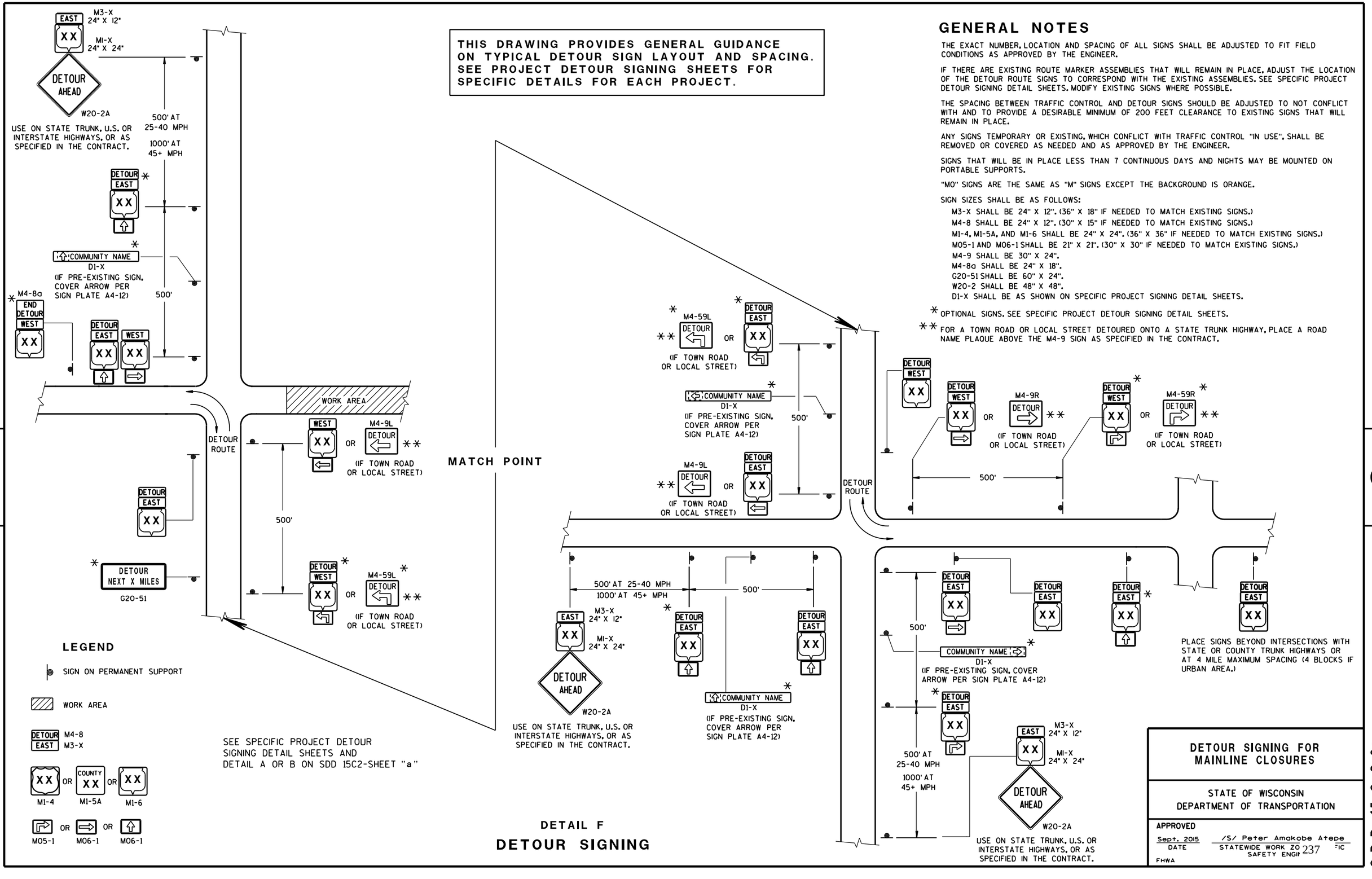
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO SAFETY ENGI

FHWA

S.D.D. 15 C 2-6c

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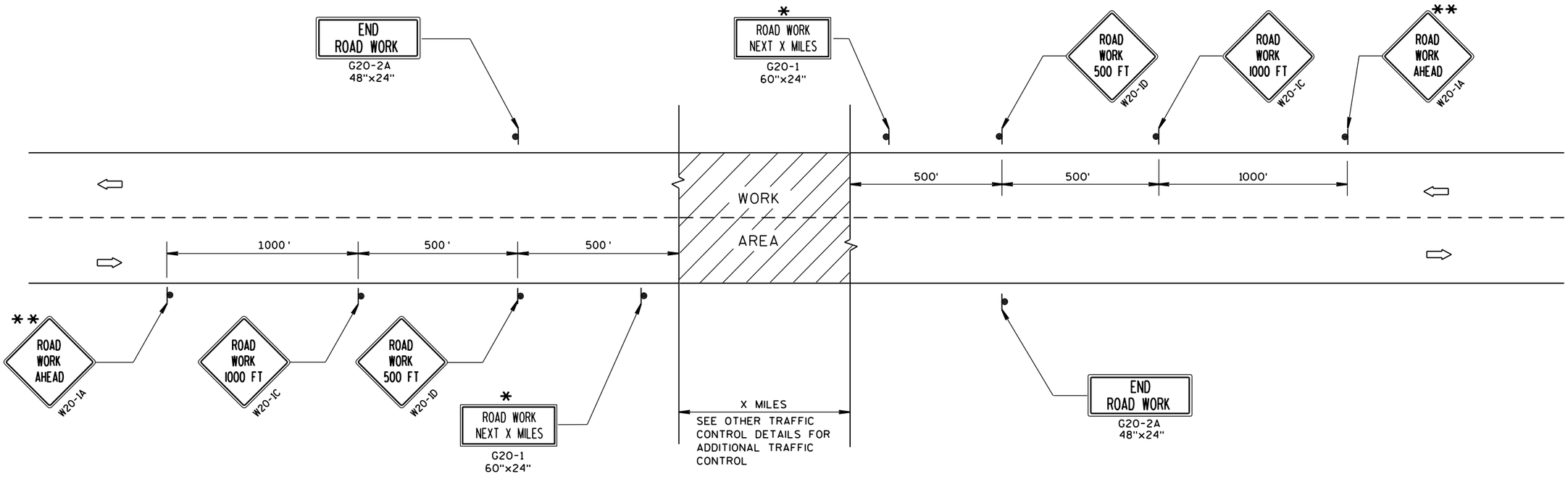


TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

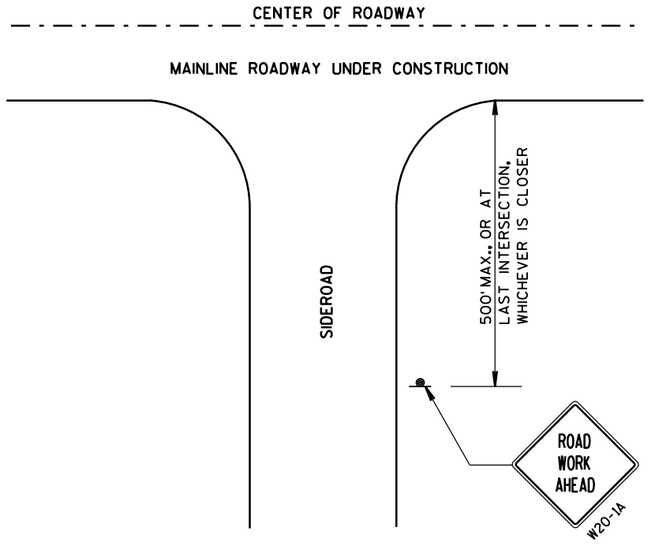
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZONE SAFETY ENGINEER

FHWA

6

S.D.D. 15 C 4-3

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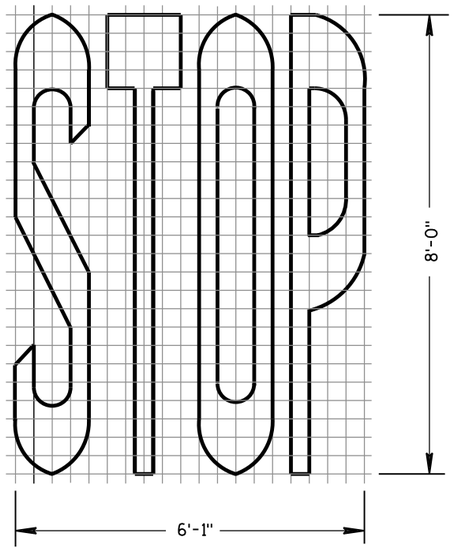
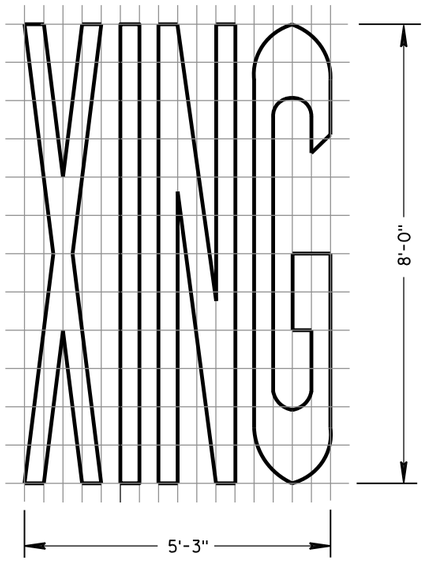
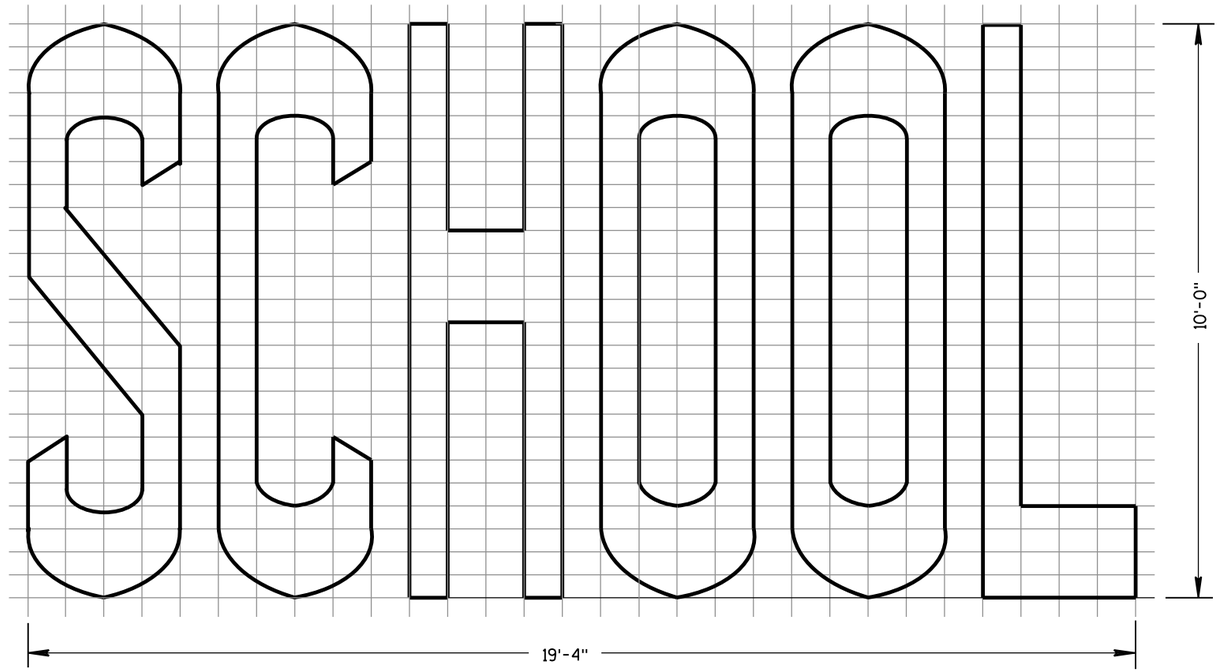
S.D.D. 15 C 4-3

GENERAL NOTES

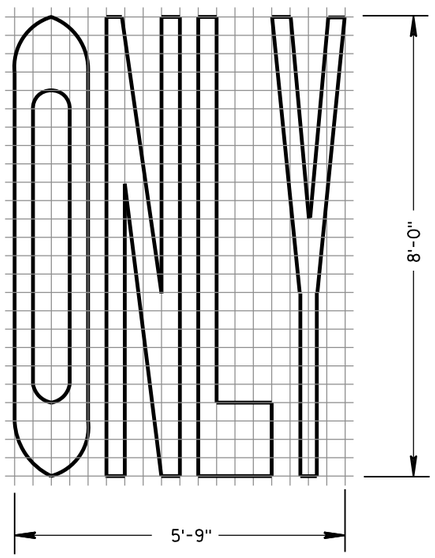
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

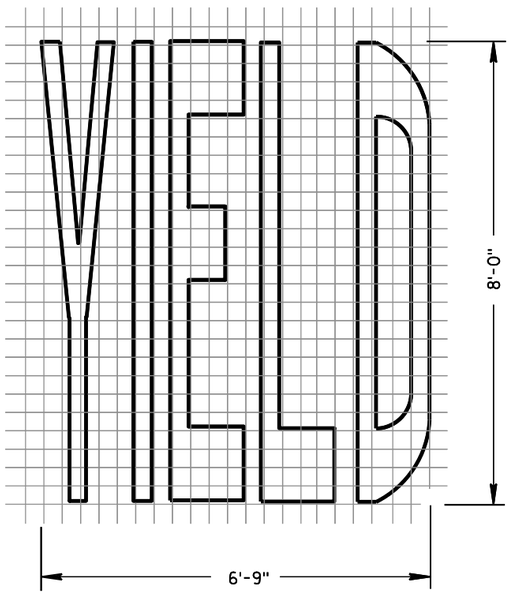


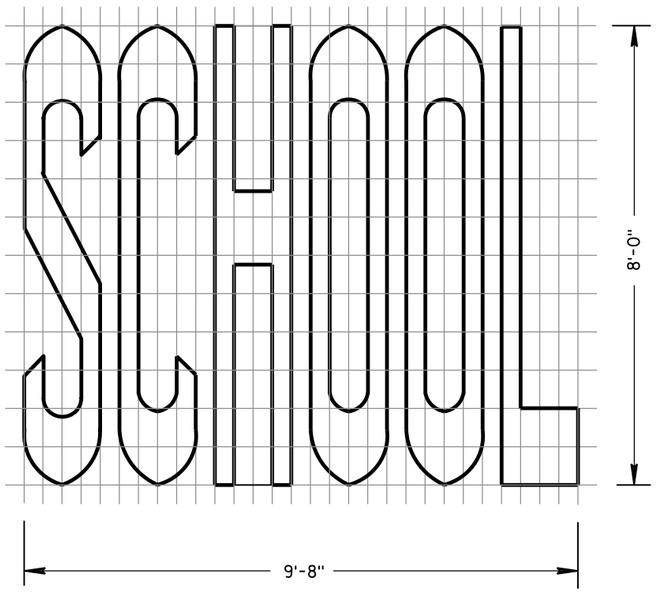




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
239
EER
FHWA

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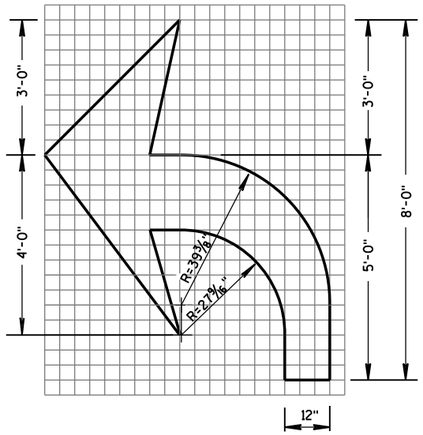
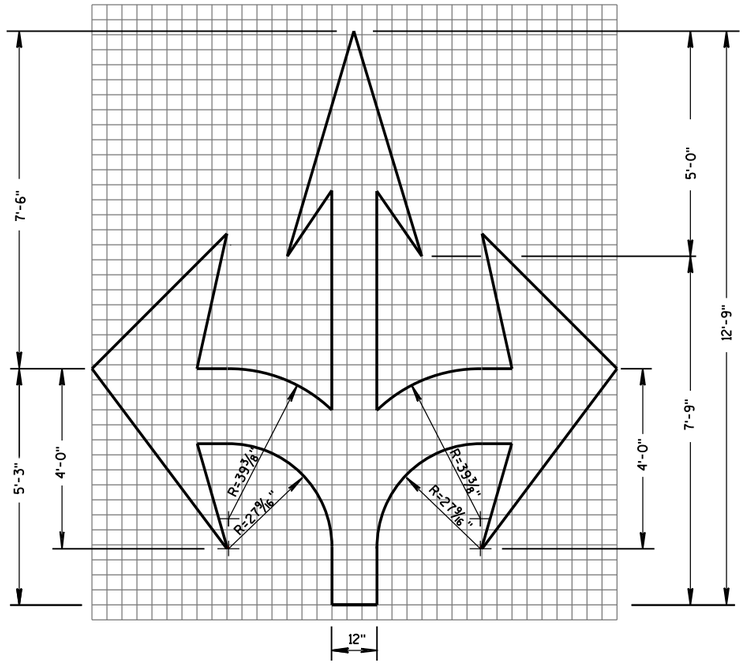
S.D.D. 15 C 7-14b

GENERAL NOTES

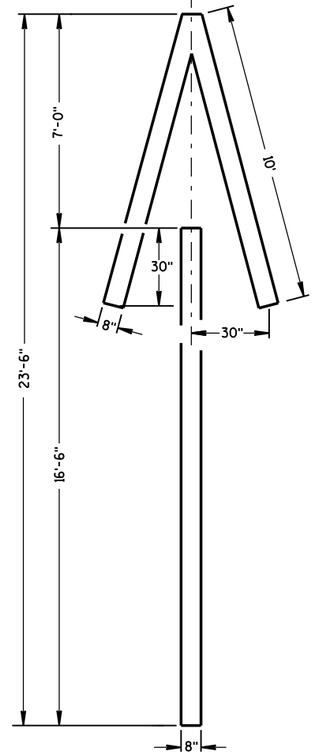
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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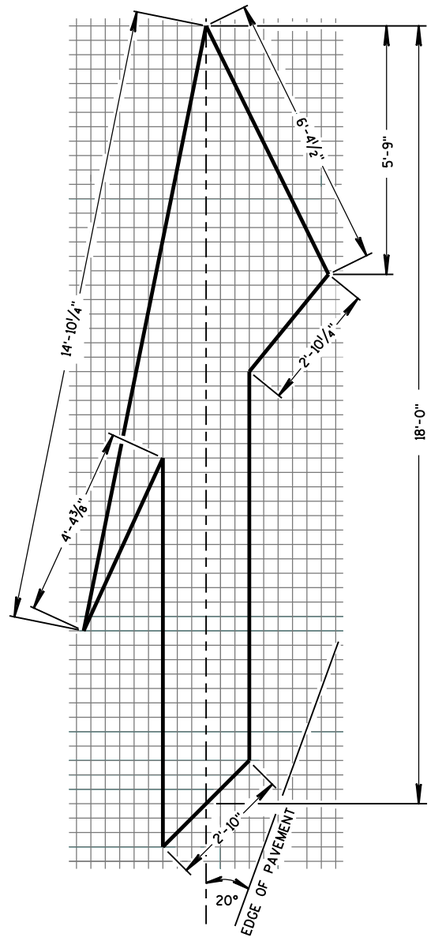
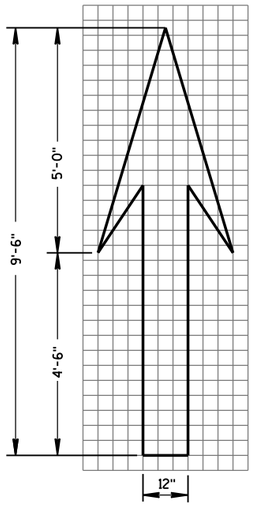
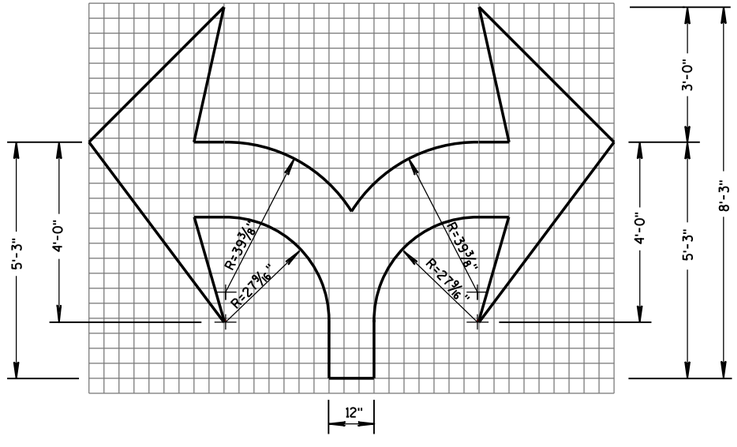


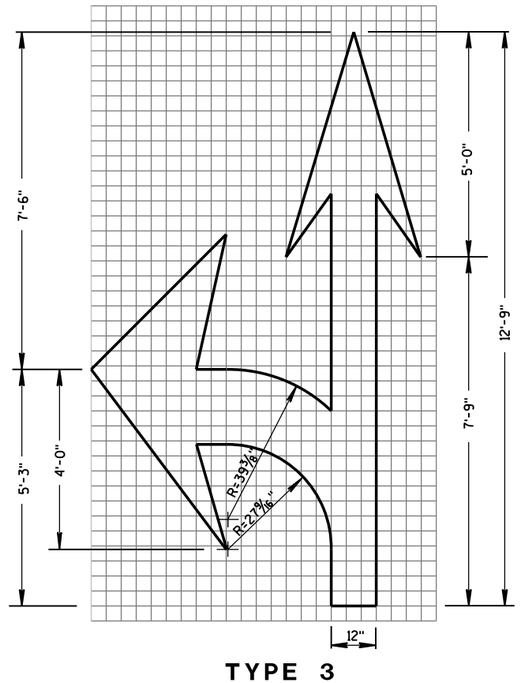
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

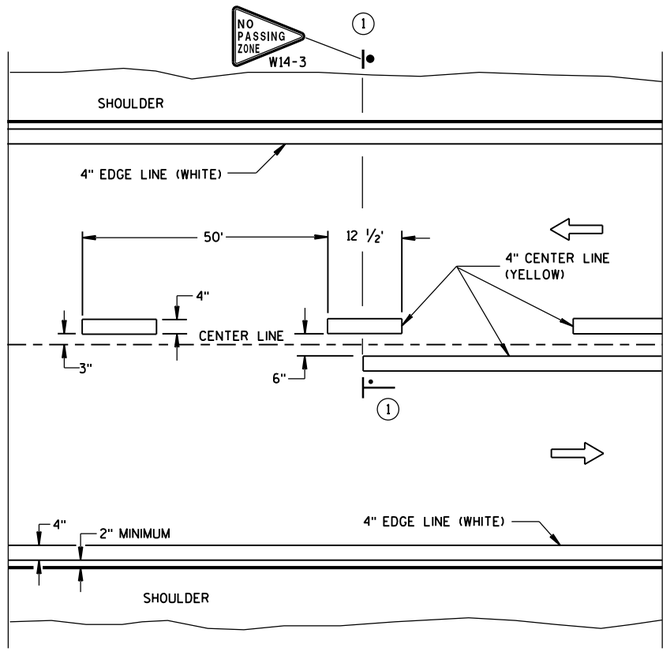
240

6

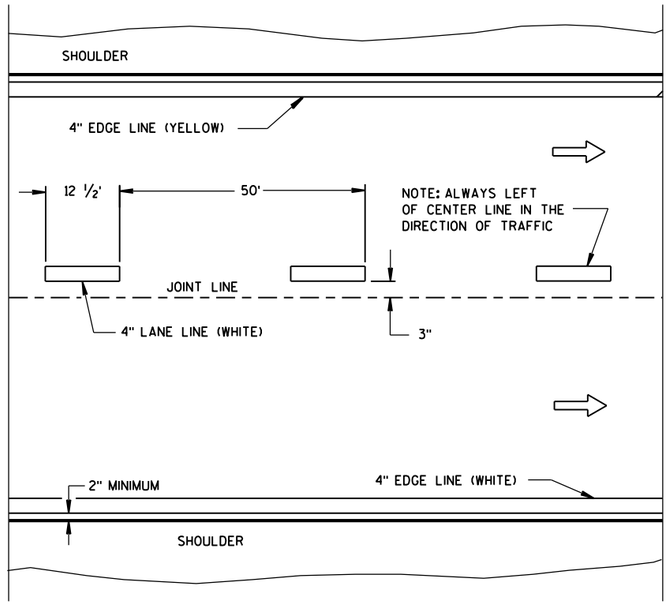
S.D.D. 15 C 7-14c

6

S.D.D. 15 C 7-14c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

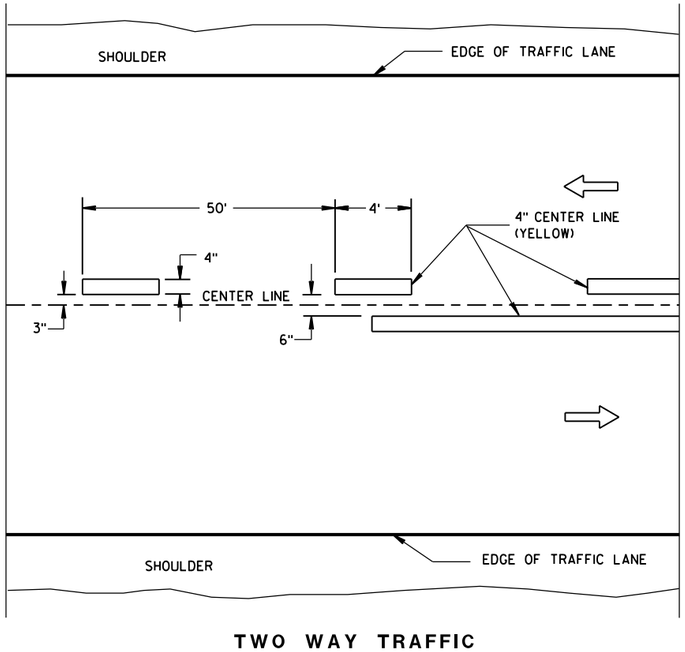
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

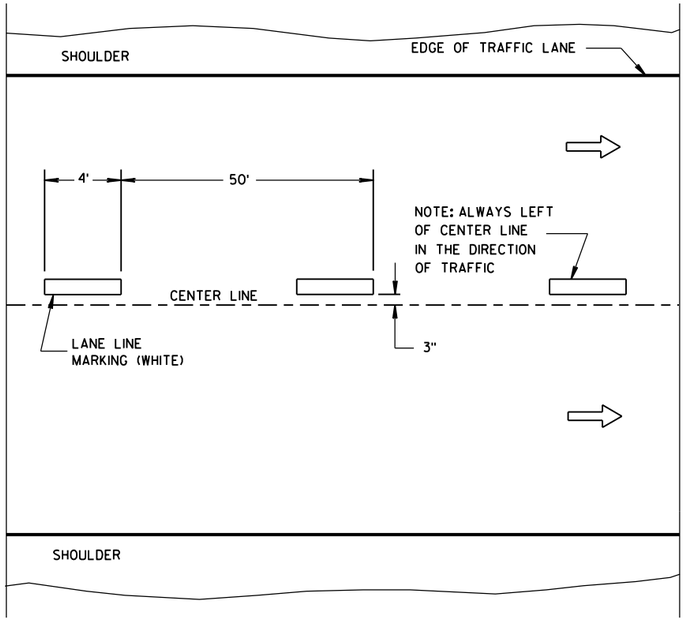
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
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June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAR[illegible]INEER
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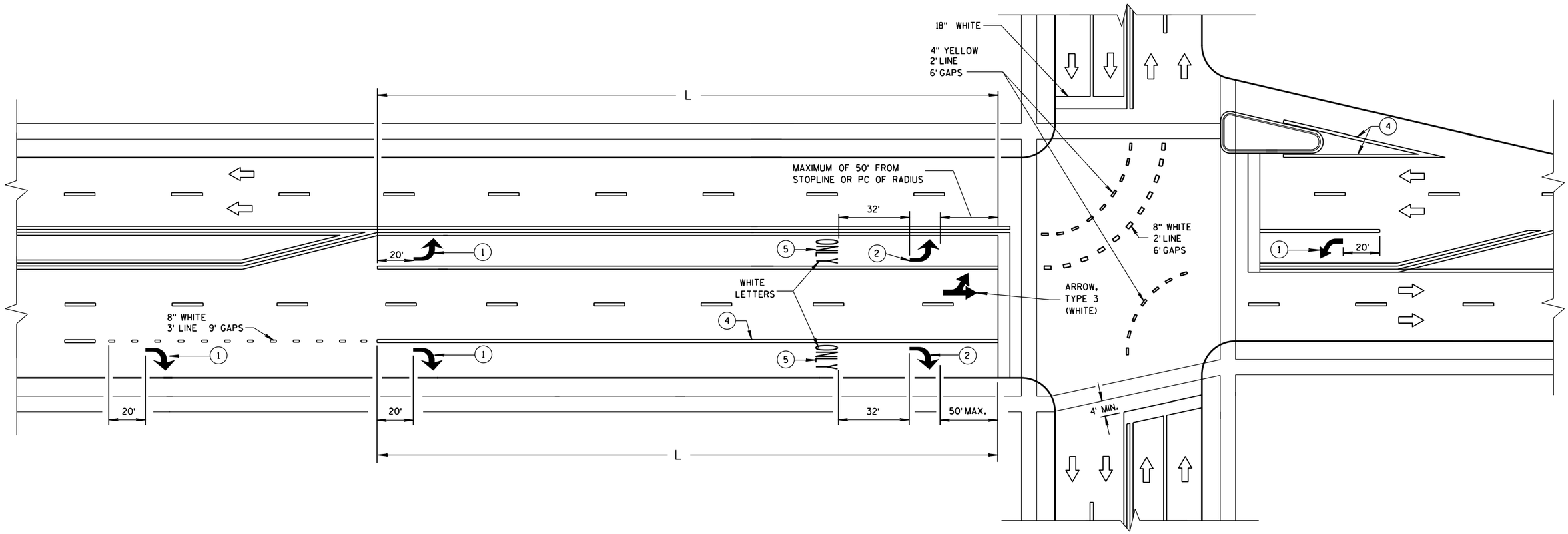

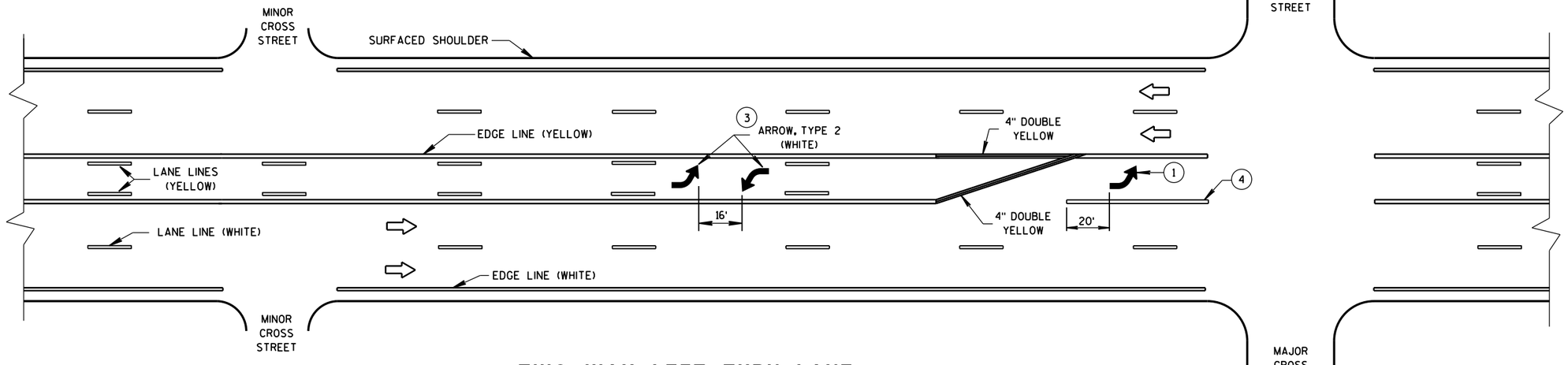

TWO WAY LEFT TURN LANE

GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
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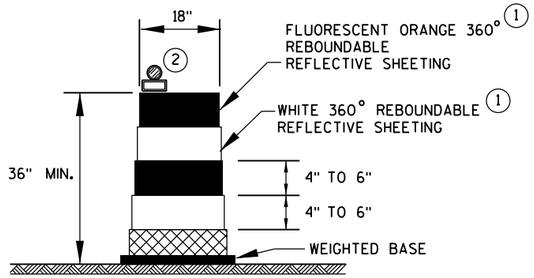
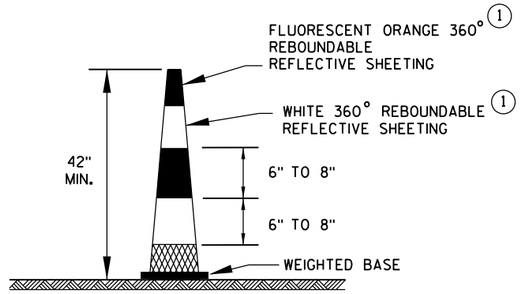


DRUM

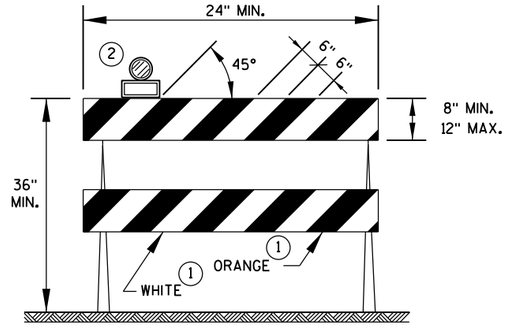


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

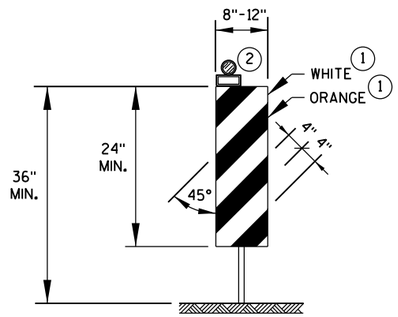
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



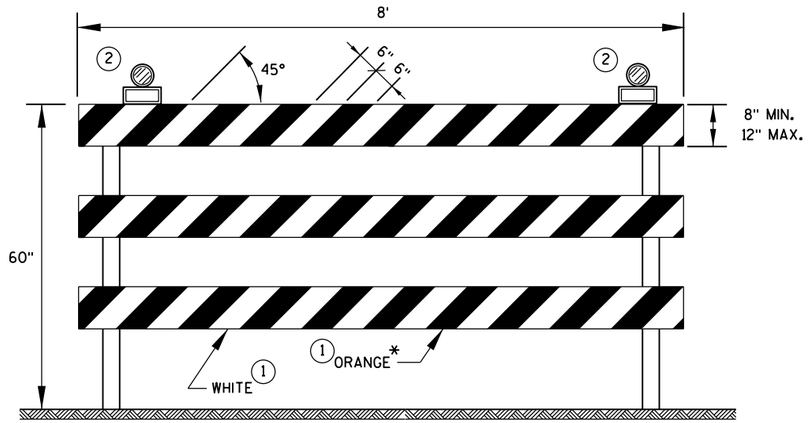
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

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DEPARTMENT OF TRANSPORTATION

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LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

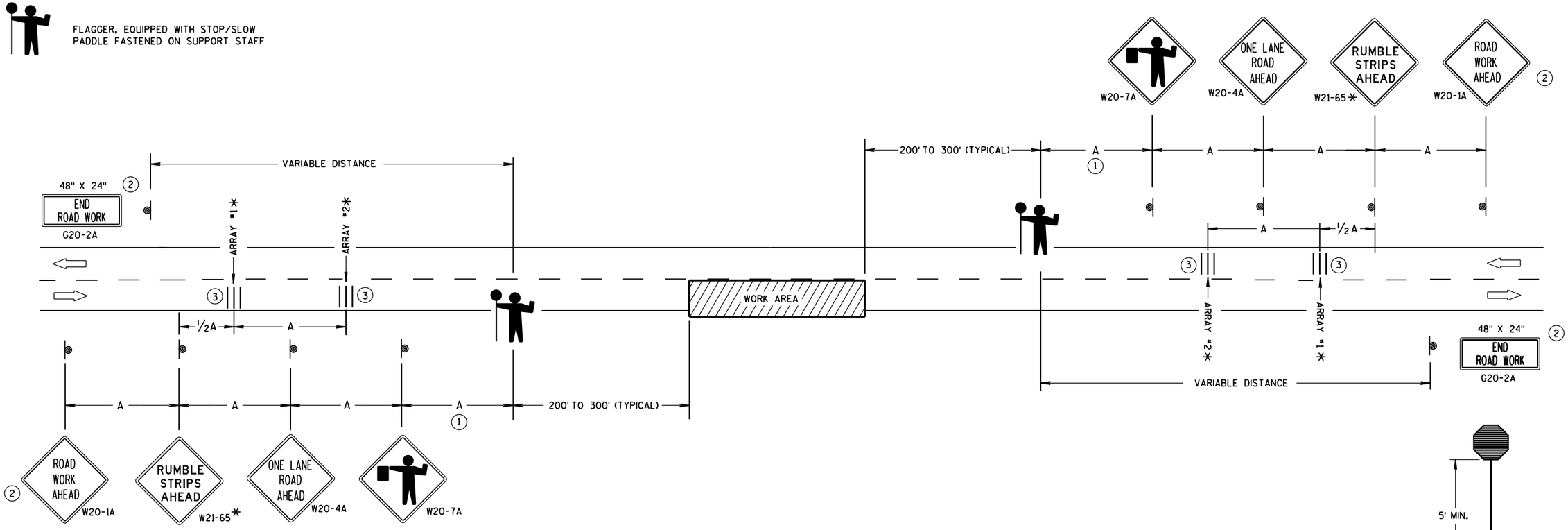
WORK AREA

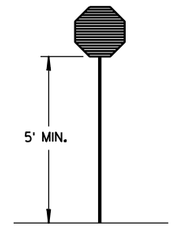
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING A.





STOP/SLOW PADDLE ON SUPPORT STAFF

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
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June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
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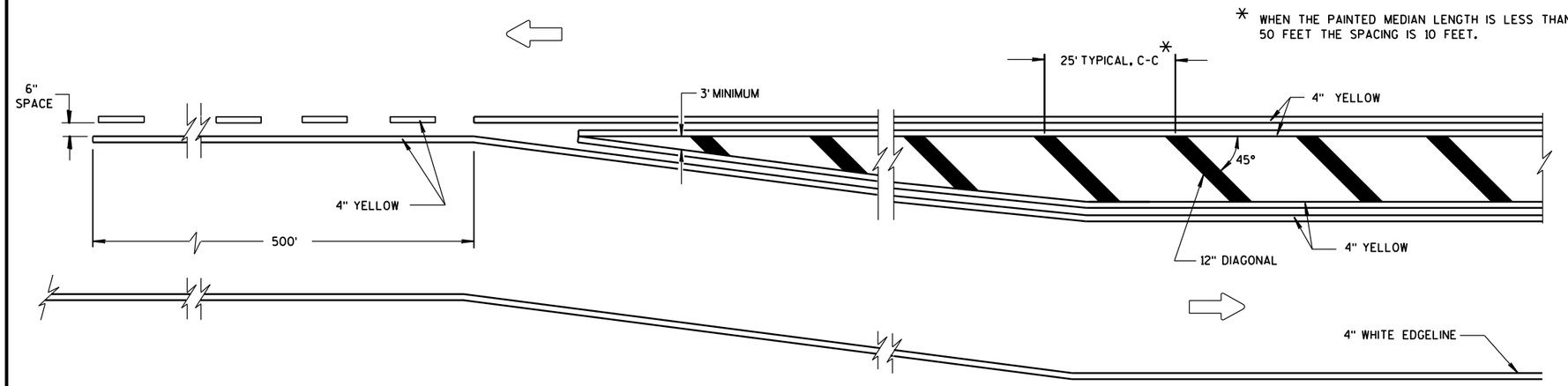
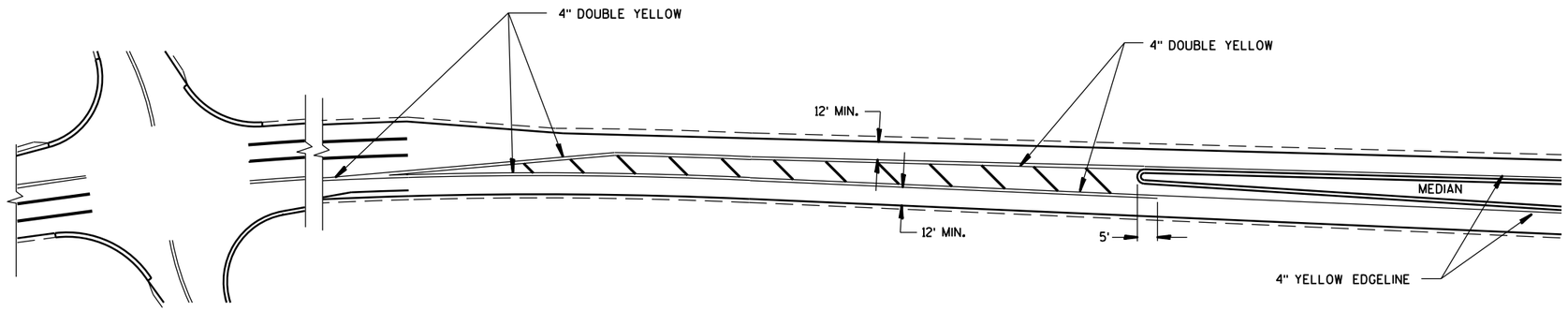


MEDIAN ISLAND DETAIL

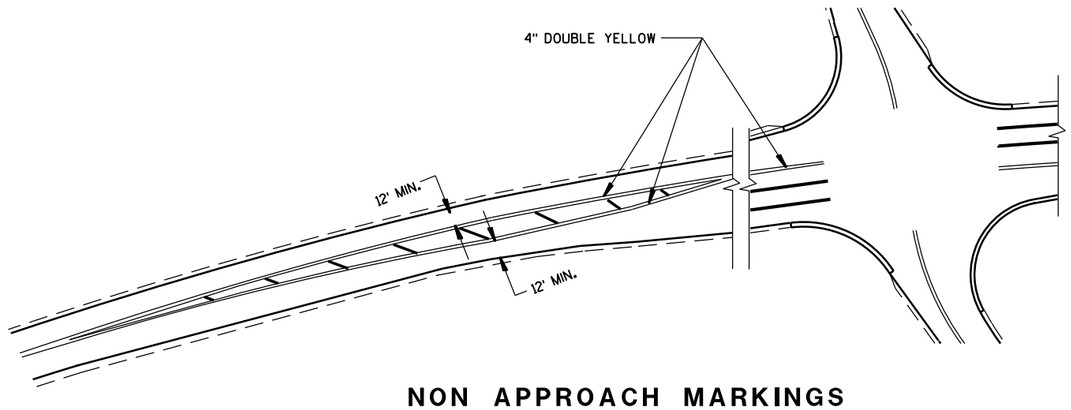
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER
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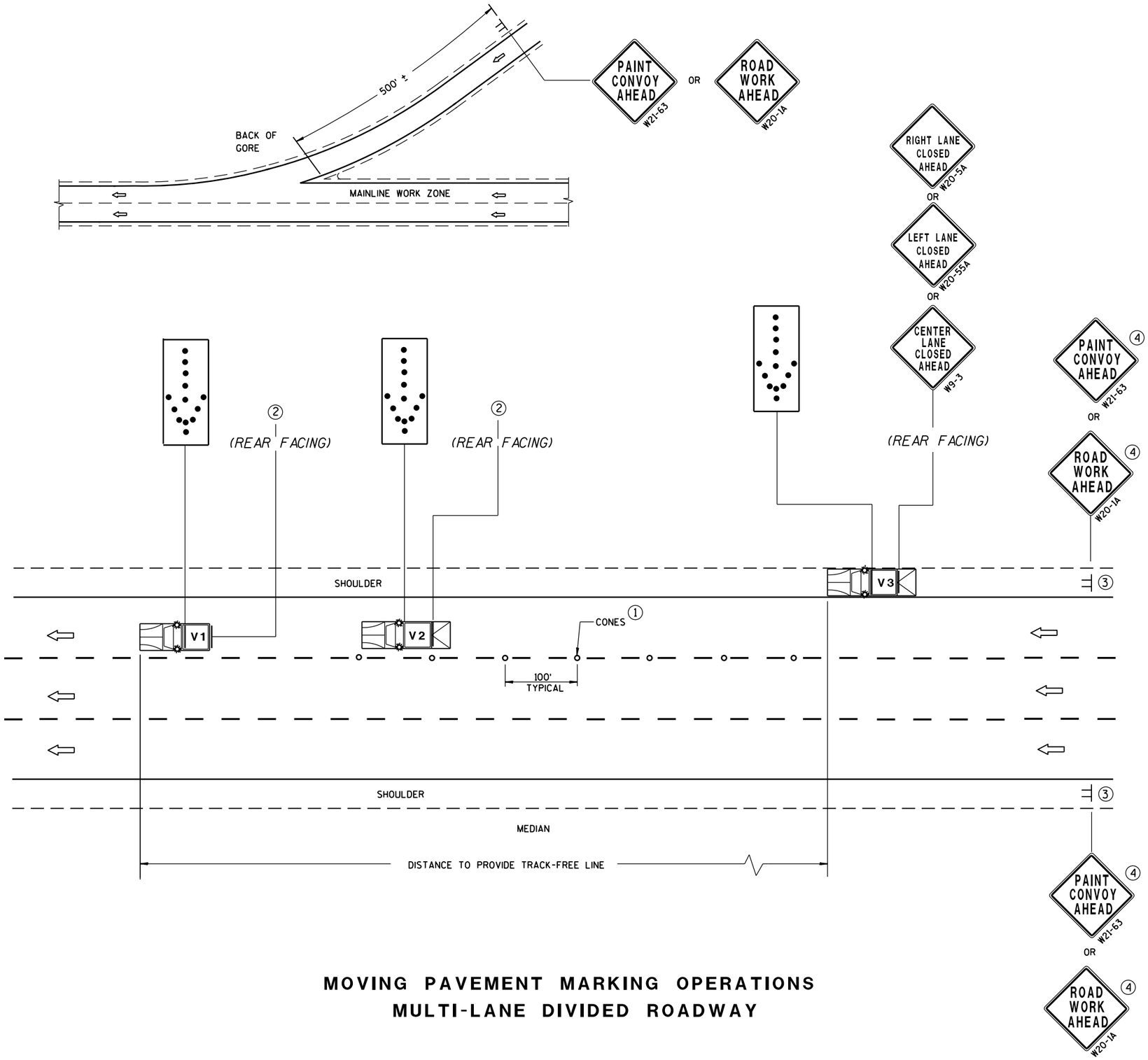
S.D.D. 15 C 18-4



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

(4) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1	LEAD VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE WITH TMA
TMA	TRUCK-MOUNTED ATTENUATOR
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	CONES
	FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGINI
FHWA

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S.D.D. 15 C 19-4c

GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

SYMBOLS

* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

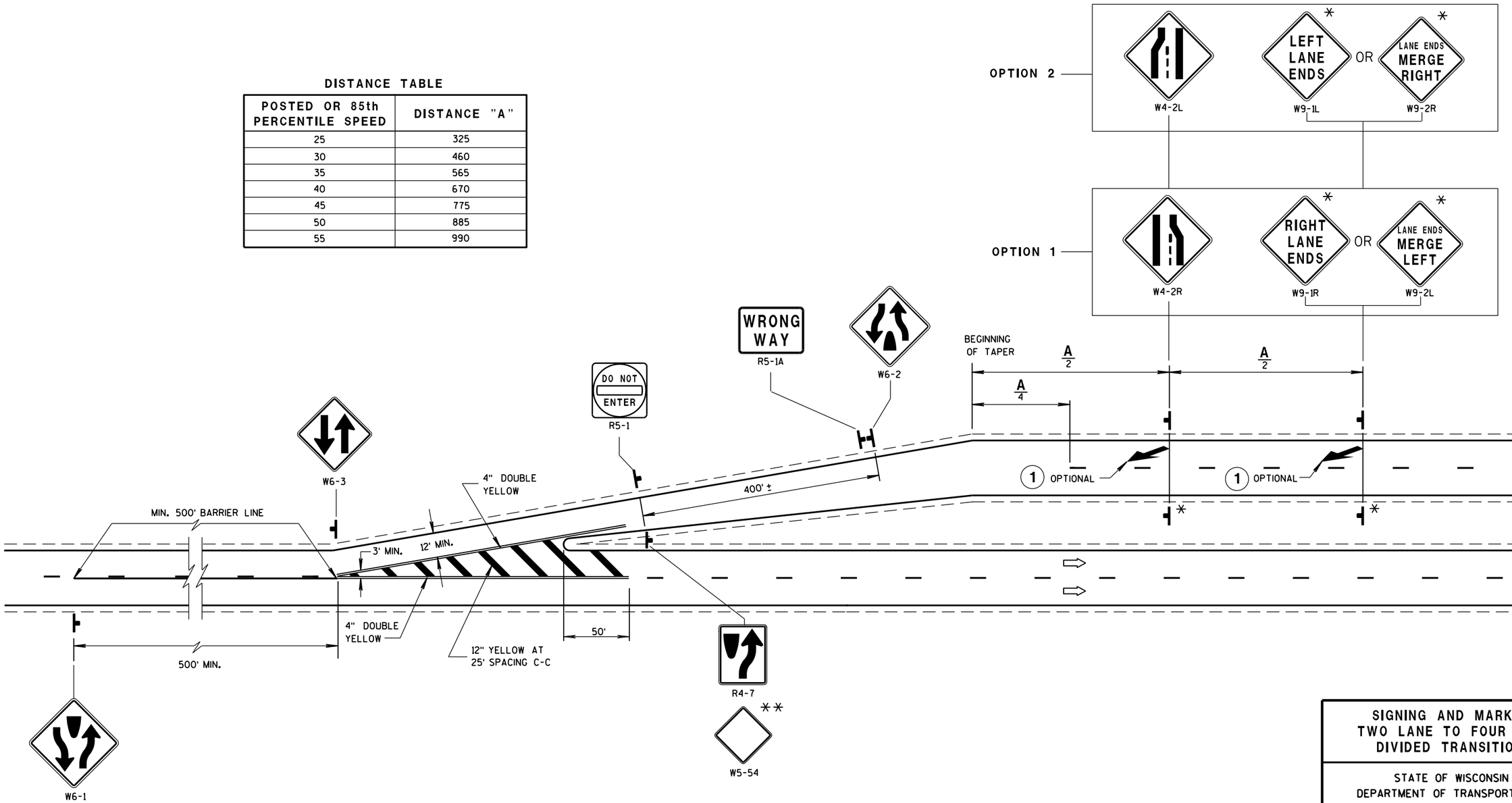
** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	325
30	460
35	565
40	670
45	775
50	885
55	990



SIGNING AND MARKING TWO LANE TO FOUR LANE DIVIDED TRANSITIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER
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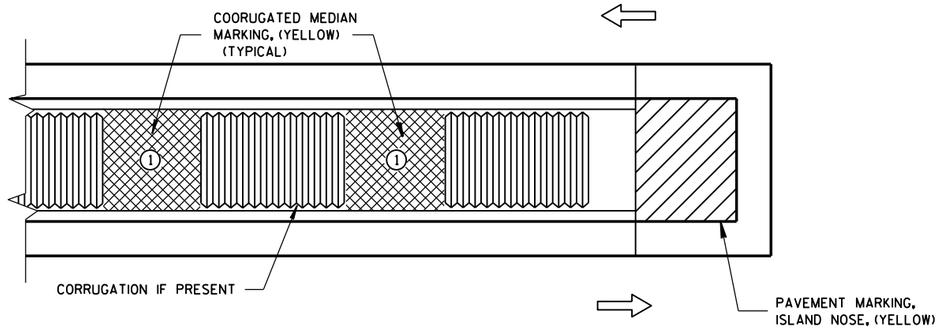
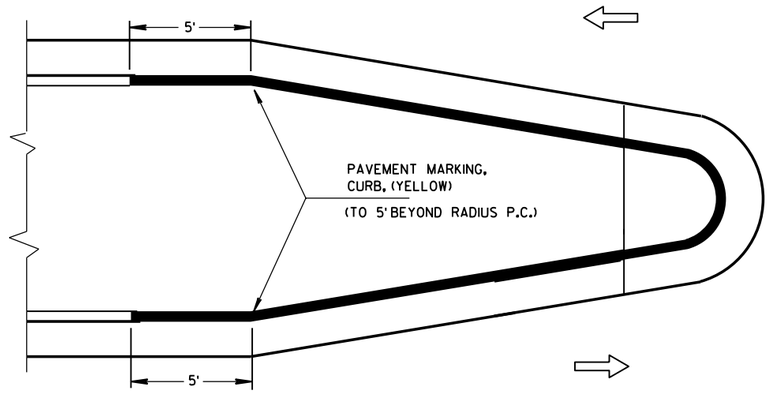
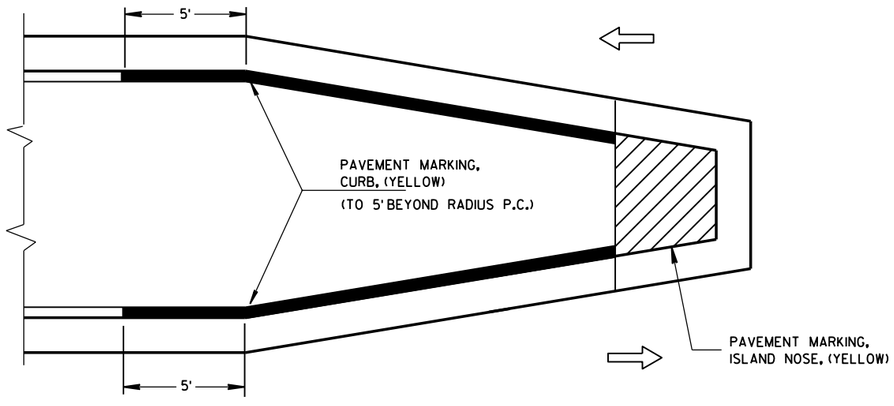


MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

(1) WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARK ENGINEER
FHWA

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S.D.D. 15 C 27-2b

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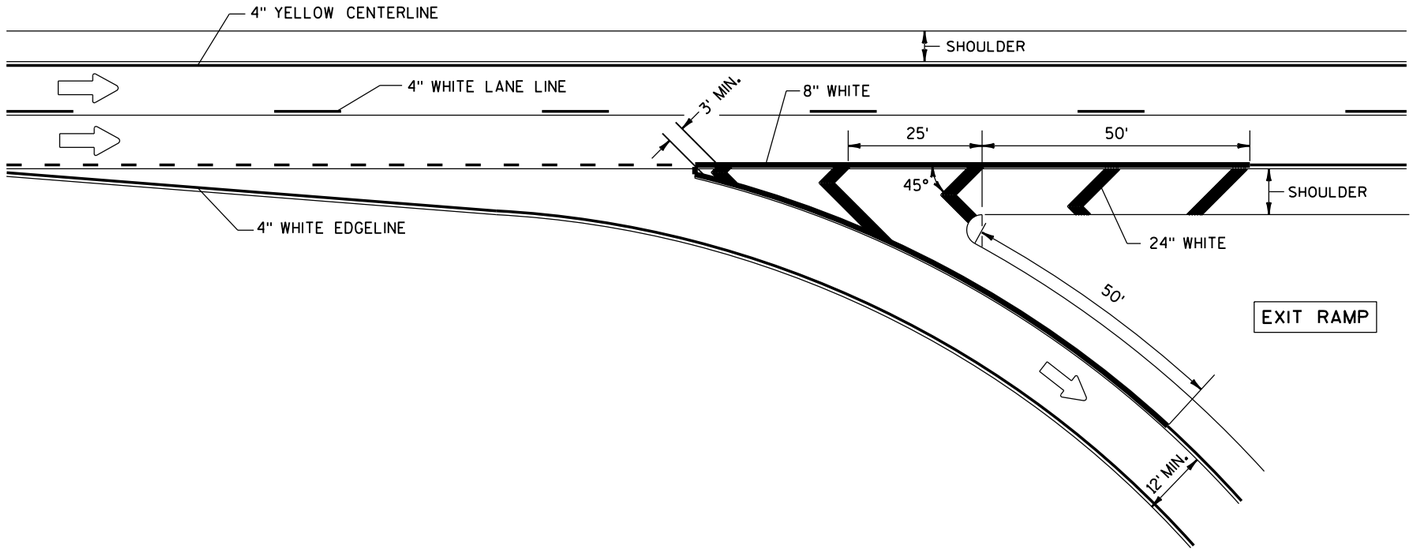


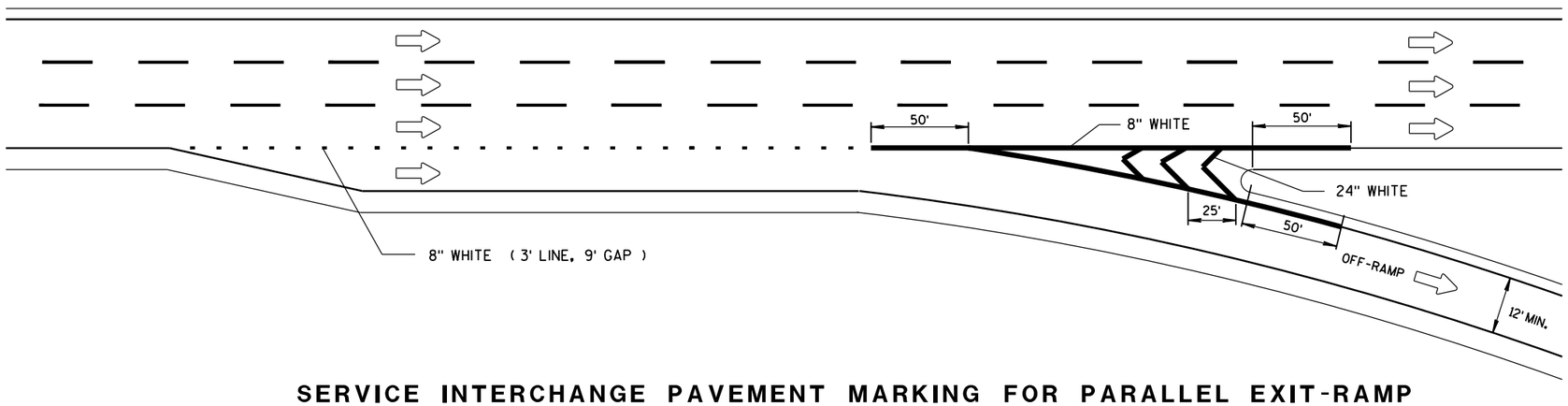
PAVEMENT MARKING FOR EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

6

S.D.D. 15 C 31-2a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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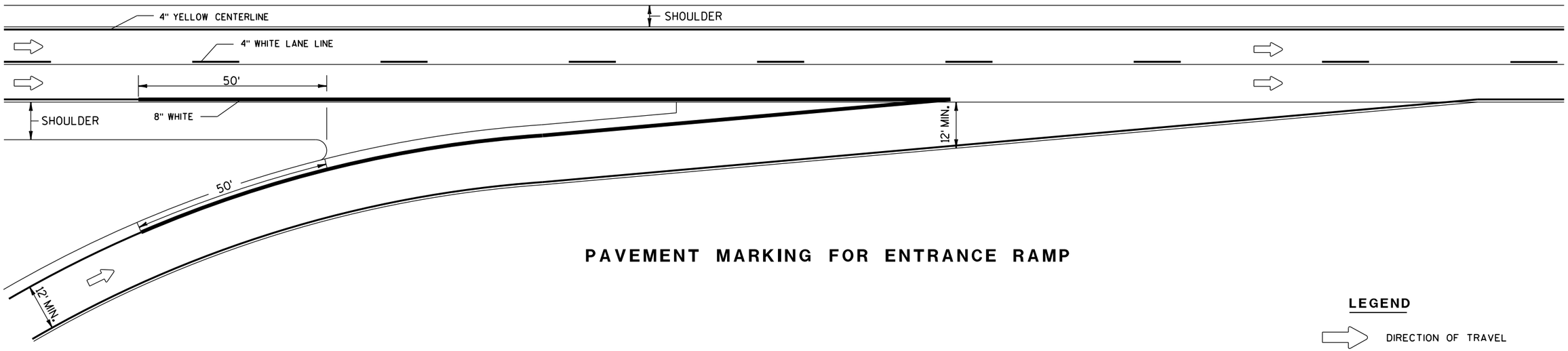
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

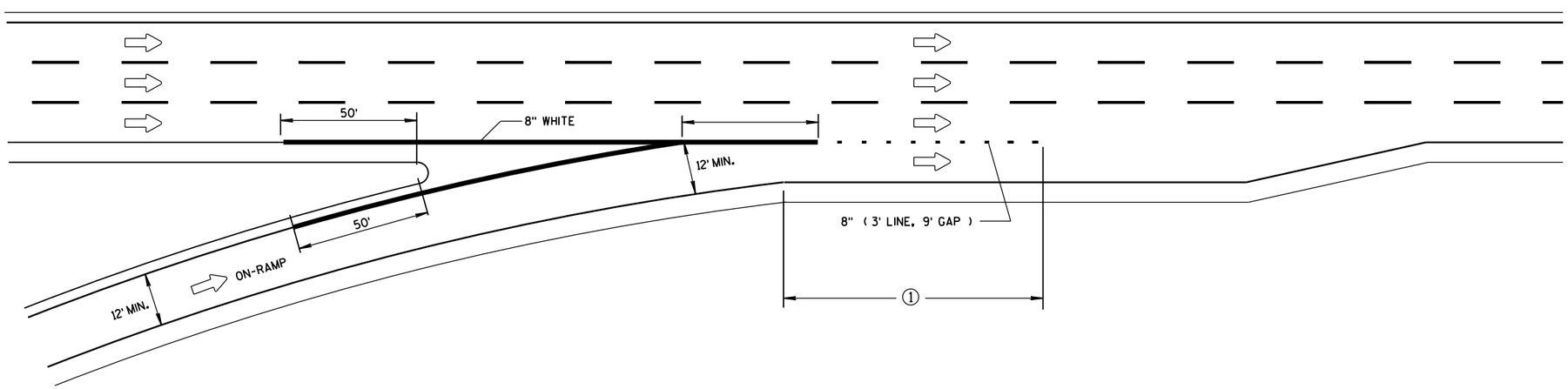
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
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APPROVED

Sept., 2016
DATE

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STATE SIGNING AND MAR 250 NEER

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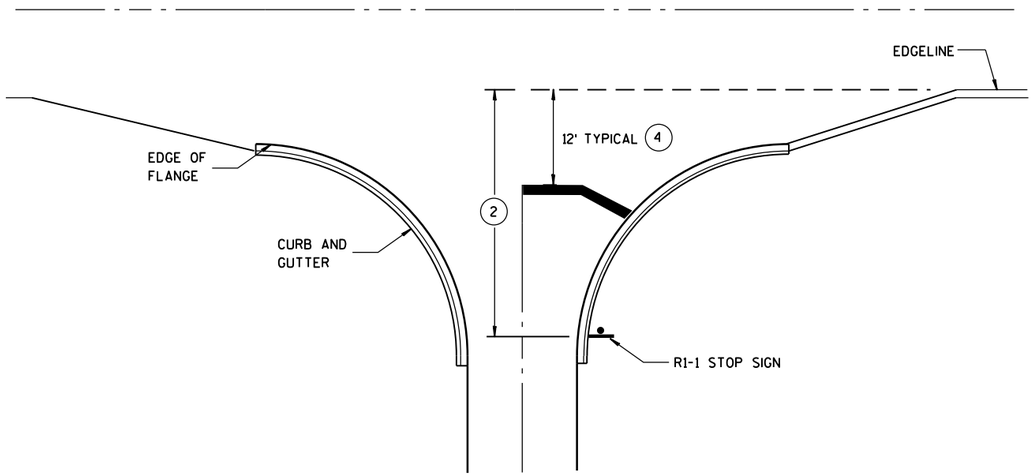
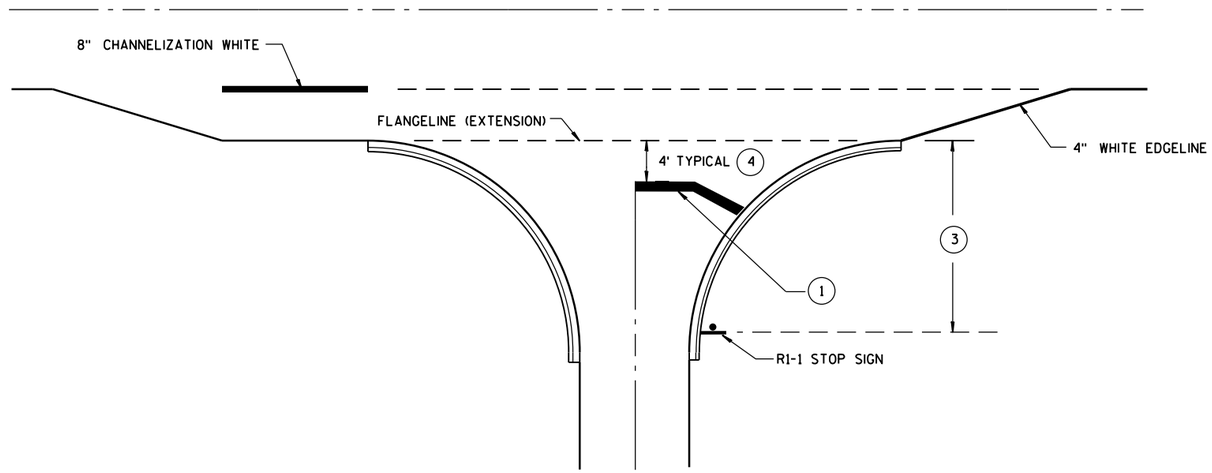
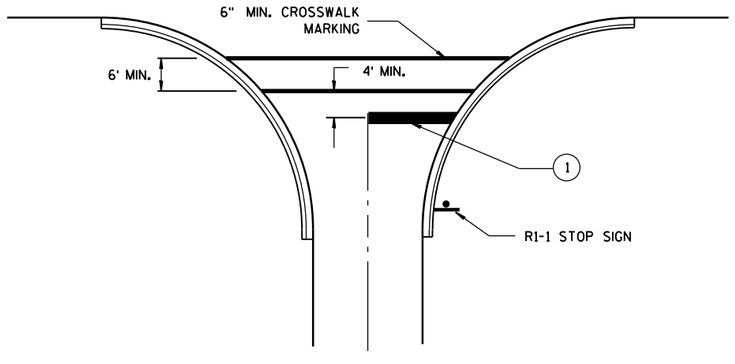


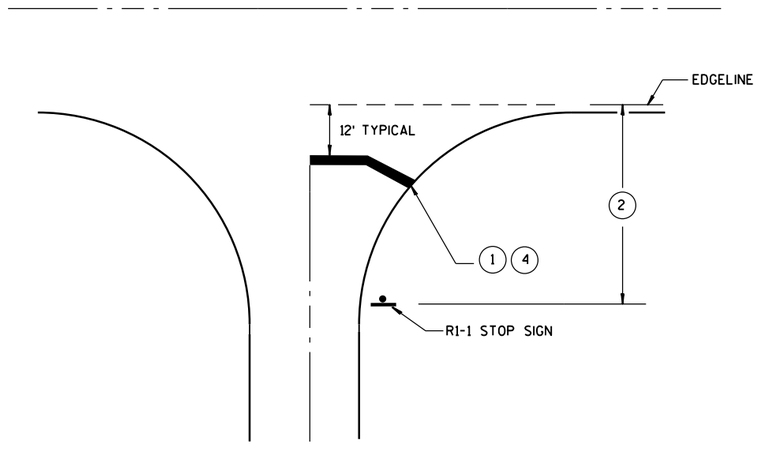
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

(1) 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

(2) IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.

(3) IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.

(4) MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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4-18-2016
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STATE SIGNING AND MAR 251 NEER

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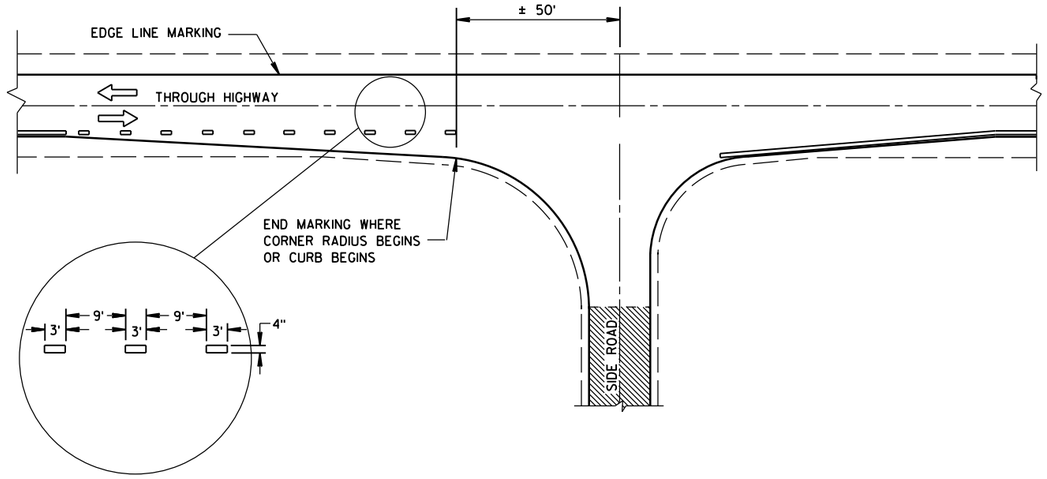


MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

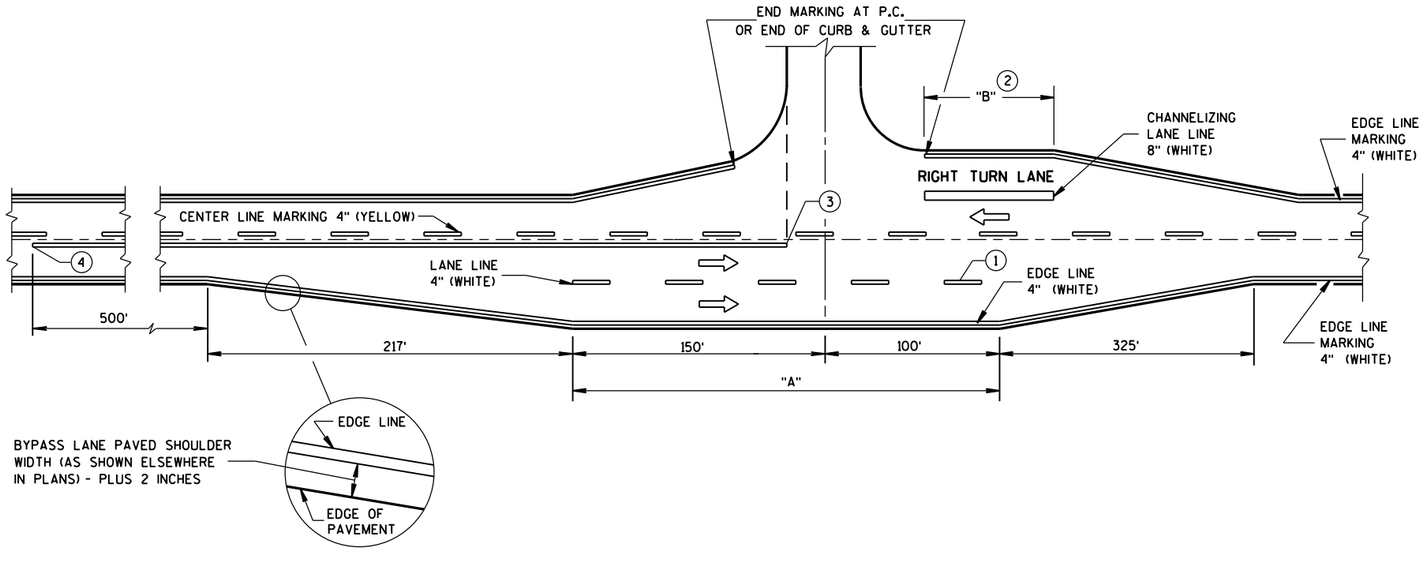
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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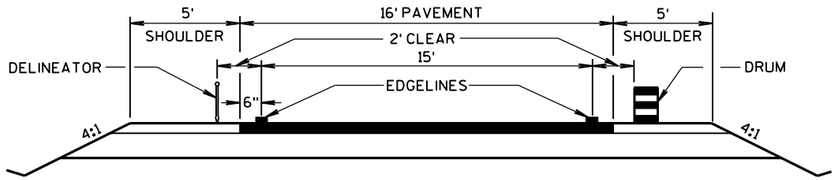
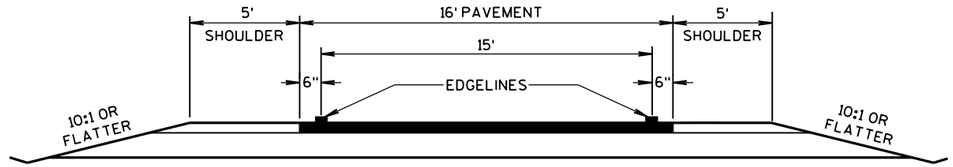


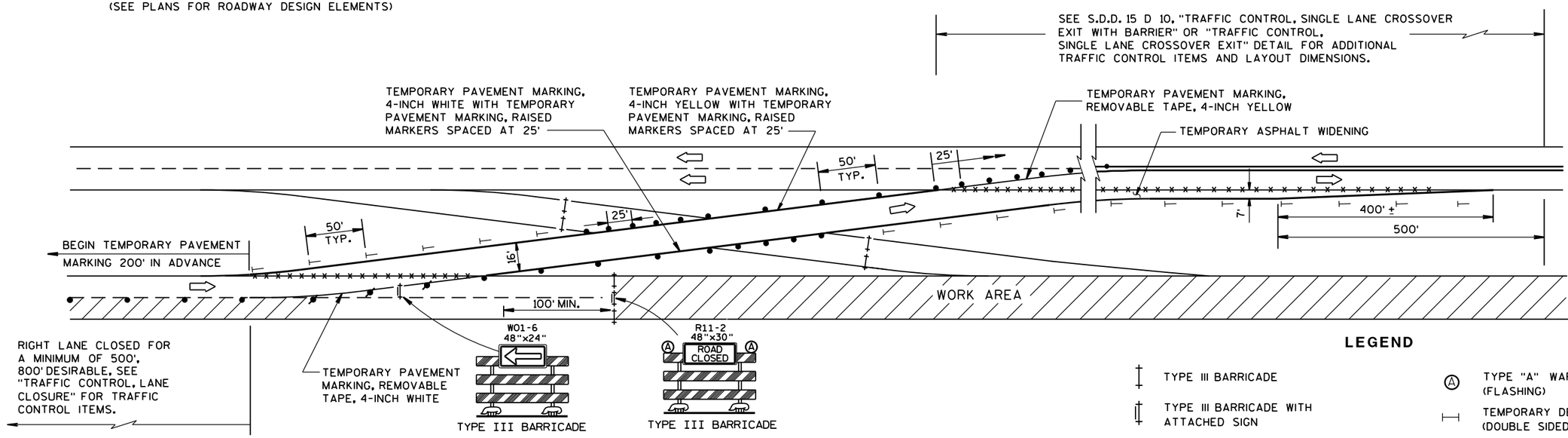
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

THE SPACING BETWEEN PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

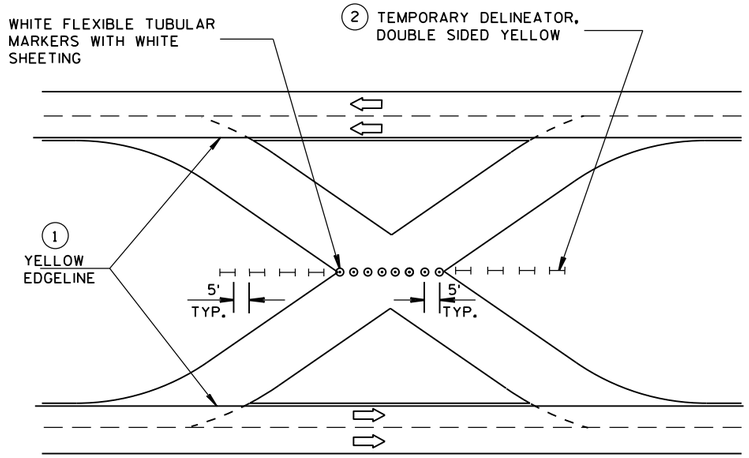
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH 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.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10-16-2015 DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZON SAFETY ENGIN IC
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LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

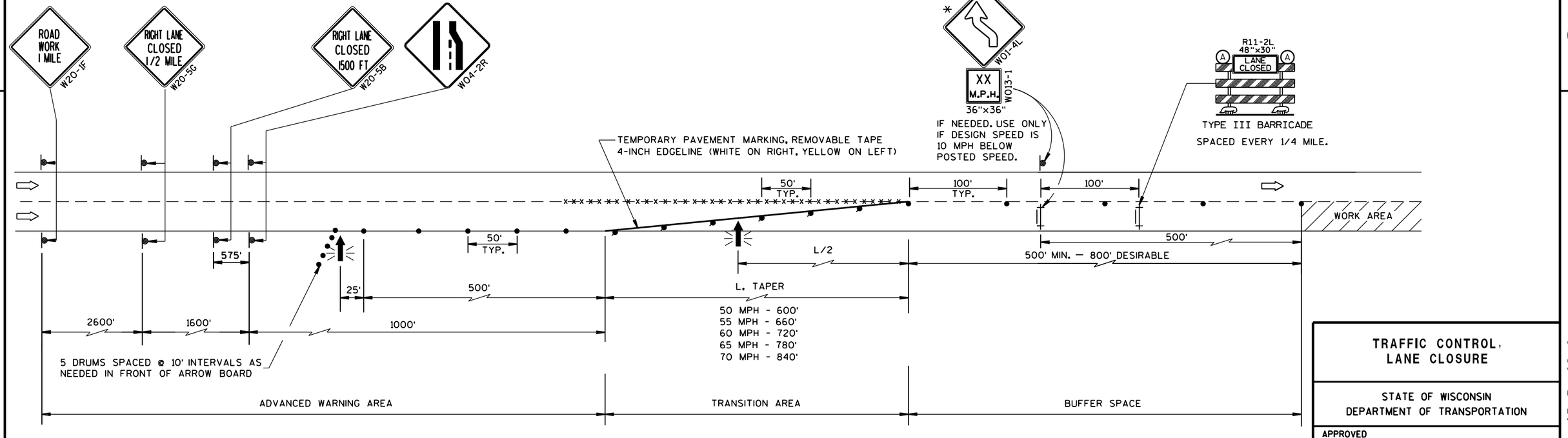
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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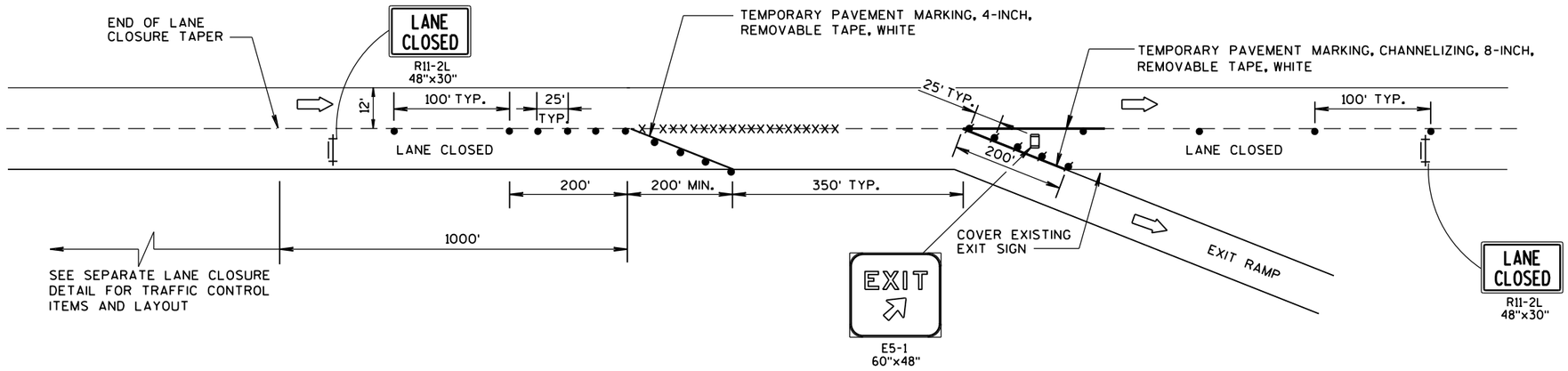

PARALLEL EXIT RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH 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.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"W0" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — /S/ Andrew Heldtke
DATE — WORK ZONE ENG

FHWA

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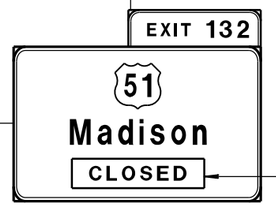
G20-60
108"x24"

OR



G20-60
108"x24"

PLACE SIGN G20-60 OVER MILEAGE
ON EXISTING E1-1A SIGN

COVER ARROW ON
EXISTING E4-1A
SIGN (COVERING
SIGNS TYPE I)

G20-61
120"x30"

TEMPORARY PAVEMENT MARKING
4" REMOVABLE TAPE, WHITE
(ACROSS THE RAMP OPENING)

END
ROAD WORK
*G20-2A
48"x24"

25' TYP.

100' MIN.

200'

EDGE OF SHOULDER

COVER EXISTING
EXIT SIGN

ROAD
WORK
AHEAD
*W20-1A

RAMP
CLOSED
AHEAD
W20-53A

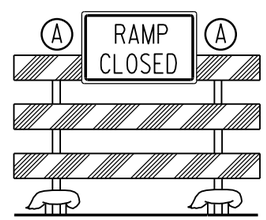
RAMP
CLOSED
1000 FT
W20-53C

1500'

1500'

1000'

R11-2R
48" X 30"
MOUNTED ON
TYPE III BARRICADE



RAMP WILL
BE CLOSED
(TIME)
BEGINNING
(DATE)

**R11-51
48"X48"
(OR SPECIAL SIGN IF INDICATED IN PLAN)

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A 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 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROPOFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN THE WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12-HOUR DURATION.

* W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP WILL BE CLOSED" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC
FHWA

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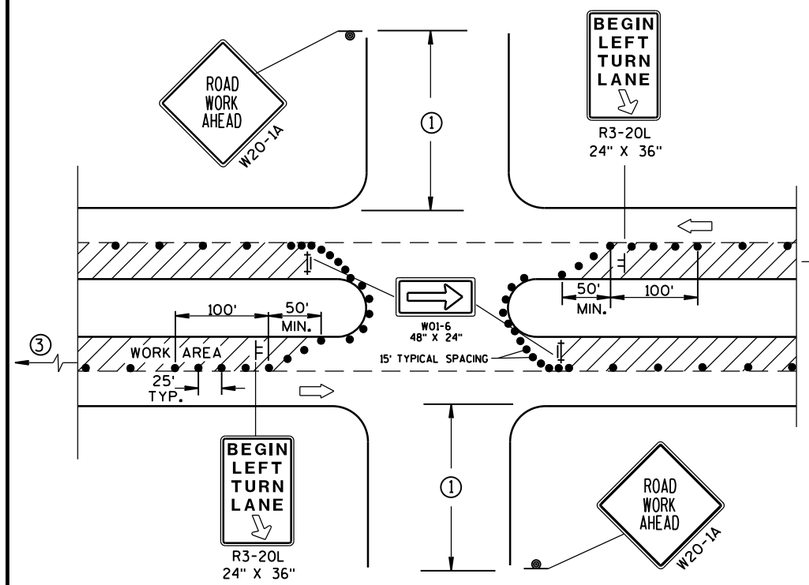
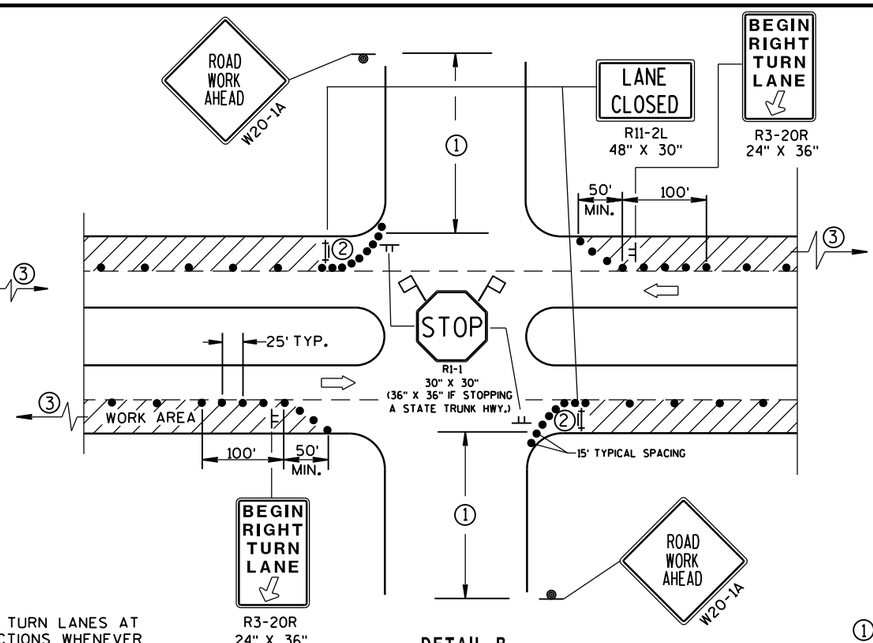


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

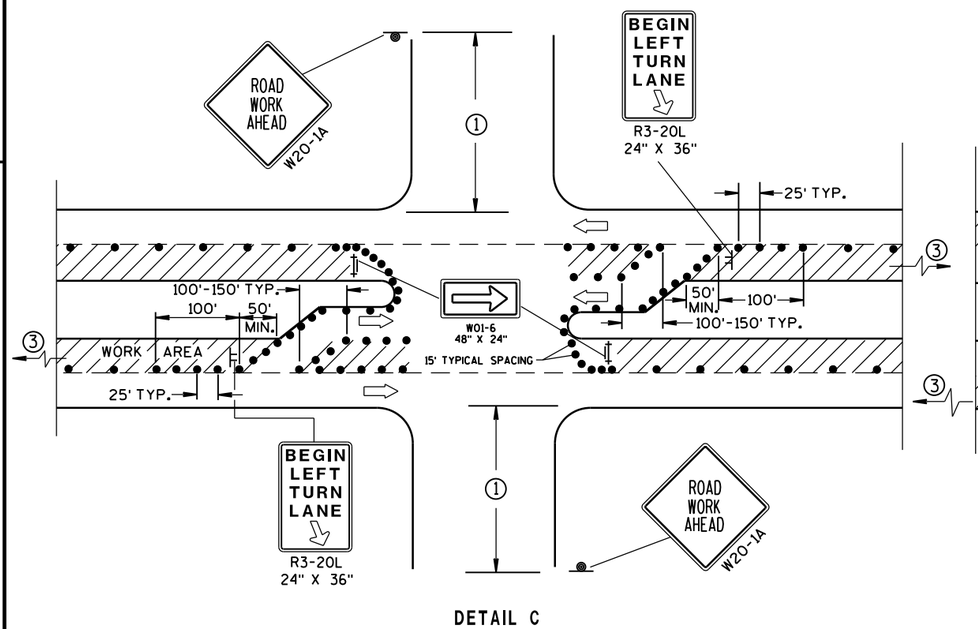
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

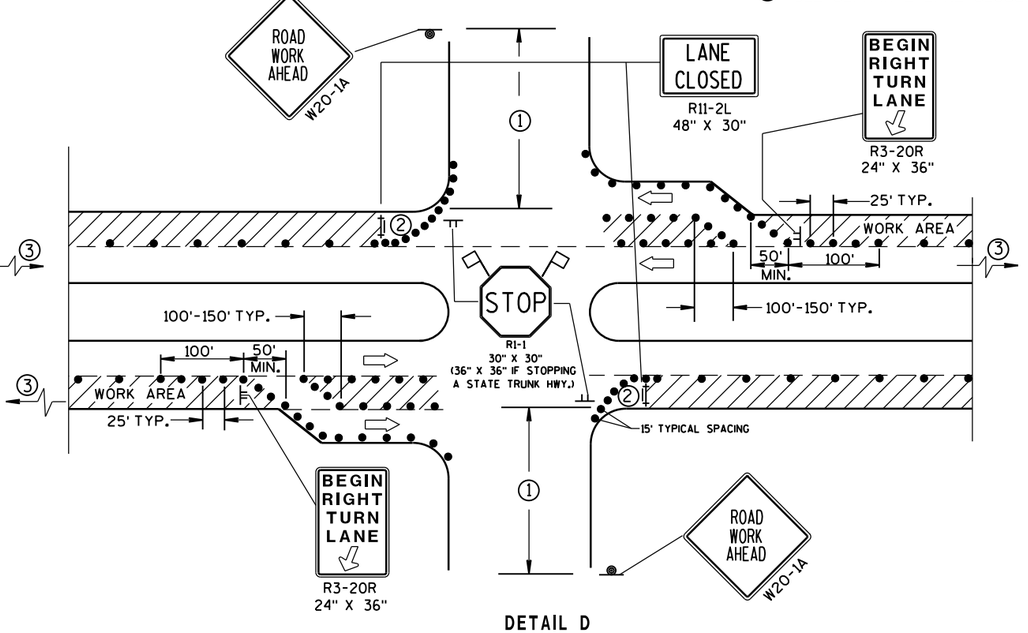
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., (ORANGE)
- WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Peter Anakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

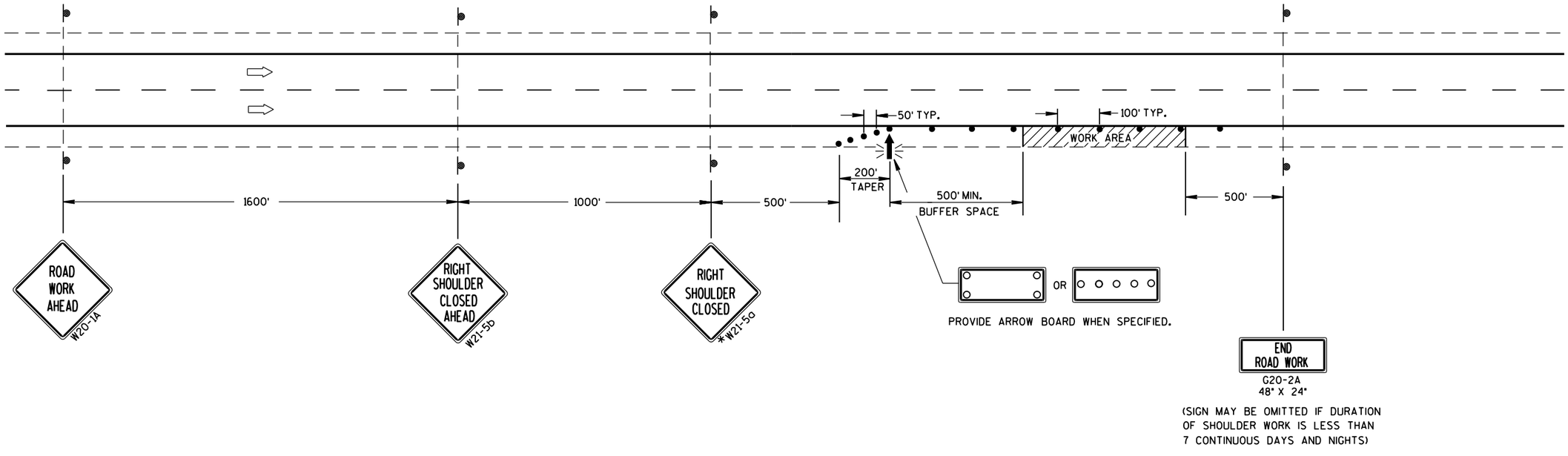
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

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GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

TABLE A

SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

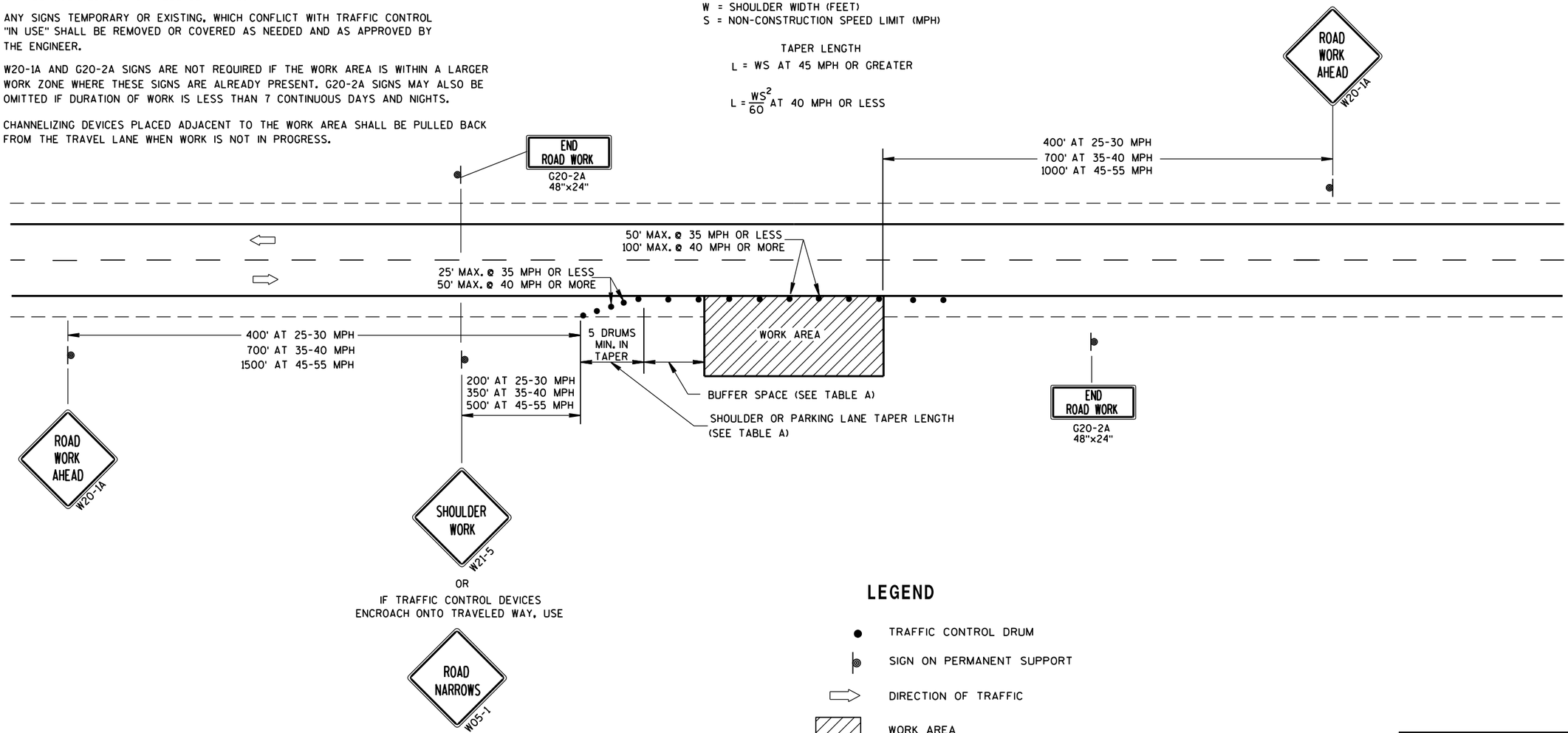
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$



LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe — STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible] FIC

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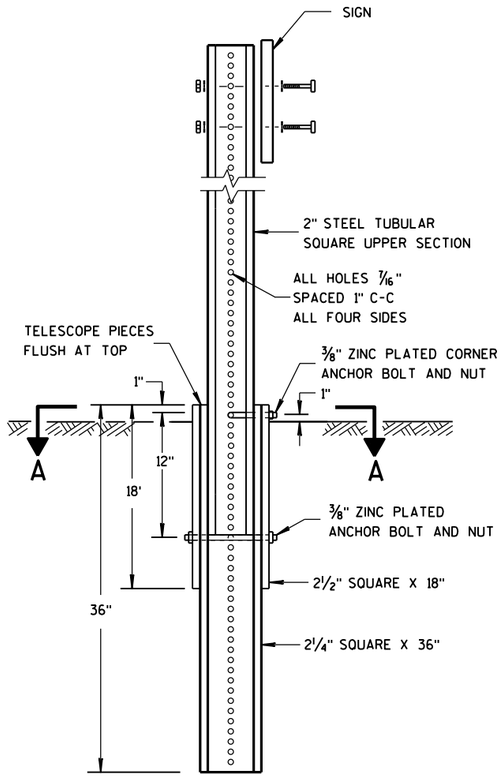
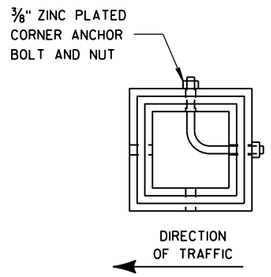
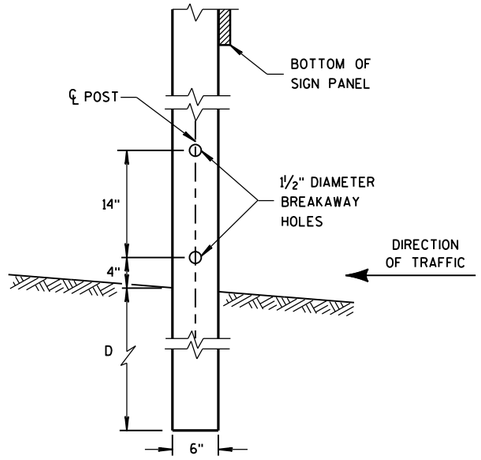
S.D.D. 15 D 28-3



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



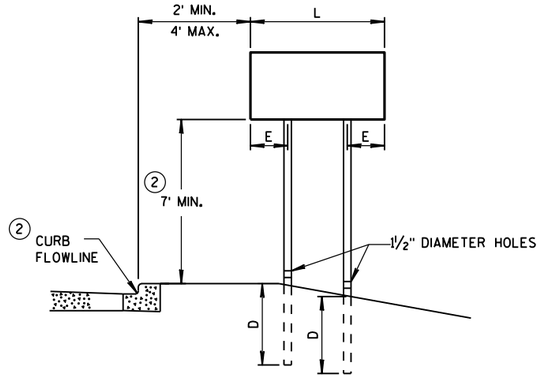
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

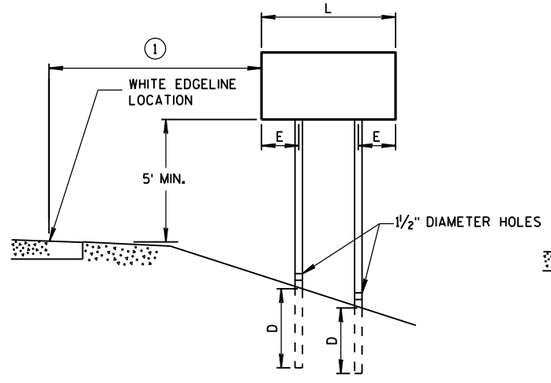
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

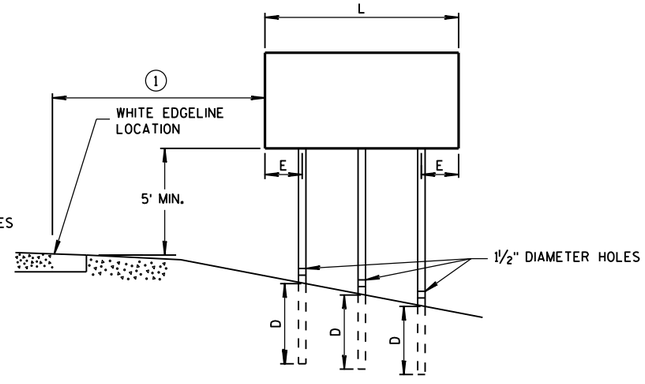
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

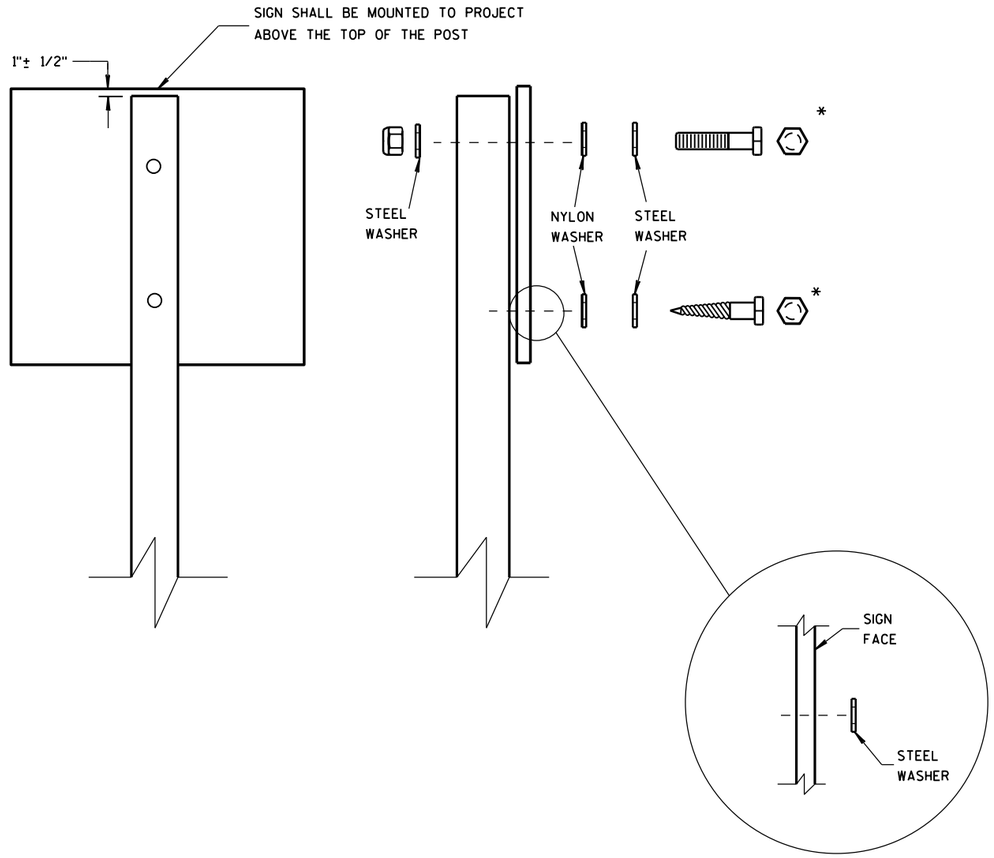
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

6

S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

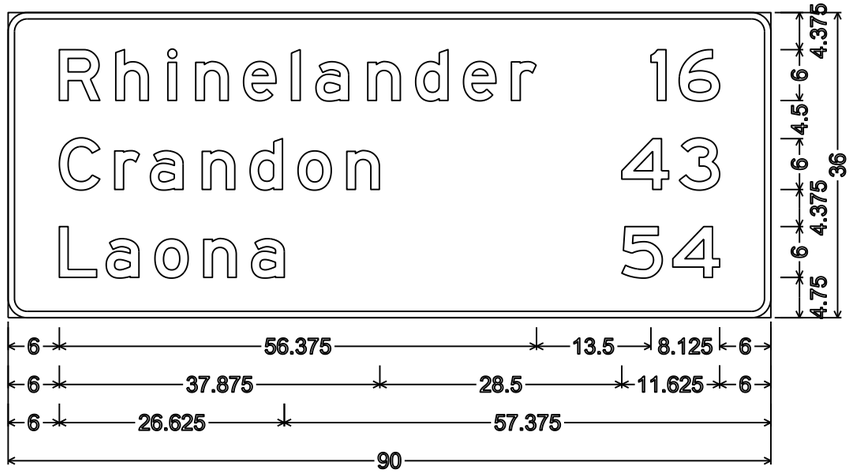
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

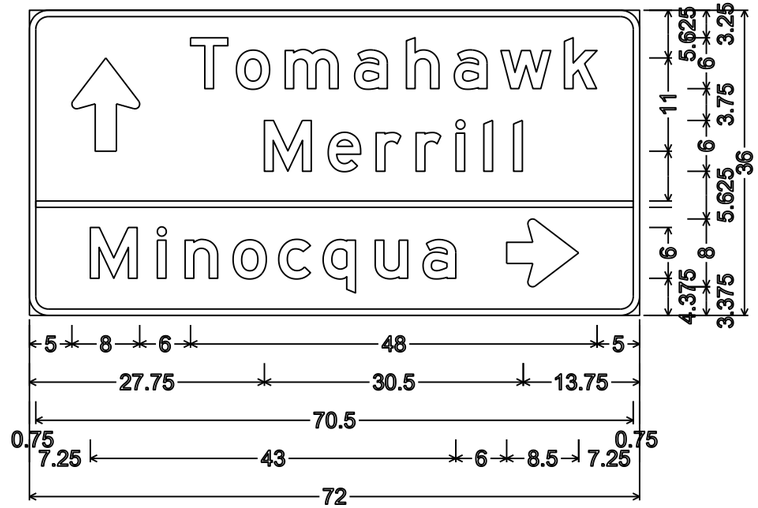
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA



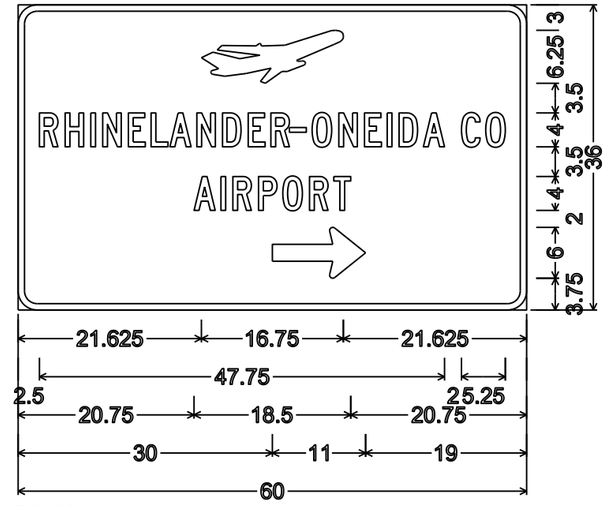
D2-3; 2.250" Radius, 0.750" Border



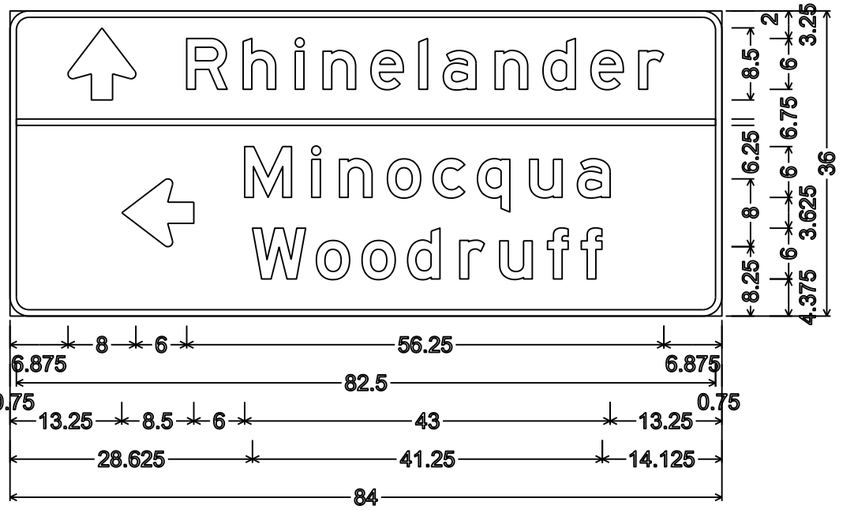
D1-3; 2.250" Radius, 0.750" Border

NOTES

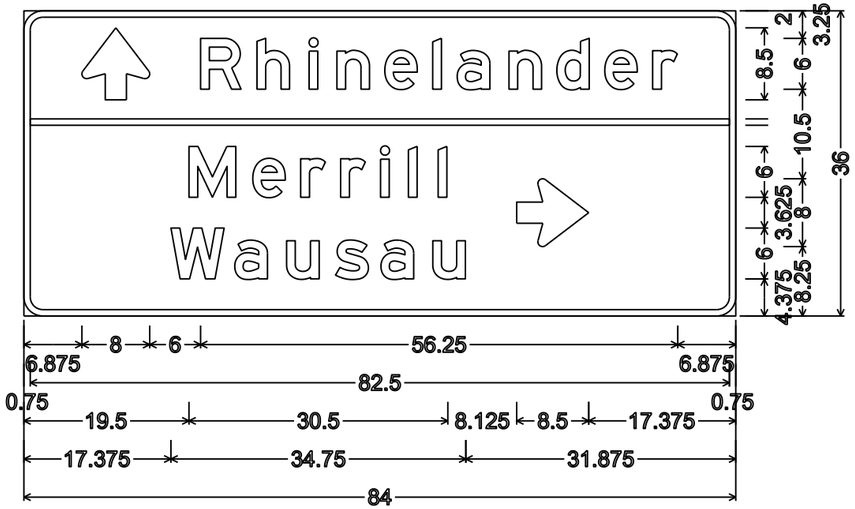
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



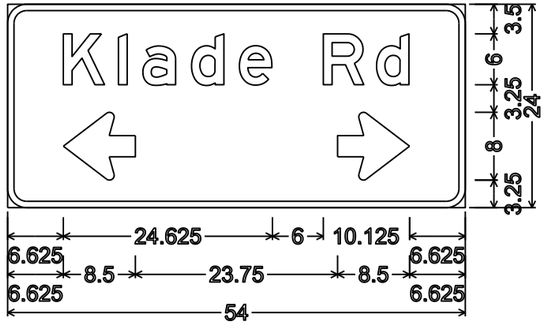
D9-52;
2.250" Radius, 0.750" Border,
Airplane; "RHINELANDER-ONEIDA" C; "CO" C;
"AIRPORT" C



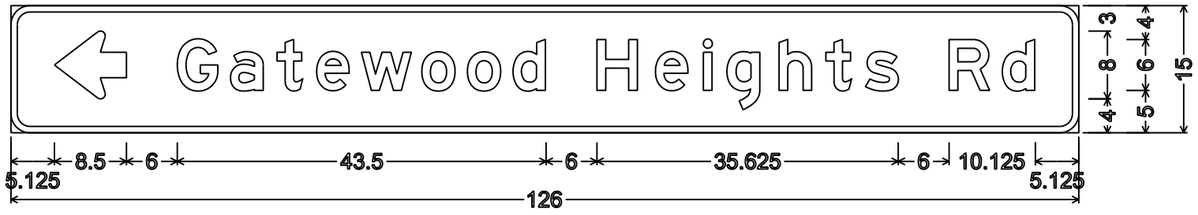
D1-3; 2.250" Radius, 0.750" Border



D1-3; 2.250" Radius, 0.750" Border



D1-61;
2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border

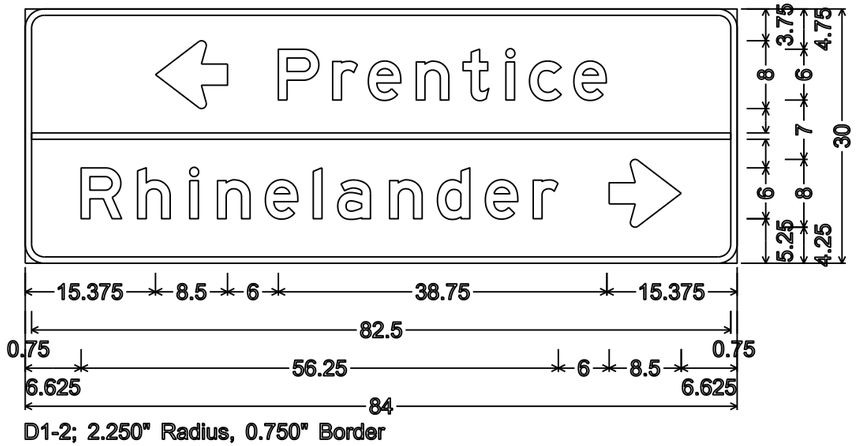
7

7

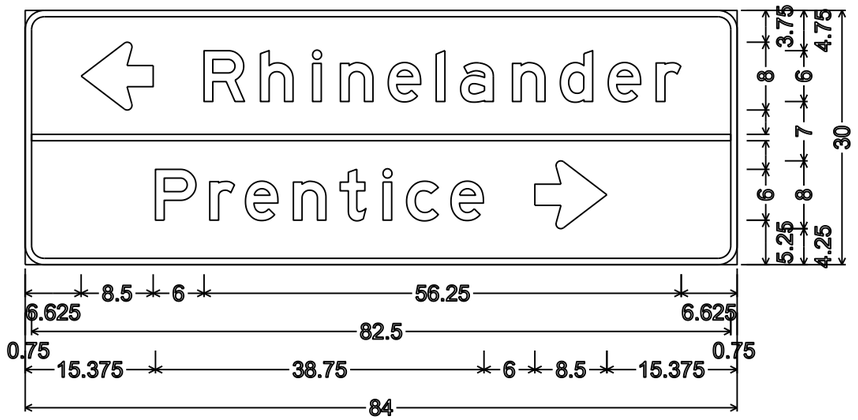
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET NO: 262	E

NOTES

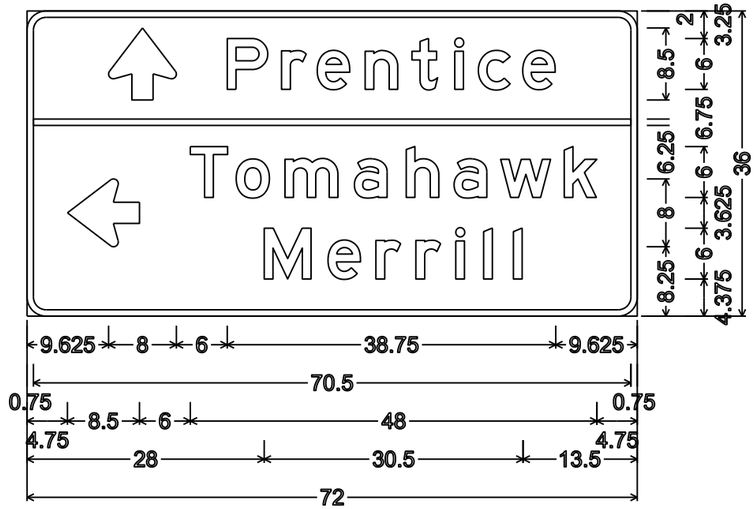
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



D1-2; 2.250" Radius, 0.750" Border



D1-2; 2.250" Radius, 0.750" Border



D1-3; 2.250" Radius, 0.750" Border

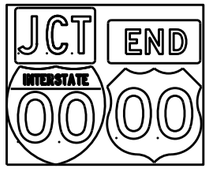
7

7

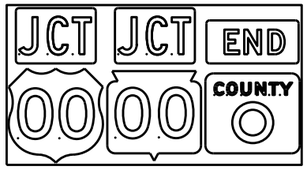
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	PERMANENT SIGNING	SHEET NO: 263	E

TYPICAL ASSEMBLIES

J1-1

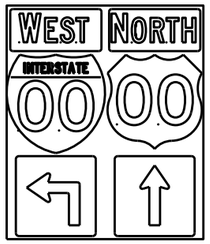


J1-2

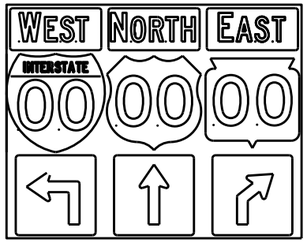


J1-3

J2-1



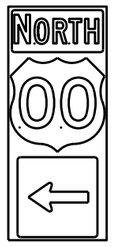
J2-2



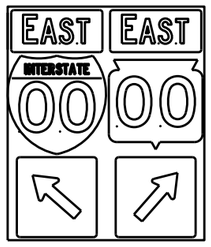
J2-3

JV

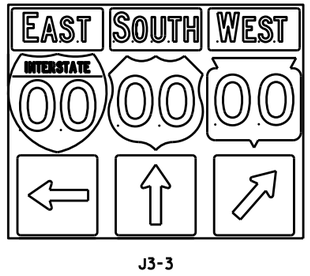
(Typical Vertical J-Assembly
See Note 10 and 11)



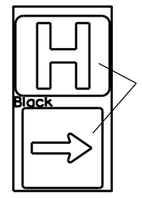
J3-1



J3-2



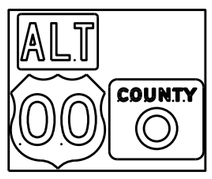
J3-3



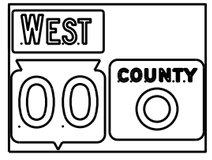
Blue Background

JH-1

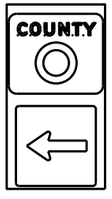
J4-1



J4-2



J4-2



J13-1

J12-1

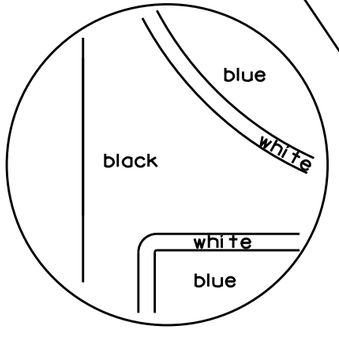
J32-1

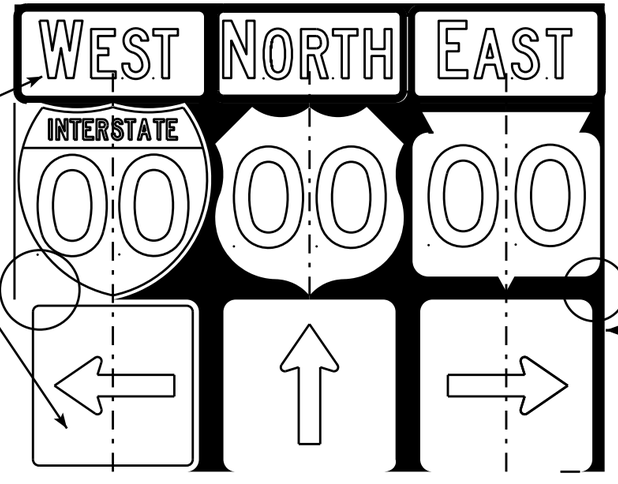
J33-1

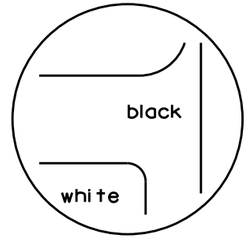
J23-1

J22-1

blue background
with interstate







black background

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

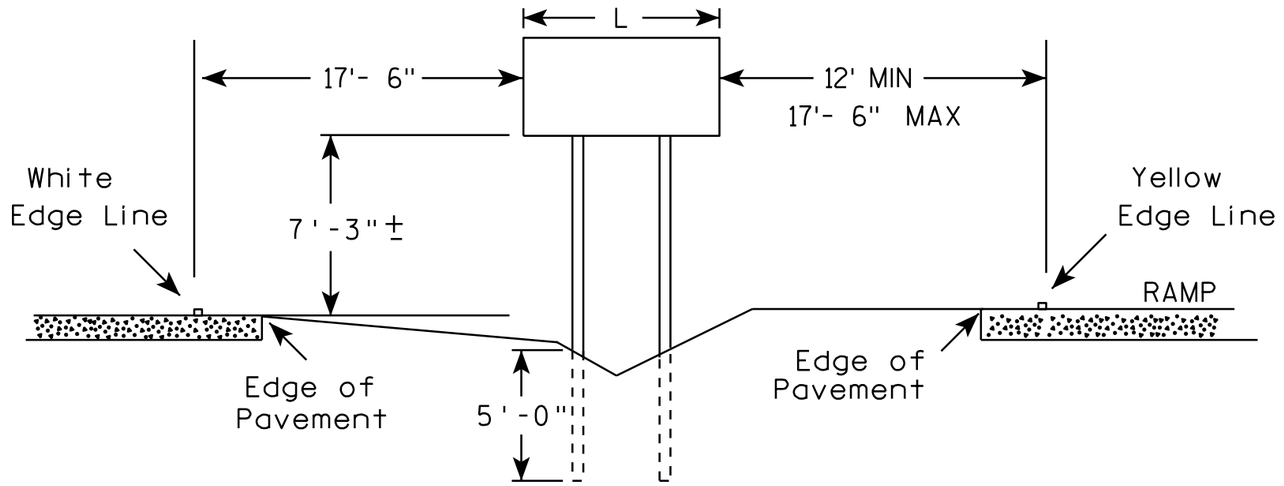
APPROVED Matthew R Rauch
for State Traffic Engineer

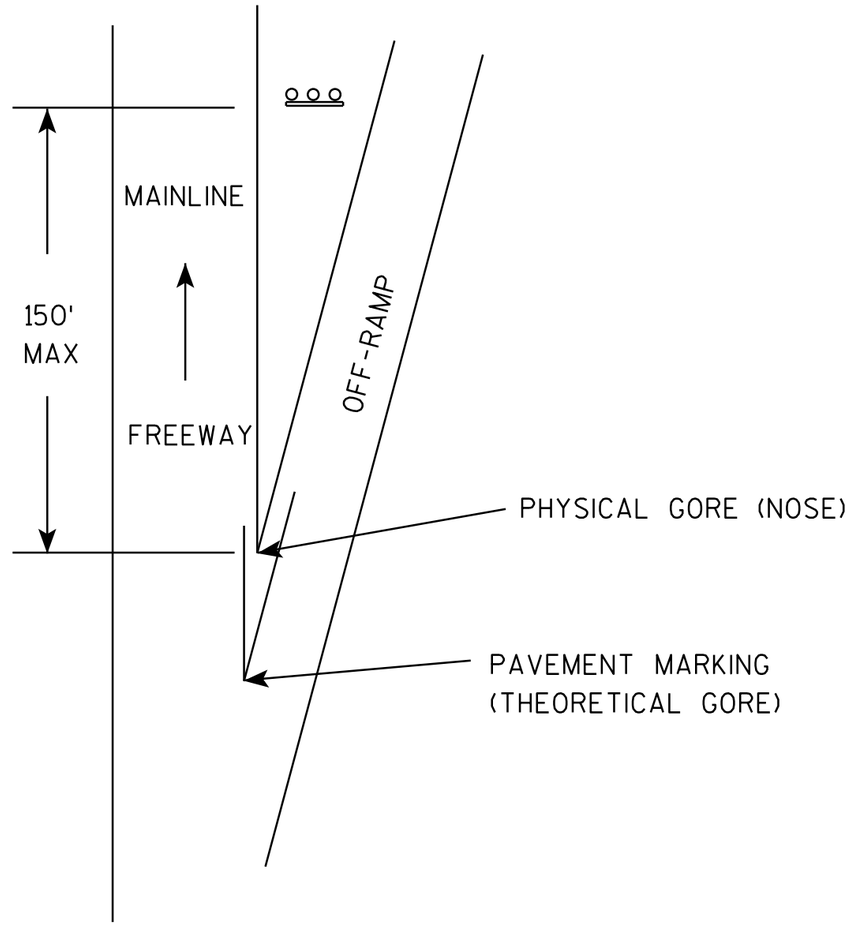
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

WISDOT/CADDS SHEET 42





GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

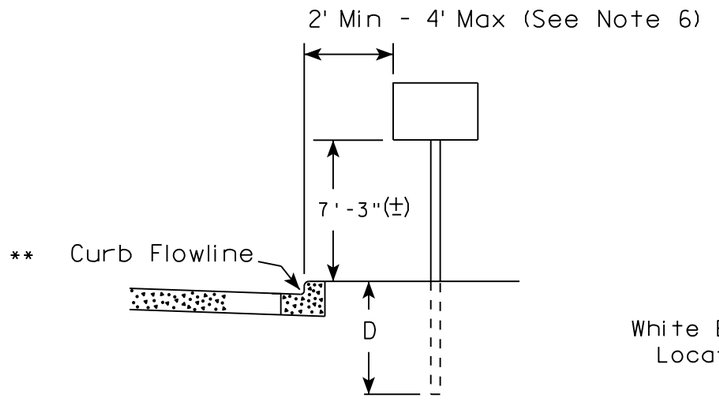
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

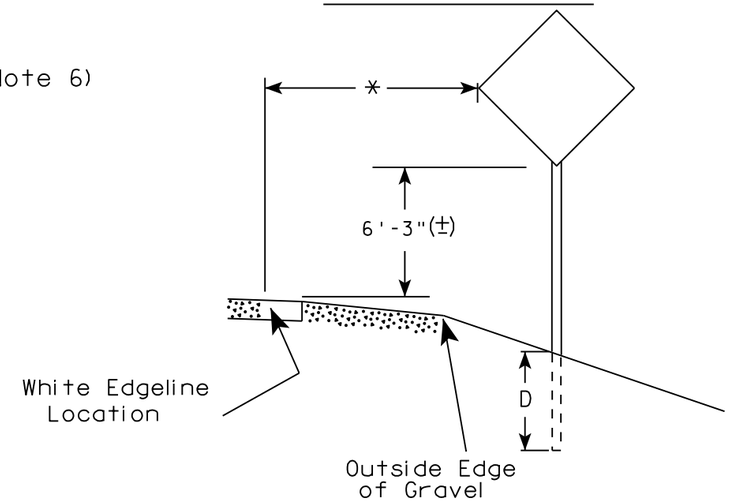
DATE 2/06/14 PLA 265 A4-2.3

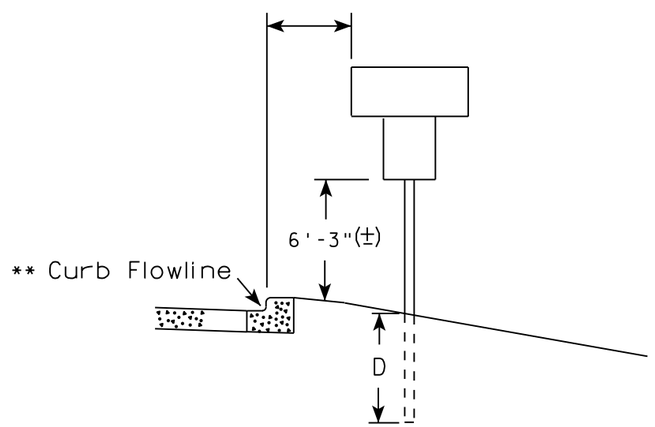
PROJECT NO: | SHEET NO: E

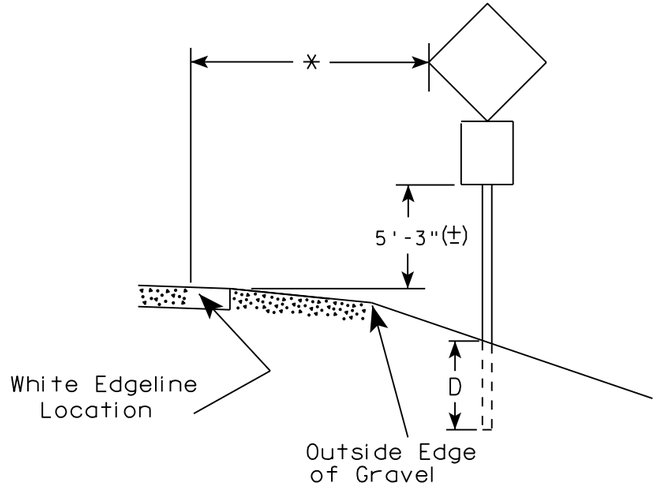
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

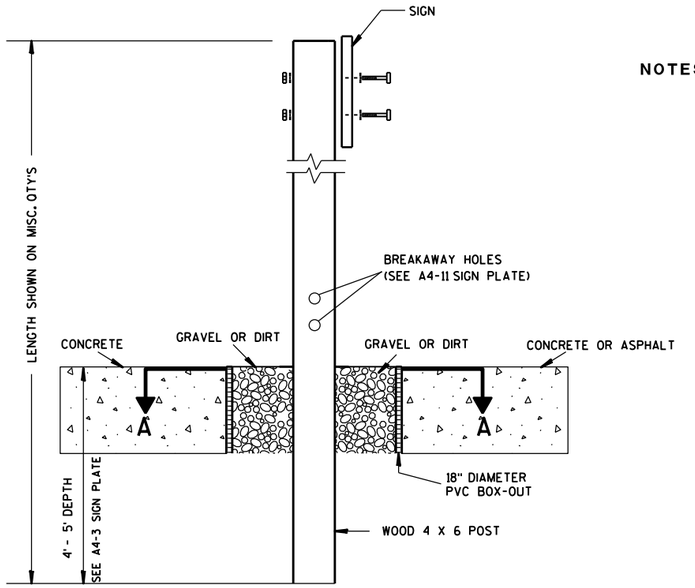
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

7 7

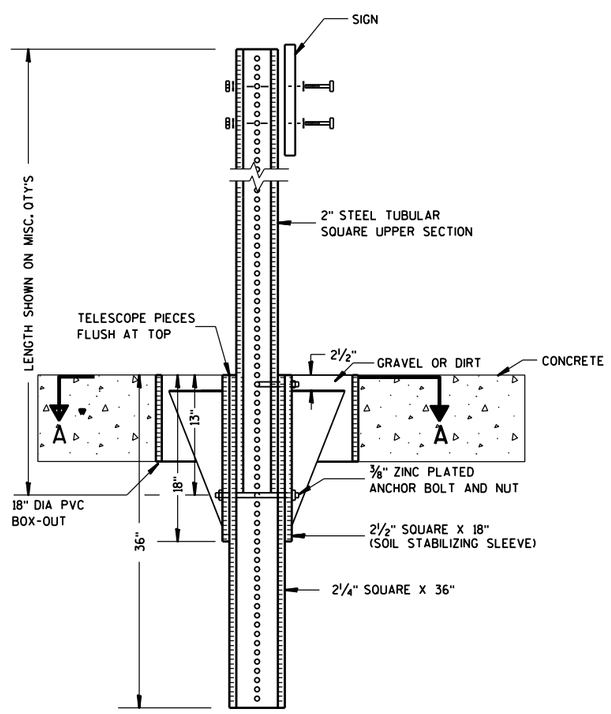
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 266	E



ELEVATION VIEW

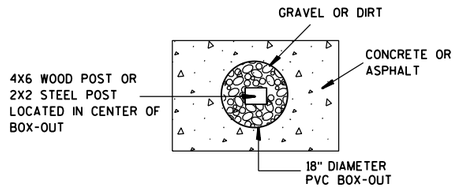
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

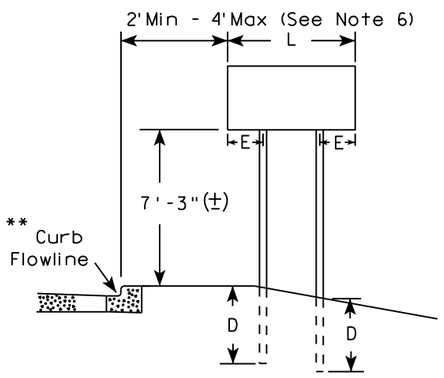
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

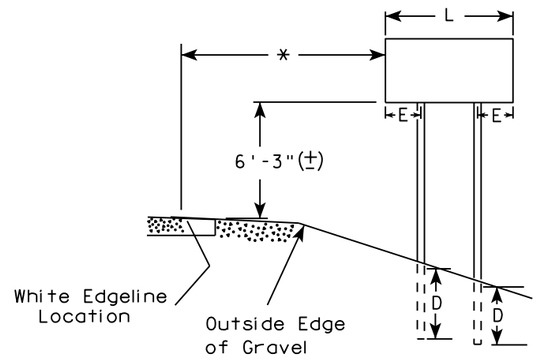
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

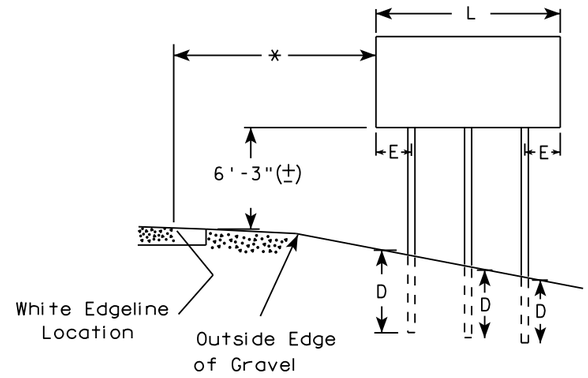
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

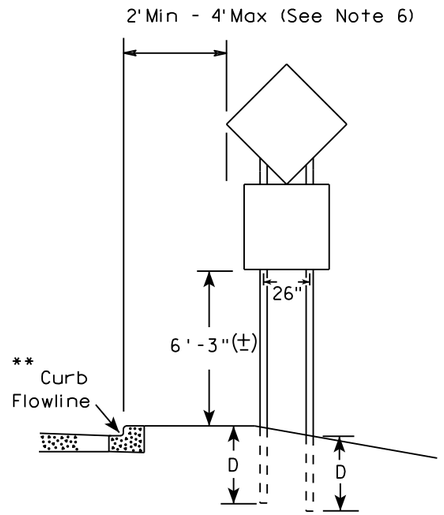
URBAN AREA



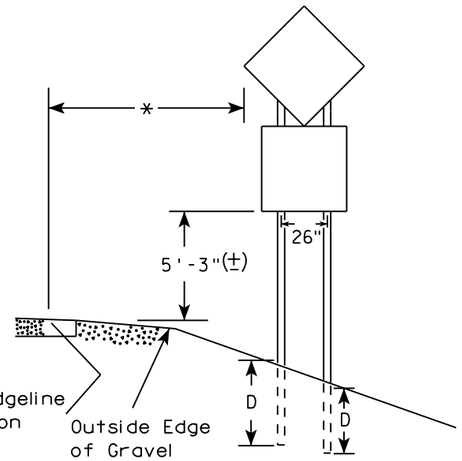
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

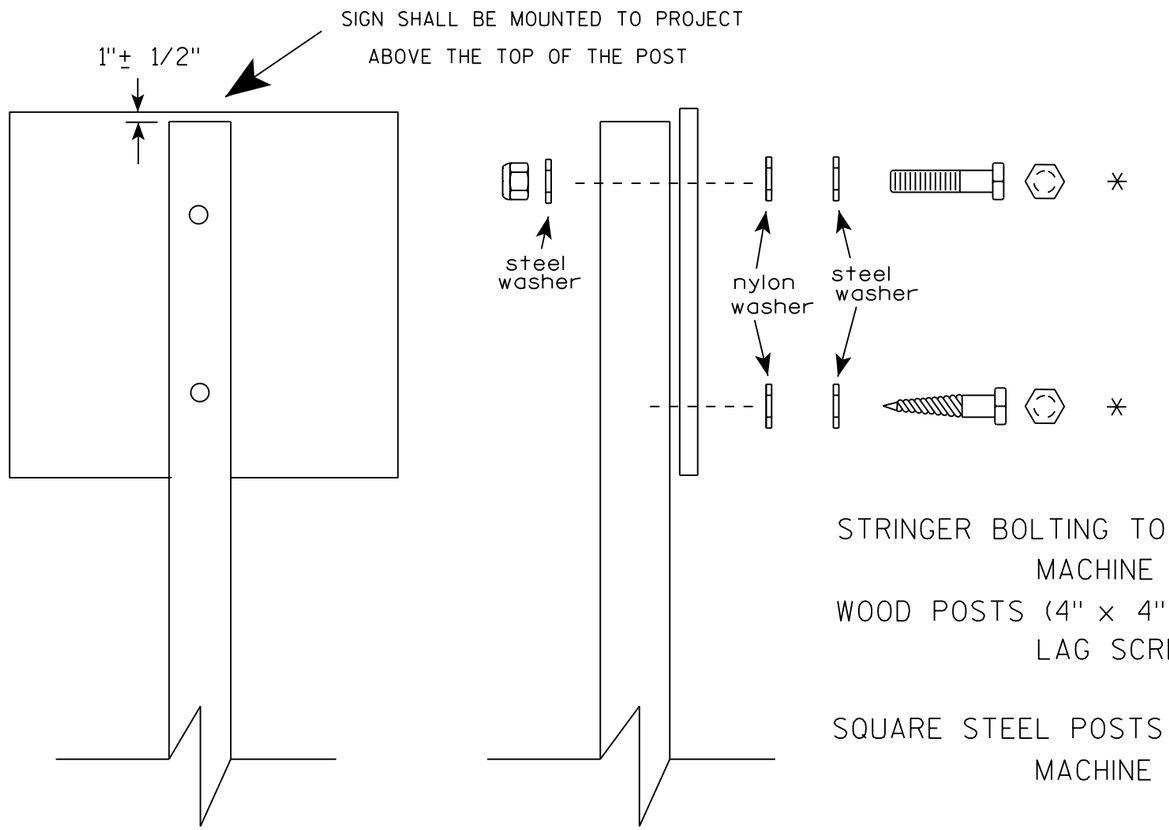
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 268	E



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

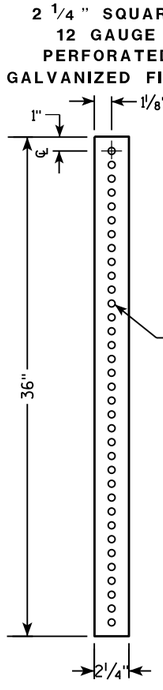
7

PROJECT NO: SHEET NO: E

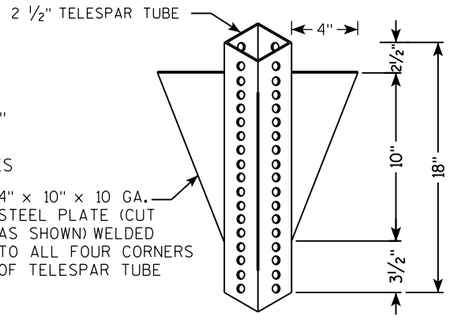
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

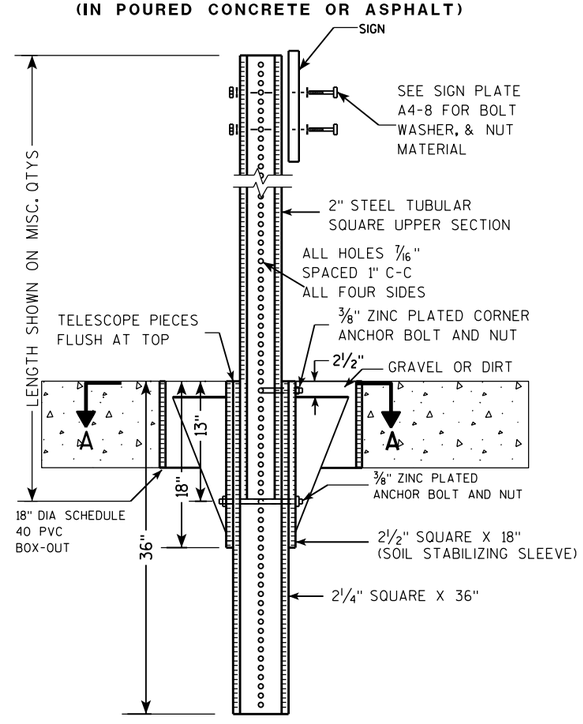
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



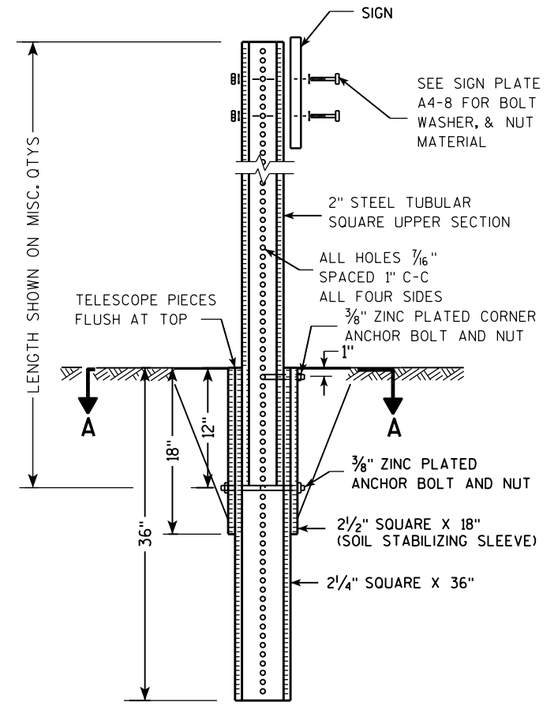
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

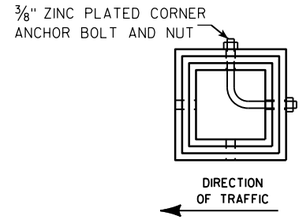


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

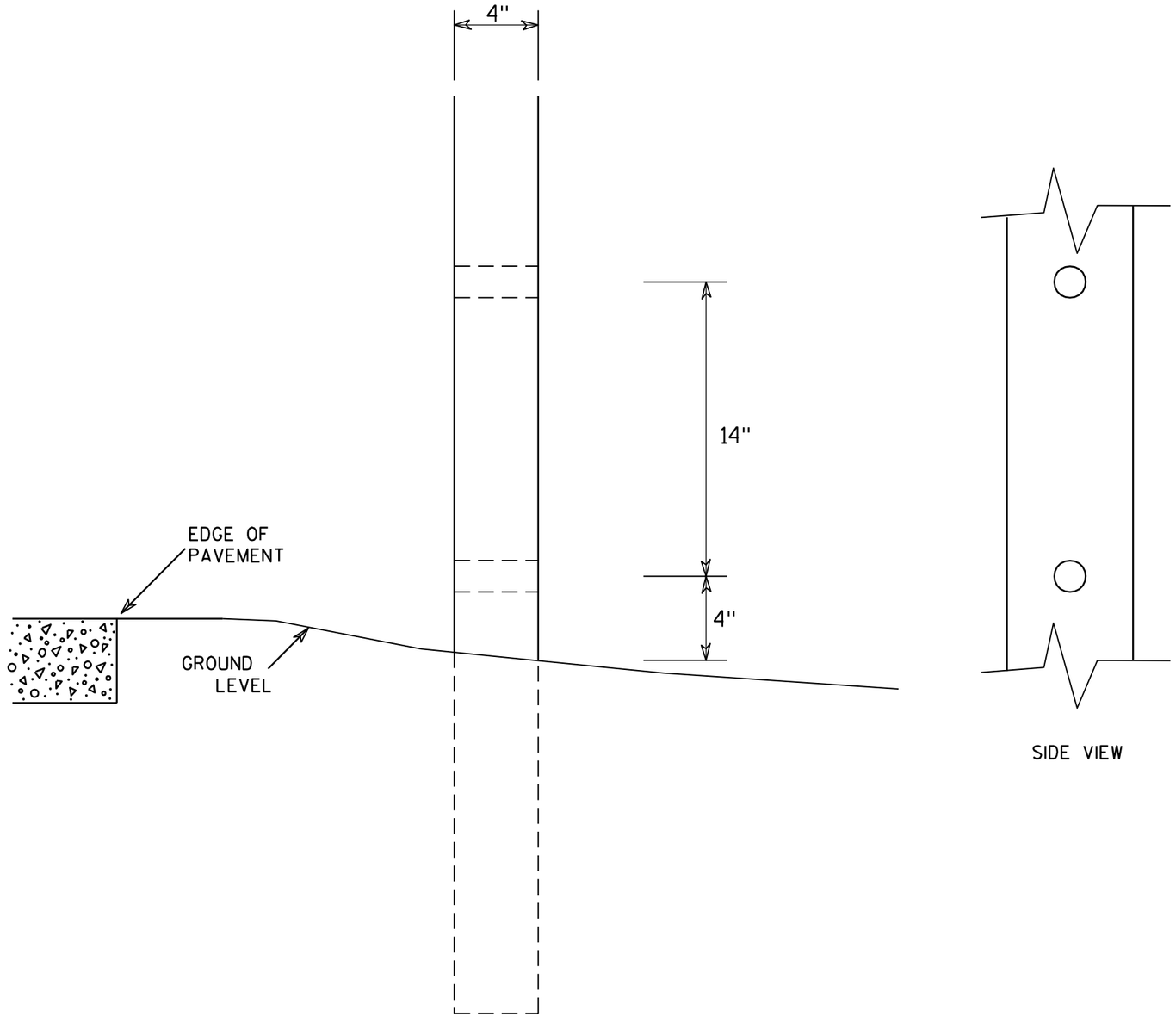
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 270 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



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

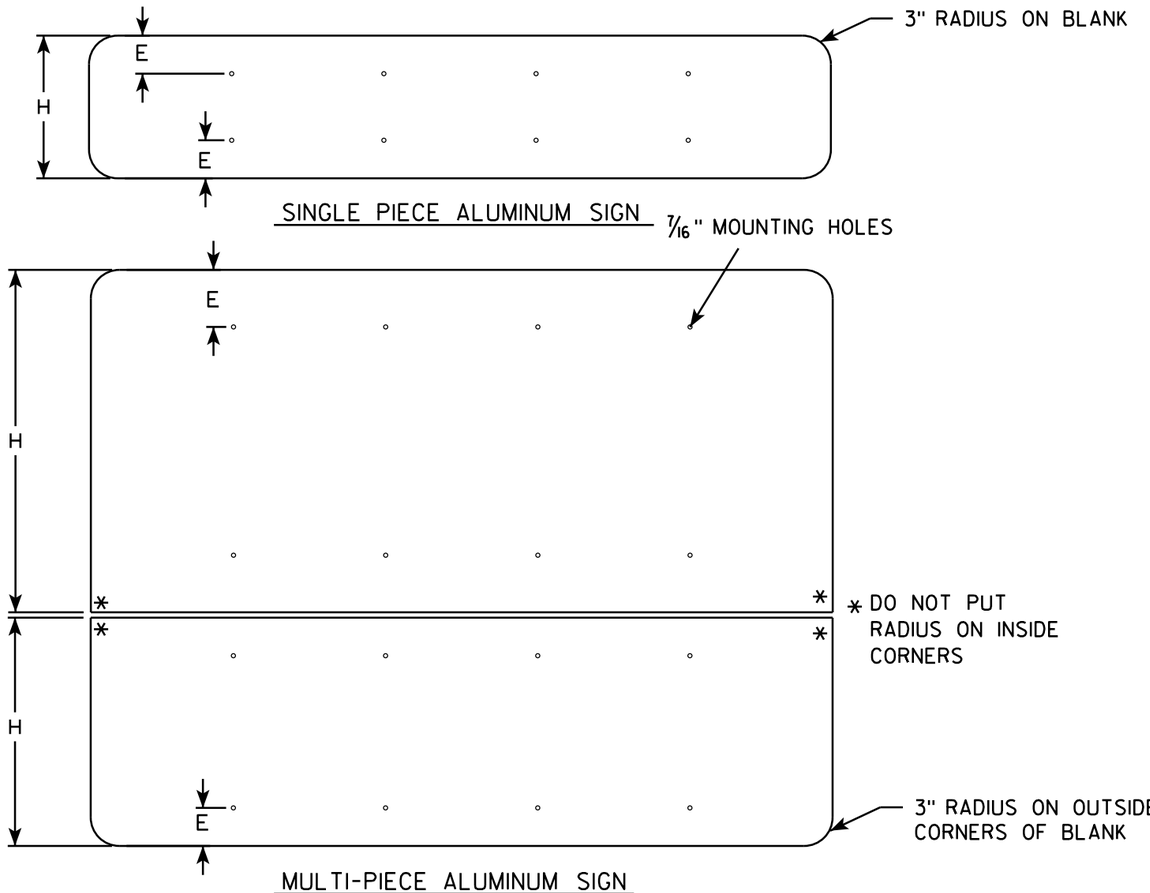
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

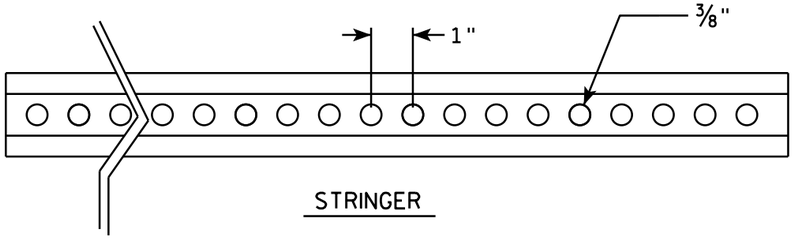
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 271	E



GENERAL NOTES

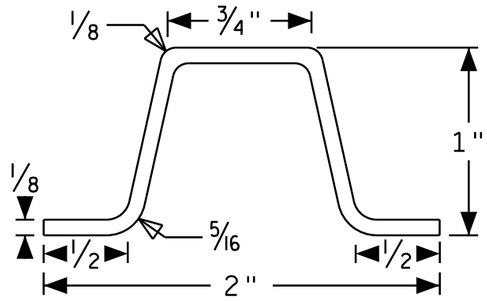
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

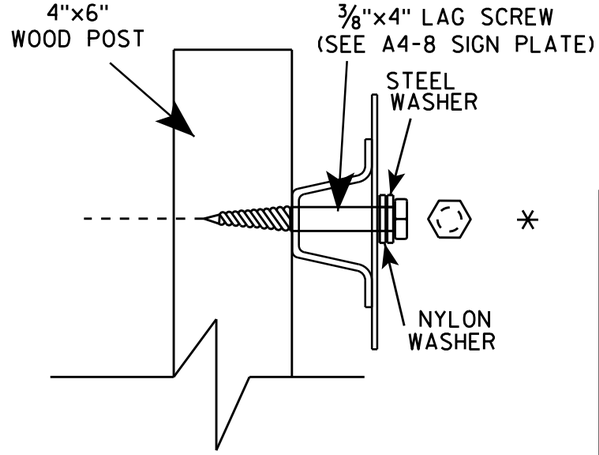


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

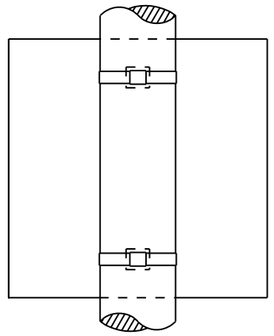
DATE 4/26/16 PLATE NO A4-18.1

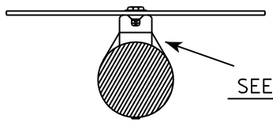
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

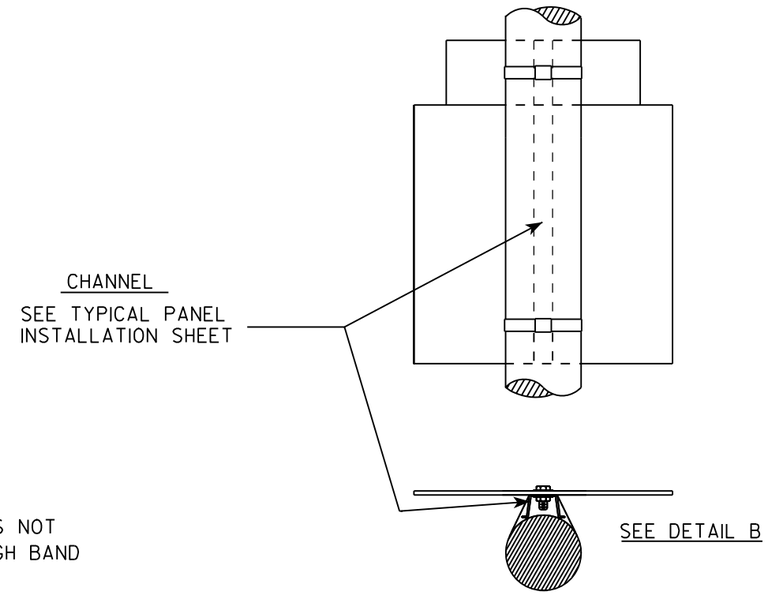
BANDING

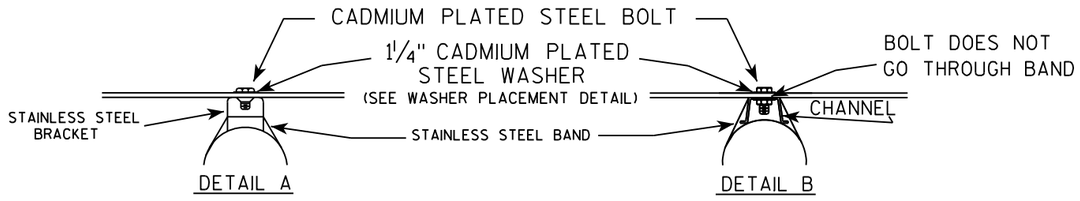
SINGLE SIGN



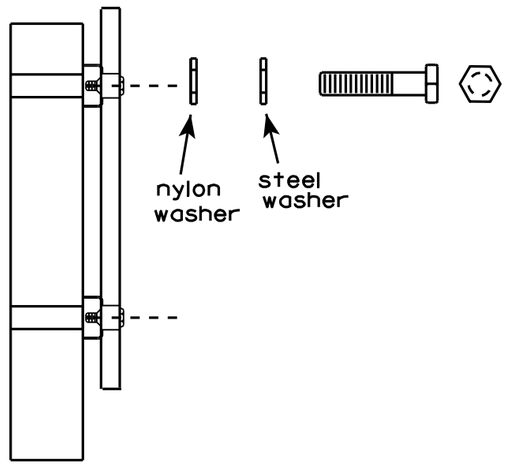


"J" ASSEMBLY





WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

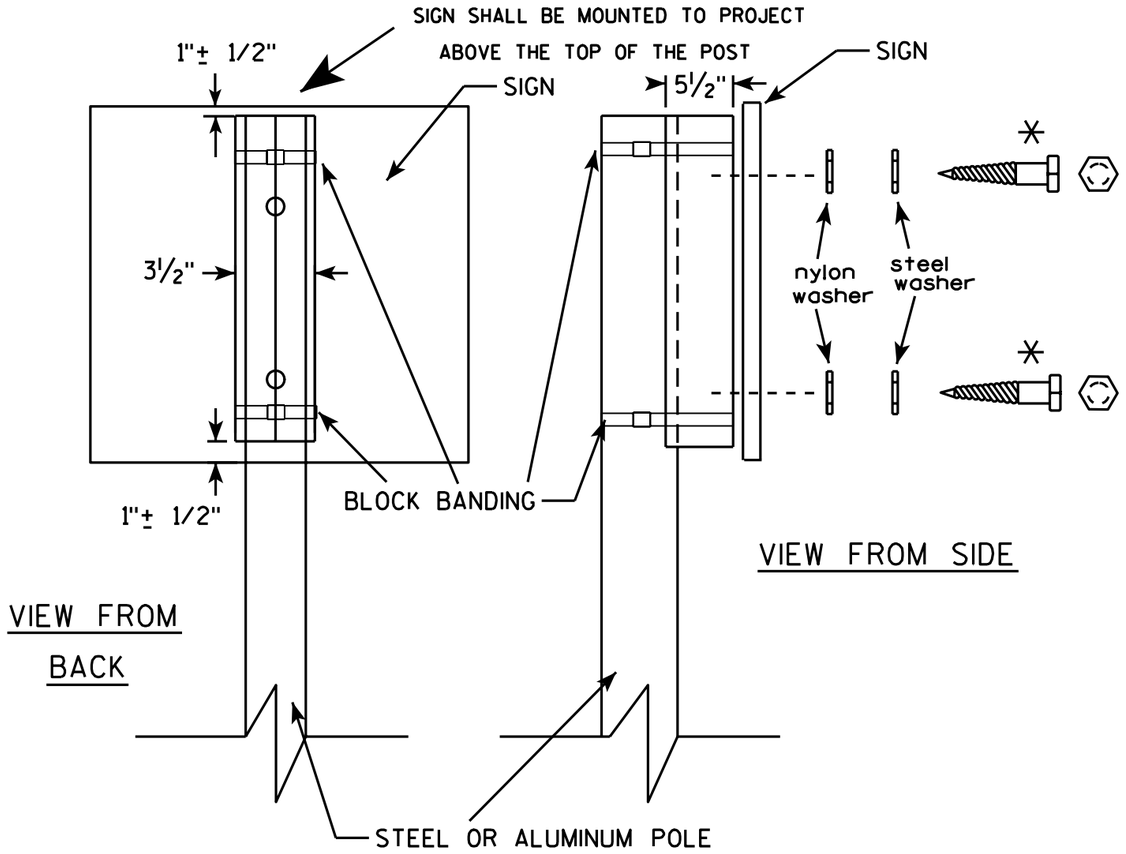
STANDARD SIGN
SIGN BANDING DETAILS

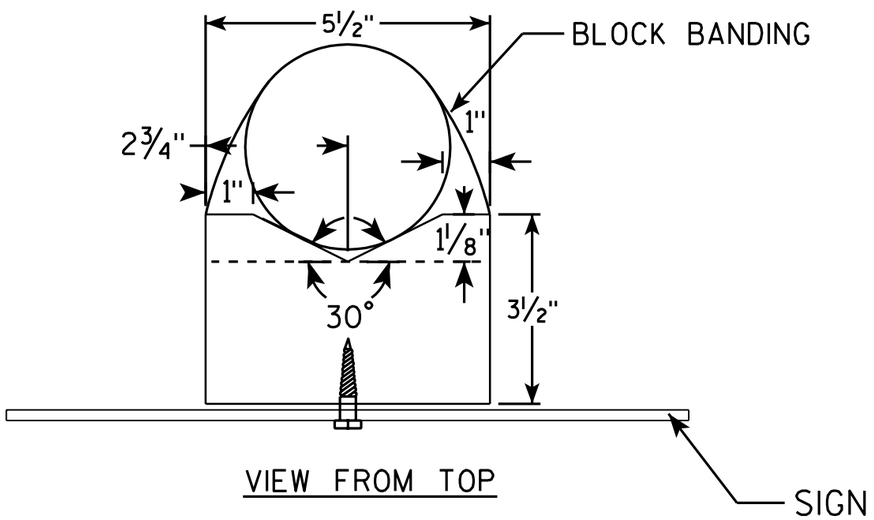
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 273	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

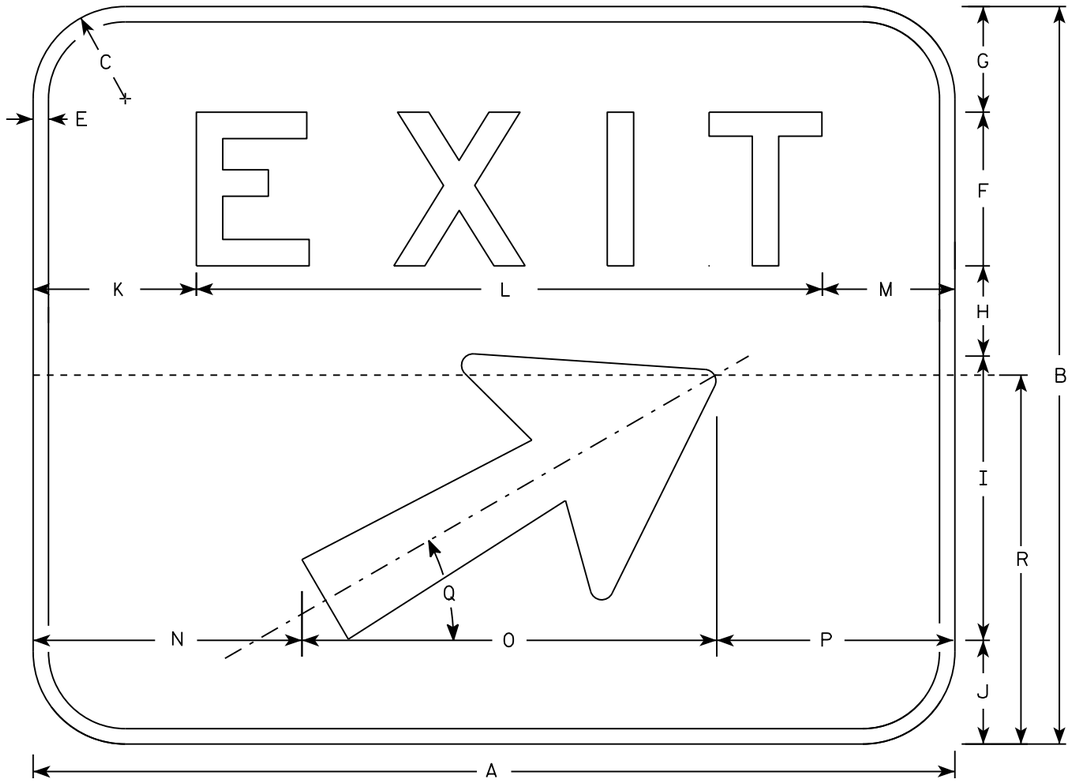
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 274 E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
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. When Base material for this sign is plywood sign shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	60	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°	30									20.0
5	72	60	6		1	12	9 3/4	10	18 1/2	9 3/4	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°	30									30.0

STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

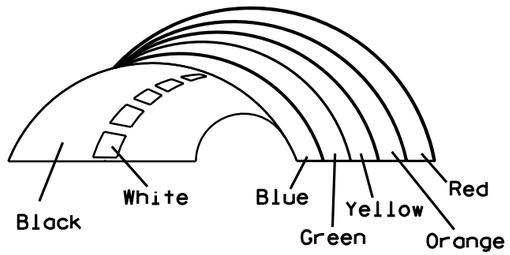
DATE 3/21/17 PLATE NO. E5-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 275 | E

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
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. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

STANDARD SIGN
I55-56

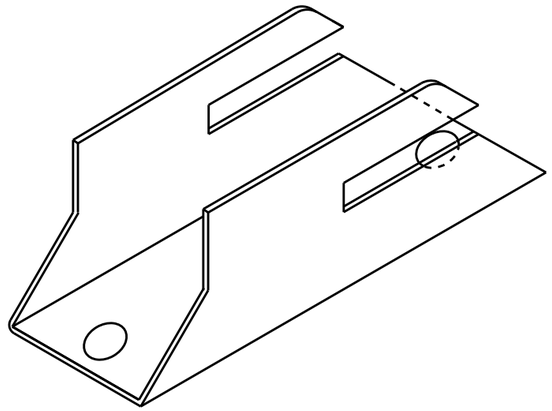
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

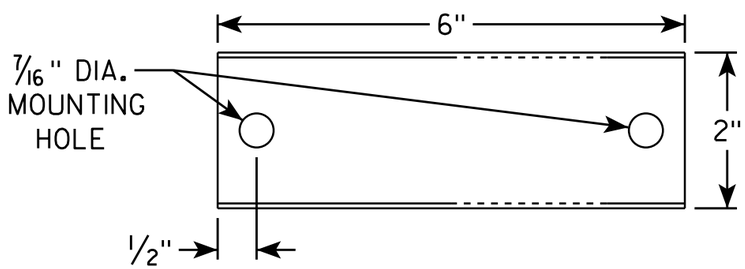
DATE 4/27/11 PLATE NO. 155-56.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 276

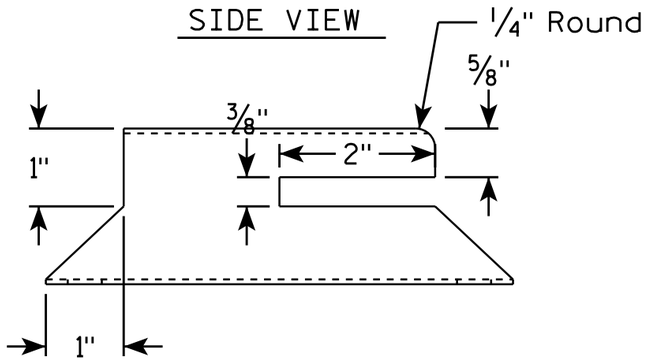
ISOMETRIC VIEW



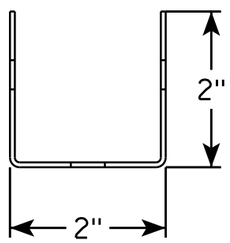
TOP VIEW



SIDE VIEW



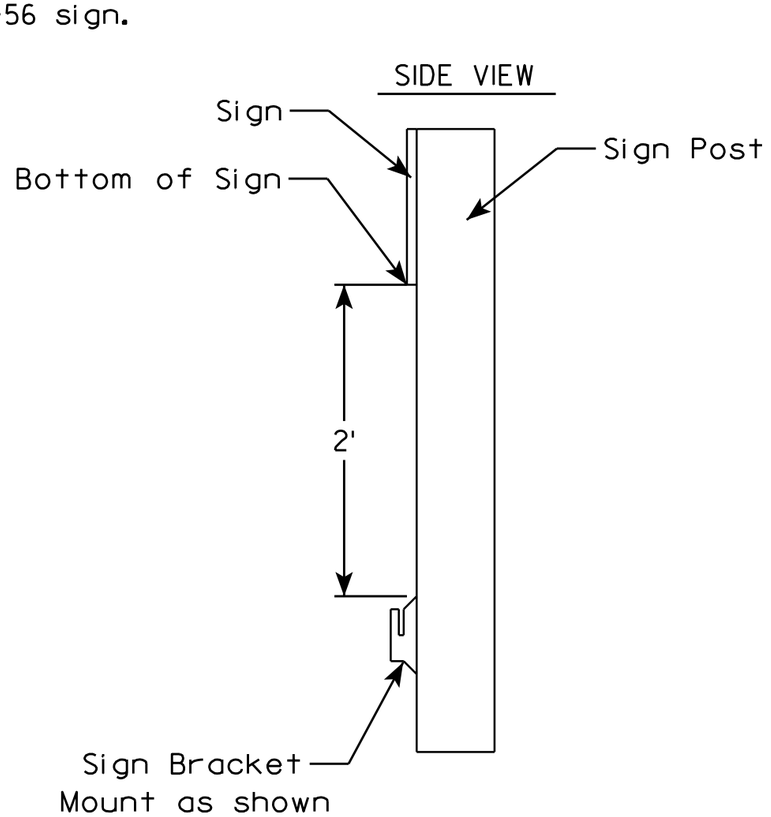
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



7

7

ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

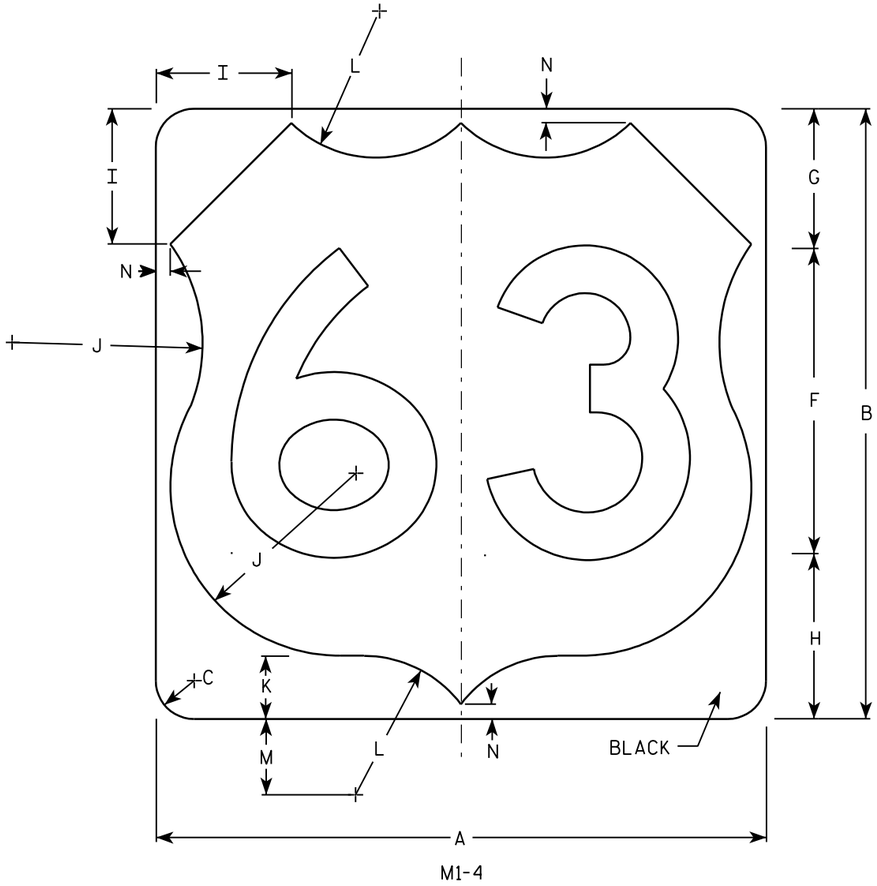
DATE 4/26/16 PLATE I55-56B.2

277

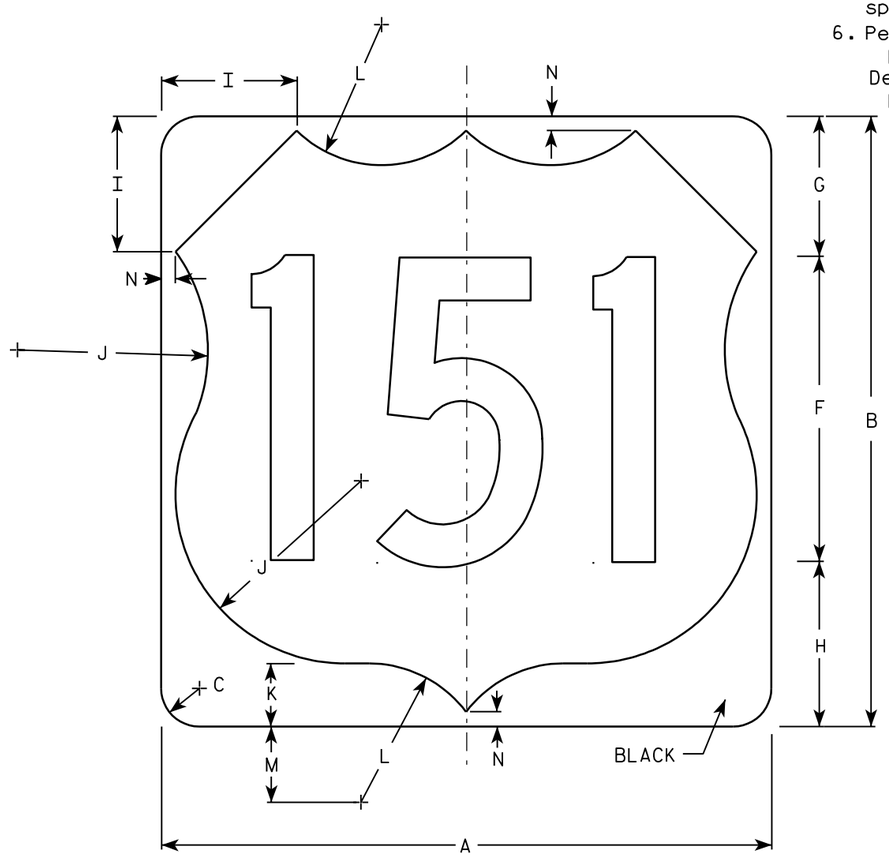
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   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. Substitute appropriate numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

Metric equivalent for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 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																												
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	.36
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	.81
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	.81
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	.81

USH MARKER
M1-4 FOR ASSEMBLIES

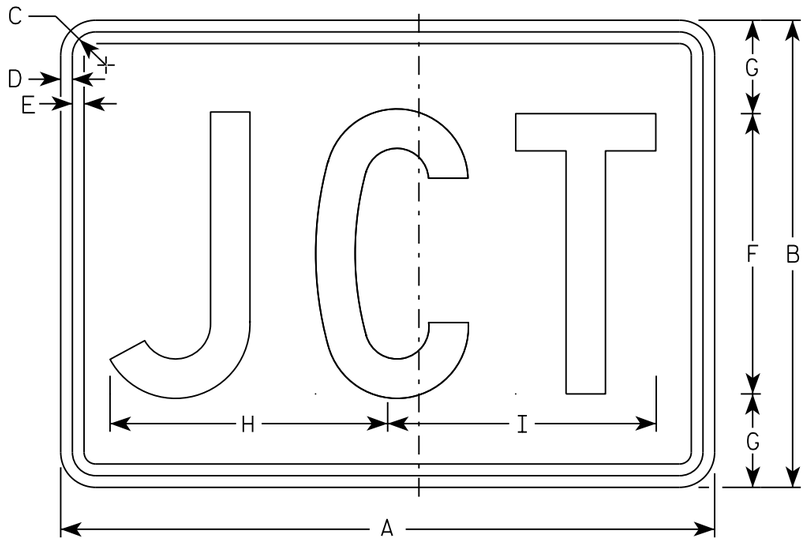
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

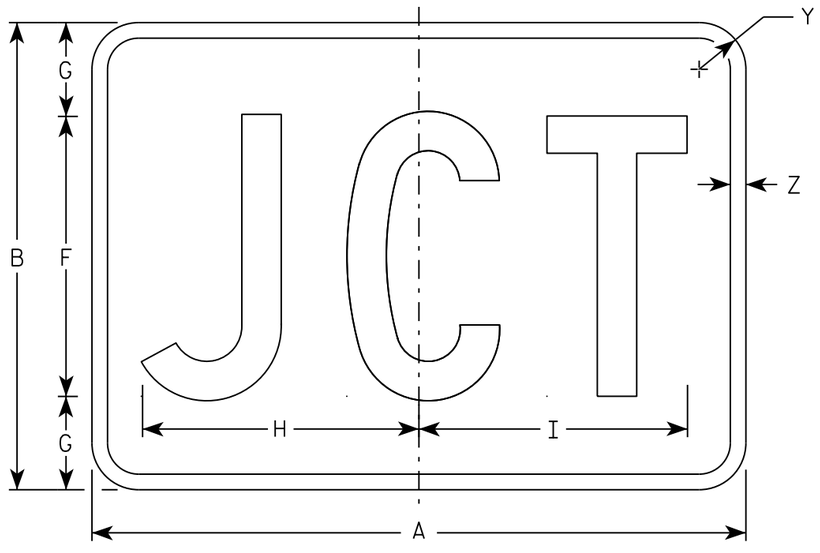
DATE 08/25/05 PLATE NO. M1-4.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 278 | E

FILE NAME : C:\Users\Projects\tr_stdplate\M14.DGN PLOT DATE : 13-OCT-2005 14:52 PLOT BY : DITJPH PLOT NAME : PLOT SCALE : 5.960833:1.000000 WISDOT/CADDS SHEET 42



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

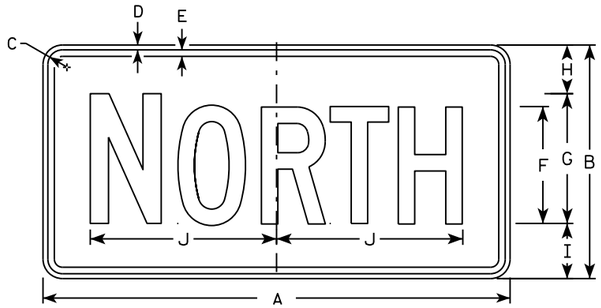
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

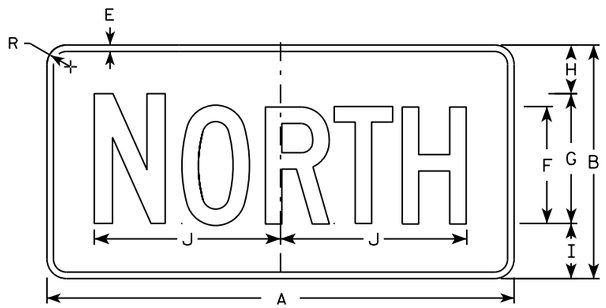
DATE 10/15/15 PLATE 279 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



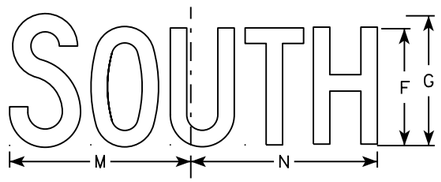
M3-1
MM3-1
MP3-1



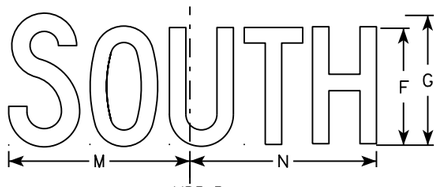
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

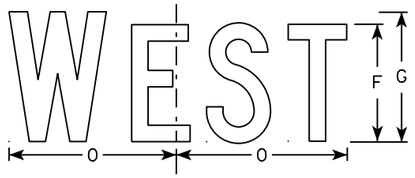
MB3-2
MK3-2
MN3-2



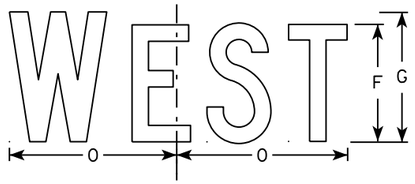
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

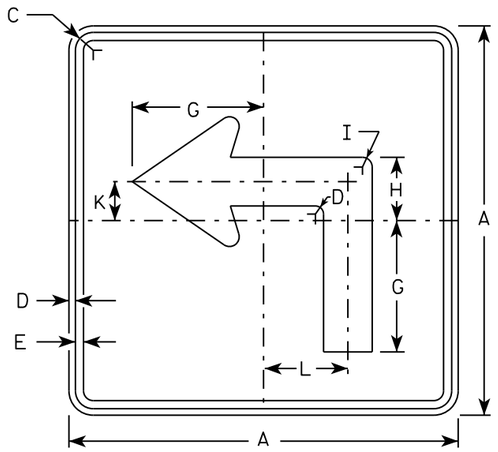
APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14

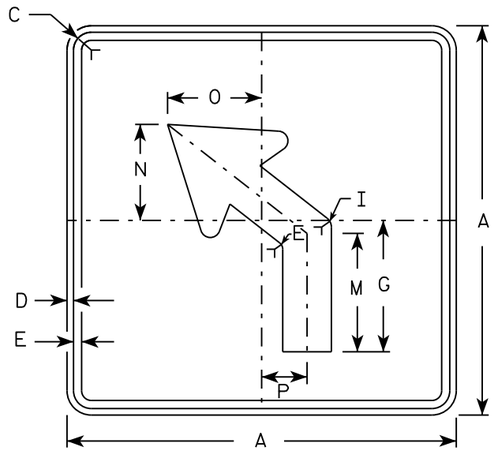
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000

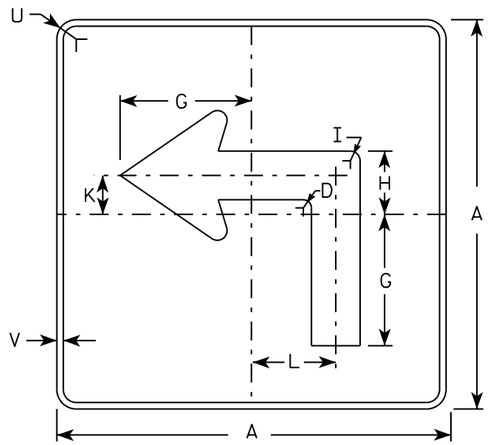
7



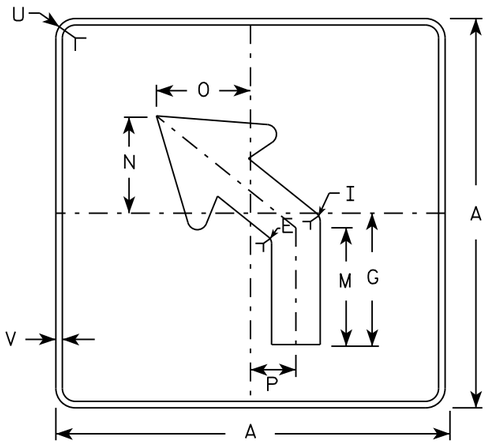
M5-1L
MM5-1L
MO5-1L
MP5-1L



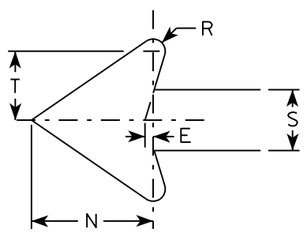
M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

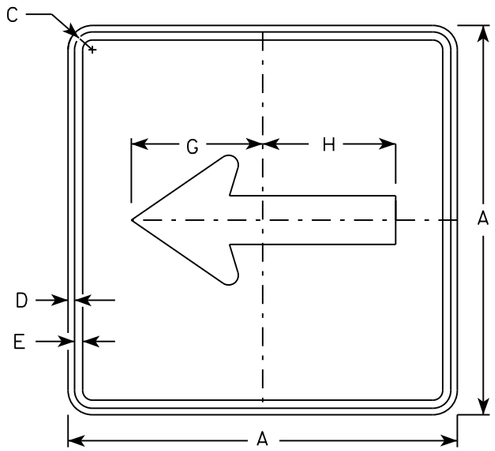
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

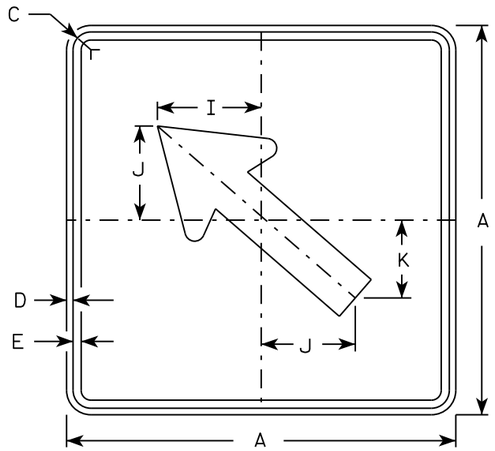
DATE 10/15/15 PLATE NO. M5-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



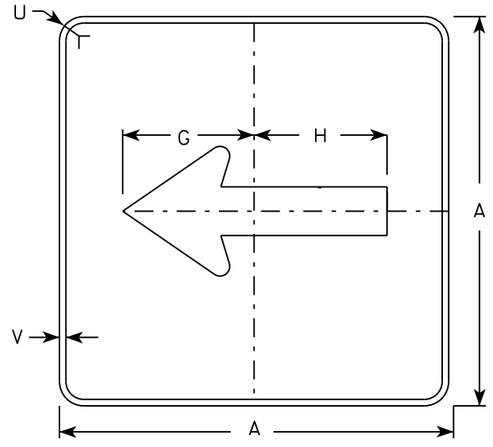
M6-1
MM6-1
MO6-1
MP6-1



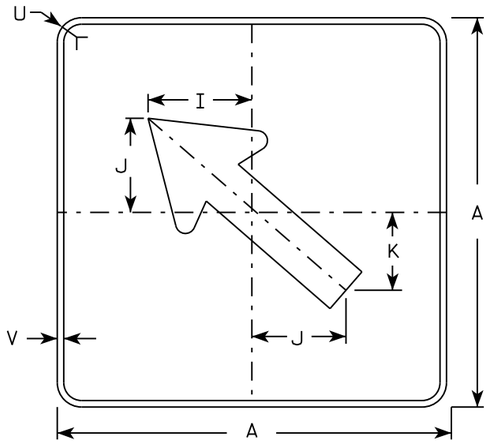
M6-2
MM6-2
MO6-2
MP6-2

NOTES

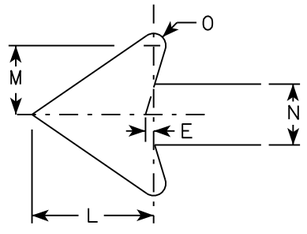
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



MB6-1
MK6-1
MN6-1
MR6-1



MB6-2
MK6-2
MN6-2
MR6-2



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

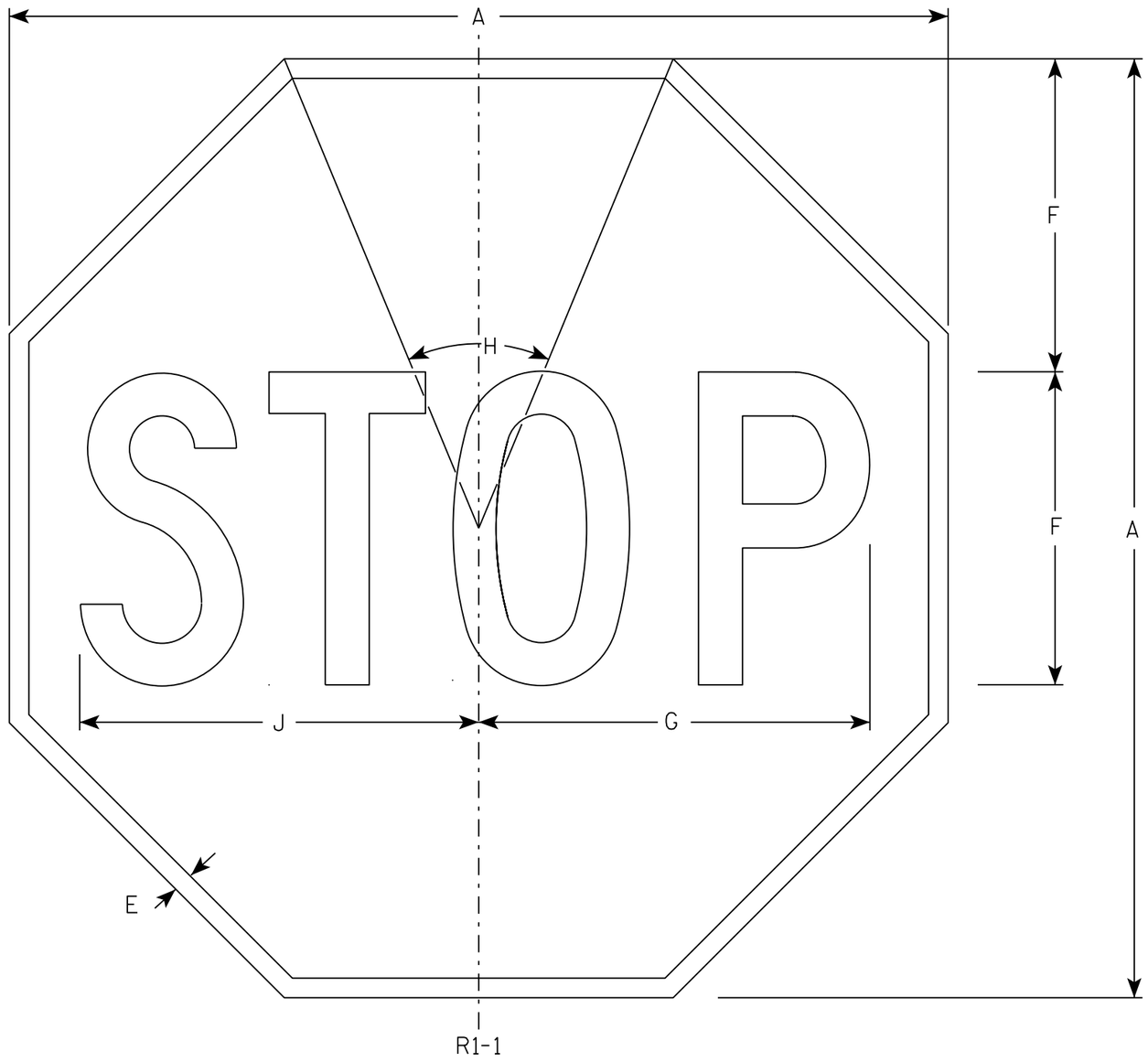
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 282 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

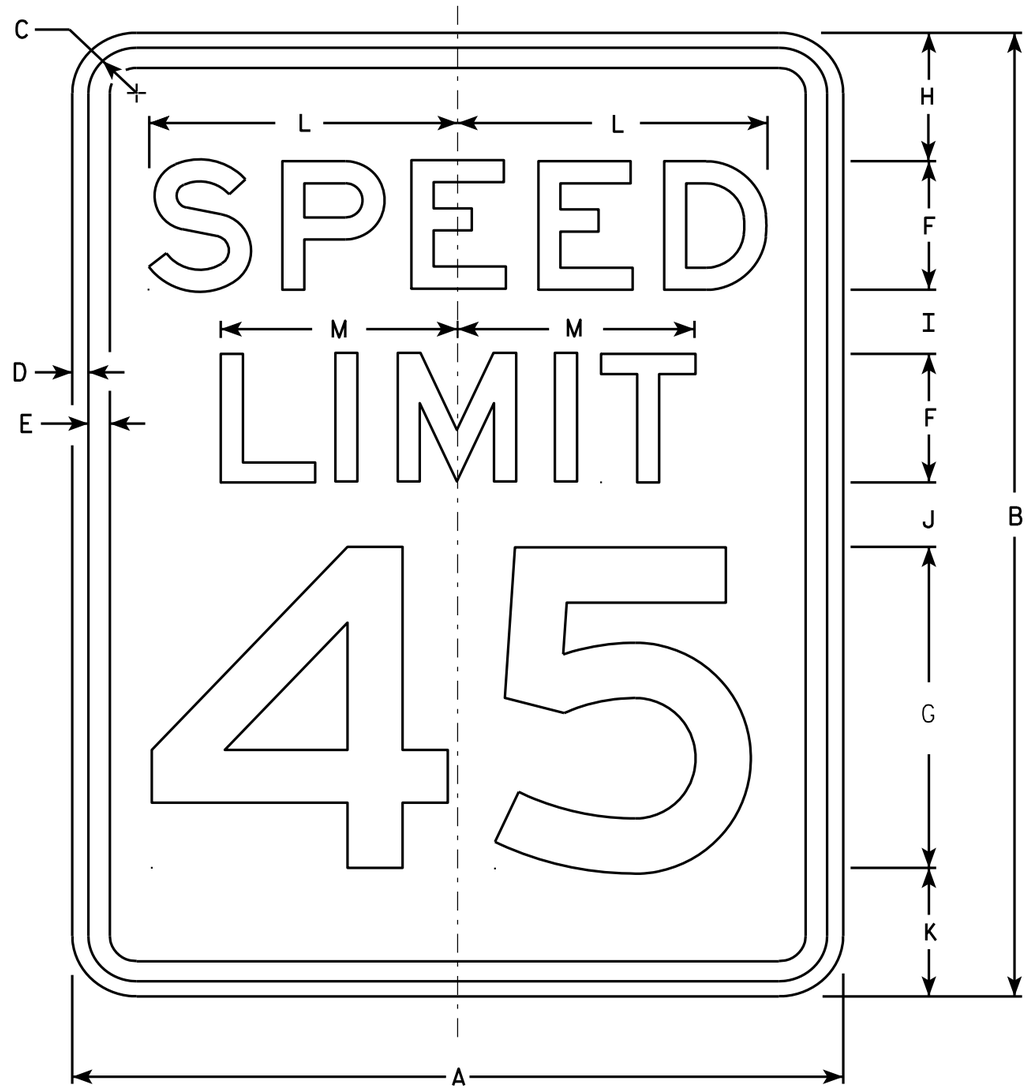
STANDARD SIGN
R1-1

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: 283	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

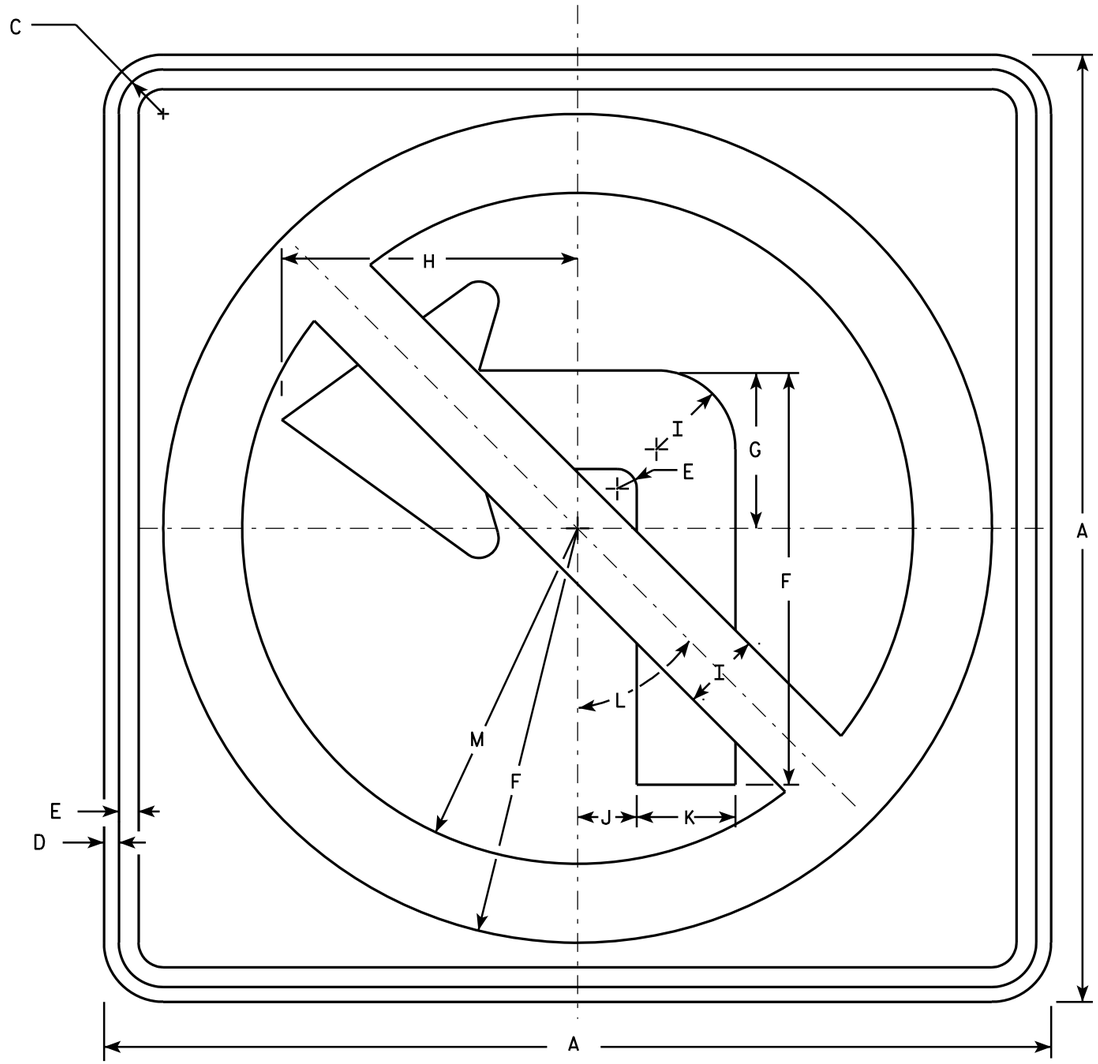
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

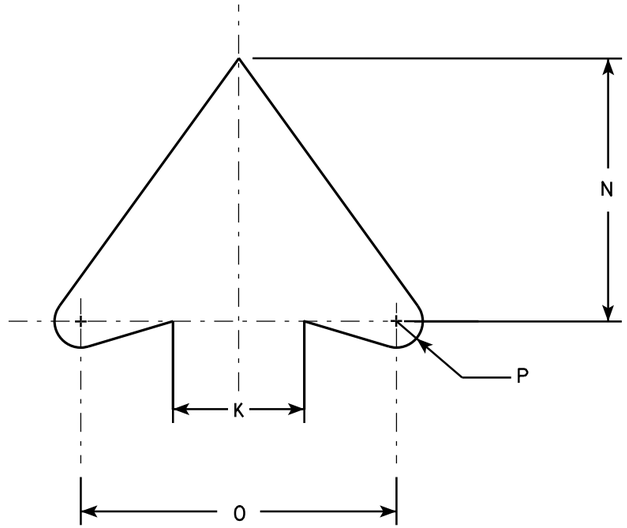
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 284 | E



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

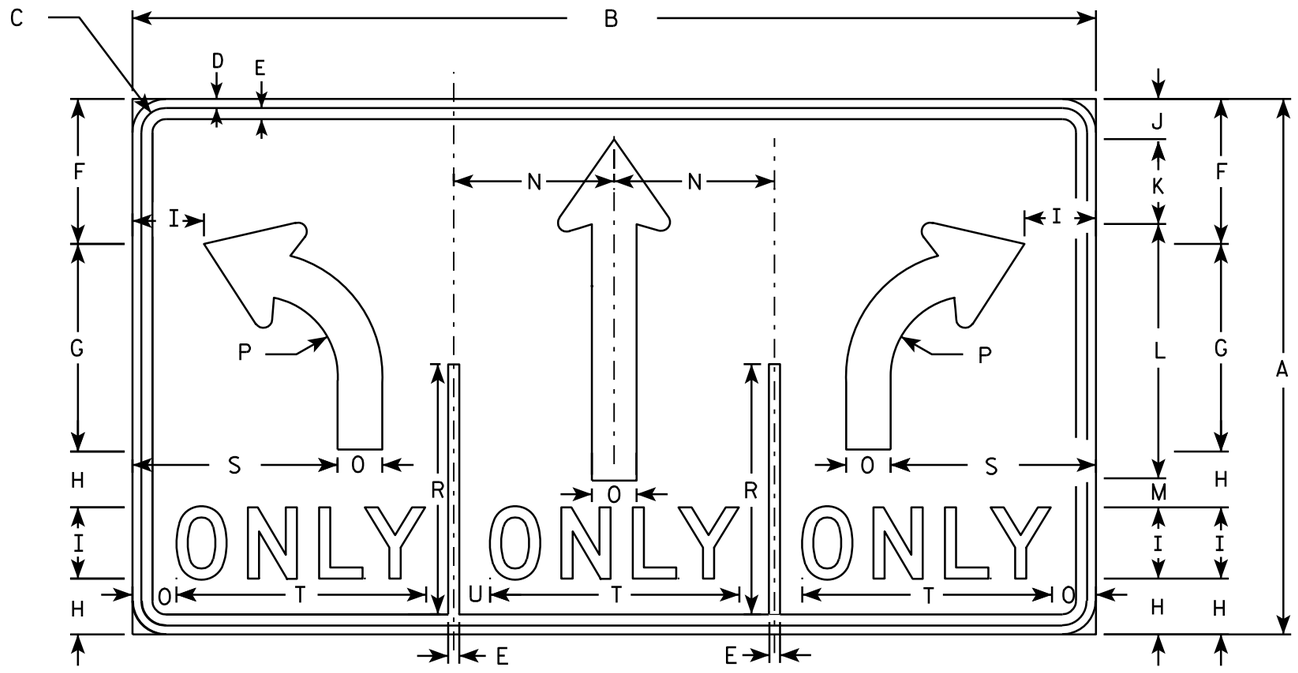
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

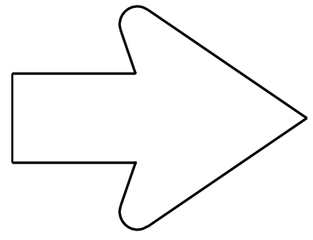
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 285	E



R3-8W

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - WHITE
   Message - BLACK
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



SEE R3-8 FOR ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
2M	30	54	1 3/8	1/2	5/8	8 1/8	11 5/8	3 1/8	4	2 1/4	4 3/4	14 1/4	1 5/8	9	2 1/2	4 1/2		14	11 1/2	14	2						11.25
3																											
4	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 3/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0
5	48	84	2 1/4	3/4	1	13	18 1/2	5 1/4	6	3 3/4	7	29 1/8	2 7/8	14	3 3/4	7 1/4		22 3/8	17 1/4	20 1/2	3 1/4						28.0

STANDARD SIGN
R3-8W

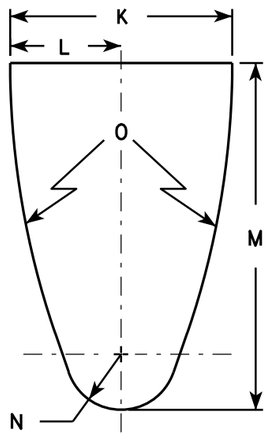
WISCONSIN DEPT OF TRANSPORTATION

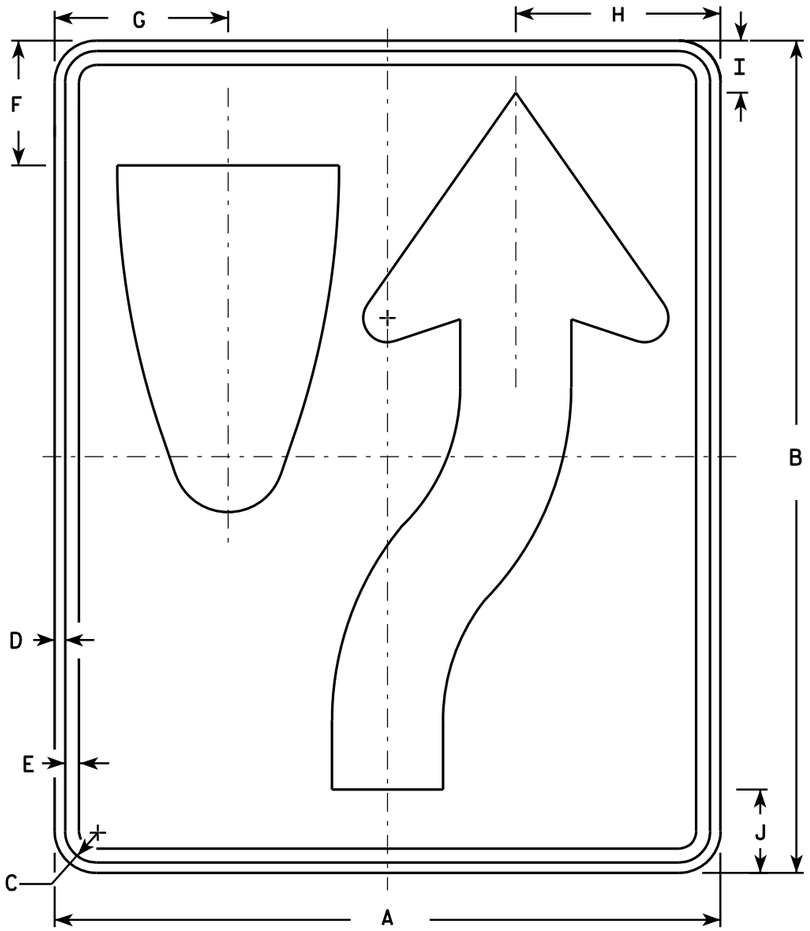
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-8W.4

PROJECT NO:

SHEET NO: 286 E

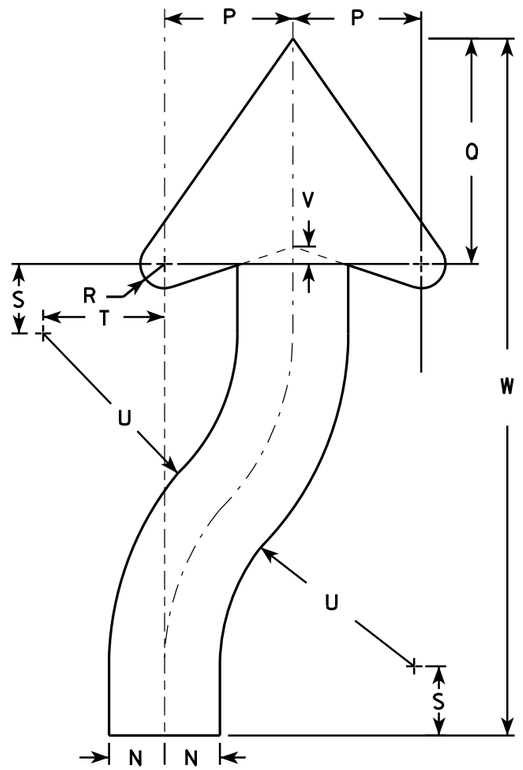




R4-7

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

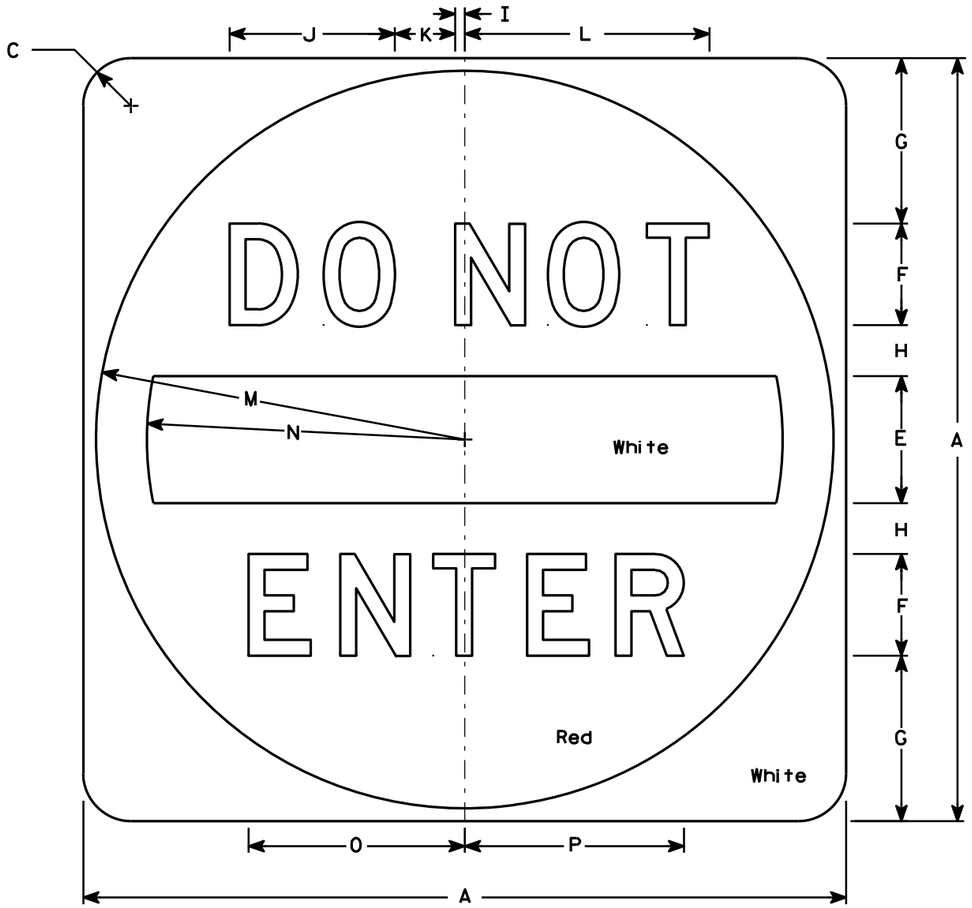
STANDARD SIGN
R4-7 & R4-8

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: 287	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 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											6.26
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

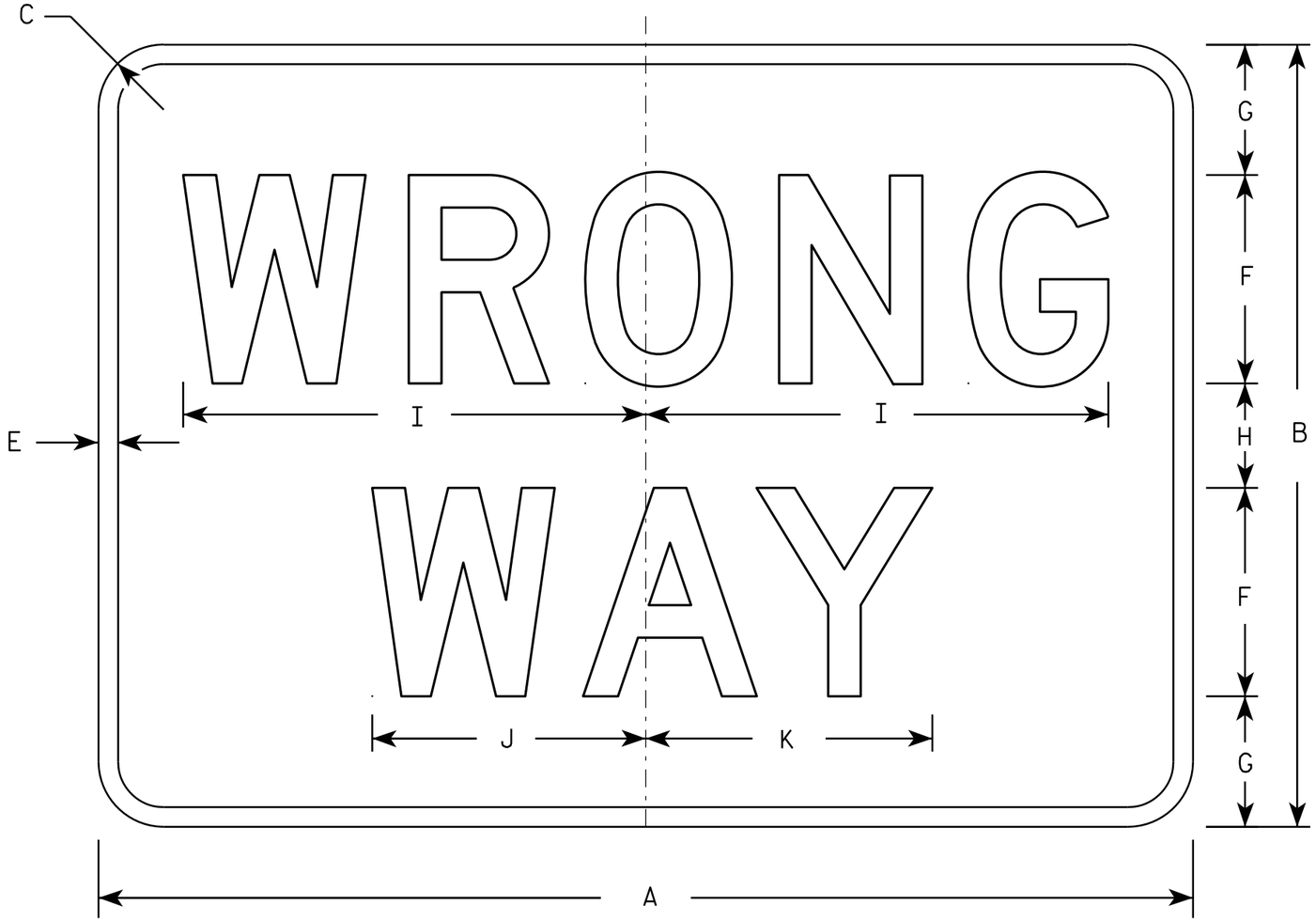
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 288 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 289	E

R5-57

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 - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		1 5/8	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

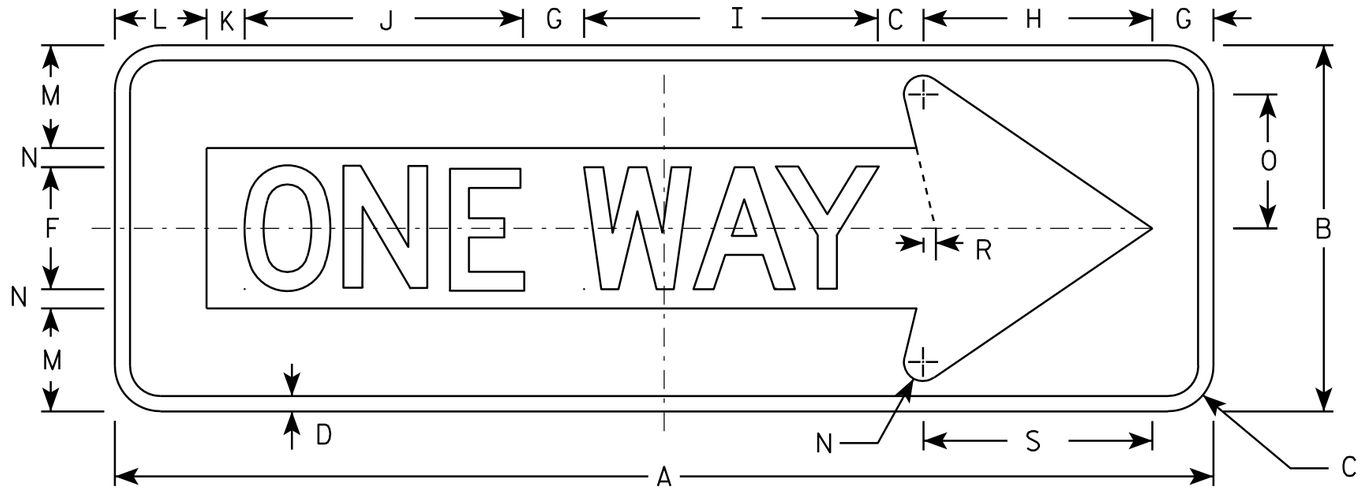
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R557.DGN PLOT DATE : 29-MAR-2011 14:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

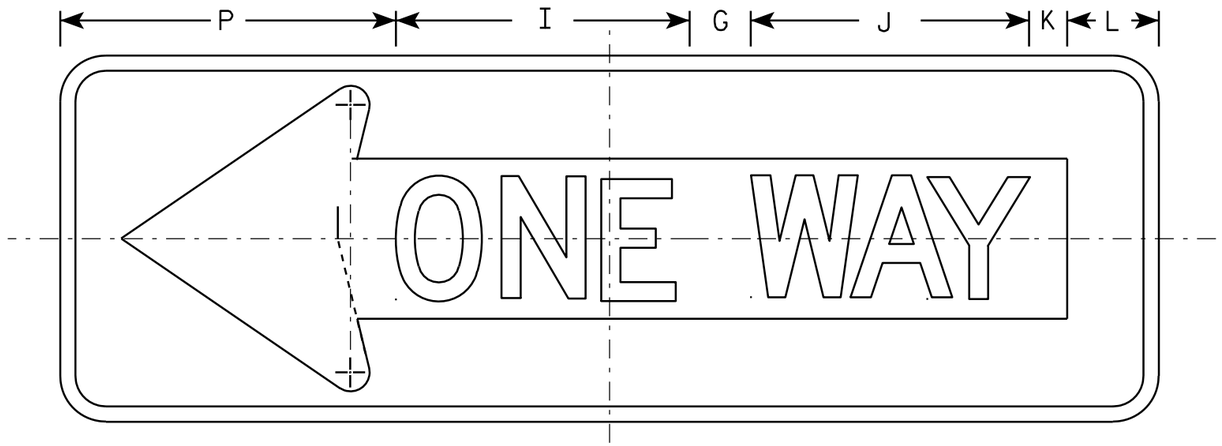
7



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

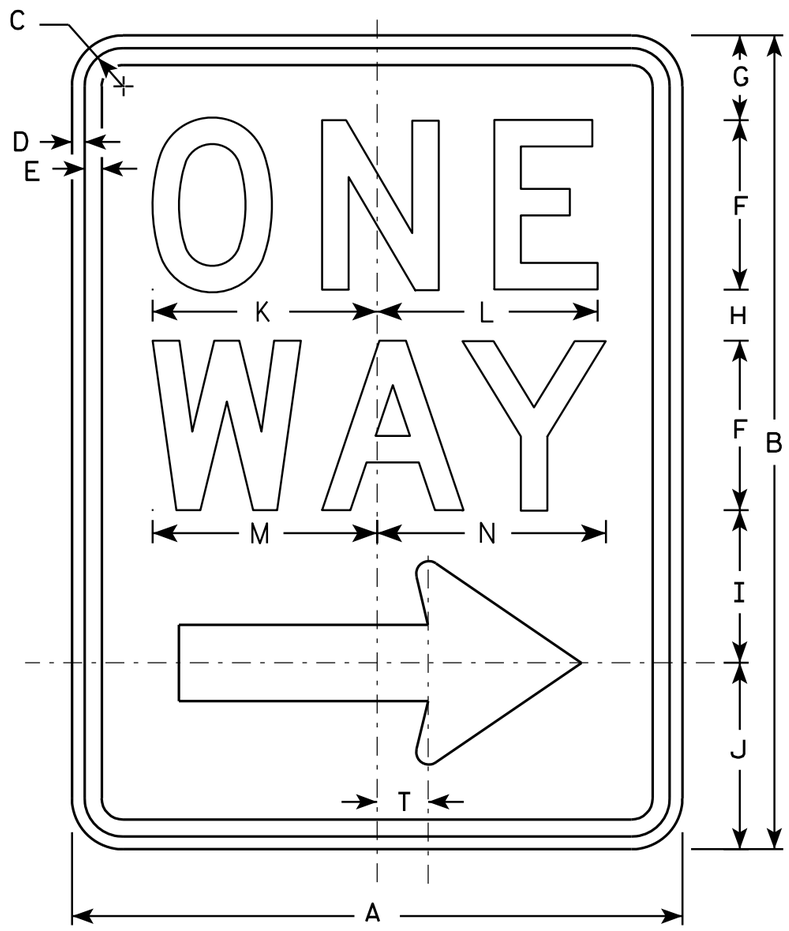
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 291 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R61.DGN PLOT DATE : 17-DEC-2010 14:11 PLOT BY : dotsja

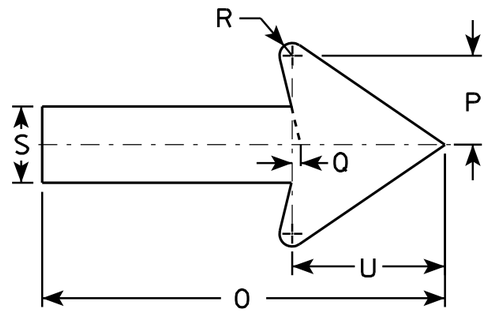
WISDOT/CADDS SHEET 42



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																										

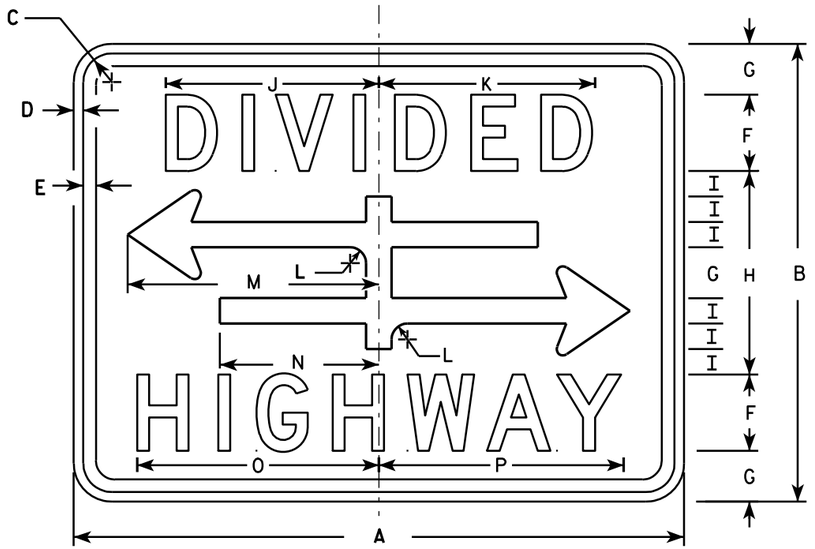
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

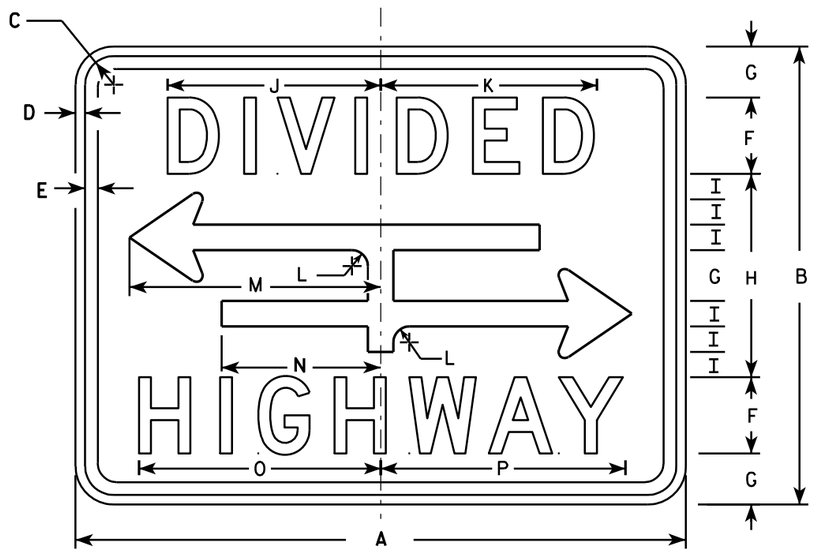
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 292	E



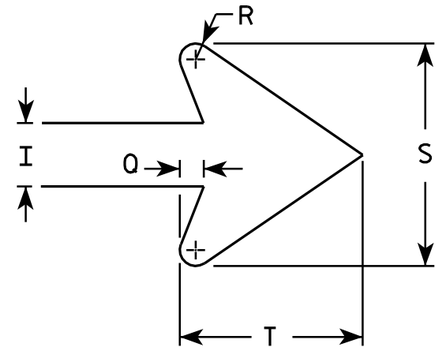
R6-3

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



R6-3A



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	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

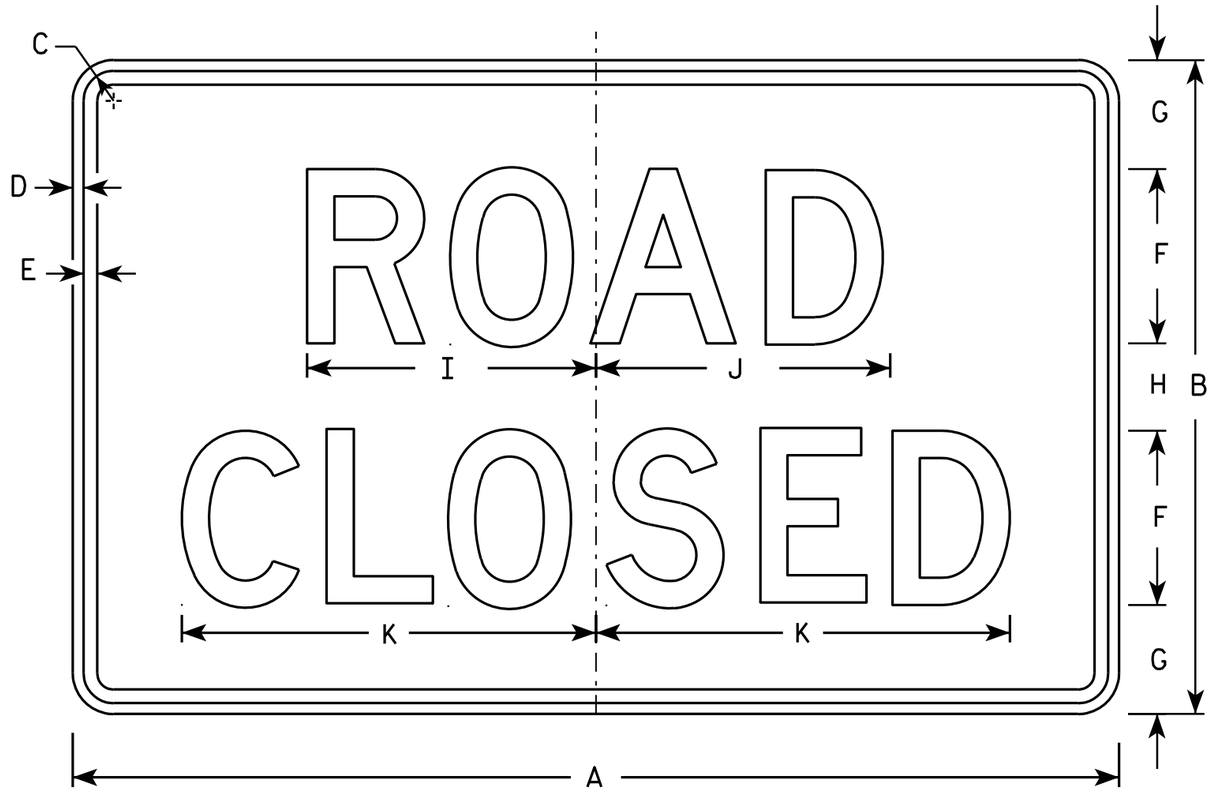
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

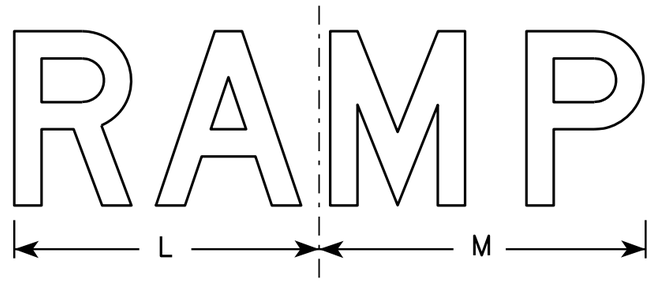
SHEET NO: 293 E



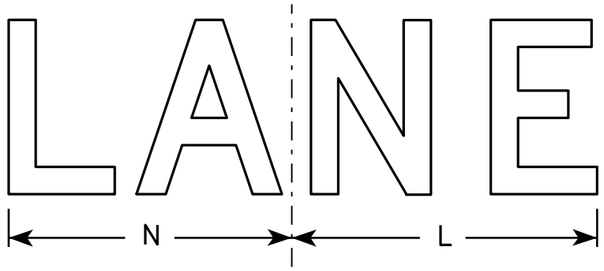
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

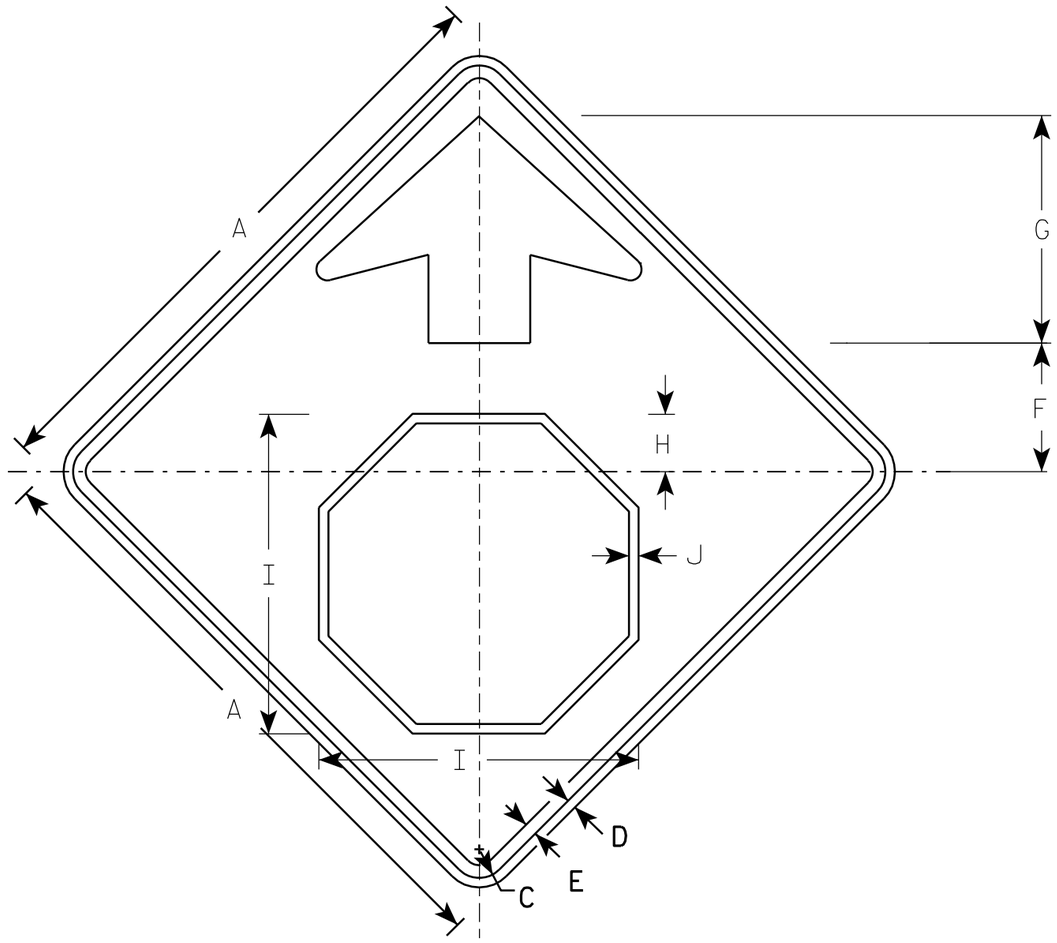
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

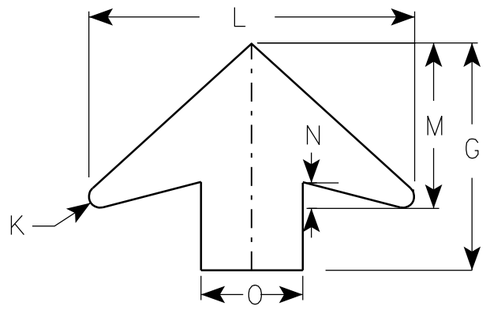
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 294	E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

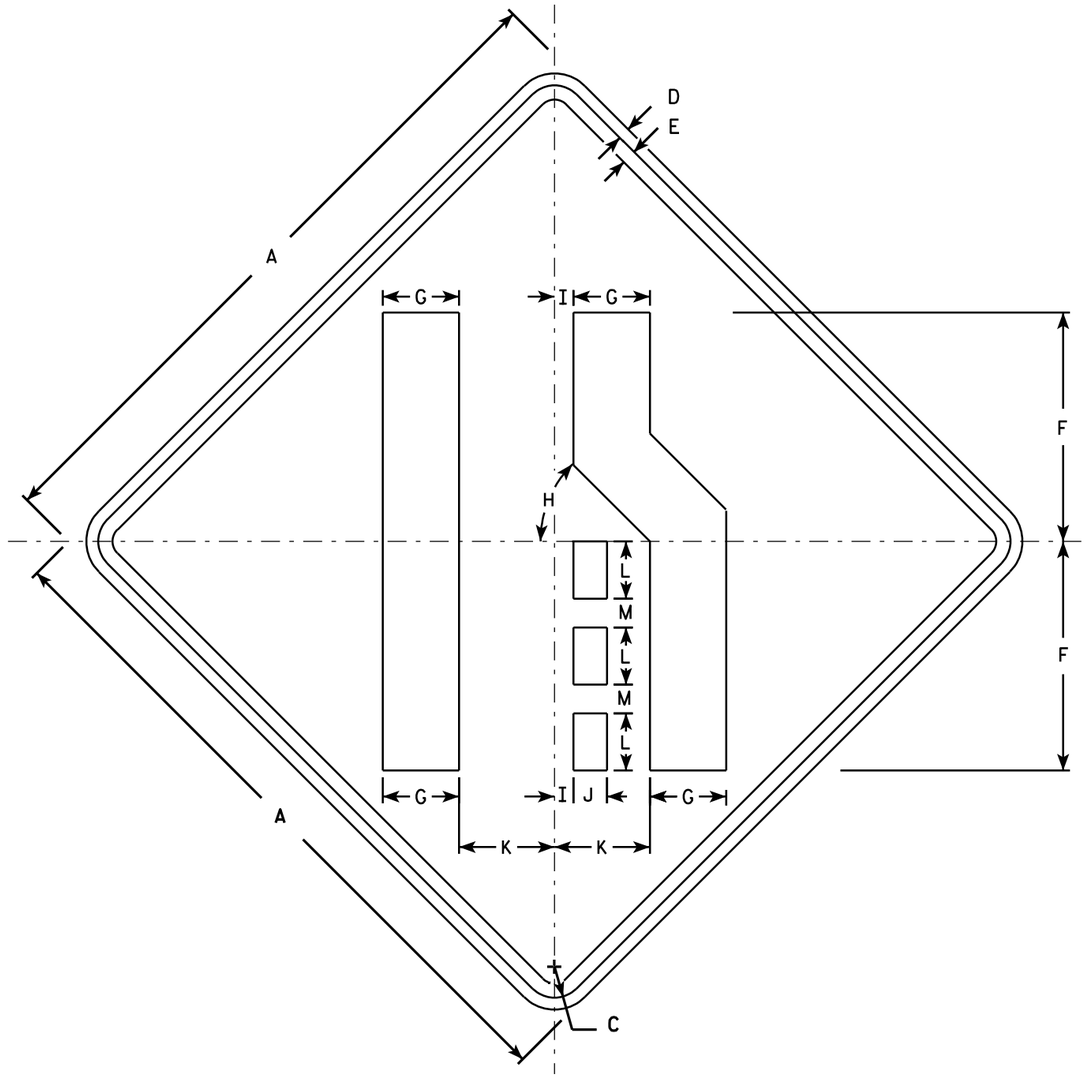
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 295 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

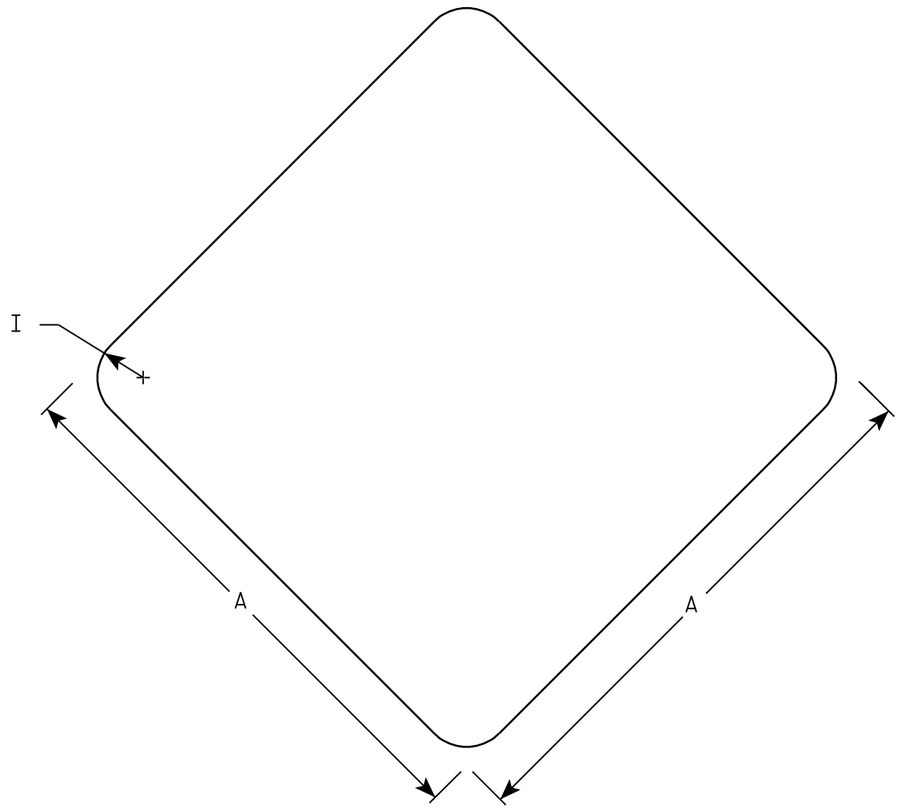
DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 296 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W42.DGN PLOT DATE : 12-MAR-2013 11:09 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W5-54

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
3. Corners may be square or rounded when base material is plywood. When base material is metal the corners shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12								1																		1.0
2S	18								1 ½																		2.25
2M	18								1 ½																		2.25
3																											
4																											
5																											

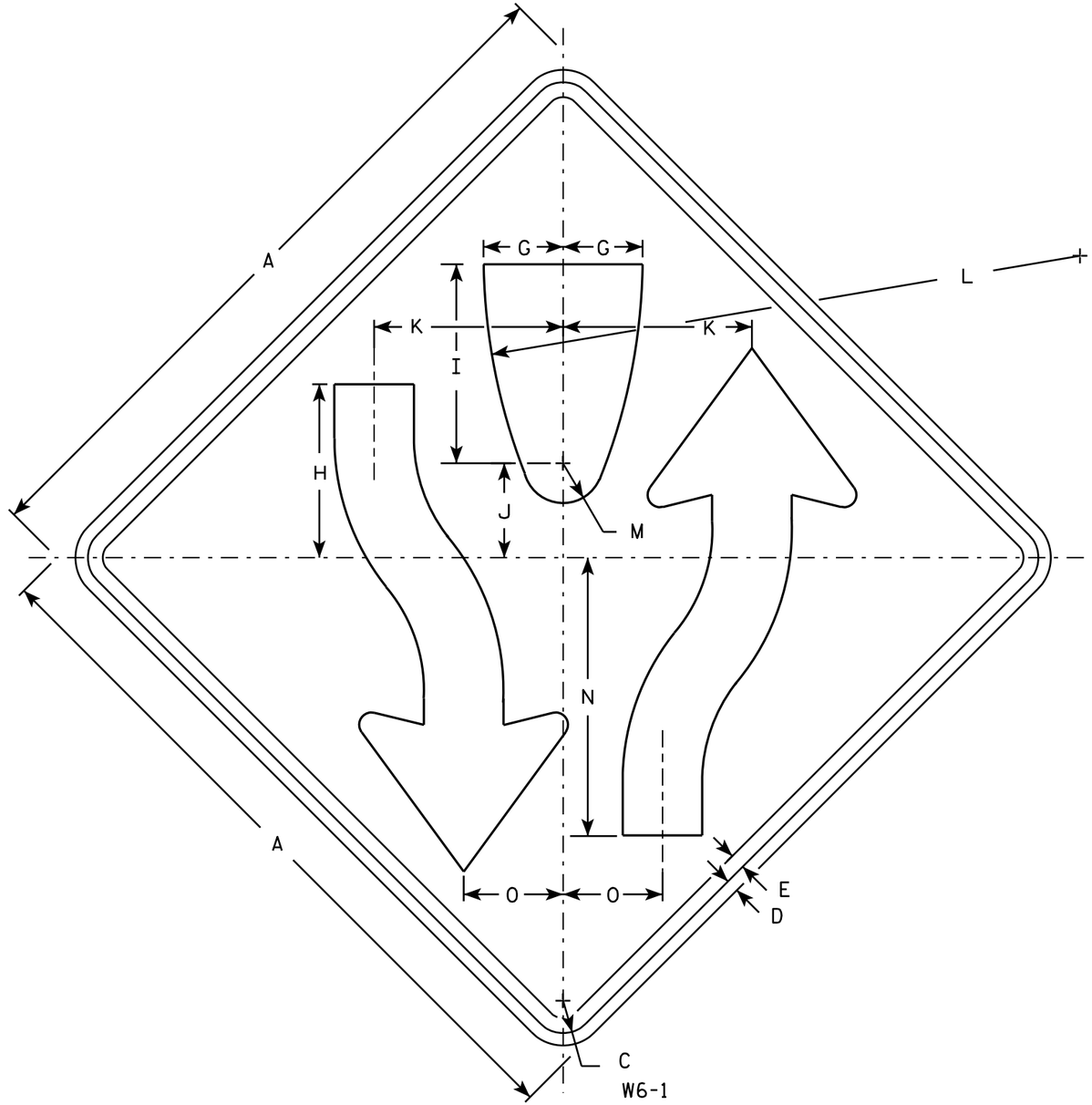
STANDARD SIGN
W5-54

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

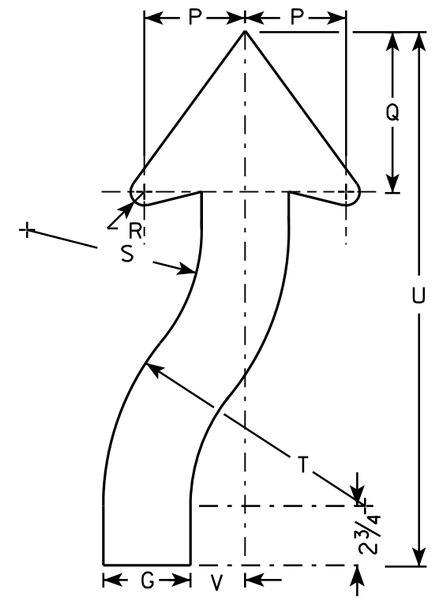
DATE 11/3/10 PLATE NO. W5-54.8

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 297 | 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

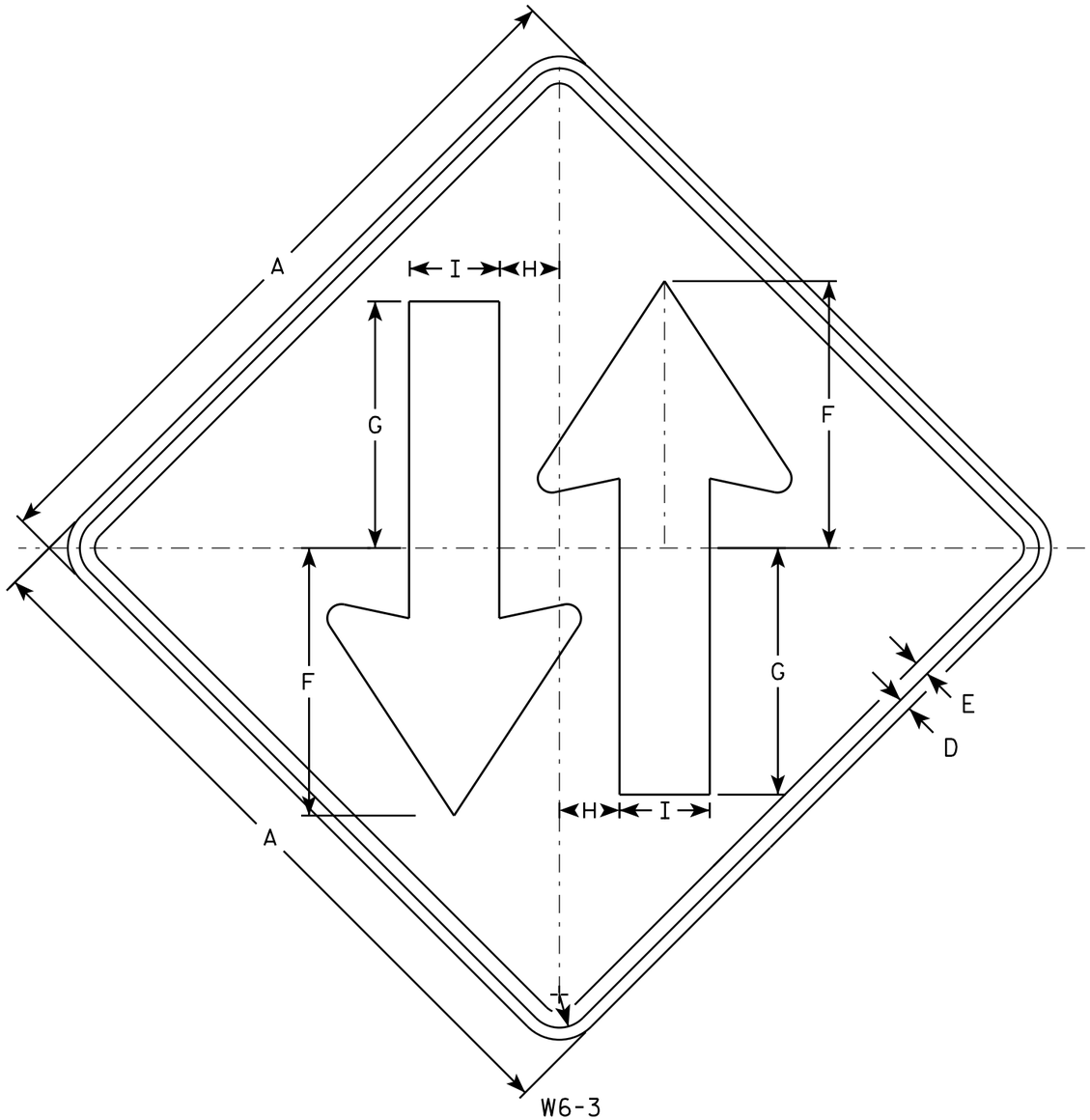
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W6-1.14

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 298	E

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

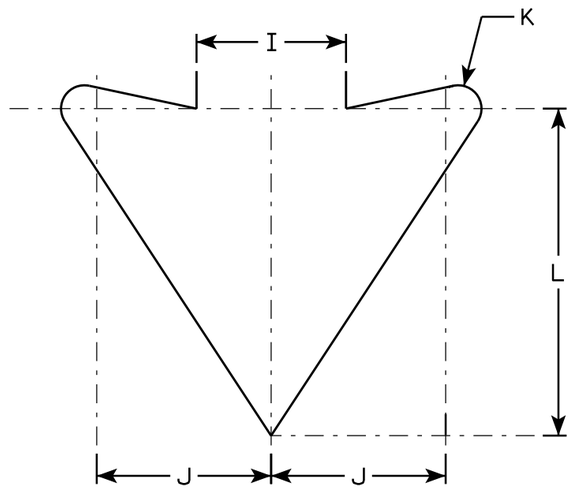
WISDOT/CADDS SHEET 42



W6-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

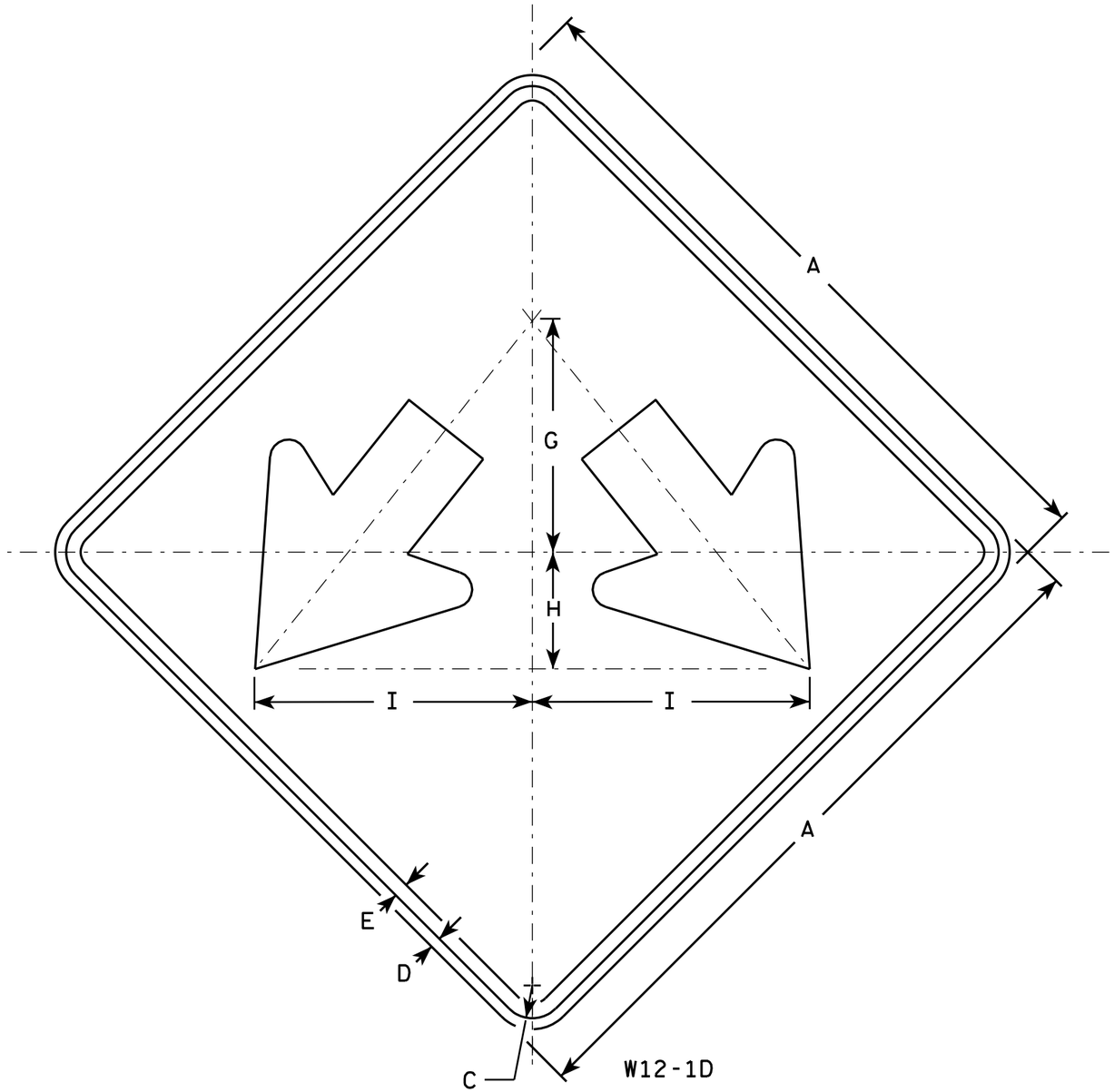
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE W6-3.11

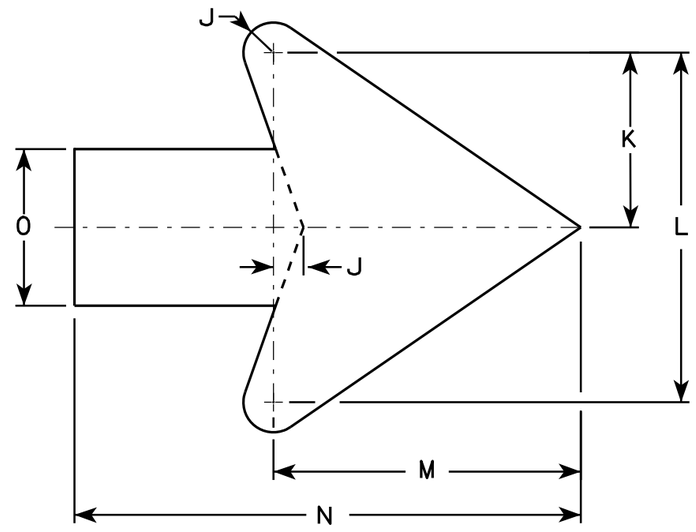
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W63.DGN PLOT DATE : 10-MAR-2016 14:01 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.080757:1.000000
WISDOT/CADDS SHEET 42



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

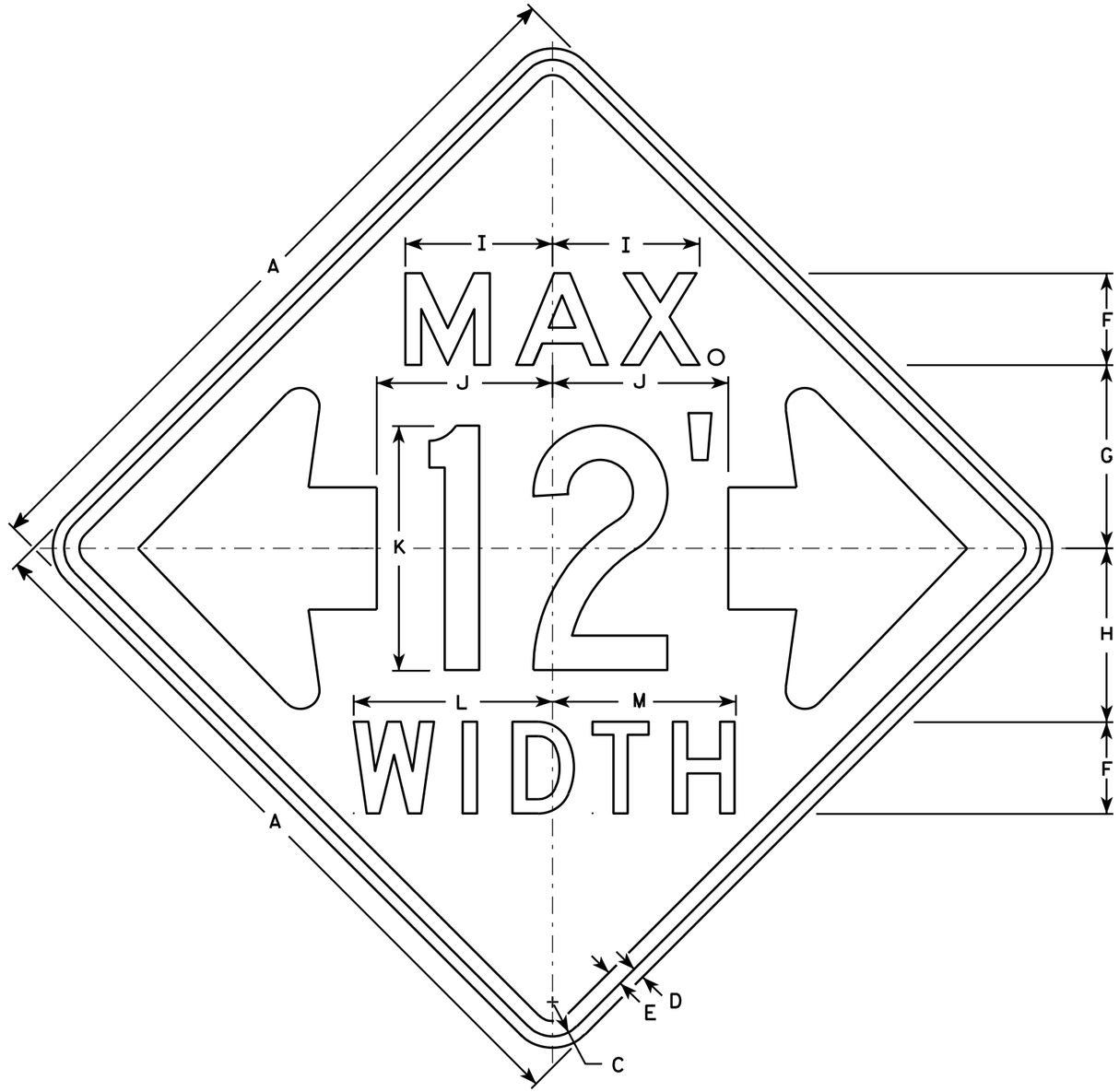
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

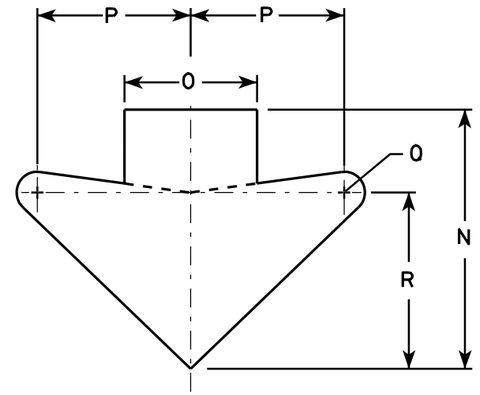
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 300	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

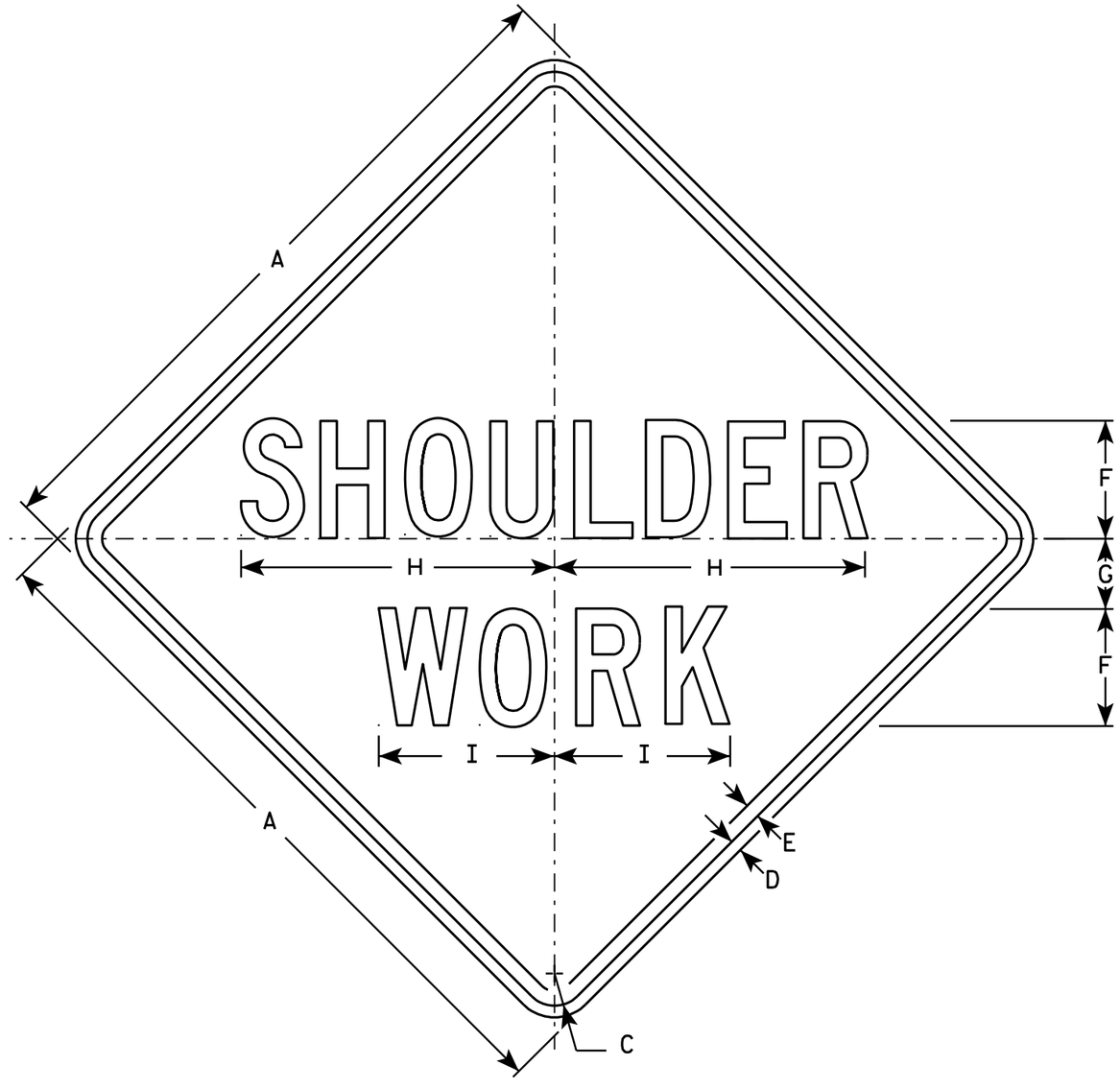
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 301 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W21-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	10 3/4	6																		4.0
2S	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	3	13 3/8	7 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3 1/2	16	9																		9.0
4	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		2 1/4	3/4	1	8	5	21 3/8	11 1/4																		16.0

STANDARD SIGN
W21-5

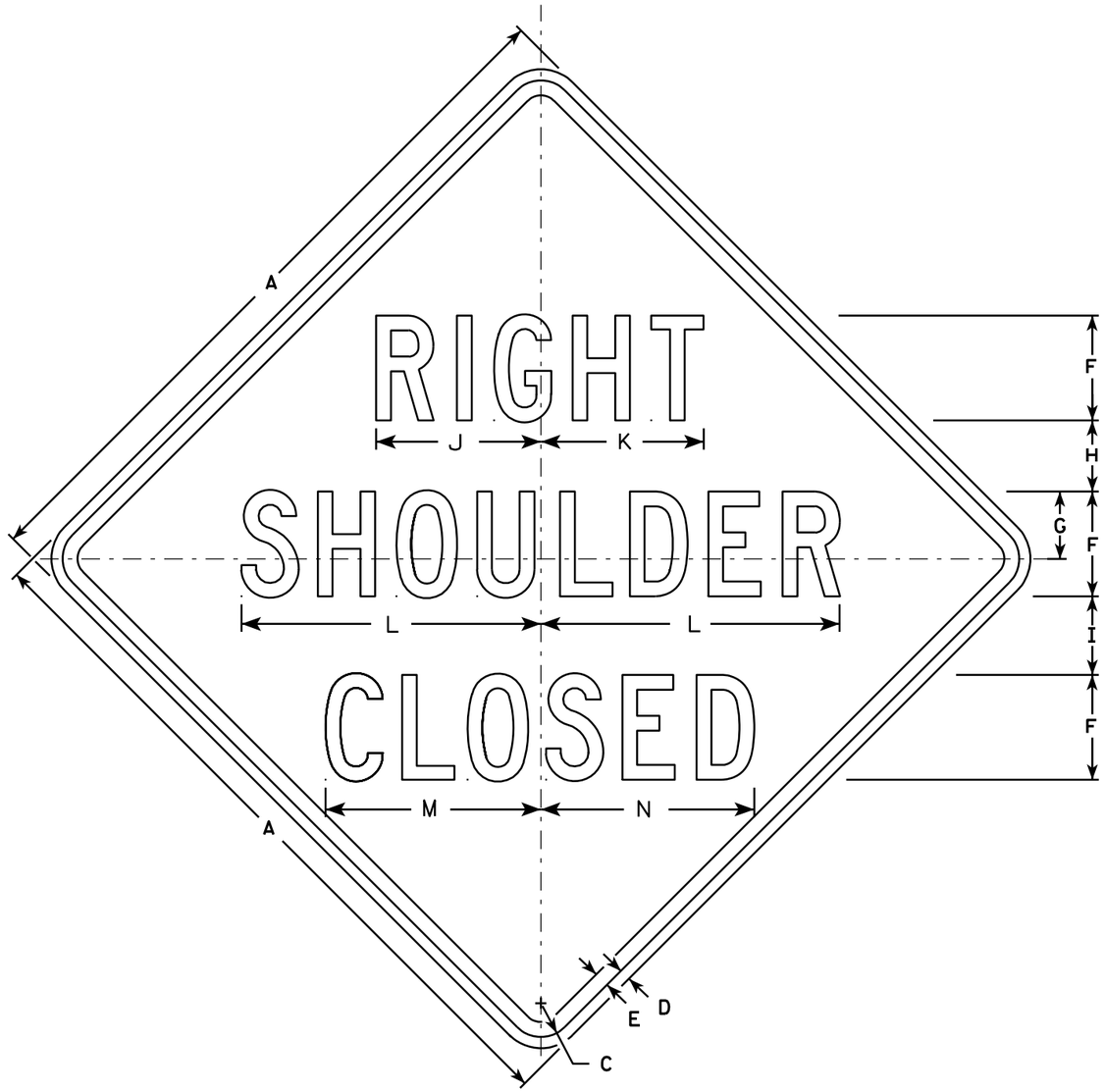
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

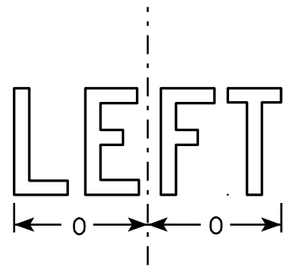
DATE 3/21/11 PLATE NO. W21-5.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W215.DGN PLOT DATE : 21-MAR-2011 08:01 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.207338:1.000000
WISDOT/CADDS SHEET 42



W21-5A



W21-5AL

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

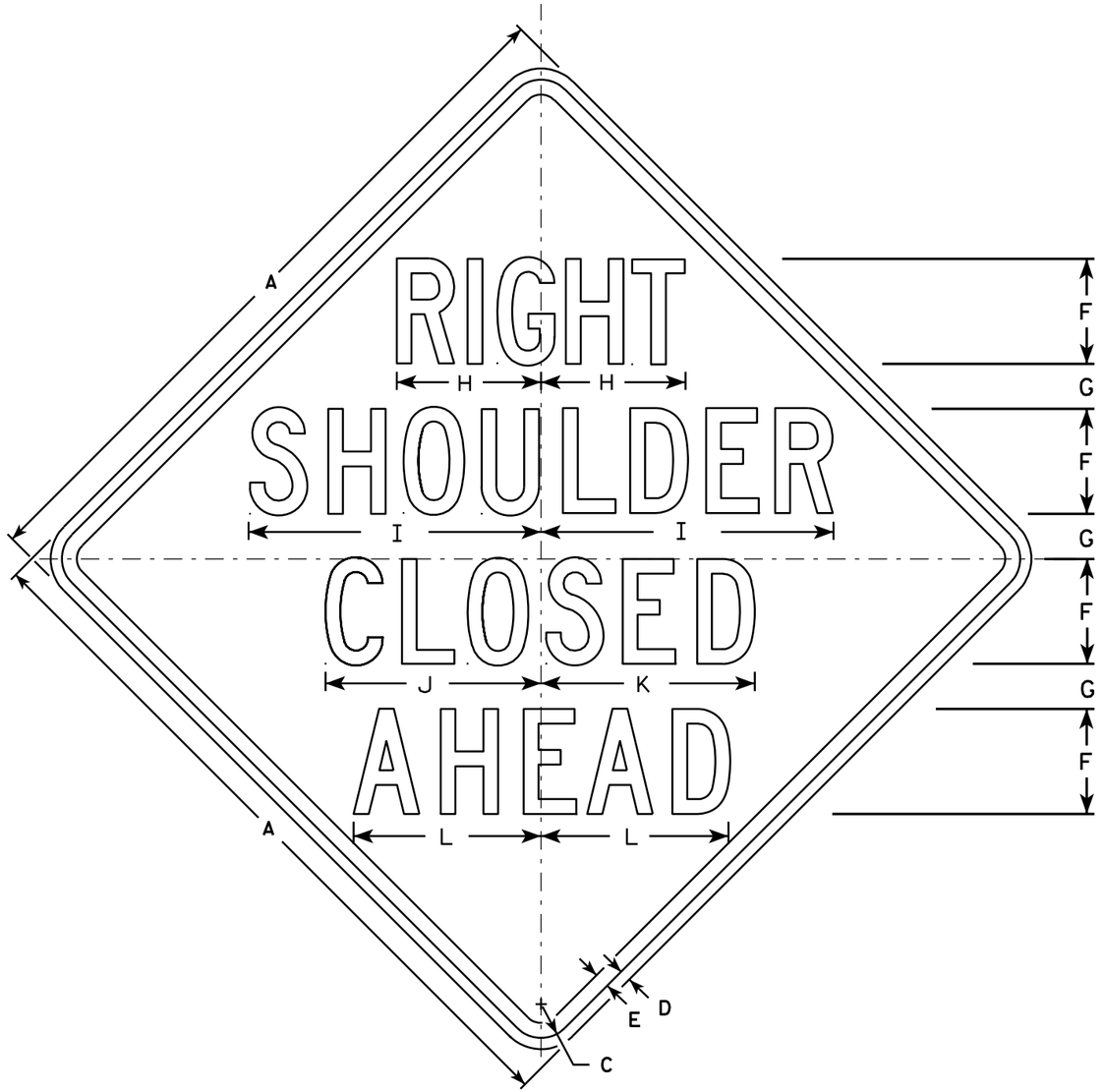
STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

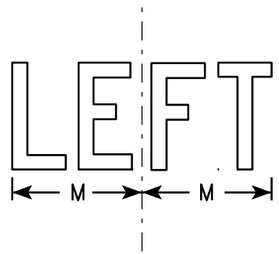
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 303 | E



W21-5B



W21-5BL

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	2 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		2 1/4	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

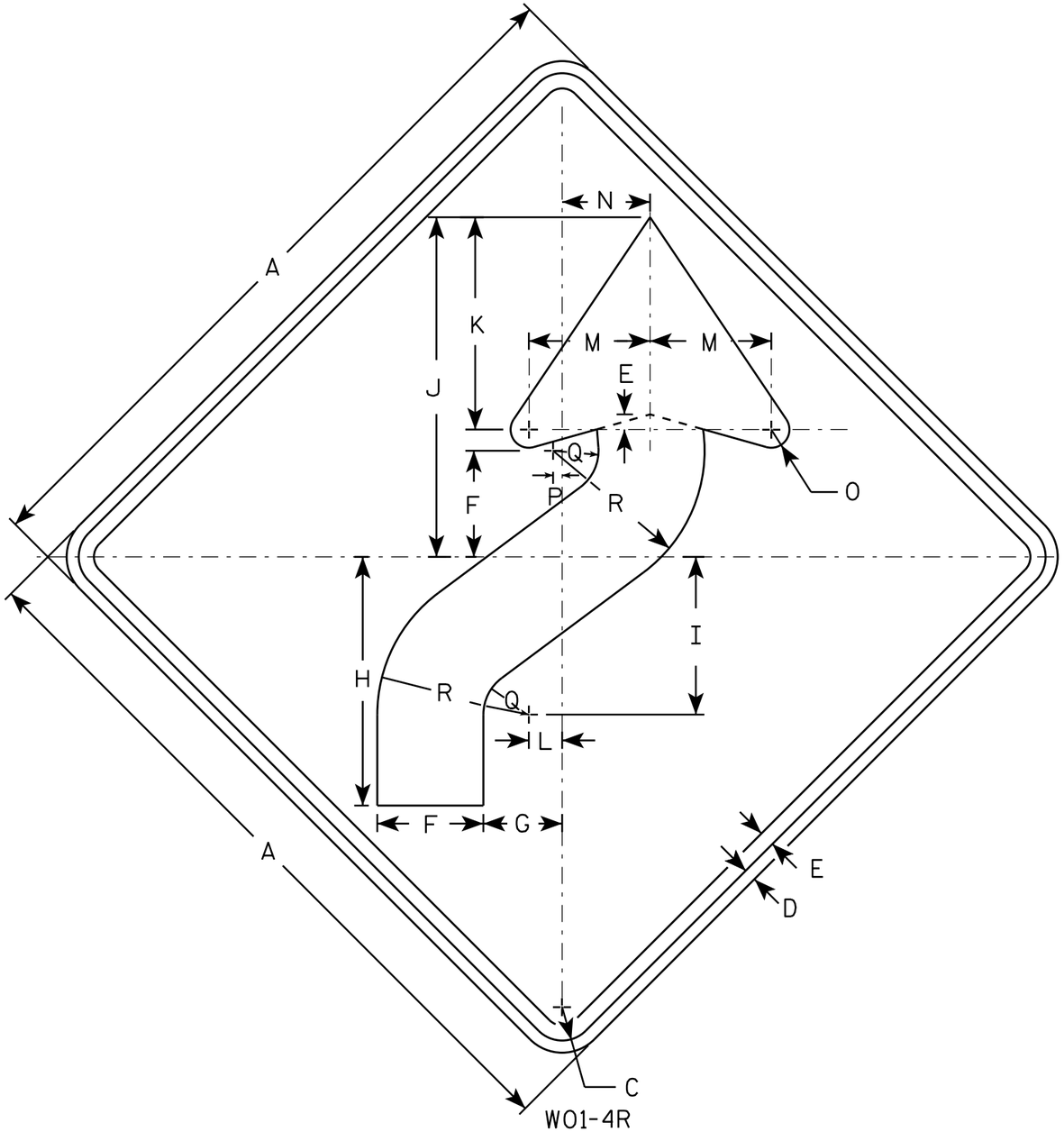
STANDARD SIGN
W21-5B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/11 PLATE NO. W21-5B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 304	E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W01-4

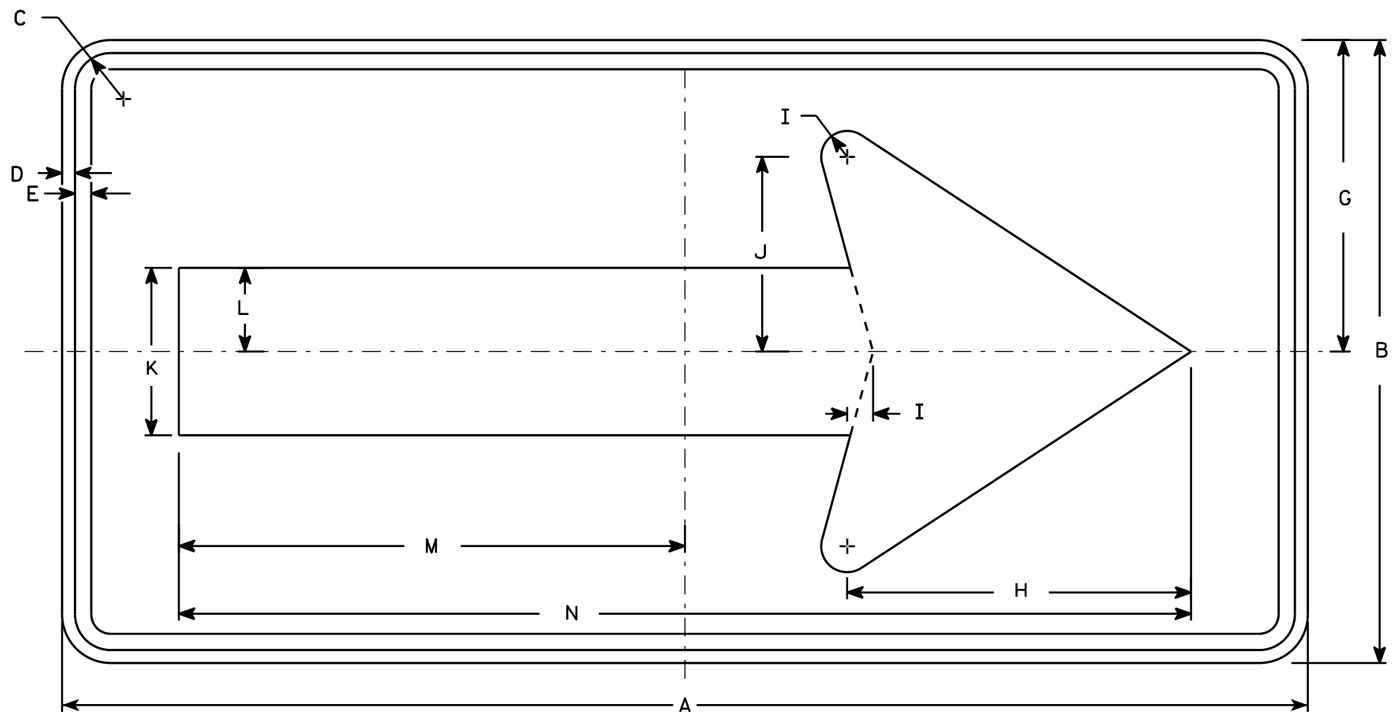
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO W01-4.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014.DGN PLOT DATE : 28-FEB-2014 11:35 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.755110:1.000000
WISDOT/CADDS SHEET 42



W01-6

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

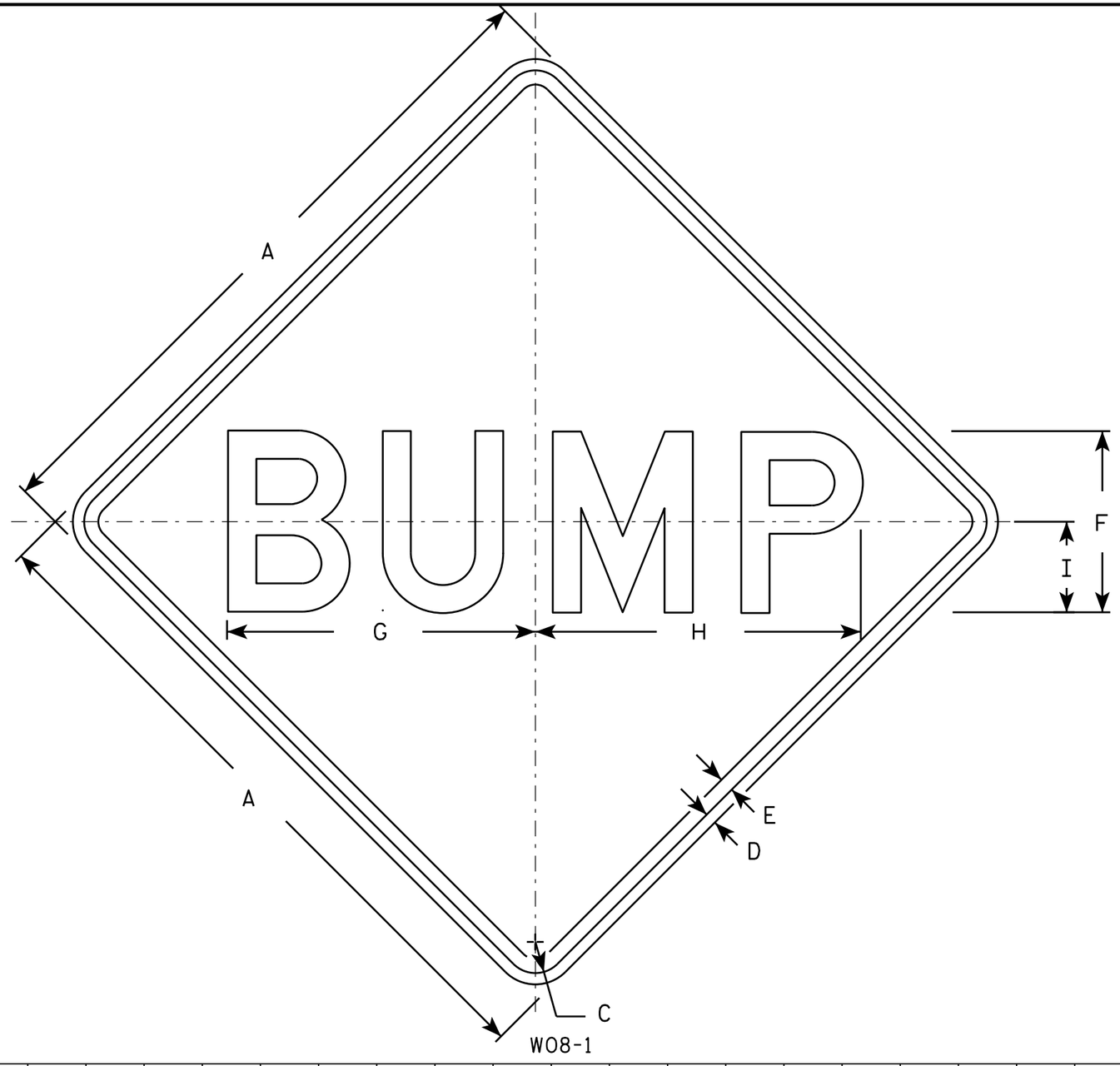
WISCONSIN DEPT OF TRANSPORTATION

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



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	10	16 7/8	17 7/8	5																		9.0
2S	48		2 1/4	3/4	1	12	20 3/8	21 5/8	6																		16.0
2M	48		2 1/4	3/4	1	12	20 3/8	21 5/8	6																		16.0
3	48		2 1/4	3/4	1	12	20 3/8	21 5/8	6																		16.0
4	48		2 1/4	3/4	1	12	20 3/8	21 5/8	6																		16.0
5	48		2 1/4	3/4	1	12	20 3/8	21 5/8	6																		16.0

STANDARD SIGN
W08-1

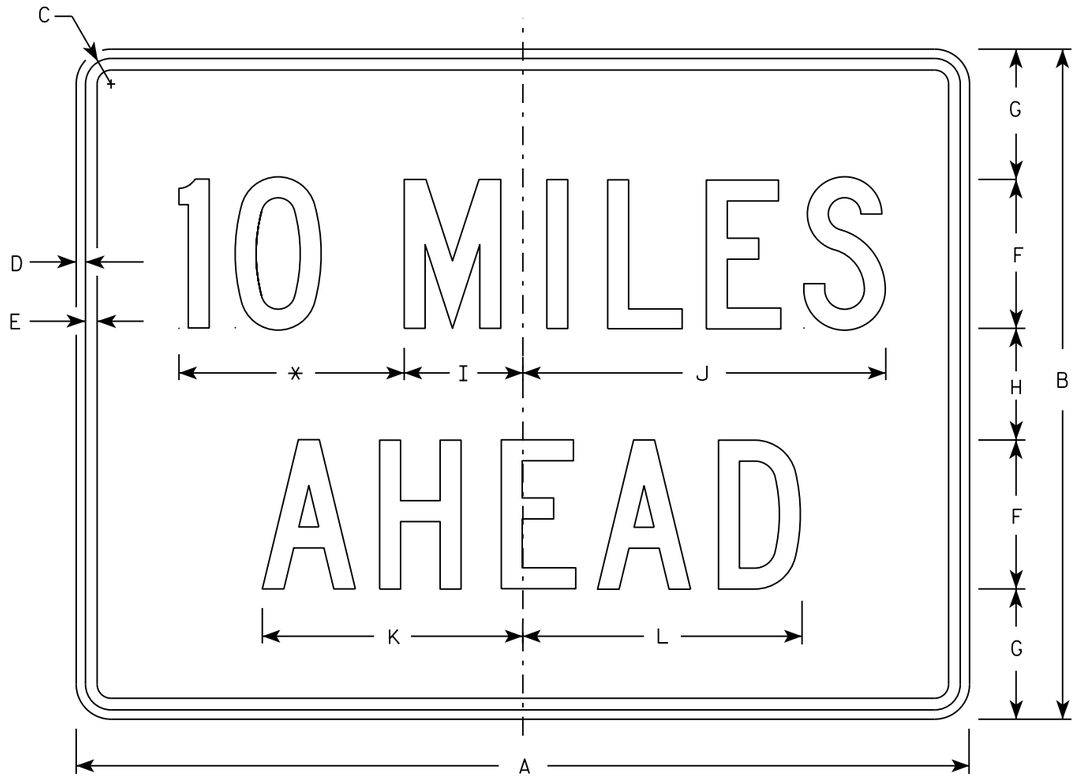
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

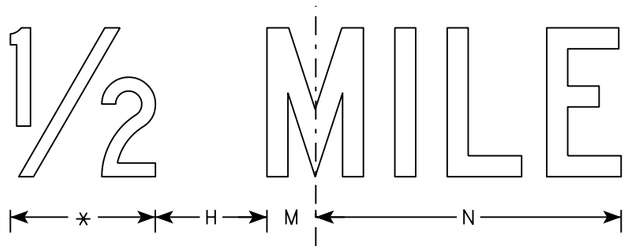
DATE 11/20/13 PLATE NO. W08-1.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W081.DGN PLOT DATE : 20-NOV-2013 12:24 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 6.688833:1.000000
WISDOT/CADDS SHEET 42



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E

USH 8 EB STAGE 1 TEMP. WIDENING

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
111+00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
111+50	50.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
112+00	50.00	0.00	2.51	0.00	0	2	0	0	3	0	0	-3
112+50	50.00	0.00	4.40	0.00	0	6	0	0	10	0	0	-10
113+00	50.00	0.00	1.85	0.00	0	6	0	0	17	0	0	-17
113+50	50.00	0.00	0.00	0.00	0	2	0	0	19	0	0	-19
114+00	50.00	0.00	0.00	0.00	0	0	0	0	19	0	0	-19
114+50	50.00	0.00	0.00	0.00	0	0	0	0	19	0	0	-19
115+00	50.00	0.00	12.40	0.00	0	11	0	0	33	0	0	-33
115+50	50.00	0.00	19.18	0.00	0	29	0	0	68	0	0	-68
116+00	50.00	0.00	12.50	0.00	0	29	0	0	104	0	0	-104
116+50	50.00	0.00	9.42	0.00	0	20	0	0	128	0	0	-128
117+00	50.00	0.00	7.57	0.00	0	16	0	0	147	0	0	-147
117+14.89	14.89	0.00	6.81	0.00	0	4	0	0	152	0	0	-152
117+50	35.11	0.00	5.82	0.00	0	8	0	0	161	0	0	-161
118+00	50.00	0.00	5.20	0.00	0	10	0	0	174	0	0	-174
118+50	50.00	0.00	7.34	0.00	0	12	0	0	188	0	0	-188
119+00	50.00	0.00	11.30	0.00	0	17	0	0	208	0	0	-208
119+50	50.00	0.00	16.26	0.00	0	26	0	0	239	0	0	-239
120+00	50.00	0.00	21.62	0.00	0	35	0	0	281	0	0	-281
120+40	40.00	0.00	26.25	0.00	0	35	0	0	324	0	0	-324
120+50	10.00	0.00	26.68	0.00	0	10	0	0	335	0	0	-335
121+00	50.00	0.00	24.36	0.00	0	47	0	0	392	0	0	-392
121+18.25	18.25	0.00	23.20	0.00	0	16	0	0	411	0	0	-411
121+21.73	3.48	0.00	22.91	0.00	0	3	0	0	415	0	0	-415
121+24.41	2.68	0.00	23.60	0.00	0	2	0	0	418	0	0	-418
121+31.6	7.19	0.00	31.66	0.00	0	7	0	0	426	0	0	-426
121+50	18.40	0.00	26.14	0.00	0	20	0	0	450	0	0	-450
122+00	50.00	0.00	27.53	0.00	0	50	0	0	510	0	0	-510
122+50	50.00	0.00	25.93	0.00	0	50	0	0	569	0	0	-569
123+00	50.00	0.00	23.26	0.00	0	46	0	0	624	0	0	-624
123+50	50.00	0.00	14.74	0.00	0	35	0	0	666	0	0	-666
124+00	50.00	0.00	7.57	0.00	0	21	0	0	691	0	0	-691
124+50	50.00	0.00	0.00	0.00	0	7	0	0	699	0	0	-699
125+00	50.00	0.00	6.22	0.00	0	6	0	0	706	0	0	-706
125+50	50.00	0.00	5.55	0.00	0	11	0	0	719	0	0	-719
126+00	50.00	0.00	5.37	0.00	0	10	0	0	731	0	0	-731
126+50	50.00	0.00	5.44	0.00	0	10	0	0	743	0	0	-743
127+00	50.00	0.00	3.11	0.00	0	8	0	0	753	0	0	-753
127+50	50.00	0.00	1.68	0.00	0	4	0	0	758	0	0	-758
127+54.79	4.79	0.00	0.01	0.00	0	0	0	0	758	0	0	-758
128+00	45.21	0.00	0.00	0.00	0	0	0	0	758	0	0	-758

LOST CREEK CULVERT REPLACEMENT AREA												
		AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
STATION	Distance	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Mass Ordinate
								1.00	1.20	1.50	0.50	
					Note 1	Note 3		Note 1		Note 4	Note 6	Note 8
126+00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
127+00	100.00	57.20	17.19	254.69	106	32	472	106	38	707	236	-168
127+70.97	70.97	57.60	68.45	312.34	151	113	745	257	173	1,825	608	-525
127+92.4	21.43	58.77	42.44	351.19	46	44	263	303	226	2,220	740	-663
127+95.97	3.57	59.22	42.14	351.65	8	6	46	311	233	2,290	763	-685
128+00	4.03	0.00	0.00	0.00	4	3	26	315	237	2,329	776	-698
128+45.97	45.97	0.00	0.00	0.00	0	0	0	315	237	2,329	776	-698

9

9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: EARTHWORK TOTALS	SHEET 310	E

USH 8 WB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut	Cumulative Vol (CY) Expanded Fill	Cumulative Vol (CY) Expanded Marsh Backfill	Cumulative Vol (CY) Reduced Marsh in Fill	Cumulative Vol (CY) Mass Ordinate
								1.00	1.20	1.50	0.50	
					Note 1	Note 3		Note 1		Note 4	Note 6	Note 8
69+80.68	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
70+00	19.32	0.00	0.00	250.05	0	0	89	0	0	134	45	-45
70+34.02	34.02	21.80	24.02	186.33	14	15	275	14	18	547	182	-187
70+39.35	5.33	21.96	23.83	169.59	4	5	35	18	24	599	200	-206
70+39.35	0.00	21.96	23.83	169.59	0	0	0	18	24	599	200	-206
70+50	10.65	34.25	23.01	137.17	11	9	60	29	35	690	230	-236
70+68.68	18.68	38.48	19.44	105.90	25	15	84	54	53	816	272	-270
71+00	31.32	37.56	19.55	89.65	44	23	113	98	80	986	329	-310
71+50	50.00	37.82	11.52	37.22	70	29	117	168	114	1,162	387	-333
72+00	50.00	39.35	10.43	39.61	71	20	71	240	139	1,269	423	-322
72+50	50.00	22.79	15.81	108.31	58	24	137	297	168	1,475	492	-362
73+00	50.00	14.10	38.08	211.13	34	50	296	331	228	1,918	639	-536
73+50	50.00	14.20	57.68	3.08	26	89	198	358	334	2,216	739	-715
74+00	50.00	11.91	56.85	0.00	24	106	3	382	461	2,220	740	-820
74+50	50.00	8.86	79.64	0.00	19	126	0	401	613	2,220	740	-952
74+73.38	23.38	8.93	81.02	0.00	8	70	0	409	696	2,220	740	-1,028
75+00	26.62	8.50	79.81	0.00	9	79	0	417	792	2,220	740	-1,114
75+50	50.00	5.50	95.69	0.00	13	163	0	430	987	2,220	740	-1,296
75+64.23	14.23	5.36	94.73	0.00	3	50	0	433	1,047	2,220	740	-1,354
76+00	35.77	27.94	79.62	0.00	22	115	0	455	1,185	2,220	740	-1,470
76+50	50.00	62.91	38.53	0.00	84	109	0	539	1,317	2,220	740	-1,517
77+00	50.00	71.26	49.19	0.00	124	81	0	663	1,414	2,220	740	-1,491
77+50	50.00	107.27	49.44	0.00	165	91	0	829	1,524	2,220	740	-1,435
78+00	50.00	231.38	50.00	0.00	314	92	0	1,142	1,634	2,220	740	-1,232
78+07.87	7.87	240.27	51.51	0.00	69	15	0	1,211	1,652	2,220	740	-1,181
78+50	42.13	203.00	56.09	0.00	346	84	0	1,557	1,753	2,220	740	-936
78+78.09	28.09	163.77	51.60	0.00	191	56	0	1,748	1,820	2,220	740	-812
79+00	21.91	141.72	49.54	0.00	124	41	0	1,872	1,869	2,220	740	-738
79+07.42	7.42	142.27	42.76	0.00	39	13	0	1,911	1,884	2,220	740	-714
79+12.75	5.33	155.07	49.50	0.00	29	9	0	1,940	1,895	2,220	740	-695
79+50	37.25	239.44	54.97	0.00	272	72	0	2,212	1,982	2,220	740	-510
79+66.09	16.09	286.75	56.10	0.00	157	33	0	2,369	2,021	2,220	740	-393
80+00	33.91	246.74	58.44	0.00	335	72	0	2,704	2,108	2,220	740	-144
80+01.22	1.22	238.62	57.66	0.00	11	3	0	2,715	2,111	2,220	740	-136
80+06.17	4.95	219.23	58.68	0.00	42	11	0	2,757	2,124	2,220	740	-107
80+11.12	4.95	194.92	60.26	0.00	38	11	0	2,795	2,137	2,220	740	-82
80+16.07	4.95	172.11	62.16	0.00	34	11	0	2,828	2,150	2,220	740	-62
80+19.42	3.35	161.05	64.04	0.00	21	8	0	2,849	2,160	2,220	740	-51
80+21.02	1.60	150.73	64.35	0.00	9	4	0	2,858	2,164	2,220	740	-46
80+25.96	4.95	130.12	67.28	0.00	26	12	0	2,884	2,179	2,220	740	-35
80+30.91	4.95	110.18	69.69	0.00	22	13	0	2,906	2,194	2,220	740	-28
80+35.86	4.95	91.15	71.06	0.00	18	13	0	2,925	2,209	2,220	740	-25
80+40.81	4.95	73.19	71.55	0.00	15	13	0	2,940	2,225	2,220	740	-25
80+45.76	4.95	57.63	71.85	0.00	12	13	0	2,952	2,241	2,220	740	-29
80+50	4.24	49.61	72.05	0.00	8	11	0	2,960	2,254	2,220	740	-34
80+50.7	0.70	48.87	72.05	0.00	1	2	0	2,961	2,257	2,220	740	-35
80+52.29	1.59	47.69	71.55	0.00	3	4	0	2,964	2,262	2,220	740	-37
80+55.65	3.36	44.94	72.32	0.00	6	9	0	2,970	2,272	2,220	740	-42

USH 8 WB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
80+60.6	4.95	40.17	72.89	0.00	8	13	0	2,978	2,288	2,220	740	-51
80+65.55	4.95	37.35	74.41	0.00	7	13	0	2,985	2,304	2,220	740	-60
80+70.49	4.95	31.72	75.86	0.00	6	14	0	2,991	2,321	2,220	740	-70
80+75.44	4.95	40.06	76.12	0.00	7	14	0	2,998	2,338	2,220	740	-80
80+78.68	3.24	45.15	75.44	0.00	5	9	0	3,003	2,349	2,220	740	-86
80+80.41	1.73	46.59	74.62	0.00	3	5	0	3,006	2,354	2,220	740	-89
80+85.41	5.00	49.41	71.68	0.00	9	14	0	3,015	2,371	2,220	740	-96
80+90.41	5.00	36.78	68.65	0.00	8	13	0	3,023	2,386	2,220	740	-104
80+95.41	5.00	23.62	73.91	0.00	6	13	0	3,028	2,402	2,220	740	-114
81+00	4.59	14.53	76.44	0.00	3	13	0	3,031	2,417	2,220	740	-126
81+00.41	0.41	13.56	76.03	0.00	0	1	0	3,032	2,419	2,220	740	-127
81+05.41	5.00	17.32	56.45	0.00	3	12	0	3,035	2,433	2,220	740	-139
81+10.41	5.00	37.91	34.58	0.00	5	8	0	3,040	2,444	2,220	740	-144
81+15.41	5.00	47.99	28.74	0.00	8	6	0	3,048	2,451	2,220	740	-143
81+20.41	5.00	59.67	15.96	0.00	10	4	0	3,058	2,456	2,220	740	-138
81+25.41	5.00	72.82	1.10	0.00	12	2	0	3,070	2,458	2,220	740	-128
81+30.41	5.00	81.66	0.00	0.00	14	0	0	3,084	2,458	2,220	740	-114
81+32.01	1.61	82.04	0.00	0.00	5	0	0	3,089	2,458	2,220	740	-109
81+35.41	3.39	80.26	0.00	0.00	10	0	0	3,099	2,458	2,220	740	-98
81+40.41	5.00	72.58	0.00	0.00	14	0	0	3,113	2,458	2,220	740	-84
81+45.41	5.00	62.58	0.00	0.00	13	0	0	3,126	2,458	2,220	740	-72
81+50.41	5.00	52.15	0.00	0.00	11	0	0	3,137	2,458	2,220	740	-61
81+55.41	5.00	41.19	0.00	0.00	9	0	0	3,145	2,458	2,220	740	-53
81+60.41	5.00	43.65	0.00	0.00	8	0	0	3,153	2,458	2,220	740	-45
81+65.41	5.00	55.23	0.00	0.00	9	0	0	3,162	2,458	2,220	740	-35
81+70.41	5.00	66.10	0.00	0.00	11	0	0	3,173	2,458	2,220	740	-24
81+75.41	5.00	74.56	0.00	0.00	13	0	0	3,186	2,458	2,220	740	-11
81+80.41	5.00	80.09	0.00	0.00	14	0	0	3,201	2,458	2,220	740	3
81+85.34	4.94	62.66	0.00	0.00	13	0	0	3,214	2,458	2,220	740	16
81+90.41	5.06	47.69	15.91	0.00	10	1	0	3,224	2,459	2,220	740	25
81+95.41	5.00	38.67	78.70	0.00	8	9	0	3,232	2,470	2,220	740	22
82+00.41	5.00	30.42	99.45	0.00	6	16	0	3,239	2,490	2,220	740	9
82+05.41	5.00	39.39	74.65	0.00	6	16	0	3,245	2,509	2,220	740	-4
82+10.41	5.00	104.31	54.29	0.00	13	12	0	3,258	2,523	2,220	740	-5
82+15.41	5.00	180.83	49.50	0.00	26	10	0	3,285	2,535	2,220	740	10
82+20.41	5.00	231.95	43.51	0.00	38	9	0	3,323	2,545	2,220	740	38
82+25.41	5.00	253.52	37.95	0.00	45	8	0	3,368	2,554	2,220	740	74
82+30.41	5.00	262.54	33.16	0.00	48	7	0	3,416	2,562	2,220	740	113
82+35.41	5.00	275.04	30.61	0.00	50	6	0	3,465	2,569	2,220	740	156
82+40.41	5.00	282.71	30.33	0.00	52	6	0	3,517	2,576	2,220	740	201
82+45.41	5.00	288.63	29.40	0.00	53	6	0	3,570	2,583	2,220	740	247
82+47.72	2.32	290.70	28.64	0.00	25	2	0	3,595	2,586	2,220	740	269
82+50	2.28	290.70	27.78	0.00	24	2	0	3,619	2,589	2,220	740	291
82+50.41	0.41	290.42	27.60	0.00	4	0	0	3,624	2,589	2,220	740	295
82+55.41	5.00	287.00	25.09	0.00	53	5	0	3,677	2,595	2,220	740	342
82+60.41	5.00	284.09	22.56	0.00	53	4	0	3,730	2,600	2,220	740	390
82+65.41	5.00	282.23	20.18	0.00	52	4	0	3,783	2,605	2,220	740	438
82+70.41	5.00	287.94	18.92	0.00	53	4	0	3,835	2,609	2,220	740	486

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PROJECT NO: 1590-14-70 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: EARTHWORK TOTALS | SHEET 312 | E

USH 8 WB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
82+75.41	5.00	289.27	18.55	0.00	53	3	0	3,889	2,613	2,220	740	535
82+77.23	1.82	288.24	18.36	0.00	20	1	0	3,908	2,615	2,220	740	553
82+80.41	3.18	287.49	17.97	0.00	34	2	0	3,942	2,618	2,220	740	585
82+83.06	2.65	287.88	17.61	0.00	28	2	0	3,970	2,620	2,220	740	611
82+85.41	2.35	286.18	17.26	0.00	25	2	0	3,995	2,621	2,220	740	634
82+90.41	5.00	282.99	16.42	0.00	53	3	0	4,048	2,625	2,220	740	683
82+95.41	5.00	279.30	15.54	0.00	52	3	0	4,100	2,629	2,220	740	731
83+00	4.59	275.60	14.78	0.00	47	3	0	4,147	2,632	2,220	740	775
83+00.72	0.72	274.57	14.66	0.00	7	0	0	4,155	2,632	2,220	740	782
83+50	49.28	271.55	8.56	0.00	498	21	0	4,653	2,658	2,220	740	1,255
84+00	50.00	296.00	3.35	0.00	526	11	0	5,179	2,671	2,220	740	1,768
84+50	50.00	269.90	1.40	0.00	524	4	0	5,703	2,676	2,220	740	2,286
84+93.85	43.85	256.52	1.59	0.00	427	2	0	6,130	2,679	2,220	740	2,711
85+00	6.15	260.53	1.77	0.00	59	0	0	6,189	2,680	2,220	740	2,769
85+50	50.00	130.47	2.10	0.00	362	4	0	6,551	2,684	2,220	740	3,127
86+00	50.00	178.96	1.74	0.00	287	4	0	6,837	2,688	2,220	740	3,409
86+50	50.00	248.27	0.64	0.00	396	2	0	7,233	2,691	2,220	740	3,802
86+86.98	36.98	256.91	1.10	0.00	346	1	0	7,579	2,692	2,220	740	4,147
87+00	13.02	241.93	1.65	0.00	120	1	0	7,699	2,693	2,220	740	4,266
87+04.64	4.64	220.34	0.00	0.00	40	0	0	7,739	2,693	2,220	740	4,306
87+39.98	35.34	191.43	7.84	0.00	269	5	0	8,008	2,699	2,220	740	4,569
87+50	10.02	189.65	7.68	0.00	71	3	0	8,079	2,703	2,220	740	4,636
87+92.98	42.98	222.63	11.19	0.00	328	15	0	8,407	2,721	2,220	740	4,946
88+00	7.02	223.04	11.89	0.00	58	3	0	8,465	2,724	2,220	740	5,001
88+50	50.00	222.95	21.34	0.00	413	31	0	8,878	2,761	2,220	740	5,377
89+00	50.00	203.31	18.72	0.00	395	37	0	9,273	2,806	2,220	740	5,727
89+50	50.00	236.69	20.25	0.00	407	36	0	9,680	2,849	2,220	740	6,091
89+93.51	43.51	265.04	21.08	0.00	404	33	0	10,085	2,889	2,220	740	6,455
90+00	6.49	269.79	21.24	0.00	64	5	0	10,149	2,895	2,220	740	6,514
90+50	50.00	303.01	22.11	0.00	530	40	0	10,679	2,943	2,220	740	6,996
91+00	50.00	255.50	17.09	0.00	517	36	0	11,196	2,987	2,220	740	7,469
91+50	50.00	239.99	16.19	0.00	459	31	0	11,655	3,024	2,220	740	7,891
92+00	50.00	208.05	15.06	0.00	415	29	0	12,070	3,059	2,220	740	8,271
92+50	50.00	187.98	12.82	0.00	367	26	0	12,437	3,090	2,220	740	8,607
92+55	5.00	192.13	12.85	0.00	35	2	0	12,472	3,093	2,220	740	8,639
92+60	5.00	195.55	12.87	0.00	36	2	0	12,508	3,095	2,220	740	8,672
92+65	5.00	198.07	12.90	0.00	36	2	0	12,544	3,098	2,220	740	8,706
92+70	5.00	197.97	12.94	0.00	37	2	0	12,581	3,101	2,220	740	8,740
92+75	5.00	194.10	12.97	0.00	36	2	0	12,617	3,104	2,220	740	8,773
92+80	5.00	189.56	13.07	0.00	36	2	0	12,653	3,107	2,220	740	8,806
92+82.37	2.37	179.76	13.27	0.00	16	1	0	12,669	3,108	2,220	740	8,821
92+85	2.63	165.92	13.78	0.00	17	1	0	12,686	3,110	2,220	740	8,836
92+90	5.00	136.64	15.20	0.00	28	3	0	12,714	3,113	2,220	740	8,861
92+95	5.00	106.99	17.22	0.00	23	3	0	12,736	3,117	2,220	740	8,880
93+00	5.00	80.73	19.45	0.00	17	3	0	12,754	3,121	2,220	740	8,893
93+05	5.00	63.18	24.62	0.00	13	4	0	12,767	3,126	2,220	740	8,901

USH 8 WB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
93+05	0.00	63.18	24.62	0.00	0	0	0	0	0	0	0	0
93+10	5.00	71.82	34.59	0.00	13	5	0	13	7	0	0	6
93+15	5.00	81.47	45.86	0.00	14	7	0	27	16	0	0	11
93+20	5.00	91.69	57.25	0.00	16	10	0	43	27	0	0	16
93+25	5.00	103.08	50.15	0.00	18	10	0	61	39	0	0	22
93+30	5.00	115.06	21.97	0.00	20	7	0	81	47	0	0	34
93+35	5.00	112.88	13.13	0.00	21	3	0	102	51	0	0	51
93+40	5.00	95.95	0.07	0.00	19	1	0	121	52	0	0	69
93+45	5.00	77.54	0.00	0.00	16	0	0	137	52	0	0	85
93+50	5.00	70.26	0.00	0.00	14	0	0	151	52	0	0	99
93+55	5.00	58.42	0.00	0.00	12	0	0	163	52	0	0	111
93+60	5.00	45.78	0.00	0.00	10	0	0	173	52	0	0	120
93+65	5.00	33.96	0.00	0.00	7	0	0	180	52	0	0	128
93+70	5.00	29.43	0.00	0.00	6	0	0	186	52	0	0	134
93+75	5.00	33.03	0.00	0.00	6	0	0	192	52	0	0	139
93+80	5.00	36.57	0.00	0.00	6	0	0	198	52	0	0	146
93+85	5.00	39.37	0.00	0.00	7	0	0	205	52	0	0	153
93+90	5.00	42.25	0.00	0.00	8	0	0	213	52	0	0	160
93+95	5.00	44.30	0.11	0.00	8	0	0	221	52	0	0	168
94+00	5.00	42.95	5.16	0.00	8	0	0	229	53	0	0	176
94+05	5.00	46.51	2.31	0.00	8	1	0	237	54	0	0	183
94+10	5.00	49.28	2.09	0.00	9	0	0	246	54	0	0	192
94+15	5.00	52.26	1.80	0.00	9	0	0	255	55	0	0	201
94+20	5.00	55.09	1.37	0.00	10	0	0	265	55	0	0	210
94+25	5.00	55.79	3.23	0.00	10	0	0	276	56	0	0	220
94+30	5.00	54.12	6.39	0.00	10	1	0	286	57	0	0	229
94+35	5.00	55.29	8.67	0.00	10	1	0	296	58	0	0	238
94+40	5.00	57.01	7.62	0.00	10	2	0	306	60	0	0	246
94+45	5.00	52.88	9.72	0.00	10	2	0	317	62	0	0	255
94+50	5.00	59.46	9.80	0.00	10	2	0	327	64	0	0	263
94+55	5.00	65.08	14.28	0.00	12	2	0	338	67	0	0	272
94+60	5.00	57.16	28.31	0.00	11	4	0	350	72	0	0	278
94+65	5.00	64.78	26.75	0.00	11	5	0	361	78	0	0	283
94+70	5.00	59.87	30.49	0.00	12	5	0	373	84	0	0	289
94+75	5.00	61.09	28.78	0.00	11	5	0	384	91	0	0	293
94+80	5.00	62.83	27.28	0.00	11	5	0	395	97	0	0	298
94+85	5.00	63.73	27.85	0.00	12	5	0	407	103	0	0	304
94+90	5.00	64.14	32.95	0.00	12	6	0	419	110	0	0	309
94+95	5.00	65.13	30.28	0.00	12	6	0	431	117	0	0	314
95+00	5.00	66.02	27.65	0.00	12	5	0	443	123	0	0	320
95+05	5.00	67.05	25.28	0.00	12	5	0	455	129	0	0	326
95+10	5.00	69.53	24.42	0.00	13	5	0	468	135	0	0	333
95+15	5.00	72.31	23.85	0.00	13	4	0	481	140	0	0	341
95+20	5.00	75.07	23.38	0.00	14	4	0	495	145	0	0	349
95+30.2	10.20	79.91	27.80	0.00	29	10	0	524	157	0	0	367
95+50	19.80	75.91	21.27	0.00	57	18	0	581	178	0	0	403
96+00	50.00	80.13	14.74	0.00	144	33	0	726	218	0	0	507
96+50	50.00	85.97	2.02	0.00	154	16	0	879	237	0	0	642

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PROJECT NO: 1590-14-70 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: EARTHWORK TOTALS | SHEET 314 | E

USH 8 WB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
97+00	50.00	91.37	0.33	0.00	164	2	0	1,044	240	0	0	804
97+50	50.00	102.59	0.00	0.00	180	0	0	1,223	240	0	0	983
98+00	50.00	101.49	0.26	0.00	189	0	0	1,412	240	0	0	1,172
98+50	50.00	98.94	0.00	0.00	186	0	0	1,598	241	0	0	1,357
99+00	50.00	94.71	0.00	0.00	179	0	0	1,777	241	0	0	1,536
99+50	50.00	79.22	0.16	0.00	161	0	0	1,938	241	0	0	1,697
100+00	50.00	69.46	45.71	0.00	138	42	0	2,076	292	0	0	1,784
100+50	50.00	81.07	5.39	0.00	139	47	0	2,215	349	0	0	1,867
101+00	50.00	80.41	0.08	0.00	150	5	0	2,365	355	0	0	2,010
101+05	5.00	80.98	0.08	0.00	15	0	0	2,380	355	0	0	2,025
101+10	5.00	81.66	0.06	0.00	15	0	0	2,395	355	0	0	2,040
101+15	5.00	81.68	0.04	0.00	15	0	0	2,410	355	0	0	2,055
101+20	5.00	81.72	0.03	0.00	15	0	0	2,425	355	0	0	2,070
101+25	5.00	81.65	0.02	0.00	15	0	0	2,440	355	0	0	2,085
101+30	5.00	81.36	0.01	0.00	15	0	0	2,455	355	0	0	2,100
101+35	5.00	80.88	0.00	0.00	15	0	0	2,470	355	0	0	2,115
101+40	5.00	80.32	0.00	0.00	15	0	0	2,485	355	0	0	2,130
101+45	5.00	79.66	0.00	0.00	15	0	0	2,500	355	0	0	2,145
101+50	5.00	78.60	0.00	0.00	15	0	0	2,515	355	0	0	2,160
101+55	5.00	76.34	0.00	0.00	14	0	0	2,529	355	0	0	2,174
101+60	5.00	52.35	0.00	0.00	12	0	0	2,541	355	0	0	2,186
101+65	5.00	46.65	0.00	0.00	9	0	0	2,550	355	0	0	2,195
101+70	5.00	32.53	0.00	0.00	7	0	0	2,557	355	0	0	2,203
101+75	5.00	33.17	0.00	0.00	6	0	0	2,563	355	0	0	2,209
101+80	5.00	42.87	0.00	0.00	7	0	0	2,570	355	0	0	2,216
101+85	5.00	51.76	0.00	0.00	9	0	0	2,579	355	0	0	2,225
101+90	5.00	59.06	0.00	0.00	10	0	0	2,589	355	0	0	2,235
101+95	5.00	55.37	11.34	0.00	11	1	0	2,600	356	0	0	2,244
102+00	5.00	54.91	17.93	0.00	10	3	0	2,610	359	0	0	2,251
102+05	5.00	60.02	17.31	0.00	11	3	0	2,621	363	0	0	2,258
102+10	5.00	66.63	17.27	0.00	12	3	0	2,633	367	0	0	2,266
102+15	5.00	74.02	14.27	0.00	13	3	0	2,646	370	0	0	2,275
102+20	5.00	81.99	11.84	0.00	14	2	0	2,660	373	0	0	2,287
102+25	5.00	88.14	10.83	0.00	16	2	0	2,676	376	0	0	2,300
102+30	5.00	97.02	10.11	0.00	17	2	0	2,693	378	0	0	2,315
102+35	5.00	98.59	9.19	0.00	18	2	0	2,711	380	0	0	2,331
102+40	5.00	98.73	8.10	0.00	18	2	0	2,729	382	0	0	2,347
102+45	5.00	89.95	10.93	0.00	17	2	0	2,747	384	0	0	2,362
102+50	5.00	84.35	22.43	0.00	16	3	0	2,763	388	0	0	2,375
102+55	5.00	80.74	43.17	0.00	15	6	0	2,778	395	0	0	2,383
102+60	5.00	79.38	68.53	0.00	15	10	0	2,793	408	0	0	2,385
102+65	5.00	77.20	90.79	0.00	14	15	0	2,808	425	0	0	2,382
102+70	5.00	74.76	104.13	0.00	14	18	0	2,822	447	0	0	2,375
102+75	5.00	62.16	104.08	0.00	13	19	0	2,834	470	0	0	2,364
102+80	5.00	66.81	88.77	0.00	12	18	0	2,846	492	0	0	2,355
102+85	5.00	59.61	65.31	0.00	12	14	0	2,858	509	0	0	2,349
102+90	5.00	66.17	47.75	0.00	12	10	0	2,870	521	0	0	2,348
102+95	5.00	68.50	34.75	0.00	12	8	0	2,882	531	0	0	2,352
103+00	5.00	68.88	25.19	0.00	13	6	0	2,895	537	0	0	2,358

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USH 8 WB MAINLINE

STATION	Distance	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
		Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Mass Ordinate
								1.00	1.20	1.50	0.50	
					Note 1	Note 3		Note 1		Note 4	Note 6	Note 8
103+00	0.00	68.88	25.19	0.00	0	0	0	0	0	0	0	0
103+50	50.00	60.79	25.76	0.00	120	47	0	120	57	0	0	63
104+00	50.00	62.86	24.88	0.00	114	47	0	235	113	0	0	122
104+02.91	2.91	62.64	24.70	0.04	7	3	0	241	116	0	0	125
104+50	47.09	51.41	67.78	57.03	99	81	50	341	213	75	25	103
105+00	50.00	47.15	168.47	184.63	91	219	224	432	475	410	137	-180
105+10.74	10.74	47.71	201.83	118.08	19	74	60	451	564	501	167	-280
105+50	39.26	49.95	82.38	80.01	71	207	144	522	812	717	239	-529
106+00	50.00	46.75	59.59	17.33	90	131	90	611	969	852	284	-642
106+50	50.00	46.08	42.15	90.94	86	94	100	697	1,082	1,002	334	-719
106+85.95	35.95	46.00	58.22	138.43	61	67	153	759	1,163	1,231	410	-814
107+00	14.05	46.18	65.54	143.89	24	32	73	783	1,201	1,341	447	-866
107+39.28	39.28	40.20	86.90	100.67	63	111	178	845	1,334	1,608	536	-1,025
107+50	10.72	38.65	92.57	87.68	16	36	37	861	1,377	1,664	555	-1,071
107+92.62	42.62	35.02	110.68	30.06	58	160	93	919	1,570	1,804	601	-1,252
108+00	7.38	34.62	112.81	25.41	10	31	8	929	1,606	1,815	605	-1,283
108+19.28	19.28	36.38	120.99	38.89	25	83	23	954	1,706	1,850	617	-1,369
108+50	30.72	38.51	129.67	48.76	43	143	50	997	1,878	1,924	641	-1,522
109+00	50.00	36.91	129.31	39.66	70	240	82	1,067	2,165	2,047	682	-1,781
109+50	50.00	35.81	101.00	27.03	67	213	62	1,134	2,421	2,140	713	-2,001
110+00	50.00	40.54	95.81	28.35	71	182	51	1,205	2,640	2,217	739	-2,174
110+50	50.00	44.81	115.67	4.46	79	196	30	1,284	2,875	2,262	754	-2,345
111+00	50.00	45.22	123.38	0.08	83	221	4	1,367	3,140	2,269	756	-2,530
111+50	50.00	35.29	86.13	8.92	75	194	8	1,442	3,373	2,281	760	-2,692
112+00	50.00	33.52	104.58	0.96	64	177	9	1,505	3,585	2,295	765	-2,845
112+50	50.00	24.54	112.11	23.22	54	201	22	1,559	3,826	2,328	776	-3,043
112+77.49	27.49	18.43	136.31	33.27	22	126	29	1,581	3,978	2,371	790	-3,187
113+00	22.51	15.79	147.75	36.94	14	118	29	1,595	4,120	2,415	805	-3,330
113+50	50.00	23.64	98.97	16.28	37	228	49	1,632	4,394	2,489	830	-3,592
114+00	50.00	29.67	74.57	1.37	49	161	16	1,681	4,587	2,514	838	-3,744
114+50	50.00	30.20	69.84	1.85	55	134	3	1,736	4,747	2,518	839	-3,850
114+78.4	28.40	30.99	70.52	10.14	32	74	6	1,769	4,836	2,528	843	-3,910
114+93.4	15.00	30.95	72.91	14.07	17	40	7	1,786	4,884	2,538	846	-3,944

USH 8 WB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
115+00	0.00	30.95	72.91	14.07	0	0	0	0	0	0	0	0
115+50	50.00	36.51	79.94	12.06	62	142	24	62	170	36	12	-119
116+00	50.00	36.82	61.63	1.56	68	131	13	130	327	55	18	-215
116+50	50.00	35.23	50.21	0.00	67	104	1	197	451	57	19	-273
117+00	50.00	35.96	49.72	0.07	66	93	0	263	562	57	19	-319
117+14.89	14.89	36.45	50.34	0.00	20	28	0	283	596	57	19	-332
117+50	35.11	33.34	49.68	0.00	45	65	0	328	674	57	19	-364
118+00	50.00	31.22	49.39	0.00	60	92	0	388	784	57	19	-415
118+50	50.00	32.24	50.88	0.00	59	93	0	447	895	57	19	-467
119+00	50.00	35.11	48.91	0.00	62	92	0	509	1,006	57	19	-516
119+15.28	15.28	36.04	46.23	0.00	20	27	0	529	1,038	57	19	-528
119+50	34.72	37.55	39.61	0.00	47	55	0	577	1,104	57	19	-547
120+00	50.00	39.11	30.07	0.00	71	65	0	648	1,182	57	19	-553
120+50	50.00	39.63	15.36	0.00	73	42	0	721	1,232	57	19	-531
121+00	50.00	41.41	4.84	0.00	75	19	0	796	1,255	57	19	-478
121+18.25	18.25	42.35	3.68	0.00	28	3	0	824	1,258	57	19	-454
121+21.73	3.48	42.21	3.49	0.00	5	0	0	829	1,259	57	19	-449
121+24.41	2.68	42.06	3.92	0.00	4	0	0	834	1,259	57	19	-445
121+50	25.59	40.23	12.04	0.00	39	8	0	873	1,268	57	19	-415
122+00	50.00	37.06	9.24	0.00	72	20	0	944	1,292	57	19	-367
122+50	50.00	37.83	9.18	0.00	69	17	0	1,013	1,312	57	19	-318
123+00	50.00	39.48	7.60	0.00	72	16	0	1,085	1,331	57	19	-265
123+45.56	45.56	33.68	11.33	0.00	62	16	0	1,147	1,350	57	19	-223
123+50	4.44	33.08	11.65	0.00	5	2	0	1,152	1,353	57	19	-219
124+00	50.00	30.29	13.76	0.00	59	24	0	1,211	1,381	57	19	-189
124+50	50.00	34.49	10.43	0.15	60	22	0	1,271	1,408	58	19	-156
125+00	50.00	37.58	6.17	0.00	67	15	0	1,338	1,426	58	19	-108
125+50	50.00	0.00	0.00	0.00	35	6	0	1,372	1,433	58	19	-80
126+00	50.00	0.00	0.00	0.00	0	0	0	1,372	1,433	58	19	-80

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RAMP A												
		AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
STATION	Distance	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.20	Expanded Marsh Backfill 1.50	Reduced Marsh in Fill 0.50	Mass Ordinate
					Note 1	Note 3		Note 1		Note 4	Note 6	Note 8
1764+10	0.00	4.71	0.00	0.00	0	0	0	0	0	0	0	0
1764+15	5.00	19.18	0.00	0.00	2	0	0	2	0	0	0	2
1764+20	5.00	18.21	0.00	0.00	3	0	0	6	0	0	0	6
1764+25	5.00	19.77	0.00	0.00	4	0	0	9	0	0	0	9
1764+30	5.00	26.46	0.00	0.00	4	0	0	13	0	0	0	13
1764+35	5.00	28.76	0.00	0.00	5	0	0	19	0	0	0	19
1764+40	5.00	33.96	0.00	0.00	6	0	0	24	0	0	0	24
1764+45	5.00	41.34	0.00	0.00	7	0	0	31	0	0	0	31
1764+50	5.00	49.87	0.00	0.00	8	0	0	40	0	0	0	40
1764+55	5.00	58.31	0.00	0.00	10	0	0	50	0	0	0	50
1764+60	5.00	64.35	0.00	0.00	11	0	0	61	0	0	0	61
1764+65	5.00	70.62	0.00	0.00	12	0	0	74	0	0	0	74
1764+70	5.00	78.32	0.00	0.00	14	0	0	87	0	0	0	87
1764+75	5.00	83.13	0.00	0.00	15	0	0	102	0	0	0	102
1764+80	5.00	83.53	0.00	0.00	15	0	0	118	0	0	0	118
1764+85	5.00	76.72	0.04	0.00	15	0	0	133	0	0	0	133
1764+90	5.00	71.63	4.57	0.00	14	0	0	146	1	0	0	146
1764+95	5.00	63.79	17.68	0.00	13	2	0	159	3	0	0	156
1765+00	5.00	56.05	38.48	0.00	11	5	0	170	9	0	0	161
1765+05	5.00	49.34	64.88	0.00	10	10	0	180	21	0	0	159
1765+10	5.00	43.09	96.87	0.00	9	15	0	188	39	0	0	150
1765+15	5.00	30.88	124.43	0.00	7	20	0	195	63	0	0	132
1765+20	5.00	25.18	148.67	0.00	5	25	0	200	94	0	0	107
1765+25	5.00	19.74	153.68	0.00	4	28	0	205	127	0	0	77
1765+30	5.00	19.10	158.83	0.00	4	29	0	208	162	0	0	46
1765+35	5.00	17.57	164.46	0.00	3	30	0	212	198	0	0	14
1765+40	5.00	16.39	170.76	0.00	3	31	0	215	235	0	0	-20
1765+45	5.00	15.08	176.07	0.00	3	32	0	218	274	0	0	-56
1765+50	5.00	17.39	177.06	0.00	3	33	0	221	313	0	0	-92
1765+55	5.00	16.03	179.03	0.00	3	33	0	224	352	0	0	-129
1765+60	5.00	15.09	184.40	0.00	3	34	0	227	393	0	0	-166
1765+65	5.00	15.01	134.01	0.00	3	29	0	229	428	0	0	-199
1765+70	5.00	15.92	103.93	0.00	3	22	0	232	455	0	0	-222
1765+75	5.00	18.90	79.08	0.00	3	17	0	235	475	0	0	-239
1765+80	5.00	18.56	61.22	0.00	3	13	0	239	491	0	0	-252
1765+85	5.00	0.98	46.24	0.00	2	10	0	241	503	0	0	-262
1765+90	5.00	0.00	24.17	0.00	0	7	0	241	510	0	0	-269
1765+95	5.00	0.00	1.17	0.00	0	2	0	241	513	0	0	-272
1766+00	5.00	0.00	0.00	0.00	0	0	0	241	513	0	0	-272

RAMP D												
		AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
STATION	Distance	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut	Expanded Fill	Expanded Marsh Backfill	Reduced Marsh in Fill	Mass Ordinate
								1.00	1.20	1.50	0.50	
					Note 1	Note 3		Note 1		Note 4	Note 6	Note 8
1760+65	0.00	9.30	0.00	0.00	0	0	0	0	0	0	0	0
1760+70	5.00	24.66	0.00	0.00	3	0	0	3	0	0	0	3
1760+75	5.00	40.34	0.00	0.00	6	0	0	9	0	0	0	9
1760+80	5.00	56.33	0.00	0.00	9	0	0	18	0	0	0	18
1760+85	5.00	72.84	0.00	0.00	12	0	0	30	0	0	0	30
1760+90	5.00	82.58	0.00	0.00	14	0	0	44	0	0	0	44
1760+95	5.00	90.55	0.31	0.00	16	0	0	60	0	0	0	60
1761+00	5.00	91.27	16.68	0.00	17	2	0	77	2	0	0	75
1761+05	5.00	100.49	28.73	0.00	18	4	0	95	7	0	0	88
1761+08.83	3.83	110.63	41.06	0.00	15	5	0	110	13	0	0	97
1761+10	1.17	115.37	48.36	0.00	5	2	0	115	15	0	0	100
1761+15	5.00	111.64	80.31	0.00	21	12	0	136	30	0	0	106
1761+20	5.00	106.74	110.67	0.00	20	18	0	156	51	0	0	105
1761+25	5.00	103.15	113.23	0.00	19	21	0	176	76	0	0	100
1761+30	5.00	102.77	67.53	0.00	19	17	0	195	96	0	0	99
1761+34.49	4.49	135.99	57.50	0.00	20	10	0	215	108	0	0	106
1761+35	0.51	140.98	56.72	0.00	3	1	0	217	109	0	0	108
1761+40	5.00	181.78	48.79	0.00	30	10	0	247	121	0	0	126
1761+45	5.00	213.12	39.40	0.00	37	8	0	284	131	0	0	153
1761+50	5.00	226.53	36.02	0.00	41	7	0	324	139	0	0	185
1761+55	5.00	239.18	38.63	0.00	43	7	0	367	148	0	0	220
1761+60	5.00	245.17	39.73	0.00	45	7	0	412	156	0	0	256
1761+65	5.00	254.20	38.43	0.00	46	7	0	459	165	0	0	293
1761+70	5.00	275.34	36.10	0.00	49	7	0	508	173	0	0	334
1761+75	5.00	305.62	31.87	0.00	54	6	0	561	181	0	0	380
1761+80	5.00	328.77	28.44	0.00	59	6	0	620	188	0	0	432
1761+85	5.00	337.50	25.19	0.00	62	5	0	682	194	0	0	488
1761+90	5.00	341.91	21.74	0.00	63	4	0	745	199	0	0	546
1761+95	5.00	343.74	18.32	0.00	63	4	0	808	203	0	0	605
1762+00	5.00	341.09	15.09	0.00	63	3	0	872	207	0	0	665
1762+30.51	30.51	266.22	0.00	0.00	343	9	0	1,215	217	0	0	998
1763+00	69.49	131.26	0.00	0.00	511	0	0	1,726	217	0	0	1,509
1763+52.2	52.20	74.86	0.38	0.00	199	0	0	1,925	218	0	0	1,708
1764+00	47.80	47.63	5.99	0.00	108	6	0	2,034	224	0	0	1,810
1765+00	100.00	0.00	0.00	0.00	88	11	0	2,122	238	0	0	1,884

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FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090101-EW.DWG
LAYOUT NAME - 090101-EW - 090111-EW
PLOT DATE : 10/3/2017 3:39 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 49

KLADE ROAD NORTH

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
07+75	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
08+00	25.00	57.96	0.05	0.00	27	0	0	27	0	0	0	27
08+50	50.00	44.15	4.16	0.00	95	4	0	121	5	0	0	117
08+55	5.00	45.81	3.68	0.00	8	1	0	130	6	0	0	124
08+60	5.00	47.78	3.48	0.00	9	1	0	138	6	0	0	132
08+65	5.00	49.31	3.54	0.00	9	1	0	147	7	0	0	140
08+70	5.00	49.57	4.29	0.00	9	1	0	157	8	0	0	149
08+75	5.00	50.78	5.52	0.00	9	1	0	166	9	0	0	157
08+80	5.00	52.75	7.22	0.00	10	1	0	175	11	0	0	165
08+85	5.00	54.80	8.33	0.00	10	1	0	185	12	0	0	173
08+90	5.00	56.82	10.77	0.00	10	2	0	196	14	0	0	181
08+95	5.00	60.24	13.48	0.00	11	2	0	207	17	0	0	189
09+00	5.00	67.84	10.70	0.00	12	2	0	218	20	0	0	199
09+05	5.00	105.98	5.59	0.00	16	2	0	234	22	0	0	213
09+10	5.00	114.87	5.65	0.00	20	1	0	255	23	0	0	232
09+15	5.00	145.03	3.53	0.00	24	1	0	279	24	0	0	255
09+20	5.00	177.41	0.06	0.00	30	0	0	309	24	0	0	285
09+25	5.00	190.59	0.00	0.00	34	0	0	343	24	0	0	319
09+30	5.00	159.80	23.72	0.00	32	2	0	375	27	0	0	348
09+35	5.00	150.05	40.75	0.00	29	6	0	404	34	0	0	370
09+40	5.00	134.29	52.53	0.00	26	9	0	430	44	0	0	386
09+45	5.00	105.33	61.70	0.00	22	11	0	453	57	0	0	395
09+50	5.00	95.79	67.27	0.00	19	12	0	471	71	0	0	400
09+55	5.00	100.17	55.04	0.00	18	11	0	489	85	0	0	404
09+60	5.00	106.49	20.84	0.00	19	7	0	508	93	0	0	415
09+65	5.00	113.37	1.97	0.00	20	2	0	529	96	0	0	433
09+70	5.00	108.35	0.00	0.00	21	0	0	549	96	0	0	453
09+75	5.00	91.98	0.00	0.00	19	0	0	568	96	0	0	472
09+80	5.00	72.77	0.00	0.00	15	0	0	583	96	0	0	487
09+85	5.00	54.46	0.00	0.00	12	0	0	595	96	0	0	499
09+90	5.00	36.23	0.00	0.00	8	0	0	603	96	0	0	507
09+95	5.00	18.00	0.00	0.00	5	0	0	608	96	0	0	512

USH 8 WB STAGE 2 TEMP. WIDENING												
		AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)				
STATION	Distance	Cut	Fill	Marsh Exc	Cut	Fill	Marsh Exc	Cut 1.00	Expanded Fill 1.20	Expanded Marsh Backfill 1.50	Reduced Marsh in Fill 0.50	Mass Ordinate
					Note 1	Note 3		Note 1		Note 4	Note 6	Note 8
125+00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
125+25	25.00	0.00	6.81	0.00	0	3	0	0	4	0	0	-4
126+00	75.00	0.00	4.98	0.00	0	16	0	0	23	0	0	-23
127+00.04	100.04	0.00	0.90	0.00	0	11	0	0	37	0	0	-37
127+05.81	5.77	0.00	0.74	0.00	0	0	0	0	37	0	0	-37
127+50.01	44.20	0.00	0.00	0.00	0	1	0	0	37	0	0	-37

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PROJECT NO: 1590-14-70 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: EARTHWORK TOTALS | SHEET 321 | E

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
69+50	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
70+00	50.00	22.79	17.19	322.31	21	16	298	21	19	448	149	-147
70+50	50.00	25.00	15.08	284.59	44	30	562	65	55	1,291	430	-420
70+57.47	7.47	26.71	14.87	271.76	7	4	77	73	60	1,406	469	-456
71+00	42.53	31.22	17.82	208.44	46	26	378	118	91	1,973	658	-630
71+10.81	10.81	30.72	20.97	192.45	12	8	80	131	100	2,094	698	-667
71+29	18.19	29.66	38.48	201.55	20	20	133	151	124	2,293	764	-738
71+50	21.00	29.08	30.96	150.72	23	27	137	174	157	2,498	833	-816
71+64.14	14.14	28.52	29.66	115.67	15	16	70	189	176	2,603	868	-854
71+90.81	26.66	27.39	28.88	43.98	28	29	79	216	210	2,721	907	-901
72+00	9.19	28.17	27.53	17.05	9	10	10	226	222	2,737	912	-908
72+50	50.00	34.39	21.58	21.63	58	45	36	284	276	2,790	930	-923
73+00	50.00	33.91	14.00	28.20	63	33	46	347	316	2,860	953	-922
73+50	50.00	47.17	5.69	4.47	75	18	30	422	338	2,905	968	-884
74+00	50.00	51.81	0.00	0.00	92	5	4	514	344	2,911	970	-801
74+50	50.00	57.43	0.00	0.00	101	0	0	615	344	2,911	970	-700
75+00	50.00	55.95	0.00	0.00	105	0	0	720	344	2,911	970	-595
75+50	50.00	57.56	0.00	0.00	105	0	0	825	344	2,911	970	-490
75+65	15.00	57.33	3.36	0.00	32	1	0	857	345	2,911	970	-459
76+00	35.00	58.13	5.10	0.00	75	5	0	932	352	2,911	970	-391
76+23.71	23.71	59.23	5.86	0.00	52	5	0	983	358	2,911	970	-345
76+30	6.29	59.44	6.07	0.00	14	1	0	997	359	2,911	970	-333
76+50	20.00	59.86	6.37	0.00	44	5	0	1,041	365	2,911	970	-294
77+00	50.00	61.21	5.70	0.00	112	11	0	1,153	378	2,911	970	-195
77+50	50.00	67.57	2.52	0.00	119	8	0	1,273	387	2,911	970	-85
78+00	50.00	72.99	0.56	0.00	130	3	0	1,403	391	2,911	970	42
78+10	10.00	74.71	0.52	0.00	27	0	0	1,430	391	2,911	970	69
78+50	40.00	76.97	0.49	0.00	112	1	0	1,542	392	2,911	970	180
79+00	50.00	68.03	1.39	0.00	134	2	0	1,677	394	2,911	970	312
79+50	50.00	61.05	10.95	0.00	120	11	0	1,796	408	2,911	970	418
80+00	50.00	59.24	10.92	0.00	111	20	0	1,908	432	2,911	970	505
80+45	45.00	54.95	10.58	0.00	95	18	0	2,003	454	2,911	970	579
80+50	5.00	54.39	9.96	0.00	10	2	0	2,013	456	2,911	970	587
80+55	5.00	54.18	9.28	0.00	10	2	0	2,023	458	2,911	970	595
80+56.61	1.61	54.29	9.07	0.00	3	1	0	2,026	459	2,911	970	597
80+60	3.39	54.40	8.44	0.00	7	1	0	2,033	460	2,911	970	603
80+65	5.00	54.89	7.54	0.00	10	1	0	2,043	462	2,911	970	611
80+70	5.00	55.72	6.67	0.00	10	1	0	2,053	463	2,911	970	620
80+75	5.00	56.27	5.55	0.00	10	1	0	2,064	465	2,911	970	629
80+80	5.00	53.85	2.55	0.00	10	1	0	2,074	466	2,911	970	638
80+83.27	3.27	51.30	3.34	0.00	6	0	0	2,080	466	2,911	970	644
80+85	1.73	49.75	5.88	0.00	3	0	0	2,084	466	2,911	970	647
80+90	5.00	50.72	13.72	0.00	9	2	0	2,093	468	2,911	970	654
80+95	5.00	53.34	13.83	0.00	10	3	0	2,102	472	2,911	970	661
81+00	5.00	57.04	12.15	0.00	10	2	0	2,113	474	2,911	970	668
81+05	5.00	58.92	11.29	0.00	11	2	0	2,123	477	2,911	970	676
81+10	5.00	64.19	11.57	0.00	11	2	0	2,135	480	2,911	970	685
81+15	5.00	68.83	9.62	0.00	12	2	0	2,147	482	2,911	970	695

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
81+20	5.00	74.16	1.13	0.00	13	1	0	2,160	483	2,911	970	707
81+25	5.00	75.82	0.00	0.00	14	0	0	2,174	483	2,911	970	721
81+30	5.00	76.13	0.00	0.00	14	0	0	2,188	483	2,911	970	735
81+35	5.00	76.59	0.00	0.00	14	0	0	2,202	483	2,911	970	749
81+36.61	1.61	75.77	0.00	0.00	5	0	0	2,207	483	2,911	970	753
81+40	3.39	72.10	0.00	0.00	9	0	0	2,216	483	2,911	970	763
81+45	5.00	66.95	0.00	0.00	13	0	0	2,229	483	2,911	970	776
81+50	5.00	61.75	0.00	0.00	12	0	0	2,241	483	2,911	970	787
81+55	5.00	56.62	0.00	0.00	11	0	0	2,252	483	2,911	970	798
81+60	5.00	51.10	0.00	0.00	10	0	0	2,262	483	2,911	970	808
81+62.04	2.04	48.77	0.00	0.00	4	0	0	2,266	483	2,911	970	812
81+65	2.96	52.51	0.00	0.00	6	0	0	2,271	483	2,911	970	818
81+70	5.00	59.04	0.00	0.00	10	0	0	2,282	483	2,911	970	828
81+75	5.00	65.06	0.00	0.00	11	0	0	2,293	483	2,911	970	840
81+80	5.00	71.46	0.00	0.00	13	0	0	2,306	483	2,911	970	852
81+85	5.00	77.27	0.00	0.00	14	0	0	2,320	483	2,911	970	866
81+89.94	4.94	64.43	0.21	0.00	13	0	0	2,333	483	2,911	970	879
81+90	0.06	64.41	0.22	0.00	0	0	0	2,333	483	2,911	970	879
81+95	5.00	64.04	1.40	0.00	12	0	0	2,345	483	2,911	970	891
82+00	5.00	62.27	2.79	0.00	12	0	0	2,356	484	2,911	970	902
82+05	5.00	61.35	3.53	0.00	11	1	0	2,368	485	2,911	970	913
82+10	5.00	54.72	16.58	0.00	11	2	0	2,378	487	2,911	970	921
82+15	5.00	49.42	21.25	0.00	10	4	0	2,388	491	2,911	970	927
82+20	5.00	45.82	25.33	0.00	9	4	0	2,397	496	2,911	970	930
82+25	5.00	43.52	28.50	0.00	8	5	0	2,405	502	2,911	970	933
82+30	5.00	42.13	19.94	0.00	8	4	0	2,413	508	2,911	970	935
82+35	5.00	51.92	9.28	0.00	9	3	0	2,422	511	2,911	970	941
82+40	5.00	63.36	5.81	0.00	11	1	0	2,433	513	2,911	970	950
82+45	5.00	64.24	5.76	0.00	12	1	0	2,444	514	2,911	970	960
82+50	5.00	63.72	5.56	0.00	12	1	0	2,456	515	2,911	970	971
82+55	5.00	63.23	5.65	0.00	12	1	0	2,468	516	2,911	970	981
82+60	5.00	62.76	5.74	0.00	12	1	0	2,480	518	2,911	970	992
82+65	5.00	62.31	5.83	0.00	12	1	0	2,491	519	2,911	970	1,002
82+70	5.00	61.55	5.80	0.00	11	1	0	2,503	520	2,911	970	1,012
82+75	5.00	60.70	5.71	0.00	11	1	0	2,514	521	2,911	970	1,022
82+80	5.00	59.82	5.64	0.00	11	1	0	2,525	523	2,911	970	1,032
82+81.82	1.82	59.51	5.62	0.00	4	0	0	2,529	523	2,911	970	1,036
82+85	3.18	58.98	5.58	0.00	7	1	0	2,536	524	2,911	970	1,042
82+90	5.00	58.18	5.54	0.00	11	1	0	2,547	525	2,911	970	1,051
82+95	5.00	57.39	5.51	0.00	11	1	0	2,558	526	2,911	970	1,061
83+00	5.00	56.60	5.48	0.00	11	1	0	2,568	528	2,911	970	1,070
83+05	5.00	55.82	5.44	0.00	10	1	0	2,579	529	2,911	970	1,079
83+10	5.00	55.04	5.41	0.00	10	1	0	2,589	530	2,911	970	1,088
83+50	40.00	50.37	5.49	0.00	78	8	0	2,667	540	2,911	970	1,157
84+00	50.00	50.97	5.84	0.00	94	10	0	2,761	552	2,911	970	1,238
84+50	50.00	50.40	6.56	0.00	94	11	0	2,855	566	2,911	970	1,318
85+00	50.00	46.05	7.12	0.00	89	13	0	2,944	581	2,911	970	1,392
85+50	50.00	45.80	4.71	0.00	85	11	0	3,029	594	2,911	970	1,464

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PROJECT NO: 1590-14-70 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: EARTHWORK TOTALS | SHEET 323 | E

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
86+00	50.00	48.26	3.16	0.00	87	7	0	3,116	603	2,911	970	1,543
86+50	50.00	51.49	2.49	0.00	92	5	0	3,209	609	2,911	970	1,629
87+00	50.00	57.90	1.32	0.00	101	4	0	3,310	614	2,911	970	1,726
87+32.14	32.14	62.24	1.41	0.00	72	2	0	3,381	616	2,911	970	1,795
87+50	17.86	64.87	1.86	0.00	42	1	0	3,423	617	2,911	970	1,836
88+00	50.00	64.89	2.13	0.00	120	4	0	3,543	621	2,911	970	1,952
88+50	50.00	55.33	6.29	0.00	111	8	0	3,655	631	2,911	970	2,054
89+00	50.00	58.20	7.56	0.00	105	13	0	3,760	646	2,911	970	2,143
89+50	50.00	55.35	14.19	0.00	105	20	0	3,865	670	2,911	970	2,224
90+00	50.00	56.64	19.27	0.00	104	31	0	3,969	707	2,911	970	2,291
90+50	50.00	57.24	15.49	0.00	105	32	0	4,074	746	2,911	970	2,358
91+00	50.00	70.04	10.57	0.00	118	24	0	4,192	775	2,911	970	2,447
91+50	50.00	79.35	9.87	0.00	138	19	0	4,330	798	2,911	970	2,562
91+70	20.00	94.65	9.35	0.00	64	7	0	4,395	806	2,911	970	2,618
91+75	5.00	99.05	9.23	0.00	18	2	0	4,413	808	2,911	970	2,634
91+80	5.00	103.07	9.12	0.00	19	2	0	4,431	810	2,911	970	2,651
91+85	5.00	106.71	9.88	0.00	19	2	0	4,451	813	2,911	970	2,668
91+90	5.00	117.54	10.75	0.00	21	2	0	4,472	815	2,911	970	2,686
91+95	5.00	127.85	11.16	0.00	23	2	0	4,494	817	2,911	970	2,707
92+00	5.00	151.44	8.95	0.00	26	2	0	4,520	820	2,911	970	2,730

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PROJECT NO: 1590-14-70 | HWY: USH 8 | COUNTY: LINCOLN | CROSS SECTIONS: EARTHWORK TOTALS | SHEET 324 | E

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
92+00	0.00	151.44	8.95	0.00	0	0	0	0	0	0	0	0
92+05	5.00	169.06	9.01	0.00	30	2	0	30	2	0	0	28
92+10	5.00	192.43	9.11	0.00	33	2	0	63	4	0	0	59
92+15	5.00	225.69	9.13	0.00	39	2	0	102	6	0	0	96
92+20	5.00	257.61	9.25	0.00	45	2	0	147	8	0	0	139
92+25	5.00	290.12	9.25	0.00	51	2	0	197	10	0	0	187
92+30	5.00	297.67	10.65	0.00	54	2	0	252	12	0	0	239
92+35	5.00	287.36	9.50	0.00	54	2	0	306	15	0	0	291
92+40	5.00	255.22	12.07	0.00	50	2	0	356	17	0	0	339
92+45	5.00	211.94	11.07	0.00	43	2	0	399	20	0	0	380
92+50	5.00	182.64	9.80	0.00	37	2	0	436	22	0	0	414
92+55	5.00	171.53	9.59	0.00	33	2	0	469	24	0	0	445
92+60	5.00	144.69	9.73	0.00	29	2	0	498	26	0	0	472
92+65	5.00	124.01	9.55	0.00	25	2	0	523	28	0	0	495
92+70	5.00	108.75	9.19	0.00	22	2	0	544	30	0	0	514
92+75	5.00	97.13	9.05	0.00	19	2	0	564	32	0	0	531
92+80	5.00	96.03	8.92	0.00	18	2	0	581	34	0	0	547
92+85	5.00	90.28	9.39	0.00	17	2	0	599	36	0	0	562
92+90	5.00	80.17	9.74	0.00	16	2	0	614	39	0	0	576
92+95	5.00	74.24	11.13	0.00	14	2	0	629	41	0	0	588
93+00	5.00	71.30	13.06	0.00	13	2	0	642	44	0	0	599
93+05	5.00	66.75	15.04	0.00	13	3	0	655	47	0	0	608
93+10	5.00	61.40	15.87	0.00	12	3	0	667	50	0	0	617
93+15	5.00	55.00	16.39	0.00	11	3	0	678	54	0	0	624
93+20	5.00	49.27	17.32	0.00	10	3	0	687	57	0	0	630
93+25	5.00	45.00	18.18	0.00	9	3	0	696	61	0	0	635
93+30	5.00	41.86	18.99	0.00	8	3	0	704	66	0	0	639
93+35	5.00	39.70	19.16	0.00	8	4	0	712	70	0	0	642
93+40	5.00	37.66	8.66	0.00	7	3	0	719	73	0	0	646
93+45	5.00	33.70	0.00	0.00	7	1	0	725	74	0	0	652
93+50	5.00	28.68	0.00	0.00	6	0	0	731	74	0	0	657
93+55	5.00	33.82	0.00	0.00	6	0	0	737	74	0	0	663
93+60	5.00	46.20	0.00	0.00	7	0	0	744	74	0	0	671
93+65	5.00	46.52	0.00	0.00	9	0	0	753	74	0	0	679
93+70	5.00	69.90	0.66	0.00	11	0	0	764	74	0	0	690
93+75	5.00	69.84	1.05	0.00	13	0	0	777	74	0	0	703
93+80	5.00	69.49	1.31	0.00	13	0	0	790	74	0	0	715
93+85	5.00	68.73	1.71	0.00	13	0	0	802	75	0	0	728
93+90	5.00	67.04	2.11	0.00	13	0	0	815	75	0	0	740
93+95	5.00	64.78	2.56	0.00	12	0	0	827	76	0	0	751
94+00	5.00	49.70	2.64	0.00	11	0	0	838	76	0	0	762
94+05	5.00	45.50	11.03	0.00	9	1	0	847	78	0	0	769
94+10	5.00	44.73	12.80	0.00	8	2	0	855	80	0	0	775
94+15	5.00	44.07	11.55	0.00	8	2	0	863	83	0	0	780
94+20	5.00	43.61	11.14	0.00	8	2	0	871	86	0	0	786
94+25	5.00	43.34	12.46	0.00	8	2	0	879	88	0	0	791
94+30	5.00	43.54	12.38	0.00	8	2	0	887	91	0	0	796
94+35	5.00	43.94	12.93	0.00	8	2	0	895	94	0	0	802

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
94+40	5.00	44.37	13.48	0.00	8	2	0	904	97	0	0	807
94+45	5.00	51.15	16.04	0.00	9	3	0	912	100	0	0	812
94+50	5.00	51.03	21.89	0.00	9	4	0	922	104	0	0	818
95+00	50.00	46.69	36.85	0.00	90	54	0	1,012	169	0	0	843
95+32.64	32.64	54.01	36.80	0.00	61	45	0	1,073	223	0	0	850
95+50	17.36	51.61	19.16	0.00	34	18	0	1,107	245	0	0	863
96+00	50.00	57.24	3.74	0.00	101	21	0	1,208	270	0	0	938
96+50	50.00	73.19	1.75	0.00	121	5	0	1,329	276	0	0	1,053
97+00	50.00	73.38	2.28	0.00	136	4	0	1,465	281	0	0	1,184
97+50	50.00	74.94	1.12	0.00	137	3	0	1,602	284	0	0	1,318
98+00	50.00	77.24	0.77	0.00	141	2	0	1,743	286	0	0	1,456
98+50	50.00	74.87	5.46	0.00	141	6	0	1,884	293	0	0	1,590
98+96.19	46.19	71.18	18.40	0.00	125	20	0	2,009	318	0	0	1,691
99+00	3.81	71.19	21.09	0.00	10	3	0	2,019	321	0	0	1,697
99+50	50.00	72.63	30.91	0.00	133	48	0	2,152	379	0	0	1,773
100+00	50.00	64.16	37.80	0.00	127	64	0	2,278	455	0	0	1,823
100+05	5.00	59.20	38.43	0.00	11	7	0	2,290	464	0	0	1,826
100+10	5.00	59.25	38.20	0.00	11	7	0	2,301	472	0	0	1,829
100+15	5.00	59.18	38.23	0.00	11	7	0	2,312	481	0	0	1,831
100+20	5.00	59.33	38.14	0.00	11	7	0	2,323	489	0	0	1,833
100+25	5.00	59.96	37.64	0.00	11	7	0	2,334	498	0	0	1,836
100+30	5.00	61.13	36.80	0.00	11	7	0	2,345	506	0	0	1,839
100+35	5.00	62.85	35.62	0.00	11	7	0	2,356	514	0	0	1,842
100+40	5.00	65.19	34.26	0.00	12	6	0	2,368	522	0	0	1,847
100+45	5.00	67.96	32.46	0.00	12	6	0	2,381	529	0	0	1,851
100+50	5.00	71.15	30.14	0.00	13	6	0	2,394	536	0	0	1,857
100+55	5.00	74.44	26.32	0.00	13	5	0	2,407	542	0	0	1,865
100+60	5.00	77.98	6.70	0.00	14	3	0	2,421	546	0	0	1,875
100+65	5.00	82.18	0.34	0.00	15	1	0	2,436	547	0	0	1,889
100+70	5.00	81.58	0.14	0.00	15	0	0	2,451	547	0	0	1,904
100+75	5.00	82.42	0.10	0.00	15	0	0	2,466	547	0	0	1,919
100+80	5.00	82.78	0.07	0.00	15	0	0	2,482	547	0	0	1,935
100+85	5.00	83.13	0.04	0.00	15	0	0	2,497	547	0	0	1,950
100+90	5.00	83.48	0.02	0.00	15	0	0	2,512	547	0	0	1,965
100+95	5.00	83.90	0.01	0.00	15	0	0	2,528	547	0	0	1,981
101+00	5.00	84.45	0.00	0.00	16	0	0	2,543	547	0	0	1,996
101+05	5.00	85.10	0.00	0.00	16	0	0	2,559	547	0	0	2,012
101+10	5.00	86.19	0.00	0.00	16	0	0	2,575	547	0	0	2,028
101+15	5.00	87.91	0.00	0.00	16	0	0	2,591	547	0	0	2,044
101+20	5.00	88.81	0.00	0.00	16	0	0	2,608	547	0	0	2,061
101+25	5.00	86.40	0.00	0.00	16	0	0	2,624	547	0	0	2,077
101+30	5.00	84.00	0.00	0.00	16	0	0	2,640	547	0	0	2,093
101+35	5.00	81.63	0.00	0.00	15	0	0	2,655	547	0	0	2,108
101+40	5.00	79.27	0.00	0.00	15	0	0	2,670	547	0	0	2,123
101+43	3.00	77.80	0.00	0.00	9	0	0	2,678	547	0	0	2,132
101+45	2.00	76.80	0.00	0.00	6	0	0	2,684	547	0	0	2,137
101+50	5.00	74.18	0.00	0.00	14	0	0	2,698	547	0	0	2,151
101+55	5.00	71.12	0.00	0.00	13	0	0	2,712	547	0	0	2,165

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
101+60	5.00	67.21	0.00	0.00	13	0	0	2,724	547	0	0	2,177
101+65	5.00	63.34	0.00	0.00	12	0	0	2,737	547	0	0	2,190
101+70	5.00	59.54	0.00	0.00	11	0	0	2,748	547	0	0	2,201
101+75	5.00	55.79	0.00	0.00	11	0	0	2,759	547	0	0	2,212
101+80	5.00	52.10	0.00	0.00	10	0	0	2,769	547	0	0	2,222
101+85	5.00	48.67	0.00	0.00	9	0	0	2,778	547	0	0	2,231
101+90	5.00	45.39	0.00	0.00	9	0	0	2,787	547	0	0	2,240
101+95	5.00	42.18	0.00	0.00	8	0	0	2,795	547	0	0	2,248
102+00	5.00	29.47	10.10	0.00	7	1	0	2,801	548	0	0	2,253
102+05	5.00	34.15	10.94	0.00	6	2	0	2,807	550	0	0	2,257
102+10	5.00	49.52	8.83	0.00	8	2	0	2,815	553	0	0	2,262
102+15	5.00	70.22	7.34	0.00	11	1	0	2,826	554	0	0	2,272
102+20	5.00	88.48	6.53	0.00	15	1	0	2,841	556	0	0	2,285
102+25	5.00	91.74	5.96	0.00	17	1	0	2,857	557	0	0	2,300
102+30	5.00	94.68	6.15	0.00	17	1	0	2,875	559	0	0	2,316
102+35	5.00	93.94	6.53	0.00	17	1	0	2,892	560	0	0	2,332
102+40	5.00	95.25	6.94	0.00	18	1	0	2,910	562	0	0	2,348
102+45	5.00	87.56	7.30	0.00	17	1	0	2,927	563	0	0	2,363
102+50	5.00	87.87	7.63	0.00	16	1	0	2,943	565	0	0	2,378
102+55	5.00	86.43	7.28	0.00	16	1	0	2,959	566	0	0	2,393
102+60	5.00	85.36	6.92	0.00	16	1	0	2,975	568	0	0	2,407
102+65	5.00	87.36	7.19	0.00	16	1	0	2,991	570	0	0	2,421

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PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: EARTHWORK TOTALS	SHEET 327	E

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
102+65	0.00	87.36	7.19	0.00	0	0	0	0	0	0	0	0
102+70	5.00	70.28	8.23	0.00	15	1	0	15	2	0	0	13
102+75	5.00	58.52	11.47	0.00	12	2	0	27	4	0	0	23
102+80	5.00	57.83	12.07	0.00	11	2	0	37	7	0	0	31
102+85	5.00	56.95	12.61	0.00	11	2	0	48	9	0	0	39
102+90	5.00	55.88	13.13	0.00	10	2	0	58	12	0	0	46
102+95	5.00	54.61	13.60	0.00	10	2	0	69	15	0	0	54
103+00	5.00	53.17	14.08	0.00	10	3	0	79	18	0	0	60
103+50	50.00	68.50	10.84	0.00	113	23	0	191	46	0	0	145
103+54.09	4.09	67.20	10.85	0.00	10	2	0	202	48	0	0	154
103+83.75	29.66	61.56	11.05	0.00	71	12	0	272	62	0	0	210
104+00	16.25	57.96	11.77	0.01	36	7	0	308	71	0	0	238
104+41.05	41.05	55.27	14.37	0.00	86	20	0	394	94	0	0	300
104+50	8.95	55.17	14.95	0.00	18	5	0	413	100	0	0	312
105+00	50.00	54.47	18.91	0.00	102	31	0	514	138	0	0	376
105+14.37	14.37	54.55	19.26	0.00	29	10	0	543	150	0	0	393
105+30.23	15.86	54.48	17.94	0.00	32	11	0	575	163	0	0	412
105+50	19.77	53.76	16.17	0.00	40	12	0	615	178	0	0	437
105+83.8	33.80	52.02	16.13	0.00	66	20	0	681	202	0	0	479
106+00	16.20	50.82	16.31	0.00	31	10	0	712	214	0	0	498
106+33.8	33.80	51.73	15.29	0.00	64	20	0	776	238	0	0	538
106+37.37	3.57	52.06	15.23	0.00	7	2	0	783	240	0	0	543
106+50	12.63	52.85	15.14	0.00	25	7	0	807	249	0	0	559
106+58.8	8.80	52.98	15.23	0.00	17	5	0	825	255	0	0	570
107+00	41.20	53.28	16.32	0.00	81	24	0	906	284	0	0	622
107+50	50.00	40.55	22.55	0.25	87	36	0	993	327	0	0	666
107+99.29	49.29	37.02	27.05	20.73	71	45	19	1,063	381	29	10	673
108+00	0.71	37.10	27.06	21.20	1	1	1	1,064	382	30	10	672
108+50	50.00	42.51	25.64	40.53	74	49	57	1,138	440	116	39	659
108+77.36	27.36	44.94	18.94	59.12	44	23	50	1,182	468	191	64	651
108+90.52	13.16	46.91	15.86	67.61	22	8	31	1,205	478	238	79	648
109+00	9.48	48.51	13.86	64.55	17	5	23	1,222	484	273	91	647
109+20.72	20.72	54.92	15.87	5.56	40	11	27	1,261	498	313	104	659
109+50	29.28	43.65	19.42	0.00	53	19	3	1,315	521	317	106	688
110+00	50.00	94.58	21.68	0.00	128	38	0	1,443	566	317	106	771
110+50	50.00	27.90	23.73	0.00	113	42	0	1,556	617	317	106	833
111+00	50.00	32.53	17.49	0.00	56	38	0	1,612	663	317	106	844
111+50	50.00	24.66	14.42	0.00	53	30	0	1,665	698	317	106	861
112+00	50.00	32.76	12.23	0.00	53	25	0	1,718	728	317	106	885
112+50	50.00	43.22	5.35	0.00	70	16	0	1,788	747	317	106	935
113+00	50.00	44.64	0.03	0.00	81	5	0	1,870	753	317	106	1,011
113+10	10.00	47.86	0.03	0.00	17	0	0	1,887	753	317	106	1,028
113+15	5.00	50.09	0.01	0.00	9	0	0	1,896	753	317	106	1,037
113+20	5.00	52.17	0.00	0.00	9	0	0	1,906	753	317	106	1,047
113+25	5.00	54.03	0.00	0.00	10	0	0	1,915	753	317	106	1,056
113+30	5.00	53.94	0.00	0.00	10	0	0	1,925	753	317	106	1,066
113+35	5.00	46.07	2.41	0.00	9	0	0	1,935	753	317	106	1,075
113+40	5.00	42.82	10.12	0.00	8	1	0	1,943	755	317	106	1,082

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
113+45	5.00	45.19	7.18	0.00	8	2	0	1,951	757	317	106	1,088
113+50	5.00	50.27	2.77	0.00	9	1	0	1,960	758	317	106	1,096
113+55	5.00	58.54	0.03	0.00	10	0	0	1,970	758	317	106	1,106
113+60	5.00	70.12	0.00	0.00	12	0	0	1,982	758	317	106	1,118
113+65	5.00	63.03	0.00	0.00	12	0	0	1,994	758	317	106	1,130
113+70	5.00	50.10	0.00	0.00	10	0	0	2,005	758	317	106	1,141
113+75	5.00	38.62	0.00	0.00	8	0	0	2,013	758	317	106	1,149
113+80	5.00	28.32	0.00	0.00	6	0	0	2,019	758	317	106	1,155
113+85	5.00	19.70	0.00	0.00	4	0	0	2,023	758	317	106	1,159
113+90	5.00	11.77	0.00	0.00	3	0	0	2,026	758	317	106	1,162
113+95	5.00	5.00	0.00	0.00	2	0	0	2,028	758	317	106	1,164
114+00	5.00	2.08	0.00	0.00	1	0	0	2,029	758	317	106	1,165
114+05	5.00	8.13	0.00	0.00	1	0	0	2,030	758	317	106	1,166
114+10	5.00	15.02	0.00	0.00	2	0	0	2,032	758	317	106	1,168
114+15	5.00	22.49	0.00	0.00	3	0	0	2,035	758	317	106	1,171
114+20	5.00	30.08	0.00	0.00	5	0	0	2,040	758	317	106	1,176
114+25	5.00	37.68	0.00	0.00	6	0	0	2,046	758	317	106	1,182
114+30	5.00	41.05	0.04	0.00	7	0	0	2,054	758	317	106	1,190
114+35	5.00	35.54	3.00	0.00	7	0	0	2,061	759	317	106	1,196
114+40	5.00	32.21	5.53	0.00	6	1	0	2,067	760	317	106	1,202
114+45	5.00	31.28	7.60	0.00	6	1	0	2,073	761	317	106	1,206
114+50	5.00	30.88	9.49	0.00	6	2	0	2,079	763	317	106	1,210
114+55	5.00	30.15	8.13	0.00	6	2	0	2,084	765	317	106	1,214
114+60	5.00	26.36	6.84	0.00	5	1	0	2,089	766	317	106	1,217
114+65	5.00	23.31	7.78	0.00	5	1	0	2,094	768	317	106	1,220
114+70	5.00	21.86	10.67	0.00	4	2	0	2,098	770	317	106	1,222
114+75	5.00	20.77	12.83	0.00	4	2	0	2,102	773	317	106	1,224
114+80	5.00	20.28	14.07	0.00	4	2	0	2,106	776	317	106	1,224
114+85	5.00	20.19	15.00	0.00	4	3	0	2,110	779	317	106	1,225
114+90	5.00	20.33	15.73	0.00	4	3	0	2,114	782	317	106	1,225
114+95	5.00	20.42	17.86	0.00	4	3	0	2,117	786	317	106	1,225
115+00	5.00	20.72	20.88	0.00	4	4	0	2,121	790	317	106	1,225
115+50	50.00	20.78	31.19	0.00	38	48	0	2,160	848	317	106	1,205
116+00	50.00	21.38	20.71	0.00	39	48	0	2,199	906	317	106	1,187
116+50	50.00	25.94	9.97	0.00	44	28	0	2,242	940	317	106	1,197
117+00	50.00	30.20	5.78	0.00	52	15	0	2,294	958	317	106	1,231
117+14.89	14.89	31.32	4.70	0.00	17	3	0	2,311	961	317	106	1,244
117+50	35.11	26.86	5.61	0.00	38	7	0	2,349	969	317	106	1,274
118+00	50.00	24.24	8.39	0.00	47	13	0	2,396	985	317	106	1,306
118+50	50.00	25.11	12.39	0.00	46	19	0	2,442	1,008	317	106	1,329
119+00	50.00	28.53	13.03	0.00	50	24	0	2,492	1,036	317	106	1,350
119+50	50.00	32.91	17.50	0.00	57	28	0	2,549	1,070	317	106	1,373
120+00	50.00	34.14	24.97	0.00	62	39	0	2,611	1,117	317	106	1,388
120+40	40.00	33.13	32.22	0.00	50	42	0	2,661	1,168	317	106	1,387
120+50	10.00	32.59	33.61	0.00	12	12	0	2,673	1,183	317	106	1,384
121+00	50.00	30.66	36.45	0.00	59	65	0	2,731	1,260	317	106	1,365
121+18.25	18.25	30.24	37.49	0.00	21	25	0	2,752	1,290	317	106	1,356
121+21.73	3.48	30.16	37.79	0.01	4	5	0	2,756	1,296	317	106	1,354

USH 8 EB MAINLINE

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
121+24.41	2.68	30.07	39.22	0.00	3	4	0	2,759	1,301	317	106	1,352
121+31.6	7.19	29.52	50.35	0.00	8	12	0	2,767	1,315	317	106	1,346
121+50	18.40	27.95	41.42	0.00	20	31	0	2,786	1,353	317	106	1,328
122+00	50.00	25.76	35.98	0.00	50	72	0	2,836	1,439	317	106	1,292
122+50	50.00	25.52	31.63	0.00	47	63	0	2,884	1,514	317	106	1,264
123+00	50.00	24.59	29.00	0.00	46	56	0	2,930	1,581	317	106	1,243
123+50	50.00	27.85	17.24	0.00	49	43	0	2,978	1,632	317	106	1,240
124+00	50.00	29.93	7.22	0.00	53	23	0	3,032	1,660	317	106	1,267
124+50	50.00	68.26	0.00	0.00	91	7	0	3,123	1,668	317	106	1,349
125+00	50.00	70.07	1.45	0.00	128	1	0	3,251	1,669	317	106	1,476
125+50	50.00	0.00	0.00	0.00	65	1	0	3,316	1,671	317	106	1,539
126+00	50.00	0.00	0.00	0.00	0	0	0	3,316	1,671	317	106	1,539

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PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: EARTHWORK TOTALS	SHEET 330	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090101-EW.DWG
LAYOUT NAME - 090101-EW - 090122-EW

PLOT DATE : 10/3/2017 3:39 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

GATEWOOD HEIGHTS ROAD

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
17+50	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
17+55	5.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
17+58.53	3.53	45.46	9.10	0.00	3	1	0	3	1	0	0	2
17+60	1.47	46.18	13.20	0.00	3	1	0	5	1	0	0	4
17+65	5.00	48.25	20.89	0.00	9	3	0	14	5	0	0	9
17+70	5.00	50.02	17.14	0.00	9	4	0	23	9	0	0	14
17+75	5.00	52.99	12.98	0.00	10	3	0	33	13	0	0	20
17+80	5.00	56.09	8.33	0.00	10	2	0	43	15	0	0	28
17+85	5.00	60.23	4.28	0.00	11	1	0	54	17	0	0	37
17+90	5.00	64.27	0.81	0.00	12	0	0	65	17	0	0	48
17+95	5.00	71.12	0.00	0.00	13	0	0	78	17	0	0	61
18+00	5.00	82.59	0.00	0.00	14	0	0	92	17	0	0	75
18+05	5.00	93.04	1.38	0.00	16	0	0	108	17	0	0	91
18+10	5.00	97.61	1.64	0.00	18	0	0	126	18	0	0	108
18+15	5.00	98.00	1.02	0.00	18	0	0	144	18	0	0	126
18+20	5.00	99.73	1.50	0.00	18	0	0	162	18	0	0	144
18+25	5.00	98.08	0.00	0.00	18	0	0	181	18	0	0	162
18+29.31	4.31	77.84	0.00	0.00	14	0	0	195	18	0	0	176
18+30	0.69	74.86	0.00	0.00	2	0	0	197	18	0	0	178
18+35	5.00	55.32	0.00	0.00	12	0	0	209	18	0	0	190
18+40	5.00	38.92	0.00	0.00	9	0	0	217	18	0	0	199
18+45	5.00	20.77	0.00	0.00	6	0	0	223	18	0	0	205
18+50	5.00	5.95	0.00	0.00	2	0	0	225	18	0	0	207
18+52.52	2.52	0.01	0.00	0.00	0	0	0	226	18	0	0	207

RAMP B TEMP. WIDENING

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
1752+00	0.00	0.00	11.86	0.00	0	0	0	0	0	0	0	0
1753+00	100.00	0.00	15.78	0.00	0	51	0	0	61	0	0	-61
1754+00	100.00	0.00	20.22	0.00	0	67	0	0	141	0	0	-141
1755+00	100.00	0.00	17.44	0.00	0	70	0	0	225	0	0	-225
1756+00	100.00	0.00	24.49	0.00	0	78	0	0	318	0	0	-318
1757+00	100.00	0.00	36.45	0.00	0	113	0	0	454	0	0	-454
1758+00	100.00	0.00	45.78	0.00	0	152	0	0	636	0	0	-636
1758+94.26	94.26	0.00	0.00	0.00	0	80	0	0	732	0	0	-732
1759+00	5.74	0.00	0.00	0.00	0	0	0	0	732	0	0	-732

RAMP B

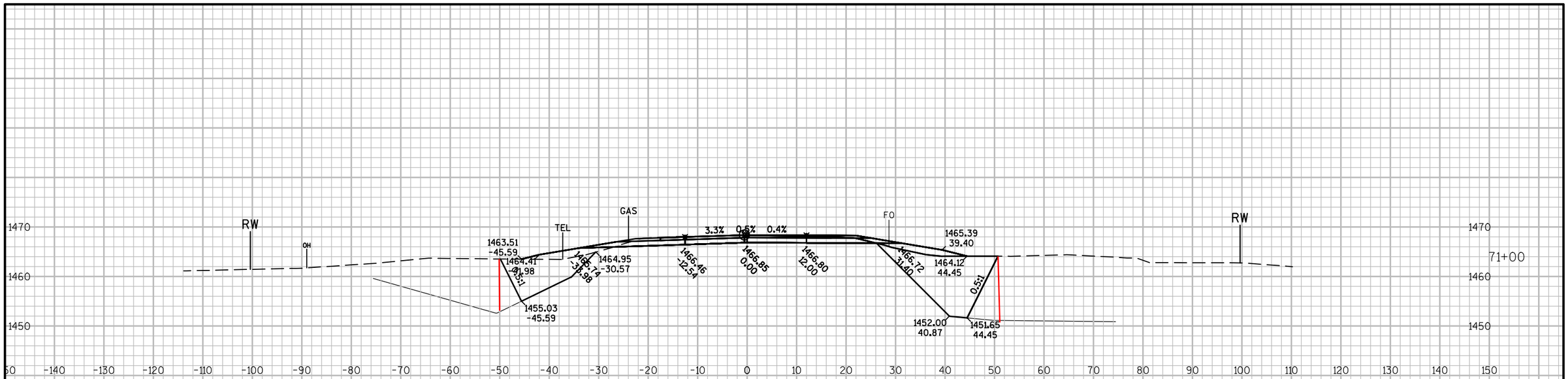
STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
1752+00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
1753+00	100.00	48.70	21.92	0.00	90	41	0	90	49	0	0	41
1754+00	100.00	47.98	13.65	0.00	179	66	0	269	128	0	0	141
1759+00	5.00	76.42	0.00	0.00	15	0	0	1,850	227	0	0	1,623
1759+05	5.00	63.28	0.00	0.00	13	0	0	1,863	227	0	0	1,636
1759+10	5.00	49.63	0.00	0.00	10	0	0	1,873	227	0	0	1,646
1759+15	5.00	26.48	0.00	0.00	7	0	0	1,880	227	0	0	1,654
1759+20	5.00	4.49	0.00	0.00	3	0	0	1,883	227	0	0	1,656

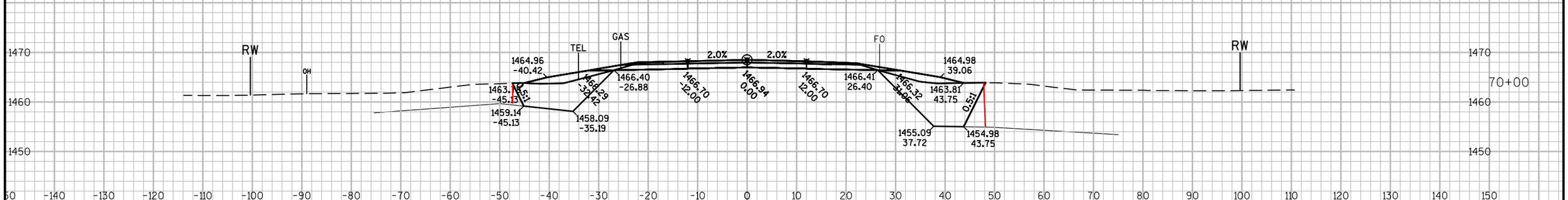
RAMP B TURN LANE

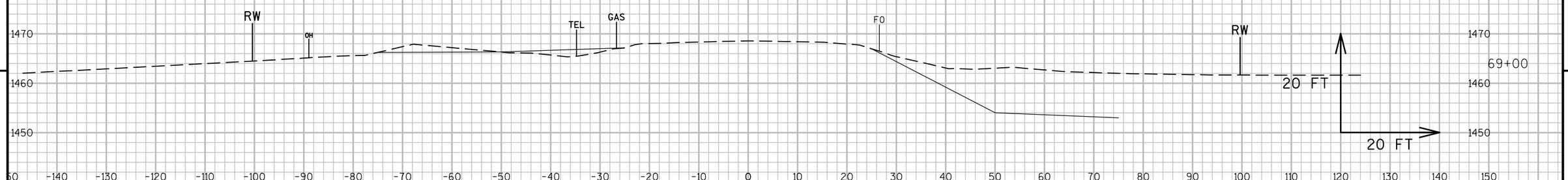
STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
00+00	0.00	94.99	0.00	0.00	0	0	0	0	0	0	0	0
00+05	5.00	89.95	0.00	0.00	17	0	0	17	0	0	0	17
00+10	5.00	84.22	0.00	0.00	16	0	0	33	0	0	0	33
02+30	5.00	36.24	33.04	0.00	6	5	0	550	193	0	0	357
02+35	5.00	64.20	37.40	0.00	9	7	0	559	201	0	0	359
02+40	5.00	124.67	43.08	0.00	17	7	0	577	210	0	0	367
02+45	5.00	139.69	48.19	0.00	24	8	0	601	220	0	0	381

RAMP C

STATION	Distance	AREA (SF) Cut	AREA (SF) Fill	AREA (SF) Marsh Exc	Incremental Vol (CY) (Unadjusted) Cut Note 1	Incremental Vol (CY) (Unadjusted) Fill Note 3	Incremental Vol (CY) (Unadjusted) Marsh Exc	Cumulative Vol (CY) Cut 1.00 Note 1	Expanded Fill 1.20	Expanded Marsh Backfill 1.50 Note 4	Reduced Marsh in Fill 0.50 Note 6	Mass Ordinate Note 8
1758+00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0
1758+30	30.00	31.47	0.00	0.00	17	0	0	17	0	0	0	17
1758+35	5.00	86.35	0.00	0.00	11	0	0	28	0	0	0	28
1758+40	5.00	103.15	0.09	0.00	18	0	0	46	0	0	0	46
1758+45	5.00	109.91	0.12	0.00	20	0	0	66	0	0	0	66
1758+50	5.00	122.68	0.00	0.00	22	0	0	87	0	0	0	87
1758+55	5.00	133.31	0.00	0.00	24	0	0	111	0	0	0	111
1758+60	5.00	142.80	0.00	0.00	26	0	0	136	0	0	0	136
1760+35	5.00	23.88	0.00	0.00	3	0	0	972	5	0	0	967
1760+40	5.00	8.87	0.00	0.00	3	0	0	975	5	0	0	970







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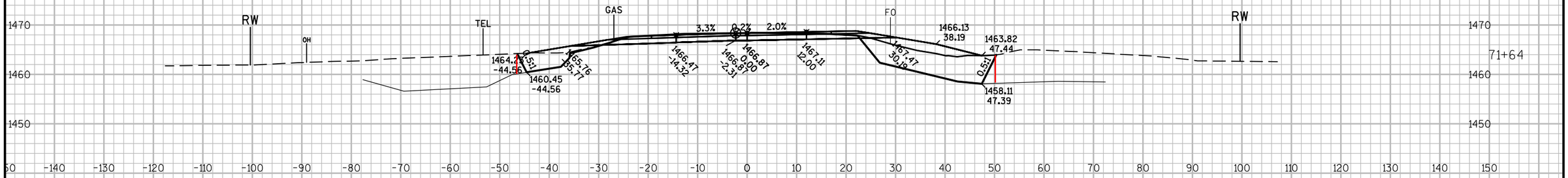
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 333	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090201-XS

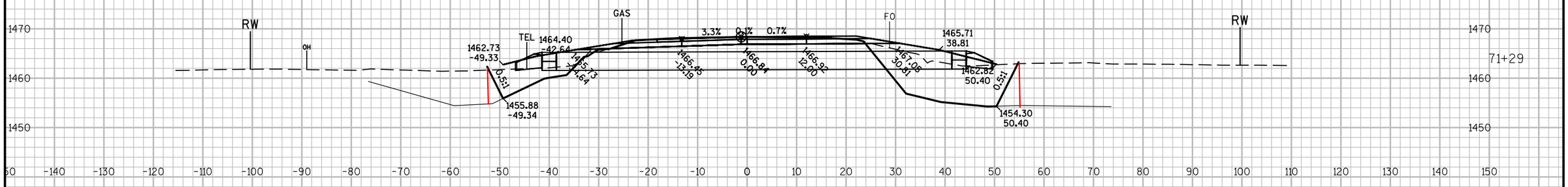
PLOT DATE : 11/1/2017 10:09 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

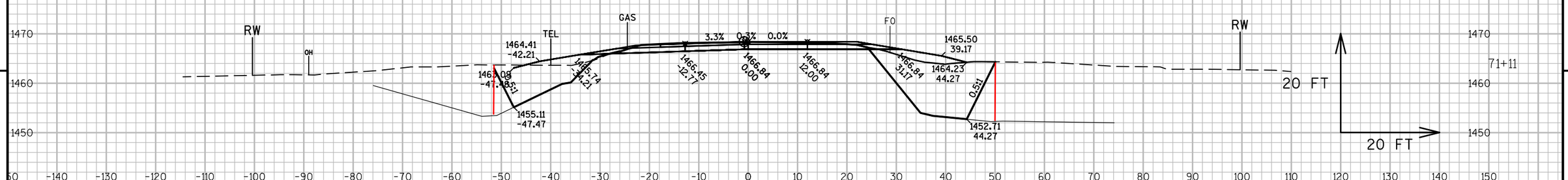
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.





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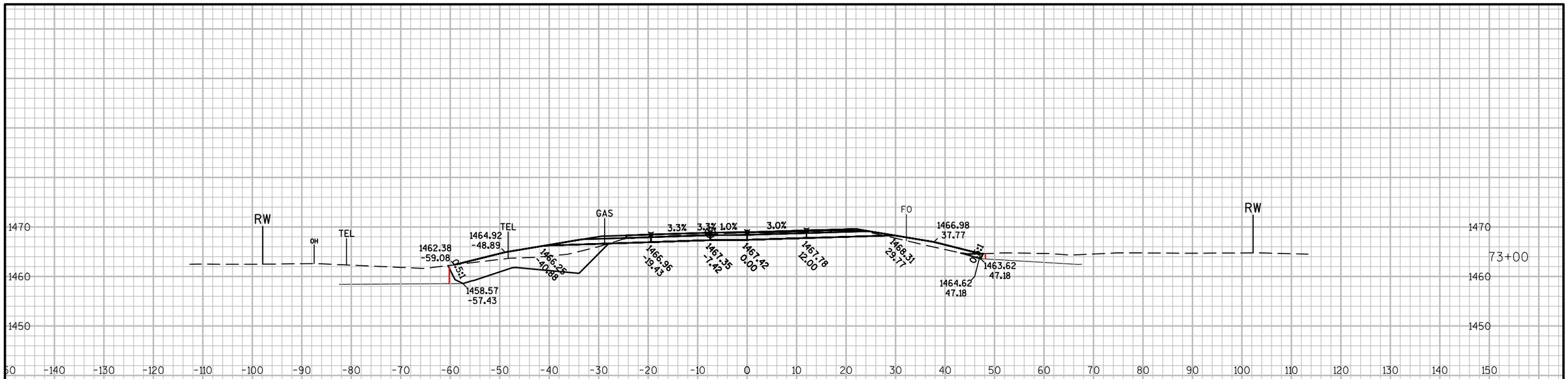
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 334	E

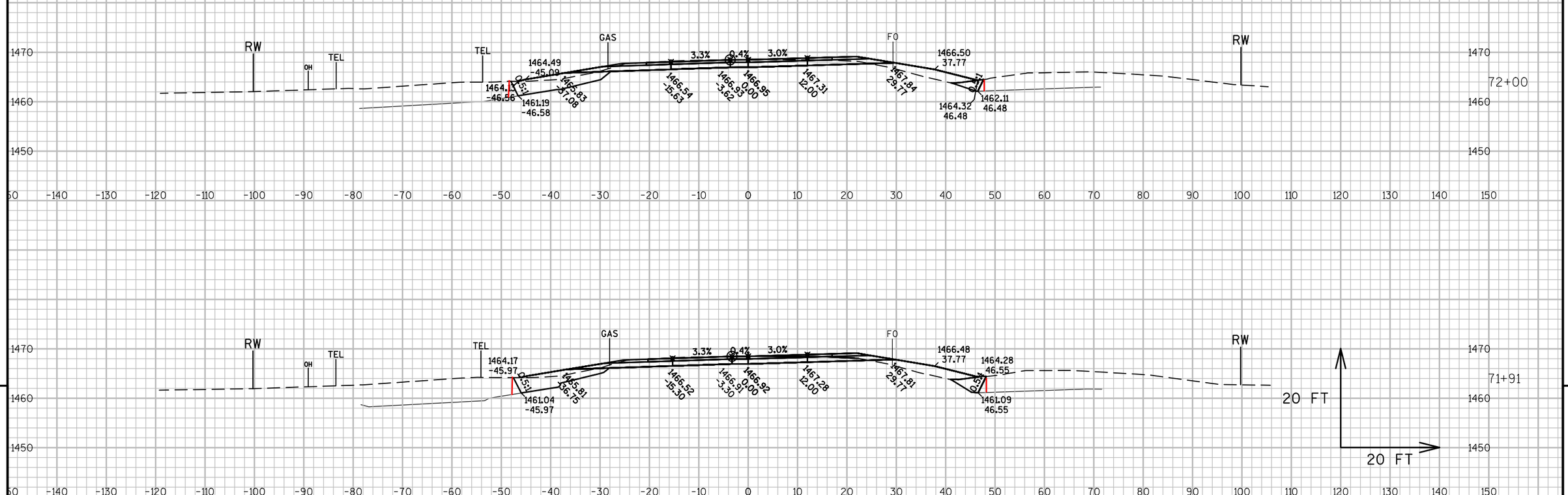
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090202-XS

PLOT DATE : 11/1/2017 10:09 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





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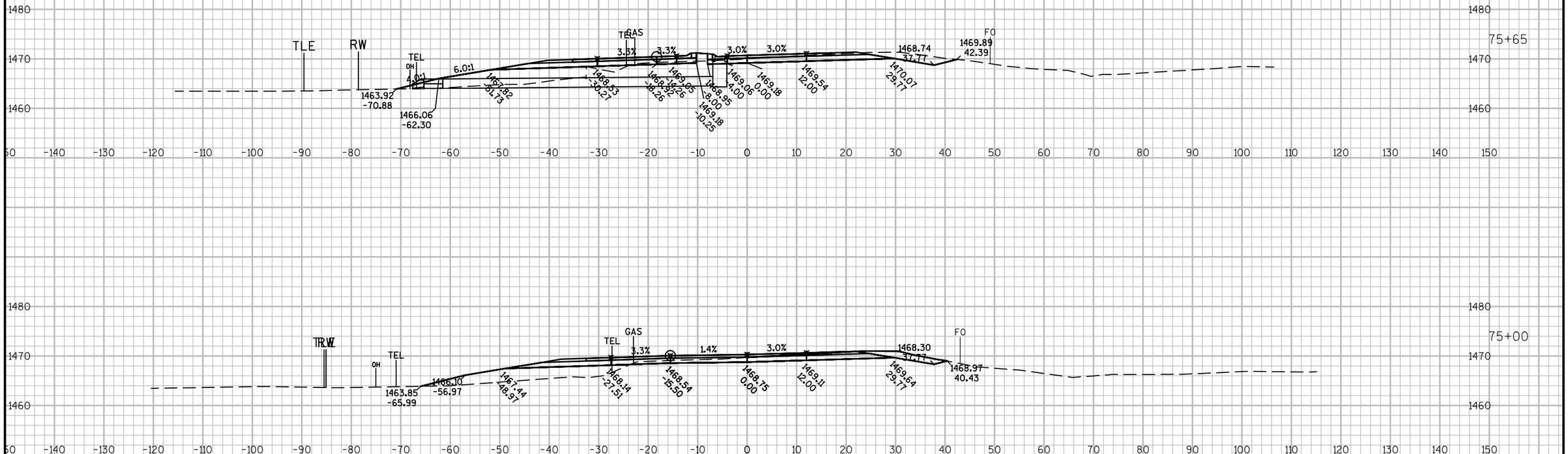
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 335	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090203-XS

PLOT DATE : 11/1/2017 10:09 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.

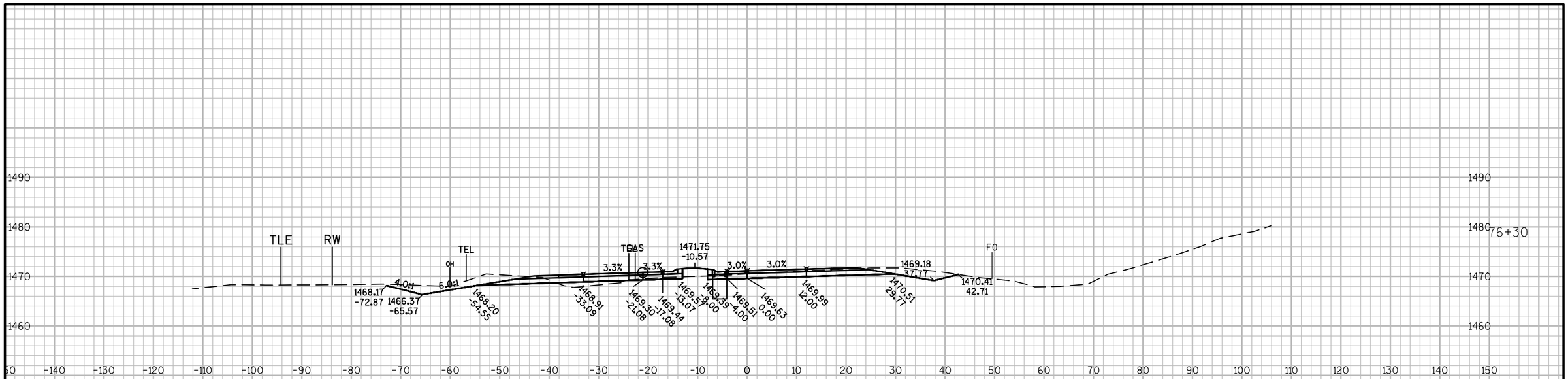


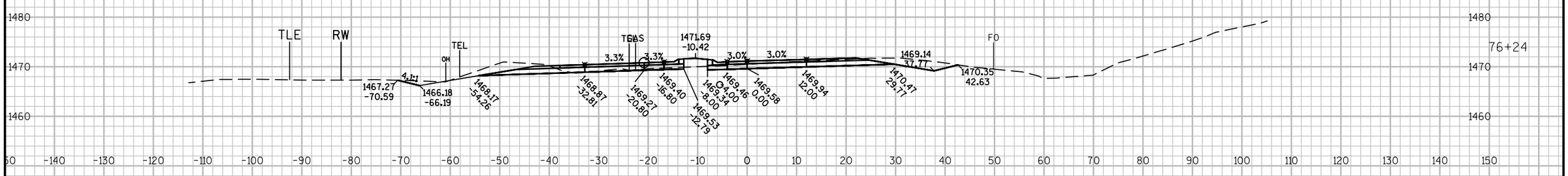
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 336	E

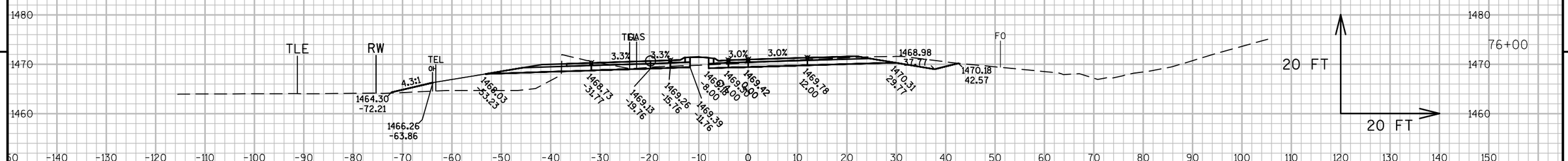
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090204-XS

PLOT DATE : 11/1/2017 10:10 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 337	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090205-XS

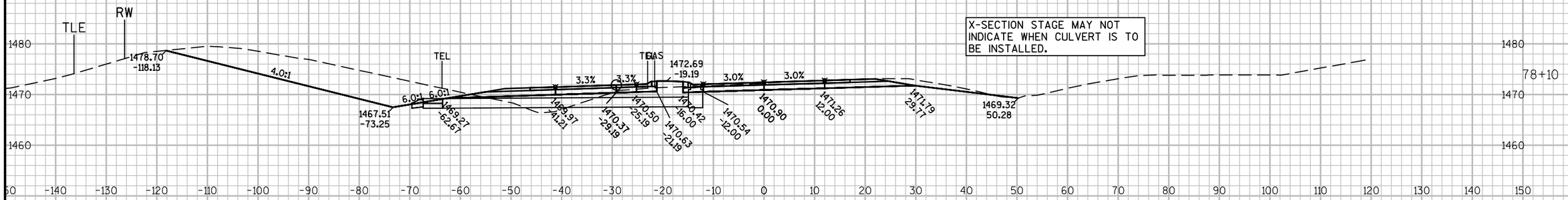
PLOT DATE : 11/1/2017 10:10 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

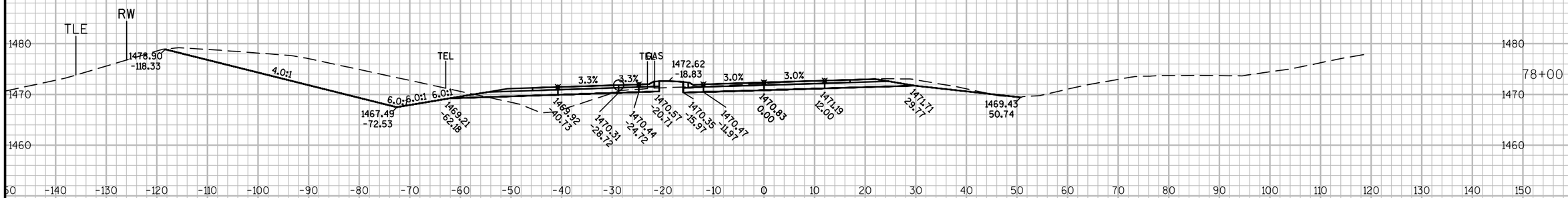
PLOT SCALE : 1 IN:20 FT

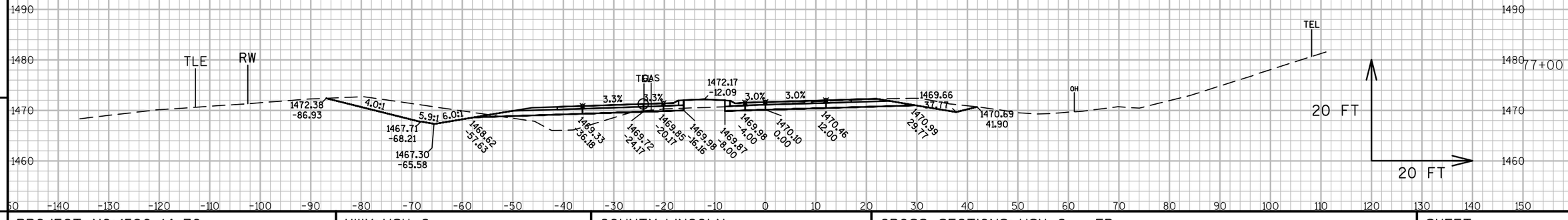
WISDOT/CADDS SHEET 49

X-SECTION IS SKEWED 3.0° RHF

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.







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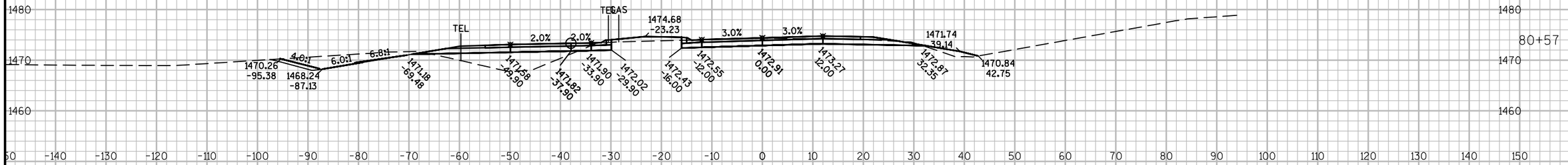
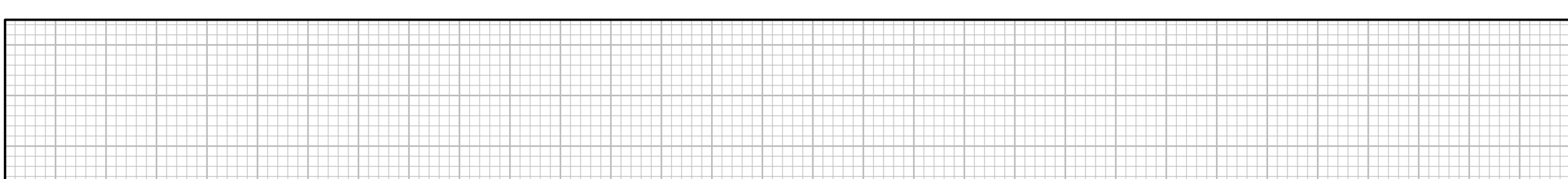
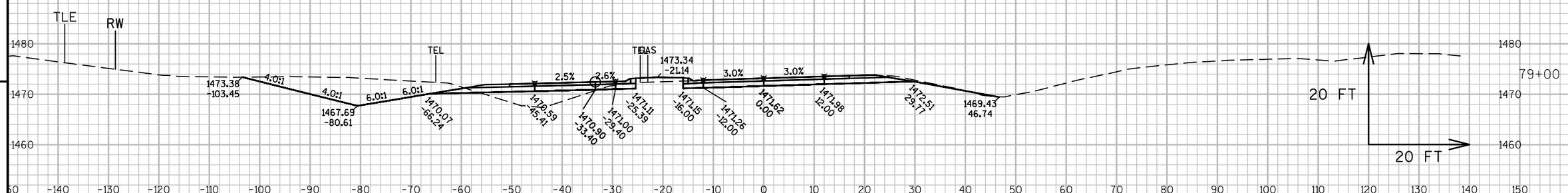
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 338	E







9

9

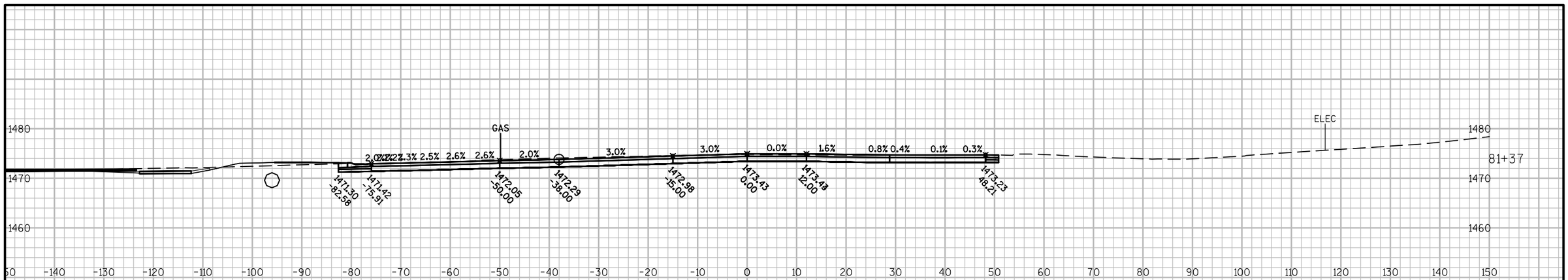
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 339	E

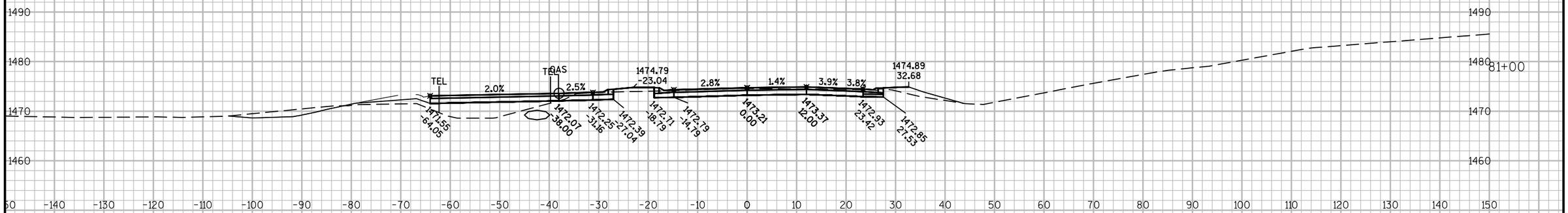
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090207-XS

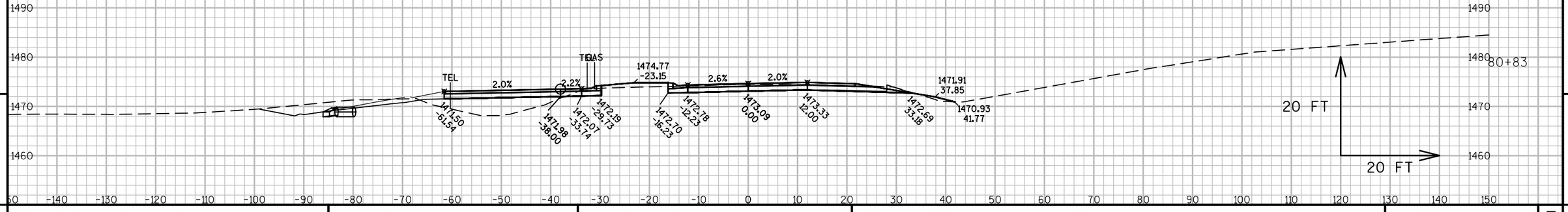
PLOT DATE : 11/1/2017 10:10 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







9

9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 340	E

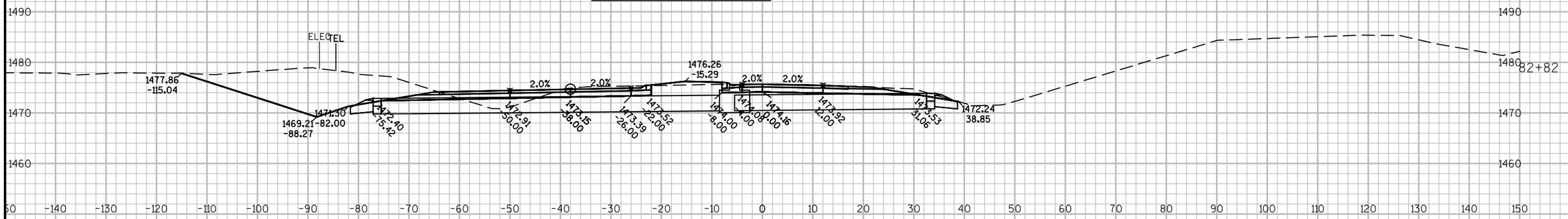
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090208-XS

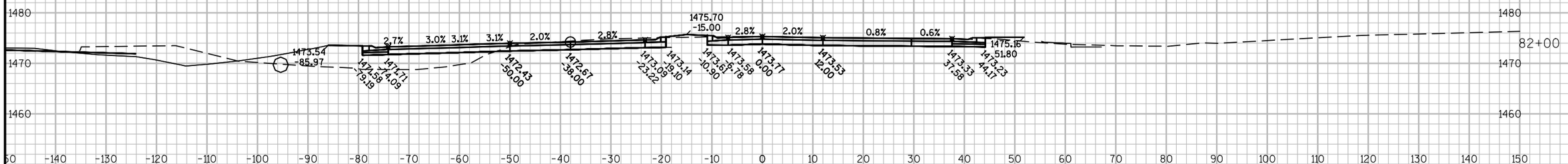
PLOT DATE : 11/1/2017 10:11 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

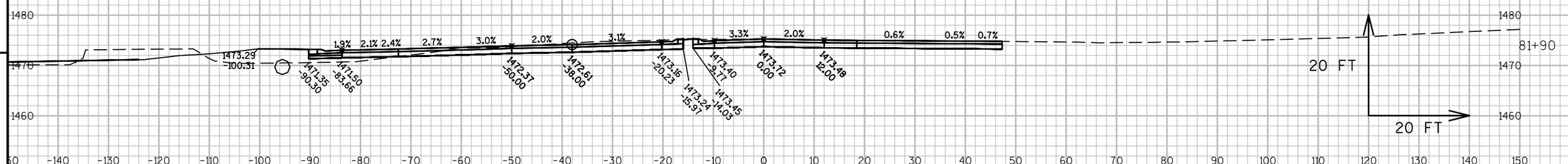
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.





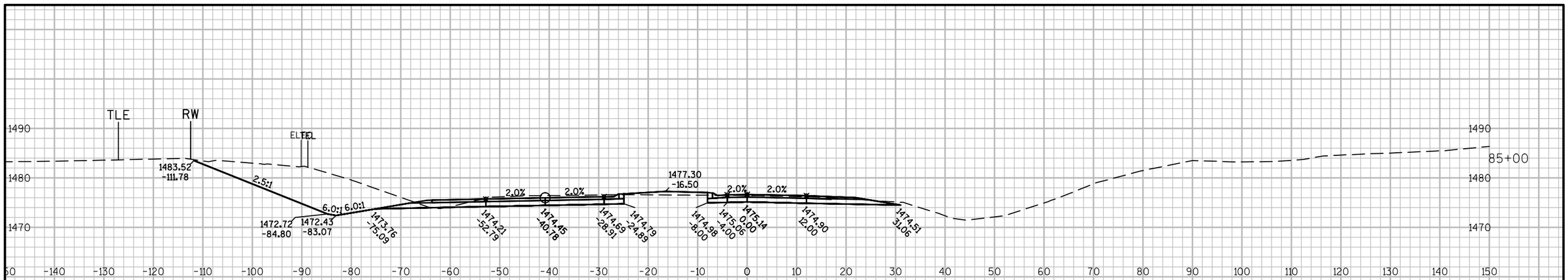


9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 341 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090209-XS

PLOT DATE : 11/1/2017 10:11 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

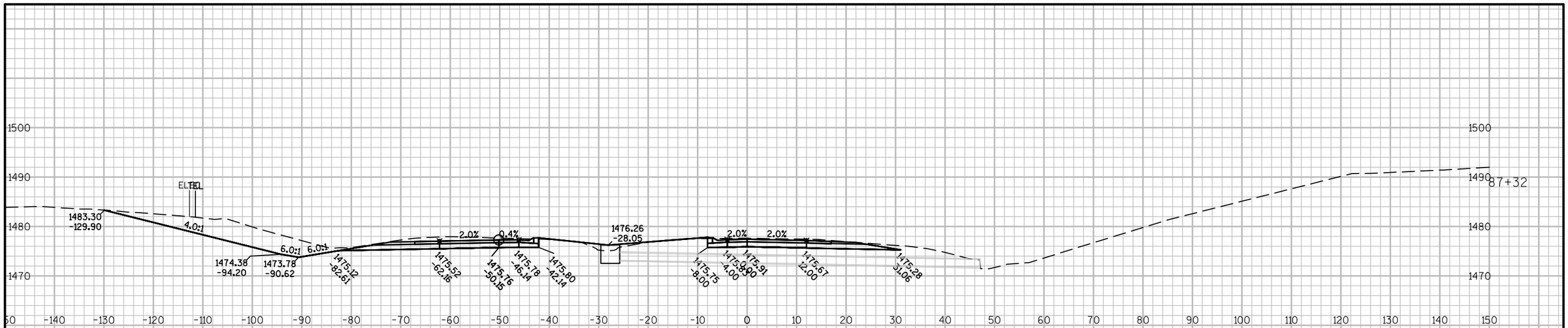


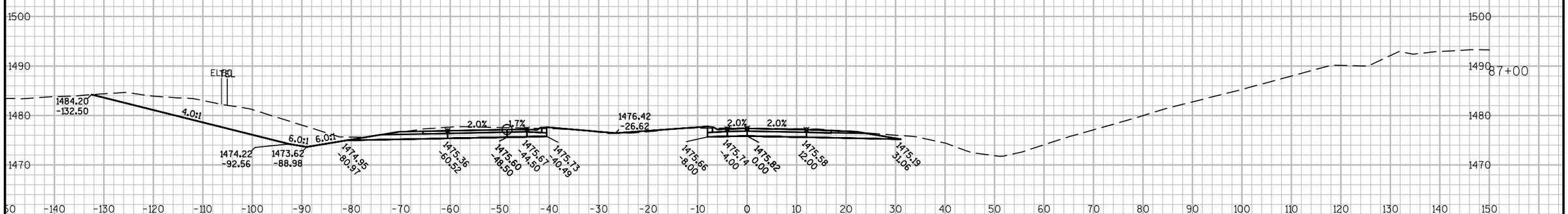
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 342	E

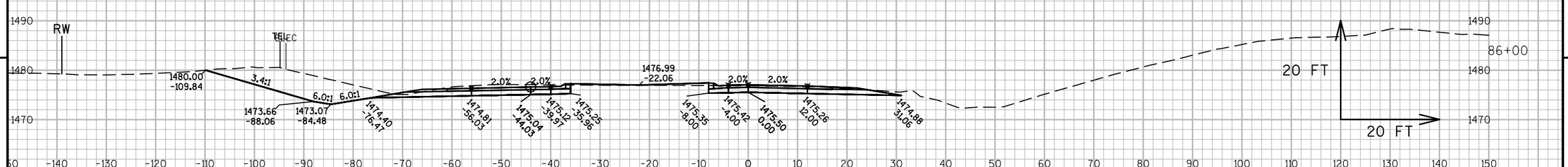
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090210-XS

PLOT DATE : 11/1/2017 10:11 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







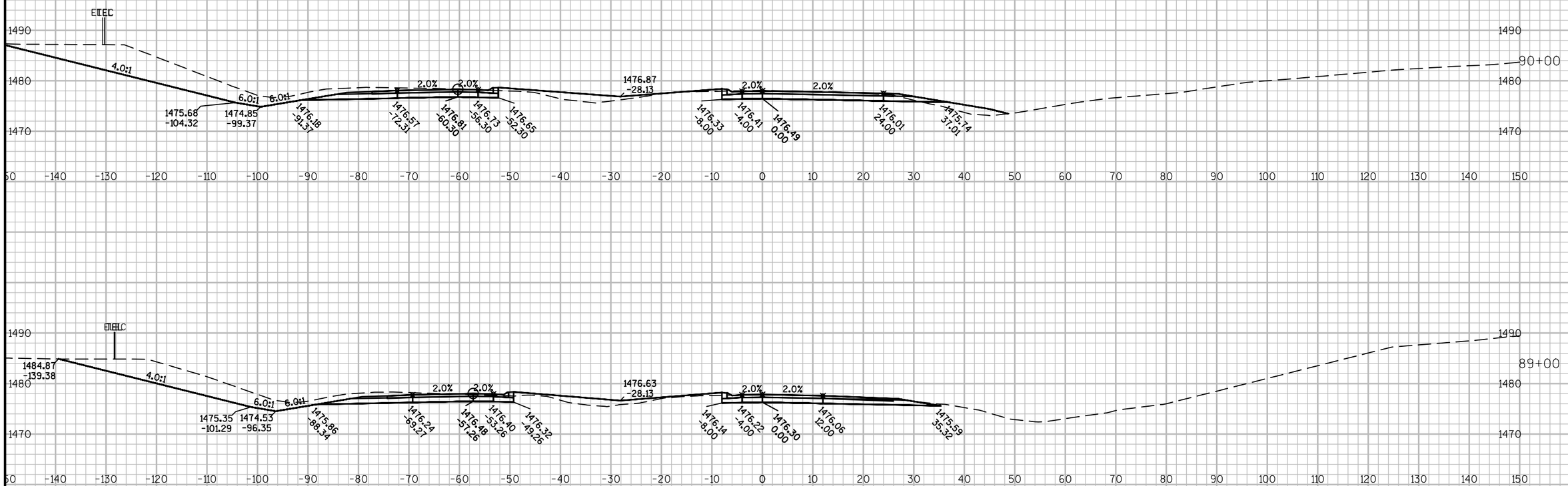
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 343 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090211-XS

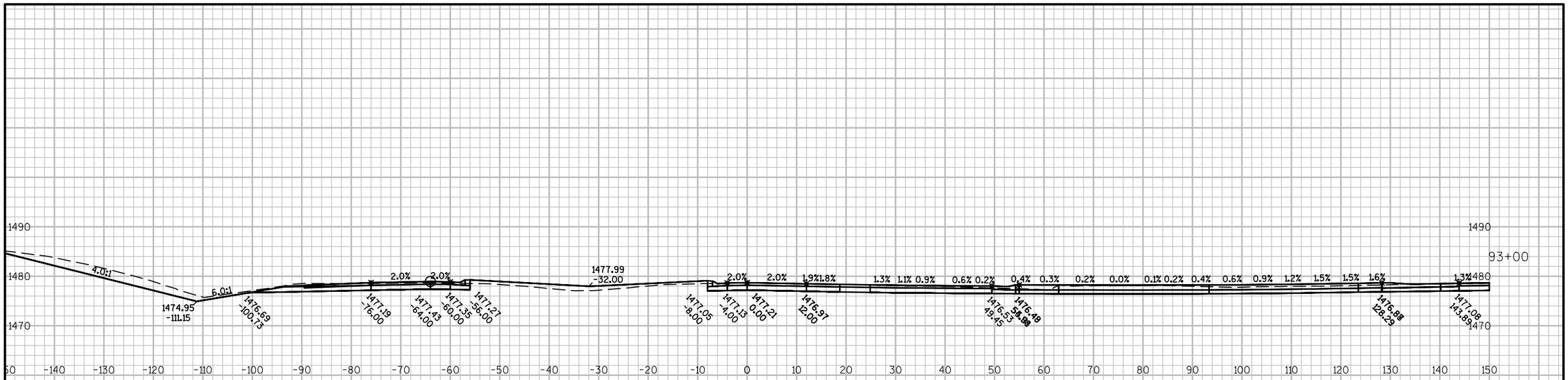
PLOT DATE : 11/1/2017 10:12 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9 9

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 344	E



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 345 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090213-XS

PLOT DATE : 11/1/2017 10:12 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

X-SECTION IS SKEWED 1.5° LHF

95+33

1479.92 -125.48
1473.88 -110.35
1478.91 -83.03
1477.86 -90.03
1477.41 -83.03
2.0%
2.9%
2.9%
1477.95 -64.02
1477.50 -52.02
1477.50 -48.02
1477.06 -28.46
2.4%
2.0%
1479.31 29.01
1477.92 -8.00
1477.92 -4.00
1478.01 0.00
1477.26 22.01
1477.49 29.01
1476.49 45.92
1475.70 49.10

95+00

1480.12 -124.39
1474.27 -109.75
1478.85 -93.00
1477.86 -90.00
1477.35 -83.00
2.0%
2.2%
1477.79 -64.00
1477.78 -52.00
1477.52 -48.00
1479.10 -29.05
1.6%
1478.36 -23.04
1477.99 -8.00
2.1%
1477.98 -4.00
1477.90 0.00
2.0%
1477.26 22.00
1477.38 29.00
1479.20 29.00
1476.38 45.90
1475.60 49.02

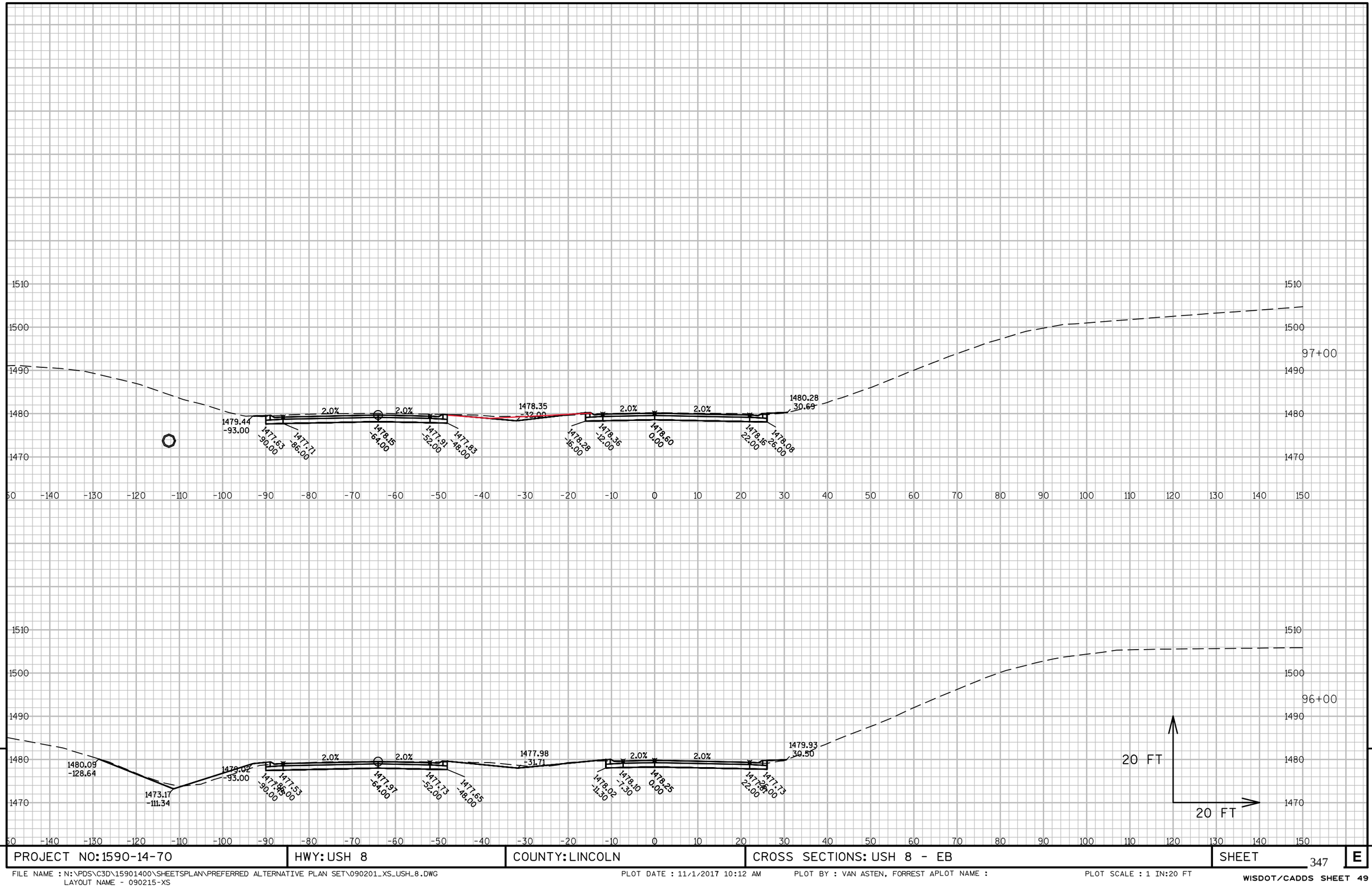
94+00

EOTEC
1.1% 1.0% 0.9% 0.7% 0.2% 0.1% 0.5% 0.8% 1.0%
1476.43 -149.62
1476.38 -104.34
3.7%
1476.60 -89.92
1477.17 -86.00
2.0%
1477.61 -64.00
1.7%
1478.14 -31.75
1.8%
1477.56 0.00
2.0%
1477.11 22.00
1478.85 29.00
1477.04 26.00
1477.91 32.76

20 FT
20 FT

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 346	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090214-XS
PLOT DATE : 11/1/2017 10:12 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:20 FT



9

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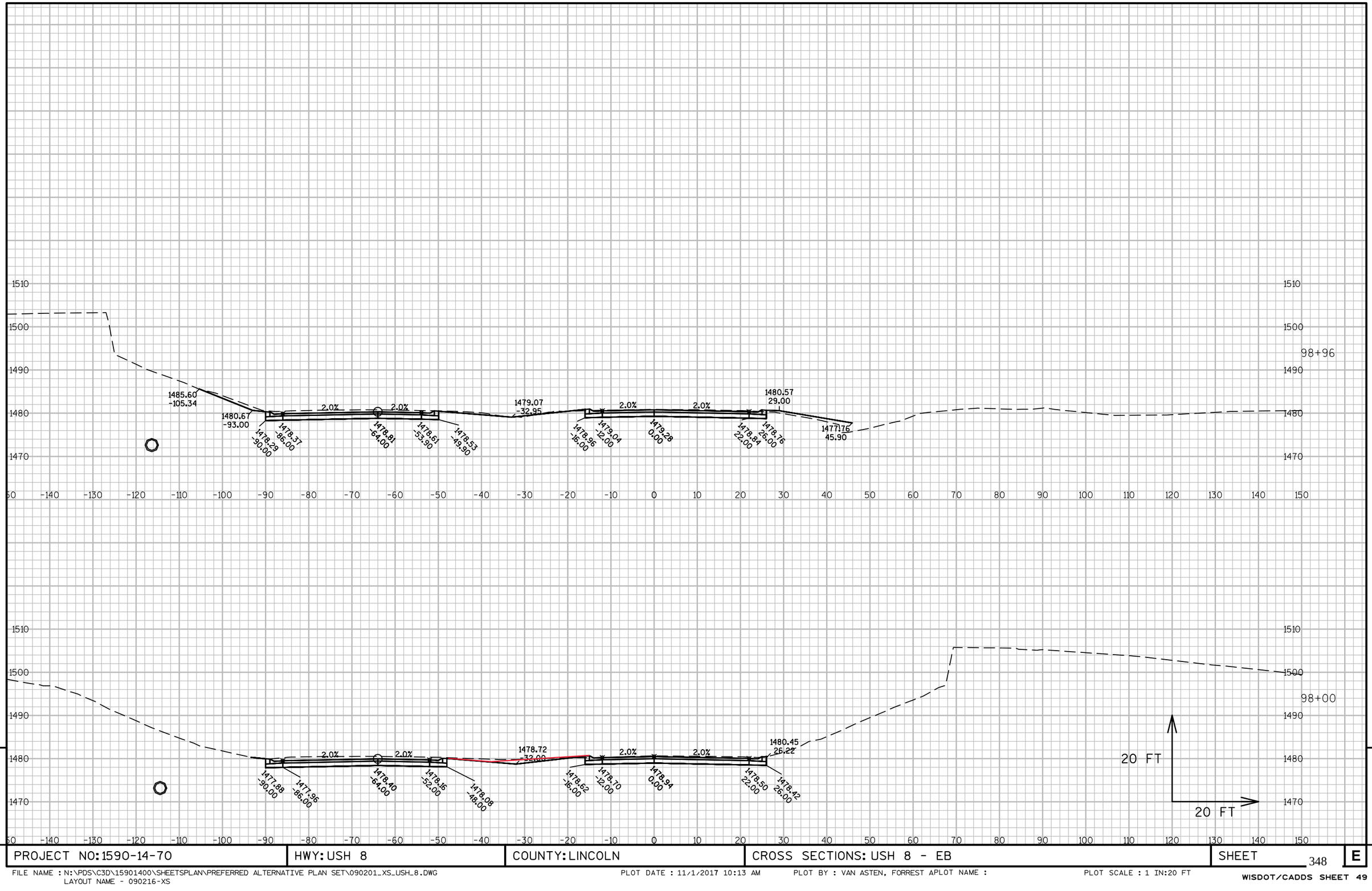
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 347	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090215-XS

PLOT DATE : 11/1/2017 10:12 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



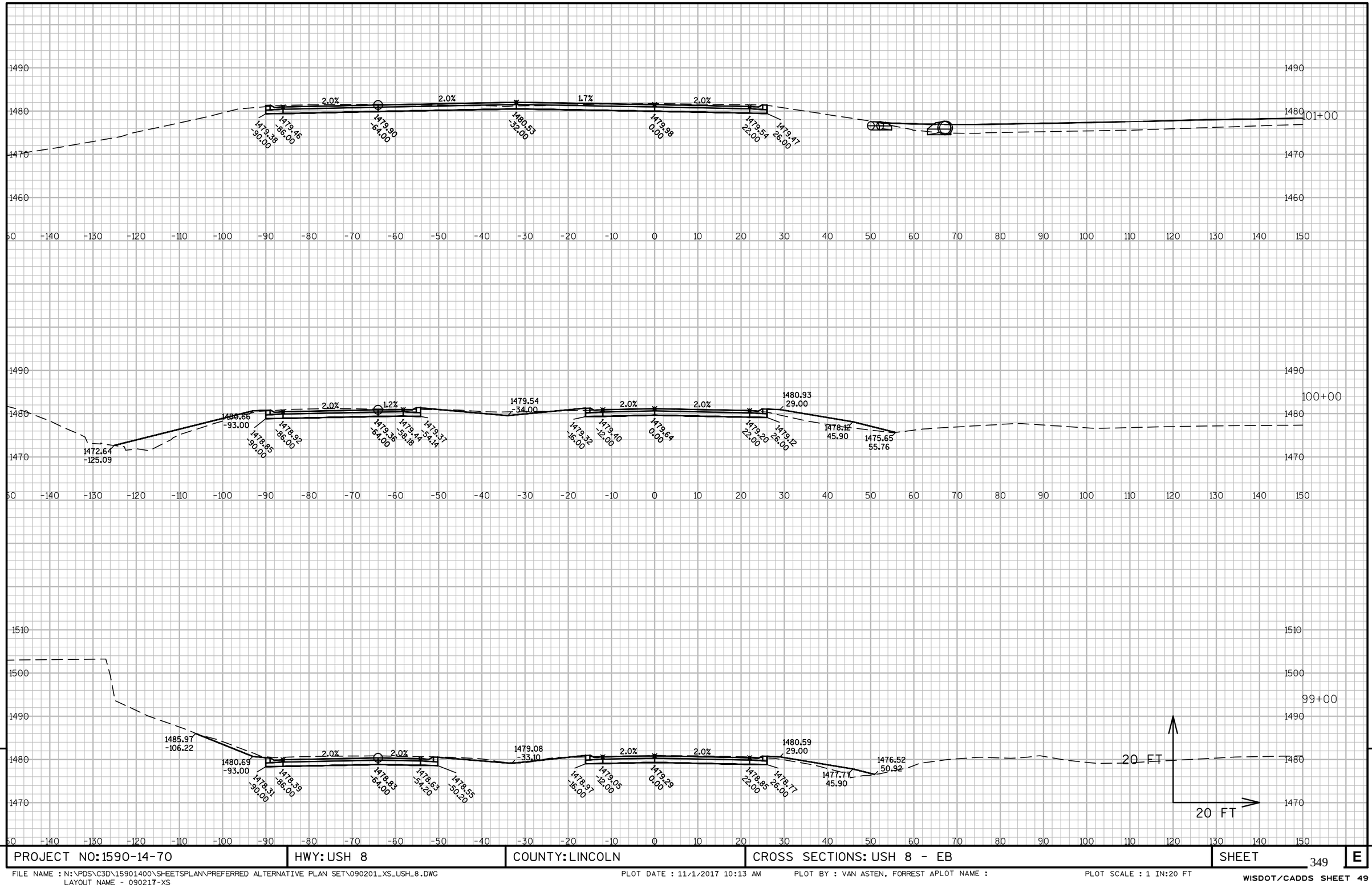
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 348	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090216-XS

PLOT DATE : 11/1/2017 10:13 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

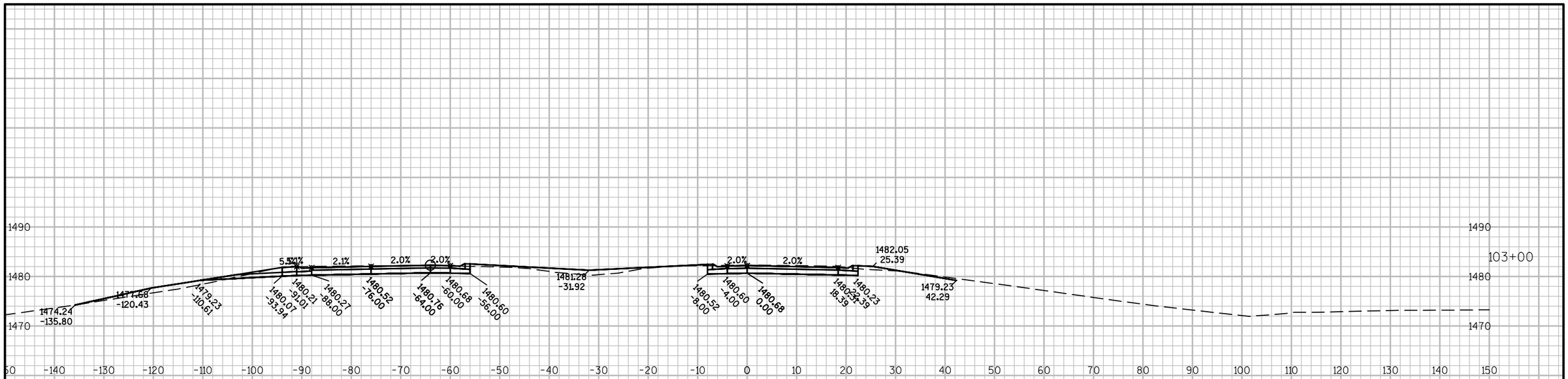
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 349	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090217-XS

PLOT DATE : 11/1/2017 10:13 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

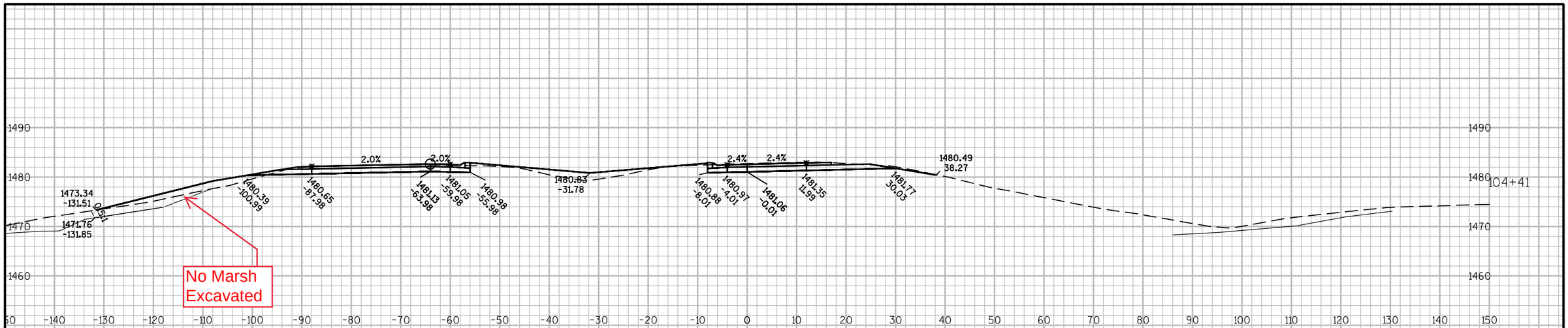


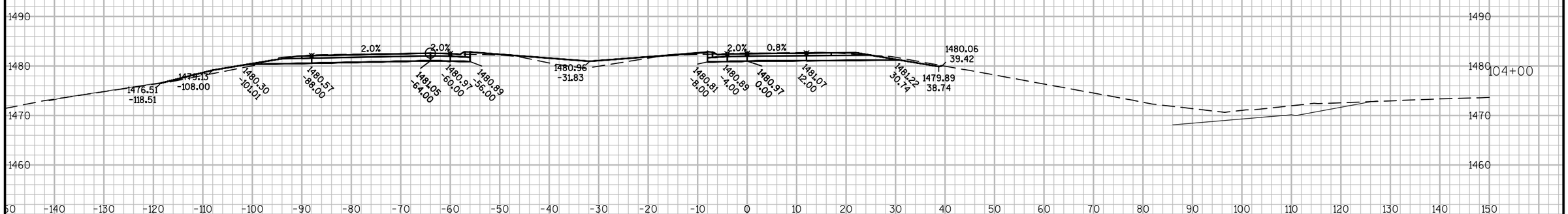
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 350 E

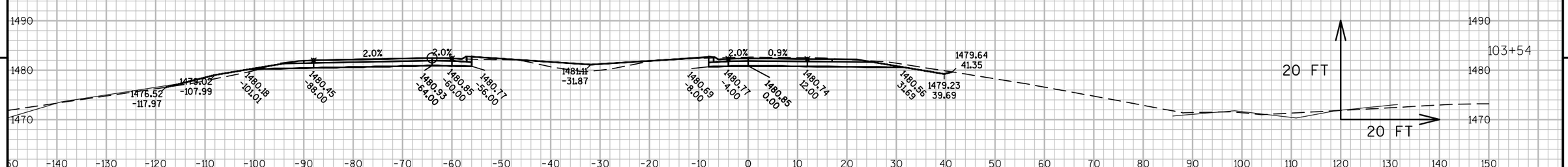
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090218-XS

PLOT DATE : 11/1/2017 10:13 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

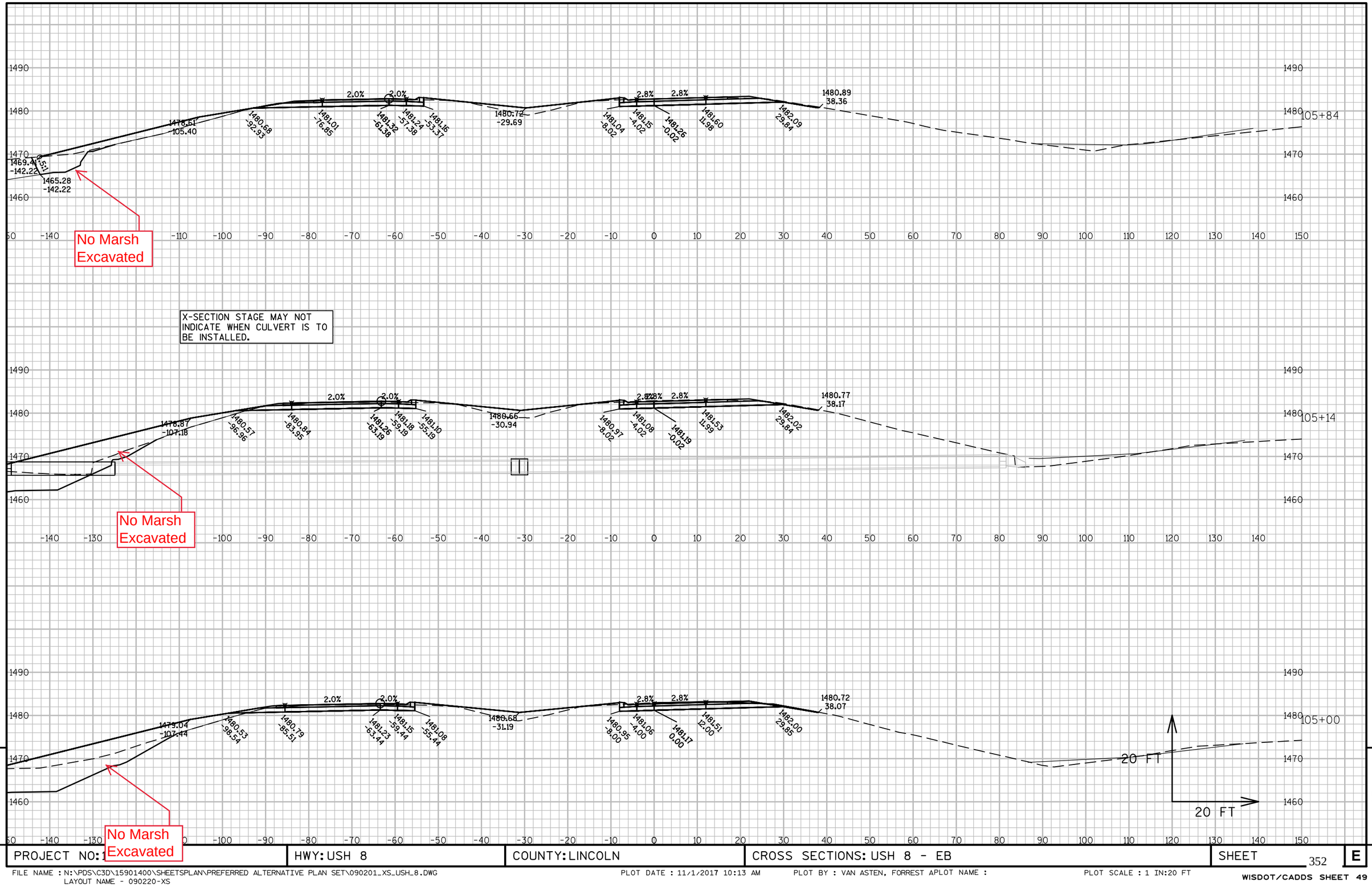






9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 351 E



9

9

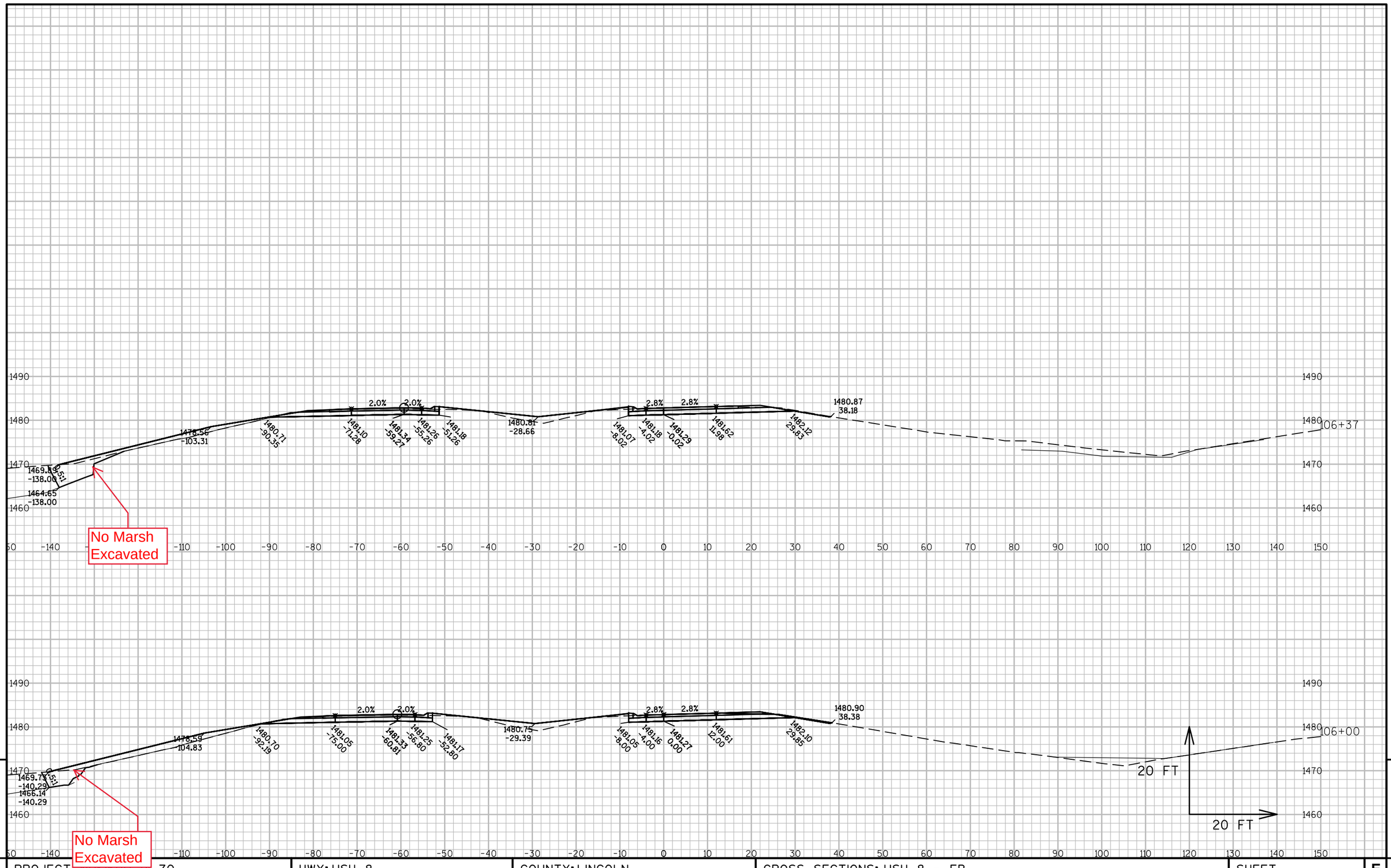
PROJECT NO: 1	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 352	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090220-XS

PLOT DATE : 11/1/2017 10:13 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



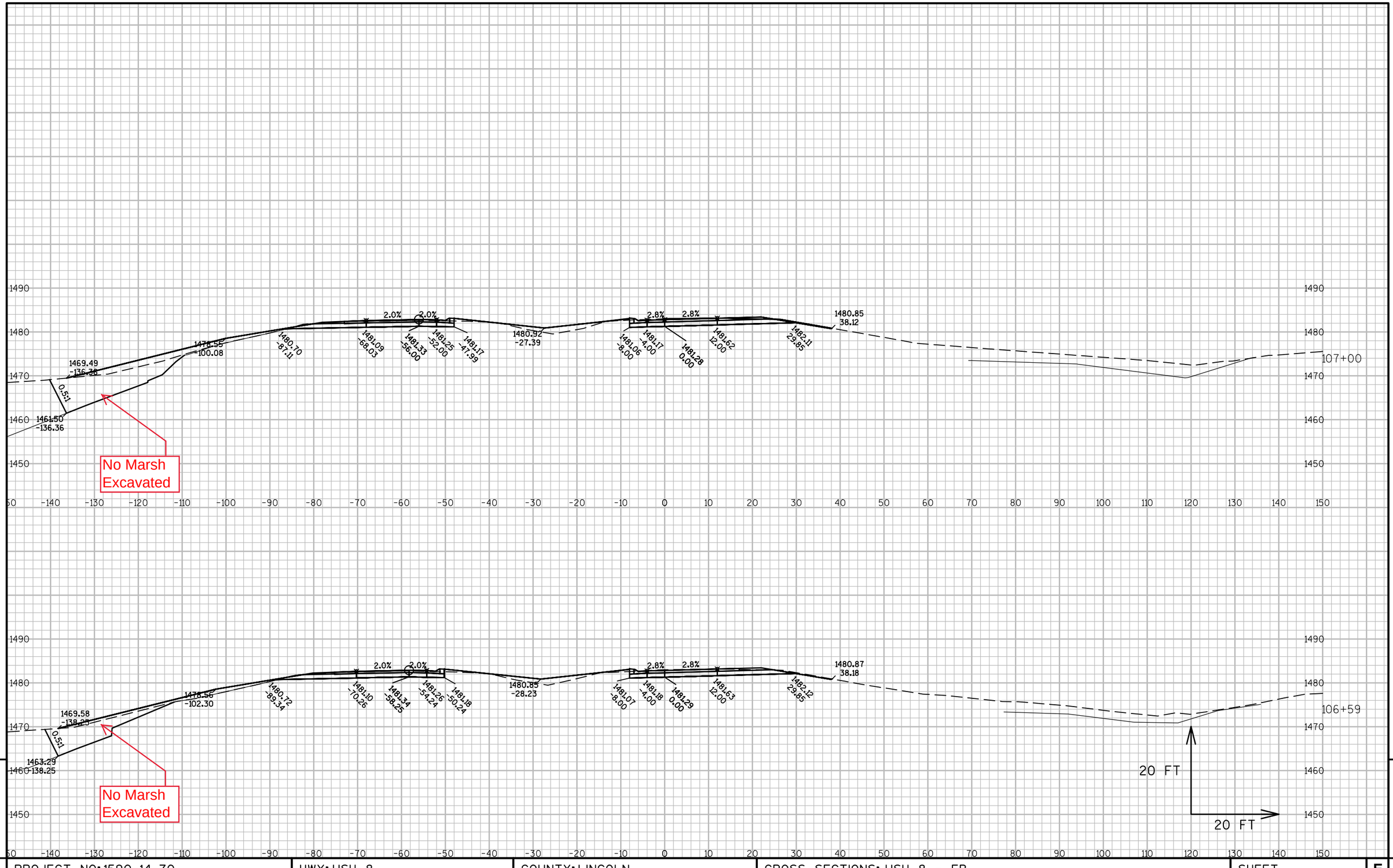
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 353	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090221-XS

PLOT DATE : 11/1/2017 10:13 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

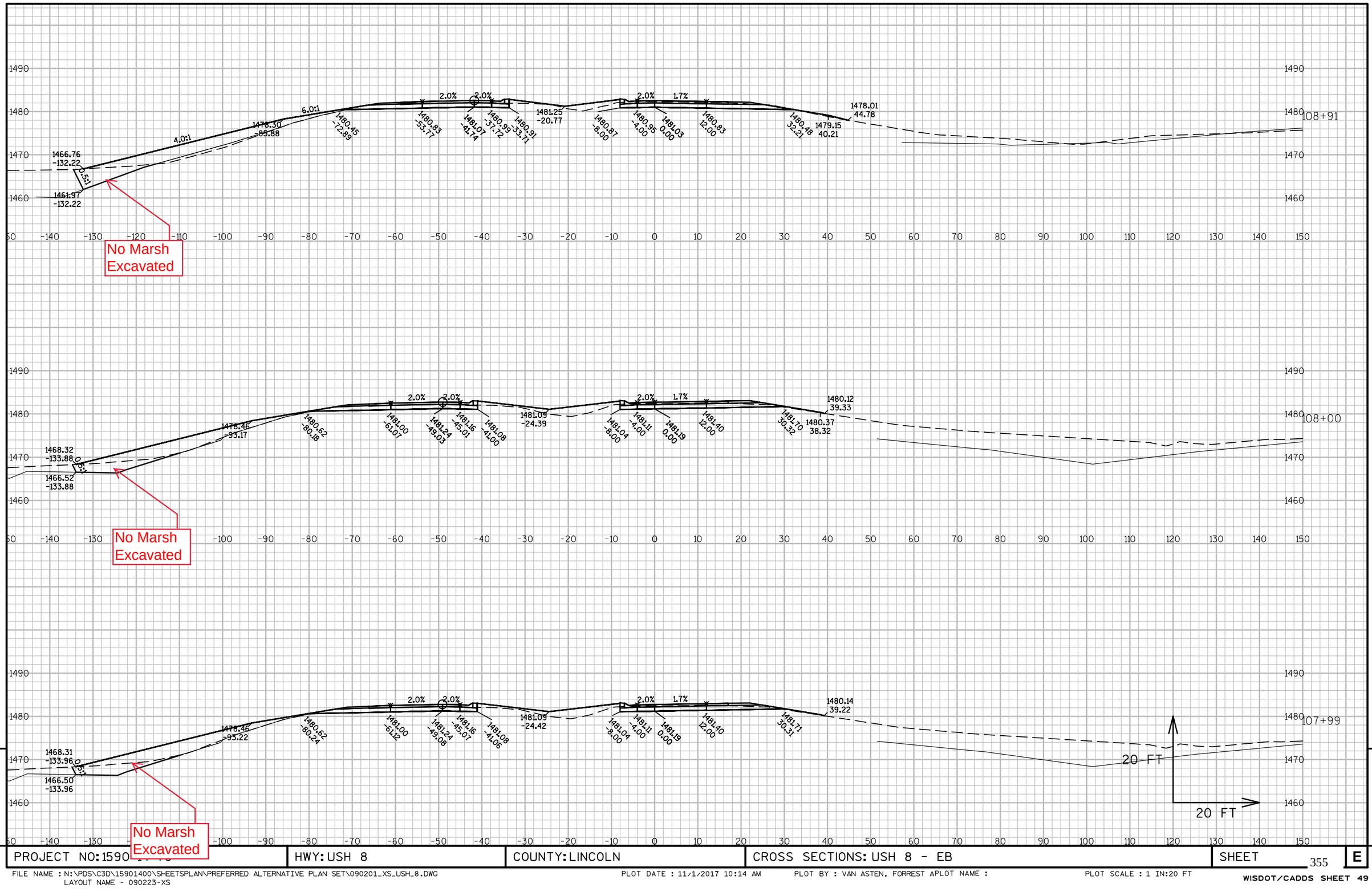


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 354	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090222-XS

PLOT DATE : 11/1/2017 10:14 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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9

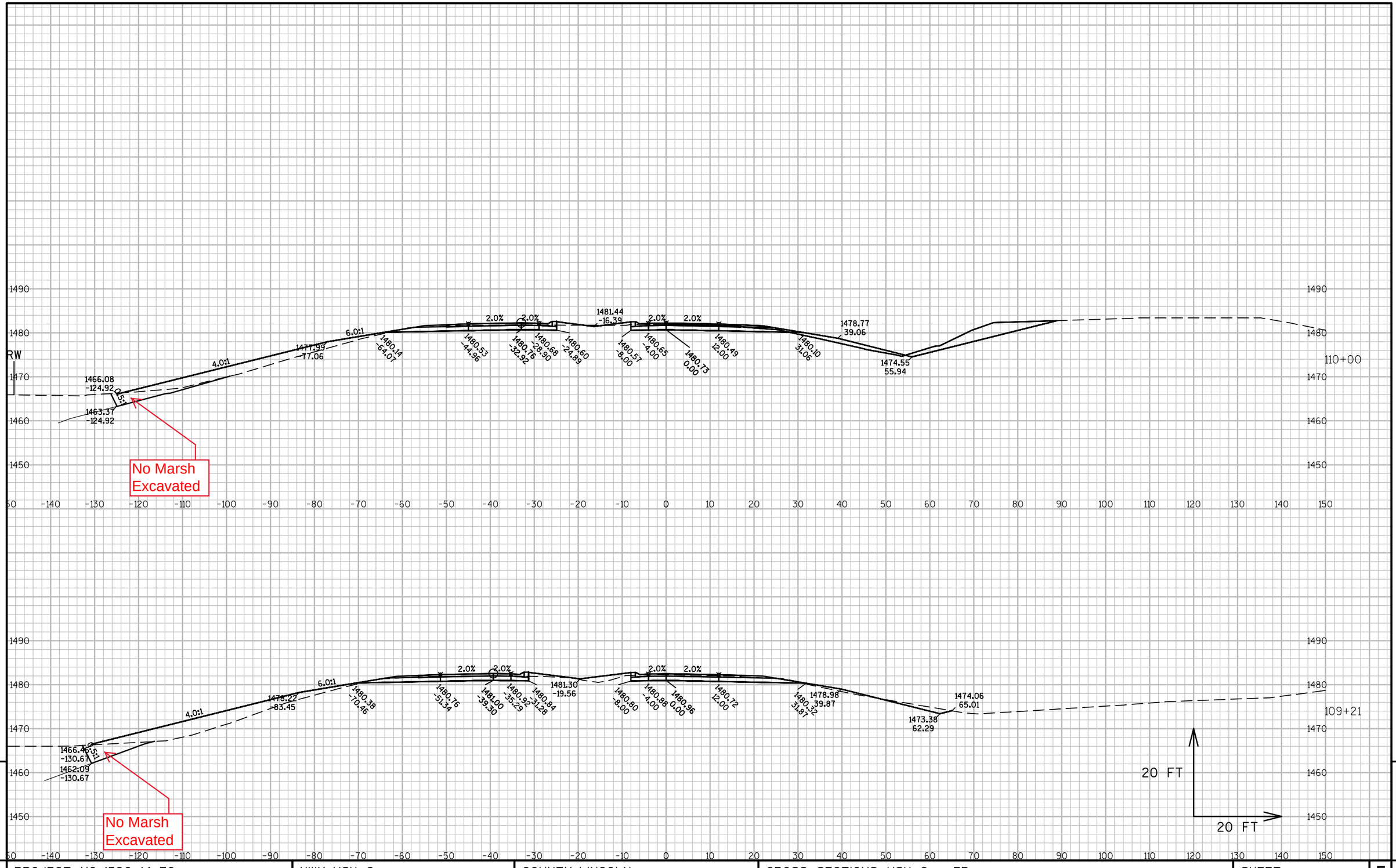
PROJECT NO: 1590	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 355	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090223-XS

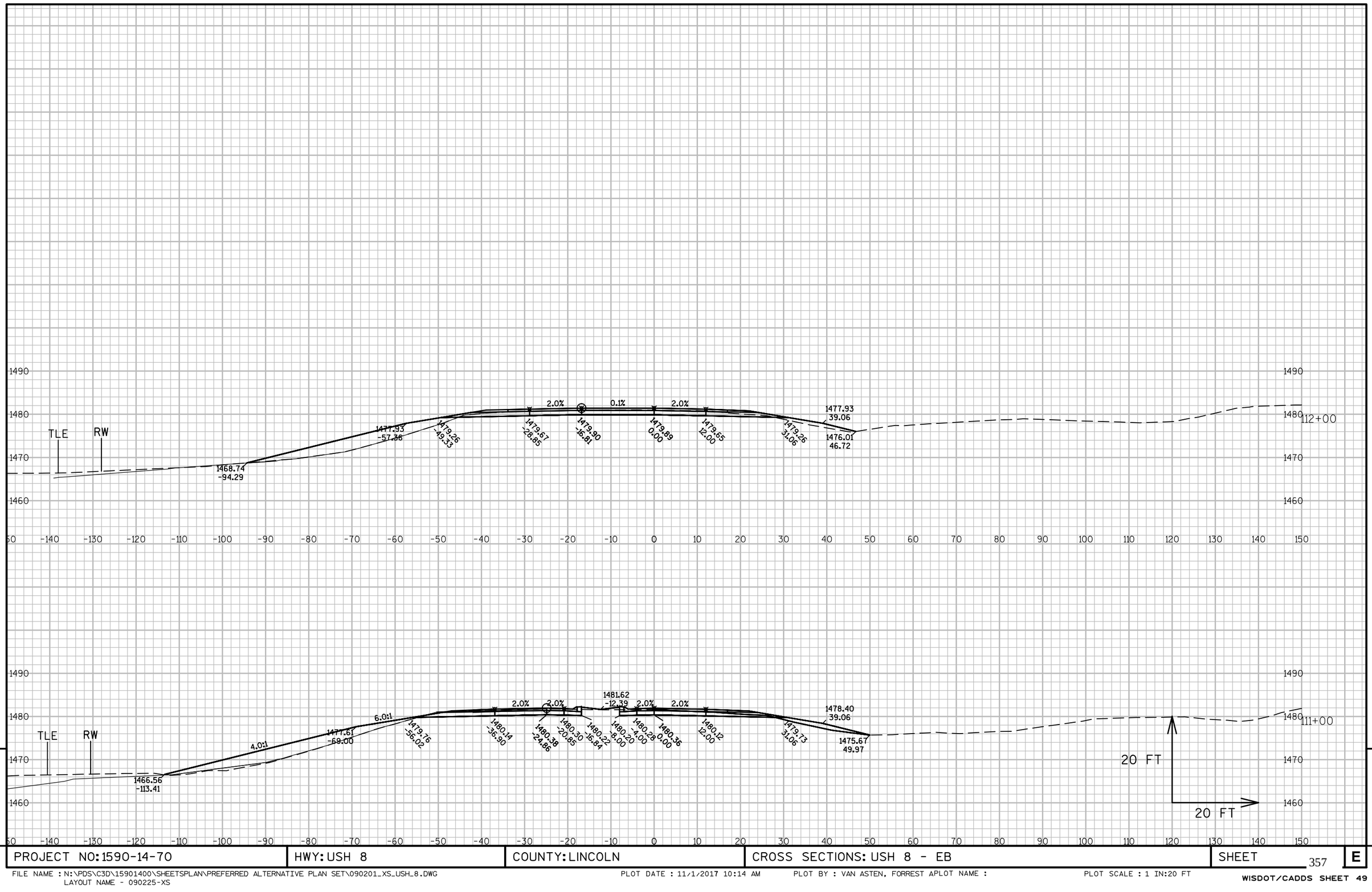
PLOT DATE : 11/1/2017 10:14 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9	PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 356 E



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9

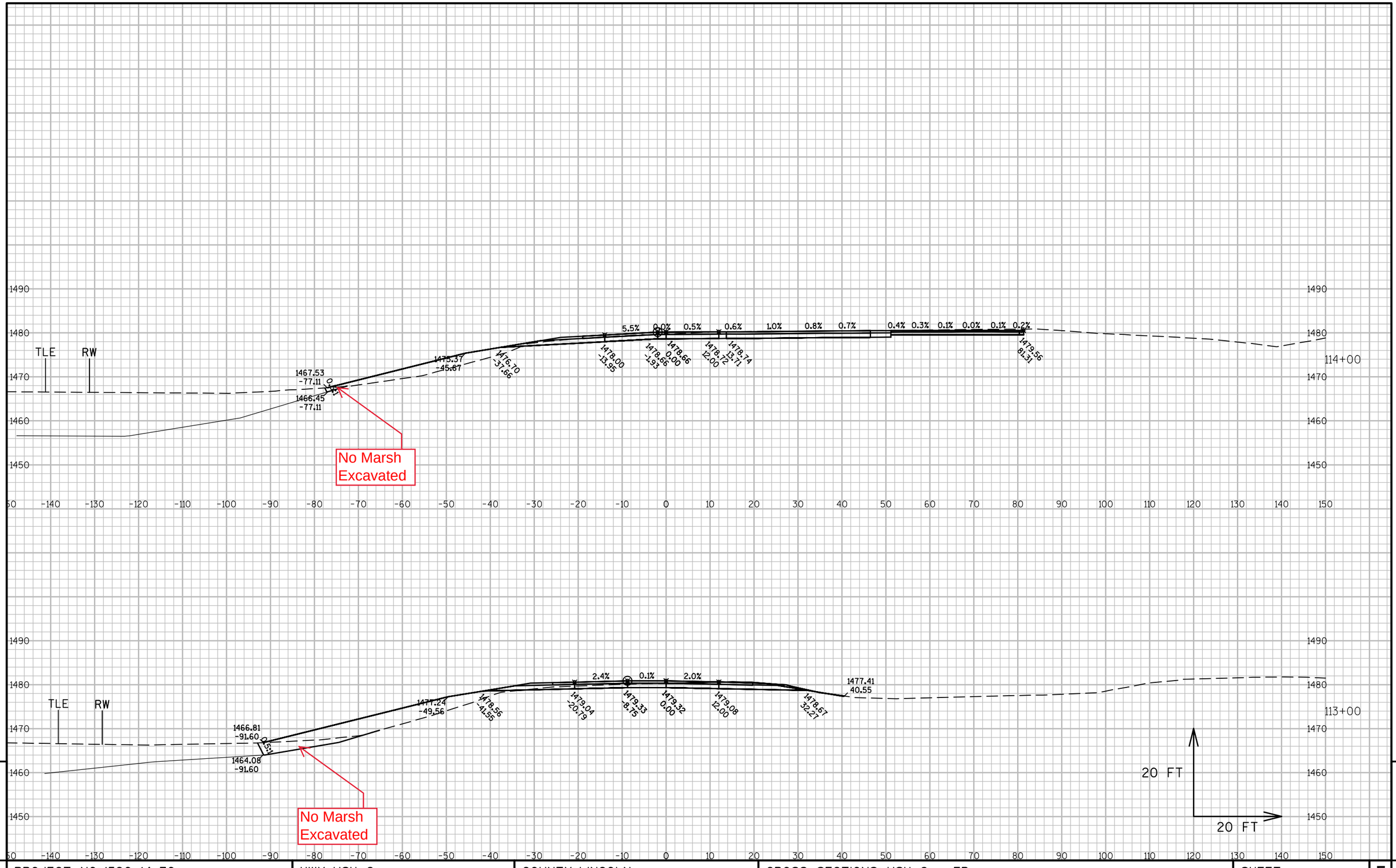
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 357	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090225-XS

PLOT DATE : 11/1/2017 10:14 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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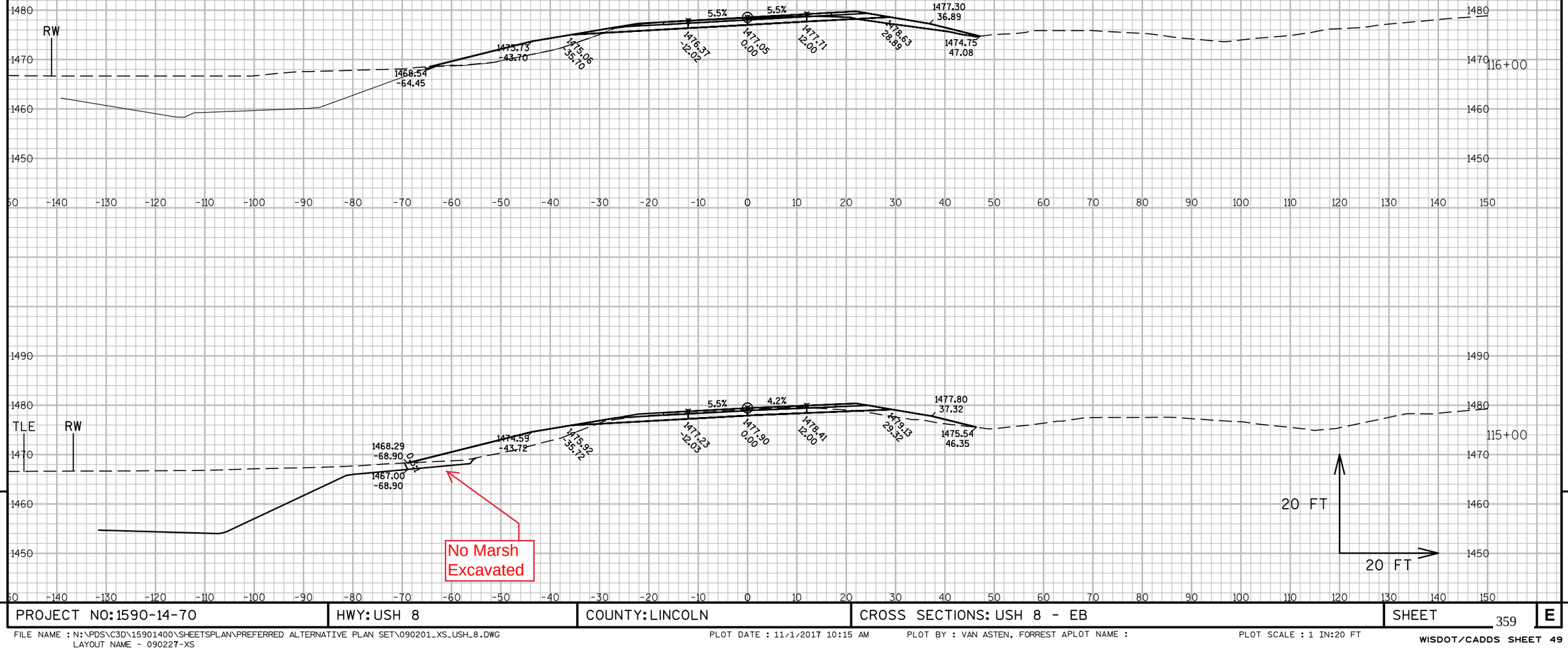
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 358	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090226-XS

PLOT DATE : 11/1/2017 10:14 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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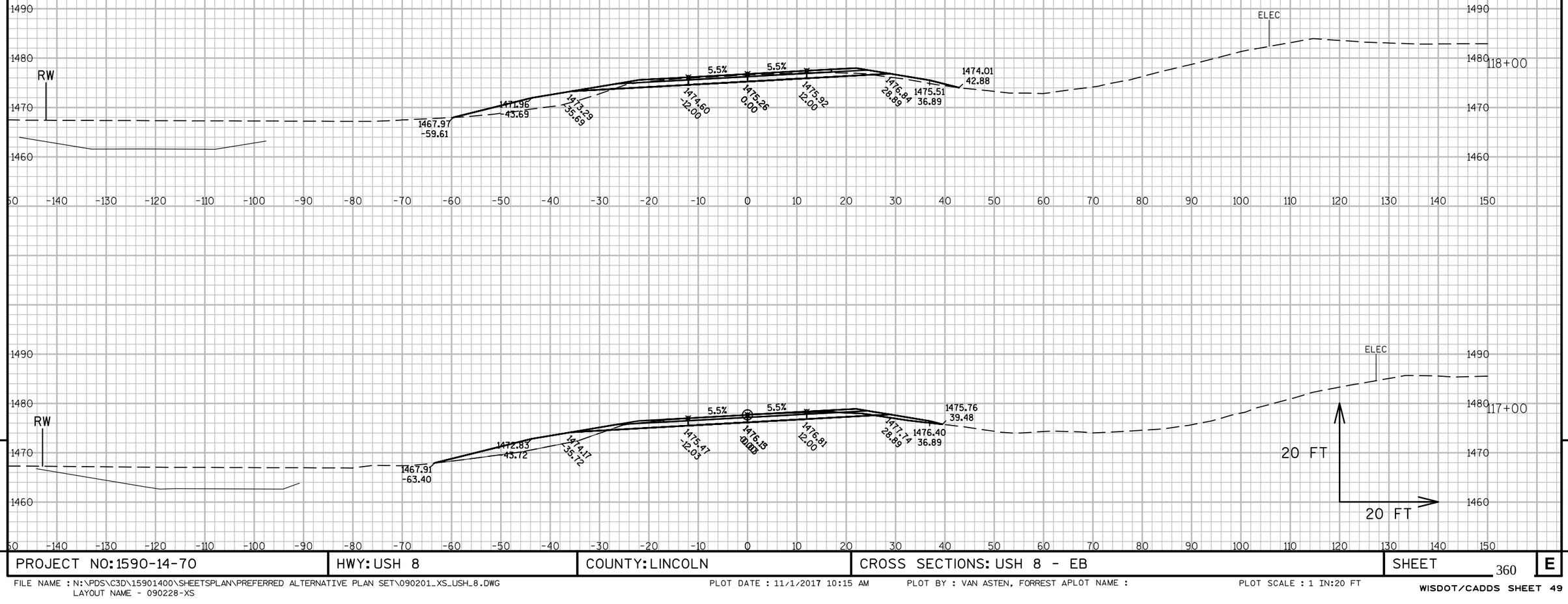
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 359	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090227-XS

PLOT DATE : 11/1/2017 10:15 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

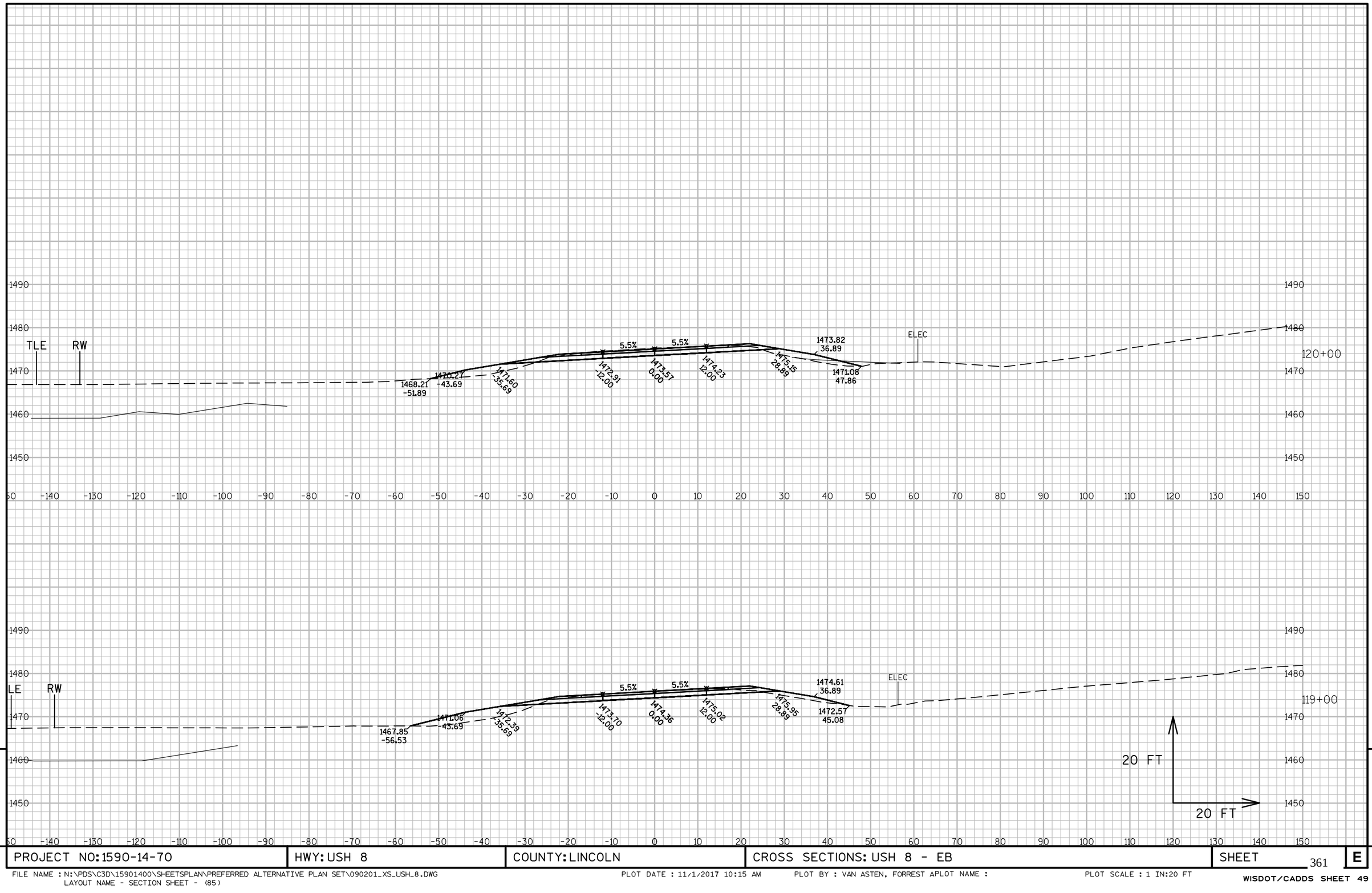
9

PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 360	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090228-XS

PLOT DATE : 11/1/2017 10:15 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT



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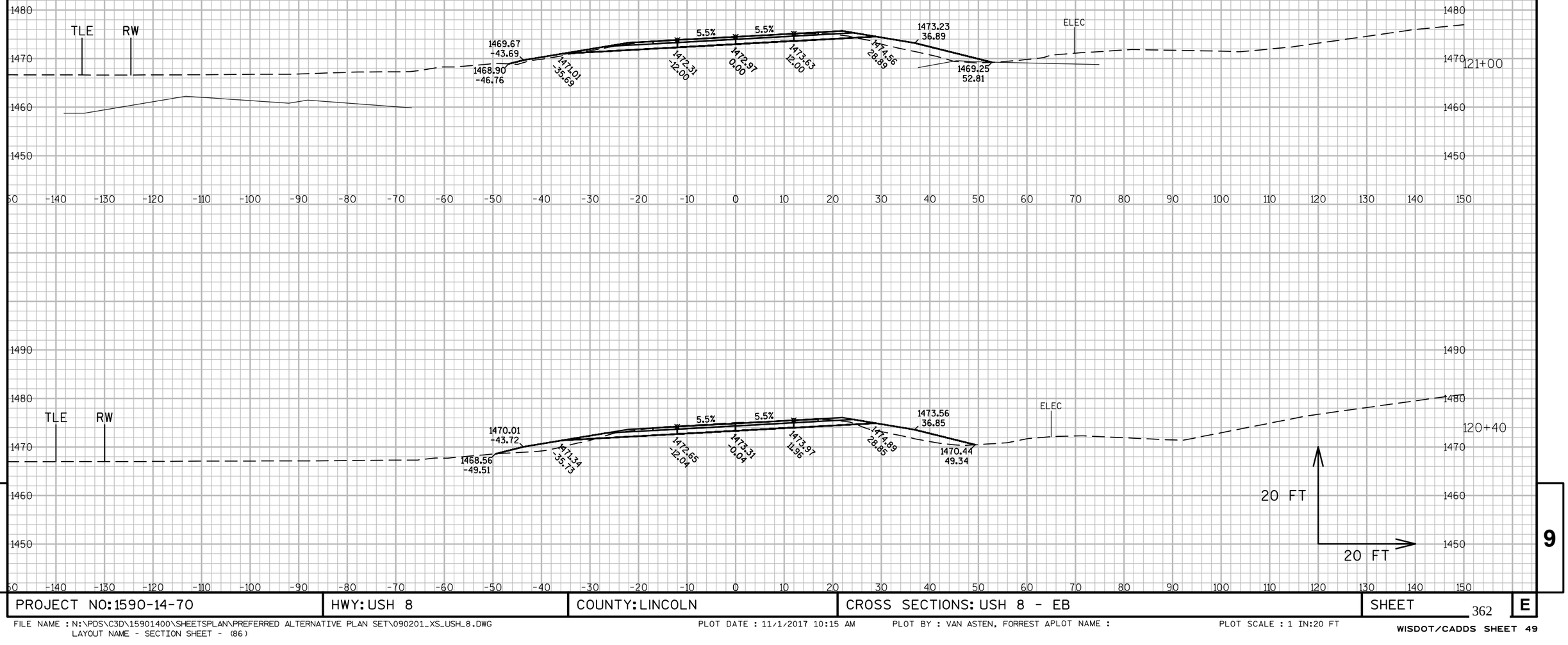
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 361	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - SECTION SHEET - (85)

PLOT DATE : 11/1/2017 10:15 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 362	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - SECTION SHEET - (86)

PLOT DATE : 11/1/2017 10:15 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

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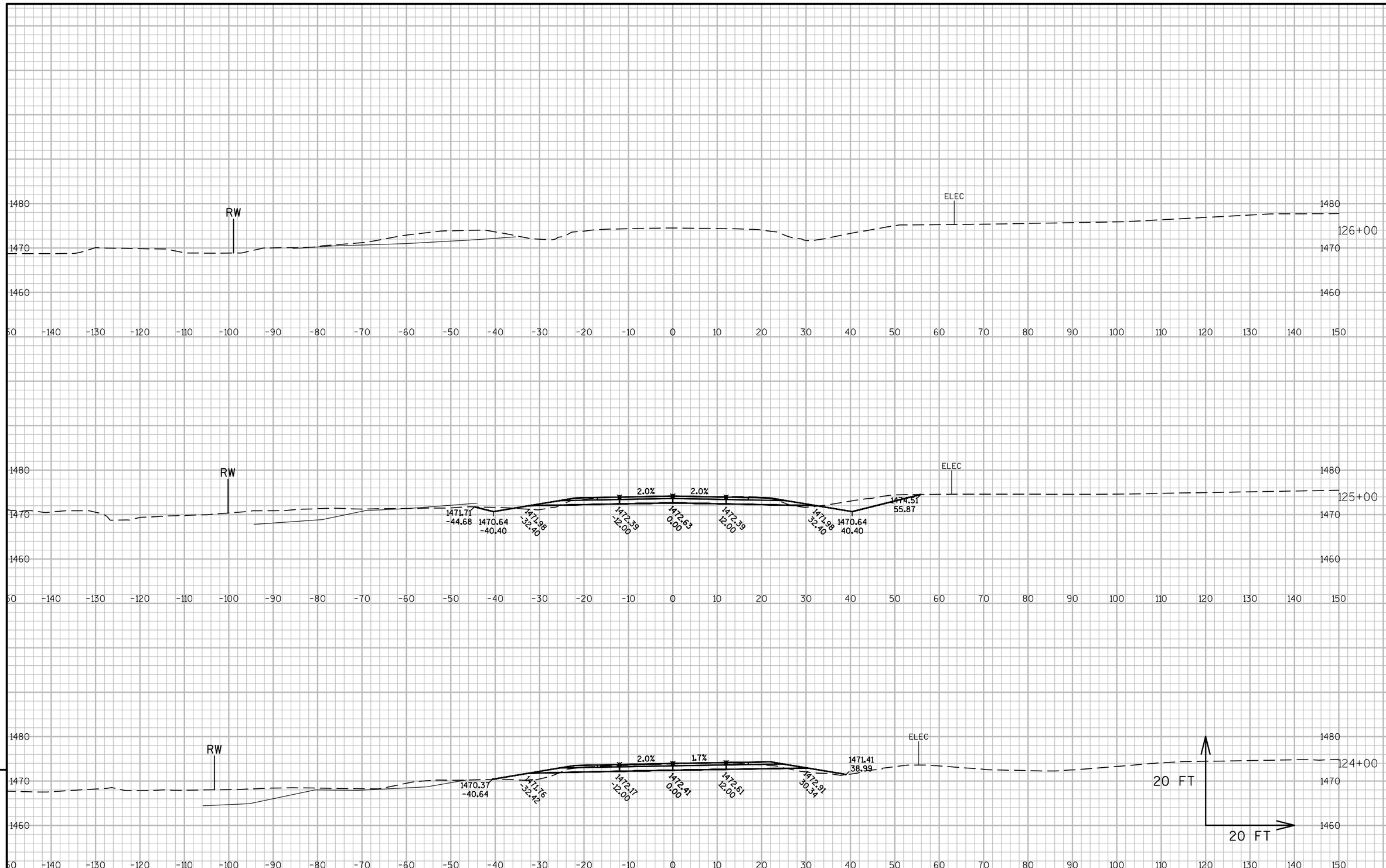
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 363	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - SECTION SHEET - (87)

PLOT DATE : 11/1/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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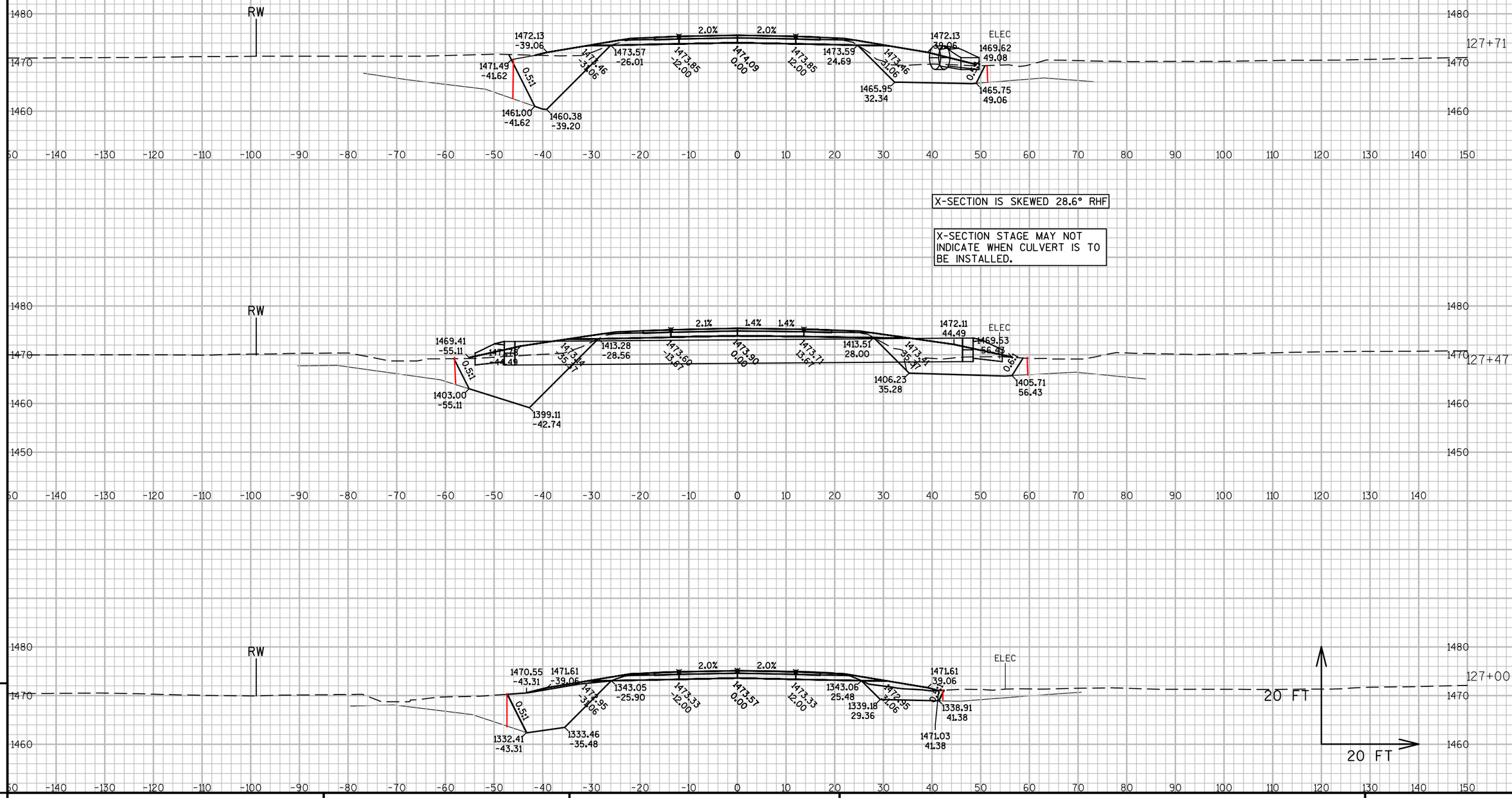
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 364	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090201_XS_USH_8 - 090231-XS (2)

PLOT DATE : 11/1/2017 11:36 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



X-SECTION IS SKEWED 28.6° RHF

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.

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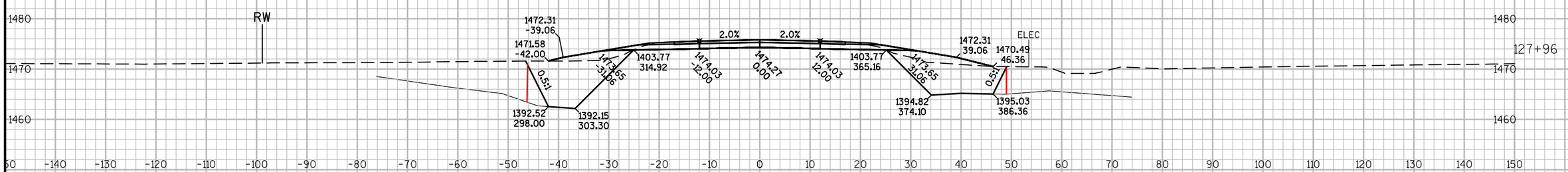
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 365	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090201_XS_USH_8 - 090231-XS (5)

PLOT DATE : 11/1/2017 11:37 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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9

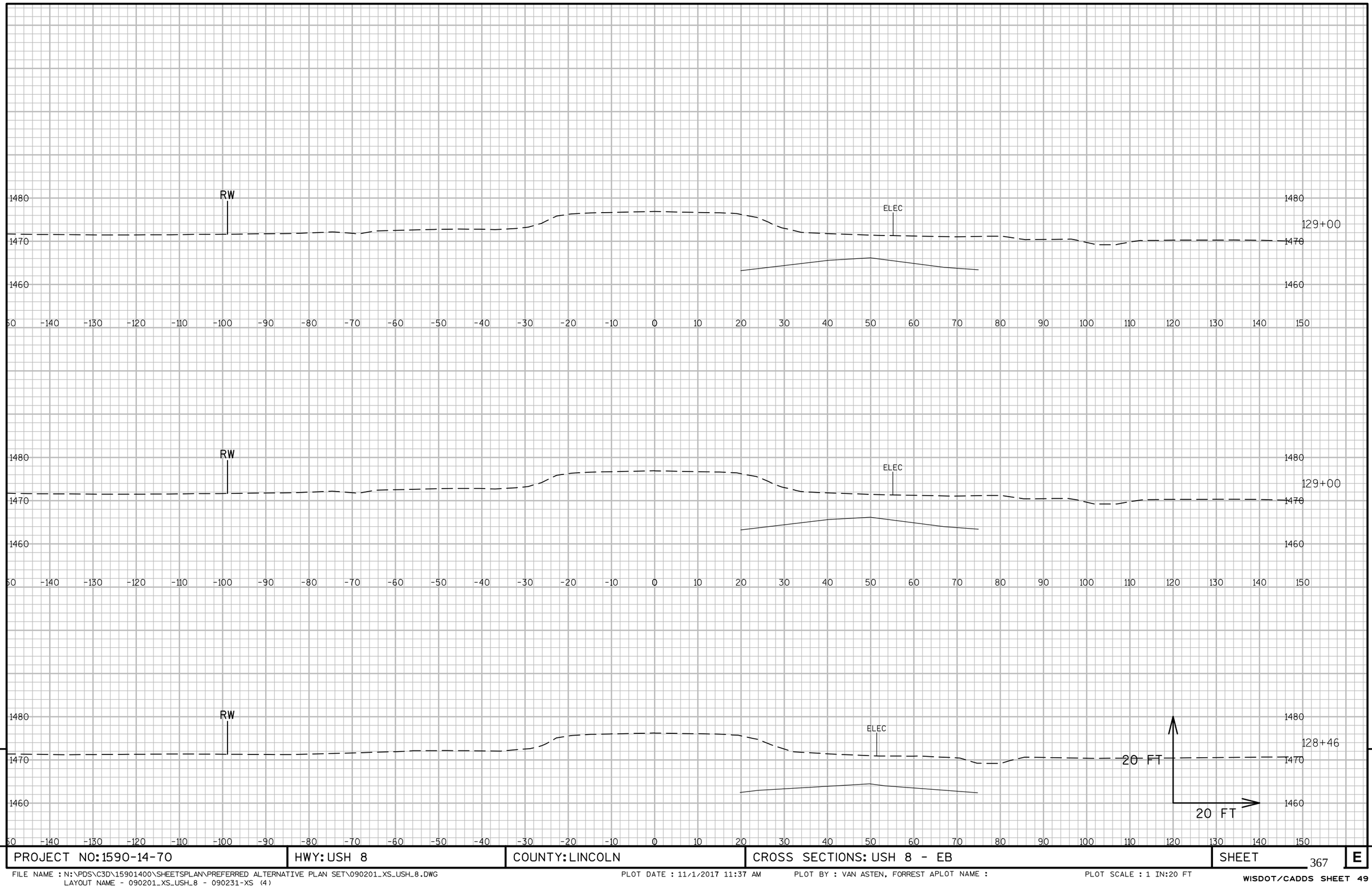
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 366	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090201_XS_USH_8 - 090231-XS (3)

PLOT DATE : 11/1/2017 11:37 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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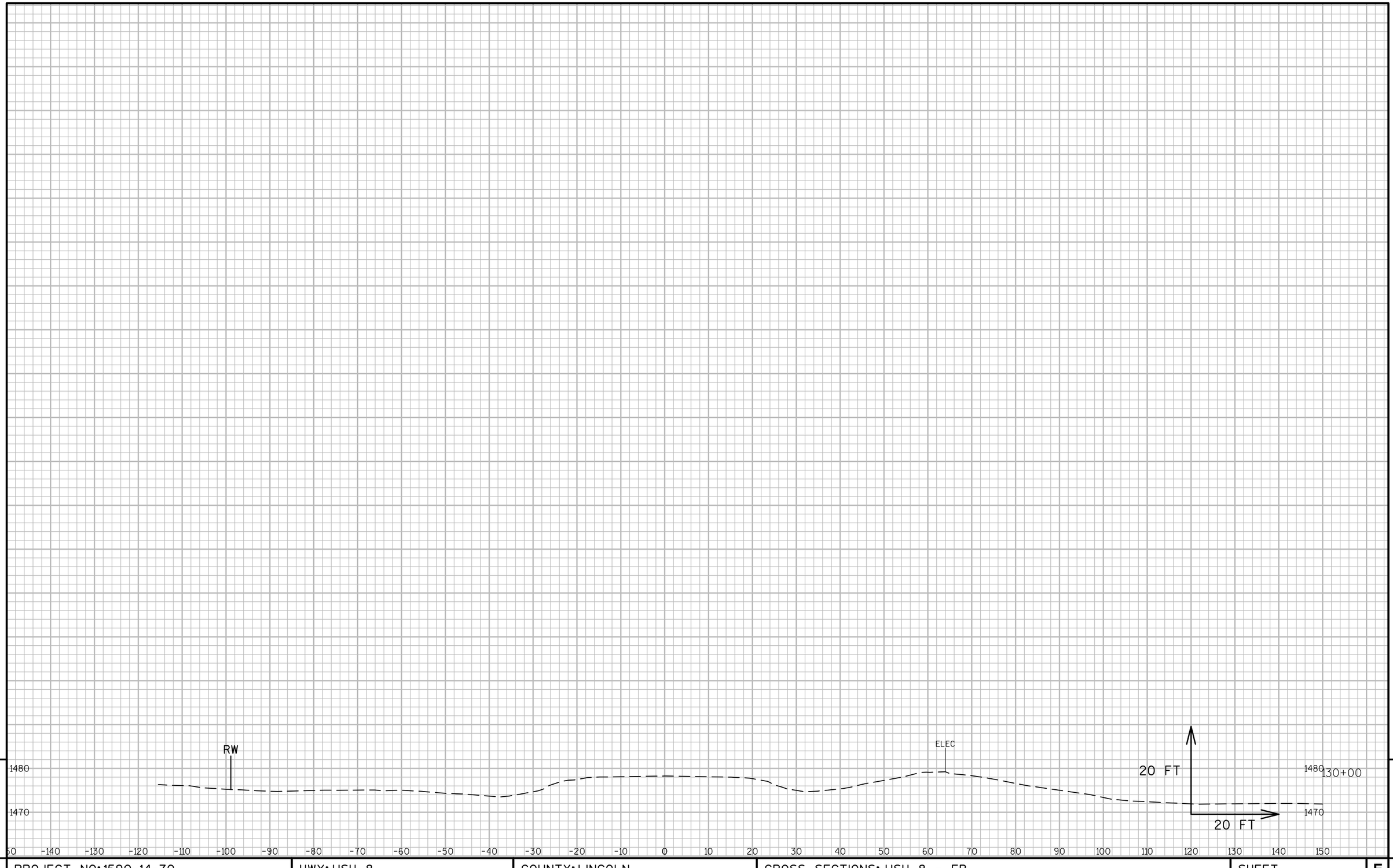
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 367	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090201_XS_USH_8 - 090231-XS (4)

PLOT DATE : 11/1/2017 11:37 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



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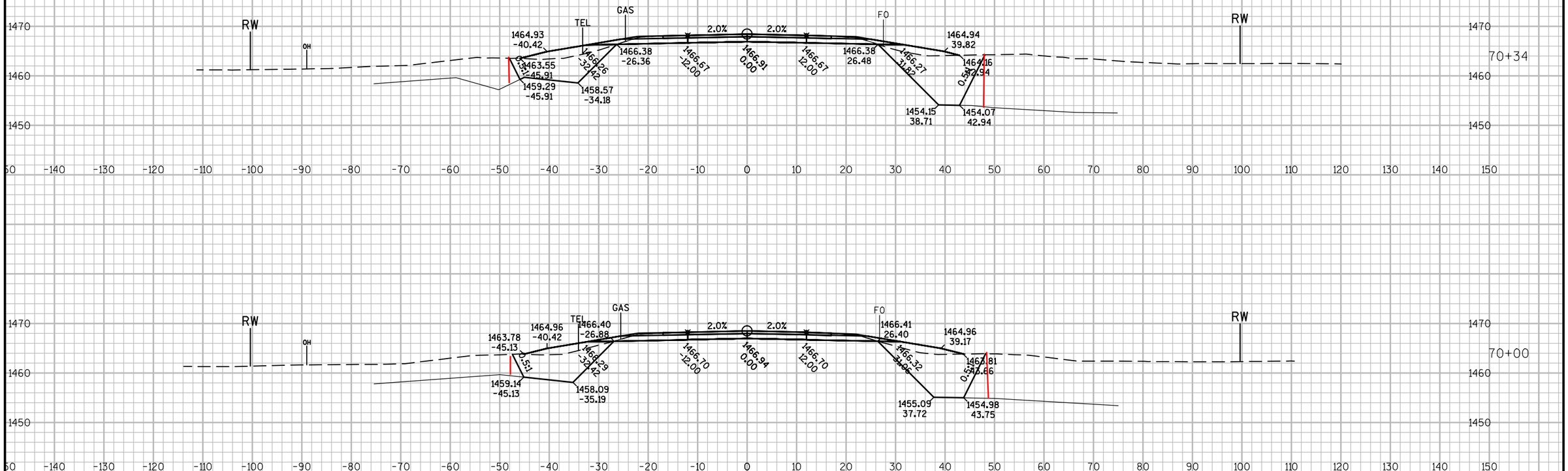
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - EB	SHEET 368	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8.DWG
LAYOUT NAME - 090201_XS_USH_8 - 090231-XS (6)

PLOT DATE : 11/1/2017 11:37 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 369 E

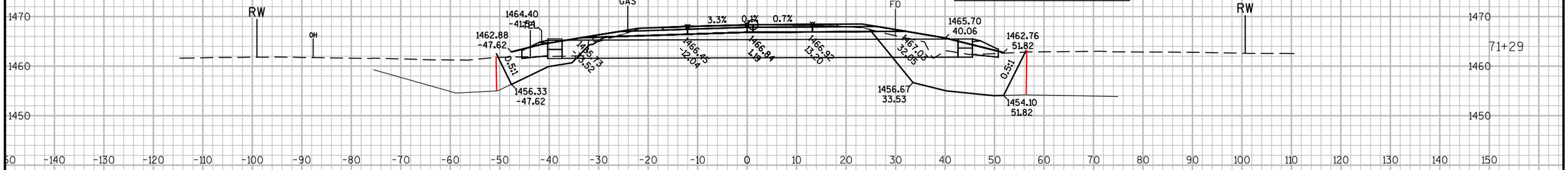
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (88)

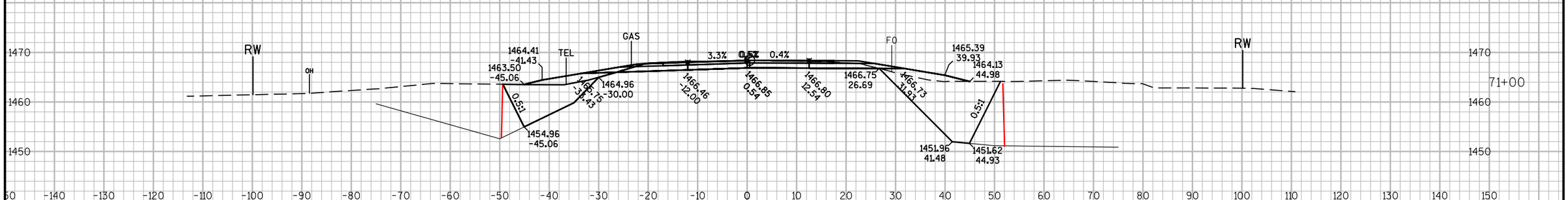
PLOT DATE : 11/1/2017 10:45 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

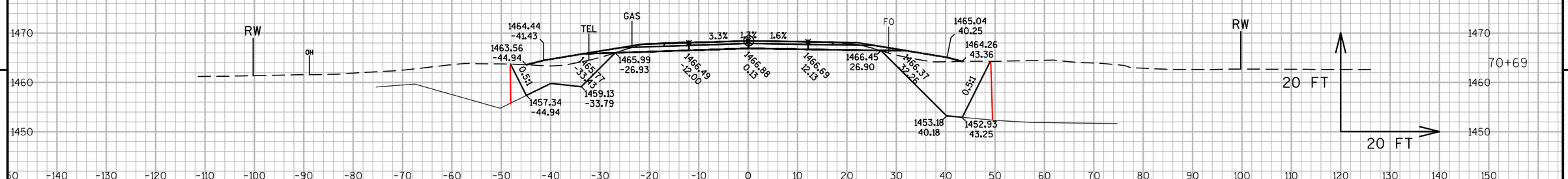
WISDOT/CADDS SHEET 49

X-SECTION IS SKEWED 9.6° LHF

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.







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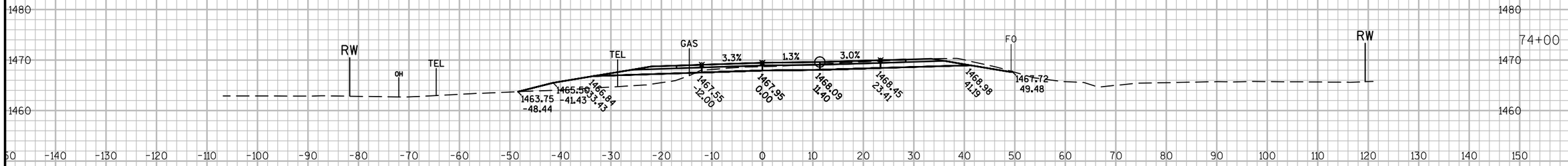
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 370	E

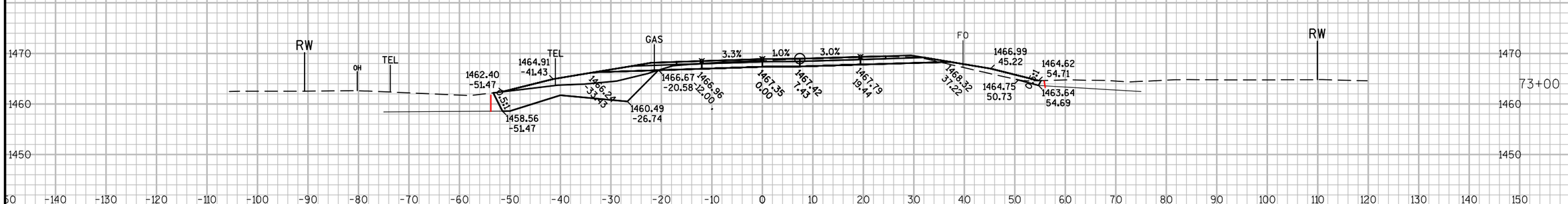
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (89)

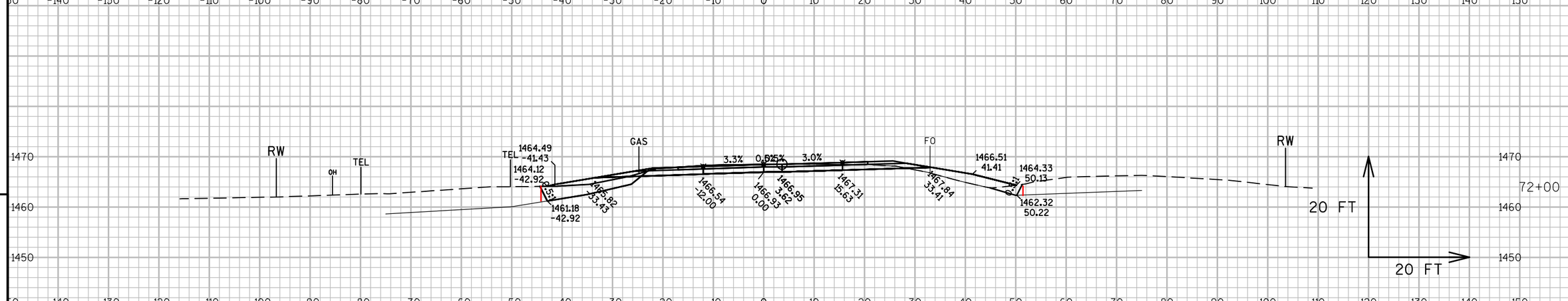
PLOT DATE : 11/1/2017 10:46 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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9

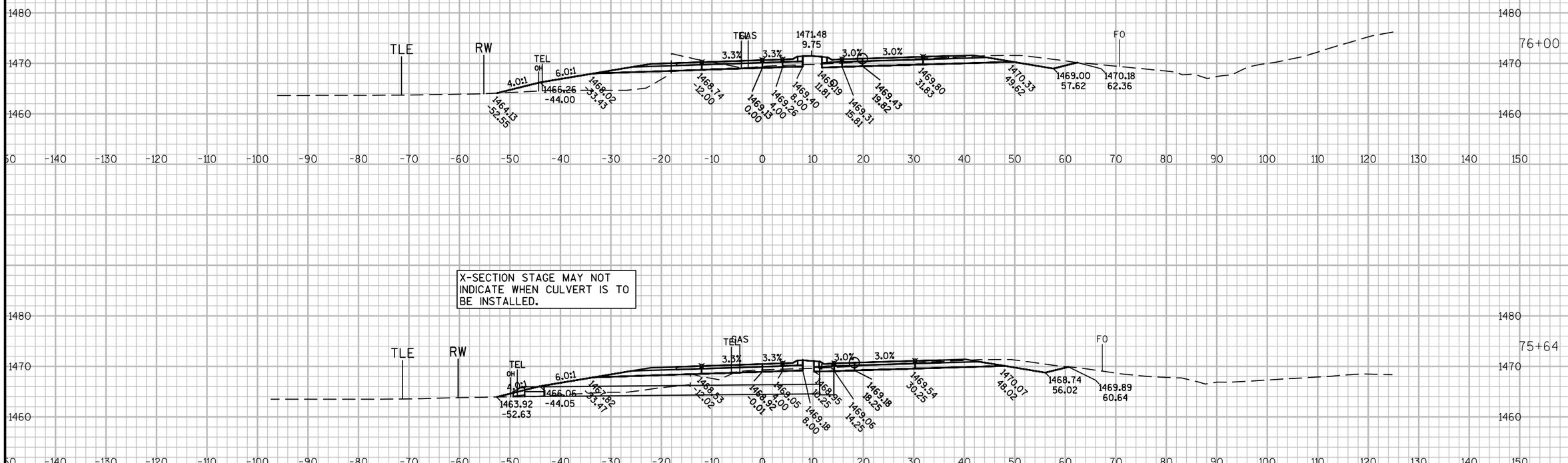
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 371	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (90)

PLOT DATE : 11/1/2017 10:46 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 372	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (91)

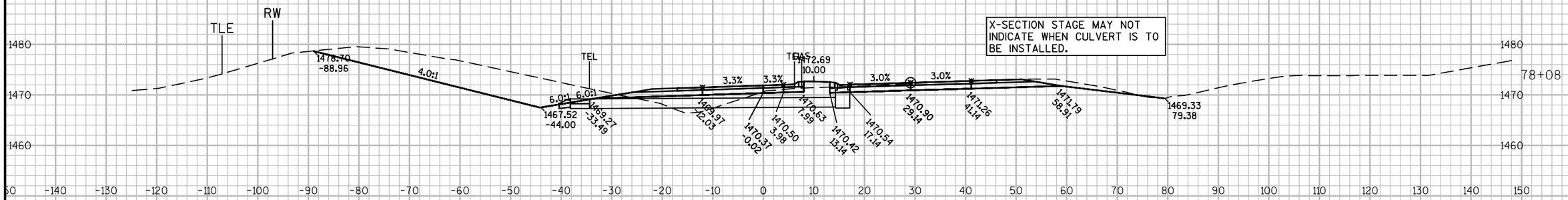
PLOT DATE : 11/1/2017 10:46 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

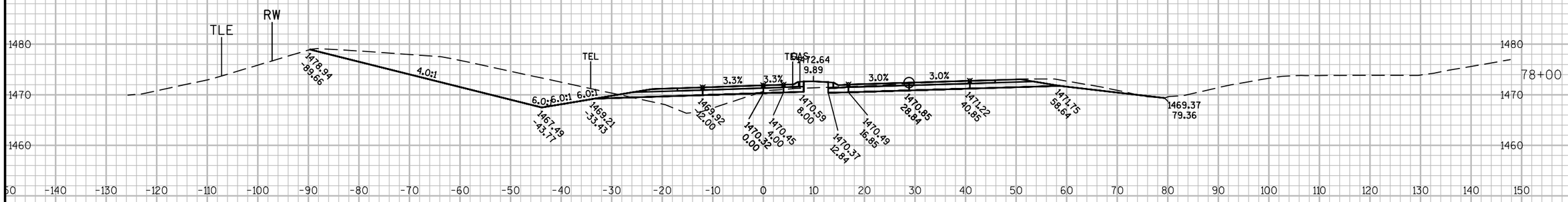
PLOT SCALE : 1 IN:20 FT

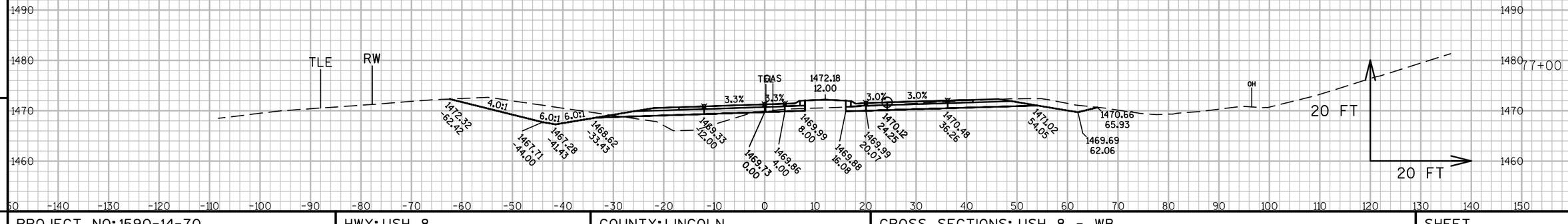
WISDOT/CADDS SHEET 49

X-SECTION IS SKEWED 3.0° LHF

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.







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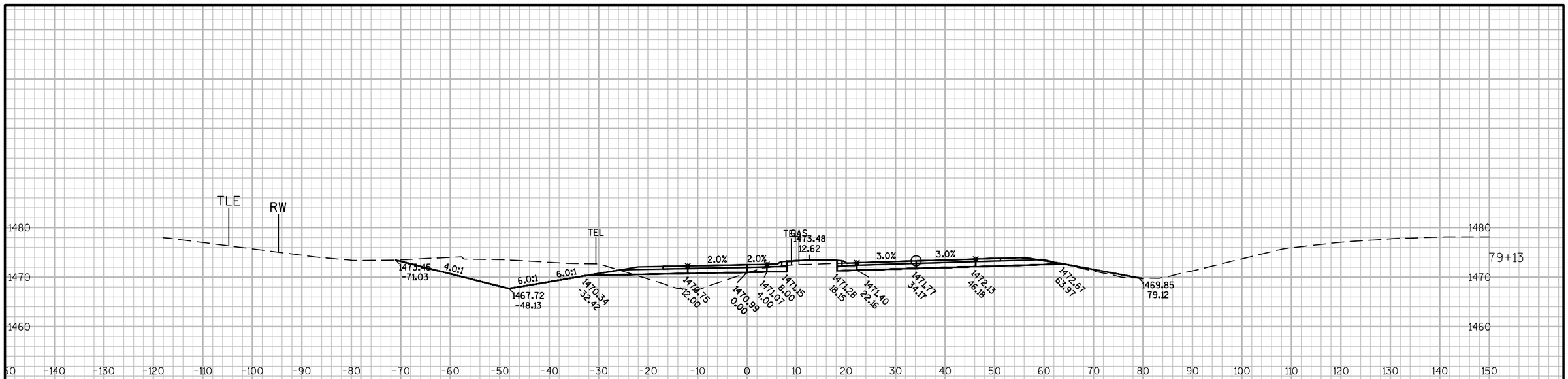
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 373	E

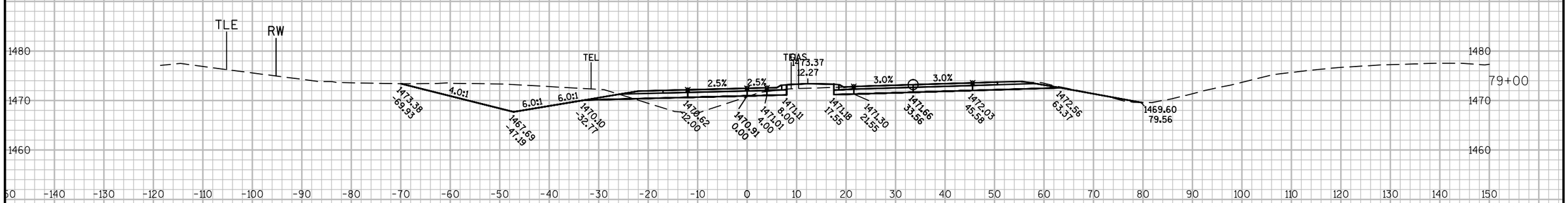
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (92)

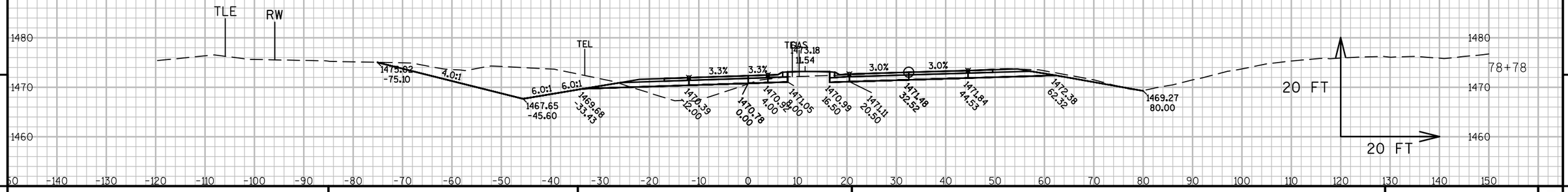
PLOT DATE : 11/1/2017 10:47 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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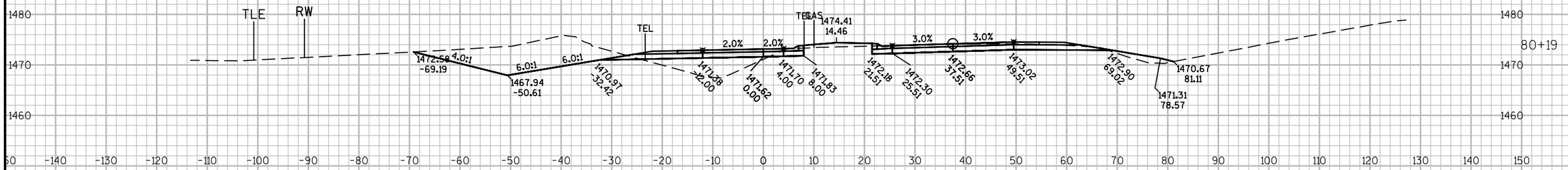
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 374	E

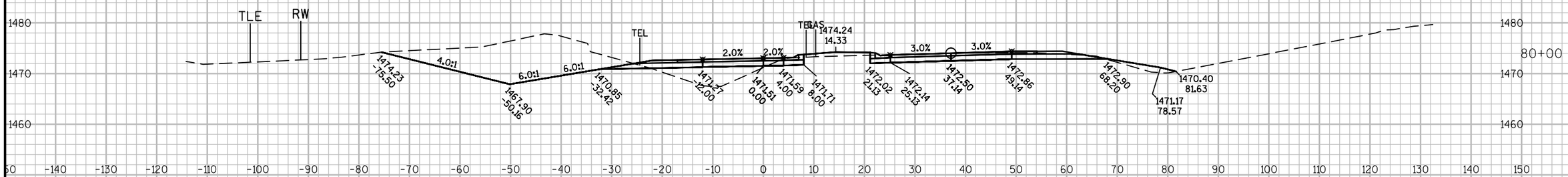
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (93)

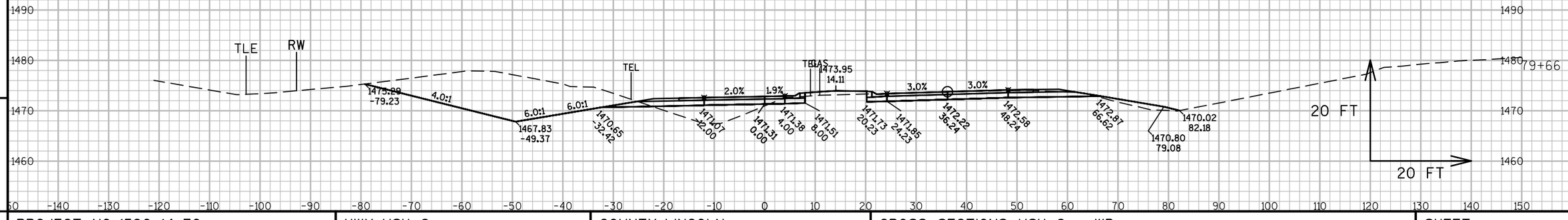
PLOT DATE : 11/1/2017 10:47 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







9

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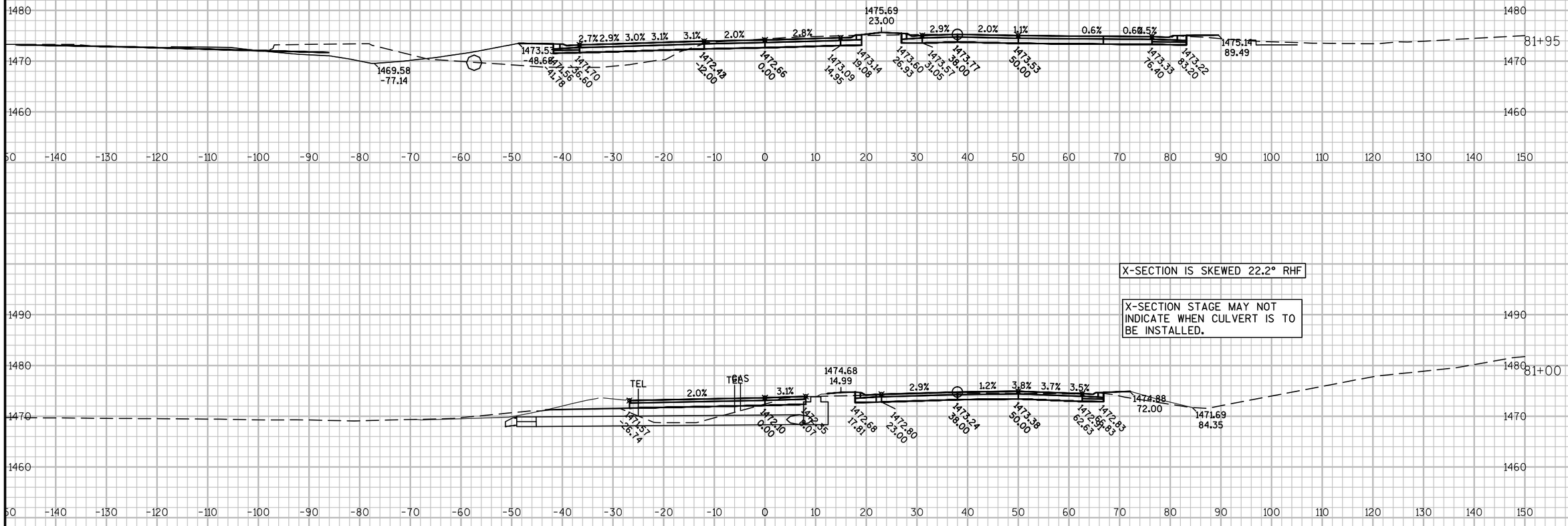
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 375	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (94)

PLOT DATE : 11/1/2017 10:47 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



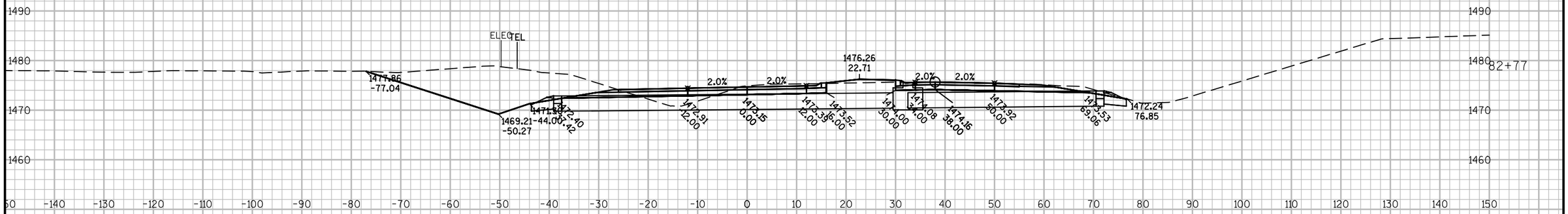
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 376	E

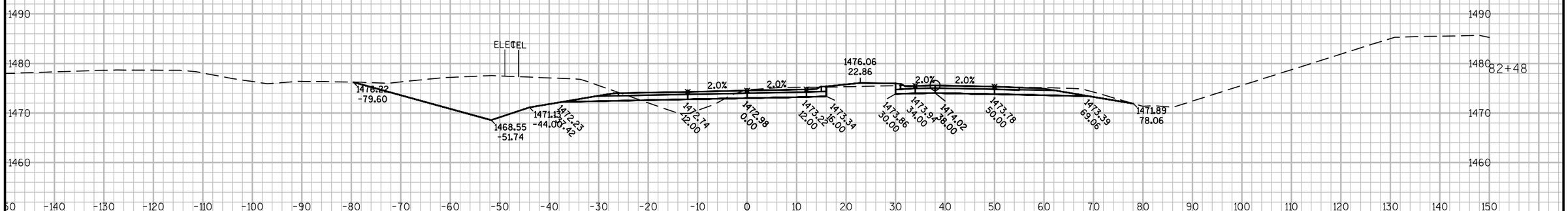
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (95)

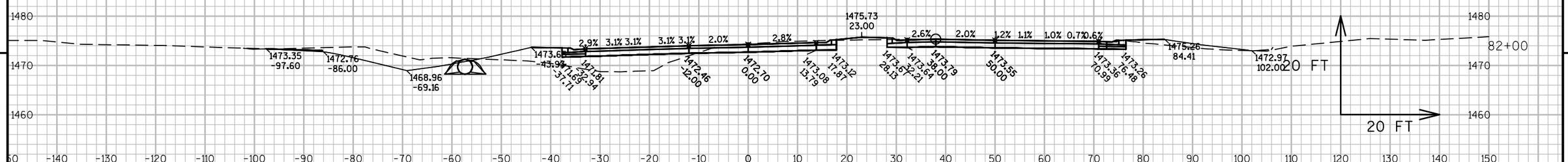
PLOT DATE : 11/1/2017 10:48 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.







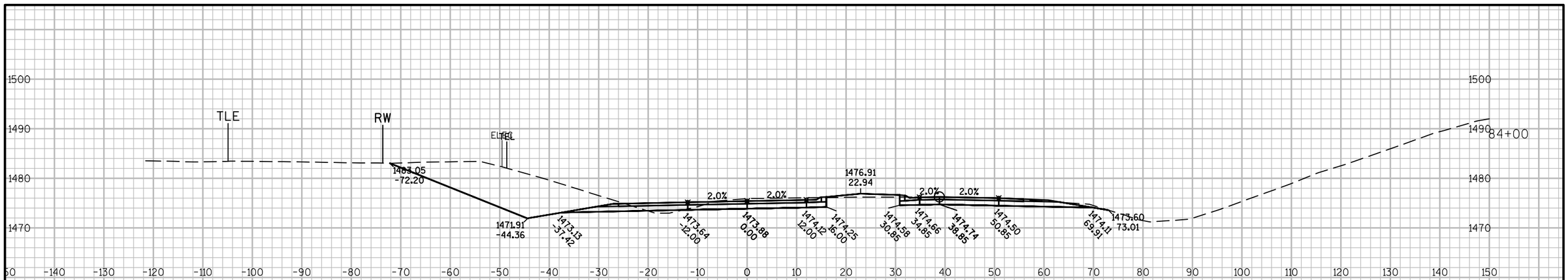
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 377	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (96)

PLOT DATE : 11/1/2017 10:48 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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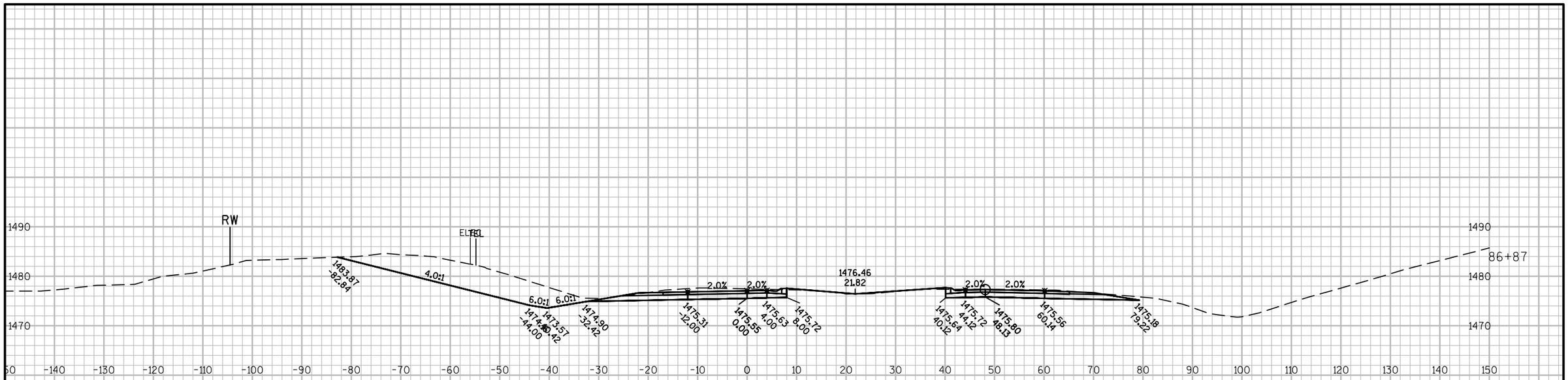
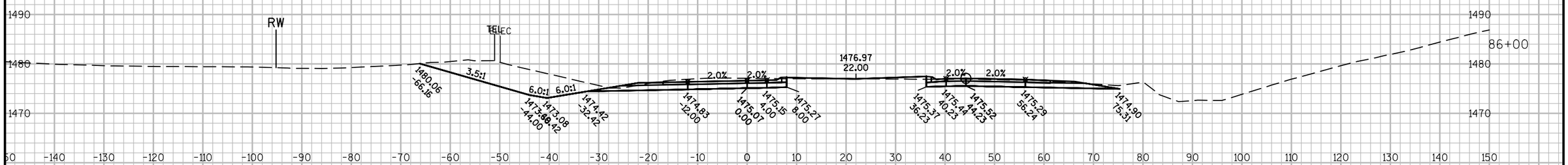
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 378	E

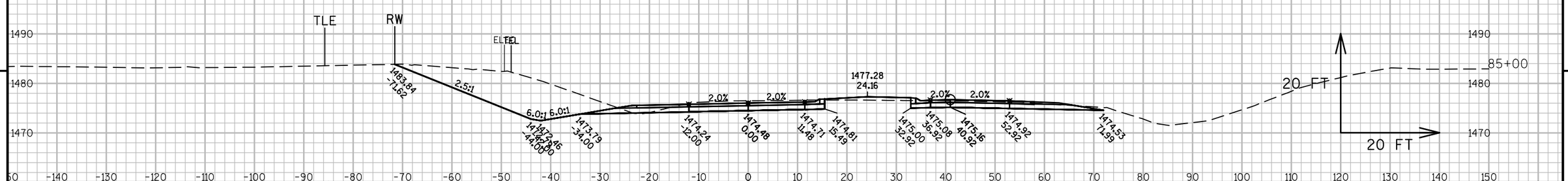
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (97)

PLOT DATE : 11/1/2017 10:48 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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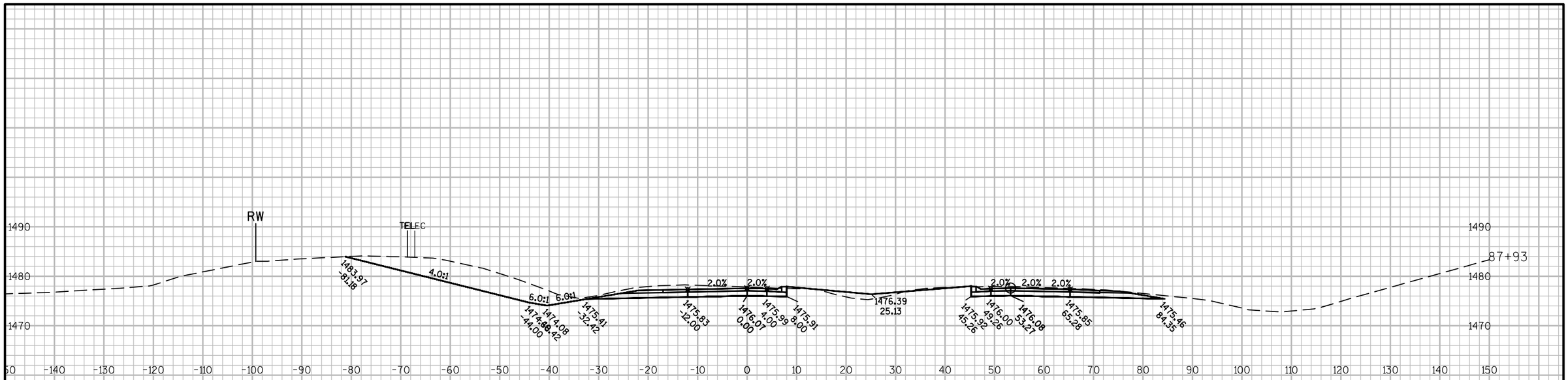
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 379	E

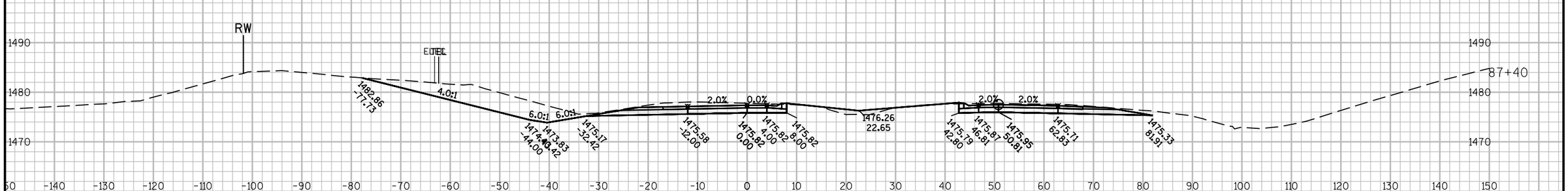
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (98)

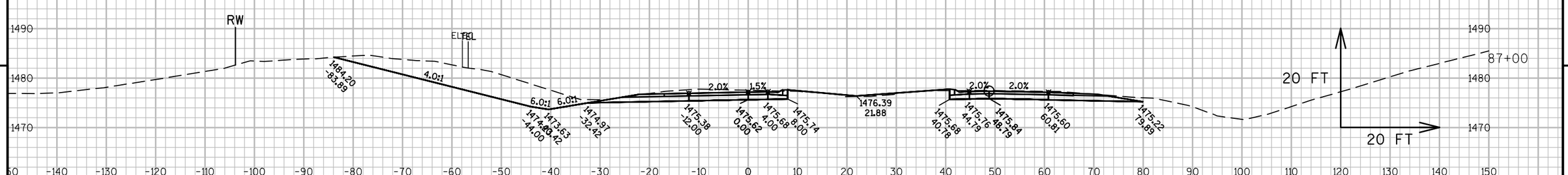
PLOT DATE : 11/1/2017 10:49 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







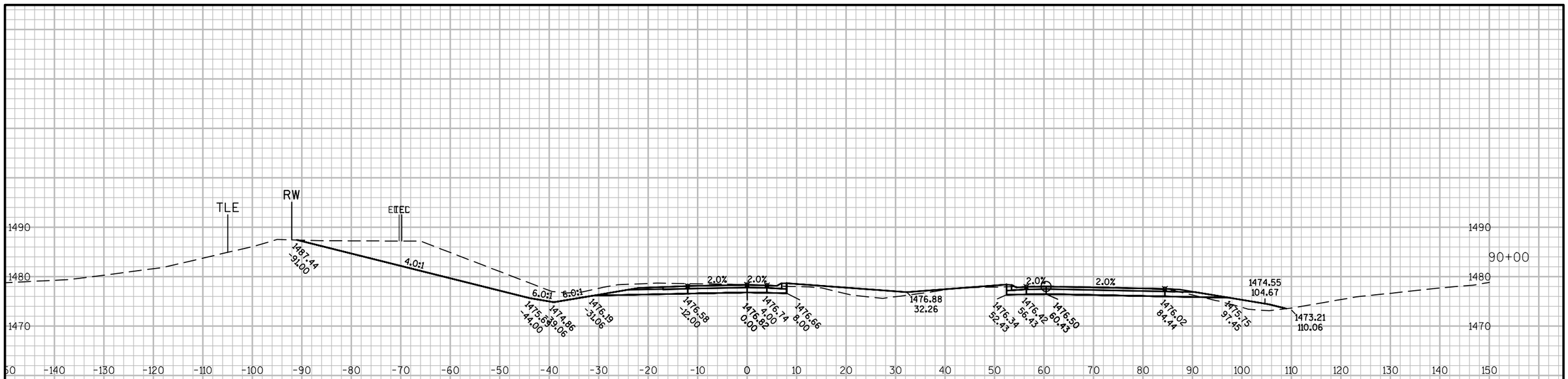
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 380	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (99)

PLOT DATE : 11/1/2017 10:49 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



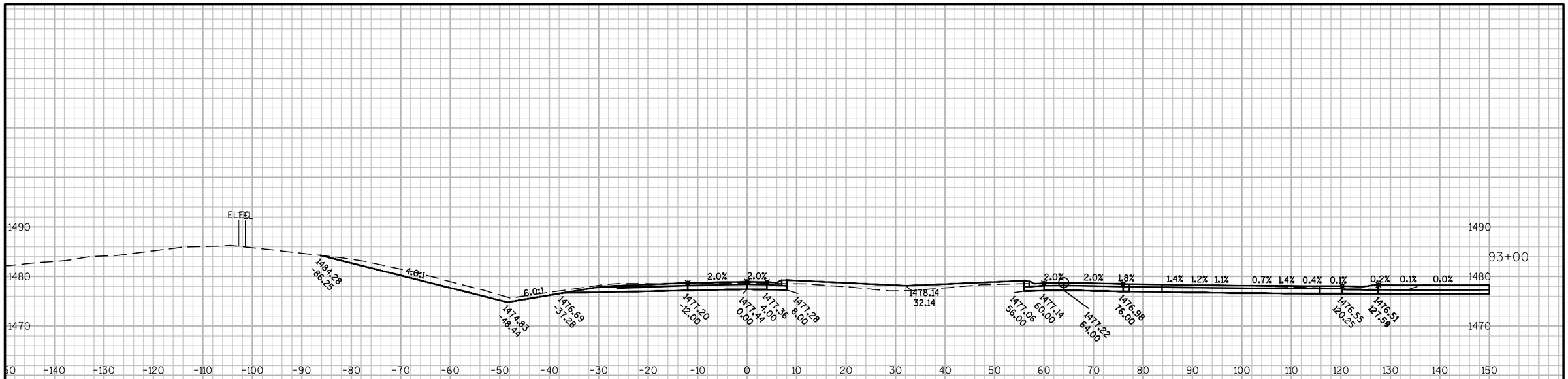
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 381 E

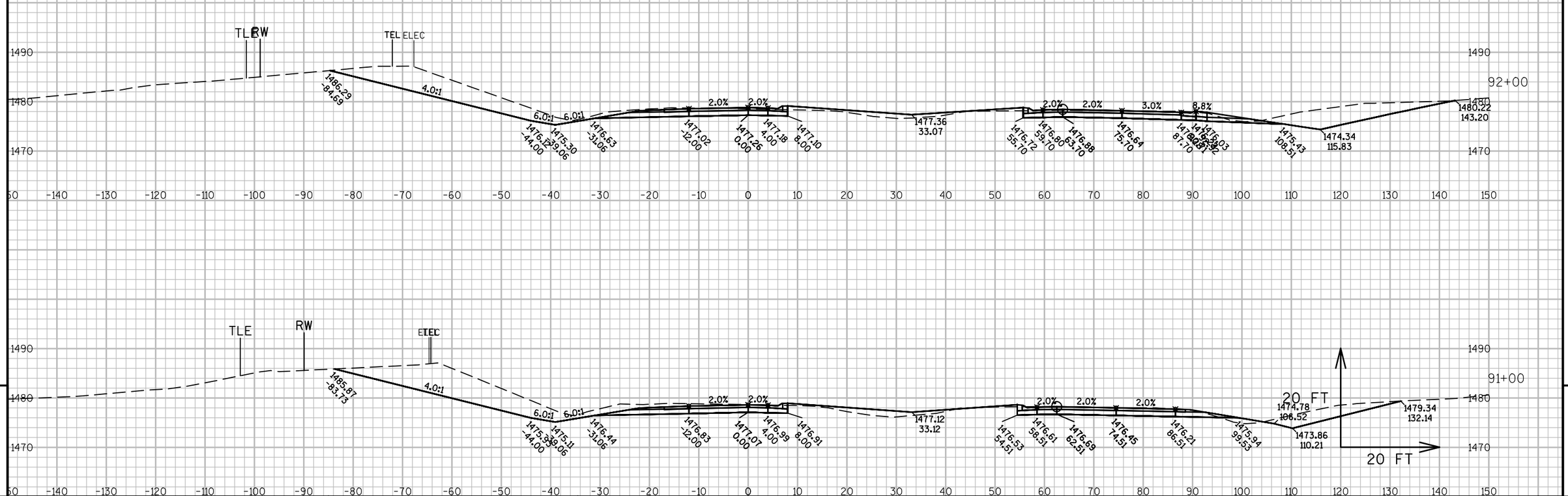
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (100)

PLOT DATE : 11/1/2017 10:49 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





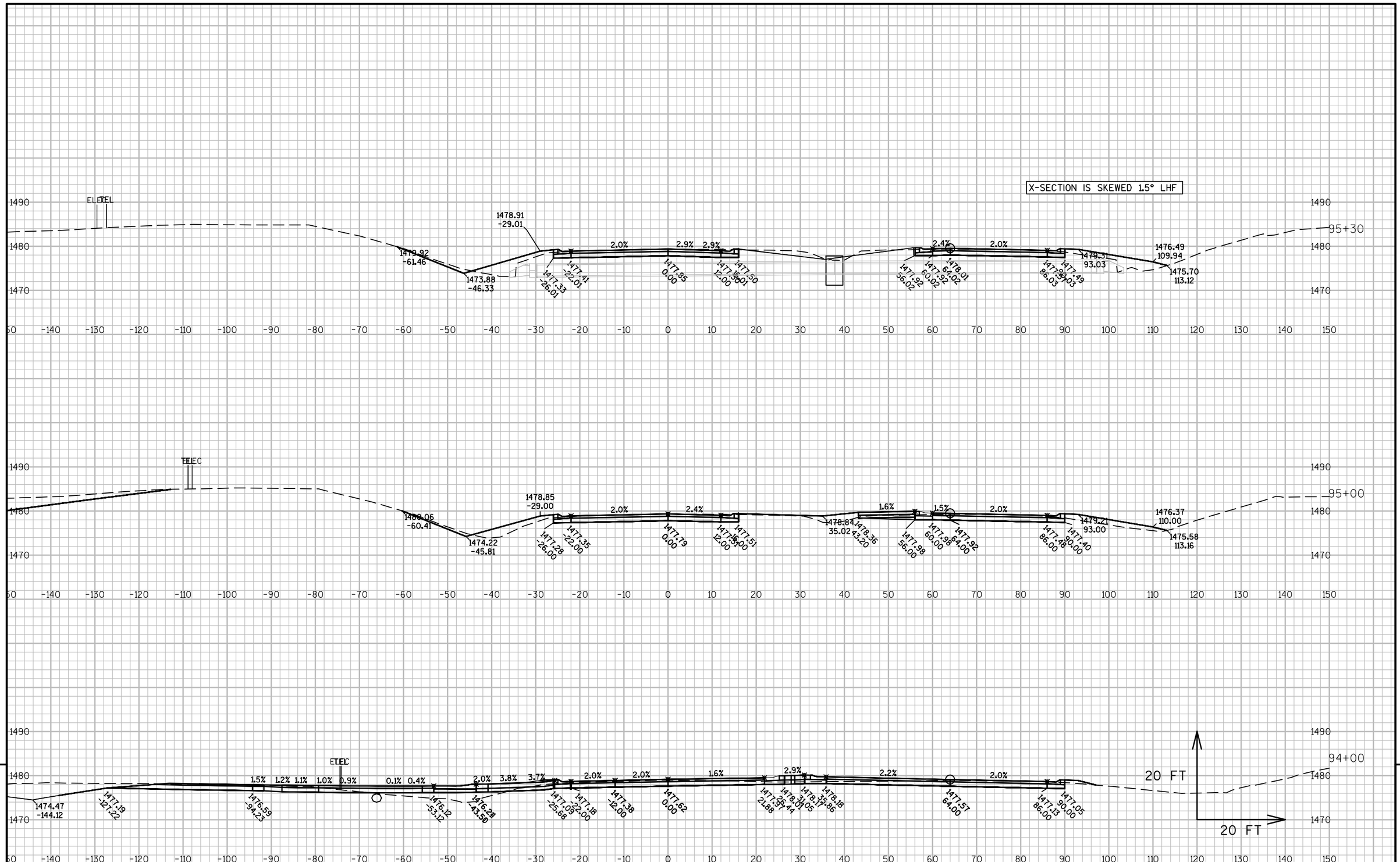
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 382 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (101)

PLOT DATE : 11/1/2017 10:50 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

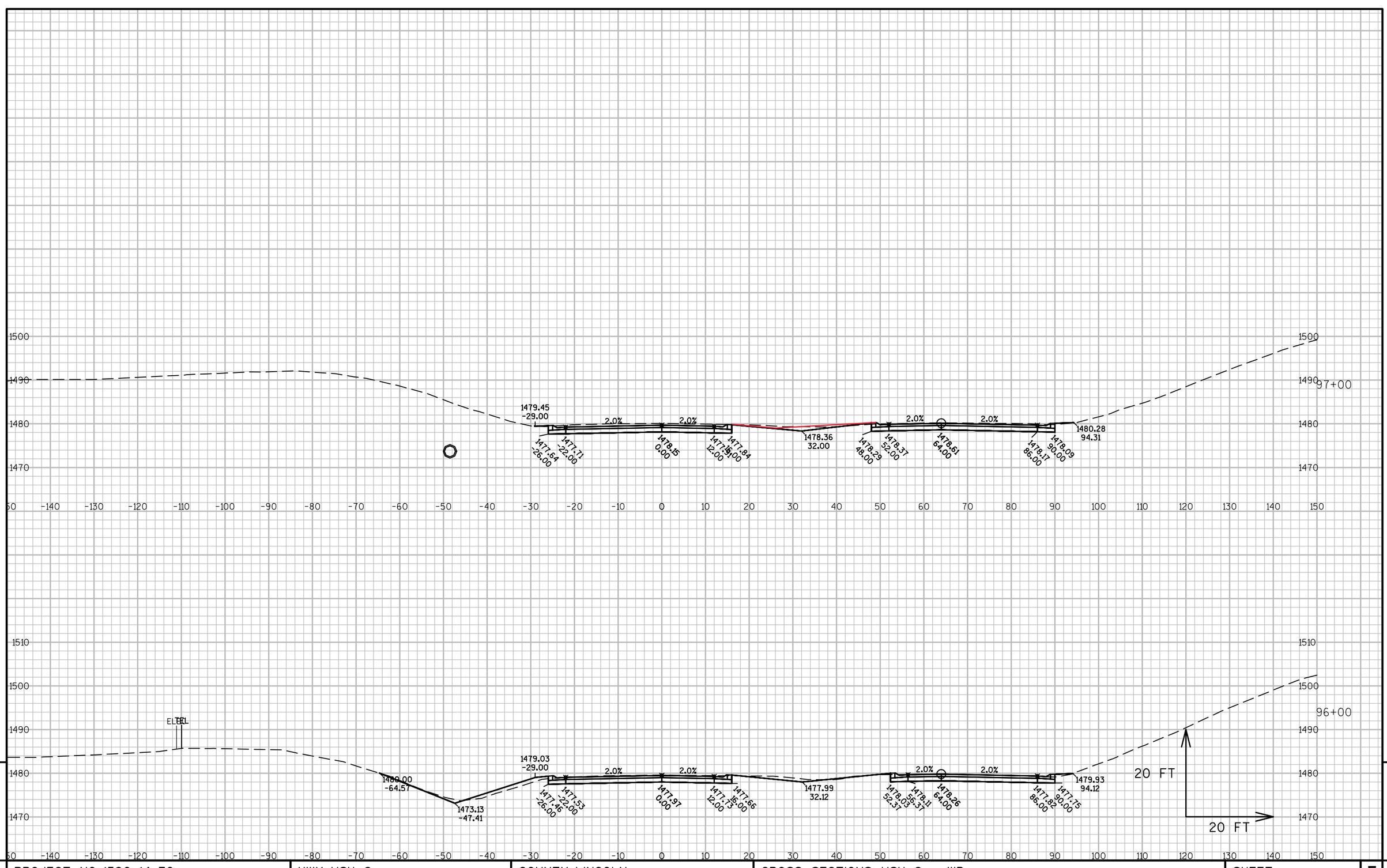


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 383 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (102)

PLOT DATE : 11/1/2017 10:50 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

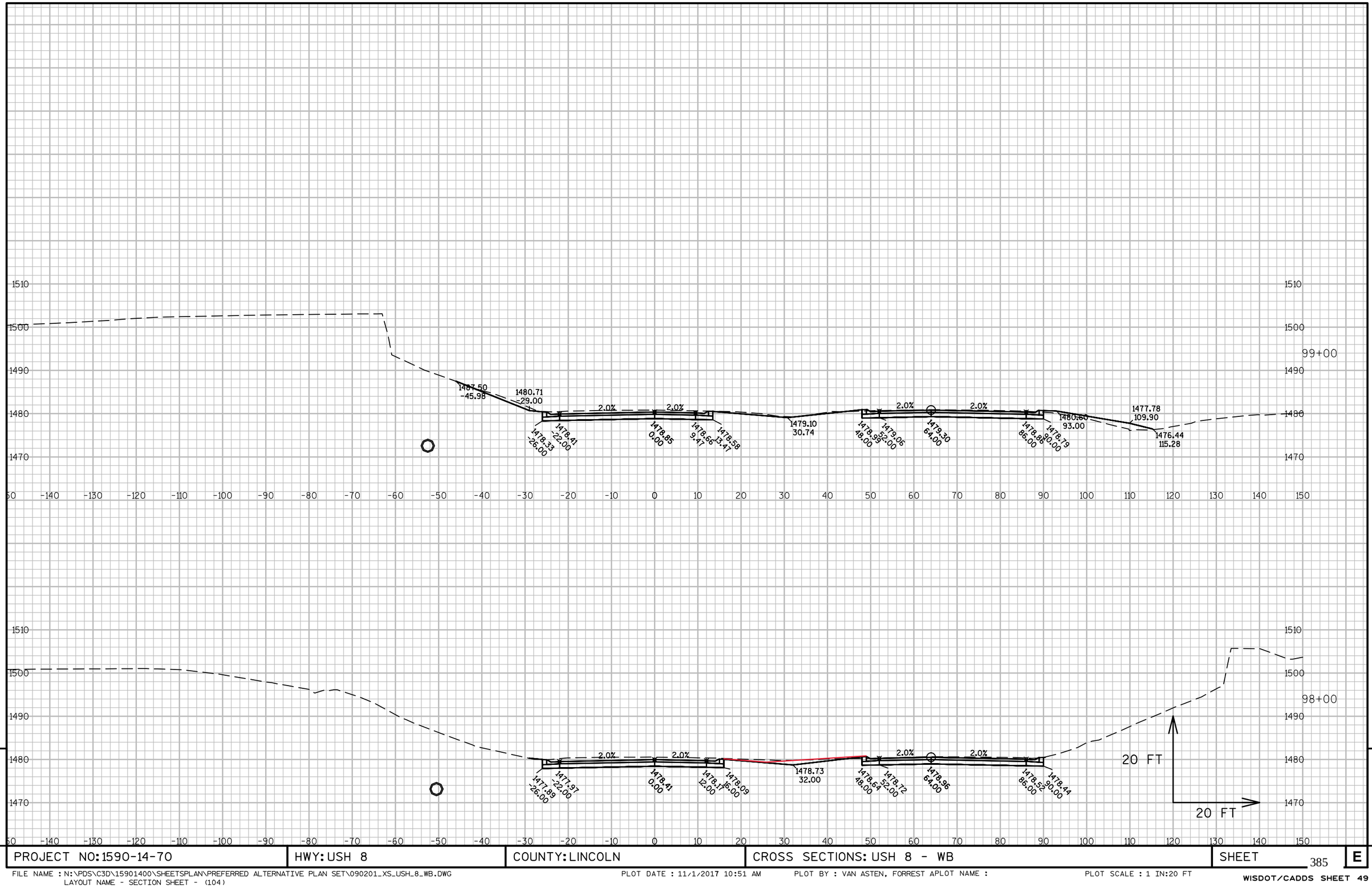
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 384	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (103)

PLOT DATE : 11/1/2017 10:51 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

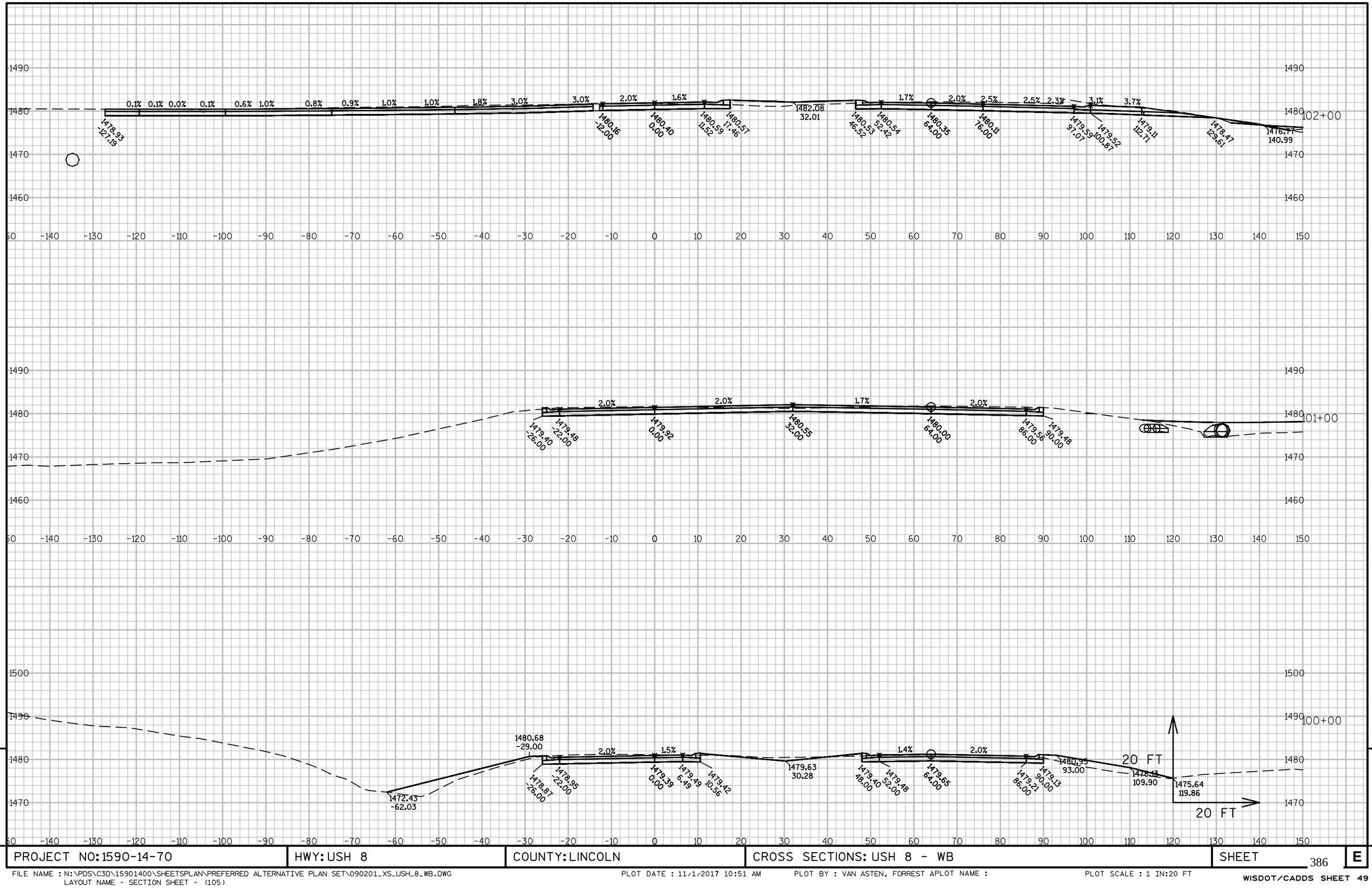
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 385	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (104)

PLOT DATE : 11/1/2017 10:51 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

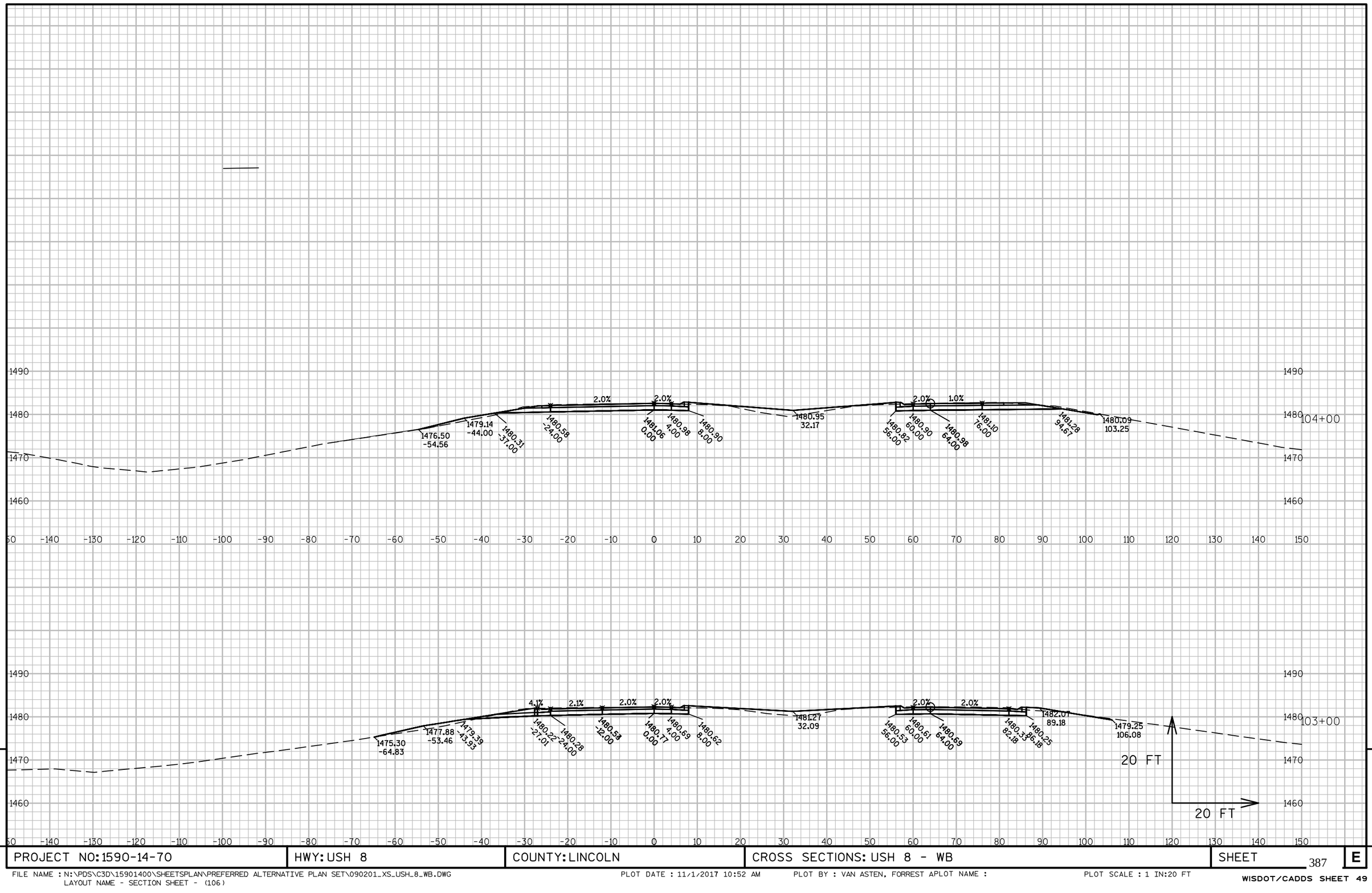


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 386 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (105)

PLOT DATE : 11/1/2017 10:51 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 387	E

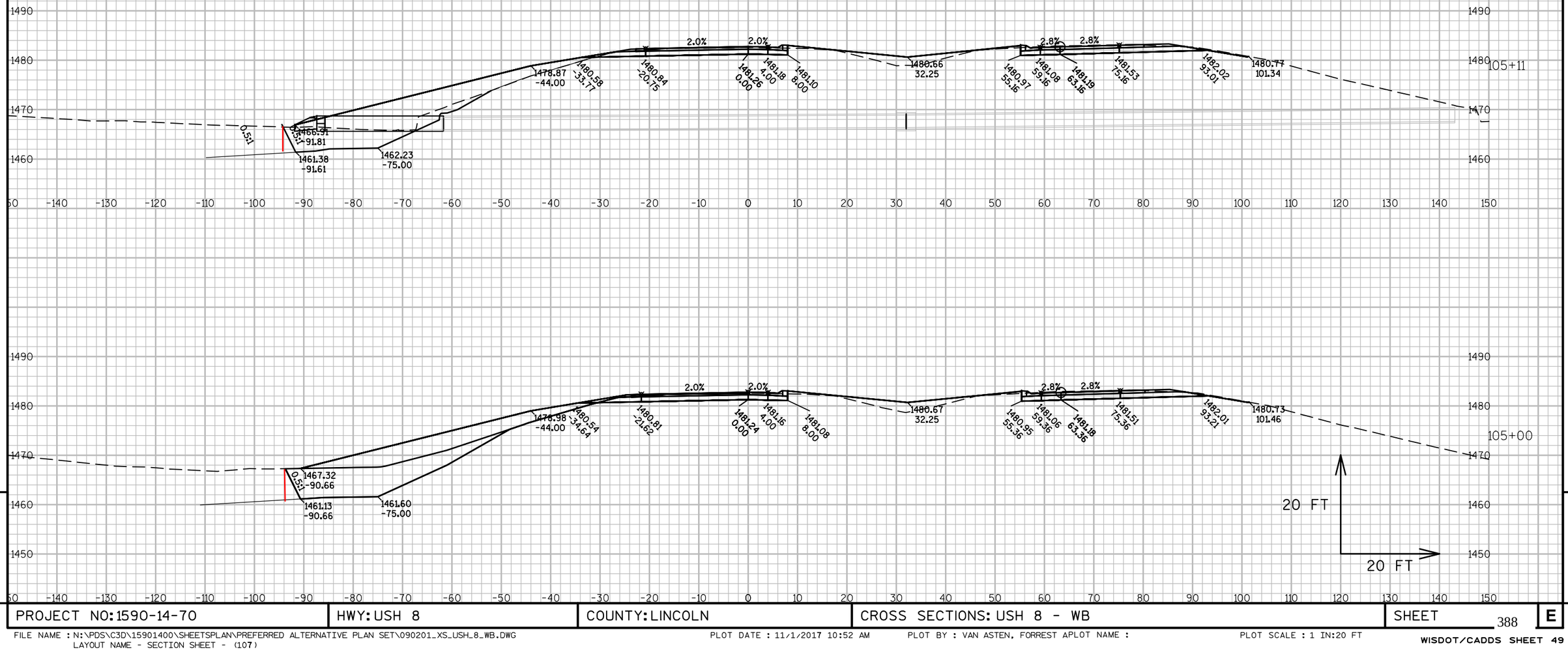
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (106)

PLOT DATE : 11/1/2017 10:52 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.



9

9

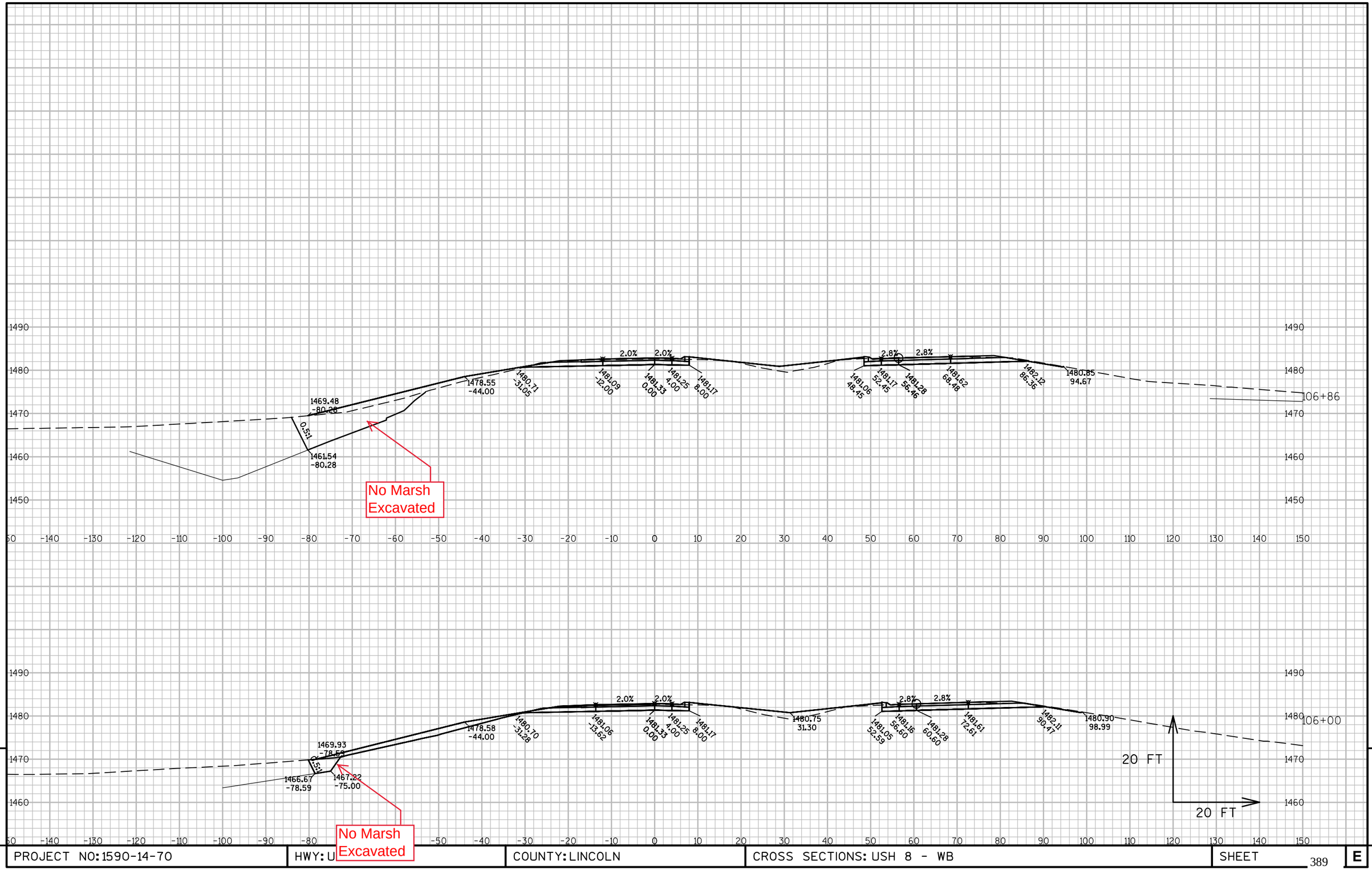
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 388	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (107)

PLOT DATE : 11/1/2017 10:52 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

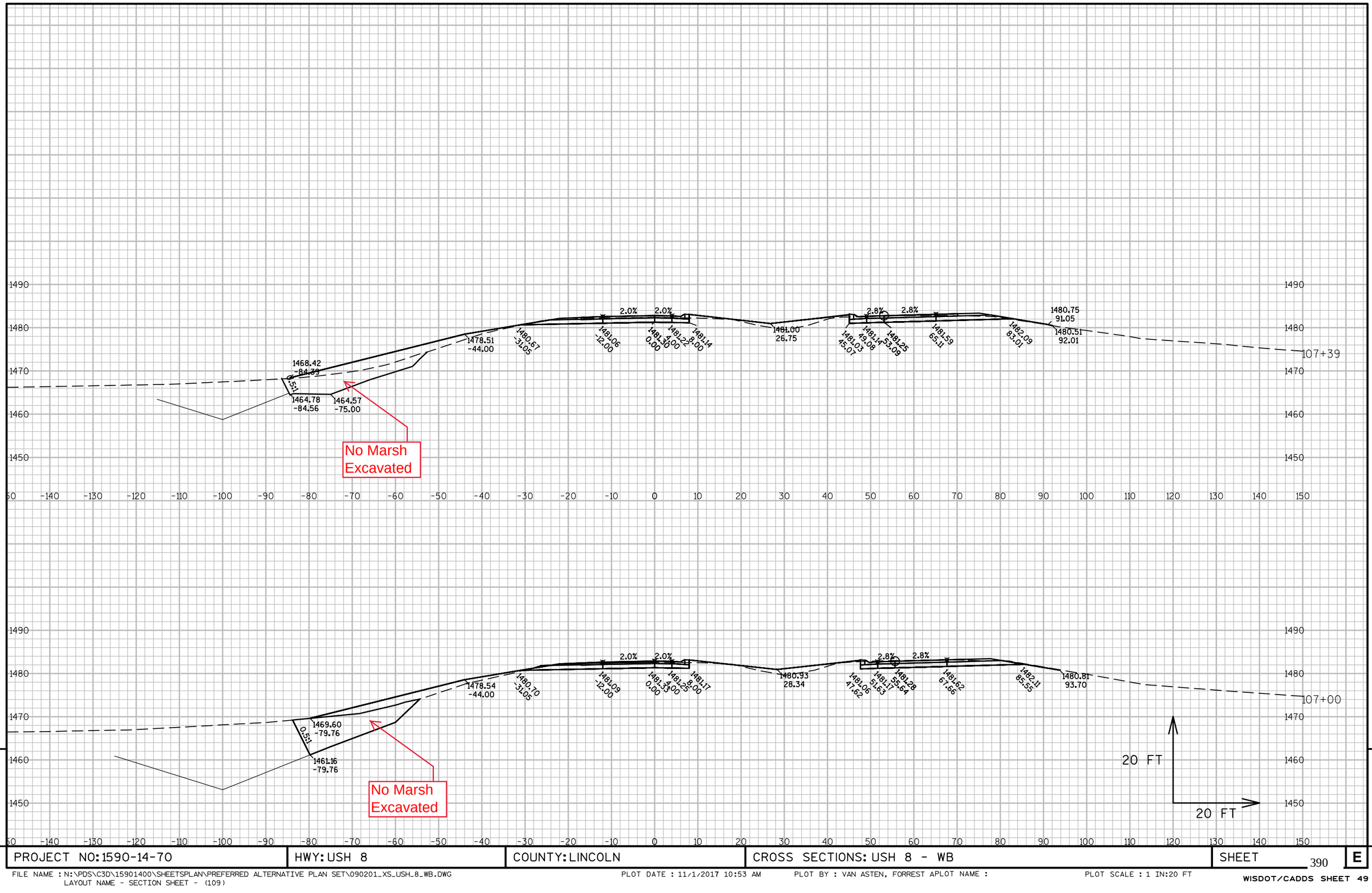
PROJECT NO: 1590-14-70	HWY: U	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 389	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (108)

PLOT DATE : 11/1/2017 10:52 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



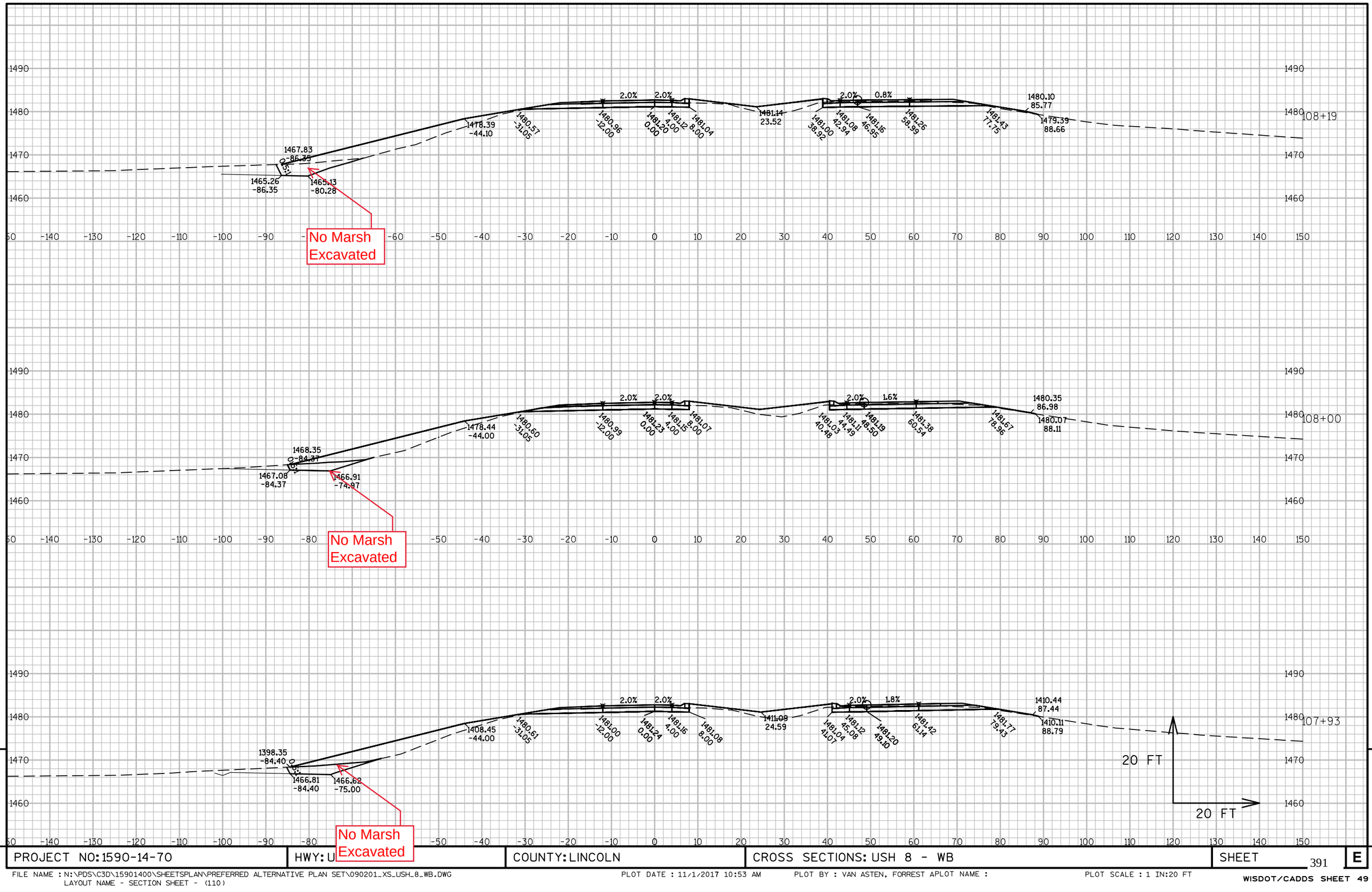
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 390 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (109)

PLOT DATE : 11/1/2017 10:53 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

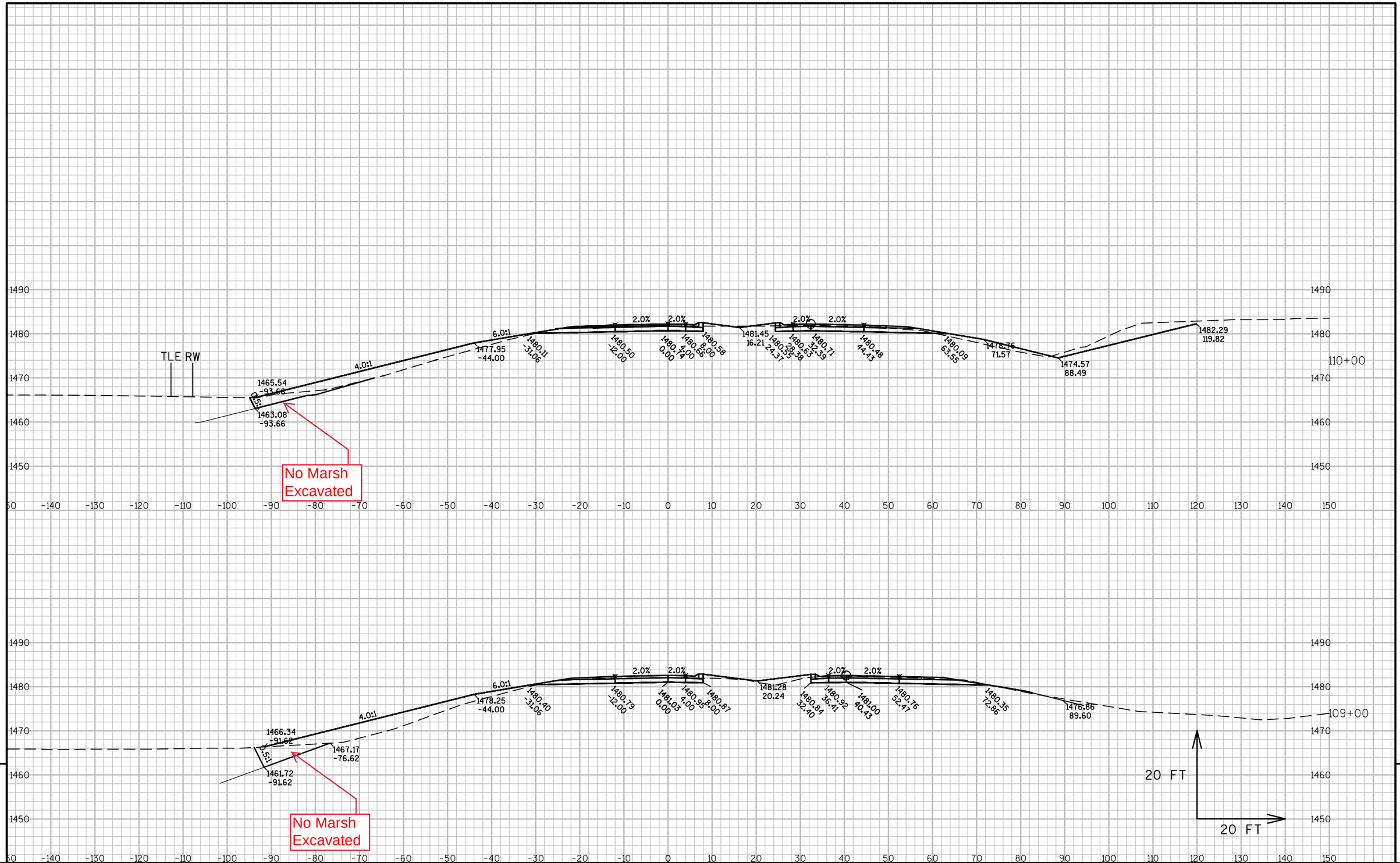
9

PROJECT NO: 1590-14-70	HWY: U	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 391	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (110)

PLOT DATE : 11/1/2017 10:53 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

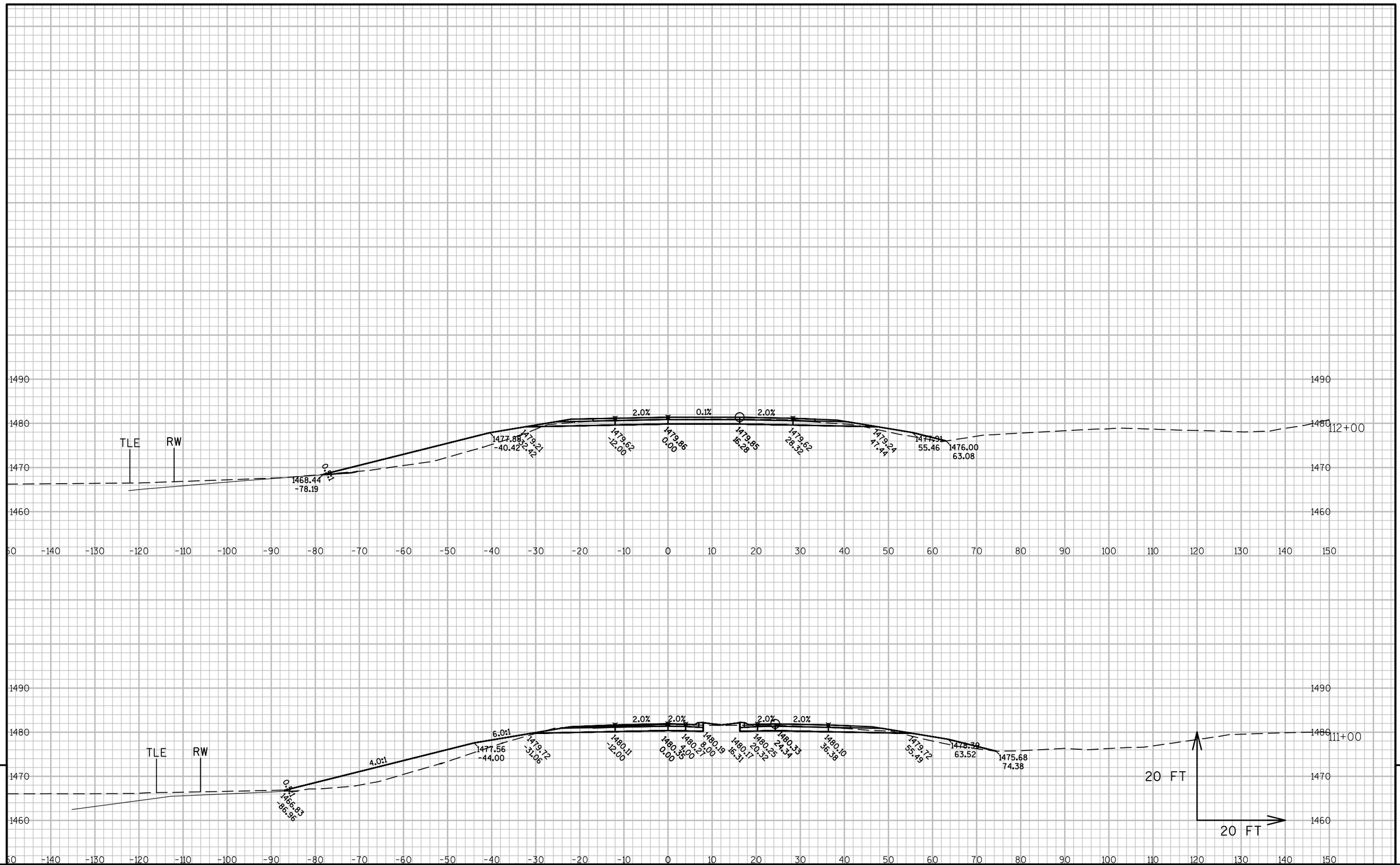
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 392	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (111)

PLOT DATE : 11/1/2017 10:53 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

9

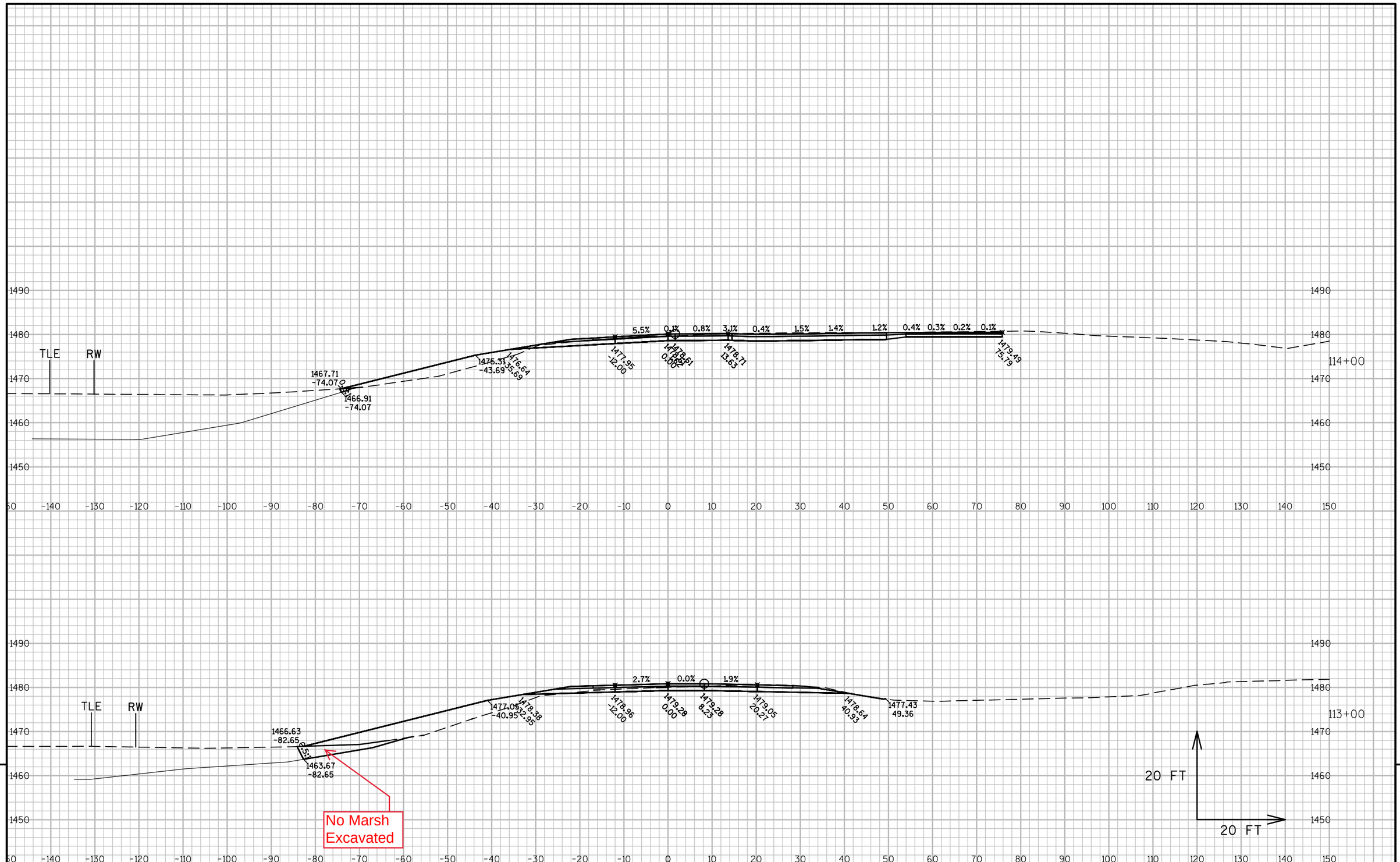
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 393	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (112)

PLOT DATE : 11/1/2017 10:54 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



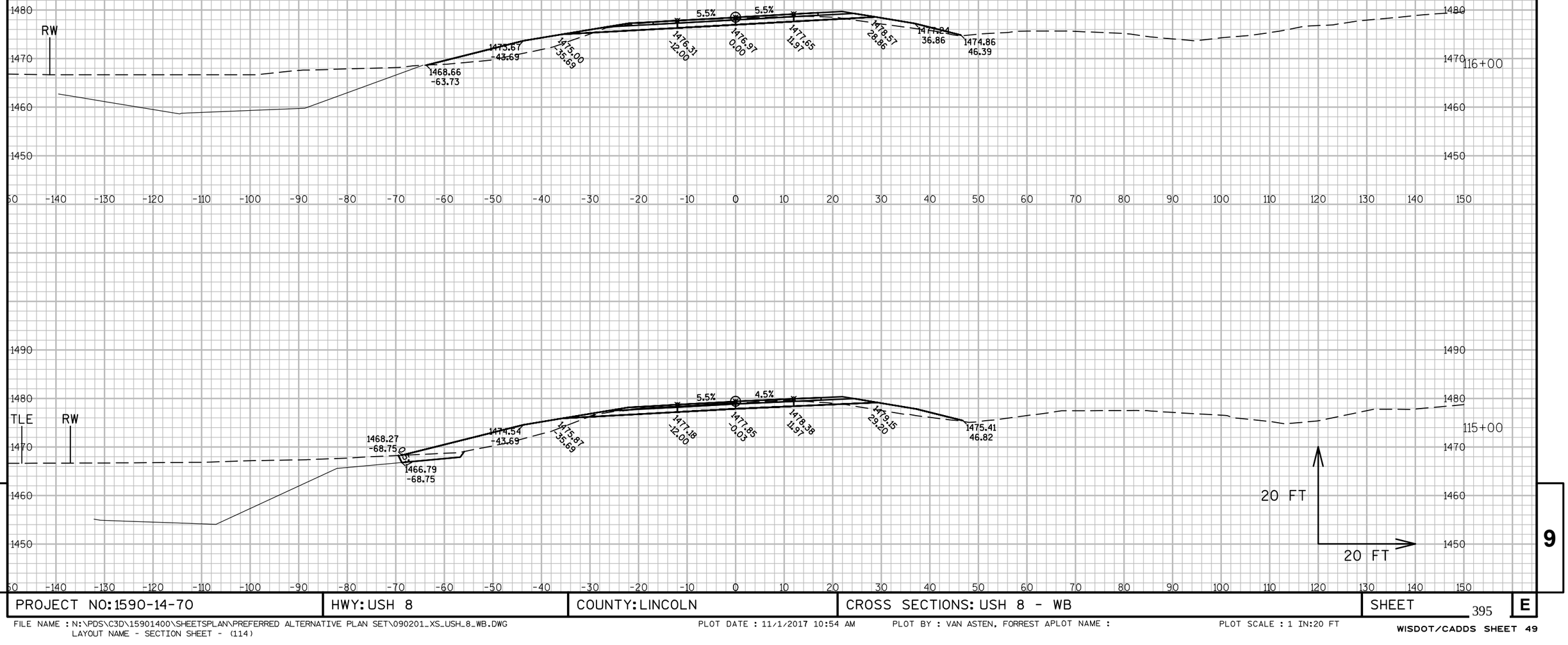
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 394 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (113)

PLOT DATE : 11/1/2017 10:54 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

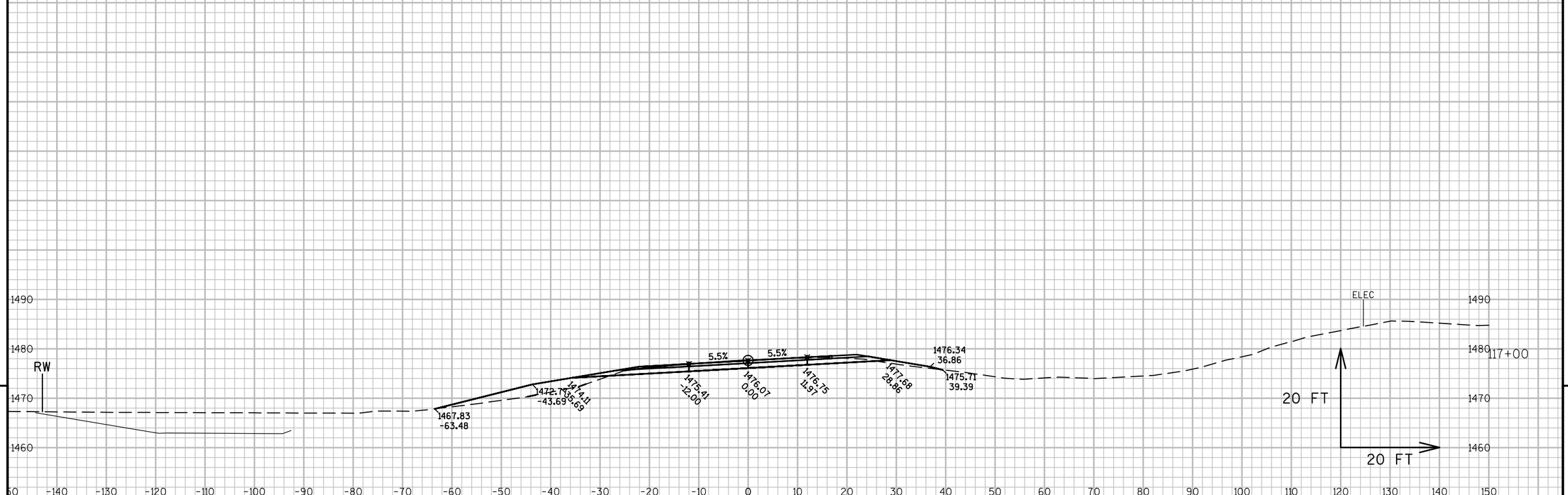
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 395	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (114)

PLOT DATE : 11/1/2017 10:54 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



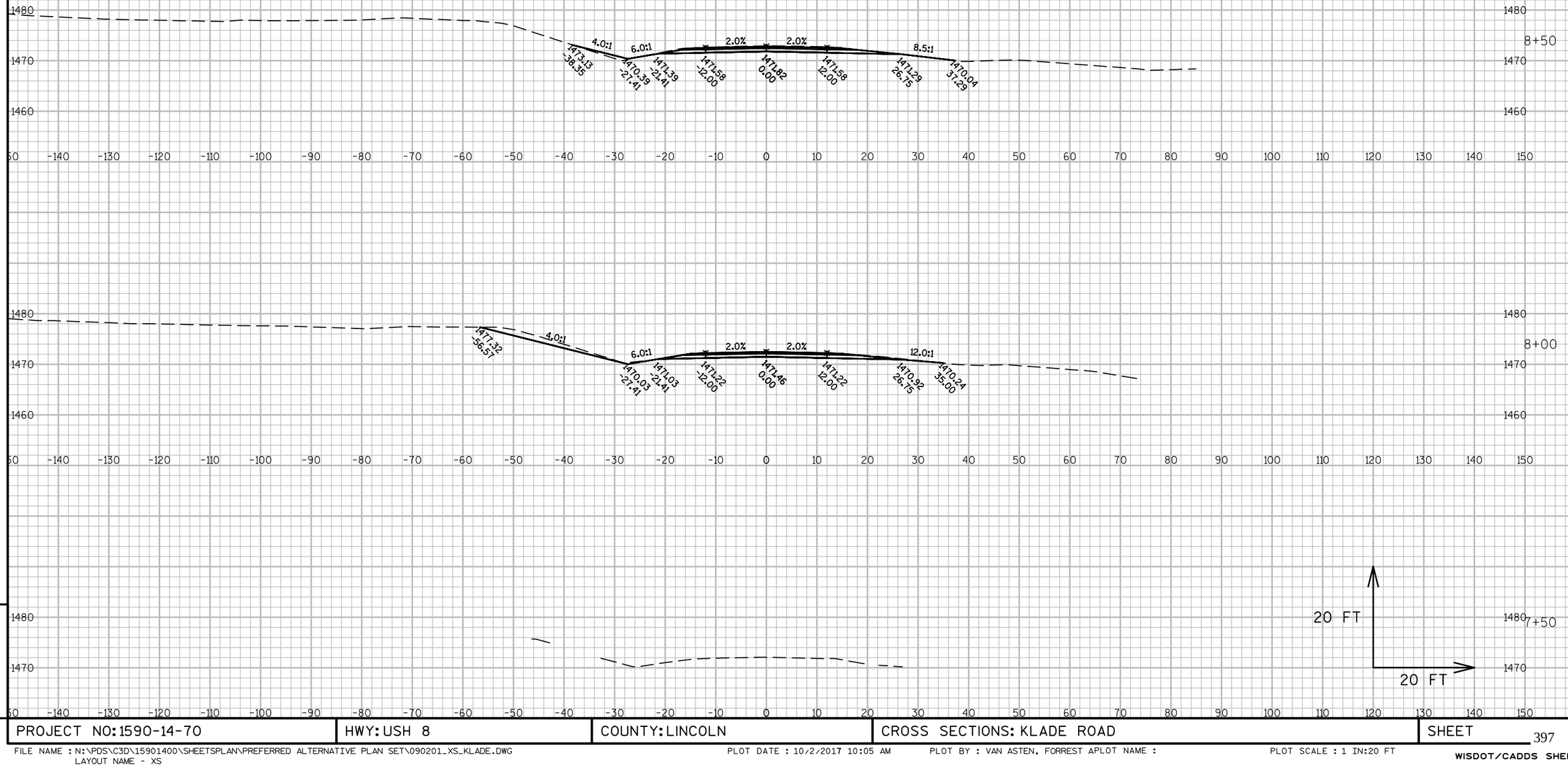
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 - WB	SHEET 396 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_WB.DWG
LAYOUT NAME - SECTION SHEET - (115)

PLOT DATE : 11/1/2017 10:55 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

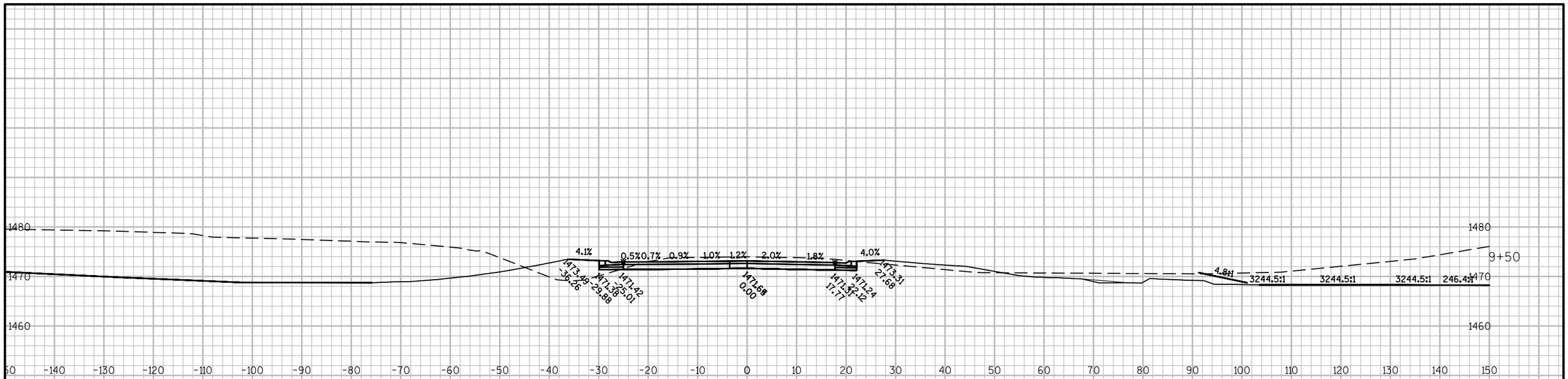
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: KLADE ROAD	SHEET 397	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_KLADE.DWG
LAYOUT NAME - XS

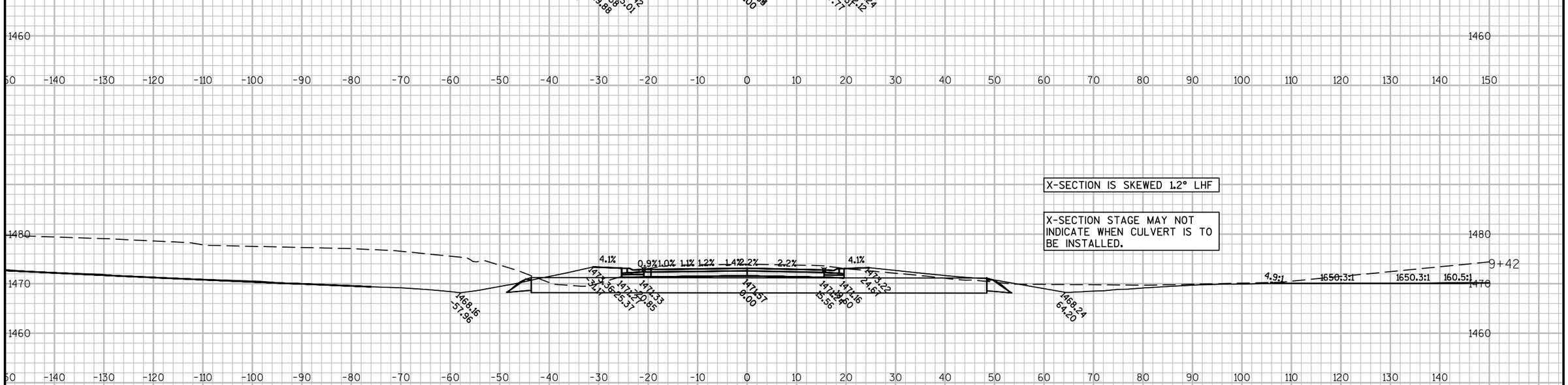
PLOT DATE : 10/2/2017 10:05 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

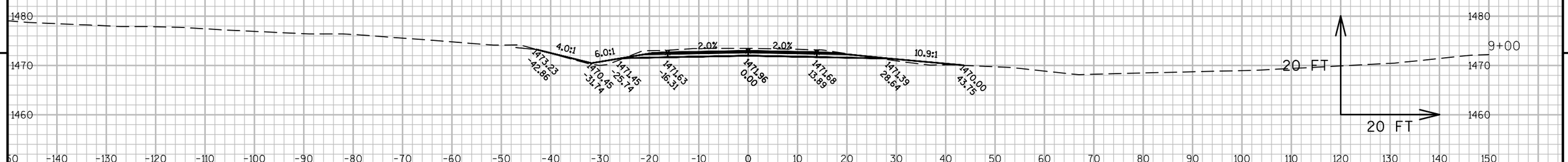
WISDOT/CADDS SHEET 49



X-SECTION IS SKEWED 1.2° LHF

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.





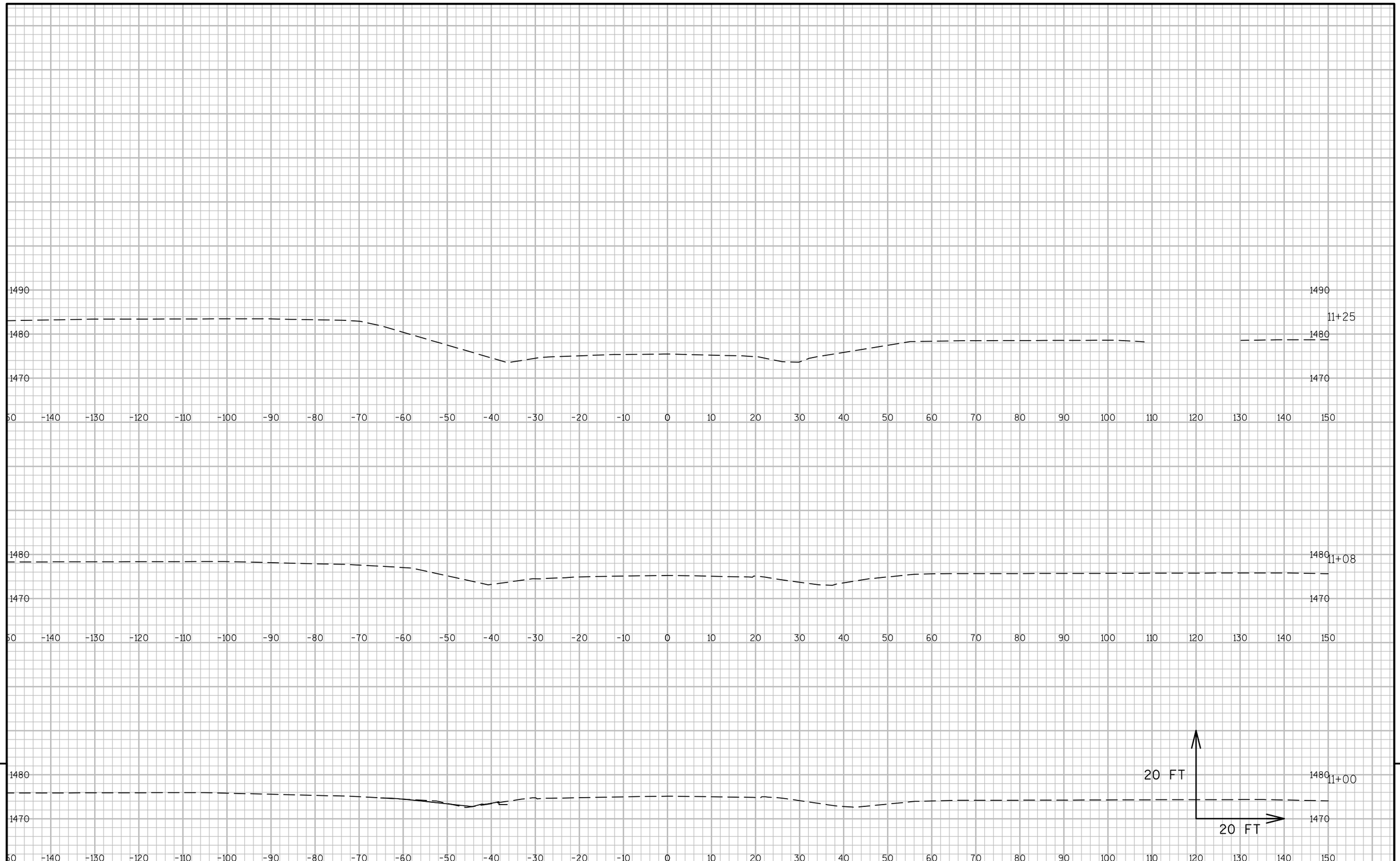
9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: KLADE ROAD	SHEET 398	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_KLADE.DWG
LAYOUT NAME - XS

PLOT DATE : 10/2/2017 10:05 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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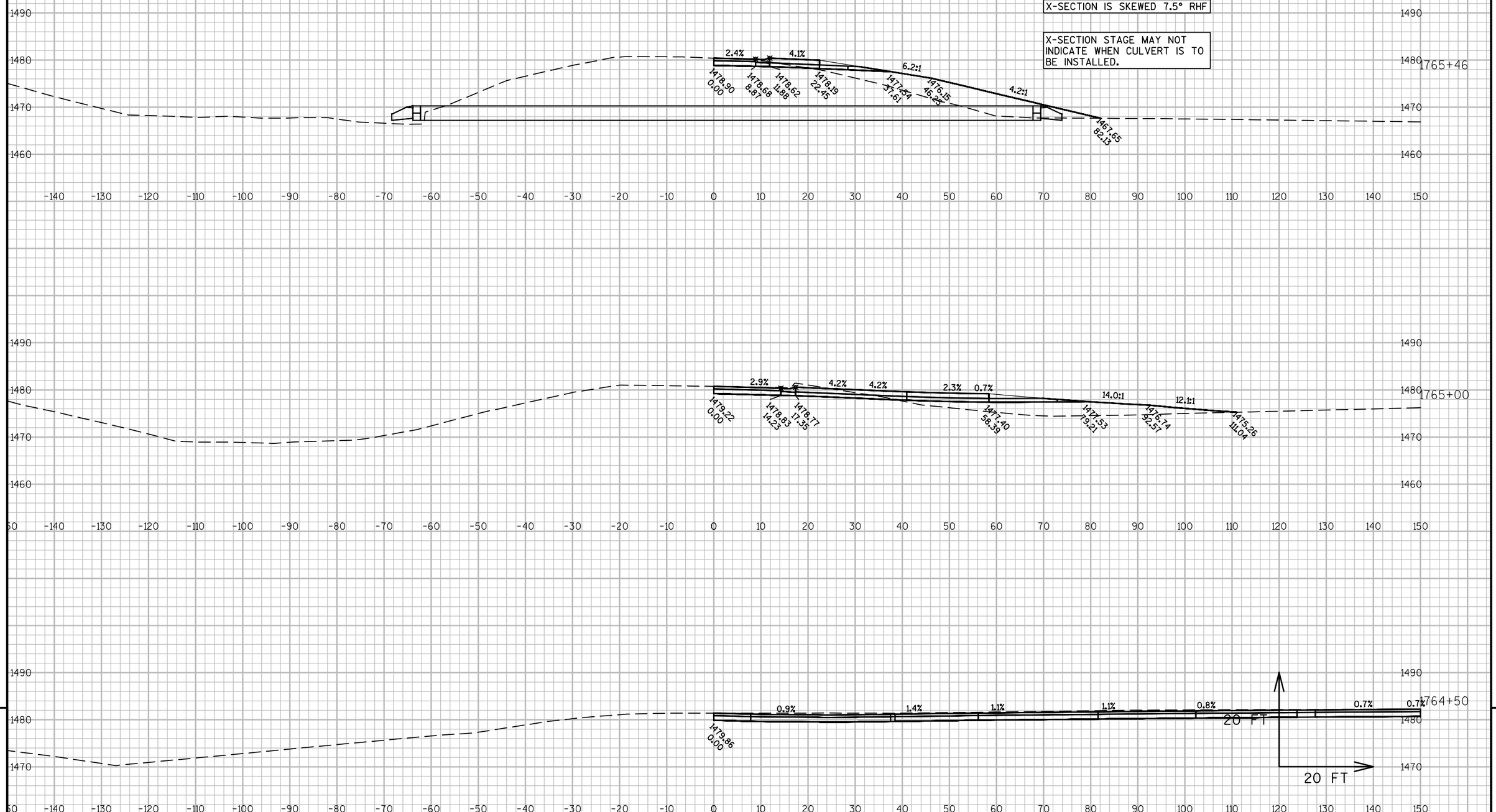
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: KLADE ROAD	SHEET 399	E

X-SECTION IS SKEWED 7.5° RHF

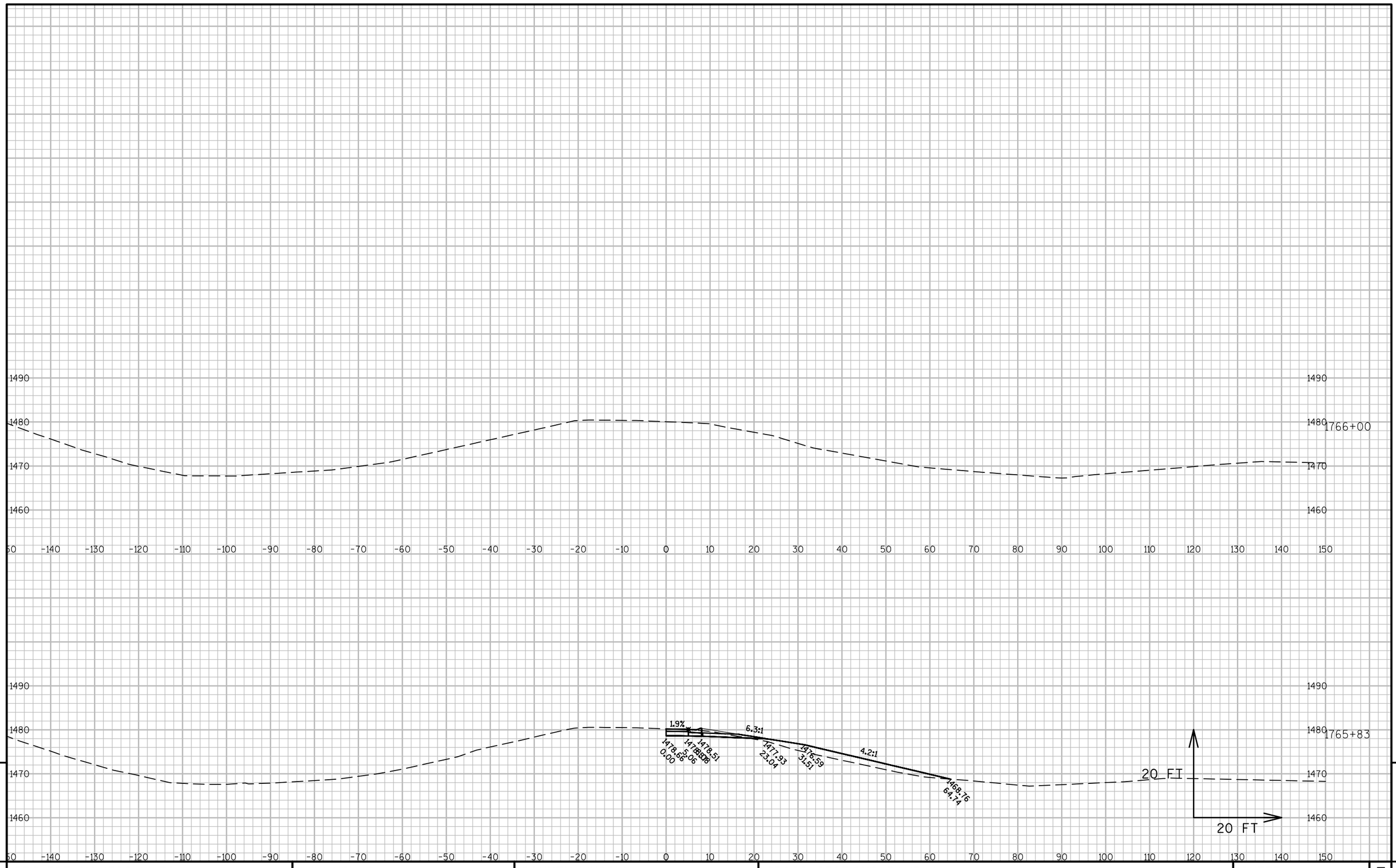
X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP A	SHEET 400	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B.DWG
LAYOUT NAME - SECTION SHEET - (60)

PLOT DATE : 10/2/2017 12:45 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



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9

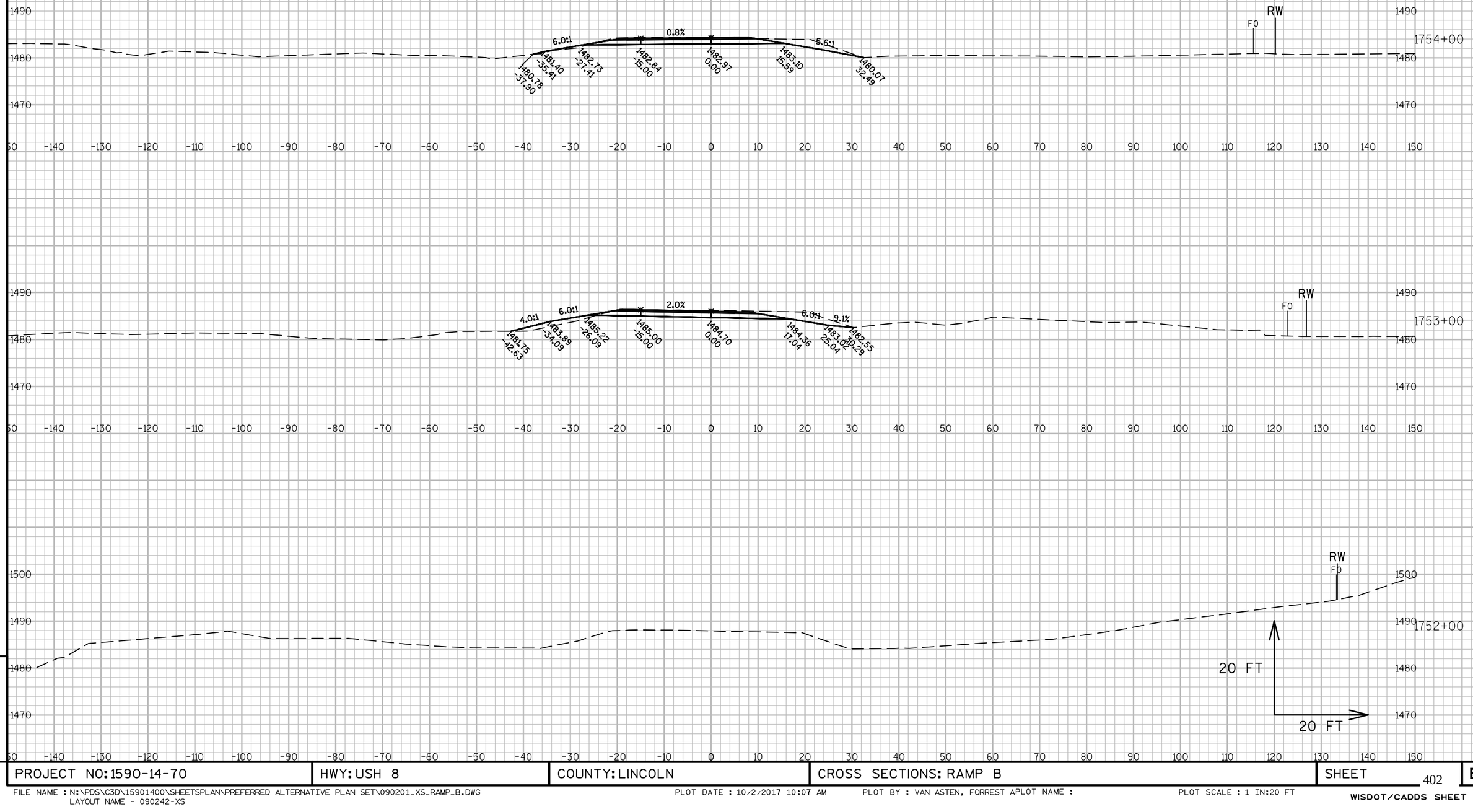
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP A	SHEET 401	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B.DWG
LAYOUT NAME - SECTION SHEET - (61)

PLOT DATE : 10/2/2017 12:45 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

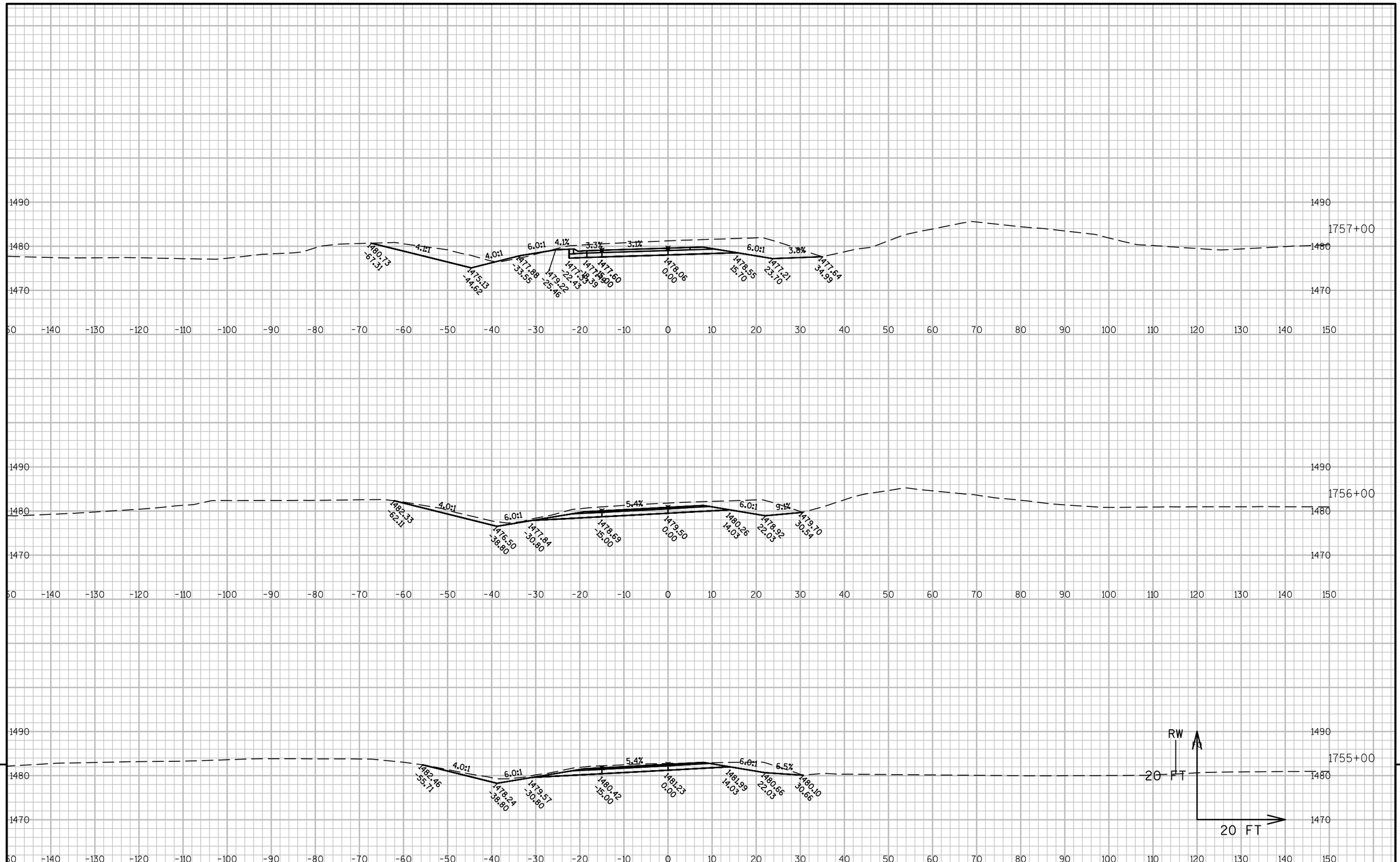
WISDOT/CADDS SHEET 49



PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B	SHEET 402 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B.DWG
LAYOUT NAME - 090242-XS

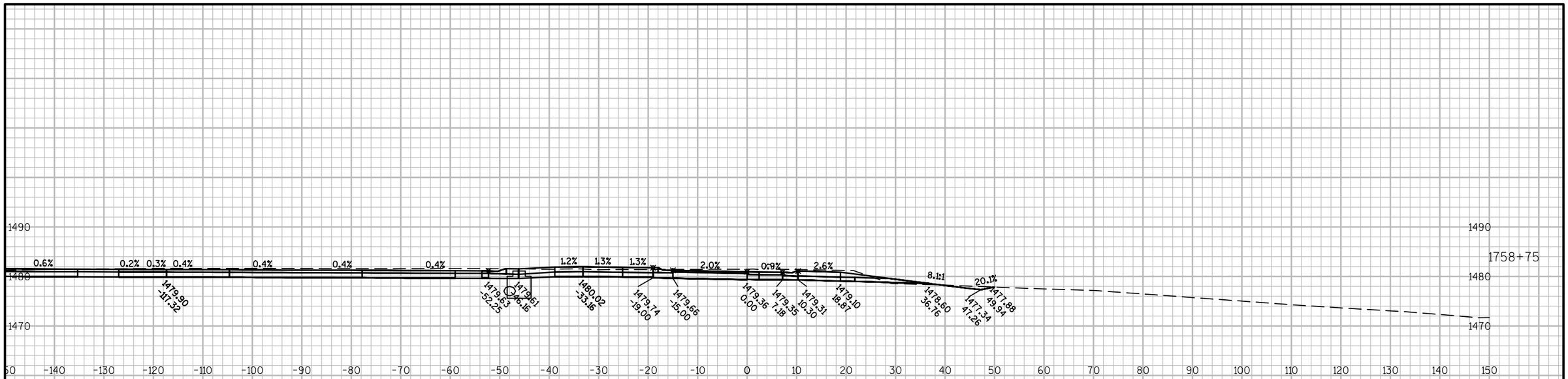
PLOT DATE : 10/2/2017 10:07 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B	SHEET 403	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B.DWG
LAYOUT NAME - 090243-XS

PLOT DATE : 10/2/2017 10:07 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



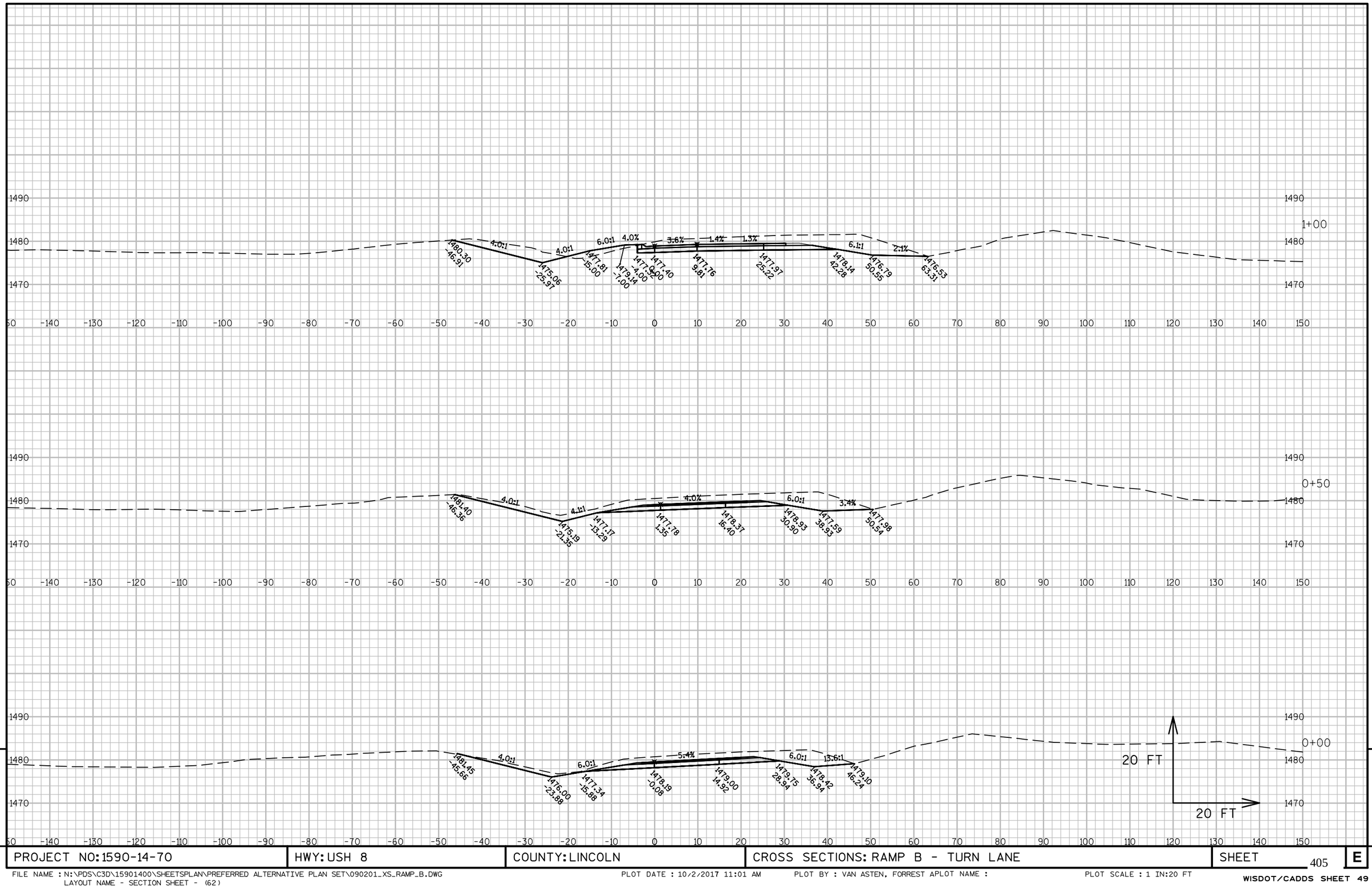
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B	SHEET 404	E

9

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B.DWG
LAYOUT NAME - 090244-XS

PLOT DATE : 10/2/2017 10:07 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



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9

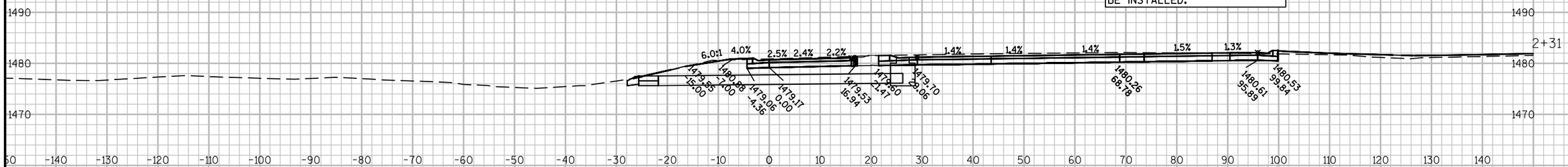
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B - TURN LANE	SHEET 405	E

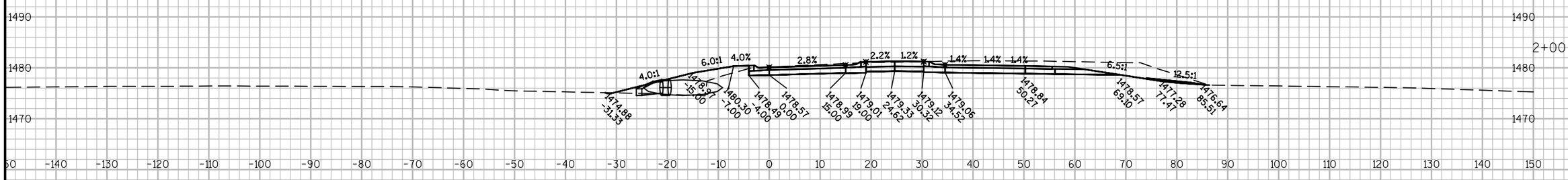
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B.DWG
LAYOUT NAME - SECTION SHEET - (62)

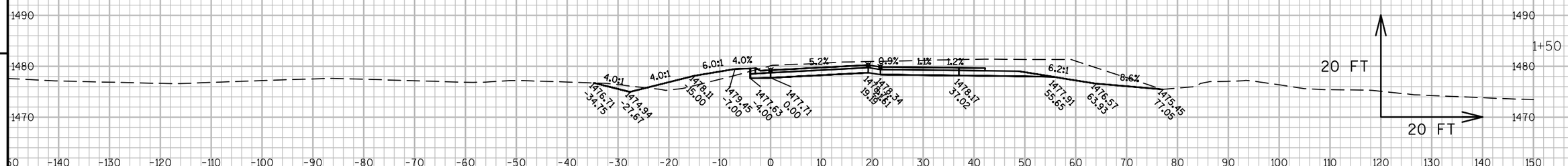
PLOT DATE : 10/2/2017 11:01 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

X-SECTION IS SKEWED 23.2° RHF

X-SECTION STAGE MAY NOT INDICATE WHEN CULVERT IS TO BE INSTALLED.





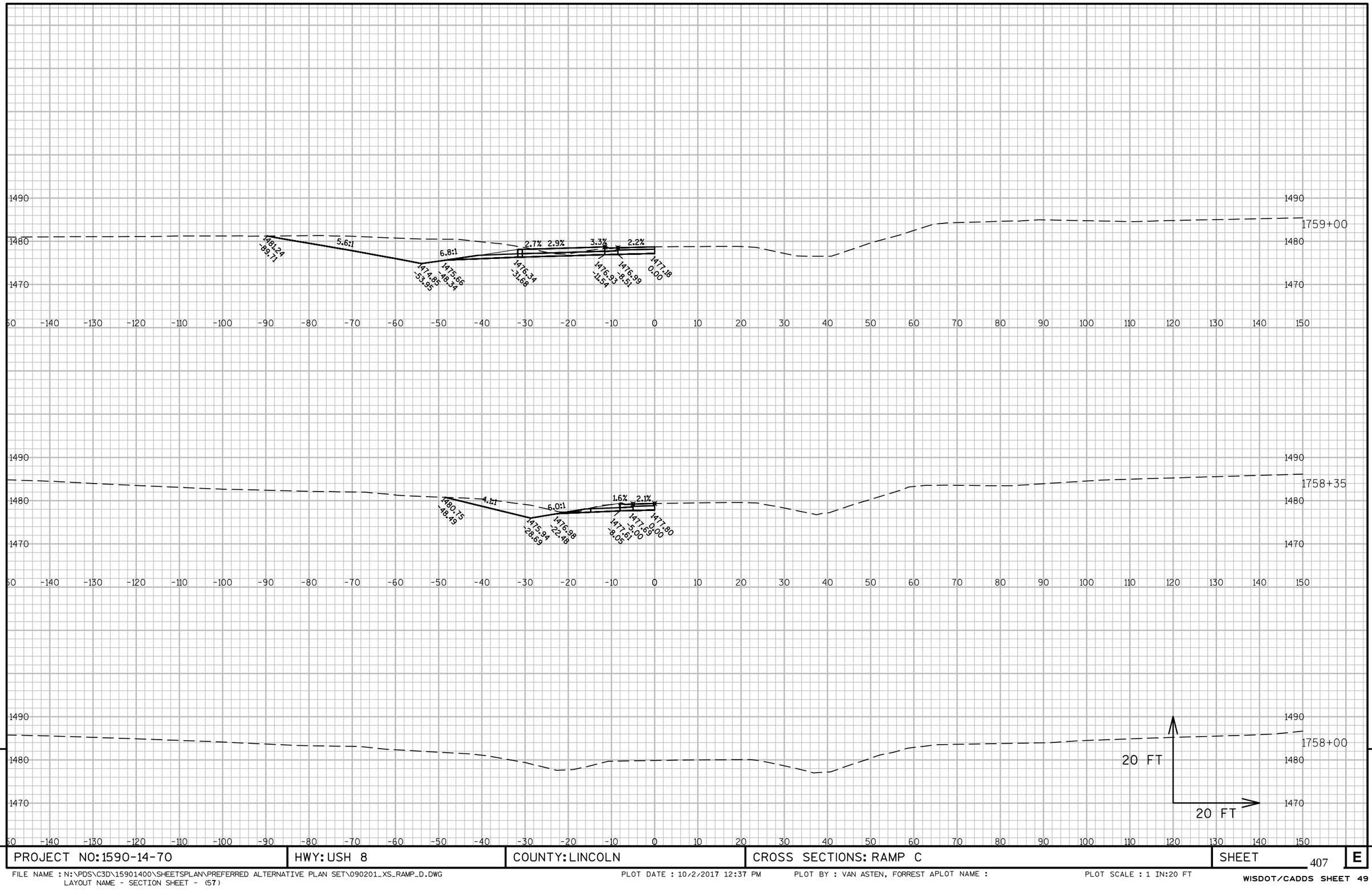


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B - TURN LANE	SHEET 406	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B.DWG
LAYOUT NAME - SECTION SHEET - (63)

PLOT DATE : 10/2/2017 11:01 AM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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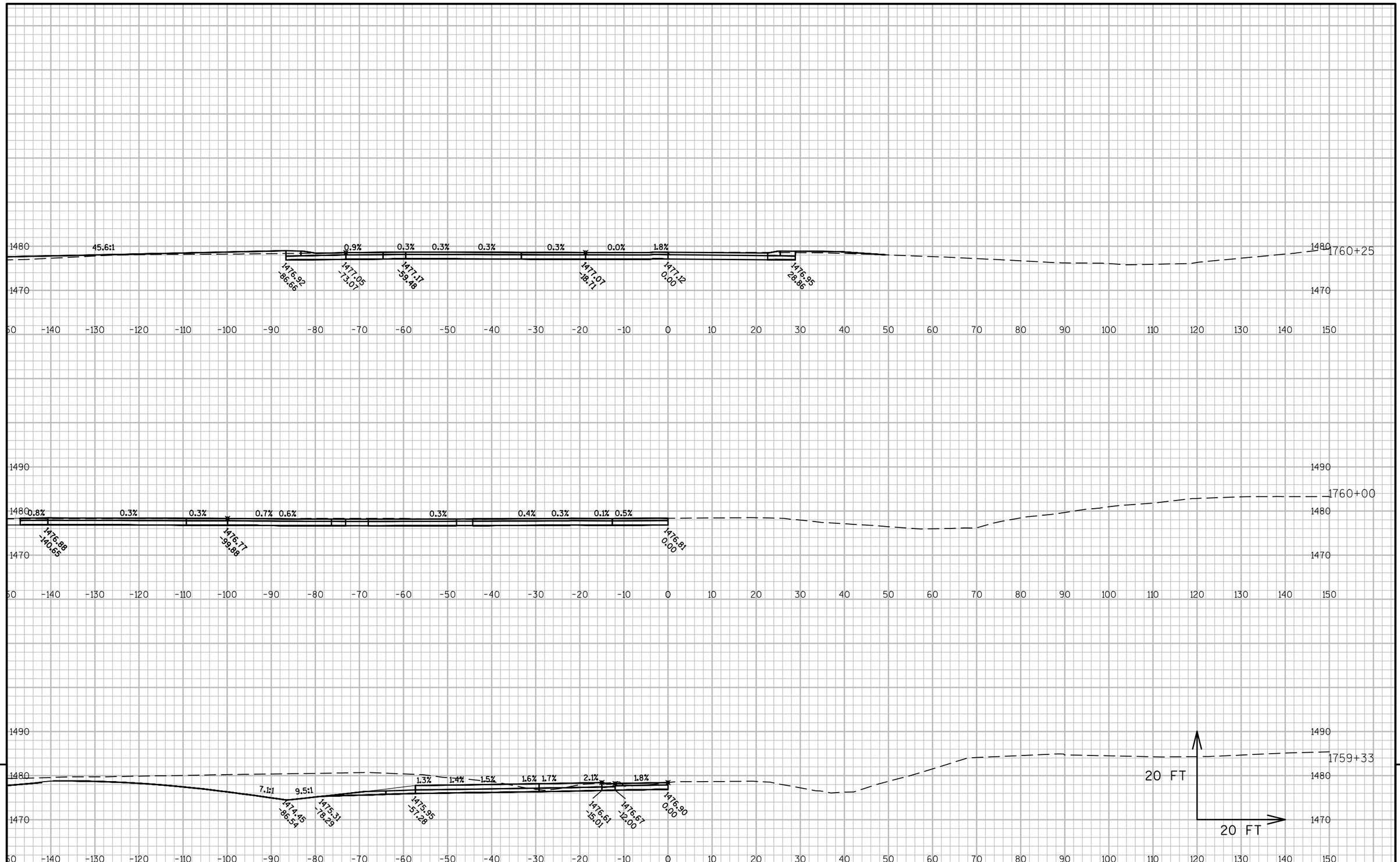
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP C	SHEET 407	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_D.DWG
LAYOUT NAME - SECTION SHEET - (57)

PLOT DATE : 10/2/2017 12:37 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :

PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

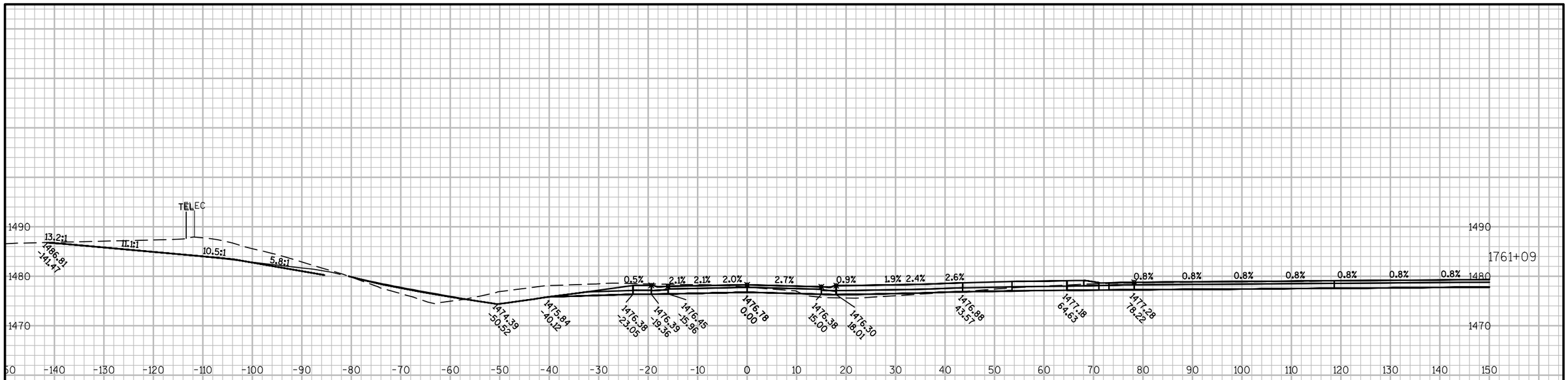


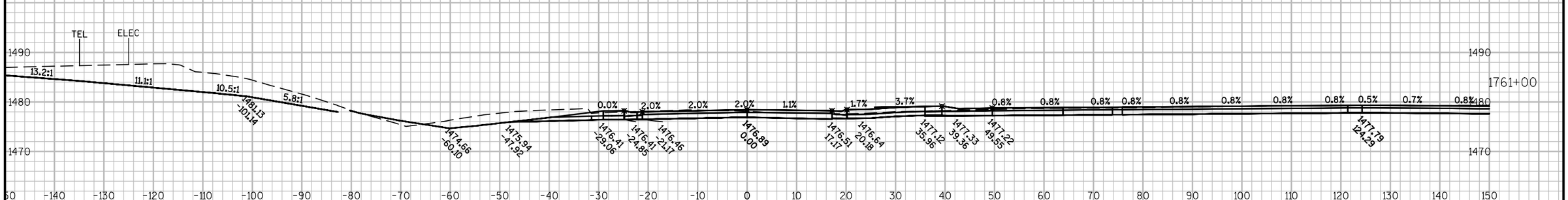
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP C	SHEET 408	E

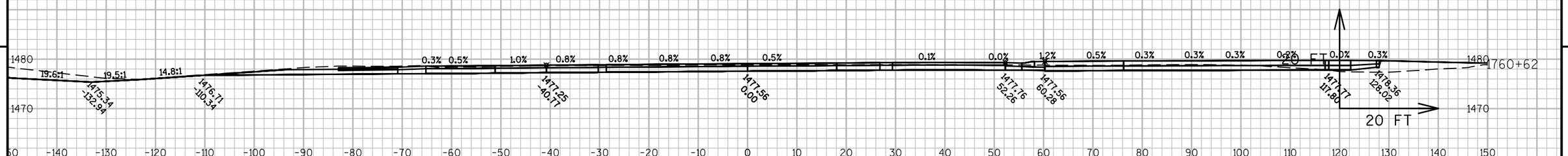
FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_D.DWG
LAYOUT NAME - SECTION SHEET - (58)

PLOT DATE : 10/2/2017 12:37 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49







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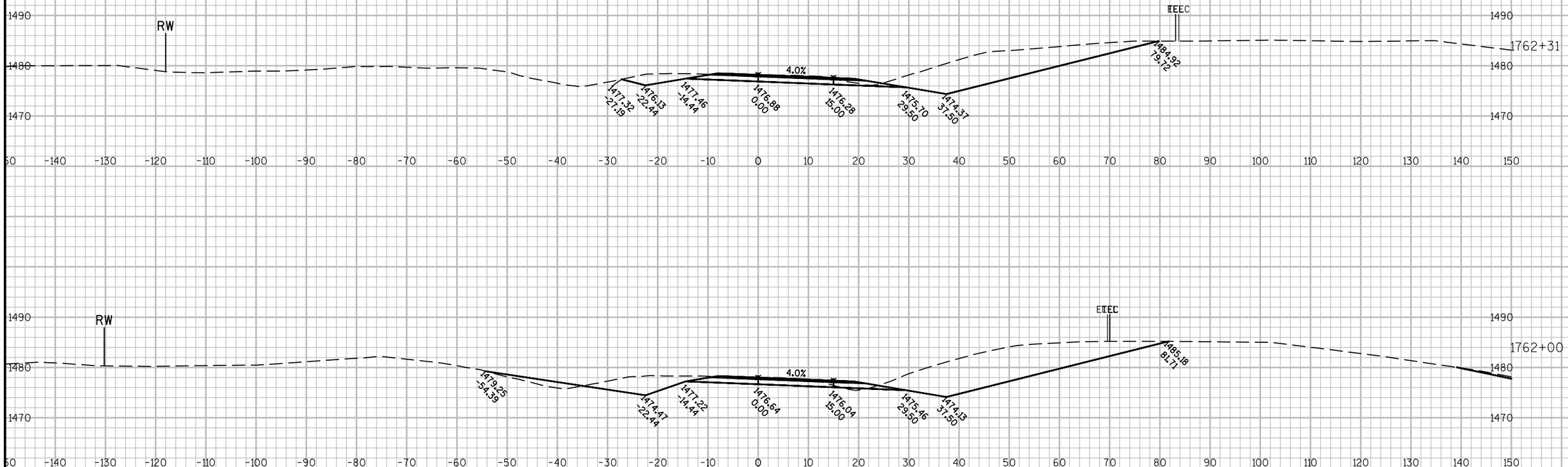
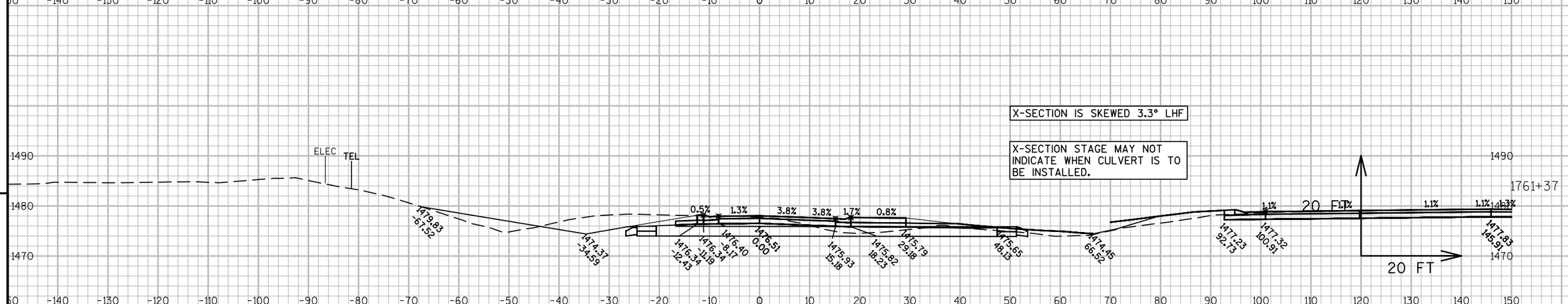
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP D	SHEET 409	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_D.DWG
LAYOUT NAME - 090247-XS

PLOT DATE : 10/2/2017 12:37 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



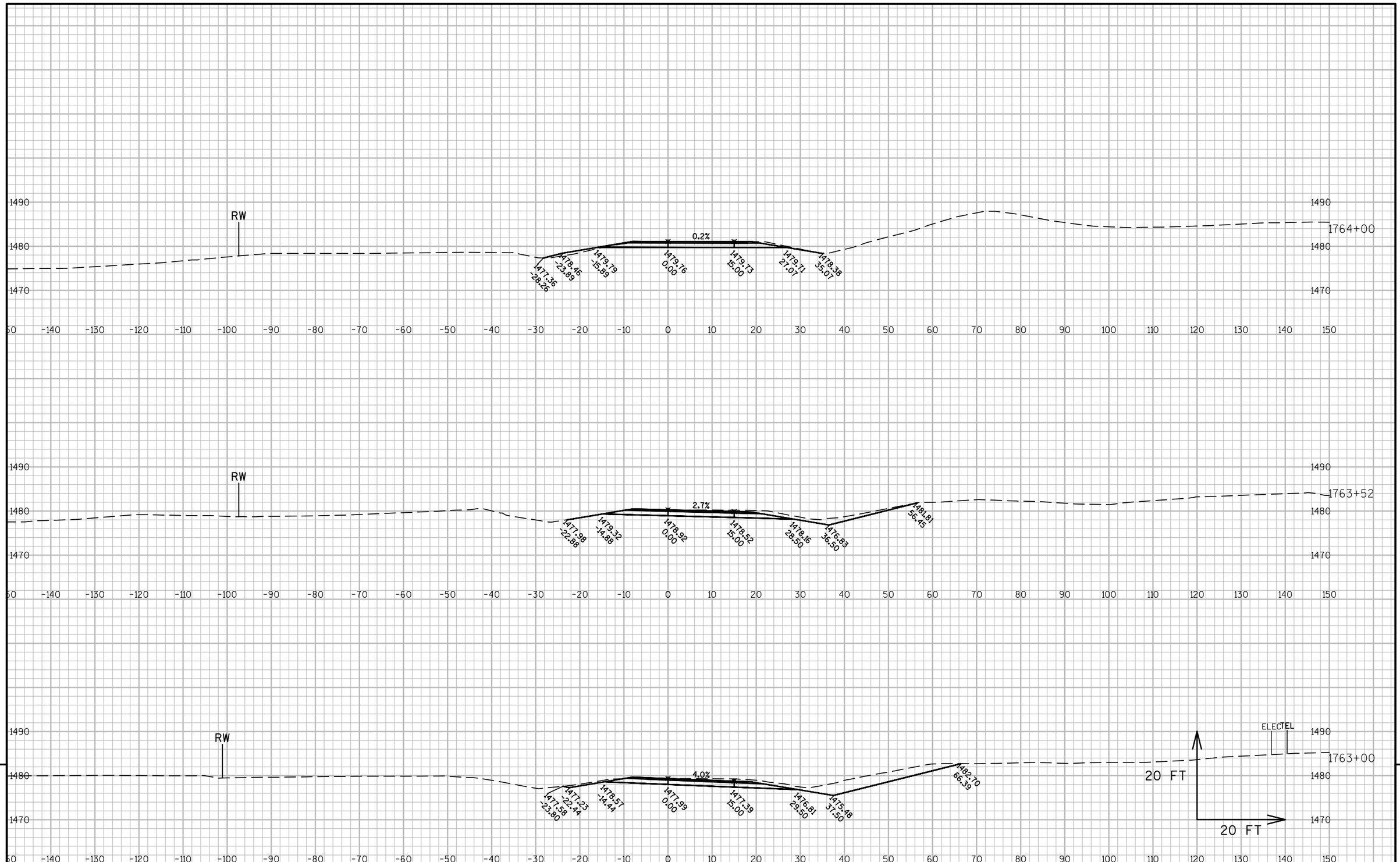


9 9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP D	SHEET 410	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_D.DWG
LAYOUT NAME - 090248-XS

PLOT DATE : 10/2/2017 12:38 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



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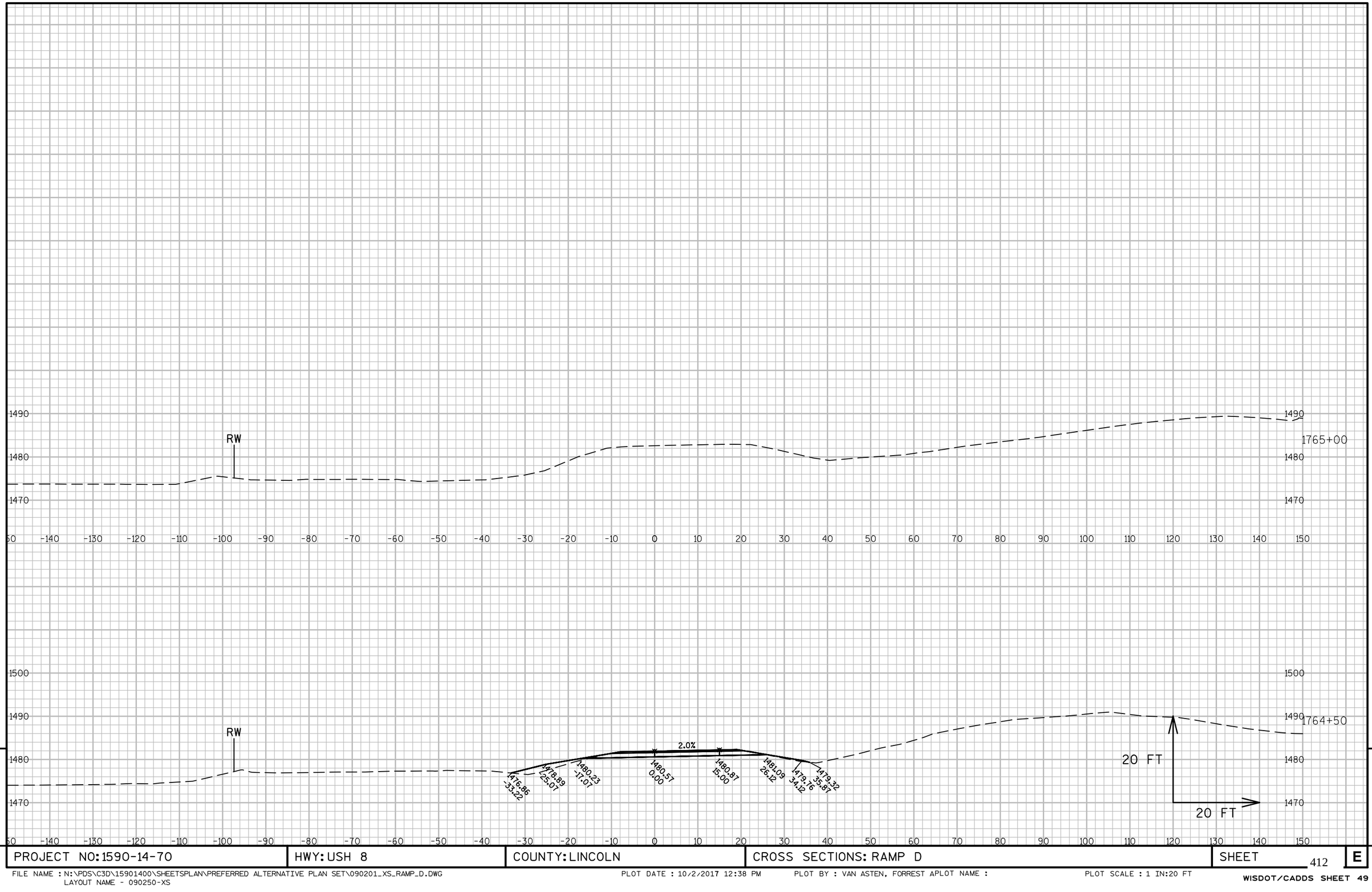
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP D	SHEET 411	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_D.DWG
LAYOUT NAME - 090249-XS

PLOT DATE : 10/2/2017 12:38 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



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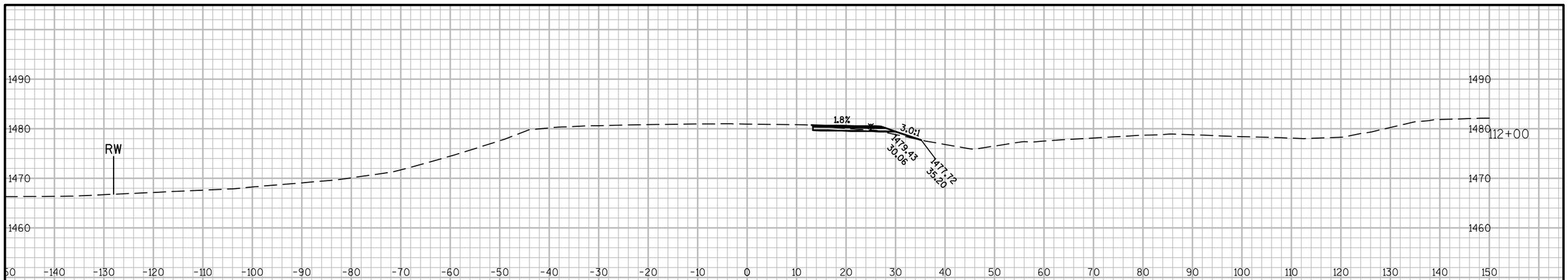
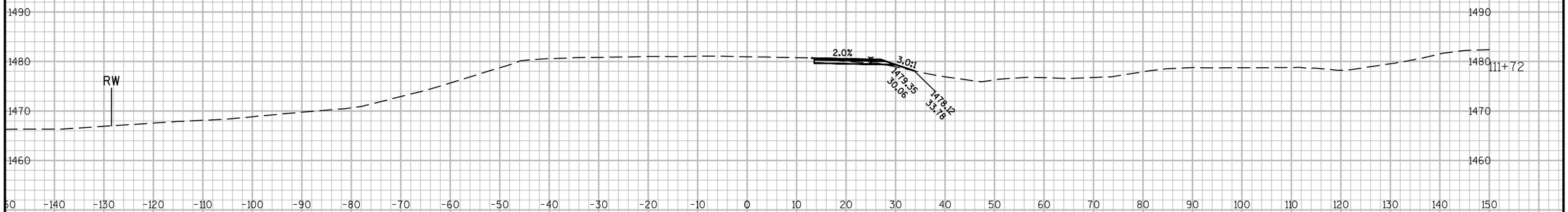
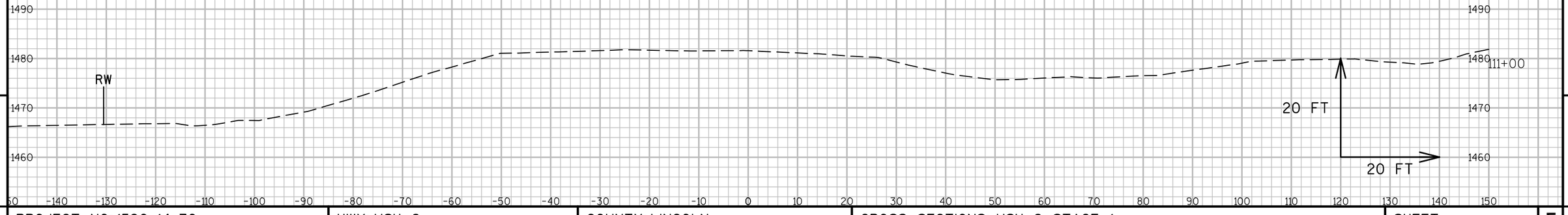
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP D	SHEET 412	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_D.DWG
LAYOUT NAME - 090250-XS

PLOT DATE : 10/2/2017 12:38 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT





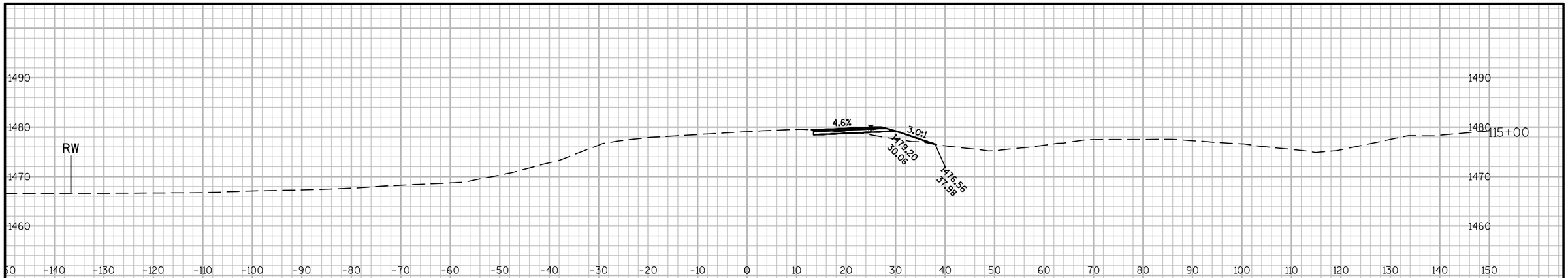


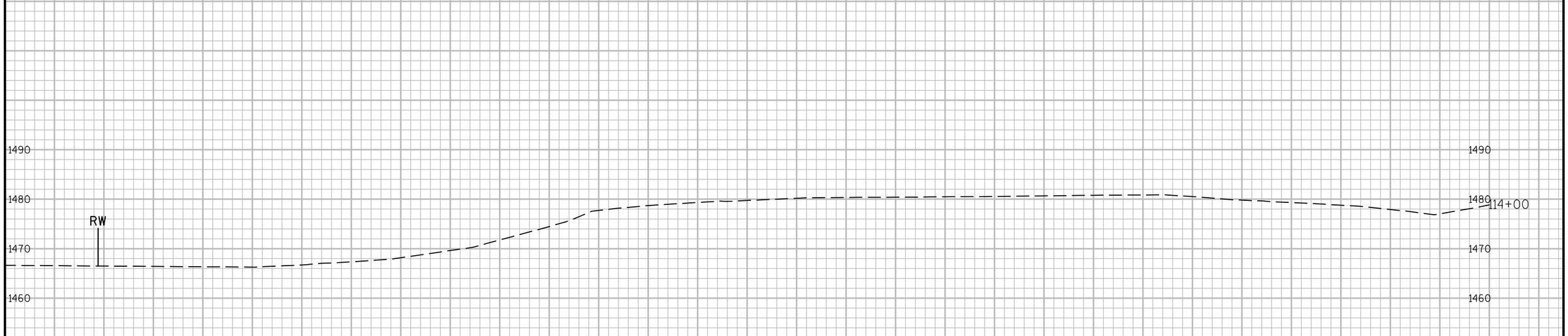
9 9

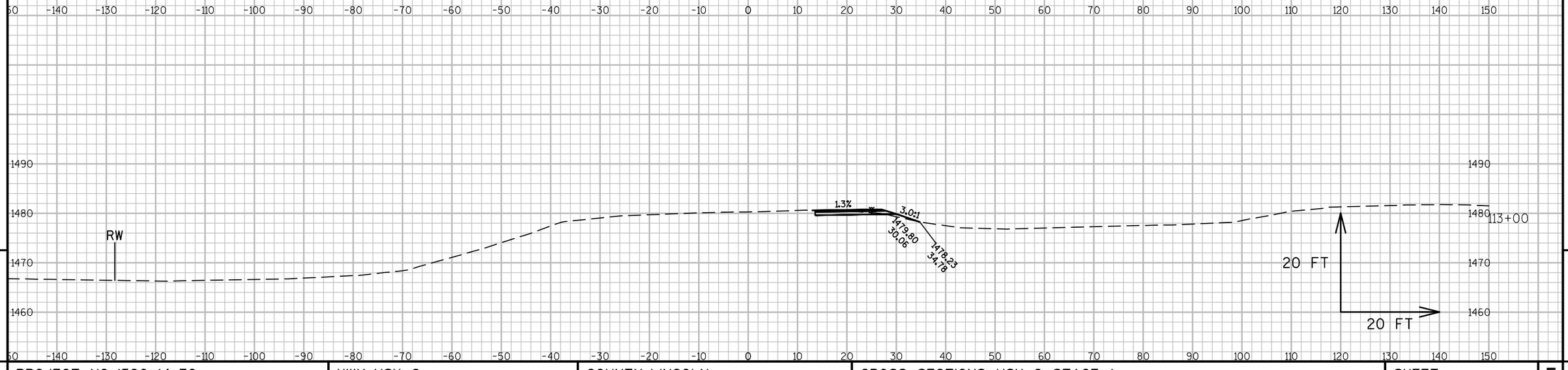
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 1	SHEET 413	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_1_TC.DWG
LAYOUT NAME - SECTION SHEET - (1)

PLOT DATE : 9/19/2017 1:57 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT







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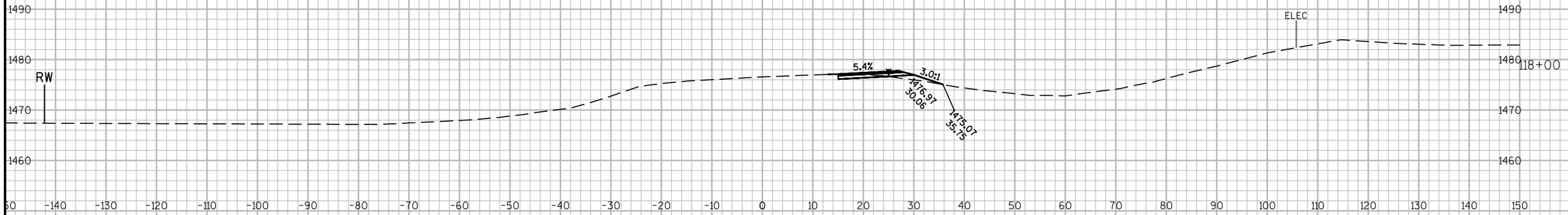
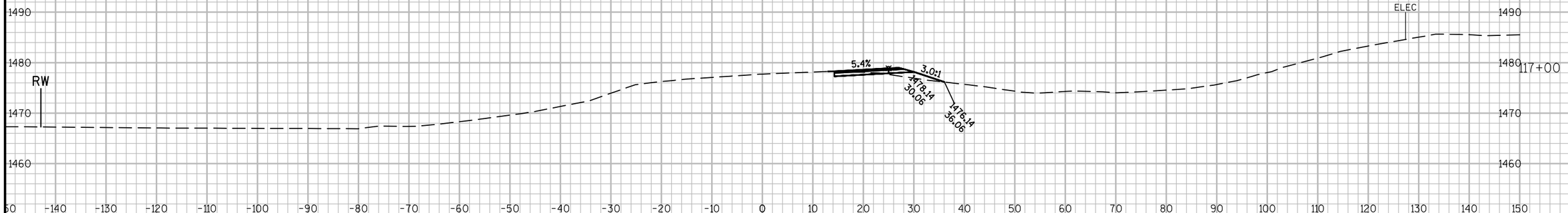
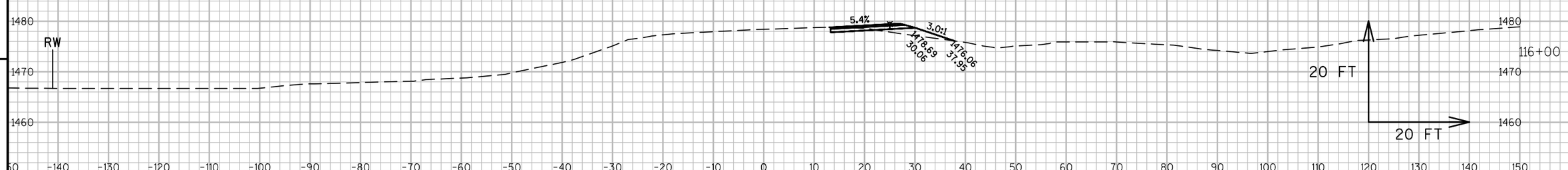
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 1	SHEET 414	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_1_TC.DWG
LAYOUT NAME - SECTION SHEET - (2)

PLOT DATE : 9/19/2017 1:57 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT







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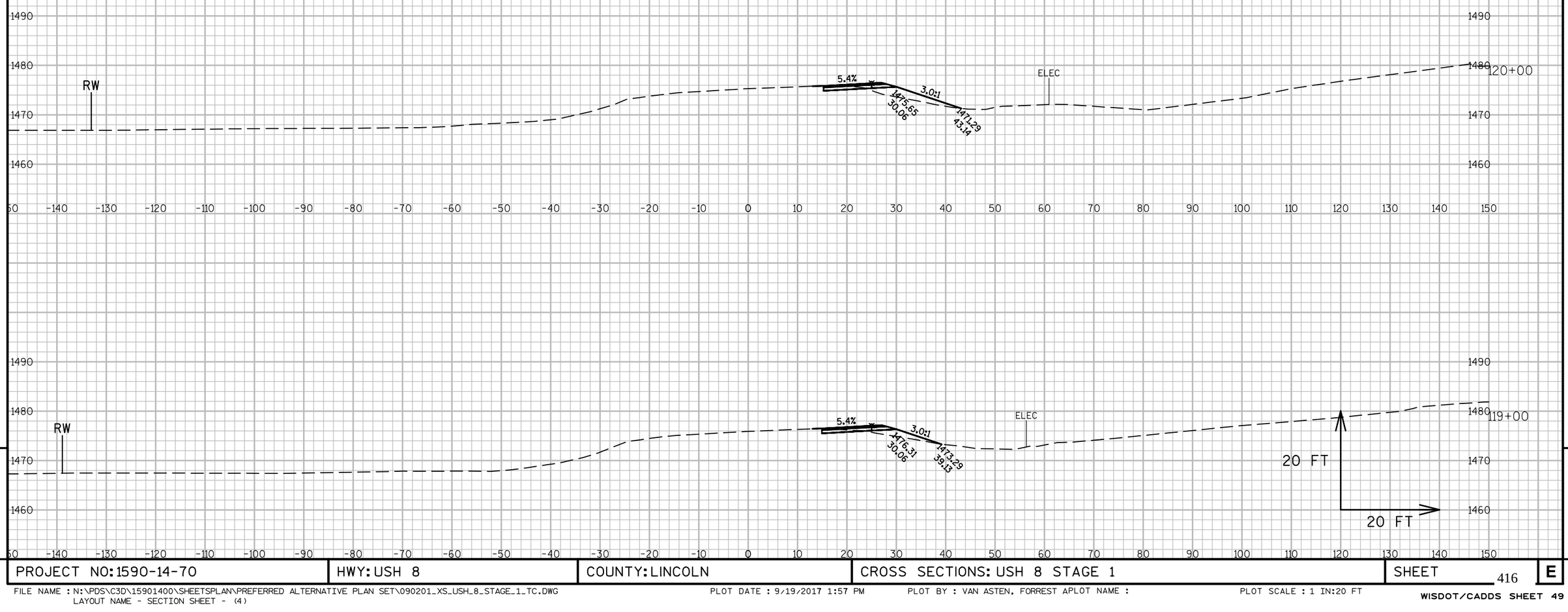
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 1	SHEET 415	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_1_TC.DWG
LAYOUT NAME - SECTION SHEET - (3)

PLOT DATE : 9/19/2017 1:57 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



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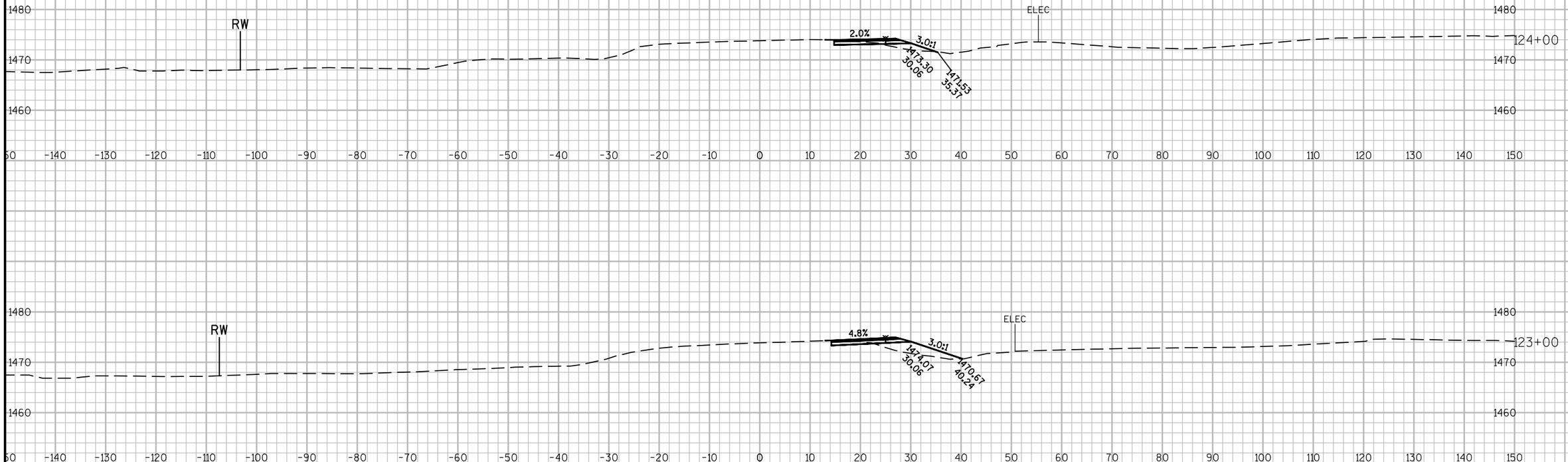
9

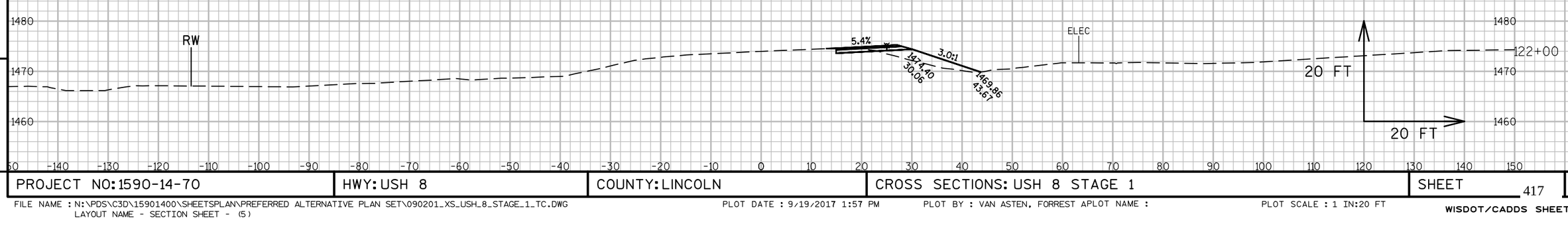
PROJECT NO:1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 1	SHEET 416	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_1_TC.DWG
LAYOUT NAME - SECTION SHEET - (4)

PLOT DATE : 9/19/2017 1:57 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49





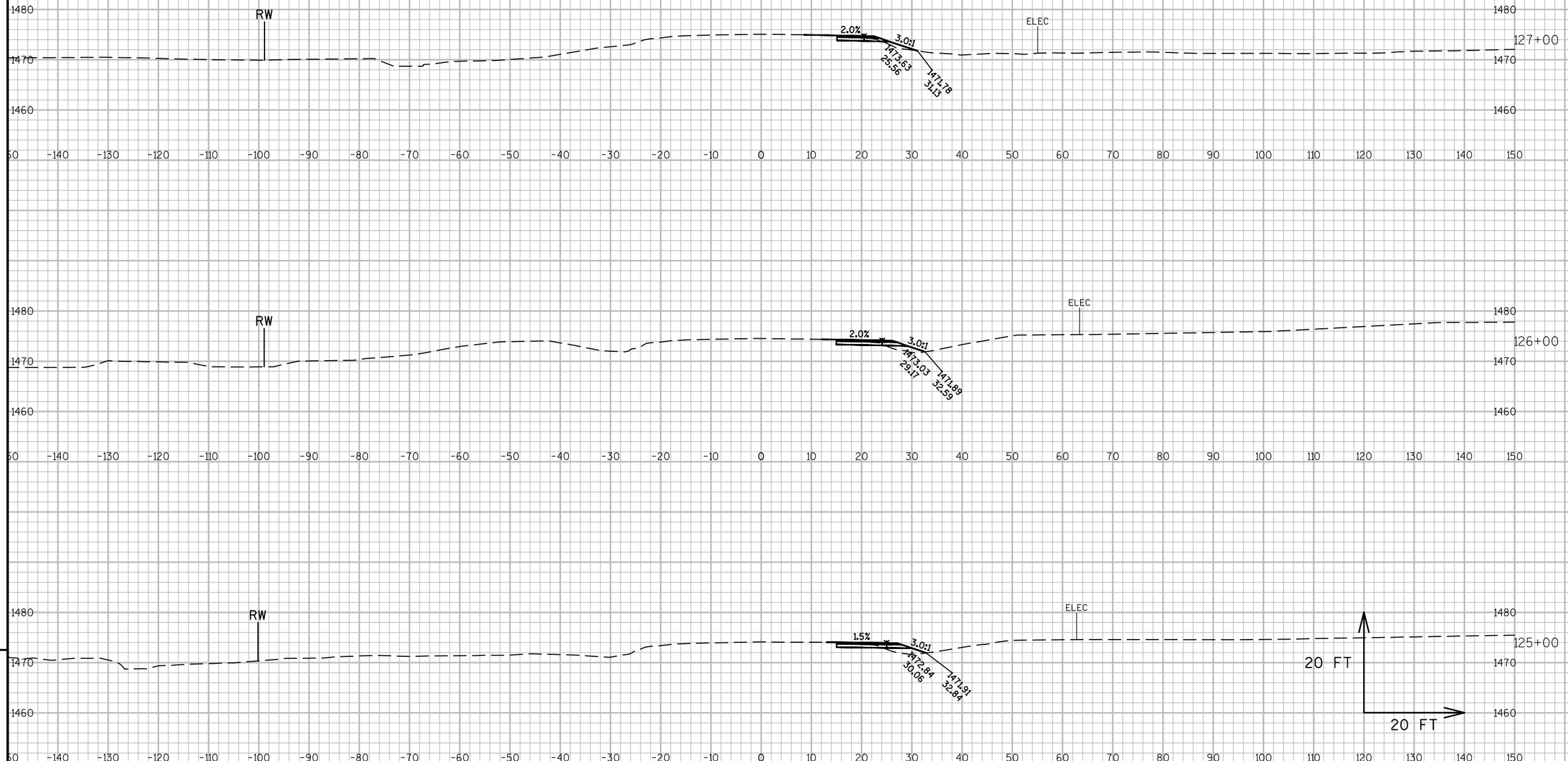
9

9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 1	SHEET 417	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_1_TC.DWG
LAYOUT NAME - SECTION SHEET - (5)

PLOT DATE : 9/19/2017 1:57 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT



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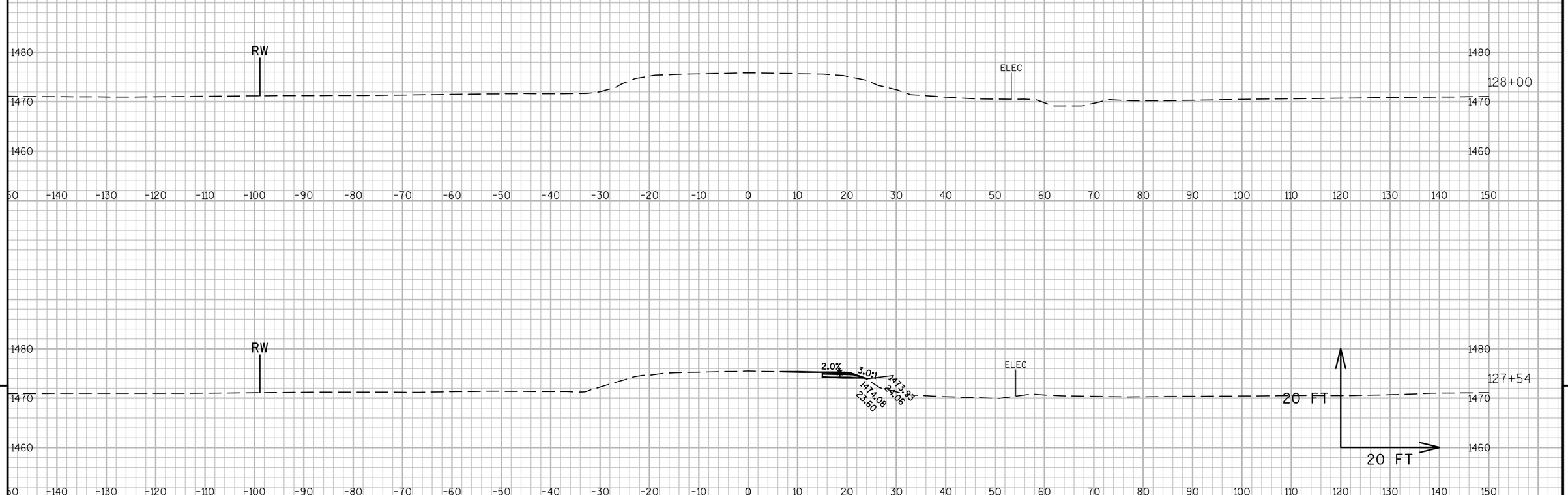
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 1	SHEET 418	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_1_TC.DWG
LAYOUT NAME - SECTION SHEET - (6)

PLOT DATE : 9/19/2017 1:57 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

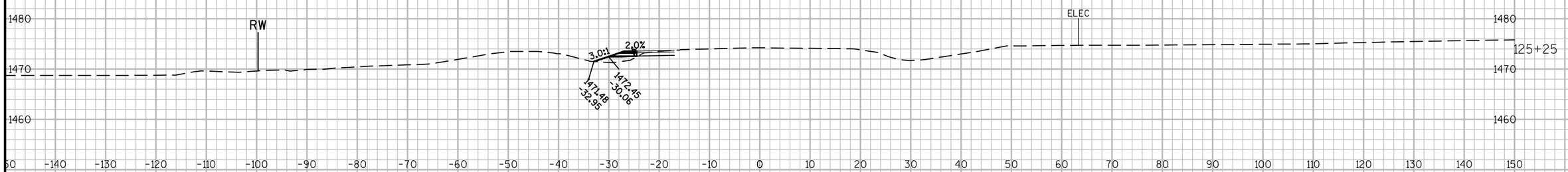


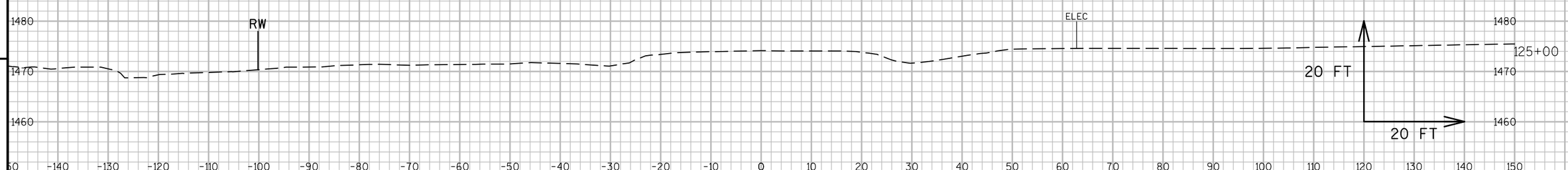
9

9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 1	SHEET 419	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_1_TC.DWG
LAYOUT NAME - SECTION SHEET - (7)
PLOT DATE : 9/19/2017 1:57 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME :
PLOT SCALE : 1 IN:20 FT
WISDOT/CADDS SHEET 49





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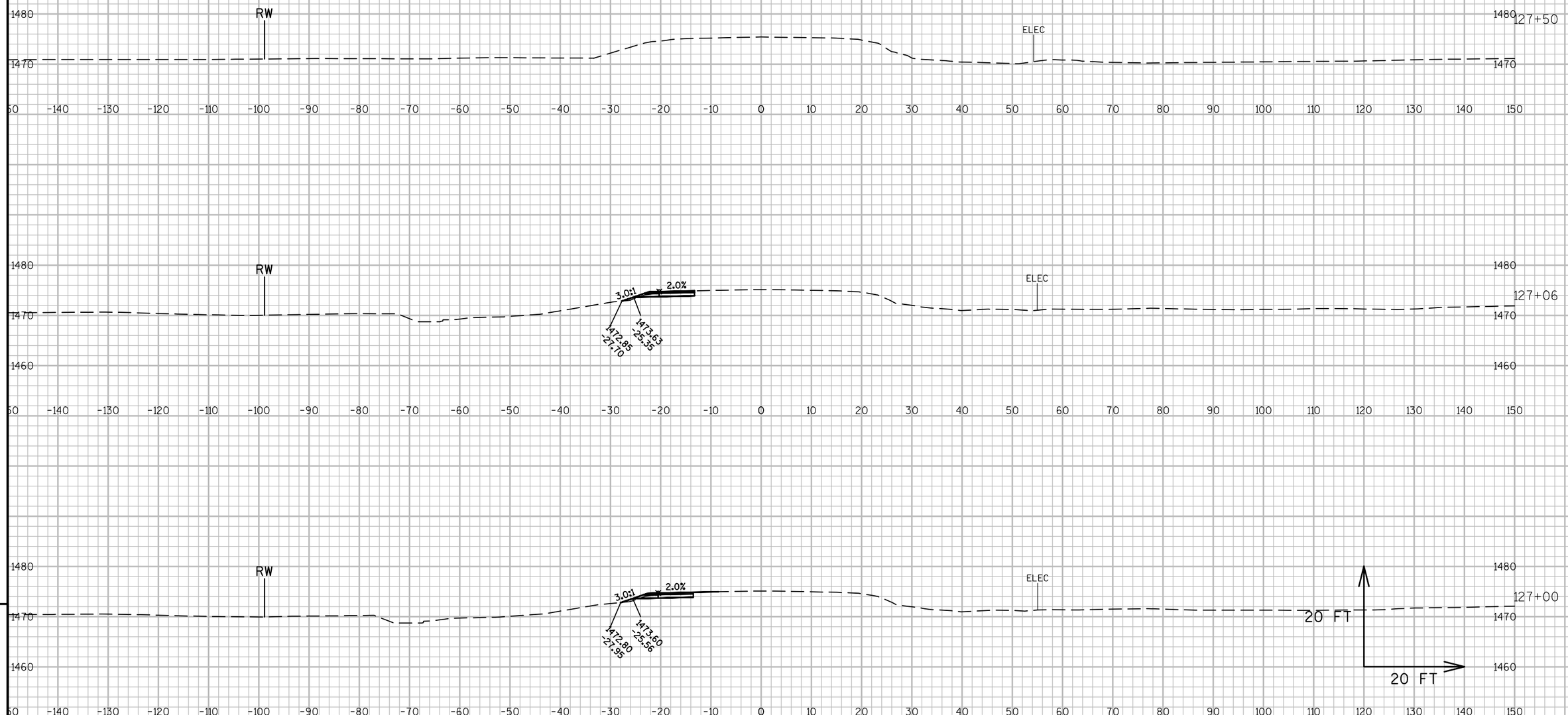
9

PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 2	SHEET 420	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_2_TC.DWG
LAYOUT NAME - SECTION SHEET - (8)

PLOT DATE : 9/19/2017 1:58 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49



9

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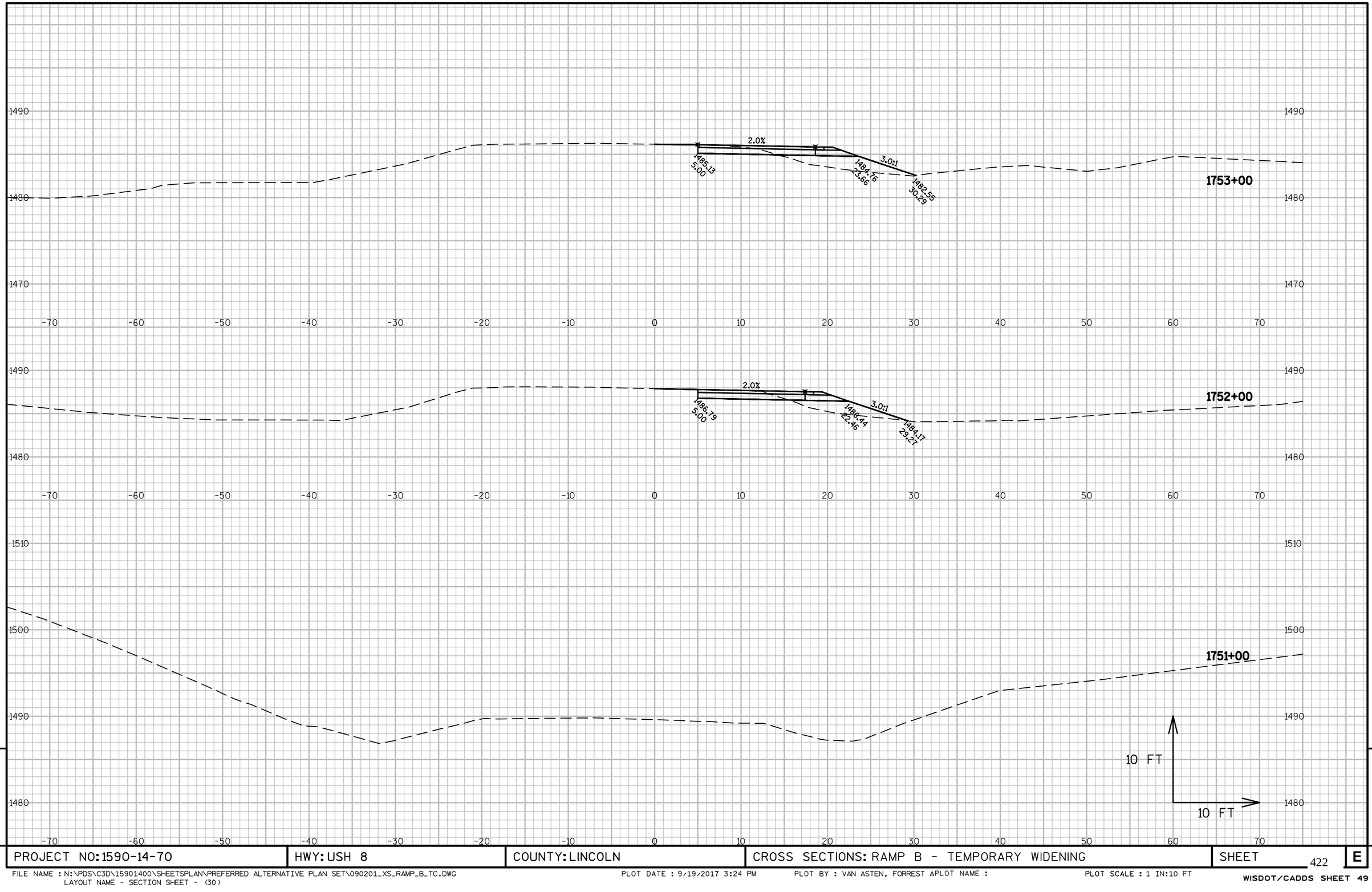
PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: USH 8 STAGE 2	SHEET 421	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_USH_8_STAGE_2_TC.DWG
LAYOUT NAME - SECTION SHEET - (9)

PLOT DATE : 9/19/2017 1:58 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 49

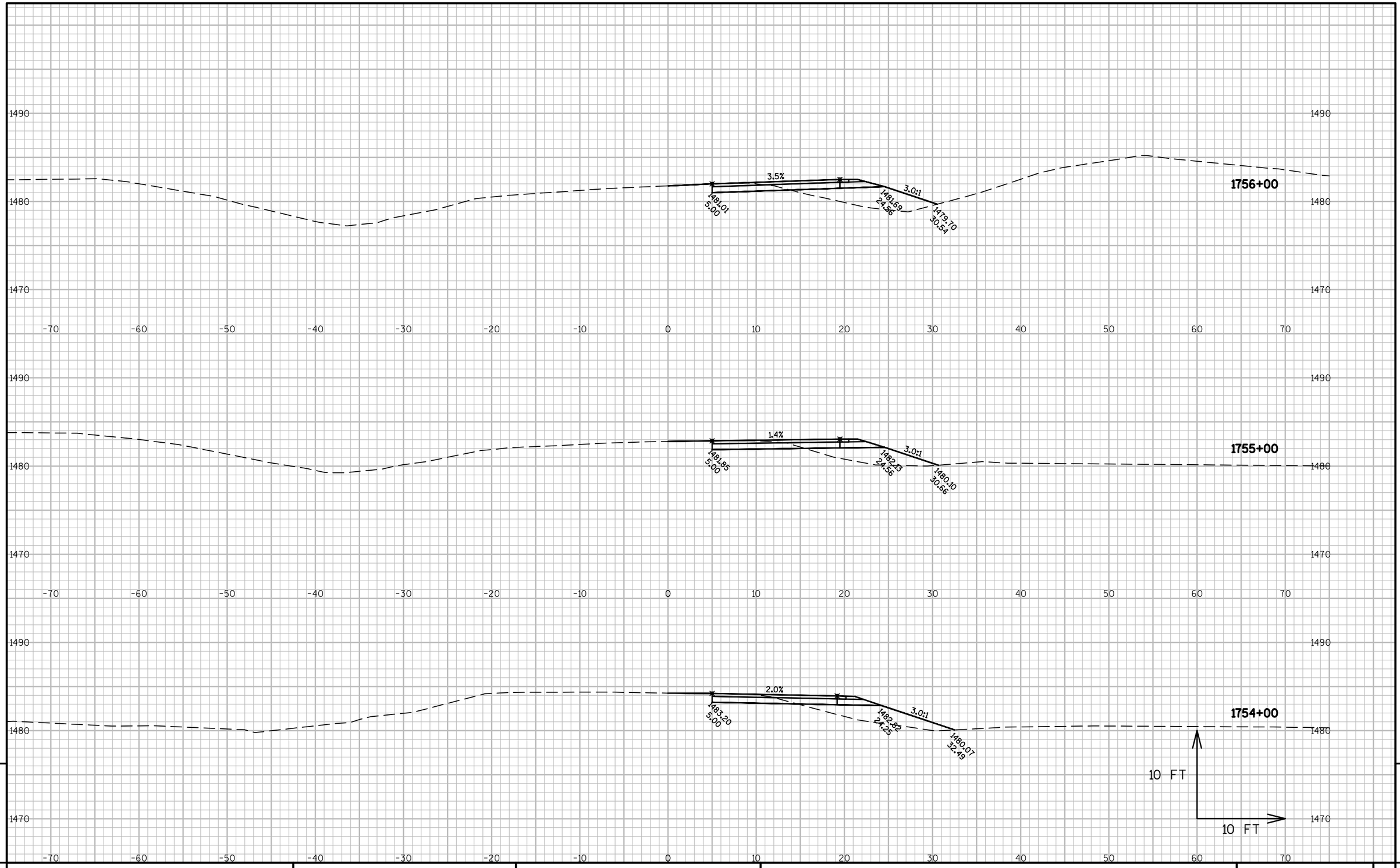


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B - TEMPORARY WIDENING	SHEET 422	E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B_TC.DWG
LAYOUT NAME - SECTION SHEET - (30)

PLOT DATE : 9/19/2017 3:24 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49

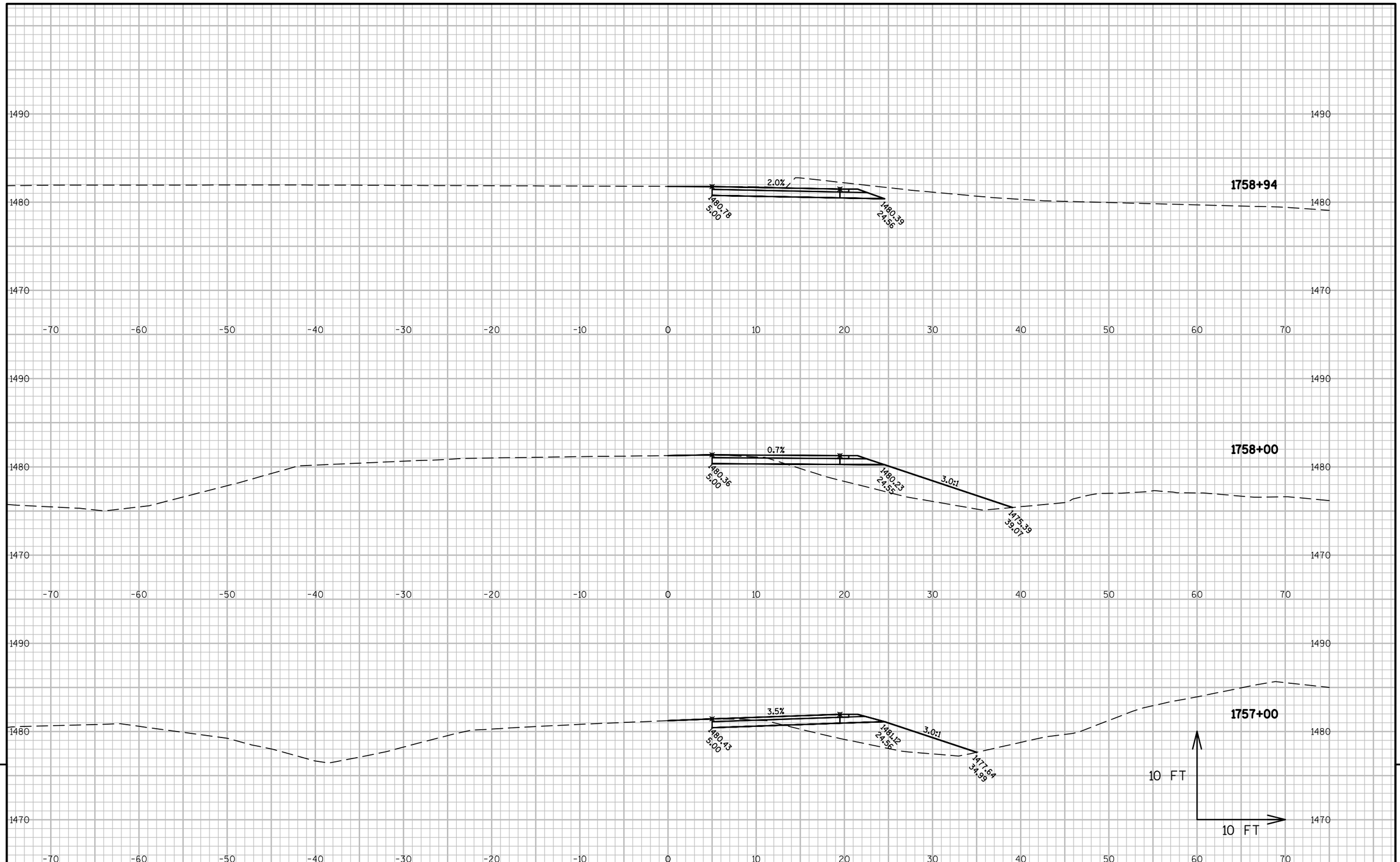


PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B - TEMPORARY WIDENING	SHEET 423 E

FILE NAME : N:\PDS\C3D\15901400\SHEETSPLAN\PREFERRED ALTERNATIVE PLAN SET\090201_XS_RAMP_B_TC.DWG
LAYOUT NAME - SECTION SHEET - (31)

PLOT DATE : 9/19/2017 3:24 PM PLOT BY : VAN ASTEN, FORREST APLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 49



PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B - TEMPORARY WIDENING	SHEET 424 E

9

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PROJECT NO: 1590-14-70	HWY: USH 8	COUNTY: LINCOLN	CROSS SECTIONS: RAMP B - TEMPORARY WIDENING	SHEET 425	E

Wisconsin Department of Transportation

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